



GANDER OCEANIC NYARTCC & VATSIM UK Shared Controlling Agreement

Gander Oceanic, NYARTCC & VATSIM UK and Gander Oceanic – Shared Controlling Agreement – Revision 2

Effective 01 November 2024

Distribution and Scope

This agreement outlines the airspace sharing agreement between VATSIM UK, NYARTCC and Gander Oceanic FIR (VATCAN). It does not define any operational procedures for the provision of Air Traffic Services (ATS).

Amendment History

Revision	Effective Date	Notes
1	1 st March 2024	First Publication
2	1 st November 2024	Addition of New York ARTCC

Validity

This agreement becomes effective 01 November 2024.

Agreed by:

- Dave Woodward - VATSIM UK – Operations Director
- Jan Galvez – New York ARTCC – Air Traffic Manager
- Gary Thomas – Gander Oceanic – FIR Chief

Section 1 General

1.1 Airspace

The VATSIM UK Division is responsible for the Shanwick OCA. Responsibilities are not delegated to a Subdivision. Shanwick OCA callsigns start with 'EGGX'.
All references within this document to 'Shanwick' refer to the Shanwick OCA.

The VATSIM Canada Division (VATCAN) is responsible for the Gander OCA. This responsibility is delegated to the Gander Oceanic FIR. Gander OCA callsigns start with 'CZQO'. All references within this document to 'Gander' refer to the Gander OCA.

The New York ARTCC division of VATUSA is responsible the New Road OCA.
This responsibility is delegated to the New York Oceanic FIR(ZWY).
All references within this document to 'New York' refer to the New York OCA.

Each OCA shall separately train and endorse controllers to provide services within their own airspace and provide links to additional training material for other OCA sectors.

1.2 Combined Position

Both VATSIM UK and Gander Oceanic agree to a combined position controlling all the airspace of both OCAs. The callsign of this position is NAT_FSS.

1.3 Permission to Control

Valid Controllers, as per the Oceanic rated rosters, who are given permission to control any of the valid positions within Shanwick OCA, Gander OCA or New York OCA are automatically permitted to control in the other OCAs and also the combined NAT_FSS position (Shanwick/Gander) without the need for any additional training.
This is not considered 'visiting controller' status.

Where a controller is already logged into a position in any OCAs airspace and a new controller wishes to open a split, they shall discuss with the current controller – who shall be allowed to choose which of the split positions they wish to control.

Bookings to control can be performed via any of the OCA's website.
The VATSIM UK website shall be the authority for Shanwick OCA bookings, the Gander Oceanic website be the authority for Gander OCA bookings, the New York ARTCC website for New York OCA. NAT_FSS is not permitted to be booked.
A controller wishing to control NAT_FSS shall book either the Shanwick or Gander OCA and may log onto the NAT_FSS position if not already in use.

1.4 Events

Either VATSIM UK, Gander Oceanic or New York can create events independently of the other. Where wishing to roster controllers for the opposite OCA's airspace, permission shall be obtained in advance from the relevant Event Team (or Department). The opposite OCA's can choose to create their own roster for the event or permit a combined roster.

Section 2 Operational Procedures & Documentation

2.1 Shanwick & Gander OCAs Documentation

The authority for procedures shall be the “Shanwick & Gander Oceanic Control Procedures” document, which shall be agreed by both parties before publication and made available on both websites. Controllers shall adhere to the procedures in this document.

Changes to procedures and temporary procedures will be agreed by both Shanwick and Gander OCA’s.

The authority to agree procedures on behalf of the UK is the Operations Department.

The authority to agree procedures on behalf of Gander Oceanic FIR is the Gander FIR Chief (CZQO1).

Any changes made will be published and passed onto to New York who will ensure that any changes are announced to all active controllers on their roster.

2.2 New York OCA Documentation

New York ARTCC is the controlling party for documentation relating to New York OCA procedures. Changes to procedures and temporary procedures will be the sole responsibility of New York to enforce.

Any changes made will be published and passed onto to both Shanwick and Gander who will ensure that any changes are announced to all active controllers on their roster.

2.3 Sector File and Controller Pack

All parties shall endeavour to collaborate on sector file and controller pack production. However, neither are prohibited from producing their own preferred setups.

2.4 Frequency Allocation & Audio for VATSIM

All OCAs shall manage their own frequency allocations and Audio for VATSIM configurations. These should not be changed without substantial notice to the opposing OCA.

During large events that any OCAs are organisers for, alterations to frequency allocations and Audio for VATSIM may be required more urgently. Where time allows, both parties should agree the relevant changes. However, it is accepted that during major events that last-minute changes may sometimes be required without prior agreement. The person making changes to the opposite OCA’s configurations **must** revert the changes when no longer required and notify the opposite OCA’s Operations Department.

Section 3 Training

3.1 General

Training for endorsements shall be managed by each respective training department. While departments can collaborate, this is not mandated by this agreement.

3.2 Issues with Competence

Where concern over a controller's competence is raised, it shall be referred to the Training Department that issued the endorsement. That department shall follow their own internal procedures to attempt to resolve the issue.

Where the GCAP procedure is initiated and a controller is limited in their ability to control oceanic positions by the relevant Region, it is automatically applied that the controller is not permitted to control in any OCA (including NAT_FSS) until full permission to control is restored.

3.3 Controllers Competence

It's the responsibility of each OCA individual controller, regardless of OCA associated with, to ensure that they have reviewed all available documentation, they have the required knowledge of the relevant sector before connecting to the VATSIM network and to fully comply with VATSIM GCAP policy. OCA controllers are also required to review any changes that have been made from the previous time controlling.