

## GENERAL

## Operational Hours

ATS Hours / AD Operator Hours: H24

## Airport Information

RFF: CAT 8

PCN: RWY 12: First 3000m 69/F/A/W/T, last 400m 73/R/C/W/T

RWY 30: First 400m 73/R/C/W/T, last 3000m 69/F/A/W/T

## Operation

## Traffic Notes

MNM 1 week PNR for code letter F ACFT. AD not to be used for code letter F ACFT diverted flights.

## Low Visibility Procedure

LVP in use when RVR is below 550m, and/or cloud base/vertical VIS is below 60m (200ft).

When RVR 350m or below:

Left turn from TWY H to TWY K and J is prohibited.

Right turn from TWY J and K to TWY H is prohibited.

## ARR

Report when landed and RWY vacated when passing the end of the color coded yellow-green TWY CLL.

RWY shall be vacated via TWY D as primary TWY or TWY E as secondary TWY.

Report when on parking stand before ENG shut-down.

## DEP

REQ LVP to be provided when RVR is below 400m.

Taxiing for departing ACFT from stands A11-A14 by marshaller only.

INT TKOF from TWY D and C not permitted.

Entry to RWY 12 is only permitted via TWY B.

Entry to RWY 30 is only permitted via TWY E.

## RWY Restriction

Turns on turn pad on the end of RWY 12 limited to ACFT with MAX wingspan 45m / 148ft, MAX wheel base 19m / 62ft and MAX main gear wheel span 11m / 36ft.

## Taxi/Parking

Left turn from RWY 30 to TWY E is permitted to ACFT with outer main gear wheel span up to 9m / 29ft.

Left turn from RWY 30 to TWY D is not permitted.

Stand A11-A14 and B7: Self-maneuvering. Other stands push-back required except stand B1-B6 not necessary when adjacent stand is free.

Alternate stand C1A, C3A, C5A, C7A, C9A AVBL if adjacent stands are free.

Visual Docking Guidance System

APIS: Stand A1-A5, C1-C6.

Marshaller: A10-A14, B1-B7, C1A, C3A, C5A, C7-C10, C7A, C9A, N1, N1A, N1B and N2.

## AGNIS:

- Stand A6-A9.
- Stopping guidance system: When SMB (side marker board) U/S, marshaller mandatory.
- When U/S follow yellow CL and obtain stopping guidance from SMB (side marker board). Marshalling not required.

## GENERAL

## Side Marker Board

B735 is designated for B737-200/300/400/500.

B739 is designated for B737-600/700/800/900.

A321 is designated for A318/319/320/321.

F100 is designated for F70/F100.

MD 80 is designated for MD80/90.

**Engine Run-up Area**

ENG testing strictly forbidden on APN and maneuvering areas.

ENG start in parking position allowed at idle PWR only.

## Warnings

Birds in vicinity of AD and on RWY.

## ARRIVAL

## Speed

MAX IAS 250KT below 10000ft.

## Arrival Procedure

For use of part of CAT II lighting in CAT I conditions 24HR PPR.

**Non-standard GP intercept position on RWY 12**

GP intercepts RWY 12 at *326m / 1069ft* after landing threshold.

Remaining LDG DIST beyond GP is *3074m / 10086ft*.

## DEPARTURE

**Take-off Minima**

RWY		12/30	
A, B, C	ft - m/km	0 - 125R	Approval from CAA required
		0 - 150R	-
D		0 - 150R	Approval from CAA required
		0 - 200R	-

## Speed

MAX IAS 250KT below 10000ft.

## Departure Procedure

**Noise Abatement Procedure:** For RWY 12 use ICAO Standard NADP 1.

## De-Icing

REQ de-icing via GND. This shall be done after confirmation of the requested TKOF data. After that, submit REQ to Belgrade De-Icing at least 15min prior to start-up.

The REQ must include:

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

**DEPARTURE****De-Icing Positions**

Stands A1-A10, B1-B7 and C1-C10 AVBL O/R.

Stands N1, N2 on APN N MAX wingspan 36m / 118ft.

Stand N1A on APN N for ACFT with a wingspan above 36m / 118ft up to 65m / 213ft.

Stand N1B on APN N for ACFT with a wingspan above 65m / 213ft up to 80m / 262ft.

19-APR-2018

## BEG-LYBE

Serbia **Belgrade** Nikola Tesla



**AFC**

# AFC

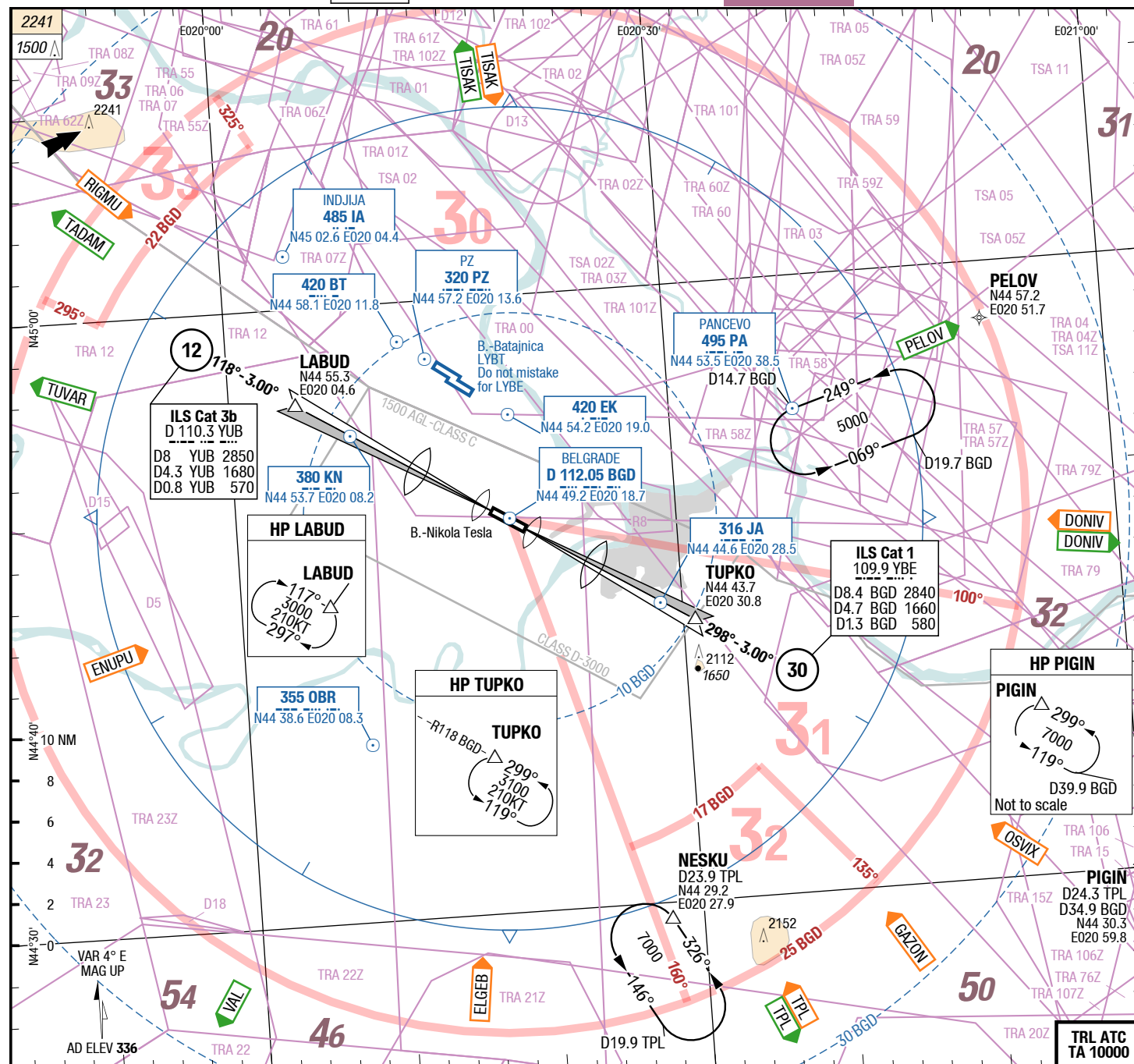
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Nikola Tesla **Belgrade** Serbia

AGC

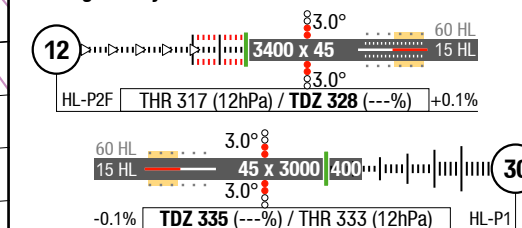
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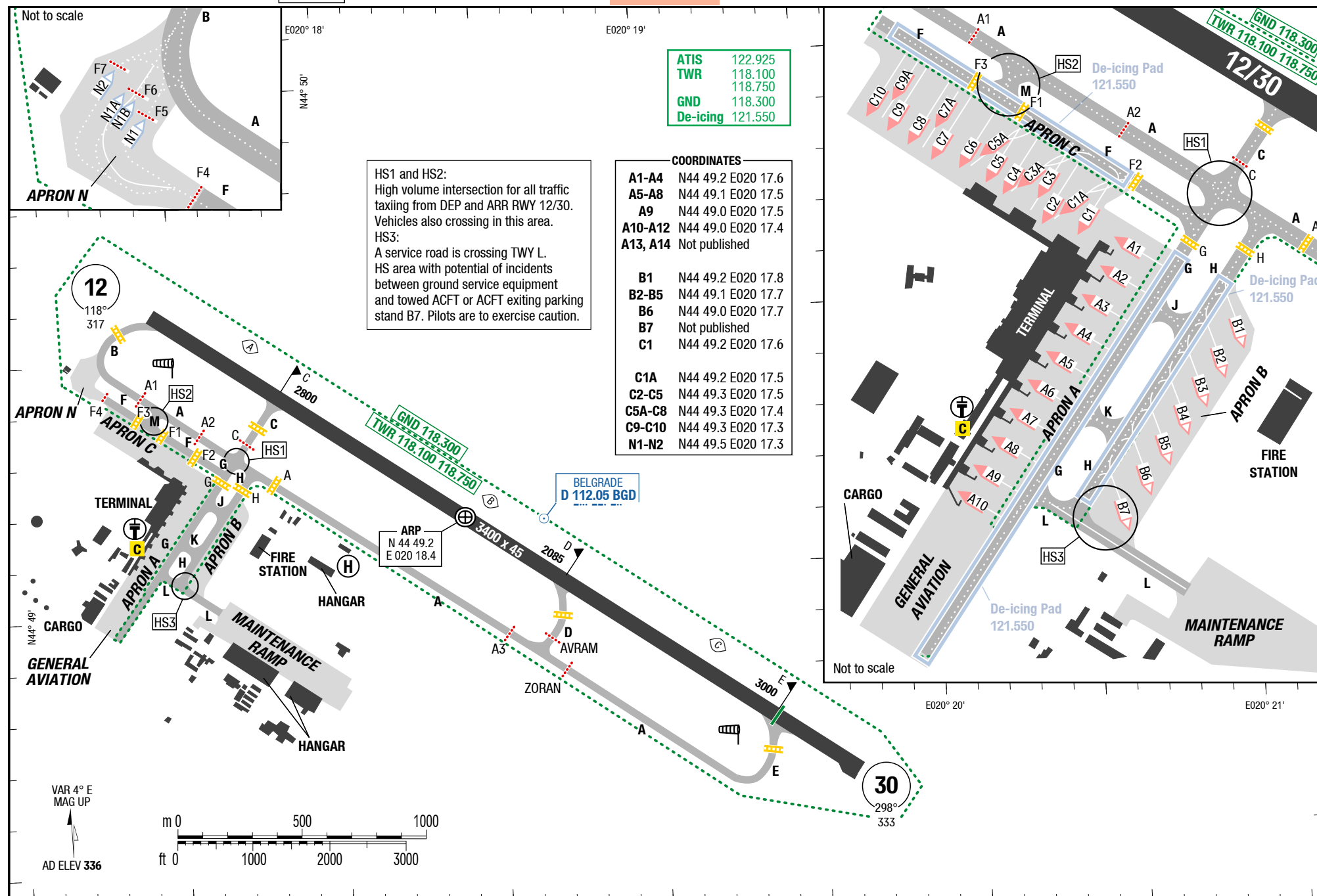
**2-10**



ATIS	122.925	
RAD	133.100	119.100
	124.425	123.975
APP	133.100	119.100
	124.425	123.975
TWR	118.100	118.750
GND	118.300	
VOLMET	126.400	

**Landing RWY system:**





Effective 25-MAY-2017

18-MAY-2017

BEG-LYBE

Serbia Belgrade Nikola Tesla

RNAV SIDs RWY 30

RNAV SIDs RWY 12

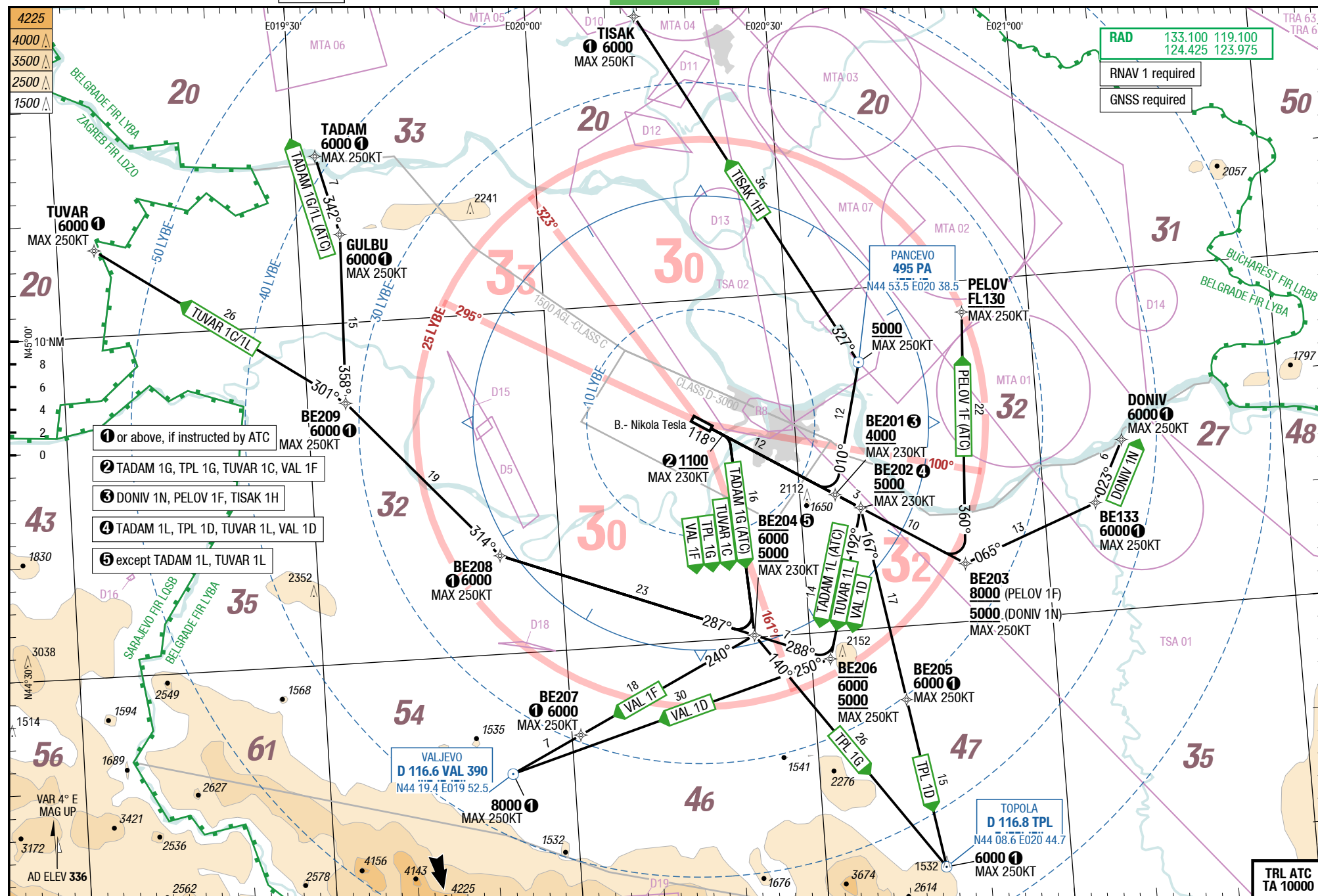
SID

SID

Nikola Tesla Belgrade Serbia

RNAV SIDs RWY 30

RNAV SIDs RWY 12



Changes: Completely revised



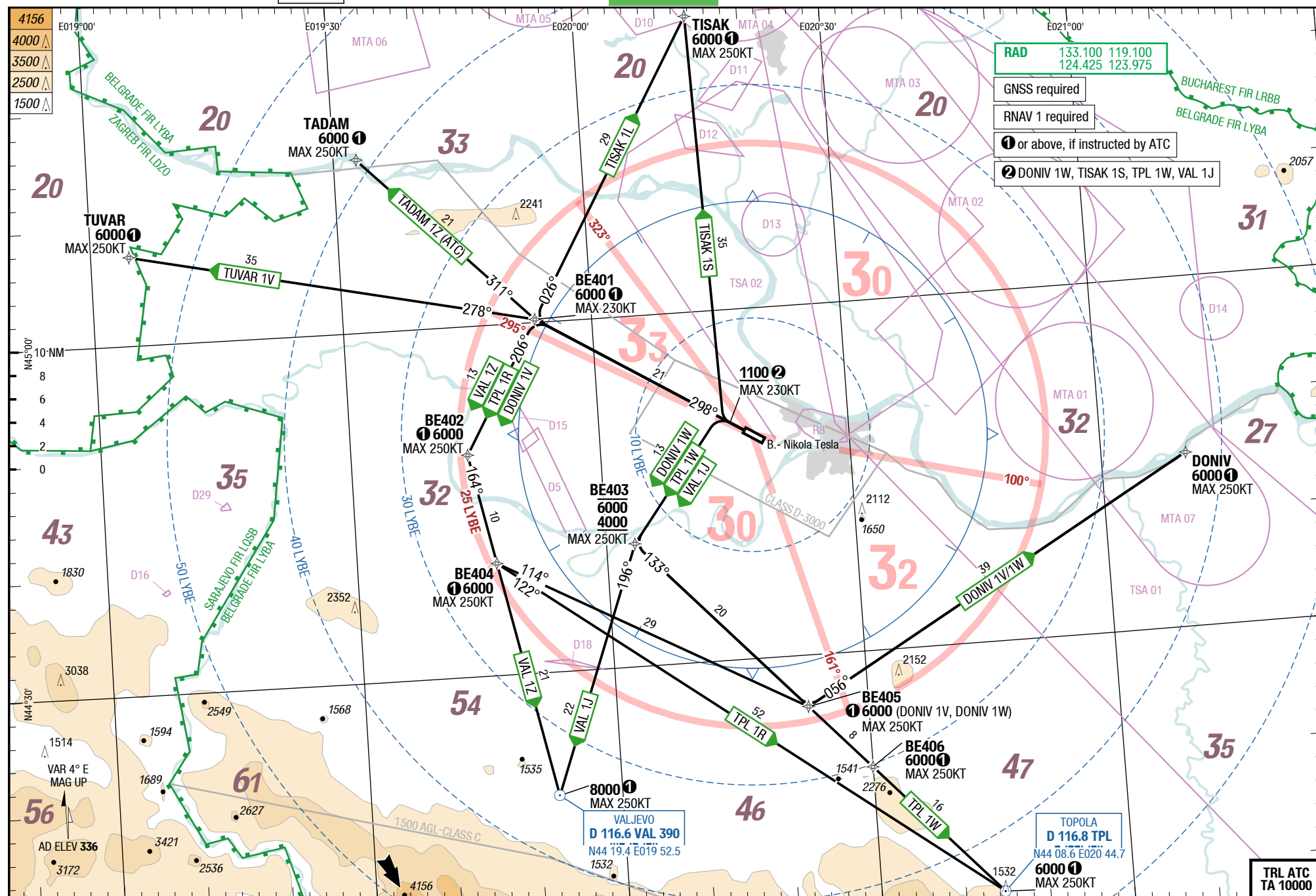
## BEG-LYBE

## RNAV SIDs RWY 30

SID

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## RNAV SIDs RWY 30



Changes: Completely revised

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## BEG-LYBE

NIL

4-28

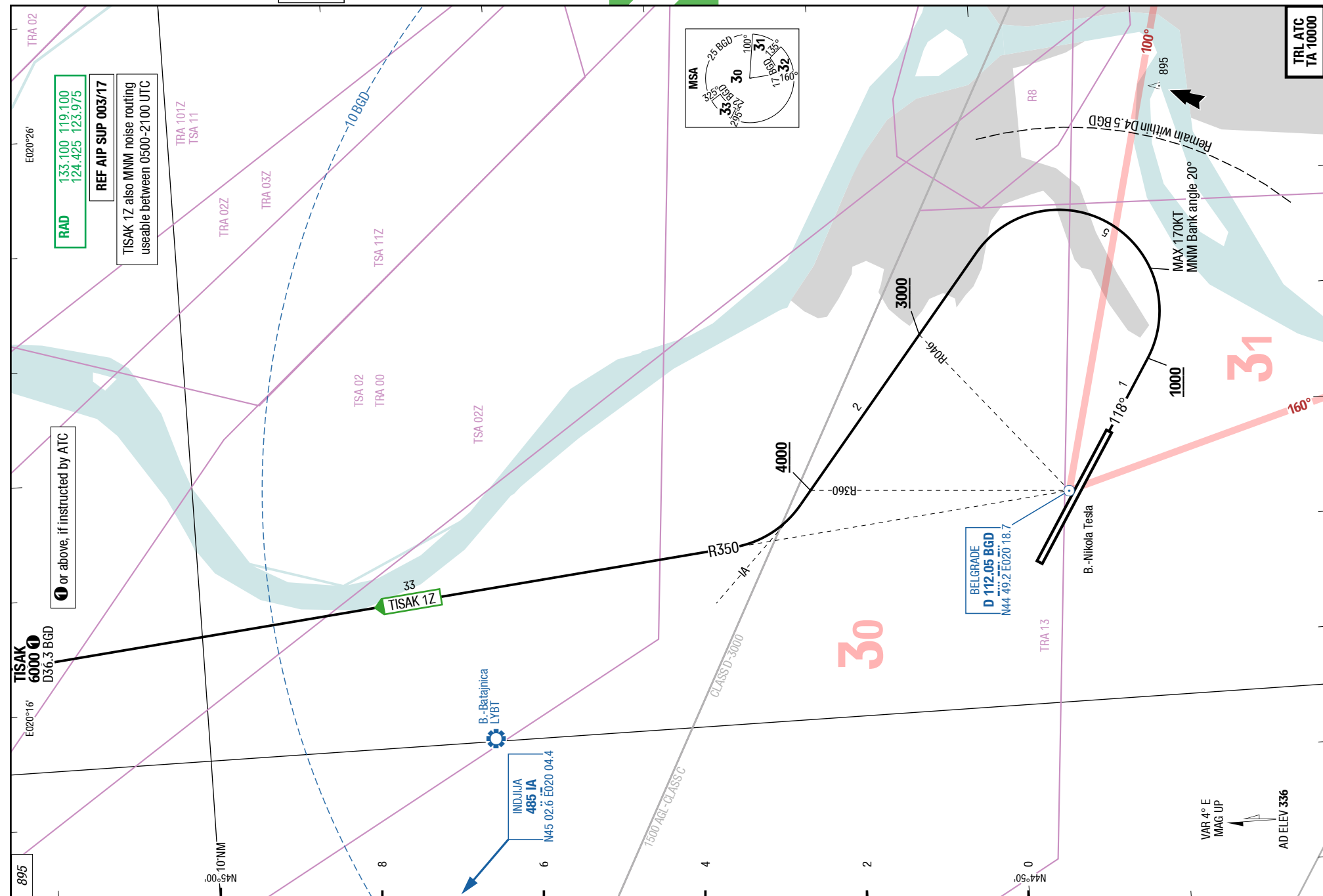
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SID



NIL

## Tempo SID RWY 12



Changes: new



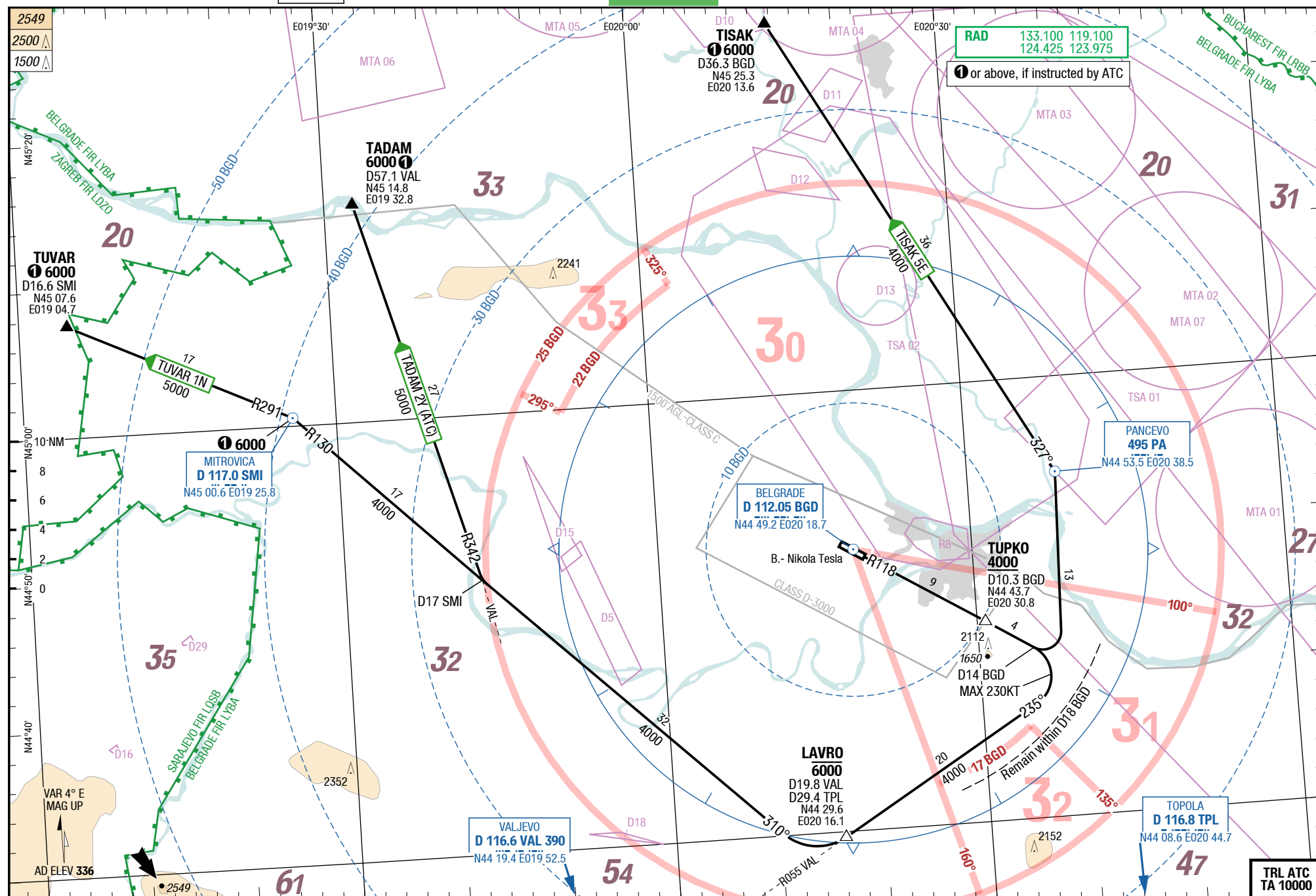
## BEG-LYBE

## SIDs RWY 12 North

SID

SID

## SIDs RWY 12 North



Changes: PROC, chart layout, NAVAID, FREQ

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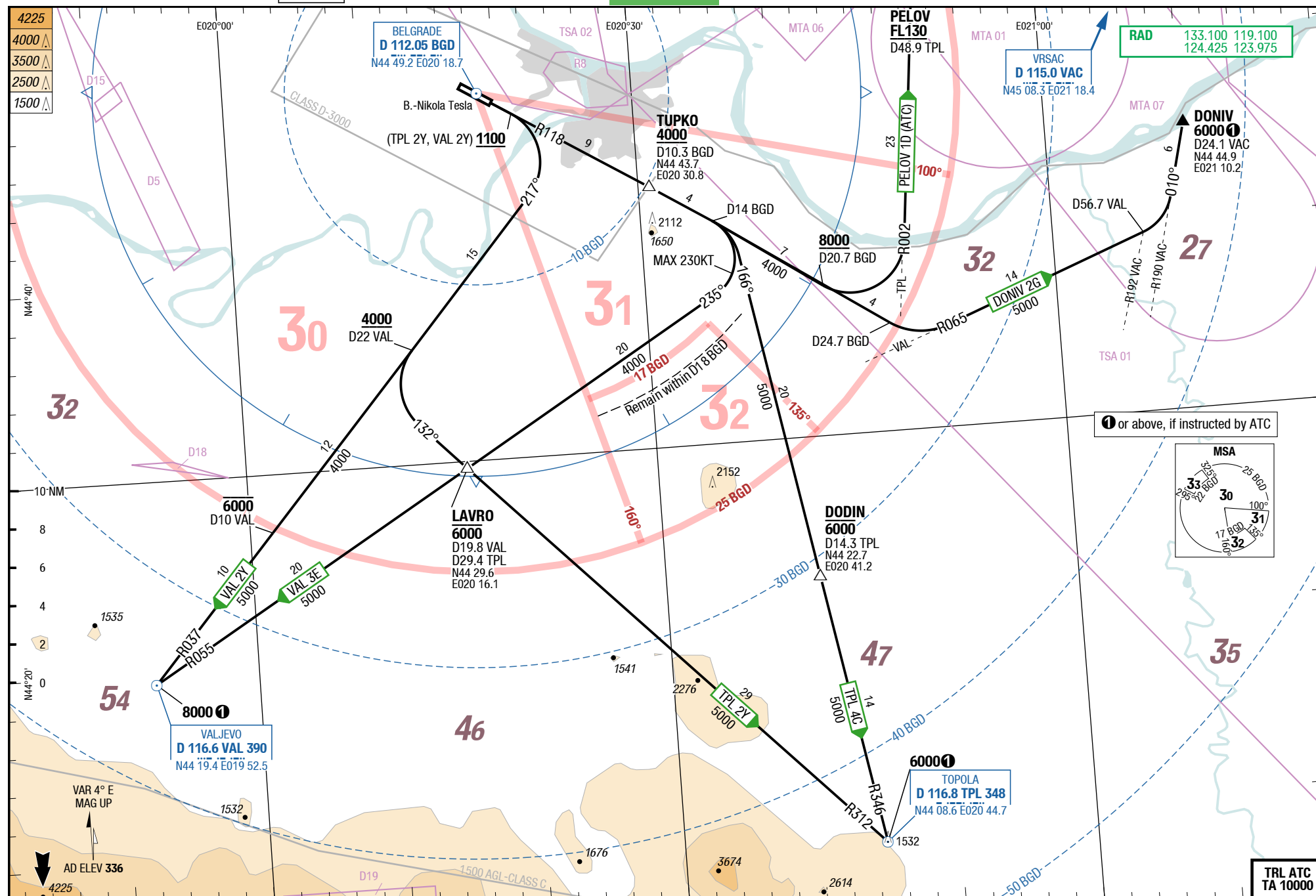
4-40

## SIDs RWY 12 South

SID

SID

## SIDs RWY 12 South



Changes: PROC, ALT, FREQ, NAVAIID, WPT , Track, DIST

Effective 25-MAY-2017

18-MAY-2017

BEG-LYBE

4-50

Serbia Belgrade Nikola Tesla

SIDs RWY 30 South

SIDs RWY 30 North

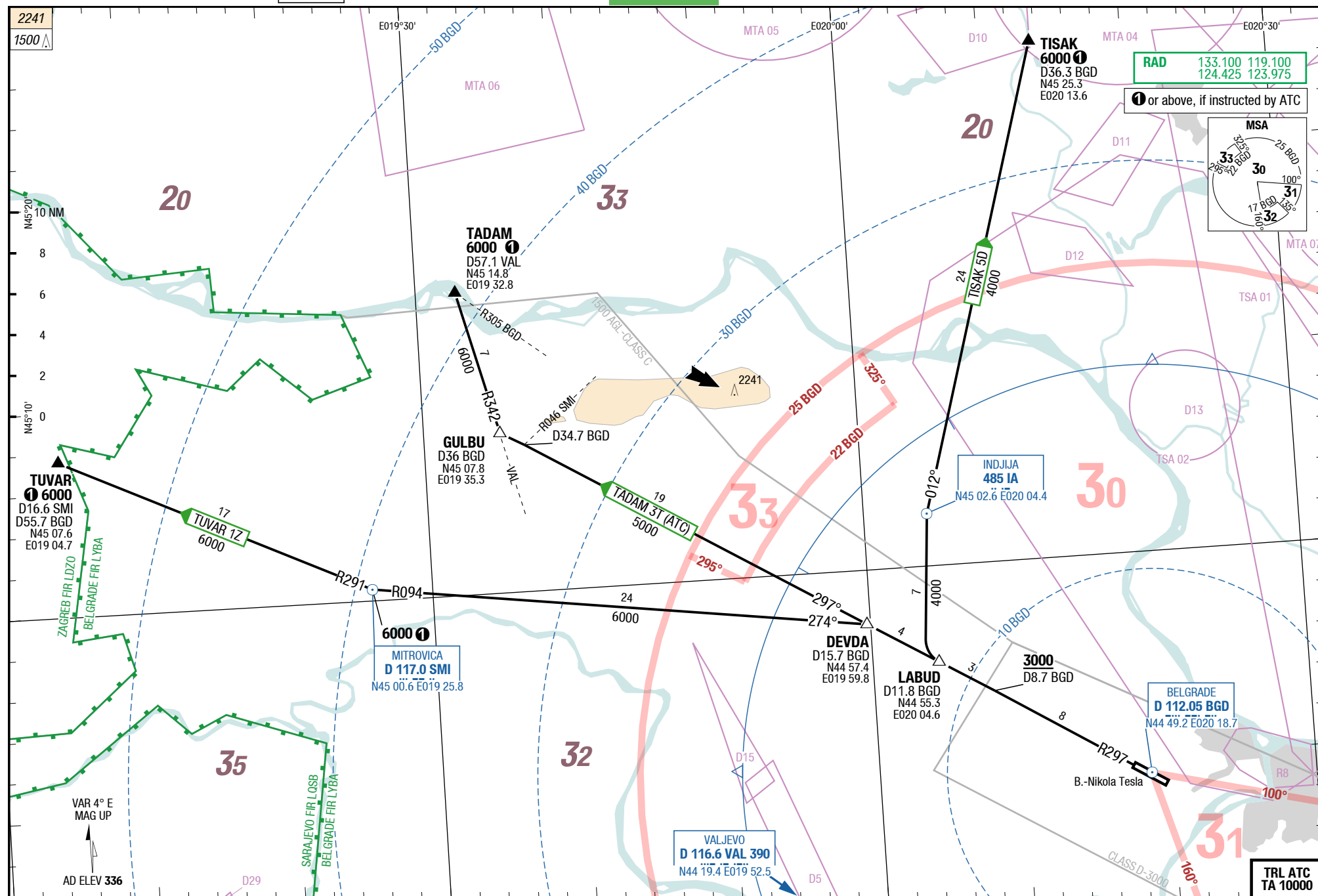
SID

SID

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SIDs RWY 30 South

SIDs RWY 30 North



Effective 25-MAY-2017

18-MAY-2017

BEG-LYBE

Serbia Belgrade Nikola Tesla

SID

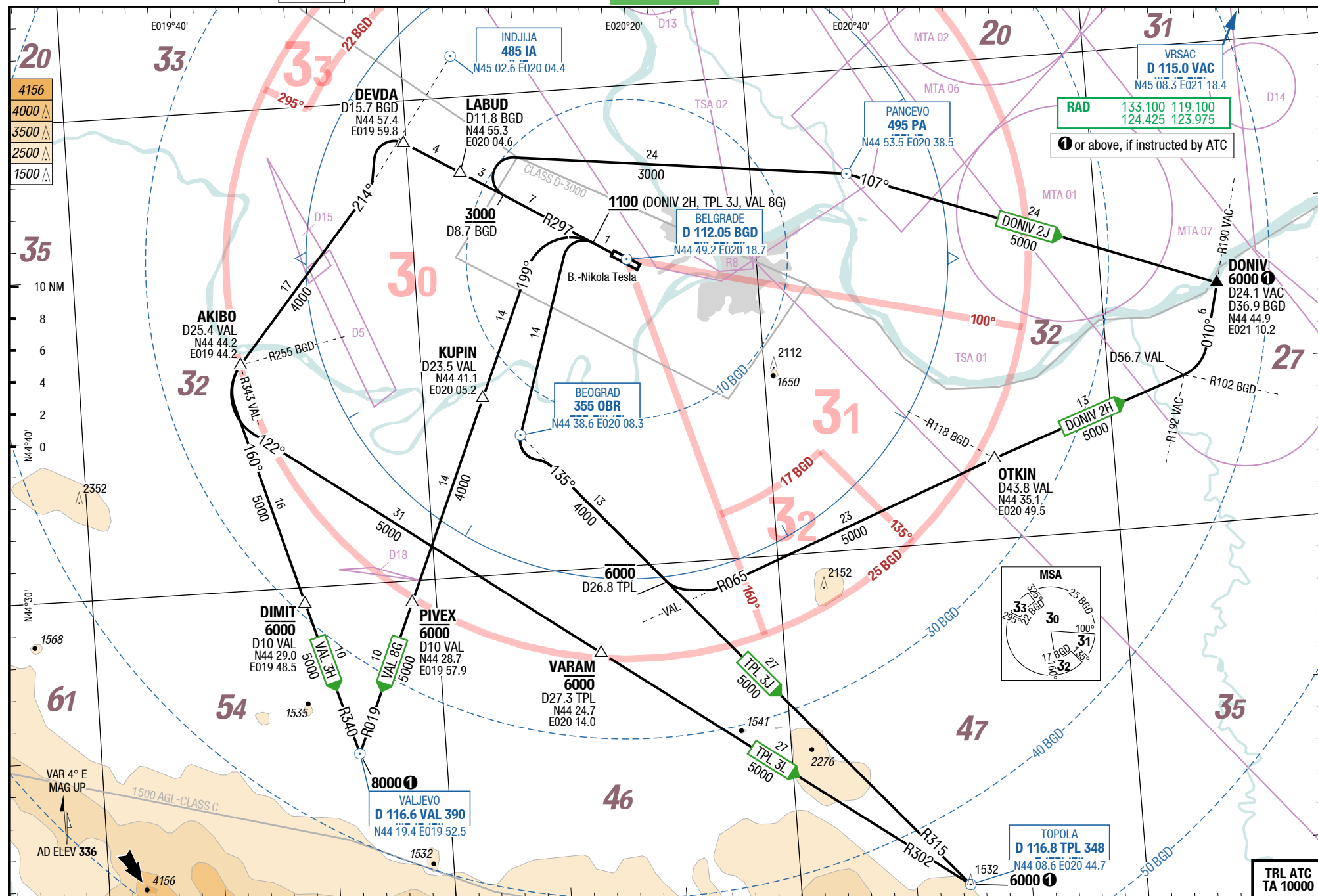
SID

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SIDs RWY 30 South

4-60

SIDs RWY 30 South



Changes: PROC, WPT, NAVAI, ALT, Track, FREQ

**DONIV 1N / PELOV 1F / TADAM 1G / TADAM 1L / TISAK 1H / TOPOLA 1D**  
RWY 12 (118°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>DONIV 1N</b> <b>133.100</b>	BE201 [K230-] - BE203 [K250-] - BE133 [K250-] - DONIV [K250-]	BE201 MNM <b>4000</b> BE203 MNM <b>5000</b> BE133 at <b>6000</b> DONIV at <b>6000</b>  <b>initial climb 6000</b>
<b>PELOV 1F</b> (ATC) <b>133.100</b>	BE201 [K230-] - BE203 [K250-] - PELOV [K250-]	BE201 MNM <b>4000</b> BE203 MNM <b>8000</b> PELOV MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>TADAM 1G</b> (ATC) <b>133.100</b>	[A1100+ ;K230- ;R] - BE204 [K230-] - BE208 [K250-] - BE209 [K250-] - GULBU [K250-] - TADAM [K250-]	BE204 between <b>5000</b> and <b>6000</b> BE208 at <b>6000</b> BE209 at <b>6000</b> GULBU at <b>6000</b> TADAM at <b>6000</b>  <b>initial climb 6000</b>
<b>TADAM 1L</b> (ATC) <b>133.100</b>	BE202 [K230-] - BE206 [K250-] - BE208 [K250-] - BE209 [K250-] - GULBU [K250-] - TADAM [K250-]	BE202 MNM <b>5000</b> BE206 between <b>5000</b> and <b>6000</b> BE208 at <b>6000</b> BE209 at <b>6000</b> GULBU at <b>6000</b> TADAM at <b>6000</b>  <b>initial climb 6000</b>
<b>TISAK 1H</b> <b>133.100</b>	BE201 [K230-] - PA [K250-] - TISAK [K250-]	BE201 MNM <b>4000</b> PA MNM <b>5000</b> TISAK at <b>6000</b>  <b>initial climb 6000</b>
<b>TOPOLA 1D</b> <b>TPL 1D</b> <b>133.100</b>	BE202 [K230-] - BE205 [K250-] - TPL [K250-]	BE202 MNM <b>5000</b> BE205 at <b>6000</b> TPL at <b>6000</b>  <b>initial climb 6000</b>

**TOPOLA 1G / TUVAR 1C / TUVAR 1L / VALJEVO 1D / VALJEVO 1F**

RWY 12 (118°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>TOPOLA 1G</b> <b>TPL 1G</b> <b>133.100</b>	[A1100+ ;K230- ;R] - BE204 [K230-] - TPL [K250-]	BE204 between <b>5000</b> and <b>6000</b> TPL at <b>6000</b> <b>initial climb 6000</b>
<b>TUVAR 1C</b> <b>133.100</b>	[A1100+ ;K230- ;R] - BE204 [K230-] - BE208 [K250-] - BE209 [K250-] - TUVAR [K250-]	BE204 between <b>5000</b> and <b>6000</b> BE208 at <b>6000</b> BE209 at <b>6000</b> TUVAR at <b>6000</b> <b>initial climb 6000</b>
<b>TUVAR 1L</b> <b>133.100</b>	BE202 [K230-] - BE206 [K250-] - BE208 [K250-] - BE209 [K250-] - TUVAR [K250-]	BE202 MNM <b>5000</b> BE206 between <b>5000</b> and <b>6000</b> BE208 at <b>6000</b> BE209 at <b>6000</b> TUVAR at <b>6000</b> <b>initial climb 6000</b>
<b>VALJEVO 1D</b> <b>VAL 1D</b> <b>133.100</b>	BE202 [K230-] - BE206 [K250-] - VAL [K250-]	BE202 MNM <b>5000</b> BE206 between <b>5000</b> and <b>6000</b> VAL at <b>8000</b> <b>initial climb 6000</b>
<b>VALJEVO 1F</b> <b>VAL 1F</b> <b>133.100</b>	[A1100+ ;K230- ;R] - BE204 [K230-] - BE207 [K250-] - VAL [K250-]	BE204 between <b>5000</b> and <b>6000</b> BE207 at <b>6000</b> VAL at <b>8000</b> <b>initial climb 6000</b>



## BEG-LYBE

5-30

## RNAV SIDs RWY 30

**DONIV 1V / DONIV 1W / TADAM 1Z / TISAK 1L / TISAK 1S / TOPOLA 1R / TOPOLA 1W**  
RWY 30 (298°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30</b>	
<b>DONIV 1V</b> <b>133.100</b>	BE401 [K230-] - BE402 [K250-] - BE404 [K250-] - BE405 [K250-] - DONIV [K250-]	BE401 at <b>6000</b> BE402 at <b>6000</b> BE404 at <b>6000</b> BE405 at <b>6000</b> DONIV at <b>6000</b>  <b>initial climb 6000</b>
<b>DONIV 1W</b> <b>133.100</b>	[A1100+ ;K230- ;L] - BE403 [K250-] - BE405 [K250-] - DONIV [K250-]	BE403 between <b>4000</b> and <b>6000</b> BE405 at <b>6000</b> DONIV at <b>6000</b>  <b>initial climb 6000</b>
<b>TADAM 1Z</b> (ATC) <b>133.100</b> ①	BE401 [K230-] - TADAM [K250-]	BE401 at <b>6000</b> TADAM at <b>6000</b>  <b>initial climb 6000</b>
<b>TISAK 1L</b> <b>133.100</b>	BE401 [K230-] - TISAK [K250-]	BE401 at <b>6000</b> TISAK at <b>6000</b>  <b>initial climb 6000</b>
<b>TISAK 1S</b> <b>133.100</b>	[A1100+ ;K230- ;R] - TISAK [K250-]	TISAK at <b>6000</b>  <b>initial climb 6000</b>
<b>TOPOLA 1R</b> <b>TPL 1R</b> <b>133.100</b>	BE401 [K230-] - BE402 [K250-] - BE404 [K250-] - TPL [K250-]	BE401 at <b>6000</b> BE402 at <b>6000</b> BE404 at <b>6000</b> TPL at <b>6000</b>  <b>initial climb 6000</b>
<b>TOPOLA 1W</b> <b>TPL 1W</b> <b>133.100</b>	[A1100+ ;K230- ;L] - BE403 [K250-] - BE406 [K250-] - TPL [K250-]	BE403 between <b>4000</b> and <b>6000</b> BE406 at <b>6000</b> TPL at <b>6000</b>  <b>initial climb 6000</b>

① After TADAM proceed to LULIK then DCT FPL FIR boundary point (TONDO or PARAK)

## TUVAR 1V / VALJEVO 1J / VALJEVO 1Z

RWY 30 (298°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
<b>TUVAR 1V</b> <b>133.100</b>	BE401 [K230-] - TUVAR [K250-]	BE401 at <b>6000</b> TUVAR at <b>6000</b> <b>initial climb 6000</b>
<b>VALJEVO 1J</b> <b>VAL 1J</b> <b>133.100</b>	[A1100+ ;K230- ;L] - BE403 [K250-] - VAL [K250-]	BE403 between <b>4000</b> and <b>6000</b> VAL at <b>8000</b> <b>initial climb 6000</b>
<b>VALJEVO 1Z</b> <b>VAL 1Z</b> <b>133.100</b>	BE401 [K230-] - BE402 [K250-] - BE404 [K250-] - VAL [K250-]	BE401 at <b>6000</b> BE402 at <b>6000</b> BE404 at <b>6000</b> VAL at <b>8000</b> <b>initial climb 6000</b>

**TISAK 1Z**

RWY 12 (118°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>TISAK 1Z</b> 7.0% to 1000 6.0% to 4000 <b>133.100</b> ①②	at MNM <b>1000 LT</b> (MAX 170KT, MNM Bank angle 20°, within D4.5 <b>BGD</b> ) direct <b>IA</b> - crossing R360 <b>BGD RT</b> intercept R350 <b>BGD</b> to TISAK	R046 <b>BGD MNM 3000</b> R360 <b>BGD MNM 4000</b> TISAK at <b>6000</b> or above by ATC  <b>initial climb 6000</b>

① If unable to comply with climb gradient, advice ATC.

② TISAK 1Z is also the MNM noise routing between 0500-2100 UTC.

18-MAY-2017

BEG-LYBE

5-50

SIDs RWY 12 North

SIDPT

TADAM 2Y / TISAK 5E / TUVAR 1N

RWY 12 (118°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
<b>TADAM 2Y</b> (ATC) <b>133.100</b> ①	intercept R118 <b>BGD</b> via TUPKO - at D14 <b>BGD RT</b> (MAX 230KT; Remain within D18 <b>BGD</b> ) intercept R055 <b>VAL</b> inbound - at LAVRO <b>RT</b> intercept R130 <b>SMI</b> inbound - at D17 <b>SMI RT</b> intercept R342 <b>VAL</b> to TADAM	TUPKO MNM <b>4000</b> LAVRO MAX <b>6000</b> TADAM at <b>6000</b>  <b>initial climb 6000</b>
<b>TISAK 5E</b> <b>133.100</b>	intercept R118 <b>BGD</b> via TUPKO - at D14 <b>BGD LT</b> direct <b>PA</b> - <b>LT</b> intercept QDR 327 <b>PA</b> to TISAK	TUPKO MNM <b>4000</b> TISAK at <b>6000</b>  <b>initial climb 6000</b>
<b>TUVAR 1N</b> <b>133.100</b>	intercept R118 <b>BGD</b> via TUPKO - at D14 <b>BGD RT</b> (MAX 230KT; Remain within D18 <b>BGD</b> ) intercept R055 <b>VAL</b> inbound - at LAVRO <b>RT</b> intercept R130 <b>SMI</b> to <b>SMI</b> - <b>LT</b> intercept R291 <b>SMI</b> to TUVAR	TUPKO MNM <b>4000</b> LAVRO MAX <b>6000</b> <b>SMI</b> at <b>6000</b> TUVAR at <b>6000</b>  <b>initial climb 6000</b>

① After TADAM proceed to LULIK then DCT FPL FIR boundary point (TONDO or PARAK)

18-MAY-2017

BEG-LYBE

5-60

SIDs RWY 12 South

**DONIV 2G / PELOV 1D / TOPOLA 2Y / TOPOLA 4C / VALJEVO 2Y / VALJEVO 3E**  
RWY 12 (118°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>DONIV 2G</b> <b>133.100</b>	intercept R118 <b>BGD</b> via TUPKO - at D24.7 <b>BGD LT</b> intercept R065 <b>VAL</b> - at D56.7 <b>VAL</b> (R192 <b>VAC</b> ) <b>LT</b> intercept R190 <b>VAC</b> inbound to DONIV	TUPKO MNM <b>4000</b> DONIV at <b>6000</b>  <b>initial climb 6000</b>
<b>PELOV 1D</b> (ATC) <b>133.100</b>	intercept R118 <b>BGD</b> via TUPKO - at D20.7 <b>BGD LT</b> intercept R002 <b>TLP</b> to PELOV	TUPKO MNM <b>4000</b> D20.7 <b>BGD</b> MNM <b>8000</b> PELOV MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>TOPOLA 2Y</b> <b>TPL 2Y</b> <b>133.100</b>	at MNM <b>1100 RT</b> intercept R037 <b>VAL</b> inbound - at D22 <b>VAL LT</b> intercept R312 <b>TPL</b> to <b>TPL</b> via LAVRO	D22 <b>VAL</b> MNM <b>4000</b> LAVRO MAX <b>6000</b> <b>TPL</b> at <b>6000</b>  <b>initial climb 6000</b>
<b>TOPOLA 4C</b> <b>TPL 4C</b> <b>133.100</b>	intercept R118 <b>BGD</b> via TUPKO - at D14 <b>BGD RT</b> intercept R346 <b>TPL</b> to <b>TPL</b> via DODIN	TUPKO MNM <b>4000</b> DODIN MAX <b>6000</b> <b>TPL</b> at <b>6000</b>  <b>initial climb 6000</b>
<b>VALJEVO 2Y</b> <b>VAL 2Y</b> <b>133.100</b>	at MNM <b>1100 RT</b> intercept R037 <b>VAL</b> to <b>VAL</b>	D22 <b>VAL</b> MNM <b>4000</b> D10 <b>VAL</b> MAX <b>6000</b> <b>VAL</b> at <b>8000</b>  <b>initial climb 6000</b>
<b>VALJEVO 3E</b> <b>VAL 3E</b> <b>133.100</b>	intercept R118 <b>BGD</b> via TUPKO - at D14 <b>BGD RT</b> (MAX 230KT; Remain within D18 <b>BGD</b> ) intercept R055 <b>VAL</b> to <b>VAL</b> via LAVRO	TUPKO MNM <b>4000</b> LAVRO MAX <b>6000</b> <b>VAL</b> at <b>8000</b>  <b>initial climb 6000</b>

## TADAM 3T / TISAK 5D / TUVAR 1Z

RWY 30 (298°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
<b>TADAM 3T</b> (ATC) <b>133.100</b> ①	intercept R297 <b>BGD</b> via LABUD - DEVDA - at D34.7 <b>BGD RT</b> intercept R342 <b>VAL</b> to TADAM	D8.7 <b>BGD</b> MNM <b>3000</b> TADAM at <b>6000</b> <b>initial climb 6000</b>
<b>TISAK 5D</b> <b>133.100</b>	intercept R297 <b>BGD</b> - at LABUD RT direct <b>IA</b> - intercept QDR 012 <b>IA</b> to TISAK	D8.7 <b>BGD</b> MNM <b>3000</b> TISAK at <b>6000</b> <b>initial climb 6000</b>
<b>TUVAR 1Z</b> <b>133.100</b>	intercept R297 <b>BGD</b> via LABUD - at DEVDA <b>LT</b> intercept R094 <b>SMI</b> to <b>SMI</b> - RT intercept R291 <b>SMI</b> to TUVAR	D8.7 <b>BGD</b> MNM <b>3000</b> <b>SMI</b> at <b>6000</b> TUVAR at <b>6000</b> <b>initial climb 6000</b>

① After TADAM proceed to LULIK then DCT FPL FIR boundary point (TONDO or PARAK)



18-MAY-2017

BEG-LYBE

5-80

SIDs RWY 30 South

SIDPT

**DONIV 2H / DONIV 2J / TOPOLA 3J / TOPOLA 3L / VALJEVO 3H / VALJEVO 8G**  
RWY 30 (298°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30</b>	
<b>DONIV 2H</b> <b>133.100</b>	at MNM <b>1100 LT</b> direct <b>OBR - LT</b> intercept R315 <b>TPL</b> inbound - at D26.8 <b>TPL LT</b> intercept R065 <b>VAL</b> via OTKIN - at D56.7 <b>VAL</b> (R192 <b>VAC</b> ) <b>LT</b> intercept R190 <b>VAC</b> inbound to DONIV	D26.8 <b>TPL</b> MAX <b>6000</b> DONIV at <b>6000</b>  <b>initial climb 6000</b>
<b>DONIV 2J</b> <b>133.100</b>	intercept R297 <b>BGD</b> - at D8.7 <b>BGD RT</b> direct <b>PA</b> - intercept QDR 107 <b>PA</b> to DONIV	D8.7 <b>BGD</b> MNM <b>3000</b> DONIV at <b>6000</b>  <b>initial climb 6000</b>
<b>TOPOLA 3J</b> <b>TPL 3J</b> <b>133.100</b>	at MNM <b>1100 LT</b> direct <b>OBR - LT</b> intercept R315 <b>TPL</b> to <b>TPL</b>	D26.8 <b>TPL</b> MAX <b>6000</b> <b>TPL</b> at <b>6000</b>  <b>initial climb 6000</b>
<b>TOPOLA 3L</b> <b>TPL 3L</b> <b>133.100</b>	intercept R297 <b>BGD</b> via LABUD - at DEVDA <b>LT</b> intercept QDR 214 <b>IA</b> - at AKIBO <b>LT</b> intercept R302 <b>TPL</b> to <b>TPL</b> via VARAM	D8.7 <b>BGD</b> MNM <b>3000</b> VARAM MAX <b>6000</b> <b>TPL</b> at <b>6000</b>  <b>initial climb 6000</b>
<b>VALJEVO 3H</b> <b>VAL 3H</b> <b>133.100</b>	intercept R297 <b>BGD</b> via LABUD - at DEVDA <b>LT</b> intercept QDR 214 <b>IA</b> - at AKIBO <b>LT</b> intercept R340 <b>VAL</b> to <b>VAL</b> via DIMIT	D8.7 <b>BGD</b> MNM <b>3000</b> DIMIT MAX <b>6000</b> <b>VAL</b> at <b>8000</b>  <b>initial climb 6000</b>
<b>VALJEVO 8G</b> <b>VAL 8G</b> <b>133.100</b>	at MNM <b>1100 LT</b> intercept R019 <b>VAL</b> via KUPIN - PIVEX to <b>VAL</b>	PIVEX MAX <b>6000</b> <b>VAL</b> at <b>8000</b>  <b>initial climb 6000</b>

19-APR-2018

**6-10**

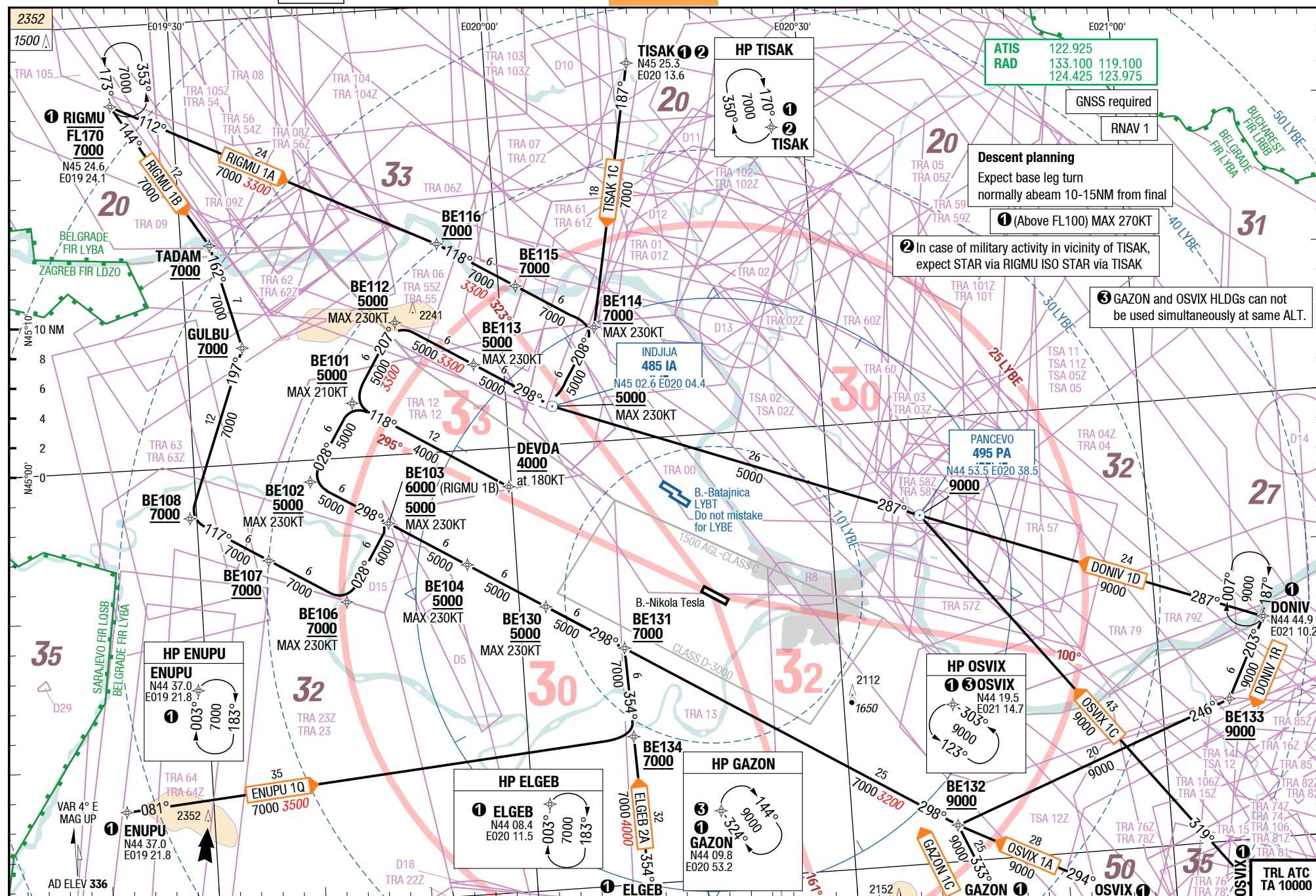
## RNAV STARs RWY 30

# STAR

# STAR

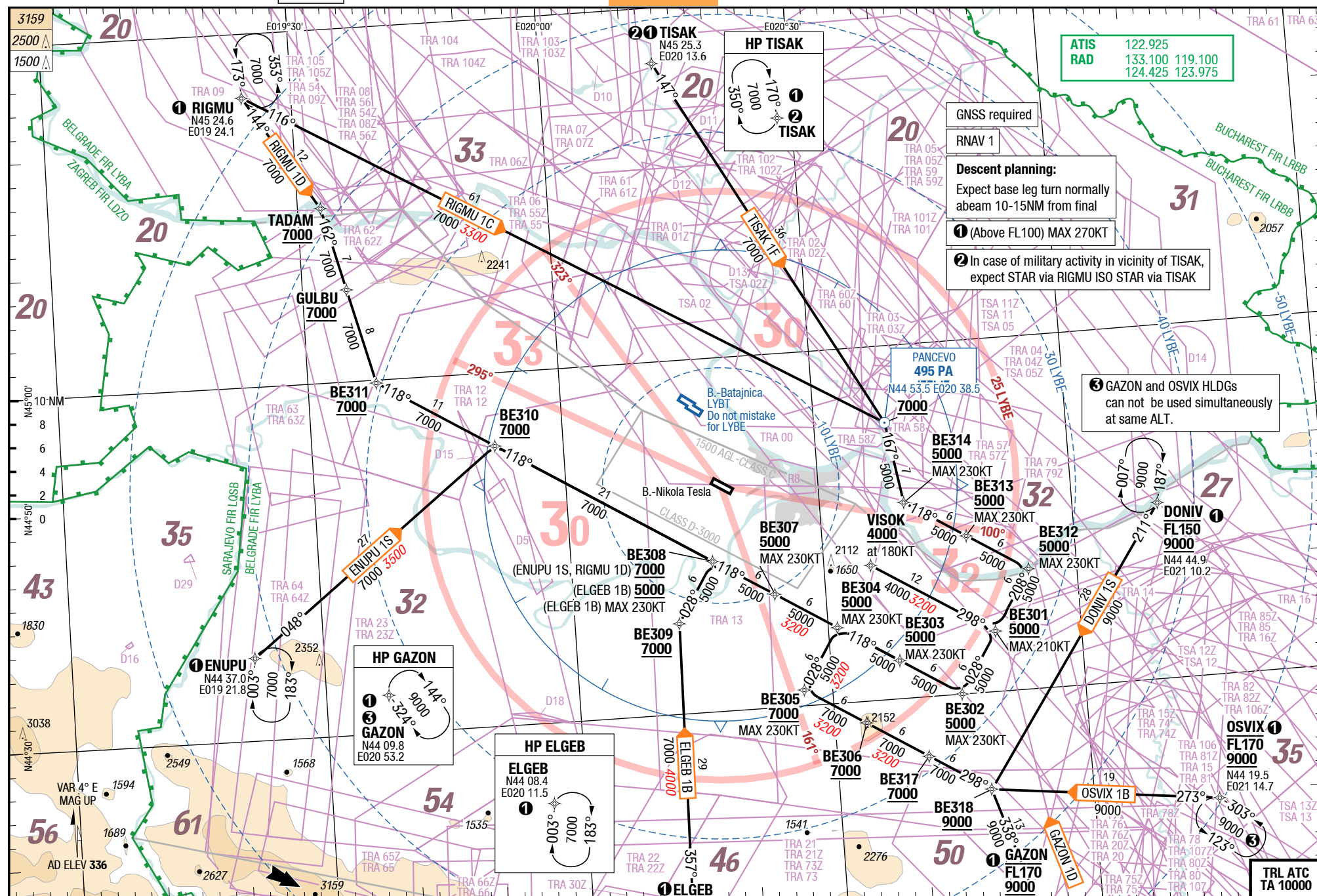
## RNAV STARs RWY 30

## RNAV STARs RWY 12



Changes: MGA, MTCA, PROC, SUAs, Note, OBST

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19-APR-2018

## BEG-LYBE

Serbia **Belgrade** Nikola Tesla

STARs RWY 30

6-30

## STARs RWY 12

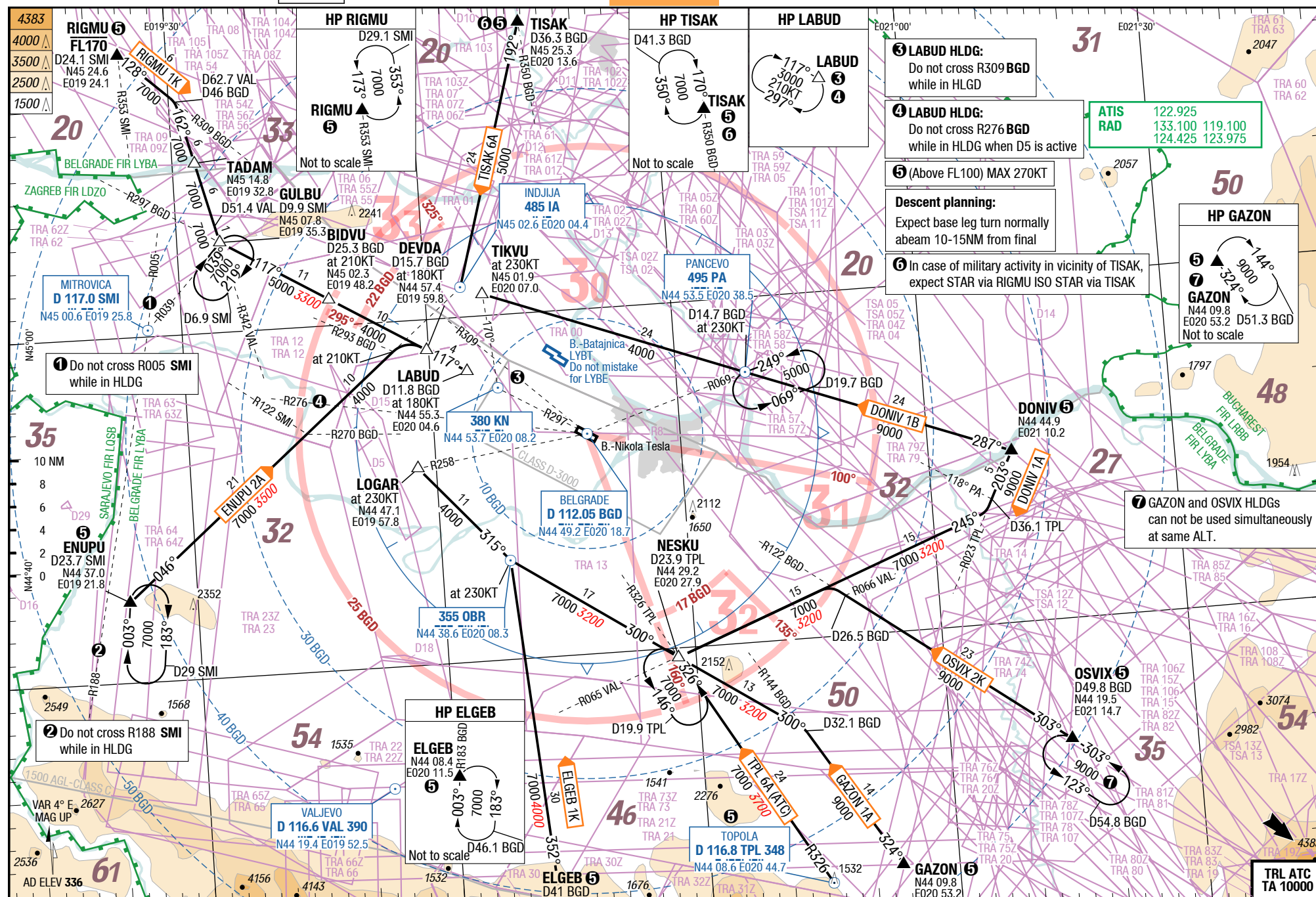
# STAR

# STAR

# Nikola Tesla **Belgrade** Serbia

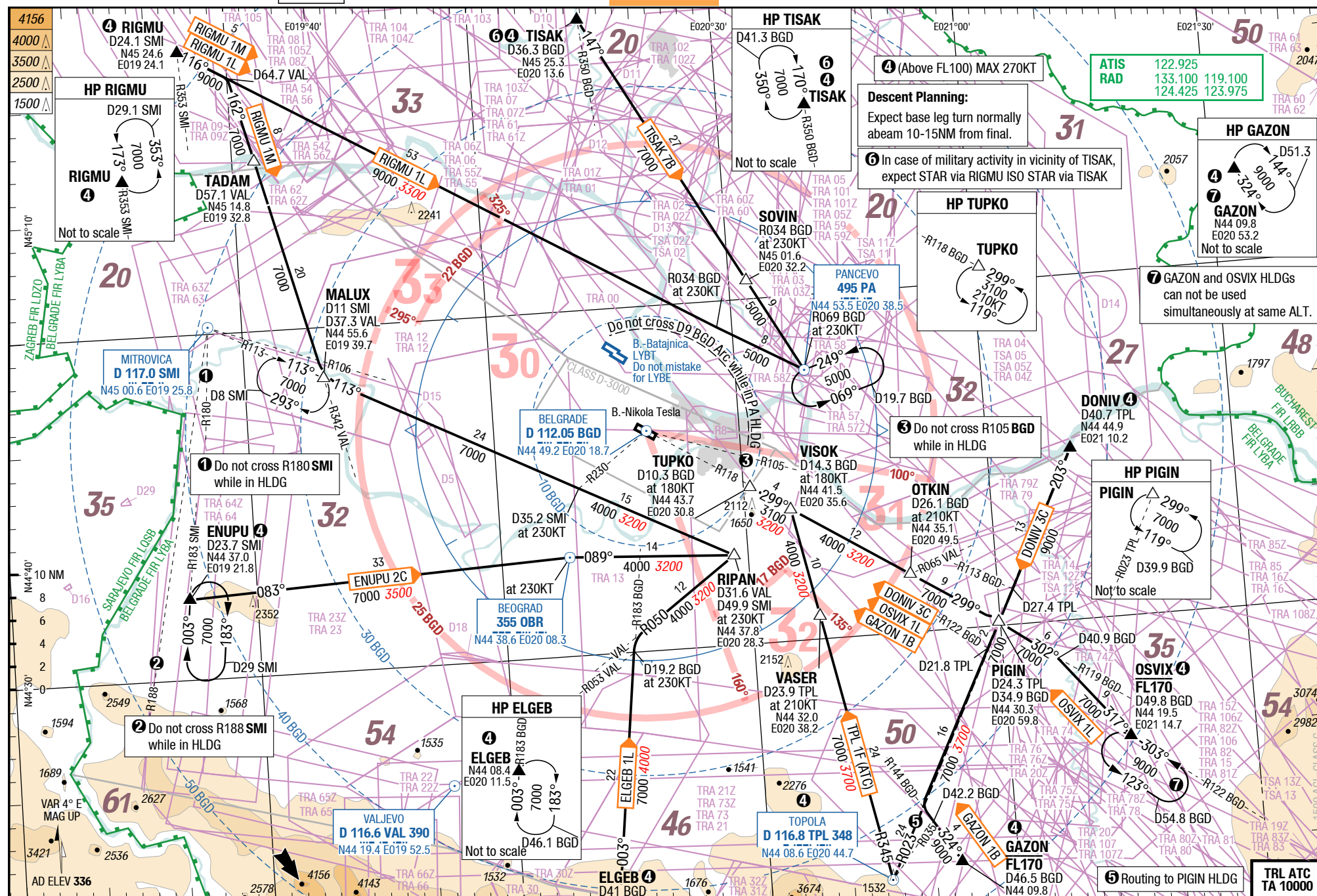
STARs RWY 30

## STARs RWY 12



Changes: PROC, MGA, OBST, Note, SUAs

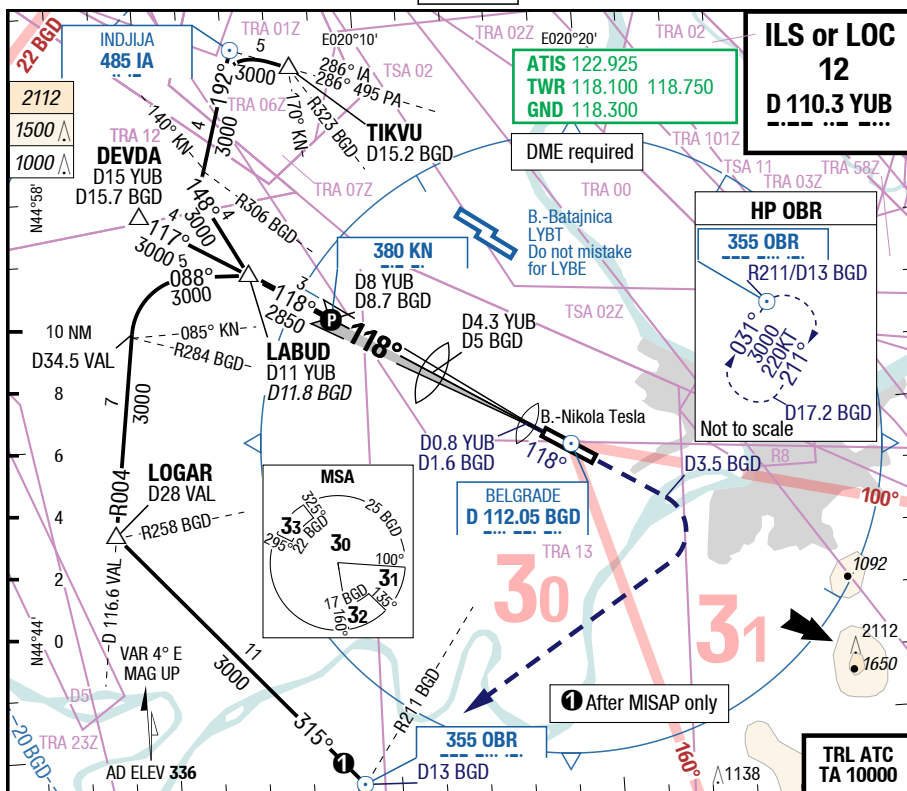




## BEG-LYBE

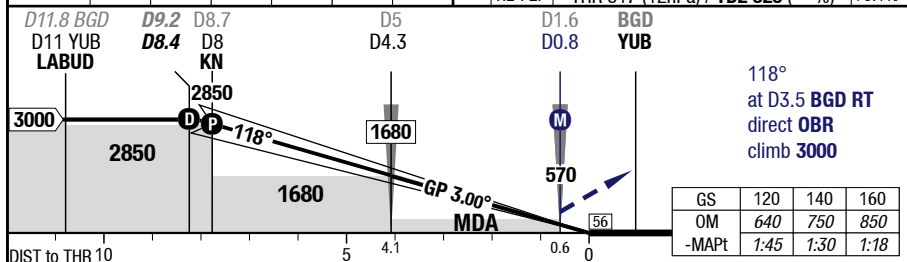
7-10

ILS or LOC 12



LOC 3.01°	8.4	6	5	4	3	2	
D YUB	3000	2230	1910	1590	1270	950	

HL-P2F THR 317 (12hPa) / TDZ 328 (---%) +0.1%



12	Cat 3b	Cat 2	Cat 1 <sup>1)</sup>	Cat 1 <sup>2)</sup>	LOC DME	Circling SW of AD only
C	ft - m/km ft 0 - 75R <b>Company</b>	100 - 300R <b>104 RA</b>	200 - 400 <b>530</b>	200 - 550R/800V <b>530</b>	330 - 800 <b>650</b>	600 - 2.4V <b>940</b>
D	ft - m/km ft 0 - 75R <b>Company</b>	100 - 300R <b>104 RA</b> <sup>3)</sup>	200 - 400 <b>530</b>	200 - 550R/800V <b>530</b>	330 - 800 <b>650</b>	750 - 3.6V <b>1080</b>

1) With EVS 350m

2) With EVS RVR 350m/ VIS 550m

3) If not conducting autoland RVR 350m required

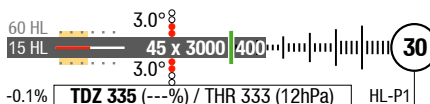
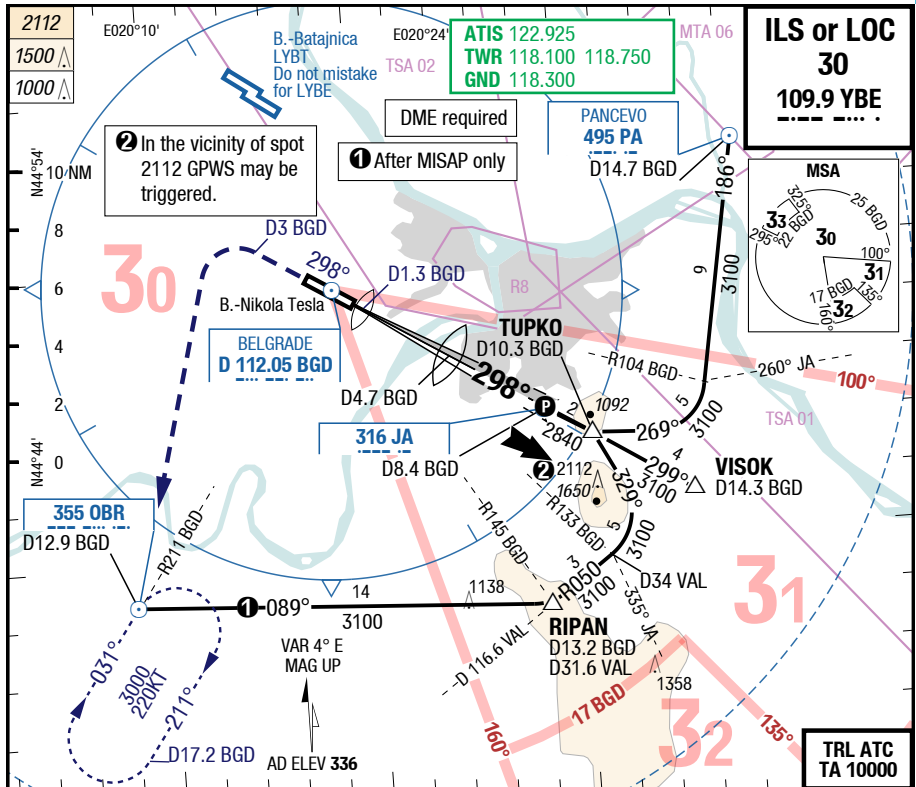
Changes: MIN, Navaid, DIST ALT table, SUAs, DIST



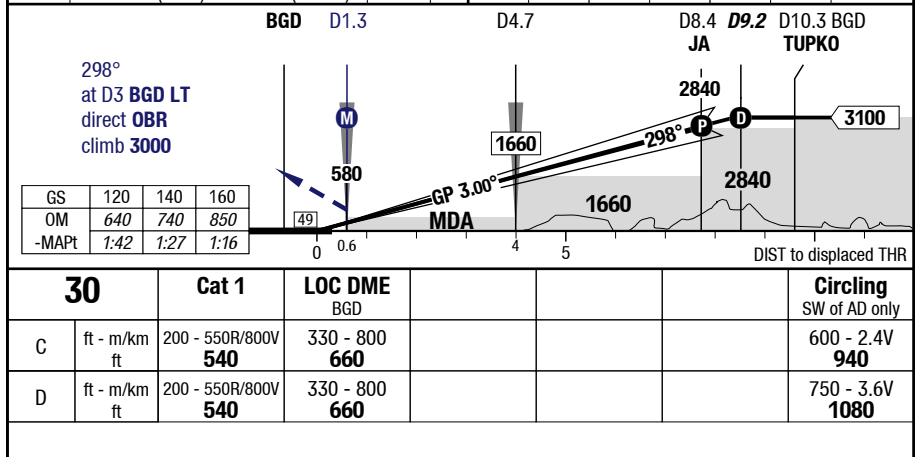
## BEG-LYBE

7-20

ILS or LOC 30



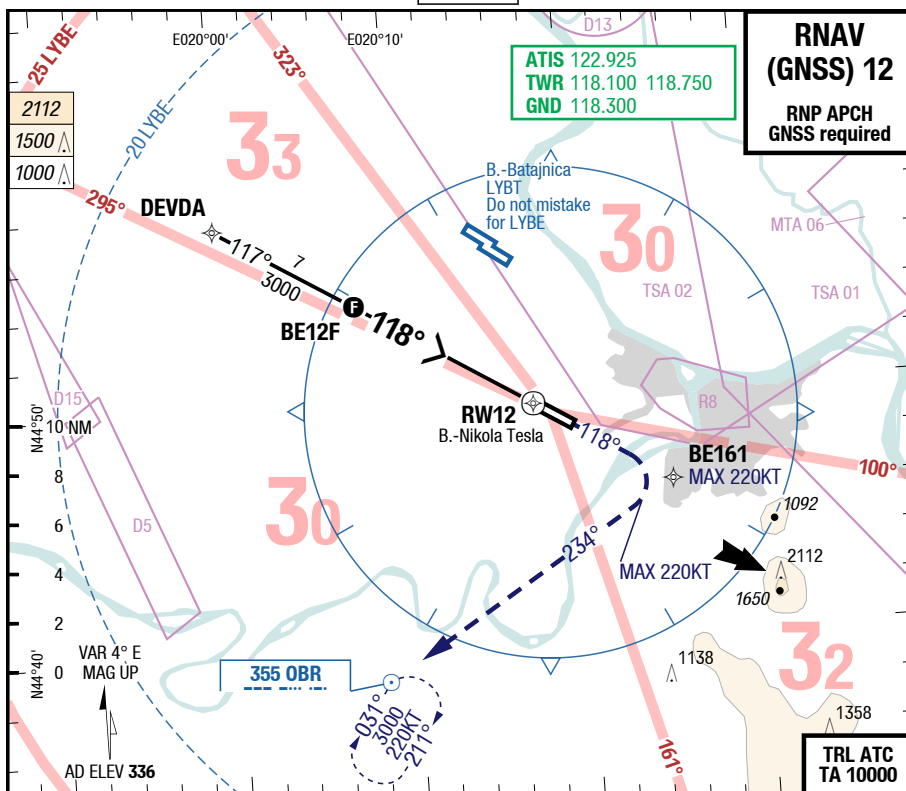
2	3	5	7	9	9.2	LOC 3.00° D BGD
810	1130	1770	2410	3050	3100	



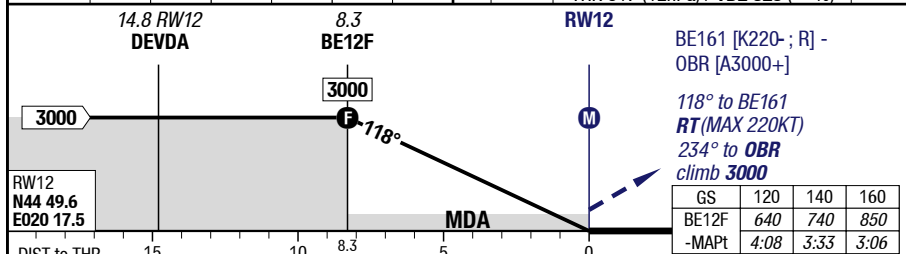
## BEG-LYBE

7-30

## RNAV (GNSS) 12



3.00° <b>RW12</b>	8.3	6	5	4	3	2	
	3000	2280	1960	1640	1330	1010	



DIST to THR		15	10	5	0	
<b>12</b>		<b>RNAV GNSS</b> LNAV 1)				<b>Circling</b>
C	ft - m/km ft	400 - 1.1 <b>720</b>				Not published
D	ft - m/km ft	400 - 1.1 <b>720</b>				Not published

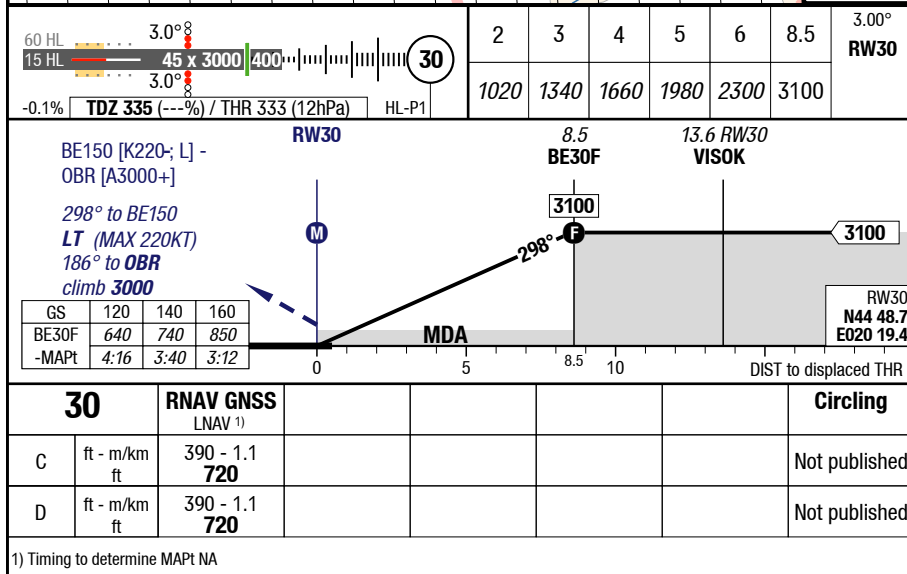
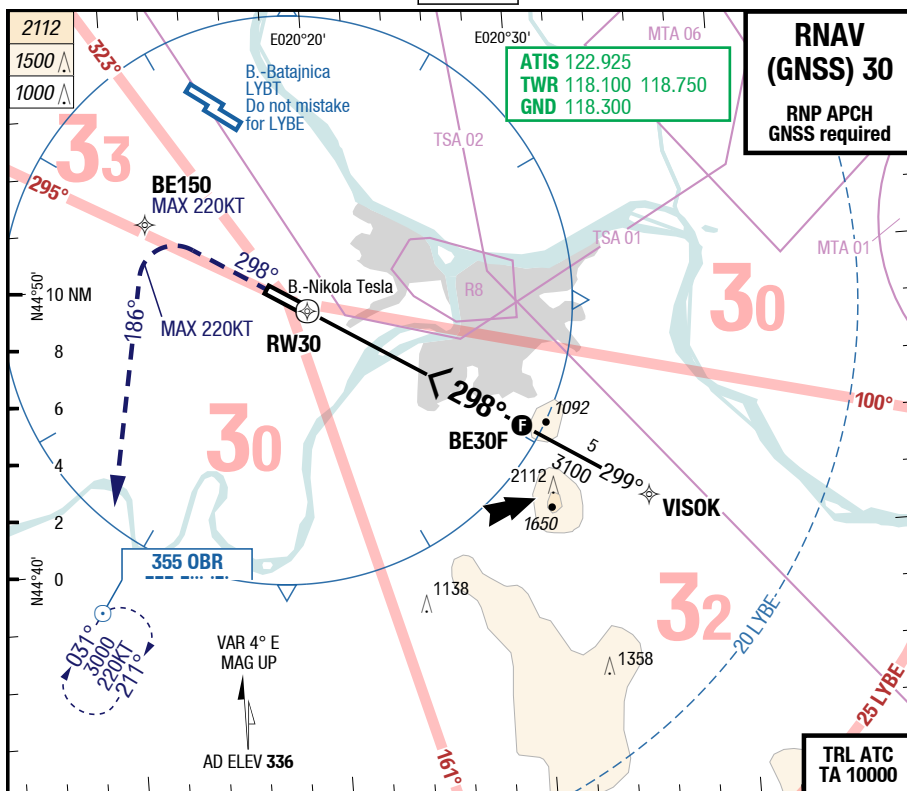
### 1) Timing to determine MAPt NA

Changes: Completely revised

## BEG-LYBE

7-40

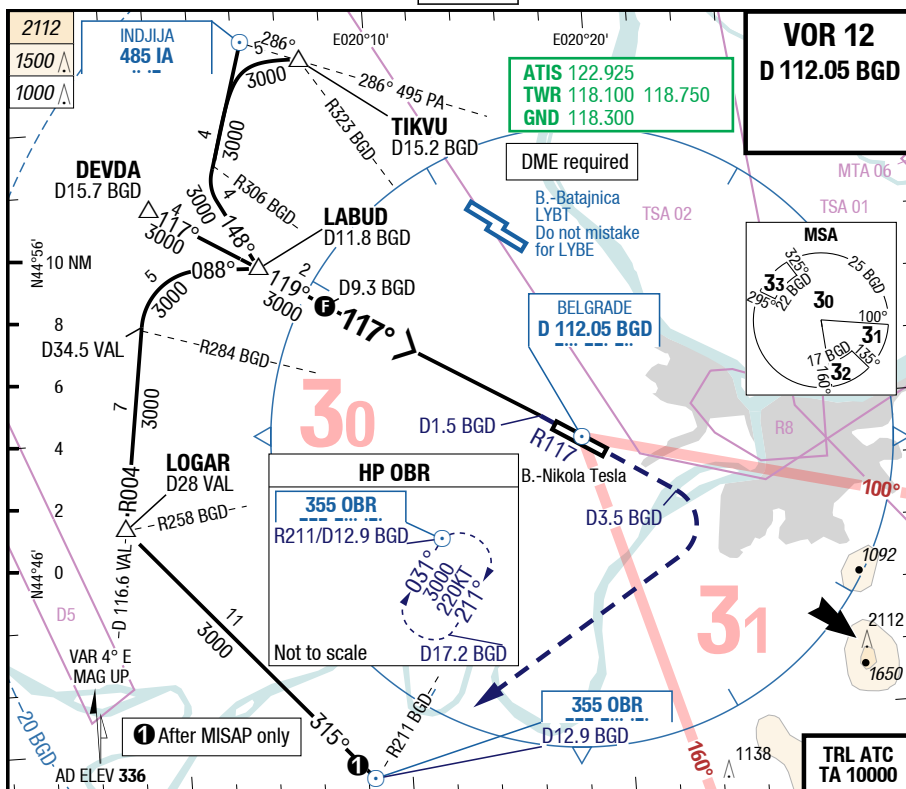
## RNAV (GNSS) 30



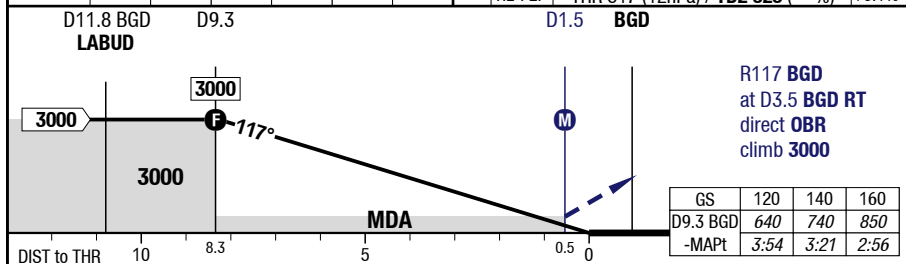
## BEG-LYBE

7-50

**VOR 12**



3.00° <b>D BGD</b> <b>117°</b> RWY 118°	9.3	7	6	5	4	3	
	3000	2290	1980	1660	1340	1020	



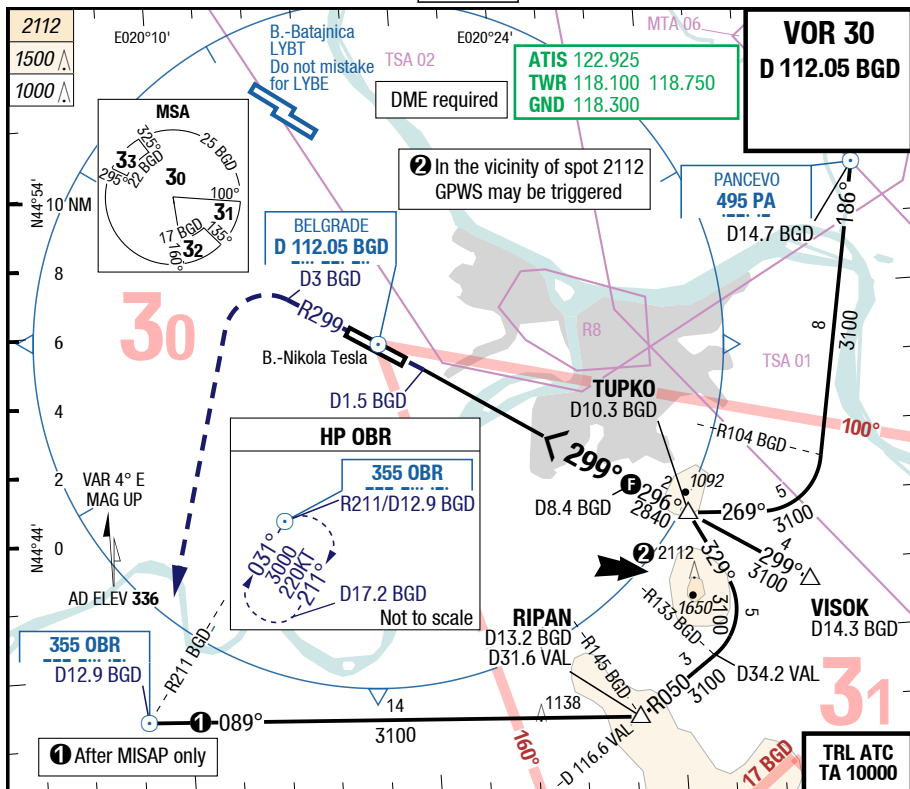
<b>12</b>		<b>VOR DME</b> 1)				<b>Circling</b> SW of AD only
C	ft - m/km ft	400 - 1.1 <b>720</b>				600 - 2.4V <b>940</b>
D	ft - m/km ft	400 - 1.1 <b>720</b>				750 - 3.6V <b>1080</b>

### 1) Timing to determine MAPt NA

## BEG-LYBE

7-60

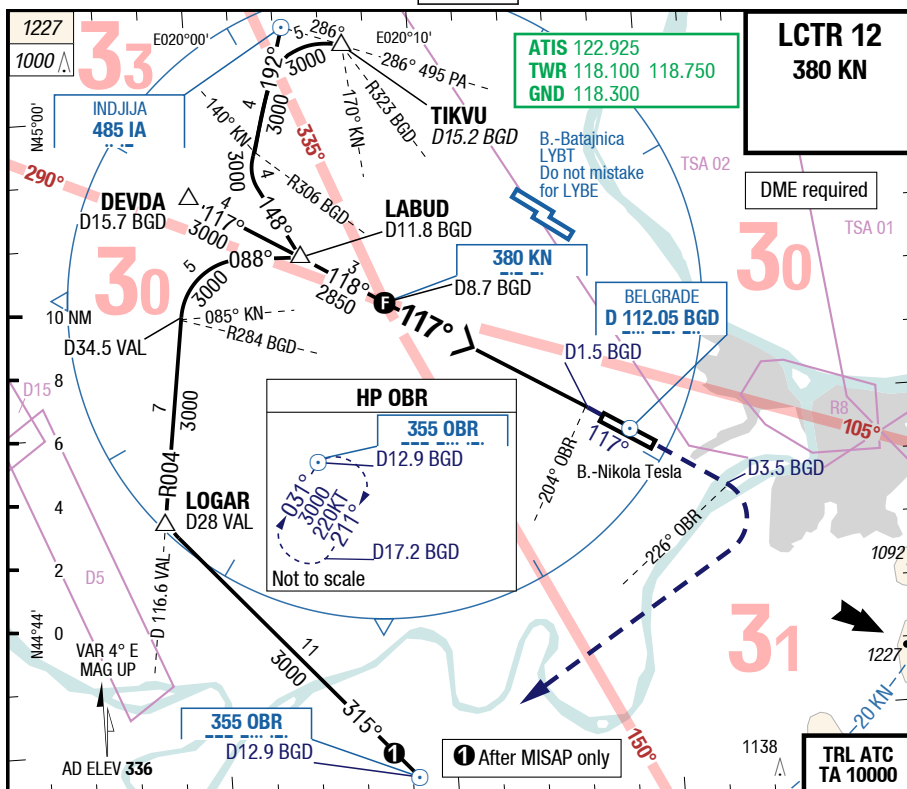
VOR 30



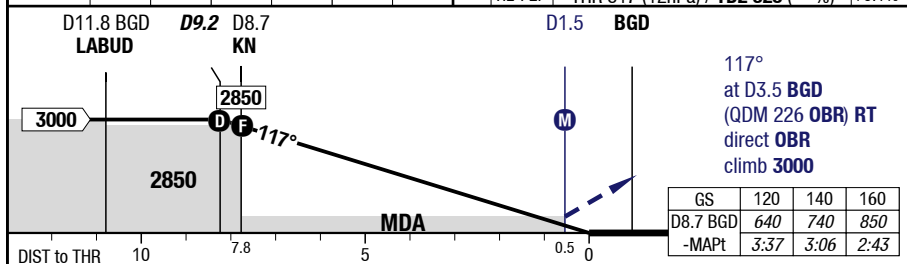
## BEG-LYBE

7-70

LCTR 12



3.00° <b>D BGD</b> 117° RWY 118°	9.2	7	6	5	4	3	12	83.0° 3400 x 45 60 HL 15 HL
	3000	2300	1980	1660	1340	1020	HL-P2F	THR 317 (12hPa) / TDZ 328 (---%) +0.1%

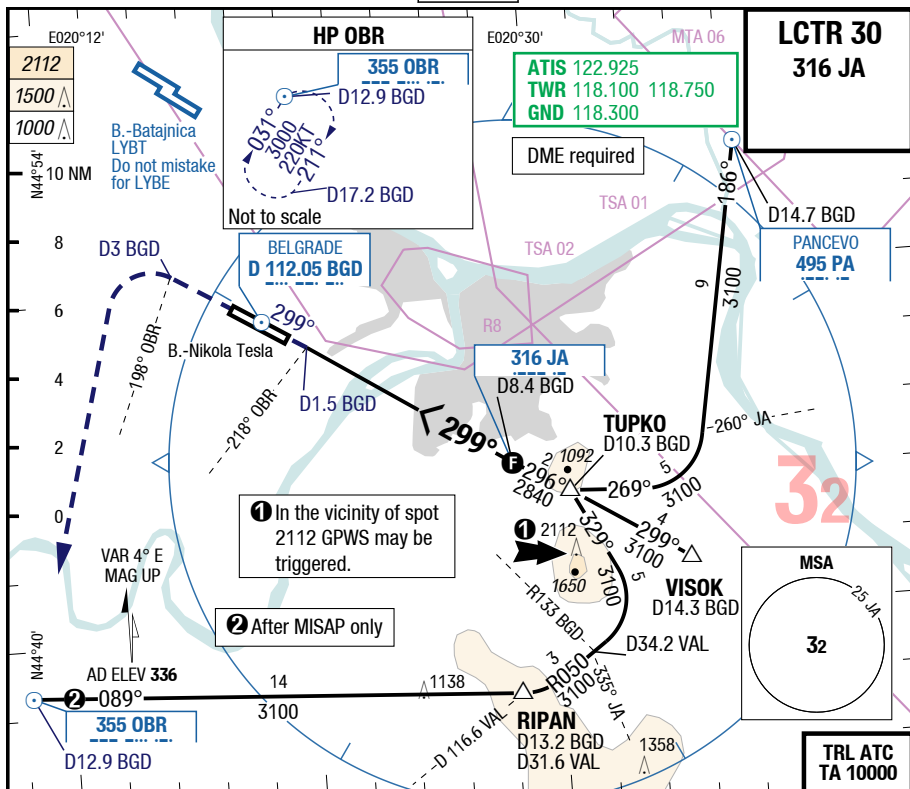


<b>12</b>	<b>LCTR</b> w/wo DME BGD				<b>Circling</b> SW of AD only
C	ft - m/km ft	400 - 1.1 <b>720</b>			600 - 2.4V <b>940</b>
D	ft - m/km ft	400 - 1.1 <b>720</b>			750 - 3.6V <b>1080</b>

## BEG-LYBE

7-80

LCTR 30



30		LCTR DME BGD	LCTR	Circling w/wo DME SW of AD only	
C	ft - m/km ft	390 - 1.1 720	820 - 2.4 1150	820 - 2.4V 1160	
D	ft - m/km ft	390 - 1.1 720	820 - 2.4 1150	820 - 3.6V 1160	