

# Letter of Agreement

IVAO – France Division



Name: **LOA-FR-LFRR\_EN**

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Object: LoA of 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 within the **Brest FIR** when providing Air Traffic Services (ATS) operating under IFR or VFR flight rule (*Air Traffic Services*).

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 entering or leaving a TMA airspace shall be handed over by the ACC controller with **minimum spacing of 5 NM**. An **operational separation of 8-10 NM** is advised to ensure a proper regulation. 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.

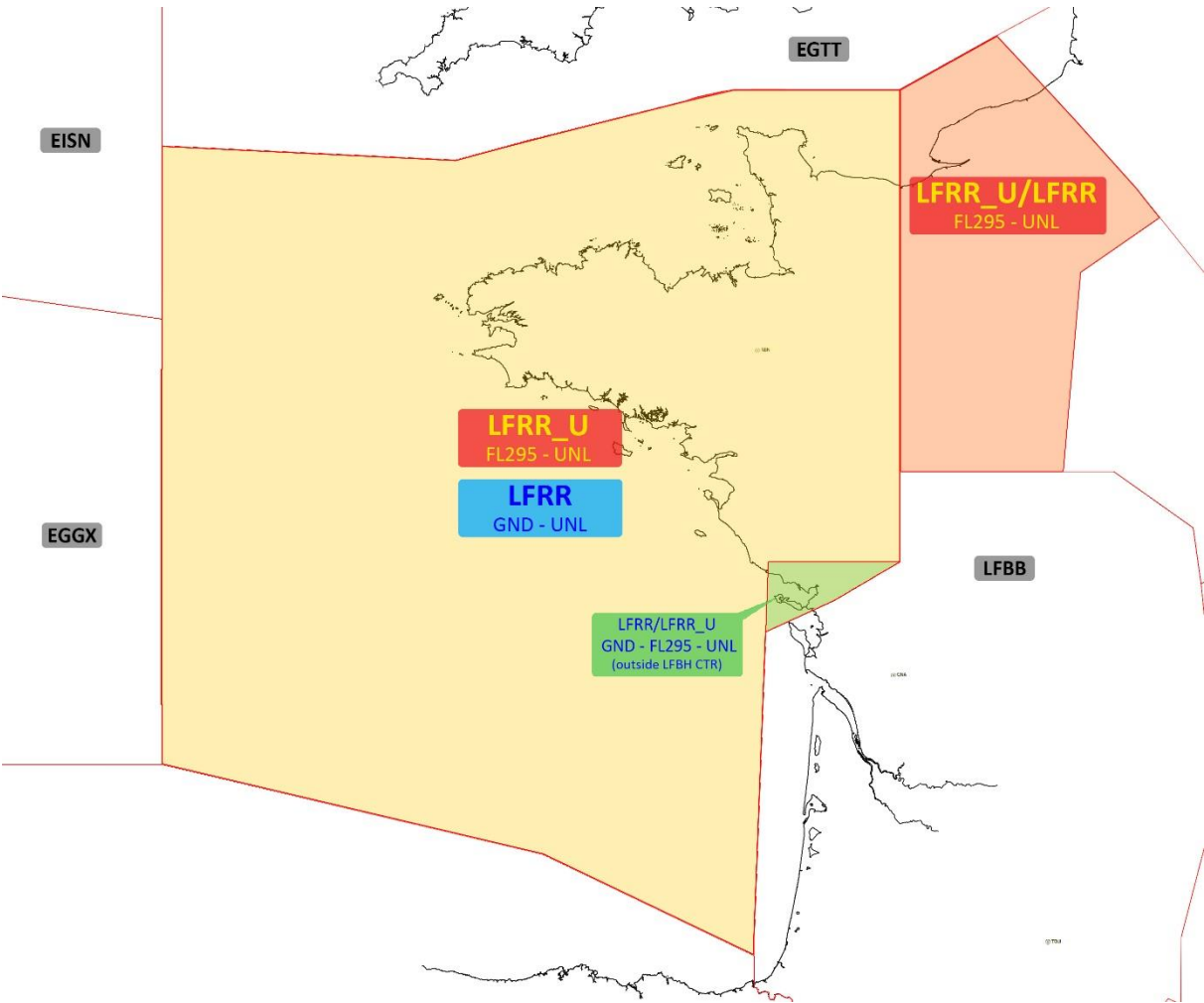
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level**.

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

#### 3.1 The Area Control Center (ACC)

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) under the condition specified in [ATC Rule 4.3](#). 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
<b>Primary Sector</b>			
<b>Brest Control</b>	LFRR_CTR	119.825	SFC-UNL
<b>Secondary Sectors</b>			
<b>Brest Control (Upper)</b>	LFRR_U_CTR	129.500	FL295-UNL

In the absence of the corresponding ATC units, ATS within the following airspaces are delegated to the ATC operating at the CTR position.

ATC Position	Callsign	Delegated positions
<b>Primary Sector</b>		
<b>Brest Control</b>	LFRR_CTR	Iroise Approach (LFRB_APP and underlying positions) Deauville Approach (LFRG_APP and underlying positions) Lorient Approach (LFRH_APP and underlying positions) Landi Approach (LFRJ_APP and underlying positions) Lanvéoc Approach (LFRL_APP and underlying positions) Rennes Approach (LFRN_APP and underlying positions) Nantes Approach (LFRS_APP and underlying positions)
<b>Secondary Sectors</b>		
<b>Brest Control (Upper)</b>	LFRR_U_CTR	None

It is recalled that ACC provides FIS (Flight Information Service) within all delegated airspaces (including all aerodromes disposing of an AFIS position) within the limits of his skills and of the traffic load. If applicable, the ATC shall indicate on his ATIS whether FIS are provided.

Likewise, the delegation of Approach positions implies providing Tower and Ground services. However, the ACC may limit the delivery of his services to essential clearances (startup, taxi, takeoff and landing) and release traffic on UNICOM when clear of possible conflicts.

### 3.2 The Approach Units (APP)

The ATC units in charge of approach airspaces of the Brest FIR, together with delegated airspaces, are indicated below.

ATC Position	Callsign	Frequency	Controlled airspaces	Underlying positions	Delegates airspaces
<b>Brest Sector</b>					
Iroise	LFRB_APP	119.575	TMA 1-4, SIV 1-5	LFEC_TWR (AFIS) LFRB_TWR LFRO_TWR LFRQ_TWR LFRU_TWR (AFIS)	Lorient, Landi and Lanvéoc Approaches are delegated to Iroise whenever inactive. TMA 1-3-4 of Iroise are delegated to Landi whenever Iroise is inactive.
Lorient	LFRH_APP	123.000	TMA 1-3	LFRH_TWR	Lorient Approach is delegated to Iroise whenever inactive
Landi <sup>1</sup>	LFRJ_APP	122.400	Approach (MIL)	LFRJ_TWR	Landi Approach is delegated to Iroise whenever inactive. TMA 1-3-4 of Iroise are delegated to Landi whenever Iroise is inactive.
Lanvéoc	LFRL_APP	120.600	TMA 1-2 (MIL)	LFRL_TWR	Lanvéoc Approach is delegated to Iroise whenever inactive
<b>Deauville Sector</b>					
Deauville	LFRG_APP	120.350	TMA 1-2, SIV 1a-b	LFOH_TWR LFRC_TWR LFRG_TWR LFRK_TWR	-
<b>Rennes Sector</b>					
Rennes	LFRN_APP	134.000	TMA 1-4, SIV North, Cotentin and South	LFOV_TWR (AFIS) LFRD_TWR LFRN_TWR LFRT_TWR (AFIS)	-
<b>Nantes Sector</b>					
Nantes	LFRS_APP	124.425	TMA 1-4, SIV 1-4	LFEA_TWR (AFIS) LFEQ_TWR (AFIS) LFEY_TWR (AFIS) LFJR_TWR (AFIS) LFOU_TWR (AFIS) LFRE_TWR (AFIS) LFRI_TWR (AFIS) LFRM_TWR (AFIS) LFRS_TWR LFRV_TWR (AFIS) LFRZ_TWR	SIV 1 La Rochelle, SIV 3 Nantes and SIV 4 Nantes are concerned by airspace delegations defined within the LOA-FR-LFBB-LFRR

1. Whenever Landi and Iroise Approach are opened together, Landi Approach is only responsible for military traffics in its sector. Civil traffics remain under the responsibility of Iroise Approach.

### 3.3 The Airport Units (TWR, GND, DEL)

The ATC units in charge of airport airspaces within the Brest FIR are indicated below.

ATC Position	Callsign	Frequency	Remarks
<b>Belle Ile</b>	LFEA_TWR	118.750	AFIS position
<b>Ouessant</b>	LFEC_TWR	118.100	AFIS position
<b>Quiberon</b>	LFEQ_TWR	119.600	AFIS position
<b>Ile d'Yeu</b>	LFEY_TWR	118.900	AFIS position
<b>Angers</b>	LFJR_TWR	124.700	TWR and AFIS position
<b>Le Havre</b>	LFOH_TWR	135.200	Controls HHAV (Le Havre CH)
<b>Cholet</b>	LFOU_TWR	120.400	AFIS position
<b>Laval</b>	LFOV_TWR	120.800	AFIS position
<b>Bretagne</b>	LFRB_TWR	120.100	-
<b>Cherbourg</b>	LFRC_TWR	119.625	Controls HCHE (Cherbourg CH)
<b>Dinard</b>	LFRD_TWR	120.150	Controls HSTM (Saint Malo CH)
<b>La Baule</b>	LFRE_TWR	121.400	AFIS position
<b>Deauville</b>	LFRG_TWR	118.300	-
<b>Lorient</b>	LFRH_TWR LFRH_GND	122.700 119.700	Restricted access. Controls HLOR (Lorient CH)
<b>La Roche sur Yon</b>	LFRI_TWR	119.900	AFIS position
<b>Landi</b>	LFRJ_TWR	119.200	Reserved government services
<b>Caen</b>	LFRK_TWR	134.525	Controls HCAE (Caen CH)
<b>Lanvéoc</b>	LFRL_TWR	123.200	Reserved government services
<b>Le Mans</b>	LFRM_TWR	125.900	AFIS position
<b>Rennes</b>	LFRN_TWR LFRN_GND	120.500 121.725	-
<b>Lannion</b>	LFRO_TWR	118.400	-
<b>Quimper</b>	LFRQ_TWR	118.625	-
<b>Nantes</b>	LFRS_TWR LFRS_GND	118.650 121.655	Controls HNQM (Nantes CH)
<b>Saint Briec</b>	LFRT_TWR	118.450	AFIS position. Controls HSTB (Saint Briec CH)
<b>Morlaix</b>	LFRU_TWR	118.500	AFIS position
<b>Vannes</b>	LFRV_TWR	122.600	AFIS position
<b>Saint Nazaire</b>	LFRZ_TWR	118.950	Controls HSTN (Saint Nazaire CH)

## 4. Coordination procedures

Coordination procedures between Brest ACC and underlying Approach positions 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. Likewise, coordination between Approach and Tower (initial climb whenever it is not published, go around procedure, multidirectional departures OMNI, VFR entry/exit, etc.) is left to ATC initiative.

ATC Position	Callsign	AD	Departure/Arrival	Cleared FL	Cleared DCT
<b>Departures (LFXX_APP → LFRR_CTR)</b>					
<b>Iroise Approach</b>	LFRB_APP	-	-	FL190	First en-route FIX
<b>Deauville Approach</b>	LFRG_APP	-	-	FL80	
<b>Lorient Approach</b>	LFRH_APP	-	-	FL190	
<b>Landi Approach</b>	LFRJ_APP	-	-	FL190	
<b>Lanvéoc Approach</b>	LFRL_APP	-	-	FL190	
<b>Rennes Approach</b>	LFRN_APP	-	North	FL190	
			South <b>Transfer to LFRS_APP</b>	FL110	
<b>Nantes Approach</b>	LFRS_APP	-	-	FL190	

ATC Position	Callsign	AD	Departure/Arrival	Cleared FL	Cleared DCT
<b>Arrivals (LFRR_CTR → LFXX_APP)</b>					
<b>Iroise Approach</b>	LFRB_APP	LFEC	Runway 23	FL200	OSA (351.0)
			Runway 05		EC406
		LFRB	ANLEV		EC506
			LENSU		SOPEX
			QPR		ARE
			ROSPO		BODIL
			QPR		LN (345.0)
		LFRO	Runway 29		RO406
		LFRQ	GU (338.0)		RQ (380.0) or IAF
			ARE		
			ROSPO		
		LFRU	Runway 22		MOLOV
			Runway 04		MOBRU

ATC Position	Callsign	AD	Departure/Arrival	Cleared FL	Cleared DCT
<b>Arrivals (LFRR_CTR → LFXX_APP)</b>					
<b>Deauville Approach</b>	LFRG_APP	LFOH	Runway 22	FL90	USAPI
			Runway 04		LHO (346.0)
		LFRC	Runway 28		GANPU
			Runway 12		MP (373.0)
		LFRG	Runway 30		UVRAN
			NEVIL/LUSIT/BERNO/DPE		DIRKO
		LFRK	Runway 13		ABAMU
			Runway 31		DVL
<b>Lorient Approach</b>	LFRH_APP	LFRH	ARE/Runway 25	FL200	KERAK or LALMO
			LENSU/Runway 25		
			BAGAD/Runway 25		
			QPR/Runway 25		
			ARE/Runway 07		LOR (359.0)
			LENSU/Runway 07		
			BAGAD/Runway 07		
			QPR/Runway 07		
ADSET/Runway 07	LIRMA				
<b>Landi Approach</b>	LFRJ_APP	LFRJ	Runway 08	FL200	LUMEV
			Runway 26		KERVE
					OBIMO
<b>Lanvéoc Approach</b>	LFRL_APP	LFRL	-	-	-
<b>Rennes Approach</b>	LFRN_APP	LFOV	Runway 32	FL200	OV404
			Runway 14		LA (401.0)
		LFRD	Runway 35		OV706
			Runway 17		DIN
		LFRN	DIN/UPALO		EVREN
			PEPAL		ADIDI
			GILRA		ERTUN
		LFRT	-		LUVOP
					SAMPO
					SB (353.0)
					ARLOR

ATC Position	Callsign	AD	Departure/Arrival	Cleared FL	Cleared DCT
<b>Arrivals (LFRR_CTR → LFXX_APP)</b>					
<b>Nantes Approach</b>	LFRS_APP	LFEY	Runway 32	FL200	EY406
			Runway 14		EY606
		LFJR	-		LUTIL/AS (392.0)
		LFOU	-		OU502/LP (357.0)
		LFRJ	Runway 28		YN (334.0)
			Runway 10		RI206
		LFRM	Runway 02		RI106
			Runway 20		MAVUK/LM (326.0)
		LFRN	TABIL		RM506
			OGLOT		VAKSI
		LFRS	LUGEN/MANAK/LUSON		ENOKI
			EPIXO		LAROK/DOGOV
			ERBIN/RIMON/GODAN		NORMI/DOGOV
			VALAX		NITEM
		LFRV	-		NEDAN/ABLAN
		LFRZ	-		VANEG/VA (342.0)
			MT (398.0)		

Coordination procedures of departures/arrivals Deauville-East and Nantes-South are defined in the LOA-FR-LFFF-LFRR and LOA-FR-LFBB-LFRR respectively.