LETTER OF AGREEMENT

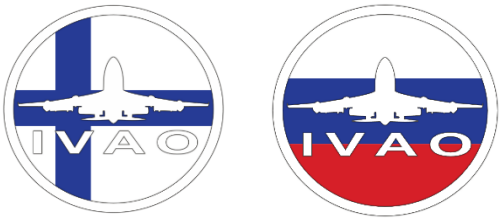
between

Helsinki FIR **Sankt-Petersburg FIR**

and

Helsinki Control Petersburg 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 Sankt-Petersburg 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

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Contents

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 **Sankt-Petersburg FIR.**

Lateral limits: 662500N 0293500E - 662000N 0350500E - 660000N 0363900E - 650400N 0351000E - 643300N 0360000E - 635000N 0362600E - 612000N 0371800E - 611500N 0363900E - 605100N 0353700E - 592200N 0355900E - 583500N 0354900E - 581200N 0343400E - 572100N 0323300E - 565500N 0311000E - 553700N 0305500E - further clockwise along the state border to the point - 592818N 0280236E - 593642N 0273812E - 595300N 0255200E - 600800N 0263300E - 601201N 0271735E further clockwise along the state border to the point - 662500N 0293500E

Vertical limits: GND-UNL

3. Procedures.

3.1 The procedures to be applied by Helsinki Control and Petersburg 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 **Petersburg 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 BTN FL 660 – FL95: C BLW FL 95: G
Helsinki ACC Sector J		
Helsinki ACC Sector L		
EFHK TMA Upper	2500ft-FL285	C
EFHK CTA East	FL65-FL95	C
EFLP TMA	1600ft-FL95	D
EFJO TMA	2000ft-FL95	D
EFKS TMA (EFKS FIZ Upper)	2500ft-FL95	D (G)

A1.2 Sankt-Petersburg FIR.

Area	Vertical limits	Airspace Classification
Petersburg Control ULLL	GND-UNL	ABV FL 265: A BTN FL 265 – FL 50: C BLW FL 50: G
ULLI CTA 2	3000ft-FL265	C
ULPB CTA 2	2900ft-FL265	C

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

Not applicable

A.3 Functional Airspace Block.

Not applicable

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

Not applicable

A.5 Special Areas within the Area of Common Interest.

Area	Vertical limits	Time of activity
ADIZ	GND-UNL	H24
EFR100	GND-UNL	H24
ULR29	GND-FL170	NOTAM
ULR38	GND-2000ft	H24
ULR42	GND-2000ft	H24
ULP5	GND-FL200	H24

A.5.1 Air Defense Identification Zone.

An Air Defense Identification Zone (ADIZ) is located along the AoR boundary between Helsinki FIR and Russia.

For a flight within EFR100 crossing the state border that has not submitted a flight plan, explicit permission is required.

Helsinki Control **Petersburg Control**

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 Petersburg Control:

Line Type	Amount	Additional Information
IVAO XN Discord	1	
~~IVAO XN TeamSpeak~~	0	*Not applicable*
ts3.ivaoru.org	1	
IVAC Software COMMBox	1	

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

B.3.1 **Flights from Helsinki FIR to Sankt-Petersburg FIR.**

ATS Route	COP	Flight Allocation	Special Conditions
	LEDUN	According to Semi-circular rules: Odd	
	INLOG		See B.4.1
	OLEMA		See B.4.1
	RATLA		
	KETOL		
	KOMEK		
	KOKAT		
	AGAMO		
M130	GATRI		Airway M130 CDR1 H24 during MILOPS
N156, Y351	RUDAM		Airway N156 and Y351 CDR1 H24 during MILOPS
	KELEK		

B.3.2 **Flights from Sankt-Petersburg FIR to Helsinki FIR.**

ATS Route	COP	Flight Allocation	Special Conditions
T561	LEDUN	According to Semi-circular rules: Even	
G908	RATLA		
G713			
T562			
B158	KETOL		
B963			
KR969			
A714	KOMEK		
B487			
N746	KOKAT		
R355			
A333	AGAMO		
L168			
N152	GATRI		
M130			
G375			

B.4 **Special Procedures for Flight Allocation.**

B.4.1 **Flights from Helsinki FIR to Sankt-Petersburg FIR.**

EFHK, EFHF Flights departing EFHK and EFHF via RATMU and COP OLEMA shall be considered climbing to requested level at the transfer of control point.

INLOG Flights via INLOG shall cross the transfer of control point at or above FL120.

EFLP Flights departing EFLP via ADSEB-RATLA shall be considered climbing to FL170 or requested level if lower at the transfer of control point.

EFJO Flights departing EFJO via RISEV-KOMEK shall be considered climbing to FL270 or requested level if lower at the transfer of control point.

EFKS Flights departing EFKS intending to cross the AoR boundary to Petersburg Control shall be coordinated between both parties concerned.

ULLI Flights arriving ULLI via OLEMA-AKARU and RATLA-AKARU shall be considered descending to FL330 or maintaining requested level at the transfer of control point.

ULPB Flights arriving ULPB via KETOL-GITOS and KOMEK-BEGUR shall be considered descending to FL310 or maintaining requested level at the transfer of control point.

B.4.1.2 Flights departing from Helsinki FIR 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 between Helsinki Control and Petersburg Control.

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 Sankt-Petersburg FIR to Helsinki FIR.**

ULLI Flights departing ULLI via COP LEDUN shall be considered climbing to FL320 or requested level if lower.

LEDUN Flights crossing COP LEDUN at or below FL285 shall be transferred to Helsinki Radar (APP) unless otherwise coordinated.

Flights departing ULLI via COP RATLA shall be considered climbing to requested level.

ULPB Flights departing ULPB via BEGUR-KOMEK and GITOS-KETOL shall be considered climbing to FL320 at the transfer of control point unless otherwise coordinated.

EFHK Flights arriving EFHK via COP LEDUN shall be advised of the arrival runway in use by Petersburg Control. Traffic shall be considered descending to FL140 or requested flight level if lower at the transfer of control point.

EFLP Flights arriving EFLP via COP RATLA shall be considered descending to FL120 at the transfer of control point. Arriving traffic shall cross COP RATLA at or below FL180.

B.4.2.1 Flights departing from Sankt-Petersburg FIR 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 between Petersburg 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.

Helsinki Control **Petersburg 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 the IVAO divisional documents.

C.1.2 Any change of SSR code by the accepting ATS Unit may only take place after the AoR boundary.

C.1.3 The SSR codes given in Helsinki FIR and Sankt-Petersburg FIR are not protected. A new SSR code is expected when crossing the transfer of control point.

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.

C.3.3 Silent Transfer of Control may be affected provided the minimum distance between successive aircraft about to be transferred above FL95 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.

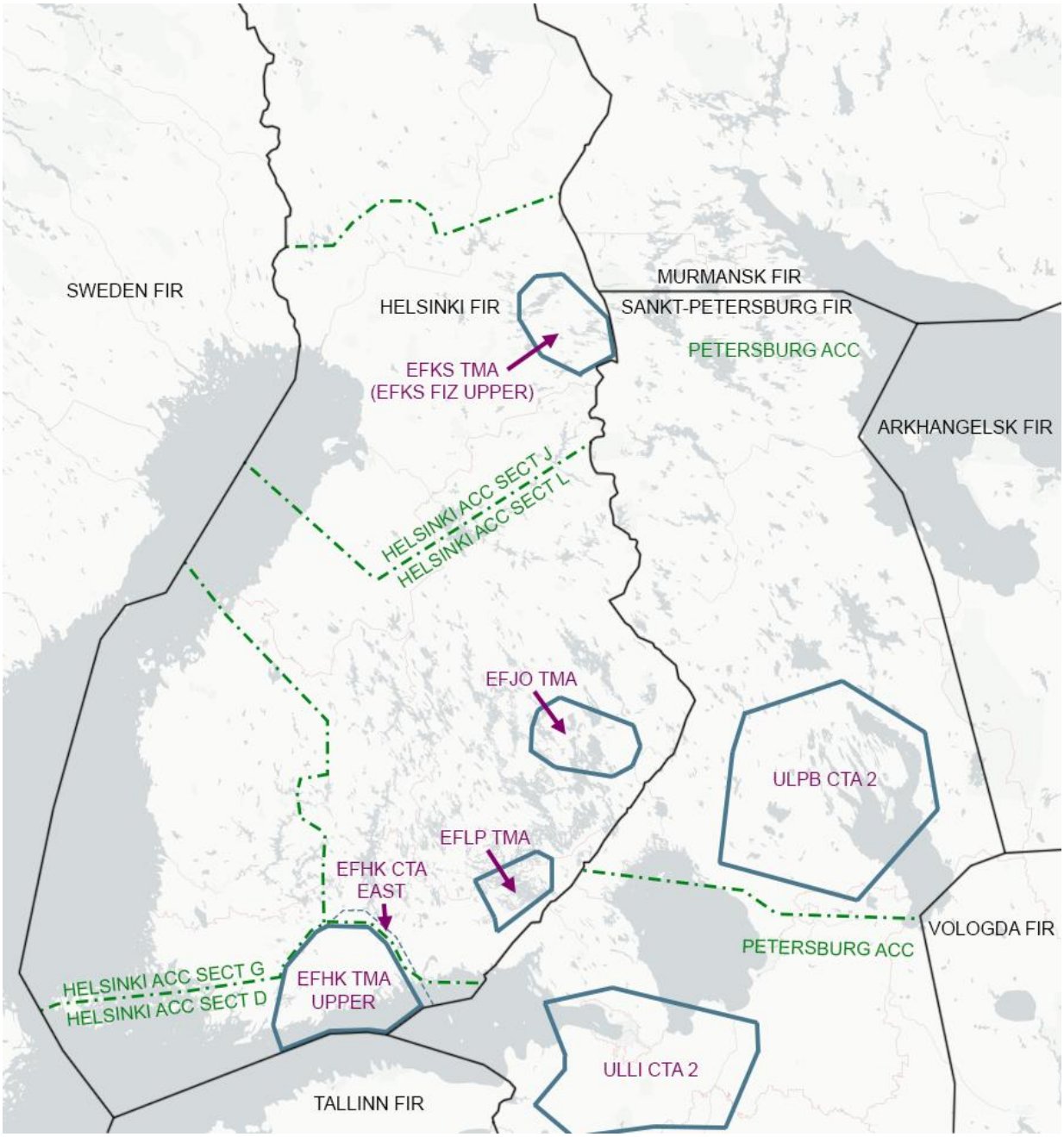
C.3.3.2 The accepting controller may terminate the silent transfer of control at any time, normally with an advance notice of 5 minutes.

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.



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