

Letter of Agreement

IVAO – United Kingdom and Ireland & France Divisions



Name: **LOA-EGTT-LFEE_EN**

Date: **September, 20th 2017**

Version: **v1**

Validity: **permanent**

Contrib.: GB-AOC, GB-AOAC, FR-AOC, FR-AOAC,
LFEE-CH, LFEE-ACH

Contact : gb-aoc@ivao.aero ; gb-aoc@ivao.aero
fr-aoc@ivao.aero ; fr-aoc@ivao.aero

Object: LoA between the London FIR (EGTT) and the Reims FIR (LFEE)

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 **Reims 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

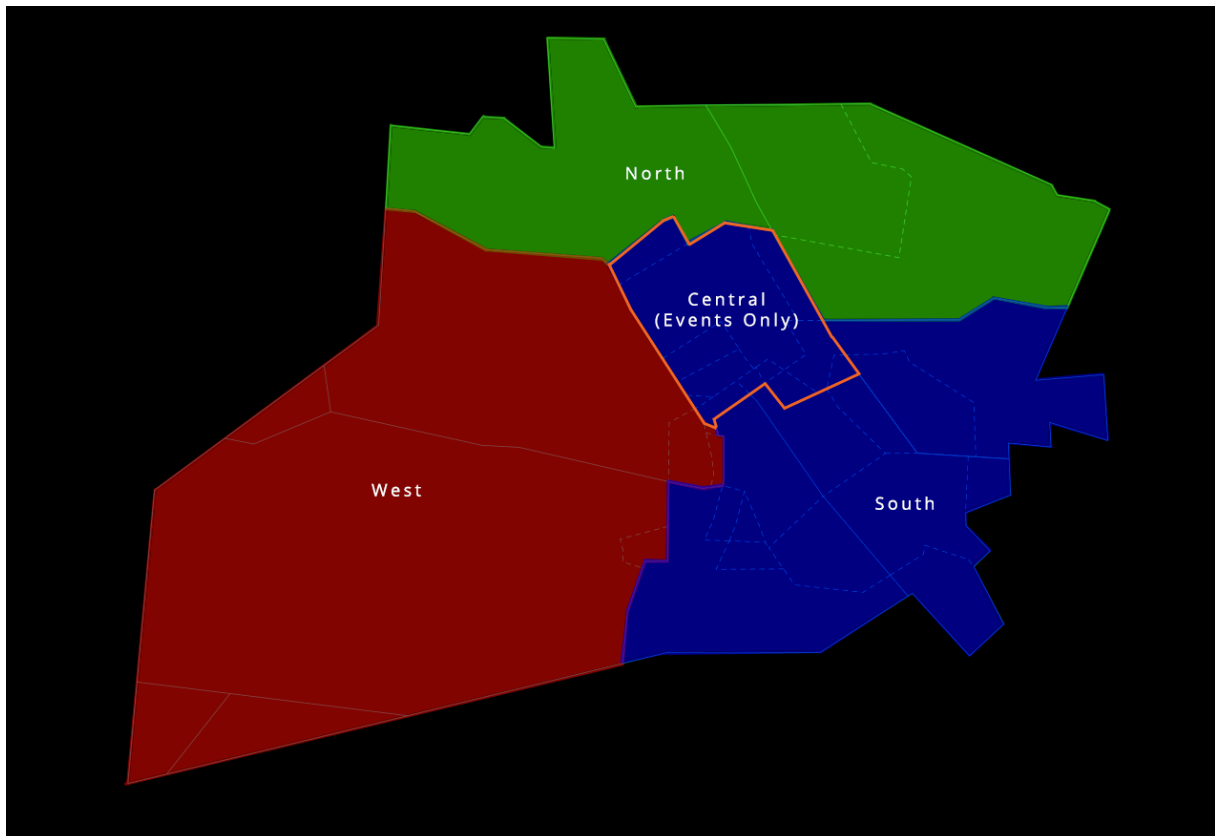
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither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

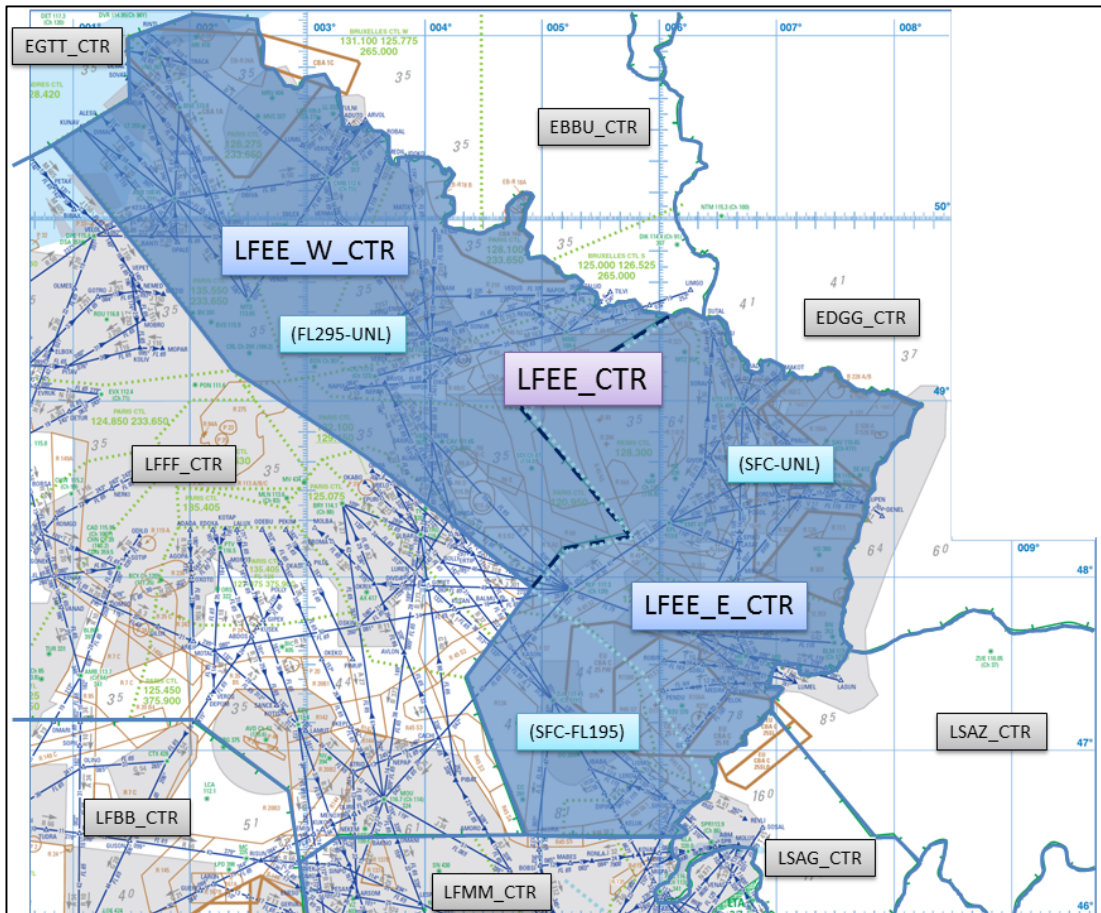
Traffic in sequence shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

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 Reims ACC is **Reims Control** and consists in only one primary sector (LFEE_CTR). This ATC unit may be split into two subsectors (LFEE_W_CTR and LFEE_E_CTR) under the condition that both sectors are open and the FIR Chiefs are informed. The lateral and vertical boundaries of the airspace under the responsibility of the CTR are indicated in the figure and table below.



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

ATC Position	Callsign	Frequency	Remarks
Primary Sector			
London Control (All)	EGTT_CTRL	132.605	SFC-FL660
Secondary Sectors			
London Control (North sector)	EGTT_N_CTRL	128.125	SFC-FL660
London Control (West sector)	EGTT_W_CTRL	135.225	SFC-FL660
London Control (South sector)	EGTT_S_CTRL	135.050	SFC-FL660
London Control (Central sector)	EGTT_C_CTRL	127.105	SFC-FL660
Primary Sector			
Reims Control	LFEE_CTRL	127.555	SFC-UNL except sectors shared with LFFF: W (FL295-UNL) and S (SFC-FL195). ATS within sectors W (SFC-FL295) and S (FL195-UNL) are provided by Paris Control
Secondary Sectors			
Reims Control (West)	LFEE_W_CTRL	135.505	W (FL295-UNL)
Reims Control (East)	LFEE_E_CTRL	127.555	E (SFC-UNL) + S (SFC-FL195)

4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the London FIR and those under the responsibility of the Reims 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.

4.1 En-route coordination

Coordination procedures between London ACC and Reims ACC are defined as follows.

Route	Transfer point	Cleared DCT	Restrictions
LFEE → EGTT			
UM733	SOSUN	SUBIP	-
UT421	KESAX	KUNAV	-
UT10	ABNUR	ALESO	-
UL613	VESAN	RATUK	-
EGTT → LFEE			
UL10	RINTI	-	-
UL15	MOTOX	-	FL > 345

4.2 Coordination of departures and arrivals

Coordination procedures for the departure/arrival traffic management are defined as follows.

London towards Reims

Airport	SID/STAR	Coordination procedures	Remarks
<u>Departures (EGTT → LFEE)</u>			
ALL	-	TFC VIA UL10 / UL15	Only if FL > 295 for UL10 and FL > 345 for UL15
<u>Arrivals (EGTT → LFEE)</u>			
LSZH	-	DCT BLM	To be coordinated with Reims when Brussels is closed.

Reims towards London

Airport	SID/STAR	Coordination procedures	Remarks
<u>Departures (LFEE → EGTT)</u>			
-	-	-	-
<u>Arrivals (LFEE → EGTT)</u>			
EGKK / HH / HI / LF	-	VIA UT421 – DCT KUNAV	< FL 330
EGLL / WU	-	VIA UT10 – DCT ALESO	CRZ FL
EGSS / SC / GW	-	VIA UM733 – DCT SUBIP	-
EGLC / KB	-	VIA UL613 – DCT RATUK	-