

LETTER OF AGREEMENT

between

Helsinki FIR**Sweden FIR**

Helsinki Control

and

Sweden Control

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 Sweden 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

n/a
Sweden 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 Sweden FIR.

Lateral limits: 690336N 0203255E - further clockwise along the state border to the point -
653148N 0240824E - 644100N 0225500E - 633700N 0213000E -
632830N 0204000E - 631000N 0201000E - 614000N 0193000E -
610000N 0191905E - 601803N 0190756E - 601130N 0190512E -
593346N 0195859E - 591524N 0203239E - 590000N 0210000E -
573410N 0200900E - 570000N 0195000E - 555100N 0173300E -
545500N 0155200E - 545500N 0150807E -
clockwise along an arc of 16.2 NM radius centered on 550404N 0144448E -
545500N 0142127E - 545500N 0125100E - 552012N 0123827E
further clockwise along the state border to the point - 561253N 0122205E
583000N 0103000E - 584540N 0103532E - 585332N 0103820E
further clockwise along the state border to the point - 690336N 0203255E

Vertical limits: GND-UNL

3. Procedures.

3.1 The procedures to be applied by Helsinki Control and Sweden 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**Sweden 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.

A1.1 **Helsinki FIR.**

Area	Vertical limits	Airspace Classification
Helsinki ACC Sector B	GND-UNL	ABV FL 660: G
Helsinki ACC Sector G		BTN FL 660 – FL95: C
Helsinki ACC Sector L		BLW FL 95: G
Helsinki ACC Sector J		
EFET FIZ Upper	3300ft-FL95	G
EFKE TMA	2000ft-FL95	D
EFMA TMA	1300ft-FL95	D
EFVA TMA	1800ft-FL95	D

A1.2 **Sweden FIR.**

Area	Vertical limits	Airspace Classification
Stockholm ACC Sector ESOS	GND-UNL	ABV FL 660: G
Malmö ACC Sector ESMM		BTN FL 660 – FL95: C
		BLW FL 95: G
ESSA TMA K	FL65-FL95	C
ESNU TMA A	2000ft-FL95	C
ESUP TIA	2000ft-5000ft	G

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

A map of all CBA:s within the Area of Common Interest are shown in Appendix 2.

Area	Vertical limits	Time of activity
EUCBA10 LAPLAND*	FL95-FL660	NOTAM

*EUCBA10 LAPLAND only for use during the period 01 FEB - 14 NOV

A.3 Functional Airspace Block.

A map of the NEFAB FRA within the Area of Common Interest is shown in Appendix 3.

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

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

A map of all Delegated Airspaces within the Area of Common Interest are shown in Appendix 4.

A.4.1 Delegation of ATS from Helsinki FIR to Sweden FIR.

Area	Vertical limits	Airspace Classification
KVARKEN CTA	FL95-FL660	C

A.4.2 Delegation of ATS from Sweden FIR to Helsinki FIR.

Not applicable

A.4.3 Delegation of ATS from Helsinki FIR to Norway FIR.

Area	Vertical limits	Airspace Classification
HALTI CTA	FL95-FL660	C

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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 Sweden 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.

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 Level Allocations to be applied, unless otherwise described in paragraph B.4 of this Annex.

B.3.1 Flights from Helsinki FIR to Sweden FIR.

ATS Route	COP	Flight Allocation	Special Conditions	
	ALAMI	According to Semi-circular rules: Even	On request flyover point	
	KOSKA			
	NISIX			
	LUPET			
	RUNGA			
	OGLOB			
	RIKUM			
	POKAS			
	DODAM			
	EVLAN			
	KELAS			
	BAKLA			
	TOGMI			Kvarken CTA delegated to ESAA
	BODRI			
	IRGAL			
	VALAK			
	LAMPI			
	SUTEV			
	EKMIK			
	BEXUL			
	XONTU			
	MISMO			
	PERKE			
	NEBET			
	TUVLU			
	DOPUD			
	OGLAV		EFIN airspace delegated to ENOR	

B.3.2 Flights from Sweden FIR to Helsinki FIR.

ATS Route	COP	Flight Allocation	Special Conditions	
N746	ALAMI	According to Semi-circular rules: Odd		
P606				
T408				
Z702				
M851	NISIX			
N851	RIKUM			
N873	DODAM			
L24	EVLAN			
Y96				
P609	BAKLA			
Z155	TOGMI			
Z265	TOGMI			
P855				
L80				
N15	BODRI			
T89	IRGAL			
N3	VALAK			
T31			EFIN Airspace delegated to ESAA	
P854	LAMPI			
T70	SUTEV			
P998				
T320	EKMIK			
P853	BEXUL			
M82	MISMO			
M607				
M852	PERKE			
T311	TUVLU			
M745	DOPUD			
P35				
N150	OGLAV		EFIN Airspace delegated to ENOR	

B.4 Special Procedures for Flight Allocation.

Flights arriving/departing to/from aerodromes close to the boundary between NEFAB and DK-SE FAB are allowed to cross the border on a DCT route, regardless of altitude at the boundary if their requested level is above FL285. If the requested level is below FL285, a point is required on the boundary between NEFAB and DK-SE FAB.

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.

B.4.1 Flights from Helsinki FIR to Sweden FIR.

EFKE	Flights departing EFKE via BEXUL shall be considered climbing to requested level at the transfer of control point.
EFMA	Flights departing EFMA via OGLOB shall be considered climbing to requested level at the transfer of control point. Flights departing EFMA with destination in Stockholm TMA may be cleared direct XILAN by EFMA Approach. EFMA approach shall transfer traffic at or below FL95 directly to ESSA approach, and above FL95 to Stockholm ACC, unless otherwise coordinated.
EFVA	Flights departing EFVA shall be considered climbing to requested level at the transfer of control point. Flights with destination ESNU shall be advised of the arrival runway in use and transferred directly to ESNU tower.
ESSA, ESSB	Flights arriving in Stockholm TMA shall be advised of the arrival runway in use and shall be considered descending to FL200 at the transfer of control point. Flights arriving ESSA via RUNGA-XILAN may be cleared direct XILAN by Helsinki Control. Traffic shall be transferred to Sweden Control.
ESNU	Flights arriving ESNU shall be advised of the arrival runway in use.
ESPA	Flights arriving ESNU shall be advised of the arrival runway in use.

B.4.1.2 Flights departing from Helsinki FIR with requested level at or above FL290:

Flights unable to reach above FL290 at least 5 minutes before the transfer of control point shall be coordinated verbally between the both parties concerned.

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 Sweden FIR to Helsinki FIR.**

ESSA, ESSB	Flights departing from Stockholm TMA shall be considered climbing to FL290 or requested level if lower, assigned by Sweden control.
ESNU	Flights departing ESNU shall be considered climbing to requested flight level at the transfer of control point. Flights with destination EFVA shall be advised of the arrival runway in use and transferred directly to EFVA tower.
EFKE	Flights arriving EFKE shall be advised of the arrival runway in use and cleared for the corresponding Standard Arrival Route. If the traffic is unable RNAV, prior verbal coordination with EFKE tower is required. Arriving traffic is considered descending to FL100, assigned by Sweden Control, and shall be transferred directly to EFKE tower.
EFMA	Flights arriving EFMA shall be advised of the arrival runway in use and cleared for the corresponding Standard Arrival Route. If the traffic is unable RNAV, prior verbal coordination with EFMA tower is required. Arriving traffic is considered descending to FL100, assigned by Sweden Control, and shall be transferred directly to EFMA tower.

Other flights arriving in Helsinki FIR, that is requesting descent in Sweden FIR, will be considered descending to FL210, assigned by Sweden Control unless otherwise coordinated.

B.4.2.1 Flights departing from Sweden FIR with requested level at or above FL290:

Flights unable to reach above FL290 at least 5 minutes before the transfer of control point shall be coordinated verbally between the both parties concerned.

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

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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 15 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 Transfer of Control without systematic use of the bi-directional speech facilities (Silent Transfer of Control)

Transfer of control may be affected without systematic use of bi-directional speech facilities provided the minimum distance between successive aircraft about to be transferred is 20 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.

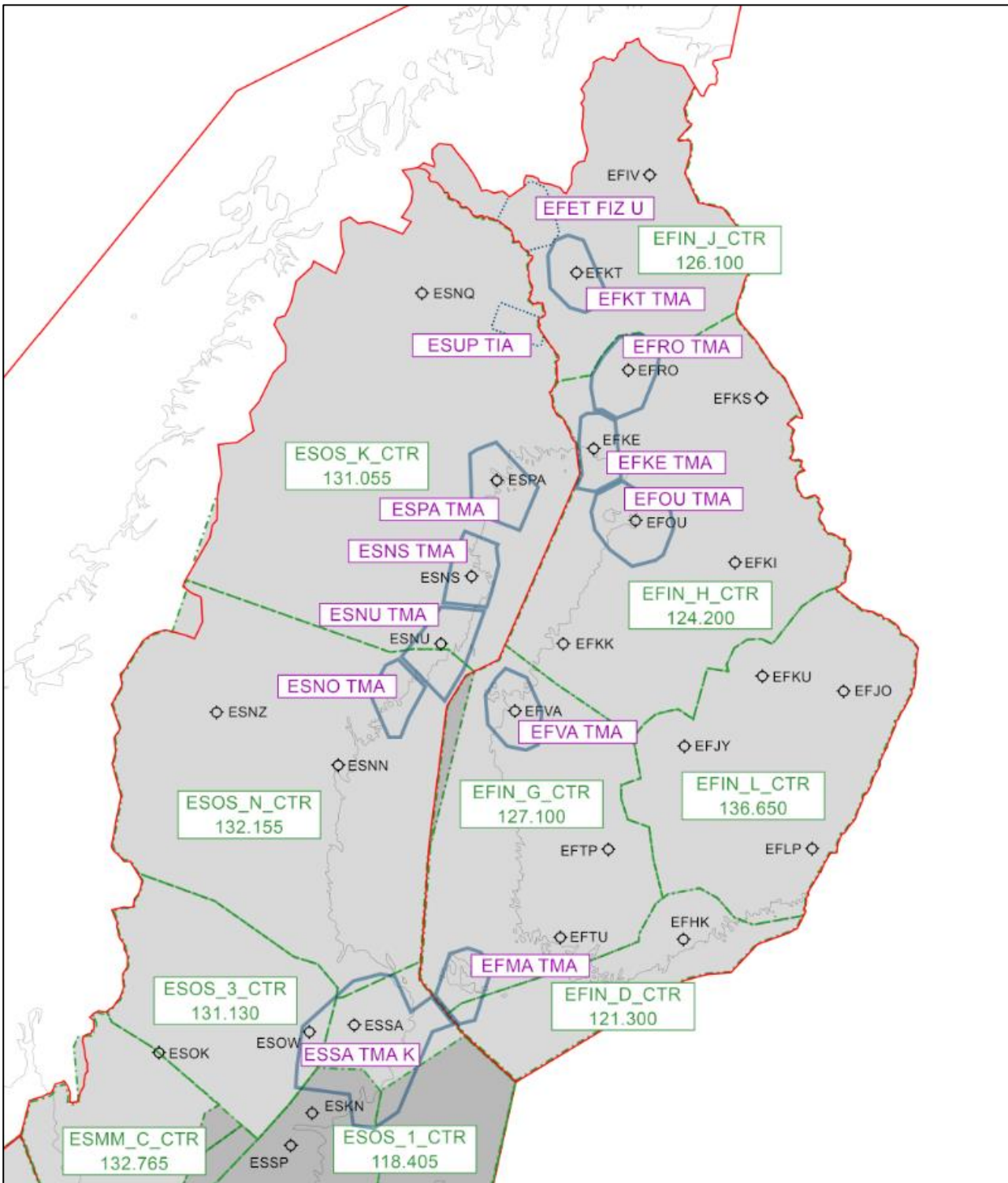
- C.3.3.2 The accepting controller may terminate the silent transfer of control at any time, normally with an advance notice of 5 minutes.

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.**

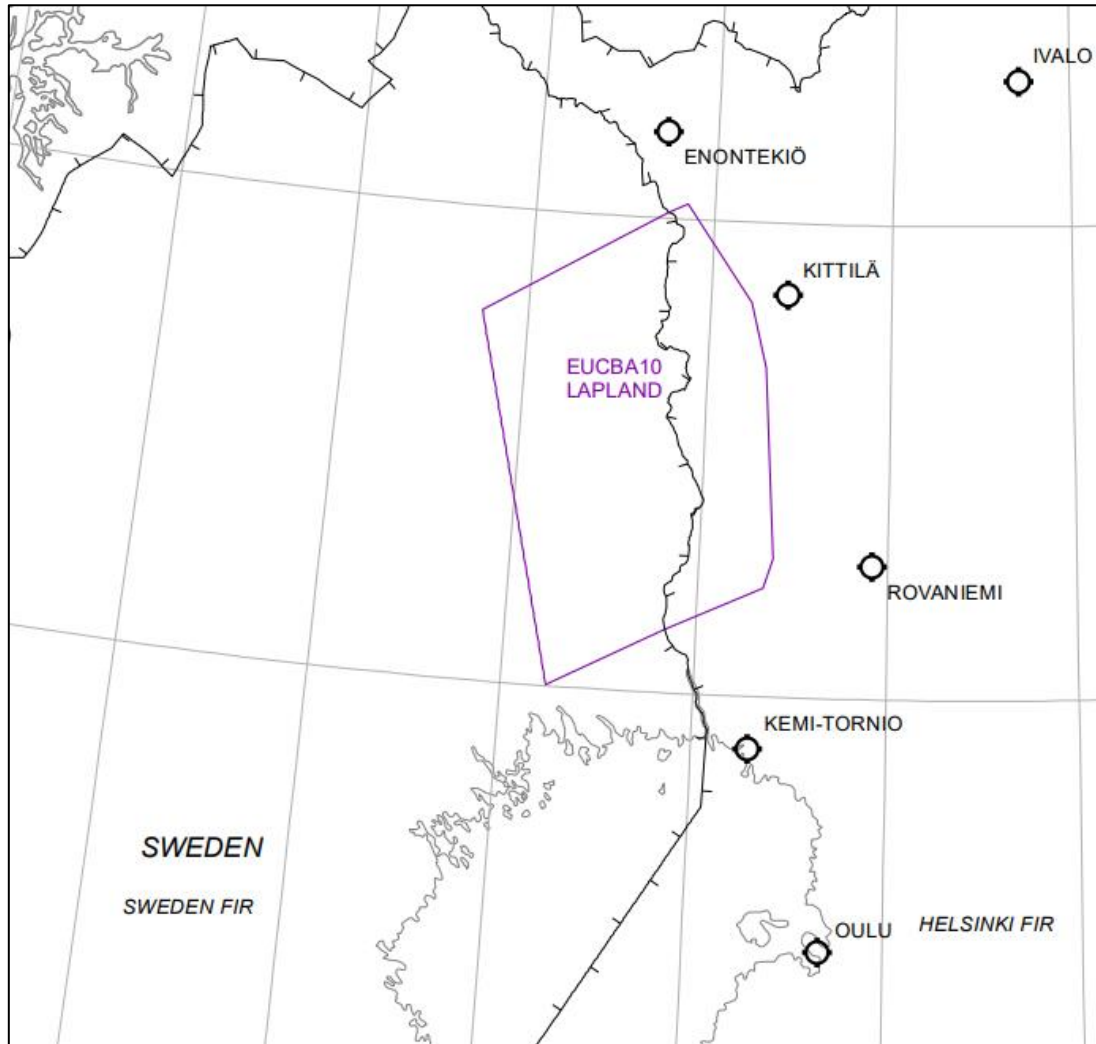
Appendix 1 of Annex A.

Airspace Sectorization within the Area of Common Interest.



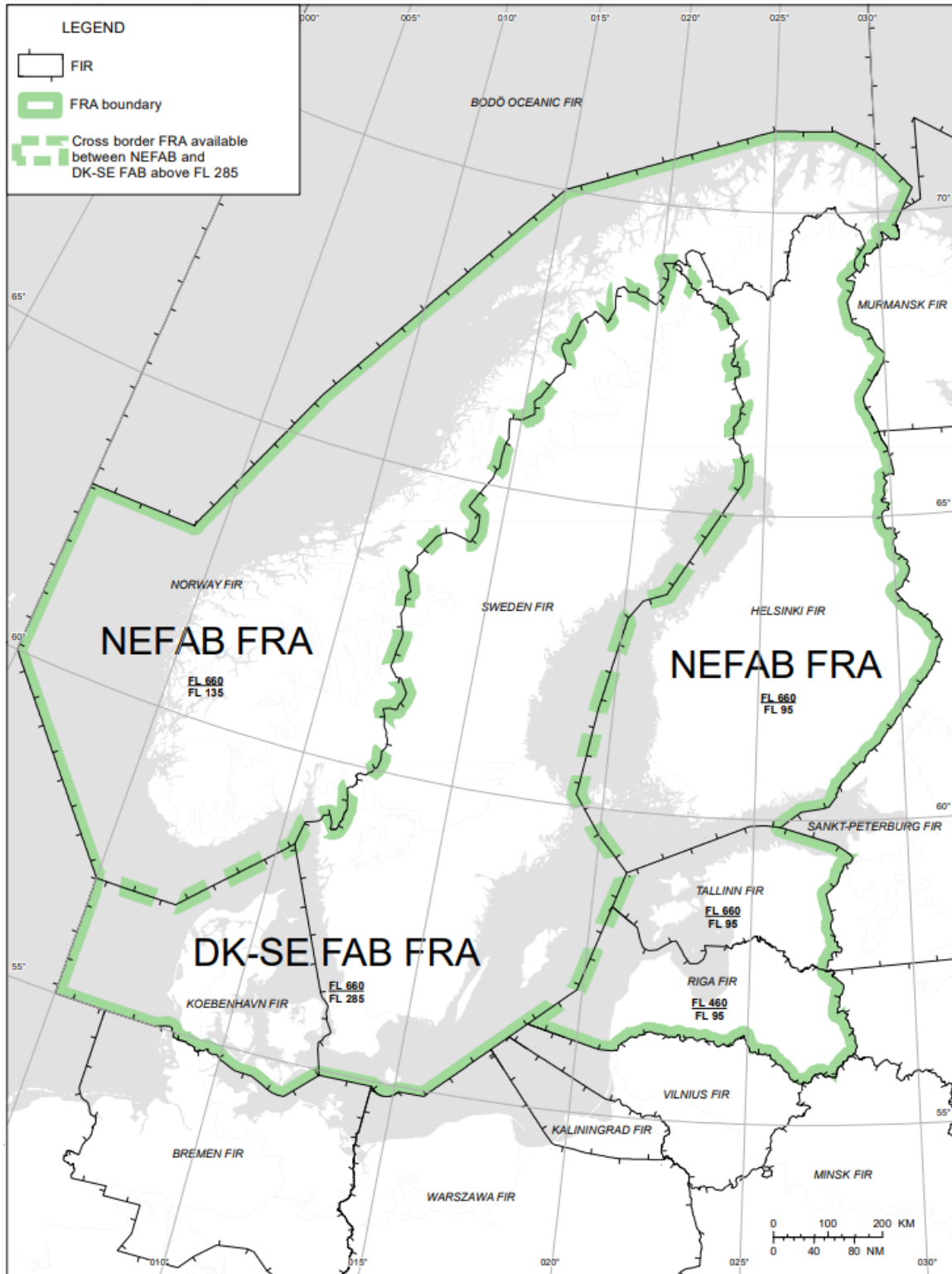
Appendix 2 of Annex A.

Cross Border Areas within the Area of Common Interest.



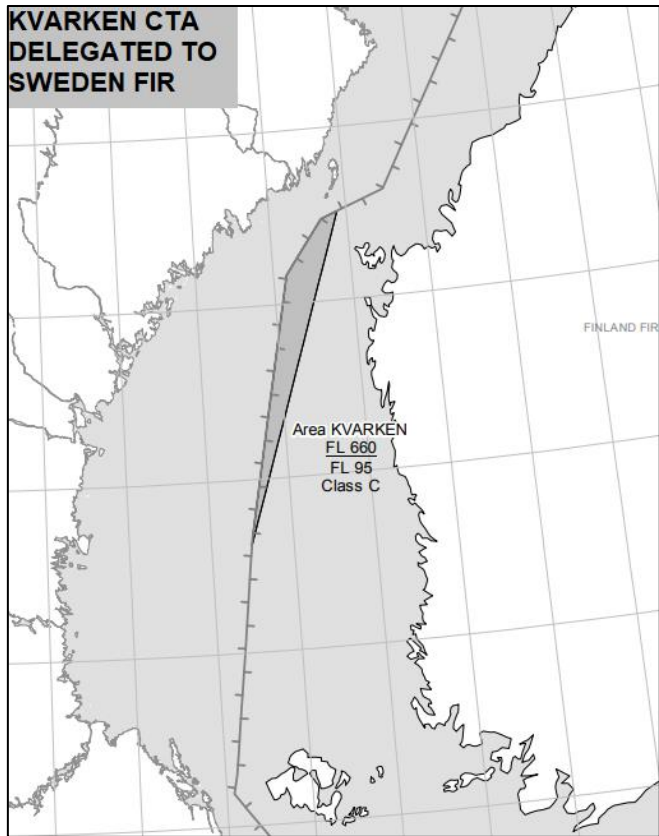
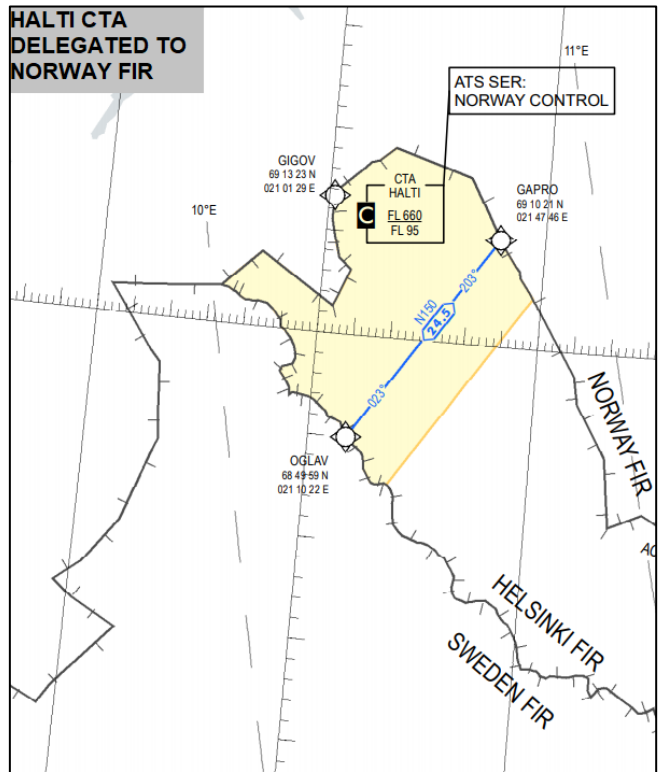
Appendix 3 of Annex A.

Functional Airspace Block within the Area of Common Interest.



Appendix 4 of Annex A.

Delegated Airspaces within the Area of Common Interest.



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