Letter of Agreement

VATAdria & BGvACC

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1. General

1.1. Purpose

The purpose of this Letter of Agreement is to define the coordination procedures applied between Belgrade FIR, Skopje FIR, and Sofia FIR when providing ATS to General Air Traffic (IFR/VFR).

These procedures are supplementary to those specified in ICAO and EUROCONTROL.

1.2. Operational Status

All ATS units shall keep each other advised of any changes in the operational status of their facilities and navigational aid which may affect the procedures specified in this Letter of Agreement.

1.3. Distribution

All operationally significant information and procedures specified in this Letter of Agreement shall be distributed by the appropriate means to all concerned controllers.

1.4. Validity

This Letter of Agreement becomes effective on 27.11.2025 and is signed by:

- Predrag Danicic – VATAdria Director
- Andrei Tzenov – BGvACC Director

1.5. Changes

Revision	Notes
14/01/2022	First Publication
27/11/2025	Formatting, sectorization, COPX, and VFR flights

2. Definitions

2.1. General definitions

ATS Area of Responsibility	An airspace of defined dimensions where sole ATS unit has responsibility for providing air traffic services
Area of Common Interest	A volume of airspace as agreed between 2 ATS Units, extending into the adjacent/subjacent Area of Responsibility, within which airspace structure and related activities may have an impact of air traffic coordination procedures
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
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
Release for Climb/Descend	An authorization for the accepting unit to climb or descend specific aircraft before the transfer of control
Release for Turn	An authorization for the accepting unit to turn specific aircraft away from the current flight path by not more than 45° before the transfer of control
Fully released	An authorization for accepting unit to climb, descend and/or turn a specific aircraft

2.2. Free Route Airspace

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between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) waypoints, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

FRA Arrival Point	A published NAVAID/Significant Point to which FRA operation is allowed for arriving traffic
FRA Departure Point	A published NAVAID/Significant Point from which FRA operation is allowed for departing traffic
FRA Entry Point	A published NAVAID/Significant Point from which FRA operations are allowed
FRA Exit Point	A published NAVAID/Significant Point to which FRA operations are allowed
FRA Intermediate Point	A published NAVAIR/Significant Point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed for all traffic

3. Areas of responsibility

3.1. Belgrade FIR (LYBA FIR)

Name:	Belgrade UTA
Lateral limits:	As described in Serbia and Montenegro AIP
Vertical limits:	FL285 – FL660
Class airspace:	C

Traffic entering Skopje Upper Control Area/Top, has to be transferred to (in order):

Belgrade Radar LYBA_CTR 123.775 MHz	**Adria Radar** ADR_U_CTR 130.750 MHz (Above FL325)	**Adria Radar** ADR_E_CTR 130.550 MHz	**Adria Radar** ADR_CTR 130.000 MHz

Name:	Belgrade CTA
Lateral limits:	As described in Serbia and Montenegro AIP
Vertical limits:	1500 feet AGL – FL285
Class airspace:	C

Traffic entering Belgrade CTA, has to be transferred to (in order):

Belgrade Radar LYBA_CTR 123.775 MHz	**Adria Radar** ADR_E_CTR 130.550 MHz	**Adria Radar** ADR_CTR 130.000 MHz

Name:	Belgrade TMA
Lateral limits:	As described in Serbia and Montenegro AIP
Vertical limits:	1500 feet AGL – FL125/FL205
Class airspace:	C

Traffic entering Belgrade TMA, has to be transferred to (in order):

Belgrade Radar LYBE_APP 133.100 MHz	**Belgrade Radar** LYBA_CTR 123.775 MHz	**Adria Radar** ADR_E_CTR 130.550 MHz	**Adria Radar** ADR_CTR 130.000 MHz

Name:	Nis TMA
Lateral limits:	As described in Serbia and Montenegro AIP
Vertical limits:	1500 feet AGL – FL125
Class airspace:	C

Traffic entering Nis TMA, has to be transferred to (in order):

Nis Approach LYNI_APP 119.525 MHz	**Belgrade Radar** LYBA_CTR 123.775 MHz	**Adria Radar** ADR_E_CTR 130.550 MHz	**Adria Radar** ADR_CTR 130.000 MHz

3.2. Skopje FIR (LWSS FIR)

Name:	Skopje Upper Control Area/Top
Lateral limits:	As described in North Macedonia AIP
Vertical limits:	FL385 – FL660
Class airspace:	C

Traffic entering Skopje Upper Control Area/Top, has to be transferred to (in order):

Skopje Radar LWSS_CTR 119.375 MHz	**Adria Radar** ADR_U_CTR 130.750 MHz	**Adria Radar** ADR_E_CTR 130.550 MHz	**Adria Radar** ADR_CTR 130.000 MHz

Name:	Skopje Upper Control Area/Upper
Lateral limits:	As described in North Macedonia AIP
Vertical limits:	FL365 – FL385
Class airspace:	C

Traffic entering Skopje Upper Control Area/Upper, has to be transferred to (in order):

Skopje Radar LWSS_CTR 119.375 MHz	**Adria Radar** ADR_U_CTR 130.750 MHz	**Adria Radar** ADR_E_CTR 130.550 MHz	**Adria Radar** ADR_CTR 130.000 MHz

Name:	Skopje Upper Control Area/High
Lateral limits:	As described in North Macedonia AIP
Vertical limits:	FL245 – FL365
Class airspace:	C

Traffic entering Skopje Upper Control Area/High, has to be transferred to (in order):

Skopje Radar LWSS_CTR 119.375 MHz	**Adria Radar** ADR_U_CTR 130.750 MHz (Above FL325)	**Adria Radar** ADR_E_CTR 130.550 MHz	**Adria Radar** ADR_CTR 130.000 MHz

Name:	Skopje Lower Control Area
Lateral limits:	As described in North Macedonia AIP
Vertical limits:	1000 feet AGL – FL245
Class airspace:	C (FL200 – FL245); D (10500 feet AMSL – FL200); E (1000 feet AGL – 10500 feet AMSL)

Traffic entering Skopje Lower Control Area, has to be transferred to (in order):

Skopje Radar LWSS_CTR 119.375 MHz	**Adria Radar** ADR_E_CTR 130.550 MHz	**Adria Radar** ADR_CTR 130.000 MHz

3.3. Sofia FIR (LBSR FIR)

Name:	Sofia CTA I
Lateral limits:	As described in Bulgaria AIP
Vertical limits:	10500 feet AMSL – FL660
Class airspace:	C

Traffic entering Sofia CTA I, has to be transferred to:

Sofia Control
LBSR_CTR
131.225 MHz

Name:	Sofia TMA I
Lateral limits:	As described in Bulgaria AIP
Vertical limits:	8500 feet AMSL – FL245
Class airspace:	C

Traffic entering Sofia TMA I, has to be transferred to (in order):

Sofia Approach	**Sofia Control**
LBSF_APP	LBSR_CTR
123.700 MHz	131.225 MHz

Name:	Sofia TMA VI
Lateral limits:	As described in Bulgaria AIP
Vertical limits:	5000 feet AMSL – 8500 feet AMSL
Class airspace:	C

Traffic entering Sofia TMA VI, has to be transferred to (in order):

Sofia Approach	**Sofia Control**
LBSF_APP	LBSR_CTR
123.700 MHz	131.225 MHz

Name:	Sofia TMA VII
Lateral limits:	As described in Bulgaria AIP
Vertical limits:	4000 feet AMSL – 8500 feet AMSL
Class airspace:	C

Traffic entering Sofia TMA VII, has to be transferred to (in order):

Sofia Approach	**Sofia Control**
LBSF_APP	LBSR_CTR
123.700 MHz	131.225 MHz

3.4. Areas of common interest

3.4.1. Delegated airspace from Belgrade FIR to Sofia FIR

- NIL -

3.4.2. Delegated airspace between Sofia FIR and Belgrade FIR

- NIL -

3.4.3. Delegated airspace between Skopje FIR and Sofia FIR

- NIL -

3.4.4. Delegated airspace between Sofia FIR and Skopje FIR

- NIL -

4. ATS route, coordination points and flight level allocation

4.1. Flights from Belgrade FIR to Sofia FIR

All flights have to be transferred on ODD level, when entering Sofia FIR from Belgrade FIR

Departure	Destination	COPX	CFL	Remarks
-	**LBSF**	NISVA	FL130	Standard if no controller online
			FL130	RWY 09 in use
			FL180	RWY 27 in use
-	**LBPD**	NISVA	FL330	Transfer to LBSR_CTR
LYNI	-	ETIDA	FL130	
	-	NISVA	FL130	
LYKV	-	ETIDA	MAX FL310	
	-	NISVA	MAX FL310	

4.2. Flights from Sofia FIR to Belgrade FIR

All flights have to be transferred on EVEN level, when entering Belgrade FIR from Sofia FIR

Departure	Destination	COPX	CFL	Remarks
-	**LYBE / LYBT**	UTEKA	FL340	
-	**LYNI**	OKANA	FL330	
		GODEK	FL160	
		DOLAP	FL120	
LBSF	-	UTEKA	FL320	
	-	GODEK	FL240	
	-	DOLAP	FL240	

4.3. Flights from Skopje FIR to Sofia FIR

All flights have to be transferred on ODD level, when entering Sofia FIR from Skopje FIR

Departure	Destination	COPX	CFL	Remarks
-	**LBSF**	VELBA	FL270	
-	**LBPD**		FL290	
LWSK	-		FL230	
LWOH	-		FL350	
BKPR	-		FL250	

4.4. Flights from Sofia FIR to Skopje FIR

All flights have to be transferred on EVEN level, when entering Skopje FIR from Sofia FIR

Departure	Destination	COPX	CFL	Remarks
-	**LWSK**	LETNI	FL140	
-	**LWOH**		FL300	
-	**BKPR**		FL300	
LBSF	-		FL240	
LBPD	-		FL320	

5. VFR flights

All VFR flights entering Belgrade FIR, Skopje FIR, or Sofia FIR shall normally cross the common FIR boundary via the published COPs, unless otherwise verbally coordinated.

The following limited information shall be exchanged between ATS Units regarding VFR flights:

a) VFR status;
b) identification, aircraft type and SSR code (if available);
c) routing and flight level/altitude;
d) estimated time over the COP;
e) any additional information deemed necessary.

If no flight plan is available to the receiving ATS Unit, the information above shall be supplemented with:

a) departure and destination aerodrome;
b) further route of flight beyond the COP;
c) ETO for the next two significant points, or estimated time of arrival if landing
d) any further relevant information, if necessary.

For groups of VFR flights, the exact number of aircraft and the call sign of the group leader shall be clearly stated during coordination.

Exchange of data for VFR flights shall be completed at least 10 minutes prior, but not earlier than 30 minutes before the aircraft is estimated to cross the common FIR boundary.

Any revision shall be forwarded whenever the flight data has changed and/or the estimate varies by 5 minutes or more.

6. Special cases

- NIL -

7. Transfer of Aircraft

7.1. General

Transfer of control and radar identification will be subject to the equipment used by controllers for necessary information exchange.

Additionally, two-way communications between the facilities should be possible.

7.2. Transfer of Radar Control

Transfer of control may be affected, after prior coordination, provided the minimum separation between the aircraft does not fall below 5 nm.

7.3. Silent Transfer of Control (Silent Handover)

Transfer of control may take place by means of Silent Handover, if:

- Aircraft that are following the **same route** are spaced by a minimum of 10NM, constant or increasing.
- Aircraft that are on **crossing tracks** are separated according to the conditions written in 7.4.1.
- The transferring controller places any coordinated vectoring instructions or speed control in the tag and instructs aircraft to report these on first contact with the receiving controller.
- The receiving controller is informed – by means of XFL coordination or otherwise.
- The transferring controller does not wait for acceptance of electronic transfer of the TAG before transferring communications. The receiving controller will accept the transfer upon the aircraft checking in on their frequency.

7.4. Separation Minima

7.4.1. Reduced longitudinal separation

A reduced minimum longitudinal separation of 3 minutes may be applied between aircraft on the same or crossing tracks, at the same level, climbing or descending. The transferring unit in each case must ensure that actual distance between aircraft is no less than 20nm.

7.4.2. Radar separation

The following radar separation minima are to be applied:

- Belgrade FIR: 5.0 nm
- Skopje FIR: 5.0 nm
- Sofia FIR: 5.0 nm
- Sofia TMA: 3.0 nm

If separation minima differ, the greater minima of the relevant unit shall be used.