

Appendix A

UK-Ireland – Functional Airspace Block

Proposal May 2008

“Extract”

2.2.3 Letters of Agreements

The purpose of Letters of Agreement (LOA) is to define the co-ordination procedures to be applied between NATS and the IAA when providing ATS to General Air Traffic (IFR/VFR) and/or Operational Air Traffic. These LoA comprise normal handover procedures, delegations of ATS, and optimised ATM arrangements to ensure operational efficiency.

Table 2: Current UK & Irish Airspace Letter of Agreements

Title	Between	And
ScACC, Shannon LoA	UK MOD (HQ and SCACC Mil ATC) NATS SCACC	IAA Shannon ACC
ScACC, Dublin LoA	NATS	IAA Dublin ACC
LACC, Dublin LoA	NATS	Dublin ACC
LACC, Shannon ACC LoA	NATS	IAA
MACC, Dublin ACC LoA	NATS	Dublin ACC
MACC, Shannon ACC LoA	NATS	IAA
Shanwick, Shannon ACC LOA	NATS ScACC Oceanic	IAA
*UKAMC Coordination LoA	NATS, UK MOD, UK AMC	IAA

The AMC* Letter of Agreement is to define the co-ordination procedures to be applied between the UK AMC, acting as the Lead AMC, and the IAA for the availability of specific CDRs including, where appropriate, weekend procedures. The Lead AMC principle is embedded in EUROCONTROL and SES requirements.

LOAs are additionally signed off by UK CAA as the airspace and safety regulator and by the IAA/SRD as the Irish airspace regulator.

2.2.4 Delegations of ATS

Delegation of ATS is a mutually convenient arrangement wherein, due to operational or technical reasons, it is beneficial in all regards for the provision of air traffic services in a portion of national airspace to be authorised and carried out by a neighbouring national ANSP. There is no change to the sovereignty of any airspace within which Delegation of ATS is authorised.

The following delegations apply between NATS ACCs and IAA ACCs. They are listed in LoAs between the respective ACCs and approved by the respective UK and Irish regulatory authorities.

In addition there are other areas of airspace where one of the ACCs is able to apply certain ATC procedures to aircraft whilst that aircraft is still within the area of responsibility of the other ACC. These are also defined in LoAs and include such procedures as – release for climb or descent or turn, transfer of control, etc.

1. Delegation of ATS from Shannon ACC to Scottish ACC

Within the Shannon UIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from ACC Shannon to ACC Scottish within the following area(s):

Donegal Area

Lateral limits: Straight lines joining the following points :

542500N0081000W 552000N0065500W 552500N0072000W
 552000N0081500W 544500N0090000W 543858N0093320W
 542500N0081000W.

Vertical limits: FL245 – FL660

Airspace classification: C

The Rules and Regulations of the Republic of Ireland shall be applicable within the Airspace within which the responsibility for the provision of ATS has been delegated.

2. Delegation of ATS from Manchester ACC to Dublin ACC

Within the London FIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from MACC to DATCC within the following area(s):

Airways L70 and L975

- That portion of the Airway L975 between London/Shannon FIR boundary and GINIS at FL245 and below. Airspace classification Class C from base level to FL245.
- That portion of the Airway L70 between London/Shannon FIR boundary and RAMOX at FL245 and below. Airspace classification Class C from base level to FL245.

Details of national regulations of the United Kingdom, which differ from ICAO procedures, to be applied within the area by DATCC are detailed within the UK AIP.

3. Delegation of ATS from London ACC to Dublin ACC

Within the London FIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from LACC to DATCC within the following area:

Airway L18

- That portion of airway L18 between the London/Shannon FIR boundary and position BADSI. Airspace classification Class C from base level to FL245.

Details of national regulations of the United Kingdom, which differ from ICAO procedures, to be applied within the area by DATCC are detailed within the UK AIP.

4. Delegation of ATS from London ACC to Shannon ACC (RATKA Triangle)

Within the London UIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from London to Shannon in the area bounded by the following co-ordinates:

Lateral Limits: 4933N0656W - 4935N0800W - 4850N0800W - 4855N0734W - 4933N0656W

Vertical Limits: FL245 to FL660

Airspace Classification: Class C (Class G above FL660)

5. Delegation of ATS from London ACC to Shannon ACC (BANBA Box)

Within the London UIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from London ACC to Shannon ACC. (See Appendix B for coordinates).

Within the London UIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from London to Shannon in the area bounded by the following co-ordinates:

520049N 0060720W – 514034W 0060027W – 512400N
0065305W – 512528N 0071351W – 520049N 0060720W

Vertical Limits: FL195 to FL660

Airspace Classification: Class C (Class G above FL660)

6. Provision of ATS in the SOTA

Shannon Oceanic Transition Area: Shannon ACC is responsible for the provision of ATS in that portion of Shanwick Flight Information Region/ bounded by lines joining the following points:

5100N 01500W - 5100N 00800W - 4830N 00800W - 4900N
01500W – 5100N 01500W

Vertical Limits: - FL055 to Unlimited

Airspace Classification Class A FL055 to FL unlimited

7. Provision of ATS in the NOTA

Northern Oceanic Transition Area: Shannon ACC is responsible for the provision of ATC in that portion of the Shanwick Flight Information Region bounded by lines joining the following points: 57N015W; 57N010W (GOMUP); 5434N010W; 54N01500W; 57N015W

Vertical Limits: FL55 - FL Unlimited.

Airspace classification: FL 55 - FL Unlimited