

LYBE/BEG
NIKOLA TESLA
JEPPESSEN
 27 MAR 09 **10-1P** Eff 9 Apr

BELGRADE, SERBIA
AIRPORT BRIEFING

1. GENERAL

1.1. LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures become effective when

- RVR at TDZ or Mid-point reaches 550m or less, and/or
- cloud base/vertical VIS reaches 200'/60m or less.

Pilots will be informed via RTF: "Low visibility procedures in operation."

Whenever LVP approaches are carried out, pilots shall vacate RWY 12 via TWYE.

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

1.2. TAXI PROCEDURES

When RVR is below 350m taxiing of ACFT under own power shall be allowed only on the parts of the manoeuvring areas equipped with lighting system.

TWY D: LEFT turn from RWY 30 is not permitted.

TWY E: LEFT turn from RWY 30 is not permitted for ACFT with outer main gear wheel span exceeding 30'/9m.

1.3. PARKING INFORMATION

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

On all stands except alternate stand A1, depicted with dashed line and stands A11 thru A14 and B7 push-back required.

Stands B1 thru B6 and stands C3 and C5 from stop posn B: Push-back not required when adjacent stand is free.

When ACFT type DC10-30 is parked on stand B7, use of TWY H between TWYs K and L prohibited.

Stands A1 thru A11 and C1 thru C6 equipped with visual docking guidance system.

1.4. OTHER INFORMATION

Birds in vicinity of APT.

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

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below 10000'.

2.2. CAT II/III OPERATIONS

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

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BELGRADE, SERBIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT below 10000'.

3.2. NOISE ABATEMENT PROCEDURES

RWY 12

Take-off to 800' QFE

Take-off power/thrust.

Lowest appropriate take-off flaps/slats.

Climb at $V_2 + 10$ KT.

At 800'

800'-3000'

Cut back to MCLT (Maximum climb thrust).

Continue climb at $V_2 + 10$ to 20 KT.

Maintain reduced power/thrust.

Maintain lowest appropriate take-off flaps/slats.

Maintain positive rate of climb.

Accelerate smoothly to enroute climb speed.

Retract flaps/slats on schedule.

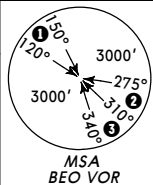
At 3000'

LYBE/BEG
 NIKOLA TESLA

JEPPESEN
 22 MAY 09 (10-2) Eff 4 Jun

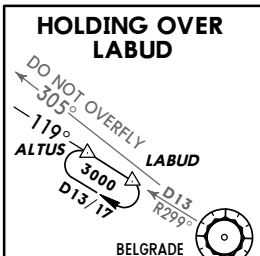
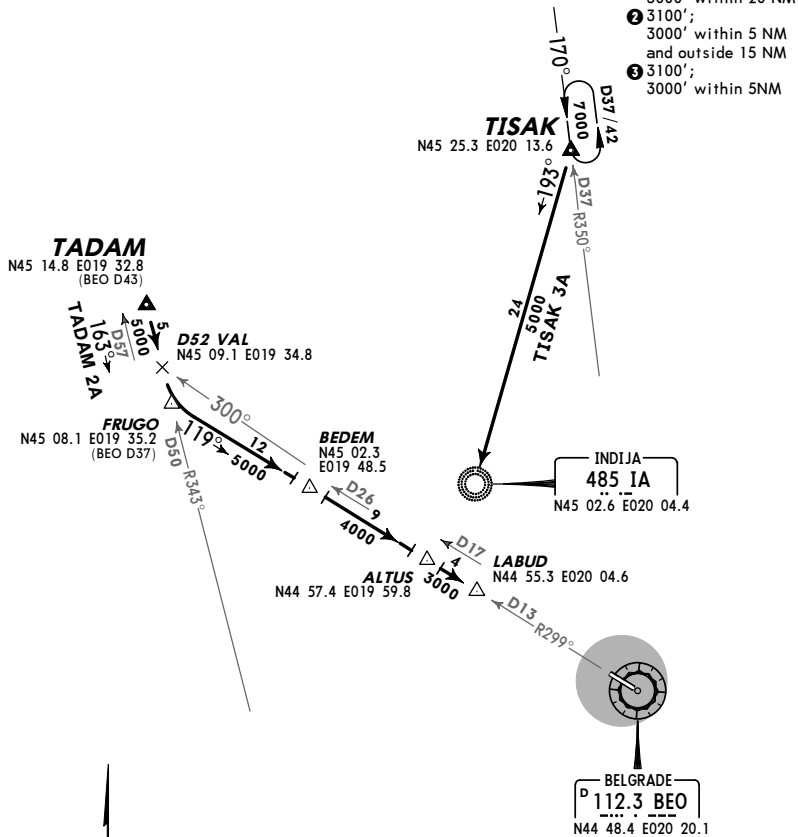
BELGRADE, SERBIA
 STAR

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



TADAM 2A [TADA2A], TISAK 3A [TISA3A]
 RWY 12 ARRIVALS
 FROM NORTH
SPEED MAX 250 KT BELOW 10000'

- 1 3300'; 3000' within 20 NM
- 2 3100'; 3000' within 5 NM and outside 15 NM
- 3 3100'; 3000' within 5NM

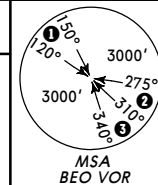


LYBE/BEG
 NIKOLA TESLA

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 22 MAY 09 (10-2A) Eff 4 Jun

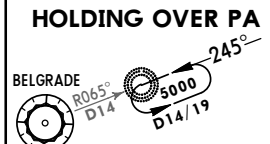
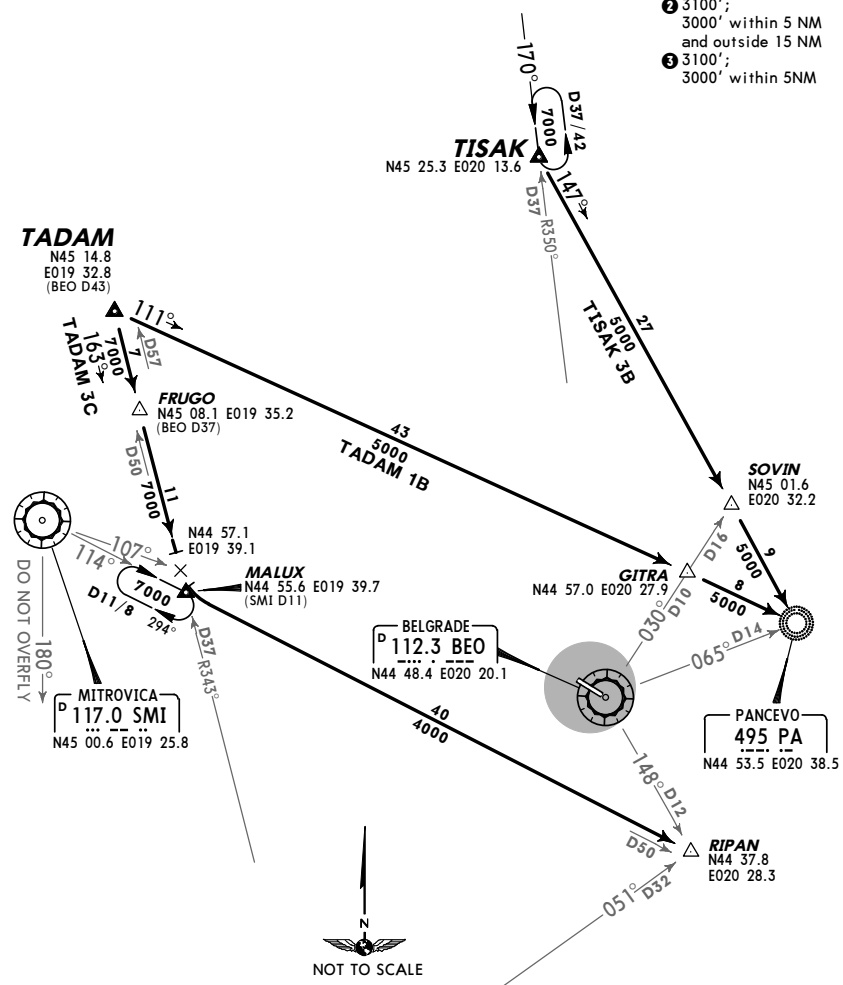
BELGRADE, SERBIA
 STAR

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



TADAM 1B [TADA1B], TADAM 3C [TADA3C]
 TISAK 3B [TISA3B]
 RWY 30 ARRIVALS
 FROM NORTH
SPEED MAX 250 KT BELOW 10000'

- 1 3300'; 3000' within 20 NM
- 2 3100'; 3000' within 5 NM and outside 15 NM
- 3 3100'; 3000' within 5NM

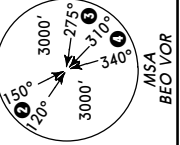


LYBE/BEG
NIKOLA TESLA

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22 MAY 09 (10-2B) Eff 4 Jun

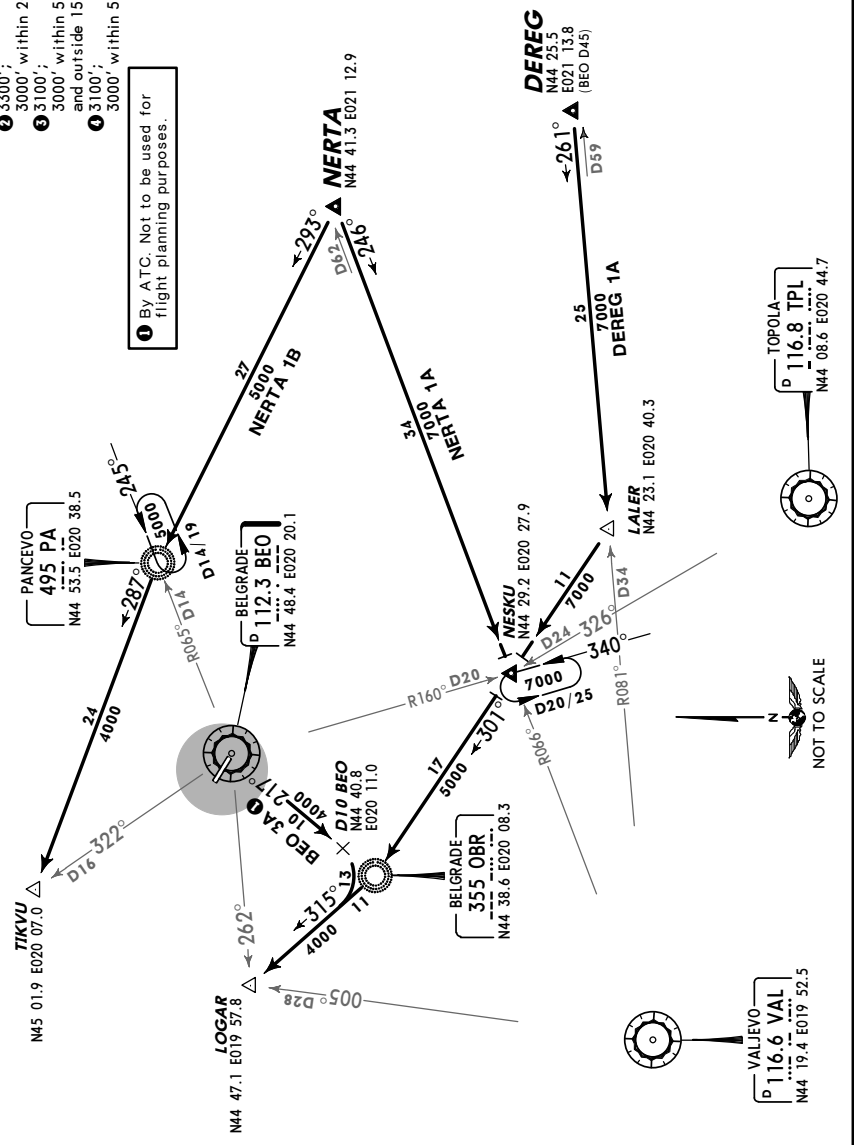
BELGRADE, SERBIA
STAR

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



BEO 3A, DEREG 1A [DERE1A]
NERTA 1A [NERT1A], NERTA 1B [NERT1B]
RWY 12 ARRIVALS
FROM EAST
SPEED MAX 250 KT BELOW 10000'

- 3300'; within 20 NM
 - 3100'; within 5 NM and outside 15 NM
 - 3100'; within 5NM
- 1 By ATC. Not to be used for flight planning purposes.

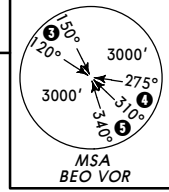


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BELGRADE, SERBIA
STAR

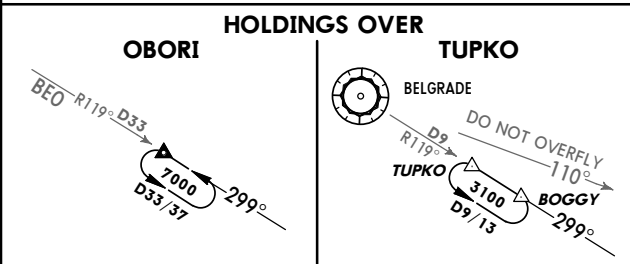
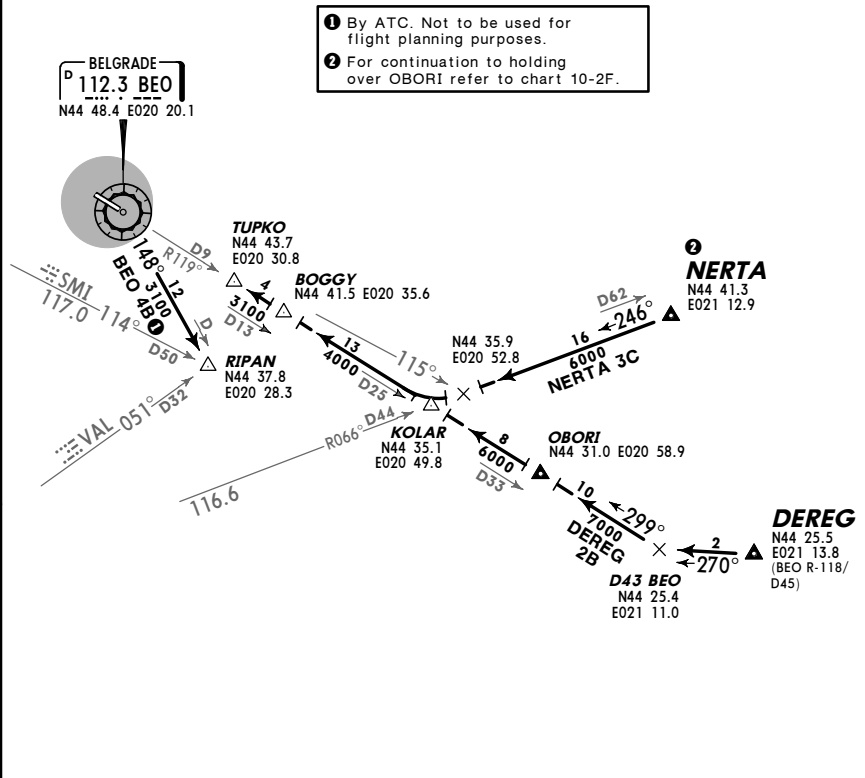
Apt Elev 336' Alt Set: hPa
Trans level: By ATC Trans alt: 10000'



BEO 4B, DEREG 2B [DERE2B]
NERTA 3C [NERT3C]
RWY 30 ARRIVALS
FROM EAST
SPEED MAX 250 KT BELOW 10000'

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

- 3300'; within 20 NM
- 3100'; within 5 NM and outside 15 NM
- 3100'; within 5NM

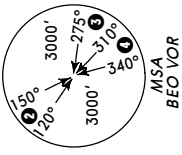


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NIKOLA TESLA

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22 MAY 09 (10-2D) Eff 4 Jun

BELGRADE, SERBIA
STAR

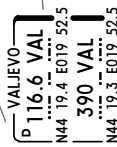
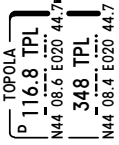
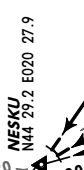
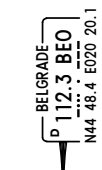
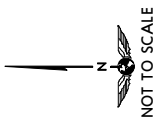
Apt Elev 336' Alt Set: hPa
Trans level: By ATC Trans alt: 10000'



NEPOS 2A [NEPO2A], TPL 4A, VAL 5A, VAL 1B
RWY 12 ARRIVALS
FROM SOUTH
SPEEDS MAX 250 KT BELOW 10000'

- 3300'; within 20 NM
- 3100'; within 5 NM and outside 15 NM
- 3100'; within 5NM

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

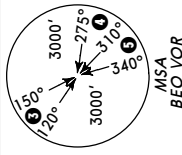


LYBE/BEG
NIKOLA TESLA

JEPPesen
22 MAY 09 (10-2E) Eff 4 Jun

BELGRADE, SERBIA
STAR

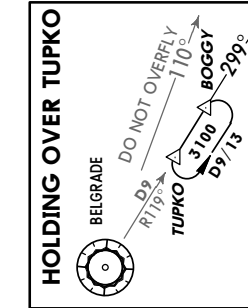
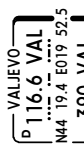
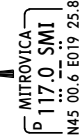
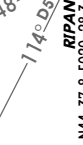
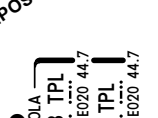
Apt Elev 336' Alt Set: hPa
Trans level: By ATC Trans alt: 10000'



NEPOS 3B [NEPO3B], TPL 7F, VAL 2C
RWY 30 ARRIVALS
FROM SOUTH
SPEEDS MAX 250 KT BELOW 10000'

- 3300'; within 20 NM
- 3100'; within 5 NM and outside 15 NM
- 3100'; within 5NM

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

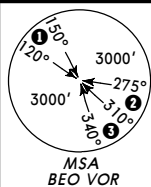


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JEPPESEN
22 MAY 09 (10-2F) Eff 4 Jun

BELGRADE, SERBIA
ARRIVAL

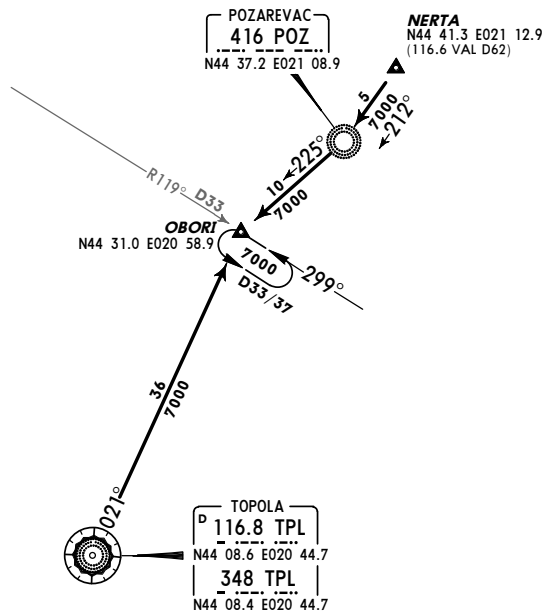
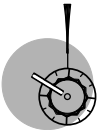
Apt Elev 336'
Alt Set: hPa
Trans level: By ATC Trans alt: 10000'



RWY 30 ARRIVALS
VIA HOLDING OVER OBORI
SPEEDS MAX 250 KT BELOW 10000'

- 1 3300'; 3000' within 20 NM
- 2 3100'; 3000' within 5 NM and outside 15 NM
- 3 3100'; 3000' within 5NM

BELGRADE
D 112.3 BEO
N44 48.4 E020 20.1

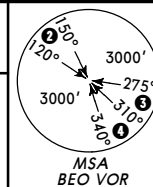


LYBE/BEG
NIKOLA TESLA

JEPPESEN
22 MAY 09 (10-3) Eff 4 Jun

BELGRADE, SERBIA
SID

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

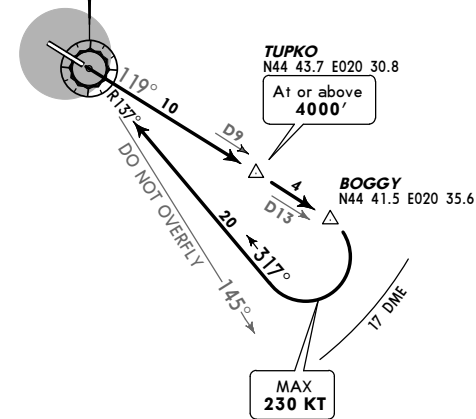


BEOGRAD THREE CHARLIE (BEO 3C)
RWY 12 DEPARTURE
BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
SPEEDS MAX 250 KT BELOW 10000'

- 2 3300'; 3000' within 20 NM
- 3 3100'; 3000' within 5 NM and outside 15 NM
- 4 3100'; 3000' within 5NM

BELGRADE
D 112.3 BEO
N44 48.4 E020 20.1
On return
At FL 120 1

1 or above, if instructed by ATC



Initial climb clearance **6000'**, higher only when cleared by ATC

ROUTING

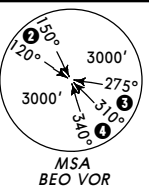
Climb straight ahead, intercept BEO R-119 to BOGGY, turn RIGHT within BEO 17 DME, intercept BEO R-137 inbound to BEO.

LYBE/BEG
NIKOLA TESLA

JEPPesen
22 MAY 09 (10-3E) Eff 4 Jun

BELGRADE, SERBIA
SID

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



TISAK
N45 25.3 E020 13.6
At 6000' ①

TISAK ONE CHARLIE
(TISAK 1C) [TISA1C]
TISAK THREE DELTA
(TISAK 3D) [TISA3D]
TISAK THREE ECHO
(TISAK 3E) [TISA3E]
RWYS 12, 30 DEPARTURES
SPEED MAX 250 KT
BELOW 10000'

- ② 3300'; 3000' within 20 NM
- ③ 3100'; 3000' within 5 NM and outside 15 NM
- ④ 3100'; 3000' within 5NM

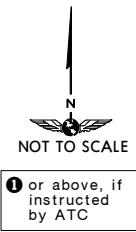
INDIJA
485 IA
N45 02.6 E020 04.4

BELGRADE
380 KN
N44 53.7 E020 08.2
At or above 3000'

D7 BEO
N44 52.0 E020 12.0
TISAK 1C
At or above 4000'

TUPKO
N44 43.7 E020 30.8
At or above 4000'

PANCEVO
495 PA
N44 53.5 E020 38.5



① or above, if instructed by ATC

Initial climb clearance **6000'**, higher only when cleared by ATC

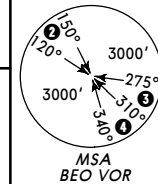
SID	RWY	ROUTING
TISAK 1C	12	Climb straight ahead, at 1100' turn RIGHT, intercept 330° bearing towards IA, at D7 BEO (BEO R-299) turn RIGHT, 360° track to BALAB, turn RIGHT, intercept 030° bearing from KN to D16 BEO, turn LEFT, intercept BEO R-350 to TISAK.
TISAK 3D	30	Climb straight ahead, intercept BEO R-299 to LABUD, turn RIGHT to IA, 013° bearing to TISAK.
TISAK 3E	12	Climb straight ahead, intercept BEO R-119 to BOGGY, turn LEFT to PA, turn LEFT, 327° bearing to TISAK.

LYBE/BEG
NIKOLA TESLA

JEPPesen
22 MAY 09 (10-3F) Eff 4 Jun

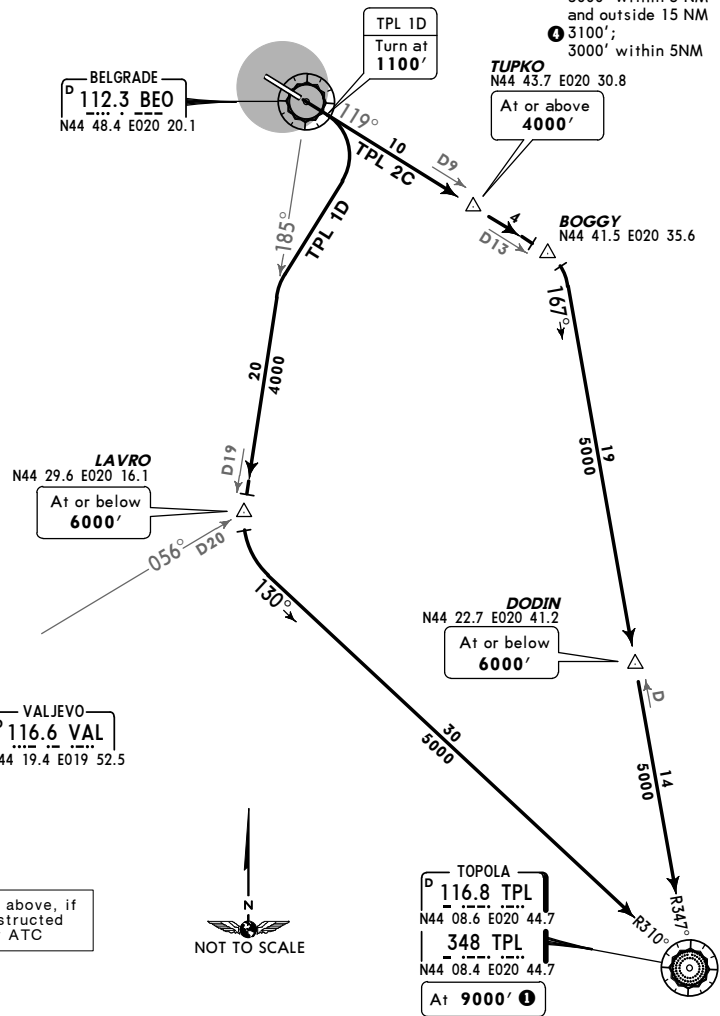
BELGRADE, SERBIA
SID

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



TOPOLA TWO CHARLIE (TPL 2C)
TOPOLA ONE DELTA (TPL 1D)
RWY 12 DEPARTURES
SPEED MAX 250 KT BELOW 10000'

- ② 3300'; 3000' within 20 NM
- ③ 3100'; 3000' within 5 NM and outside 15 NM
- ④ 3100'; 3000' within 5NM



① or above, if instructed by ATC



Initial climb clearance **6000'**, higher only when cleared by ATC

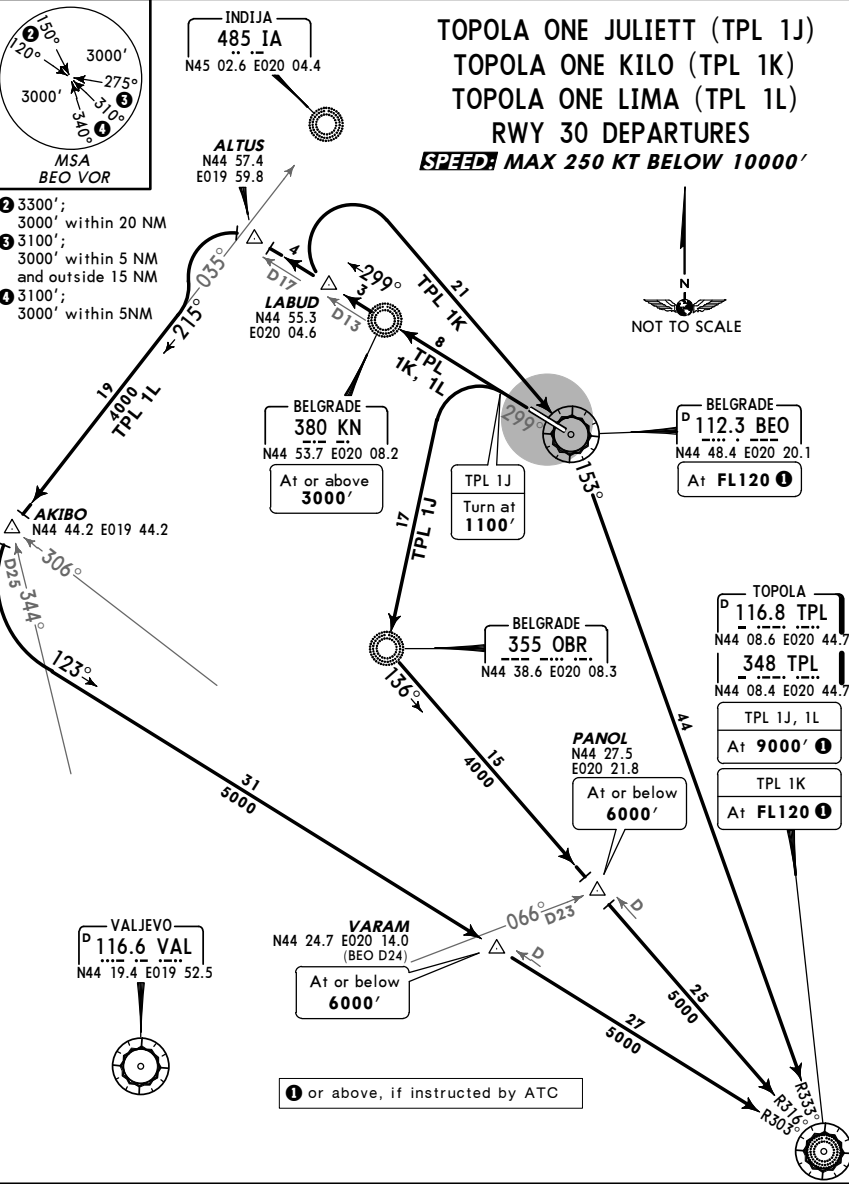
SID	ROUTING
TPL 2C	Climb straight ahead, intercept BEO R-119 to BOGGY, turn RIGHT, intercept TPL R-347 inbound to TPL.
TPL 1D	Climb straight ahead, at 1100' turn RIGHT, intercept BEO R-185 to LAVRO, turn LEFT, intercept TPL R-310 inbound to TPL.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
22 MAY 09 10-3G Eff 4 Jun

BELGRADE, SERBIA
SID

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



Initial climb clearance **6000'**, higher only when cleared by ATC

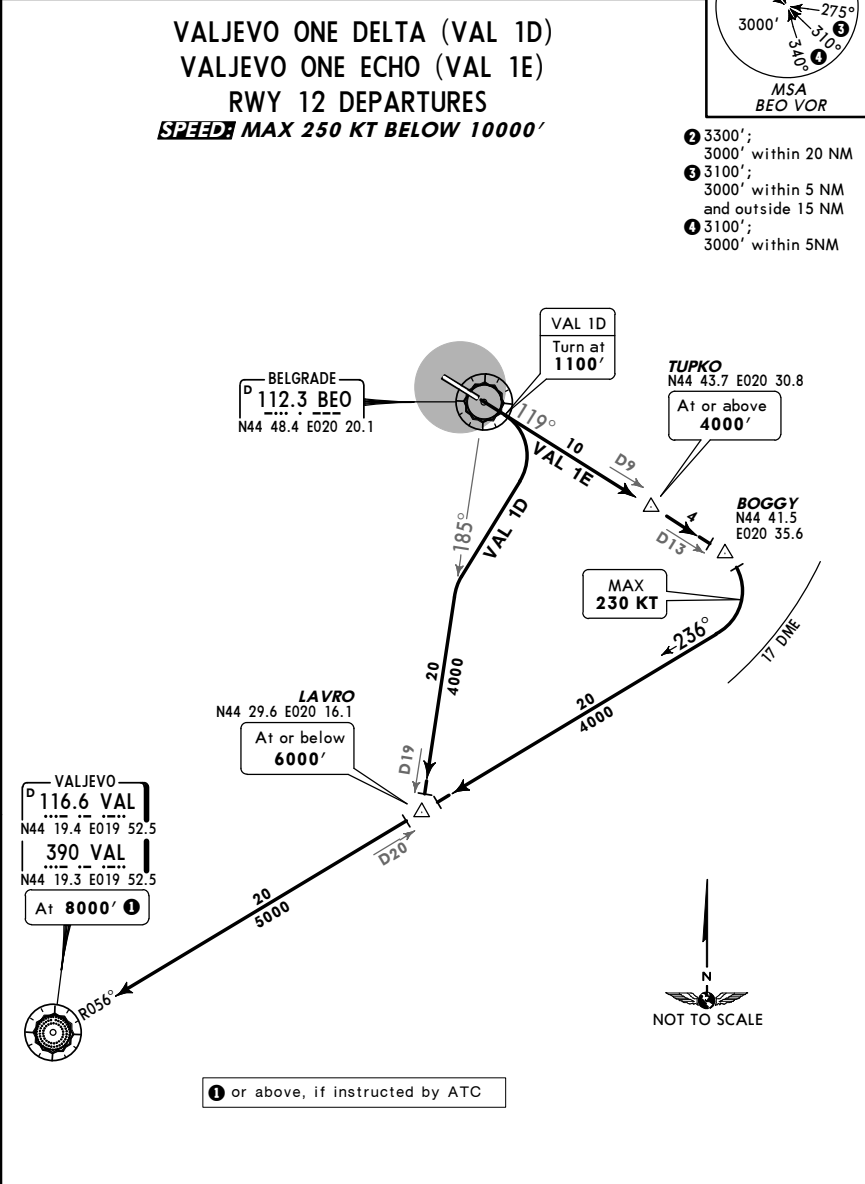
SID	ROUTING
TPL 1J	Climb straight ahead, at 1100' turn LEFT to OBR, turn LEFT, intercept TPL R-316 inbound to TPL.
TPL 1K	Climb straight ahead, intercept BEO R-299 to LABUD, turn RIGHT to BEO, BEO R-153 to TPL.
TPL 1L	Climb straight ahead, intercept BEO R-299 to ALTUS, turn LEFT, intercept 215° bearing from IA to AKIBO, turn LEFT, intercept TPL R-303 inbound to TPL.

LYBE/BEG
NIKOLA TESLA

JEPPESEN
22 MAY 09 10-3H Eff 4 Jun

BELGRADE, SERBIA
SID

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



Initial climb clearance **6000'**, higher only when cleared by ATC

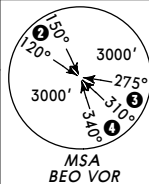
SID	ROUTING
VAL 1D	Climb straight ahead, at 1100' turn RIGHT, intercept BEO R-185 to LAVRO, turn RIGHT, intercept VAL R-056 inbound to VAL.
VAL 1E	Climb straight ahead, intercept BEO R-119 to BOGGY, turn RIGHT within BEO 17 DME, intercept VAL R-056 inbound to VAL.

LYBE/BEG
 NIKOLA TESLA

JEPPESSEN
 22 MAY 09 (10-3J) Eff 4 Jun

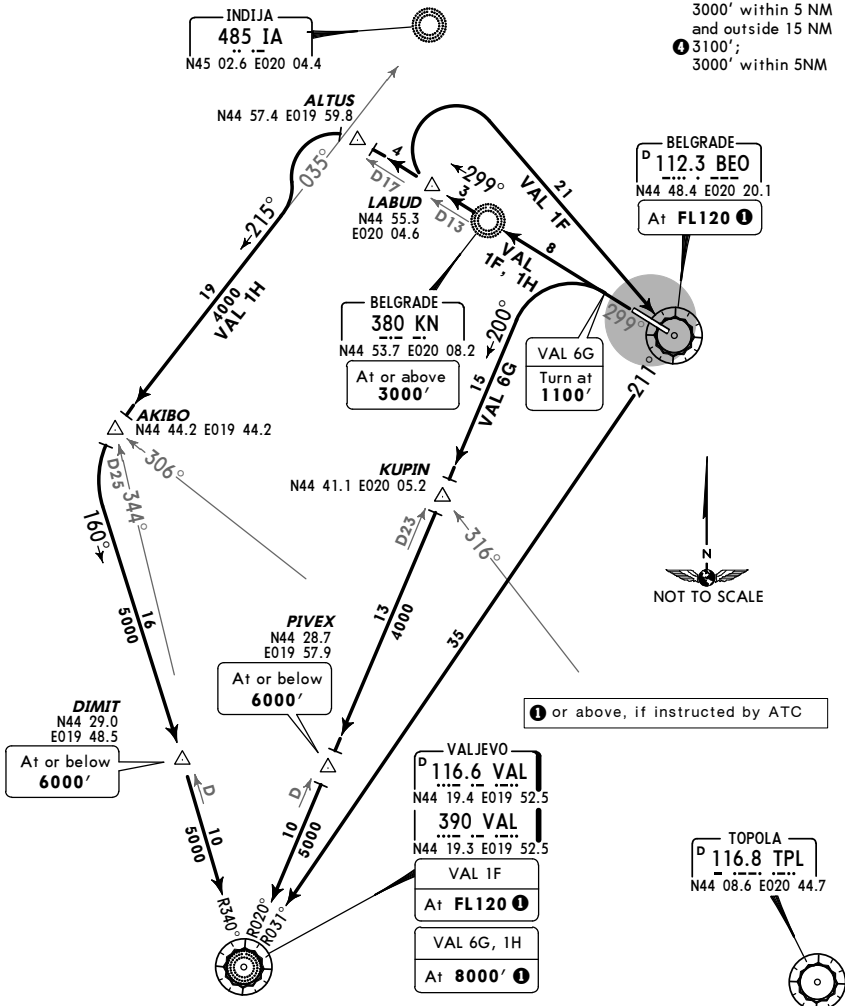
BELGRADE, SERBIA
 SID

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



VALJEVO ONE FOXTROT (VAL 1F)
 VALJEVO SIX GOLF (VAL 6G)
 VALJEVO ONE HOTEL (VAL 1H)
 RWY 30 DEPARTURES
SPEED MAX 250 KT BELOW 10000'

- ① 3300'; 3000' within 20 NM
- ② 3100'; 3000' within 5 NM and outside 15 NM
- ③ 3100'; 3000' within 5NM



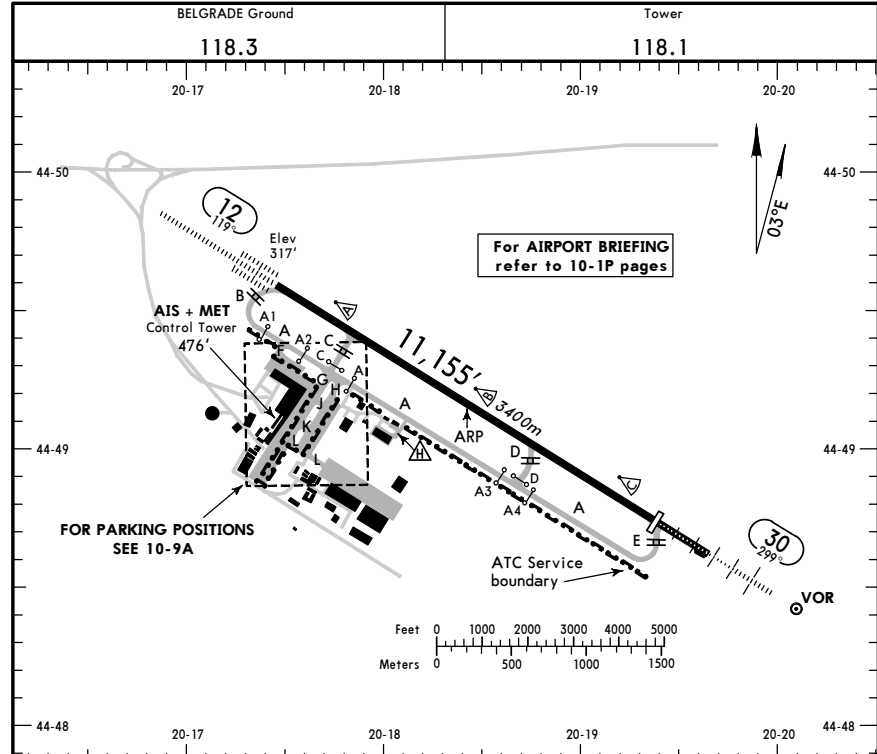
Initial climb clearance **6000'**, higher only when cleared by ATC

SID	ROUTING
VAL 1F	Climb straight ahead, intercept BEO R-299 to LABUD, turn RIGHT to BEO, turn RIGHT, BEO R-211 to VAL.
VAL 6G	Climb straight ahead, at 1100' turn LEFT, intercept VAL R-020 inbound to VAL.
VAL 1H	Climb straight ahead, intercept BEO R-299 to ALTUS, turn LEFT, intercept 215° bearing from IA to AKIBO, turn LEFT, intercept VAL R-340 inbound to VAL.

LYBE/BEG
 Apt Elev 336'
 N44 49.2 E020 18.4

JEPPESSEN
 7 NOV 08 (10-9) Eff 20 Nov

BELGRADE, SERBIA
 NIKOLA TESLA



ADDITIONAL RUNWAY INFORMATION

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

① angle 3.0°.

JAR-OPS TAKE-OFF ①

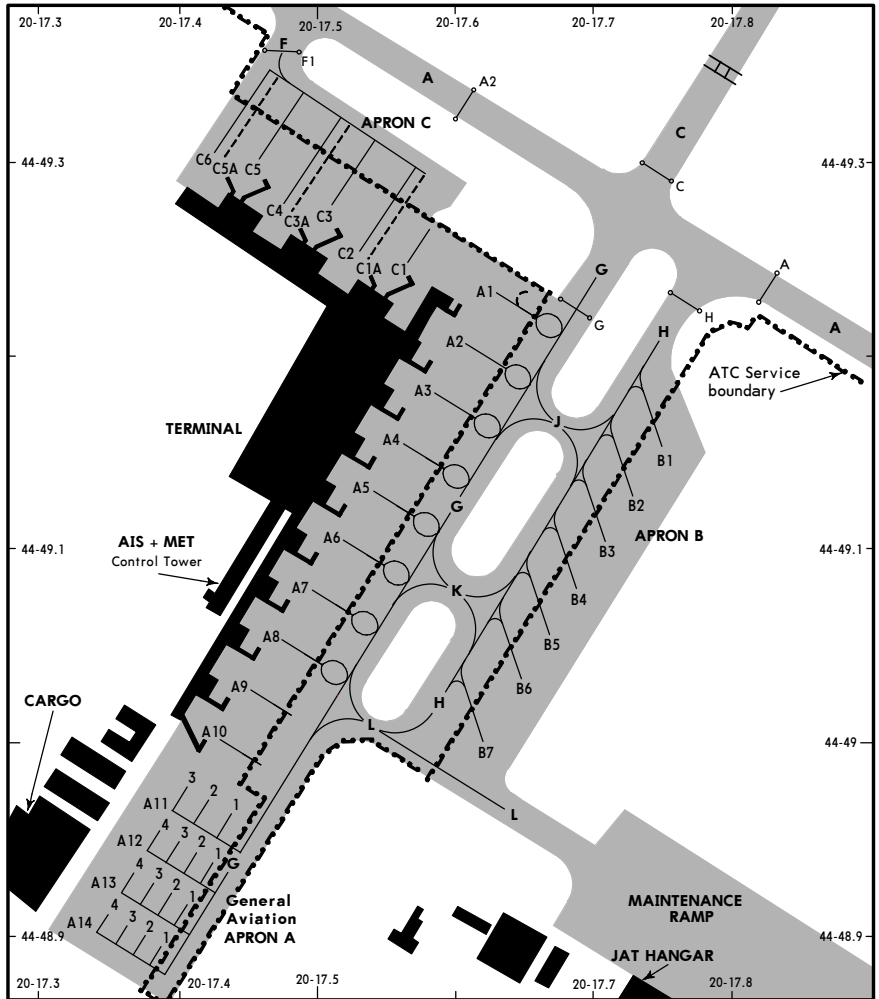
Approved Operators	LVP must be in force					
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	150m	200m	250m	400m	500m
B						
C						
D						

① Operators applying U.S. Ops Specs: CL required below 300m.

LYBE/BEG

JEPPesen
 7 NOV 08 **(10-9A)** Eff 20 Nov

BELGRADE, SERBIA
 NIKOLA TESLA



INS COORDINATES

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

CHANGES: ATC service boundary. Notes transferred to 10-1P pages.

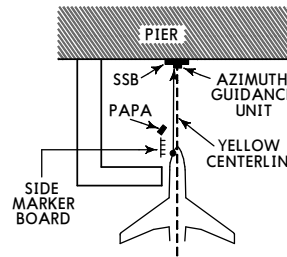
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LYBE/BEG

JEPPesen BELGRADE, SERBIA-MONTENEGRO
 30 SEP 05 **(10-9B)** BELGRADE

VISUAL DOCKING GUIDANCE SYSTEM

Stands A1 thru A11, C1A, C3A and C5A:



GENERAL

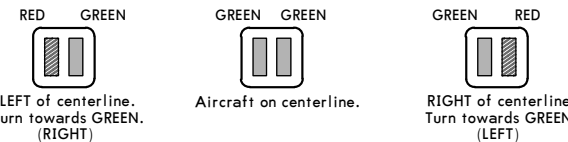
The visual docking guidance system consists of the following elements:

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

CAUTION
 The system is aligned with the LEFT hand pilot's seat only.

AZIMUTH GUIDANCE UNIT (AGNIS)

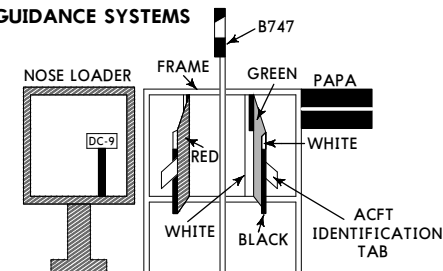
Approach the parking position along the yellow centerline so that both vertical slots of the Azimuth Guidance Unit show GREEN. Adjustments to the left or right are always to be made towards the GREEN.



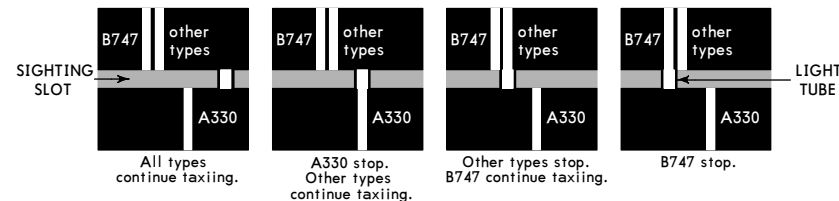
NOTE: When AGNIS unserviceable follow yellow centerline and obtain stopping guidance from SMB or PAPA. Marshalling not required.

STOPPING GUIDANCE SYSTEMS

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



2. **PARALLAX AIRCRAFT PARKING AID (PAPA)**
 When the light tube, visible through the horizontal slot in the marker board, is aligned with the appropriate vertical reference mark, the aircraft has reached the correct stopping position.



NOTE: When the SIDE MARKER BOARD or PAPA unserviceable, aircraft must be marshalled.

STOP SHORT BOARD (SSB)

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



CHANGES: Visual docking guidance system.

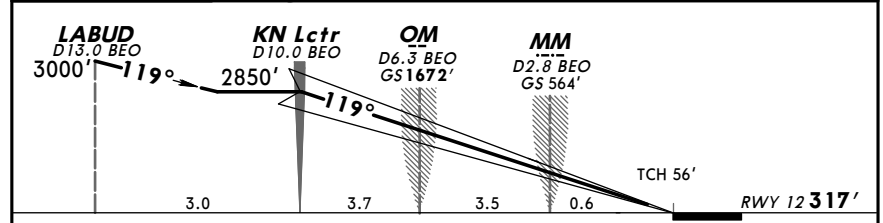
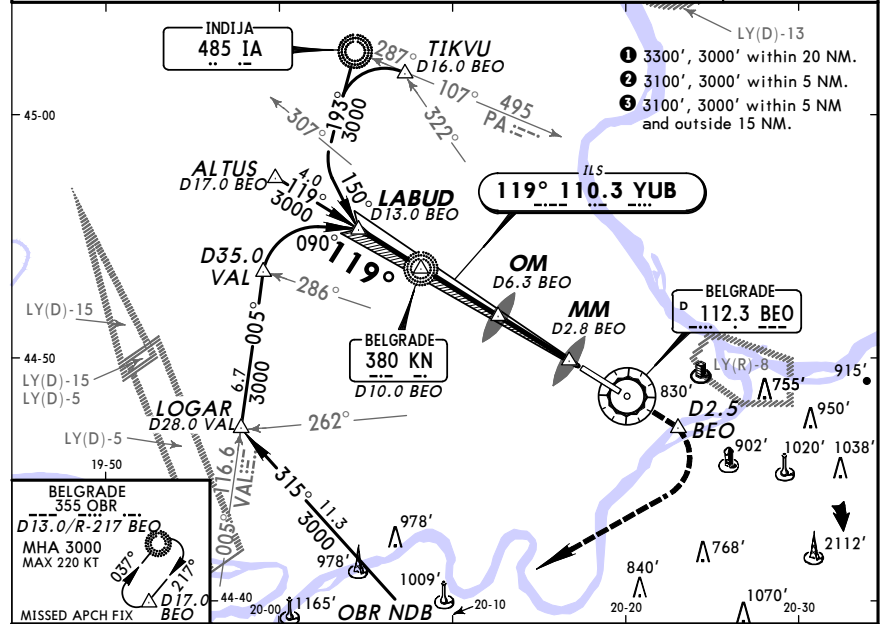
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LYBE/BEG
NIKOLA TESLA

JEPPESEN
 22 MAY 09 (11-1A)
 Eff 4 Jun

BELGRADE, SERBIA
CAT II ILS Rwy 12

BELGRADE Approach/Radar		BELGRADE Tower		Ground
119.1	124.42	118.1		118.3
LOC YUB	Final Apch Crs 119°	GS OM 1672' (1355')	CAT II ILS RA 103' DA(H) 417' (100')	Apt Elev 336' RWY 317'
MISSED APCH: Climb STRAIGHT AHEAD to D2.5 BEO after VOR, then turn RIGHT climbing to OBR NDB to 3000' and hold.				
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 10000' Special Aircrew & Aircraft Certification Required.				



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

HIALS-II
 PAPI PAPI

D2.5 BEO after 112.3

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

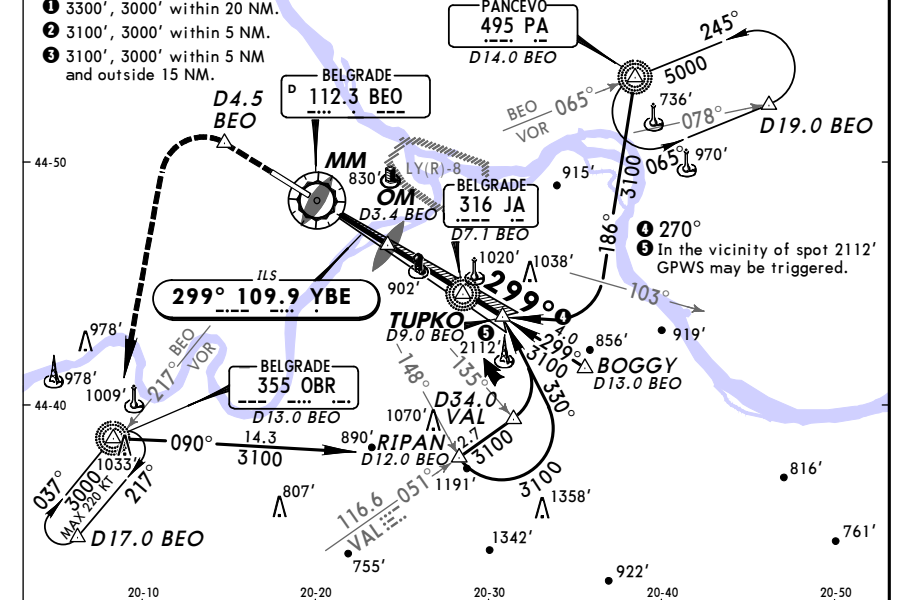
RVR 350m

LYBE/BEG
NIKOLA TESLA

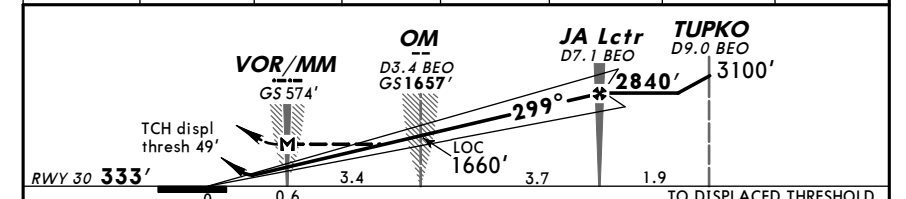
JEPPESEN
 22 MAY 09 (11-2)
 Eff 4 Jun

BELGRADE, SERBIA
ILS Rwy 30

BELGRADE Approach/Radar		BELGRADE Tower		Ground
119.1	124.42	118.1		118.3
LOC YBE	Final Apch Crs 299°	GS OM 1657' (1324')	ILS DA(H) 533' (200')	Apt Elev 336' RWY 333'
MISSED APCH: Climb STRAIGHT AHEAD to D4.5 BEO, 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 BEO VOR				



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



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862		

HIALS
 PAPI PAPI

D4.5 BEO

JAR-OPS STRAIGHT-IN LANDING RWY 30

A	FULL	ALS out	LOC (GS out)		Max Kts	MDA(H)	VIS
			ALS out	ALS out			
B	RVR 550m VIS 800m	1200m	1600m	2400m	100	750' (414')	2400m
C			2000m	2800m	135	840' (504')	2400m
D					205	1080' (744')	3600m

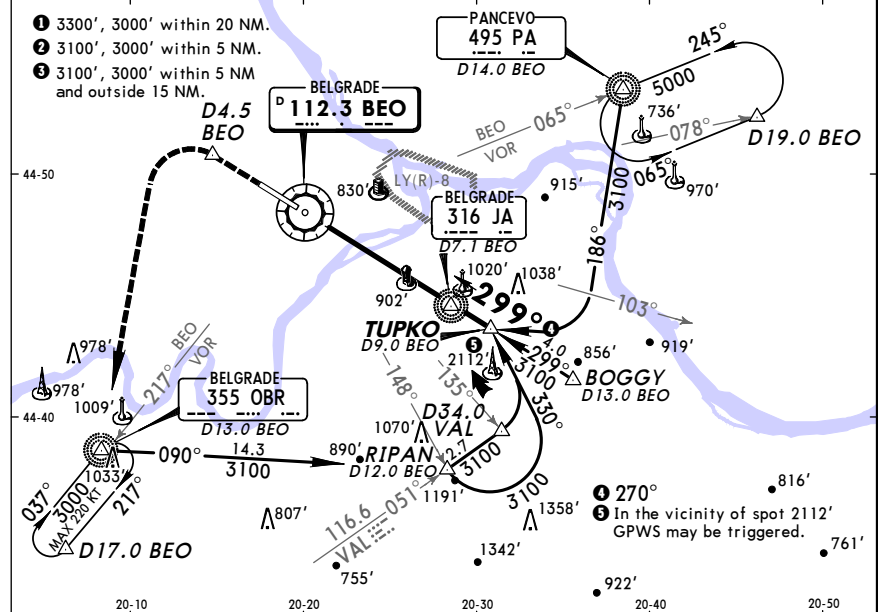
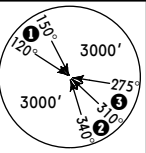
CIRCLE-TO-LAND
 CAT C & D:
 Not authorized
 Northeast of airport

LYBE/BEG BELGRADE, SERBIA
 NIKOLA TESLA 22 MAY 09 **13-1** Eff 4 Jun
VOR DME Rwy 30

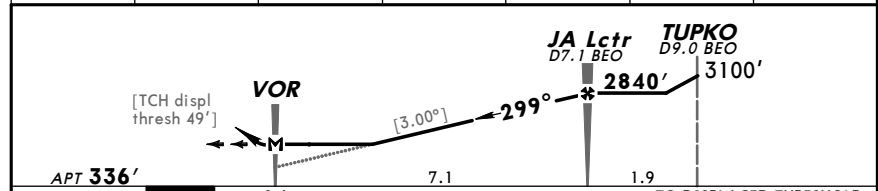
BELGRADE Approach/Radar		BELGRADE Tower		Ground
119.1	124.42	118.1		118.3
VOR BEO 112.3	Final Apt Crs 299°	Minimum Alt JA Lctr 2840' (2504)	MDA(H) 700' (364')	Apt Elev 336'

MISSED APCH: Climb STRAIGHT AHEAD to D4.5 BEO, 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 BEO VOR



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI D4.5 BEO
Descent Gradient	5.24% or						
Descent angle	[3.00°]						
MAP at VOR	372	478	531	637	743	849	

JAR-OPS STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
MDA(H) 700' (364')		CAT C & D: Not authorized Northeast of airport	
A	1600m	ALS out	Max Kts 100
B	2400m		750' (414') 2400m
C	2800m		135 840' (504') 2400m
D	3200m		180 940' (604') 2800m
			205 1080' (744') 3600m