

Letter of Agreement

IVAO – United Kingdom and Ireland & France Divisions



Name: **LOA-EGTT-LFFF_EN**

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Validity: **permanent**

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

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Object: LoA between the London FIR (EGTT) and the Paris FIR (LFFF)

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 **Paris 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

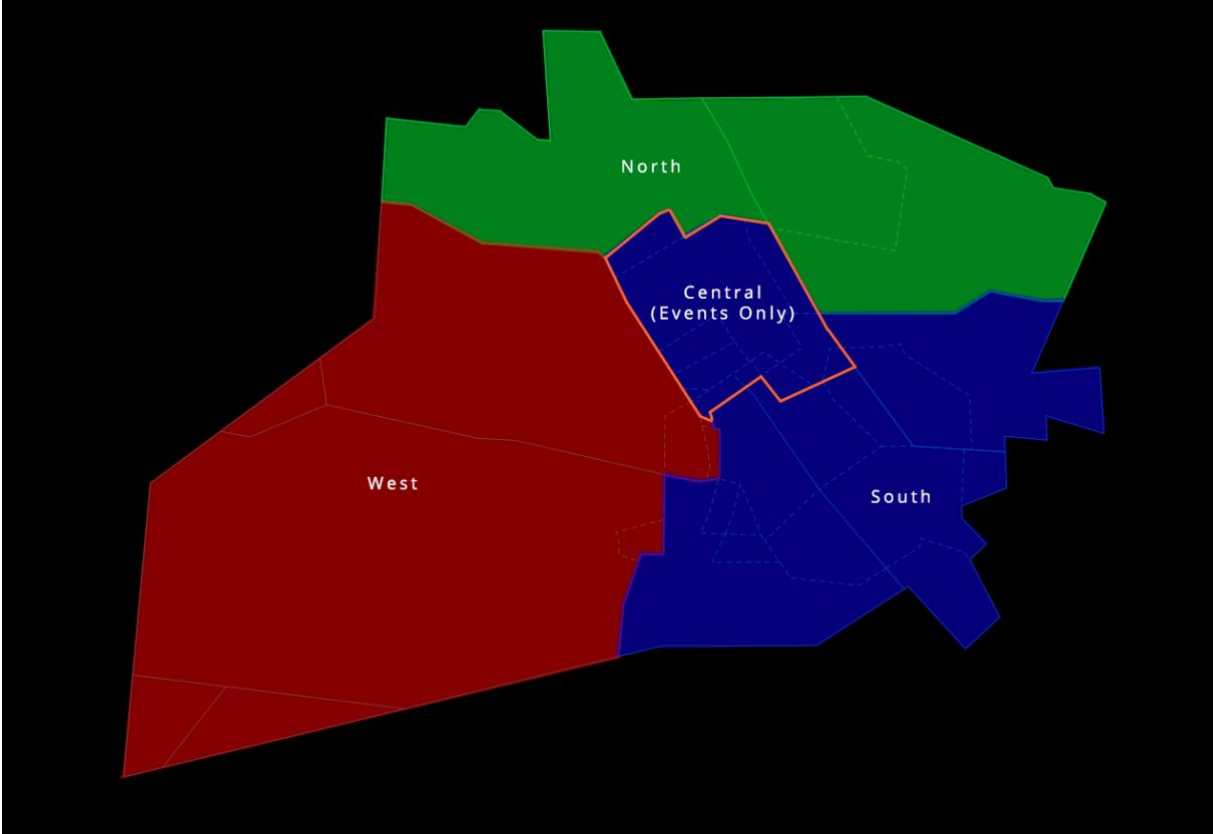
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither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

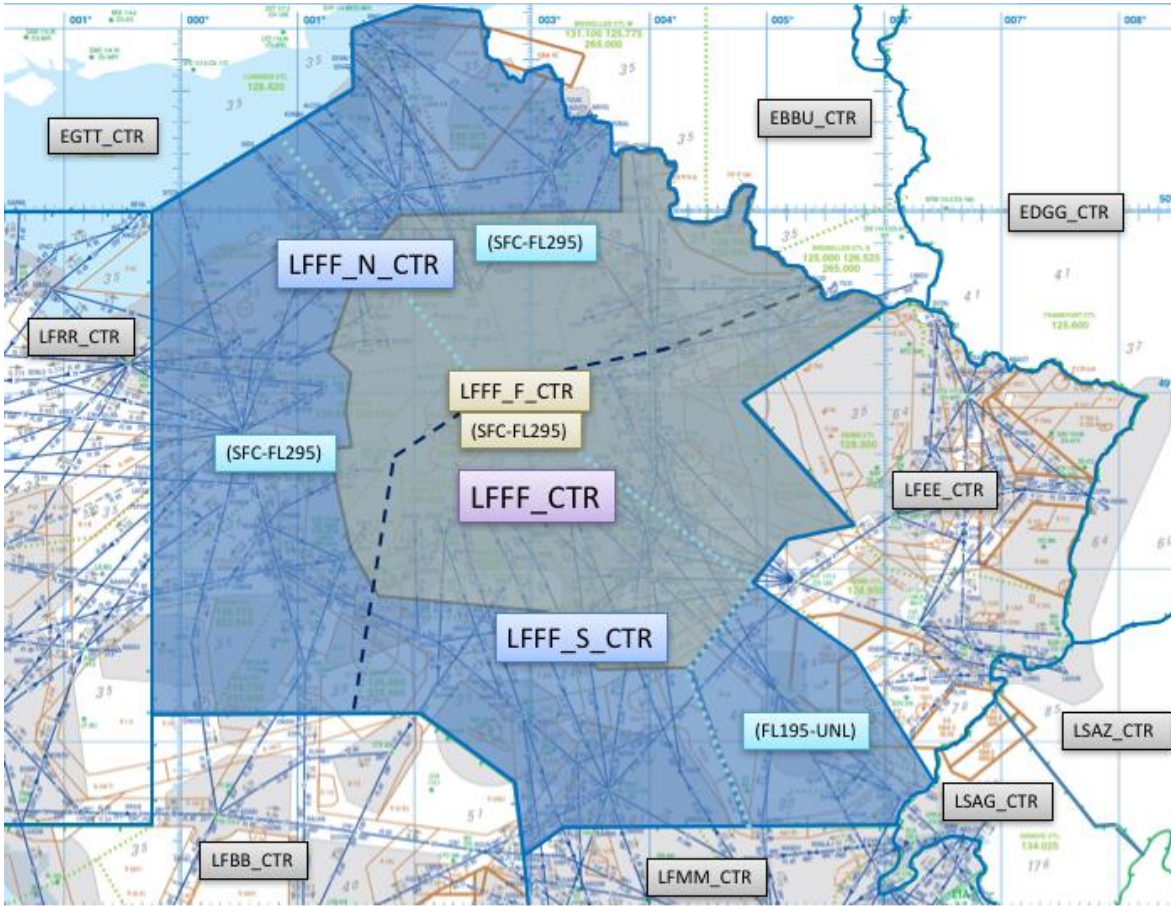
Traffic in sequence shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

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 Paris ACC is **Paris Control** and consists in only one primary sector (LFFF_CTR). This ATC unit may be split into two subsectors (LFFF_N_CTR and LFFF_S_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. Only EGGT_10_CTRL is relevant in the framework of this LoA. In the case EGGT_35_CTRL, EGGT_20_CTRL and/or LFFF_N_CTRL are active, specific coordination procedure will be assessed by the concerned AO Departments.

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			
Paris Control	LFFF_CTRL	128.100	SFC-UNL LFRR open : W (SFC-FL295) LFEE open : E (SFC-FL295)
Paris Control (CCT)	LFFF_F_CTRL	135.405	SFC-FL295
Secondary Sectors			
Paris Control (North)	LFFF_N_CTRL	128.100	SFC-UNL LFRR open : W (SFC-FL295) LFEE open : E (SFC-FL295)
Paris Control (South)	LFFF_S_CTRL	132.100	SFC-UNL SE (FL195-UNL)

4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the London FIR and those under the responsibility of the Paris 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 Paris ACC are defined as follows.

Route	Transfer point	Cleared DCT	Restrictions
EGTT → LFFF			
B3	RINTI	RINTI	-
L15	IRKUN	IRKUN	
L612	XAMAB	XAMAB	
L613	SOVAT	SOVAT	
M605	XIDIL	XIDIL	
M733	SUBIP	SUBIP	
M8			
N20	KUNAV	KUNAV	
N57	DEVAL	DEVAL	
N859	SITET	SITET	
T420	ALESO	ALESO	
T421	KUNAV	KUNAV	
Y8			
UL10	RINTI	LESDO	
UL15	MOTOX		
UL151	SITET	SITET	-
UL612	XAMAB	XAMAB	
UL613	SOVAT	SOVAT	
UM605	XIDIL	BIBAX - VELOL	FL260 at XIDIL (FL250 or FL240 during heavy traffic)
UM733	SUBIP	SUBIP	-
UM8			
UN859	SITET	SITET	
UT420	ALESO	ALESO	
UT421	KUNAV	KUNAV	
UY8			
LFFF → EGTT			
A23	SITET	SITET	-
A30	IRKUN	IRKUN	
B24	FIR12	FIR12	
B3	RINTI	RINTI	

L613	SOVAT	SOVAT	-
M605	XIDIL	XIDIL	
N20	KUNAV	KUNAV	
N57	DEVAL	DEVAL	
T20	ALESO	ALESO	
T27	KUNAV	KUNAV	
T421			
UL10	RINTI	RINTI	-
UL15	MOTOX	MOTOX	
UL612	XAMAB	XAMAB	
UL613	SOVAT	SOVAT	
UM605	XIDIL	XIDIL	
UM733	SUBIP	SUBIP	
UN859	SITET	SITET	
UT420	ALESO	ALESO	
UT421	KUNAV	KUNAV	

4.2 Coordination of departures and arrivals

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

London towards Paris

Airport	SID/STAR	Coordination procedures	Remarks
Arrivals (EGTT → LFRR)			
LFPG LFPB	XIDIL	EGTT_CTR -> LFFF_CTR JET (cleared DCT XIDIL FL260 max) PROP (cleared DCT XIDIL FL220 max)	FL250 or FL240 during heavy traffic
LFPO	SITET	EGTT_CTR -> LFFF_CTR (DCT XIDIL FL250)	

Paris towards London

Airport	SID/STAR	Coordination procedures	Remarks
Arrivals (LFFF → EGTT)			
EGLL EGWU	BIG WEALD	LFFF_CTR -> EGTT_CTR (cleared FL≤260 DCT KUNAV/ALESO/DIMAL)	Transfer at KESAX/ABNUR
EGKK EGHH EGHI	TIMBA KUNAV	LFFF_CTR -> EGTT_CTR (cleared FL≤250 DCT KUNAV)	Transfer at KESAX
EGSS EGSC EGGW	N/A	LFFF_CTR -> EGTT_CTR (cleared FL≤250 DCT SUBIP)	Transfer at SOSUN
EGLC	GODLU	LFFF_CTR -> EGTT_CTR (cleared FL190 DCT SOVAT)	Transfert at RATUK