Letter of Agreement

IVAO – United Kingdom and Ireland & France Divisions


Name: **LOA-EGTT-LFRR_EN**
Date: **22 April 2021**
Version: **v4**
Validity: **permanent**
Contrib.: XU-AOC, XU-AOAC, FR-AOC, FR-AOAC,
LFRR-CH, LFRR-ACH
Contact: xu-atcops@ivao.aero ; fr-atcops@ivao.aero

Object: LoA between the London FIR (EGTT) 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 **London 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

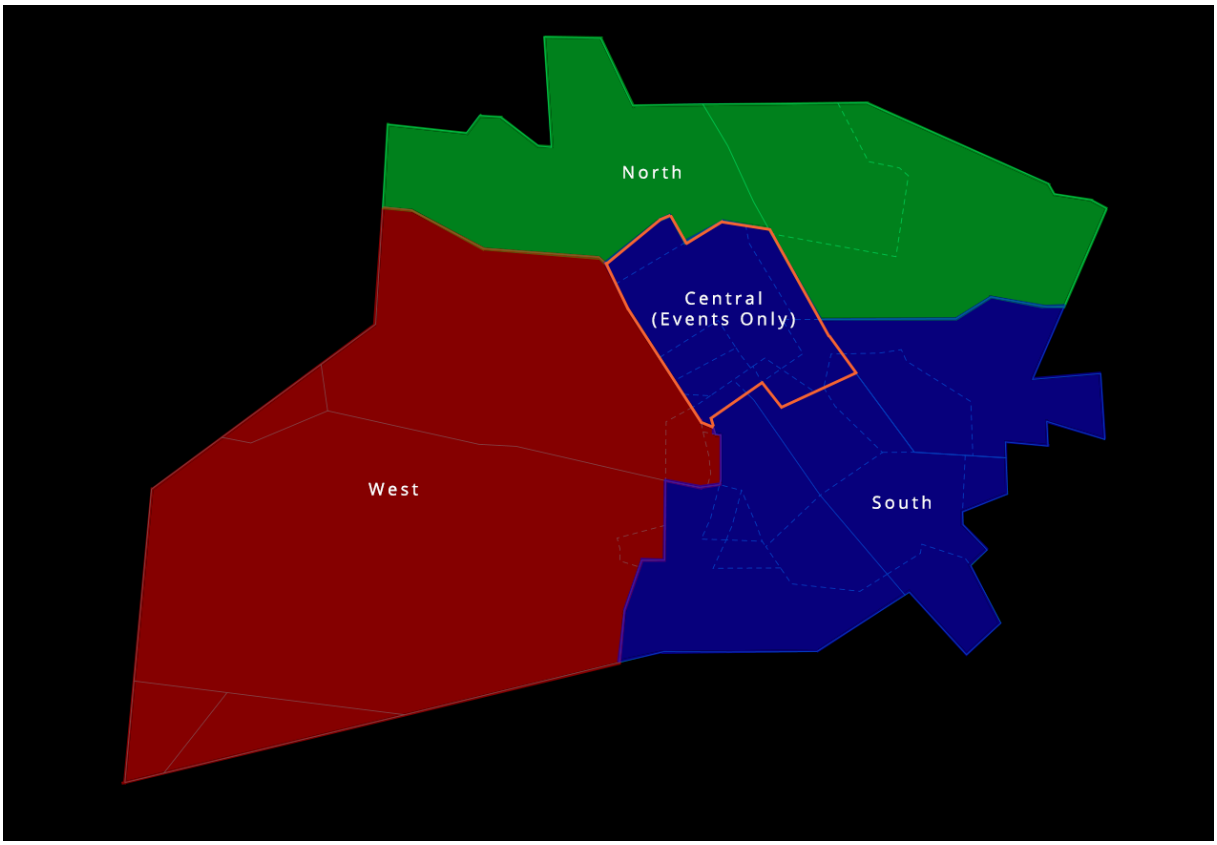
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither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

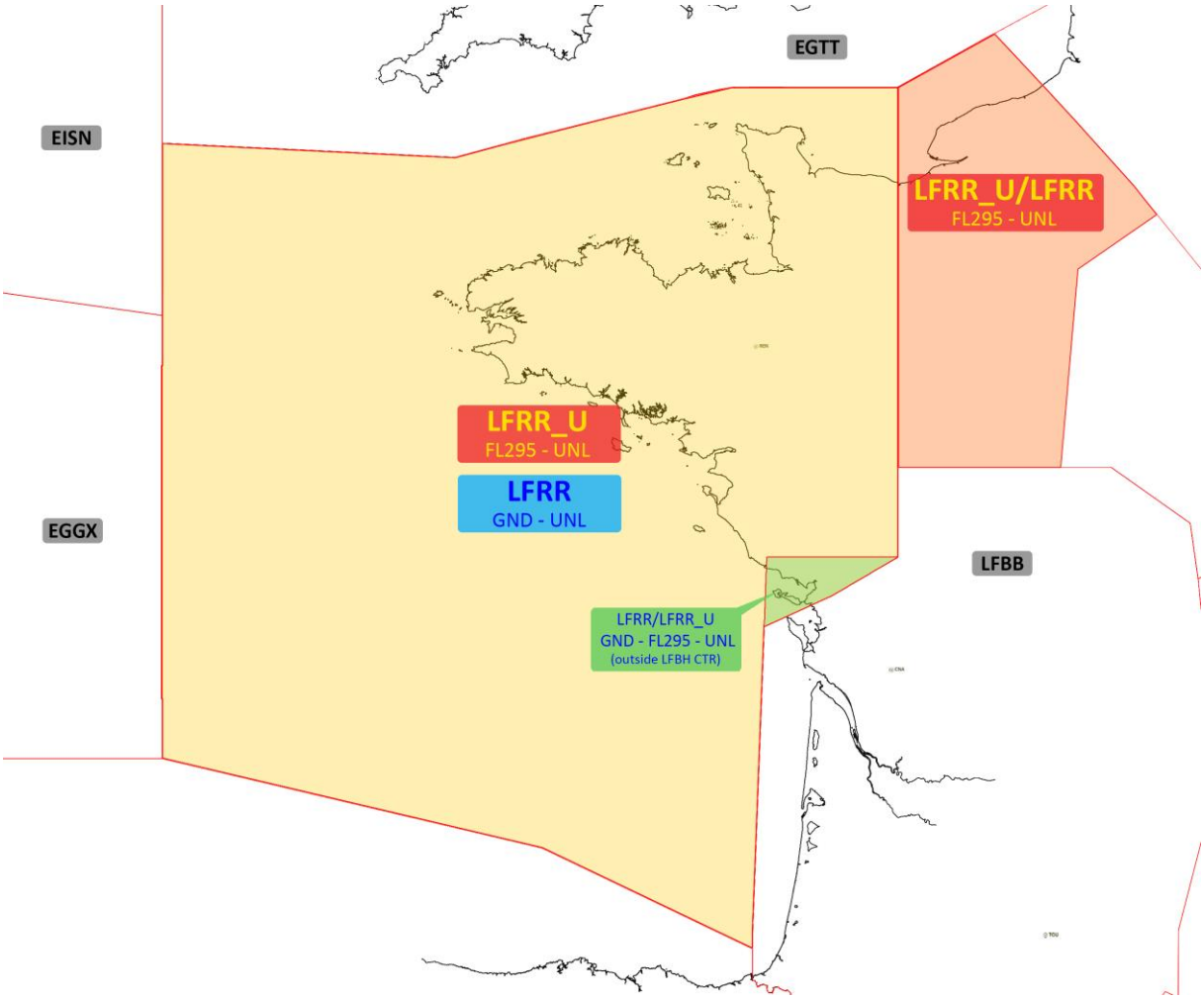
3. ATC units description

The ATC unit in charge of FIR and 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 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.

One should note that the airspace of the Paris FIR colored in orange on the figure below is delegated to the Brest ACC from FL295 to UNL whenever Brest is active.



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

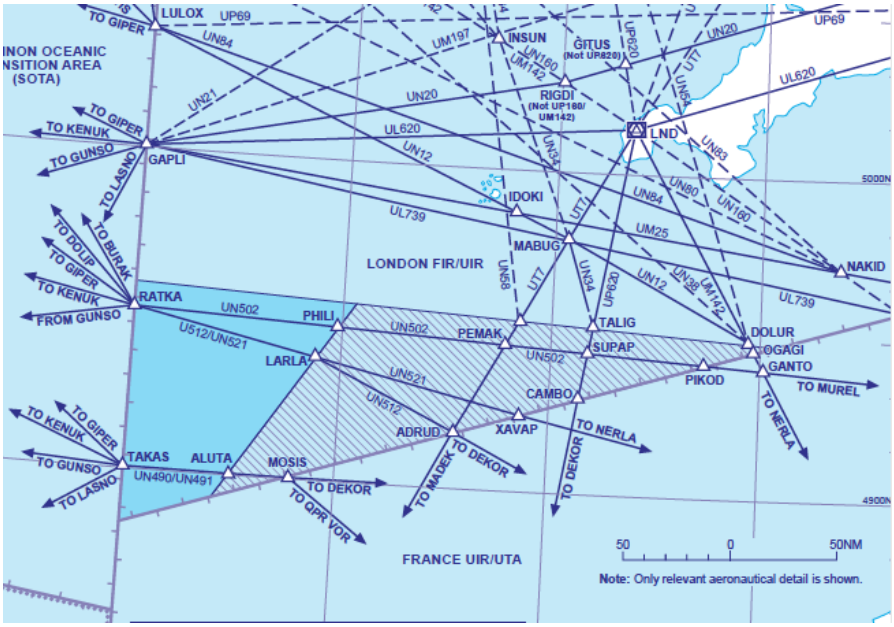
ATC Position	Callsign	Frequency	Remarks
Primary Sector			
London Control (All)	EGTT_CTR	132.605	SFC-FL660
Secondary Sectors			
London Control (North sector)	EGTT_N_CTR	128.130	SFC-FL660
London Control (West sector)	EGTT_W_CTR	135.225	SFC-FL660
London Control (South sector)	EGTT_S_CTR	135.055	SFC-FL660
London Control (Central sector)	EGTT_C_CTR	127.105	SFC-FL660
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

4.1 Jersey Airspace

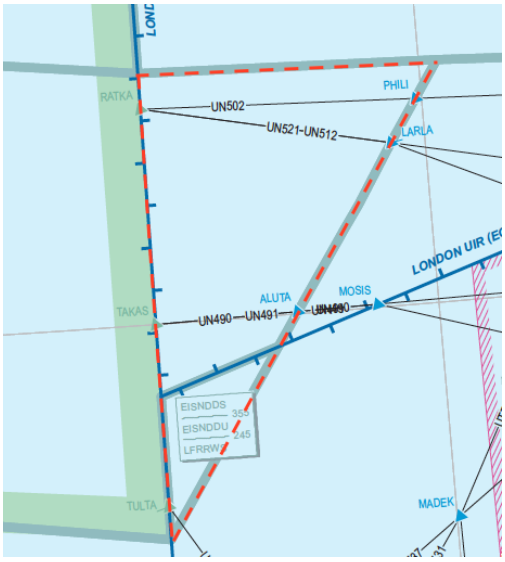
In the absence of Jersey Control, Rennes Approach (within the Cotentin SIV) provides alerting service and separation between traffics until the final approach interception. In any case Rennes Approach shall not provide aerodrome and approach control within the Channel Islands CTA and TMA. Brest ACC will provide the same services by delegation when Rennes Approach is closed.

4.2 London Southwestern & Shannon Southeastern Airspace



It is recalled that the airspace portion south of a line parallel to UN502 passing through DOLUR and TALIG is permanently delegated to Brest ACC from SFC to UNL, whether the position is active or not.

The “stripped” area depicted on the above diagram is permanently delegated from London FIR to Brest FIR from SFC to UNL.



The “red” area depicted on the diagram on the left is delegated from Shannon FIR to Brest FIR from SFC to FL660 when Shannon Control (EISN_CTR) is <u>not</u> online.

When Shannon Control is online this area is delegated to Shannon FIR from SFC to FL660.

5. Coordination procedures

Coordination procedures between the ATC under the responsibility of the London FIR 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 London ACC and Brest ACC are defined as follows.

Route	Transfer point	Cleared DCT	Restrictions
EGTT → LFRR			
Q41	ORTAC	ORTAC	Even RFL
M189	NEVIL	ANGLO	
N621	LELNA	LELNA	
N862 **N90**	SKESO	SKESO	
UL151 **UN859**	SITET	SITET	Even RFL
UL612	XAMAB	XAMAB	
UL722 **UM25** **UN32**	ANNET	ANNET	
UL739 **UN160**	LIZAD	LIZAD	
UM142 **UN12** **UN38** **UN54**	OGAGI DOLUR	OGAGI	
UM195 **UN63** **UN866**	LORKU	LORKU	
UM30 **UN22** **UN546** **UN864**	SALCO	SALCO	
UM605	XIDIL	XIDIL	
UN26	MANIG	MANIG	
UP620	SUPAP	SUPAP	
UN621	LELNA	LELNA	
UN862 **UN90** **UY29**	SKESO	SKESO	
UT7	PEMAK	PEMAK	

Route	Transfer point	Cleared DCT	Restrictions
LFRR → EGTT			
A25 **N832**	SKESO	SKESO	Odd RFL
G27 **M189**	NEVIL	NEVIL	
N160	LIZAD	LIZAD	
N867	GARMI	GARMI	
L498 **M185** **Q41** **R1**	ORTAC	ORTAC	
N863	KOTEM	KOTEM	
UL722 **UP16**	ANNET	ANNET	Odd RFL
UL739 **UN160**	LIZAD	LIZAD	
UL980 **UM185**	ORTAC	ORTAC	
UM30 **UN22** **UN546** **UN864**	SALCO	SALCO	
UM142 **UN12** **UN38** **UN54**	DOLUR OGAGI	GANTO	
UN862 **UY29**	SKESO	SKESO	
UN863	KOTEM	KOTEM	
UN867	GARMI	GARMI	
UP87	BOLRO	BOLRO	
UP620	TALIG	SUPAP	
UT7	AMPOP	PEMAK	
UT220 **UZ273**	ANGLO	NEVIL	
UY110	ORIST	ORIST	

5.2 Coordination of departures and arrivals

Coordination procedures for the departure/arrival traffic management are defined as follows.
It is recalled that aerodromes of the Channel Islands are under authority of Jersey Control (EGJJ_CTR).

London towards Brest

Airport	SID/STAR	Coordination procedures	Remarks
<u>Departures</u> (EGTT → LFRR)			
EGJJ	TUNIT ORTAC SKERY	EGJJ_CTR → EGTT_CTR	These departures are never supposed to be controlled by Brest
	DIN KOKOS CAN LERAK	EGJJ_CTR → LFRR_CTR (cleared FL195)	-
<u>Arrivals</u> (EGTT → LFRR)			
LFRG **LFOH** **LFRK**	ETRAT IXIVO ABAMU NEVIL	EGTT_CTR → LFRR_CTR or LFRG_APP	DCT to IAF may be coordinated on a case by case basis

Brest towards London

Airport	SID/STAR	Coordination procedures	Remarks
<u>Departures</u> (LFRR → EGTT)			
LFRG **LFOH** **LFRK**	NEVIL	LFRG_APP or LFRR_CTR → EGTT_CTR (cleared FL80)	An intermediate transfer from LFRG_APP to LFRR_CTR should be avoided
<u>Arrivals</u> (LFRR → EGTT)			
EGJJ	ANGLO CAN DIN KOKOS LERAK	LFRR_CTR → EGJJ_CTR (cleared FL200)	DCT to IAF may be coordinated on a case by case basis