

Handover Suggestions for EURI – Eurocontol Islands

Version 1.2 2012-FEB-12

A **RECORD OF CHANGES** can be found on the last page of this document

New or amended data within the document will be marked **red.**

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GENERAL REGULATIONS

- This document is rather meant to be guidance than a hard coded paper. Only the most used airports within the airspace of Island Control and at its borders are included. This fact requires controllers at Island Control to calculate and/or coordinate handoff-levels for other airports.
- **Handoffs** (transfer of communication) shall be made **at the latest 10 NM** or **2 minutes** prior the respective boundary (FIR border, delegated airspace, flightlevel of handoff). **Preferably** handoffs shall occur **20NM** or **4 minutes** prior to the respective point of transfer. After handoff, traffic is **released** for descent and turns, since FL245 is the lower limit of Island Control.
- **Handoffs** can be defined by one single station or by a sequence of stations. If the first mentioned ATCO is not active, look for the next one in the sequence.
- In general, handoffs from Island Control to other ATC-units or to UNICOM (122.80) occur at FL240 (**lowest possible assignable flightlevel**), Island Control cannot clear traffic to lower levels than this. To reflect this restriction of ATC services by Island Control, most agreements will make pilots reach FL240 at a certain point where a handoff to either the next sector or to UNICOM will occur. If pilots continue a steady descent-angle of 3° after this point they will make subsequent level-restrictions on the route after handoff.
- Points of handover will be marked by **bold**, underlined letters. This can be a navigation point such as a **WAYPOINT** or a **VOR/NDB**, or a level, mostly FL240, if marked as a point of handover: **FL240**.
- **Spacing** between two aircraft on **same level** and same routing shall be **at least 10 NM** if the **speed** of the succeeding traffic is **equal or less** than the speed of the preceding traffic, otherwise **at least 15 NM**. Spacings deviating from this regulation shall be coordinated.
- Traffic shall be handed off at the levels defined in the regulations below. If a specified level **restriction cannot be met** due to a **lower RFL**, traffic shall be handed off **at RFL**, if **no conflict** to any other pertinent regulation exists. Otherwise traffic shall be coordinated.
- If a traffic situation is not covered herein, **individual coordination** between the concerned sectors shall be made.
- Common sense must prevail. If an underlying active APP-sector is within a few thousand feet, handoffs can be coordinated directly between EURI_FSS and the underlying sector. This is to avoid making pilots switch to UNICOM for unreasonably short periods of time, which is rather an inconvenience.
- **RFL** = requested flight level
- **shall = must**

TIPS & TRICKS

- **Continental Europe:** EURI_FSS is supposed to accept traffic from continental Europe latest when crossing the coast line of The Netherlands, Belgium or France. For aircraft inbound to the London TMA it may be necessary and of preference to pick them up well before they cross the coast line. Do not hesitate to do so, even when they are still 50 NM out.

Maastricht Radar (EURM_CTR) is supposed to hand planes off in the same manner, well before the coast line or latest at.

ATC POSITIONS

The **standard code, callsign, squawk range and frequency** of **Eurocontrol Islands** is:

EURI_FSS	Eurocontrol	SQ range 0100 - 0177	135.750
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The **standard codes, callsigns and frequencies** of Island Control's **neighbouring FIRs** are:

Continental Europe



EBBU_CTR	Brussels Radar		131.10
EBBU_W_CTR			

EDYY_D_CTR	Maastricht Radar		132.07
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EDYY_J_CTR	Maastricht Radar		134.70
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EHAA_W_CTR	Amsterdam Radar		125.75
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EKDK_CTR	Copenhagen Radar		135.27
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LFFF_CTR	Paris Control		128.10
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LFFF_U_CTR	Paris Control		127.42
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LFRR_CTR	Brest Control		125.50
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LFRR_U_CTR	Brest Control		132.12
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LFUP_CTR	France Control		130.95
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United Kingdom



You can see more details about these sectors by clicking on the [www-links](#)

Scotland and Manchester

EGPX_CTR	Scottish Control	<u>Upper Airspace</u>	135.52
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EGPX_W_CTR	Scottish Control	<u>Upper Airspace</u>	132.72
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EGPX_E_CTR	Scottish Control	<u>Upper Airspace</u>	134.77
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SCO_CTR	Scottish Control	<u>Lower Airspace</u>	126.30
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SCO_A_CTR	Scottish Control	<u>Lower Airspace</u>	130.97
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SCO_W_CTR	Scottish Control	<u>Lower Airspace</u>	124.82
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SCO_E_CTR	Scottish Control	<u>Lower Airspace</u>	126.40
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BEL_APP	Scottish Control	<u>Lower Airspace</u>	123.77
MAN_CTR	Scottish Control	<u>Lower Airspace</u>	118.77
MAN_E_CTR	Scottish Control	<u>Lower Airspace</u>	133.80
MAN_W_CTR	Scottish Control	<u>Lower Airspace</u>	128.05
London Area			
LON_CTR	London Control	<u>Upper Airspace</u>	123.90
LON_SC_CTR	London Control	<u>Upper Airspace</u>	132.60
LON_N_CTR	London Control	<u>Upper Airspace</u>	133.70
LON_W_CTR	London Control	<u>Upper Airspace</u>	126.07
LON_C_CTR	London Control	<u>Upper Airspace</u>	127.10
LON_E_CTR	London Control	<u>Upper Airspace</u>	121.22
LON_S_CTR	London Control	<u>Upper Airspace</u>	129.42
LON_D_CTR	London Control	<u>Upper Airspace</u>	134.90
LTC_NW_CTR	London Control	<u>Lower Airspace</u>	121.27
LTC_NE_CTR	London Control	<u>Lower Airspace</u>	118.82
LTC_N_CTR	London Control	<u>Lower Airspace</u>	119.77
LTC_SW_CTR	London Control	<u>Lower Airspace</u>	133.17
LTC_SE_CTR	London Control	<u>Lower Airspace</u>	120.52
LTC_S_CTR	London Control	<u>Lower Airspace</u>	134.12

Iceland 			
BIRD_CTR	Reykjavik Control		119.70
BIRD_E_CTR	Reykjavik Control		126.75
BIRD_S_CTR	Reykjavik Control		128.60

The **standard codes, callsigns and frequencies** of Island Control's **neighbouring FIRs** are:

Ireland 			
EISN_CTR	Shannon Control	Upper Airspace	131.15
EISN_L_CTR	Shannon Control	Lower Airspace	124.70
EIDW_N_CTR	Dublin Control (Primary for EIDW)	Lower Airspace	129.17
EIDW_S_CTR	Dublin Control	Lower Airspace	126.25

The **codes, callsigns and frequencies** of our most important **underlying APP-sectors** are:

BIKF_APP	Keflavik Approach	TBA	119.30
EGAA_APP	Aldergrove Approach	Up to FL140	120.90
EGBB_APP	Birmingham Radar	Up to FL80	118.05
EGCC_N_APP	Manchester Radar	TBA	135.00
EGCC_S_APP	Manchester Radar	TBA	118.57
EGFF_APP	Cardiff Radar	TBA	125.85
EGHI_APP	Southampton Approach	TBA	128.85
EGGD_APP	Bristol Radar	TBA	125.65
EGGP_APP	Liverpool Approach	TBA	119.85
EGKK_APP	Gatwick Director	Up to FL140	126.82
EGLL_N_APP	Heathrow Director	Up to FL140	119.72
EGLL_S_APP	Heathrow Director	Up to FL140	134.97
EGNM_APP	Leeds Bradford Approach	TBA	125.57
EGNX_APP	East Midlands Approach	TBA	134.17
EGPF_APP	Glasgow Radar	Up to FL140	119.10
EGPH_APP	Edinburgh Radar	Up to FL140	121.20
EGPK_APP	Prestwick Radar	Up to FL140	129.45
EHAM_W_APP	Schiphol Approach	TBA	121.20
EICK_APP	Cork Approach	Up to FL120	119.90
EIDW_APP	Dublin Approach	Up to FL100	121.10
EINN_APP	Shannon Approach	Up to FL120	121.40
ESSEX_APP	Essex Radar (EGGW EGSS)	TBA	120.62
SOLENT_APP	Solent Radar (EGHI EGHH)	TBA	120.22
THAMES_APP	Thames Radar (EGLC EGKB)	TBA	132.70

SUGGESTIONS FOR AIRPORTS **OUTSIDE** EURI'S AIRSPACE

LFFF PARIS

PARIS RADAR

LFFF_CTR 128.10

Traffic shall be routed via...

...destination **Paris TMA: LFPG LFPO LFPB**

- **PETAX DPE**
Level: **FL250 at PETAX**
Handoff: EURI_FSS (EGTT) → LFFF_CTR
- **ETRAT DVL**
Level: **FL250 at ETRAT**
Handoff: EURI_FSS (EGTT) → LFFF_CTR

EHAA AMSTERDAM

AMSTERDAM RADAR

EHAA_W_CTR 125.75

Traffic shall be routed via...

...destination **Amsterdam-Schiphol EHAM**

from **WEST** →

- **TOPPA MONIL ROBVI SUGOL** (TOPPA 2A)
Level: **FL250 at TOPPA** (FL100 at SUGOL)
Handoff: EURI_FSS (EGTT) → EHAA_W_CTR → EHAM_W_APP
Remark: Please make sure early hand-off is done
- **DIBAL ... LAMSO PEPEL SUGOL** (LAMSO 1A)
Level: **FL250 at DIBAL**
Handoff: EURI_FSS (EGTT) → EHAA_W_CTR → EHAM_W_APP
Remark: Please make sure early hand-off is done
- **REDF A SULUT SUGOL** (REDF A 1A)
Level: **FL230 at REDFA**
Handoff: EURI_FSS (EGTT) → EHAA_W_CTR → EHAM_W_APP
Remark: Please make sure early hand-off is done

EBBU BRUSSELS

BRUSSELS RADAR

EBBU_CTR 131.10

Traffic shall be routed via...

...destination **Brussels EBBR**from **WEST** →• **FL240 KOK KERKY (KOK 4A)**Level: **FL240 10NM prior KONAN (UL607) or VABIK (UQ70)** (FL210 at KONAN or VABIK)

Handoff: EURI_FSS (EGTT) → EBBU_CTR → EBBR_APP

• **FL240 WOODY (WOODY 4A)**Level: **FL240 50NM prior WOODY**

Handoff: EURI_FSS (EGTT) → EHAA_W_CTR → EBBU_CTR → EBBR_APP

SUGGESTIONS FOR AIRPORTS **WITHIN** EURI'S AIRSPACE

LONDON ACC (LACC | EGTT) (EGLL EGKK EGSS EGGW EGLC **EGKB** EGBB)

Traffic shall be routed via...

...destination **London-Heathrow EGLL**

from **NORTH** ↓

- **NUGRA FL240 TOBID SOPIT WCO BNN (BNN 1B)**

Level: **FL240 15NM prior TOBID** (FL200 at TOBID)

Handoff: EURI_FSS (EGTT) → **LON_N_CTR → LON_C_CTR → LTC_NW_CTR**

Remark: Some pilots will file via **HON BNN 4A**. This is a **low level** routing for **RFL ≤ FL190**. Please do **not** use. **Re-route** via **NUGRA (BNN 1B)** instead.

from **EAST** ←

- **LOGAN TRIPO SABER BRASO LAM (LAM 3A)**

Level: **FL250 at LOGAN** (if RFL ≥ 300 | FL150 at SABER)

Level: **FL240 10NM prior LOGAN** (if RFL ≤ 290 | FL220 at LOGAN | FL150 at SABER)

Handoff: EURI_FSS (EHAA) → **LON_E_CTR → LTC_NE_CTR**

Remark: **Preferred Route for flightplans via LOGAN**

- **LOGAN KOPUL TANET DET BIG (BIG 1E)**

Level: **FL250 at LOGAN** (if RFL ≥ 300)

Level: **FL240 at LOGAN** (if RFL ≤ 290)

Handoff: EURI_FSS (EHAA) → **LON_E_CTR → LTC_NE_CTR**

Remark: **To be avoided | Re-route via LAM 3A**

Remark: Some pilots will file **KOK (U)L9 DVR (BIG 3C)**. This is a **low level** routing **only**. Please do **not** use. **Re-route** via **UL608 LOGAN (LAM 3A)** instead.

from **SOUTH** ↑

- **ALESO FL240 TIGER BIG (BIG 3B)**

Level: **FL240 30NM prior TIGER** (FL150 at TIGER)

Handoff: EURI_FSS (**LFFF**) → **LON_D_CTR → LTC_SW_CTR**

Remark: **To be avoided | Re-route via LAM 3A**

- **DOMUT FL240 KATHY HAZEL OCK (OCK 4B)**

Level: **FL270 at DOMUT**

Level: **FL240 5NM prior KATHY** (FL130 at HAZEL)

Handoff: EURI_FSS (**LFFF**) → **LON_S_CTR → LTC_SE_CTR**

from **WEST** →

- **ANNET and SALCO ... GIBSO BILNI KUMIL HAZEL OCK (OCK 2E)**

Level: **FL300 at ANNET and SALCO**

Level: **FL270 at GIBSO**

Level: **FL240 at BILNI** (FL180 at KUMIL)

Handoff: EURI_FSS (EGTT) → **LON_S_CTR** → **LTC_SW_CTR**

- **FL240 BEDEK NIGIT OCK (OCK 2F)**

Level: **FL240 40NM prior BEDEK** (FL140 at BEDEK)

Handoff: EURI_FSS (EGTT) → **LON_S_CTR** → **LTC_SW_CTR**

- **FL240 KENET OCK (OCK 1A)**

Level: **FL240 40NM prior KENET** (FL140 at KENET or 40NM prior OCK)

Handoff: EURI_FSS (EGTT) → **LON_S_CTR** → **LTC_SW_CTR**

...destination **London-Gatwick EGKK**from **NORTH** ↓

- **FL240** DISIT KIDLI MID HOLLY WILLO (**WILLO 3B**)
Level: **FL240 15NM prior DISIT** (FL200 at DISIT | FL150 at KIDLI)
Handoff: EURI_FSS (EGTT) → LON_W_CTR → LON_C_CTR → LTC_NW_CTR

from **EAST** ←

- **FL240** KOPUL TANET DET LARCK TIMBA (**TIMBA 3E**)
Level: **FL240 30NM prior KOPUL** (FL130 at TANET)
Handoff: EURI_FSS (EGTT) → LON_E_CTR → LTC_SE_CTR

from **SOUTH** ↑

- **KESAX FL240 KUNAV BEXIL TIMBA (TIMBA 3B)**
Level: **FL240 20NM past KESAX** (FL300 at KESAX)
Handoff: EURI_FSS (EGTT) → LON_D_CTR → LTC_SE_CTR
- **DOMUT FL240 KATHY AVANT GWC HOLLY WILLO (WILLO 4C)**
Level: **FL270 at DOMUT**
Level: **FL240 15NM prior KATHY** (FL180 at KATHY)
Handoff: EURI_FSS (LFFF) → LON_S_CTR → LTC_SW_CTR

from **WEST** →

- **ANNET and SALCO ... GIBSO BILNI KUMIL AVANT GWC HOLLY WILLO (WILLO 2D)**
Level: **FL300 at ANNET and SALCO**
Level: **FL270 at GIBSO**
Level: **FL240 at BILNI** (FL180 at KUMIL)
Handoff: EURI_FSS (EGTT) → LON_W_CTR → LON_S_CTR → LTC_SW_CTR
- **FL240 BEDEK NIGIT MID HOLLY WILLO (WILLO 2H)**
Level: **FL240 35NM prior BEDEK** (FL140 at BEDEK)
Handoff: EURI_FSS (EGTT) → LON_W_CTR → LON_S_CTR → LTC_SW_CTR
- **FL240 KENET MID HOLLY WILLO (WILLO 1F)**
Level: **FL240 35NM prior KENET** (FL140 at KENET)
Handoff: EURI_FSS (EGTT) → LON_W_CTR → LON_S_CTR → LTC_SW_CTR

...destination **London-Luton EGGW** and **London-Stansted EGSS**

from **NORTH** ↓

- **WAL FL240 LISTO PEDIG ROGBI CLIPY FINMA BKY BUSTA LOREL (LOREL 4F)**
 Level: **FL240 15NM prior ROGBI** (FL200 at ROGBI)
 Handoff: EURI_FSS (EGTT) → LON_N_CTR → LON_C_CTR → LTC_NW_CTR → ESSEX_APP
 Remark: If **RFL > 190** and LOREL 1H filed, please **re-route** via **LOREL 4F**
- **MCT FL240 ROGBI CLIPY FINMA BKY BUSTA LOREL (LOREL 3G)**
 Level: **FL240 15NM prior ROGBI** (FL200 at ROGBI)
 Handoff: EURI_FSS (EGTT) → LON_N_CTR → LON_C_CTR → LTC_NW_CTR → ESSEX_APP
 Remark: If **RFL > 140** and LOREL 1J filed, please **re-route** via **LOREL 3G**

from **EAST** ←

- **BARMI FL240 DITOB LAPRA ABBOT (RNAV ABBOT 1B)**
 Level: **FL260 at BARMI**
 Level: **FL240 10NM prior DITOB** (FL220 at DITOB)
 Handoff: EURI_FSS (EHAA) → LON_N_CTR → LON_E_CTR → LTC_NE_CTR → ESSEX_APP
- **FL240 IDESI LAPRA ABBOT (RNAV ABBOT 1C)**
 Level: **FL240 25NM prior IDESI** (FL220 15NM prior IDESI | FL180 at IDESI)
 Handoff: EURI_FSS (EHAA) → LON_E_CTR → LTC_NE_CTR → ESSEX_APP

from **SOUTH** ↑

- **BANVA FL240 MAY VATON BPK BKY BUSTA LOREL (LOREL 3Q)**
 Level: **FL240 20NM prior MAY** (FL200 at MAY)
 Handoff: EURI_FSS (EGTT) → LON_D_CTR → LTC_NE_CTR → ESSEX_APP
- **ANNET and SALCO ... GIBSO FL240 BEGTO AVANT OCK VATON BPK BKY BUSTA LOREL (LOREL 2D)**
 Level: **FL300 at ANNET and SALCO**
 Level: **FL270 at GIBSO**
 Level: **FL240 10NM prior BEGTO** (FL210 at BEGTO)
 Handoff: EURI_FSS (EGTT) → LON_W_CTR → LON_C_CTR → LTC_NE_CTR → ESSEX_APP
- **FL240 AVANT OCK VATON BPK BKY BUSTA LOREL (LOREL 4C)**
 Level: **FL240 15NM prior AVANT** (FL190 at AVANT)
 Handoff: EURI_FSS (EGTT) → LON_C_CTR → LTC_NE_CTR → ESSEX_APP

from **WEST** →

- **FL240 BEDEK NIGIT OCK VATON BPK BKY BUSTA LOREL (LOREL 2S)**
 Level: **FL240 20NM prior BEDEK** (FL180 at BEDEK)
 Handoff: EURI_FSS (EGTT) → LON_C_CTR → LTC_NE_CTR → ESSEX_APP

...destination **London-City EGLC** and **Biggin-Hill EGKB**

from **NORTH** ↓

- **WAL FL240 LISTO PEDIG ROGBI CLIPY BKY BRAIN MAYLA SPEAR (SPEAR 1L)**
Level: **FL240 15NM prior ROGBI** (FL200 at ROGBI)
Handoff: EURI_FSS (EGTT) → **LON_N_CTR → LON_C_CTR → LTC_NW_CTR → LTC_NE_CTR**
Remark: If **RFL > 190** and SPEAR 1H filed, please **re-route** via **SPEAR 1L**
- **MCT FL240 ROGBI CLIPY BKY BRAIN MAYLA SPEAR (SPEAR 1M)**
Level: **FL240 15NM prior ROGBI** (FL200 at ROGBI)
Handoff: EURI_FSS (EGTT) → **LON_N_CTR → LON_C_CTR → LTC_NW_CTR → LTC_NE_CTR**
Remark: If **RFL > 140** and SPEAR 1J filed, please **re-route** via **SPEAR 1M**

from **EAST** ←

- **FL240 LOGAN TRIPO RIDLY SPEAR (SPEAR 1B)**
Level: **FL240 40NM prior LOGAN** (FL220 30NM prior LOGAN | FL120 at LOGAN)
Handoff: EURI_FSS (**EHAA**) → **LON_E_CTR → LTC_NE_CTR → THAMES_APP**
- **FL240 DVR SANDY BONDY DET ALKIN (ALKIN 3C)**
Level: **FL240 45NM prior DVR** (FL80 at SANDY)
Handoff: EURI_FSS (EGTT) → **LON_D_CTR → LTC_NE_CTR → THAMES_APP**

from **SOUTH** ↑

- **FL240 SOVAT TEBLO SANDY BONDY DET ALKIN (ALKIN 3D)**
Level: **FL240 30NM prior SOVAT** (FL80 at SANDY)
Handoff: EURI_FSS (EGTT) → **LON_D_CTR → LTC_NE_CTR → THAMES_APP**
- **FL240 WAFFU BEXIL ROKOS SANDY BONDY DET ALKIN (ALKIN 3F)**
Level: **FL240 5NM prior WAFFU** (FL80 at SANDY)
Handoff: EURI_FSS (EGTT) → **LON_C_CTR → LON_D_CTR → LTC_NE_CTR → THAMES_APP**

from **WEST** →

- **KENET FL240 WCO BOMBO BKY BRAIN MAYLA SPEAR (SPEAR 1A)**
Level: **FL240 45NM prior KENET** (FL140 10NM prior KENET)
Handoff: EURI_FSS (EGTT) → **LON_W_CTR → LTC_NW_CTR → LTC_NE_CTR → THAMES_APP**

...destination Birmingham EGBBfrom **NORTH** ↓• **FL260 CROFT MCT PEDIG CHASE (CHASE 3B)**Level: **FL260 10NM prior**Level: **FL240 at CROFT** (FL200 at MCT)Handoff: EURI_FSS (EGPX) → **MAN_W_CTR** → **LON_C_CTR**• **BEGAM FL240 MCT PEDIG CHASE (CHASE 2F)**Level: **FL240 15 NM prior MCT** (FL200 at MCT)Handoff: EURI_FSS (EGPX) → **MAN_W_CTR** → **LON_C_CTR**Remark: If **RFL > 170** and **CHASE 2G** filed, please **re-route** via **CHASE 3B**.from **EAST** ←• **VEGUS GOLES DESIG MCT PEDIG CHASE (CHASE 2H)**Level: **FL280 at or abeam VEGUS** (55NM east of GOLES)Level: **FL240 15NM prior MCT** (FL200 at MCT)Handoff: EURI_FSS (EGTT) → **MAN_W_CTR** → **LON_C_CTR**from **SOUTH** ↑• **ANNET and SALCO ... FL240 HEMEL BUZAD OLNEY WELIN HON EBONY GROVE (GROVE 1C)**Level: **FL300 at ANNET and SALCO**Level: **FL240 10NM prior HEMEL** (FL220 at HEMEL)Handoff: EURI_FSS (EGTT) → **LON_C_CTR**from **WEST** →• **MALUD CREWE CHASE (CHASE 1D)**Level: **FL280 at MALUD**Level: **FL240 40NM prior CREWE** (FL200 25NM prior CREWE)Handoff: EURI_FSS (EGPX) → **MAN_W_CTR** → **LON_C_CTR**• **IOM MALUD CREWE CHASE (CHASE 1E)**Level: **FL280 at MALUD**Level: **FL240 40NM prior CREWE** (FL200 25NM prior CREWE)Handoff: EURI_FSS (EGPX) → **MAN_W_CTR** → **LON_C_CTR**

...destination Bristol **EGGD** and Cardiff **EGFF**

from **NORTH** ↓

- **NOKIN KARNO RETSI** AMRAL RILES DOBEM... (...INGUR BRI: BRI 1A | ...KUKIS CDF: CDF 1A)
Level: **FL270 at NOKIN**
Level: **FL240 at RETSI** (FL160 at AMRAL)
Handoff: EURI_FSS (EGTT) → **LON_W_CTR**
Remark: If **BRI 1E** or **CDF 1E** filed, please **re-route** via **BRI 1A** or **CDF 1A**.

from **EAST** ←

- **FL240** CPT ABDAL BRI... (BRI 1C | ...CDF: CDF 1C)
Level: **FL240 10NM prior CPT** (FL220 at CPT)
Handoff: EURI_FSS (EGTT) → **LON_W_CTR**

from **SOUTH** ↑

- **ANNET and SALCO FL240** BHD TINAN TIVER EXMOR... (...BRI: BRI 2D | ...CDF: CDF 2D)
Level: **FL300 at ANNET and SALCO**
Level: **FL240 5NM prior BHD** (FL160 at TINAN)
Handoff: EURI_FSS (EGTT) → **LON_W_CTR**

from **WEST** →

- **STU AMMAN BCN...** (...BRI: BRI 1B | ...CDF: CDF 1B)
Level: **FL240 at STU** (FL170 10NM prior AMMAN)
Handoff: EURI_FSS (EGTT_W) → **LON_W_CTR**

MANCHESTER ACC (MACC | MAN)

SCOTTISH CONTROL MAN_CTR 118.77

Traffic shall be routed via...

...destination Manchester **EGCC**

from **NORTH** ↓

- **DCS FL240 LAKEY ROSUN (ROSUN 1A)**

Level: **FL240 25NM prior LAKEY** (FL200 10 NM prior LAKEY)

Handoff: EURI_FSS (EGPX) → **SCO_W_CTR** → **MAN_W_CTR**

Remark: Some pilots will file **ROSUN 1B** (DCS-SETEL-ROSUN) which is to be used at **FL140 or below only**. Please **re-route** them **via ROSUN 1A**.

- **FL240 TILNI GASKO BEGAM SETEL ROSUN (ROSUN 3D)**

Level: **FL240 5 NM prior TILNI** (FL230 at TILNI)

Handoff: EURI_FSS (EGPX) → **MAN_E_CTR**

from **EAST** ←

- **LIBSO FL240 GOLES POL BURNI ROSUN (ROSUN 1G)**

Level: **FL240 15NM prior GOLES** (FL200 at GOLES)

Handoff: EURI_FSS (EGPX) → **MAN_E_CTR**

- **OTBED FL240 GOLES POL BURNI ROSUN (ROSUN 1F)**

Level: **FL240 25 NM prior GOLES** (FL280 at OTBED, FL170 at GOLES)

Handoff: EURI_FSS (EGPX) → **MAN_E_CTR**

from **SOUTH** ↑

- **FL240 LESTA TNT DAYNE (DAYNE 1B)**

Level: **FL240 10NM prior LESTA** (FL200 25NM prior TNT)

Handoff: EURI_FSS (EGTT) → **LON_C_CTR** → **MAN_E_CTR**

- **FL240 TNT DAYNE (DAYNE 2A)**

Level: **FL240 40NM prior TNT** (FL200 25NM prior TNT)

Handoff: EURI_FSS (EGTT) → **LON_C_CTR** → **MAN_E_CTR**

- **FL240 MONTY REXAM WAL MIRSI (MIRSI 1A)**

Level: **FL240 15NM prior OKTEM | 25NM prior MONTY** (FL200 at OKTEM)

Handoff: EURI_FSS (EGTT) → **LON_W_CTR** → **MAN_W_CTR**

Remark: OKTEM is located 10NM south of MONTY

from **WEST** →

- **LYNAS MALUD WAL MIRSI (MIRSI 1B)**

Level: **FL240 at LYNAS** (FL200 30NM prior WAL)

Handoff: EURI_FSS (EISN) → **MAN_W_CTR**

- **IOM KELLY FL240 PENIL WAL MIRSI (MIRSI 1C)**

Level: **FL240 25NM prior PENIL** (FL200 30NM prior WAL)

Handoff: EURI_FSS (EGPX) → **MAN_W_CTR**

SCOTTISH ACC (EGPX)

SCOTTISH CONTROL

EGPX_CTR 135.52

Traffic shall be routed via...

...destination **Edinburgh EGPB**from **NORTH** ↓ and **EAST** ←

- **FL240 PTH GRICE STIRA (STIRA 1A)**

Level: **FL240 40NM prior PTH** (FL70 at GRICE)Handoff: EURI_FSS (EGPX) → **EGPX_E_CTR** → **SCO_W_CTR**Remark: When filed **DCT GRICE** to join **STIRA 1A**, please have pilots cross **FL240 60NM prior GRICE**.from **SOUTH** ↑ and **EAST** ←

- **MARGO** ESKDO TARTN TWEED (TWEED 1A)

Level: FL260 at MARGO

Level: **FL240 10NM past MARGO**Handoff: EURI_FSS (EGPX) → **SCO_E_CTR**

- **OTBUN FL240 HAVEN TARTN TWEED (TWEED 1D)**

Level: **FL240 10NM prior OTBUN** (FL220 at OTBUN)Handoff: EURI_FSS (EGPX) → **EGPX_E_CTR** → **SCO_E_CTR**from **WEST** →

- **BLACA** TUNSO TLA TARTN TWEED (TWEED 1B)

Level: **FL240 at BLACA** (FL150 50NM prior TLA)Handoff: EURI_FSS (EGPX) → **BEL_APP** → **SCO_A_CTR** → **SCO_W_CTR** → **SCO_E_CTR**

Traffic shall be routed via...

...destination Glasgow **EGPF** and Prestwick **EGPK**from **NORTH** ↓• **FL240 LOMON GOW (GOW 1C)**Level: **FL240 70NM prior LOMON** or **85NM prior GOW** (7000' 25 NM prior GOW)Handoff: EURI_FSS (EGPX) → **EGPX_E_CTR** → **SCO_W_CTR** → EGPF_APP• **FL240 FOYLE GOW (GOW 1D)**Level: **FL240 65NM prior FOYLE** or **85NM prior GOW** (7000' 25 NM prior GOW)Handoff: EURI_FSS (EGPX) → **EGPX_E_CTR** → **SCO_W_CTR** → EGPF_APPfrom **EAST** ←• **FL240 PTH GRICE STIRA (STIRA 1A)**Level: **FL240 40NM prior PTH** (FL70 at GRICE)Handoff: EURI_FSS (EGPX) → **EGPX_E_CTR** → **SCO_W_CTR** → EGPF_APP• **OTBUN FL240 HAVEN TLA LANAK (LANAK 1D)**Level: **FL240 10NM prior OTBUN** (FL220 at OTBUN)Handoff: EURI_FSS (EGPX) → **EGPX_E_CTR** → **SCO_E_CTR** → **SCO_W_CTR** → EGPF_APPfrom **SOUTH** ↑• **MARGO TLA LANAK (LANAK 1A)**

Level: FL260 at MARGO

Level: **FL240 30NM prior TLA** (FL180 30NM prior LANAK)Handoff: EURI_FSS (EGPX) → **SCO_E_CTR** → **SCO_W_CTR** → EGPF_APP• **FL240 BLACA GIRVA TLA LANAK (TRN 1A)**Level: **FL240 25NM prior BLACA** (FL110 at GIRVA)Handoff: EURI_FSS (EGPX) → **BEL_APP** → **SCO_A_CTR** → **SCO_W_CTR** → EGPF_APPfrom **WEST** →• **FL240 FYNER CLYDE GOW (GOW 1A)**Level: **FL240 60NM prior FYNER** or **85NM prior GOW** (7000' 25 NM prior GOW)Handoff: EURI_FSS (EGPX) → **EGPX_W_CTR** → **SCO_W_CTR** → EGPF_APP

...destination Belfast **EGAA | EGAC**

from **North** ↓

- **(P600) FL240 TRN BLACA (MAGGE)**

Level: FL240 at TRN

Level: **FL240 45NM prior MAGGE** (FL100 at MAGGE) – inbound EGAC only

Handoff: EURI_FSS (EGPX) → EGPX_W_CTR → SCO_W_CTR → BEL_APP → SCO_A_CTR → EGAA_APP

from **EAST** ←

- **(L6) KELLY IOM NELBO**

Level: **FL240 at IOM**

Handoff: EURI_FSS (EGPX) → EGPX_W_CTR → SCO_W_CTR → BEL_APP → SCO_A_CTR → EGAA_APP

- **(UP6) REMSI MASOP NELBO**

Level: FL260 at MASOP

Level: **FL240 10NM past MASOP**

Handoff: EURI_FSS (EGPX) → BEL_APP → SCO_A_CTR → EGAA_APP

from **SOUTH** ↑

- **LIPGO and VATRY ... FL240 NEVRI ABSUN**

Level: **FL320 at LIPGO and VATRY** (FL140 at NEVRI)

Level: **FL240 30NM prior NEVRI** (FL140 at NEVRI)

Handoff: EURI_FSS (EGPX) → EIDW_N_CTR → BEL_APP → SCO_A_CTR → EGAA_APP

EISN SHANNON

SHANNON CONTROL

EISN_CTR 131.15**FOR ALL IRISH DESTINATIONS EXCEPT EIDW: SHANNON EXPECTS TRAFFIC AT FL240 @ 50NM FROM DESTINATION**

Traffic shall be routed via...

...destination **Dublin EIDW** (STARs: N [R10] ; R [R16, R28, R34]; T [R28,R34]; U [R10])from **NORTH** ↓• **FL240 NUMPI NIMAT ROKNA (NIMAT 3R/3U)**Level: **FL240 20NM prior NUMPI (FL180 at NUMPI)**

Handoff: EURI_FSS (EGPX) → BEL_APP → SCO_A_CTR → EIDW_N_CTR → EIDW_APP

from **EAST** ←• **FL240 BOYNE ROKNA (BOYNE 3R/3U)**Level: **FL240 30NM prior BOYNE (FL140 at BOYNE)**

Handoff: EURI_FSS (MAN) → EIDW_N_CTR → EIDW_APP

• **PENIL FL240 ... BAGSO ROKNA (BAGSO 3R/3U)**Level: **FL290 at PENIL**Handoff: **FL240 15NM past PENIL (FL290 at PENIL)**

Handoff: EURI_FSS (MAN) → EIDW_N_CTR → EIDW_APP

• **BADSI ... LIPGO TULSO (LIGPO 3T/3N)**Level: **FL240 at BADSI**

Handoff: EURI_FSS (EGTT) → EIDW_S_CTR → EIDW_APP

from **SOUTH** ↑• **VATRY TULSO (VATRY 3T/3N)**Level: **FL240 at VATRY**

Handoff: EURI_FSS (EGTT) → EIDW_S_CTR → EIDW_APP

• **EVRIN ... FL240 BUNED (BUNED 3T/3N)**Level: **FL280 10NM prior EVRIN**Level: **FL240 25NM prior BUNED**

Handoff: EURI_FSS (EISN) → EIDW_S_CTR → EIDW_APP

• **FL240 SUTEX (SUTEX 3T/3N)**Level: **FL240 35NM prior SUTEX**

Handoff: EURI_FSS (EISN) → EIDW_S_CTR → EIDW_APP

from **WEST** →• **FL240 OSGAR (OSGAR 3T/3N)**Level: **FL240 35NM prior OSGAR**

Handoff: EURI_FSS (EISN) → EIDW_S_CTR → EIDW_APP

- **FL240 OLAPO (OLAPO 3R/3U)**
Level: **FL240 40NM prior OLAPO**
Handoff: EURI_FSS (**EISN**) → EIDW_N_CTR → EIDW_APP

BIRD ICELAND

REYKJAKVIK CONTROL

BIRD_CTR 119.70

Traffic shall be routed via...

...destination **Keflavik BIKF** and **Reykjavik BIRK**from **SOUTH** ↑

- **ALDAN**
Level: **At cruise level**
Handoff: EURI_FSS (EGPX) → **BIRD_E_CTR** → **BIKF_APP**
- **CELLO**
Level: **At cruise level**
Handoff: EURI_FSS (EGPX) → **BIRD_E_CTR** → **BIKF_APP**

Record of Changes

V 0.1	17 JUL 10	First issue of Islands Sector HOS
V 0.2	26 JUL 10	Corrected several handoff-suggestions for EGBB, EGPH/F, the frequency for EISN_S_CTR
V 0.3	27 JUL 10	Corrected frequencies and stations for Iceland
V 1.0	28 JUL 10	Corrected frequency and handoffs for Iceland once again
V 1.1	13 AUG 10	<ul style="list-style-type: none"> ⇒ Section "Tips & Tricks" added ⇒ New frequencies and stations added to the list ⇒ Ceiling of APP-airspaces added, not complete yet ⇒ EGLL: level at LOGAN for traffic with RFL<290 corrected ⇒ EGKK: - ASTRA STARs replaced by WILLO STARs - typing error corrected - KIDLY → KIDLI - level restriction for WILLO 3B corrected ⇒ EGGW: - LOREL1D STAR was mentioned twice ⇒ EGGD EGFF: - new section added
V 1.2	12 FEB 12	<ul style="list-style-type: none"> ⇒ Island Control changed to Eurocontrol Islands ⇒ EUC vACC changed to EuroCenter vACC ⇒ Corrected frequencies and handoffs for covered and outside airspace ⇒ ATC POSITIONS updated with new frequencies <ul style="list-style-type: none"> ✓ London Control and Scottish Control completely revised ✓ UIR: EDYY, LFFF, LFRR, LFUP ⇒ Underlying APP-sectors – callsigns corrected and new positions added ⇒ SUGGESTIONS FOR ADS OUTSIDE EURI'S AIRSPACE updated according to VATSIM UK Agreed levels charts <ul style="list-style-type: none"> ✓ Paris TMA: CAN STAR removed, and DPE & DVL arrivals revised ✓ EHAM: LAMSO & REDFA level restriction ✓ EBBR: KOK level restriction for KONAN & VABIK ⇒ SUGGESTIONS FOR ADS WITHIN EURI'S AIRSPACE updated according to VATSIM UK Agreed levels charts <ul style="list-style-type: none"> ✓ EGLL: OCK2E – ANNET & SALCO level restriction ✓ EGKK: TIMBA2E → TIMBA3E; TIMBA2B → TIMBA3B; ANNET & SALCO level restriction, TIMBA3B: GURLU → KUNAV ✓ EGGW/EGSS: LOREL2Q → LOREL3Q; LOREL3C → LOREL4C; LOREL1D → LOREL2D; ANNET & SALCO level restriction; GURLU → BANVA ✓ EGBB: CHASE2B → CHASE3B; CHASE1F → CHASE2F; CHASE1H → CHASE2H; ANNET & SALCO level restriction; CHASE1E added ✓ EGGD/EGFF: NOKIN, ANNET and SALCO level restriction ✓ EGAA/EGAC: arrivals completely revised; MAGGE, MASOP, LIPGO, VATRY and NEVRO level restriction ✓ EIDW: NUMPI, PENIL, BADSI and EVRIN level restriction ✓ EI**: 'TRAFFIC AT FL240 AT 90NM OUT' → 'AT FL240 @ 50nm FROM DESTINATION'

END OF DOCUMENT