LETTER OF AGREEMENT

BETWEEN SCOTTISH 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 Shannon and Dublin ACCs (VATéir) and Scottish ACC (VATSIM UK) for the provision of air traffic services.

EXCLUSION OF LIABILITY

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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

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	Notes
2025/06	12 Jun 2025	Added section on permitted Cross-Border FRA directs to the OEP (3.3.2); Updated Scottish sector diagrams (Appendix B)
2023/11	02 Nov 2023	Frequency changes due to 8.33 kHz implementation (2.3); Added release and airfield group definitions (Appendix A)
2023/07	13 Jul 2023	Amended deemed coordination procedures (3.2.1)
2022/02	24 Feb 2022	Minor updates to figures to reflect introduction of Free Route Airspace (FRA) in the EGPX FIR (Fig. 1; Fig. 2); Changes to EISN Super and Lower sector login callsigns (2.3.2); Increased all RFT conditions from 20° to 45° (3.2.3; 3.3.1); Minor changes to agreements to reflect FRA (3.3.1); Added Separation of COPs section (4.3.2) Various minor editorial changes
2021/04	22 Apr 2021	Removed reference to Eurocontrol Islands (EURI_FSS); Added ScAC West, Rathlin East and Low ownership (2.3.1); Added conditions for the Deemed Co-ordination of Enroute Traffic (3.2.1)
2020/13	03 Dec 2020	Complete re-write
2010/08	10 Aug 2010	First Publication

SECTION 1 GENERAL

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between Scottish ACC and Shannon and Dublin ACCs when providing 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 Scottish ACC

Lateral limits: The limits of the area of responsibility correspond to the boundary of Scottish FIR & UIR as published in the AIP of the United Kingdom, except that both the Rathlin and Antrim sector's defined AoRs additionally extend into the London FIR & UIR.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Strangford CTA	Variable-FL195	D
Holyhead CTA 15	FL75-FL195	E
Irish Sea CTA	FL195-FL255	C
Scottish FIR	SFC-FL245	G/C
Scottish 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 Shannon FIR 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	1500ft-FL245	C
Shannon FIR	SFC-FL245	C/G/A
Shannon UIR	FL245-FL660	C

2.1.2.1 Shannon NOTA

The Shannon North Atlantic Transition Area (NOTA) extends from FL55 to an unlimited height. Shannon ACC is responsible for ATS provision within this area.

2.2 Areas for Cross Border Provision of ATS

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

Within the Scottish 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 MOLAK Triangle

Lateral Limits	Within the red area shown in Figure 1
Vertical Limits	FL255-FL660
Airspace Classification	C

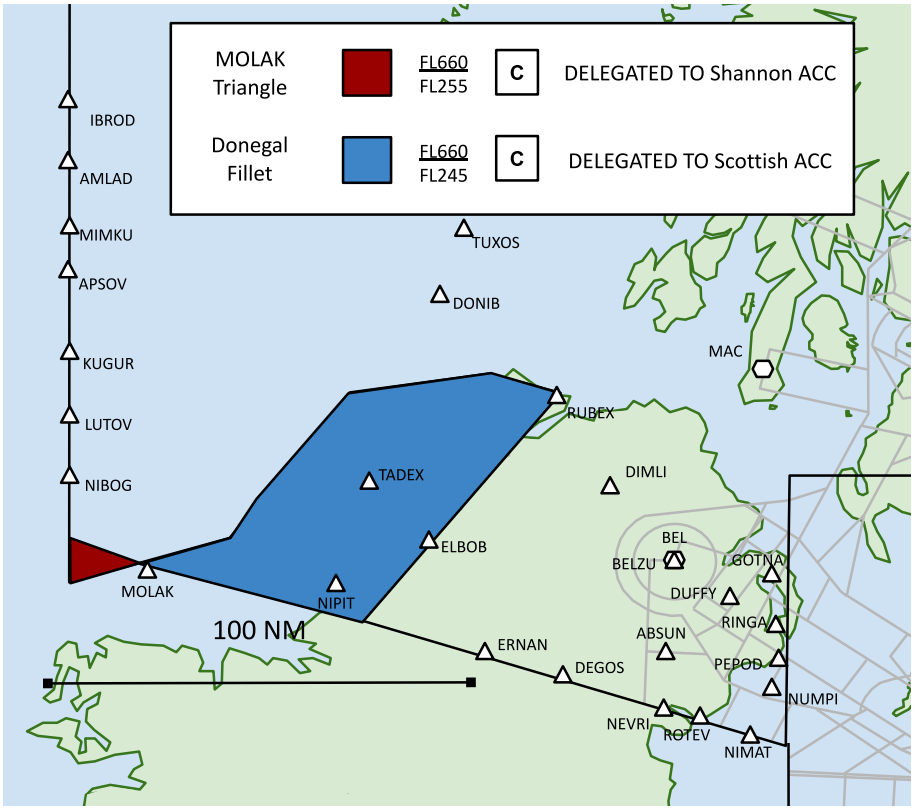
2.2.2 Areas for Cross Border Provisions of ATS by Scottish ACC

Within the Shannon FIR the provision of ATS in accordance with the airspace classification is performed by Scottish ACC within the following area(s):

2.2.2.1 Donegal Fillet

Lateral Limits	Within the blue area shown in Figure 1
Vertical Limits	FL245-FL660
Airspace Classification	C

Figure 1 – MOLAK Triangle and Donegal Fillet

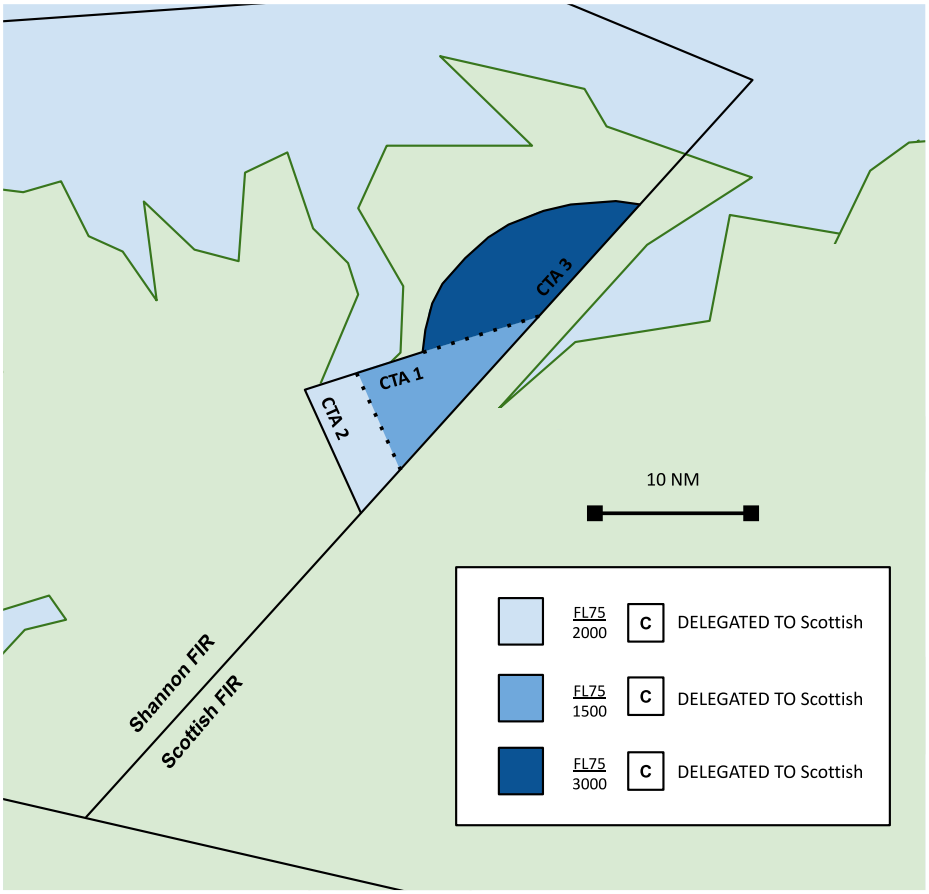


2.2.3 Special Areas within the Area of Common Interest

2.2.3.1 Eglinton CTA

Whenever Eglinton ATC or Scottish are online, the airspace in Eglinton CTAs 1 to 3 shown in Figure 2 is delegated from Shannon as Class C airspace. At all other times, the airspace is Class G.

Figure 2 – ATS Delegation from Shannon ACC within the Eglinton CTA



2.3 Sectorisation

For Sector Diagrams, see Appendix 1.

2.3.1 Scottish ACC Sectors

2.3.1.1 Antrim (DB-FL255)

STC_A_CTR 123.775 MHz	**SCO_L_CTR** 124.500 MHz	**ScAC Rathlin East**

2.3.1.2 ScAC Low (DB-FL255)

The airspace below FL255 directly beneath the Rathlin/West sectors may be split off during events:

SCO_L_CTR 124.500 MHz	**ScAC Rathlin/West**

2.3.1.3 ScAC Rathlin (FL255+)

SCO_R_CTR 129.100 MHz	**SCO_W_CTR** 132.730 MHz	**SCO_WD_CTR** 133.875 MHz	**SCO_CTR** 135.530 MHz

2.3.1.4 ScAC Rathlin East (FL255+)

The Rathlin East sector may be split during events:

SCO_RE_CTR 125.680 MHz	**ScAC Rathlin**

2.3.1.5 ScAC West (FL255+)

SCO_W_CTR 132.730 MHz	**SCO_WD_CTR** 133.875 MHz	**SCO_CTR** 135.530 MHz

2.3.2 Shannon and Dublin ACC Sectors

2.3.2.1 Shannon LIFFY – Upper (FL245-FL355)

EISN_E_CTR 134.260 MHz	**EISN_CTR** 134.260 MHz

2.3.2.2 Shannon LIFFY – Super (FL355+)

EISN_ES_CTR 135.730 MHz	**Shannon LIFFY – Upper**

2.3.2.3 Shannon NOTA – Upper (FL245-FL355)

EISN_N_CTR 122.980 MHz	**Shannon LIFFY – Upper**

2.3.2.4 Shannon NOTA – Super (FL355+)

EISN_NS_CTR 120.040 MHz	**Shannon NOTA – Upper**

2.3.2.5 Shannon WEST – Upper (FL245-FL355)

EISN_W_CTR 131.150 MHz	**EISN_N_CTR** 122.980 MHz	**Shannon LIFFY – Upper**

2.3.2.6 Shannon WEST – Super (FL355+)

EISN_WS_CTR 132.150 MHz	**Shannon WEST – Upper**

2.3.2.7 Shannon Low Level North (DB-FL245)

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

2.3.2.8 Dublin Sectorisation

2.3.2.8.1 Dublin Lower North (DB-FL125)

EIDW_LN_CTR 132.580 MHz	**Dublin Upper North**

2.3.2.8.2 Dublin Upper North (FL125-FL245)

EIDW_UN_CTR 129.180 MHz	**Shannon LIFFY – Upper**

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 (see Section 3.2.2).
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 4.3.
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 Flight Level Allocation

COP	Flight Level Allocation	
	Shannon/Dublin ACC to Scottish ACC	Scottish ACC to Shannon/Dublin ACC
IBROD	ODD	EVEN
AMLAD	ODD	EVEN
MIMKU	ODD	EVEN
APSOV	ODD	EVEN
KUGUR	ODD	EVEN
LUTOV	ODD	EVEN
NIBOG	ODD	EVEN
MOLAK	ODD/EVEN	ODD/EVEN
NIPIT	ODD	EVEN
ERNAN	ODD/EVEN	ODD/EVEN
DEGOS	ODD	EVEN
NEVRI	ODD/EVEN	-
ROTEV	ODD	EVEN
NIMAT	-	EVEN
BOYNE	ODD	EVEN

3.2.3 Transfer of Control and Communication

The table below and associated notes apply to traffic in either direction.

Route	Transfer of Control	Transfer of Communications
NOTA Boundary	W010	At or before W010
MOLAK	MOLAK	At or before MOLAK
NIPIT	NIPIT	At or before NIPIT
ERNAN	ERNAN (*Note 4*)	At or before ERNAN
DEGOS	DEGOS	At or before DEGOS
NEVRI	NEVRI	At or before NEVRI
ROTEV	ROTEV	At or before ROTEV
NIMAT	NIMAT	At or before NIMAT (*Note 5*)
BOYNE	BOYNE	Dublin ACC to Antrim – at or before BOYNE Antrim to Dublin ACC – 20 NM southwest of IOM

Note 1: *Transfer of communications shall occur no later than 3 minutes or 20 NM, whichever is earlier, before the boundary.*

Note 2: *Unless otherwise specified in the Specific Transfer Agreements (section 3.3.1), aircraft are RFC within 30 NM of the common boundary, except for that traffic routing from NOTA via Scottish to ERNAN.*

Note 3: *Within 30 NM of the common boundary aircraft on their own navigation are released for turns by up to 45° subject to known traffic.*

Note 4: *Except for Dublin Arrivals, Scottish shall not change flight levels for eastbound traffic from NOTA via ERNAN without co-ordination.*

Note 5: *Antrim will endeavour to transfer communication at or close to NUMPI.*

3.3 Special Procedures

3.3.1 Specific Transfer Agreements

3.3.1.1 From Scottish ACC to Shannon ACC

From	To	DEPA	DEST	Agreement	Conditions
Rathlin	Shannon	Scottish Group (excl. EGPK via NIMAT)	-	RFL	Via NIMAT/ ERNAN/DEGOS/ NIPIT/MOLAK (*Notes 1 & 2*)
Rathlin	Shannon	EGPK	-	FL310 lvl NIMAT	Via NIMAT (*Notes 1 & 2*)
Rathlin	Shannon	-	Dublin TMA from 10W	Descending FL290	Via ERNAN (*Notes 3 & 4)*

Note 1: *Rathlin must ensure that traffic is clear of all other traffic at FL310 or above that is unknown to Shannon before transfer.*

Note 2: *When traffic is within 30 NM of the common boundary, it is RFC and – if on its own navigation – is RFT by up to 45°.*

Note 3: *This traffic is released for descent to FL260 on transfer to Shannon.*

Note 4: *Should this traffic be descended, it is the responsibility of Shannon to ensure separation against traffic previously transferred to Rathlin.*

Note 5: *Shannon are responsible for providing separation from traffic previously transferred to Scottish, if traffic is climbed above the agreed level and/or vectored.*

3.3.1.2 From Shannon ACC to Scottish ACC

From	To	DEPA	DEST	Agreement	Conditions
Shannon	Rathlin	-	Scottish Group (excl. EGPK via ROTEV)	RFL	Via ROTEV/ ERNAN/DEGOS/ NIPIT/MOLAK (*Notes 1 & 2*)
Shannon	Rathlin	-	EGPK	FL330 lvl ROTEV or RFL if lower	Via ROTEV (*Notes 1 & 2*)
Shannon	Rathlin	Dublin TMA to 10W	-	Climbing FL280	(*Note 3)*

Note 1: *When traffic is within 30 NM of the common boundary, it is RFD to FL250 within Shannon's airspace and – if on its own navigation – is RFT by up to 45°.*

Note 2: *Rathlin is responsible for providing separation from traffic previously transferred to Shannon, if traffic is descended below the agreed level and/or vectored.*

Note 3: *This traffic is RFC, but if it is climbed, it is the responsibility of Rathlin to ensure separation against traffic previously transferred to Shannon.*

3.3.1.3 From Scottish ACC to Dublin ACC

From	To	DEPA	DEST	Agreement	Conditions
Antrim	Dublin	-	Dublin Group	Descending FL160	FL240 or below by NIMAT (See *Note*)
Antrim	Dublin	-	Dublin Group	Descending FL140	Via Y911
Antrim	Dublin	Belfast Group	-	Climbing FL240	Via P620
Antrim	Dublin	EGNS	-	Climbing/ descending FL130	Via Y911 RFC/RFD on transfer

Note: *Antrim should endeavour to stream this traffic.*

3.3.1.4 From Dublin ACC to Scottish ACC

From	To	DEPA	DEST	Agreement	Conditions
Dublin	Antrim	Dublin Group	-	Climbing FL230	Via P600/N34
Dublin	Antrim	Dublin Group	-	Climbing FL130	Via Y911 RFC to FL240
Dublin	Antrim	-	Belfast Group	Descending FL140	Via N34 (See *Note*)
Dublin	Antrim	-	EGNS	Climbing/ descending FL130	RFD

Note: *Released for descent with both Dublin Upper North and Lower North sectors.*

3.3.2 Permitted Cross-Border FRA Directs

Shannon overflights may be cleared by Scottish direct to Oceanic Entry Points (OEP) north of, and including, RESNO.

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.

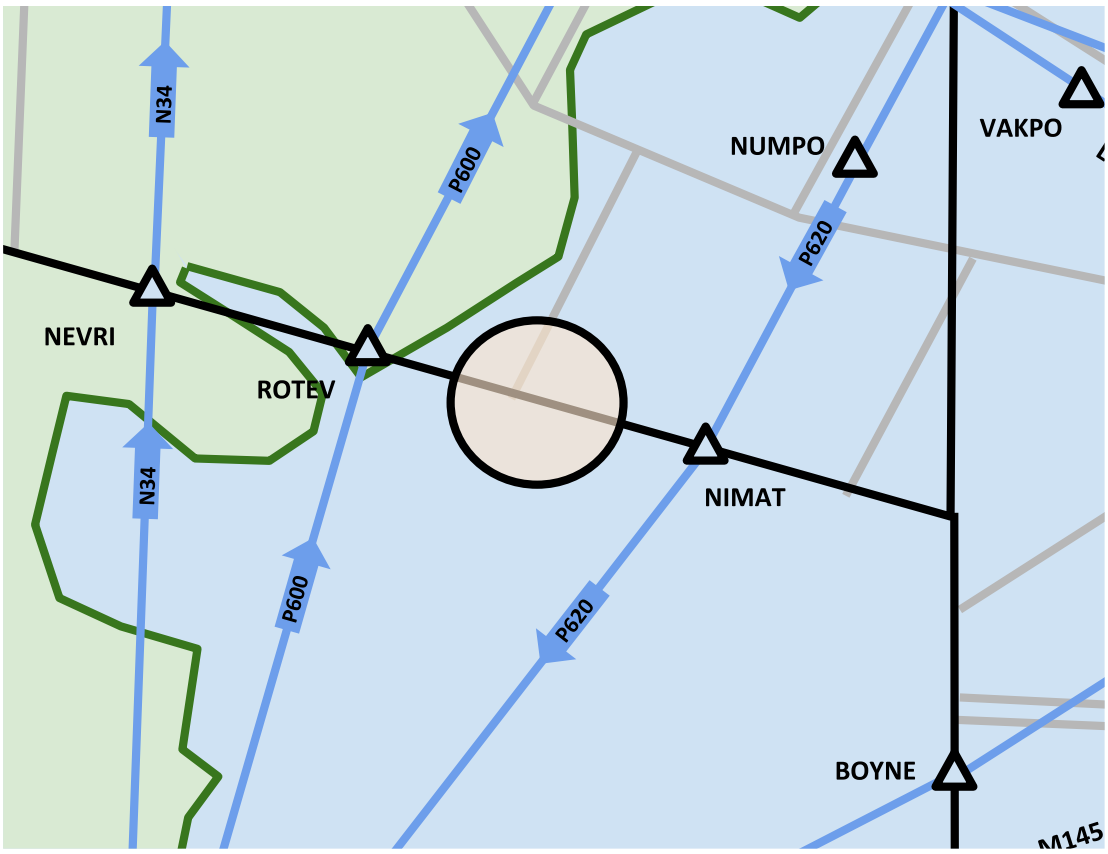
3.3.3 NIMAT-ROTEV Buffer Zone

A radar buffer zone is established, consisting of a circle of 3 NM radius on the FIR boundary at the midpoint between ROTEV and NIMAT, from the CAS base to FL245. See Figure 3.

This buffer is for the purpose of keeping northbound traffic (west of the buffer) and southbound traffic (east of the buffer) separated.

Antrim and Dublin ACC should position traffic to avoid this buffer to ensure it remains separated.

Figure 3 – NIMAT-ROTEV Buffer



3.3.4 Y911

Control of all traffic on the Y911 is the responsibility of Antrim, excluding that which is contained within the Isle of Man CTR/CTA (below FL65).

Ronaldsway will transfer EGNS outbound traffic to Antrim who shall ensure separation from any overflying traffic on the Y911 and any traffic cleared to cross between BOYNE and IOM, before transfer to Dublin ACC.

3.3.5 Y911/L70 Conflictions

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

SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

a) Transfer of aircraft identification between Scottish ACC and Shannon and Dublin ACCs 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 Shannon and Dublin ACCs and Scottish 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 Scottish ACC use the UK term "radar handover", whereas Shannon and Dublin ACC use the ICAO phrase "transfer of radar control".*

4.2.3 Silent Transfer of Control

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 **crossing tracks**, the conditions under 4.3.1 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 Vectoring

Transfer of control may be effected without prior co-ordination, provided that both aircraft are on parallel headings and the minimum distance between the aircraft about to be transferred is 5 NM and constant or increasing

When using parallel headings, pilots are informed to report their heading to the accepting ATS unit on initial contact.

Although aircraft may be transferred on parallel headings, controllers should endeavour to present aircraft to similar destinations in trail.

When vectoring traffic, the distance to the AoR boundary must never be less than 5 NM when either Scottish or Shannon/Dublin ACC vector traffic that is unknown to the other.

4.3 Separation Minima

4.3.1 Reduced Longitudinal Separation

A reduced minimum longitudinal separation of 3 minutes 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 Separation between COPs

The following are considered the same track for the purposes of Longitudinal Separation:

- Flights crossing the NOTA boundary (W010) at adjacent points.
- Flights crossing the boundary at AMLAD and APSOV.
- Westbound flights crossing at NIBOG and MOLAK.

All other COPs are deemed laterally separated at the AoR boundary.

4.3.3 Radar Separation

The following radar separation minima are to be applied:

- Dublin ACC: 3 NM
- Shannon ACC: 5 NM
- Scottish ACC: 5 NM
- Antrim Sector: 3 NM

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
Scottish Group:	EGPH PF PK PN PG QL

APPENDIX B - SECTORISATION DIAGRAMS

Figure 4 – Shannon UAC Standard Sectorisation

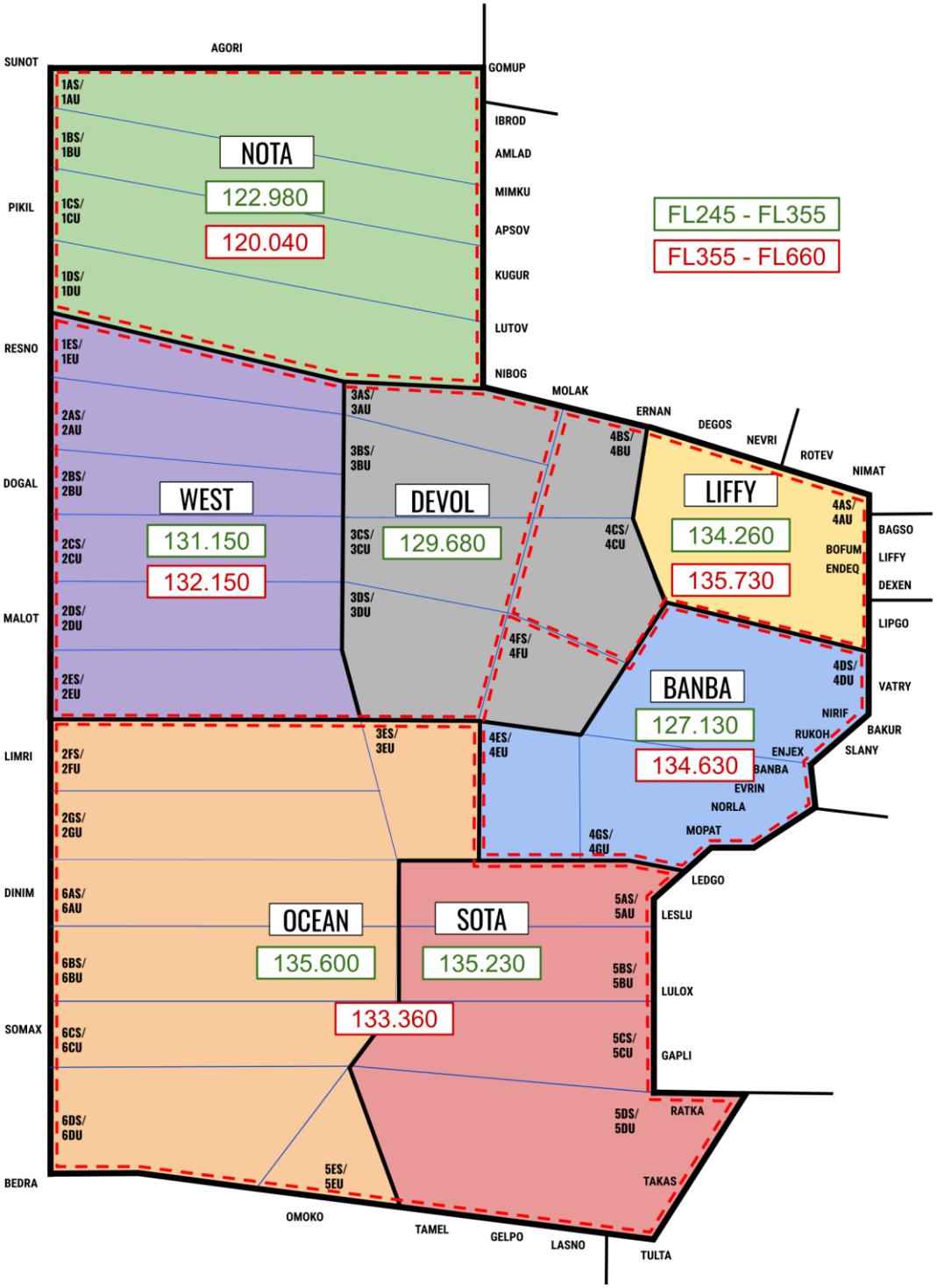


Figure 5 - Shannon Low Level Sectorisation (Below FL245)

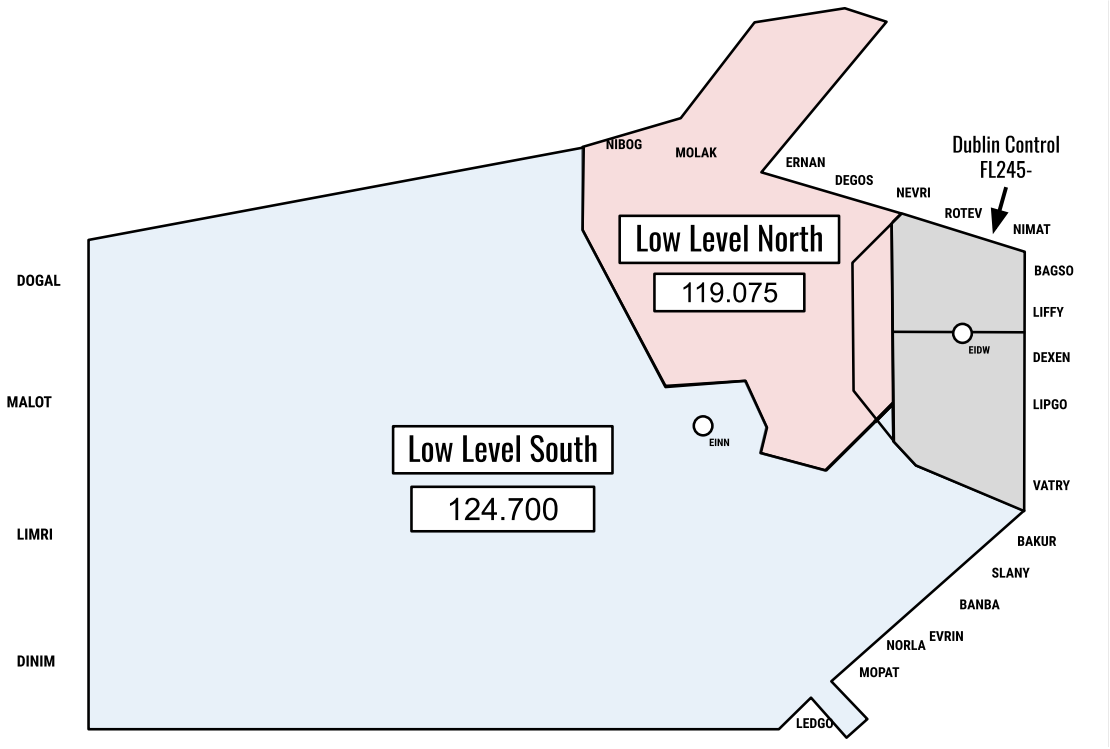


Figure 6 – Dublin AC Sectorisation

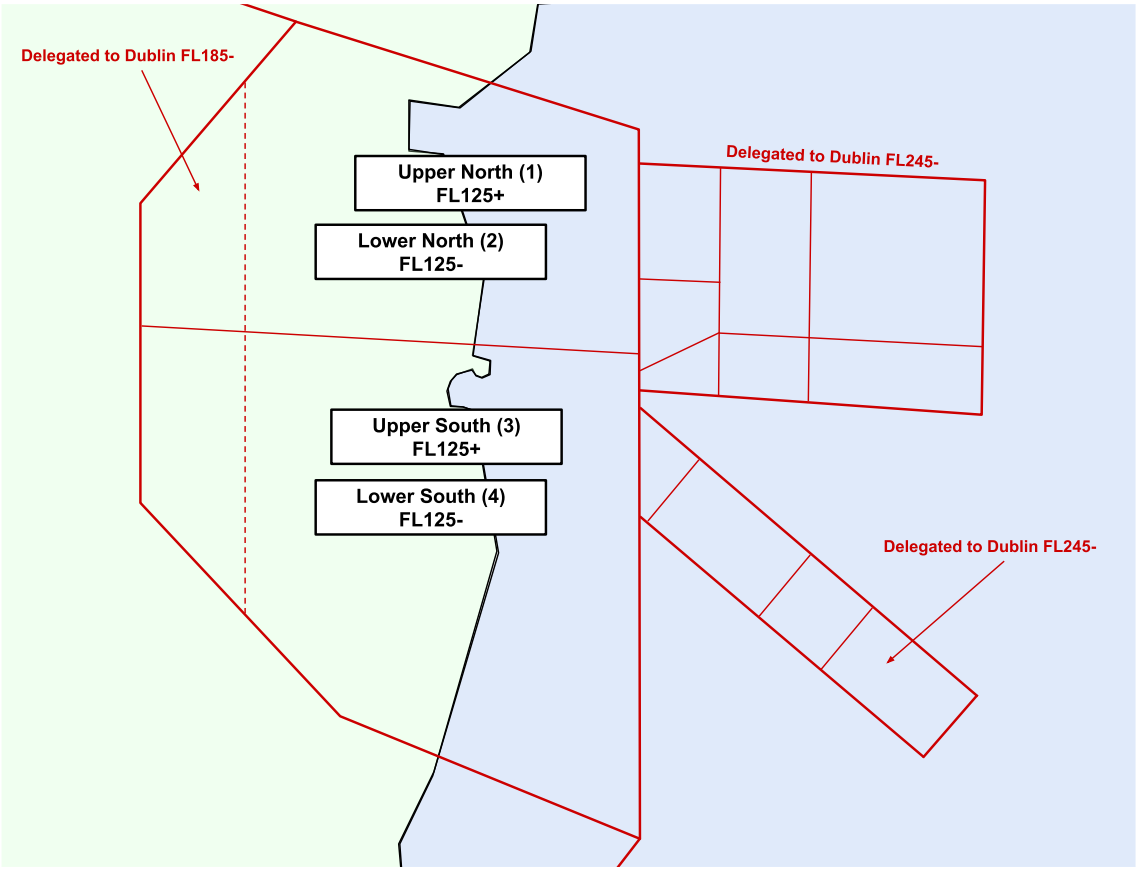


Figure 7 – ScAC Rathlin Sector (includes Rathlin East & ScAC Low airspace)

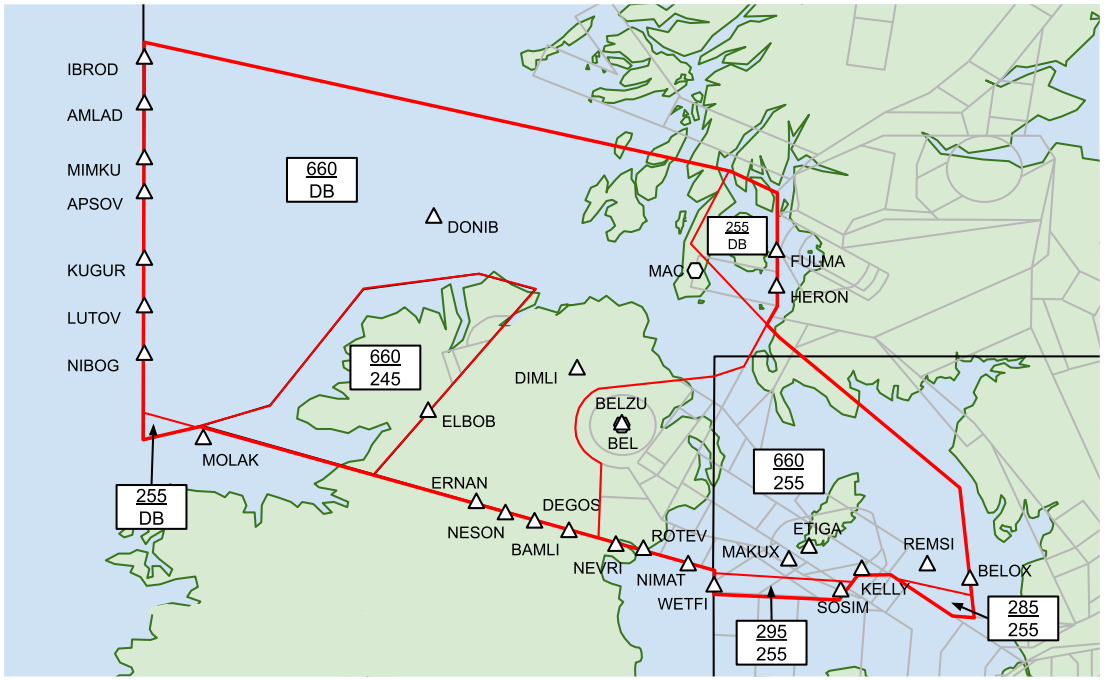


Figure 8 – ScAC West Sector (includes ScAC Low airspace)

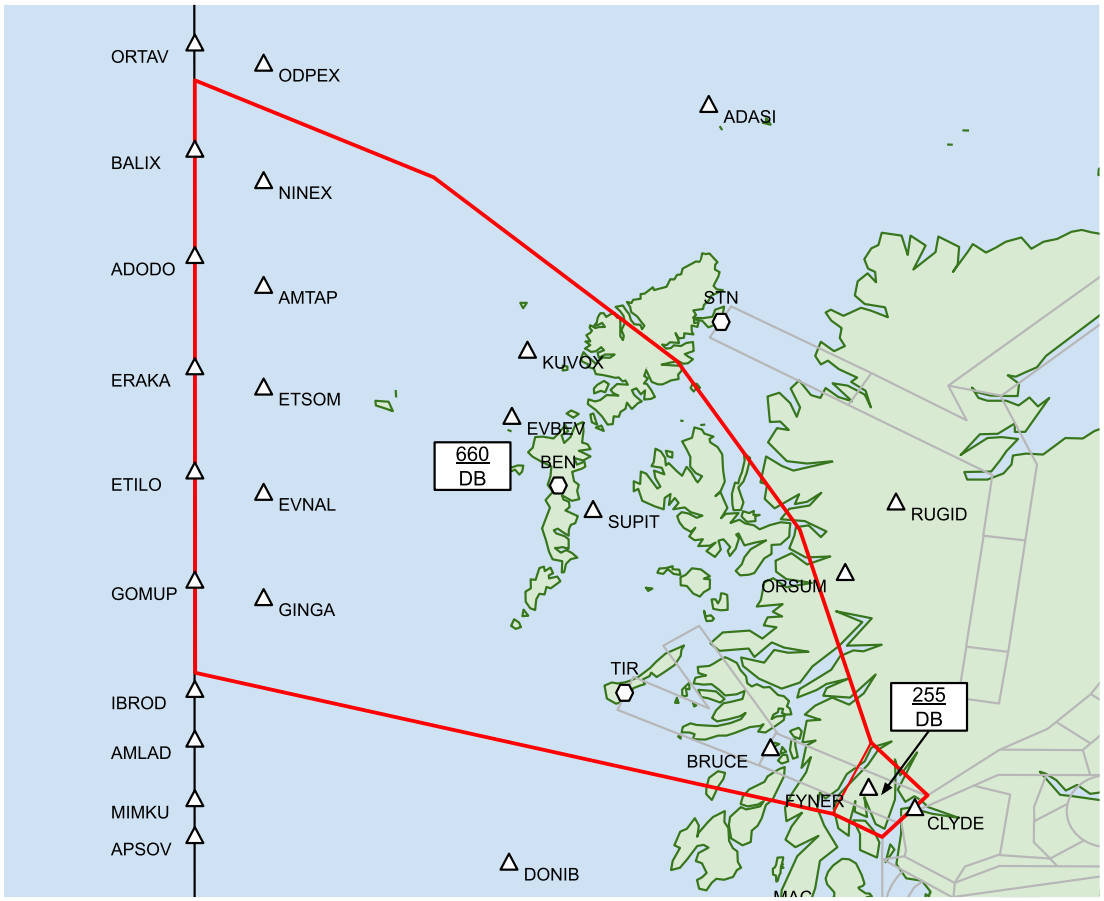


Figure 9 – Antrim Sector