



VATSIM Romania vACC/ATO



Bucharest ACC Standard Operative Procedure (12/2015)

Glossary:

If both sectors use the following indication, standard LoA with other boundary sector and SOP the coordination between the sectors are not necessary except for weather cells, congested sectors/airports, aircraft performance limitations.

The transfer with other ATC station inside Romanian Airspace will be used the procedure in “pending release”, to avoid additional workload in relation to the transfer of radar identification and separation on a radar track the accepting unit should not perform the operation of "label assumed" until it has made two-way contact with the traffic and the other ATC.

Acronyms and Abbreviation:

IFR: Instrumental Flight Rules

VFR: Visual Flight Rules

SVFR: Special Visual Flight Rules – Only TMA Bucuresti

vACC: Virtual Area Control Center

PSR: Primary Surveillance Radar

SSR: Secondary Surveillance Radar

PSR + SSR: Primary + Secondary Surveillance Radar

UIR: Upper Information Region

FAP: Final Approach Point

FIR: Flight Information Region

TMA: Terminal Management Area

CTR: Control Traffic Zone

SFC: Surface

AMSL: Above Mean Sea Level

MEA: Minimum En-route Altitude

MEL: Minimum En-route Level

TA: Transition Altitude

TL: Transition Level

LoA: Letter Of Agreement

SOP: Standard Operating Procedures

RFL: Requested Flight Level

RPS: Radar Position Symbols

MRVA: Minima Radar Vector Altitude

NM: Nautical Miles

NDS: Non Deviation Status

RVR: Runway Visual Range

PPR: Prior Permission Required

UNL: Unlimited

1) Process Organization:

The operating segment represents the basic organizational form for the provision of ATS, is divided into operating positions in function of the workload that normally weighs on the sector itself and in relation to the structure and type of airspace jurisdiction.

The distribution of tasks and tasks between multiple operating positions is to be considered as a technique for sharing the work load, to cope with the needs of supply of services to users, according to various operational contingencies.

The dynamics of work, while respecting specific skills possessed by reason of the rating, it must be characterized by a strongly integrated with each other compensation of any load imbalances that may occur for each position.

Squawk Code Assignment:

VFR Aircraft are to be assigned Squawk Code between 6701-6777.

Domestic Flights	International Flight	Domestic Military OAT/GAT	Special VFR
4001 – 4077	5401 – 5477	3601 – 3677	6701 - 6777

Under no circumstance are any other squawk codes to be used without prior arrangement with VATSIM Romania Staff.

Runway in use, Transition Altitude and Transition Level:

Bucharest LROP has 2 runway, 08L/26R and 08R/26L.

Bucharest LRBS has 1 runway, 07 and 25

Both tower's shall be select the optimal runway in use, considering the wind component on the airport.

Airport	Wind Component	Departure Runway	Arrival Runway	TA	QNH	TL
LROP*	>170° - <350°	08L/R	08L/R	4000ft	≤977hPa	FL65
	>350° - <170°	26R	26L		>977hPa / ≤995	FL60
LRBS	>160° - <340°	07			>995 hPa ≤ / <1013	FL55
	>340° - <160	25			≥ 1013	FL50

*VFR Aircraft will use runway 08L or 26R.

2) Air Space Organization & Operative Sectors:

The area of responsibility is divided vertically in:

Area*	Vertical Limits	Airspace Classification
LIR	SFC to FL195	"G"
UIR	FL195 to FL660	"C"
	FL660 to UNL	"G"
TMA	2000ft AMSL to FL175	"A"
CTR	SFC to 2000ft AMSL	"C"
Route ATS	MEA/MEL to FL660	"C"

*All Area is focus on Bucharest.

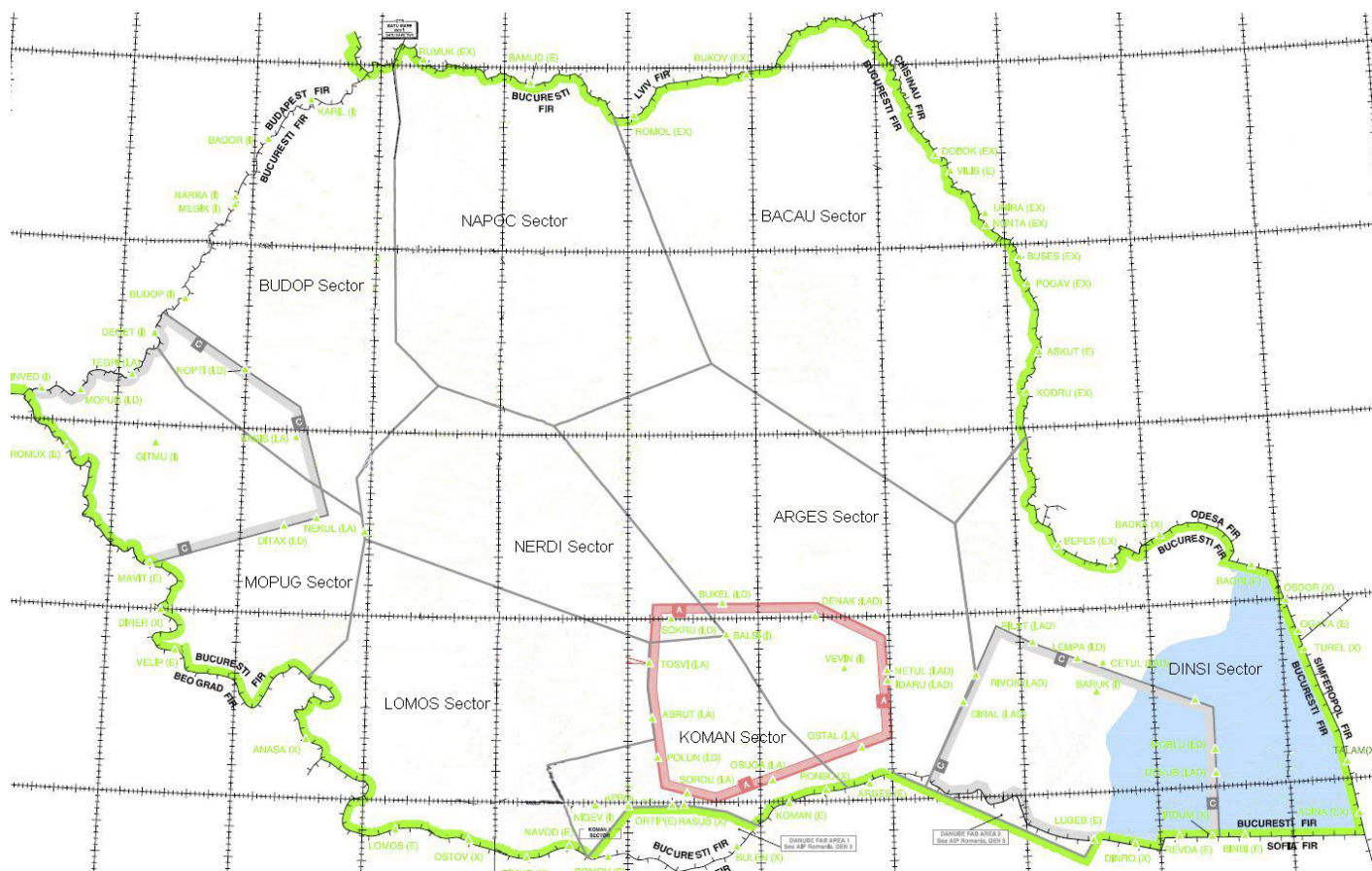
ACC Sectors:

Bucharest ACC is divided in 9 sector displayed on the picture below:

Calling	Sector Name	Frequency (MHz)	Area of Responsibility	Airspace Limit	Other
LRBB_I_CTR	Bucharest Information	129.400	FIR	SFC/FL195	VFR Only
LRBB_M_CTR	Bucharest Radar	121.375	MOPUG Sector	MEA/MEL to FL660	IFR Only
LRBB_B_CTR		124.100	BUDOP Sector		
LRBB_C_CTR		127.075	NAPOC Sector		
LRBB_L_CTR		122.025	LOMOS Sector		
LRBB_K_CTR		129.750 (134.380)	KOMAN Sector		
LRBB_A_CTR		121.175	ARGES Sector		
LRBB_N_CTR		125.150	NERDI Sector		
LRBB_U_CTR		127.900	BACAU Sector		
LRBB_D_CTR		122.375	DINSI Sector		

A part of the Bucharest ACC is permanently delegated to Sofia ACC, the border of delegation consist in:
IDOMO – APROB – ORTIP – RASUB.

Handoff of communication shall be made at RFL “except for LROP and LRBS Arrivals and Departures”, at least 20 NM prior to the established limit of jurisdiction.



Bucharest Operative Congiration:

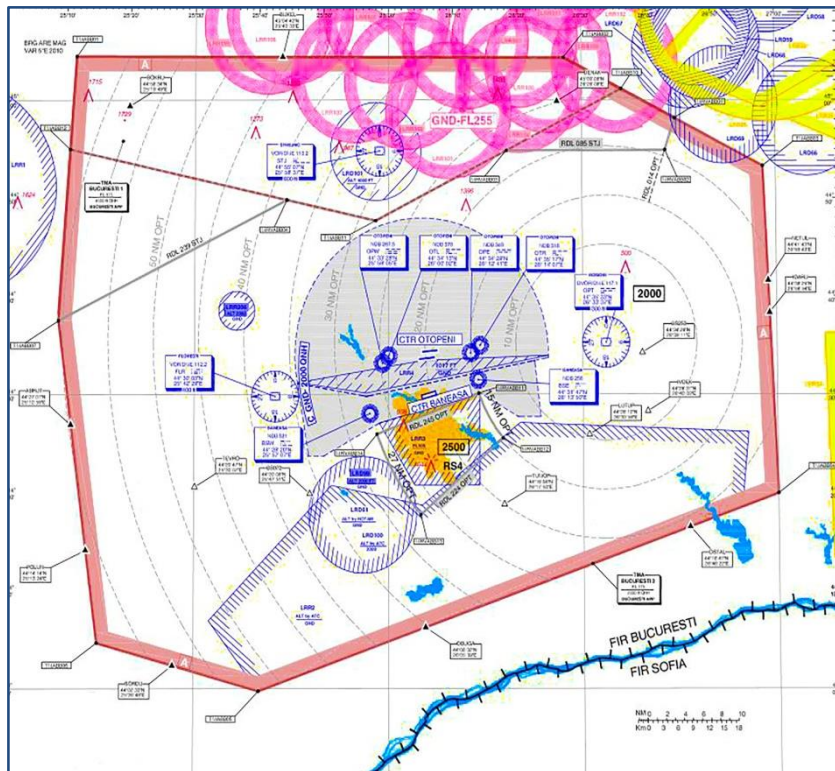
Operative Configuration	Open Sector	Unified Sectors
Single Configuration	S	All Sectors Unified
2 Configurations	S	L+EW+AT+S+DT
	N	W+NW+N+NE
3 Configurations	S	L+NT+AT+S+DT
	N	NW+N+NE
	W	W
4 Configurations*	S	L+EW+AT+S
	N	NW+N+NE
	W	W
	DT	DT
5 Configurations*	S	L+EW+AT+S
	N	N+NE
	W	W
	DT	DT
	NW	NW
6 Configurations*	S	L+EW+AT+S
	N	N
	W	W
	DT	DT
	NW	NW
	NE	NE
7 Configurations*	S	L+EW+S
	N	N
	W	W
	DT	DT
	NW	NW
	NE	NE
	AT	AT
8 Configurations*	S	EW+S
	N	N
	W	W
	DT	DT
	NW	NW
	NE	NE
	AT	AT
	L	L
9 Configurations*	S	S
	N	N
	W	W
	DT	DT
	NW	NW
	NE	NE
	AT	AT
	L	L
	EW	EW

N.B.:

*This ACC Configurations are used only for event, don't allowed to be opened with low traffic situation, except with the authorization from VATSIM Romania Director.

APP Sector:

Bucharest Approach (LROP_APP) is responsible for the traffic into the TMA Classified "A" from 2000ft AMSL to FL175.



Radar Vectoring:

Bucharest Radar, in the initial moment, will authorize the aircraft to join on the STAR* as need for the runway in use, then Bucharest Approach, at own discretion will vector the aircraft to the FAP.

It's recommended that inbound aircrafts must not descend below 3000' AMSL due to noise abatement for final ILS approach runway 08L/26L or 07/25.

Only If needed, aircraft can descend to the MRVA to intercept the Glide Path.

Therefore aircraft should expect to become established between 5 and 15 NM from the touch down point, except for visual approach.

*STAR available at page N°8.

Final Approach Handoff (LROP):

Bucharest Approach (LROP_APP) will transfer the aircraft to Otopeni Tower (LROP_S_TWR) at least:

- 5 NM or more before the threshold for Runway 08L and 26L.

Final Approach Handoff (LRBS):

Bucharest Approach (LROP_APP) will transfer the aircraft to Baneasa Tower (LRBS_TWR) at least:

- 8 NM or more before the threshold for Runway 07 and 25.

SVFR Arrivals Coordination (LROP):

Bucharest Approach (LROP_APP) will transfer the aircraft with destination LROP and LRBS "only from north" to Otopeni South (LROP_S_TWR)* at least:

- 1 Minute before Joining the CTR at 2000ft AMSL.
- Without any conflict from other traffic.

*Otopeni Tower (LROP_S_TWR) shall be transfer the inbound traffic from north to Baneasa Tower (LRBS_TWR)

- When has leaving the Sky Field on runway 08R/26L at 2000ft AMSL.

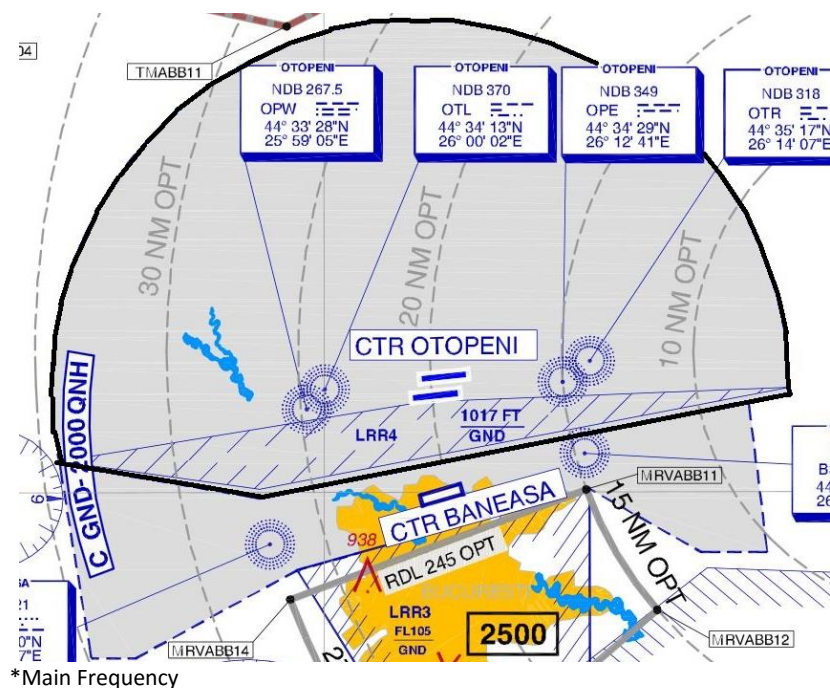
SVFR Arrivals Coordination (LRBS):

Bucharest Approach (LROP_APP) will transfer the aircraft with destination LRBS "only from south" to Baneasa Tower (LRBS_TWR)* at least:

- 1 Minute before Joining the CTR at 2000ft AMSL.
- Without any conflict from other traffic.

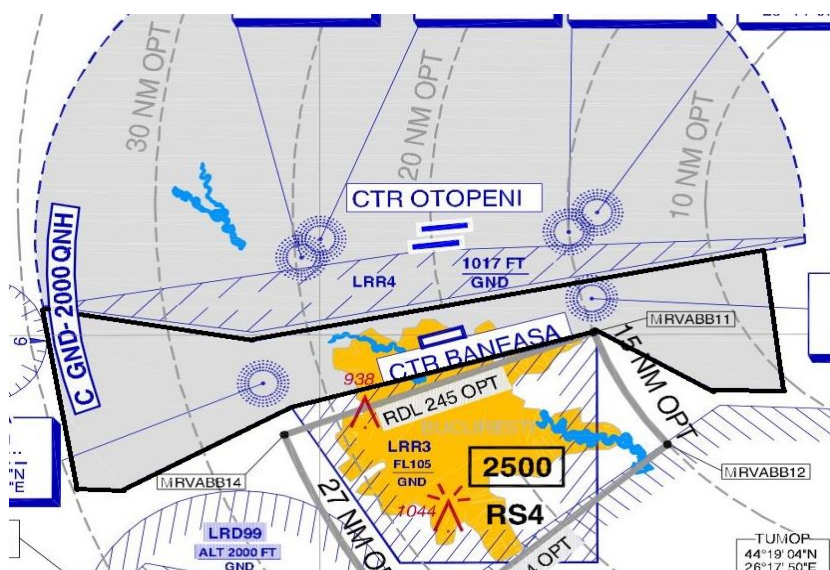
Otopeni Tower (LROP_S_TWR) is responsible for the traffic in the Otopeni CTR Classified "C" from SFC to 2000ft AMSL and for the runway 08L/26R.

Callsing	Sector Name	Frequency (MHz)	Area of Responsibility	Airspace Limit	Other
LROP_S_TWR*	Otopeni Tower	120.900	CTR & Runway 08R/26L	SFC to2000ft AMSL	//
LROP_N_TWR	Otopeni Tower	121.850	Runway 08L/26R	//	//



Baneasa Tower (LRBS_TWR) is responsible for the traffic in the Baneasa CTR Classified "C" from SFC to 2000ft AMSL and for the runway 07/25.

Calling	Sector Name	Frequency (MHz)	Area of Responsibility	Airspace Limit
LRBS TWR	Baneasa Tower	120.800	CTR & Runway 07/25	SFC to 2000ft AMSL



Runway 08L: Left Traffic Circuit
Runway 26R: Right Traffic Circuit

No more than 1 aircraft is to be given taxi instructions at any one time, or, when an aircraft is expected on short final.

Runway 07: Left Traffic Circuit
Runway 25: Right Traffic Circuit

If the RVR is $\leq 800M$, all the above apply and no other real world AIP procedure can be applied due to the limitations of VATSIM Network.

4) Departures, Arrivals Management, Special Callsign and Semicircular Level:

LROP Arrivals (08L/26L):

Sector from Hand-Off	Departure	Airway	FIX	Transfer Point	Cleared FL	STAR 08L/R	STAR 26L
LRBB_A_CTR	//	T/UT74	DENAK	LAPKA	FL180	DENAK1U	DENAK2X
		P/UP740		*			
		L/UL851	NETUL	RIVOS		NETUL2U	NETUL1X
		L/UL5					
		M/UM747					
LRCK_APP	LRCK/LRTZ/LRTC	L/UL5	NETUL	RIVOS	FL160	NETUL2U	NETUL1X
	LRCK/LRTZ	M/UM747	IDARU	DIRAL		IDARU2U	IDARU1X
	//	P/UP727	OSTAL	ARGES	FL180	OSTAL1U	OSTAL1X
LRBB_K_CTR		L/UL622	OBUGA	KOMAN		OBUGA1U	OBUGA1X
		M/UM987	SORDU	ORTIP	FL170	SORDU1U	SORDU1X
LRBB_L_CTR		P/UP981	TOSVI	OBUGO		TOSVI2U	TOSVI3X
		L/UL5					

LRBS Arrivals (07/25):

Sector from Hand-Off	Airway	FIX	Transfer Point	Cleared FL	STAR 07	STAR 25
LRBB_A_CTR -> LROP_APP	T/UT74	DENAK	LAPKA	FL180	DENAK1V	DENAK1Y
	P/UP740		*			
	L/UL851	NETUL	RIVOS		NETUL1V	NETUL1Y
	L/UL5				IDARU1V	IDARU1Y
	M/UM747				IDARU	DIRAL
LRCK_APP	L/UL5	NETUL	RIVOS	FL160	NETUL1V	NETUL1Y
	M/UM747	IDARU	DIRAL		IDARU1V	IDARU1Y
LBSR_CTR -> LROP_APP	P/UP727	OSTAL	ARGES	FL180	OSTAL1V	OSTAL1Y
	L/UL622	OBUGA	KOMAN		OBUGA1V	OBUGA1Y
LRBB_K_CTR -> LROP_APP	M/UM987	SORDU	ORTIP	FL170	SORDU1V	SORDU1Y
LRBB_L_CTR -> LROP_APP	T995	ABRUT	VAMON		ABRUT1V	ABRUT1Y
	T285					

* 15NM before the FIX Inbound.

LROP/LRBS Departure:

Sector to Hand-Off	FIX	Airway	Destination	Transfer Point or FL	Cleared FL
LRBB_A_CTR	BUKEL	L/UL619	//	Passing FL160	FL280
	DENAK	L/UL851		Passing FL150	FL270
		T/UT74			
		N/UN180			
		P/UP740			
	NETUL	L/UL5			
	IDARU	M/UM747			
LRCK_APP	NETUL	L5	LRCK/LRTZ/LRTC	NETUL	FL270
	IDARU	M747	LRCK/LRTZ	IDARU	
LRBB_K_CTR	POLUN	N/UN181	//	Passing FL160	FL280
		Y/UY88			
		L/UL852			
LRBB_N_CTR	SOKRU	L622			
		M/UM747			

Special Call sign:

Romania Air Force: ROFxxxx

The call sign listed below, are examinations, careful to mix them for normal aircraft:

P1 Exam: EXM1xx

P2 Exam: EXM2xx

P3 Exam: EXM3xx

P4 Exam: EXM4xx

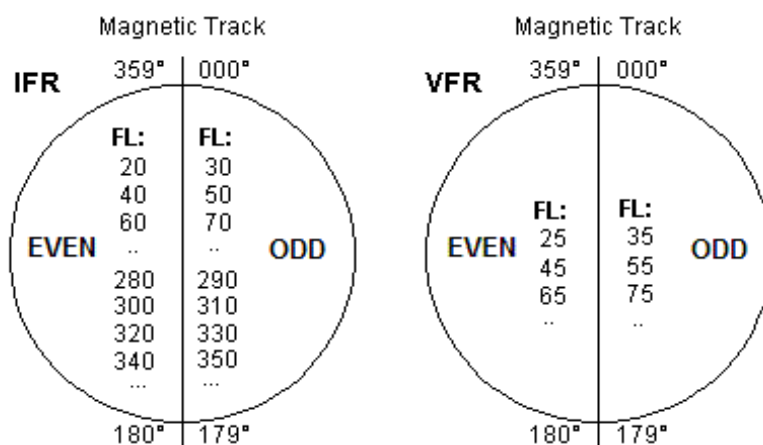
P5 Exam: EXM5xx

Semicircular Level for IFR/VFR:

Within Europe RVSM Airspace are organized in accordance with the Table of Cruising Level contained in ICAO Annex 2, Appendix 3a.

Within the Bucharest airspace, to accommodate predominant traffic directions:

- 1) From 000° to 179° (Eastbound= ODD FLs)
- 2) From 180° to 359° (Westbound= EVEN FLs)



5) Radar Stations, Coverage, RPS, MRVA & Minimum Separation:

Radar Stations and Coverage:

Bucharest ATC Operates in a multiradar tracking environment using the following radar stations:

<i>Radar</i>	<i>Position</i>	<i>Range PSR</i>	<i>Range SSR</i>
MSSR Mode-S Arad Manastur	N046.00.23.854 E021.08.12.170	100NM	220NM
MSSR Buciumeni Bucharest	N044.33.28.336 E025.59.06.183	-	200NM
MSSR Topolog Constanta	N044.51.28.787 E028.24.14.643	-	200NM
MSSR Mode-S Constanta	N044.21.27.585 E028.29.28.047	100NM	200NM
PSR/MSSR Bucharest	N044.33.37.453 E026.04.24.662	100NM	200NM
MSSR Mode-S Bucharest	N044.33.56.865 E026.01.56.368	100NM	200NM
MSSR Bacau	N046.31.03.468 E026.47.51.596	-	170NM
MSSR Cluj	N046.43.06.670 E026.36.02.635	-	200NM

The area of radar coverage for Primary Surveillance Radar is not identical to that for Secondary Surveillance Radar. Graphic portrayal of the areas is shown below.

PSR - Primary Radar Coverage:



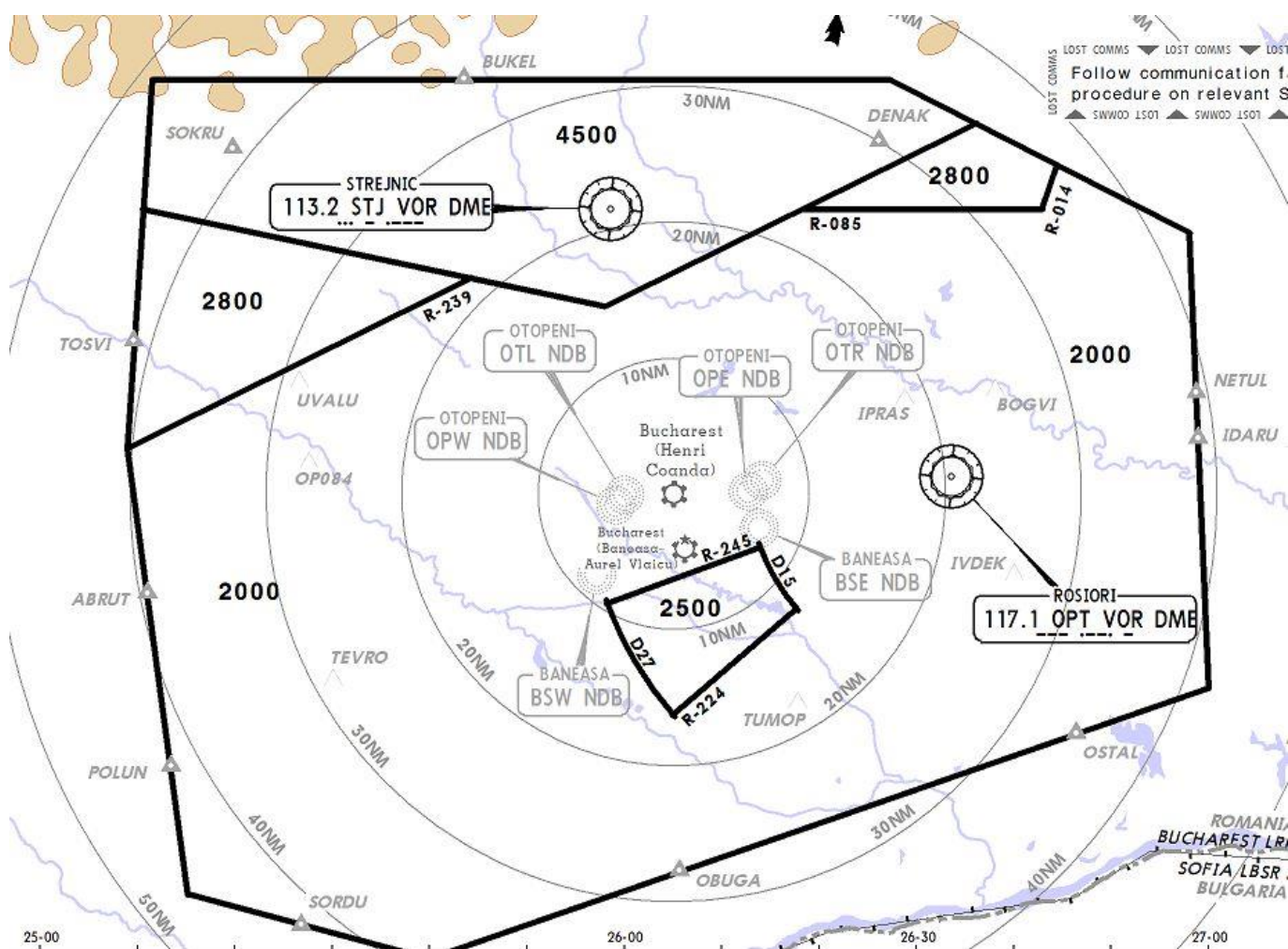
All aircraft in ground will be showed in a range of 5 NM from the airport's at any altitude and speed "in order to help ATC to find the plane".

The visual indication in symbolic form, on a radar display, of the position of an aircraft obtained after automatic processing of positional data derived from primary and/or secondary surveillance radar.

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MRVA:

Outside Bucharest TMA is consider FL195.



Separation in Bucharest Airspace:

The separations listed below are only for airplanes with the same symbols radar “Only IFR Rules”:

- 5 NM Within the Bucharest TMA (SFC-FL660)
- 10 NM Outside Bucharest TMA (SFC-FL660)

The separations listed below are only for airplanes with different symbols radar:

- 15NM between 1 SSR and 1 PSR
- 15NM between 2 PSR
- 10NM between 2 SSR inside an area of Primary Coverage.
- 5NM between 2 Combined Plot

6) Prohibited, Restricted and Danger Areas:

GENERAL:

The airspace in which a potential hazard to aircraft operations may exist and the areas within which the operation of civil aircraft may be, for one reason or another, restricted either temporarily or permanently, are classified in three categories of areas.

DANGER AREA :

An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. The purpose of the creation of a danger area is to caution operators or pilots of aircraft about the existing danger, having in view their responsibility for the safety of their aircraft.

PROHIBITED AREA:

An airspace of defined dimensions within which the flight of aircraft is prohibited.

This term is used when the flight of civil aircraft within the designated airspace is not permitted at any time under any circumstances.

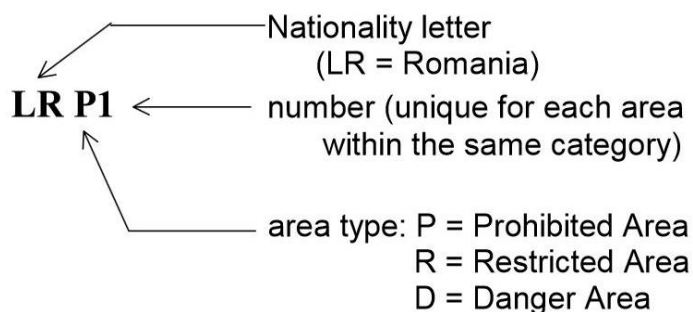
RESTRICTED AREA:

An airspace of defined dimensions within which the flight of aircraft may be carried out only under certain specified conditions.

Each area is as small as practicable and contained within simple geometrical limits such as a circle, square, etc.

AREA DESIGNATION:

Each (danger, prohibited and restricted) area is designated using two groups of letters and a number:



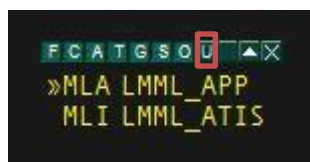
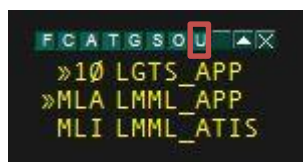
Identification	Coordinates	Vertical Limit	Width	Remarks
Prohibited Areas:				
LR P2 – CERNAVODA	N044.20.00 E028.02.00	SFC – FL40	5NM (Square)	Nuclear Energy Plant
LR P4	N043.44.24 E023.46.44	SFC – FL85	3NM (Square)	H24
Restricted Areas:				
LR R1 - Pitesti	N044.51.00 E024.53.00	SFC – FL660	11NM (Square)	H24
LR R2	N044.27.24 E026.20.18 N044.26.18 E026.55.30 N044.18.39 E026.54.26 N044.00.00 E025.40.00 N044.06.59 E025.32.07 N044.21.00 E025.51.12 N044.19.00 E026.05.12 N044.27.24 E026.20.18	SFC – by ATC	//	By ATC

Identification	Coordinates	Vertical Limit	Width	Remarks
Restricted Areas:				
LR R3	N044.30.25 E026.14.00 N044.27.20 E025.58.30 N044.21.00 E026.04.00 N044.21.00 E026.14.00 N044.30.25 E026.14.00	SFC – FL105	//	H24 “or PPR”
LR R4	N044.33.50. E026.05.12 N044.34.09 E026.24.42 N044.30.21 E025.56.35 N044.31.23 E025.45.58 N044.33.50 E026.05.12	SFC – 1000FT	//	Military Helicopters Training. The heliport is located south of RWY 08R/26L. Flights operating on RWY 08R/26L are not affected.
LR R5	N045.35.00 E025.12.35 N045.35.00 E025.16.30 N045.31.00 E025.22.40 N045.29.10 E025.19.00 N045.30.00 E025.16.00 N045.24.00 E025.13.00 N045.22.55 E025.14.55 N045.21.42 E025.13.10 N045.23.10 E025.10.35 N045.24.10 E025.12.00 N045.28.00 E025.08.40 N045.30.25 E025.08.40	SFC – 2000FT	//	H24, except state aircraft.
LR R50	N043.44.24 E023.46.44	SFC – FL165	14NM (Square)	H24, except SAR and Medical Evacuation.
LR R501	N044.04.36 E024.25.06		2 NM (Square)	
LR R502		5NM (Square)		
LR R503		9NM (Square)		
LR R206	N044.38.46 E025.36.32	SFC – 2000FT	2NM (Square)	
LR R101 - Valea	N044.59.14 E026.09.20	SFC – FL255	6NM (Square)	By NOTAM Anti-hail Rocket firing Area
LR R102 - Boldesti	N045.02.14 E026.02.56			
LR R103 – Mehedinta	N45.06.21 E026.11.59			
LR R104 – Ceptura	N045.01.52 E026.20.14			
LR R105 – Tataru	N045.06.25 E026.19.38			
LR R106 – Campina	N045.08.48 E025.44.43			
LR R107 - Tufeni	N045.02.54 E025.54.46			
LR R108 - Varbilau	N045.08.59 E025.59.44			
LR R109 - Tohani	N045.03.52 E026.24.46			
LR R110 – Provita	N045.07.50 E025.41.15			
LR R111 – Viperesti	N045.14.19 E026.26.42			
LR R112 - Pietroasele	N045.03.57 E.026.35.08			
LR R121 – Maxut	N047.27.51 E026.56.28			
LR R122 - Valea	N047.21.19 E026.53.00			
LR R123 - Ruginoasa	N047.15.53 E026.49.39			
LR R124 – Hodora	N047.18.37 E027.00.01			
LR R125 - Coarnele	N047.22.58 E027.08.55			
LR R131 – Anghelesti	N046.04.38 E027.06.16			
LR R132 – Varnita	N045.59.02 E026.56.44			
LR R133 – Panciu	N045.56.16 E027.04.39			
LR R134 – Bolotesti	N045.51.15 E027.00.58			
LR R135 – Bizighești	N045.49.06 E027.11.30			
LRR136 – Poiana	N046.00.27 E027.15.27			
LR R137 – Nicoresti	N045.55.17 E027.17.59			

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Identification	Coordinates	Vertical Limit	Width	Remarks
Danger Areas:				
LR D99 – Clinceni	N044.18.00 E025.56.00	SFC – 2000FT	6NM (Square)	By NOTAM Sports Activity Aircraft, Gliders and Parachute Jumping
LR D100 - Clinceni		By NOTAM – 2000FT		H24
LR D101 – Ploiesti	N044.55.00 E025.58.00	SFC – 4000FT	5NM (Square)	Sports Activity Aircraft, Gliders and Parachute Jumping
LR D102 - Sanpetru	N045.46.00 E025.39.00	SFC – 3300FT	5NM (Square)	

7) Controller List and Euroscope Controller Abbreviations:



The “U” Button should be unchecked for every time.

ATC List inside Romania vACC:

Abbreviation	Identification	Frequency	Callsign
ACC Sector:			
FIC	Bucharest Information	129.400	LRBB_I_CTR
MGM	Bucharest Radar	121.375	LRBB_M_CTR
BPM		124.100	LRBB_B_CTR
NPT		127.075	LRBB_C_CTR
LOM		122.025	LRBB_L_CTR
KOM		129.750	LRBB_K_CTR
AGM		121.175	LRBB_A_CTR
NRM		125.150	LRBB_N_CTR
BAC		127.900	LRBB_U_CTR
DIM		122.375	LRBB_D_CTR
Approach Sector:			
TMA	Bucharest Approach	118.250	LROP_APP
TMR	Arad Approach	127.250	LRAR_APP
TMD	Costanta Approach	122.900	LRCK_APP

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Abbreviation	Identification	Frequency	Callsign
Tower Sector:			
OTP	Otopeni Tower	120.900	LROP_S_TWR
OTN		121.850	LROP_N_CTR
BNS	Baneasa Tower	120.800	LRBS_TWR
ARD	Arad Tower	130.200	LRAR_TWR
TSR	Timisoara Tower	120.100	LRTR_TWR
CLJ	Cluj Tower	134.400	LRCL_TWR
CND	Constanta Tower	120.450	LRCK_TWR
SIB	Sibiu Tower	122.700	LRSB_TWR
TGM	Targu Mures Tower	120.325	LRTM_TWR
BCU	Bacau Tower	118.600	LRBC_TWR
BMR	Baia Mare Tower	118.100	LRBM_TWR
CRV	Craiova Tower	124.300	LRCV_TWR
IAS	Iasi Tower	129.200	LRIA_TWR
ORA	Oradea Tower	120.200	LROD_TWR
SAT	Satu Mare Tower	118.800	LRSM_TWR
SCV	Suceava Tower	118.300	LRSV_TWR
TLC	Tulcea Tower	120.300	LRTC_TWR
TZL	Tuzla Tower	128.900	LRTZ_TWR
Ground Sector:			
OTG	Otopeni Ground	121.700	LROP_GND
BNG	Baneasa Ground	129.950	LRBS_GND
TSG	Timisoara Ground	121.600	LRTR_GND
ATIS Frequency:			
ATI	Otopeni ATIS	118.500	LROP_ATIS
ATB	Baneasa ATIS	126.125	LRBS_ATIS
ATT	Timisoara ATIS	123.120	LRTR_ATIS
ATJ	Cluj ATIS	125.520	LRCL_ATIS
ATC	Constanta ATIS	118.750	LRCK_ATIS
ATS	Sibiu ATIS	126.950	LRSB_ATIS
ATG	Targu Mures ATIS	125.950	LRTM_ATIS

ATC List outside Romania vACC:

Abbreviation	Identification	Frequency	Callsign
CHM	Moldova Radar	128.975	LUKK_CTR
CHI	Chisinau Control	130.975	LUUU_CTR
KIT	Chisinau Approach	133.300	LUKK_APP
KIV	Chisinau Tower	118.100	LUKK_TWR
BUD	Budapest Radar	133.200	LHCC_CTR
BUD	Budapest Radar	130.575	LHCC_E_CTR
BEG	Beograd Radar	123.775	LYBA_CTR
BGT	Beograd Radar	119.100	LYBE_APP
SOF	Sofia Control	131.100	LBSR_CTR
SOE	Sofia Control	134.700	LBSR_C_CTR
USI	Simferopol Radar	135.500	UKFV_W_CTR
USI	Simferopol Radar	120.400	UKFV_E_CTR
UOD	Odesa Radar	132.200	UKOV_CTR
UOA	Odesa Radar	127.700	UKOV_U_APP
UOA	Odesa Radar	129.300	UKOV_D_APP
UKI	Kiev Radar	135.450	UKBV_W_CTR
UKI	Kiev Radar	133.050	UKBV_E_CTR
ULV	Lviv Radar	134.050	UKLV_CTR
ULL	Lviv Radar	135.100	UKLV_D_CTR
UKR	Ukraine Radar	127.925	UKR_CTR
EUE	Eurocontrol East	135.300	EURE_FSS