



General - LBSR FIR

Standard Operating Procedures

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Exclusion of Liability

Everything contained herein is for use on the VATSIM Network only and should never be adopted for real-world use.

Any use outside Bulgaria vACC including real-world aviation or application on other networks, is strictly forbidden unless prior written permission is granted by the vACC Director (ACCBG1), vACC Deputy Director (ACCBG2), and vACC Training Director (ACCBG3).

Airspace organization and classification

Airspace within LBSR FIR is defined and classified as follows:

Class C: from 10500 ft altitude up to FL 660.

Class C: from lower limit of the relevant sector of terminal control area up to the upper limit of the terminal control area.

Class C: control zones.

Class G: from ground/sea level up to 10500 ft altitude except defined ATS routes, and control zones and terminal control areas.

Class G: from ground level up to the lower limit of the relevant sector of the terminal control area, outside the controlled zones.

Airspace above FL 660 is **unclassified**.

ACC sectors

Sofia ACC is split horizontally into four subsectors. On VATSIM, LBSR_CTR is the main bandbox and covers all other sectors unless they are online. Sector splits are governed by the rules outlined in the BGvACC Training Policy.

Callsign	Sector name	Frequency	Area of responsibility
LBSR_CTR	Sofia Control	131.225 MHz	Sofia FIR (unless covered by another online sector)
LBSR_S_CTR	Sofia Control	134.100 MHz	Whole Sofia Sector (unless partly covered by another sector)
LBSR_E_CTR	Sofia Control	129.100 MHz	Sofia East Sector

Aircraft should be given the local QNH with the **first instruction** which gives them a descent **below the transition layer**.

Runway in use

The runway in use should be determined by considering both the wind component and local SOP. Within LBSR FIR, the maximum allowable tailwind component for the runway in use is **5 knots**. If the tailwind component increases any higher than this, the runway must be changed.

Runway in use is decided by the Tower controller. If there is no Tower online, then it is decided by any station covering TWR top-down. As a last resort, DEL/GND may set a runway and connect an ATIS, but only if no other stations are online.

Squawk Assignment

The following discrete squawk code ranges are used within LBSR FIR:

IFR Traffic	4701 - 4777
VFR Traffic	0201 - 0277

The Eastern half of LBSR FIR is also equipped for and utilizes Mode S identification. Only aircraft that are equipped with Mode S transponders and who will conduct the full length of their remaining flight within Mode S airspace may be assigned squawk code 1000.

These two requirements are automatically checked by the squawk assignment plugin, therefore aircraft must *never* be manually assigned squawk code 1000.

VFR Flight Procedures

VFR flights within LBSR FIR must be aware of airspace classifications and obtain a clearance before entering controlled airspace. When within controlled airspace, VFR flights must follow published routes unless other authorization is obtained from the relevant ATS unit.

VFR traffic patterns within controlled airspace are always conducted at no higher than 500 ft AGL. Check each aerodrome elevation for the exact altitude value.

VFR traffic patterns are also usually allowed only on one side of the airport, so check the local aerodrome charts before flying and/or controlling.

This direction is shown on the charts as such: (in this case patterns are allowed only to the north of the airport, at a maximum altitude of 2300 ft)



Controller-Pilot Data Link Communications

CPDLC services are available within the airspace of Sofia FIR above FL215, except in terminal control areas. No PDC service is available for aircraft on the ground.

The use of CPDLC is not mandatory and is conducted at the discretion of ATC and the pilots concerned. Each station's logon code is available in the profile info line. Only the provided logon codes may be used.

If CPDLC is not working or not available, the controller shall edit their info line to make this clear to pilots.

Letters of Agreement

Bulgaria vACC has a number of Letters of Agreement with our neighbouring vACCs with the purpose of outlining procedures for transferring of aircraft between the two ACCs. All of the documents can be found on our [website](#), and new versions are always announced on Discord.

Controllers are required to follow all current LoAs, irrespective of whether or not the adjacent sector is online.

Low visibility procedures

Low visibility procedures are in force when RVR is equal to or below **550 m** and/or height of the cloud base is at **200 ft** or lower.

Intersection departures are **not available** when LVP are in force.

When LVP are in force, the ILS sensitive area (whole runway area within the relevant holding points) must be clear of traffic by the time a landing aircraft reaches a **4 nm final**.

The runway with the highest level of precision approach available should be selected as runway in use if winds are favourable.

- Runways with an available ILS approach should be used if possible.
- RWY 27 at LBSF is equipped and approved for ILS Category II/IIIA/IIIB operations.

If low visibility procedures are in use, this should be entered into the ATIS and also reported to arriving aircraft on first contact with the APP controller.

Airport-specific SOPs

Each of the five controlled aerodromes in LBSR FIR has its own SOP document.

Controllers are reminded that they must familiarize themselves with the local SOP before controlling at each airport for the first time.

Links to each of the above mentioned documents can be found on our [website](#).