

# Letter of Agreement

IVAO – Division France



Name: **LOA-FR-LFBB-LFRR\_EN**

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Object: LoA between the Bordeaux FIR (LFBB) and the Brest FIR (LFRR)

## 1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the ATC units and the coordination procedures to be applied between the **Bordeaux 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 FIR Chiefs, the FR-TD and the FR-HQ 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.

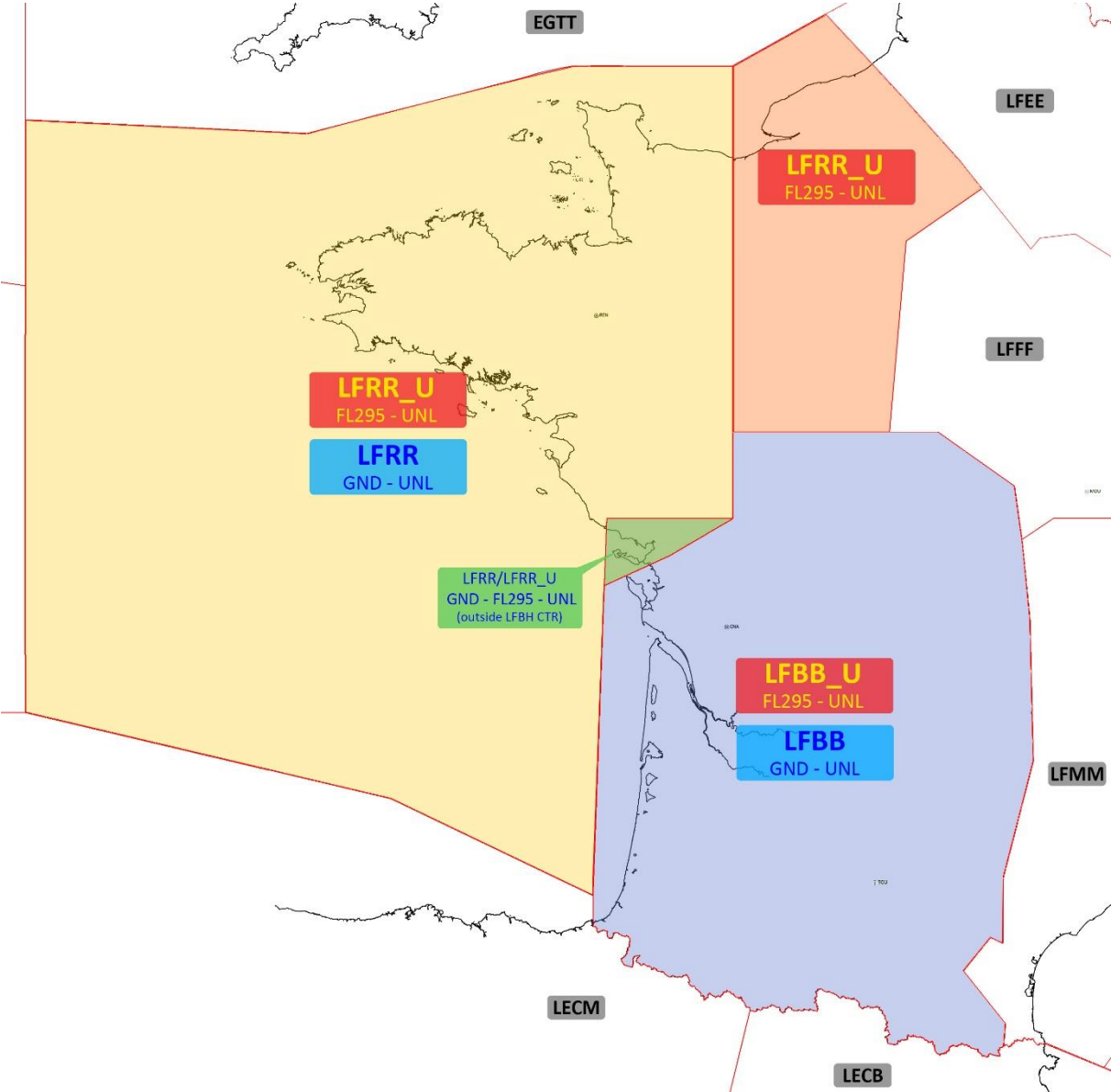
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level**.

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 Bordeaux ACC is **Bordeaux Control** and consists in only one primary sector (LFBB\_CTR). This ATC unit may be split into two subsectors (LFBB\_CTR and LFBB\_U\_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\_CTR and LFRR\_U\_CTR). 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
<b>Primary Sector</b>			
<b>Bordeaux Control</b>	LFBB_CTR	125.105	SFC-UNL
<b>Secondary Sectors</b>			
<b>Bordeaux Control (Upper)</b>	LFBB_U_CTR	127.675	FL295-UNL
<b>Primary Sector</b>			
<b>Brest Control</b>	LFRR_CTR	119.825	SFC-UNL
<b>Secondary Sectors</b>			
<b>Brest Control (South)</b>	LFRR_U_CTR	129.500	FL295-UNL

## 4. Airspace delegations

SIV 4 Nantes which is placed within Bordeaux FIR, is controlled by Nantes Approach between SFC and FL115.

SIV 3 Nantes is controlled by Nantes Approach between FL115 and FL195.

The airspace above SIV3 between FL195 and UNL is permanently delegated to Brest Control (cf. section 3).

If La Rochelle Approach, Aquitaine Approach or Bordeaux control are not connected, the SIV 1 La Rochelle (which laterally corresponds to SIV 4 Nantes) between SFC and FL115 is delegated to Nantes Approach. However, the CTR of La Rochelle is not delegated to Nantes Approach.

In practice, if only La Rochelle Tower and Nantes Approach are opened, the tower will transfer the traffics to the North to Nantes Approach.

As a reminder, Brest and Bordeaux Control ACC always inherit underlying approaches and towers. This means that when Bordeaux Control is opened, departures from La Rochelle to LUSON are transferred by Bordeaux Control to Nantes Approach approaching FL110. This also applies to arrivals to La Rochelle via LUGEN and LUSON which are then transferred by Nantes Approach to Bordeaux Control approaching FL120.

## 5. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Bordeaux 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 Bordeaux ACC and Brest ACC are defined as follows. One should note that the airspace delegation between the Paris ACC and Brest ACC induces specific transfer criteria indicates in the table below.

Route	Transfer point	Cleared DCT	Restrictions
<b>LFBB_CTR → LFRR_CTR</b>			
<b>A25</b>	OLERO	LUSON	-
<b>G54 R66</b>	FIR boundary	LUGEN	-
<b>UM184 UN861 UY120</b>	TUPAR	TUPAR	-
<b>UN863 UT183 UY110</b>	MANAK	MANAK	-
<b>UN460</b>	Limite FIR	LEBRI	-
<b>UN470</b>		GALOF	-
<b>UN858</b>		DEVRO	Transfer to LFFF_CTR if FL<295
<b>UT158</b>		AMB	
<b>UT182</b>		KEPER	
<b>LFRR_CTR → LFBB_CTR</b>			
<b>A25</b>	OLERO	OLERO	-
<b>G54 R66</b>	FIR boundary	POI	-
<b>UM616</b>	LUGEN	TUPAR	-
<b>UN862</b>	UTISO	OSMOR	-
<b>UP860</b>	LEMKA	BEBIX	-
<b>UN460 UN470</b>	FIR boundary	CNA	-
<b>UQ203</b>		MAKOX/PUMAL	-
<b>UN858</b>		BOKNO	-
<b>UN859</b>		BALAN	Only if FL>295
<b>UM184</b>		TUPAR	-

## 5.2 Coordination of departures and arrivals

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

### Bordeaux towards Brest

FIS	SID/STAR	Coordination procedures	Remarks
<b>Departures (LFBB → LFRR)</b>			
LFBD	CNA ROYAN	LFBB_CTR→LFRR_CTR (climbing FL300)	-
LFBH	LUSON	LFBH_APP→LFRS_APP (DCT LUSON FL110)	Whenever La Rochelle or Aquitaine is not active, Nantes takes responsibility from the CTR exit up to FL190. When neither Brest or Nantes are active, Bordeaux takes responsibility until the FIR boundary
LFBI	ABSIE	LFBI_APP→LFRR_CTR (DCT LUGEN FL140)	-
LFBL	BALAN	LFBB_CTR→LFRR_CTR (climbing FL200 max)	-
<b>Arrivals (LFBB → LFRR)</b>			
LFRN	ENOKI	LFBB_CTR→LFRR_CTR (descending FL340 max)	-
LFRS	MANAK	LFBB_CTR→LFRS_APP (DCT MANAK (≤FL220), cleared STAR MANAK FL200)	Do not delay the transfer to LFRS_APP.
	LUGEN LUSON	LFBB_CTR→LFRS_APP (DCT LUGEN / DCT LUSON, cleared FL200)	

### Brest towards Bordeaux

FIS	SID/STAR	Coordination procedures	Remarks
<b>Departures (LFRR → LFBB)</b>			
LFRN	GODAN	LFRN_APP→LFRR_CTR (DCT GODAN FL110) LFRR_CTR→LFBB_CTR (climbing FL330 max)	-
LFRS	LUGEN LUSON	LFRS_APP→LFRR_CTR (DCT LUGEN/LUSON FL190) LFRR_CTR→LFBB_CTR (climbing FL250 max)	Whenever Brest is not active, Nantes transfers to Bordeaux DCT LUGEN/LUSON FL190
<b>Arrivals (LFRR → LFBB)</b>			
LFBD	CNA ROYAN	LFRR_CTR→LFBB_CTR (descending FL310)	DCT CNA or ROYAN after coordination
LFBH	LUGEN LUSON	LFRS_APP→LFBH_APP (cleared arrival FL120)	Whenever La Rochelle, Aquitaine and Bordeaux are not active, Nantes takes responsibility until the CTR entry
LFBI	ABSIE	LFRR_CTR→LFBI_APP (DCT PI FL150)	-
LFBL	BALAN	LFRR_CTR→LFBB_CTR (descending FL210 max)	-