



VATéir and VATSIM UK EGTT RTS

Letter of Agreement for the Transfer of Traffic

Shannon FIR and London FIR

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Letter of Agreement for the Transfer of Traffic



Shannon FIR and London FIR

1	General.....	3
2	Control Positions.....	3
2.1	London FIR	3
2.2	Shannon FIR	4
3	Overview	4
3.1	VATSIM UK – VATéir.....	4
3.2	VATéir – VATSIM UK.....	5
3.3	Oceanic Flights	5
4	Areas Delegated to Dublin ACC.....	6
5	L975/L70 Buffer Zone.....	7
6	Shannon (NOTA) UIR / Scottish UIR Transfer of Traffic	8
7	Shannon (SOTA) UIR / London UIR Transfer of Traffic.....	9
8	Specific Transfer Requirements	10
8.1	London FIR – Shannon FIR.....	10
8.2	Shannon FIR – London FIR.....	11
9	Standard Levels of Acceptance	12
9.1	London FIR – Shannon FIR.....	12
9.2	Shannon FIR – London FIR.....	12

Letter of Agreement for the Transfer of Traffic

Shannon FIR and London FIR

1 General

This Letter of Agreement details the conditions and requirements agreed by VATéir and VATSIM UK for the transfer of traffic between the Shannon and London FIRs.

Upon transfer, IFR aircraft are to conform to ICAO standard cruising levels (or agreed levels if these are different), incorporating the implementation of Reduced Vertical Separation Minima (RVSM), and also to the direction of airways as published in the UK and Ireland AIPs.

IFR traffic is limited to airways, as published on the appropriate charts. Aircraft may only be transferred between EISN and EGTT off route with prior co-ordination and agreement (at least 5 minutes before the FIR boundary crossing) between the ACCs. If traffic cannot be accepted off route it must be re-routed via the existing airways pattern.

Ireland to UK – odd Flight Levels
 UK to Ireland – even Flight Levels

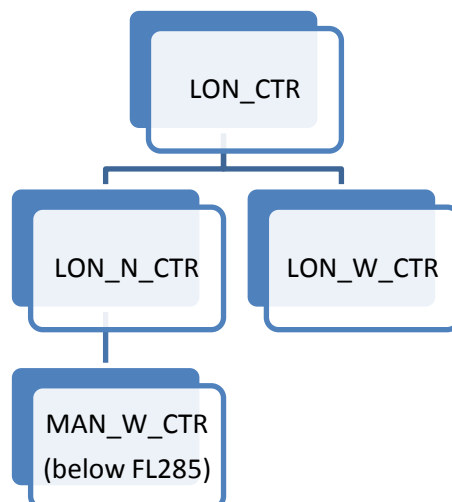
Aircraft are to be transferred no later than 5nm before the FIR boundary, and earlier than this where stated below.

It has also been agreed that VATéir and VATSIM UK may, if necessary, modify their standard Area sector configuration on a temporary basis for the purpose of handling traffic more effectively during an event provided that sufficient notice is given.

2 Control Positions

The Area sectors used in VATSIM UK and VATéir operate on a top-down basis. Overlying sectors will assume responsibility for sectors that are not online. Below is a series of diagrams showing how the sectors relevant to this document will operate. Throughout, a sector **higher** in the diagram assumes responsibility for those **below** it. Agreements in this document are written as if all sectors are open.

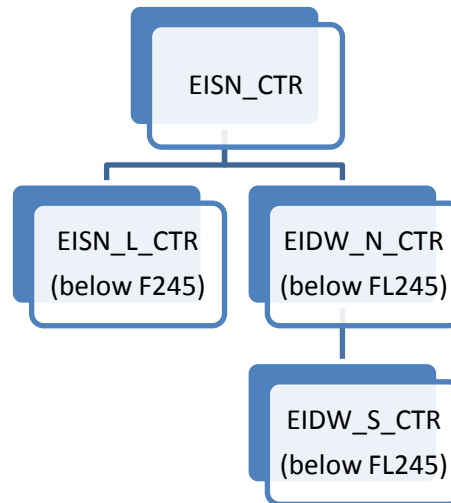
2.1 London FIR



Letter of Agreement for the Transfer of Traffic

Shannon FIR and London FIR

2.2 Shannon FIR



3 Overview

3.1 VATSIM UK – VATéir

Dublin (EIDW)

- Aircraft inbound to Dublin via BAGSO/LIFFY should be transferred to Dublin Control (EIDW_N_CTRL).
- Aircraft inbound to Dublin via LIPGO/VATRY should be transferred to Dublin Control (EIDW_S_CTRL).

Cork (EICK)

- Aircraft inbound to Cork via BANBA/MOPAT should be transferred to Shannon Control (EISN_L_CTRL).

Waterford (EIWF)

- Aircraft inbound to Waterford via BANBA/SLANY should be transferred to Shannon Control (EISN_L_CTRL).

Overflights

- All overflights should be transferred to the respective Shannon/Dublin Controller, as shown in the tables below.

ATCOs should note the areas delegated to Shannon Control and Dublin Control.

Letter of Agreement for the Transfer of Traffic

Shannon FIR and London FIR

3.2 VATéir – VATSIM UK

Dublin (EIDW)

- Aircraft outbound from Dublin via LIFFY should be transferred to Scottish Control (MAN_W_CTR).
- Aircraft outbound from Dublin via BAKUR should be transferred to London Control (LON_W_CTR).

Cork (EICK)

- Aircraft outbound from Cork on UM140, UL175 and UL607 airways should be transferred to London Control (LON_W_CTR).

Waterford (EIWF)

- Aircraft outbound from Waterford via SLANY should be transferred to London Control (LON_W_CTR).

Overflights

- All overflights should be handed off to the respective London/Scottish Controller as shown below.

3.3 Oceanic Flights

All flights from Ireland going transatlantic must receive oceanic clearance on the ground prior to departure when Shanwick Radio (EGGX_FSS) or Gander Radio (CZQX_FSS) is online. This applies both to aircraft going Westbound to the US, Canada etc. and aircraft going Southbound to Spain, Portugal etc.

Please see diagrams and tables below for more info.

Letter of Agreement for the Transfer of Traffic

Shannon FIR and London FIR

4 Areas Delegated to Dublin ACC

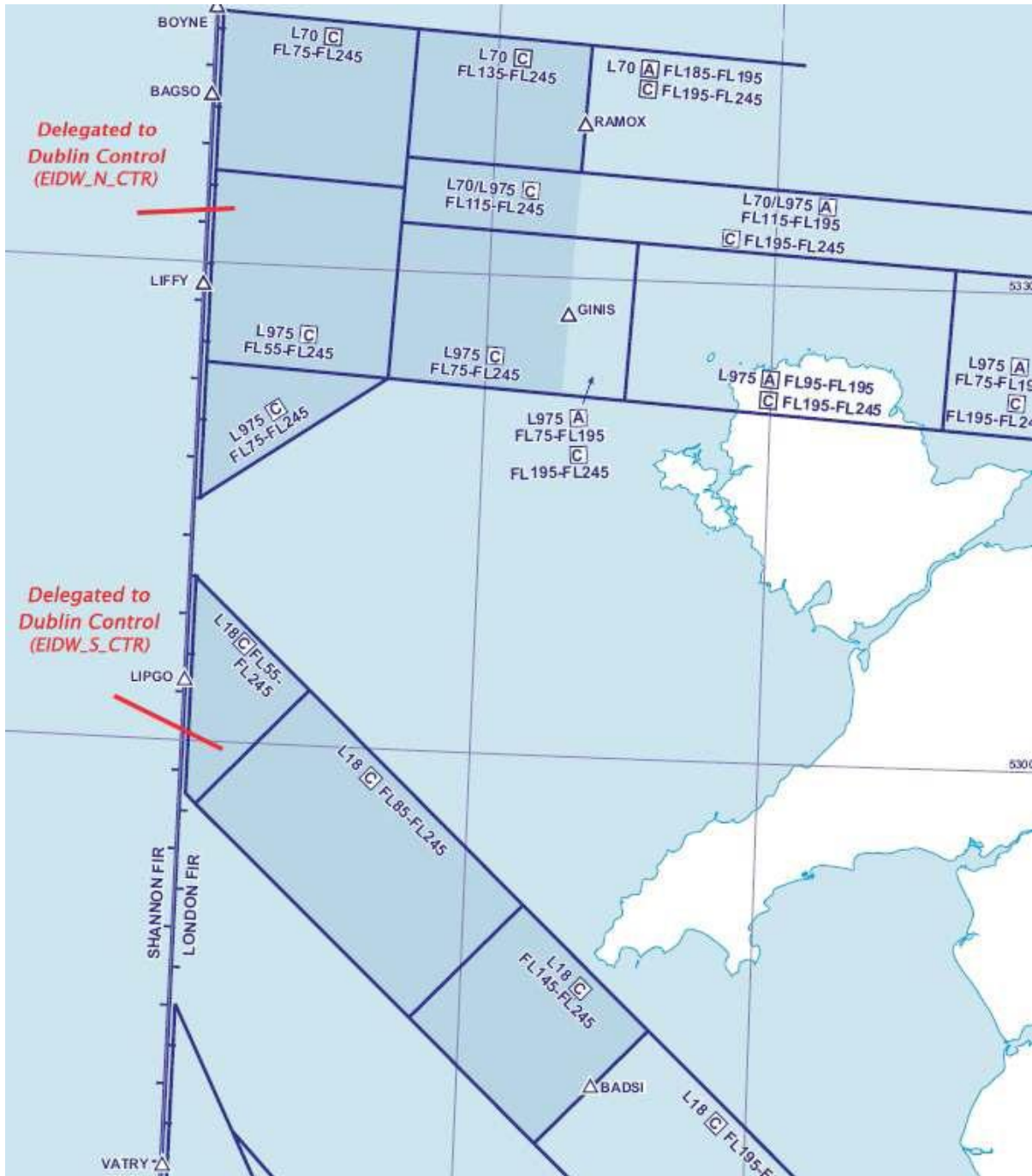


Fig. 1. Shaded areas are delegated to Dublin ACC from SFC – FL245

Letter of Agreement for the Transfer of Traffic

Shannon FIR and London FIR

5 L975/L70 Buffer Zone

Between UL975/ L975 and UL70/ L70 a radar buffer zone has been created. This is to ensure separation between eastbound and westbound traffic. All eastbound aircraft will be positioned to the south and all westbound aircraft to the north of the buffer zone. The buffer zone and general traffic flow is shown below. The only exception is aircraft being allowed to travel westbound along L975 up to FL180.



Fig. 2. Buffer Zone

The coordinate data of the buffer zone are as follows:

N053.35.38.000 W004.50.44.000 N053.34.34.000 W004.19.06.000
 N053.34.34.000 W004.19.06.000 N053.29.00.000 W004.19.41.000
 N053.29.00.000 W004.19.41.000 N053.30.00.000 W004.51.12.000
 N053.30.00.000 W004.51.12.000 N053.35.38.000 W004.50.44.000

Letter of Agreement for the Transfer of Traffic

Shannon FIR and London FIR

6 Shannon (NOTA) UIR / Scottish UIR Transfer of Traffic

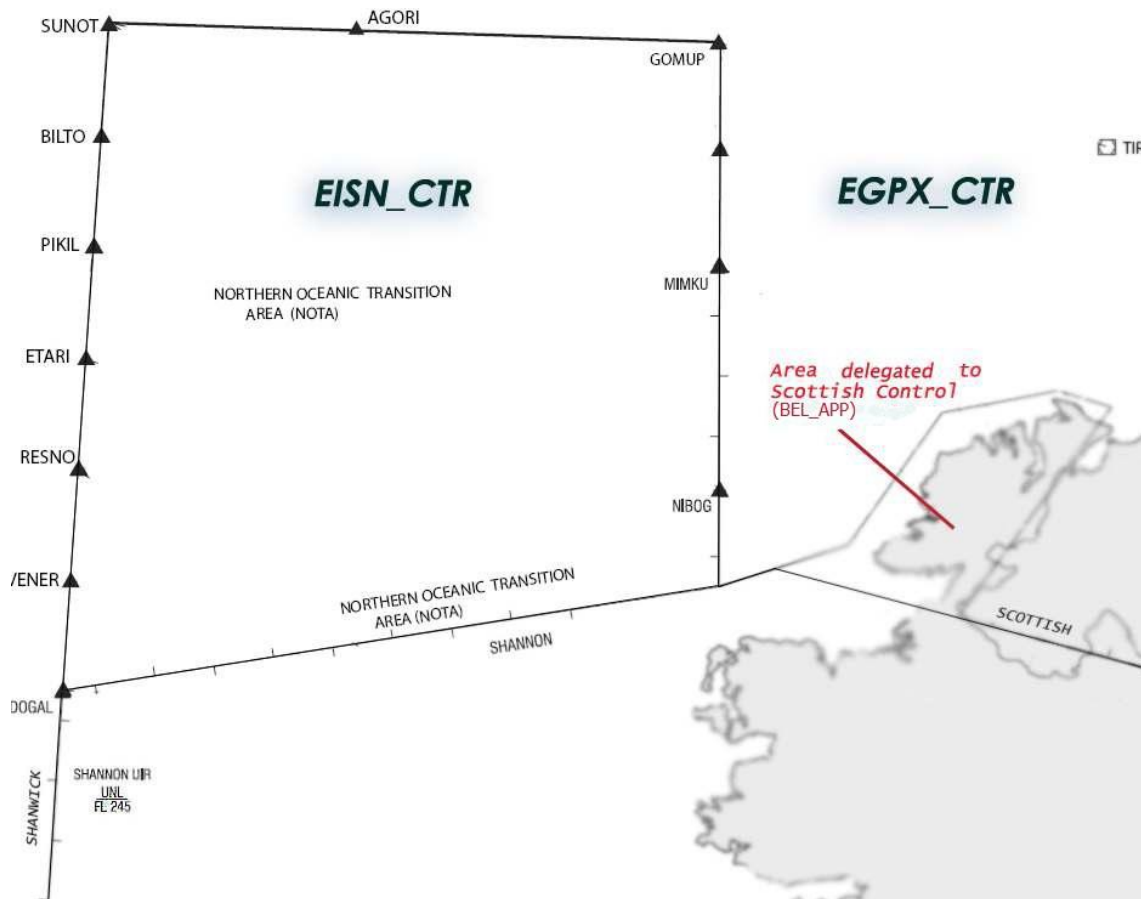


Fig. 3. NOTA and delegated airspace

Letter of Agreement for the Transfer of Traffic

Shannon FIR and London FIR

7 Shannon (SOTA) UIR / London UIR Transfer of Traffic

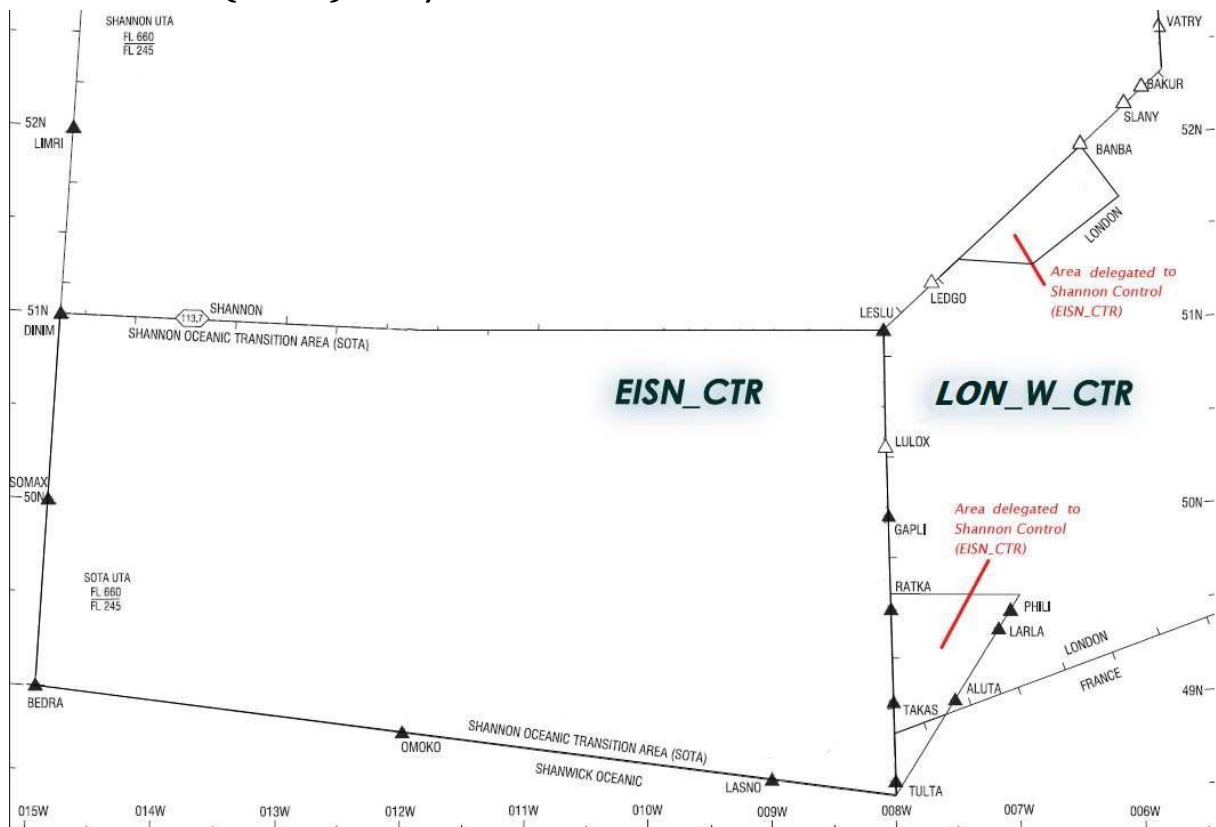


Fig. 4. SOTA and delegated airspace

Here is the coordinate data of the 2 areas delegated to Shannon Control (EISN):

SOTA

N049.35.00.000 W008.00.00.000 N049.33.59.730 W006.55.41.915
 N049.33.59.730 W006.55.41.915 N048.31.42.350 W007.59.45.315
 N048.31.42.350 W007.59.45.315 N049.35.00.000 W008.00.00.000

Main FIR Area

N051.58.26.420 W006.11.48.715 N051.22.10.500 W007.19.20.455
 N051.22.10.500 W007.19.20.455 N051.21.41.665 W006.49.26.815
 N051.21.41.665 W006.49.26.815 N051.41.36.431 W005.59.14.670
 N051.41.36.431 W005.59.14.670 N051.58.26.420 W006.11.48.715

Letter of Agreement for the Transfer of Traffic



Shannon FIR and London FIR

8 Specific Transfer Requirements

The following tables list the available points for the transfer of traffic.

8.1 London FIR – Shannon FIR

Exit Point	Level(s)	Transfer To	Transfer Point
BAGSO	240 and below	EIDW_N_CTR	RAMOX
BAGSO	250 and above	EISN_CTR	RAMOX
LIFFY	180 and below	EIDW_N_CTR	GINIS
LIPGO	240 and below	EIDW_S_CTR	BADSI
LIPGO	250 and above	EISN_CTR	LIPGO
VATRY	240 and below	EIDW_S_CTR	VATRY
VATRY	250 and above	EISN_CTR	VATRY
BAKUR	240 and below	EISN_L_CTR	BAKUR
BAKUR	250 and above	EISN_CTR	BAKUR
SLANY	240 and below	EISN_L_CTR	SLANY
SLANY	250 and above	EISN_CTR	SLANY
BANBA	240 and below	EISN_L_CTR	5nm before BANBA
BANBA	250 and above	EISN_CTR	5nm before BANBA
EVRIN	240 and below	EISN_L_CTR	20nm before EVRIN
EVRIN	250 and above	EISN_CTR	20nm before EVRIN
MOPAT	240 and below	EISN_L_CTR	20nm before MOPAT
MOPAT	250 and above	EISN_CTR	20nm before MOPAT
LEDGO	240 and below	EISN_L_CTR	LEDGO
LEDGO	250 and above	EISN_CTR	LEDGO
LESLU	240 and below	EISN_L_CTR	LESLU
LESLU	250 and above	EISN_CTR	LESLU
LULOX	EICK/EINN only	EISN_CTR	LULOX
GAPLI		EISN_CTR	GAPLI

Letter of Agreement for the Transfer of Traffic



Shannon FIR and London FIR

8.2 Shannon FIR – London FIR

Exit Point	Level(s)	Transfer To	Transfer Point
LIFY	280 and below	MAN_W_CTR	10nm before GINIS
LIFY	290 and above	LON_N_CTR	10nm before GINIS
LIPGO	240 and below	LON_W_CTR	BADSI
LIPGO	250 and above	LON_W_CTR	LIPGO
BAKUR		LON_W_CTR	BAKUR
SLANY		LON_W_CTR	SLANY
BANBA		LON_W_CTR	5nm after BANBA
EVIRIN		LON_W_CTR	20nm after EVIRIN
NORLA		LON_W_CTR	20nm after NORLA
LEDGO		LON_W_CTR	LEDGO
LESLU		LON_W_CTR	LESLU
LULOX		LON_W_CTR	LULOX
GAPLI		LON_W_CTR	GAPLI

Letter of Agreement for the Transfer of Traffic

9 Standard Levels of Acceptance

9.1 London FIR – Shannon FIR

Sector From	Sector To	Departing	Destination	Condition	Level	Level By	Remark
MAN_W_CTR	EISN_CTR	Manchester TMA / EGNH / EGNO			280	RAMOX	
MAN_W_CTR	EIDW_N_CTR		EIDW		200	RAMOX	
MAN_W_CTR	EIDW_N_CTR		EIDW		160	GINIS	
LON_W_CTR	EIDW_S_CTR		EIDW		240	BADSI	
LON_W_CTR	EIDW_S_CTR		EIDW		240	10nm before VATRY	
LON_W_CTR	EISN_CTR		EIDW		280	10nm before EVRIN	
LON_W_CTR	EISN_CTR		EICK		300	BANBA	
LON_W_CTR	EISN_L_CTR		EIWF		180	SLANY	
LON_W_CTR	EISN_CTR		EGAA / EGAC / EGAE		320		Via UN34 / UM17 / UL18

9.2 Shannon FIR – London FIR

Sector From	Sector To	Departing	Destination	Condition	Level	Level By	Remark
EIDW_N_CTR	MAN_W_CTR	EIDW		climbing	230		
EISN_CTR	LON_W_CTR	EIDW			320	BAKUR	
EISN_CTR	MAN_W_CTR		Manchester TMA / EGNM / EGCN / EGNH / EGNO / EGNT / EGNV / Midlands		270	LIFY	

Manchester TMA – EGCC, EGCD, EGGP, EGNR

Midlands – EGBB, EGNX, EGBE