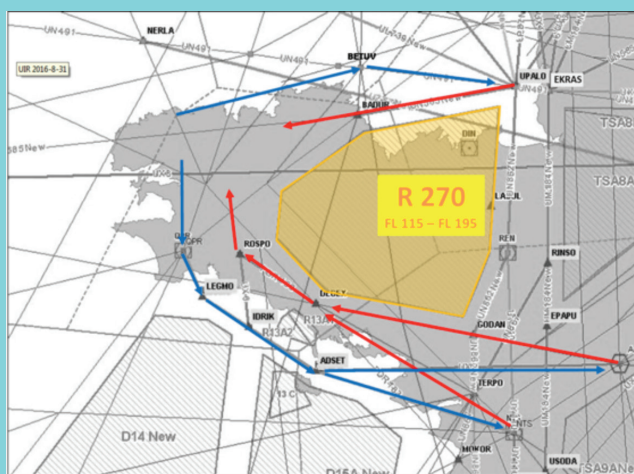


# CREW BRIEFING

## NEW ARRIVAL AND DEPARTURE ROUTES FOR BREST BRETAGNE AND QUIMPER DUE TO NEW MILITARY AREA R 270

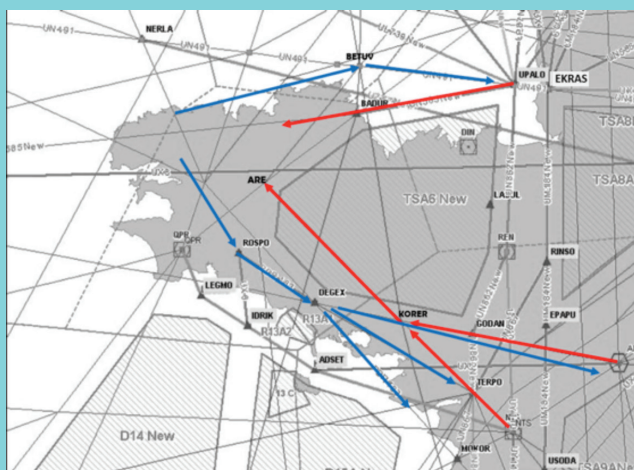
A flexible system to correspond to the new airspace needs of the French defense and match the real-time concept of operations used by the Brest Bretagne Air Traffic Services

### R270 ACTIVE



- For South-East trajectories, ATC will provide clearance on contingency routes.
- No change expected for trajectories to/from the northeast.
- Departure route via QPR, is 18 NM longer than route via ROSPO when R270 is inactive.
- Arrival route via NTS ROSPO is 8 NM longer than route NTS KORER ARE when R270 is inactive.

### R270 INACTIVE



- No change

Disclaimer: The pieces of information provided are only indications and are not exhaustive. We do our best to keep them updated. They are a valuable complement for flight preparation but they cannot and should not replace legal aeronautical information contained in the AIP France (Aeronautical Information Publication), AIP supp, AIC (Aeronautical Information Circular) and NOTAM.

## MISCELLANEOUS



Airways in red have been suppressed as they were not used and did not affect the operations when R270 was inactive.

Creation of two way points to replace KOKOS: UPALO (KOKOS west) and EKRAS (KOKOS east)

### RNAV 1 STARS ONLY

The new published system will allow airlines to file what they usually fly. Omnidirectional arrivals available to LN, GU and ARE Initial Approach Fixes (IAF).

### AIRSPACE MANAGEMENT

R270 is managed following the Flexible Use of Airspace (FUA) principles as defined today in France. R270 must therefore be booked with a 24h advanced notice. Activation will be known to customers through AUP/UUP available on the NOP portal.

### MAXIMUM ACTIVITY TO EXPECT

From Monday to Friday / 5 hours daily maximum with 1 hour activity slots minimum to facilitate airlines flight planning.

### WHY CHANGE THE ARRIVAL/DEPARTURE ROUTE SYSTEM?

R270 (FL115/FL195) is a newly restricted military area that notably participates in the creation of a High Altitude/Low altitude transition airspace with the Temporary Segregated Area (TSA) 6.

The introduction of the RAFALE aircraft in the French army fleet changes the military airspace needs in terms of training for location (need for large training areas over land), dimension (up to 100NM needed for combat training) and possibly time periods of activity.

### BREST ID CARD

80% of the traffic to and from the south west (via NTS or QPR)

In 2016: 15 801 IFR movements for 1 011 687 passengers.

Runway capacity: 12 IFR movements per hour.

25 ATCOs to ensure H24 ATS.



55%



7%



7%



5%



4%



4%

The proximity of the military airfield of Landivisiau can affect the Brest Bretagne runway throughput. Both approach axis are only separated by 2 NM and cannot be independent. Traffic to these destinations is considered as using a single axis and will be sequenced accordingly.