

Release	Affected pages	Reason for Update	Change
2025/06	Antrim; Rathlin	Sectorisation	Area of airspace around UVPOK transferred from PC West to Antrim (255-); Area of airspace north of BAGSO transferred from Rathlin to Lakes (295+); Area south of REMSI transferred from Rathlin to Lakes (285+)
	All	Sectorisation (Editorial)	All other diagrams updated to reflect airspace above (release version not changed)
2025/03	ScAC N&S	External Sectorisation	Updated Polaris (Stavanger) frequencies following transition to 8.33 kHz spacing
		External Sectorisation	Updated Bremen EDWW_W_CTR frequency
2024/13	ScAC N&S	External Sectorisation	EUC-MW_CTR position removed from MUAC Delta and Jever ownership
2024/12	ScAC N&S	External Sectorisation	Jever now named "Jever Low", boundary with high now FL365. Top-down orders for both Jever sectors updated.
		External Sectorisation	Change to Copenhagen sector top-down orders including new "WE" sector
2024/05	ScAC N&S	External Sectorisation	EDWW_A frequency to 126.325 and EDWW_W not after 'A' sector
		External Sectorisation	Stavanger sectors 10,11,15 - removal of ENSV_E from order and addition of ENOR_SC bandbox sector
		Agreement Change	EHAM departures via LONAM climbing FL320 (was 300)
2023/11	All	8.33 Transition	UK & External frequency changes due to 8.33 transition
	ScAC N & S	External Sectorisation	Updated logon callsign for Maastricht EuroControl (EUC vACC) position (EURM-W -> EUC-MW)
		External Sectorisation	Polaris, Copenhagen and MUAC Jever callsigns and sectorisation amended
2023/08	Various	Aerodrome Closure	Removal of Doncaster Sheffield (EGCN) agreements following closure
	Deancross & West	Top-Down Change	Updated Benbecula (EGPL) to full top-down
	ScAC N & S		Updated Kirkwall (EGPA) to full top-down
2022/12	ScAC N & S	External Sectorisation	MUAC Delta & Jever sectorisation changes coinciding with introduction of new COP RENEQ
		Agreement Change	MUAC Jever -> ScAC S - EHAM departures via LONAM climbing FL300 (was from MUAC Delta)
		Clarity	Added RFC notes to agreements between AMS West / MUAC Jever and ScAC South
		Clarity / External Sectorisation	Added info regarding traffic via RATSU -> Reykjavik South sector when laterally split
2022/10	ScAC N & S	Agreement Change	PC NE -> ScAC S - Midlands Group departures FL270 lvi ARSAT/TILNI (was FL280)
		External Sectorisation	Updated Reykjavik sectorisation and ownership
2022/05	ScAC N & S	Agreement Change	ScAC S -> PC NE - Midlands Groups inbounds FL280 lvi RAPUM (was FL270 lvi BINTI)
		Agreement Change	ScAC S -> PC NE - MTMA, EGNH/NO/CN inbounds FL250 lvi TILNI (was FL230 lvi TILNI)
		Agreement Change	PC NE -> ScAC S - MTMA, EGNH/NO/CN departures FL270 lvi ARSAT/TILNI (was FL280)

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2022/05	ScAC N & S	New Agreement	PC NE -> ScAC S - EGNM departures FL270 lvl UNTAL
		Error	Fixed arrow colour of PE/PD inbounds from Deancross to ScAC South
		External Frequency Change	MUAC Delta (EDYY_D) frequency changed to 135.500
2022/02	Antrim	FRA Implementation	To remove enroute dependency, BEL -> BELZU
	Deancross & West	Agreement Change	PC West -> Deancross - MTMA & EGNM deps now climbing FL280 (previously FL260)
		New Agreement	Deancross -> Galloway - Belfast Group inbounds FL260 lvl TRN
	Rathlin	External Callsign Change	Shannon callsigns amended - EISN_0 -> EISN_ES; EISN_A -> EISN_LN; EISN_L -> EISN_LS
		FRA Implementation	To remove enroute dependency, BEL -> BELZU
		Enhancement	Amended max 330 levels to LAC Lakes (either side of REMSI buffer)
		Enhancement	Added depiction of REMSI Buffer Zone
	ScAC N & S	External Callsign Change	EURM_CTR callsign change -> EURM-W_CTR - affects MUAC Delta and Jever
			Polaris callsigns amended - ENSV_0 -> ENSV_10; ENSV_5 -> ENSV_15
		Agreement Change	ScAC N -> ScAC S - ScTMA inbounds now descending FL260 (except via ADN); RFD
	ScTMA	New Agreement	Deancross -> Galloway - Belfast Group inbounds FL260 lvl TRN
2021/10	ScTMA	Top-down change	EGNC becomes AFIS-only so top-down responsibilities removed
2021/08	All	Sectorisation	AC North sector changes: Introduced PC NE, North Sea and Lakes
		Position removed	All references to EURI_FSS removed
	Rathlin	Shanwick changes	New NAT_FSS (Shanwick & Gander) position added to Shanwick coverage order
2021/02	Deancross & West	Max level agreement	Deancross -> LAC North - overflights/inbounds to Brize & Severn Groups and various other fields max 330 via DCS
	Rathlin	Sector error	Removed erroneous sector vertical limits label in the IOM area
		Max level agreement	Rathlin -> LAC North - overflights/inbounds to Brize & Severn Groups and various other fields max 330 via KELLY/BELUX
	ScAC N & S	External Sectorisation	Updated Copenhagen ownership, adding EKDK_D
		Frequency changes	SCO_WD changed from 133.200 to 133.875
			PC Bandbox changed from 118.775 to 133.200
			Fixed erroneous London Bandbox frequency, now 127.825
	All	Sectorisation	ScAC East diagram becomes ScAC North and ScAC South, which has also been updated on the other diagrams
			New sectorisation to the west of the ScTMA below FL255

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2020/13			Altered border between Rathlin and ScAC West
		Top-down clarity	Added key for airfield service type and guidance on top-down provision
	Rathlin	Agreement Error	Removed erroneous agreement from ScTMA Galloway to Rathlin for PH outbounds
	Antrim; Rathlin	Sectorisation	New Shannon sectorisation, and corrected Dublin North ownership
	ScAC N & S; Deancross	Agreement Cancelled	ScAC South -> Deancross - PE/PD outbounds climbing FL250 cancelled
	ScAC North & South (<i>previously ScAC East</i>)	New Agreement	EDYY Delta -> ScAC South - EHAM outbounds - via LONAM, climbing FL300
			EHAA -> ScAC South - EH** outbounds - via TOPPA, climbing FL240
		Diagram Clarity	ScAC South -> PC East - MTMA inbounds via TILNI added heading positioning arrow
			PC East -> ScAC South - MTMA and Midlands outbounds level ARSAT or TILNI
		External Sectorisation	Updated Polaris (Stavanger) ownership orders
Added EDYY Delta & Jever sector division			
a) General Changes			
	All	Agreement Clarity	Added climbing/descending arrows on agreements, where required. Unless there has been a change to the actual agreement level/point, these are not further detailed below.
	East	Available splits	Divider line between ScAC North and South positions added - each is covered by East in their absence
	Deancross+West; Rathlin; ScTMA	Sectorisation	ScTMA has been split in these diagrams into Galloway (W) and Talla (E) sectors
	Antrim; Deancross & West; Rathlin; ScTMA	Sectorisation	Antrim sector dimensions altered within the Irish Sea area delegated to Dublin ATCC
			Antrim area below FL165 near IOM removed, now PC West's
b) Changes to Agreements			
	Antrim	Agreement Revision	Antrim <-> NS - Y911 outbounds amended (climbing FL80, was FL60); Y911 inbounds amended (FL90, was FL70)
		Agreement Cancelled	Antrim -> PC West - CC/NH/NM/CN inbounds - FL230 hdg south of L10 cancelled
	Antrim; Rathlin	Agreement Revision	Antrim -> Rathlin - AA outbounds - FL250 lvl ETIGA/MAKUX (previously lvl IOM)
		Rathlin -> Antrim - DW inbounds - descending FL260 (previously lvl NELBO)	
		Agreement Cancelled	Rathlin -> Antrim - CC/NH/NM/CN inbounds - FL260 lvl 10 before IOM cancelled
	Antrim; ScTMA	Agreement Revision	Galloway -> Antrim - PK outbounds - climbing FL140 (previously FL100 lvl GIRVA)
			Antrim -> Galloway - PH inbounds - FL170 lvl TUNSO (previously FL150)
			Antrim -> Galloway - PF inbounds - FL150 lvl TUNSO (previously FL110)

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2020/07		New Agreement	Antrim -> PK - PK inbounds - via BLACA1P, coordinated with TMA, XFERD to PK at agreed level by GIRVA
		Agreement Cancelled	Antrim -> Galloway - PK inbounds - FL110 lvl TUNSO cancelled
	Deancross & West	Agreement Revision	West -> PF inbounds now FL90 lvl 20 before GOW (previously MSL lvl 25 before GOW)
		New Agreement	Deancross -> PC West - Midlands inbounds - descending FL270
		New Agreement	PC East -> Deancross - CC/CN outbounds - FL260
	Deancross & West; ScTMA	Agreement Revision	Deancross -> Talla - PF/PK/PG inbounds - FL260 lvl ASLIB (previously ABEVI)
			Deancross -> Talla - PH inbounds - FL260 lvl INPIP (previously ABEVI)
			Deancross -> Talla - PN/QL inbounds - descending FL260
			Deancross -> Galloway - CC/NM/CN inbounds - FL260 lvl DCS (previously lvl 20 before DCS)
		New Agreement	Talla -> Deancross - NM outbounds - climbing FL250
		Agreement Cancelled	Talla -> Deancross - CC/GP/CN outbounds - climbing FL250 cancelled
	East	Agreement Revision	Various PD and PE airfield agreements amended
			East -> PB - PB inbounds - descending FL130 (previously FL110)
			PB -> East - PB outbounds - climbing FL120 (previously FL100)
			East -> LAC North - SH inbounds - via N110, FL270 lvl ERKIT (previously FL270 UMBEL)
		Agreement Cancelled	East -> LAC North - all inbound agreements via ROVNI and LARDI cancelled
			LAC North -> East - CC/GP/BB/NX outbounds - FL270 lvl LIBSO cancelled
		New Agreement	East (North) -> East (South) - ScTMA inbounds - FL260 lvl 50 south of STN
			LAC North -> East - NT/NV inbounds - FL250 lvl TENDO
			EDYY Delta -> East - EHAM outbounds - via LONAM, climbing FL300
			EHAA -> East - EH** outbounds - via TOPPA, climbing FL240
	East; ScTMA	Agreement Revision	East -> TMA - ScTMA inbounds - FL260 lvl AGPED (previously FL220 lvl OTBUN)
			Talla -> East - PH outbounds - FL250 lvl OTBUN (previously FL210)
	ScTMA	New Agreement	Galloway -> PK - PK inbounds - MSL lvl 10 before TRN
		New Agreement	PC East -> Talla - NM outbounds - via N601, climbing FL180
		Agreement Cancelled	PC East -> Talla - CC/GP/CN outbounds - climbing FL240 cancelled
	Rathlin	Agreement Revision	EISN -> Rathlin - ScTMA inbounds via ROTEV now RFL; EGPK inbounds via ROTEV lvl FL330

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	Rathlin	New Agreement	Rathlin -> PC West - Midlands inbounds - FL270 lvi MAKUX
			Rathlin -> PC West - MTMA/NM/CN/NH inbounds - FL270 lvi MAKUX
2019/09	East	Updated Sectors	Updated Reykjavik Sectorisation
	Deancross+West	Agreement Revision	DW inbounds level by moved TRN->NELBO agreement now from Rathlin to Antrim
	Antrim		
	Rathlin		
	East	Updated Frequency	Updated Stavanger Frequency
	DSC+West, East	Sector Boundary Change	Updated Copenhagen Frequency
2018/13	TMA	Agreement Revision	East boundary change with London AC North
2016/02	All		CC/GP/NM/CN inbounds FL200 LAKEY agreement changed from LAKEY-10 to LAKEY
			Initial publication