IVAO
FRANCE

Letter of Agreement (LoA)

Bordeaux ACC (LFBB) and **Brest ACC** (LFRR)

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1. PURPOSE

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Bordeaux ACC** and **Brest ACC** when providing Air Traffic Services (ATS) under IFR or VFR flight rules.

The content of the agreement is approved by the concerned ATC Operations Department and FIR Chiefs and its application is mandatory for all IVAO members providing ATS within an active position concerned by this LoA.

2. GENERAL PROCEDURES

Traffic in sequence at the same flight level shall be handed over with minimum spacing of 10 NM.

This separation must be constant (aircrafts restrained to the same speed) or increasing (following traffic is slower than leading traffic).

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**. In case the transfer point is not defined within this LoA, traffics should be transferred at the latest ten (10) miles before the limit of the area of responsibility.

Traffic in sequence shall be handed over properly separated and clear of any conflict. The receiving ATC unit cannot issue a clearance modifying the traffic's route, altitude, or speed (unless by direct coordination between ATC units) until it enters his sector and therefore leaves the area of responsibility from the transferring ATC unit, which remains responsible for separation.

Free Route Airspace in Bordeaux UTA (LFFRASW) and Brest UTA (LFFRANW) is defined from FL195 until FL660.

Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility of routing via published intermediate significant points, without reference to the ATS route network.

3. ATS UNIT DESCRIPTION

The ATC unit in charge of the airspaces under the responsibility of Bordeaux ACC is **Bordeaux Control** and consists in one primary sector : LFBB_CTR. This ATC unit may be split into two different subsectors : LFBB_CTR and LFBB_U_CTR, according the conditions defined by [ATC rule 4.3](#).

The ATC unit in charge of the airspaces under the responsibility of Brest ACC is **Brest Control** and consists in one primary sector : LFRR_CTR. This ATC unit may be split into two different subsectors : LFRR_CTR and LFRR_U_CTR, according the conditions defined by [ATC rule 4.3](#).

The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the images and tables below.
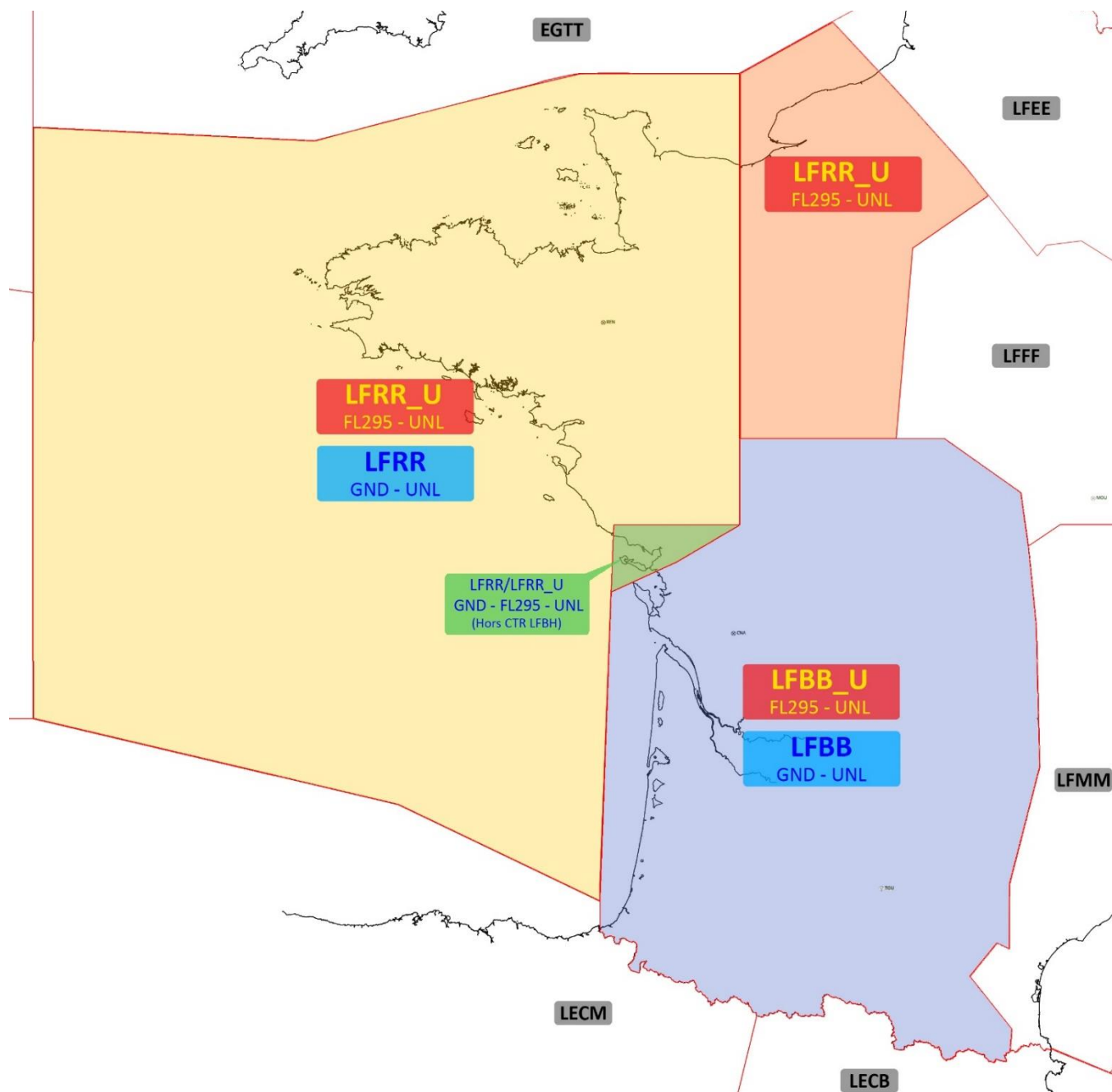
3.1. Bordeaux ACC

Positions ATC	Callsign	Freq.	Notes
Primary sectors			
Bordeaux Control	LFBB_CTR	125.105	SFC-UNL; SFC-FL295 if LFBB_U_CTR is active
Secondary sectors			
Bordeaux Control	LFBB_U_CTR	127.675	FL295-UNL

3.2. Brest ACC

Positions ATC	Callsign	Freq.	Notes
Primary sectors			
Brest Control	LFRR_CTR	119.825	SFC-UNL; SFC-FL295 if LFRR_U_CTR is active
Secondary sectors			
Brest Control	LFRR_U_CTR	129.500	FL295-UNL

4. ATS DELEGATION

4.1. NANTES – LA ROCHELLE AREA

SIV 4 Nantes which is placed within the Bordeaux FIR is controlled by Nantes APP from SFC to FL115 only when La Rochelle APP, Aquitaine APP or Bordeaux ACC are not online.

CTA A Nantes is controlled by Nantes APP from FL115 to FL195.

The **area located above CTA A Nantes**, from FL195 to UNL, is permanently delegated to Brest ACC (cf. section 3).

If La Rochelle APP, Aquitaine APP or Bordeaux ACC are not online, the **SIV 1 La Rochelle** (SFC - FL115) and the **TMA 1 La Rochelle** (A20 - FL115) are delegated to Nantes APP. **CTR La Rochelle** is not delegated to Nantes APP.

Thus, if La Rochelle TWR and Nantes APP are online, La Rochelle TWR transfers northbound traffics to Nantes APP.

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

5. COORDINATION PROCEDURES – EN ROUTE

Coordination procedures between the ATC positions under the responsibility of the Bordeaux ACC and those under the responsibility of the Brest ACC 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.

A direct further than the area of responsibility must be coordinated.

5.1. FROM BORDEAUX TO BREST (LFBB → LFRR)

5.1.1. LOWER AIRSPACE (SFC-FL195)

RTE	DCT	XFER PT	XFER ATC	Restrictions
A25	LUSON	AoR Boundary	LFRS_APP	-
G54	LUGEN			
R66				

5.1.2. UPPER AIRSPACE (FL195-UNL)

RTE	DCT	XFER PT	XFER ATC	Restrictions
LFFRASW	GALOF	AoR Boundary	LFRR_CTR	-
	MANAK			
	TUPAR			
	SUQOC			
	ETPIL			
	PEPAX			
	BOKNO			Only if >FL295
	ELKUK			
	BEVOL			

5.2. FROM BREST TO BORDEAUX (LFRR → LFBB)

5.2.1. LOWER AIRSPACE (SFC-FL195)

RTE	DCT	XFER PT	XFER ATC	Restrictions
A25	OLERO	AoR Boundary	LFBB_CTR LFBD_APP	FL195 > FL145 < FL145
G54	POI		LFBB_CTR LFBI_APP	FL195 > FL145 < FL145
R66				

5.2.2. UPPER AIRSPACE (FL195-UNL)

RTE	DCT	XFER PT	XFER ATC	Restrictions
LFFRANW	GALOF	AoR Boundary	LFBB_CTR	-
UN862	UTISO			
UM184 UM616	TUPAR			
UP860	LEMKA			
UN859	SOPIL			
DCT	ETPIL			Only if > FL295
	PEPAX			
	ELKUK			

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6. COORDINATION PROCEDURES – DEP & ARR

Coordination procedures between the ACC positions of Bordeaux and Brest and the adjacent approach positions (APP) 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.

> Some of the transfer scenarios below have been simplified for clarity. Depending on the airspace structure around a position, it could be that a traffic must be transferred to a third-party position which is not listed in the table.

> When no direct is defined for departures in the table below, it can be assumed that the controller can give a direct to the first en-route FIX.

6.1. AQUITAINE SIV

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFBD	ROYAN CNA	FL300	-	LFBB_CTR → LFRR_CTR	-

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFBD	ROYAN CNA	FL310	-	LFRR_CTR → LFBB_CTR	-

6.2. LA ROCHELLE SIV

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFBH	LUSON	FL110	-	LFBH_APP → LFRS_APP	Whenever La Rochelle APP or Aquitaine APP are not online, Nantes APP takes responsibility from the exit of the CTR up to FL195. When neither Brest ACC nor Nantes APP are online, Bordeaux ACC takes responsibility until the FIR boundary

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFBH	LUGEN LUSON	FL120	-	LFRS_APP → LFBH_APP	When neither La Rochelle APP, Aquitaine APP nor Bordeaux ACC are online, Nantes APP takes responsibility until the CTR entry

6.3. LIMOGES SIV

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFBL	BALAN	FL180	-	LFBB_CTR → LFRS_APP	-

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFBL	BALAN	FL190	-	LFRS_APP → LFBB_CTR	-

6.4. NANTES SIV

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRS	LUGEN/LUSON	FL250 (FL190)	-	LFRR_CTR → LFBB_CTR (LFRS_APP → LFBB_CTR)	When Brest ACC is not online, Nantes APP transfers to Bordeaux ACC

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFRS	MANAK	FL200	MANAK	LFBB_CTR → LFRS_APP	DCT MANAK when ≤FL220 Do not delay the transfer to Nantes APP
	LUGEN/LUSON	FL200	-	LFBB_CTR → LFRS_APP	Do not delay the transfer to Nantes APP

6.5. POITIERS SIV

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFBI	ABSIE	FL140	LUGEN	LFBI_APP → LFRS_APP	-

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFBI	ABSIE	FL150	PI	LFRS_APP → LFBI_APP	-

6.6. RENNES SIV

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRN	GODAN	FL330	-	LFRR_CTR → LFBB_CTR	-

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFRN	ENOKI	FL340	-	LFBB_CTR → LFRR_CTR	-

7. CONTRIBUTIONS

This document has been drafted in coordination between the French ATC Operations Department and Bordeaux FIR staff and Brest FIR staff.

8. CHANGELOG

Version	Date	Changes
7.0	16/5/2024	- New format - AIRAC Update - Update of coordinations with APP positions in Brest FIR