

Letter of Agreement

IVAO – Division France



Name: **LOA-FR-LFFF-LFRR_EN**

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Contributors: FR-AOC, FR-AOAC

LFFF-CH, LFFF-ACH, LFRR-CH, LFRR-ACH

Contact: fr-atcops@ivao.aero

Object: LoA between the Paris FIR (LFFF) 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 **Paris 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.

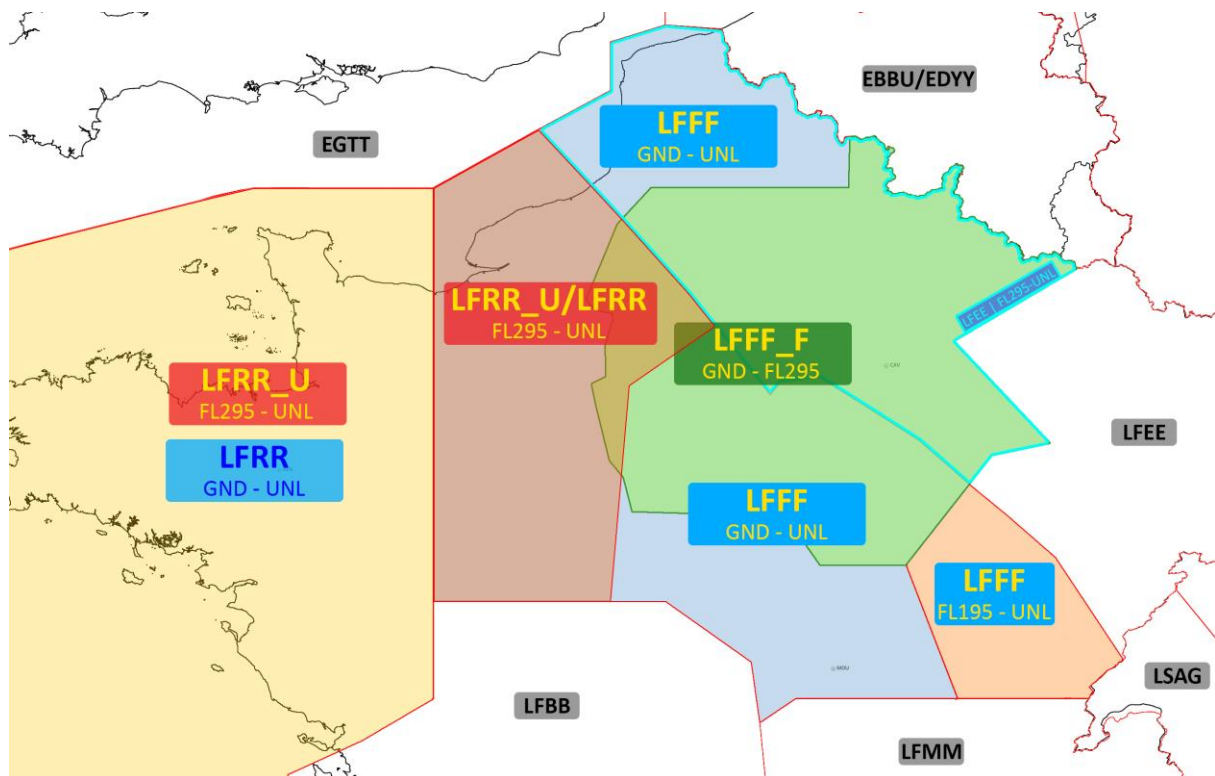
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level**.

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 Paris ACC is **Paris Control** and consists in two primary sectors (LFFF_CTR and LFFF_F_CTR). The lateral and vertical boundaries of the airspace under the responsibility of the CTR 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
Primary Sector			
Paris Control	LFFF_CTR	128.100	SFC-UNL LFRR open : W (SFC-FL295) LFEE open : NE (SFC-FL295)
Paris Control (CCT)	LFFF_F_CTR	135.405	SFC-FL295
Primary Sector			
Brest Control	LFRR_CTR	119.825	SFC-UNL
Secondary Sectors			
Brest Control (Upper)	LFRR_S_CTR	129.500	FL295-UNL

4. Airspace delegations

The airspace sector within Paris FIR corresponding to the pink zone in figures section 3 is defined by the following points:

47°10'00"N , 000°15'00"W - 47°10'00"N , 001°28'00"E - 47°38'38"N , 001°38'56"E - 49°05'05"N , 002°32'55"E - 49°12'00"N , 002°18'00"E - 50°00'00"N , 000°15'00"W - 50°25'00"N , 000°50'00"W

Whenever Paris Control and Brest Control are active, this airspace sector is delegated to Brest Control from FL295 up to UNL.

We remind you that by the initiative of one of the two controllers and depending on the amount of traffic at the time that it can be decided that the delegation is no longer delegated to Brest Control. Brest Control should then put in his ATIS the following : « Delegated sector over Paris FIR is inactive ». ([More info here](#))

This delegation is also valid, within the same vertical boundaries, whenever Brest Control is active while Paris Control is not. In this case, it is suggested that the ATC indicates it on his ATIS: « *Delegated sector over Paris FIR not controlled below FL295* ».

Whenever Brest Control is inactive, this airspace sector is not anymore delegated and is controlled by Paris Control from SFC up to UNL. In this case, Paris Control receives the delegation of the Deauville TMA and CTR and all the underlying and inactive ATC positions.

5. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Paris 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

Given the airspace delegation between Paris and Brest, all en-route traffic flying above FL300 on the northbound Paris area are transferred directly from Brest Control to Reims Control and the coordination makes the object of the specific LoA.

Coordination procedures between Paris ACC and Brest ACC are defined as follows. As a general rule, Brest Control is not supposed to authorize a descent below FL300 within the delegated airspace but must transfer to Paris for the descent handling. Conversely, Paris Control is not supposed to authorize a climb above FL300 within the delegated airspace but must transfer to Paris for the final climb and cruise handling.

Route	Transfer point	Cleared DCT	Restrictions	
LFFF_CTR → LFRR_CTR				
A5	FIR Boundary	ARDOD	-	
A361		SAMPO	-	
A532		TABIL	-	
H34		ANG	-	
H490		SENLO	-	
N160		CAN	-	
R50		CAN	-	
R111		CAN	-	
R491		GILRA	-	
V3		DIKRO	-	
UN160		FIR Boundary	CAN	-
UN491			EKRAS	-
UN502	SENLO		-	
UN872	KURIS		-	
UT176	KURIS		-	
UT300	SENLO		-	
UZ15	ARDOD		-	
LFRR_CTR → LFFF_CTR				
A53	FIR Boundary	RONAX	-	
H34		TUNAX	-	
J116		PESUK	-	
N160		LISEU	-	
R50		DPE	-	
R111		LGL	-	
R491		LGL	-	
V3		DVL	-	
Z57		GONEK	-	
UL612		FIR Boundary	OKASI	-
UL976	RONAX		-	
UM25	LUKIP		-	
UN160	BUSUK		-	
UM163	TABOV		-	
UN482	NIMER		-	
UN491	LGL		-	
UN741	KEPER		-	
UN873	RONAX		-	
UT188	CHW		-	
UZ297	PESUK		-	

5.2 Coordination of departures and arrivals

Coordination procedures for the departure/arrival traffic management are defined as follows (next page).

Paris towards Brest

FIS	SID/STAR	Coordination procedures		Remarks
Departures (LFFF → LFRR)				
LFPB LFPG LFPO LFPV	EVX	LFFF_CTR->LFRR_CTR (climbing FL290)		-
	LGL			
Arrivals (LFFF → LFRR)				
LFRRG	BERNO	LFRR_CTR->LFFF_CTR (descending FL300) LFFF_CTR->LFRRG_APP (DCT ABAMU/DVL FL090)		Whenever Brest Control and Deauville Approach are inactive, Paris takes responsibility of the TMA
	DPE			
	LGL			
	ETRAT			
	CAN			
LFRK	BERNO	LFRR_CTR->LFFF_CTR (descending FL300) LFFF_CTR->LFRG_APP (DCT IAF FL90)		
	DPE			
	LGL			
	NEVIL			
	LUSIT			
LFRN	PEPAL	LFRR_CTR->LFFF_CTR (descending FL300) LFFF_CTR->LFRN_APP (DCT PEPAL FL200)		-
	TABIL			
LFRS	VALAX	LFRR_CTR->LFFF_CTR (descending FL300) LFFF_CTR->LFRR_CTR (DCT VALAX FL200)		This is only valid in RWY 21 configuration. Otherwise, Brest manages the whole descent

Brest towards Paris

FIS	SID/STAR	Coordination procedures			Remarks	
Departures (LFRR → LFFF)						
LFRRG	ETRAT	LFRRG_APP->LFFF_CTR (DCT DPE/ELBOX/LGL/ETRAT FL080) LFFF_CTR->LFRR_CTR (climbing FL290)			Whenever Brest Control and Deauville Approach are inactive, Paris takes responsibility of all traffic in the TMA	
	ELBOX					
	LGL					
	DPE					
LFRK	DPE	LFRRG_APP->LFFF_CTR (DCT DPE/LISEU/LGL FL080) LFFF_CTR->LFRR_CTR (climbing FL290)				
	LISEU					
	LGL					
LFRN	TABIL	LFRR_CTR->LFFF_CTR (climbing FL250)				-
LFRS	ANG	LFRR_CTR->LFFF_CTR (climbing FL280)				-
Arrivals (LFRR → LFFF)						
LFOB	PEXIR	LFRR_CTR->LFFF_CTR (descending DCT PEXIR)			Traffics must be at FL120 at PEXIR	
LFPB LFPG	KEPER	LFRR_CTR->LFFF_CTR	DCT KEPER	E* : descending FL150 at FF501 W* : descending FL190 at FF501	Arrival traffic inbound Paris airports must be cleared to a FL according to the following rule: De Gaulle at the highest FL, Orly with a FL below De Gaulle and Beauvais with a FL below Orly	
	KOVAK		DCT KOVAK			
	ROMGO		DCT ROMGO			
	SABLE		DCT SABLE			
	LUKIP	LFRR_CTR->LFFF_CTR (descending DCT LUKIP FL240)				
LFPO	BOBSA	LFRR_CTR->LFFF_CTR	DCT BOBSA	Descending FL130 'CAD'		
	CAD		DCT CAD			
	LUMAN		DCT LUMAN			
	NIMER		DCT NIMER			
	AMB		DCT AMB	DCT ROMGO after coordination with Paris. DCT CAD after coordination with Paris.		

*E = East – W = West