



TMA Controller guide

(S3 rating – VATSIM)

v1.0.0

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1. Restrictions

1.1. Sofia (LBSF)

TMA – 8 500-FL245

1.1.1. SIDs with restrictions

These restrictions are ***not above*** restrictions.

1.1.1.1. RWY 27

- NAPET2T – 7 000 ft.

1.1.1.2. RWY 09

- GOL3S – 10 000 ft.
- RUMEN2S – 10 000 ft.
- DILVO2S – 10 000 ft.
- OMENO3S – 10 000 ft.
- NAPET2S – 10 000 ft.
- OGOTA3S – 10 000 ft.
- GODEK3S – 10 000 ft.
- UMPIT3S – 10 000 ft.

1.2. Varna (LBWN)

TMA – 3 000-FL175

1.2.1. SIDs with restrictions

These restrictions are ***not above*** restrictions.

1.2.1.1. RWY 09

- BALIK3N – 5 000 ft.
- RUTAR3N – 5 000 ft.
- TOTKA3N – 5 000 ft.

1.2.1.2. RWY 27

- IVGOT3P – 5 000 ft.
- RUTAR3P – 5 000 ft.

1.3. Burgas (LBBG)

TMA – 3 000-FL175

1.3.1. SIDs with restrictions

These restrictions are **not above** restrictions.

1.3.1.1. RWY 04

- XILT12S – 6 000 ft.
- MEDEM3S – 6 000 ft.

1.3.1.2. RWY 22

- MEDEM2V – 6 300 ft.
- XILT12V – 6 300 ft.

2. Departures

2.1. Main steps for departing traffic

2.1.1. Basics

Pilot: Sofia Approach, good day, LZB933, passing 2500 ft.

/ (if there is no restriction on the SID)

ATC: LZB933, Sofia Approach, identified. Continue climb FL240 (FL230).

Pilot: Continue climb FL240 (FL230).

/ (NAPET2T has upper restriction 7 000 ft. at SF707 due to arriving traffic from NISVA)

ATC: LZB933, Sofia Approach, identified. Stop climb 7 000 ft.

Pilot: Stop climb 7 000 ft, LZB933.

/ (if no arriving traffic from NISVA, the controller could tell the pilot to ignore restriction)

ATC: LZB933, Sofia Approach, identified. Continue climb **unrestricted** FL240.

Pilot: Continue climb **unrestricted** FL240.

2.1.2. Directs

ATC: LZB933, Proceed direct NIKTI.

Pilot: Proceed direct NIKTI, LZB933.

2.1.3. Headings

ATC: LZB933, Turn left/right heading 240.

Pilot: Turn left/right heading 240.

3. Arrivals

Pilot: Sofia Approach, hello. LZB933, inbound GOL, 20 miles.

3.1. (From UNICOM)

ATC: LZB933, Sofia Approach, **radar contact**. Cleared GOL3H arrival, expect ILS Z RWY 27, continue descend FL130.

Pilot: Cleared GOL3H arrival, expect ILS Z RWY 27, continue descend FL130.

3.2. (From another controller)

ATC: LZB933, Sofia Approach, **identified**. Cleared GOL3H arrival, expect...

...

3.3. Arrival example – (From Adria radar), NISVA3K, RWY 27

Pilot: Sofia Approach, RYR35K, inbound NISVA, 20 miles, FL160.

ATC: RYR35K, Sofia Approach, identified, cleared NISVA3K arrival, expect ILS Z RWY 27, continue descend FL130.

Pilot: Cleared NISVA3K arrival, expect ILS Z RWY 27, continue descend FL130.

... (shortly after NISVA)

ATC: RYR35K, continue descend 10 000 ft. QNH 1017.

Pilot: Continue descend 10 000 ft. QNH 1017, RYR35K.

... (If there is departing traffic, keep arrivals at 10 000, until SF612, because of NAPET2T constraint of 7 000 ft.)

... (shortly after SF612)

ATC: RYR35K, continue descend 8 000 ft.

Pilot: Continue descend 8 000 ft, RYR35K.

... (between SF611 and SF610)

ATC: RYR35K, continue descend 6 000 ft.

Pilot: Continue descend 6 000 ft, RYR35K.

... (between SF609 and ARKIR)

ATC: RYR35K, after ARKIR direct BAGIP, descend 4 100 ft, cleared ILS Z RWY 27, report [when] established.

Pilot: After ARKIR, direct BAGIP, descend 4 000 ft, cleared for the ILS Z RWY 27, will report established.

... *(when established)*

Pilot: Sofia Approach, RYR35K, established RWY 27.

ATC: RYR35K, [Continue approach], contact Sofia Tower 118.100. Bye.

Pilot: RYR35K, [Continue approach], contacting Sofia Tower 118.100. Bye-bye.

3.4. Arrival example – (From UNICOM), Inbound NISVA – vectors for RWY 27

3.4.1. Basics

Pilot: Sofia Approach, RYR35K, inbound NISVA, 20 miles, FL170.

ATC: RYR35K, Sofia Approach, radar contact, expect vectors for final RWY 27, continue descend FL130.

Pilot: Expecting vectors for final RWY, continue descend FL130.

...

3.4.2. Vectoring

ATC: RYR35K turn left heading 090, descend 10 000 ft. QNH 1014.

Pilot: Turn left heading 090, descending 10 000 ft. QNH 1014, RYR35K.

...

ATC: RYR35K turn right heading 130, descend 8 000 ft.

Pilot: ...

...

ATC: RYR35K turn right heading 240, descend 6 000 ft, cleared ILS Z RWY 27, report when established.

Pilot: Turn right heading 240, descend 6 000 ft, cleared ILS Z RWY 27, wilco report established.

...

Pilot: Sofia Approach, RYR35K, established RWY 27.

ATC: RYR35K, [Continue approach], contact Sofia Tower 118.100. Bye.

Pilot: RYR35K, [Continue approach], contacting Sofia Tower 118.100. Bye-bye.

4. Additional information

The TMA controller has freedom to do give instructions to the pilots as he/she pleases, as long as they **do not** endanger the aircraft and its passengers. He/she can direct any aircraft in the TMA that he/she is controlling, ensuring the proper separation between aircrafts is established.

The TMA controller can give directs, speed and altitude restrictions and any additional instructions, ensuring the safety of the aircrafts in his controls.

The TMA controllers is also responsible for Tower position on the airport that he/she is controlling on top-down basis if the is no tower controller below them and he/she is required to provide that service for the pilots. The procedures and instructions for the tower positions are the same as if he/she is controlling on the tower position.

This document is **only** intended for simulation purposes and does not apply to real-world ATC procedures and can differ significantly from the real procedures. Its sole purpose is to serve the S3 VATSIM trainees and it serves as a guide for that position.