Burgas Airport - LBBG

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 (BUL001), vACC Deputy Director (BUL002), and vACC Training Director (BUL003).

General aerodrome information

ICAO: LBBG
IATA: BOJ

Airport elevation: 135 ft

Runway: 04/22
Runway length: 3202 m

Transition altitude: 10500 ft
Transition level: by ATC

Preferred departure runway: 04
Preferred arrival runway: 22

ATC Stations

Burgas Approach (LBBG_APP) - 125.340 MHz

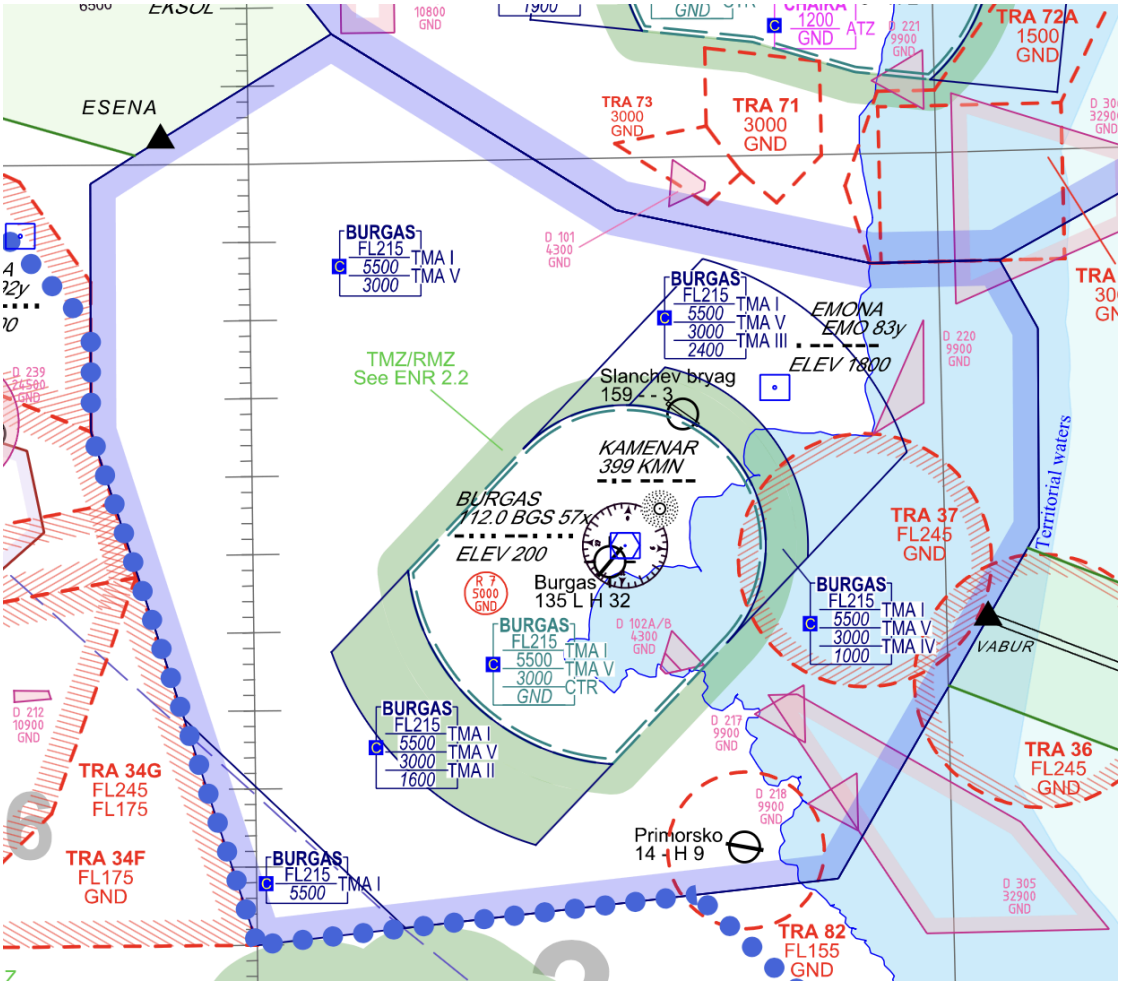
Burgas Tower (LBBG_TWR) - 119.655 MHz

Burgas ATIS (LBBG_ATIS) - 128.880 MHz

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

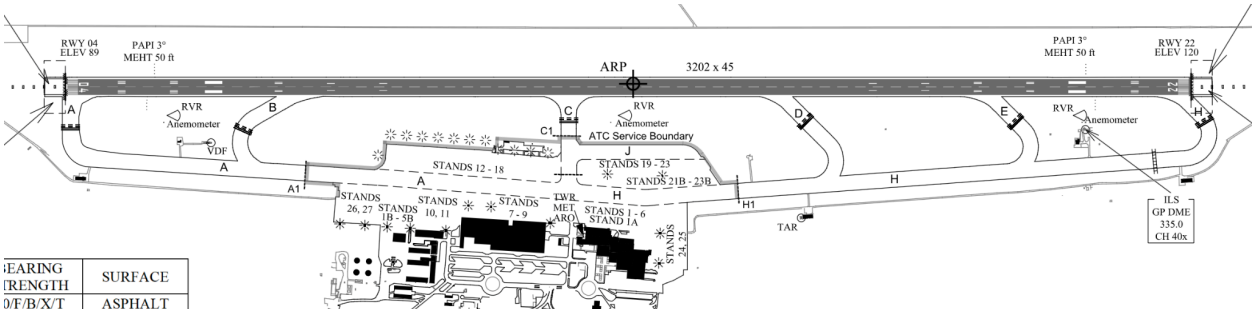
Handoffs from Tower to Approach for departures happen with the takeoff clearance. Handoffs from Approach to Tower for arrivals happen when an aircraft reports established on their approach. This must be no later than 5 nm from the threshold!

The basic airspace structure can be seen below:



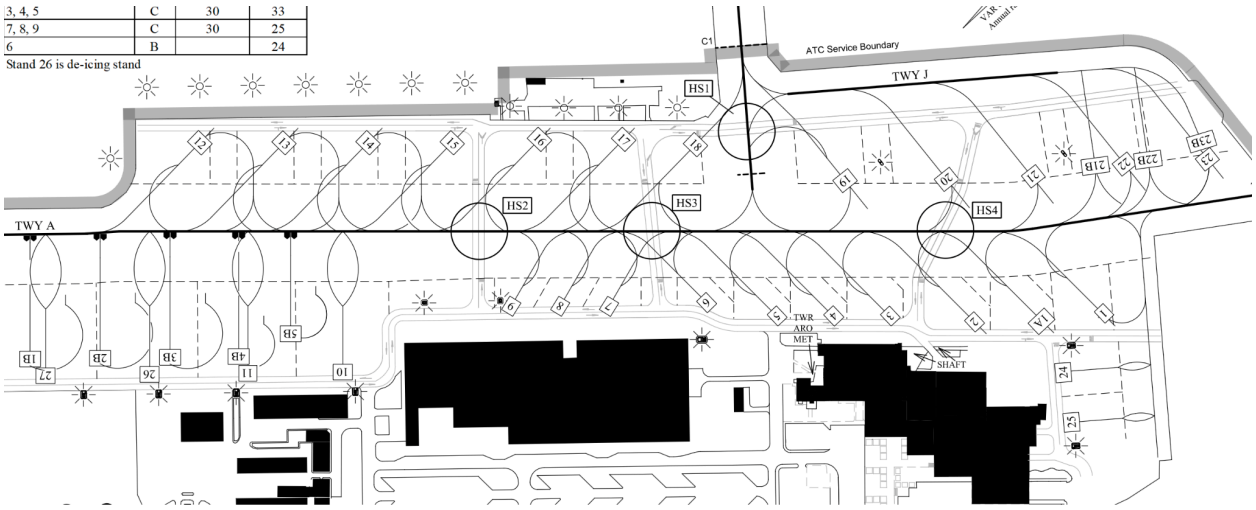
Ground layout

The airport has one apron connected to the runway through two main taxiways. The ground layout chart can be seen below.



Note that taxiways A and H meet at the intersection with C! This can lead to confusion as they look like one single long taxiway.

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



Push-back procedures

- Push back procedure is obligatory for stand 1 when stand 24 is occupied.
- Push back procedure is obligatory for stands 12, 13, 14, 15, 16 when right neighbor stand is occupied.
- Push back procedure is obligatory for stands 1B, 2B, 3B, 4B, 5B when the neighboring stand on any is occupied.

Stand restrictions

Stand	Code	Max wingspan	Max length
26, 27	F	75 m	71 m
10, 11	E	65 m	71 m
1B - 3B, 20 - 23	D	52 m	61.5 m
19	D	48 m	48.5 m
12 - 17	D	42 m	48 m
1, 1A, 2, 24, 25	C	36 m	42 m
4B, 5B, 21B - 23B	C	36 m	45 m
18	C	36 m	38 m
3 - 5	C	30 m	33 m
7 - 9	C	30 m	25 m
6	B		24 m

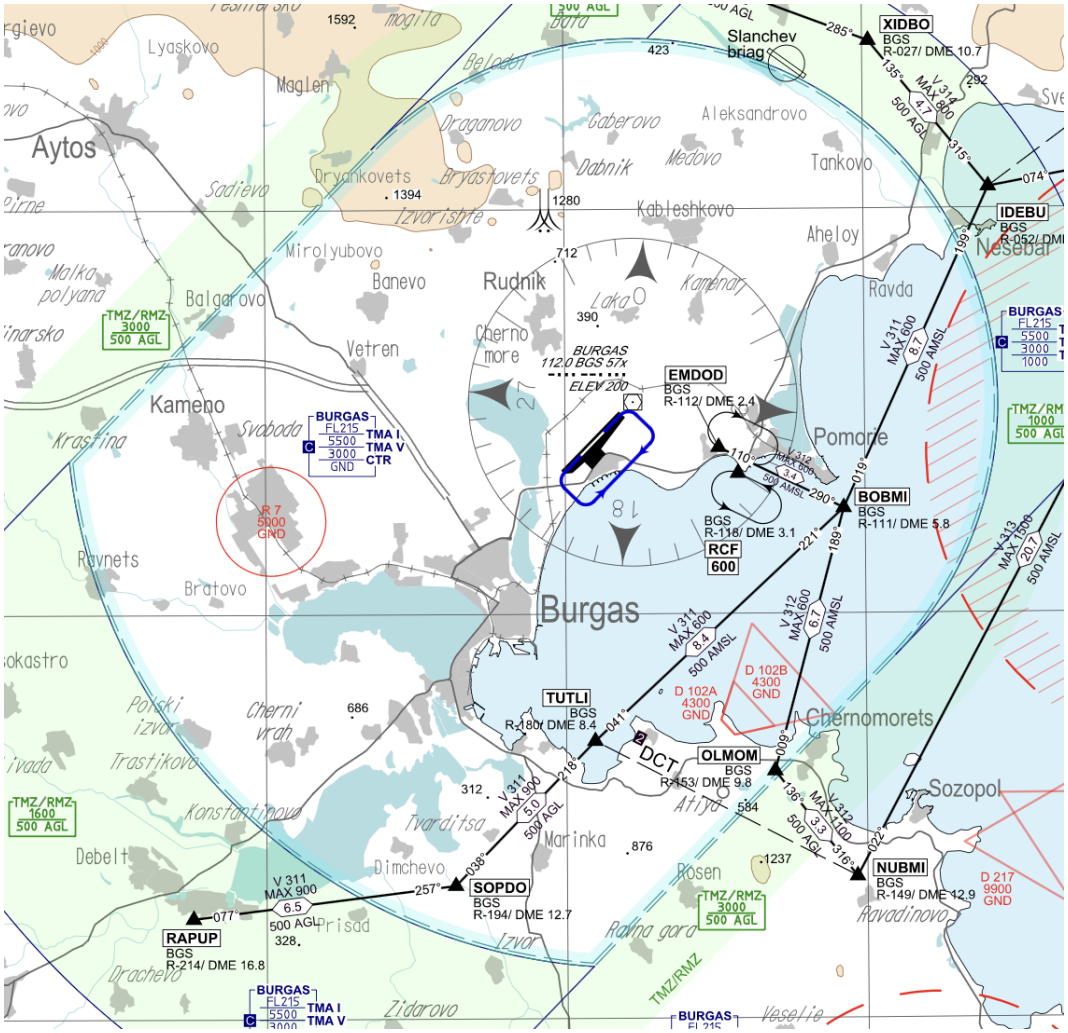
Taxiway restrictions

Taxiway	Code
A, B, C, D, E, H, J	F

Control Zone & VFR Traffic

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

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



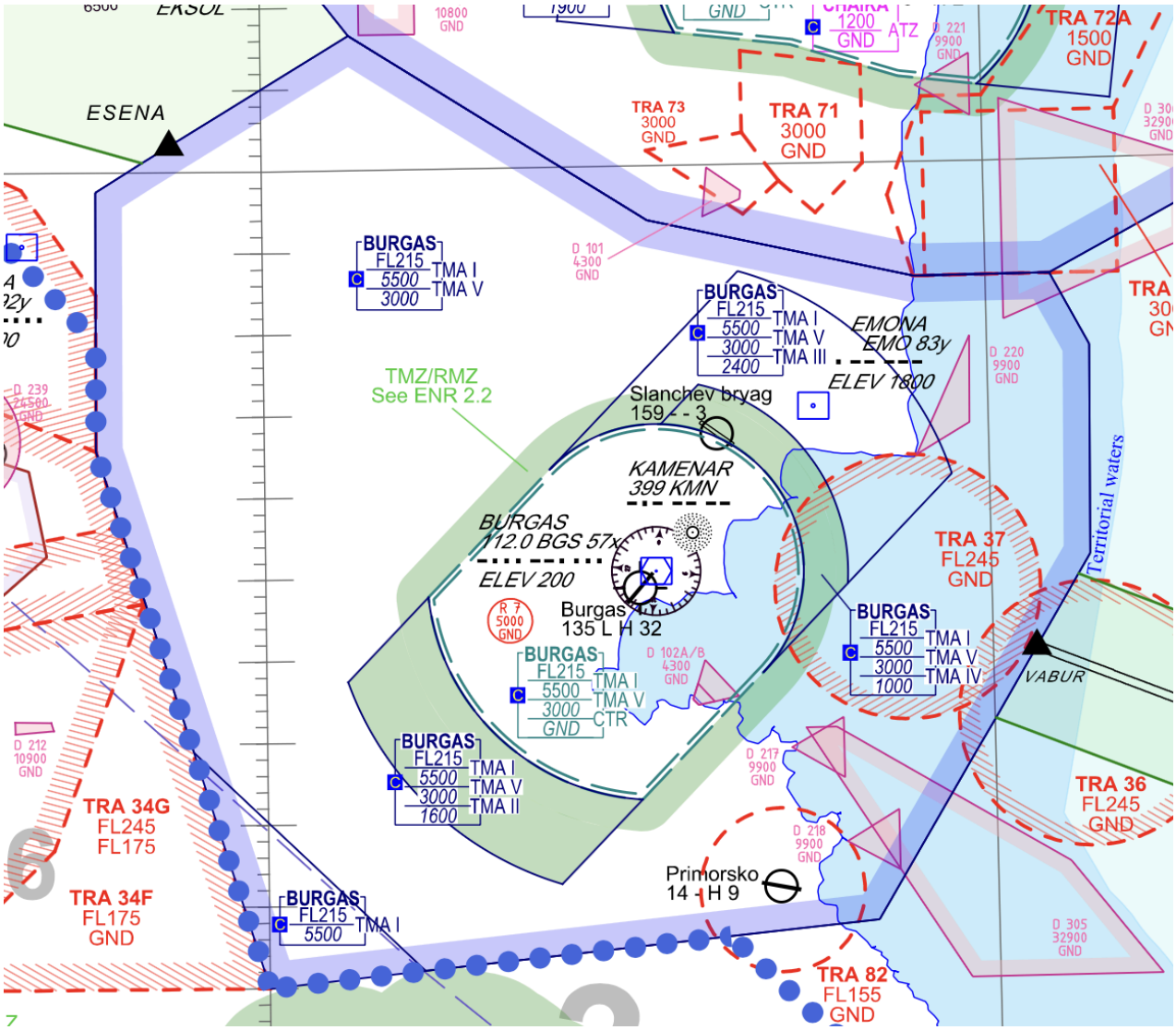
Most of the available VFR routes can also be seen above, but you can always access the full Visual Approach Chart on our website.

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 Burgas Approach for further clearance or VFR traffic information.

TMA airspace

Burgas TMA starts a couple hundred feet above the ground and goes up to FL215. You can see the exact dimensions below. All aircraft within the TMA are the responsibility of LBBG_APP.



Aircraft will be handed off to LBBG_APP at least 10 nm prior to entering the airspace, or approximately 1 to 2 minutes prior to the boundary.

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

Procedures

Departures

Name	Type	Runway	Initial climb	Notes
ARNOV 2S	RNAV SID	04	6000 ft	*Preferred*
BUVAK 2S	RNAV SID	04	6000 ft	*Preferred*
GONGO 1S	RNAV SID	04	6000 ft	*Preferred*
MEDEM 3S	RNAV SID	04	6000 ft	*Preferred*
RUEXX 1S	RNAV SID	04	6000 ft	*Preferred*
TUGSO 1S	RNAV SID	04	6000 ft	*Preferred*
XILTI 2S	RNAV SID	04	6000 ft	*Preferred*
OMNI	Omnidirectional SID	04	N/A	*Non-RNAV*
ARNOV 4V	RNAV SID	22	6000 ft	*Preferred*
BUVAK 2V	RNAV SID	22	6000 ft	*Preferred*
GONGO 2V	RNAV SID	22	6000 ft	*Preferred*
MEDEM 2T	RNAV SID	22	6000 ft	*N/A*
MEDEM 2V	RNAV SID	22	6000 ft	*Only for CAT A, B, C aircraft*
RUEXX 1V	RNAV SID	22	6000 ft	*Preferred*
TUGSO 1V	RNAV SID	22	6000 ft	*Preferred*
XILTI 2T	RNAV SID	22	6000 ft	*N/A*
XILTI 2V	RNAV SID	22	6000 ft	*Only for CAT A, B, C aircraft*
OMNI	Omnidirectional SID	22	N/A	*Non-RNAV*

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!*

Arrivals - STARs

LBBG 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
ESENA 4D	RNAV STAR	04	*Preferred*
NESAR 5D	RNAV STAR	04	*Preferred*
RUEXX 1D	RNAV STAR	04	*Preferred*
RUTAR 5D	RNAV STAR	04	*Preferred*
UVUDA 3D	RNAV STAR	04	*Preferred*
VABUR 3D	RNAV STAR	04	*Preferred*
ESENA 3F	RNAV STAR	22	*Preferred*
NESAR 3F	RNAV STAR	22	*Preferred*
RUEXX 1F	RNAV STAR	22	*Preferred*
RUTAR 3F	RNAV STAR	22	*Preferred*
UVUDA 3F	RNAV STAR	22	*Preferred*
VABUR 3F	RNAV STAR	22	*Preferred*

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

- RWY 04 - ELTOG at 4000 ft
- RWY 22 - GIGPU at 4000 ft

Important holding patterns

BGS: Inbound course 219°, left turns
Maximum altitude: FL 140
Minimum altitude: 4000 ft

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
RNP	RNAV APP	04	BGS, ELTOG	*Preferred*
VOR	VOR APP	04	BGS, ELTOG	*N/A*
ILS or LOC	ILS APP	22	BGS, GIGPU	*Preferred*
RNP	RNAV APP	22	BGS, GIGPU	*N/A*
VOR	VOR APP	22	BGS, GIGPU	*N/A*