



## Letter of Agreement (LoA)

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**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. 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. LFFF 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 on the picture above.

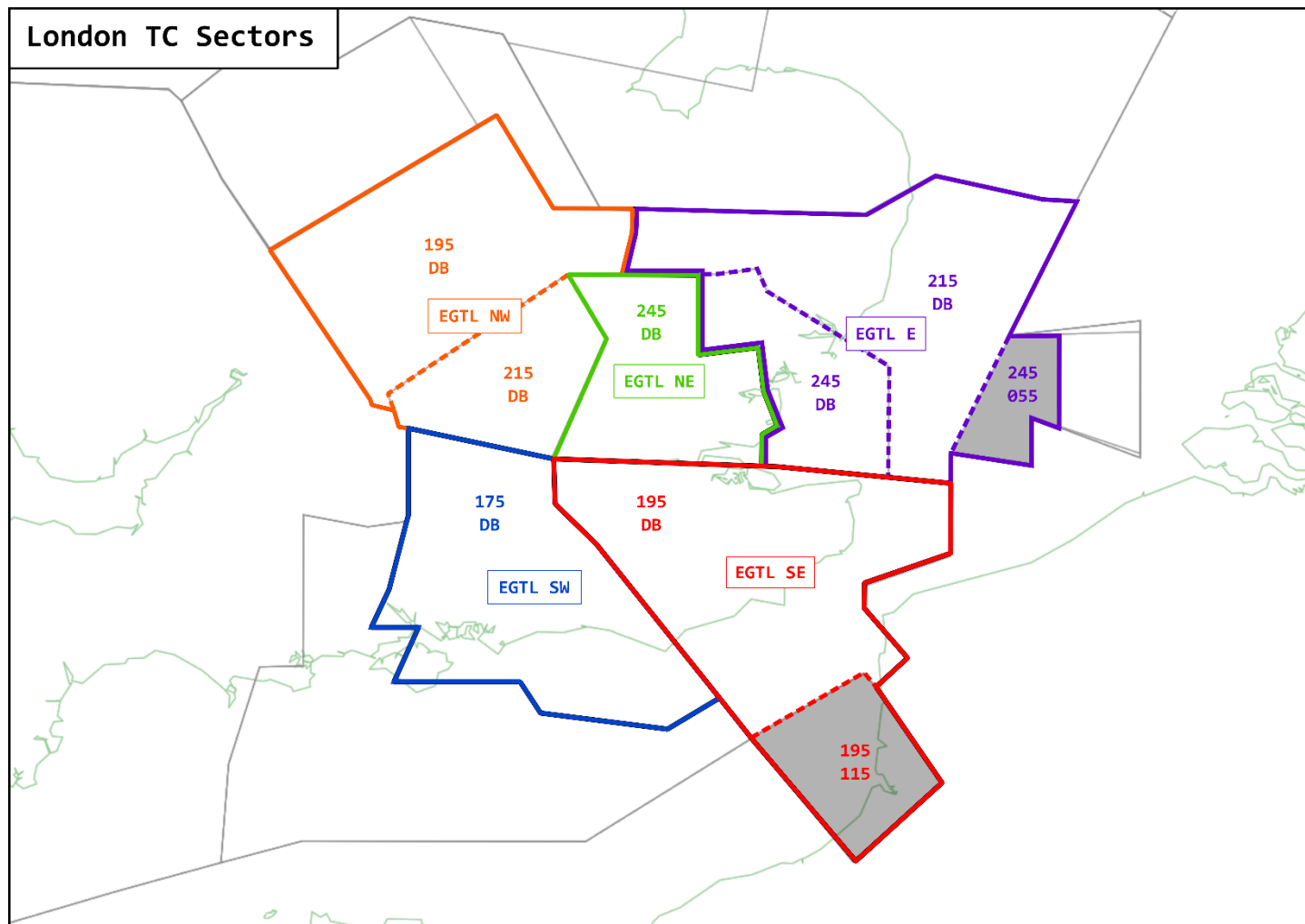
The positions concerned by this LOA are the following:

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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2.2.2. London Terminal Control

London Terminal Control sectorisation is described on the picture below.



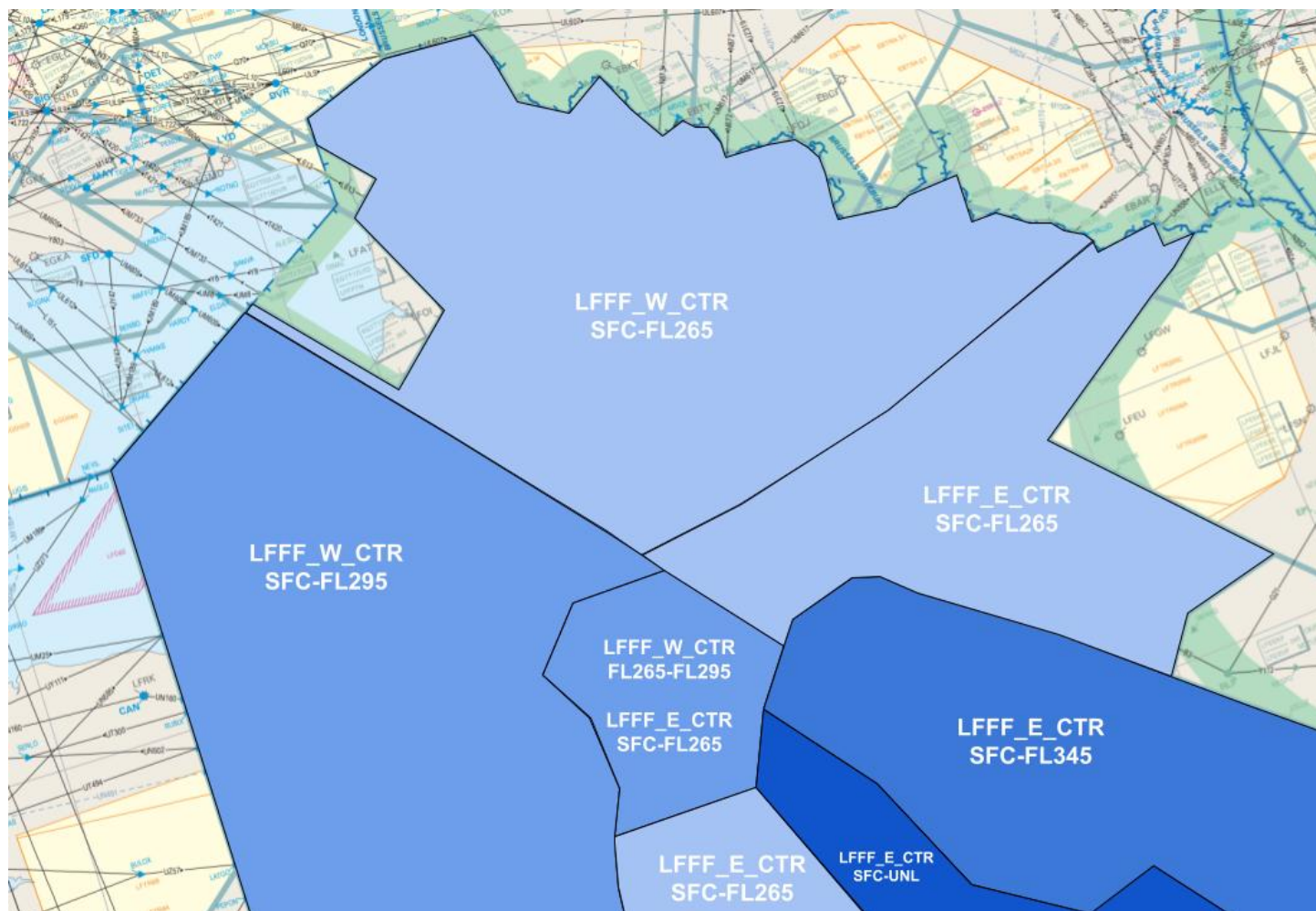
The sectors concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
London Control	EGTL_CTR	124.930	All sectors
Secondary Sectors			
London Control	EGTL_S_CTR	135.805	SE+SW sectors
London Control	EGTL_SE_CTR	120.530	

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2.2.3. LFFF ACC

The French airspace at the interface between London and Paris is described on the pictures below.



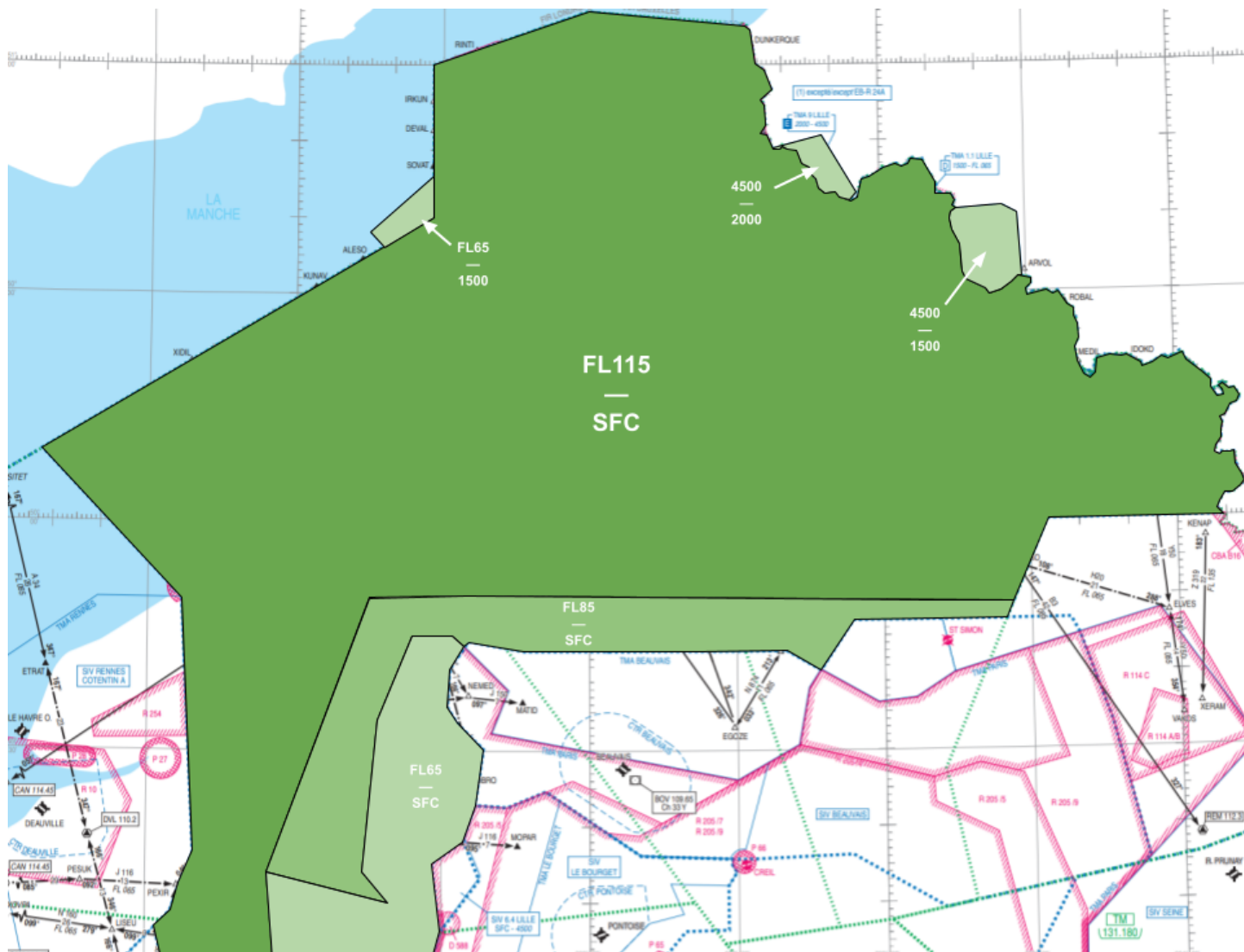
Paris ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Paris Control	LFFF_CTR	120.955	
Secondary Sectors			
Paris Control	LFFF_W_CTR	124.850	

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2.2.4. Lille APP

Lille APP is responsible for the provision of ATS in the north part of Paris FIR from SFC to FL115.



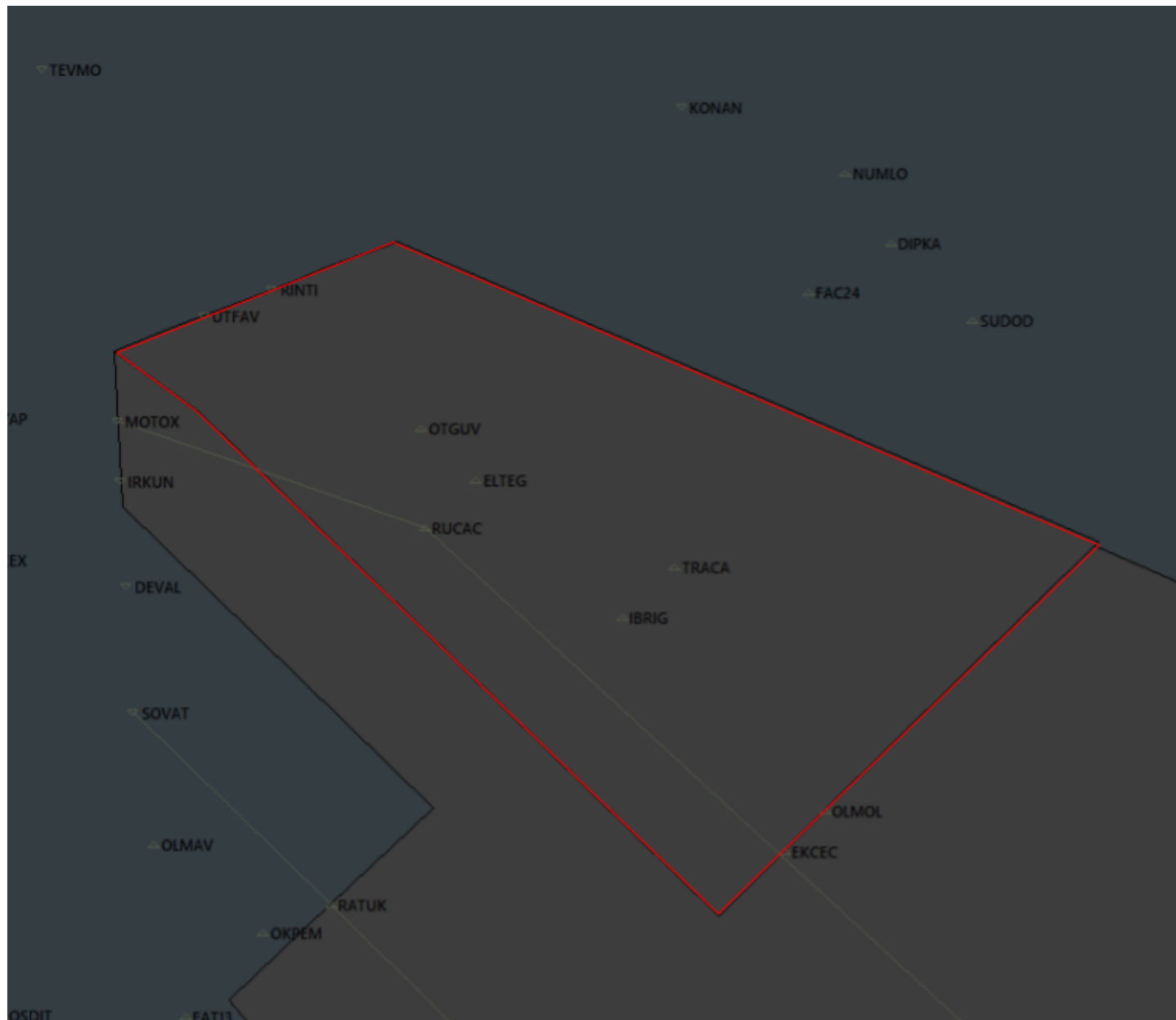
There is only one primary position in charge of Lille APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Lille Approach	LFQQ_APP	126.480	

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### 2.3.2. RINTI Box



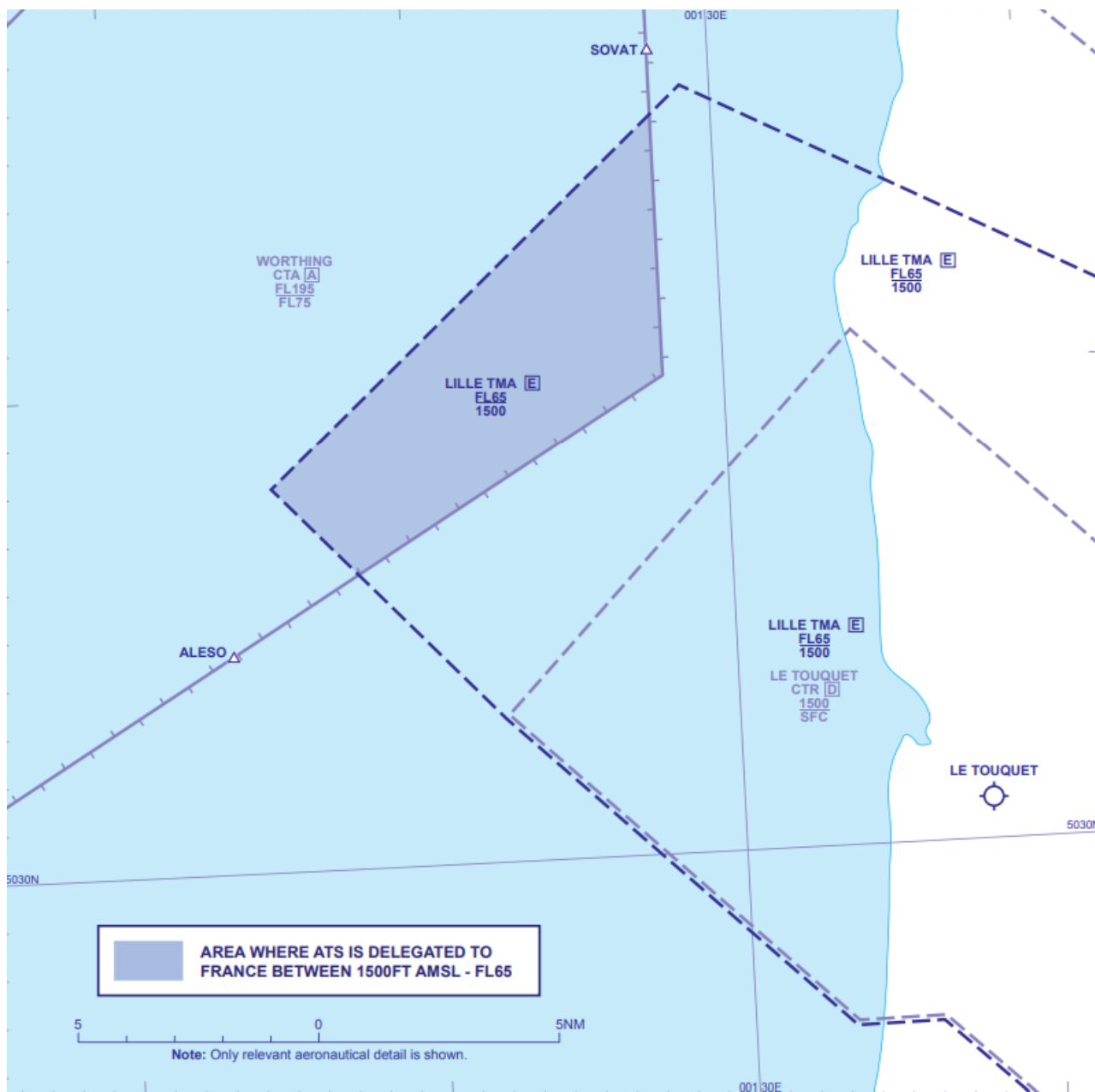
This area is defined from FL195 to FL265. This airspace is permanently delegated to Reims ACC and is class C.

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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### 2.3.3. Delegation of ATS responsibilities to Lille APP



This area is described on the picture above. In order to facilitate the provision of ATS to IFR traffic arriving and departing Le Touquet airport (LFAT), part of the London FIR is delegated to Lille APP when either Lille APP or Paris ACC is open. This airspace is class E from 1500ft AMSL to FL065.

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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, Flight Level), 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 LFFF ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
L151, UN859	SITET	Odd		3.2.1.1.
		FL270	ARR LFPO LFPV LFPN LFPM LFBI LFBL LFBU LFBX LFLX LFRJ LFRM LFO* (except LFOP LFOB)	
(U)L612	XAMAB	Odd		3.2.1.2.
		FL290	Departure London TMA (except EGSS EGSC) bound to Lyon Group, St Yan Group, Strasbourg Group, Basel Group, LSZH and LSMD	
(U)M605	XIDIL	Odd	FL265 and above forbidden	3.2.1.3.
		FL260	ARR LFPG LFPB LFPT (jets)	
		FL220	ARR LFPG LFPB LFPT (non jets)	
		FL190	ARR LFOB LFOP	
B3	TRACA	Odd	Below FL195	

#### 3.2.1.1.

Traffic with destination LFPG LFPB LFPT LFOB LFOP is not accepted via SITET

Traffic with destination LFRG LFRK LFOH LFOE is transferred directly from London ACC to Rennes APP below FL115.

#### 3.2.1.2.

Lyon Group = LFLL LFLG LFLM LFLS LFLU LFLY LFMH LFHJ LFHS LFHV LFHW LFKL LFKY LFXA

St Yan Group = LFLN LFGM LFGN LFHY LFLO LFQF

Strasbourg Group = LFST LFGC LFQP EDSB EDSK EDSW EDTB EDTL EDTO

Basel Group = LFSB LFQM LFGB

Chambery Group = LFHM LFHU LFKA LFKX LFB LFLE LFLJ LFLP

#### 3.2.1.3.

FL250 and FL240 are available for LFPG LFPB and LFPT jets arrivals in case of heavy traffic.

In case of simultaneous arrivals, traffic inbound LFPB will be transferred below LFPG arrivals.

3.2.2. Flights from LFFF ACC to EGTT ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
UM733	SOSUN	All	ARR EGTE EGHH EGHI EGHL EGHO EGHR EGLF EGLK EGTD EGTF EGVO EGDM EGDY EGGW EGSS EGSC EGTK EGUN EGUL	
UT421	KESAX	All	ARR EGBJ EGFF EGFH EGGD EGSY EGTC EGVA EGVN EGKK EGBP	
		FL180-FL260	ARR EGGW EGSS EGSC EGUN EGUL	
		FL200	ARR EGKA (level by KUNAV)	
(U)L613, T22, FRA	RATUK	Even	All other destinations	3.2.2.1.
		FL190	ARR EGLC EGKB EGMC EGMD EGTO EGTR EGSG EGSX	3.2.2.2.
		FL170	ARR EGSU	
		FL150	ARR EGXW EGUL EGUN EGSB	
T20, N20	ABB	FL120-FL180	ARR ELL EGWU EGLD all RFL	
ABNUR-DIMAL-ALESO	ABNUR	FL200-FL260	ARR EGBB EGBE EGNX EGNE EGXW EGSB with RFL>200	
A34	SITET	FL120 max	Non-jet with ARR London TMA after coordination	

## 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 by Reims ACC to London ACC

## 3.2.2.2.

These traffic are released for descent to FL120 after VESAN.

## 3.2.2.3.

London TMA departing traffic climbing on UTFAV-RUCAC unable to reach FL200 by UTFAV shall be tactically coordinated with Paris ACC by London ACC.

3.2.3. Flights from EGTT ACC to Lille APP

<b>ATS-Route or DCT</b>	<b>COP</b>	<b>Flight Level Allocation</b>	<b>Special Conditions</b>	<b>Reference</b>
L10, B3	TRACA	70/90/110		
M605	XIDIL	90/110		

## 3.2.3.1.

Traffic with destination Lille Aor (LFQQ LFQT LFAC LFAT LFAV LFAQ LFAY LFOP LFOE) shall be transferred directly to Lille APP at or below FL110.

3.2.4. Flights from Lille APP to EGTT ACC

<b>ATS-Route or DCT</b>	<b>COP</b>	<b>Flight Level Allocation</b>	<b>Special Conditions</b>	<b>Reference</b>
L10, B3, A30, M91	TRACA	80/100		
N57	BNE	80/100		
L613	RATUK	80/100		
T20, T420	DIMAL	80/100		

## 3.2.4.1.

Due to the proximity of LFAC and LFAT to the FIR boundary, Lille shall first obtain a suitable clearance from London ACC for flights crossing the boundary. Subject to coordination, London ACC may permit departures to route via LYD or DVR.

## 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 Paris FIR staff.

## 6. Changelog

Version	Date	Changes
v7.0	19/03/2026	<ul style="list-style-type: none"> <li>- New Format</li> <li>- Conditions of exchange</li> <li>- LFFF ACC airspace</li> </ul>