

# Latter of agreement VATSIM Adria and BGvACC

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**This is not official document. It should be used only on flight simulation environment.**

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## 1. General

### 1.1. Purpose

The purpose of the Letter of Agreement is to define the coordination procedures applied between Belgrade FIR, Skopje FIR and Sofia FIR when providing ATS to General Air Traffic (IFR/VFR).

These procedures are supplementary to those specified in ICAO and EUROCONTROL.

### 1.2. Operational Status

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

### 1.3. Distribution

All operational significant information and procedures specified in this Letter of Agreement shall be distributed by the appropriate means to all concerned controllers.

### 1.4. Validity

This Letter of agreement becomes effective on 15.01.2022 and is signed by

- Marko Tomicic – VATAdria Director
- Kristian Karagyzov – BGvACC Director

### 1.5. Changes

Revision	Notes
14/01/2022	First Publication

## 2. Definitions

### 2.1. General definitions

ATS Area of Responsibility	An airspace of defined dimensions where 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 Area of Responsibility, within which airspace structure and related activities may have an impact of 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
Release for Climb/Descend	An authorization for the accepting unit to climb or descend specific aircraft before the transfer of control
Release for Turn	An authorization for the accepting unit to turn specific aircraft away from the current flight path by not more than 45° before the transfer of control
Fully released	An authorization for accepting unit to climb, descend and/or turn a specific aircraft

### 2.2. Free Route Airspace

A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) waypoints, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

FRA Arrival Point	A published NAVAID/Significant Point to which FRA operation is allowed for arriving traffic
FRA Departure Point	A published NAVAID/Significant Point from which FRA operation is allowed for departing traffic
FRA Entry Point	A published NAVAID/Significant Point from which FRA operations are allowed
FRA Exit Point	A published NAVAID/Significant Point to which FRA operations are allowed
FRA Intermediate Point	A published NAVAIR/Significant Point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed for all traffic

### 3. Areas of responsibility

#### 3.1. Belgrade FIR (LYBA FIR)

Name:	Belgrade UTA
Lateral limits:	As described in Serbia and Montenegro AIP
Vertical limits:	FL285 – FL660
Class airspace:	C

Traffic entering Skopje Upper Control Area/Top, has to be transferred to:

Belgrade Radar LYBA_CTR 123.775 MHz	Adria Radar ADR_U_CTR 130.750 MHz <small>(Above FL325)</small>	Adria Radar ADR_E_CTR 130.550 MHz	Adria Radar ADR_CTR 130.000 Mhz	Eurocontrol East EURE_FSS 135.550 Mhz
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Name:	Belgrade CTA
Lateral limits:	As described in Serbia and Montenegro AIP
Vertical limits:	1500 feet AGL – FL285
Class airspace:	C

Traffic entering Belgrade CTA, has to be transferred to:

Belgrade Radar LYBA_CTR 123.775 MHz	Adria Radar ADR_E_CTR 130.550 MHz	Adria Radar ADR_CTR 130.000 Mhz	Eurocontrol East EURE_FSS 135.550 Mhz <small>(Above FL245)</small>
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Name:	Belgrade TMA
Lateral limits:	As described in Serbia and Montenegro AIP
Vertical limits:	1500 feet AGL – FL125
Class airspace:	C

Traffic entering Belgrade TMA, has to be transferred to:

Belgrade Radar LYBE_APP 133.100 MHz	Belgrade Radar LYBA_CTR 123.775 MHz	Adria Radar ADR_E_CTR 130.550 MHz	Adria Radar ADR_CTR 130.000 Mhz
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Name:	Nis TMA
Lateral limits:	As described in Serbia and Montenegro AIP
Vertical limits:	1500 feet AGL – FL125
Class airspace:	C

Traffic entering Nis TMA, has to be transferred to:

Nis Approach LYNI_APP 119.525 MHz	Belgrade Radar LYBA_CTR 123.775 MHz	Adria Radar ADR_E_CTR 130.550 MHz	Adria Radar ADR_CTR 130.000 Mhz
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### 3.2. Skopje FIR (LWSS FIR)

Name: Skopje Upper Control Area/Top  
 Lateral limits: As described in North Macedonia AIP  
 Vertical limits: FL385 – FL660  
 Class airspace: C

Traffic entering Skopje Upper Control Area/Top, has to be transferred to:

Skopje Radar LWSS_CTR 119.375 MHz	Adria Radar ADR_U_CTR 130.750 MHz	Adria Radar ADR_E_CTR 130.550 MHz	Adria Radar ADR_CTR 130.000 MHz	Eurocontrol East EURE_FSS 135.550 MHz
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Name: Skopje Upper Control Area/Upper  
 Lateral limits: As described in North Macedonia AIP  
 Vertical limits: FL365 – FL385  
 Class airspace: C

Traffic entering Skopje Upper Control Area/Upper, has to be transferred to:

Skopje Radar LWSS_CTR 119.375 MHz	Adria Radar ADR_U_CTR 130.750 MHz	Adria Radar ADR_E_CTR 130.550 MHz	Adria Radar ADR_CTR 130.000 MHz	Eurocontrol East EURE_FSS 135.550 MHz
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Name: Skopje Upper Control Area/High  
 Lateral limits: As described in North Macedonia AIP  
 Vertical limits: FL245 – FL365  
 Class airspace: C

Traffic entering Skopje Upper Control Area/High, has to be transferred to:

Skopje Radar LWSS_CTR 119.375 MHz	Adria Radar ADR_U_CTR 130.750 MHz <small>(Above FL325)</small>	Adria Radar ADR_E_CTR 130.550 MHz	Adria Radar ADR_CTR 130.000 MHz	Eurocontrol East EURE_FSS 135.550 MHz
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Name: Skopje Lower Control Area  
 Lateral limits: As described in North Macedonia AIP  
 Vertical limits: 1000 feet AGL – FL245  
 C (FL200 – FL245);  
 Class airspace: D (10500 feet AMSL – FL200);  
 E (1000 feet AGL – 10500 feet AMSL)

Traffic entering Skopje Lower Control Area, has to be transferred to:

Skopje Radar LWSS_CTR 119.375 MHz	Adria Radar ADR_E_CTR 130.550 MHz	Adria Radar ADR_CTR 130.000 MHz
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### 3.3 Sofia FIR (LBSR FIR)

Name: Sofia CTA I  
Lateral limits: As described in Bulgaria AIP  
Vertical limits: FL105 – FL660  
Class airspace: C

Traffic entering Sofia CTA I, has to be transferred to:

Sofia Radar LBSR_CTR 131.225 MHz	Black Sea West LRUB_CTR 130.750 MHz	Eurocontrol East EURE_FSS 135.550 MHz <small>(Above FL245)</small>
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Name: Sofia TMA I  
Lateral limits: As described in Bulgaria AIP  
Vertical limits: 8500 feet AMSL – FL245  
Class airspace: C

Traffic entering Sofia TMA I, has to be transferred to:

Sofia Radar LBSF_APP 123.700 MHz	Sofia Radar LBSR_CTR 131.225 MHz	Black Sea West LRUB_CTR 130.750 MHz
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Name: Sofia TMA VI  
Lateral limits: As described in Bulgaria AIP  
Vertical limits: 5000 feet AMSL – 8500 feet AMSL  
Class airspace: C

Traffic entering Sofia TMA VI, has to be transferred to:

Sofia Radar LBSF_APP 123.700 MHz	Sofia Radar LBSR_CTR 131.225 MHz	Black Sea West LRUB_CTR 130.750 MHz
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### 3.4. Areas of common interest

#### 3.4.1. Delegated airspace from Belgrade FIR to Sofia FIR

- NIL -

#### 3.4.2. Delegated airspace between Sofia FIR and Belgrade FIR

- NIL -

#### 3.4.3. Delegated airspace between Skopje FIR and Sofia FIR

- NIL -

#### 3.4.4. Delegated airspace between Sofia FIR and Skopje FIR

- NILL -

## 4. ATS route, coordination points and flight level allocation

### 4.1. Flights from Belgrade FIR to Sofia FIR

All flights has to be transferred on ODD level, when entering Sofia FIR from Belgrade FIR

Departure	Destination	COPX	CFL	Remarks
-	<b>LBSF</b>	NISVA	FL130	Transfer to APP Controller 20nm before border
-	<b>LBPD</b>	NISVA	FL330	Transfer to LBSR_CTR
<b>LYNI</b>	-	ETIDA	FL130	
	-	NISVA	FL130	
<b>LYKV</b>	-	ETIDA	MAX FL310	
	-	NISVA	MAX FL310	

### 4.2. Flights from Sofia FIR to Belgrade FIR

All flights has to be transferred on EVEN level, when entering Belgrade FIR from Sofia FIR

Departure	Destination	COPX	CFL	Remarks
-	<b>LYBE / LYBT</b>	UTEKA	FL340	
-		OKANA	FL330	
-	<b>LYNI</b>	DOLAP	FL120	
-		GODEK	FL160	
<b>LBSF</b>	-	UTEKA	FL320	

### 4.3. Flights from Skopje FIR to Sofia FIR

All flights has to be transferred on ODD level, when entering Sofia FIR from Skopje FIR

Departure	Destination	COPX	CFL	Remarks
-	<b>LBSF</b>		FL270	
-	<b>LBPD</b>		FL290	
<b>LWSK</b>	-	VELBA	FL230	
<b>LWOH</b>	-		FL350	
<b>BKPR</b>	-		FL250	

### 4.4. Flights from Sofia FIR to Skopje FIR

All flights has to be transferred on EVEN level, when entering Skopje FIR from Sofia FIR

Departure	Destination	COPX	CFL	Remarks
-	<b>LWSK</b>	LETNI	FL140	
-	<b>LWOH</b>		FL300	

-	<b>BKPR</b>	FL300
<b>LBSF</b>	-	FL240
<b>LBPD</b>	-	FL320

## 5. VFR flights

- NILL -

## 6. Special cases

- NILL -

## 7. Transfer of Aircraft

### 7.1. General

Transfer of control and radar identification will be subject to the equipment used by controller for necessary information exchange.

Additionally, two way communications between the facilities should be possible.

### 7.2. Transfer of Radar Control

Transfer of control may be affected, after prior coordination, provided the minimum separation between the aircraft does not fall below 5 nm.

### 7.3. Silent Transfer of Control (Silent Handover)

Transfer of control may take place by means of Silent Handover, if:

- The aircrafts that are following the **same route**, they are spaced by a minimum of 10NM, constant or increasing.
- The aircraft that are on **crossing tracks**, they have to be separated by conditions written in 7.4.1.
- The transferring controller places any coordinated vectoring instructions or speed control in the tag and instructs aircraft to report these on first contact with the receiving controller
- The receiving controller is informed – by means of XFL coordination or otherwise
- The transferring controller does not wait of acceptance of electronic transfer of the TAG before transferring communications. The receiving controller will accept the transfer upon the aircraft checking in on their frequency.

### 7.4. Separation Minima

#### 7.4.1. Reduced longitudinal separation

A reduced minimum longitudinal separation of 3 minutes may be applied between aircraft on the same or crossing tracks, at the same level, climbing or descending. The transferring unit in each case must ensure that actual distance between aircraft is no less than 20nm.

#### **7.4.2. Radar separation**

The following radar separation minima are to be applied:

- Belgrade FIR: 5.0 nm
- Skopje FIR: 5.0 nm
- Sofia FIR: 7.0 nm
- Sofia TMA: 4.0 nm

If separation minima differ, the greater minima of the relevant unit shall be used.