



Letter of Agreement (LoA)

London ACC (EGTT) and Paris ACC (LFFF)

Name: LoA-EGTT-LFFF_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 **Paris 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. 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
London	Paris	ODD
Paris	London	EVEN

3. ATS UNIT DESCRIPTION

The ATC unit in charge of the airspaces under the responsibility of the London ACC is **London Control** and includes one primary sector: EGTT_CTR. The primary sector can be split into four secondary sectors: EGTT_N_CTR, EGTT_W_CTR, EGTT_S_CTR and EGTT_C_CTR.

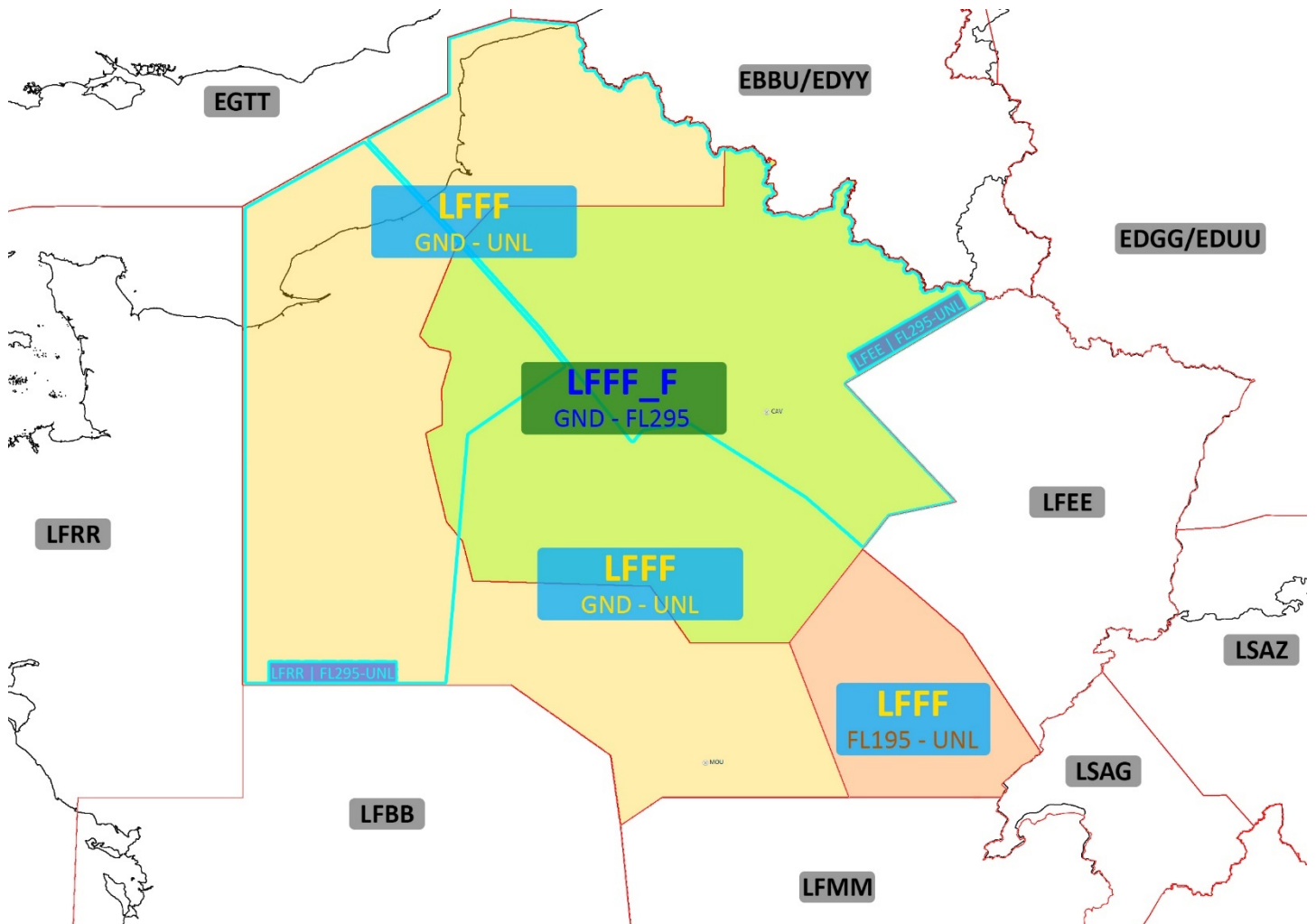
The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the image and table below.



The ATC unit in charge of the airspaces under the responsibility of Paris ACC is **Paris Control** and consists in two primary sectors: LFFF_CTR and LFFF_F_CTR.

Note: Parts of Paris ACC above FL295 are delegated to Brest and Reims ACC when they are online.

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



3.1. LONDON ACC

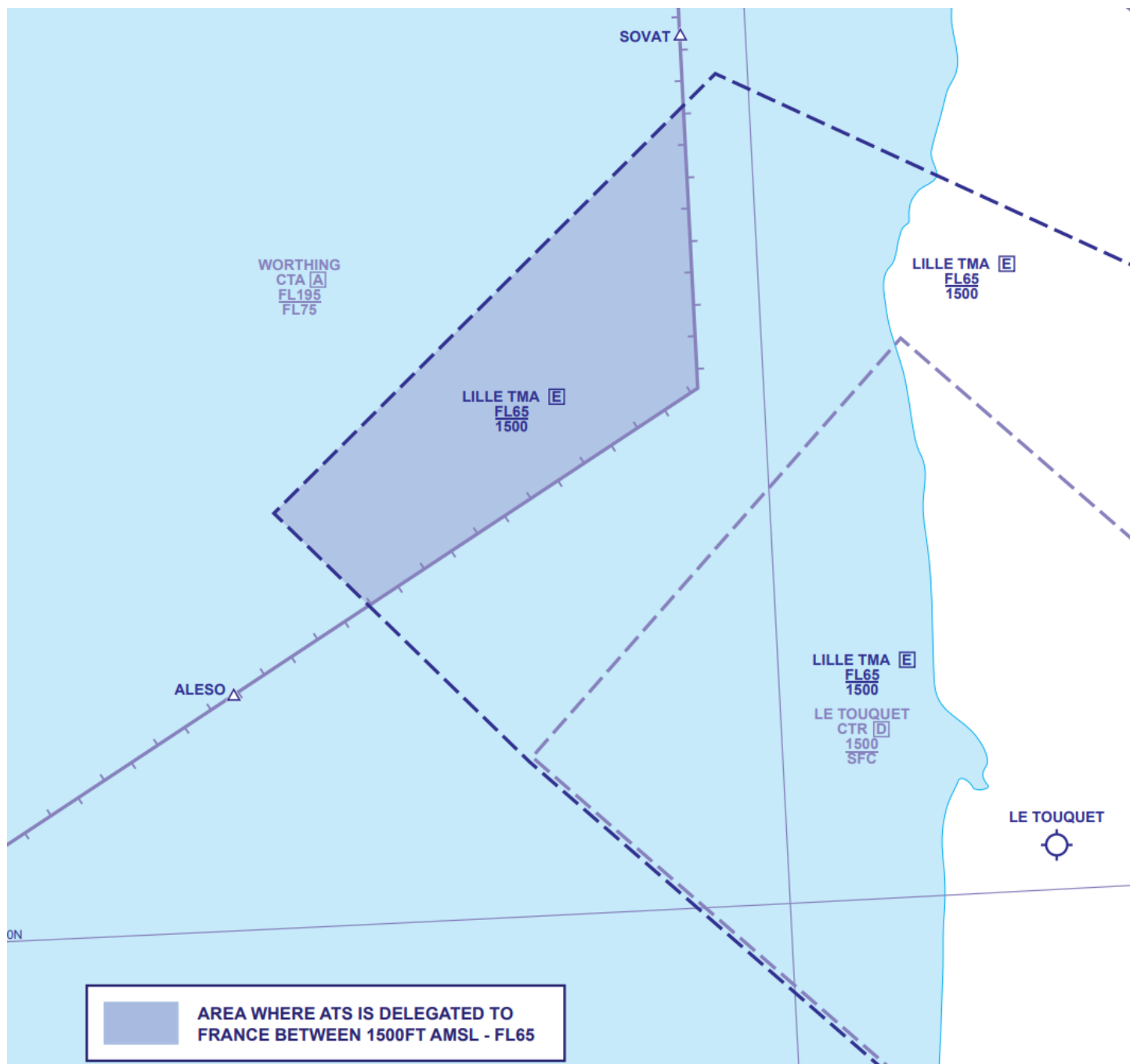
Positions ATC	Callsign	Freq.	Notes
<i>Primary sectors</i>			
London Control	EGTT_CTR	132.605	SFC-FL660
<i>Secondary sectors</i>			
London Control	EGTT_N_CTR	128.130	SFC-FL660
London Control	EGTT_W_CTR	126.075	SFC-FL660
London Control	EGTT_S_CTR	135.055	SFC-FL660
London Control	EGTT_C_CTR	127.105	SFC-FL660

3.2. PARIS ACC

Positions ATC	Callsign	Freq.	Notes
<i>Primary sectors</i>			
Paris Control	LFFF_CTR	128.105	SFC-UNL; East: SFC-FL295 if LFEE_CTR is active West: SFC-FL295 if LFRR_CTR is active
Paris Control	LFFF_F_CTR	135.405	SFC-FL295
<i>Secondary sectors</i>			
-	-	-	-

4. ATS DELEGATION

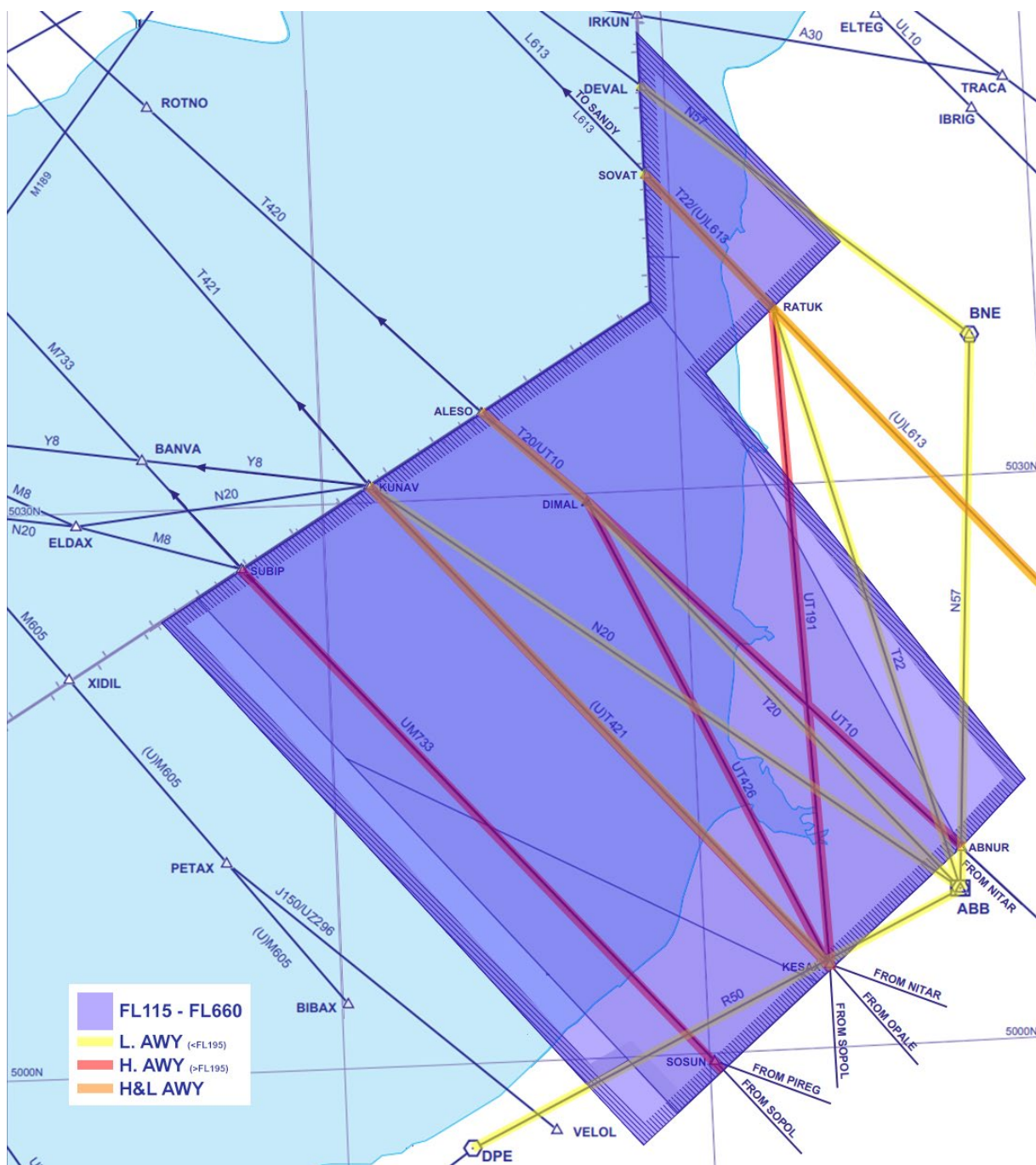
4.1. TMA 7 LILLE



Part of the TMA 7 Lille is located within London FIR. This airspace, defined from 1500ft AMSL to FL65, is delegated from London FIR to Paris ACC (or Lille APP) whenever Paris ACC (or Lille APP) is online.

When both Paris ACC and Lille APP are offline, this airspace reverts to Class G, and London ACC has the responsibility of this airspace.

4.2. LA MANCHE EAST



The “La Manche East” airspace depicted on the picture above is defined from FL115 to FL660. Its lateral limits are defined in UK AIP ENR 2.2 part, as “La Manche East (High) 2” sector. Its main purpose is to permit a proper descent management of traffic towards London airports by London ACC.

This airspace within Paris FIR is delegated to London ACC whenever London ACC is online.

Traffic on the R50 DPE↔ABB segment and the N57 ABB↔BNE segment will remain under Paris ACC responsibility. Paris ACC shall coordinate with London ACC whenever traffic on these segments is flying above FL115 on these segments. When London ACC is offline, Paris ACC has the responsibility of this airspace.

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

5. COORDINATION PROCEDURES – EN ROUTE

Coordination procedures between the ATC positions under the responsibility of the London ACC and those under the responsibility of the Paris 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 LONDON TO PARIS (EGTT → LFFF)

5.1.1. LOWER AIRSPACE (SFC-FL245)

RTE	DCT	XFER PT	XFER ATC	Restrictions
L10	RINTI	AoR Boundary	LFFF_CTR	Odd Level
M605	XIDIL			
L612	XAMAB			
L151	SITET			
N859				

5.1.2. UPPER AIRSPACE (FL245-UNL)

RTE	DCT	XFER PT	XFER ATC	Restrictions
L10	RINTI	AoR Boundary	LFFF_CTR	Odd Level
L15	MOTOX			
UM605	XIDIL			
UL612	XAMAB			
L151	SITET			
UN859				

5.2. FROM PARIS TO LONDON (LFFF → EGTT)

5.2.1. LOWER AIRSPACE (SFC-FL195)

RTE	DCT	XFER PT	XFER ATC	Restrictions
B3	RINTI	AoR Boundary	EGTT_CTR	Even Level
A30	IRKUN			
N57	BNE			
L613	RATUK			
T22	ABB			
T20				
N20				
T421	KESAX			
A34	SITET			

5.2.2. UPPER AIRSPACE (FL195-UNL)

RTE	DCT	XFER PT	XFER ATC	Restrictions
UL613	RATUK	AoR Boundary	EGTT_CTR	Even Level
UT10	ABNUR			
UM976				
UQ220	KESAX			
UT421				
UT191				
UM733	SOSUN			

6. COORDINATION PROCEDURES – DEP & ARR

Coordination procedures between the ACC positions of London and Paris 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 enroute FIX.

6.1. LONDON AREA

Departures

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

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
EGLL	ALESO	FL380	-	LFFF_CTR → EGTT_CTR	ABNUR/KESAX FL360 or below
EGKK	KUNAV	FL320	-	LFFF_CTR → EGTT_CTR	KESAX FL320 or below
EGLC	SOVAT	FL220	-	LFFF_CTR → EGTT_CTR	RATUK FL220 or below
EGLF	ELDAX	FL280	-	LFFF_CTR → EGTT_CTR	SOSUN/KESAX FL280 or below
EGHI					
EGHH					

6.2. PARIS AREA

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFOB	OPALE	FL260	KESAX	LFFF_CTR → EGTT_CTR	Early transfer to avoid level off

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFPG	BIBAX	FL260	-	EGTT_CTR → LFFF_CTR	XIDIL FL260
LFPO	BOBSA	FL290	-	EGTT_CTR → LFFF_CTR	SITET FL290 to avoid LFRR airspace
LFOB	VELOL	FL240	-	EGTT_CTR → LFFF_CTR	XIDIL FL240
LFPB					

7. CONTRIBUTIONS

This document has been drafted in coordination between the ATC Operations Department of United Kingdom and Ireland and France divisions, with London and Paris FIR staff.

8. CHANGELOG

Version	Date	Changes
6.0	23/03/2023	<ul style="list-style-type: none">- New format- Add La Manche East and Lille TMA 7 delegations in §4- Review AWY and DCT in §5- Complete revision of ARR/DEP coordination in §6