

# **Section 11**

## **Bulgaria**



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## Abbreviations

A/C	Aircraft	GYR	Green/Yellow/Red
ADF	Aircraft De-icing Fluid	HBS	Hold Baggage Screening
AFIS	Aerodrome Flight Information Services	IATA	International Air Transport Association
AIP	Aeronautical Information Publication	ICAO	International Civil Aviation Organisation
AMSL	Above Mean Sea Level	IFR	Instrument Flight Rules
ANS	Air Navigation Service	IFRS	International Financial Reporting Standards
ANSP	Air Navigation Service Provider	ILS	Instrument Landing System
AOC	Air Operators Certificate	Intl	International
APP	Approach Control Service	ISPA	Instrument for Structural Policies for Pre-Accession
ATC	Air Traffic Control	JAA	Joint Aviation Authorities
ATM	Air Traffic Movement	LCC	Low-Cost Carrier
ATSA	Air Traffic Services Authority	LLZ	Localizer
BAX	Baggage	LT	Local Time
BIP	Border Inspection Post	MAP	Million Annual Passengers
BOT	Build, Operate and Transfer	MIL	Military
CAA	Civil Aviation Administration	MPPA	Million Passengers per Annum
CCTV	Closed-circuit television	MSL	Mean Sea Level
CTA	Control Area	MTOW	Maximum Take-Off Weight
CTR	Control Zone	NDB	Non Directional Beacon
CUTE	Common Use Terminal Equipment	NG	New Generation
DCS	Departure Control System	PaPi	Precision Approach Path Indicator
DME	Distance Measuring Equipment	PAX	Passengers
Dom	Domestic	PCN	Pavement Classification Number
EASA	European Aviation Safety Agency	PRM	Persons with Reduced Mobility
EBRD	European Bank for Reconstruction and Development	RET	Rapid Exit Taxiway
ECAC	European Civil Aviation Conference	RWY	Runway
EIA	Environmental Impact Assessment	SMR	Surface Movement Radar
EIB	European Investment Bank	TMA	Terminal Manoeuvring Area
GA	General Aviation	TWR	Tower
GND	Ground	TWY	Taxiway
GP	Glide Path	UTC	Coordinated Universal Time [Greenwich Mean Time]
GPU	Ground Power Unit	VDF	VHF Direction Finder
GSE	Ground Support Equipment	VFR	Visual Flight Rules
		VOR	VHF Omnidirectional Range

## 11.1 General introduction

### 11.1.1 Background



Bulgaria is a country located in South Central Europe. The country is bordered to the east by the black sea, to the North by Romania, to the east by Macedonia and Serbia and Montenegro, and to the south by Greece and Turkey. The varying terrain consists of mountainous areas, fertile valleys, plains and a coastline along the Black Sea.

Bulgaria's historical heritage is related to the rich culture of Ancient Thrace. The Proto-Bulgarians, in alliance with the Slavs, formed the Bulgarian State, recognised by the Byzantine Empire in 681 AD and conquered in 1018 by the Byzantine Empire. In 1186, after the domination of the Byzantine Empire was overthrown, the Second Bulgarian Kingdom was founded, which was conquered in 1396 by the Ottoman Empire and was kept under their rule for nearly five centuries. In 1908 complete independence from the Ottoman empire was established.

In the beginning of the twentieth century, Bulgaria participated in the First and Second Balkan Wars (1912 and 1913) and the First World War. During World War II Bulgaria allied with Germany. After the end of the First World War, Bulgaria was influenced political and economical by the Soviet Union. In 1946 Bulgaria was proclaimed a Republic.

In 1989 the democratic changes in Bulgaria began and in the following years democratic elections were held reforming Bulgaria into a democratic country with a market economy.

The country has been a member of the Council of Europe since 1991. In 2004, Bulgaria joined NATO and, after starting the process in 1995, Bulgaria joined the EU in 2007.

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### 11.1.2 Economic Overview

After 1989 following the start of the political changes in Bulgaria, the economy contracted dramatically. This was caused by the loss of the Soviet market which was one of the main markets for Bulgarian companies. After 1994 the economy grew again for the first time while in 1996 the economy collapsed again because of ongoing economic reforms.

In 1997, the stability of the economy was reinforced by the imposition of a fixed exchange rate of the Bulgarian currency, the Lev, against the German D-mark. After 1997, the Bulgarian Government has delivered strong, steady GDP growth. Minerals, including coal, copper, and zinc, play an important role in industry.

Bulgaria has averaged 5.1% growth since 2000 and has begun to attract significant amounts of foreign direct investment. According to the World Bank, in 2006 Bulgaria attracted the highest levels of foreign direct investment, as a share of GDP, among Eastern European countries. Despite Bulgaria's many marked successes, organized crime and corruption remain problems.

#### Bulgarian Economic Statistics

Bulgarian Economic Statistics	Unit
Population	7,679,290 (2006)*
Population growth	-0.5 % (2006)*
GDP	BGN 49.09 billion (2006)*
Surface Area of country	110,910 Sq. km. (2006)**
Population density	69 (2006)*
Urbanisation	70.6 % (2006)*
GDP per head	BGN 6,376 (2006)#
GDP growth rate	6.1 % (2006)*
Unemployment rate	9.0 % (2006)*
Inflation rate	12.5 % (2007)*
Imports	BGN 40.74 billion (2006)*
Exports	BGN 31.42 billion (2006)*
External debt	€ EUR 25.55 billion (2006)#
Internet hosts	298,781 (2007)**
Internet users	1.87 million (2006)**

source: \* National Statistical Institute, Bulgaria, \*\* US Central Intelligence Agency factbook  
# Bulgarian National Bank

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## 11.2 Main actual issues in the Air Transport Sector

### 11.2.1 Actual Issues

#### Privatisation

In the 1990s several governmental institutes and airports became limited companies although the stocks were still owned (and mostly still are) by the Ministry of Transportation. This applies not only to the international airports but also to the Air Traffic Services Authority (ATSA).

In the past years the airports of Varna and Burgas have been privatised. Although the concession to operate these two airports was first granted to Copenhagen Airport (CPH), after an appeal to the Supreme Court from the other bidders, the concession to operate the two airports was given to Fraport Twin Star Airport Management AD, which is a Joint venture of Fraport and BM star.

In 2006, the national carrier, Bulgaria Air, was privatised and was taken over by a consortium of Bulgarian companies of which Hemus Air is the main party.

It can be expected that in the coming years more airports will be privatised. For instance, there is currently a tender to privatise the airport Shtruklovo near Russe, which is currently not open for commercial traffic.

#### Safety

In 2006, the European Aviation Safety Agency (EASA) and the Joint Aviation Authorities (JAA) have published a report considering serious deficiencies in the area of aviation safety. The applicable areas include airworthiness, maintenance, operations and flight crew licensing. Therefore the EU have invoked a safeguard clause against the aviation industry in Bulgaria putting restrictions on the Bulgarian airlines.

Since the publication of that report the Bulgarian Aviation Authorities have undertaken action to correct the deficiencies and to comply with European law. As part of the measures undertaken, the Bulgarian Aviation Authorities have banned a number of (cargo) carriers to fly to the European Union in February 2007. Finally, the air operators licenses of several of these carriers were revoked mid 2007.

In the first quarter of 2008 a new EASA report is expected which could lift the aforementioned safeguard clause.

### 11.2.2 (Government) Policies

The Bulgarian Aviation Authorities have stepped up efforts to correct the aforementioned safety deficiencies in the aviation sector in order to comply with the EU regulations following the EASA/ JAA report. The lifting of the restrictions on the Bulgarian Carriers is vital for the further development of the Bulgarian Air Transport Industry.

The Bulgarian Ministry of Transportation has published a strategy document for the development of the transport infrastructure in Bulgaria by 2015. The document states that the main goal of the development of the transport infrastructure is to facilitate economic and social development of the country.

For the development of the air transport infrastructure, the government is aiming to get the private sector more actively involved. The ministry is actively pursuing to improve and further develop the airport by giving them on concession, as is already the case for the

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airports at Varna and Burgas. The latest example is the airport near Rousse for which a privatisation process (a tender) has started in December 2007.

### 11.2.3 Airlines

The following table details the name, ownership and aircraft types of all Bulgarian registered carriers.

Air Carrier	Aircraft Type	Ownership status
Air Ban	2 x Bo-105 , 1 x SA 365 N1, 1 x Piper PA 34-200T Senecall	Private company
Air Lazur – General Aviation	1 x BE 20 , 1 x CL 60, 1 x CL 64	Subsidiary of Petrol Holding Joint-Stock Company
Air Via	4 x A320	Private company
AVB – 2004	1 x Cessna 550 Citation Bravo, 1 x Learjet 60	Subsidiary of Nove Holding
Balkan Holidays Airlines	4 x A320, 1 x G200	Subsidiary of the Balkan Holidays International
Bulgaria Air	8 x B737-300, 3 x B737-500	Subsidiary of the Balkan Hemus Group
Bulgarian Air Charter	9 x MD-82/83	Subsidiary of the Aviation service group
Heli Air	7 x L 410, 4 x MI 8, 2 x Mi 8 MTV	Private company
Hemus Air	1 x B737-400, 4 x Bae 146-200, 4 x Bae 146-300	Subsidiary of Balkan Hemus Group
Wizz Air Bulgaria Airlines	A 320-232	Subsidiary of Wizz Air

source: GD "Civil Aviation Administration", Ministry of Transport, Republic of Bulgaria & Flight International, World Airlines Directory, March/April 2007.

#### Airlines market shares in Bulgaria (2006)

Airline	Code	Country	Market Share (2006)
Bulgaria Air	FB	Bulgaria	16.9%
Hemus Air	DU	Bulgaria	6.6%
Bulgarian Air charter	1T	Bulgaria	6.4%
Air via	VL	Bulgaria	6.1%
Balkan Holidays Airlines	1B	Bulgaria	5.0%
Other	-	-	59.0%

source: CAA, Bulgaria (Bulgarian Airline statistics).

### 11.2.4 Low Cost Airline Market Penetration

The low cost airline market penetration into Bulgaria is still relatively limited. According to the Eurocontrol Low-Cost carrier market update of June 2007, 6.4% of all aircraft movements (first six months of 2007) is by low cost carriers. This penetration is low because of the type of traffic in Bulgaria. For instance, most of the passengers at Varna and Burgas (more than 50% of total traffic in Bulgaria) are holidaymakers using charter aircraft in stead of scheduled carriers.



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## 11.2.5 Airports

### Bulgarian Airports Summary:

#### 5 x International Airports

	Sofia Airport (Vrazhdebna)	Burgas (Burgas) Int'l Airport	Varna Int'l Airport	Plovdiv Int'l Airport (Krumovo)	Gorna Oryahovitsa Airport
<b>IATA Code</b>	SOF	Boj	VAR	PDV	GOZ
<b>ICAO Code</b>	LBSF	LBBG	LBWN	LBPD	LBGO
<b>Annual Passengers</b>	2,200,950	1,802,035	1,522,658	93,245	515
<b>Annual Freight (tonnes)</b>	13,592	405	285	2,126	404
<b>Annual ATM</b>	38,119	14,429	14,721	2,011*	5,999**
<b>Ave. Departures per day</b>	52	20	20	3	8
<b>Total Revenues (€m )</b>	62.2	20.8	17.7	0.53	n.a.
<b>Annual Terminal Capacity (MAP)</b>	n.a.	1.9	?	1	n.a.
<b>No. of destinations</b>	45	2#	79##	12#	n.a.
<b>No. of Airlines</b>	26	1#	68##	5#	n.a.
<b>Runway 1 Length (m)</b>	3600 x 45	3200 x 45	2500 x 45	2500 x 45	2450 x 45
<b>Runway 2 Length (m)</b>	-	-	-	-	-
<b>Elevation (metres)</b>	531	41	70	182	87

source: DG "Civil Aviation Administration", Ministry of Transport, Republic of Bulgaria, World Aero Data, Airports of Burgas, Varna, Plovdiv, Gorna.

\* approx 1,050 of which are GA flights, \*\* approx 5,850 of which are GA flights,

# based on current flight programme (high seasonality factor), ## based on traffic of 2007

#### Domestic Airports (Currently not in Use)

	ICAO-CODE	Runway 1 dimensions (m)	Runway 2 dimensions (m)
<b>Shtruklovo (Rousse)*</b>	LBRS	2502 x 50	1763 x 76 (grass)
<b>Stara Zagora</b>	LBSZ	2499 x 45	
<b>Targovishte Bukhovtsi</b>	LBTG	2213 x 43	

source: Worldaerodata, DAFIF

\* The former Military air base Shtruklovo is currently being privatised for domestic and, possibly, international use.

#### Certified Airfields

	ICAO-CODE	Runway 1 dimensions (m)	Runway 2 dimensions (m)
<b>Balchik</b>	LBWB	2467 x 60	
<b>Bohot</b>			
<b>Dolna Bania</b>	LBDB	600 x 25	
<b>Erden</b>	LBED		
<b>Gabrovo</b>			
<b>Grivitza</b>			
<b>Ihtiman</b>		435 x 24	
<b>Kaynardja</b>			
<b>Kalimantzi (Izgreve)</b>	LBWK	800 x 38	550 x 35
<b>Lesnovo</b>	LBLS	2192 x 300	
<b>Polikraishte</b>			
<b>Primorsko</b>	LBPR	910 x 30	

source: Worldaerodata, DAFIF

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### Military Airfields

	ICAO-CODE	Runway dimensions (m)
<b>Bezmer</b>	LBIA	2497 x 79
<b>Dobroslavci</b>	LBSD	2202 x 53
<b>Graf Ignatievo</b>	LBPG	2992 x 82
<b>Krumovo</b>	LBPD	2500 x 45
<b>Malevo</b>		2205 x 23
<b>Radomir Dolni Rakovets</b>		2495 x 49
<b>Silistra Polkovnik Lambrinovo</b>	LBSS	2505 x 43
<b>Sliven</b>	LBSL	2486 x 45
<b>Stanke Dimitrov</b>		2554 x 21
<b>Tenevo</b>		2499 x 24
<b>Vrazhdebna</b>	LBSF	3600 x 45
<b>Zimnitsa</b>		2499 x 22

source: Worldaerodata, DAFIF

### 11.3 Aviation Authorities

#### 11.3.1 Aviation Safety Regulation

<b>Organisation Responsible for the following activities:</b>	
<b>"Flight safety of civil airline operations"</b>  Corresponding organisation funding mechanism?  Corresponding Supervision?	Directorate General "Civil Aviation Administration" of the Ministry of Transport  Funded by the Ministry of Transport  Ministry of Transport
<b>"Civil aircraft approved design, production and maintenance organisations"</b>  Corresponding organisation funding mechanism?  Corresponding Supervision?	Directorate General "Civil Aviation Administration" of the Ministry of Transport  Funded by the Ministry of Transport  Ministry of Transport
<b>"Flight crew and engineer licensing; Control of aircraft registration"</b>  Corresponding organisation funding mechanism?  Corresponding Supervision?	Directorate General "Civil Aviation Administration" of the Ministry of Transport  Funded by the Ministry of Transport  Ministry of Transport
<b>"Airworthiness of commercial and general aviation aircraft"</b>  Corresponding organisation funding mechanism?  Corresponding Supervision?	Directorate General "Civil Aviation Administration" of the Ministry of Transport  Funded by the Ministry of Transport  Ministry of Transport

<p>"Regulation of Air Navigation Services"</p> <p>Corresponding organisation funding mechanism?</p> <p>Corresponding Supervision?</p>	<p>Directorate General "Civil Aviation Administration" of the Ministry of Transport.</p> <p>Funded by the Ministry of Transport.</p> <p>Ministry of Transport.</p>
<p>"Licensing and certification of Aerodromes"</p> <p>Corresponding organisation funding mechanism?</p> <p>Corresponding Supervision?</p>	<p>Directorate General "Civil Aviation Administration" of the Ministry of Transport.</p> <p>Funded by the Ministry of Transport.</p> <p>Ministry of Transport.</p>
<p>"Regulation of environmental standards (emission and noise policies)"</p> <p>Corresponding organisation funding mechanism?</p> <p>Corresponding Supervision?</p>	<p>Directorate General "Civil Aviation Administration" of the Ministry of Transport.</p> <p>Some of the standards are set and regulated by the Ministry of Environment and Water.</p> <p>Funded by the Ministry of Transport</p> <p>Ministry of Transport</p>
<p>"Airworthiness of commercial and general aviation aircraft"</p> <p>Corresponding organisation funding mechanism?</p> <p>Corresponding Supervision?</p>	<p>Directorate General "Civil Aviation Administration" of the Ministry of Transport</p> <p>Funded by the Ministry of Transport.</p> <p>Ministry of Transport.</p>
<p>"Setting and control of airspace policy, and the regulation of airspace design and classification, including the navigation and communications infrastructure"</p> <p>Corresponding organisation funding mechanism?</p> <p>Corresponding Supervision?</p>	<p>ATSA (Air Traffic Services Authority, independent company owned by the Ministry of Transport).</p> <p>Where licensing and regulation is to be done the CAA is responsible.</p> <p>ATSA is self funded via User Charges CAA is funded by the Ministry of Transportation.</p> <p>CAA (for ATSA responsibilities). Ministry of Transport (for CAA responsibilities).</p>

### 11.3.2 Air Navigation Services

<b>Organisation Responsible for the following activities:</b>	
<b>"Provision of air navigation services for airfields"</b>  Corresponding organisation funding mechanism?  Corresponding Supervision?	ATSA.  ATSA is self funded via User Charges.  CAA.
<b>"Provision of en-route air navigation services"</b>  Corresponding organisation funding mechanism?  Corresponding Supervision?	ATSA.  ATSA is self funded via User Charges.  CAA.

### 11.3.3 Economic Regulation

<b>Organisation Responsible for the following activities:</b>	
<b>"Regulation of airport charges, including;</b> <ul style="list-style-type: none"> <li>• Landing / Use of runway</li> <li>• Parking and Handling</li> <li>• Passenger Charge.</li> </ul> Corresponding organisation funding mechanism?  Corresponding Supervision?	The CAA is responsible for the regulation of the charges.  Funded by the Ministry of Transport.  Ministry of Transport.
<b>"Regulation of ATM terminal charges"</b>  Corresponding organisation funding mechanism?  Corresponding Supervision?	CAA.  Funded by the Ministry of Transport.  Ministry of Transport.

<div>"Regulation of en-route charges"</div> <div>Corresponding organisation funding mechanism?</div> <div>Corresponding Supervision?</div>	<div>ATSA.</div> <div>ATSA is self funded via User Charges.</div> <div>Eurocontrol.</div>
<div>"The issue of tour operator licences"</div> <div>Corresponding organisation funding mechanism?</div> <div>Corresponding Supervision?</div>	<div>Ministry of Regional Development and Public works. (The committee for tourism).</div> <div>The state.</div> <div>The state.</div>

<div>"The issue of travel agency licenses"</div> <div>Corresponding organisation funding mechanism?</div> <div>Corresponding Supervision?</div>	<div>Ministry of Regional Development and Public works. (The committee for tourism).</div> <div>The state.</div> <div>The state.</div>
<div>"The issue of air operator licences and air operator certificate"</div> <div>Corresponding organisation funding mechanism?</div> <div>Corresponding Supervision?</div>	<div>CAA.</div> <div>Funded by the Ministry of Transport.</div> <div>Ministry of Transport.</div>
<div>"The issue of ground-handling licences or approvals"</div> <div>Corresponding organisation funding mechanism?</div> <div>Corresponding Supervision?</div>	<div>CAA.</div> <div>Funded by the Ministry of Transport.</div> <div>Ministry of Transport.</div>

#### 11.3.4 Air Transport Facilitation

<b>Organisation Responsible for the following activity:</b>	<p>In general the CAA is responsible. However in the order as indicated, the following parties are responsible:</p> <ul style="list-style-type: none"> <li>• Aircraft: CAA,</li> <li>• Persons: Ministry of interior,</li> <li>• Baggage/Cargo: Ministry of interior and airport administration,</li> <li>• Facilities and services: Airport Administration.</li> </ul> <p>Ministries and CAA are state funded. The airport is mostly self-funded via User Charges and other revenues.</p> <p>Ministry of transport/ CAA</p>
<p>"Policy and regulation of ICAO facilitation requirements under Annex 9 of the Chicago Convention, with respect to:</p> <ul style="list-style-type: none"> <li>• Entry and departure of aircraft,</li> <li>• Entry and departure of persons, baggage and cargo; and</li> <li>• Facilities and services for traffic at international airports"</li> </ul>	
<p>Corresponding organisation funding mechanism?</p>	
<p>Corresponding Supervision?</p>	

#### 11.3.5 Air Transport Security

<b>Organisation Responsible for the following activity:</b>	<p>Joint responsibility of Ministry of Transport (CAA), Ministry of Interior (borders), Ministry of Finance (customs).</p> <p>State funded.</p> <p>The state.</p>
<p>"Regulation of aviation security with respect to:</p> <ul style="list-style-type: none"> <li>• Airports</li> <li>• Airlines</li> <li>• Airspace"</li> </ul>	
<p>Corresponding organisation funding mechanism?</p>	
<p>Corresponding Supervision?</p>	

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### 11.3.6 Air Accident Investigation

<p><b>Organisation Responsible for the following activity:</b></p>	
<p>"Air Accident Investigation"</p>	<p>State inspectors (Accident Prevention and Investigation Service), part of the Ministry of Transport</p>
<p>Corresponding organisation funding mechanism?</p>	<p>State funded</p>
<p>Corresponding Supervision?</p>	<p>Ministry of Transport</p>



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## 11.4 Sofia International Airport

### 11.4.1 General Airport Information

<b>Full Airport Name</b>	<input type="text" value="Sofia Airport"/>		
<b>Full Airport Address</b>	<input type="text" value="1 Christopher Columbus Boulevard, 1540 Sofia, Republic of Bulgaria."/>		
<b>Website Address</b>	<input type="text" value="http://www.sofia-airport.bg"/>		
<b>IATA Code</b>	<input type="text" value="SOF"/>	<b>ICAO Code</b>	<input type="text" value="LBSF"/>
<b>Managing Director/ Chief Executive</b>	<input type="text" value="Plamen Stanchev Dimitrov"/>		

<b>IATA Slot Coordination Level</b>	<input type="text" value="Level 2"/>
(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)	

<b>ATC &amp; Navigation</b>	
<b>ATC Coverage (local or area control, who provides service)</b>	<input type="text" value="Local and Area control. These are provided by ATSA."/>
<b>NDB</b>	<input type="text" value="Yes"/>
<b>DME</b>	<input type="text" value="Yes"/>
<b>VOR</b>	<input type="text" value="Yes"/>
<b>Other</b>	<input type="text"/>

<b>Fire Fighting Fire Fighting Category</b>	<input type="text" value="7"/>
<b>Maximum Aircraft Size</b>	<input type="text" value="Conform fire fighting category 7."/>

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### Key Airport Contacts

Managing Director: Mr. Plamen Stanchev Dimitrov  
Tel: +359 2 937 20 03  
Fax: +359 2 937 20 10

Operations Director: Mr. Vladimir Shtarbanov  
Tel: +359 2 937 21 00

Finance Manager: Mr. Borislav Borisov  
Tel: +359 2 937 25 01

Marketing Manager: Mrs. Mariana Kirilova  
Tel: +359 2 937 23 90

Cargo Manager: Mr. Dimitar Marinkov  
Tel: +359 2 937 24 62

Passenger Manager: Mrs. Daniela Pavlova  
Tel: +359 2 937 24 82

## 11.4.2 Airport Ownership and Management

### Current ownership structure of the airport

The airport is operated by Sofia Airport EAD, which is a limited stock company. All stocks are owned by the government (by the Ministry of Transport)

### Current management structure at the airport

The Company is managed by a five-member Board of Directors. The Executive Director is responsible for the daily functioning of the airport. He is assisted by two Deputy-Executive Directors and several Directors and Heads of functional departments – Operations, Security, IT, Ground Handling, Refuelling, Maintenance, Public Procurement and PR, Legal dept, Personnel Dept. etc.

### Number of employees working for the airport operator

1730 (February 2008)

### Ground handling service provision at the airport

The ground handling market at Sofia Airport is open and liberalised. There are 15 licensed suppliers of services. The leading companies providing third-party handling services are:

Sofia Airport EAD: provides handling services for aircraft, cargo, mail, passengers and baggage. This includes loading and unloading of baggage, cargo and mail; cleaning of aircraft, crew administration & assistance, de-icing and anti-icing procedures, air starter and towing, load-control services, handling of special categories of cargo, including dangerous goods, live animals, lounge services etc.

Swissport Bulgaria: provides handling services for aircraft, passengers and baggage. Do not provide cargo and mail handling, lounge services, aircraft anti-icing. Active since June 2007.

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M&M Airport Cargo Services: cargo warehouse handling only.

Bulgaria Air is licensed for self-handling of passengers, baggage, aircraft maintenance, ramp passengers and crew transportation.

### Brief history of the airport, highlighting major events

The first flights from the current location of the airport took place in the early 1930s. In 1937 the first capital airport was constructed at that location. The first reception building of Sofia Airport was opened in 1939. Nine years later - its first 1050 m long concrete runway.

In 1949 the first scheduled international flights connected Sofia with the other European capitals. Between 1951 and 1965, improvements were made in stages to the passenger terminal building, which was modernised, and the runway, which was extended to 2720 m to accommodate large turbo-jet aircraft.

In the 1990s, following the economic transformation, Sofia Airport became a limited company, while the stocks are owned by the government.

The last decennium, the facilities at the airport have been improved and expanded by construction of a new runway (turning the old runway into a taxiway) and a new passenger terminal (the old terminal is still in use for Low-cost and charter flights).

## 11.4.3 Financial Issues

### Financial Performance

Year 2007	Value (in thousand €)
Aeronautical revenue	27,084
Non-Aeronautical revenue	35,074
Profit before tax	12,421
Net Profit 2007	15,068

### User Charges

The User Charges are established by the Ministry of Transportation. Exempted from charges are state aircraft, military aircraft and aircraft in distress.

#### Landing Charge:

The height of the charges is based on the MTOW. The rates are increased for flights on: Saturdays, Sundays, and Holidays (25%), landings between 2200 – 0600 (25%), landings in peak periods (10%). Landing charges are computed as per the following table:

MTOW of aircraft t (tons)	international flights ( € )	domestic flights ( € )
t ≤ 3	20	10
3 < t ≤ 10	40 + 14 for each ton above 3t	20
10 < t ≤ 20	180 + 14 for each ton above 10t	60
20 < t ≤ 40	320 + 4 for each ton above 20t	80
40 < t ≤ 60	400 + 7 for each ton above 40t	100
60 < t ≤ 80	540 + 5 for each ton above 60t	120
80 < t ≤ 100	640 + 5 for each ton above 80t	140
t > 100	740 + 5 for each ton above 100t	160

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#### **Parking Charge:**

The parking charge for aircraft during an intermediate stop over in between a Bulgarian airport of origin and an airport outside Bulgaria is the same as for a domestic flight.

For aircraft originating outside Bulgaria and terminating at a Bulgarian airport, the parking charge for an intermediate stop over are Euro 3 per ton of MTOW. At the final airport the charge is the same as a domestic flight.

The parking charge for aircraft (when parking time exceeds the free parking period) is 25% of the landing charge for each 24 hour period or part thereof. When an airport is used as a base for the aircraft, the parking charge is 5% of the domestic landing charge for each 24 hour period or part thereof.

#### **Air Bridge Charge:**

The height of the charge is based on the usage time:

- € 135.00 for the first 60 minutes
- € 30.00 for each subsequent commencing 15 minutes

#### **Passenger Service Charge:**

The passenger service charge is payable per departing passenger as follows:

- € 12.00 per international passenger,
- € 5.00 per domestic passenger.

Taking into account:

- A reduction of 50% for infants between 2 and 12 years,
- The exemption of infants up to 2 years,
- The exemption of transit passengers,
- The exemption of passengers on aircraft exempted from payment of charges.

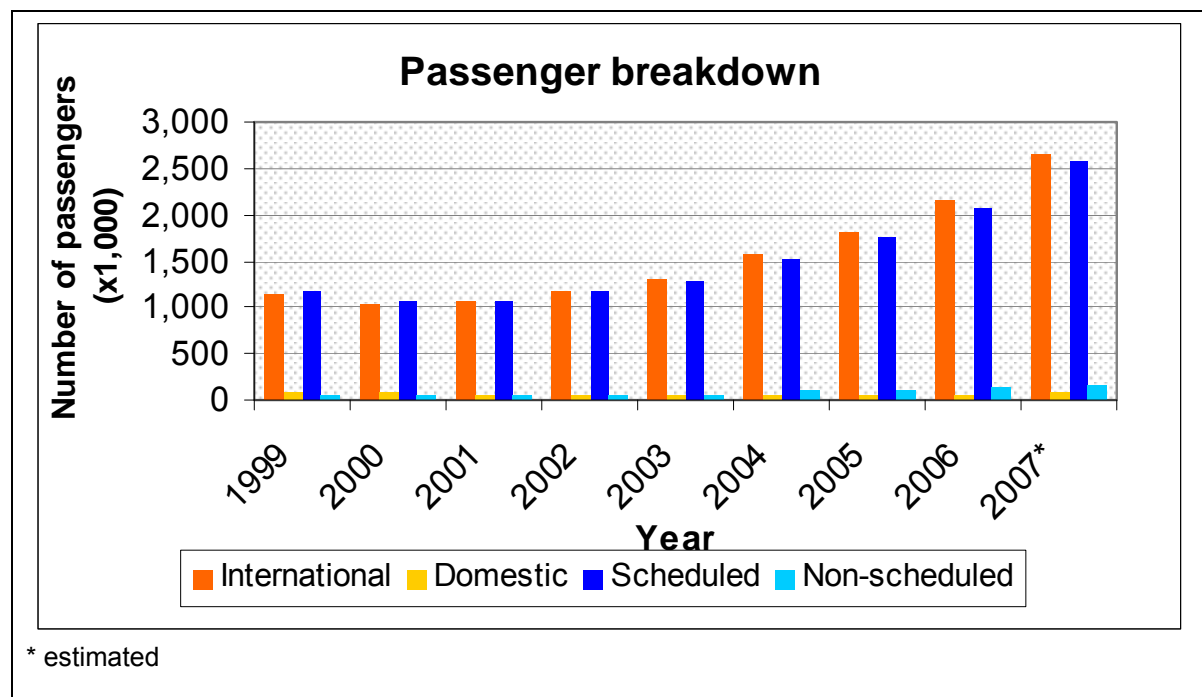
### **11.4.4 Airport Traffic**

#### **Airport Traffic History**

##### **Historic Traffic**

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Aircraft movements	25,362	25,178	24,784	21,860	24,212	25,518	28,700	32,184	38,123	43,075
Pax (x1,000)	1,253	1,236	1,127	1,108	1,214	1,357	1,614	1,874	2,209	2,746
Freight (tonnes)	14,292	11,059	9,383	8,753	10,780	11,937	12,682	12,907	13,595	15,767
Mail (tonnes)	1,229	1,319	1,628	1,628	1,701	1,817	1,785	1,817	1,649	1,621

Note: Transit passengers included  
source: Sofia Airport, Aviation Marketing Dept.



Current Flight Programme			
Airlines	Destination airport	Dest. Code	Flights per week
Bulgaria Air	Alicante	ALC	1
Bulgaria Air	Amsterdam	AMS	7
Bulgaria Air	Athens	ATH	5
Olympic Airways	Athens	ATH	11
Aegean Airlines	Athens	ATH	12
Bulgaria Air	Barcelona	BCN	3
Wizz Air	Barcelona	BCN	2
Bulgaria Air	Beirut	BEY	2
Bulgaria Air	Berlin (Tegel)	TXL	7
Myair	Bologna	BLQ	3
Bulgaria Air	Burgas	BOJ	7
Bulgaria Air	Brussels	BRU	10
Bulgaria Air	Bucharest	OTP	5
Tarom	Bucharest	OTP	6
MALEV	Budapest	BUD	11
German Wings	Cologne	CGN	4
Wizz Air	Dortmund	DTM	3
Lufthansa	Dusseldorf	DUS	7
Bulgaria Air	Frankfurt	FRA	7
Lufthansa	Frankfurt	FRA	21
Bulgaria Air	Istanbul	IST	3
Turkish Airlines	Istanbul	IST	7
Kaliningrad Avia	Kaliningrad	KGD	cancelled
Aero Svit	Kiev	KBP	2
Bulgaria Air	Larnaca	LCA	3
Cyprus Airways	Larnaca	LCA	3

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Bulgaria Air	London Gatwick	LGW	7
Easy Jet Airline	London Gatwick	LGW	6
British Airways	London Heathrow	LHR	8
Bulgaria Air	London Heathrow	LHR	5
Wizz Air	London Luton	LTN	7
Bulgaria Air	Madrid	MAD	7
Bulgaria Air	Malaga	AGP	2
Air Malta	Malta	MLA	2
Bulgaria Air	Manchester	MAN	2
Alitalia	Milan Malpensa	MLP	7
Myair	Milan Bergamo	BGY	3
Wizz Air	Milan Bergamo	BGY	3
Aeroflot	Moscow Sheremetyevo	SVO	7
Bulgaria Air	Moscow Sheremetyevo	SVO	4
Lufthansa	Munich	MUC	21
Bulgaria Air	Oslo	OSL	1
Bulgaria Air	Palma de Mallorca	PMI	2
Bulgaria Air	Paphos	PFO	1
Air France	Paris	CDG	7
Bulgaria Air	Paris	CDG	6
Bulgaria Air	Prague	PRG	4
CSA Czech Airlines	Prague	PRG	10
Sky Europe	Prague	PRG	4
Alitalia	Rome Fiuminico	FCO	7
Bulgaria Air	Rome Fiuminico	FCO	7
Wizz Air	Rome Fiuminico	FCO	4
Bulgaria Air	Skopje	SKP	3
Bulgaria Air	Tel Aviv	TLV	3
El Al Israel Airlines	Tel Aviv	TLV	3
Bulgaria Air	Tirana	TIA	1
Hemus Air	Tripoli	TIP	1
Bulgaria Air	Valencia	VLC	2
Wizz Air	Valencia	VLC	3
Bulgaria Air	Varna	VAR	28
Wizz Air	Varna	VAR	4
Bulgaria Air	Vienna	VIE	5
SkyEurope	Vienna	VIE	14
Austrian Airlines	Vienna	VIE	27
LOT Polish Airlines	Warsaw	WAW	7
Bulgaria Air	Zurich	ZRH	4
SWISS	Zurich	ZRH	7

source: Airport

## Traffic Forecast

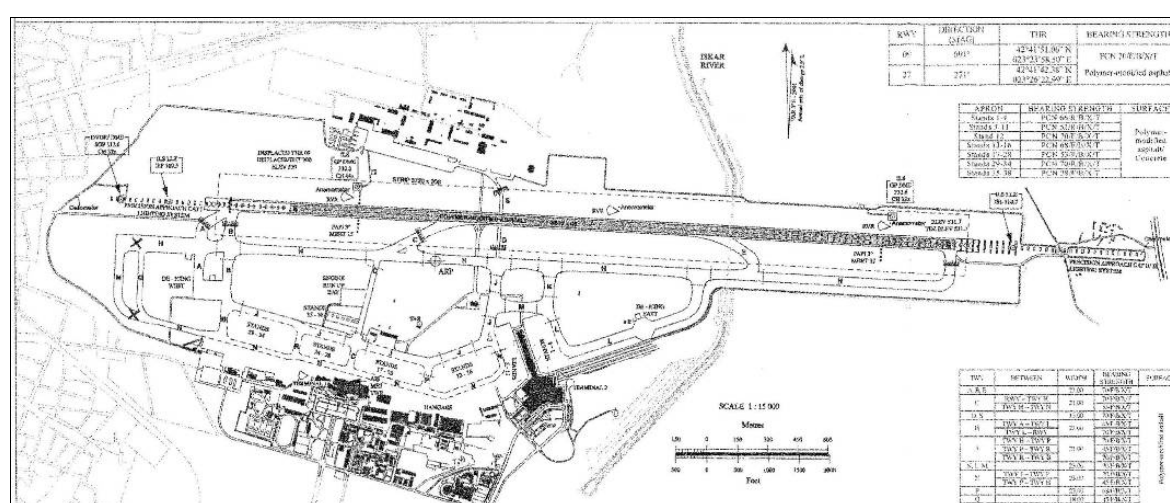
The forecast was made by the EIB in the period preceding the current master plan (1998). Or the following years the envisaged annual passenger traffic, according to this EIB forecast is displayed in the following table.

The traffic growth since the forecast was made has surpassed the annual growth rate used in the forecast and therefore the growth the annual passenger volume is too low as compared to the current traffic development. The table therefore includes a revised forecast by Sofia Airport.

Year	MAP	Growth EIB	Revised SA	Growth SA
2008	1.939	5,67%	3,480	11,50%
2009	2.049	5,67%	3,793	9,00%
2010	2.165	5,67%	4,097	8,00%
2011	2.245	3,73%	4,300	5,00%
2012	2.329	3,73%	4,430	3,00%
2013	2.416	3,73%	4,560	3,00%
2014	2.506	3,73%	4,700	3,00%
2015	2.599	3,73%	4,840	3,00%
2016	2.696	3,73%	4,990	3,00%
2017	2.797	3,73%	5,135	3,00%
2018	2.901	3,73%	5,290	3,00%

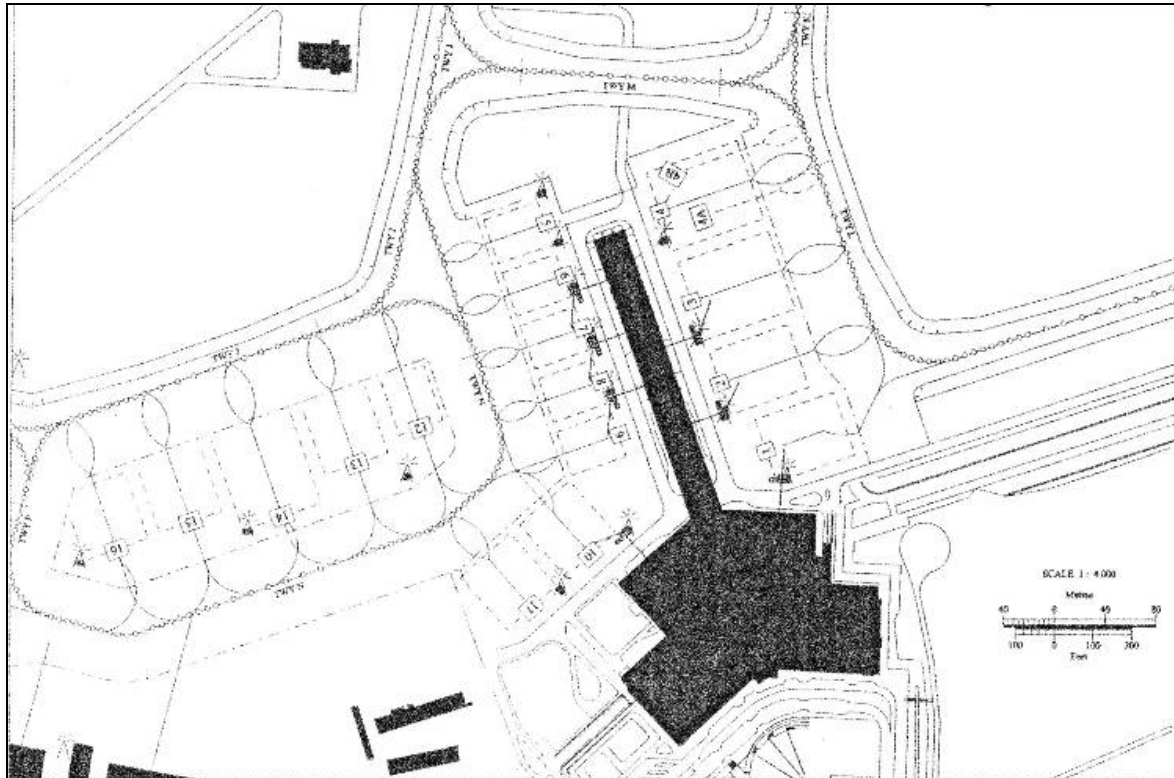
## 11.4.5 Runway Information

### Overview of Airport Layout

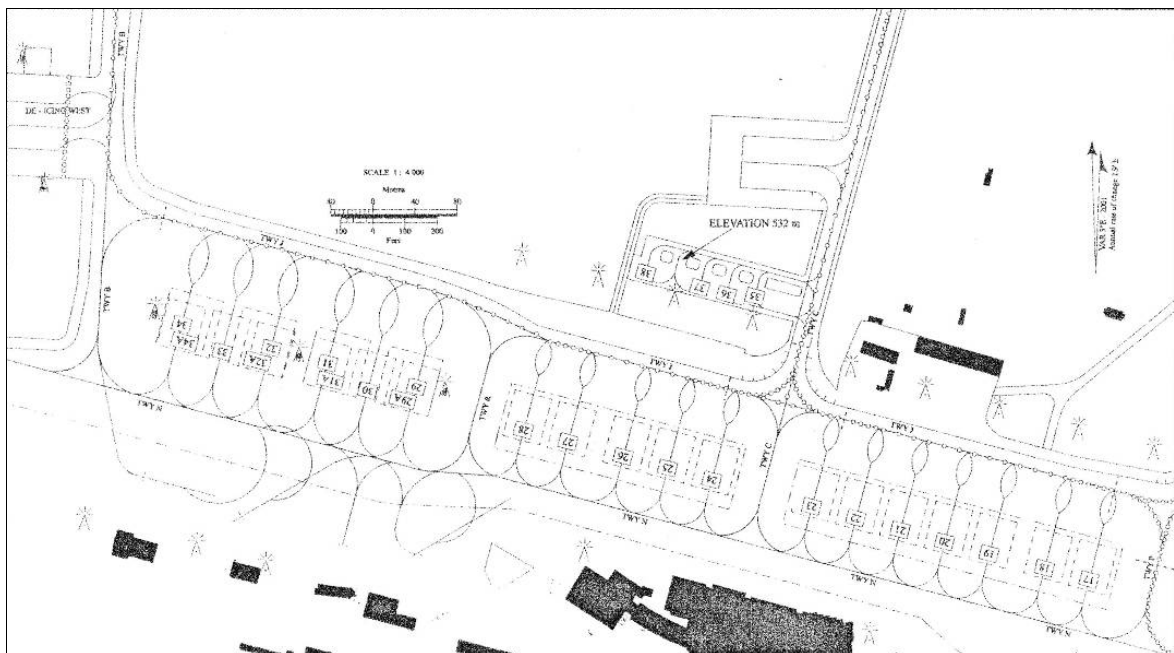


Airport layout





Layout of the passenger terminal apron



Layout of the cargo/ remote passenger apron



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### Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
<b>Designation</b>	09/27	
<b>Length (m) x Width (m)</b>	3600 x 45	
<b>ILS Cat.</b>	III	
<b>Peakhour Departures</b>	9	
<b>Peakhour Arrivals</b>	9	
<b>Hourly Capacity (IFR)</b>	25	
<b>Average Movement Delay rate (min)</b>	11	
<b>Annual Movement Capacity</b>	70,000	
<b>Runway Operating Hours</b>	24H Night ban from 2300-0600 for scheduled flights	

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<b>Basis for Runway Movement Capacity Calculation</b>
Project design
<b>Multi-Runway Operating Procedures</b>
n.a.
<b>Factors limiting runway capacity</b>
The runway occupancy time and the airspace limitations.

#### 11.4.6 Terminal and Cargo Facilities

	<b>1<sup>st</sup> Terminal</b>	<b>2<sup>nd</sup> Terminal (if applicable)</b>	<b>3<sup>rd</sup> Terminal (if applicable)</b>
<b>Name of Terminal</b>	Terminal 1	Terminal 2 (new)	
<b>Departing Passengers per Hour</b>	25	253	
<b>Arriving Passengers per Hour</b>	35	218	
<b>Transfer Passengers per Hour</b>	0	19	
<b>Annual Capacity</b>	1,8 MAP	2,6 MAP	

<b>Basis for terminal capacity calculation</b>
Project design
<b>Hours in Excess of Capacity</b>
n.a.
<b>Main bottleneck of terminal capacity</b>
Passengers & hand baggage security check in T2

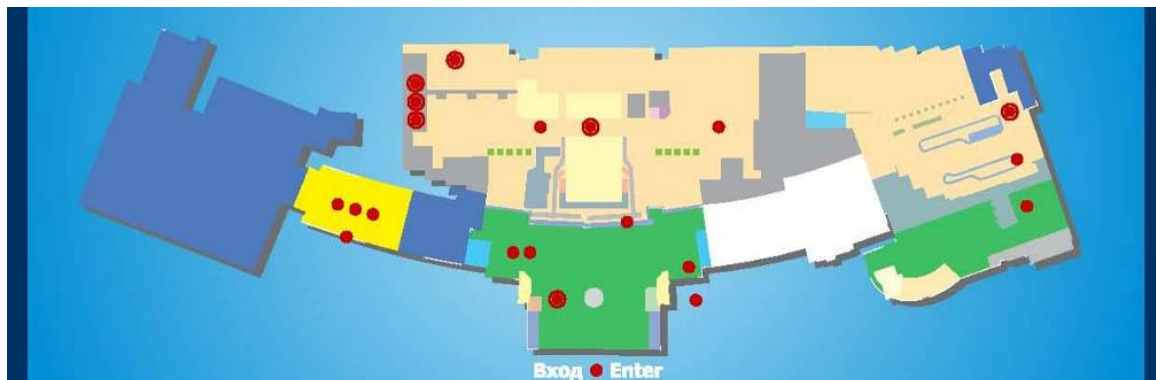
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### Terminal Facilities (Passenger)

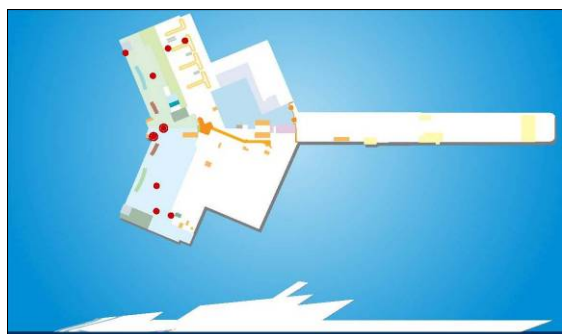
	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
Name of Terminal	Terminal 1	Terminal 2 (new)	
Terminal Total Floor Area	19,000 sq.m	133,000 sq.m	
Number of Check-in desks	19 + 1VIP	34	
Number of Self Service Check-in Machines	0	0	
Number of Passenger Security Screening Positions	2	4	
Number of Baggage Belts	1	2	
Number of Departure Gates	6	7 (& 4 bus gates)	
Number of Loading Bridges	0	7	
Number of Inbound Passport / Immigration Positions	8	2x6	
Number of Baggage Claim Units	2	4	
Number of Commercially Important Passenger Lounges	1CIP+1VIP	3	

### Further details on terminal passenger facilities

The new passenger terminal has been opened in 2006. In the old passenger terminal the Low-Cost and Charter airlines are handled. The following pictures detail the layout of the terminal facilities.



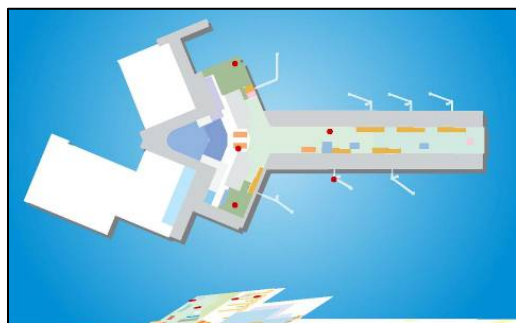
Terminal 1



#### TERMINAL 2 / LEVEL 0

- |   |   |
|---|---|
| 1. Wellcomers hall, Зона пристигане           | 13. Passport control, Паспортен контрол           |
| 2. Check - in hall, Зала чек - ин             | 14. Kitchen, Кухня                                |
| 3. Stairs, Стълбище                           | 15. Arrival hall, Зала пристигане                 |
| 4. Baggage carts, Багажни колички             | 16. Counter ticket sales, Гише продажба билети    |
| 5. Baggage reclaim, Получаване багаж          | 17. Taxis, коли под наем, туристическа информация |
| 6. Lift restaurant, Асансьор ресторант        | 18. Туроператори, резервация на хотели            |
| 7. VIP corridor, Вип коридор                  | 19. Тоалетна                                      |
| 8. Vip entrance, Вип фойе                     | 20. Изходи  |
| 9. Excess baggage cashier, Касиер за свързбаж | 21. Банка   |
| 10. Lift duty free, Асансьор безмитна зона    | 22. Зона бърза закуска                            |
| 11. Bus station, Автобулна станция            | 23. Бизнес Център                                 |
| 12. Door bus stop, Врата автобуна спирка      |   |

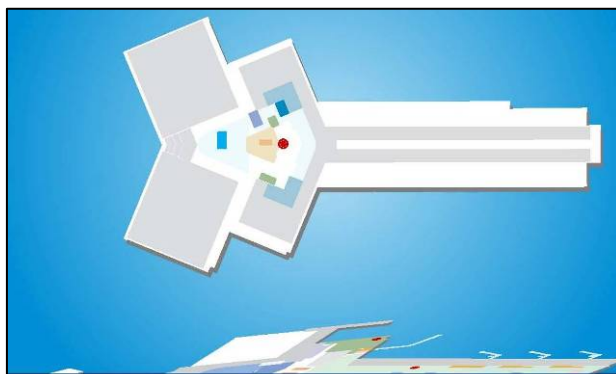
Terminal 2 – level 0



#### TERMINAL 2 / LEVEL 1

- |  |  |
|--|--|
| 1. Изходи  | 8. Departure lounge, Фойе заминаващи             |
| 2. Airline traffic offices, Офис на авиокомпаниите | 9. Food and beverage, Кафе - бар                 |
| 3. Стерилна зона и изходи                          | 10. Waiting area, Зона изчакване                 |
| 4. Duty free shop, Безмитен магазин                | 11. Магазини                                     |
| 5. Тоалетни  | 12. Customs & passport control, Митнически пункт |
| 6. Стълбища и ескалатори                           | 13. Departures area, Зона заминаващи             |
| 7. Waiting area, Зона изчакване                    | 14. Restaurant, Ресторант                        |

Terminal 2 – level 1



#### TERMINAL 2 / LEVEL 2

- |  |                       |
|--|-----------------------|
| 1. Slope                               | 5. Kitchen, Кухня     |
| 2. Lift restaurant, Асансьор ресторант | 6. Kitchen, Кухня     |
| 3. Тоалетни                            | 7. Director, Директор |
| 4. Lift, Асансьорна шахта              | 8. Terrace, Тераса    |

Terminal 2 – level 2

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#### Number of parking stands

In the passenger terminal area there are 10 contact stands and one remote stand. One of the contact stands can be reconfigured to park 2 (smaller) aircraft.  
At the remote aprons a further 39 parking positions are available.

#### Retail Facilities

There is a multitude of retail facilities on the airport. They are mostly operated by 3<sup>rd</sup> parties. Retail facilities include money exchange, liquor, tobacco, restaurants, cafeterias, newsagent, post office, banks, telecommunications, tourist services, rent-a-car and taxi.

Duty Free and Travel Value sales as well as the specialised Bulgarian Spirits shops are managed by Sofia Airport EAD.

#### Terminal Facilities (Cargo)

	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
<b>Name of Cargo Terminal</b>	Sofia Airport Cargo	M&M Airport Cargo Services	DHL, UPS, TNT (off-airport)
<b>Description</b>	Warehouse	Warehouse	
<b>Annual Cargo Capacity (metric tonnes)</b>	20 000		
<b>Total Annual Inbound Cargo (metric tonnes)</b>	4,444	1,279	
<b>Total Annual Outbound Cargo (metric tonnes)</b>	3,248	1,004	
<b>Share Carried on Cargo Aircraft (%)</b>			42%
<b>Total Domestic Cargo (metric tonnes)</b>	22	0	
<b>Total International Cargo (metric tonnes)</b>	7,692	2,283	7,389

#### Further detail on cargo facilities

There is a feasibility study to expand the existing cargo facilities and to construct a new cargo terminal.

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## Other Facilities

### Aircraft Maintenance / Engineering Facilities

There are 3 hangars owned by Bulgarian Aviation Group (Bulgaria Air, Hemus Air) providing routine maintenance for B737 and BAe146 aircraft types. Hangar No.3 is now being refurbished as part of the Lufthansa Technics & Bulgarian Aviation Group's Joint Venture for MROs of A320 aircraft types.

Engineering services are also provided by Global Maintenance whose staff is licensed for all aircraft types traditionally operated into Sofia Airport (generally Boeing and Airbus).

### Refuelling

Total capacity of the fuel storage tanks is 14.750 m<sup>3</sup>. The fuel farm is managed by Sofia Airport EAD. There are 3 fuel suppliers: LUKOIL; Air BP and Petrol. Fuel is transported on the ramp by fuel trucks and the refuelling activities are performed by Sofia Airport EAD as a subcontractor for the above listed suppliers. Sofia Airport EAD also maintains small quantities of fuel for ad-hoc flights.

### Ground Handling

Ground handling is performed by operators licensed by the Bulgarian Civil Aviation Administration. The Airport Operator is responsible for the infrastructure allocation and daily supervision of the handling operators' activities.

### Winter Operation facilities

There are 3 de-icing stands. Only Sofia Airport EAD is licensed for de-/anti-icing aircraft treatment. Services are provided by 4 de-icing trucks and the used fluid is Safewing MP II 1951.

The following equipment is used for airfield winter maintenance: Air blast sweepers, snow scrapers, rotary snow ploughs, and snow blowers.

### Ground Transportation Centres

n.a.

## 11.4.7 Infrastructure Development

### Infrastructure Development

#### Major works in the past 5 years

The runway and taxiways have been renovated. In 2006 the new runway has been commissioned whilst the old runway has been modified into a parallel taxiway. Also in 2006, the new passenger terminal has been opened.

#### Future Approved Works

n.a.

#### Long term development plan (master plan) for the airport

A master plan has been prepared in the 90s before expansion of the passenger terminal facilities and upgrade of the runway and taxiway system.

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#### 11.4.8 Environment

##### Environmental Policy

###### Background

The base of Sofia Airport environmental policy was set with the preparation of Sofia Airport Master Plan. It was aimed at turning Sofia Airport into a modern airport that meets adequately the continuing growth of air transport demands simultaneously with taking care of the environment. On the basis of Sofia Airport Master Plan a Detailed Design for Sofia Airport Reconstruction, Development and Extension was elaborated and implemented.

Also, Sofia Airport implements a Plan for self environmental monitoring that includes:

- Monitoring of surface and underground water quality through testing of samples in certified laboratories 4 times a year;
- Monitoring of aviation noise levels by 24-hour registration of noise events by Noise Monitoring and Flight Tracking System;
- Monitoring of the quality of soil and vegetation from agricultural territories around the airport through testing of samples in certified laboratories once a year.

To date no deviations from the environmental norms of the Bulgarian legislation were established.

###### Noise

As part of Sofia Airport Reconstruction, Development and Extension a new runway was constructed. It is located 540 m to the East and 210 m to the North of the former runway (that is now a parallel taxiway) and the new runway threshold 09 was shifted by 300 m more to the East. That led to a considerable decrease in the number of Sofia residents affected by the aviation noise.

Noise Protection Project for the territory most affected by the aviation noise in the vicinity of Sofia Airport was elaborated. It contains research and proposes a conception for individual and group measures for noise protection. The Project includes determination of the exact number of citizens living within this territory and determination of the resident buildings that are subject to noise protection as well as proposal for individual protection measures for each building.

To date in implementation of the Noise Protection Project noise insulation was made of 230 resident buildings (houses) and one elementary school – the existing woodwork was replaced by aluminium doors and windows that provide adequate insulation against the aviation noise. In 2008 started design and construction of a Noise Protection Fence at the engine run-up pad (the stand designated for engine test runs).

Along with the above, there are noise abatements procedures in force at Sofia Airport: Scheduled flight planning from/to Sofia Airport is not permitted between 23.00 and 06.00 hrs (local time); Training flights are prohibited between 23.00 and 06.00 hrs (local time); Engine test runs may only take place on the designated for that purpose stand. Engine test runs are prohibited between 19.00 and 07.00 (local time). Take-offs and landings in Western direction (over flying Sofia) are permitted only in cases when the strength and direction of the wind do not allow otherwise or for traffic reasons.

In 2003 – 2004 Sofia Airport supplied and installed Aviation Noise Monitoring and Flight Tracking System. The noise monitoring terminals are located within the noise contour LAeq 60 dB(A) around the airport. The data from the Aviation Noise Monitoring and Flight Tracking System is basis for provision of different noise abatement procedures and actions.

###### Air

The new boiler station at Terminal 2 uses gas as a fuel and diesel as a reserve fuel. Gasification of the heating station of Terminal 1 is forthcoming. A new petrol station equipped with a system for catching back the benzene evaporations during refuelling will be design and build.

###### Water

To prevent pollution of Iskar River, three oil separators were installed to treat the effluent from Sofia Airport apron before discharging into the river. The necessary permits for discharging according to the Bulgarian Water Act were issued by the competent authority – Basin Directorate – Danube

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Region.

Two deep wells were constructed to supply Terminal 2 with underground water for technical use. In accordance with the requirements of the Bulgarian Water Act Basin Directorate – Danube Region issued the necessary permit.

Two de-icing platforms were constructed. They are equipped with underground collecting reservoirs with capacity of 50 m3 for collecting the used de-icing fluid so that pollution of the soil and Iskar River is avoided.

#### **Waste**

A Waste Management Programme was prepared by Sofia Airport and after approval by the competent authority – Regional Inspectorate of Environment and Waters, Waste Management Permit was issued. Special attention is paid to dangerous waste – in compliance with the Bulgarian Waste Management Act and the Waste Management Permit it is handed over only to companies licensed by the Ministry of Environment and Waters

### **11.4.9 Accessibility**

#### **Road Access (private vehicle)**

The distance from the airport to the city centre is approximately 10 km.

The connection between the airport and the city is formed by an expressway for only airport related traffic. It is 2 lanes per direction. A new extension to Terminal 2 is under construction.

Kerb at Terminal 2 (right lane for taxis and buses, left lane for private vehicles)

#### **Car Parking**

In front of terminal 2 there is a underground parking facility. In total the number of parking places is approximately 800. To the left of the terminal building there is a large employee parking.

In front of Terminal 1 there is a public parking with 400 places for short and long term car stay. Near the old terminal there are two parking areas for employees.

For terminal 1 the following parking fees apply

Parking time (hours)	Cost (BGN)
<1 hour	2,00
1- 7 (for every hour)	2,00
7- 12 hours	15,00
12-24	18,00
24- 36	20,00
36-48	25,00
48-120	40,00
120- 700	50,00
>700	80,00
Penalty for lost ticket	10,00
Penalty for lost receipt	10,00
Penalty for lost subscription card	100,00



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For terminal 2 the following charges apply:

Parking time (hours) - short term parking	Cost (BGN)
<1 hour	3,00
1- 7 (for every hour)	2,00
7- 12 hours	17,00
12-24	20,00
24- 36	22,00
36-48	27,00
Parking time (days) - long term parking	Cost (BGN)
<5	50,00
5 – 30	60,00
30 - 90	90,00
90-150	120,00
>150	200,00
Penalty for lost subscription card	100,00

#### Public Transport Access – Rail

There is no rail connection to the airport nor plans to construct such a connection. However, a Metro line is planned to be extended to Terminal 2 in the coming years which will reduce the time for access to the city centre to 15 min.

#### Public Transport Access – Bus and Coach

There are two bus lines to the centre of Sofia – Line 84 starts at T1 and Line 284 starts at T2. A shuttle minibus no.30 operates between T1 and a big resident's complex in the western part of the city.

#### Taxi

There are two official taxi companies who operate taxi services from the airport – OK Supertrans and Taxi S-Express. Their desks are located in the public Arrivals areas of T1 and T2. By the terminals there are dedicated taxi parking areas. The average fare between Sofia Airport and the city centre is Eur. 5-8.

#### Access for Persons with Reduced Mobility

Passengers with reduced mobility can follow the normal flow in the terminal building. Elevators are put in place to facilitate movement at level changes. In addition, they are provided with special assistance through the airport. Access to aircraft is possible via passenger loading bridges, or buses to remotely parked aircraft, and for wheel chairs it can also be facilitated by special vehicles.

### 11.4.10 Key issues and other information

#### Key issues for the airport over the next 5 years

The annual traffic is increasing with a rate much higher than previously anticipated. Therefore the capacity of the passenger terminal and other airport facilities could be reached earlier than anticipated (depending on peak hour traffic development). Bulgaria is expected to join the Schengen agreement in March 2011 and the airport has to adapt its facilities and operational procedures to the new requirements.

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#### 11.4.11 Airport Photographs



Handling of a Bulgaria Air aircraft at a contact stand of terminal 2



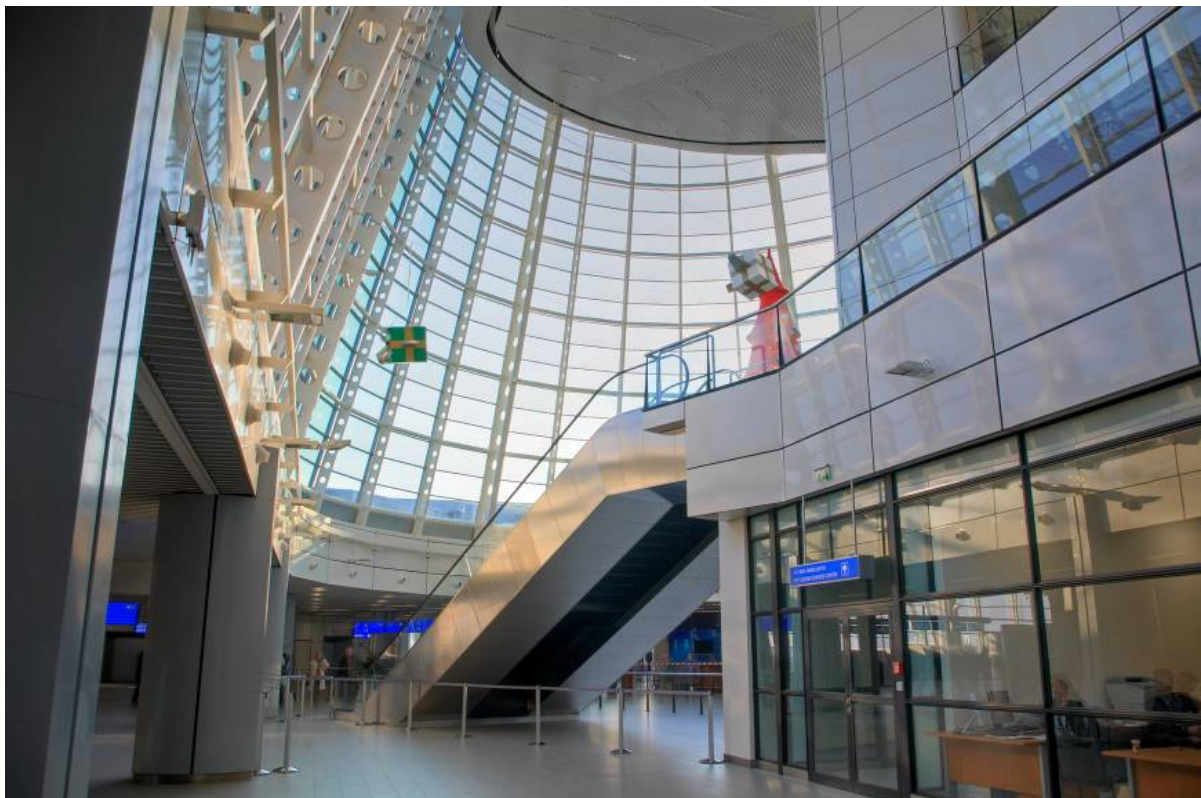
Reclaim hall of terminal 2



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Arrivals hall (public area) at terminal 2



Escalator from check-in area to departures area

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Kerb at terminal 2



Parking area at terminal 2



Overview of terminal 2

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Section 11 - Burgas International Airport	

## 11.5 Burgas International Airport

### 11.5.1 General Airport Information

<b>Full Airport Name</b>	<input type="text" value="Burgas Airport"/>		
<b>Full Airport Address</b>	<input type="text" value="Burgas Airport, 8007 Burgas"/>		
<b>Website Address</b>	<input type="text" value="http://www.bourgas-airport.com/"/>		
<b>IATA Code</b>	<input type="text" value="BOJ"/>	<b>ICAO Code</b>	<input type="text" value="LBBG"/>
<b>Managing Director/ Chief Executive</b>	<input type="text" value="Kalin Barzov"/>		

<b>IATA Slot Coordination Level</b>	<input type="text" value="Level 1"/>
(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)	

<b>ATC &amp; Navigation</b>	
<b>ATC Coverage (local or area control, who provides service)</b>	<input type="text" value="Local. These services are provided by ATSA (Air traffic Services Authority). The area control is provided through the Varna ACC."/>
<b>NDB</b>	<input type="text" value="Yes"/>
<b>DME</b>	<input type="text" value="Yes"/>
<b>VOR</b>	<input type="text" value="Yes"/>
<b>Other</b>	<input type="text"/>

<b>Fire Fighting</b>	
<b>Fire Fighting Category</b>	<input type="text" value="7 (According to AIP). The airport is currently updating ARFF equipment to satisfy ICAO recommended minimum response times and to upgrade the fire fighting category."/>
<b>Maximum Aircraft Size</b>	<input type="text" value="Conform the above fire fighting category."/>

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#### Key Airport Contacts

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Mr. Vassiliev, Operations Director  
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 e-mail : [techdirector@ghdirector@bourgas-airport.com](mailto:techdirector@ghdirector@bourgas-airport.com)

### 11.5.2 Airport Ownership and Management

#### Current ownership structure of the airport

The airport territory is owned by the Bulgarian Ministry of Transportation. A concession to operate the airport for the next 34 years has been awarded to the private company Fraport Twin Star Airport Management AD. This company is a Joint-Venture of Fraport (60% shareholder) and BM Star (40% shareholder).

Fraport Twin Star Airport Management AD has set up two separate organisations to manage the airports at Burgas and Varna. Above these two organisation there is a “mother” organisation which performs general services such as finance, accounting, procurement, marketing, legal, quality management, etc.

#### Current management structure at the airport

The airport is managed by the airport director, supported by two deputies (the technical and operational directors).

#### Number of employees working for the airport operator

Approximately 350 employees permanently. During the peak season approximately 700. The “mother” organisation employs approximately 100 employees.

During the peak month the total number of employees at the airport (not only airport employees, but also employees from other airport related companies and authorities) is about 1600 persons.

#### Ground handling service provision at the airport

These are provided by the airport.

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### Brief history of the airport, highlighting major events

The airport was first established in 1927 by French engineers.

During the 1990s black sea tourism has grown substantially and therefore the airport is predominantly used for charter operations transporting passengers to and from the resorts in the South Bulgarian Black Sea region.

The passenger terminal (now used for departures) was constructed in 1974. In 1992 a separate arrivals terminal was constructed.

In recent years, the airport has also been used by the US military to operate flights to Iraq during operation "enduring freedom" and to Afghanistan.

In 2004, the concession to operate the airport was first awarded to Copenhagen Airports AS, but, after a ruling from the supreme court, the airport's concession was granted to Fraport Twin Star Airport Management AD.

### 11.5.3 Financial Issues

#### Financial Performance

- Turnover in aeronautical revenue's (in thousand EUR): 19,044 (2007\*)
  - Turnover in non aeronautical revenue's (year): 1,782 (2007\*)
  - Operating Profit before tax (year): 5,568 (2007\*)
  - Net profit (year) : not available
- \* projected

#### User Charges

The User Charges are established by the Ministry of Transportation. Exempted from charges are state aircraft, military aircraft and aircraft in distress.

##### Landing charge

The height of the charges is based on the MTOW. The rates are increased for flights on: Saturdays, Sundays, and Holidays (25%), landings between 2200 – 0600 (25%), landings in peak periods (10%). Landing charges are computed as per the following table:

MTOW of aircraft t (tons)	international flights ( € )	domestic flights ( € )
t ≤ 3	20	10
3 < t ≤ 10	40 + 14 for each ton above 3t	20
10 < t ≤ 20	180 + 14 for each ton above 10t	60
20 < t ≤ 40	320 + 4 for each ton above 20t	80
40 < t ≤ 60	400 + 7 for each ton above 40t	100
60 < t ≤ 80	540 + 5 for each ton above 60t	120
80 < t ≤ 100	640 + 5 for each ton above 80t	140
t > 100	740 + 5 for each ton above 100t	160

##### Parking charge

The parking charge for aircraft during an intermediate stop over in between a Bulgarian airport of origin and an airport outside Bulgaria is the same as for a domestic flight.

For aircraft originating outside Bulgaria, and terminating at a Bulgarian airport, the parking charge for an intermediate stop over are € 3 per ton of MTOW. At the final airport the charge is the same as a domestic flight.



The parking charge for aircraft (when parking time exceeds the free parking period) is 20% of the landing charge for each 24 hour period or part thereof. When an airport is used as a base for the aircraft, the parking charge is 5% of the domestic landing charge for each 24 hour period or part thereof.

#### Passenger service charge

The passenger charges per departing international pax are € 8.00. Proposals are made to introduce off peak pricing to stimulate off peak traffic. Currently, in contravention of European law, there is a reduced fee for domestic passengers of € 1.50.

Taking into account:

- A reduction of 50% for infants between 2 and 12 years,
- The exemption of infants up to 2 years,
- The exemption of transit passengers,
- The exemption of passengers on aircraft exempted from payment of charges.

The ground handling charges are non-regulated.

### 11.5.4 Airport Traffic

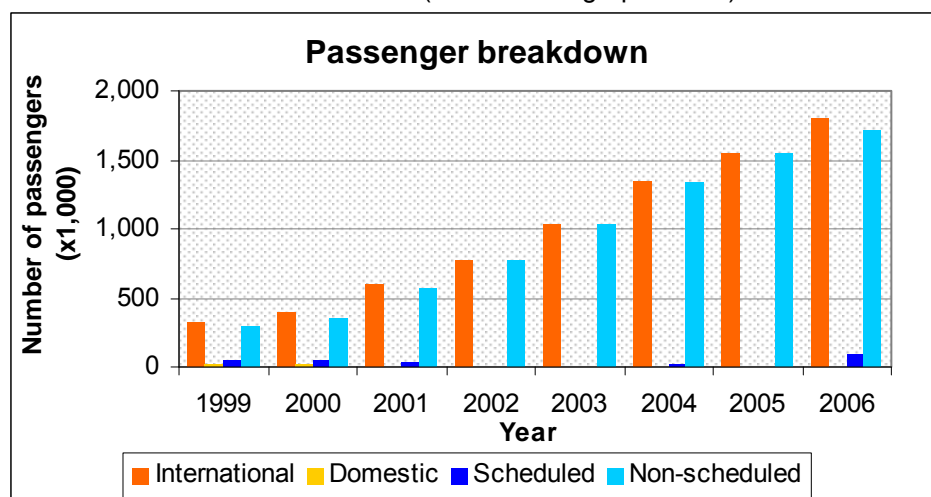
#### Airport Traffic History

##### Historic Traffic

	1999	2000	2001	2002	2003	2004	2005	2006
Aircraft movements	6,148	5,528	5,964	6,708	8,963	11,199	12,496	14,429
Pax (x1,000)	339	398	596	767	1,026	1,353	1,556	1,802
Freight (tonnes)	3,421*	748*	648*	925	635	899	122	405
Mail (tonnes)	36	37	108	0	0	0	0	0

source: DG "Civil Aviation Administration", \* Ministry of Transport, Republic of Bulgaria.

Most of the traffic is non-scheduled (see also the graph below).



The airport traffic is largely determined by the seasonality: Approximately 99% of all passenger movements occur between May-October.

#### Top origins/destinations

Almost all passengers at Burgas Airport are tourists. The largest part of passengers is made up by German, Scandinavian and British passengers (71%). Other significant passenger shares originate

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from the Czech Republic, Russia, Ireland, Slovakia, Israel and the Netherlands. Passengers shares from these countries are below 10% each.

#### Airlines.

A large number of charter airlines operate to and from Burgas. The main Carriers are: Bulgaria air(10%), Balkan Holidays Air (9%), Air Via (9%), and Bulgarian Air Charter (8%)

### Current Flight Programme

There are currently 2 flights per day. The first is departing early in the morning to Sofia (via Varna). And the second is arriving at night from Sofia (via Varna).

In the summer the number of flights increases with the charter flights to up to 150 flights per day.

### Traffic forecast

The traffic forecast for Burgas airport is a scenario based forecast. There is a difference made between a short term forecast which is based on airport experience and market analysis, the long term forecast depends on mathematical-statistical methods.

Several scenarios are developed which lead to the following passenger and aircraft movements for the following years:

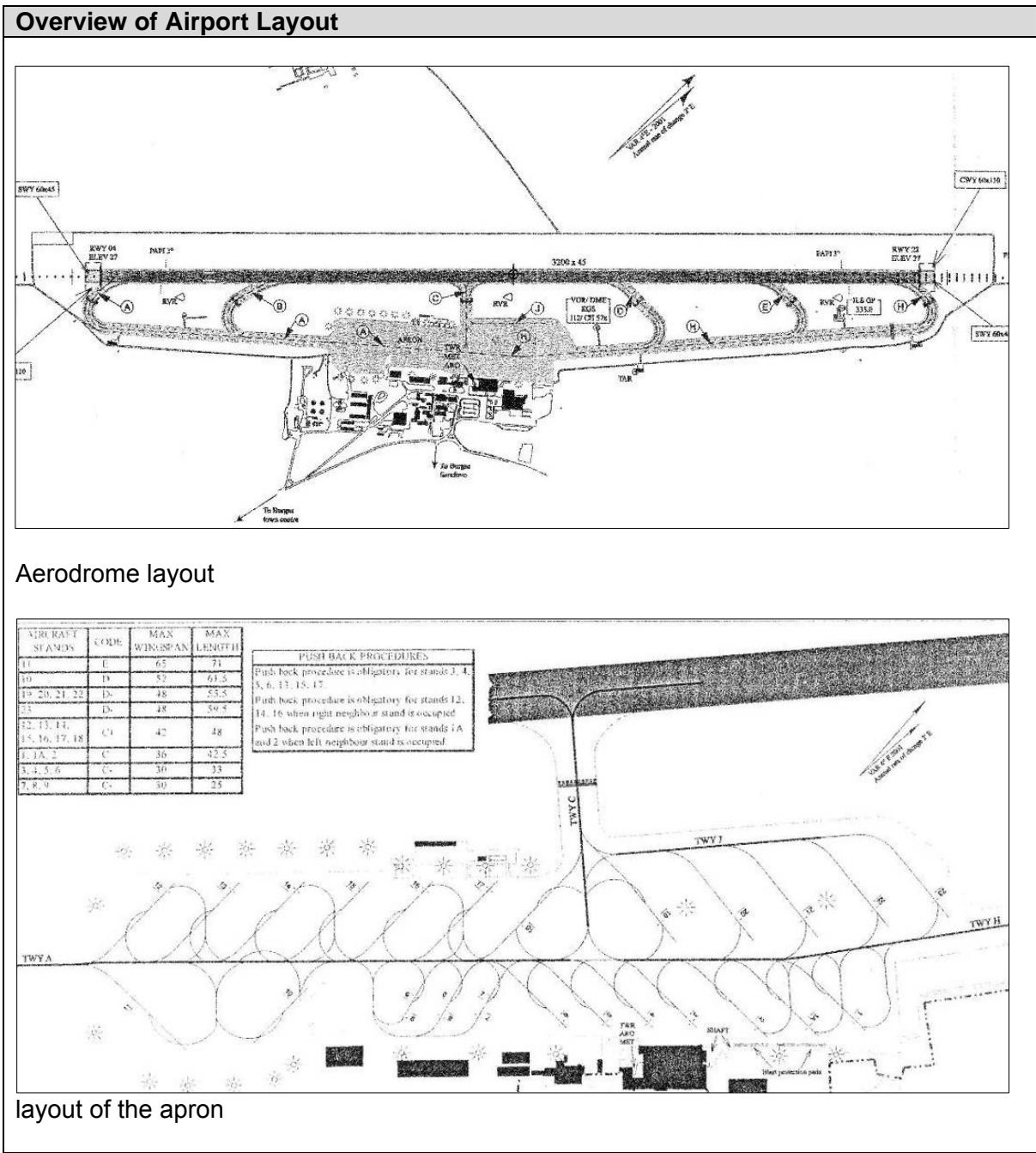
Pax (MPPA)	2010	2015	2020	2025
Base Trend	2.4	3.0	3.8	4.6
Optimistic	2.4	3.3	4.3	5.5
Pessimistic	2.4	2.9	3.6	4.2

Movements	2010	2015	2020	2025
Base Trend	19.000	24.000	29.000	35.000
Optimistic	19.500	26.000	33.500	41.500
Pessimistic	19.000	23.500	28.000	32.500

Cargo traffic is forecasted to be around 1000 tons in the year 2020.

It is expected that the influence of the seasonality on the traffic pattern will decrease from 99% to 92% of the pax movements in the busiest 5 months (May - Oct).

11.5.5 Runway Information



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### Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	04/22	
Length (m) x Width (m)	3200 x 45	
ILS Cat.	I (only RWY 22)	
Peakhour Departures	8	
Peakhour Arrivals	7	
Hourly Capacity (IFR)		
Average Movement Delay Rate (min)		
Annual Movement Capacity		
Runway Operating Hours	24H	

### Basis for Runway movement capacity calculation

n.a.

### Multi-runway operating procedures

n.a.

### Factors limiting runway capacity

n.a.

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### 11.5.6 Terminal and Cargo Facilities

	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
<b>Name of Terminal</b>	Departures	Arrivals	
<b>Departing Passengers per Hour</b>	1,200 (700 is the design capacity)	n.a.	
<b>Arriving Passengers per Hour</b>	n.a.	1,213 (800 is the design capacity)	
<b>Transfer Passengers per Hour</b>	1,062	n.a.	
<b>Annual Capacity</b>	0.9 MAP	1.0 MAP	

#### Basis for terminal capacity calculation

Considering that the airport already operates in excess of its design capacity during certain periods in the peak season, and that the seasonality of the traffic will not significantly change in the short term due to the travel motives (tourism) of the passengers, the capacity of the passenger terminal is reached (based on design capacity).

#### Hours in Excess of Capacity

In the summer season, the airports is severely constrained during several hours of the day, while, due to the high seasonality of the traffic, the traffic volume in winter is quite low.

#### Main Bottleneck of Terminal Capacity

The seasonality of the traffic is the main bottleneck for the terminal capacity. In the terminal the security controls (departures) and baggage belts (arrivals) are the main bottlenecks.

#### Terminal Facilities (Passenger)

	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
<b>Name of Terminal</b>	Departures	Arrivals	
<b>Terminal Total Floor Area (m<sup>2</sup>)</b>	2281	5830	
<b>Number of Check-in Desks</b>	22	n.a.	

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	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
Number of Self Service Check-in Machines	0	n.a.	
Number of Passenger Security Screening Positions	3 (&4 passport control booths)	n.a.	
Number of Baggage Belts	2	n.a.	
Number of Departure Gates	6	n.a.	
Number of Loading Bridges	0	0	
Number of Inbound Passport / Immigration Positions	n.a.	7	
Number of Baggage Claim Units	n.a.	4	
Number of Commercially Important Passenger Lounges	1	0	

#### Further details on terminal passenger facilities

Adjacent to the departures terminal there is a separate VIP lounge for the handling of VIP passengers.

#### Number of Parking Stands

On the apron 24 aircraft can be parked. 1 x code E, 6 x code D, 7 x code C+ (max. wing span 42m), 10 x code C- (max. wing span 30m). All stands are remote stands (taxi-in, taxi-out).

#### Retail Facilities

In the arrival terminal there is a post office, cafe, money exchange office and rental car offices. The quality of these facilities is low. Outside temporary facilities are located for additional rental car companies.

The departure terminal features an airside cafe/restaurant on the second floor and on the ground floor a cafe, and two duty free shops (cigarettes and liquor, and miscellaneous).

### Terminal Facilities (Cargo)

	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
<b>Name of Cargo Terminal</b>	n.a.		
<b>Description</b>	Warehouse		
<b>Annual Cargo Capacity (metric tonnes/year)</b>	2000		
<b>Total Annual Inbound Cargo (metric tonnes)</b>	346		
<b>Total Annual Outbound Cargo (metric tonnes)</b>	59		
<b>Share Carried on Cargo Aircraft (%)</b>	100%		
<b>Total Domestic Cargo (metric tonnes)</b>			
<b>Total International Cargo (metric tonnes)</b>			

### Other Facilities

#### Aircraft Maintenance / Engineering Facilities

There are currently no provisions to conduct aircraft maintenance. There is a hangar on the airport but it is currently not connected to the taxiway system. Furthermore, the hangar is of limited size, thus limiting usage to very small aircraft.

#### Refuelling

There are two fuel suppliers. Fuel is trucked from the nearby refinery, one of the largest fuel refineries of the Balkans, to the airport. Refuelling of the aircraft is operated by the airport. Fuel is stored in 4 tanks with a capacity of 2000 m<sup>3</sup> each. Bowsers are used to supply the aircraft with fuel.

There is an underground fuel system to 6 of the aircraft stands, which are currently however not in use.

#### Ground Handling

All ground handling and passenger handling is performed by the airport. Facilities for maintenance of GSE vehicles are located in the north-western area of the airport.

#### Winter Operation Facilities

De-icing is provided by the airport. De-icing of the aircraft is done on the apron. For de-icing (snow removal) of the airport has several vehicles including, sweepers, snow scrapers, snow ploughs, blowers and a car amide spreader

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#### Ground Transportation Centres

n.a.

### 11.5.7 Infrastructure Development

#### Infrastructure Development

##### Major works in the past 5 years

No major works have occurred in the recent past. In 1992 the departures terminal building was constructed.

##### Future Approved Works

There are plans to construct a new terminal building to increase the passenger handling capacity.

##### Long term development plan (master plan) for the airport

As part of the concession a master plan was drafted by the new airport operator. At this moment the master plan still has to be approved by the government of the Republic of Bulgaria.

### 11.5.8 Environment

#### Environmental Policy

The airport is operational 24 hours per day. There are noise abatement procedures in place to avoid excessive aircraft noise over densely populated areas.

### 11.5.9 Accessibility

#### Road Access (private vehicle)

The airport is approximately 12 km from Burgas.

The airport is connected to the main road from Burgas to Varna alongside the Black Sea Coast. This road is a 4 lane motorway which is in good condition. There is a separate exit/access to the airport which consists of a 2-lane road.

Only 1.5% of all passengers use private transport because almost all passenger use coaches provided by the tour operators.

The picture below details the landside area. The parking area in the middle is used for employee parking and departure passenger parking. The parking area to the right is used for arrival passenger parking.





Landside area at Burgas airport.

### Car Parking

There are several parking lots at the airport:

- NE-parking lot:
  - Part A (8,330 sqm): with a capacity to park 33 buses. It includes the kerb for the arrivals terminal
  - Part B (2,740 sqm) capacity of 84 cars.
  - Part C: (6,800 sq) capacity of 29 buses and 77 cars.
- Central parking lot (6,025 sqm): capacity of 180 cars.

### Public Transport Access – Rail

n.a.

### Public Transport Access – Bus and Coach

Most passengers (approx. 95%) use coach services provided by the tour operators.

Two bus lines service the airports with a frequency of 2 buses per hour. These buses connect the airport with the city of Burgas, and one or more of the beach resorts nearby. These buses are mostly used by employees.

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#### **Taxi**

Approximately 3.5% of all passengers

#### **Access for Persons with Reduced Mobility**

Persons with reduced mobility are assisted through the terminals by airport employees. Special vehicles are available

### **11.5.10 Key issues and other information**

#### **Key issues for the airport over the next 5 years**

The key issue for the airport is the high degree of seasonality of the traffic.

If Bulgaria becomes a Schengen country the traffic pattern (share of international vs. share of domestic/Schengen) will change drastically. This will have major implications for the usage of the terminal facilities.

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### 11.5.11 Airport Photographs



Departure Terminal. To the right there are several temporary facilities.



Arrival terminal (right), departure terminal (middle), and ATC Tower



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Airport overview – Apron, Terminals and ATC Tower



Departure Terminal – Check-in area

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Arrival Terminal – Baggage Reclaim Area.



Arrival Terminal

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## 11.6 Varna International Airport

### 11.6.1 General Airport Information

<b>Full Airport Name</b>	<input type="text" value="Varna Airport"/>		
<b>Full Airport Address</b>	<input type="text" value="9000 Varna, Bulgaria"/>		
<b>Website Address</b>	<input type="text" value="http://www.varna-airport.bg/"/>		
<b>IATA Code</b>	<input type="text" value="VAR"/>	<b>ICAO Code</b>	<input type="text" value="LBWN"/>
<b>Managing Director/ Chief Executive</b>	<input type="text" value="Dimitar Kostadinov"/>		

<b>IATA Slot Coordination Level</b>	<input type="text" value="Level 1"/>
(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)	

<b>ATC &amp; Navigation</b>	
<b>ATC Coverage (local or area control, who provides service)</b>	<input type="text" value="Local. At the airport there are also ACC and APP facilities, which control the Varna FIR. These services are provided by ATSA (Air traffic Services Authority)."/>
<b>NDB</b>	<input type="text" value="Yes"/>
<b>DME</b>	<input type="text" value="Yes"/>
<b>VOR</b>	<input type="text" value="Yes"/>
<b>Other</b>	<input type="text"/>

<b>Fire Fighting Fire Fighting Category</b>	<input type="text" value="7"/>
<b>Maximum Aircraft Size</b>	<input type="text" value="B737/A320 type"/>

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#### Key Airport Contacts

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### 11.6.2 Airport Ownership and Management

#### Current ownership structure of the airport

The airport territory is owned by the Bulgarian Ministry of Transportation. A concession to operate the airport for the next 34 years has been awarded to the private company Fraport Twin Star Airport Management AD. This company is a Joint-Venture is of Fraport (60% shareholder) and BM Star (40% shareholder).

Fraport Twin Star Airport Management AD has set up two separate organisations to manage the airports at Burgas and Varna. Above these two organisation there is a “mother” organisation which performs general services such as finance, accounting, procurement, marketing, legal, quality management, etc.

#### Current management structure at the airport

The airport is managed by the airport director, supported by two deputies (the technical and operational directors).

#### Number of employees working for the airport operator

Approximately 350 employees permanently. During the peak season 500-700. The “mother” organisation employs approximately 100 employees

#### Ground handling service provision at the airport

These are provided by the airport.



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### Brief history of the airport, highlighting major events

In 1947 the first permanent airline flew aircraft from Sofia to Varna. In 1948 the new airport of Varna opened. In 1961 a new concrete runway 2500m in length became operational. In 1972 a new terminal building was opened facilitating the reception of larger aircraft. The larger aircraft required a renovation of the existing runway which was done in 1974.

In 1990 the terminal was expanded with a new area for international arrivals.

In light of the increase in traffic because of the growing tourism industry on the black sea coast of Bulgaria, the last years plans have been developed to further expand the airport. As part of these new plans a concession has been awarded to Fraport Twin Star Airport Management AD to operate the airport for the next 35 years.

## 11.6.3 Financial Issues

### Financial Performance

Estimated revenues for the year 2007 include:

- Turnover in aeronautical revenue's: € 10,676,000 (excl ground handling)
- Turnover in ground handling revenue's: € 7,067,000
- Turnover in non aeronautical revenue's: € 1,328,000
- Operating Profit before tax: € 3,878,000 (EBITDA)

### User Charges

The User Charges are established by the Ministry of Transportation. Exempted from charges are state aircraft, military aircraft and aircraft in distress.

#### Landing charge:

The height of the charges is based on the MTOW. The rates are increased for flights on: Saturdays, Sundays, and Holidays (25%), landings between 2200 – 0600 (25%), landings in peak periods (10%). Landing charges are computed as per the following table:

MTOW of aircraft t (tons)	international flights (€)	domestic flights (€)
$t \leq 3$	20	10
$3 < t \leq 10$	40 + 14 for each ton above 3t	20
$10 < t \leq 20$	180 + 14 for each ton above 10t	60
$20 < t \leq 40$	320 + 4 for each ton above 20t	80
$40 < t \leq 60$	400 + 7 for each ton above 40t	100
$60 < t \leq 80$	540 + 5 for each ton above 60t	120
$80 < t \leq 100$	640 + 5 for each ton above 80t	140
$t > 100$	740 + 5 for each ton above 100t	160

#### Parking charge:

The parking charge for aircraft during an intermediate stop over in between a Bulgarian airport of origin and an airport outside Bulgaria is the same as for a domestic flight. For aircraft originating outside Bulgaria, and terminating at a Bulgarian airport, the parking charge for an intermediate stop over are € 3.00 per ton of MTOW. At the final airport the charge is the same as a domestic flight.

The parking charge for aircraft (when parking time exceeds the free parking period) is 20% of the landing charge for each 24 hour period or part thereof. When an airport is used as a base for the aircraft, the parking charge is 5% of the domestic landing charge for each 24 hour period or part

thereof.

#### Passenger service charge:

The passenger charges per departing international pax are € 8.00. Proposals are made to introduce off peak pricing to stimulate off peak traffic. Currently, in contravention of European law, there is a reduced fee for domestic passengers of € 1,50.

#### Taking into account:

- A reduction of 50% for infants between 2 and 12 years,
- The exemption of infants up to 2 years,
- The exemption of transit passengers,
- The exemption of passengers on aircraft exempted from payment of charges.

The ground handling charges are non-regulated.

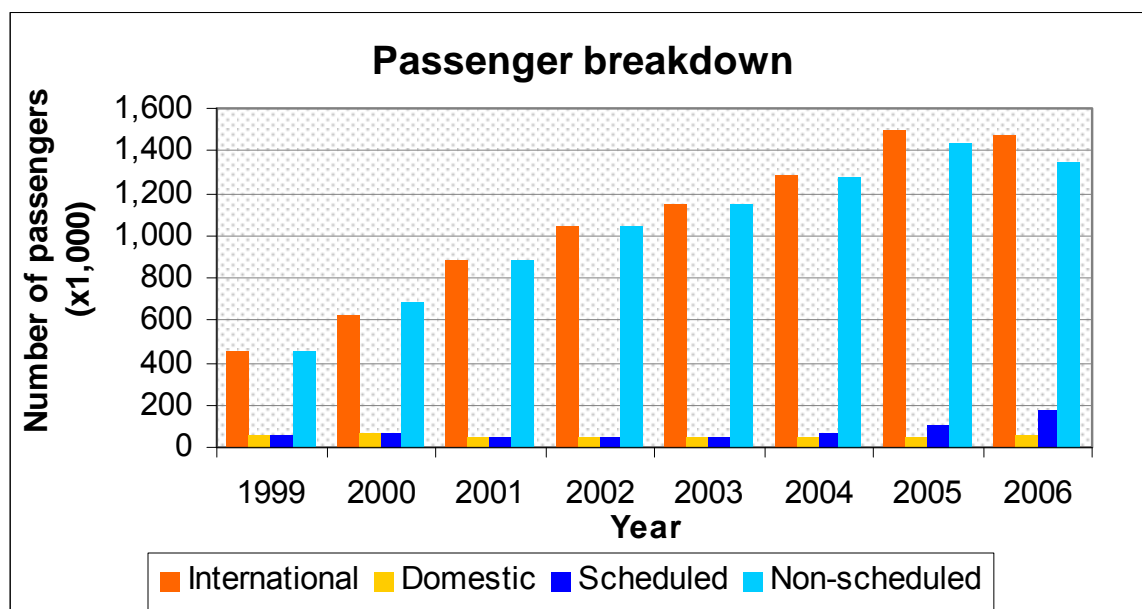
### 11.6.4 Airport Traffic

#### Airport Traffic History

##### Historic Traffic

	1998	1999	2000	2001	2002	2003	2004	2005	2006
Aircraft movements	8,950	9,030	9,425	9,549	9,006	10,107	11,277	13,616	14,721
Pax (x1,000)	549	512	692	933	1,091	1,186	1,337	1,547	1,523
Freight (tonnes)	114	0	0	160	85	0	135	19	285
Mail (tonnes)	0	0	0	0	0	0	0	0	0

source: DG "Civil Aviation Administration", Ministry of Transport, Republic of Bulgaria



The traffic at Varna Airport constitutes mainly of charter flights. The main destinations of the handled passengers are the black sea resorts in and around Varna. Therefore the majority of the traffic takes place in summer time (June – September). The table below indicates the destinations of these charter flights.

### Current Flight Programme

Currently there are relatively few flights. During the summer season there are a lot of charter aircraft. The below table details the destinations of scheduled (regular) flights and charter flights during the past summer

City Code	City	Country	Days	Flights
BTS	Bratislava	Slovakia	Summer 2007	Regular
BUD	Budapest	Hungary	4 times per week	Regular
CGN	Cologne	Germany	Summer 2007	Regular
DME	Moscow - Domodedovo	Russia	Summer 2007	Regular
DUS	Dusseldorf	Germany	Summer 2007	Regular
FRA	Frankfurt	Germany	Summer 2007	Regular
LED	St. Petersburg - Pulkovo	Russia	Summer 2007	Regular
LEJ	Leipzig	Germany	Summer 2007	Regular
LGW	London - Gatwick	UK	2 times per week	Regular
LUX	Luxembourg	Luxembourg	Summer 2007	Regular
MAN	Manchester	UK	Summer 2007	Regular
MUC	Munich	Germany	Summer 2007	Regular
OSL	Oslo	Norway	Summer 2007	Regular
SOF	Sofia	Bulgaria	daily	Regular
STR	Stuttgart	Germany	Summer 2007	Regular
SXF	Berlin - Schoenefeld	Germany	Summer 2007	Regular
VIE	Vienna	Austria	daily	Regular
WAW	Warsaw	Poland	Summer 2007	Regular
AMS	Amsterdam	Holland	Summer 2007	Charter
ARN	Stockholm - Arlanda	Sweden	Summer 2007	Charter
BEY	Beirut	Lebanon	Summer 2007	Charter
BGO	Bergen	Norway	Summer 2007	Charter
BHX	Birmingham	UK	Summer 2007	Charter
BLL	Billund	Denmark	Summer 2007	Charter
BOD	Bordeaux	France	Summer 2007	Charter
BRE	Bremen	Germany	Summer 2007	Charter
BRQ	Brno	Czech Republic	Summer 2007	Charter
BRS	Bristol	UK	Summer 2007	Charter
BRU	Brussels	Belgium	Summer 2007	Charter
BSL	Basel	Switzerland	Summer 2007	Charter
CDG	Paris - Charles De Gaulle	France	Summer 2007	Charter
CPH	Copenhagen	Denmark	Summer 2007	Charter
DRS	Dresden	Germany	Summer 2007	Charter
DTM	Dortmund	Germany	Summer 2007	Charter
DUB	Dublin	Ireland	Summer 2007	Charter
ERF	Erfurt	Germany	Summer 2007	Charter
ETZ	Metz	France	Summer 2007	Charter
FDH	Friedrichshafen	Germany	Summer 2007	Charter
FKB	Baden-Baden	Germany	Summer 2007	Charter
FMO	Munster	Germany	Summer 2007	Charter
GOT	Goteborg	Sweden	Summer 2007	Charter
HAI	Hannover	Germany	Summer 2007	Charter

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HAM	Namburg	Germany	Summer 2007	Charter
HEL	Helsinki - Vantaa	Finland	Summer 2007	Charter
IST	Istanbul - Ataturk	Turkey	Summer 2007	Charter
KLU	Klagenfurt	Austria	Summer 2007	Charter
KSC	Kosice	Slovakia	Summer 2007	Charter
KTW	Katowice	Poland	Summer 2007	Charter
KWI	Kuwait International	Kuwait	Summer 2007	Charter
LIL	Lille	France	Summer 2007	Charter
LJU	Ljubljana	Slovenia	Summer 2007	Charter
LLA	Lulea	Sweden	Summer 2007	Charter
LNZ	Linz	Austria	Summer 2007	Charter
LYS	Lyon	France	Summer 2007	Charter
MLH	Mulhouse	France	Summer 2007	Charter
MMX	Malmö	Sweden	Summer 2007	Charter
MRS	Marseille	France	Summer 2007	Charter
NTE	Nantes	France	Summer 2007	Charter
NUE	Nuremberg	Germany	Summer 2007	Charter
OSR	Ostrava	Czech Republic	Summer 2007	Charter
OVH	Novosibirsk	Russia	Summer 2007	Charter
PAD	Paderborn	Germany	Summer 2007	Charter
PED	Pardubice	Czech Republic	Summer 2007	Charter
POZ	Poznań	Poland	Summer 2007	Charter
PRG	Prague	Czech Republic	Summer 2007	Charter
RLG	Rostock	Germany	Summer 2007	Charter
SCN	Saarbrücken	Germany	Summer 2007	Charter
SVG	Stavanger	Norway	Summer 2007	Charter
SVO	Moscow - Sheremetyevo	Russia	Summer 2007	Charter
SXB	Strasbourg	France	Summer 2007	Charter
TLS	Toulouse	France	Summer 2007	Charter
TLV	Tel Aviv	Israel	Summer 2007	Charter
TRD	Trondheim	Norway	Summer 2007	Charter
TXL	Berlin - Tegel	Germany	Summer 2007	Charter
UME	Umeå	Sweden	Summer 2007	Charter
VKO	Moscow - Vnukovo	Russia	Summer 2007	Charter

### Traffic forecast

The traffic forecast for Varna airport is a scenario based forecast. There is a difference made between a short term forecast which is based on airport experience and market analysis, the long term forecast depends on mathematical-statistical methods.

Several scenarios are developed which lead to the following passenger and aircraft movements for the following years:

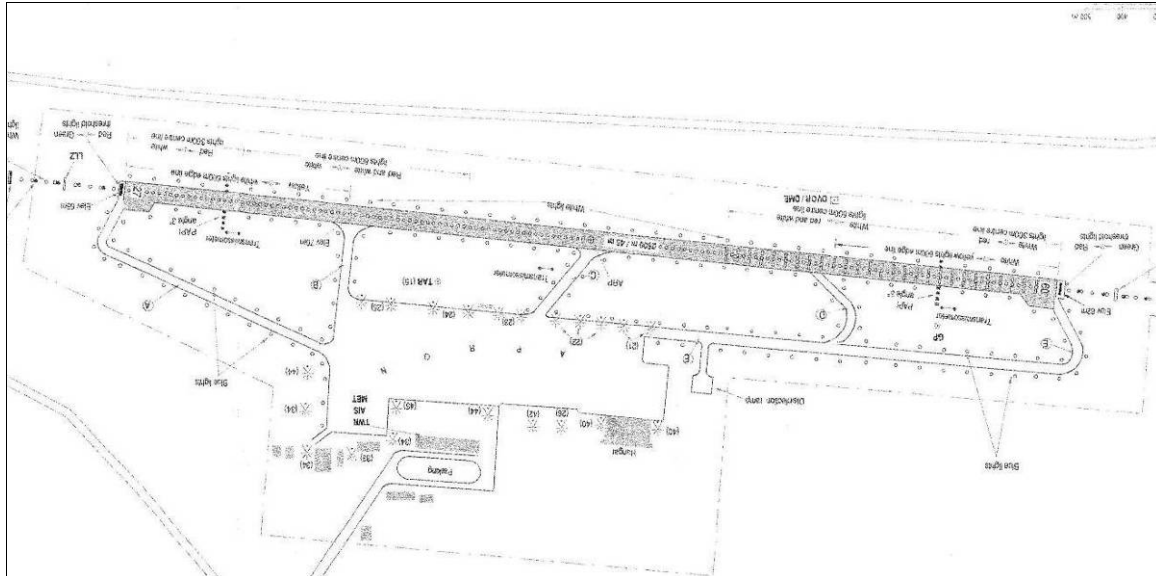
Pax (MPPA)	2010	2015	2020	2025
Base Trend	2.1	2.8	3.5	4.4
Optimistic	2.1	2.9	3.8	4.9
Pessimistic	2.0	2.5	3.0	3.5

Movements	2010	2015	2020	2025
Base Trend	19.500	25.000	30.500	36.000
Optimistic	19.500	25.500	31.500	38.000
Pessimistic	19.500	23.000	27.000	30.000

Cargo traffic is forecasted to be around 500 tons in the year 2020

### 11.6.5 Runway Information

## Overview of Airport Layout



## Aerodrome layout



layout of the apron

Country	11
Section 11 - Varna International Airport	

### Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	09/27	
Length (m) x Width (m)	2500 x 45	
ILS Cat.	I (Rwy 09)	
Peakhour Departures	6	
Peakhour Arrivals	6	
Hourly Capacity (IFR)		
Average Movement Delay Rate (min)		
Annual Movement Capacity		
Runway Operating Hours	H24	

Basis for Runway Movement Capacity Calculation
n.a.
Multi-Runway Operating Procedures
n.a.
Factors limiting runway capacity
Airspace procedures and runway occupancy time.

Country	11
Section 11 - Varna International Airport	

### 11.6.6 Terminal and Cargo Facilities

#### Passenger terminal

	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
Name of Terminal	n.a.	Interim terminal	.....
Departing Passengers per Hour	979		.....
Arriving Passengers per Hour	1031		.....
Transfer Passengers per Hour	0		.....
Annual Capacity			.....

#### Basis for Terminal Capacity Calculation

n.a.

#### Excess Capacity

In the summer, during the peak season the terminal operates in excess of the design capacity. Because of this, a hangar near the terminal is temporarily used to handle passengers.

#### Main Bottleneck of Terminal Capacity

n.a.

Country	11
Section 11 - Varna International Airport	

### Terminal Facilities (Passenger)

	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
Name of Terminal	n.a.	Interim	
Terminal Total Floor Area (m <sup>2</sup> )	6700	6000	
Number of Check-in desks	19	10	
Number of Self Service Check-in Machines	0	0	
Number of Passenger Security Screening Positions	3	3	
Number of Baggage Belts	2	2	
Number of Departure Gates	8	4	
Number of Loading Bridges	0	0	
Number of Inbound Passport / Immigration Positions	8	8	
Number of Baggage Claim Units	3	2	
Number of Commercially Important Passenger Lounges	1	0	

### Further details on terminal passenger facilities

The existing terminal facilities have insufficient capacity to handle the number of passengers during peak periods. It is assumed that during these peak periods the level of service provided is only IATA level E.

To relieve congestion during the peak periods an aircraft hangar is used as an interim terminal.

The main terminal is subdivided in several sections also named "terminals" (terminal 1 – 5).

### Number of Parking Stands

23 stands. 4 x code D and 19 x code C (alternatively the stands can be used at 1 x code E, 2 x code D and 10 x code C). Additionally there is an isolated aircraft parking position.



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### **Retail Facilities**

The retail facilities at the airport are partly serviced by the airport authority and partly subcontracted to 3<sup>rd</sup> parties.

In general the location of the retail facilities and the exposure to the passengers is not ideal. The facilities consist of several bars on both the landside and airside, duty free shops, souvenir shops and currency exchange shops.

### **Terminal Facilities (Cargo)**

There is only a small warehouse available for cargo facilities.

### **Further detail on cargo facilities**

When smaller parcels are shipped, a dedicated room in the terminal can be used for temporary storage.

### **Other Facilities**

#### **Aircraft Maintenance / Engineering Facilities**

There is a maintenance hangar. Currently however, this facility is used as a temporary terminal. Only line maintenance is done at the airport (on the apron).

#### **Refuelling**

There are two fuel suppliers at the airport. A total of approximately 11,900 m<sup>3</sup> of fuel can be stored in several storage tanks at the airport. Fuel is supplied to the aircraft via fuel trucks.

#### **Ground Handling**

The ground handling services are provided by Fraport Twin Star.

There are several facilities for ground handling equipment. The majority of these facilities is in a bad state. Most of the Ground Service Equipment is stored outside, subject to the weather conditions. All ground handling equipment is parked on or in the vicinity of the apron.

#### **Winter Operation Facilities**

These are performed by the airport.

#### **Ground Transportation Centres**

n.a.

Country	11
Section 11 - Varna International Airport	

### 11.6.7 Infrastructure Development

#### Infrastructure Development

##### Major works in the past 5 years

At Varna in between the arrivals and departure sections of the terminal, the terminal has been expanded.

##### Future Approved Works

A new terminal building will be built to expand the passenger handling capacity. Because of the relocation of the passenger terminal, works will also be carried out on the landside and airside infrastructure

##### Long term development plan (master plan) for the airport

As part of the concession a master plan was drafted by the new airport operator. At this moment the master plan still has not yet received final approval by the government of the Republic of Bulgaria.

### 11.6.8 Environment

#### Environmental Policy

Although the airport is open for traffic for 24 hours a day, there are procedures designed to avoid excessive aircraft noise over densely populated areas.

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Section 11 - Varna International Airport	

### 11.6.9 Accessibility

#### Road Access (private vehicle)

The airport is approximately 7.5 km from Varna

The road access is provided by a 2 x 2 lane highway. The connection to the highway (250 meters) is provided by a 2-lane road.

The picture below details the landside access and landside parking at the airport. The main parking area (upper right) is used for passenger parking. The parking area below that is used for employee parking.



Landside area at Varna airport.

#### Car Parking

The car parking is divided in three areas:

- Bus parking: 7,000 sqm
- Staff parking: 1,500 – 2,00 sqm
- Public car park: 10,430 sqm.

#### Public Transport Access – Rail

n.a.

#### Public Transport Access – Bus and Coach

Most passengers use buses and coaches which are arranged for by the tour operators. 2 local bus lines operate to and from the airport.

#### Taxi

Country	11
Section 11 - Varna International Airport	

A small amount of passengers use taxis. These are provided by a third party operator.

#### **Access for Persons with Reduced Mobility**

The passengers are assisted from the check-in desk through the terminal by airport employees. The normal passenger flow can be mostly followed. On the aprons separate buses and lifts are available for transportation.

### **11.6.10 Key issues and other information**

#### **Key issues for the airport over the next 5 years**

The key issue in the coming years is the expansion of the passenger handling capacity with a new terminal.

Furthermore, as with Burgas airport, the high degree of seasonality is one of the other key challenges. Currently, scheduled traffic is however emerging which can decrease this seasonality.

If Bulgaria becomes a Schengen country the traffic pattern (share of international vs. share of domestic/Schengen) will change drastically. This will have major implications for the usage of the terminal facilities. The new terminal has a flexible designed which should be able to adjust to these changes.

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Section 11 - Varna International Airport	

### 11.6.11 Airport Photographs



Access road with ATC Tower



Cargo facility



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Section 11 - Varna International Airport	



Passenger terminal



VIP-lounge of the terminal



Arrival section of interim terminal



Departure lounge at interim terminal



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Section 11 - Varna International Airport	

Country	11
Section 11 - Plovdiv International Airport	

## 11.7 Plovdiv International Airport

### 11.7.1 General Airport Information

<b>Full Airport Name</b>	Plovdiv International Airport		
<b>Full Airport Address</b>	4009, Plovdiv, Bulgaria		
<b>Website Address</b>	<a href="http://www.plovdivairport.com">http://www.plovdivairport.com</a>		
<b>IATA Code</b>	PDV	<b>ICAO Code</b>	LBPD
<b>Managing Director/ Chief Executive</b>	Mr. Yanko Yankov		

<b>IATA Slot Coordination Level</b>	Level 1
(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)	

<b>ATC &amp; Navigation</b>	
<b>ATC Coverage (local or area control, who provides service)</b>	Local by ATSA (Air Traffic Services Authority). On the military area on the airport a separate tower is operated by the military. The military operations are limited to helicopter operations which use a separate landing area (not the RWY or TWY). The towers are in direct contact.
<b>NDB</b>	Yes
<b>DME</b>	Yes
<b>VOR</b>	Yes
<b>Other</b>	

<b>Fire Fighting</b>	
<b>Fire Fighting Category</b>	Cat 6, upgradeable to a higher category by use of fire fighting staff of the military forces (there is a helicopter base) on the airport and the adjacent factory.
<b>Maximum Aircraft Size</b>	B757-300

Country	11
Section 11 - Plovdiv International Airport	

#### Key Airport Contacts

Administration:

Tel: +359 32 601 113

Fax: +359 32 601 123

email: [plovdivair@hotmail.com](mailto:plovdivair@hotmail.com)

Operations

Tel: +359 32 601 122

Fax: +359 32 601 124

email: [operations@plovdivairport.com](mailto:operations@plovdivairport.com)

### 11.7.2 Airport Ownership and Management

#### Current ownership structure of the airport

The airport is operated by the Plovdiv Airport Authority. This is a limited stock company. All stocks are owned by the Ministry of Transportation

#### Current management structure at the airport

The airport authority has a board of directors. There is a CEO and 3 deputy directors. They are assisted by the head of the individual departments.

#### Number of employees working for the airport operator

150 in the peak season (winter)

#### Ground handling service provision at the airport

All services at the airport (in the terminal and on the airside) are provided by the Airport Authority, except catering and several retail shops and café's are subcontracted.

#### Brief history of the airport, highlighting major events

The airport is opened for civil use in 1982. In 1989 the passenger apron was extended followed by an extension of the passenger terminal in 1995. Last year the terminal WAS renovated.

Currently, there is a military area on the airport which is used as a helicopter base, using a separate take-off area.

### 11.7.3 Financial Issues

#### Financial Performance

- Turnover in aeronautical revenue's (year): € 335,407 (2007)
- Turnover in non aeronautical revenue's (year): € 195,313 (2007)

No reliable information on profit is made available.

## User Charges

All User Charges are government regulated and are unilaterally established by the Bulgarian CAA.

There is a system of landing fees which are related to the MTOW of the aircraft and to the number of seats in the aircraft. The landing fee per MTOW class is:

MTOW	International flights (Euro)	Domestic (Euro)
Up to 3 т	20	10
3 to 10 т	40 + 14 per each ton above 3 т	20
10 to 20 т	180 + 14 per each ton above 10 т	60
20 to 40 т	320 + 4 per each ton above 20 т	80
40 to 60 т	400 + 7 per each ton above 40 т	100
60 to 80 т	540 + 5 per each ton above 60 т	120
80 to 100 т	640 + 5 per each ton above 80 т	140
100 т and above	740 + 5 per each ton above 100 т	160

Parking: 20% of the landing fee for every started 24h;

Night, weekend and/or holiday surcharge: 25% of the landing fee each;

Per passenger on departure charge: 8,-Euro/adult; 4,-Euro/2-12Y

The table below indicates the handling charge per MTOW class.

Max Take-Off Weight	Ground handling charge (Euro)
Up to 3 т	25
3 т up to 15 т	60 + 15 per each ton above 3 т
15 т up to 28 т	240 + 10 per each ton above 15 т
28 т up to 51 т	370 + 5 per each ton above 28 т
51 т up to 77 т	485 + 12.50 per each ton above 51 т
77 т up to 120 т	810 + 7.50 per each ton above 77 т
120 т and above	1,200 + 2.50 per each ton above 120 т

Discounts apply to technical stops and empty landings/take-offs. A surcharge of 10% applies to handling in winter (from 1-Oct.to 01-March) and during the night (22:00 – 06:00).

Passenger handling charges are Euro 2.5 per passenger seat.

Government and Military aircraft are exempted from paying the charges.

## 11.7.4 Airport Traffic

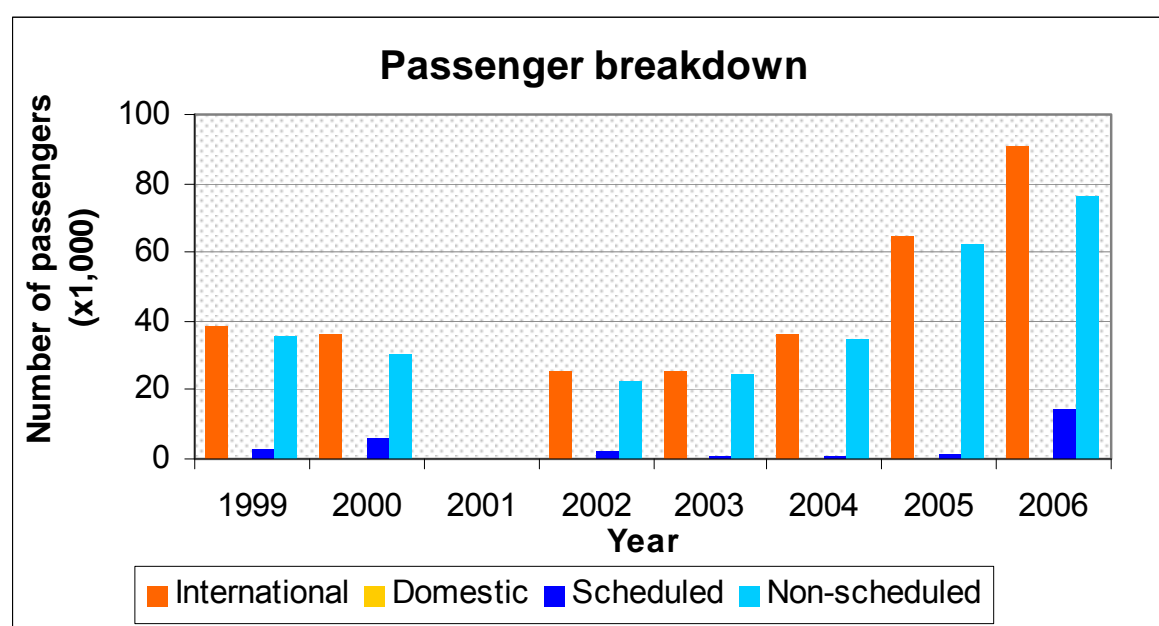
### Airport Traffic History

#### Historic Traffic

	1998	1999	2000	2001	2002	2003	2004	2005	2006
Aircraft movements	1,981	1,348	1,518	1,141	975	924	1,277	1,598	2,011
Pax	52,702	40,184	37,680	27,627	26,639	27,379	37,760	66,168	93,245
Freight (tonnes)	1,977	475	682	1,135	817	1,256	2,138	2,276	2,126
Mail (tonnes)	0	0	0	0	0	0	0	0	0

source: DG "Civil Aviation Administration", Ministry of Transport, Republic of Bulgaria

Most of the traffic is non-scheduled (charter) with as final destination the ski resorts nearby.



Top 10 non-scheduled traffic destinations (source: airport)	
Destination	Number of passengers (2007)
London	13000
Moscow	12500
Dublin	12000
Manchester	9000
Copenhagen	7000
Bristol	4500
Nottingham	4500
Newcastle	4500
Belfast	4500
Cork	3500

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### Current Flight Programme

Destination airport	Flts per week
Belfast	1
Bristol	1
Copenhagen	1
Moscow	6
Doncaster	1
Humberside	1
East Midlands	1
Newcastle	1
Manchester	1
Cork	1
Dublin	4
London	2

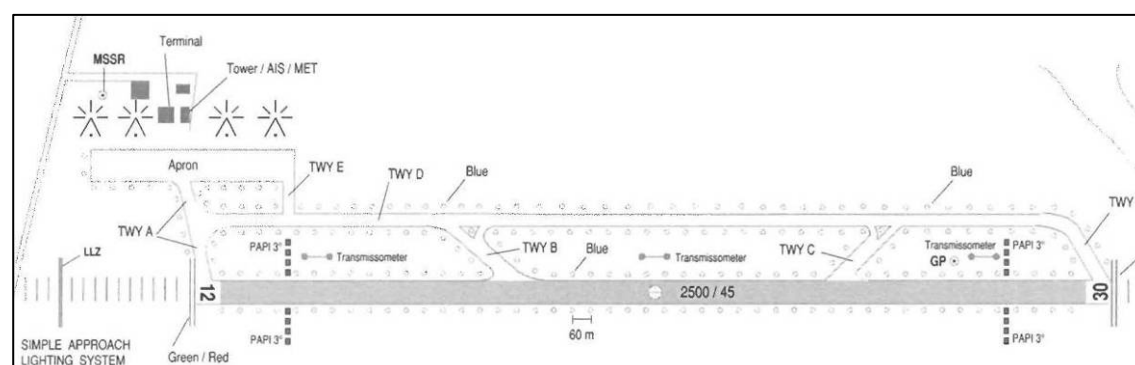
The airport is trying to attract more scheduled flights as the above flights are mostly non-scheduled.

### Traffic forecast

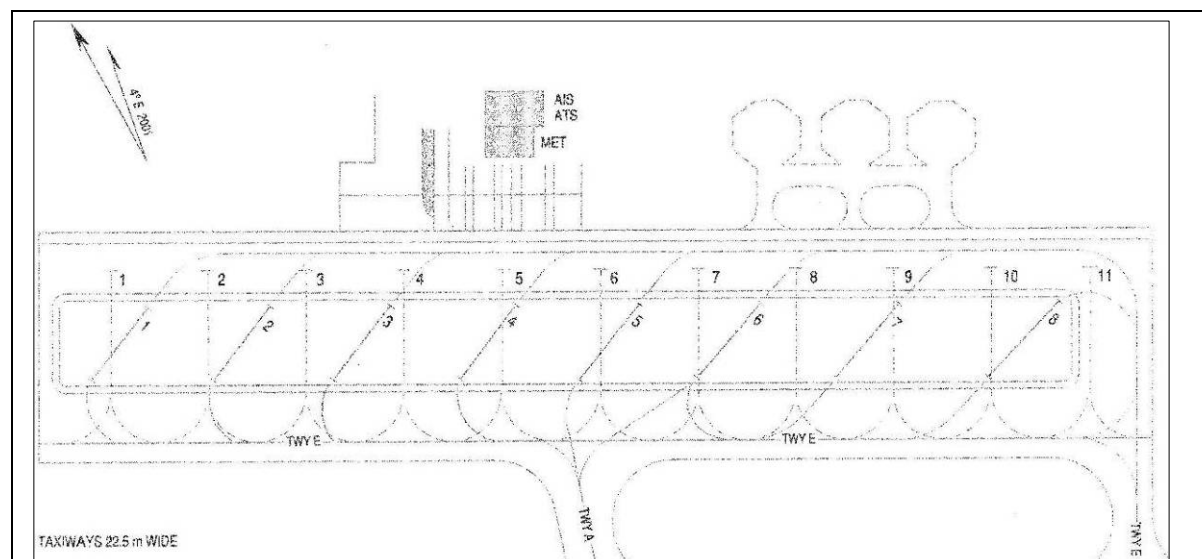
Traffic is forecasted to remain constant. Forecast is based on resorts capacity and airline requests received till now. However, if airlines should start scheduled flights from and to the airport, traffic would likely rise.

## 11.7.5 Runway Information

### Overview of Airport Layout



Aerodrome layout



Apron Layout.

There are multiple configurations possible for the aircraft stands at the apron depending on the size of the parked aircraft.

### Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
<b>Designation</b>	12/30	
<b>Length (m) x Width (m)</b>	2500 x 45	
<b>ILS Cat.</b>	I (only Rwy 30),	
<b>Peakhour Departures</b>	6	
<b>Peakhour Arrivals</b>	6	
<b>Hourly Capacity (IFR)</b>	20	
<b>Average Movement Delay Rate (min)</b>	-	
<b>Annual Movement Capacity</b>	85000	
<b>Runway Operating Hours</b>	H24	

### Basis for Runway Movement Capacity Calculation

ATSA Runway separation criteria



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Section 11 - Plovdiv International Airport	

Multi-Runway Operating Procedures
n.a.
Factors limiting runway capacity
Limited apron capacity and limited terminal capacity

### 11.7.6 Terminal and Cargo Facilities

	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
Name of Terminal	n.a.		
Departing Passengers per Hour	250		
Arriving Passengers per Hour	250		
Transfer Passengers per Hour	0		
Annual Capacity	500,000		

Basis for Terminal Capacity Calculation
Based on passenger flow at peak hours
Excess Capacity
When flights are diverted from Sofia due to the weather conditions. This happens occasionally between mid December – mid January. However the renovation of the terminal has improved the situation.
Main Bottleneck of Terminal Capacity
Size, security check areas and facilities.

Country	11
Section 11 - Plovdiv International Airport	

### Terminal Facilities (Passenger)

	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
Name of Terminal	Terminal 1		
Terminal Total Floor Area (m <sup>2</sup> )	2200		
Number of Check-in desks	4		
Number of Self Service Check-in Machines	0		
Number of Passenger Security Screening Positions	1		
Number of Baggage Belts	1		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	4		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	0		

### Further details on terminal passenger facilities

A 7,000 sqm. terminal 2 construction is being prepared. It might be built before the next winter season. The old terminal (terminal 1) could then be used for General Aviation traffic. The main issue with the current terminal is that it is privately owned and the airport has to pay rent for usage of the facility.

The apron will be extended with 250 meters.

### Number of Parking Stands

8 code D stands, 12 Code C aircraft (all remote)

### Retail Facilities

3 stores and 3 cafes, The airport operates the shops. The cafes are operated by 3<sup>rd</sup> parties.

Country	11
Section 11 - Plovdiv International Airport	

### Terminal Facilities (Cargo)

There is no cargo terminal. A limited size warehouse is available for temporary storage of goods.

### Other Facilities

<b>Aircraft Maintenance / Engineering Facilities</b>
n.a.
<b>Refuelling</b>
The refuelling is operated by the airport. Fuel is supplied by Lukoil & Naftex-Petrol. At the airport there is a storage capacity of approximately 1200 cu.m.
<b>Ground Handling</b>
The Airport Authority is the single operator of these services.
<b>Winter Operation Facilities</b>
7 ploughs, 2 brushes, 3 snow blowers, 1 chemical treatment vehicle, 1 de-icer
<b>Ground Transportation Centres</b>
n.a.

## 11.7.7 Infrastructure Development

### Infrastructure Development

<b>Major works in the past 5 years</b>
In the past 5 years the terminal was renovated including implementation of a LDSCS.
<b>Future Approved Works</b>
The works on the new terminal is approved. The construction is planned to take place this year.
<b>Long term development plan (master plan) for the airport</b>
The long term development is not explicitly defined.

## 11.7.8 Environment

<b>Environmental Policy</b>
There are restrictions for approaching aircraft between 2200 – 0600. Between these hours other routes are used to avoid the city of Plovdiv.

Country	11
Section 11 - Plovdiv International Airport	

### 11.7.9 Accessibility

<b>Road Access (private vehicle)</b>
<p>The airport is approximately 15 km from Plovdiv</p> <p>The access to the airport is provided by a 2-lane motorway. The airport is approximately 130 kilometres from Sofia. Plovdiv and Sofia are connected via a 2x2 lane highway.</p>
<b>Car Parking</b>
<p>There is a short term car park. It is both used by employees and passengers. A total of 20 buses and 30 cars can be parked.</p>
<b>Public Transport Access – Rail</b>
<p>There is a rail connection close to the airport although there is no connection (by bus) to the terminal. Therefore no passengers or employees use the rail link.</p>
<b>Public Transport Access – Bus and Coach</b>
<p>The bus and coach services are on demand by 3<sup>rd</sup> parties. The passengers from diverted flights are transported to Sofia by these coaches. For charter flights coaches are also used.</p> <p>To transport airport employees mini-buses are used.</p>
<b>Taxi</b>
<p>Taxi services are provided by third parties. Outside regular operating hours, taxis are only available on request.</p>

<b>Access for Persons with Reduced Mobility</b>
<p>There is wheelchair assistance provided by airport employees through the terminal. The passengers can follow the normal flow through the terminal. On the apron special buses can be provided to assist these passengers to get to their aircraft.</p>

### 11.7.10 Key issues and other information

<b>Key issues for the airport over the next 5 years</b>
<p>The airport is trying to attract more scheduled traffic. If successful, traffic at the airport will likely increase drastically.</p>

Country	11
Section 11 - Plovdiv International Airport	

### 11.7.11 Airport Photographs



Check-in desks



Public waiting area.





Entry area of the terminal



Access check-in to departure area.



Gate near Terminal to the airside



Terminal and ATC Tower.



Country	11
Section 11 - Plovdiv International Airport	

Country	11
Section 11 - Gorna Oryahovitsa Airport	

## 11.8 Gorna Oryahovitsa Airport

### 11.8.1 General Airport Information

<b>Full Airport Name</b>	Gorna Oryahovitsa Airport		
<b>Full Airport Address</b>	4 Georgy Izmirliiev sqr. Gorna Oryahovitsa 5100, Bulgaria		
<b>Website Address</b>	<a href="http://gornaoryahovitsa-airport.bg">http://gornaoryahovitsa-airport.bg</a>		
<b>IATA Code</b>	GOZ	<b>ICAO Code</b>	LBGO
<b>Managing Director/ Chief Executive</b>	Mr. Eng. Hristo Hristov		

<b>IATA Slot Coordination Level</b>	Level 1
(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)	

<b>ATC &amp; Navigation</b>	
<b>ATC Coverage (local or area control, who provides service)</b>	Local by ATSA
<b>NDB</b>	Yes
<b>DME</b>	Yes
<b>VOR</b>	Yes
<b>Other</b>	There is no ILS. ALPA ATA 900 on Rwy 09, Papi on 09/27

<b>Fire Fighting Category</b>	4. The on-airport equipment satisfies code 6 although the airport is officially categorised (in the AIP) as 4.
<b>Maximum Aircraft Size</b>	In compliance with PCN 38 R/C/X/T of the airport. Occasional minor overloading operations are acceptable for aircraft with ACN non exceeding 10 per cent above the PCN.

Country	11
Section 11 - Gorna Oryahovitsa Airport	

#### Key Airport Contacts

Mr. Hristo Hristov (Airport Manager)  
 Tel: +359 6186 0410  
 Mobile: +359 888 904 690  
 Fax: +359 6186 0410  
 email: [goryahovitsaairport@abv.org](mailto:goryahovitsaairport@abv.org)

### 11.8.2 Airport Ownership and Management

#### Current ownership structure of the airport

The airport is operated by Gorna Oryahovitsa Airport EAD which is a state company. All stocks are state owned by the Ministry of Transport.

#### Current management structure at the airport

There is a board of directors and an executive manager.

#### Number of employees working for the airport operator

The airport employs 50 persons.

#### Ground handling service provision at the airport

The airport Authority provides all ground handling services except catering. The services provided are handling of passengers and baggage, cargo and mail handling, cleaning services, de-icing, ramp, and refuelling.

#### Brief history of the airport, highlighting major events

The airport was opened in 1925. Until 1948, when the Flying complex of Gorna Oryahovitsa, a branch of the Bulgarian CAA was founded, it was mainly used for military purposes. It was also used as a transit and reserve airport for the passenger and cargo flights between Sofia and Varna. Four sheds, office buildings and accommodation facilities were built for the employees. In 1948, the third regular passenger line in Bulgaria (Sofia – Gorna Oryahovitsa – Sofia) was founded.

In the beginning of the 1970s a new, concrete runway was constructed, followed by construction of a new apron and new passenger terminal facilities. In 1991 the airport becomes a separate company while the stocks still owned by the Bulgarian state. From 1995 the airport has been licensed to handle international flights. In 1996 an ILS system (Cat. I) was installed.

The airport functioned mainly as a domestic airport until the year 2000 when the national carrier bankrupted. Since then the airport has had none or a very limited number of scheduled flights. This is also due because the ILS system which was in use until 2004 was (partly) removed.

Furthermore, in 2006 several cargo aircraft of Bulgarian carriers have been grounded, which had a negative influence on the cargo traffic from the airport.

Country	11
Section 11 - Gorna Oryahovitsa Airport	

### 11.8.3 Financial Issues

Reliable information on profit, loss, and turnover is not available.

#### User Charges

The User Charges are established by the Ministry of Transportation. Exempted from charges are state aircraft, military aircraft and aircraft in distress.

#### Landing charge:

The height of the charges is based on the MTOW. The rates are increased for flights on: Saturdays, Sundays, and Holidays (25%), landings between 2200 – 0600 (25%), landings in peak periods (10%). Landing charges are computed as per the following table:

MTOW of aircraft t (tons)	international flights ( € )	domestic flights ( € )
t ≤ 3	20	10
3 < t ≤ 10	40 + 14 for each ton above 3t	20
10 < t ≤ 20	180 + 14 for each ton above 10t	60
20 < t ≤ 40	320 + 4 for each ton above 20t	80
40 < t ≤ 60	400 + 7 for each ton above 40t	100
60 < t ≤ 80	540 + 5 for each ton above 60t	120
80 < t ≤ 100	640 + 5 for each ton above 80t	140
t > 100	740 + 5 for each ton above 100t	160

#### Parking charge:

The parking charge for aircraft during an intermediate stop over in between a Bulgarian airport of origin and an airport outside Bulgaria is the same as for a domestic flight.

For aircraft originating outside Bulgaria, and terminating at a Bulgarian airport, the parking charge for an intermediate stop over are Euro 3 per tonne of MTOW. At the final airport the charge is the same as a domestic flight.

The parking charge for aircraft (when parking time exceeds the free parking period) is 20% of the landing charge for each 24 hour period or part thereof. When an airport is used as a base for the aircraft, the parking charge is 5% of the domestic landing charge for each 24 hour period or part thereof.

#### Passenger service charge:

The passenger charges per departing international pax are € 8.00. Proposals are made to introduce off peak pricing to stimulate off peak traffic. Currently, in contravention of European law, there is a reduced fee for domestic passengers of € 1,50.

#### Taking into account:

- A reduction of 50% for infants between 2 and 12 years,
- The exemption of infants up to 2 years,
- The exemption of transit passengers,
- The exemption of passengers on aircraft exempted from payment of charges.

The ground handling charges are non-regulated.

#### 11.8.4 Airport Traffic

##### Airport Traffic History

###### Historic Traffic

	1999	2000	2001	2002	2003	2004	2005	2006	2007
Aircraft movements	1,494	4,856	2,570	3,620	5,511*	3,752*	3,987*	6,326*	8,261*
Pax (x1,000)	167	0	336	249	288*	314	331	515	301*
Freight (tonnes)	1,013	6,435	2,399	660	158	374*	601*	412*	59*
Mail (tonnes)	0	0	0	0	0	0	0	0	0*

source: DG "Civil Aviation Administration", Ministry of Transport, Republic of Bulgaria. \* Figures provided by airport.

The passenger traffic consists for 100% of charter traffic. Most of the aircraft movements are training flights.

Most of the non-scheduled flights (passenger, GA and cargo) are to/ from: Verona, Kiev, London, Prague, Brussels, Domodedovo and Munich.

##### Current Flight Programme

There are charter and initial training flights. These training flights are spread out over the whole year. Because of the absence of an ILS and the absence of heating in the passenger terminal the number of movements in the winter decreases.

##### Traffic Forecast

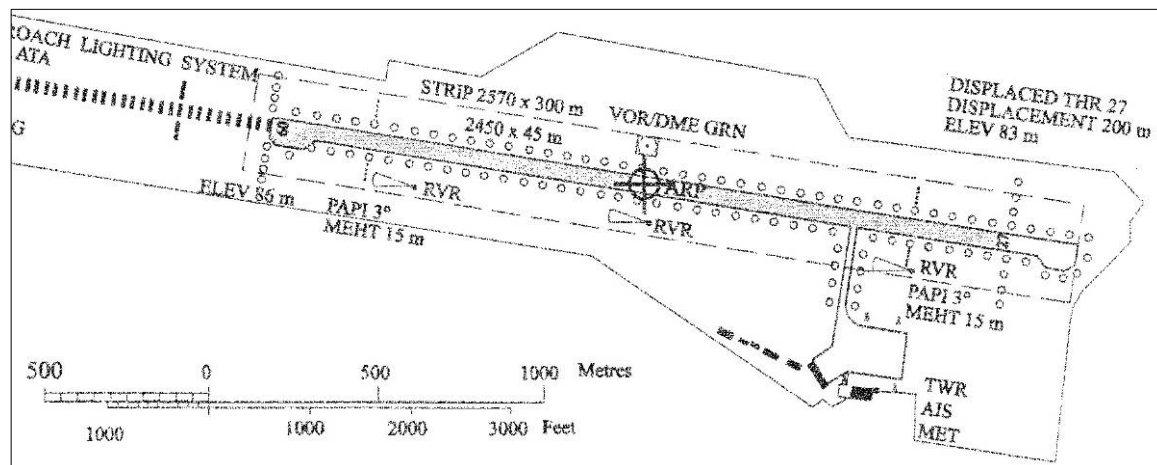
Each year the traffic is forecasted to grow by 10%. Because of the limited traffic numbers the traffic volume is very sensitive to decision of single airlines to start or stop flying to and from the airport..

The forecast is based on interviews with the airlines. Furthermore there are plans for the construction of an industrial power plant in the vicinity of the airport which could attract more traffic to the airport.

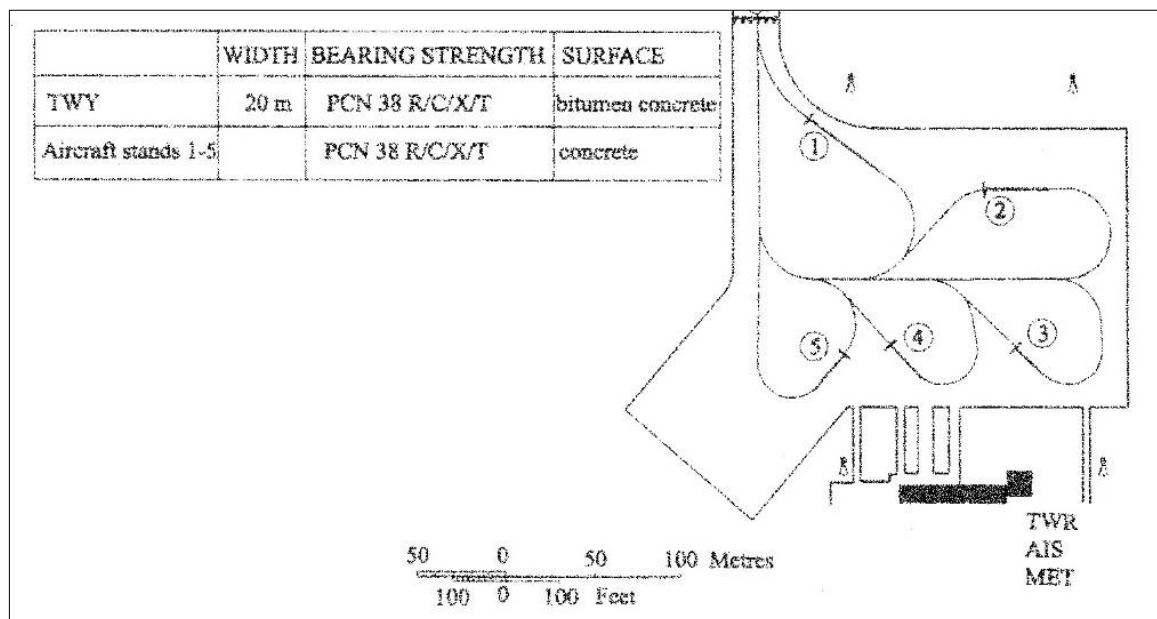
The airport is located at a good location for airport development. For instance the airport is close to the old capital of Bulgaria (Turnovo), which is a very beautiful city, attractive for holiday-makers.

### 11.8.5 Runway Information

#### Overview of Airport Layout



Airport layout



Apron layout

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### Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	09/27	
Length (m) x Width (m)	2450 x 45	
ILS Cat.	NIL	
Peakhour Departures	NIL	
Peakhour Arrivals	NIL	
Hourly Capacity (IFR)	5	
Average Movement Delay Rate (min)	NIL	
Annual Movement Capacity	n.a.	
Runway Operating Hours	0400-2000 (0300 – 1900)	

### 11.8.6 Terminal and Cargo Facilities

	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
Name of Terminal	n.a.		
Departing Passengers per Hour	NIL		
Arriving Passengers per Hour	NIL		
Transfer Passengers per Hour	NIL		
Annual Capacity	900.000 (based on a peak hour capacity of 300 pax/hour)		



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### Terminal Facilities (Passenger)

	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
Name of Terminal	n.a.		
Terminal Total Floor Area (m <sup>2</sup> )	2100		
Number of Check-in Desks	1		
Number of Self Service Check-in Machines	0		
Number of Passenger Security Screening Positions	1		
Number of Baggage Belts	1		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	1		

### Further details on terminal passenger facilities

There is no heating provided at the terminal. Therefore the terminal is not suitable for winter operations. The number of facilities can be increased (i.e. number of check-in desks, etc.) if an airlines starts operating flights from the terminal.

### Number of Parking Stands

5

### Retail Facilities

Snack Bar

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### Terminal Facilities (Cargo)

	1 <sup>st</sup> Terminal	2 <sup>nd</sup> Terminal (if applicable)	3 <sup>rd</sup> Terminal (if applicable)
<b>Name of Cargo Terminal</b>	n.a.		
<b>Description</b>	Warehouse		
<b>Annual Cargo Capacity (metric tonnes)</b>	50,000		
<b>Total Annual Inbound Cargo (metric tonnes)</b>	4		
<b>Total Annual Outbound Cargo (metric tonnes)</b>	55		
<b>Share Carried on Cargo Aircraft (%)</b>	100%		
<b>Total Domestic Cargo (metric tonnes)</b>	0		
<b>Total International Cargo (metric tonnes)</b>	59		

### Further detail on cargo facilities

The warehouse is mostly not used as the cargo is mostly delivered just in time and is loaded into the aircraft directly. Most of the cargo is live stock or perishables.

### Other Facilities

#### Aircraft Maintenance / Engineering Facilities

NIL

#### Refuelling

There are two fuel trucks. These are operated by the airport authority. There is a storage facility with a capacity of 500 cu.m.

#### Ground Handling

Ground handling service is provided by the airport.

There is a 5 stand apron that can accommodate and big airplanes like Boeing 737, An 12, IL 76 and A 320. Ground handling is carry out in accordance with the international standards and include the following activities:

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- “Follow me” service;
- Supply of passenger stairs;
- Cargo and baggage handling;
- Cargo loading and unloading;
- Cleaning of the water system in WCs;

#### **Winter Operation Facilities**

De-icing of aircraft is carried out at the apron. At the airport there are several snow removal vehicles such as brushes, snow ploughs, and a snow clearing truck

#### **Ground Transportation Centres**

n.a.

### **11.8.7 Infrastructure Development**

#### **Infrastructure Development**

##### **Major works in the past 5 years**

In the past 5 years the ILS system was removed.

##### **Future Approved Works**

Reconstruction of the apron, the fence and the runway.

##### **Long term development plan (master plan) for the airport**

It is planned to tender the concession of the airport in the coming years.

### **11.8.8 Environment**

#### **Environmental Policy**

n.a.

### **11.8.9 Accessibility**

#### **Road Access (private vehicle)**

The airport is approximately 4 km from Gorna Oryahovitsa - a major road and rail junction in the Central part of Northern Bulgaria and 12 kilometres from the regional centre Veliko Turnovo.

The access is provided with a rural road of 2x1 lanes.

#### **Car Parking**

There are 50 parking spaces near the passenger terminal.

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<b>Public Transport Access – Rail</b>
No, but there is a railway station in the town of Gorna Oryahovitsa, the access to the airport is provided by taxis.
<b>Public Transport Access – Bus and Coach</b>
n.a.
<b>Taxi</b>
Taxi services are not provided at the airport itself but taxi services are provided form the city.

#### 11.8.10 Key issues and other information

<b>Key issues for the airport over the next 5 years</b>
<p>The development of the airport depends on the re-installation of the ILS system.</p> <p>Several cargo operators have been grounded in the past years. Together with the removal of the ILS system this has had a dramatic impact on the number of cargo operations at the airport.</p> <p>Furthermore there is no heating (or cooling) in the current passenger terminal facilities which prevent the terminal from usage in the winter. However, the VIP-lounge is heated enabling handling of 15-20 passengers</p>

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### 11.8.11 Airport Photographs



ATC Tower



Apron



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Apron, Tower, Passenger Terminal



Overview Apron, Terminal and Runway

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