

LETTER OF AGREEMENT

Greek and Bulgarian Divisions



IVAO
Letters of Agreement

The information contained within this document is produced for IVAO only and SHOULD NOT be used in real world.

The scope of this document is to help and standardize the coordination between Greek and Bulgarian Controllers in the network of IVAO.

It doesn't represent the actual operations in real life and it's intended to be used only within the IVAO network

It has been created with the participation and cooperation of Bulgarian and Greek divisions of IVAO.



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1 Adjacent Units

1.1 Hellenic ATS Units Adjacent to Sofia FIR/UIR

IVAO ID	Frequency	Call Sign	Remarks
LGMD_CTR	131.325	Makedonia Control	Entire Makedonia ACC
LGMD_W_CTR	125.350	Makedonia Control	West Sector – not connected via ATS corridors
LGMD_E_CTR	133.575	Makedonia Control	East Sector
LGGG_O_CTR	123.825	Makedonia Control	Unified Sector covering the entire Greek FIR
LGGG_FSS	130.925	Makedonia Control	Advisory Services Only

Entry Points to Hellenic Airspace are ISECs: **NIKTI and RODIP**

1.2 Bulgarian ATS Units Adjacent to Athinai FIR/UIR

IVAO ID	Frequency	Call Sign	Remarks
LBSR_CTR	131.100	Sofia Control	Entire BG FIR
LBSR_E_CTR	132.250	Sofia East Control	East Sector
LBSR_W_CTR	131.100	Sofia West Control	West Sector

Entry Points to Bulgarian Airspace are ISEC: **EVIVI**

Northbound:

- ◇ Via EVIVI – R35/UR35, N133/UN133

Southbound:

- ◇ Via RODIP – N131/UN131
- ◇ Via NIKTI – N127/UN127, Y505/UY505, P184

2 Transfer of Control & Communication

IFR Flights entering Bulgarian or Hellenic airspace, should be handed over to the appropriate ATS Unit (look § 1.1 and § 1.2).

The transfer of control should be made 2 minutes before the entry point. Transfer of communications should not be made before the transfer of control.

IFR flights within ATS routes transiting should be allocated with even FLs when westbound and odd FLs when eastbound.

Route short cut clearances should be given after coordination with the adjacent and affected ATS units.

◇ Flights Between Sofia FIR/UIR and Athinai FIR/UIR

<u>Inbound Airway</u>	<u>COP</u>	<u>Via Airway</u>	<u>FL Allocation</u>	<u>FL over COP</u>	<u>Remarks</u>
L863	EVIVI	U/R35	Eastbound	TRANSITION	---
N133			Westbound		
M987		U/N133	Westbound		
Q24			Westbound		
Y505	NIKTI	U/Y505	Eastbound	TRANSITION	If traffic lands at LGTS
		U/Y505		Between FL165 and FL235	
N127		U/N127		TRANSITION	
P184		N127		At or Below FL150	If traffic Lands at LGKV
	RODIP	U/N133	Eastbound	TRANSITION	---
N133		N133		At or Below FL210	If traffic Lands at LGAL

3 IFR Flights

3.1 IFR Flights with destination LGTS

Compulsory point of entry in Hellenic Airspace should be ISEC. NIKTI via route NIKTI – PEREN – ARNAS, between FL165 and FL235.

3.2 IFR Flights with Destination LGKV

Compulsory point of entry in Hellenic airspace should be ISEC. NIKTI, FL at/or below FL150.

Flights should expect NIKTI 1C if runway in use is 05R and NIKTI 1E if runway 23L is in use.

Actual arrival clearance will be issued by LGKV_APP or LGMD_CTR or LGGG_O_CTR if they are online.

3.3 IFR Flights with Destination LGAL

Compulsory point of entry in Hellenic airspace should be ISEC. RODIP via compulsory route RODIP – IDILO at/or below FL210.

4 Preferred Routes

The following routes are not mandatory and are provided for the continuous and efficient traffic flow.

Depending on the traffic condition, a controller may request a specific route to be given by the adjacent ATS unit. This should include the type of traffic to which the route applies (Destination or Origin. etc.) and the corresponding route.

4.1 Routing suggestions for flights entering Bulgarian airspace

- i. EVIVI-EDIKA-BAVGA-OKANA
- ii. EVIVI-DOTAM(Arr LBSF)
- iii. EVIVI-DOTAM-SOF-OGOTA-LOMOS
- iv. EVIVI-USALI-W AK-BLO-ETROL-GOL/SOMOV

4.2 Routing suggestions for flights entering Hellenic airspace

- i. NIKTI-LMO-MES-LARKI-RDS-EVENO/ALKIS
- ii. NIKTI-LMO-MES-KRC-KUMBI
- iii. NIKTI-LMO-MES-LURUS (Arr LGRP/KO)

Flights under VFR should remain 1000ft below the MEA when inside published ATS corridors and above 1000ft AGL. For VFR flights requesting level/altitude of flight outside the above restrictions, coordination between BG and GR ATS units is required and radar services must be provided.

Approved by:

GR-AOC/ADIR
Stamatis Chatzopoulos

BG-AOAC
Nikolay Lazarov

Created and Agreed upon:

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