



Letter of Agreement (LoA)

London ACC (EGTT) and Reims ACC (LFEE)

Name: LoA-EGTT-LFEE_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 **London ACC** and **Reims 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. EGTT FIR/UIR

Area	Vertical Limits	Airspace Classification
UIR	FL245/FL660	A
FIR	FL195/FL245	C where designated
	MSL/FL195	G outside other classified airspace

2.1.2. LFEE FIR/UIR

Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D
	AGL-AMSL/FL115	G outside other classified airspace

2.2. Sectorisation within the Area of Common Interest

2.2.1. EGTT ACC



The London airspace sectorisation is described in the picture above.

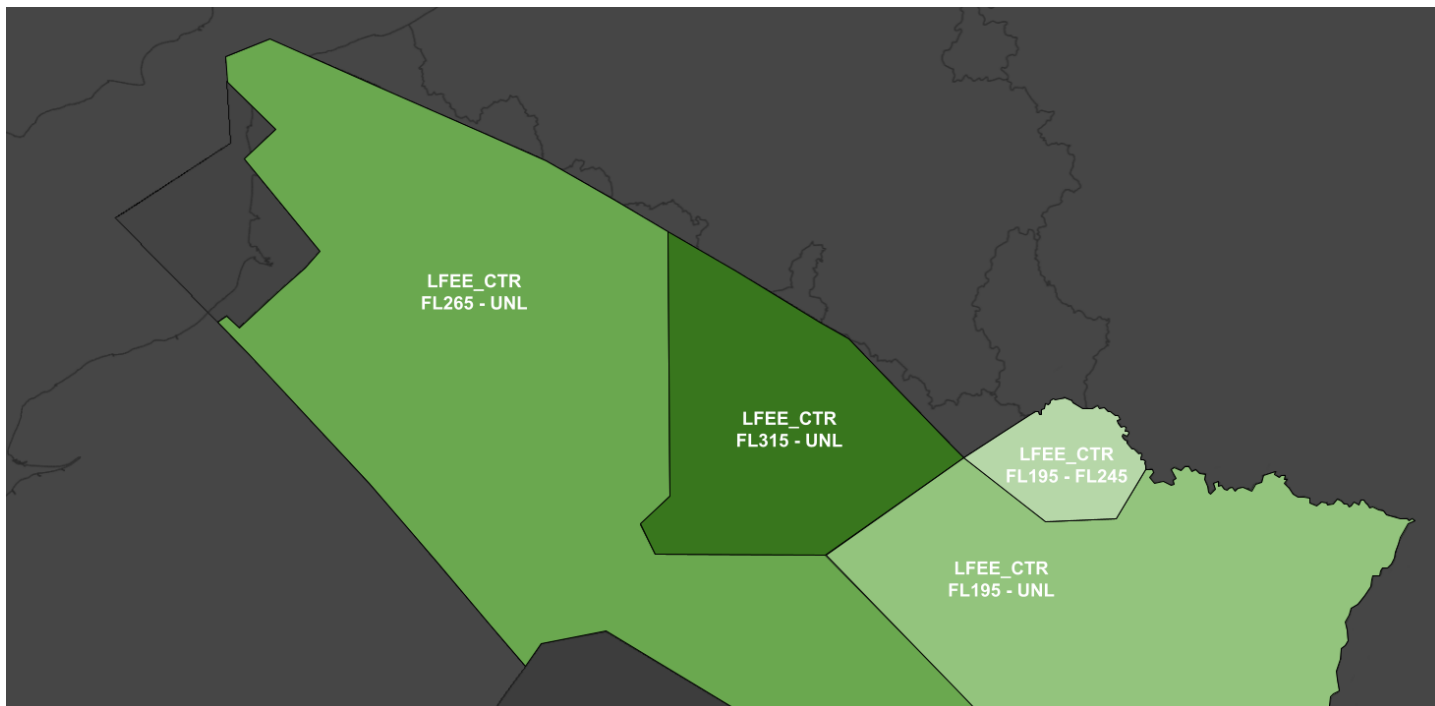
The positions concerned by this LOA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
London Control	EGTT_CTR	132.605	
Secondary Sectors			
London Control	EGTT_S_CTR	135.055	

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2.2.3. LFEE ACC

The French airspace at the interface between London and Reims is described in the picture below.



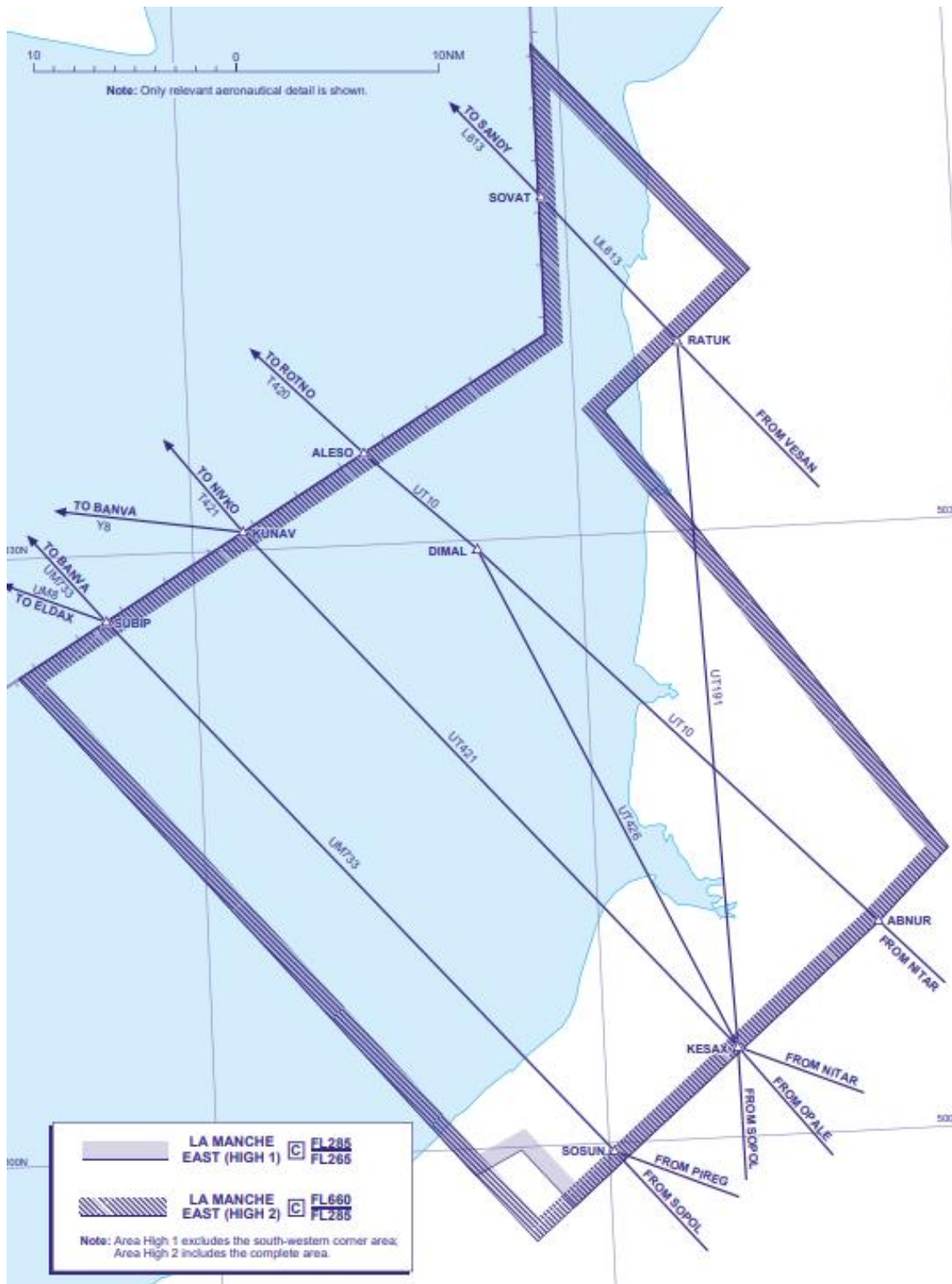
Reims ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Reims Control	LFEE_CTR	135.505	

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2.3. Special Areas within the Area of Common Interest

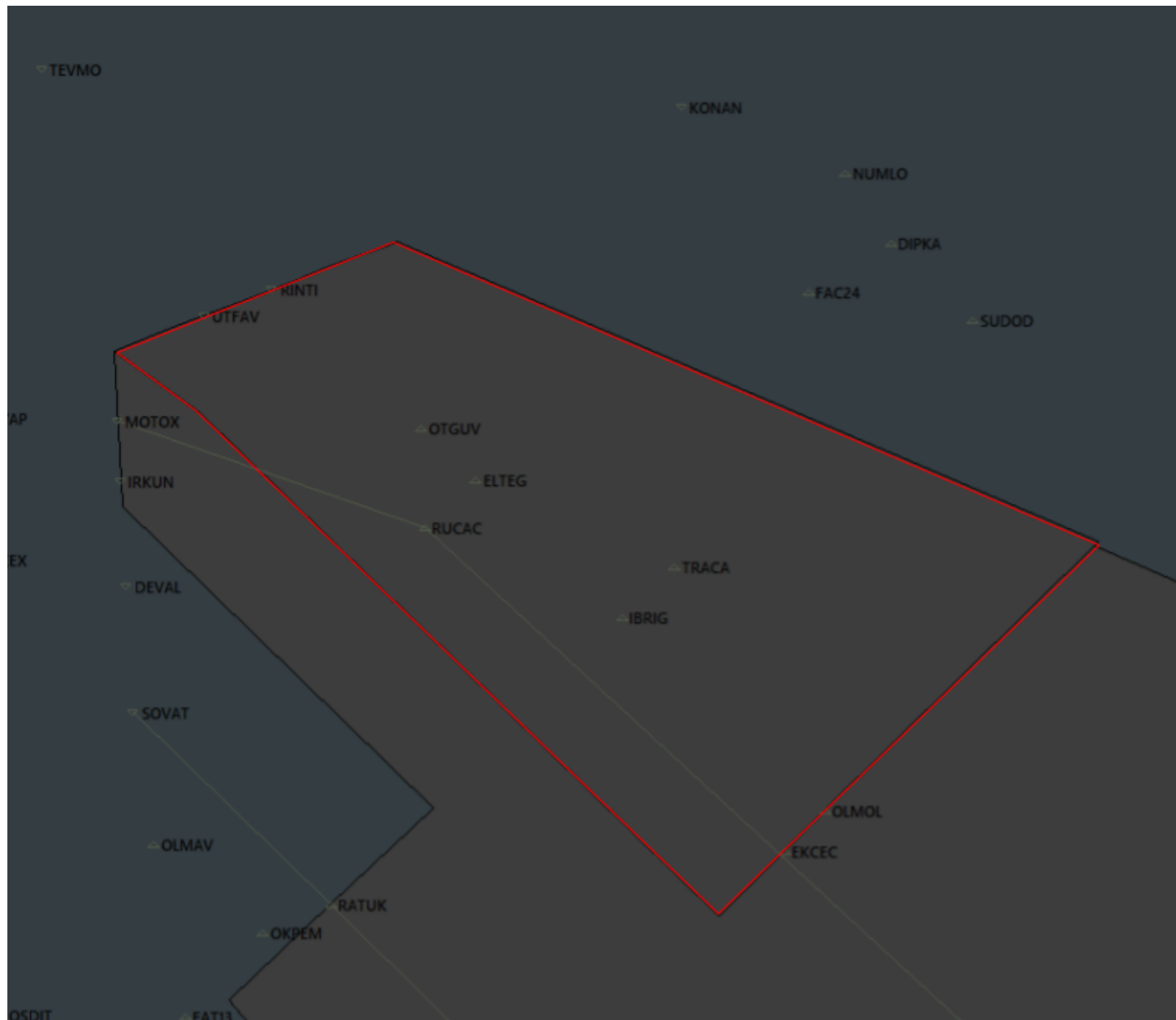
2.3.1. La Manche East High



This area is described in the picture above. It is permanently delegated to London ACC from FL265 to FL660 and is class C airspace.

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2.3.2. RINTI Box



This area is defined from FL195 to FL265. This airspace is permanently delegated to Reims ACC and is class C.

It is defined by the following coordinates:

51°00'00"N, 001°28'00"E – 51°00'50"N, 001°31'45"E – 51°01'58"N, 001°36'56"E – 51°02'41"N, 001°40'11"E – 51°03'30"N, 001°43'56"E
 – 50°51'09"N, 002°21'25"E – 50°41'53"N, 002°05'35"E – 50°38'15"N, 001°59'26"E – 50°57'37"N, 001°32'31"E – 51°00'00"N,
 001°28'00"E

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3. Procedures for Coordination

3.1. General Conditions for Acceptance of Flights

Coordination of flights shall take place by reference to the COP (Coordination Point) for the relevant route and in accordance with the appropriate flight levels specified in paragraph 3.2.

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 either the LoA conditions or 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.

For any proposed deviation from the conditions specified in 3.2 (COP, route, FL), coordination shall be affected.

Traffic shall be transferred as soon as possible, clear of any conflicting traffic.

Silent Radar Handovers are possible with a minimum radar separation of 10Nm. In addition, if the longitudinal separation is less than 20Nm, the transferring ATS unit shall assign speed control to both aircraft. The speed of the leading aircraft needs to be greater than, or equal to, the speed of the following. Pilots shall be instructed to report their assigned speed to the receiving ATS unit on first contact.

3.2. ATS-Routes, DCTs, Co-Ordination Points and Level Allocation

3.2.1. Flights from EGTT ACC to LFEE ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
UL15	MOTOX	Odd	FL350 minimum	
UL10	UTFAV	Odd	RFL>350	3.2.1.1.

3.2.1.1.

Traffic accepted on UTFAV-RUCAC is:

- departure EGKK with destination LI** and LD**
- departure EGGW with destination BKPR, LA**, LD**, LI** and LM**

Traffic departing EGGW is transferred climbing to FL310.

Traffic departing EGKK is transferred climbing to FL310. FL290 and FL270 may be used only when FL310 is not available.

Traffic unable to reach FL200 by UTFAV shall be coordinated by London ACC to Paris ACC.

3.2.2. Flights from LFEE ACC to EGTT ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
UM733	SOSUN	All	ARR EGTE	
		FL430 max	ARR EGGW EGSS EGSC EGTK EGUN EGUL	
		FL350 max	ARR EGDM EGDY	
		FL280 max	ARR EGHH EGHI EGHJ EGHK EGHM EGHN EGHQ EGHV EGHX EGHY EGHR EGLF EGLK EGTD EGTF EGVO	
UT421	KESAX	All	ARR EGBJ EGFF EGFH EGGD EGSY EGTC EGVA EGVN	
		FL350 max	ARR EGKK EGBP	
UT10	ABNUR	All	ARR EGLD EGNE EGSH	
		FL430 max	ARR EGBB EGBE EGLL EGNX EGWU	
UL613	RATUK	Even		
		FL320 max	DEP Paris TMA	3.2.2.1.

3.2.2.1. Paris TMA departures

Paris TMA departures via KESAX and ABNUR remain with Paris ACC (FL260 max)

Paris TMA departures via RATUK:

- Oceanic traffic will be transferred at FL260 max
- Non-oceanic traffic will be transferred at FL320. If traffic is unable to reach FL310 by RATUK, it will be transferred at FL280.

3.2.2.2.

Traffic with destination EGKA EGKB EGLC EGMC EGMD EGMH EGSG EGSX EGTO EGTR is not accepted above FL265 by London ACC, thus these flights will be descended and transferred by Reims ACC to Paris ACC.

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4. Mode S airspace

IFR General Air Traffic (GAT) flights, operating within designated Mode S airspace may be identified using their correctly entered Flight ID in the FMC and broadcasted or received using ADS-B/Secondary Surveillance Radar (SSR). This traffic can be allocated a squawk **1000** when remaining within the European designated Mode S airspace areas.

Traffic routing through French airspace from or to areas that identify aircraft using Mode A (whether or not they have capability to receive Mode S) shall be allocated a **discrete** code which does not require recycling.

London has over 20 SSR sites, and Wide Area Multilateration (WAM) across the FIR and whilst is able to receive Mode S interrogations, flights are not permitted to be identified using Mode S alone. Therefore **all** IFR traffic within controlled airspace, must not be transferred to London ACC until they have been identified, validated and verified on a discrete transponder code.

5. Contributions

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

6. Changelog

Version	Date	Changes
V4.0	19/03/2026	<ul style="list-style-type: none"> - New Format - Conditions of exchange - LFEE ACC airspace