

**Subject : Modification of Area LF-R 29 "Ile Longue" entry conditions and routes**

**With effect : From 23 April 2020 au 21 avril 2021**

Location: FIR : Brest LFRR - AD : Brest Bretagne LFRB, Lanvéoc Poulmic LFRL, Quimper-Pluguffan LFRQ, Ouessant LFEC, Landivisiau LFRJ.

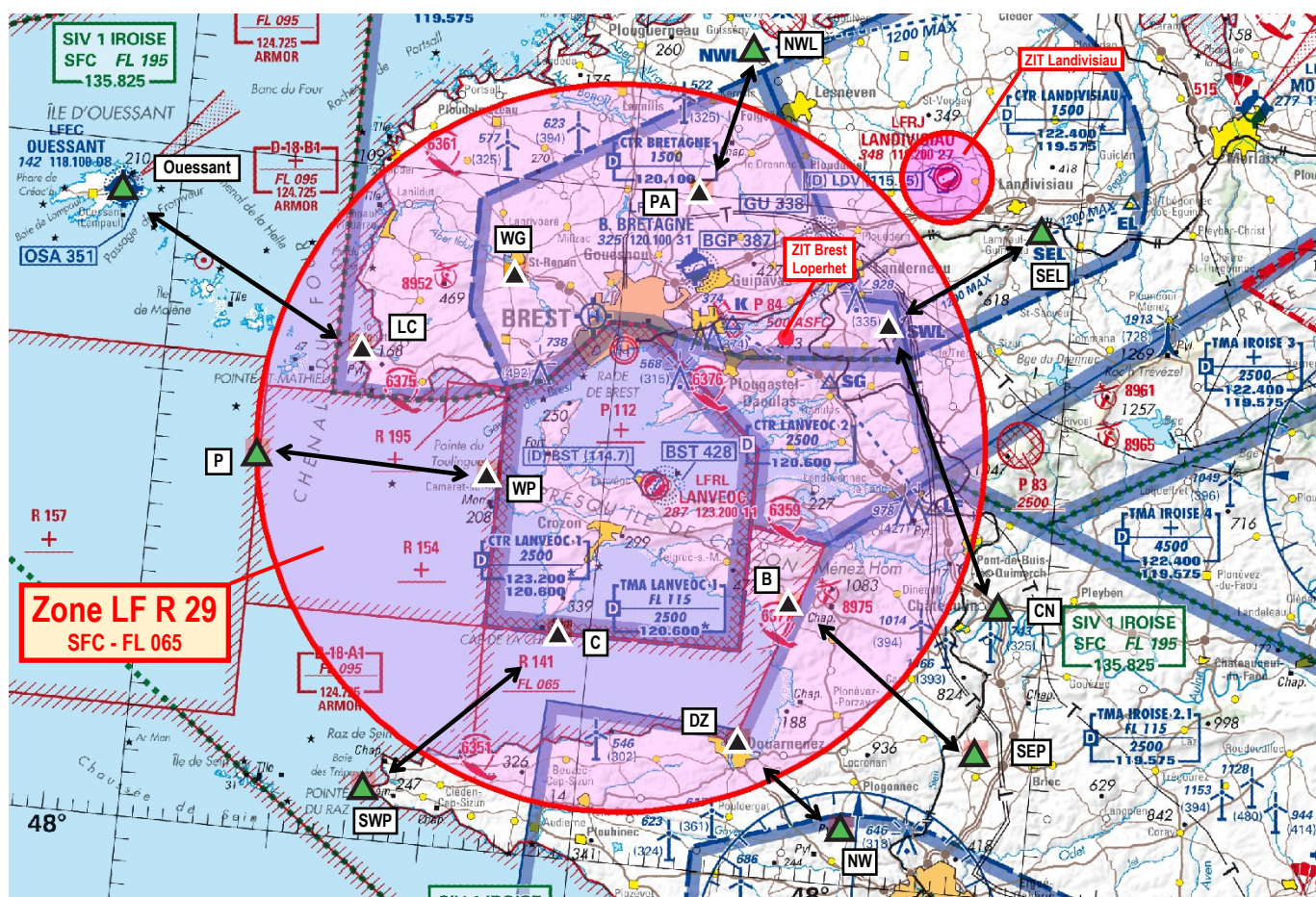
To increase protection of MIL installations over Brest bay, an airspace plan has been created. This plan features temporarily inactive area LF-R 29 Ile Longue (see AIP France ENR 5.1), and conditions of use of airspace and aerodromes that must be complied with.

When it is activated, the provisions in this AIP SUP supersede the provisions concerning Area LF-R 29 published in « AIP France » ENR 5.1.

Area LF-R 29 can be activated by NOTAM in the conditions described below.

For all ACFT flying in this Area, Air Traffic Flow regulation measures, which could go as far as temporary suspension of flights, may be implemented by MIL authorities.

The complete airspace plan, including the Area description and entry conditions, the airspace conditions of use and their consequences on the use of some aerodromes and aeronautical activities included in this Area, is described below.



From 1 / 500 000 IGN map 2020 edition

#### DATES AND TIMES OF ACTIVITY

Activation of LF R 29 by NOTAM with 48-hour prior notice when activated for security reasons, and 7-day prior notice (on a working day) before 1100 UTC (SUM : - 1 HR) if activated as part of an exercise or training.

## USER INFORMATION

Actual time slots provided by :

Lanvéoc APP :	120.600 MHz
Landi APP / INFO :	122.400 MHz
Iroise APP :	119.575 MHz
Iroise INFO :	135.825 MHz
Bretagne TWR :	120.100 MHz
ARMOR :	124.725 MHz
Ouessant INFO:	118.100 MHz
Morlaix INFO:	118.500 MHz
RAKI INFO (Cinq Mars la Pile CRC) :	143.550 MHz / 317.500 MHz
RAKI Surveillance :	frequency announced on the NOTAM activating Area LF-R 29

## MANAGING AUTHORITIES

RAKI (*Cinq Mars La Pile Control and Reporting Centre - CRC*) or back up CRC

## STATUS

When it is active, Area LF-R 29 coexists with the portions of controlled airspace and replaces the portions of Particular airspace with which it overlaps (except for the airspace listed below, which keep their usual status)

## SERVICES PROVIDED

The ATS services of the class of the controlled airspace with which Area LF-R 29 overlaps, are provided by the usual ATC units.  
Transponder 3/A mandatory.

## LATERAL AND VERTICAL LIMITS

**Lateral limits**

Circle radius 30 km (16.2 NM) centred at : 48°18'30"N - 004°29'06"W

Excluding the portions overlapping with the areas listed below which keep their particular status :

- LF-P 112, LF-P 84 Saint Nicolas, ZIT Loperhet (see AIP SUP available at : [www.sia.aviation-civile.gouv.fr](http://www.sia.aviation-civile.gouv.fr))
- LF-R 141, LF-R 154, LF-R 157 and LF-R 195 (when they are active)

**Vertical limits**

SFC / FL065

## ENTRY CONDITIONS

Entry in AREA LF R 29 is possible for :  
(also read the provisions described in the following pages and APPENDIX I)

<b>Activity 1 :</b> Defense, customs, police, gendarmerie, public safety and EMS (Emergency Med Service- SAMU) ACFT flying as part of their missions.	<b>Yes</b>
<b>Activity 2 :</b> Planned HOSP flights ( <i>MEDEVAC</i> ), and ACFT flying for technical or safety reasons in the Area	<b>Yes</b>
<b>Activity 3 :</b> IFR GAT bound for or departing from Brest-Bretagne LFRB, Quimper-Pluguffan LFRQ and Ouessant LFEC.	<b>Yes</b> For <u>scheduled</u> commercial activities only. IFR private or training flights are not authorized.  However, if Area LF-R 29 is activated as part of an exercise or training ( <i>see activation NOTAM</i> ), priority private or training flights bound for or departing from LFRB or LFEC may be allowed, upon request to « C2A2 ».
<b>Activity 4 :</b> IFR GAT or OAT I bound for or departing from Lanvéoc-Poulmic LFRL and Landivisiau LFRJ.	<b>Yes</b> For priority activities only. Private or training IFR or OAT I may be suspended.
<b>Activity 5 :</b> VFR GAT or V OAT locally-based ACFT, bound for or departing from Lanvéoc-Poulmic LFRL.	<b>Yes</b> For ACFT with authorization to fly in Area P 112 and as part of a priority activity only. Training flights may be suspended.
<b>Activity 6 :</b> VFR GAT or V OAT locally-based ACFT, bound for or departing from Brest-Bretagne LFRB or Ouessant LFEC	<b>No</b> However, if Area LF-R 29 is activated as part of an exercise or training ( <i>see activation NOTAM</i> ), priority flights bound for or departing from LFRB or LFEC may be allowed, upon request to « C2A2 ».

## Additional measures for all flights

All flights should comply with the provisions of paragraph "Safety measures" of this AIP SUP.

The entry conditions in Areas LF-P 112, LF-P 84 Saint Nicolas, ZIT Loperhet (*AIP Sup available at : [www.sia.aviation-civile.gouv.fr](http://www.sia.aviation-civile.gouv.fr)*), LF-R 141, LF-R 154, LF-R 157 and LF-R 195 are not modified. The additional conditions below apply :

For activities authorized in Area LF-R 29 :

1 - IFR GAT / I OAT departing from or bound for Lanvéoc-Poulmic only :

- ▶ **a flight intention must be filed with C2A2,**
- ▶ Air Traffic Flow regulation measures, which could go as far as temporary suspension of flights, may be implemented by MIL authorities.

2- VFR GAT / V OAT :

- ▶ for all flights : **a flight intention must be filed with C2A2,**
- ▶ Transits are prohibited,
- ▶ entry in Area LF-R 29 is possible only after radio contact with "*RAKI SURVEILLANCE*" on a FREQ specified by NOTAM, and **squawk 3/A transponder code transmitted by C2A2**, 5 minutes before the entry points specified below.  
Radio contact must be kept throughout the flight in Area LF-R 29, except different ATC clearance.
- ▶ The activities above may be suspended without prior notice by MIL authorities.
- ▶ The usual entry conditions for Area P 112 still apply.

**mode A transponder mandatory** (*mode 3/A code required*).

- ▶ Airspace users are invited to consult daily the modification or additional NOTAMs that may be published.

## Activities suspended :

**All sporting and recreational activities** (with or without winching) of model ACFT, aerial work (*VFR or IFR*), aerobatics, parachuting, gliding and motor-gliding, paragliding (*with or without motor*), ULM, gyroplanes, hang gliding, airships, balloons, lantern or rocket release, and any other flying device (*whether powered or not*), manned or unmanned (*drones*), **are prohibited during activation time slots, except for those with special authorization from « CDAOA » (MIL authorities).**

**VISUAL PROCEDURES FOR ENTERING AND FLYING IN AREA LF-R 29**

Visual arrivals and departures must be flown via the entry and exit points defined below.

ACFT using any another route will be considered as a potential threat, except if they were authorized by MIL authorities

Once inside of Area LF-R 29, the usual VFR routes are **mandatory**, except otherwise instructed by ATC.

**1- Entry and exit points for Area LF-R 29 :**

In addition to the points of AIP France VAC AD 2 LFRB, LFEC, LFRQ and MILAIP France « à vue » AD 2 LFRL, the following VFR points are created for entering and exiting Area LF-R 29 :

Point	Coordinates	Location	Description
SEP	48°06'28"N - 004°03'46"W	Landrévarzec, intersection of roads RD61/RD770	Entry and Exit for Lanvéoc only.
P	48°16'49"N - 004°53'10"W	10.3 Nm West of « Pointe du Toulinguet »	Entry and Exit for Lanvéoc only.
CN	48°12'53"N - 004°03'05"W	Châteaulin, RN164/RN165 interchange	Entry and Exit for Brest-Bretagne only.

The existing points below are used for entering and exiting Area LF-R 29 :

Points	Coordonnées	Nom	Caractéristiques
Ouessant	48°27'48"N - 005°03'49"W	LFEC ( <i>Ouessant</i> ) ARP	Entry and Exit for transits between Ouessant and Brest-Bretagne only.
NWL	48°36'37"N - 004°22'44"W	Kerdroc, intersection of roads RD25/RD38	Entry and Exit for Brest-Bretagne only.
SEL	48°29'40"N - 004°02'30"W	Lampaul Guimiliau	Entry and Exit for Brest-Bretagne only.
NW	48°02'35"N - 004°12'15"W	Guengat	Entry and Exit for transits between Quimper and Lanvéoc only.
SWP	48°02'30"N - 004°44'00"W	Pointe du Raz	Entry and Exit for Lanvéoc only.

**Note** : entries above 500 ft AGL should be preferred to be sure of good radio contact with "RAKI SURVEILLANCE".

**Route LF – SG not available**

**2- Identification for aviation safety reasons**

**For identification**, radio contact must be made with ATS before start up for a departure, and, for an arrival, with "RAKI SURVEILLANCE" (*FREQ published in the activation NOTAM*) five minutes before the entry point in Area LF-R 29 using the 3/A transponder code given by C2A2 when the flight intention was filed ; squawk this transponder code before entering Area LF R 29.

**2.1- Special provisions for Brest-Bretagne**

**Route LF – SG not available**

The route Ouessant – LC – WG - Brest is reserved for transits between Brest-Bretagne and Ouessant only (upon authorization as stated in paragraph « Safety Measures »)

a) for arrivals / departures :

- via the North : NWL
- via the East : SEL
- via the South : CN
- via the West : OUessant

c) aerodrome circling :

Southern aerodrome circling at Brest-Bretagne is suspended when Area R 69 is active.

**2.2- Special provisions for Ouessant**

The route Ouessant – LC – WG - Brest is reserved for ACFT transiting between Brest-Bretagne and Ouessant only (upon authorization as specified in paragraph « Safety Measures ») ; all other ACFT must avoid Area LF-R 29.

**3- Radio or transponder failure**

An ACFT having a radio or/and transponder failure is considered as a potential threat. Therefore, if a failure occurs :

- out of Area LF-R 29 : the ACFT under VFR or OAT V will not be cleared into LF-R 29 and will have to land at an AD located out of Area LF-R 29 (*except emergency*)
- within LF-R 29 : the ACFT under VFR or OAT V will proceed on their route following the mandatory routes published. The Brest Bretagne radiocommunication failure procedure applies.

Remark : ATC informs Cinq Mars la Pile CRC (*or back up CRC*) at once if they lose contact with an ACFT in class D airspace.

## SAFETY MEASURES

The conditions for requesting access to Prohibited Area LF-P 112 are not modified, the flying authorization (« APS » « *Autorisation Préalable de Survol* ») must appear in box 18 of the FPL and in the flight intention.

Additional restrictions may be implemented in real time by MIL authorities for aviation safety reasons.

**1- Flight planning**

Filing a FPL is **mandatory** for all ACFT flying in Area LF-R 29, except special cases detailed in APPENDIX I.

The FPL must be transmitted to the usual addresses, and to the following addresses :

LFXOYWYX, LFBWYWYX, LFXVYWYX and LFXVYWZQ.

**2- Flight intentions – « Cellule de Coordination de l'Activité Aérienne » (« C2A2 »)**

For safety and coordination with MIL activities, ACFT (manned or unmanned) with authorization to fly inside of Area LF-R 29 must file a flight intention with « C2A2 » (the table in APPENDIX I lists the flights who must file a flight intention) in accordance with the following provisions :

- for activities which can be planned :

By e-mail to « C2A2 » as early as possible, and by phone before take off on the day of flight to get a 3/A transponder code,

- for activities which can not be planned (*emergencies*) :

The operation office of the concerned airliners or units must contact « C2A2 » as soon as Area LF-R 29 active to give the list of ACFT which may fly in Area LF R 69 (public safety, Emergency Med Service (SAMU), ...)

- for a departure : by phone to « C2A2 » before start up to inform of their route and get a 3/A transponder code.
- for an arrival : radio contact must be made with «RAKI SURVEILLANCE » 5 minutes before the entry point in Area LF-R 29, and indicate the information needed in a flight intention, and their position, heading and altitude.

Squawk the 3/A transponder code given by « C2A2 » when the flight intention was filed before entering Area LF-R 29.

The information to give in the flight intention are as follows :

- ◆ call sign, registration
- ◆ number and type of ACFT
- ◆ estimated times of departure, over the points in Area LF R 29 and arrival
- ◆ type of mission, names of passengers, functions of VIP on board
- ◆ handling company at Brest-Bretagne
- ◆ phone number of pilot in command

Send flight intention to : e-mail specified in activation NOTAM

**3- Special provisions for ACFT based at Lanvéoc-Poulmic**

Flight intentions for ACFT based at Lanvéoc-Poulmic will be directly managed between the operations of the Lanvéoc naval air base and « C2A2 ». Any change will have to be directly transmitted to « C2A2 » by the pilot in command.

## RELEVANT AUTHORITIES CONTACT DETAILS

**Out of activation time slots**

For any information about aviation safety :

Commandement de la Défense aérienne et des Opérations aériennes  
Sous-chefierie défense aérienne – bureau action aérospatiale de l'Etat  
Division DPSA  
Base Aérienne 942 de Lyon Mont-Verdun  
BP19  
69579 LIMONEST CEDEX  
Phone : +33(0)4.69.84.47.58 ou +33(0)4.26.59.90.86

**During activation**

For information and flight planning (flight intentions) and/or activation of urgent missions :

« C2A2 » (COM BREST)  
e-mail / phone : see activation NOTAM

For information about particular airspace :

Cinq Mars la Pile CRC - Chef contrôleur: phone : +33(0)2 47 96 28 63 ou 30 00 - Fax : +33(0)2 47 96 28 62

**Appendix I****Special provisions by activity and aerodrome**

	Entry in Area LF-R 29 possible	FPL required	Flight intention	Remarks
<b>Activity 1 :</b> Defense, customs, police, gendarmerie, public safety and EMS ( <i>Emergency Med Service- SAMU</i> ) ACFT flying as part of their missions.	<b>YES</b>	<b>NO</b>	<b>YES (1)</b>	Entry in Area LF-R29 <b>only</b> if the avoidance is not compatible with these missions.
<b>Activity 2 :</b> Planned HOSP flights ( <i>MEDEVAC</i> ) and ACFT flying for technical or safety reasons in the Area	<b>YES</b>	IFR GAT / OAT I : <b>YES</b> – usual delay VFR GAT and OAT V : - planned activities (3): <b>YES</b> - delay: 2 HR before eobt (2) - urgent activities : <b>NO</b>		
<b>Activity 3 :</b> IFR GAT bound for or departing from Brest-Bretagne LFRB, Quimper-Pluguffan LFRQ and Ouessant LFEC.	<b>YES</b> For <u>scheduled</u> commercial activities only. IFR private or training flights are not authorized.	<b>YES</b> : usual delay	<b>NO</b>	on published routes or routes authorized by usual ATC units.
<b>Activity 4 :</b> IFR GAT or OAT I bound for or departing from Lanvéoc-Poulmic LFRL and Landivisiau LFRJ.	<b>YES</b> For <u>priority</u> activities only. IFR or OAT I private or training flights are suspended.	<b>Usual rules</b>	<b>YES (4)</b>	on published routes or routes authorized by usual ATC units.
<b>Activity 5 :</b> VFR GAT or V OAT bound for or departing from Lanvéoc-Poulmic LFRL.	<b>YES</b> For ACFT with authorization to fly in Area P 112 and as part of a <u>priority activity</u> only. Training flights may be suspended.	<b>Usual rules</b>	<b>YES (1)</b>	Radio contact with " <i>RAKI SURVEILLANCE</i> " must be established 5 min before entering Area LF-R 29
<b>Activity 6 :</b> VFR GAT or V OAT bound for or departing from Brest-Bretagne LFRB or Ouessant LFEC	<b>NO</b> However, if Area LF-R 29 is activated as part of an exercise or training (see activation NOTAM), priority flights bound for or departing from LFRB or LFEC may be allowed, upon request to « C2A2 ».	<b>YES</b> - delay : 2 hours before EOBT (2)	<b>YES (1)</b>	Radio contact with " <i>RAKI SURVEILLANCE</i> " must be established 5 min before entering Area LF-R 29

(1) Safety measures : see paragraph "*SAFETY MEASURES*".

(2) the FPL must be sent to the usual addresses, and to the following addresses : LFXOYWYX, LFBWYWYX, LFXVYWYX, LFXVYWZQ and LFPJZXVB  
ACFT flying aerodrome circlings and ACFT based at Brest Bretagne and Lanvéoc-Poulmic need not file a FPL.

(3) or activities which can not be planned on the day before – and are not urgent.

(4) For flights bound for or departing from Landivisiau not entering Area P 112, filing a flight intention is not mandatory.