



Sofia Airport - LBSF

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: LBSF

IATA: SOF

Airport elevation: 1745 ft

Runway: 09/27

Runway length: 3600 m

Transition altitude: 10500 ft

Transition level: by ATC

Preferred departure runway: 09

Preferred arrival runway: 27 (*used as preferred runway on VATSIM*)

ATC Stations

Sofia Approach (LBSF_APP) - 123.700 MHz

Sofia Tower (LBSF_TWR) - 118.100 MHz

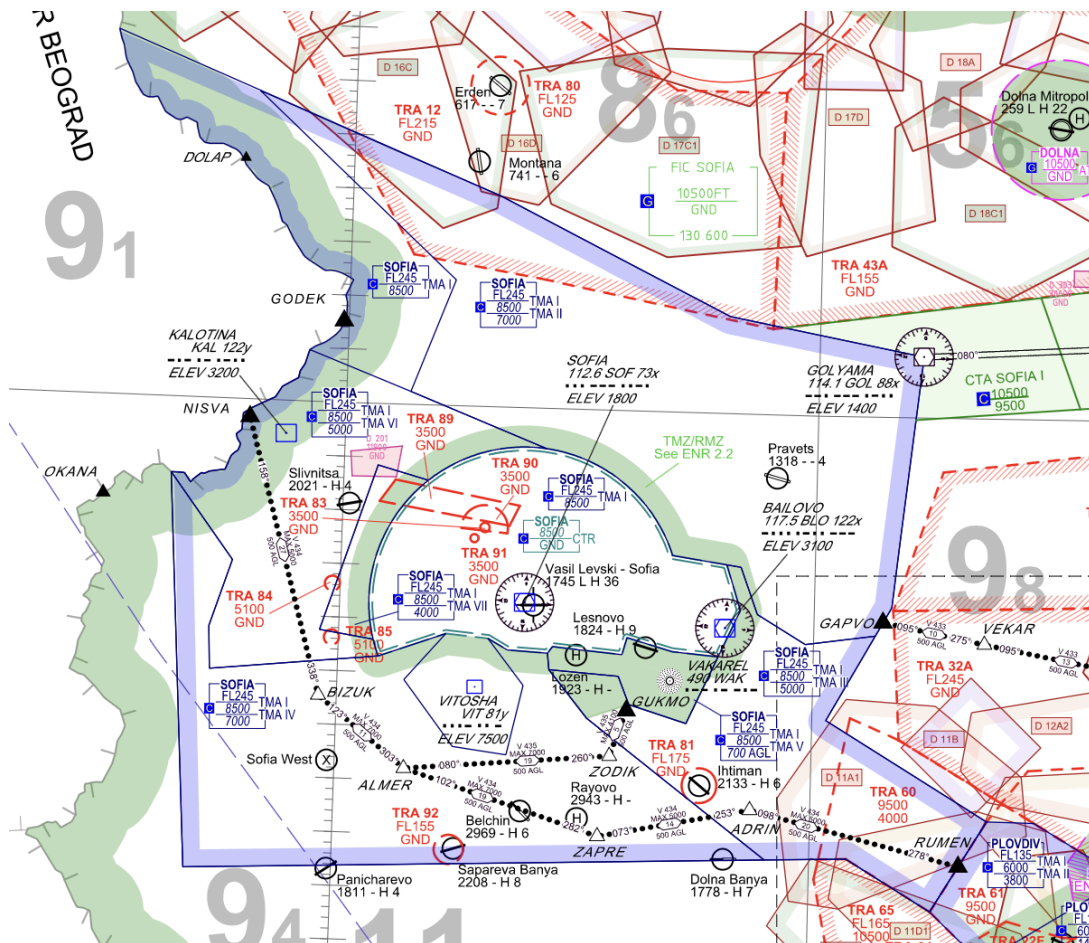
Sofia Delivery (LBSF_DEL) - 120.200 MHz

Sofia ATIS (LBSF_ATIS) - 126.680 MHz

Each position controls its designated airspace: Tower the CTR, Approach the TMA.

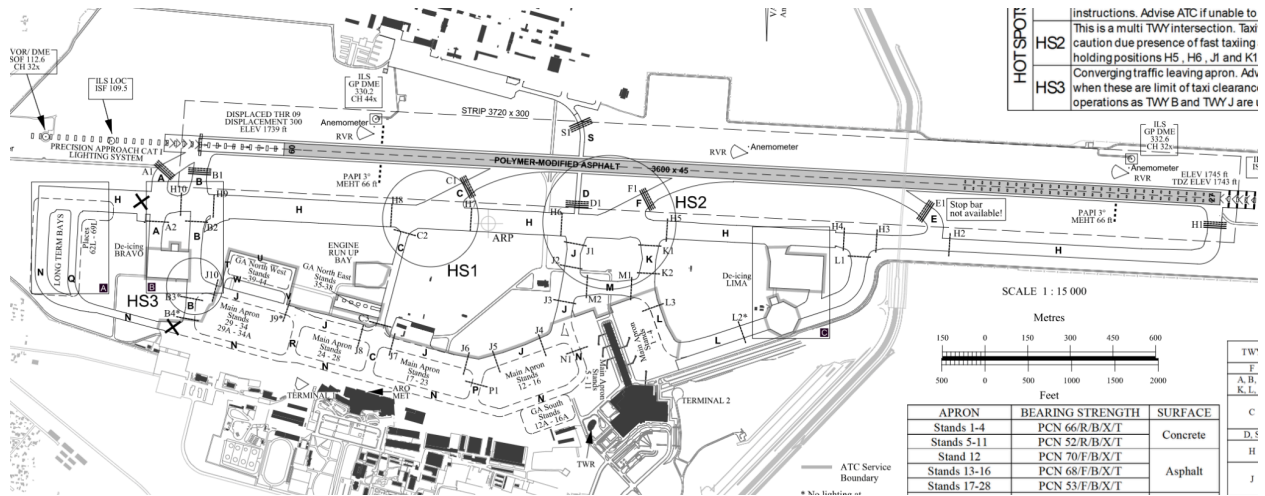
Handoffs from Tower to Approach for departures happen with the takeoff clearance. Handoffs from Approach to Tower for arrivals happen when an aircraft reports established on their approach. This must be no later than 5 nm from the threshold!

The basic airspace structure can be seen below:



Ground layout and procedures

The airport has several aprons connected to the runway through a fairly complex network of taxiways. The ground layout chart can be seen below, please familiarize yourselves with it.



There are several key things to be aware of:

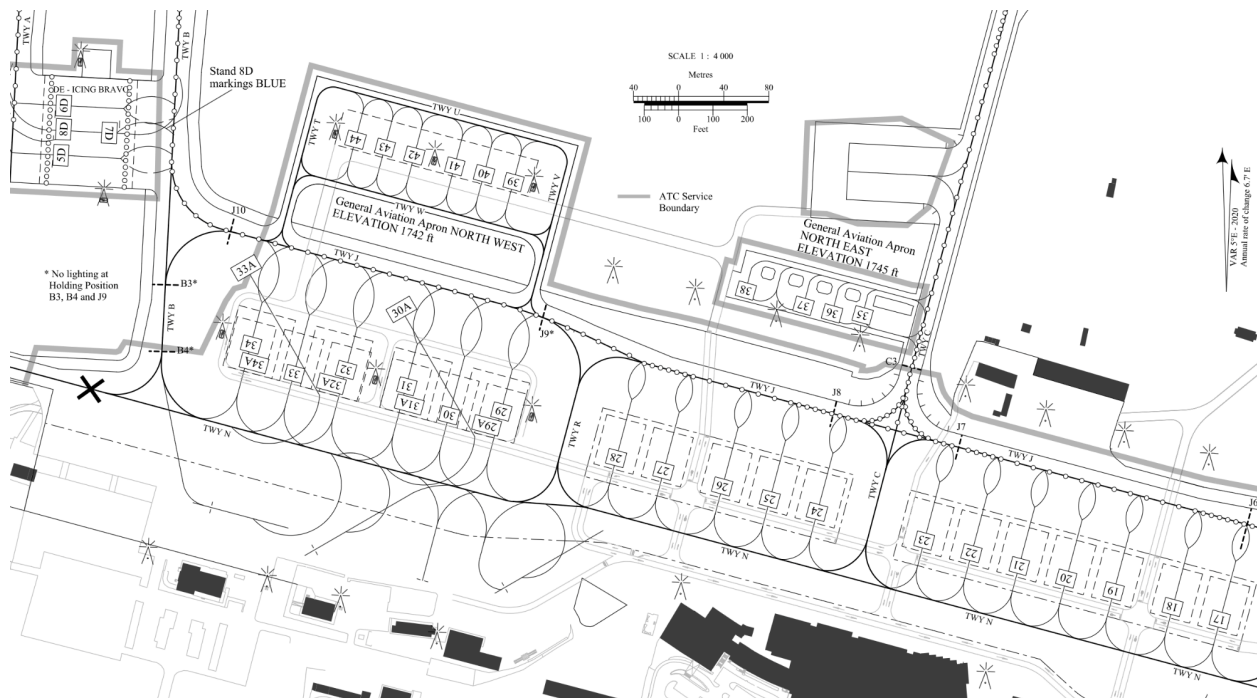
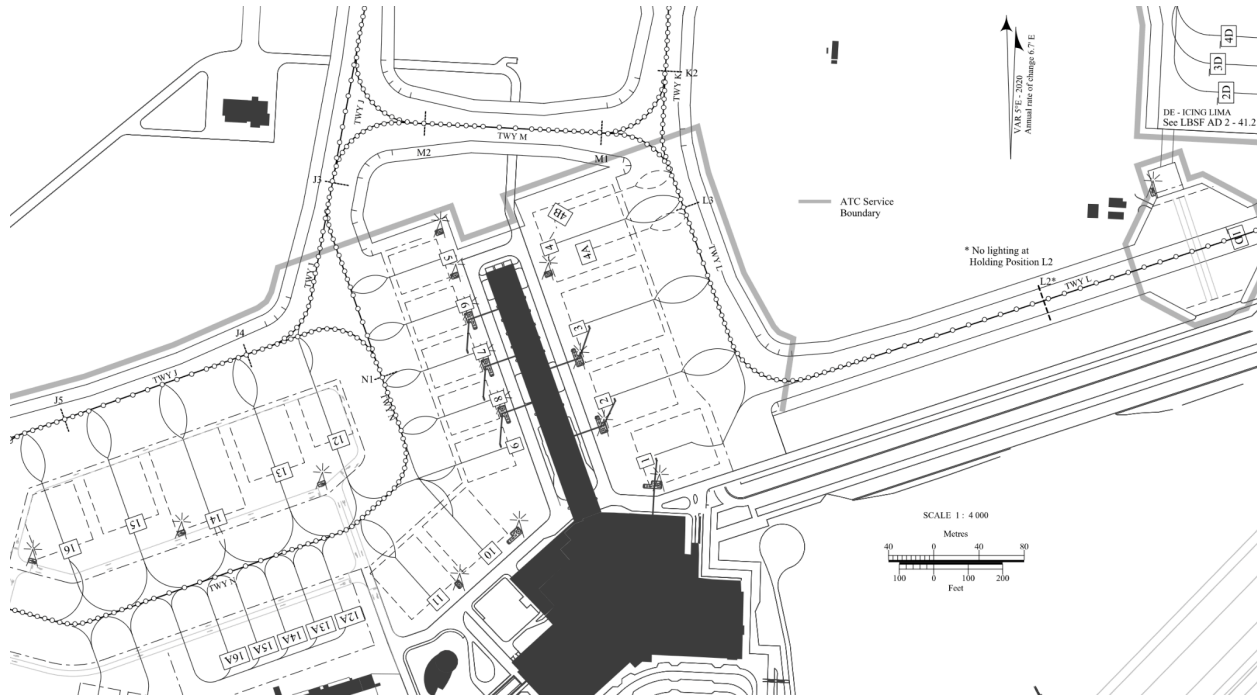
- The western ends of N and H are used for long-term storage and therefore closed.
- Taxiway R is often closed by NOTAM for operational reasons.
- Hotspot 2 is a complicated intersection where 5 taxiways meet. The whole thing is considered an intersection and as such aircraft should not be told to “taxi via” any taxiways within the intersection itself.
- Aircraft vacating via F and aircraft taxiing via K and H have enough clearance to pass each other safely.

Intersection departures

Intersection take-off from TWY C, TWY F and TWY S can be performed during the day and the night, and at visibility of more than 2500 m. Intersection take-off from TWY E can be performed **only during the day** and at visibility of more than 2500 m.

Intersection take-off from RWY 27 is **not permitted** between 2200 - 0700 local time due to **noise abatement procedures**!

Sofia has several aprons, with a variety of parking positions. Here are the charts:



Stand restrictions - Main Apron

Stand	Max aircraft code letter
1,2	D
3,4	E
4A, 4B	C
5-9	C
10, 11	D
12	C
13	D
14	E (Code E with pushback only)
15, 16	D
17 - 29	C
30, 31, 32, 33, 34	C
29A, 31A, 32A, 34A	D
30A, 33A	E

Stand restrictions - General Aviation Apron North - East

Stand	Limitation
35	MAX wingspan 17 m, MAX length 11 m
36 - 38	MAX wingspan 17 m, MAX length 17 m

Stand restrictions - General Aviation Apron North - West

Stand	Limitation
39 - 44	ACFT Code Letter B

Stand restrictions - General Aviation Apron South

Stand	Limitation
12A - 16A	MAX wingspan 17 m, MAX length 21 m

Taxiway restrictions

Taxiway	Max aircraft code letter
A, B, J, K, L, M	E
C BTN TWY N - TWY H BTN TWY H - RWY	C E
D*	C
E, F	E
H BTN TWY A - RWY	E
N BTN TWY B - TWY R BTN TWY R - TWY P BTN TWY P - TWY J	E C D
P	D
Q	-
R	C
S	C

**Used only to cross RWY*

Standard taxi routes

RWY 27

- **Stands 1 - 4:** via L and H
- **Main apron:** via N, J, and H (or N, J, M, K, and H if there is vacating traffic via F)
- **Main apron (around terminal 1):** via N, C, and H
- **Code D and E aircraft from stands 29A - 34A:** via N, B, and H

RWY 09

- **Stands 1 - 4:** via L, K, H, and B
- **Main apron:** via N and B

Taxi routes should in general be as direct as possible.

Deicing procedures

Sofia Airport has two de-icing pads, located close to each active runway's end. De-icing BRAVO is used when RWY 09 is in use, and de-icing LIMA is used when RWY 27 is in use.

Aircraft requiring de-icing should ideally report so prior to requesting start-up clearance, but no later than prior to requesting taxi clearance.

De-icing **LIMA**

- Stand 1D is located on TWY L and is designated for treatment of one aircraft, ICAO code E or lower
- Stands 2D and 4D are located between TWY L and TWY H for **simultaneous** treatment of two aircraft, ICAO code C or lower
- Stand 3D is located between TWY L and TWY H and is designated for treatment of one aircraft, ICAO code D or E

De-icing **BRAVO**

- Stands 5D and 6D are designated for **simultaneous** treatment of two aircraft, ICAO Code C or lower
- Stands 7D and 8D are designated for use by aircraft, ICAO Code E or Code D

Transponder Mode C

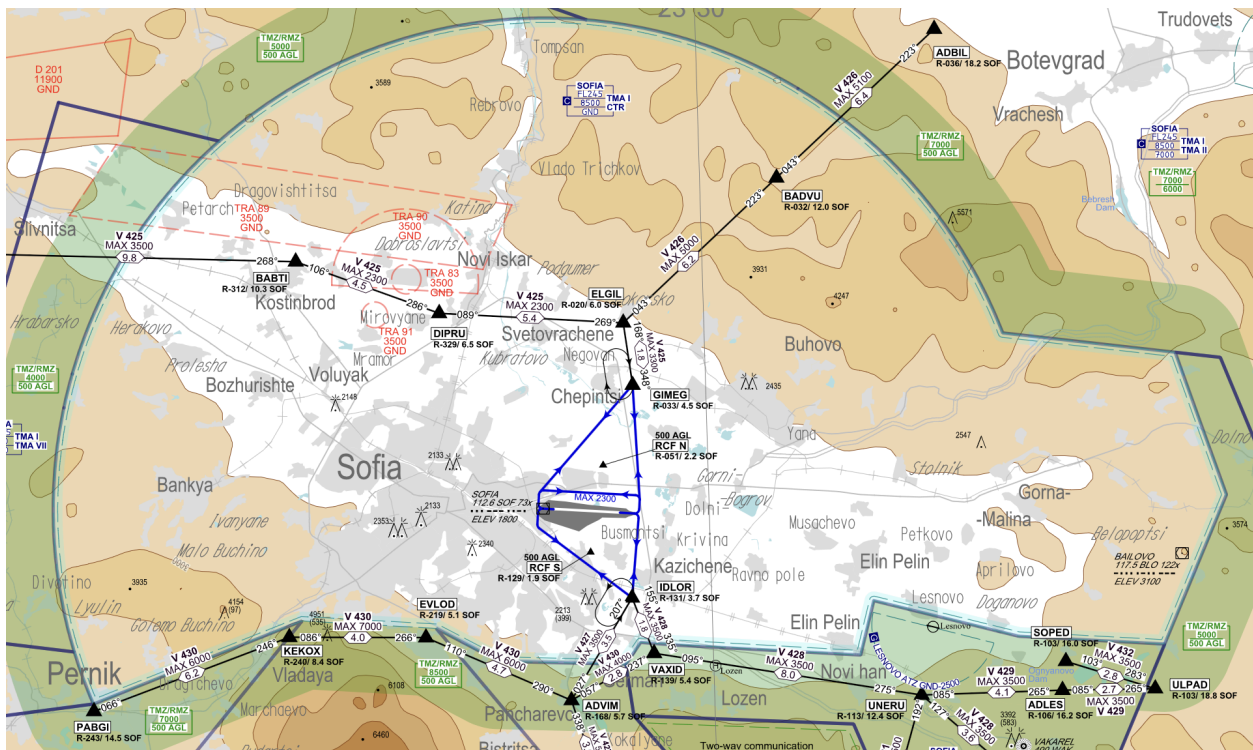
Aircraft at LBSF are required to set **transponder mode to C** before **any movement** on the ground is approved. Such movement includes pushback and taxi!

If an aircraft does not squawk mode C (with the correct assigned squawk code) before requesting pushback/taxi, then ATC will need to remind them and delay issuing the pushback/taxi clearance.

Control Zone & VFR Traffic

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

The Sofia Control Zone goes from GND to 8500 ft and can be seen in the chart below.

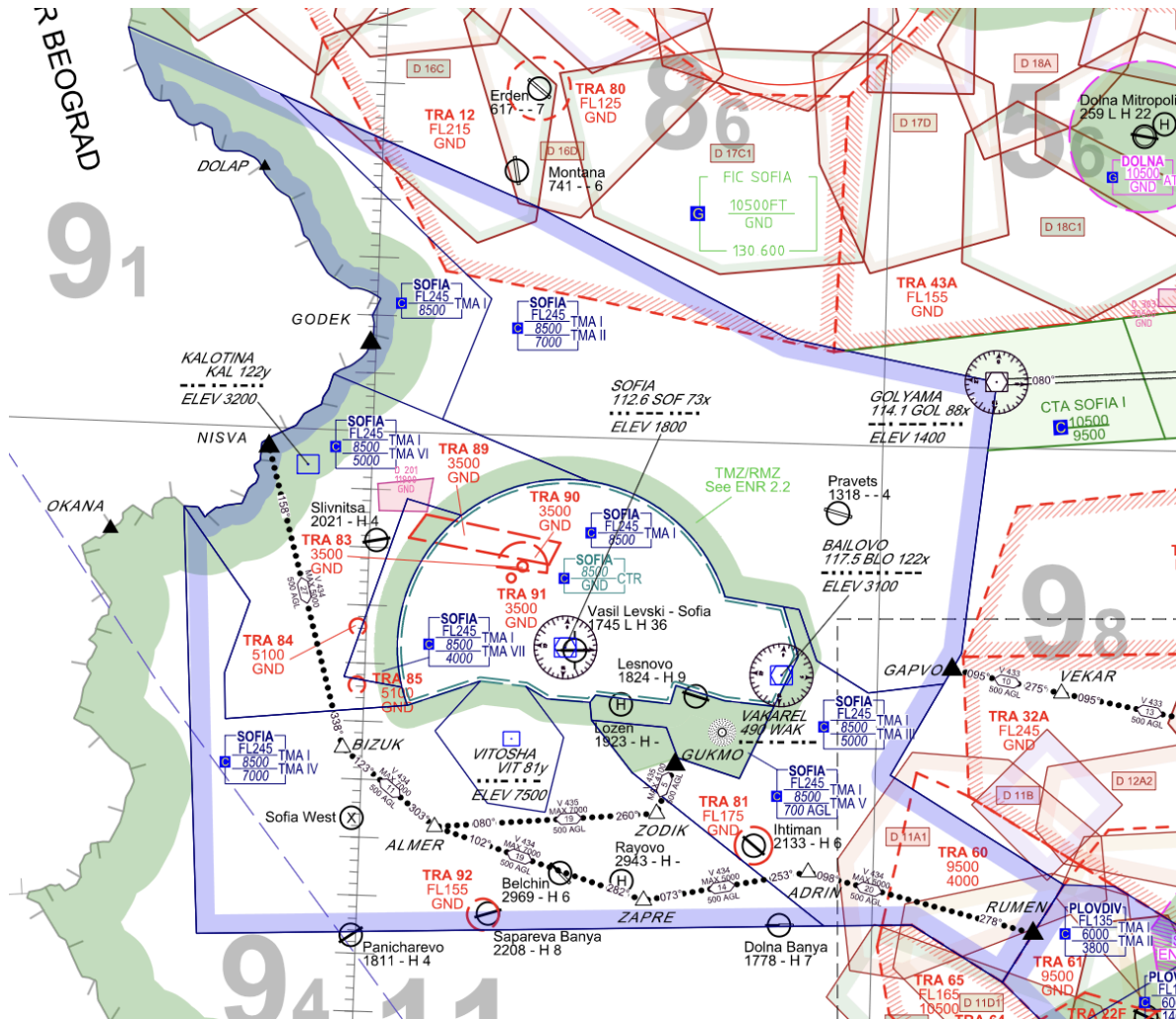


Most of the available VFR routes can also be seen above, but you can always access the full Visual Approach Chart on our [website](#).

VFR aircraft **MUST** obtain clearance prior to entering the airspace and can expect a hold over any of the reporting points. Upon leaving the CTR, aircraft should be handed off to Approach.

TMA airspace

Sofia TMA starts a couple hundred feet above the ground and goes up to FL245. You can see the exact dimensions below. All aircraft within the TMA are the responsibility of LBSF_APP.



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

Aircraft leaving the TMA should be handed off to either Sofia Control or Beograd Radar several minutes prior to their exit from the TMA. Arrivals into LBPD via RUMEN will also descend through the TMA, and should be handed off to LBPD_TWR several minutes prior to RUMEN.

Standard descent into LBPD over RUMEN is FL 120 for RWY 30 and 10000 ft (on LBPD QNH) for RWY 12, however higher/lower can be coordinated with ATC and/or aircraft.

Procedures

Departures

Name	Type	Runway	Initial climb	Notes
GODEK 3S	RNAV SID	09	FL 240	<i>Preferred</i>
OGOTA 3S	RNAV SID	09	FL 240	<i>Preferred</i>
GOL 3S	RNAV SID	09	FL 230	<i>Preferred</i>
UMPTI 3S	RNAV SID	09	FL 230	<i>Preferred</i>
GAPVO 2S	RNAV SID	09	FL 230	<i>Preferred</i>
DEDIN 2S	RNAV SID	09	FL 230	<i>Preferred</i>
RUMEN 2S	RNAV SID	09	FL 230	<i>Preferred</i>
DILVO 2S	RNAV SID	09	FL 230	<i>Preferred</i>
OMENO 3S	RNAV SID	09	FL 230	<i>Preferred</i>
NAPET 2S	RNAV SID	09	FL 240	<i>Preferred</i>
DEDIN 2V	Non-RNAV SID	09	FL 230	<i>N/A</i>
DILVO 5A	Non-RNAV SID	09	FL 230	<i>N/A</i>
GAPVO 2V	Non-RNAV SID	09	FL 230	<i>N/A</i>
GODEK 5A	Non-RNAV SID	09	FL 240	<i>N/A</i>
GOL 4A	Non-RNAV SID	09	FL 230	<i>N/A</i>
OGOTA 5A	Non-RNAV SID	09	FL 240	<i>N/A</i>
OMENO 3V	Non-RNAV SID	09	FL 230	<i>N/A</i>
RUMEN 6A	Non-RNAV SID	09	FL 230	<i>N/A</i>
UMPTI 2V	Non-RNAV SID	09	FL 230	<i>N/A</i>
GODEK 2T	RNAV SID	27	FL 240	<i>Preferred</i>
OGOTA 2T	RNAV SID	27	FL 240	<i>Preferred</i>

GOL 2T	RNAV SID	27	FL 230	<i>Preferred</i>
UMPIT 2T	RNAV SID	27	FL 230	<i>Preferred</i>
GAPVO 2T	RNAV SID	27	FL 230	<i>Preferred</i>
DEDIN 2T	RNAV SID	27	FL 230	<i>Preferred</i>
RUMEN 2T	RNAV SID	27	FL 230	<i>Preferred</i>
DILVO 2T	RNAV SID	27	FL 230	<i>Preferred</i>
OMENO 2T	RNAV SID	27	FL 230	<i>Preferred</i>
NAPET 2T	RNAV SID	27	FL 240	<i>Preferred</i>
DEDIN 2W	Non-RNAV SID	27	FL 230	<i>N/A</i>
DILVO 2W	Non-RNAV SID	27	FL 230	<i>N/A</i>
GAPVO 2W	Non-RNAV SID	27	FL 230	<i>N/A</i>
GODEK 5E	Non-RNAV SID	27	FL 240	<i>N/A</i>
GOL 5E	Non-RNAV SID	27	FL 230	<i>N/A</i>
OGOTA 5E	Non-RNAV SID	27	FL 240	<i>N/A</i>
OMENO 2W	Non-RNAV SID	27	FL 230	<i>N/A</i>
RUMEN 3W	Non-RNAV SID	27	FL 230	<i>N/A</i>
UMPTI 2W	Non-RNAV SID	27	FL 230	<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).

Omnidirectional departures are also available but are not part of the procedure list in Euroscope. For more information reference the charts.

Important note: RNAV procedures require RNAV 1 GNSS or DME/DME/IRU certification!

Arrivals - STARs

LBSF makes extensive use of STARs to take aircraft from their last waypoint to the IAF. All procedures require RNAV 1, so non-RNAV aircraft will need to be vectored in.

Name	Type	Runway	Notes
NISVA 4D	RNAV STAR	09	<i>Preferred</i>
GOL 5D	RNAV STAR	09	<i>Preferred</i>
MOREK 5D	RNAV STAR	09	<i>Preferred</i>
UMPTI 5D	RNAV STAR	09	<i>Preferred</i>
GAPVO 5D	RNAV STAR	09	<i>Preferred</i>
VANET 5D	RNAV STAR	09	<i>Preferred</i>
DEDIN 5D	RNAV STAR	09	<i>Preferred</i>
RUMEN 5D	RNAV STAR	09	<i>Preferred</i>
NISVA 3K	RNAV STAR	27	<i>Preferred</i>
NISVA 4H	RNAV STAR	27	<i>Full-length star, used with higher levels of traffic</i>
MOREK 4H	RNAV STAR	27	<i>Preferred</i>
VANET 4H	RNAV STAR	27	<i>Preferred</i>
RUMEN 4H	RNAV STAR	27	<i>Preferred</i>
DEDIN 4H	RNAV STAR	27	<i>Preferred</i>
GAPVO 3H	RNAV STAR	27	<i>Preferred</i>
UMPIT 4H	RNAV STAR	27	<i>Preferred</i>
GOL 3H	RNAV STAR	27	<i>Preferred</i>

Standard altitudes required over the IAF for an aircraft to commence approach:

- RWY 09 - BENG0/LUXUV at 6000 ft
- RWY 27 - RUBIV at 6000 ft
- RWY 27 - BAGIP at 4500 ft

Important holding patterns

BENG0: Inbound course 089°, right turns

Maximum altitude: FL 140

Minimum altitude: 6100 ft

GOL: Inbound course 151°, right turns

Maximum altitude: FL 230

Minimum altitude: FL 170

LANGI: Inbound course 148°, left turns

Maximum altitude: 10000 ft

Minimum altitude: 8000 ft

Arrivals - Approaches

Precision approaches are always preferred, however if an aircraft is unable then they should be assigned a corresponding alternative approach. The standard missed approach climb is 8000 ft.

Name	Type	Runway	IAFs	Notes
ILS z or LOC z	ILS APP	09	BENG0	<i>RNAV Preferred</i>
ILS y or LOC y	ILS APP	09	BENG0	<i>Non-RNAV preferred</i>
RNP	RNAV APP	09	BENG0	<i>N/A</i>
VOR	VOR APP	09	BENG0	<i>N/A</i>
ILS z or LOC z	ILS APP	27	RUBIV	<i>RNAV Preferred</i>
ILS y or LOC y	ILS APP	27	BLO	<i>Non-RNAV preferred</i>

RNP	RNAV APP	27	RUBIV	N/A
VOR	VOR APP	27	BLO	N/A

Note: RWY 27 is equipped and approved for ILS Category II/IIIA/IIIB approach and landing operations. However, these should only be used when Low Visibility Procedures are in force. In normal circumstances, Category I approaches should be used.

Missed approaches

Vectors after a missed approach should circle the aircraft back to the north of the airfield due to high terrain to the south!