vatsim uk French vACC

LETTER OF AGREEMENT

BETWEEN LONDON ACC AND PARIS, REIMS & BREST ACCs

REVISION 2026/01 - EFFECTIVE 22 JANUARY 2026

DISTRIBUTION AND SCOPE

This Letter of Agreement (LoA) outlines the agreements between VATSIM UK (London ACC and Jersey Control) and the French vACC (Paris, Reims, and Brest 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 22 January 2026 (AIRAC 2601).

Agreed by:

- Archie Middlefell – VATSIM UK – Operations Director
- David Lee – French vACC – Head of Nav

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	Notes
2026/02	22 Jan 2025	2.3.1 – Implemented new London Worthing position (LON_H_CTR) and changed LON_CTR frequency
2025/12	27 Nov 2025	2.2.1 – Revised La Manche East High Figure 1 due to Reims FRA 2.3.7-2.3.8 – Corrected Rennes and Iroise top-down ownership by Brest 3.3.1.2 – Added max levels for inbounds to Rennes via SITET/NEVIL
2025/11	30 Oct 2025	2.3.3 – Added PAR_LOW_CTR position to ownership priority 2.3.4-2.3.5 – Removed PAR_RPAW_CTR from Brest/Reims ownership 2.3.5 – Corrected Brest W sector vertical limits 3.3.1.2 – Corrected Brest sector IDs in SLUT; Updated Notes for traffic transferred to Brest; Added RFD FL200 for Thames inbounds via NEVIL 3.3.4 – Revised DIKRO Box RFC and RFD
2025/10	2 Oct 2025	2.3.3 – PAR_CTR frequency changed 2.3.5 – Updated Brest sectorisation 2.3.6 – Lille APP airspace ceiling increased to FL115 B.5 – Updated Brest sectorisation B.1 – TC SE and Lille APP Airspace Changes
2025/05	15 May 2025	2.3.3 - Updated Paris sectorisation (sectors, positions and frequencies) 2.3.4 - Updated Reims sectorisation (sectors, positions and frequencies) 2.3.5 - Updated Brest sectorisation ('bottom-up' coverage by Paris) 2.3.6-2.3.8 - Updated Lille, Rennes and Iroise sectorisation (sectors, positions and frequencies) 3.2.3 - New COP UTFAV established for EGGW and EGKK departures that previously routed via RINTI UL10; RINTI now only available for low level traffic (FL190 and below) 3.2.3 - Added RFT after passing abeam NITAR for all northbound traffic from Reims to London 3.2.3 - Added RFD for traffic via ABNUR when within 10 NM of ABNUR and within the offering Reims sector only 3.3.1 - Updated general notes to state that traffic should be level at a permitted level (according to the SLUTs) by the AoR boundary unless specified otherwise 3.3.1 - Amended sectors from/to in line with sectorisation changes 3.3.1 - Added maximum level for EGSS/SC/GW traffic via RATUK (max FL170) 3.3.1 - Made the table of levels for traffic from Reims/Paris to London clearer by adding some minimum and maximum levels 3.3.1 - Added table for Paris TMA outbounds specifying maximum level (climbing FL260) and RFT/RFC conditions from Paris to London 3.3.1 - Amended SLUT for London to Reims for traffic permitted via UTFAV (was RINTI)

		3.3.1 - Added RFD to FL130 for EGHI and EGHH inbounds via REVTU 3.3.1 - Completely updated SLUT tables for traffic transferred to/from Jersey, incorporating the old Appendix B into this section 3.3.4 - Removed limit of 20° RFT for traffic in the DIKRO Box northbound into London from Brest (up to 45° now permitted) Added new Appendix B – Sector Diagrams (maps or cross sections)
2024/13	26 Dec 2024	Update to Reims bandbox frequency
2023/11	02 Nov 2023	Frequency changes due to 8.33 kHz implementation (2.3); Change to Eurocontrol West (EUC vACC) logon callsign (2.3.4, 2.3.5); Added levels for EGKK and EGGW outbound traffic via RINTI from London to Reims
2023/03	23 Mar 2023	-
2023/01	25 Jan 2023	-
2022/05	19 May 2022	-
2022/03	24 Mar 2022	-
2022/02	24 Feb 2022	-
2021/10	07 Oct 2021	-
2021/04	22 Apr 2021	-
2021/02	25 Feb 2021	-
2016/08	18 Aug 2016	-
2014/04	04 Apr 2014	-
2014/03a	06 Mar 2014	-
2014/03	06 Mar 2014	-
2012/11	15 Nov 2012	-

SECTION 1 GENERAL

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between London ACC (VATSIM UK) and Paris ACC/Reims ACC/Brest ACC (French vACC) 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
Worthing CTA	FL65/FL75-FL195	A
Portsmouth CTA	FL55/FL105/FL125-FL195	A/C
Berry Head CTA	FL85/FL105-FL195	A
Channel Islands CTR	SFC-FL80	D
Channel Islands CTA	FL55-FL80	D
Channel Islands TMA	FL80-FL195	A
Southern CTA	FL195-FL245	C
West CTA	FL195-FL245	C
London FIR	SFC-FL245	G/C
London UIR	FL245-FL660	C

2.1.2 Paris, Reims & Brest ACCs

Lateral limits: The limits of the area of responsibility correspond to the boundary of Paris FIR, Brest FIR, France LTA Part 1, France UTA, France RVSM Transition UTA as published in the AIP of France.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Lille TMA	1500 ft-FL65	E
Brest FIR	SFC-FL195	G
Paris FIR	SFC-FL195	G
France LTA Part 1	FL115-FL195	D (Except TMA, AWY, CTA, TRA, CBA, TSA, R zones, P zones, D zones contained within)
France UTA	FL195-FL660	C
France RVSM Transition UTA	FL290-FL410	C

2.2 Areas for Cross Border Provision of ATS

2.2.1 Areas for Cross Border Provision of ATS by London ACC

Within the France UTA and France LTA, the provision of ATS in accordance with the airspace classification is performed by London ACC within the following area(s):

2.2.1.1 La Manche East High 1

Lateral Limits	*As shown in Figure 1*
Vertical Limits	FL265-FL285
Airspace Classification	C

2.2.1.2 La Manche East High 2

Lateral Limits	*As shown in Figure 1*
Vertical Limits	FL285-FL660
Airspace Classification	C

2.2.1.3 La Manche East Low 1

Lateral Limits	*As shown in Figure 2, blue shaded area*
Vertical Limits	FL115-FL265
Airspace Classification	D (FL115-FL195); C (FL195-FL265)

2.2.1.4 La Manche East Low 2

Lateral Limits	*As shown in Figure 2, pink shaded area*
Vertical Limits	FL195-FL265
Airspace Classification	C

2.2.1.5 La Manche East Low 3

Lateral Limits	*As shown in Figure 2, blue shaded area*
Vertical Limits	FL115-FL265
Airspace Classification	D (FL115-FL195); C (FL195-FL265)

Figure 1 – La Manche East High 1 and 2 Delegation Area

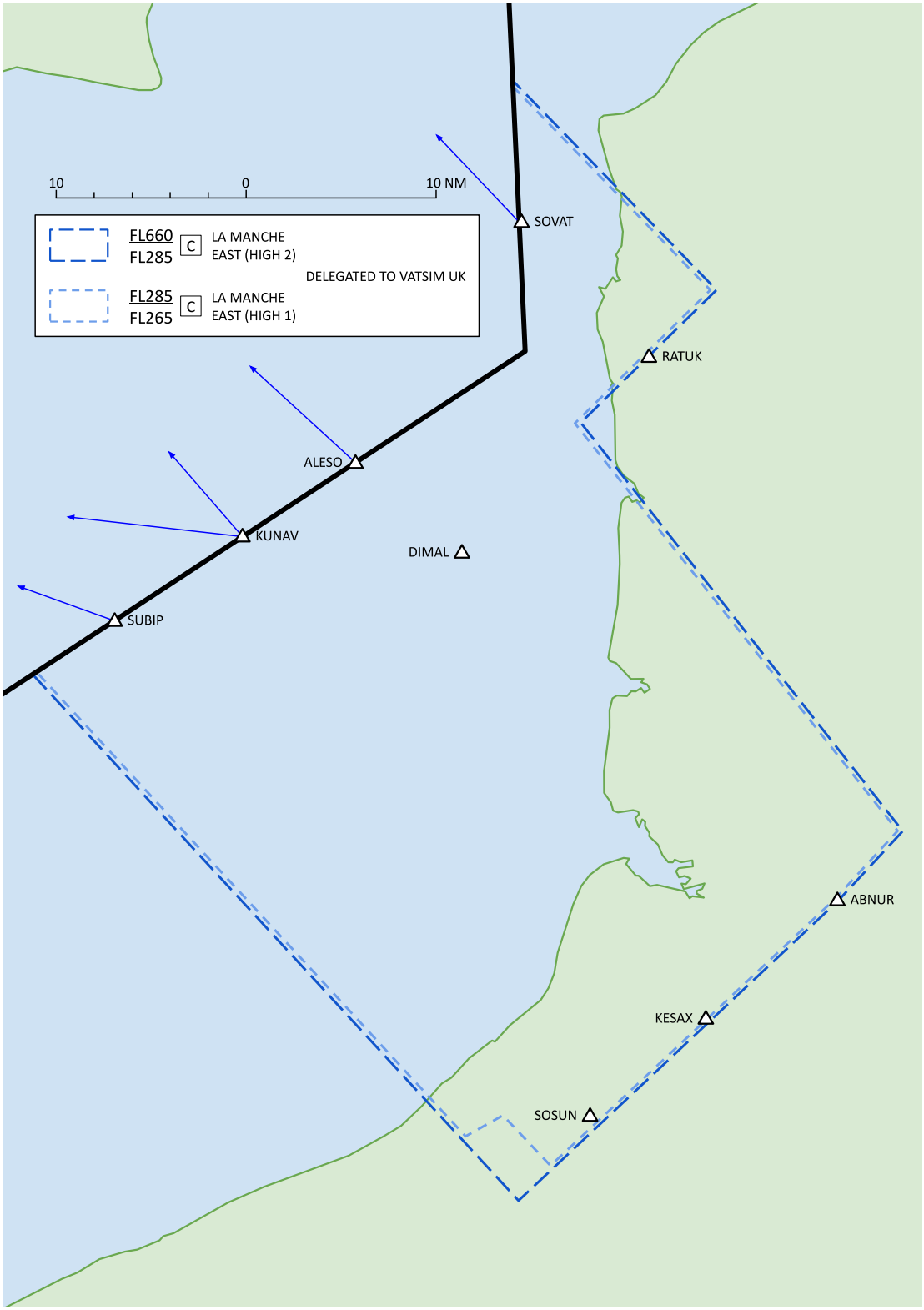
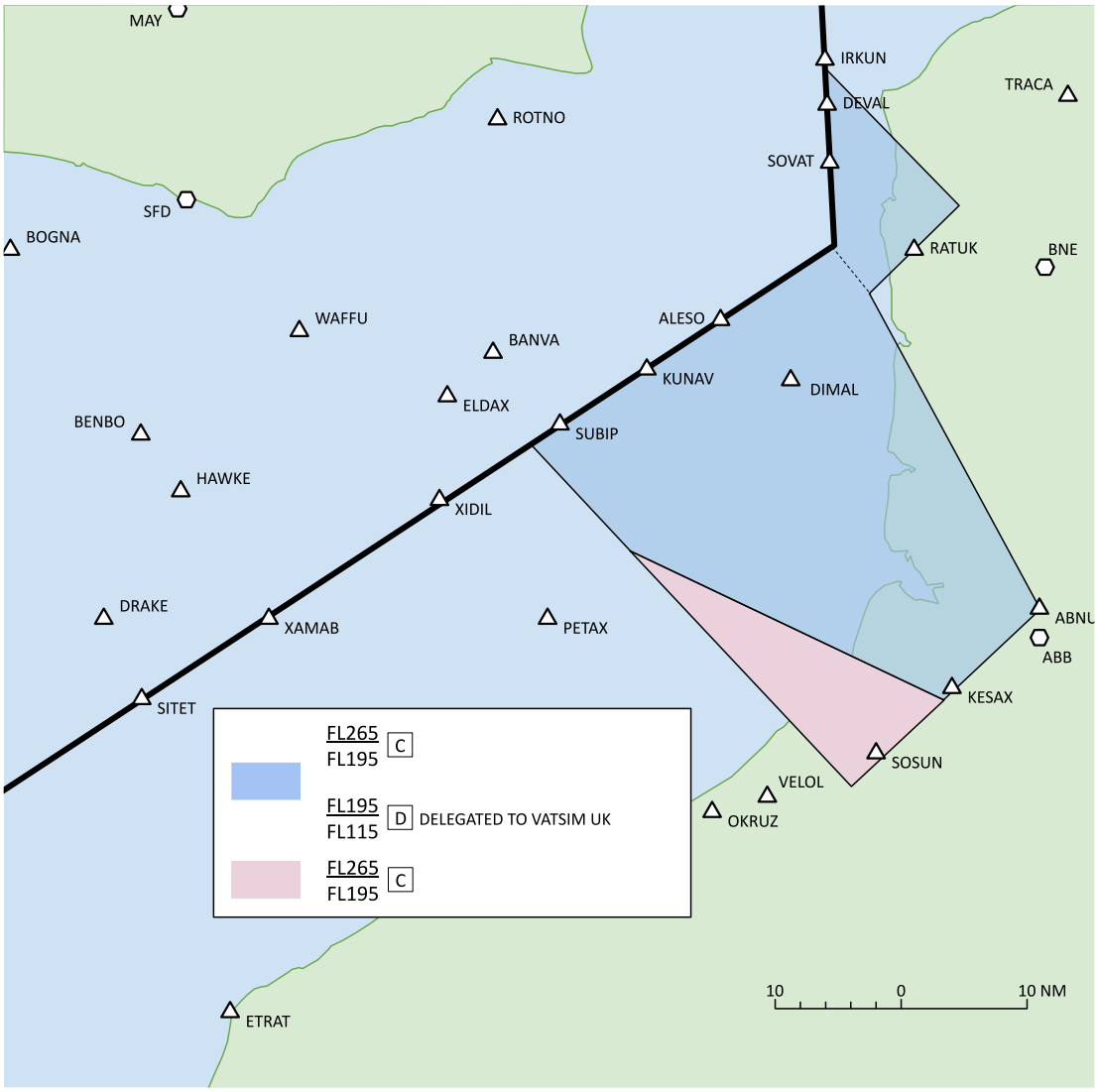


Figure 2 – La Manche East Low 1, 2 and 3 Delegation Area

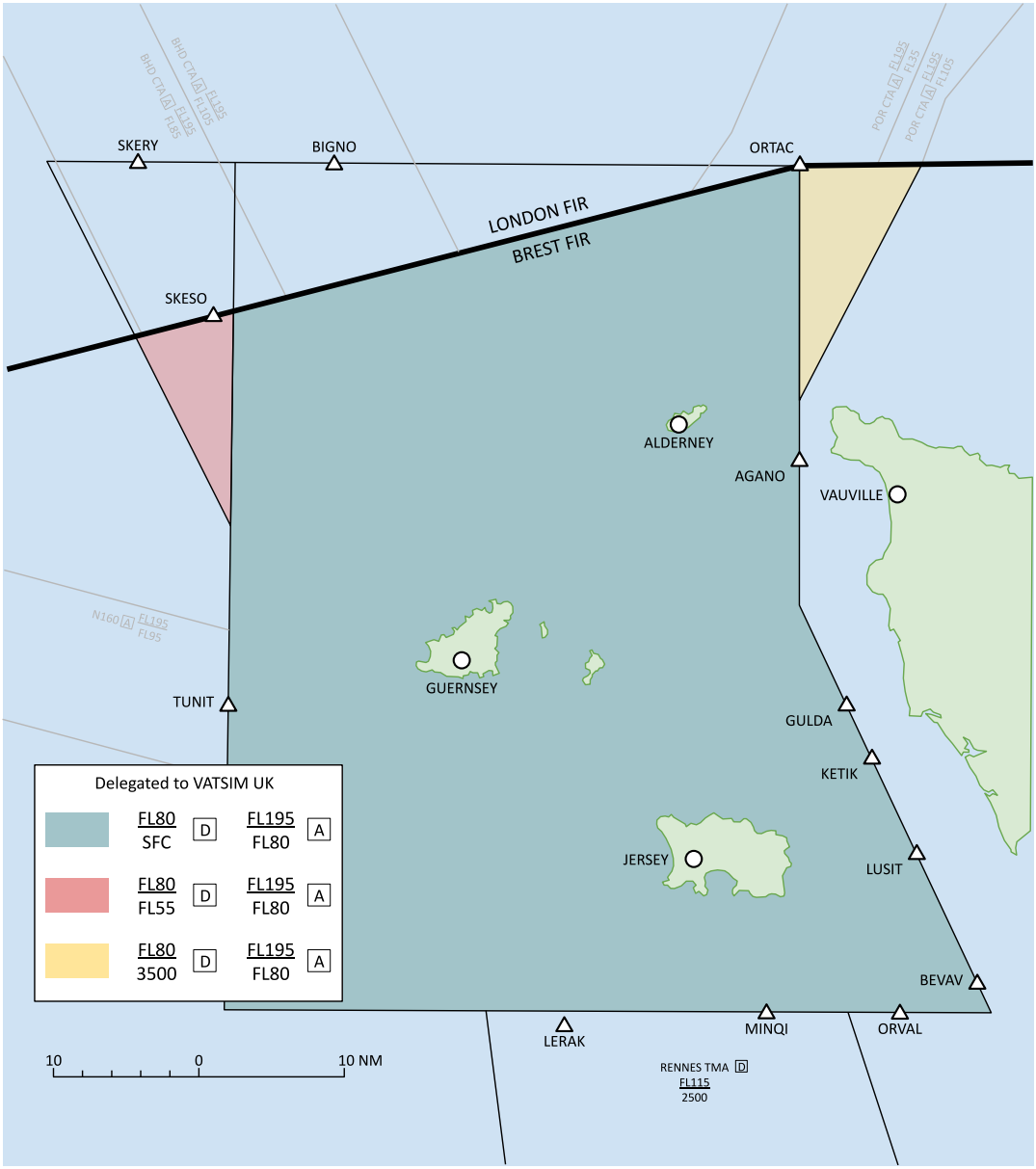


2.2.1.6 The Channel Islands

Lateral Limits	*Within the shaded areas shown in Figure 3*
Vertical Limits	Variable
Airspace Classification	D/A

Note: *In the real world, when Jersey ATC is closed, the airspace within the London (EGTT) FIR reverts to Class G, while the airspace within the Brest (LFRR) FIR adopts the classification appropriate to the ATS route or its uncontrolled airspace designation. On VATSIM, both London and Brest controllers shall always treat the airspace as Class D/A to reflect the 24-hour nature of VATSIM traffic.*

Figure 3 – The Channel Islands Delegation



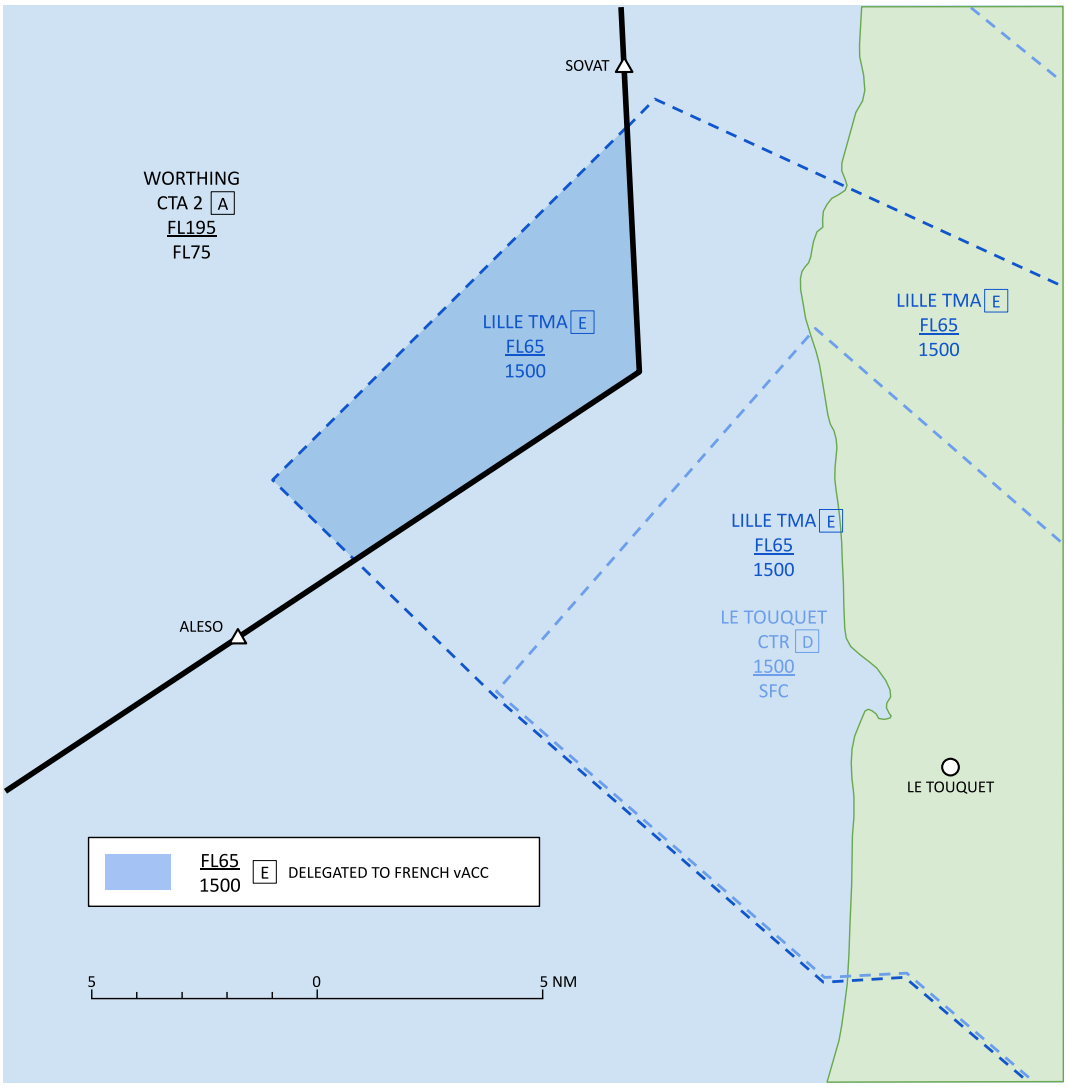
2.2.2 Areas for Cross Border Provision of ATS by Paris, Reims & Brest ACCs

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

2.2.2.1 South-Eastern Section of the English Channel (UK AIP) / TMA 12 (AIP France)

Lateral Limits	An area bounded by the points: N50 38 00.00 E001 15 00.00 N50 45 26.00 E001.28.00.00 N50 40 00.00 E001 28 00.00 N50 36 08.00 E001 17 44.00 N50 38 00.00 E001 15 00.00 *Within the blue area shown in Figure 4*
Vertical Limits	1500ft-FL65
Airspace Classification	E

Figure 4 – South-Eastern Section of the English Channel / TMA 12

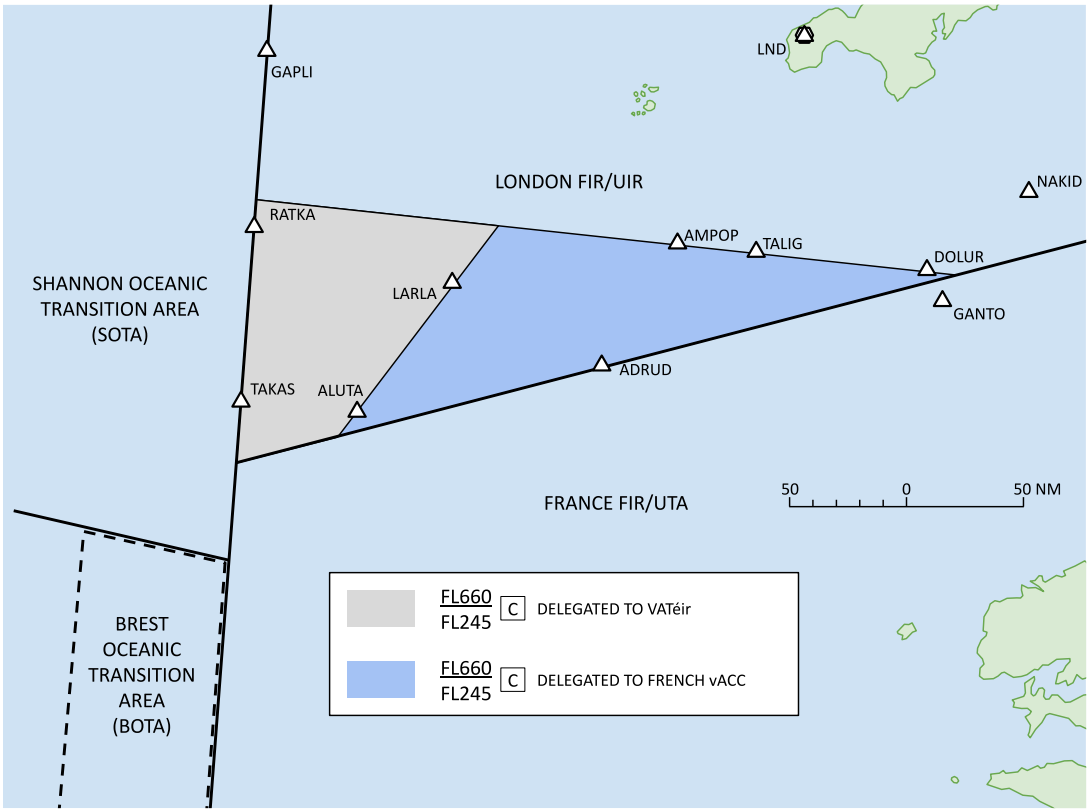


2.2.2.2 LARLA Triangle

Within the London FIR the provision of ATS in accordance with the airspace classification 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 blue area shown in Figure 5*
Vertical Limits	FL245-FL660
Airspace Classification	C

Figure 5 – Southwestern Corner of the London UIR



2.2.3 Special Areas within the Area of Common Interest

2.2.3.1 TAKAS Box

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

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 5 (above)*
Vertical Limits	FL245-FL660
Airspace Classification	C

2.3 Sectorisation

See Appendix B for sector diagrams and/or sectorisation cross sections.

2.3.1 London ACC Sectors

2.3.1.1 London Upper Sectors

Note: *The coordination names for LON_SU_CTR (132.825) and LON_SN_CTR (132.175) will always be "London Upper" and "London Middle", respectively. Separate Sector 1 and Sector 2 ownership orders are defined here only to indicate the split of responsibility across the Worthing and Dover groups when neither London Upper or London Middle are online.*

Sector 1 (FL295+)

The coverage priority (left to right) for London AC Sector 1 at the interface with Brest ACC is as follows:

LON_SU_CTR 132.840 MHz	**LON_SN_CTR** 132.180 MHz	**LON_H_CTR** 134.440 MHz	**LON_S_CTR** 129.430 MHz	**LON_SC_CTR** 132.605 MHz	**LON_CTR** 127.430 MHz

Sector 2 (FL305/315+)

The coverage priority (left to right) for London AC Sector 2 at the interface with Reims ACC is as follows:

LON_SU_CTR 132.840 MHz	**LON_SN_CTR** 132.150 MHz	**LON_D_CTR** 134.905 MHz	**LON_S_CTR** 129.430 MHz	**LON_SC_CTR** 132.605 MHz	**LON_CTR** 127.430 MHz

2.3.1.2 London AC Worthing

Hurn (Sectors 20+21+22)

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

LON_HW_CTR 127.830 MHz	**LON_O_CTR** 129.080 MHz	**LON_H_CTR** 134.440 MHz	**LON_S_CTR** 129.430 MHz	**LON_SC_CTR** 132.605 MHz	**LON_CTR** 127.430 MHz

Worthing (Sector 19)

The coverage priority (left to right) for London AC Worthing at the interface with Paris ACC & Brest ACC is as follows:

LON_H_CTR 134.440 MHz	**LON_S_CTR** 129.430 MHz	**LON_SC_CTR** 132.605 MHz	**LON_CTR** 127.430 MHz

Sector 18 (FL295-)

The coverage priority (left to right) for London AC Sector 18 at the interface with Paris ACC & Brest ACC is as follows:

LON_SF_CTR 135.055 MHz	**LON_H_CTR** 134.440 MHz	**LON_S_CTR** 129.430 MHz	**LON_SC_CTR** 132.605 MHz	**LON_CTR** 127.430 MHz

2.3.1.3 London AC Dover

Lydd (Sectors 16+17)

The coverage priority (left to right) for London AC Lydd at the interface with Paris ACC & Reims ACC is as follows:

LON_DL_CTR 133.485 MHz	**LON_D_CTR** 134.905 MHz	**LON_S_CTR** 129.430 MHz	**LON_SC_CTR** 132.605 MHz	**LON_CTR** 127.430 MHz

Sector 15 (FL135-FL315)

The coverage priority (left to right) for London AC Sector 15 at the interface with Reims ACC is as follows:

LON_DK_CTR 128.430 MHz	**LON_D_CTR** 134.905 MHz	**LON_S_CTR** 129.430 MHz	**LON_SC_CTR** 132.605 MHz	**LON_CTR** 127.430 MHz

2.3.1.4 London TC South East (FL195/135-)

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

LTC_SE_CTR 120.530 MHz	**LTC_S_CTR** 134.125 MHz	**LTC_CTR** 135.805 MHz	**London AC Lydd**

2.3.1.5 London AC Sector 6 – Berry Head (FL305-)

The coverage priority (left to right) for London Sector 6 (Berry Head) at the interface with Brest ACC is as follows:

LON_WX_CTR 127.700 MHz	**LON_O_CTR** 129.080 MHz	**LON_WH_CTR** 128.815 MHz	**LON_W_CTR** 126.080 MHz	**LON_CTR** 127.430 MHz

2.3.1.6 London AC Sector 36 – Exmoor (FL305+)

The coverage priority (left to right) for London Sector 36 (Exmoor) at the interface with Brest ACC is as follows:

LON_WX_CTR 127.700 MHz	**LON_O_CTR** 129.080 MHz	**LON_WH_CTR** 128.815 MHz	**LON_W_CTR** 126.080 MHz	**LON_CTR** 127.430 MHz

2.3.1.7 London AC Sector 9 – Land's End

The coverage priority (left to right) for London Sector 9 (Land's End) at the interface with Brest ACC is as follows:

LON_9_CTR 132.950 MHz	**LON_WX_CTR** 127.700 MHz	**LON_W_CTR** 126.080 MHz	**LON_CTR** 127.430 MHz

2.3.2 Jersey Sectors

2.3.2.1 Jersey Control – ORTAC Sector (SFC-FL195)

The coverage priority (left to right) for Jersey ORTAC Sector is as follows:

EGJJ_C_APP 125.205 MHz	**EGJJ_S_APP** 120.450 MHz	**London Sector 6**

2.3.2.2 Jersey Control – SKERY Sector (SFC-FL195)

The coverage priority (left to right) for Jersey SKERY Sector is as follows:

EGJJ_S_APP 120.450 MHz	**EGJJ_C_APP** 125.205 MHz	**London Sector 6**

2.3.2.3 Jersey Approach (SFC-3000ft/5000ft)

The coverage priority (left to right) for Jersey Approach is as follows:

EGJJ_APP 120.305 MHz	**Jersey Control – ORTAC Sector**

2.3.3 Paris ACC Sectors

The coverage priority (left to right) for the Paris ACC (FL85-FL265) sectors at the interface with London ACC are as follows:

Paris TP (FL115-FL265) [SITET / XAMAB / XIDIL]

PAR_TP_CTR 128.875 MHz	**PAR_HPKZ_CTR** 129.005 MHz	**PAR_OPKZ_CTR** 127.305 MHz	**Paris ALL**

Paris TN (FL115-FL265) [SOSUN / KESAX / ABNUR / RATUK / DEVAL / IRKUN]

PAR_TN_CTR 135.550 MHz	**PAR_TNTB_CTR** 135.660 MHz	**PAR_AENB_CTR** 135.580 MHz	**Paris ALL**

Paris TB (FL115-FL265) [RINTI]

PAR_TB_CTR 128.275 MHz	**PAR_TNTB_CTR** 135.660 MHz	**PAR_AENB_CTR** 135.580 MHz	**Paris ALL**

Paris ALL

PAR_RPAW_CTR 133.925 MHz	**PAR_LOW_CTR** 135.410 MHz	**PAR_CTR** 128.275 MHz

2.3.4 Reims ACC Sectors

The coverage priority (left to right) for the Reims ACC (FL265+) sectors at the interface with London ACC are as follows:

Reims North (UN+UB+HN Combined) [All COPs]

LFEE_N_CTR 127.555 MHz	**LFEE_CTR** 133.005 MHz	**PAR_CTR** 128.275 MHz

Reims UN (FL265-FL345) [SOSUN / KESAX / ABNUR / RATUK]

LFEE_UN_CTR 133.255 MHz	**Reims North**

Reims UB (FL265-FL345) [MOTOX / UTFAV]

LFEE_UB_CTR 133.010 MHz	**Reims North**

Reims HN (FL345+) [All COPs]

LFEE_HN_CTR 132.505 MHz	**Reims North**

2.3.5 Brest ACC Sectors

The coverage priority (left to right) for the Brest ACC sectors at the interface with London ACC are as follows:

Brest East Low (QS+MS) (FL295-FL345)

LFRR_E_CTR 136.000 MHz	**LFRR_CTR** 125.500 MHz	**PAR_CTR** 128.275 MHz

Brest East High (QU+QI+MU+MI) (FL345+)

LFRR_UE_CTR 130.235 MHz	**Brest East High Sector**

Brest J (FL195+)

LFRR_J_CTR 127.385 MHz	**LFRR_W_CTR** 129.505 MHz	**LFRR_CTR** 125.500 MHz

Brest V (FL195+)

LFRR_V_CTR 118.865 MHz	**LFRR_VK_CTR** 124.775 MHz	**LFRR_W_CTR** 129.505 MHz	**LFRR_CTR** 125.500 MHz

Brest W (FL195-FL355)

LFRR_W_CTR 129.505 MHz	**LFRR_CTR** 125.500 MHz

Brest WI (FL355-FL375)

LFRR_WI_CTR 135.260 MHz	**LFRR_WU_CTR** 133.615 MHz	**LFRR_W_CTR** 129.505 MHz	**LFRR_CTR** 125.500 MHz

Brest WU (FL375+)

LFRR_WU_CTR 133.615 MHz	**LFRR_WI_CTR** 135.260 MHz	**LFRR_W_CTR** 129.505 MHz	**LFRR_CTR** 125.500 MHz

2.3.6 Lille APP (SFC-FL115)

The coverage priority (left to right) for Lille (LFQQ) APP (SFC-FL115) at the interface with London ACC is as follows:

LFQQ_APP 126.480 MHz	Paris TB

2.3.7 Rennes APP (SFC-FL195)

The coverage priority (left to right) for Rennes (LFRN) APP at the interface with London ACC and/or Jersey Control are as follows:

Rennes Cotentin (SFC-FL195)

LFRN_C_APP 134.200 MHz	**Rennes North**

Rennes North (SFC-FL115)

LFRN_N_APP 126.950 MHz	**Rennes South**

Rennes South (FL115-FL195)

LFRN_APP 134.000 MHz	**LFRR_W_CTR** 129.505 MHz	**LFRR_CTR** 125.500 MHz

2.3.8 Iroise APP (SFC-FL195)

The coverage priority (left to right) for Iroise (LFRB) APP at the interface with London ACC and Jersey Control are as follows:

Iroise FIS (SFC-FL115)

LFRB_I_APP 119.575 MHz	**Iroise APP**

Iroise APP (FL115-FL195)

LFRB_APP 125.860 MHz	**LFRR_W_CTR** 129.505 MHz	**LFRR_CTR** 125.500 MHz

SECTION 3 PROCEDURES FOR CO-ORDINATION

3.1 General Conditions for Acceptance of Flights

a) Coordination 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 coordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by use of coordination, except if otherwise described in Section 3.3.1.
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, Coordination 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) except as outlined below, 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 North-South Rule in Paris, Reims & Brest ACCs

Due to the nature of traffic flow over France, ICAO standard cruising levels are not applicable. Instead, the North-South rule is applicable where no level parity is defined on an ATS route, or where traffic is not following an ATS route. Up to FL410, traffic with a general heading between 271° and 089° shall cruise at an even flight level. Traffic with a general heading between 090° and 270° shall cruise at an odd flight level.

Should a parity change be needed, it shall be performed by the sending unit before the border or coordinated point of transfer to the receiving unit.

3.2.2 Deemed Coordination of Enroute Traffic

Except where otherwise specified, traffic which has reached the RFL indicated on the flight plan by the AoR boundary is deemed to have been coordinated 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.

Additional requirements are set out for traffic via SITET/XAMAB – see *Section 3.3.3 La Manche Release Area*.

3.2.3 Transfer of Control and Communication

Unless otherwise specified in the tables below, transfer of communication shall occur at or before the relevant COP on the AoR boundary. Except where approved elsewhere in this LoA, the transfer of traffic on headings requires coordination prior to transfer of communication.

Transfer of control shall occur at the point specified in the tables 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.

> ***Note:*** *Not all COPs are included in the tables below. Only those COPs with additional conditions, or transfer of control or communication points that differ from the general procedures above are listed.*

3.2.3.1 From London ACC to Reims ACC

Coordination Point	Transfer of Control	Transfer of Communications
UTFAV	RUCAC	At or before RUCAC
MOTOX	RUCAC	At or before RUCAC

3.2.3.2 From Reims ACC to London ACC

Coordination Point	Transfer of Control	Transfer of Communications
KESAX	KESAX	10 NM before KESAX
SOSUN	SOSUN	10 NM before SOSUN
ABNUR	ABNUR (See *Note 2*)	At or before ABNUR

> ***Note 1:*** *All traffic transferred from Reims ACC to London ACC is RFT when abeam NITAR, subject to known traffic. This is in addition to the release procedures specified in 3.3.2.*

> ***Note 2:*** *Traffic via ABNUR is RFD within the offering Reims sector within 10 NM of ABNUR, subject to known traffic.*

3.2.3.3 From Brest ACC to London ACC

Coordination Point	Transfer of Control	Transfer of Communications
NEVIL	NEVIL	At or before ANGLO
DIKRO	KOTEM	At or before DIKRO
AKIKI	GARMI	At or before AKIKI
REVTU	ODREP	At or before REVTU

3.3 Special Procedures

3.3.1 Sector Look-up Tables (SLUT)

The tables below detail standard levels of acceptance of traffic between London and Paris/Reims/Brest sectors. Level by points are specified, else traffic shall be level by the AoR boundary unless permitted otherwise. Traffic at its RFL is deemed coordinated, subject to the conditions at 3.2.2.

London and Paris/Reims/Brest shall endeavour to stream successive inbounds to the same destination at least **7 NM** in trail.

'All levels' includes ODLs (opposite direction levels). There is no minimum or maximum level unless stated.

3.3.1.1 London ACC and Reims/Paris ACCs

3.3.1.1.1 From Reims/Paris ACC to London ACC

From	To	DEST	Via	Agreement	Conditions
Reims UN	London AC Lydd	EGHI, EGHH, EGLF, EGLK, EGTF, EGVO, EGHL, EGTD	SOSUN	FL280 or FL270 level SOSUN	
Reims UN/HN	London AC Lydd	EGSS, EGSC, EGGW, EGTK, EGUN, EGUL	SOSUN	All levels FL270+ Minimum level FL270	
Reims UN/HN / Paris TN	London AC Lydd	EGKK	KESAX	All levels FL210 - FL350 Maximum FL350 level KESAX	
Paris TN	London AC Lydd	EGHI, EGHH, EGLF, EGLK, EGTF, EGVO, EGHL, EGTD	KESAX	FL260 or below level KESAX	
Paris TN	London AC Lydd	EGKA	KESAX	FL200 or below level KESAX	
Paris TN	London AC Lydd	EGSS, EGSC, EGGW	KESAX	All levels FL210 - FL260 Maximum level FL260 Minimum level FL180	
Reims UN/HN / Paris TN	London AC Lydd	EGLL, EGWU	ALESO	Westbound levels FL200- All levels FL210+	
Paris TN	London TC South East	EGLC, EGKB, EGMC, EGTO, EGMD	RATUK	FL190 level RATUK	RFD to FL120 north of VESAN
Paris TN	London TC South East	EGSS, EGSC, EGGW	RATUK	Maximum FL170	

From	To	DEPA	Via	Agreement	Conditions
Paris TN	London AC Lydd	LFPG, LFPB, LFPT, LFOB, LFOP	RATUK	Maximum FL260	*(Notes 1, 2 & 3)*
Paris TN	London AC Lydd	LFPG, LFPB, LFPT, LFOB, LFOP	KESAX	Maximum FL260	*(Note 2)*

Note 1: *This traffic is RFT upon transfer of communication and RFC with both Paris and Reims after passing (abeam) VESAN.*

Note 2: *Traffic may be presented in the climb to the XFL.*

Note 3: *Fast climbing Paris TMA departures may be transferred from Paris to Reims ACC, who shall then coordinate the aircraft with the appropriate sector at RATUK (London AC Lydd if FL300 or below; London Sector 2 if FL310 or above).*

3.3.1.1.2 From London ACC to Reims ACC

From	To	DEPA	Via	Agreement	Conditions
London AC Sector 15 (Sector 2)	Reims UB/HN	EGKK	UTFAV	FL310	(*Notes 1, 2 & 3*)
		EGGW	UTFAV	Eastbound levels FL310 - FL350	(*Notes 2 & 3*)

Note 1: *FL290 and FL270 may also be used if FL310 is unavailable.*

Note 2: *Traffic may be presented in the climb to the XFL.*

Note 3: *Traffic to be presented on track to UTFAV/RUCAC and is RFC passing 5 NM after UTFAV and RFT after passing RUCAC.*

3.3.1.1.3 From London ACC to Paris ACC

From	To	DEST	Via	Agreement	Conditions
London AC Sector 18	Paris TP	LFPG, LFPB, LFPT	XIDIL	All levels FL240 - FL260	Jet traffic. (*Note 1*)
London AC Sector 18	Paris TP	LFPG, LFPB, LFPT	XIDIL	Maximum FL220	Non-jet traffic. (*Note 1*)
London AC Sector 18	Paris TP	LFOB, LFOP	XIDIL	Maximum FL190	(*Note 2*)
London AC Sector 18	Paris TP	LFBH, LFBI, LFBL, LFBU, LFBX, LFLA, LFLX, LFPO, LFPV, LFPN, LFPM, LFJR, LFRM and LFO* (except OE, OH, OP)	SITET	Maximum FL270	

Note 1: *In case of simultaneous inbounds, traffic to LFPB shall be transferred below LFPG inbounds.*

Note 2: *In case of simultaneous inbounds, traffic to LFOB/OP shall be transferred below LFPG/PB inbounds.*

3.3.1.2 London ACC and Rennes APP

3.3.1.2.1 From London ACC to Rennes APP

From	To	DEST	Via	Agreement	Conditions
London AC Sector 18	Rennes APP	LFRG, LFRK, LFOH, LFOE	SITET	Maximum FL110	15 NM in trail
London AC Sector 18	Rennes APP	EGJJ, EGJA, EGJB LFRC, LFRD, LFRK	NEVIL	Maximum FL180	

3.3.1.3 London ACC and Brest ACC

3.3.1.3.1 From London ACC to Brest ACC

From	To	DEPA	DEST	Via	Agreement	Conditions
London AC Sector 18 (Sector 1)	Brest East Low	London TMA (excl. EGSS/SC)	-	SITET / XAMAB	Maximum FL290	(*Notes 1-3*)
London AC Hurn	Brest V (FL195+)	London TMA (excl. EGSS/SC/GW LC/MC)	-	LELNA / LORKU	Maximum FL350	(*Notes 1, 4 & 5*)
London AC Hurn	Brest V (FL195+)	-	All	LELNA - UPALO	Maximum FL310	(*Notes 1, 4 & 5*)
			LFRR FIR (excl. LFRC)	Any		
London AC Hurn	Brest V (FL195+)	-	LFRD	LELNA	Maximum FL250	(*Notes 1 & 5*)
London AC Sector 6 (FL305-) Sector 36 (FL305+)	Brest V (FL195+)	EGGD, EGFF, EGSY, EGFH, EGTE	-	ANNET / SALCO / MANIG / SKESO	Maximum FL330	(*Notes 1, 6 & 7*)
London AC Sector 6 (FL305-) Sector 36 (FL305+)	Brest V (FL195+)	-	LFRR FIR	Any	Maximum FL330	(*Note 1*)

Note 1: *The use of opposite direction levels to Brest ACC is not permitted without individual coordination.*

Note 2: *When Paris North and Brest East are split, flights with RFL295+ must cross – or be transferred in good time to be able to cross – the FIR boundary above FL295, else Worthing must coordinate with Paris TP.*

Note 3: *Provided the conditions for silent handover are met, aircraft via **XAMAB** may be transferred to Paris/Brest on parallel headings as long as:*

- *the aircraft have different intention codes (i.e. different routes after RESMI);*
- *the aircraft are positioned correctly according to their intention code;*
- *both aircraft will enter the same Paris/Brest sector;*
- *the aircraft will remain at least 8 NM laterally separated.*

Note 4: *Coordination is not required for LTMA departures via LELNA/LORKU that are climbing to FL350 or below. Traffic below its RFL is RFC, subject to known traffic.*

Note 5: *LELNA and LORKU are treated as a single transfer point for the purposes of level planning and planned longitudinal separation. Worthing can plan to transfer aircraft cleared to the same level when using parallel headings, as long as one aircraft is via LELNA and the other is exiting via LORKU. The aircraft must remain at least 8 NM laterally separated, and the headings must position the aircraft within the confines of the receiving sector and west of DOMOK.*

Note 6: *Aircraft with RFL255+ must cross the FIR boundary above FL255, or Sector 6 must coordinate with Brest V Sector.*

Note 7: *Traffic is RFC with Brest, subject to previously transferred traffic from Brest to London.*

3.3.1.3.2 From Brest ACC to London ACC

From	To	DEST	Via	Agreement
Brest J (FL195+)	London AC Sector 18	EGLC, EGKB, EGMC, EGTO, EGMD	NEVIL	Maximum FL220 level NEVIL, RFD to FL200
Brest J (FL195+)	London AC Sector 18	EGKA	NEVIL	Maximum FL210, RFD to FL200
Brest J (FL195+)	London AC Worthing	EGSS, EGSC, EGGW, EGTC	KOTEM / LUGIS	Maximum FL380
Brest J (FL195+)	London AC Hurn	EGSS, EGSC, EGGW, EGKK, EGLC, EGKB, EGMC, EGTO, EGLL, EGWU	ORIST / BOLRO / ODREP / GARMI	All levels FL200 - FL340
Brest J (FL195+)	London AC Hurn	EGLF, EGHL, EGLK, EGTD, EGTF, EGVO	ORIST / BOLRO	Maximum FL280
Brest J (FL195+)	London AC Hurn	EGHI, EGHH	ORIST	Maximum FL220 at REVTU, RFD to FL130 through Rennes APP
Brest V (FL195+)	London AC Sector 6	EGTE	SKESO	Maximum FL240
Brest V (FL195+)	London AC Sector 6	EGGD, EGFF, EGSY, EGFH, EGDY, EGBJ	NOZHU	Maximum FL300
Brest V (FL195+)	London AC Sector 6/36	EGSS, EGSC, EGGW, EGKK, EGLC, EGKB, EGMC, EGTO, EGLL, EGWU	NOZHU	Maximum FL340
Brest V (FL195+)	London AC Sector 9	EGHQ	LIZAD	Maximum FL280, RFD to FL200

From	To	DEST	Via	Agreement
Brest W (FL195-FL355)	London AC Sector 9	EGHQ	AMPOP / TALIG / DOLUR	Maximum FL280, RFD to FL200

3.3.1.4 Rennes / Iroise APP and Jersey Control

All traffic transferred between Rennes APP and Jersey Control/APP is RFT. Outbounds are RFC and inbounds are RFD.

Aircraft which are below the Transition Level shall be transferred on the transferring unit's QNH. The receiving unit shall only pass the local QNH once the aircraft has crossed the AoR boundary.

3.3.1.4.1 From Jersey Control to Rennes / Iroise APP

From	To	DEPA	DEST	Via	Agreement
Jersey Control - SKERY	Rennes APP	EGJJ, EGJB, EGJA	-	KETIK / LUSIT / ORVAL / MINQI (DIN)	FL130
Jersey Control - SKERY	Iroise APP	EGJJ, EGJB, EGJA	-	LERAK / TUNIT	FL130
Jersey Control – SKERY	-	-	LFRD, LFRT	DCT	FL110
Jersey APP	Rennes APP	EGJJ, EGJB, EGJA	LFRD, LFRT	DCT	3000 ft AMSL

***Note:** Transfer of communications shall take place no later than 3 minutes **passed** the Channel Islands TMA boundary.*

3.3.1.4.2 From Rennes / Iroise APP to Jersey Control

From	To	DEPA	DEST	Via	Agreement
Iroise APP	Jersey Control - SKERY	-	EGJJ, EGJB, EGJA	TUNIT	FL110
Iroise APP	Jersey Control - SKERY	-	EGJJ, EGJB, EGJA	LERAK	FL140
Rennes APP	Jersey Control - SKERY	-	EGJJ, EGJB, EGJA	BEVAV / MINQI	FL140
Rennes APP	Jersey Control - SKERY	LFRD, LFRT	-	MINQI / LERAK	Maximum FL100
Rennes APP	Jersey APP	LFRD	EGJJ	MINQI	4000 ft AMSL
Rennes APP	Jersey APP	LFRT	EGJJ	LERAK	4000 ft AMSL
Rennes APP	Jersey APP	LFRD, LFRT	EGJB, EGJA	DCT	4000 ft AMSL

***Note:** Transfer of communication shall take place no later than 3 minutes before the 'via' point specified in the above table.*

3.3.2 Reims ACC Release Area

Traffic transferred from Reims ACC to London AC Lydd is RFD and RFT (up to a maximum of 45°) within all Reims sectors (lowest FL265) when inside the RFT/RFD Box, as shown in Figure 6.

3.3.3 La Manche Release Area

An area has been designated in the London FIR, as shown in Figure 7 below, and described as:

- South of and parallel to a line 20 NM north of the FIR boundary;
- West of the boundary between London Sectors 17 and 18;
- East of the boundary of UN859 and 20° right when south of danger area EG D040.

Traffic transferred from London ACC to Paris and Brest ACCs is RFC and limited turns:

- Within the defined area, traffic is released for climb;
- Traffic south of the release line and at or above FL265 is released for turns of up to a maximum of **20°**. Traffic given a turn may not leave the defined area within the London FIR.

London AC Sector 1 shall ensure that all traffic at and above FL310 is level at the RFL by the La Manche Release Area. If the traffic is not level, it must be coordinated with the appropriate Brest sector. All such XAMAB/SITET traffic is known to Brest sectors – as such, traffic transferred from Sector 18, including LTMA outbounds, is RFC within Sector 1 airspace.

Figure 6 – Reims ACC Release Area

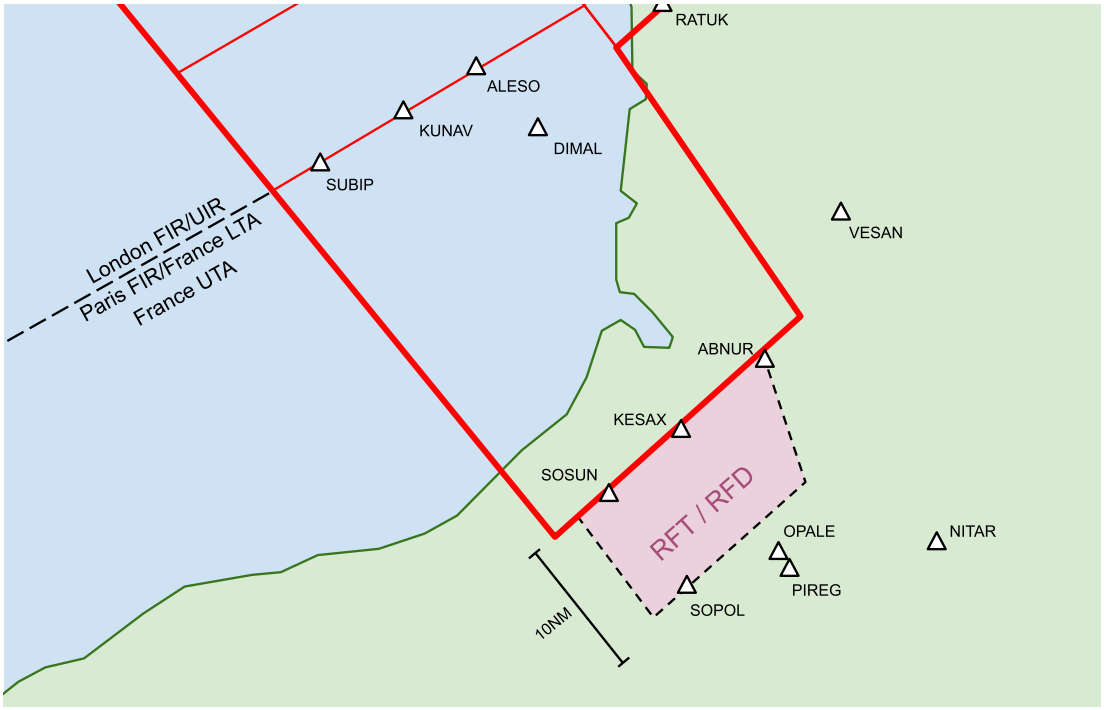
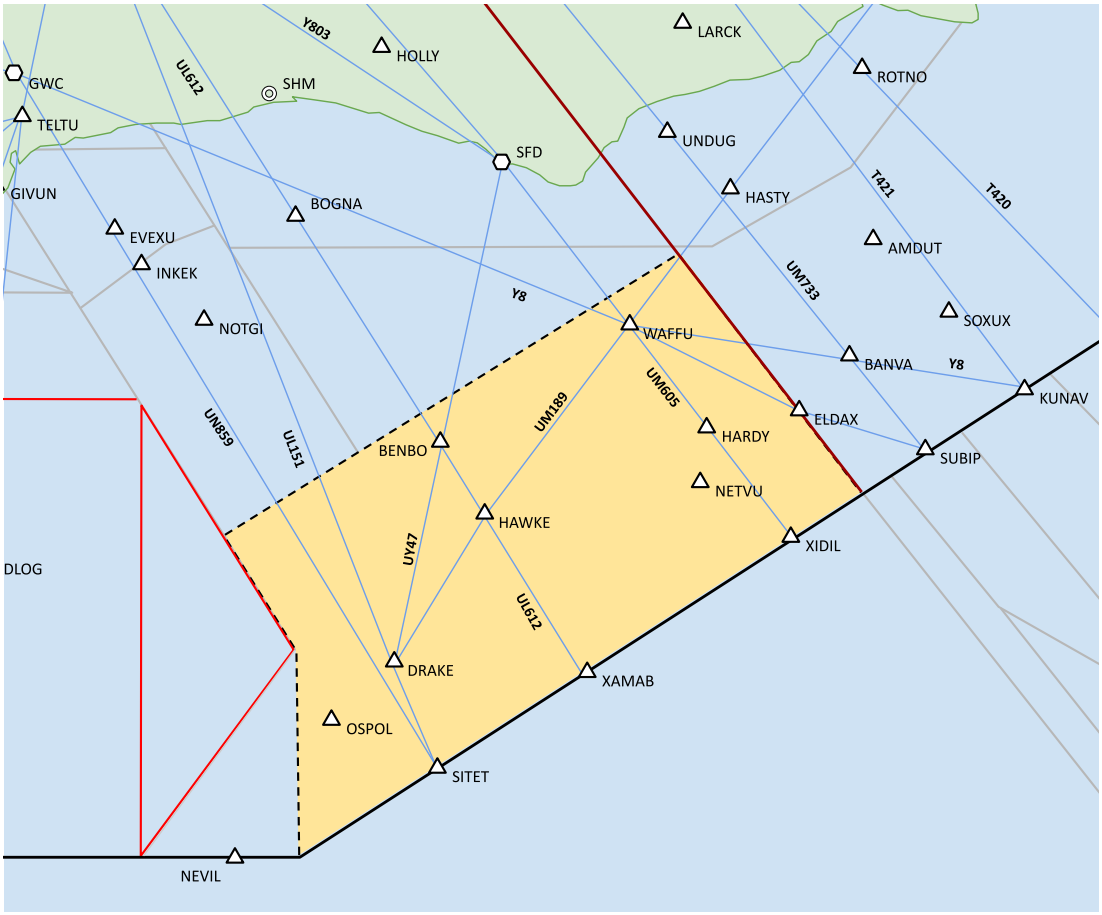


Figure 7 – La Manche Release Area

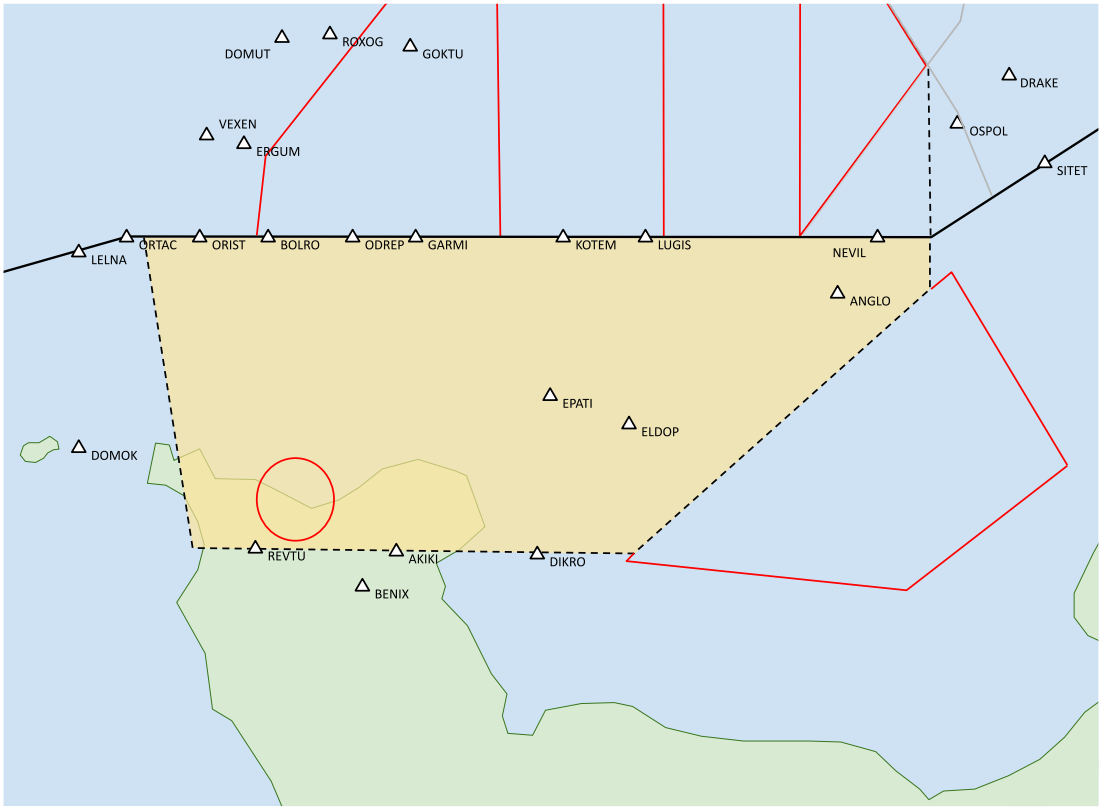


3.3.4 DIKRO Box

An area has been designated as shown in Figure 8, known as the DIKRO Box.

Within the DIKRO Box, traffic transferred from Brest Sectors to London ACC cleared to FL240 or above is RFC to any level or RFD to FL250. All northbound traffic is RFT, remaining within the confines of the DIKRO Box.

Figure 8 – DIKRO Box



3.3.5 Jersey RFC Line

The Jersey RFC Line (as shown in red in Figure 9 below) is defined by the following coordinates:

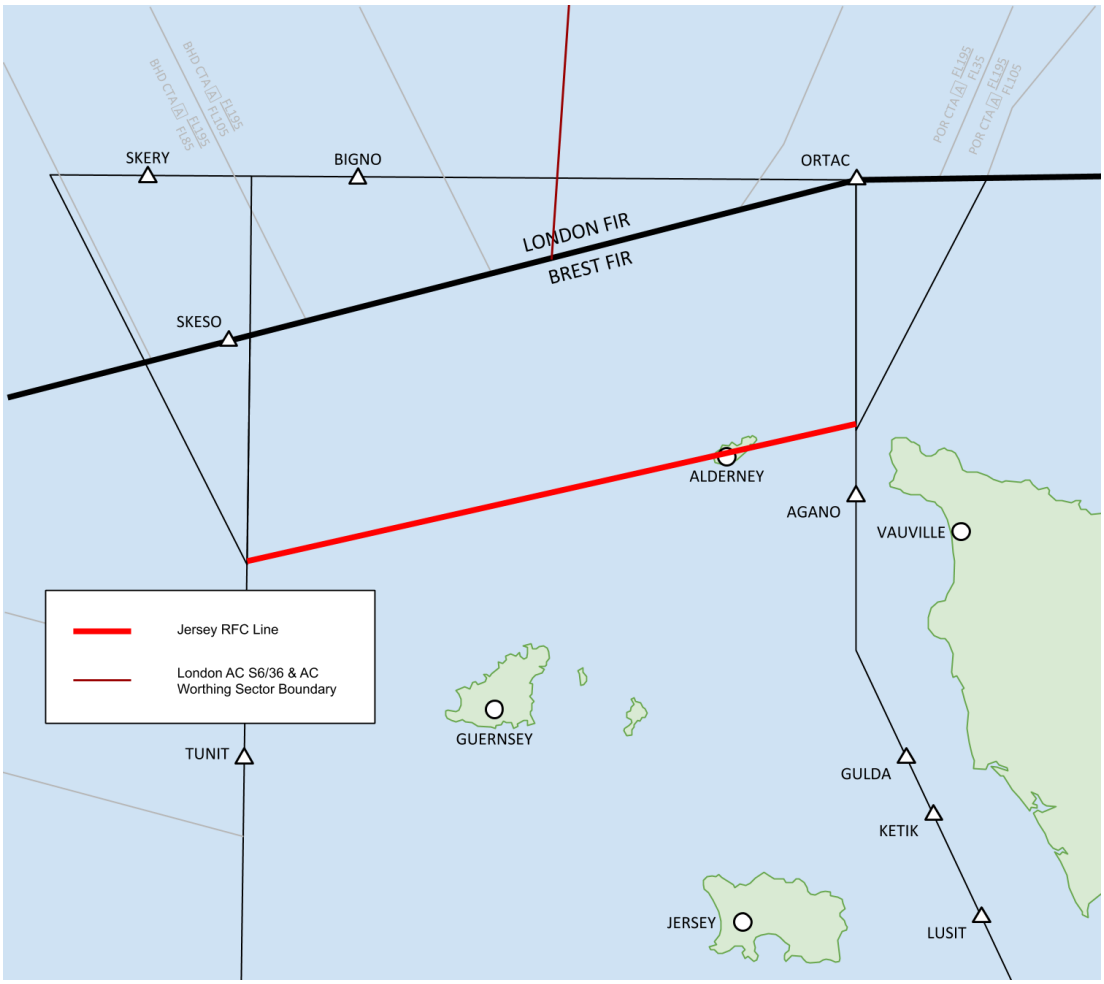
1. 049°35’00.00” N 003°00’00.00” W

2. 049°44’00.00” N 002°00’00.00” W

North of the Jersey RFC Line and within the lateral confines of the Channel Islands TMA, aircraft transferred from Jersey Control to London AC Sector 6 and London AC Hurn are RFC to FL250 and RFT.

It is the responsibility of the respective London controller to separate aircraft from any southbound traffic. Additionally, it is the responsibility of London AC Hurn to separate these aircraft from traffic routing northbound via REVTU.

Figure 9 – Jersey RFC Line



SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

a) Transfer of aircraft identification between London ACC and Paris ACC/Reims ACC/Brest 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.
e) Mode S identification, and explicitly SSR code 1000, shall not be used for aircraft flying into London ACC. Aircraft shall be assigned a discrete SSR code before transfer.

4.2 Radar Co-ordination Procedures

4.2.1 General

Transfer of radar identification and transfer of radar control between London ACC and Paris ACC/Reims ACC/Brest 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 coordination, provided the minimum separation between the aircraft does not fall below 5 NM.

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 coordination) 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 speed control or **coordinated** vectoring instructions 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 coordination 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.*

4.3 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 Separation between COPs

Except as detailed in 4.3.3 below, traffic via COPs spaced less than 10 NM apart are to be considered the same for the purposes of Longitudinal Separation.

If any doubt exists regarding lateral separation, then vertical separation must be provided.

4.3.3 Separation between ATS Routes

Northbound traffic via SOSUN, KESAX and ABNUR are deemed laterally separated at the AoR boundary.

4.3.4 Radar Separation

The following radar separation minima are to be applied:

- Paris ACC: 5 NM
- Reims ACC: 5 NM
- Brest ACC: 5 NM
- London AC: 5 NM
- London TC: 3 NM

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.*

APPENDIX B - SECTOR DIAGRAMS

B.1 London (LON/LTC)

These diagrams show a cross-section of the sectorisation at each COP. They do not comprehensively reflect the availability of levels for flight planning or controlled airspace.

London AC West (Sectors 9, 6 and 36)

<table>
<tr><th>AMPOP</th><th>TALIG</th><th>DOLUR</th><th>LIZAD</th><th>ANNET</th><th>NOZHU</th><th>SALCO</th><th>MANIG</th></tr>
<tr><td colspan="4" rowspan="3">London Sector 9
LON_9_CTR
132.950 MHz</td><td colspan="4">London Sector 36
LON_WX_CTR
127.700 MHz</td></tr>
<tr><td colspan="4">FL305</td></tr>
<tr><td colspan="4">London Sector 6
LON_WX_CTR
127.700 MHz</td></tr>
</table>

London AC Hurn/Worthing (Sectors 19-22)

<table>
<tr><th rowspan="2">LORKU</th><th rowspan="2">LELNA / (ORTAC EGJJ)</th><th colspan="3">REVTU-</th><th>AKIKI-</th><th colspan="2">DIKRO-</th></tr>
<tr><th>ORIST</th><th>BOLRO</th><th>ODREP</th><th>GARMI</th><th>KOTEM</th><th>LUGIS</th></tr>
<tr><td colspan="2" rowspan="4">London AC Hurn
LON_HW_CTR
127.830 MHz</td><td colspan="6">London AC Worthing (Sector 19)
LON_H_CTR
134.440 MHz</td></tr>
<tr><td colspan="6">FL345</td></tr>
<tr><td colspan="4" rowspan="2">London AC Hurn
LON_HW_CTR
127.830 MHz</td><td colspan="2">London AC Worthing
LON_H_CTR
134.440 MHz</td></tr>
<tr><td colspan="2">FL185
London AC Hurn
LON_SH_CTR
127.830 MHz</td></tr>
</table>

London AC Seaford/Upper (Sectors 1 and 18)

<table>
<tr><th>NEVIL</th><th>SITET</th><th>XAMAB</th><th>XIDIL</th></tr>
<tr><td colspan="4">London AC Sector 1
LON_SU_CTR
132.840 MHz</td></tr>
<tr><td colspan="4">FL295</td></tr>
<tr><td colspan="4">London AC Sector 18
LON_SF_CTR
135.055 MHz</td></tr>
</table>

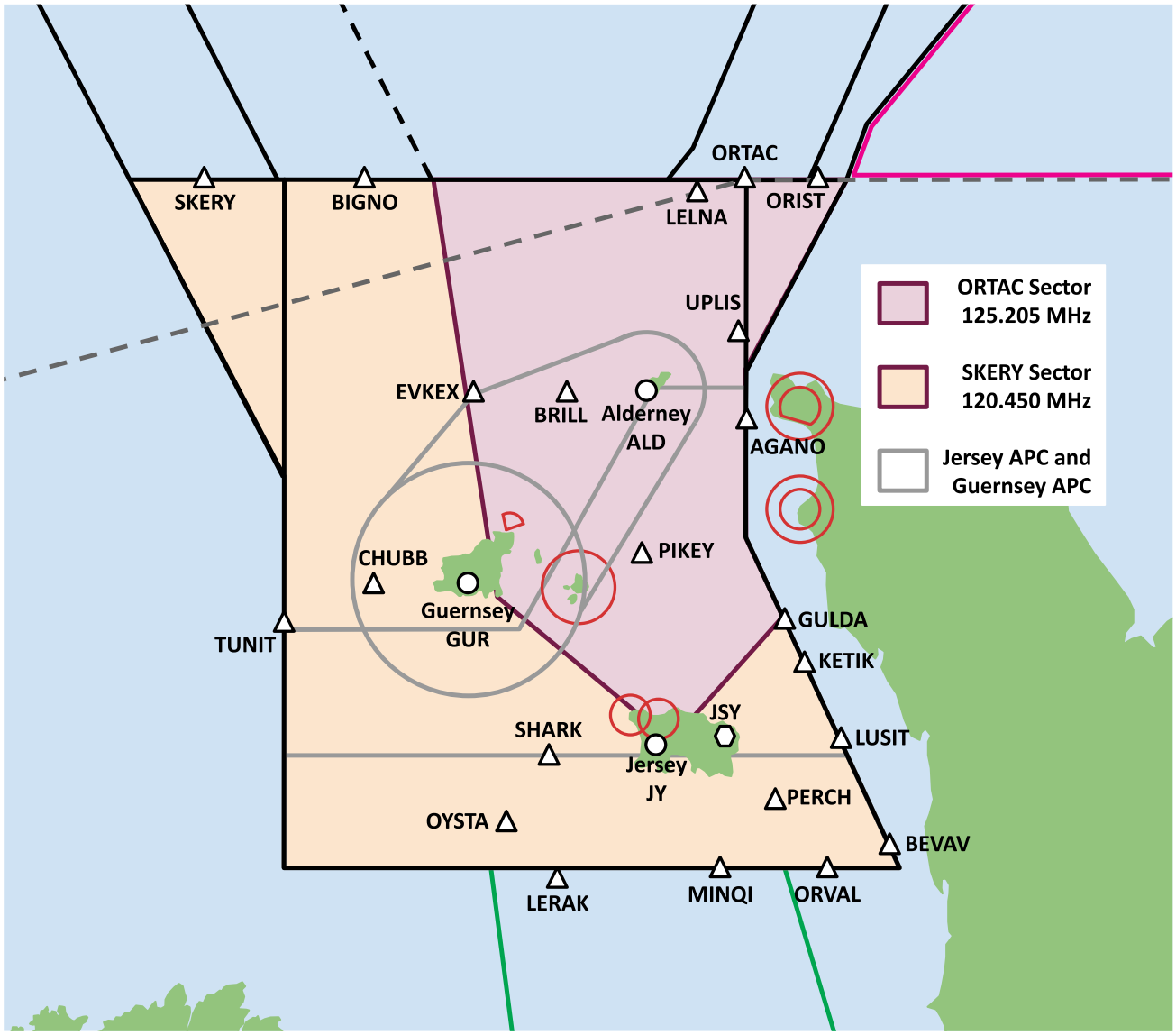
London AC Dover/Upper and TC South East

SOSUN	KESAX	ABNUR
London AC Lydd LON_DL_CTR 133.485 MHz		
FL195		
Paris TN	**London AC Lydd** LON_DL_CTR 133.485 MHz	
FL115		
Lille APP		

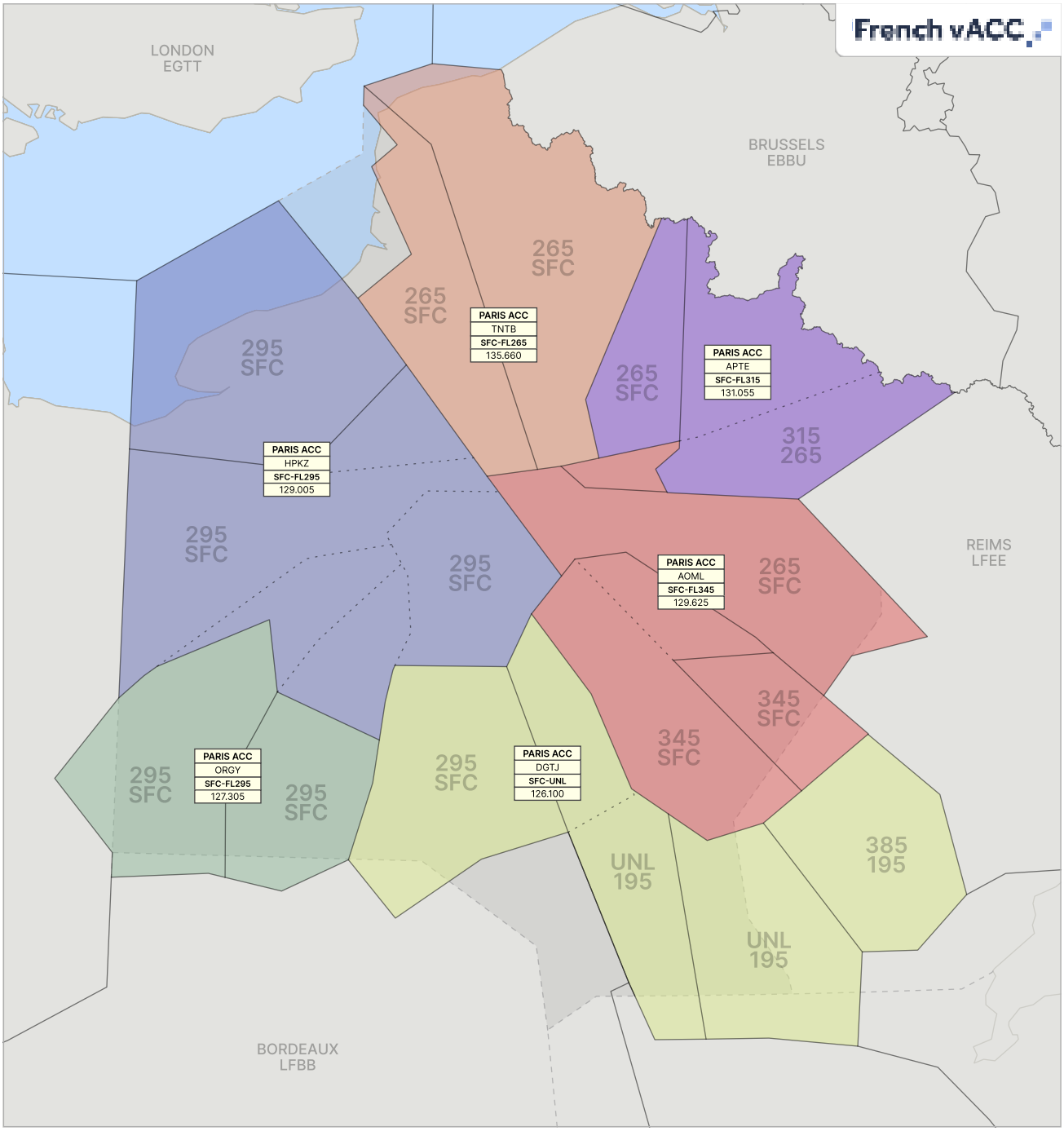
RATUK
London AC Sector 2 LON_SU_CTR 132.840 MHz
FL305 **London AC Lydd** LON_DL_CTR 133.485 MHz
FL195 **London TC South East** LTC_SE_CTR 120.530 MHz
FL115
Lille APP

DEVAL (195-)	IRKUN (195-)	MOTOX	UTFAV	RINTI (195-)
NOT FOR FPL		**London AC Sector 2** LON_SU_CTR 132.840 MHz		NOT FOR FPL
		FL315		
		London AC Sector 15 LON_DK_CTR 128.430 MHz		
FL195				
London TC South East LTC_SE_CTR 120.530 MHz		NOT FOR FPL		**London AC Sector 15** LON_DK_CTR 128.430 MHz
				FL135
				London TC South East LTC_SE_CTR 120.530 MHz

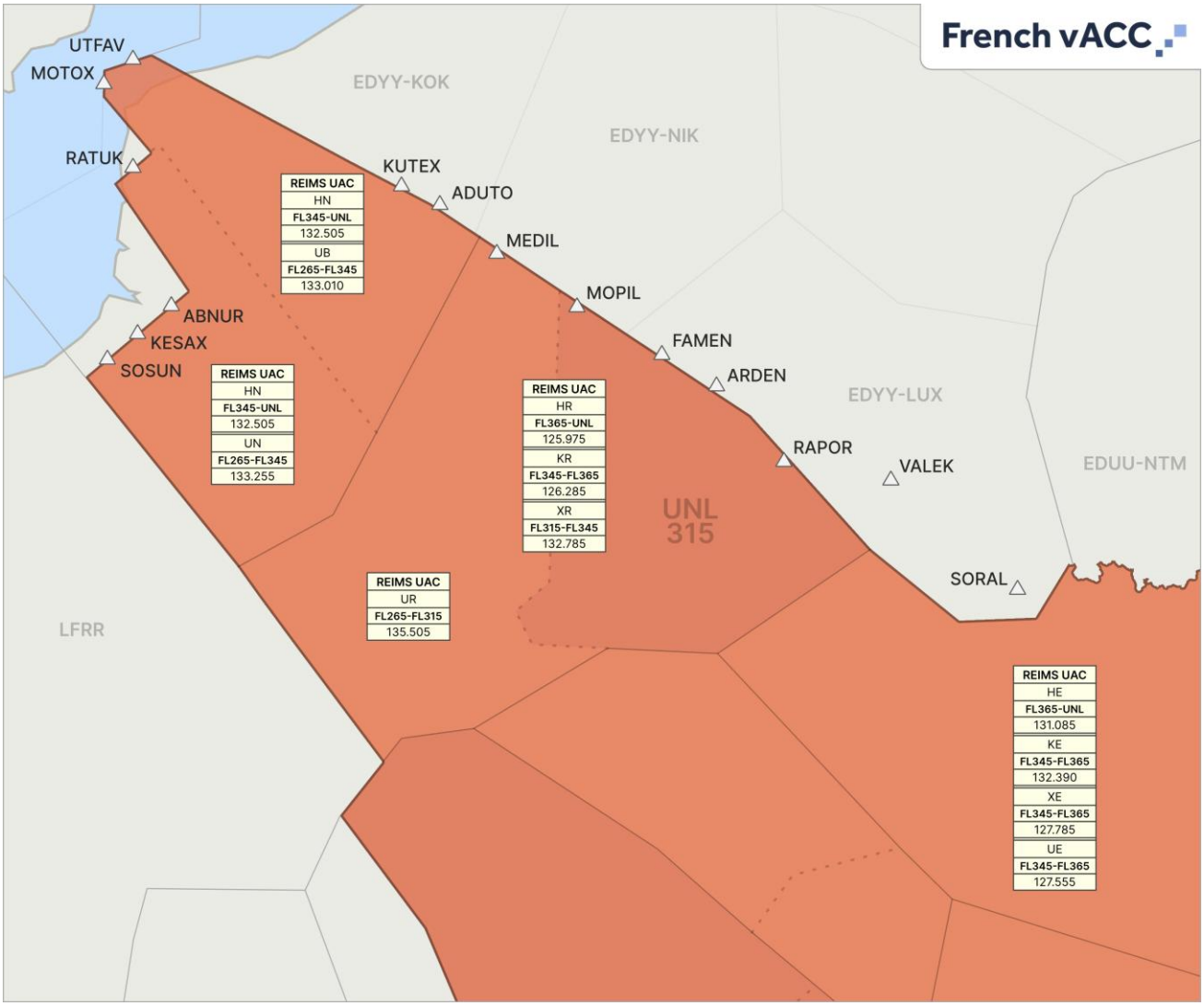
B.2 Jersey (EGJJ)



B.3 Paris (PAR)

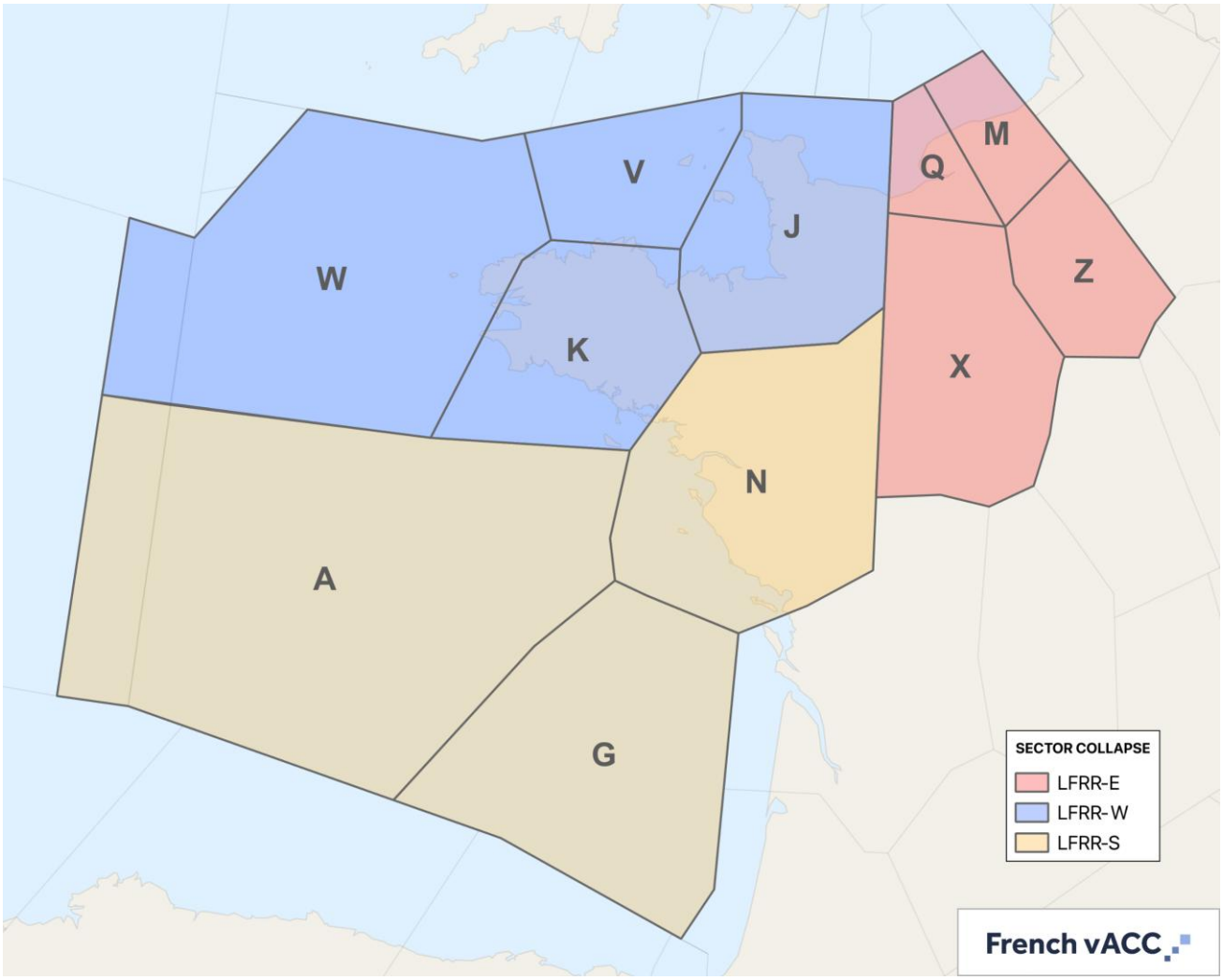

French vACC
LONDON
EGTT
BRUSSELS
EBBU
REIMS
LFEE
BORDEAUX
LFBB
265
SFC
PARIS ACC
TNTB
SFC-FL265
135.660
265
SFC
PARIS ACC
APTE
SFC-FL315
131.055
315
265
295
SFC
PARIS ACC
HPKZ
SFC-FL295
129.005
295
SFC
295
SFC
PARIS ACC
AOML
SFC-FL345
129.625
265
SFC
345
SFC
345
SFC
295
SFC
PARIS ACC
ORGY
SFC-FL295
127.305
295
SFC
295
SFC
PARIS ACC
DGTJ
SFC-UNL
126.100
UNL
195
385
195
UNL
195

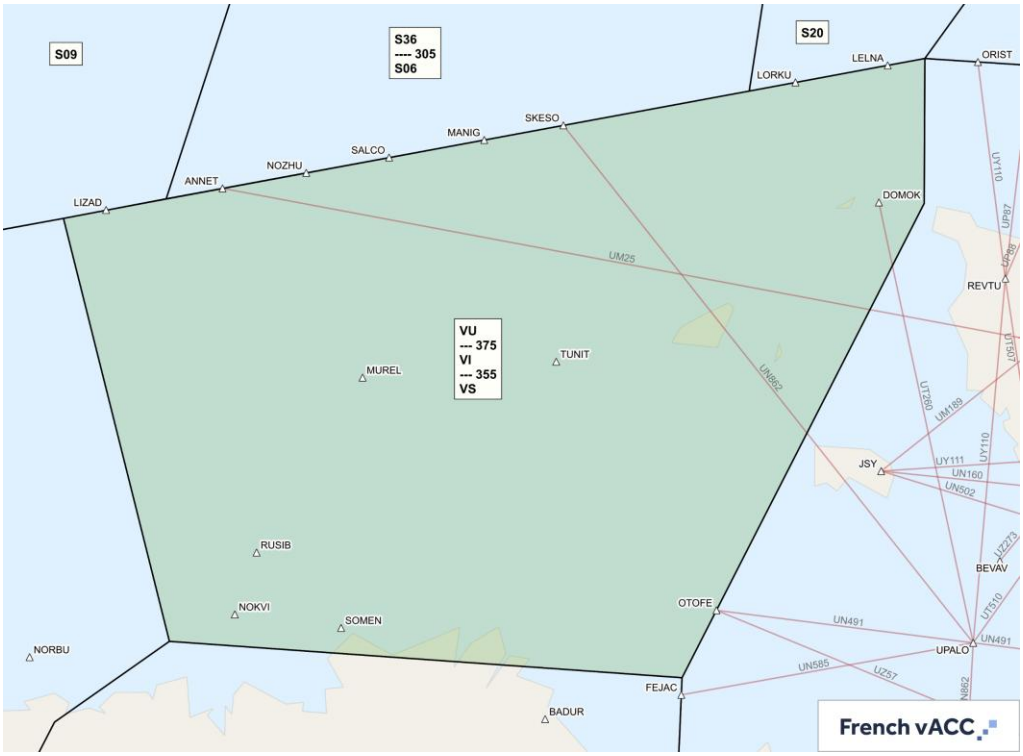
B.4 Reims (LFEE)



B.5 Brest (LFRR)

The diagrams below show Brest sectorisation.

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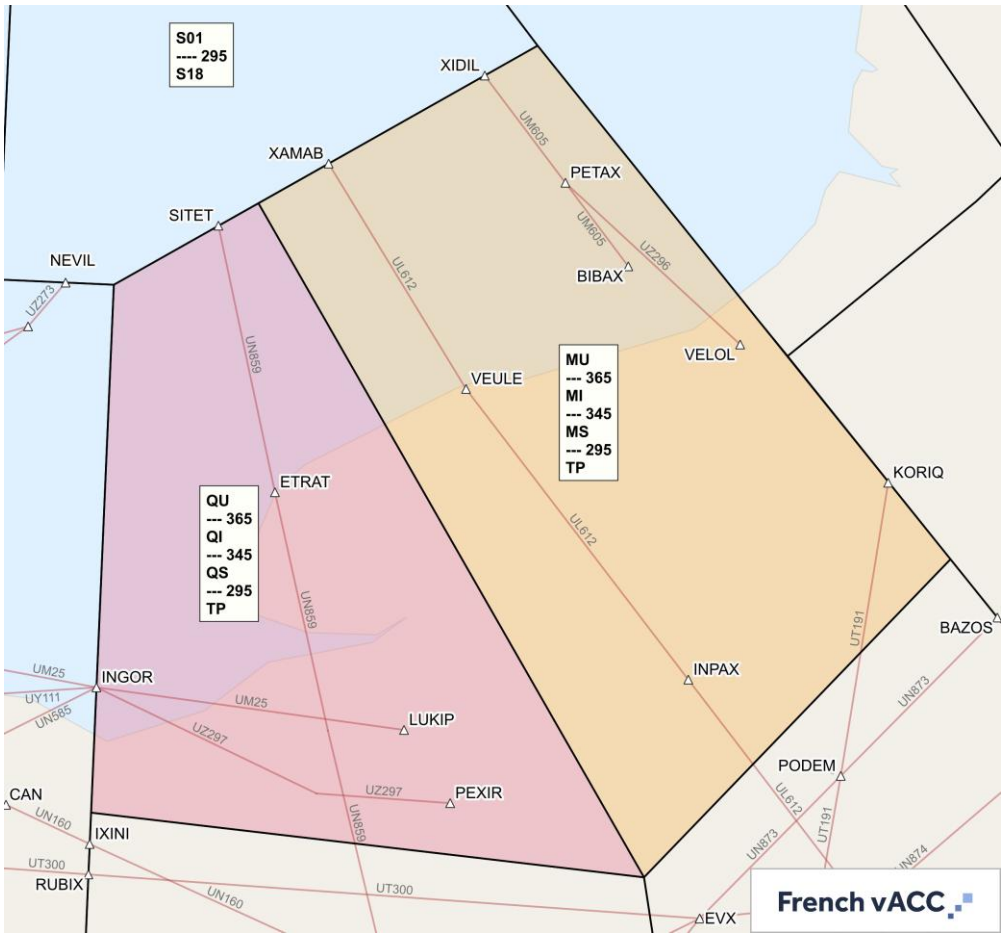
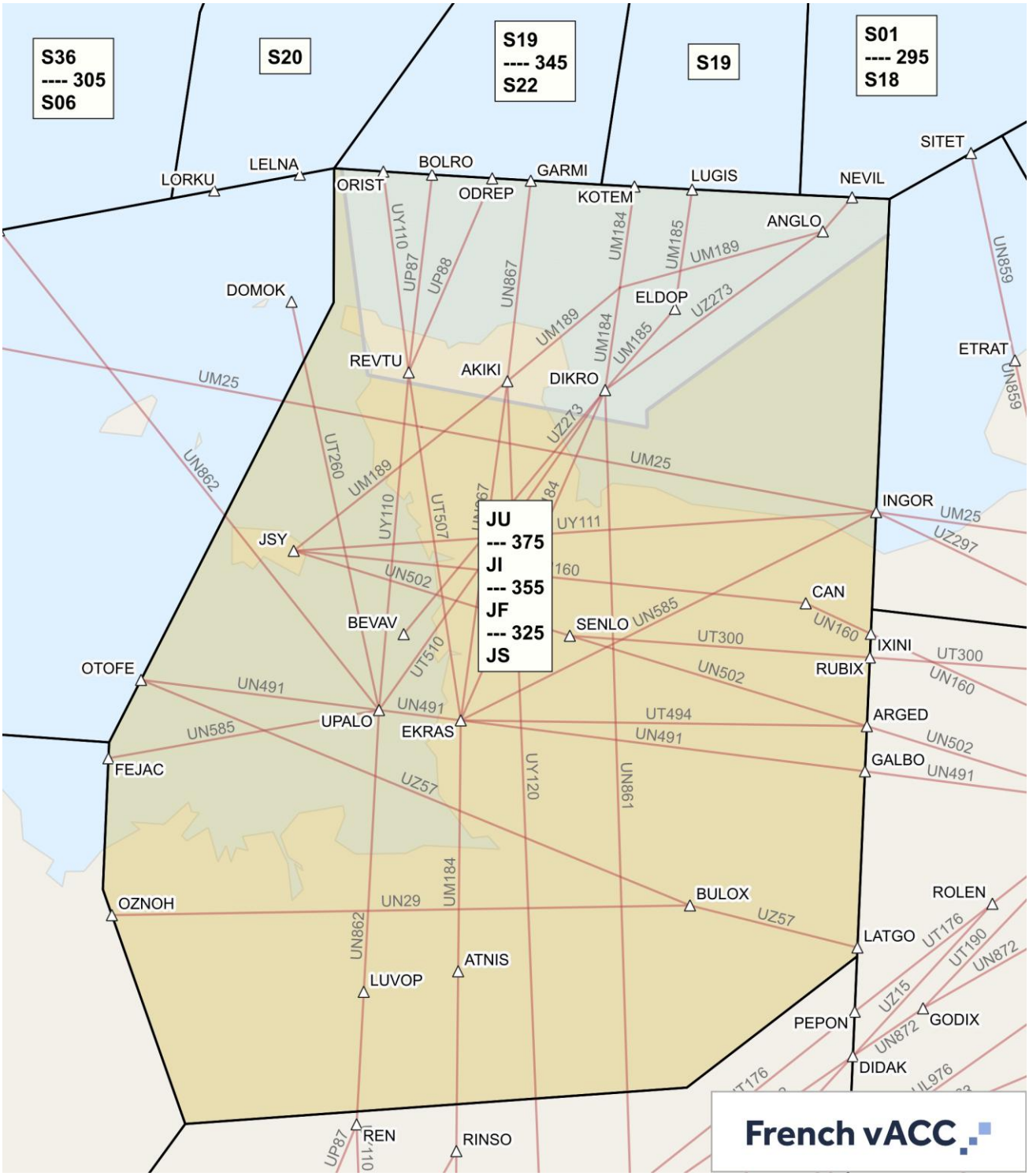
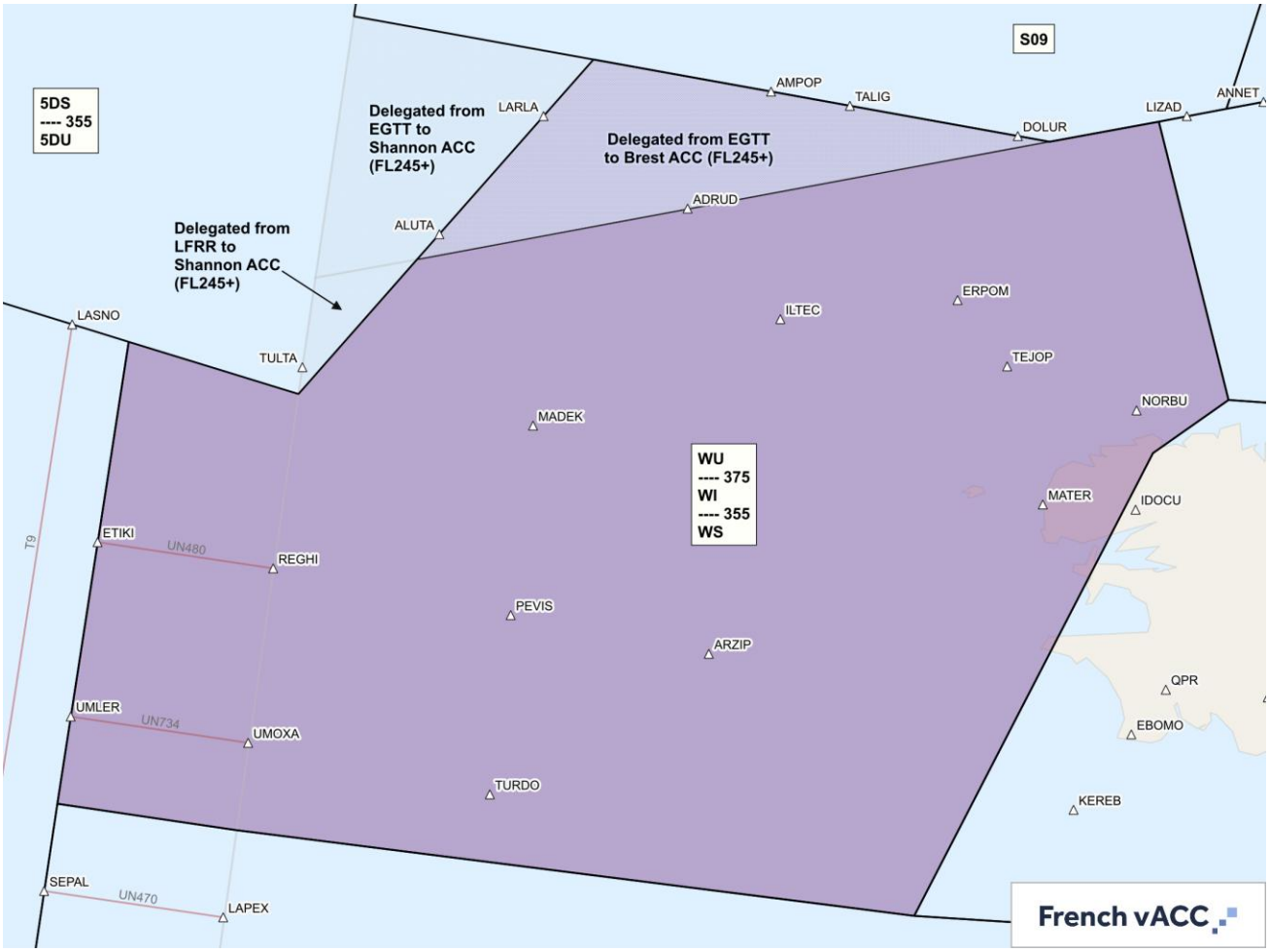
S36
---- 305
S06
S20
LORKU
LELNA
ORIST
SKESO
MANIG
SALCO
NOZHU
ANNET
LIZAD
DOMOK
UM25
REVTU
VU
--- 375
VI
--- 355
VS
MUREL
TUNIT
UN862
JSY
UM189
UY111
UN160
UN502
RUSIB
BEVAV
NOKVI
SOMEN
OTOFE
UN491
UPALO
NORBU
UN585
UZ57
FEJAC
BADUR
French vACC


S01
---- 295
S18
XIDIL
XAMAB
PETAX
UM605
SITET
NEVIL
UZ273
UL612
BIBAX
UZ296
VELOL
MU
--- 365
MI
--- 345
MS
--- 295
TP
VEULE
UN859
QU
--- 365
QI
--- 345
QS
--- 295
TP
ETRAT
KORIQ
BAZOS
INPAX
UT191
UM25
INGOR
UY111
UN585
LUKIP
UZ297
PODEM
UN873
CAN
UN160
PEXIR
IXINI
UT300
RUBIX
EVX
French vACC


S36
---- 305
S06
S20
S19
---- 345
S22
S19
S01
---- 295
S18
JU
--- 375
JI
--- 355
JF
--- 325
JS
LORKU
LELNA
ORIST
BOLRO
ODREP
GARMI
KOTEM
LUGIS
NEVIL
SITET
ANGLO
DOMOK
ELDOP
ETRAT
REVTU
AKIKI
DIKRO
INGOR
JSY
BEVAV
SENLO
CAN
IXINI
RUBIX
OTOFE
UPALO
EKRAS
ARGED
GALBO
FEJAC
OZNOH
BULOX
ROLEN
LATGO
ATNIS
LUVOP
PEPON
GODIX
DIDAK
REN
RINSO
UM25
UN862
UT260
UM189
UY110
UT507
UY111
UN502
UT510
UN491
UN585
UT494
UZ57
UY120
UN861
UN29
UM184
UN862
UP87
UP88
UN867
UM185
UZ273
UN859
UZ297
UT300
UN160
UT176
UT190
UN872
UZ15
UL976
French vACC


S09
5DS
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5DU
Delegated from EGTT to Shannon ACC (FL245+)
Delegated from EGTT to Brest ACC (FL245+)
Delegated from LFRR to Shannon ACC (FL245+)
LARLA
AMPOP
TALIG
DOLUR
LIZAD
ANNET
ADRUD
ALUTA
LASNO
TULTA
ILTEC
ERPOM
TEJOP
NORBU
MADEK
WU
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WI
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WS
MATER
IDOCU
ETIKI
UN480
REGHI
PEVIS
ARZIP
QPR
EBOMO
UMLER
UN734
UMOXA
TURDO
KEREB
SEPAL
UN470
LAPEX
French vACC