Letter of Agreement (LoA)

Shannon ACC (EISN) and **Brest ACC** (LFRR)

Name: LoA-EISN-LFRR_EN

Date: March 19, 2026

Version: v1.0

Validity: Permanent

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1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Shannon 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. EISN FIR/UIR

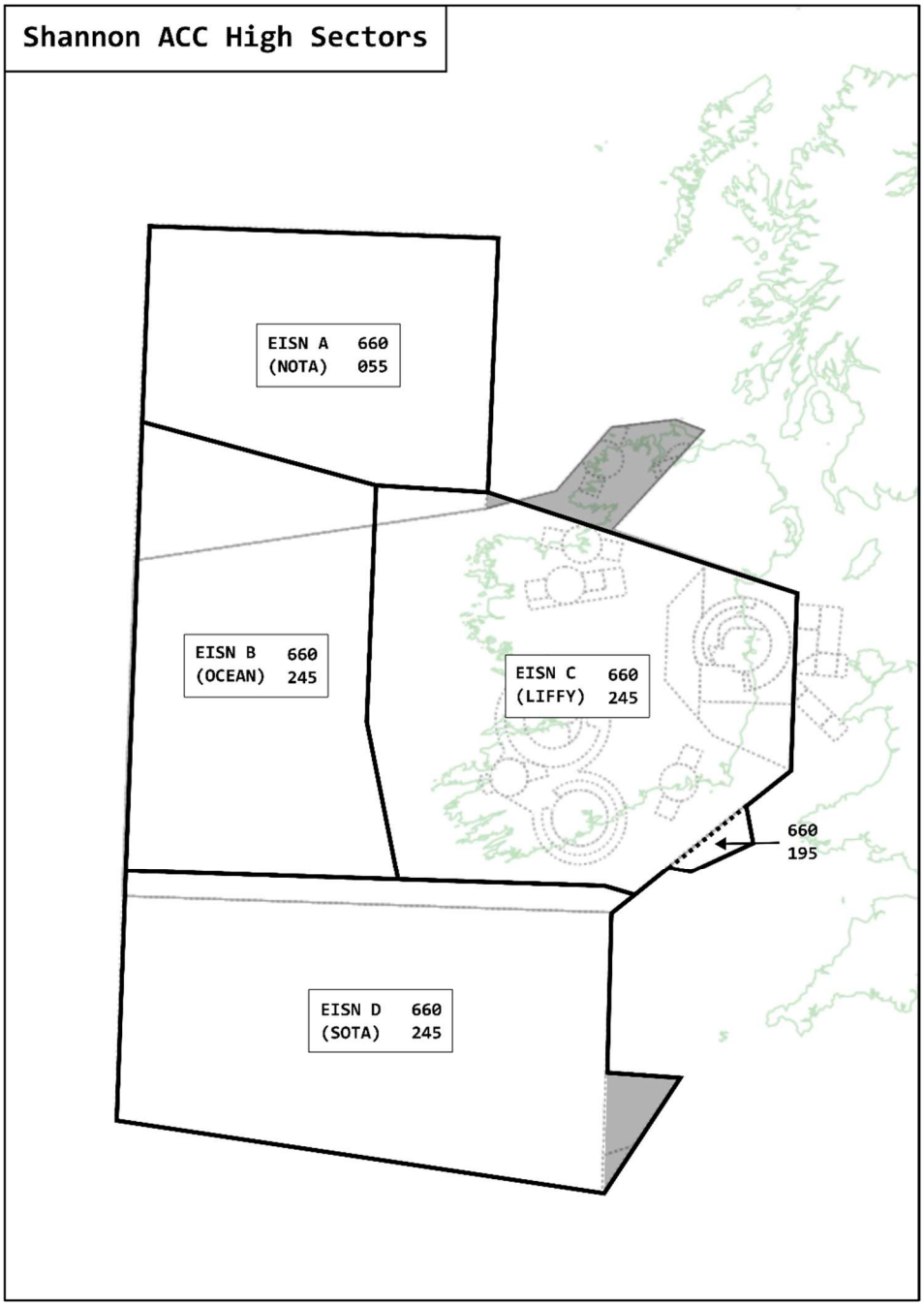
Area	Vertical Limits	Airspace Classification
SOTA	FL55 and above	A
Delegated airspace in London and Brest UIR	FL245/FL660	C
	Below FL055 / Above FL660	G

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. EISN ACC



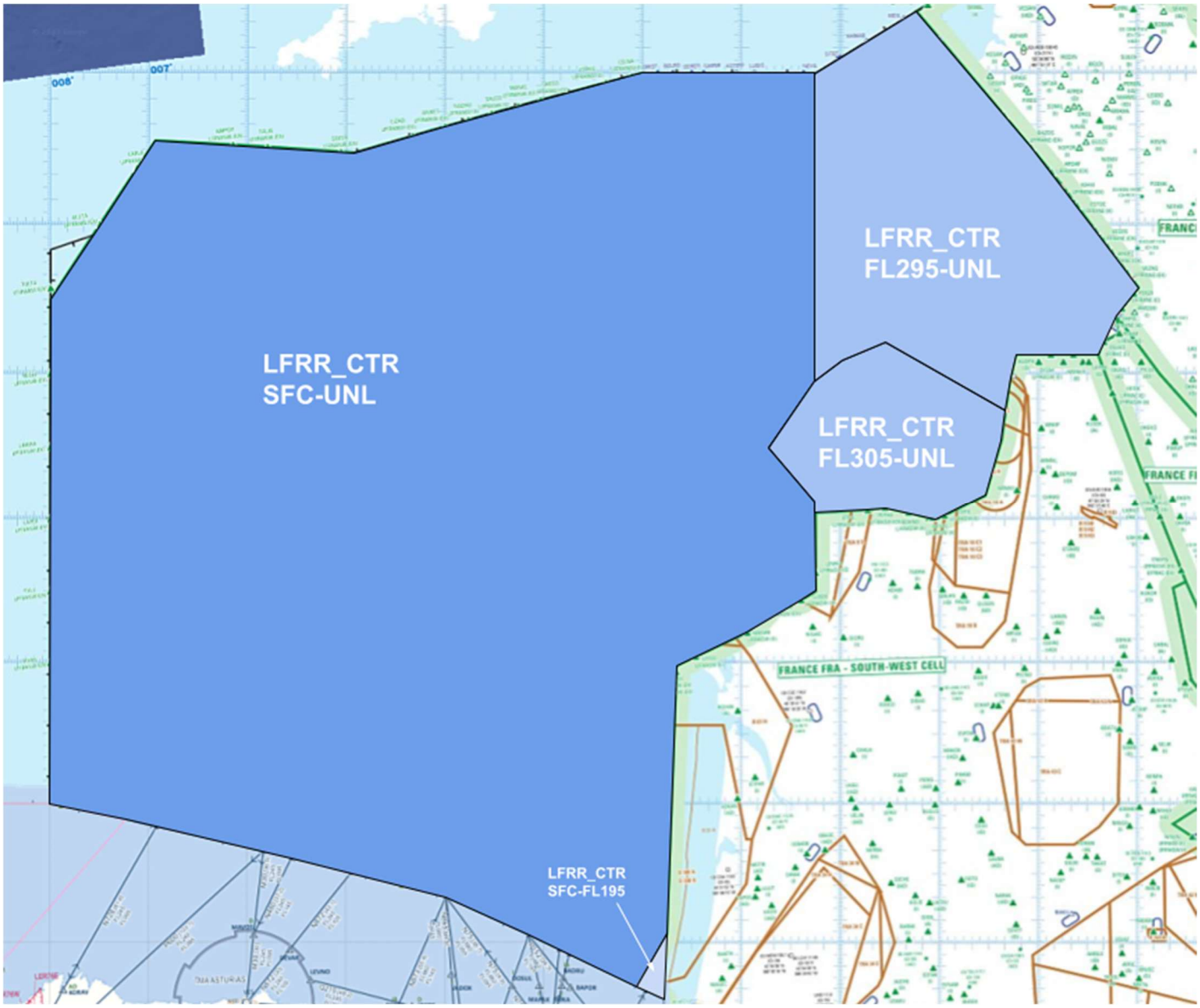
The Shannon airspace sectorisation is described in the picture above.

The positions concerned by this LOA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Shannon Control	EISN_CTR	131.150	
Secondary Sectors			
Shannon Control	EISN_D_CTR	135.230	

2.2.2. LFRR ACC

The French airspace at the border between Shannon and Brest is described in the picture below.



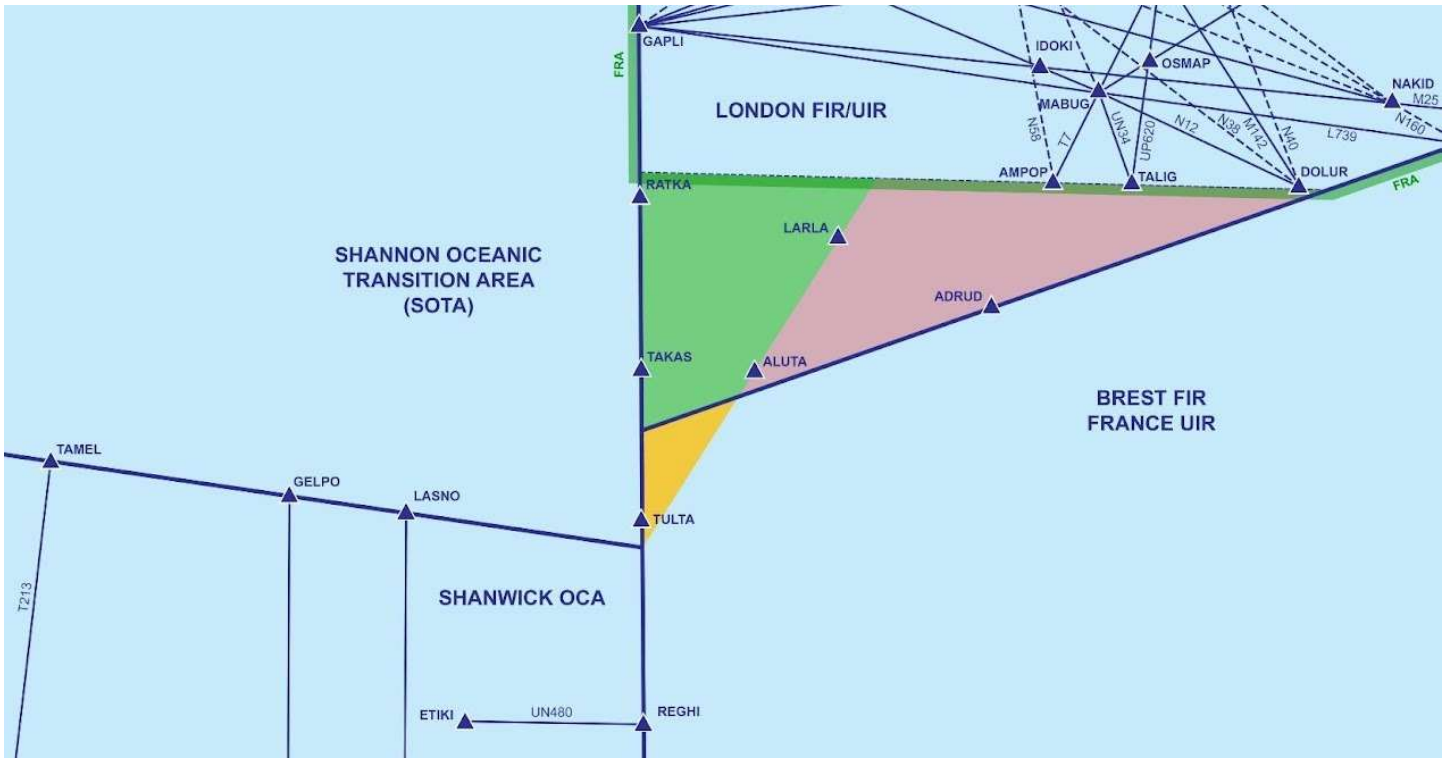
Brest ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Brest Control	LFRR_CTR	132.830	

2.3. Special Areas within the Area of Common Interest

2.3.1. LARLA triangle/TAKAS box/TULTA triangle

In the picture below, the LARLA triangle is defined by the pink area, the TAKAS box is defined by the green area, the TULTA triangle is defined by the yellow area.



The LARLA triangle is a part of London FIR/UIR permanently delegated to Brest ACC from surface to unlimited.
The TAKAS box is a part of London FIR/UIR permanently delegated to Shannon ACC from surface to unlimited.
The TULTA triangle is a part of Brest FIR/UIR permanently delegated to Shannon ACC from surface to unlimited.

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, FL), the transferring unit shall initiate an approval request.

Traffic shall be transferred as soon as possible, clear of any conflicting traffic.

Silent Radar Handover are possible with a minimal separation of 10Nm and required if the longitudinal separation is less than 20Nm. In that case, the transferring ATS unit shall assign speeds/Mach numbers to both aircraft, the speed of the number one needs to be greater or equal to the speed of the second. Pilots shall report their assigned speed to the receiving ATS unit at the first contact.

3.2. ATS-Routes, DCTs, Co-Ordination Points and Level Allocation

3.2.1. Flights from EISN ACC to LFRR ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
FRA	LARLA ALURA TULTA	Odd		

3.2.1.1. Shannon ACC responsibilities
Shannon ACC is responsible for providing separation:
- between northbound traffic via TULTA and traffic via RATKA
- between traffic routing via RATKA and traffic routing via TAKAS

3.2.2. Flights from LFRR ACC to EISN ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
FRA	LARLA ALURA TULTA	Even		3.2.2.1.

3.2.2.1. Brest ACC responsibilities
Brest ACC is responsible for providing separation:
- between traffics converging at RATKA
- between traffics converging at TULTA
- between traffic routing via TULTA and traffic routing via TAKAS

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 Shannon ACC until they have been identified, validated and verified on a discrete transponder code.

Traffic aiming to transit in the Oceanic Airspace shall be squawking **2000** 10 minutes before entering the OCA if Shanwick or Gander is online. If Shannon is online, the airspace is in the transition area, thus flights shall be validated with a discrete transponder code.

5. Contributions

This document has been drafted in coordination between the ATC Operations Department of XU and France divisions and Shannon FIR staff and Brest FIR staff.

6. Changelog

Version	Date	Changes
V1.0	19/03/2026	- New Format - Conditions of exchange - LFRR ACC airspace