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Airport Information For LYBE

Terminal Charts For LYBE

Revision Letter For Cycle 20-2019

Change Notices

Notebook

General Information

Location: BELGRADE SCG
ICAO/IATA: LYBE / BEG
Lat/Long: N44° 49.2', E020° 18.4'
Elevation: 336 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

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

Sunrise: 0500 Z
Sunset: 1547 Z

Runway Information

Runway: 12
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 328 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 30
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 335 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1312 ft

Communication Information

ATIS: 122.925
Belgrade Tower: 118.750 Secondary
Belgrade Tower: 118.100
Belgrade Ground: 118.300
Belgrade Approach: 124.425
Belgrade Approach: 119.100 VHF-DF
Belgrade Approach: 123.975 Secondary

Belgrade Approach: 133.100

Belgrade Radar: 124.425

Belgrade Radar: 133.100

Belgrade Radar: 123.975

Belgrade Radar: 119.100 VHF-DF

LYBE/BEG
NIKOLA TESLA

JEPPESEN

27 SEP 19

10-1P

Eff 10 Oct

BELGRADE, SERBIA
AIRPORT BRIEFING

1. GENERAL

1.1 ATIS

ATIS 122.925

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

Engine testing is strictly forbidden on apron and maneuvering areas.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP become effective when:

- RVR at TDZ or mid-point reaches values less than 550m; and/or
- Cloud base/vertical VIS reaches values less than 200'/60m.

Pilots will be informed via RTF: "LVP in force".

Whenever LVP approaches are carried out, pilots shall vacate RWY 12 via TWY D as a primary TWY or via TWY E as a secondary TWY.

Pilots shall report when landed and additionally "RWY vacated" when passing the end of the colour coded yellow-green TWY centerline lights.

When RVR is below 350m:

- Taxiing of ACFT under own power shall be allowed only on the parts of the maneuvering areas equipped with lighting system.
- Left turn from TWY H to TWY K and TWY J is forbidden.
- Right turn from TWY J and TWY K to TWY H is forbidden.

1.4. TAXI PROCEDURES

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.

Taxiing for departing ACFT from ACFT stands A11 to A14, when LVP is in force, is allowed only with marshaller's instruction.

When ACFT with wingspan from 118,14'/36.01m to 170,6'/52m is parked on stand B7, use of TWY H between TWYs K and L prohibited.

When ACFT with length up to 233'/71m parked on C3A and/or C5A, part of TWY F behind ACFT stands C3A and/or C5A restricted for ACFT with MAX wingspan 213'/65m due to ACFT length.

When ACFT with length over 233'/71m parked on C3A and/or C5A, part of TWY F behind ACFT stands C3A and/or C5A restricted for ACFT with MAX wingspan 171'/52m due to ACFT length.

Part of TWY L from service road on apron B to maintenance ramp restricted for ACFT with wingspan greater than 198'/60.30m.

1.5. PARKING INFORMATION

Pilots shall report when on parking position before engine shut-down.

On all stands except stands A11 thru A14 and B7 push-back required.

On stands B1 thru B6 push-back not required when adjacent stand is free.

When widebody ACFT are pushed out from stands C1A, C3A and C5A, they must be faced to stop bar F1 due to stands configuration.

Stands A1 thru A10 and C1 thru C6 equipped with visual docking guidance system.

For ACFT parking on stands A11 thru A14, B1 thru B7, C1A, C3A, C5A, C7 thru C10, N1, N1A, N1B and N2 follow marshaller instruction.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

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

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10-1P1

Eff 10 Oct

BELGRADE, SERBIA
AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

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

2.2. PROCEDURES FOR RNAV ARRIVALS

2.2.1. GENERAL

Turn to final is usually performed by RADAR vectors.

Pilots not equipped with appropriate systems advise ATC "UNABLE RNAV STAR".

2.2.2. PHRASEOLOGY/CLEARANCES

Clearances may be used:

- a) "CLEARED (STAR designator) ARRIVAL" for authorization to fly the lateral STAR. Altitude assignments by ATC.
- b) "CLEARED DIRECT (waypoint designator)" is the authorization to fly from the present position direct to a waypoint and to continue thereafter on the appropriate STAR to the RWY-in-use. Altitude assignments by ATC.

2.2.3. OTHER INFORMATION

During rush hours ACFT operators have to plan the complete track miles of the RNAV STARS.

Outside published rush hours, ACFT operators may plan and expect to be cleared to intercept final track between 10NM and 15NM of the final approach, reducing distance flown by approximately 30NM.

3. DEPARTURE

3.1. DE-ICING

3.1.1. REQUEST FOR DE-ICING PROCEDURE

Request for de-icing procedure shall be submitted to BEOGRAD ATSU (call sign BEOGRAD Ground) by the pilot-in-command after confirmation of the requested take-off data.

After that, request for de-icing procedure shall be submitted to the de-icing coordinator by pilot-in-command at least 15 minutes before starting the ACFT. The request shall be submitted over 121.550 frequency using the call sign BELGRADE De-icing. Pilot-in-command shall identify himself by ACFT registration.

The request must include:

- one step or two step process;
- parts of ACFT to be treated;
- fluid/water mixture, expressed as a percentage by volume.

3.1.2. DE-ICING POSITION

Procedures executed after positioning of ACFT on:

- TWY G for ACFT which are pushed or pulled from A1 thru A10 parking stands;
- TWY H for ACFT which are pushed or pulled from B1 thru B7 parking stands;
- TWY F for ACFT which are pushed or pulled from C ACFT stands.

De-icing coordinator will assign stand for de-icing procedure.

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13 OCT 17

10-1P2

BELGRADE, SERBIA
AIRPORT BRIEFING**3. DEPARTURE**

Exceptionally de-icing could be executed on ACFT stands A1 thru A10, B1 thru B7 and C1 thru C10 only if aerodrome duty manager authorizes it. In this case, the ACFT stand cleaning from rest of de-icing fluid is additionally charged.

Instructions for taxiing to the de-icing stands will be issued by BEOGRAD ATSU. ACFT will be stopped at F4 stop bar from where it will be guided to the assigned stand.

ACFT with code letter F will be always guided from stop bar F4 to the de-icing stand N1B by Follow-me car.

3.1.3. COMMUNICATION

Pilot-in-command of the ACFT scheduled for de-icing must maintain air-ground voice communication watch with de-icing coordinator on 121.550.

During de-icing, ACFT maintains communication with de-icing coordinator on 121.550.

3.2. START-UP AND TAXI PROCEDURES**3.2.1. START-UP**

Engine start in parking position is allowed in IDLE mode.

3.3. 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.

In accordance with Safety order issued by the Civil Aviation Directorate of the Republic of Serbia, taking-off from RWY 12 is prohibited for ILYUSHIN IL-76 and ACFT below Stage 3 Noise Certificate.

JEJPESEN BELGRADE, SERBIA
 20 APR 18 (10-2) E1F 26 APR RNAV STAR

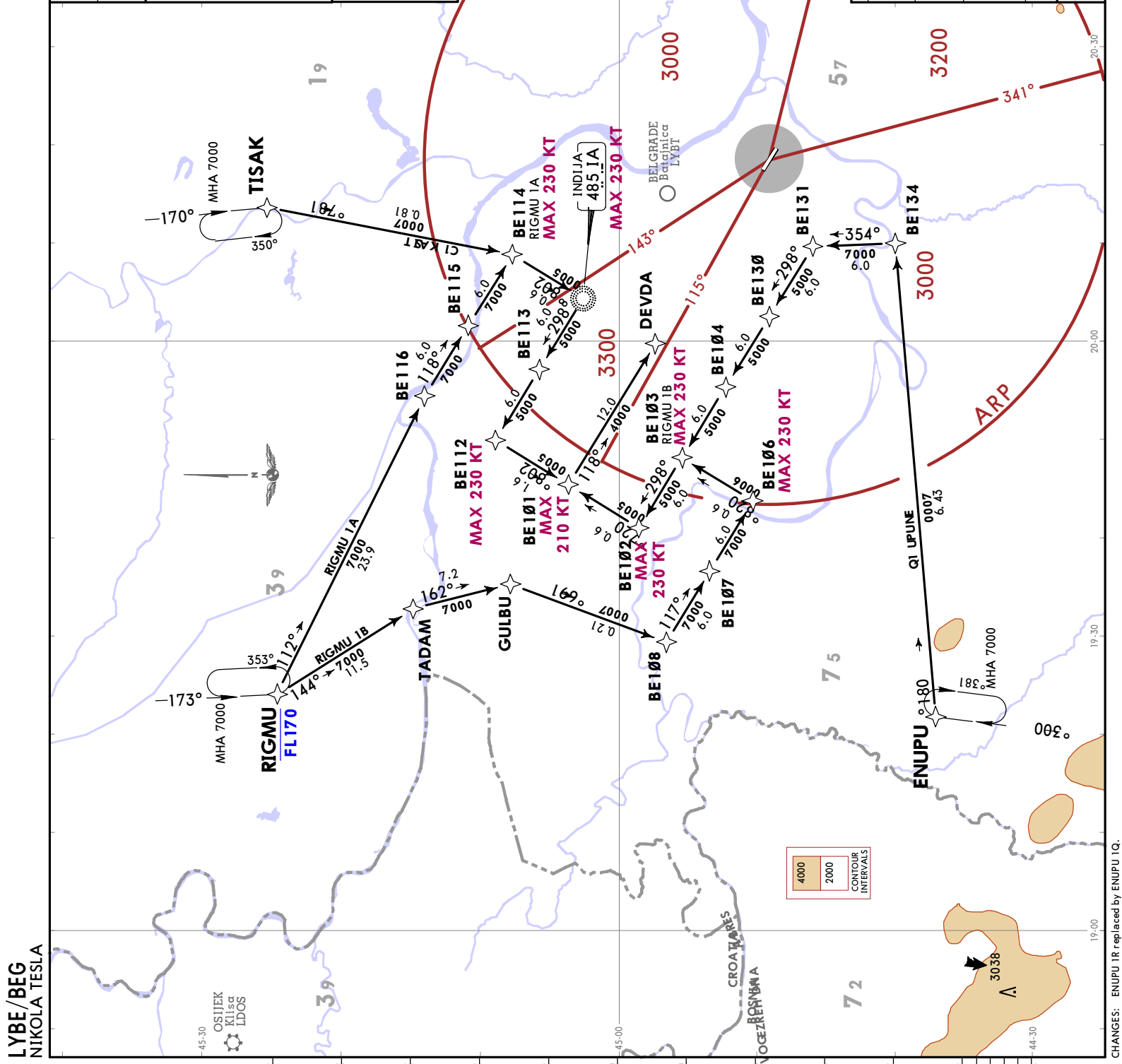
ATIS
 122.925
 Trans level: By ATC
 1. RNAV-1 (GNSS)
 2. RNAV-1 approval required.
 3. EXPECT BASE LEG TURN normally abeam
 Apt Elev
 336

ENUPU 1Q [ENUP1Q]
RIGMU 1A [RIGM1A]
RIGMU 1B [RIGM1B]
TISAK 1C [TISA1C]
RWY 12 RNAV ARRIVALS
 BY ATC
SPEED: MAX 250 KT BELOW 10000

Cross STAR beginning WPT with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower, in downwind leg phase of flight from BE106/BE130 or BE114 until final approach course 230 KT. On final approach course until DEVEDA 210 KT. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFT unable to adhere to published speed must inform ATC and report requested speed.

STAR	ROUTING
ENUPU 1Q	ENUPU - BE134 - BE131 - BE130 - BE104 - BE103 - BE102 (K230-) - BE101 (K210-) - DEVEDA.
RIGMU 1A	RIGMU (FL170-) - BE116 - BE115 - BE114 (K230-) - IA (K230-) - BE113 - BE112 (K230-) - BE101 (K210-) - DEVEDA.
RIGMU 1B	RIGMU (FL170-) - TADAM - GULBU - BE108 - BE107 - TADAM - GULBU - (K230-) - BE106 (K230-) - BE103 (K230-) - BE102 (K230-) - BE101 (K210-) - DEVEDA.
TISAK 1C	TISAK - BE114 - IA (K230-) - BE113 - BE112 (K230-) - BE101 (K210-) - DEVEDA.

On ATC request, in case of military activity in vicinity of TISAK, EXPECT STAR via RIGMU, instead of STAR via TISAK.



LYBE/BEG
 NIKOLA TESLA

OSIJEK
 Kliša
 LDOS

4000
 2000
 1000
 CONTOUR
 INTERVALS

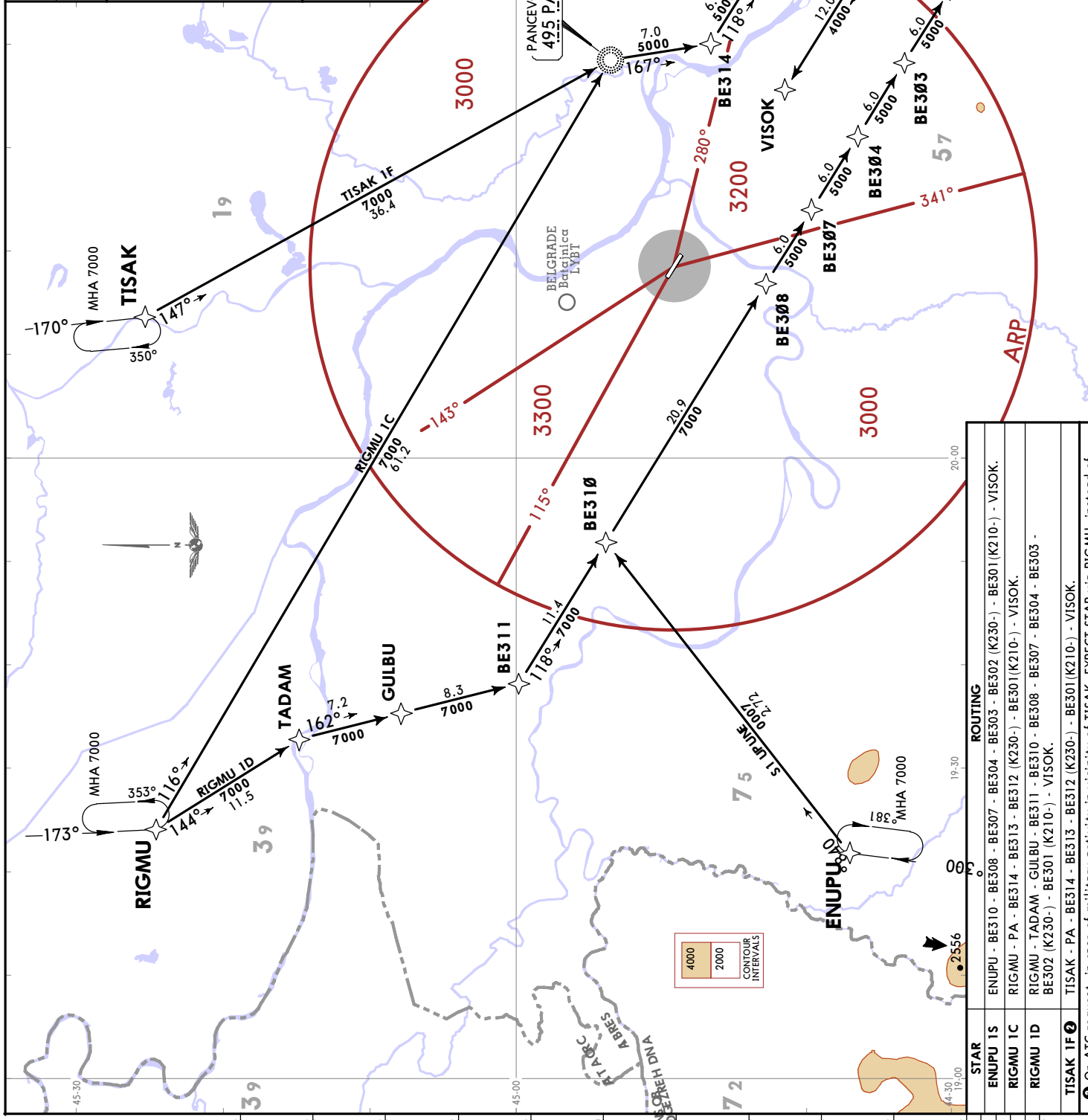
ATIS
122.925
Apt Elev
336

Alt Set: hPa
Trans level: By ATC
1. RNAV-1 (GNSS).
2. RNAV-1 approval required.
3. EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

ENUPU 1S [ENUP1S]
RIGMU 1C [RIGM1C]
RIGMU 1D [RIGM1D]
TISAK 1F [TISA1F]
RWY 30 RNAV ARRIVALS
BY ATC

SPEED: MAX 250 KT BELOW 10000

1 Cross STAR beginning WPT with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In downwind leg phase of flight from BE307 or BE314 until final approach course 250 KT. On final approach course until VISOK 210 KT. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFT unable to adhere to published speed must inform ATC and report requested speed.



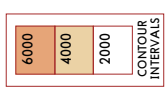
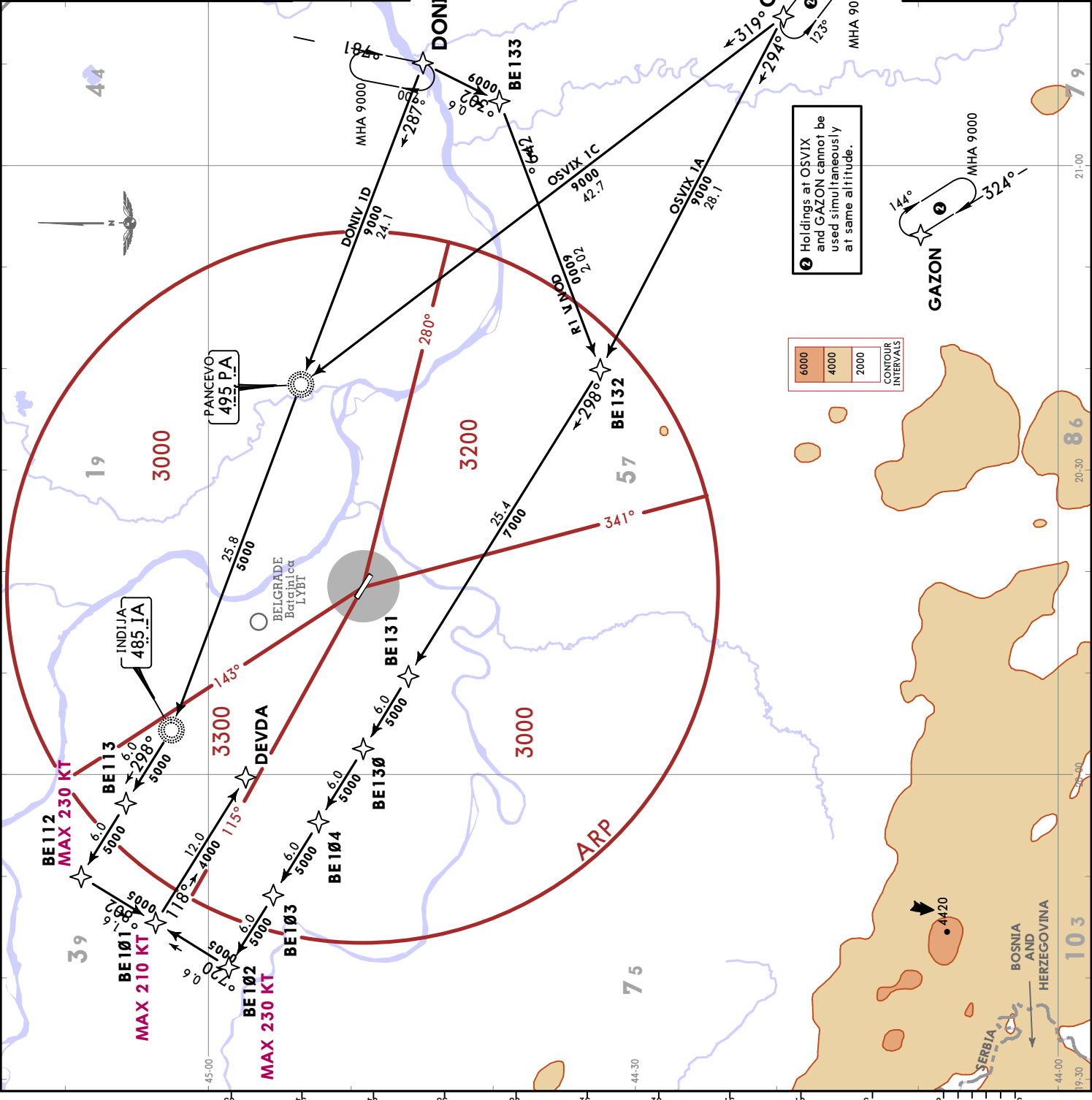
STAR	ROUTING
ENUPU 1S	ENUPU - BE310 - BE308 - BE307 - BE304 - BE303 - BE302 (K230-) - BE301 (K210-) - VISOK.
RIGMU 1C	RIGMU - PA - BE314 - BE313 - BE312 (K230-) - BE301 (K210-) - VISOK.
RIGMU 1D	RIGMU - TADAM - GULBU - BE311 - BE310 - BE308 - BE307 - BE304 - BE303 - BE302 (K230-) - BE301 (K210-) - VISOK.
TISAK 1F	TISAK - PA - BE314 - BE313 - BE312 (K230-) - BE301 (K210-) - VISOK.

2 On ATC request, in case of military activity in vicinity of TISAK, EXPECT STAR via RIGMU, instead of STAR via TISAK.

ATIS
122.925
Trans level: By ATC
1. RNAV-1 (GNSS)
2. RNAV-1 approval required.
3. EXPECT BASE LEG TURN normally abeam
10-15 NM to FINAL.

DONIV 1D [DONI1D]
DONIV 1R [DONI1R]
OSVIX 1A [OSVI1A]
OSVIX 1C [OSVI1C]
RWY 12 RNAV ARRIVALS
BY ATC
SPEED: MAX 250 KT BELOW 10000

① Cross STAR beginning WPT with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In downwind leg phase of flight, from BE130 or 1A until final approach course 230 KT. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFT unable to adhere to published speed must inform ATC and report requested speed.



STAR	ROUTING
DONIV 1D	DONIV - PA - 1A - BE113 - BE112 (K230-) - BE101 (K210-) - DEVDA.
DONIV 1R	DONIV - BE133 - BE132 - BE131 - BE130 - BE104 - BE103 - BE102 (K230-) - BE101 (K210-) - DEVDA.
OSVIX 1A	OSVIX - BE132 - BE131 - BE130 - BE104 - BE103 - BE102 (K230-) - BE101 (K210-) - DEVDA.
OSVIX 1C	OSVIX - PA - 1A - BE113 - BE112 (K230-) - BE101 (K210-) - DEVDA.

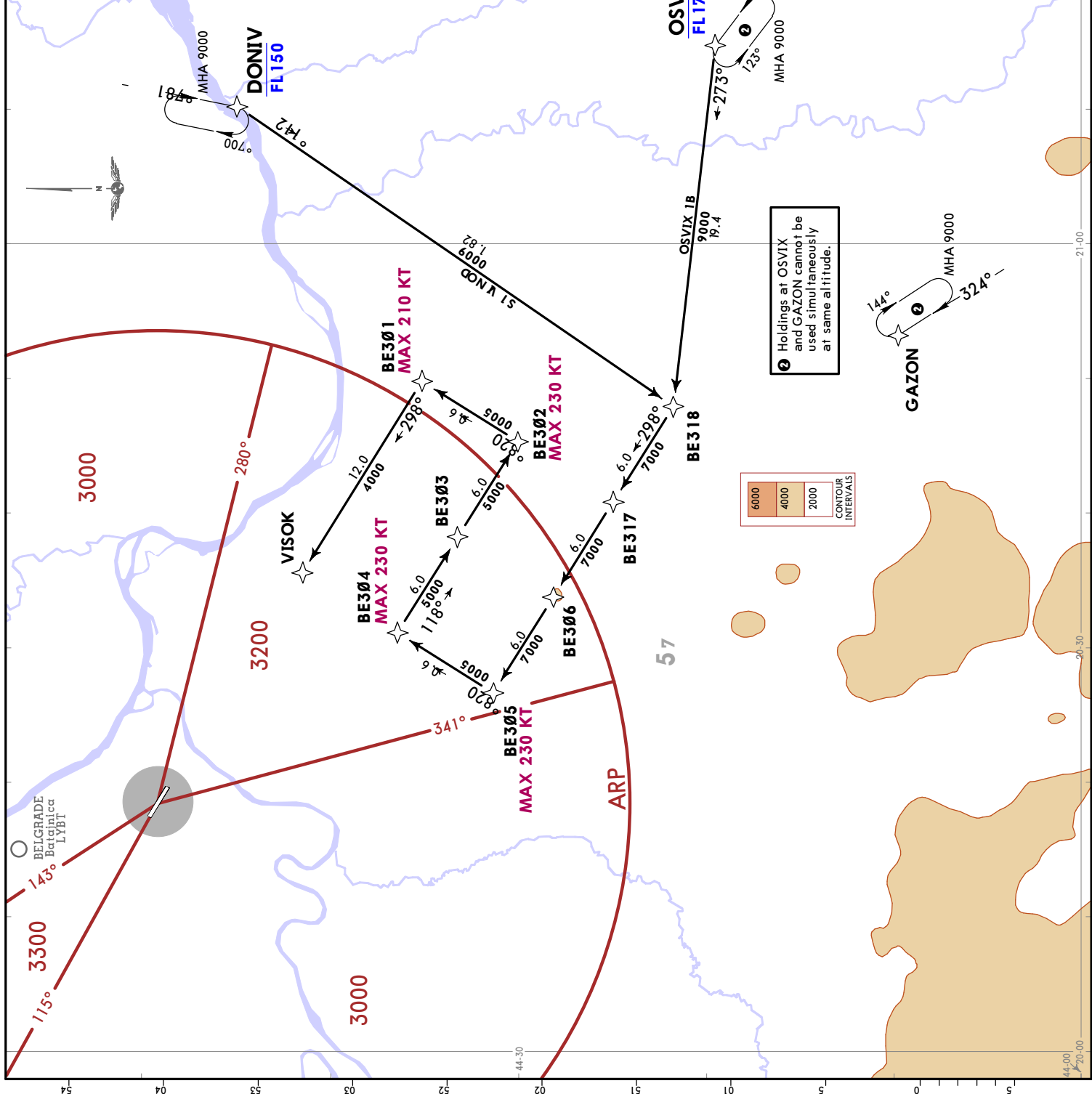
ATIS
122.925
Apt Elev 336

Alt Set: hPa
Trans level: By ATC
1. RNAV-1 (GNSS).
2. RNAV-1 approval required.
3. EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

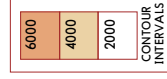
**DONIV 15 [DONI15]
OSVIX 1B [OSV11B]
RWY 30 RNAV ARRIVALS**
BY ATC

SPEED: MAX 250 KT BELOW 10000

① Cross STAR beginning WPT with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In downwind leg phase of flight from BE307 or BE305 until final approach course 230 KT. On final approach course until VISOK 210 KT. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFT unable to adhere to published speed must inform ATC and report requested speed.



② Holdings at OSVIX and GAZON cannot be used simultaneously at same altitude.



STAR	ROUTING
DONIV 15	DONIV (FL150-) - BE318 - BE317 - BE306 - BE305 (K230-) - BE304 (K230-) - BE303 - BE302 (K230-) - BE301 (K210-) - VISOK.
OSVIX 1B	OSVIX (FL170-) - BE318 - BE317 - BE306 - BE305 (K230-) - BE304 (K230-) - BE303 - BE302 (K230-) - BE301 (K210-) - VISOK.

LYBE/BEG
NIKOLA TESLA

JEPPESSEN
20 APR 18 **10-2C1** **Eff 26 Apr**

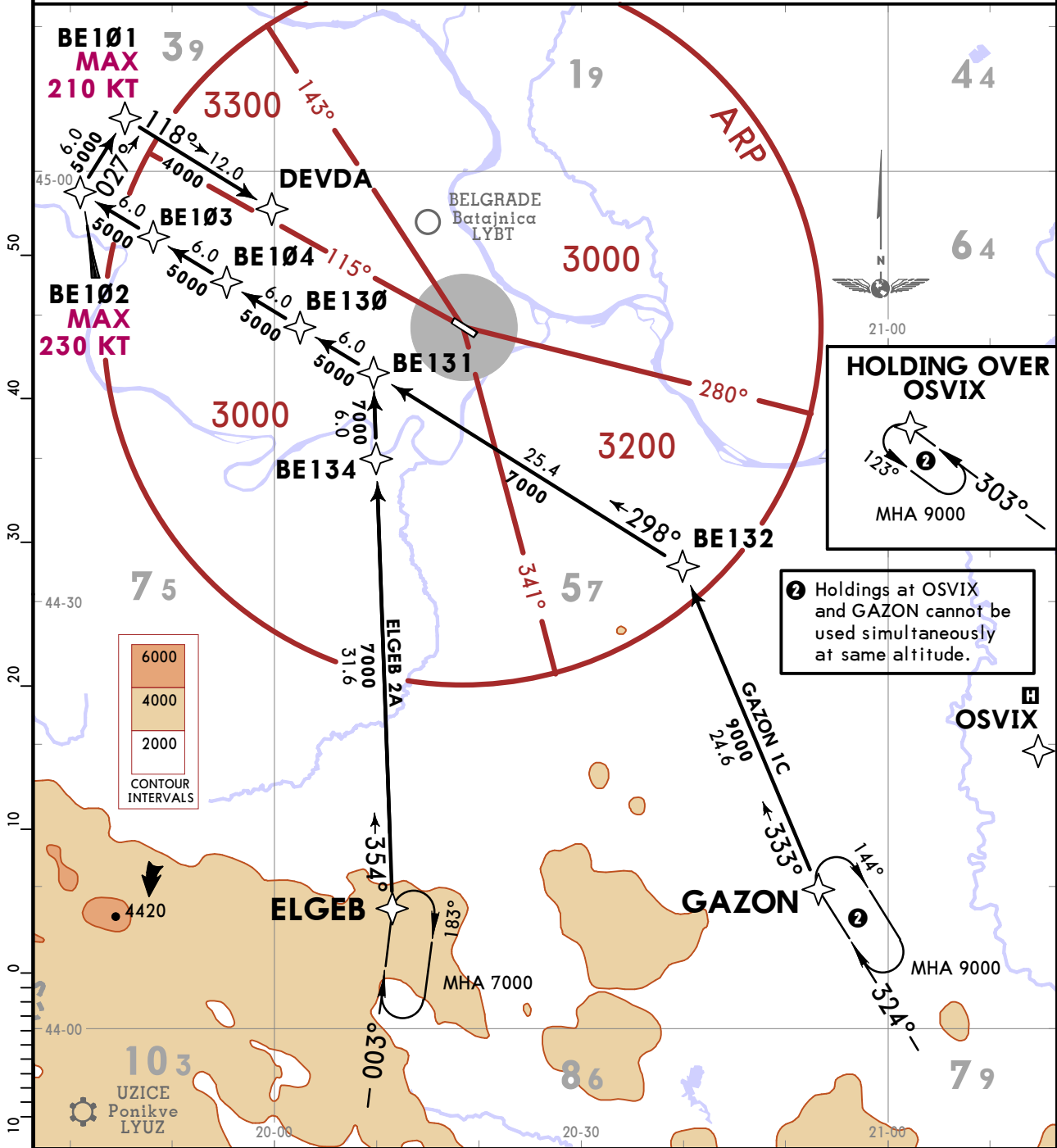
BELGRADE, SERBIA
RNAV STAR

ATIS 122.925	Alt Set: hPa Trans level: By ATC 1. RNAV-1 (GNSS).
Apt Elev 336	2. RNAV-1 approval required. 3. EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

**ELGEB 2A [ELGE2A]
GAZON 1C [GAZO1C]
RWY 12 RNAV ARRIVALS
BY ATC**

SPEED: MAX 250 KT BELOW 10000 **1**

1 Cross STAR beginning WPT with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In downwind leg phase of flight from BE130 until final approach course 230 KT. On final approach course until DEVDA 210 KT. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFT unable to adhere to published speed must inform ATC and report requested speed.



STAR	ROUTING
ELGEB 2A	ELGEB - BE134 - BE131 - BE130 - BE104 - BE103 - BE102 (K230-) - BE101 (K210-) - DEVDA.
GAZON 1C	GAZON - BE132 - BE131 - BE130 - BE104 - BE103 - BE102 (K230-) - BE101 (K210-) - DEVDA.

LYBE/BEG
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JEPPESSEN
20 APR 18 **10-2C2** Eff 26 Apr

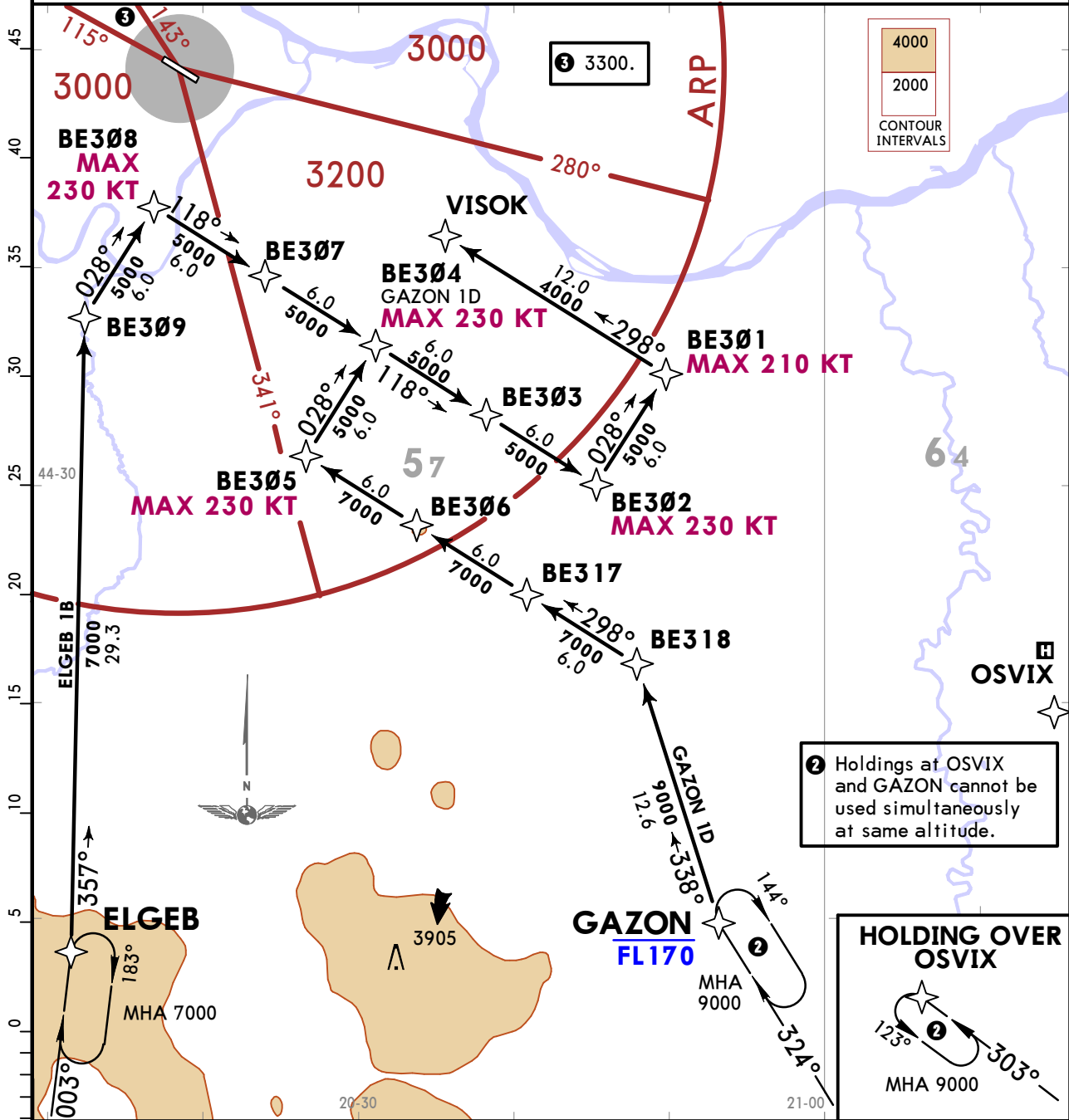
BELGRADE, SERBIA
RNAV STAR

ATIS 122.925	Alt Set: hPa Trans level: By ATC 1. RNAV-1 (GNSS).
Apt Elev 336	2. RNAV-1 approval required. 3. EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

**ELGEB 1B [ELGE1B]
GAZON 1D [GAZO1D]
RWY 30 RNAV ARRIVALS
BY ATC**

SPEED: MAX 250 KT BELOW 10000 ①

① Cross STAR beginning WPT with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In downwind leg phase of flight from BE307 or BE305 until final approach course 230 KT. On final approach course until VISOK 210 KT. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFT unable to adhere to published speed must inform ATC and report requested speed.

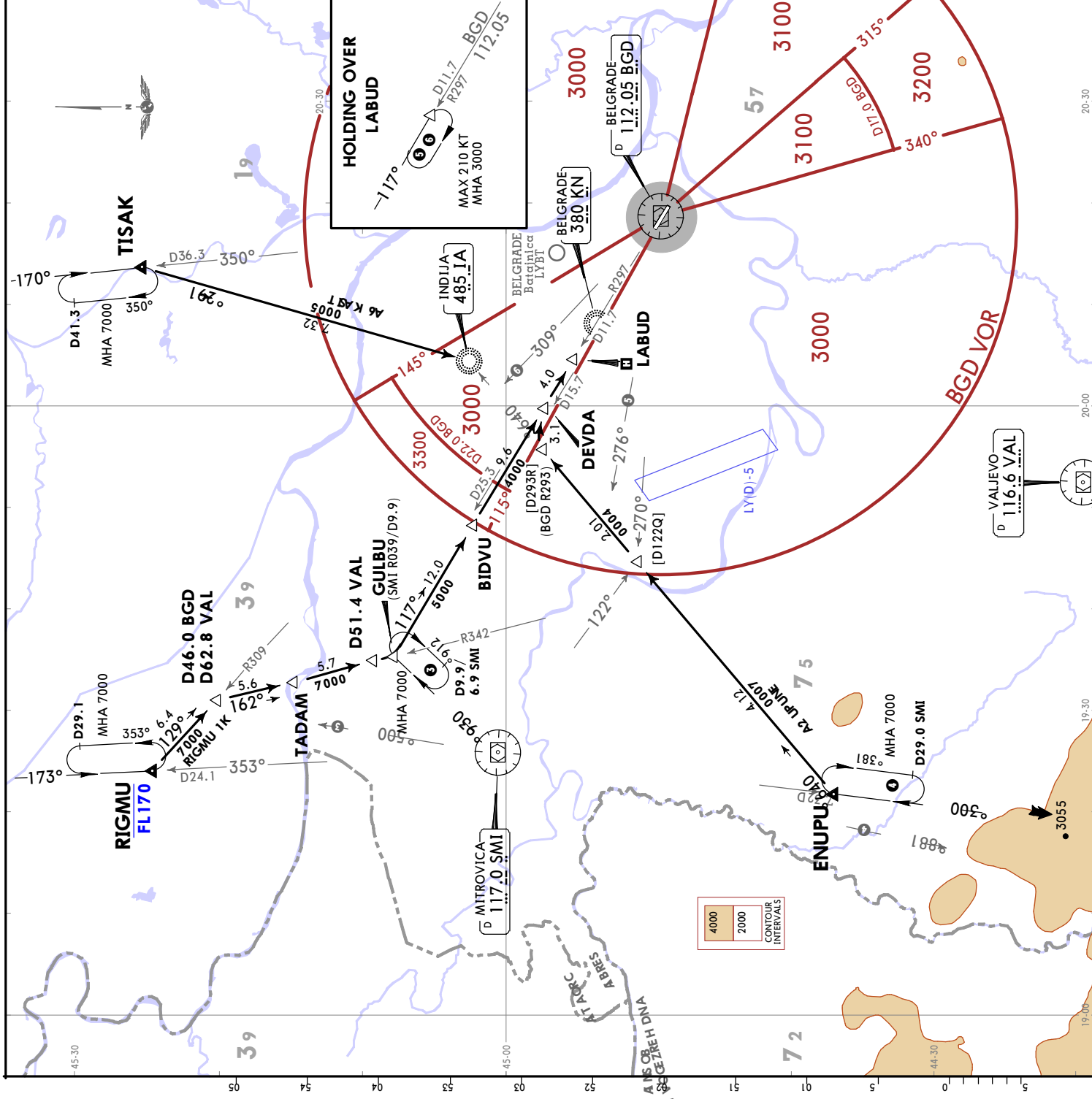


STAR	ROUTING
ELGEB 1B	ELGEB - BE309 - BE308 (K230-) - BE307 - BE304 - BE303 - BE302 (K230-) - BE301 (K210-) - VISOK.
GAZON 1D	GAZON (FL170-) - BE318 - BE317 - BE306 - BE305 (K230-) - BE304 (K230-) - BE303 - BE302 (K230-) - BE301 (K210-) - VISOK.

ATIS
122.925
 Alt Set: hPa
 Trans level: By ATC
 EXPECT BASE LEG TURN normally abeam
 10-15 NM to FINAL.
 Apt Elev
336

ENUPU 2A [ENUP2A]
RIGMU 1K [RIGM1K]
TISAK 6A [TISA6A]
RWY 12 ARRIVALS
SPEED: MAX 250 KT BELOW 10000

- 1 Cross STAR beginning CRP with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In base leg phase of flight and on final approach course from BIDVU until DEVDA 210 KT. In LEFT or RIGHT turn to LABUD and between DEVDA and FAF/FAWP in intermediate approach 180 KT. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFT unable to adhere to published speed must inform ATC and report requested speed.
- 2 On ATC request, in case of military activity in vicinity of TISAK, EXPECT STAR via RIGMU, instead of STAR via TISAK.
- 3 Do not cross SMI R005 while in holding over GULBU.
- 4 Do not cross SMI R188 while in holding over ENUPU.
- 5 Do not cross BGD R276 while in holding over LABUD, when LY(D)-5 is active.
- 6 Do not cross BGD R309 while in holding over LABUD.



HOLDING OVER LABUD

MAX 210 KT
 MHA 3000

117°

D11.7
 R297
 BGD
 112.05

4000
 2000
 CONTOUR INTERVALS

LYBE/BEG
NIKOLA TESLA

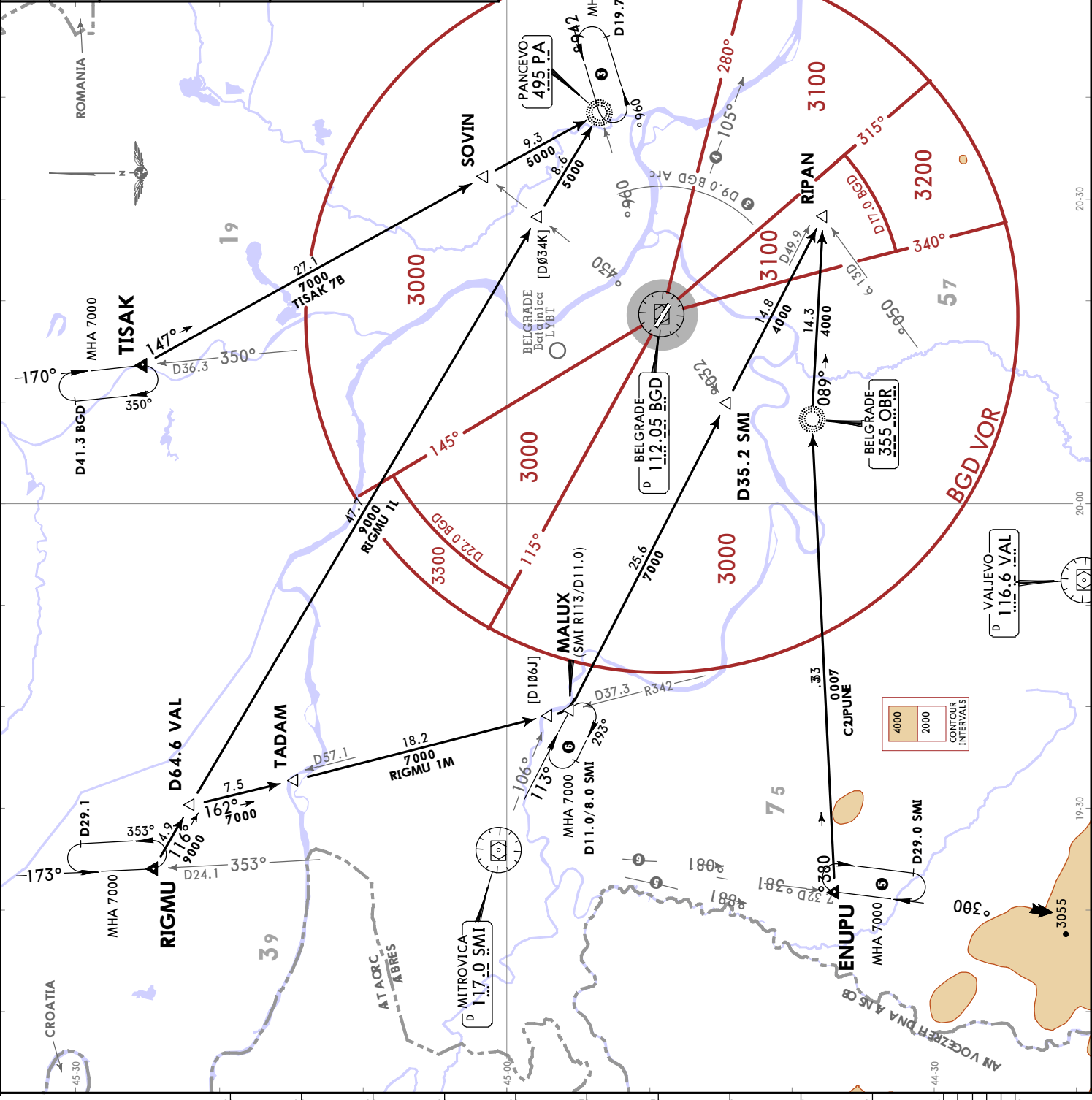
JEPPESEN
12 JAN 18

BELGRADE, SERBIA
STAR

ATIS
122.925
Alt Set: hPa
Trans level: By ATC
EXPECT BASE LEG TURN normally abeam
10-15 NM to FINAL.
Apt Elev
336

ENUPU 2C [ENUP2C]
RIGMU 1L [RIGM1L]
RIGMU 1M [RIGM1M]
TISAK 7B [TISA7B]
RWY 30 ARRIVALS
SPEED: MAX 250 KT BELOW 10000

- 1 Cross STAR beginning CRP with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In downwind/leg phase of flight from D35.2 SMI/OBR until RIPAN or from [D034K]/SOVIN until PA 230 KT. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFI unable to adhere to published speed must inform ATC and report requested speed.
- 2 On ATC request, in case of military activity in vicinity of TISAK, EXPECT STAR via RIGMU, instead of STAR via TISAK.
- 3 Do not cross D9.0 BGD Arc while in holding over PA.
- 4 Do not cross BGD R105.
- 5 Do not cross SMI R188 while in holding over ENUPU.
- 6 Do not cross SMI R180 while in holding over MALUX.

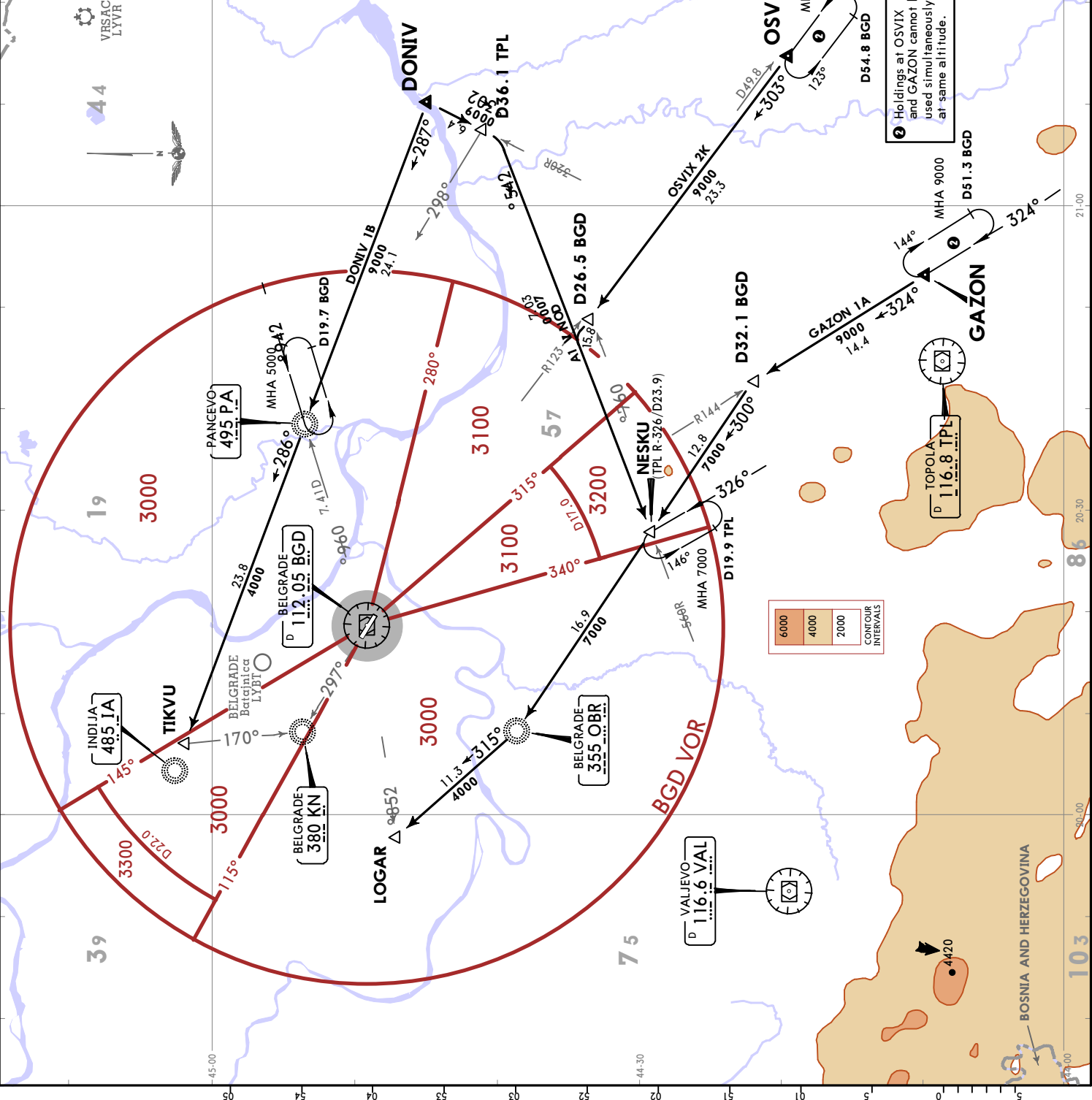


JEPPesen BELGRADE, SERBIA
STAR
 20 APR 18
 10-2E Eff 26 APR

ATIS
122.925
 Alt Set: hPa
 Trans level: By ATC
 EXPECT BASE LEG TURN normally abeam
 10-15 NM to FINAL.
 Apt Elev
336

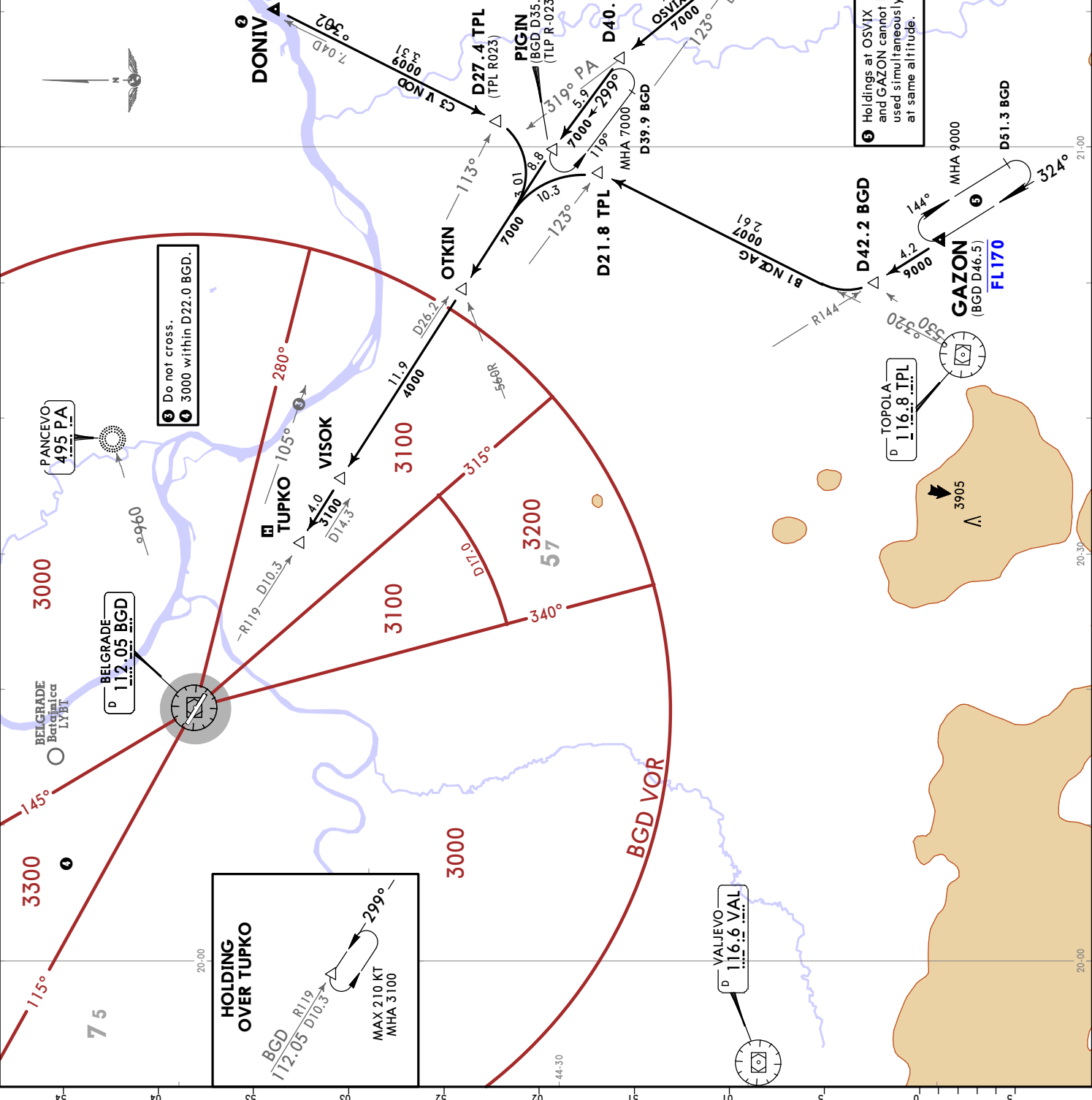
DONIV 1A [DONI1A]
DONIV 1B [DONI1B]
GAZON 1A [GAZO1A]
OSVIX 2K [OSVI2K]
RWY 12 ARRIVALS
SPEED: MAX 250 KT BELOW 10000

① Cross STAR beginning CRP with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In downwind leg phase of flight from OBR until LOGAR or from PA until IA/TIKVU 230 KT. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFT unable to adhere to published speed must inform ATC and report requested speed.



LYBE/BEG
NIKOLA TESLA

ATIS 122.925 Trans level: By ATC EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.	Alt Set: hPa 122.925 Apt Elev 336
DONIV 3C [DONI3C] GAZON 1B [GAZO1B] OSVIX 1L [OSVI1L] RWY 30 ARRIVALS SPEED: MAX 250 KT BELOW 10000	
1 Cross STAR beginning CRP with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In base leg phase of flight and on final approach course from OTKIN until VISOK 210 KT. Between VISOK and PAF in intermediate approach 180 KT; if not otherwise instructed by ATC, published speeds are MANDATORY. ACFI unable to adhere to published speed must inform ATC and report requested speed. 2 For continuation to holding over PIGIN refer to chart 10-2K.	



LYBE/BEG
NIKOLA TESLA

JEPPESSEN

BELGRADE, SERBIA

12 JAN 18 (10-2H)

STAR

ATIS
122.925

Apt Elev
336

Alt Set: hPa
Trans level: By ATC
EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

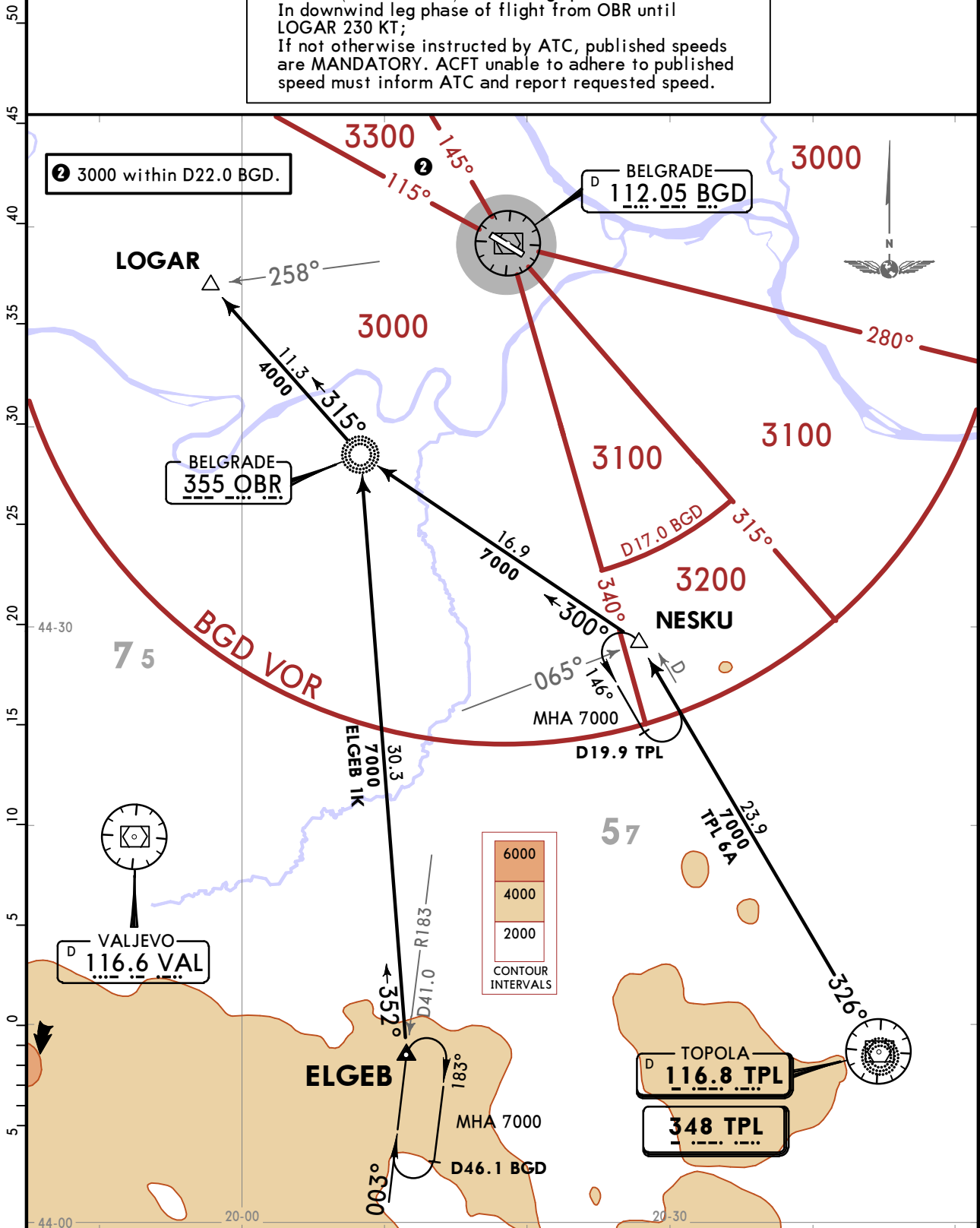
ELGEB 1K [ELGE1K]

TPL 6A [TPL6A]
BY ATC

RWY 12 ARRIVALS

SPEED: MAX 250 KT BELOW 10000 ①

① Cross STAR beginning CRP with 270 KT (above 10000),
250 KT (below 10000) or cruising speed if lower.
In downwind leg phase of flight from OBR until
LOGAR 230 KT;
If not otherwise instructed by ATC, published speeds
are MANDATORY. ACFT unable to adhere to published
speed must inform ATC and report requested speed.



② 3000 within D22.0 BGD.

57

6000
4000
2000
CONTOUR INTERVALS

LYBE/BEG
NIKOLA TESLA

JEPPESSEN
12 JAN 18 (10-2J)

BELGRADE, SERBIA
STAR

ATIS 122.925	Apt Elev 336	Alt Set: hPa Trans level: By ATC EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.
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ELGEB 1L [ELGE1L]

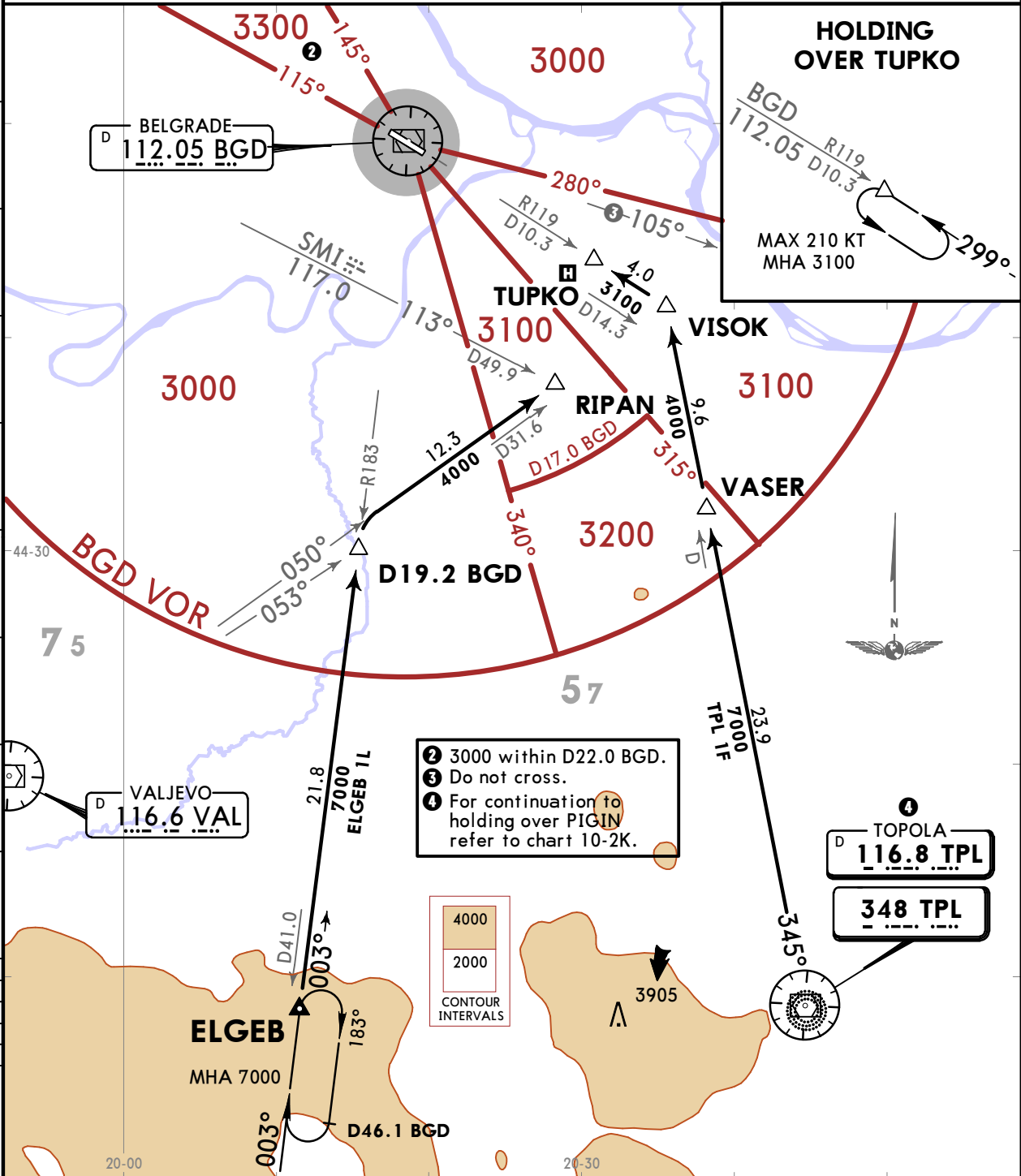
TPL 1F [TPL1F]
BY ATC

RWY 30 ARRIVALS

SPEED: MAX 250 KT BELOW 10000 ①

① Cross STAR beginning CRP with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In downwind leg phase flight from D19.2 BGD until RIPAN 230 KT. Between VISOK and FAF in intermediate approach 180 KT. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFT unable to adhere to published speed must inform ATC and report requested speed.

50
45
40
35
30
25
20
15
10
5
0
5



LYBE/BEG
NIKOLA TESLA

JEPPESSEN
12 JAN 18 10-2K

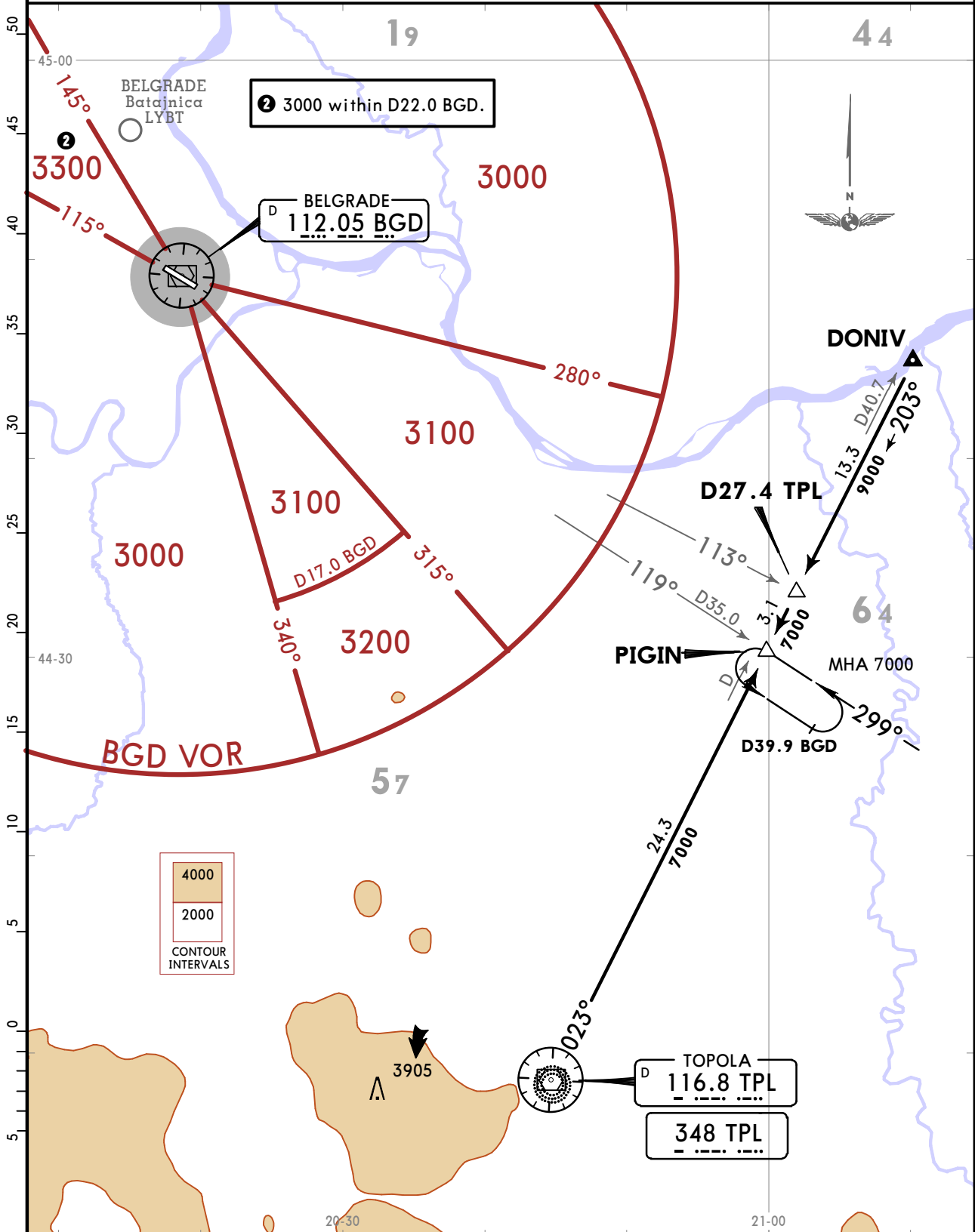
BELGRADE, SERBIA
STAR

ATIS 122.925	Apt Elev 336	Alt Set: hPa Trans level: By ATC EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.
-----------------	-----------------	---

RWY 30 ARRIVALS VIA HOLDING OVER PIGIN

SPEED: MAX 250 KT BELOW 10000 ①

① Cross STAR beginning CRP with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFT unable to adhere to published speed must inform ATC and report requested speed.



LYBE/BEG
NIKOLA TESLA

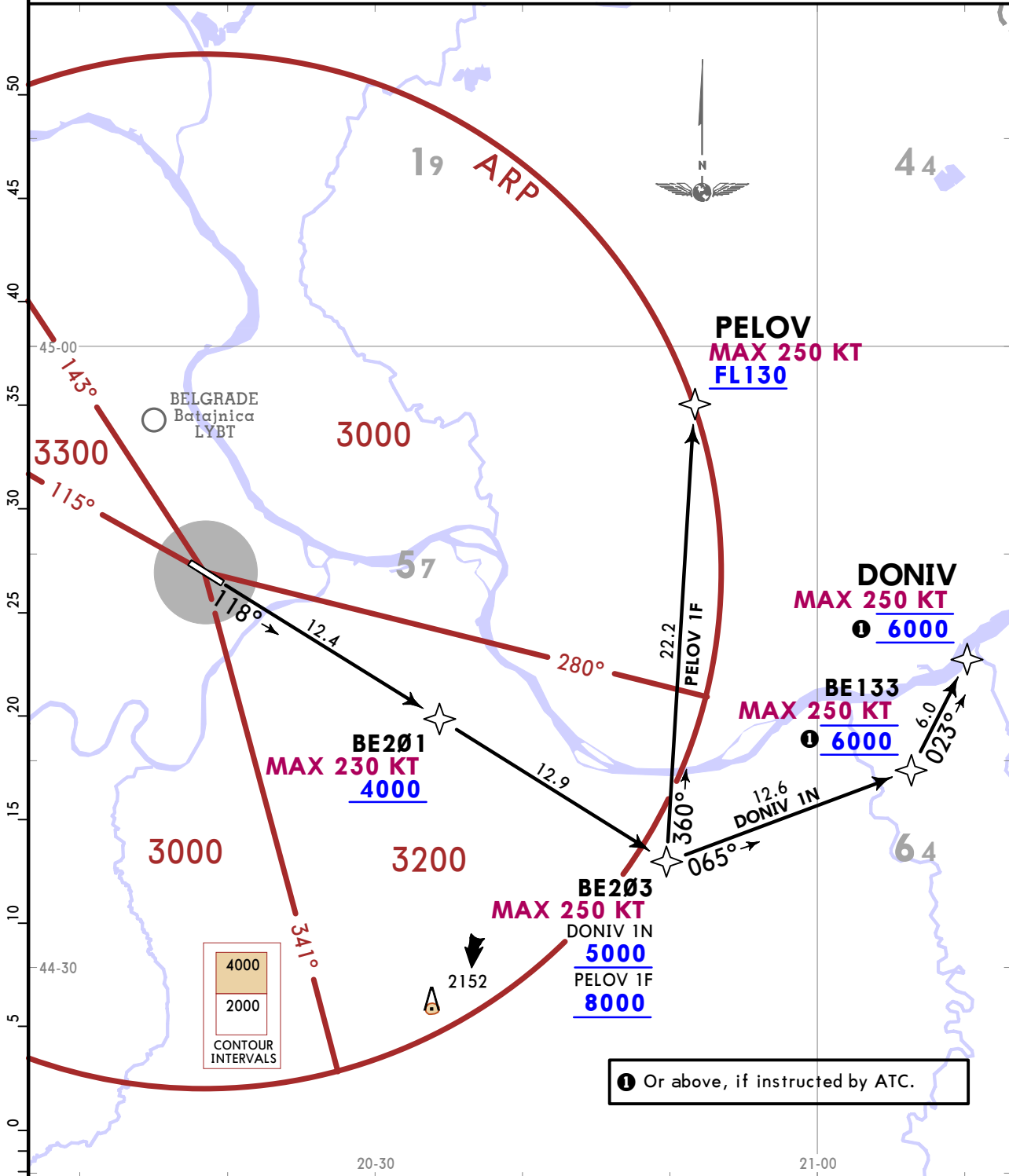
JEPPESEN
12 JAN 18 **10-3B**

BELGRADE, SERBIA
RNAV SID

Apt Elev **336**
Trans alt: 10000
1. RNAV (GNSS).
2. RNAV-1 approval required.
3. Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

DONIV 1N [DONI1N]
PELOV 1F [PELO1F]
RWY 12 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000



Initial climb clearance **6000**

SID	ROUTING
DONIV 1N	BE201 (K230-; 4000+) - BE203 (K250-; 5000+) - BE133 (K250-; 6000 1) - DONIV
PELOV 1F 2	BE201 (K230-; 4000+) - BE203 (K250-; 8000+) - PELOV (K250-; FL130+).

2 Not to be used for flight planning purposes. On ATC discretion only.

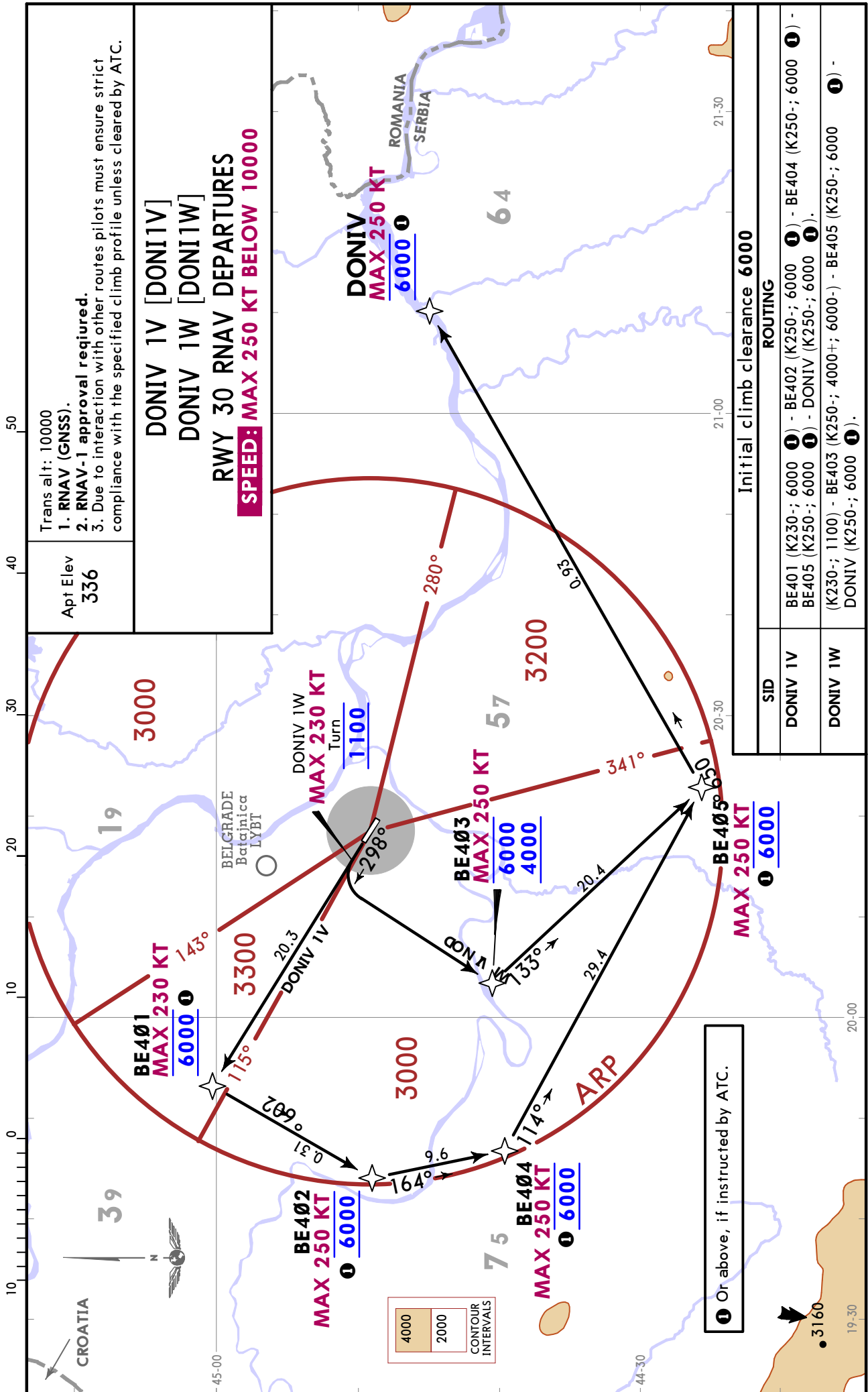
LYBE/BEG
NIKOLA TESLA



BELGRADE, SERBIA

12 JAN 18 **10-3C**

RNAV SID



LYBE/BEG
NIKOLA TESLA

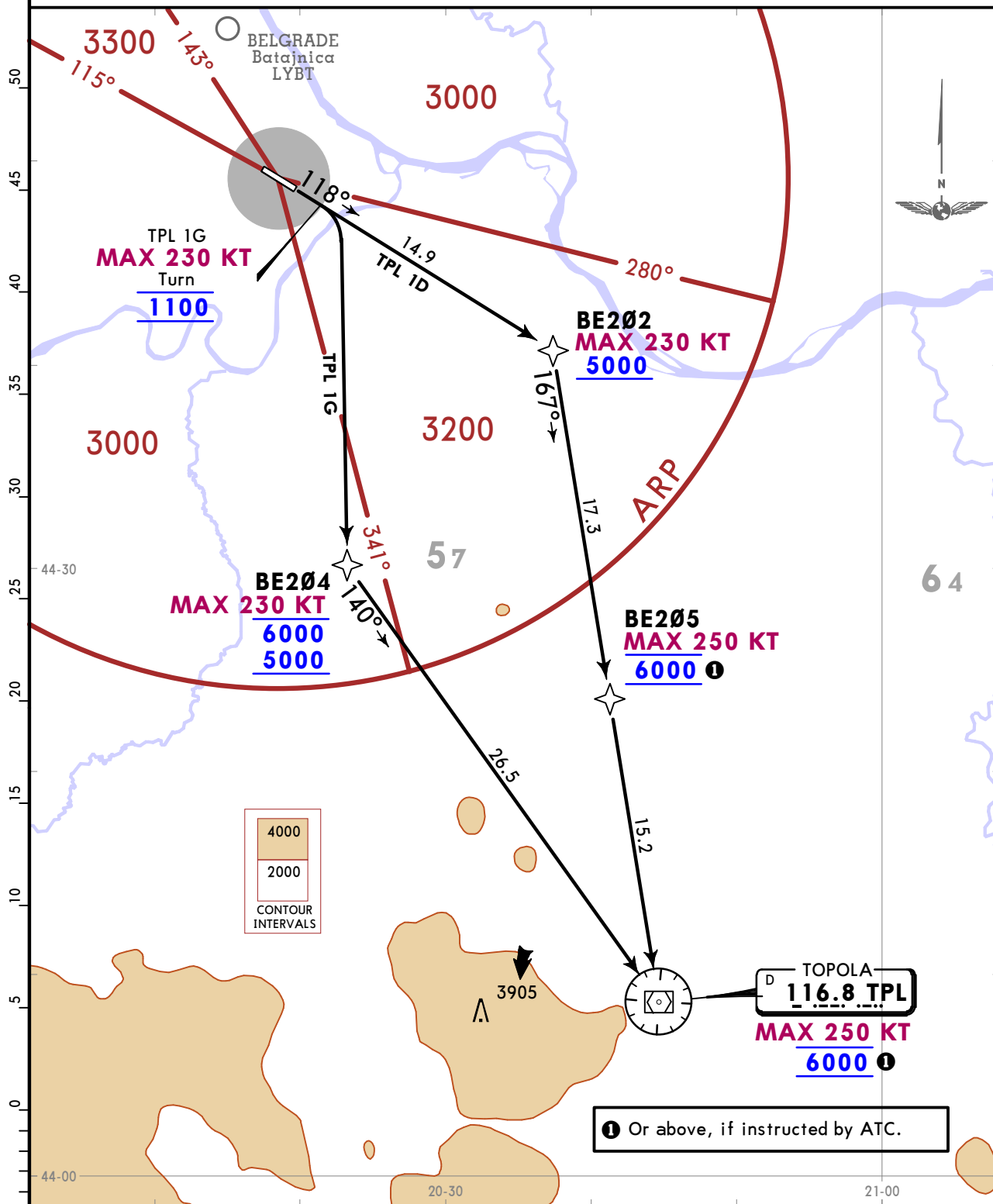
JEPPESSEN
12 JAN 18 **10-3D**

BELGRADE, SERBIA
RNAV SID

Apt Elev **336**
Trans alt: 10000
1. RNAV (GNSS).
2. RNAV-1 approval required.
3. Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

TPL 1D
TPL 1G
RWY 12 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000



Initial climb clearance 6000

SID	ROUTING
TPL 1D	BE202 (K230-; 5000+) - BE205 (K250-; 6000 ①) - TPL (K250-; 6000 ①).
TPL 1G	(K230-; 1100) - BE204 (K230-; 5000+; 6000-) - TPL (K250-; 6000 ①).

LYBE/BEG
NIKOLA TESLA

JEPPESSEN
12 JAN 18 **10-3E**

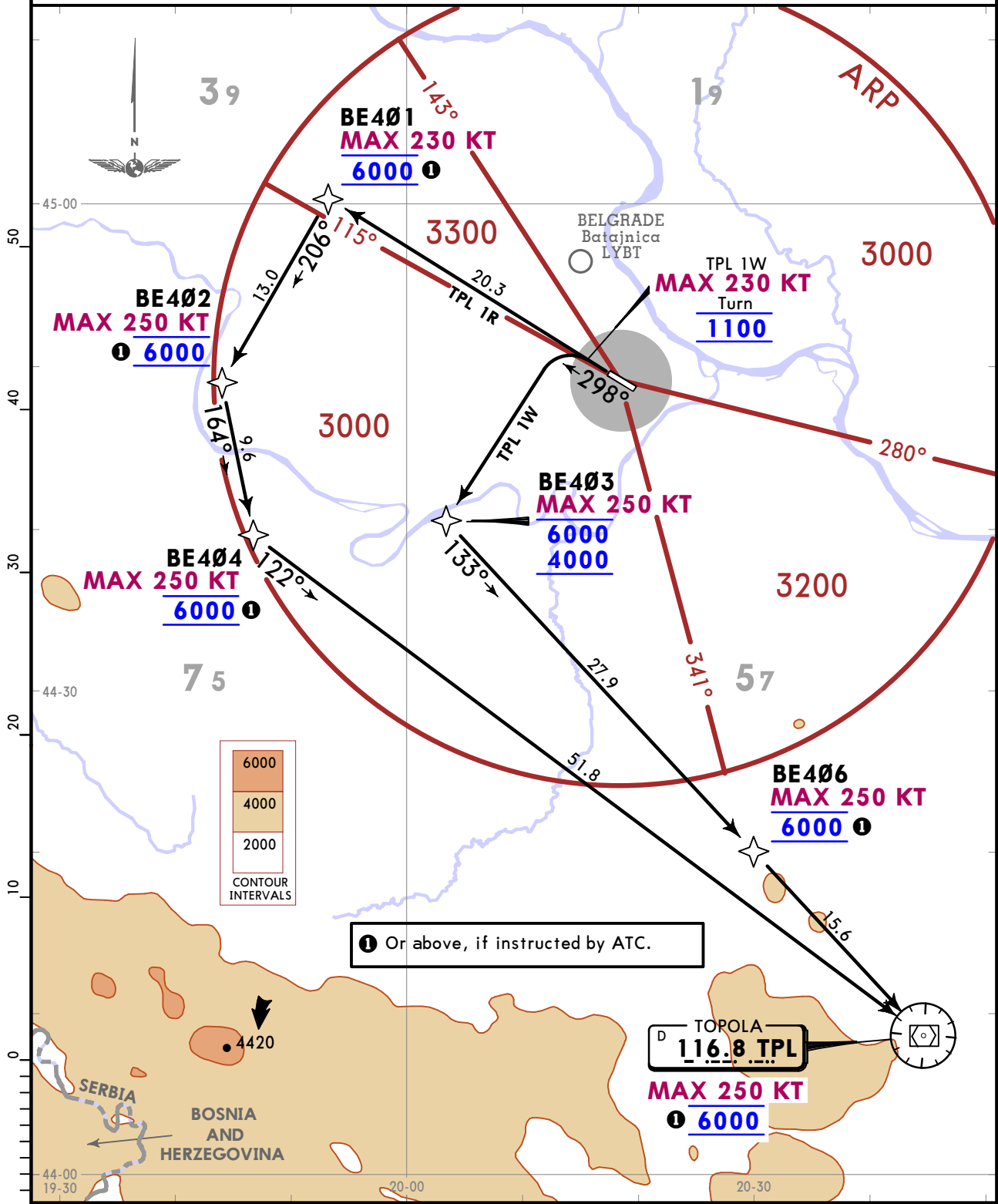
BELGRADE, SERBIA
RNAV SID

Apt Elev
336

Trans alt: 10000
 1. RNAV (GNSS).
 2. RNAV-1 approval required.
 3. Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

TPL 1R, TPL 1W
RWY 30 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000



① Or above, if instructed by ATC.

TOPOLA
D 116.8 TPL
MAX 250 KT
① 6000

Initial climb clearance **6000**

SID	ROUTING
TPL 1R	BE401 (K230-; 6000 ①) - BE402 (K250-; 6000 ①) - BE404 (K250-; 6000 ①) - TPL (K250-; 6000 ①).
TPL 1W	(K230-; 1100) - BE403 (K250-; 4000+; 6000-) - BE406 (K250-; 6000 ①) - TPL (K250-; 6000 ①).

LYBE/BEG
NIKOLA TESLA

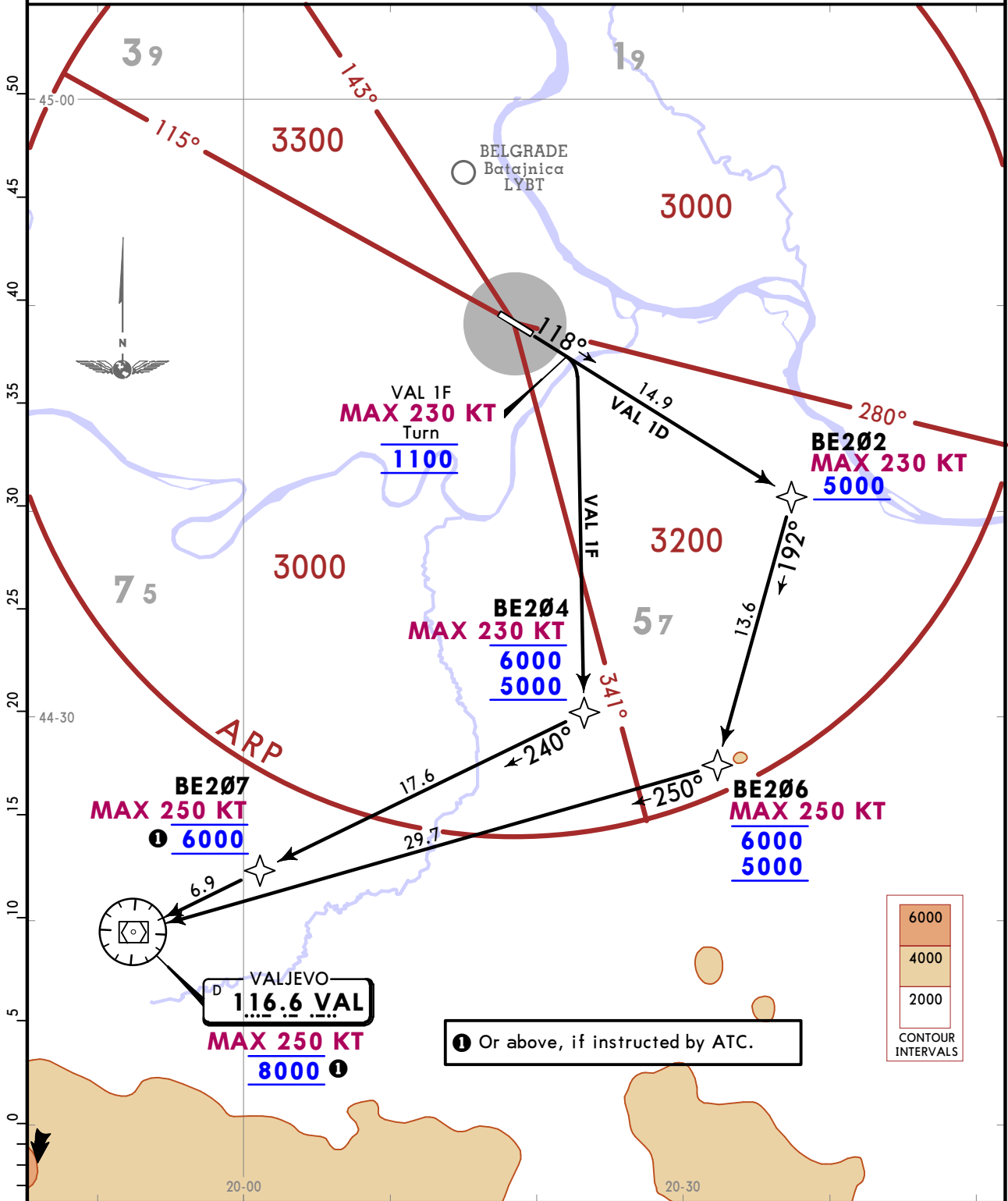
JEPPESSEN
12 JAN 18 **10-3F**

BELGRADE, SERBIA
RNAV SID

Apt Elev **336**
Trans alt: 10000
1. RNAV (GNSS).
2. RNAV-1 approval required.
3. Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

VAL 1D
VAL 1F
RWY 12 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000



Initial climb clearance 6000

SID	ROUTING
VAL 1D	BE202 (K230-; 5000+) - BE206 (K250-; 5000+; 6000-) - VAL (K250-; 8000 ①).
VAL 1F	(K230-; 1100) - BE204 (K230-; 5000+; 6000-) - BE207 (K250-; 6000 ①) - VAL (K250-; 8000 ①).

LYBE/BEG
NIKOLA TESLA

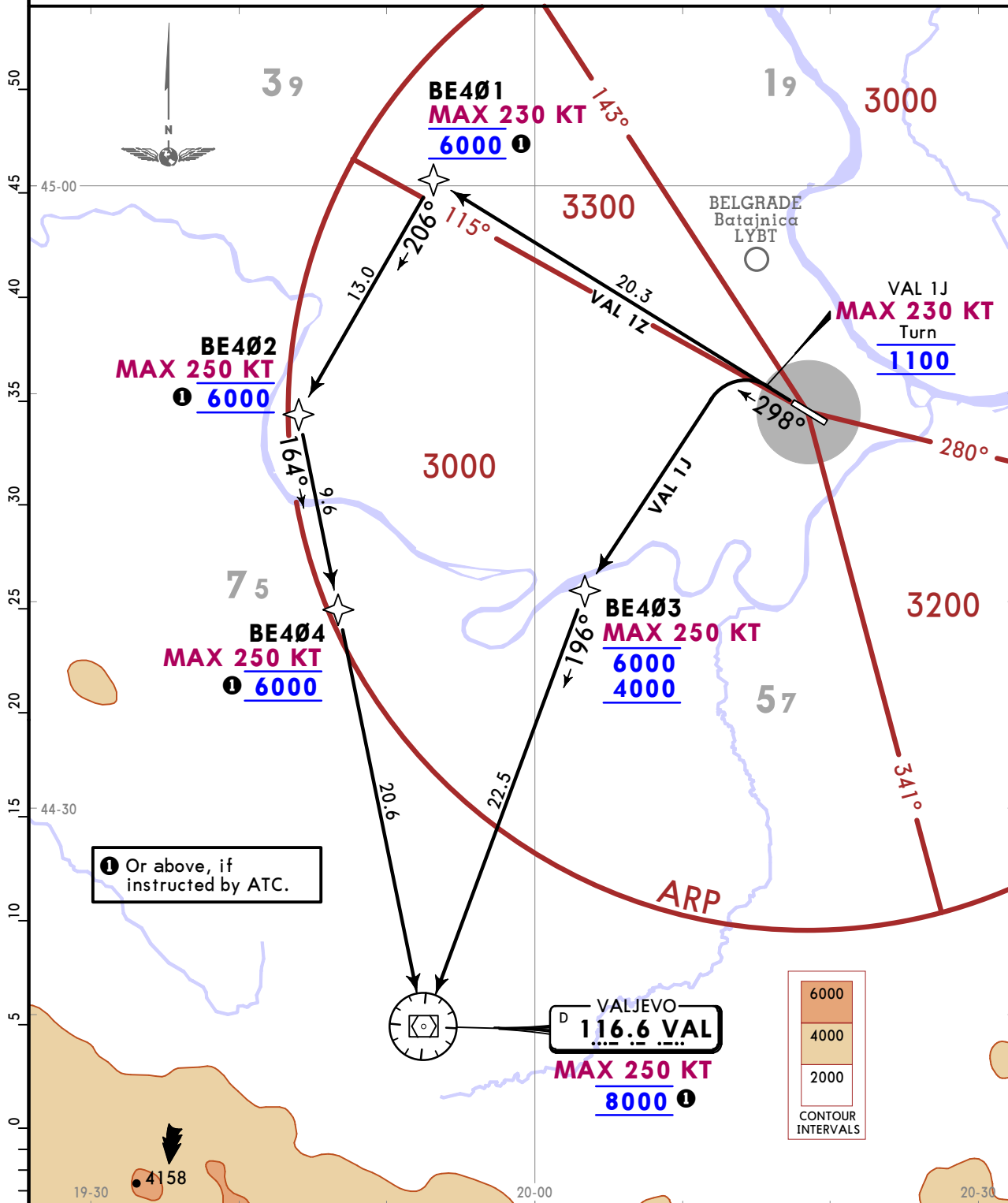
JEPPESSEN
12 JAN 18 **(10-3G)**

BELGRADE, SERBIA
RNAV SID

Apt Elev **336**
Trans alt: 10000
1. RNAV (GNSS).
2. RNAV-1 approval required.
3. Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

VAL 1J
VAL 1Z
RWY 30 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000



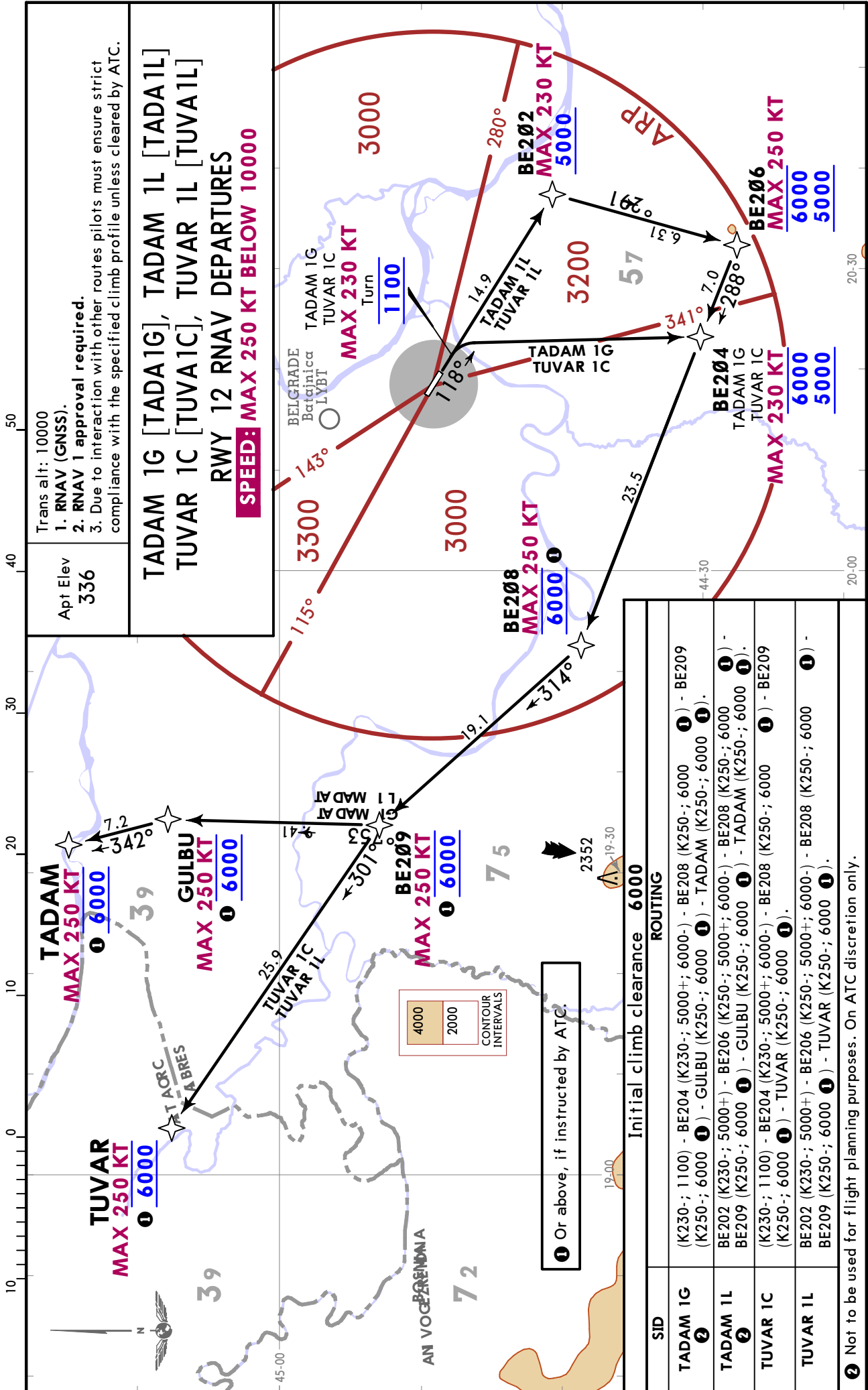
Initial climb clearance **6000**

SID	ROUTING
VAL 1J	(K230-; 1100) - BE403 (K250-; 4000+; 6000-) - VAL (K250-; 8000 ①).
VAL 1Z	BE401 (K230-; 6000 ①) - BE402 (K250-; 6000 ①) - BE404 (K250-; 6000 ①) - VAL (K250-; 8000 ①).

LYBE/BEG
NIKOLA TESLA

12 JAN 18 10-3H

BELGRADE, SERBIA
RNAV SID



Trans alt: 10000
 1. RNAV (GNSS).
 2. RNAV 1 approval required.
 3. Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

Apt Elev 336

TADAM 1G [TADA1G], TADAM 1L [TADA1L]
 TUVAR 1C [TUVA1C], TUVAR 1L [TUVA1L]
 RWY 12 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW 10000

SID	ROUTING	Initial climb clearance
TADAM 1G ②	(K230-; 1100) - BE204 (K230-; 5000+; 6000-) - BE208 (K250-; 6000 (K250-; 6000 ①) - GULBU (K250-; 6000 ①) - TADAM (K250-; 6000 ①).	6000
TADAM 1L ②	BE202 (K230-; 5000+) - BE206 (K250-; 5000+; 6000-) - BE208 (K250-; 6000 (K250-; 6000 ①) - GULBU (K250-; 6000 ①) - TADAM (K250-; 6000 ①).	6000
TUVAR 1C	(K230-; 1100) - BE204 (K230-; 5000+; 6000-) - BE208 (K250-; 6000 (K250-; 6000 ①) - TUVAR (K250-; 6000 ①).	6000
TUVAR 1L	BE202 (K230-; 5000+) - BE206 (K250-; 5000+; 6000-) - BE208 (K250-; 6000 (K250-; 6000 ①) - TUVAR (K250-; 6000 ①).	6000

② Not to be used for flight planning purposes. On ATC discretion only.

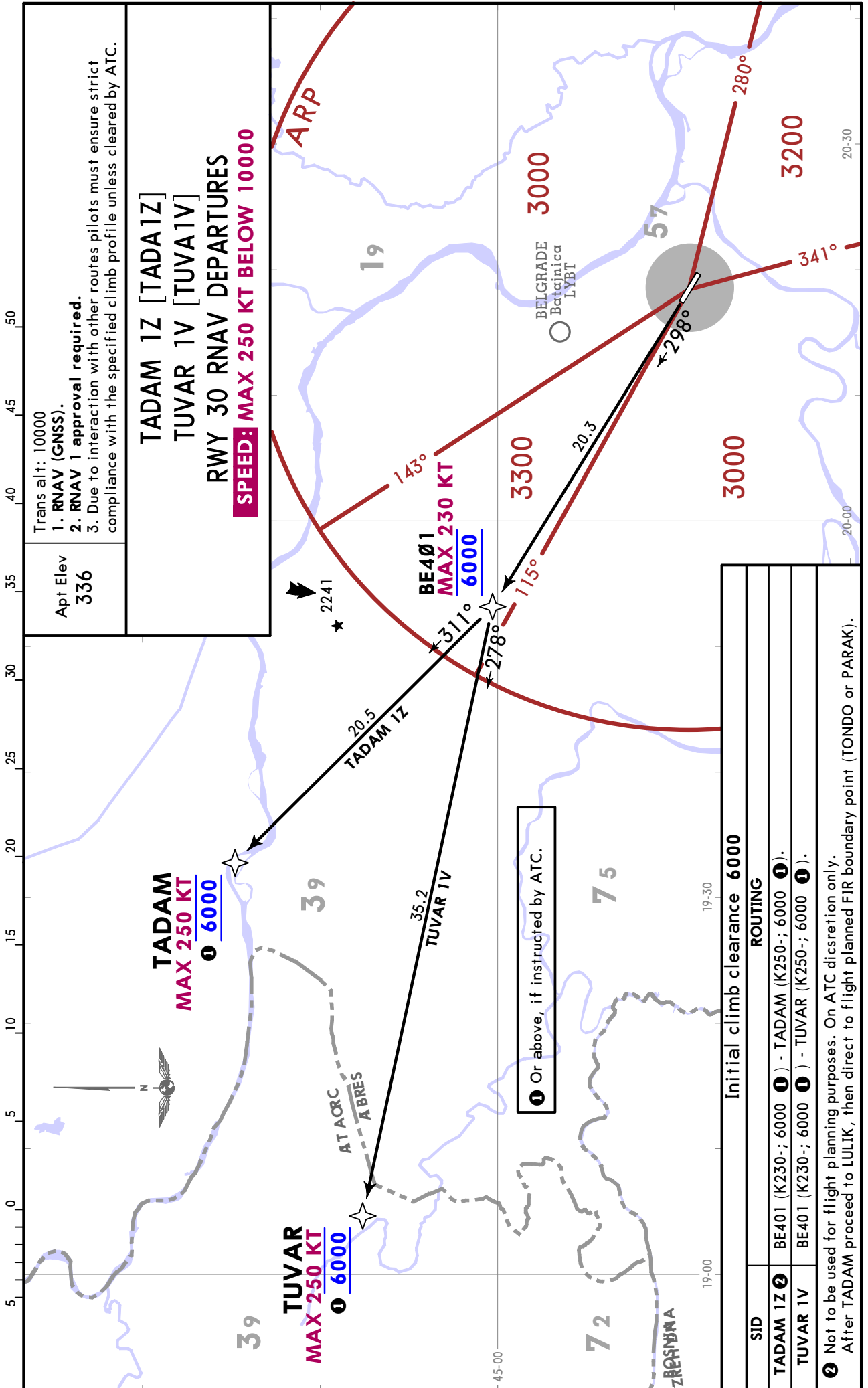
LYBE/BEG
NIKOLA TESLA

JEPPESSEN

BELGRADE, SERBIA

12 JAN 18 10-3J

RNAV SID



LYBE/BEG
NIKOLA TESLA

12 JAN 18

10-3K

SID

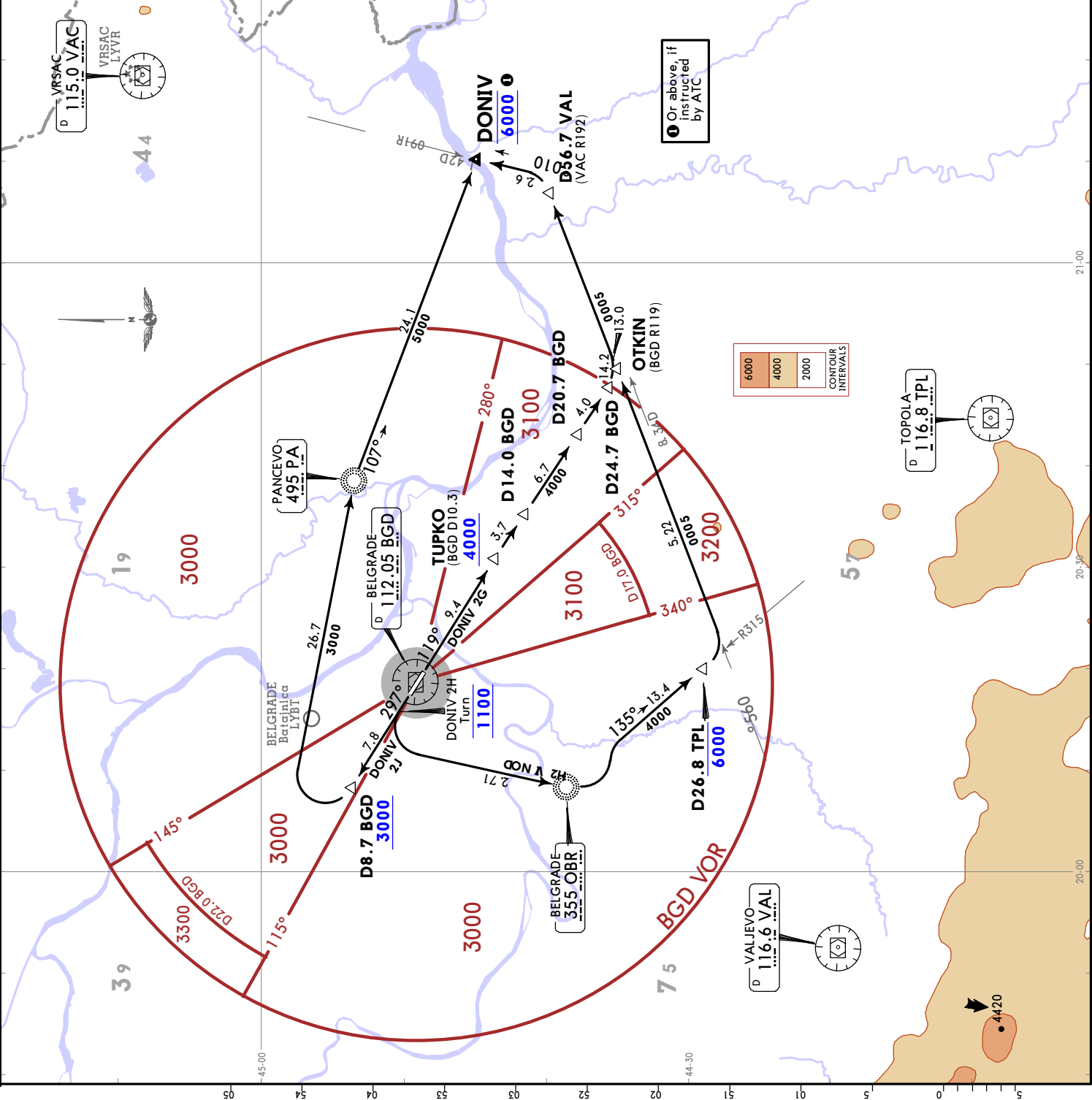
Trans alt: 10000
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

APR ELEV 336

DONIV 2G [DONI2G]
DONIV 2H [DONI2H]
DONIV 2J [DONI2J]

DEPARTURES

SPEED: MAX 250 KT BELOW 10000



SID	RWY	ROUTING
DONIV 2G	12	Climb straight ahead, intercept BGD R119, at D24.7 BGD turn LEFT, intercept VAL R065, at D56.7 VAL, turn LEFT, intercept VAC R190 inbound to DONIV.
DONIV 2H	30	Climb straight ahead, at 1100 turn LEFT to OBR, turn LEFT, intercept TPL R315 inbound to D26.8 TPL, turn LEFT, intercept VAL R065 to D56.7 VAL, turn LEFT, intercept VAC R190 inbound to DONIV.
DONIV 2J		Climb straight ahead, intercept BGD R297, at D8.7 BGD turn RIGHT to PA, 107° bearing to DONIV.

LYBE/BEG
NIKOLA TESLA

JEPPESSEN
12 JAN 18 (10-3L)

BELGRADE, SERBIA
SID

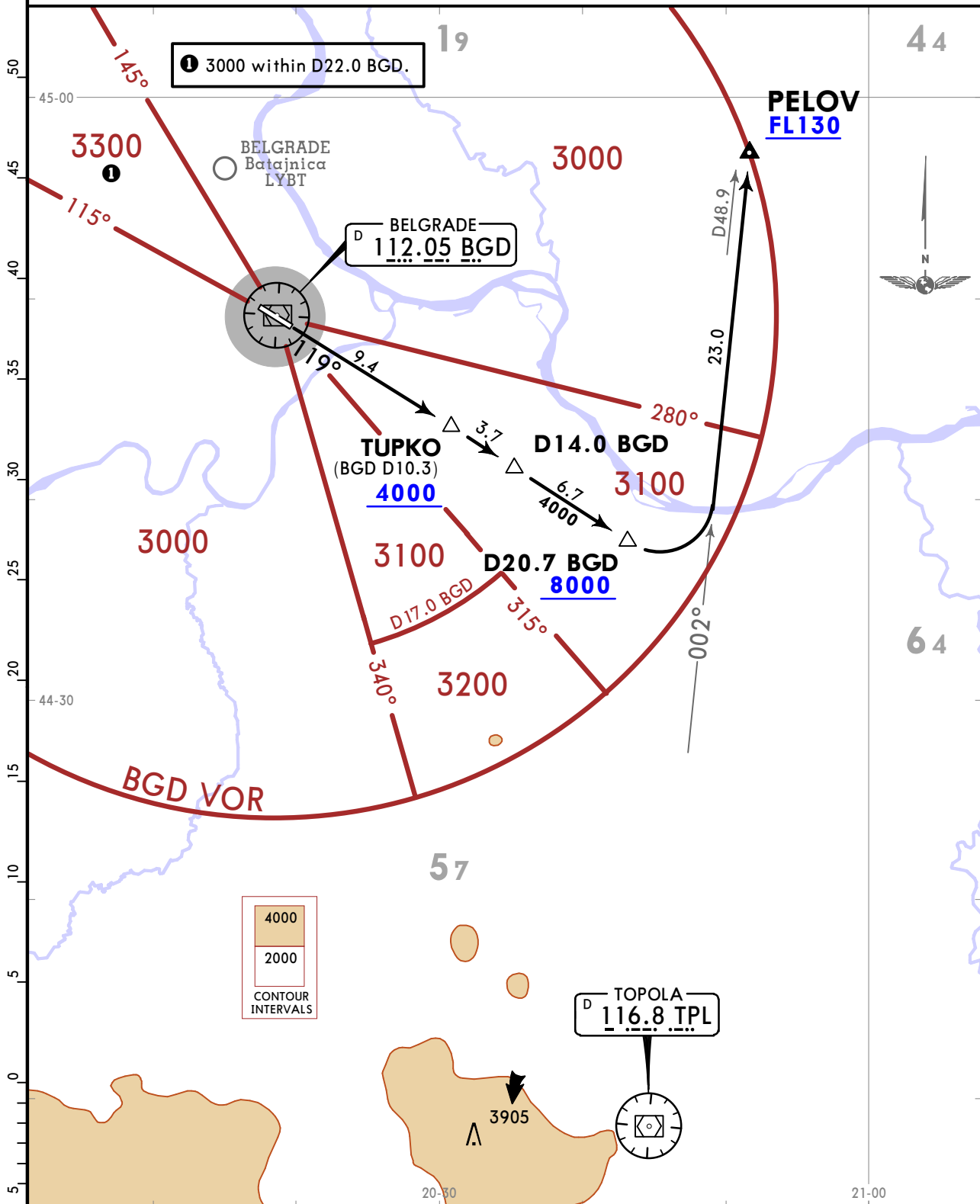
Apt Elev
336

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

PELOV 1D [PELO1D] RWY 12 DEPARTURE

BY ATC
NOT TO BE USED FOR
FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW 10000



Initial climb clearance **6000**

ROUTING

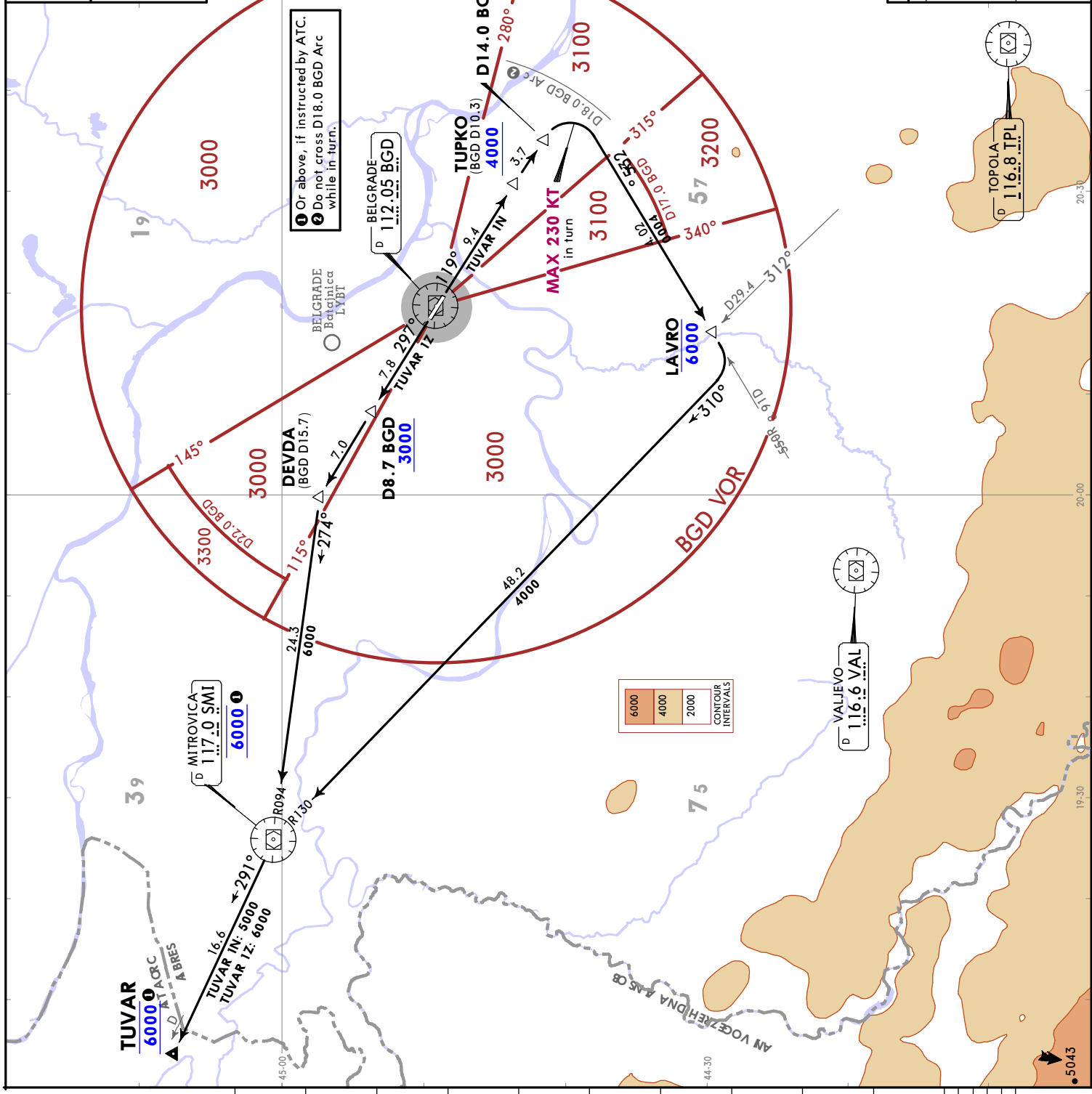
Climb straight ahead, intercept BGD R119, at D20.7 BGD turn LEFT, intercept TPL R002 to PELOV.

JEPPESEN
 BELGRADE, SERBIA
 12 JAN 18 10-3M
 SID

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

TUVAR 1N [TUA IN]
TUVAR 1Z [TUA 1Z]
DEPARTURES
SPEED: MAX 250 KT BELOW 10000

SID	RWY	ROUTING
TUVAR 1N	12	Climb straight ahead, intercept BGD R119, at D14.0 BGD turn RIGHT, intercept VAL R055, at LAVRO turn RIGHT, intercept SMI R130 inbound to SMI, turn LEFT, intercept SMI R291 to TUVAR.
TUVAR 1Z	30	Climb straight ahead, intercept BGD R297, at DEVEDA turn LEFT, intercept SMI R094 inbound to SMI, turn RIGHT, SMI R291 to TUVAR.



LYBE/BEG
 NIKOLA TESLA

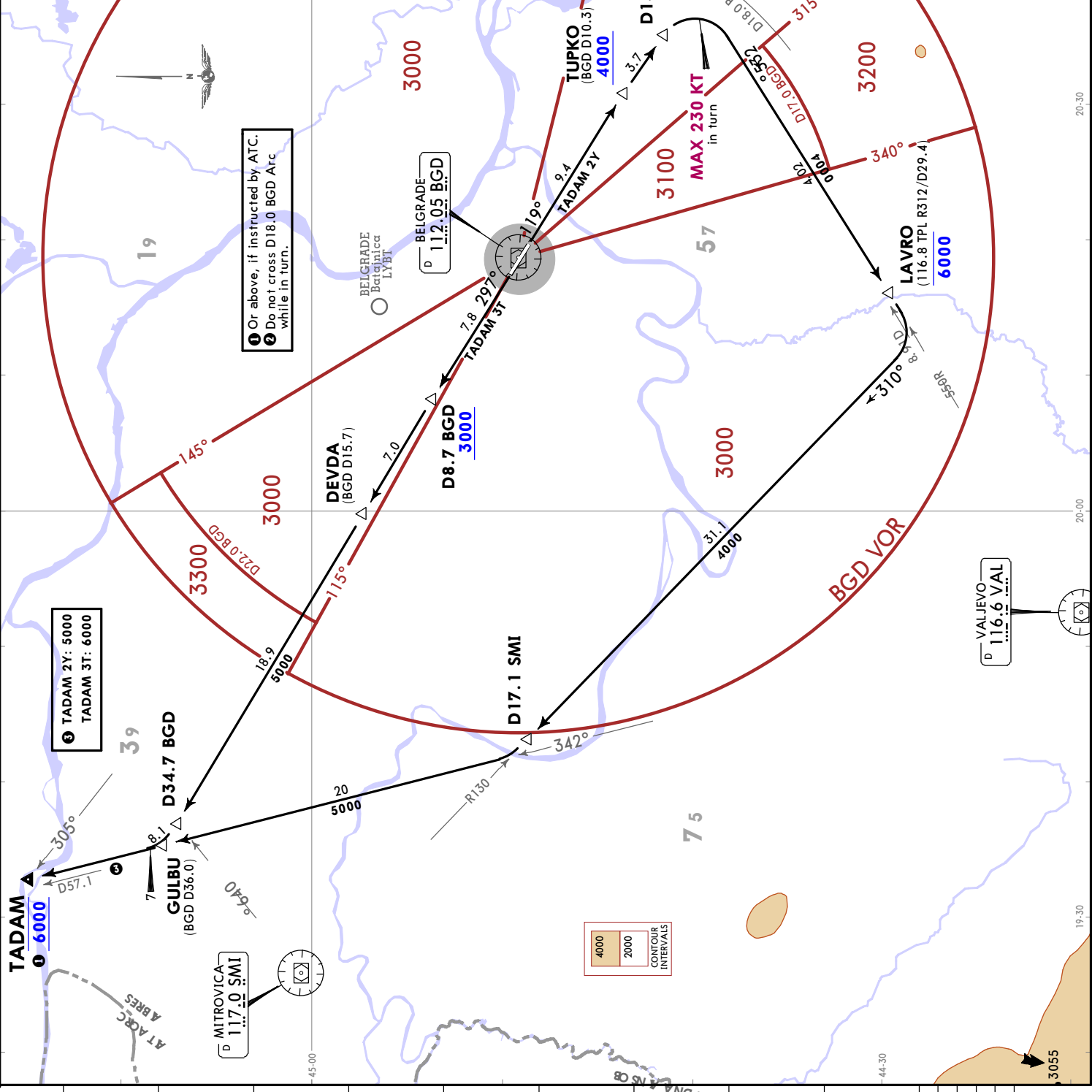
12 JAN 18 (10-3N)

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

TADAM 3T [TADA3T]
TADAM 2Y [TADA2Y]
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

① Or above, if instructed by ATC.
 ② Do not cross D18.0 BGD Arc while in turn.

SID	RWY	Initial climb clearance	ROUTING
TADAM 3T	30	6000	Climb straight ahead, intercept BGD R297 to D34.7 BGD, turn RIGHT, intercept VAL R342 to TADAM.
TADAM 2Y	12	6000	Climb straight ahead, intercept BGD R119 to D14.0 BGD, turn RIGHT, intercept VAL R055 inbound to LAVRO, turn RIGHT, intercept SMI R130 inbound to D17.1 SMI, turn RIGHT, intercept VAL R342 to TADAM.



③ TADAM 2Y: 5000
 TADAM 3T: 6000

MITROVICA
 117.0 SMI

VALJEVO
 116.6 VAL

4000
 2000
 CONTOUR INTERVALS

LYBE/BEG
NIKOLA TESLA

JEPPESSEN
12 JAN 18 **(10-3P)**

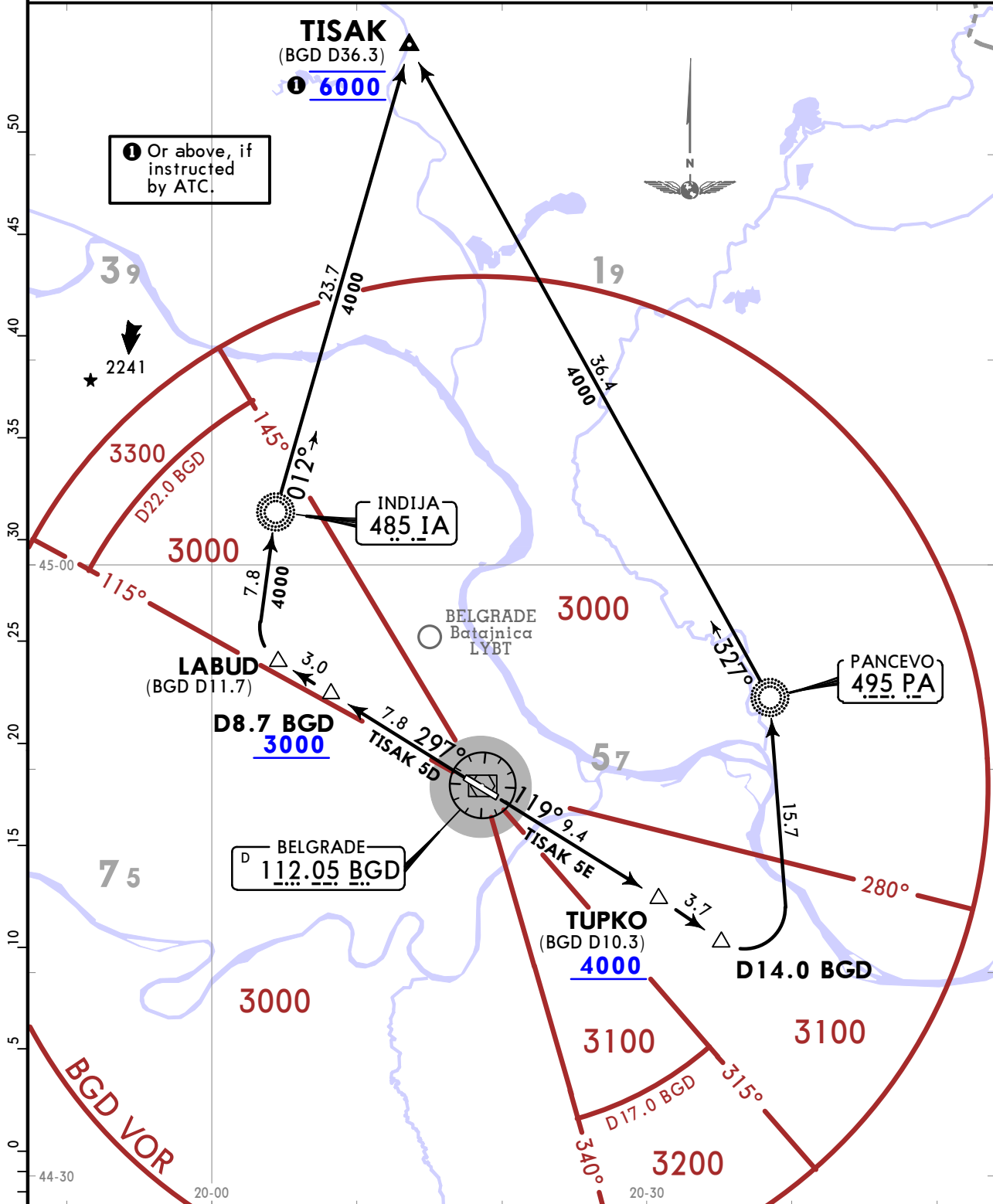
BELGRADE, SERBIA
SID

Apt Elev
336

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

TISAK 5D [TISA5D]
TISAK 5E [TISA5E]
DEPARTURES

SPEED: MAX 250 KT BELOW 10000



Initial climb clearance **6000**

SID	RWY	ROUTING
TISAK 5D	30	Climb straight ahead, intercept BGD R297, at LABUD turn RIGHT to IA, 012° bearing to TISAK.
TISAK 5E	12	Climb straight ahead, intercept BGD R119, at D14.0 BGD turn LEFT to PA, turn LEFT, 327° bearing to TISAK.

LYBE/BEG
NIKOLA TESLA

JEPPESSEN
12 JAN 18 (10-3Q)

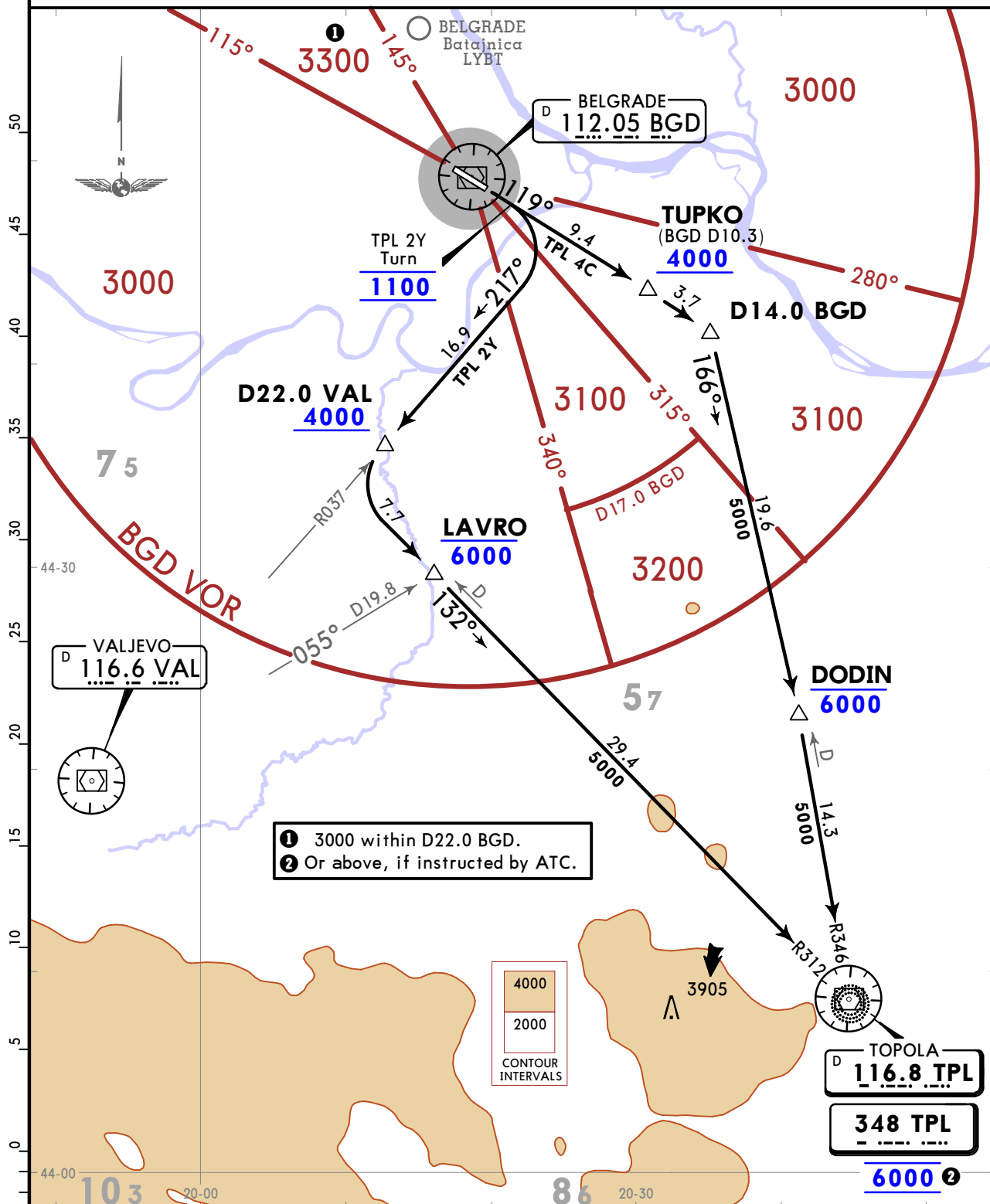
BELGRADE, SERBIA
SID

Apt Elev
336

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

TPL 4C
TPL 2Y
RWY 12 DEPARTURES

SPEED: MAX 250 KT BELOW 10000



- ① 3000 within D22.0 BGD.
- ② Or above, if instructed by ATC.

4000
2000
CONTOUR INTERVALS

Initial climb clearance **6000**

SID	ROUTING
TPL 4C	Climb straight ahead, intercept BGD R119, at D14.0 BGD turn RIGHT, intercept TPL R346 inbound to TPL.
TPL 2Y	Climb straight ahead, at 1100 turn RIGHT, intercept VAL R037 inbound to D22.0 VAL, turn LEFT, intercept TPL R312 inbound to TPL.

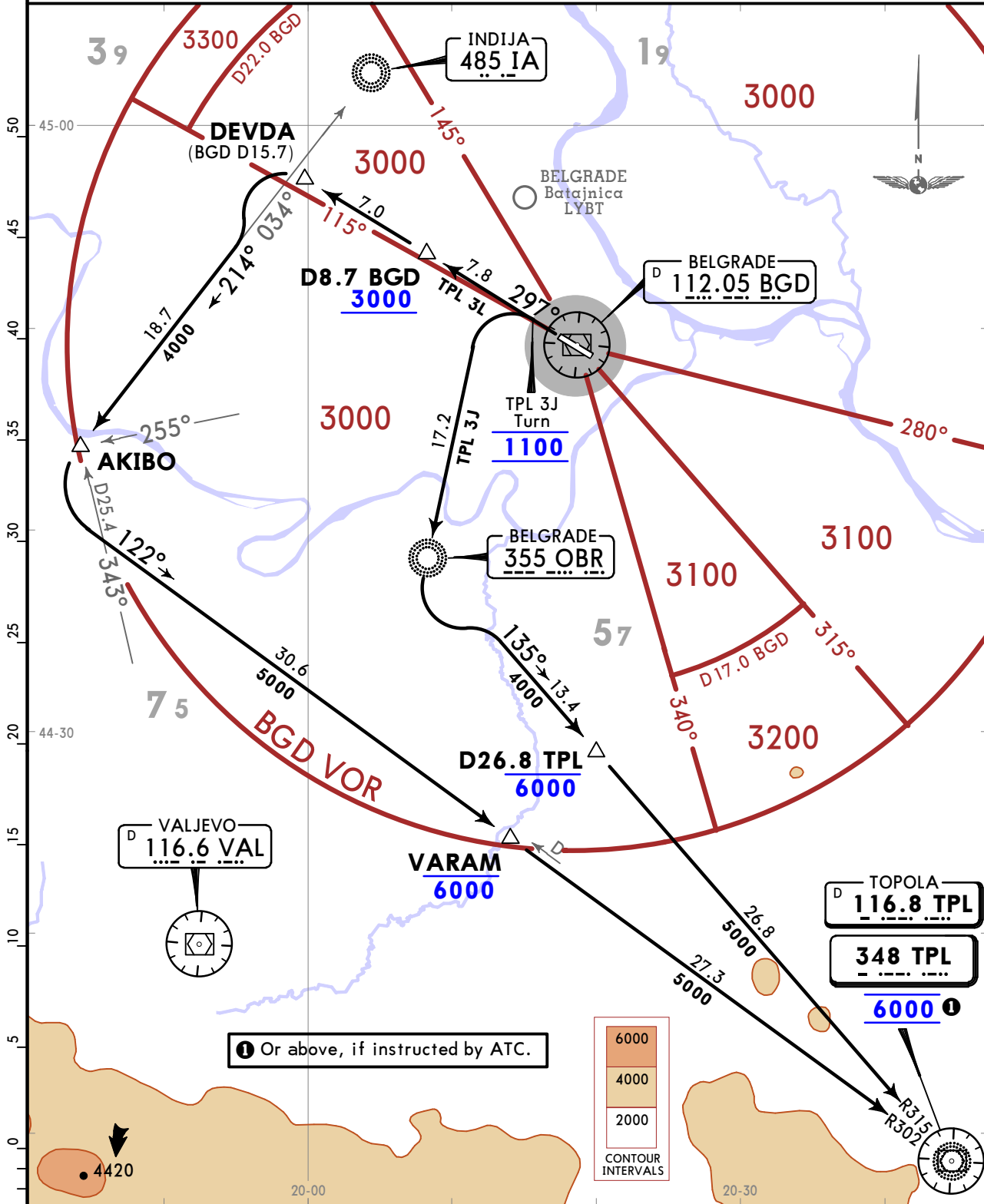
LYBE/BEG
NIKOLA TESLA

JEPPESSEN
12 JAN 18 (10-3S)

BELGRADE, SERBIA
SID

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

TPL 3J
TPL 3L
RWY 30 DEPARTURES
SPEED: MAX 250 KT BELOW 10000



Initial climb clearance **6000**

SID	ROUTING
TPL 3J	Climb straight ahead, at 1100 turn LEFT to OBR, turn LEFT, intercept TPL R315 inbound to TPL.
TPL 3L	Climb straight ahead, intercept BGD R297, at DEVDA turn LEFT, intercept 214° bearing from IA to AKIBO, turn LEFT, intercept TPL R302 inbound to TPL.

LYBE/BEG
NIKOLA TESLA

JEPPESSEN
12 JAN 18 (10-3T)

BELGRADE, SERBIA
SID

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

VAL 3E
VAL 2Y
RWY 12 DEPARTURES
SPEED: MAX 250 KT BELOW 10000



Initial climb clearance **6000**

SID	ROUTING
VAL 3E	Climb straight ahead, intercept BGD R119, at D14.0 BGD turn RIGHT, intercept VAL R055 inbound to VAL.
VAL 2Y	Climb straight ahead, at 1100 turn RIGHT, intercept VAL R037 inbound to VAL.

LYBE/BEG
NIKOLA TESLA

JEPPESSEN
12 JAN 18 (10-3U)

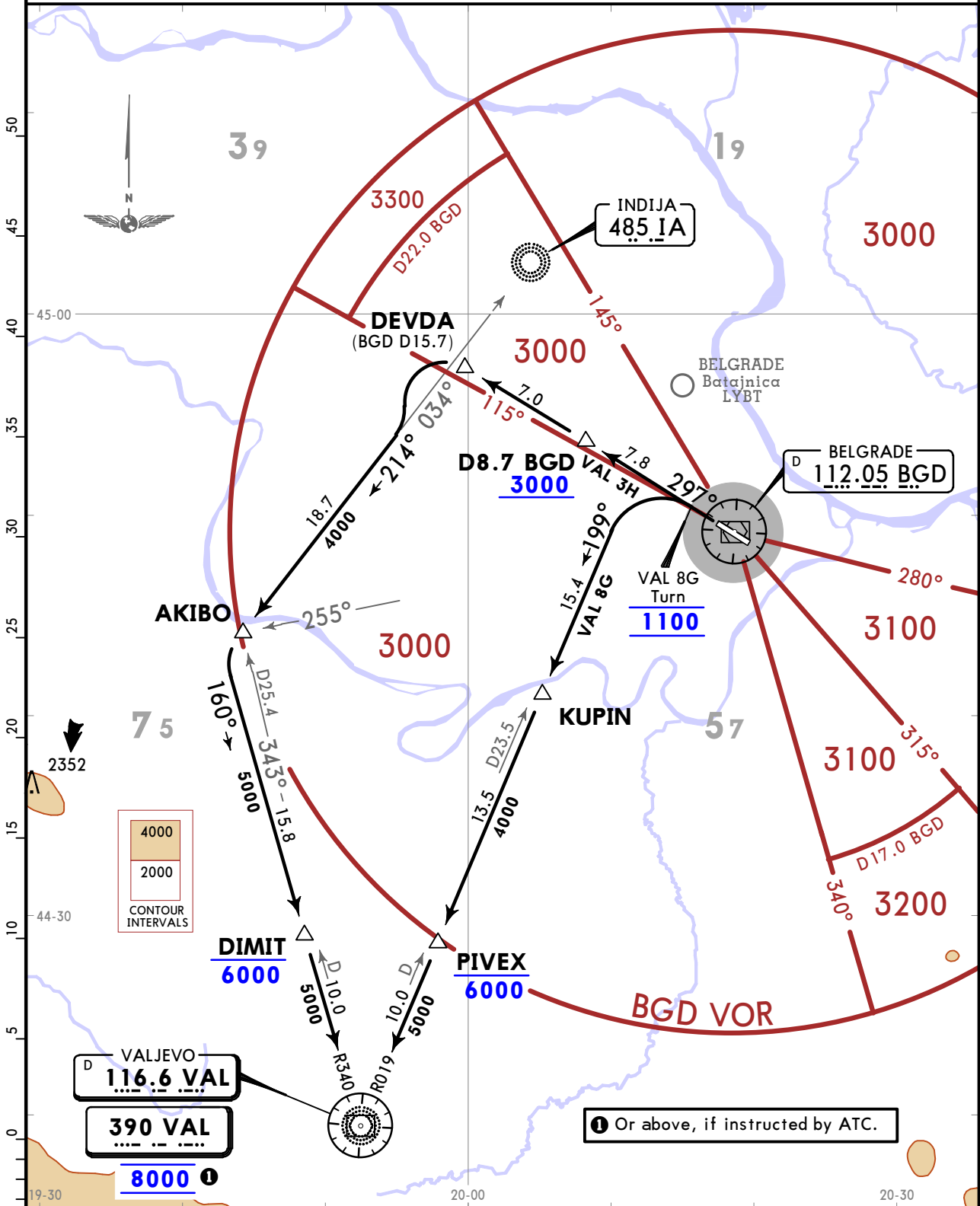
BELGRADE, SERBIA
SID

Apt Elev
336

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

VAL 8G
VAL 3H
RWY 30 DEPARTURES

SPEED: MAX 250 KT BELOW 10000



Initial climb clearance **6000**

SID	ROUTING
VAL 8G	Climb straight ahead, at 1100 turn LEFT, intercept VAL R019 inbound to VAL.
VAL 3H	Climb straight ahead, intercept BGD R297, at DEVDA turn LEFT, intercept 214° bearing from IA, at AKIBO turn LEFT, intercept VAL R340 inbound to VAL.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
22 MAR 19 **10-3V** Eff 28 Mar

BELGRADE, SERBIA
SID

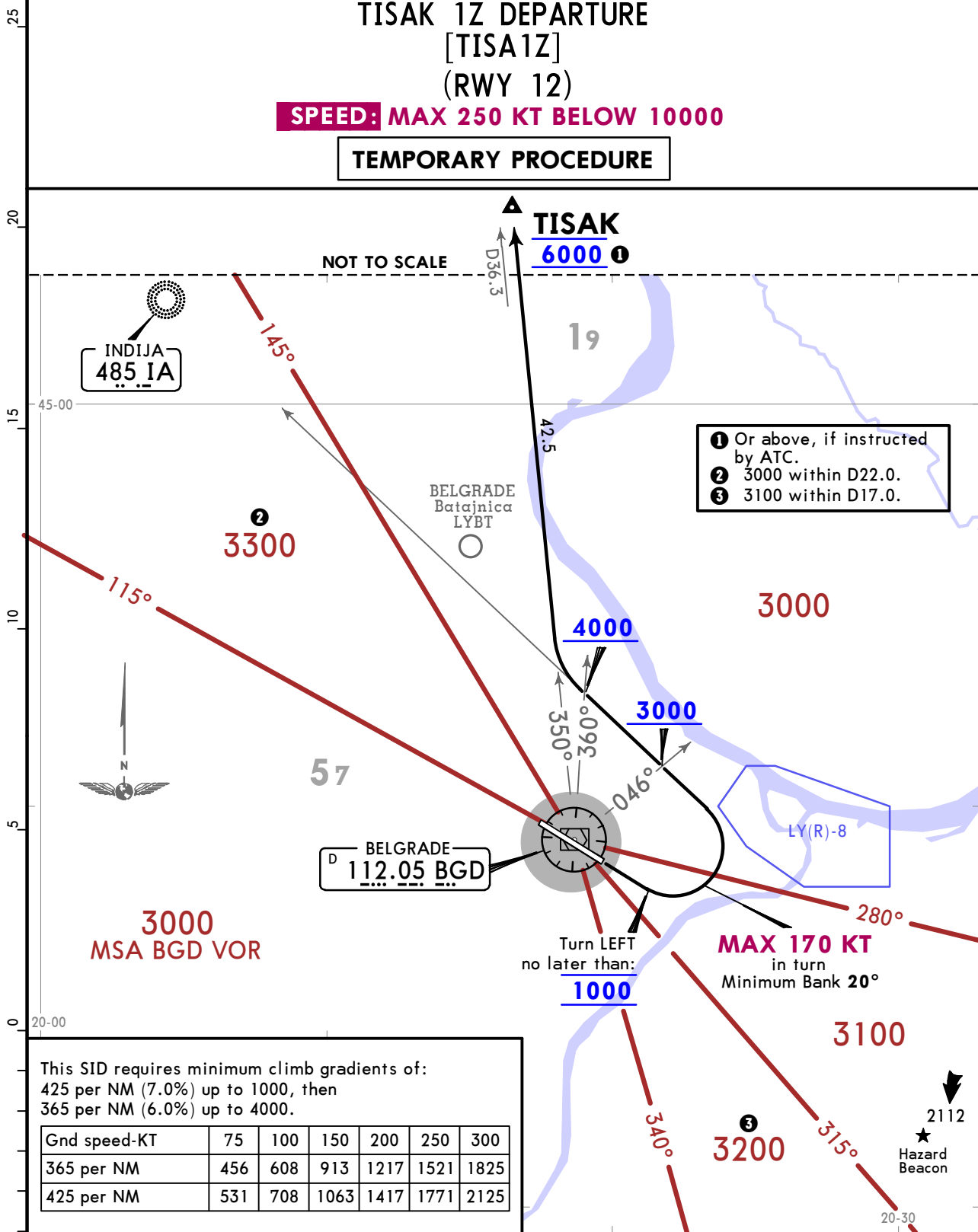
Apt Elev
336

- Trans alt: 10000
1. CAUTION: First segment of this SID required minimum climb gradient of 7.0% until 1000 and is required due airspace restrictions only (close proximity of LY(R)-8). LEFT turn must be initiated not later than 1000 followed by the minimum bank angle of 20° and MAX 170 KT.
 2. SID is also the minimum noise routing useable between 0600 and 2200 LT.
 3. SID is permissible only for aircraft able to comply with the following performance: minimum climb gradient of 7.0% until 1000 then minimum climb gradient of 6.0% until 4000. MAX 170 KT and minimum bank angle 20° in initial turn.
 4. Pilot must ensure compliance with the published procedure or advise ATC if not able to comply.

TISAK 1Z DEPARTURE
[TISA1Z]
(RWY 12)

SPEED: MAX 250 KT BELOW 1000

TEMPORARY PROCEDURE



This SID requires minimum climb gradients of:
425 per NM (7.0%) up to 1000, then
365 per NM (6.0%) up to 4000.

Gnd speed-KT	75	100	150	200	250	300
365 per NM	456	608	913	1217	1521	1825
425 per NM	531	708	1063	1417	1771	2125

Initial climb clearance **6000** . Higher level only when cleared by ATC.

ROUTING

Climb straight ahead to 1000, turn LEFT towards IA NDB, when passing R360 BGD turn RIGHT, intercept R350 BGD to TISAK.

LYBE/BEG

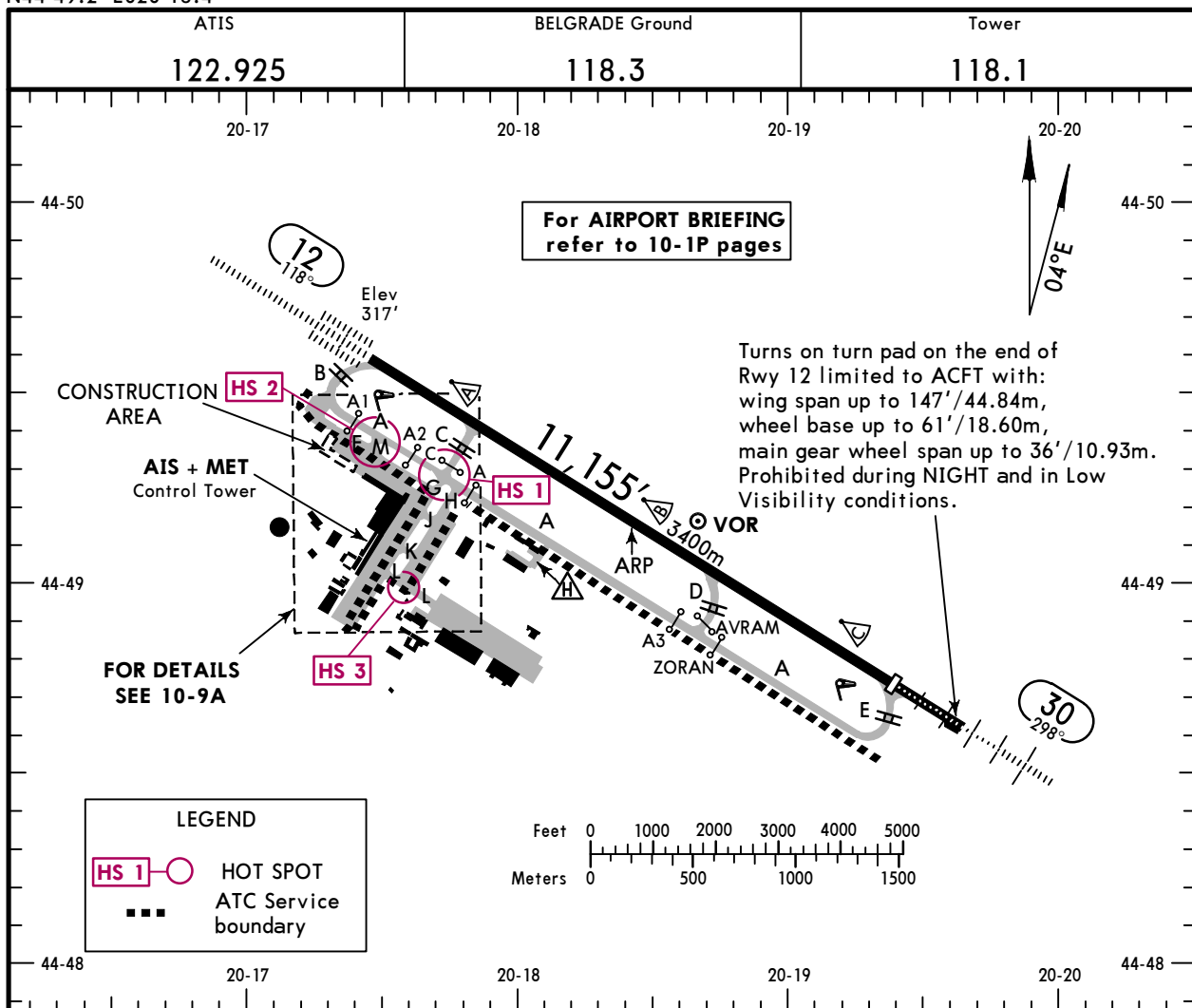
Apt Elev **336'**
N44 49.2 E020 18.4

JEPPESSEN

27 SEP 19 **(10-9)** Eff 10 Oct

BELGRADE, SERBIA

NIKOLA TESLA



ADDITIONAL RUNWAY INFORMATION

RWY							USABLE LENGTHS		TAKE-OFF	WIDTH	
	HIRL (60m)	CL (15m)	ALSF-II	TDZ	PAPI	①	RVR	Threshold			Glide Slope
12	HIRL (60m)	CL (15m)	ALSF-II	TDZ	PAPI	①	RVR		10,061' 3067m	②	148' 45m
30	HIRL (60m)	CL (15m)	HIALS	PAPI	①	RVR	9843' 3000m	8871' 2704m			

① angle 3.0°.

② 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)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS 1, HS 2 A high volume intersection for all traffic taxiing from departure and arrival RWY 12/30. Vehicles also crossing in this area.

HS 3 A service road is crossing TWY L. Hot spot area with potential of incidents between ground service equipment and towed ACFT or ACFT exiting parking stand B7. Pilots are to exercise caution.

Standard

TAKE-OFF

	Low Visibility Take-off			Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
	① HIRL, CL & relevant RVR TDZ, MID, RO	RL, CL & relevant RVR TDZ, MID, RO	RL & CL			
A						
B	RVR 150m	RVR 150m		RVR 300m	400m	500m
C			RVR 200m			
D	RVR 200m	RVR 200m ②				

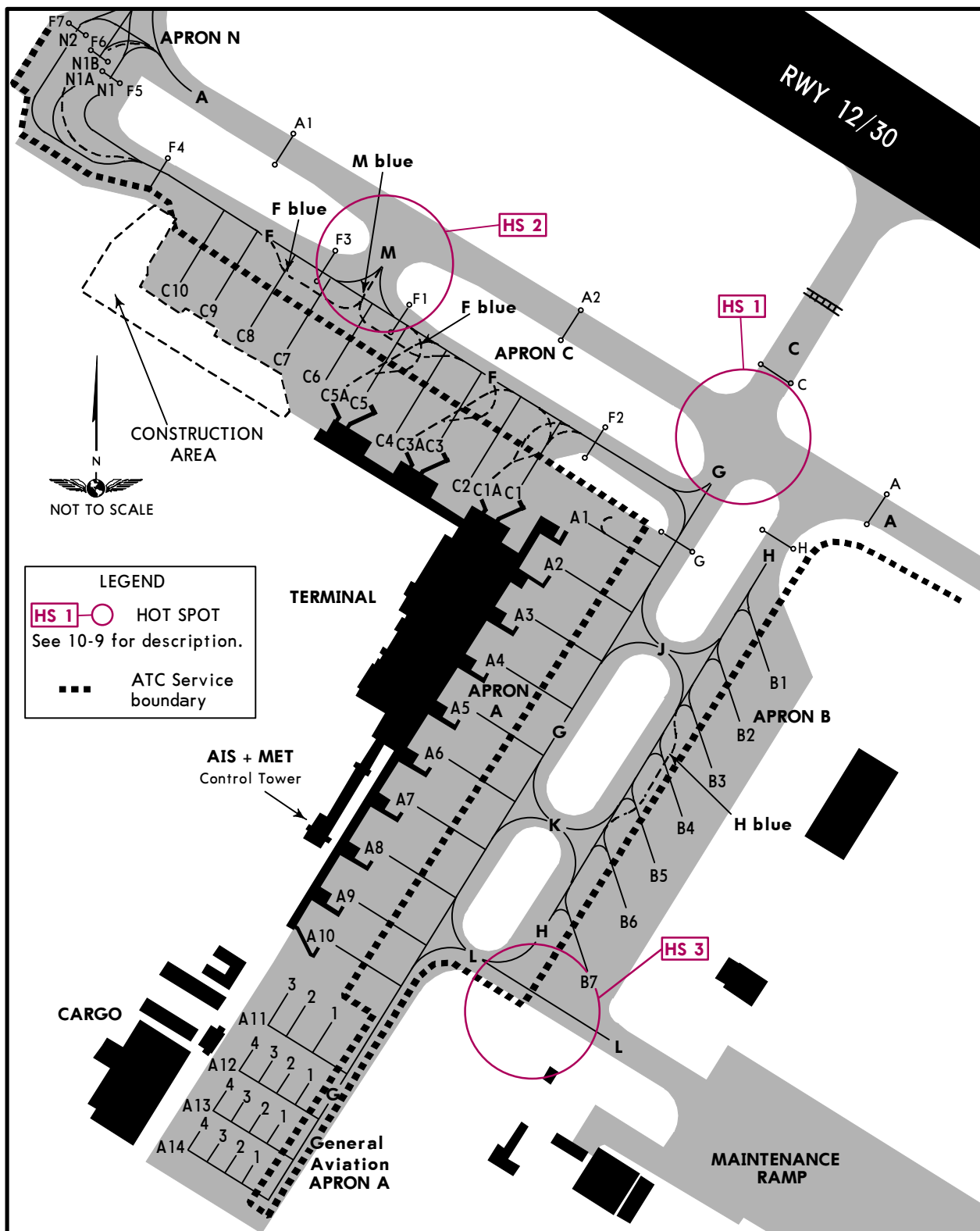
① For approved operators: CAT ABC: RVR 125m, CAT D: RVR 150m.

② For approved operators: RVR 150m.

LYBE/BEG

JEPPESSEN
27 SEP 19 **10-9A** Eff 10 Oct

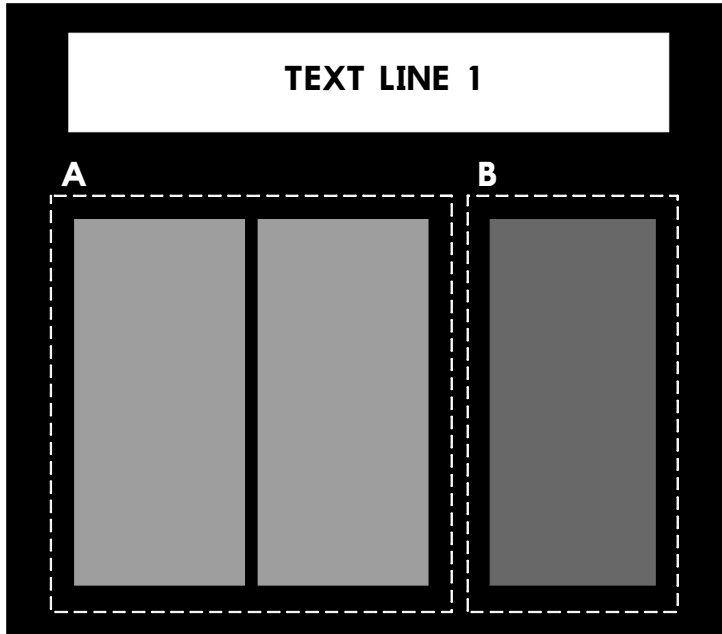
BELGRADE, SERBIA
NIKOLA TESLA



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 thru C8	N44 49.3 E020 17.4
A13 thru A14-3	N44 48.9 E020 17.4	C9 thru C10	N44 49.3 E020 17.3
A14-4	N44 48.9 E020 17.3	N1 thru N2	N44 49.5 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		

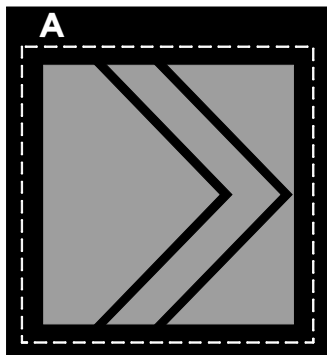
VISUAL DOCKING GUIDANCE SYSTEM "APIS++"
(Aircraft Parking and Information System)
Stands A1 thru A5 and C1 thru C6:



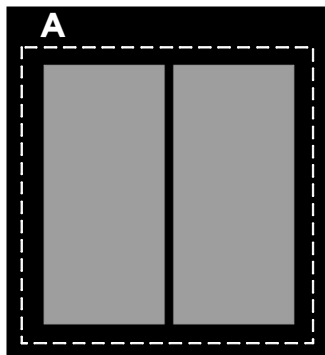
- Text line 1:
1. Acft type + acft series or
 2. airline company + flight number or
 3. departure point or
 4. ETA or
 5. Local time or
 6. Any other variation

When APIS++ unserviceable, acft must be marshaled.

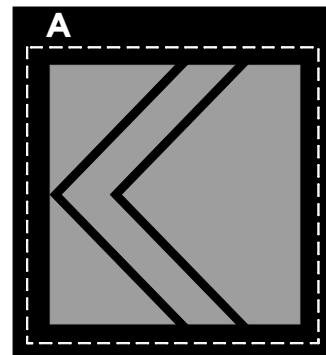
A: steer information



Steer RIGHT



On Centerline

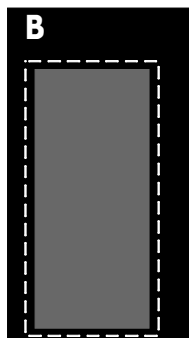


Steer LEFT

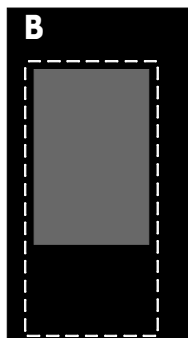
B: green/yellow bar indicates distance from stop line

Distance from stop line displayed in Text line 1 (counting in decimal notation).

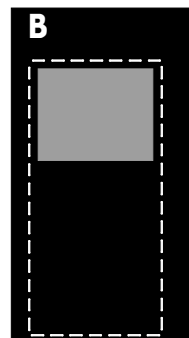
STOP sign (red color) displayed in Text line 1.



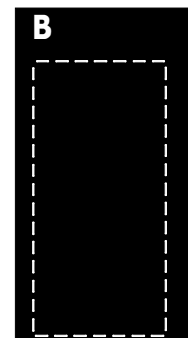
>15m



-7m

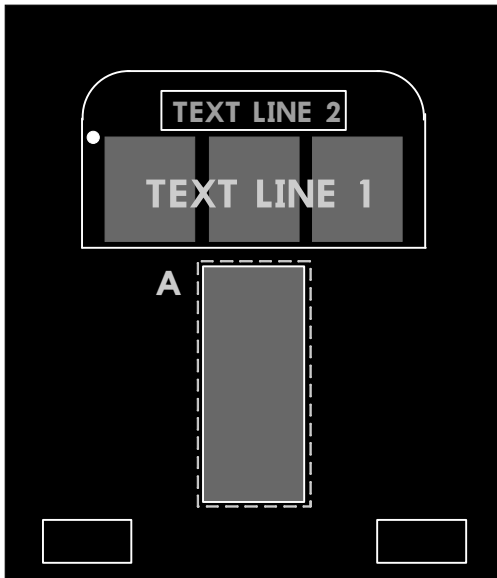


-3m



STOP

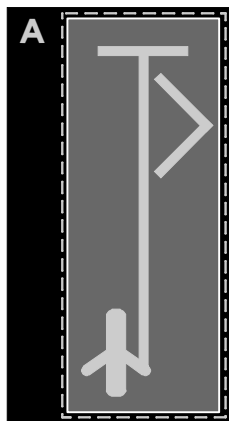
VISUAL DOCKING GUIDANCE SYSTEM "PA3 A-VDGS" (PA3 Advanced-Visual Docking Guidance System) Stands A6 thru A10



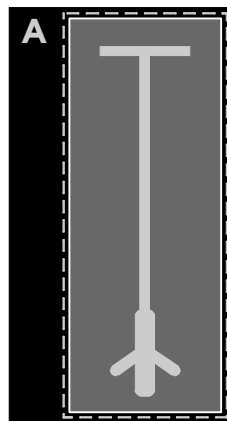
- Text line 1:
1. ACFT type or
 2. distance from Stop line (counting in decimal notation) or
 3. stop information or
 4. correctly parked information or
 5. stop too far information

Text line 2:
Stop sign (red color)

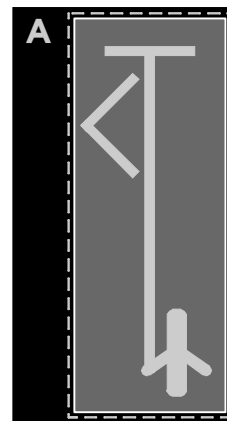
A: steer information



Steer RIGHT



On Centerline



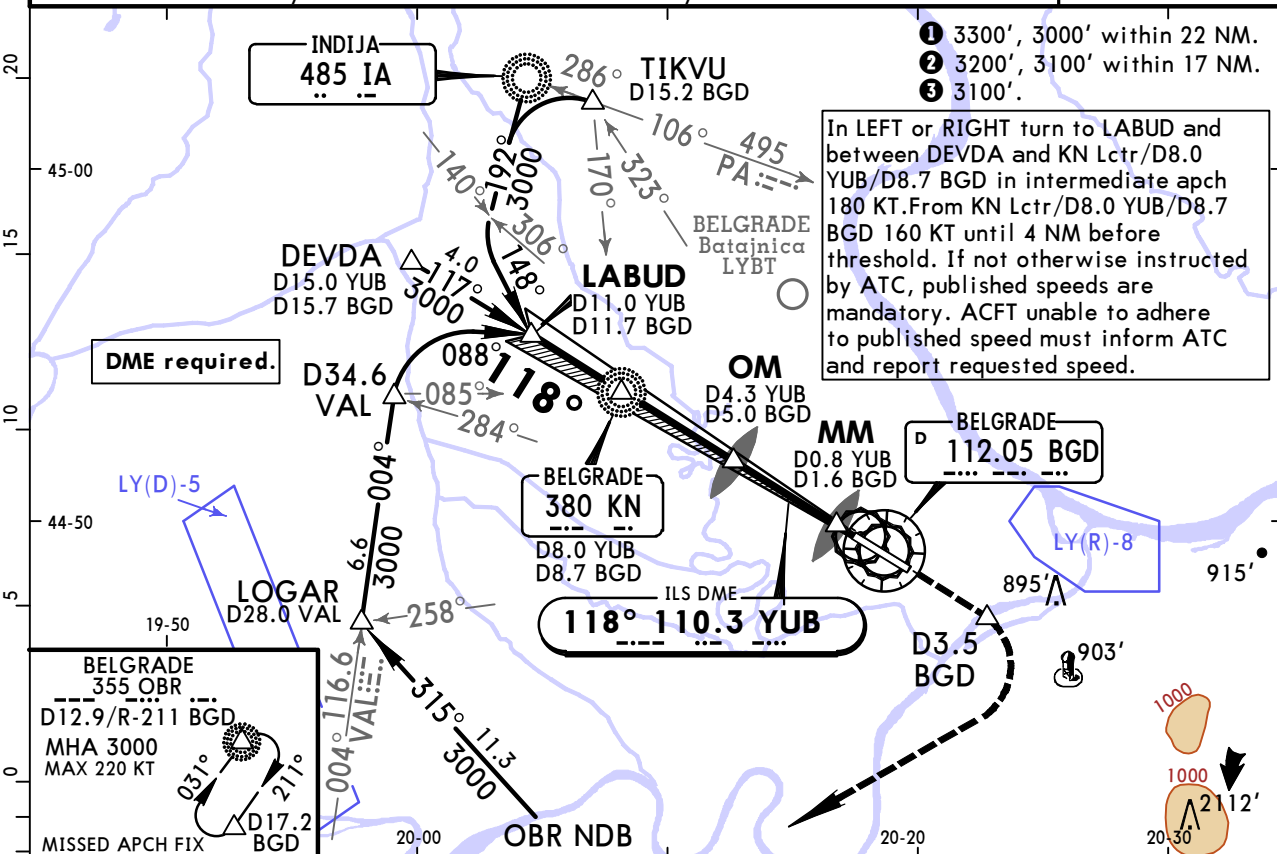
Steer LEFT

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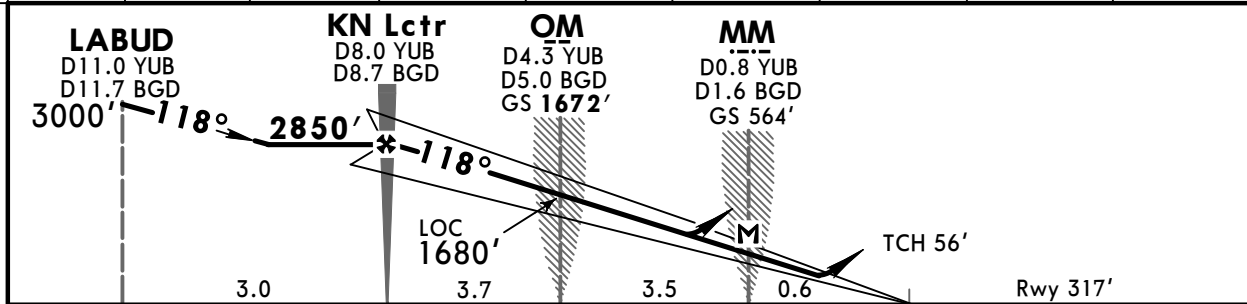
JEPPesen
23 FEB 18 **(11-1)** Eff 1 Mar

BELGRADE, SERBIA
ILS or LOC Rwy 12

BRIEFING STRIP™	ATIS	BELGRADE Approach/Radar				BELGRADE Tower	Ground
	122.925	133.1	119.1	124.425	123.975	118.1	118.3
LOC YUB	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 336'			
110.3	118°	1672' (1355')	517' (200')	Rwy 317'			
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BGD after VOR, then turn RIGHT climbing to OBR NDB to 3000' and hold.							MSA BGD VOR ① 3300', 3000' within 22 NM. ② 3200', 3100' within 17 NM. ③ 3100'.
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 10000'			



LOC (GS out)	YUB DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0	
		BGD DME	7.8	6.8	5.8	4.8	3.8	2.8	1.8
		ALTITUDE	2540'	2220'	1900'	1580'	1260'	950'	630'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	D3.5 BGD after BGD ↑ 112.05
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	849		
MAP at MM/D0.8 YUB/D1.6 BGD								

PANS OPS	Standard STRAIGHT-IN LANDING RWY 12					CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport
	ILS			LOC (GS out) CDFA		
	DA(H) 517' (200')			DA/MDA(H) 650' (333')		
	FULL	TDZ or CL out	ALS out	ALS out		
	A					
B						
C	RVR 550m	RVR 550m I	RVR 1200m	RVR 800m	RVR 1500m	
D						
					Max Kts	
					100	750'(414') 1500m
					135	840'(504') 1600m
					180	940'(604') 2400m
					205	1080'(744') 3600m

I W/o HUD/AP/FD: RVR 750m

CHANGES: YUB DME established. Altitude.

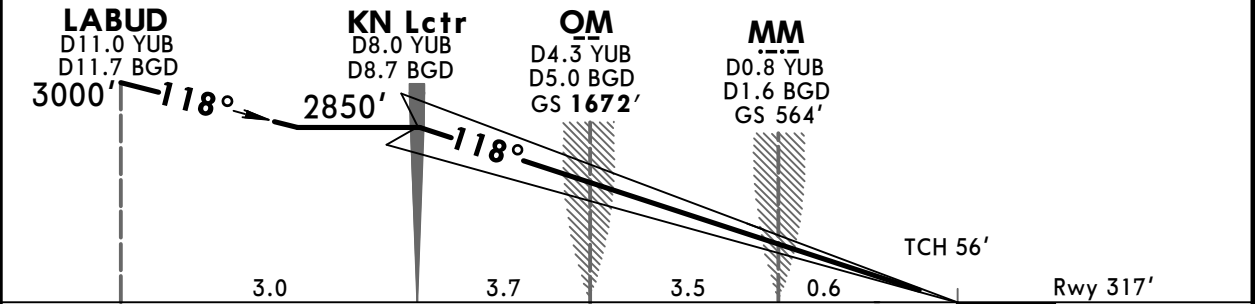
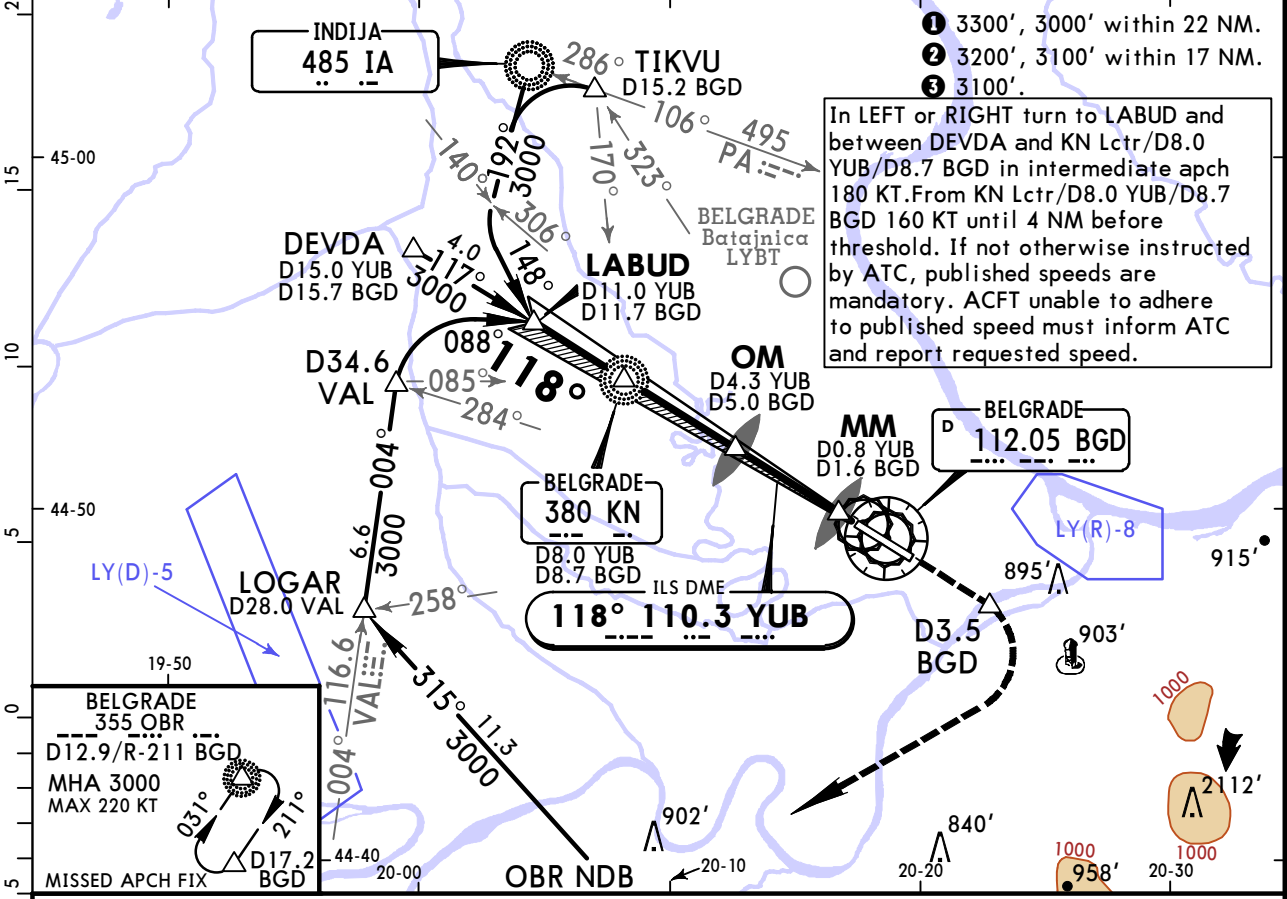
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NIKOLA TESLA

JEPPESEN
23 FEB 18
Eff 1 Mar **(11-1A)**

BELGRADE, SERBIA
CAT II/III ILS Rwy 12

BRIEFING STRIP™	ATIS	BELGRADE Approach/Radar				BELGRADE Tower	Ground
	122.925	133.1	119.1	124.425	123.975	118.1	118.3
LOC YUB	Final Apch Crs	GS OM	CAT II & IIIA ILS		Apt Elev 336'		
110.3	118°	1672' (1355')	Refer to Minimums		Rwy 317'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BGD after VOR, then turn RIGHT climbing to OBR NDB to 3000' and hold.							MSA BGD VOR
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 10000'		
1. DME required. 2. Special Aircrew & Aircraft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	D3.5 BGD after BGD ↑ 112.05
GS	3.00°	372	478	531	637	743		

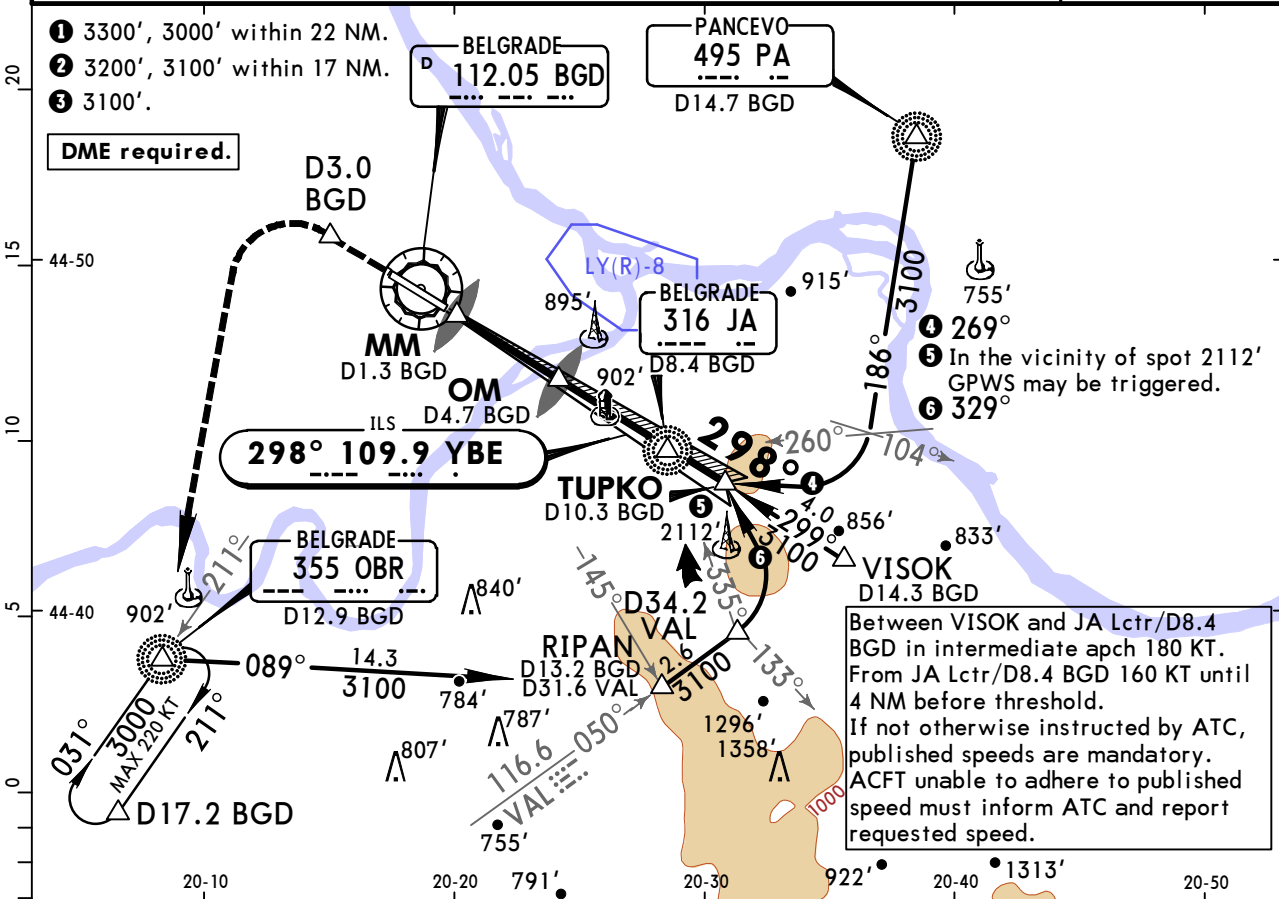
PANS OPS	Standard	STRAIGHT-IN LANDING RWY 12	
	CAT IIIA ILS	CAT II ILS	
	DH 50' RVR 200m	RA 103' DA(H) 417' (100') RVR 300m	
☐ CAT IIIB: Mim RVR 75m.			

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JEPPESEN
19 MAY 17 **11-2** Eff 25 May

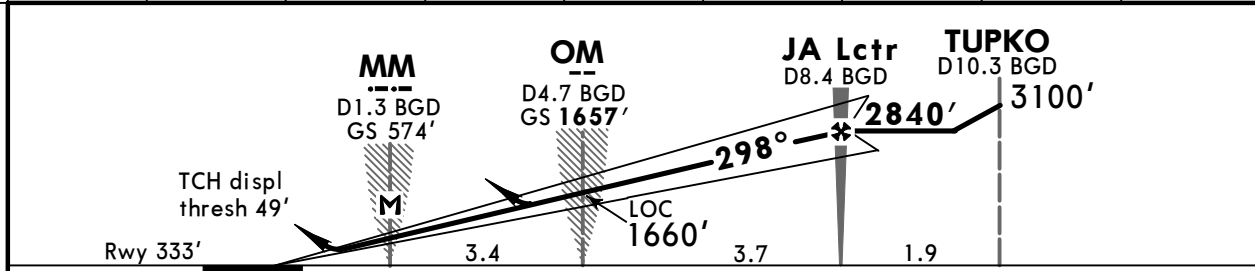
BELGRADE, SERBIA
ILS or LOC Rwy 30

ATIS 122.925	BELGRADE Approach/Radar 133.1 119.1 124.425 123.975				BELGRADE Tower 118.1	Ground 118.3
LOC YBE 109.9	Final Apch Crs 298°	GS OM 1657' (1324')	ILS DA(H) 533' (200')	Apt Elev 336' Rwy 333'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 BGD, then turn LEFT climbing to OBR NDB to 3000' and hold.						
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 10000'	MSA BGD VOR



Between VISOK and JA Lctr/D8.4 BGD in intermediate apch 180 KT. From JA Lctr/D8.4 BGD 160 KT until 4 NM before threshold. If not otherwise instructed by ATC, published speeds are mandatory. ACFT unable to adhere to published speed must inform ATC and report requested speed.

LOC (GS out)	BGD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	810'	1120'	1440'	1760'	2080'	2400'	2720'



Gnd speed-Kts	70	90	100	120	140	160		D3.0 BGD	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at MM/D1.3 BGD									

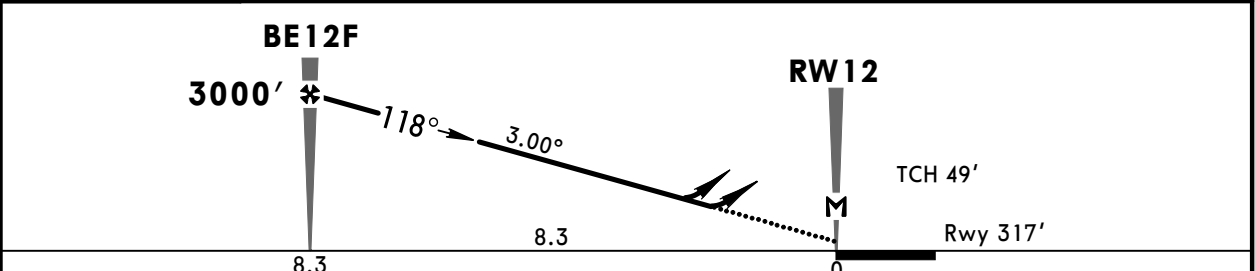
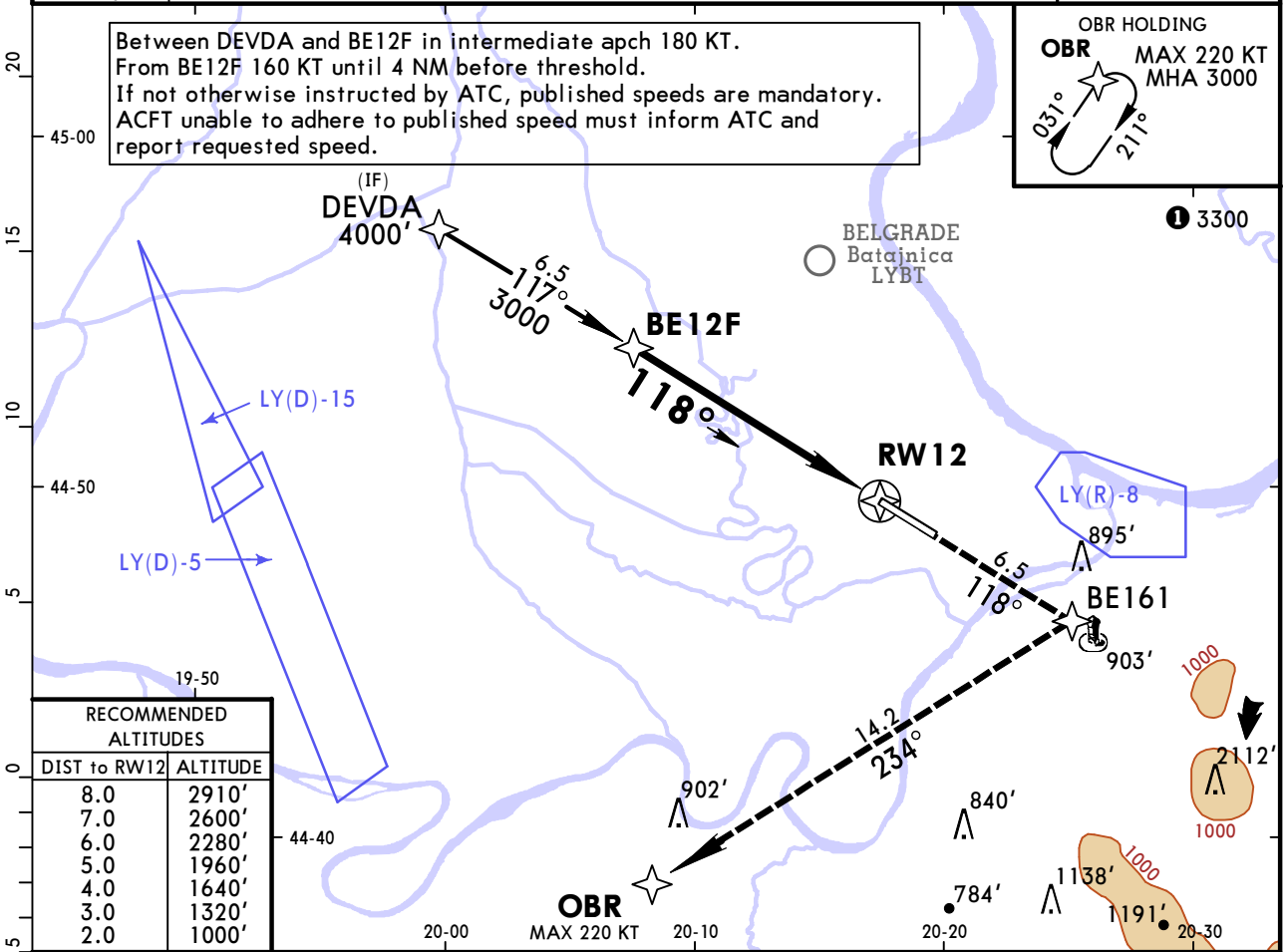
PANS OPS	Standard STRAIGHT-IN LANDING RWY 30				Max Kts	CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport	
	ILS		LOC (GS out) CDFA			MDA(H)	VIS
	DA(H) 533' (200')		DA/MDA(H) 660' (327')				
	FULL	ALS out	ALS out	ALS out			
	A					100	750' (414')
B				135	840' (504')	1600m	
C	RVR 550m I	RVR 1200m	RVR 800m	RVR 1500m	180	940' (604')	2400m
D					205	1080' (744')	3600m
I W/o HUD/AP/FD: RVR 750m							

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JEPPESEN
26 OCT 18 **(12-1)** **Eff 8 Nov**

BELGRADE, SERBIA
RNAV (GNSS) Rwy 12

BRIEFING STRIP™	ATIS	BELGRADE Approach/Radar				BELGRADE Tower	Ground
	122.925	133.1	119.1	124.425	123.975	118.1	118.3
	RNAV	Final Apch Crs 118°	Minimum Alt BE12F 3000' (2683')	LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 336' Rwy 317'	
	MISSED APCH: Climb STRAIGHT AHEAD inbound BE161, then turn RIGHT (MAX 210 KT) climbing on 234° to OBR to 3000' and hold.						
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 10000'		
RNP Apch. Baro-VNAV not authorized below -15°C.						MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW12							

PANS OPS	STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV	LNAV		Max Kts
	DA(H) A: 600' (283') C: 620' (303') B: 610' (293') D: 630' (313')		CDFA DA/MDA(H) 720' (403')			
A		ALS out		ALS out	100	750' (414') 1500m
B				RVR 1500m	135	840' (504') 1600m
C	RVR 750m 1	RVR 1400m	RVR 1200m		180	940' (604') 2400m 2
D				RVR 1900m	205	1080' (744') 3600m 2

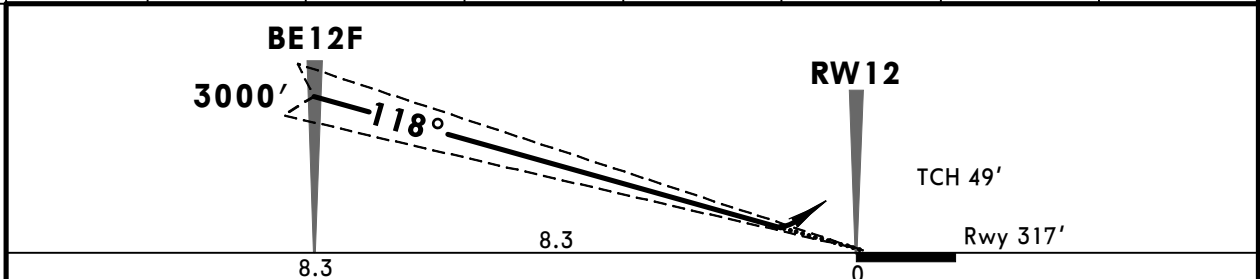
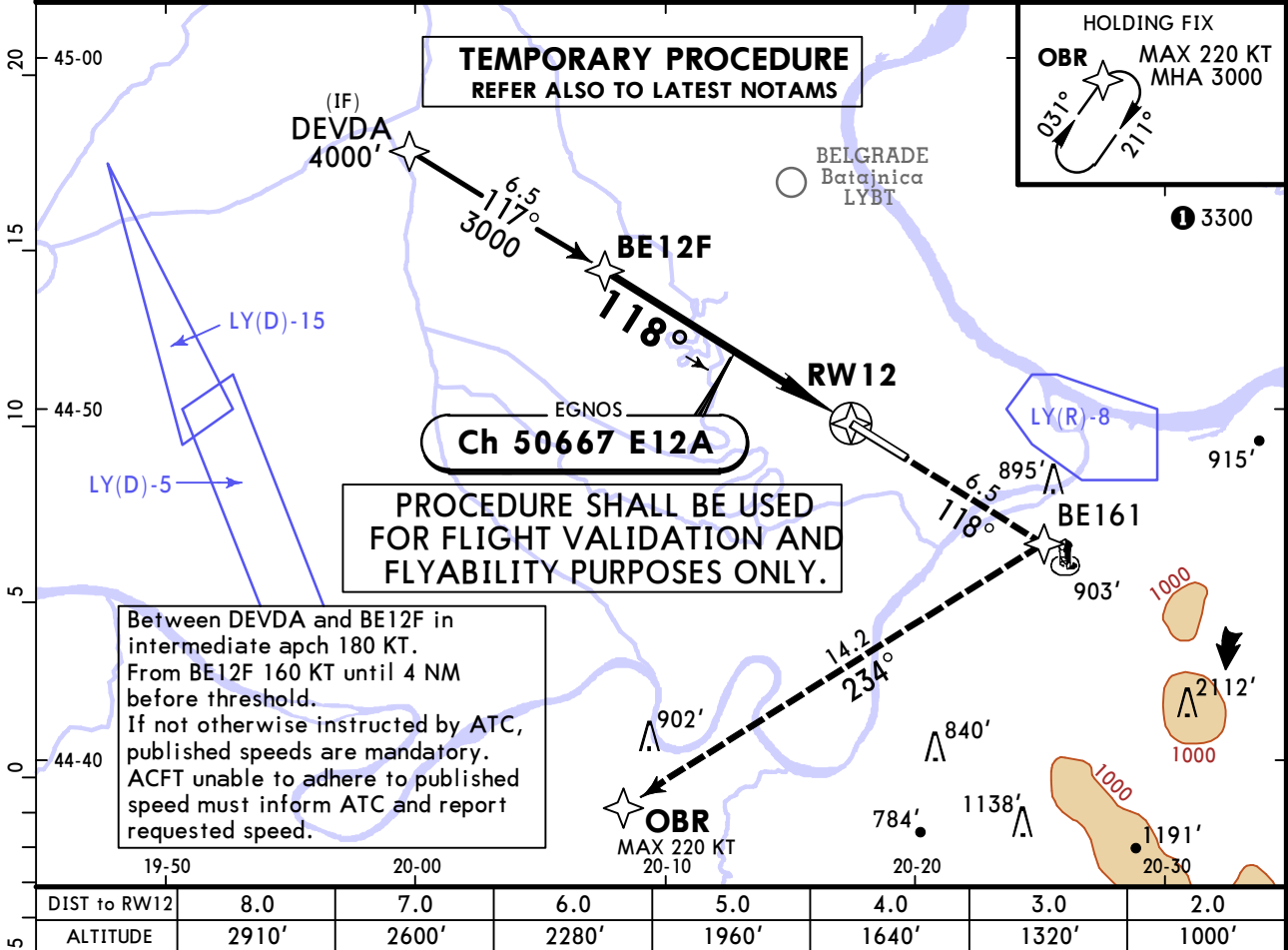
1 With TDZ & CL & HUD: CAT AB RVR 650m, CAT CD RVR 700m. 2 Not authorized Northeast of airport.
CHANGES: Speed restriction. Note. Minimums. © JEPPESEN, 2014, 2018. ALL RIGHTS RESERVED.

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JEPPESSEN
27 SEP 19 **12-01** Eff 10 Oct

BELGRADE, SERBIA
RNP Rwy 12 (LPV)

BRIEFING STRIP™	ATIS	BELGRADE Approach/Radar			BELGRADE Tower	Ground	
	122.925	133.1	119.1	124.425	123.975	118.1	118.3
	EGNOS Ch 50667 E12A	Final Apch Crs 118°	BE12F 3000' (2683')	DA(H) 517' (200')	Apt Elev 336' Rwy 317'		
	MISSED APCH: Climb STRAIGHT AHEAD inbound BE161, then turn RIGHT (MAX 210 KT) on track 234° to OBR to 3000' and hold.						MSA ARP
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 10000'		
RNP Apch.							



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

PANS OPS	STRAIGHT-IN LANDING RWY 12 LPV CAT I			CIRCLE-TO-LAND		
	DA(H) 517' (200')					
		TDZ or CL out	ALS out	Max Kts	MDA(H)	VIS
	A			100	750' (414')	1500m
	B			135	840' (504')	1600m
C	RVR 550m	RVR 550m 1	RVR 1200m	180	940' (604') 2 2400m	
D				205	1080' (744') 2 3600m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
2 Not authorized Northeast of airport.

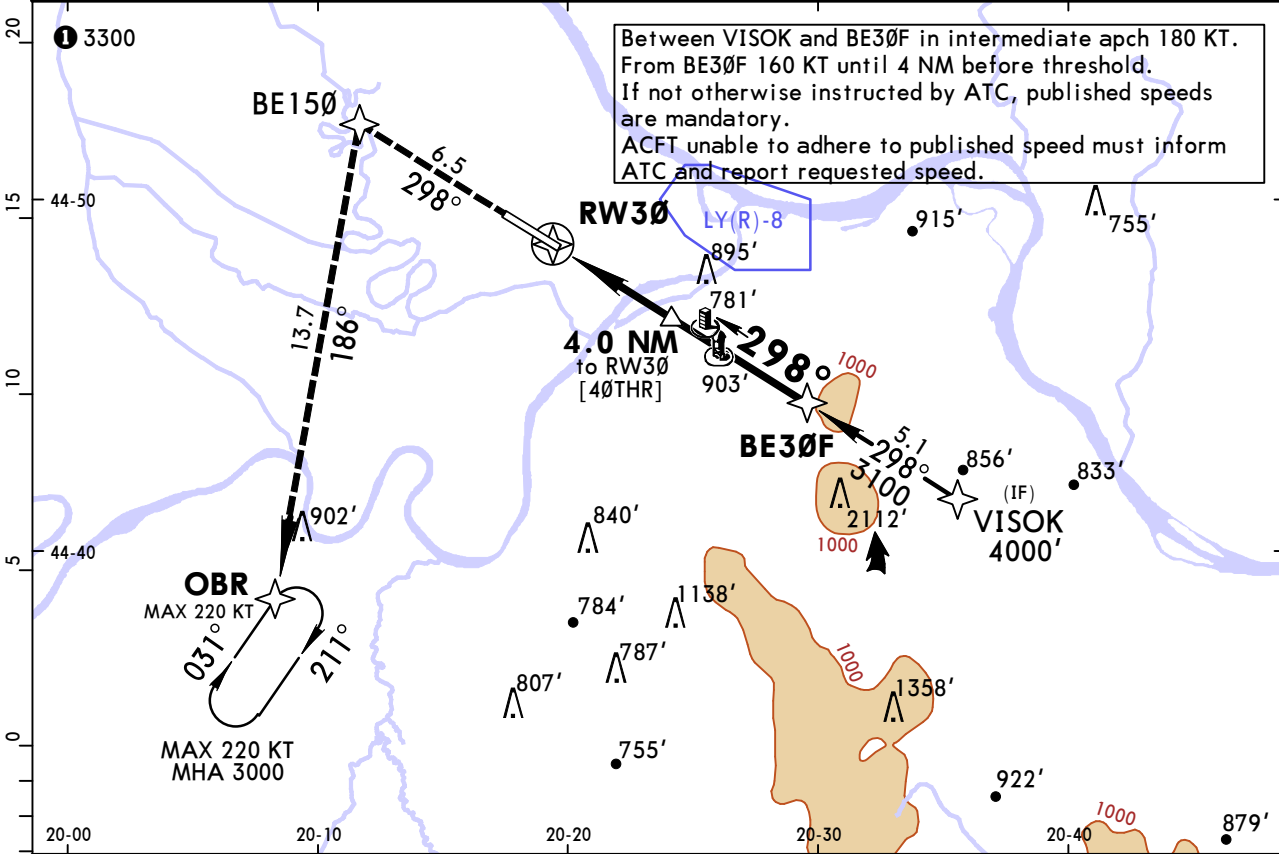
CHANGES: New temporary procedure.

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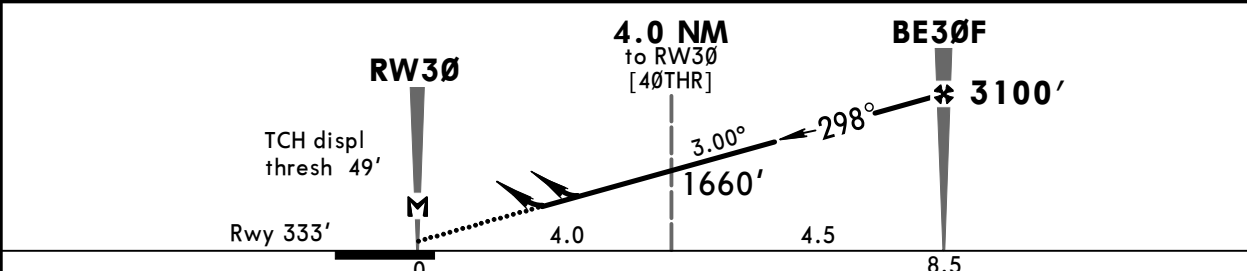
JEPPESEN
26 OCT 18 **(12-2)** **Eff 8 Nov**

BELGRADE, SERBIA
RNAV (GNSS) Rwy 30

ATIS 122.925		BELGRADE Approach/Radar 133.1 119.1 124.425 123.975			BELGRADE Tower 118.1	Ground 118.3
RNAV	Final Apch Crs 298°	Minimum Alt BE30F 3100' (2767')	LNAV/VNAV DA(H) 590' (257')	Apt Elev 336' Rwy 333'		
MISSED APCH: Climb STRAIGHT AHEAD inbound BE150, then turn LEFT (MAX 210 KT) climbing on 186° to OBR to 3000' and hold.						
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 10000'
RNP Apch. Baro-VNAV not authorized below -15°C.						



DIST to RW30	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1020'	1340'	1660'	1970'	2290'	2610'	2930'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW30							

Standard				STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		LNAV		LNAV	
DA(H) 590' (257')		CDFA		DA/MDA(H) 600' (267')		DA/MDA(H) 750' (414')	
ALS out		ALS out		ALS out		ALS out	
A						100	1500m
B						135	1600m
C	RVR 750m	RVR 1300m	RVR 750m	RVR 1300m		180	2400m
D						205	3600m

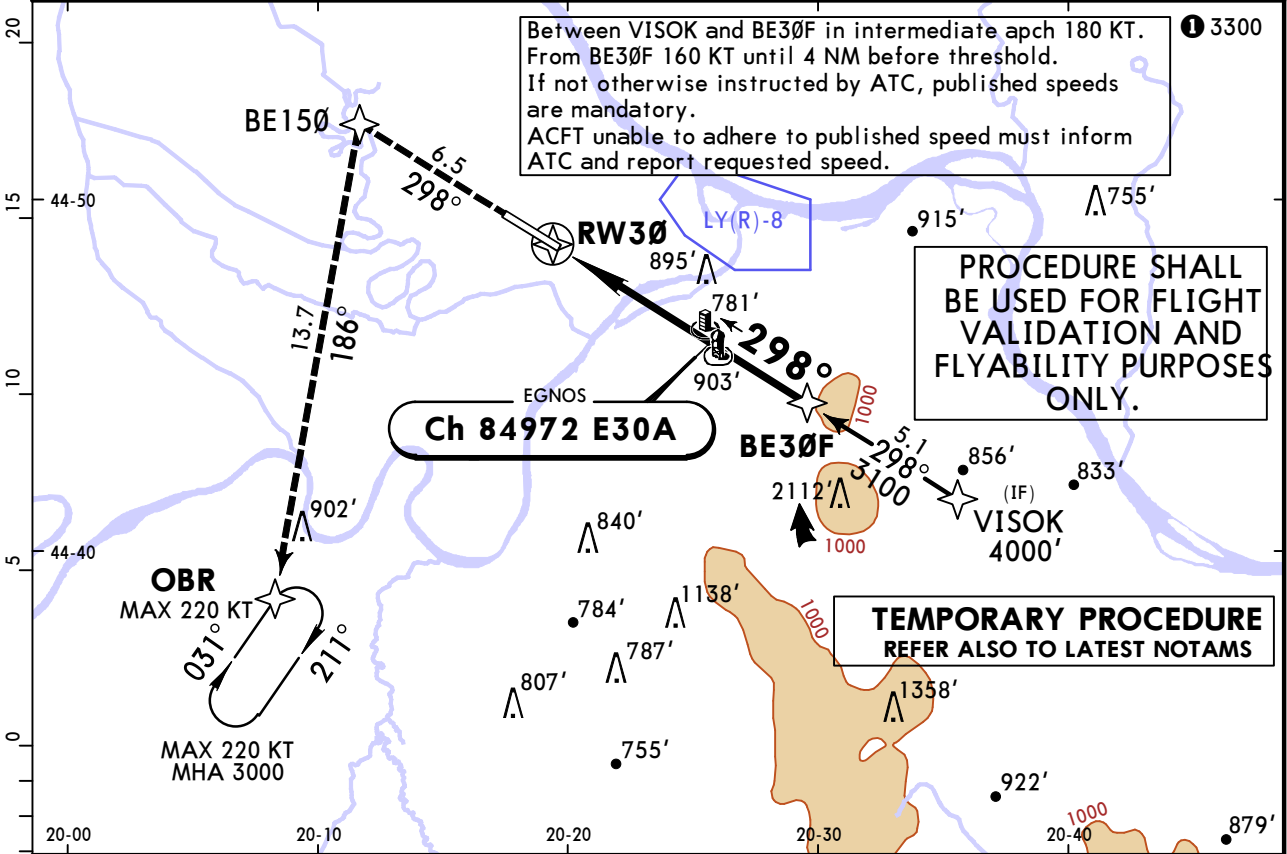
Not authorized Northeast of airport.

LYBE/BEG
NIKOLA TESLA

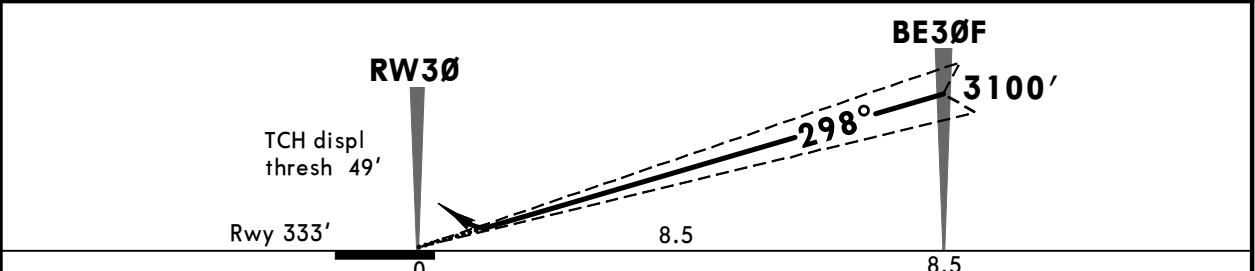
JEPPESEN
27 SEP 19 **12-02** Eff 10 Oct

BELGRADE, SERBIA
RNP Rwy 30 (LPV)

BRIEFING STRIP™	ATIS	BELGRADE Approach/Radar			BELGRADE Tower	Ground	
	122.925	133.1	119.1	124.425	123.975	118.1	118.3
	EGNOS Ch 84972 E30A	Final Apch Crs 298°	BE30F 3100' (2767')	DA(H) 533' (200')	Apt Elev 336' Rwy 333'		
	MISSED APCH: Climb STRAIGHT AHEAD inbound BE150, then turn LEFT (MAX 210 KT) on track 186° to OBR to 3000' and hold.						MSA ARP
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 10000'		
RNP Apch.							



DIST to RW30	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1020'	1340'	1660'	1970'	2290'	2610'	2930'



Gnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at DA							BE150

PANS OPS	Standard		STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND		
			LPV CAT I				
			DA(H) 533' (200')				
			ALS out		Max Kts	MDA(H)	VIS
	A				100	750' (414')	1500m
B				135	840' (504')	1600m	
C	RVR 550m 1		RVR 1200m	180	940' (604')	2 2400m	
D				205	1080' (744')	2 3600m	

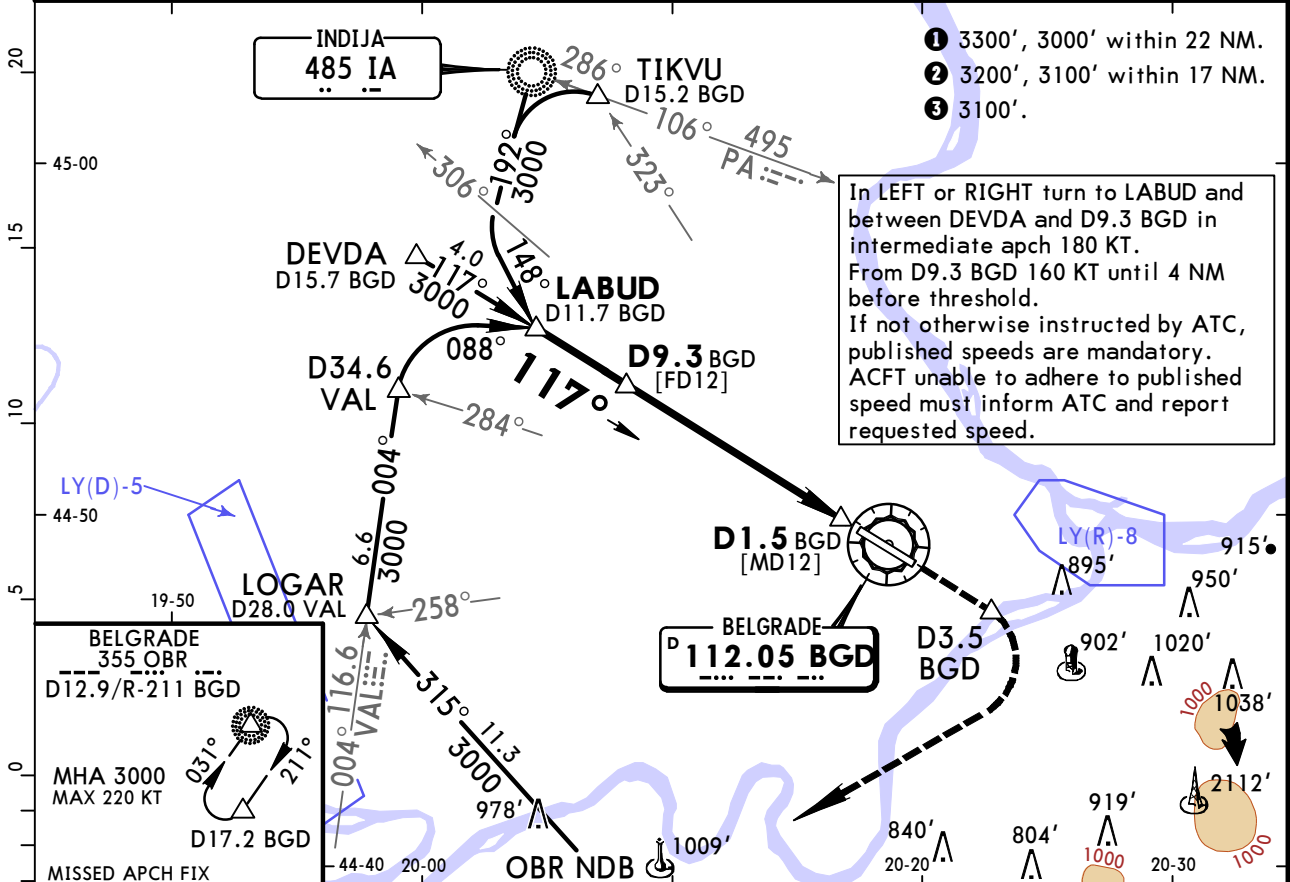
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
2 Not authorized Northeast of airport.

LYBE/BEG
NIKOLA TESLA

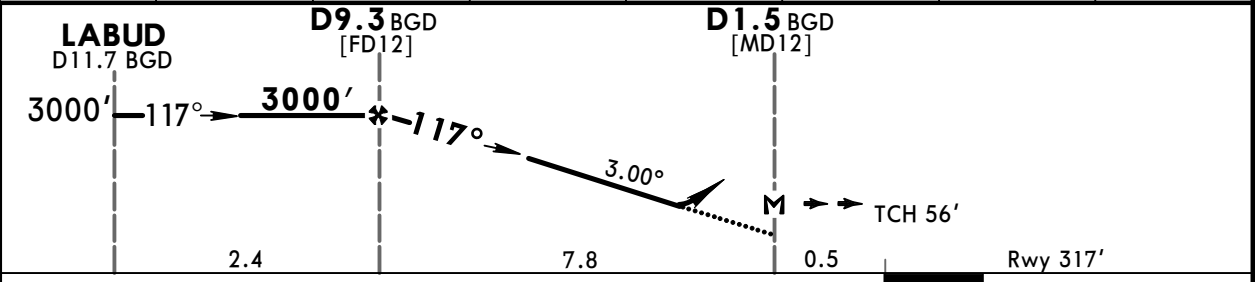
JEPPesen
19 MAY 17 **(13-1)** Eff 25 May

BELGRADE, SERBIA
VOR Rwy 12

ATIS 122.925		BELGRADE Approach/Radar 133.1 119.1 124.425 123.975			BELGRADE Tower 118.1	Ground 118.3
VOR BGD 112.05	Final Apch Crs 117°	Minimum Alt D9.3 BGD 3000' (2683')	DA/MDA(H) 720' (403')	Apt Elev 336' Rwy 317'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BGD after VOR, then turn RIGHT climbing to OBR NDB to 3000' and hold.						
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 10000'	
DME required.						MSA BGD VOR



BGD DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2910'	2590'	2270'	1960'	1640'	1330'	1010'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI D3.5 BGD after BGD 112.05
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.5 BGD							

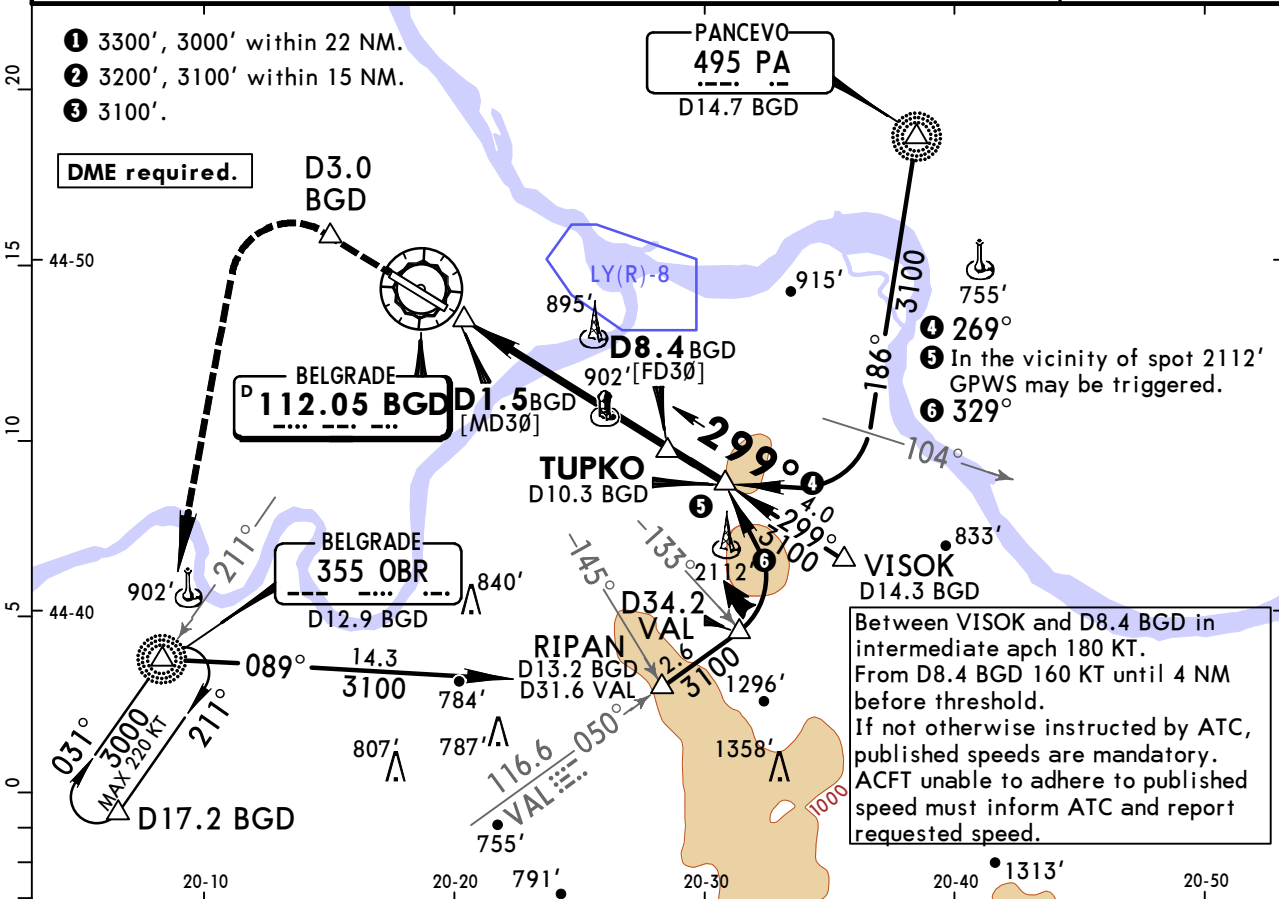
Standard		STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport	
CDFA		DA/MDA(H) 720' (403')			Max Kts	
ALS out		RVR 1500m			100	750' (414') 1500m
RVR 1200m		RVR 1900m			135	840' (504') 1600m
A					180	940' (604') 2400m
B					205	1080' (744') 3600m
C						
D						

LYBE/BEG
NIKOLA TESLA

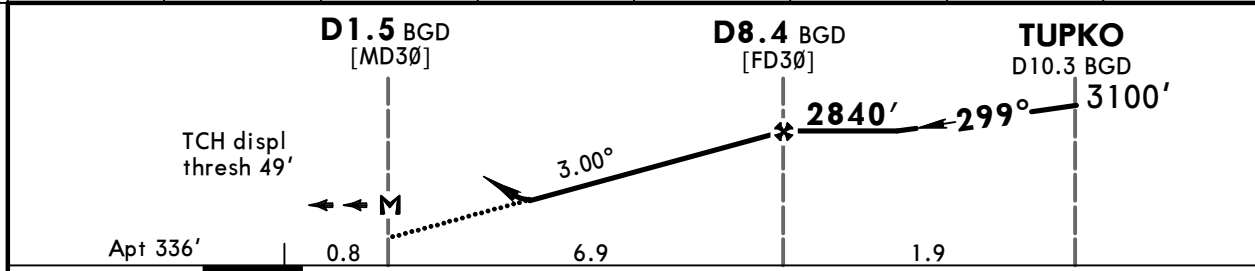
JEPPESSEN
19 MAY 17 **(13-2)** Eff 25 May

BELGRADE, SERBIA
VOR Rwy 30

BRIEFING STRIP™	ATIS	BELGRADE Approach/Radar			BELGRADE Tower	Ground
	122.925	133.1	119.1	124.425	123.975	118.1
VOR BGD	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 336'		
112.05	299°	D8.4 BGD 2840' (2504)	720' (384')			
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 BGD, then turn LEFT climbing to OBR NDB to 3000' and hold.						
Alt Set: hPa		Apt Elev: 12 hPa		Trans level: By ATC		Trans alt: 10000'
						MSA BGD VOR



BGD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	810'	1120'	1440'	1760'	2080'	2400'	2720'



MAP at D1.5 BGD							HIALS PAPI PAPI D3.0 BGD
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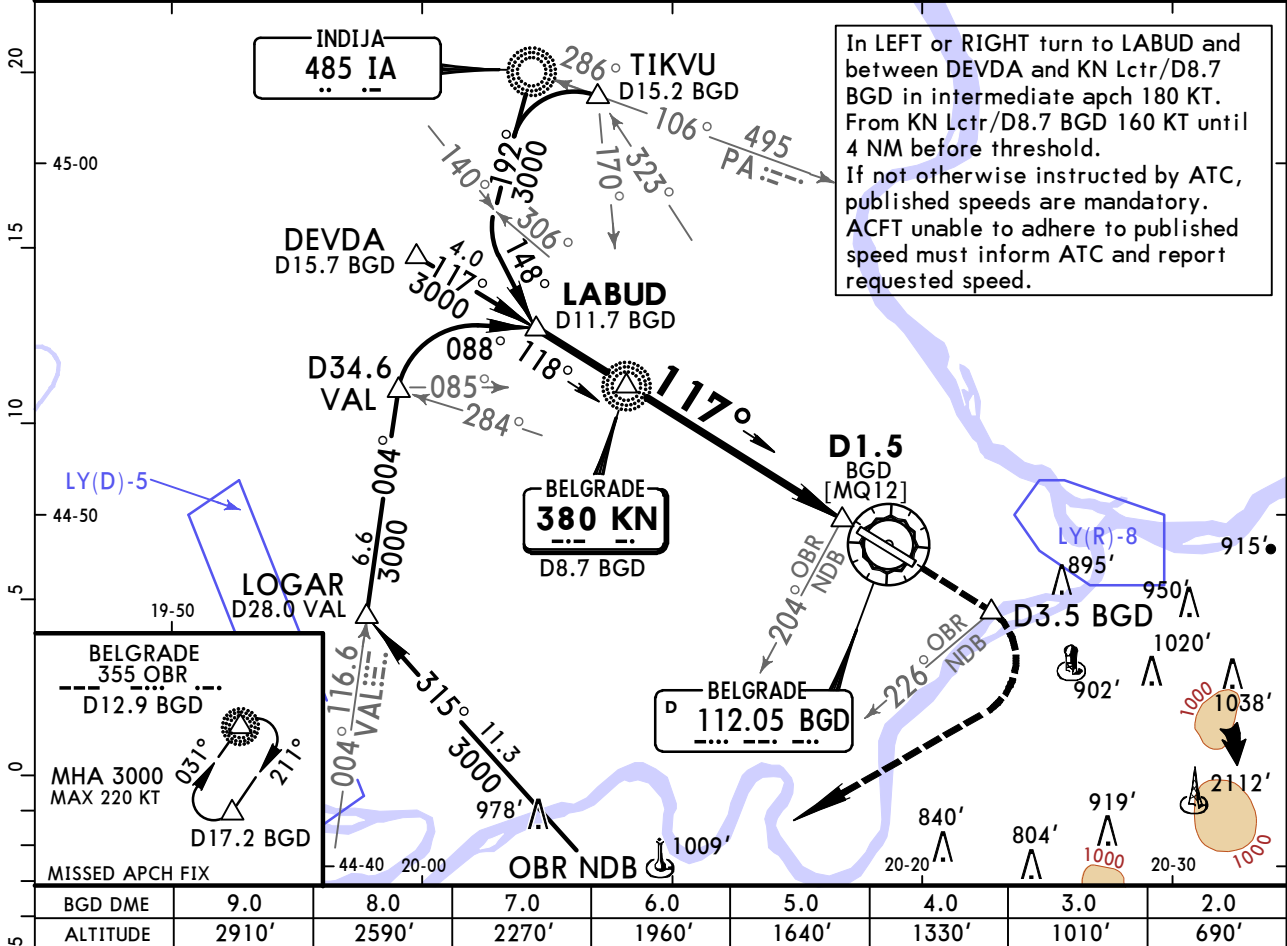
PANS OPS	Standard			STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND		
				CDFA			CAT C & D: Not authorized Northeast of airport		
				DA/MDA(H) 720' (384')			Max Kts		
				ALS out			MDA(H) VIS		
	A				RVR 1500m			100	750' (414') 1500m
B				RVR 1100m			135	840' (504') 1600m	
C				RVR 1800m			180	940' (604') 2400m	
D							205	1080' (744') 3600m	

LYBE/BEG
NIKOLA TESLA

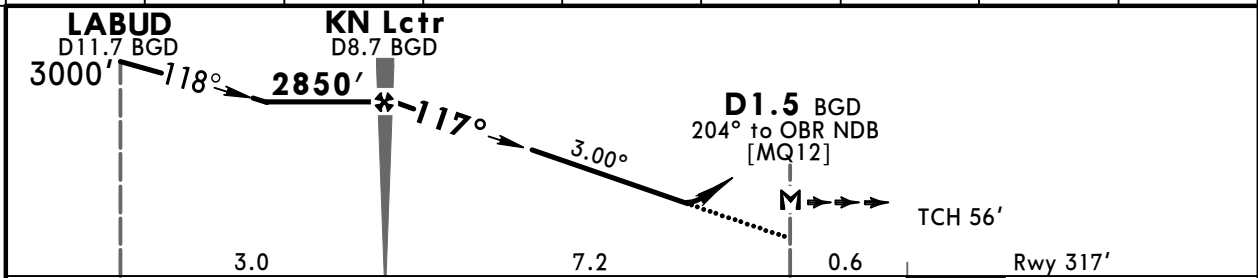
JEPPESSEN
19 MAY 17 (16-1) Eff 25 May

BELGRADE, SERBIA
Lctr Rwy 12

BRIEFING STRIP™	ATIS	BELGRADE Approach/Radar				BELGRADE Tower	Ground
	122.925	133.1	119.1	124.425	123.975	118.1	118.3
	Lctr KN 380	Final Apch Crs 117°	Minimum Alt KN Lctr 2850' (2533')	DA/MDA(H) 720' (403')	Apt Elev 336' Rwy 317'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BGD after VOR (226° to OBR NDB), then turn RIGHT climbing to OBR NDB to 3000' and hold.							MSA KN Lctr
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 10000'		
DME required.							

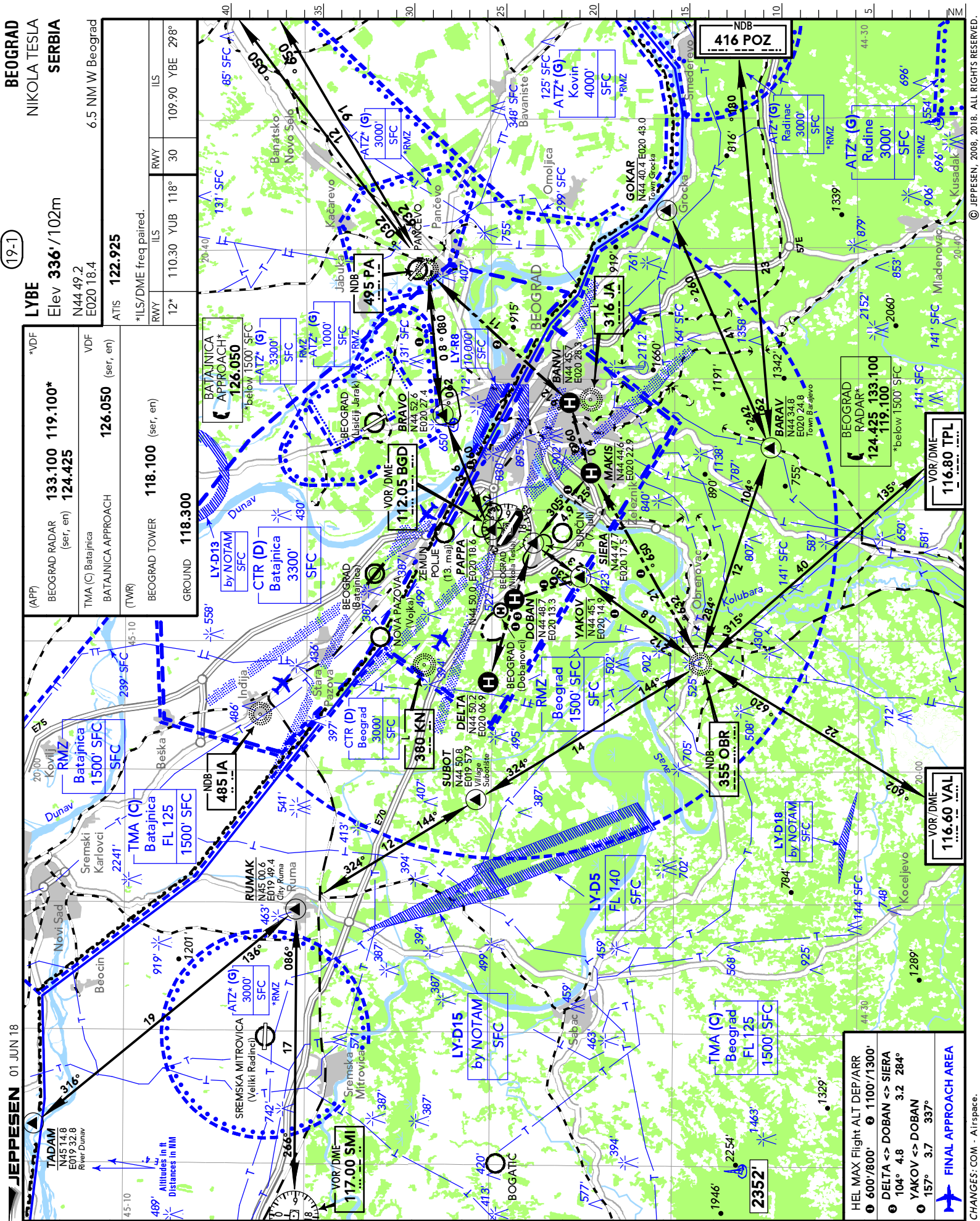


In LEFT or RIGHT turn to LABUD and between DEVDA and KN Lctr/D8.7 BGD in intermediate apch 180 KT. From KN Lctr/D8.7 BGD 160 KT until 4 NM before threshold. If not otherwise instructed by ATC, published speeds are mandatory. ACFT unable to adhere to published speed must inform ATC and report requested speed.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI D3.5 BGD or 226° to OBR 355
Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.5 BGD/204° to OBR NDB							

PANS OPS	Standard STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND	
	CDFA			CAT C & D: Not authorized Northeast of airport	
	DA/MDA(H) 720' (403')			Max Kts	MDA(H) VIS
	A	ALS out		100	750' (414') 1500m
	B	RVR 1500m		135	840' (504') 1600m
C	RVR 1200m		180	940' (604') 2400m	
D	RVR 1900m		205	1080' (744') 3600m	



(19-1)

BEograd
NIKOLA TESLA
SERBIA

LYBE
Elev **336'** / 102m
N44 49.2
E020 18.4

ATIS 122.925
*ILS/DME freq paired.
RMY 12* ILS 110.30 YUB 118°
RWY 30 109.90 YBE 298°

118.300 (ser, en)
126.050 (ser, en)
133.100 119.100*
BEOGRAD RADAR (ser, en)
124.425
TMA (C) Batajnica
BATAJNICA APPROACH
BEOGRAD TOWER
GROUND

117.00 SMI
VOR/DME
SREMSKA MITROVICA ATZ* (G)
3000' SFC
RMZ
SREMSKA MITROVICA (Veliki Radinci)
N45 00.6
E019 49.4
RUMAK
N45 00.6
E019 49.4
City Ruma
City Ruma

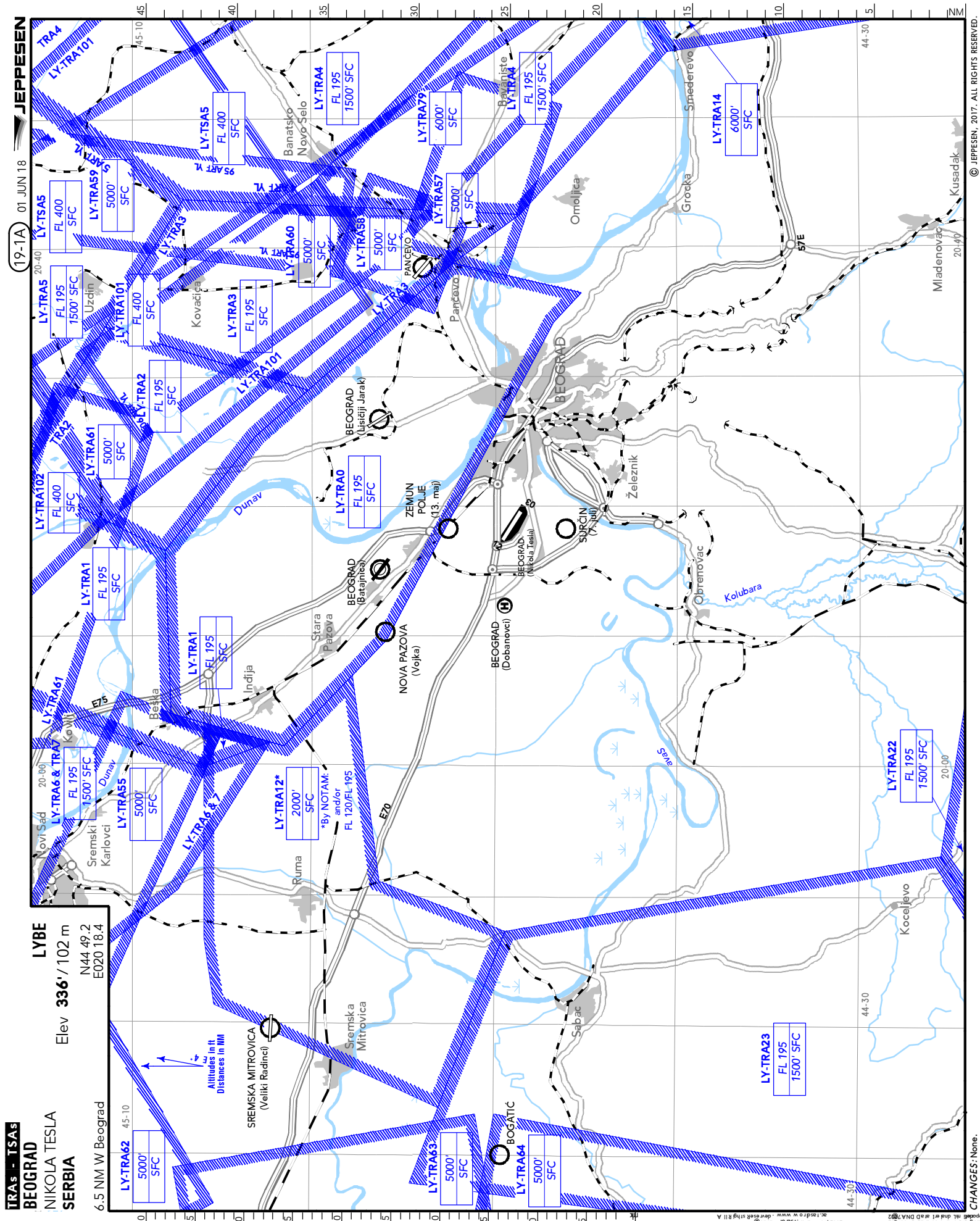
116.60 VAL
VOR/DME
116.80 TPL
VOR/DME
119.100
BEOGRAD RADAR
124.425 133.100
*below 1500' SFC
126.050 (ser, en)
BATAJNICA APPROACH
133.100 119.100*
BEOGRAD RADAR (ser, en)
*VDF

HEL MAX Flight ALT DEP/ARR
● 600'/800' ● 1100'/1300'
● DELTA <-> DOBAN <-> SIERA
● 104° 4.8 3.2 284°
● YAKOV <-> DOBAN
● 157° 3.7 337°

FINAL APPROACH AREA

JEPPESSEN 01 JUN 18

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IRAS - TSAs
BEOGRAD
 NIKOLA TESLA
 SERBIA

LYBE
 N44.49.2
 Elev **336'** / 102 m
 E020.18.4

6.5 NM W Beograd
 45-10
 50
 45
 40
 35
 30
 25
 20
 15
 10
 5
 0

Altitudes in ft
 Distances in NM

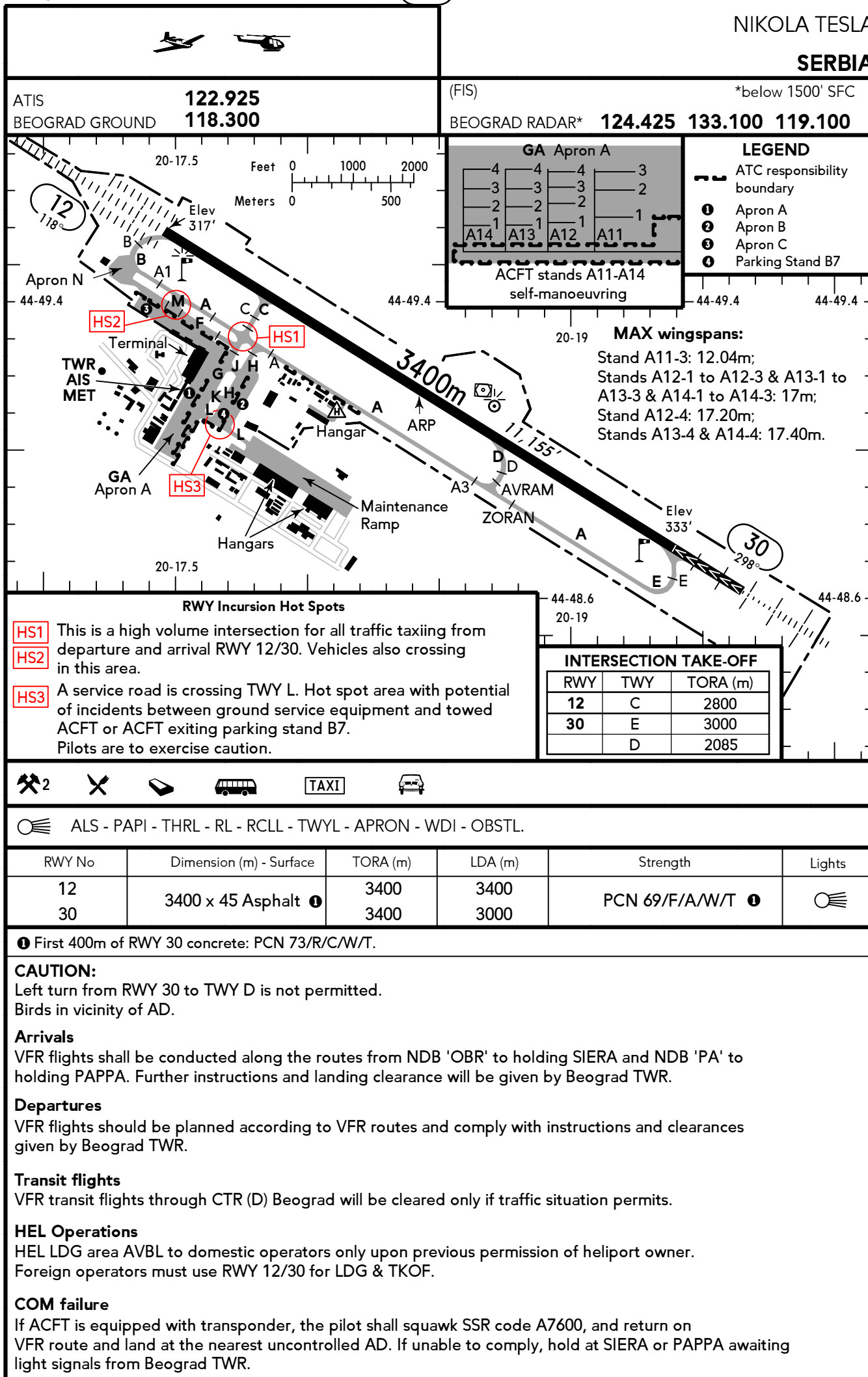


Chart changes since cycle 19-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BELGRADE, (NIKOLA TESLA - LYBE)				
REV	AIRPORT BRIEFING (GEN)	10-1P	27 Sep 2019	10 Oct 2019
REV	AIRPORT BRIEFING (ARR, DE...	10-1P1	27 Sep 2019	10 Oct 2019
REV	AIRPORT, AIRPORT INFO, TA...	10-9	27 Sep 2019	10 Oct 2019
REV	PARKING STANDS & COORDS	10-9A	27 Sep 2019	10 Oct 2019
ADD	RNP RWY 12 (LPV) (TEMP)	12-01	27 Sep 2019	10 Oct 2019
ADD	RNP RWY 30 (LPV) (TEMP)	12-02	27 Sep 2019	10 Oct 2019

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LYBE

Type: Terminal

Effectivity: Temporary

Begin Date: 20191010

End Date: Until Further Notice

Based on SUP 7/19 new temporary trial procedures established. Refer to (12-01) RNP Rwy 12 (LPV), (12-02) RNP Rwy 30 (LPV) and latest NOTAMs.

Type: Terminal (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

AD op hr: 0500-2300LT, 36hr PNR to flight coordinator via TEL (011) 2286500 (also Fax), E-Mail flight.coordinator@beg.aero, duty.manager@beg.aero (0700-1900LT) or 2286-023, -173 (1900-0700LT for urgent flights).

Chart Change Notices for Country SCG

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Text section 2.2: LY-TSA 04 completely withdrawn.