



Letter of Agreement (LoA)

Paris ACC (LFFF) 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 **Paris 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 Brest UTA (LFFRANW) is defined from FL195 until FL660.

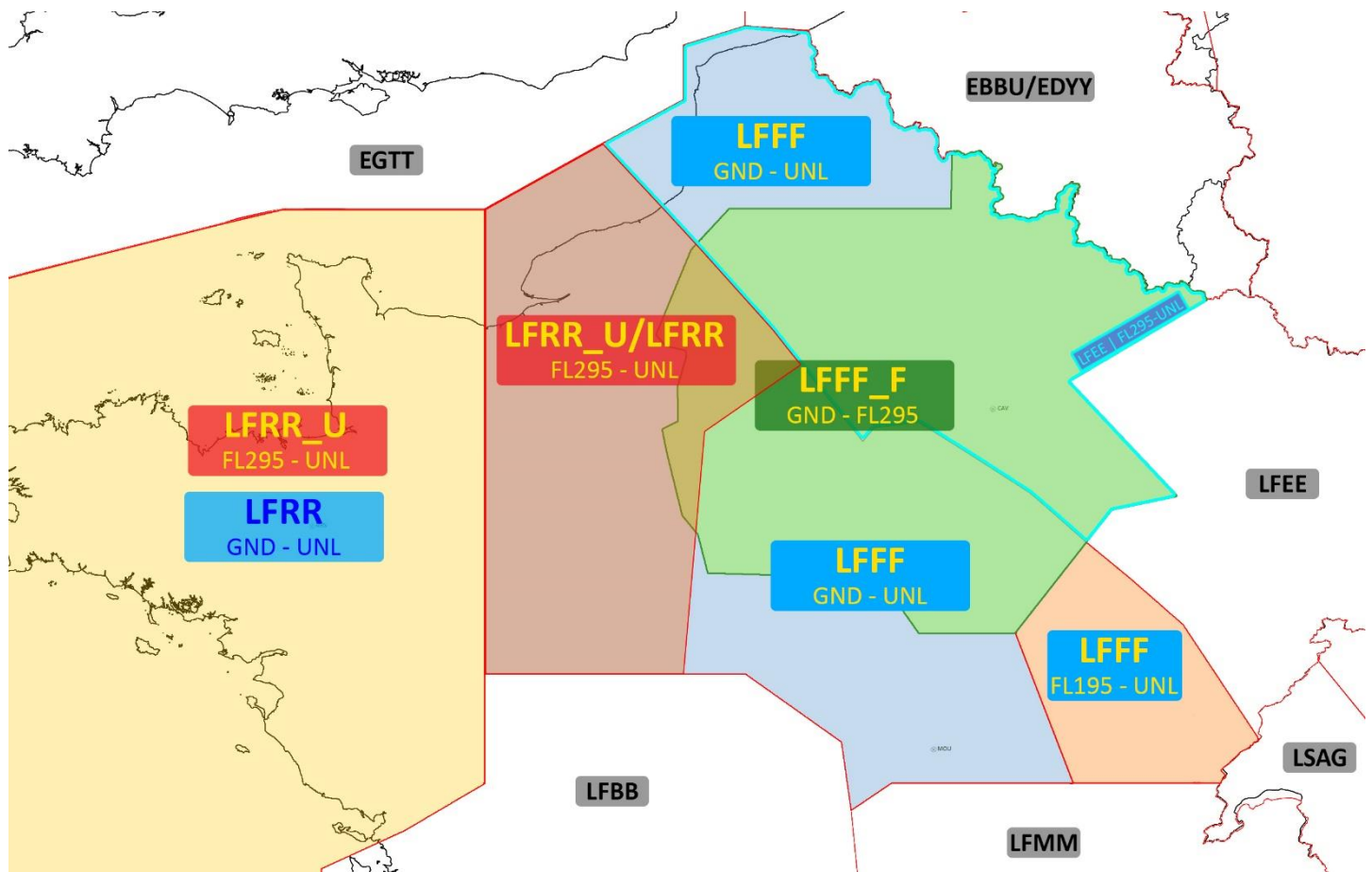
Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility of routing via published intermediate significant points, without reference to the ATS route network.

3. ATS UNIT DESCRIPTION

The ATC unit in charge of the airspace under the responsibility of Paris ACC is **Paris Control** and consists in two primary sectors : LFFF_CTR and LFFF_F_CTR.

The ATC unit in charge of the airspace 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. PARIS ACC

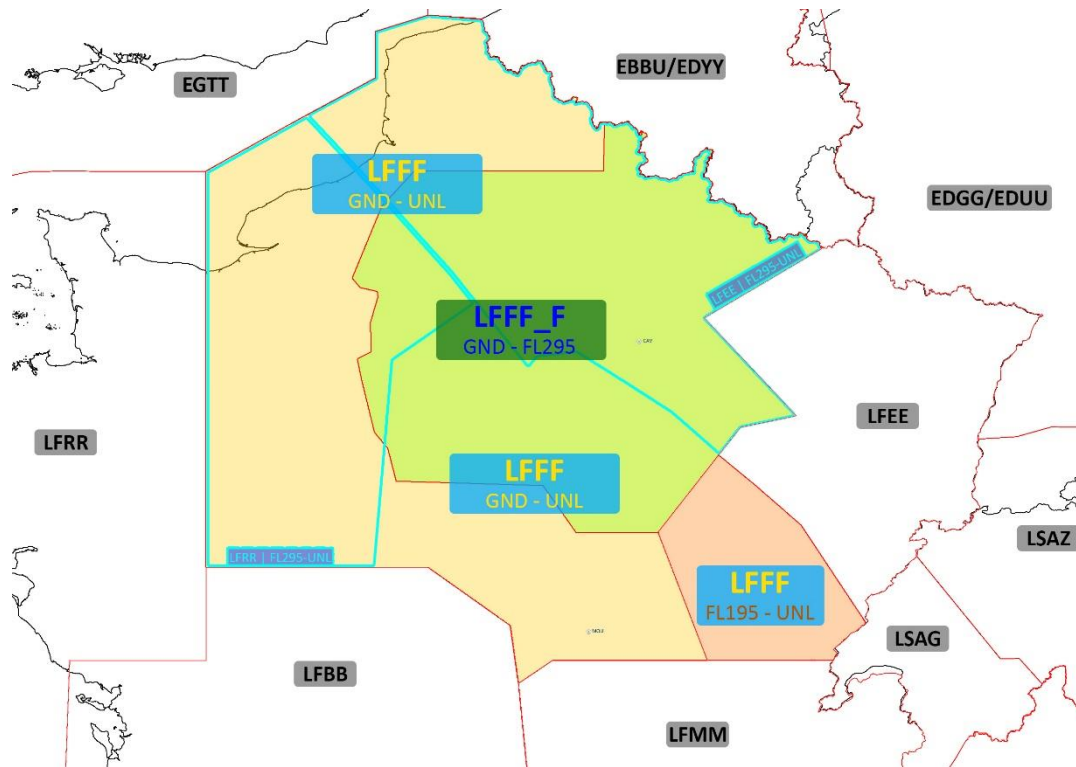
Positions ATC	Callsign	Freq.	Notes
Primary sectors			
Paris Control	LFFF_CTR	128.105	SFC-UNL; SFC-FL295 if delegations is active
Paris Control	LFFF_F_CTR	135.405	SFC-FL295

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	129.505	FL295-UNL

4. ATS DELEGATION

4.1. PARIS UTA



The portion of Paris UTA airspace contained within the light-blue zone to the **West** as defined above is delegated to Brest ACC from FL295 to UNL whenever **Brest ACC is opened**.

The portion of Paris UTA airspace contained within the light-blue zone to the **East** as defined above is delegated to Reims ACC from FL295 to UNL whenever **Reims ACC is opened**.

When the ATCo of Brest/Reims ACC and the ATCo of Paris decide not to activate the delegation of airspace, the ATCo of Brest/Reims ACC will indicate in his ATIS : *"Delegated sector over Paris UTA is inactive"*.

4.2. DEAUVILLE SIV & TMA

The Deauville SIV's and TMA's are delegated to Paris ACC whenever **Brest ACC is closed**.

5. COORDINATION PROCEDURES – EN ROUTE

Coordination procedures between the ATC positions under the responsibility of the Paris 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.

Whenever Brest ACC and Reims ACC are opened, traffics in the delegated airspace of Paris UTA (>FL295) are not transferred to Paris ACC. In that case, specific coordination procedures apply via the [LoA-FR-LFEE-LFRR](#).

5.1. FROM PARIS TO BREST (LFFF → LFRR)

5.1.1. LOWER AIRSPACE (SFC-FL195)

RTE	DCT	XFER PT	XFER ATC	Restrictions
A5	DIDAK	AoR Boundary	LFRS_APP	-
A361	PEPAL		LFRN_APP	
A532	PEPON		LFRS_APP	
H34	SABLE			
H490	ARGED		LFRN_APP	
N160	XOVPA			
R50	CAN			
R111	CAN			
R491	GALBO			
V3	DIRKO			

5.1.2. UPPER AIRSPACE (FL195-UNL)

RTE	DCT	XFER PT	XFER ATC	Restrictions
UN160	IXINI	AoR Boundary	LFRR_CTR	-
UN491	GALBO			
UN502	ARGED			
UN872	DIDAK			ARR LFRS : DIDAK FL270
UT176	PEPON			-
UT300	RUBIX			
UZ15	DIDAK			ARR LFRS : DIDAK FL270

5.2. FROM BREST TO PARIS (LFRR → LFFF)

5.2.1. LOWER AIRSPACE (SFC-FL195)

RTE	DCT	XFER PT	XFER ATC	Restrictions
A53	OBATO	AoR Boundary	LFFF_CTR	-
H34	SABLE			
J116	PESUK			
N160	XOVPA			
R50	DPE			
R111	LGL			
R491	GALBO			
V3	DVL			
V20	SABLE			

5.2.2. UPPER AIRSPACE (FL195-UNL)

RTE	DCT	XFER PT	XFER ATC	Restrictions
UL612	OGULO	AoR Boundary	LFFF_CTR	Entrée LFFRAAC
UL976	RONAX			-
UM25	INGOR			ARR LFPG : INGOR FL280
UN160	IXINI			-
UM163	TABOV			-
UN482	ANG			ARR LFPO : ANG FL280
UN491	LGL			-
UN741	ANG			ARR LFPG : ANG FL280
UN873	RONAX			-
UT188	CHW			-
UZ297	INGOR			ARR LFOB/LFPB : INGOR FL200

6. COORDINATION PROCEDURES – DEP & ARR

Coordination procedures between the ACC positions of Paris 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. ZONE PARIS

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFOB	-	FL290	-	LFFF_CTR → LFRR_CTR	-
LFPB			-		-
LFPG			-		-
LFPO			-		-
LFPV			-		-

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFOB	PEXIR	FL200	INGOR	LFRR_CTR → LFFF_CTR	INGOR FL200
LFPB				LFRR_CTR → LFFF_CTR	
LFPG	KEPER	FL280	ANG	LFRR_CTR → LFFF_CTR	ANG FL280
	LUKIP	FL280	INGOR		INGOR FL280
	SABLE	-	SABLE		ARR LTA Anticiper transfert vers LFFF CCR
LFPO	NIMER	FL280	ANG	LFRR_CTR → LFFF_CTR	ANG FL280

6.2. DEAUVILLE SIV

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRG	-	FL80	-	LFRG_APP → LFFF_CTR	Cf. §4.2
LFRK	-	FL80	-	LFRG_APP → LFFF_CTR	Cf. §4.2

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFRG	-	FL90	-	LFFF_CTR → LFRG_APP	Cf. §4.2
LFRK	-	FL90	-	LFFF_CTR → LFRG_APP	Cf. §4.2

6.3. NANTES SIV

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRS	ANG	-	-	LFRR_CTR → LFFF_CTR	Si CRZ FL <FL295

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFRS	VALAX	FL270	DIDAK	LFFF_CTR → LFRR_CTR	-

6.4. RENNES SIV

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRN	-	-	-	LFRR_CTR → LFFF_CTR	Si CRZ FL <FL295

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFRN	-	-	-	LFFF_CTR → LFRN_APP	-

7. CONTRIBUTIONS

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

8. CHANGELOG

Version	Date	Changes
7.0	04/11/2023	<ul style="list-style-type: none">- New format- Update of ENR coordination with AWY at AIRAC 2308- Update of DEP & ARR coordination in Zone Paris and Nantes SIV