LETTER OF AGREEMENT

BETWEEN LONDON ACC AND DUBLIN AND SHANNON ACCs

REVISION 2025/06 - EFFECTIVE 12 JUNE 2025

DISTRIBUTION AND SCOPE

This Letter of Agreement (LoA) outlines the agreements between VATSIM UK (London ACC) and VATéir (Shannon and Dublin ACCs) for the provision of air traffic services.

EXCLUSION OF LIABILITY

The procedures in this LoA are for use on the VATSIM Network only and should never be adopted for real world use.

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VALIDITY

This Letter of Agreement becomes effective 12 June 2025 (AIRAC 2506).

Agreed by:

- Archie Middlefell – VATSIM UK – Operations Director
- Federico Handl – VATéir – Operations Director

LIST OF FIGURES

AMENDMENT HISTORY

Changes made since the last release are marked with a black bar, as indicated, in the left-hand margin. New text is in red.

Revision	Effective Date	Changelog
2025/06	12 Jun 2025	▪ Berry Head CTA 6 & 7 extended (Figure 2) ▪ New COP WETFI established north of BAGSO for westbound Oceanic traffic (3.2.3.2) ▪ EICK arrivals now permitted via SAMON, and transfer of control point changed for EICK arrivals due to new ATS routes (3.2.3.2; 3.3.1.2.1) ▪ 5LNC designators updated – KAWGE renamed GUBJE, OVFOX renamed IJALA (3.2.3.2; Figures 2 & 5) ▪ Outbounds from PC IoM to Shannon are RFC to all Lakes levels (3.3.1.2.1) ▪ Introduction of LEDGO RFC Area for EICK outbounds (3.3.6) ▪ All westbound traffic to Shannon RFC to any level and RFT west of RAMOX (3.3.7) ▪ Updated permitted eastbound FRA directs to include S8/S35 (3.3.8.2) ▪ Added procedures permitting London to route direct to the OEP (3.3.8.3)
2023/11	02 Nov 2023	Frequency changes due to 8.33 kHz implementation (2.3); Updated sectorisation diagrams (Appendix B)
2023/06	15 Jun 2023	EICK arrivals to route via BANBA instead of ENJEX and amended EIDW inbound agreement from LAC S9, now at RFL and RFD to FL280 (3.3.1.2.1); Amended EIDW outbound agreement to LAC S9, now max FL350, and EGCC inbounds now accepted by LAC S7 at max FL330 (3.3.1.2.2); Introduction of BAKUR RFC Areas 1 and 2 with amended RFC agreements (3.3.5); Introduction of FRA directs from 15W to LAC S9 for LTMA arrivals and overflights (3.3.8)
…		

SECTION 1 GENERAL

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between London ACC (including Manchester Prestwick Control, MPC) and Shannon ACC/Dublin ACC when providing air traffic services (ATS) to General Air Traffic (IFR).

These procedures are supplementary to those specified in ICAO, VATSIM Regulations, inter-Division or inter virtual air traffic services provider's agreements and/or National documents.

If a translated version of this Letter of Agreement is available in any other language, when there is a difference in interpretation, the English version shall be the overriding authority.

SECTION 2 AREAS OF RESPONSIBILITY FOR THE PROVISION OF ATS

2.1 Airspace Structure and Classification within the Area of Common Interest

2.1.1 London ACC

Lateral limits: The limits of the area of responsibility correspond to the boundary of London FIR & UIR as published in the AIP of the United Kingdom.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Holyhead CTA	FL35-FL195	C
Berry Head CTA	FL135-FL195	A
Strumble CTA	FL145-FL195	A
Irish Sea CTA	FL195-FL245	C
West CTA	FL195-FL245	C
BANBA CTA	FL195-FL660	C
Berry Head CTA	FL195-FL245	C
London FIR	SFC-FL245	G/C
London UIR	FL245-FL660	C

2.1.2 Shannon and Dublin ACCs

Lateral limits: The limits of the area of responsibility correspond to the boundary of the Shannon FIR & UIR as published in the AIP of the Irish Republic.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Dublin CTA	1500 ft-FL245	C
Shannon FIR	SFC-FL245	C/G
Shannon UIR	FL245-FL660	A/C

2.2 Areas for Cross Border Provision of ATS

2.2.1 Areas for Cross Border Provision of ATS by Shannon and Dublin ACCs

Within the London FIR the provision of ATS in accordance with the airspace classification is performed by Shannon and Dublin ACCs within the following area(s):

2.2.1.1 Irish Sea and Holyhead CTAs

Lateral Limits	An Area defined as the combination of the: Holyhead CTA 10, Holyhead CTA 11, Holyhead CTA 12, Holyhead CTA 13 and Holyhead CTA 14 *Within the blue area shown in Figure 1*
Vertical Limits	DB-FL195
Airspace Classification	C

and

Lateral Limits	An Area defined as the combination of the: Irish Sea CTA 4 and Irish Sea CTA 5 *Within the blue area shown in Figure 1*
Vertical Limits	FL195-FL245
Airspace Classification	C

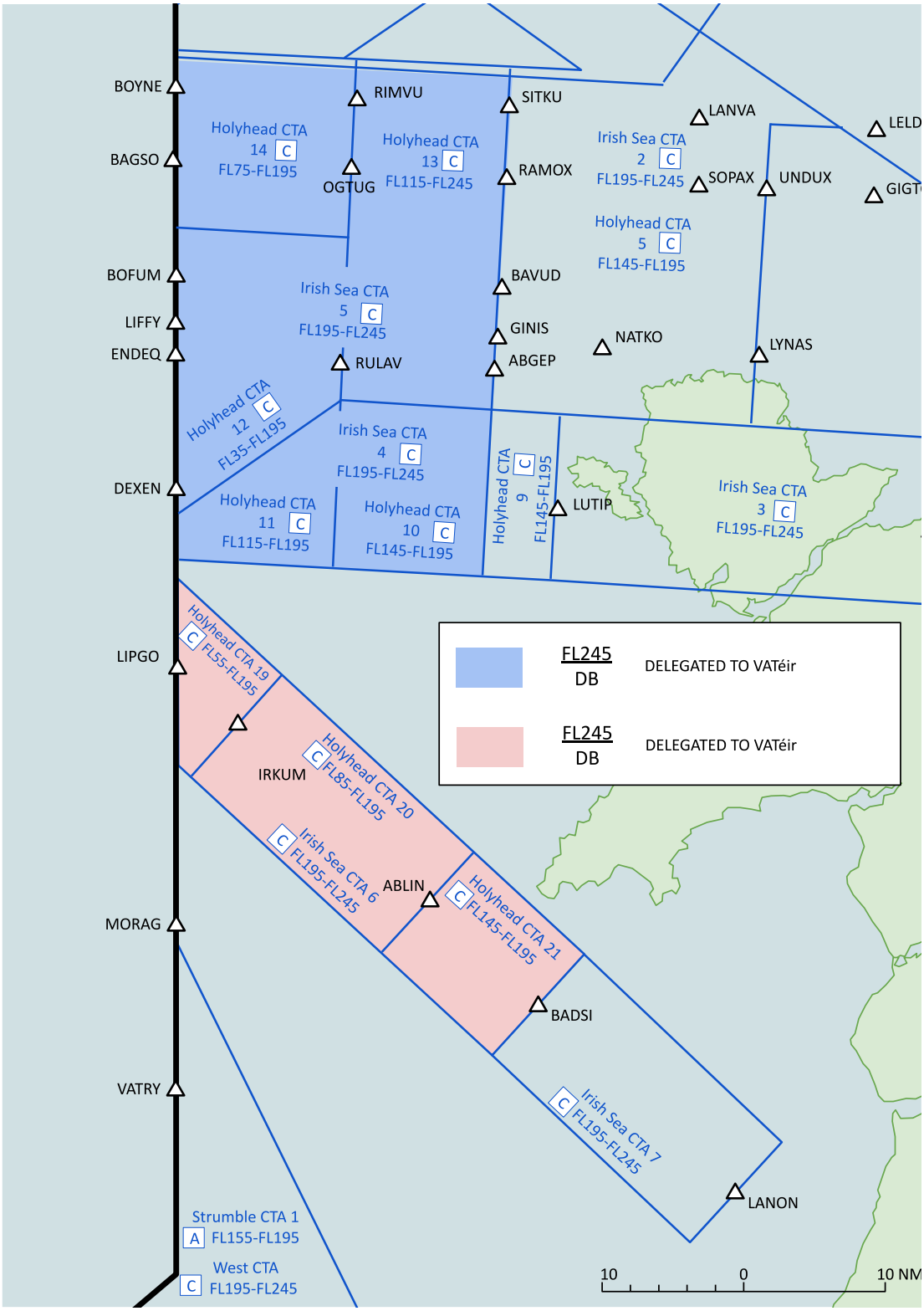
2.2.1.2 L18 (Between LIPGO and BADSI)

Lateral Limits	An Area defined as the combination of the: Holyhead CTA 19, Holyhead CTA 20 and Holyhead CTA 21 *Within the red area shown in Figure 1*
Vertical Limits	DB-FL195
Airspace Classification	C

and

Lateral Limits	An Area defined as the combination of the: Irish Sea CTA 6 and Irish Sea CTA 7 *Within the red area shown in Figure 1*
Vertical Limits	FL195-FL245
Airspace Classification	C

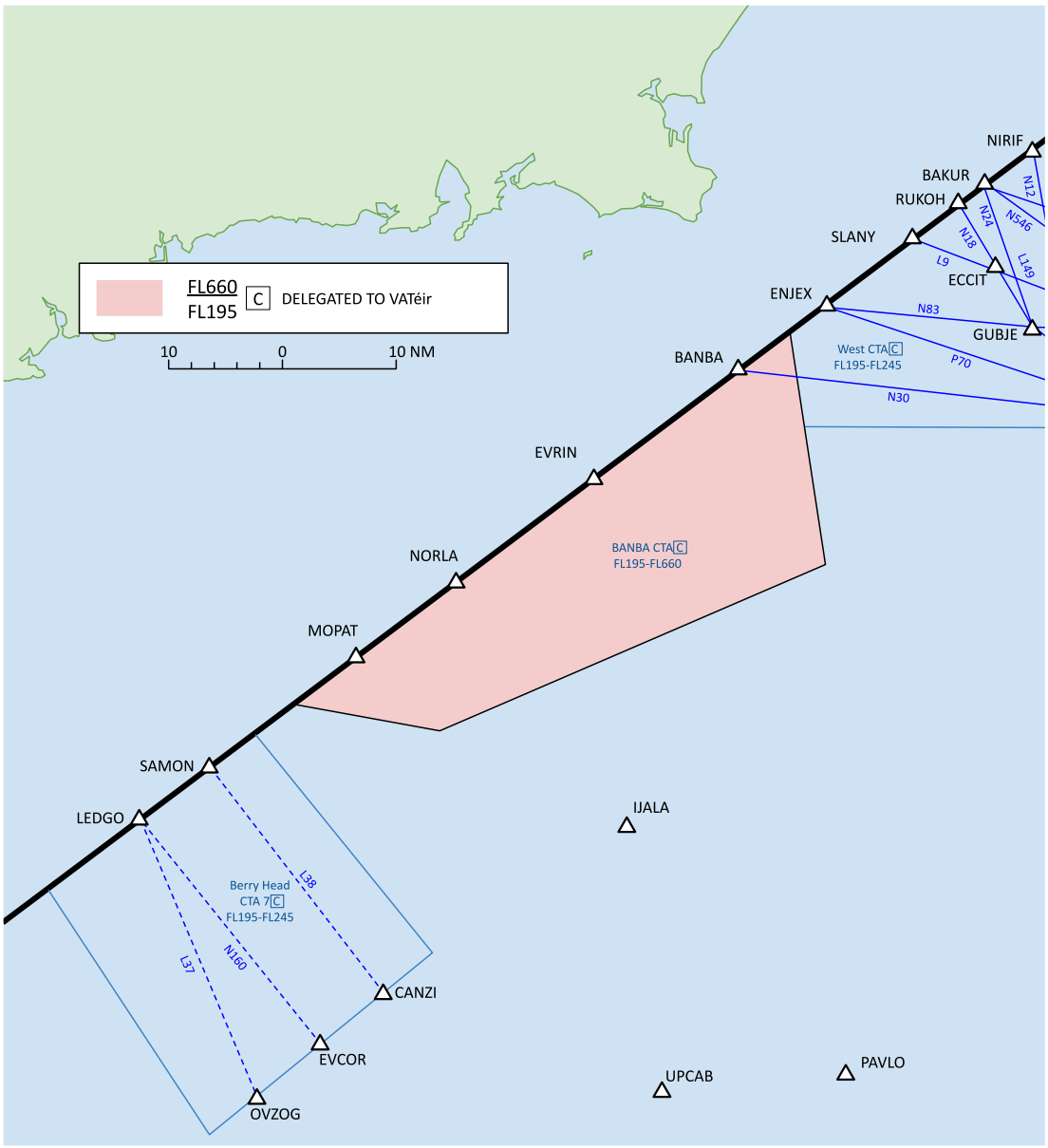
Figure 1 – Irish Sea and Holyhead CTAs



2.2.1.3 BANBA CTA

Lateral Limits	An area defined as the BANBA CTA *Within the red area shown in Figure 2*
Vertical Limits	FL195-FL660
Airspace Classification	C

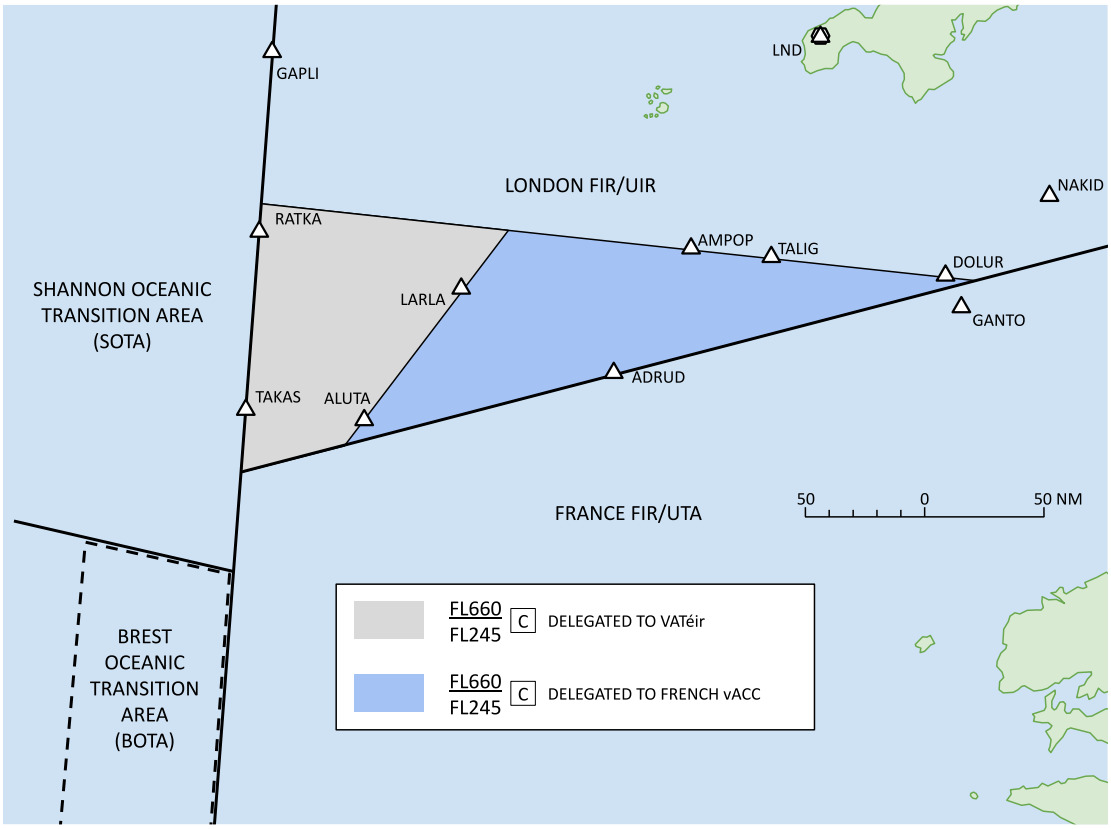
Figure 2 – BANBA CTA



2.2.1.4 TAKAS Box

Lateral Limits	An area bounded by the points: N49 35 00 00 W008 00 00 00 N49 33 23 00 W006 56 17 00 N48 55 42 00 W007 34 30 00 N48 50 00 00 W008 00 00 00 N49 35 00 00 W008 00 00 00 *Within the grey area shown in Figure 3*
Vertical Limits	FL245-FL660
Airspace Classification	C

Figure 3 – Southwestern Corner of the London UIR



2.2.2 Special Areas within the Area of Common Interest

2.2.2.1 LARLA Triangle

Within the London FIR the provision of ATS is performed by Brest ACC within the following area(s):

Lateral Limits	An area bounded by the points: N49 33 23.00 W006 56 17.00 N49 28 41.00 W004 55 13.00 N48 55 42.00 W007 34 30.00 N49 33 23.00 W006 56 17.00 *Within the grey area shown in Figure 3 (above)*
Vertical Limits	FL245-FL660
Airspace Classification	C

2.3 Sectorisation

2.3.1 London ACC/MPC Sectors

2.3.1.1 London AC Sector 4 (FL335+)

The coverage priority (left to right) for London AC Sector 4 at the interface with Shannon ACC is as follows:

LON_NU_CTR 132.860 MHz	**LON_NW_CTR** 133.580 MHz	**LON_N_CTR** 133.705 MHz	**LON_CTR** 127.830 MHz

2.3.1.2 London AC Sector 7 (FL285-FL335)

The coverage priority (left to right) for London AC Sector 7 at the interface with Shannon ACC is as follows:

LON_NW_CTR 133.580 MHz	**LON_N_CTR** 133.705 MHz	**LON_CTR** 127.830 MHz

2.3.1.3 PC Isle of Man (FL285-)

The coverage priority (left to right) for PC Isle of Man at the interface with Shannon ACC and Dublin ACC is as follows:

MAN_WI_CTR 133.050 MHz	**MAN_WP_CTR** 126.875 MHz	**MAN_W_CTR** 128.055 MHz	**MAN_CTR** 133.200 MHz	**London AC Sector 7**

2.3.1.4 London AC Sector 8 (FL355-)

The coverage priority (left to right) for London AC Sector 8 at the interface with Shannon ACC and Dublin ACC is as follows:

LON_8_CTR 129.380 MHz	**LON_WL_CTR** 133.600 MHz	**LON_WB_CTR** 135.255 MHz	**LON_W_CTR** 126.080 MHz	**LON_CTR** 127.830 MHz

2.3.1.5 London AC Sector 35 (FL355+)

The coverage priority (left to right) for London AC Sector 35 at the interface with Shannon ACC is as follows:

LON_WB_CTR 135.255 MHz	**LON_W_CTR** 126.080 MHz	**LON_CTR** 127.830 MHz

2.3.1.6 London AC Sector 9 (DB-FL660)

The coverage priority (left to right) for London AC Sector 9 at the interface with Shannon ACC is as follows:

LON_9_CTR 132.950 MHz	**LON_WH_CTR** 128.815 MHz	**LON_W_CTR** 126.080 MHz	**LON_CTR** 127.830 MHz

2.3.2 Shannon and Dublin ACCs Sectors

2.3.2.1 Shannon LIFFY – Upper (FL245-FL355)

The coverage priority (left to right) for Shannon LIFFY – Upper at the interface with London ACC is as follows:

EISN_E_CTR 134.260 MHz	**EISN_CTR** 134.260 MHz

2.3.2.2 Shannon LIFFY – Super (FL355+)

The coverage priority (left to right) for Shannon LIFFY – Super at the interface with London ACC is as follows:

EISN_ES_CTR 135.730 MHz	**Shannon LIFFY – Upper**

2.3.2.3 Shannon BANBA – Upper (FL245-FL355)

The coverage priority (left to right) for Shannon BANBA – Upper at the interface with London ACC is as follows:

EISN_B_CTR 127.130 MHz	**Shannon LIFFY – Upper**

2.3.2.4 Shannon BANBA – Super (FL355+)

The coverage priority (left to right) for Shannon BANBA – Super at the interface with London ACC is as follows:

EISN_BS_CTR 134.630 MHz	**Shannon BANBA – Upper**

2.3.2.5 Shannon SOTA – Upper (FL245-FL355)

The coverage priority (left to right) for Shannon SOTA – Upper at the interface with London ACC is as follows:

EISN_S_CTR 135.230 MHz	**EISN_B_CTR** 127.130 MHz	**Shannon LIFFY – Upper**

2.3.2.6 Shannon SOTA – Super (FL355+)

The coverage priority (left to right) for Shannon SOTA – Super at the interface with London ACC is as follows:

EISN_SS_CTR 133.360 MHz	**Shannon SOTA – Upper**

2.3.2.7 Shannon Low Level (DB-FL245)

The coverage priority (left to right) for Shannon Low Level at the interface with London ACC is as follows:

EISN_LS_CTR 124.700 MHz	**Shannon LIFFY – Upper**

2.3.2.8 Shannon Low Level North (DB-FL245)

The coverage priority (left to right) for Shannon Low Level North at the interface with London ACC is as follows:

EISN_LN_CTR 119.075 MHz	**EISN_LS_CTR** 124.700 MHz	**Shannon LIFFY – Upper**

2.3.2.9 Dublin Lower North (DB-FL125)

The coverage priority (left to right) for Dublin Lower North at the interface with London ACC is as follows:

EIDW_LN_CTR 132.580 MHz	**Dublin Upper North**

2.3.2.10 Dublin Upper North (FL125-FL245)

The coverage priority (left to right) for Dublin Upper North at the interface with London ACC is as follows:

EIDW_UN_CTR 129.180 MHz	**Shannon LIFFY – Upper**

2.3.2.11 Dublin Lower South (DB-FL125)

The coverage priority (left to right) for Dublin Lower South at the interface with London ACC is as follows:

EIDW_LS_CTR 120.755 MHz	**Dublin Lower North**

2.3.2.12 Dublin Upper South (FL125-FL245)

The coverage priority (left to right) for Dublin Upper South at the interface with London ACC is as follows:

EIDW_US_CTR 135.655 MHz	**Dublin Upper North**

SECTION 3 PROCEDURES FOR CO-ORDINATION

3.1 General Conditions for Acceptance of Flights

a) Co-ordination of flights shall take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route.
b) Flights shall be considered to be maintaining the co-ordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by use of co-ordination, except if otherwise described in Section 3.3.
c) If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified above, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.
d) For any proposed deviation from the conditions specified in this LoA (e.g. COP, route or level) the transferring unit shall initiate an Approval Request using the appropriate software tool.
e) The accepting ATS unit shall accept the electronic transfer of the aircraft on establishing communications with the transferred aircraft. The Accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

3.2 ATS Routes, Co-ordination Points and Level Allocation

Available ATS routes, COPs to be used, and level allocation to be applied are described in the tables below.

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 ATS routes as published in the relevant AIP.

3.2.1 Deemed Co-ordination of Enroute Traffic

Traffic which has reached the RFL indicated on the flight plan by the AoR boundary is deemed to have been co-ordinated provided that:

- the aircraft is at a correct level for the direction of flight;
- the RFL has not been changed within 30 NM of the AoR boundary; and
- no objection has been raised by the receiving controller.

3.2.2 Event Flight Level Allocation Scheme (eFLAS)

Following agreement between the appropriate personnel responsible for the Shannon ACC and London/Scottish ACCs, the following eFLAS schemes – with or without agreed variations – may be adopted.

3.2.2.1 Westbound eFLAS

Eastbound Levels	Direction	Westbound Levels
410	→	
	←	400
390	→	
	←	380
370	→	
	←	360
	←	**350**
	←	340
330	→	
	←	320
	←	**310**
	←	300
290	→	

3.2.2.2 Eastbound eFLAS

Eastbound Levels	Direction	Westbound Levels
410	→	
400	→	
390	→	
380	→	
370	→	
360	→	
350	→	
340	→	
330	→	
	←	320
310	→	
	←	300
290	→	

3.2.3 Transfer of Control and Communication

Unless otherwise specified in the table below, transfer of communication shall occur at or before the relevant COP at the FIR/AoR boundary.

Transfer of control shall occur at the point specified in the table below, else at the FIR/AoR boundary. Unless a more generous release is specified in this document, aircraft are only released within the confines of the offering sector and must not enter the airspace of a third-party sector.

3.2.3.1 Dublin ACC and London ACC

Coordination Point	Transfer of Control	Transfer of Communications	
		From London ACC to Dublin ACC	From Dublin ACC to London ACC
BAGSO	SITKU	SITKU	N/A
BAGSO	BAGSO	RAMOX	N/A
BOFUM	BAVUD	N/A	BAVUD
LIFFY	GINIS	N/A	GINIS
ENDEQ	ABGEP	N/A	ABGEP
DEXEN	5 NM before LUTIP (*Note 1*)	N/A	5 NM before LUTIP
LIPGO	LIPGO	N/A	LIPGO
		BADSI	N/A
VATRY	VATRY	10 NM before VATRY	N/A
NIRIF	NIRIF	EVTOL	N/A
BAKUR	BAKUR	N/A	PESIT
RUKOH	RUKOH	N/A	RUKOH

Note 1: *Traffic south of the UY124 centreline shall not be climbed by London unless it is at least 5 NM from the northern edge of the L18.*

Note 2: *Since EG D201F/G is always deemed inactive on VATSIM, AC West should tactically re-route traffic filed via NIRIF to VATRY. Dublin ACC should tactically re-route aircraft filed via RUKOH to (PESIT-)BAKUR.*

3.2.3.2 Shannon ACC and London ACC

Coordination Point	Transfer of Control	Transfer of Communications	
		From London ACC to Shannon ACC	From Shannon ACC to London ACC
WETFI	WETFI	Abeam RAMOX	N/A
BAGSO	BAGSO	RAMOX	N/A
BOFUM	BOFUM (*Note 1*)	N/A	Abeam DUB
LIFFY	LIFFY (*Note 1*)	N/A	Abeam DUB
ENDEQ	ENDEQ (*Note 1*)	N/A	Abeam DUB
DEXEN	DEXEN (*Notes 1, 2 & 3*)	N/A	Abeam DUB
LIPGO	LIPGO	BADSI	LIPGO
VATRY	VATRY	15 NM northwest of NICXI	3 mins before VATRY
ENJEX	ENJEX	GUBJE	ENJEX
BANBA	Eastern edge of BANBA Box	Abeam GUBJE	BANBA
EVRIN	Eastern edge of BANBA Box	(Abeam) IJALA / GUBJE	EVRIN
NORLA	Eastern edge of BANBA Box	N/A	3 mins before NORLA
MOPAT	Eastern edge of BANBA Box	(Abeam) IJALA	3 mins before MOPAT
SAMON	SAMON (except EICK arrs at CANZI)	3 mins before CANZI	3 mins before SAMON
LEDGO	LEDGO (except EICK arrs at OVZOG/EVCOR)	3 mins before LEDGO	3 mins before LEDGO
LESLU	LESLU	3 mins before LESLU	3 mins before LESLU
ARKIL	ARKIL	N/A	3 mins before ARKIL
LULOX	LULOX	3 mins before LULOX	3 mins before LULOX
TURLU	TURLU	N/A	3 mins before TURLU
GAPLI	GAPLI	3 mins before GAPLI	3 mins before GAPLI

Note 1: *Eastbound traffic transferred to London through BOFUM/LIFFY/ENDEQ is RFT within 25 NM of the respective co-ordination point.*

Note 2: *Eastbound traffic transferred to London through DEXEN is released for* ***left*** *turns only within 25 NM of DEXEN.*

Note 3: *Traffic south of the UY124 centreline shall not be climbed by London unless it is at least 5 NM from the northern edge of the L18.*

3.3 Special Procedures

3.3.1 Specific Transfer Agreements

Airfield groups are defined in Appendix A.

3.3.1.1 London ACC and Dublin ACC

3.3.1.1.1 From London ACC to Dublin ACC

From	To	DEST	Agreement	Conditions
PC Isle of Man	Dublin Upper North	Dublin Group	Descending FL180	(*Notes 1 & 2*)
London AC Sector 8	Dublin Upper South	Dublin Group	FL200 level BADSI	EIDW Runway 28L/R or 34
London AC Sector 8	Dublin Upper South	Dublin Group	FL200 level IRKUM	EIDW Runway 10L/R or 16
London AC Sector 8	Dublin Upper South	Dublin Group	FL240 level LEMGU/TIBGA	EIDW Runway 28L/R or 34
London AC Sector 8	Dublin Upper South	Dublin Group	FL240 level VATRY	EIDW Runway 10L/R or 16
London AC Sector 8	Dublin Upper South	Dublin Group	FL240 level NIRIF	(*Note 3*)

Note 1: *When Runway 10L/R is in use at Dublin, traffic should be descending FL180 at approximately RIMVU (M145) / OGTUG (M144). When Runway 28L/R or 16/34 is in use, traffic should be descending FL180 inbound to SITKU (M145) / RAMOX (M144) and handed to Dublin ACC in good time.*

Note 2: *PC Isle of Man shall ensure that simultaneous arrivals via M145 and M144 are separated at the point of transfer.*

Note 3: *Since EG D201F/G is always deemed inactive on VATSIM, AC West should tactically re-route traffic filed via NIRIF to VATRY.*

3.3.1.1.2 From Dublin ACC to London ACC

From	To	DEPA	Agreement	Conditions
Dublin Upper North	PC Isle of Man	Dublin Group	Climbing FL230	Via BOFUM/ LIFFY/ENDEQ. (*Note 1*)
Dublin Upper South	PC Isle of Man	Dublin Group	Climbing FL230	Via DEXEN
Dublin Upper South	London AC Sector 8	Dublin Group	Climbing FL230	Via BAKUR. (*Notes 2 & 3*)

Note 1: *Traffic is released for right turns only. PC Isle of Man may elect to turn traffic into the DEXEN Buffer, but is then responsible for separation against Y124 traffic.*

Note 2: *This traffic is RFC to FL270/FL330 within the confines of the BAKUR RFC Area (see 3.3.5). It is not released for turn until passing BAKUR. Shannon ACC shall ensure separation between this traffic and other aircraft within the Shannon FIR.*

Note 3: *This agreement also applies to traffic via RUKOH. However, since EG D201F/G is always deemed inactive on VATSIM, Dublin ACC should tactically re-route traffic filed via RUKOH to (PESIT-)BAKUR.*

3.3.1.2 London ACC and Shannon ACC (FL245+)

3.3.1.2.1 From London ACC to Shannon ACC

From	To	DEPA	Agreement	Conditions
PC Isle of Man	Shannon LIFFY	Manchester Group, EGNH	FL280 level RAMOX	(*Note 1*)

Note 1: *This traffic is RFC with Lakes to any level and RFT after passing (abeam) RAMOX, subject to known traffic. This includes traffic transferred on a heading.*

From	To	DEST	Agreement	Conditions
London AC Sector 8	Shannon LIFFY	Belfast Group	Max FL340	Via LIPGO
London AC Sector 8	Shannon Low Level	EIWF	Descending FL180	Via ENJEX
London AC Sector 8	Shannon BANBA	EICK	Max FL340	Via BANBA (*Note 2*)
London AC Sector 9	Shannon BANBA	Dublin Group	Min FL260	Via EVRIN (*Note 3*)
London AC Sector 9	Shannon Low Level	EICK	Max FL240	Via LEDGO/ SAMON (*Note 4*)
London AC Sector 9	Shannon Low Level	EICK	Max FL240	Via LULOX

Note 2: *Traffic must be presented underneath overflights and Dublin Group arrivals via EVRIN.*

Note 3: *Traffic must be presented underneath overflights and is RFD to FL280.*

Note 4: *Traffic must cross OVZOG/EVCOR/CANZI at FL250 or above and is RFD and RFT after passing these points. The transfer of communications shall take place prior to OVZOG/EVCOR/CANZI.*

3.3.1.2.2 From Shannon ACC to London ACC

From	To	DEST	Agreement
Shannon LIFFY	PC Isle of Man	EGGP, EGNR, EGNE, EGNH, EGNM, EGNO	FL270 level BOFUM/LIFFY
Shannon LIFFY	London AC Sector 7	EGCC	Max FL330 level BOFUM/LIFFY
Shannon BANBA	London AC Sector 8	Severn Group, EGTE	Max FL330 level ENJEX

From	To	DEPA	Agreement	Conditions
Shannon BANBA	London AC Sector 9	Dublin Group	Max FL350	**Not** RFT. (*Note 1*)
Shannon BANBA	London AC Sector 8	EICK	Min FL250	Via ENJEX (*Note 1*)
Shannon BANBA	London AC Sector 9	EICK	Min FL250	Via NORLA (*Note 1*)
Shannon Low Level	London AC Sector 9	EICK	Max FL230	Via SAMON/LEDGO (*Notes 1 & 2*)

Note 1: *Traffic may be presented in the climb to the coordinated level at the AoR boundary.*

Note 2: *This traffic is RFC to FL290 within the confines of the LEDGO RFC Area (see 3.3.6). It is not released for turn until passing SAMON/LEDGO. Shannon ACC shall ensure separation between this traffic and other aircraft within the Shannon FIR.*

3.3.2 Y911/L70 Conflictions

If traffic via BOYNE comes into conflict with traffic from PC West, Dublin ACC will co-ordinate a resolution with PC Isle of Man.

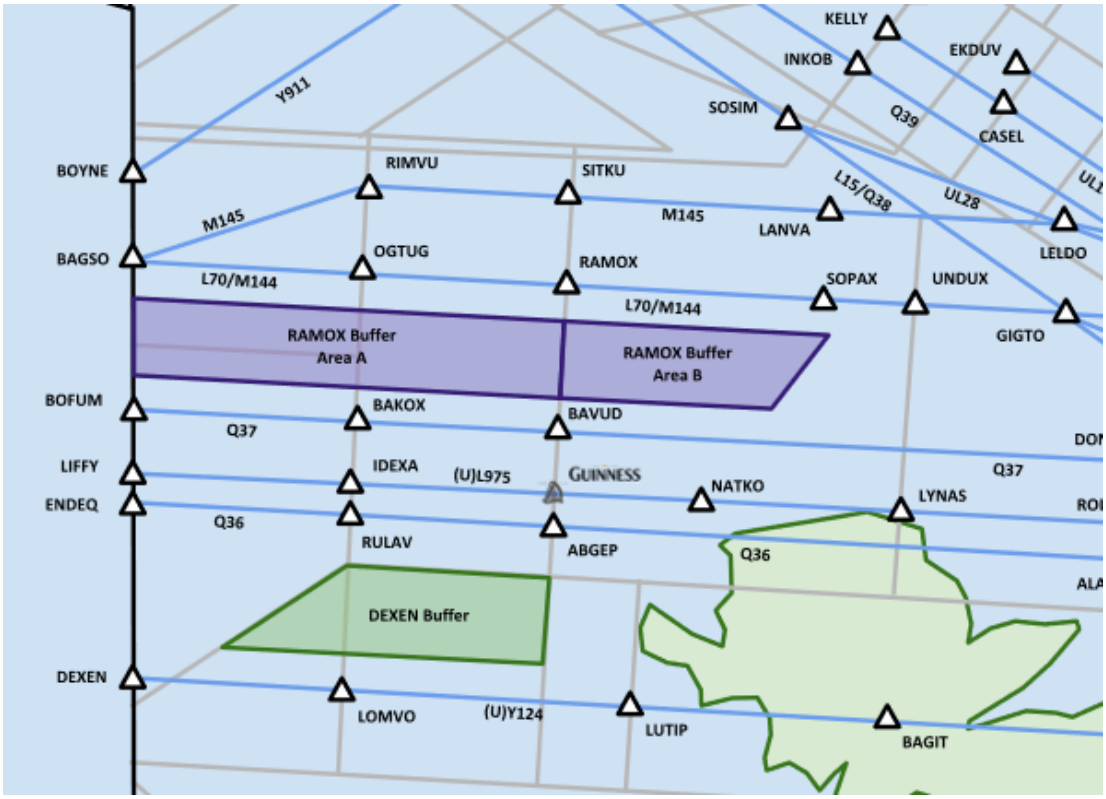
3.3.3 RAMOX Buffer Zone

The RAMOX Buffer Zone (see Figure 4 below) is established up to FL245 to ensure separation between traffic operating on the M144/M145 ATS routes against traffic on the Q36/Q37/L975 ATS routes. PC Isle of Man or Dublin ACC shall co-ordinate with the other controller where any breach of the buffer zone is required.

3.3.4 DEXEN Buffer Zone

The DEXEN Buffer Zone (see Figure 4 below) is established between DEXEN and LUTIP up to FL245 to ensure separation between traffic operating on the Y124 ATS route against traffic operating on the Q36/Q37/L975 ATS routes. PC Isle of Man or Dublin ACC shall co-ordinate with the other controller where any breach of the buffer zone is required.

Figure 4 – RAMOX and DEXEN Buffer Zones

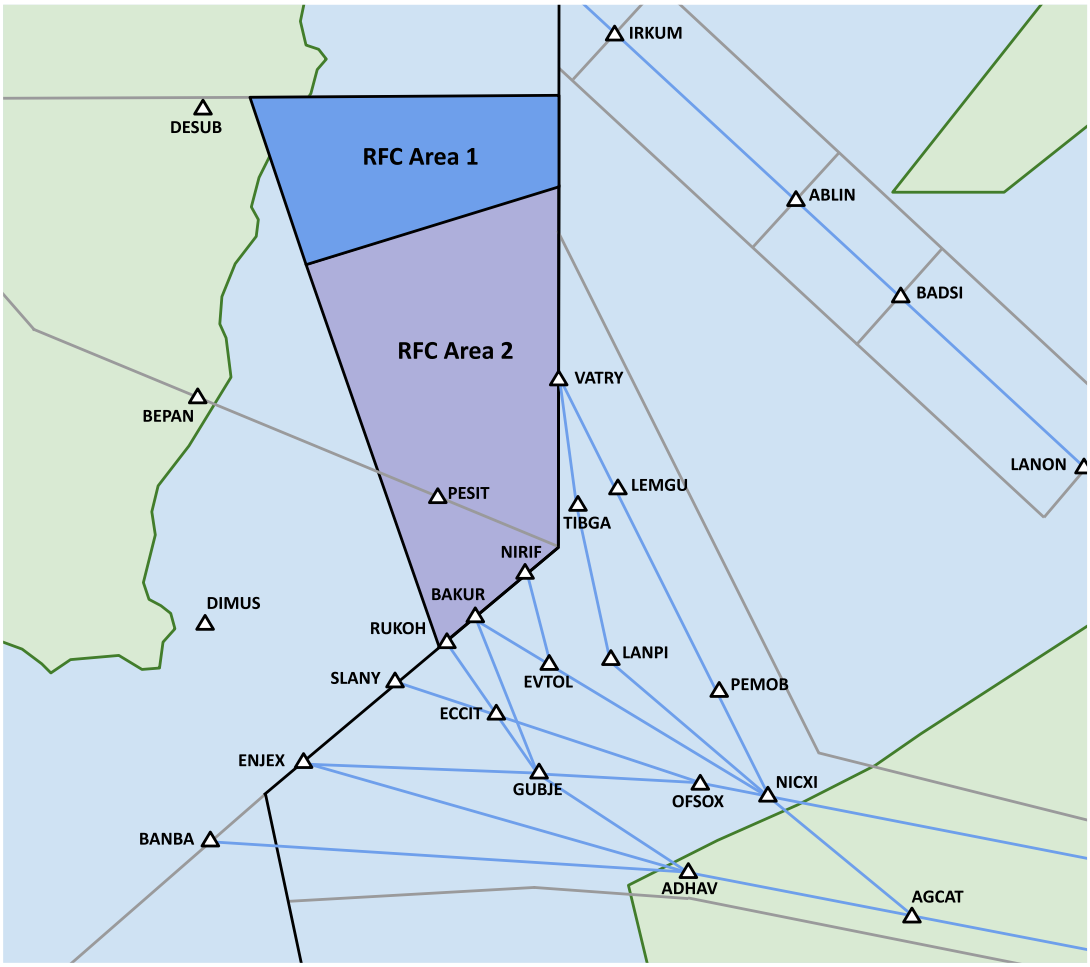


3.3.5 BAKUR RFC Area

Traffic outbound from the Dublin Group via PESIT shall be transferred directly from Dublin Upper South to London AC Sector 8 climbing FL230, no earlier than when passing FL150.

Traffic transferred from Dublin ACC to London ACC is RFC to FL270 within RFC Area 1 and RFC to FL330 within RFC Area 2 (see Figure 5 below), without co-ordination with Shannon ACC. Traffic must not be turned without co-ordination with Shannon ACC.

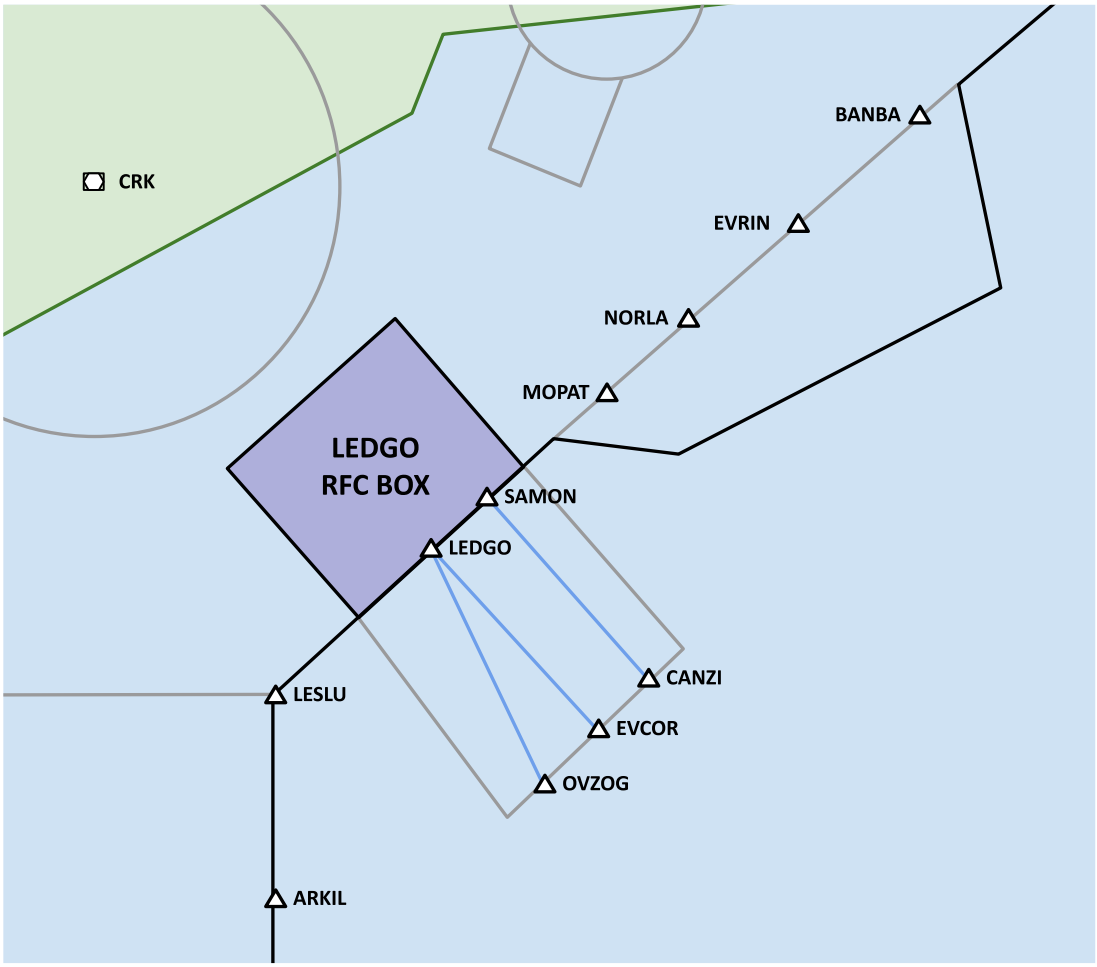
Figure 5 – BAKUR RFC Area



3.3.6 LEDGO RFC Area

Traffic outbound from EICK via SAMON and LEDGO transferred from Shannon Low Level to London ACC is RFC to FL290 within the LEDGO RFC Area (see Figure 6 below), without co-ordination with Shannon Upper. Aircraft must not be turned without co-ordination until passing SAMON / LEDGO.

Figure 6 – LEDGO RFC Area



3.3.7 RFC/RFT of Westbound Traffic to Shannon ACC

3.3.7.1 Via BAGSO and WETFI

All westbound traffic transferred to Shannon via BAGSO and WETFI is RFC to any level and RFT after passing (abeam) RAMOX. This traffic must not enter Scottish Rathlin sector without co-ordination.

3.3.7.2 From London AC Sector 8/35/9

All westbound traffic transferred to Shannon by Sector 8/35 (via EVRIN, BANBA, SLANY, BAKUR, VATRY and LIPGO) or Sector 9 (via MOPAT, LEDGO, LESLU, LULOX and GAPLI) is RFC and RFT within the offering sector only.

All traffic inbound to Irish airfields (EI** & EGA*) is RFD within the offering sector only.

If Shannon changes the level or heading of an aircraft, they are then responsible for providing separation against any potentially conflicting traffic on routes in the vicinity of DUB or CRK.

If London is transferred a potentially conflicting eastbound aircraft from Shannon, the level of said traffic shall not be changed until co-ordination is effected with Shannon.

3.3.8 Permitted Cross-Border FRA Directs

Where traffic is given a direct route, the transferring controller is responsible for ensuring that, at the point of transfer, converging aircraft have at least 10 NM planned lateral separation for a minimum of 20 NM beyond the common boundary.

3.3.8.1 London TMA Arrivals

London TMA arrivals making landfall at 15W may be cleared by Shannon direct to PEWBI, FONZU and SIDDI without co-ordination with London ACC, provided that the sector sequence remains unaltered.

3.3.8.2 Eastbound Overflights

UK overflights making landfall at 15W may be cleared by Shannon direct to FACTU, EMJEE, NUCHU, GAJIT, OXLOW, AMPOP, TALIG, DOLUR, NAKID and LIZAD without co-ordination with London ACC, provided that the sector sequence remains unaltered.

3.3.8.3 Westbound Overflights

Shannon overflights may be cleared by London direct to their Oceanic Entry Point (OEP), except that traffic with an OEP north of RESNO may only be cleared to REVNU (if not filed via REVNU, the traffic shall be left on its flight planned route).

SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

a) Transfer of aircraft identification between London ACC and Dublin ACC/Shannon ACC is normally performed by transfer of the aircraft tag.
b) When discrete SSR codes are used for transfer of identification, they shall be assigned in accordance with ORCAM or other VATSIM network defined ranges.
c) Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.
d) The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders.

4.2 Radar Co-ordination Procedures

4.2.1 General

Transfer of radar identification and transfer of radar control between London ACC and Dublin ACC/Shannon ACC will be subject to the serviceability of respective equipment used by controllers and the VATSIM data network sufficient for necessary information exchange. Additionally, two-way communication between the two facilities should be possible.

If it becomes necessary to reduce or suspend transfers of control, a 5-minute prior notification shall be observed, except in emergency situations.

4.2.2 Transfer of Radar Control

Transfer of radar control may be effected, after prior co-ordination, provided the minimum separation between the aircraft does not fall below 5 NM.

> ***Note:*** *Controllers should note that London ACC uses the phrase "radar handover", whereas Dublin ACC/Shannon ACC use the ICAO phrase "transfer of radar control".*

4.2.3 Silent Transfer of Control (Silent Handover)

Transfer of control may take place by means of a Silent Handover (that is, without prior co-ordination) provided that:

- If the aircraft concerned are following the **same route**, they are spaced by a minimum of 10 NM, constant or increasing (See *Note*).
- If the aircraft concerned are on **converging** FRA directs, then at the point of transfer, the aircraft have at least 10 NM planned lateral separation for a minimum of 20 NM beyond the common boundary.
- Otherwise, if the aircraft concerned are on **crossing tracks**, the conditions under section 4.3.1 *Reduced Longitudinal Separation* below are met.
- The transferring controller places any vectoring instructions or speed control in the tag and instructs aircraft to report these on first contact with the receiving controller.

- The receiving controller is informed – by means of XFL electronic co-ordination or otherwise – of any level restriction other than an aircraft's requested flight level or those covered by Standing Agreement prior to transfer of communications.

  Note: *The 10 NM here is not a separation standard. It is the minimum spacing required for a silent transfer of control.*

4.2.3.1 Silent Radar Handover for Aircraft on Parallel Headings and/or Speed Control

In addition to the above conditions being met, aircraft may be transferred between London ACC and Shannon/Dublin ACCs, in both directions, on parallel headings and with speed control provided that:

- The minimum lateral separation is never less than 5 NM.
- The transferring controller places the assigned heading in the tag and instructs the aircraft to report this on first contact with the receiving controller.
- If the receiving controller anticipates that an aircraft is on an assigned heading, but this is not reported, they shall ascertain whether they are on a heading or own navigation before altering the heading.

4.3 Separation Minima

4.3.1 Reduced Longitudinal Separation

A reduced minimum longitudinal separation of 3 minutes and exemption from radar handover may be applied between aircraft on the same or crossing tracks, at the same level, climbing, or descending. The transferring unit in each case must radar monitor the separation and ensure that the actual distance between aircraft is no less than 20 NM.

4.3.2 UL70

UL70 and UL975 are not procedurally separated. All conflicts between opposite direction traffic must be resolved before transfer to the respective ACC. UL70 and UY124 are procedurally separated.

4.3.3 Radar Separation

The following radar separation minima are to be applied:

- Dublin ACC: 3 NM
- Shannon ACC: 5 NM
- Manchester PC: 3 NM
- London ACC: 5NM

Where the radar separation minima at the boundary differs, the greater minima of the relevant units shall be applied to all transfers.

APPENDIX A - DEFINITIONS

Releases

Release for Climb (RFC)

An authorisation for the accepting unit to climb (a) specific aircraft before the transfer of control.

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Release for Descent (RFD)

An authorisation for the accepting unit to descend (a) specific aircraft before the transfer of control.

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Release for Turn (RFT)

An authorisation for the accepting unit to turn (a) specific aircraft away from the current flight path by not more than 45° before the transfer of control.

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Airfield Groups

Belfast Group:	EGAA AC AD AE AL
Dublin Group:	EIDW ME WT
Manchester Group:	EGCC GP NR
Severn Group:	EGFF FH GD SY

APPENDIX B - SECTORISATION DIAGRAMS

Figure 6 – Shannon UAC Standard Sectorisation

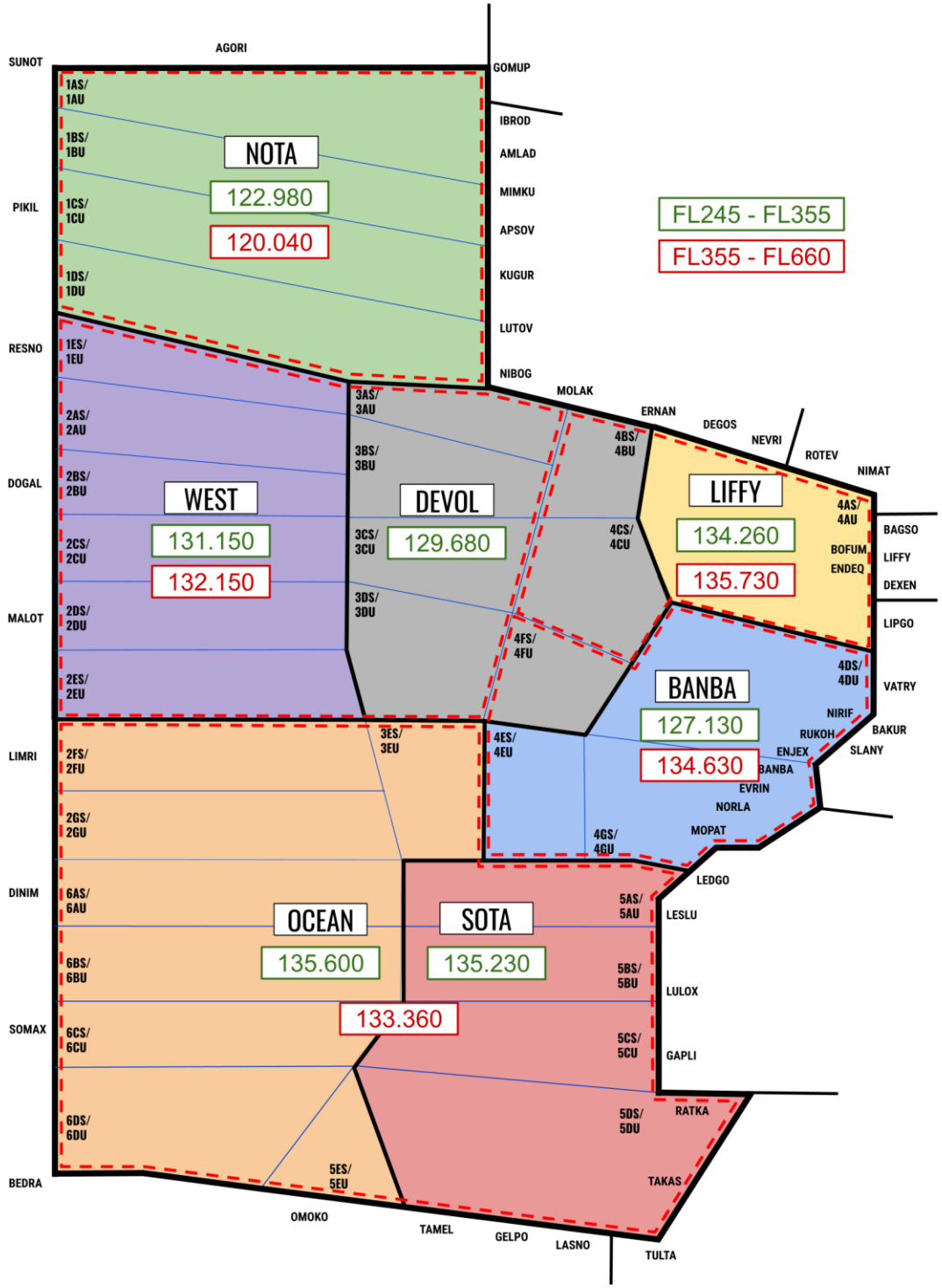


Figure 7 - Shannon Low Level Sectorisation (Below FL245)

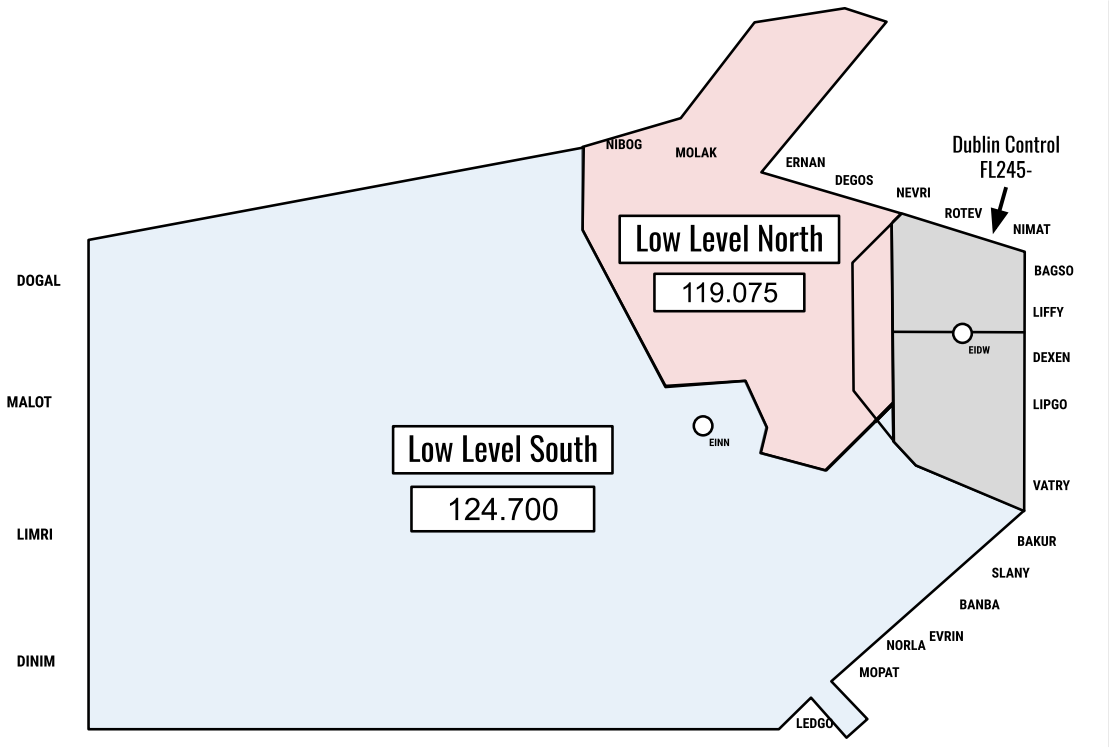


Figure 7 – Dublin AC Sectorisation