

LETTER OF AGREEMENT

between

Vatsim Scandinavia
Helsinki ACC

and

VATRUS
Sankt-Peterburg ACC

Version 2.2
Effective: 25.08.2022

Table of Contents

1. General	3
1.1 Purpose	3
1.2 Operational status	3
1.3 Validity	3
2. Definitions	4
2.1 General definitions	4
3. Areas of Responsibility for the Provision of ATS	5
3.1 Helsinki ACC	5
3.2 Sankt-Peterburg ACC	5
4. Area of Common Interest	6
4.1 Airspace Structure within the Area of Common Interest	6
4.2 Special Areas within the Area of Common Interest	6
4.3 System Adaption Files	6
4.4 EFIN and ULLL Sectorisation	7
5. Procedures for Coordination	8
5.1 ATS Routes, Coordination Points & Flight Level Allocation	8
6. Special Procedures	10
6.1 Flights from Helsinki ACC to Sankt-Peterburg ACC	10
6.2 Flights from Sankt-Peterburg ACC to Helsinki ACC	11
6.3 Flight Level Allocations During RVSM Suspensions	11
6.4 Coordination of Status of Special Areas in the Area of Common Interest	11
6.5 VFR Flights	11
7. Transfer of Control and Communications	12
7.1 Transfer of Control	12
7.2 Transfer of Communications	12
7.3 ACC Sector Frequency Plan	12
8. Radar Based Coordination Procedures	13
8.1 General	13
8.2 SSR Code Assignment	13
8.3 Transfer of Radar Control	13
8.4 Silent Transfer of Radar Control	13
9. Appendix A	14
10. Appendix B	15

1. General

1.1 Purpose

The purpose of this Letter of Agreement (LoA) is to define the co-ordination procedures to be applied between **Helsinki ACC** and **Sankt-Peterburg ACC** and when providing ATS to General Air Traffic (IFR/VFR).

These procedures are supplementary to those specified in ICAO, Community Regulations, inter-State or inter air traffic services provider's agreements and/or National documents.

1.2 Operational status

Both ATS-units shall keep each other advised of any changes in the operational status of their facilities and navigational aids which may affect the procedures specified in this Letter of Agreement.

1.3 Validity

This letter of agreement becomes effective on **25.08.2022** and supersedes the Letter of Agreement between Helsinki ACC and Sankt-Peterburg ACC dated **07.03.2016**.

Simo Pietikäinen
Director of Helsinki FIR

Alexey Kaznakov
Head of Sankt-Peterburg ATM Center

Otto Tuhkunen
*Document creator,
Training Assistant Finland*

2. Definitions

2.1 General definitions

ATS Area of Responsibility

An airspace of defined dimensions where a sole ATS unit has responsibility for providing air traffic services.

Area of Common Interest

A volume of airspace as agreed between 2 ATS Units, extending into the adjacent/subjacent Areas of Responsibility, within which airspace structure and related activities may have an impact on air traffic co-ordination procedures.

General Air Traffic (GAT)

All flights which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.

Operational Air Traffic (OAT)

All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities.

Third Party

A Third party is an ATS – unit other than transferring or accepting unit of the current flight plan profile.

Release

Note: The transferring unit/sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

Release for Climb or Descend

An authorisation for the accepting unit to climb or descend specific aircraft before the transfer of control.

Release for Turn

An authorisation for the accepting unit to turn specific aircraft away from the current flight path by not more than 45° before the transfer of control.

Full release

An authorisation for the accepting unit to climb, descend and/or turn a specific aircraft.

3. Areas of Responsibility for the Provision of ATS

3.1 Helsinki ACC

Lateral limits: REF AIP Finland ENR 2.1

Vertical limits: REF AIP Finland ENR 2.1

<https://www.ais.fi/ais/aip/en/index.htm>

Note: all positions (except Eurocontrol North [EURN] FL245-FL660) provide top-down coverage if none of lower positions are on duty.

ICAO airspace classification for the area of responsibility of Helsinki ACC along the common boundary of the areas of responsibility of Helsinki ACC and Sankt-Peterburg ACC, is described in Part 4 to this Letter of Agreement.

3.2 Sankt-Peterburg ACC

Lateral limits: REF AIP Russian Federation ENR 2.1

Vertical limits: REF AIP Russian Federation ENR 2.1

<http://www.caiga.ru/common/AirInter/validaip/html/eng.htm>

Note: all positions provide top-down coverage if none of lower positions are on duty.

ICAO airspace classification for the area of responsibility of Sankt-Peterburg ACC along the common boundary of the areas of responsibility of Sankt-Peterburg ACC and Helsinki ACC, is described in Part 4 to this Letter of Agreement.

4. Area of Common Interest

4.1 Airspace Structure within the Area of Common Interest

Helsinki FIR

Area	Vertical Limits	Airspace Class
EFIN FIR	FL 660 – UNL	G
	FL 95 – FL 660	C
	GND – FL 95	G
EFHK TMA UPPER	2500 FT MSL – FL 285	C
EFHK CTA EAST	FL 65 – FL 95	C
EFLP TMA	1600 FT MSL – FL 95	D

Sankt-Peterburg FIR

Area	Vertical Limits	Airspace Class
ULLL FIR	FL 265 – UNL	A
	FL 50 – FL265	C
	GND – FL 50	G

4.2 Special Areas within the Area of Common Interest

EF-R100, EF-D300 (Eastern Danger Area), EF-ADIZ (Air Defence Identification Zone).

Reference: AIP Finland ENR 5.1 & ENR 5.2

<https://www.ais.fi/ais/aip/en/index.htm>

4.3 System Adaption Files

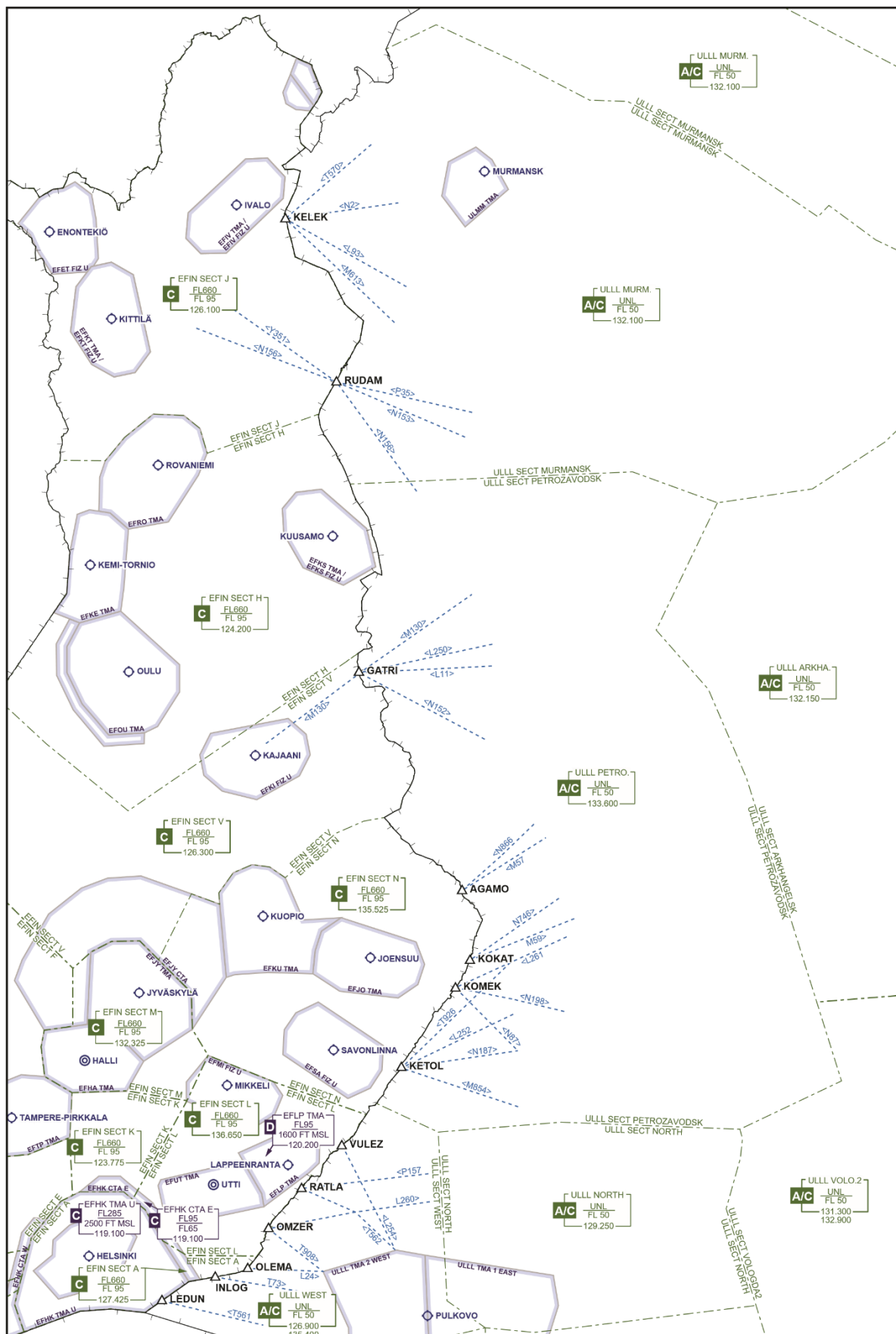
Helsinki ACC and Sankt-Peterburg ACC shall maintain in their system adaptation files at least the following aeronautical data of the respective FIRs:

- Coordination Points (COP)
- ACC Sector lateral borders within the Area of Common Interest

EuroScope TopSky EFIN Manager: Juha Holopainen

EuroScope ULLL Manager: Alexey Kaznakov

4.4 EFIN and ULLL Sectorisation



5. Procedures for Coordination

Flights shall be considered to be maintaining, climbing or descending towards the coordinated flight level or given “when ready” clearance towards the destination airport according to co-ordinated flight level. If necessary, the accepting unit may specify the entry level conditions verbally.

5.1 ATS Routes, Coordination Points & Flight Level Allocation

COPs to be used and flight level allocation to be applied, unless otherwise described in para 6 [Special Procedures](#) are described in the tables below. This also applies for traffic filed as published for Free Route Airspace.

Flights from Helsinki FIR to Sankt-Peterburg FIR

ATS Route	COP	Flight Level Allocation	Remarks
N156, Y351	RUDAM	Eastbound ICAO RVSM levels (ODD)	ATS ROUTES CDR1 H24 FL 285 – FL 660 EFIN SECT J 126.100
	KELEK		EFIN SECT J 126.100
M130	GATRI		ATS ROUTE CDR1 H24 FL 285 – FL 660 EFIN SECT H 126.300
	AGAMO		EFIN SECT N 135.525
	KOKAT		EFIN SECT N 135.525
	KOMEK		EFIN SECT N 135.525
	KETOL		EFIN SECT N 135.525
	VULEZ		EFIN SECT L 136.650
	RATLA		EFIN SECT L 136.650
	OMZER		EFIN SECT L 136.650
	OLEMA		EFIN SECT A 127.425
	INLOG		EFIN SECT A 127.425
	LEDUN		EFIN SECT A 127.425 EFHK TMA 119.100

Flights from Sankt-Peterburg FIR to Helsinki FIR

ATS Route	COP	Flight Level Allocation	Remarks
N153, P35, N156	RUDAM	Westbound ICAO RVSM levels (EVEN)	FL 255 – FL 520 FL 265 – FL 540 ULLL MURMANSK 132.100
M613, L93, N2, T570	KELEK		FL 255 – FL 540 FL 75 – FL 540 FL 265 – FL 540 ULLL MURMANSK 132.100
M130, N152, L250, L11	GATRI		FL 265 – FL 540 FL 255 – FL 540 ULLL PETROZADOVSK 133.600
N866, M57	AGAMO		FL 275 – FL 540 FL 65 – FL 540 ULLL PETROZADOVSK 133.600
N198, L261, N87	KOMEK		FL 265 – FL 540 FL 65 – FL 540 ULLL PETROZADOVSK 133.600
M854, N187, L252, T926	KETOL		FL 95 – FL 540 FL 65 – FL 540 FL 265 – FL 540 ULLL PETROZADOVSK 133.600
L254	VULEZ		FL 55 – FL 540 ULLL WEST 135.400 / 126.900
T562, P157	RATLA		FL 55 – FL 540 ULLL WEST 135.400 / 126.900
T561	LEDUN		FL 55 – FL 540 ULLL WEST 135.400 / 126.900

6. Special Procedures

6.1 Flights from Helsinki ACC to Sankt-Peterburg ACC

6.1.1 Traffic departing EFHK

Traffic co-ordinated via COP OLEMA or INLOG departing from EFHK shall be given clearance to FL 310, or Requested Flight Level if lower, and shall be considered to be climbing to coordinated flight level.

If the minimum lateral separation is not provided, FL 310 cannot be coordinated (cleared) for another climbing flight. The preceding aircraft shall be coordinated climbing to a Flight Level already passed by the succeeding aircraft.

The flights shall cross OLEMA or INLOG at FL 120 or above.

6.1.2 Traffic departing EFLP

Traffic coordinated via COP RATLA departing from EFLP shall be given clearance to FL 130, or Requested Flight Level if lower, and shall be considered to be climbing to coordinated Flight Level.

These flights shall cross COP RATLA at FL 120 or above.

6.1.3 Traffic with destination ULLI

Traffic with destination ULLI coordinated via COP OLEMA with cruising level above FL 330 shall be given clearance to descend to FL 330 by Helsinki ACC. Sankt-Peterburg ACC shall consider these flights descending from cruising level to coordinated flight level.

If the minimum lateral separation is not provided, FL 310 cannot be coordinated (cleared) for another aircraft. The preceding aircraft shall be coordinated descending to a Flight Level already passed by the succeeding aircraft.

6.2 Flights from Sankt-Peterburg ACC to Helsinki ACC

6.2.1 Traffic with destination EFHK

Traffic coordinated via COP LEDUN with destination EFHK with cruising level above FL 120 shall be given clearance to descend to FL 120. These flights shall cross COP LEDUN at FL 280 or below. Traffic shall be transferred to Helsinki Radar (119.100).

Traffic coordinated via COP RATLA with destination EFHK with cruising level above FL 220 shall be given clearance to descend to FL 220

Helsinki ACC and Helsinki APP shall consider these flights descending from cruising level to coordinated Flight Level.

6.2.2 Traffic with destination EFLP

Traffic coordinated via COP RATLA with destination EFLP with cruising level above FL 140 shall be given clearance to descend to FL 140. Traffic shall be transferred to Helsinki Control (136.650).

6.2.3 Traffic via COP LEDUN

Traffic crossing LEDUN below FL 285 shall be transferred to Helsinki Radar (119.100).

Traffic crossing LEDUN above FL 285 shall be transferred to Helsinki Control (127.425).

6.2.4 Traffic departing ULLI

Traffic coordinated via COP LEDUN departing from ULLI shall be given clearance to Requested Flight Level. Helsinki ACC shall consider these flights to be climbing to coordinated flight level.

6.3 Flight Level Allocations During RVSM Suspensions

In case where RVSM will be suspended, the ATS unit suspending RVSM shall co-ordinate with adjacent ATS units in regard to the flight levels appropriate for the transfer of traffic. The ATS unit suspending RVSM shall also co-ordinate applicable sector capacities with adjacent ATS units, as appropriate.

6.4 Coordination of Status of Special Areas in the Area of Common Interest

Both ATS units shall report each other 15 minutes prior the introduction the restrictions (airways, flight levels, effective hours, reason).

6.5 VFR Flights

All VFR flights shall be conducted using the flight levels and procedures published in AIP of Russian Federation and Countries of CIS and AIP Finland.

7. Transfer of Control and Communications

7.1 Transfer of Control

Transfer of control takes place at the AoR boundary.

Unless otherwise coordinated or described in para 6 [Special Procedures](#), aircraft shall reach the assigned flight level at least 11 NM (20 km) before crossing the transfer of control point. In case the aircraft is not able to reach its assigned flight level before the distance mentioned above, the transferring ATS unit shall, in due time, notify the accepting ATS unit and coordinate another flight level or other procedure (climb, descent, hold, etc.).

If the air traffic has not yet reached the AoR boundary, the accepting ATS unit shall not make the ASSUME function before the transferring ATS unit has made the TRANSFER function.

7.2 Transfer of Communications

Transfer of communications shall take place no later than the transfer of control.

When Controller-Pilot Data Link Communications (CPDLC) is used in both ATS units, the transfer of CPDLC shall commence concurrently with the transfer of voice communications.

7.3 ACC Sector Frequency Plan

Helsinki ACC

All Helsinki ACC frequencies are coupled and functional. Sankt-Peterburg ACC shall transfer traffic to correct frequency according to Coordination Point (COP) and frequencies described in para 5 [Procedures for Coordination](#) (table).

Alternatively, Sankt-Peterburg ACC may transfer traffic to the primary frequency of the correct Helsinki ACC sector combination. Helsinki ACC primary logon code is EFIN_D_CTR with frequency 121.300 MHz. All possible Helsinki ACC sector combinations are described in [Appendix A](#) of this document.

Sankt-Peterburg ACC

Peterburg ACC sector WEST frequency usage:

- 135.400 MHz 1000-1600 UTC (ABV FL 50)
- 126.900 MHz 1600-1000 UTC (ABV FL 50)
- 126.000 MHz Local Control Unit (GND – FL 50)

For more details regarding sector logon codes and frequencies, check [Appendix B](#).

8. Radar Based Coordination Procedures

8.1 General

Radar vectoring may take place without coordination between the ATS-units, provided the distance to the AoR boundary is not less than 2,5 NM within Helsinki FIR and not less than 10 km within Sankt-Peterburg FIR.

8.2 SSR Code Assignment

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

Note! Helsinki ACC and Sankt-Peterburg ACC may need to change SSR-codes for aircraft crossing the transfer of control point due to separate Code Assignment and Management Systems.

8.3 Transfer of Radar Control

Transfer of control may be affected after prior verbal coordination provided the minimum distance between the aircraft does not reduce to less than 11 NM (20 km).

8.4 Silent Transfer of Radar Control

Transfer of control may be affected without prior verbal co-ordination provided:

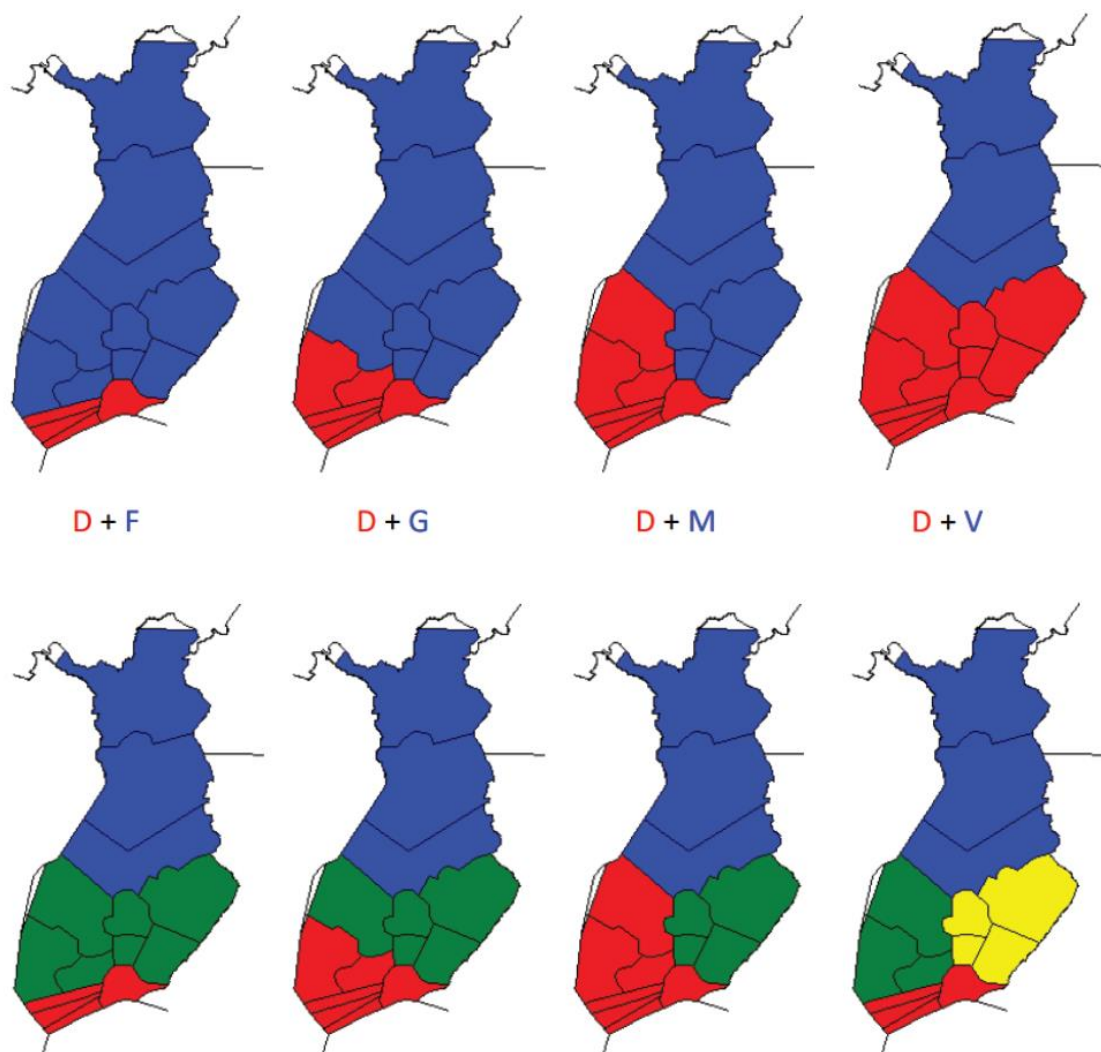
- The minimum distance between successive aircraft about to be transferred is **17 NM** (30 km) and constant or increasing, or
- A minimum longitudinal separation of **3 minutes** exists between aircraft, and the actual distance between the aircraft does not reduce to less than **22 NM** (40 km).

The transferring controller shall inform the accepting controller of any level, speed or vectoring instructions given to aircraft prior to its transfer.

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

9. Appendix A

Map of Helsinki ACC sector combinations:



Helsinki ACC logon codes and frequencies within the Area of Common Interest:

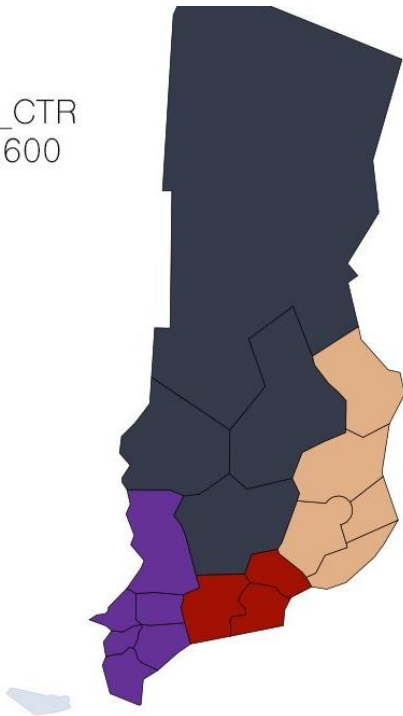
Sector ID	Logon code	Main frequency
D	EFIN_D_CTR	121.300
F	EFIN_F_CTR	132.725
G	EFIN_G_CTR	127.100
M	EFIN_M_CTR	132.325
V	EFIN_V_CTR	126.300

Note! All frequencies are in use even if Helsinki ACC sectors are combined.

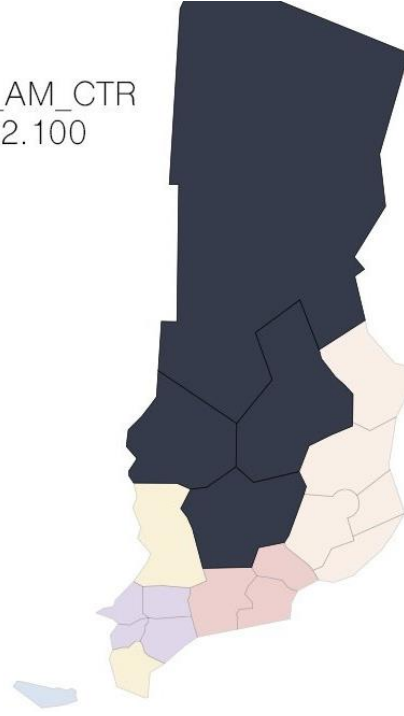
10. Appendix B

Map of Sankt-Peterburg ACC sector combinations and the corresponding primary frequencies. All sectors within the coloured area may be used during events.

ULLL_CTR
135.600



ULLL_AM_CTR
132.100



ULLL_R_CTR
129.250

