



ScAC North & South

Effective 28 Nov 2024
Agreed Levels 2024/12

Reykjavik (FL345-)	(FL345-355)	(FL355-365)	(FL365+)
126.750 BIRD_E1_CTR 132.300 BIRD_E2_CTR 128.800 BIRD_E3_CTR 125.700 BIRD_S1_CTR 119.700 BIRD_S2_CTR 128.600 BIRD_S3_CTR	BIRD_E2 BIRD_E1 BIRD_E3 BIRD_S2 BIRD_S1 BIRD_S3	BIRD_E2 BIRD_E3 BIRD_E1 BIRD_S2 BIRD_S3 BIRD_S1	BIRD_E3 BIRD_E2 BIRD_E1 BIRD_S3 BIRD_S2 BIRD_S1

Reykjavik Split Procedures
Via RATSU - transfer to Reykjavik South (ownership order excluding BIRD_Ex positions above)
All other COPs - transfer to Reykjavik East

ScAC North

129.225 SCO_N_CTR
121.325 SCO_E_CTR
135.530 SCO_CTR

Top-down coverage for:
PE Inverness ★
PO Stornoway ★
PA Kirkwall ★
PB Sumburgh
PC Wick ★

ScAC West

132.730 SCO_W_CTR
133.875 SCO_WD_CTR
135.530 SCO_CTR

Shanwick Radio

131.800 EGGX_CTR *
131.900 NAT_FSS

**Note: Traffic may be split further by track*

Key

Departing Transfer to (cleared level and departure given, level by point shown)
 Accept from (cleared level and departure given, level by point shown)

Arriving Transfer to (cleared level and destination given, level by point shown)
 Accept from (cleared level and destination given, level by point shown)

Coordinate with Talla PC Northeast
 Rathlin Amsterdam West
 Deancross MUAC Jever
 From ScAC North to South Relevant approach unit

130 130 Climbing/Descending agreement (No level by point)

BB includes BE
GP includes NR
NH includes NO
NT includes NV
NX includes NE
PB includes ET
ScTMA includes PF PG PH PJ PK PN
EH** excludes Groningen Group & EHDL

★ Airfield is outside of controlled airspace but has either a Tower or Approach position, so top-down shall be provided.

☆ Airfield is always AFIS-only but has published Instrument Approach Procedures (IAP). No top-down of the airfield shall be provided however, Scottish may opt to provide a service to the aircraft.

