

Letter of Agreement

IVAO – Division France



Name: **LOA-FR-LFEE-LFRR_EN**

Date: **22nd April 2021**

Version: **v3**

Validity: **permanent**

Contributors: FR-AOC, FR-AOAC

LFEE-CH, LFEE-ACH, LFRR-CH, LFRR-ACH

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Object: LoA between the Reims FIR (LFEE) 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 **Reims 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.

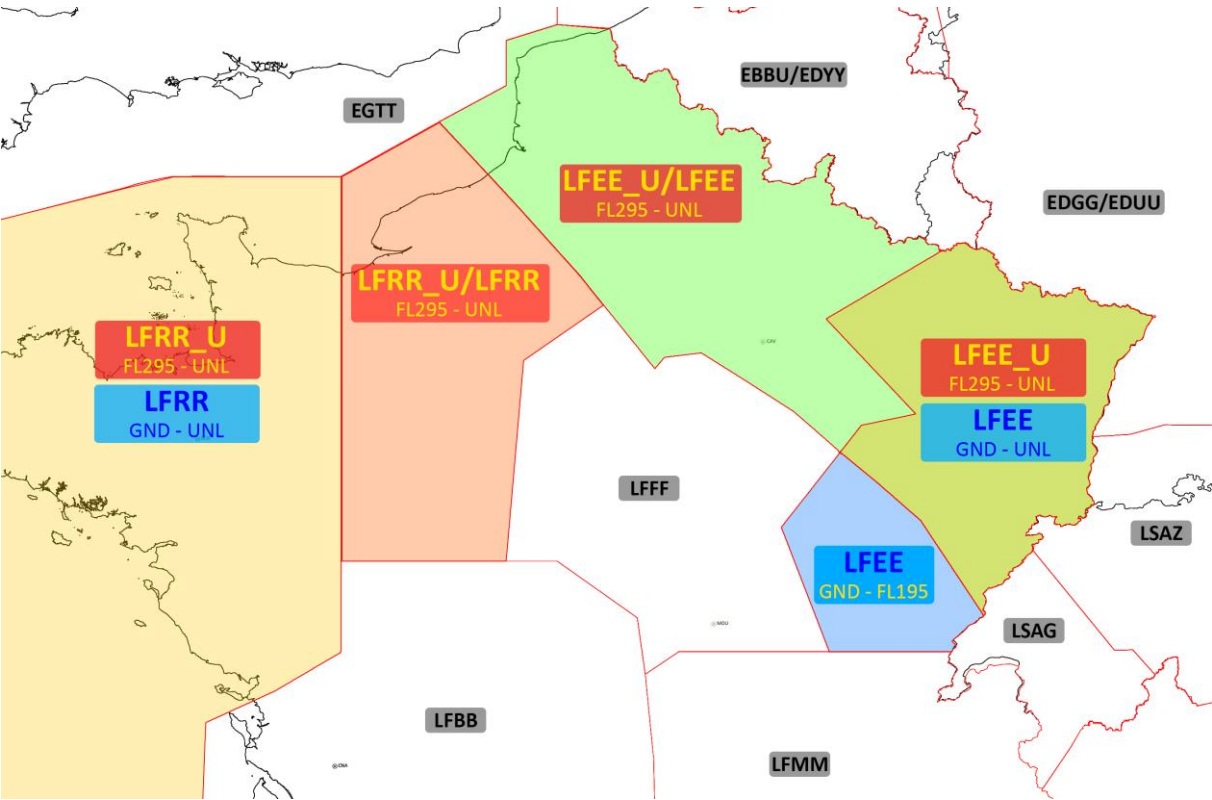
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level**.

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 Reims ACC is **Reims Control** and consists in only one primary sector (LFEE_CTRL). This ATC unit may be split into two subsectors (LFEE_CTRL and LFEE_U_CTRL). The lateral and vertical boundaries of this delegated airspace are indicated in the figure.

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_CTRL). This ATC unit may be split into two subsectors (LFRR_CTRL and LFRR_U_CTRL). The lateral and vertical boundaries of this delegated airspace are indicated in the figure.



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

| ATC Position | Callsign | Frequency | Remarks |
|------------------------------|------------|-----------|--|
| Primary Sector | | | |
| Reims Control | LFEE_CTR | 127.555 | North-West sector : FL295-UNL South-East sector : SFC-UNL (ATS within NW sector below FL295 provided by Paris Control) |
| Secondary Sectors | | | |
| Reims Control (Upper) | LFEE_U_CTR | 135.505 | FL295-UNL |
| Primary Sector | | | |
| Brest Control | LFRR_CTR | 119.825 | SFC-UNL |
| Secondary Sectors | | | |
| Brest Control (Upper) | LFRR_S_CTR | 129.500 | FL295-UNL |

4. Coordination procedures

Given the airspace delegation between Paris and Brest, all en-route traffic flying above FL295 on the northbound Paris area are transferred directly from Brest Control to Reims Control.

| Route | Transfer point | Cleared DCT | Restrictions |
|------------------------------|----------------|-------------|--------------|
| LFEE_CTR → LFRR_CTR | | | |
| UN872 UT300 | UIR Boundary | PON | - |
| LFRR_CTR → LFEE_CTR | | | |
| UN873 | UIR Boundary | BAZOS | - |
| UN874 | | ARSAF | |
| UT191 | | SOPOL | |