

**LETTER OF AGREEMENT
BETWEEN LONDON ACC
AND PARIS, REIMS & BREST ACCs**

REVISION 2021/02 - EFFECTIVE 25 FEBRUARY 2021

DISTRIBUTION AND SCOPE

This Letter of Agreement (LoA) outlines the agreements between VATSIM UK (London ACC) and the French vACC (Paris, Reims and Brest ACCs) for the provision of air traffic services.

EXCLUSION OF LIABILITY

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VALIDITY

This Letter of Agreement becomes effective 25 February 2021 (AIRAC 2021/02).

Agreed by:

- Jack Edwards – VATSIM UK – Operations Director
- Harry Sugden – VATSIM UK – Enroute Operations Coordinator
- Pierre Ferran – French vACC – vACC Director

Letter of Agreement – London ACC and Paris, Reims & Brest ACCs – Revision 2021/02

Effective 25 February 2021

AMENDMENT HISTORY

Revision	Effective Date	Notes
2021/02	25 Feb 2020	Reformatted LoA into reduced ICAO format; Updated airspace delegation diagrams; Updated London and French sectorisation; Complete re-definition of transfer of control & comms points, as well as specific transfer agreements; Added agreements between Brest ACC and Jersey Control; Explicit prohibition of the use of radar headings without coordination, with the exception of southbound traffic via LELNA and LORKU; Defined the DIKRO Box; Defined the Jersey RFC Line; Defined agreements between Rennes APP and Jersey Control.
2016/08	18 Aug 2016	Changes to London Dover airspace; City-pair level capping added; Revision numbering introduced; Revised level agreements between Brest and Worthing
2014/04	04 Apr 2014	Jersey agreed levels amended
2014/03a	06 Mar 2014	Section numbers corrected; Spellings corrected
2014/03	06 Mar 2014	New Format; Figures added; Paris West Sectors added; Channel Islands airspace added; La Manche West (Low) removed; La Manche East/West separated; South Eastern Section of the English Channel added; Release area added; Agreements & transfer requirements amended
2012/11	15 Nov 2012	First Publication

SECTION 1 GENERAL

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between London ACC (VATSIM UK) and Paris ACC/Reims ACC/Brest ACC (French vACC) when providing ATS to General Air Traffic (IFR).

These procedures are supplementary to those specified in ICAO, VATSIM Regulations, inter-Division or inter virtual air traffic services provider's agreements and/or National documents.

If a translated version of this Letter of Agreement is available in any other language, when there is a difference in interpretation, the English version shall be the overriding authority.

SECTION 2 AREAS OF RESPONSIBILITY FOR THE PROVISION OF ATS

2.1 Airspace Structure and Classification within the Area of Common Interest

2.1.1 London ACC

Lateral limits: The limits of the area of responsibility correspond to the boundary of London FIR & UIR as published in the AIP of the United Kingdom.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Worthing CTA	FL65/FL75-FL195	A
Portsmouth CTA	FL55/FL105/FL125-FL195	A/C
Berry Head CTA	FL85/FL105-FL195	A
Channel Islands CTR	SFC-FL80	D
Channel Islands CTA	FL55-FL80	D
Channel Islands TMA	FL80-FL195	A
Southern CTA	FL195-FL245	C
West CTA	FL195-FL245	C
London FIR	SFC-FL245	G/C
London UIR	FL245-FL660	C

2.1.2 Paris, Reims & Brest ACCs

Lateral limits: The limits of the area of responsibility correspond to the boundary of Paris FIR, Brest FIR, France LTA Part 1, France UTA, France RVSM Transition UTA as published in the AIP of France.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Lille TMA	1500ft-FL65	E
Brest FIR	SFC-FL195	G
Paris FIR	SFC-FL195	G
France LTA Part 1	FL115-FL195	D (Except TMA, AWY, CTA, TRA, CBA, TSA, R zones, P zones, D zones contained within)
France UTA	FL195-FL660	C
France RVSM Transition UTA	FL290-FL410	C

2.2 Areas for Cross Border Provision of ATS

2.2.1 Areas for Cross Border Provisions of ATS by London ACC

Within the France UTA and France LTA, the provision of ATS in accordance with the airspace classification is performed by London ACC within the following area(s):

2.2.1.1 La Manche East High 1

Lateral Limits	As shown in Figure 1
Vertical Limits	FL265-FL285
Airspace Classification	C

2.2.1.2 La Manche East High 2

Lateral Limits	As shown in Figure 1
Vertical Limits	FL285-FL660
Airspace Classification	C

2.2.1.3 La Manche East Low 1

Lateral Limits	As shown in Figure 2, blue shaded area
Vertical Limits	FL115-FL265
Airspace Classification	D (FL115-FL195); C (FL195-FL265)

2.2.1.4 La Manche East Low 2

Lateral Limits	As shown in Figure 2, pink shaded area
Vertical Limits	FL195-FL265
Airspace Classification	C

2.2.1.5 La Manche East Low 3

Lateral Limits	As shown in Figure 2, blue shaded area
Vertical Limits	FL115-FL265
Airspace Classification	D (FL115-FL195); C (FL195-FL265)

Figure 1 – La Manche East High 1 and 2 Delegation Area

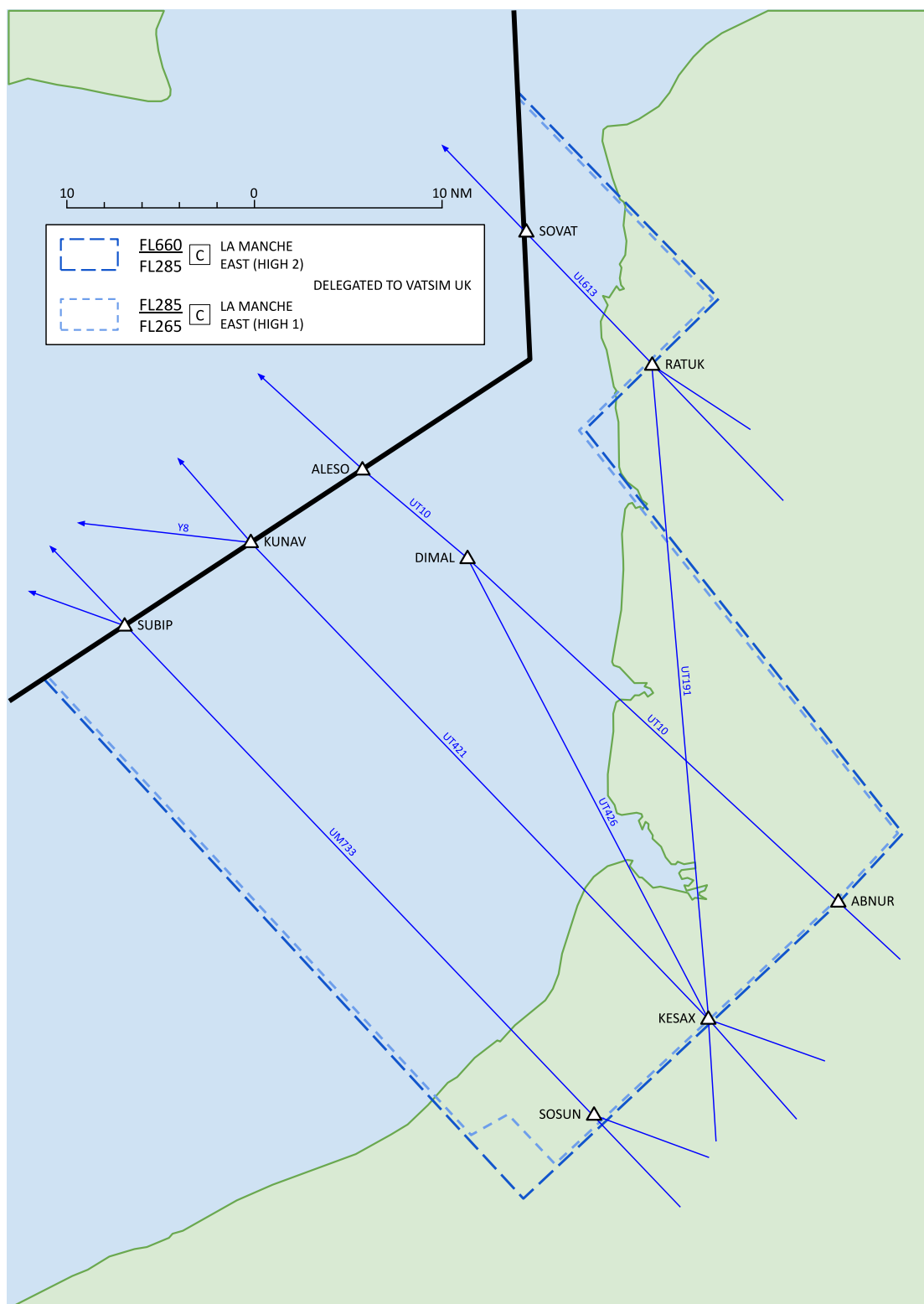
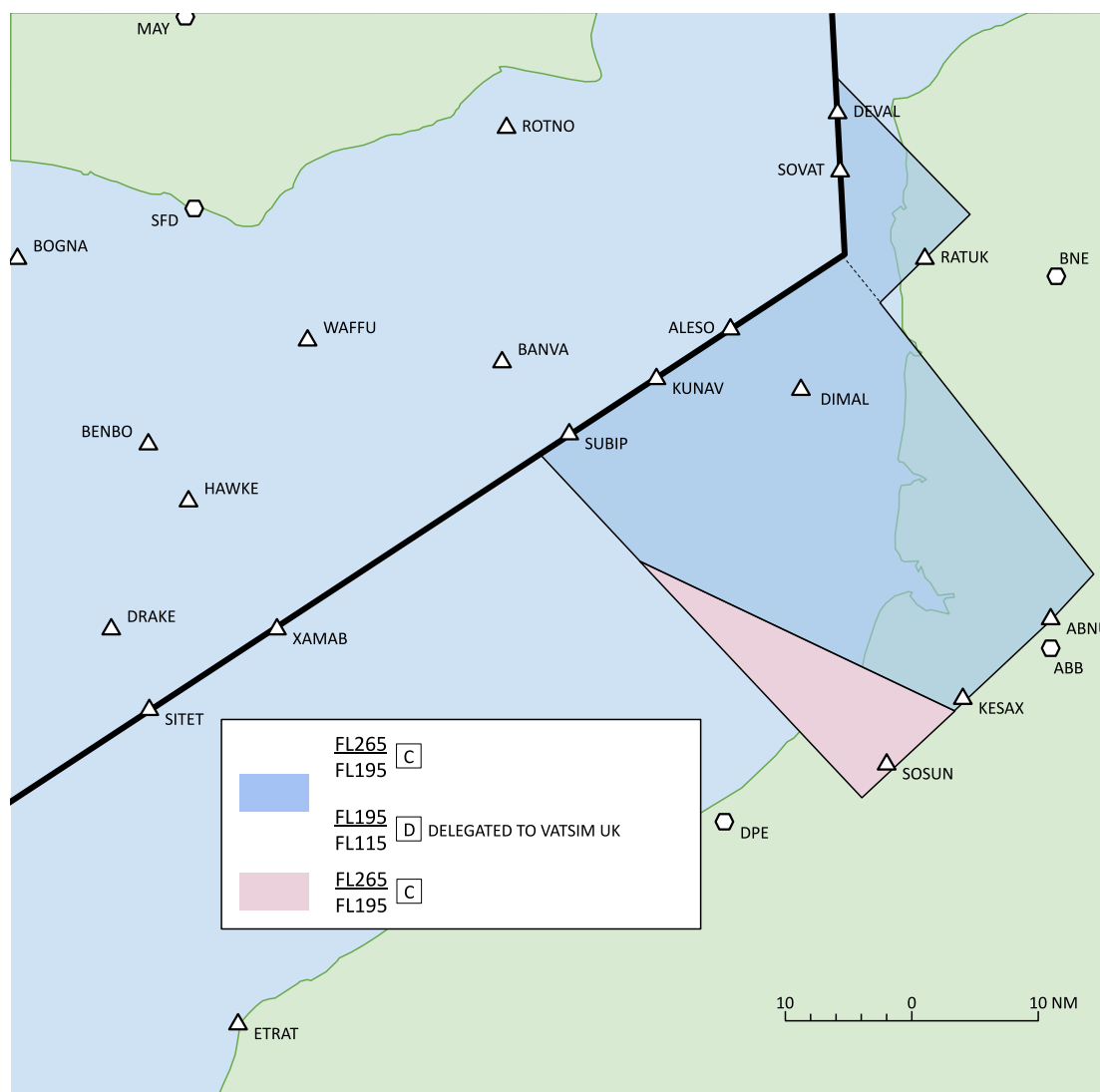


Figure 2 – La Manche East Low 1, 2 and 3 Delegation Area

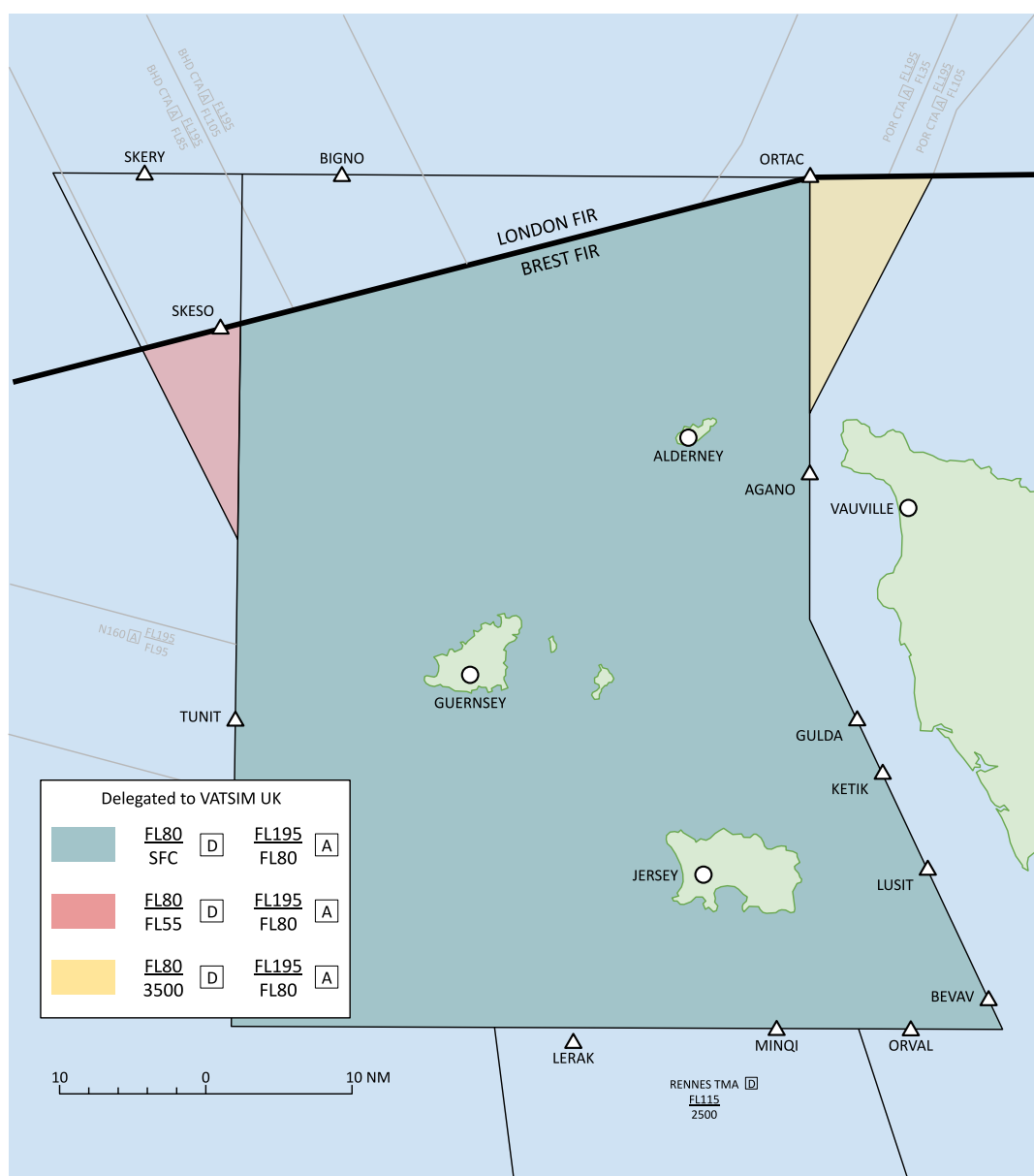


2.2.1.6 The Channel Islands

Lateral Limits	Within the shaded areas shown in Figure 3
Vertical Limits	Variable
Airspace Classification	D/A

Note: In the real world, when Jersey ATC is closed, the airspace within the London (EGTT) FIR reverts to Class G, whilst the airspace within the Brest (LFRR) FIR adopts the classification appropriate to the airway or its uncontrolled airspace designation. On VATSIM, both London and Brest controllers shall treat the airspace as Class D/A at all times to reflect the 24-hour nature of VATSIM traffic.

Figure 3 – The Channel Islands Delegation



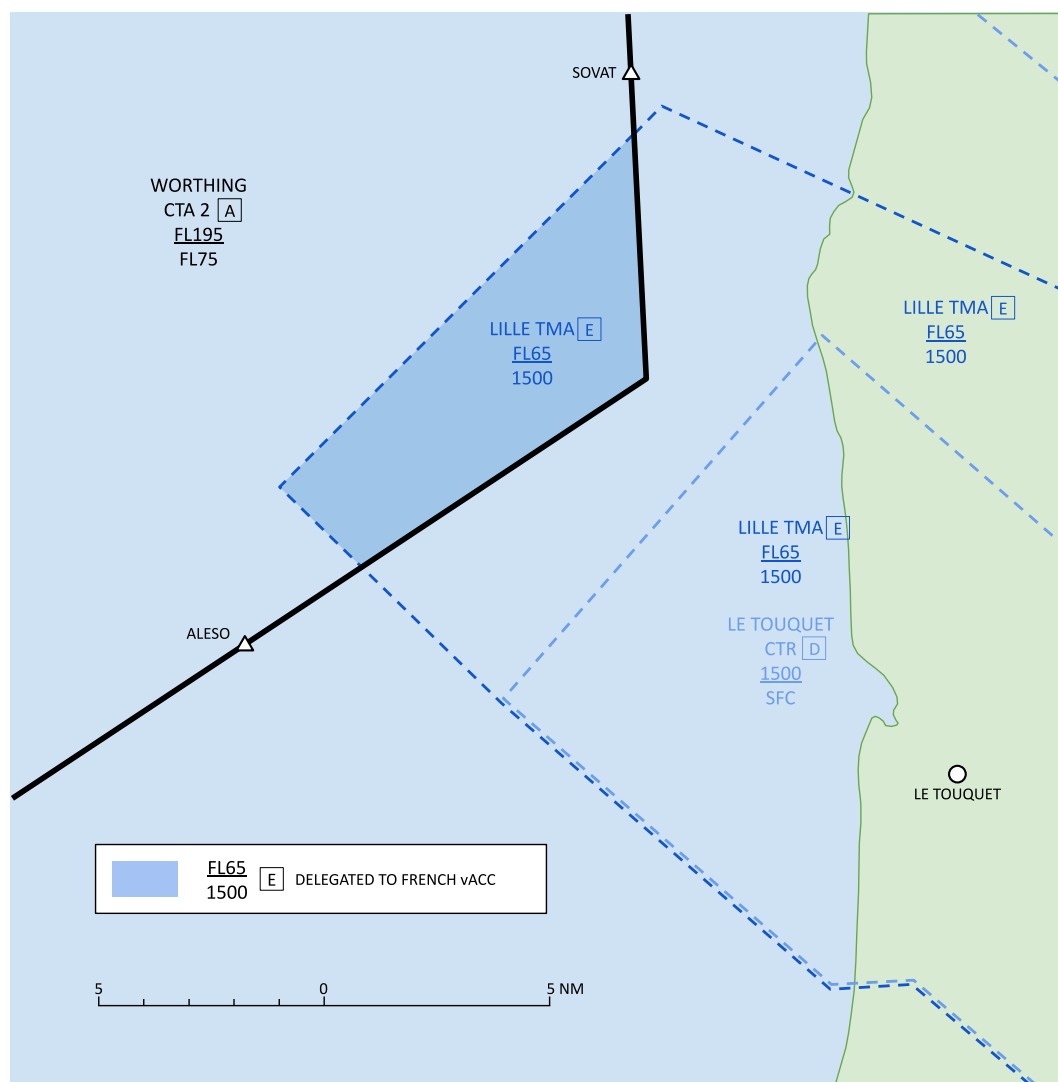
2.2.2 Areas for Cross Border Provisions of ATS by Paris, Reims & Brest ACCs

Within the London FIR the provision of ATS in accordance with the airspace classification is performed by Paris, Reims and Brest ACCs within the following area(s):

2.2.2.1 South-Eastern Section of the English Channel (UK AIP) / TMA 12 (AIP France)

Lateral Limits	An area bounded by the points: N50 38 00.00 E001 15 00.00 N50 45 26.00 E001.28.00.00 N50 40 00.00 E001 28 00.00 N50 36 08.00 E001 17 44.00 N50 38 00.00 E001 15 00.00 <i>Within the blue area shown in Figure 4</i>
Vertical Limits	1500ft-FL65
Airspace Classification	E

Figure 4 – South-Eastern Section of the English Channel / TMA 12

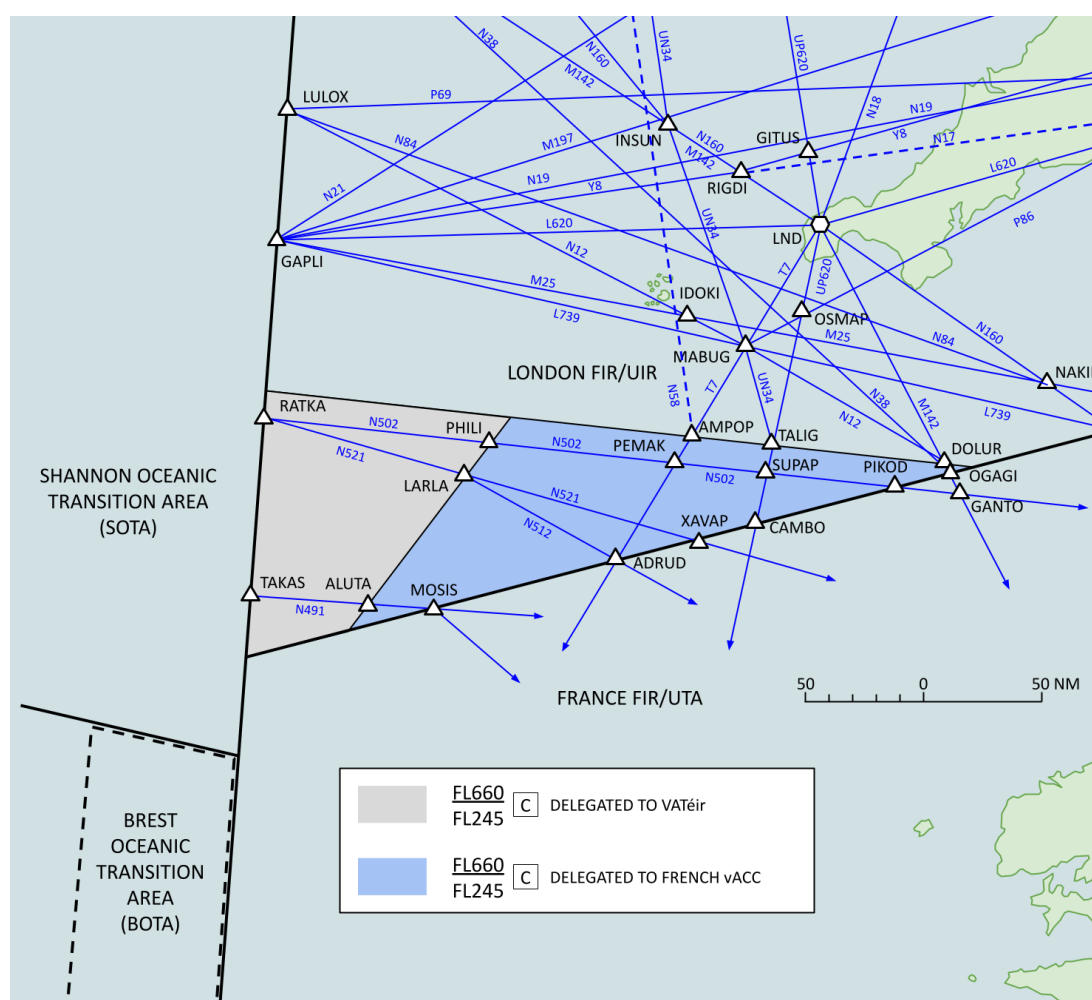


2.2.2.2 PEMAK Triangle

Within the London FIR the provision of ATS in accordance with the airspace classification is performed by Brest ACC within the following area(s):

Lateral Limits	An area bounded by the points: N49 33 23.00 W006 56 17.00 N49 28 41.00 W004 55 13.00 N48 55 42.00 W007 34 30.00 N49 33 23.00 W006 56 17.00 <i>Within the blue area shown in Figure 5</i>
Vertical Limits	FL245-FL660
Airspace Classification	C

Figure 5 – PEMAK Triangle



2.2.3 Special Areas within the Area of Common Interest

2.2.3.1 TAKAS Box

Within the London FIR the provision of ATS in accordance with the airspace classification is performed by Shannon ACC within the following area(s):

Lateral Limits	An area bounded by the points: N49 35 00.00 W008 00 00.00 N49 33 23.00 W006 56 17.00 N48 55 42.00 W007 34 30.00 N48 50 00.00 W008 00 00.00 N49 35 00.00 W008 00 00.00 <i>Within the grey area shown in Figure 5 (above)</i>
Vertical Limits	FL245-FL660
Airspace Classification	C

2.3 Sectorisation

2.3.1 London ACC Sectors

Note: Eurocontrol Islands (EURI_FSS) controls all London airspace above FL245 in the absence of local ATC.

2.3.1.1 London AC Worthing

The coverage priority (left to right) for London AC Worthing at the interface with Paris ACC & Brest ACC is as follows:

LON_S_CTR 129.425 MHz	LON_SC_CTR 132.600 MHz	LON_CTR 127.825 MHz
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2.3.1.2 London AC Dover

The coverage priority (left to right) for London AC Dover at the interface with Paris ACC & Reims ACC is as follows:

LON_D_CTR 134.900 MHz	LON_S_CTR 129.425 MHz	LON_SC_CTR 132.600 MHz	LON_CTR 127.825 MHz
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2.3.1.3 London TC South East

The coverage priority (left to right) for London TC South East at the interface with Paris ACC is as follows:

LTC_SE_CTR 120.525 MHz	LTC_S_CTR 134.125 MHz	LTC_CTR 135.800 MHz	London AC Dover
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2.3.1.4 London AC Sector 6 – Berry Head (FL305-)

The coverage priority (left to right) for London Sector 6 (Berry Head) at the interface with Brest ACC is as follows:

LON_WH_CTR 127.700 MHz	LON_WX_CTR 128.825 MHz	LON_W_CTR 126.075 MHz	LON_CTR 127.825 MHz
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2.3.1.5 London AC Sector 36 – Exmoor (FL305+)

The coverage priority (left to right) for London Sector 36 (Exmoor) at the interface with Brest ACC is as follows:

LON_WX_CTR 128.825 MHz	LON_W_CTR 126.075 MHz	LON_CTR 127.825 MHz
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2.3.1.6 London AC Sector 9 – Lands End

The coverage priority (left to right) for London Sector 9 (Lands End) at the interface with Brest ACC is as follows:

LON_WL_CTR 132.950 MHz	LON_WX_CTR 128.825 MHz	LON_W_CTR 126.075 MHz	LON_CTR 127.825 MHz
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2.3.2 Jersey Sectors

2.3.2.1 Jersey Control – ORTAC Sector (SFC-FL195)

The coverage priority (left to right) for Jersey ORTAC Sector is as follows:

EGJJ_C_APP 125.200 MHz	EGJJ_S_APP 120.450 MHz	London Sector 6
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2.3.2.2 Jersey Control – SKERY Sector (SFC-FL195)

The coverage priority (left to right) for Jersey SKERY Sector is as follows:

EGJJ_S_APP 120.450 MHz	EGJJ_C_APP 125.200 MHz	London Sector 6
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2.3.2.3 Jersey Approach (SFC-3000ft/5000ft)

The coverage priority (left to right) for Jersey Approach is as follows:

EGJJ_APP 120.300 MHz	Jersey Control – ORTAC Sector
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Note: Eurocontrol West (EURW_FSS) controls all French airspace above FL245 in the absence of local ATC.

2.3.3 Paris ACC (FL295-) Sectors

The coverage priority (left to right) for the Paris ACC (FL295-) sector at the interface with London ACC is as follows:

Paris North (TN+TP+TB) Sector

LFFF_N_CTR 128.875 MHz	LFFF_CTR 128.100 MHz
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2.3.4 Reims ACC (FL295+) Sectors

The coverage priority (left to right) for the Reims ACC (FL295+) sector at the interface with London ACC is as follows:

Reims North (HN+KN+YB+UB+UN) Sector

LFEE_N_CTR 127.550 MHz	LFEE_CTR 128.300 MHz	LFFF_CTR 128.100 MHz
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2.3.5 Brest ACC Sectors

The coverage priority (left to right) for the Brest ACC sectors at the interface with London ACC are as follows:

Brest East Low (QS+MS) (FL295-FL355) Sector

LFRR_E_CTR 136.000 MHz	LFRR_CTR 125.500 MHz	LFFF_W_CTR 122.575 MHz	Paris North Sector
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Brest East High (QU+QI+MU+MI) (FL355+) Sector

LFRR_Q_CTR 130.225 MHz	LFRR_E_CTR 136.000 MHz	LFRR_CTR 125.500 MHz	LFFF_W_CTR 122.575 MHz	Paris North Sector
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Brest J (FL255+) Sector

LFRR_J_CTR 132.500 MHz	LFRR_W_CTR 127.850 MHz	LFRR_CTR 125.500 MHz
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Brest V (FL255+) Sector

LFRR_V_CTR 124.775 MHz	LFRR_J_CTR 132.500 MHz	LFRR_W_CTR 127.850 MHz	LFRR_CTR 125.500 MHz
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Brest W (FL255+) Sector

LFRR_W_CTR 127.850 MHz	LFRR_CTR 125.500 MHz
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Brest FIR (SFC-255) Sector

LFRR_CTR 125.500 MHz

2.3.1 Lille APP (SFC-FL115)

The coverage priority (left to right) for Lille (LFQQ) APP (SFC-FL115) at the interface with London ACC is as follows:

LFQQ_APP 126.475 MHz	LFFF_N_CTR 128.875 MHz	LFFF_CTR 128.100 MHz
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2.3.2 Iroise APP (SFC-FL195)

The coverage priority (left to right) for Iroise (LFRB) APP (SFC-FL115) at the interface with London ACC is as follows:

LFRB_APP 119.575 MHz	LFRB_I_APP 135.825 MHz	LFRR_CTR 125.500 MHz
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2.3.3 Rennes APP (SFC-FL115)

The coverage priority (left to right) for Rennes (LFRN) APP (SFC-FL115) at the interface with London ACC is as follows:

LFRN_N_APP 126.950 MHz	LFRN_APP 134.000 MHz	LFRR_CTR 125.500 MHz
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SECTION 3 PROCEDURES FOR CO-ORDINATION

3.1 General Conditions for Acceptance of Flights

- a) Co-ordination of flights shall take place by reference to the co-ordination point (COP) and in accordance with the appropriate levels specified for the relevant route.
- b) Flights shall be considered to be maintaining the co-ordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by use of verbal co-ordination.
- c) If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified above, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.
- d) For any proposed deviation from the conditions specified in this LoA (e.g. COP, route or level) the transferring unit shall initiate an Approval Request using the appropriate software tool.
- e) The accepting ATS unit shall not notify the transferring ATS unit that it has established ground-air communications with the transferred aircraft unless specifically requested to do so. The Accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

3.2 ATS-Routes, Co-ordination Points and Level Allocation

Available ATS-routes, COPs to be used, and level allocation to be applied are described in the tables below.

Upon transfer, IFR aircraft are to conform to ICAO standard cruising levels (or agreed levels if these are different) except as outlined below, incorporating the implementation of Reduced Vertical Separation Minima (RVSM), and also to the direction of airways as published in the relevant AIP.

3.2.1 North-South Rule in Paris, Reims & Brest ACCs

Due to the nature of traffic flow over France, ICAO standard cruising levels are not applicable. Instead, the North-South rule is applicable where no level parity is defined on an airway, or where traffic is not following an airway. Up to FL410, traffic with a general heading between 271° and 089° shall cruise at an even flight level. Traffic with a general heading between 090° and 270° shall cruise at an odd flight level.

Should a parity change be needed, it shall be performed by the sending unit, before the border or coordinated point of transfer of the receiving unit.

3.2.2 Deemed Coordination of Enroute Traffic

Cruising traffic which has reached the RFL indicated on the flight plan is deemed to have been coordinated provided that:

- the aircraft is at a correct level for the direction of flight; and
- no objection has been raised by the receiving controller.

Traffic climbing/descending to the RFL must be level 15NM before the sector boundary in order to be 'deemed coordinated'.

3.2.3 Transfer of Control and Communication

Unless otherwise specified in the table below, transfer of communication shall occur at or before the relevant COP on the AoR boundary. Except where approved elsewhere in this LoA, the use of vectors requires coordination before the transfer of communication takes place.

Transfer of control shall occur at the point specified in the table below, else at the FIR/AoR boundary. Unless a more generous release is specified in this document, aircraft are only released within the confines of the offering sector and must not enter the airspace of a third-party sector.

3.2.3.1 From London ACC to Reims ACC (FL295+)

Route	Coordination Point	Transfer of Control	Transfer of Communications
UL10	RINTI	ELTEG	At or before ELTEG
UL15	MOTOX	ING	At or before ING

3.2.3.2 From Reims ACC (FL295+) to London ACC

Route	Coordination Point	Transfer of Control	Transfer of Communications
T421 / UT426 / UQ220	KESAX	KESAX	10 NM before KESAX
UM733	SOSUN	SOSUN	10 NM before SOSUN

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3.2.3.3 From London ACC to Brest ACC

Route	Coordination Point	Transfer of Control	Transfer of Communications
(U)M142 / N12 / N38 / N40	GANTO	DOLUR	DOLUR
UP620	SUPAP	TALIG	Abeam MABUG
(U)T7	PEMAK	5 NM north of PEMAK	Abeam MABUG

3.2.3.4 From Brest ACC to London ACC

Route	Coordination Point	Transfer of Control	Transfer of Communications
G27 / (M)189 / UZ273	NEVIL	NEVIL	At or before ANGLO
(U)M184	DIKRO	KOTEM	At or before DIKRO
(U)N867	AKIKI	GARMI	At or before AKIKI
(U)P88	REVTU	ODREP	At or before REVTU
A25 / (U)N862 / UY29	SKESO	SKESO	10 NM before SKESO
(U)M142 / N12 / N38 / N40	GANTO	DOLUR	At or before GANTO
UP620	SUPAP	TALIG	At or before SUPAP
UT7 / UN58	PEMAK	AMPOP	At or before PEMAK

3.3 Special Procedures

3.3.1 Sector Look-up Tables (SLUT)

The tables below detail standard levels of acceptance of traffic between London and Paris/Reims/Brest sectors. Except where a level by point is specified in the agreement column, the aircraft may be at or climbing/descending to a level within the specified range on transfer of communications. Traffic at its RFL is deemed coordinated, subject to certain conditions (see 3.2.2).

London ACC and Paris/Reims/Brest ACCs shall endeavour to stream successive inbounds to the same destination at least 7 NM in trail.

3.3.1.1 London ACC and Reims/Paris ACCs

3.3.1.1.1 From Reims/Paris ACC to London ACC

From	To	DEST	Via	Agreement	Conditions
Reims North	London AC Dover	EGGW, EGHI, EGHH, EGLF, EGSC, EGSS	SOSUN	All levels FL270+	
Reims North	London AC Dover	EGKK	KESAX	All levels FL210+ Maximum FL350 level KESAX	
Paris North	London AC Dover	EGHL, EGLF, EGLK, EGHI, EGHH, EGTD, EGTF, EGVO	KESAX	FL280 or below level KESAX	
Paris North	London AC Dover	EGKA	KESAX	FL200 or below level KESAX	
Paris North	London AC Dover	EGGW, EGSS, EGSC	KESAX	All levels FL210 - FL260	
Reims North	London AC Dover	EGLL, EGWU	ALESO	All levels FL210+	
Paris North	London TC South East	EGLC, EGKB, EGMC, EGTO, EGMD	SOVAT	FL190 level RATUK	(See Note)

Note: This traffic is RFD to FL120 north of VESAN.

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3.3.1.1.2 From London ACC to Paris ACC

From	To	DEST	Via	Agreement	Conditions
London AC Worthing	Paris North	LFPG, LFPB, LFPT	XIDIL	All levels FL240 - FL260	Jet traffic. (Note 1)
London AC Worthing	Paris North	LFPG, LFPB, LFPT	XIDIL	Maximum FL220	Non-jet traffic. (Note 1)
London AC Worthing	Paris North	LFOB, LFOP	XIDIL	Maximum FL190	(Note 2)
London AC Worthing	Paris North	LFPO, LFPV, LFPN, LFPM, LFJR, LFRM and LFO* (except OH, OE, OP)	SITET	Maximum FL270	
London AC Worthing	Paris North	LFRG, LFRK, LFOH, LFOE, LFOP	SITET	Maximum FL130	Individually co-ordinated (Note 3)

Note 1: In case of simultaneous inbounds, traffic to LFPB shall be transferred below LFPG inbounds.

Note 2: In case of simultaneous inbounds, traffic to LFOB/OP shall be transferred below LFPG/PB inbounds.

Note 3: AC Worthing must individually co-ordinate this traffic with Paris Lower North. AC Worthing shall 'offer' a level no higher than FL130.

3.3.1.2 London ACC and Brest ACC

3.3.1.2.1 From London ACC to Brest ACC

Note: The use of opposite direction levels to Brest ACC is not permitted.

From	To	DEPA	DEST	Via	Agreement	Conditions
London AC Worthing	Brest East Low	London TMA (excl. EGSS)	-	SITET / XAMAB	Maximum FL330	(Note 1)
London AC Worthing	Brest V Sector (FL255+) Brest FIR Sector (FL255-)	London TMA (excl. EGSS/LC/ MC)	-	LELNA / LORKU	Maximum FL350	(Notes 2 & 3)

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From	To	DEPA	DEST	Via	Agreement	Conditions
London AC Worthing	Brest	-	All except	LELNA -	Maximum FL310	(Notes 2 & 3)
	V Sector (FL255+)		LEBB	UPALO		
	Brest FIR Sector (FL255-)		LFRR FIR (excl. LFRC)	LFRR FIR (excl. LFRC)		
London AC Worthing	Brest FIR Sector (FL255-)	-	LFRD	LELNA	Maximum FL250	(Note 3)
London AC Sector 6	Brest V Sector (FL255+)	EGGD, EGFF, EGSY, EGFH, EGTE	-	ANNET / SALCO / MANIG / SKESO	Maximum FL290	(Notes 4 & 5)
	Brest FIR Sector (FL255-)					

Note 1: Aircraft with RFL295+ must cross the FIR boundary above FL295, or Worthing must coordinate with Paris North.

Note 2: Coordination is not required for LTMA departures via LELNA/LORKU that are climbing. Traffic below its RFL is released for climb, subject to known traffic.

Note 3: LELNA and LORKU are treated as a single transfer point for the purposes of level planning and planned longitudinal separation. Worthing can plan to transfer aircraft cleared to the same level when using parallel headings, as long as one aircraft is via LELNA and the other is exiting via LORKU. These headings must position the aircraft within the confines of the receiving sector.

Note 4: Aircraft with RFL255+ must cross the FIR boundary above FL255, or Sector 6 must coordinate with Brest FIR Sector.

Note 5: When Sector 6 and 36 are banded, traffic is released for climb, subject to known traffic. The Sector 6 controller shall inform Brest ACC when this split occurs.

3.3.1.2.2 From Brest ACC to London ACC

From	To	DEST	Via	Agreement
Brest FIR Sector (FL255-)	London AC Worthing	EGLC, EGKB, EGMC, EGTO, EGMD	NEVIL	Maximum FL220 level NEVIL
Brest FIR Sector (FL255-)	London AC Worthing	EGKA	NEVIL	Maximum FL210, RFD to FL200

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From	To	DEST	Via	Agreement
Brest J Sector (FL255+)	London AC Worthing	EGSS, EGSC, EGGW, EGTC	KOTEM / LUGIS	Maximum FL380
Brest FIR Sector (FL255-)				
Brest J Sector (FL255+)	London AC Worthing	EGSS, EGSC, EGGW, EGKK, EGLC, EGKB, EGMC, EGTO, EGLL, EGWU	ORIST / BOLRO / ODREP / GARMI	All levels FL200 - FL340
Brest FIR Sector (FL255-)				
Brest J Sector (FL255+)	London AC Worthing	EGLF, EGHL, EGLK, EGTD, EGTF, EGVO	ORIST / BOLRO	Maximum FL280
Brest FIR Sector (FL255-)				
Brest FIR Sector (FL255-)	London AC Worthing	EGHI, EGHH	ORIST	Maximum FL220 at REV TU
Brest FIR Sector (FL255-)	London AC Sector 6	EGTE	SKESO	Maximum FL230
Brest V Sector (FL255+)	London AC Sector 6	EGGD, EGFF, EGSY, EGFH, EGDY, EGBJ	SALCO / ANNET	Maximum FL300
Brest FIR Sector (FL255-)				
Brest V Sector (FL255+)	London AC Sector 6	EGHQ	SALCO	Maximum FL280
Brest FIR Sector (FL255-)	London AC Sector 9	EGHQ	LIZAD	Maximum FL280
Brest W Sector (FL255+)	London AC Sector 9	EGHQ	GANTO / SUPAP / PEMAK	Maximum FL280
Brest FIR Sector (FL255-)				

3.3.1.3 Brest ACC and Jersey Control

3.3.1.3.1 From Jersey Control to Brest ACC

[Appendix B](#) additionally lays out agreements between Jersey Control and Rennes Approach.

From	To	DEPA	Via	Agreement	Conditions
Jersey Control - SKERY Sector	Brest FIR Sector	EGJJ, EGJB, EGJA	KETIK / LUSIT	FL130	(Notes 1 & 2)
Jersey Control - SKERY Sector	Brest FIR Sector	EGJJ, EGJB, EGJA	BEVAV	FL130	(Notes 1 & 2)
Jersey Control - SKERY Sector	Brest FIR Sector	EGJJ, EGJB, EGJA	ORVAL / MINQI (DIN) / LERAK / TUNIT	FL130	(Notes 1 & 2)

Note 1: Transfer of communications shall be no later than 3 minutes past the Channel Islands TMA boundary.

Note 2: All outbounds are released for climb upon transfer of communications, and released for turns by up to 45°.

3.3.1.3.2 From Brest ACC to Jersey Control

[Appendix B](#) additionally lays out agreements between Rennes Approach and Jersey Control.

From	To	DEST	Via	Agreement	Conditions
Brest FIR Sector	Jersey Control - SKERY Sector	EGJJ, EGJB, EGJA	TUNIT	FL110	(Notes 1 & 2)
Brest FIR Sector	Jersey Control - SKERY Sector	EGJJ, EGJB, EGJA	BEVAV	FL140	(Notes 1 & 2)
Brest FIR Sector	Jersey Control - SKERY Sector	EGJJ, EGJB, EGJA	MINQI / LERAK	FL140	(Notes 1 & 2)

Note 1: Transfer of communications shall be no later than 3 minutes before the 'via' point specified in the above table.

Note 2: All outbounds are released for descent upon transfer of communications, and released for turns by up to 45°.

3.3.2 Reims ACC Release Area

Traffic transferred from Reims ACC to London AC Dover is released for turns and descent within all Reims sectors (lowest FL295) when inside the RFT/RFD Box, as shown in Figure 6.

3.3.3 Paris-Worthing Release Area

An area has been designated in the London AC Worthing sector, as shown in Figure 7 below, and described as:

- south of and parallel to a line 20NM north of the FIR boundary;
- west of the boundary between London Worthing and Dover sectors;
- east of the boundary of UN859 and 20° right when south of danger area EG D040.

Traffic transferred from London ACC to Paris and Brest ACC is released for climb and turns subject to the following conditions:

- Within the defined area, traffic is released for climb to any level.
- Traffic south of the release line and at or above FL265 is released for turns of up to 20°. Traffic given a turn may not leave the defined area within the London FIR.

Figure 6 – Reims ACC Release Area

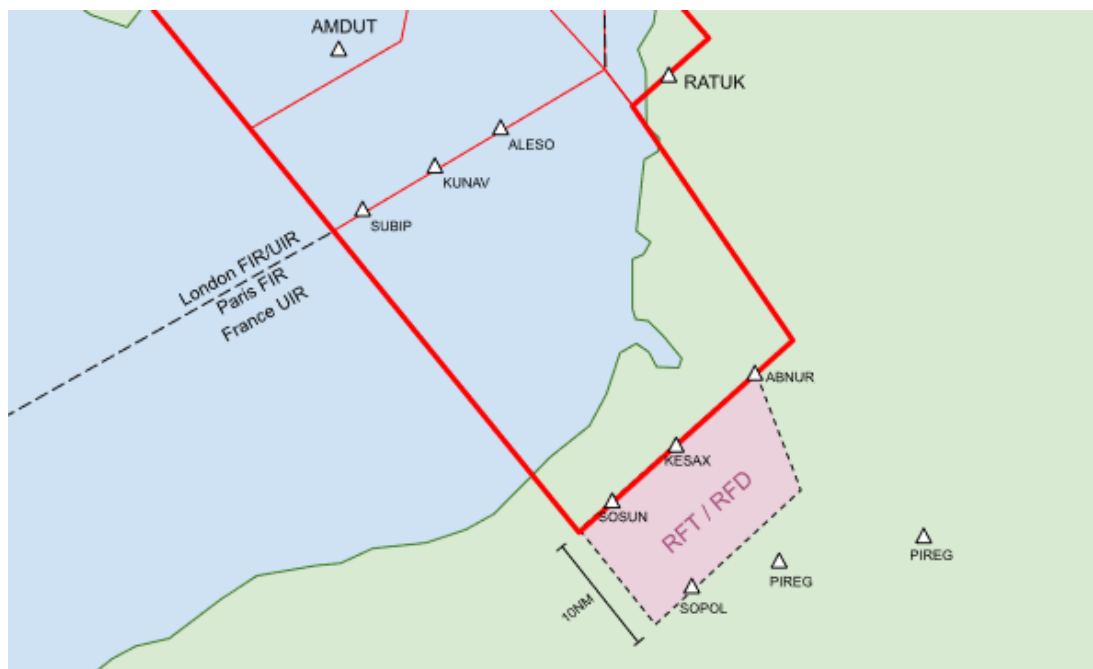
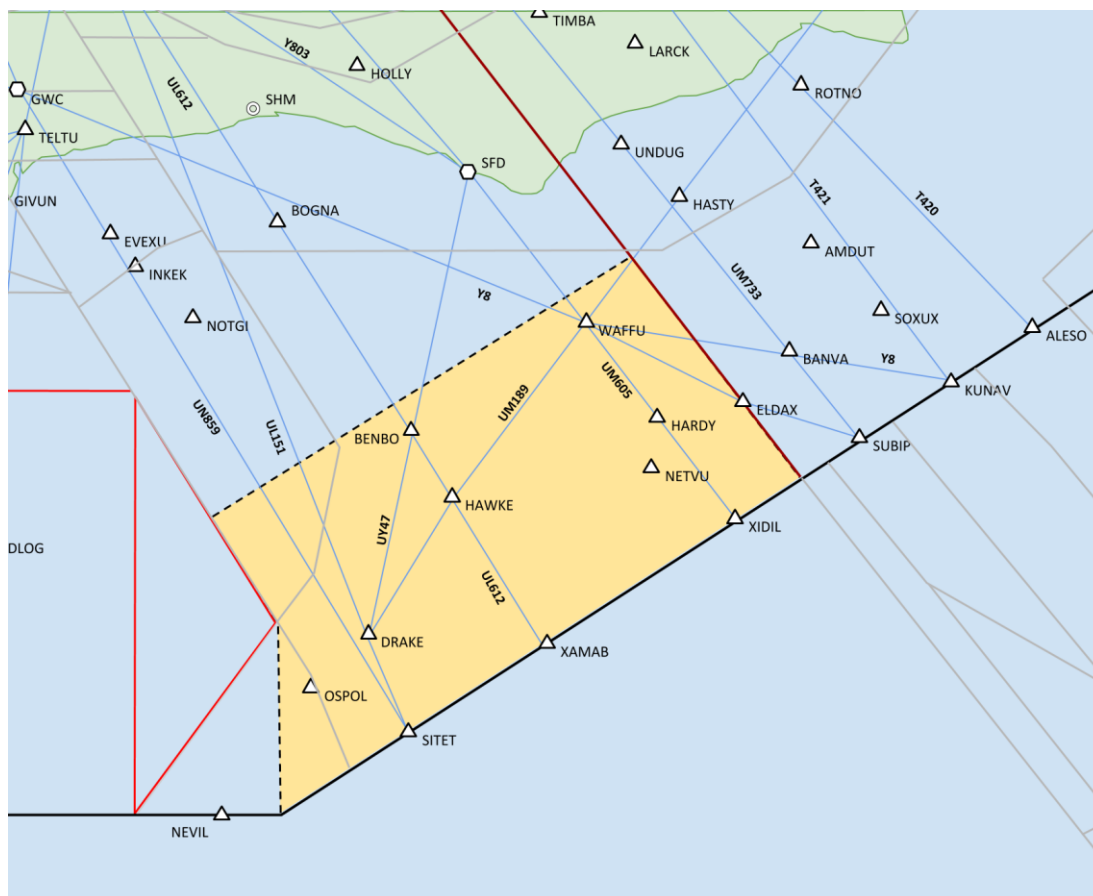


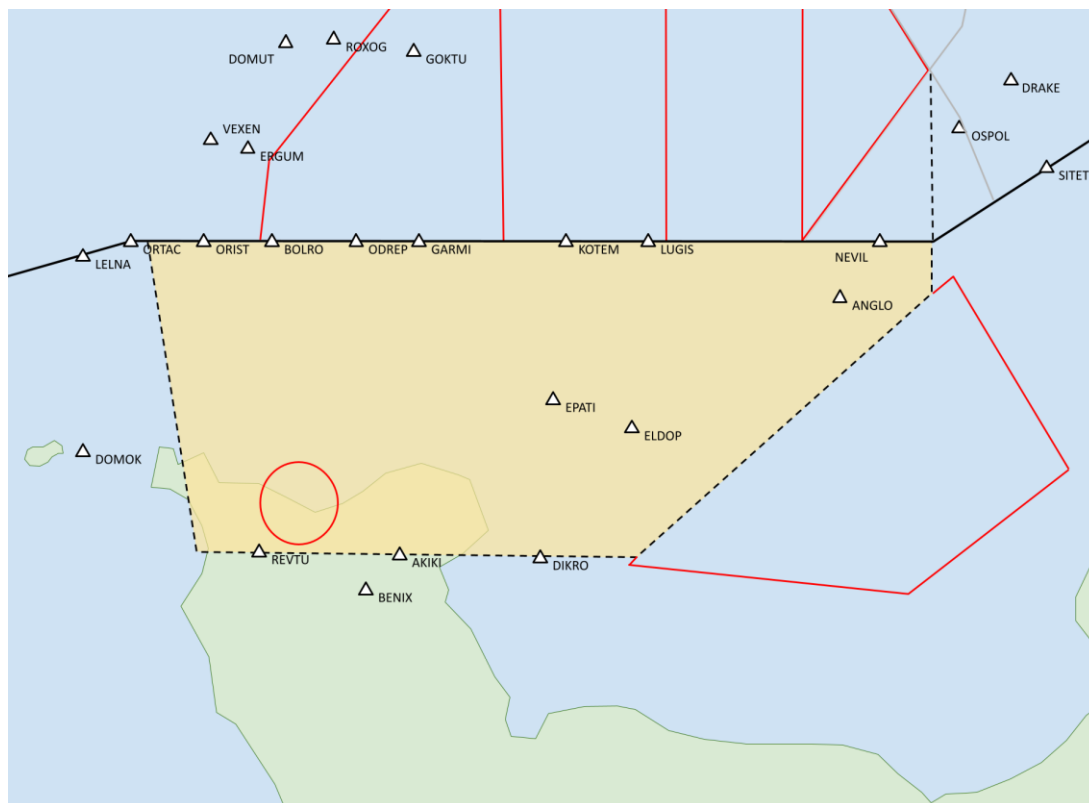
Figure 7 – Paris-Worthing Release Area



3.3.4 DIKRO Box

An area has been designated as shown in Figure 8, within which traffic transferred from Brest Sectors to London AC Worthing is released for climb to FL250/descent to FL260. All traffic is released for turn by up to 20°, remaining within the confines of the DIKRO Box.

Figure 8 – DIKRO Box



3.3.5 Jersey RFC Line

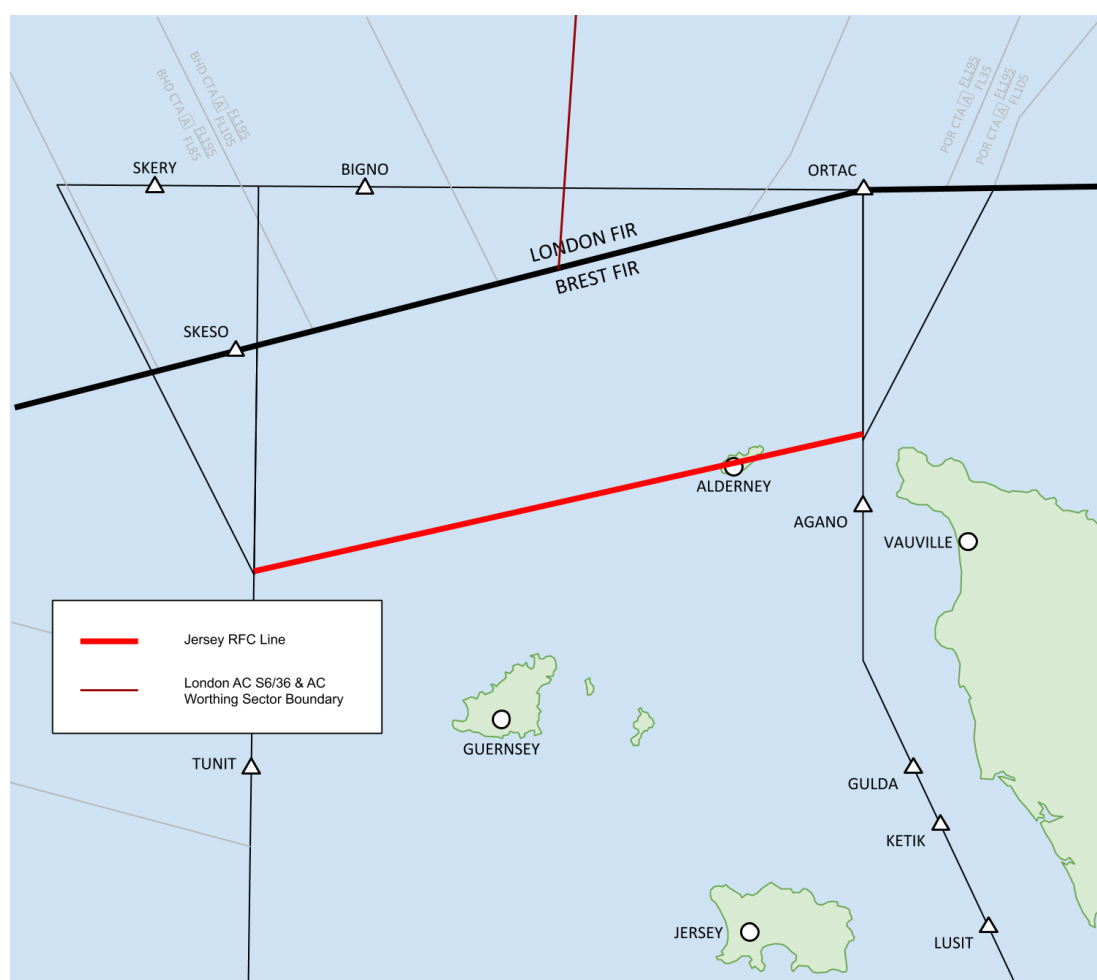
The Jersey RFC Line (as shown in red in Figure 9 below) is defined by the following coordinates:

1. 049°35'00.00" N 003°00'00.00" W
2. 049°44'00.00" N 002°00'00.00" W

North of the Jersey RFC Line and within the lateral confines of the Channel Islands TMA, aircraft transferred from Jersey Control to London AC Sector 6 and London AC Worthing are released for turns and for climb to FL250.

It is the responsibility of the respective London controller to separate aircraft from any southbound traffic. Additionally, it is the responsibility of London AC Worthing to separate these aircraft from traffic routing northbound via REV TU.

Figure 9 – Jersey RFC Line



SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

- a) Transfer of aircraft identification between London ACC and Paris ACC/Reims ACC/Brest ACC is normally performed by transfer of the radar label.
- b) When discrete SSR codes are used for transfer of identification, they shall be assigned in accordance with ORCAM or other VATSIM network defined ranges.
- c) Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.
- d) The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders.
- e) Mode S identification, and explicitly SSR code 1000, shall not be used for aircraft flying into London ACC. Aircraft shall be assigned a discrete SSR code before transfer.

4.2 Radar Co-ordination Procedures

4.2.1 General

Transfer of radar identification and transfer of radar control between London ACC and Paris ACC/Reims ACC/Brest ACC will be subject to the serviceability of respective equipment used by controllers and the VATSIM data network sufficient for necessary information exchange. Additionally, two-way communication between the two facilities should be possible.

If it becomes necessary to reduce or suspend transfers of control, a 5-minute prior notification shall be observed, except in emergency situations.

4.2.2 Transfer of Radar Control

Transfer of radar control may be effected, after prior coordination, provided the minimum separation between the aircraft does not fall below 5 NM.

4.2.3 Silent Transfer of Control (Silent Handover)

Transfer of control may take place by means of a Silent Handover (that is, without prior coordination) provided that:

- If the aircraft concerned are following the **same route**, they are spaced by a minimum of 10NM, constant or increasing. (See *Note*).
- If the aircraft concerned are on **crossing tracks**, the conditions under section 4.3.1 (Reduced Longitudinal Separation) below are met.
- The transferring controller places any **coordinated** vectoring instructions or speed control in the tag and instructs aircraft to report these on first contact with the receiving controller.
- The receiving controller is informed – by means of XFL electronic coordination or otherwise – of any level restriction other than an aircraft's requested flight level or those covered by Standing Agreement prior to transfer of communications.

- The transferring controller does not wait for acceptance of electronic transfer of the radar label before transferring communications. The receiving controller will accept the transfer upon the aircraft checking in on their frequency.

Note: *The 10NM here is not a separation standard. It is the minimum spacing required for a silent transfer of control.*

4.3 Separation Minima

4.3.1 Reduced Longitudinal Separation

A reduced minimum longitudinal separation of 3 minutes may be applied between aircraft on the same or crossing tracks, at the same level, climbing, or descending. The transferring unit in each case must radar monitor the separation and ensure that the actual distance between aircraft is no less than 20 NM.

4.3.2 Radar Separation

The following radar separation minima are to be applied:

- Paris ACC: 5 NM
- Reims ACC: 5 NM
- Brest ACC: 5 NM
- London AC: 5NM
- London TC: 3 NM

Where the radar separation minima at the boundary differs, the greater minima of the relevant units shall be applied to all transfers.

APPENDIX A - DEFINITIONS

Release

Release for Climb (RFC)

An authorization for the accepting unit to climb (a) specific aircraft before the transfer of control.

Note: *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Release for Descent (RFD)

An authorization for the accepting unit to descend (a) specific aircraft before the transfer of control.

Note: *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Release for Turn (RFT)

An authorization for the accepting unit to turn (a) specific aircraft away from the current flight path by not more than 45° before the transfer of control.

Note: *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

APPENDIX B - AGREEMENTS BETWEEN RENNES APP AND JERSEY CONTROL

Transfer of Control shall be at the Area of Responsibility (AoR) boundary, unless otherwise coordinated.

Transfer of Communications shall take place by the AoR boundary, unless otherwise coordinated.

Aircraft between Rennes and Jersey which are below the Transition Level shall be transferred on the sending unit's QNH. The receiving unit will only pass the local QNH once the aircraft has crossed the AoR boundary.

From Jersey Control (SKERY Sector) to Rennes Approach

DEPA	DEST	Via	Agreement
EGJJ	-	MINQI / ORVAL	FL90 or below
EGJB, EGJA	-	LERAK	FL90 or below
-	LFRD, LFRT	DCT	FL110

From Rennes Approach to Jersey Control (SKERY Sector)

DEPA	DEST	Via	Agreement
LFRD, LFRT	-	MINQI / LERAK	FL100 or below
-	EGJJ, EGJB, EGJA	All	FL100 or below

From Jersey Approach to Rennes Approach

DEPA	DEST	Via	Agreement
EGJJ, EGJB, EGJA	LFRD, LFRT	DCT	3000ft AMSL

From Rennes Approach to Jersey Approach

DEPA	DEST	Via	Agreement
LFRD	EGJJ	MINQI	4000ft AMSL
LFRT	EGJJ	LERAK	4000ft AMSL
LFRD, LFRT	EGJB, EGJA	DCT	4000ft AMSL