LETTER OF AGREEMENT

between

Virtual Area Control Centre Bulgaria
SOFIA ACC/VARNA APP

Virtual Area Control Centre Romania
BUCUREȘTI ACC/CONSTANTA APP

Effective: 11 AUG 2022
Revision: 27 NOV 2025

APPROVED BY

Andrei Tzenov

Andrei Tzenov
Bulgaria vACC Director

George Enciu
Director vACC Romania

Teodor Petrică
Operations

VERSION NR. 3

1. General

1.1. Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Bulgaria vACC and Romania vACC when providing ATS to GAT/OAT, IFR/VFR.

All information and procedures described in this Letter of Agreements shall not be used for real world purposes.

1.2. Operational Status

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

This LoA may only be used within the simulated VATSIM environment and is therefore not to be used for real life ATC purposes.

1.3. Validity

This version of the Letter of Agreement becomes effective on **27 NOV 2025 (AIRAC 2512)**, and supersedes the Letter of Agreement between Bucharest FIR and Sofia FIR dated 11 AUG 2022.

2. Definitions and Abbreviations

2.1. Definitions

2.1.1. General Air Traffic (GAT):

All movements of civil aircraft, as well as all movements of State aircraft (including military, customs and police aircraft) when these movements are carried out in conformity with the procedure of ICAO.

2.1.2. 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.

2.1.3. Release for Climb:

An authorization for the accepting unit to climb (a) specific aircraft before the transfer of control.

Note:

An authorization for the accepting unit to climb (a) specific aircraft before the transfer of control.

2.1.4. Release for Descent:

An authorization for the accepting unit to descend (a) specific aircraft before the transfer of control.

Note:

The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

2.1.5. Release for Turn:

An authorization for the accepting unit to turn (a) specific aircraft away from the current flight path by not more than 45° before the transfer of control.

Note:

The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

2.1.6. Area of Responsibility:

An airspace of defined dimensions where a sole ATS unit has responsibility for providing air traffic services.

2.1.7. Free route airspace (FRA):

A specified airspace within pilots can freely plan a route between a defined entry and exit point.

2.1.8. Reduced vertical separation minimum:

Between FL290 - FL410 the vertical separation is 300 m / 1000 feet.

2.2. Abbreviations

ACC: Area Control Centre
AIP: Aeronautical Information Publication
AMSL: Altitude (above) Mean Sea Level
AoR: Area of Responsibility
APP: Approach
ARR: Arrival
ATC: Air Traffic Control
ATS: Air Traffic Service
CIZ: Controller Initiated Handoff Zone
COP: Changeover Point
CPDLC: Controller Pilot Data Link Communication
CTA: Control area
DEP: Departure
ENR: Enroute
ETO: Estimated Time Over
FIC: Flight Information Centre
FIR: Flight Information Region
FL: Flight Level
FLAS: Flight Level Allocation Scheme
FRA: Free Route Airspace
GAT: General Aviation Traffic
GND: ground
ICAO: International Civil Aviation Organisation
IFR: Instrument Flight Rules
NM: Nautical Mile
OAT: Operational Air Traffic
QNH: Pressure measured at the point of sea level
RFL: Requested Flight Level
RVSM: Reduced Vertical Separation Minima
STAR: Standard Arrival
TMA: Terminal Manoeuvring Area
TWR: Tower
vACC: Virtual Area Control Centre
VCCS: Voice Communication Control System
VFR: Visual Flight Rules

3. Areas of Responsibility, Airspace Structure & Sectorization

3.1. Area of Responsibility

3.1.1. SOFIA ACC

Lateral limits: as published in AIP BULGARIA, ENR 2.1

Vertical limits: 10500 ft AMSL – FL660

ICAO airspace classification for the area of responsibility of SOFIA ACC along the common boundary of the area of responsibility of CONSTANTA APP and BUCUREȘTI ACC is described in the Airspace Structure paragraph to this Letter of Agreement.

3.1.2. BUCUREȘTI ACC

Lateral limits: as published in AIP ROMANIA, ENR 2.1

Vertical limits: lower limit of ATS routes up to FL660

ICAO airspace classification for the area of responsibility of BUCUREȘTI ACC along the common boundary of the area of responsibility of SOFIA ACC is described in the Airspace Structure paragraph to this Letter of Agreement.

3.1.3. VARNA APP

Lateral limits: as published in AIP BULGARIA, ENR 2.1

Vertical limits: 1800 ft AMSL - FL245

ICAO airspace classification for the area of responsibility of VARNA APP along the common boundary of the area of responsibility of SOFIA ACC is described in the Airspace Structure paragraph to this Letter of Agreement.

3.1.4. CONSTANTA APP

Lateral limits: as published in AIP ROMANIA, ENR 2.1

Vertical limits: 2000 ft AMSL - FL175

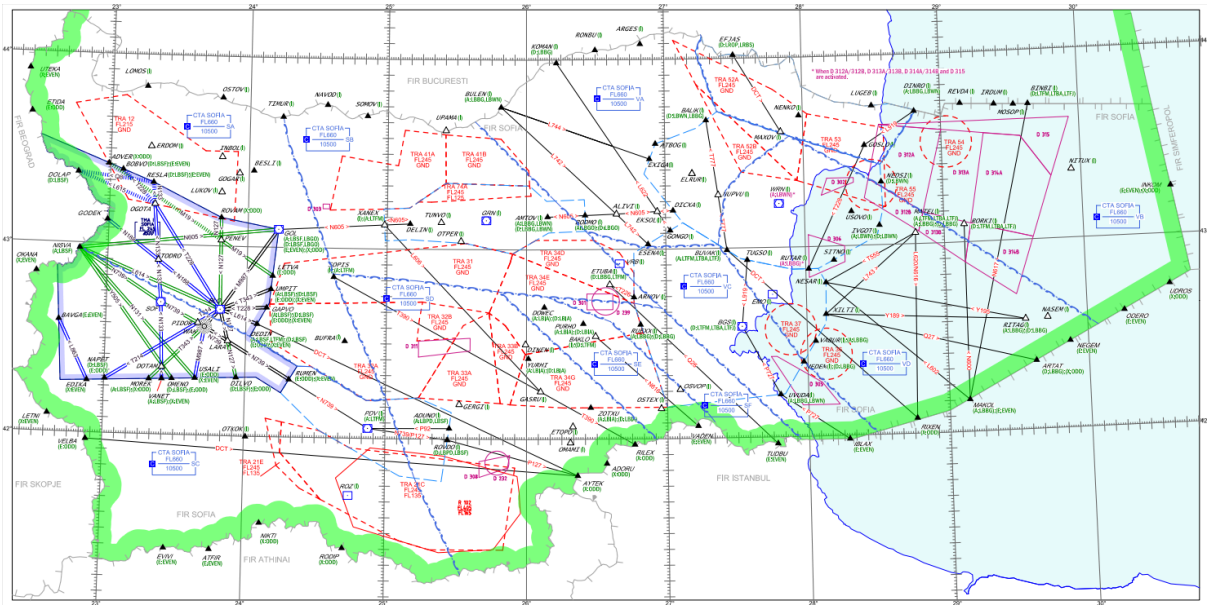
ICAO airspace classification for the area of responsibility of CONSTANTA APP along the common boundary of the area of responsibility of SOFIA ACC is described in the Airspace Structure paragraph to this Letter of Agreement.

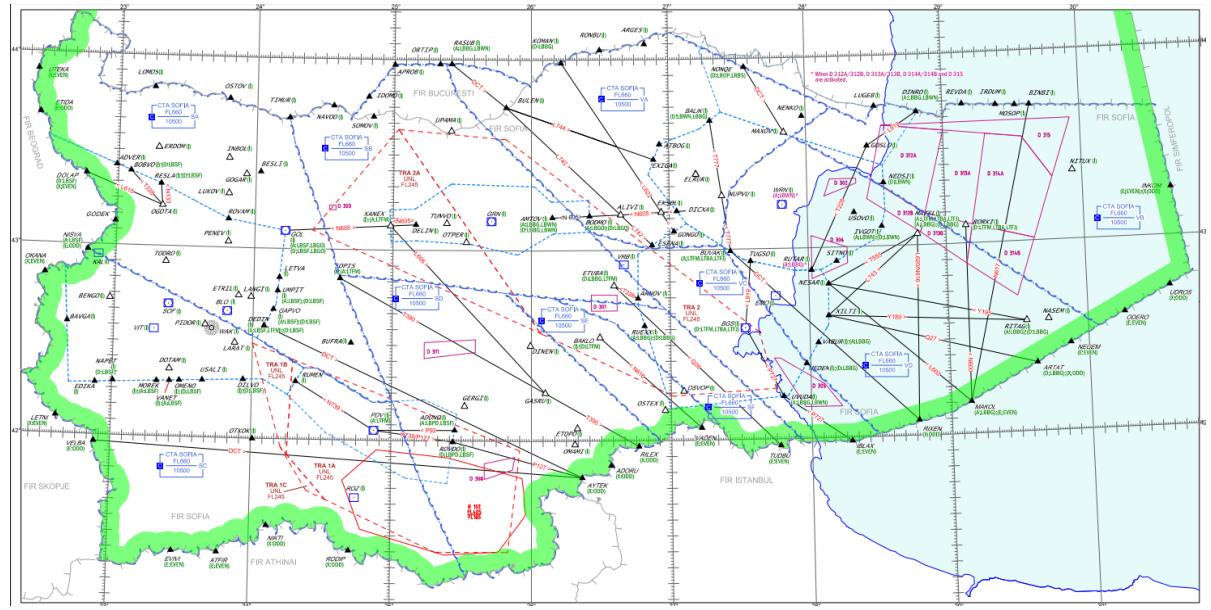
3.2. Airspace Structure

3.2.1. SOFIA FIR

Area	Vertical limits	Airspace Classification
As published in AIP BULGARIA, ENR 2.1	FL660 GND	Class C - from 10500 ft AMSL to FL660 Class G - GND to 10500 ft AMSL
FREE ROUTE AIRSPACE IN SOFIA CTA Operating hours: H24		
Encompasses the horizontal boundaries of Sofia FIR in their full extent, as published in AIP BULGARIA, ENR 2.1	FL660 GND	Class C - from 10500 ft AMSL to FL660 Class G - GND to 10500 ft AMSL

SOFIA FIR



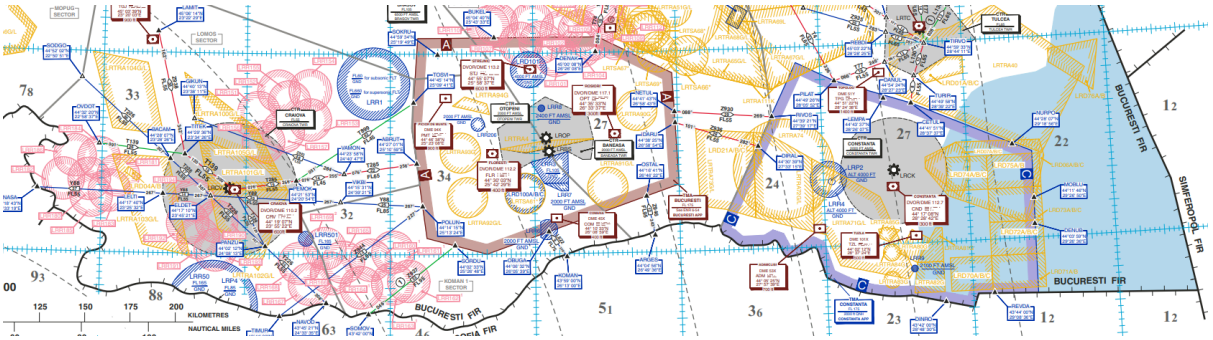


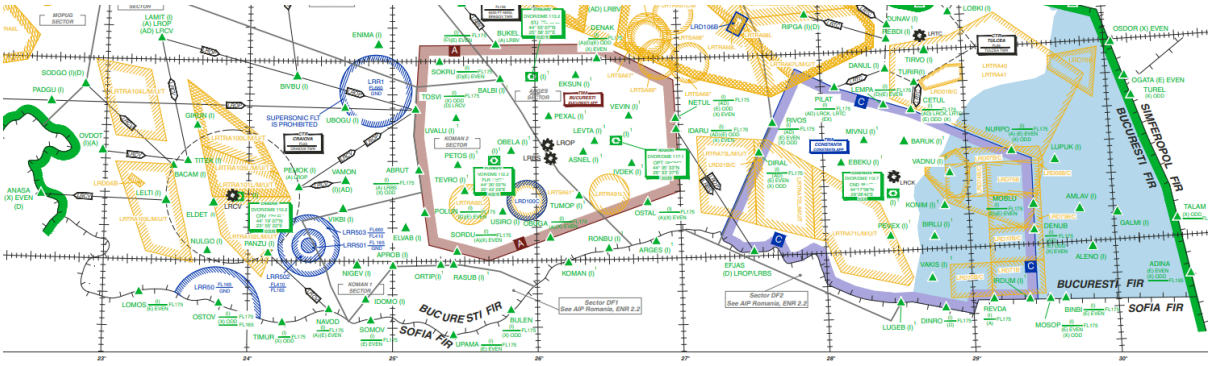
3.2.2. BUCUREȘTI FIR

Area	Vertical limits	Airspace Classification
As published in AIP ROMANIA, ENR 2.1	FL660 GND	Class C - above FL105 - lower limit of ATS routes up to FL105 - Constanta TMA 2500 ft QNH up to FL175 - Aerodrome Control Zones Class G - outside the above mentioned Class C airspace
FREE ROUTE AIRSPACE IN BUCUREȘTI CTA Operating hours: H24		
Encompasses the horizontal boundaries of BUCUREȘTI CTA in their full extent, as published in AIP ROMANIA, ENR 2.1	FL660 FL105 except TMA areas	Class C

Note: FRA is not applied within the airspace of TMAs. Below FL105 is non-FRA airspace and fixed route network airspace exists. Detailed description of BUCUREȘTI ACC AoR airspace, both FRA and non-FRA airspace is published in national AIP.

BUCUREȘTI FIR

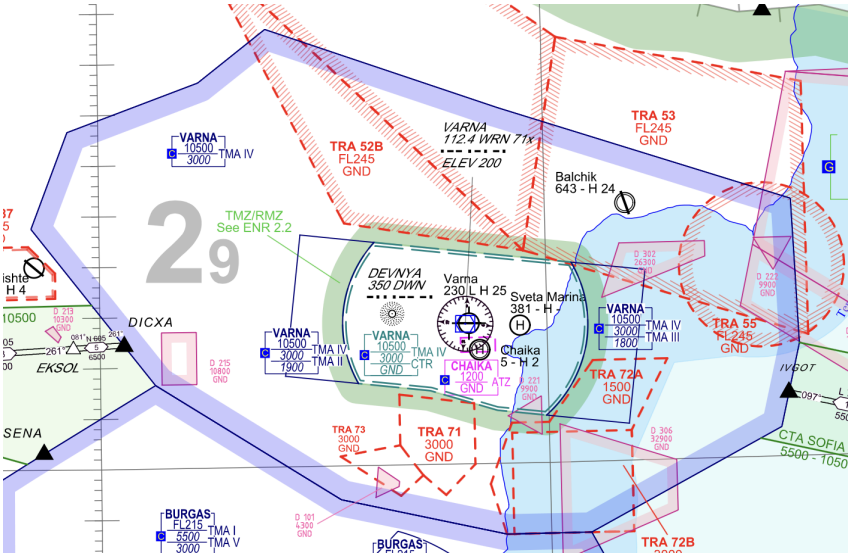


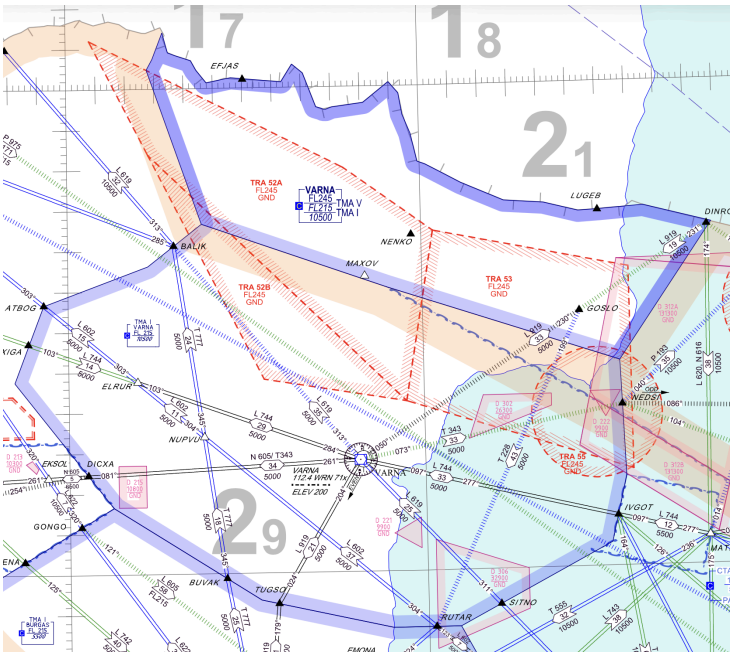


3.2.3. VARNA TMA

Area		Vertical limits	Airspace Classification
VARNA TMA	As published in AIP BULGARIA, ENR 2.1	Above 1800 ft QNH up to FL245	Class C

TMA VARNA LATERAL AND VERTICAL SECTOR

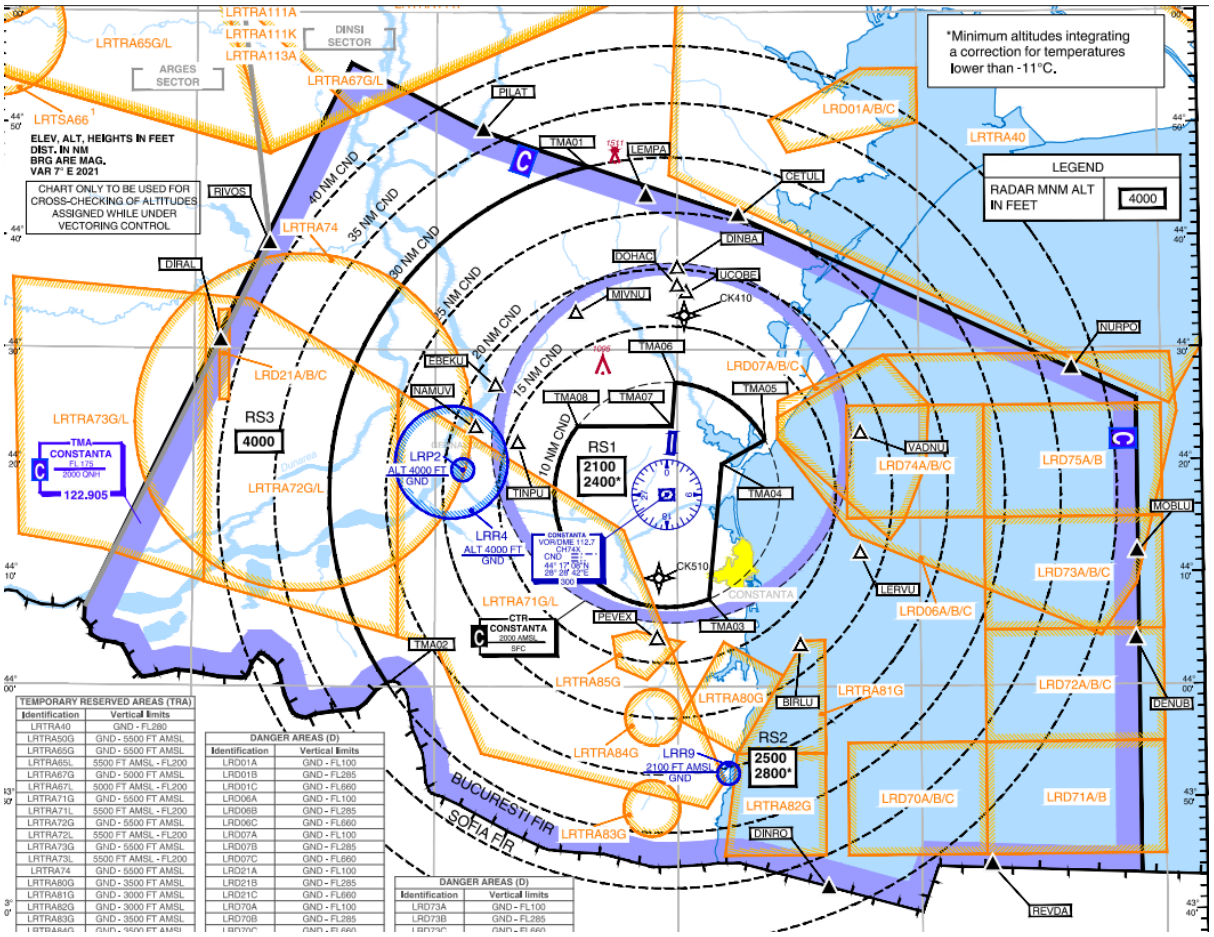




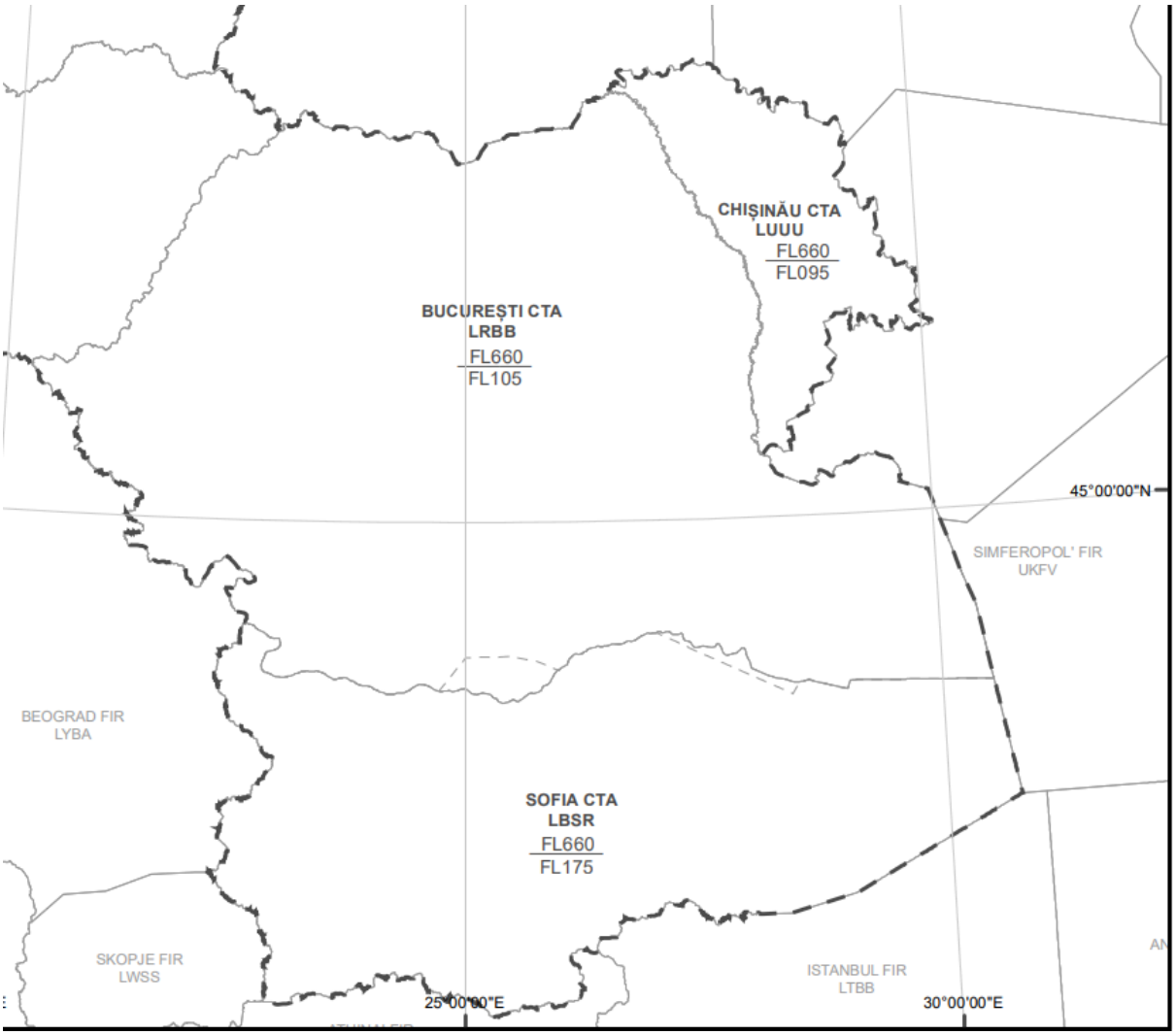
3.2.4. CONSTANTA TMA

Area		Vertical limits	Airspace Classification
CONSTANTA TMA	As published in AIP ROMANIA, ENR 2.1	Above 2000 ft QNH * up to FL175 * West part above FL55 when LRTRA74 is activated	Class C

TMA CONSTANTA LATERAL AND VERTICAL SECTOR



FREE ROUTE AIRSPACE (FRA)



3.3. Sectorization

3.3.1 SOFIA ACC

SOFIA ACC - SOFIA SECTORS			
Sector	**FL**	**C1**	**C2**
Upper	**FL660** **FL245**	LBSR_CTR Sofia 131.225	LBSR_E_CTR Sofia East 129.100
Lower	**FL245** **10500ft**		
FIC	**10500ft** **SFC**	LBSR_I_CTR 130.600	

SOFIA ACC - VARNA SECTORS			
Sector	**FL**	**C1**	**C2**
Upper	**FL660** **FL245**	LBSR_V_CTR Varna 134.700	LBSR_B_CTR Black Sea 132.950
Lower	**FL245** **10500ft**		
FIC	**10500ft** **SFC**	LBSR_I_CTR 130.600	

3.3.2. VARNA APP

VARNA APP		
Sector	**FL**	**C1**
VARNA TMA	**As described in para 3.2.3.**	LBWN_APP 124.230

3.3.3. BUCUREȘTI ACC

<table>
<tr><th colspan="6">BUCUREȘTI ACC - KONEL</th></tr>
<tr><th>Sector</th><th>FL</th><th>C1</th><th>C2</th><th>C3</th><th>C4</th></tr>
<tr><td>Upper
High</td><td><u>FL660</u>
FL365</td><td rowspan="4">LRBB_L_CTR
KONEL
122.030</td><td rowspan="2">LRBB_H_CTR
High
134.380</td><td>LRBB_U_CTR
Upper High
132.865</td><td>LRBB_U_CTR
Upper High
132.865</td></tr>
<tr><td>High</td><td><u>FL365</u>
FL345</td><td rowspan="3">LRBB_L_CTR
KONEL
122.030</td><td>LRBB_H_CTR
High
134.380</td></tr>
<tr><td>Mid</td><td><u>FL345</u>
FL105</td><td rowspan="2">LRBB_L_CTR
KONEL
122.030</td><td rowspan="2">LRBB_L_CTR
KONEL
122.030</td></tr>
<tr><td>Lower</td><td><u>FL105</u>
MEL</td></tr>
<tr><td>FIC</td><td><u>MEL</u>
SFC</td><td colspan="4">LRBB_I_CTR
129.400</td></tr>
</table>

<table>
<tr><th colspan="6">BUCUREȘTI ACC - DINAR</th></tr>
<tr><th>Sector</th><th>FL</th><th>C1</th><th>C2</th><th>C3</th><th>C4</th></tr>
<tr><td>Upper
High</td><td><u>FL660</u>
FL365</td><td rowspan="4">LRBB_A_CTR
DINAR
121.180</td><td rowspan="2">LRBB_H_CTR
High
134.380</td><td>LRBB_U_CTR
Upper High
132.865</td><td>LRBB_U_CTR
Upper High
132.865</td></tr>
<tr><td>High</td><td><u>FL365</u>
FL345</td><td rowspan="3">LRBB_A_CTR
DINAR
121.180</td><td>LRBB_H_CTR
High
134.380</td></tr>
<tr><td>Mid</td><td><u>FL345</u>
FL105</td><td rowspan="2">LRBB_A_CTR
DINAR
121.180</td><td rowspan="2">LRBB_A_CTR
DINAR
121.180</td></tr>
<tr><td>Lower</td><td><u>FL105</u>
MEL</td></tr>
<tr><td>FIC</td><td><u>MEL</u>
SFC</td><td colspan="4">LRBB_I_CTR
129.400</td></tr>
</table>

3.3.4. CONSTANTA APP

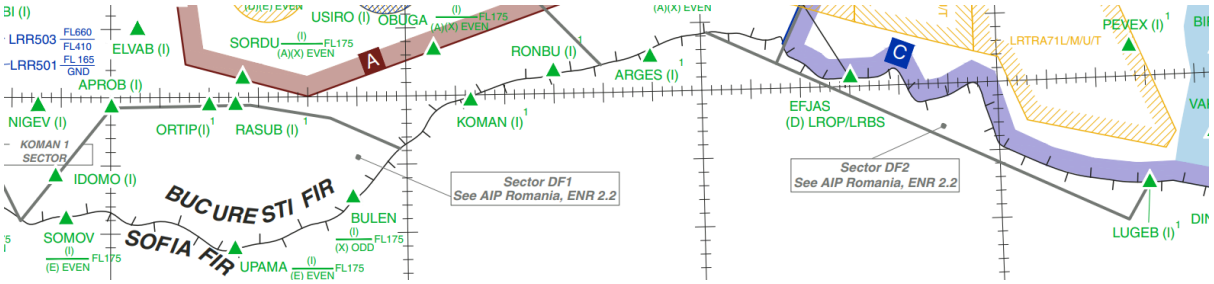
CONSTANTA APP			
Sector	**FL**	**C1**	**C2**
CONSTANTA TMA	**As described in para 3.2.4.**	LRCK_APP 122.905	LRBB_A_CTR 121.180

3.4. Special Areas within the Area of Common Interest

This section outlines additional areas that have a direct impact of the exchange of traffic between ATS units. These areas include Temporary Restricted Areas, Danger, Prohibited or Restricted Areas within the Area of Common Interest Zone.

3.4.1. Cross Border Sectors within DANUBE FAB

Name	Lateral limits	Vertical limits Class of airspace	Unit providing service	Remarks
Sector DF1	435213N0255833E - 435647N0254432E - 435846N0252818E - 435824N0250009E - 434153N0244148E - then along Bucureşti FIR/Sofia FIR boundary up to the point of coordinates 435213N0255833E	FL660 FL245 Class of airspace: C	SOFIA ACC See AIP Bulgaria	Procedures and communications will be as if the airspace were an integral part of the SOFIA FIR (See AIP Republic of Bulgaria).
Sector DF2	434408N0283004E - 433855N0282535E - 440826N0270101E - then along Bucureşti FIR/Sofia FIR boundary up to the point of coordinates 434408N0283004E	FL660 FL245 Class of airspace: C	BUCUREȘTI ACC See AIP Romania	Procedures and communications will be as if the airspace were an integral part of the BUCUREȘTI FIR.



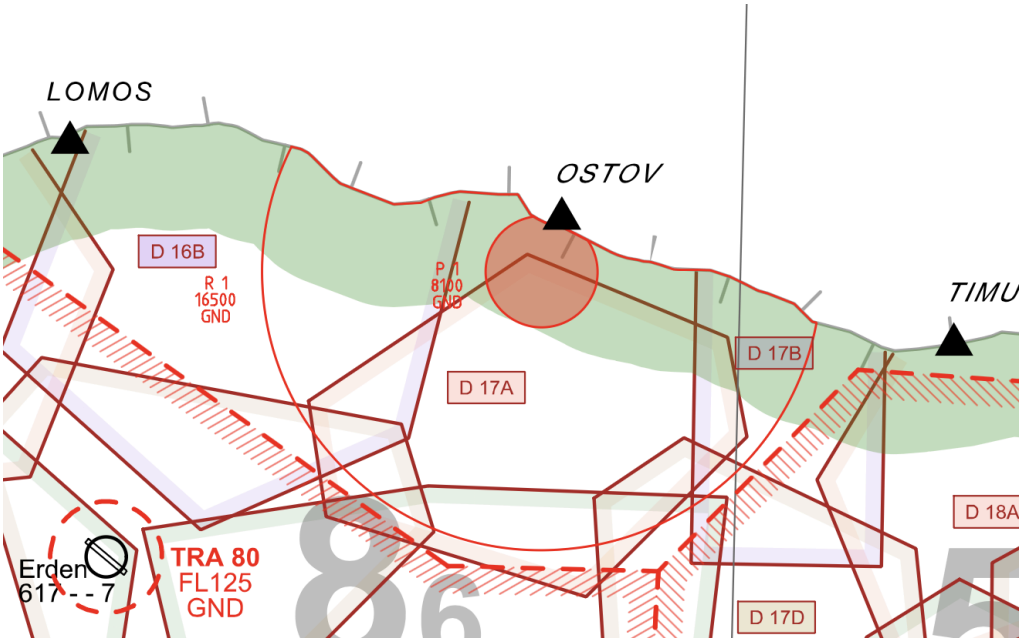
3.4.2. SOFIA FIR

Areas are defined in accordance with the AIP Bulgaria ENR 5.1 and are activated H24:

LBP1
8100ft AMSL GND
A circle, 5.0 km radius centred at 434424N 0234644E

LBR1*
16500ft AMSL GND
A circle, 25.0 km radius centred at 434424N 0234644, excluding the airspace of Prohibited Area LBP1

* shared with Bucuresti FIR



3.4.3. BUCURESTI FIR

Areas are defined in accordance with the AIP Romania ENR 5.1 and are activated H24:

LRR501
FL165 GND
Circle of 2.16 NM (4 KM) radius centered on point of coordinates: 440436N 0242506E

LRR502
FL410 FL165
Circle of 4.86 NM (9 KM) radius centered on point of coordinates: 440436N 0242506E

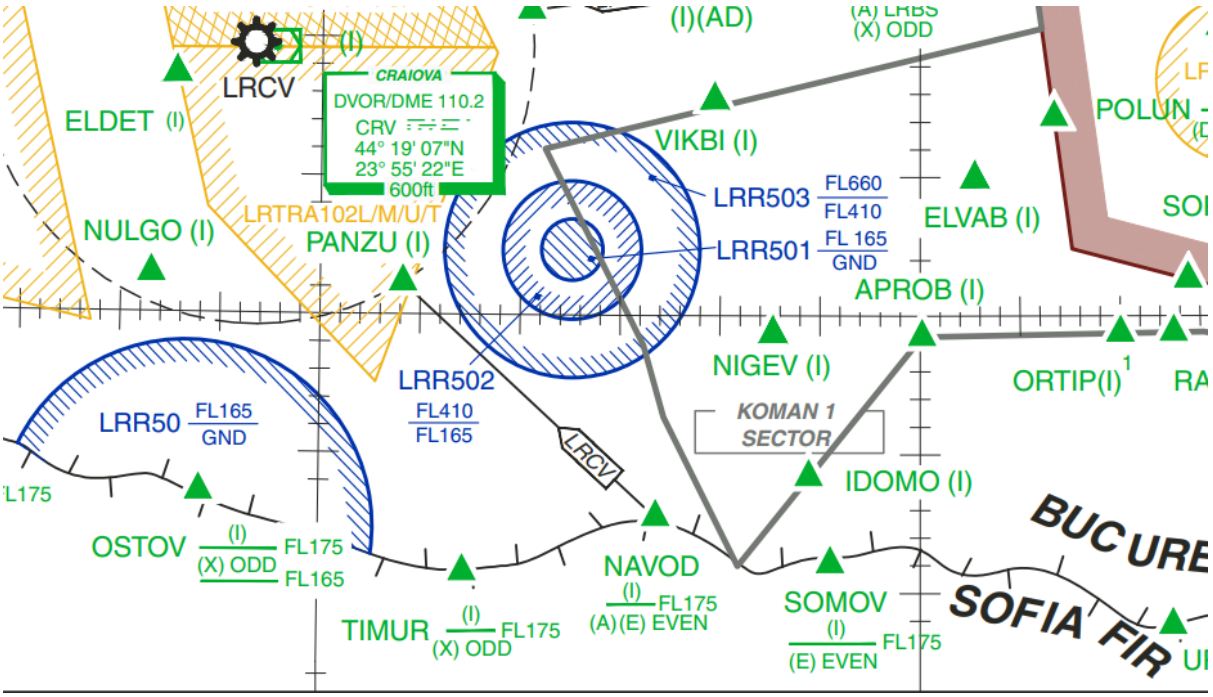
LRR503
FL660 FL410
Circle of 9.18 NM (17 KM) radius centered on point of coordinates: 440436N 0242506E

LRP4*
FL85 GND
Circle of 5 KM radius centred on point of coordinates: 434424N 0234644E

* shared with Sofia FIR

LRR50 *
FL165 GND
A circle, radius 13.5 NM (25 KM) centred at 434424N 0234644E

* shared with Sofia FIR


(I)(AD)
(A) LRBS
(X) ODD
(I)
LRCV
CRAIOVA
DVOR/DME 110.2
CRV
44° 19' 07"N
23° 55' 22"E
600ft
ELDET (I)
VIKBI (I)
POLUN
LRR503 FL660 FL410
ELVAB (I)
LRTRA102L/M/U/T
NULGO (I)
PANZU (I)
LRR501 FL 165 GND
APROB (I)
NIGEV (I)
ORTIP(I)
LRR502 FL410 FL165
KOMAN 1 SECTOR
LRR50 FL165 GND
LRCV
IDOMO (I)
OSTOV (I) (X) ODD FL175 FL165
NAVOD (I) FL175 (A)(E) EVEN
SOMOV (I) FL175 (E) EVEN
TIMUR (I) (X) ODD FL175
SOFIA FIR

4. Procedures for Coordination

4.1. General Conditions for Acceptance of Flights

4.1.1. Reference Location

Coordination of flights shall normally take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route.

4.1.2. Level

Flights shall be considered to be maintaining the co-ordinated level at the transfer of control point unless climb or descend conditions have been clearly stated by verbal coordination, except if otherwise described in 4.2. and 4.3.

4.1.3. Accepting ATS unit conditions

If the accepting ATS Unit cannot accept a flight offered in accordance with the conditions specified herein, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.

4.1.4. Approval Request

For any proposed deviation from the conditions specified in this paragraph (e.g. COP, route or level) the transferring unit shall initiate an Approval Request.

4.1.5. Transfer of air-ground communication

The accepting ATS Unit shall not notify the transferring ATS Unit that it has established ground-air communications with the transferred aircraft unless specifically requested to do so. The Accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

4.2. ATS Routes, Coordination Points and Level Allocation

Available ATS routes, COPs to be used and flight allocation to be applied, unless otherwise described in paragraph 4.3., are described in the tables below.

4.2.1. Flights from SOFIA ACC/VARNA APP to BUCUREȘTI ACC/CONSTANTA APP using COPs on common boundary

ATS-Routes	COP	FRA relevance Sofia/București	Flight Level Allocation	Special Conditions
FRA Sofia CTA	LOMOS	INTERMEDIATE	EVEN	
	OSTOV			
	TIMUR			
	NAVOD			
	SOMOV			
	UPAMA			
	BULEN			
	KOMAN			
	RONBU			
	ARGES			
	EFJAS			
	LUGEB			
	DINRO			
	REVDA			
	IRDUM			
	MOSOP			
	BINBI			

4.2.2. FRA operation - Flights from SOFIA ACC/VARNA APP to BUCUREȘTI ACC/CONSTANTA APP

ATS-Routes	COP	FRA relevance Sofia/București	Flight Level Allocation	Special Conditions
FRA Sofia CTA	ALL COPs	INTERMEDIATE	EVEN	

4.2.3. Flights from BUCUREȘTI ACC/CONSTANTA APP to SOFIA ACC/VARNA APP using COPs on common boundary

ATS-Routes	COP	FRA relevance Sofia/București	Flight Level Allocation	Special Conditions
FRA Bucuresti CTA	LOMOS	INTERMEDIATE	ODD	
	OSTOV			
	TIMUR			
	NAVOD			
	SOMOV			
	UPAMA			
	BULEN			
	KOMAN			
	RONBU			
	ARGES			
	EFJAS			
	LUGEB			
	DINRO			
	REVDA			
	IRDUM			
	MOSOP			
	BINBI			

4.2.4. FRA operation - Flights from BUCUREȘTI ACC/CONSTANTA APP to SOFIA ACC/VARNA APP

ATS-Routes	COP	FRA relevance Sofia/București	Flight Level Allocation	Special Conditions
FRA București CTA	ALL COPs	INTERMEDIATE	ODD	

4.2.5. FLAS for ARR/DEP traffic

This scheme is a tool to standardise data exchange between the ATS Units concerned and to give a general guide to avoid certain areas of airspace, but does in no case release ATC personnel from the responsibility to separate aircraft.

4.2.5.1. Departures shall be cleared as follows:

From	CFL/max FL	Entry conditions
LROP, LRBS to LBSF via TIMUR	270↓	at level
LRCK via DINRO	170	climbing, cross DINRO at 10.000’ AMSL or above

4.2.5.2. Arrivals shall be cleared as follows:

Destination	CFL/max FL	Entry conditions
LBSF, LBPD, LBGO via TIMUR, OSTOV	290↓	at level
LBWN, LBBG via RASUB	310↓	at level
LBWN via DINRO, LUGEB	190↓	at level
LBBG via DINRO, LUGEB	290↓	at level
LTFM, LTBA, LTFJ via DINRO, LUGEB	350↓	at level
LROP, LRBS via ARGES, KOMAN	160↓	descending
LROP, LRBS via SOMOV	240↓	descending
LRCK via REVDA	160↓	at level
LRCV via NAVOD	130	at level

4.2.7. APPENDIX 2 - CIZ LINES

CIZ LINE BUCURESTI
LINE:N043.36.55.521:E022.29.26.744:N043.28.29.437:E022.50.37.671
LINE:N043.28.29.437:E022.50.37.671:N043.26.56.920:E023.06.26.415
LINE:N043.26.56.920:E023.06.26.415:N043.28.44.388:E023.21.40.819
LINE:N043.28.44.388:E023.21.40.819:N043.18.40.593:E024.07.11.349
LINE:N043.18.40.593:E024.07.11.349:N043.21.32.440:E024.29.36.553
LINE:N043.21.32.440:E024.29.36.553:N043.19.29.751:E024.47.25.669
LINE:N043.19.29.751:E024.47.25.669:N043.27.30.430:E025.05.06.627
LINE:N043.27.30.430:E025.05.06.627:N043.34.50.194:E025.10.50.864
LINE:N043.34.50.194:E025.10.50.864:N043.35.45.646:E025.31.20.785
LINE:N043.35.45.646:E025.31.20.785:N043.31.51.237:E025.48.21.290
LINE:N043.31.51.237:E025.48.21.290:N043.33.12.259:E026.11.32.241
LINE:N043.33.12.259:E026.11.32.241:N043.42.30.021:E026.30.12.757
LINE:N043.42.30.021:E026.30.12.757:N043.46.30.397:E026.56.47.513
LINE:N043.46.30.397:E026.56.47.513:N043.22.30.924:E028.16.15.647
LINE:N043.22.30.924:E028.16.15.647:N043.21.44.040:E028.35.38.814
LINE:N043.21.44.040:E028.35.38.814:N043.25.58.658:E028.41.30.931
LINE:N043.25.58.658:E028.41.30.931:N043.23.33.136:E028.54.24.615
LINE:N043.23.33.136:E028.54.24.615:N043.27.22.693:E029.16.06.658
LINE:N043.27.22.693:E029.16.06.658:N043.28.31.215:E030.34.03.625
LINE:N043.28.31.215:E030.34.03.625:N043.28.32.588:E030.35.02.886

CIZ LINE SOFIA
LINE:N044.31.52.350:E022.45.32.455:N044.22.41.074:E023.11.44.770
LINE:N044.22.41.074:E023.11.44.770:N044.10.12.941:E023.27.50.277
LINE:N044.10.12.941:E023.27.50.277:N044.00.26.957:E024.12.31.412
LINE:N044.00.26.957:E024.12.31.412:N044.04.06.985:E024.31.42.588
LINE:N044.04.06.985:E024.31.42.588:N044.15.30.632:E024.52.43.334
LINE:N044.15.30.632:E024.52.43.334:N044.14.44.231:E025.53.06.587
LINE:N044.14.44.231:E025.53.06.587:N044.27.47.763:E026.47.33.814
LINE:N044.27.47.763:E026.47.33.814:N044.27.35.556:E027.06.35.225
LINE:N044.27.35.556:E027.06.35.225:N044.05.01.039:E028.19.11.996
LINE:N044.05.01.039:E028.19.11.996:N044.08.25.141:E029.55.46.069
LINE:N044.08.25.141:E029.55.46.069:N044.07.22.497:E030.26.06.829

4.3. Special Procedures

4.3.1. Flights from SOFIA ACC/VARNA APP to BUCUREȘTI ACC/CONSTANTA APP

(1) Traffic with destination LROP/LRBS shall be transferred by Sofia Bravo Sector at FL240 or below, unless otherwise verbally coordinated.

(2) Traffic with destination LROP/LRBS planned via Varna Alfa Sector shall be transferred at levels between FL120 and FL160 inclusive, unless otherwise verbally coordinated.

(3) Traffic operating on M987 above FL245 via ORTIP shall be transferred 10 NM before ORTIP on EVEN levels, unless otherwise verbally coordinated with București ACC.

(4) During SEEFRA operations, all flights from Sofia CTA to București CTA shall be transferred on EVEN levels, regardless of magnetic track, unless otherwise verbally coordinated.

(5) Arrivals to LBWN via LUGEB/DINRO shall be transferred directly to Varna APP, at levels previously agreed between the units, unless otherwise coordinated.

(6) Arrivals to LRCV entering București ACC from Sofia ACC shall cross NAVOD at FL130 and shall proceed via PANZU, unless otherwise verbally coordinated.

(7) To accommodate Bucharest MIL ACC operations, the following shall apply:
1. Departures from LROP/LRBS entering Sofia ACC shall be cleared:
   - via IDARU DCT EFJAS when RFL < FL245, or
   - via IDARU DCT NONQE when RFL ≥ FL245.
2. Such traffic is released for climb to FL270.
3. The common boundary shall be crossed at FL110 or above.
4. If the aircraft is unable to comply with any of these provisions, individual verbal coordination shall be carried out between the concerned units.

4.3.2. Flights from București ACC / Constanța APP to Sofia ACC / Varna APP

(1) Traffic with destination within Sofia FIR shall be transferred 10 NM before RASUB at FL310 or below, unless otherwise verbally coordinated.

(2) Traffic with destination Sofia FIR shall be transferred to the appropriate Sofia family sector at FL290 or below, unless otherwise verbally coordinated.

(3) Traffic with destination LBWN shall overfly DINRO at FL190, unless otherwise verbally coordinated.
Traffic with destination other aerodromes in Sofia FIR shall be transferred at FL290 or below, unless otherwise verbally coordinated.

(4) Traffic with destination Istanbul airport LTFM shall be transferred by DINSI sector to Varna sectors at:
- FL330 or below between 1 May – 31 October, and
- FL350 or below between 1 November – 30 April,

unless otherwise verbally coordinated.

(5) During SEEFRA operations, all flights from București CTA to Sofia CTA shall be transferred on ODD levels, regardless of magnetic track, unless otherwise verbally coordinated.

4.3.3. Flights not following the prescribed route but affecting the adjacent FIR shall be coordinated.

4.3.4. Normally, the clearance limit for inter-area flights shall be the aerodrome of intended landing.

4.3.5. RVSM Procedures

(1) ATS Units shall coordinate the provision of VSM of 2000 ft between RVSM-approved civil aircraft and non-RVSM-approved state aircraft operating as GAT at the transfer of control point.

(2) In case RVSM is suspended, the ATS Unit suspending RVSM shall coordinate with adjacent units the transfer levels and applicable sector capacities, as appropriate.

4.3.6. Common Interest Zone (CIZ) Procedures

(1) A CIZ Line is established outside the common border between the units. The ACC responsible for the respective CIZ Area shall ensure separation for traffic inside this area.

(2) When traffic from București FIR or from Sofia FIR is affected by a conflict inside the CIZ Area, the detecting unit shall inform the other ATS Unit immediately and coordinate conflict resolution.

(3) For CIZ areas between ACC and TMA, a 3 NM buffer zone from the common boundary applies. The responsible ACC shall ensure aircraft do not create conflicts within this 3 NM buffer.

(4) Conflict identification, communication, coordination, and timely reporting shall be ensured according to agreed bilateral procedures.

4.4. VFR Flights

4.4.1. Procedures for Inter-Area VFR Traffic

(1) All VFR flights entering București FIR or Sofia FIR shall normally cross the common FIR boundary via the published COPs, unless otherwise verbally coordinated.

(2) The following limited information shall be exchanged between ATS Units regarding VFR flights:
a) VFR status;
b) identification, aircraft type and SSR code (if available);
c) routing and flight level/altitude;
d) estimated time over the COP;
e) any additional information deemed necessary.

(3) If no flight plan is available to the receiving ATS Unit, the information in paragraph (2) shall be supplemented with:
a) departure and destination aerodrome;
b) further route of flight beyond the COP;
c) ETO for the next two significant points, or estimated time of arrival if landing within București FIR or Sofia FIR;
d) any further relevant information, if necessary.

(4) For groups of VFR flights, the exact number of aircraft and the call sign of the group leader shall be clearly stated during coordination.

(5) Exchange of data for VFR flights shall be completed at least 10 minutes prior, but not earlier than 30 minutes before the aircraft is estimated to cross the common FIR boundary.

(6) Any revision shall be forwarded whenever the flight data has changed and/or the estimate varies by 5 minutes or more.

4.5. Direct Routings

4.5.1. General Provisions

(1) Without individual coordination, flights shall, as far as traffic conditions permit, be cleared across the common line of responsibility to the relevant exit points of the Areas of Responsibility of București ACC / Constanța APP and Sofia ACC / Varna APP.

(2) At the beginning of each shift, the respective ATS Units shall verbally confirm whether direct routings without prior individual coordination are permitted for that operational period.

The following categories of flights are excluded from the requirement for verbal coordination regarding such direct routings; however, all applicable provisions of this LoA remain fully in force:

- departures and arrivals to/from aerodromes within București FIR
- departures and arrivals to/from aerodromes within Sofia FIR
- departures and arrivals to/from Istanbul Group airports (LTFM, LTBA, LTFJ)

(3) Direct routings affecting the airspace of third-party ATS Units shall be avoided (e.g. DCTs affecting Beograd ACC or Istanbul/Bulgaria–Türkiye boundary controlled by other units).

(4) Conflicts shifted away from the common line of responsibility due to direct routings shall be notified to the accepting sector.

4.5.2. Additional Routing Provisions

(1) Arrivals shall normally be cleared to the respective TMA entry point or arrival (STAR/connecting route) commencement point, unless otherwise coordinated or specified within this document.

(2) Arrivals to LBWN or LBBG may be cleared to **RASUB** (DCT BULEN), unless otherwise verbally coordinated.

(3) Arrivals to Istanbul Group airports (LTFM, LTBA, LTFJ) may be cleared to **BUVAK** (DCT RIXEN), unless otherwise verbally coordinated.

(4) Re-entries affecting the accepting ATS Unit shall be avoided (e.g. direct routings that leave and subsequently re-enter the accepting AoR).

5. Transfer of Control and Transfer of Communications

5.1. Transfer of Control

(1) Transfer of Control shall take place at the AoR boundary. If the downstream sector in EuroScope is set to .break, the procedure 5.4 is suspended and transfer of communication can only take place after the downstream sector has assumed the flight via the appropriate function of the radar client. If it becomes necessary to reduce or suspend transfers, a 5-minute prior notification is required. When transfers are suspended, the hand-off procedure (5.4) is suspended.

(2) Traffic shall be handed off at the levels defined in the regulations below. If a specified level restriction cannot be met due to a lower RFL, traffic shall be handed off AT RFL, if this does not cause a conflict with other traffic, otherwise traffic shall be coordinated.

(3) If a traffic situation is not covered herein, individual coordination between the concerned sectors shall be made.

(4) To avoid additional workload in relation to the transfer of radar identification and separation on radar track, the downstream unit shall not perform the operation of “LABEL ASSUME” until it has made two-way contact with the traffic and relevant ATC.

5.2. Silent Transfer of Control

Transfer of radar control from one elementary sector to another without the systematic use of bidirectional speech facilities may be affected provided the horizontal distance between the aircraft involved is not less than 10 NM within 5 minutes flying time after passing the transfer of control point unless vertical separation exists.

5.3. Transfer of Communication

(1) Transfer of Communication shall be made when aircraft are crossing the CIZ Line. After handoff, traffic is NOT released for climb, descend or turns, unless otherwise specified in the regulations below.

(2) Spacing between two aircraft on same level and same routing shall be at least 10 NM, if the speed of the succeeding traffic is equal or less than the speed of the preceding traffic, otherwise at least 15 NM. Spacing deviating from this regulation shall be coordinated.

(3) Transfer of communications can be performed either by voice or via Controller-Pilot Data Link Communications (CPDLC), when used.

5.4. Handoff procedures

Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

(1) The upstream sector initiates a transfer via the appropriate function of the radar client.

(2) The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.

(3) Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.

6. Flight Plans

(1) All traffic, including VFR traffic, intending to cross the international borders shall mandatorily submit a complete and valid flight plan for the entire journey. Traffic not complying with the present rule shall not obtain by the Air Traffic Services any en route clearance beyond the airspace of the originating nation.

(2) All traffic, IFR and VFR, submitting a complete and valid flight plan shall be considered as authorised to enter the foreign airspace, unless explicit denial is notified as part of the individual controller to controller coordination. Border crossing may be denied only in case of grave and proven operational limitations.

7. Verbal Communication

7.1. VCCS

For any coordination use Euroscope VCCS setup by voice.

7.2. Alternate for Verbal Communication

In case of VCCS failure, for coordination use private messages.

ANNEX 1

Version Control

Version	Date	Changes	Paragraphs
1.0	24 JUL 2022	Initial document, pre released versions	all
2	08 SEP 2022	Updates	4.4, 6.3
3	27 NOV 2025	New document format	all