Varna Airport - LBWN

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.

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General aerodrome information

ICAO: LBWN
IATA: VAR

Airport elevation: 230 ft

Runway: 09/27
Runway length: 2517 m

Transition altitude: 10500 ft
Transition level: by ATC

Preferred runway: 09

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ATC Stations

Varna Approach (LBWN_APP) - 124.230 MHz

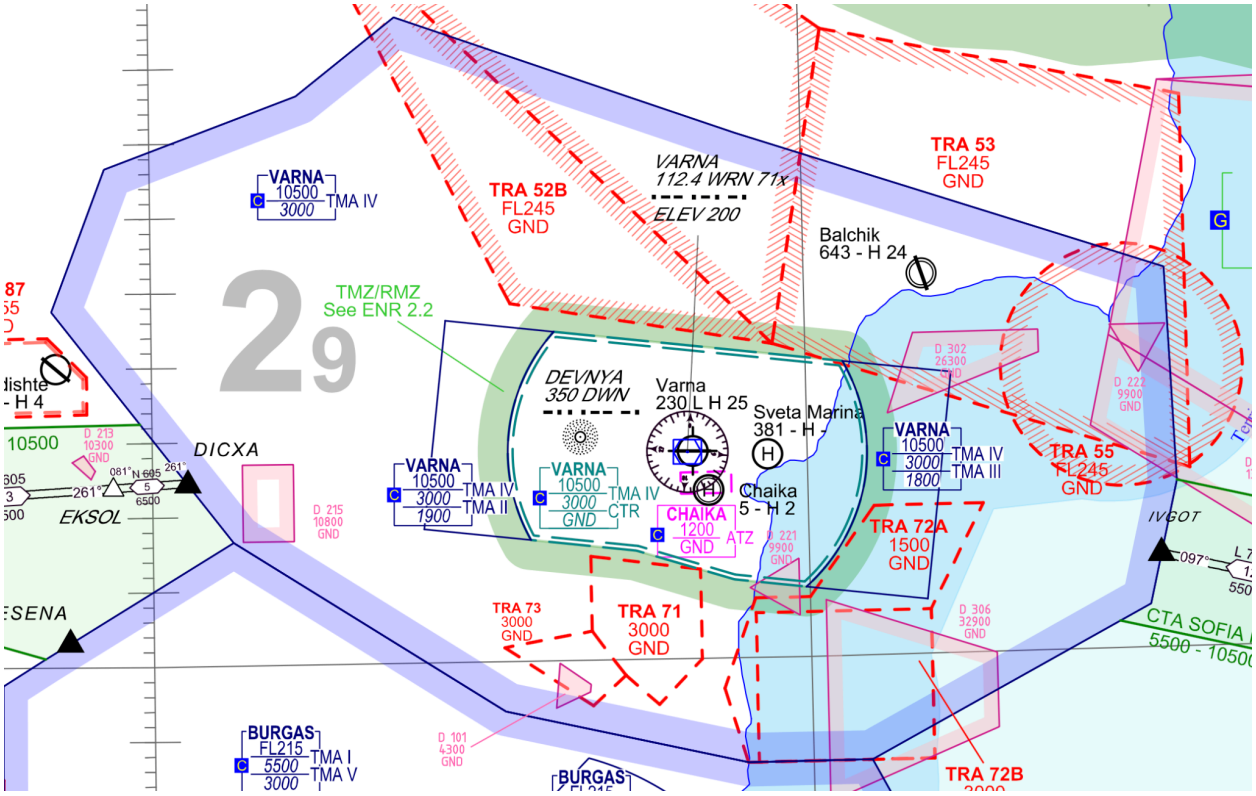
Varna Tower (LBWN_TWR) - 119.505 MHz

Varna ATIS (LBWN_ATIS) - 126.880 MHz

Each position controls its designated airspace: Tower the CTR, Approach the TMA.

Handoffs from Tower to Approach for departures happen with the takeoff clearance. Handoffs from Approach to Tower for arrivals happen when an aircraft reports established on their approach. This must be no later than 5 nm from the threshold!

The basic airspace structure can be seen below:



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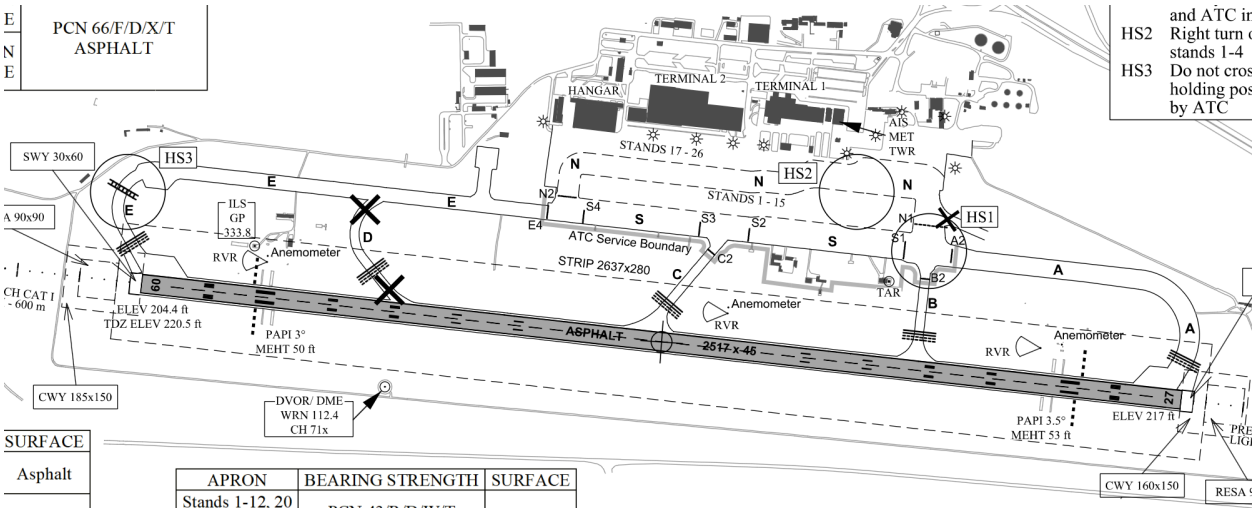
Ground layout

The airport has one apron connected to the runway through a number of taxiways. The ground layout chart can be seen below.



Note that taxiway D is closed!

Below is the apron and parking positions chart. Many stands in Varna are self-maneuvering and do not require pushback. This is indicated by a taxi-out line leading back out to the taxiway.

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Stand restrictions

Stand	Max aircraft size	Push-back
1A, 3A	E	N/A
1 - 4	D	4 - only for B767
5 - 15, 17A, 19A, 20 - 25	C	17A, 19A, 20 - 24 (non A stands)
17 - 19 (non A stands), 26	C-	17 - 19

Taxiway restrictions

Taxiway	Max aircraft size
A, E, S	E
N BTN Stand 3A - TWY A	E
B, C	D
N BTN Stand 4 - Stand 3A	D
D	C
N BTN Stand 5 - TWY E	C

Standard taxi routes

RWY 09 - pushback (if required) facing W, then via N and E

RWY 27 - pushback (if required) facing E, then via N and A

Aircraft Code D or above - right turn on N, then S, E, or A depending on RWY

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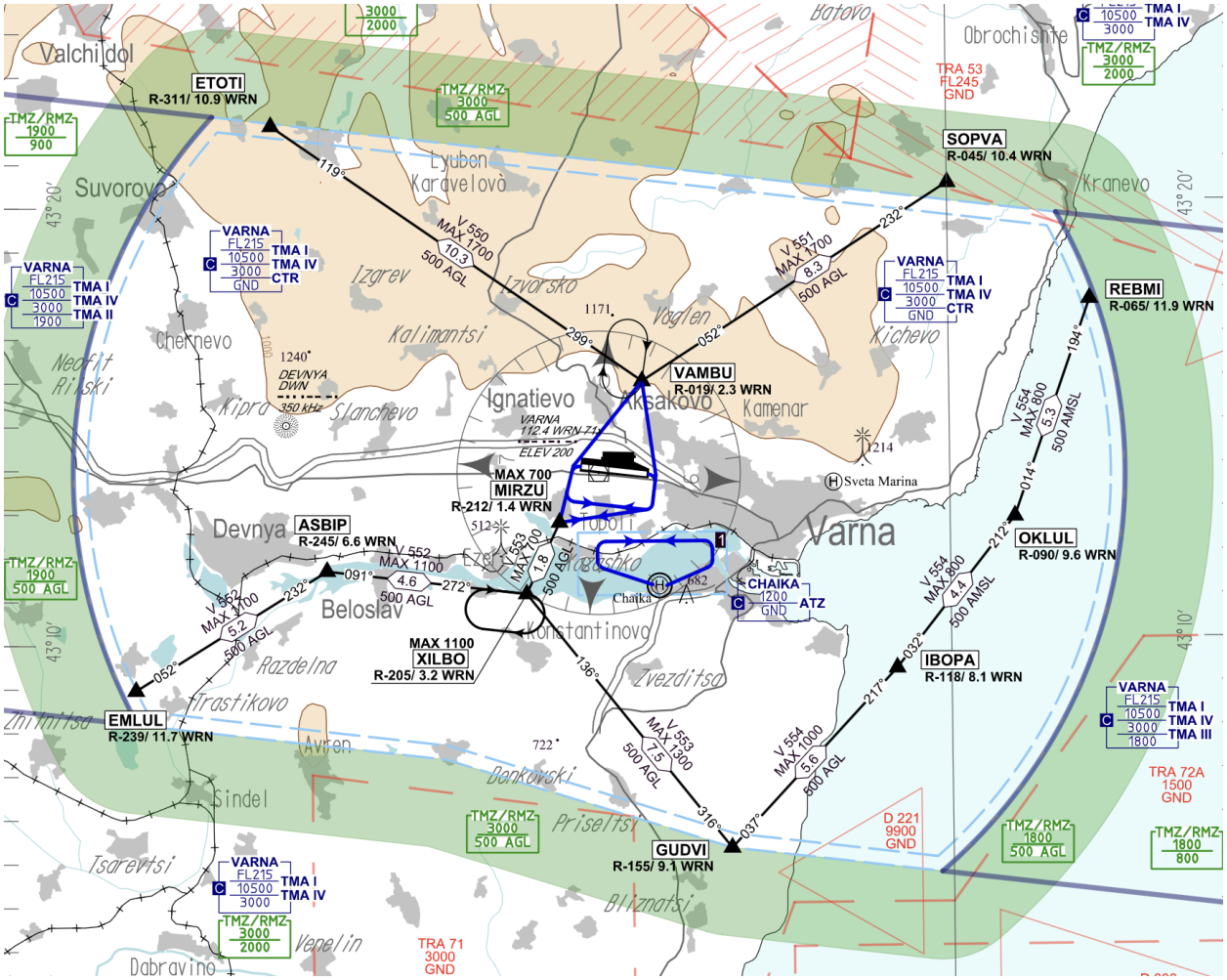
Control Zone & VFR Traffic

Varna Tower controls VFR traffic passing through Varna CTR. All VFR traffic MUST follow published VFR routes and report each mandatory reporting waypoint along the way.

The Varna Control Zone goes from GND to 3000 ft and can be seen in the chart below.



Most of the available VFR routes can also be seen above, but you can always access the full Visual Approach Chart on our website.

VFR aircraft **MUST** obtain clearance prior to entering the airspace. They may also expect holds over any of the mandatory reporting points along their cleared route.

Upon passing the last reporting point, aircraft should be handed off to Varna Approach for further clearance or VFR traffic information.

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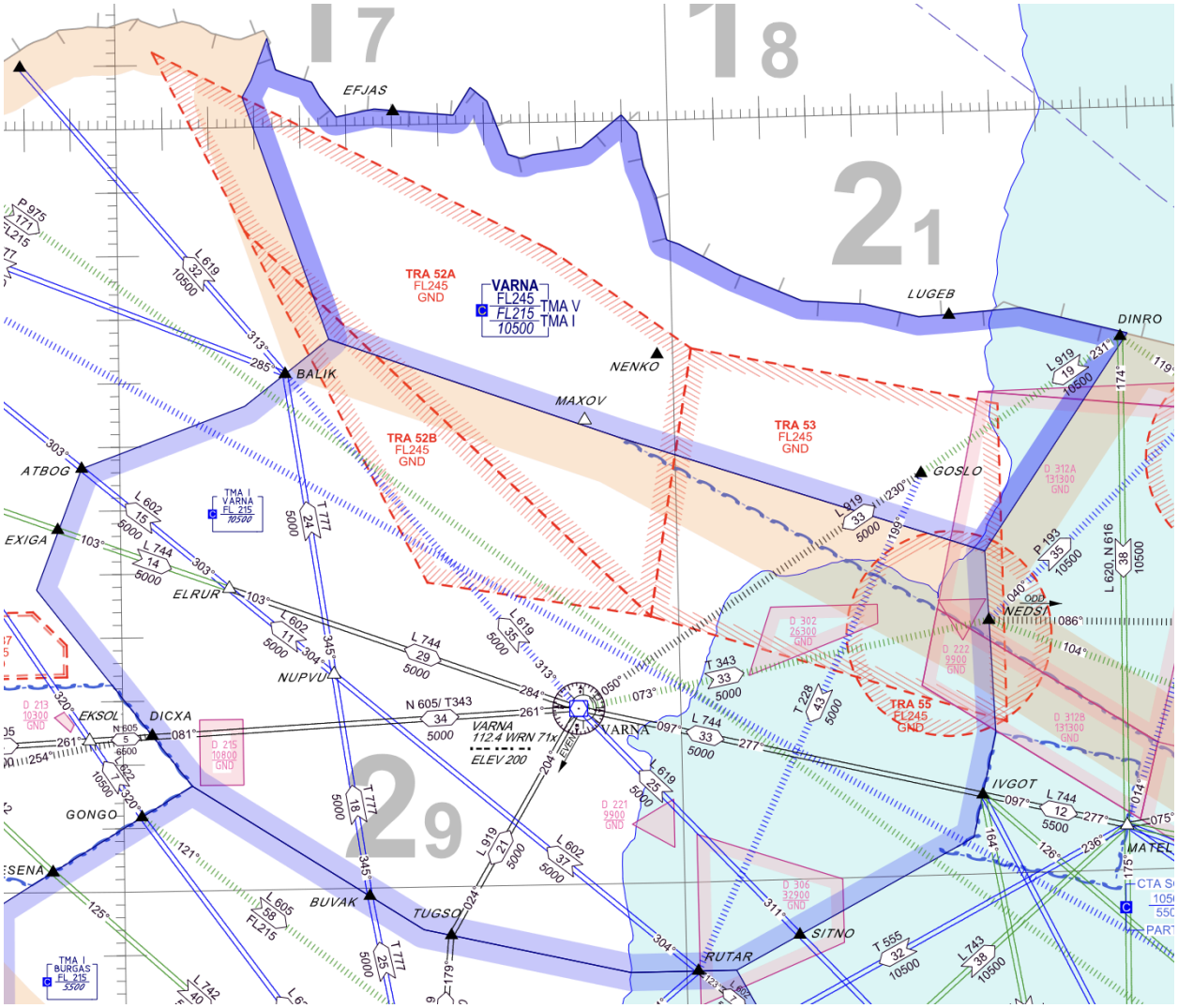
TMA airspace

Most of Varna TMA starts a couple hundred feet above the ground and goes up to FL215. TMA V starts at 10500ft and goes up to FL245. You can see the exact dimensions below. All aircraft within the TMA are the responsibility of LBWN_APP.



Aircraft will be handed off to LBWN_APP at least 10 nm prior to entering the airspace, or approximately 2 to 3 minutes prior to the boundary.

Aircraft leaving the TMA should be handed off to either Sofia Control, Bucharest Radar, or Burgas Approach several minutes prior to their exit from the TMA.

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Procedures

Departures

Name	Type	Runway	Initial climb	Notes
BALIK 4N	RNAV SID	09	FL 160	*Preferred*
DICXA 1N	RNAV SID	09	FL 160	*Preferred*
IVGOT 2N	RNAV SID	09	FL 170	*Preferred*
NEDSI 2N	RNAV SID	09	FL 170	*Preferred*
RUTAR 4N	RNAV SID	09	FL 170	*Preferred*
OMNI	Omnidirectional SID	09	N/A	*Non-RNAV*
BALIK 3P	RNAV SID	27	FL 160	*Preferred*
DICXA 1P	RNAV SID	27	FL 160	*Preferred*
IVGOT 4P	RNAV SID	27	FL 170	*Preferred*
NEDSI 3P	RNAV SID	27	FL 170	*Preferred*
RUTAR 4P	RNAV SID	27	FL 170	*Preferred*
OMNI	Omnidirectional SID	27	N/A	*Non-RNAV*

Initial climbs follow the semi-circular rule. Flights departing/flying west fly on even levels, flights departing/flying east fly on odd levels.

If aircraft performance allows, preferred departures should always be used (RNAV or non-RNAV, depending on aircraft capabilities).

***Important note**: RNAV procedures require **RNAV 1 GNSS or DME/DME/IRU** certification!*

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Arrivals - STARs

LBWN makes extensive use of STARs to take aircraft from their last waypoint to the IAF. All procedures require RNAV 1, so non-RNAV aircraft will need to be vectored in.

Name	Type	Runway	Notes
DICXA 1D	RNAV STAR	09	*Preferred*
EXIGA 3D	RNAV STAR	09	*Preferred*
GOSLO 6D	RNAV STAR	09	*Preferred*
TUGSO 5D	RNAV STAR	09	*Preferred*
IVGOT 5D	RNAV STAR	09	*Preferred*
DICXA 1F	RNAV STAR	27	*Preferred*
EXIGA 5F	RNAV STAR	27	*Preferred*
GOSLO 5F	RNAV STAR	27	*Preferred*
IVGOT 4F	RNAV STAR	27	*Preferred*
TUGSO 5F	RNAV STAR	27	*Preferred*

Standard altitudes required over the IAF for an aircraft to commence approach:

- RWY 09 - EMPED at 4000 ft
- RWY 27 - TITPI at 4000 ft

Important holding patterns

EMPED: Inbound course 091°, right turns
Maximum altitude: FL 140
Minimum altitude: 4000 ft

TITPI: Inbound course 271°, left turns
Maximum altitude: FL 140
Minimum altitude: 4000 ft

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Arrivals - Approaches

Precision approaches are always preferred, however if an aircraft is unable then they should be assigned a corresponding alternative approach. The standard missed approach climb is 4000 ft.

Name	Type	Runway	IAFs	Notes
ILS z or LOC z	ILS APP	09	IDEXI, EMPED	*RNAV Preferred*
ILS y or LOC y	ILS APP	09	WRN	*Non-RNAV preferred*
RNP	RNAV APP	09	IDEXI, EMPED	*N/A*
VOR	VOR APP	09	WRN	*N/A*
RNP	RNAV APP	27	UMDOX, TITPI	*Preferred*
VOR	VOR APP	27	WRN	*N/A*

Arrival sequencing

Final approach sequencing should be as efficient as possible. Landing aircraft should be sequenced with final separation of 5 to 7 miles.

Separation when runway 27 is in use can be increased to 6 to 8 miles due to the location of the available exits.

Larger gaps can be coordinated between APP and TWR to accommodate departures, although the standard separation should already accommodate a departure between each arrival.

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