

# LETTER OF AGREEMENT

between

BGvACC - Bulgaria

TRvACC - Turkiye

and

Sofia ACC

Yesilkoy APP

Effective: 17 Apr 2025 - 00:01 UTC

## 1. GENERAL

### 1.1 Purpose

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between Sofia ACC and Yesilkoy APP when providing ATS to General Air Traffic (IFR/VFR) and Operational Air Traffic.

These procedures are supplementary to those specified in ICAO, Community Regulations, inter-State or inter air traffic services provider's agreements and/or National documents.

### 1.2 Operational Status

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

## 2. AREAS OF RESPONSIBILITY FOR THE PROVISION OF ATS

### 2.1 Areas of Responsibility

The lateral and vertical limits of the respective areas of responsibility are as follows:

Note: See paragraph 2.2 for the description of the areas where delegation of responsibility for the provision of ATS is applicable.

#### 2.1.1 Sofia ACC

Lateral limits: As published in AIP Republic of Bulgaria.

Vertical limits: As published in AIP Republic of Bulgaria.

ICAO airspace classification for the area of responsibility of Sofia ACC along the common boundary of the areas of responsibility of Sofia ACC and Yesilkoy APP, is described in Annex B to this Letter of Agreement.

#### 2.1.2 Yesilkoy APP

Lateral limits: As describe Appendix 1 of Annex B.

Vertical limits: GND – FL245.

ICAO airspace classification for the area of responsibility of Yesilkoy APP along the common boundary of the areas of responsibility of Sofia ACC and Yesilkoy APP, is described in Annex B to this Letter of Agreement.

## **2.2 Areas for Cross Border Provision of ATS**

### **2.2.1 Areas for Cross Border Provision of ATS by Yesilkoy APP.**

Not applicable.

### **2.2.2 Areas for Cross Border Provision of ATS by Sofia ACC**

Not applicable.

### **2.2.3 Other Areas for Cross Border Provision of ATS**

Not applicable.

### **2.2.4 Alerting Service**

Not applicable.

### **2.2.5 Territorial Matters**

Not applicable.

## **3. PROCEDURES**

### **3.1 These procedures to be applied by Sofia ACC and Yesilkoy APP are detailed in the Annexes to this Letter of Agreement:**

Annex A: Definitions and Abbreviations

Annex B: Area of Common Interest

Annex C: Exchange of Flight Data

Annex D: Procedures for Co-ordination

Annex E: Transfer of Control and Transfer of Communications

Annex F: ATS Surveillance Based Co-ordination Procedures

Annex G: Supplementary Procedures

Annex H: Checklist of Pages

### **3.2 These procedures shall be promulgated to the operational staff of the ATS-units concerned.**

## **4. REVISIONS AND DEVIATIONS**

### **4.1 Revision of the Letter of Agreement**

The revision of the present Letter of Agreement, excluding Annexes and their Appendices, requires the mutual written consent of the signatories.

### **4.2 Revision of the Annexes to the Letter of Agreement**

The revision of Annexes to the present Letter of Agreement requires the mutual written consent of the representatives of the respective ATS units designated by the respective signatories, normally the Heads of Operations at the respective units.

### **4.3 Temporary Deviations**

When necessary, the Supervisors of the ATS units concerned may introduce, by mutual agreement and for a specified time period, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement.

#### **4.4 Incidental Deviations**

Instances may arise where incidental deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary. Under these circumstances air traffic controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic.

### **5. CANCELLATION**

- 5.1 Cancellation of the present Letter of Agreement by mutual written agreement of the respective Approving Authorities may take place at any time.
- 5.2 Cancellation of this Letter of Agreement by either Approving Authority is possible at any time, provided that the cancelling party declares in written its intention to cancel the Letter of Agreement with a minimum pre-notification time of 90 (ninety) days before the date the cancellation is to take effect.

### **6. INTERPRETATION AND SETTLEMENT OF DISPUTES.**

Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement, or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to both of them.

Should no agreement be reached, each of the parties shall refer to a higher level of its national aviation administration, to which the dispute shall be submitted for settlement.

### **7. VALIDITY.**

This Letter of Agreement becomes effective 17 Apr 2025, 00:01 UTC and supersedes the Letter of Agreement between Sofia ACC and Yesilkoy APP dated 25 March 2025.

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Svetlin NIKOLOV  
BGvACC - Director

Andrei TZENOV  
BGvACC - Deputy Director

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Gursel ALP  
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**ANNEX A.****Definitions and Abbreviations.**

Effective: 17 Apr 2025 - 00:01 UTC

Revised: -

**A.1. Definitions.****A.1.1. ATS Unit Area of Responsibility.**

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

**A.1.2. Area of Common Interest.**

A volume of airspace as agreed between 2 ATS Units, extending into the adjacent/subjacent Areas of Responsibility, within which airspace structure and related activities may have an impact on air traffic co-ordination procedures.

**A.1.3. Division Level (DL).**

The level dividing two super-imposed areas of responsibility for the provision of ATS.

**A.1.4. Free Route Airspace (FRA)**

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) way points, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

**A.1.5. 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.

**A.1.6. 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.

**A.1.7. Reduced Vertical Separation Minimum (RVSM).**

A vertical separation minimum of 300 m (1 000 ft) which is applied between FL 290 and FL 410 inclusive, on the basis of regional air navigation agreements and in accordance with conditions specified therein.

**A.1.7.1. RVSM Approved Aircraft.**

Aircraft that have received State approval for RVSM operations within the EUR RVSM airspace.

#### **A.1.7.2. RVSM Entry Point.**

The first reporting point over which an aircraft passes or is expected to pass immediately before, upon, or immediately after initial entry into EUR RVSM airspace, normally the first reference point for applying a 300 m (1 000 ft) vertical separation minimum between RVSM approved aircraft.

#### **A.1.7.3. RVSM Exit Point.**

The last reporting point over which an aircraft passes or is expected to pass immediately before, upon, or immediately after leaving EUR RVSM airspace, normally the last reference point for applying a 300 m (1 000 ft) vertical separation minimum between RVSM approved aircraft.

#### **A.1.8. Release.**

##### **A.1.8.1. Release for Climb.**

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

Note: The transferring unit/sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

##### **A.1.8.2. Release for Descent.**

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

Note: The transferring unit/sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

##### **A.1.8.3. 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/sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

#### **A.1.9. State Aircraft.**

For the purposes of EUR RVSM and 8.33 kHz channel spacing, only aircraft used in military, customs or police services shall qualify as State aircraft.

## A.2. Abbreviations.

<b>ABI</b>	Advance Boundary Information	<b>FL</b>	Flight Level
<b>AC*</b>	Assistant Controller	<b>FLAS</b>	Flight Level Allocation Scheme
<b>ACC</b>	Area Control Centre	<b>FRA*</b>	Free Route Airspace
<b>ACI*</b>	Area of Common Interest	<b>Ft</b>	Feet
<b>ACT</b>	Activation Message	<b>GAT*</b>	General Air Traffic
<b>AFTN</b>	Aeronautical Fixed Telecommunication Network	<b>GND</b>	Ground
<b>AGL</b>	Above Ground Level	<b>ICAO</b>	International Civil Aviation Network
<b>AIP</b>	Aeronautical Information Publication	<b>IAS</b>	Indicated Airspeed
<b>AIRAC</b>	Aeronautical Information Regulation and Control	<b>IFR</b>	Instrument Flight Rules
<b>AMAN</b>	Arrival Manager	<b>LAM</b>	Logical Acknowledge Message
<b>AMC*</b>	Airspace Management Celi	<b>LoA*</b>	Letter of Agreement
<b>AMDT</b>	Amendment (AIP Amendment)	<b>LOF*</b>	Logon Forward Message (OLDI)
<b>AMSL</b>	Above Mean Sea Level	<b>MAC*</b>	Message for Abrogation of Coordination (OLDI)
<b>AoR*</b>	Area of Responsibility	<b>MFC*</b>	Multi Frequency Coding (telephone system)
<b>APP</b>	Approach Control Unit	<b>NAN*</b>	Next Authority Notified Message (OLDI)
<b>ATC</b>	Air Traffic Control	<b>NM</b>	Nautical Mile
<b>ATS</b>	Air Traffic Services	<b>NOTAM</b>	Notice to Airmen
<b>ATSP*</b>	Air Traffic Services Provider	<b>OAT*</b>	Operational Air Traffic
<b>CB*</b>	Central Battery (telephone system)	<b>OLDI*</b>	On-line Data Interchange
<b>CBA*</b>	Cross Border Area	<b>ORCAM</b>	Originating Region Code Assignment Method
<b>CDR*</b>	Conditional Route	<b>PAC*</b>	Preactivation Message (OLDI)
<b>CPDLC</b>	Controller-Pilot Data Link Communications	<b>PC*</b>	Planner Controller
<b>DL*</b>	Division Level	<b>QNH</b>	Altimeter sub-scale setting to obtain elevation when on the ground
<b>EC*</b>	Executive Controller	<b>REV</b>	Revision Message
<b>ENR</b>	En Route	<b>RTF</b>	Radio Telephony
<b>ETO</b>	Estimated Time Over Significant Point	<b>RVSM</b>	Reduced Vertical Separation Minimum
<b>FDA*</b>	Flight Data Assistant	<b>SSR</b>	Secondary Surveillance Radar
<b>FDE*</b>	Flight Data Entry	<b>SUPV*</b>	Supervisor
<b>FDPS</b>	Flight Data Processing System	<b>TMA</b>	Terminal Control Area
<b>FIC</b>	Flight Information Centre	<b>TSA*</b>	Temporary Segregated Airspace

<b>FIR</b>	Flight Information Region	<b>UIR</b>	Upper Flight Information Region
<b>FISO*</b>	Flight Information Service Officer	<b>VFR</b>	Visual Flight Rules
<b>WP*</b>	Working Position	<b>STAR</b>	Standart Arrival Route
<b>FMP*</b>	Flow Management Position	<b>VSAT*</b>	Very Small Aperture Terminal (two-way satellite communication system)

Note: Abbreviations marked with an \* are non-ICAO abbreviations.

**ANNEX B.****Area of Common Interest.**

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Revised: -

**Airspace Structure and Classification within the Area of Common Interest.**

Sofia ACC Area of Responsibility airspace is H24 Free Route Airspace between FL175- FL660.

FRA is not applied within the airspace of TMAs. Fixed route network is retained and available H24, but is not mandatory to be used within FRA limits. Airspace below FL175 is non-FRA airspace.

**B.1.1. LBSR FIR.**

Area	Vertical limits	Airspace Classification
1. VADEN N 618	FL105 - FL660	Class C
2. VADEN Y 520	FL105 - FL660	
3. VADEN T 227	FL105 - FL660	
4. VADEN P 92	FL105 - FL660	
5. VADEN L 615	FL245 - FL660	
6. VADEN L 610	FL245 - FL660	
7. TUDBU Q 26 (TUDBU-UPAMA)	FL245 - FL660	
8. RILEX T 72	FL105 - FL660	
9. RILEX L 867	FL105 - FL660	
10. RILEX P 127	FL105 - FL660	



11. RILEX T 390	FL245 - FL660	Class C
12. RILEX T 391	FL245 - FL660	
13. IBLAX P727	FL105 - FL660	
14. MAKOL Q14	FL245 - FL660	
15. MAKOL Q 12	FL245 - FL660	
16. MAKOL L 622 (MAKOL-VABUR)	FL55 - FL660	
17. MAKOL L 602	FL105 - FL660	
18. MAKOL L 619	FL105 - FL660	
19. MAKOL T 67	FL105 - FL660	
20. ADORU N 600	FL105 - FL660	
21. MAKOL N 617	FL105 - FL660	
22. MAKOL Y 192 (MAKOL-NASEM)	FL105 - FL660	
23. MAKOL N 604	FL105 - FL660	
24. ADORU N 739	FL105 - FL660	
25. ADORU L 614	FL105 - FL660	
26. ADORU M 19	FL105 - FL660	
27. ADORU L 606	FL105 - FL660	

28. RIXEN Q 9	FL245 - FL660	Class C
29. RIXEN Q 15	FL245 - FL660	
30. RIXEN L 742	FL105 - FL660	
31. RIXEN L 605	FL245 - FL660	
32. RIXEN Y 188	FL105 - FL660	
33. RIXEN T 68	FL105 - FL660	
34. RIXEN N 616 , L620	FL105 - FL660	
35. RIXEN T 219	FL105 - FL660	
36. RIXEN Y 191	FL105 - FL660	
37. RIXEN N 613	FL105 - FL660	
38. AYTEK P127	FL95 - FL660	
39. AYTEK T391	FL105 - FL660	
40. FREE ROUTE AIRSPACE  <b>Operating hours:</b>  <b>Operating hours:</b> H24 from AIRAC OCT until AIRAC APR 2300-0500 (2200-0400 during summer time period) UTC from AIRAC MAY until AIRAC SEP Note: <u>Summer time</u> - from 01:00 UTC on the last Sunday in March until 01:00 UTC on last Sunday in October, <u>Winter time</u> - from 01:00 UTC on the last Sunday in October until 01:00 UTC on last Sunday in March	FL175 - FL660	

**B.1.2. Yesilkoy APP.**

Area	Vertical limits	Airspace Classification
1. VADEN W/UW 102 (SERCE-VADEN)	FL135 - FL660	Not applicable
2. VADEN N/UN 618 (SERCE-VADEN)	FL195 - FL660	
3. VADEN A/UA 16 (FENER-VADEN)	FL95 - FL660	
4. VADEN L/UL610 (FENER-VADEN)	FL195 - FL660	
5. VADEN L/UL615 (BKZ-VADEN)	FL195 - FL660	
6. IBLAX P/UP727 (FENER-IBLAX)	4500ft - FL660	
7. MAKOL N/UN 604 (BKZ-MAKOL)	FL195 - FL660	
8. MAKOL N/UN 617 (BKZ-MAKOL)	FL195 - FL660	
9. MAKOL G/UG 123 (BKZ-MAKOL)	FL105 - FL660	
10. MAKOL L/UL619 (YASEN-MAKOL)	FL245 - FL660	
11. MAKOL L/UL602 (TEVNI-MAKOL)	FL245 - FL660	
12. TUDBU Q/UQ 26 (RIMBO-TUDBU)	4500ft - FL660	
13. TUDBU T/UT264 (FENER-TUDBU)	4500ft - FL660	

14. TUDBU T/UT268 (TOPLU-TUDBU)	4500ft - FL660	Not applicable
15. ADORU A/UA4 (ADORU-TIRER)	FL175 - FL285	
16. ADORU G/UG 80 (ADORU-ATVEP)	FL75 - FL660	
17. ADORU L/UL606 (ADORU-ATVEP)	FL205 - FL660	
18. ADORU L/UL614 (ADORU-ENESU)	FL175- FL660	
19. RIXEN N/UN 616 (RIXEN-TETSA)	FL195 - FL660	
20. RIXEN L/UL620 (RIXEN-TETSA)	FL195 - FL660	
21. RIXEN G/UG 1 (RIXEN-TETSA)	FL75 - FL660	
22. RIXEN A/UA17 (RIXEN-NAMAN)	FL265 - FL660	
23. RIXEN L/UL605 (RIXEN-NAMAN)	FL265 - FL660	
24. RILEX L/UL 867 (RILEX-ENESU)	FL175 - FL285	

**Note:** Airspace classification has not been established in Istanbul FIR

## **B.2. Sectorisation within the Area of Common Interest.**

### **B.2.1. Sofia ACC Sectors.**

The sectorisation within the ACI is shown in Appendix 1 of Annex B.

### **B.2.2. Yesilkoy APP Sectors.**

The sectorisation within the ACI is shown in Appendix 1 of Annex B.

**B.3. Special Areas within the Area of Common Interest.**

**B.3.1. Temporary Segregated Areas in Sofia FIR**

**B.3.1.1. LBD 305**

GND - 10000m (32900ft) AMSL

42 25 30N 027 44 25E - 42 25 30N 027 46 55E - 42 17 00N 028 06 00E –  
42 10 00N 028 13 20E - 42 10 00N 027 57 40E - 42 25 30N 027 44 25E

**B.3.1.2. LBTSA/TRA 34A**

GND - FL245

43 03 00N 025 53 00E -430301N 0261139E-  
42 39 00N 026 59 00E - 42 10 00N 027 00 00E - 42 10 00N 026 16 00E -  
42 21 00N 026 05 00E - 42 36 00N 025 51 00E - 42 40 00N 025 44 00E -  
42 56 00N 025 53 00E - to point of origin

Planned hours specified in daily national AUP

**B.3.1.3. LBTSA/TRA 2**

FL250 - UNL

43 38 00N 025 02 00E -43 35 00N 025 49 00E -42 34 00N 027 38 00E -  
42 16 00N 027 45 00E -42 14 00N 027 01 00E -42 34 00N 026 04 00E -  
to point of origin

Planned hours specified in daily national AUP\*

**B.3.2. Temporary Segregated Areas in İstanbul FIR**

Not Applicable

**B.3.3. Areas for Cross-Border Provision of ATS defined with other ATS Units within the ACI**

Not Applicable

**B.3.4. Other Areas.**

Not Applicable

**B.4. Non-published Co-ordination Points.**

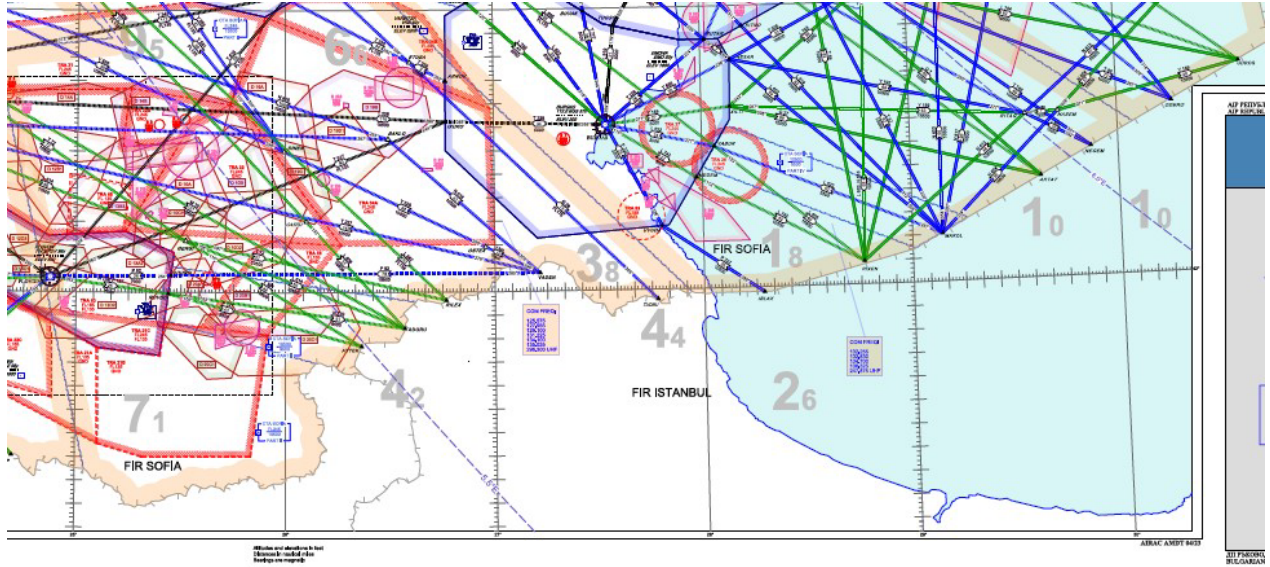
Not Applicable

## Appendix 1 of Annex B

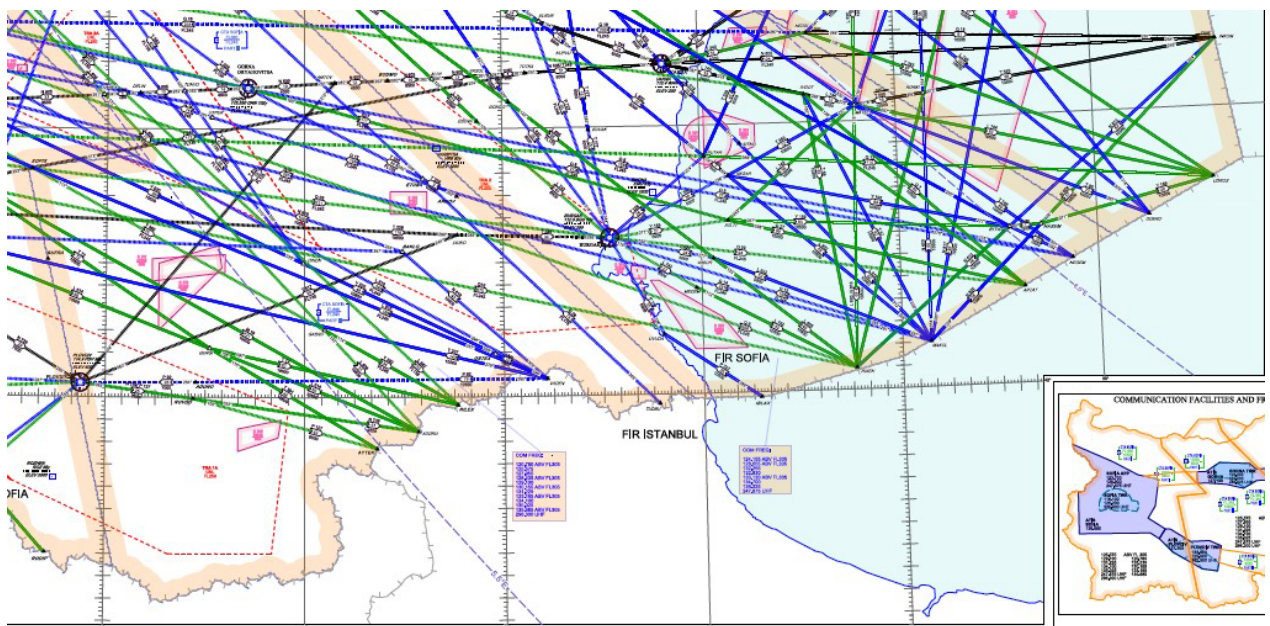
### Sectorisation.

#### SOFIA ACC – sectors adjacent to YESILKOY APP

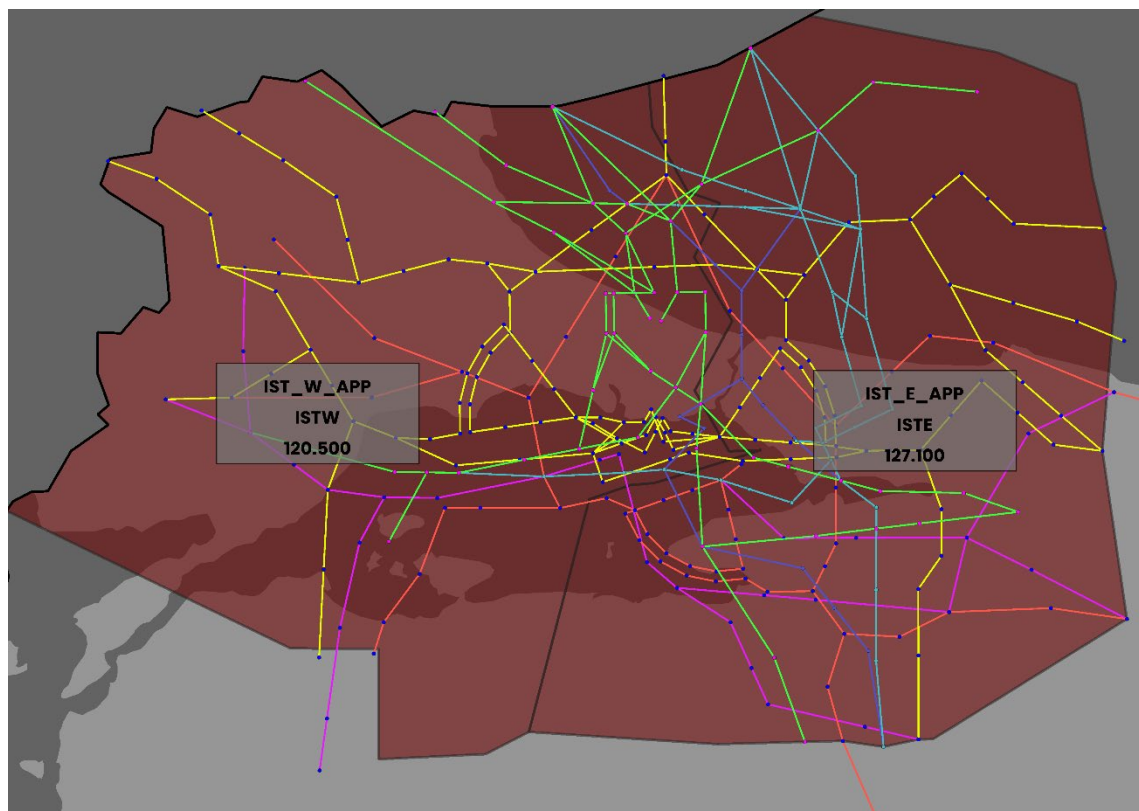
From FL 105 to FL 245:



From FL 245 to FL 660:



## YESILKOY APP – sectors adjacent to SOFIA ACC



### YESILKOY APP NORTH CONFIG

MSL – FL245



### YESILKOY APP SOUTH CONFIG

MSL – FL245

## **Appendix 2 of Annex B**

### **Designated special areas.**

Not Applicable



**ANNEX C.**  
**Exchange of Flight Data.**

Not Applicable

**ANNEX C.<sup>2</sup>**

**Exchange of Flight Data.**

Not Applicable

**ANNEX D.****Procedures for Co-ordination.**

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**D.1. General Conditions for Acceptance of Flights.****D.1.1. Reference Location**

Co-ordination of flights shall take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route (see paragraphs D.2 and D.3). Within the AoR of the Sofia ACC and the Yesilkoy APP, the ICAO Table of Cruising Levels in Annex 2 Appendix 3a is applicable.

**D.1.2. Level**

Flights shall be considered to be maintaining the co-ordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by use of crossing conditions in the PAC/ACT or by verbal co-ordination, except if otherwise described in paragraphs D.2 or D.3.

**D.1.3. Accepting ATS unit conditions**

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

**D.1.4. Approval requests**

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

**D.1.5. Transfer of air-ground communications**

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.

## D.2. ATS-Routes, Co-ordination Points and Level Allocation.

Available ATS-routes, COPs to be used and level allocation to be applied, unless otherwise described in paragraph D.3, are described in the tables below.

### D.2.1. Flights from Sofia ACC to Yesilkoy APP.

ATS-Route	COP	Flight Level Allocation	Special Conditions
<b>N739, L614, M19, L606</b>	ADORU 41 52 18N 026 34 06E	ODD	See D.3
<b>L867, P127, T72</b>	RILEX 42 58 16N 026 45 59E	ODD	See D.3
<b>L742, Y188, T68, N616, N620, Y191, N613, T219</b>	RIXEN 42 04 56N 028 45 58E	ODD	See D.3

### D.2.2. Flights from from Yesilkoy APP to Sofia ACC.

ATS-Route	COP	Level Allocation	Special Conditions
<b>W/UN102, N/UN618, A/UA16, L/UL615, L/UL610</b>	VADEN 42 03 56N 027 12 58E	EVEN	See D.3
<b>Q/UQ26, T/UT264, U/UT268</b>	TUDBU 41 58 00N 027 46 37E	EVEN	See D.3
<b>L/UL602, L/UL619, G/UG213, N/UN617, N/UN604</b>	MAKOL 42 10 14N 029 08 34E	EVEN	See D.3
<b>P/UP727</b>	IBLAX 41 58 56N 028 00 04E	EVEN	See D.3

### **D.3. Special Procedures.**

#### **D.3.1. Flights from Yesilkoy APP to Sofia ACC.**

**D.3.1.1.** The traffic with destination LBBG shall overfly MAKOL at FL200 or below, unless otherwise verbally co-ordinated.

#### **D.3.2. Flights from SOFIA ACC to YESILKOY APP**

**D.3.2.1.** All traffic from Sofia ACC with exit flight level (XFL) below FL245 should be transferred to Yesilkoy APP (except COP ODERO). For other traffic above FL245 LoA between Sofia ACC and Ankara ACC applies.

**D.3.2.2.** Traffic with destination LTFM shall overfly RIXEN at FL 230 or below but not less than FL 170 for north configuration (when runways 34-35-36 are in use at LTFM) and at FL 190 or below but not less than FL 130 for south configuration (when runways 16-17-18 are in use at LTFM), unless otherwise coordinated.

**D.3.2.3.** Sofia ACC shall clear LTFM arriving traffic over RIXEN for RIXEN1A STAR (or RIXEN1N STAR, if it is notified by Yeşilköy APP at least 5 min before COP) for north configuration (when runways 34-35-36 are in use at LTFM) and for RIXEN1B STAR (or RIXEN1P, RIXEN1M and RIXEN1W STAR, if it is notified by Yeşilköy APP at least 5 min before COP) for south configuration (when runways 16-17-18 are in use at LTFM).

### **D.4. Co-ordination of Status of Special Areas in the Area of Common Interest.**

Not applicable.

## **D.5. VFR flights.**

### **D.5.1. Procedures for Inter-Area VFR traffic**

**D.5.1.1.** The following limited information shall be exchanged between the ATS-units with regard to VFR flights:

- a) VFR;
- b) identification, type of aircraft, SSR code (if available);
- c) routing and flight level (altitude);
- d) estimated border crossing time;
- e) ETO for the next point or estimated time of arrival (if the aircraft is going to land at airports in Sofia FIR or Ankara FIR);
- f) other information, if necessary.

**D.5.1.2.** If no flight plan is available for receiving unit, the information above, shall be supplemented with the following:

- a) departure and destination airdromes;
- b) further route of flight;
- c) any additional information, if necessary.

**D.5.1.3.** For group of VFR flights, the precise number of aircraft shall be emphasised as well as the callsign of the leader to communicate with.

**D.5.1.4.** The accepting ATS-unit shall notify the transferring ATS-unit in case the radio contact with VFR flight has been established.

**D.5.1.5.** Exchange of available data for VFR flights shall be transferred at least **20 (twenty) minutes** prior to the time when the aircraft is estimated to pass the common FIR boundary.

**D.5.1.6.** A revision, if available, shall be forwarded whenever flight data have changed and/or the estimate varies by **5 (five) minutes** or more.

**ANNEX E.****Transfer of Control and Transfer of Communications.**

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**E.1. Transfer of Control.**

The transfer of control takes place at the AoR-boundary, unless otherwise specified in paragraph E.3.

**E.2. Transfer of Communications.**

The transfer of communications shall take place not later than the transfer of control and as specified in paragraph E.3.

**E.2.1. Frequencies****E.2.1.1. Sofia ACC:**

Sector	Frequencies	Alternate
SOFIA SECTOR SOF	131.225 MHz	None
VARNA SECTOR VAR	134.700 MHz	None
SOFIA EAST SECTOR SES	129.100 MHz	None

**Note:** Emergency frequency - 121.500 MHz.

**E.2.2. Yesilkoy APP:**

Sector	Frequencies	Alternate
YESILKOY WEST SECTOR ISTW	120.500 MHz	None
YESILKOY EAST SECTOR ISTE	127.100 MHz	None

**Note:** Emergency frequency - 121.500 MHz.

### **E.3. Specific Points for Transfer of Control and Transfer of Communications.**

Not applicable.



**ANNEX F.****ATS Surveillance Based Co-ordination Procedures.**

Effective: 17 Apr 2025 - 00:01 UTC

Revised: -

**F.1. General.**

Transfer of identification and transfer of control between Sofia ACC and Yesilkoy APP will be subject to the serviceability of the respective surveillance systems and two-way direct speech facilities between the controller working positions.

In case of any doubt about the identity of an aircraft, nothing in the provisions of this Annex, prevents the use of others methods for the identification of an aircraft.

**F.2. Transfer of Aircraft Identification.**

Transfer of aircraft identification between Sofia ACC and Yesilkoy APP is normally performed by notification of the aircraft discrete SSR code.

When discrete SSR codes are used for transfer of identification, they shall be assigned in accordance with CCAMS.

Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.

The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders or ADS-B transmitters.

**F.3. Transfer of Control.**

**F.3.1.** If it becomes necessary to reduce or suspend transfers of control, a 10 minutes prior notification shall be observed, except in emergency situations.

**F.3.2.** Aircraft shall not be vectored or cleared to operate closer than 10 NM distance to the common AoR boundary, except when a prior coordination has been made or a transfer of control is about to be effected.

**F.3.3. Transfer of Control without systematic use of the bi-directional speech facilities (Silent Transfer of Control)**

**F.3.3.1.** Transfer of radar control may be effected, without systematic use of bi-directional speech facilities provided the minimum distance between successive aircraft about to be transferred is:

- **10(ten) NM** and is constant or increasing
- **20 (twenty) NM** if the succeeding aircraft is faster by not more than 40 kt IAS below FL245.

**F.3.3.2.** The transferring controller shall inform the accepting controller of any level, speed or vectoring instructions given to aircraft prior to its transfer and which modify its anticipated flight progress at the point of transfer.

Note: When using IAS speed control, pilots concerned shall be instructed to report their assigned indicated air speed to the accepting ATS Unit upon initial contact.

**F.3.3.3.** The accepting ATS Unit may terminate the silent transfer of control at any time, normally with an advance notice of thirty (30) minutes.

**F.3.4. Transfer of Control with use of the bi-directional speech facilities.**

**F.3.4.1.** Transfer of control may be effected with the use of bi-directional speech facilities, provided the minimum distance between the aircraft does not reduce to less than **ten (10) NM**, and:

- identification has been transferred to or has been established directly by the accepting controller;
- the accepting controller is informed of any level, speed or vectoring instructions applicable to the aircraft at the point of transfer;
- communication with the aircraft is retained by the transferring controller until the accepting controller has agreed to assume responsibility for providing ATS surveillance service to the aircraft. Thereafter, the aircraft should be instructed to change over to the appropriate frequency and from that point is the responsibility of the accepting controller.

Note: When using Mach-number or IAS speed control, pilots concerned shall be instructed to report their assigned Mach-number or indicated air speed to the accepting ATS Unit upon initial contact.

**F.4. Reduced Longitudinal Separation.**

Not applicable.

## **Appendix 1 to Annex F.**

### **ATS Surveillance Coverage in the Area of Common Interest.**

Not applicable

**ANNEX G.****Supplementary Procedures**

Effective: 17 Apr 2025 - 00:01 UTC

Revised: -

**G.1. Longitudinal Separation of Flights in case of radar failure.**

Transfer of control will be performed between aircraft flying at the same cruising level on the same ATS route in the same direction, when the succeeding aircraft is not faster than the preceding aircraft with the minimum longitudinal separation of:

- a) 10 (ten) minutes; or
- b) 5 (five) minutes, provided that in each case the preceding aircraft is maintaining a true airspeed of 20 kt (37km/h) or more faster than the succeeding aircraft from IST APP to SOFIA ACC, and same separation applied from SOFIA ACC to YESILKOY APP only the traffics destination in TURKEY.

ANNEX H.

Checklist of Pages.

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1	15.03.2025						
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D2	15.03.2025						
D3	15.03.2025						
E1	15.03.2025						

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