=JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: BELGRADE SCG
ICAO/IATA: LYBE / BEG
Lat/Long: N44° 49.17', E020° 18.42'
Elevation: 336 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 5.0° 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: 0354 Z
Sunset: 1724 Z

Runway Information

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

Runway: 12R
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 329 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 2252 ft

Runway: 30L
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 331 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1695 ft

Runway: 30R
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: 133.100
Belgrade Approach: 119.100
Belgrade Approach: 123.975 Secondary
Belgrade Radar: 119.100
Belgrade Radar: 133.100
Belgrade Radar: 124.425
Belgrade Radar: 123.975

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)

RWY 12L and RWY 12R are suitable for guided low visibility take-off.

RWY 30R is suitable for guided low visibility take-off.

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 12L via TWY E, or RWY 12R via TWY D7.

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 E: Left turn from RWY 30R 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 length from 148'/45m 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.

When ACFT with length from 148'/45m up to 233'/71m parked on C7A and/or C9A, part of TWY F behind ACFT stands C7A and/or C9A restricted for ACFT with MAX wingspan 213'/65m due to ACFT length.

When ACFT with length over 233'/71m parked on C7A and/or C9A, part of TWY F behind ACFT stands C7A and/or C9A restricted for ACFT with MAX wingspan 171'/52m due to ACFT length.

When ACFT with length from 148'/45m up to 209'/63.7m parked on C11A, part of TWY F behind ACFT stands C11A restricted for ACFT with MAX wingspan 213'/65m due to ACFT length.

When ACFT with length over 209'/63.7m parked on C11A, part of TWY F behind ACFT stands C11A restricted for ACFT with MAX wingspan 156'/47.5m 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. GENERAL

Part of TWY G between stand A11 and stand A13 including stands A11 and A13 is limited to ACFT with MAX wingspan up to 118'/36m.

Part of TWY G abeam stand A14 is limited to ACFT with MAX wingspan up to 79'/24m.

On TWY G abeam parking stands E1 to E3 taxiing ACFT shall use MIM power to reduce jet blast.

For contingency, expect the assistance of the Follow-me vehicle:

- When an ACFT reports that it is not sure of its position on the maneuvering areas;
- Failure of an ACFT on maneuvering areas when the ACFT is not able to leave the maneuvering areas on its own;
- Two-way radio communication failure - ACFT on the maneuvering areas.

1.5. PARKING INFORMATION

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

ACFT stands A11, A12, A13 and A14 self-maneuvering.

ACFT stand B1 self-maneuvering (right maneuver) when adjacent stand is free.

ACFT stands B2 to B9 self-maneuvering (left and right maneuver) when adjacent stand is free.

ACFT stand E1 self-maneuvering (right maneuver) when adjacent stand is free.

ACFT stands E2 and E3 self-maneuvering (left and right maneuver) when adjacent stand is free.

Other stands-push-back required.

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

When widebody ACFT pushed out from stand E1A must be pushed to TWY H faced to parking stand E1. After push-back procedure ACFT must use its own power and access TWY G via TWY L, TWY J or TWY K.

For ACFT parking on stand C11A push-back facing West is mandatory.

Stands A1 thru A10 and C1 thru C14 equipped with visual docking guidance system.

For ACFT parking on stands A11 thru A14, B1 thru B10, B1A, C1A, C3A, C5A, N1, N1A, N2, E1 thru E3, E1A and W1 follow marshaller instruction.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

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

2. ARRIVAL

2.1. CAT II/III OPERATIONS

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

2.2. COMMUNICATION FAILURE PROCEDURES

2.2.1. ACFT WITHOUT AN ASSIGNED RWY AND STAR

- Squawk 7600;
- Proceed to first waypoint of a STAR according to flight plan;
- Maintain last assigned level for 7 minutes after setting squawk 7600 or until joining holding, whichever is later;
- Join published holding over first waypoint of a STAR according to flight plan;
- In holding commence descent to 10000';
- Select appropriate RWY in use according to ATIS broadcast. If ATIS is not available, select RWY according to surface wind direction and velocity from last known MET REPORT and if wind is suitable, select closer RWY;
- After reaching 10000' in holding, fly to:
  - LABUD for RWY 12L;
  - LAMBA for RWY 12R;
  - TUPKO for RWY 30L;
  - TUPKO for RWY 30R; and
- For RWY 12L join published holding over LABUD (refer to ILS OR LOC RWY 12L);
- For RWY 12R join published holding over LAMBA (refer to ILS OR LOC RWY12R);
- For RWY 30L join published holding over TUPKO (refer to VOR B RWY 30L);
- For RWY 30R join published holding over TUPKO (refer to ILS OR LOC RWY30R);
- Descend to MHA;
- After reaching MHA leave holding and execute IAP and landing.

2.2.2. ACFT THAT ARE ASSIGNED A STAR

Before STAR:

- Squawk 7600;
- Maintain last assigned level for 7 minutes after setting squawk 7600 or until joining holding, whichever is later;
- Join published holding over first waypoint of a STAR according to flight plan;
- In holding commence descent to MHA;
- After reaching MHA join STAR and follow horizontal and vertical profile of entire procedure;
- Execute IAP and landing.

ACFT already following STAR or flying direct on a STAR or Approach Point or being vectored:

- Squawk 7600;
- Maintain last assigned level;
- Follow horizontal profile of entire STAR or proceed as cleared and then:
  - For RWY 12L join published holding over LABUD (refer to ILS OR LOC RWY12L);
  - For RWY 12R join published holding over LAMBA (refer to ILS OR LOC RWY12R);
  - For RWY 30L join published holding over TUPKO (refer to VOR B RWY 30L);
  - For RWY 30R join published holding over TUPKO (refer to ILS OR LOC RWY30R);
- In holding commence descent to MHA;
- After reaching MHA leave holding and execute IAP and landing.

2. ARRIVAL

ACFT Holding in Flight:

- Squawk 7600;
- Maintain last assigned level for 7 minutes after setting squawk 7600;
- In holding commence descent to MHA;
- After reaching MHA leave holding and follow STAR according to issued EAT or flight plan ETA, whichever is later;
- Execute IAP and landing.

2.2.3. ACFT FOLLOWING MISSED APPROACH PROCEDURE

- Squawk 7600;
- Follow MISSED APPROACH procedure climbing to cleared altitude;
- After OBR when ready fly to:
  - LOGAR for RWY 12L/R;
  - RIPAN for RWY 30L/R; and then
- Join IAP on previously assigned RWY or opposite RWY if MISSED APPROACH was caused by unsuitable wind;
- Climb/descend to altitude for initiating IAP;
- Execute IAP and landing.

2.3. PROCEDURES FOR RNAV ARRIVALS

2.3.1. GENERAL

Turn to final is usually performed by RADAR vectors.

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

2.3.2. 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.

2.3.3. 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

De-icing procedures is executed after positioning of ACFT on:

- de-icing stands N1 and N2 on apron N for ACFT with a wingspan up to 118'/36m;
- de-icing stand N1A on apron N for ACFT with a wingspan more than 118'/36m to 213'/65m;
- de-icing stand W1 on apron W for ACFT with a wingspan up to 118'/36m;
- general aviation parking stands A11 to A14.
- TWY G for ACFT which are pushed or pulled from A1 thru A10 and E1 thru E3 parking stands;
- TWY H for ACFT which are pushed or pulled from B1 thru B10 parking stands;
- TWY F for ACFT (with wingspan up to 118'/36m) which are pushed or pulled from C1 thru C14 ACFT stands.
- TWY F for ACFT (with wingspan more than 118'/36m to 213'/65m) which are pushed or pulled from C ACFT stands.

Exceptionally de-icing could be executed on ACFT stands A1 thru A10, B1 thru B10, C1 thru C14 and E1 thru E3 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 will be guided to the de-icing stands with the aid of centerline lighting. Stopping guidance on de-icing stands N1, N1A, N2 and W1 shall be given by marshaller.

If the ACFT is on the de-icing stand N1A, stands N1 and N2 cannot be used.

De-icing procedure can be performed simultaneously at stands N1 and N2.

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.

Line maintenance - Line-Replaceable Unit (LRU) is the only maintenance that is allowed to perform on parking positions.

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

RWY 12L

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 12L is prohibited for ILYUSHIN IL-76 and ACFT below Stage 3 Noise Certificate.

3.4. COMMUNICATION FAILURE PROCEDURES

Continue the flight in accordance with ICAO procedure.

3.4.1. ACFT THAT DECIDE TO RETURN LYBE

- Squawk 7600;
- Maintain last assigned level or climb to minimum safe altitude;
- 7 minutes after setting squawk 7600 or at the FIR boundary, whichever is earlier, return to last waypoint from flight plan SID procedure;
- For the approach select departure RWY;
- After last waypoint from FPL SID procedure, fly to:
  - LABUD for RWY 12L;
  - LAMBA for RWY 12R;
  - TUPKO for RWY 30L;
  - TUPKO for RWY 30R; and then
- If cleared level is higher than 10000' descend to 10000';
- For RWY 12L join published holding over LABUD (refer to ILS or LOC RWY 12L);
- For RWY 12R join published holding over LAMBA (refer to ILS or LOC RWY12R);
- For RWY 30L join published holding over TUPKO (refer to VOR B RWY 30L);
- For RWY 30R join published holding over TUPKO (refer to ILS or LOC RWY 30R);
- Descend to MHA;
- After reaching MHA leave holding and execute IAP and landing.

JEPPESEN BELGRADE, SERBIA
17 FEB 23 (10-2) .Eff.23.Feb. .RNAV.STAR.

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

ENUPU 2Q [ENUP2Q]
RIGMU 2A [RIGM2A]
RIGMU 2B [RIGM2B]
TISAK 2C [TISA2C]
RNAV ARRIVALS
(RWYS 12L/R)
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 BE106/BE130 or BE114 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.

LOST COMMS For lost comms refer to AIRPORT BRIEFING (10-1P) pages.

STAR	ROUTING
ENUPU 2Q	ENUPU - BE134 - BE131 - BE13~ - BE1~4 - BE1~3 - BE1~2 (K230-) - BE1~1 (K210-) - DEVDA.
RIGMU 2A	RIGMU (FL170-; 7000+) - BE116 - BE115 - BE114 (K230-) - IA (K230-) - BE113 - BE112 (K230-) - BE1~1 (K210-) - DEVDA.
RIGMU 2B	RIGMU (FL170-; 7000+) - TADAM - GULBU - BE1~8 - BE1~7 - BE1~6 (K230-) - BE1~3 (K230-) - BE1~2 (K230-) - BE1~1 (K210-) - DEVDA.
TISAK 2C 2	TISAK - BE114 - IA NDB (K230-) - BE113 - BE112 (K230-) - BE1~1 (K210-) - DEVDA.

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

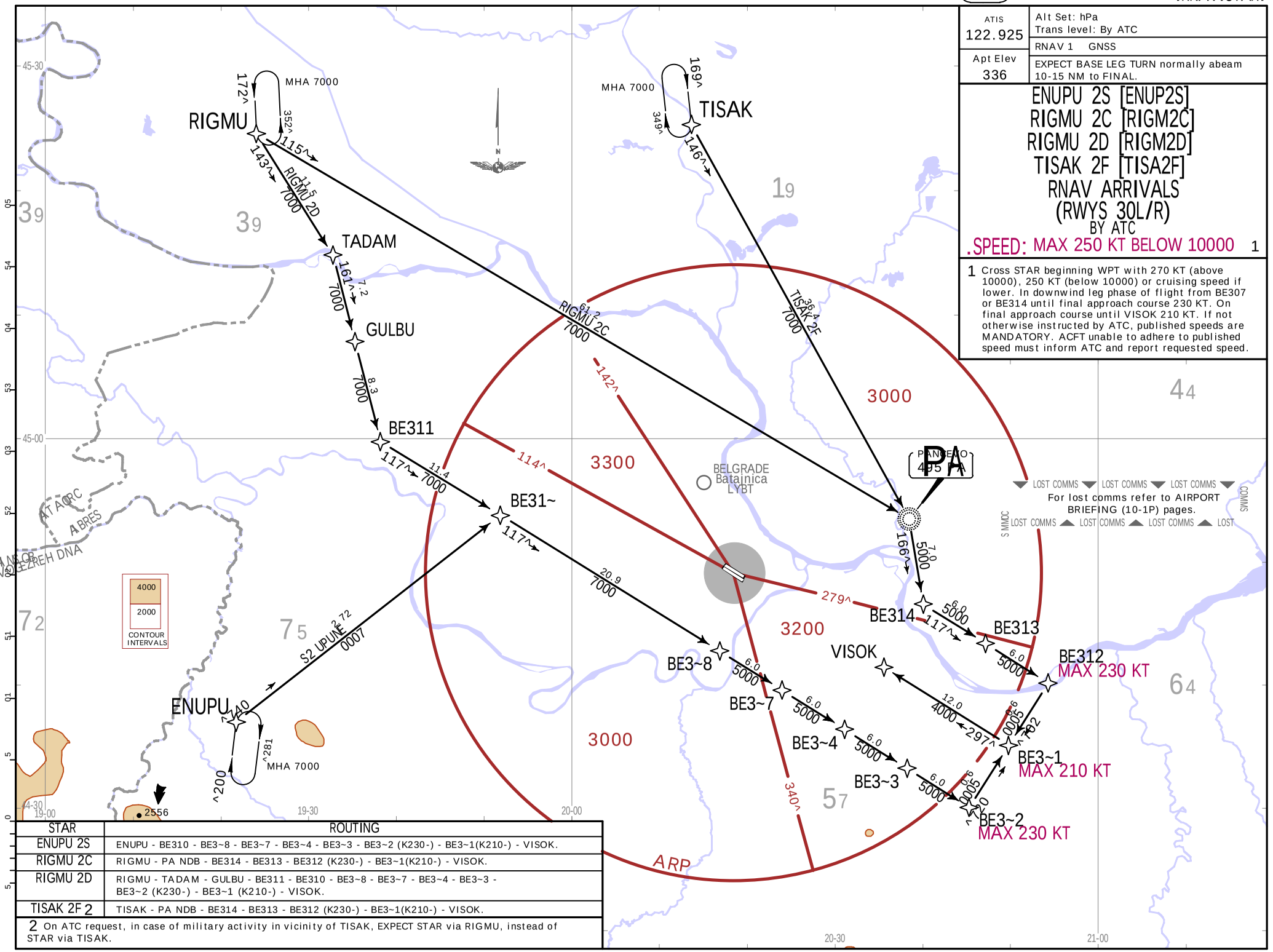
ATIS	Alt Set: hPa Trans level: By ATC
122.925	RNAV 1 GNSS
Apt Elev 336	EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

ENUPU 2S [ENUP2S]
RIGMU 2C [RIGM2C]
RIGMU 2D [RIGM2D]
TISAK 2F [TISA2F]
RNAV ARRIVALS
(RWYS 30L/R)

BY ATC

.SPEED: MAX 250 KT BELOW 10000 1

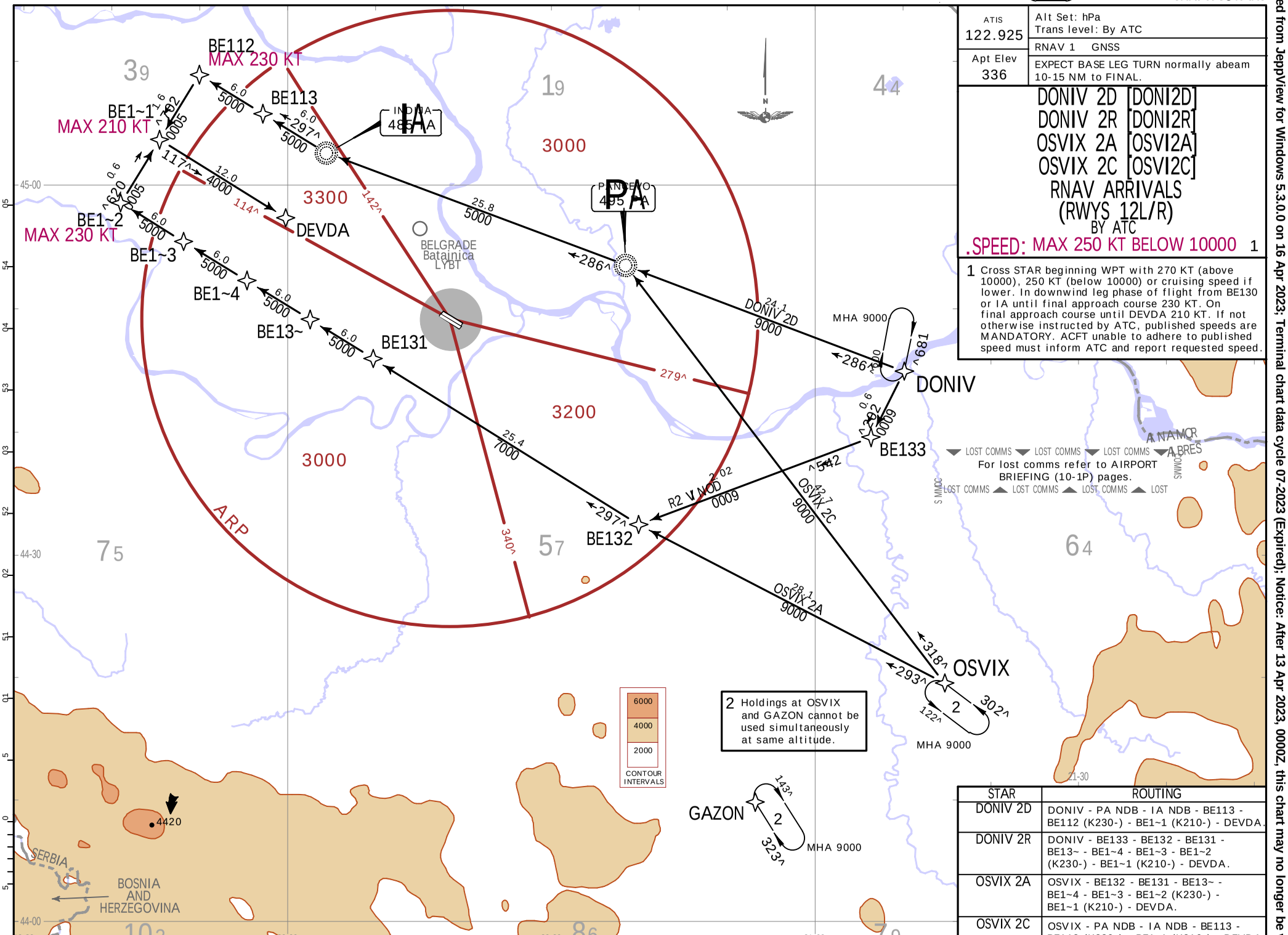
1 Cross STAR beginning WPT with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In downwind leg phase of flight from BE307 or BE314 until final approach course 230 KT. On final approach course until VISOK 210 KT. If not otherwise instructed by ATC, published speeds are MANDATORY. ACFT unable to adhere to published speed must inform ATC and report requested speed.



STAR	ROUTING
ENUPU 2S	ENUPU - BE310 - BE3~8 - BE3~7 - BE3~4 - BE3~3 - BE3~2 (K230-) - BE3~1(K210-) - VISOK.
RIGMU 2C	RIGMU - PA NDB - BE314 - BE313 - BE312 (K230-) - BE3~1(K210-) - VISOK.
RIGMU 2D	RIGMU - TADAM - GULBU - BE311 - BE310 - BE3~8 - BE3~7 - BE3~4 - BE3~3 - BE3~2 (K230-) - BE3~1 (K210-) - VISOK.
TISAK 2F 2	TISAK - PA NDB - BE314 - BE313 - BE312 (K230-) - BE3~1(K210-) - VISOK.

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

CHANGES: New RWY 12R/30L, old RWY renamed 12L/30R.



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

DONIV 2D [DONI2D]
DONIV 2R [DONI2R]
OSVIX 2A [OSVI2A]
OSVIX 2C [OSVI2C]
RNAV ARRIVALS
(RWYS 12L/R)
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 or IA 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.

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

STAR	ROUTING
DONIV 2D	DONIV - PA NDB - IA NDB - BE113 - BE112 (K230-) - BE1~1 (K210-) - DEVDA.
DONIV 2R	DONIV - BE133 - BE132 - BE131 - BE13~ - BE1~4 - BE1~3 - BE1~2 (K230-) - BE1~1 (K210-) - DEVDA.
OSVIX 2A	OSVIX - BE132 - BE131 - BE13~ - BE1~4 - BE1~3 - BE1~2 (K230-) - BE1~1 (K210-) - DEVDA.
OSVIX 2C	OSVIX - PA NDB - IA NDB - BE113 - BE112 (K230-) - BE1~1 (K210-) - DEVDA.

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

DONIV 2S [DONI2S]
OSVIX 2B [OSVI2B]
RNAV ARRIVALS
(RWYS 30L/R)
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.

LOST COMMS LOST COMMS LOST COMMS
For lost comms refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST

BELGRADE Batajnica LYBT

3300 3000 3200 3000

114^ 142^ 279^ 340^

ARP

VISOK

BE3~4
MAX 230 KT

BE3~1
MAX 210 KT

BE3~3

BE3~5
MAX 230 KT

BE3~2
MAX 230 KT

BE3~6

BE317

BE318

DONIV
FL150
9000

MHA 9000

OSVIX
FL170
9000

MHA 9000

GAZON

MHA 9000

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

CONTOUR INTERVALS
6000
4000
2000

STAR	ROUTING
DONIV 2S	DONIV (FL150-; 9000+) - BE318 - BE317 - BE3~6 - BE3~5 (K230-) - BE3~4 (K230-) - BE3~3 - BE3~2 (K230-) - BE3~1 (K210-) - VISOK.
OSVIX 2B	OSVIX (FL170-; 9000+) - BE318 - BE317 - BE3~6 - BE3~5 (K230-) - BE3~4 (K230-) - BE3~3 - BE3~2 (K230-) - BE3~1 (K210-) - VISOK.

CHANGES: New RWY 12R/30L, old RWY renamed 12L/30R.

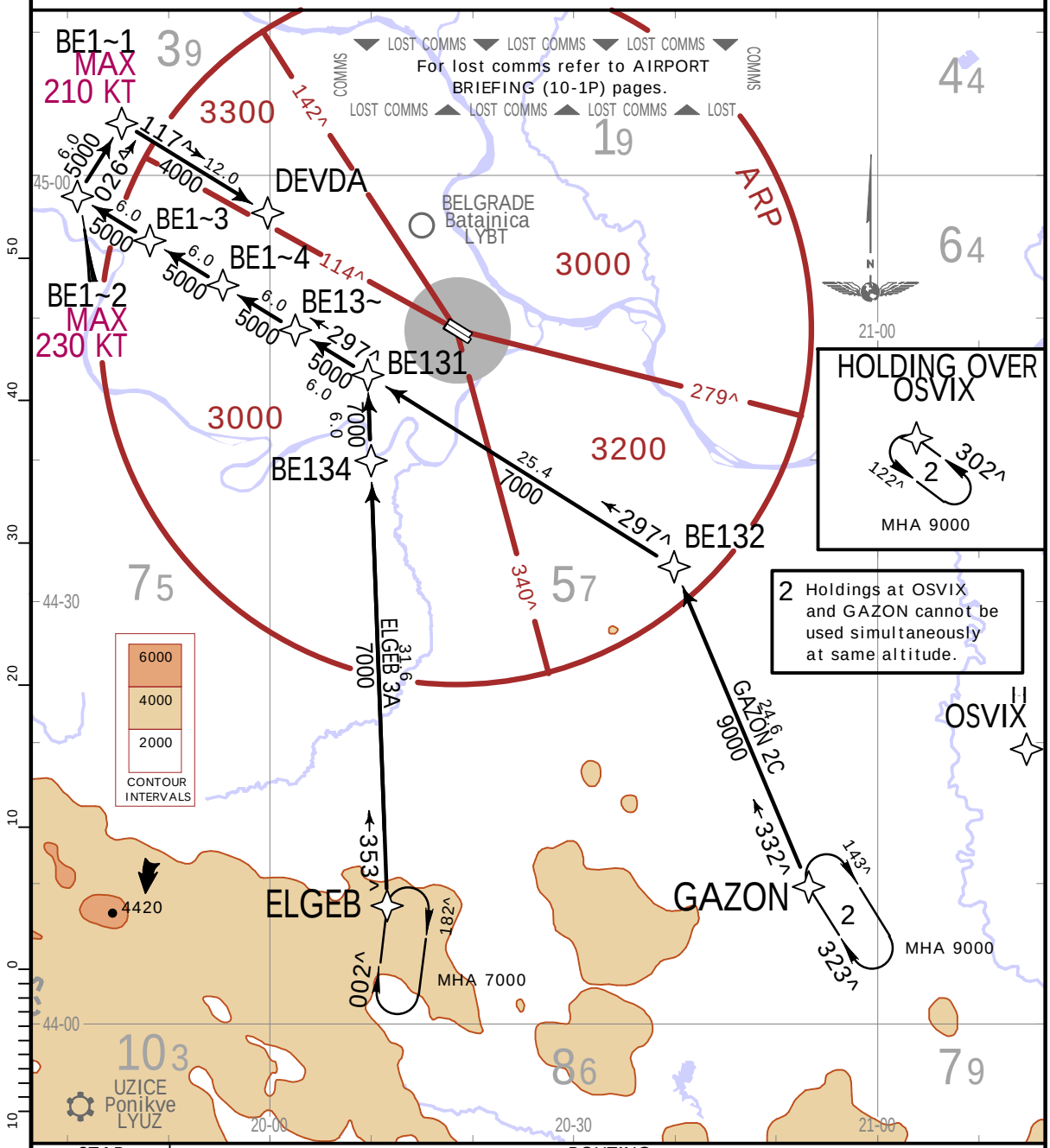
ATIS	Apt Elev	
122.925	336	Alt Set: hPa Trans level: By ATC
		RNAV 1 GNSS
		EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

ELGEB 3A [ELGE3A]
GAZON 2C [GAZO2C]
RNAV ARRIVALS
(RWYS 12L/R)

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 3A	ELGEB - BE134 - BE131 - BE13~ - BE1~4 - BE1~3 - BE1~2 (K230-)- BE1~1 (K210-) - DEVDA.
GAZON 2C	GAZON - BE132 - BE131 - BE13~ - BE1~4 - BE1~3 - BE1~2 (K230-) - BE1~1 (K210-) - DEVDA.

CHANGES: New RWY 12R/30L, old RWY renamed 12L/30R.

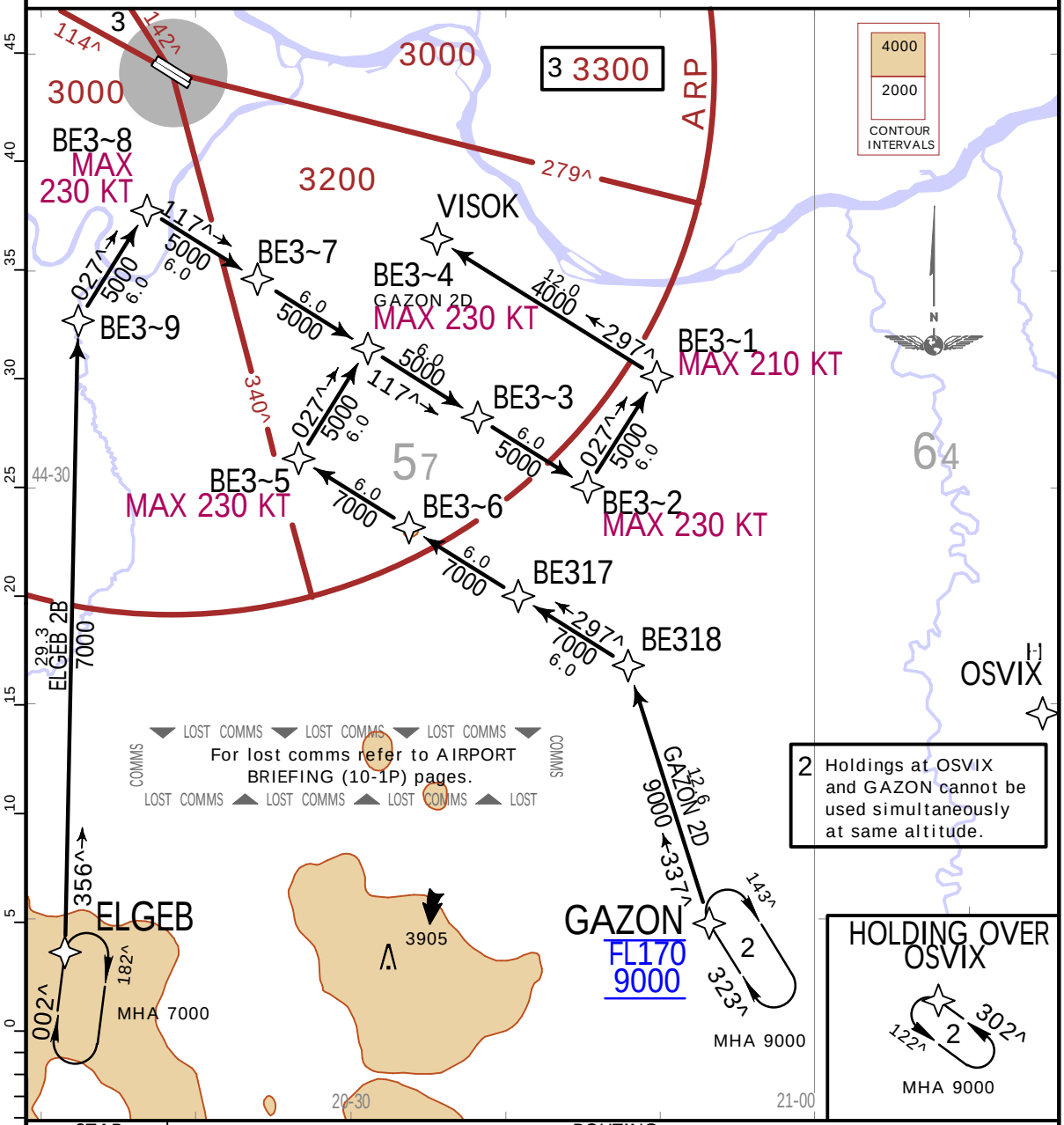
ATIS	Apt Elev	
122.925	336	Alt Set: hPa Trans level: By ATC
		RNAV 1 GNSS
		EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

ELGEB 2B [ELGE2B]
GAZON 2D [GAZO2D]
RNAV ARRIVALS
(RWYS 30L/R)

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 2B	ELGEB - BE3~9 - BE3~8 (K230-) - BE3~7 - BE3~4 - BE3~3 - BE3~2 (K230-) - BE3~1 (K210-) - VISOK.
GAZON 2D	GAZON (FL170-; 9000+) - BE318 - BE317 - BE3~6 - BE3~5 (K230-) - BE3~4 (K230-) - BE3~3 - BE3~2 (K230-) - BE3~1 (K210-) - VISOK.

CHANGES: New RWY 12R/30L, old RWY renamed 12L/30R.

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 3A [ENUP3A] RIGMU 2K [RIGM2K] TISAK 7A [TISA7A] 2 ARRIVALS (RWYS 12L/R)

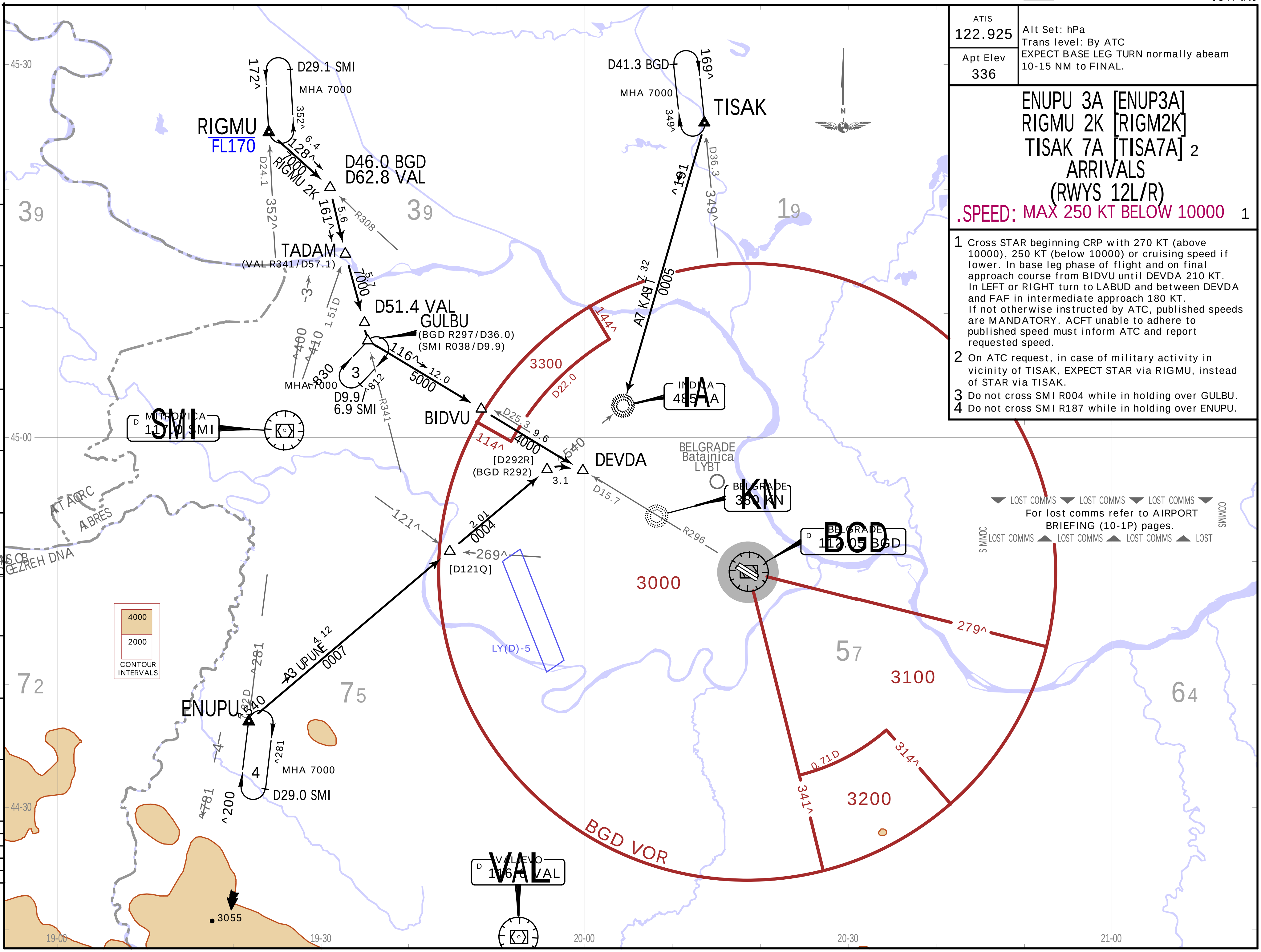
.SPEED: MAX 250 KT BELOW 10000 1

1 Cross STAR beginning CRP with 270 KT (above 10000), 250 KT (below 10000) or cruising speed if lower. In 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 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 R004 while in holding over GULBU.

4 Do not cross SMI R187 while in holding over ENUPU.



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 3C [ENUP3C]
RIGMU 2L [RIGM2L]
RIGMU 2M [RIGM2M]
TISAK 8B [TISA8B] 2
ARRIVALS
(RWYS 30L/R)

.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 D35.2 SMI/OBR until RIPAN or from [D~33K]/SOVIN until PA 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.

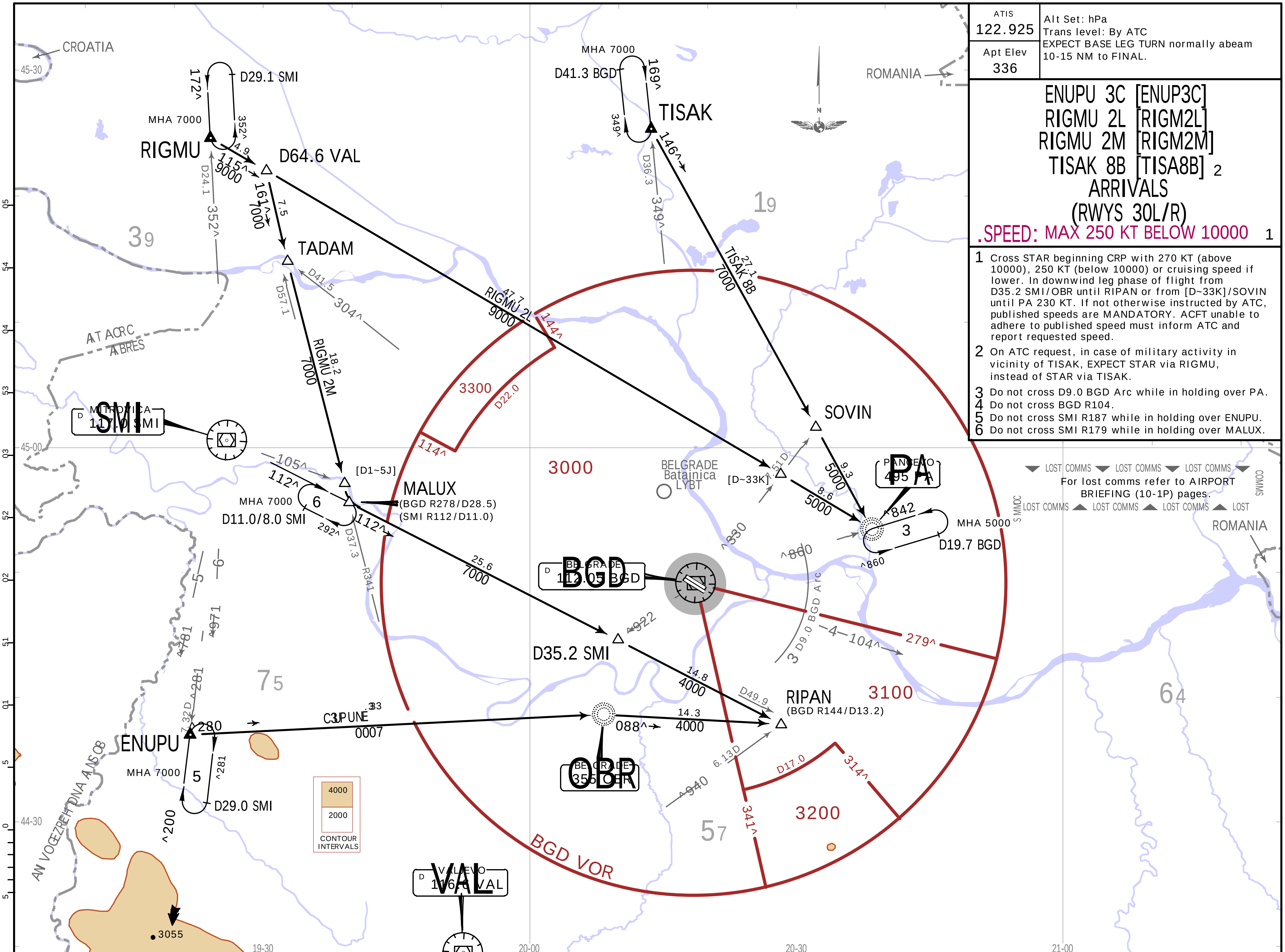
2 On ATC request, in case of military activity in vicinity of TISAK, EXPECT STAR via RIGMU, instead of STAR via TISAK.

3 Do not cross D9.0 BGD Arc while in holding over PA.

4 Do not cross BGD R104.

5 Do not cross SMI R187 while in holding over ENUPU.

6 Do not cross SMI R179 while in holding over MALUX.



JEPPESEN BELGRADE, SERBIA .STAR.
17 FEB 23 10-2F .Eff.23.Feb.

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 2A [DONI2A]
DONIV 2B [DONI2B]
GAZON 2A [GAZO2A]
OSVIX 3K [OSVI3K]
ARRIVALS
(RWYS 12L/R)

.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 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.

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

IA INDULA 485 IA
TIKVU (BGD R322/D15.2)
PA PANCEVO 495 PA
VAC VRSAC LYVR 115.9 VAC
KN BELGRADE 350 KN
BGD BELGRADE 112.05 BGD
OBR BELGRADE 359 OBR
VAL VALJEVO 116.6 VAL
TPL TOPOLA 116.8 TPL
BELGRADE Batajnica LYBT
LOGAR
DONIV (VAC R189/D24.1) (BGD D36.9)
D36.1 TPL
D26.5 BGD (VAL R066)
NESKU (BGD R157/D21.0) (TPL R325/D23.9)
D19.9 TPL
D32.1 BGD
OSVIX
D54.8 BGD
GAZON
D51.3 BGD
MHA 5000
MHA 9000
MHA 7000
BGD VOR
3300
3100
3000
3200
DONIV 2B 9000
OSVIX 3K 9000
GAZON 2A 9000
ROMANIA
SERBIA
BOSNIA AND HERZEGOVINA
4420
LOST COMMS For lost comms refer to AIRPORT BRIEFING (10-1P) pages.
CONTOUR INTERVALS 6000 4000 2000

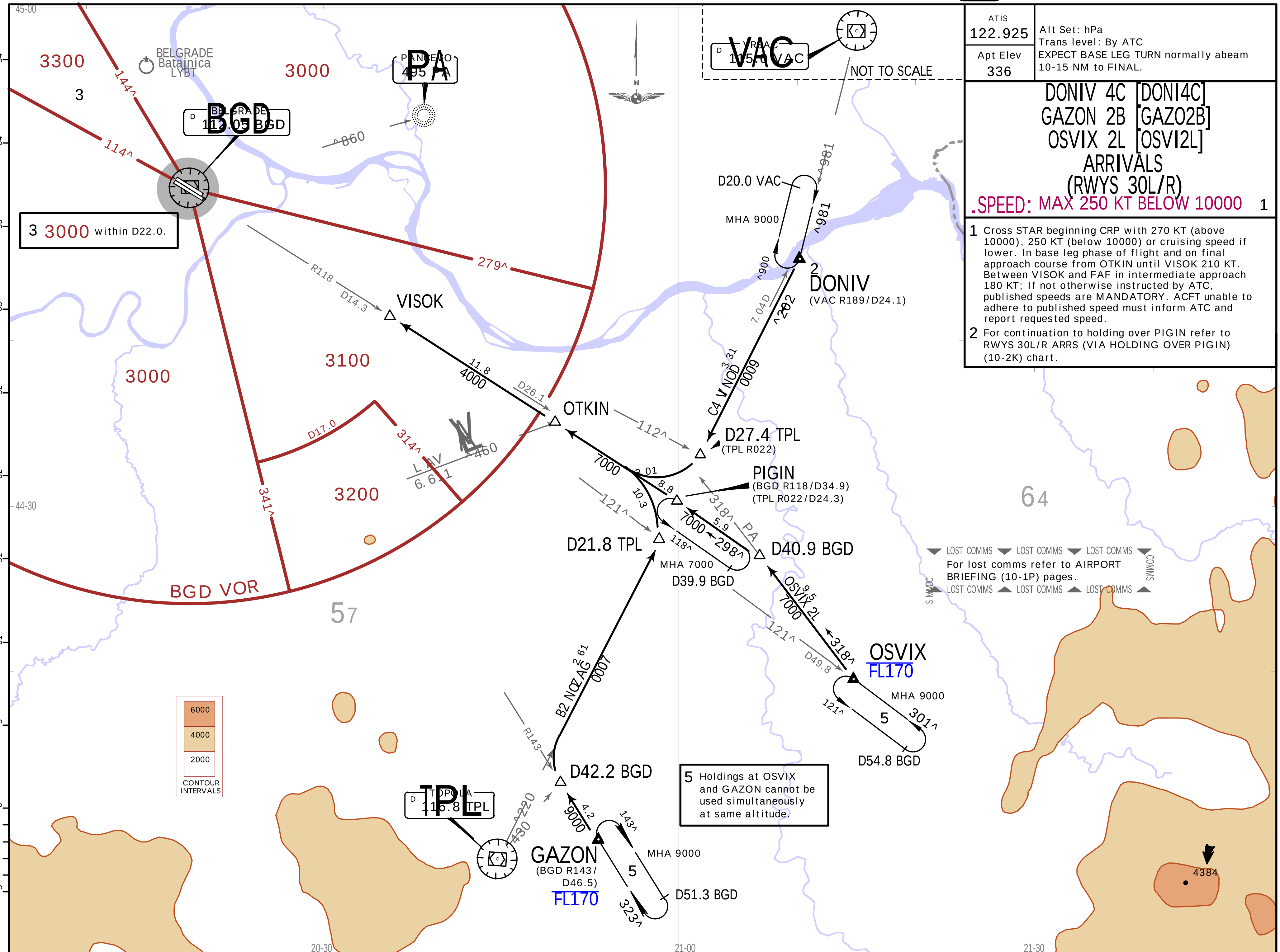
ATIS	Alt Set: hPa
122.925	Trans level: By ATC
Apt Elev 336	EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

DONIV 4C [DONI4C]
GAZON 2B [GAZO2B]
OSVIX 2L [OSVI2L]
ARRIVALS
(RWYS 30L/R)

.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 base leg phase of flight and on final approach course from OTKIN until VISOK 210 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.

2 For continuation to holding over PIGIN refer to RWYS 30L/R ARRS (VIA HOLDING OVER PIGIN) (10-2K) chart.



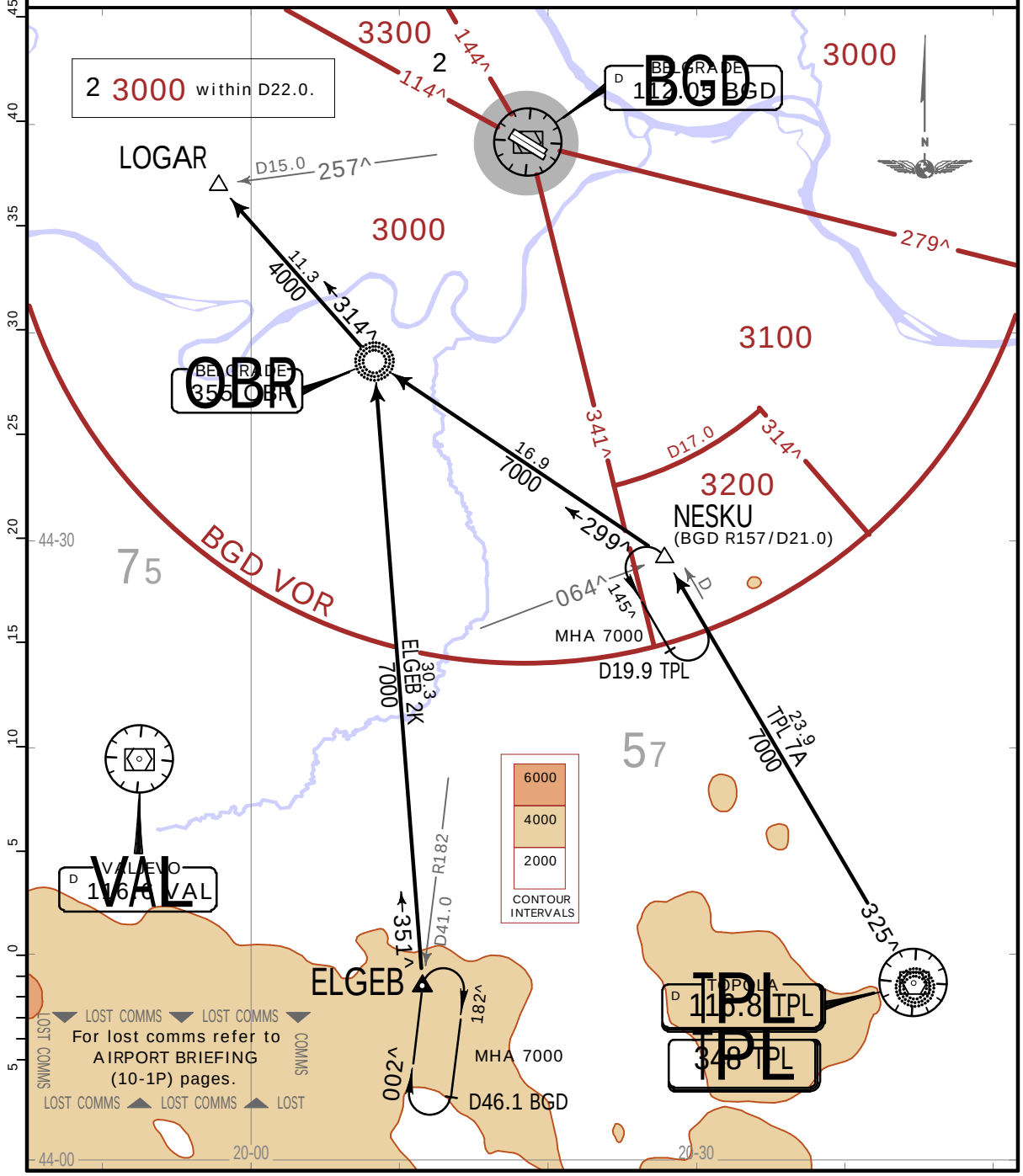
ATIS	Apt Elev	
122.925	336	Alt Set: hPa Trans level: By ATC EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

ELGEB 2K [ELGE2K]
TPL 7A [TPL7A]
BY ATC

ARRIVALS
(RWYS 12L/R)

.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.



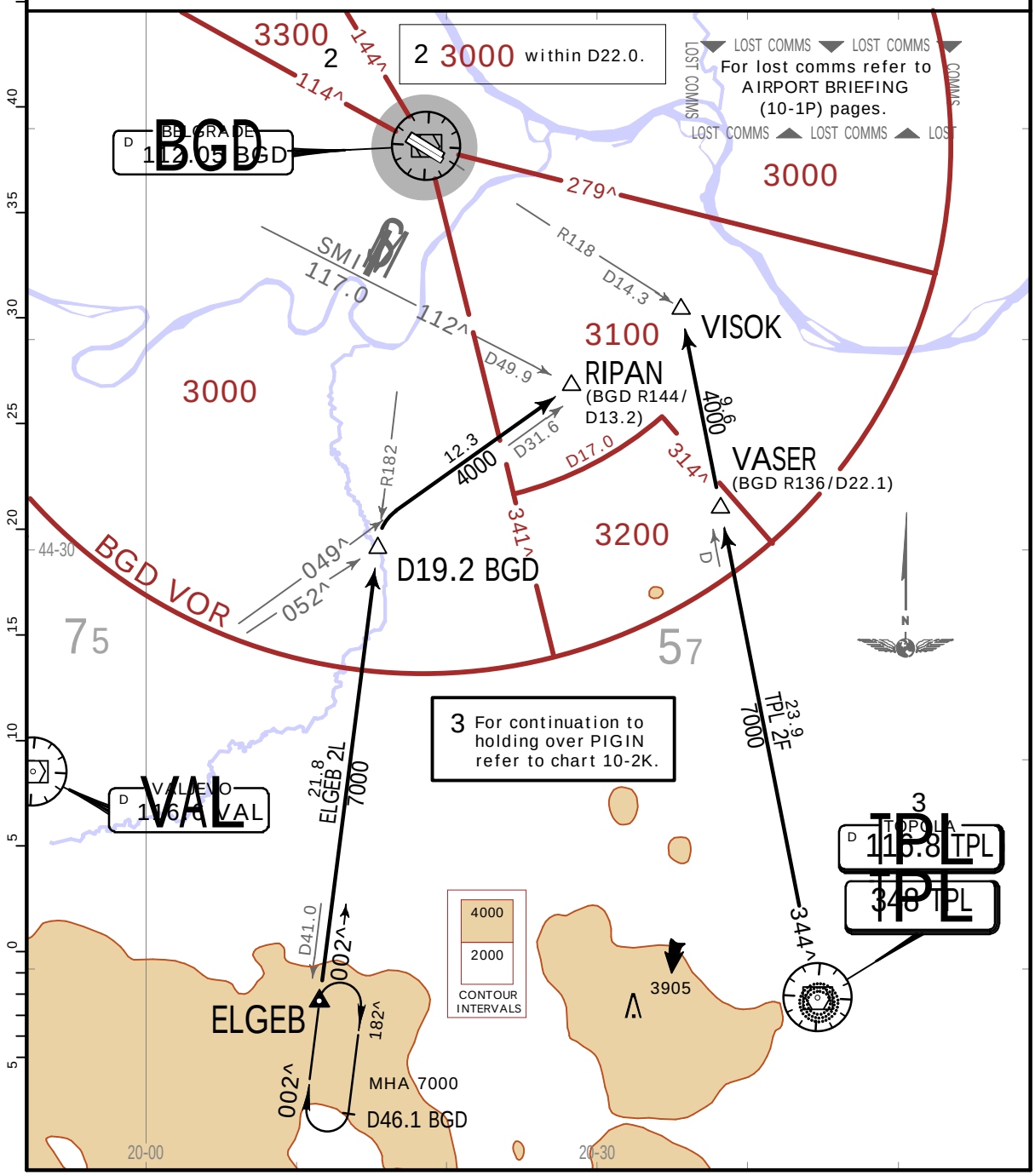
ATIS	Apt Elev	
122.925	336	Alt Set: hPa Trans level: By ATC EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

ELGEB 2L [ELGE2L]
TPL 2F [TPL2F]
BY ATC

ARRIVALS
(RWYS 30L/R)

.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.



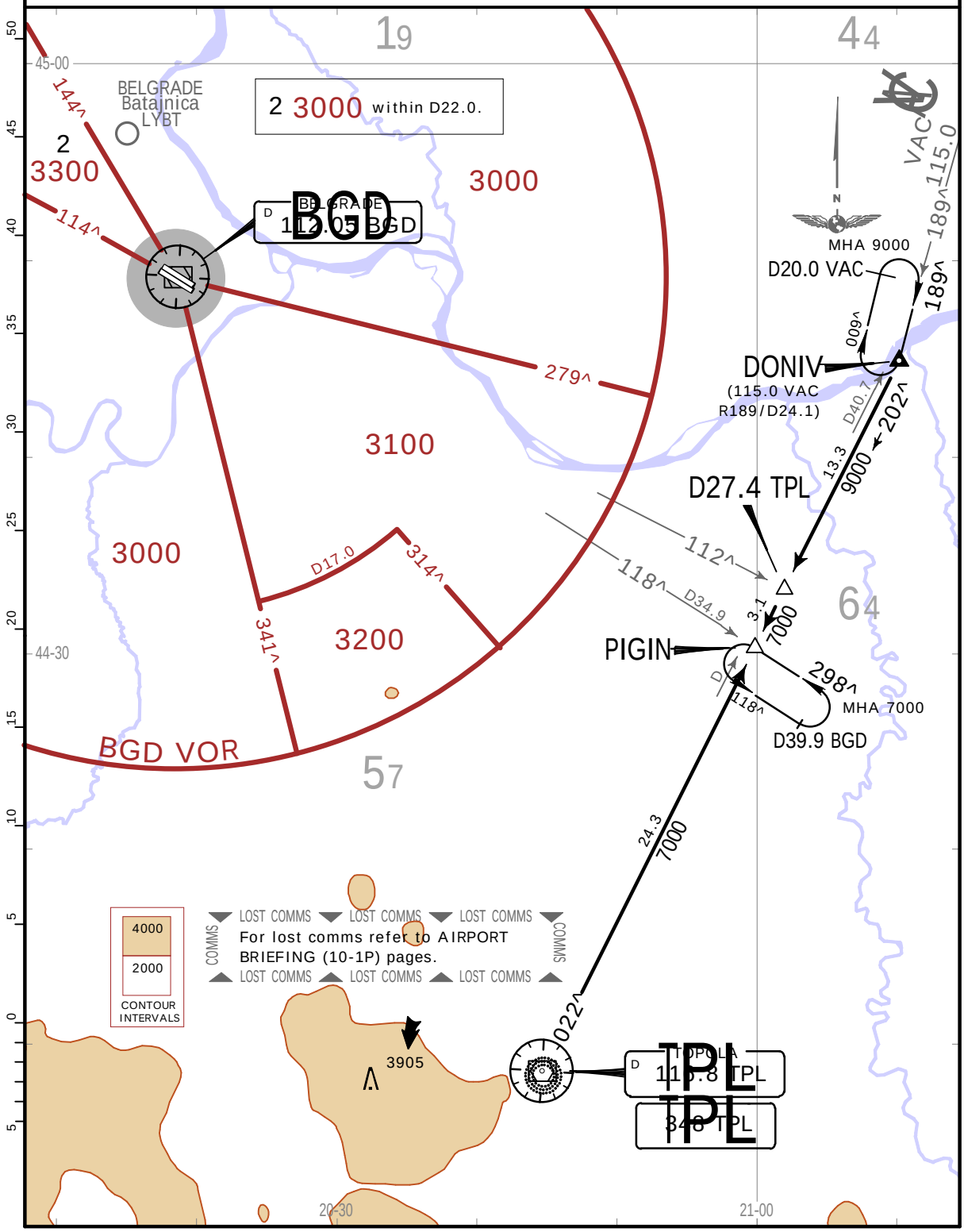
ATIS	Apt Elev	
122.925	336	Alt Set: hPa Trans level: By ATC EXPECT BASE LEG TURN normally abeam 10-15 NM to FINAL.

RWYS 30L/R 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.



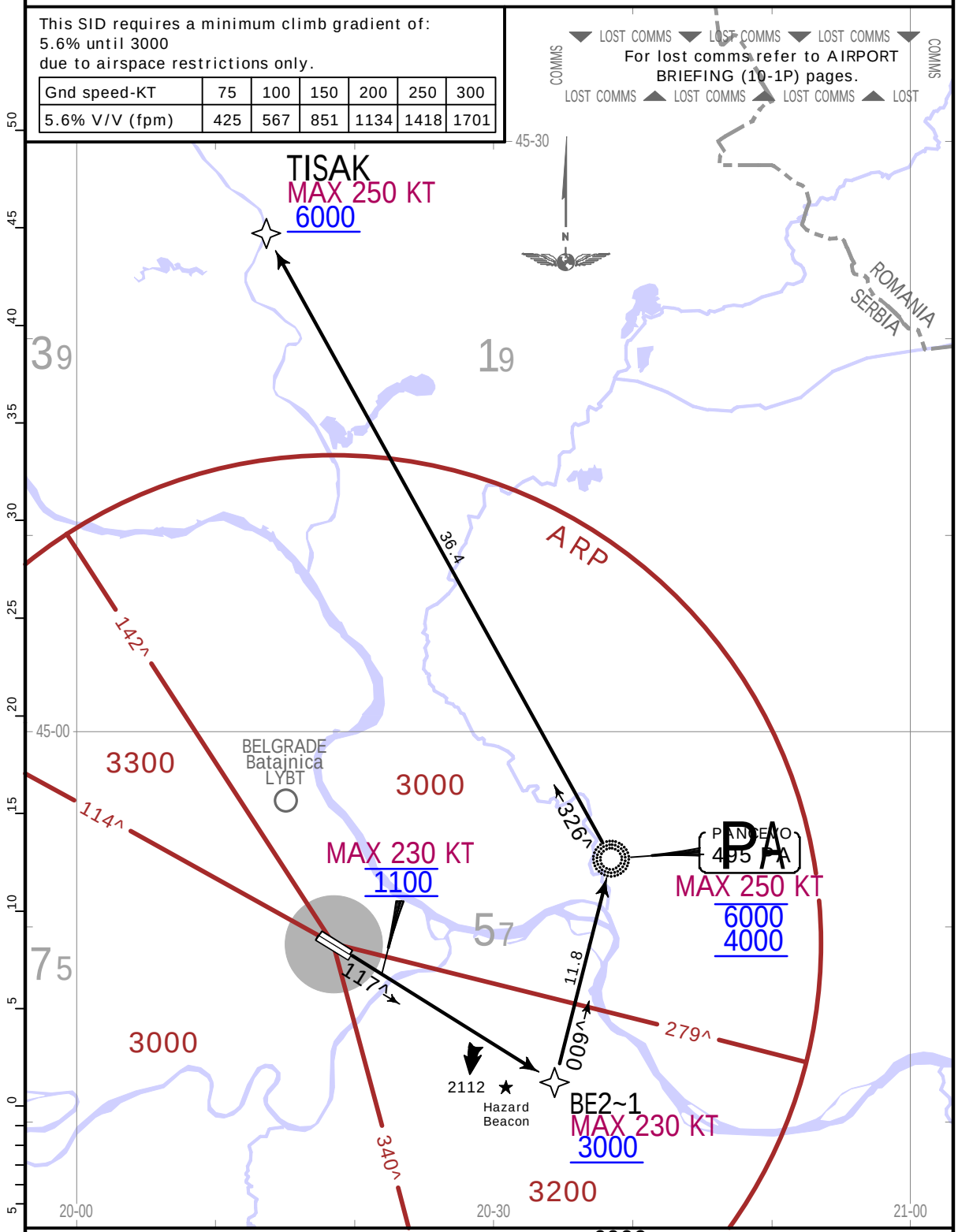
Apt Elev 336	Trans alt: 10000
	RNAV 1 GNSS
	Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

TISAK 3H [TISA3H] RNAV DEPARTURE (RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000

This SID requires a minimum climb gradient of:
5.6% until 3000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701



Initial climb clearance 6000

ROUTING

(K230-; 1100) - BE2~1 (K230-; 3000+) - PA NDB (K250-; 4000+; 6000-) - TISAK (K250-; 6000+).

CHANGES: Procedure renumbered & revised, crossing altitudes, new RWY.

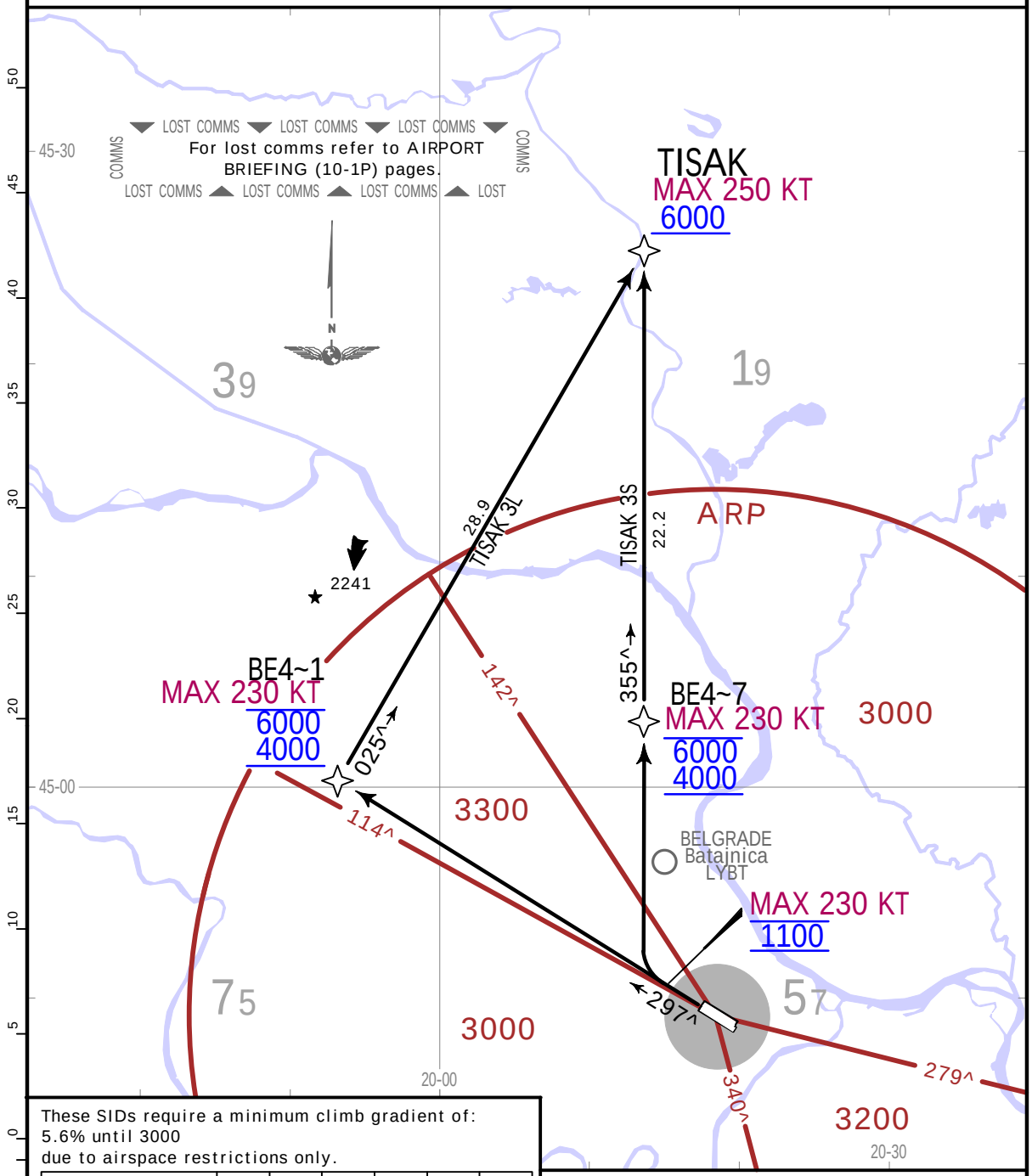
Apt Elev
336

Trans alt: 10000

RNAV 1 GNSS

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

TISAK 3L [TISA3L], TISAK 3S [TISA3S]
RNAV DEPARTURES
(RWYS 30L/R)
.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of:
5.6% until 3000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Close-in obstacles
RWY 30L: Light pole 89 hgt & mast 56 hgt, 0.1NM from DER.

Initial climb clearance 6000

SID	ROUTING
TISAK 3L	(K230-; 1100) - BE4~1 (K230-; 4000+; 6000-) - TISAK (K250-; 6000+).
TISAK 3S	(K230-; 1100) - BE4~7 (K230-; 4000+; 6000-) - TISAK (K250-; 6000+).

CHANGES: Procedures renumbered & revised, crossing altitudes, new RWY.

Apt Elev
336

Trans alt: 10000

RNAV 1 GNSS

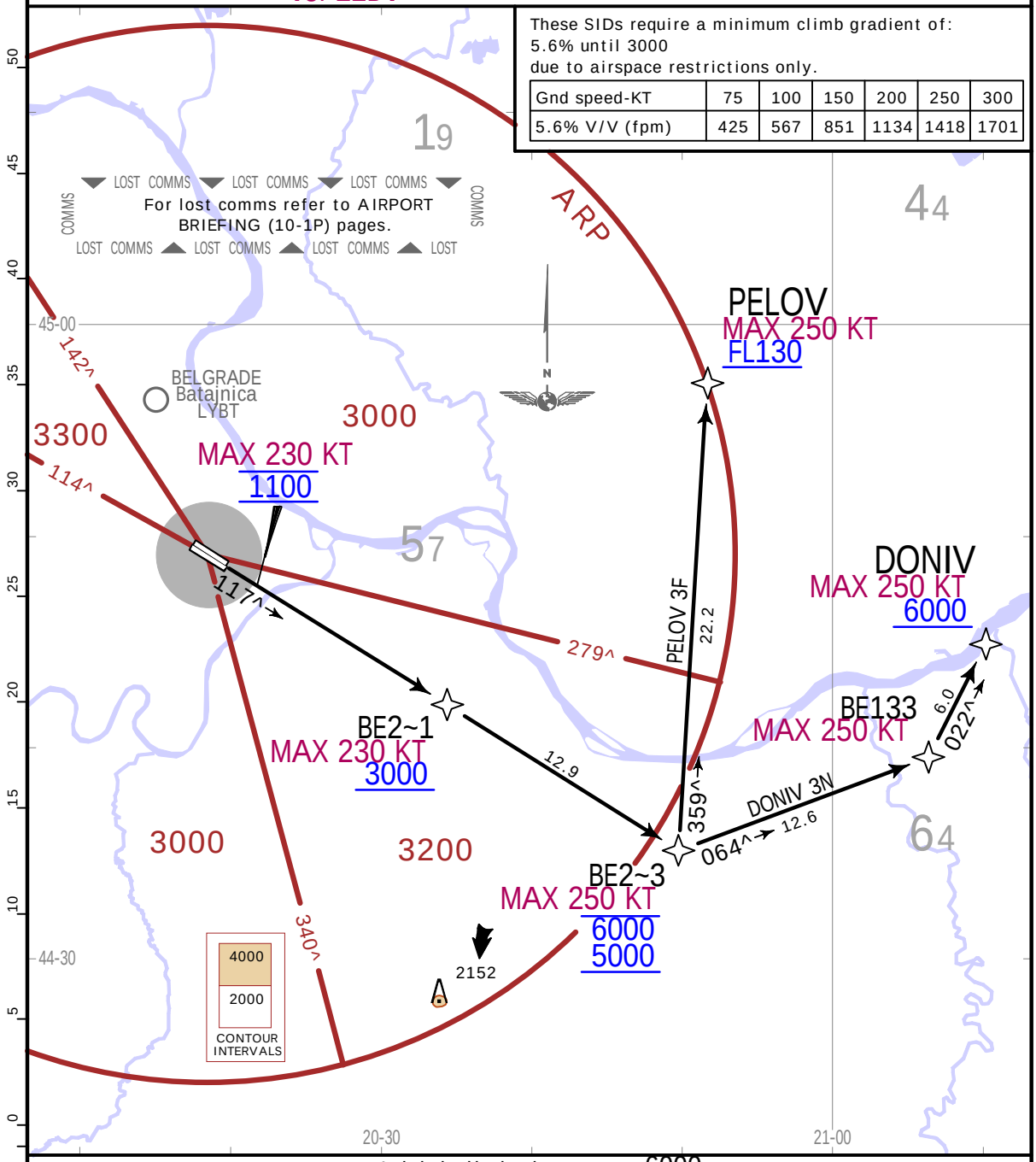
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

DONIV 3N [DONI3N]
PELOV 3F [PELO3F]
RNAV DEPARTURES
(RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of:
5.6% until 3000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701



Initial climb clearance 6000

SID	ROUTING
DONIV 3N	(K230-; 1100) - BE2~1 (K230-; 3000+) - BE2~3 (K250-; 5000+; 6000-) - BE133 (K250-) - DONIV (K250-; 6000+).
PELOV 3F 1	(K230-; 1100) - BE2~1 (K230-; 3000+) - BE2~3 (K250-; 5000+; 6000-) - PELOV (K250-; FL130+).

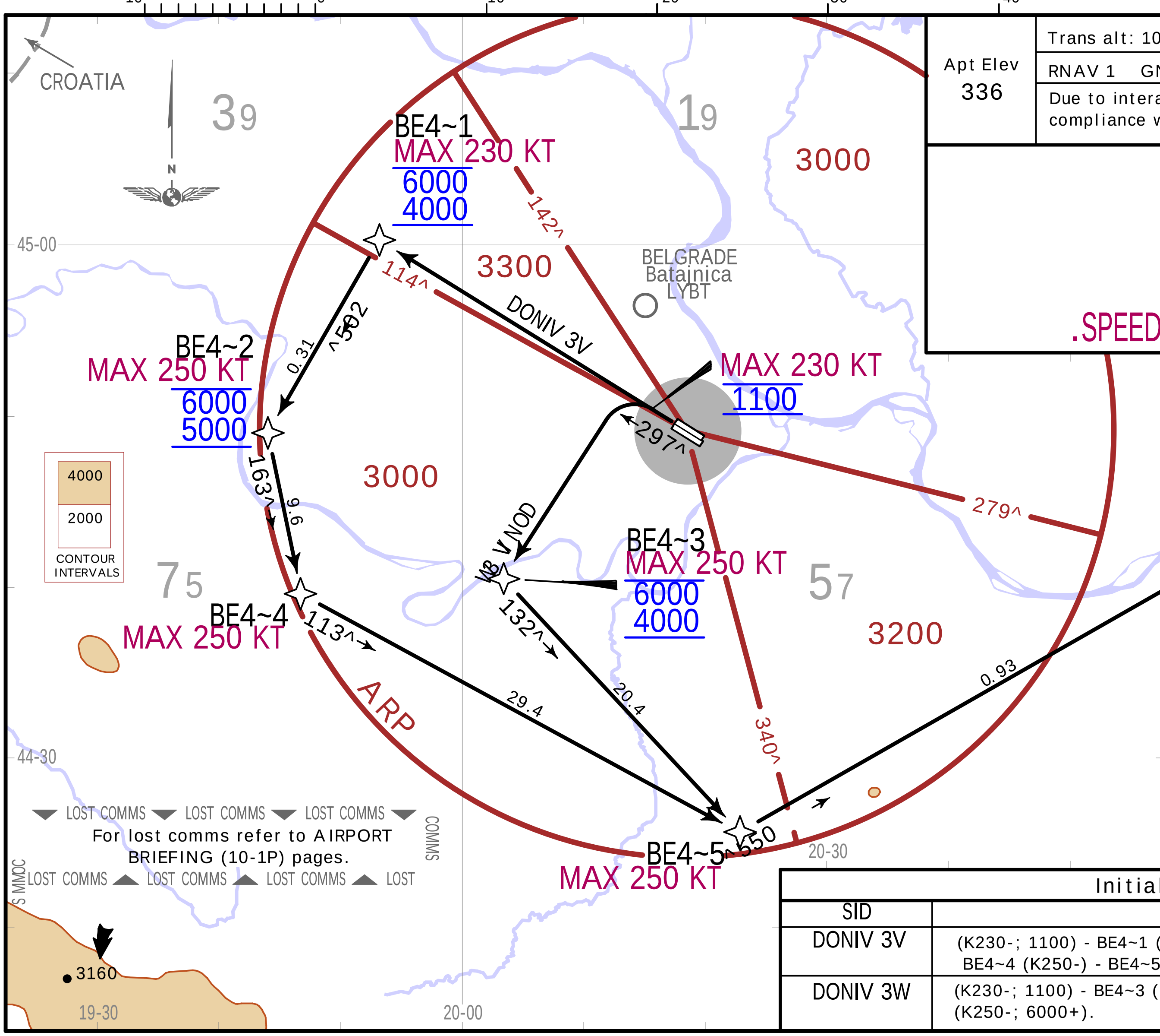
1 Not to be used for flight planning purposes. On ATC discretion only.

CHANGES: Procedures renumbered & revised, crossing altitudes, new RWY.

Apt Elev 336	Trans alt: 10000
	RNAV 1 GNSS
	Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

DONIV 3V [DONI3V]
DONIV 3W [DONI3W]
RNAV DEPARTURES
(RWYS 30L/R)

.SPEED: MAX 250 KT BELOW 10000



Close-in obstacles
RWY 30L: Light pole 89 hgt & mast 56 hgt, 0.1NM from DER.

These SIDs require a minimum climb gradient of:
5.6% until 3000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial climb clearance 6000

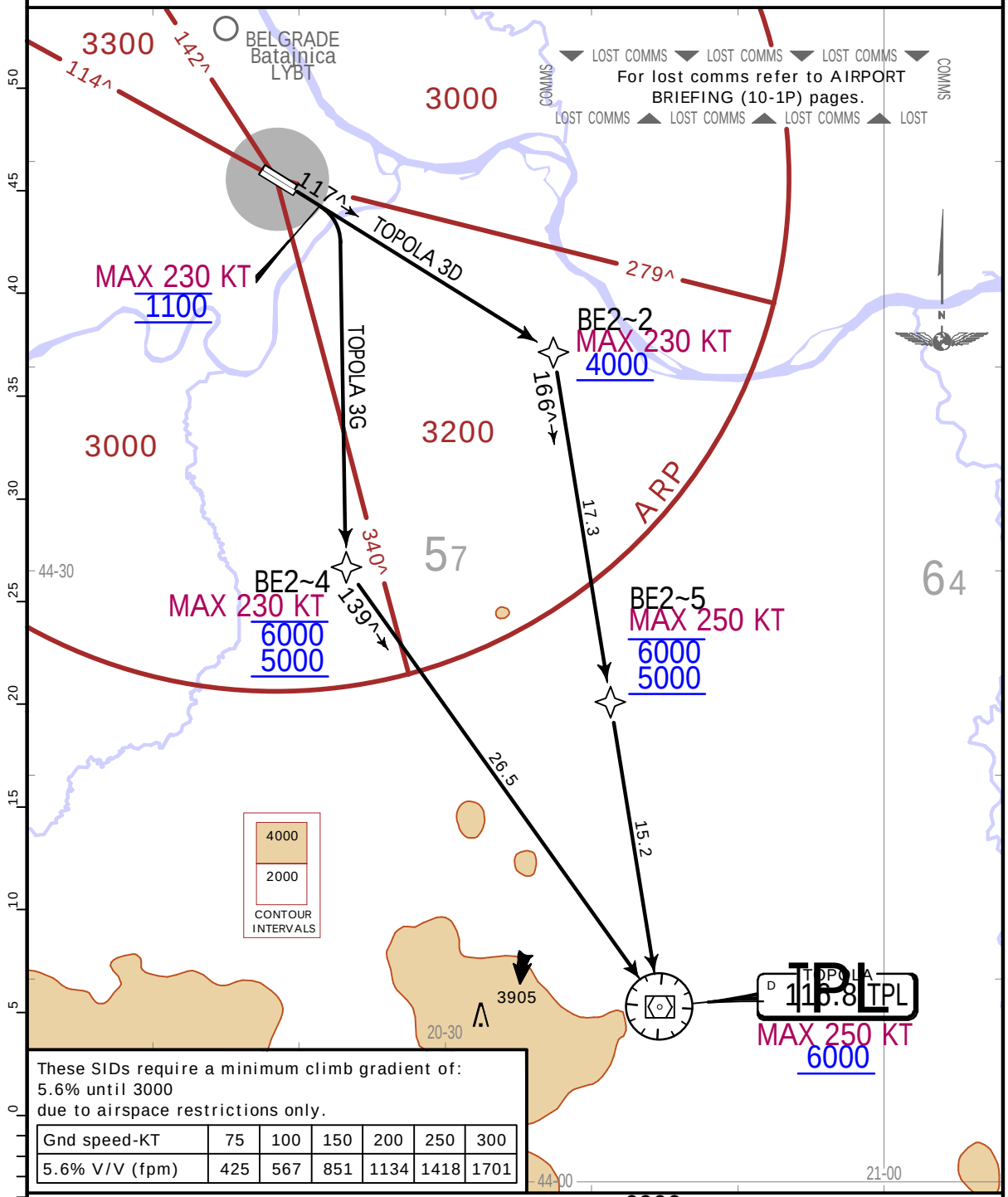
SID	ROUTING
DONIV 3V	(K230-; 1100) - BE4~1 (K230-; 4000+; 6000-) - BE4~2 (K250-; 5000+; 6000-) - BE4~4 (K250-) - BE4~5 (K250-) - DONIV (K250-; 6000+).
DONIV 3W	(K230-; 1100) - BE4~3 (K250-; 4000+; 6000-) - BE4~5 (K250-) - DONIV (K250-; 6000+).

CHANGES: Procedures renumbered & revised, crossing altitudes, new RWY.

Apt Elev 336	Trans alt: 10000
	RNAV 1 GNSS
	Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

TOPOLA 3D (TPL 3D), TOPOLA 3G (TPL 3G) RNAV DEPARTURES (RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of:
5.6% until 3000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial climb clearance 6000

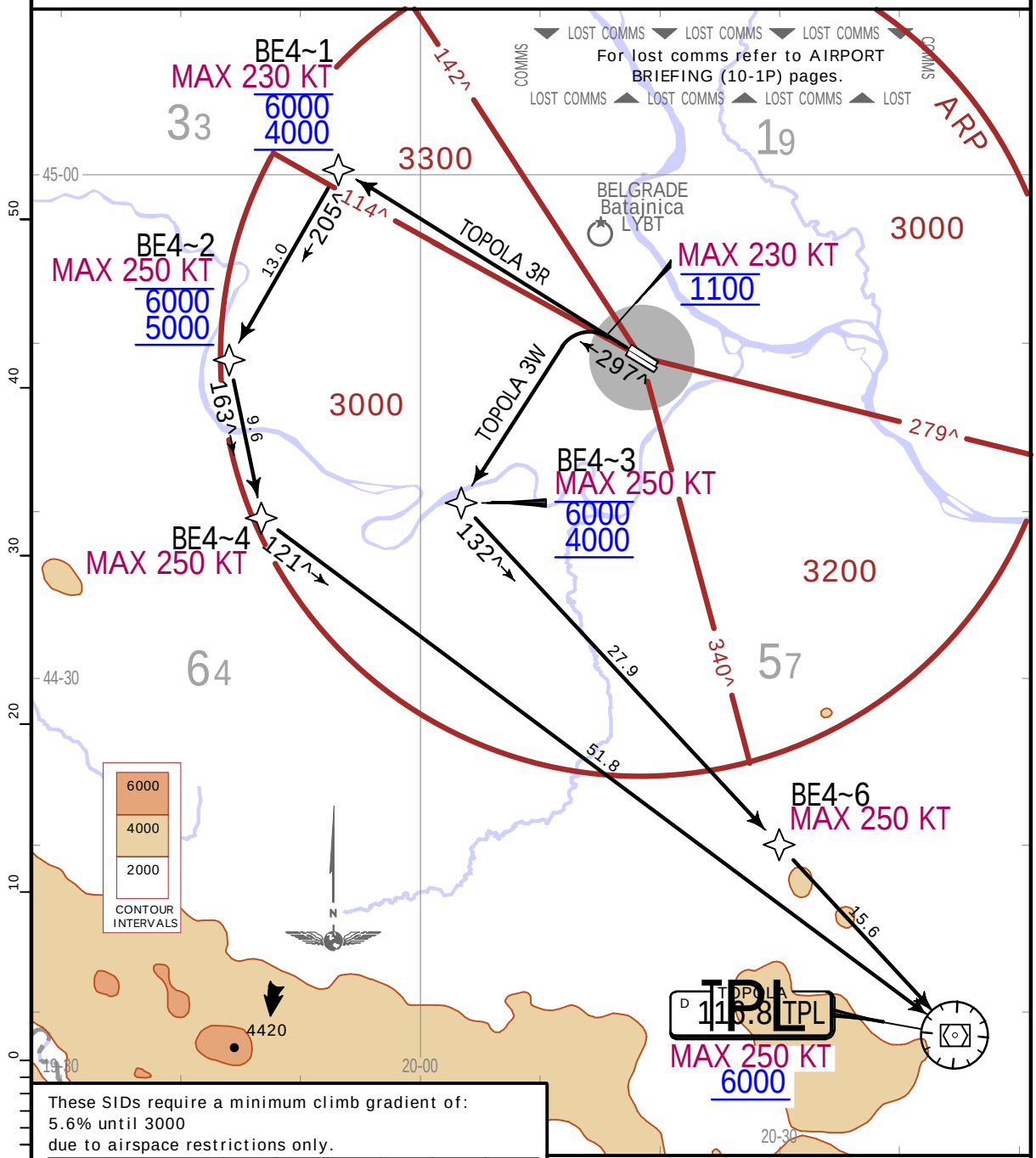
SID	ROUTING
TOPOLA 3D	(K230-; 1100) - BE2~2 (K230-; 4000+) - BE2~5 (K250-; 5000+; 6000-) - TPL VOR (K250-; 6000+).
TOPOLA 3G	(K230-; 1100) - BE2~4 (K230-; 5000+; 6000-) - TPL VOR (K250-; 6000+).

CHANGES: Procedures renumbered & revised, crossing altitudes, new RWY.

Apt Elev 336	Trans alt: 10000
	RNAV 1 GNSS
	Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

TOPOLA 3R (TPL 3R), TOPOLA 3W (TPL 3W) RNAV DEPARTURES (RWYS 30L/R)

.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of:
5.6% until 3000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Close-in obstacles
RWY 30L: Light pole 89 hgt & mast 56 hgt, 0.1NM from DER.

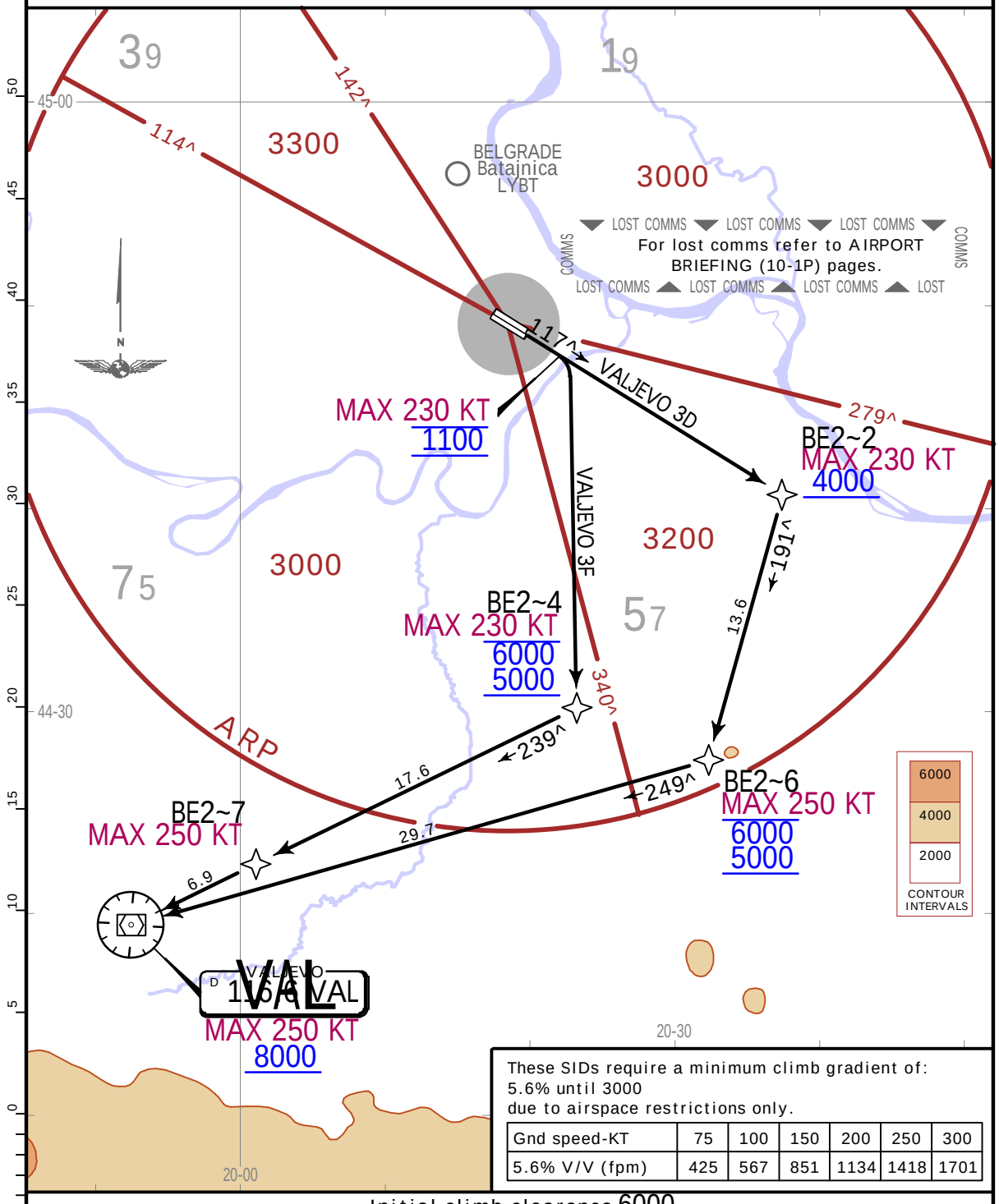
Initial climb clearance 6000

SID	ROUTING
TOPOLA 3R	(K230-; 1100) - BE4~1 (K230-; 4000+; 6000-) - BE4~2 (K250-; 5000+; 6000-) - BE4~4 (K250-) - TPL VOR (K250-; 6000+).
TOPOLA 3W	(K230-; 1100) - BE4~3 (K250-; 4000+; 6000-) - BE4~6 (K250-) - TPL VOR (K250-; 6000+).

Apt Elev 336	Trans alt: 10000
	RNAV 1 GNSS
	Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

VALJEVO 3D (VAL 3D), VALJEVO 3F (VAL 3F) RNAV DEPARTURES (RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of:
5.6% until 3000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial climb clearance 6000

SID	ROUTING
VALJEVO 3D	(K230-; 1100) - BE2~2 (K230-; 4000+) - BE2~6 (K250-; 5000+; 6000-) - VAL VOR (K250-; 8000+).
VALJEVO 3F	(K230-; 1100) - BE2~4 (K230-; 5000+; 6000-) - BE2~7 (K250-) - VAL VOR (K250-; 8000+).

Apt Elev 336

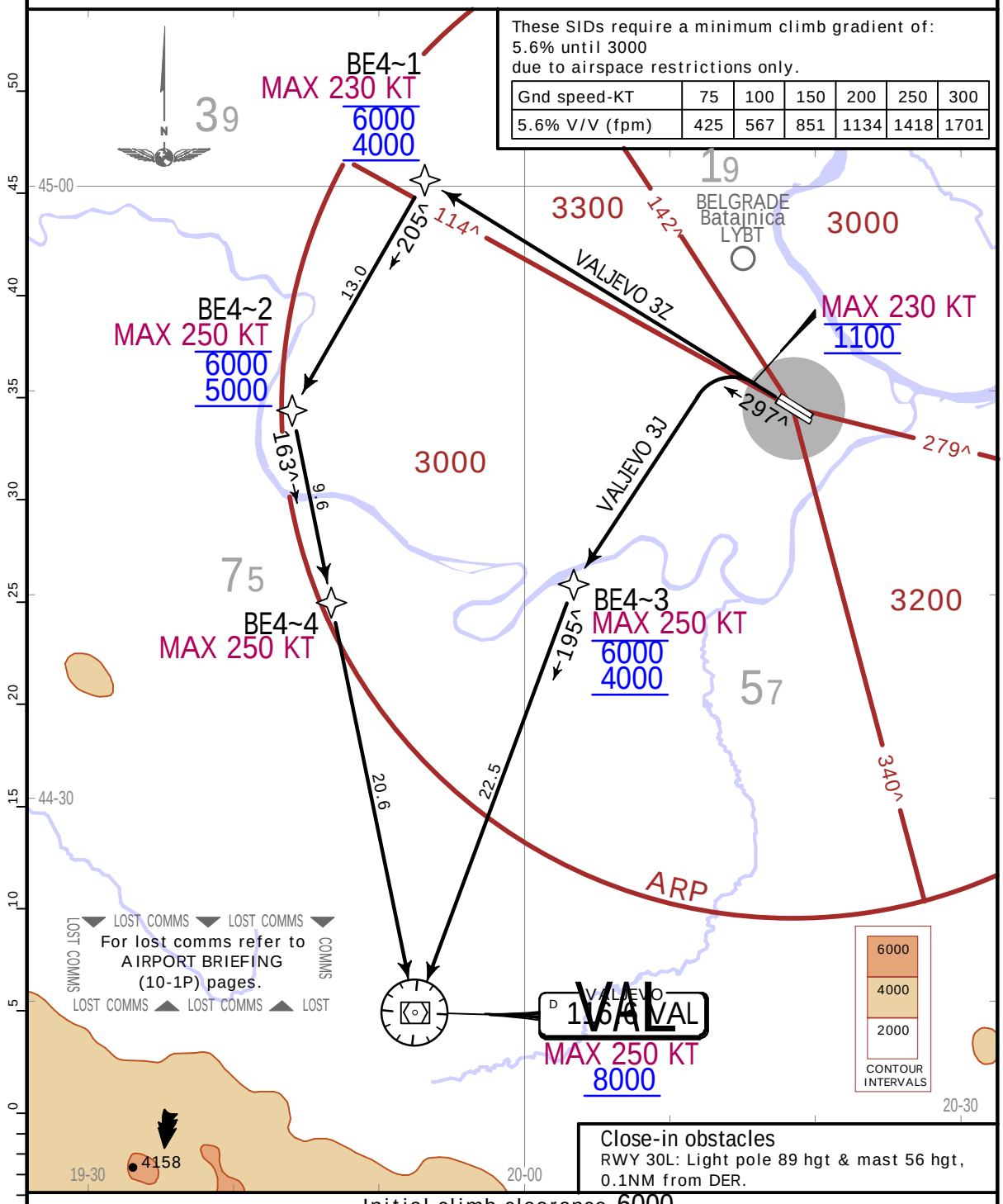
Trans alt: 10000

RNAV 1 GNSS

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

VALJEVO 3J (VAL 3J), VALJEVO 3Z (VAL 3Z) RNAV DEPARTURES (RWYS 30L/R)

.SPEED: MAX 250 KT BELOW 10000



Close-in obstacles
RWY 30L: Light pole 89 hgt & mast 56 hgt, 0.1NM from DER.

Initial climb clearance 6000

SID	ROUTING
VALJEVO 3J	(K230-; 1100) - BE4~3 (K250-; 4000+; 6000-) - VAL VOR (K250-; 8000+).
VALJEVO 3Z	(K230-; 1100) - BE4~1 (K230-; 4000+; 6000-) - BE4~2 (K250-; 5000+; 6000-) - BE4~4 (K250-) - VAL VOR (K250-; 8000+).

LYBE/BEG
NIKOLA TESLA

JEPPESEN
17 FEB 23 | 10-3H | .Eff.23.Feb.

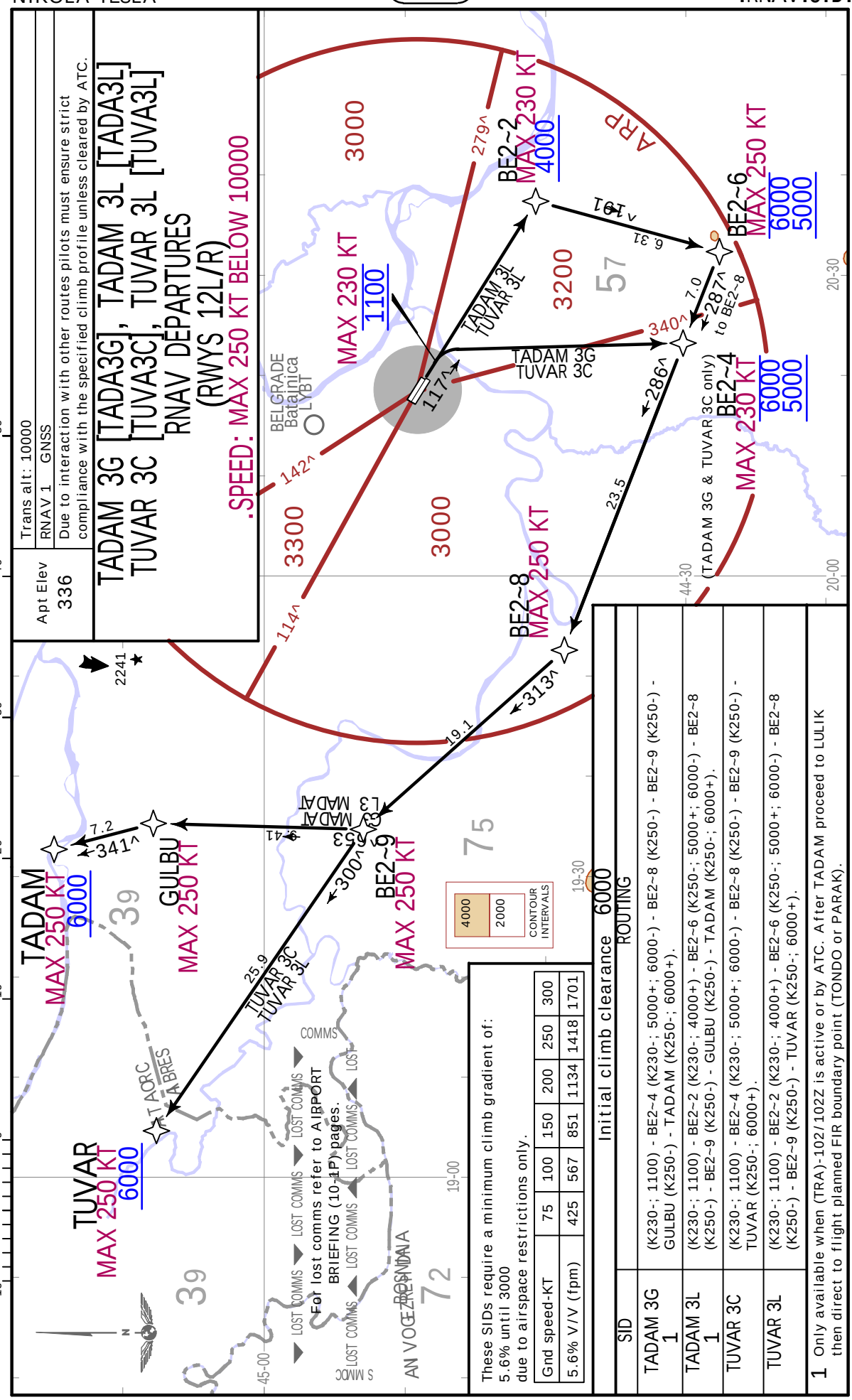
BELGRADE, SERBIA
.RNAV.SID.

Apt Elev 336

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

TADAM 3G [TADA3G], TADAM 3L [TADA3L]
TUVAR 3C [TUVA3C], TUVAR 3L [TUVA3L]
RNAV DEPARTURES
(RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of: 5.6% until 3000 due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	Initial climb clearance 6000 ROUTING
TADAM 3G 1	(K230-; 1100) - BE2~4 (K230-; 5000+; 6000-) - BE2~8 (K250-) - BE2~9 (K250-) - GULBU (K250-) - TADAM (K250-; 6000+).
TADAM 3L 1	(K230-; 1100) - BE2~2 (K230-; 4000+) - BE2~6 (K250-; 5000+; 6000-) - BE2~8 (K250-) - BE2~9 (K250-) - GULBU (K250-) - TADAM (K250-; 6000+).
TUVAR 3C	(K230-; 1100) - BE2~4 (K230-; 5000+; 6000-) - BE2~8 (K250-) - BE2~9 (K250-) - TUVAR (K250-; 6000+).
TUVAR 3L	(K230-; 1100) - BE2~2 (K230-; 4000+) - BE2~6 (K250-; 5000+; 6000-) - BE2~8 (K250-) - BE2~9 (K250-) - TUVAR (K250-; 6000+).

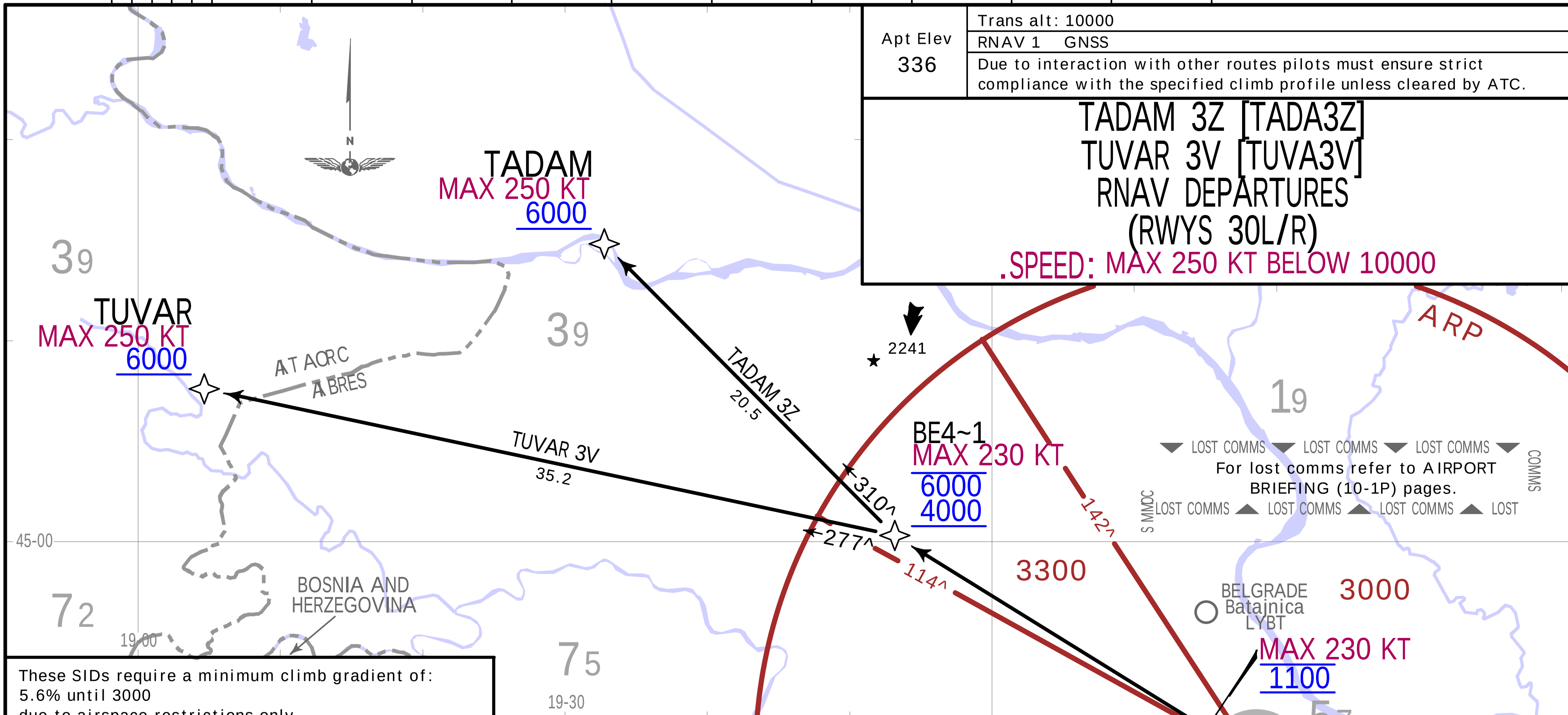
1 Only available when (TRA)-102/102Z is active or by ATC. After TADAM proceed to LULIK then direct to flight planned FIR boundary point (TONDO or PARAK).

CHANGES: Procedures renumbered & revised, crossing altitudes, new RWY.

Apt Elev	Trans alt: 10000
336	RNAV 1 GNSS
	Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

TADAM 3Z [TADA3Z]
TUVAR 3V [TUVA3V]
RNAV DEPARTURES
(RWYS 30L/R)

.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of:
5.6% until 3000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

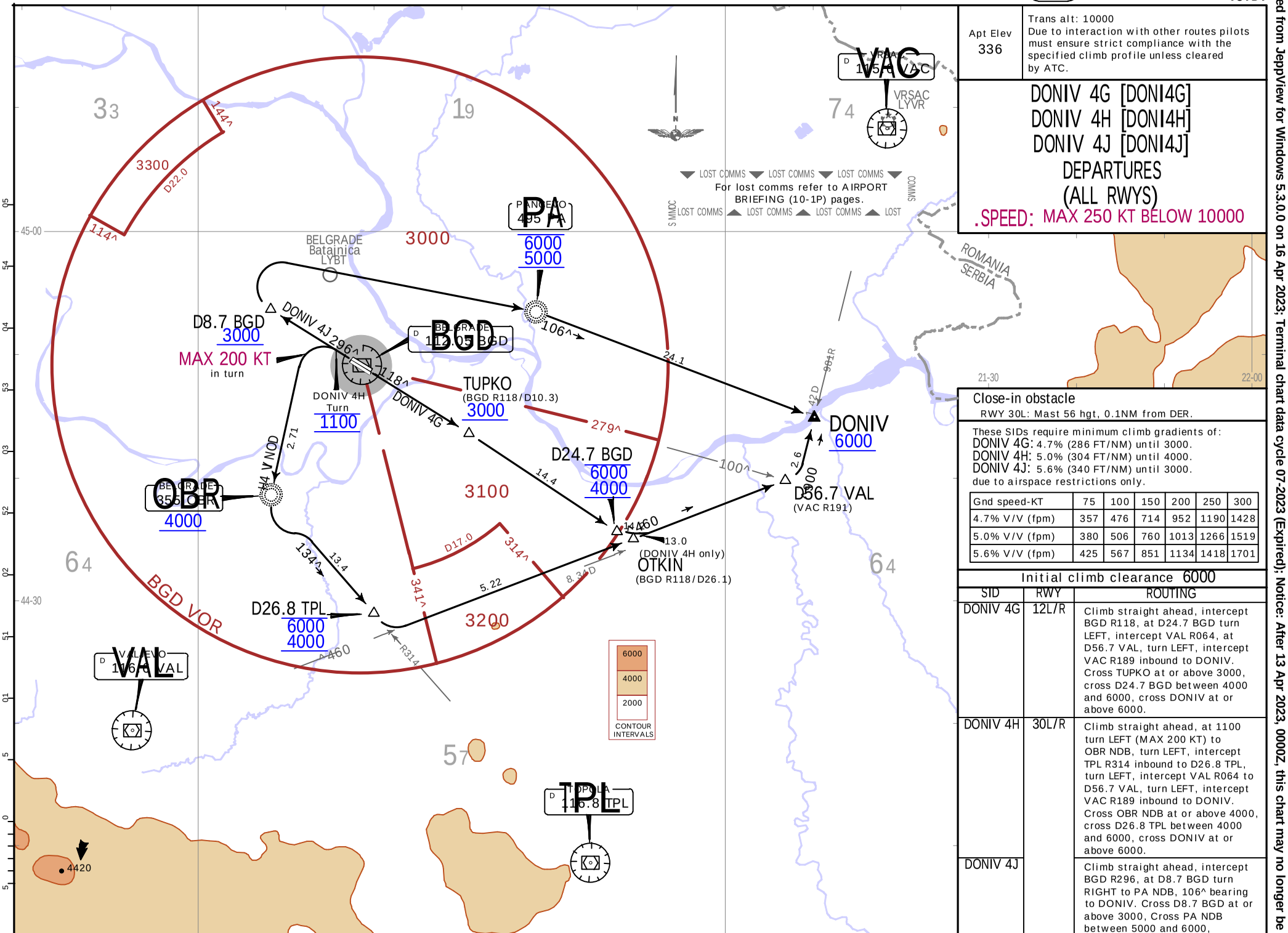
Close-in obstacles
RWY 30L: Light pole 89 hgt & mast 56 hgt, 0.1NM from DER.

Initial climb clearance 6000

SID	ROUTING
TADAM 3Z 1	(K230-; 1100) - BE4~1 (K230-; 4000+; 6000-) - TADAM (K250-; 6000+).
TUVAR 3V	(K230-; 1100) - BE4~1 (K230-; 4000+; 6000-) - TUVAR (K250-; 6000+).

1 Only available when (TRA)-102/102Z is active or by ATC.
After TADAM proceed to LULIK, then direct to flight planned FIR boundary point (TONDO or PARAK).

CHANGES: Procedures renumbered & revised, crossing altitudes, new RWY.



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

DONIV 4G [DONI4G]
DONIV 4H [DONI4H]
DONIV 4J [DONI4J]
DEPARTURES
(ALL RWYS)

.SPEED: MAX 250 KT BELOW 10000

Close-in obstacle
RWY 30L: Mast 56 hgt, 0.1NM from DER.

These SIDs require minimum climb gradients of:
DONIV 4G: 4.7% (286 FT/NM) until 3000.
DONIV 4H: 5.0% (304 FT/NM) until 4000.
DONIV 4J: 5.6% (340 FT/NM) until 3000.
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial climb clearance 6000

SID	RWY	ROUTING
DONIV 4G	12L/R	Climb straight ahead, intercept BGD R118, at D24.7 BGD turn LEFT, intercept VAL R064, at D56.7 VAL, turn LEFT, intercept VAC R189 inbound to DONIV. Cross TUPKO at or above 3000, cross D24.7 BGD between 4000 and 6000, cross DONIV at or above 6000.
DONIV 4H	30L/R	Climb straight ahead, at 1100 turn LEFT (MAX 200 KT) to OBR NDB, turn LEFT, intercept TPL R314 inbound to D26.8 TPL, turn LEFT, intercept VAL R064 to D56.7 VAL, turn LEFT, intercept VAC R189 inbound to DONIV. Cross OBR NDB at or above 4000, cross D26.8 TPL between 4000 and 6000, cross DONIV at or above 6000.
DONIV 4J		Climb straight ahead, intercept BGD R296, at D8.7 BGD turn RIGHT to PA NDB, 106^ bearing to DONIV. Cross D8.7 BGD at or above 3000, Cross PA NDB between 5000 and 6000, cross DONIV at or above 6000.

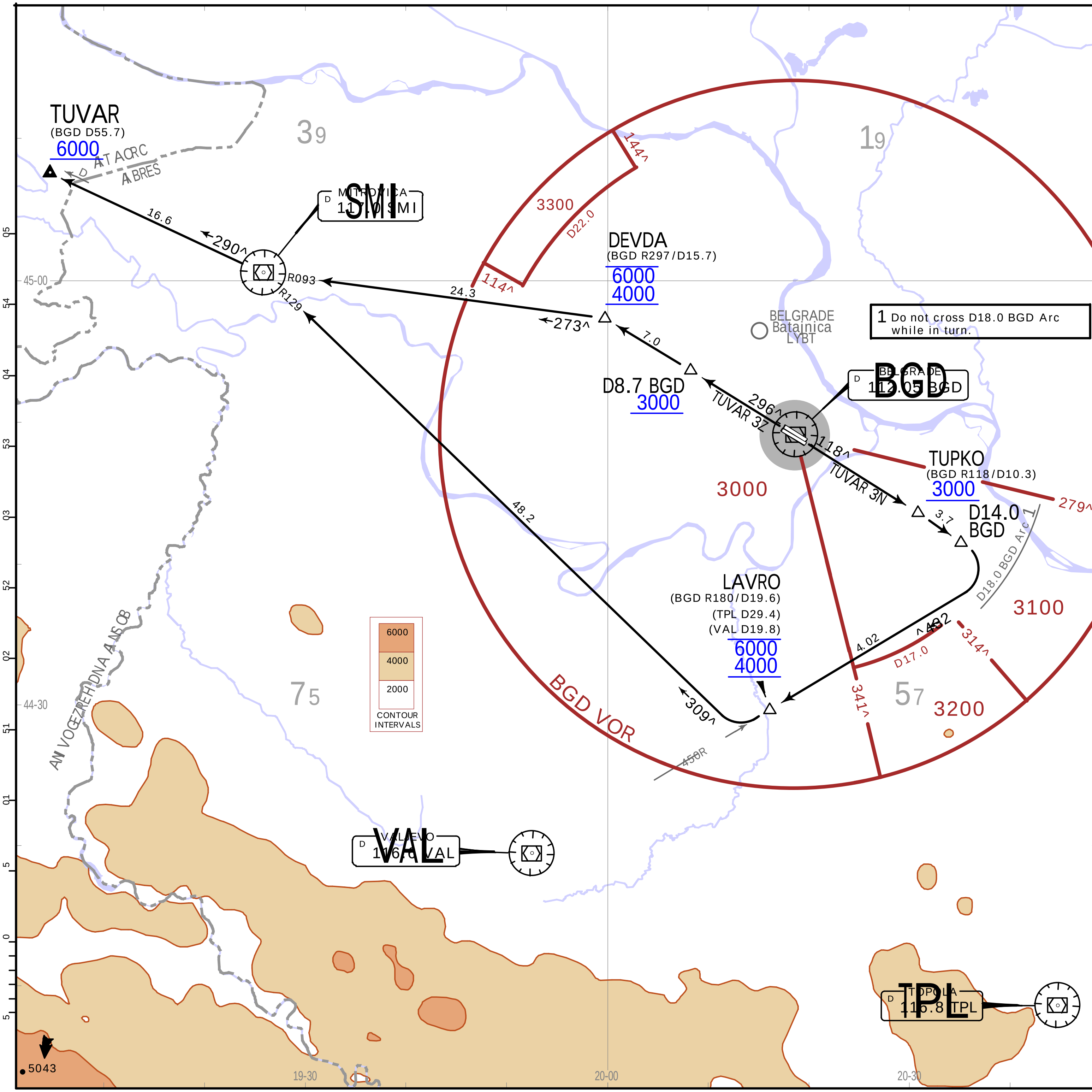
Apt Elev 336

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

TUVAR 3N [TUVA3N]
TUVAR 3Z [TUVA3Z]
DEPARTURES
(ALL RWYS)

.SPEED: MAX 250 KT BELOW 10000

Close-in obstacle
RWY 30L: Mast 56 hgt, 0.1NM from DER.



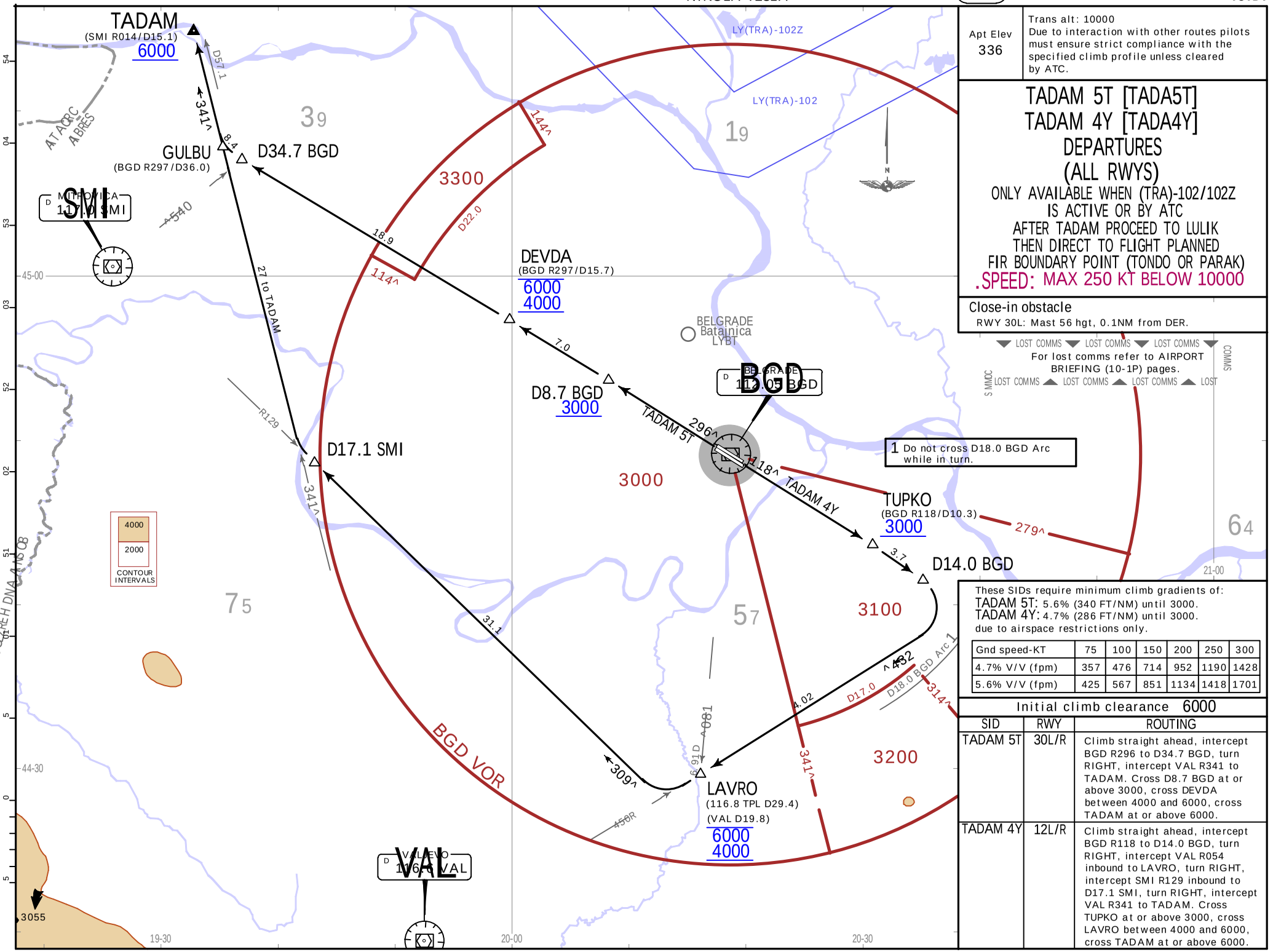
These SIDs require minimum climb gradients of:
TUVAR 3N: 4.7% (286 FT/NM) until 3000.
TUVAR 3Z: 5.6% (340 FT/NM) until 3000.
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial climb clearance 6000

SID	RWY	ROUTING
TUVAR 3N	12L/R	Climb straight ahead, intercept BGD R118, at D14.0 BGD turn RIGHT, intercept VAL R054, at LAVRO turn RIGHT, intercept SMI R129 inbound to SMI VOR, turn LEFT, intercept SMI R290 to TUVAR. Cross TUPKO at or above 3000, cross LAVRO between 4000 and 6000, cross TUVAR at or above 6000.
TUVAR 3Z	30L/R	Climb straight ahead, intercept BGD R296, at DEVDA turn LEFT, intercept SMI R093 inbound to SMI VOR, turn RIGHT, SMI R290 to TUVAR. Cross D8.7 BGD at or above 3000, cross DEVDA between 4000 and 6000, cross TUVAR at or above 6000.

CHANGES: Procedures renumbered & revised, crossing altitudes, new RWY established.



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.

TADAM 5T [TADA5T]
TADAM 4Y [TADA4Y]
DEPARTURES
(ALL RWYS)

ONLY AVAILABLE WHEN (TRA)-102/102Z IS ACTIVE OR BY ATC
AFTER TADAM PROCEED TO LULIK
THEN DIRECT TO FLIGHT PLANNED
FIR BOUNDARY POINT (TONDO OR PARAK)

.SPEED: MAX 250 KT BELOW 10000

Close-in obstacle
RWY 30L: Mast 56 hgt, 0.1NM from DER.

LOST COMMS LOST COMMS LOST COMMS
For lost comms refer to AIRPORT BRIEFING (10-1P) pages.
S MMDC LOST COMMS LOST COMMS LOST COMMS LOST COMMS

1 Do not cross D18.0 BGD Arc while in turn.

These SIDs require minimum climb gradients of:
TADAM 5T: 5.6% (340 FT/NM) until 3000.
TADAM 4Y: 4.7% (286 FT/NM) until 3000.
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.6% V/V (fpm)	425	567	851	1134	1418	1701

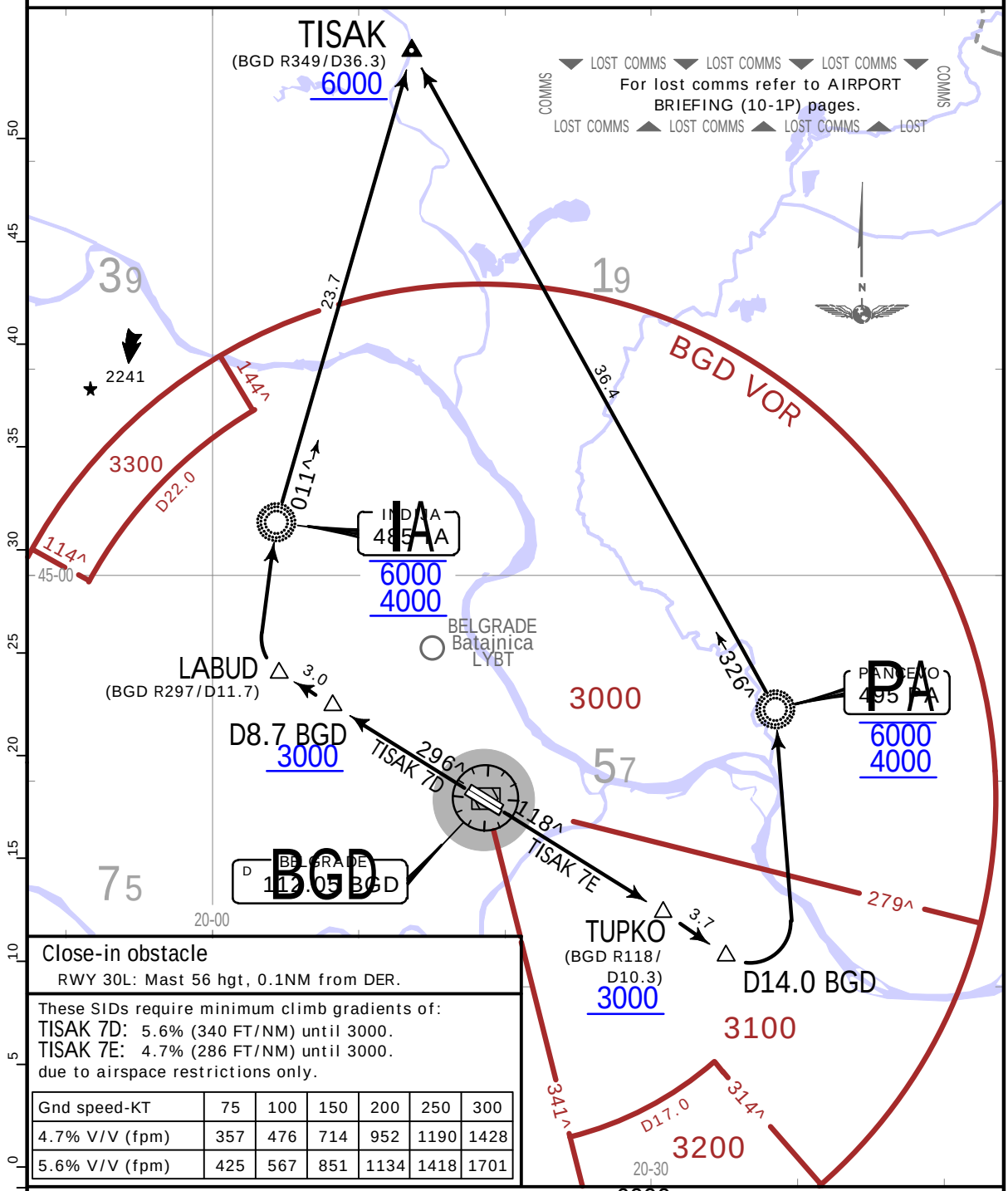
Initial climb clearance 6000

SID	RWY	ROUTING
TADAM 5T	30L/R	Climb straight ahead, intercept BGD R296 to D34.7 BGD, turn RIGHT, intercept VAL R341 to TADAM. Cross D8.7 BGD at or above 3000, cross DEVDA between 4000 and 6000, cross TADAM at or above 6000.
TADAM 4Y	12L/R	Climb straight ahead, intercept BGD R118 to D14.0 BGD, turn RIGHT, intercept VAL R054 inbound to LAVRO, turn RIGHT, intercept SMI R129 inbound to D17.1 SMI, turn RIGHT, intercept VAL R341 to TADAM. Cross TUPKO at or above 3000, cross LAVRO between 4000 and 6000, cross TADAM at or above 6000.

CHANGES: Procedures renumbered & revised, crossing altitudes, new RWY established.

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 7D [TISA7D], TISAK 7E [TISA7E]
DEPARTURES
(ALL RWYS)
.SPEED: MAX 250 KT BELOW 10000



Close-in obstacle
RWY 30L: Mast 56 hgt, 0.1NM from DER.

These SIDs require minimum climb gradients of:
TISAK 7D: 5.6% (340 FT/NM) until 3000.
TISAK 7E: 4.7% (286 FT/NM) until 3000.
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.6% V/V (fpm)	425	567	851	1134	1418	1701

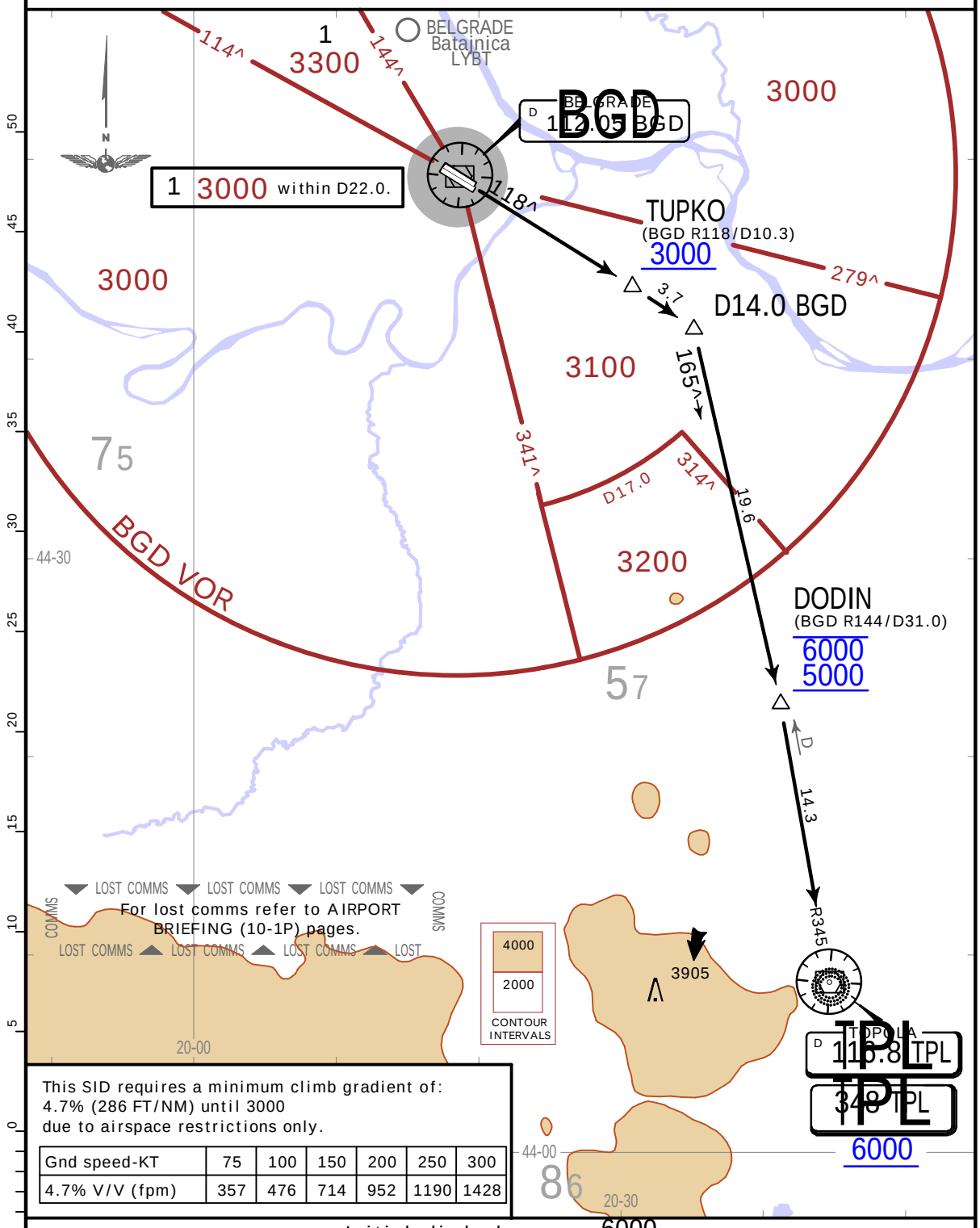
Initial climb clearance 6000

SID	RWY	ROUTING
TISAK 7D	30L/R	Climb straight ahead, intercept BGD R296, at LABUD turn RIGHT to IA NDB, 011^ bearing to TISAK. Cross D8.7 BGD at or above 3000, cross IA NDB between 4000 and 6000, cross TISAK at or above 6000.
TISAK 7E	12L/R	Climb straight ahead, intercept BGD R118, at D14.0 BGD turn LEFT to PA NDB, turn LEFT, 326^ bearing to TISAK. Cross TUPKO at or above 3000, cross PA NDB between 4000 and 6000, cross TISAK at or above 6000.

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.

TOPOLA 6C (TPL 6C) DEPARTURE (RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000



This SID requires a minimum climb gradient of:
4.7% (286 FT/NM) until 3000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

Initial climb clearance 6000

ROUTING

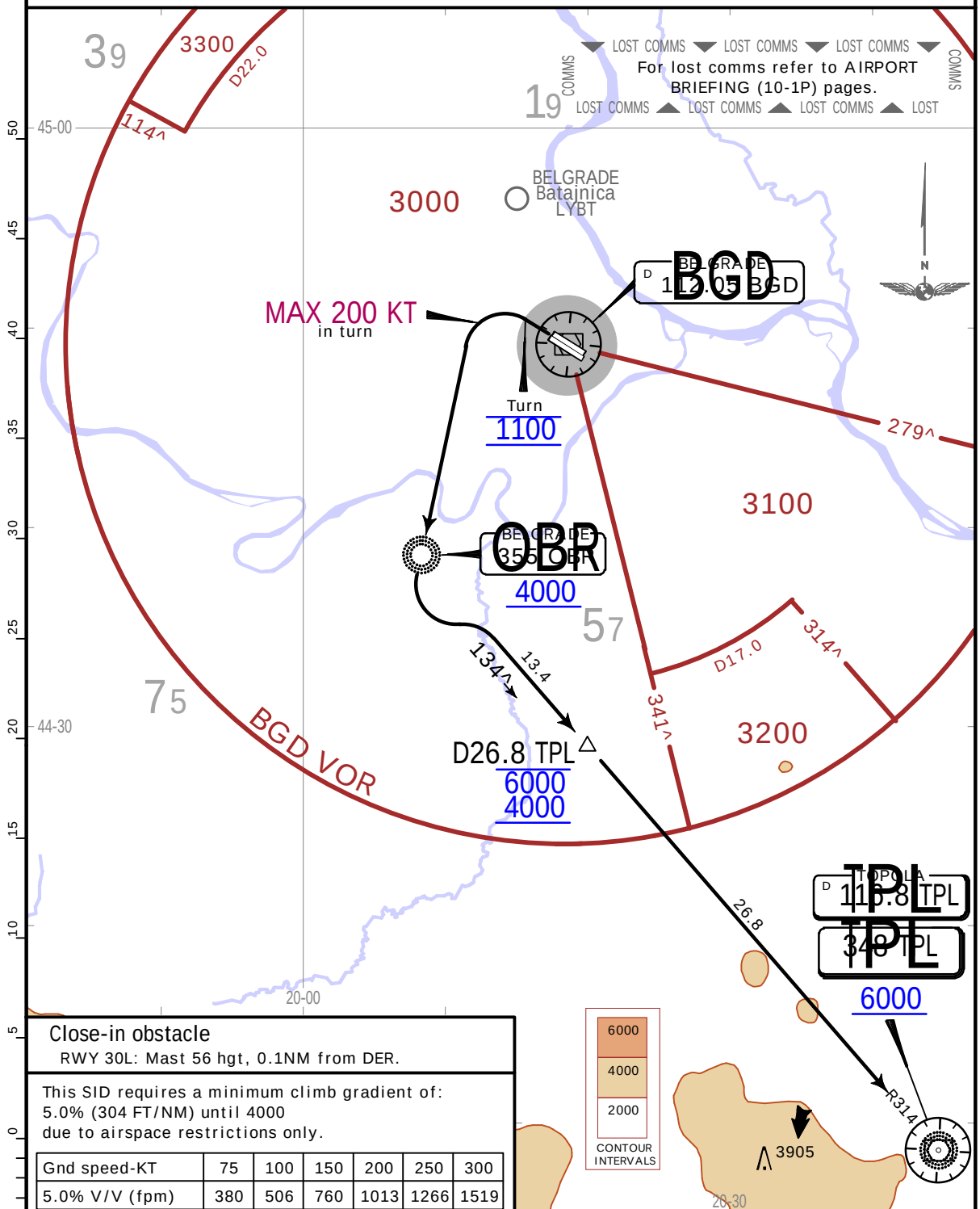
Climb straight ahead, intercept BGD R118, at D14.0 BGD turn RIGHT, intercept TPL R345 inbound to TPL VOR. Cross TUPKO at or above 3000, cross DODIN between 5000 and 6000, cross TPL VOR at or above 6000.

CHANGES: TPL 3Y withdrawn, SID renumbered and revised, altitudes, new RWY.

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.

TOPOLA 5J (TPL 5J)
DEPARTURE
(RWYS 30L/R)

.SPEED: MAX 250 KT BELOW 10000



Close-in obstacle
RWY 30L: Mast 56 hgt, 0.1NM from DER.

This SID requires a minimum climb gradient of:
5.0% (304 FT/NM) until 4000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance 6000

ROUTING

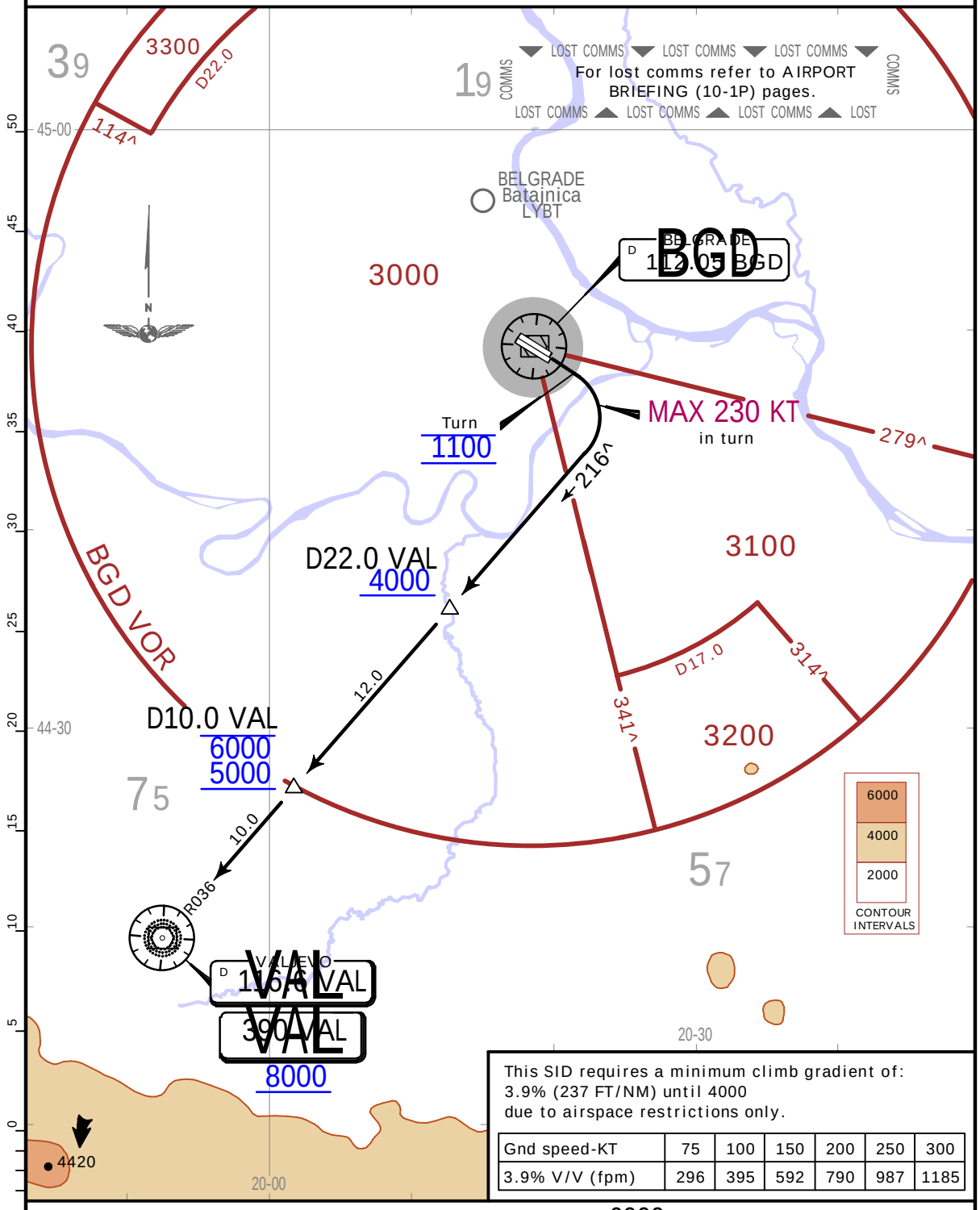
Climb straight ahead, at 1100 turn LEFT (MAX 200 KT) to OBR NDB, turn LEFT, intercept TPL R314 inbound to TPL VOR. Cross OBR NDB at or above 4000. Cross D26.8 TPL between 4000 and 6000. Cross TPL VOR at or above 6000.

CHANGES: TPL 4L withdrawn, SID renumbered and revised, altitudes, new RWY.

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.

VALJEVO 4Y (VAL 4Y) DEPARTURE (RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000



This SID requires a minimum climb gradient of:
3.9% (237 FT/NM) until 4000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

Initial climb clearance 6000

ROUTING

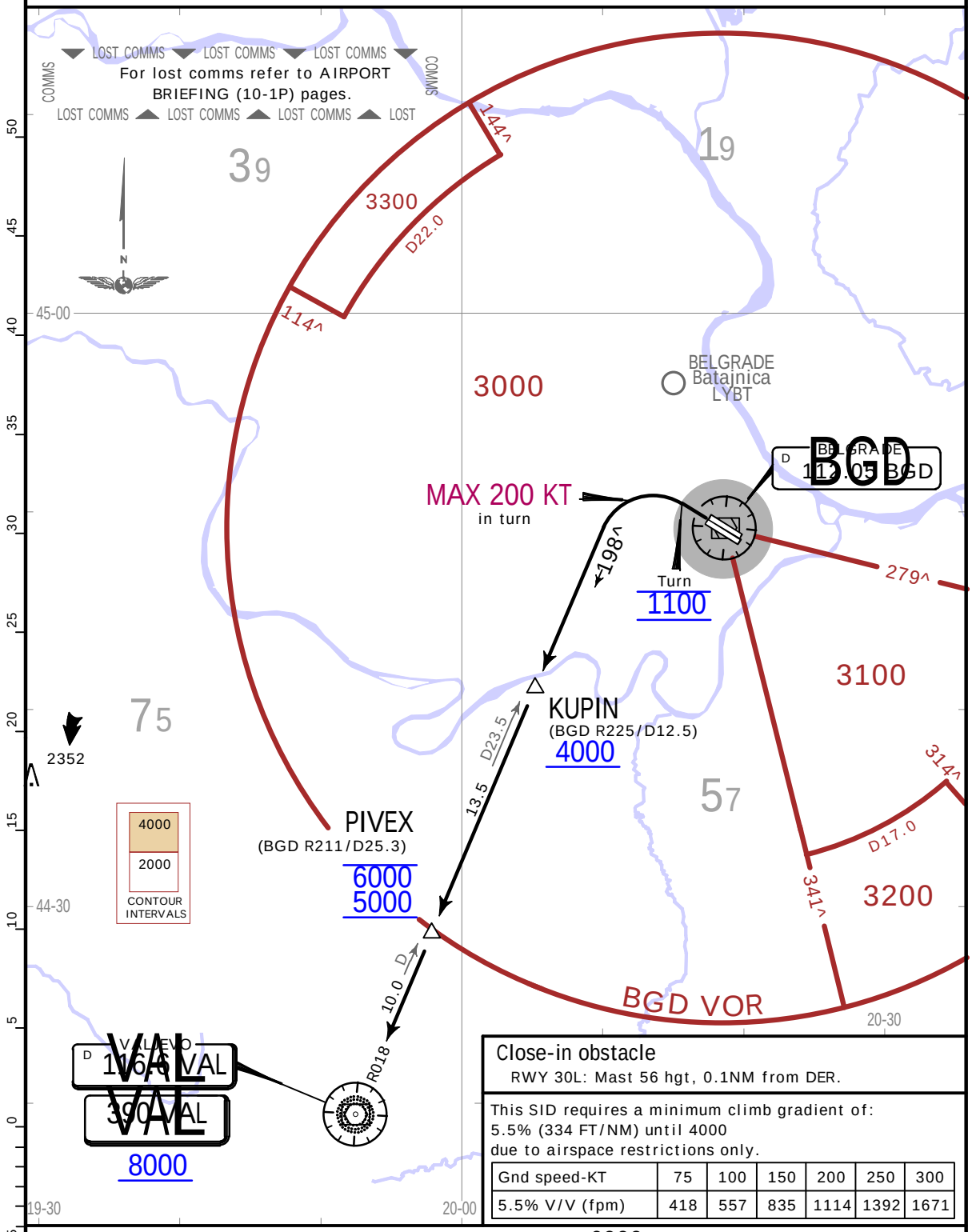
Climb straight ahead, at 1100 turn RIGHT (MAX 230 KT), intercept VAL R036 inbound to VAL VOR.
Cross D22.0 VAL at or above 4000, cross D10.0 VAL between 5000 and 6000, cross VAL VOR at or above 8000.

CHANGES: VAL 4E withdrawn, SID renumbered and revised, altitudes, new RWY.

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.

VALJEVO 1G (VAL 1G) DEPARTURE (RWYS 30L/R)

.SPEED: MAX 250 KT BELOW 10000



Close-in obstacle

RWY 30L: Mast 56 hgt, 0.1NM from DER.

This SID requires a minimum climb gradient of:
5.5% (334 FT/NM) until 4000
due to airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

Initial climb clearance 6000

ROUTING

Climb straight ahead, at 1100 turn LEFT (MAX 200 KT), intercept VAL R018 inbound to VAL VOR.
Cross KUPIN at or above 4000. Cross PIVEX between 5000 and 6000. Cross VAL VOR at or above 8000.

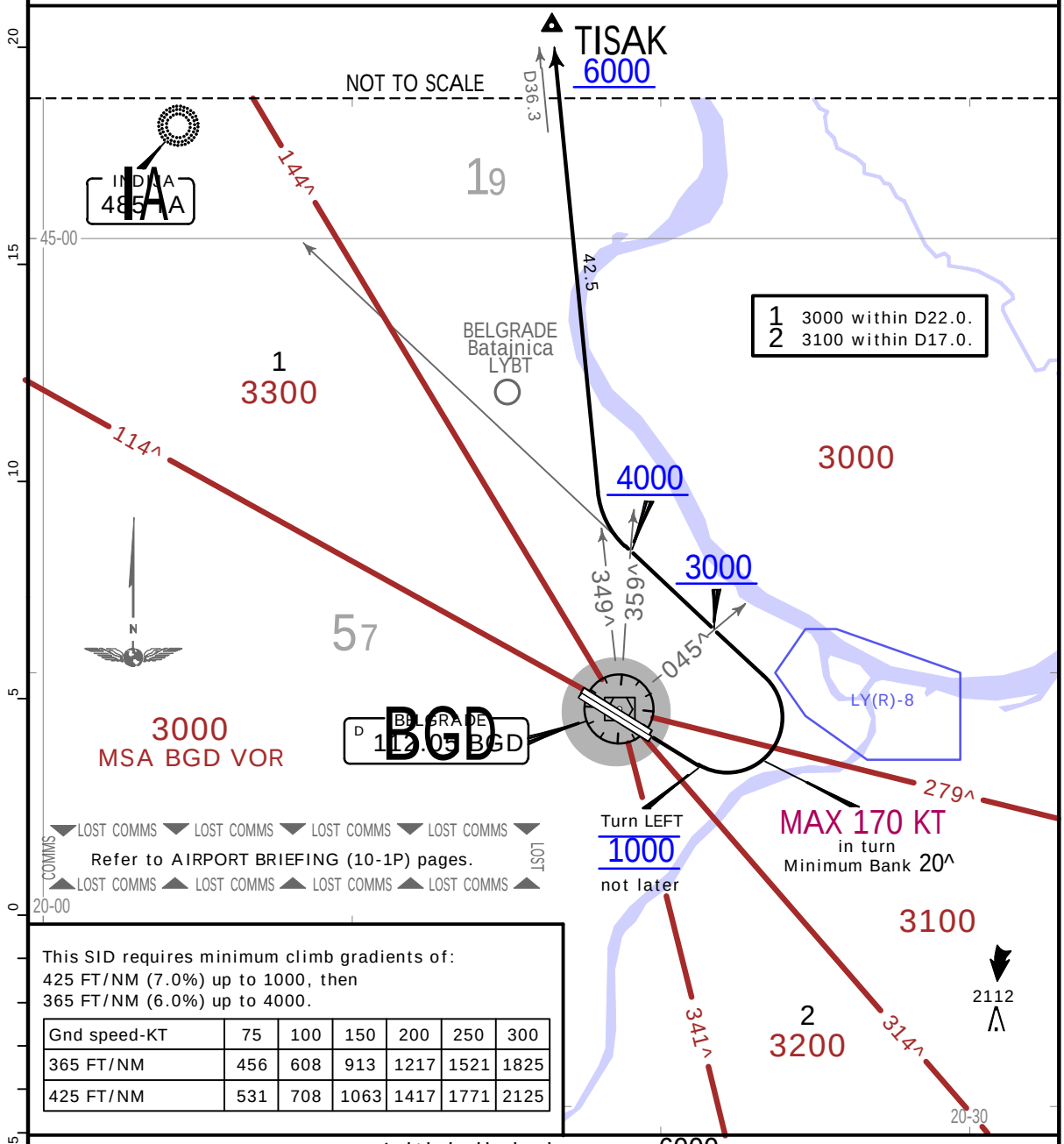
Apt Elev
336

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 3Z DEPARTURE
[TISA3Z]
(RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000

TEMPORARY PROCEDURE



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

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

Initial climb clearance 6000

ROUTING

Climb straight ahead to 1000, turn LEFT towards IA NDB, when passing BGD R359 turn RIGHT, intercept BGD R349 to TISAK.

CHANGES: Procedure renumbered, runways, altitude restriction at TISAK.

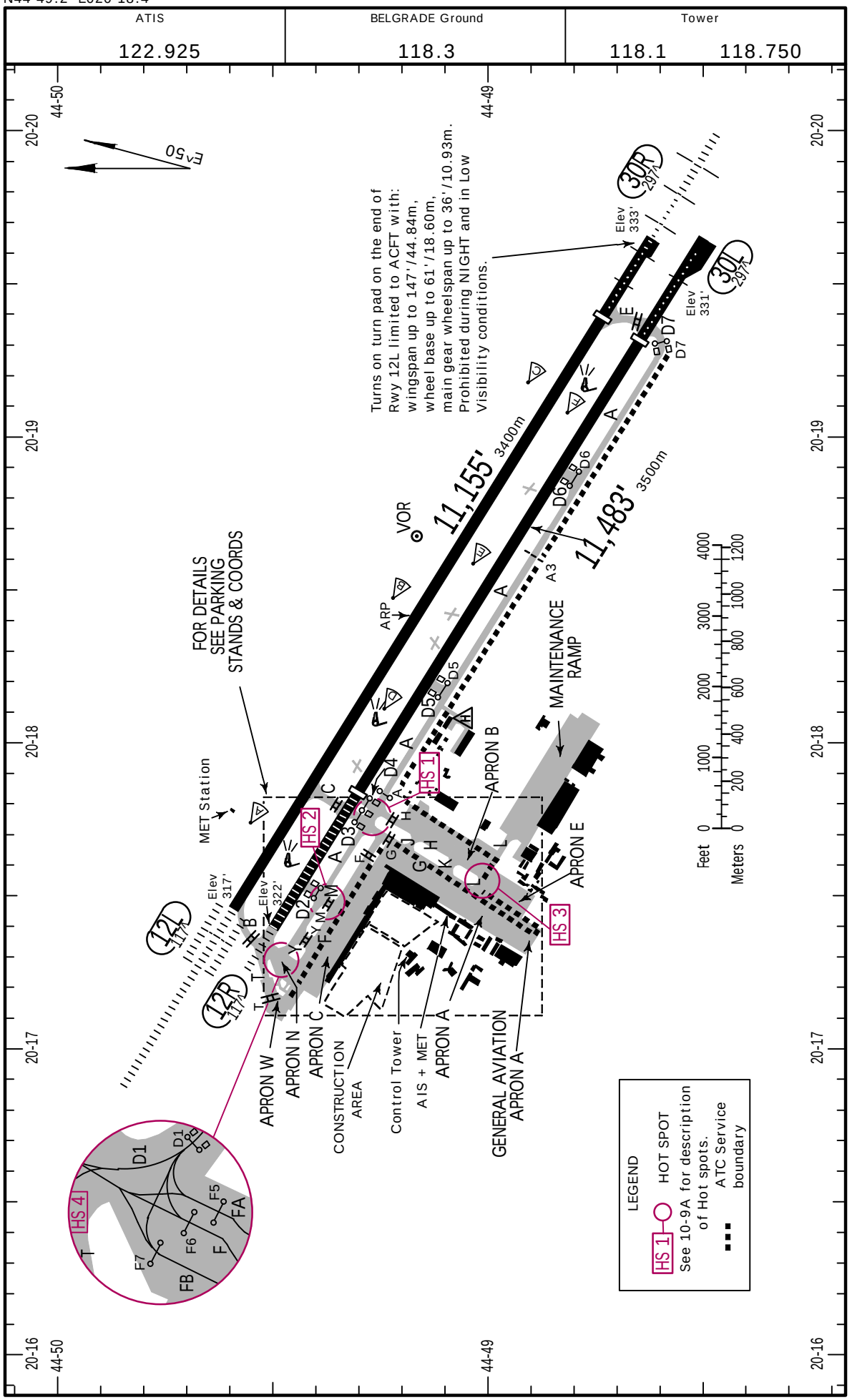
LYBE/BEG, BELGRADE, SERBIA

Apt Elev 336'
N44 49.2 E020 18.4

JEPPESEN
17 FEB 23 (10-9) .Eff.23.Feb.

NIKOLA TESLA

ATIS	BELGRADE Ground	Tower	
122.925	118.3	118.1	118.750



ADDITIONAL RUNWAY INFORMATION

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

1 angle 3.0^.

2 TAKE-OFF RUN AVAILABLE

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

RWY 30R:
From rwy head 11,155' (3400m)
twy E int 9990' (3045m)

3 Take-offs from intersection TWY C for RWY 12L are not permitted.

RWY				USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
12R	HIRL(60m) CL (15m) ALSF-I TDZ PAPI 4	RVR	9232' 2814m	8199' 2499m	5	148' 45m
30L	HIRL(60m) CL (15m) HIALS PAPI 4	RVR	9787' 2983m			

4 angle 3.0^.

5 TAKE-OFF RUN AVAILABLE

RWY 12R:
twy D1 int 11,483' (3500m)
6 twy D2 int 10,804' (3293m)
6 twy D3 int 9603' (2927m)
6 twy D4 int 9344' (2848m)
6 twy D5 int 7434' (2266m)

RWY 30L:
From rwy head 11,483' (3500m)
twy D7 int 10,125' (3086m)
7 twy D6 int 7707' (2349m)
7 twy D5 int 4177' (1273m)

6 Take-offs from intersections TWY D2 thru D5 for RWY 12R are not permitted.
7 Take-offs from intersections TWY D5 and TWY D6 for RWY 30L are not permitted.

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 12L/30R and RWY 12R/30L. Vehicles also crossing in this area.

HS 3 This is a high volume intersection for taxiing ACFT. A service road crossing TWY L. Hot spot area with potential of incidents between ground service equipment and towed ACFT or ACFT exiting parking stand B10. Pilots are to exercise caution.

HS 4 This is a complex geometry TWY intersection. Pilots are to exercise caution.

.Std/State.

TAKE-OFF

Low Visibility Take-off: HIRL & CL (spacing 15m or less) & relevant RVR	Low Visibility Take-off: RL & CL & relevant RVR	Low Visibility Take-off: RL & CL	Low Visibility Take-off: RL & RCLM DAY	Low Visibility Take-off: RL or CL NIGHT	RL or RCLM	RL or CL	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

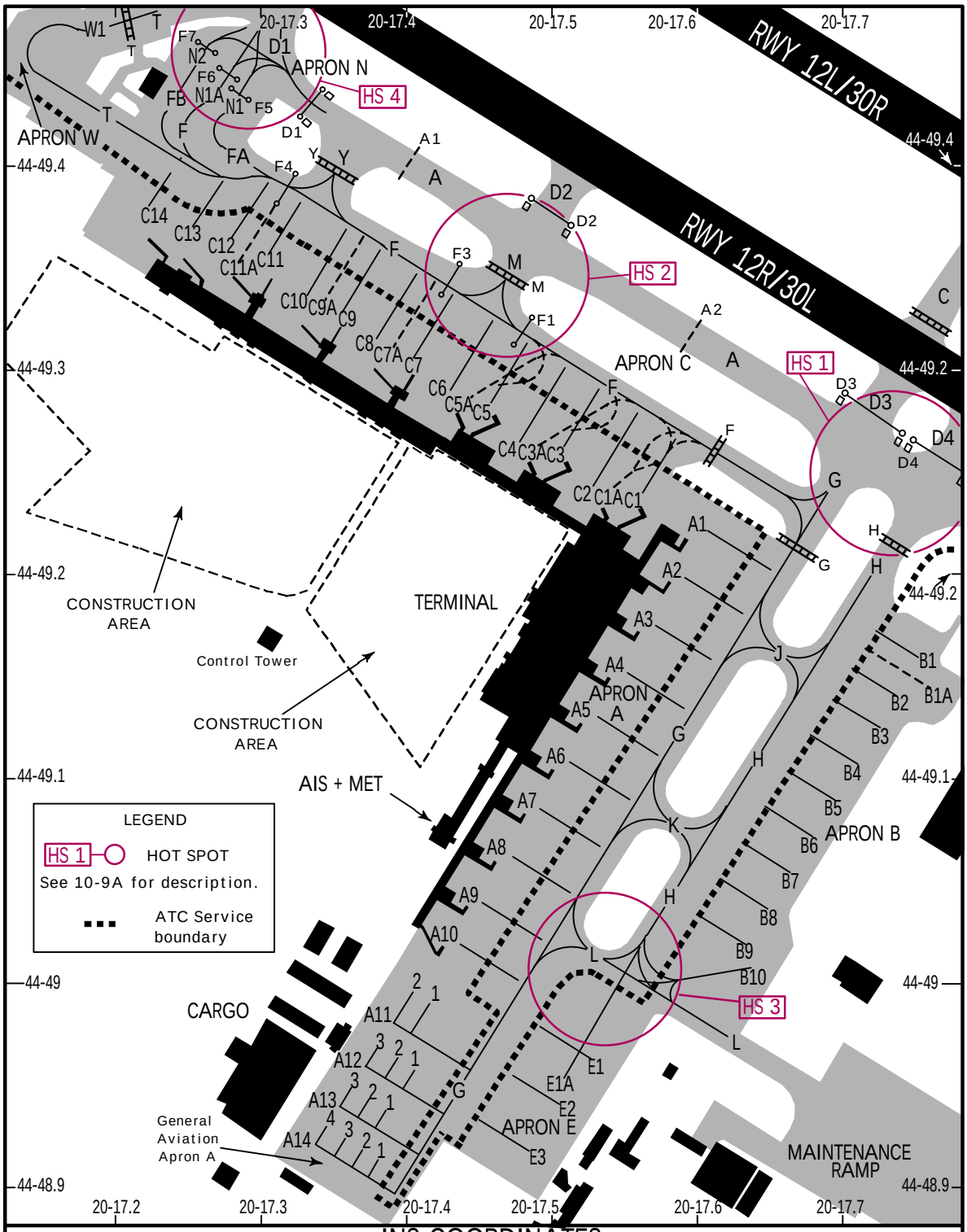
LYBE/BEG

JEPPESEN

17 FEB 23 (10-9B) .Eff.23.Feb.

BELGRADE, SERBIA

NIKOLA TESLA



INS COORDINATES

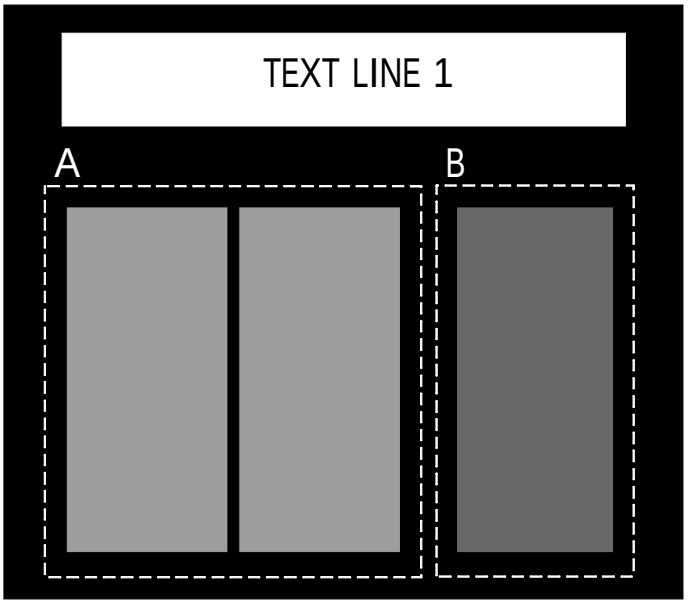
STAND No.	COORDINATES	STAND No.	COORDINATES
		C1	N44 49.2 E020 17.6
A1 thru A4	N44 49.2 E020 17.6	C1A	N44 49.2 E020 17.5
A5 thru A8	N44 49.1 E020 17.5	C2 thru C5	N44 49.3 E020 17.5
A9	N44 49.0 E020 17.5	C5A thru C9	N44 49.3 E020 17.4
A10 thru A12-3	N44 49.0 E020 17.4	C9A, C10	N44 49.3 E020 17.3
A13 thru A14-3	N44 48.9 E020 17.4		
		C11 thru C12	N44 49.4 E020 17.3
A14-4	N44 48.9 E020 17.3	C13, C14	N44 49.4 E020 17.2
B1, B1A	N44 49.2 E020 17.8	E1	N44 49.0 E020 17.5
B2	N44 49.1 E020 17.8	E1A thru E3	N44 48.9 E020 17.5
B3 thru B7	N44 49.1 E020 17.7	N1 thru N2	N44 49.5 E020 17.3
B8 thru B10	N44 49.0 E020 17.7		
		W1	N44 49.5 E020 17.2

CHANGES: Rwy designator, new Rwy, N1B withdrawn, new TWYs, holding positions.

VISUAL DOCKING GUIDANCE SYSTEM "APIS++"

(Aircraft Parking and Information System)

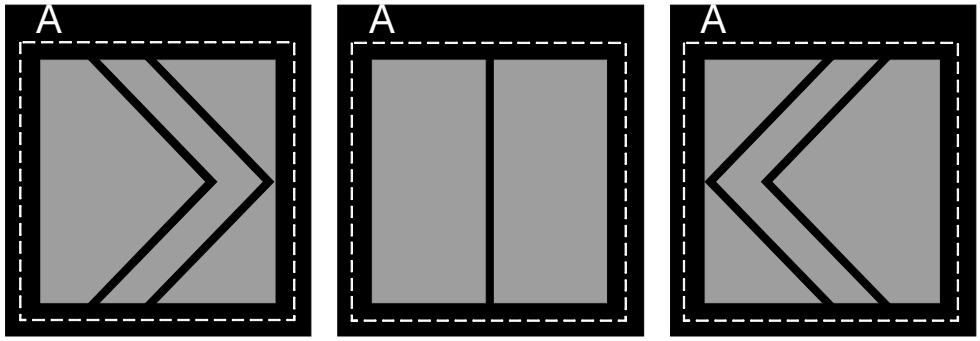
Stands A1 thru A5 and C1 thru C6:



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

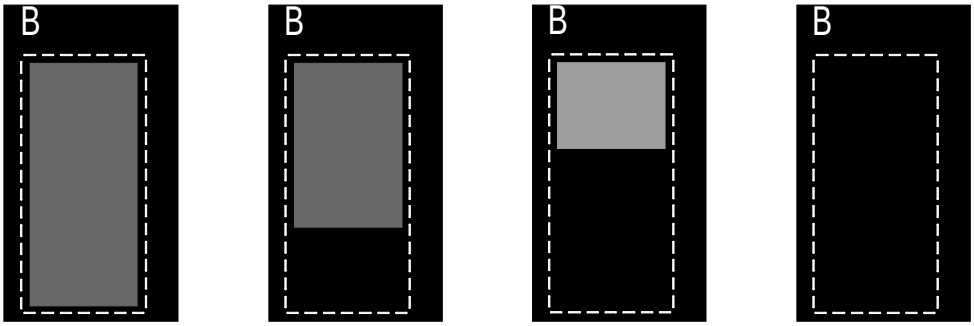
When APIS++ unserviceable, acft must be marshaled.

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.

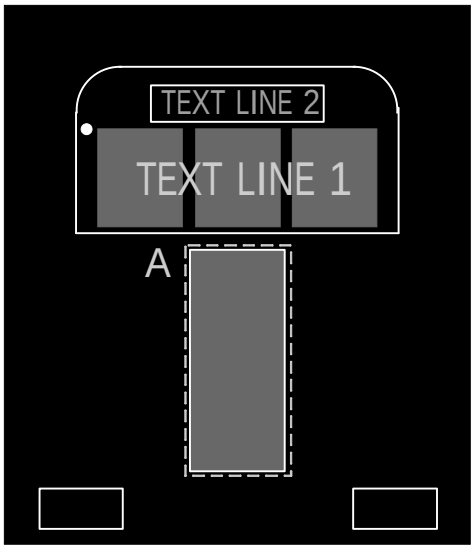


>15m | -7m | -3m | STOP

VISUAL DOCKING GUIDANCE SYSTEM "PA3 A-VDGS"

(PA3 Advanced-Visual Docking Guidance System)

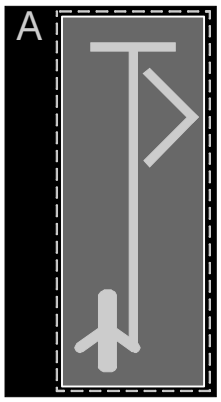
Stands A6 thru A10



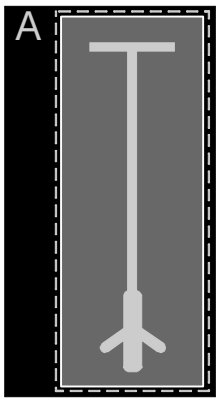
Text line 1:
1. ACFT type or
2. distance from Stop line (counting in decimal notation) or
3. stop information or
4. correctly parked information or
5. stop too far information

Text line 2:
Stop sign (red color)

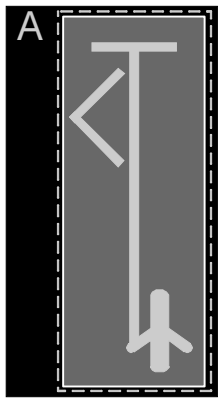
A: steer information



Steer RIGHT



On Centerline



Steer LEFT

CHANGES: Chart re-indexed.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
17 FEB 23 (11-1) .Eff.23.Feb.

BELGRADE, SERBIA
ILS or LOC Rwy 12L

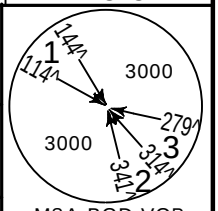
ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

LOC YUB	Final Apch Crs	KN Lctr	ILS DA(H)	Apt Elev 336'
110.3	117^	2850' (2533')	517' (200')	Rwy 317'

MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BGD after VOR, then turn RIGHT climbing to OBR NDB at 3000' and hold.

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

BRIEFING STRIP ™



HOLDING FIX (IF) LABUD
D11.0 YUB
D11.7 BGD
116^
296^
MAX 210 KT
MHA 3000

(IAF) INDIJA
435 AA

285^ (IAF) TIKVU
5.1
322^
191^
4.1
3000
45-00

4 WHILE IN HLDG DO NOT CROSS R-308

(IAF) DEVDA
D15.0 YUB
D15.7 BGD
4000
[D3-5O]
4.9
116^
147^
13.6
305^
LABUD
D11.0 YUB
D11.7 BGD
3000
A 8
087^
117^
OM
D4.3 YUB
D5.0 BGD

D34.6 VAL
[D283O]
283^
003^
6.6
3000

IN HLDG WHILE LY(D)-5 IS ACTIVE DO NOT CROSS R-275

LY(D)-5
44-50

MM
D0.8 YUB
D1.6 BGD

BELGRADE
KN
D8.0 YUB
D8.7 BGD

BELGRADE
BGD
ILS DME
117^ Y 110.3 BGD

LY(R)-8
895'
915'
D3.5 BGD
[D118D]
BGD
903'
118^
1000
1000
2112'

(IAF) LOGAR
D28.0 VAL
257^
19-50

OBR
BELGRADE
355 OBR
D12.9/R-210 BGD
MAX 220 KT
MHA 3000
030^
210^
D17.2 BGD
MISSED APCH FIX
003^
VAL
314^
11.3
3000
20-00
OBR NDB
20-10
20-20
20-30

LY(D)-13

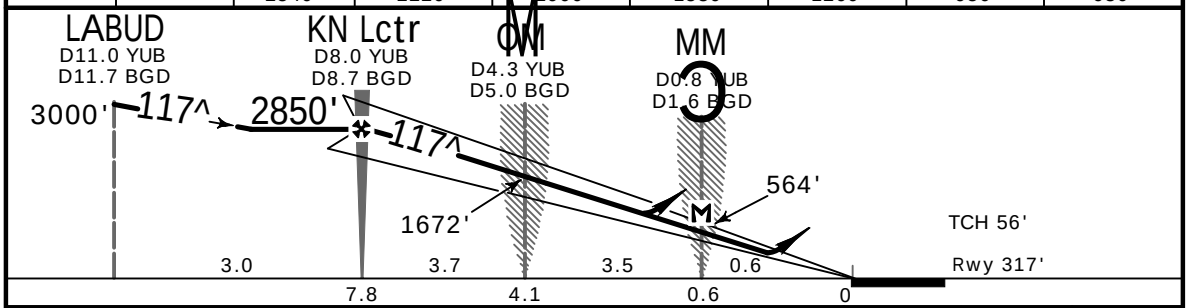
1 3300, 3000 within 22 NM.
2 3200, 3100 within 17 NM.
3 3100.

DME required.

In LEFT or RIGHT turn to LABUD and between DEVDA and KN Lctr/D8.0 YUB/D8.7 BGD in intermediate apch 180 KT. From KN Lctr/D8.0 YUB/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.

BELGRADE Batajnica-Puk-Pilot M. Pavlovic (IF) LYBT

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
GS	3.01^	373	479	532	639	745	852
MAP at MM/D0.8 YUB/D1.6 BGD							

Timing not authorized for defining the MAP.

ALSF-II
PAPI PAPI
D3.5 BGD after BGD 112.05

.Std/State.

STRAIGHT-IN LANDING

ILS
DA(H) 517' (200')

	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

LOC (GS out)
CDFA
2 DA/MDA(H) 650' (333')

	ALS out
A	R800m
B	
C	
D	R1500m

CIRCLE-TO-LAND
CAT C & D:
NA Northeast of airport between 305^ and 108^

Max Kts	MDA(H)	
100	880' (544')	V1500m
135	880' (544')	V1600m
180	980' (644')	V2400m
205	1180' (844')	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator, new Rwy, NDB brgs withdrawn, new AOM concept.

LYBE/BEG NIKOLA TESLA

JEPPESEN 17 FEB 23 .Eff.23.Feb. (11-1A)

BELGRADE, SERBIA
CAT II/III ILS Rwy 12L

BRIEFING STRIP ™

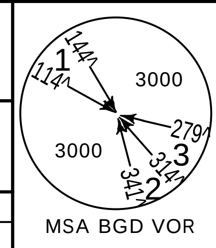
ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

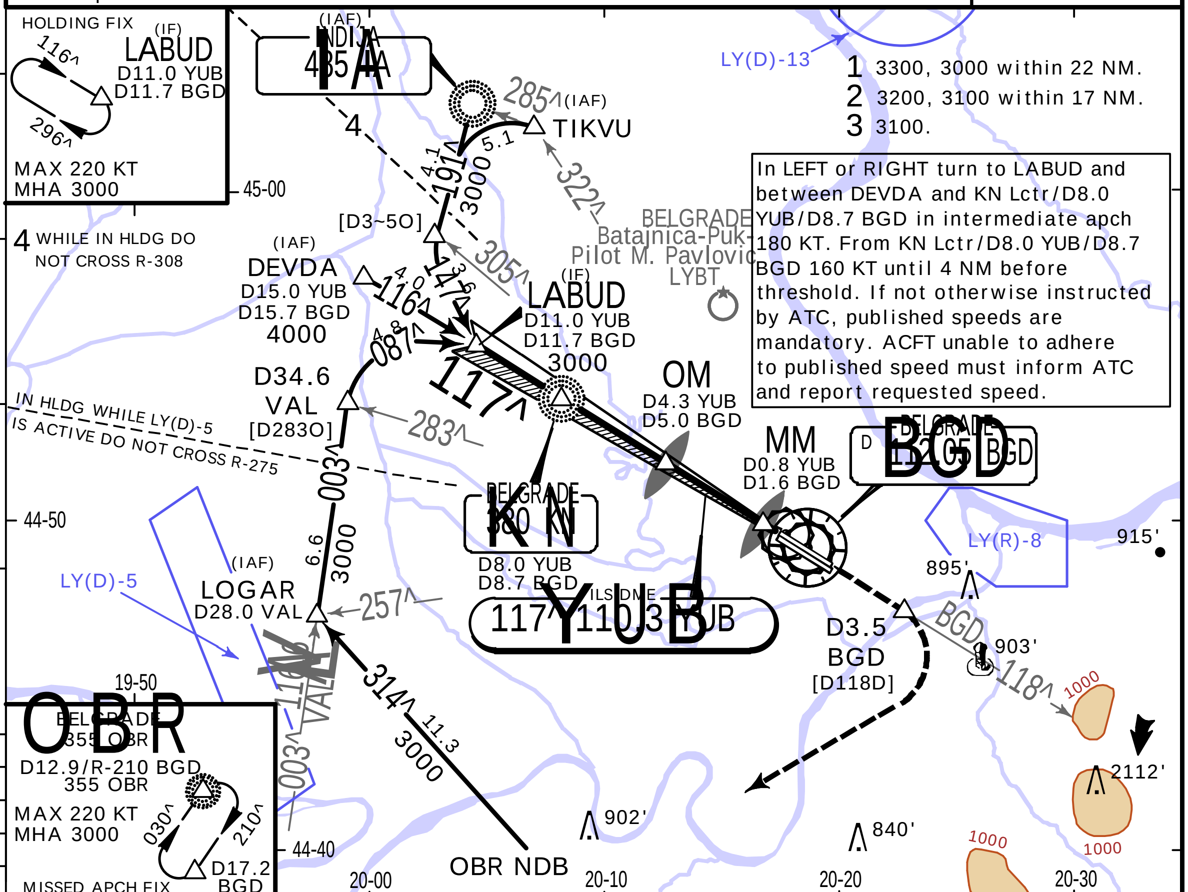
LOC YUB	Final Apch Crs	KN Lctr	CAT IIIB, IIIA & II ILS	Apt Elev 336'
110.3	117^	2850' (2533')	Refer to Minimums	Rwy 317'

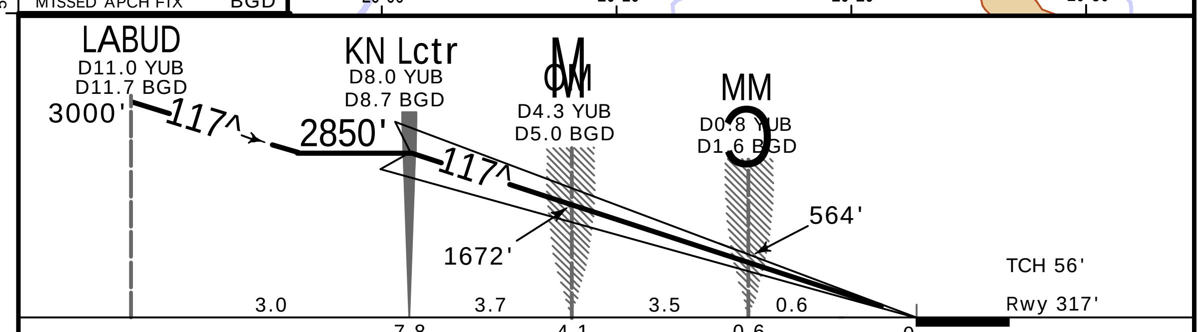
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BGD after VOR, then turn RIGHT climbing to OBR NDB at 3000' and hold.

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

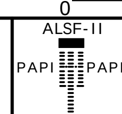
DME required.







Gnd speed-Kts	70	90	100	120	140	160
GS 3.01^	373	479	532	639	745	852



D3.5 BGD after BGD 112.05

.Std/State.

STRAIGHT-IN LANDING

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	RA 103' DA(H) 417' (100')
R75m	R200m	1 R300m

PANS OPS

1 CAT D without autoland: R350m.

CHANGES: Rwy designator, new Rwy, NDB brgs withdrawn, new AOM concept.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
17 FEB 23 (11-2) .Eff.23.Feb.

BELGRADE, SERBIA
ILS or LOC Rwy 12R

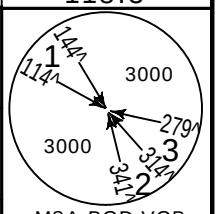
ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

BRIEFING STRIP ™

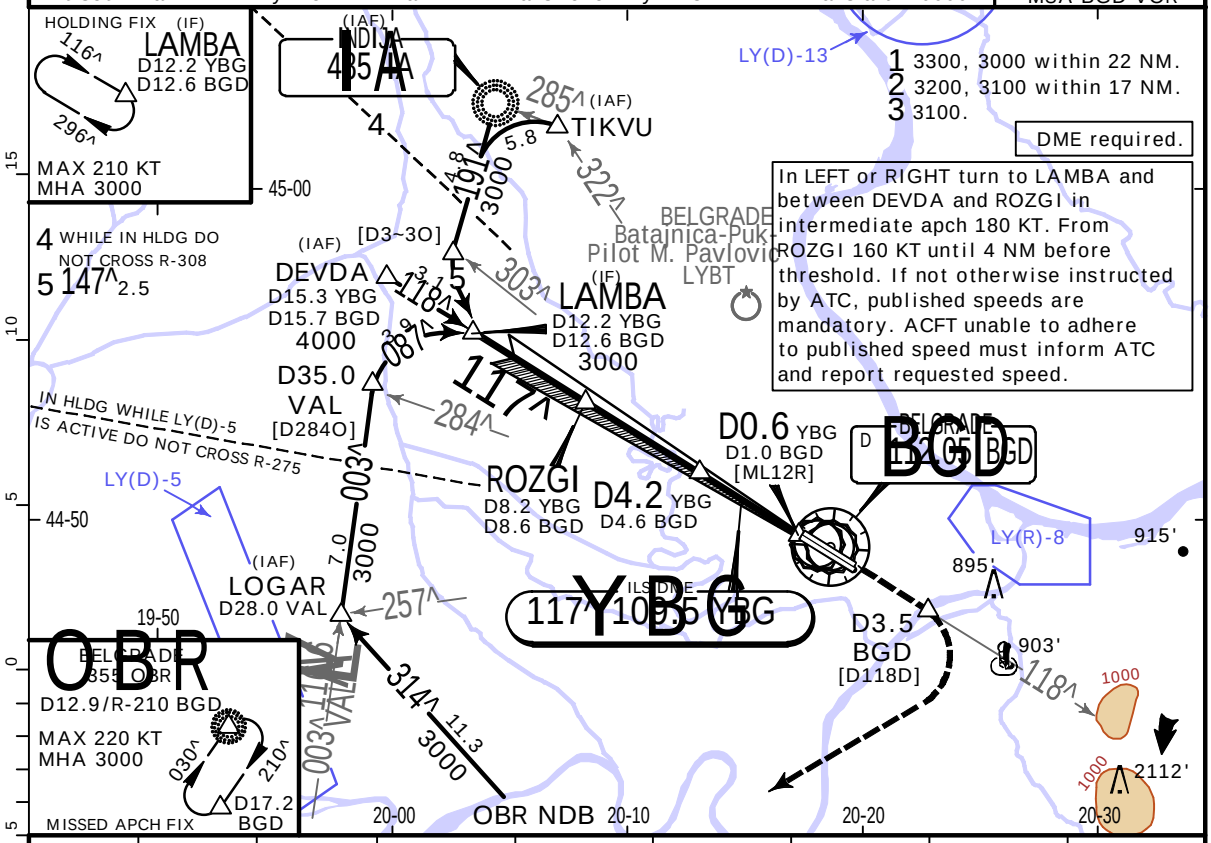
LOC YBG 109.5	Final Apch Crs 117^	ROZGI 3000' (2678')	ILS DA(H) 522' (200')	Apt Elev 336' Rwy 322'

MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BGD after VOR, then turn RIGHT climbing to OBR NDB at 3000' and hold.

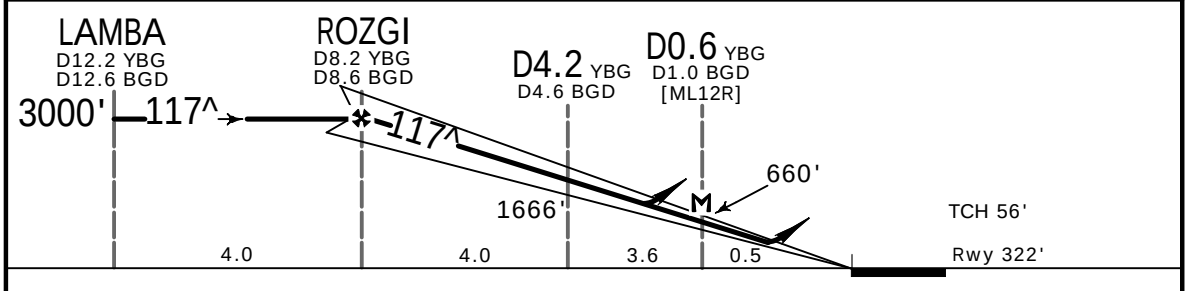
Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 10000'



MSA BGD VOR

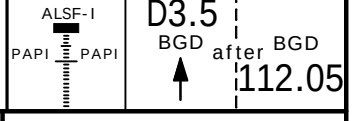


LOC (GS out)							
YBG DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
BGD DME	7.4	6.4	5.4	4.4	3.4	2.4	1.4
ALTITUDE	2594'	2265'	1937'	1611'	1286'	964'	643'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.06^	379	487	541	650	758	866
MAP at D0.6 YBG/D1.0 BGD							

Timing not authorized for defining the MAP.



PANS OPS

.Std/State.

STRAIGHT-IN LANDING

	ILS DA(H) 522' (200')			LOC (GS out) CDFA 2 DA/MDA(H) 660' (338')	
	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	1 R550m	R1200m	R800m	R1500m
B					
C					
D					

CIRCLE-TO-LAND
CAT C & D:
NA Northeast of airport between 305^ and 108^

Max Kts	MDA(H)	
100	880' (544')	V1500m
135	880' (544')	V1600m
180	980' (644')	V2400m
205	1180' (844')	V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

BELGRADE, SERBIA
CAT II/III ILS Rwy 12R

ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

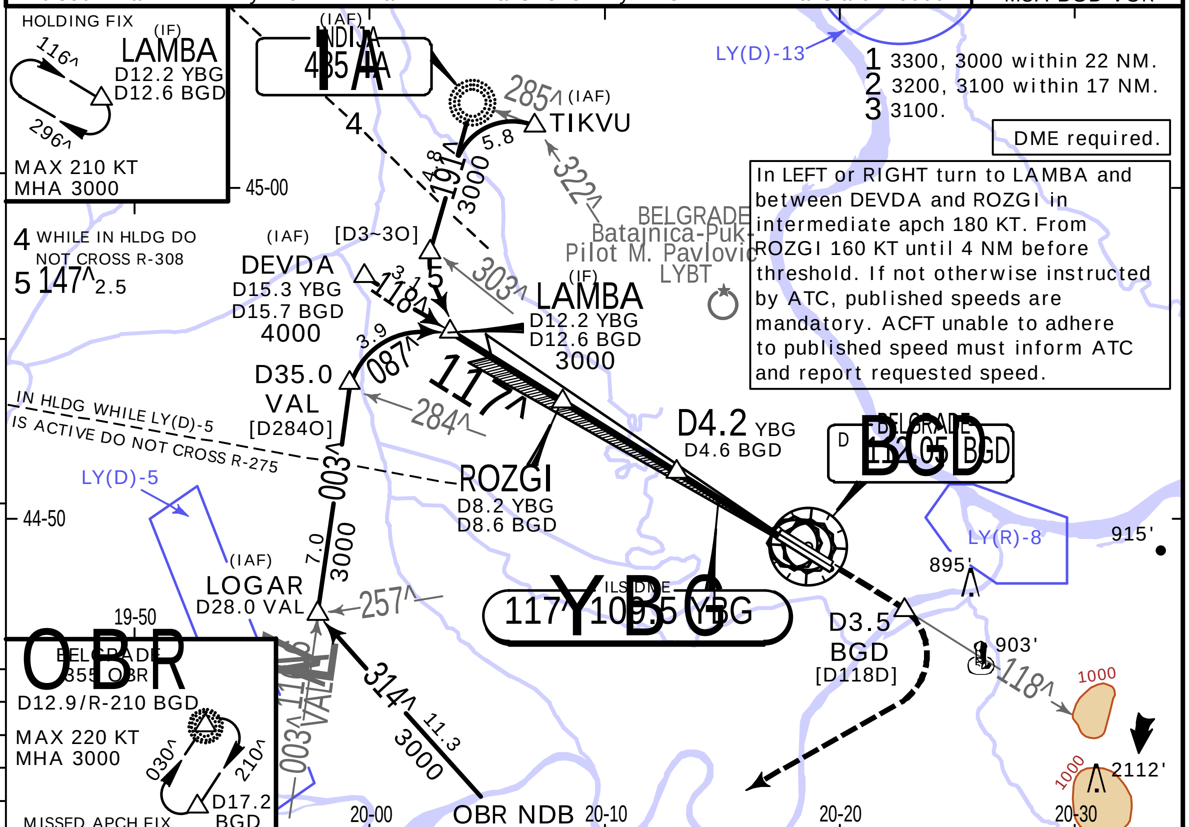
LOC YBG	Final Apch Crs	ROZGI	CAT IIIB, IIIA & II ILS	Apt Elev 336'
109.5	117^	3000' (2678')	Refer to Minimums	Rwy 322'

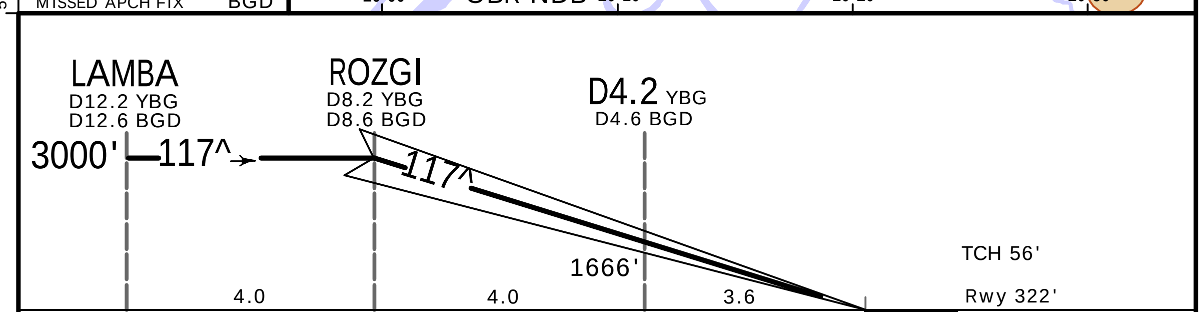
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BGD after VOR, then turn RIGHT climbing to OBR NDB at 3000' and hold.

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

MSA BGD VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.06^	379	487	541	650	758	866

ALSF-I, PAPI

D3.5 BGD after BGD 112.05

.Std/State.

STRAIGHT-IN LANDING

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	1 DA(H) 422' (100')
R75m	R200m	2 R300m

PANS OPS

1 Precision approach terrain information not available for calculation of RA.
2 CAT D without autoland: R350m.

CHANGES: New procedure.

BELGRADE, SERBIA
ILS or LOC Rwy 30R

ATIS	BELGRADE Approach/Radar	BELGRADE Tower	Ground
122.925	133.1 119.1 124.425 123.975	118.1 118.750	118.3

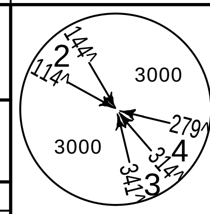
BRIEFING STRIP ™

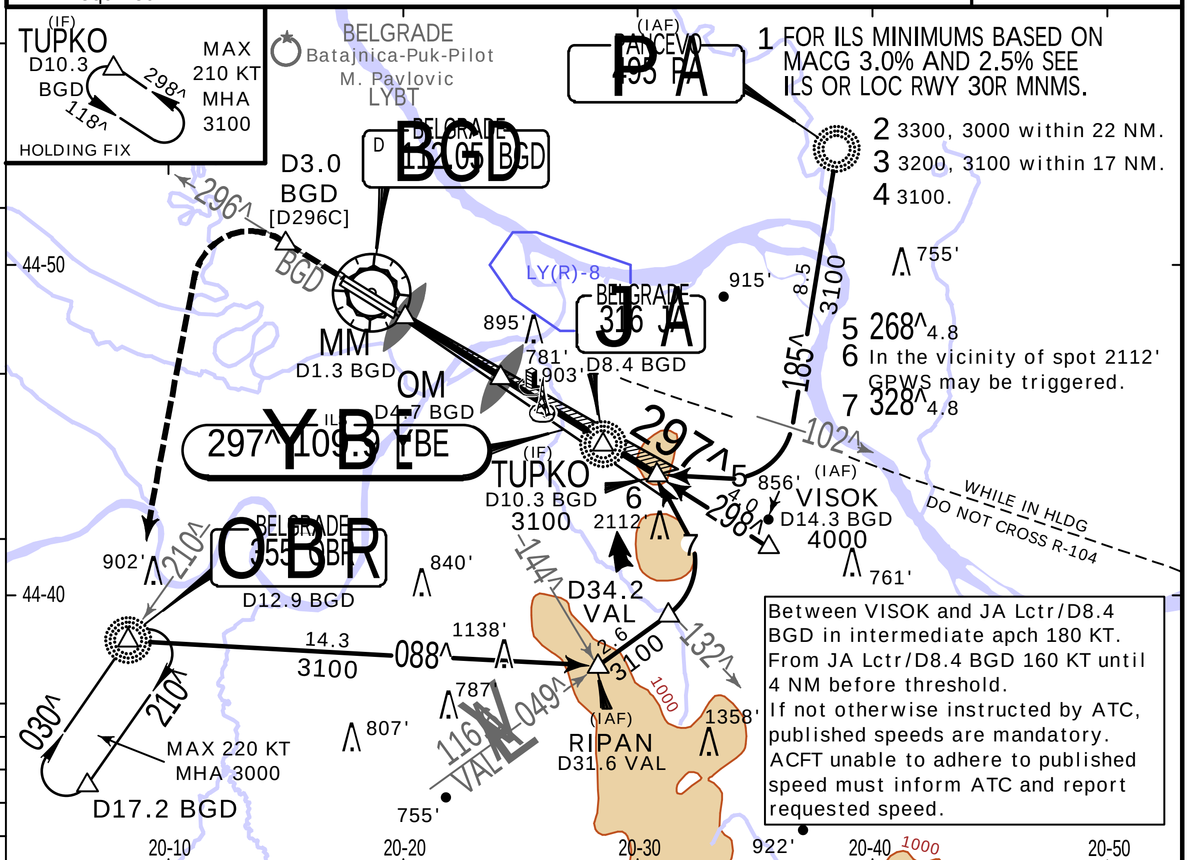
LOC YBE	Final Apch Crs	JA Lctr	ILS DA(H)	Apt Elev 336'
109.9	297^	2840' (2507')	Refer to Minimums	Rwy 333'

MISSED APCH: Climb STRAIGHT AHEAD to D3.0 BGD, then turn LEFT climbing to OBR NDB at 3000' and hold.
Refer to minimums for missed apch climb gradients.

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

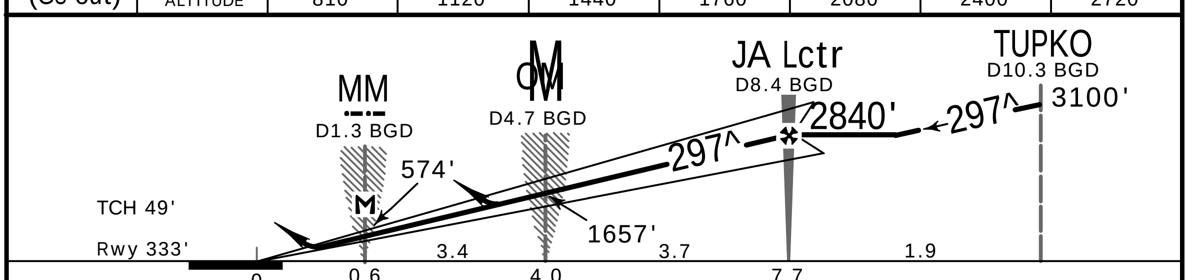
DME required.





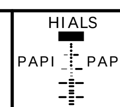
Between VISOK and JA Lctr/D8.4 BGD in intermediate apch 180 KT. From JA Lctr/D8.4 BGD 160 KT until 4 NM before threshold.
If not otherwise instructed by ATC, published speeds are mandatory.
ACFT unable to adhere to published speed must inform ATC and report requested speed.

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
GS	3.00^	372	478	531	637	743	849
MAP at MM/D1.3 BGD							

Timing not authorized for defining the MAP.



D3.0 BGD

.Std/State.

STRAIGHT-IN LANDING

	ILS Missed apch climb gradient min 4.0% (244'/NM) DA(H) 533' (200')		LOC (GS out) CDFA 2 DA/MDA(H) 680' (347')	
	FULL	ALS out		ALS out
A	1 R550m	R1200m	R900m	R1500m
B	1 R550m	R1200m	R900m	R1500m
C	1 R550m	R1200m	R900m	R1600m
D	1 R550m	R1200m	R900m	R1600m

CIRCLE-TO-LAND
CAT C & D:
NA Northeast of airport between 305^ and 108^

Max Kts	MDA(H)
100	880' (544') V1500m
135	880' (544') V1600m
180	980' (644') V2400m
205	1180' (844') V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator, new Rwy, NDB brgs withdrawn, new AOM concept.

ILS or LOC RWY 30R MINIMUMS

MISSED APCH CLIMB GRADIENT MIN 3.0% (183'/NM)

.Std/State.	STRAIGHT-IN LANDING ILS DA(H) ABC: 533' (200') D: 539' (206')	
	FULL	ALS out
A B C D	1 R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

MISSED APCH CLIMB GRADIENT MIN 2.5% (152'/NM)

.Std/State.	STRAIGHT-IN LANDING ILS DA(H) A: 533' (200') C: 552' (219') B: 542' (209') D: 562' (229')	
	FULL	ALS out
A B C D	1 R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
17 FEB 23 (12-1) .Eff.23.Feb.

BELGRADE, SERBIA
RNP Rwy 12L

BRIEFING STRIP ™

ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

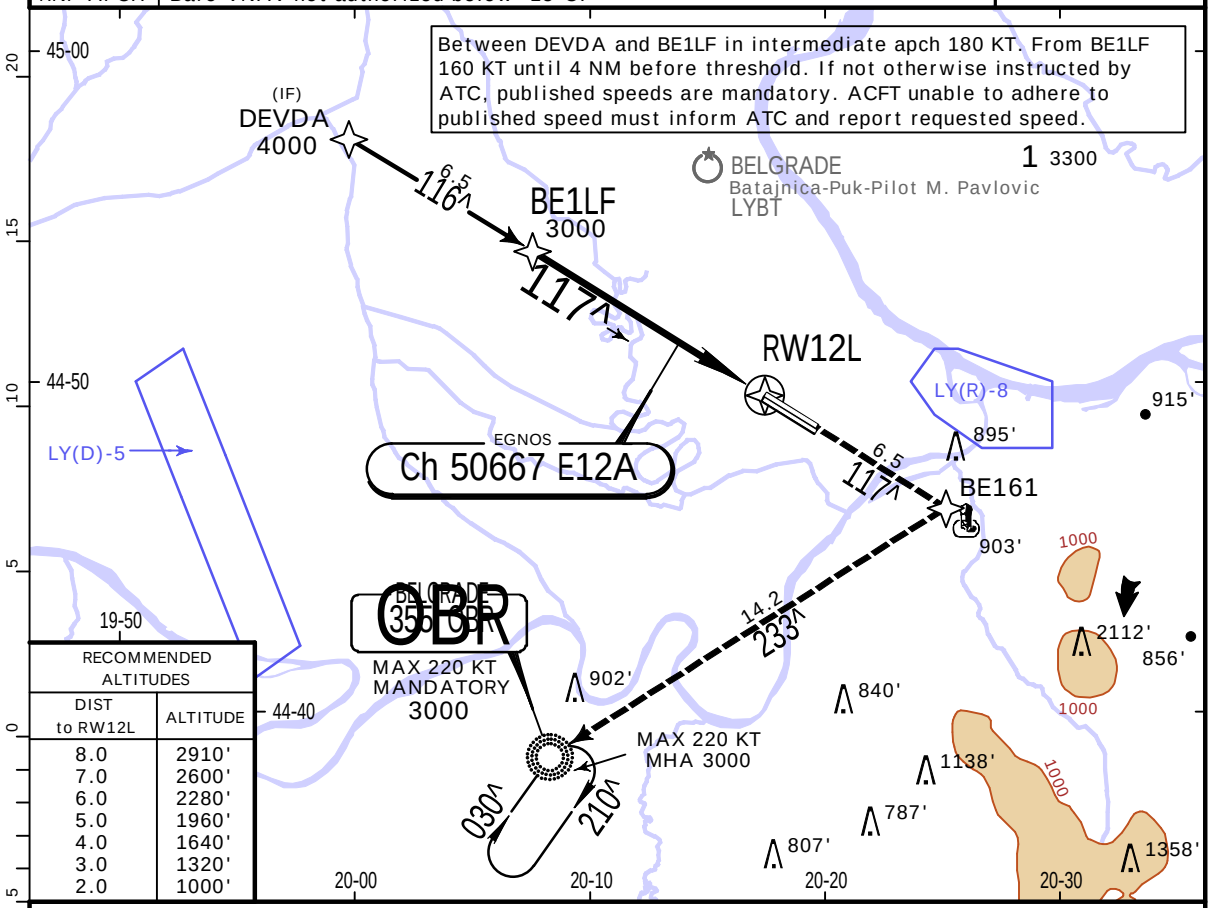
EGNOS	Final Apch Crs	BE1LF	LPV CAT I DA(H)	Apt Elev 336'
Ch 50667 E12A	117^	3000' (2683')	517' (200')	Rwy 317'

MISSED APCH: Climb STRAIGHT AHEAD inbound BE161, then turn RIGHT (MAX 210 KT) on track 233^ to OBR NDB at 3000' and hold.

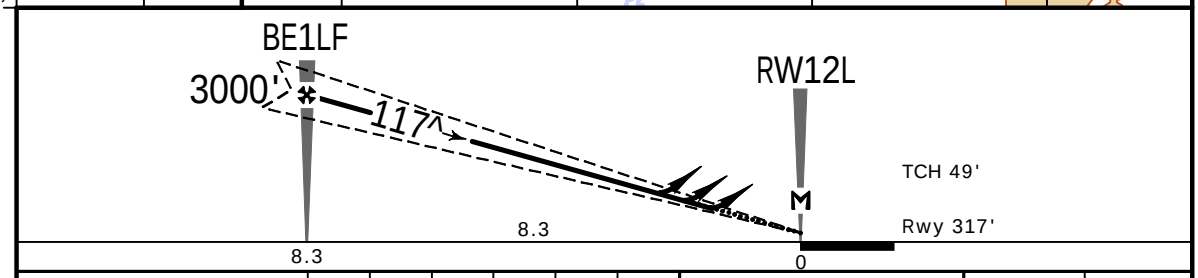
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 10000'
RNP APCH	Baro-VNAV not authorized below -15^C.		

1 1421 1141 3000 279^ 3000 3200 340^
MSA ARP

Between DEVDA and BE1LF in intermediate apch 180 KT. From BE1LF 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.



RECOMMENDED ALTITUDES	
DIST to RW12L	ALTITUDE
8.0	2910'
7.0	2600'
6.0	2280'
5.0	1960'
4.0	1640'
3.0	1320'
2.0	1000'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW12L							

Timing not authorized for defining the MAP.

ALSF-II PAPI PAPI BE161

.Std/State.

STRAIGHT-IN LANDING

	LPV CAT I DA(H) 517' (200')			LNAV/VNAV DA(H) 750' (433')		LNAV CDFA 2 DA/MDA(H) 830' (513')	
		TDZ or CL out	ALS out		ALS out		ALS out
A	R550m	1 R550m	R1200m	R1300m	R1500m	R1500m	
B							
C					R2000m	R1600m	R2400m
D							

CIRCLE-TO-LAND
CAT C & D:
NA Northeast of airport between 305^ and 108^

Max Kts	MDA(H)	
100	880' (544')	V1500m
135	880' (544')	V1600m
180	980' (644')	V2400m
205	1180' (844')	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator, new Rwy, waypoints, new AOM concept.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
17 FEB 23 (12-2) .Eff.23.Feb.

BELGRADE, SERBIA
RNP Rwy 12R

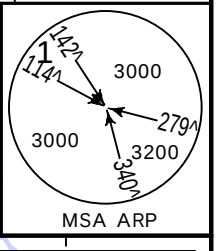
BRIEFING STRIP ™

ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

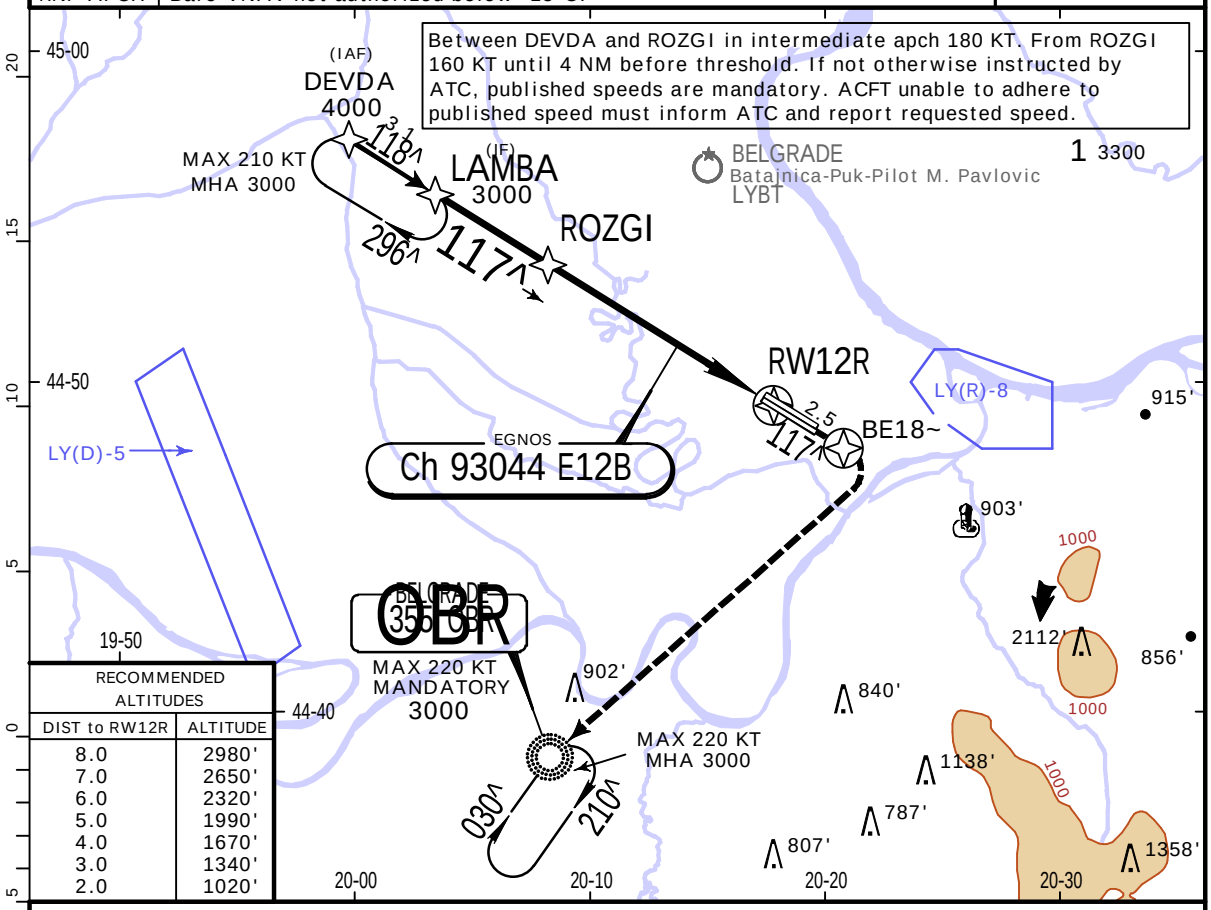
EGNOS	Final Apch Crs	ROZGI	LPV CAT I DA(H)	Apt Elev 336'
Ch 93044 E12B	117^	3000' (2678')	522' (200')	Rwy 322'

MISSED APCH: Climb STRAIGHT AHEAD inbound BE18~. At BE18~ turn RIGHT (MAX 210 KT) direct to OBR NDB at 3000' and hold. Further by ATC.

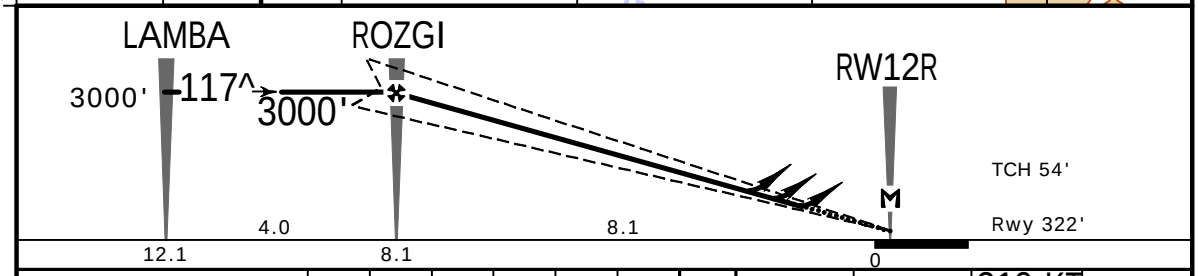
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 10000'
RNP APCH	Baro-VNAV not authorized below -15^C.		



Between DEVDA and ROZGI in intermediate apch 180 KT. From ROZGI 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.



RECOMMENDED ALTITUDES	
DIST to RW12R	ALTITUDE
8.0	2980'
7.0	2650'
6.0	2320'
5.0	1990'
4.0	1670'
3.0	1340'
2.0	1020'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW12R							

Timing not authorized for defining the MAP.

ALSF-I
PAPI PAPI

BE18~

210 KT MAX RT

OBR 355

PANS OPS

.Std/State.

STRAIGHT-IN LANDING

	LPV CAT I DA(H) 522' (200')			LNAV/VNAV DA(H) 750' (428')		LNAV CDFA 2 DA/MDA(H) 840' (518')	
		TDZ or CL out	ALS out		ALS out		ALS out
A	R550m	1 R550m	R1200m	R1300m	R1500m	R1500m	
B							
C					R2000m	R1600m	R2400m
D							

CIRCLE-TO-LAND
CAT C & D:
NA Northeast of airport between 305^ and 108^

Max Kts	MDA(H)	
100	880' (544')	V1500m
135	880' (544')	V1600m
180	980' (644')	V2400m
205	1180' (844')	V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
17 FEB 23 (12-3) .Eff.23.Feb.

BELGRADE, SERBIA
RNP Rwy 30L

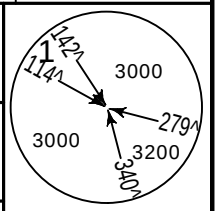
BRIEFING STRIP ™

ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

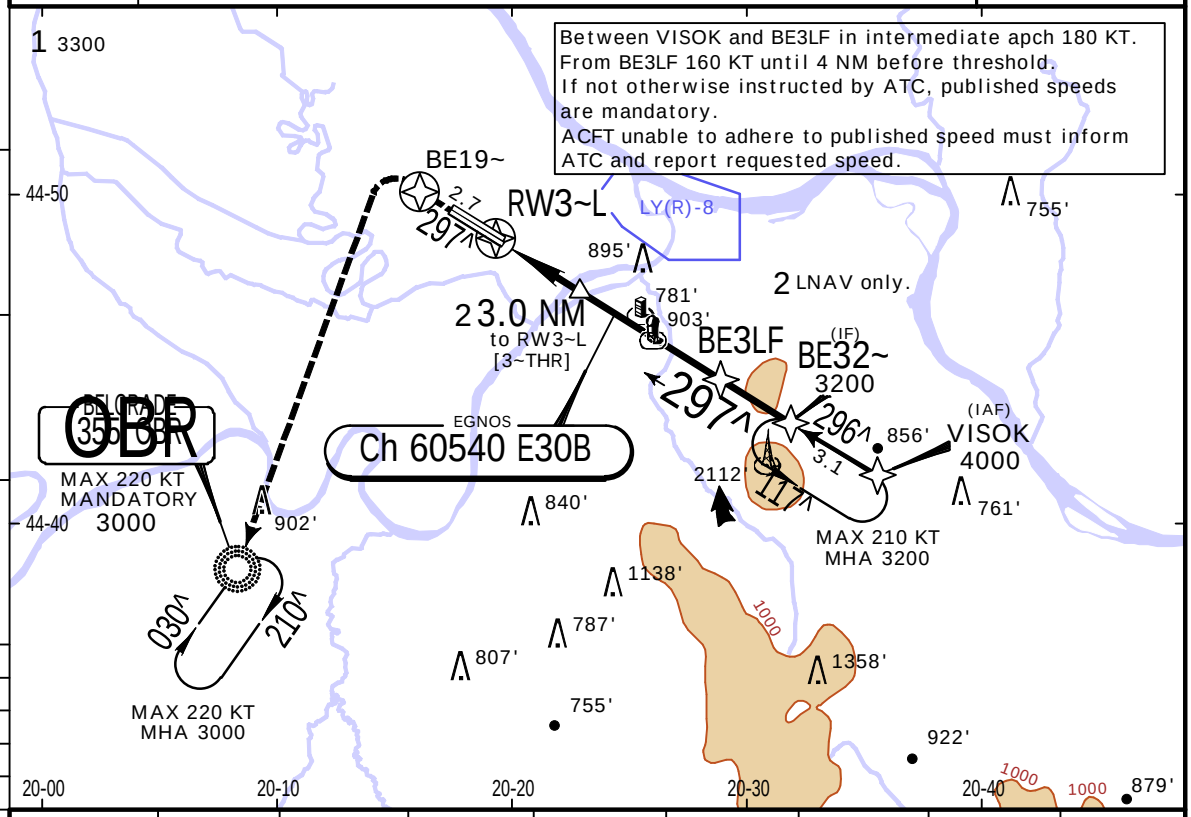
EGNOS	Final Apch Crs	BE3LF	LPV CAT I DA(H)	Apt Elev 336'
Ch 60540 E30B	297^	3000' (2669')	563' (232')	Rwy 331'

MISSED APCH: Climb STRAIGHT AHEAD inbound BE19~. At BE19~ turn LEFT (MAX 210 KT) direct to OBR NDB at 3000' and hold. Further by ATC.

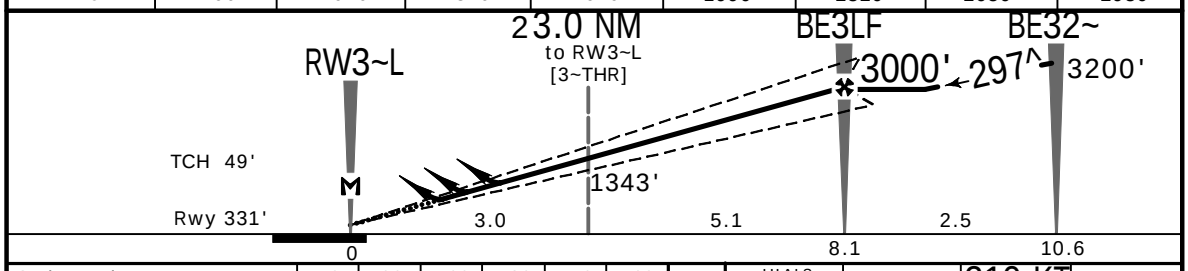
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 10000'
RNP APCH	Baro-VNAV not authorized below -15^C.		



MSA ARP



DIST to RW3~L	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	700'	1020'	1340'	1670'	1990'	2320'	2650'	2980'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW3~L							

Timing not authorized for defining the MAP.

HIALS
PAPI PAPI

BE19~

210 KT MAX

LT

OBR 355

PANS OPS

.Std/State.

STRAIGHT-IN LANDING

	LPV CAT I DA(H) 563' (232')		LNAV/VNAV DA(H) 590' (259')		LNAV CDFA 1 DA/MDA(H) 690' (359')	
		ALS out		ALS out		ALS out
A	R800m	R1200m	R800m	R1300m	R1200m	R1500m
B						
C						R1600m
D						

CIRCLE-TO-LAND

CAT C & D:
NA Northeast of airport between 305^ and 108^

Max Kts	MDA(H)	
100	880' (544')	V1500m
135	880' (544')	V1600m
180	980' (644')	V2400m
205	1180' (844')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
17 FEB 23 (12-4) .Eff.23.Feb.

BELGRADE, SERBIA
1 RNP Rwy 30R

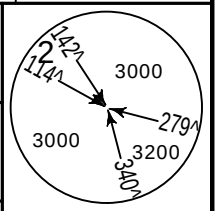
BRIEFING STRIP ™

ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

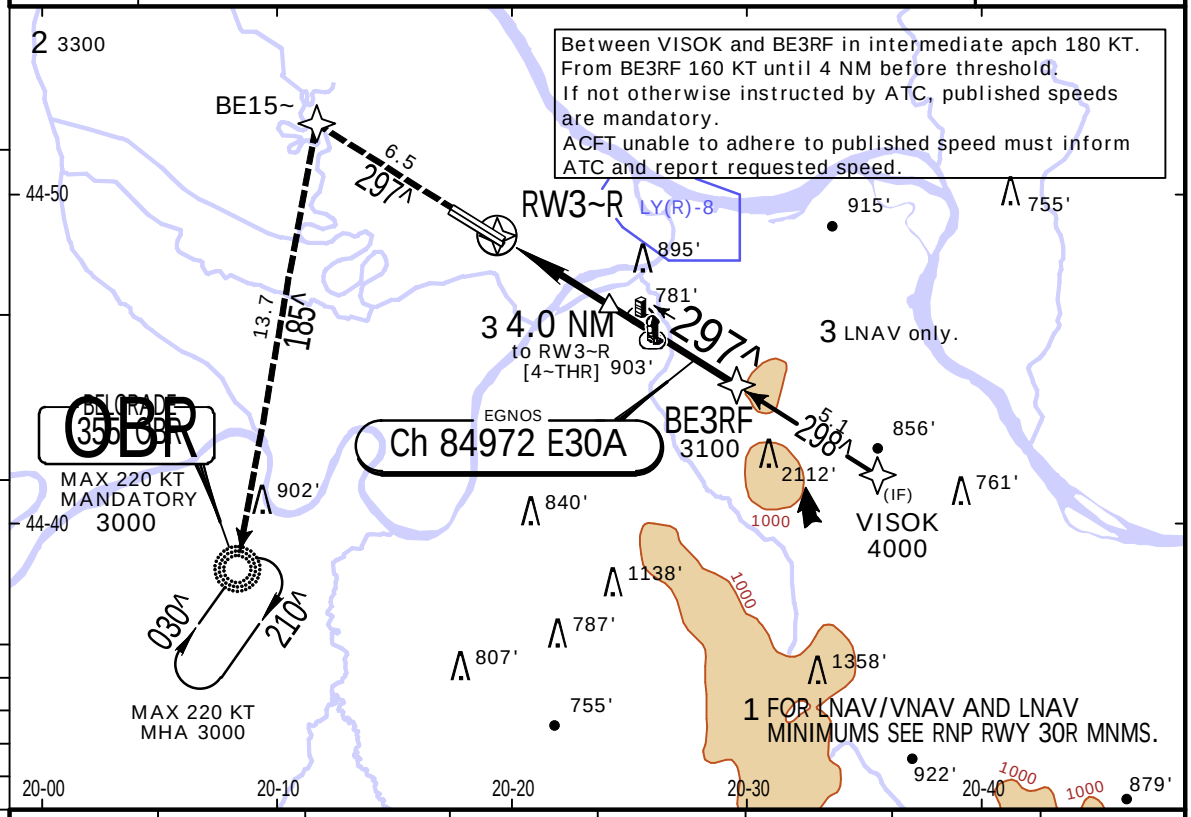
EGNOS	Final Apch Crs	BE3RF	LPV CAT I	Apt Elev 336'
Ch 84972 E30A	297^	3100' (2767')	Refer to Minimums	Rwy 333'

MISSED APCH: Climb STRAIGHT AHEAD inbound BE15~, then turn LEFT (MAX 210 KT) on track 185^ to OBR NDB at 3000' and hold.
Refer to minimums for missed apch climb gradients.

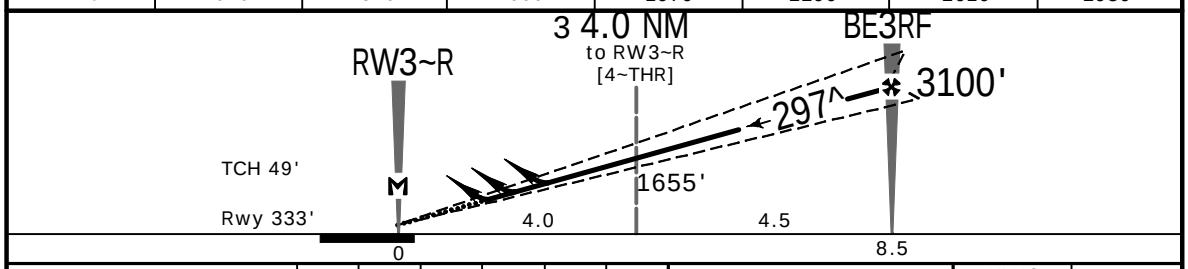
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 10000'
RNP APCH	Baro-VNAV not authorized below -15^C.		



MSA ARP



DIST to RW3~R	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 RW3~R							

Timing not authorized for defining the MAP.

HIALS
PAPI PAPI
BE15~

PANS OPS

.Std/State.

STRAIGHT-IN LANDING
LPV CAT I

	Missed apch climb gradient min 4.0% (244'/NM)		Missed apch climb gradient min 3.0% (183'/NM)		Missed apch climb gradient mim 2.5% (152'/NM)	
	DA(H) 533' (200')	ALS out	DA(H) ABC: 533' (200') D: 539' (206')	ALS out	DA(H) A: 533' (200') B: 542' (209') C: 552' (219') D: 562' (229')	ALS out
A	1 R550m	R1200m	1 R550m	R1200m	1 R550m	R1200m
B						
C						
D						

CIRCLE-TO-LAND

CAT C & D:
NA Northeast of airport between 305^ and 108^

Max Kts	MDA(H)
100	880' (544') V1500m
135	880' (544') V1600m
180	980' (644') V2400m
205	1180' (844') V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Reindex chart, Rwy designator, new Rwy, waypoints, new AOM concept.

RNP RWY 30R MINIMUMS

.Std/State.	STRAIGHT-IN LANDING LNAV/VNAV DA(H) 590' (257')	
		ALS out
A B C D	R750m	R1300m

.Std/State.	STRAIGHT-IN LANDING LNAV CDFA 1 DA/MDA(H) 710' (377')	
		ALS out
A B	R1000m	R1500m
C D		R1700m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
17 FEB 23 (13-1) .Eff.23.Feb.

BELGRADE, SERBIA
VOR Rwy 12L

ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

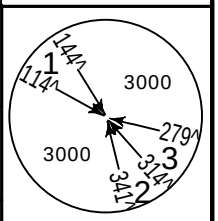
VOR BGD	Final Apch Crs	D9.3 BGD	DA/MDA(H)	Apt Elev 336'
112.05	116^	3000' (2683')	830' (513')	Rwy 317'

BRIEFING STRIP ™

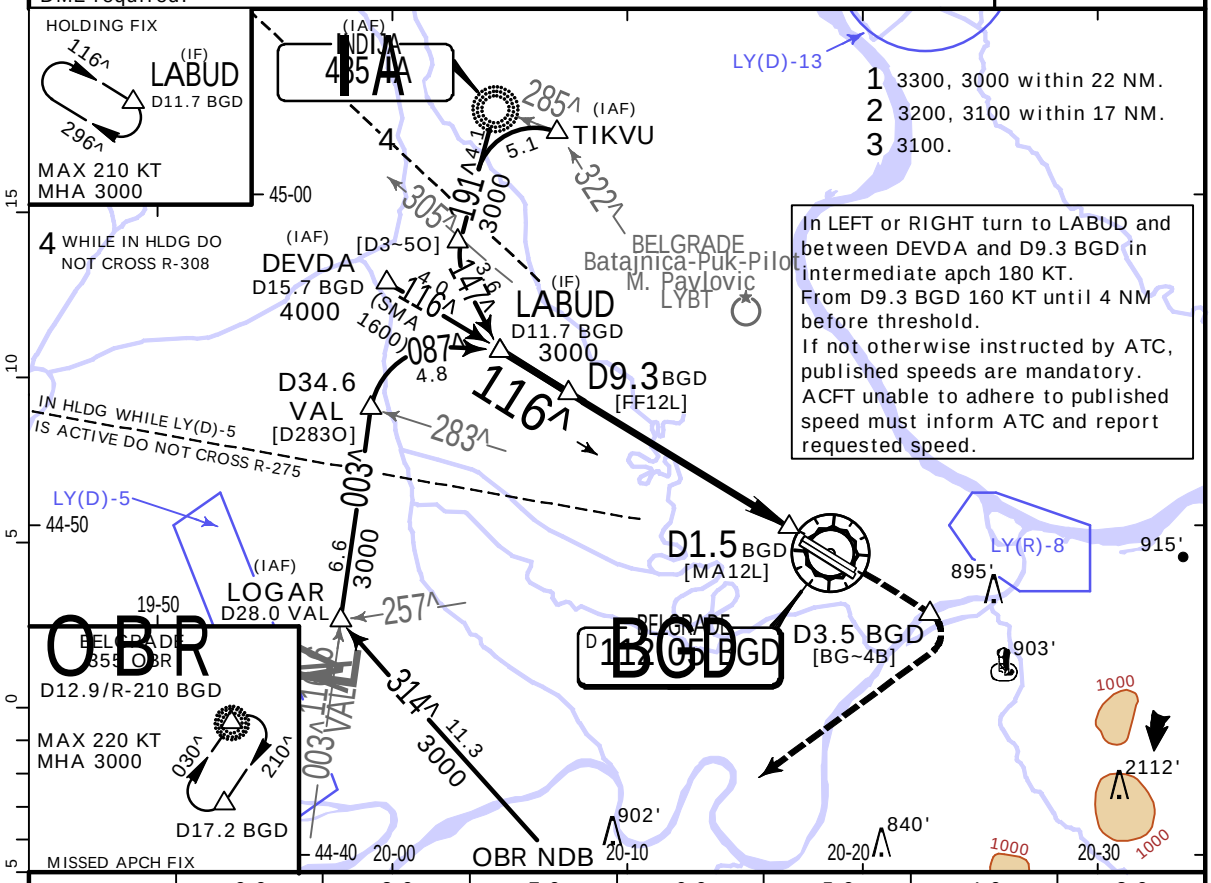
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BGD after VOR, then turn RIGHT climbing to OBR NDB to 3000' and hold.

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

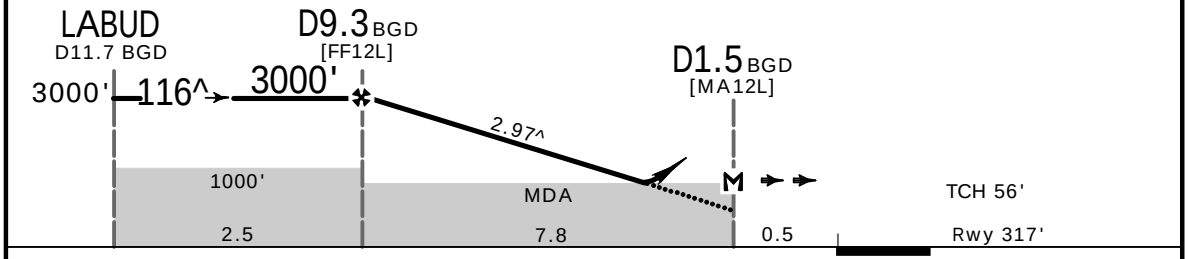
DME required.



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
Descent Angle	2.97^	368	473	525	630	736	841
MAP at D1.5 BGD							

Timing not authorized for defining the MAP.

ALSF-II
PAPI PAPI

D3.5 BGD after BGD 112.05

.Std/State.

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 830' (513')
ALS out

A	R1500m	
B		
C	R1600m	R2400m
D		

CIRCLE-TO-LAND
CAT C & D:
NA Northeast of airport between 305^ and 108^

Max Kts	MDA(H)	
100	880' (544')	V1500m
135	880' (544')	V1600m
180	980' (644')	V2400m
205	1180' (844')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator, new Rwy, SMA, new AOM concept.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
17 FEB 23 (13-2) .Eff.23.Feb.

BELGRADE, SERBIA
VOR A Rwy 12R

ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

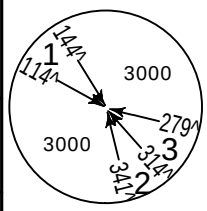
BRIEFING STRIP ™

VOR BGD	Final Apch Crs	D8.8 BGD	MDA(H) Refer to Minimums	Apt Elev 336'
112.05	116^	3000' (2664')		

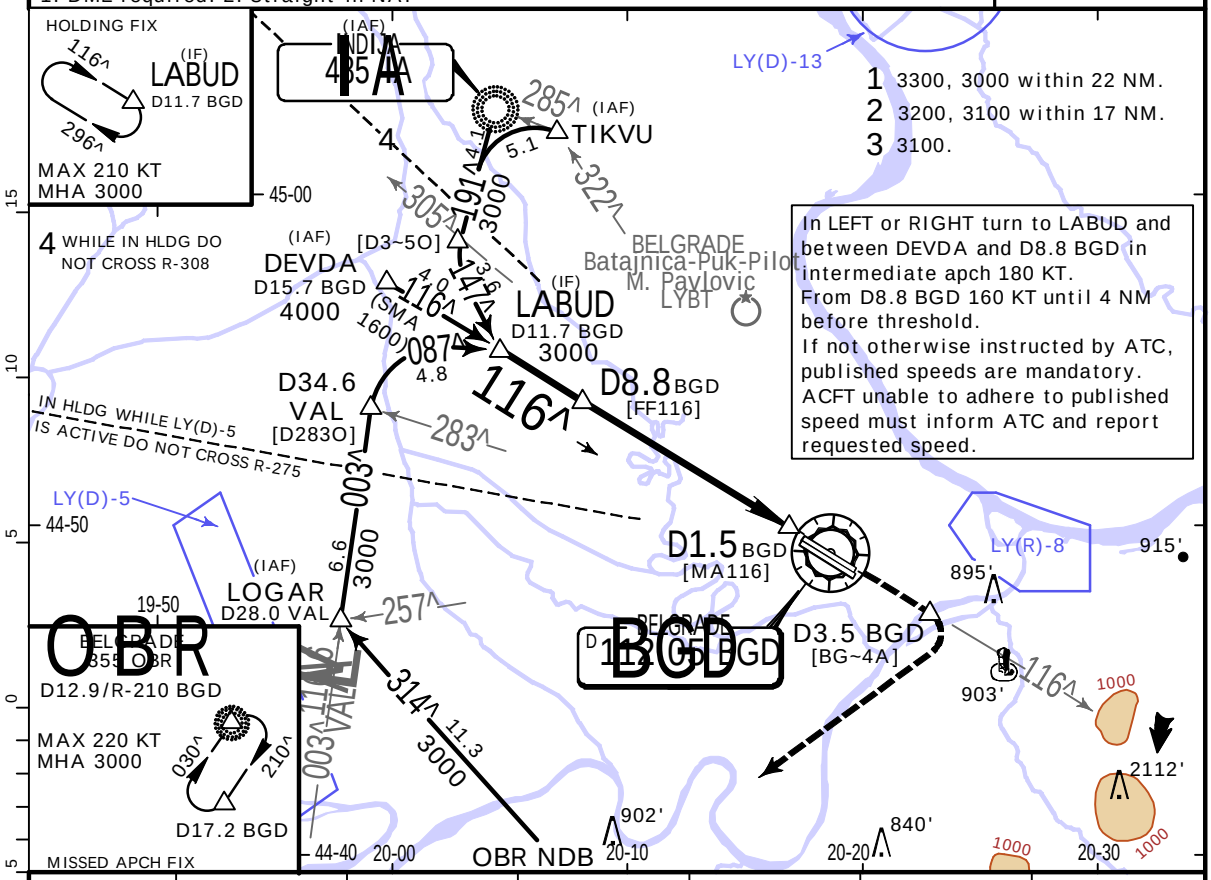
MISSED APCH: Climb on R-116 BGD to D3.5 BGD, then turn RIGHT climbing to OBR NDB at 3000' and hold.

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

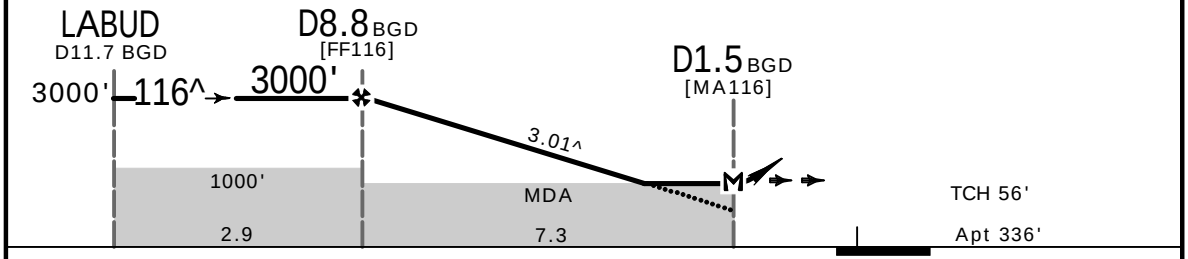
1. DME required. 2. Straight-in NA.



MSA BGD VOR



BGD DME	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2740'	2420'	2100'	1780'	1460'	1140'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.01^	373	479	532	639	745	852
MAP at D1.5 BGD							

Timing not authorized for defining the MAP.

Lighting - Refer to Airport Chart

D3.5 BGD

BGD on 112.05 R-116

.Std/State.

CIRCLE-TO-LAND

CAT C & D:
NA Northeast of airport between 305^ and 108^

PANS OPS

	Max Kts	MDA(H)	
A	100	880' (544')	V1500m
B	135	880' (544')	V1600m
C	180	980' (644')	V2400m
D	205	1180' (844')	V3600m

CHANGES: New procedure.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
17 FEB 23 (13-3) .Eff.23.Feb.

BELGRADE, SERBIA
VOR B Rwy 30L

ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

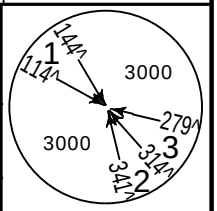
BRIEFING STRIP™

VOR BGD	Final Apch Crs	D8.4 BGD	MDA(H) Refer to Minimums	Apt Elev 336'
112.05	298^	2840' (2504')		

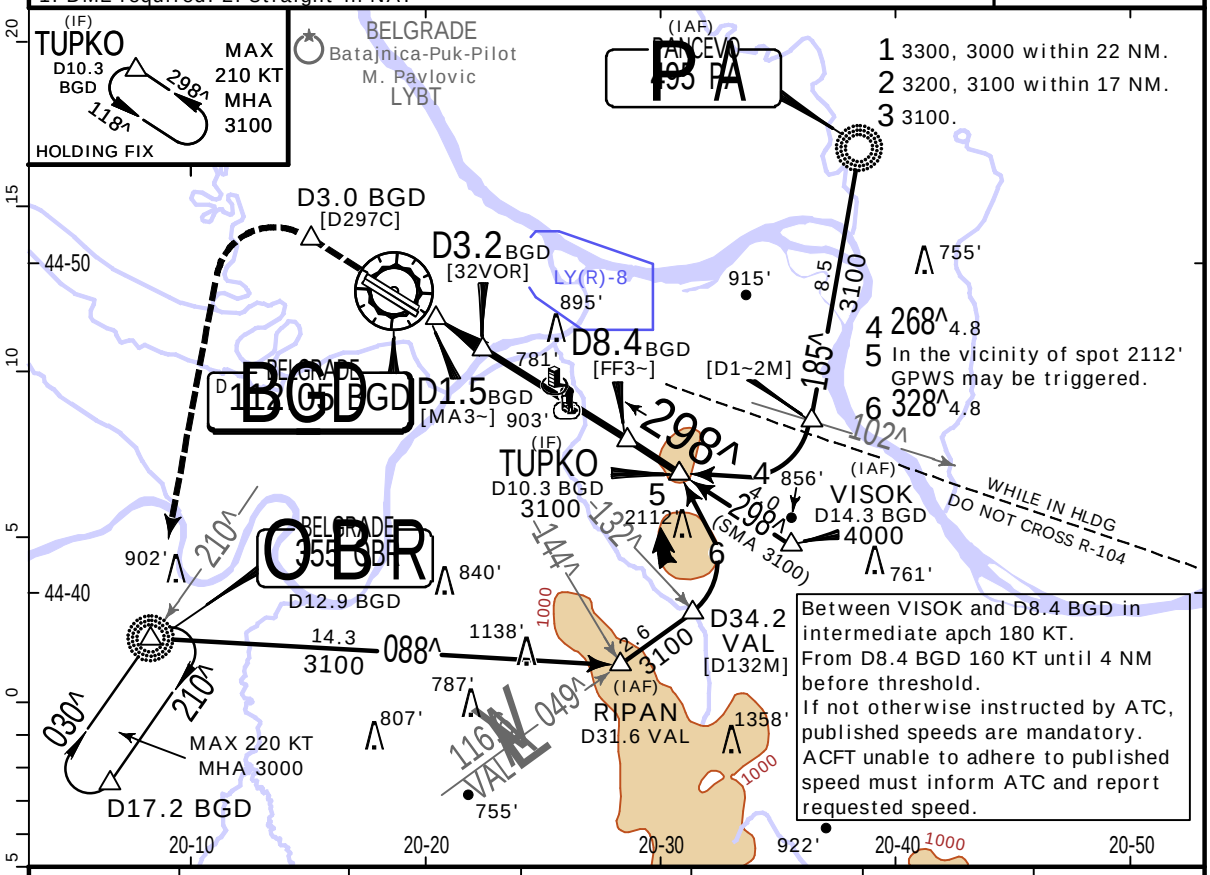
MISSED APCH: Climb on R-297 BGD to D3.0 BGD, then turn LEFT climbing to OBR NDB at 3000' and hold.

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

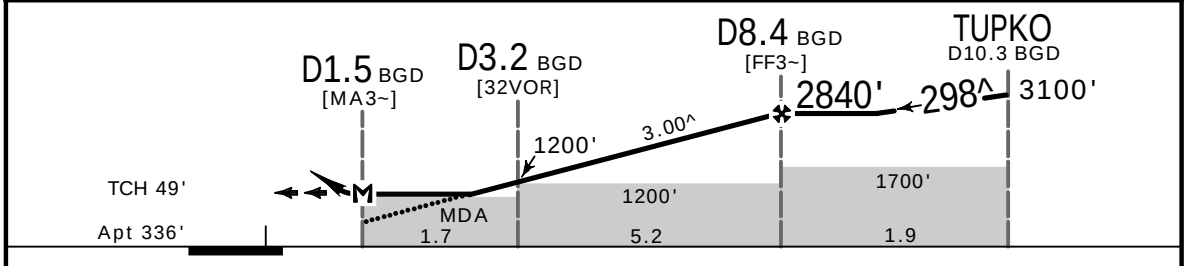
1. DME required. 2. Straight-in NA.



MSA BGD VOR



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.5 BGD							

Timing not authorized for defining the MAP.

Lighting - Refer to Airport Chart

D3.0 BGD ▲ on BGD 112.05 R-297

.Std/State.

CIRCLE-TO-LAND

CAT C & D:
NA Northeast of airport between 305^ and 108^

PANS OPS

	Max Kts	MDA(H)	
A	100	880' (544')	V1500m
B	135	880' (544')	V1600m
C	180	980' (644')	V2400m
D	205	1180' (844')	V3600m

CHANGES: New procedure.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
17 FEB 23 (13-4) .Eff.23.Feb.

BELGRADE, SERBIA
VOR Rwy 30R

ATIS	BELGRADE Approach/Radar				BELGRADE Tower		Ground
122.925	133.1	119.1	124.425	123.975	118.1	118.750	118.3

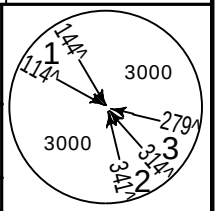
BRIEFING STRIP™

VOR BGD	Final Apch Crs	D8.4 BGD	DA/MDA(H)	Apt Elev
112.05	298^	2840' (2504')	730' (394')	336'

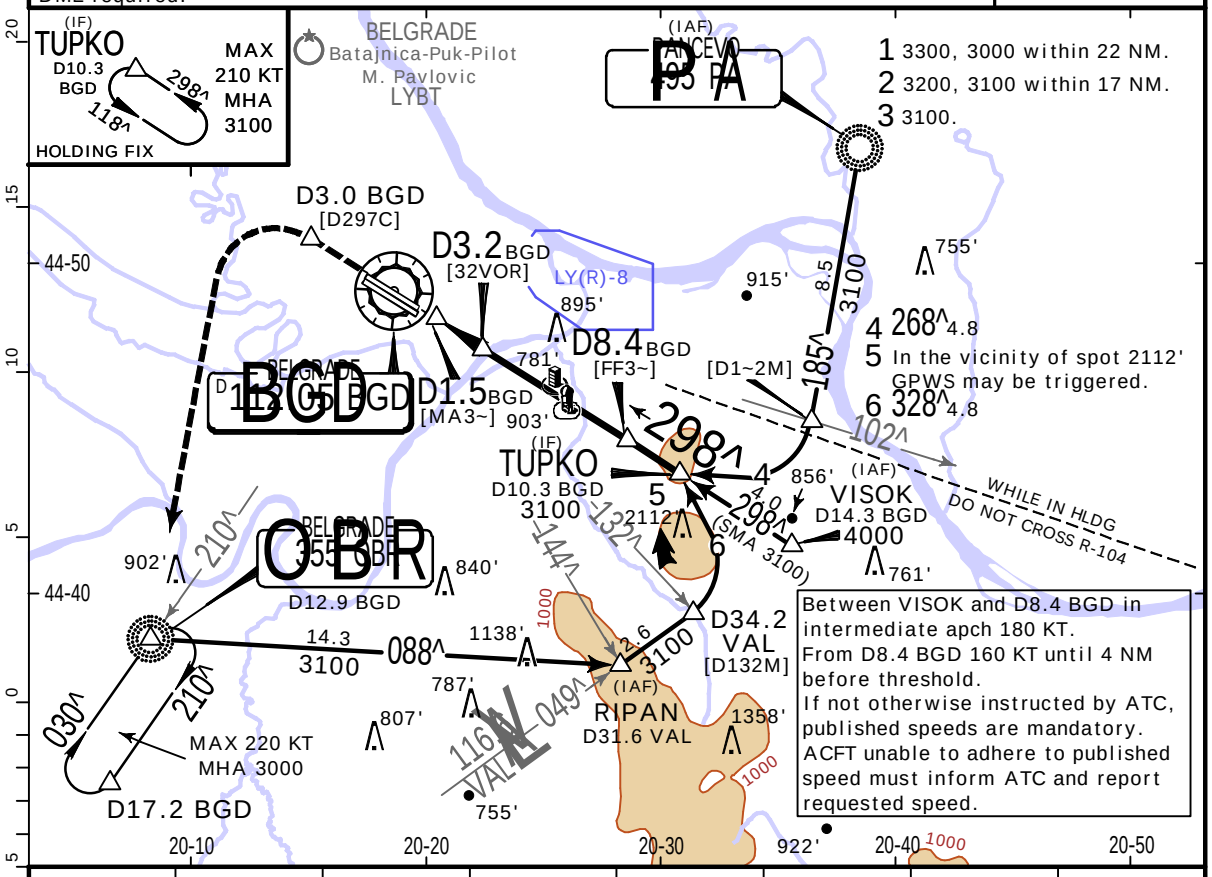
MISSED APCH: Climb on R-297 BGD to D3.0 BGD, then turn LEFT climbing to OBR NDB at 3000' and hold.

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

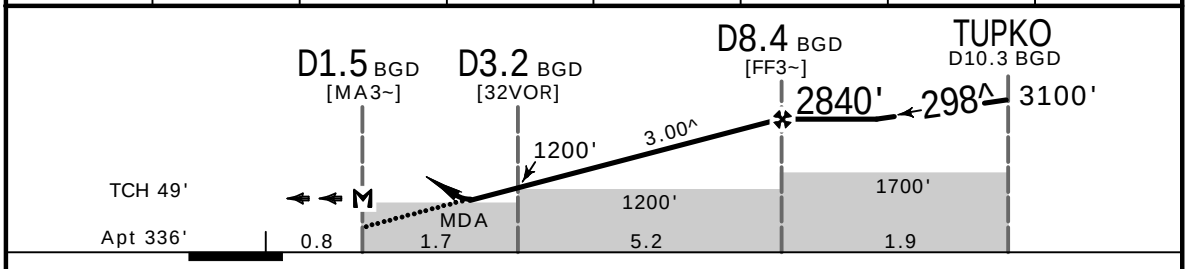
DME required.



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'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.5 BGD							

Timing not authorized for defining the MAP.

HIALS
PAPI PAPI

D3.0 BGD on BGD 112.05 R-297

PANS OPS

.Std/State.

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 730' (394')

ALS out

A	R1100m	R1500m
B		
C		R1800m
D		R1800m

CIRCLE-TO-LAND

CAT C & D:
NA Northeast of airport between 305^ and 108^

Max Kts	MDA(H)	
100	880' (544')	V1500m
135	880' (544')	V1600m
180	980' (644')	V2400m
205	1180' (844')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator, new Rwy, SDF, SMA, new AOM concept.

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BELGRADE, (NIKOLA TESLA - LYBE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LYBE