Letter of Agreement
Between
Helsinki FIR and Polaris FIR

Last updated 16.06.2022

VATSIM SCANDINAVIA

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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 Polaris 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 16/06/2022 and supersedes the Letter of Agreement between Helsinki FIR and Norway FIR dated 23/04/2020.

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Director Polaris FIR	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. Polaris FIR

Lateral limits: Polaris FIR
Vertical limits: SFC – UNL

2.2. Sectorization

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

2.2.1. Helsinki FIR

Area	Primary Sector	Secondary Sectors
Whole border to Norway	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_CTR 121.300

Note: Callsign for all EFIN sectors is HELSINKI CONTROL.

2.2.2. Polaris FIR

Area	Primary Sector	Secondary Sectors
Whole border to Finland	Polaris ACC Bodø Sector 26 ENBD_E_CTR 126.700	ENBD_CTR 126.450 ENOR_CTR 125.500

Note: Callsign for all ENBD and ENOR sectors is POLARIS CONTROL.

3. Delegated Airspace

3.1. Airspace delegated from Helsinki FIR to Polaris FIR

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

3.1.1.1. Area HALTI

Lateral limits:	The portion of Helsinki FIR, west of a parallel line 6 NM east of line between OGLAV and GAPRO, defined as 684556N 0212247E, then westwards along the border between Finland and Sweden to 690335N 0203255E, then northwards along the border between Finland and Norway to 690458N 0215752E
Vertical limits:	FL95 – FL660
Airspace classification:	C

3.1.1.2. Area MANTO

Lateral limits:	The portion of the Helsinki FIR, north of a parallel line 6 NM south of line between TINOS and VADLA, defined as 694138N 0255710E then eastwards along the border between Finland and Norway to 693834N 0291007E	
Vertical limits:	FL65 – FL660	
Airspace classification:	FL95 – FL660	C
	FL65 – FL95	D

3.1.1.3. Kirkenes TMA Center and West

Lateral limits:	
KIRKENES TMA Center:	As defined in AIP Finland
KIRKENES TMA West:	As defined in AIP Finland
Vertical limits:	
KIRKENES TMA Center:	2500 ft MSL – FL95
KIRKENES TMA West	4500 ft MSL – FL95
Airspace classification:	C

Note: Outside of activity times of Kirkenes TMA Center and West airspace class G, except part overlapping MANTO area class D.

3.2. Airspace delegated from Polaris FIR to Helsinki FIR

Not applicable.

3.3. Special Areas

Not applicable.

3.4. Other Areas

A number of AMC-manageable TSAs and Danger Areas in Polaris FIR can influence on the exchange of traffic. Routing of controlled flights around these areas shall be coordinated for each flight or series of flights. Detailed information can be obtained from AIP Norway, ENR 5.2 and ENR 6-31

3.5. Territorial Matters

In the event that Helsinki ACC is cancelling the delegation of ATS in area MANTO and/or HALTI a 15 minutes prior notice shall be given to Polaris ACC.

3.6. Special Provisions

The following condition shall be met before Polaris ACC can use areas HALTI and MANTO for air traffic:

- Flight plan shall be available at Helsinki ACC

4. Procedures for Coordination

4.1. ATS Routes and Flight Level Allocation

Standard flight level allocation is to be used on all routes, unless otherwise described below.

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

4.2. Special Procedures

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

4.2.1. Flights from Helsinki FIR to Polaris FIR

4.2.1.1. Co-ordination Points and Level Allocation

COP	Flight Level Allocation	Special Conditions
SIVNU	According to the semi-circular rule	See para. 4.2.1.2
VADLA		See para. 3.6 and 4.2.1.2
ROVAN		See para. 3.6 and 4.2.1.2
RUNES		See para. 3.6
ASVUG		See para. 3.6
TINOS		See para. 3.6
ENEXI		
UVMOK		
GOMAV		
GAPRO		See para. 3.6 and 4.2.2.3
GIGOV		See para. 3.6 and 4.2.2.3

4.2.1.2. Flights from Helsinki ACC with Destination ENKR

Flights with destination ENKR and with cruising level above FL110 shall be given clearance to descend to FL110. Polaris ACC, Helsinki ACC and ENKR APP shall consider these flights descending from cruising level to FL110.

Traffic via COPs SIVNU, VADLA and ROVAN with destination ENKR, or transiting through the AoR of ENKR APP below FL105, shall be transferred to ENKR_APP frequency 120.350 MHz (secondary frequency ENRC_CTR, 118.325 MHz), unless otherwise advised by Polaris ACC. Callsign for both ENKR_APP and ENRC_CTR is “Kirkenes Tower”.

Traffic with destination ENKR is released for descent at DME 50 NM from KIK.

4.2.1.3. Free Route Airspace Finland

Helsinki ACC may give direct clearances to COPs on the boundary of ENOR and EFIN FIRs in HALTI and MANTO areas.

4.2.2. Flights from Polaris FIR to Helsinki FIR

4.2.2.1. Co-ordination Points and Level Allocation

COP	Flight Level Allocation	Special Conditions
SIVNU	According to the semi-circular rule	See para. 4.2.2.2
VADLA		See para. 3.6 and 4.2.2.2
ROVAN		See para. 3.6 and 4.2.2.2
RUNES		See para. 3.6
ASVUG		See para. 3.6
TINOS		See para. 3.6
ENEXI		
UVMOK		
GOMAV		
GAPRO		See para. 3.6 and 4.2.2.3
GIGOV		See para. 3.6 and 4.2.2.3

4.2.2.2. Flights Departing ENKR to Helsinki ACC

Flights departing from ENKR shall be considered climbing when passing the transfer of control point. Cleared level shall be coordinated for each flight.

4.2.2.3. Flights in area HALTI

Coordination procedures for flights in area HALTI:

- Stockholm ATCC coordinates all flights at OGLAV with Helsinki ACC
- Transfer of communication shall be between Stockholm ATCC and Polaris ACC unless otherwise requested by Helsinki ACC.
- All revisions will be conducted between Stockholm ATCC and Polaris ACC, except when Helsinki ACC resumes responsibility for ATS in area HALTI.

4.3. VFR Flights

Controlled VFR flights are subject to prior coordination.

5. Transfer of Control and Transfer of Communications

5.1. Transfer of Control

Transfer of control takes place at the AoR boundary.

Except when transfer of control is to be effected, aircraft shall not be vectored closer than a distance equivalent to one-half of the prescribed separation minimum, from the limit of the airspace for which the controller is responsible.

5.2. Transfer of Communications

5.2.1. Flights from Helsinki FIR to Polaris FIR

Transfer of communications shall normally take place not later than the transfer of control and as specified in paragraph 4.2.1.2, unless otherwise co-ordinated.

5.2.2. Flights from Polaris FIR to Helsinki FIR

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

6. ATS Surveillance Based Coordination Procedures

6.1. Transfer of Aircraft Identification

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. Transfer of Control

6.2.1. Silent Transfer of Control

Transfer of 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 Mach-number speed control, pilots concerned shall be instructed to report their assigned Mach-number to the accepting ATS unit upon initial contact.

6.2.2. Transfer of Control with use of the bi-directional speech facilities

Transfer of control may be effected after prior verbal coordination provided the minimum distance between the aircraft does not fall below **10 NM**.

6.2.3. Reduced Longitudinal Separation

Transfer of control of the aircraft on the same track or crossing tracks, whether at the same level, climbing or descending, may be effected 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.

Note: This covers situations such as the distance between successive aircraft not being constant or increasing but still sufficient - avoiding the need for

unnecessary verbal coordination - as well as technical problems with the verbal coordination system(s).

6.2.4. Transfer of Track Label

Transfer of track label (aircraft tag) shall be initiated when initiating transfer of communications.

Note 1: Ownership and transfer of the track label must not be confused with responsibility for control and transfer of control.

Note 2: Transfer of communications must not be delayed as a result of delays or difficulties when transferring the track label.

Note 3: Controllers in Polaris ACC may assume the label before communication with the transferring aircraft has been established

Appendix 1: List of Changes

16.6.2022	Document-wide • Editorial changes (“Norway” to “Polaris”, .xx5 frequencies) 2.2.2 • ENBD_C_CTR removed from ownership chain 3.3 • Area VARANGER removed 3.4 • References to AIP Norway chapters corrected 3.5 • State aircraft restriction removed 4.2.1.1 • Table revised 4.2.1.2 • Reference to ENKR TWR/APP changed to ENKR APP • Clarified the relevant COPs • Information on ENRC_CTR added 4.2.2.1 • Table revised 4.2.2.2 • Wording changed 6, 6.1 and 6.2 • Editorial changes to chapter titles 6.2.1 and 6.2.2 • Order of chapters and minimum separation values changed 6.2.3 • Note added 6.2.4 • Editorial