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VATSIM SCANDINAVIA

LETTER OF AGREEMENT

BETWEEN SCOTTISH ACC AND REYKJAVÍK OACC

REVISION 2023/11 - EFFECTIVE 02 NOVEMBER 2023

DISTRIBUTION AND SCOPE

This Letter of Agreement (LoA) outlines the agreements between Reykjavík OACC (VATSIM Scandinavia) and Scottish ACC (VATSIM UK) for the provision of air traffic services (ATS).

EXCLUSION OF LIABILITY

The procedures in this LoA are for use on the VATSIM Network only and should never be adopted for real world use.

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VALIDITY

This Letter of Agreement becomes effective 02 November 2023 (AIRAC 2311).

Agreed by:

- Kieran Hardern – VATSIM UK – Operations Director
- Gunnar Gudm – VATSIM Scandinavia – Director of Reykjavík CTA

AMENDMENT HISTORY

Revision	Effective Date	Notes
2023/11	02 November 2023	Frequency changes due to 8.33 kHz implementation (2.3); Updated deemed coordination procedures (3.2.1); Removed references to Reykjavík OCA
2022/11	03 November 2022	Amended ScAC Hebrides ownership to add SCO_HC (2.3.1.3); Reykjavík sectorisation, callsigns and frequencies amended (2.3.2); Updated transfer of control/comms procedures and tables (3.2.2); Re-write of section 3.3.2 (Obtaining Oceanic Clearance); Added definitions (Appendix A); Added Scottish ACC diagrams (Appendix B) Various minor editorial changes
2022/02	24 February 2022	Updated Figure 1 to reflect introduction of Free Route Airspace (FRA) in the EGPX FIR Various minor editorial changes
2021/04	22 April 2021	Removed reference to Eurocontrol Islands (EURI_FSS); Added ScAC Hebrides (Low) and North Low sector ownership (2.3.1); Added conditions for the Deemed Co-ordination of Enroute Traffic (3.2.1); Refined Transfer of Communications requirements (3.2.2)
2020/13	20 December 2020	Complete re-write
2010/08	10 August 2010	First Publication

SECTION 1 GENERAL

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between Scottish ACC and Reykjavík OACC when providing ATS to General Air Traffic (IFR).

These procedures are supplementary to those specified in ICAO, VATSIM Regulations, inter-Division or inter virtual air traffic services provider's agreements and/or National documents.

If a translated version of this Letter of Agreement is available in any other language, when there is a difference in interpretation, the English version shall be the overriding authority.

SECTION 2 AREAS OF RESPONSIBILITY FOR THE PROVISION OF ATS

2.1 Airspace Structure and Classification within the Area of Common Interest

2.1.1 Scottish ACC

Lateral limits: The limits of the area of responsibility correspond to the boundary of Scottish FIR & UIR as published in the AIP of the United Kingdom.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Scottish FIR	SFC-FL245	G/C
Scottish UIR	FL245-FL660	C

2.1.2 Reykjavík OACC

Lateral limits: The limits of the area of responsibility correspond to the boundary of Reykjavík CTA/FIR as published in the AIP of Iceland.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Reykjavík FIR	SFC-UNL	N/A
Reykjavík CTA	SFC-UNL	G (FL55-) / A (FL55+)

2.2 Areas for Cross Border Provision of ATS

2.2.1 Areas for Cross Border Provisions of ATS by Reykjavík OACC

Within the Scottish FIR the provision of ATS in accordance with the airspace classification is performed by Reykjavík OACC within the following area(s):

2.2.1.1 RATSU Triangle

Lateral Limits	Within the magenta area shown in **Figure 1**
Vertical Limits	SFC-FL660
Airspace Classification	G/C

2.2.1.2 Common Boundary Line

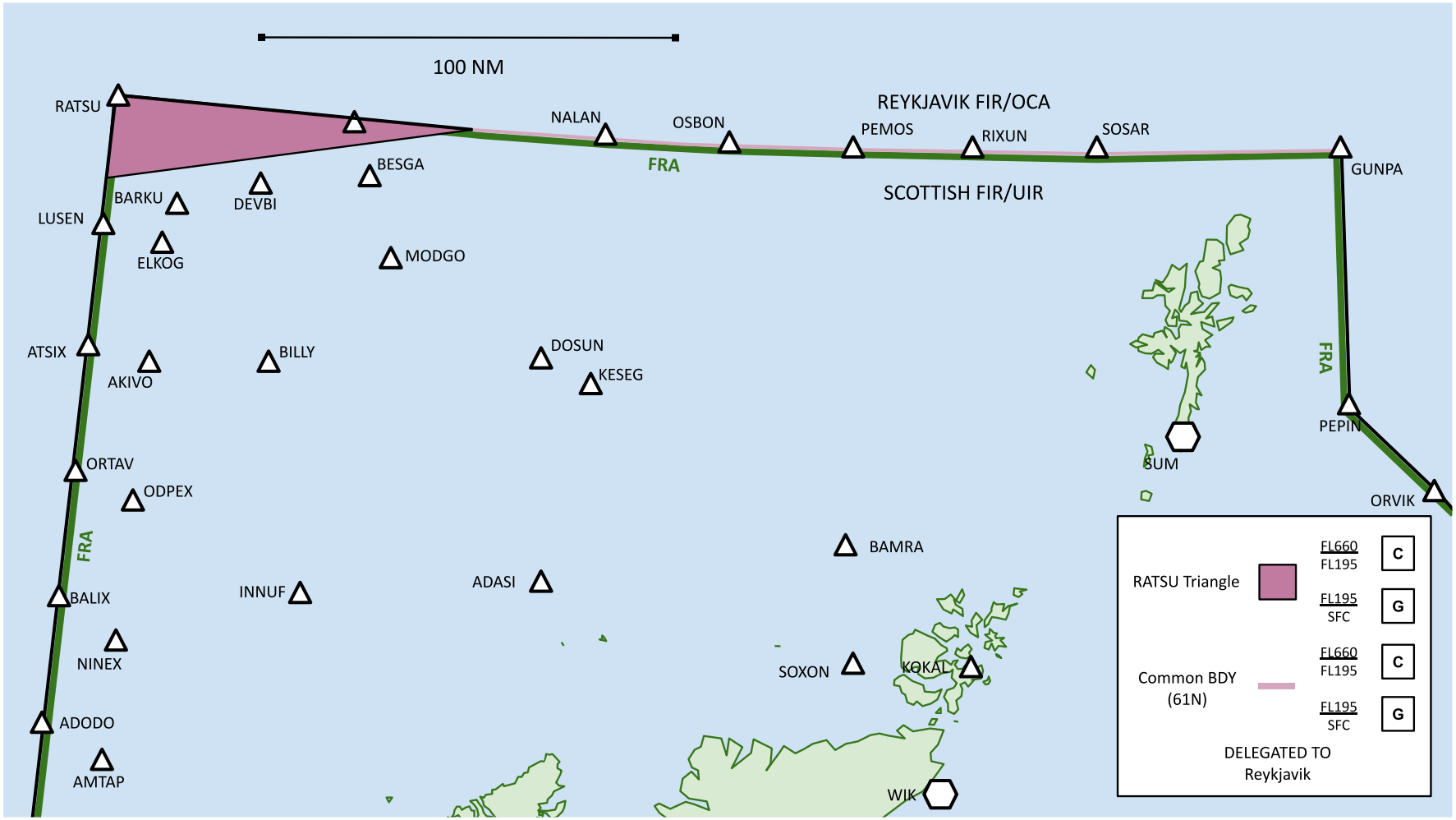
Lateral Limits	Along the N61 from W000 to W010 (the pink line in **Figure 1**)
Vertical Limits	SFC-FL660
Airspace Classification	G/C

2.2.2 Special Areas within the Area of Common Interest

2.2.2.1 RATSU

RATSU is delegated from Shanwick OACC to Reykjavík OACC at and above FL55.

Figure 1 – RATSU Triangle and Common Boundary Line



2.3 Sectorisation

2.3.1 Scottish ACC Sectors

For diagrams, see **Appendix B – Scottish ACC Sectorisation**.

2.3.1.1 ScAC North (FL255+)

The coverage priority (left to right) for ScAC North at the interface with Reykjavík OACC for COPs east of – and including – OSBUN is as follows is as follows:

SCO_N_CTR 129.225 MHz	**SCO_E_CTR** 121.325 MHz	**SCO_CTR** 135.530 MHz

2.3.1.2 ScAC North Low (FL255-)

The coverage priority (left to right) for ScAC North Low at the interface with Reykjavík OACC for COPs east of – and including – OSBUN is as follows:

SCO_L_CTR 124.500 MHz	**ScAC North**

2.3.1.3 ScAC Hebrides (FL255+)

The coverage priority (left to right) for ScAC Hebrides at the interface with Reykjavík OACC for COPs west of – and including – NALAN is as follows:

SCO_EH_CTR 133.680 MHz	**SCO_HC_CTR** 128.675 MHz	**ScAC North**

2.3.1.4 ScAC Hebrides Low (FL255-)

The coverage priority (left to right) for ScAC Hebrides Low at the interface with Reykjavík OACC for COPs west of – and including – NALAN is as follows:

SCO_L_CTR 124.500 MHz	**ScAC Hebrides**

2.3.2 Reykjavík OACC Sectors

2.3.2.1 East Sector

The airspace adjoining the Scottish FIR/UIR is the East Sector, which can be dynamically split according to the coverage priority (left to right) below:

Priority → Level ↓	1	2	3	4	5	6
FL365+	**BIRD_E3** 128.800	**BIRD_E2** 132.200	**BIRD_E1** 126.750	**BIRD_S3** 128.600	**BIRD_S2** 125.700	**BIRD_S1** 119.700
FL365-FL355	**BIRD_E2** 132.200	**BIRD_E3** 128.800	**BIRD_E1** 126.750	**BIRD_S2** 125.700	**BIRD_S3** 128.600	**BIRD_S1** 119.700
FL355-FL345	**BIRD_E2** 132.200	**BIRD_E1** 126.750	**BIRD_E3** 128.800	**BIRD_S2** 125.700	**BIRD_S1** 119.700	**BIRD_S3** 128.600
FL345-	**BIRD_E1** 126.750	**BIRD_E2** 132.200	**BIRD_E3** 128.800	**BIRD_S1** 119.700	**BIRD_S2** 125.700	**BIRD_S3** 128.600

2.3.2.2 South Sector

The airspace west of 010W is the South Sector, which can be dynamically split according to the coverage priority (left to right) below:

Priority → Level ↓	1	2	3
FL365+	**BIRD_S3** 128.600	**BIRD_S2** 125.700	**BIRD_S1** 119.700
FL365-FL355	**BIRD_S2** 125.700	**BIRD_S3** 128.600	**BIRD_S1** 119.700
FL355-FL345	**BIRD_S2** 125.700	**BIRD_S1** 119.700	**BIRD_S3** 128.600
FL345-	**BIRD_S1** 119.700	**BIRD_S2** 125.700	**BIRD_S3** 128.600

SECTION 3 PROCEDURES FOR CO-ORDINATION

3.1 General Conditions for Acceptance of Flights

a) Coordination of flights shall take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route.
b) Flights shall be considered to be maintaining the coordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by use of coordination.
c) If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified above, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.
d) For any proposed deviation from the conditions specified in this LoA (e.g. COP, route or level) the transferring unit shall initiate an Approval Request using the appropriate software tool.
e) The accepting ATS unit shall accept the electronic transfer of the aircraft on establishing communications with the transferred aircraft. The Accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

3.2 ATS Routes, Coordination Points and Level Allocation

Available ATS routes, COPs to be used, and level allocation to be applied are described in the paragraphs below.

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).

3.2.1 Deemed Coordination of Enroute Traffic

Traffic not requiring Oceanic Clearance which has reached the RFL indicated on the flight plan by the AoR boundary is deemed to have been coordinated provided that:

- the aircraft is at a correct level for the direction of flight;
- the RFL has not been changed within 30 NM of the AoR boundary; and
- no objection has been raised by the receiving controller.

3.2.2 Transfer of Control and Communication

The Coordination Point (COP) to be used is the COP closest to the position where the aircraft will cross the Sector Boundary.

3.2.2.1 Traffic from Reykjavík OACC to Scottish ACC

Coordination Point	Transfer of Control	Transfer of Communications	Compulsory FRA DCT
BARKU	BARKU	At or before BARKU	RATSU DCT BARKU/ BESGA/DEVBI MATIK DCT BESGA
BESGA	BESGA	At or before BESGA	
DEVBI	DEVBI	At or before DEVBI	
NALAN	NALAN	At or before NALAN	
OSBON	OSBON	At or before OSBON	
PEMOS	PEMOS	At or before PEMOS	
RIXUN	RIXUN	At or before RIXUN	
SOSAR	SOSAR	At or before SOSAR	

3.2.2.2 Traffic from Scottish ACC to Reykjavík OACC

Scottish Control shall transfer northbound traffic as soon as possible after 60N.

Coordination Point	Transfer of Control	Transfer of Communications	Compulsory FRA DCT
BARKU	BARKU	At or before BARKU	BARKU/BESGA/ DEVBI DCT RATSU (See *Note*) BESGA DCT MATIK
BESGA	BESGA	At or before BESGA	
DEVBI	DEVBI	At or before DEVBI	
NALAN	NALAN	At or before NALAN	
OSBON	OSBON	At or before OSBON	
PEMOS	PEMOS	At or before PEMOS	
RIXUN	RIXUN	At or before RIXUN	
SOSAR	SOSAR	At or before SOSAR	

Note: *Traffic via RATSU remaining west of 010W should be transferred to the Reykjavík South Sector controller (see 2.3.2.2).*

3.3 Special Procedures

3.3.1 Responsibilities along the Common Boundary Line

The **Common Boundary Line** is as defined in Section 2.2.1.2.

All flights crossing the Common Boundary Line, including into/from the RATSU area, are subject to prior coordination in real life, usually by means of passing an estimate. On VATSIM, the presence of a shared, single data source is deemed sufficient to remove this need. As such, traffic may be transferred in accordance with the conditions set out below in Section 4.2.3.

Aircraft operating **along** the Common Boundary Line – will be provided with a service by Reykjavík OACC. This traffic will not be coordinated with Scottish ACC.

Scottish ACC shall coordinate all traffic that will operate closer than 20 NM to the Common Boundary Line with Reykjavík OACC.

3.3.2 Obtaining Oceanic Clearance for Reykjavík CTA

Reykjavík OACC will normally issue Oceanic Clearance (OCL) to aircraft via Iceland Radio on:

Primary: BICC_1_FSS (Radio 1) – 127.850 MHz.
Secondary (as directed): BICC_3_FSS (Radio 3) – 129.625 MHz and BICC_2_FSS (Radio 2) – 126.550 MHz).

Reykjavík OACC shall notify Scottish ACC of the correct frequency (or frequencies) for aircraft to receive clearance. Scottish shall drop the aircraft tag on transfer of communication.

Aircraft must obtain Oceanic Clearance at least **25 minutes** prior to the aircraft entering Reykjavík airspace.

Flights via RATSU do **not** require clearance from Shanwick OACC.

3.3.2.1 Coordination of Flight Levels

If the requested flight level (RFL) at the Oceanic entry point (OEP) is different to the current requested/cleared flight level or a different level is required by Reykjavík, it shall be coordinated by Reykjavík OACC or Iceland Radio with Scottish ACC.

Traffic which has reached the level in the Oceanic Clearance prior to the AoR boundary shall be deemed coordinated.

3.3.2.2 Procedures when no Oceanic Clearance is Received

If an aircraft has not obtained Oceanic Clearance before crossing 61N (due to frequency congestion or otherwise) this is not received due to frequency congestion or otherwise, they must not hold and should continue at the level previously assigned by Scottish ACC, obtaining clearance on first contact with Reykjavík Control.

3.3.2.3 Procedures without Iceland Radio

When Iceland Radio is not online, Oceanic Clearance will be issued directly by the appropriate Reykjavík OACC sector.

The minimum time to obtain an OCL is also lowered to the Transfer of Communication.

3.3.3 Vágar (EKVG) Departures

Any Vágar departures via 61N will be coordinated by Reykjavík OACC with Scottish ACC once airborne.

SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

a) Transfer of aircraft identification between Scottish ACC and Reykjavík OACC is normally performed by transfer of the radar label.
b) When discrete SSR codes are used for transfer of identification, they shall be assigned in accordance with ORCAM or other VATSIM network defined ranges.
c) Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.
d) The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders.

4.2 Radar Co-ordination Procedures

4.2.1 General

Transfer of radar identification and transfer of radar control between Reykjavík OACC and Scottish ACC will be subject to the serviceability of respective equipment used by controllers and the VATSIM data network sufficient for necessary information exchange. Additionally, two-way communication between the two facilities should be possible.

If it becomes necessary to reduce or suspend transfers of control, a 5-minute prior notification shall be observed, except in emergency situations.

4.2.2 Transfer of Radar Control

Transfer of radar control may be effected, after prior coordination, provided the minimum separation between the aircraft does not fall below 5 NM.

> ***Note:*** *Controllers should note that Scottish ACC use the UK term "radar handover", whereas Reykjavík ACC use the ICAO phrase "transfer of radar control".*

4.2.3 Silent Transfer of Control

Transfer of radar control may take place by means of a Silent Handover (that is, without verbal coordination) provided that:

- Oceanic Clearance has been obtained for aircraft crossing 61N from Scottish to Reykjavík (see Section 3.3.2).
- If the aircraft concerned are following the **same route**, then they are spaced by a minimum of 15 NM, constant or increasing. (See *Note*).
- If the aircraft concerned are on **crossing tracks**, the conditions under Section 4.3.1 below are met.
- The transferring controller places any vectoring instructions or speed control in the tag and instructs aircraft to report these on first contact with the receiving controller.

- The receiving controller is informed – by means of XFL electronic coordination or otherwise – of any level restriction other than an aircraft's requested flight level or those covered by Standing Agreement prior to transfer of communications.

  Note: *The 15 NM here is not a separation standard. It is the minimum spacing required for a silent radar handover.*

4.3 Separation Minima

4.3.1 Longitudinal Separation

5 minutes longitudinal separation may be applied between aircraft on the same or crossing tracks, at the same level, climbing, or descending. The transferring unit in each case must radar monitor the separation and ensure that the actual distance between aircraft is no less than 30 NM.

4.3.2 Radar Separation

The following radar separation minima are to be applied:

- Scottish ACC: 5 NM
- Reykjavík OACC: 5 NM

APPENDIX A - DEFINITIONS

Releases

Release for Climb (RFC)

An authorization for the accepting unit to climb (a) specific aircraft before the transfer of control.

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Release for Descent (RFD)

An authorization for the accepting unit to descend (a) specific aircraft before the transfer of control.

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

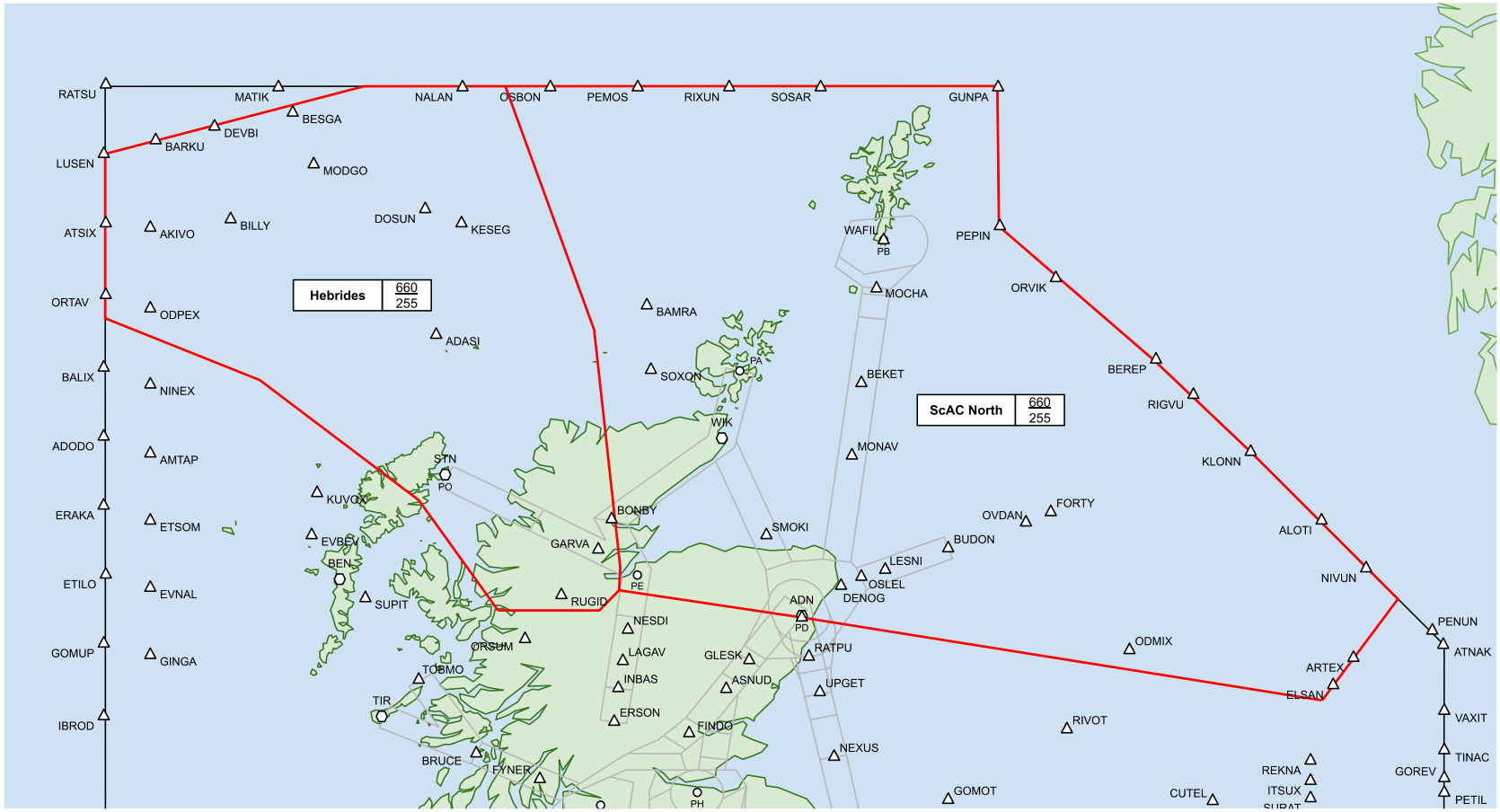
Release for Turn (RFT)

An authorization for the accepting unit to turn (a) specific aircraft away from the current flight path by not more than 45° before the transfer of control.

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

APPENDIX B - SCOTTISH ACC SECTORISATION

ScAC North and Hebrides



ScAC North Low and Hebrides Low