IVAO
FRANCE

Letter of Agreement (LoA)

Brest ACC (LFRR)

Name: LoA-FR-LFRR_EN

Date: 20/02/2025

Version: v9.2

Validity: Permanent

INDEX

1. PURPOSE

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied within **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.

Traffic in sequence shall be handed over with minimum spacing of 5 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

3.1. ACC POSITIONS

The ATC unit in charge of the airspaces 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.
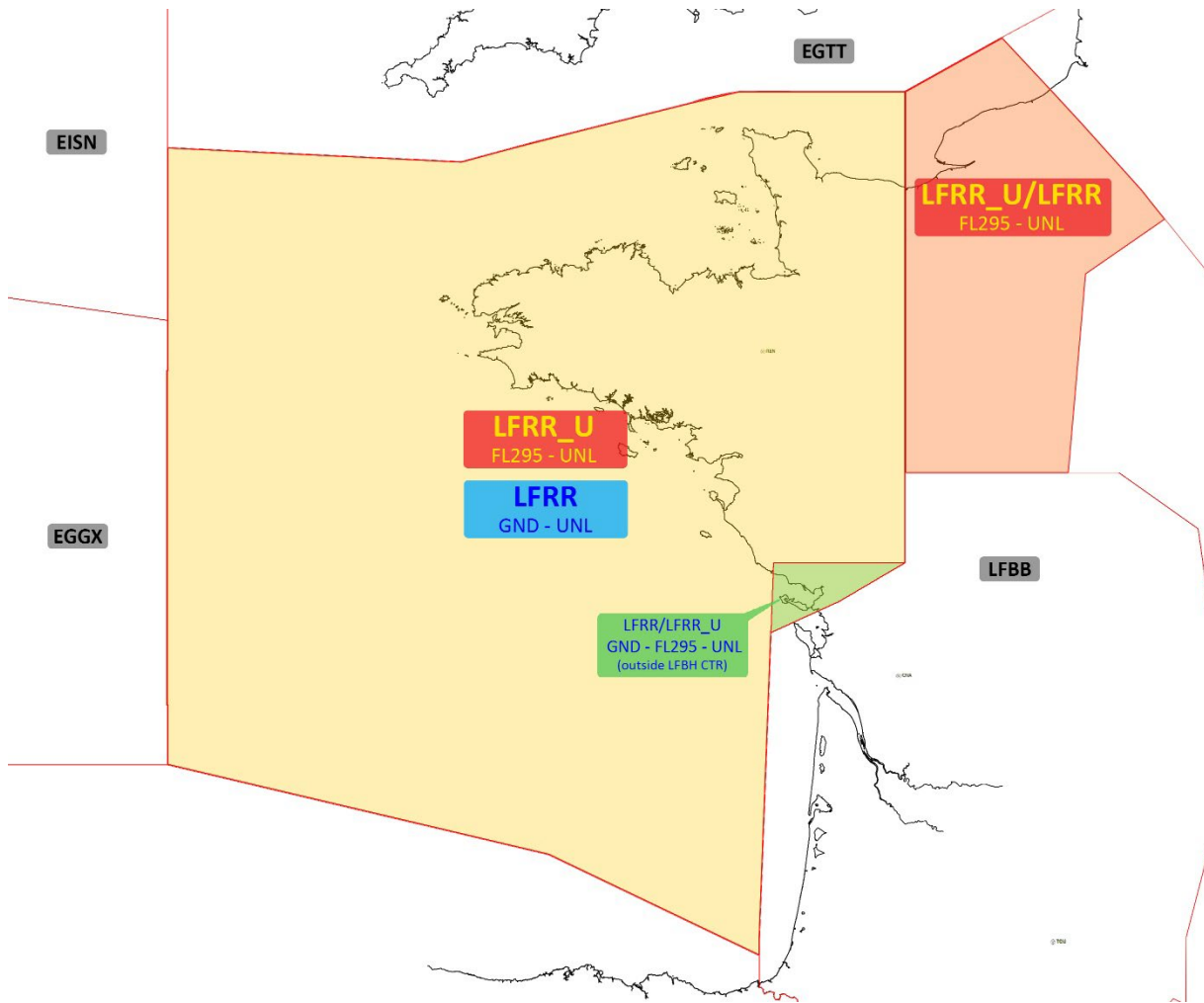
Positions ATC	Callsign	Freq.	Notes
Primary sectors			
Brest Control	LFRR_CTR	119.825	SFC-UNL; SFC-FL295 if LFRR_U_CTR is active
Secondary sectors			
Brest Control	LFRR_U_CTR	129.505	FL295-UNL

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Whenever an ACC position (CTR) requires a specific sector split, it will be decided on a case-by-case basis by the FIR Chiefs and the ATC Department. An ATC briefing will be provided to the relevant controllers.

Within the French Division, the highest position receives any underlying positions by delegation when these are not active on the network.

The distribution of APP positions in function of ACC positions is done as follows :

ATC Positions	Callsign	Delegated positions
Brest Control	LFRR_CTR	Iroise APP and underlying positions Landi APP and underlying positions Lanvéoc APP and underlying positions Lorient APP and underlying positions Nantes APP and underlying positions Rennes APP and underlying positions
Brest Control (Upper)	LFRR_U_CTR	None

As a reminder, ACC positions provide Flight Information Service (FIS) in the airspaces which are delegated to them (including aerodromes with an AFIS position) within the boundary of their skills and actual traffic load. If the controller is not able to provide flight information service, he will indicate so in his ATIS.

Likewise, the delegation of APP positions implies the control of the applicable **TWR and GND position**.

However, an ACC controller can limit the services he provides to **essential clearances** (start-up, taxi, take-off, landing) and transfer traffics on UNICOM **when they're not conflicting** with other traffics.

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3.2. TERMINAL POSITIONS

The frequencies of the positions listed below can be found by [clicking on this link](#).

Whenever a terminal position (APP or DEP) requires a specific sector split, it will be decided on a case-by-case basis by the FIR Chiefs and the ATC Department. An ATC briefing will be provided to the relevant controllers.

Whenever an *approach position « A »* is delegated to an **approach position « B »**, it must be assumed that all the airspaces normally under the responsibility of *approach « A »* are delegated to **approach « B »** whenever *approach « A »* is not active.

One or more *specific airspaces* could also be delegated to an **approach position « B »** whenever *approach « A »*, who would normally be responsible, is not active.

Airspaces under the responsibility of approach positions (APP) or airspaces delegated to approach positions (APP) are described in the following table :

ATC Positions	Callsign	AoR	Underlying positions	Airspace delegations
Brest Sector				
Iroise	LFRB_APP	CTA Iroise TMA 1-4 SIV 1-4	LFEC_FIS_TWR LFRB_TWR LFRO_FIS_TWR LFRQ_TWR LFRU_FIS_TWR	*Landi APP*, *Lorient APP* and *Lanvéoc APP* are delegated to **Iroise APP** *TMA 1-3-4 Iroise* are delegated to **Landi APP**
Landi	LFRJ_APP	MIL	LFRJ_TWR	*Landi APP* is delegated to **Iroise APP** *TMA 1-3-4 Iroise* are delegated to **Landi APP** Landi APP is only delegated traffic classified as OAT
Lanvéoc	LFRL_APP	TMA 1-2	LFRL_TWR	*Lanvéoc APP* is delegated to **Iroise APP**
Lorient	LFRH_APP	TMA 1-3	LFRH_TWR	*Lorient APP* is delegated to **Iroise APP**
Nantes Sector				
Nantes	LFRS_APP	CTA Nantes A-B TMA 2-6 SIV 1, 2.1, 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_FIS_TWR	*TMA 1 Nantes* is delegated to **Nantes TWR** *SIV 1 La Rochelle*, *TMA 1 La Rochelle* and *SIV 4 Nantes* are subjected to specific delegations as described in LOA-FR-LFBB-LFRR

Rennes Sector

Rennes	LFRN_APP	CTA Rennes A-B TMA 1-6 SIV Nord- Cotentin-Sud	LFOV_FIS_TWR LFRD_TWR LFRN_TWR LFRT_FIS_TWR LFRG_TWR LFRK_TWR LFRC_FIS_TWR LFOH_FIS_TWR	-

3.3. AERODROME POSITIONS

The frequencies of the positions listed below can be found by clicking on this link.

Whenever an aerodrome position (TWR, GND or DEL) requires a specific sector split, it will be decided on a case-by-case basis by the FIR Chiefs and the ATC Department. An ATC briefing will be provided to the relevant controllers.

The ATC units responsible for the airspaces related to aerodromes are described in the following table :

Positions ATC	Callsign	Remarks
Belle Ile	LFEA_FIS_TWR	-
Ouessant	LFEC_FIS_TWR	-
Quiberon	LFEQ_FIS_TWR	-
Ile d'Yeu	LFEY_FIS_TWR	-
Angers	LFJR_FIS_TWR	-
Le Havre	LFOH_FIS_TWR	Controls HHAV (Le Havre CH)
Cholet	LFOU_FIS_TWR	-
Laval	LFOV_FIS_TWR	-
Bretagne	LFRB_TWR	Controls LFWF (Brest CH)
Cherbourg	LFRC_FIS_TWR	Controls HCHE (Cherbourg CH)
Dinard	LFRD_TWR	Controls HSTM (Saint Malo CH)
Deauville	LFRG_TWR	-
Lorient	LFRH_TWR	Usage restreint
	LFRH_GND	Controls HLOR (Lorient CH)
La Roche sur Yon	LFRI_FIS_TWR	-
Landi	LFRJ_TWR	OAT only
Caen	LFRK_TWR	Controls HCAE (Caen CH)
	LFRK_GND	
Lanvéoc	LFRL_TWR	OAT only
Le Mans	LFRM_FIS_TWR	-
Rennes	LFRN_TWR	Controls HREP (Rennes CH)
	LFRN_GND	
Lannion	LFRO_FIS_TWR	-
Quimper	LFRQ_TWR	Controls HQUI (Quimper CH)
Nantes	LFRS_TWR	Controls HNQM (Nantes CH)
	LFRS_GND	LFRS_TWR is also in charge of *TMA 1 Nantes*
Saint Brieuc	LFRT_FIS_TWR	Controls HSTB (Saint Brieuc CH)
Morlaix	LFRU_FIS_TWR	-
Vannes	LFRV_FIS_TWR	-
Saint-Nazaire	LFRZ_TWR	Controls HSTN (Saint Nazaire CH)

4. ATS DELEGATION

No ATS delegation is applicable.

5. COORDINATION PROCEDURES – DEP & ARR

Coordination procedures between the ACC positions of Brest and the underlying 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.

The coordination between approach positions (APP) and tower positions (TWR) is left at the controllers' initiative.

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.

5.1. IROISE APP

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRB	–	FL190	–	LFRB_APP → LFRR_CTR	–
LFRQ	–	FL190	–	LFRB_APP → LFRR_CTR	–

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFEC	–	FL200	IAF	LFRR_CTR → LFRB_APP	–
LFRB	ANLEV	FL200	SOPEX	LFRR_CTR → LFRB_APP	–
	LENSU		ERCOZ		
	QPR		ERCOZ/ BODIL		
	ROSPO		BODIL		
LFRO	–	FL200	IAF	LFRR_CTR → LFRB_APP	–
LFRQ	–	FL200	IAF	LFRR_CTR → LFRB_APP	–
LFRU	–	FL200	IAF	LFRR_CTR → LFRB_APP	–

5.2. LANDI APP

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRJ	–	FL190	–	LFRJ_APP → LFRR_CTR	–

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFRJ	–	FL200	IAF	LFRR_CTR → LFRJ_APP	–

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5.3. LANVEOC APP

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRL	–	FL190	–	LFRL_APP → LFRR_CTR	–

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFRL	–	FL200	IAF	LFRR_CTR → LFRL_APP	–

5.4. LORIENT APP

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRH	–	FL190	–	LFRH_APP → LFRR_CTR	–

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFRH	–	FL200	IAF	LFRR_CTR → LFRH_APP	–

5.5. NANTES APP

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRS	–	FL190	–	LFRS_APP → LFRR_CTR	–
LFRZ	–	FL190	–	LFRS_APP → LFRR_CTR	–

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFEY	–	FL200	IAF	LFRR_CTR → LFRS_APP	–
LFJR	–	FL200	IAF	LFRR_CTR → LFRS_APP	–
LFOU	–	FL200	IAF	LFRR_CTR → LFRS_APP	–
LFRI	–	FL200	IAF	LFRR_CTR → LFRS_APP	–
LFRM	–	FL200	IAF	LFRR_CTR → LFRS_APP	–
LFRS	LUGEN/MANAK/LUSON	FL200	LAROK	LFRR_CTR → LFRS_APP	–
LFRS	EPIXO	FL200	NORMI	LFRR_CTR → LFRS_APP	–
LFRS	ERBIN/RIMON/GODAN	FL200	NITEM	LFRR_CTR → LFRS_APP	–
LFRS	VALAX	FL200	NEDAN	LFRR_CTR → LFRS_APP	–
LFRV	–	FL200	IAF	LFRR_CTR → LFRS_APP	–
LFRZ	–	FL200	IAF	LFRR_CTR → LFRS_APP	–

5.6. RENNES APP

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFRN	Nord/TABIL	FL190	–	LFRN_APP → LFRR_CTR	–
LFRD	GODAN	FL110	–	LFRN_APP → LFRS_APP	
LFRG	NEVIL/LUSIT/CAN	FL190	–	LFRN_APP → LFRR_CTR	–
LFRK	DPE/LISEU/LGL/ETRAT/ELOX	FL110	–	LFRN_APP → LFFF_CTR	

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFOV	–	FL200	IAF	LFRR_CTR → LFRN_APP	–
LFRD	–	FL200	IAF	LFRR_CTR → LFRN_APP	–
LFRN	DIN/UPALO	FL200	LUVOP	LFRR_CTR → LFRN_APP	–
	PEPAL/GILRA		SAMPO		
	TABIL	<FL200	VAKSI	LFRS_APP → LFRN_APP	
	OGLOT		ENOKI		
LFRT	–	FL200	IAF	LFRR_CTR → LFRN_APP	–
LFOH	–	FL200	IAF	LFRR_CTR → LFRN_APP	–
LFRC	–	FL200	IAF	LFRR_CTR → LFRN_APP	–
LFRG	–	FL200	IAF	LFRR_CTR → LFRN_APP	–
LFRK	–	FL200	IAF	LFRR_CTR → LFRN_APP	–

6. CONTRIBUTIONS

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

7. CHANGELOG

Version	Date	Changes
9.0	16/05/2024	- New format - TMA and FIS of Deauville deleted - Rennes TMA updated - ARR and DEP of Rennes updated
9.1	28/11/2024	- Add precisions on TMA 1 Nantes airspace delegation to Nantes TWR
9.2	20/02/2025	- ARE replaced by ERCOZ