



Standard operations in Bulgaria 11/2020

1. Process Organization:

Squawk Code Assignment:

International/Domestic Flights	VFR Flights
4701-4777	0201-0277

No other squawk codes should be used in any circumstances unless previously spoken to BGvACC staff.

Runway in use, Transition Altitude:

The runway in use should be decided by the tower controller or anyone above him, by considering the wind component at the airport, only if ground is the only position online at the airport he can choose the active runway.

Airport	Transition Altitude
LBSF, LBWN, LBBG, LBPD, LBGO	12000ft

2. Airspace Organization & Operational Sectors:

The area of responsibility is divided vertically in:

Area	Vertical Limits	Airspace Classification
LIR	SFC to FL195	"G"
UIR	FL245 to FL660	"C"
	FL660 to UNL	"G"
TMA	3000ft AMSL to FL175	"C"
CTR	GND to 3000ft AMSL	"C"
Route ATS	2000ft to FL660	"C"

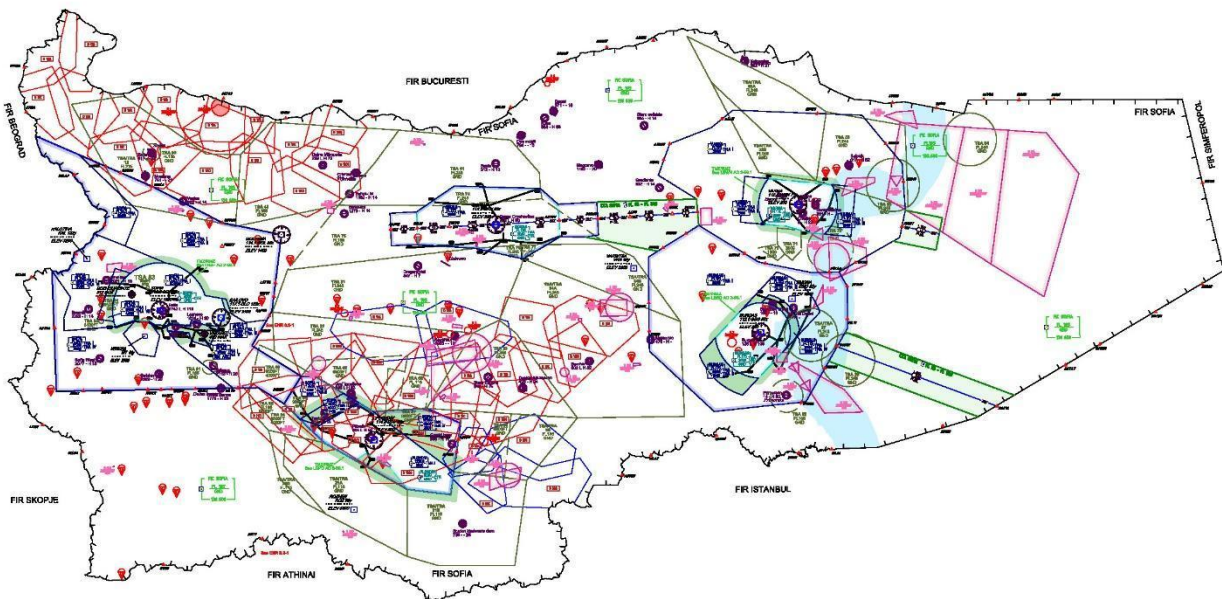
ACC Sectors:

Sofia ACC consists of 4 sectors shown below:

Callsign	Sector Name	Frequency(MHz)	Area of Responsibility	Airspace Limit	Other
LBSR_CTR	Sofia Control	129.100	Sofia Bandbox	MEA to FL660	IFR and VFR
LBSR_V_CTR	Sofia Control	134.700	Varna Sector		
LBSR_B_CTR	Sofia Control	132.950	Varna East Sector		
LBSR_E_CTR	Sofia Control	129.100	Sofia East Sector		

A part of Bucharest ACC is permanently delegated to Sofia ACC, the border delegation consists of: IDOMO – APROB – ORTIP – RASUB.

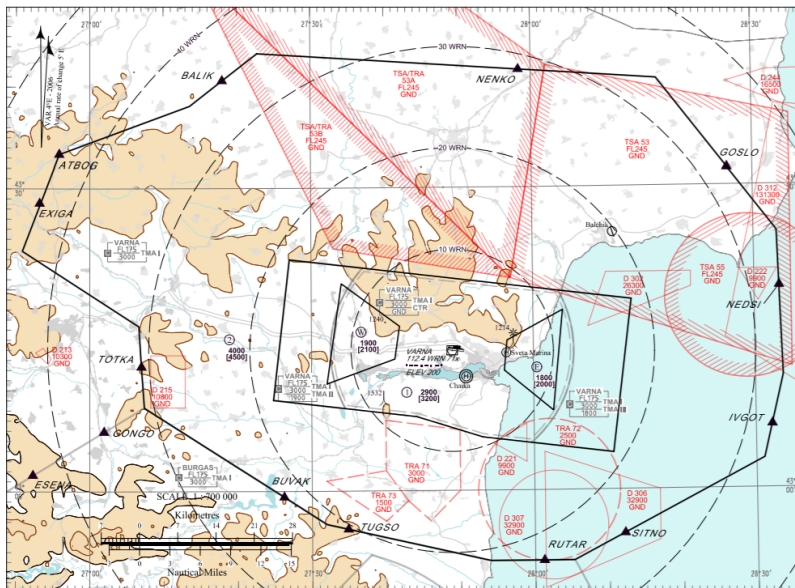
Handoff to the next controller shall be made at RFL, at least at the 2 minute line of the aircraft prior to end of jurisdiction. The handoff is performed using the “transfer” function in Euroscope(recommend using “manual transfer” function, due to bugs sometimes, resulting in giving the tag of the aircraft to the wrong controller), followed by an immediate transfer of communications. When you transfer an aircraft to another sector or an aircraft is transferred to you follow the established LoAs with our neighbouring ACCs.



APP Sector:

1) Varna Airport

Varna Approach (LBWN_APP) is responsible for the traffic into the TMA classified “C” from 3000ft AMSL to FL175.



Radar Vectoring:

Varna Approach, in the initial moment, will authorize the aircraft to join the STAR as needed for the runway in use, then Varna Approach, at own discretion will vector the aircraft.

Noise Abatement

It's recommended that inbound aircraft mustn't descend below 3000ft AMSL due to noise abatement for final RNP approach runway 27.

Only if needed, aircraft can descend to the MRVA to intercept the Glide Path.

Therefore, aircraft should expect to become established from 5 to 15 NM from the Touch Down point, except for visual approach.

RWY 09 is preferred for arrivals and RWY 27 for departures. (It's also allowed when the wind is up to 5kt in the opposite direction)

Final Approach Handoff (LBWN):

Varna Approach (LBWN_APP) will transfer the aircraft to Varna Tower (LBWN_TWR) at least:

5 NM or more before the threshold of runway 09/27.

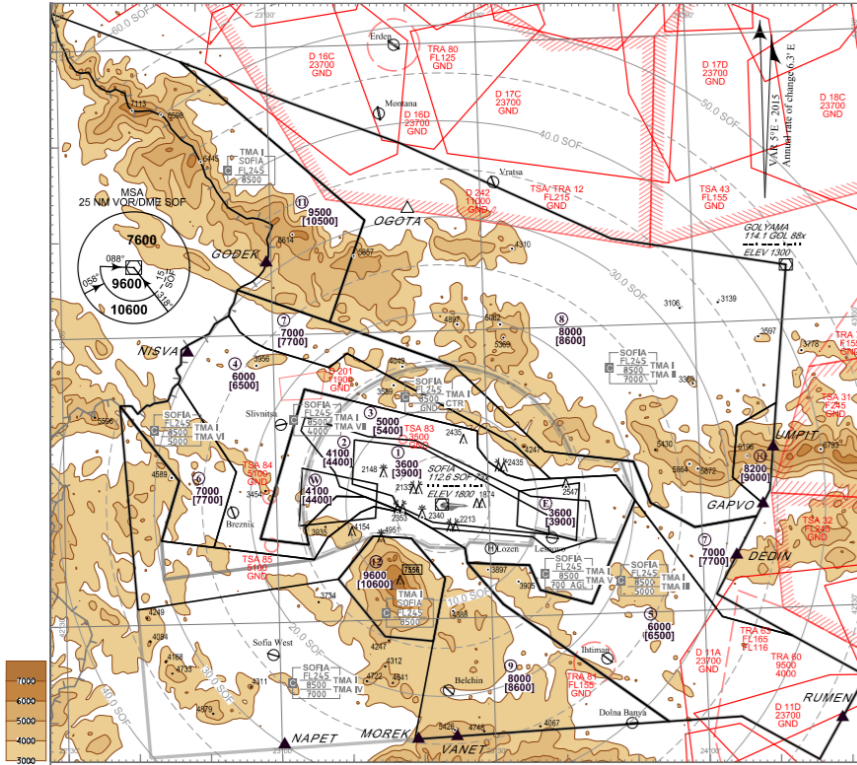
SVFR Arrivals Coordination (LBWN):

Varna Approach (LBWN_APP) will transfer the aircraft with destination LBWN to Varna Tower (LBWN_TWR) at least:

- 1 Minute before joining the CTR at 3000ft AMSL.
- Without any conflict from other traffic.

2) Sofia Airport

Sofia Approach (LBSF_APP) is responsible for traffic into the TMA classified “C” from 8000ft AMSL to FL245.



Radar Vectoring:

Sofia Approach, in the initial moment, will authorize the aircraft to join the STAR as needed for the runway in use, then Sofia Approach, at own discretion will vector the aircraft.

Noise Abatement

It's recommended that inbound aircraft mustn't descend below 5000ft AMSL due to noise abatement for final ILS approach runway 09.

Only if needed, aircraft can descend to the MRVA to intercept the Glide Path.

Therefore, aircraft should expect to become established from 5 to 15 NM from the Touch Down point, except for visual approach.

RWY 27 is preferred for arrivals and RWY 09 for departures. (It's also allowed when the wind is up to 5kt in the opposite direction)

Final Approach Handoff (LBSF):

Sofia Approach (LBSF_APP) will transfer the aircraft to Sofia Tower (LBSF_TWR) at least:

5 NM or more before the threshold of runway 09/27.

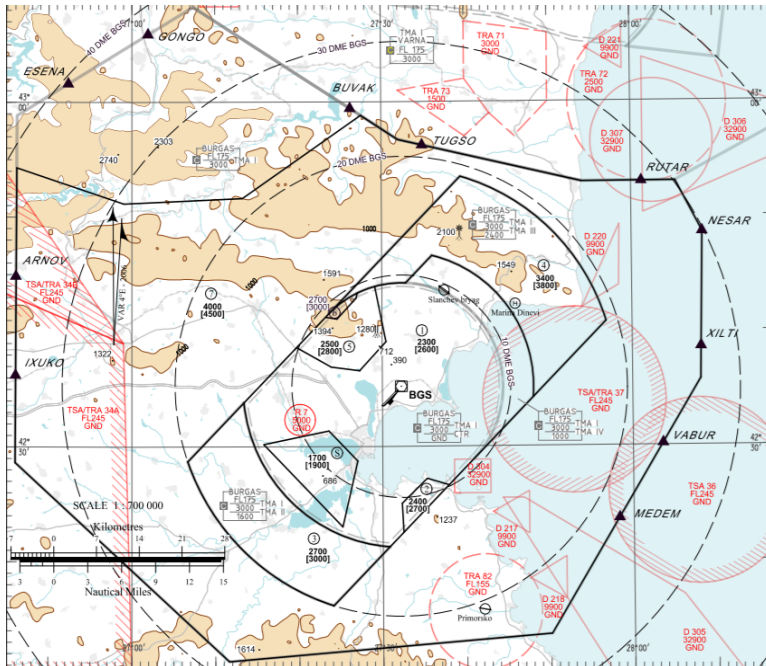
SVFR Arrivals Coordination (LBSF):

Sofia Approach (LBSF_APP) will transfer the aircraft with destination LBSF to Sofia Tower (LBSF_TWR) at least:

- 1 Minute before joining the CTR at 2000ft AMSL.
- Without any conflict from other traffic.

3) Burgas Airport

Burgas Approach (LBBG_APP) is responsible for the traffic into the TMA classified “C” from 3000ft AMSL to FL175.



Radar Vectoring:
Burgas Approach, in the initial moment, will authorize the aircraft to join the STAR as needed for the runway in use, then Burgas Approach, at own discretion will vector the aircraft.

Noise Abatement
It's recommended that inbound aircraft mustn't descend below 3000ft AMSL due to noise abatement for final RNP approach runway 04.

Final Approach Handoff (LBBG):
Burgas Approach (LBBG_APP) will transfer the aircraft to Burgas Tower (LBBG_TWR) at least:
5 NM or more before the threshold of runway 04/22.

Only if needed, aircraft can descend to the MRVA to intercept the Glide Path.
Therefore, aircraft should expect to become established from 5 to 15 NM from the Touch Down point, except for visual approach.

SVFR Arrivals Coordination (LBBG):
Burgas Approach (LBBG_APP) will transfer the aircraft with destination LBBG to Burgas Tower (LBBG_TWR) at least:

- 1 Minute before joining the CTR at 3000ft AMSL.
- Without any conflict from other traffic.

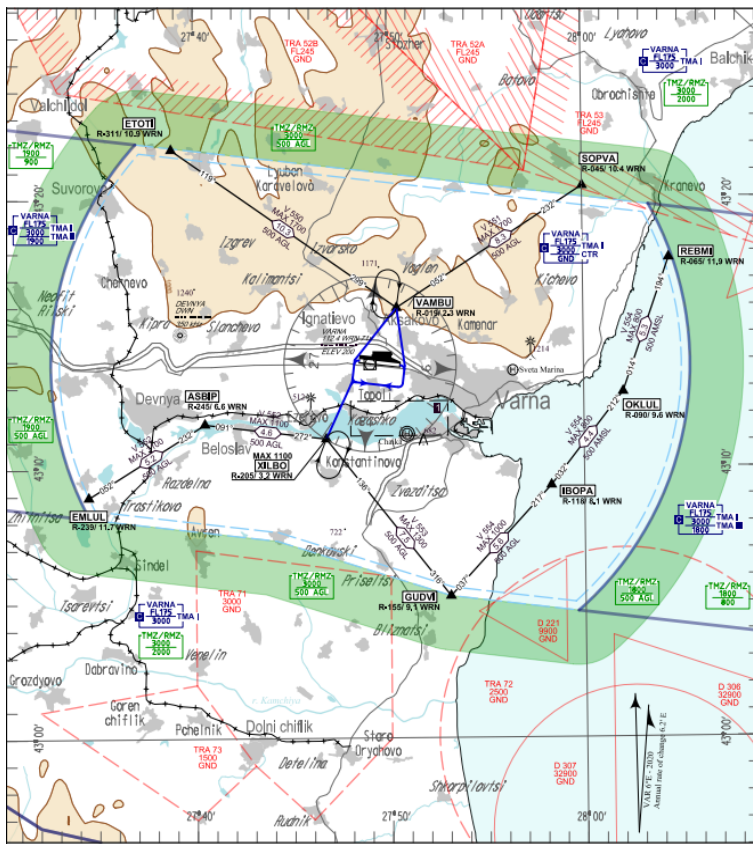
RWY 22 is preferred for arrivals and RWY 04 for departures.(It's also allowed when the wind is up to 5kt in the opposite direction)

TWR Sector:

1) Varna Airport

Varna Tower (LBWN_TWR) is responsible for the traffic in the Varna CTR Classified “C” from SFC to 3000ft AMSL and for the runway 09/27.

Callsign	Sector Name	Frequency(MHz)	Area of Responsibility	Airspace Limit
LBWN_TWR	Varna Tower	119.500	CTR & Runway 09/27	SFC to 3000ft



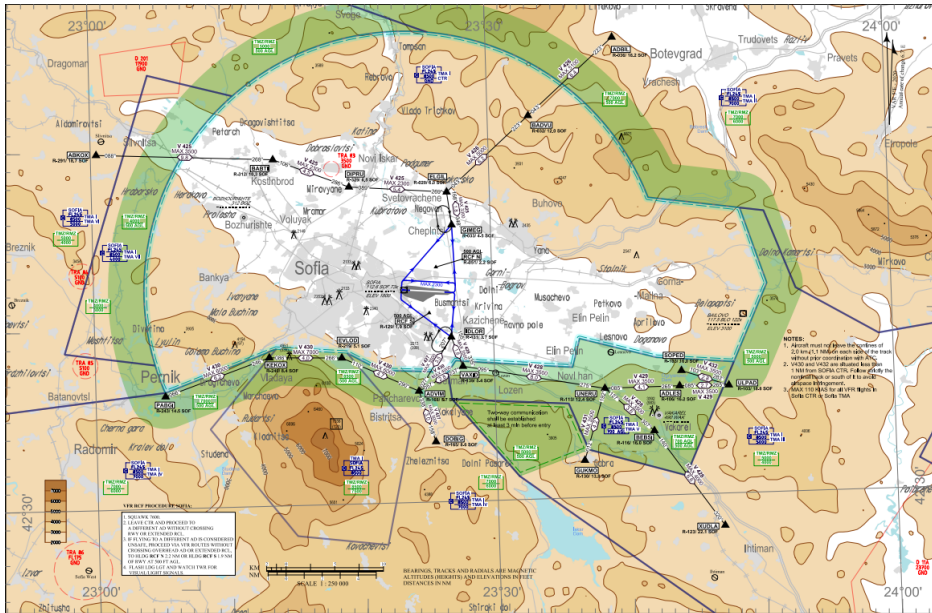
VFR Traffic Pattern:
 All Traffic Circuits are executed at 1700ft AMSL or below.
 Runway 09: Right traffic pattern.
 Runway 27: Left traffic pattern.

Low Visibility Procedures:
 LVP are in force when RVR is equal or below 550m, but not less than 150m.
 For departure operations. Runway 27 shall be used for take off in low visibility conditions.

2) Sofia Airport

Sofia Tower (LBSF_TWR) is responsible for the traffic in the Varna CTR Classified “C” from SFC to 8500ft AMSL and for the runway 09/27.

Callsign	Sector Name	Frequency(MHz)	Area of Responsibility	Airspace Limit
LBSF_TWR	Sofia Tower	118.100	CTR & Runway 09/27	SFC to 8500ft



VFR Traffic Pattern:

All Traffic Circuits are executed at 3000ft AMSL or below.

Runway 09: Left hand pattern.

Runway 27: Right hand pattern.

Low Visibility Procedure:

Low Visibility Procedures are in force when:

RVR in TDZ is below 550m, but not less than 75m and/or height of cloud base is below 200ft, in case of CAT II/CAT IIIA/CAT IIIB approach and landing operations.

RVR is below 550m, but not less than 75m and/or height of cloud base below 200ft for departure operations.

Guided take-off shall only be performed on runway 27, subject to the following conditions:

CAT IIIA/CAT IIIB approach and landing procedures are in use.

RVR values are measured and reported for the runway at the three point – zone, midpoint, stop-end.

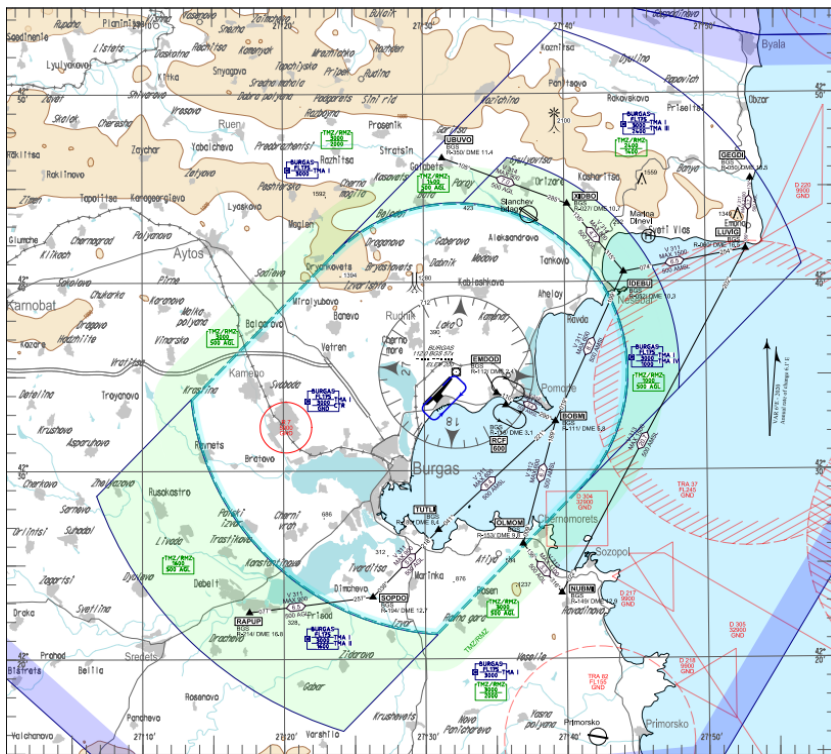
Pilots who wish to perform guided take-off shall inform Tower upon requesting start-up clearance.

Intersection take-off shall not be performed in Low Visibility Conditions. Pilots will be informed when Low Visibility Procedures are in force via ATIS or RTF.

3) Burgas Airport

Burgas Tower (LBBG_TWR) is responsible for the traffic in the Varna CTR Classified “C” from SFC to 3000ft AMSL and for the runway 04/22.

Callsign	Sector Name	Frequency(MHz)	Area of Responsibility	Airspace Limit
LBBG_TWR	Burgas Tower	118.000	CTR & Runway 04/22	SFC to 3000ft



VFR Traffic Pattern:

All Traffic Circuits are executed at 1500ft AMSL or below.

Runway 04: Right traffic pattern.

Runway 22: Left traffic pattern.

Low Visibility Procedures:

LVP are in force when RVR is equal or below 550m, but not less than 150m.

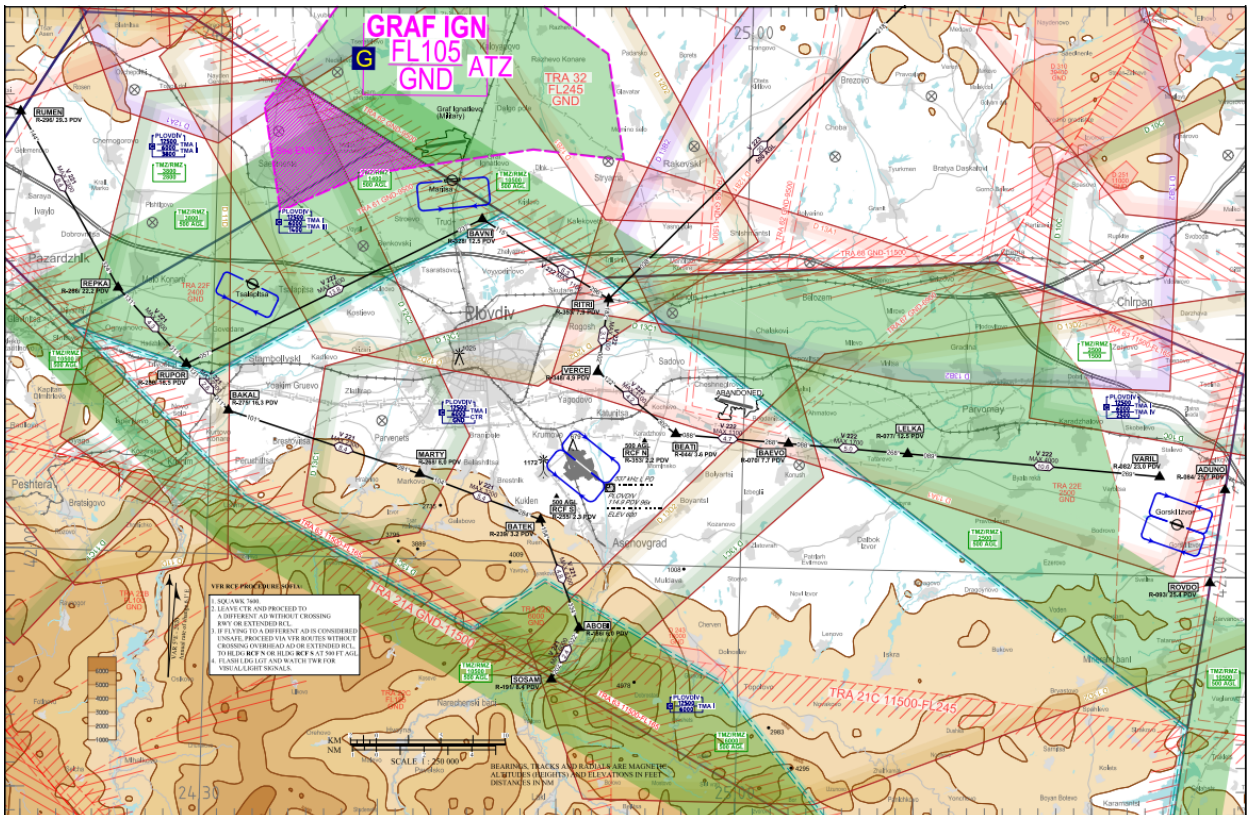
For departure operations. Runway 04 shall be used for take off in low visibility conditions.

3. Procedure Towers:

1) Plovdiv Airport

Plovdiv Tower (LBPD_TWR) is responsible for the traffic in Plovdiv CTR and TMA Classified “C” SFC to FL125 AMSL and for the runway 12/30.

Callsign	Sector Name	Frequency (MHz)	Area of Responsibility	Airspace Limit
LBPD_TWR	Plovdiv Tower	133.600	CTR, TMA and RWY 12/30	SFC to FL125



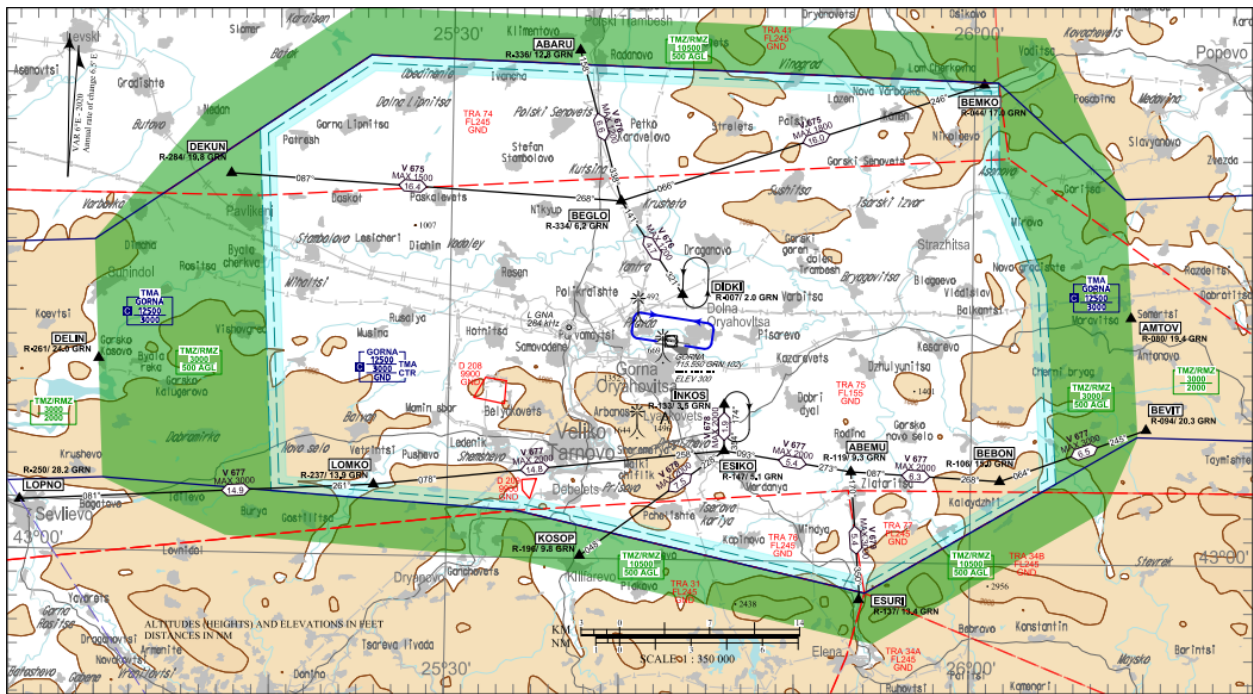
VFR Traffic Pattern:
 All Traffic Circuits are executed at 2000ft AMSL or below.
 Runway 12/30: Right or left traffic patterns.

Low Visibility Procedures:
 LVP are in force when RVR is equal or below 550m, but not less than 150m.
 For departure operations. Only during the day RCLM.

2) Gorna Oryahovitsa Airport

Gorna Oryahovitsa Tower (LBGO_TWR) is responsible for the traffic in Gorna Oryahovitsa CTR and TMA Classified “C” from SFC to FL125 and for runway 09/27.

Callsign	Sector Name	Frequency (MHz)	Area of Responsibility	Airspace Limit
LBGO_TWR	Gorna Tower	133.500	CTR, TMA and RWY 09/27	SFC to FL125



VFR Traffic Patterns:
 All Traffic Circuits are executed at 2000ft AMSL or below.
 Runway 09: Left hand pattern.
 Runway 27: Right hand pattern.

Low Visibility Procedures:
 LVP are in force when RVR is equal or below 550m, but not less than 150m.
 For departure operations. Only during the day RCLM.