

| Release | Affected pages | Reason for Update | Change |
|---------|---|------------------------|--|
| 2024/13 | Daventry & Clacton; TC East; Lakes and North Sea | Sectorisation Change | Amsterdam and MUAC Delta top-down orders updated to include 'LOW', 'ALL' positions and remove EUC-MW_CTR. |
| | PC Sectors | Error | Added inbound agreements for NT/NV |
| | PC West | Error | Corrected MTMA climbing via RAMOX to indicate transfer to Shannon (LIFFY) |
| | LAC West (North) | Error | Corrected frequencies for AC West |
| | TC South | Top-down change | Added Redhill to TC SW top-down (covering KK FIN) |
| | Daventry & Clacton (w/TC); TC Midlands; Worthing and Dover | Error | Corrected Daventry, Worthing and AC West sectorisation in SAWPE region |
| | Worthing and Dover | Sectorisation Change | Reims bandbox (LFEE_CTR) frequency changed to 133.005 EUC-MW_CTR position removed from MUAC Kokszy ownership |
| 2024/06 | Worthing/Dover, AC West (all), Daventry/Clacton | Sectorisation Change | Airspace in region of SAWPE to AC Worthing FL265-305 |
| | Daventry/Clacton, TC Mids, TC North, Worthing and Dover | Sectorisation Change | TC Mids airspace increase to FL225 in region of DISIT |
| | Daventry/Clacton, TC Mids, Clacton, TC North, AC North, PC(all) | Sectorisation Change | Additional airspace moved from AC North Sea to AC Daventry/Clacton |
| | AC West | Sectorisation Change | New Bristol delegated segment introduced |
| | TC North | Error | Corrected TC Levels in region west of OFJES |
| | TC North | Error | Corrected "Daventry" Labels to TC Midlands over ZAGZO, re-drew TC Midlands lines to NW removing lines only relevant to higher airspace |
| 2024/04 | Worthing/Dover | Clarity | Corrected "Breast E" to "Breast E Low" in top-down orders |
| | Worthing/Dover | Clarity | Added additional lines to make TC Mids airspace clearer |
| | Daventry/Clacton | Agreement Change | Changed Midlands and Severn agreements from Clacton to FL300 prior to boundary |
| | Daventry/Clacton | LoA (Agreement) Change | MUAK Kokszy agreements via KEGIT updated to KEGIT / IMPOH |
| | Daventry/Clacton | Error | Corrected Lakes boundary line north of Daventry |
| | PC diagrams | Error | Corrected FL200 NOKIN agreement to NOKIN/CREWE-25 and colouring PCW->PCSE |
| | TC East | Clarity | Minor display changes |
| 2023/13 | Various | Sectorisation Change | Change to PC SE top-down ownership (Lakes ahead of AC North) |
| | All | Sectorisation Change | Introduction of permanent TC Midlands position affecting agreements and ownership |
| | TC Midlands | Sectorisation Change | New diagram |
| | Daventry & Clacton | Sectorisation Change | Amended diagrams to now include (and exclude) TC Midlands |
| | TC North, TC Midlands | Agreement Change | TC NW -> TC Mids - Added EGKB departures climbing FL140 agreement |
| | TC North | Agreement Change | SS FIN -> TC NW |
| 2023/11 | All | 8.33 Transition | UK & External frequency changes due to 8.33 transition |
| | PC Sectors; PC West | Error | West -> PC W - Corrected EGGP Inbounds via PEPZE / KISWO descending FL180 to match vMATS |
| | Daventry & Clacton; TC East; Worthing & Dover; LAC West (South Sheet) | External Sectorisation | Updated logon callsigns for EuroCenter vACC positions (EURM-W -> EUC-MW and EURW-N -> EUC-WN) |
| | Worthing & Dover | LoA (Agreement) Change | Dover -> LFEE North - KK & GW deps via RINTI presented climbing FL310 and FL310-350, respectively (QSY at or before ELTEG) |
| 2023/08 | Worthing and Dover | LoA (Agreement) Change | Dover -> MUAC KOKSY - Level by point for LTMA outbounds allocated FL310 changed to KOK (was KONAN) |
| | LAC West (North Sheet) | LoA (Agreement) Change | West -> EISN (BANBA) - EICK inbounds above FL245 COP changed to BANBA (was ENJEX) EISN (BANBA) -> West - EIDW outbounds via BANBA now max FL350 (was FL230) |
| | LAC West (South Sheet) | LoA (Agreement) Change | West -> EISN (BANBA) - EIDW inbounds via EVRIN now presented at RFL, minimum FL260 and RFD to FL280 (was FL280 lvi EVRIN) |
| | Lakes & North Sea | LoA (Agreement) Change | MUAC DELTA -> North Sea - new agreements for SH inbounds FL320 and NJ inbounds FL300 level 5 NM before RAVLO |
| | Lakes & North Sea | LoA (Agreement) Change | EISN (LIFFY) -> Lakes - CC inbounds max FL330 via BOFUM/LIFFY (previously excluded from Lakes) |
| | Lakes & North Sea; PC Sectors; PC West | New Agreement | Lakes -> PC West - CC inbounds via MALUD descending FL290 |
| | PC Sectors; PC West | LoA (Agreement) Change | EISN (LIFFY) -> PC West - removed CC inbounds via BOFUM / LIFFY, now transferred to Lakes |
| 2023/04 | LAC West (North & South Sheets) | Clarity | Added arrows for GD outbounds when Cardiff is offline via BCN/EXMOR |
| | LAC West (North Sheet) | Error | Split out FF/GD agreements from the east as GD are descending FL100 (not FL120) |
| | LAC West (North Sheet) & Lakes and North Sea | New Agreement | Lakes -> West - FF/GD inbounds from the north descending FL290 |
| | LAC West (North Sheet) & PC Sectors; PC West | Agreement Removed | PC W -> West - FF/GD inbounds from the north FL270 lvi NOKIN removed |

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| 2023/03 | LAC West | West Airspace Deployment | Completely new diagrams to align with new procedures as described here |
| | Lakes & North Sea; PC Sectors; PC West | West Airspace Deployment | Sectorisation and Standing Agreement changes as described here |
| | Worthing & Dover; TC South | West Airspace Deployment | Sectorisation and Standing Agreement changes as described here |
| | Daventry & Clacton; TC North | West Airspace Deployment | Sectorisation changes |
| | PC East | Error | Corrected PC SE -> PC NE - inbounds to NM and NH (arrow had NH x2) |
| | PC Sectors; PC East; PC West | Error | Corrected depiction of Lakes/North Sea in area over Leeds |
| 2023/01 | PC West; PC Sectors | LoA (Agreement) Change | PC W -> DW UN - Dublin Group inbounds descending FL180 (was descending FL200) |
| | TC North | Clarity | Added missing Dover arrow to the key |
| | Worthing and Dover | LoA Change | LTMA departures from Worthing to Brest only need to cross 295+ by the FIR boundary when Paris and Brest are split |
| | Various | Aerodrome Closure | Removal of Doncaster Sheffield (EGCN) agreements following closure |
| 2022/10 | Daventry & Clacton | Error | Daventry -> PC SE - added missing level by points for EGCC/GP inbounds (LESTA & TNT-25) |
| | Lakes & North Sea; PC Sectors; PC East | Agreement Change | PC NE -> North Sea - EGCN departures climbing FL280 (was FL230) |
| | PC (All) | New Agreement | PC NE -> PC W - Midlands Group inbounds FL270 lvl 5 before BEGAM |
| | PC Sectors; PC East | Agreement Change | PC NE -> ScAC S - Midlands Group departures FL270 lvl ARSAT/TILNI (was FL280) |
| | TC North / TC South; West (North Sheet) | New Agreement | TC NW -> TC SW - EGLF/Wessex Group inbounds FL110 lvl CPT |
| | | Agreement Change | TC SW -> West - EGLL/KK/GW/Thames outbounds via CPT climbing FL150 (was FL130) |
| | | New Agreement | TC SW -> West - EGLF/Wessex Group outbounds via CPT climbing FL130 |
| | Various | Agreement Removed | West -> TC NW (via TC SW) - Essex/Thames/EGMC inbounds via KENET now individually coordinated (previously FL140 lvl 10 before KENET) |
| Various | Sectorisation Change | Boundary change between TC NW / TC SW and Daventry / Worthing north of CPT | |
| 2022/05 | Daventry & Clacton; PC East; PC Sectors; Lakes & North Sea | Sectorisation Change | PC SE / Daventry - the area over East Midlands previously PC SE's FL95 and below, now FL115 and below |
| | Daventry & Clacton | Top-Down Change | Removed Coventry (EGBE) top-down for Daventry |
| | | Error | Corrected depiction of line between TC East & Daventry west of LOREL / south of SIVDA |
| | Daventry & Clacton (with TC East); TC East | Error | Clacton -> TC E - HI LF inbounds corrected to 250 lvl LOGAN (not 240) |
| | Daventry & Clacton; TC East; Lakes & North Sea | External Frequency Change | MUAC Delta (EDYY_D) frequency changed to 135.500 |
| | | PC East; PC Sectors | Agreement Change |
| | Agreement Change | | ScAC S -> PC NE - MTMA, EGNH/NO/CN inbounds FL250 lvl TILNI (was FL230 lvl TILNI) |
| | Agreement Change | | PC NE -> ScAC S - MTMA, EGNH/NO/CN departures FL270 lvl ARSAT/TILNI (was FL280) |
| | West (South Sheet) | New Agreement | PC NE -> ScAC S - EGNM departures FL270 lvl UNTAL |
| | | LoA (Agreement) Change | Traffic via ANNET/SALCO/MANIG/SKESO outbound GD FF TE now max FL330 (was FL290) |
| Worthing & Dover | Sectorisation Change | West / Worthing - an area east of GIBSO/OTMET previously Worthing's DB-660 is now split vertically, Worthing 305-, West 305+ | |
| | LoA (Agreement) Change | Traffic via SITET - E2 intention code now max FL290; LFOP arrivals removed via SITET, now XIDIL only | |
| 2022/03 | Daventry & Clacton | Error | MUAC Delta -> Clacton - corrected MD -> MC for Thames inbounds via GALSO |
| | Daventry & Clacton; TC East; Worthing & Dover | Clarity | Split arrows for SS/GW departures TC East -> Dover due to different level by restrictions: SS 200 lvl ABTUM vs. GW 200 lvl TC E/DVR boundary |
| | West (South Sheet); Worthing & Dover | External Sectorisation | Brest and Reims ownership change as EURW_FSS becomes EURW-N_CTR (135.125) - note the variable bases, compared to the previous FL245 |
| | Various | Clarity and Styling | Various editorial additions and corrections with no changes to agreements |
| | Various | External Sectorisation | MUAC Delta and Koksy ownership change as EURM_CTR becomes EURM-W_CTR (135.750) |
| | | New Agreement (SAIP AD6) | (Without TC East) Added 140 OFJES |
| | | Sectorisation Change | Added additional TC North airspace |
| | | Error | Corrected ownership in KIDLI area |
| | Daventry & Clacton | Error | (Without TC East) diagram only - corrected TC East arrow in key to TC NE |
| | | Added Information | Added 330 level caps to Brize/Severn/Eastern groups |
| | Lakes & North Sea | Enhancement | Added depiction of REMSI Buffer Zone |
| | West (North Sheet) | Agreement Change | TC SW -> AC W - Added Thames Group to climbing FL130 agreement via KENET |
| | | Callsign Change | Shannon Super sectors amended - EISN_0 -> EISN_ES; EISN_8 -> EISN_BS |
| | West (South Sheet) | Callsign Change | Shannon Super sectors amended - EISN_8 -> EISN_BS; EISN_6 -> EISN_SS |
| Callsign Change | | Brest V Sector now LFRR_VK | |
| FRA Deployment | | Changes to fixes in TAKAS Box and PEMA LARLA Triangle | |

| Release | Affected pages | Reason for Update | Change |
|---|---|---|---|
| 2022/02 | PC East; PC West | Error | Added missing LON_M_CTR position to Daventry ownership order |
| | PC Sectors; PC West | Agreement Change | PC West -> Deancross - MTMA & EGNM deps now climbing FL280 (previously FL260) |
| | TC East | Sectorisation Change | Updated TC East and TC NE Boundaries |
| | | New Agreement (SAIP AD6) | TC E -> TC NE - new agreement for GW inbounds 140 lvl OFJES |
| | TC North | Error | Added missing agreement for MC traffic to Thames |
| | | Top-Down Change | Stansted (EGSS) and Cambridge (EGSC) top-down now TC NE |
| | | Agreement Change | TC NW -> TC SW - Added MC to MSL lvl 11 before CPT agreement |
| | | Agreement Change | TC NW -> TC NE - SS/SC inbounds now descending FL130 (previously lvl 8 before BKY) |
| | | Agreement Change (SAIP AD6) | TC NE -> SS INT - SS/SC inbounds now minimum level FL90 (due to Luton RMA) |
| | | New Agreement (SAIP AD6) | TC NW -> TC NE - GW inbounds now descending FL130 via new WOBUN-EDCOX route |
| | | Sectorisation Change | Re-draw of TC North boundaries, includes new LOREL/Luton airspace |
| | | Error | Corrected SS/GW/MC inbounds to be 150 lvl FINMA (not CLIPY) |
| | | Error | Corrected Southwest boundaries of TC North West |
| | | Error | Corrected ownership of area marked 'A' above FL215 (Dover) |
| | TC South | Agreement Change | Added TC East arrow to key |
| | | | TC NW -> TC SW - Added MC to MSL lvl 11 before CPT agreement (also added KB, which was missing) |
| Worthing & Dover | Callsign Change | TC SW -> AC W - Added Thames Group to climbing FL130 agreement via KENET | |
| | | Brest V Sector now LFRR_VK; Brest E High now LFRR_UE | |
| 2021/10 | All | General common sense | APP/Relevant APP unit/Relevant approach unit --> "APP Unit" |
| | | | FL200 level LELNA for Worthing to JJ |
| | Worthing & Dover | Agreement Change | Clacton -> Dover - Severn inbounds additionally lvl KOPUL (via L610) |
| | | Frequency Change | EBBU_U_CTR frequency changed to 126.000 |
| | | Error | LFRR_L_CTR removed and E/Q sectors renamed East Upper and Lower to match LoA |
| | | | EGKA max 200 from Paris changed to E/O |
| | | Consistency | Low level only agreements from Paris North to Worthing colours changed |
| | | Clarification | "Paris North" for all references |
| | Daventry & Clacton | Agreement Change | Max 220 HI level previously arrow at ORIST, moved back to REVТУ |
| | | | Corrected PC SE ownership |
| | TC East | Frequency Change | Clacton -> Dover - Severn inbounds additionally lvl KOPUL (via L610) |
| | | | EBBU_U_CTR frequency changed to 126.000 |
| | PC Sectors & West | Waypoint Name Change | KARMO changed back to KARN0 |
| | West (North Sheet) | Missing Agreement | EISN BANBA -> West - added DW outbounds via BANBA arrow (max 290) |
| | | | DW South -> West - DW outbounds via BAKUR corrected arrow colour |
| | West (South Sheet) | Sectorisation Change | West -> FF APP - Severn inbounds now 170 lvl FIFAH (previously AMMAN-10) |
| Amended Shannon BANBA (Upper) ownership | | | |
| 2021/06 | All | Sectorisation Change | References to AC North changed to North Sea or Lakes, PC E changed to PC SE or PC NE |
| | Daventry & Clacton | AIRAC Update | SS/GW/MC traffic now FL150 FINMA (removal of CLIPY) |
| | Daventry & Clacton; TC East | Error | CC and GP deps are received from PC SE, not PC W. |
| | | | KARNO changed to KARMO |
| | PC Sectors | Error | Corrected Dublin South top-down orders |
| | | Error | Corrected 190 POL-25 to SE->PC West (not NE) |
| | | Sectorisation Change | Added PC Southeast -> PC Northeast agreements |
| | PC West | New Diagram | |
| PC East | New Diagram | | |
| TC North | AIRAC update | SS/GW/MC traffic now FL150 FINMA (removal of CLIPY) | |
| | All | Position removed | All references to EURI_FSS removed |
| | Daventry & Clacton | Agreement Change | Daventry -> Worthing - BB outbounds now 190 lvl COWLY/CPT-10 (previously climbing) |
| | Daventry & Clacton; TC East | Sectorisation Change | MUAC DELTA & KOKSY border amended |
| | | | TC East -> Worthing-Dover - LF VN TK inbounds 210 lvl LAM-15; HI inbounds 210 lvl UMBUR-20 |
| | Daventry & Clacton; TC East; TC North; TC South; Worthing & Dover; West | Sectorisation Change | New AC Worthing, AC Dover and TC South sectorisation reflected on all diagrams |
| | PC West and East | Agreement Clarity Enhancement | Rathlin -> PC West - AA/AC outbounds 270 lvl 5 before SOSIM only applies to RFL270 |
| | | | Added airfield arrows for: NS outbounds; CN inbounds & outbounds; NM inbounds |
| TC North | Agreement Change | Worthing Dover -> TC NE - Essex inbounds descending FL160 via BPK | |
| | | TC SE -> Dover - SS outbounds (night time only) climbing 180 (not 170) | |

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| 2021/04 | TC South | Agreement Change | SS/Thames outbounds via LYD now 190 lvl Worthing/Dover boundary from TC SE -> Dover Worthing | |
| | | New Agreement | TC SW -> Dover - LF outbounds via BIG 170 lvl OTSID | |
| | West (North Sheet) | Agreement Change | West -> Worthing Dover - Essex/Thames inbounds 180 lvl BEDEK ('skipped' by Worthing) | |
| | West (South Sheet) | Enhancement | Added airfield arrows for EGTE inbounds & outbounds | |
| | Worthing & Dover | Agreement Change | | Various agreements changed from Worthing -> Dover to reflect new ownership in the 'TC Capital' area |
| | | | | SS/Thames outbounds via LYD now 190 lvl Worthing/Dover boundary from TC SE -> Dover Worthing |
| | | | | Worthing -> Brest E - LTMA outbounds via SITET/XAMAB max level 330 290 |
| | | Agreement Removed | Dover -> Worthing - Essex inbounds 200 lvl MAY removed; VN inbounds 200 lvl BISRU removed | |
| New Agreement | | Worthing -> Dover - Essex & Thames inbounds 190 lvl AVANT/TELTU | | |
| Error | | TC SW -> Dover - LF outbounds via BIG 170 lvl OTSID | | |
| | | | Removed erroneous 190 HI/LF outbounds agreement from Worthing -> Dover | |
| 2021/02 | All | New Position | Added Daventry standalone position (LON_M_CTR - 120.02) to ownership orders | |
| | Daventry & Clacton; TC East | Clarity | Adjusted TC East, AC North and PC East colours to increase clarity | |
| | | Error | | Removed 290 LEDBO for LL outbounds from Daventry & Clacton (W/out TC East) diagram |
| | | | | Corrected colour of 180 FITBO for LL inbounds arrow from AC West |
| | | New Dutch-London LoA | | Removed 390 ABNED for LL/WU inbounds from MUAC DELTA -> Clacton |
| | | | | MUAC DELTA -> Clacton - SS/GW/SC inbounds now 280 or below lvl KEGIT |
| | | | | Removed 190 CLN-MASOS for EHRD inbounds from TC East -> Ams West |
| | | | TC East -> Ams West - Haamstede Group inbounds all now 210 lvl REDFA | |
| | Daventry & Clacton; TC East; TC South; Worthing & Dover | New Belux-London LoA | | Updated Brussels & MUAC KOKSY Sectorisation |
| | | | | Reflected delegation of UL607 and the CBWV from Reims to MUAC KOKSY |
| | | | | Removed 390 KEGIT for LL/WU inbounds from MUAC KOKSY -> Clacton |
| | | | | MUAC KOKSY -> Clacton - SS/GW/SC inbounds now 270 or 280 lvl KEGIT |
| | | | | MUAC KOKSY -> Clacton - KK inbounds now maximum 290 lvl BULAM |
| | | | | Added Brussels West -> TC East - EBOS/FN outbounds maximum 200 |
| | | | Dover -> MUAC KOKSY - LTMA outbounds now climbing 250-290 (or 310) | |
| | | | Added Brussels West -> TC S / Dover - KK inbounds via KONAN (Max 120 / 140-160) | |
| | | | Added KOKSY Gate to Worthing & Dover diagram for LTMA outbounds | |
| | PC West and East | New Agreement | Addition of BOFUM as level by point for Q36 traffic inbound to MTMA/NM/CN/NH/NT | |
| | TC South | Agreement Change | Thames to TC SE - LC outbounds via EKNIV/DVR/LYD now MSL level by SODVU | |
| | | New Procedure | Added SODVU Box delegation from TC NE -> TC SE | |
| TC South; West (South Sheet); Worthing & Dover | New French-London LoA | | Updated Brest sectorisation | |
| | | | Paris N -> TC SE - RATUK inbounds RFD to 120 north of VESAN | |
| | | | Reims N -> Dover - clarified level ranges for LTMA inbounds | |
| | | | Worthing -> Paris N - Paris inbound levels clarified | |
| | | | Worthing -> Brest E - LTMA outbounds via SITET/XAMAB max level 330 (must be 295+ by FIR boundary) | |
| | | | Brest J -> Worthing - clarified maximum levels for LTMA inbounds | |
| | | | Worthing -> Brest V - LTMA outbounds (excl. SS/LC/MC) via LELNA/LORKU max level 350 | |
| | | | Worthing -> Brest FIR - LFRD inbounds max level 250 via LELNA | |
| | | Brest FIR -> AC W - TE inbounds max level 230 via SKESO | | |
| | | AC W -> Brest V - GD FF TE outbounds max level 290 | | |
| West (North & South Sheet) | New VAtEir-London LoA | | Updated Shannon & Dublin ACC sectorisation | |
| | | | Removed 280 BANBA for DW inbounds from AC W -> EISN | |
| | | AC W -> Shannon BANBA - EICK inbounds FL300 level EVRIN added | | |
| | | Added max levels for EICK traffic via LEDGO/LULOX | | |
| West (South Sheet) | Clarity | Added descending arrow for FF/GD inbounds via TIVER (FL160) from AC W -> FF APP | | |
| Worthing & Dover | New Agreement | Worthing to Dover - Solent/LF outbounds via KOBBI climbing FL210 | | |
| | Error | Added missing agreement: Brest -> Worthing - Thames/KA inbounds via NEVIL | | |
| All | All | Annotations | Updated airspace annotations | |
| | | Frequency Change | PC Bandbox frequency changed - now 133.20 | |
| | PC All | Error | Added NJ to 270 MAKUX | |
| | | New Agreement | Deancross to PC West - BB NX NJ inbounds descending FL270 | |
| | | Error | Galloway to PC East - MTMA inbounds 200 lvl LAKEY (not 10 before) | |
| | | Error | Removed Antrim to PC West - MTMA inbounds 230 (now from Rathlin to PC W) | |
| | | Error | PC W to PC E - NT inbounds FL260 (was 240) lvl POL | |
| Agreement Clarity | ScAC South to PC East - MTMA inbounds via TILNI added heading positioning arrow | | | |

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|---------------------------------|----------------------------|---|---|--|
| 2020/13 | PC All, North | Frequency Change | SCO_WD_CTR frequency changed - now 133.87 | |
| | | Sectorisation Change | ScAC East now ScAC South where it borders PC/North | |
| | | Sectorisation Change | Added ScTMA Galloway/Talla split | |
| | | Sectorisation Change | Updated EIDW/EISN sectors | |
| | | Error | STC_CTR frequency corrected | |
| | | New Agreement | AC North -> PC W - Mids inbounds FL290 lvl DOLAX/ROLEX/ALAVA/BAGIT | |
| | | New Agreement | AC North -> PC E - CN inbounds FL290 lvl 10 before SUPEL | |
| | | New Agreement | AC North -> PC E - MTMA/Mids inbounds FL290 lvl LIBSO | |
| | TC South | Agreement Change | Added GW to 130 via CPT TC SW -> AC West | |
| | TC South; Worthing & Dover | Error | LC KB MC inbounds via BIDVA FL130 (not 110) | |
| | | Sectorisation Change | Introduced new French Brest/Paris/Reims sectorisation | |
| | Worthing & Dover | Error | Removed 190 RATUK (to TC SE) | |
| | | Agreement Change | Removed SS from outbounds via GIBSO climbing FL260 agreement | |
| | AC West (South) | Agreement Change | Removed SS from outbounds via GIBSO climbing FL260 agreement | |
| AC West (North) | New Agreement | BB outbounds via MOSUN/N92 climbing FL120 | | |
| 2020/08 | TC South | Error | SW to NW 130 for LOREL1B not descending | |
| | | Error | RISIN repositioned | |
| | Error | SW to NW FL100 HI/LF not climbing agreement | | |
| | New Agreement | "Restricted use" instead of "night only" for NE->SE MSL Essex clutch and WU | | |
| | New Agreement | FL100 GODLU added EGKB and MC FL80 GOLDU/ATSAP-19. Removed agreement at OKVAP | | |
| | New Agreement | EGLF Worthing->TCSW, FL110 lvl ABSAV OR RUDMO-10 | | |
| | Error | FL150 SW to Worthing: added EGLF and Wessex group | | |
| | New agreement | Thames inbounds descending FL200 via RATUK/SOVAT | | |
| | Agreement Change | TC SW to Worthing FL150 via SAM FL170 via OCK to include LF | | |
| | Worthing & Dover | Missing agreement | JJ climbing FL130 for Solent inbounds | |
| | | New agreement | Worthing->Dover FL250 BB/NX inbounds, no longer descending | |
| | | Agreement Change | Worthing to West, LTMA climbing FL260 via GIBSO | |
| | | Agreement Change | Added Midlands Radar gate | |
| | | New agreement | Worthing to Dover HI departures climbing FL210 | |
| | | Agreement Change | Severn Clacton->Dover FL300, Dover->Worthing FL300 | |
| | | Agreement Change | Dover to Worthing, traffic to EGTK FL200 by MAY | |
| | | Agreement Change | TC SW to Worthing FL150 via SAM FL170 via OCK to include LF | |
| | | Agreement Change | SS/GW traffic via ABTUM now FL200 | |
| | | Agreement Change | TMA traffic climbing FL270 to be 290 by boundary -> Brest Upper via E/V | |
| | | Agreement Change | HI/HH via THRED/NEDUL FL110 | |
| | | Agreement Change | FL200 (was 240) BADSI EIDW (West->Dublin South High) | |
| | | TC North | Error | SW to NW 130 for LOREL1B not descending |
| | | Daventry & Clacton | New Agreement | FL100 via VELAG now descending agreement |
| | West | Airspace Change | Changed Worthing/West airspace borders | |
| | | New Agreement | Added West->Bristol agreements in absence of Cardiff Radar | |
| | | Agreement Change | Worthing to West, LTMA climbing FL260 via GIBSO | |
| | | Agreement Change | Removal of 320 inbound AA/AC/AE via EVRIN | |
| | | Sectorisation Change | Shannon/Dublin sectors updated | |
| | | Agreement Change | DW traffic FL280 by EVRIN (replaces EVRIN-10) | |
| | | AC North | Agreement Removed | Removed: 310 LARDI for LTMA traffic SC East->AC North. |
| | Error | Removed label: Airspace South of Y124 marked as North 195- | | |
| | New Agreement | AC North->ScAc East 250 TENDO (to NT) | | |
| | Formatting | Separated colours for ScAC sectors inline with PC W/E | | |
| | Drawing Error | Sectorisation over Y124 re-drawn | | |
| | Sectorisation Change | Dublin High/Low split added | | |
| | PC East/West | New Agreement | MTMA/BB/NX ScAC East->PC East 260 RODNI-10 | |
| | | Agreement Change | FL200 Level NOKIN/CREWE-25 replaces NOKIN/WHI | |
| | | Agreement Change | NM/CN departures to PC W->AC West 270 now level by KARNO (sector boundary) | |
| | | Sectorisation Change | Dublin High/Low split added | |
| | | Agreement Change | FL280 by ARSAT/TILNI PC East->ScAc East for MTMA/NH/NO/CN in addition to Midlands | |
| | | Error changed | FL200 LAKEY-10 STMA->PC East | |
| | | Drawing Error | Sectorisation over Y124 re-drawn | |
| Annotations | | Updated level and airspace annotations for clarity | | |
| All | Standardisation | Standardised LC/KB/MC usage across all diagrams | | |
| TC North, East, Daventry & West | | | | |

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|------------------|---|---|--|
| | TC North, East, Daventry & Clacton | Sector Change | New TC N/TC East Sector Boundary (Previous AIRACs) |
| 2020/02 | Worthing & Dover | New Agreement | BB/NX Inbounds at OCK Descending FL250 |
| | Daventry & Clacton TC East TC South | Agreement Revision | EHEH inbounds at REDFA FL190->FL210 |
| | Worthing & Dover | Sector Change | New TC S/AC Worthing Sector Boundary |
| | Man West & East | New Agreement | EIDW outbounds at ROLIX also BAGIT/DONAX |
| | | Sector Change | Amended Delegated Airspace in Irish Sea |
| | | Error | Add SITKU for EIDW inbounds |
| | Worthing & Dover | New Agreement | FF inbounds at CPT FL260 |
| | AC West (North) | New Agreement | LL Inbounds at FITBO FL180 |
| | | New Agreement | BB Inbounds at BIFIN FL130 |
| | All | Frequency Revision | Updated New Frequencies London Sectors |
| | Daventry & Clacton | Error | KK Inbounds from Brussels FL280->FL290 |
| | TC South | Error | LC MC Inbounds via SOSUX Descending arrow |
| | TC North | Error | SS Inbounds via WOD Descending arrow |
| | TC South | | |
| | Worthing & Dover | Error | SS Outbounds via BIG FL150->FL170 |
| | Man West & East | Agreement Revision | NS Inbounds FL100 |
| Man West & East | Agreement Revision | GP Outbounds BARTN Climbing FL90 MAN W->MAN E | |
| 2019/09 | All | Designator Change | EGDX->EGSY |
| | AC West (Both) | Consistency | Added "includes" list for minor airports sharing agreements |
| | MAN West & East | Error | GP Outbound NANTI (Now Climbing FL90) MAN W -> MAN E |
| | Worthing & Dover | New Agreement | HI Outbounds DIKVU (FL210 Level) WOR->DVR |
| | | Agreement Revision | HI Outbounds SFD (FL190->FL170) WOR->DVR |
| | TC North | Agreement Revision | HI Inbounds (BAMBO->BUGUP) DTY->TC NW |
| | Daventry & Clacton | | |
| | MAN West & East | Agreement Revision | NT inbounds (FL240->FL260) POL MAN W -> MAN E |
| | Worthing & Dover | Error | Added FF outbounds via BIG ^290 |
| | Daventry & Clacton | Error | LL outbounds LEDBO AC Clacton -> AC North climbing arrow |
| | AC North | | |
| | AC West (North) | Consistency / New Position | Added LTC_CTR, Added Frequencies for all sectors where missing |
| | Daventry & Clacton | | |
| | TC East | | |
| | TC North | | |
| | TC South | | |
| Worthing & Dover | Sector Boundary Change | AC North Sector Boundary with PX East Updated | |
| AC North | | | |
| MAN West & East | | | |
| 2019/01 | ALL | Consistency | Added key for climbing/descending agreements (without a level by point), and ensured arrows are used where necessary |
| | MAN West & East | Agreement Revision | CC/GP/NM/CN inbounds FL200 LAKEY agreement changed from LAKEY-10 to LAKEY |
| | | Error | Dublin Group inbounds <i>descending</i> FL200 |
| | | Agreement Revision | BB/NX inbound agreements amended (via WHI/NUGRA/NOKIN) |
| | Daventry & Clacton | Belux vACC LoA 2018/03 | Brussels Group (excl. EBCI) outbounds agreement changed (FL240->FL250) |
| | | AD4 Project | New Airspace in IBNOS delegated airspace |
| | Worthing & Dover | LL/KK OTMET STARs 2017/12 | LL/KK inbounds FL270 OTMET (replaced FL270 BILNI-15) |
| | AC West (South) | | |
| | Worthing & Dover | AD3 JJ/S Interface | Jersey Zone outbounds via ORIST (180) and HI/HH->JJ/JB/JA inbounds via ORTAC (180) |
| | | Agreement Revision | KK/Essex inbounds via ODREP/LUGIS (RR->S) |
| | | Agreement Revision | Essex inbounds via VATON descending FL160 (S->TCNE) |
| | TC South | Error | Added HI/LF deps from TCSW to TCNW |
| TC North | Consistency | SS/GW inbounds via LOREL BKY+8 changed to BKY-8 | |
| | Agreement Revision | Essex inbounds via VATON descending FL160 (S->TCNE) | |
| | AD4 Project | New Airspace in IBNOS delegated airspace | |
| AC West (North) | Consistency | Removal of Elxx frequencies | |
| AC West (South) | | | |

| Release | Affected pages | Reason for Update | Change |
|----------------------------|--|--|---|
| 2017/10 | MAN East & West AC North | Agreement Revision | CC Inbounds FL280 OTBED agreement changed, CC Outbounds FL270 AMVEL agreement changed |
| | Worthing & Dover | Error | Added SS/GW CLN deps from TCE to Dover |
| | TC South | Error | KK/KB CLN deps from TCSE to TCNE arrow colour changed from blue to green |
| 2016/09 | Daventry & Clacton (Without TC East) | LAMP1a Revision | TCSE sector boundaries updated |
| | | Belux vACC LoA Rev 1 | LL/WU Inbounds FL390 KEGIT new agreement |
| | | Dutch vACC LoA Rev 3 | SS/GW/SC/SH Inbounds FL280 GORLO agreement changed |
| | Daventry & Clacton (With TC East) | TC East Implementation | New diagram |
| | | TC East Implementation | Associated callsigns, frequencies and boundaries updated |
| | AC North | TC East Implementation | Associated callsigns, frequencies and boundaries updated |
| | TC East | TC East Implementation | New diagram |
| | TC North | LAMP1a Revision | TCSE sector boundaries updated |
| | | TC East Implementation | Associated callsigns, frequencies and boundaries updated |
| | TC South | CPT Gate Implementation | LL CPT E/B departures agreement changed to MSL+1 |
| | | | TCSE sector boundaries updated |
| | | LAMP1a Revision | TCSW sector boundaries updated |
| | | | EGMD top-down ownership transferred from Dover |
| | | | EB Inbounds FL110 KONAN/VABIK agreement transferred from Dover |
| | | | LL/KK Outbounds via DET level changed to FL180 |
| | | | SS/LC/MC Outbounds via LYD level changed to FL190 |
| | | | LC/MC/MD Inbounds via RATUK agreement transferred from Dover |
| | | | HI/HH Inbounds FL140 WAFFU added |
| | | | LC/MC Outbounds climbing MSL through Thames Gate |
| | | | HI/LF Inbounds 140 agreement removed |
| | | | TC East Implementation |
| | Worthing & Dover | LAMP1a Revision | TCSE sector boundaries updated |
| | | | TCSW sector boundaries updated |
| | | TC East Implementation | EGMD top-down ownership transferred to TCSE |
| | | | EB Inbounds FL110 KONAN/VABIK agreement transferred to TCSE |
| | | | LL/KK Outbounds via DET level changed to FL180 |
| | | | SS/LC/MC Outbounds via LYD level changed to FL190 |
| | | | LC/MC/MD Inbounds via RATUK agreement transferred to TCSE |
| | | | HI/LF Inbounds 140 agreement removed |
| | | | Associated callsigns, frequencies and boundaries updated |
| SS Outbounds FL190 removed | | | |
| GW Outbounds FL230 removed | | | |
| France vACC LoA Rev 4 | London Group departures via SITET/XAMAB maximum transfer level increased Transfer level bands for Solent, London, Midlands and Farnborough Group arrivals | | |
| Daventry & Clacton | LAMP1a Implementation | Layout Updated | |
| | | LC Inbounds FL220 ODVOD | |
| | | MC Inbounds FL150 CLIPY | |
| | | GW Outbounds climbing FL230 ABTUM | |
| | | SS Outbounds climbing FL190 ABTUM | |
| | | WU agreements to TCN separated | |
| | Scottish Resectorisation | FF agreements merged with GD | |
| | | Associated callsigns, frequencies and boundaries updated | |
| | | SS/GW Inbounds FL310 LARDI agreement split for clarity | |
| | | KK Inbounds FL260 BARM I agreement split for clarity | |
| AC North | Scottish Resectorisation | P18 MAN E+W airspace allocation revised | |
| | | Irish delegated airspace boundary revised | |
| AC West (North) | LAMP1a Implementation | LC Inbounds FL180 BEDEK MC Inbounds FL140 KENET-10 | |
| AC West (South) | LAMP1a Implementation | GD/FF Inbounds FL160 TIVER level-by removed | |
| MAN West & East | Scottish Resectorisation | Associated callsigns, frequencies and boundaries updated | |
| | | P18 MAN E+W airspace allocation revised | |
| | Scottish Resectorisation | Irish delegated airspace boundary revised | |
| | | EIDW FL160 L975 GINIS level removed | |
| MAN West & East | Scottish Resectorisation | TCSE border moved | |
| | | Essex/WU Outbounds via DET "Night Only" note added | |
| | | LL/WU Inbounds FL160 SABER/SABER-5 | |

| Release | Affected pages | Reason for Update | Change | | |
|------------------------------------|----------------------------------|------------------------------|---|---|------------------------------------|
| 2016/02 | TC North | LAMP1a Implementation | MC Inbounds MSL BPK-5 | | |
| | | | LC Inbounds MSL BPK-5 removed | | |
| | | | LC Inbounds CLIPY FL150 removed | | |
| | | | MC Inbounds RFL170- KENET-10 | | |
| | | | LC Inbounds LAM co-ord changed to MC Inbounds | | |
| | | | TC South | LAMP1a Implementation | Layout Updated |
| | | | | | LC/MC Inbounds FL80 SANDY removed |
| | | | | | KK Inbounds FL150 BEXIL removed |
| | | | | | LL Inbounds FL150 TIGER removed |
| | | | | | HI/LF Inbounds FL180 BANVA removed |
| | | | | | KK Inbounds FL130 TANET removed |
| | | | | | LC/MC Outbounds FL150 via DVR |
| | SS/LC/MC Outdounds FL170 via LYD | | | | |
| | SS Outbounds via DET night only | | | | |
| | LC Inbounds FL150 SOVAT | | | | |
| | LL Inbounds FL180 ETVAX | | | | |
| | KK Inbounds FL160 AMDUT | | | | |
| | KK Inbound FL140 ABTUM | | | | |
| | KK Inbounds FL140 NETVU | | | | |
| | LC/MC Inbounds FL140 NETVU | | | | |
| | Worthing and Dover | LAMP1a Implementation | HI Inbounds FL180 ELDAX-5 | | |
| | | | LC/MC Inbounds FL120 SOVAT | | |
| | | | LC Inbounds FL160 BIG | | |
| | | | LC/MC Inbounds FL130 BIDVA | | |
| | | | Layout Updated | | |
| | | | References to EGMH removed | | |
| | | | TCSE border updated | | |
| KK Inbounds FL150 BEXIL removed | | | | | |
| LL Inbounds FL150 TIGER removed | | | | | |
| HI/LF Inbounds FL180 BANVA removed | | | | | |
| 2015/13 | Daventry & Clacton | Dutch vACC LoA Rev 1 Updates | LL/WU Inbounds FL390 GORLO | | |
| | | Thames RMA Updates | LC Inbounds FL80 TRIPO-5 | | |
| | | | MC Outbounds A60 CLN | | |
| | | | MC Removed from LC Group | | |
| | London AC North | Dutch vACC LoA Rev 1 Updates | AMS Outbounds FL240 MIMVA/KOLAG | | |
| | | | AMS GODOS Area Resized | | |
| | MAN West & East | | (U)L10 via KELLY agreement amended to be on heading from SCO | | |
| | | | (U)L10 via KELLY agreements amended to be on headings to and from SCO | | |
| | | | FL90 BB Inbounds via CHASE | | |
| | TC North | Thames RMA Updates | LC Outbounds A30 BPK/CPT | | |
| | | | MC Outbounds A40 LAM | | |
| | | | MC Removed from LC Group | | |
| | TC South | Thames RMA Updates | LC MC Outbounds A60 Thames Gate | | |
| | | | KB Outbounds A40 DET | | |
| | | | LC MC Inbounds A40 DET-ALKIN | | |
| | | | LC Inbounds FL70 TRIPO Removed | | |
| | | | MC Inbounds FL70 TRIPO-10 Removed | | |
| | | | LC Inbounds A50 SPEAR Removed | | |
| | 2014/04 | MAN W/E | | FL250 ARSAT-10 arrow position corrected | |
| | | West N | | Bristol inbound FL120 agreement amended | |
| | | TC South | | Solent inbound levels corrected | |

| Release | Affected pages | Reason for Update | Change |
|----------|-------------------------|-------------------|--|
| | WOR/DVR | | LoA France 2.2 (04 Apr 2014): introduction of Paris West/East sectors and amended standing agreements. |
| 2012/12 | Daventry/Clacton | | Brussels LoA: FL280 KEGIT to EGKK. |
| | Worthing/Dover | | Brussels LoA: Dotted line added 5nm south of DVR-KONAN-KOK. FL230 VABIK/KONAN. FL250 for City Group departures. France LoA: FL240 PETAX. FL350 KESAX to EGKK. FL190 RATUK to City/MD/MH. FL270 VEULE/ETRAT descent deleted. |
| | Worthing/Dover West S | | France LoA: LFUP_CTR sector ownership. |
| 2012/08a | Worthing/Dover West S | | FL270 GIBSO agreed level replaced with FL270 BILNI-15 for LL and KK (2012/06) |
| | Worthing/Dover TC South | | Minor adjustments to positions of arrows. SOSUN/KESAX label amended to one line. |
| 2012/03a | AC North | | Added Dublin North and Shannon East ownership boxes |
| | AC North MAN W/E | | Scottish AC W/E boundary corrected |
| | West N | | Added even/odd arrow for traffic via MONTY/KARNO |
| | West N West S | | West top-down list corrected to include Gloucestershire, Yeovil and Scilly Isles |
| | TCN/TCS | | Colour of arrows corrected to match colour scheme |
| | WOR/DVR | | Corrected 290 and 230 agreements to Brussels/Koksy (climbing) |
| 2012/01 | | | Initial publication |