# Gorna Oryahovitsa Airport - LBGO

# 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: LBGO
IATA: GOZ

Airport elevation: 283 ft

Runway: 09/27
Runway length: 2447 m

Transition altitude: 10500 ft
Transition level: by ATC

Preferred departure runway: N/A
Preferred arrival runway: N/A

# ATC Stations

**Gorna Tower** (LBGO_TWR) - 133.505 MHz
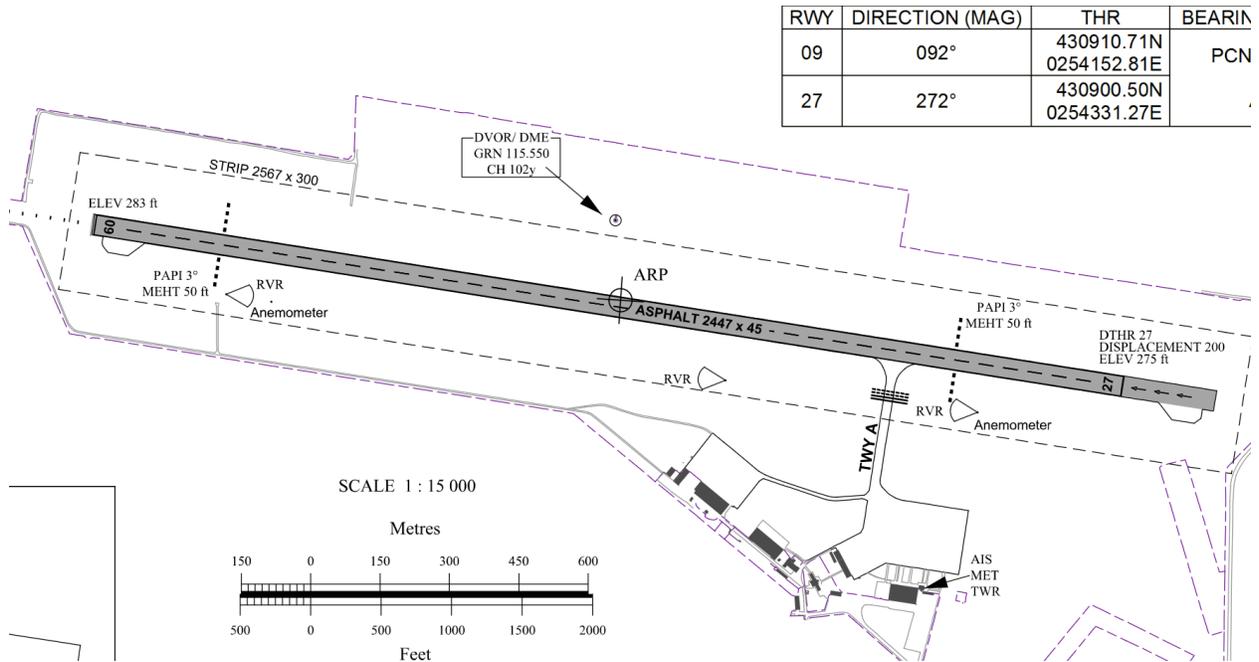
**Gorna ATIS** (LBGO_ATIS) - 127.130 MHz

Gorna Airport is a **PROCEDURAL AERODROME**. This means that ATC at the airport DOES NOT have a radar, and separates aircraft procedurally (through reporting points/altitudes).

Gorna Tower is also a combined **Tower + Approach position**, meaning that the tower controller is also responsible for aircraft in LBGO TMA. The TMA can be seen below:
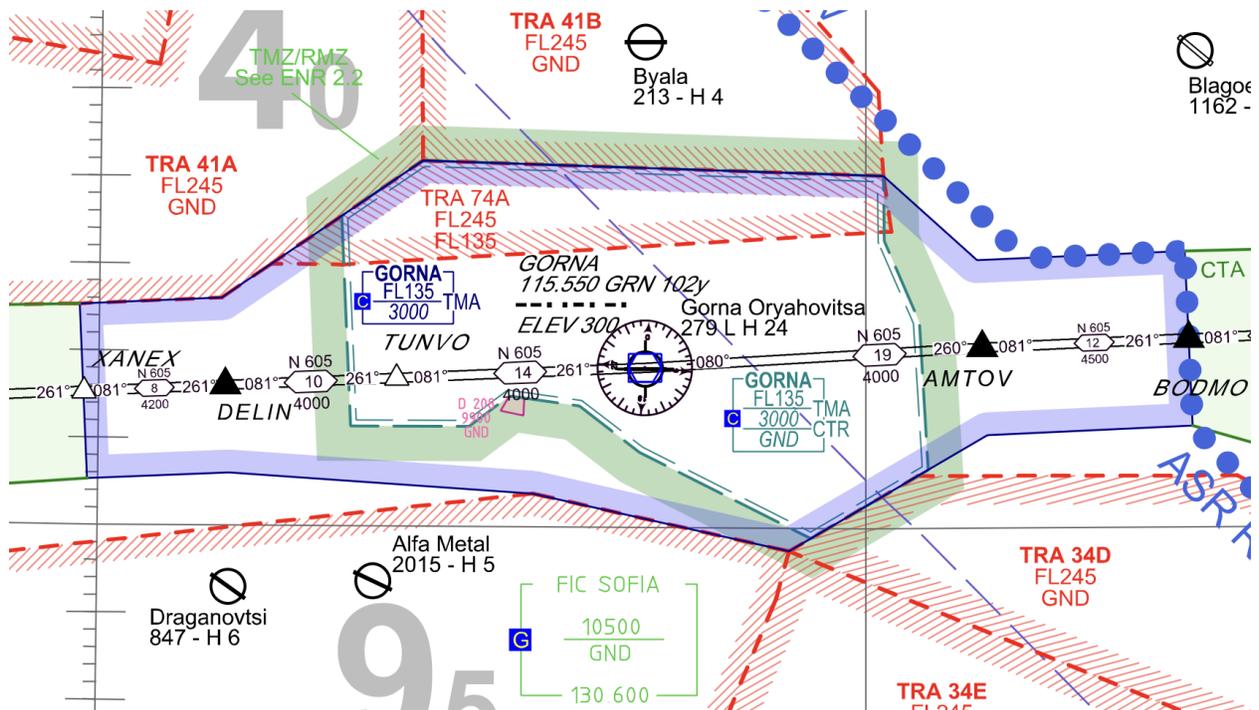
# Ground layout

The airport has one apron connected to the runway through its only taxiway, A. The ground layout chart can be seen below.

| RWY | DIRECTION (MAG) | THR | BEARIN |
|-----|-----------------|-----|--------|
| 09 | 092° | 430910.71N 0254152.81E | PCN |
| 27 | 272° | 430900.50N 0254331.27E | |



As LBGO is a small airport, it has only three stands, stands 1, 2, and 3.

| ACFT STAND | CODE | LIMITATIONS |
|------------|------|-------------|
| 1 | D | MAX wingspan 52m, MAX length 62m |
| 2 | C+ | MAX wingspan 42m, MAX length 34.5m |
| 3 | C- | MAX wingspan 30m, MAX length 27.5m |
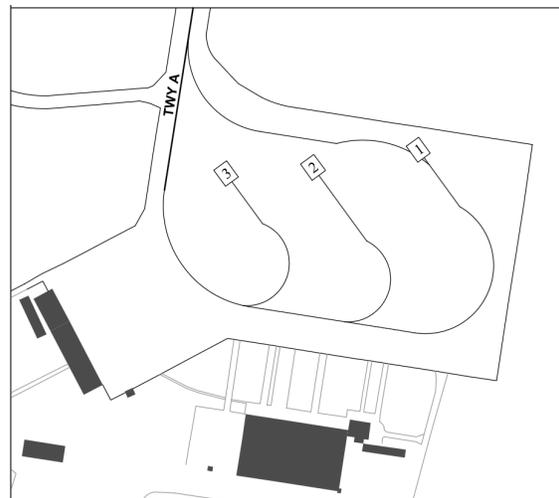
# Control Zone & VFR Traffic

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

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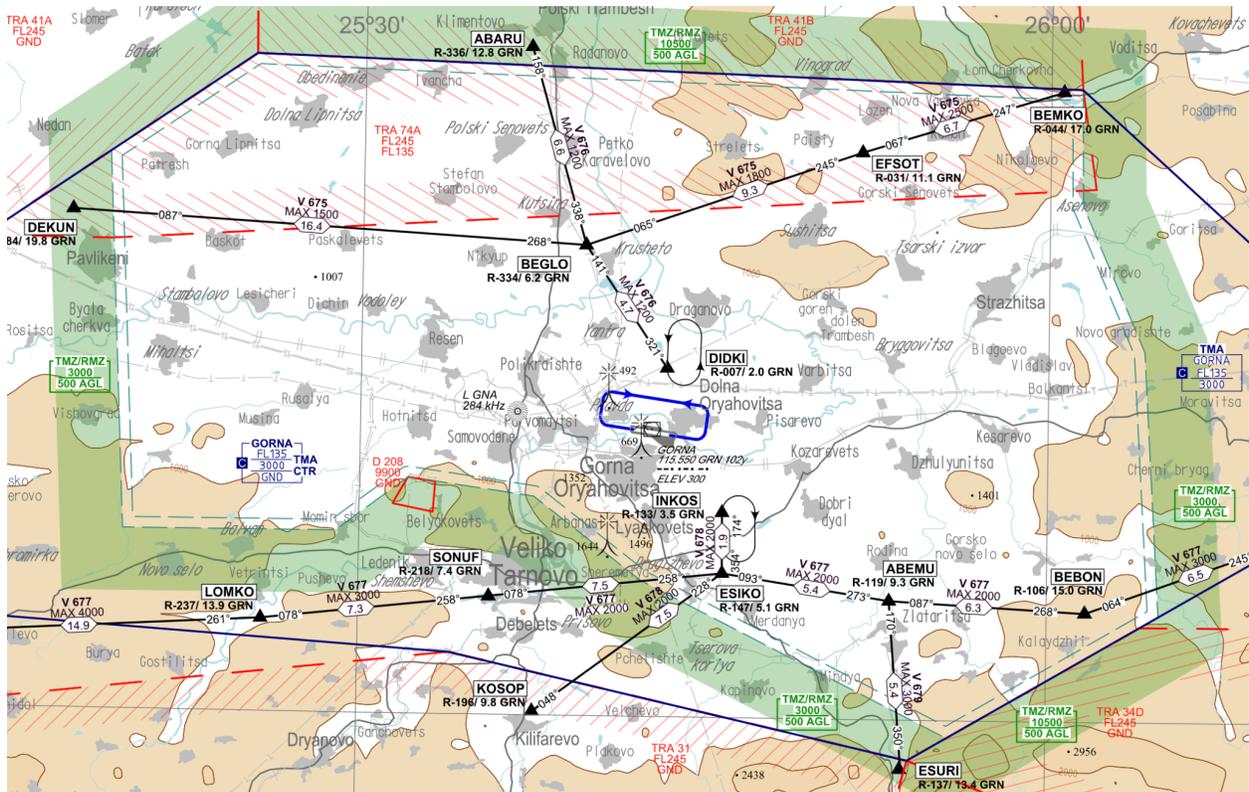


Most of the available VFR routes can also be seen above, but you can always access the full Visual Approach Chart on our website.

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.

As LBGO Tower is a combined position, aircraft passing through routes that go through the TMA but not the CTR also require clearance from the Tower controller.

# TMA airspace

Gorna TMA starts at 3000 ft, and goes up to FL135. You can see the exact dimensions below. Arriving and departing aircraft within the TMA are the responsibility of LBGO_TWR.

As this station **DOES NOT** have a radar, aircraft must follow published procedures, be separated procedurally, and cannot be given vectors.
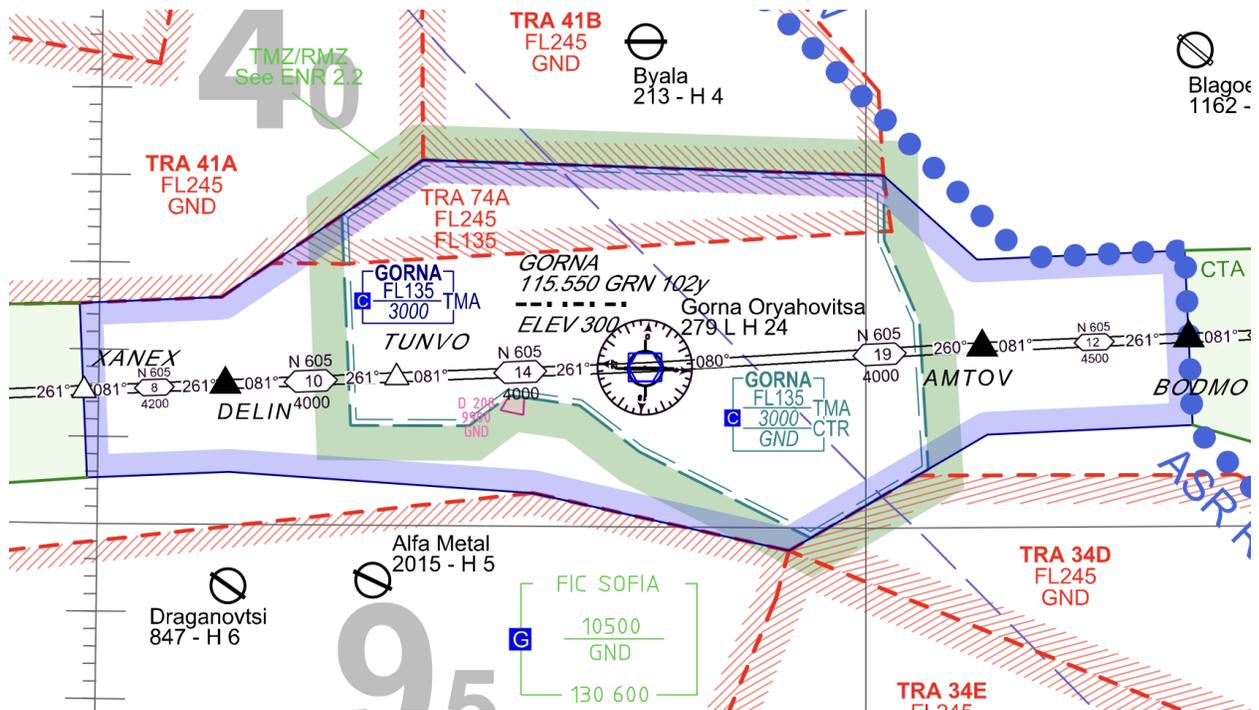


Aircraft will be handed off to LBGO_TWR at least 10 nm prior to entering the airspace, or approximately 1 to 2 minutes prior to the boundary.

Aircraft should be handed off to Sofia Control several minutes prior to their exit from the TMA. *This will usually be when they pass 10,000 ft after departure.*

# Procedures

**Departures**

| Name | Type | Runway | Initial climb | Notes |
|---|---|---|---|---|
| AMTOV 2S | RNAV SID | 09 | FL 130 | *Preferred* |
| DELIN 2S | RNAV SID | 09 | FL 120 | *Preferred* |
| OMNI | Omnidirectional SID | 09 | N/A | *Non-RNAV* |
| | | | | |
| AMTOV 2T | RNAV SID | 27 | FL 130 | *Preferred* |
| DELIN 1T | RNAV SID | 27 | FL 120 | *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 with GNSS** certification!*

**Arrivals**

LBGO does not have any STARs. Instead, all approaches commence at the IAF and take aircraft down from enroute to the ground. All of the procedures can be found in the chart below.

| Name | Type | Runway | IAFs | Notes |
|------|------|--------|------|-------|
| RNP | RNAV APP | 09 | AMTOV, DELIN, GRN | *Preferred* |
| VOR | VOR APP | 09 | DELIN, GRN | *N/A* |
| NDB | NDB APP | 09 | GNA | *N/A* |
| | | | | |
| RNP | RNAV APP | 27 | AMTOV, DELIN, GRN | *Preferred* |
| VOR | VOR APP | 27 | AMTOV, GRN | *N/A* |

*Note: As aircraft are procedurally separated, only **ONE** can be on a procedure (SID/APP) at a time. Any other aircraft need to be put in a hold until the other traffic is clear of the airspace.*

**Published holding pattern - GRN VOR**

Maximum altitude: 10000 ft
Minimum altitude: 4000 ft
Inbound Course: 272°
Turn Direction: Right
Leg Time: 1 minute

This hold is regularly used, and both pilots and controllers should be well aware of it.