# Letter of Agreement (LoA)

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**Shanwick OAC** (EGGX) and **Brest ACC** (LFRR)

Name: LoA-EGGX-LFRR_EN

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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 OAC** 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.

# 2. Areas of Responsibility

## 2.1. Airspace structure and classification within the Area of Common Interest

### 2.1.1. EGGX FIR/UIR

| Area | Vertical Limits | Airspace Classification |
|---|---|---|
| FIR/UIR | FL55/UNL | A |
| | Below FL55 | G |

### 2.1.2. LFRR FIR/UIR

| Area | Vertical Limits | Airspace Classification |
|---|---|---|
| UIR | Above FL660 | G |
| | FL195/FL660 | C |
| FIR | Below FL195 | G |
| Brest ACC (BOTA) | FL55/UNL | A |

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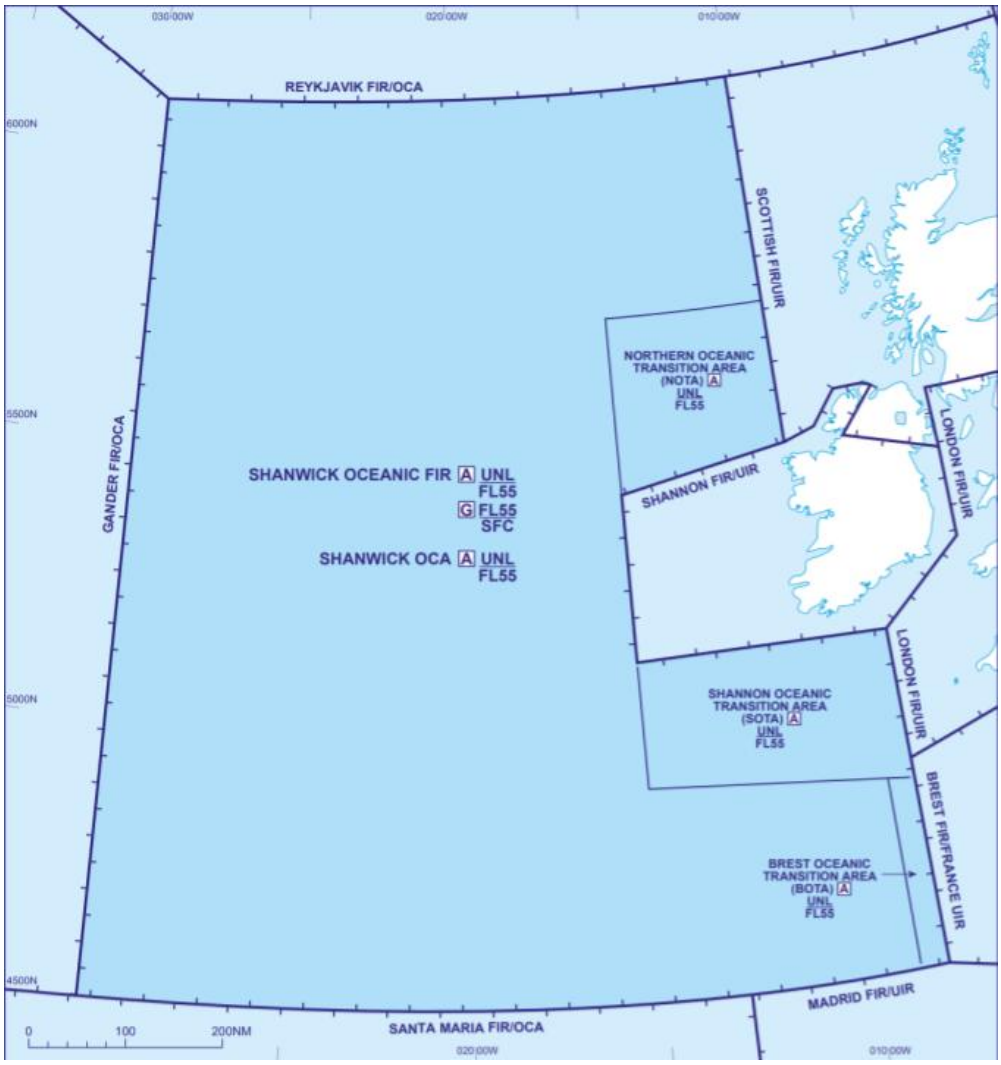
## 2.2. Sectorisation within the Area of Common Interest

2.2.1. EGGX ACC

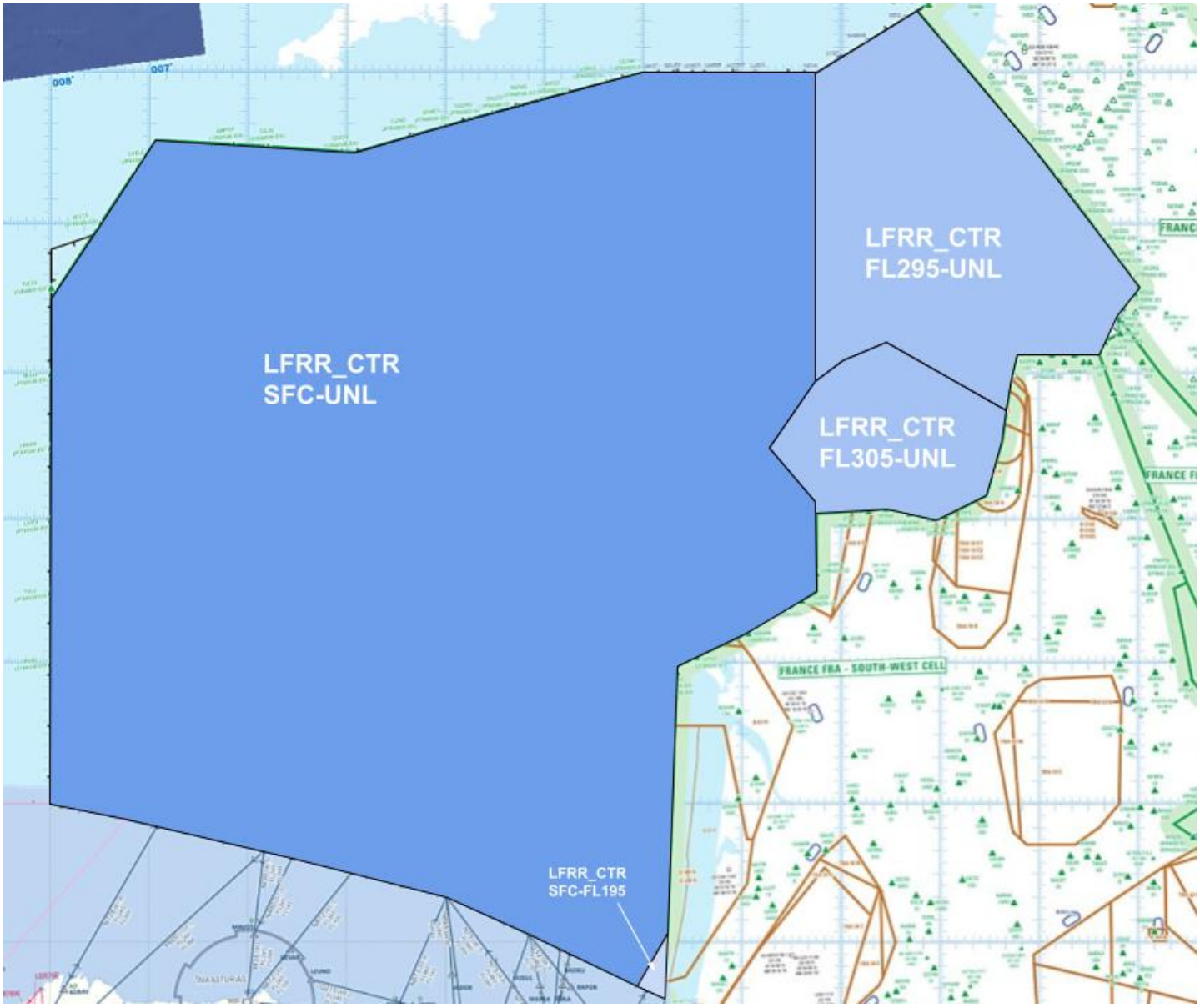



The Shanwick OAC airspace is described on the picture above.

The positions concerned by this LOA are the following:

| Position | Identifier | Frequency | Remarks |
|---|---|---|---|
| Primary Sectors | | | |
| Shanwick Radio | EGGX_SG_CTR | 127.900 | |
| Gander Radio | CZQX_GS_CTR | 127.850 | |
| Secondary Sectors | | | |
| Shanwick Delivery | EGGX_OC_CTR | 127.650 | |
| Shanwick Radio | EGGX_N_CTR | 120.350 | |
| Shanwick Radio | EGGX_S_CTR | 124.175 | |
| Shanwick Radio | EGGX_CTR | 127.650 | |

2.2.3. LFRR ACC



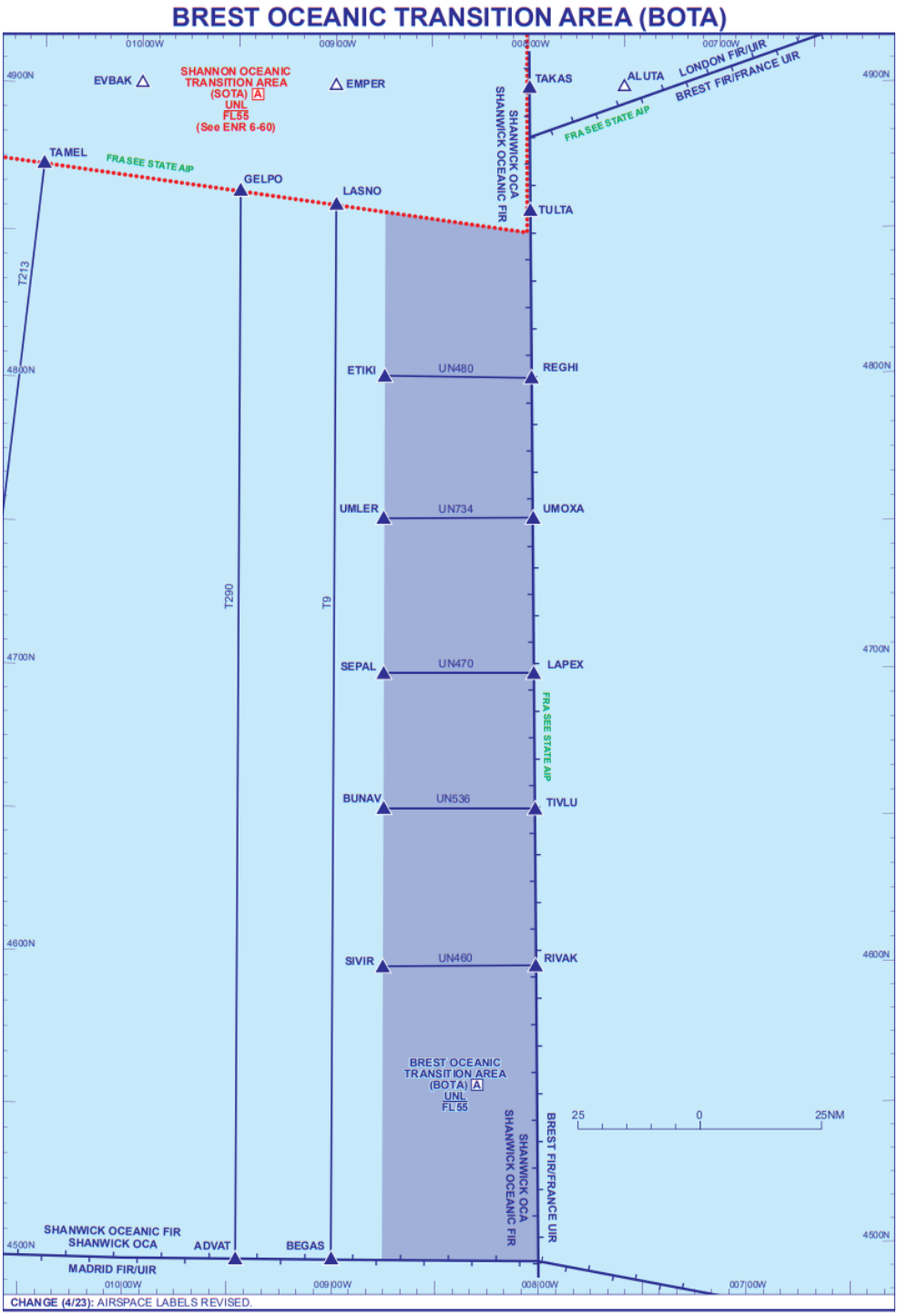

The Brest ACC airspace is described on the picture above.

The positions concerned by this LOA are the following:

| Position | Identifier | Frequency | Remarks |
|---|---|---|---|
| Primary Sectors | | | |
| Brest Control | LFRR_CTR | 132.830 | |

## 2.3. Special Areas within the Area of Common Interest

2.3.1. BOTA




This airspace is permanently delegated to Brest ACC for the provision of ATS. It is class A from FL55 to unlimited.

In this airspace, all flights are supposed to stay on their route. If not, a coordination shall be made between Shanwick OAC and Brest ACC.

# 3. Procedures for Coordination

## 3.1. General Conditions for Acceptance of Flights

Flights shall be considered to be maintaining the co-ordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by a text/verbal coordination.

If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified in the LoA, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.

Except in an emergency, aircraft should not route via 45°00'N 008°45'W.

Aircraft crossing the Brest/Shanwick common boundary will not be cleared to cross 008°45'W south of 46°00'N.

Aircraft will not be issued with a route along 008°45'W.

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## 3.2. Shanwick OAC responsibilities

Shanwick shall transfer Eastbound flights to Brest on course to one of the five BOTA entry point: ETIKI, UMLER, SEPAL, BUNAV, SIVIR.

If required, Shanwick may refuse a xFL proposed by Brest (requested by the pilot or as filed in the flight plan). In this case, Shanwick will coordinate the new Oceanic Entry Level to Brest.

## 3.3. Brest ACC responsibilities

Brest shall transfer Westbound flights to Shanwick on course to one of the five BOTA entry points: REGHI, UMOXA, LAPEX, TIVLU, RIVAK.

Brest shall fill the xFL field on Aurora with the Oceanic Entry Level requested by the pilot or filed in the flight plan. Shanwick may refuse this Oceanic Entry Level according to traffic, thus Shanwick shall coordinate the new Oceanic Entry Level to Brest.

Brest shall ensure separation between oceanic traffics according to their equipment:

- Classical separation: 60Nm laterally, 10 minutes longitudinally, 1000ft vertically

- PBCS separation (Performance Based Communication and Surveillance):
    - If traffic is equipped with ADS-C, CPDLC, RCP240, RSP180, RNP4 (D1, J*, P2, SUR/RSP180, L1 in FPL)
    - Separation will be: 23Nm laterally, 5 minutes longitudinally
    - Traffic must use OTS (Organised Track System) and be between FL350 and FL390
    - Traffic must be in contact with Shanwick with CPDLC and ADS-C before entering Shanwick airspace

- ASEPS separation (Advanced Surveillance Enhanced Procedural Separation):
    - If traffic is equipped with ADS-C, CPDLC, RCP240, RSP180, RNP4, ADS-B (D1, J*, P2, SUR/RSP180, L1, B1 in FPL)
    - Longitudinal separation can be reduced to 14Nm which allows a 3 minutes separation.

In case of military activity in Brest airspace, Brest shall request a tactical rerouting to Shanwick.

For example, if LF-D16E is active, UMLER-UMOXA route is no more available, Brest shall request Shanwick to reroute the traffic via SEPAL-LAPEX-XIDAN.

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# 4. Contributions

This document has been drafted in coordination between the ATC Operations Department of the XU and France divisions and Shanwick FIR staff and Brest FIR staff.

# 5. Changelog

| Version | Date | Changes |
|---|---|---|
| V1.0 | 19/03/2026 | - Document creation |

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