

Handover Suggestions for EURI – Island Control

Version 1.5 11-MAR-2019

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. **In the absence of restrictions and for a standard 3° descent profile, FL240 should be reached approximately 80NM before destination.**
- **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**.

Additionally to the above, **suggested levels** are now included in the routing-field in **[box brackets]**. Those boxes contain either a **distance in NM** or a **level**. The letter **"minus"** indicates which waypoint the level-suggestion refers to. The letters **A** and **B** indicate **"at or above"** and **"at or below"**, respectively.

Examples:

FL240 [20NM-]**ABCDE** = cross FL240 20NM prior ABCDE

ABCDE[-20NM] **FL240** **VWXYZ** = cross FL240 20NM past ABCDE

ABCDE[-FL300] **VWXYZ** = cross ABCDE at FL300

ABCDE[-FL300] **FL240** [10NM-]**VWXYZ** = cross ABCDE at FL300, FL240 10NM prior VWXYZ

ABCDE[-FL260B] = cross ABCDE at FL260 or below

- **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 **Island Control** is:

EURI_FSS

Island Control

SQ range 0100 - 0177

135.750

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

LFFF PARIS

PARIS RADAR

LFFF_CTR 128.10

LFUP_CTR 130.900

Traffic shall be routed via...

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

- **XIDIL**[-FL340B] **PETAX BIBAX**
 Level: **FL340 or below at XIDIL** (FL240 at BIBAX)
 Handoff: EURI_FSS → LFFF_CTR

EHAA AMSTERDAM

AMSTERDAM RADAR

EHAA_W_CTR 125.75

Traffic shall be routed via...

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

from **WEST** →

- **TOPPA**[-FL250] **MONIL ROBVI SUGOL** (TOPPA 2A)
 Level: **FL250 at TOPPA**
 Handoff: EURI_FSS → EHAA_W_CTR → EHAM_W_APP
 Remark: Please make sure early hand-off is done
- **FL240** [5NM-] **MOLIX LUTEX ROBVI SUGOL** (MOLIX 2A)
 Level: **FL240 5NM prior MOLIX** (FL230 at MOLIX)
 Handoff: EURI_FSS → EHAA_W_CTR → EHAM_W_APP
 Remark: Please make sure early hand-off is done
- **FL240** [5NM-] **LAMSO ETPOS SUGOL** (LAMSO 2A)
 Level: **FL240 5NM prior LAMSO** (FL230 at LAMSO)
 Handoff: EURI_FSS → EHAA_W_CTR → EHAM_W_APP
 Remark: Please make sure early hand-off is done
- **FL240** [5NM-] **REDFFA SULUT SUGOL** (REDFFA 1A)
 Level: **FL240 5NM prior REDFA** (FL230 at REDFA)
 Handoff: EURI_FSS → 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** →

- **VABIK**[-FL230] **MADUX KOK KERKY (KOK 7A)**
Level: **FL230 at VABIK**
Handoff: EURI_FSS → EBBU_CTR → EBBR_APP

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

LONDON ACC (LACC | LON) (EGLL EGKK EGSS EGGW EGLC EGBB)

Traffic shall be routed via...

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

from **NORTH** ↓

- **NUGRA FL240 [15NM-]TOBID SOPIT WCO BNN (BNN 1B)**
Level: **FL240 15NM prior TOBID** (FL200 at TOBID)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_C_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** ←

- **RFL ≥ 300: LOGAN[-FL250] TRIPO SABER BRASO LAM (LOGAN 1H)**
RFL ≤ 290: [10NM-]FL240 LOGAN TRIPO SABER BRASO LAM (LOGAN 1H)
Level: **FL250 at LOGAN** (if RFL ≥ 300 | **FL160** at SABER)
Level: **FL240 10NM prior LOGAN** (if RFL ≤ 290 | FL220 at LOGAN | **FL160** at SABER)
Handoff: EURI_FSS → LON_N_CTR
Remark: **Preferred Route for flightplans via LOGAN**
Remark: **Some pilots will file BIG 1E. Please avoid this STAR | Re-route via LOGAN 1H**
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 (LOGAN 1H)** instead.

from **SOUTH** ↑

- **ALESO FL240 ROTNO [20NM-]ETVAX TIGER BIG (BIG 4B)**
Level: **FL240 20NM prior ETVAX** (FL180 at ETVAX)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **DOMUT FL240 [5NM-]KATHY HAZEL OCK (OCK 4B)**
Level: **FL240 5NM prior KATHY** (FL130 at HAZEL)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **ROXOP FL240 [10NM-]AMTOD BEGTO HAZEL (ROXOP 1H) RNAV**
Level: **FL240 10NM prior AMTOD** (FL130 at HAZEL)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR

DATA FOR LONDON-HEATHROW/EGLL CONTINUED ON NEXT PAGE

from **WEST** →

- **GIBSO BILNI FL240 [10NM-] KUMIL HAZEL OCK (OCK 3E)**
Level: **FL240 10NM prior KUMIL** (FL210 at KUMIL)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **OTMET SOKDU FL240 NEDUL BEGTO HAZEL LLS01 OCK (OTMET 1H) RNAV**
Level: **FL240 10NM prior NEDUL** (FL210 at NEDUL)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **FL240 [40NM-] BEDEK NIGIT OCK (OCK 2F)**
Level: **FL240 40NM prior BEDEK** (FL140 at BEDEK)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **FL240 [40NM-] KENET OCK (OCK 1A)**
Level: **FL240 40NM prior KENET** (FL140 at KENET or 40NM prior OCK)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR

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

- **FL240** [15NM-] **DISIT KIDLI MID HOLLY WILLO (WILLO 3B)**
Level: **FL240 15NM prior DISIT** (FL200 at DISIT | FL150 at KIDLI)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_C_CTR

from **EAST** ←

- **FL240 (ODROB/BLIXY/SUNUP)** [25NM-] **TEBRA ABTUM ... LARCK TIMBA (TEBRA 1G) RNAV**
Level: **FL240 25NM prior TEBRA** (FL140 at ABTUM)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **KONAN**[-FL260] **FL240 ARNUN KKE63 LARCK TIMBA (KONAN 1G) RNAV**
Level: **FL260 at KONAN, cleared FL240** (FL70 at TIMBA)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR

from **SOUTH** ↑

- **FL240** [15NM-] **KUNAV AMDUT KKE64 TIMBA (TIMBA 4B) RNAV**
Level: **FL240 15NM prior KUNAV** (FL160 at AMDUT)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **FL240** [10NM-] **NEVIL OSPOL NETVU ELDAX AMDUT KKE64 TIMBA (TIMBA 2G) RNAV**
Level: **FL240 10NM prior NEVIL** (FL220 at NEVIL)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **DOMUT FL240** [10NM-] **KATHY AVANT GWC HOLLY WILLO (WILLO 4C)**
Level: **FL240 10NM prior KATHY** (FL130 at GWC)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **FL240** [10NM-] **VASUX DISVO TELTU HOLLY WILLO (VASUX 1G) RNAV**
Level: **FL240 10NM prior VASUX** (FL130 at TELTU)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR

from **WEST** →

- **BILNI**[-FL240] **KUMIL AVANT GWC HOLLY WILLO (WILLO 3D)**
Level: **FL240 at BILNI** (FL210 at KUMIL)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **OTMET**[-FL270] **SOKDU FL240** [10NM-] **NEDUL ELDER TELTU HOLLY WILLO (OTMET 1G) RNAV**
Level: **FL270 at OTMET**
Level: **FL240 10NM prior NEDUL** (FL210 at NEDUL)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **FL240** [30NM-] **BEDEK NIGIT MID HOLLY WILLO (WILLO 2H)**
Level: **FL240 30NM prior BEDEK** (FL140 at BEDEK)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
- **FL240** [30NM-] **KENET MID HOLLY WILLO (WILLO 1F)**
Level: **FL240 30NM prior KENET** (FL140 at KENET)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR

...destination **London-Luton EGGW** and **London-Stansted EGSS**from **NORTH** ↓

- **LISTO PEDIG FL240 [15NM-]ROGBI CLIPY FINMA BOMBO BKY BUSTA LOREL (LOREL 5F)**
Level: **FL240 15NM prior ROGBI** (FL200 at ROGBI)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_C_CTR → ESSEX_APP
Remark: If **RFL > 190** and LOREL 1H filed, please **re-route** via **LOREL 5F**
- **MCT PEDIG FL240 [15NM-]ROGBI CLIPY FINMA BKY BUSTA LOREL (LOREL 3G)**
Level: **FL240 15NM prior ROGBI** (FL200 at ROGBI)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_C_CTR → ESSEX_APP

from **EAST** ←

- **BARMI FL240 [10NM-]MEGEL DITOB LAPRA ABBOT (BARMI 1A) RNAV**
Level: **FL260 at BARMI**
Level: **FL240 10NM prior MEGEL**
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_C_CTR → ESSEX_APP
- **FL240 [20NM-]IDESI LAPRA ABBOT (RNAV ABBOT 1C)**
Level: **FL240 20NM prior IDESI** (FL180 at IDESI)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_C_CTR → ESSEX_APP

from **SOUTH** ↑

- **BANVA UNDUG FL240 [5NM-]MAY VATON BPK BKY BUSTA LOREL (LOREL 4Q)**
Level: **FL240 5NM prior UNDUG** (FL200 at MAY)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → ESSEX_APP
- **FL240 [20NM-]TELTU VATON BPK BKY BUSTA LOREL (TELTU 1L) RNAV**
Level: **FL240 20NM prior TELTU** (FL190 at TELTU)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → ESSEX_APP
- **FL240 [20NM-]AVANT MID VATON BPK BKY BUSTA LOREL (LOREL 4C)**
Level: **FL240 20NM prior AVANT** (FL190 at AVANT)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → ESSEX_APP
- **GIBSO FL240 [10NM-]BEGTO AVANT MID OCK VATON BPK BKY BUSTA LOREL (LOREL 2D)**
Level: **FL240 10NM prior BEGTO** (FL190 at AVANT)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → ESSEX_APP
- **FL240 [25NM-]KATHY HAZEL WOD WCO BOMBO BKY BUSTA LOREL (LOREL 1B)**
Level: **FL240 25NM prior KATHY** (FL170 at KATHY)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → ESSEX_APP

from **WEST** →

- **FL240 [20NM-]BEDEK NIGIT OCK VATON BPK BKY BUSTA LOREL (LOREL 2S)**
Level: **FL240 20NM prior BEDEK** (FL180 at BEDEK)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → ESSEX_APP

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

from **NORTH** ↓

- **MCT PEDIG ROGBI TIXEX FL240** [10NM-]ODVOD ROPMU NUDNA INLIM JACKO (JACKO 1M)
- **LISTO PEDIG ROGBI TIXEX FL240** [10NM-]ODVOD ROPMU NUDNA INLIM JACKO (JACKO 2L)
Level: **FL240 10NM prior ODVOD** (FL220 at ODVOD)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_C_CTR

from **EAST** ←

- **FL240** [20NM-]XAMAN LOGAN JACKO (XAMAN 1C)
Level: **FL240 20NM prior XAMAN** (FL90 at JACKO)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_N_CTR → THAMES_APP
- **FL240** [10NM-]MOMIC SUMUM LOGAN JACKO (SUMUM 1C)
FL240 [10NM-]INLOD SUMUM LOGAN JACKO (SUMUM 1C)
Level: **FL240 10NM prior MOMIC/INLOD** (FL220 at MOMIC/INLOD | FL90 at JACKO)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_N_CTR → THAMES_APP
- **FL240** [20NM-]KONAN GODLU (GODLU 1C)
Level: **FL240 20NM prior KONAN** (FL100 at GODLU)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_N_CTR → THAMES_APP

from **SOUTH** ↑

- **FL240** [20NM-]SOVAT ERKEX OKVAP GODLU (GODLU 1D)
Level: **FL240 20NM prior SOVAT** (FL100 at GODLU)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → THAMES_APP
- **FL240** [10NM-]NEVIL OSPOL NETVU SOXUX OKVAP GODLU (GODLU 1D)
Level: **FL240 10NM prior NEVIL** (FL220 at NEVIL)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → THAMES_APP
- **DOMUT** KATHY BIDVA EVEXU SOXUX OKVAP GODLU (GODLU 1G)
Level: **FL240 at DOMUT** (FL130 at BIDVA)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → THAMES_APP

from **WEST** →

- **FL240** [20NM-]SAM BIDVA EVEXU SOXUX OKVAP GODLU (GODLU 1G)
Level: **FL240 20NM prior SAM** (FL130 at BIDVA)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → THAMES_APP
- **FL240** [20NM-]BEDEK BIG UMTUM GODLU (GODLU 1D)
Level: **FL240 20NM prior NEVIL** (FL180 at BEDEK)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → THAMES_APP
- **HON**[-FL240] ROGBI TIXEX ODVOD ROPMU NUDNA INLIM JACKO (JACKO 1H)
Level: **FL240 at HON** (FL200 at ROGBI)
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR → THAMES_APP

...destination Birmingham **EGBB**

from **NORTH** ↓

- **CROFT FL240 [15NM-]MCT VEGAR CHASE (CHASE 4B)**
- **BEGAM FL240 [15NM-]MCT VEGAR CHASE (CHASE 3F)**
Level: **FL240 15NM prior MCT (FL200 at MCT)**
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_C_CTR
Remark: If **RFL > 170** and **CHASE 3G** filed, please **re-route** via **CHASE 4B**

from **EAST** ←

- **VEGUS GOLES DESIG[-FL240] MCT VEGAR CHASE (CHASE 3H)**
Level: **FL240 at DESIG (FL200 at MCT)**
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_C_CTR

from **SOUTH** ↑

- **FL240 [10NM-]HEMEL BUZAD OLNEY WELIN HON OSKOT GROVE (GROVE 1C)**
Level: **FL240 10NM prior HEMEL (FL220 at HEMEL)**
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_S_CTR
Remark: **GROVE 1C** is preferred over **GROVE 1A/1B**

from **WEST** →

- **FL240 [10NM-]AMPIT NOKIN CREWE CHASE (CHASE 2D)**
Level: **FL280 at MALUD**
Level: **FL240 10NM prior AMPIT (FL200 at NOKIN)**
Handoff: EURI_FSS → LON_CTR → LON_SC_CTR → LON_C_CTR

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

from **NORTH** ↓

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

from **EAST** ←

- **FL240** [10NM-] CPT **POMAX** BRI (BRI 1C)
- CPT **FL240** [15NM-] **ABDAL** BRI CDF (CDF 1C)
Level: **FL240 10NM prior CPT** (FL220 at CPT) → **EGGD**
Level: **FL240 15NM prior ABDAL** (FL260 at CPT) → **EGFF**
Handoff: EURI_FSS → LON_CTR → LON_W_CTR

from **SOUTH** ↑

- **BHD**[-FL240] TINAN TIVER EXMOR BRI (BRI 2D)
- **FL240** [10NM-] **BHD** TINAN TIVER EXMOR CDF (CDF 3D)
Level: **FL240 at BHD** (3 degree profile to reach BRI at 3000ft) → **EGGD**
Level: **FL240 10NM prior BHD** (3 degree profile to reach CDF at 3000ft) → **EGFF**
Handoff: EURI_FSS → LON_CTR → LON_W_CTR

from **WEST** →

- **STU**[-FL240] **AMMAN BCN** BRI (BRI 1B)
- **STU**[-FL240] **AMMAN BCN** CDF (CDF 1B)
Level: **FL240 at STU** (FL170 10NM prior AMMAN)
Handoff: EURI_FSS → LON_CTR → LON_W_CTR

MANCHESTER ACC (MACC | MAN)

Traffic shall be routed via...

...destination Manchester **EGCC**

from **NORTH** ↓

- **DCS FL240 [15NM-] LAKEY ROSUN (ROSUN 2A)**
 Level: **FL240 15NM** prior **LAKEY** (FL200 at LAKEY)
 Handoff: EURI_FSS → SCO_CTR → LON_N_CTR
 Remark: Some pilots will file **ROSUN 2B** (DCS-SETEL-ROSUN) which is to be used at **FL140 or below only**. Please **re-route** them **via ROSUN 2A**.

- **FL240 [5NM-] TILNI GASKO BEGAM SETEL ROSUN (ROSUN 4D)**
 Level: **FL240 5 NM** prior **TILNI** (FL230 at TILNI)
 Handoff: EURI_FSS → SCO_CTR → LON_N_CTR

from **EAST** ←

- **LIBSO FL240 [20NM-] GOLES POL BURNI ROSUN (ROSUN 1G)**
 Level: **FL240 20NM** prior **GOLES** (FL170 at GOLES)
 Handoff: EURI_FSS → LON_CTR → LON_N_CTR
- **OTBED [-FL290] FL240 [20NM-] GOLES POL BURNI ROSUN (ROSUN 1F)**
 Level: **FL240 20NM** prior **GOLES** (FL290 at OTBED, FL170 at GOLES)
 Handoff: EURI_FSS → LON_CTR → LON_N_CTR

from **SOUTH** ↑

- **FL240 [10NM-] LESTA TNT DAYNE (DAYNE 1B)**
 Level: **FL240 10NM** prior **LESTA** (FL200 25NM prior TNT)
 Handoff: EURI_FSS → LON_CTR → LON_C_CTR
- **FL240 [20NM-] ELVOS TNT DAYNE (DAYNE 2A)**
- **SAPCO FL240 [40NM-] TNT DAYNE (DAYNE 2A)**
 Level: **FL240 20NM** prior **ELVOS** (FL200 25NM prior TNT) via (U)T420
 Level: **FL240 40NM** prior **TNT** (FL200 25NM prior TNT) via (U)N57
 Handoff: EURI_FSS → LON_CTR → LON_C_CTR
- **FL240 [15NM-] OKTEM [25NM-] MONTY REXAM WAL MIRSI (MIRSI 1A)**
 Level: **FL240 15NM** prior **OKTEM = 25NM** prior **MONTY** (FL200 at OKTEM)
 Handoff: EURI_FSS → LON_CTR → LON_C_CTR

DATA FOR MANCHESTER/EGCC CONTINUED ON NEXT PAGE

from **WEST** →

- **FL240** [25NM-] **MALUD WAL MIRSI (MIRSI 2B)**
Level: **FL240 25NM prior MALUD (FL170 at MALUD)**
Handoff: EURI_FSS → LON_CTR → LON_N_CTR
- **MAKUX**[-FL270] **FL240** [10NM-] **GIGTO IBRAR WAL MIRSI (MIRSI 2D)**
Level: **FL270 at MAKUX**
Level: **FL240 10NM prior GIGTO (FL170 at IBRAR)**
Handoff: EURI_FSS → LON_CTR → LON_N_CTR
- **FL240** [25NM-] **PENIL WAL MIRSI (MIRSI 2C)**
Level: **FL240 25NM prior PENIL (FL170 at PENIL)**
Handoff: EURI_FSS → LON_CTR → LON_N_CTR

SCOTTISH ACC (EGPX)

SCOTTISH CONTROL

EGPX_CTR 135.52

Traffic shall be routed via...

...destination **Edinburgh EGPB**from **NORTH** ↓

- **FL240** [40NM-] PTH GRICE STIRA (STIRA 1A)
 Level: **FL240 40NM prior PTH** (FL70 at STIRA)
 Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGPB_APP
 Remark: When filed **DCT GRICE** to join **STIRA 1A**, pilots shall cross **FL240 60NM prior GRICE**
 Remark: Some pilots will file **EDN 1D** which is only to be used with GOW VOR/DME u/s.
Re-route via STIRA 1A

from **SOUTH** ↑ and **EAST** ←

- **INPIP**[-FL260B] **FL240** [15NM-] INREV ESKDO TARTN TWEED (**TWEED 3A**)
 Level: **FL260 or below at INPIP**
 Level: **FL240 at 15NM prior INREV** (FL200 or below at INREV)
 Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR/SCO_E_CTR → EGPB_APP
 Remark: Some pilots will file **EDN 2E** or **EDN 3A** which are only to be used with TLA VOR/DME u/s. **Re-route via TWEED 3A**
- **AGPED**[-FL260] OTBUN HAVEN TARTN TWEED (**TWEED 2D**)
 Level: **FL260 at AGPED**
 Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR/SCO_E_CTR → EGPB_APP

from **WEST** →

- **FL240** [10NM-] BLACA TUNSO TLA TARTN TWEED (**TWEED 2B**)
 Level: **FL240 10NM prior BLACA** (FL170 at TUNSO)
 Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGPB_APP
 Remark: Some pilots will file **TWEED 2C**. This is for traffic with **RFL ≤ FL130** only
 Please do **not** use. **Re-route via TWEED 2B** instead.

Traffic shall be routed via...

...destination Glasgow **EGPF**from **NORTH** ↓

- **FL240** [35NM-] **ERSON** [50NM-] **FOYLE GOW (GOW 1D)**
Level: **FL240 35NM** prior **ERSON** or **50NM** prior **FOYLE** (FL90 20NM prior **GOW**)
Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGPF_APP

from **EAST** ←

- **FL240** [40NM-] **PTH GRICE STIRA (STIRA 1A)**
Level: **FL240 40NM** prior **PTH** (FL70 at **STIRA**)
Handoff: EURI_FSS → SCO_CTR → SCO_E_CTR → EGPH_APP
- **AGPED**[-FL260] **FL240** [10NM-] **HAVEN TLA LANAK (LANAK 2D)**
Level: **FL260** at **AGPED**
Level: **FL240 10NM** prior **HAVEN** (FL70 at **LANAK**)
Handoff: EURI_FSS → SCO_CTR → SCO_E_CTR → EGPH_APP

from **SOUTH** ↑

- **APPLE ASLIB ENIPI**[-FL240B] **ODIGI PFS30 LANAK (LANAK 1B)**
Level: **FL240 or below** at **ENIPI** (FL200 or below at **ODIGI**)
Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGPH_APP
Remark: Some pilots will file **LIBBA 1B** which is only to be used with **GOW VOR/DME u/s**.
Re-route via **LANAK 1B**
- **RIBEL ASLIB ENIPI**[-FL240B] **ODIGI PFS30 LANAK (LANAK 2A)**
Level: **FL240 or below** at **ENIPI** (FL200 or below at **ODIGI**)
Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGPH_APP
Remark: Some pilots will file **LIBBA 2A** which is only to be used with **GOW VOR/DME u/s**.
Re-route via **LANAK 2A**
- **FL240** [10NM-] **BLACA GIRVA TRN LANAK (TRN 1A)**
Level: **FL240 10NM** prior **BLACA** (FL150 at **GIRVA**)
Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGPH_APP

from **WEST** →

- **FL240** [40NM-] **FYNER CLYDE GOW (GOW 1A)**
Level: **FL240 40NM** prior **FYNER** (FL90 20NM prior **GOW**)
Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGPH_APP

Traffic shall be routed via...

...destination Prestwick **EGPK**from **SOUTH** ↑

- **APPLE ASLIB**[-FL260B] **ENIPI PKS40 TRN (APPLE 1P)**
Level: **FL260 or below at ASLIB** (FL200 or below at ENIPI)
Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGPH_APP
- **RIBEL ASLIB**[-FL260B] **ENIPI PKS40 TRN (RIBEL 1P)**
Level: **FL260 or below at ASLIB** (FL200 or below at ENIPI)
Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGPH_APP
- **FL240** [40NM-] **BLACA TRN (BLACA 1C)**
Level: **FL240 40NM prior BLACA** (FL70 10NM prior TRN)
Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGPH_APP

...destination Belfast **EGAA**from **EAST** ←

- **REMSI UVPOK NOPKI MATUT FL240 [25NM-]ROBOP IPSET (M147)**
 Level: **FL240 25NM prior ROBOP**
 Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGAA_APP
 Remark: Only airways **M146** and **M147** to be used for traffic **RFL > FL240**. Consider re-routing traffic that has filed other airways and **RFL > FL240**.
- **ERDUV LUSOD PEPEG FL240 [25NM-]ROBOP IPSET (M146)**
 Level: **FL240 25NM prior ROBOP**
 Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGAA_APP
 Remark: Only airways **M146** and **M147** to be used for traffic **RFL > FL240**. Consider re-routing traffic that has filed other airways and **RFL > FL240**.

from **SOUTH** ↑

- **FL240 [30NM-]NEVRI ABSUN BEL**
 Level: **FL240 30NM prior NEVRI**
 Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGAA_APP

...destination Belfast City **EGAC**from **EAST** ←

- **REMSI NINEB[-FL240] MASOP IDGAS IBTES LIMKA MAGEE (M148)**
 Level: **FL240 at NINEB**
 Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGAA_APP
 Remark: Only airways **M146** and **M148** to be used for traffic **RFL > FL240**. Consider re-routing traffic that has filed other airways and **RFL > FL240**.
- **ERDUV FL240 [10NM-]MASOP IDGAS IBTES LIMKA MAGEE (M146)**
 Level: **FL240 10NM prior MASOP**
 Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGAA_APP
 Remark: Only airways **M146** and **M148** to be used for traffic **> FL240**. Consider re-routing traffic that has filed other airways and **RFL > FL240**.

from **SOUTH** ↑

- **FL240 [25NM-]NEVRI ABSUN MAGEE**
 Level: **FL240 25NM prior NEVRI**
 Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EGAA_APP

EISN SHANNON

SHANNON CONTROL

EISN_CTR 131.150

FOR ALL IRISH DESTINATIONS **EXCEPT** EIDW: SHANNON EXPECTS TRAFFIC AT **FL240** AT **90NM** OUT

Remark: Preferred STARs are printed in **BOLD** letters, secondary (point-merge) STARs are printed in brackets and standard font size. Most restrictions are variable, depending on current runway in use.

Traffic shall be routed via...

...destination **Dublin EIDW**from **NORTH** ↓

- **FL240** [25NM | AT-] **BAMLI** (RWY10: **BAMLI 1Z(1R)** | RWY28: **BAMLI 1X(1L)**)
Level: RWY10: **FL240 25NM prior BAMLI** (FL170 or below at BAMLI)
Level: RWY28: **FL240 at BAMLI** (FL80 at KERAV)
Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EIDW_N_CTR → EIDW_APP
- **FL240** [15NM | 35NM-] **NIMAT** (RWY10: **NIMAT 1Z(1R)** | RWY28: **NIMAT 1X(1L)**)
Level: RWY10: **FL240 15NM prior NIMAT** (FL80 at ASDER)
Level: RWY28: **FL240 35NM prior NIMAT** (FL80 at KERAV)
Handoff: EURI_FSS → SCO_CTR → SCO_WD_CTR → EIDW_N_CTR → EIDW_APP

from **EAST** ←

- **FL240** [20NM | 45NM-] **BOYNE** (RWY10: **BOYNE 1Z(1R)** | RWY28: **BOYNE 1X(1L)**)
Level: RWY10: **FL240 20NM prior BOYNE** (FL80 at ASDER)
Level: RWY28: **FL240 45NM prior BOYNE** (FL80 at KERAV)
Handoff: EURI_FSS → LON_CTR → LON_N_CTR → EIDW_N_CTR → EIDW_APP
- **FL240** [20NM | 45NM-] **BAGSO** (RWY10: **BAGSO 1Z(1R)** | RWY28: **BAGSO 1X(1L)**)
Level: RWY10: **FL240 20NM prior BAGSO** (FL80 at ASDER)
Level: RWY28: **FL240 45NM prior BAGSO** (FL80 at KERAV)
Handoff: EURI_FSS → LON_CTR → LON_W_CTR → EIDW_N_CTR → EIDW_APP
- **FL240** **LIPGO TULSO (LIGPO 3T/3N)**
Level: **FL240 50NM prior LIPGO**
Handoff: EURI_FSS → LON_CTR → LON_N_CTR → EIDW_N_CTR → EIDW_APP
- **FL240** [AT | 30NM-] **ABLIN** (RWY10: **LIPGO 1Z(1R)** | RWY28: **ABLIN 1X(1L)**)
Level: RWY10: **FL240 at ABLIN** (FL70 at BERMO)
Level: RWY28: **FL240 30NM prior ABLIN** (FL180 or below at ABLIN)
Handoff: EURI_FSS → LON_CTR → LON_N_CTR → EIDW_N_CTR → EIDW_APP
Remark: Arrivals into RWY10 use LIPGO STARs, into RWY28 use ABLIN STARs. Both STARs share the common routing ABLIN IRKUM LIPGO.

DATA FOR DUBLIN/EIDW CONTINUED ON NEXT PAGE

from **SOUTH** ↑

- **FL240** [AT | 20NM-] **VATRY SORIN** (RWY10: **VATRY 1Z**(1R) | RWY28: **VATRY 1X**(1L))
Level: RWY10: **FL240 at VATRY** (FL70 at BERMO)
Level: RWY28: **FL240 20NM prior VATRY** (FL70 at SORIN)
Handoff: EURI_FSS → LON_CTR → LON_W_CTR → EIDW_N_CTR → EIDW_APP
- **FL240** [20NM | AT-] **BUNED** (RWY10: **BUNED 1Z**(1R) | RWY28: **BUNED 1X**(1L))
Level: RWY10: **FL240 20NM prior BUNED** (FL200 or below at BUNED)
Level: RWY28: **FL240 at BUNED** (FL70 at SORIN)
Handoff: EURI_FSS → LON_CTR → LON_W_CTR → EIDW_N_CTR → EIDW_APP
- **FL240** [25NM | 10NM-] **SUTEX** (RWY10: **SUTEX 1Z**(1R) | RWY28: **SUTEX 1X**(1L))
Level: RWY10: **FL240 25NM prior SUTEX** (FL200 or below at SUTEX)
Level: RWY28: **FL240 10NM prior SUTEX** (FL70 at SORIN)
Handoff: EURI_FSS → LON_CTR → LON_W_CTR → EIDW_N_CTR → EIDW_APP

from **WEST** →

- **FL240** [20NM | AT-] **OSGAR** (RWY10: **OSGAR 1Z**(1R) | RWY28: **OSGAR 1X**(1L))
Level: RWY10: **FL240 20NM prior OSGAR** (FL200 or below at OSGAR)
Level: RWY28: **FL240 at OSGAR** (FL70 at SORIN)
Handoff: EURI_FSS → EISN_CTR → EIDW_N_CTR → EIDW_APP
- **FL240** [25NM | AT-] **OLAPO** (RWY10: **OLAPO 1Z**(1R) | RWY28: **OLAPO 1X**(1L))
Level: RWY10: **FL240 25NM prior OLAPO** (FL170 or below at OLAPO)
Level: RWY28: **FL240 at OLAPO** (FL80 at KERAV)
Handoff: EURI_FSS → EISN_CTR → EIDW_N_CTR → EIDW_APP

BIRD ICELAND

REYKJAKVIK CONTROL

BIRD_CTR 119.70

Traffic shall be routed via...

...destination **Keflavik BIKF**from **EAST** ←

- **FL240** [20NM-] **DEVUD**
Level: **FL240 20NM prior DEVUD**
Handoff: EURI_FSS → BIRD_E_CTR → BIRD_CTR → BIKF_APP
- **FL240** [20NM-] **NASBU**
Level: **FL240 20NM prior NASBU**
Handoff: EURI_FSS → BIRD_E_CTR → BIRD_CTR → BIKF_APP
- **FL240** [15NM-] **ASRUN**
Level: **FL240 15NM prior ASRUN**
Handoff: EURI_FSS → BIRD_E_CTR → BIRD_CTR → BIKF_APP
- **FL240** [25NM-] **BASLU**
Level: **FL240 25NM prior BASLU**
Handoff: EURI_FSS → BIRD_E_CTR → BIRD_CTR → BIKF_APP

from **WEST** →

- **FL240** [25NM-] **BIRNA**
Level: **FL240 25NM prior BIRNA**
Handoff: EURI_FSS → BIRD_E_CTR → BIRD_CTR → BIKF_APP
- **FL240** [20NM-] **ELDIS**
Level: **FL240 20NM prior ELDIS**
Handoff: EURI_FSS → BIRD_E_CTR → BIRD_CTR → BIKF_APP
- **FL240** [20NM-] **GIRUG**
Level: **FL240 20NM prior GIRUG**
Handoff: EURI_FSS → BIRD_E_CTR → BIRD_CTR → BIKF_APP
- **FL240** [20NM-] **INGAN**
Level: **FL240 20NM prior INGAN**
Handoff: EURI_FSS → BIRD_E_CTR → BIRD_CTR → BIKF_APP

Record of Changes

V 0.1	17 JUL 10	First issue of Island Sector HoS-document
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 • ELL: <ul style="list-style-type: none"> - level at LOGAN for traffic with RFL<290 corrected • EGKK: <ul style="list-style-type: none"> - ASTRA STARs replaced by WILLO STARs - typing error corrected - KIDLY → KIDLI - level restriction for WILLO 3B corrected • EGGW: <ul style="list-style-type: none"> - LOREL1D STAR was mentioned twice • EGGD EGFF: <ul style="list-style-type: none"> - new section added
V 1.3	20 JAN 19	<ul style="list-style-type: none"> • URLs for UK-airspace corrected • SIDs, restrictions updated for most airports. There are some significant changes! • Paris TMA: reduced to a single inbound route via XIDL BIBAX • EHAM: revised routings and levels • EBBR: <ul style="list-style-type: none"> - removed information for WOODY, handoff at FIR boundary at cruise level - revised handover point and level for KOK STAR • ELL: <ul style="list-style-type: none"> - LAM 3A renamed LOGAN 1H - several new RNAV STARs from SOUTH and WEST • EGKK: <ul style="list-style-type: none"> - several new RNAV STARs from SOUTH and WEST • EGLC/EGKB: <ul style="list-style-type: none"> - all STARs replaced • EGGW/EGSS: <ul style="list-style-type: none"> - some changes on STARs • EGBB: <ul style="list-style-type: none"> - only slight changes in STARs, reformatted information • EGFF/EGGD: <ul style="list-style-type: none"> - only slight changes in STARs • EGCC: <ul style="list-style-type: none"> - only slight changes in STARs, especially from West • EGPH: <ul style="list-style-type: none"> - some changes on STARs, revised waypoints and restrictions • EGPF: <ul style="list-style-type: none"> - some changes on STARs, revised waypoints and restrictions • EIDW: completely revised arrival system • BIKF: completely revised arrival system

V 1.4	18 FEB 19	<ul style="list-style-type: none">• All ATC-stations and frequencies have been <u>removed</u>. Rationale: they are already included in the ESE-file and the amount of time and work to keep the document up to date is not proportional to the benefit of having this table. Better have no table at all than an incomplete or incorrect table• Revised order of handoff sequences for nearly all airports. Thanks to Samy Greve for researching all the necessary data!
V 1.5	11 MAR 19	<ul style="list-style-type: none">• STARs for EGPF and EGPK separated. EGPF new STAR procedures from southeast inserted. EGPK completely revised.

END OF DOCUMENT