

List of pages in this Trip Kit

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- Airport Information For LBSF
- Terminal Charts For LBSF
- Revision Letter For Cycle 16-2023
- Change Notices
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General Information

Location: SOFIA BGR
ICAO/IATA: LBSF / SOF
Lat/Long: N42° 41.70', E023° 24.50'
Elevation: 1742 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 5.0° E

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

Sunrise: 0346 Z
Sunset: 1709 Z

Runway Information

Runway: 09
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1739 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 984 ft

Runway: 27
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1745 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 126.680
Sofia Tower: 120.200 Secondary
Sofia Tower: 118.100
Sofia Approach: 123.700
Sofia Approach: 129.900 Secondary

LBSF/SOF
SOFIA

JEPPesen
21 DEC 18 **10-1P**

Eff 3 Jan

SOFIA, BULGARIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.680

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are specified for noise abatement over populated areas of Sofia city. Deviations are only permitted for safety reasons or when instructed by ATC.

1.2.2. SELECTION OF RWY IN USE

The term "RWY in use" indicates the RWY that, at a particular time, is considered by SOFIA TWR to be the most suitable for use by the types of ACFT expected to land or take-off at the aerodrome.

Normally, an ACFT will land and take-off into the wind unless safety, the RWY configuration, meteorological conditions and available instrument approach procedures or air traffic conditions determine that a different direction is preferable. In selecting the RWY in use, SOFIA TWR will take into consideration relevant factors such as the aerodrome traffic circuits and the approach and landing aids available.

Noise abatement will not be a determining factor in RWY nomination by SOFIA TWR 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 (500ft);
- 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 (7m/s) or the tailwind component, including gusts, exceeds 5 KT (2m/s);
- When braking action is less than good;
- When ILS or visual approach path indicator (for operations in visual meteorological conditions) system are not operational;
- When complex traffic situation exists.

PREFERENTIAL RWY USAGE

Preferential RWY for take-off is RWY 09, for landing RWY 27.

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

Between 2300-0600LT the following are prohibited:

- Test flights and maintenance check flights;
- Training flights with MTOW above 2000kg;
- Training flights with MTOW 2000kg and less on RWY 09.

Training flights between 1100-1400LT within SOFIA CTR and TMA are not allowed.

Training flights with MTOW 2000kg and less between 2300-0600LT are allowed on RWY 27.

Flight planning and performing of training flights within SOFIA CTR are permitted only after prior coordination with SOFIA TWR (phone: +35929374290). The coordination should be done not later than 1 hour and not sooner than 3 hours before the flight.

Scheduled flight planning from/to SOFIA APT is not permitted between 2300-0600LT.

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SOFIA**JEPPESEN**

21 DEC 18

10-1P1**Eff 3 Jan****SOFIA, BULGARIA**
AIRPORT BRIEFING

1. GENERAL

1.2.3. EXCEPTIONS

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

- Flights of state ACFT;
- Flights for search and rescue;
- Ambulance flights;
- Flights for special operations according to Regulation (EU) 923/2012;
- Flights in abnormal and/or emergency situations;
- Emergency landings and landings of ACFT using the APT as alternate;
- Flights carrying out checking of aeronautical ground equipment and facilities and flight procedures.

1.2.4. RUN-UP TESTS

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

Engine ground run-up to idle power or other ACFT maintenance related run-up shall be carried out only at the places designated by the aerodrome operator.

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

1.3. LOW VISIBILITY PROCEDURES

Low Visibility Procedures are in force when:

- RVR in TDZ is below 550m and/or height of cloud base below 200ft, in case of CAT II/IIIA/IIIB approach and landing operations.
- RVR is below 550m and/or height of cloud base below 200ft for departure operations.

Guided take-off shall be only applied from RWY 27, subject to the following conditions:

- CAT IIIA/IIIB approach and landing procedures are in operation.

Pilots who wish to perform guided take-off shall inform Tower upon requesting start-up clearance.

Intersection take-off shall not be performed in Low Visibility Conditions.

Pilots will be informed when the Low Visibility Procedures are in force via ATIS or RTF.

All TWYs, equipped with centerline lighting shall be used for vacating the RWY in Low Visibility Conditions, and pilots should vacate the RWY via the first suitable TWY.

Pilot shall report "RWY VACATED" when the entire ACFT is beyond the relevant holding point.

Separation between two ACFT carrying out approach shall ensure that the first ACFT will vacate the sensitive area of LOC 27, before the second arriving ACFT reaches a point 4 NM from touchdown position.

ACFT will be vectored to intercept ILS at least 18.5km (10NM) from touch-down.

RWY holding point at TWYs C, E and F shall not be used when Low Visibility Procedures are in force to avoid infringing the ILS sensitive area.

Taxiing of ACFT in Low Visibility Conditions from the North apron to TWY S holding position and when vacating RWY to the North apron, after TWY S holding position, shall be performed on the pilot-in-command responsibility.

1. GENERAL

ACFT will taxi on their own on TWY or apron TWY with operating centerline lights, except the following cases:

- When ACFT crew report that the condition of the TWY or apron TWY does not allow the ACFT to taxi on their own (e.g. snow coverage).
- When after landing the ACFT is taxiing to stands 4 thru 6, 11, 12A, 13A, 14A, 15A, 16A, 29A, 30A, 31A, 32A, 33A and 34, it is obligatory to use the assistance of a Follow-me car/signalman.

Taxiing of an ACFT on TWY and/or apron TWY without operating centerline lights:

- When RVR is 550m or more, the ACFT taxi on their own. A Follow-me car is provided upon request.
- When RVR is less than 550m, a Follow-me car is available for TWY and/or apron TWY with not operating centerline lights.

In total failure of TWY lighting equipment, it is ensured that there is only one moving ACFT at any point of the maneuvering area.

Towing of ACFT, when Low Visibility Procedures are in force shall be allowed only by Follow-me car assistance during:

- Flight operations;
- Removal of ACFT from/to a contact ACFT stand;
- Removal of ACFT from an ACFT stand to a hangar space.

Towing of ACFT from the North apron to the South apron and vice versa when Low Visibility Procedures are in force is not allowed.

Towing of ACFT from/to a technical stand shall be allowed when RVR is above 550m.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

The use of Mode S Multilateration techniques in the context of Sofia ATC implementation of A-SMGCS is dependent on flight crew ensuring proper functioning of ACFT Mode S transponders.

Pilots are required to operate ACFT transponders in accordance with following procedures.

1.4.1. ARRIVAL

On the RWY until RWY vacuation:

- keep selected Operation Mode S transponder and ACAS in TA/RA mode.

After RWY vacuation:

- as soon as practicable select Operation Mode S transponder only, ACAS into Standby (i.e. not transmitting interrogations).

When fully parked at the Stand/Gate:

- select "Standby mode" (i. e. transponder and ACAS in Standby does not transmit).

1.4.2. DEPARTURE

At the Gate/Stand prior to request push-back or start-up:

- Select "Standby mode" (e.g.: STBY, Transponder and ACAS in standby/does not transmit).
- According to ACFT equipment, enter the call sign described in Item 7 of submitted FPL, or, if no FPL has been filed, enter the ACFT registration mark.
- Enter the discrete Mode A code obtained from ATS.

Prior to request for push-back or taxi (whichever is earlier):

- Select Operation Mode S transponder only. ACAS into Standby (i.e. not transmitting interrogations).

At RWY holding position of the departure RWY:

- Select Operation Mode S transponder in ACAS and TA/RA mode.

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12 APR 19 10-1P3

SOFIA, BULGARIA
AIRPORT BRIEFING

1. GENERAL

1.5. TAXI PROCEDURES

For taxiing restrictions refer to 10-9 charts.

ACFT shall taxi and stop on their own at stands: 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43 and 44.

Follow-me car/marshaller is available on request.

1.6. PARKING INFORMATION

Follow-me car/marshaller assistance is mandatory for stands 4, 4A, 4B, 5, 6, 11, 12A, 13A, 14A, 15A, 16A, 29A, 30A, 31A, 32A, 33A and 34A.

On stands 1 thru 11 push-back required.

On stand 14 push-back for code E ACFT required.

Stands 1, 2, 3, 7, 8, 9 and 10 equipped with visual docking guidance system.

Parking on long term bays Q (stands 62L and 63L), N (stands 64L and 65L) and H (stands 61L, 66L, 67L and 69L) demands a written request to SOFIA APT Operations Center.

ACFT taxiing to and from these bays is provided by towing only.

1.7. OTHER INFORMATION

Birds.

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6 NOV 20

10-1P4

SOFIA, BULGARIA
AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. AFTER RECEIPT OF A TRANSITION CLEARANCE

Switch transponder to A7600. Continue the flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of an IAP.

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

Switch transponder to A7600. 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 minimum descent altitudes according to the chart and fly the subsequent final approach 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 minimum.

2.3. CAT II/III OPERATIONS

RWY 27 approved for CAT II/III operations, special aircrew and ACFT certification required.

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10-1P5

SOFIA, BULGARIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing is performed with engines on IDLE on de-icing platforms East or West. ACFT taxi and stop on their own at the designated stand at the ACFT de-icing pad. Communication between cockpit and de-icing coordinator is carried out on special de-icing frequency 131.625 MHz.

3.1.2. DE-ICING PADS

De-icing pad East is located between TWY L and H and includes 4 stands:

- 1D on TWY L, ACFT code E or lower;
- 2D and 4D between TWY L and H, ACFT code C or lower;
- 3D between TWY L and H, ACFT code D or E.

De-icing pad West is located between TWY A and B and includes stands:

- 5D and 6D ACFT code C or lower;
- 7D ACFT code E or D.

3.1.3. TAXI ROUTINGS

De-icing Platform	Taxi-in	Taxi-out
East	TWY L	TWY L for stand 1D. TWY H for stands 2D, 3D and 4D.
West	TWY J or H for and then B for stands 5D and 6D (using yellow broken line). TWY H then A for stand 7D.	TWY A for stands 5D and 6D. TWY B for stand 7D.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.2.1. GENERAL

Pilots shall contact Tower for start-up/push-back or towing clearance, and shall provide the following information:

- call sign and type of ACFT;
- ACFT stand number;
- ATIS acknowledge;
- intention to carry out a de-icing before departure.

Pilots should only request start-up and/or push-back clearance when imminently ready to do so.

3.2.2. START-UP

When performing push-back from stands 1 thru 11 ACFT is allowed to start-up only one engine. After completely positioned on the apron TWY and the push-back bar is disconnected, the ground assistant gives a signal for start-up of the other engines.

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Eff 16 Jun

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AIRPORT BRIEFING

3. DEPARTURE

3.2.3. PUSH-BACK AND TAXIING

Use of push-back stands: Flight crew must ensure the ground handling crew is aware of the push-back direction, given in the towing clearance.

ACFT requesting push-back should be in direct communication with the engineering staff via headset person. ACFT should inform ATC if they have no direct communication with a headset person.

Taxiing on the apron and adjacent TWYs/taxilanes must be done with engines on IDLE.

From SS to SR the pushed-back ACFT shall display its navigation lights. If this is not possible due to technical reasons, prior coordination with SOFIA APT Operations Center is required.

3.3. NOISE ABATEMENT PROCEDURES (NADP)

The use of NADP1 as mentioned in ICAO Doc 8168 Volume I is recommended for all jet ACFT departures from Sofia APT. If for operational reasons compliance with the recommended procedure is not possible, procedure NADP2 may be used.

Intersection take-off from RWY 27 is not permitted between 2000-0500Z (1900-0400Z).

3.4. COMMUNICATION FAILURE PROCEDURE

3.4.1. PILOTS OF 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 EN-ROUTE PHASE OF THE FLIGHT

Set the transponder to A7600, maintain last assigned level for 2 minutes, then climb to the cruising level stated in the current flight plan.

3.4.2. PILOTS OF ACFT UNDER VECTORING

Set the transponder to A7600, 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 current flight plan.

3.5. OTHER

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

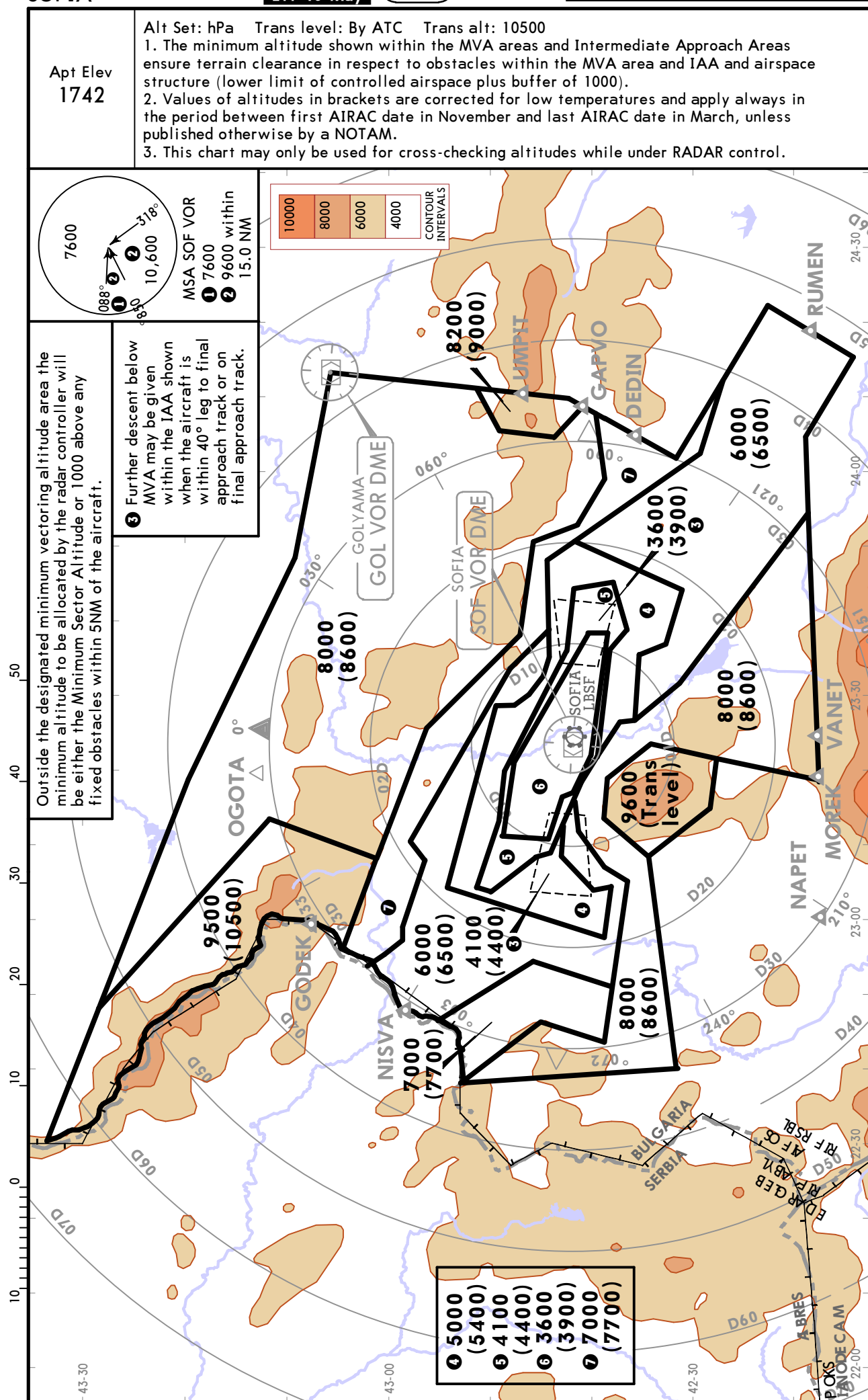
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12 MAY 23
Eff 18 May

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SOFIA, BULGARIA

RADAR MINIMUM ALTITUDES



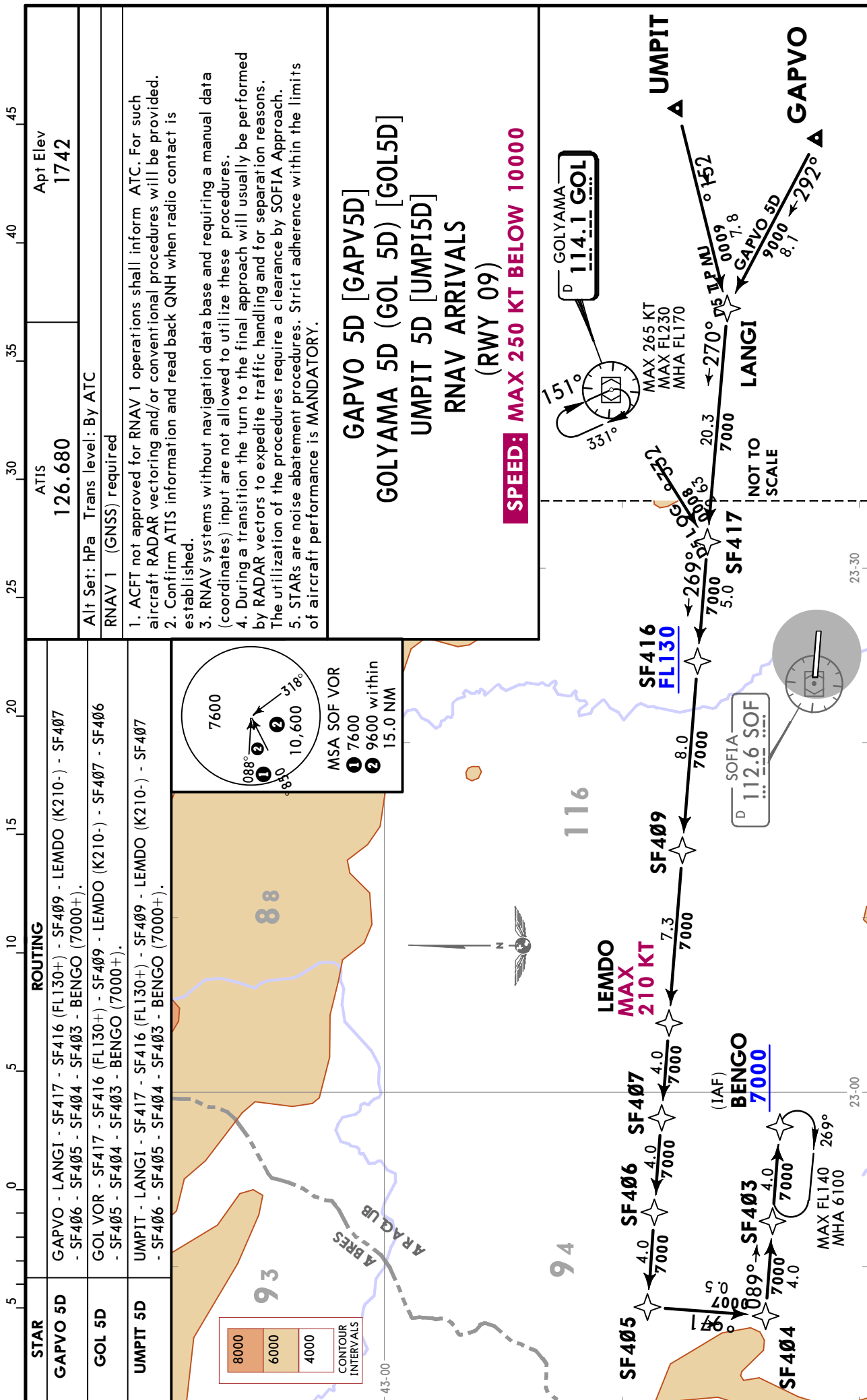
CHANGES: Trans alt and sector altitude revised.

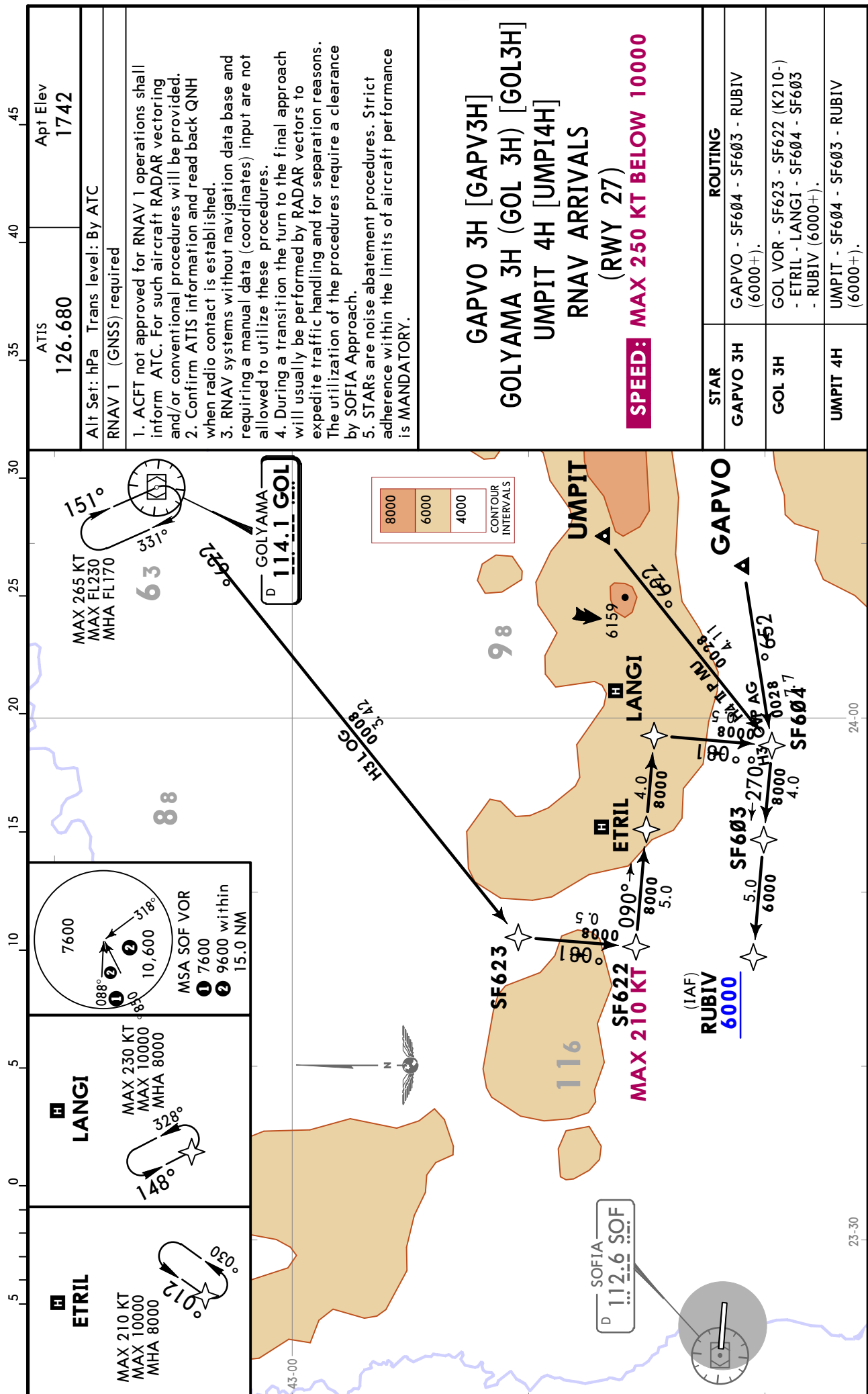
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5 MAY 23 10-2 Eff 18 May

SOFIA, BULGARIA
RNAV STAR

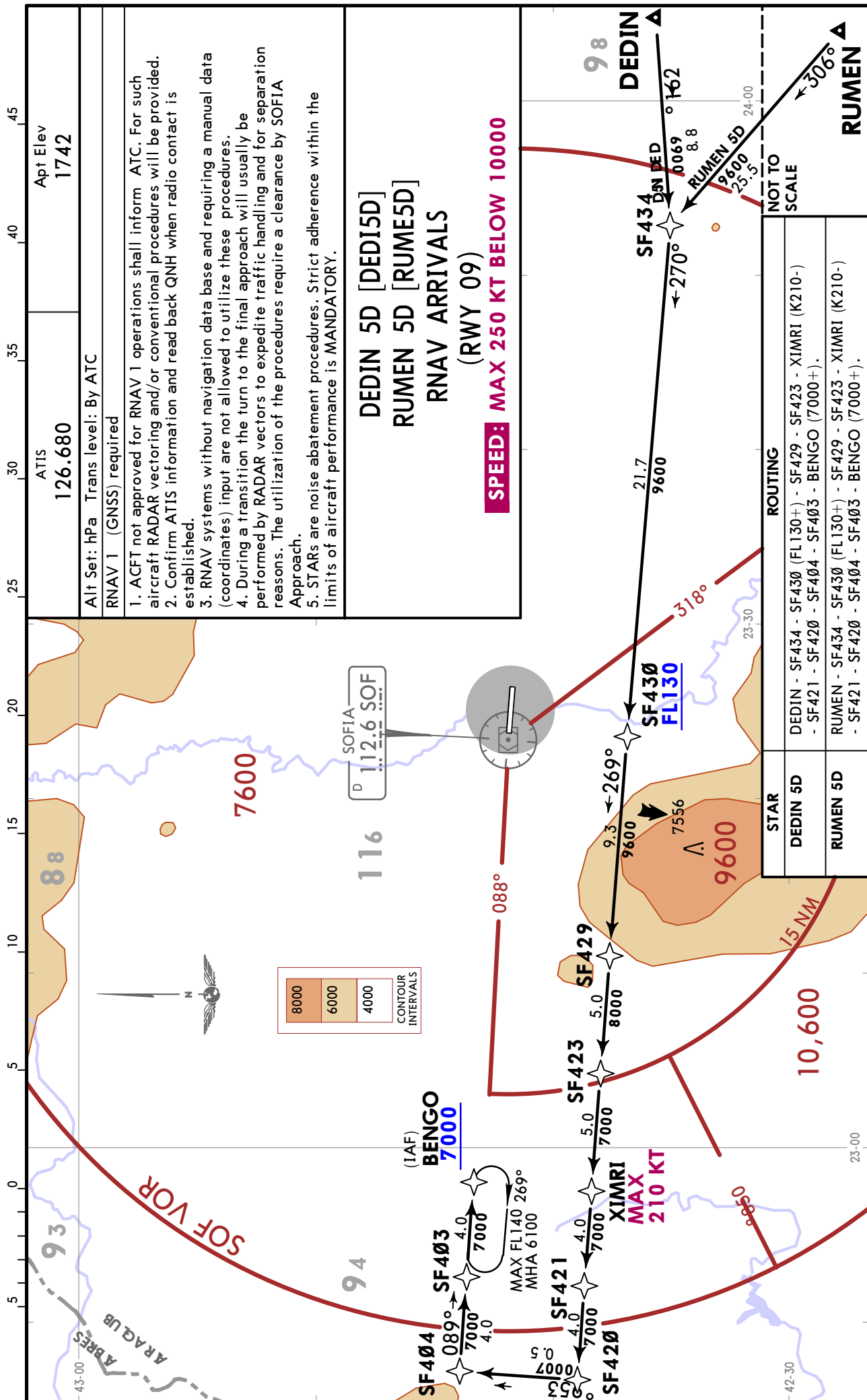




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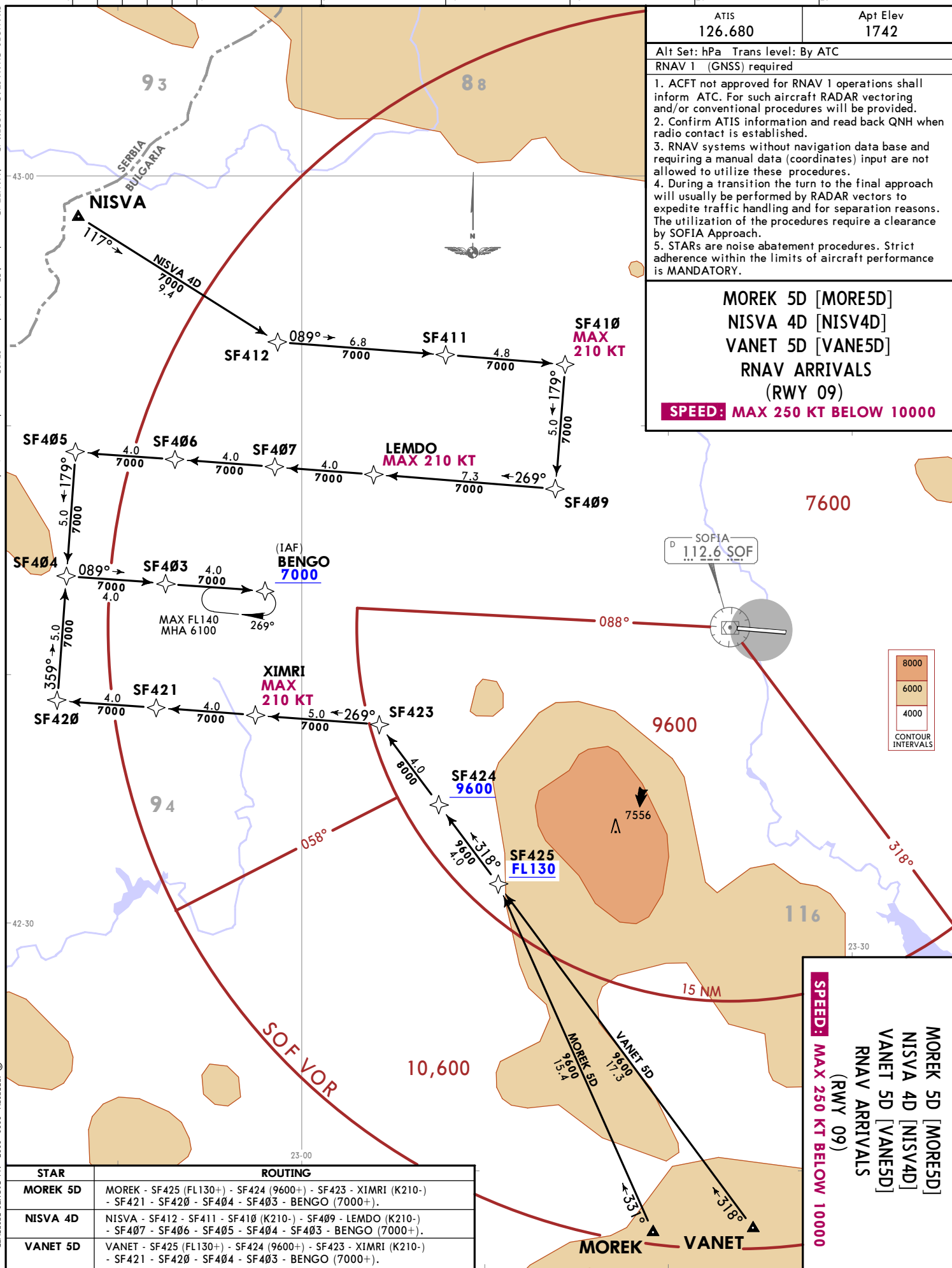
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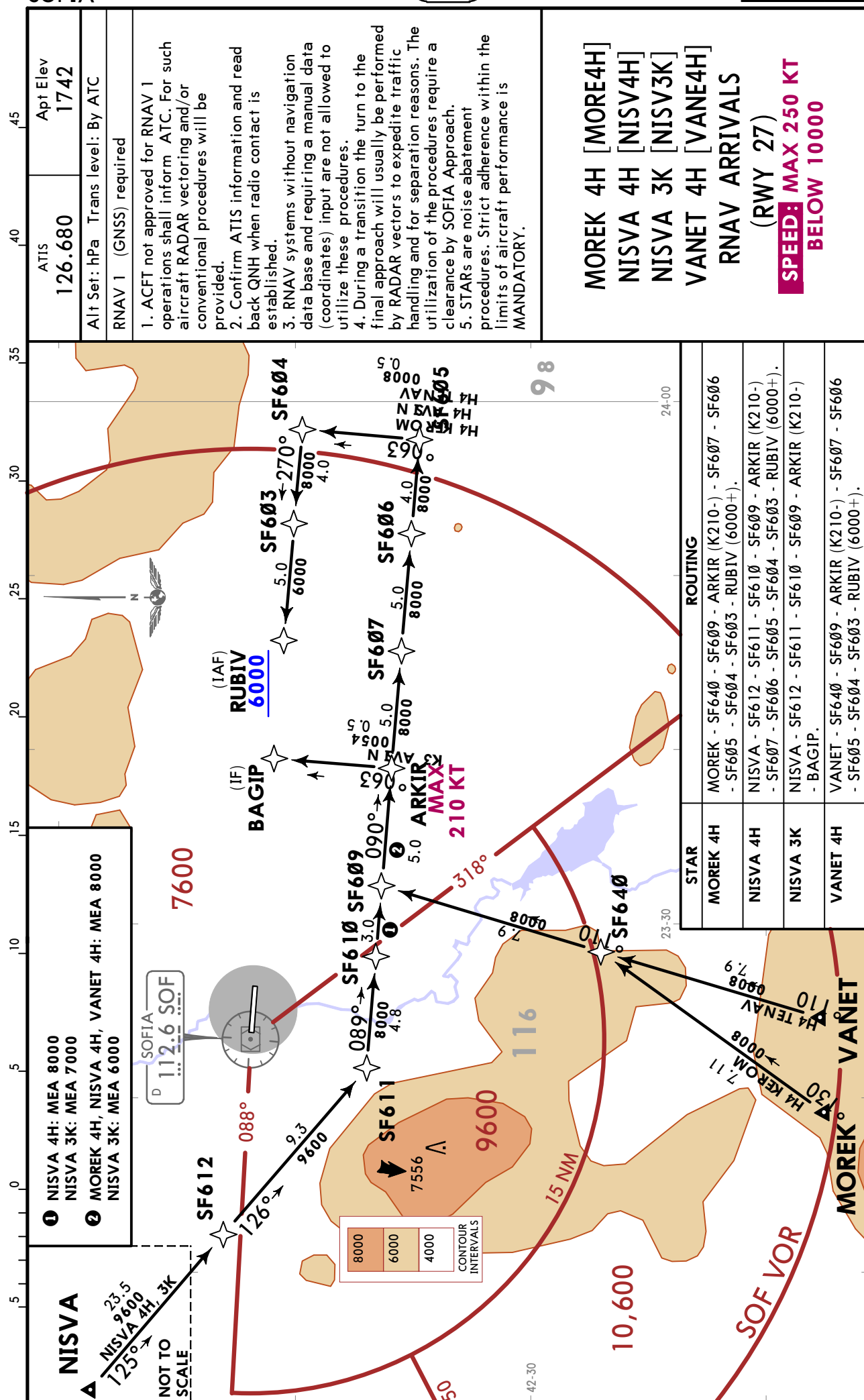
SOFIA, BULGARIA
RNAV STAR



CHANGES: RNAV STARS MOREK 4D and VANET 4D renumbered 5D, altitude over SF 425, mea and notes revised.

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CHANGES: Notes revised.

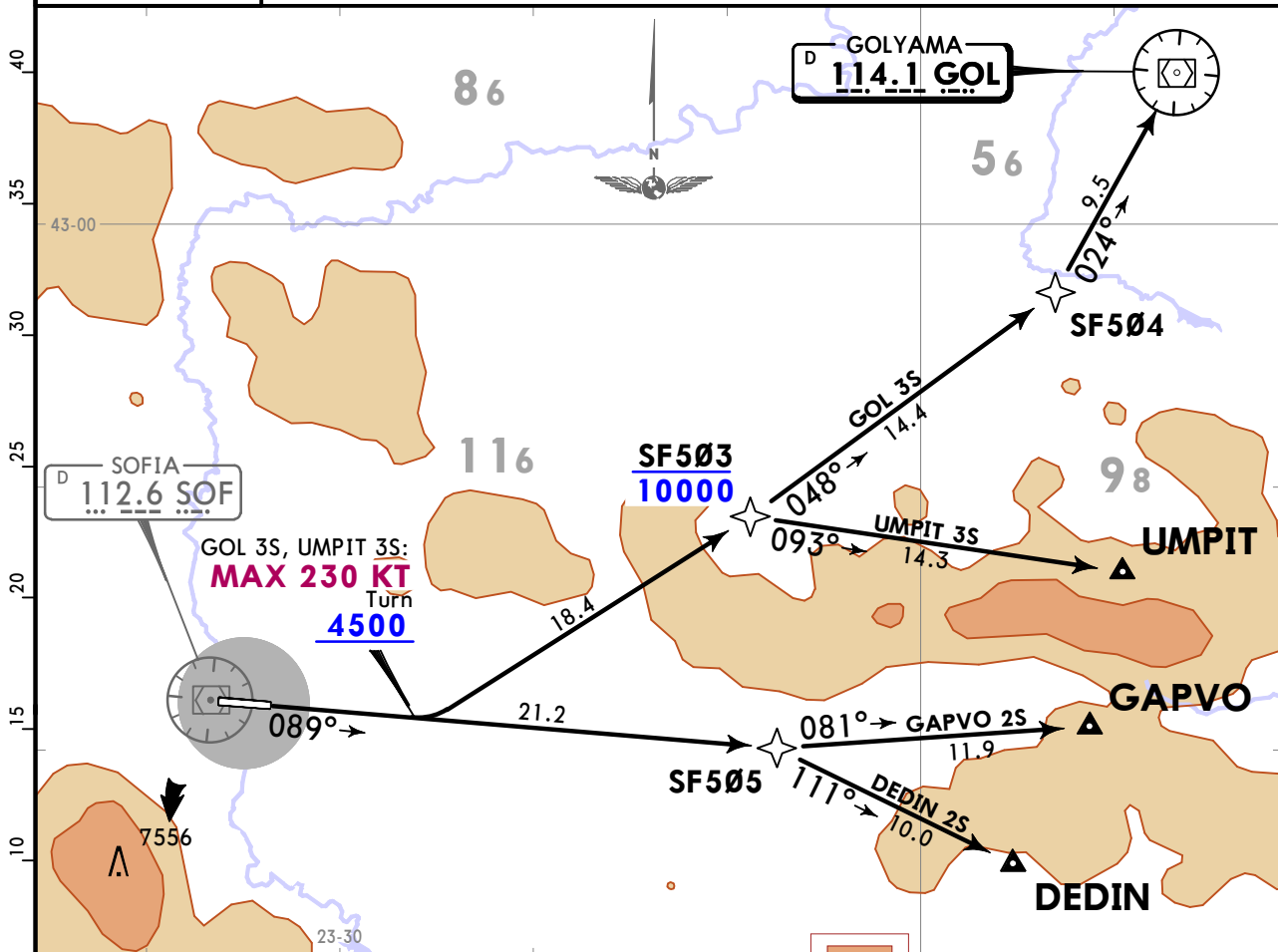
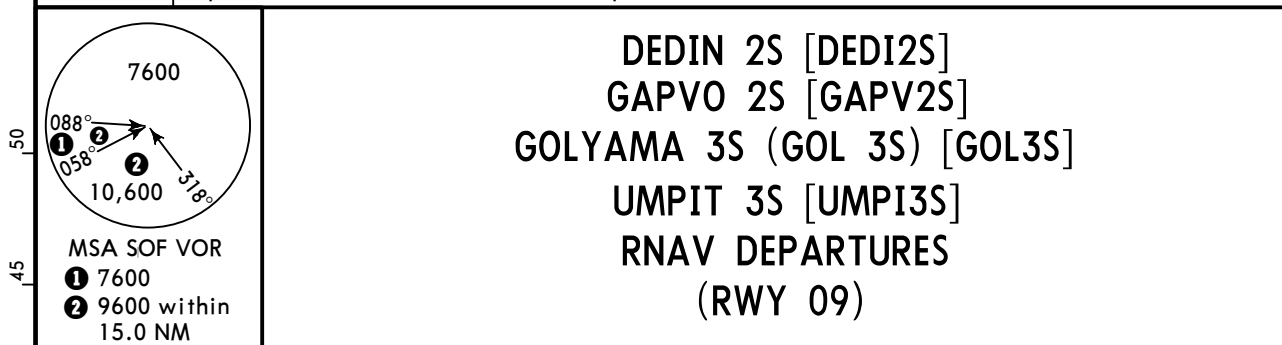
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5 MAY 23 10-3 Eff 18 May

SOFIA, BULGARIA
RNAV SID

SOFIA Approach 123.7 129.9	Trans alt: 10500
	RNAV 1 (GNSS) required
Apt Elev 1742	1. WARNING: When cleared to higher level as specified in SID, follow published SID profile, unless restrictions are explicitly cancelled by ATC.
	2. Contact SOFIA Approach IMMEDIATELY after take-off.
	3. SIDs are noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
	4. ACFT not approved for RNAV-1 operations shall report "Unable RNAV" at first contact with ATC. Such aircraft shall EXPECT conventional or omnidirectional DEPARTURES and/or RADAR vectoring to be provided by ATC.
	5. RNAV systems without navigation data base and requiring a manual data (coordinates) input are not allowed to utilize these procedures.



These SIDs require minimum climb gradients of:

DEDIN 2S: 304 per NM (5%) up to 9300,
GAPVO 2S: 304 per NM (5%) up to 9200,
GOL 3S: 304 per NM (5%) up to 8200,
UMPIT 3S: 304 per NM (5%) up to 9000.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

SID	ROUTING
DEDIN 2S	SF505 - DEDIN.
GAPVO 2S	SF505 - GAPVO.
GOL 3S	(K230-; 4500+) - SF503 (10000-) - SF504 - GOL VOR.
UMPIT 3S	(K230-; 4500+) - SF503 (10000-) - UMPIT.

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SOFIA, BULGARIA

5 MAY 23 10-3A Eff 18 May

RNAV SID

SOFIA Approach 123.7 129.9	Trans alt: 10500
	RNAV 1 (GNSS) required
Apt Elev 1742	1. WARNING: When cleared to higher level as specified in SID, follow published SID profile, unless restrictions are explicitly cancelled by ATC.
	2. Contact SOFIA Approach IMMEDIATELY after take-off.
	3. SIDs are noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
	4. ACFT not approved for RNAV-1 operations shall report "Unable RNAV" at first contact with ATC. Such aircraft shall EXPECT conventional or omnidirectional DEPARTURES and/or RADAR vectoring to be provided by ATC.
	5. RNAV systems without navigation data base and requiring a manual data (coordinates) input are not allowed to utilize these procedures.

7600

088°

058°

10,600

318°

MSA SOF VOR

① 7600

② 9600 within 15.0 NM

DEDIN 2T [DEDI2T]

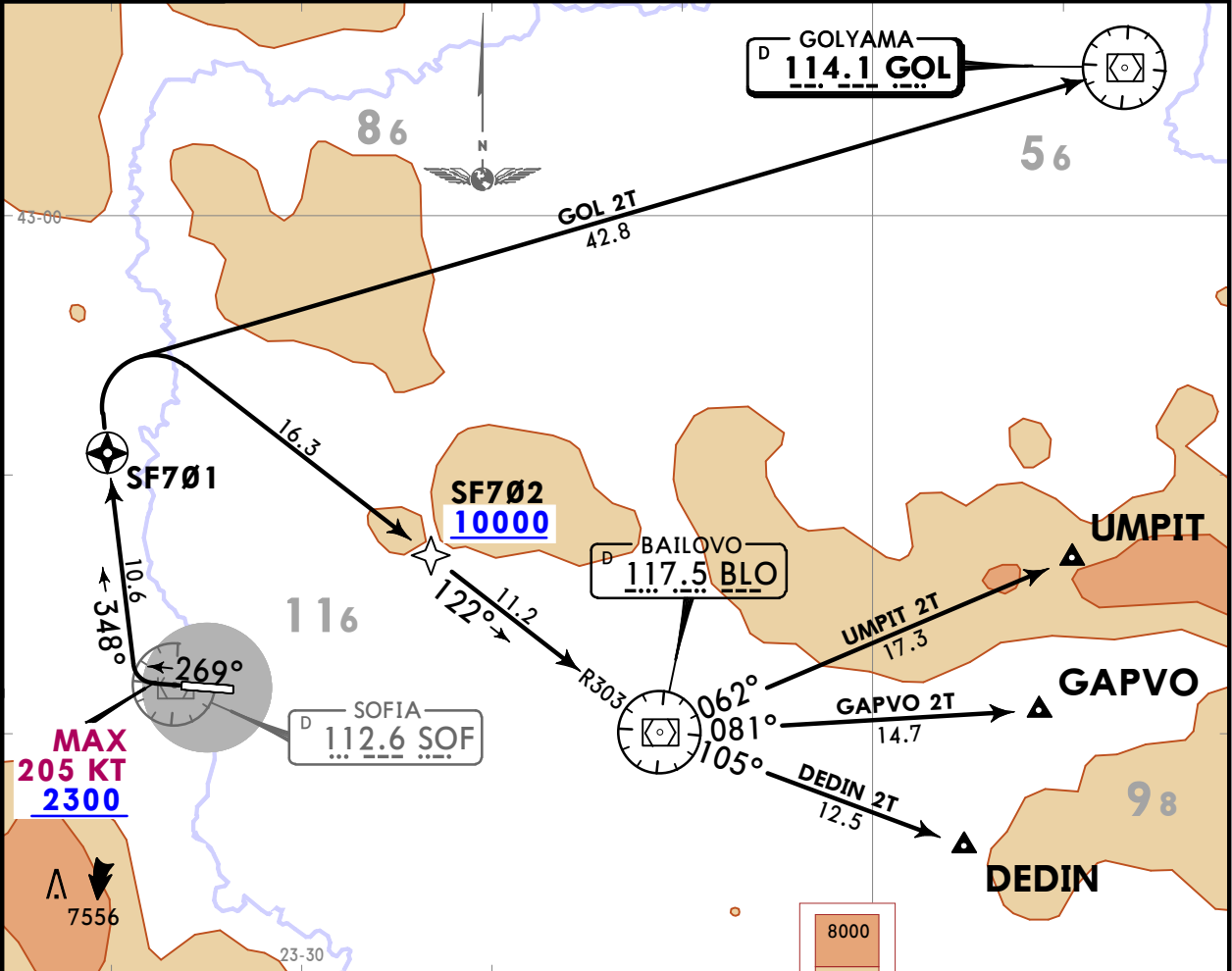
GAPVO 2T [GAPV2T]

GOLYAMA 2T (GOL 2T) [GOL2T]

UMPIT 2T [UMPI2T]

RNAV DEPARTURES

(RWY 27)



These SIDs require minimum climb gradients of
DEDIN 2T, GAPVO 2T, UMPIT 2T: 304 per NM (5%) up to 9000,
GOL 2T: 304 per NM (5%) up to 8500.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

SID	ROUTING
DEDIN 2T	(K205-; 2300+) - SF701 - SF702 (10000+) - BLO VOR - DEDIN.
GAPVO 2T	(K205-; 2300+) - SF701 - SF702 (10000'+) - BLO VOR - GAPVO.
GOL 2T	(K205-; 2300+) - SF701 - GOL VOR.
UMPIT 2T	(K205-; 2300+) - SF701 - SF702 (10000+) - BLO VOR - UMPIT.

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SOFIA

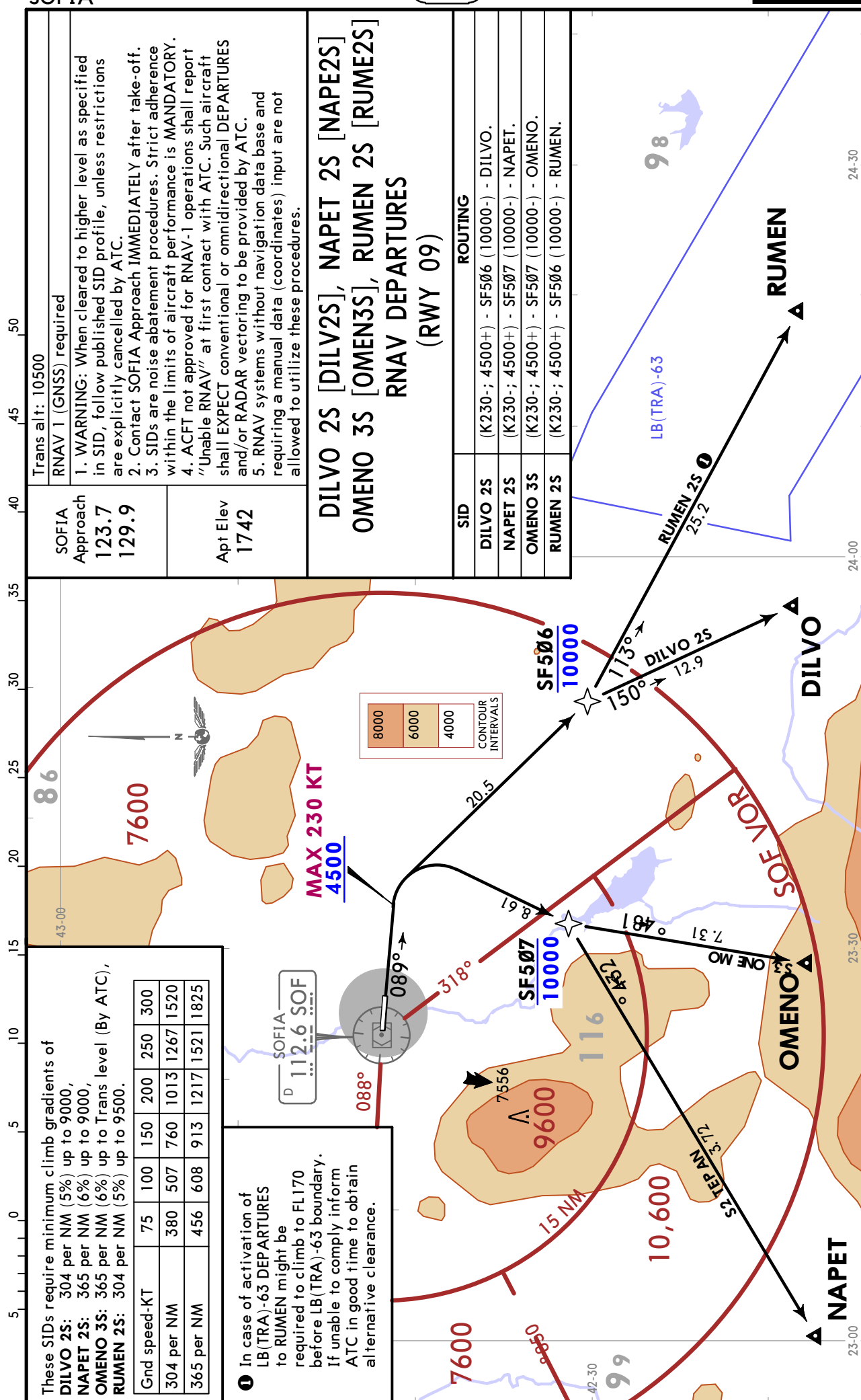
5 MAY 23

10-3B

Eff 18 May

SOFIA, BULGARIA

RNAV SID



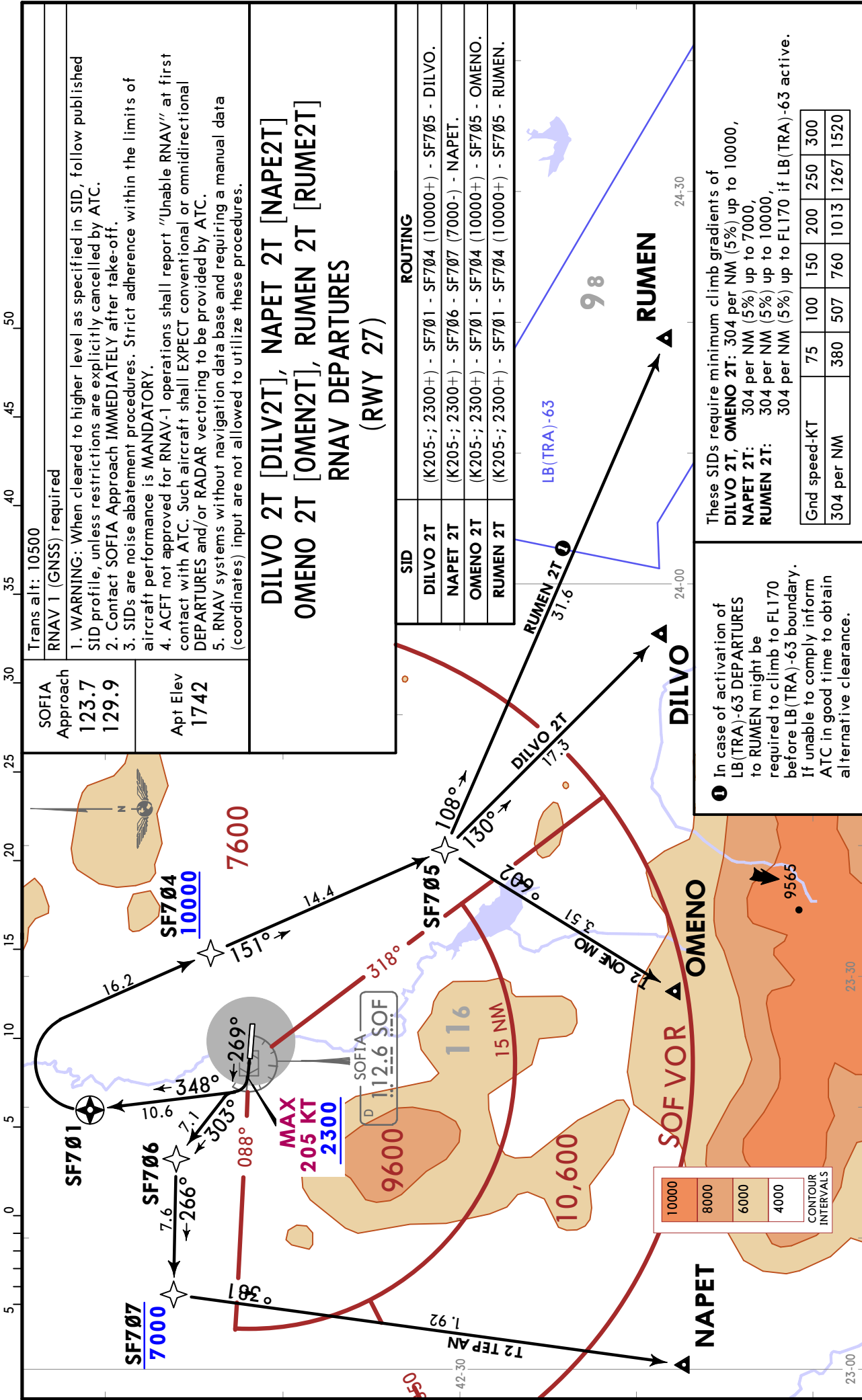
CHANGES: SID OMENO 2S renamed to OMENO 3S, transition altitude.

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5 MAY 23 10-3C Eff 18 May

SOFIA, BULGARIA
RNAV SID



LBSF/SOF
SOFIA



5 MAY 23

10-3D

Eff 18 May

SOFIA, BULGARIA

RNAV SID

SOFIA
Approach
123.7
129.9

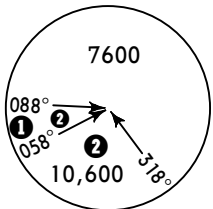
Apt Elev
1742

Trans alt: 10500

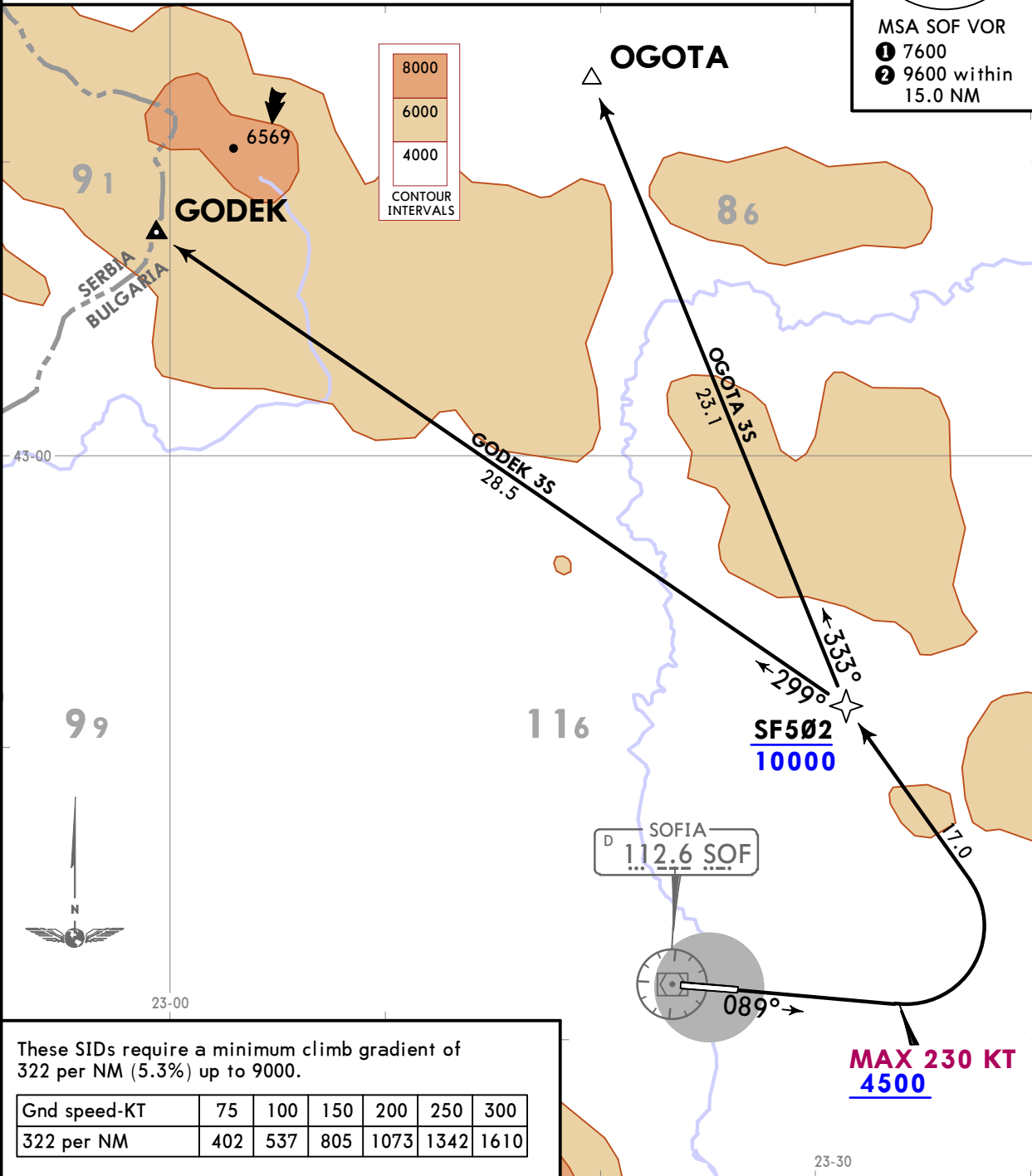
RNAV 1 (GNSS) required

1. WARNING: When cleared to higher level as specified in SID, follow published SID profile, unless restrictions are explicitly cancelled by ATC.
2. Contact SOFIA Approach IMMEDIATELY after take-off.
3. SIDs are noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
4. ACFT not approved for RNAV-1 operations shall report "Unable RNAV" at first contact with ATC. Such aircraft shall EXPECT conventional or omnidirectional DEPARTURES and/or RADAR vectoring to be provided by ATC.
5. RNAV systems without navigation data base and requiring a manual data (coordinates) input are not allowed to utilize these procedures.

GODEK 3S [GODE3S]
OGOTA 3S [OGOT3S]
RNAV DEPARTURES
(RWY 09)



MSA SOF VOR
① 7600
② 9600 within
15.0 NM



These SIDs require a minimum climb gradient of 322 per NM (5.3%) up to 9000.

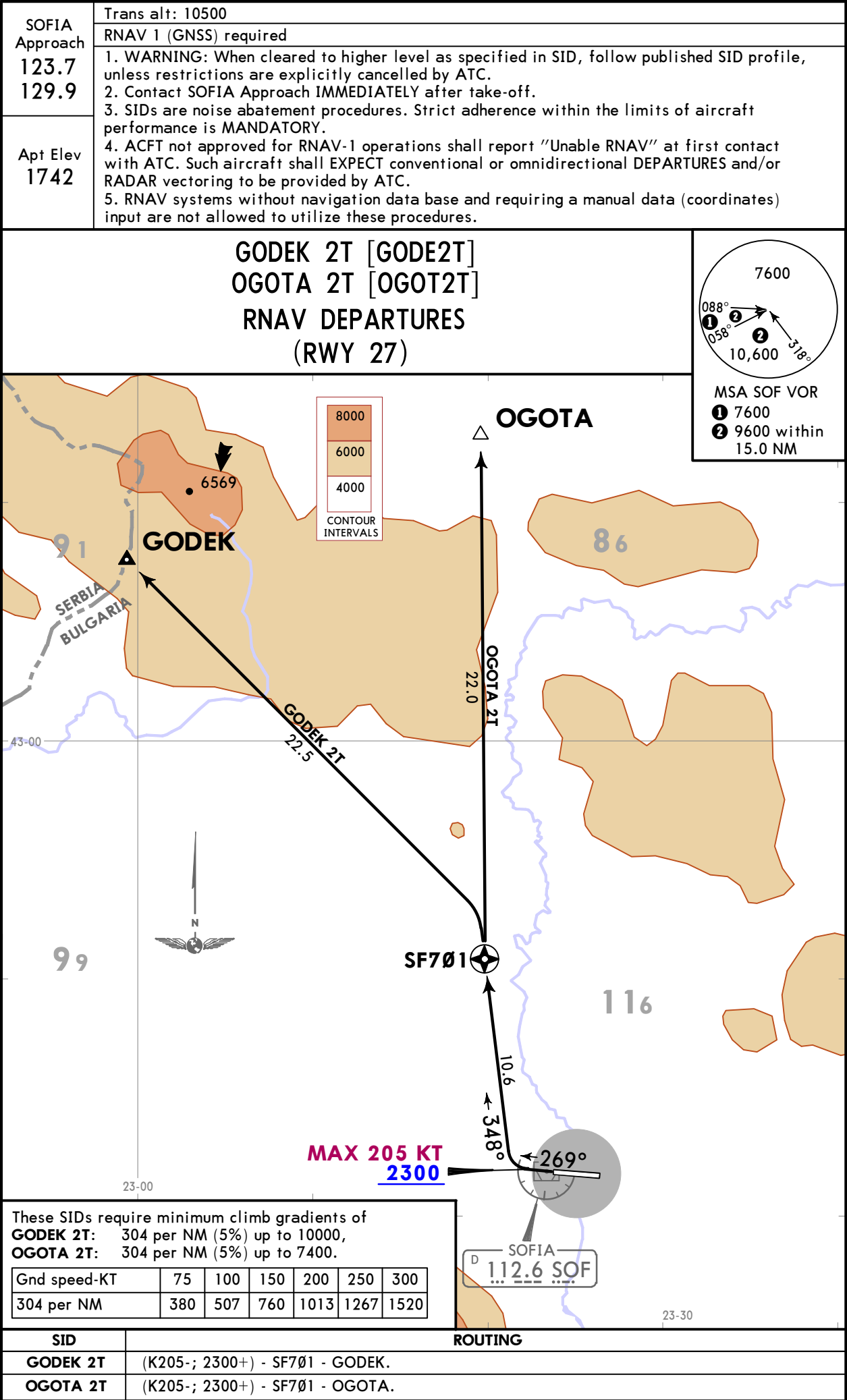
Gnd speed-KT	75	100	150	200	250	300
322 per NM	402	537	805	1073	1342	1610

SID	ROUTING
GODEK 3S	(K230-; 4500+) - SF502 (10000-) - GODEK.
OGOTA 3S	(K230-; 4500+) - SF502 (10000-) - OGOTA.

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5 MAY 23 10-3E Eff 18 May

SOFIA, BULGARIA
RNAV SID



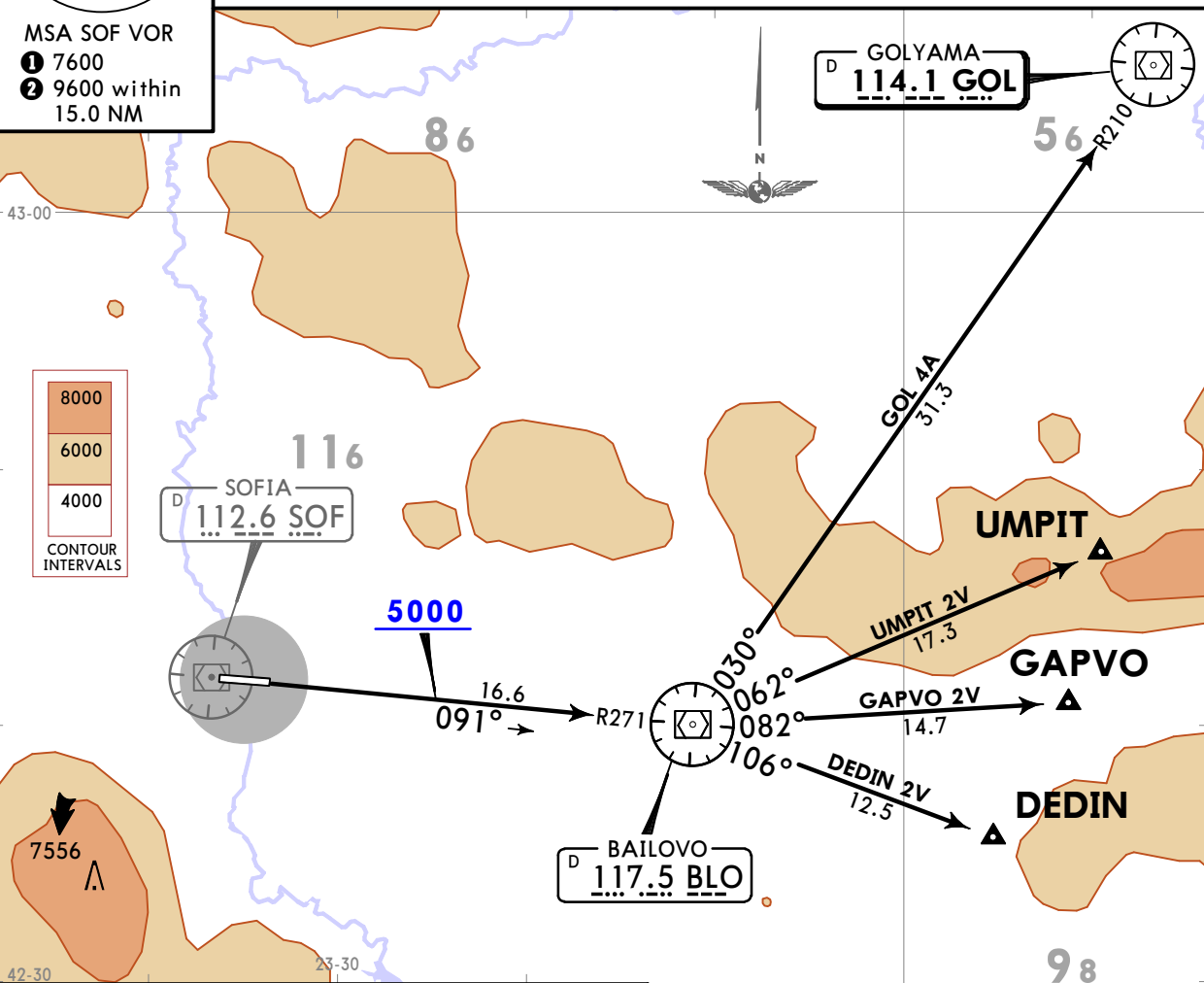
LBSF/SOF
SOFIA

JEPPESSEN
5 MAY 23 10-3F Eff 18 May

SOFIA, BULGARIA
SID

SOFIA Approach 123.7 129.9	Apt Elev 1742	Trans alt: 10500 1. WARNING: When cleared to higher level as specified in SID, follow published SID profile, unless restrictions are explicitly cancelled by ATC. 2. Contact SOFIA Approach IMMEDIATELY after take-off. 3. SIDs are noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
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DEDIN 2V [DEDI2V], GAPVO 2V [GAPV2V]
GOLYAMA 4A (GOL 4A) [GOL4A], UMPIT 2V [UMPI2V]
DEPARTURES
(RWY 09)



These SIDs require minimum climb gradients of

DEDIN 2V: 286 per NM (4.7%) up to 10000,
GAPVO 2V: 268 per NM (4.4%) up to 10000,
GOL 4A: 304 per NM (5.0%) up to 4000,
UMPIT 2V: 249 per NM (4.1%) up to 10000.

Gnd speed-KT	75	100	150	200	250	300
249 per NM	311	415	623	830	1038	1245
268 per NM	335	447	670	893	1117	1340
286 per NM	358	477	715	953	1192	1430
304 per NM	380	507	760	1013	1267	1520

Initial climb clearance By ATC

SID	ROUTING
DEDIN 2V	Climb straight ahead to 5000, intercept BLO R271 inbound to BLO VOR, turn RIGHT, BLO R106 to DEDIN.
GAPVO 2V	Climb straight ahead to 5000, intercept BLO R271 inbound to BLO VOR, turn LEFT, BLO R082 to GAPVO.
GOL 4A	Climb straight ahead to 5000, intercept BLO R271 inbound to BLO VOR, turn LEFT, intercept GOL R210 inbound to GOL VOR.
UMPIT 2V	Climb straight ahead to 5000, intercept BLO R271 inbound to BLO VOR, turn LEFT, BLO R062 to UMPIT.

LBSF/SOF
SOFIA

JEPPESSEN
5 MAY 23 10-3G Eff 18 May

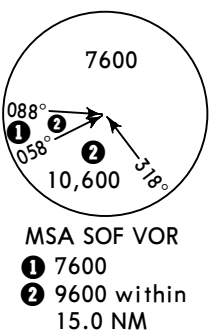
SOFIA, BULGARIA
SID

SOFIA
Approach
123.7
129.9

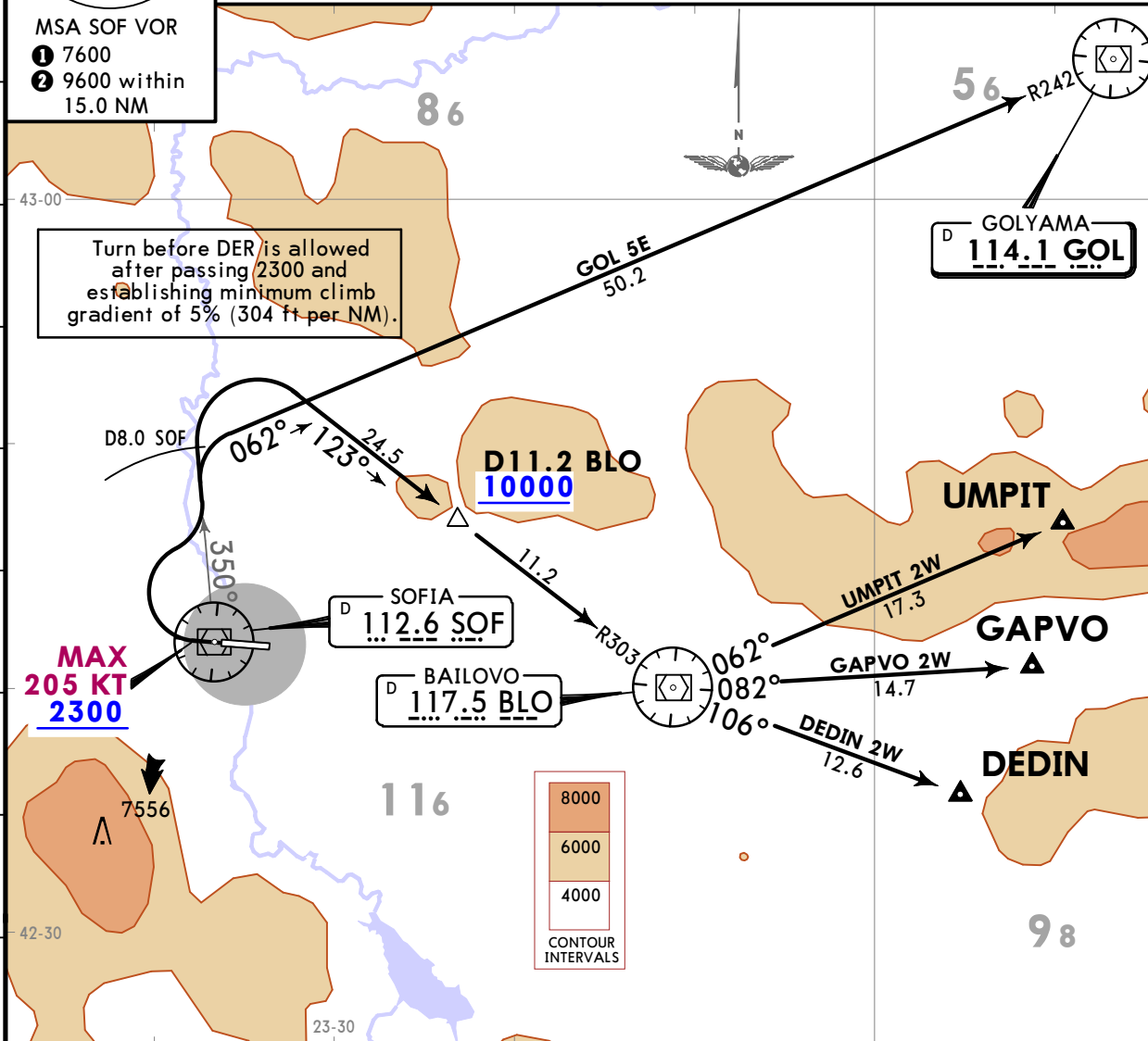
Apt Elev
1742

Trans alt: 10500
1. WARNING: When cleared to higher level as specified in SID, follow published SID profile, unless restrictions are explicitly cancelled by ATC.
2. Contact SOFIA Approach IMMEDIATELY after take-off.
3. SIDs are noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

DEDIN 2W [DEDI2W], GAPVO 2W [GAPV2W]
GOLYAMA 5E (GOL 5E) [GOL5E], UMPIT 2W [UMPI2W]
DEPARTURES
(RWY 27)



Turn before DER is allowed
after passing 2300 and
establishing minimum climb
gradient of 5% (304 ft per NM).



These SIDs require minimum climb gradients of
DEDIN 2W, GAPVO 2W, UMPIT 2W: 304 per NM (5.0%)
up to 10000,
GOL 5E: 304 per NM (5.0%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

Initial climb clearance By ATC

SID	ROUTING
DEDIN 2W	Climb straight ahead to 2300, turn RIGHT, intercept SOF R350 to D8.0 SOF, turn RIGHT, intercept BLO R303 inbound to BLO VOR, turn LEFT, BLO R106 to DEDIN.
GAPVO 2W	Climb straight ahead to 2300, turn RIGHT, intercept SOF R350 to D8.0 SOF, turn RIGHT, intercept BLO R303 inbound to BLO VOR, turn LEFT, BLO R082 to GAPVO.
GOL 5E	Climb straight ahead to 2300, turn RIGHT, intercept SOF R350, turn RIGHT, intercept GOL R242 inbound to GOL VOR.
UMPIT 2W	Climb straight ahead to 2300, turn RIGHT, intercept SOF R350 to D8.0 SOF, turn RIGHT, intercept BLO R303 inbound to BLO VOR, turn LEFT, BLO R062 to UMPIT.

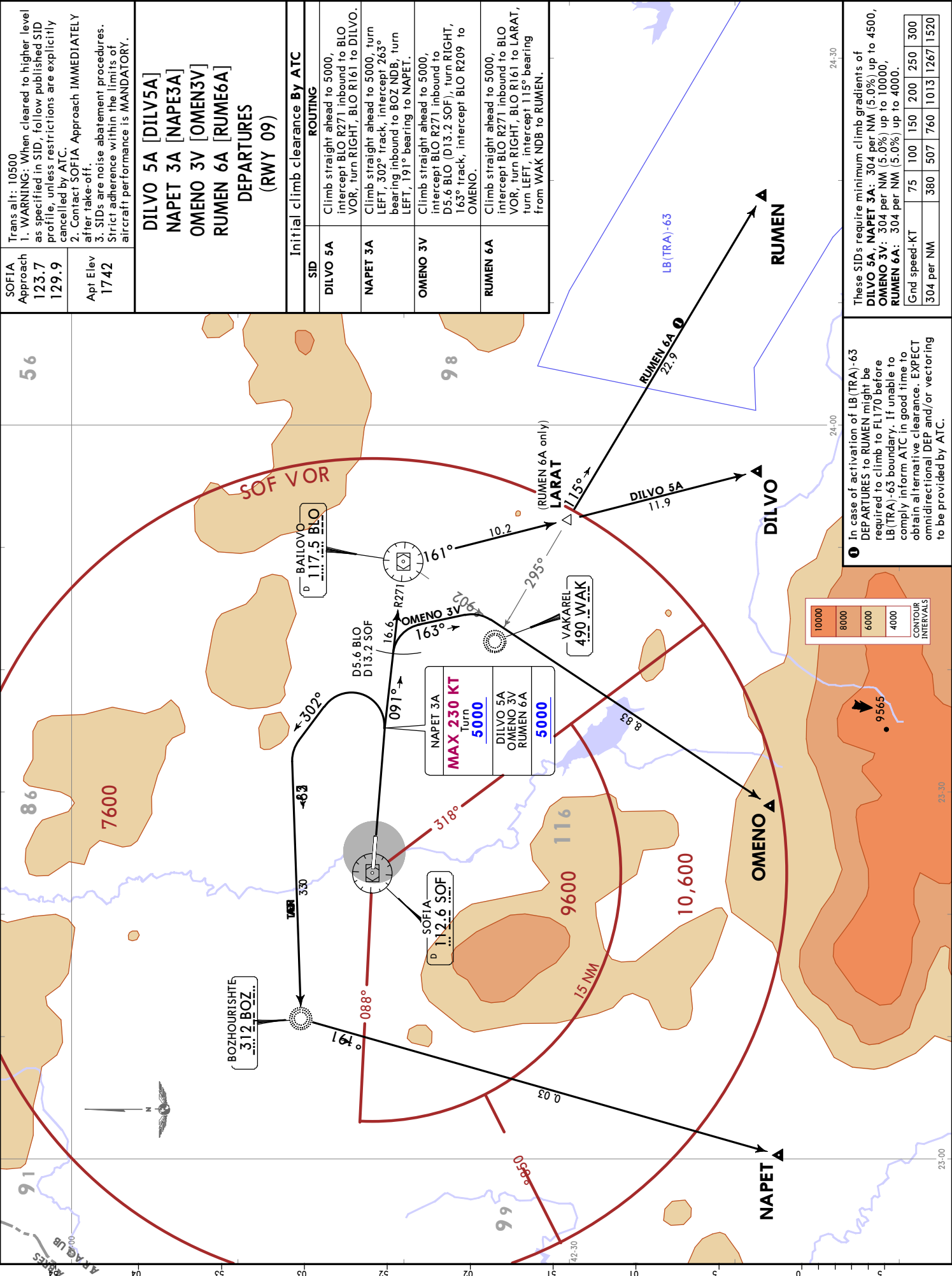
SOFIA
Approach
123.7
129.9

Trans alt: 10500
1. WARNING: When cleared to higher level as specified in SID, follow published SID profile, unless restrictions are explicitly cancelled by ATC.
2. Contact SOFIA Approach IMMEDIATELY after take-off.
3. SIDs are noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

Apt Elev
1742

DILVO 5A [DILV5A]
NAPET 3A [NAPE3A]
OMENO 3V [OMEN3V]
RUMEN 6A [RUME6A]
DEPARTURES
(RWY 09)

Initial climb clearance By ATC	
SID	ROUTING
DILVO 5A	Climb straight ahead to 5000, intercept BLO R271 inbound to BLO VOR, turn RIGHT, BLO R161 to DILVO.
NAPET 3A	Climb straight ahead to 5000, turn LEFT, 302° track, intercept 263° bearing inbound to BOZ NDB, turn LEFT, 191° bearing to NAPET.
OMENO 3V	Climb straight ahead to 5000, intercept BLO R271 inbound to D5.6 BLO (D13.2 SOF), turn RIGHT, 163° track, intercept BLO R209 to OMENO.
RUMEN 6A	Climb straight ahead to 5000, intercept BLO R271 inbound to BLO VOR, turn RIGHT, BLO R161 to LARAT, turn LEFT, intercept 115° bearing from WAK NDB to RUMEN.





Initial climb clearance By ATC	
SID	ROUTING
DILVO 2W	Climb straight ahead to 2300, turn RIGHT, intercept SOF R350 to D8.0 SOF, turn RIGHT, intercept BLO R303 inbound to BLO VOR, turn RIGHT, BLO R161 to DILVO.
NAPET 3E	Climb straight ahead to 2300, turn RIGHT, 323° track, intercept 268° bearing to BOZ NDB, turn LEFT, intercept 191° bearing to NAPET.
OMENO 2W	Climb straight ahead to 2300, turn RIGHT, intercept SOF R350 to D8.0 SOF, turn RIGHT, intercept BLO R303 inbound to BLO VOR, turn RIGHT, BLO R209 to OMENO.
RUMEN 3W	Climb straight ahead to 2300, turn RIGHT, intercept SOF R350 to D8.0 SOF, turn RIGHT, intercept BLO R303 inbound to BLO VOR, turn RIGHT, BLO R161 to LARAT, turn LEFT, intercept 115° bearing from WAK NDB to RUMEN.

These SIDs require minimum climb gradients of
DILVO 2W, OMENO 2W, RUMEN 3W: 304 per NM
 (5.0%) up to 10000,
NAPET 3E: 304 per NM (5.0%) up to 7000.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

LBSF/SOF
SOFIA

JEPPESSEN

SOFIA, BULGARIA

5 MAY 23

10-3K

Eff 18 May

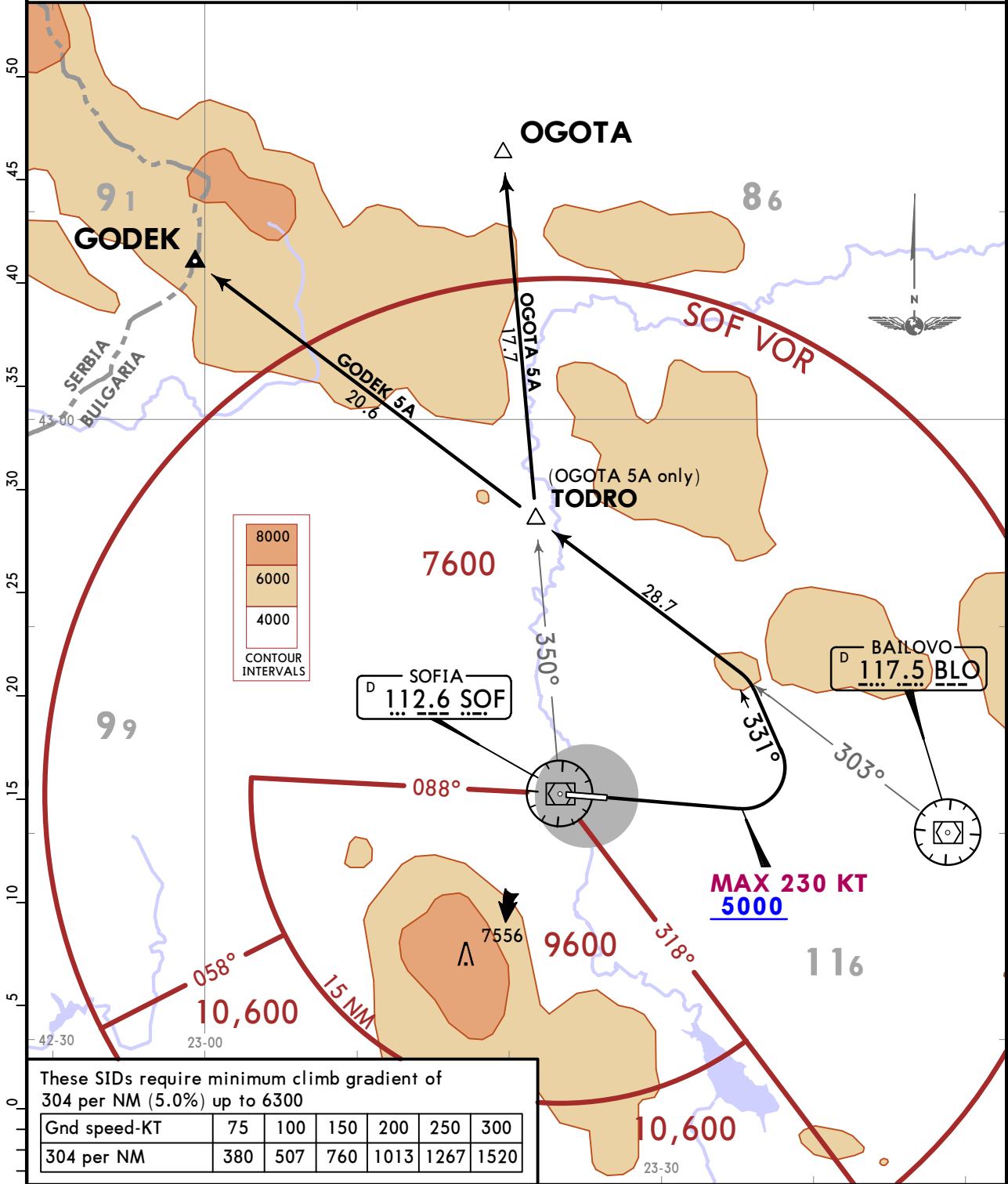
SID

SOFIA
Approach
123.7
129.9

Apt Elev
1742

Trans alt: 10500
1. WARNING: When cleared to higher level as specified in SID, follow published SID profile, unless restrictions are explicitly cancelled by ATC.
2. Contact SOFIA Approach IMMEDIATELY after take-off.
3. SIDs are noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

GODEK 5A [GODE5A]
OGOTA 5A [OGOT5A]
DEPARTURES
(RWY 09)



Initial climb clearance By ATC

SID	ROUTING
GODEK 5A	Climb straight ahead to 5000, turn LEFT, 331° track, intercept BLO R303 to GODEK.
OGOTA 5A	Climb straight ahead to 5000, turn LEFT, 331° track, intercept BLO R303 to TODRO, intercept SOF R350 to OGOTA.

CHANGES: Transition altitude.

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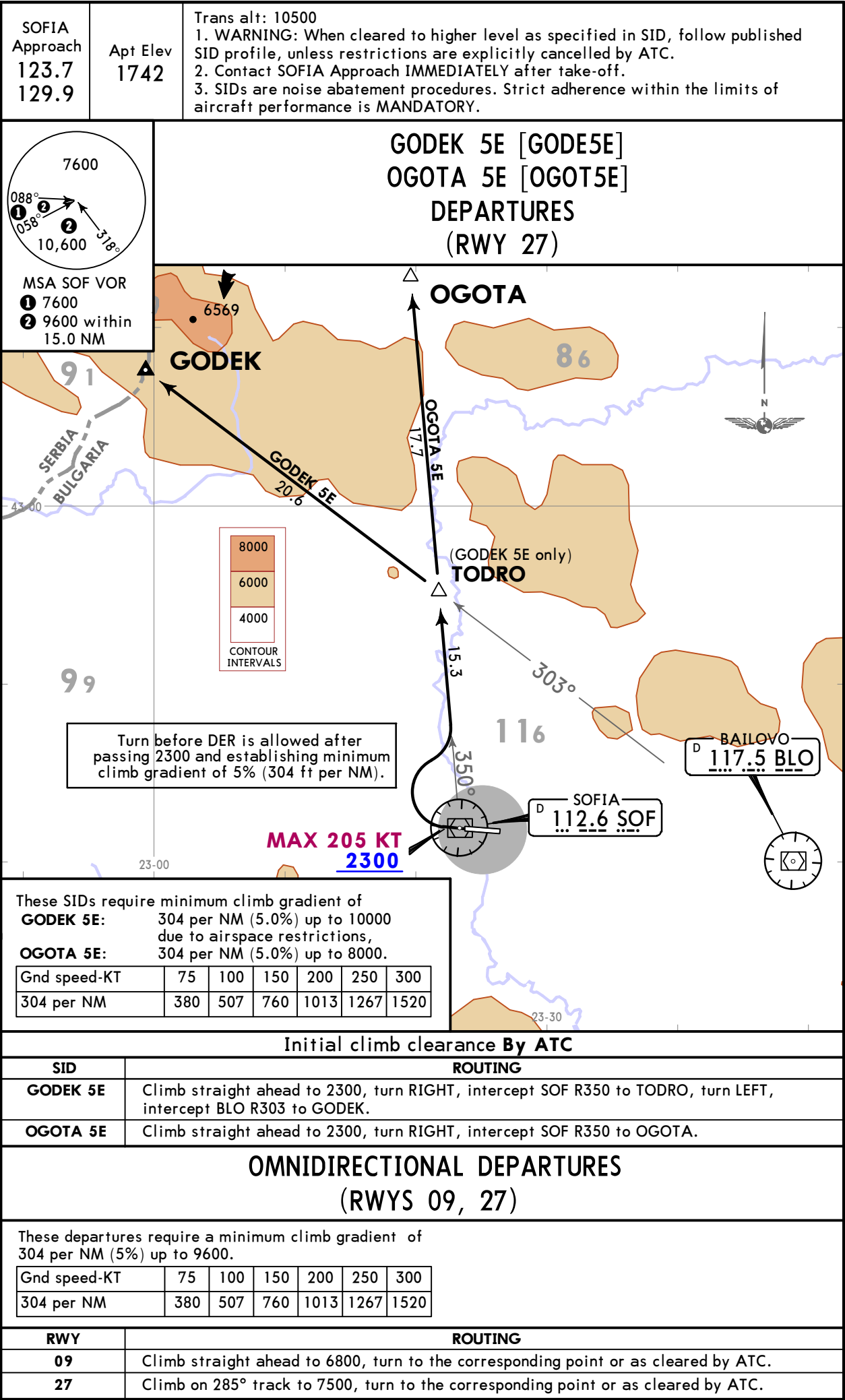
LBSF/SOF
SOFIA

JEPPESSEN

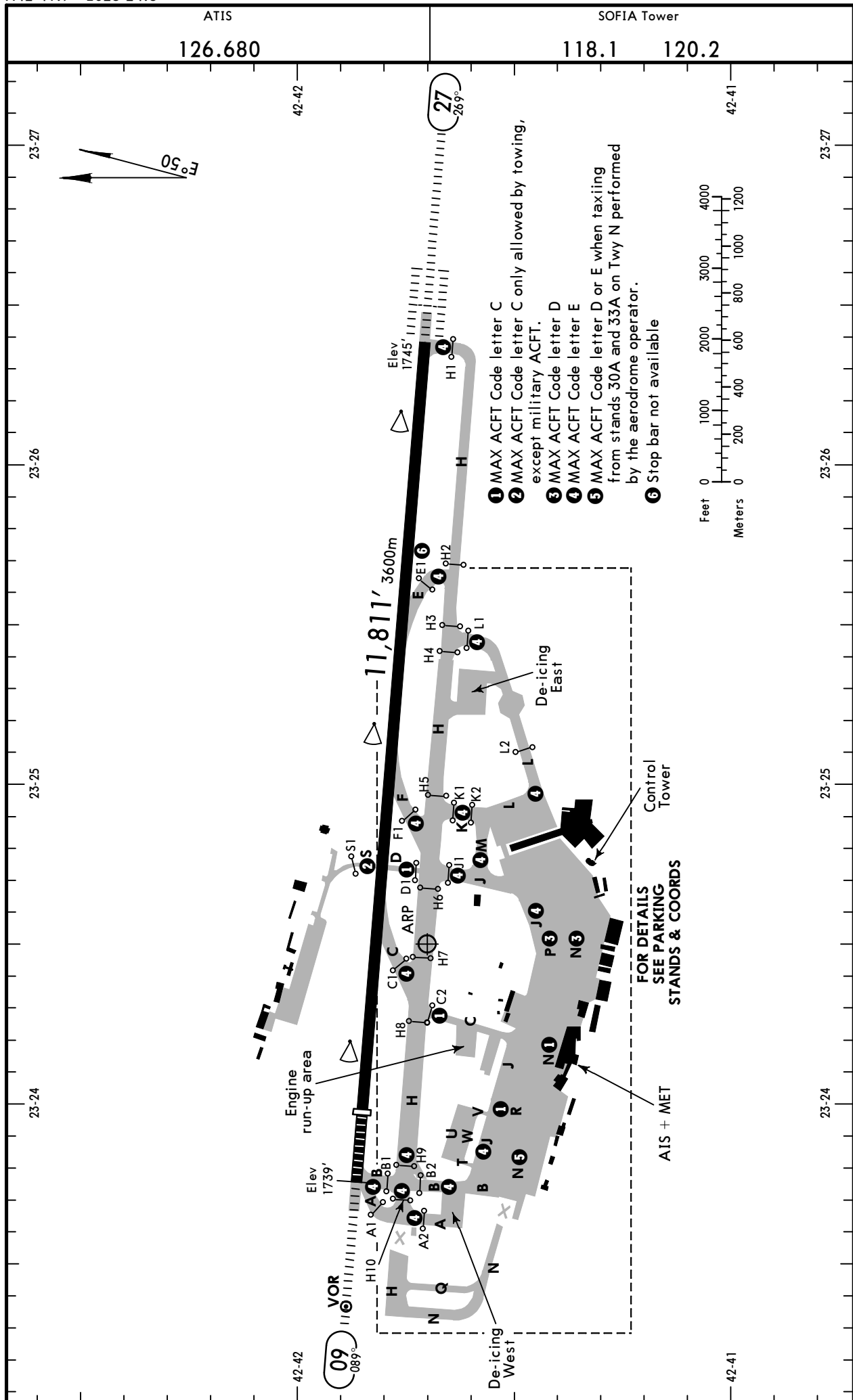
SOFIA, BULGARIA

5 MAY 23 10-3L Eff 18 May

SID



SOFIA, BULGARIA
SOFIA



LBSF/SOF
Apt Elev 1742'
N42 41.7 E023 24.5

 **JEPPESSEN**
28 JUL 23 **10-9A** Eff 10 Aug

SOFIA, BULGARIA
SOFIA

ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	
				Threshold	Glide Slope
					TAKE-OFF
					WIDTH
09	HIRL(60m) CL(15m) ❶ HIALS PAPI (3.0°)	RVR	10,827' 3300m	9794' 2985m	❸
27	HIRL(60m) CL(15m) ❶ HIALS-II SFL TDZ ❷	RVR		10,717' 3267m	

- ❶ length 900m
- ❷ PAPI-L (3.0°)
- ❸ TAKE-OFF RUN AVAILABLE
- RWY 09:

From rwy head 11,811' (3600m)

twy C int ❹ 8366' (2550m) ❺

twy S int 7398' (2255m) ❺

twy F int ❹ 6283' (1915m) ❺
- RWY 27:

From rwy head 11,811' (3600m)

twy E int ❹ 8136' (2480m) ❶

twy S int 4413' (1345m) ❷
- ❹ During day at VIS above 2500m only.
- ❺ At VIS above 2500m only.
- ❻ Rapid exit TWY.

Std/State		TAKE-OFF					
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
1 R125m	R150m	R300m		R/V400m		R/V500m	NA
1 RWY 27: R75m with approved lateral guidance system.							

LBSF/SOF

JEPPesen

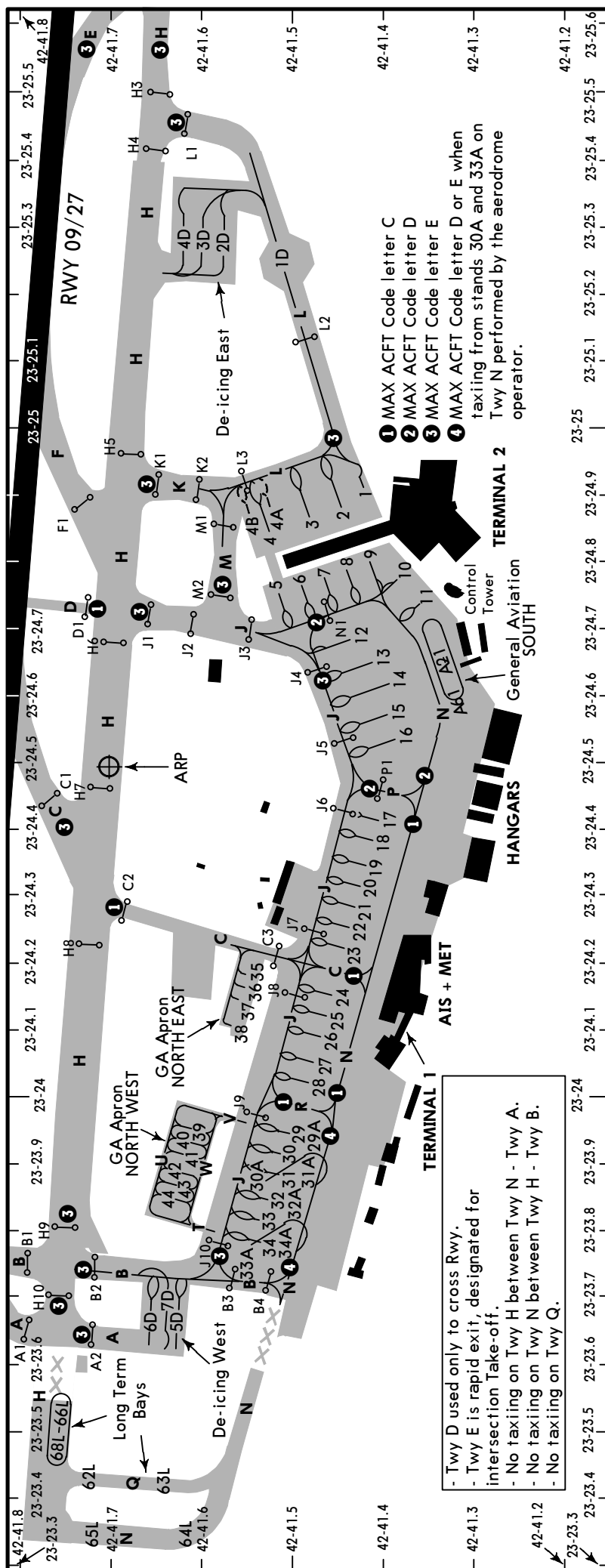
SOFIA, BULGARIA

2 JUL 21

10-9B

Eff 15 Jul

SOFIA



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N42 41.4 E023 24.9	15	N42 41.4 E023 24.6	29 thru 31A	N42 41.5 E023 23.9	1D	De-icing East
3, 4	N42 41.5 E023 24.8	15A	N42 41.3 E023 24.6	32 thru 34A	N42 41.5 E023 23.8	2D thru 4D	N42 41.5 E023 25.3
4A	N42 41.5 E023 24.9	16	N42 41.4 E023 24.5	35, 36	N42 41.5 E023 24.2		N42 41.6 E023 25.3
4B thru 7	N42 41.5 E023 24.8	16A	N42 41.3 E023 24.6	37	N42 41.5 E023 24.1		De-icing West
8 thru 10	N42 41.4 E023 24.8	17, 18	N42 41.4 E023 24.4	38	N42 41.6 E023 24.1	5D, 7D	N42 41.6 E023 23.7
						6D	N42 41.7 E023 23.7
11	N42 41.3 E023 24.7	19 thru 21	N42 41.4 E023 24.3	39	N42 41.6 E023 24.0		Long Term Bays
12, 13, 12A	N42 41.4 E023 24.7	22, 23	N42 41.4 E023 24.2	40 thru 44	N42 41.6 E023 23.9	66L thru 68L	N42 41.8 E023 23.5
13A	N42 41.3 E023 24.7	24	N42 41.4 E023 24.1			62L, 65L	N42 41.7 E023 23.4
14	N42 41.4 E023 24.6	25, 26	N42 41.5 E023 24.1			63L, 64L	N42 41.6 E023 23.4
14A	N42 41.3 E023 24.6	27, 28	N42 41.5 E023 24.0				

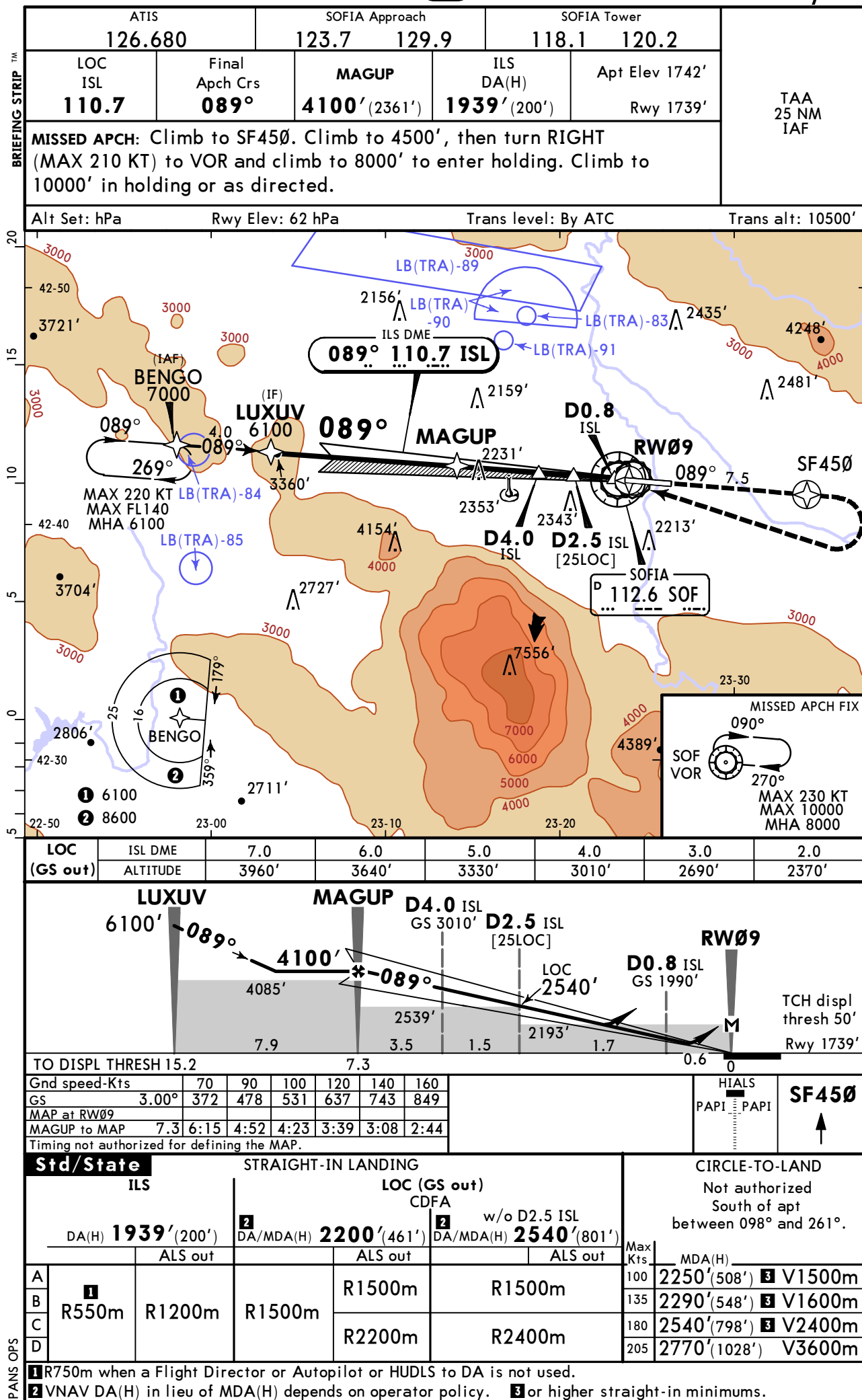
CHANGES: Twy N restriction.

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LBSF/SOF
SOFIA

JEPPESSEN
19 MAY 23 (11-1)

SOFIA, BULGARIA
ILS Z or LOC Z Rwy 09

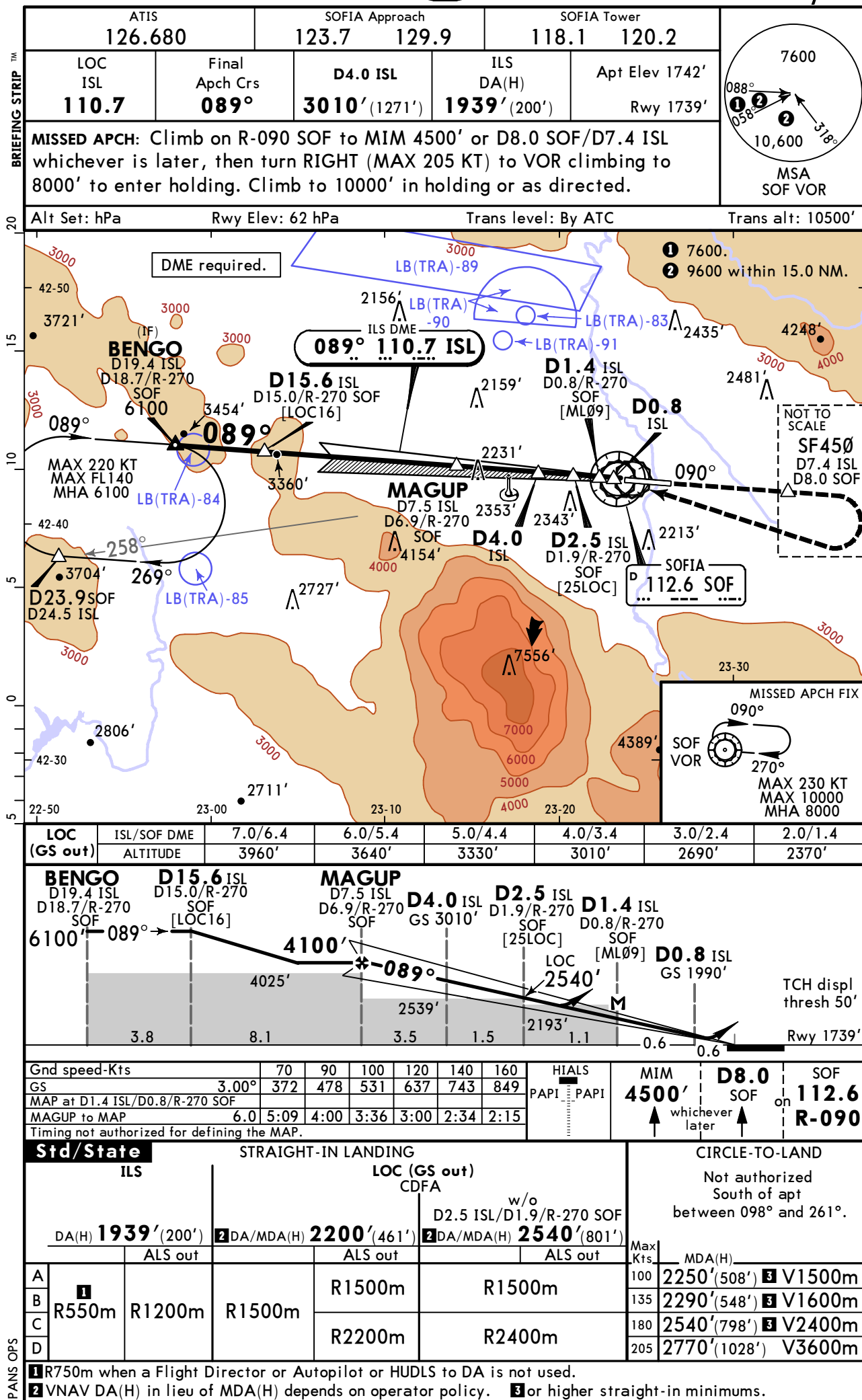


LBSF/SOF
SOFIA

19 MAY 23

(11-2)

SOFIA, BULGARIA
ILS Y or LOC Y Rwy 09



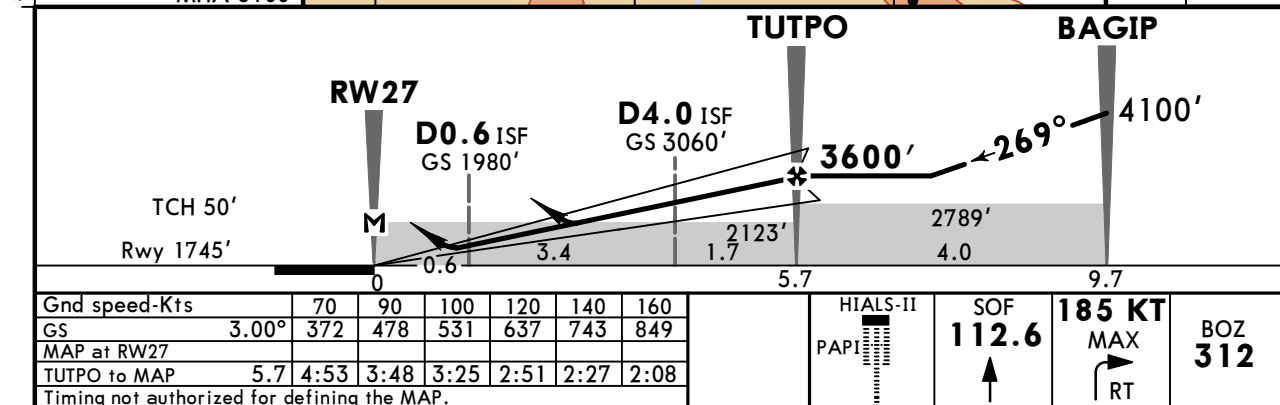
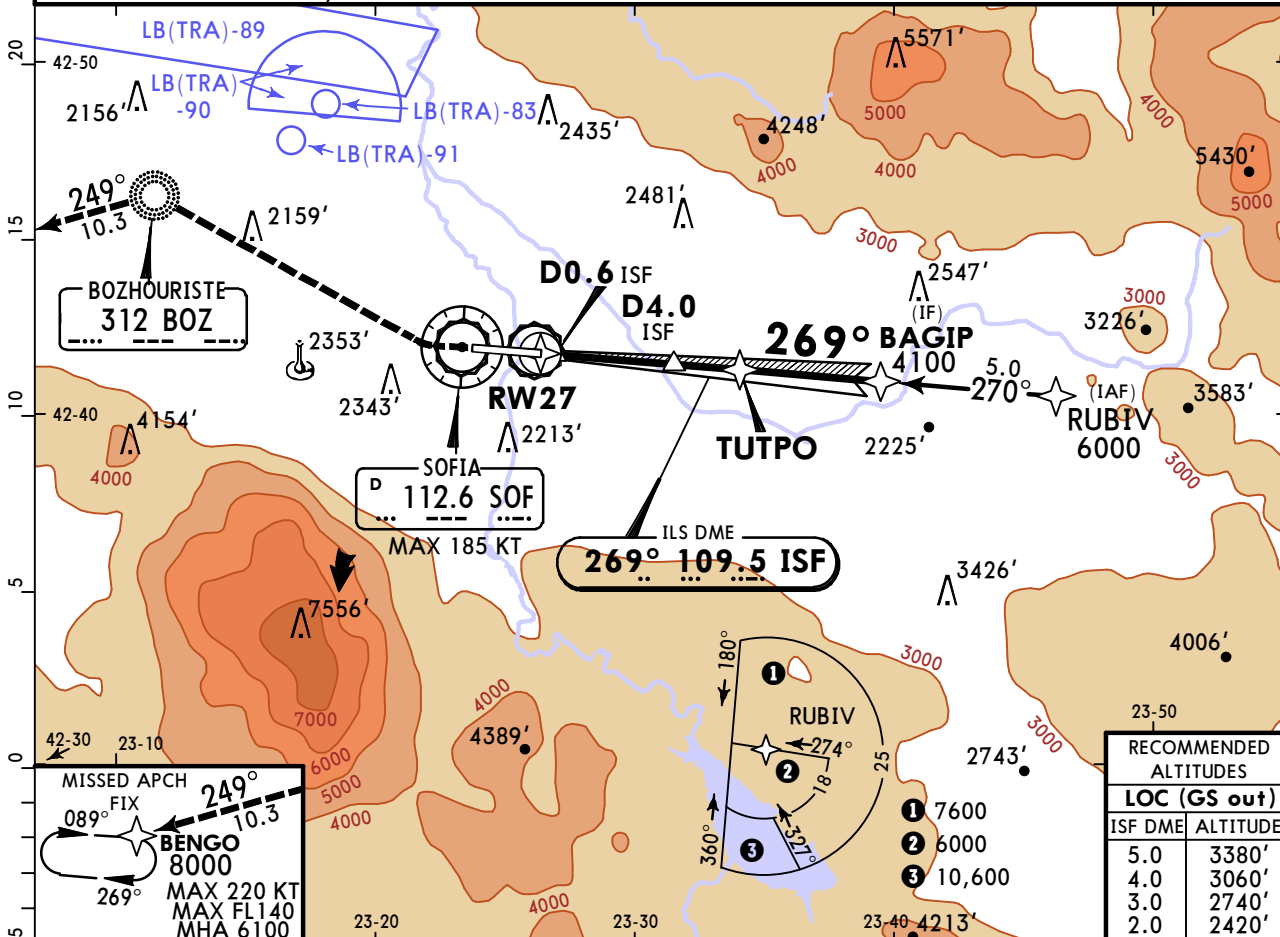
LBSF/SOF
SOFIA

JEPPESSEN
23 JUN 23 **(11-3)**

SOFIA, BULGARIA
ILS Z or LOC Z Rwy 27

BRIEFING STRIP

ATIS 126.680		SOFIA Approach 123.7 129.9		SOFIA Tower 118.1 120.2		
LOC ISF 109.5	Final Apch Crs 269°	TUTPO 3600' (1855')	ILS DA(H) 1945' (200')	Apt Elev 1742' Rwy 1745'		
MISSED APCH: Climb to VOR, then turn RIGHT (MAX 185 KT) to NDB, then turn LEFT on 249° to BENGU climbing to 8000'.					TAA 25 NM IAF	
Alt Set: hPa		Rwy Elev: 62 hPa		Trans level: By ATC		
ILS DME reads zero at rwy 27 threshold.						
Trans alt: 10500'						



Std/State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
ILS		LOC (GS out)				Not authorized South of apt between 098° and 261°.	
DA(H) 1945' (200')		CDFA 2130' (385')					
TDZ or CL out		ALS out		TDZ or CL out		ALS out	
A							
B	R550m	R550m	R1200m	R1100m	R1100m	R1500m	Max Kts MDA(H) 2250' (508') V1500m
C						R1800m	135 2290' (548') V1600m
D							180 2540' (798') V2400m
							205 2770' (1028') V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

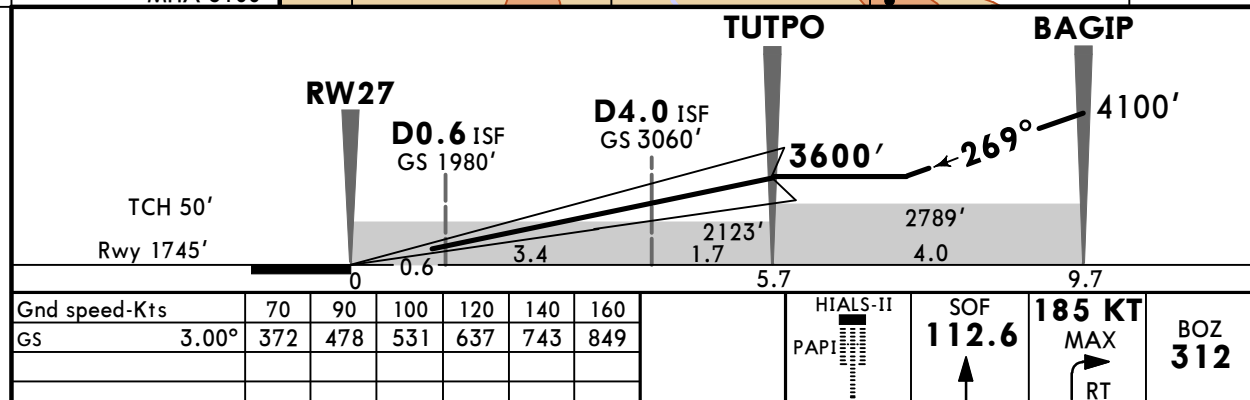
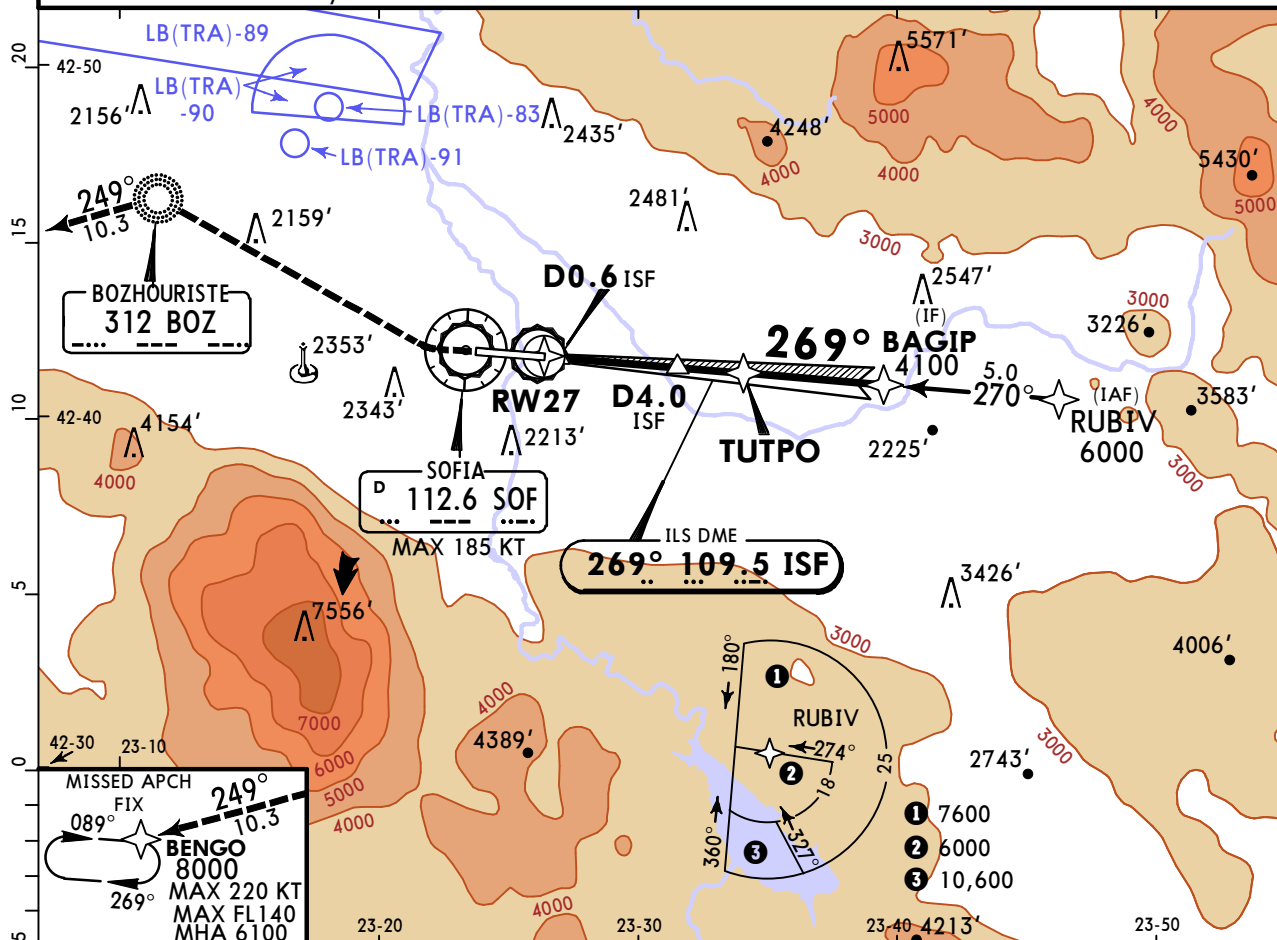
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Speed restriction.

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SOFIA, BULGARIA
CAT II/III ILS Z Rwy 27

ATIS 126.680		SOFIA Approach 123.7 129.9		SOFIA Tower 118.1 120.2		TAA 25 NM IAF
LOC ISF 109.5	Final Apch Crs 269°	TUTPO 3600' (1855')	CAT III Refer to Minimums	CAT II ILS RA 100' DA(H) 1845'(100')	Apt Elev 1742' Rwy 1745'	
MISSED APCH: Climb to VOR, then turn RIGHT (MAX 185 KT) to NDB, then turn LEFT on 249° to BENG0 climbing to 8000'.						
Alt Set: hPa		Rwy Elev: 62 hPa		Trans level: By ATC		
ILS DME reads zero at rwy 27 threshold.						



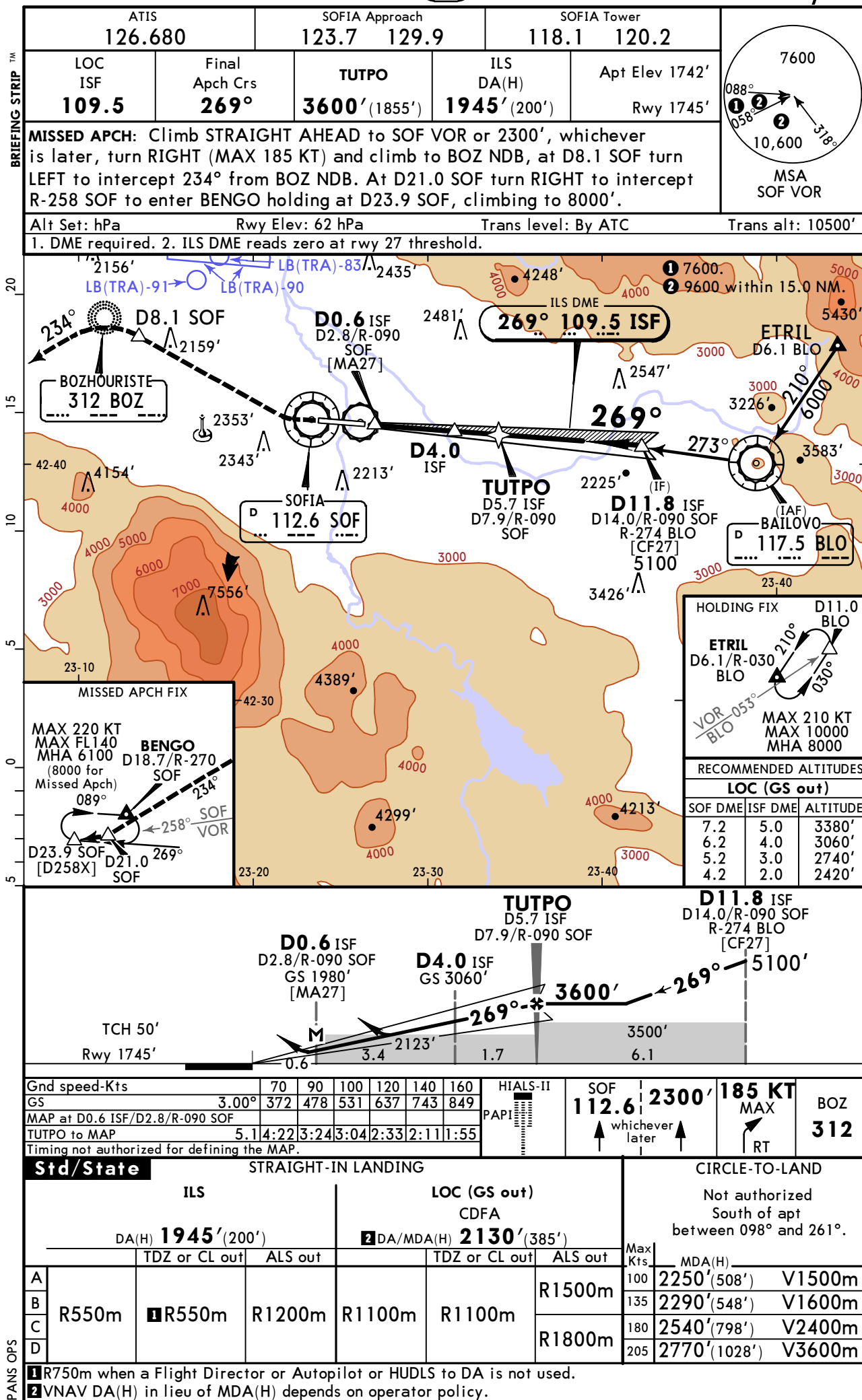
Std/State	STRAIGHT-IN LANDING	
CAT III ILS		CAT II ILS RA 100' DA(H) 1845' (100')
R75m		1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

LBSF/SOF
SOFIA

JEPPESSEN
19 MAY 23 **(11-4)**

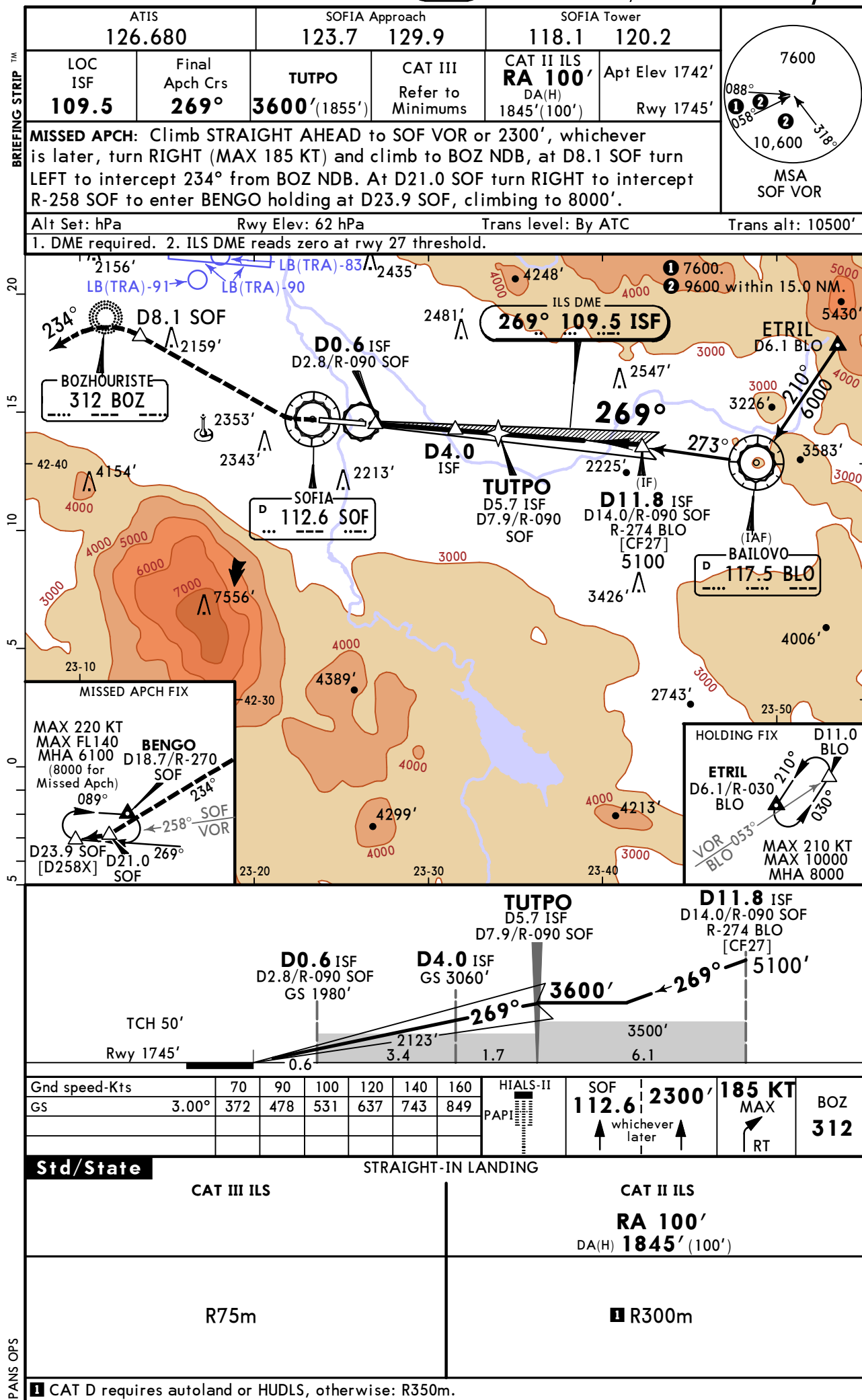
SOFIA, BULGARIA
ILS Y or LOC Y Rwy 27



LBSF/SOF
SOFIA

JEPPESSEN
19 MAY 23 (11-4A)

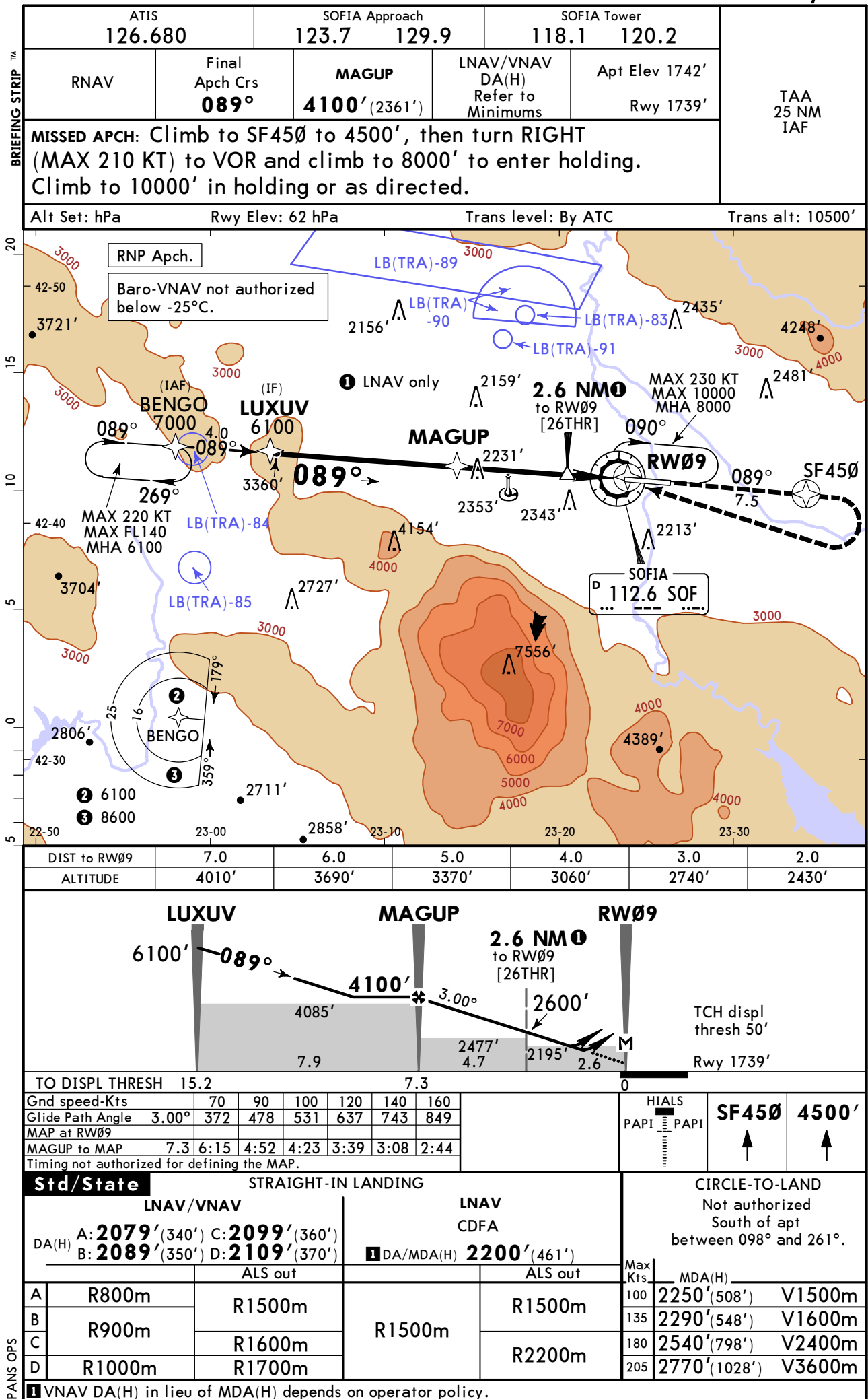
SOFIA, BULGARIA
CAT II/III ILS Y Rwy 27



LBSF/SOF
SOFIA

JEPPESSEN
23 JUN 23 12-1

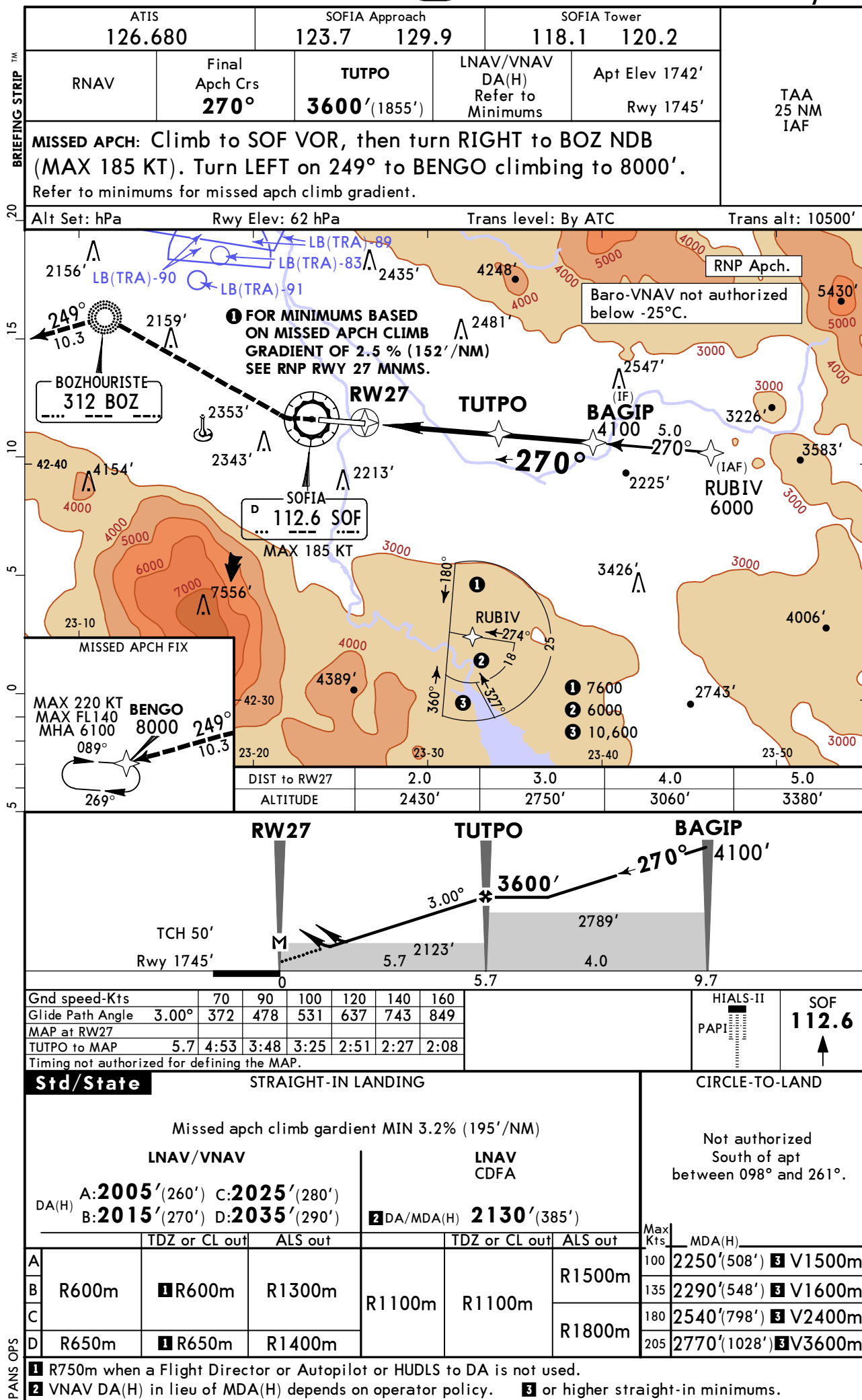
SOFIA, BULGARIA
RNP Rwy 09



LBSF/SOF
SOFIA

JEPPESSEN
23 JUN 23 12-2

SOFIA, BULGARIA
RNP Rwy 27



LBSF/SOF
SOFIA

 **JEPPESEN**
23 JUN 23 **(12-2A)**

SOFIA, BULGARIA

RNP Rwy 27 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIN 2.5% (152' /NM)

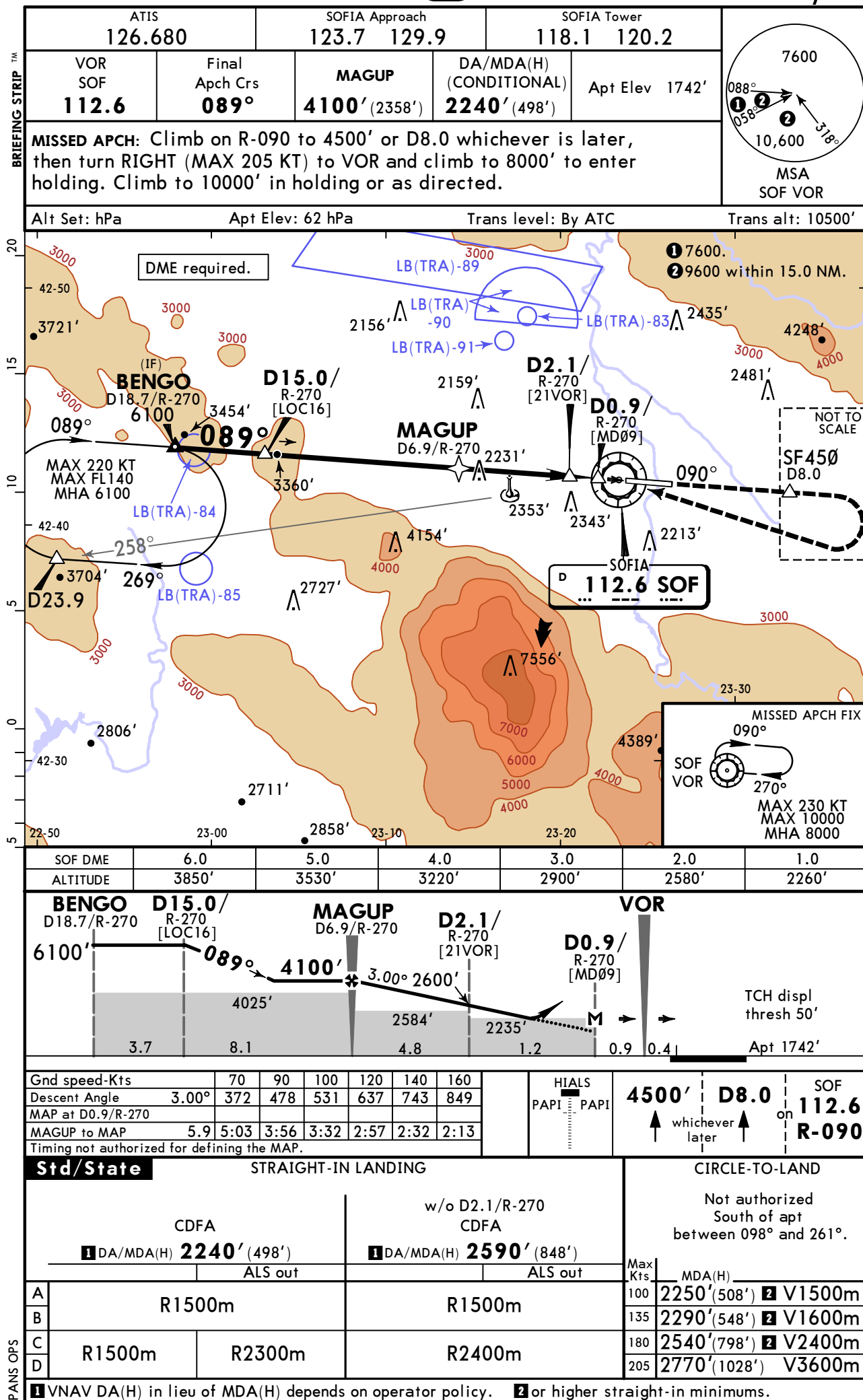
Std/State		STRAIGHT-IN LANDING			
		LNAV/VNAV		LNAV	
				CDFA	
		DA(H) A: 2595' (850') C: 2625' (880') B: 2605' (860') D: 2655' (910')		1 DA/MDA(H) 2900' (1155')	
		TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R1500m		R1500m		
B					
C	R2400m		R2400m		
D					

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

LBSF/SOF
SOFIA

JEPPESSEN
19 MAY 23 (13-1)

SOFIA, BULGARIA
VOR Rwy 09



LBSF/SOF
SOFIA

JEPPESSEN
19 MAY 23 **(13-2)**

SOFIA, BULGARIA
VOR Rwy 27

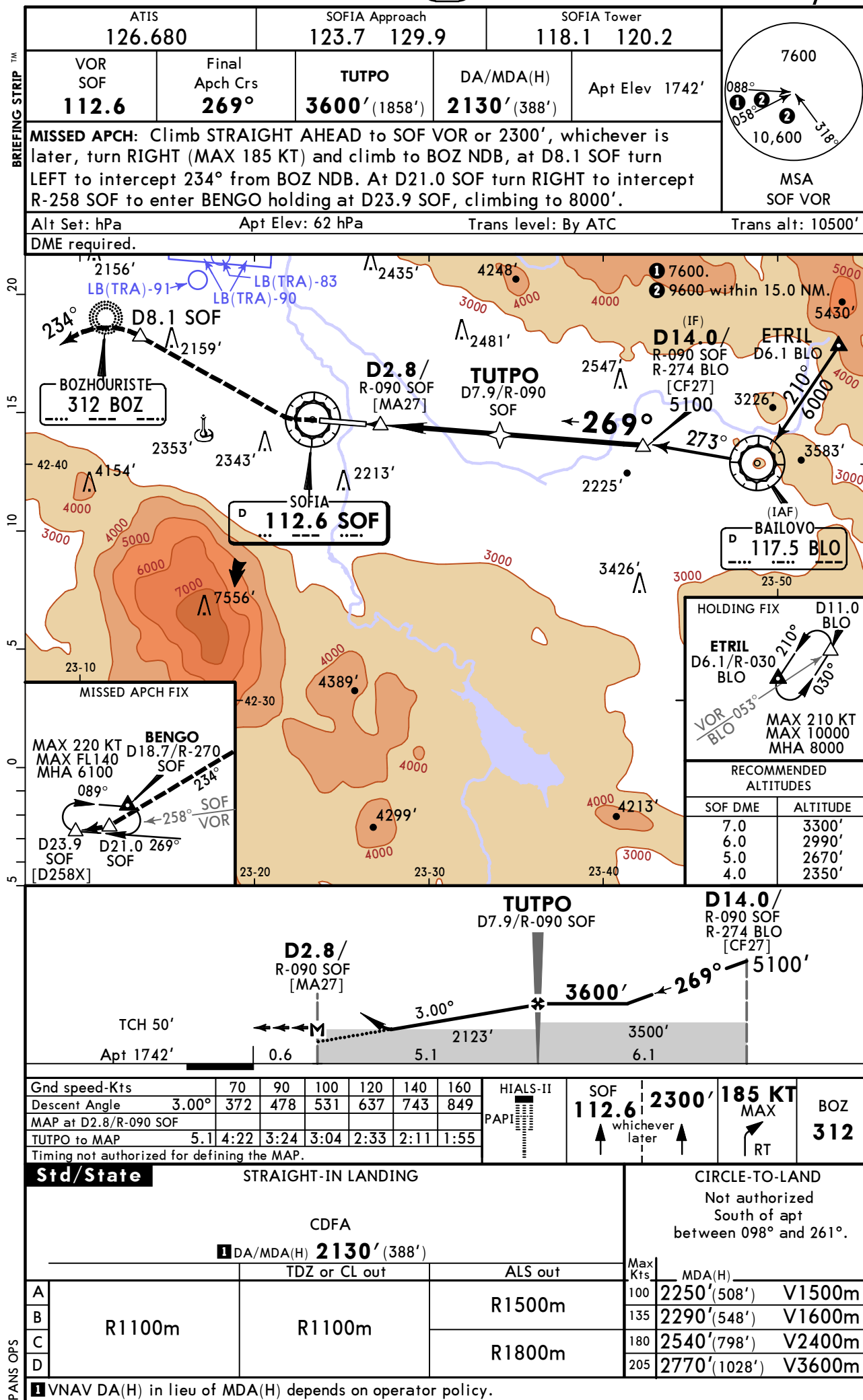


Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SOFIA, (SOFIA - LBSF)				
REV	AIRPORT	10-9	28 Jul 2023	10 Aug 2023
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	28 Jul 2023	10 Aug 2023

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LBSF