

16-AUG-2018

TIV-LYTV

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours**

Winter

0600-1530

Summer

Till AUG 31: 0430-1730

SEP 1-SEP 30: 0430-1700

From OCT 1 0500-1600

**Airport Information****RFF:** CAT 7**PCN:** RWY 14/32: 46/F/B/X/T**Customs:** HO**Operation****RWY Restriction**

Turns are not permitted before DER.

**TWY Restriction**

TWY B width 20m / 66ft.

**Taxi/Parking**

Follow-me and marshaller AVBL.

TWY B and APN TWY from stand 1-4 MAX wingspan 33m / 108ft.

**Warnings****TIV DME** unusable: 000°-090° beyond 10NM.

PAPI RWY 32 usable within 1800m from THR, beyond not reliable.

Birds in vicinity of AD.

**DEPARTURE****| Take-off Minima**

RWY		14/32	
All ACFT	ft - m/km	0 - 400R/400V	HJ only

16-AUG-2018

**TIV-LYTV****1-20****AOI****AOI****DEPARTURE****Departure Procedure****Intersection TKOF**

RWY 14: TKOF from intersection with TWY B.

**Warnings**

Advisable to follow LOC back course 156° (TAY QDM 156°) until passing TAZ NDB/MKR, due to high terrain East of AD.

**Effective 25-MAY-2017**

**TIV-LYT**

**2-10**

**Montenegro Tivat**

**AFC**

**Tivat Montenegro**

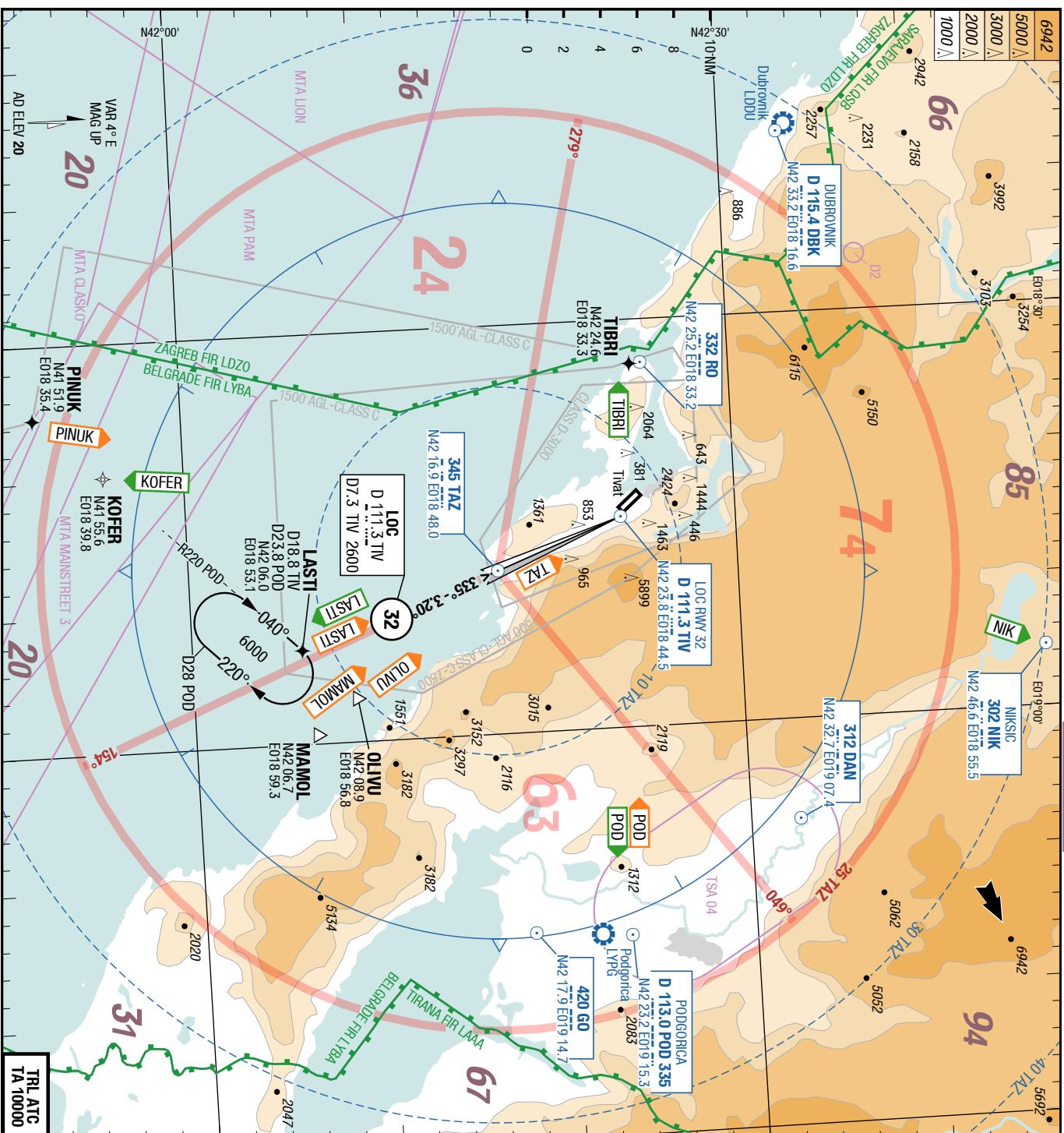
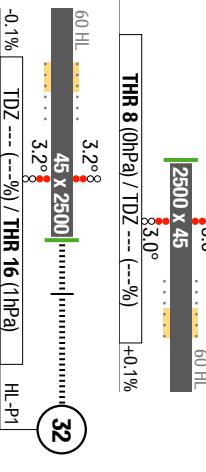
**AFC**

**AFC**

**AFC**

APP	118.000	136.275
TWR	118.000	119.325

Landing RWY system:



Changes: WPT, APL, PROC, ASP, OBST, SUAs, DIST, FRIR

Effective 25-MAY-2017

TIV-LYT

Montenegro Tivat

AGC  
AGC  
AGC

Tivat Montenegro

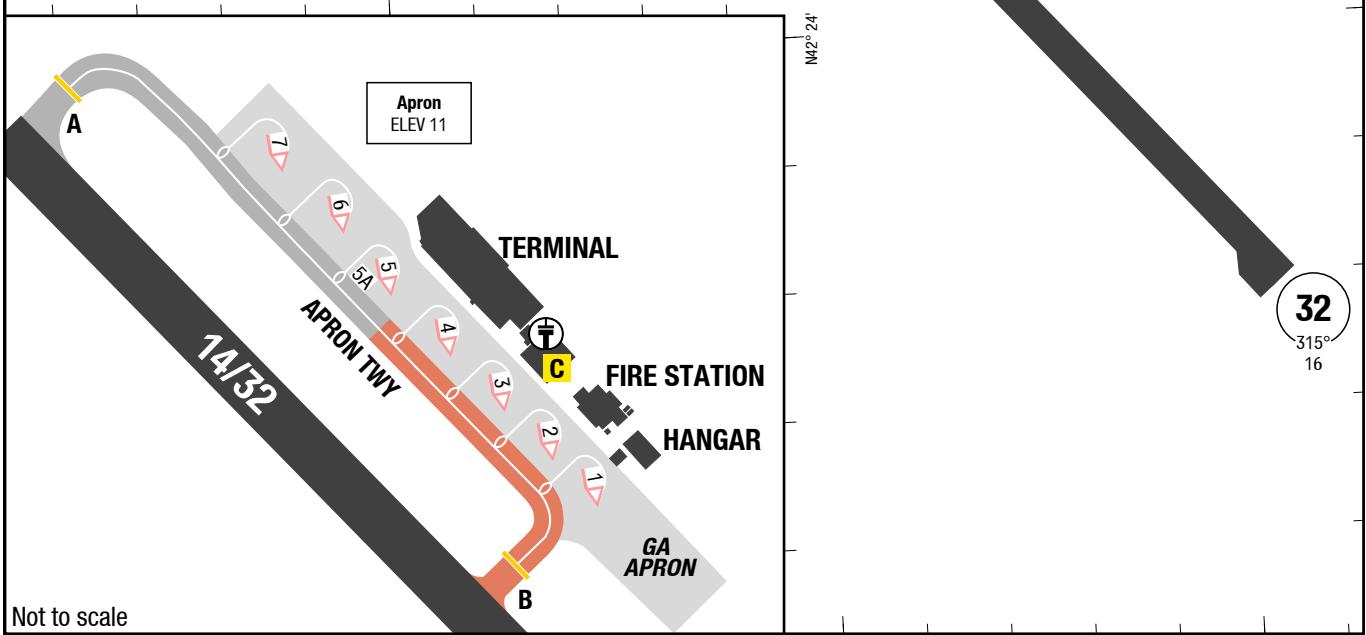
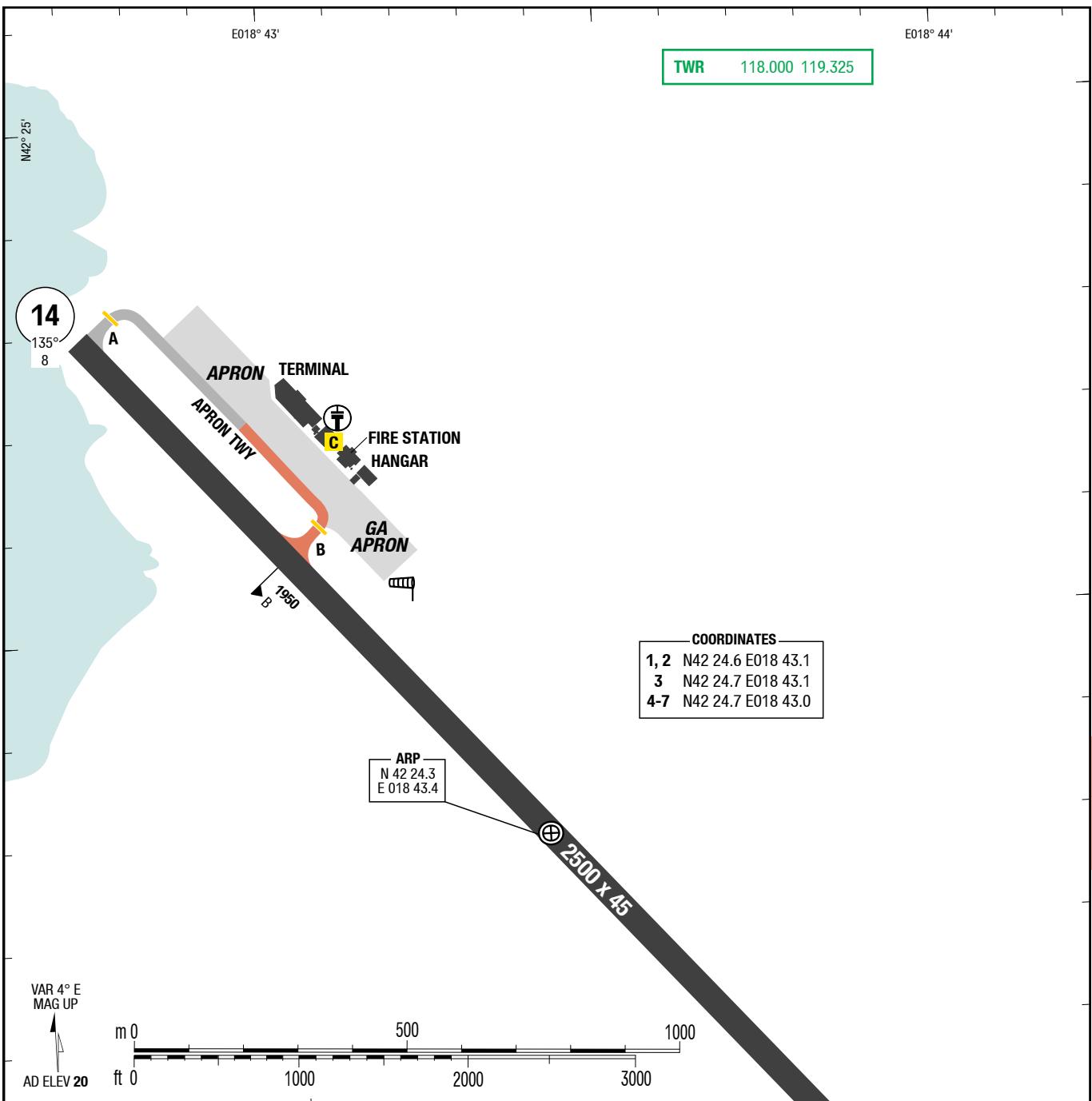
E018° 44'

TWR 118.000 119.325

E018° 43'

3-20

Changes: Nil



Effective 25-MAY-2017

18-MAY-2017

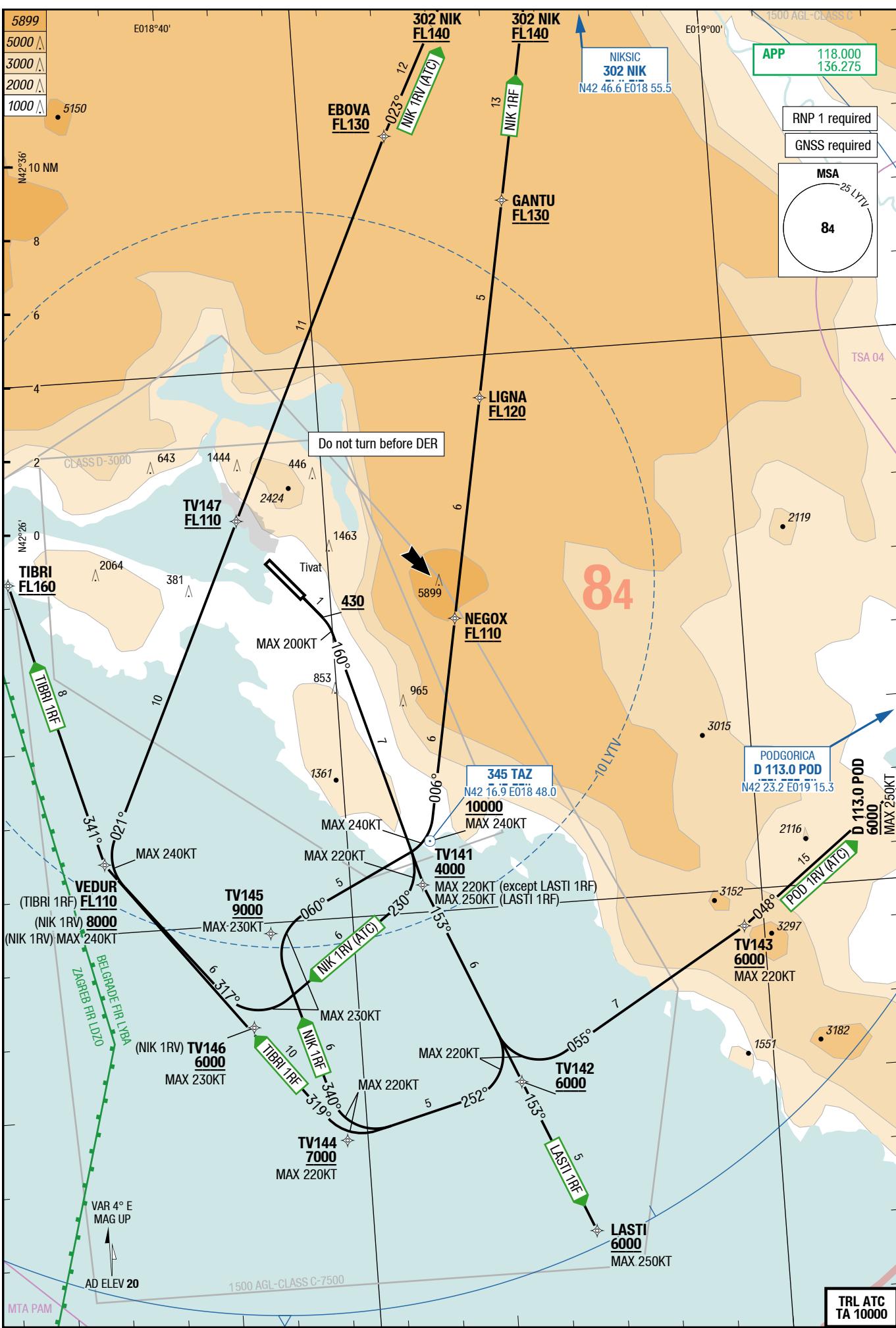
TV-LYT

4-10

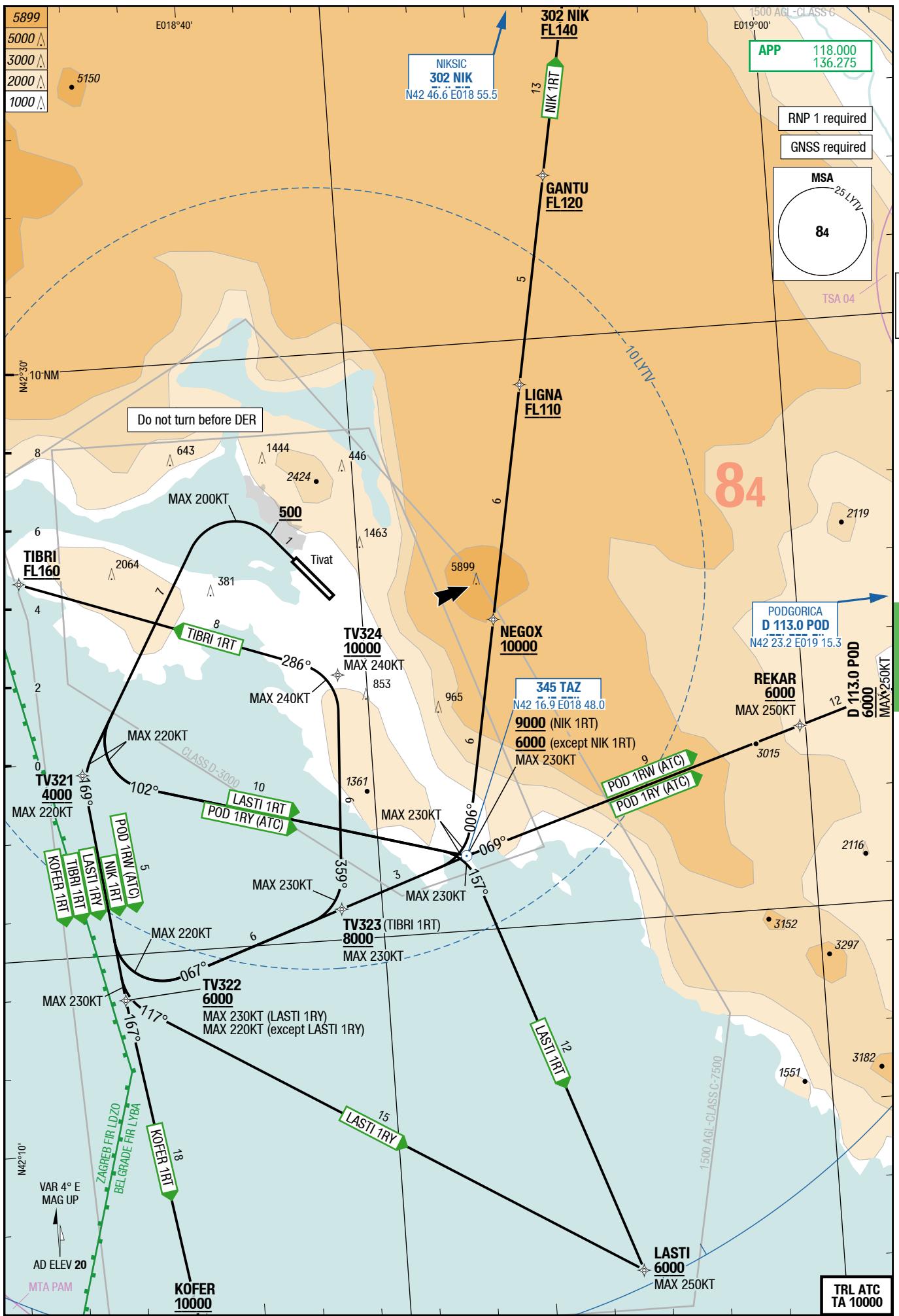
Montenegro Tivat  
RNAV SIDs RWY 14

SID  
SID

Tivat Montenegro  
RNAV SIDs RWY 14



Changes: ALT, PROC, Note, OBST, TOPO, Editorial, FIR



**Effective 25-MAY-2017**

18-MAY-2017

TIV-LYTV

4-30

Montenegro Tivat

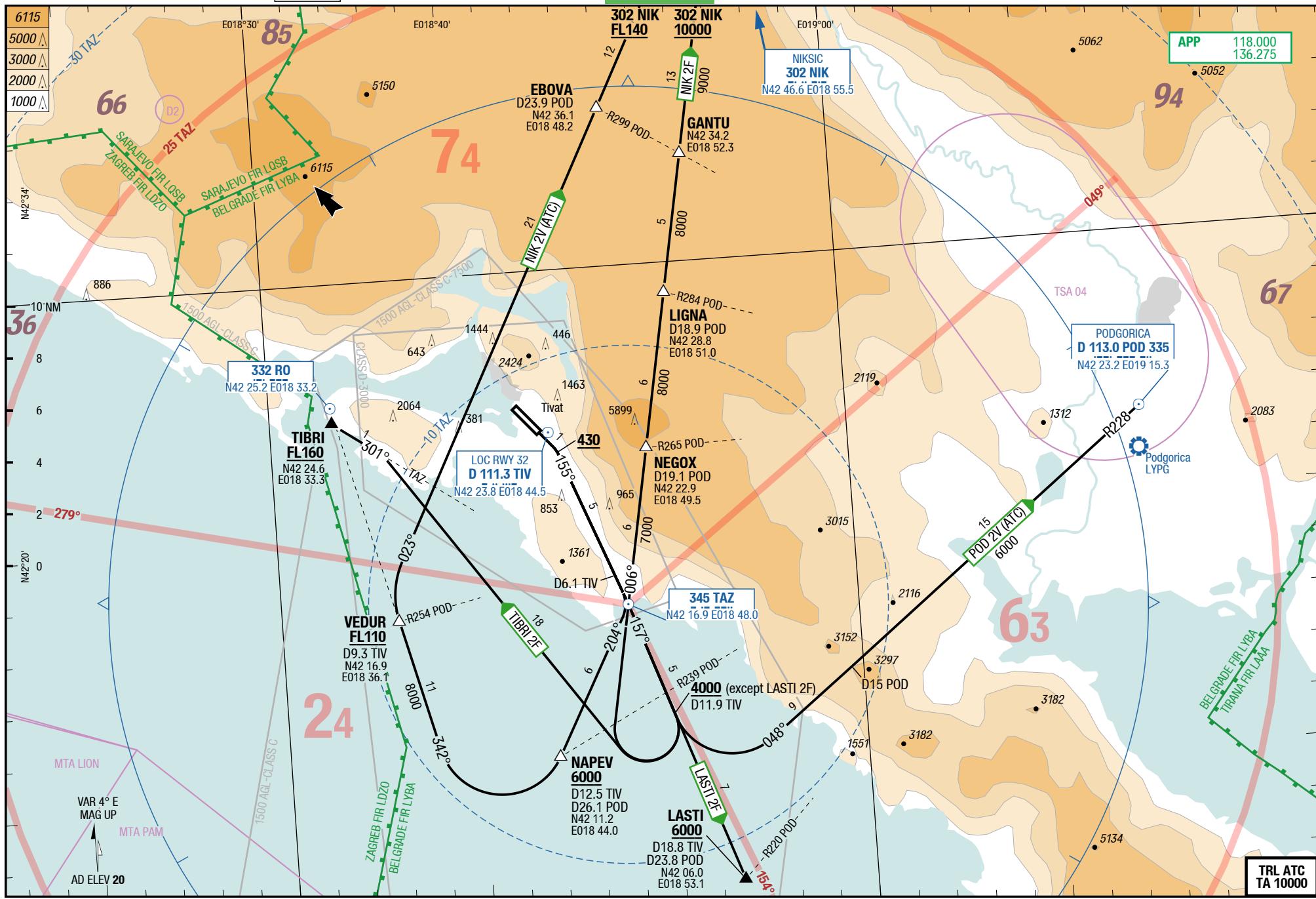
SIDs RWY 32

SIDs RWY 14

Tivat Montenegro

SIDs RWY 32

SIDs RWY 14



Effective 25-MAY-2017

18-MAY-2017

TIV-LYTV

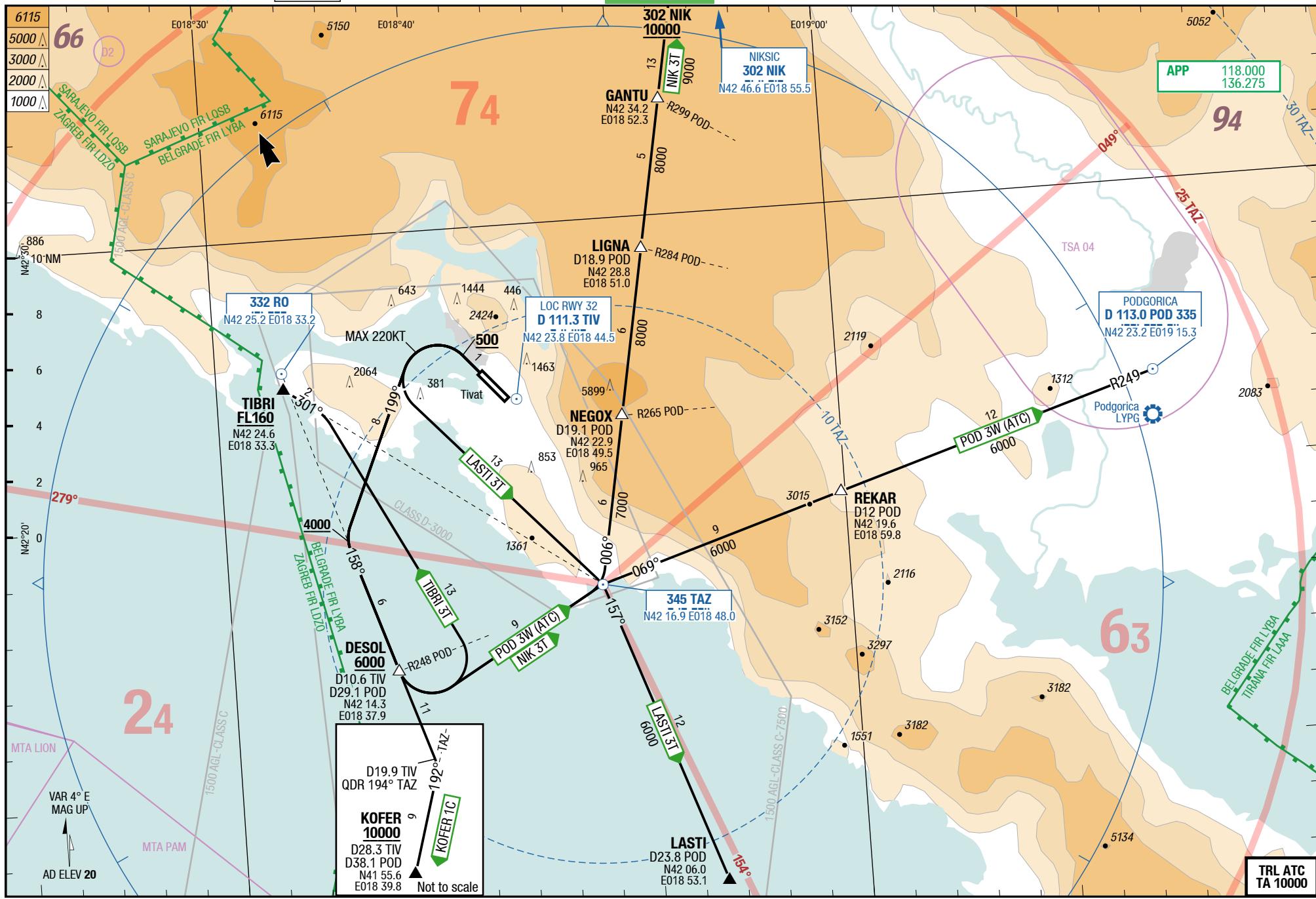
Montenegro Tivat

SIDs RWY 32

Tivat Montenegro

SIDs RWY 32

4-40



TIV-LYTV

5-10

RNAV SIDs RWY 14

LASTI 1RF / NIKSIC 1RF / NIKSIC 1RV / PODGORICA 1RV / TIBRI 1RF

RWY 14 (135°)

	GS	120	150	180	210	240	270
	8.2%	ft/MIN	1000	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
<b>LASTI 1RF</b> 8.2% to 1650 <b>118.000</b> ①②	[A430+ ;K200- ;R] - TV141 [K250- ;L] - TV142 [K250-] - LASTI [K250-]	TV141 MNM <b>4000</b> TV142 MNM <b>6000</b> LASTI MNM <b>6000</b>
<b>NIKSIC 1RF</b> <b>NIK 1RF</b> 8.2% to 1650 <b>118.000</b> ①②	[A430+ ;K200- ;R] - TV141 [K220- ;L] - TV142 [K220- ;R] - TV144 [K220- ;R] - TV145 [K230- ;R] - TAZ [K240- ;L] - NEGOX - LIGNA - GANTU - NIK	TV141 MNM <b>4000</b> TV142 MNM <b>6000</b> TV144 MNM <b>7000</b> TV145 MNM <b>9000</b> <b>TAZ MNM 10000</b> NEGOX MNM <b>FL110</b> LIGNA MNM <b>FL120</b> GANTU MNM <b>FL130</b> <b>NIK MNM FL140</b>
<b>NIKSIC 1RV</b> <b>NIK 1RV</b> (ATC) 8.2% to 1650 <b>118.000</b> ①②	[A430+ ;K200- ;R] - TV141 [K220- ;R] - TV146 [K230- ;R] - VEDUR [K240- ;R] - TV147 - EBOVA - NIK	TV141 MNM <b>4000</b> TV146 MNM <b>6000</b> VEDUR MNM <b>8000</b> TV147 MNM <b>FL110</b> EBOVA MNM <b>FL130</b> <b>NIK MNM FL140</b>
<b>PODGORICA 1RV</b> <b>POD 1RV</b> (ATC) 8.2% to 1650 <b>118.000</b> ①②	[A430+ ;K200- ;R] - TV141 [K220- ;L] - TV142 [K220- ;L] - TV143 [K220- ;L] - POD [K250-]	TV141 MNM <b>4000</b> TV142 MNM <b>6000</b> TV143 MNM <b>6000</b> <b>POD MNM 6000</b>
<b>TIBRI 1RF</b> 8.2% to 1650 <b>118.000</b> ①②	[A430+ ;K200- ;R] - TV141 [K220- ;L] - TV142 [K220- ;R] - TV144 [K220- ;R] - VEDUR [R] - TIBRI	TV141 MNM <b>4000</b> TV142 MNM <b>6000</b> TV144 MNM <b>7000</b> VEDUR MNM <b>FL110</b> TIBRI MNM <b>FL160</b>

① Do not turn before DER.

② If unable to comply with climb gradient, execute initial take-off visually.

TIV-LYTV

5-20

RNAV SIDs RWY 32

**KOFER 1RT / LASTI 1RT / LASTI 1RY / NIKSIC 1RT / PODGORICA 1RW**

RWY 32 (315°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 32</b>	
<b>KOFER 1RT</b> 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①②	[A500+ ;K200- ;L] - TV321 [K220- ;L] - TV322 [K220- ;L] - KOFER	TV321 MNM <b>4000</b> TV322 MNM <b>6000</b> KOFER MNM <b>10000</b>
<b>LASTI 1RT</b> 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①②	[A500+ ;K200- ;L] - TV321 [K220- ;L] - TAZ [K230- ;R] - LASTI [K250-]	TV321 MNM <b>4000</b> TAZ MNM <b>6000</b> LASTI MNM <b>6000</b>
<b>LASTI 1RY</b> 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①②	[A500+ ;K200- ;L] - TV321 [K220- ;L] - TV322 [K230- ;L] - LASTI [K250-]	TV321 MNM <b>4000</b> TV322 MNM <b>6000</b> LASTI MNM <b>6000</b>
<b>NIKSIC 1RT</b> <b>NIK 1RT</b> 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①②	[A500+ ;K200- ;L] - TV321 [K220- ;L] - TV322 [K220- ;L] - TAZ [K230- ;L] - NEGOX - LIGNA - GANTU - NIK	TV321 MNM <b>4000</b> TV322 MNM <b>6000</b> TAZ MNM <b>9000</b> NEGOX MNM <b>10000</b> LIGNA MNM <b>FL110</b> GANTU MNM <b>FL120</b> NIK MNM <b>FL140</b>
<b>PODGORICA 1RW</b> <b>POD 1RW</b> (ATC) 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①②	[A500+ ;K200- ;L] - TV321 [K220- ;L] - TV322 [K220- ;L] - TAZ [K230- ;R] - REKAR [K250-] - POD [K250-]	TV321 MNM <b>4000</b> TV322 MNM <b>6000</b> TAZ MNM <b>6000</b> REKAR MNM <b>6000</b> POD MNM <b>6000</b>

① If unable to comply with climb gradient, execute initial take-off visually.

② Do not turn before DER.

**TIV-LYTV****5-30****RNAV SIDs RWY 32****PODGORICA 1RY / TIBRI 1RT**

RWY 32 (315°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 32</b>	
<b>PODGORICA 1RY POD 1RY (ATC) 8.0% to 2360 7.0% to 6000 <b>118,000</b> ①②</b>	[A500+ ;K200- ;L] - TV321 [K220- ;L] - TAZ [K230- ;L] - REKAR [K250-] - POD [K250-]	<b>TV321 MNM 4000 TAZ MNM 6000 REKAR MNM 6000 POD MNM 6000</b>
<b>TIBRI 1RT 8.0% to 2360 7.0% to 6000 <b>118,000</b> ①②</b>	[A500+ ;K200- ;L] - TV321 [K220- ;L] - TV322 [K220- ;L] - TV323 [K230- ;L] - TV324 [K240- ;L] - TIBRI	<b>TV321 MNM 4000 TV322 MNM 6000 TV323 MNM 8000 TV324 MNM 10000 TIBRI MNM FL160</b>

① If unable to comply with climb gradient, execute initial take-off visually.

② Do not turn before DER.

TIV-LYTV

5-50

SIDs RWY 14

LASTI 2F / NIKSIC 2F / NIKSIC 2V / PODGORICA 2V / TIBRI 2F

RWY 14 (135°)

	GS	120	150	180	210	240	270
8.1%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
<b>LASTI 2F</b> 8.1% to 1650 <b>118.000</b> ①②③	at MNM <b>430 RT</b> 155° to TAZ - QDR 157 TAZ to LASTI	LASTI MNM <b>6000</b>
<b>NIKSIC 2F</b> <b>NIK 2F</b> 8.1% to 1650 <b>118.000</b> ①②③	at MNM <b>430 RT</b> 155° to TAZ - QDR 157 TAZ - at D11.9 <b>TIV RT</b> to TAZ - intercept QDM 006 <b>NIK</b> to <b>NIK</b>	D11.9 <b>TIV</b> MNM <b>4000</b> <b>NIK</b> MNM <b>10000</b>
<b>NIKSIC 2V</b> <b>NIK 2V</b> (ATC) 8.1% to 1650 <b>118.000</b> ①②③	at MNM <b>430 RT</b> 155° to TAZ - at D6.1 <b>TIV RT</b> intercept QDR 204 TAZ - at NAPEV RT intercept QDM 342 <b>RO</b> - at VEDUR RT intercept QDM 023 <b>NIK</b> to <b>NIK</b>	NAPEV MNM <b>6000</b> VEDUR MNM <b>FL110</b> <b>NIK</b> MNM <b>FL140</b>
<b>PODGORICA 2V</b> <b>POD 2V</b> (ATC) 8.1% to 1650 <b>118.000</b> ①②③	at MNM <b>430 RT</b> 155° to TAZ - QDR 157 TAZ - at D11.9 <b>TIV LT</b> intercept R228 <b>POD</b> to <b>POD</b>	D11.9 <b>TIV</b> MNM <b>4000</b>
<b>TIBRI 2F</b> 8.1% to 1650 <b>118.000</b> ①②③	at MNM <b>430 RT</b> 155° to TAZ - QDR 157 TAZ - at D11.9 <b>TIV RT</b> direct <b>RO</b> - intercept QDR 301 TAZ to TIBRI	D11.9 <b>TIV</b> MNM <b>4000</b> TIBRI MNM <b>FL160</b>

- ① Due to high terrain E of airport it is advisable to follow LOC backcourse 155° (QDM 155° TAZ) until passing TAZ.
- ② If unable to comply with climb gradient execute initial take-off visually.
- ③ Turns are not permitted before the DER

TIV-LYTV

5-60

SIDs RWY 32

KOFER 1C / LASTI 3T / NIKSIC 3T / PODGORICA 3W / TIBRI 3T

RWY 32 (315°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
<b>KOFER 1C</b> 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①	at MNM 500 LT (MAX 220KT) 199° - intercept QDR 158 <b>RO</b> via DESOL - at D19.9 <b>TIV</b> (QDR 194 TAZ) <b>RT</b> intercept QDR 192 <b>TAZ</b> to KOFER	QDR 158 <b>RO</b> MNM 4000 DESOL MNM 6000 KOFER MNM 10000
<b>LASTI 3T</b> 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①	at MNM 500 LT (MAX 220KT) to <b>TAZ</b> - QDR 157 <b>TAZ</b> to LASTI	
<b>NIKSIC 3T</b> <b>NIK 3T</b> 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①	at MNM 500 LT (MAX 220KT) 199° - intercept QDR 158 <b>RO</b> - at DESOL <b>LT</b> to <b>TAZ</b> - intercept QDM 006 <b>NIK</b> to <b>NIK</b>	QDR 158 <b>RO</b> MNM 4000 DESOL MNM 6000 NIK MNM 10000
<b>PODGORICA 3W</b> <b>POD 3W</b> (ATC) 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①	at MNM 500 LT (MAX 220KT) 199° - intercept QDR 158 <b>RO</b> - at DESOL <b>LT</b> to <b>TAZ</b> - intercept R249 <b>POD</b> to <b>POD</b>	QDR 158 <b>RO</b> MNM 4000 DESOL MNM 6000
<b>TIBRI 3T</b> 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①	at MNM 500 LT (MAX 220KT) 199° - intercept QDR 158 <b>RO</b> - at DESOL <b>LT</b> inbound <b>RO</b> - intercept QDR 301 <b>TAZ</b> to TIBRI	QDR 158 <b>RO</b> MNM 4000 DESOL MNM 6000 TIBRI MNM <b>FL160</b>

① If unable to comply with climb gradient execute initial take-off visually.

**Effective 25-MAY-2017**

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18-MAY-2017

TIV-LYTV

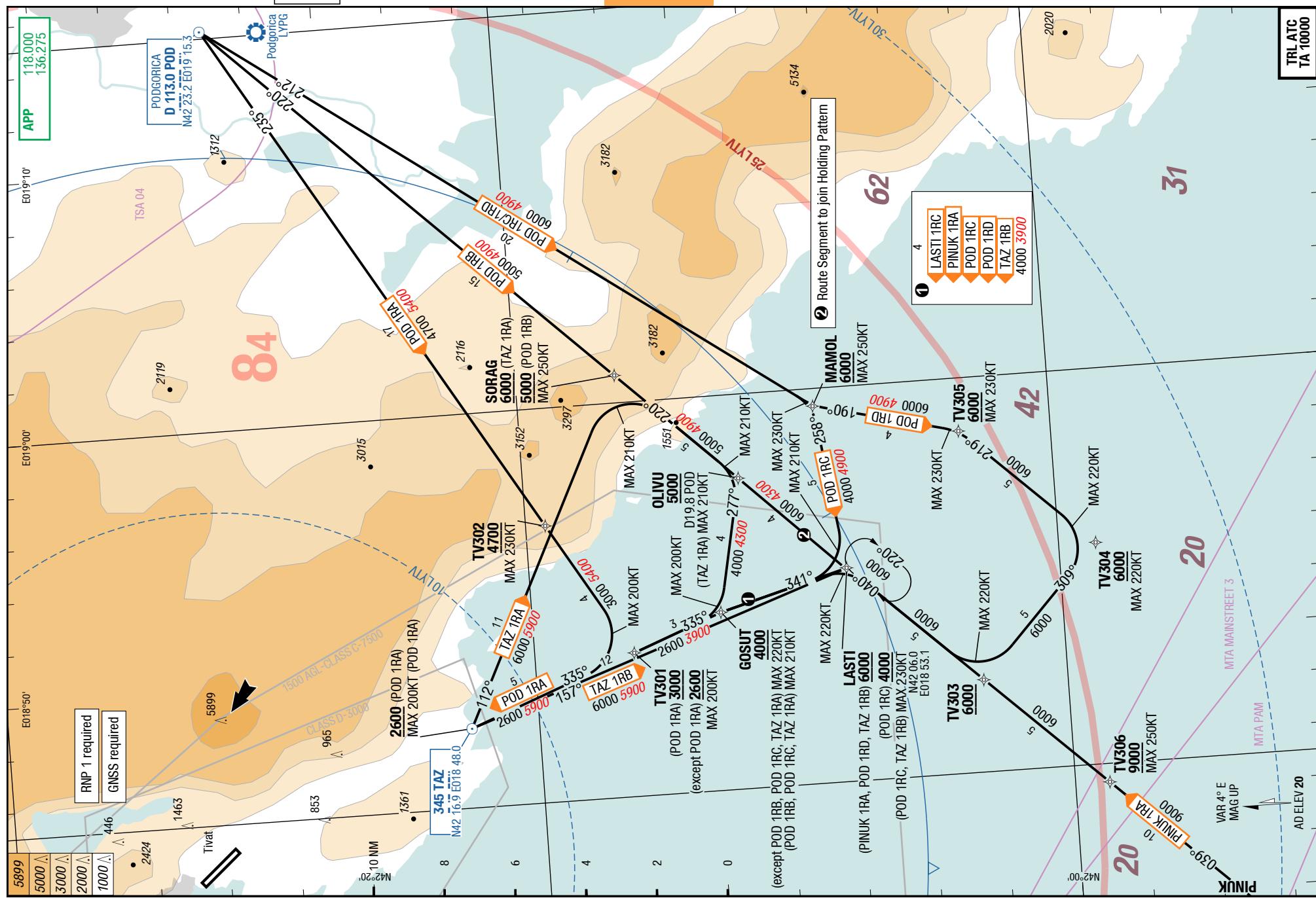
6-10

Montenegro Tivat

RNAV STARS

Tivat Montenegro

RNAV STARs



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18-MAY-2017

Montenegro Tivat

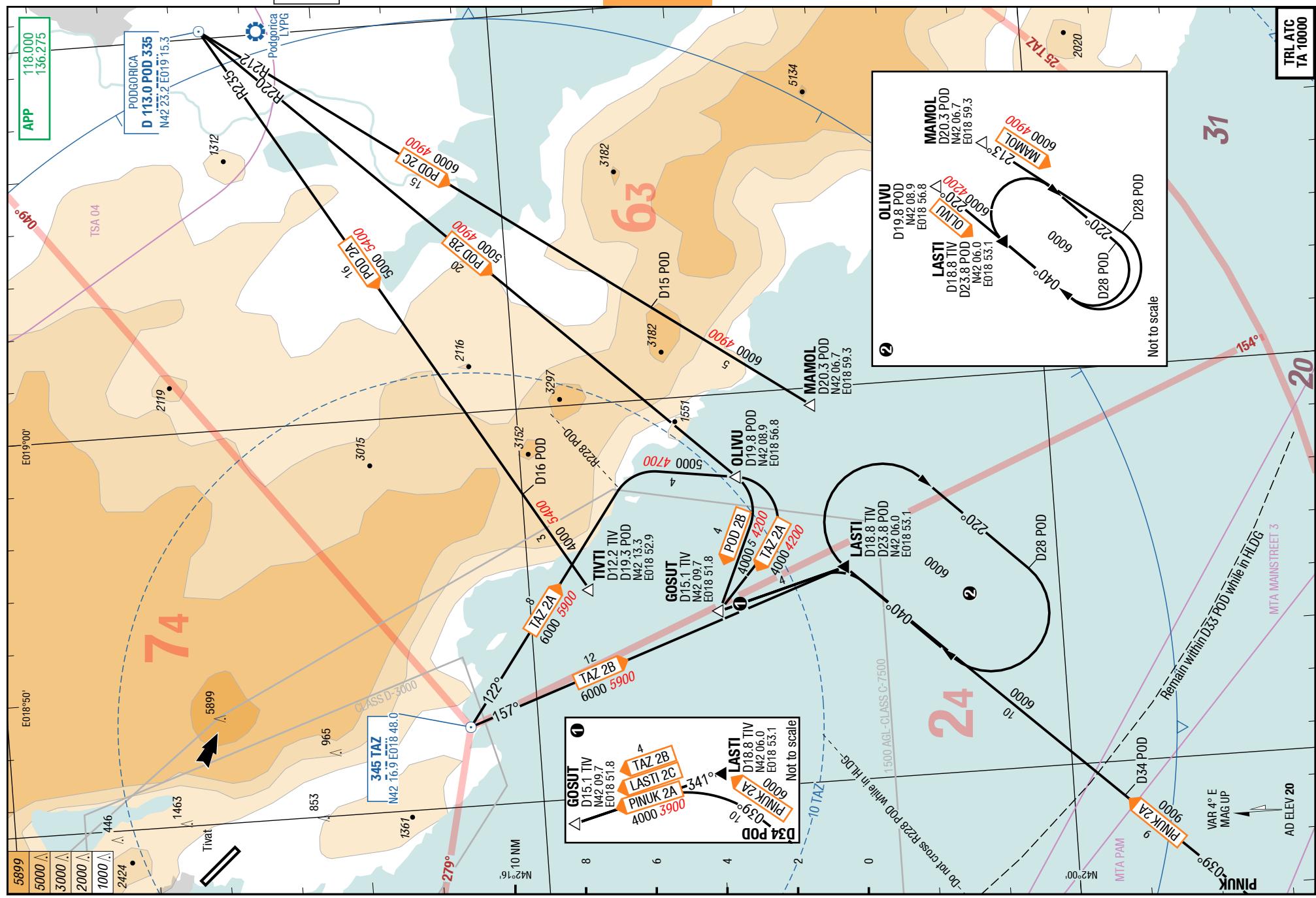
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Tivat Montenegro

**STARS**

TIV-LYTV

6-30



**Effective 25-MAY-2017**

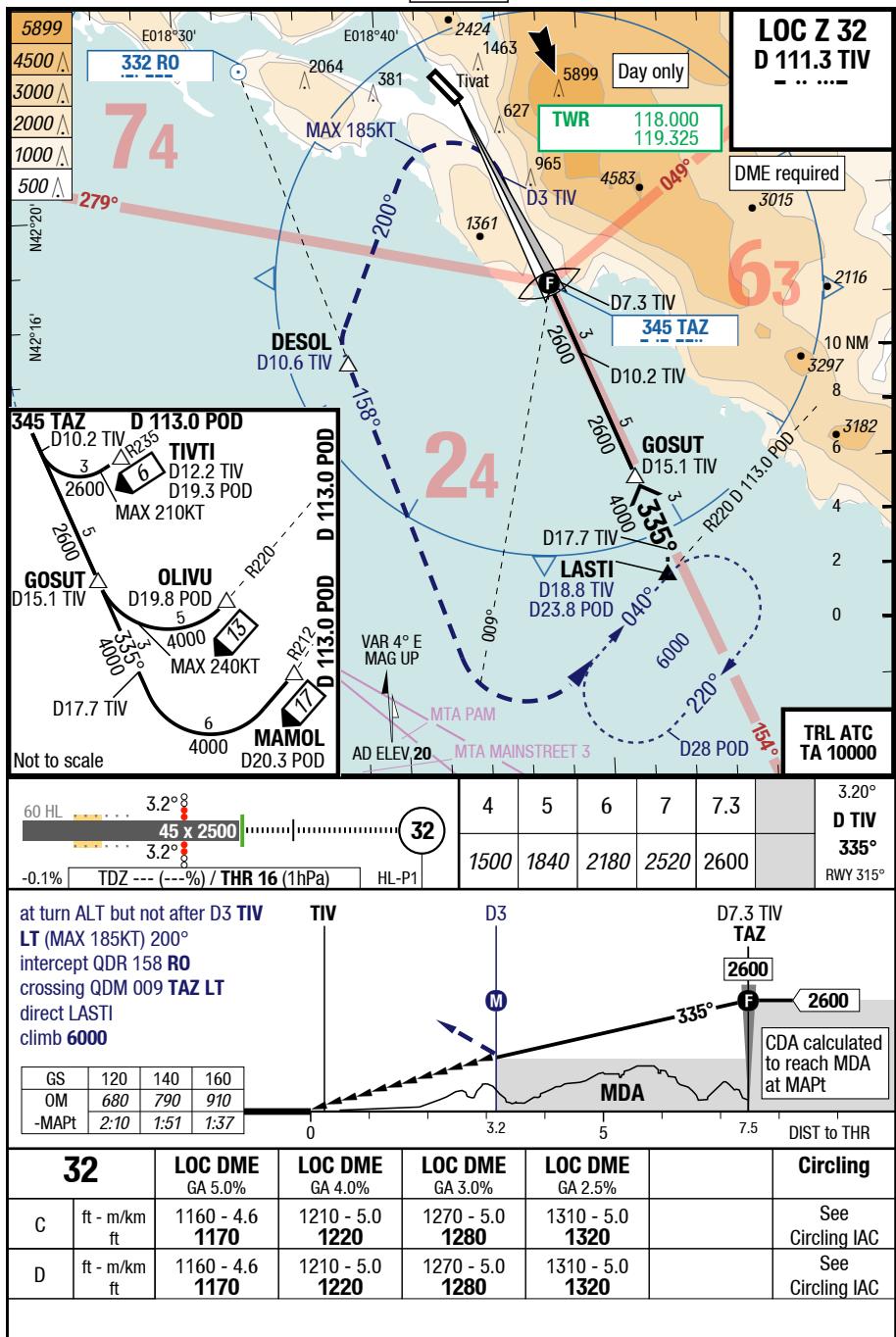
# Montenegro Tivat

18-MAY-2017

TIV-LYTV

7-10

LOC Z 32



Changes: PROC renamed, APL, MIN, DIST, SUAs, OBST, HLDG

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18-MAY-2017

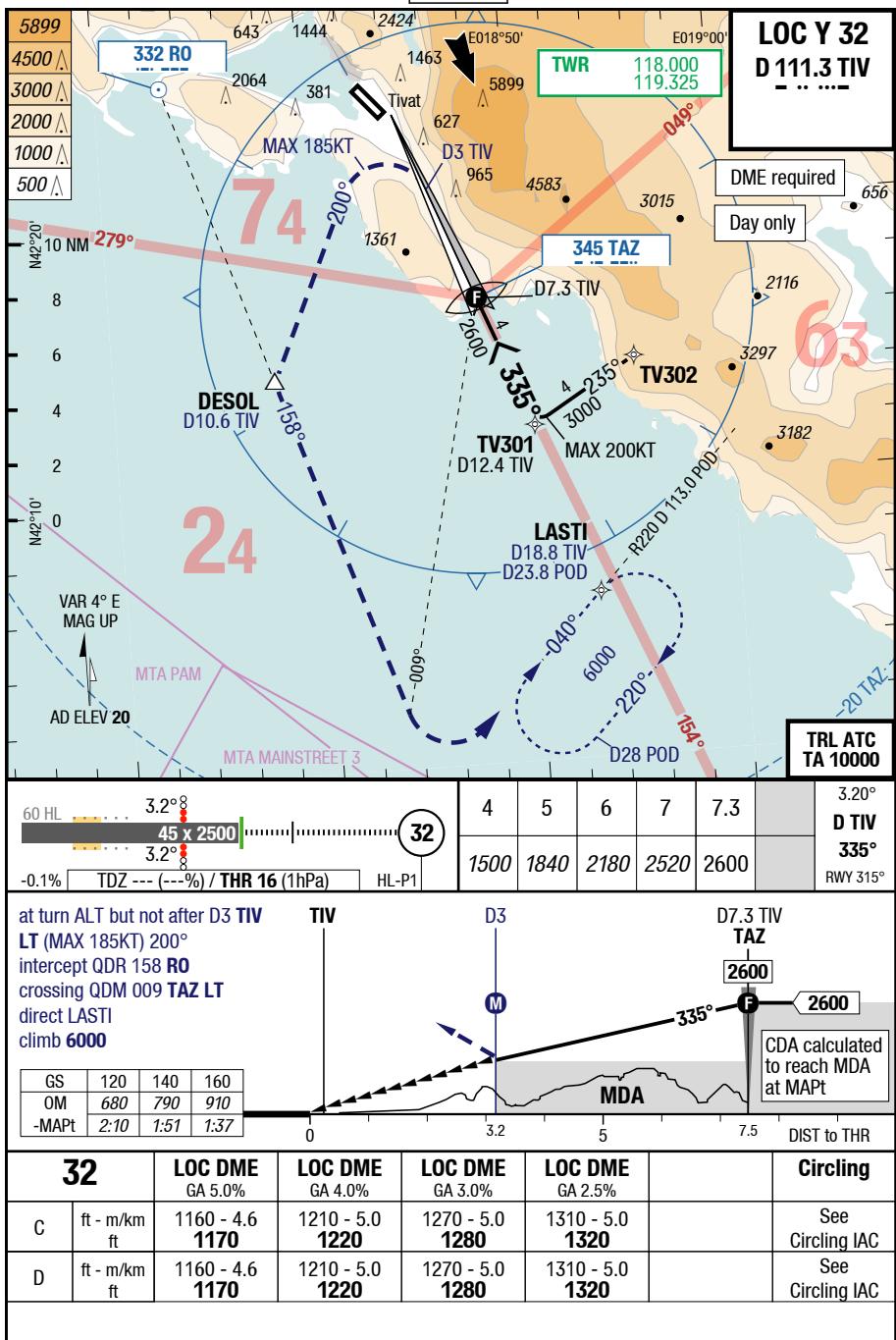
Montenegro Tivat

IAC

TIV-LYTV

7-20

LOC Y 32



Changes: new

**Effective 25-MAY-2017**

# Montenegro Tivat

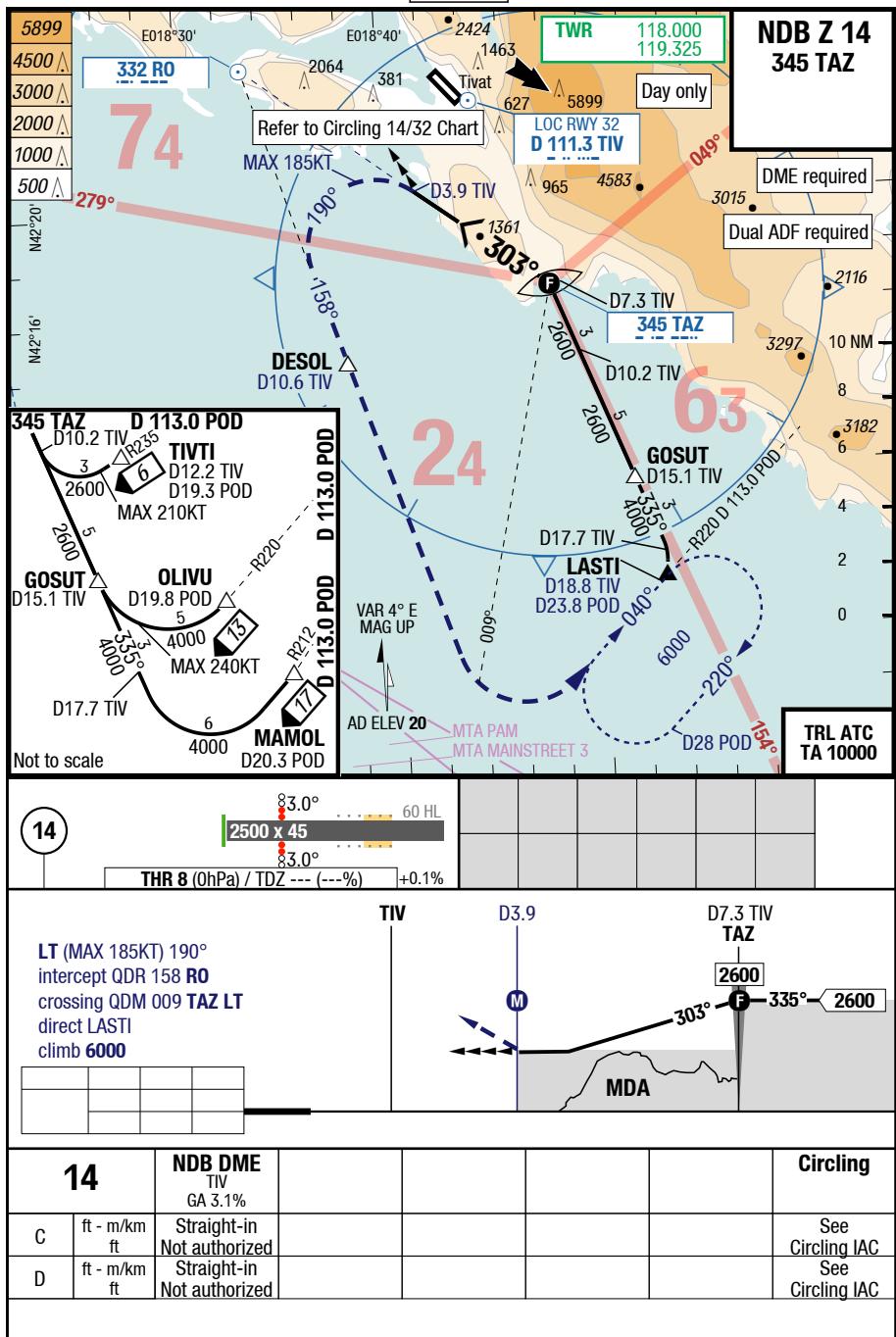
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18-MAY-2017

TIV-LYTV

7-30

NDB Z 14



Changes: PROC renamed, MIN, APL, SUAs, HLDG, DIST, OBST

Effective 25-MAY-2017

18-MAY-2017

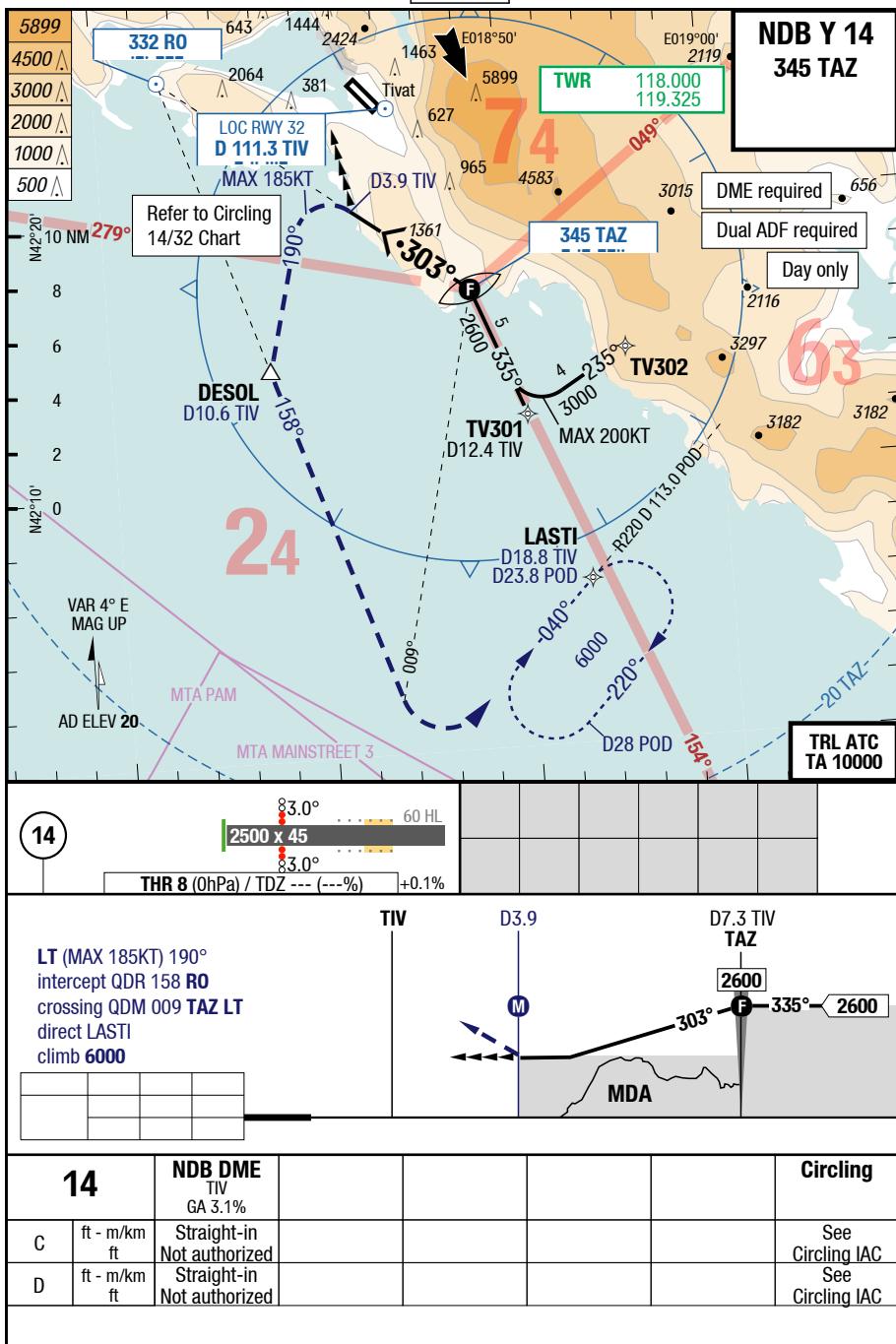
Montenegro Tivat

IAC

TIV-LYTV

7-40

NDB Y 14



Changes: new

**Effective 25-MAY-2017**

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18-MAY-2017

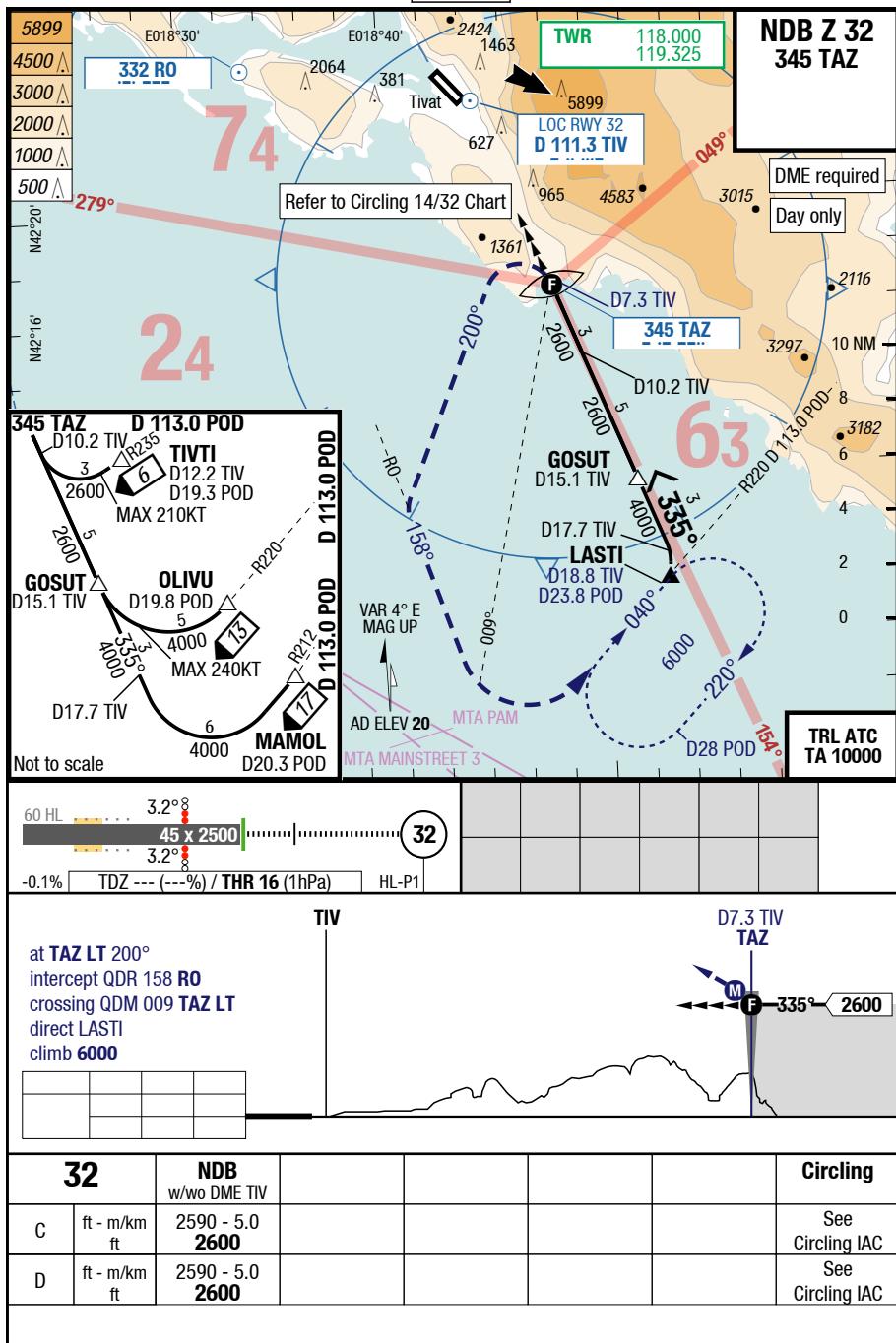
Montenegro Tivat

14

TIV-LYTV

7-50

NDB Z 32



Changes: PROC renamed, APL, MIN, DIST, OBST, HLDG, SUAs

Effective 25-MAY-2017

18-MAY-2017

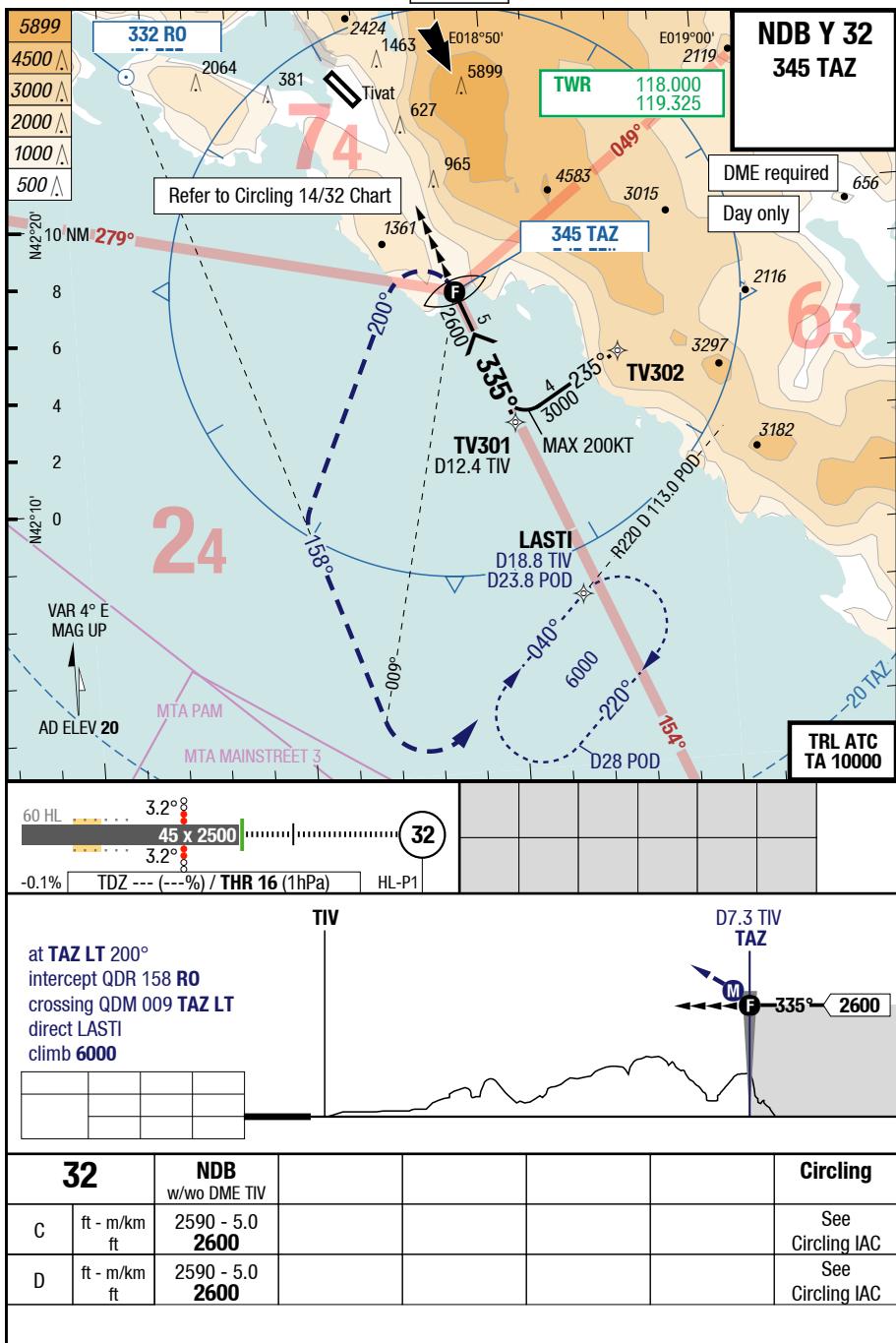
TIV-LYTV

Montenegro Tivat

IAC

7-60

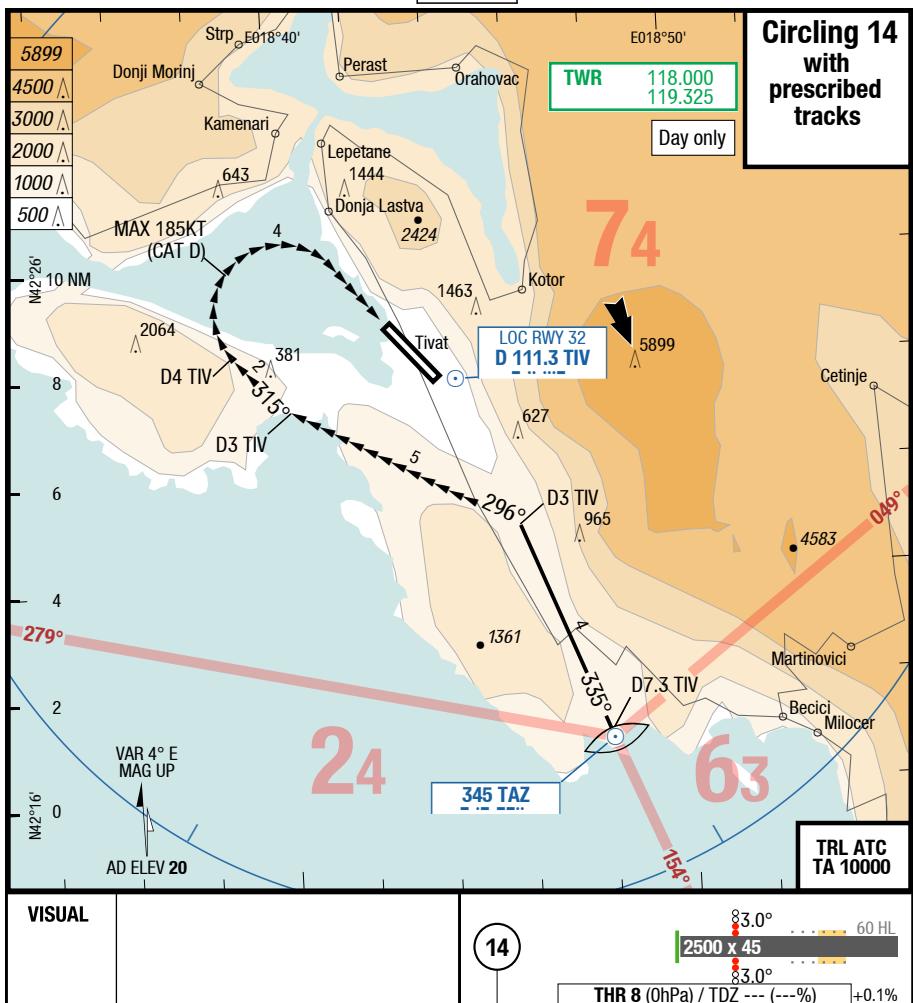
NDB Y 32



## TIV-LYTV

7-70

Circling 14 with prescribed tracks

**Visual segment**

Having established effective visual reference at D3.0 TIV the flight shall be continued visually onto courses and distances given on the chart above.

The prescribed minimum flight visibility shall be observed during visual approach procedure.

**Missed approach**

If visual reference is lost, initial climbing turn toward the landing runway should be made.

Overhead aerodrome proceed climbing to TAZ.

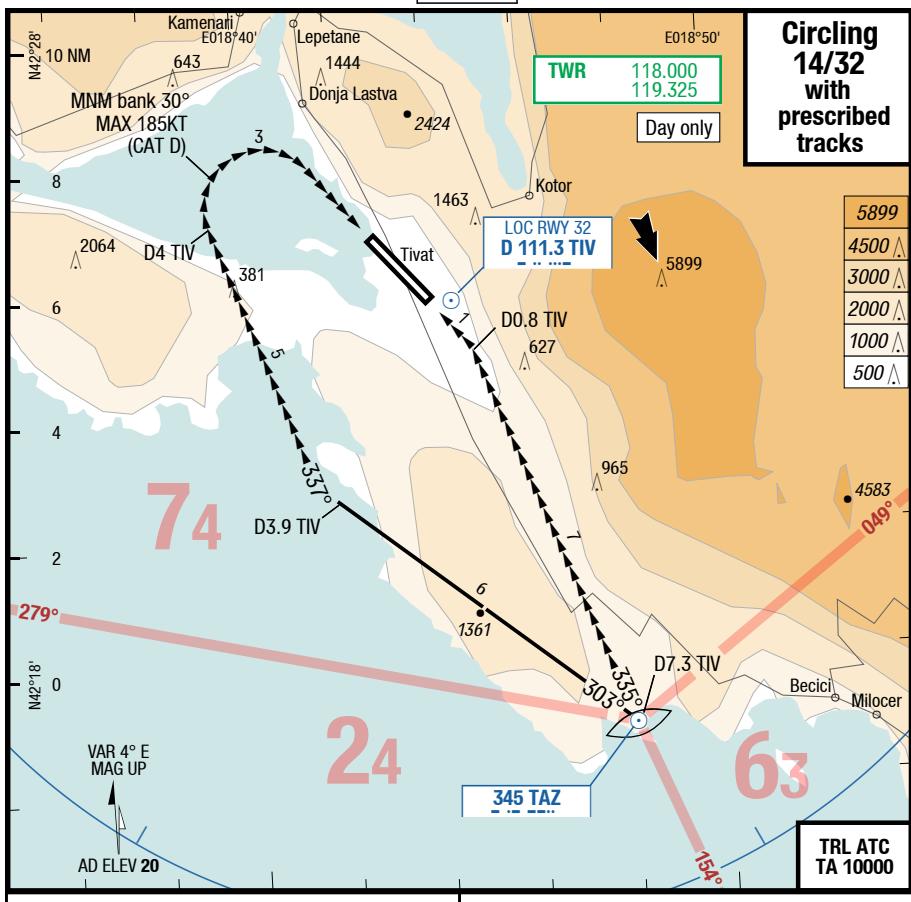
14						Circling P-TRK	Circling
C	ft - m/km ft					2020 - 5.0V <b>2040</b>	Not published
D	ft - m/km ft					2020 - 5.0V <b>2040<sup>1)</sup></b>	Not published

1) Turn MAX KIAS 185

TIV-LYTV

7-80

Circling 14/32 with prescribed tracks

**Visual segment**

Having established effective visual reference at **TAZ** NDB or D3.9 **TIV** the flight shall be continued visually onto courses and distances given on the chart above. The prescribed minimum flight visibility shall be observed during visual approach procedure.

**Missed approach**

If visual reference is lost, initial climbing turn toward the landing runway should be made. Overhead aerodrome proceed climbing to **TAZ**.

**14/32****Circling P-TRK  
RWY 14****Circling P-TRK  
RWY 32****Circling**C ft - m/km  
ft1640 - 5.0V  
**1660**2580 - 5.0V  
**2600**

Not published

D ft - m/km  
ft1640 - 5.0V  
**1660**<sup>1)</sup>2580 - 5.0V  
**2600**<sup>1)</sup>

Not published

1) Turn MAX KIAS 185