



Letter of Agreement (LoA)

Londres ACC (EGTT) and Brest ACC (LFRR)

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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. PROCÉDURES GÉNÉRALES

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	То	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 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_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 <u>ATC rule 4.3</u>.

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			
	Primary se	ctors				
London Control	EGTT_CTR	132.605	SFC-FL660			
Secondary sectors						
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					
	Primary se	ctors						
Brest Control	LFRR_CTR	119.825	SFC-UNL; SFC-FL295 if LFRR_U_CTR is active					
Secondary sectors								
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 LONDRES TO BREST (EGTT \rightarrow LFRR)

5.1.1. LOWER AIRSPACE (SFC-FL245)

RTE	DCT	XFER PT	XFER ATC	Restrictions
M605	XIDIL			
L612	ХАМАВ			
L151	SITET			
N859				
M189	NEVIL	AoR Boundary	LFRR_CTR	Odd Level
Q41	ORTAC			
Z171				
N63	LELNA			
N621				
N90	0//500			
N862	SKESU			

5.1.2. UPPER AIRSPACE (FL245-UNL)

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

5.2. FROM BREST TO LONDRES (LFRR \rightarrow EGTT)

5.2.1. LOWER ESPACE (SFC-FL195)

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

5.2.2. UPPER ESPACE(FL195-UNL)

RTE	DCT	XFER PT	XFER ATC	Restrictions	
UZ273	NEVIL				
UM185	LUGIS				
UM184	КОТЕМ				
UN867	GARMI				
UP88	ODREP				
UP87	BOLRO				
UY110	ORIST				
UN862		0//500		FOTT OTD	From Lowel
	SKESO	AOR BOUNDARY	EGIT_CIR	Even Levei	
	SALCO				
	NOZHU				
LFFRANW	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.

6.1. CHANNEL ISLANDS TMA

Departu	ures				
AD	DEP	ALT/FL	DCT	XFER	Notes
	ORIST				
ORTA	ORTAC	-	-		These departures are never
	SKERY	_		$EGJJ_C_APP \rightarrow EGII_CIR$	handled by Brest Control
	TUNIT				
	GULDA				
EGJ*	KETIX		DEINIA		
	LUSIT			$EGJJ_C_APP \to LFRN_APP$	
	ORVAL	FL130	_		
	DIN				See note below*
	LERAK				
	LIZAD		TUNIT	EGJJ_C_AFF → LFRD_AFF	
LFRD LFRT	lerak /minqi	max FL100 or even level	-	$LFRN_APP \to EGJJ_C_APP$	
LFRC	AGANO	FL90	-		
Arrivals	5				
AD	ARR	ALT/FL	DCT	XFER	Notes
	BIGNO				
	LELNA	_	_		These arrivals are never handled
	ORTAC		_	$EGII_CIR \rightarrow EGJJ_C_APP$ by Brest Contro	by Brest Control
	SKERY				
EGJ*	TUNIT				
	LERAK			LFRD_AFF → EGJJ_C_AFF	
	MINQI (RWY 26	FL140	-]
	only)			$LFRN_APP \to EGJJ_C_APP$	See note below*
	BEVAV				
LFRD LFRT	LERAK/MINQI	FL110	-	$EGJJ_C_APP \to LFRN_APP$	
LFRC	AGABO	FL100	-		

* These flights are not released for descent/climb (RFD/RFC). Therefore, Rennes, Iroise, and Jersey will anticipate the transfers to avoid a penalizing level-off, especially during descents, and will inform the receiving controller whether the traffic is released for descent/climb. During periods of low traffic, it is possible to coordinate and declare all RFD/RFC flights.

Shuttle flights

AD	ARR	ALT	DCT	XFER	Notes	
EGJ* vers LFRD		3000ft				
EGJ* vers LFRC		5000ft		$EGJJ_C_APP \rightarrow LFRN_APP$	Local QNH provided upon entering	
LFRD vers EGJ*	ACANO 4000ft	4000ft			the area of responsibility.	
LFRC vers EGJ*	AGANO	400011		LFRIN_AFF → EGJJ_C_APP		

For these flights, coordination of the route between the two controllers can be carried out either via a sector boundary point or by assigning a direct route to an Initial Approach Fix (IAF).

6.2. LONDON AREA

Departures

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

6.3. RENNES FIC

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRG					
LFRK	NEVIL	FL080	-	$LFRR_CTR \to EGTT_CTR$	-
LFOK					
Arrivals	;				
AD	ARR	ALT/FL	DCT	XFER	Notes
LFRK	NEVIL	FL090	-	$EGTT_CTR \rightarrow LFRR_CTR$	

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	Changements
6.0	23/02/2023	 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	 Add EGTT West FRA Update §4.2 picture for EGTT West FRA Update §5.1.2 and §5.2.2 according EGTT West FRA
8.0	22/05/2025	 Revision of transfer levels between Rennes/Iroise and Jersey Update of the Jersey Control position Inclusion of transfer conditions for traffic to/from LFRD, LFRT, and LFRC via Jersey