

Letter of Agreement

IVAO – France Division



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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 ICAO 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.

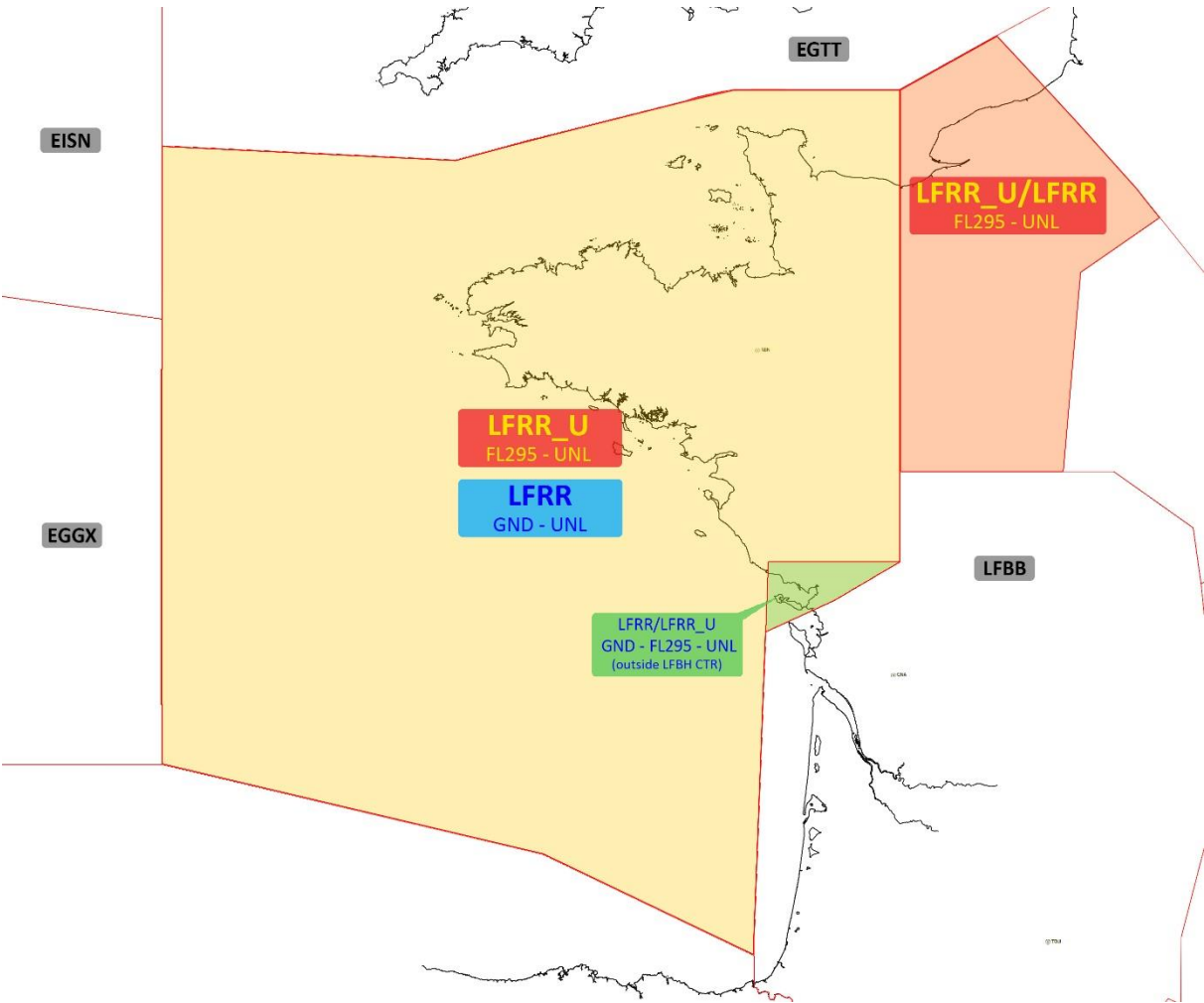
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level**.

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
Primary Sector			
Brest Control	LFRR_CTR	119.825	SFC-UNL
Secondary Sectors			
Brest Control (Upper)	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
Primary Sector		
Brest Control	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)
Secondary Sectors		
Brest Control (Upper)	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
Brest Sector					
Iroise	LFRB_APP	119.575	CTA IROISE TMA 1-4, SIV 1-4	LFEC_FIS_TWR LFRB_TWR LFRO_FIS_TWR LFRQ_TWR LFRU_FIS_TWR	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
Landi¹	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
Deauville Sector					
Deauville	LFRG_APP	120.350	TMA 1-2, SIV 1a-b	LFOH_FIS_TWR LFRC_FIS_TWR LFRG_TWR LFRK_TWR	-
Rennes Sector					
Rennes	LFRN_APP	134.000	CTA RENNES A-B TMA 1-4, SIV Nord, Cotentin et Sud	LFOV_FIS_TWR LFRD_TWR LFRN_TWR LFRT_FIS_TWR	-
Nantes Sector					
Nantes	LFRS_APP	124.425	CTA NANTES A-B TMA 1-4, SIV 1-4	LFEA_FIS_TWR LFEQ_FIS_TWR LFEY_FIS_TWR LFJR_FIS_TWR LFOU_FIS_TWR LFRE_FIS_TWR LFRI_FIS_TWR LFRM_FIS_TWR LFRS_TWR LFRV_FIS_TWR LFRZ_TWR	SIV 1 La Rochelle, SIV 2.1 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
Belle Ile	LFEA_FIS_TWR	118.750	-
Ouessant	LFEC_FIS_TWR	118.100	-
Quiberon	LFEQ_FIS_TWR	119.600	-
Ile d'Yeu	LFYF_FIS_TWR	118.905	-
Angers	LFJR_FIS_TWR	124.700	-
Le Havre	LFOH_FIS_TWR	135.205	Controls HHAV (Le Havre CH)
Cholet	LFOU_FIS_TWR	120.405	-
Laval	LFOV_FIS_TWR	120.805	-
Bretagne	LFRB_TWR	120.100	-
Cherbourg	LFRC_FIS_TWR	119.625	Controls HCHE (Cherbourg CH)
Dinard	LFRD_TWR	120.150	Controls HSTM (Saint Malo CH)
La Baule	LFRE_FIS_TWR	121.400	-
Deauville	LFRG_TWR	118.300	-
Lorient	LFRH_TWR LFRH_GND	122.700 119.700	Restricted access. Controls HLOR (Lorient CH)
La Roche sur Yon	LFRI_FIS_TWR	119.900	-
Landi	LFRJ_TWR	119.200	Reserved government services
Caen	LFRK_TWR	134.525	Controls HCAE (Caen CH)
Lanvéoc	LFRL_TWR	123.200	Reserved government services
Le Mans	LFRM_FIS_TWR	125.900	-
Rennes	LFRN_TWR LFRN_GND	120.500 121.725	-
Lannion	LFRO_FIS_TWR	118.400	-
Quimper	LFRQ_TWR	118.625	-
Nantes	LFRS_TWR LFRS_GND	118.650 121.655	Controls HMQM (Nantes CH)
Saint Briec	LFRT_FIS_TWR	118.450	Controls HSTB (Saint Briec CH)
Morlaix	LFRU_FIS_TWR	118.500	-
Vannes	LFRV_FIS_TWR	122.600	-
Saint Nazaire	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
Departures (LFXX_APP → LFRR_CTR)					
Iroise Approach	LFRB_APP	-	-	FL190	First en-route FIX
Deauville Approach	LFRG_APP	-	-	FL80	
Lorient Approach	LFRH_APP	-	-	FL190	
Landi Approach	LFRJ_APP	-	-	FL190	
Lanvéoc Approach	LFRL_APP	-	-	FL190	
Rennes Approach	LFRN_APP	-	North	FL190	
			South Transfer to LFRS_APP	FL110	
Nantes Approach	LFRS_APP	-	-	FL190	

ATC Position	Callsign	AD	Departure/Arrival	Cleared FL	Cleared DCT
Arrivals (LFRR_CTR → LFXX_APP)					
Iroise Approach	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
Arrivals (LFRR_CTR → LFXX_APP)					
Deauville Approach	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
	CAN				
					XASUD
Lorient Approach	LFRH_APP	LFRH	ARE/Runway 25	FL200	KERAK or LALMO
			LENSU/Runway 25		
			BAGAD/Runway 25		LOR (359.0)
			QPR/Runway 25		
			ARE/Runway 07		
			LENSU/Runway 07		
			BAGAD/Runway 07		
			QPR/Runway 07		
ADSET/Runway 07	LIRMA				
Landi Approach	LFRJ_APP	LFRJ	Runway 08	FL200	LUMEV
			Runway 26		KERVE
					OBIMO
Lanvéoc Approach	LFRL_APP	LFRL	-	-	-
Rennes Approach	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
		LFRN			LUVOP
					SAMPO
		LFRN			SAMPO
LFRN		SB (353.0)			
LFRN		ARLOR			

ATC Position	Callsign	AD	Departure/Arrival	Cleared FL	Cleared DCT
Arrivals (LFRR_CTR → LFFX_APP)					
Nantes Approach	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.