

# LETTER OF AGREEMENT

between

BGvACC – Bulgaria

TRvACC - Türkiye

and

Sofia ACC

Ankara ACC

Effective: 18 May 2023 - 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 Ankara ACC 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 Ankara ACC, is described in Annex B to this Letter of Agreement.

#### 2.1.2 Ankara ACC

Lateral limits: As published in AIP Republic of Türkiye.

Vertical limits: As published in AIP Republic of Türkiye.

ICAO airspace classification for the area of responsibility of Ankara ACC along the common boundary of the areas of responsibility of Sofia ACC and Ankara ACC, 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 Ankara ACC**

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 The procedures to be applied by Sofia ACC and Ankara ACC 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.

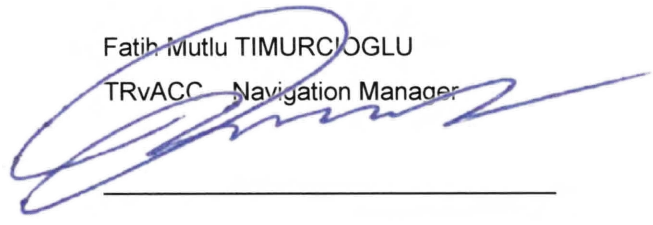
### 6. INTERPRETATION AND SETTLEMENT OF DISPUTES.

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 18.05.2023, and supersedes the Letter of Agreement between Sofia ACC and Ankara ACC dated 29.04.2023.

  
\_\_\_\_\_  
Svetlin NIKOLOV  
BGvACC - Bulgaria – vACC Director  
\_\_\_\_\_  
Gursel ALP  
TRvACC – Navigation Director  
\_\_\_\_\_  
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TRvACC – Navigation Manager

**ANNEX A.****Definitions and Abbreviations.**

Effective: 18 May 2023 - 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.**

Effective: 18 May 2023 - 00:01 UTC

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
Airspace of LBSR FIR below the lower limits of airways	GND-FL105	G
UDROS L746,L744,Y187,Y189,T343,N743,Q13	FL105 - FL660 FL245 - FL660	C
ODERO Y186,Y190,T86,L746,L621	FL105 - FL660 FL245 - FL660	C
ARTAT Q29,Q27,P975,Q7	FL105 - FL660 FL245 - FL660	C
NEGEM T746,L852,Q6,Q12	FL105 - FL660 FL245 - FL660	C
VADEN P92,T227,L615,Y520,L610,N618,	FL105 - FL660 FL245 - FL660	C
TUDBU Q26	FL245 - FL660	C
IBLAX P727( IBLAX-UVUDA)	FL105 - FL660	C
MAKOL Q14,Q12,L622,L602,L619,T67,N600, N617	FL55 - FL660 FL105 - FL660 FL245 - FL660	C



ADORU N739 (ROVDO-ADORU) L614 (GERGI-ADORU) M19 (LETVA-ADORU) L606 (XANEX-ADORU)	FL105 - FL660	C
RIXEN L742 (MEDEM-RIXEN) L605 (VABUR-RIXEN) Y188 (USOVO-RIXEN) T68 (IVGOT-RIXEN) N616 (MATEL-RIXEN) N620 (MATEL-RIXEN) T219 (IRDUM-RIXEN) Y191 (RITAG-RIXEN) N613 (RITAG-RIXEN)	FL105 - FL660	C
RIXEN Q9 (EMLOK-RIXEN) Q15(NISVA-RIXEN)	FL245 - FL660	C
RILEX L867 (TIMUR-RILEX) T72 (GERGI-RILEX) P127 (ROVDO-RILEX) T391 (NISVA-RILEX) T390 (GASRU-RILEX)	FL105 - FL660	C
	FL105 - FL660	
	FL105 - FL660	
	FL245 - FL660	
	FL245 - FL660	
AYTEK P127 (ROVDO-AYTEK) T391 (GERGI-AYTEK)	FL95 - FL660	C
	FL105 - FL660	
<b>FREE ROUTE AIRSPACE (FRA)</b> Encompasses the horizontal boundaries of Sofia FIR in their full extent, as published in AIP Bulgaria, ENR 2.1. <b>Operating hours: H24</b>	FL175 - FL660	C

**B.1.2. LTAA FIR/UIR.**

Area	Vertical limits	Airspace Classification
UDROS M/UM859	FL195 - UNL	Not Applicable
ODERO L/UL746,L/UL621	FL195 - UNL	Not Applicable
NEGEM L/UL852	FL195 - FL660	Not Applicable
ARTAT P/UP975,L/UL601	FL195 - FL660	Not Applicable
VADEN W/UW102 (SERCE-VADEN)	FL135 - FL660	Not Applicable
VADEN N/UN618 (SERCE-VADEN) L/UL610 (FENER-VADEN) L/UL615 (BKZ-VADEN)	FL195 - FL660	Not Applicable
VADEN A/UA16 (FENER-VADEN)	FL095 - FL660	Not Applicable
IBLAX P/UP727 (FENER-IBLAX)	4500ft - FL660	Not Applicable
MAKOL N/UN604 (BKZ-MAKOL) N/UN617 (BKZ-MAKOL)	FL195 - FL660	Not Applicable
MAKOL G/UG123 (BKZ-MAKOL)	FL105 - FL660	Not Applicable
MAKOL L/UL 619 (YASEN-MAKOL) L/UL 602 (TEVNI-MAKOL)	FL245 - FL660	Not Applicable
ADORU A/UA4 (ADORU-TIRER) L/UL614 (ADORU-ENESU)	FL175 - FL660	Not Applicable
ADORU G/UG80 (ADORU-ATVEP)	FL075 - FL660	Not Applicable

ADORU L/UL606 (ADORU-ATVEP)	FL205 - FL660	Not Applicable
RIXEN N/UN616 (RIXEN-TETSA) L/UL620 (RIXEN-TETSA)	FL195 - FL660	Not Applicable
RIXEN G/UG1 (RIXEN-TETSA)	FL075 - FL660	Not Applicable
RIXEN A/UA17 (RIXEN-NAMAN) L/UL605 (RIXEN-NAMAN)	FL265 - FL660	Not Applicable
TUDBU Q26 (RIMBO-TUDBU) T264 (FENER-TUDBU) T268 (TOPLU-TUDBU)	4500FT - FL660	Not Applicable
RILEX L867 (RILEX-ENESU)	FL75 - FL660	Not Applicable

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

## **B.2. Sectorisation.**

### **B.2.1. Sofia ACC sectorisation,**

#### **B.2.1.1. VARNA FAMILY Group Sectors**

<b>VARNA FAMILY Group Sectors</b>	<b>Vertical Limits</b>
VBT → VARNA BRAVO TOP UDROS, ODERO	Flexible DFL - FL660
VBU → VARNA BRAVO UPPER UDROS, ODERO	Flexible DFL - Flexible DFL
VBM → VARNA BRAVO MIDDLE UDROS, ODERO	Flexible DFL - Flexible DFL
VL → VARNA ACC BRAVO LOWER UDROS, ODERO	FL105 - Flexible DFL
VCT → VARNA CHARLIE TOP IBLAX	Flexible DFL - FL660

VCU → VARNA CHARLIE UPPER IBLAX	Flexible DFL - Flexible DFL
VCM → VARNA CHARLIE MIDDLE IBLAX	Flexible DFL - Flexible DFL
VCL → VARNA CHARLIE LOWER IBLAX	FL105 - Flexible DFL
VDT → VARNA DELTA TOP MAKOL, NEGEM, ARTAT, RIXEN	Flexible DFL-FL660
VDU → VARNA DELTA UPPER MAKOL, NEGEM, ARTAT, RIXEN	Flexible DFL - Flexible DFL
VDM → VARNA DELTA MIDDLE MAKOL, NEGEM, ARTAT, RIXEN	Flexible DFL - Flexible DFL
VDL → VARNA ACC DELTA LOWER MAKOL, NEGEM, ARTAT, RIXEN	FL105 - Flexible DFL

**Note 1:** DL's between UPPER - TOP sectors are flexible (315-595).

**Note 2:** DL 's between MIDDLE - UPPER sectors are flexible (315-395).

**Note 3:** DL between LOWER-MIDDLE sectors is flexible (315 - 395).

**Note 4:** Flight information service in Class G airspace (GND-FL105) is provided by SOFIA ACC.

#### **B.2.1.2. SOFIA FAMILY Group Sectors**

<b>SOFIA FAMILY Group Sectors</b>	<b>Vertical Limits</b>
SDT → SOFIA DELTA TOP RILEX, ADORU	Flexible DFL - FL660
SDU → SOFIA DELTA UPPER RILEX, ADORU	Flexible DFL - Flexible DFL
SDM → SOFIA DELTA MIDDLE RILEX, ADORU	Flexible DFL - Flexible DFL
SDL → SOFIA ACC DELTA LOWER RILEX, ADORU	FL105 - Flexible DFL
SET → SORA ECHO TOP VADEN	Flexible DFL - FL660
SEU → SORA ECHO UPPER VADEN	Flexible DFL - Flexible DFL
SEM → SOFIA ECHO MIDDLE	Flexible DFL - Flexible DFL



VADEN	
SEL → SOFIA ECHO LOWER VADEN	FL105 - Flexible DFL
SFT → SOFIA FOXTROT TOP TUTBU	Flexible DFL - FL660
SFU → SOFIA FOXTROT UPPER TUTBU	Flexible DFL - Flexible DFL
SFM → SOFIA FOXTROT MIDDLE TUTBU	Flexible DFL - Flexible DFL
SFL → SOFIA FOXTROT LOWER TIJTBU	FL105 - Flexible DFL

Note 1: DL 's between UPPER – TOP sectors are flexible (315-395).

Note 2: DL 's between MIDDLE - UPPER sectors are flexible (315-395).

Note 3: OL between LOWER-MIDDLE sectors is flexible (315 - 395).

Note 4: Flight information service in Class G airspace (GND-FL105) is provided by SOFIA ACC.

### **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. LB TSA/TRA 34A**

GND - FL245

43 03 00N 025 53 00E - 43 03 01N 026 11 39E -

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. LB TSA/TRA 2**

FL245 - 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.**

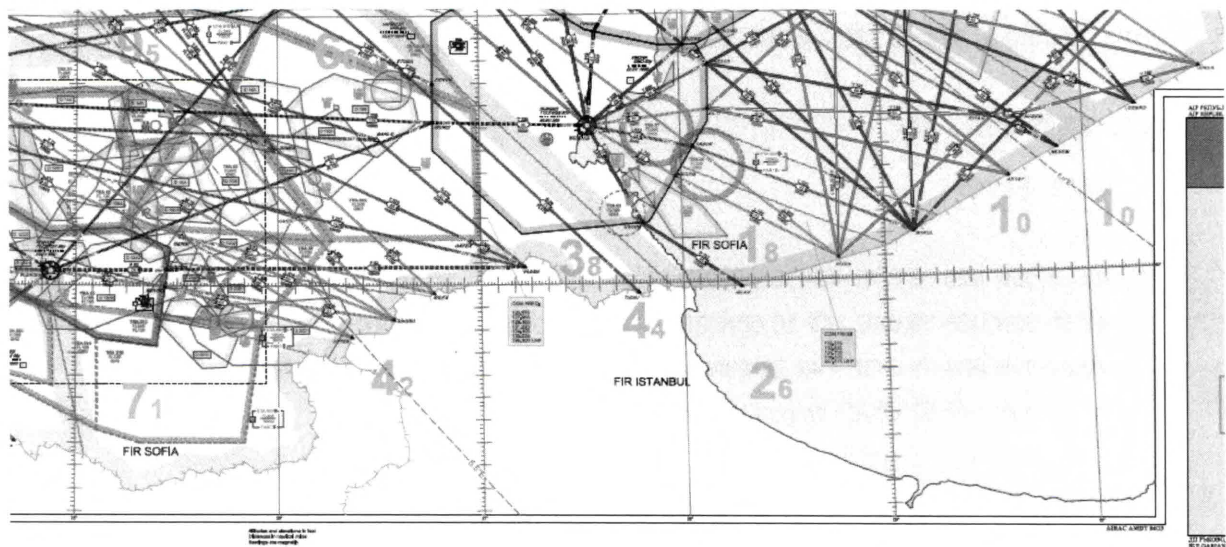
Not Applicable

## Appendix 1 of Annex B

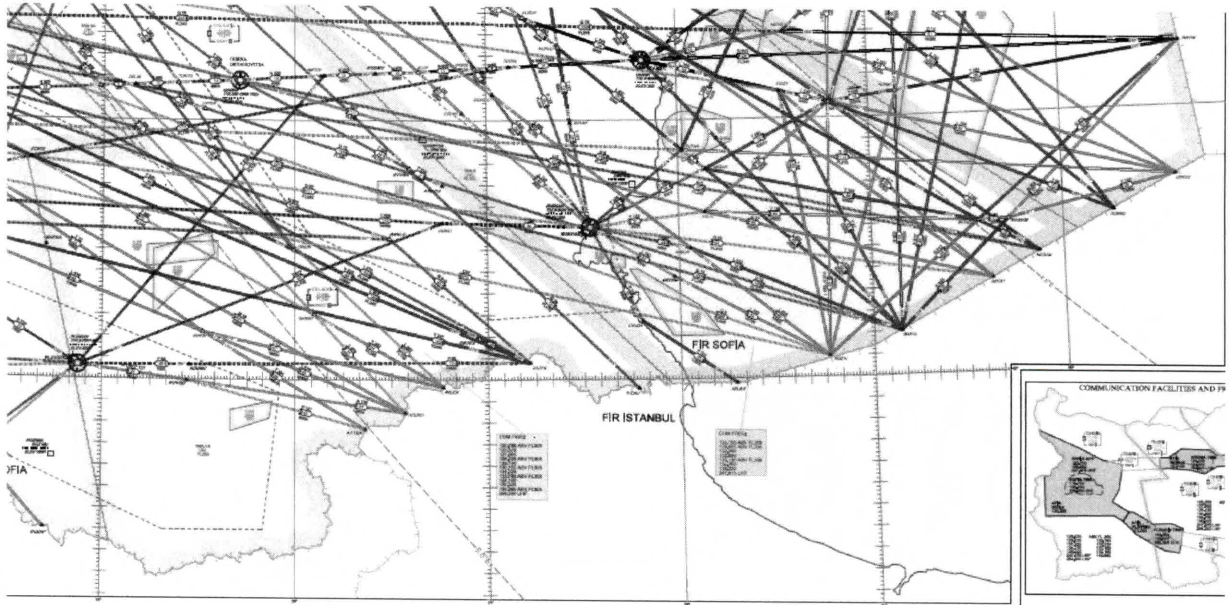
### Sectorisation.

#### SOFIA ACC – sectors adjacent to ANKARA ACC

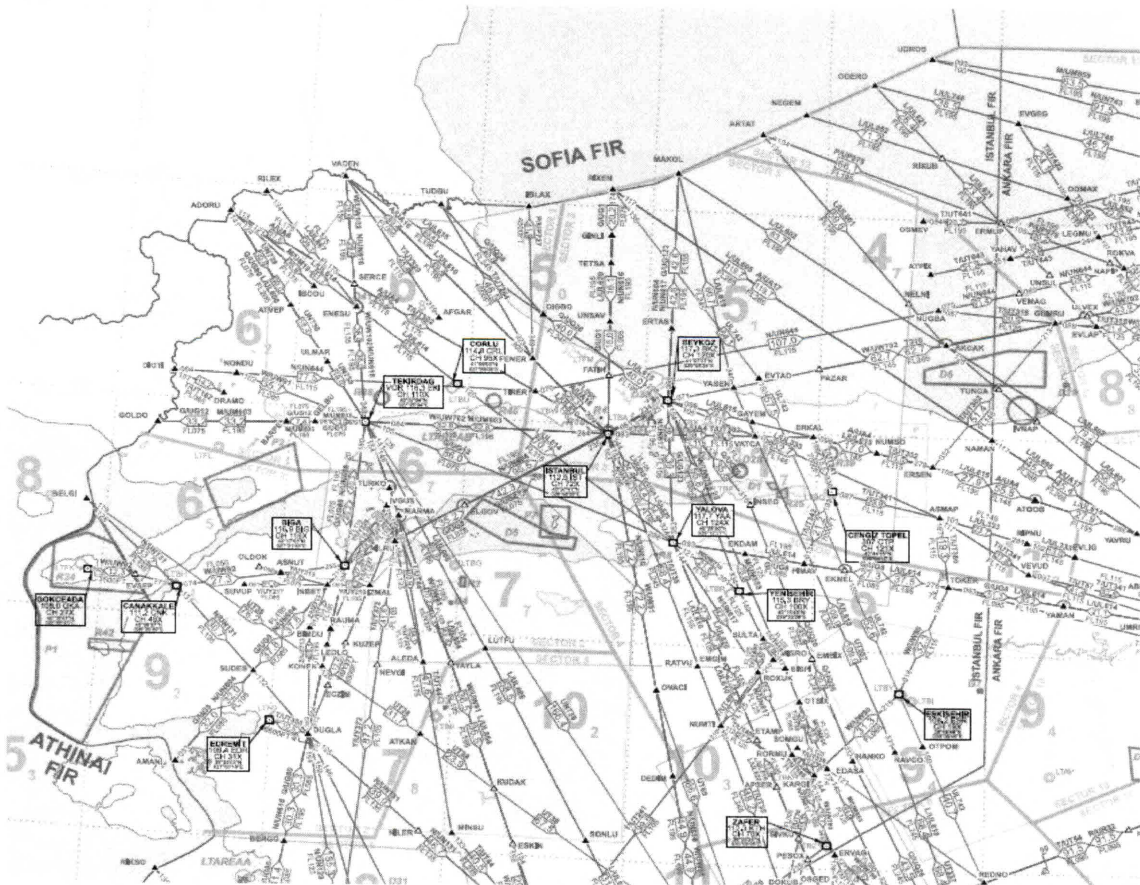
From FL 105 to FL 245:



From FL 245 to FL 660:



ANKARA ACC – sectors adjacent to SOFIA ACC



## **Appendix 2 of Annex B**

**Designated special areas.**

Not Applicable



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

Not Applicable

Sofia ACC

Ankara ACC

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

**Exchange of Flight Data.**

Not Applicable

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

Effective: 18 May 2023 - 00:01 UTC

Revised: -

**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 Ankara ACC, 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.1.6. RVSM Procedures****D.1.6.1.** Sofia ACC and Ankara ACC shall consequently verify as soon as possible with the pilot in command (PIC) of flight operating or intending to operate in the adjacent airspace between FL290 and FL410 inclusive, the aircraft's RVSM status in any doubtful case and in cases where the IFPS FPL indicates either:

- that the aircraft is NONRVSM approved, or
- the flight is a NONRVSM approved State aircraft (STS/NONRVSM in Item 18 ).

**D.1.6.2.** Sofia ACC shall transfer all NONRVSM approved aircraft at or below FL270.**D.1.6.3.** Ankara ACC shall transfer all NONRVSM approved aircraft at or below FL280.**D.1.6.4. Exemptions**

In accordance with ICAO Doc 7030/4 (EUR/NAT-S 99/33-EUR RAC/3), permission is hereby granted for all NONRVSM approved State aircraft to operate in the EUR RVSM airspace between FL290 and FL410 inclusive.

## 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 Ankara ACC.

ATS-Route	COP	Level Allocation	Special Conditions
As published in AIP Republic of Bulgaria	UDROS	ODD	See D.3
As published in AIP Republic of Bulgaria	ARTAT	ODD	See D.3
As published in AIP Republic of Bulgaria	ADORU	ODD	See D.3
As published in AIP Republic of Bulgaria	RIXEN	ODD at or above FL 250 / All levels below FL 245*	See D.3
As published in AIP Republic of Bulgaria	RILEX	ODD at or above FL 250 / All levels below FL 245*	See D.3
As published in AIP Republic of Bulgaria	AYTEK	ODD at or below FL 290 / All levels below FL 245*	See D.3

\* In adverse weather conditions only ODD levels should be used.

### D.2.2. Flights from from Ankara ACC to Sofia ACC.

ATS-Route	COP	Level Allocation	Special Conditions
As published in AIP Republic of Turkey	ODERO	EVEN	See D.3
As published in AIP Republic of Turkey	NEGEM	EVEN	See D.3
As published in AIP Republic of Turkey	VADEN	EVEN	See D.3
As published in AIP Republic of Turkey	MAKOL	EVEN	See D.3
As published in AIP Republic of Turkey	IBLAX	EVEN	See D.3
As published in AIP Republic of Turkey	TUDBU	EVEN	See D.3



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

#### **D.3.1. RVSM Special Procedures**

##### **D.3.1.1. Flights from Sofia ACC to Ankara ACC.**

Separation of NONRVSM approved State aircraft.

Over COPs described in paras D.2.1 and D.2.2 at the time of transfer of control the vertical separation

minimum shall be 2000 ft (600 m) between:

- a) NONRVSM approved State aircraft and any other aircraft;
- b) all formation flights of State aircraft and any other aircraft.

##### **D.3.1.2. Flights from Ankara ACC to Sofia ACC.**

Separation of NONRVSM approved State aircraft.

Over COPs described in paras D.2.1 and D.2.2 at the time of transfer of control the vertical separation

minimum shall be 2000 ft (600 m) between:

- c) NONRVSM approved State aircraft and any other aircraft;
- d) all formation flights of State aircraft and any other aircraft.

##### **D.3.1.3. RVSM communications failure.**

Over COPs described in paras D.2.1 and D.2.2 at the time of transfer of control Sofia ACC and Ankara ACC shall provide a minimum vertical separation of 2000 ft (600 m) between an aircraft experiencing a communications failure in flight and any other aircraft.

##### **D.3.1.4. RVSM Contingency FLAS**

- D.3.1.5. 1** During the periods of meteorological conditions (such as severe turbulence, severe CB activity, ect.) requiring a reversion to a 2000 ft (600 m) Vertical Separation Minimum an RVSM Contingency FLAS based on the ICAO Table of Cruising Levels in Annex 2, Appendix 3a should be implemented between Sofia ACC and Ankara ACC. The implementation of the FLAS shall be coordinated between the Supervisors of Sofia ACC and Ankara ACC not later than 30 (thirty) minutes before it becomes effective. Over COPs described in paras D.2.1 and D.2.2 at the time of transfer of control Sofia ACC and Ankara ACC shall provide a minimum vertical separation of 2000 ft (600 m) between an aircraft experiencing a communications failure in flight and any other aircraft.

#### **D.3.2. Flights from ANKARA ACC to SOFIA ACC**

- D.3.2.1.** The traffic with destination LBBG shall overfly MAKOL at FL 200 or below, unless otherwise verbally co-ordinated. The traffic with destination LBBG should normally be at level below traffic departing from LTFM
- D.3.2.2.** The traffic with destination LBWN shall overfly MAKOL at FL 280 or below, unless otherwise verbally co-ordinated.
- D.3.2.3.** The traffic with destination LBWN and LBBG shall overfly NEGEM at FL 300 or below, unless otherwise verbally co-ordinated.
- D.3.2.4.** The traffic with destination LBWN and LBBG shall overfly ODERO at FL 320 or below, unless otherwise verbally co-ordinated.
- D.3.2.5.** Flights over COPs: VADEN, TUDBU, IBLAL and MAKOL at FL245 (included) or below will be coordinated and transferred between Sofia ACC and Yeşilköy APP. Flights over COPs: VADEN, TUDBU, IBLAX and MAKOL at FL250 or above shall be coordinated and transferred between Sofia ACC and Ankara ACC.

### **D.3.3. Flights from SOFIA ACC to ANKARA ACC**

- D.3.3.1.** Traffic with destination LTFM shall overfly RILEX at FL 310 or below but not less than FL 250 for north configuration (when runways 34-35 are in use at LTFM) and at FL 270 or below but not less than FL 210 for south configuration (when runways 16-17 are in use at LTFM), unless otherwise coordinated.
- D.3.3.2.** Sofia ACC shall clear LTFM arriving traffic over RILEX for RILEX2A STAR (or RILEX2N STAR, if it is notified by Yeşilköy APP at least 5 min before COP) for north configuration (when runways 34-35 are in use at LTFM) and for RILEX2B STAR for south configuration (when runways 16-17 are in use at LTFM).
- D.3.3.3.** Traffic with destination LTBA should normally overfly ADORU at FL 330 or below and RIXEN at FL 290 or below, unless otherwise coordinated. LTFM arrivals should always have priority to be lower level than LTBA arrivals.
- D.3.3.4.** Traffic with destination LTFM shall overfly AYTEK at FL 290 or below but not less than FL 230 for north configuration (when runways 34-35 are in use at LTFM) and at FL 290 or below but not less than FL 210 for south configuration (when runways 16-17 are in use at LTFM), unless otherwise coordinated.
- D.3.3.5.** Sofia ACC shall clear LTFM arriving traffic over AYTEK for AYTEK2A STAR (or AYTEK2Q STAR, if it is notified by Yeşilköy APP at least 5 min before COP) for north configuration (when runways 34-35 are in use at LTFM) and for AYTEK2B STAR (or AYTEK2R STAR, if it is notified by Yeşilköy APP at least 5 min before COP) for south configuration (when runways 16-17 are in use at LTFM).
- D.3.3.6.** Sofia ACC shall notify Yeşilköy APP/Ankara ACC if traffic cannot meet level band specified in D.3.2.1 and D.3.2.2.
- D.3.3.7.** Traffic with destination LTFJ should normally overfly RIXEN at FL 330 or below, unless otherwise coordinated. LTFM arrivals should always have priority to be lower level than LTFJ arrivals.
- D.3.3.8.** Flights over COPs: ADORU, RILEX and RIXEN, at FL245 (included) or below will be coordinated and transferred between Sofia ACC and Yeşilköy APP. Flights over COPs: ADORU, RILEX and RIXEN, FL250 or above shall be coordinated and transferred between Sofia ACC and Ankara ACC.

### **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.**

Effective: 18 May 2023 - 00:01 UTC

Revised: -

**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, unless otherwise co-ordinated. Traffic with destination LTFM should be transferred to Yeşilköy APP/Ankara ACC at least 1 min prior COPs. Traffic above FL 245 over the COPs shall be transferred to Ankara ACC irrespective of cleared level.

When Controller-Pilot Data Link Communications (CPDLC) is used in both ATS units, the transfer of CPDLC shall commence concurrently with the transfer of voice communications.

**Sofia ACC:**

Sector	Frequencies	Alternate
SOFIA SECTOR UPPER SECTOR	131.225 MHz	None
VARNA SECTOR UPPER SECTOR	134.700 MHz	None

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

**Ankara ACC:**

Sector	Frequencies	Alternate
ANKARA WEST NORTH SECTOR UPPER SECTOR	119.300 MHz	None
ANKARA WEST UPPER SECTOR	132.150 MHz	None
ANKARA SECTOR UPPER SECTOR	129.425 MHz	None
ANKARA NORTH SECTOR UPPER SECTOR	124.125 MHz	None

ANKARA SECTOR 3 UPPER SECTOR	133.550 MHz	None
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**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: 18 May 2023 - 00:01 UTC

Revised: -

**F.1. General.**

Transfer of identification and transfer of control between Sofia ACC and Ankara ACC 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 Ankara ACC 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 control may be effected without systematic use of bi-directional speech facilities provided that:

- the minimum distance between successive aircraft about to be transferred is 10 NM and it is constant or increasing; or
- that the minimum distance between the aircraft does not fall below 20 NM at the moment when
- succeeding aircraft is crossing the common AoR boundary and the succeeding aircraft is faster by not more than:
  - M 0.01 at or above FL 250; or
  - 40 kts IAS below FL 250;

**F.3.3.2.** The transferring unit shall inform the accepting unit 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.

**F.3.3.3.** The accepting ATS Unit may terminate the silent transfer of control at any time, normally with an advance notice of 15 minutes. If circumstances arise in which the agreed conditions for silent transfer of control can no longer be satisfied, units shall revert to transfer of control with use of bidirectional speech facilities until the situation is resolved (see F.3.4).

**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.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 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.

### **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: 18 May 2023 - 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 or 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.

**ANNEX H.****Checklist of Pages.**

Page	Date	Page	Date	Page	Date	Page	Date

Effective: 18 May 2023 - 00:01 UTC

Revised: -