



Plovdiv Airport - LBPD

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: LBPDP

IATA: PDV

Airport elevation: 603 ft

Runway: 12/30

Runway length: 2500 m

Transition altitude: 10500 ft

Transition level: by ATC

Preferred departure runway: 12 (*used as preferred runway on VATSIM*)

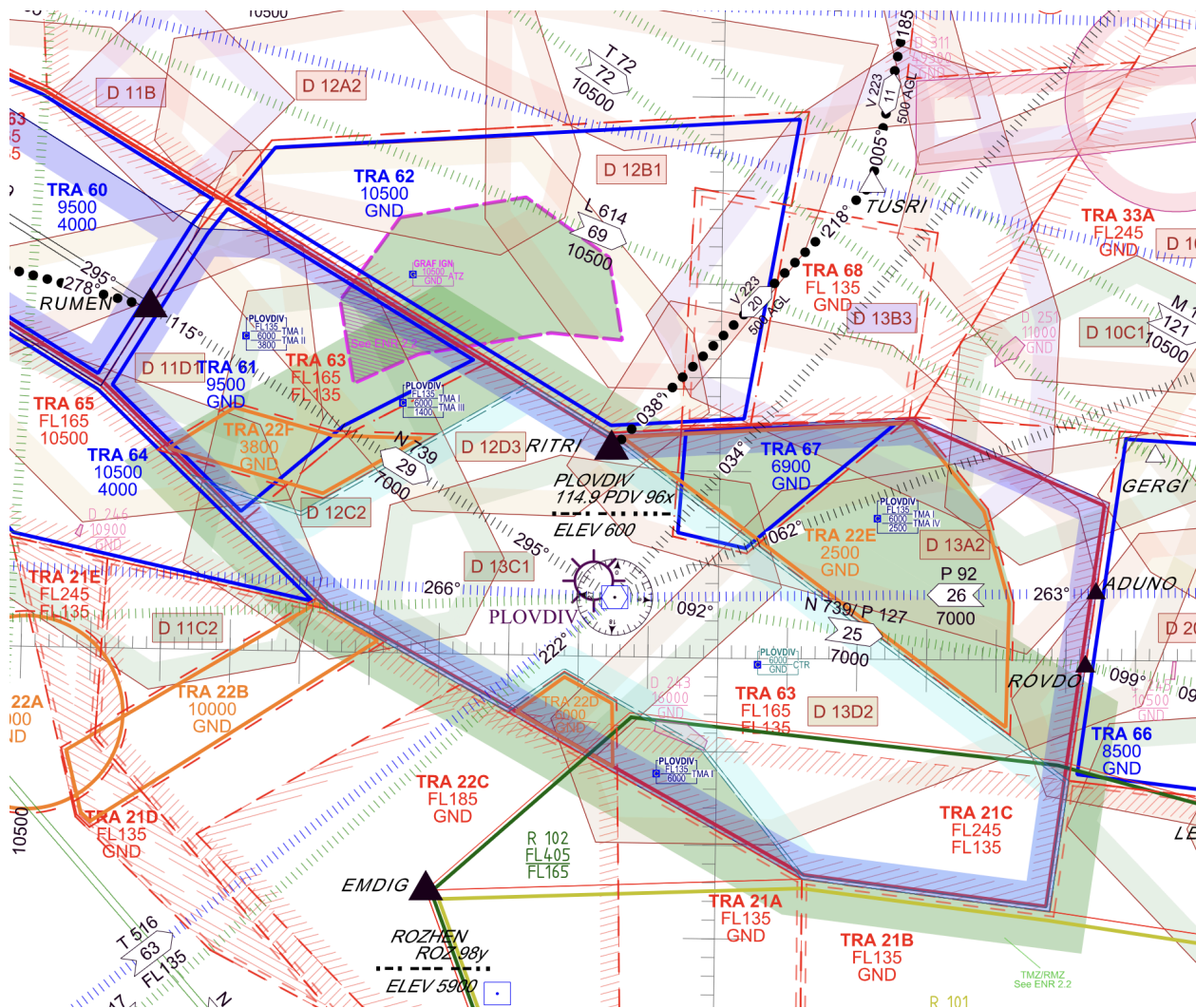
Preferred arrival runway: 30

ATC Stations

Plovdiv Tower (LBPD_TWR) - 133.600 MHz**Plovdiv ATIS (LBPD_ATIS) - 127.205 MHz**

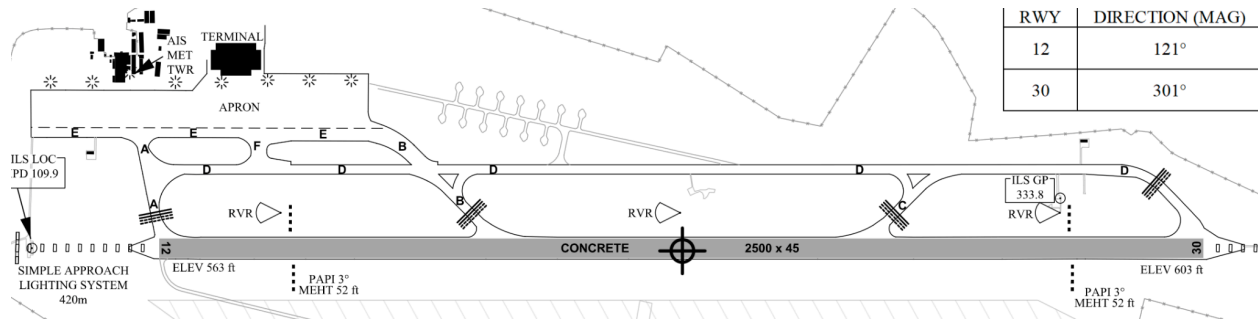
Plovdiv Airport is a **PROCEDURAL AERODROME**. This means that ATC at the airport DOES NOT have a radar, and separates aircraft procedurally (through reporting points/altitudes).

Plovdiv Tower is also a combined **Tower + Approach position**, meaning that the tower controller is also responsible for aircraft in LBPD TMA. The TMA can be seen below:

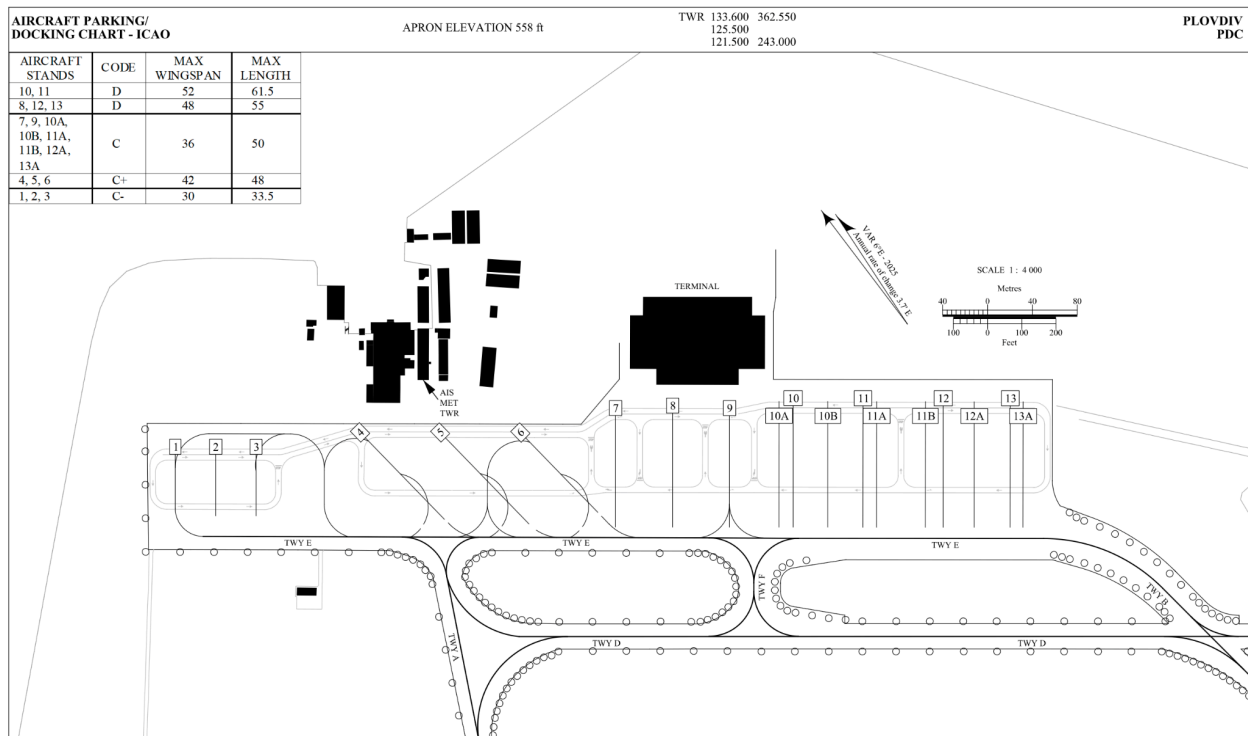


Ground layout

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



Stands in LBPD are either code C or D, you can find the exact restrictions in the chart below. Larger aircraft than the stated dimensions are not serviceable at the airport.

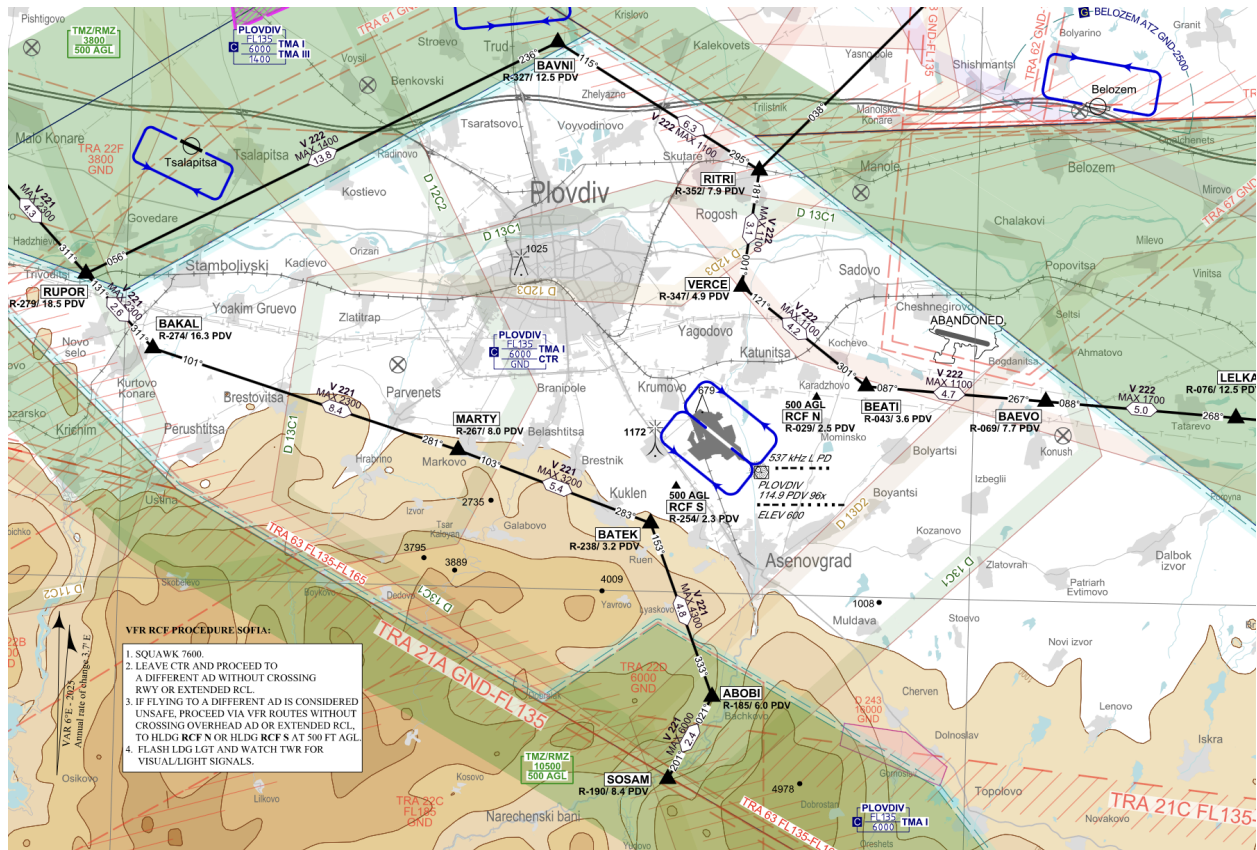


Note: Taxiway B blends in with E in the segment between D and E, which may cause confusion from pilots and/or controllers!

Control Zone & VFR Traffic

Plovdiv 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 Plovdiv Control Zone goes from GND to 6000 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](#).

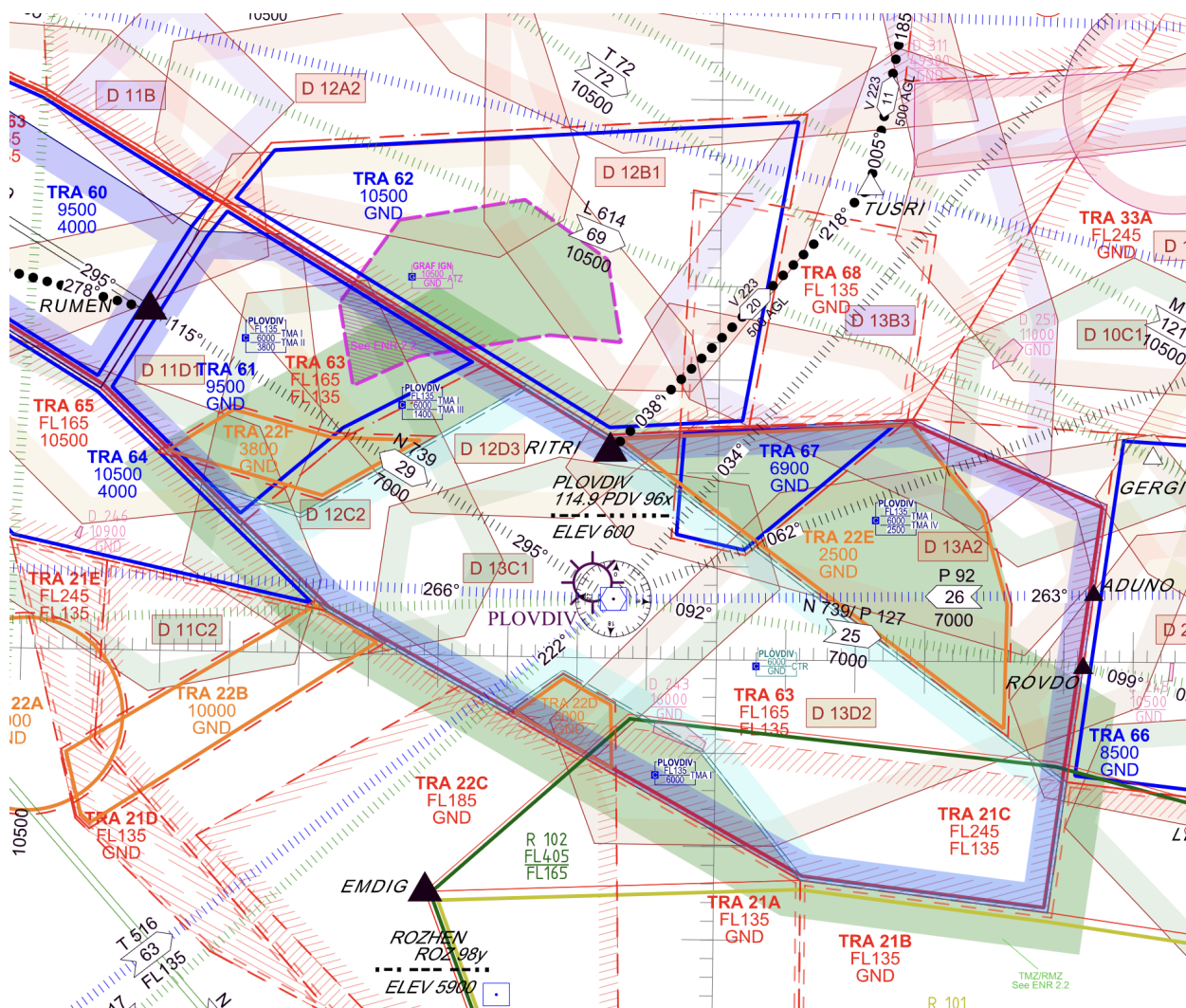
VFR aircraft **MUST** obtain clearance prior to entering the airspace. They may also expect holds over any of the mandatory reporting points along their cleared route.

As LBPD 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

Plovdiv TMA starts at a couple hundred feet above the ground, and goes up to FL135. You can see the exact dimensions below. Arriving and departing aircraft within the TMA are the responsibility of LBPD_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 LBPD_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 either Sofia Approach or 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
ROVDO 2B	RNAV SID	12	FL 130	<i>Preferred</i>
RUMEN 3B	RNAV SID	12	FL 120	<i>Preferred</i>
RUMEN 3K	RNAV SID	12	FL 120	<i>N/A</i>
ROVDO 3A	VOR SID	12	FL 130	<i>Non-RNAV preferred</i>
RUMEN 4A	VOR SID	12	FL 120	<i>Non-RNAV preferred</i>
RUMEN 4V	VOR SID	12	FL 120	<i>N/A</i>
ROVDO 2F	RNAV SID	30	FL 130	<i>Preferred</i>
ROVDO 2L	RNAV SID	30	FL 130	<i>N/A</i>
RUMEN 2F	RNAV SID	30	FL 120	<i>Preferred</i>
RUMEN 2L	RNAV SID	30	FL 120	<i>N/A</i>
ROVDO 3E	VOR SID	30	FL 130	<i>Non-RNAV preferred</i>
RUMEN 4E	VOR SID	30	FL 120	<i>Non-RNAV preferred</i>
RUMEN 4W	VOR SID	30	FL 120	<i>N/A</i>

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

LBPD 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 z	RNAV APP	12	RUMEN, PDV	<i>To be used after hold at PDV</i>
RNP y	RNAV APP	12	RUMEN	<i>Preferred</i>
VOR	VOR APP	12	RUMEN, PDV	<i>N/A</i>
NDB	NDB APP	12	PDV	<i>N/A</i>
ILS x	RNAV APP	30	RUMEN, ADUNO, PDV	<i>Preferred</i>
ILS w	RNAV APP	30	ADUNO, PDV	<i>N/A</i>
RNP	RNAV APP	30	RUMEN, ADUNO, PDV	<i>N/A</i>
VOR	VOR APP	30	ADUNO, PDV	<i>N/A</i>

*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 - PDV VOR

Maximum altitude: FL130

Minimum altitude: 7000 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.

