

Letter of Agreement

IVAO – United Kingdom and Ireland & France Divisions



Name: **LOA-EGGX-LFRR_EN**

Date: **22nd April 2021**

Version: **v2**

Validity: **permanent**

Contrib.: XU-AOC, XU-AOAC, FR-AOC, FR-AOAC,
EGGX-CH, EGGX-ACH, EGGX-CHA1,
LFRR-CH, LFRR-ACH

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Object: LoA between the Shanwick FIR (EGGX) and the Brest FIR (LFRR)

1. Purpose

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

The content of the agreement is approved by the concerned ATC Operation Department and FIR Chiefs and its application is mandatory for all IVAO member providing ATS within and active ATC position concerned by this LOA.

2. General procedures

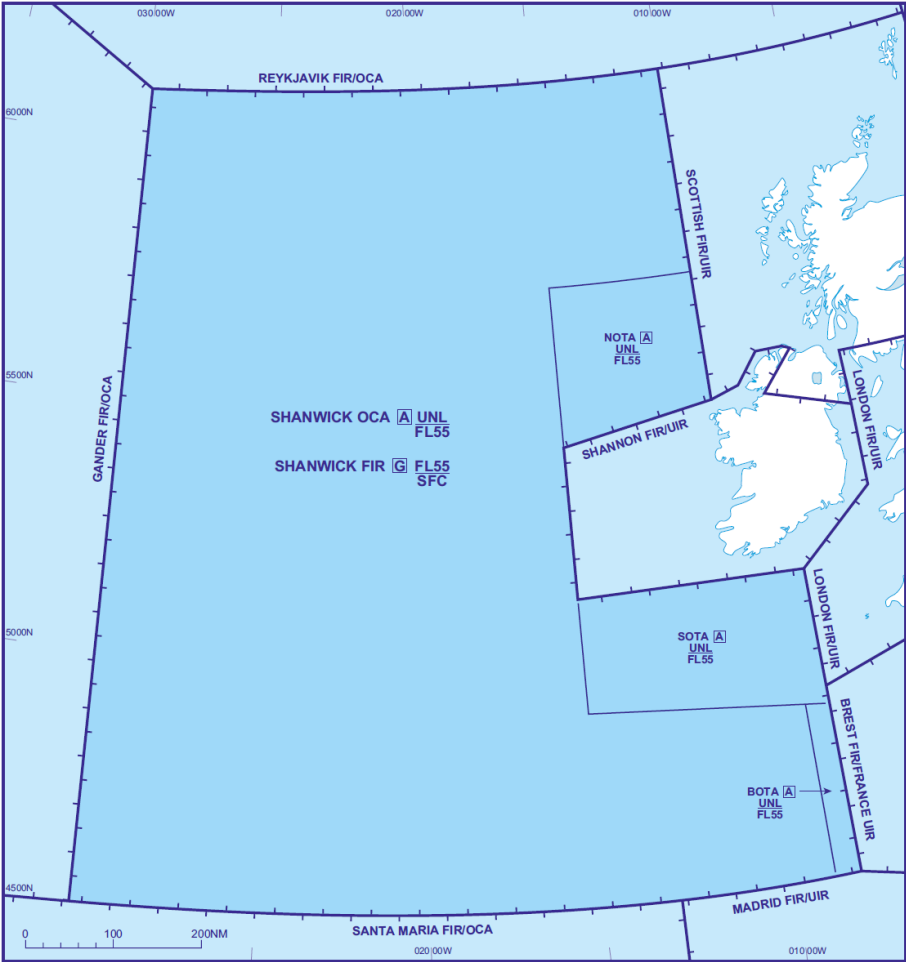
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither 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** and, in case the transfer point is not defined within this LOA, **at latest ten (10) miles before the airspace limits**.

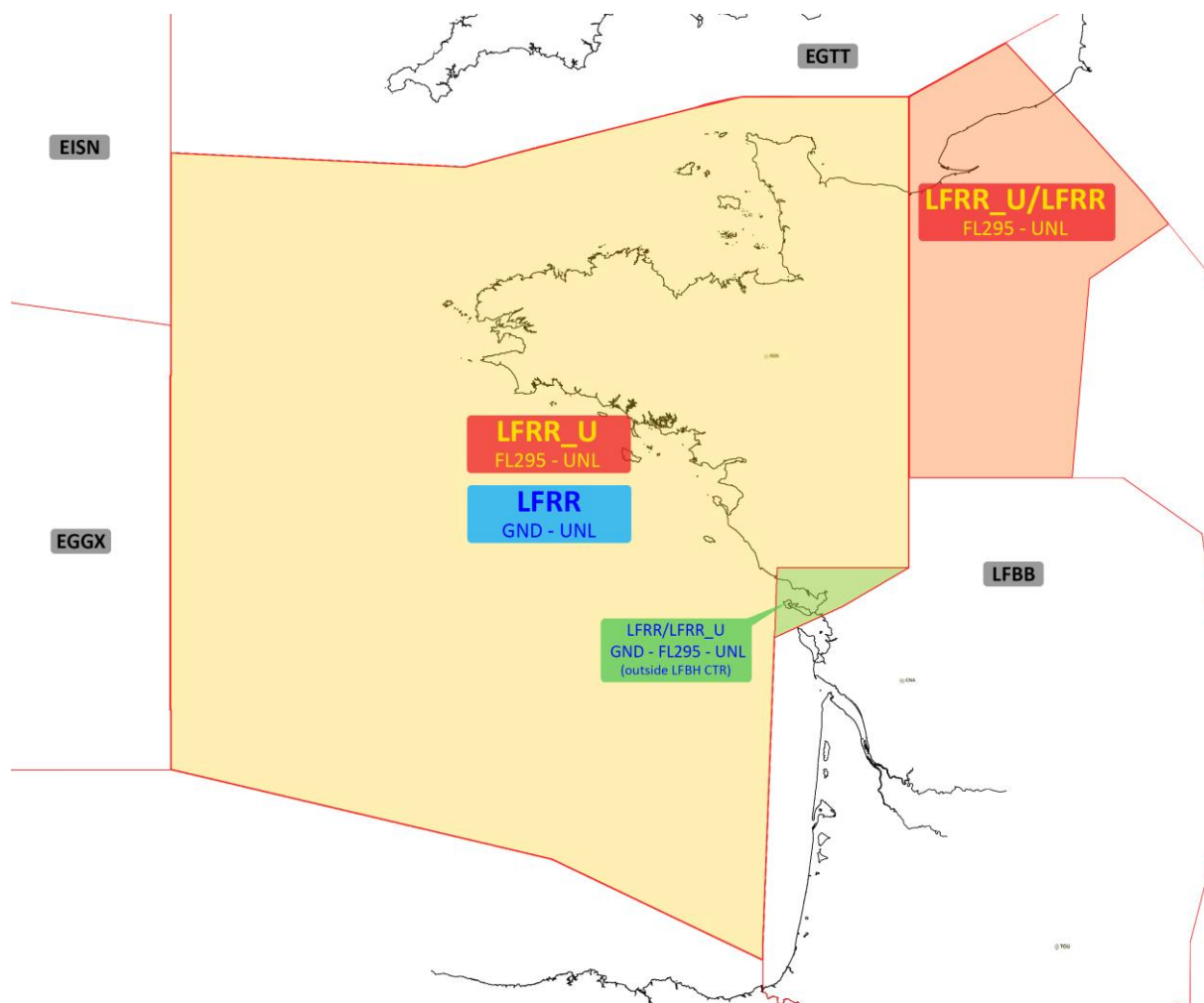
Traffic in sequence shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

3. ATC units description

The ATC unit in charge of FIR and OCA (Oceanic Control Area) under the responsibility of Shanwick ACC is **Shanwick Control** and includes one primary sector (EGGX_SG_CTR) and three secondary (EGGX_S_CTR, EGGX_N_CTR and EGGX_OC_CTR). The lateral boundaries of the airspace under the responsibility of the ACC are indicated in the figure and table below.



The ATC unit in charge of FIR and UIR airspaces under the responsibility of Brest ACC is **Brest Control** and consists in only one primary sector (LFRR_CTR). This ATC unit may be split into two subsectors (LFRR_CTR and LFRR_U_CTR). The lateral and vertical boundaries of the airspace under the responsibility of the CTR are indicated in the figure and table below.

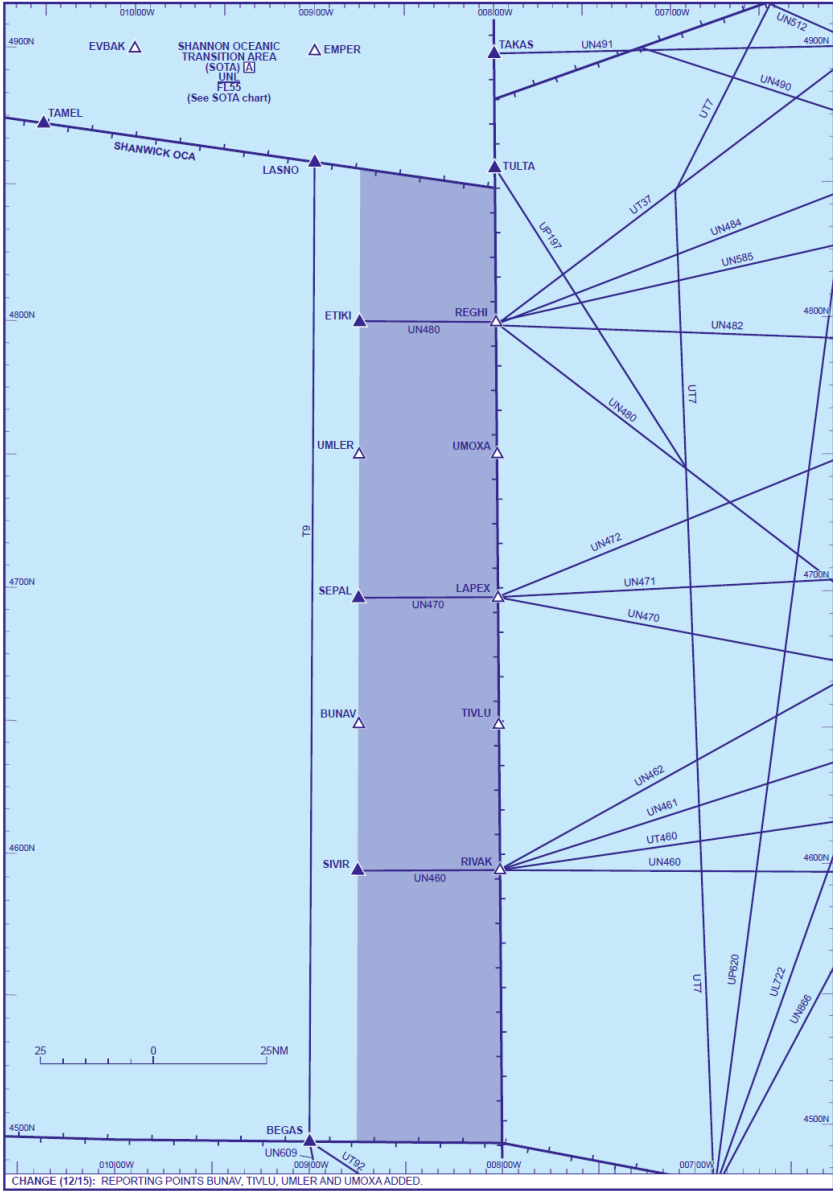


The radio communication frequencies associated to the ACC positions are indicated below.

ATC Position	Callsign	Frequency	Remarks
Primary Sector			
Shanwick / Gander FSS (general position)	EGGX_SG_CTR	127.900	SFC-UNL
Secondary Sectors			
Shanwick FSS (southern tracks)	EGGX_S_CTR	124.175	SFC-UNL
Shanwick FSS (northern tracks)	EGGX_N_CTR	120.350	SFC-UNL
Shanwick Oceanic Clearance	EGGX_OC_CTR	127.650	SFC-UNL
Primary Sector			
Brest Control	LFRR_CTR	119.825	SFC-UNL
Secondary Sectors			
Brest Control (Upper)	LFRR_U_CTR	129.500	FL295-UNL

4. Airspace Delegation

The management of the airspace portion designated as BOTA (Brest Oceanic Transition Area) is delegated to the Brest ACC.



In particular, the transition from the Brest FIR/UIR to the BOTA must be handled as follows:

Route	Entry point	Exit point	Remarks
UN480	REGHI	ETIKI	The airway T9 (LASNO-BEGAS) is delegated to Shanwick whenever Brest is not active.
UN470	LAPEX	SEPAL	
UN460	RIVAK	SIVIR	

5. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Shanwick FIR/OCA and those under the responsibility of the Brest FIR 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.

5.1 En-route coordination

Coordination procedures between Shanwick ACC and Brest ACC are defined as follows.

Route	Transfer point	Cleared DCT	Restrictions
EGGX → LFRR			
-	RIVAK	RIVAK	A coordination message should be sent to Brest around 5 min prior to reaching the exit point. Since aircraft coming from OCA may not have a FL compatible to guarantee separation in the Domestic Airspace, Brest will be responsible to assign a new flight level once the aircraft is handed-off to him.
	LAPEX	LAPEX	
	REGHI	REGHI	
	TAKAS	TAKAS	
	RATKA	RATKA	
	UMOXA	UMOXA	
	TIVLU	TIVLU	
TULTA	TULTA		
LFRR → EGGX			
UN460 UN461 UN462 UT460	RIVAK	SIVIR	Oceanic clearance must be obtained by the 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. ¹ Aircraft transiting via these points must be transferred to Shannon Control if the position is open.
UN470 UN471 UN472	LAPEX	SEPAL	
UN480 UN482 UN484 UN585 UT37	REGHI	ETIKI	
UN490 UN491	TAKAS ¹	TAKAS ¹	
UN502 UN512 UN521	RATKA	RATKA	
UN531 UN533 UN535 UN542 UN734	UMOXA	UMLER	
UN536 UN749 UN868 UN977	TIVLU	BUNAV	
UP197	TULTA ¹	TULTA ¹	

5.2 Coordination of departures and arrivals

Coordination procedures for the departure/arrival traffic management are defined as follows.

Brest towards Shanwick

Airport	SID/STAR	Coordination procedures	Remarks
<u>Departures (LFRR → EGGX)</u>			
LFRB	NORBU MATER	LFRB_TWR → EGGX_SG_CTR → LFRB_TWR → LFRB_APP → LFRR_CTR → EGGX_SG_CTR	Aircraft departing from Brest wishing to enter the OCA must get their oceanic clearance on the ground after their initial departure clearance.