



## Letter of Agreement (LoA)

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### **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. 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. LFRR 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 in the picture above.

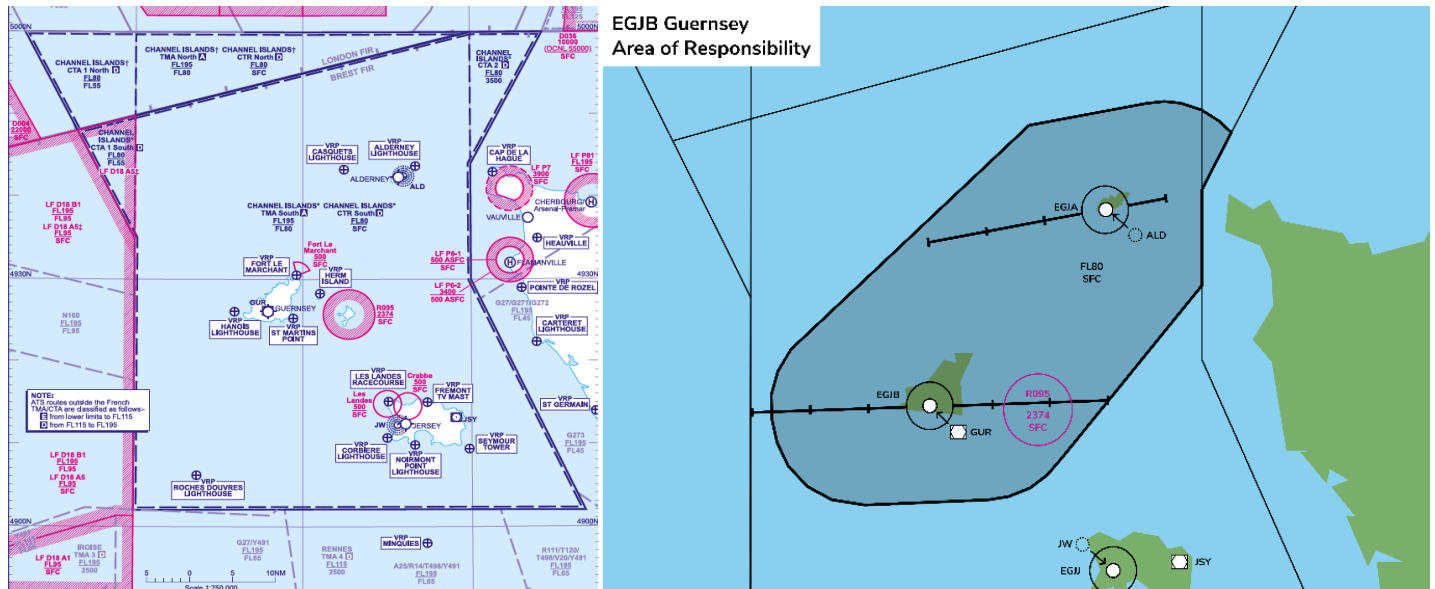
The positions concerned by this LOA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
London Control	EGTT_CTR	132.605	
Secondary Sectors			
London Control	EGTT_S_CTR	135.055	
London Control	EGTT_W_CTR	126.075	

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2.2.2. Channel Islands

ATS in the Channel Islands (cf. 2.3.1.) area is provided by Jersey Control from surface to FL195. Approach control for traffic arriving or departing Jersey is provided by Jersey Approach from surface to 3500ft AMSL in the northern part and surface to 5500ft AMSL in the southern sector. Approach control for traffic arriving or departing Guernsey and Alderney is provided by Guernsey Approach from surface to 4000ft AMSL within 10Nm of Guernsey extending to within a radius of 5Nm around Alderney from surface to 2000ft AMSL. Area of responsibilities are described in figures below.



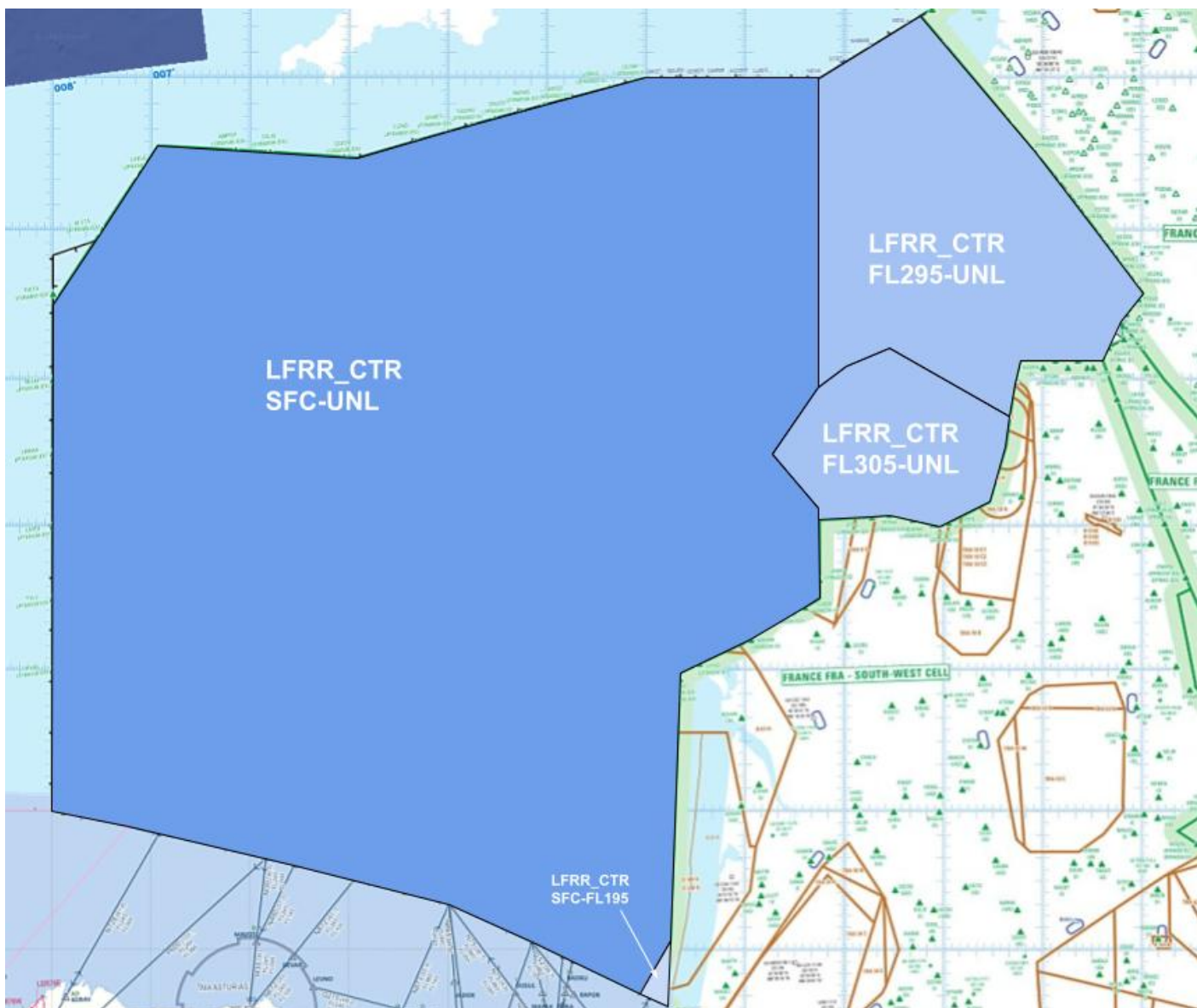
The positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Jersey Control	EGJJ_C_APP	125.205	Terminal Control
Jersey Approach	EGJJ_APP	120.305	Approach Surveillance Control
Guernsey Approach	EGJB_APP	128.655	Approach Surveillance Control

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2.2.3. LFRR ACC

The French airspace at the interface between London and Brest is described in the pictures below.



Brest ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Brest Control	LFRR_CTR	132.830	

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2.2.4. Rennes APP

Rennes APP is responsible for the provision of ATS in the north-east part of the Brest FIR from SFC to FL195.

When no controller is online to control the Channel Islands (neither London Control nor Jersey Approach), Rennes Approach provides information and alerting services in the Channel Islands CTA and CTR (Channel Islands CTA and CTR are then downgraded to class G airspace).



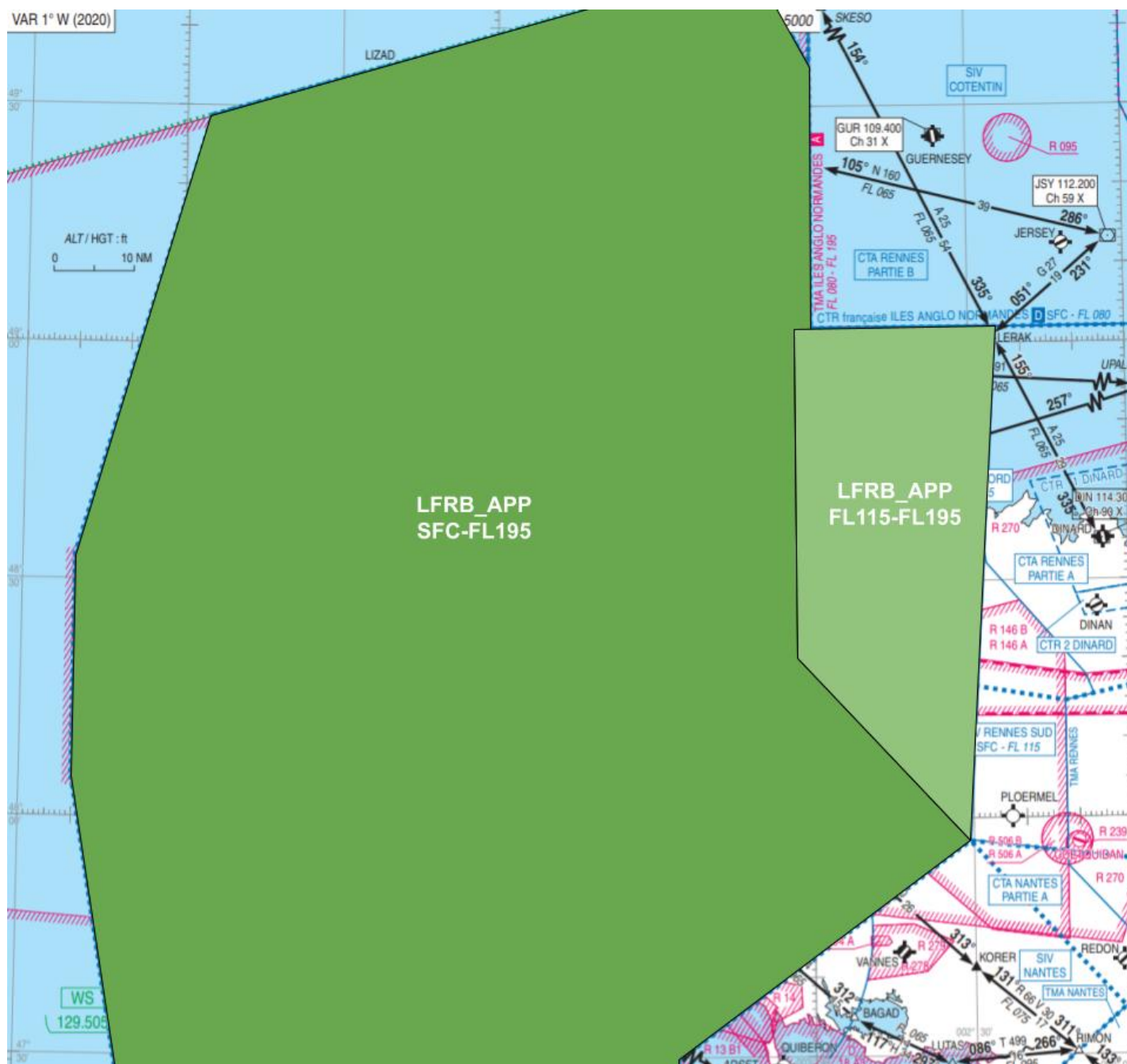
There is only one primary position in charge of Rennes APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Rennes Approach	LFRN_APP	134.000	

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2.2.5. Iroise APP

Iroise APP is responsible for the provision of ATS in the west part of Brest FIR from SFC to FL195.



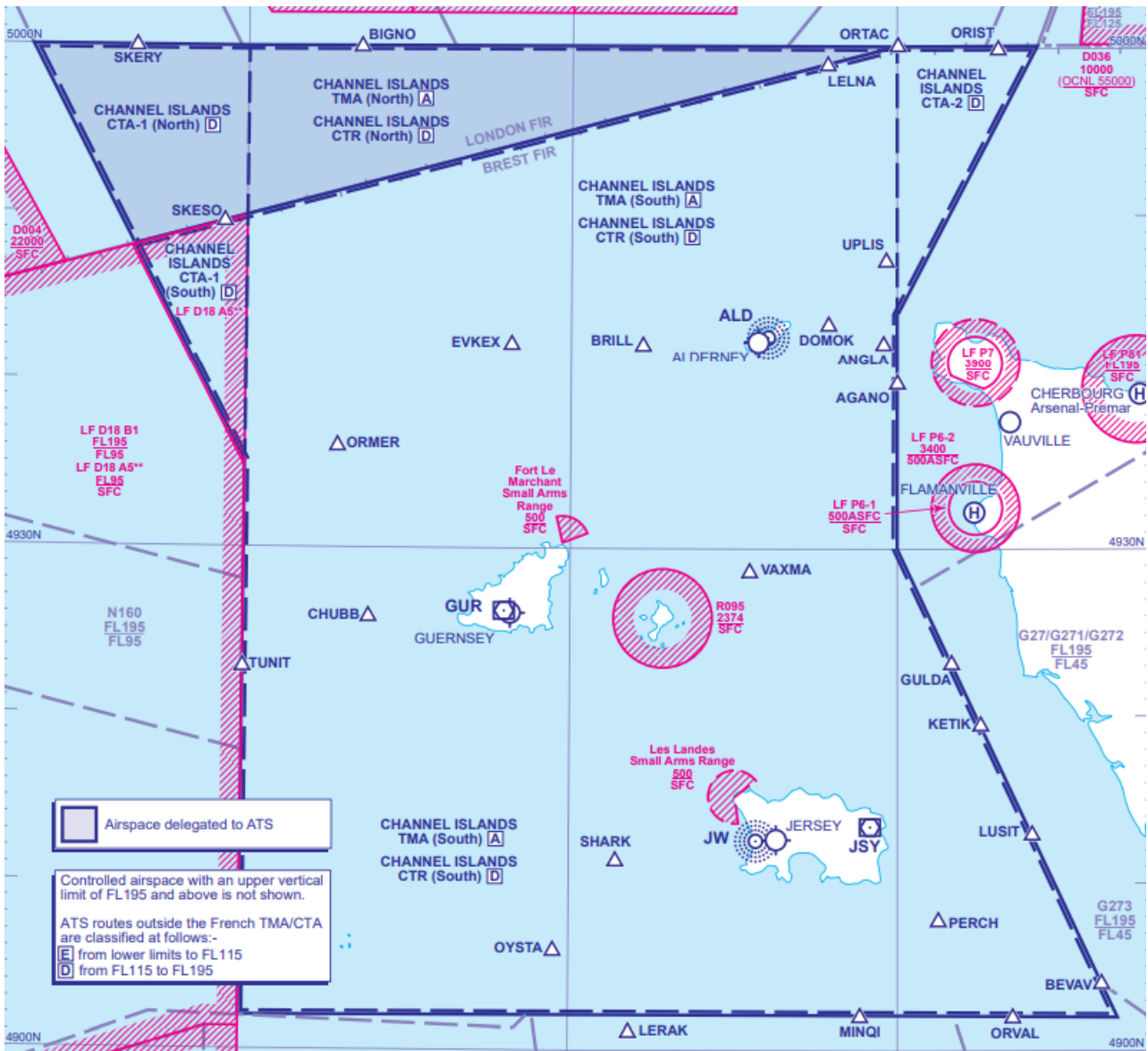
There is only one primary position in charge of Iroise APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Iroise Approach	LFRB_APP	125.860	

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## 2.3. Special Areas within the Area of Common Interest

### 2.3.1. Channel Islands Airspace delegation



This area is described in the picture above. It is permanently delegated to London ACC/Jersey Control from surface to FL195. It is class D airspace below FL080 and class A airspace from FL080 to FL195. It is defined by Channel Islands CTA 1 and 2, TMA and CTR in the NATS AIP. When no controller is online (neither London Control nor Jersey Approach), Channel Islands CTR and CTA are downgraded to class G airspace, information and alerting services are provided by Rennes Approach/Brest Control in this airspace on pilot's request only.

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### 2.3.2. LARLA triangle/TAKAS box

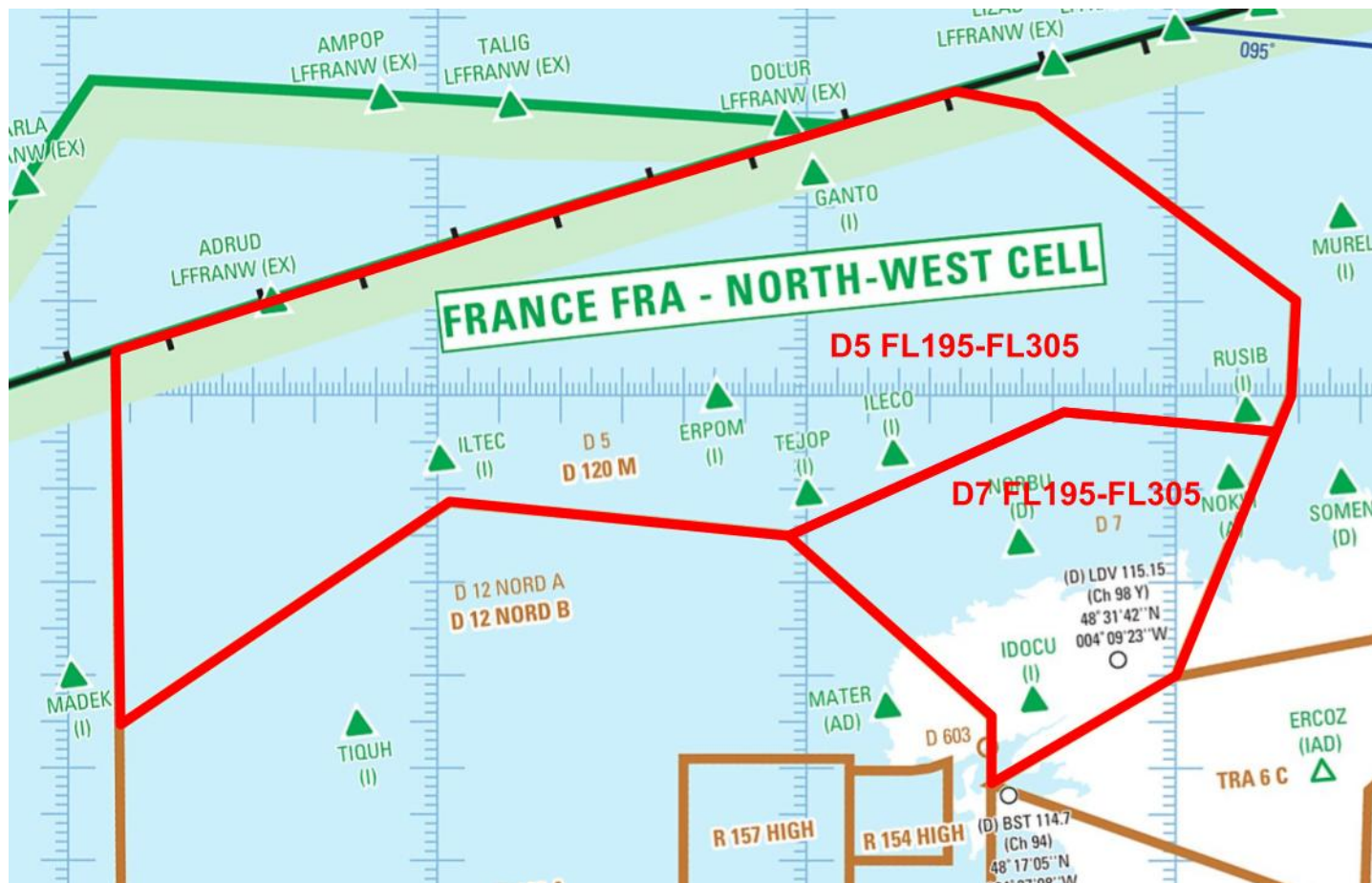
In the picture below, the LARLA triangle is defined by the dashed area, the TAKAS box is defined by the blue area.



The LARLA triangle is a part of London FIR/UIR permanently delegated to Brest ACC from surface to FL660.

The TAKAS box is a part of London FIR/UIR permanently delegated to Shannon ACC from surface to FL660.

2.3.3. LF-D5, D7, D120M



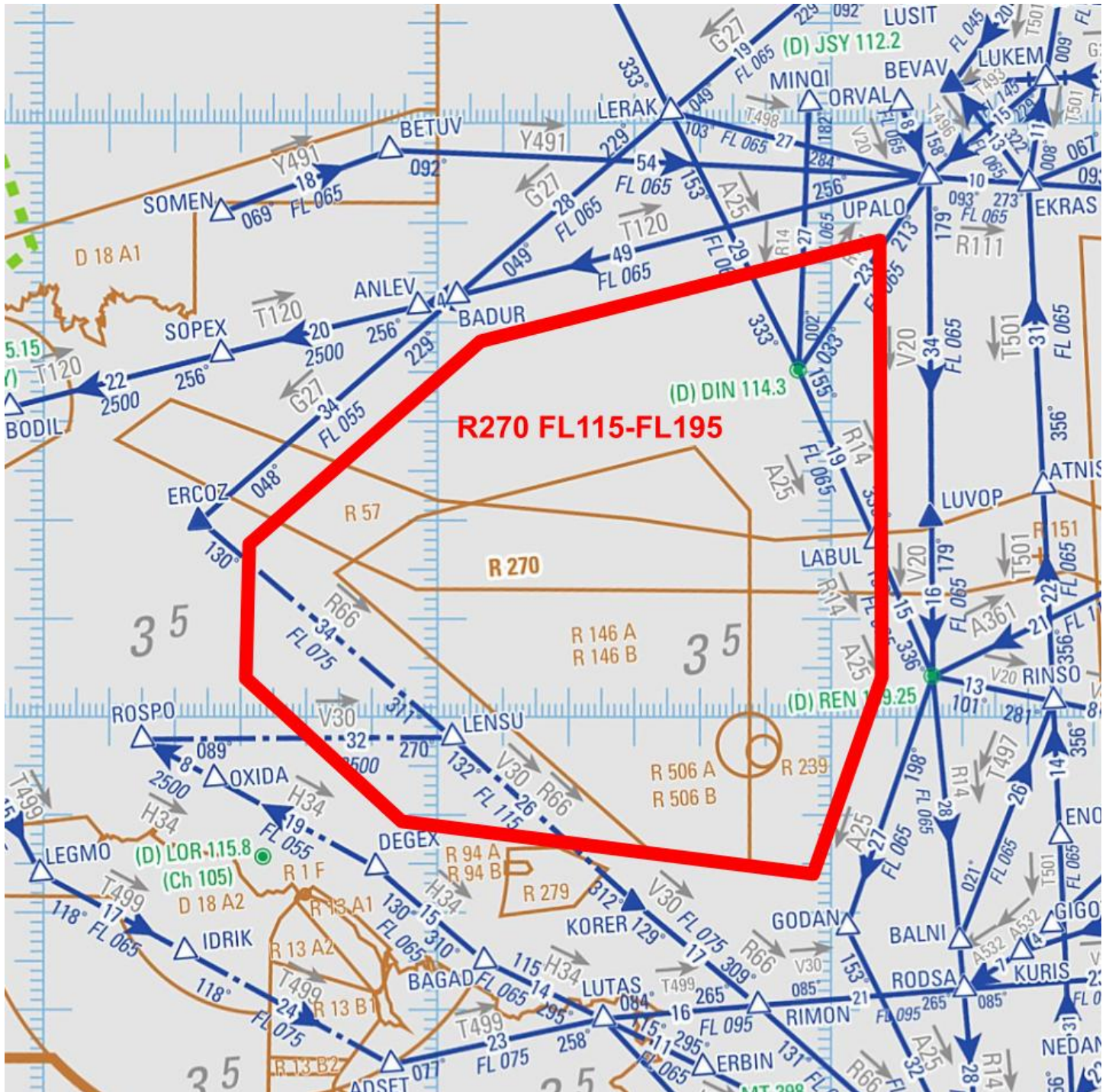
Brest ACC shall inform London ACC of these areas' activity.

Area LF-D120M is the combination of LF-D5 and LF-D7.

Traffic at cruising level below FL305 do not require previous coordination via AMPOP TALIG DOLUR as long as they are on their planned route and level.

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2.3.4. LF-R270



Rennes APP shall inform Jersey Control/London ACC of R270 activity.

When the area is active, traffic via A25 and R14 at or above FL110 shall be rerouted by Jersey Control/London ACC via UPALO.

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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 by tactical 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, Coordination Points and Level Allocation

### 3.2.1. Flights from EGTT ACC to LFRR ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
FRA	AMPOP TALIG DOLUR	Odd		
		FL350 max	DEP EGHQ	
FRA	LIZAD	Odd		
		FL330 max	ARR LFRR FIR	
		FL250 max	ARR EGJ*	
FRA	ANNET	Odd		
		FL330 max	ARR LFRR FIR	
FRA	SALCO MANIG	Odd		
		FL330 max	ARR LFRR FIR	
N862, N90	SKESO	Odd FL230 max		
N866, M195  N63, (U)N621	LORKU	Odd		3.2.1.1.
		FL350 max	DEP EGKB EGKK EGLL EGTO EGWU EGLF EGHL EGLK EGTF EGVO EGTD	
	LELNA	FL230-FL290	DEP EGKB EGKK EGKK EGLL EGTO EGWU EGLF EGHL EGLK EGTF EGVO EGTD with ARR LFRR FIR	
		FL230-FL250	ARR LFRD	
		FL210	DEP EGGH EGGI	
M189	NEVIL	Even FL200 max		3.2.1.3.
(U)L153, UN859	SITET	Odd		3.2.1.2.
UL612	XAMAB	Odd		3.2.1.2.
		FL350 max	ARR LFSD LFGJ LFGB LFSM LFSB LFGA	
		FL330max	ARR LFLC LFLN LFLO LFLV	

#### 3.2.1.1.

FL210 and FL230 are not available via LORKU.

Traffic via LELNA-DOMOK-UPALO are not allowed at FL330 and above.

#### 3.2.1.2.

Traffic with destination LFO\* LFPB LFPG LFPN LFPO LFPT LFPV LFJR LFBI LFBL LFBU LFBX LFLA LFLX LFRM LFRG LFRK LFBH LFBK and LFQB via SITET are not accepted by Brest, these traffics should be transferred to Paris ACC at FL290 or below. Traffic departing from London TMA (except EGSS and EGSC) bound to LFHJ LFHS LFHV LFHW LFKL LFKY LFLG LFLN LFLM LFLS LFLU LFLY LFMH LFXA LFHM LFHU LFKA LFKX LFLB LFLE LFLJ LFLP LFGM LFGN LFHY LFLN LFLO LFQF LFGC LFQP LFST EDSB EDSK EDSW EDTB EDTL EDTO LFGB LFSM LFSB LFGA LFLX LSZH LSMD is not accepted in Brest airspace, these traffics shall be transferred to Paris ACC at FL290 or below.

#### 3.2.1.3.

Traffic with destination Channel Islands, LFRK, LFRC, LFRD and LFRG via NEVIL are not accepted in Brest airspace above FL195 and will be transferred to Rennes APP and/or Jersey Control as per the airspace passing.

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## 3.2.2. Flights from LFRR ACC to EGTT ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
FRA	AMPOP TALIG DOLUR	Even		3.2.2.1.
		FL280 max	ARR EGHQ	
FRA	NOZHU	Even		
		FL340 max	ARR EGLL EGKK	
		FL300 max	ARR EGGD EGFF EGSY EGBJ	
		FL280 max	ARR EGHQ	
N862, N90	SKESO	Even		3.2.2.2.
		FL220/FL240	ARR EGTE	
		FL200	<b>On coordination only</b>	
UY110, UP87, UP88	REVTU	Even		3.2.2.3.
		FL340 max	ARR EGLL EGWU EGBJ EGDLEGVN EGVA EGKK	
		FL280 max	ARR EGLF EGHLEGLK EGTFEGVO EGTDEGTE	
		FL220	ARR EGHHEGHI EGDM EGHR	
UN867	AKIKI	Even		
		FL240	DEP EGJJEGBJ EGJA	
UM184, UM185	DIKRO	Even		
		FL380	ARR EGGW EGSS EGSC EGTC EGUN EGUL	
UZ273	NEVIL	Odd		
		FL220	ARR EGLCEGMD EGMC EGKBEGTO EGSG EGSX	
		FL210	ARR EGKA	
		FL190	DEP EGJ* LFRK LFRCLFRG LFRD	

## 3.2.2.1.

Brest will ensure that northbound traffic via DOLUR is separated vertically from westbound traffic on LIZAD-GAPLI. London is responsible for the convergence between northbound traffic via AMPOP and westbound traffic on LIZAD-GAPLI.

## 3.2.2.2.

Traffic departing the Channel Islands via SKESO are released for climb to FL250 in Brest's airspace. London ACC is responsible for separating these traffics from any other traffic via SKESO below FL250.

(U)N862 is only available for LFRR FIR departures.

## 3.2.2.3.

Traffic via REVTU/AKIKI/DIKRO are released for descent to FL250.

Traffic via REVTU with destination EGHHEGHI EGDM EGHR are released for descent to FL200.

UY110 is only available for traffic with destination EGHHEGHI EGDM EGHR

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3.2.3. Flights from EGTT ACC to Rennes APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
L151, N859, A34	SITET	Odd		
		FL110 or RFL if below	ARR LFRG LFRK LFOH LFOE	
M189, G27	NEVIL	Even		
	ORTAC	FL100	ARR LFRC	

3.2.4. Flights from Rennes APP to EGTT ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
G27, M189	NEVIL	Odd		
A34, L151, N859	SITET	Even		
		FL100 or RFL if below	DEP LFRG LFRK LFOH	
	ORTAC	FL90	DEP LFRC	

3.2.5. Flights from EGTT ACC to Iroise APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
N160	LIZAD	Even		

3.2.6. Flights from Iroise APP to EGTT ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
N160	LIZAD	Odd		

3.2.7. Flights from Jersey Control to Brest ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
N63, Z171	DOMOK	FL200	EGHH and EGHI DEP via LELNA	

Brest ACC is responsible for the compatibility between EGHH/EGHI departures and LFRD arrivals via DOMOK.

3.2.8. Flights from Brest ACC to Jersey Control

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
FRA (LELNA-DOMOK)	DOMOK	FL200	ARR LFRD	

Brest ACC is responsible for the compatibility between EGHH/EGHI departures and LFRD arrivals via DOMOK.

## 3.2.9. Flights from Jersey Control to Rennes APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
G27	KETIK	Odd		
G27, A25, T498	LERAK	Odd		3.2.9.2.
R14	MINQI	Odd		3.2.9.2.
V20	ORVAL	Odd		
G271	GULDA	Odd		
G272, N160	LUSIT	Odd		
EGJJ EGJA to LFRD	MINQI	On coordination		
EGJB to LFRD	LERAK	On coordination		
EGJJ EGJB EGJA to LFRT	LERAK	On coordination		
	MINQI LERAK	FL110	North ARR LFRD LFRT	
	AGANO	FL100	North-West (ORTAC) ARR LFRC	
		FL040	DEP EGJJ EGJB EGJA	
EGJJ EGJB EGJA to LFRC	KETIK	On coordination		

## 3.2.9.1.

Except if otherwise stated, departures from EGJJ EGJB EGJA flying through Rennes APP airspace will be cleared to FL130. Southbound departures via LERAK with RFL>130 should reach FL130 before the boundary to ensure separation with arrivals on T498 at FL120. If not, Jersey APP shall initiate coordination with Rennes APP. Jersey may tactically coordinate further climb with Rennes APP up to FL190.

## 3.2.9.2. R14 and A25

If LF-R270 is active, flights routing via DIN (R14 and A25) at FL110 and above shall be rerouted by Jersey Control via UPALO.

## 3.2.10. Flights from Rennes APP to Jersey Control

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
G27	KETIK	Even		
	LERAK	Even max FL100		
A25, T498	LERAK	FL180, FL120 or even level below	If below FL120 must be level at boundary	3.2.10.2.
		FL120	ARR EGJJ EGJB EGJA via T498	
R14	MINQI	Even		
G273	BEVAV	Odd		
G274, T496		Even		
N160	LUSIT	Even		
LFRD to EGJJ EGJA	MINQI	On coordination		
LFRD to EGJB	LERAK	On coordination		
LFRT to EGJJ EGJB EGJA				
LFRC to EGJJ EGJB EGJA	KETIK	On coordination		
	LERAK, MINQI	FL100	Northbound DEP LFRD LFRT	
	AGANO	FL090	North-Westbound (ORTAC/SKERY) DEP LFRC	
		FL050	ARR EGJJ EGJB EGJA	

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## 3.2.10.1.

Except if otherwise stated, arrivals for EGJJ EGJB EGJA will be cleared to FL140 by Rennes APP (or even RFL if lower).

## 3.2.10.2.

FL140 and FL160 are used on G27 by Iroise APP, those levels will not be used by Rennes APP without prior coordination to Jersey Control.

## 3.2.11. Flights from Jersey Control to Iroise APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
G27	LERAK	Odd		
		FL130	DEP EGJJ EGJB EGJA	
N160	TUNIT	Even	Coordination required if FL140	
		FL130	DEP EGJJ EGJB EGJA	

## 3.2.12. Flights from Iroise APP to Jersey Control

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
G27	LERAK	FL160		
		FL140	ARR EGJJ EGJB EGJA	
N160	TUNIT	Odd	Coordination required if FL130	
		FL140	ARR EGJJ EGJB EGJA	

## 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 Brest FIR staff.

## 6. Changelog

Version	Date	Changes
v9.0	19/03/2026	<ul style="list-style-type: none"> <li>- New Format</li> <li>- Conditions of exchange</li> <li>- LFRR ACC airspace</li> </ul>