



Letter of Agreement (LoA)

London ACC (EGTT) and **Brest ACC** (LFRR)

Name: LoA-EGTT-LFRR_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 **Brest 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	Brest	ODD
Brest	London	EVEN

Western part of Brest UTA is a Free Route Airspace (LFFRANW) defined from FL195 to FL660.

Western part of London UTA is a Free Route Airspace (EGTTFRAW) defined from FL245 to FL660.

Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility of routing via published intermediate significant points, without reference to the ATS route network.

3. ATS UNIT DESCRIPTION

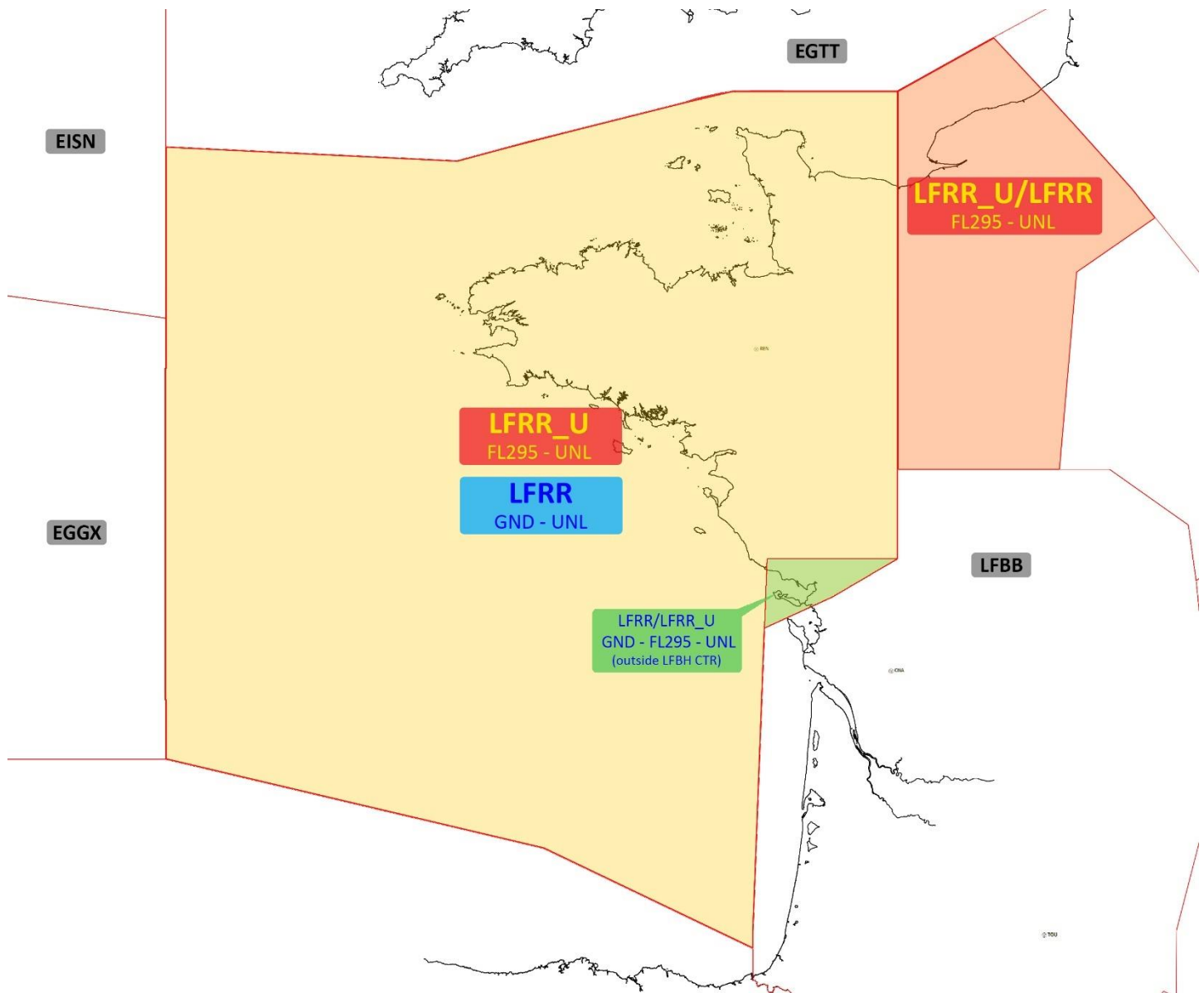
The ATC unit in charge of the airspace under the responsibility of the London ACC is **London Control** and includes one primary sector: EGTT_CTR. The primary sector can be split into four secondary sectors: EGTT_N_CTR, EGTT_W_CTR, EGTT_S_CTR and EGTT_C_CTR.

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 Brest ACC is **Brest Control** and consists in one primary sector: LFRR_CTR. This ATC unit may be split into two different subsectors: LFRR_CTR and LFRR_U_CTR, according the conditions defined by [ATC rule 4.3](#).

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



3.1. LONDON ACC

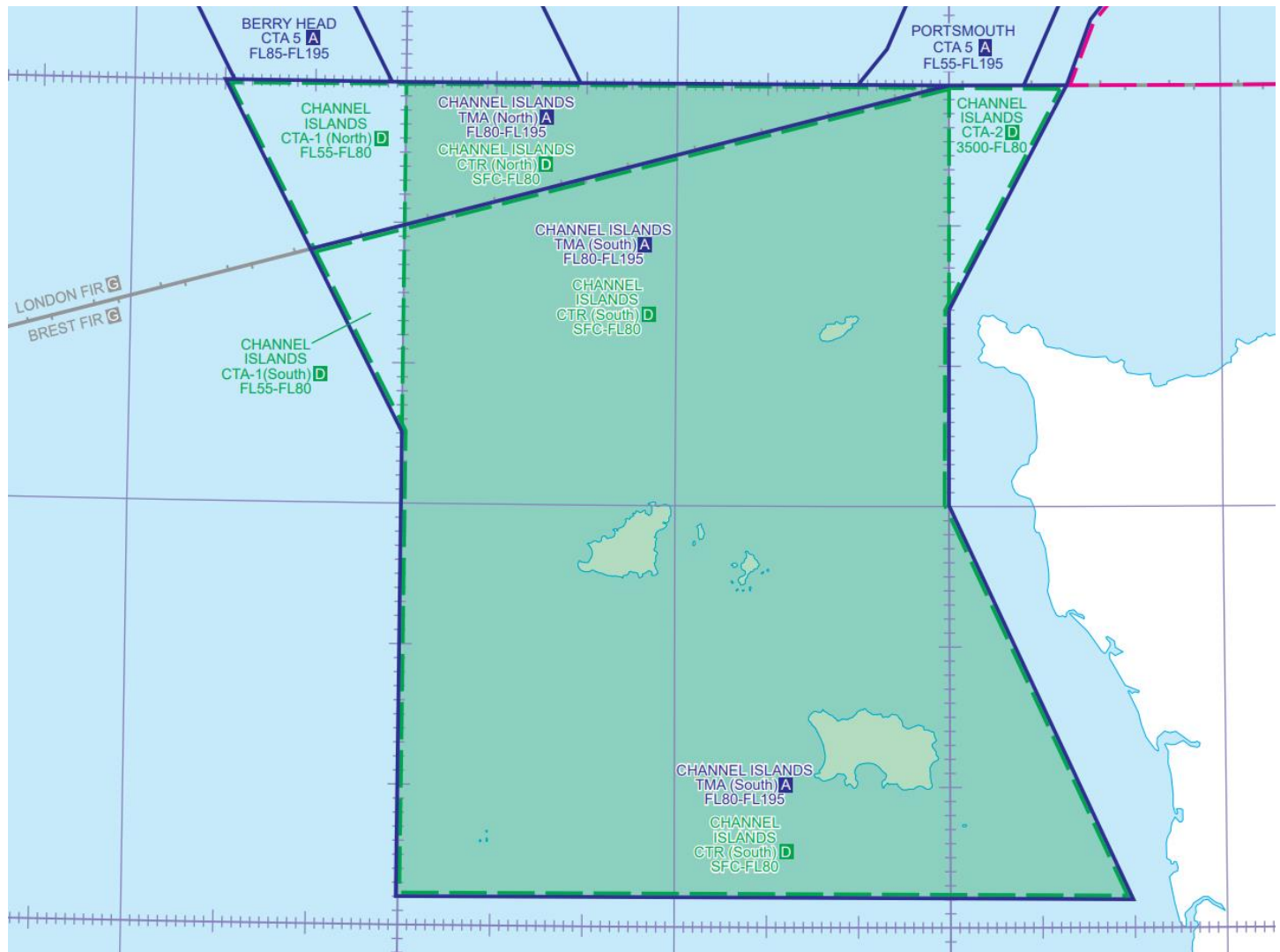
Positions ATC	Callsign	Freq.	Notes
<i>Primary sectors</i>			
London Control	EGTT_CTR	132.605	SFC-FL660
<i>Secondary sectors</i>			
London Control	EGTT_N_CTR	128.130	SFC-FL660
London Control	EGTT_W_CTR	126.075	SFC-FL660
London Control	EGTT_S_CTR	135.055	SFC-FL660
London Control	EGTT_C_CTR	127.105	SFC-FL660

3.2. BREST ACC

Positions ATC	Callsign	Freq.	Notes
<i>Primary sectors</i>			
Brest Control	LFRR_CTR	119.825	SFC-UNL; SFC-FL295 if LFRR_U_CTR is active
<i>Secondary sectors</i>			
Brest Control	LFRR_U_CTR	129.500	FL295-UNL

4. ATS DELEGATION

4.1. CHANNEL ISLANDS

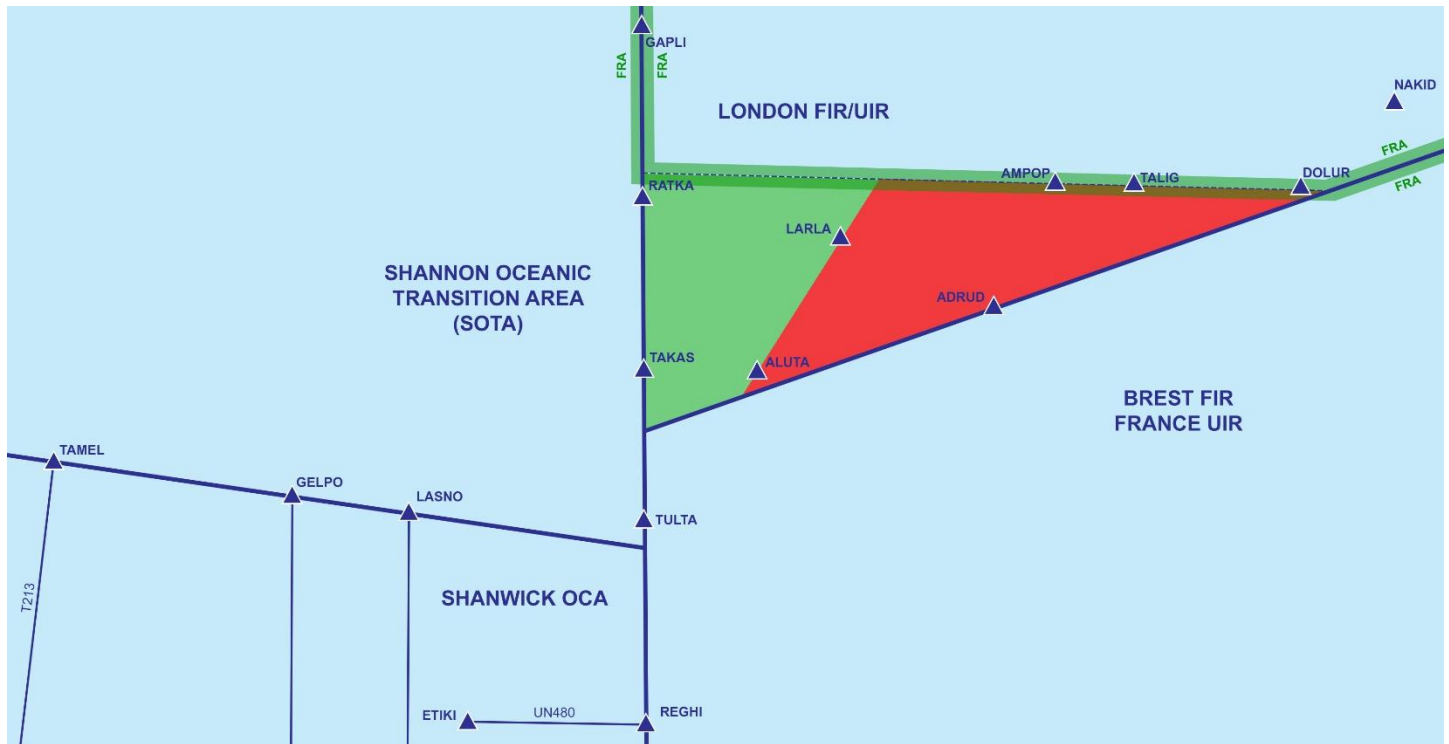


The Channel Islands CTR South, CTA 1 South, CTA 2 and TMA South are managed by London ACC or Jersey APP/TWR when online, within their vertical limits.

These four pieces of airspace revert to Class G (Class E or D in airways as per France AIP) when London ACC or Jersey APP/TWR are offline. Brest ACC (and thus Rennes APP within Cotentin FIS and CTA B Rennes) will then provide ATS to all traffic within these airspaces in accordance with the airspace class and the traffic flight rules.

In any case Brest ACC and Rennes APP shall not provide aerodrome and approach control within the Channel Islands CTA and TMA.

4.2. LARLA TRIANGLE & TAKAS BOX



The “LARLA Triangle” is the airspace depicted in red on the picture above. This airspace within London FIR is permanently delegated to Brest ACC, from SFC to UNL, whether Brest ACC is online or not.

The “TAKAS Box” is the airspace depicted in green on the picture above. This airspace within London FIR is permanently delegated to Shannon ACC, from SFC to UNL, whether Shannon ACC is online or not.

However, when Shannon ACC is offline and Brest ACC is online, the TAKAS Box is delegated by Shannon ACC to Brest ACC.

Refer to the EGGX/EISN-LFRR LoA document for reference about the complete Shannon and Shanwick airspace delegations with Brest.

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 Brest 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 BREST (EGTT → LFRR)

5.1.1. LOWER AIRSPACE (SFC-FL245)

RTE	DCT	XFER PT	XFER ATC	Restrictions
M605	XIDIL	AoR Boundary	LFRR_CTR	Odd Level
L612	XAMAB			
L151	SITET			
N859				
M189	NEVIL			
Q41	ORTAC			
Z171	LELNA			
N63				
N621				
N90	SKESO			
N862				

5.1.2. UPPER AIRSPACE (FL245–UNL)

RTE	DCT	XFER PT	XFER ATC	Restrictions
UM605	XIDIL	AoR Boundary	LFRR_CTR	Odd Level
UL612	XAMAB			
L151	SITET			
UN859				
N63	LELNA			
N621				
M195	LORKU			
N866				
N90	SKESO			
N862				
EGTTFRAW	MANIG			
	SALCO			
	ANNET			
	LIZAD			
	DOLUR			
	TALIG			
	AMPOP			

5.2. FROM BREST TO LONDON (LFRR → EGTT)

5.2.1. LOWER AIRSPACE (SFC-FL195)

RTE	DCT	XFER PT	XFER ATC	Restrictions
A34	SITET	AoR Boundary	EGTT_CTR	Even Level
G27	NEVIL			
N867	GARMI			
A25	SKESO			
N160	LIZAD			

5.2.2. UPPER AIRSPACE (FL195-UNL)

RTE	DCT	XFER PT	XFER ATC	Restrictions
UZ273	NEVIL	AoR Boundary	EGTT_CTR	Even Level
UM185	LUGIS			
UM184	KOTEM			
UN867	GARMI			
UP88	ODREP			
UP87	BOLRO			
UY110	ORIST			
UN862	SKESO			
LFFRANW	SALCO			
	NOZHU			
	ANNET			
	LIZAD			
	DOLUR			
	TALIG			
	AMPOP			

6. COORDINATION PROCEDURES – DEP & ARR

Coordination procedures between the ACC positions of London and Brest 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. CHANNEL ISLANDS TMA

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
EGJJ	ORIST	-	-	EGJJ_CTR → EGTT_CTR	These departures are never handled by Brest Control
	ORTAC				
	SKERY				
	TUNIT				
	BENIX	FL190	-	EGJJ_CTR → LFRR_CTR	-
	DIN				
	LERAK				
	LUSIT				
	ORVAL				

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
EGJJ	BIGNO	-	-	EGTT_CTR → EGJJ_CTR	These arrivals are never handled by Brest Control
	LELNA				
	ORTAC				
	SKERY				
	BEVAV	FL200	-	LFRR_CTR → EGJJ_CTR	DCT to IAF may be coordinated on a case-by-case basis
	LERAK				
	MINQI				
	TUNIT				

6.2. LONDON AREA

Departures

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

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
EGLL	ROXOG	FL300	-	LFRR_CTR → EGTT_CTR	Standard routing via REVTU (FL340) > BOLRO FL300
EGKK	VASUX	FL300	-	LFRR_CTR → EGTT_CTR	Standard routing via REVTU (FL330) > ODREP FL300
	NEVIL	FL220			Levelled by NEVIL
EGLC	NEVIL	FL220	-	LFRR_CTR → EGTT_CTR	Levelled by NEVIL
EGGW	TELTU	FL340	-	LFRR_CTR → EGTT_CTR	Standard routing via DIKRO (FL380) > LUGIS/KOTEM FL340
EGSS	AVANT	FL340	-	LFRR_CTR → EGTT_CTR	Standard routing via DIKRO (FL380) > LUGIS/KOTEM FL340
	TELTU				

6.3. DEAUVILLE FIC

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRG	NEVIL	FL080	-	LFRR_CTR → EGTT_CTR	-
LFRK					
LFOK					

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFRK	NEVIL	FL090	-	EGTT_CTR → LFRR_CTR	

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 Brest FIR staff.

8. CHANGELOG

Version	Date	Changes
6.0	23/02/2023	<ul style="list-style-type: none">- New layout- Improved pictures and wording of §4- Fix airway list in §5.1.1- General update of §6 with latest SID/STAR procedures + Added London arrivals
7.0	10/08/2023	<ul style="list-style-type: none">- Add EGTT West FRA- Update §4.2 picture for EGTT West FRA- Update §5.1.2 and §5.2.2 according EGTT West FRA