



Letter of Agreement (LoA)

Bordeaux ACC (LFBB) and Brest ACC (LFRR)

Name: LoA-LFBB-LFRR_EN

Date: March 19, 2026

Version: v8.0

Validity: Permanent

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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. Areas of Responsibility

2.1. Airspace structure and classification within the Area of Common Interest

2.1.1. LFBB FIR/UIR

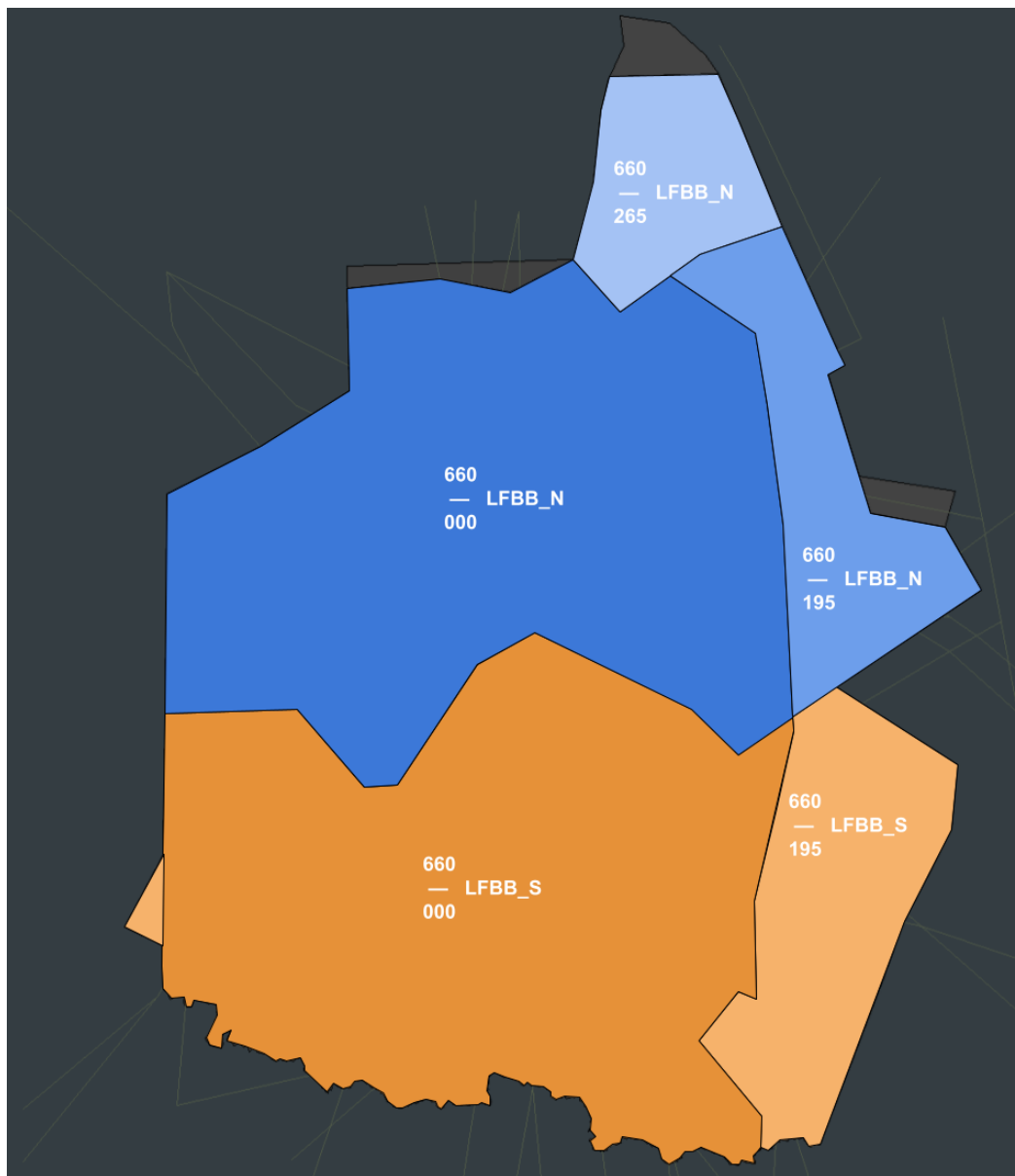
Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D
	AGL-AMSL/FL115	G outside other classified airspace

2.1.2. LFRR FIR/UIR

Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D
	AGL-AMSL/FL115	G outside other classified airspace

2.2. Sectorisation within the Area of Common Interest

2.2.1. LFBB ACC



The Bordeaux upper airspace sectorisation is described on the picture above. In the lower airspace, the boundary is the FIR boundary.

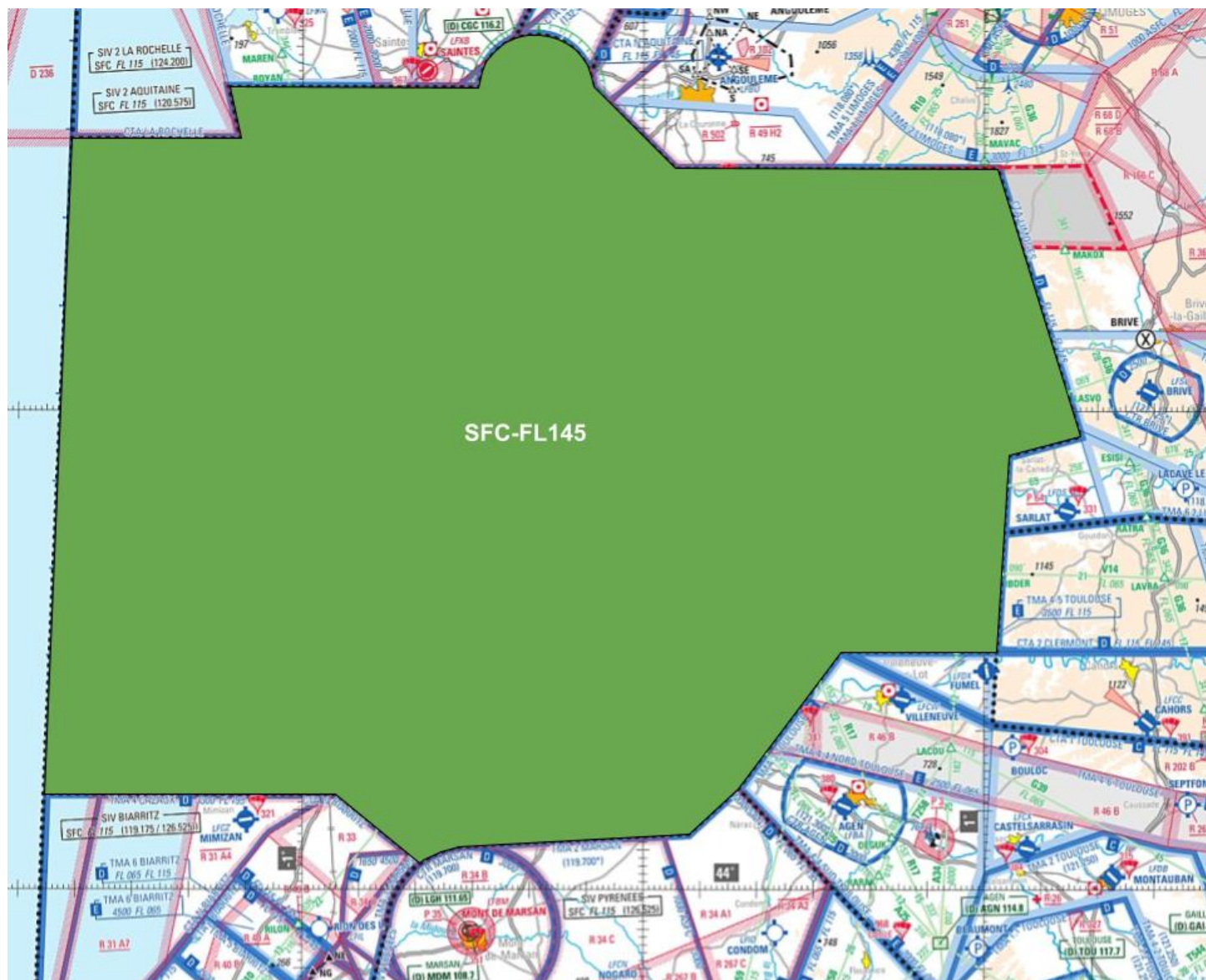
The positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Bordeaux Control	LFBB_CTR	130.230	
Secondary Sectors			
Bordeaux Control	LFBB_N_CTR	134.255	
Bordeaux Control	LFBB_S_CTR	126.130	

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2.2.2 Aquitaine APP

Aquitaine APP Area of Responsibility is depicted by the picture below from SFC to FL145.



There is only one primary position in charge of Aquitaine APP airspace:

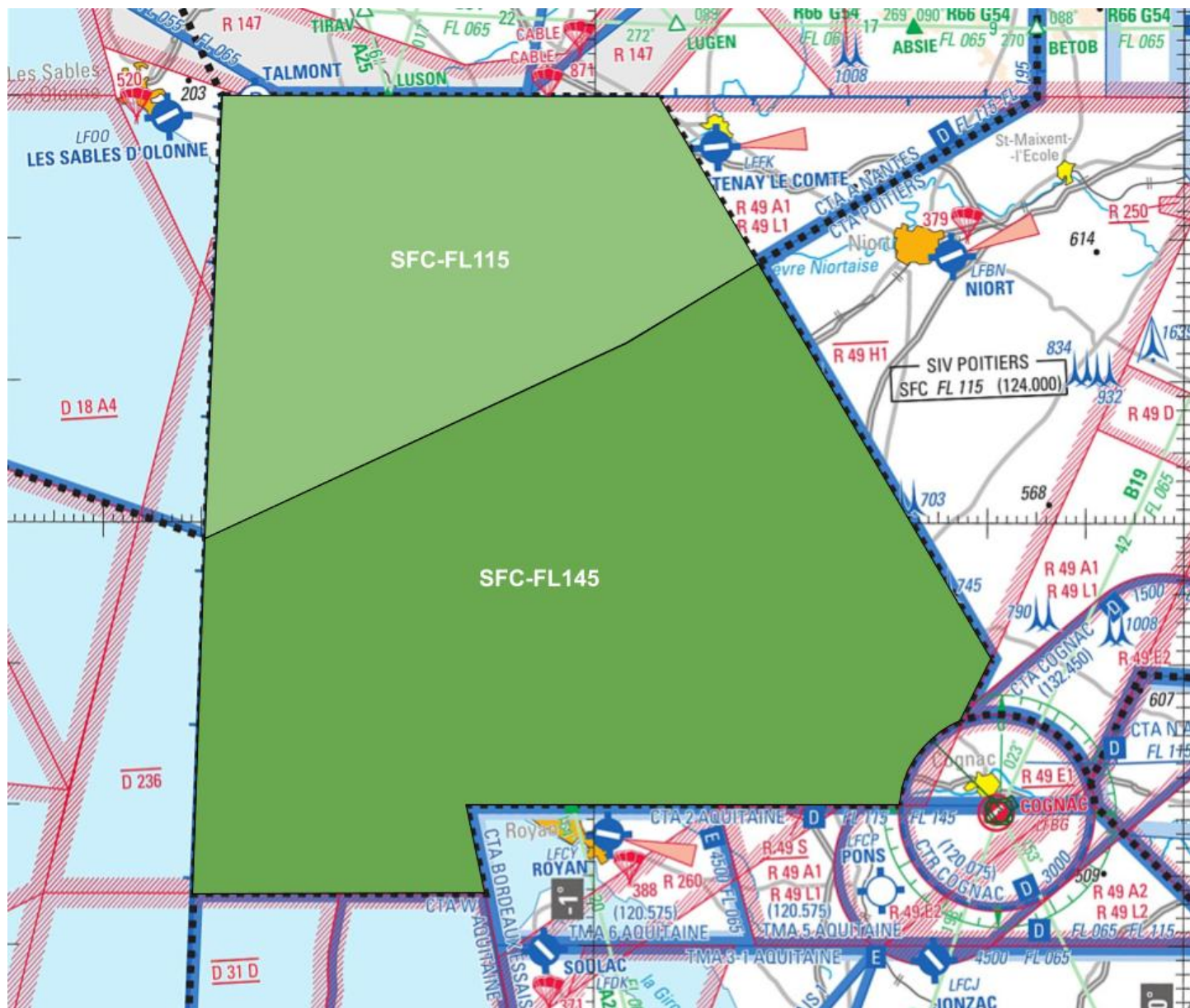
Position	Identifier	Frequency	Remarks
Primary Sectors			
Aquitaine Approach	LFBD_APP	129.875	

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2.2.3. La Rochelle APP

La Rochelle APP Area of Responsibility is depicted by the picture below from SFC to FL145.

When La Rochelle APP is closed, Aquitaine APP is responsible for its airspace.



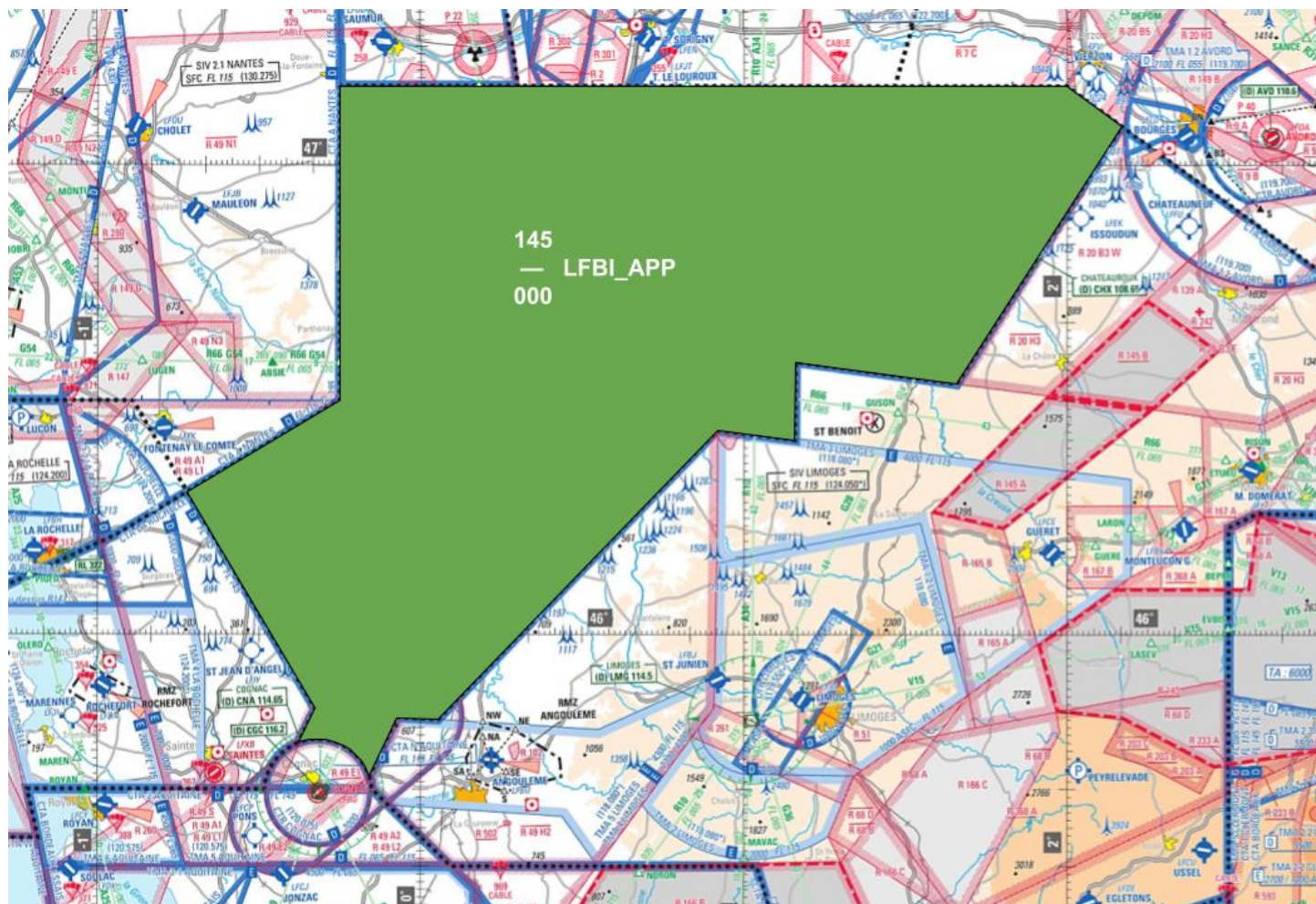
There is only one primary position in charge of La Rochelle APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
La Rochelle Approach	LFBH_APP	124.200	

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2.2.4. Poitiers APP

Poitiers APP Area of Responsibility is depicted by the picture below from SFC to FL145.



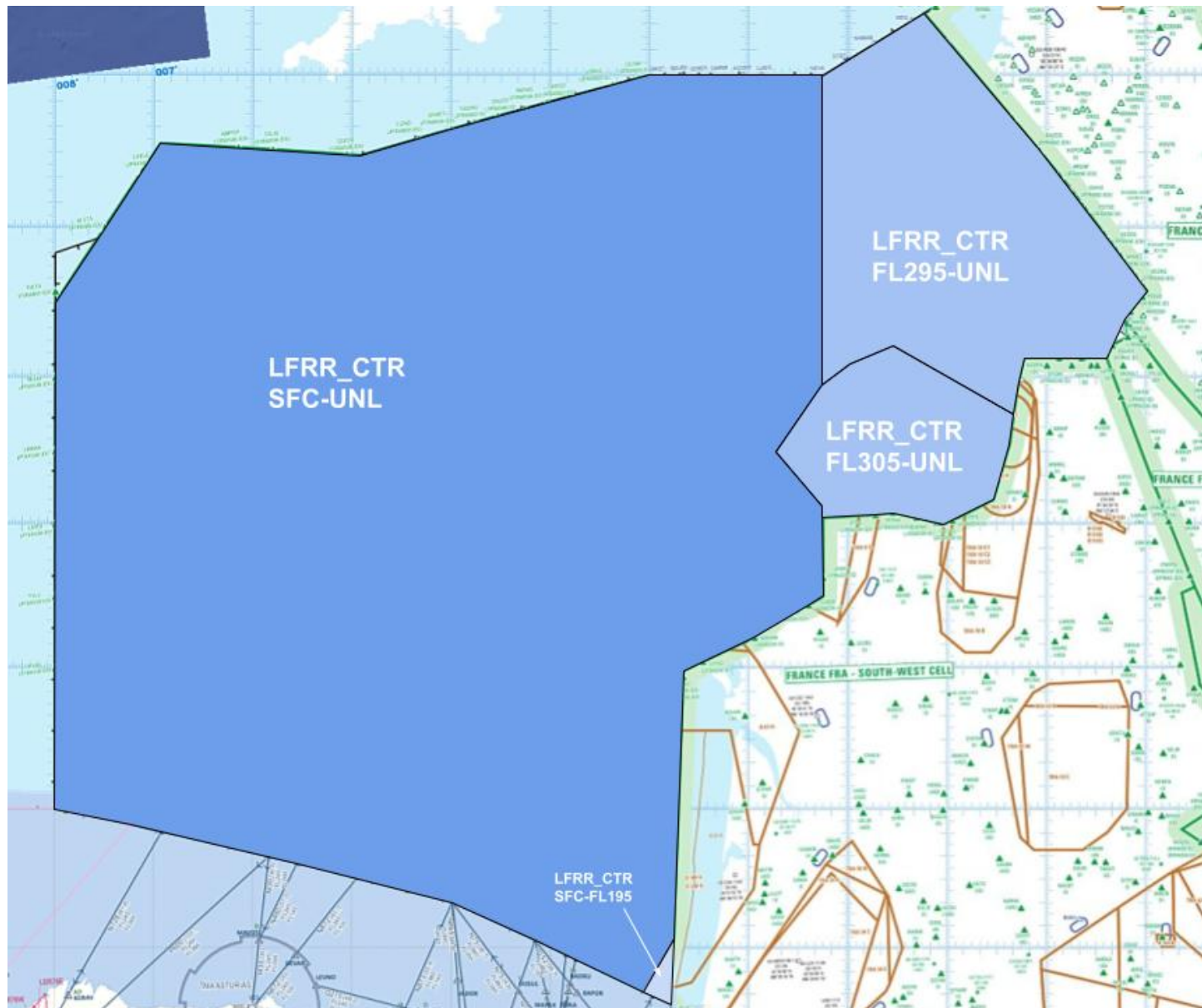
There is only one primary position in charge of Poitiers APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Poitiers Approach	LFBI_APP	134.100	

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2.2.5. LFRR ACC

The French airspace at the interface between Bordeaux and Brest is described in the picture below.



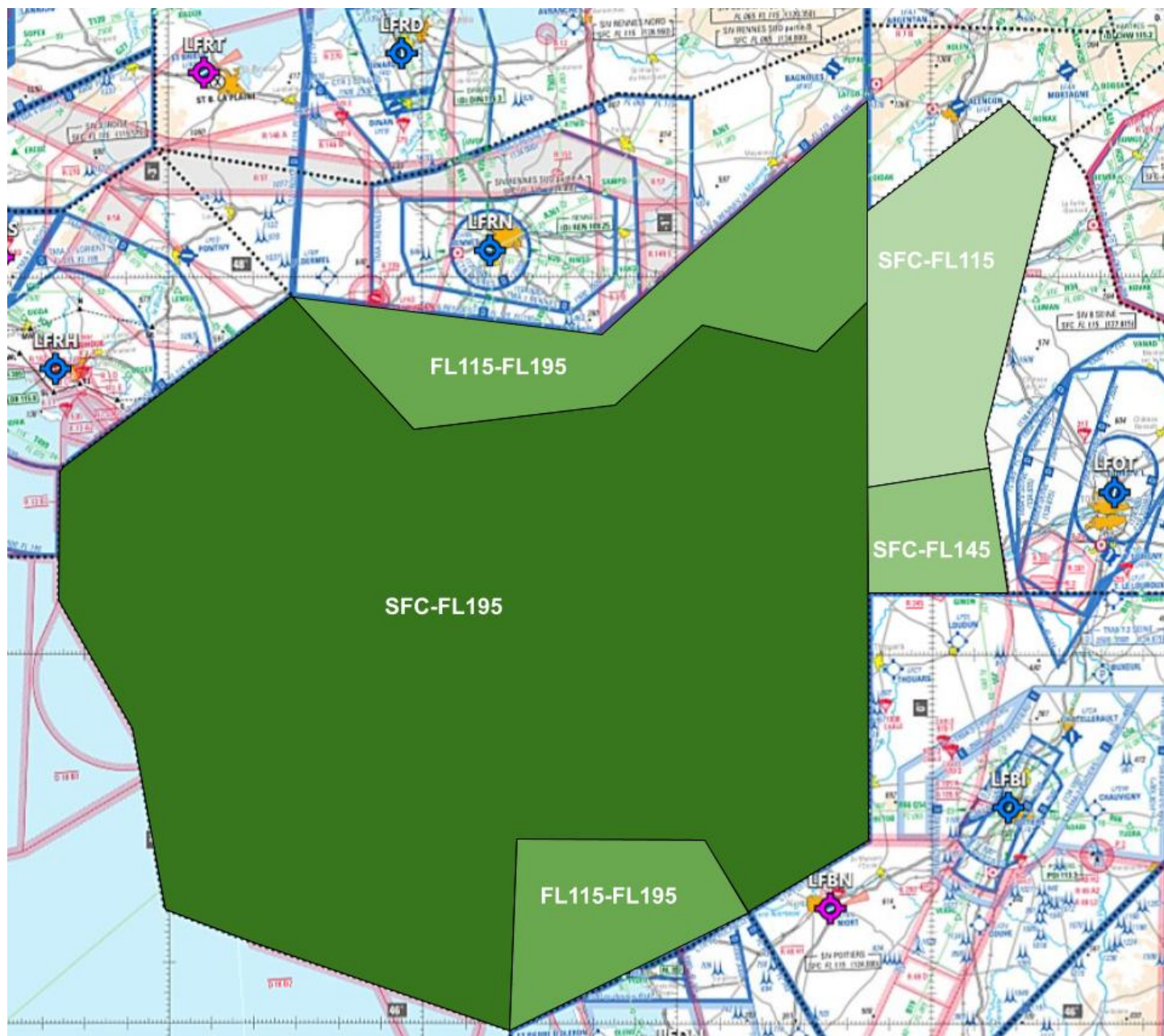
Brest ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Brest Control	LFRR_CTR	132.830	

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2.2.6. Nantes APP

Nantes APP Area of Responsibility is depicted by the picture below from SFC to FL195.

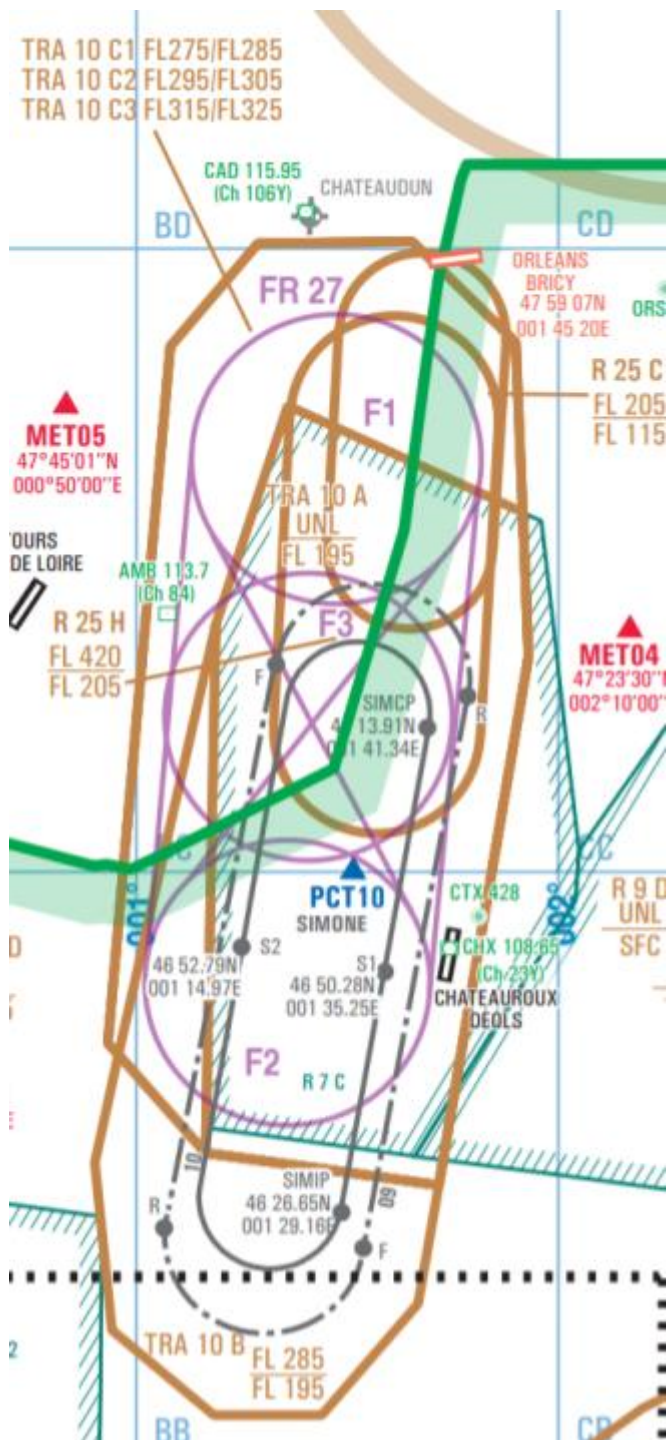


There is only one primary position in charge of Nantes APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Nantes Approach	LFRS_APP	124.430	

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2.3.2. TRA 10



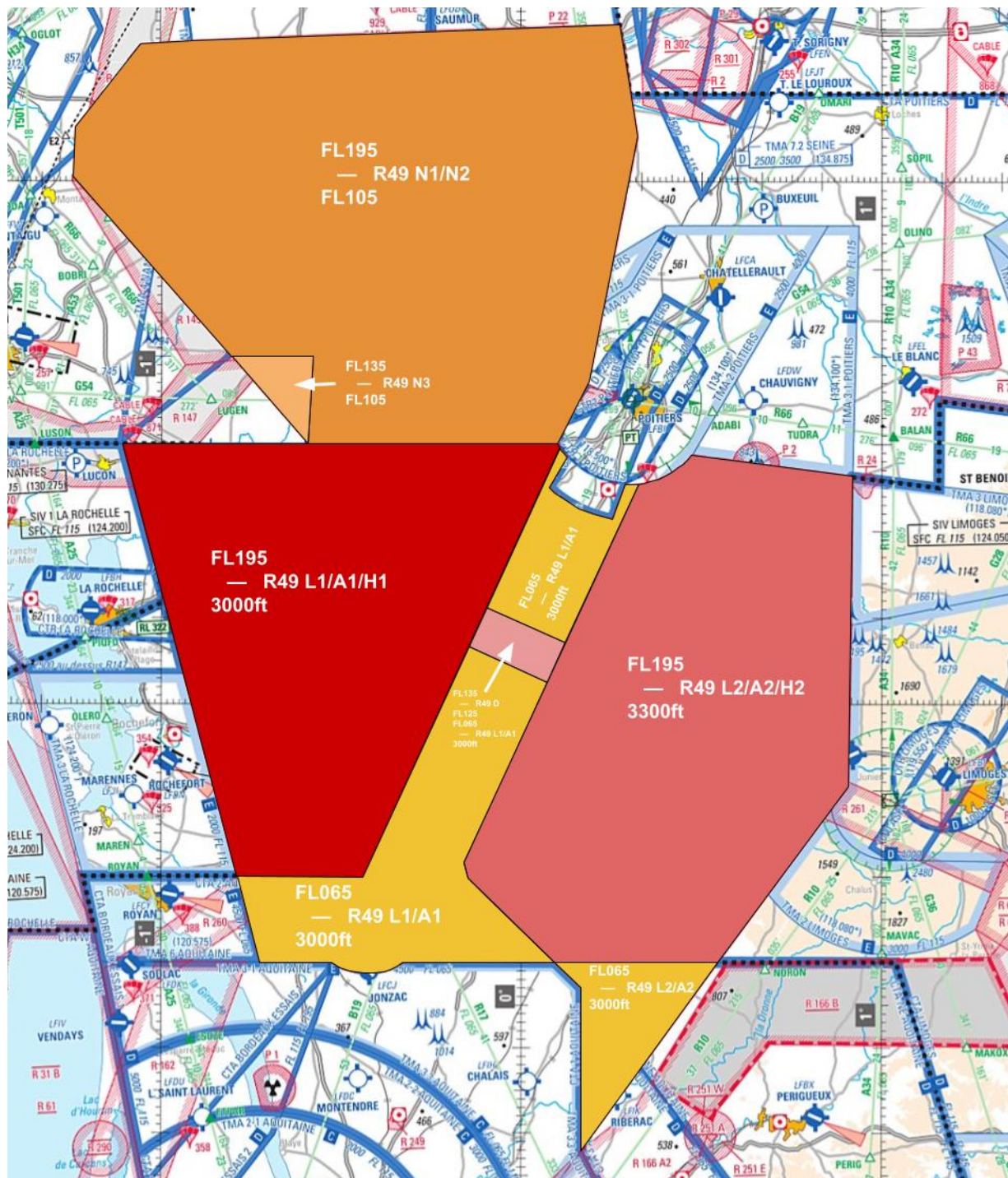
When TRA 10A is active, Brest shall reroute interfering traffic via DISAK-DIRMO-ARTAX-LMG.

Route UN859 remains available when TRA 10 is active.

When TRA 10 C1/C2/C3 is active, UN859 may be used according to available Flight Levels.

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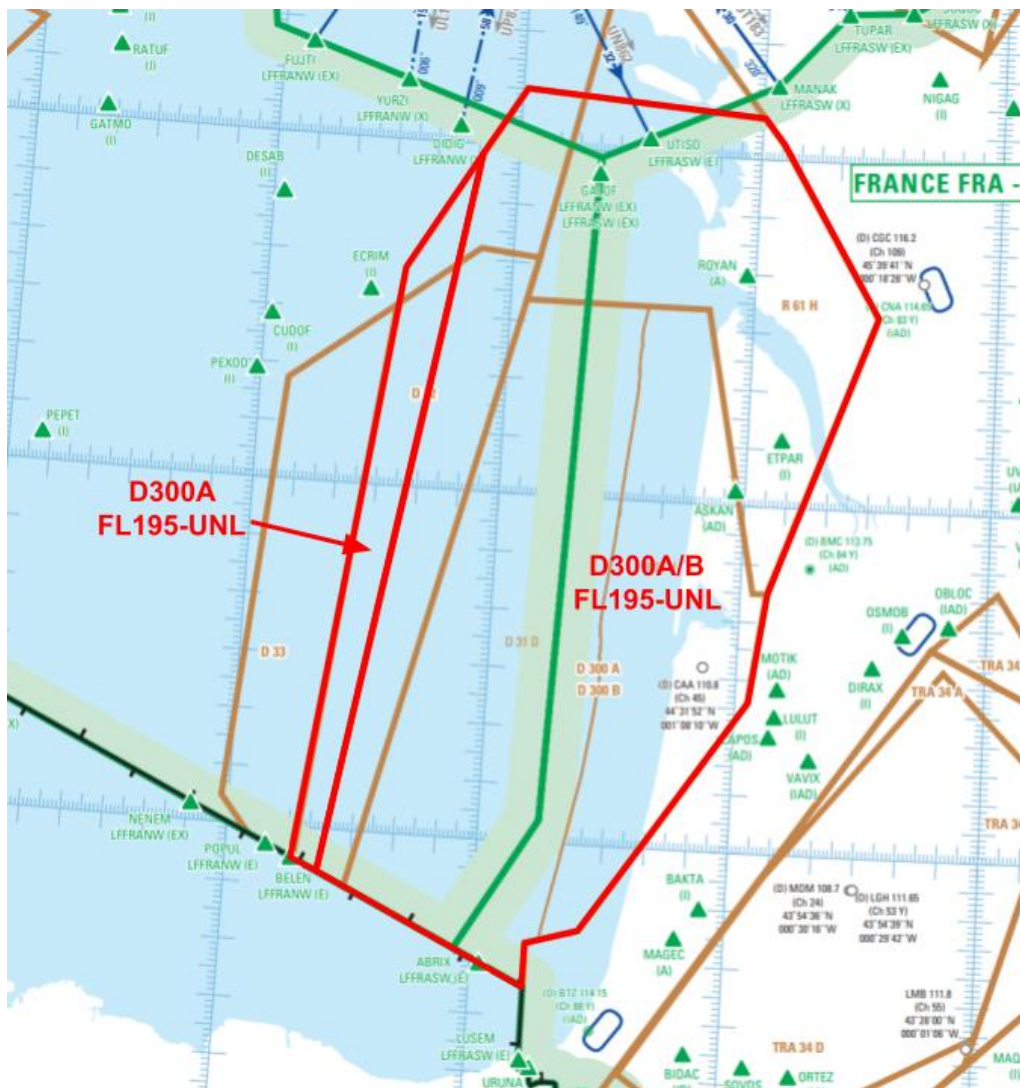
2.3.4. LF-R49



This area is managed by LFBG_APP. When active, LFBG_APP shall inform Nantes APP, Poitiers APP, La Rochelle APP, Aquitaine APP, Brest ACC and Bordeaux ACC. If flight needs to fly through this area, a coordination with LFBG_APP shall be initiated.

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2.3.5. LF-D300 A/B



When LF-R61H is active, Bordeaux ACC and Brest ACC shall coordinate each flight flying via GALOF with the military controller responsible for the area.

The ACC responsible for the coordination is the one in contact with the flight before entering the area.

Traffic with destination LFBD LFBE LFCR LFBF LFBO LFBR LFCI LFCK LFCL LFCQ LFCX LFDB LFDG LFDJ LFIR LFIT LFMG LFMK LFMW shall be rerouted via TUPAR.

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3. Procedures for Coordination

3.1. General Conditions for Acceptance of Flights

Coordination of flights shall take place by reference to the COP for the relevant route and in accordance with the appropriate flight levels specified in paragraph 3.2.

Flights shall be considered to be maintaining the coordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by either the LoA conditions or a text/verbal coordination.

If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified in the LoA, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.

For any proposed deviation from the conditions specified in 3.2 (COP, route, FL), the transferring unit shall initiate an approval request.

Traffics shall be transferred as soon as possible, clear of any conflicting traffic.

Silent Radar Handover are possible with a minimal separation of 10Nm and required if the longitudinal separation is less than 20Nm. In that case, the transferring ATS unit shall assign speeds/Mach numbers to both aircraft, the speed of the number one needs to be greater or equal to the speed of the second. Pilots shall report their assigned speed to the receiving ATS unit at the first contact.

3.2. ATS-Routes, DCTs, Co-Ordination Points and Level Allocation

3.2.1. Flights from LFBB ACC to LFRR ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference	
FRA SW	GALOF	Even			
		FL280	DEP LFBD LFBE		
	MANAK	Even			3.2.1.2.
		FL340	ARR LFRB LFRQ LFRJ LFRD LFRU LFRO LFRT LFRG EGJ*		
		FL320	ARR LFRN LFOV LFRH LFRV		
		FL240	ARR LFRS LFEA LFFI LFRE LFRZ		
	TUPAR	Even	Forbidden ARR LFRR FIR Forbidden RFL<255		3.2.1.1.
		FL320	DEP LFBD LFBE LFBC		
		FL240	DEP LFBU		
	SUQOC	Even		3.2.1.1.	
	BOKNO	Even >FL305			3.2.1.3.
		FL360	ARR EB** (except if below) EDDK EDGS EDKB EDKL ETNG ETNN EDTL LFST LFSN LFSG LFQM		
		FL340	ARR EBLG EBSP EDDR EDFH EDLN EDSB EDRT EDRZ EDLE EDLM EDRK EHBK EHBD EHGR EHVK EHWO EHSE ELLX ETAR ETAD ETSB LFJL		
		FL320	ARR LFQQ LFQO LFQT LFAC LFAQ LFAT LFAV LFAY EBCV EBKT		

3.2.1.1.

Bordeaux ACC shall consider TUPAR-ANG and GIROM-SUQOC-ANG as a single axis.

3.2.1.2.

Flights with destination LFEY LFFK LFJB LFOO LFOU LFRJ shall avoid Brest ACC airspace.

3.2.1.3.

Flights with destination LFOK shall avoid Brest ACC airspace.

3.2.2. Flights from LFRR ACC to LFBB ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
UM728	KETEX	Odd >295		3.2.2.4.
		FL310	ARR LFLC LFLV LFLO LFLN	
UN857	DISAK	Odd >295		3.2.2.4.
		FL310	ARR LFBL	
UN859	SOPIL	Odd >305		3.2.2.1.
		FL330	ARR LFBD LFBE LFBC LFBG LFBS LFCH LFCY LFDI LFSL	
UP860	LEMKA	Odd		
UM616 UM184	TUPAR	Odd		3.2.2.2.
		FL350	ARR LFBO LBF LFBR LFCI LFCK LFCL LFCQ LFCX LFDB LFDJ LFMK LFMW LFBA LFCR	
		FL310	DEP LFRN LFOV	
		FL290	ARR LFBD LFBE LFBC LFBS LFBX LFCH LFDI LFBM	
		FL250 via TUPAR-DIDRU	DEP LFJR LFRS LFEA LFFI LFRE	
		FL230 via TUPAR-CNA	LFRZ LFRI LFEY LFFK LFJB LFOO LFOU	
UN862	UTISO	Odd		3.2.2.3.
FRA W	GALOF	Odd		3.2.2.3.
		FL370	ARR LFCR LBF LFBO LFBR LFCI LFCK LFCL LFCQ LFCX LFDB LFDG LFDJ LFIR LFI LFMG LFMK LFMW	
		FL290	ARR LFBD LFBE	

- 3.2.2.1.
Flights with destination LFBH LFBI LFBL LFBU LFLX shall not enter Bordeaux ACC upper airspace via SOPIL.
- 3.2.2.2.
Flights with destination LFBG LFCY LFBH LFDN LFXB LFBL LFBU LFBI LFBN shall not enter Bordeaux ACC upper airspace via TUPAR.
- 3.2.2.3.
Brest ACC is responsible for the compatibility of traffic converging in Bordeaux ACC airspace via GALOF and UTISO.
- 3.2.2.4.
Flights with destination LFBI are forbidden via DISAK and KETEX.

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3.2.3. Flights between LFBB ACC and Nantes APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
R66, G54 ABSIE-POI	BETOB	Odd from LFRS to LFBB		
A25 LUSON-OLERO	PIQFU	Even from LFBB to LFRS		

3.2.3.1.

Flights with destination LFRI LFOU LFEY LFOO LFJB LFFK are descended and transferred by Bordeaux ACC to La Rochelle APP or Poitiers APP.

3.2.3.2.

Flights departing from LFRI LFOU LFEY LFOO LFJB with 145<RFL<195 via ABSIE are transferred by Nantes APP to Bordeaux ACC climbing or steady at their RFL.

Flights departing from LFOU LFEY LFJB with 145<RFL<195 via PIQFU are transferred by Nantes APP to Bordeaux ACC climbing or steady at their RFL.

3.2.3.3.

Flights with destination LFBU LFBG LFBH are transferred by Nantes APP to Bordeaux ACC on route LUGEN-ABSIE descending to FL170.

3.2.4. Flights from La Rochelle APP to Nantes APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A25	LUSON <115 PIQFU >115	Even		

Traffic departing from "La Rochelle SIV" via LUSON shall be coordinated by La Rochelle APP to Nantes APP at FL110 max. For departures from La Rochelle (LFBH), this coordination shall be made no later than before take-off. For other flights, coordination shall be made 5 minutes before FIR boundary.

Traffic departing from LFCY shall be coordinated by La Rochelle APP to Nantes APP, these flights must be at FL140 max at PIQFU to avoid Bordeaux ACC airspace.

Traffic with destination LFOU LFJB LFEY LFRI LFOO shall be coordinated by La Rochelle APP to Nantes APP, these flights shall cross PIQFU at FL110 max. LFOU LFJB LFEY shall be coordinated between FL55 and FL115, LFRI LFOO shall be coordinated below FL55.

3.2.5. Flights from Nantes APP to La Rochelle APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A25	LUSON <115 PIQFU >115	Odd		

Nantes shall coordinate traffics with destination "La Rochelle SIV" at least 5 minutes before SIV boundary and transferred at a Flight Level between FL60 and FL115. In case of R49 activity, flights via LUGEN must route LUGEN-TIRAV-LUSON.

Traffic with destination LFCY shall be coordinated by Nantes APP to La Rochelle APP, these flights must be at FL140 max at PIQFU to avoid Bordeaux ACC airspace.

Traffic departing from LFRI LFOO LFFK via LUSON shall be coordinated by Nantes APP to La Rochelle APP. These flights must cross PIQFU at FL110 or below.

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3.2.6. Flights from Poitiers APP to Nantes APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
J55	GINON	Even <105		
		FL100	ARR LFRM LFJR	
		FL090	DEP LFBI with RFL>85	
		On coordination	ARR LFOD	3.2.6.1.
R66, G54	ABSIE	Even		
		FL130	DEP LFBI with RFL>125	
		On coordination	ARR LFRI LFOU LFJB LFOO LFEY DEP LFBN	3.2.6.2.
		On coordination	ARR LFFK	3.2.6.3.

3.2.6.1.

These flights shall be coordinated to determine transfer conditions.

3.2.6.2.

These traffic shall be coordinated by Poitiers APP to Nantes APP to determine the transfer conditions. They should cross BETOB at FL110 or below.

3.2.6.3.

Poitiers APP shall coordinate traffic with destination LFFK to Nantes APP at least 10 minutes before ABSIE to determine transfer conditions. The transfer will be made on route to FK402 or IFK26.

3.2.6.4.

In case of conflictual situation at Nantes/Poitiers interface, a coordination shall be initiated to determine the resolution.

3.2.7. Flights from Nantes APP to Poitiers APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
J55	GINON	Odd <105		
		FL100	ARR LFBI	
		FL090	DEP LFRM LFJR	3.2.7.1.
R66, G54	ABSIE	Odd		
		FL140	ARR LFBI	
		On coordination	ARR LFBN, DEP LFFK LFOD	3.2.7.2.

3.2.7.1.

After coordination, Nantes APP may climb these traffic up to FL140. They shall avoid Paris ACC airspace.

3.2.7.2.

Traffic with destination LFBN shall be coordinated 10 minutes before ABSIE to take into account R49 activity. Traffic departing from LFFK LFOD shall be coordinated as soon as possible to determine transfer conditions.

3.2.7.3.

In case of conflictual situation at Nantes/Poitiers interface, a coordination shall be initiated to determine the resolution.

4. Contributions

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

5. Changelog

Version	Date	Changes
v8.0	19/03/2026	<ul style="list-style-type: none">- New Format- Conditions of exchange- LFRR ACC airspace- LFBB ACC airspace