

# Letter of Agreement

IVAO – United Kingdom and Ireland & France Divisions



Name: **LOA-EGTT-LFFF\_EN**

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Contrib.: GB-AOC, GB-AOAC, FR-AOC, FR-AOAC,  
LFFF-CH, LFFF-ACH

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Object: LoA between the London FIR (EGTT) and the Paris FIR (LFFF)

## 1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between the **London FIR** and the **Paris 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

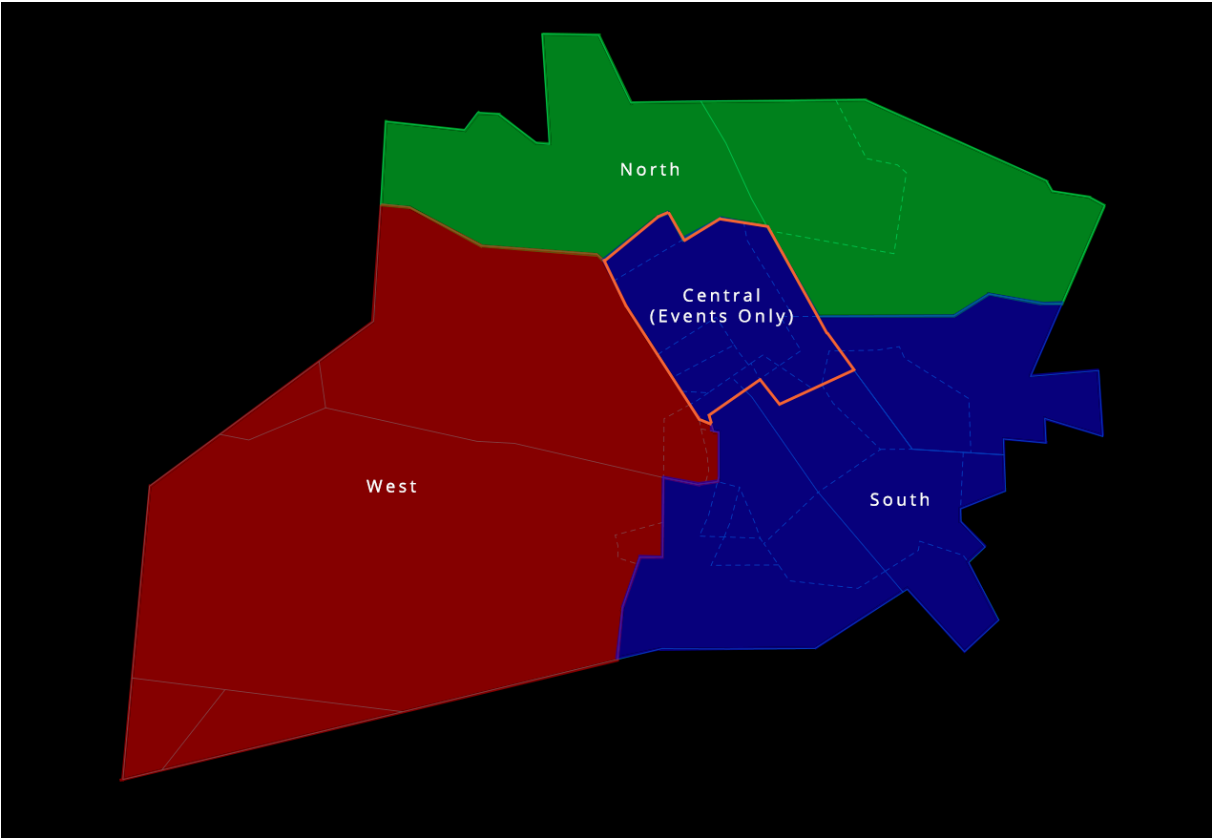
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither 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**.

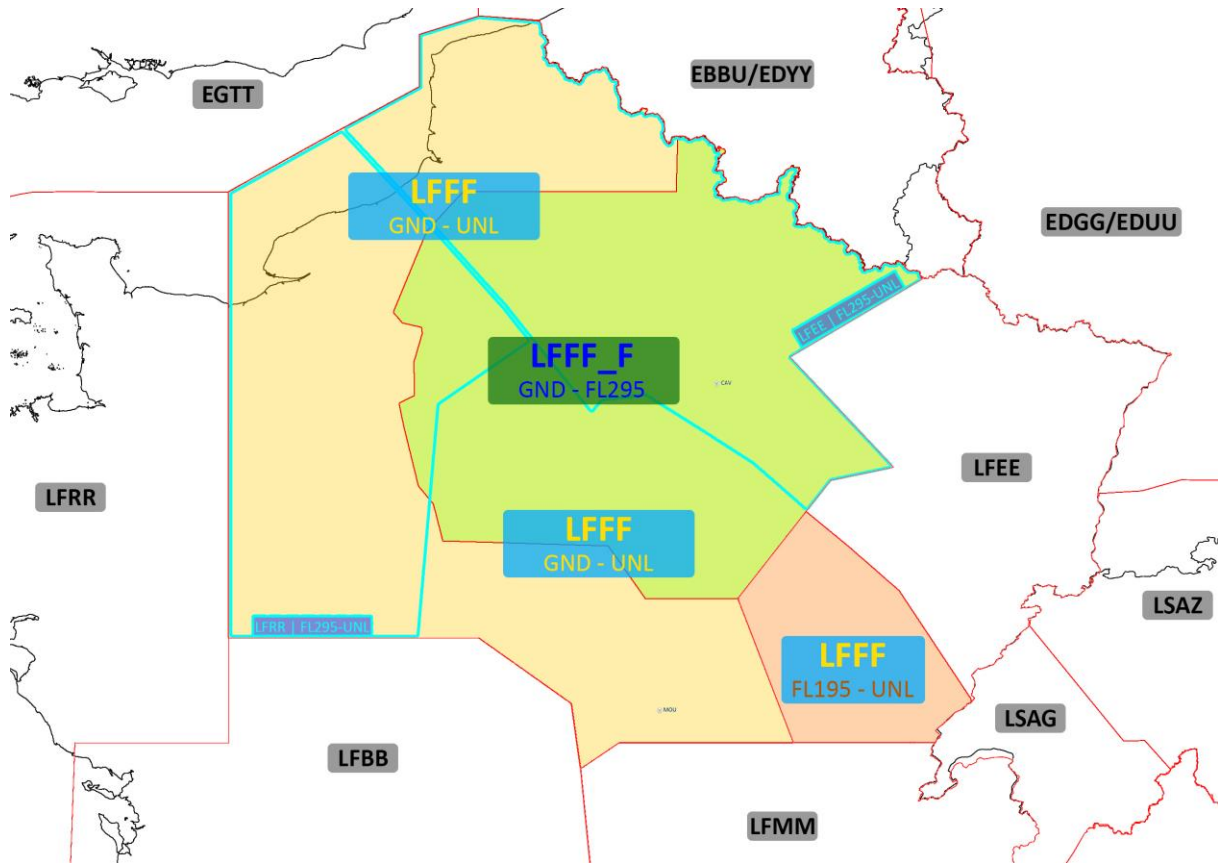
Traffic in sequence shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

### 3. ATC units description

The ATC unit in charge of FIR and UIR airspaces under the responsibility of London ACC is **London Control** and includes one primary sector (EGTT\_CTR) and four secondary (EGTT\_N\_CTR, EGTT\_W\_CTR, EGTT\_S\_CTR and EGTT\_C\_CTR). The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the figure and table below.



The ATS unit in charge of FIR and UIR airspaces under the responsibility of Paris ACC is **Paris Control** and consists in two primary sectors (LFFF\_CTR and LFFF\_F\_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
<b>Primary Sector</b>			
<b>London Control (All)</b>	EGTT_CTR	132.605	SFC-FL660
<b>Secondary Sectors</b>			
<b>London Control (North sector)</b>	EGTT_N_CTR	128.130	SFC-FL660
<b>London Control (West sector)</b>	EGTT_W_CTR	135.225	SFC-FL660
<b>London Control (South sector)</b>	EGTT_S_CTR	135.055	SFC-FL660
<b>London Control (Central sector)</b>	EGTT_C_CTR	127.105	SFC-FL660
<b>Primary Sector</b>			
<b>Paris Control</b>	LFFF_CTR	128.100	SFC-UNL LFRR open : W (SFC-FL295) LFEE open : E (SFC-FL295)
<b>Paris Control (CCT)</b>	LFFF_F_CTR	135.405	SFC-FL295

## 4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the London FIR and those under the responsibility of the Paris 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.

### 4.1 En-route coordination

Coordination procedures between London ACC and Paris ACC are defined as follows.

Route	Transfer point	Cleared DCT	Restrictions	
<b>EGTT → LFFF</b>				
<b>B3</b>	RINTI	RINTI	-	
<b>L15</b>	IRKUN	IRKUN		
<b>L612</b>	XAMAB	XAMAB		
<b>L613</b>	SOVAT	SOVAT		
<b>M605</b>	XIDIL	XIDIL		
<b>M733</b>	SUBIP	SUBIP		
<b>M8</b>				
<b>N20</b>	KUNAV	KUNAV		
<b>N57</b>	DEVAL	DEVAL		
<b>N859</b>	SITET	SITET		
<b>T420</b>	ALESO	ALESO		
<b>T421</b>	KUNAV	KUNAV		
<b>Y8</b>				
<b>UL10</b>	RINTI	LESDO		-
<b>UL15</b>	MOTOX			
<b>UL151</b>	SITET	SITET		
<b>UL612</b>	XAMAB	XAMAB		
<b>UL613</b>	SOVAT	SOVAT		
<b>UM605</b>	XIDIL	BIBAX - VELOL	FL260 at XIDIL (FL250 or FL240 during heavy traffic)	
<b>UM733</b>	SUBIP	SUBIP	-	
<b>UM8</b>				
<b>UN859</b>	SITET	SITET		
<b>UT420</b>	ALESO	ALESO		
<b>UT421</b>	KUNAV	KUNAV		
<b>UY8</b>				

Route	Transfer point	Cleared DCT	Restrictions
<b>LFFF → EGTT</b>			
<b>A23</b>	SITET	SITET	-
<b>A30</b>	IRKUN	IRKUN	
<b>B24</b>	FIR12	FIR12	
<b>B3</b>	RINTI	RINTI	
<b>L613</b>	SOVAT	SOVAT	
<b>M605</b>	XIDIL	XIDIL	
<b>N20</b>	KUNAV	KUNAV	
<b>N57</b>	DEVAL	DEVAL	
<b>T20</b>	ALESO	ALESO	
<b>T27</b>	KUNAV	KUNAV	
<b>T421</b>			
<b>LFFF → EGTT</b>			
<b>UL10</b>	RINTI	RINTI	-
<b>UL15</b>	MOTOX	MOTOX	
<b>UL612</b>	XAMAB	XAMAB	
<b>UL613</b>	SOVAT	SOVAT	
<b>UM605</b>	XIDIL	XIDIL	
<b>UM733</b>	SUBIP	SUBIP	
<b>UN859</b>	SITET	SITET	
<b>UT420</b>	ALESO	ALESO	
<b>UT421</b>	KUNAV	KUNAV	

#### 4.2 Coordination of departures and arrivals

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

#### London towards Paris

Airport	SID/STAR	Coordination procedures	Remarks
<b>Arrivals (EGTT → LFFF)</b>			
<b>LFPG</b> <b>LFPB</b>	XIDIL	EGTT_CTR -> LFFF_CTR JET (cleared DCT XIDIL FL260 max) PROP (cleared DCT XIDIL FL220 max)	FL250 or FL240 during heavy traffic
<b>LFPO</b>	SITET	EGTT_CTR -> LFFF_CTR (DCT XIDIL FL250)	

#### Paris towards London

Airport	SID/STAR	Coordination procedures	Remarks
<b>Arrivals (LFFF → EGTT)</b>			
<b>EGLL</b> <b>EGWU</b>	BIG WEALD	LFFF_CTR -> EGTT_CTR (cleared FL≤260 DCT KUNAV/ALESO/DIMAL)	Transfer at KESAX/ABNUR
<b>EGKK</b> <b>EGHH</b> <b>EGHI</b>	TIMBA KUNAV	LFFF_CTR -> EGTT_CTR (cleared FL≤250 DCT KUNAV)	Transfer at KESAX
<b>EGSS</b> <b>EGSC</b> <b>EGGW</b>	N/A	LFFF_CTR -> EGTT_CTR (cleared FL≤250 DCT SUBIP)	Transfer at SOSUN
<b>EGLC</b>	GODLU	LFFF_CTR -> EGTT_CTR (cleared FL190 DCT SOVAT)	Transfert at RATUK