Letter of Agreement (LoA)

Shanwick ACC (EGGX) & **Shannon ACC** (EISN) and **Brest ACC** (LFRR)

Name: LoA-EGGX-EISN-LFRR_EN

Date: 23/03/2023

Version: v3.0

Validity: Permanent

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1. PURPOSE

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Shanwick ACC**, **Shannon ACC** and **Brest ACC** when providing Air Traffic Services (ATS) under IFR or VFR flight rules.

The content of the agreement is approved by the concerned ATC Operations Department and FIR Chiefs and its application is mandatory for all IVAO members providing ATS within an active position concerned by this LoA.

For specific coordination and delegation procedures between Shanwick ACC and Shannon ACC, please refer to the appropriate documentation provided by the United Kingdom and Ireland MCD.

2. GENERAL PROCEDURES

Traffic in sequence at the same flight level shall be handed over with minimum spacing of 10 NM.

This separation must be constant (aircrafts restrained to the same speed) or increasing (following traffic is slower than leading traffic).

Coordination of speed control should be granted via entries in radar labels and does neither need approval nor acknowledgement by receiving sector.

Traffic shall be handed over **as soon as practical and, whenever possible, at latest 3000 ft before reaching the cleared flight level**. In case the transfer point is not defined within this LoA, traffics should be transferred at the latest ten (10) miles before the limit of the area of responsibility.

Traffic in sequence shall be handed over properly separated and clear of any conflict. The receiving ATC unit cannot issue a clearance modifying the traffic's route, altitude, or speed (unless by direct coordination between ATC units) until it enters his sector and therefore leaves the area of responsibility from the transferring ATC unit, which remains responsible for separation.

Regarding flight levels for transfers between ATC positions:

From	To	Flight Level
Shanwick/Shannon	Brest	ODD
Brest	Shanwick/Shannon	EVEN

Western part of Brest UTA is a Free Route Airspace (LFFRANW) defined from FL195 to FL660.

Shannon FIR/UIR is a Free Route Airspace defined from FL75 to UNL.

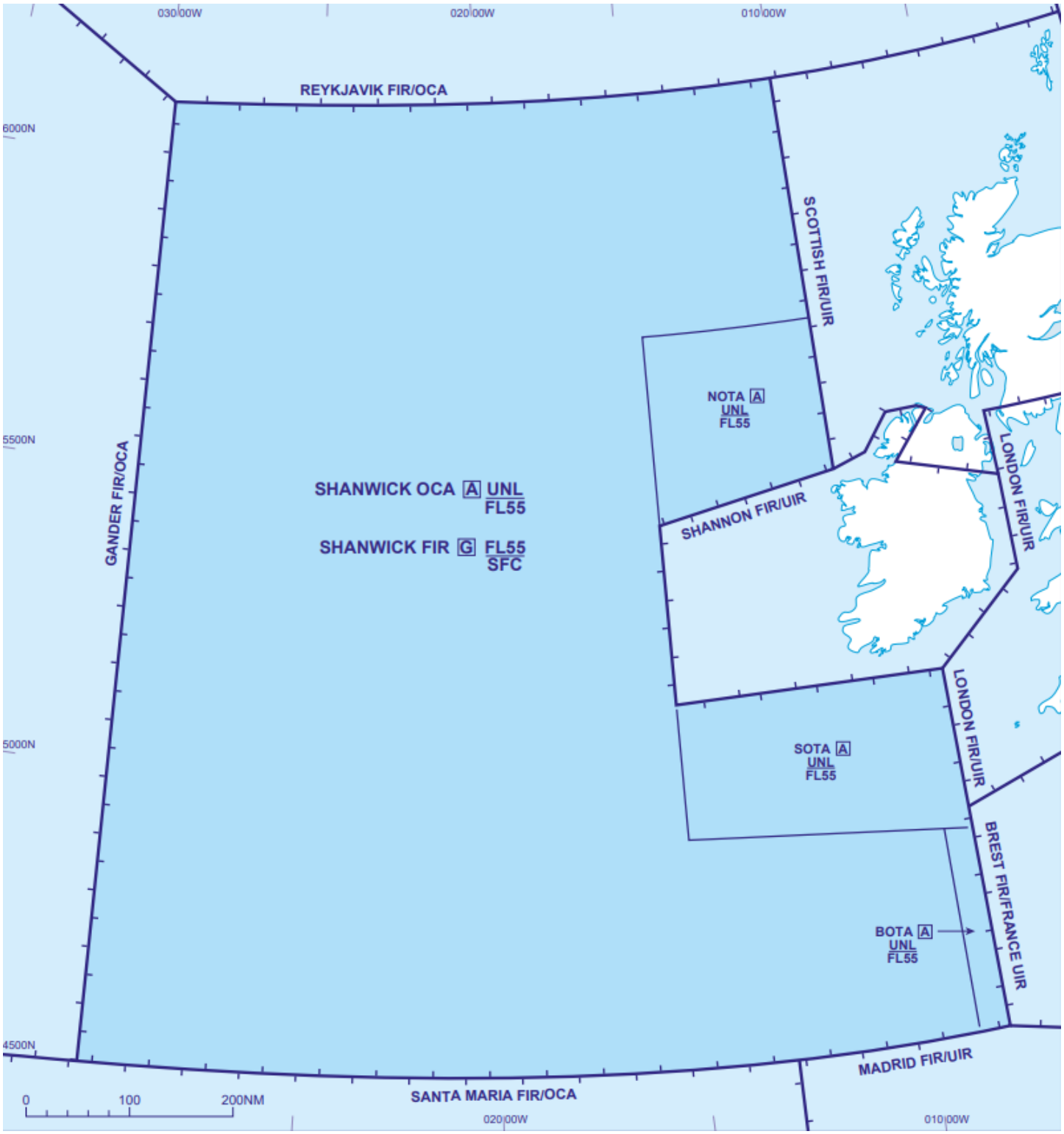
Shanwick OCA is a Free Route Airspace defined from FL55 to UNL.

Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility of routing via published intermediate significant points, without reference to the ATS route network.

3. ATS UNIT DESCRIPTION

The ATC unit in charge of the airspaces under the responsibility of the Shanwick ACC is ***Shanwick Radio*** and includes one primary sector: EGGX_SG_CTR. Three secondary sectors can be opened to complete the primary sector: EGGX_S_CTR, EGGX_N_CTR and EGGX_OC_CTR.

The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the images and tables below.



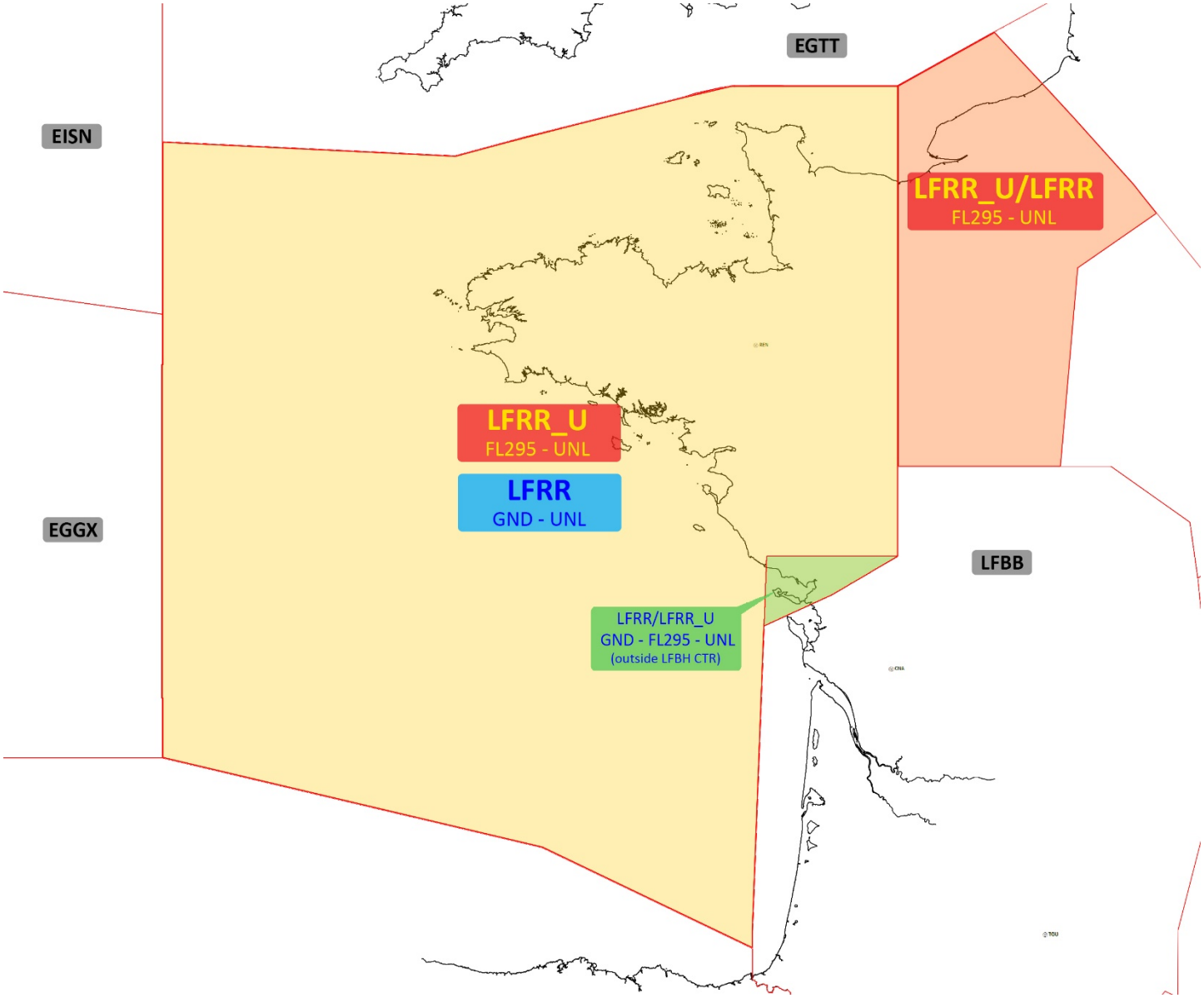
FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

The ATC unit in charge of the airspaces under the responsibility of the Shannon ACC is ***Shannon Control*** and includes one primary sector: EISN_CTR. This ATC unit may be split into multiple secondary sectors: EISN_A_CTR, EISN_B_CTR, EISN_C_CTR, EISN_D_CTR and EISN_LS_CTR.

The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the images and tables below.

The ATC unit in charge of the airspaces under the responsibility of Brest ACC is ***Brest Control*** and consists in one primary sector: LFRR_CTR. This ATC unit may be split into two different subsectors: LFRR_CTR and LFRR_U_CTR, according the conditions defined by ATC rule 4.3.

The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the images and tables below.



3.1. SHANWICK ACC

Positions ATC	Callsign	Freq.	Notes
Primary sectors			
Shanwick Radio	EGGX_SG_CTR	127.900	SFC-UNL
Secondary sectors			
Shanwick Oceanic	EGGX_S_CTR	124.175	SFC-UNL
Shanwick Radio	EGGX_N_CTR	120.350	SFC-UNL
Shanwick Delivery	EGGX_OC_CTR	127.650	SFC-UNL

3.2. SHANNON ACC

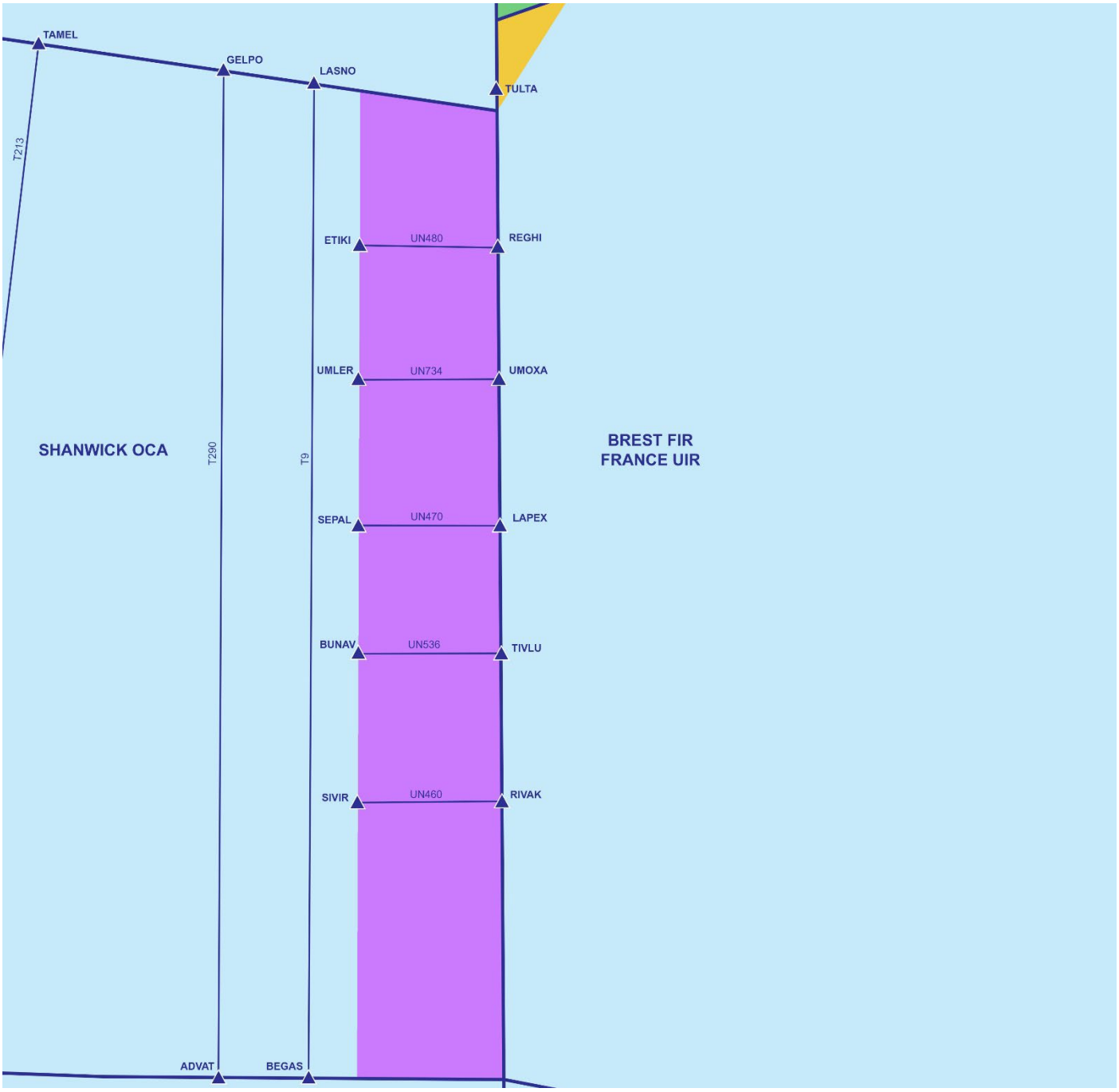
Positions ATC	Callsign	Freq.	Notes
Primary sectors			
Shannon Control	EISN_CTR	131.150	SFC-FL660
Secondary sectors			
Shannon Control	EISN_A_CTR	125.880	FL245-FL660
Shannon Control	EISN_B_CTR	134.260	FL245-FL660
Shannon Control	EISN_C_CTR	129.665	FL245-FL660
Shannon Control	EISN_D_CTR	135.230	FL245-FL660
Shannon Control	EISN_LS_CTR	127.700	SFC-FL245

3.3. BREST ACC

Positions ATC	Callsign	Freq.	Notes
Primary sectors			
Brest Control	LFRR_CTR	119.825	SFC-UNL; SFC-FL295 if LFRR_U_CTR is active
Secondary sectors			
Brest Control	LFRR_U_CTR	129.500	FL295-UNL

4. ATS DELEGATION

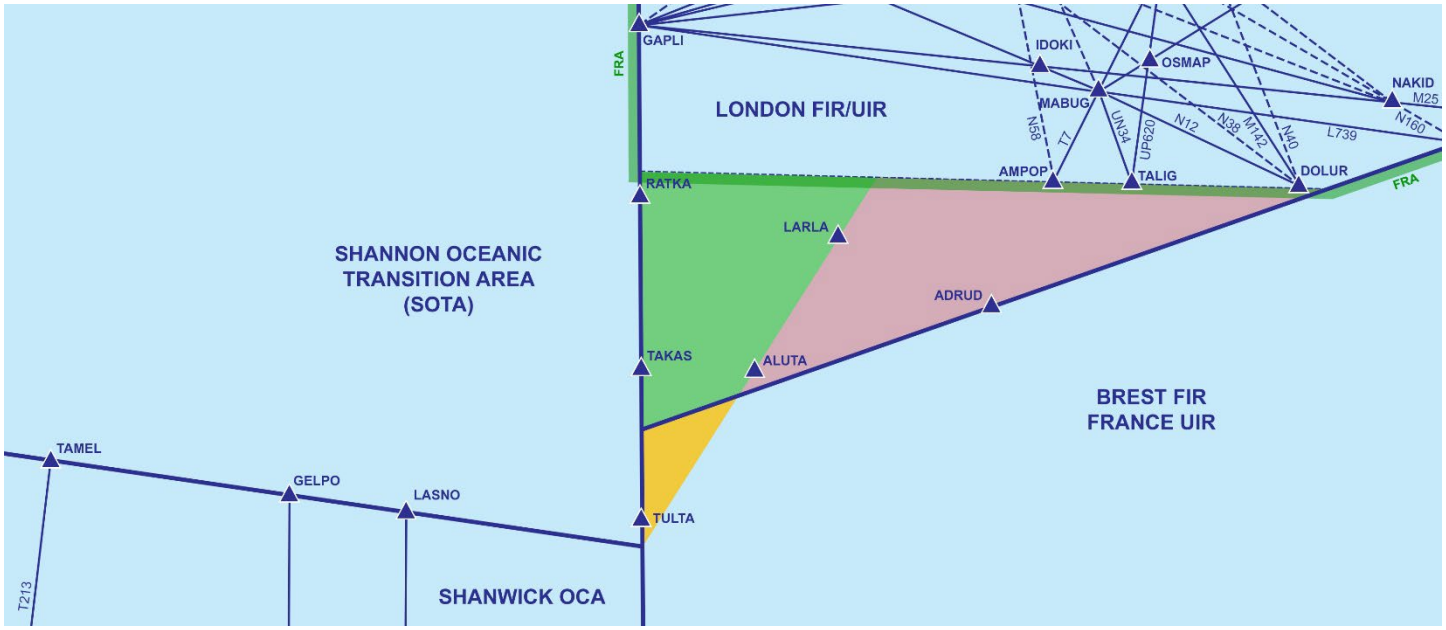
4.1. BREST OCEANIC TRANSITION AREA (BOTA)



The Brest Oceanic Transition Area (BOTA) is the piece of airspace depicted in purple on the picture above. This airspace is delegated from Shanwick OCA to Brest ACC when Brest is online, from SFC to UNL.

T9 and T290 ATS routes remain under the responsibility of Shanwick ACC at all times. A particular attention should be taken regarding the possible conflicts between traffic exiting BOTA towards Shanwick ACC and those on the T9 ATS route.

4.2. TULTA TRIANGLE & TAKAS BOX



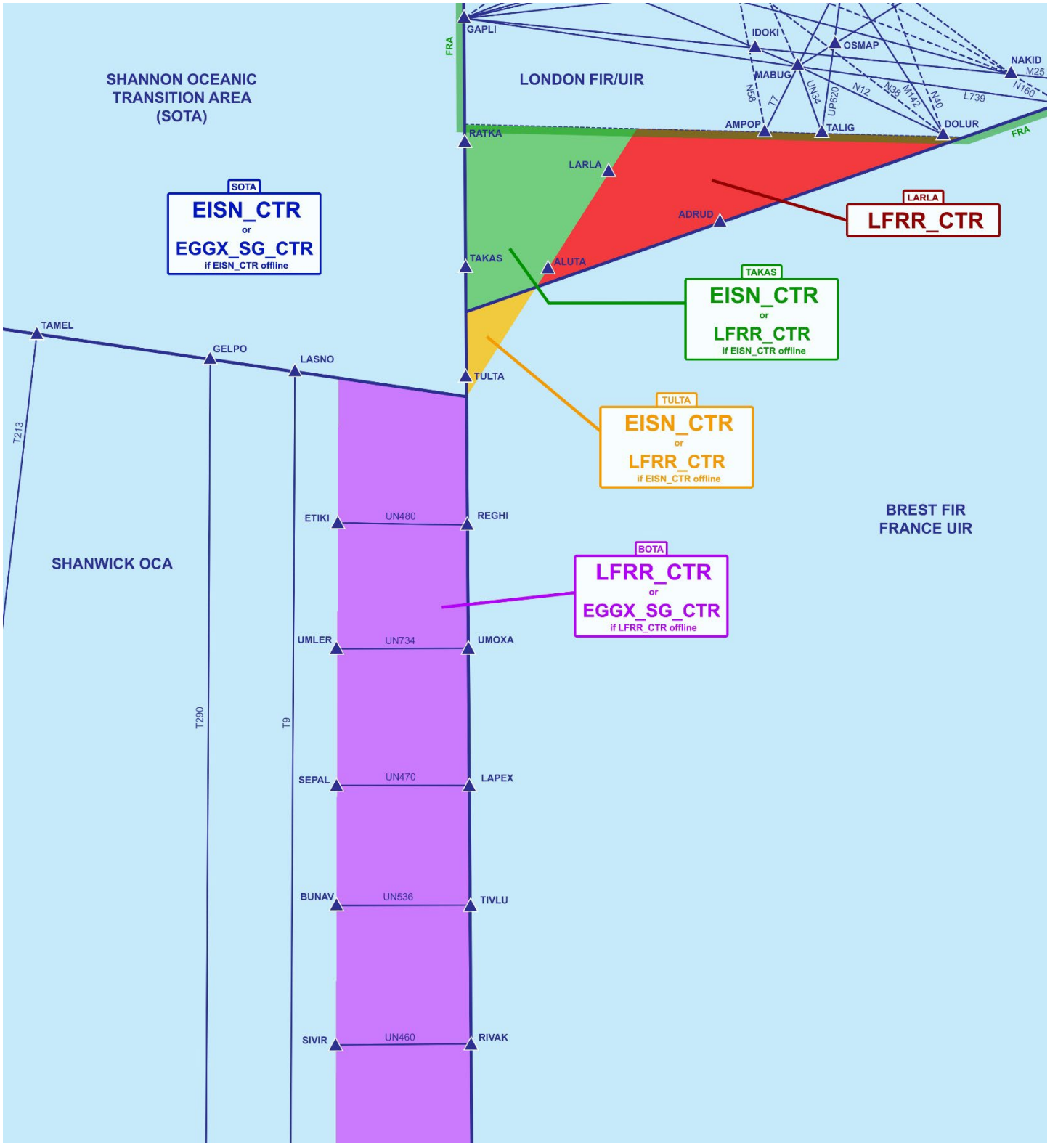
The “TULTA Triangle” is the airspace depicted in yellow on the picture above. This airspace within Brest FIR is delegated to Shannon ACC, from SFC to UNL, when Shannon ACC is online.

The “TAKAS Box” is the airspace depicted in green on the picture above. This airspace within London FIR is permanently delegated to Shannon ACC, from SFC to UNL, whether Shannon ACC is online or not.
However, when Shannon ACC is offline and Brest ACC is online, the TAKAS Box is delegated by Shannon ACC to Brest ACC.

Refer to the EGTT-LFRR LoA document for reference about the complete London FIR delegations with Brest, and especially about the LARLA Triangle depicted in faded red on the picture above.

4.3. DELEGATIONS OVERVIEW

For a better understanding, the following picture shows an overview of all previously described airspace delegations. It illustrates which ACC is responsible for which area in the junction of the Shanwick ACC, Shannon ACC and Brest ACC.



5. COORDINATION PROCEDURES – EN ROUTE

Coordination procedures between the ATC positions under the responsibility of the Shanwick ACC, Shannon ACC and those under the responsibility of the Brest ACC are defined as follows. They represent a general framework that does not replace the coordination between ATC. Any coordination procedure not mentioned in this LoA must be established on a case-by-case basis.

A direct further than the area of responsibility must be coordinated.

5.1. FROM SHANWICK/SHANNON TO BREST (EGGX/EISN → LFRR)

5.1.1. LOWER AIRSPACE (SFC-FL195)

RTE	DCT	XFER PT	XFER ATC	Restrictions
-	-	-	-	-

5.1.2. UPPER AIRSPACE (FL195-UNL)

RTE	DCT	XFER PT	XFER ATC	Restrictions
Shannon OTA	RATKA	AoR Boundary	LFRR_CTR	Odd Level
	TAKAS			
	TULTA			
Shanwick OCA	ETIKI			
	UMLER			
	SEPAL			
	BUNAV			
	SIVIR			

A coordination message should be sent to Brest around 5 min prior to reaching the exit point.

5.2. FROM BREST TO SHANWICK/SHANNON (LFRR → EGGX/EISN)

5.2.1. LOWER AIRSPACE (SFC-FL195)

RTE	DCT	XFER PT	XFER ATC	Restrictions
-	-	-	-	-

5.2.2. UPPER AIRSPACE (FL195-UNL)

RTE	DCT	XFER PT	XFER ATC	Restrictions
Brest Free Route Airspace (LFFRANW)	LARLA	AoR Boundary	EISN_CTR	Even Level
	ALUTA			
	TULTA			
UN480	REGHI		EGGX_SG_CTR	
UN734	UMOXA			
UN470	LAPEX			
UN535	TIVLU			
UN460	RIVAK			

Oceanic clearance must be obtained at latest 30 min prior to the OCA entry point. Brest is recommended to temporarily handoff traffic to Shanwick to get their clearance when passing the 003°W Meridian.

Aircraft requesting Oceanic clearance via ORCA are not required to contact Shanwick on RTF.

6. COORDINATION PROCEDURES – DEP & ARR

Coordination procedures between the ACC positions of Shanwick & Shannon and Brest and the adjacent approach positions (APP) are defined as follows. They represent a general framework that does not replace the coordination between ATC. Any coordination procedure not mentioned in this LoA must be established on a case-by-case basis.

Some of the transfer scenarios below have been simplified for clarity. Depending on the airspace structure around a position, it could be that a traffic must be transferred to a third-party position which is not listed in the table.

When no direct is defined for departures in the table below, it can be assumed that the controller can give a direct to the first en-route FIX.

6.1. BREST (IROISE) FIC

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRB	MATER NORBU	-	-	LFRR_CTR → EGGX_SG_CTR or LFRR_CTR → EISN_CTR	Aircraft departing from Brest (LFRB) wishing to enter the OCA must get their oceanic clearance while on ground after their initial departure clearance.

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
-	-	-	-	-	-

7. CONTRIBUTIONS

This document has been drafted in coordination between the ATC Operations Department of United Kingdom and Ireland and France, with Shanwick, Shannon and Brest FIR staff.

8. CHANGELOG

Version	Date	Changes
3.0	23/03/2023	- New layout - Include Shannon FIR/ACC in the scope of this LoA - Improved pictures and wording of §4 + Added TULTA and LARLA triangle delegations - Fix airway list in §5