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Airport Information For LBBG

Terminal Charts For LBBG

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: BURGAS BGR
ICAO/IATA: LBBG / BOJ
Lat/Long: N42° 34.22', E027° 30.92'
Elevation: 135 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0330 Z
Sunset: 1653 Z

Runway Information

Runway: 04
Length x Width: 10505 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 89 ft
Lighting: Edge, ALS, Centerline
Stopway: 194 ft

Runway: 22
Length x Width: 10505 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 120 ft
Lighting: Edge, ALS, Centerline
Stopway: 190 ft

Communication Information

ATIS: 126.980
Burgas Tower: 118.000
Burgas Tower: 120.000 Secondary
Burgas Approach: 119.650 Secondary
Burgas Approach: 125.100

1. GENERAL

1.1. ATIS

ATIS 126.980

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The procedures stated below are designed to avoid excessive ACFT noise over the populated areas of the city of Burgas. Deviations only permitted for safety reasons or when instructed by ATC.

Limit value of the MAX noise level of ACFT flying over urbanized territory is 85 dB(A), according to the Bulgarian regulations.

1.2.2. SELECTION OF RWY IN USE

Noise abatement will not be a determining factor in RWY nomination by the ATS unit under the following circumstances:

- if the RWY surface conditions are adversely affected (e.g. by snow, slush, ice, water, mud, rubber, oil or other substances);
- when the visibility is less than 2500m;
- for landing, when the ceiling is lower than 150m (500');
- when wind shear has been reported or forecast or when thunderstorms are expected to affect the approach or departure;
- when pilots report excessive wind at higher altitudes resulting in go-arounds or approach cancelling;
- when the crosswind component, including gusts, exceeds 15 KT (7 m/s) or the tailwind component, including gusts, exceeds 5 KT (2 m/s);
- when braking action is less than good;
- when ILS or visual approach path indicator (for operations in VMC) system are not operational;
- when complex traffic situation exists.

1.2.3. PREFERENTIAL RWY SYSTEM

Noise preferential RWY for take-off is RWY 04.

Noise preferential RWY for landing is RWY 22.

Deviations from an assigned RWY in use in order to obtain a shorter taxi route, departure or approach pattern are not permitted.

1.2.4. NIGHT FLIGHT RESTRICTIONS

Between 2300-0600LT the following are prohibited:

- Test flights and maintenance check flights;
- Training flights with MAX take-off weight above 2000kg.

1.2.5. TRAINING FLIGHT RESTRICTIONS

Flight planning and performing of training flights within Burgas CTR are permitted only after prior coordination with the ATS unit (phone: +35956873207).

The coordination should be done not later than 1 hour and not earlier than 3 hours before the flight.

1.2.6. EXCEPTIONS

Exceptions from the above procedures are allowed in the following cases:

- State ACFT flights;
- Search and rescue flights;
- Ambulance flights;
- Special operations according Regulation (EU) 923/2012 flights;
- Abnormal or emergency situation flights;
- Emergency landing and landings of ACFT using the APT as alternate;
- Flights carrying out checking of aeronautical ground equipment and facilities and flight procedures.

LBBG/BOJ
BURGAS**JEPPESEN**

10 JUN 22

10-1P1

Eff 16 Jun

BURGAS, BULGARIA**AIRPORT BRIEFING**

1. GENERAL

1.2.7. RUN-UP TESTS

Engine ground run-ups above idle power shall be carried out only at the Engine Run-up Bay.

Engine ground run-ups to idle power or other ACFT maintenance related run-ups shall be carried out only after coordination with the aerodrome operator.

Engine ground run-ups are forbidden between 2300-0600LT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP are in force, when RVR is below 550m and/or cloud base 200'/61m or less. RWY 04 shall be used for take-off in low visibility conditions.

RWY 22 may be used in adverse meteorological conditions (direction and speed of the surface wind). Pilots shall be informed when LVP are in force by ATIS or Burgas TWR.

Take-off in low visibility conditions only performed on TWY A for RWY 04 and TWY H for RWY 22.

In case of aborted take-off Burgas TWR instructions shall be followed.

1.3.2. OTHER

Taxiing in low visibility conditions is performed by Follow-me car only. The guidance of ACFT shall start from ACFT stand to the end of apron prior entering TWY A for RWY 04 and TWY H for RWY 22. ACFT shall be guided on apron maintaining MAX speed of 11 KT and minimum spacing of 98'/30m.

Upon flight crew request Follow-me car assistance may be provided to the holding point or line-up position.

In low visibility conditions taxiing permission is granted when the previous ACFT has reported take-off or parking at an apron stand in case of suspended take-off.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

The taxiing of all ACFT code E and code F, on the segments of TWY A and TWY H on the apron, as well as ACFT code D, taxiing on the apron segment of TWY J, shall be performed with caution due to the non-compliance in the minimum separation distances of these TWYs.

The taxiing of all ACFT code C, code D, code E and code F on TWY B, TWY C, TWY D, TWY E and TWY H, is performed by speed limitation in the area for a turn of the relevant TWY.

Using of TWY C from ACFT type E or An124 is not allowed, when stands and 19 are occupied.

When the surface is snowy or icy, TWY C and TWY D are used for taxiing in the direction from the apron to the RWY 04/22 only when the RWY is free.

The minimum visible distance, from each point of 10'/3m height on RWY 04/22 to any other point of 10'/3m height on RWY 04/22, is below the required MIM and its value is 4108'/1252m.

Taxiing on the apron and adjacent TWYs should be done with engines on IDLE.

1. GENERAL

1.4.2. CODE F ACFT TAXI ROUTES

For moving between the RWY and the apron, and vice versa TWY A is used as a priority.

ACFT stands 26 and 27 are assigned for parking of ACFT code F and greater. In addition this ACFT can be parked in other zones - at two adjacent ACFT stands (for example 10 and 11, 20 and 21, 22 and 23) or at the apron TWY.

In the presence of parked ACFT on the apron, the minimum separation distance between TWY and ACFT stand, or TWY and object:

For ACFT code F 167'/51m, not fulfilled for TWY A 131'/40m - 141'/43m, TWY C 131'/40m and TWY H 131'/40m.

Additional "marshallers" or "signal man/guide-man" signalists are used near fixed obstacles and parked ACFT.

For ACFT code F, Airbus 340-600 and Boeing 777-300 it is recommended the ACFT crew to use "judgmental over-steering" when taxiing on all TWYs.

1.5. GROUND MOVEMENT

1.5.1. MOVEMENT VELOCITY

MAX 17 KT (30 km/h), when ACFT guidance is provided.

MAX 5 KT (10 km/h), when an ACFT is being towed on the maneuvering area.

MAX 3 KT (5 km/h), when an ACFT is being towed on the apron.

MAX 2 KT (3 km/h), when an ACFT is being towed in proximity of buildings, installations or other ACFT.

A Follow-me car/marshaller assistance is mandatory for all landing ACFT moving on the apron at APT. In case of Follow-me car/marshaller delay, the ACFT should wait at the beginning of the apron.

ATC unit may give instructions to the ACFT to cross another path. In that case, it is responsibility of the flight crew to ensure separation to the other ACFT. If the flight crew foresee any safety risk they shall hold position and inform ATC unit.

1.6. PARKING INFORMATION

1.6.1. GENERAL

The slope of the ACFT stands 10 thru 14, 26, 27 and 1B thru 5B is from 1.3% to 1.8%.

Parking on ACFT stands 20 and 22 for MD11 is not allowed.

Parking on ACFT stand 12 is limited when An124, taxiing on TWY H, is performing parking at ACFT stand 26.

In case of an emergency, abnormal or crisis situation, a non-standard parking of the ACFT may be performed subject to additional safety precautions.

Vacating ACFT stands by using powerback procedure is prohibited.

1.7. OTHER INFORMATION

Birds.

LBBG/BOJ
BURGAS

JEPPESEN

10 JUN 22

10-1P3

Eff 16 Jun

BURGAS, BULGARIA

AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. AFTER RECEPTION OF A TRANSITION CLEARANCE

Continue the flight in accordance with the lateral and vertical description of the procedure with subsequent final APCH of an IAP.

2.1.2. AFTER RECEPTION OF A CLEARANCE DIRECT TO A WAYPOINT ON A TRANSITION

Continue the flight to the cleared waypoint and follow the transition to the RWY in use. Once on transition descend from the last cleared level to the MIM descend altitudes according to the chart and fly the subsequent final APCH of an IAP.

2.2. NOISE ABATEMENT PROCEDURES

When cleared for visual approach, pilots should avoid overflying densely populated areas as much as possible.

2.2.1. REVERSE THRUST

Between 2300-0600LT the use of idle reverse thrust after landing is advised, safety permitting. To achieve the highest possible RWY capacity, RWY occupancy times are to be reduced to MIM.

2.3. CONTINUOUS DESCENT APPROACH (CDA)

CDA is a recommended ACFT operating technique in which an arriving ACFT descends from an optimal position with MIM thrust and avoids level flight to the extent permitted by the safe operations of the ACFT and in compliance with published procedures and ATC instructions. Depending on the air traffic situation, ATC shall use vectoring supplemented with information on remaining track miles (distance-to-go) for final approach.

LBBG/BOJ
BURGAS**JEPPESEN**

10 JUN 22

10-1P4

Eff 16 Jun

BURGAS, BULGARIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES (NADP)

For additional depiction refer to 10-4. The use of Noise Abatement Departure Procedure 2 (NADP2) as mentioned in ICAO Doc 8168 Volume I is recommended for all jet ACFT departures from Burgas APT.

3.2. START-UP AND PUSH-BACK

Cross-bleed start procedure is prohibited when a push-back or tow bar is connected to ACFT. While performing push-back from stands 1 thru 6, 12 thru 18, 24 and 25, ACFT is allowed to start-up only one engine. Ground assistant will give a signal for start-up of the other engines.

Push-back procedure is obligatory for stands 1 when stand 24 is occupied.

Push-back procedure is obligatory for stands 12, 13, 14, 16, when right neighbour stand is occupied.

Push-back procedure is obligatory for stands 1B, 2B, 3B, 4B, 5B when the neighbouring stand on any side is occupied.

3.3. COMMUNICATION FAILURE PROCEDURE

ACFT who have received and acknowledged a clearance to climb to a level other than the one specified in the current flight plan for the enroute phase of the flight shall maintain last assigned level for 2 minutes, then climb to the cruising level stated in the current flight plan.

3.3.1. ACFT UNDER RADAR VECTORING

Shall continue on last cleared and acknowledged heading and level for 2 minutes, then proceed via the most direct route to join the cleared SID or route and climb to the cruising level stated in the current flight plan.

3.4. OTHER INFORMATION

Execution of rejected/aborted take-off procedure for testing purposes at Burgas APT is prohibited.

LBBG/BOJ BURGAS

JEPPesen
12 MAY 23 **10-1R**

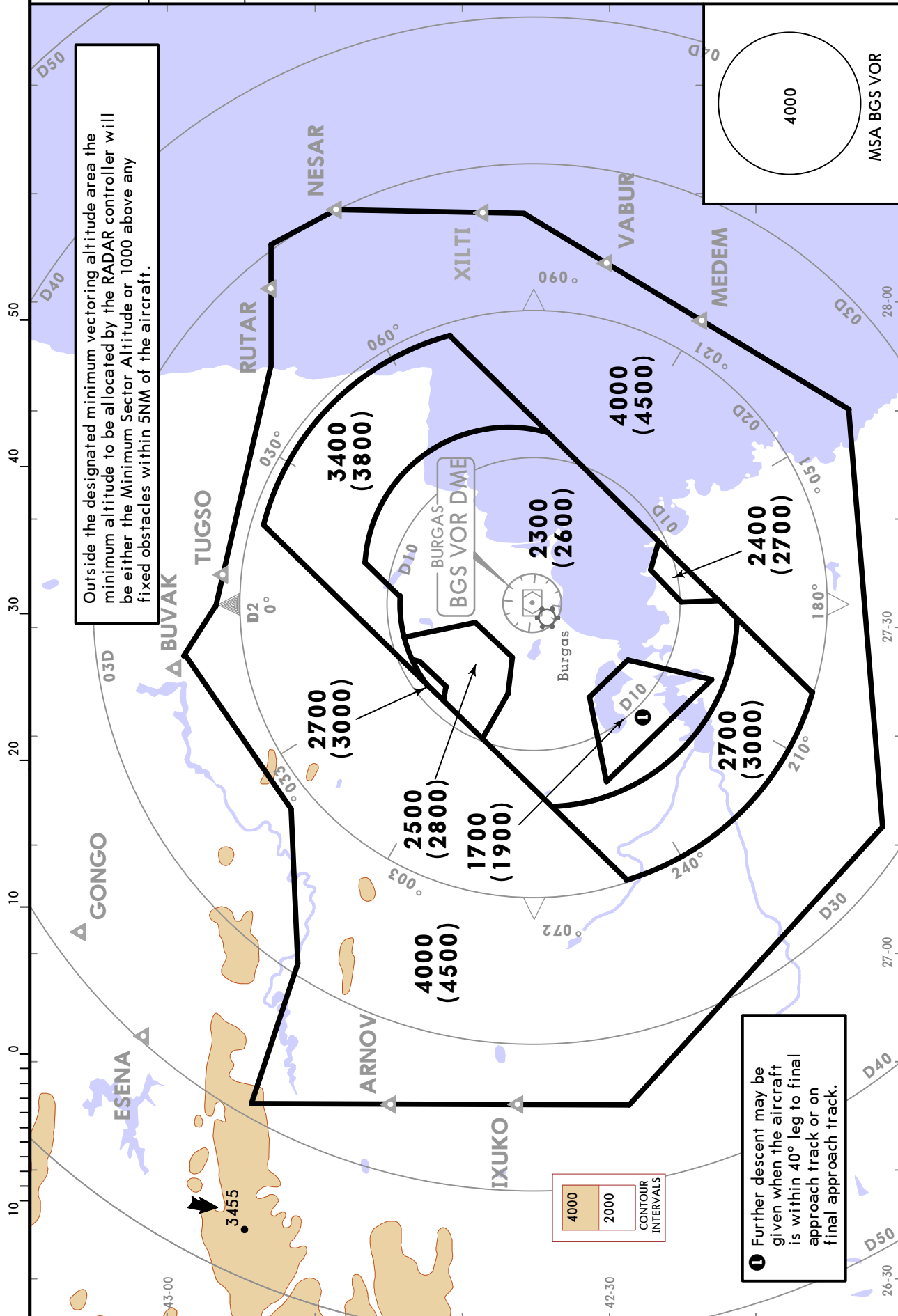
BURGAS, BULGARIA

Eff 18 May **RADAR MINIMUM ALTITUDES**

BURGAS
Approach (R)
125.1
119.650

Apt Elev
135

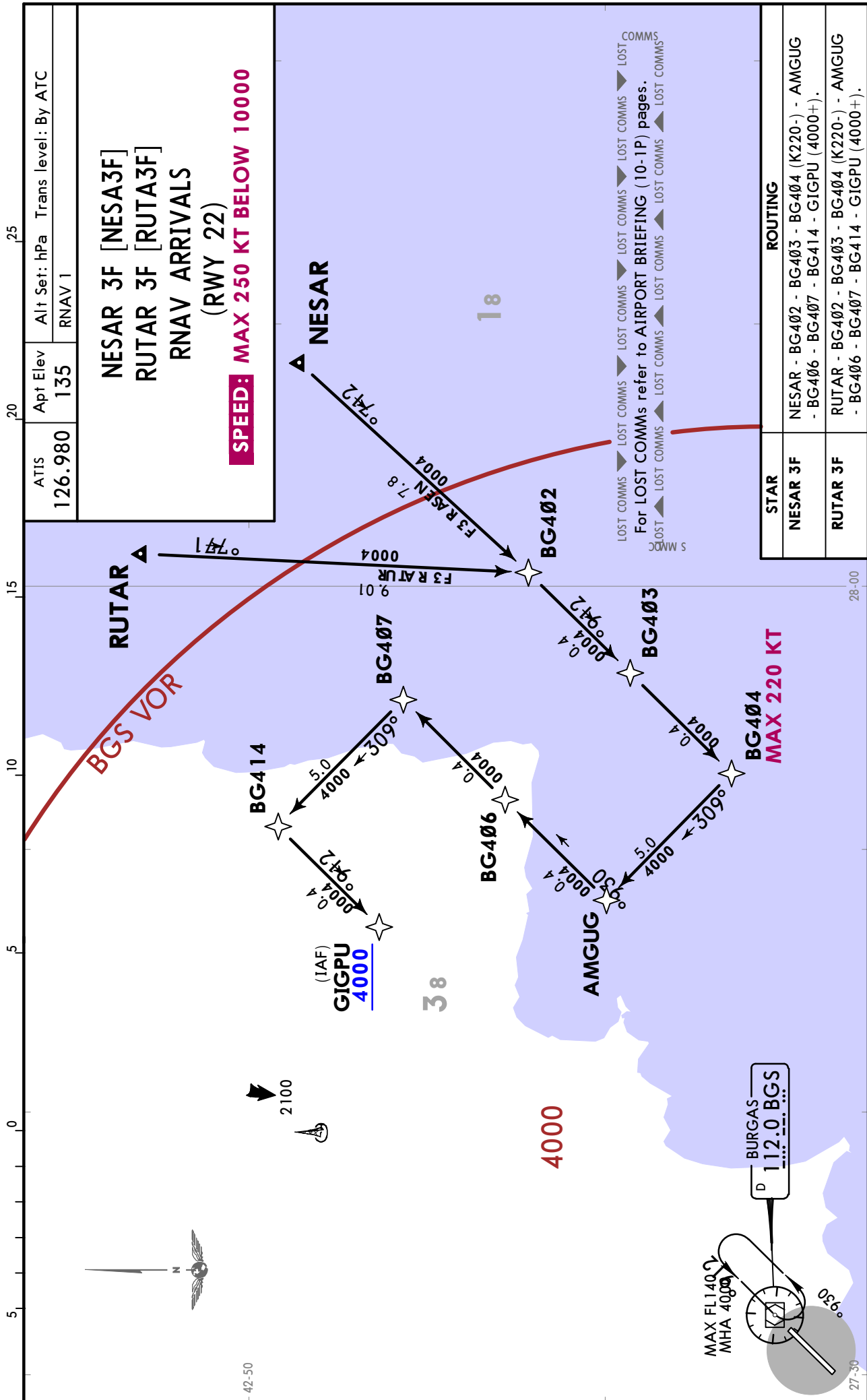
Alt Set: hPa Trans level: By ATC Trans alt: 10500
1. This chart may only be used for cross-checking of altitudes assigned while under RADAR control.
2. Values of altitudes in brackets are corrected for low temperatures and apply always in the period between first AIRAC date in November and last AIRAC date in March, unless published otherwise by NOTAM.



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BURGAS

12 MAY 23 **10-2A** Eff 18 May

BURGAS, BULGARIA
RNAV STAR



LBBG/BOJ
BURGAS

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BURGAS, BULGARIA

12 MAY 23

(10-2D)

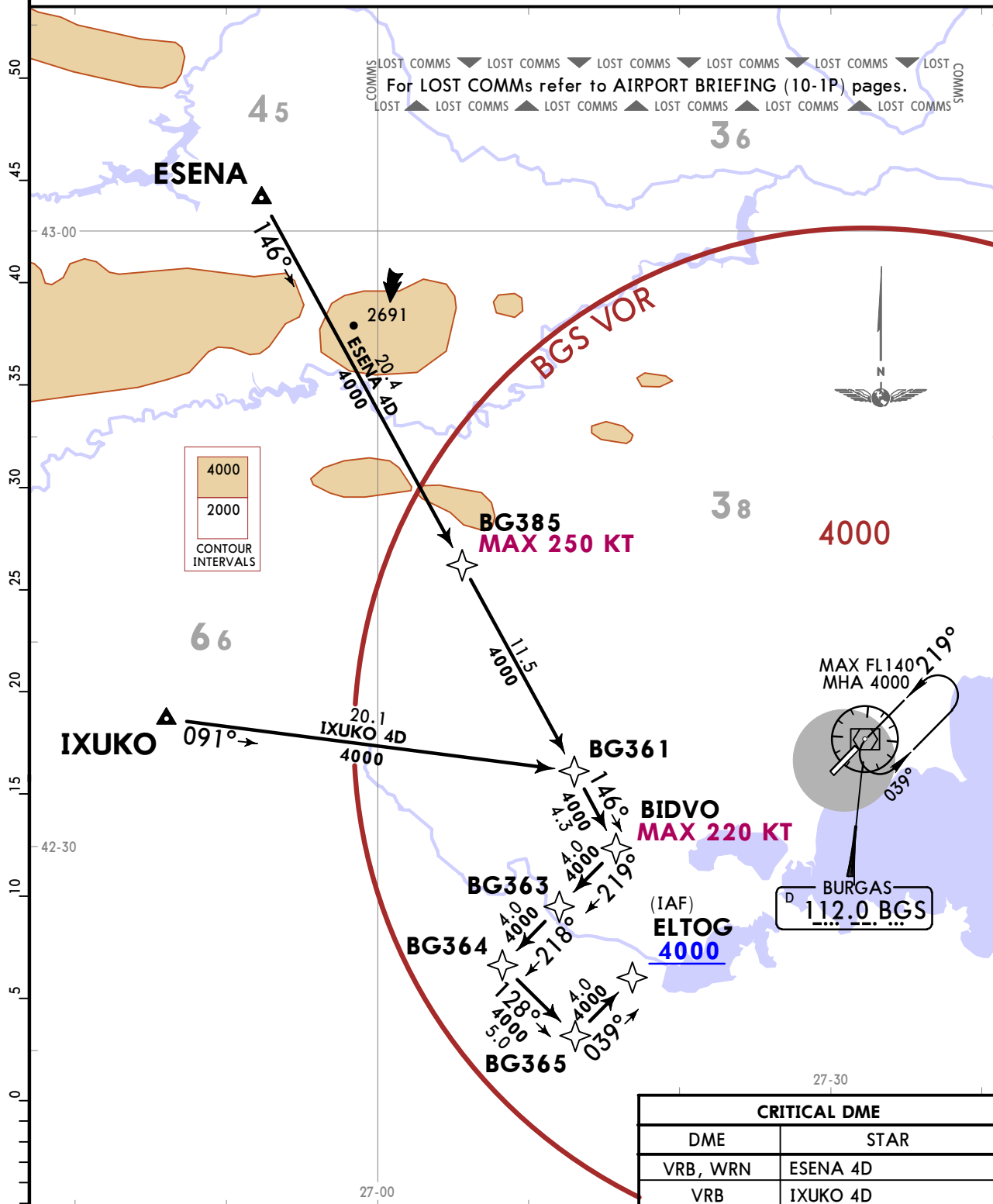
Eff 18 May

RNAV STAR

| | | |
|------------------------|------------------------|--|
| ATIS 126.980 | Apt Elev 135 | Alt Set: hPa Trans level: By ATC RNAV 1 |
|------------------------|------------------------|--|

**ESENA 4D [ESEN4D]
IXUKO 4D [IXUK4D]
RNAV ARRIVALS
(RWY 04)**

SPEED: MAX 250 KT BELOW 10000



| STAR | ROUTING |
|-----------------|--|
| ESENA 4D | ESENA - BG385 (K250-) - BG361 - BIDVO (K220-) - BG363 - BG364 - BG365 - ELTOG (4000+). |
| IXUKO 4D | IXUKO - BG361 - BIDVO (K220-) - BG363 - BG364 - BG365 - ELTOG (4000+). |

CHANGES: PBN note and gen notes revised, critical DME established.

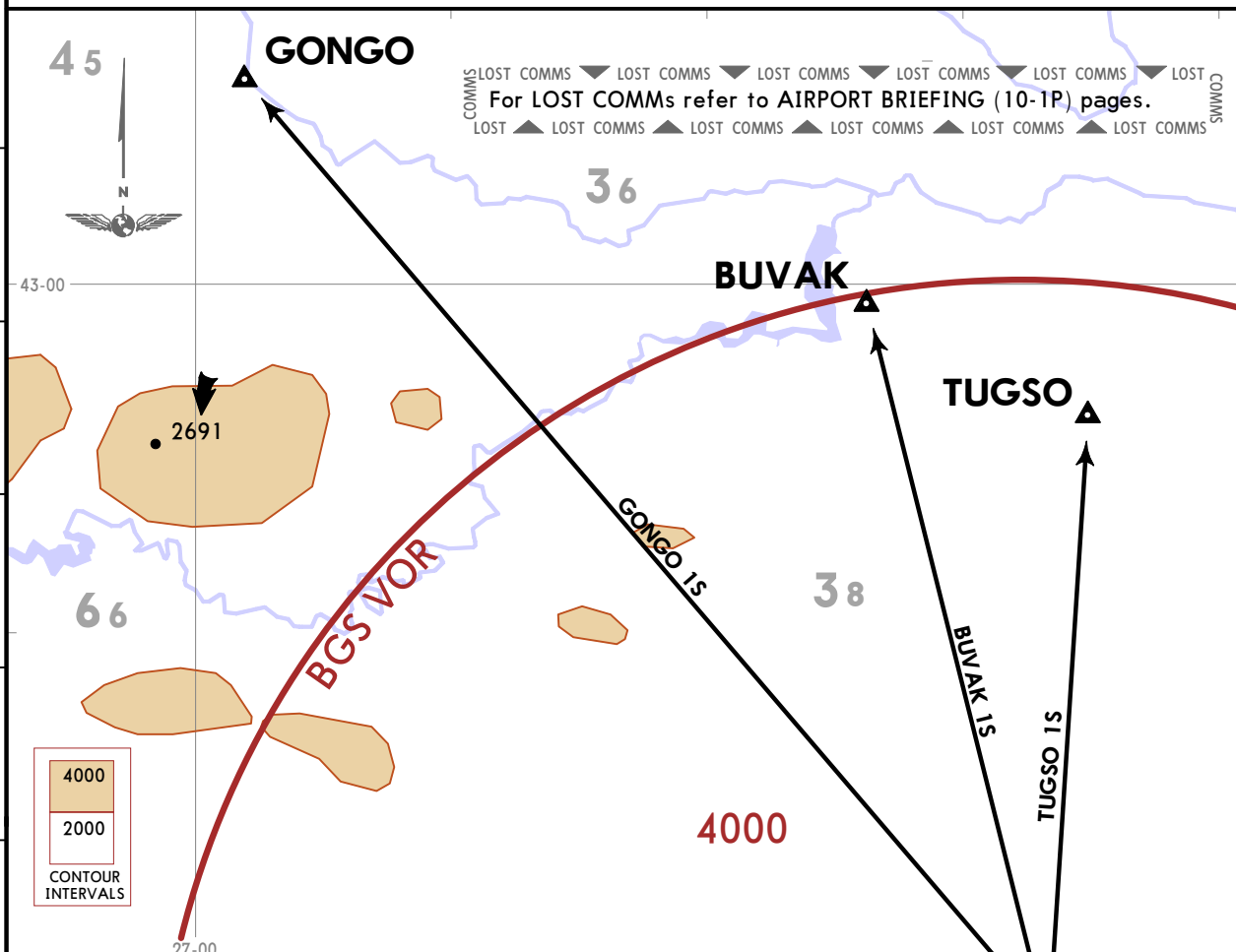
LBBG/BOJ
BURGAS

JEPPESEN
12 MAY 23 **10-3** Eff 18 May

BURGAS, BULGARIA
RNAV SID

| | | |
|---|-----------------|---|
| BURGAS Approach 125.1 119.650 121.5 | Apt Elev 135 | Trans alt: 10500 |
| | | RNAV 1 GNSS or DME/DME/IRU required |
| | | 1. WARNING: When given clearance to a higher level than is specified on chart, follow published profile, unless restrictions are explicitly cancelled by ATC. 2. Contact BURGAS Approach IMMEDIATELY after take-off. 3. Strict compliance with SID is necessary. If unable to comply inform ATC. 4. Non RNAV 1 ACFT: Report 'Unable RNAV' at first contact to ATC. EXPECT omnidirectional departure and/or vectoring provided by ATC. 5. SIDs are also noise abatement procedures (refer 10-4). |

BUVAK 1S [BUVA1S]
GONGO 1S [GONG1S]
TUGSO 1S [TUGS1S]
RNAV DEPARTURES
(RWY 04)



| CRITICAL DME | |
|--------------|--------------------|
| DME | SID |
| BGS | BUVAK 1S, GONGO 1S |

These SIDs require minimum climb gradients of

BUVAK 1S, TUGSO 1S: 304 per NM (5.0%) up to 4000 due to airspace restriction.

GONGO 1S: 334 per NM (5.5%) up to 4000 due to terrain.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|-----|------|------|------|
| 304 per NM | 380 | 507 | 760 | 1013 | 1267 | 1520 |
| 334 per NM | 418 | 557 | 835 | 1113 | 1392 | 1670 |

| SID | ROUTING |
|-----------------|--------------------------------|
| BUVAK 1S | (K230-; 520+) - BG500 - BUVAK. |
| GONGO 1S | (K230-; 520+) - BG500 - GONGO. |
| TUGSO 1S | (K230-; 520+) - BG500 - TUGSO. |

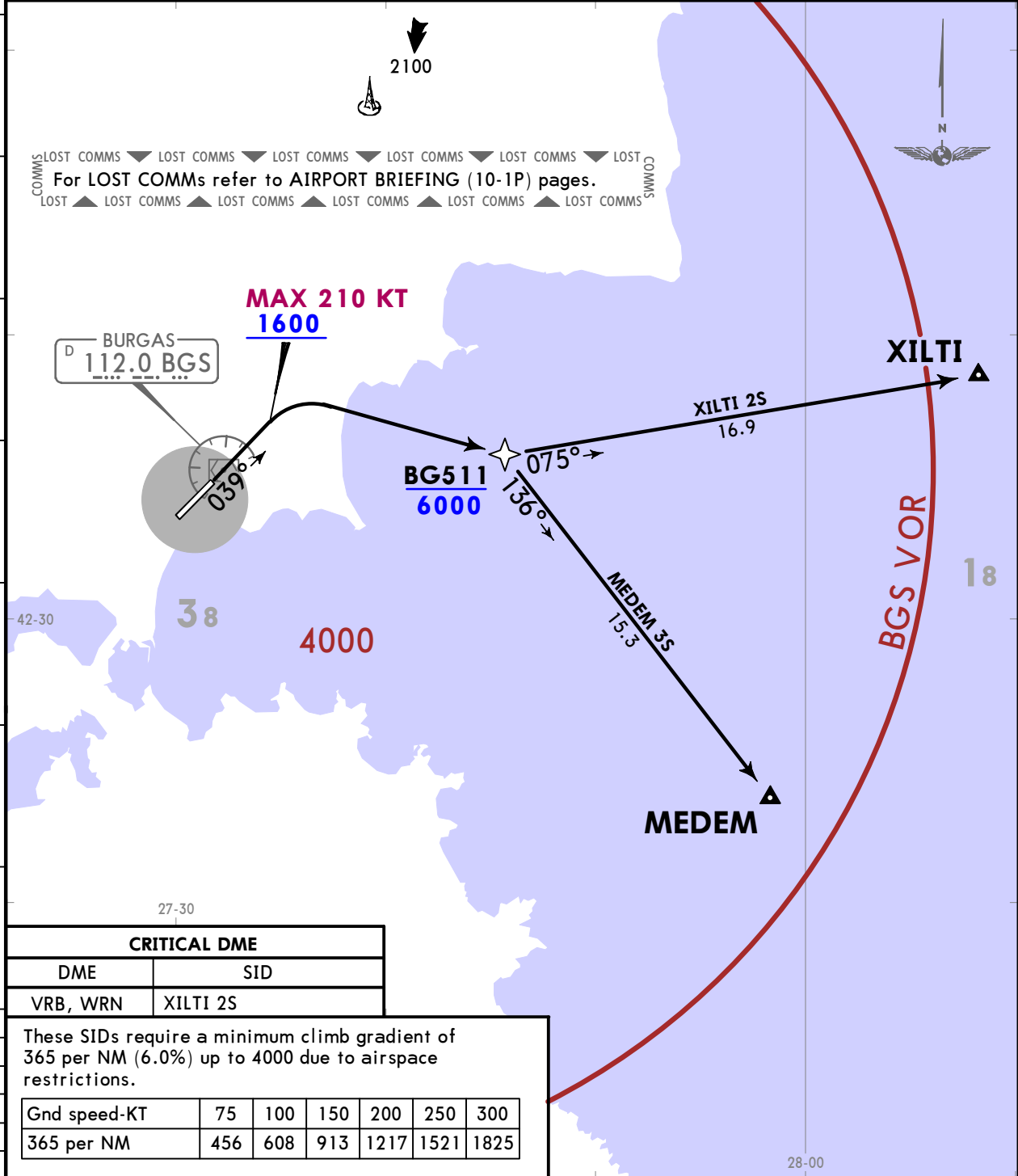
LBBG/BOJ
BURGAS

JEPPESEN
12 MAY 23 **(10-3A)** **Eff 18 May**

BURGAS, BULGARIA
RNAV SID

| | | |
|---|-----------------|---|
| BURGAS Approach 125.1 119.650 121.5 | Apt Elev 135 | Trans alt: 10500 |
| | | RNAV 1 GNSS or DME/DME/IRU required |
| | | 1. WARNING: When given clearance to a higher level than is specified on chart, follow published profile, unless restrictions are explicitly cancelled by ATC. 2. Contact BURGAS Approach IMMEDIATELY after take-off. 3. Strict compliance with SID is necessary. If unable to comply inform ATC. 4. Non RNAV 1 ACFT: Report 'Unable RNAV' at first contact to ATC. EXPECT omnidirectional departure and/or vectoring provided by ATC. 5. SIDs are also noise abatement procedures (refer 10-4). |

MEDEM 3S [MEDE3S]
XILTI 2S [XILT2S]
RNAV DEPARTURES
(RWY 04)



| CRITICAL DME | |
|--------------|----------|
| DME | SID |
| VRB, WRN | XILTI 2S |

These SIDs require a minimum climb gradient of 365 per NM (6.0%) up to 4000 due to airspace restrictions.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 365 per NM | 456 | 608 | 913 | 1217 | 1521 | 1825 |

| SID | ROUTING |
|-----------------|---|
| MEDEM 3S | (K210-; 1600+) - BG511 (6000-) - MEDEM. |
| XILTI 2S | (K210-; 1600+) - BG511 (6000-) - XILTI. |

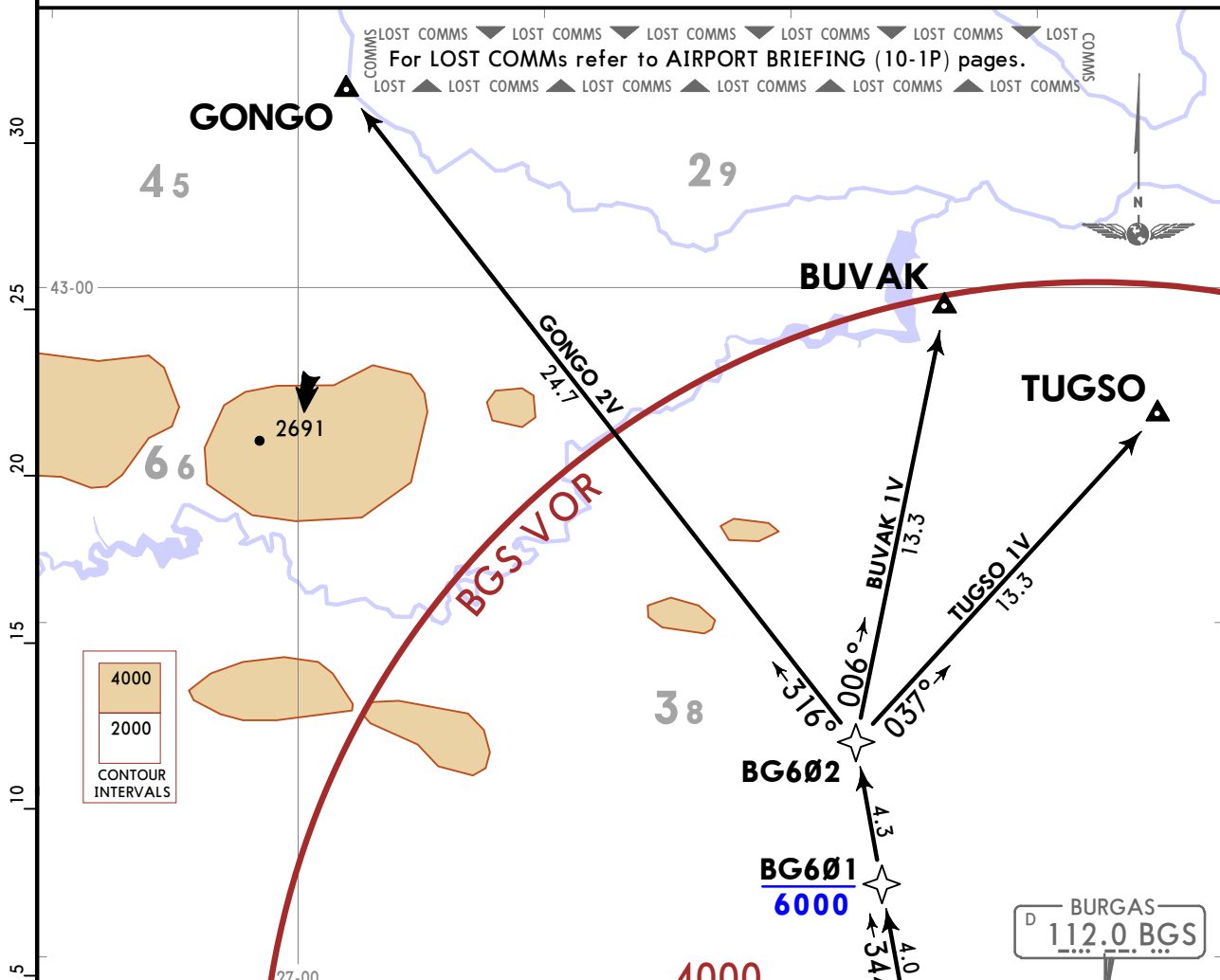
LBBG/BOJ
BURGAS

JEPPESSEN
12 MAY 23 **(10-3C)** Eff 18 May

BURGAS, BULGARIA
RNAV SID

| | | |
|---|-----------------|---|
| BURGAS Approach 125.1 119.650 121.5 | Apt Elev 135 | Trans alt: 10500 |
| | | RNAV 1 GNSS or DME/DME/IRU required |
| | | 1. WARNING: When given clearance to a higher level than is specified on chart, follow published profile, unless restrictions are explicitly cancelled by ATC. 2. Contact BURGAS Approach IMMEDIATELY after take-off. 3. Strict compliance with SID is necessary. If unable to comply inform ATC. 4. Non RNAV 1 ACFT: Report 'Unable RNAV' at first contact to ATC. EXPECT omnidirectional departure and/or vectoring provided by ATC. 5. SIDs are also noise abatement procedures (refer 10-4). |

BUVAK 1V [BUVA1V]
GONGO 2V [GONG2V]
TUGSO 1V [TUGS1V]
RNAV DEPARTURES
(RWY 22)



| CRITICAL DME | |
|---------------|--------------------|
| DME | SID |
| EMO, VRB | BUVAK 1V, TUGSO 1V |
| EMO, VRB, BGS | GONGO 2V |

These SIDs require a minimum climb gradient of 334 per NM (5.5%) up to 4000 due to terrain.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 334 per NM | 418 | 557 | 835 | 1113 | 1392 | 1670 |

| SID | ROUTING |
|-----------------|---|
| BUVAK 1V | (600+) - BG600 - BG601 (6000-) - BG602 - BUVAK. |
| GONGO 2V | (600+) - BG600 - BG601 (6000-) - BG602 - GONGO. |
| TUGSO 1V | (600+) - BG600 - BG601 (6000-) - BG602 - TUGSO. |

LBBG/BOJ
BURGAS

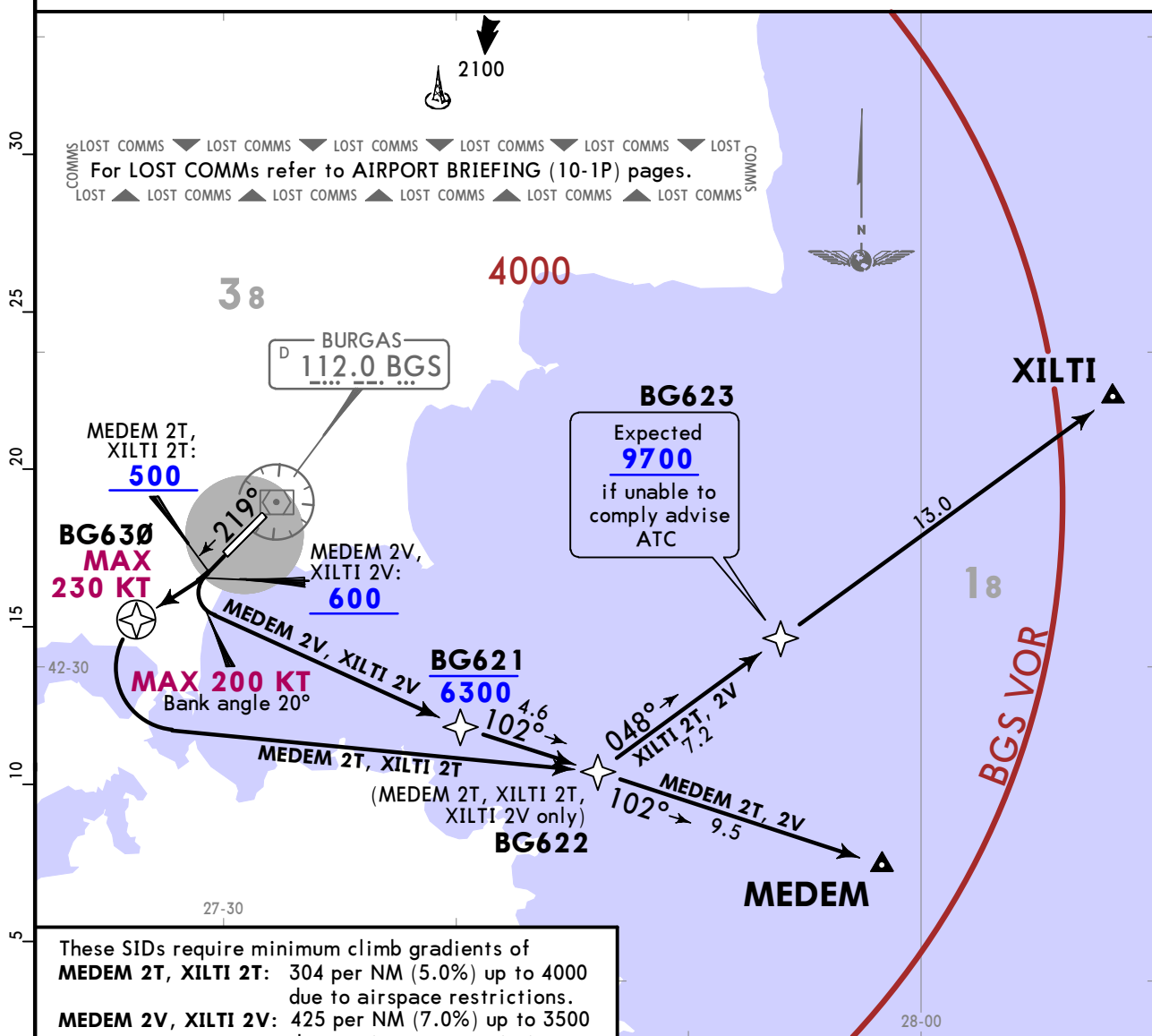
JEPPESEN
12 MAY 23 **(10-3D)** **Eff 18 May**

BURGAS, BULGARIA
RNAV SID

| | | |
|---|-----------------|-------------------------------------|
| BURGAS Approach 125.1 119.650 121.5 | Apt Elev 135 | Trans alt: 10500 |
| | | RNAV 1 GNSS or DME/DME/IRU required |
| 1. WARNING: When given clearance to a higher level than is specified on chart, follow published profile, unless restrictions are explicitly cancelled by ATC. 2. Contact BURGAS Approach IMMEDIATELY after take-off. 3. Strict compliance with SID is necessary. If unable to comply inform ATC. 4. Non RNAV 1 ACFT: Report 'Unable RNAV' at first contact to ATC. EXPECT omnidirectional departure and/or vectoring provided by ATC. 5. SIDs are also noise abatement procedures (refer 10-4). | | |

MEDEM 2T [MEDE2T], ●MEDEM 2V [MEDE2V]
XILTI 2T [XILT2T], ●XILTI 2V [XILT2V]
RNAV DEPARTURES
(RWY 22)

CAT A, B & C



These SIDs require minimum climb gradients of
MEDEM 2T, XILTI 2T: 304 per NM (5.0%) up to 4000 due to airspace restrictions.
MEDEM 2V, XILTI 2V: 425 per NM (7.0%) up to 3500 due to airspace restrictions.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 304 per NM | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 425 per NM | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

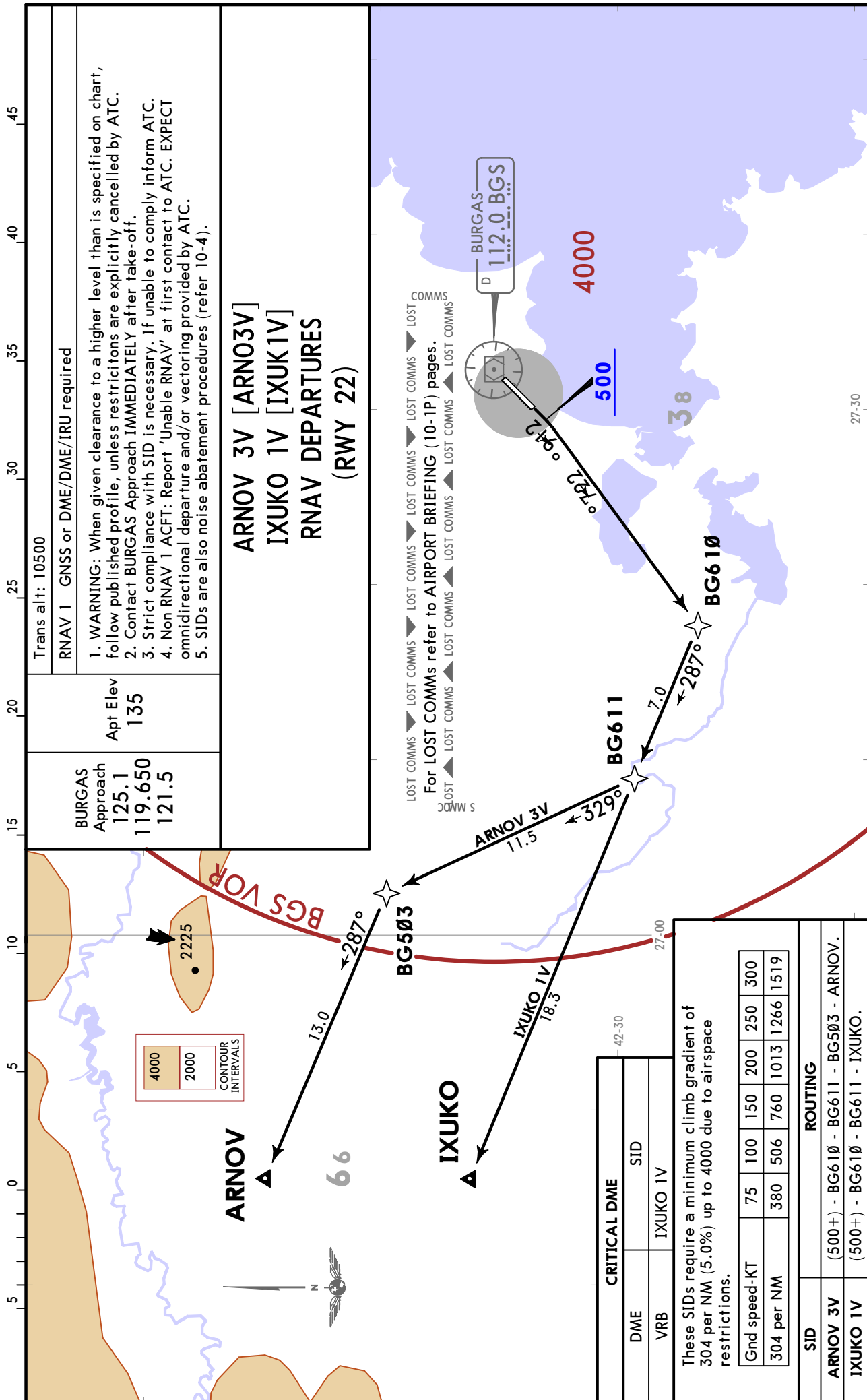
| CRITICAL DME | |
|---------------|--------------------|
| DME | SID |
| EMO, VRB | MEDEM 2T, MEDEM 2V |
| EMO, VRB, WRN | XILTI 2T, XILTI 2V |

| SID | ROUTING |
|-----------------|--|
| MEDEM 2T | (500+) - BG630 (K230-) - BG622 - MEDEM. |
| MEDEM 2V | (600+) - BG621 (6300-) - MEDEM. |
| XILTI 2T | (500+) - BG630 (K230-) - BG622 - BG623 (Expected 9700+, if unable to comply advise ATC) - XILTI. |
| XILTI 2V | (600+) - BG621 (6300-) - BG622 - BG623 (Expected 9700+, if unable to comply advise ATC) - XILTI. |

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BURGAS

JEPPESEN
12 MAY 23 **10-3E** **Eff 18 May**

BURGAS, BULGARIA
RNAV SID



CHANGES: PBN note, trans alt revised, critical DME established.

LBBG/BOJ
BURGAS

JEPPESEN
12 MAY 23 **10-3F** **Eff 18 May**

BURGAS, BULGARIA
DEPARTURES

| | | |
|---|-----------------|---|
| BURGAS Approach 125.1 119.650 121.5 | Apt Elev 135 | Trans level: By ATC Trans alt: 10500 1. Contact BURGAS Approach IMMEDIATELY after take-off. 2. Strict compliance with SID is necessary. If unable to comply inform ATC. |
|---|-----------------|---|

OMNIDIRECTIONAL DEPARTURES

These departures require a minimum climb gradient of 304 per NM (5.0%) up to 4000.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 304' per NM | 380 | 506 | 760 | 1013 | 1266 | 1519 |

| RWY | ROUTING |
|-----------|---|
| 04 | Climb straight ahead to 4000, turn to the corresponding point or as cleared by ATC. |
| 22 | Climb on BGS R227 to 5000, turn to the corresponding point or as cleared by ATC. |

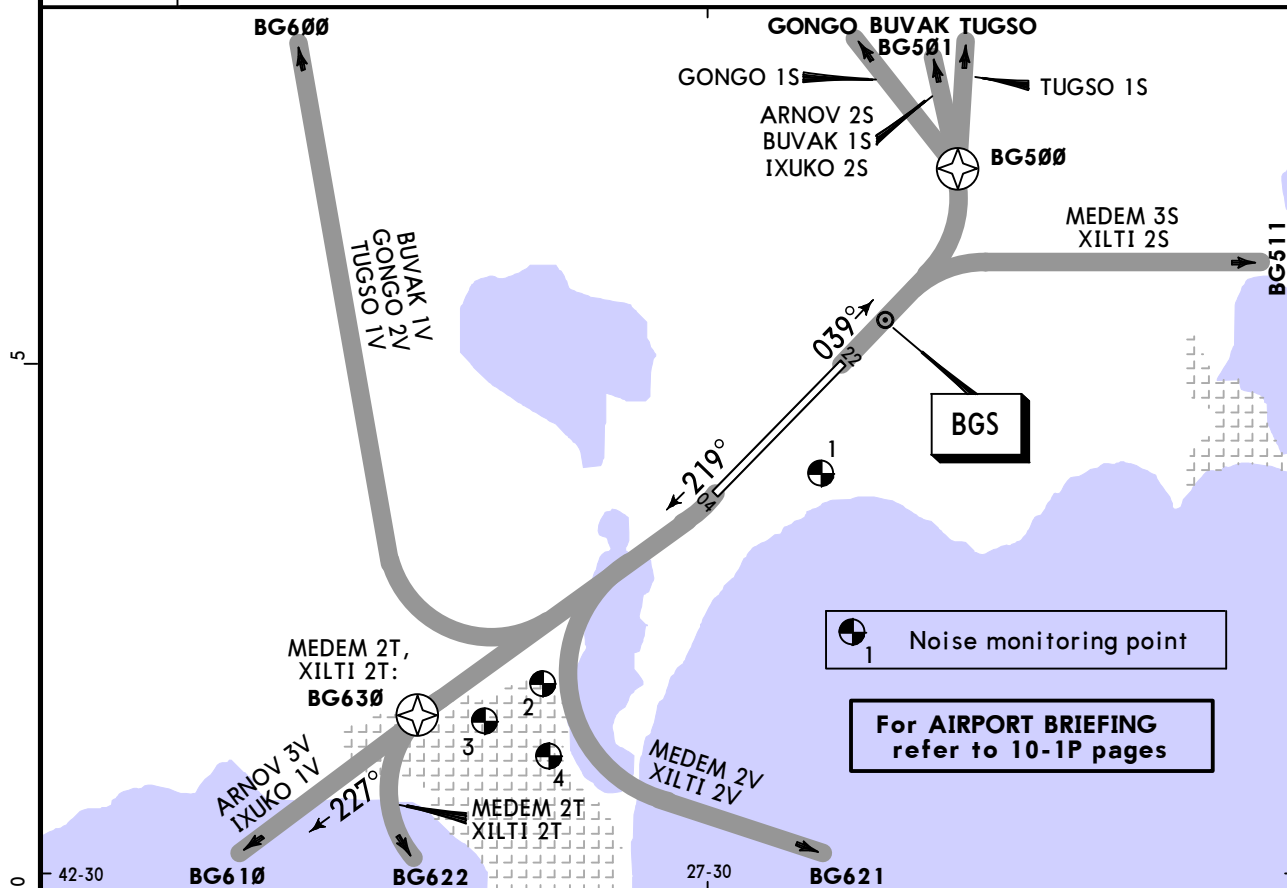
LBBG/BOJ
BURGAS

JEPPESEN
13 AUG 21 (10-4)

BURGAS, BULGARIA
NOISE

Apt Elev
135'

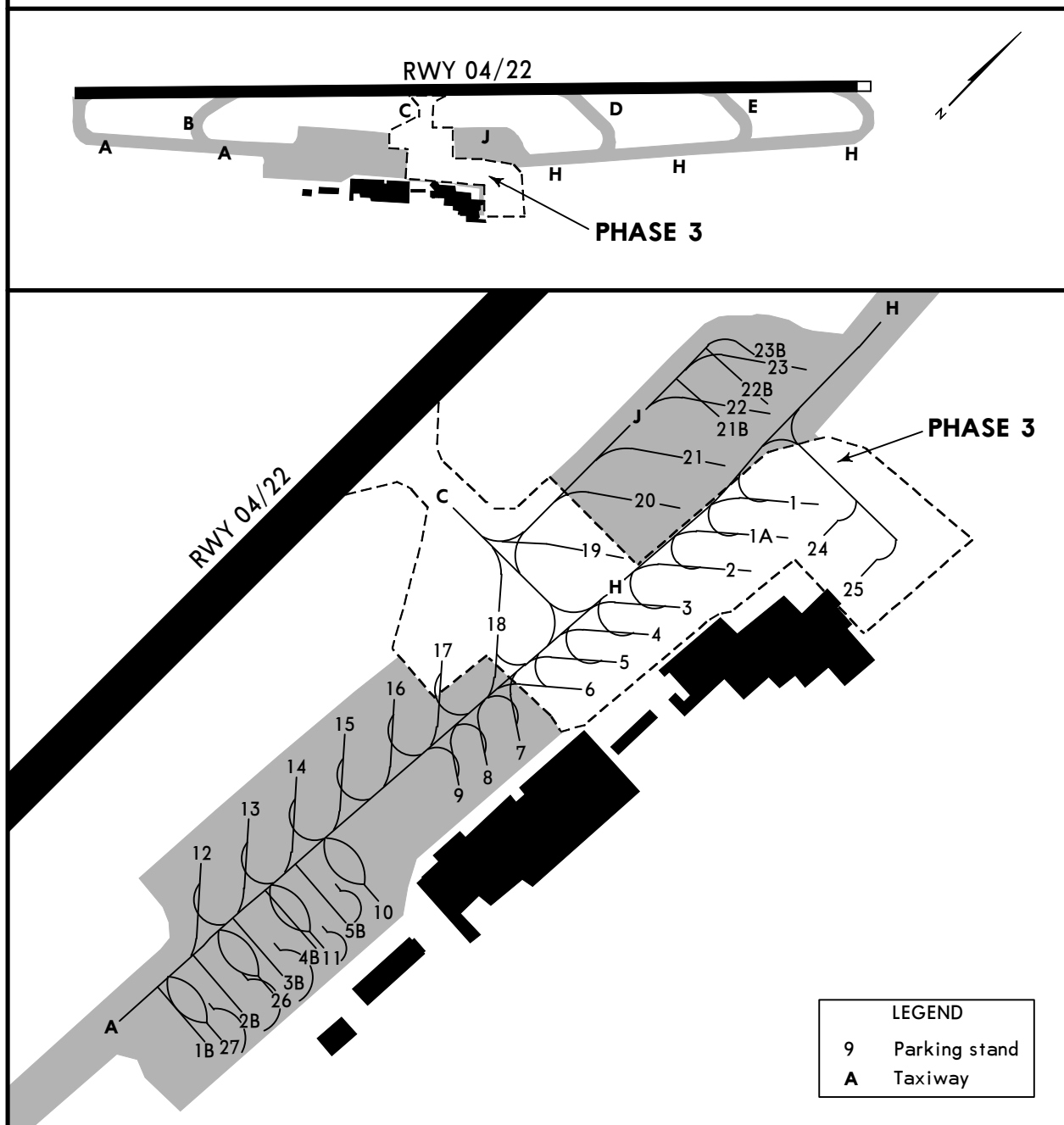
NOISE ABATEMENT



| NOISE MONITORING POINT/NAME/LOCATION | | |
|--------------------------------------|-----------|--------------------|
| 1 | NMTBOJ001 | N42 33.8 E027 31.5 |
| 2 | NMTBOJ002 | N42 31.8 E027 27.9 |
| 3 | NMTBOJ003 | N42 31.4 E027 27.1 |
| 4 | NMTBOJ004 | N42 31.1 E027 28.0 |

CONSTRUCTION WORKS ON AIRPORT AREA

REFER ALSO TO LATEST NOTAMS



PHASE 3 (20 OCT 2022, 0630 UTC - 01 MAY 2023, 2059 UTC)

TWY C is closed.

Part of TWY A between stand 6 and TWY C is closed.

Part of TWY H between stand 1 and TWY C is closed.

Part of TWY J between stand 20 and TWY C is closed.

Stands 1 thru 6, 17 thru 19, 24 and 25 are closed.

TWY A is used for taxiing from RWY to the apron for parking at stands 7 thru 16, 26, 27, 1B thru 5B, as well as taxiing from stand to RWY.

Vacating stand 16 by push-back is mandatory.

Depending on the RWY in use, a backtrack maneuver may be required.

Stands 20 thru 23 can be used only when necessary.

For stands 20 thru 23, use of FOLLOW ME vehicle and a marshaller is obligatory.

TWY H and temporary marking is used for taxiing of ACFT with code C to and from stands 20 thru 23.

Stands 20 thru 23 may be used in both directions to simplify the operation.

Whenever possible, ACFT with code D and E taxi and park in the vicinity of stands 20 and 21 or 22 and 23 as shown in AIP SUP 002/22 Appendix 2.

ACFT with code D and E are pushed back from stands 20 and 21 to TWY J and manoeuvre thru stand 23 to TWY H.

Additional information and coordination is provided by Airport Coordination Centre.

LBBG/BOJ

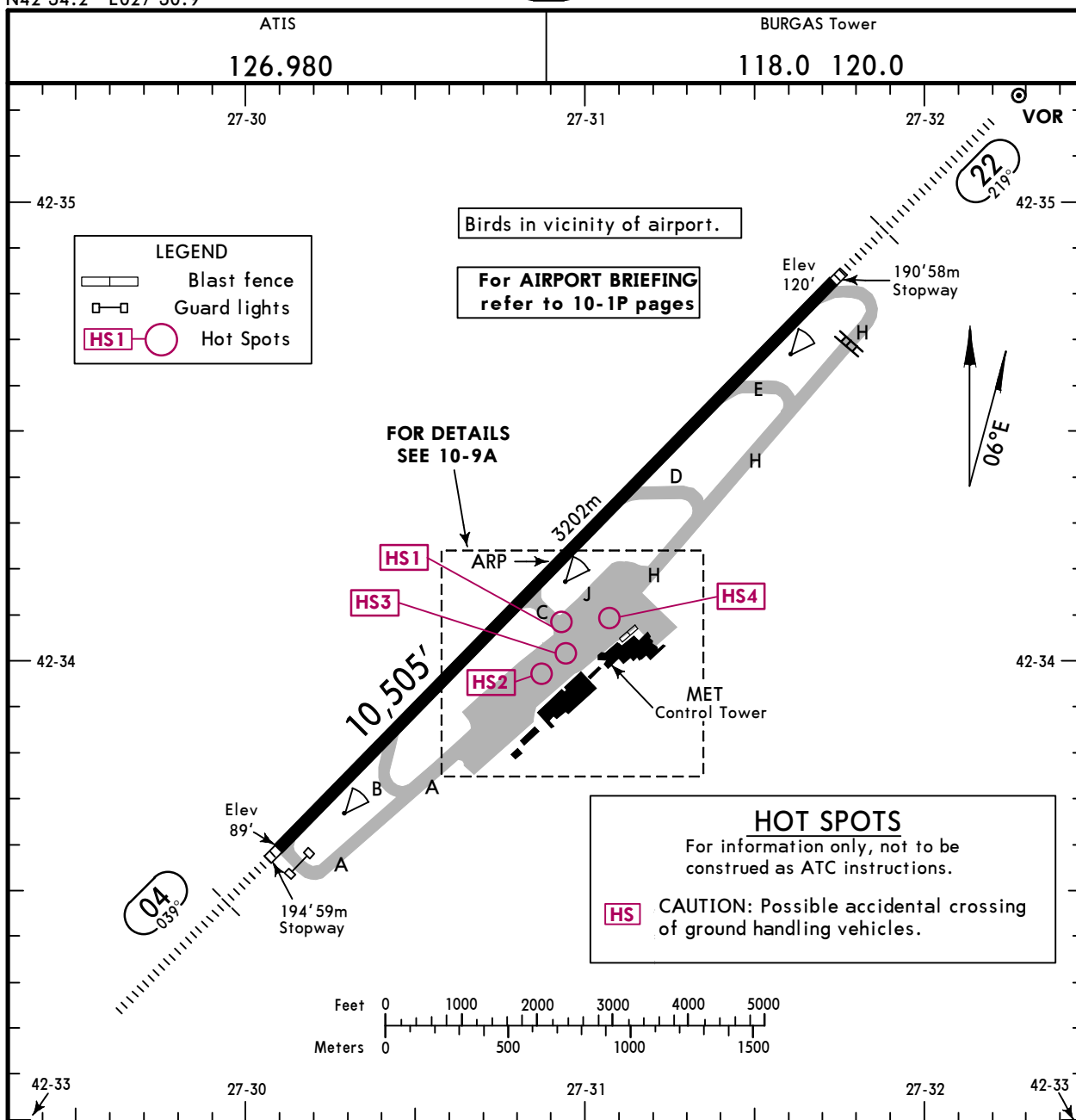
Apt Elev 135'
N42 34.2 E027 30.9



10 JUN 22 (10-9) Eff 16 Jun

BURGAS, BULGARIA

BURGAS



ADDITIONAL RUNWAY INFORMATION

| RWY | HIRL ① CL ② ALSF-I SFL PAPI(3.0°) HST | RVR | USABLE LENGTHS | | TAKE-OFF | WIDTH |
|-----|---------------------------------------|-----|----------------|-------------|----------|-------------|
| | | | Threshold | Glide Slope | | |
| 04 | HIRL ① CL ② ALSF-I SFL PAPI(3.0°) HST | RVR | | | ③ | 148' 45m |
| 22 | HIRL ① CL ② ALSF-I SFL PAPI(3.0°) HST | RVR | 9553' | 2906m | | |

① (60m) ② (15m)
 ③ TAKE-OFF RUN AVAILABLE
RWY 04:
 From rwy head 10,505' (3202m)
 twy B int ④ 8438' (2572m)
 twy C int ④ 5843' (1781m)
RWY 22:
 From rwy head 10,505' (3202m)
 twy E int ④ 8671' (2643m)
 twy D int ④ 6722' (2049m)
 twy C int ④ 4734' (1443m)
 ④ VIS more than 2000m required.

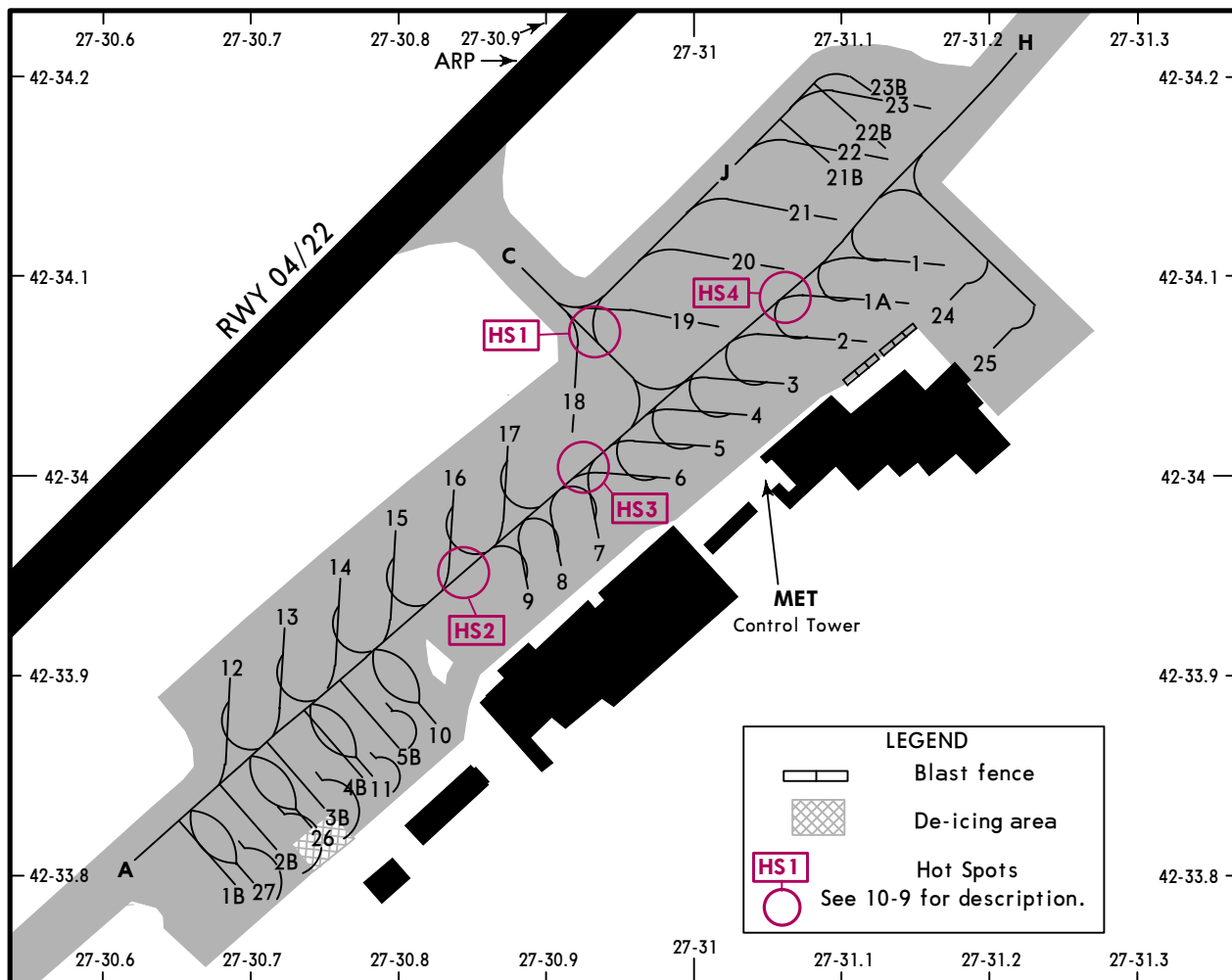
Standard TAKE-OFF

| | Low Visibility Take-off | | | | |
|---|-------------------------|-----------------------|----------|-----------------------------------|---|
| | HIRL, CL & relevant RVR | RL, CL & relevant RVR | RL & CL | Day: RL & RCLM Night: RL or CL | Day: RL or RCLM Night: RL or CL Adequate vis ref (Day only) |
| A | | | | | |
| B | TDZ, MID, RO | TDZ, MID, RO | | RVR 300m | 400m |
| C | RVR 125m | RVR 150m | RVR 200m | | 500m |
| D | | | | | |

LBBG/BOJ

JEPPESEN
10 JUN 22 (10-9A) Eff 16 Jun

BURGAS, BULGARIA
BURGAS



INS COORDINATES

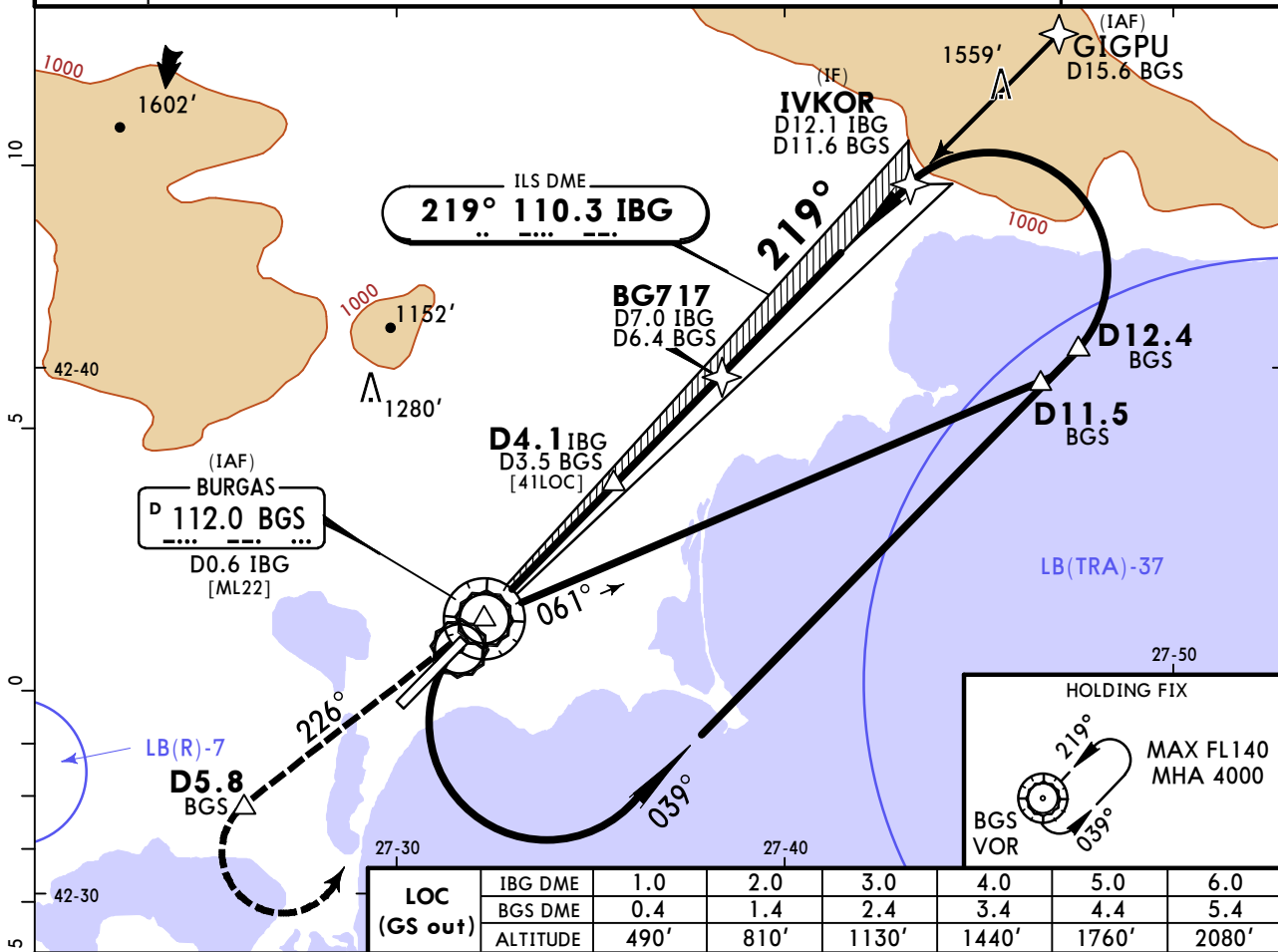
| STAND No. | COORDINATES | STAND No. | COORDINATES |
|-----------|--------------------|--------------|--------------------|
| 1, 1A | N42 34.1 E027 31.2 | 15, 16 | N42 34.0 E027 30.8 |
| 2 | N42 34.1 E027 31.1 | 17, 18 | N42 34.0 E027 30.9 |
| 3, 4 | N42 34.0 E027 31.1 | 19 | N42 34.1 E027 31.0 |
| 5, 6 | N42 34.0 E027 31.0 | 20, 21 | N42 34.1 E027 31.1 |
| 7 | N42 34.0 E027 30.9 | 21B, 22, 22B | N42 34.2 E027 31.1 |
| 8, 9 | N42 33.9 E027 30.9 | 23, 23B | N42 34.2 E027 31.2 |
| 10 | N42 33.9 E027 30.8 | 24, 25 | N42 34.1 E027 31.2 |
| 11 | N42 33.8 E027 30.8 | 26, 3B, 4B | N42 33.8 E027 30.8 |
| 12, 13 | N42 33.9 E027 30.7 | 27, 1B, 2B | N42 33.8 E027 30.7 |
| 14 | N42 33.9 E027 30.8 | 5B | N42 33.9 E027 30.8 |

LBBG/BOJ BURGAS

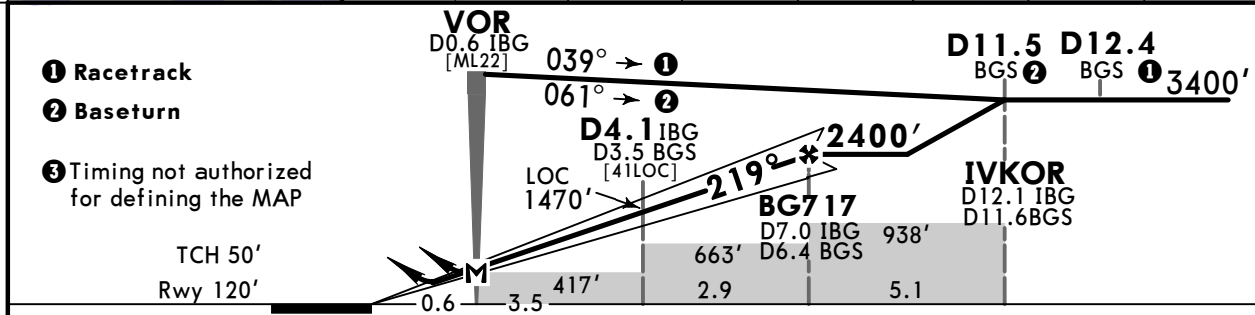
JEPPESSEN
26 MAY 23 **(11-1)**

BURGAS, BULGARIA ILS or LOC Rwy 22

| | | | | | |
|---|----------------------------------|---|--------------------------------------|------------------------------------|-------------------------|
| ATIS 126.980 | | BURGAS Approach 125.1 119.650 | | BURGAS Tower 118.0 120.0 | |
| LOC IBG 110.3 | Final Apch Crs 219° | BG717 2400' (2280') | ILS DA(H) Refer to Minimums | Apt Elev 135' Rwy 120' | 4000 MSA BGS VOR |
| MISSED APCH: Climb on R-226 BGS to D5.8 BGS. Climb to 1700'. Turn LEFT (MAX 220 KT) to VOR climbing to 4000' to enter holding. Climb to 5000' in holding or as directed. | | | | | |
| Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 10500' | | | | | |
| 1. DME required. 2. ILS DME reads zero at THR 22. 3. Racetrack restricted to MAX 230 KT. | | | | | |



| | | | | | | | |
|-----------------|----------|------|------|-------|-------|-------|-------|
| LOC (GS out) | IBG DME | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 |
| | BGS DME | 0.4 | 1.4 | 2.4 | 3.4 | 4.4 | 5.4 |
| | ALTITUDE | 490' | 810' | 1130' | 1440' | 1760' | 2080' |



| | | | | | | | | | |
|---------------------|-------|------|------|------|------|------|---------------------|--|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-I PAPI PAPI | 1700' ↑ BGS 112.0 to D5.8 BGS R-226 | |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | 849 |
| MAP at D0.6 IBG/VOR | | | | | | | | | |
| BG717 to MAP | 6.4 | 5:29 | 4:16 | 3:50 | 3:12 | 2:45 | 2:24 | | |

| Std/State | STRAIGHT-IN LANDING | | | CIRCLE-TO-LAND | | | |
|-----------|---|--|---------------------------------------|-----------------------|---------------|------------|-----------------|
| A | ILS AB: 320' (200') DA(H) C: 327' (207') D: 338' (218') | LOC (GS out) CDFA with D4.1 IBG/D3.5 BGS | | w/o D4.1 IBG/D3.5 BGS | | Max Kts | MDA(H) |
| | | 2 DA/MDA(H) 420' (300') | 2 DA/MDA(H) 670' (550') | ALS out | ALS out | | |
| B | 1 R550m | R1200m | 1 3 R650m | R1400m | R1500m | 100 | 4 V1500m |
| C | | | | | R1800m R2400m | 135 | V1600m |
| D | | | | | | 180 | V2400m |
| | | | | | | 205 | V3600m |

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. **2** VNAV DA(H) in lieu of MDA(H) depends on operator policy. **3** R750m for CDFA 2D operations. **4** or higher straight-in minimums.

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BURGAS

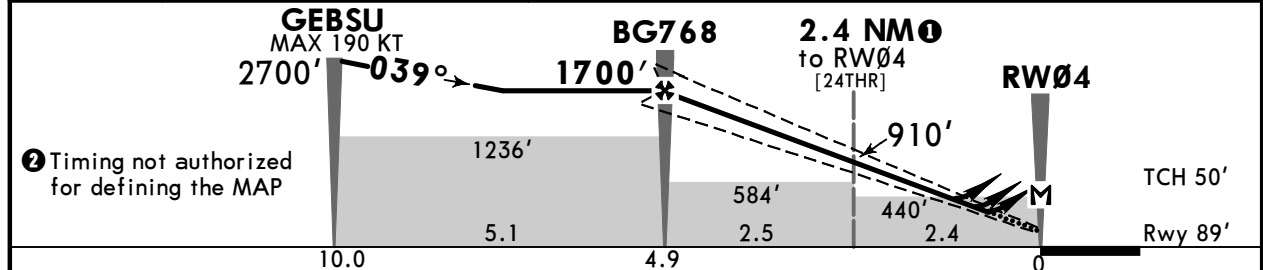
JEPPESEN
7 JUL 23 (12-1) Eff 13 Jul

BURGAS, BULGARIA
RNP Rwy 04

| | | | | | |
|--|--|----------------------------------|--------------------------------------|-----------------------------|-------------|
| ATIS 126.980 | | BURGAS Approach 125.1 119.650 | | BURGAS Tower 118.0 120.0 | |
| EGNOS CH 88175 E04A | Final Apch Crs 039° | BG768 1700' (1611') | LPV DA(H) Refer to Minimums | Apt Elev 135' Rwy 89' | 4000 |
| MISSED APCH: Climb to BG379. Climb to 1600'. Turn RIGHT (MAX 220 KT) to VOR climbing to 4000' to enter holding. Climb to 5000' in holding or as directed. | | | | | |
| Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 10500' | | | | | |
| RNP APCH | 1. Baro-VNAV not authorized below -31°C. 2. VPA exceeds 3.5° above 60°C. | | | | MSA BGS VOR |



| | | | |
|--------------|-------|-------|------|
| DIST to RW04 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 1410' | 1090' | 780' |



| | | | | | | | | |
|------------------|-------|------|------|------|------|------|---------------------|--------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-I PAPI PAPI | BG379 1600' |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | |
| MAP at RW04 | | | | | | | | |
| BG768 to MAP | 4.9 | 4:12 | 3:16 | 2:56 | 2:27 | 2:06 | 1:50 | |

| Std/State | | STRAIGHT-IN LANDING | | | CIRCLE-TO-LAND | |
|----------------|--------------|---------------------|--|--|-----------------|----------------------|
| LPV | | LNAV/VNAV | | | LNAV CDFA | |
| DA(H) | | DA(H) | | | DA/MDA(H) | |
| A: 403' (314') | | A: 419' (330') | | | AB: 440' (351') | |
| B: 415' (326') | | B: 429' (340') | | | C: 450' (361') | |
| C: 423' (334') | | C: 439' (350') | | | D: 470' (381') | |
| D: 434' (345') | | D: 449' (360') | | | | |
| ALS out | | ALS out | | | Max Kts | |
| A | R750m R1400m | | | | 100 | 610' (475') V1500m |
| B | R800m R1500m | | | | 135 | 710' (575') V1600m |
| C | | | | | 180 | 1160' (1025') V2400m |
| D | R900m R1600m | | | | 205 | 1690' (1555') V3600m |

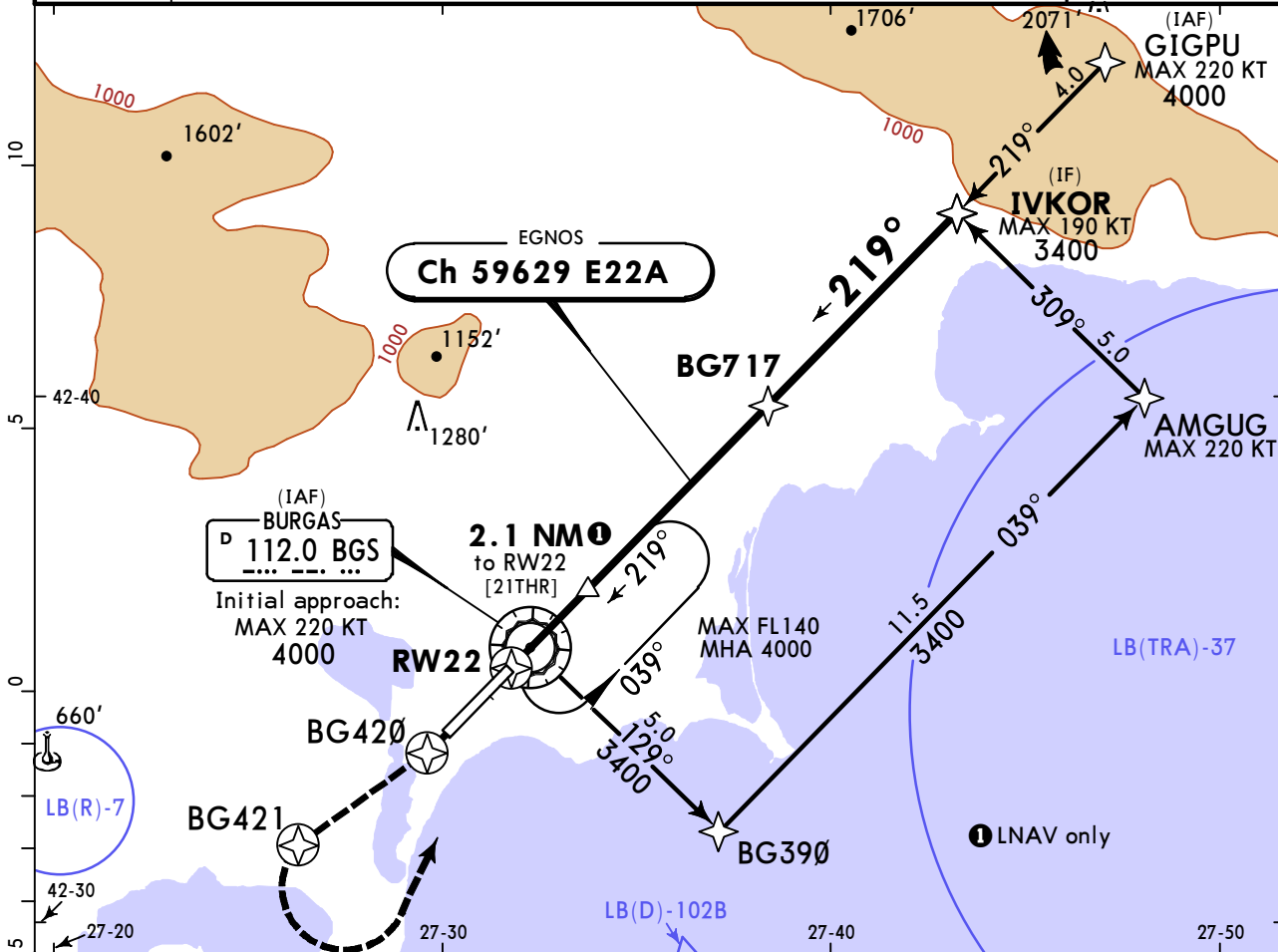
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

LBBG/BOJ
BURGAS

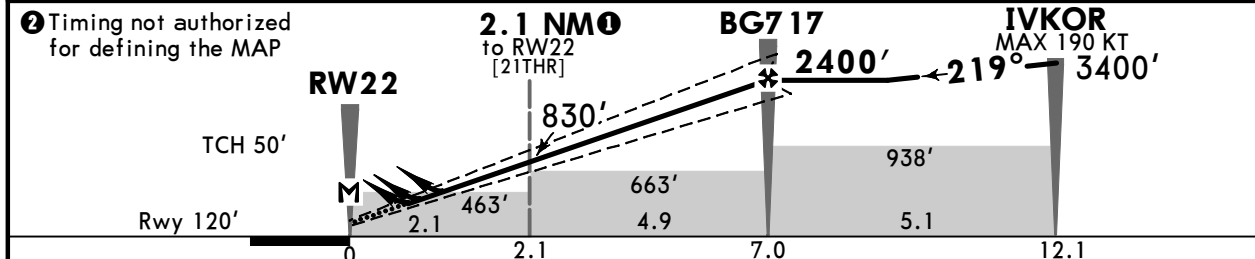
JEPPESEN
7 JUL 23 (12-2) Eff 13 Jul

BURGAS, BULGARIA
RNP Rwy 22

| | | | | | |
|--|-----------------------------------|----------------------------------|--------------------------------------|-----------------------------|--|
| ATIS 126.980 | | BURGAS Approach 125.1 119.650 | | BURGAS Tower 118.0 120.0 | |
| EGNOS Ch 59629 E22A | Final Aptch Crs 219° | BG717 2400' (2280') | LPV DA(H) Refer to Minimums | Apt Elev 135' Rwy 120' | |
| MISSED APCH: Climb to BG420. Climb to BG421. Climb to 1700'. Turn LEFT (MAX 220 KT) to VOR and climb to 4000' to enter holding. Climb to 5000' in holding or as directed. | | | | | |
| Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 10500' | | | | MSA BGS VOR | |
| RNP APCH 1. Baro-VNAV not authorized below -31°C. 2. VPA exceeds 3.5° above 60°C. | | | | | |



| | | | | | | |
|--------------|------|------|-------|-------|-------|-------|
| DIST to RW22 | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 |
| ALTITUDE | 490' | 810' | 1130' | 1440' | 1760' | 2080' |



| | | | | | | | | | |
|------------------|-------|------|------|------|------|------|--------------------|-----------------------------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSFI PAPI PAPI | BG420 1700' ↑ ↑ to BG421 | |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | 849 |
| MAP at RW22 | | | | | | | | | |
| BG717 to MAP | 7.0 | 6:00 | 4:40 | 4:12 | 3:30 | 3:00 | 2:38 | | |

| Std/State | | STRAIGHT-IN LANDING | | | CIRCLE-TO-LAND | | |
|------------------|---------|---------------------|---------|-----------|----------------|---------|----------------------|
| LPV | | LNAV/VNAV | | LNAV CDFA | | Max Kts | MDA(H) |
| DA(H) | ALS out | DA(H) | ALS out | DA/MDA(H) | ALS out | | |
| ABC: 370' (250') | | ABC: 370' (250') | | 2 | 470' (350') | 100 | 610' (475') V1500m |
| D: 379' (259') | | D: 390' (270') | | | | 135 | 710' (575') V1600m |
| | R1300m | | R1300m | | R900m | 180 | 1160' (1025') V2400m |
| | R1550m | | R1550m | | R1500m | 205 | 1690' (1555') V3600m |
| | R1600m | | R600m | | R1600m | | |

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

LBBG/BOJ
BURGAS

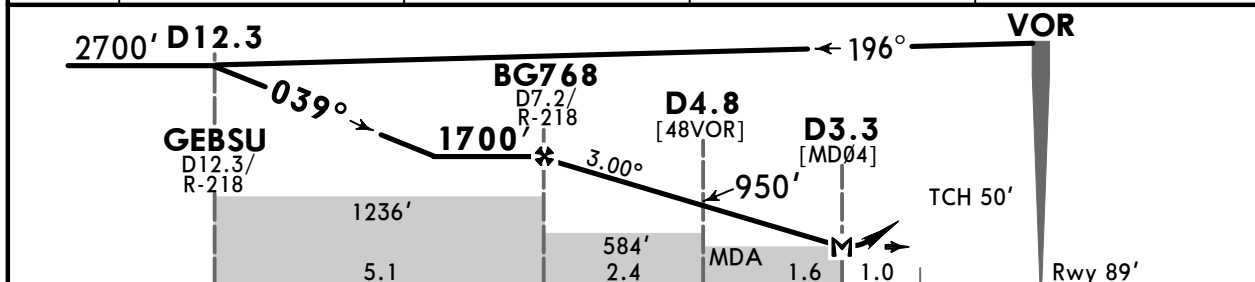
JEPPESEN
7 JUL 23 (13-1) Eff 13 Jul

BURGAS, BULGARIA
VOR Rwy 04

| | | | | | | |
|--|---------------------------|----------------------------------|---|-----------------------------|--|-------------------|
| ATIS 126.980 | | BURGAS Approach 125.1 119.650 | | BURGAS Tower 118.0 120.0 | | |
| VOR BGS 112.0 | Final Apch Crs 039° | BG768 1700' (1611') | DA/MDA(H) (CONDITIONAL) 440' (351') | Apt Elev 135' Rwy 89' | | |
| MISSED APCH: Climb to VOR. Climb on R-038 to D5.5. Climb to 1600'. Turn RIGHT (MAX 220 KT) to VOR climbing to 4000' to enter holding. Climb to 5000' in holding or as directed. | | | | | | |
| Alt Set: hPa | | Rwy Elev: 3 hPa | Trans level: By ATC | | | Trans alt: 10500' |
| DME required. | | | | | | MSA BGS VOR |



| | | | | |
|----------|-------|-------|-------|------|
| BGS DME | 7.0 | 6.0 | 5.0 | 4.0 |
| ALTITUDE | 1640' | 1320' | 1000' | 680' |



| | | | | | | | |
|---------------------|-----|------|------|------|------|------|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-I PAPI PAPI BGS 112.0 1600' on BGS 112.0 to D5.5 R-038 BGS |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |
| MAP at D3.3 | | | | | | | |
| BG768 to MAP | 3.9 | 3:21 | 2:36 | 2:20 | 1:57 | 1:40 | |

Timing not authorized for defining the MAP.

| | STRAIGHT-IN LANDING | | CIRCLE-TO-LAND | |
|---|-----------------------|-----------------------|----------------|----------------------|
| | with D4.8 CDFA | w/o D4.8 CDFA | Max Kts | MDA(H) |
| A | DA/MDA(H) 440' (351') | DA/MDA(H) 590' (501') | 100 | 610' (475') 2 V1500m |
| B | ALS out | ALS out | 135 | 710' (575') V1600m |
| C | R1500m | R1500m | 180 | 1160' (1025') V2400m |
| D | R900m | R1600m | 205 | 1690' (1555') V3600m |

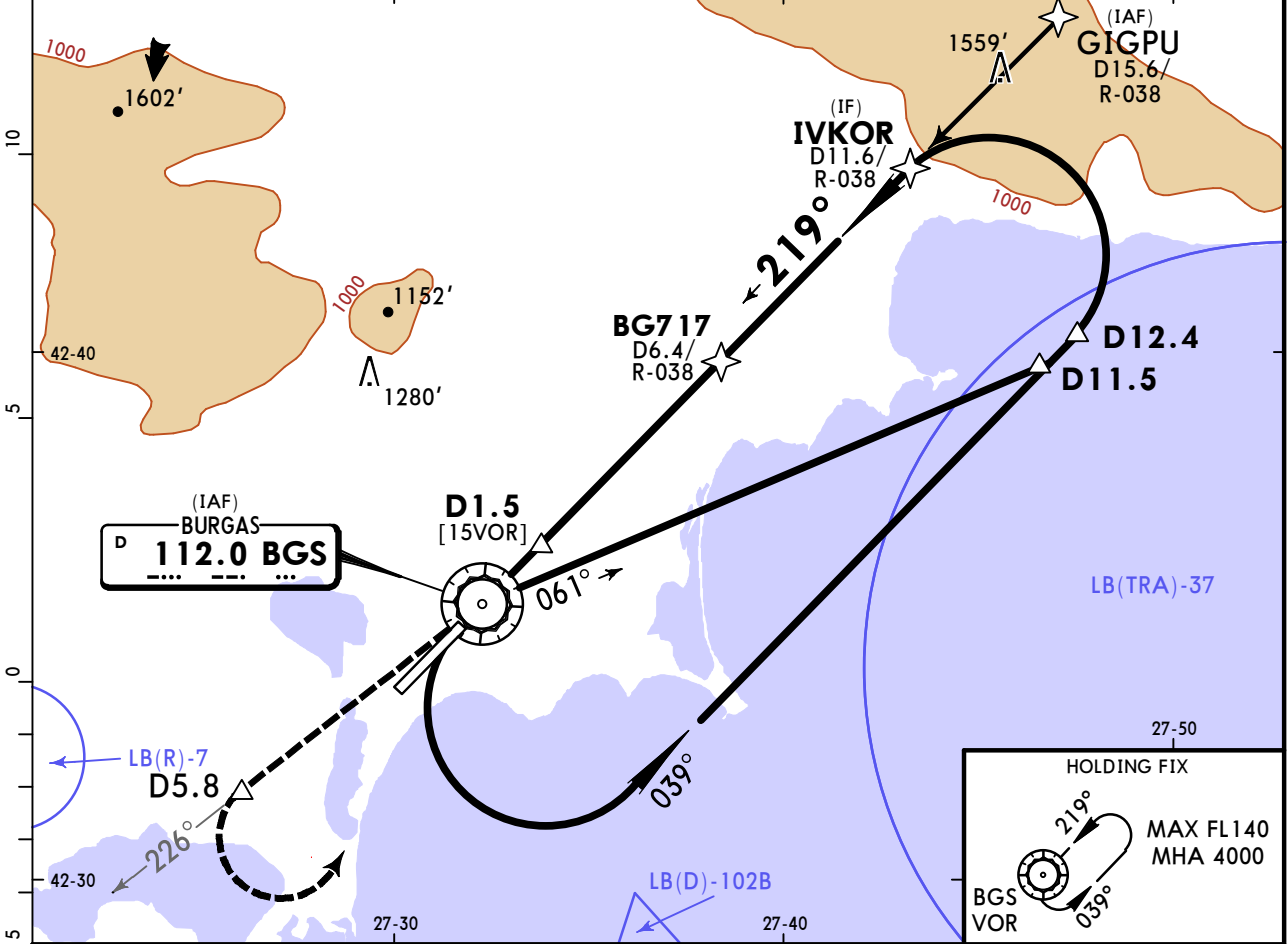
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.
CHANGES: Danger areas. © JEPPESEN, 1998, 2023. ALL RIGHTS RESERVED.

LBBG/BOJ BURGAS

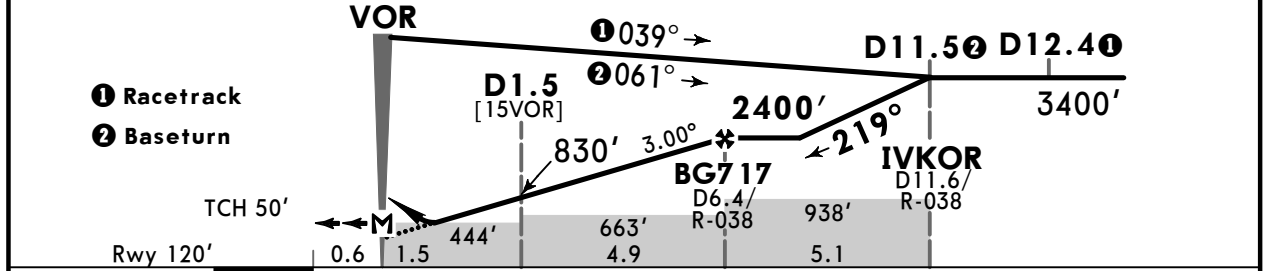
JEPPESEN
7 JUL 23 (13-2) Eff 13 Jul

BURGAS, BULGARIA VOR Rwy 22

| | | | | | |
|--|----------------------------------|----------------------------------|--|-----------------------------|-------------------|
| ATIS 126.980 | | BURGAS Approach 125.1 119.650 | | BURGAS Tower 118.0 120.0 | |
| VOR BGS 112.0 | Final Apch Crs 219° | BG717 2400' (2280') | DA/MDA(H) (CONDITIONAL) 450' (330') | Apt Elev 135' | 4000 |
| MISSED APCH: Climb on R-226 to D5.8. Climb to 1700. Turn LEFT (MAX 220 KT) to VOR climbing to 4000' to enter holding. Climb to 5000' in holding or as directed. | | | | Rwy 120' | |
| Alt Set: hPa | | Rwy Elev: 4 hPa | Trans level: By ATC | | Trans alt: 10500' |
| 1. DME required. 2. Racetrack restricted to MAX 230 KT. | | | | | MSA BGS VOR |



| | | | | | | |
|----------|------|------|-------|-------|-------|-------|
| BGS DME | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 |
| ALTITUDE | 670' | 990' | 1310' | 1630' | 1940' | 2260' |



| | | | | | | | | |
|---|-------|------|------|------|------|------|----------------------|----------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-I PAPI PAPI | 1700' on R-226 to D5.8 BGS |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | |
| MAP at VOR | | | | | | | | |
| BG717 to MAP | 6.4 | 5:29 | 4:16 | 3:50 | 3:12 | 2:45 | 2:24 | |
| Timing not authorized for defining the MAP. | | | | | | | | |

| Std/State | STRAIGHT-IN LANDING | | CIRCLE-TO-LAND | |
|-----------|---------------------------------------|---------------------------------------|----------------|-----------------------------|
| | with D1.5 CDFA | w/o D1.5 CDFA | MDA(H) | |
| | 1 DA/MDA(H) 450' (330') | 1 DA/MDA(H) 670' (550') | Max Kts | |
| A | ALS out | ALS out | 100 | 610' (475') 2 V1500m |
| B | R800m | R1500m | 135 | 710' (575') V1600m |
| C | | | 180 | 1160' (1025') V2400m |
| D | | | 205 | 1690' (1555') V3600m |

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.
CHANGES: Danger areas. © JEPPESEN, 1998, 2023. ALL RIGHTS RESERVED.

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|--------------------------------|-----------------|-------|----------|----------|
| BURGAS, (BURGAS - LBBG) | | | | |

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LBBG

Type: Terminal

Effectivity: Temporary

Begin Date: 20220616

End Date: Until Further Notice

Based on AIP SUP 002/22, construction works on airport area. Refer to temporary chart 10-8 and latest NOTAMs.