

LETTER OF AGREEMENT

between

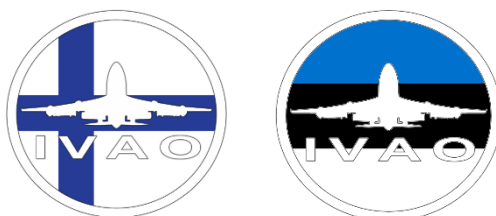
Helsinki FIR**Tallinn FIR**

Helsinki Control

and

Tallinn Control

Version 1.3 Effective: 23/04/2020

**1. General.****1.1 Purpose.**

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Helsinki FIR and Tallinn FIR when providing ATS to General Air Traffic.

These procedures are supplementary to those specified in IVAO divisional documents.

1.2 Validity.

This Letter of Agreement becomes effective 23/04/2020

Fritz Langhammer
Nordic Region ATC Coordinator

n/a
Helsinki FIR Chief

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2. Areas of Responsibility for the Provision of ATS.

2.2 Areas of Responsibility.

The lateral and vertical limits of the respective areas of responsibility are as follows:

2.2.1 Helsinki FIR.

Lateral limits: 601130N 0190512E - 601803N 0190756E - 610000N 0191905E -
614000N 0193000E - 631000N 0201000E - 632830N 0204000E -
633700N 0213000E - 644100N 0225500E - 653148N 0240824E -
further clockwise along the state border to the point - 690336N 0203255E -
further clockwise along the state border to the point - 690307N 0285545E -
further clockwise along the state border to the point - 601201N 0271735E -
600800N 0263300E - 595830N 0260642E - 595300N 0255200E -
595430N 0252000E - 595300N 0245100E - 590000N 0210000E -
591524N 0203239E - 593346N 0195859E - 601130N 0190512E

Vertical limits: GND-UNL

2.2.2 Tallinn FIR.

Lateral limits: 592818N 0280236E -
further clockwise along the state border to the point - 573103N 0272105E -
further clockwise along the state border to the point - 575300N 0242200E -
575228N 0242124E - 575502N 0241540E - 575357N 0241234E -
575357N 0233604E - 574658N 0233855E - 574011N 0233456E -
573538N 0232422E - 573511N 0231051E - 574208N 0225957E -
574650N 0225428E - 575627N 0224227E - 575539N 0223501E -
574645N 0220836E - 574458N 0215458E - 574547N 0215034E -
574712N 0214300E - 575124N 0213848E - 575342N 0213648E -
580700N 0212900E - 582448N 0203834E - 590000N 0210000E -
595300N 0245100E - 595430N 0252000E - 595300N 0255200E -
595200N 0255830E - 593642N 0273812E - 592818N 0280236E

Vertical limits: GND-UNL

3. Procedures.

3.1 The procedures to be applied by Helsinki Control and Tallinn Control are detailed in the Annexes to this Letter of Agreement:

3.2 These procedures shall be promulgated to the Air Traffic Control Officers of the ATS units concerned.

3.3 **Temporary Deviations.**

When necessary, the Chief of the FIR concerned may introduce, by mutual agreement and for a specified time period, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement.

Helsinki Control

Tallinn Control

Annex A.

Area of Common Interest.

A.1 Airspace Sectorization and Classification within the Area of Common Interest.

A map of all sectors within the Area of Common Interest are shown in Appendix 1.

These sectors are combinations of sectors used in real operations. The sector names does not necessarily match with real sector names.

A.1.1 Helsinki FIR.

Area	Vertical limits	Airspace Classification
Helsinki ACC Sector B	GND-UNL	ABV FL 660: G BTN FL 660 – FL95: C BLW FL 95: G
EFHK TMA Upper	2500ft-FL285	C
EFHK CTA West	FL65-FL95	C

A.1.2 Tallinn FIR.

Area	Vertical limits	Airspace Classification
Tallinn ACC Sector EETTWL	GND-FL365	ABV FL 660: G BTN FL 660 – FL95: C BLW FL 95: G
Tallinn ACC Sector EETTWU	FL365-UNL	
Tallinn ACC Sector EETTFED*	FL115-FL245	C
EETN TMA 1	1700ft-2500ft	C
EETN TMA 2	2500ft-FL115	C
EETN TMA 3	2500ft-FL155	C
EEKA FIZ	GND-5000ft	G

*EETN_F_APP, feeder sector, callsign "Tallinn Radar"

A.2 Cross Border Areas (CBA) within the Area of Common Interest.

Not applicable

A.3 Functional Airspace Block.

A map of the NEFAB FRA within the Area of Common Interest is shown in Appendix 2.

Area	Vertical limits	Airspace Classification
NEFAB FRA	GND-UNL	Not applicable

A.4 Delegated Airspace within the Area of Common Interest.

Not applicable

A.5 Special Areas within the Area of Common Interest.**A.5.1 Helsinki FIR.**

EFD101, EFD102, EFD103, EFD104, EFD105, EFD106, EFD107, EFD109, EFR 101, EFR102, EFR103, EFR104, EFR105, EFR106, EFR107, EFR76, EFTRAA05, EFTRAA06, EFTRAB04, EFTRAB01

Helsinki Control shall inform Tallinn Control of the activity of prohibited, restricted or danger areas within the Area of Common interest. Helsinki Control shall also inform Tallinn Control of any active Military exercise or training areas in the vicinity of the transfer of control point.

A.5.2 Tallinn FIR.

EED23, EETSA17

Tallinn Control shall inform Helsinki Control of the activity of EED23 and EETSA17.

Helsinki Control

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Annex B. Procedures for Coordination.

B.1 General Conditions for Acceptance of Flights.

- B.1.1 Flights shall be considered to be maintaining the coordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by the use of IVAC label markings or by verbal coordination.
- B.1.2 If the accepting ATS Unit cannot accept a flight offered in accordance with the conditions specified above, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.
- B.1.3 For any proposal deviation from the conditions specified in this Annex, the transferring unit shall initiate an Approval Request, and request a new clearance limit.
- B.1.4 The accepting ATS Unit shall not notify the transferring ATS Unit that it has established ground-air communications with the transferred aircraft unless specifically requested to do so. The Accepting Unit shall notify the Transferring Unit in the event that communications with the aircraft is not established as expected.

Reference: ICAO Doc 4444, Chapter 10, Paragraph 10.1.2.4.3:

B.2 Means of Communications and their Use.

B.2.1 Equipment.

The following lines for communication are available between Helsinki Control and Tallinn Control:

Line Type	Amount	Additional Information
IVAO Nordic Region Discord	1	
IVAO Nordic Region TeamSpeak	0	<i>Not applicable</i>
IVAC Software COMMBBox	1	<i>Text coordination</i>

B.2.2 Verbal Coordination.

Communication and coordination between Helsinki ATS-units and Tallinn ACC is essential for arriving traffic in both Helsinki-Vantaa and Lennart Meri Tallinn aerodromes.

All verbal communications between non-physically adjacent controllers should be terminated with the initials of both parties concerned.

B.3 ATS Routes, Coordination Points and Level Allocation.

Available ATS routes, Coordination Points and Flight Allocations to be applied, unless otherwise described in paragraph B.4 of this Annex.

B.3.1 Flights from Helsinki FIR to Tallinn FIR.

ATS Route	COP	Flight Allocation	Special Conditions
	OSTOT	According to semi-circular rules	
	PETOT		
	VALOX		Flights departing EFHK only
	DOBAN		
	KOIVU		Flights departing EFHK only
	BALTI		
	MOHNI		
	RENKU		Flights from EFHK to EETN, EEEI only. MAX FL110

B.3.2 Flights from Tallinn FIR to Helsinki FIR.

ATS Route	COP	Flight Allocation	Special Conditions
	OSTOT	According to semi-circular rules	
	PETOT		
	DOBAN		
	(INTOR)-BALTI		EFHK Arrival routes within EETT FIR (see B4.5)
	MOHNI		
	RENKU		Flights from EFHK to EETN, EEEI only. MAX FL110

B.4 Special Procedures for Flight Allocation.

In case the requested level is below FL95, or if the requested level is not available when reaching the transfer of control point, prior verbal coordination is required. All ATC cross border DCT routings shall be coordinated between Helsinki and Tallinn ATS-units. A proposal for route correction will be initiated by the receiving ATS-unit, either electronically using label COP/XFL fields or by landline.

B.4.1 Flights from Helsinki FIR to Tallinn FIR.

EFHK Flights departing EFHK via KOIVU and VALOX shall be considered climbing to FL280 or requested level if lower, assigned by Helsinki Radar. Departing traffic shall be above FL115 at the transfer of control point. Route restrictions are shown in paragraph B.4.5 of this Annex.

Flights departing EFHK and arriving EETN shall be advised of the arrival runway in use and cleared for the Standard Arrival Route via RENKU, serving the runway in use. Traffic arriving EETN shall be considered descending to FL100, or requested level if lower, and transferred directly to Tallinn Radar. All flights between EFHK and EETN shall be coordinated according to traffic flow.

KOIVU Traffic departing EFHK via KOIVU may be cleared direct TLL by Helsinki Radar.

EETN Flights arriving EETN via DOBAN shall be advised of the arrival runway in use and cleared for the Standard Arrival Route serving the runway in use. Traffic shall be considered descending to FL100, assigned by Helsinki Radar.

If the traffic is not P-RNAV capable, prior verbal coordination with Tallinn Radar is required.

EEEE Flights arriving EEEI shall be coordinated between Helsinki Radar and Tallinn Radar. Traffic shall be transferred directly to Tallinn Radar.

EEKA Flights arriving EEKA, west of COP PETOT, below FL95, shall be instructed to contact Kärda Aerodrome Information (133.400 MHz).

B.4.1.2 Flights departing from Helsinki FIR with requested level at or above FL115:

Flights unable to reach above FL115 at least 5 NM before the transfer of control point shall be coordinated verbally between Helsinki Control and Tallinn Radar.

B.4.1.3 Other actions requiring special procedures for Flight Allocation shall be coordinated verbally between the both parties concerned.

B.4.2 Flights from Tallinn FIR to Helsinki FIR.

EETN, EEEI Flights departing EETN or EEEI via INTOR and MOHNI shall be considered climbing to FL110 or requested level if lower.

Flights departing EETN and arriving EFHK shall be advised of the arrival runway in use and cleared for the Standard Arrival Route via INTOR, serving the runway in use, unless otherwise coordinated. Traffic arriving EFHK shall be below FL115 at the transfer of control point. All flights between EETN and EFHK shall be coordinated according to traffic flow.

EFHK Flights arriving EFHK via INTOR shall be advised of the arrival runway in use and cleared for the Standard Arrival Route via INTOR, serving the runway in use, unless otherwise coordinated. Traffic shall be considered descending FL120 at the transfer of control point, assigned by Tallinn Control or Tallinn Radar (EETTFED) when active. Route restrictions are shown in paragraph B.4.5 of this Annex.

During dependent or independent parallel approaches on runways 04L/R or 22L/R, arriving traffic via INTOR shall expect a clearance to runway 04R or 22L.

If the traffic is not P-RNAV capable, prior verbal coordination with Tallinn Radar (APP) is required.

Tallinn Control or Tallinn Radar (EETTFED) is responsible for EFHK arrival sequencing via INTOR and to establish holding patterns over INTOR, coordinated with Helsinki Radar. Arrivals shall be separated by a minimum of 7 NM before the TMA entry point. Speed Assignments shall be clearly stated in the assigned speed (ASP) label field.

EFTU Flights arriving EFTU with requested level above FL200 shall be considered descending to FL200 at the transfer of control point.

B.4.2.1 Flights departing from Tallinn FIR, except EETN, with requested level at or above FL285:

Flights unable to reach above FL285 at least 5 minutes before the transfer of control point shall be coordinated verbally between Tallinn Control and Helsinki Control.

B.4.2.2 Other actions requiring special procedures for Flight Allocation shall be coordinated verbally between the both parties concerned.

B.4.3 **System based coordination.**

B.4.3.1 Tallinn Control and Helsinki Control utilizes system based coordination.

B.4.3.2 Tallinn FIR and Helsinki FIR ATS software shall contain the following details of the other FIR concerned:

- Coordination points along the transfer of control boundary
- Standard Arrival Routes in EFHK and EETN
- ATS Sector boundaries within the Area of Common Interest
- Significant aerodromes within the Area of Common Interest

B.4.4 **FINEST programme.**

FINEST programme supports the Single European Sky concept being a bi-lateral cooperation programme between Estonian ANS and ANS Finland with the main aim to provide cross-border services in adjacent airspace.

The provision of cross-border services in the cross-border areas will commence no earlier than year 2021-2022.

B.4.5 **EFHK Departure and Arrival routes within Tallinn FIR.**

Departure and Arrival routes are established to and from Helsinki Airport (EFHK). These routes shall be used for flight planning purposes when intending to depart, arrive or transit EFHK TMA. Tallinn ACC and Tallinn APP units are allowed to assign a DCT route to COP INTOR, when arrival sequencing and separation criteria's are met. These routes are managed by Eurocontrol Network Management RAD (Route Availability Document) <https://www.nm.eurocontrol.int/RAD/index.html> .

A map of EFHK departure and arrival routes are shown in Appendix 1 and 2 of this Annex.

Helsinki Control

Tallinn Control

Annex C.

ATS Surveillance Based Coordination Procedures.

C.1 Transfer of Aircraft Identification.

- C.1.1 When discrete SSR codes are used for transfer of identification, they shall be assigned in accordance with Scumari vACC Squawk Generator or Marvinnordic Squawk Generator.
- C.1.2 Any change of SSR code by the accepting ATS Unit may only take place after the AoR boundary.

C.2 Transfer of Communications.

- C.2.1 The transfer of communications shall take place not later than 1 minute and not sooner than 5 minutes before the transfer of control, unless otherwise coordinated.

C.3 Transfer of Control.

- C.3.1 If it becomes necessary to reduce or suspend transfers of control, a 10 minutes prior notification shall be observed, except in emergency situations.
- C.3.2 Any vectoring along the common AoR-boundary needs to be coordinated between the ACC-Units verbally.
- C.3.3 Silent Transfer of Control may be affected provided the minimum distance between successive aircraft about to be transferred above FL285 is 10 NM and constant or increasing.
 - C.3.3.1 The transferring controller shall inform the accepting controller of any level, speed or vectoring instructions given to aircraft prior to its transfer and which modify its anticipated flight progress at the point of transfer.

Note: When using **Mach-number speed control**, pilots concerned shall be instructed to report their assigned Mach-number to the accepting ATS Unit upon initial contact.

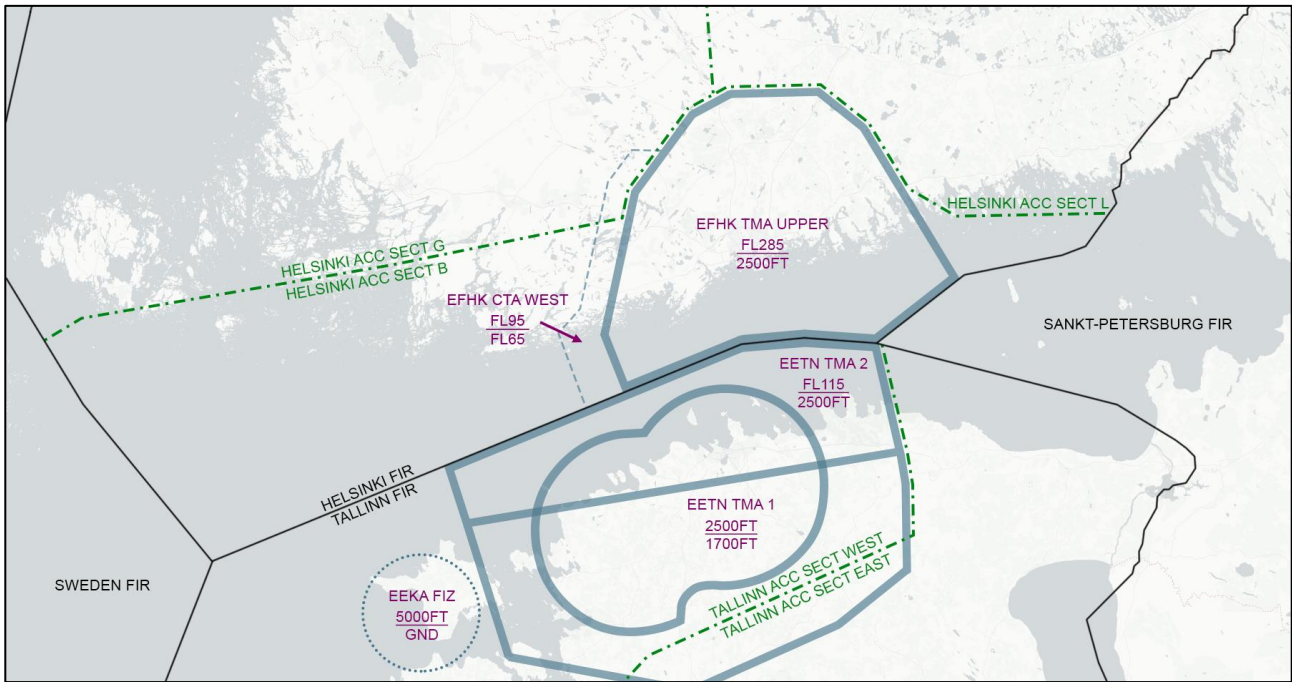
- C.3.3.2 The accepting controller may terminate the silent transfer of control at any time, normally with an advance notice of 5 minutes.

C.4 Reduced Longitudinal Separation.

- C.4.1 Transfer of control of the aircraft on the same track or crossing tracks, whether at the same level, climbing or descending, may be affected provided that a minimum longitudinal separation of 3 minutes exists between aircraft, the relevant aircraft are continuously flight path monitored and the transferring ATS Unit has ensured that **the actual distance between the aircraft does not reduce to less than 20 NM.**

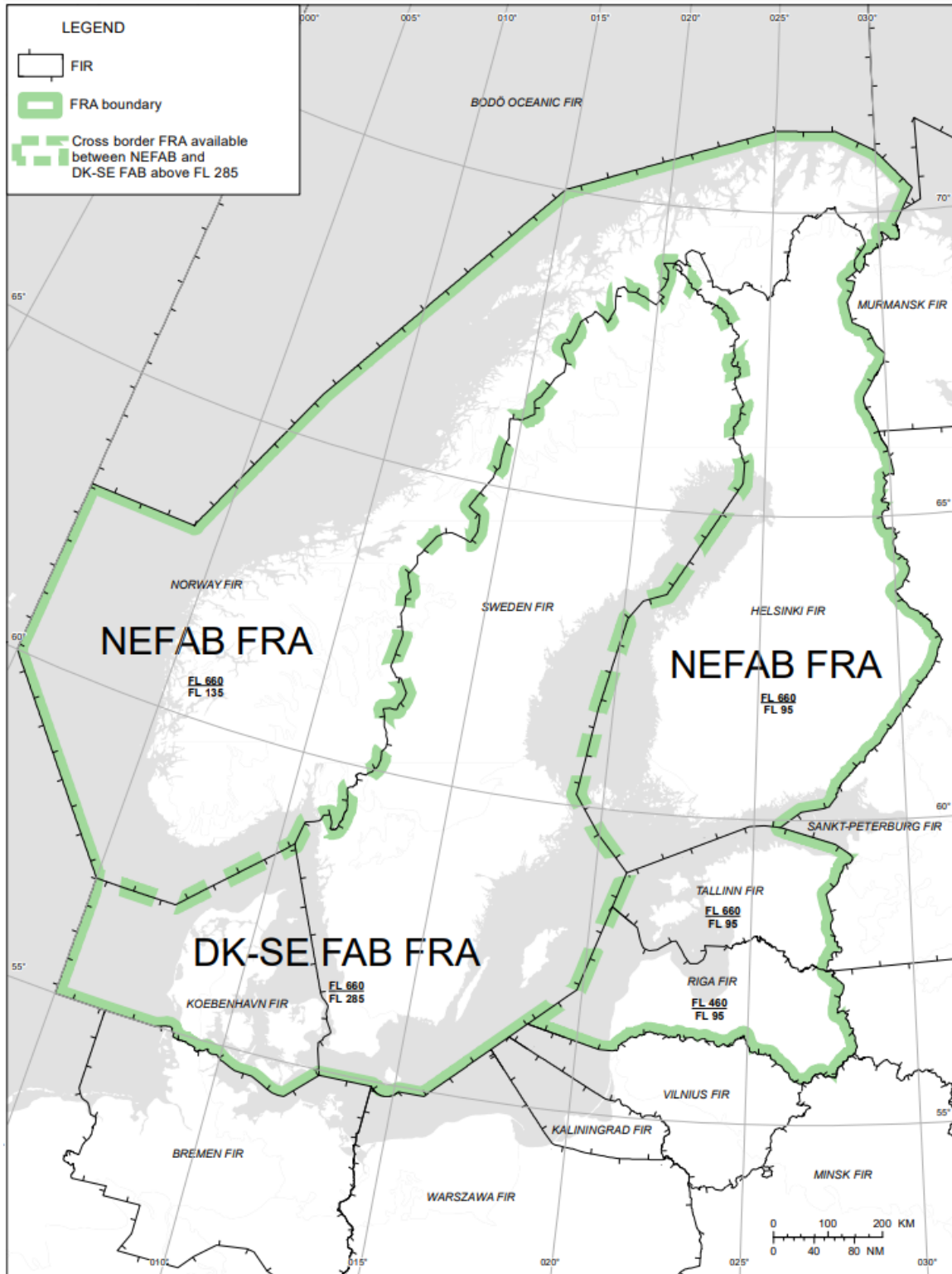
Appendix 1 of Annex A.

Airspace Sectorization within the Area of Common Interest.



Appendix 2 of Annex A.

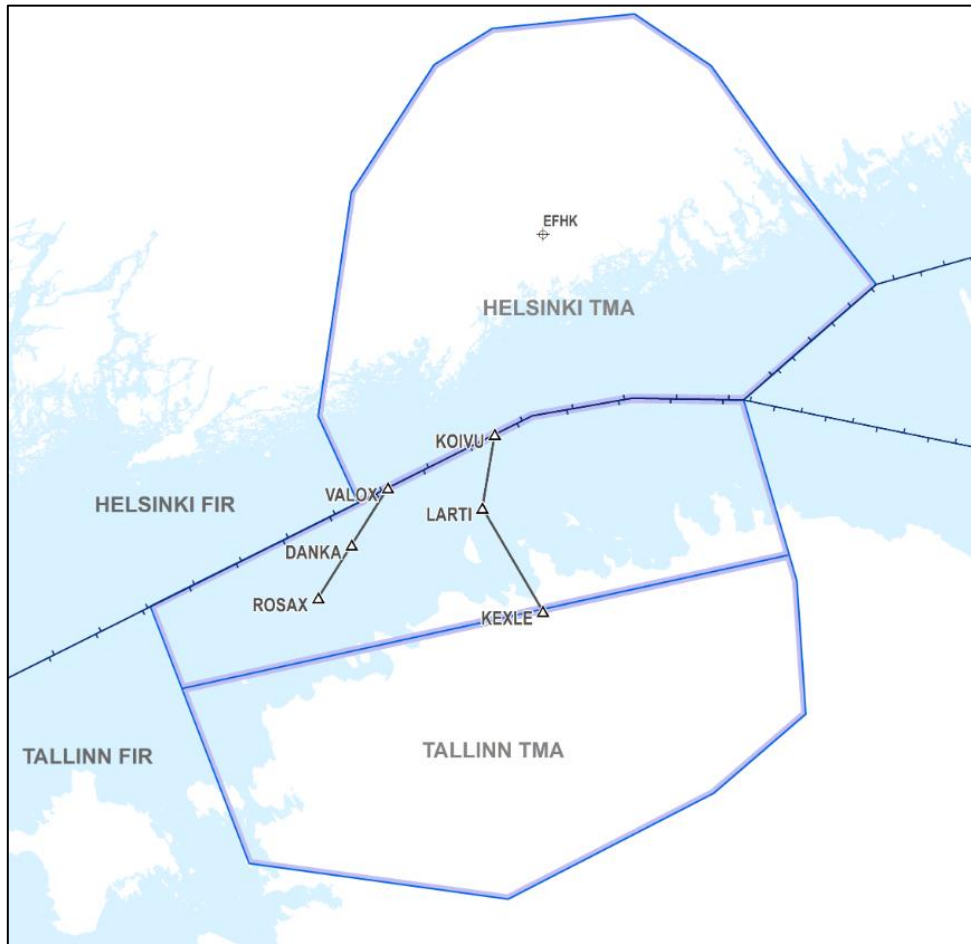
Functional Airspace Block within the Area of Common Interest.



AIP FINLAND

Appendix 1 of Annex B.

EFHK Departure Routes

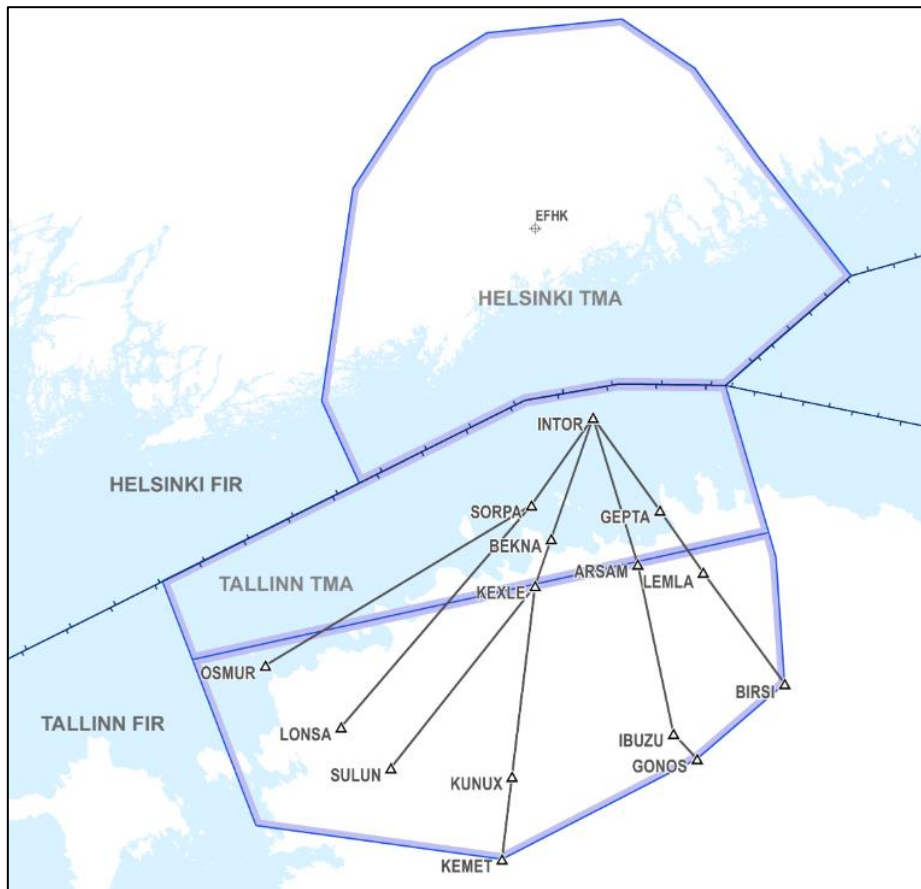


eAIP Estonia ENR 3.5

EFHK TMA BDRY Waypoint	FRA Departure Transition Point	Flight Plan
VALOX	VALOX	VALOX-DCT
	ROSAX	VALOX-Y177-ROSAX-DCT (compulsory for traffic crossing EETT-ESAA FIR BDRY)
KOIVU	LARTI	KOIVU-Y123-LARTI-DCT
	KEXLE	KOIVU-Y123-LARTI- Q77-KEXLE (compulsory for traffic departing EFHK and destination EETU)

Appendix 2 of Annex B.

EFHK Arrival Routes



eAIP Estonia ENR 3.5

FRA Arrival Transition Point	EFHK STAR Initial Waypoint	Flight Plan
OSMUR	INTOR	OSMUR-Q55-SORPA-Q33-INTOR
LONSA		LONSA-Q33-INTOR
SULUN		SULUN-Q22-KEXLE-Q11-INTOR
KEMET		KEMET-Q11-INTOR
GONOS		GONOS-Q77-IBUZU-Q92-INTOR
BIRSI		BIRSI-Q141-INTOR

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