



Letter of Agreement (LOA)



SE-AOC

15.04.2010

FI-AOC

Stockholm Arrivals from EFES

- EFES clears arrival traffic to descend to FL200 when ready.
- EFES transfers the arrivals to ESOS_CTR, usually when they leave cruise level towards FL200 AND usually no later than 30nm BEFORE the FIR border point (eg. RUNGA).
- ESOS then clears further descend (FL100/FL120) and the arrival route to ESSA.
- During High Intensity Traffic, EFES should separate them to 10nm intervals before descent.

Stockholm Departures to EFES

- Aircrafts are cleared to FL290 and are handed over to EFES_CTR no later than 10nm before the FIR Border. EFES will give the Clearance to the final Flight level (if higher than FL290).

Other Traffic from EFES & EFIN FIR to ESOS FIR

- No cross-border directs given by EFES without coordination.
 - Direct Dunker VOR (DKR) is often given, however only with coordination

Helsinki (EFHK) Arrivals from ESOS

- During High Intensity Traffic, ESOS should separate them to 10nm intervals before the sector border
- Cross-border direct to Marie VOR (MAR) allowed without coordination.
- Cross-border direct to LAKUT (airway N873) allowed only with coordination.
- ESOS transfers the aircraft to EFES_CTR no later than 10nm before the FIR border unless a loss of separation could be created before the FIR boundary. In this case EFES_CTR will need to be informed immediately.

Mariehamn (EFMA) Arrivals from ESOS

- ESOS clears arrival traffic to descend to FL100 and transfers the aircraft to EFMA_TWR (Responsible for the TMA) or EFES_CTR no later than 10nm before the FIR Border.

Other Traffic from ESOS FIR to EFES & EFIN FIR

- Cross-border direct to Marie VOR (MAR) allowed without coordination.

Important: All clearances given by controllers have to be written in the designated fields for Cleared WP, Cleared FL and Cleared SP and have to be up-to-date at all times. This is rule applies to all air traffic controllers on the IVAO Network, but is especially significant for cross-FIR traffic.

In case you are deviating from this Letter of Agreement you will need a Release from the adjacent Controller so that he is informed and thereby able to accept the aircraft with the given Clearance.