

# Letter of Agreement

IVAO – United Kingdom and Ireland & France Divisions



Name: **LOA-EGTT-LFRR\_EN**

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Contrib.: GB-AOC, GB-AOAC, FR-AOC, FR-AOAC,  
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Object: LoA between the London FIR (EGTT) and the Brest FIR (LFRR)

## 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 **Brest 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

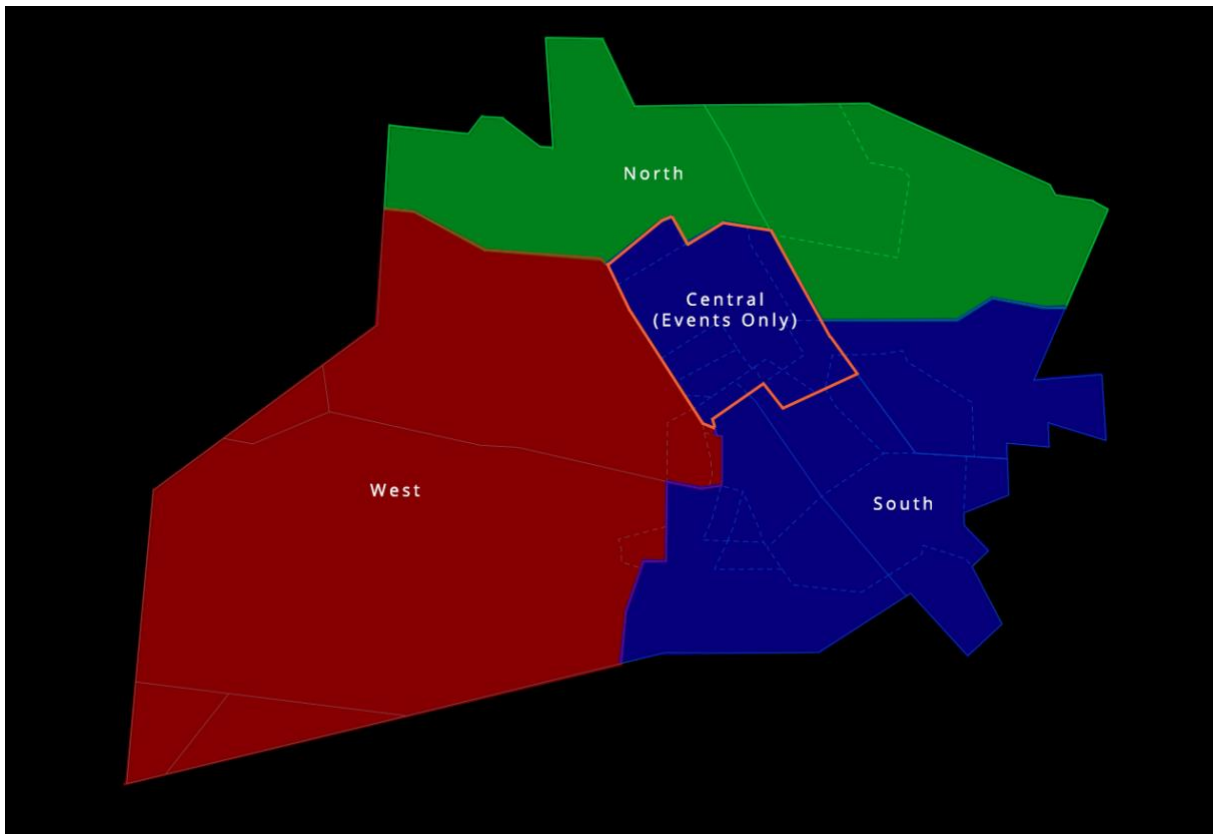
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither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

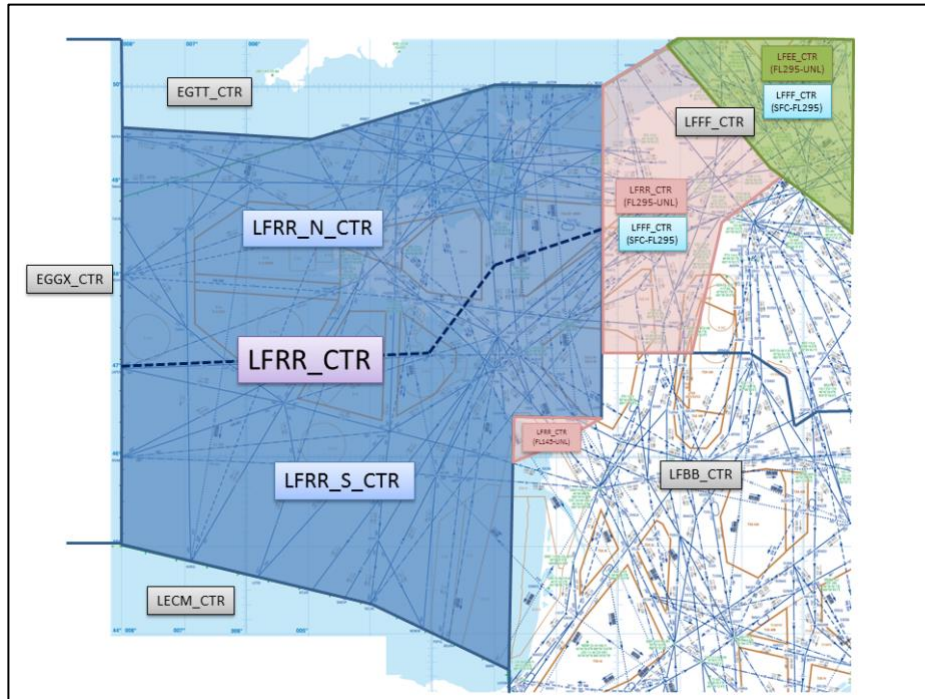
### 3. ATC units description

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 Brest ACC is **Brest Control** and consists in only one primary sector (LFRR\_CTR). This ATC unit may be split into two subsectors (LFRR\_N\_CTR and LFRR\_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.

One should note that the airspace of the Paris FIR colored in pink on the figure below is delegated to the Brest ACC from FL295 to UNL whenever Brest is active.



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

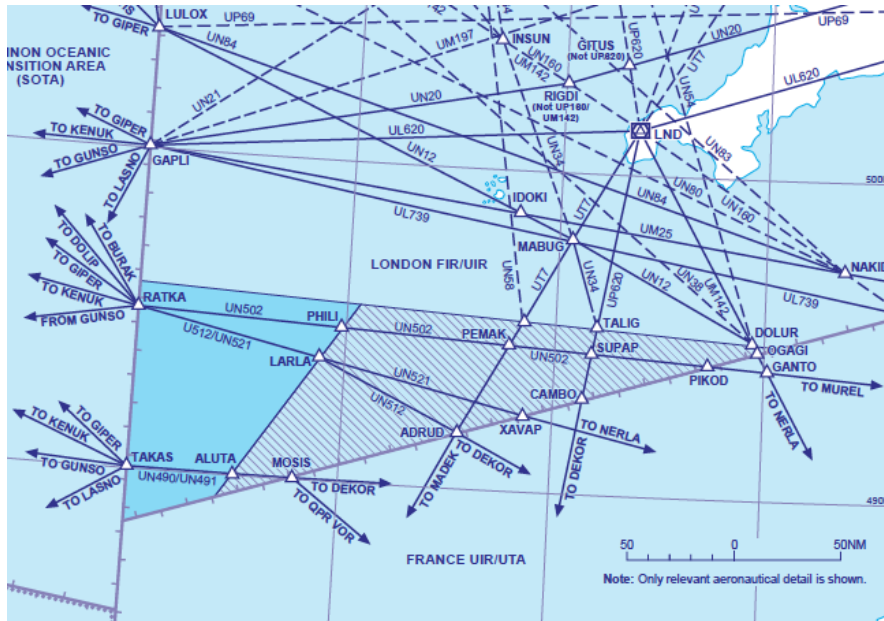
ATC Position	Callsign	Frequency	Remarks
<b>Primary Sector</b>			
<b>London Control (All)</b>	EGTT_CTR	132.605	SFC-FL660
<b>Secondary Sectors</b>			
<b>London Control (North sector)</b>	EGTT_N_CTR	128.125	SFC-FL660
<b>London Control (West sector)</b>	EGTT_W_CTR	135.225	SFC-FL660
<b>London Control (South sector)</b>	EGTT_S_CTR	135.050	SFC-FL660
<b>London Control (Central sector)</b>	EGTT_C_CTR	127.105	SFC-FL660
<b>Primary Sector</b>			
<b>Brest Control</b>	LFRR_CTR	119.825	SFC-UNL
<b>Secondary Sectors</b>			
<b>Brest Control (North)</b>	LFRR_N_CTR	119.825	SFC-UNL
<b>Brest Control (South)</b>	LFRR_S_CTR	129.500	SFC-UNL

## 4. Airspace Delegation

### 4.1 Jersey Airspace

In the absence of Jersey Control, Rennes Approach (within the Cotentin SIV) provides alerting service and separation between traffics until the final approach interception. In any case Rennes Approach shall not provide aerodrome and approach control within the Channel Islands CTA and TMA. Brest ACC will provide the same services by delegation when Rennes Approach is closed.

## 4.2 London Southwestern & Shannon Southeastern Airspace



It is recalled that the airspace portion in south of a line parallel to UN502 passing through DOLUR and TALIG is permanently delegated to Brest ACC from SFC to UNL, whether the position is active or not.

The “stripped” area depicted on the above diagram is permanently delegated from London FIR to Brest FIR from SFC to FL660.



The “red” area depicted on the diagram on the left is delegated from Shannon FIR to Brest FIR from SFC to FL660 when Shannon Control (EISN\_CTR) is not online.

When Shannon Control is online this area is delegated to Shannon FIR from SFC to FL660.

## 5. Coordination procedures

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

### 5.1 En-route coordination

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

Route	Transfer point	Cleared DCT	Restrictions
<b>EGTT → LFRR</b>			
<b>Q41</b>	ORTAC	ORTAC	Even RFL
<b>M189</b>	NEVIL	ANGLO	
<b>N621</b>	LELNA	LELNA	
<b>N862</b> <b>N90</b>	SKESO	SKESO	
<b>UL151</b> <b>UN859</b>	SITET	SITET	Even RFL
<b>UL612</b>	XAMAB	XAMAB	
<b>UL722</b> <b>UM25</b> <b>UN32</b>	ANNET	ANNET	
<b>UL739</b> <b>UN160</b>	LIZAD	LIZAD	
<b>UM142</b> <b>UN12</b> <b>UN38</b> <b>UN54</b>	OGAGI DOLUR	OGAGI	
<b>UM195</b> <b>UN63</b> <b>UN866</b>	LORKU	LORKU	
<b>UM30</b> <b>UN22</b> <b>UN546</b> <b>UN864</b>	SALCO	SALCO	
<b>UM605</b>	XIDIL	XIDIL	
<b>UN26</b>	MANIG	MANIG	
<b>UP620</b>	SUPAP	SUPAP	
<b>UN621</b>	LELNA	LELNA	

<b>UN862 UN90 UY29</b>	SKESO	SKESO	
<b>UT7</b>	PEMAK	PEMAK	
<b>LFRR → EGTT</b>			
<b>A25 N832</b>	SKESO	SKESO	Odd RFL
<b>G27 M189</b>	NEVIL	NEVIL	
<b>N160</b>	LIZAD	LIZAD	
<b>N867</b>	GARMI	GARMI	
<b>L498 M185 Q41 R1</b>	ORTAC	ORTAC	
<b>N863</b>	KOTEM	KOTEM	
<b>UL722 UP16</b>	ANNET	ANNET	Odd RFL
<b>UL739 UN160</b>	LIZAD	LIZAD	
<b>UL980 UM185</b>	ORTAC	ORTAC	
<b>UM30 UN22 UN546 UN864</b>	SALCO	SALCO	
<b>UM142 UN12 UN38 UN54</b>	DOLUR OGAGI	GANTO	
<b>UN862 UY29</b>	SKESO	SKESO	
<b>UN863</b>	KOTEM	KOTEM	
<b>UN867</b>	GARMI	GARMI	
<b>UP87</b>	BOLRO	BOLRO	
<b>UP620</b>	TALIG	SUPAP	
<b>UT7</b>	AMPOP	PEMAK	
<b>UT220 UZ273</b>	ANGLO	NEVIL	
<b>UY110</b>	ORIST	ORIST	

## 5.2 Coordination of departures and arrivals

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

It is recalled that aerodromes of the Channel Islands are under authority of Jersey Control (EGJJ\_CTR).

### *London towards Brest*

Airport	SID/STAR	Coordination procedures	Remarks
<b><u>Departures (EGTT → LFRR)</u></b>			
<b>EGJJ</b>	TUNIT ORTAC SKERY	EGJJ_CTR → EGTT_CTR	These departures are never supposed to be controlled by Brest
	DIN KOKOS CAN LERAK	EGJJ_CTR → LFRR_CTR (cleared FL195)	-
<b><u>Arrivals (EGTT → LFRR)</u></b>			
<b>LFRG LFOH LFRK</b>	ETRAT IXIVO ABAMU NEVIL	EGTT_CTR → LFRR_CTR or LFRG_APP	DCT to IAF may be coordinated on a case by case basis

### *Brest towards London*

Airport	SID/STAR	Coordination procedures	Remarks
<b><u>Departures (LFRR → EGTT)</u></b>			
<b>LFRG LFOH LFRK</b>	NEVIL	LFRG_APP or LFRR_CTR → EGTT_CTR (cleared FL80)	An intermediate transfer from LFRG_APP to LFRR_CTR should be avoided
<b><u>Arrivals (LFRR → EGTT)</u></b>			
<b>EGJJ</b>	ANGLO CAN DIN KOKOS LERAK	LFRR_CTR → EGJJ_CTR (cleared FL200)	DCT to IAF may be coordinated on a case by case basis