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VATSIM UK (London RTS)

LETTER OF AGREEMENT FOR THE PROVISION OF AIR
TRAFFIC SERVICES - VATSIM UK and France vACC

EDITION 2
06 MARCH 2014



Distribution and Scope

This Letter of Agreement (LoA) outlines the agreements between the London FIR (VATSIM UK) and the Paris and Brest FIRs (France vACC) for the Provision of Air Traffic Services.

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Section 1 | General

1.1 Introduction

Effective date: 06 March 2014.

This Letter of Agreement details the conditions and requirements agreed by France vACC and VATSIM UK for the transfer of traffic between the Paris and Brest FIRs and the London FIR.

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 French AIPs.

IFR traffic is limited to airways, as published on the appropriate charts. Aircraft may only be transferred between Paris and Brest FIRs and London FIR 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.

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

If a translated version of this Letter of Agreement is available in French, when there is a difference in interpretation, the English version will be the overriding authority.



Section 2 | Control Positions

Below is a list showing how the sectors relevant to this document will operate. Throughout, a sector to the right of the list assumes responsibility for those left of it if those sectors are not online.

2.1 London FIR Sectors

London Dover (all levels):

LON_D_CTR	LON_S_CTR	LON_SC_CTR	LON_CTR
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London Worthing (all sectors):

LON_S_CTR	LON_SC_CTR	LON_CTR
-----------	------------	---------

London West (all levels):

LON_W_CTR	LON_CTR
-----------	---------

Jersey (below FL195):

EGJJ_C_APP	LON_W_CTR	LON_CTR
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Eurocontrol Islands (EURI) controls all London airspace above FL245 that is not controlled by another London sector.



2.2 Paris FIR Sectors

Paris Lower West (below FL245):

LFFF_W_CTR	LFFF_CTR
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Paris Lower East (below FL245):

LFFF_CTR

Paris Upper West (above FL245):

LFFF_U_CTR	LFFF_W_CTR	LFFF_CTR	LFUP_CTR
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Paris Upper East (above FL245):

LFFF_U_CTR	LFFF_CTR	LFUP_CTR
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Eurocontrol West (EURW) controls all French airspace above FL245 that is not controlled by another French sector.

2.3 Brest FIR Sectors

Brest Lower (below FL245):

LFRR_CTR

Brest Upper (above FL245):

LFRR_U_CTR	LFRR_CTR	LFUP_CTR
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Eurocontrol West (EURW) controls all French airspace above FL245 that is not controlled by another French sector.



Section 3 | Delegated Airspace

In order to expedite the flow of traffic between FIRs, the responsibility for providing Air Traffic Services in certain airspace has been delegated.

3.1 VATSIM UK to France vACC

- South Eastern Section of the English Channel (Figure 3.4)
- South Western Corner of the London UIR (Figure 3.5)

3.2 France vACC to VATSIM UK

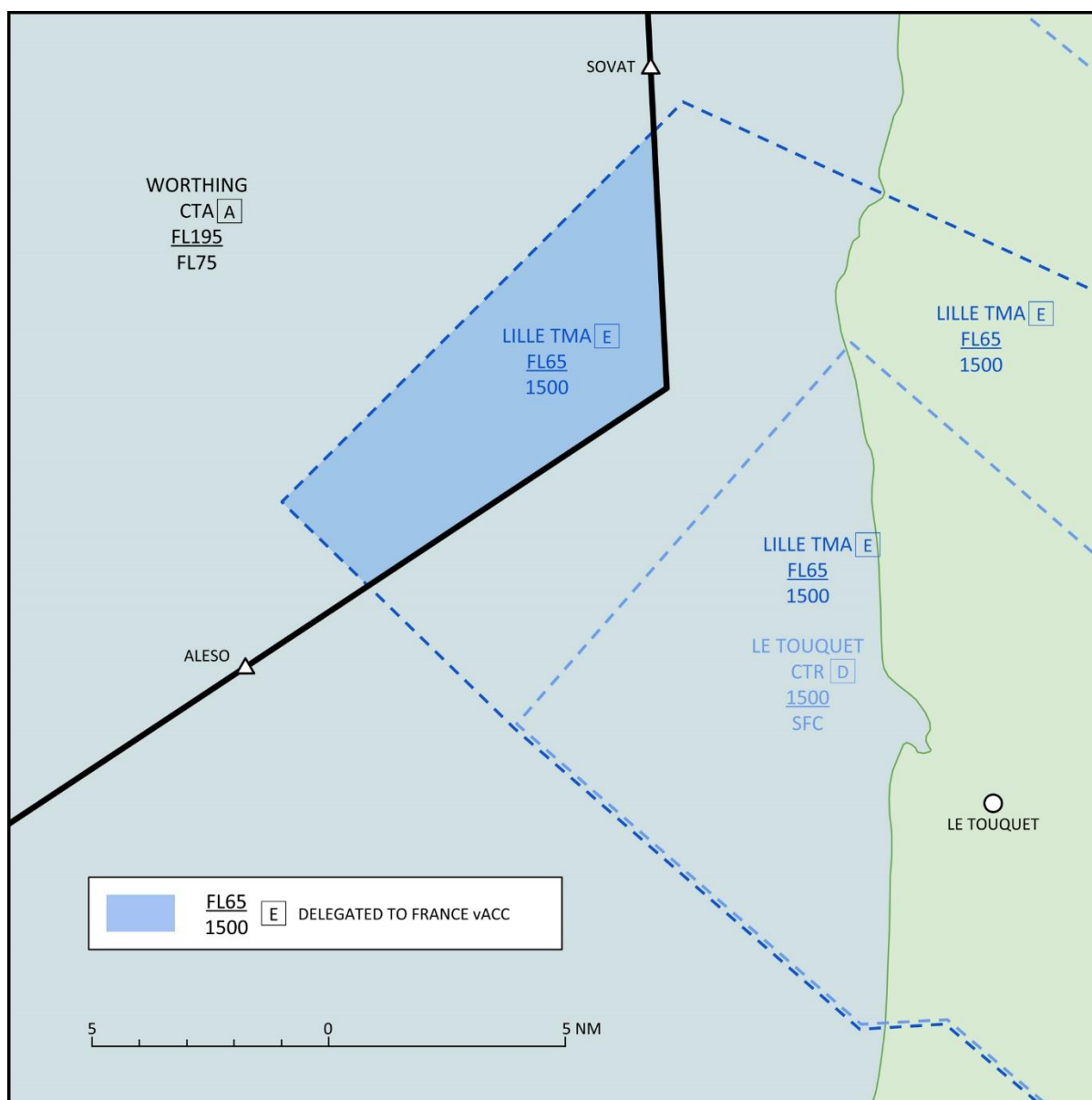
- La Manche East Low (Figure 3.6)
- La Manche East High (Figure 3.7)

3.3 The Channel Islands

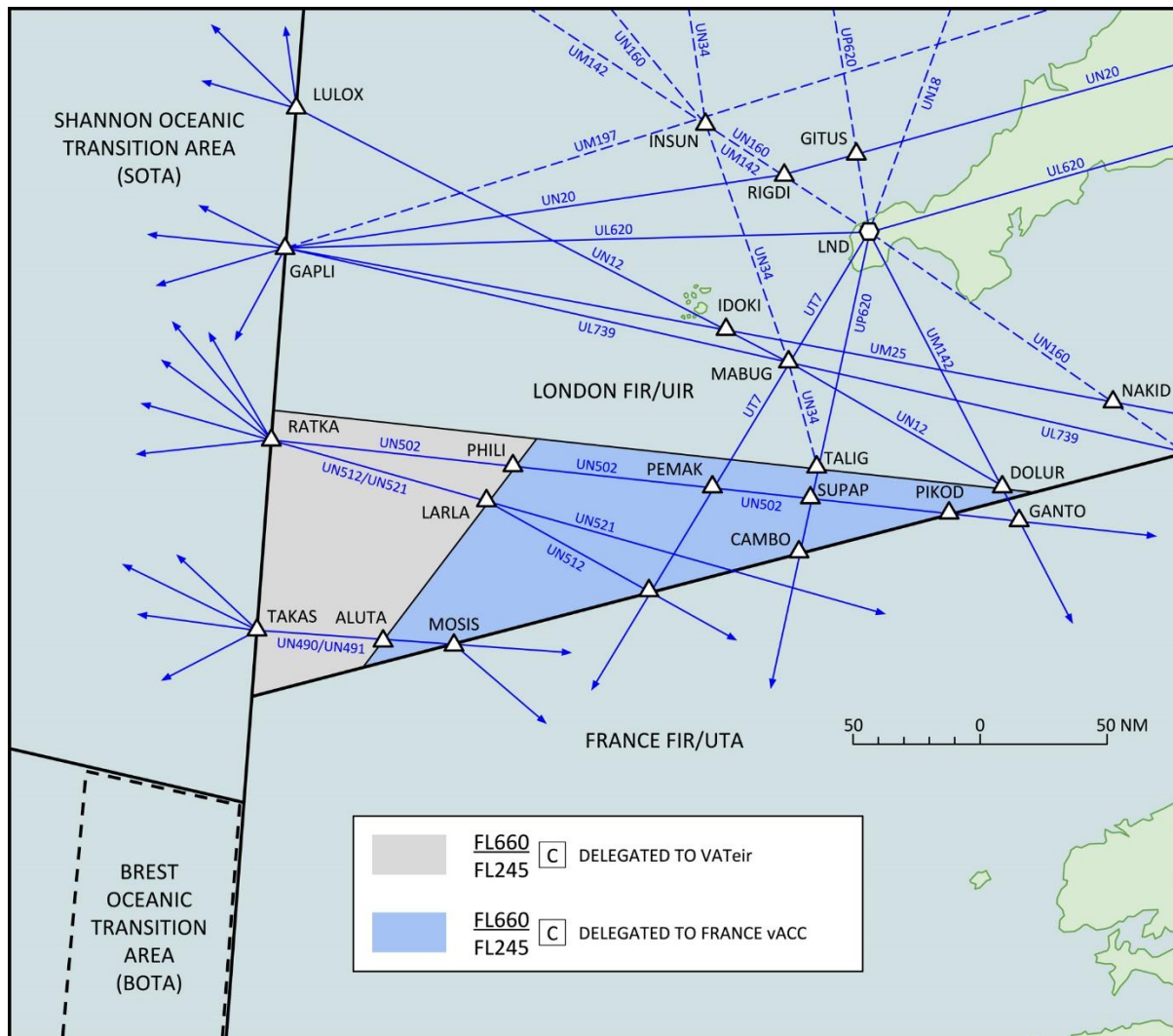
Although the Channel Islands CTA and TMA (Figure 3.8) fall partly within the Brest FIR, the controlling authority and ownership of this airspace is Jersey Control (VATSIM UK).



3.4 South Eastern Corner of the English Channel

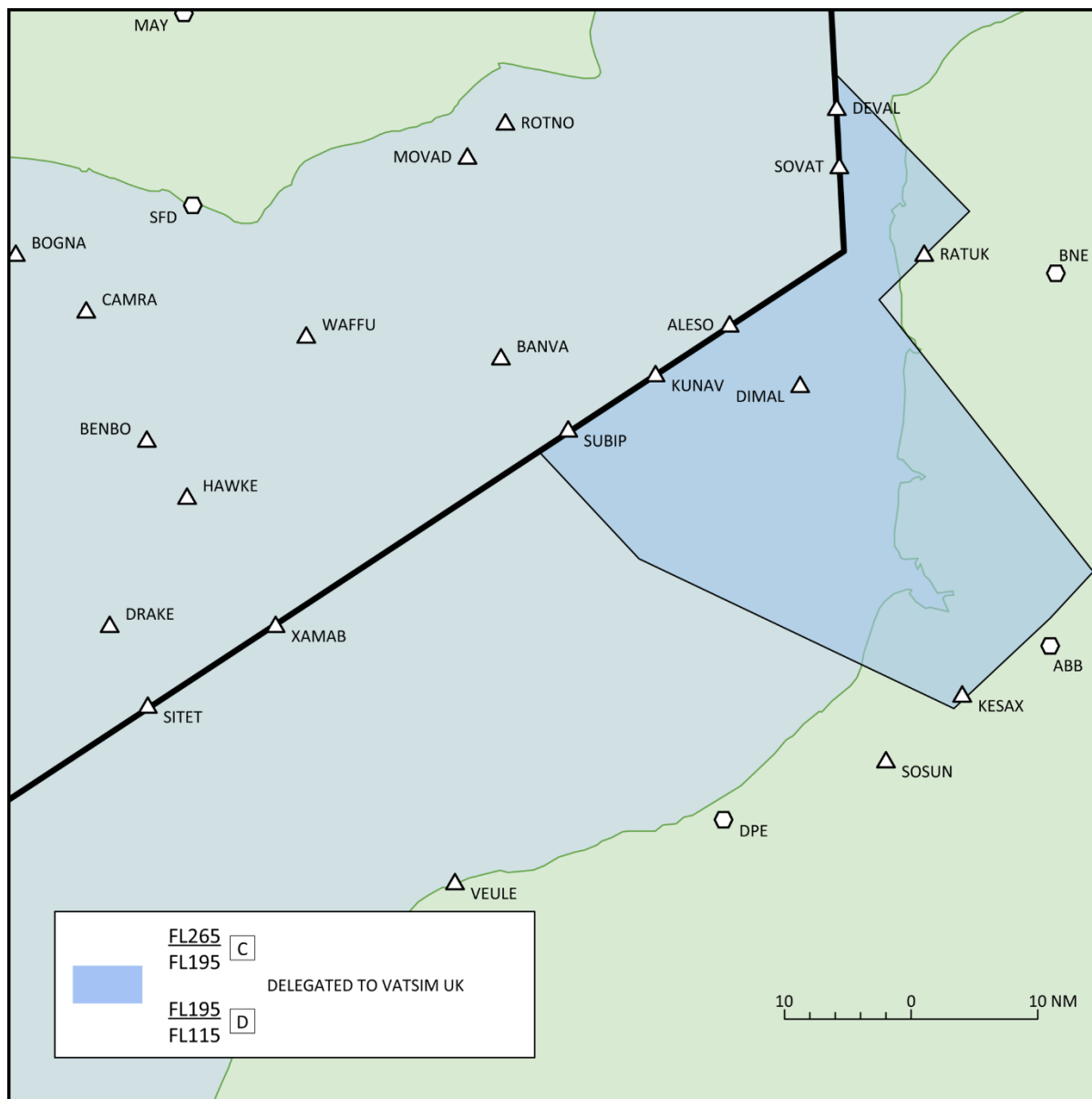


3.5 South Western Corner of the London UIR



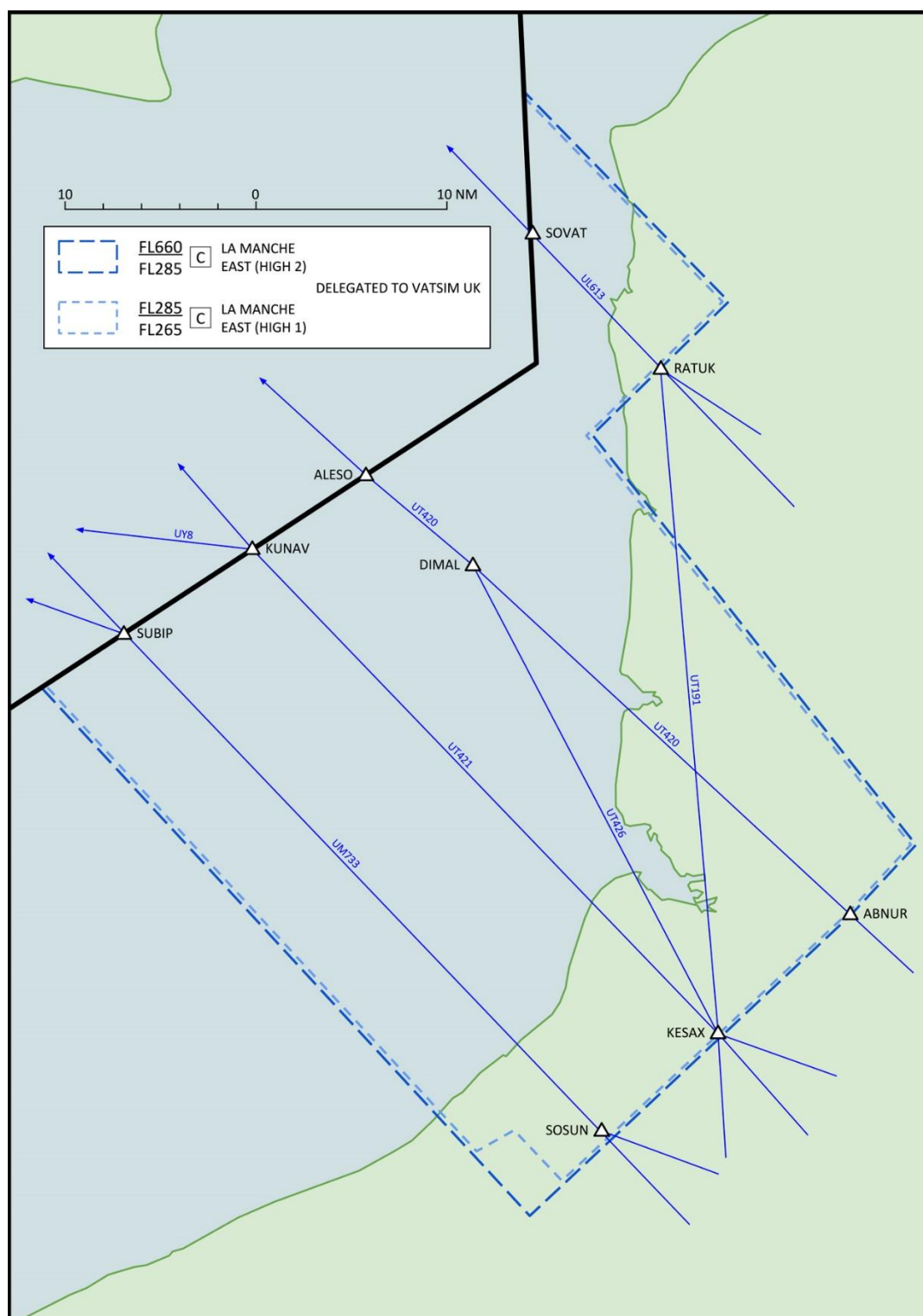


3.6 La Manche East Low



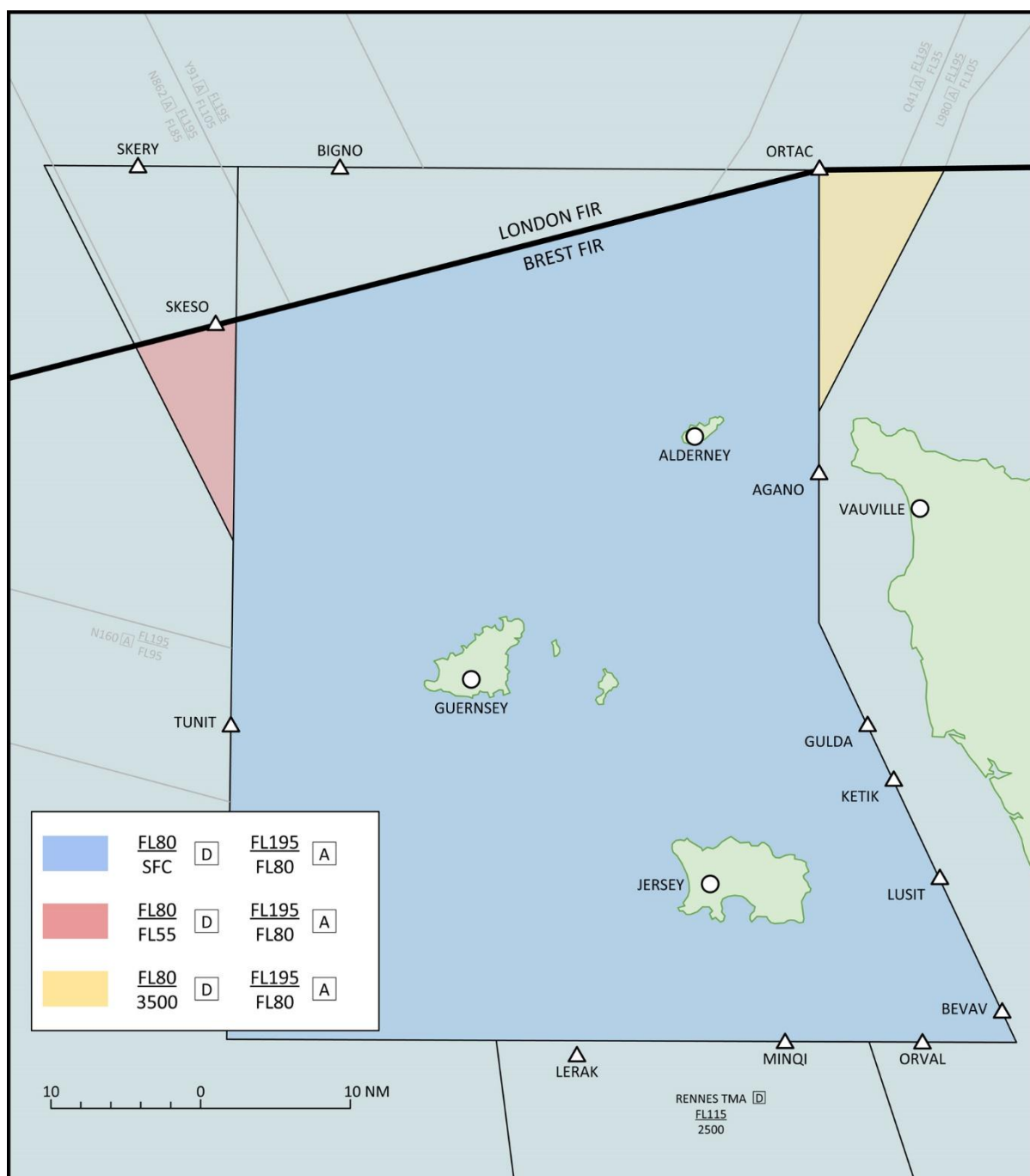


3.7 La Manche East High





3.8 The Channel Islands





Section 4 | Specific Transfer Requirements

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

4.1 London FIR to Paris FIR

Exit Point	Level Restriction	Transfer To	Transfer Point
RINTI	195 and below	Paris Lower East	RINTI
MOTOX	245 and above	Paris Upper East	MOTOX
XIDIL	245 and above	Paris Upper West	XIDIL
XIDIL	245 and below	Paris Lower West	XIDIL
XAMAB	245 and above	Paris Upper West	XAMAB
XAMAB	245 and below	Paris Lower West	XAMAB
SITET	245 and above	Paris Upper West	SITET
SITET	245 and below	Paris Lower West	SITET

4.2 London FIR to Brest FIR

Exit Point	Level Restriction	Transfer To	Transfer Point
NEVIL	245 and below	Brest Lower	NEVIL
LELNA	245 and above	Brest Upper	LELNA
LELNA	245 and below	Brest Lower	LELNA
LORKU	245 and above	Brest Upper	LORKU
SKESO	245 and above	Brest Upper	SKESO
SKESO	245 and below	Brest Lower	SKESO
MANIG	245 and above	Brest Upper	MANIG
MANIG	245 and below	Brest Lower	MANIG
SALCO	245 and above	Brest Upper	SALCO
SALCO	245 and below	Brest Lower	SALCO
ANNET	245 and above	Brest Upper	ANNET
ANNET	245 and below	Brest Lower	ANNET
LIZAD	245 and above	Brest Upper	LIZAD
LIZAD	245 and below	Brest Lower	LIZAD
DOLUR	245 and above	Brest Upper	DOLUR
DOLUR	245 and below	Brest Lower	DOLUR
SUPAP	245 and above	Brest Upper	SUPAP
SUPAP	245 and below	Brest Lower	SUPAP
PEMAK	245 and above	Brest Upper	5nm before PEMA
PEMAK	245 and below	Brest Lower	5nm before PEMA



4.3 Paris FIR to London FIR

Exit Point	Level Restriction	Transfer To	Transfer Point
RINTI	185 and below	Dover	RINTI
Intersection of A30/L15 and FIR Boundary	245 and below	Dover	FIR boundary
DEVAL	245 and below	Dover	BNE
SOVAT	115 and above	Dover	RATUK
SOVET	115 and below	Dover	SOVAT
ALESO	115 and above	Dover	SOSUN/KESAX/ABB/ABNUR
KUNAV	115 and above	Dover	SOSUN/KESAX/ABB/ABNUR
SUBIP	115 and above	Dover	SOSUN/KESAX/ABB/ABNUR

4.4 Brest FIR to London FIR

Exit Point	Level Restriction	Transfer To	Transfer Point
NEVIL	235 and below	Worthing	AKIKI/DIKRO
KOTEM	195 and above	Worthing	DIKRO
GARMI	195 and above	Worthing	AKIKI
BOLRO	195 and above	Worthing	REVTU
ORIST	135 and above	Worthing	REVTU
SKESO	195 and above	West	SKESO
SALCO	245 and above	West	SKESO
ANNET	245 and above	West	ANNET
LIZAD	145 and above	West	LIZAD
DOLUR	245 and above	West	DOLUR
CAMBO	245 and above	West	TALIG
Intersection of UT7 and FIR Boundary	245 and above	West	5nm after PEMAK



Section 5 | Standard Levels of Acceptance

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

5.1 London FIR to Paris and Brest FIRs

From	To	Departing	Destination	Level	Level by	Remark
Worthing	Paris Lower West		LFRG / RK / OH / OE / OP	130 or below	SITET	
Worthing	Paris Lower West		LFPO / PV / PN / PM / JR / RM / O* (excl OE / OP / OH)	250	SITET	
Worthing	Paris Upper West	London Group (excl EGSS / SC)		270	Climbing	Via SITET / XAMAB
Worthing	Paris Lower West		LFOP / OB	190 or below	XIDIL	
Worthing	Paris Lower West		LFPG / PB / PC / PT *	260	XIDIL	Jet Traffic
Worthing	Paris Lower West		LFPG / PB / PC / PT *	220	XIDIL	Non-jet Traffic
Worthing	Brest Upper	London TMA (excl EGSS / SC)		330	LELNA / LORKU	

*In the case of simultaneous LFPG and LFPB arrivals, LFPB arrivals may be positioned at a lower level without prior coordination.



5.2 Paris and Brest FIRs to London FIR

From	To	Departing	Destination	Level	Level by	Remark
Paris Lower East	Dover		City Group / EGMD / MH	190	RATUK	
Paris Upper East	Dover		EGKK	350	KESAX / SOSUN	Via KUNAV
Paris Upper East	Dover		Farnborough Group / EGHI / HH	280	KESAX / SOSUN	Via KUNAV
Paris Lower East	Dover		EGKA	200	KESAX / SOSUN	Via KUNAV
Brest Upper	Worthing		Midlands Group / EGNE / SH / TC / UL / UN	360	ORIST / BOLRO / GARMI / KOTEM	
Brest Upper	Worthing		London Group	340	ORIST / BOLRO / GARMI / KOTEM	
Brest Upper	Worthing		Farnborough Group	280	ORIST / BOLRO / GARMI / KOTEM	
Brest	Worthing		EGHI / HH	220	ORIST	Via Y110
Brest	Worthing		City Group / EGMD / MH	220	ORTAC	Via M185
Brest Upper	West		London Group / EGFF / GD / TG / Midlands Group / Farnborough Group / EGHI / HH	300	SALCO / ANNET	

London Group - EGLL, EGWU, EGSS, EGGW, EGSC, EGKK, EGLC, EGKB, EGMC, EGTO

City Group - EGLC, EGKB, EGMC, EGTO

Farnborough Group - EGLF, EGLK, EGTF, EGVO, EGTD, EGHL

Midlands Group - EGBB, EGBE, EGNX



5.3 Jersey Control to Brest FIR

From	To	Departing	Destination	Level	Level by	Remark
Jersey	Brest	Channel Islands	Any	90		Routing South/East
Jersey	Brest	Channel Islands	Any	Even: 100 or above		Routing West (Via TUNIT)

Channel Islands - EGJJ, EGJB, EGJA

5.4 Brest FIR to Jersey Control

From	To	Departing	Destination	Level	Level by	Remark
Brest	Jersey		Channel Islands	100		From South / East
Brest	Jersey		Channel Islands	Odd: 110 or above		From West (Via TUNIT)

Channel Islands - EGJJ, EGJB, EGJA



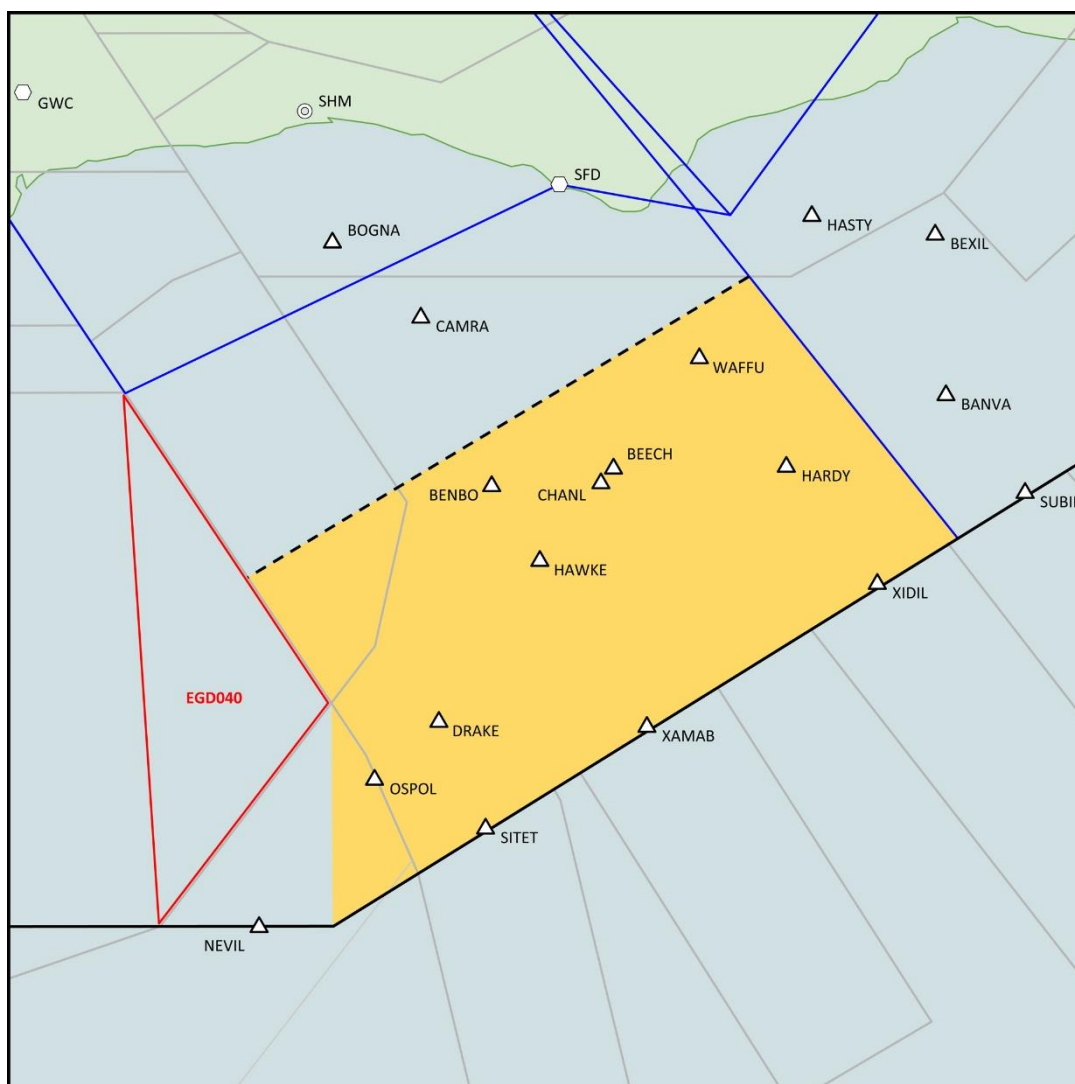
Section 6 | Worthing-Paris Release Area

An area has been designated in the Worthing sector described as:

- south of and parallel to a line 20NM north of the FIR boundary;
- west of the boundary between London Worthing and Dover sectors;
- east of the boundary of UN859 and 20° right when south of danger area EGD040.

Traffic transferred from London to Paris is released for climb turns subject to the following conditions:

1. With the defined area, traffic is released for climb to any level.
2. Traffic south of the release line and at or above FL265 is released for turns of up to 20°. Traffic given a turn may not leave the defined within the London FIR.





Section 7 | Amendment History

Edition	Amendment	Amended Sections	Date
1.0	<ul style="list-style-type: none">• First Publication	All	15 November 2012
2.0	<ul style="list-style-type: none">• New Format• Figures added• Paris West Sectors added• Channel Islands airspace added• La Manche West (Low) removed• La Manche East/West separated• South Eastern Section of the English Channel added• Release area added• Agreements & transfer requirements amended	All	06 March 2014