

Letter of Agreement Between Helsinki FIR and Sweden FIR

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1. General

1.1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between Helsinki FIR and Sweden FIR when providing ATS on the VATSIM network.

1.2. Distribution

All operationally significant information and procedures contained in this Letter of Agreement shall be distributed by the appropriate means to all concerned controllers.

1.3. Validity

This Letter of Agreement becomes effective 02/11/2023 and supersedes the Letter of Agreement between Helsinki FIR and Sweden FIR dated 24/03/2022.

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Director Sweden FIR

Richard Weber
Director Helsinki FIR

2. Areas of Responsibility and Sectorization

2.1. Areas of Responsibility

2.1.1. Helsinki FIR

Lateral limits: Helsinki FIR
Vertical limits: SFC – UNL

2.1.2. Sweden FIR

Lateral limits: Sweden FIR
Vertical limits: North of 593346N:
- Stockholm AoR (ESOS): SFC – UNL
South of 593346N:
- Malmö AoR (ESMM): FL285 – UNL
- Stockholm AoR (ESOS): SFC – FL285

2.2. Sectorization

A sectorization map is shown in Appendix 1.

Note: Secondary sectors in this section are listed in order of priority.

2.2.1. Helsinki FIR

Area	Primary Sector	Secondary Sectors
North of: 663422N	Helsinki ACC Sector J EFIN_J_CTR 126.100	EFIN_H_CTR 124.200 EFIN_V_CTR 126.300 EFIN_M_CTR 132.325 EFIN_G_CTR 127.100 EFIN_F_CTR 132.725 EFIN_D_CTR 121.300

Area	Primary Sector	Secondary Sectors
From: 663422N To: 644100N	Helsinki ACC Sector H EFIN_H_CTR 124.200	EFIN_V_CTR 126.300 EFIN_M_CTR 132.325 EFIN_G_CTR 127.100 EFIN_F_CTR 132.725 EFIN_D_CTR 121.300
From: 644100N To: 634600N	Helsinki ACC Sector V EFIN_V_CTR 126.300	EFIN_M_CTR 132.325 EFIN_G_CTR 127.100 EFIN_F_CTR 132.725 EFIN_D_CTR 121.300 EFIN_C_CTR 132.675
From: 634600N To: 621134N	Helsinki ACC Sector G EFIN_G_CTR 127.100	EFIN_F_CTR 132.725 EFIN_D_CTR 121.300 EFIN_C_CTR 132.675
From: 621134N To: 594722N	Helsinki ACC Sector F EFIN_F_CTR 132.725	EFIN_D_CTR 121.300 EFIN_C_CTR 132.675
From: 594722N To: 593316N	Helsinki ACC Sector D EFIN_D_CTR 121.300	EFIN_C_CTR 132.675
From: 593316N To: 590846N	Helsinki ACC Sector C EFIN_C_CTR 132.675	EFIN_D_CTR 121.300

Area	Primary Sector	Secondary Sectors
South of: 590846N	Helsinki ACC Sector B EFIN_B_CTR 125.225	EFIN_C_CTR 132.675 EFIN_D_CTR 121.300

Note: Callsign for all EFIN sectors is HELSINKI CONTROL.

2.2.2. Sweden FIR

Area	Primary Sector	Secondary Sectors
North of: 633045N	Stockholm AoR Sector K ESOS_K_CTR 131.055	ESOS_N_CTR 132.155 ESOS_3_CTR 131.130 ESOS_1_CTR 118.405
From: 633045N To: 613620N	Stockholm AoR Sector F ESOS_F_CTR 124.430	ESOS_N_CTR 132.155 ESOS_3_CTR 131.130 ESOS_1_CTR 118.405
From: 613620N To: 602128N	Stockholm AoR Sector 4 ESOS_4_CTR 118.205	ESOS_F_CTR 124.430 ESOS_N_CTR 132.155 ESOS_3_CTR 131.130 ESOS_1_CTR 118.405

Area	Primary Sector	Secondary Sectors
From: 602128N To: 600631N	FL285 – UNL Stockholm AoR Sector 6 ESOS_6_CTR 132.480	ESOS_1_CTR 118.405 ESOS_3_CTR 130.130
	SFC – FL285 Stockholm AoR Sector 4 ESOS_4_CTR 118.205	ESOS_F_CTR 124.430 ESOS_N_CTR 132.155 ESOS_3_CTR 131.130 ESOS_1_CTR 118.405
From: 600631N To: 593346N	Stockholm AoR Sector 6 ESOS_6_CTR 132.480	ESOS_1_CTR 118.405 ESOS_3_CTR 130.130
South of: 593346N	FL285 – UNL Malmö AoR Sector Y ESMM_Y_CTR 134.455	ESMM_6_CTR 135.805 ESMM_7_CTR 124.155 ESMM_2_CTR 127.755 ESOS_1_CTR 118.405
	SFC – FL285 Stockholm AoR Sector 6 ESOS_6_CTR 132.480	ESOS_1_CTR 118.405 ESOS_3_CTR 130.130

Note: Callsign for all ESMM and ESOS sectors is SWEDEN CONTROL.

3. Delegated Airspace

3.1. Airspace delegated from Helsinki FIR to Sweden FIR

3.1.1. Delegation of ATS from Helsinki ACC to Stockholm ACC

3.1.1.1. Area KVARKEN

Lateral limits:	633045N 0205302E – 613714N 0192914E – FIR boundary – 633045N 0205302E.
Vertical limits:	FL95 – FL660
Airspace classification:	C

In the event that Helsinki ACC is temporarily cancelling the delegation of ATS in area KVARKEN, a 15 minutes prior notice shall be given to Stockholm ACC.

3.2. Airspace delegated from Sweden FIR to Helsinki FIR

Not applicable.

3.3. Special Areas

3.3.1. Delegation of ATS from Helsinki ACC to Polaris ACC Bodø

3.3.1.1. Area HALTI

Lateral limits:	The portion of Helsinki FIR west of a parallel line 6 NM east of line between GAPRO and OGLAV.
Vertical limits:	FL95 – FL660
Airspace classification:	C
Coordination:	All messages concerning traffic in area HALTI will be exchanged between ESOS and ENBD. ENBD is responsible for coordination with EFIN.

4. Procedures for Coordination

4.1. ATS Routes and Flight Level Allocation

Standard flight level allocation is to be used on all routes.

*Note: Standard flight level allocation (in RVSM airspace) means that aircraft on eastbound routes (magnetic track 360°-179°) are to use **odd** flight levels and westbound flights (magnetic track 180°-359°) are to use **even** flight levels.*

4.2. Special Procedures

4.2.1. Flights from Sweden FIR to Helsinki FIR

4.2.1.1. Flights from Stockholm ACC to Helsinki ACC

Route	Rule
Destination EFET, EFKT or EFRO	ESOS gives descent clearance to FL100. The traffic is considered descending to FL100.
Destination EFKE	ESOS gives descent clearance to FL100. The traffic is considered descending to FL100. Traffic with destination EFKE, or flying through EFKE TMA at or below FL95, shall be transferred to EFKE_TWR 119.400 unless otherwise coordinated.
ESNU – EFVA	Flights between ESNU TMA and EFVA TMA at or below FL95 shall be transferred to EFVA_APP 125.850 (secondary frequency EFVA_TWR 120.950) unless otherwise coordinated.
Destination EFMA	Traffic inbound EFMA shall be routed via RIKUM or DODAM. ESOS gives descent clearance to FL100. The traffic is considered descending to FL100. Traffic with destination EFMA, or flying through EFMA TMA at or below FL95, shall be transferred to EFMA TWR/APP 119.600 unless otherwise coordinated.
COP UXETI	Traffic filed via UXETI may be rerouted direct UXETI without coordination. Traffic must enter EFIN FIR south of KELAS.

Route	Rule
Departure Stockholm TMA	Departing traffic from Stockholm TMA shall be considered climbing to the coordinated flight level. Traffic via COPs DODAM and RIKUM will be cleared by ESOS to FL290 or requested flight level if lower.

4.2.1.2. Flights from Malmö ACC to Helsinki ACC

Route	Rule
Departure Stockholm TMA	Departing traffic from Stockholm TMA shall be considered climbing to the coordinated flight level.

4.2.2. Flights from Helsinki FIR to Sweden FIR

4.2.2.1. Flights from Helsinki ACC to Stockholm ACC

Route	Rule
Departure EFET	Traffic is coordinated with ESOS before departure. EFIN gives climb clearance to FL300, or requested flight level if lower. The traffic shall be considered climbing to the coordinated flight level.
Departure EFKT or EFRO	EFIN gives climb clearance to FL300, or requested flight level if lower. The traffic shall be considered climbing to the coordinated flight level.
Departure EFVA	Flights departing EFVA between LAMPI and BAKLA shall be considered climbing when passing the transfer of control point.
EFVA – ESNU	Flights between EFVA TMA and ESNU TMA at or below FL95 shall be transferred to ESNU_TWR 119.805 (see Note 2) unless otherwise coordinated.
KVARKEN	EFIN may give direct clearances to points on the boundary of ESAA and EFIN FIRs in KVARKEN area.
COP RUNGA or LUPET	Traffic via RUNGA and LUPET are to be regarded as one flow of traffic and shall be considered climbing to or maintaining the coordinated flight level. Traffic filed via XILAN may be rerouted DCT XILAN without coordination. Traffic must enter ESAA FIR south of RUNGA.

Route	Rule
Destination Stockholm TMA (see Note 1)	<p>Flights via COPs between LUPET and KELAS with destination inside Stockholm TMA and cruising level above FL200 will by EFIN be given descent clearance to FL200. The traffic is considered descending to FL200.</p> <p>Traffic departing EFMA and with destination inside Stockholm TMA may be cleared direct XILAN.</p>

Note 1: Aerodromes inside Stockholm TMA are ESSA, ESSB, ESCM, ESOW and ESSU.

Note 2: A special position named ESSR_CTR exists. When online, it covers regional airports in Sweden where no local APP/TWR is online. Callsign and frequency to be used when transferring aircraft to ESSR_CTR are the local ATC callsign and frequency unless otherwise coordinated.

4.2.2.2. Flights from Helsinki ACC to Malmö ACC

Route	Rule
Departure EFHF, EFHK, EFTP or EFTU	<p>Departing traffic from EFHF, EFHK, EFTP and EFTU shall be considered climbing to the coordinated flight level. If the traffic cannot pass 2.5NM before the AoR boundary at or above FL290, Helsinki ACC is responsible for coordination with Stockholm ACC.</p>

4.3. VFR Flights

Controlled VFR flights are subject to prior coordination.

5. Transfer of Control and Transfer of Communications

Note: A “release” is an authorization for the accepting unit to climb, descend or turn (by not more than 45°) a specific aircraft before the transfer of control.

5.1. Transfer of Control

Transfer of control takes place at the AoR boundary.

A release may be effected before the AoR boundary by using the TopSky “Trf+Release” function. The traffic may not be cleared below FL100 before the AoR boundary without verbal coordination unless otherwise described below.

A release may be requested by the accepting ATS unit before the AoR boundary by using the TopSky ROF function.

5.1.1. EFMA

Traffic inbound EFMA released for descent or fully released using the “Trf+Release” function may not be cleared below FL70 (FL100 if outside Stockholm TMA) before the AoR boundary without verbal coordination.

5.2. Transfer of Communications

Transfer of communications shall take place not later than the transfer of control.

The transferring ATS unit shall make an approval request to the receiving ATS unit about which frequency to be used before the transfer of communications for aircraft that are not equipped with 8.33 kHz spacing capability.

Note: Helsinki ACC is until further notice exempted from the requirement of 8.33 kHz spacing capability frequencies and accept aircraft not equipped with 8.33 kHz radio on normal VHF-frequencies without prior coordination.

6. Radar Based Coordination Procedures

6.1. SSR Code Assignment

Both ATS units shall transfer aircraft on verified discrete SSR codes. Any change of SSR code by the accepting ATS unit may only take place after the transfer of control point.

6.2. Vectoring

Radar vectoring may take place without coordination between the units, provided the distance to the AoR boundary is never less than 2.5 NM.

6.3. Radar Coordination Procedures

6.3.1. Transfer of Radar Control

Transfer of radar control may be effected after prior verbal coordination or by using the ROF function provided the minimum distance between the aircraft does not fall below **5 NM**.

Note: When using speed control, the assigned speed will be transferred via ASP in the label.

6.3.2. Silent Transfer of Radar Control

Transfer of radar control may be effected without prior verbal coordination provided the minimum distance between successive aircraft about to be transferred is **10 NM** and constant or increasing.

Note: When using speed control, the assigned speed will be transferred via ASP in the label.

7. Appendix 1 - Sectorization map

