



Letter of Agreement (LoA)

Brest ACC (LFRR)

Name: LoA-LFRR_EN

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1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied in **Brest ACC** and **Brest FIR APP** 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

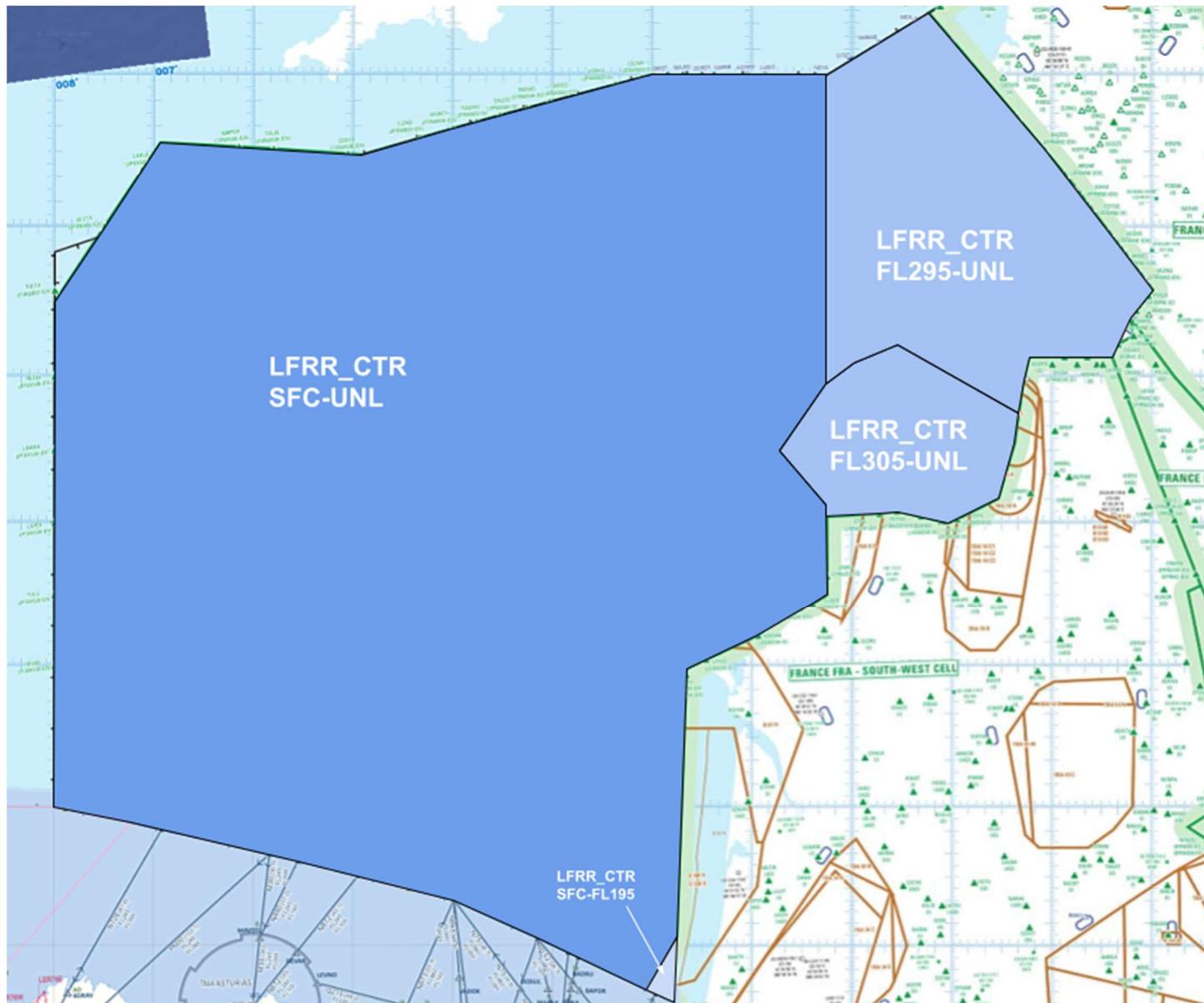
2.1. Airspace structure and classification within the Area of Common Interest

2.1.1. 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. LFRR ACC



The Brest ACC sectorisation is described in the picture above.

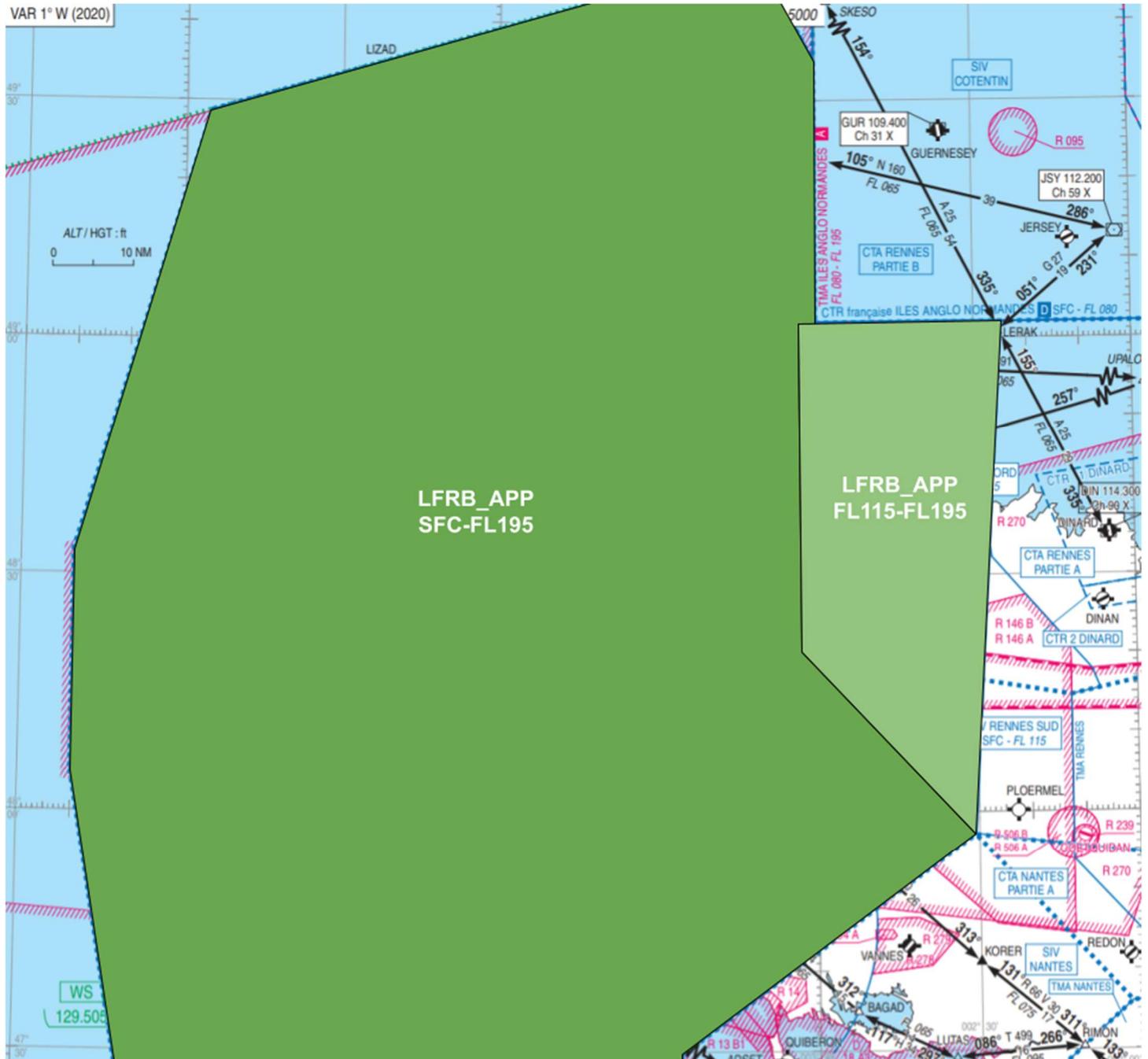
The positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Brest Control	LFRR_CTR	132.830	

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2.2.2. Iroise APP

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



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

Position	Identifier	Frequency	Remarks
Primary Sectors			
Iroise Approach	LFRB_APP	125.860	

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2.2.4. Rennes APP

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



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

Position	Identifier	Frequency	Remarks
Primary Sectors			
Rennes Approach	LFRN_APP	134.000	

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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 between LFRR ACC and Iroise APP

Flights departing from Iroise SIV with RFL>195 are transferred by Iroise APP to Brest ACC climbing to FL190. Iroise APP may clear these flights direct to the last waypoint of the SID, or direct to the last waypoint of the flight plan inside Iroise airspace, or direct to UPALO KORER JSY when RFL>195.

Flights with destination Iroise SIV with RFL>195 are transferred by Brest ACC to Iroise APP descending to FL200. Brest ACC may clear these flights direct to the first waypoint of the STAR or direct to the first waypoint of the flight plan inside Iroise airspace.

Flights with destination EGJ* LFRD LFRT overflying Iroise airspace are transferred by Brest ACC to Iroise APP descending to FL200 on route to the last waypoint inside Iroise airspace.

In case of conflict between a departure and an arrival at the interface between Brest ACC and Iroise APP, a coordination shall be initiated to determine who is in charge of the conflict and new transfer conditions.

3.2.2. Flights between LFRR ACC and Nantes APP

Transits on airway A5 are transferred on the airway at their RFL.

Flights departing from Nantes SIV are transferred by Nantes APP to Brest ACC climbing to FL190.

Nantes may clear these flights direct to the last waypoint of the flight plan inside Nantes airspace.

In case of LF-R49H, Nantes APP makes sure the flight can reach FL200 minimum at LUGEN. If not or if the flight may enter LF-R49H, Nantes APP coordinates the flight to Cognac APP to allow transit in the restricted area. If the transit is not possible, Nantes APP will request a higher transfer Flight Level to Brest ACC and vectors the flight to avoid the active area.

Traffic with destination Nantes SIV is transferred by Brest ACC to Nantes APP descending to FL200.

Arrivals to LFRS are transferred on the STAR (*C if QFU 03 or *D if QFU 21).

Arrivals to LFRZ are transferred on route to NORMI ERBIN RIMON GODAN or NTS.

Arrivals to LFRN via OGLOT-ENOKI are transferred on route to OGLOT.

Arrivals to LFRH are transferred on route to RODSA or NTS.

Arrivals to LFBI LFBL LFBU LFBG via LUGEN-ABSIE are transferred on route to LUGEN.

Arrivals to LFBH via NTS-TIRAV-LUSON are transferred on route to NTS.

Arrivals to LFDN LFDY LFXB via NTS-TIRAV-LUSON are transferred on route to LUSON.

Arrivals to LFOV via ANG are transferred on route to ANG.

Arrivals to LFRD LFRT (and other airfields outside Nantes SIV) via Nantes airspace are transferred on route to the last FPL waypoint inside Nantes airspace.

Arrivals to other airfield of Nantes SIV are transferred on route to the first FPL waypoint inside Nantes airspace.

In case of conflict between a departure and an arrival at the interface between Brest ACC and Nantes APP, a coordination shall be initiated to determine who is in charge of the conflict and new transfer conditions.

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3.2.3. Flights between LFRR ACC and Rennes APP

Flights departing from Rennes SIV are transferred by Rennes APP to Brest ACC climbing to FL190.

Traffics with destination Rennes SIV are transferred by Brest ACC to Rennes APP descending to FL200 on route to the first waypoint inside Rennes airspace.

Traffics with destination EGJ* via SENLO BEVAV EKRAS are transferred to Rennes APP on route to these waypoints descending to FL200.

Traffics with destination LFRK LFRM LFAC LFAQ LFAT LFAV LFAY LFQQ LFQO LFQT via CAN are transferred to Rennes APP on route to CAN descending to FL200.

Traffics with destination LFOT LFOE via Rennes airspace are transferred on route to the last FPL waypoint inside Rennes airspace descending to FL200.

Traffics departing EGJ* with destination Paris TMA are limited to FL190 maximum, they shall not enter Brest ACC.

3.2.4. Flights between Iroise APP and Nantes APP

Transits on R66 H34 V30 T499 airways are transferred at an even Flight Level from Nantes to Iroise and at an odd Flight Level from Iroise to Nantes.

Departures and arrivals to LFRV and LFRH shall be coordinated to determine the transfer conditions (waypoint and level). In case of conflict at the interface between Iroise APP and Nantes APP, a coordination shall be initiated to determine who is in charge of the conflict and new transfer conditions.

3.2.5. Flights between Iroise APP and Rennes APP

Transits on T120 airway are transferred by Rennes APP to Iroise APP at an even Flight Level.

Transits on G27 (FL<115) airways are transferred at an odd Flight Level from Rennes to Iroise and at an even Flight Level from Iroise to Rennes.

Transits on Y491 airway are transferred from Iroise to Rennes at an odd Flight Level.

The compatibility of flights at LERAK is ensured by allocation of Flight Levels. Iroise uses FL140 or FL160 on G27 to LERAK, Rennes uses FL180 and FL120 on T498 to LERAK. These flights are directly transferred to Jersey APP.

3.2.6. Fights between Nantes APP and Rennes APP

Nantes is responsible for the compatibility of traffics converging to NAMAR via A53 and V20 (east to west) below FL115. Rennes is responsible for the compatibility of traffics converging to NAMAR via A53 and V20 (west to east) below FL115. When LF-R7B is active, only flights on airway V20 (SABLE-REN) are allowed inside the area after coordination. For flights from Nantes to Rennes, Nantes is responsible for the coordination, and vice-versa.

3.2.6.1. Flights from Nantes APP to Rennes APP

Transits via T497 (BALNI if FL<115, RINSO if FL>115) T501 (ENOKI) V20 (NAMAR) and A53 (NAMAR) airways are transferred at an even Flight Level. After coordination, Rennes APP can delegate the part of A53 airway between NAMAR and OBATO to Nantes APP in order to reduce the number of frequency changes. Traffic on T15 airway below FL115 between ARDOD and RODSA will systematically be coordinated by Nantes APP to Rennes APP as this airway is close to the boundary.

Traffics with destination LFRN via ENOKI are transferred on route to ENOKI descending to FL120 released down to FL100. Traffics with destination LFRN via VAKSI are transferred on route to VAKSI descending to FL160.

3.2.6.2. Flights from Rennes APP to Nantes APP

Transits via A25 (GODAN) R14 (BALNI) V20 (SABLE if FL<115 and TABIL if FL>115) A5 (ARDOD with FL<115) airways are transferred at an odd Flight Level, transits via A53 (OBATO) airway are transferred at an even Flight Level.

Traffics departing from LFRN via GODAN are transferred to Nantes APP climbing to FL110 or at an odd RFL if RFL<115. Traffics departing from LFRN via TABIL are transferred on route to VAKSI climbing to FL150. If the flight may not reach FL150 before VAKSI, Rennes APP shall initiate a coordination. Departures from LFOV via OBATO SABLE or Southbound are transferred to Nantes APP climbing to FL110 (or RFL if RFL<115).

4. Contributions

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

5. Changelog

Version	Date	Changes
V10.0	19/03/2026	<ul style="list-style-type: none">- New Format- Conditions of exchange- LFRR ACC airspace