Serbia and Montenegro vACC
Aerodrome Charts - Beograd

[LYBE]

Disclaimer: These charts are intended for flight simulation purposes, and should not, under any circumstances, be used for real aviation navigation. Serbia and Montenegro virtual Area Control Center is not responsible for any material posted in this document, if used against this disclaimer.

15/2/2011

1. GENERAL

1.1. LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures become effective when
- RVR at TDZ or Mid-point reaches 550m or less, and/or
- cloud base/vertical VIS reaches 200'/60m or less.

Pilots will be informed via RTF: "Low visibility procedures in operation."
Whenever LVP approaches are carried out, pilots shall vacate RWY 12 via TWYE.
Pilots shall report when landed and additionally RWY vacated when passing the end of the color coded yellow-green TWY centerline lights.

1.2. TAXI PROCEDURES

When RVR is below 350m taxiing of ACFT under own power shall be allowed only on the parts of the manoeuvering areas equipped with lighting system.
TWY D: LEFT turn from RWY 30 is not permitted.
TWY E: LEFT turn from RWY 30 is not permitted for ACFT with outer main gear wheel span exceeding 30'/9m.

1.3. PARKING INFORMATION

Pilots shall report when on parking position before engine shut-down.
On all stands except alternate stand A1, depicted with dashed line and stands A11 thru A14 and B7 push-back required.
Stands B1 thru B6 and stands C3 and C5 from stop posn B: Push-back not required when adjacent stand is free.
When ACFT type DC10-30 is parked on stand B7, use of TWY H between TWYs K and L prohibited.
Stands A1 thru A8 and C1 thru C6 equipped with visual docking guidance system.

1.4. OTHER INFORMATION

Birds in vicinity of APT.
Pilots shall maintain radio contact with ATC at all times when outside of parking positions.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 12 approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. DE-ICING

3.1.1. REQUEST FOR DE-ICING PROCEDURE

Request for de-icing procedure shall be submitted to the competent supervisor by pilot-in-command at least 15 min prior to planned start of procedure.
De-icing procedure is executed when ACFT is in the de-icing configuration.

3.1.2. DE-ICING POSITION

De-icing procedure is executed after positioning of ACFT on:
- TWY G for ACFT which are pushed or pulled from stands A1 thru A10,
- TWY H for ACFT which are pushed or pulled from stands B1 thru B6,
- Stands B1 thru B7 for ACFT which leave these stands by self-manoeuver,
- TWY F for ACFT which are pushed or pulled from stands C1 thru C6,
- Stands A11 thru A14.

Exceptionally, de-icing could be executed on stands A1 thru A10 and C1 thru C6 only if APT duty manager authorize it. In this case, stand cleaning from rest of de-icing fluid is charged.

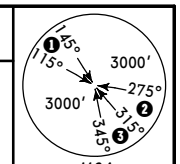
3.2. NOISE ABATEMENT PROCEDURES

RWY 12

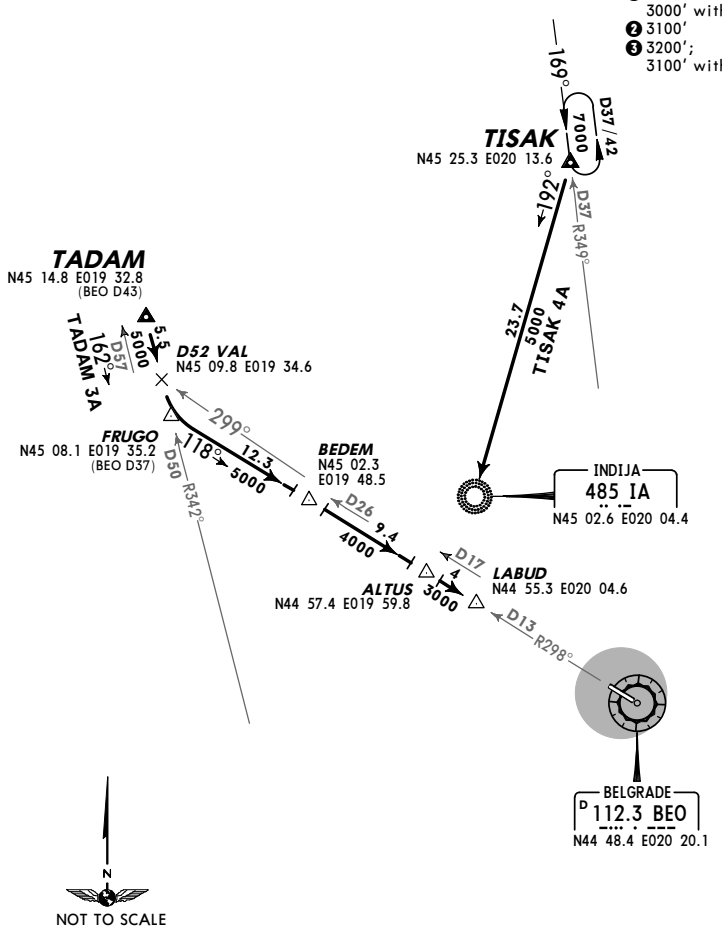
Take-off to 800'	Take-off power/thrust. Lowest appropriate take-off flaps/slats. Climb at V_2 + 10 KT.
At 800'	Cut back to MCLT (Maximum climb thrust).
800'-3000'	Continue climb at V_2 + 10 to 20 KT. Maintain reduced power/thrust. Maintain lowest appropriate take-off flaps/slats.
At 3000'	Maintain positive rate of climb. Accelerate smoothly to enroute climb speed. Retract flaps/slats on schedule.

Apt Elev 336′
Alt Set: hPa
Trans level: By ATC Trans alt: 10000′

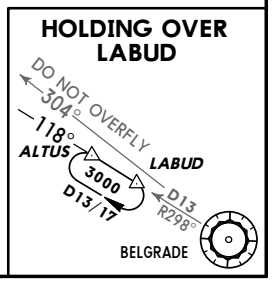
TADAM 3A *[TADA3A]*, TISAK 4A *[TISA4A]*
RWY 12 ARRIVALS
FROM NORTH
SPEED: MAX 250 KT BELOW 10000′



❶ 3300′;
3000′ within 22 NM
❷ 3100′
❸ 3200′;
3100′ within 15 NM



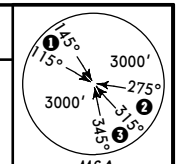
HOLDING OVER LABUD



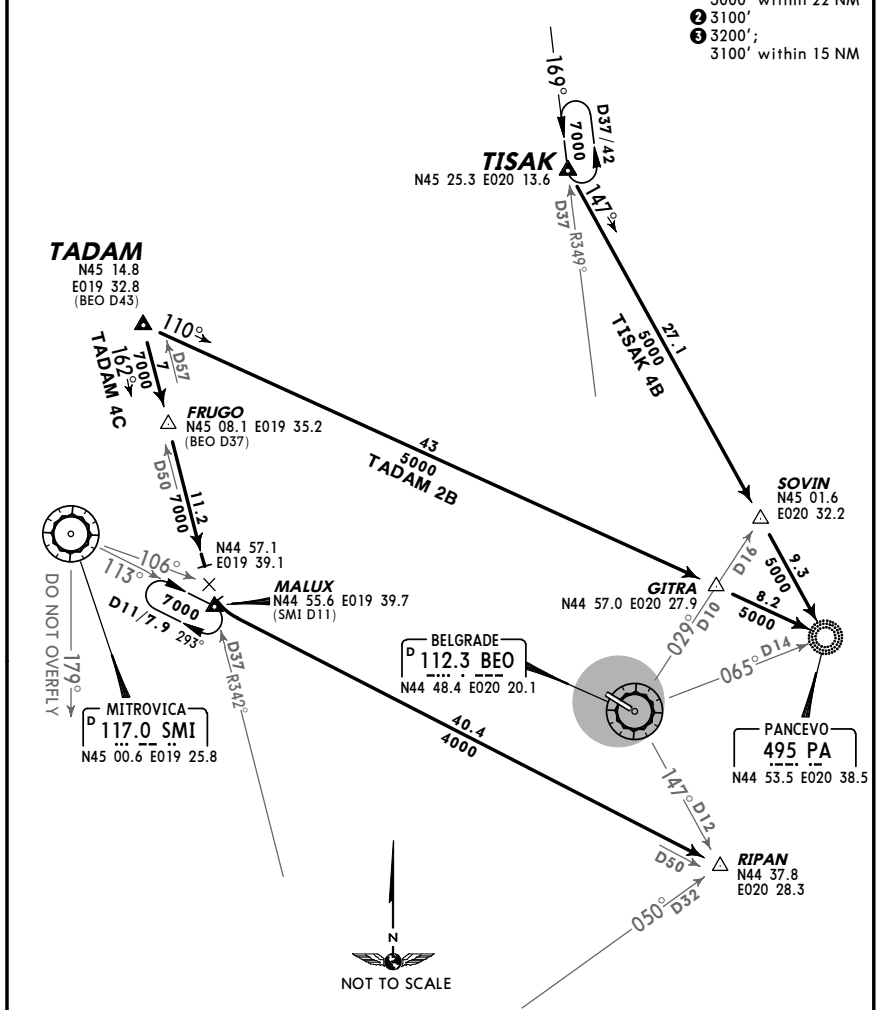
CHANGES: MSA; radial & track update.

Apt Elev 336′
Alt Set: hPa
Trans level: By ATC Trans alt: 10000′

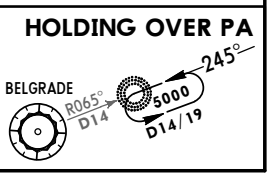
TADAM 2B *[TADA2B]*, TADAM 4C *[TADA4C]*
TISAK 4B *[TISA4B]*
RWY 30 ARRIVALS
FROM NORTH
SPEED: MAX 250 KT BELOW 10000′



❶ 3300′;
3000′ within 22 NM
❷ 3100′
❸ 3200′;
3100′ within 15 NM



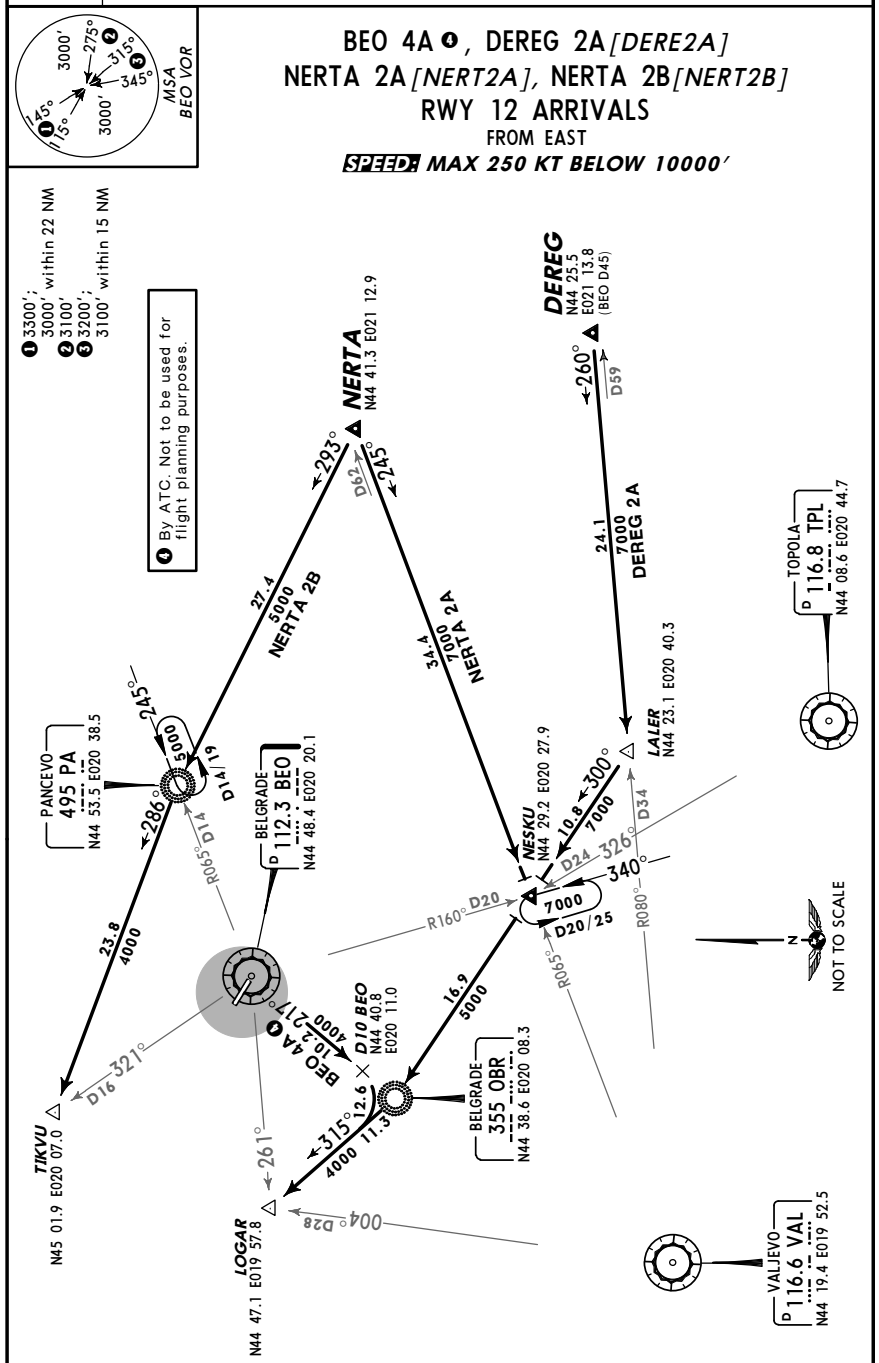
HOLDING OVER PA



CHANGES: MSA; radial & track update.

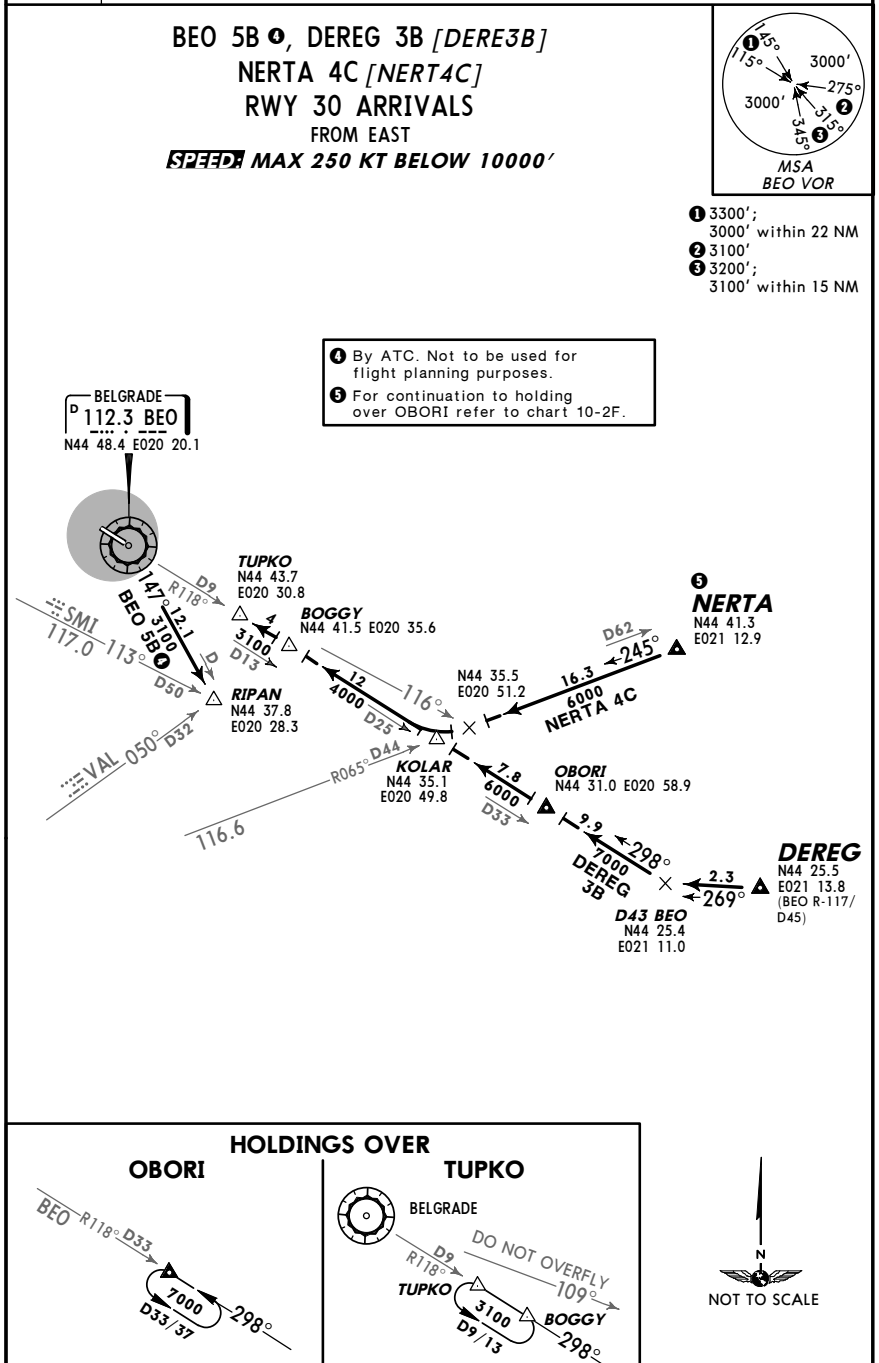
Apt Elev 336′ | Alt Set: hPa | Trans level: By ATC | Trans alt: 10000′

BEO 4A ❹, DEREG 2A *[DERE2A]*
NERTA 2A *[NERT2A]*, NERTA 2B *[NERT2B]*
RWY 12 ARRIVALS
FROM EAST
SPEED: MAX 250 KT BELOW 10000′



Apt Elev 336′ | Alt Set: hPa | Trans level: By ATC | Trans alt: 10000′

BEO 5B ❹, DEREG 3B *[DERE3B]*
NERTA 4C *[NERT4C]*
RWY 30 ARRIVALS
FROM EAST
SPEED: MAX 250 KT BELOW 10000′



Apt Elev 336′
Alt Set: hPa
Trans level: By ATC Trans alt: 10000′

MSA BEO VOR
1 145° 15° 3000′
2 275° 315° 3 345° 3000′

NEPOS 3A *[NEPO3A]*, TPL 5A ❹, VAL 6A, VAL 2B
RWY 12 ARRIVALS
FROM SOUTH
SPEED: MAX 250 KT BELOW 10000′

1 3300′;
2 3000′ within 22 NM
3100′
3 3200′;
3100′ within 15 NM

❹ By ATC. Not to be used for flight planning purposes.

NOT TO SCALE

NEPOS N44 00.4 E021 26.3 (BEO D68)
300°
40.1
7000
NEPOS 3A

LALER N44 23.1 E020 40.3
10.8
7000
D34
23.9
7000
TPL 5A ❹
326°
340°
080°
090°

NESKU N44 29.2 E020 27.9
7000
D20/25
R160° D20
16.9
5000

BELGRADE D 112.3 BEO N44 48.4 E020 20.1
BELGRADE 355 OBR N44 38.6 E020 08.3

TOPOLA D 116.8 TPL N44 08.6 E020 44.7
348 TPL N44 08.4 E020 44.7

VALJEVO D 116.6 VAL N44 19.4 E019 52.5
390 VAL N44 19.3 E019 52.5

315°
11.3
4000
261°
LOGAR N44 47.1 E019 57.8
D
28
5000
VAL 6A
22.3
5000
VAL 2B
026°
004°
184°
D6
MHA 9000

Apt Elev 336′
Alt Set: hPa
Trans level: By ATC Trans alt: 10000′

MSA BEO VOR
1 145° 15° 3000′
2 275° 315° 3 345° 3000′

NEPOS 4B *[NEPO4B]*, TPL 8F ❹, VAL 3C
RWY 30 ARRIVALS
FROM SOUTH
SPEED: MAX 250 KT BELOW 10000′

1 3300′;
2 3000′ within 22 NM
3100′
3 3200′;
3100′ within 15 NM

❹ By ATC. Not to be used for flight planning purposes.
❺ For continuation to holding over OBORI refer to chart 10-2F.

NOT TO SCALE

NEPOS N44 00.4 E021 26.3 (BEO D68)
323°
36.4
7000
NEPOS 4B

OBORI N44 31.0 E020 58.9
298°
7.8
6000
298°
D33
7000
D33/37

KOLAR N44 35.1 E020 49.8

TOPOLA D 116.8 TPL N44 08.6 E020 44.7
348 TPL N44 08.4 E020 44.7

BOGGY N44 41.5 E020 30.8
12
4000
D25
D44
090°
23.9
6000
TPL 8F ❹
345°

TUPKO N44 43.7 E020 30.8
7
3100
D13
9.7
4000
VASER N44 32.0 E020 38.2

PANCEVO 495 PA N44 53.5 E020 38.5
D9
R178°
147°
D12
113°
D50
RIPAN N44 37.8 E020 28.3
D52
4000
10.2
315°
STEPA N44 31.8 E020 16.6
21.3
6000
VAL 3C
050°
184°
D6
004°
MHA 9000

BELGRADE D 112.3 BEO N44 48.4 E020 20.1

VALJEVO D 116.6 VAL N44 19.4 E019 52.5
390 VAL N44 19.3 E019 52.5

MITROVICA D 117.0 SMI N45 00.6 E019 25.8

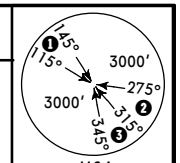
HOLDING OVER TUPKO
BELGRADE
DO NOT OVERFLY
109°
BOGGY
298°
D9
R178°
TUPKO
3100
D9/13

Apt Elev	
336′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

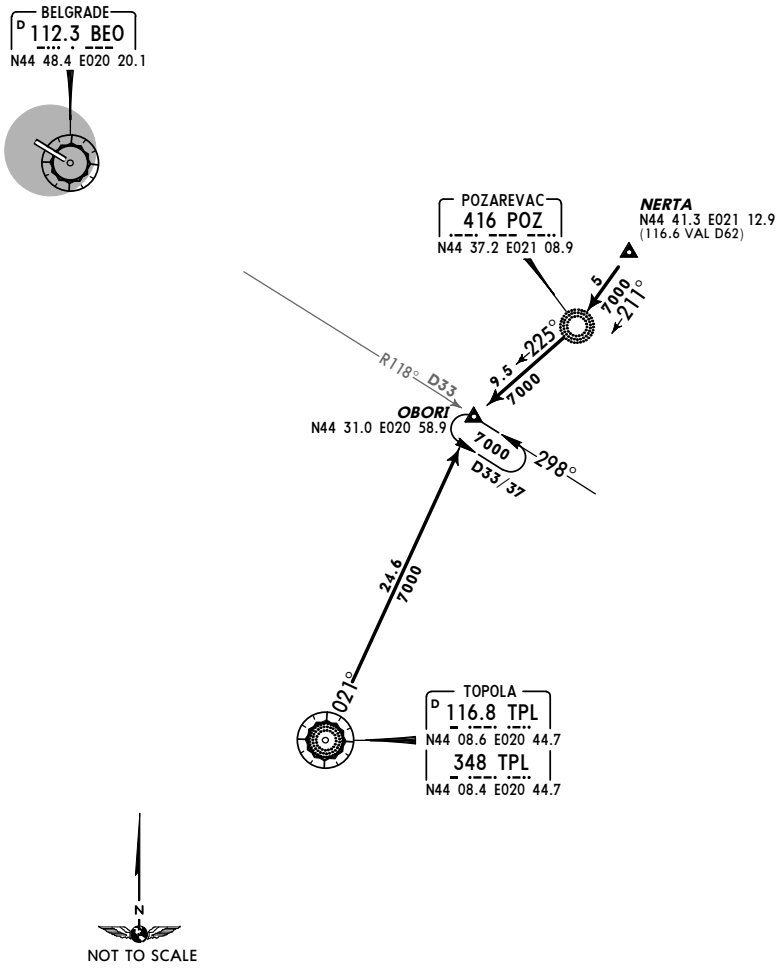
RWY 30 ARRIVALS

VIA HOLDING OVER OBORI

SPEED: MAX 250 KT BELOW 10000′



❶ 3300′;
3000′ within 22 NM
❷ 3100′
❸ 3200′;
3100′ within 15 NM



CHANGES: MSA; radial & track update.

Apt Elev	
336′	Trans level: By ATC Trans alt: 10000′ Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

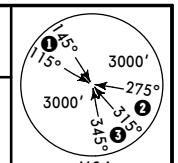
BEOGRAD FOUR CHARLIE (BEO 4C)

RWY 12 DEPARTURE

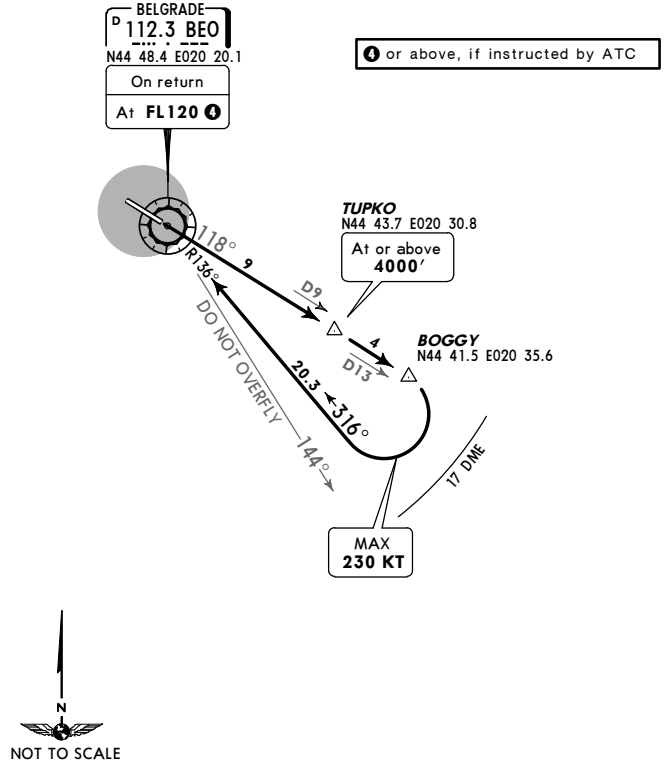
BY ATC

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
AFTER BEO PROCEED TO FIRST POINT IN FLIGHT PLAN

SPEED: MAX 250 KT BELOW 10000′



❶ 3300′;
3000′ within 22 NM
❷ 3100′
❸ 3200′;
3100′ within 15 NM



ROUTING

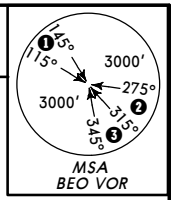
Climb straight ahead, intercept BEO R-118 to BOGGY, turn RIGHT within BEO 17 DME, intercept BEO R-136 inbound to BEO.

CHANGES: SID renumbered & revised; MSA.

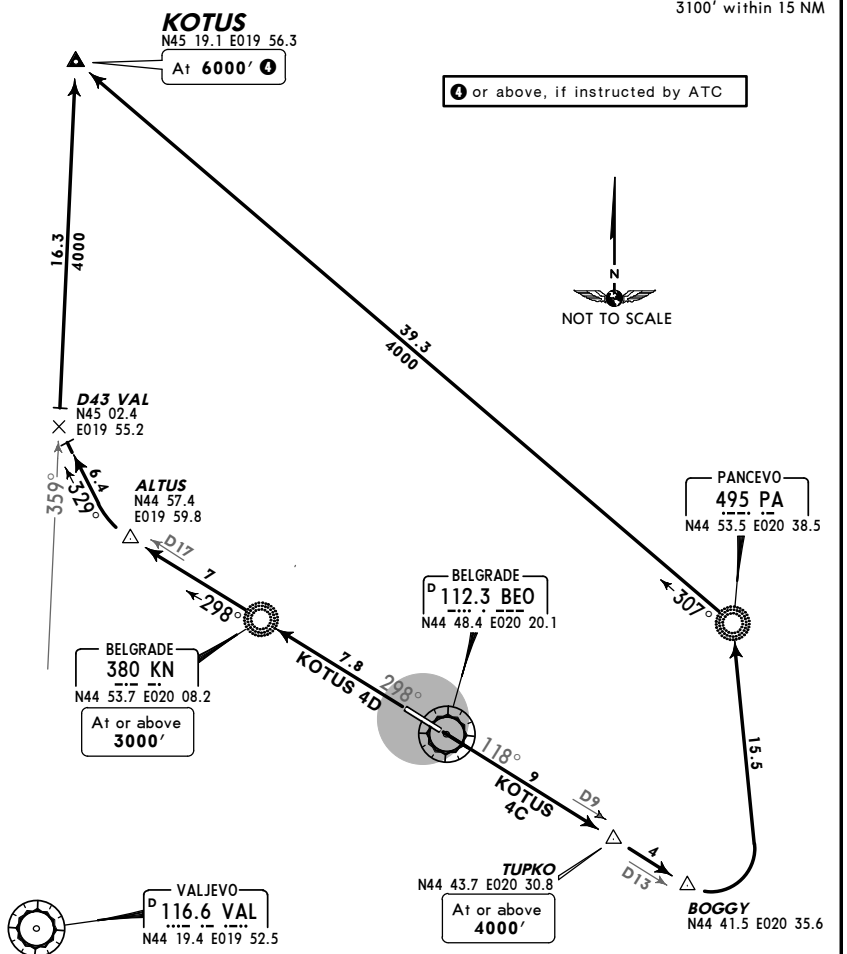
Apt Elev	
336′	Trans level: By ATC Trans alt: 10000′ Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

KOTUS FOUR CHARLIE (KOTUS 4C) *[KOTU4C]*
KOTUS FOUR DELTA (KOTUS 4D) *[KOTU4D]*
RWYS 12, 30 DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



❶ 3300′;
3000′ within 22 NM
❷ 3100′
❸ 3200′;
3100′ within 15 NM



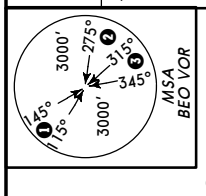
SID	RWY	ROUTING
KOTUS 4C	12	Climb straight ahead, intercept BEO R-118 to BOGGY, turn LEFT to PA, turn LEFT, 307° bearing to KOTUS.
KOTUS 4D	30	Climb straight ahead, intercept BEO R-298 to ALTUS, turn RIGHT, 329° track to D43 VAL, turn RIGHT, intercept VAL R-359 to KOTUS.

CHANGES: SID KOTUS 1E withdrawn; SIDs renumbered & revised; MSA.

Apt Elev	
336′	Trans level: By ATC Trans alt: 10000′ Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

MITROVICA TWO DELTA (SMI 2D)
MITROVICA FIVE ECHO (SMI 5E)
MITROVICA THREE FOXTROT (SMI 3F)
RWYS 12, 30 DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



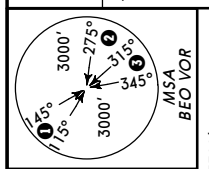
❶ 3300′;
3000′ within 22 NM
❷ 3100′
❸ 3200′;
3100′ within 15 NM

SID	RWY	ROUTING
SMI 2D	12	Climb straight ahead, intercept BEO R-118 to BOGGY, turn RIGHT within BEO 17 DME, intercept BEO R-136 inbound to BEO, turn LEFT, BEO R-284 to SMI.
SMI 5E		Climb straight ahead, at 1100′ turn RIGHT, intercept BEO R-185 to LAVRO, turn RIGHT, intercept SMI R-132 inbound to SMI.
SMI 3F	30	Climb straight ahead, intercept BEO R-298 to ALTUS, turn LEFT, intercept SMI R-094 inbound to SMI.

CHANGES: SIDs renumbered & revised; MSA.

Apt Elev 336′

Trans level: By ATC Trans alt: 10000′
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



❶ 3300′; 3000′ within 22 NM
❷ 3100′
❸ 3200′; 3100′ within 15 NM

NERTA TWO DELTA (NERTA 2D) *[NERT2D]* NERTA TWO ECHO (NERTA 2E) *[NERT2E]* NERTA TWO FOXTROT (NERTA 2F) *[NERT2F]* RWYS 12, 30 DEPARTURES

SPEED: MAX 250 KT BELOW 10000′

❹ or above, if instructed by ATC

NERTA N44 41.3 E021 12.9 — At **6000′** ❹

D31 BEO N44 40.8 E021 02.2

POZAREVAC 416 POZ N44 37.2 E021 08.9

D23 BEO N44 36.2 E020 47.4

KOLAR N44 35.1 E020 49.8 (BEO D25)

PANCEVO 495 PA N44 53.5 E020 38.5

BOGGY N44 41.5 E020 35.6

TUPKO N44 43.7 E020 30.8 — At or above **4000′**

BELGRADE 112.3 BEO N44 48.4 E020 20.1

BELGRADE 380 KN N44 53.7 E020 08.2 — At or above **3000′**

BELGRADE 355 OBR N44 38.6 E020 08.3

D27 TPL N44 29.0 E020 20.0

PANOL N44 27.5 E020 21.8 — At or below **6000′**

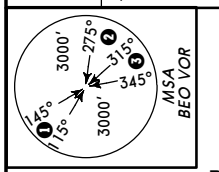
NOT TO SCALE

SID	RWY	ROUTING
NERTA 2D	12	Climb straight ahead, intercept BEO R-118 to D23 BEO, turn LEFT, intercept VAL R-065 to NERTA.
NERTA 2E	30	Climb straight ahead, intercept BEO R-298 to KN, turn RIGHT to PA, 123° bearing to D31 BEO (VAL R-063), turn LEFT, intercept VAL R-065 to NERTA.
NERTA 2F		Climb straight ahead, at 1100′ turn LEFT to OBR, turn LEFT, intercept TPL R-315 inbound to D27 TPL (VAL R-059), turn LEFT, intercept VAL R-065 to NERTA.

NERTA 2F: Turn at 1100′

Apt Elev 336′

Trans level: By ATC Trans alt: 10000′
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



❶ 3300′; 3000′ within 22 NM
❷ 3100′
❸ 3200′; 3100′ within 15 NM

TADAM TWO SIERRA (TADAM 2S) *[TADA2S]* TADAM TWO TANGO (TADAM 2T) *[TADA2T]* RWYS 12, 30 DEPARTURES

BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

AFTER TADAM PROCEED TO LULIK
THEN DIRECT TO FLIGHT PLANNED
FIR BOUNDARY POINT (TONDO OR PARAK)

SPEED: MAX 250 KT BELOW 10000′

❹ or above, if instructed by ATC

TUPKO N44 43.7 E020 30.8 — At or above **4000′**

BOGGY N44 41.5 E020 35.6

MAX **230 KT**

BELGRADE 112.3 BEO N44 48.4 E020 20.1 — On return; At **FL120** ❹

BELGRADE 380 KN N44 53.7 E020 08.2 — TADAM 2T; At or above **3000′**

ALTUS N44 57.4 E019 59.8

TADAM N45 14.8 E019 32.8 (BEO D43) — At **FL120** ❹

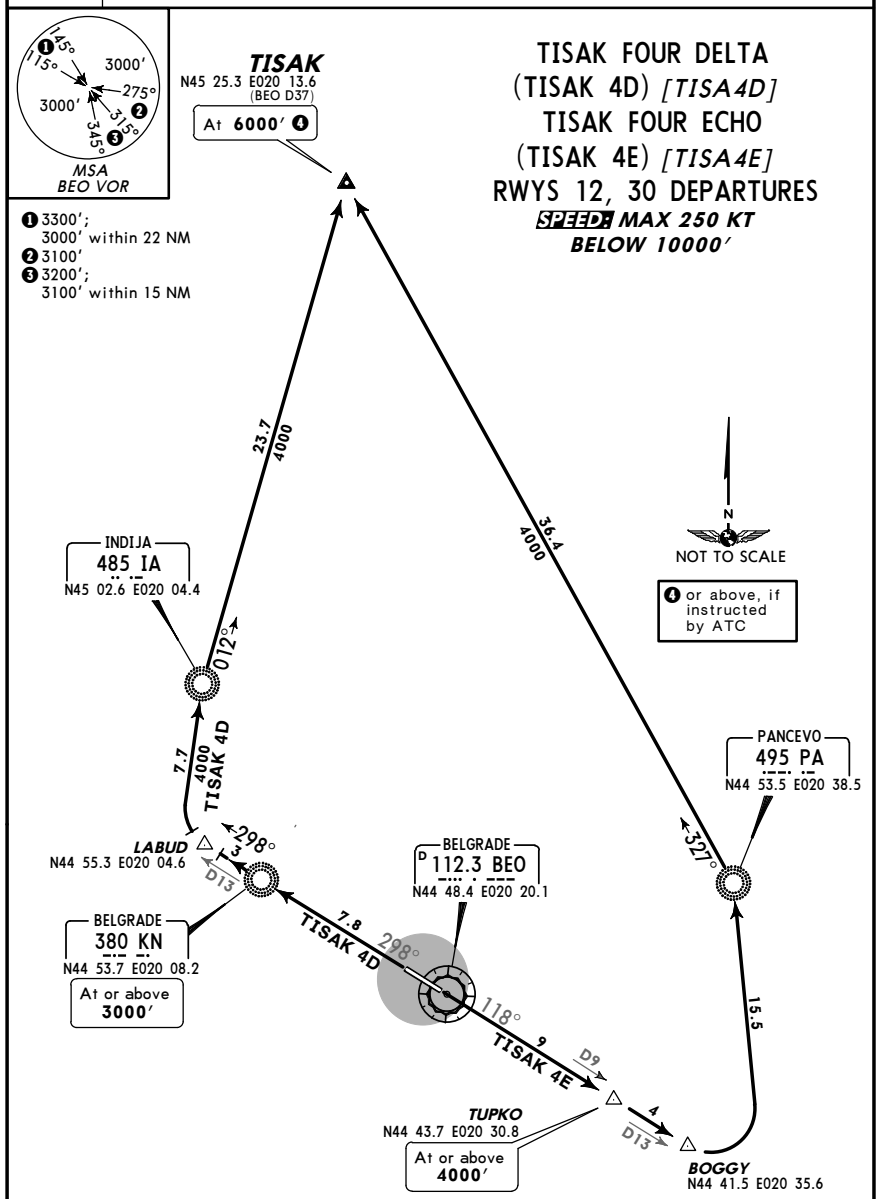
D36 BEO N45 07.4 E019 37.0

FRUGO N45 08.1 E019 35.2 (BEO D37)

NOT TO SCALE

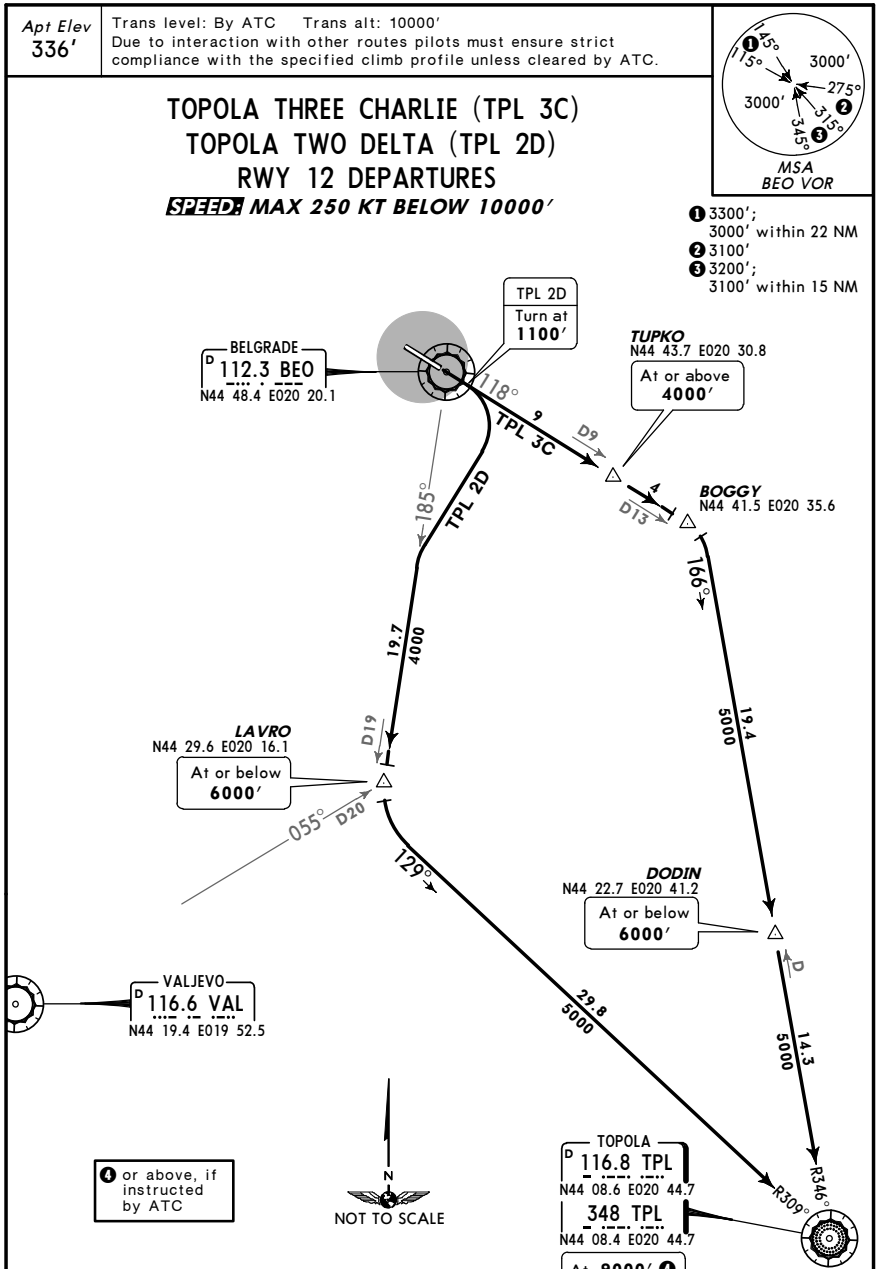
SID	RWY	ROUTING
TADAM 2S	12	Climb straight ahead, intercept BEO R-118 to BOGGY, turn RIGHT within BEO 17 DME, intercept BEO R-136 inbound to BEO, turn LEFT, BEO R-298 to D36 BEO, turn RIGHT, intercept VAL R-342 to TADAM.
TADAM 2T	30	Climb straight ahead, intercept BEO R-298 to D36 BEO, turn RIGHT, intercept VAL R-342 to TADAM.

Apt Elev	
336′	Trans level: By ATC Trans alt: 10000′ Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



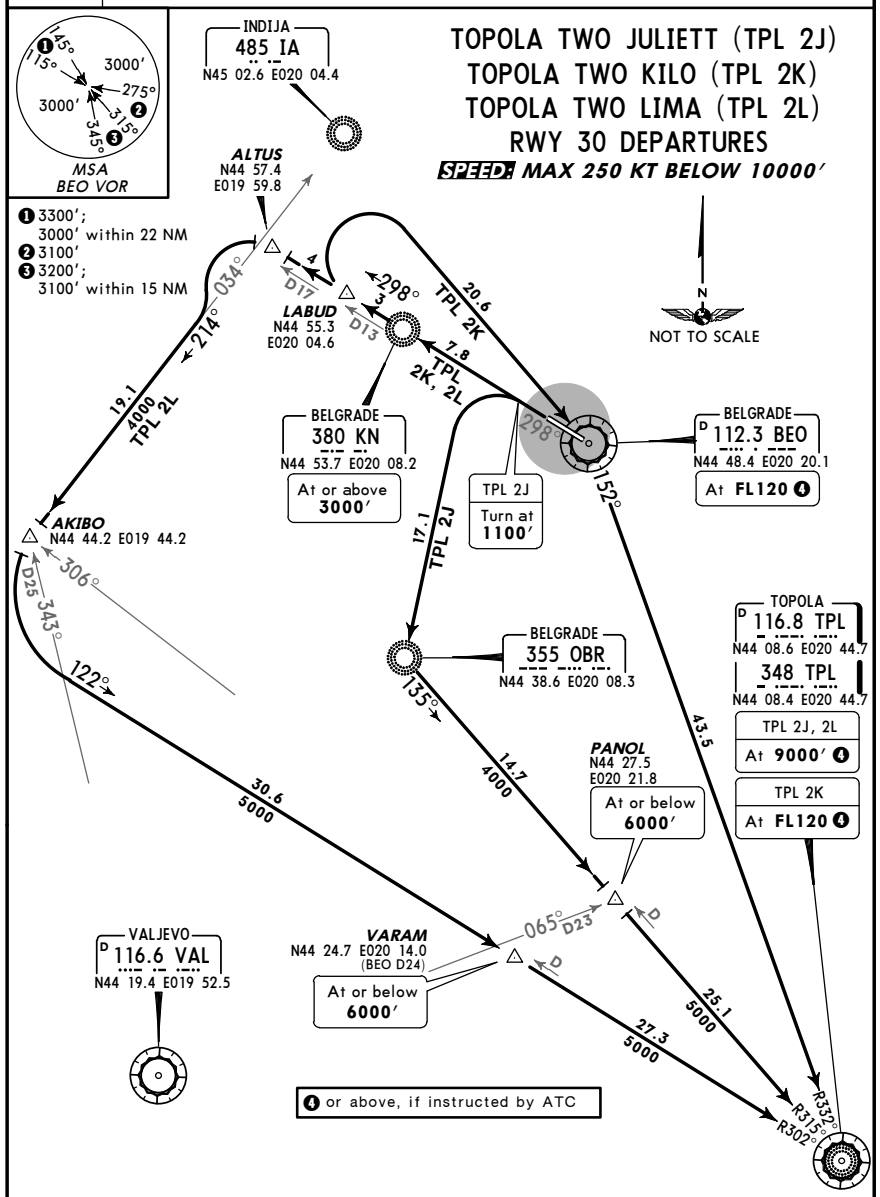
SID	RWY	ROUTING
TISAK 4D	30	Climb straight ahead, intercept BEO R-298 to LABUD, turn RIGHT to IA, 012° bearing to TISAK.
TISAK 4E	12	Climb straight ahead, intercept BEO R-118 to BOGGY, turn LEFT to PA, turn LEFT, 327° bearing to TISAK.

Apt Elev	
336′	Trans level: By ATC Trans alt: 10000′ Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



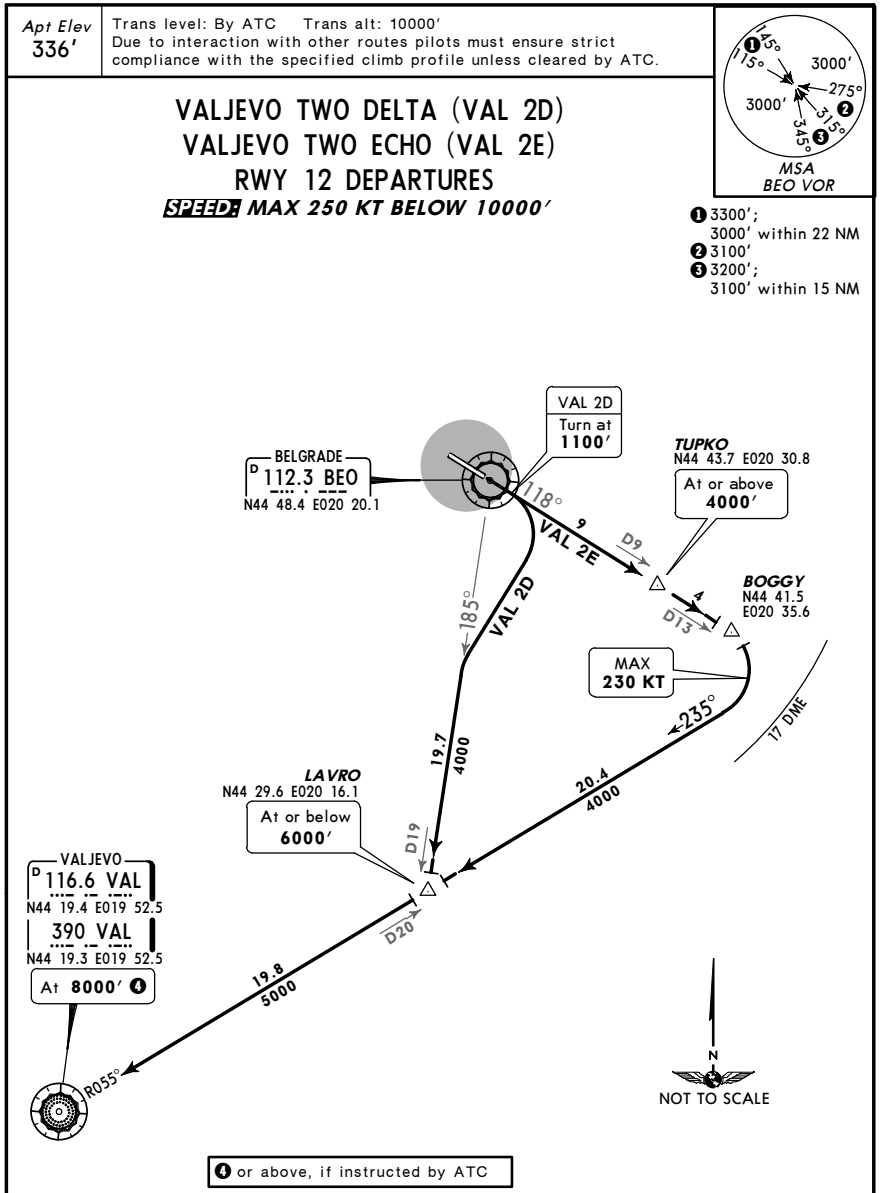
SID	ROUTING
TPL 3C	Climb straight ahead, intercept BEO R-118 to BOGGY, turn RIGHT, intercept TPL R-346 inbound to TPL.
TPL 2D	Climb straight ahead, at 1100′ turn RIGHT, intercept BEO R-185 to LAVRO, turn LEFT, intercept TPL R-309 inbound to TPL.

Apt Elev	
336′	Trans level: By ATC Trans alt: 10000′ Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



SID	ROUTING
TPL 2J	Climb straight ahead, at 1100′ turn LEFT to OBR, turn LEFT, intercept TPL R-315 inbound to TPL.
TPL 2K	Climb straight ahead, intercept BEO R-298 to LABUD, turn RIGHT to BEO, BEO R-152 to TPL.
TPL 2L	Climb straight ahead, intercept BEO R-298 to ALTUS, turn LEFT, intercept 214° bearing from IA to AKIBO, turn LEFT, intercept TPL R-302 inbound to TPL.

Apt Elev	
336′	Trans level: By ATC Trans alt: 10000′ Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



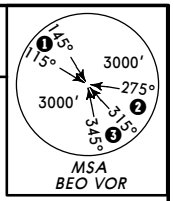
SID	ROUTING
VAL 2D	Climb straight ahead, at 1100′ turn RIGHT, intercept BEO R-185 to LAVRO, turn RIGHT, intercept VAL R-055 inbound to VAL.
VAL 2E	Climb straight ahead, intercept BEO R-118 to BOGGY, turn RIGHT within BEO 17 DME, intercept VAL R-055 inbound to VAL.

Apt Elev 336′

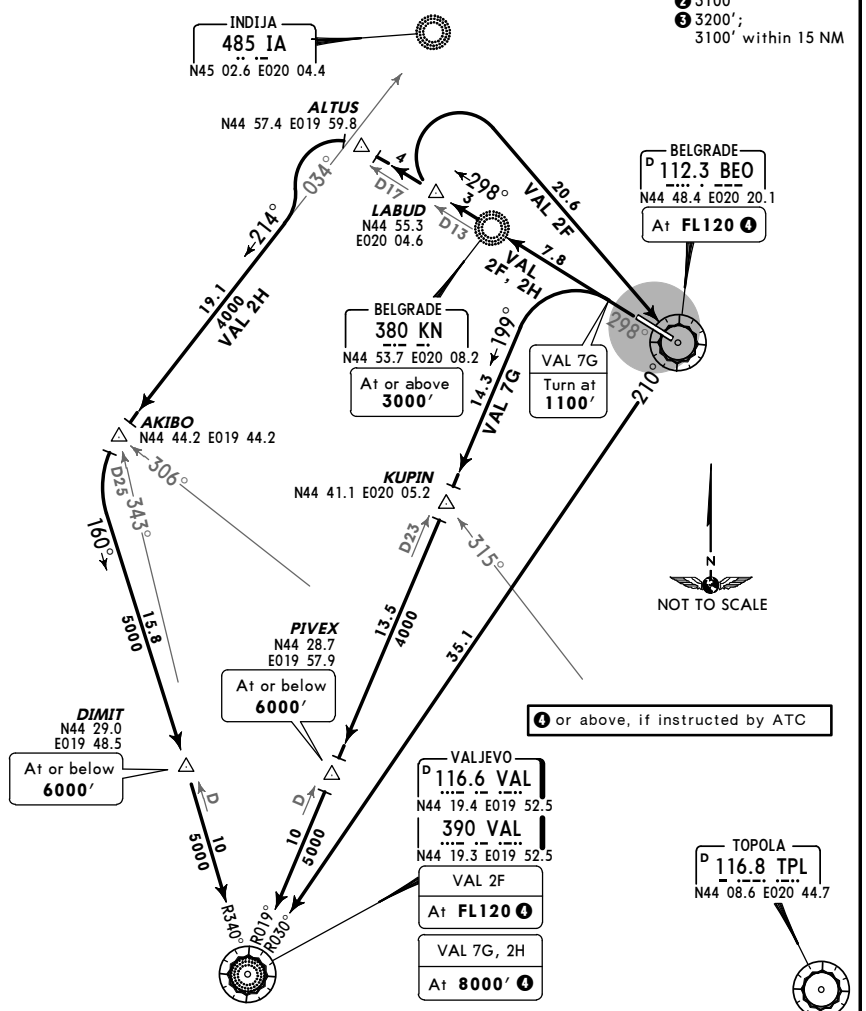
Trans level: By ATC Trans alt: 10000′
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

VALJEVO TWO FOXTROT (VAL 2F)
VALJEVO SEVEN GOLF (VAL 7G)
VALJEVO TWO HOTEL (VAL 2H)
RWY 30 DEPARTURES

SPEED: MAX 250 KT BELOW 10000′

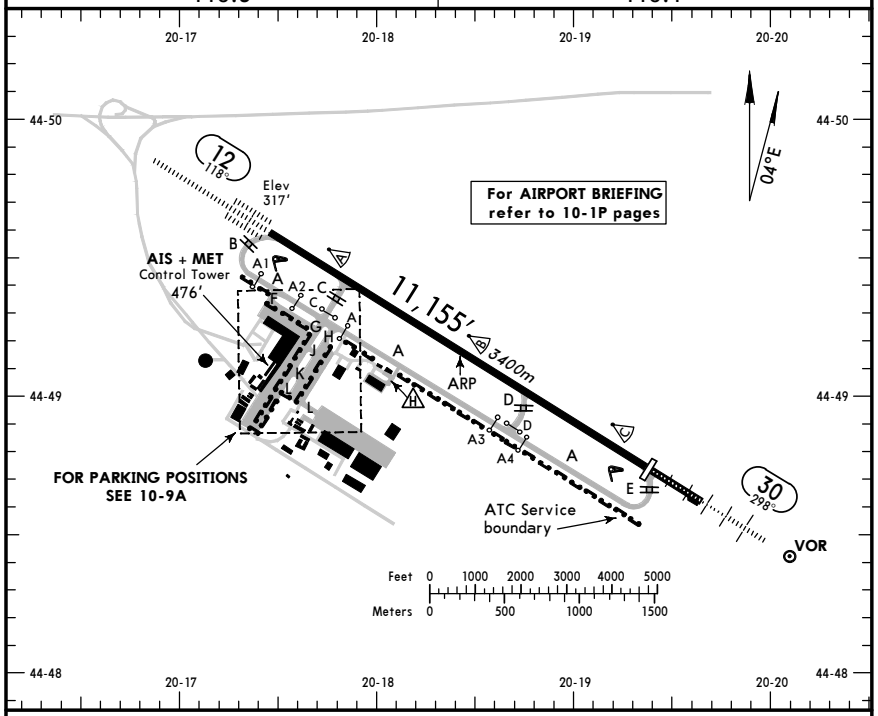


❶ 3300′;
3000′ within 22 NM
❷ 3100′
❸ 3200′;
3100′ within 15 NM



SID	ROUTING
VAL 2F	Climb straight ahead, intercept BEO R-298 to LABUD, turn RIGHT to BEO, turn RIGHT, BEO R-210 to VAL.
VAL 7G	Climb straight ahead, at 1100′ turn LEFT, intercept VAL R-019 inbound to VAL.
VAL 2H	Climb straight ahead, intercept BEO R-298 to ALTUS, turn LEFT, intercept 214° bearing from IA to AKIBO, turn LEFT, intercept VAL R-340 inbound to VAL.

BELGRADE Ground	Tower
118.3	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL *(60m)* CL *(15m)* ALSF-II TDZ PAPI ❶ RVR		10,061′ *3067m*	❷	148′ *45m*
30	HIRL *(60m)* CL *(15m)* HIALS PAPI ❶ RVR	9843′ *3000m*	8871′ *2704m*		

❶ angle 3.0°.
❷ TAKE-OFF RUN AVAILABLE

RWY 12:
From rwy head 11,155′ (3400m)
twy C int 9186′ (2800m)

RWY 30:
From rwy head 11,155′ (3400m)
twy E int 9843′ (3000m)
twy D int 6841′ (2085m)

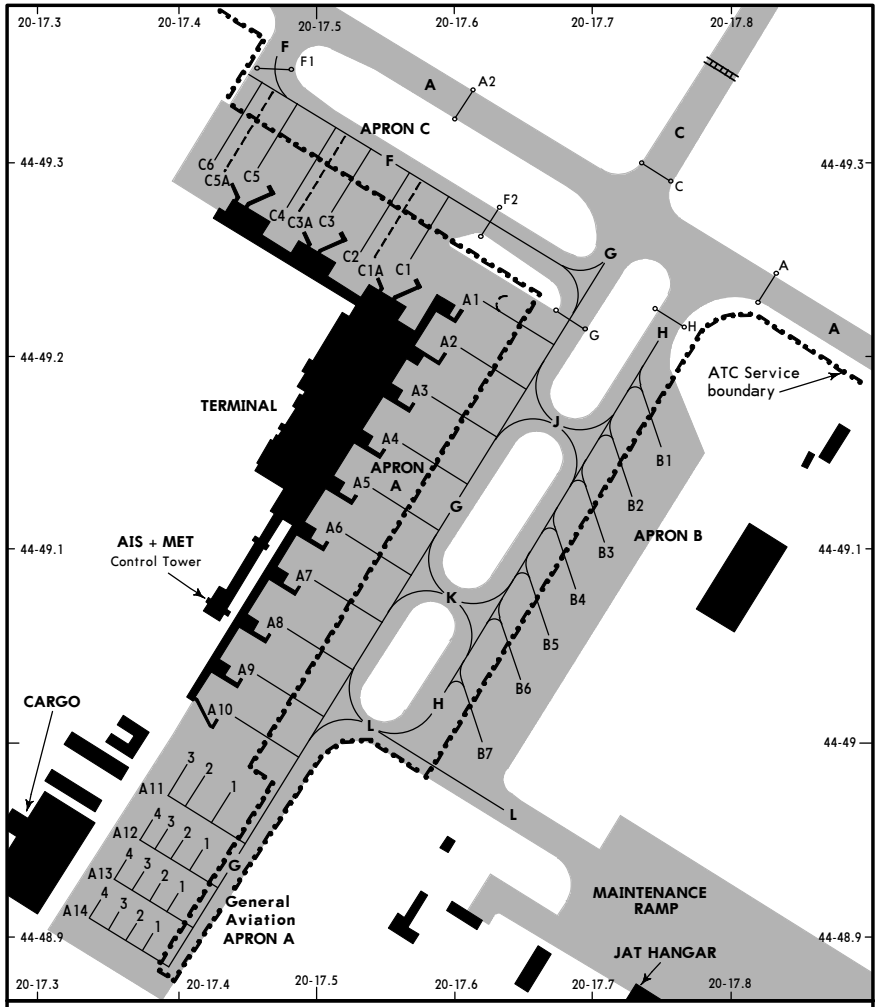
JAR-OPS

TAKE-OFF ❶

All Rwys
LVP must be in force

	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*150m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C		*200m*	*250m*	*300m*		
D						

❶ Operators applying U.S. Ops Specs: CL required below 300m.



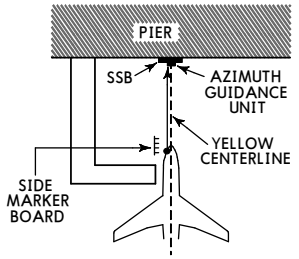
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1 thru A4	N44 49.2 E020 17.6	C1	N44 49.2 E020 17.6
A5 thru A8	N44 49.1 E020 17.5	C1A	N44 49.2 E020 17.5
A9	N44 49.0 E020 17.5	C2 thru C5	N44 49.3 E020 17.5
A10 thru A12-4	N44 49.0 E020 17.4	C5A, C6	N44 49.3 E020 17.4
A13 thru A14-3	N44 48.9 E020 17.4		
A14-4	N44 48.9 E020 17.3		
B1	N44 49.2 E020 17.8		
B2 thru B5	N44 49.1 E020 17.7		
B6	N44 49.0 E020 17.7		
B7	N44 49.0 E020 17.6		

CHANGES: Coordinates.

VISUAL DOCKING GUIDANCE SYSTEM

Stands A1 thru A8



GENERAL

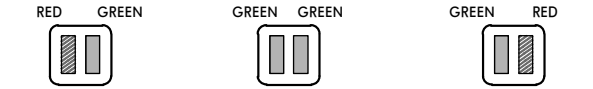
The visual docking guidance system consists of the following elements:

1. AZIMUTH GUIDANCE UNIT
2. YELLOW CENTERLINE
3. STOPPING GUIDANCE SYSTEMS
4. STOP SHORT BOARD

CAUTION
The system is aligned with the LEFT hand pilot's seat only. If any doubt, pilot-in-command shall stop aircraft immediately and require marshaller's assistance.

AZIMUTH GUIDANCE UNIT (AGNIS)

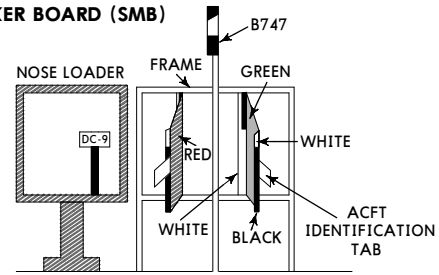
Approach the parking position along the yellow centerline so that both vertical slots of the Azimuth Guidance Unit show GREEN. Adjustments to the left or right are always to be made towards the GREEN.



NOTE: When AGNIS unserviceable follow yellow centerline and obtain stopping guidance from SMB Marshalling not required.

SIDE MARKER BOARD (SMB)

The SMB consists of a steel frame on the pier side of the nose loader with vertical slats. The edge of each slat is black with a white segment, the side facing the taxiway is green and the side facing the pier is red. Each slat bears an aircraft type tab. The pilot entering the stand will see the green side. In correct STOP position the black edge only (with white segment). Passing the STOP position the red side of the slat will begin to appear.



NOTE: When SMB is unserviceable, aircraft must be marshalled.

STOP SHORT BOARD (SSB)

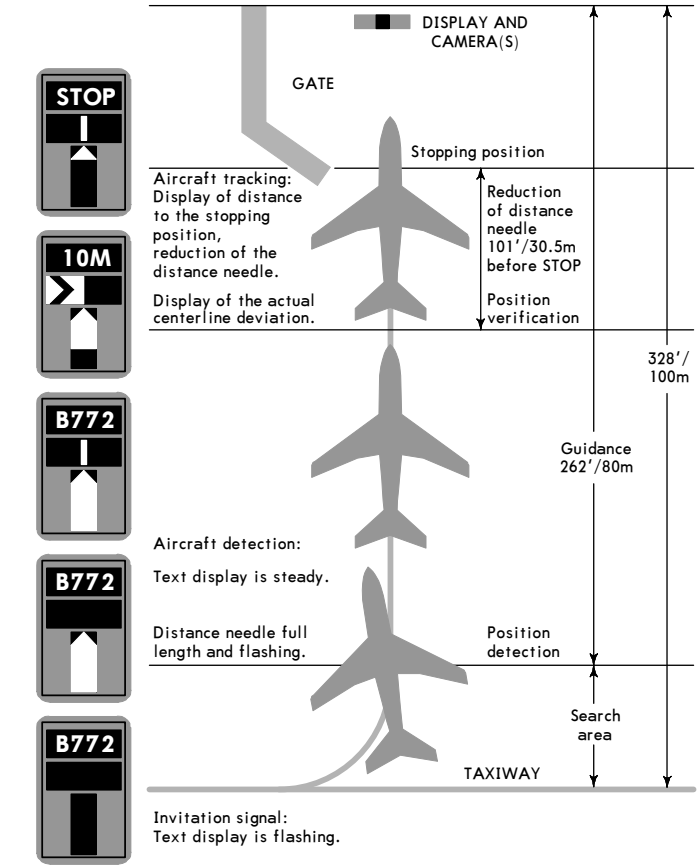
A black base board supported on a frame attached to the face of the pier under the AGNIS. In case of system unserviceability, a "STOP SHORT" sign is displayed to the aircraft immediately. Use caution and follow marshaller's signals as appropriate.

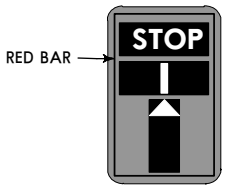
CHANGES: Visual docking guidance system.

VISUAL DOCKING GUIDANCE SYSTEM

Stands C1, C2, C3, C4, C5, C6:

VIDEO DOCKING SYSTEM





NOTE: Aircraft guidance is visible to both pilot and co-pilot.
Message STOP is displayed:
1. When acft reach STOP position.
2. When system-stop button is pushed by AD's personnel.
3. If foreign object penetrates the safety area.

CHANGES: None.

STRAIGHT-IN RWY		A	B	C	D
12	CAT 3B ILS	**approved**	**approved**	**approved**	**approved**
	CAT 3A ILS	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**
	CAT 2 ILS	**417′**(100′)	**417′**(100′)	**417′**(100′)	**417′**(100′)
		RA103′R350m	**RA103′R350m**	**RA103′R350m**	**RA103′R350m**
	ILS	**517′**(200′)	**517′**(200′)	**517′**(200′)	**517′**(200′)
	FULL	**R550m V800m**	**R550m V800m**	**R550m V800m**	**R550m V800m**
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC ❶	**650′**(333′)	**650′**(333′)	**650′**(333′)	**650′**(333′)
		1600m	**1600m**	**1600m**	**2000m**
	ALS out	2400m	2400m	2400m	2800m
	VOR ❶	**700′**(383′)	**700′**(383′)	**700′**(383′)	**700′**(383′)
		1600m	**1600m**	**1600m**	**2000m**
	ALS out	2400m	2400m	2400m	2800m
30	ILS	**533′**(200′)	**533′**(200′)	**533′**(200′)	**533′**(200′)
	FULL	**R550m V800m**	**R550m V800m**	**R550m V800m**	**R550m V800m**
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC ❶	**660′**(327′)	**660′**(327′)	**660′**(327′)	**660′**(327′)
		1600m	**1600m**	**1600m**	**2000m**
	ALS out	2400m	2400m	2400m	2800m
	VOR ❶	**700′**(364′)	**700′**(364′)	**700′**(364′)	**700′**(364′)
		1600m	**1600m**	**1600m**	**2000m**
	ALS out	2400m	2400m	2400m	2800m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT ❷	205 KT ❷
	750′(414′)	**840′**(504′)	**940′**(604′)	**1080′**(744′)
	1600m ❸	1600m ❸	2800m	4000m

❷ Not authorized Northeast of airport.
❸ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 12, 30

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force RL, CL & mult. RVR req	LVP must be in Force RL & CL	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	150m	200m	250m	400m	500m
B						
C						
D		200m	250m	300m		

CHANGES: New page.

LYBE/BEG
NIKOLA TESLA

JEPPESEN

4 FEB 11 (11-1) Eff 10 Feb

BELGRADE, SERBIA
ILS or VOR DME Rwy 12

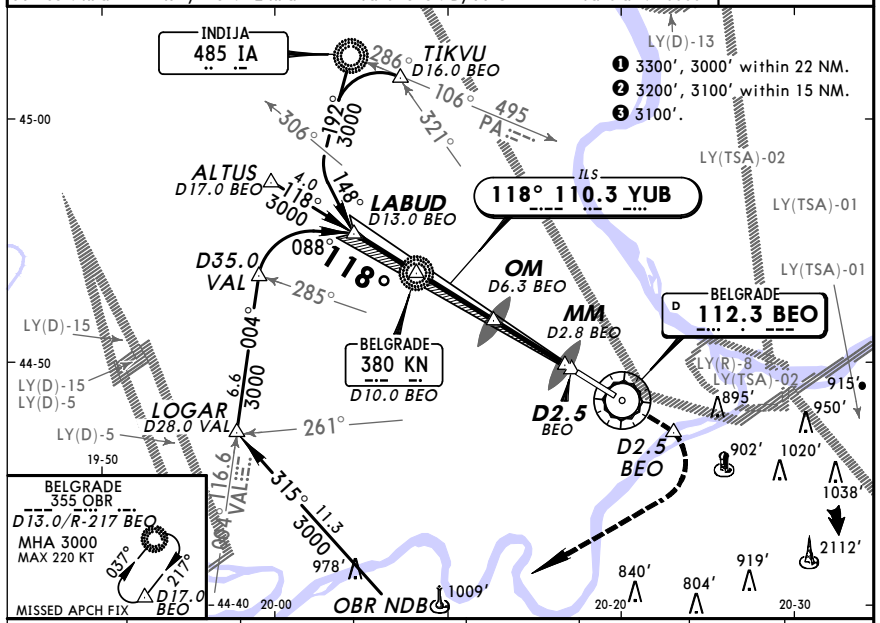
BELGRADE Approach/Radar		BELGRADE Tower	Ground
119.1	124.42	118.1	118.3

LOC YUB 110.3	Final Apch Crs 118°	GS OM 1672′ (1355′)	ILS DA(H) 517′ (200′)	Apt Elev 336′
VOR BEO 112.3		Minimum Alt KN Lctr 2850′ (2533′)	VOR MDA(H) 700′ (383′)	RWY 317′

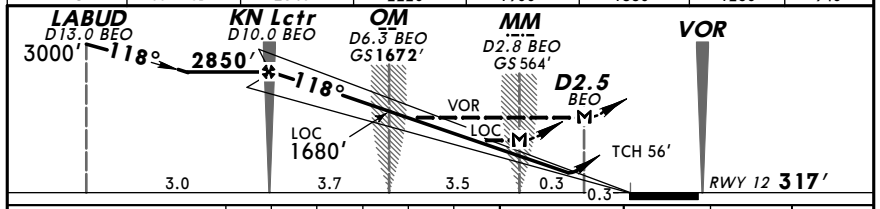
MISSED APCH: Climb STRAIGHT AHEAD to D2.5 BEO after VOR, then turn RIGHT climbing to OBR NDB to 3000′ and hold.

MSA BEO VOR

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 10000′



LOC (GS out) or VOR	BEO DME	9.0	8.0	7.0	6.0	5.0	4.0
	ALTITUDE	2540′	2220′	1900′	1580′	1260′	940′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC or VOR Desc Angle 3.00°	377	485	539	647	755	862
LOC: MAP at MM/D2.8 BEO						
VOR: MAP at D2.5 BEO						

HIALS-II PAPI PAPI

D2.5 BEO after BEO 112.3

JAR-OPS STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 517′ (200′) FULL	ILS DA(H) 517′ (200′) ALS out	LOC (GS out) MDA(H) 650′ (333′)	LOC (GS out) MDA(H) 650′ (333′) ALS out	VOR MDA(H) 700′ (383′)	VOR MDA(H) 700′ (383′) ALS out
A	RVR 550m VIS 800m	1200m	1600m	2400m	1600m	2400m
B						
C						
D			2000m	2800m	2000m	2800m

CIRCLE-TO-LAND
CAT C & D:
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	750′ (414′)	2400m
135	840′ (504′)	2400m
180	940′ (604′)	2400m
205	1080′ (744′)	4000m

PANS OPS 3

CHANGES: Bearings. MSA. Minimums.

LYBE/BEG
NIKOLA TESLA

JEPPESEN

4 FEB 11 (11-1A) Eff 10 Feb

BELGRADE, SERBIA
CAT II ILS Rwy 12

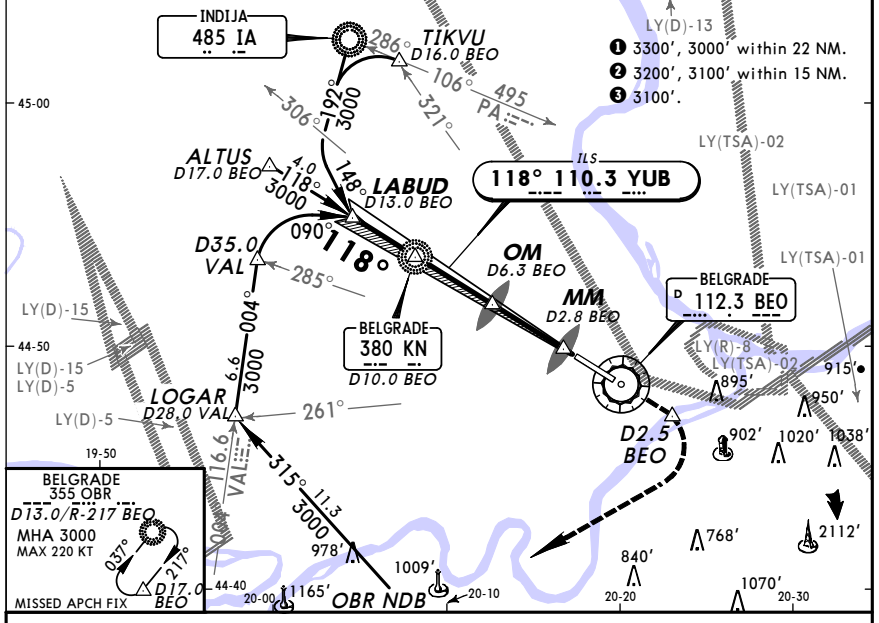
BELGRADE Approach/Radar		BELGRADE Tower	Ground
119.1	124.42	118.1	118.3

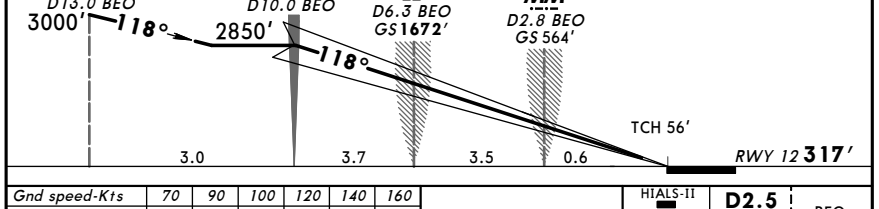
LOC YUB 110.3	Final Apch Crs 118°	GS OM 1672′ (1355′)	CAT II ILS RA 103′ DA(H) 417′ (100′)	Apt Elev 336′
				RWY 317′

MISSED APCH: Climb STRAIGHT AHEAD to D2.5 BEO after VOR, then turn RIGHT climbing to OBR NDB to 3000′ and hold.

MSA BEO VOR

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 10000′
Special Aircrew & Aircraft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI PAPI

D2.5 BEO after BEO 112.3

JAR-OPS STRAIGHT-IN LANDING RWY 12
CAT II ILS
ABCD
RA 103′
DA(H) 417′ (100′)

RVR 350m

PANS OPS 3

CHANGES: Bearings. MSA.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
4 FEB 11 (11-2) Eff 10 Feb

BELGRADE, SERBIA
ILS Rwy 30

BELGRADE Approach/Radar		BELGRADE Tower	Ground
119.1	124.42	118.1	118.3

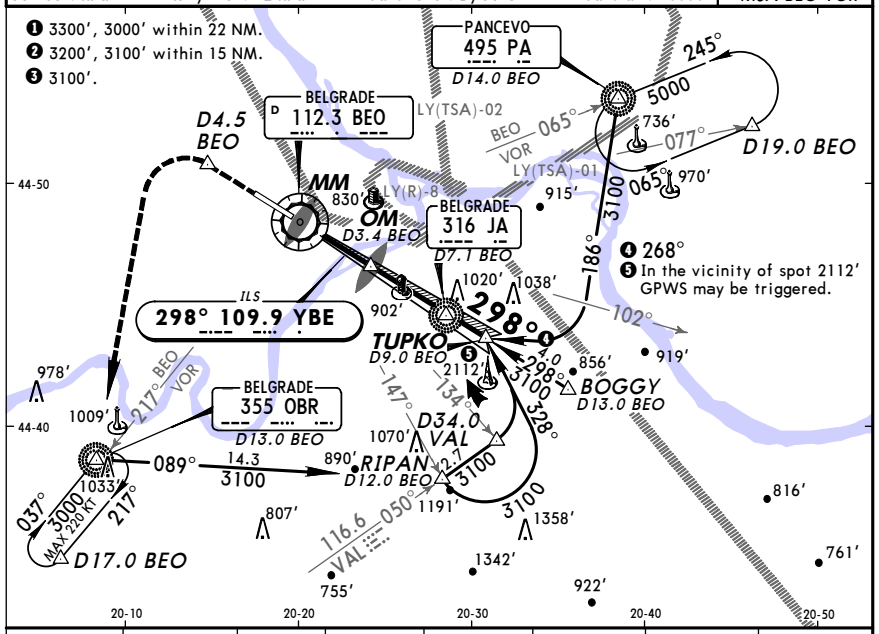
BRIEFING STRIP

LOC YBE	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev / RWY
109.9	298°	1657′ (1324′)	533′ (200′)	336′ / 333′

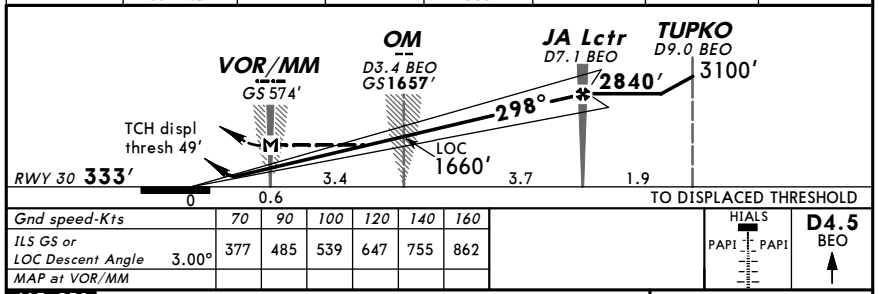
MISSED APCH: Climb STRAIGHT AHEAD to D4.5 BEO, then turn LEFT climbing to OBR NDB to 3000′ and hold.

MSA BEO VOR: 3000′ (1 145°–115°, 2 115°–275°, 3 275°–345°); 3000′ (1 345°–145°)

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 10000′



LOC (GS out)	BEO DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	910′	1230′	1550′	1860′	2180′	2500′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at VOR/MM							

HIALS PAPI PAPI — D4.5 BEO

JAR-OPS — STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 533′ (200′) FULL	ILS DA(H) 533′ (200′) ALS out	LOC (GS out) MDA(H) 660′ (327′)	LOC (GS out) MDA(H) 660′ (327′) ALS out
A	RVR 550m VIS 800m	1200m	1600m	2400m
B				
C				
D			2000m	2800m

CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport

Max Kts	MDA(H)	VIS
100	750′ (414′)	2400m
135	840′ (504′)	2400m
180	940′ (604′)	2400m
205	1080′ (744′)	4000m

PANS OPS 3

CHANGES: Bearings. MSA. Minimums.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
4 FEB 11 (13-1) Eff 10 Feb

BELGRADE, SERBIA
VOR DME Rwy 30

BELGRADE Approach/Radar		BELGRADE Tower	Ground
119.1	124.42	118.1	118.3

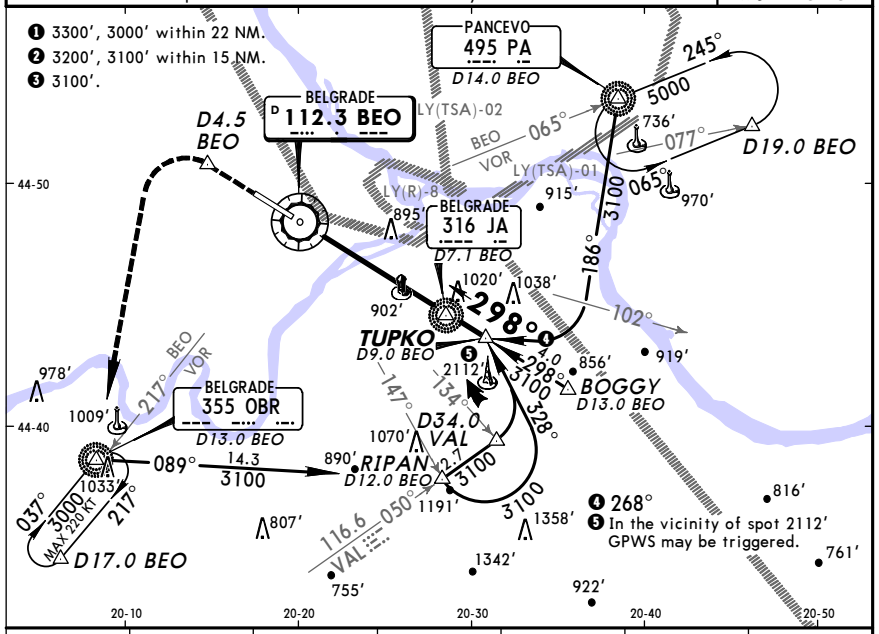
BRIEFING STRIP

VOR BEO	Final Apch Crs	Minimum Alt JA Lctr	MDA(H)	Apt Elev
112.3	298°	2840′ (2504)	700′ (364′)	336′

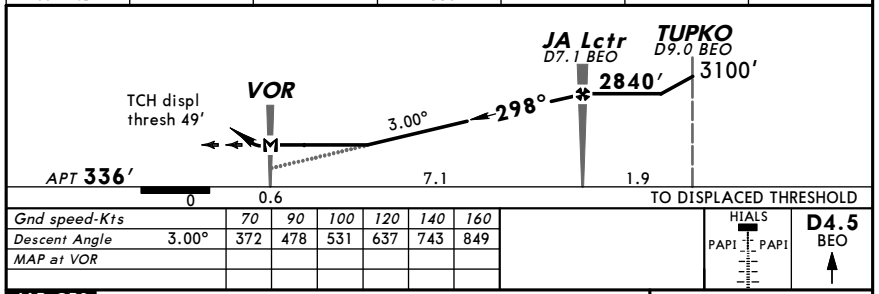
MISSED APCH: Climb STRAIGHT AHEAD to D4.5 BEO, then turn LEFT climbing to OBR NDB to 3000′ and hold.

MSA BEO VOR: 3000′ (1 145°–115°, 2 115°–275°, 3 275°–345°); 3000′ (1 345°–145°)

Alt Set: hPa | Apt Elev: 12 hPa | Trans level: By ATC | Trans alt: 10000′



BEO DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	910′	1230′	1550′	1860′	2180′	2500′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

HIALS PAPI PAPI — D4.5 BEO

JAR-OPS — STRAIGHT-IN LANDING RWY 30

	MDA(H) 700′ (364′) ALS out
A	2400m
B	
C	2800m
D	3200m

CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport

Max Kts	MDA(H)	VIS
100	750′ (414′)	2400m
135	840′ (504′)	2400m
180	940′ (604′)	2800m
205	1080′ (744′)	4000m

PANS OPS 3

CHANGES: Bearings. MSA. Minimums.