

BEG-LYBE

1-10

AOI

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.

Taxing 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/ParkingLeft 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.

1-30

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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.

Effective 26-APR-2018

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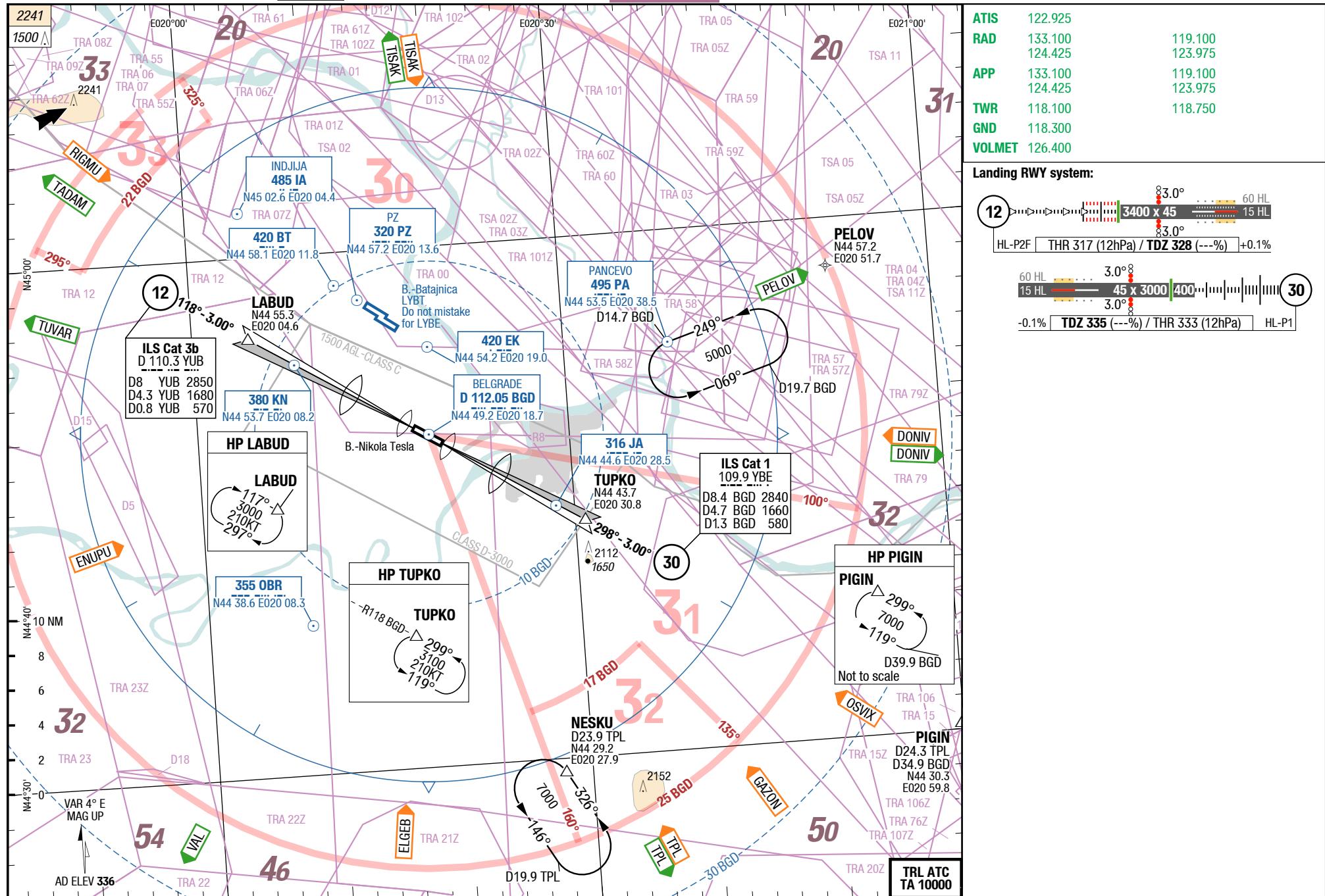
BEG-LYBE

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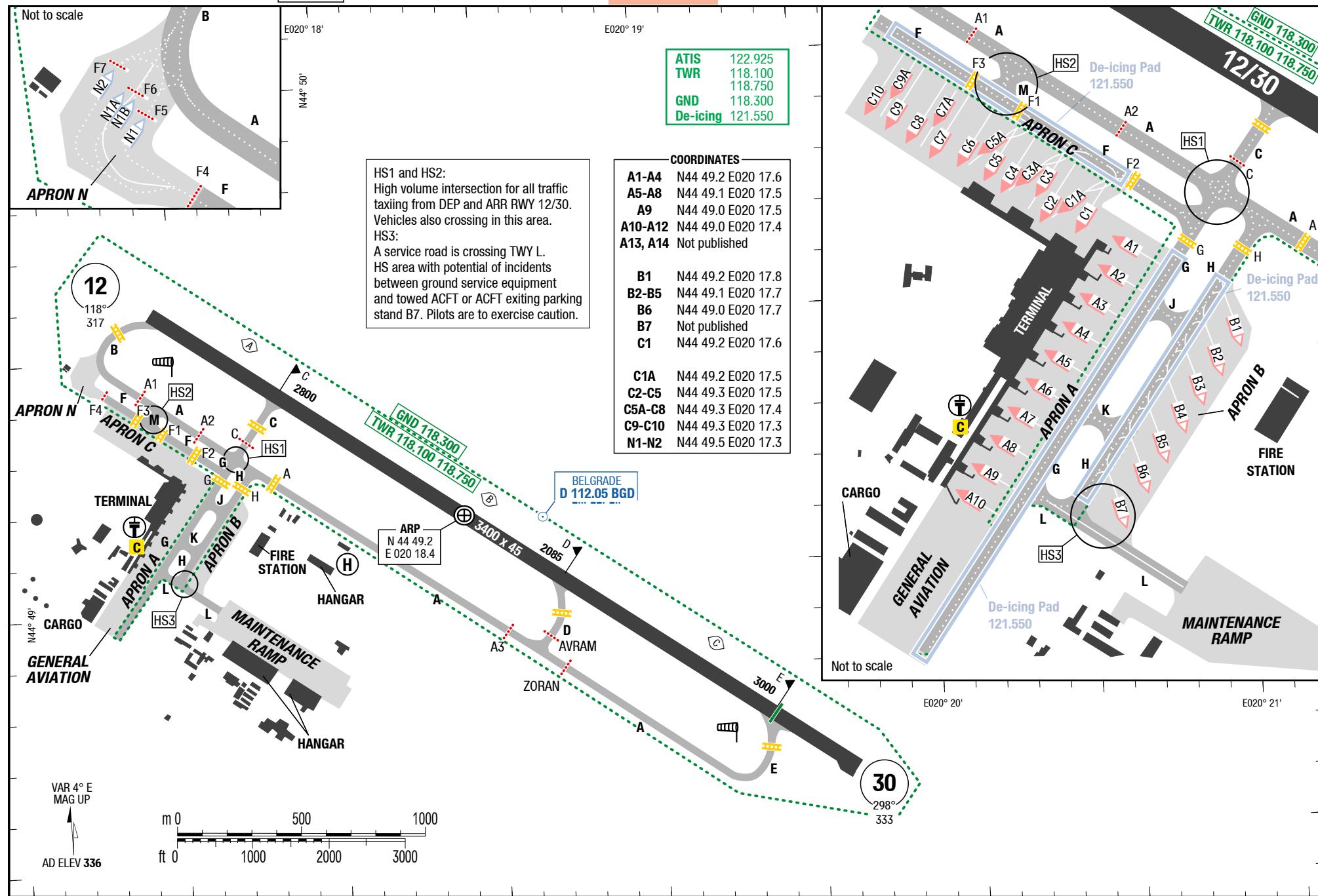
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RNAV SIDs RWY 12

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RNAV SIDs RWY 12

4-10

Changes: Completely revised

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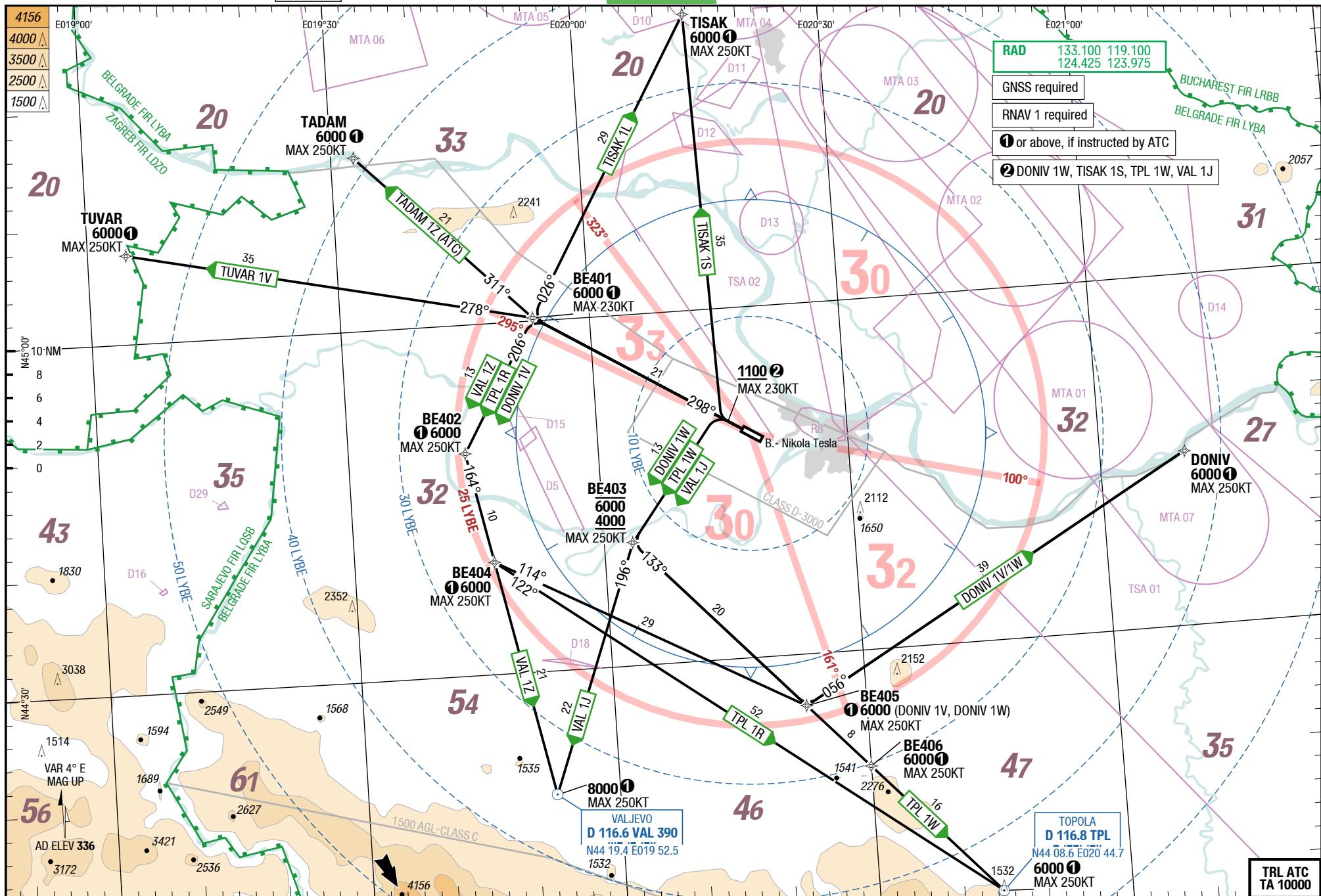
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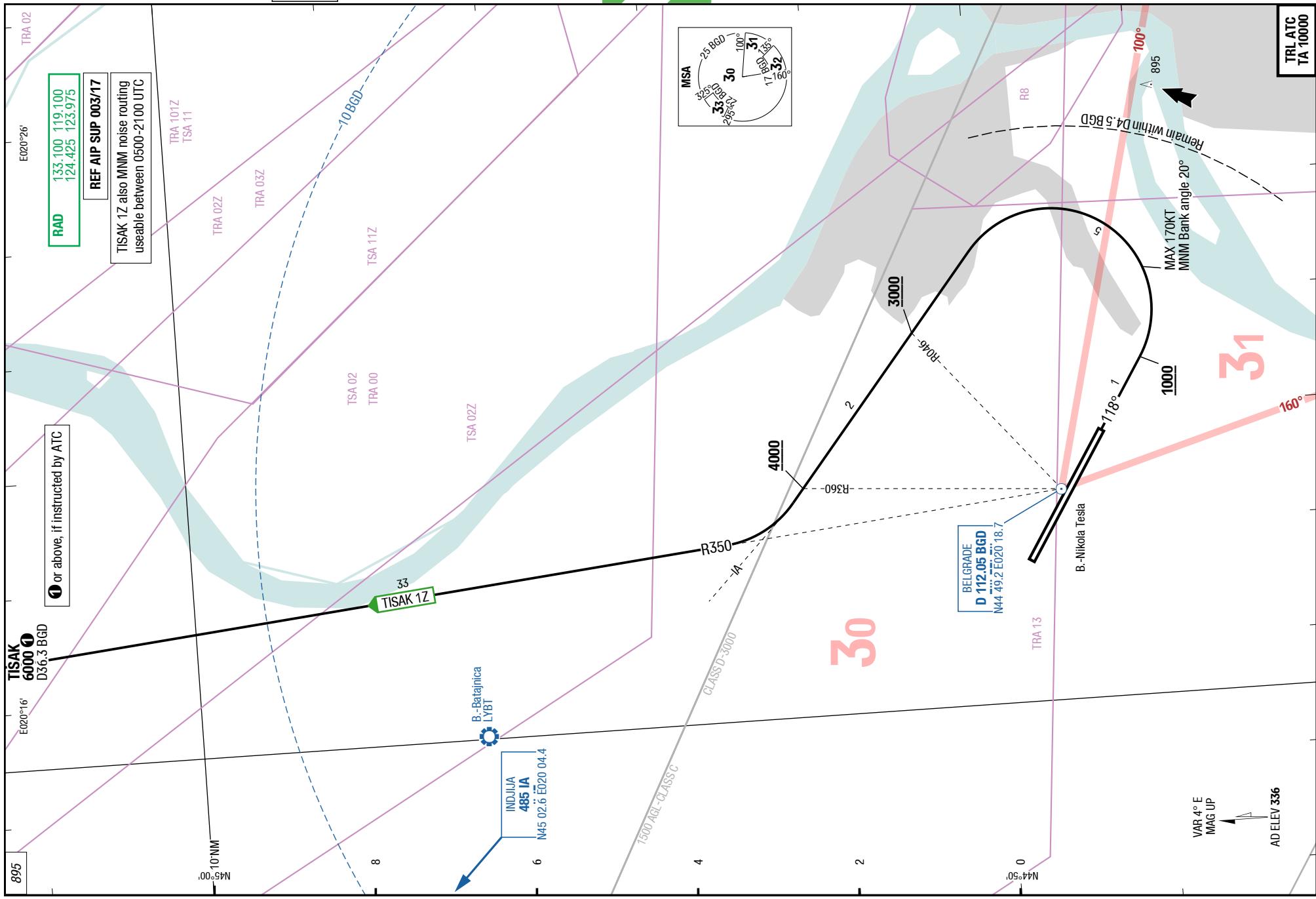
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RNAV SIDs RWY 30

RNAV SIDs RWY 30



Changes: Completely revised



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SIDs RWY 12 South

4-30

SIDs RWY 12 North

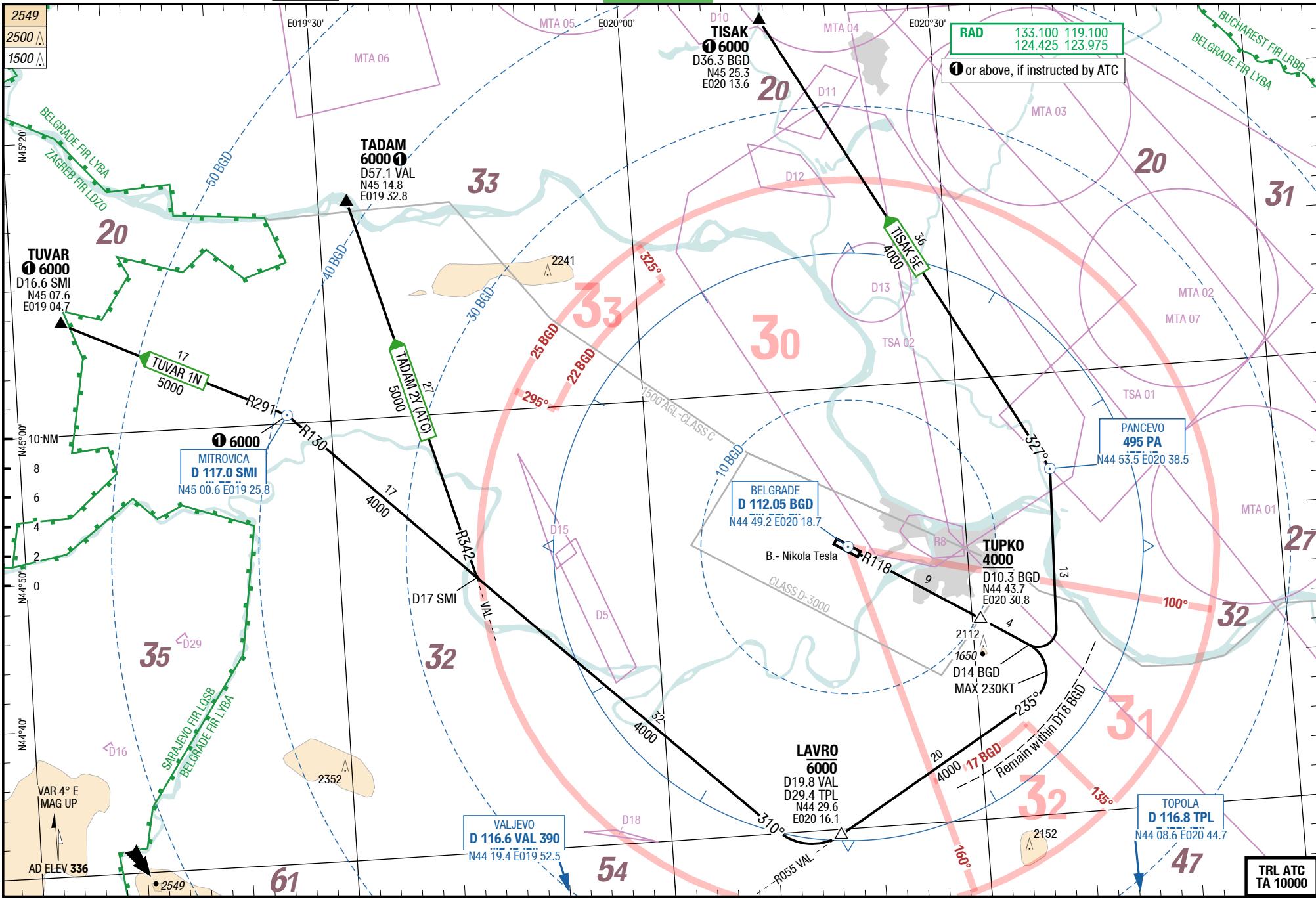
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SIDs RWY 12 South

SIDs RWY 12 North



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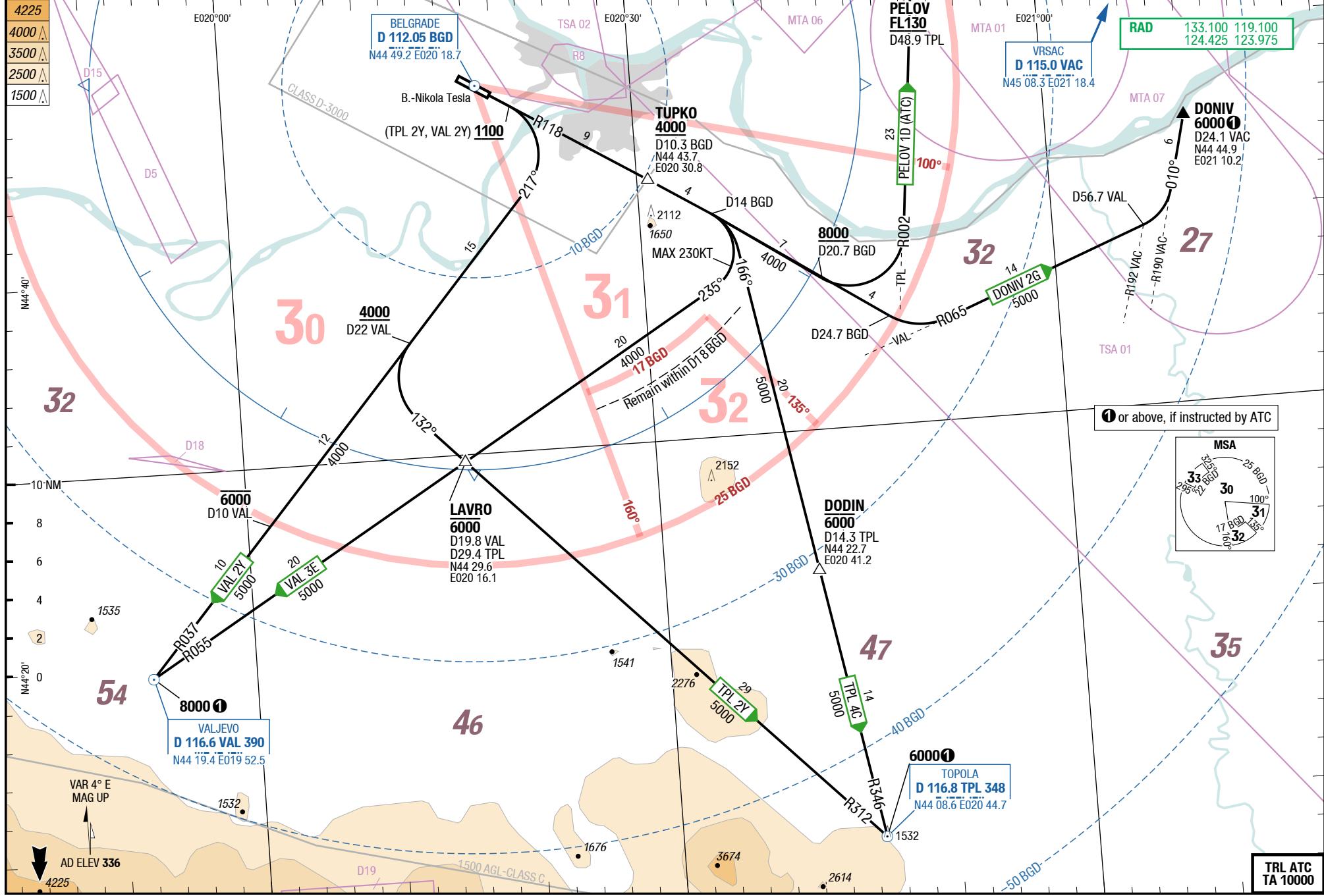
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4-40

SIDs RWY 12 South

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

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SIDs RWY 30 South

4-50

SIDs RWY 30 North

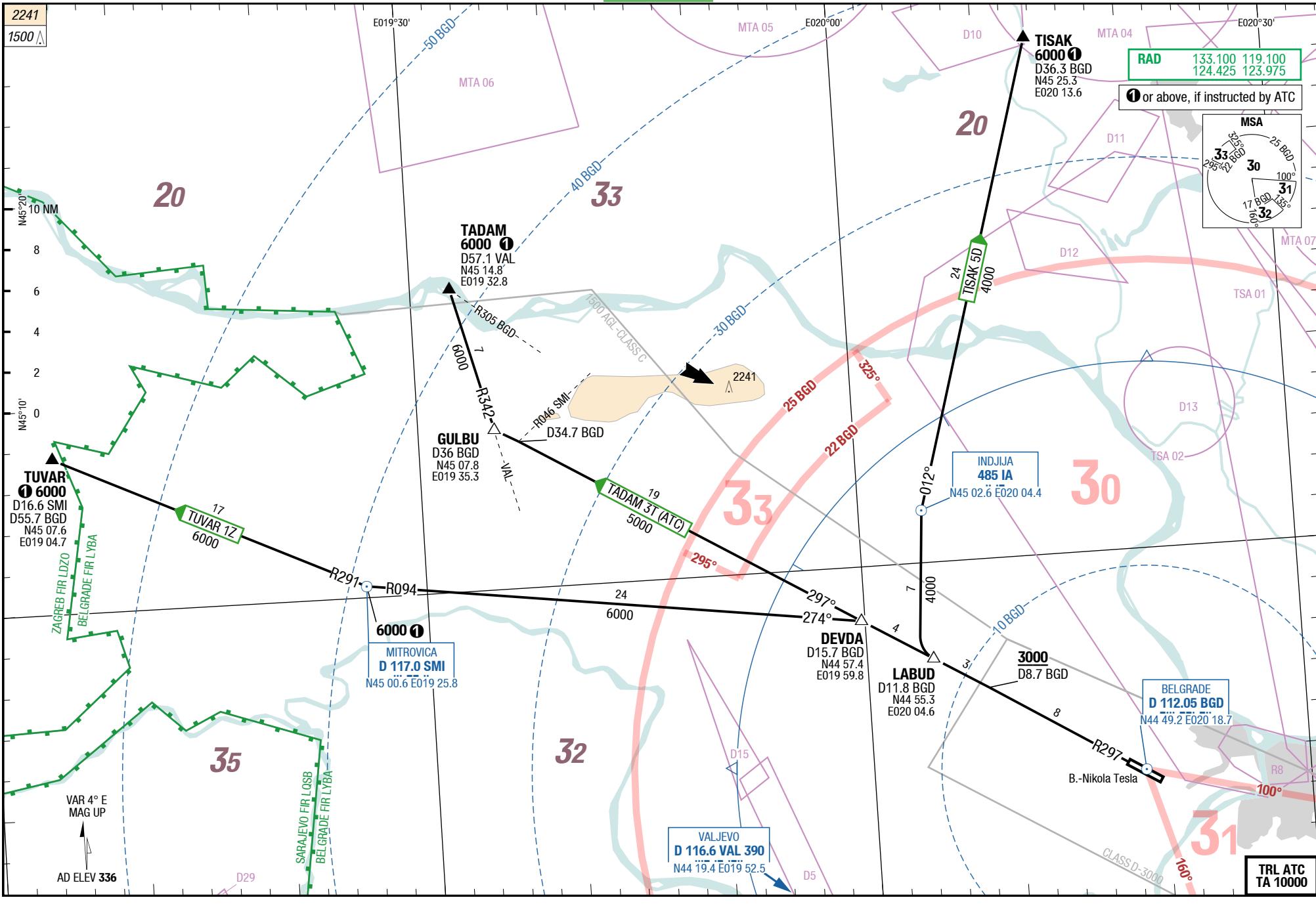
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SIDs RWY 30 South

SIDs RWY 30 North



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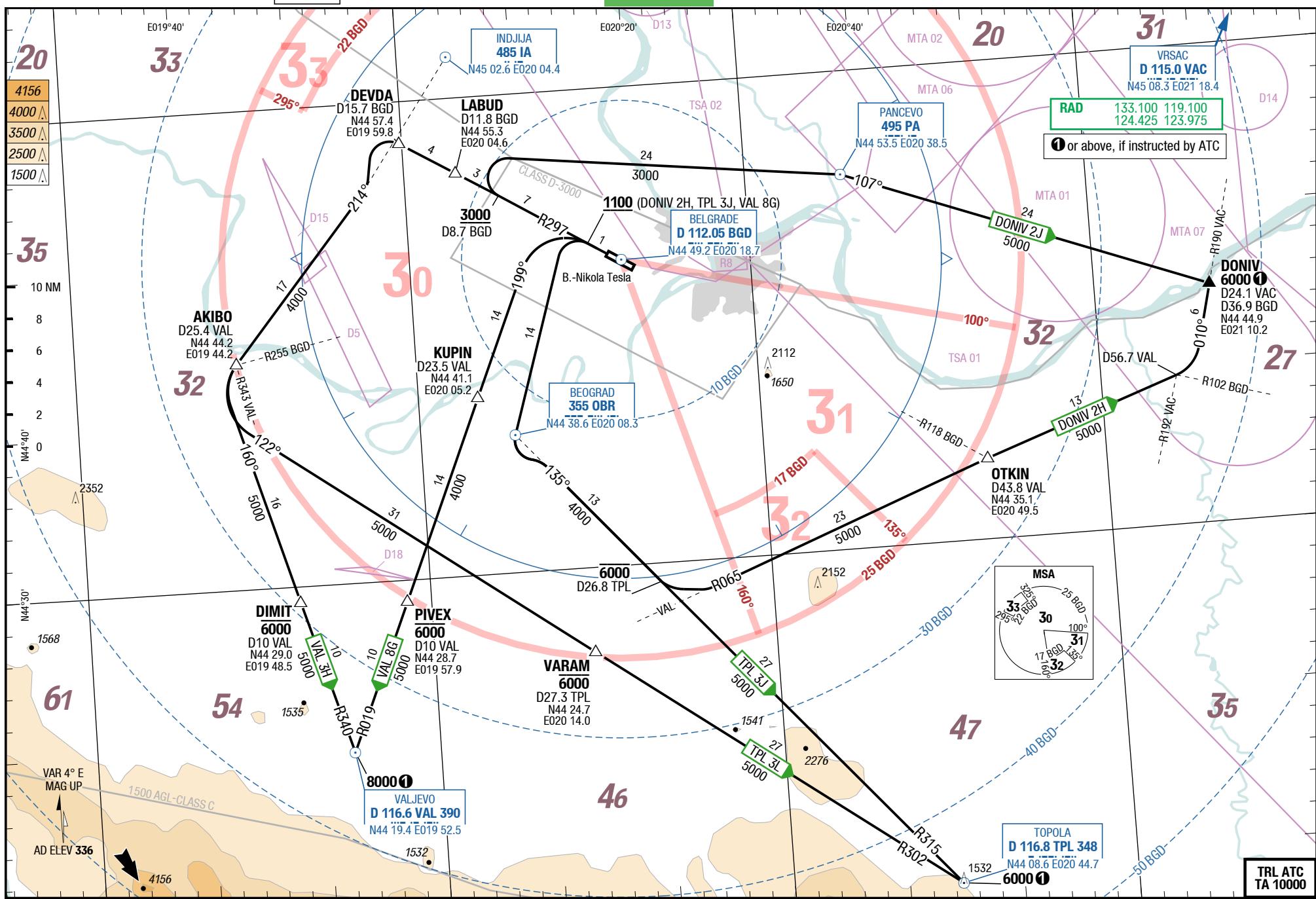
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SIDs RWY 30 South

SID

SIDs RWY 30 South



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5-10

RNAV SIDs RWY 12**DONIV 1N / PELOV 1F / TADAM 1G / TADAM 1L / TISAK 1H / TOPOLA 1D**

RWY 12 (118°)

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

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

RWY 12 (118°)

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

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

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	
TUVAR 1V 133.100	BE401 [K230-] - TUVAR [K250-]	BE401 at 6000 TUVAR at 6000 Initial climb 6000
VALJEVO 1J VAL 1J 133.100	[A1100+ ;K230- ;L] - BE403 [K250-] - VAL [K250-]	BE403 between 4000 and 6000 VAL at 8000 Initial climb 6000
VALJEVO 1Z VAL 1Z 133.100	BE401 [K230-] - BE402 [K250-] - BE404 [K250-] - VAL [K250-]	BE401 at 6000 BE402 at 6000 BE404 at 6000 VAL at 8000 Initial climb 6000

5-48**Tempo SID RWY 12****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
	Runway 12	
TISAK 1Z 7.0% to 1000 6.0% to 4000 133.100 ①②	at MNM 1000 LT (MAX 170KT, MNM Bank angle 20°, within D4.5 BGD) direct IA - crossing R360 BGD RT intercept R350 BGD to TISAK	R046 BGD MNM 3000 R360 BGD MNM 4000 TISAK at 6000 or above by ATC initial climb 6000

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

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

TADAM 2Y / TISAK 5E / TUVAR 1N

RWY 12 (118°)

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

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

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SIDs RWY 12 South

DONIV 2G / PELOV 1D / TOPOLA 2Y / TOPOLA 4C / VALJEVO 2Y / VALJEVO 3E

RWY 12 (118°)

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

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5-70

SIDs RWY 30 North

TADAM 3T / TISAK 5D / TUVAR 1Z

RWY 30 (298°)

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

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

BEG-LYBE

5-80

SIDs RWY 30 South

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

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

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[RNAV STARs RWY 30]

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RNAV STARs RWY 12

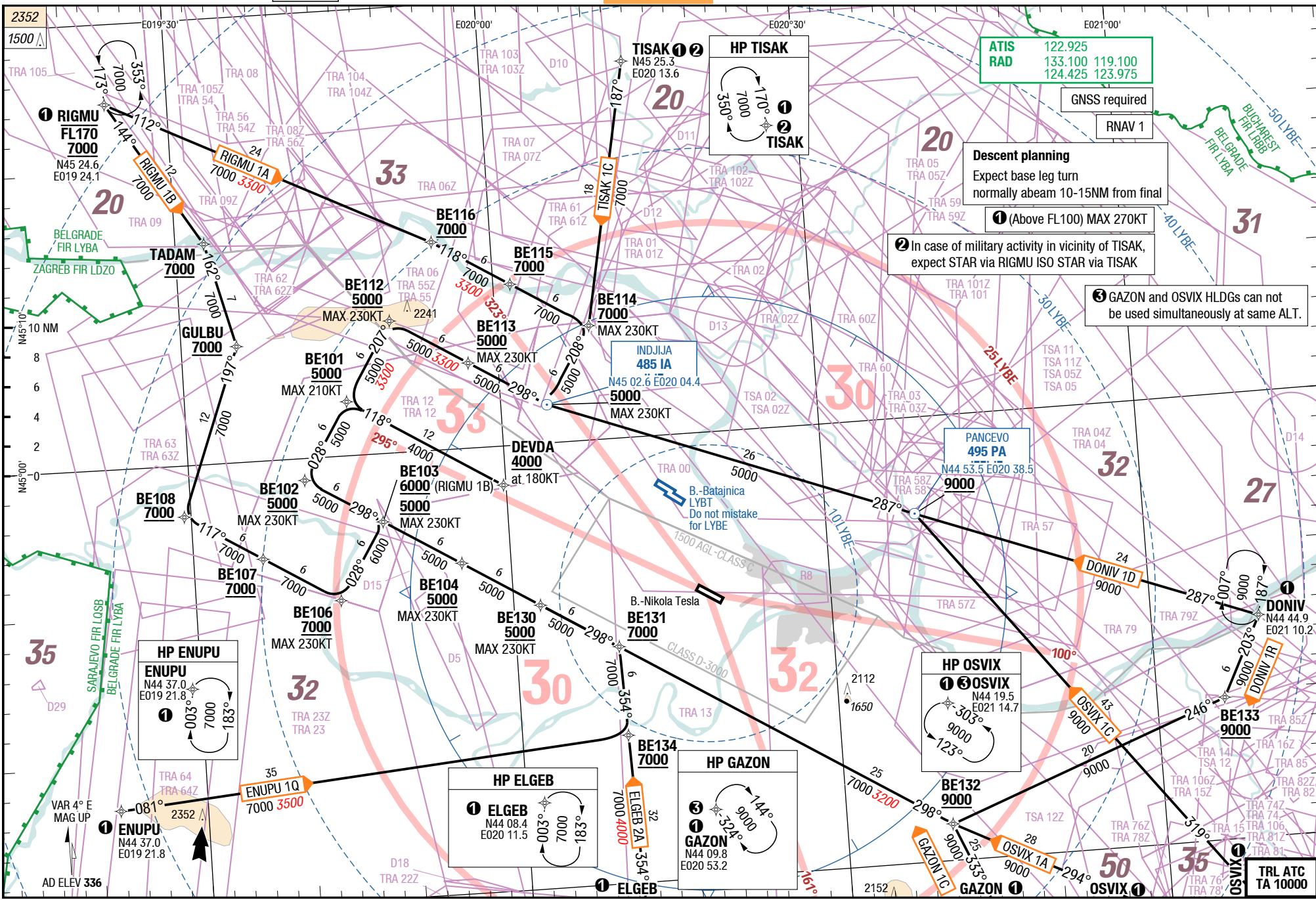
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[RNAV STARs RWY 30]

RNAV STARs RWY 12



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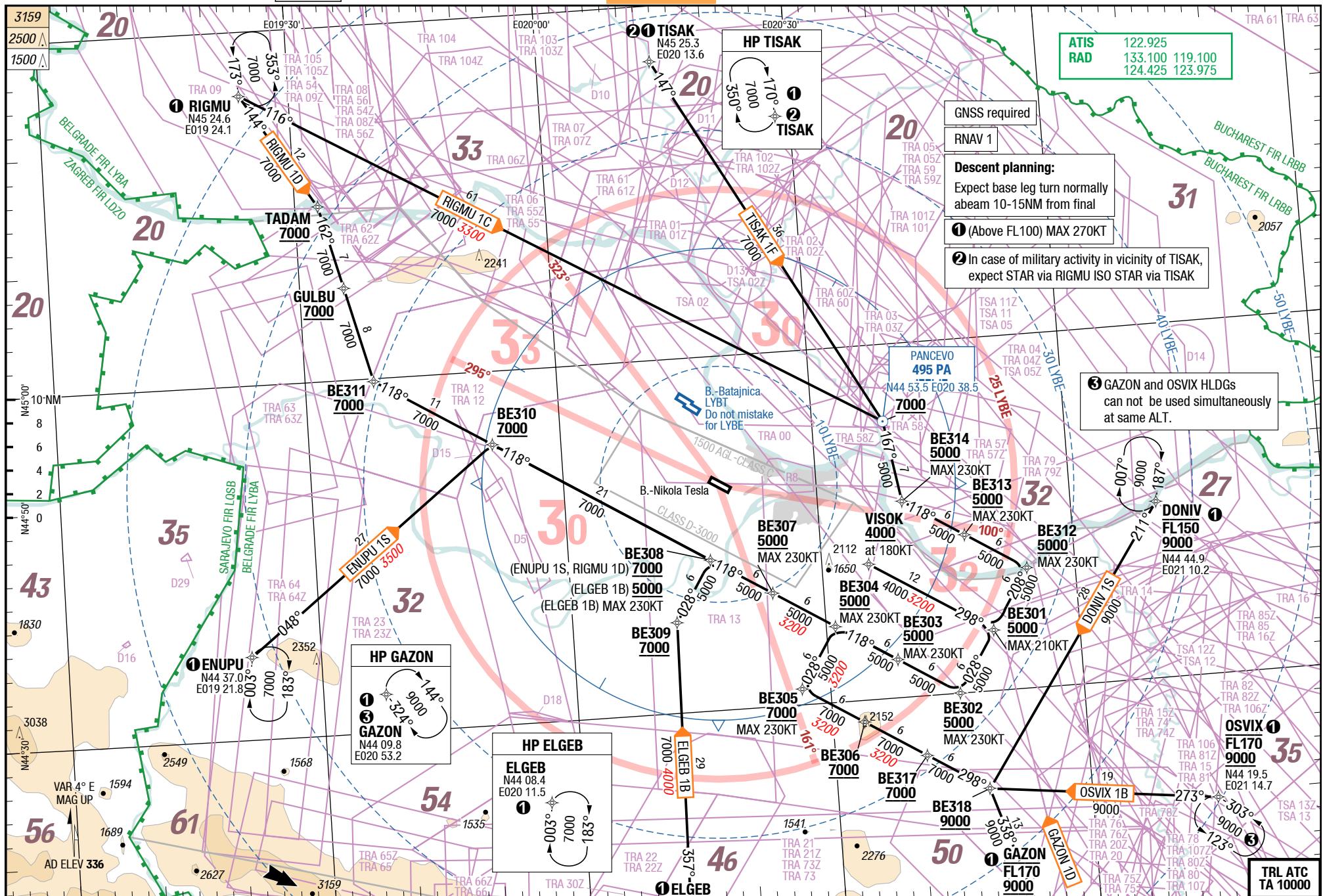
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RNAV STARs RWY 30

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RNAV STARs RWY 30



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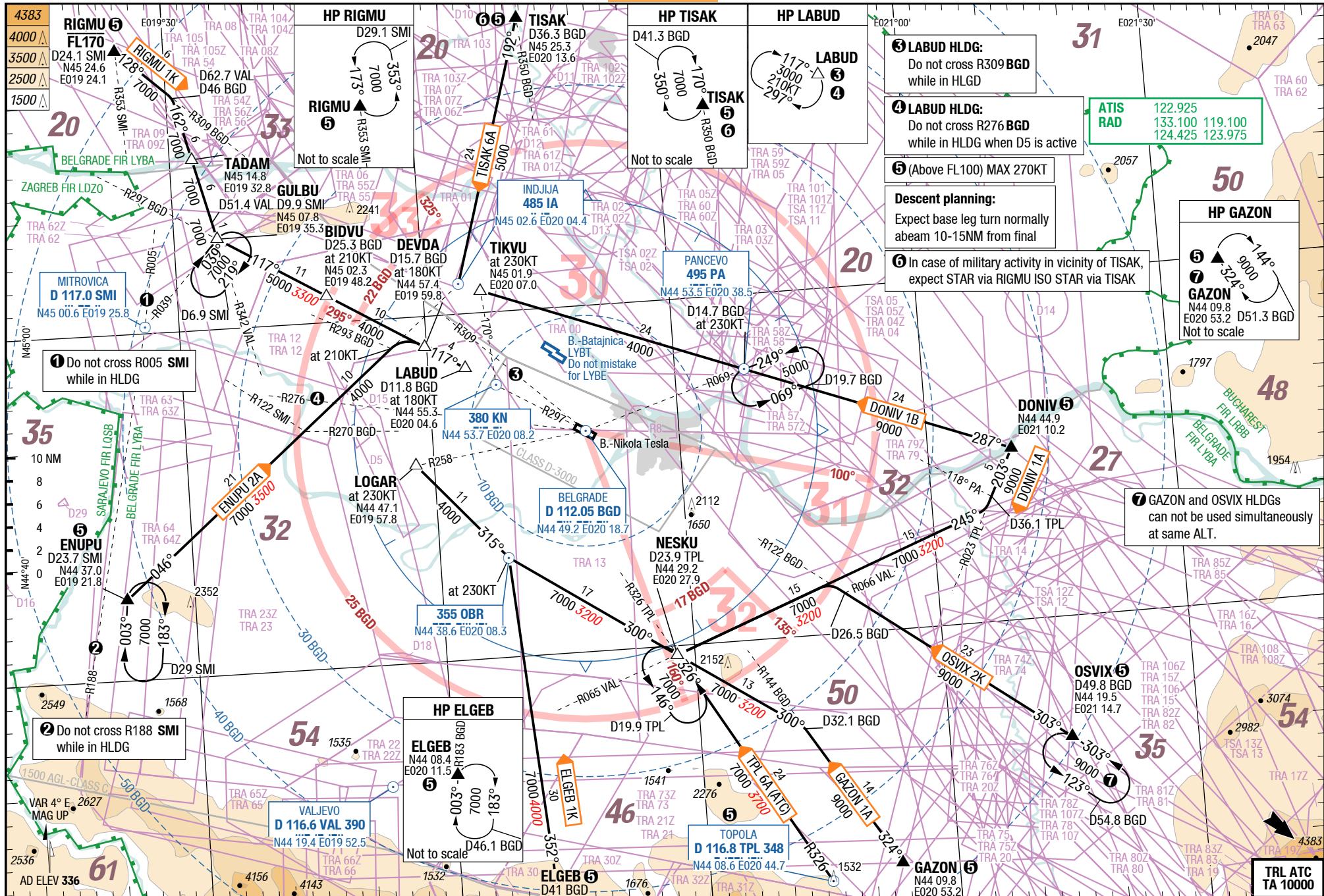
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STARS RWY 12

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STARs RWY 30

STARS RWY 12



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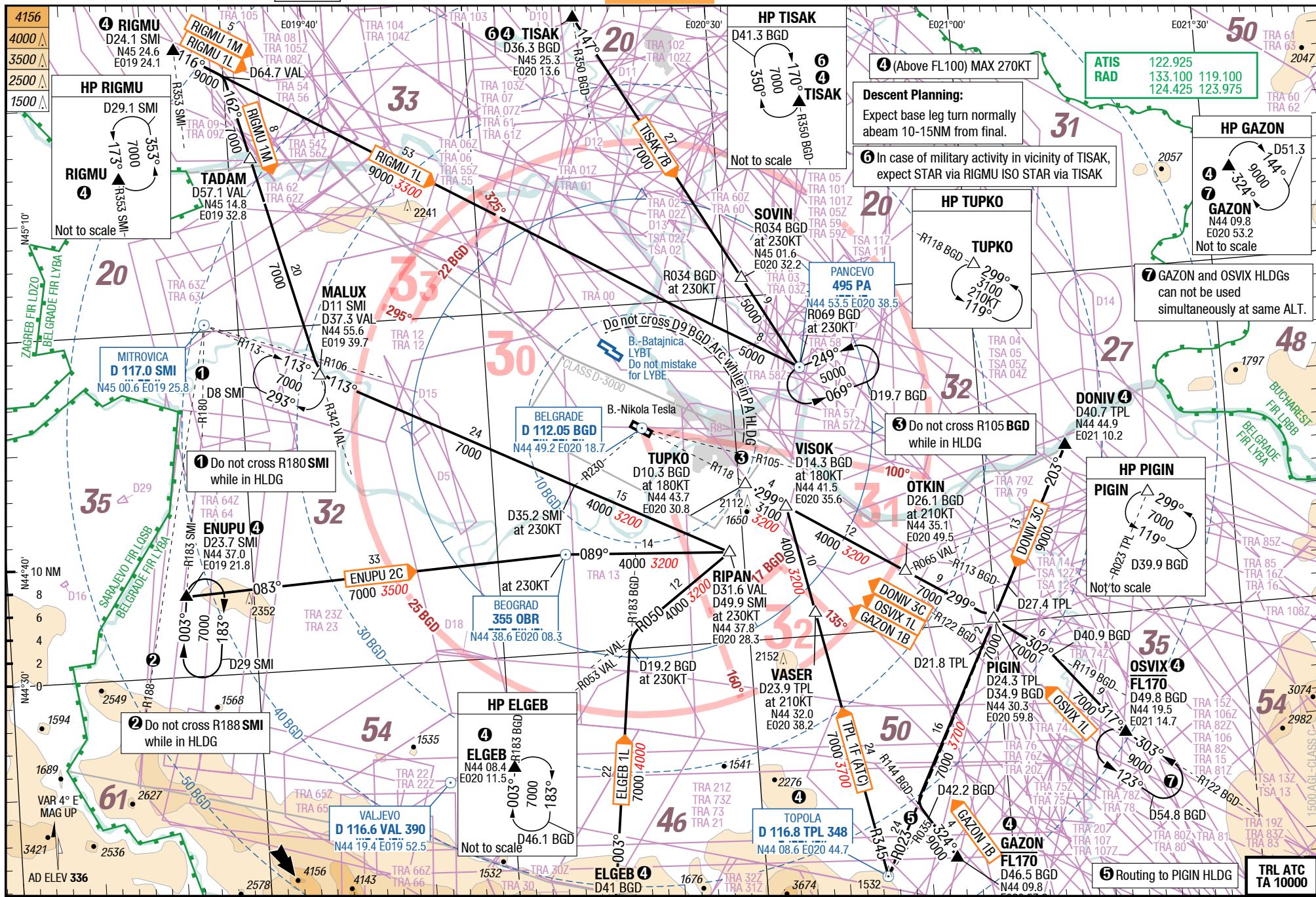
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STARs RWY 30

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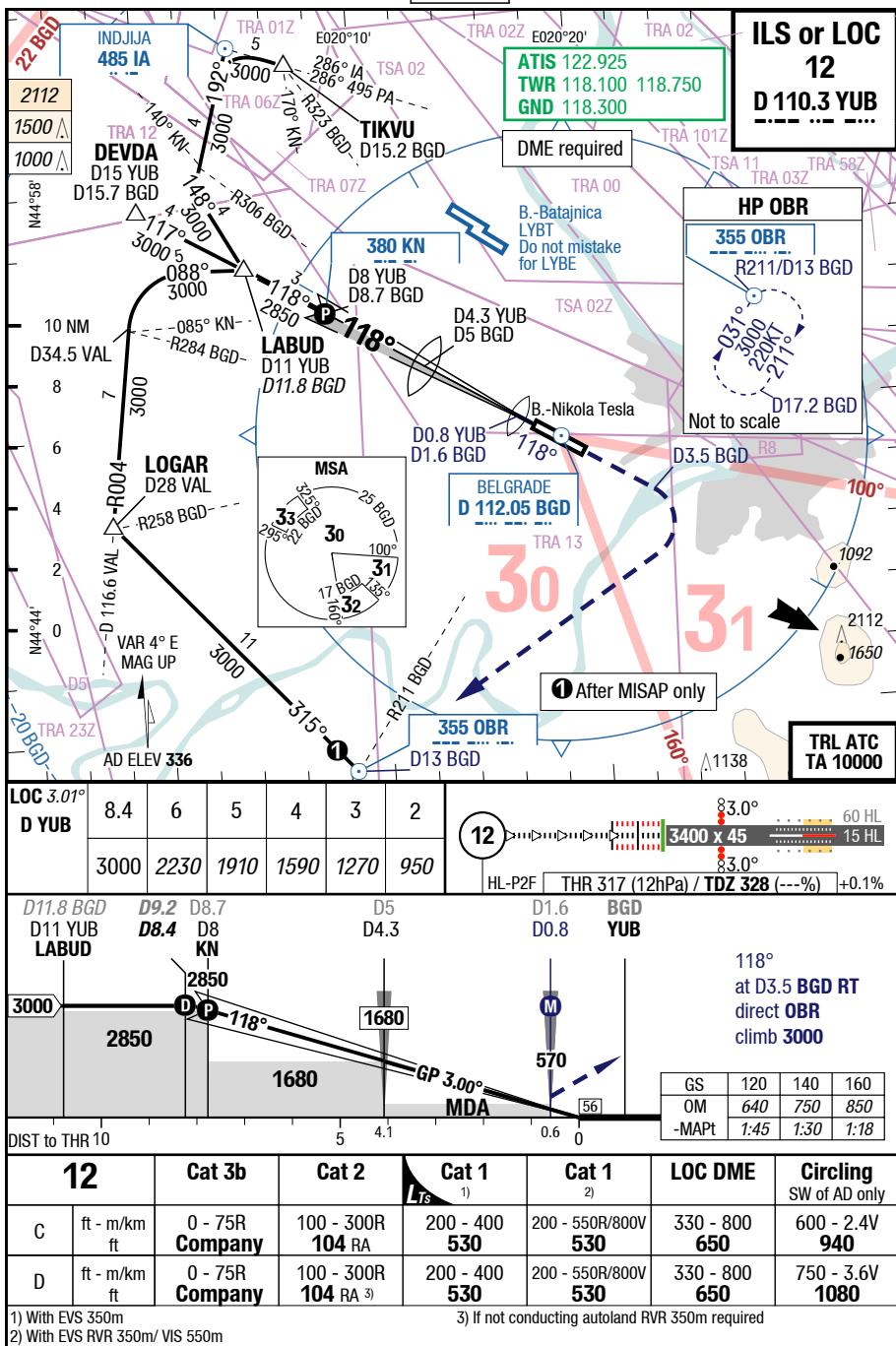
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7-10

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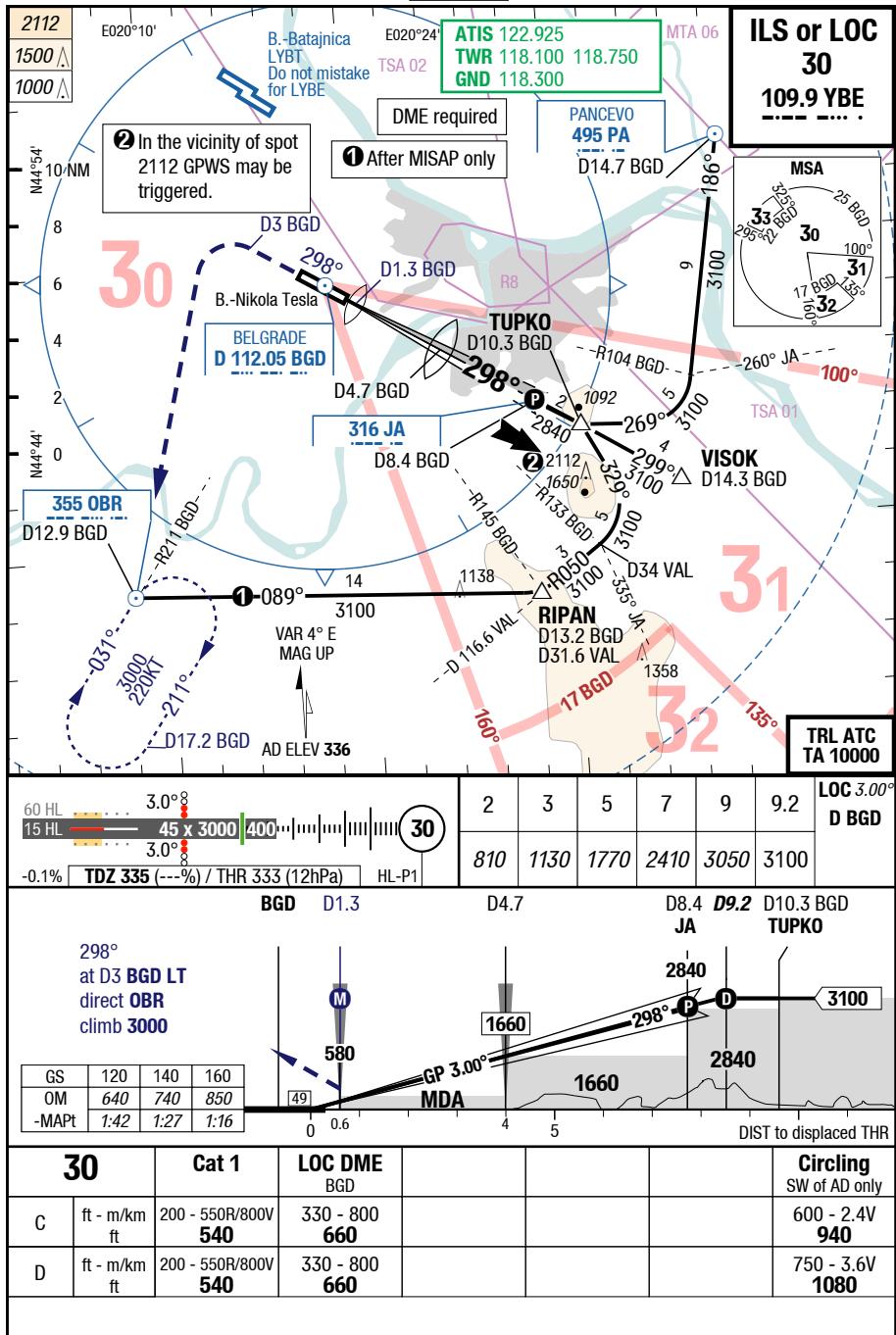


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7-20

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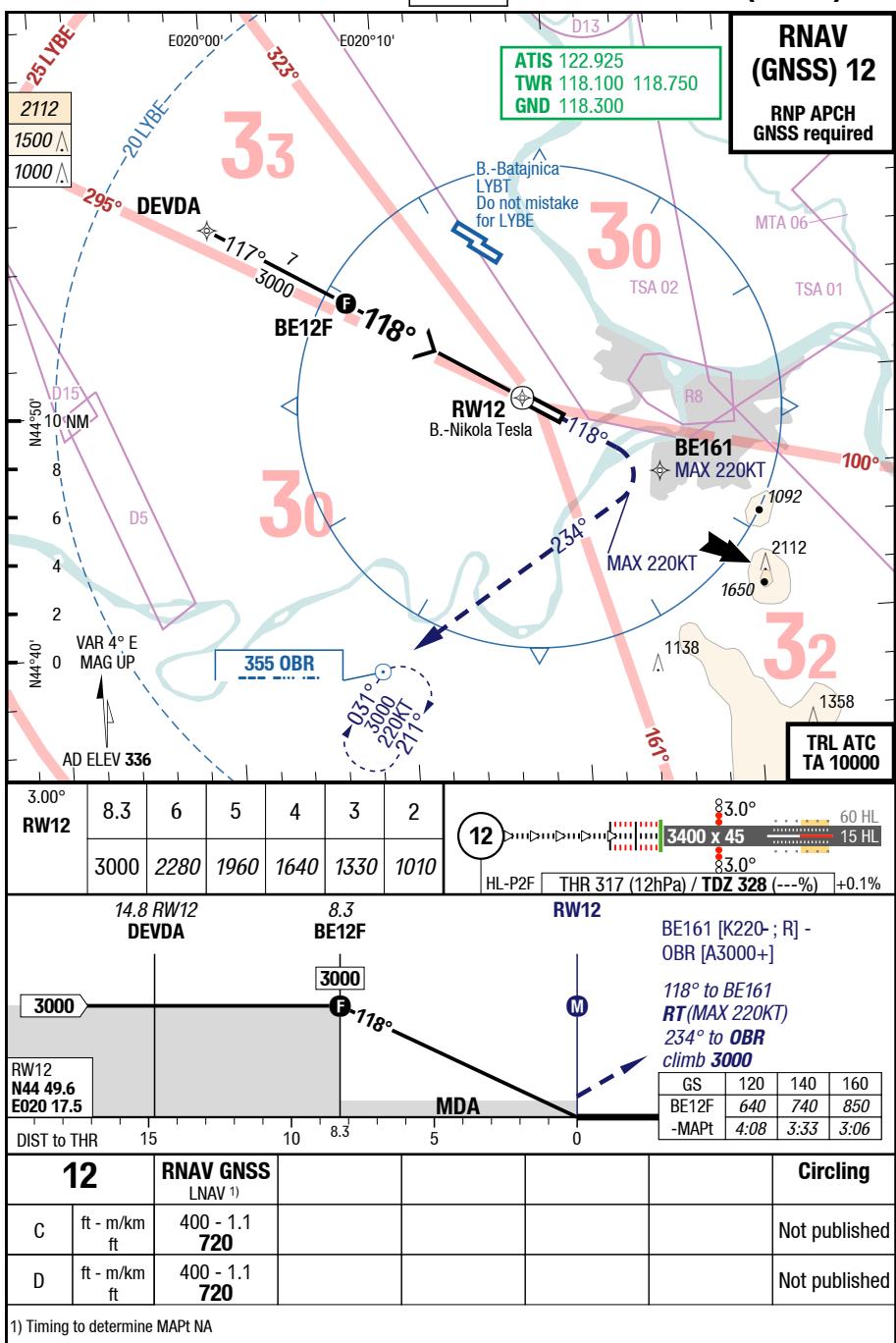


Changes: Nil

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7-30

RNAV (GNSS) 12

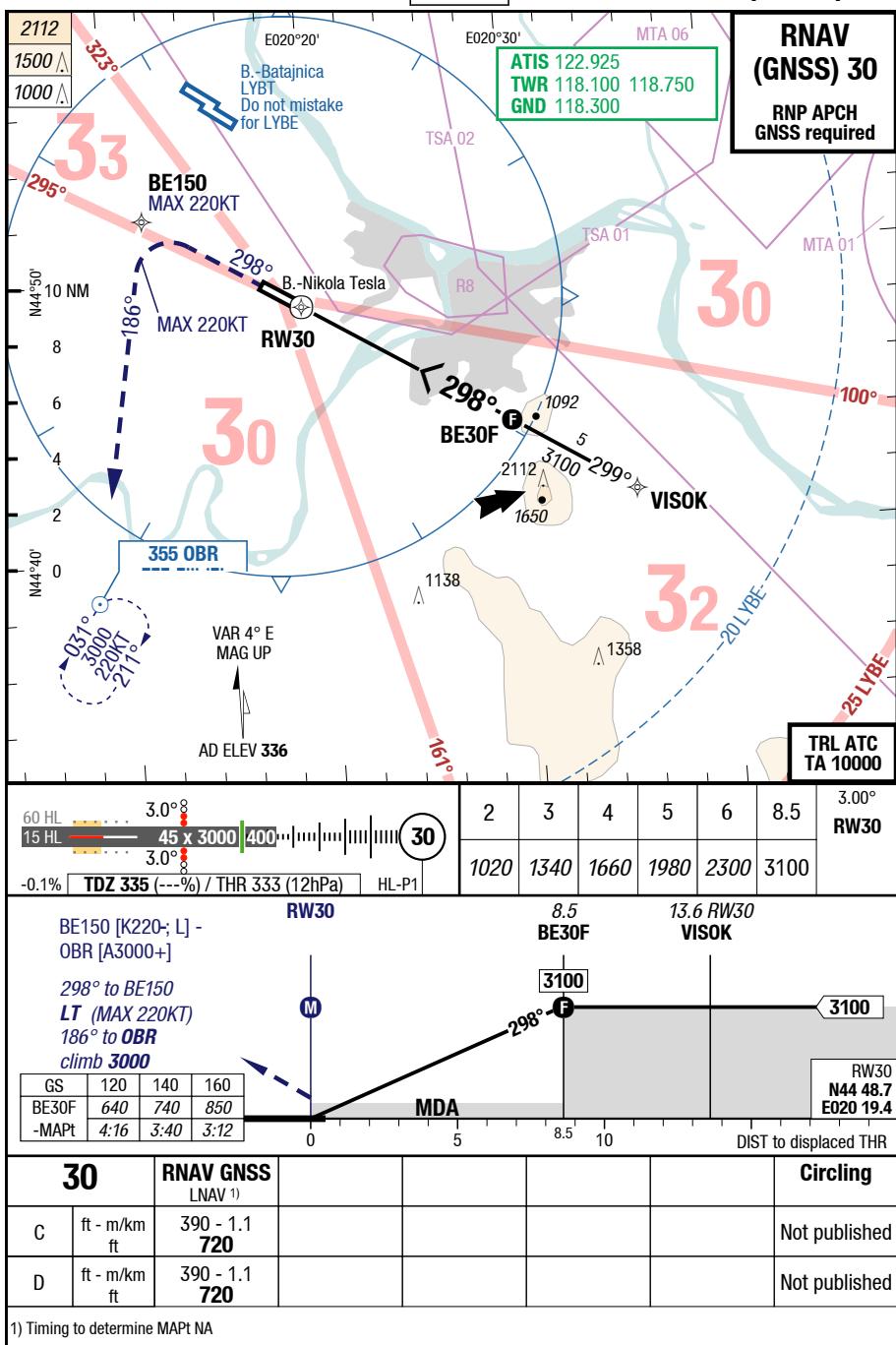


Changes: Completely revised

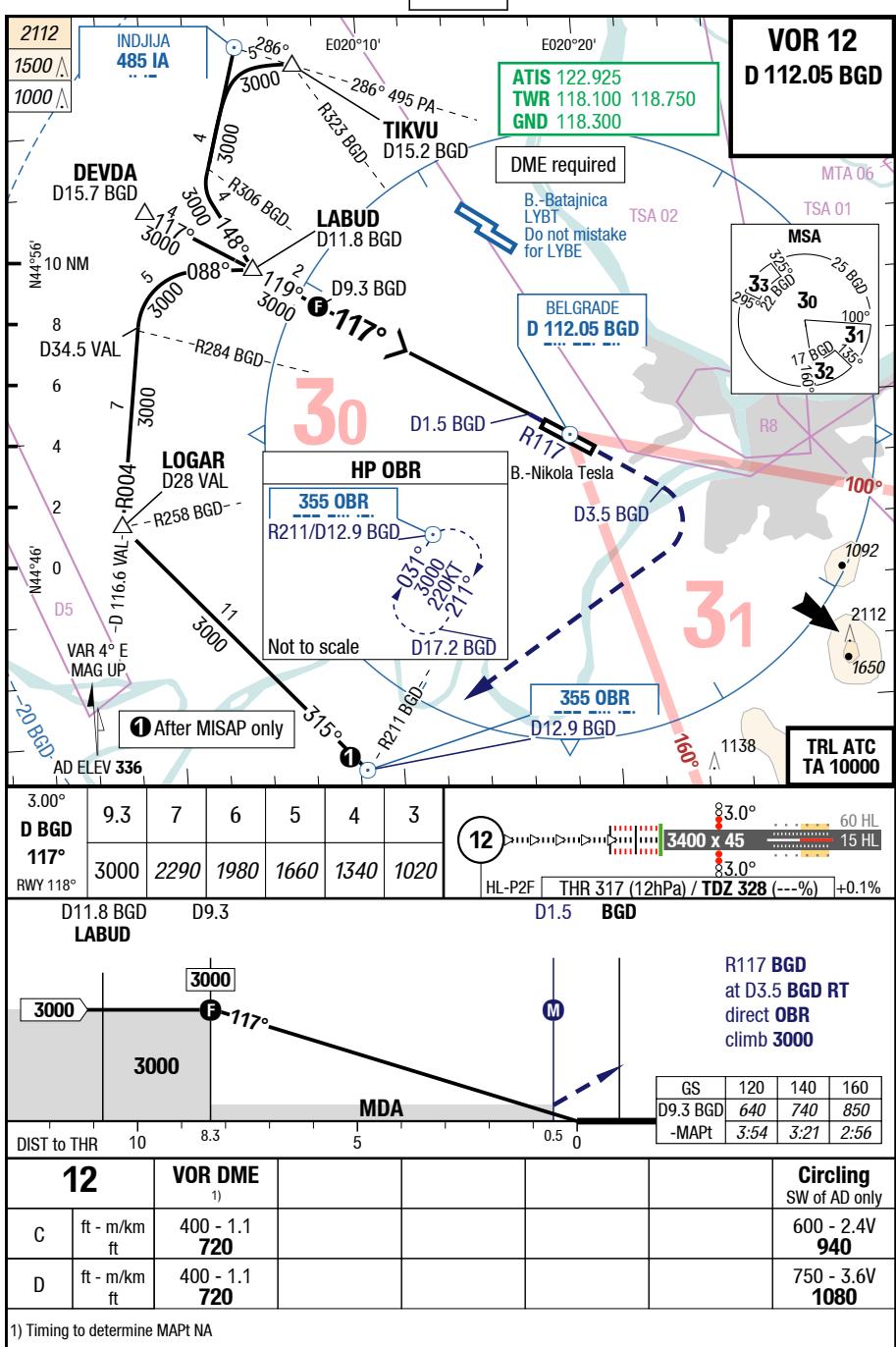
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RNAV (GNSS) 30



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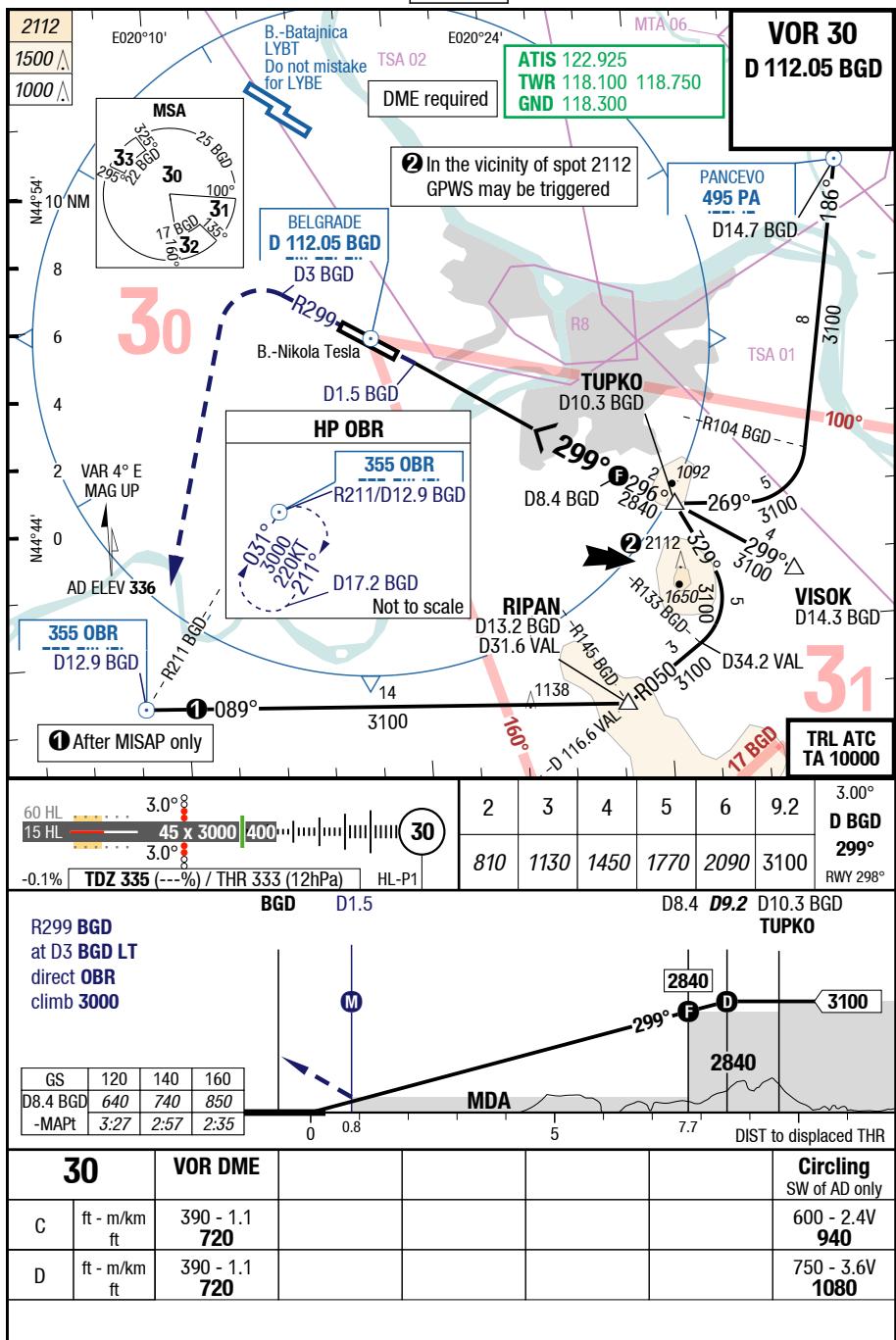
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VOR 30



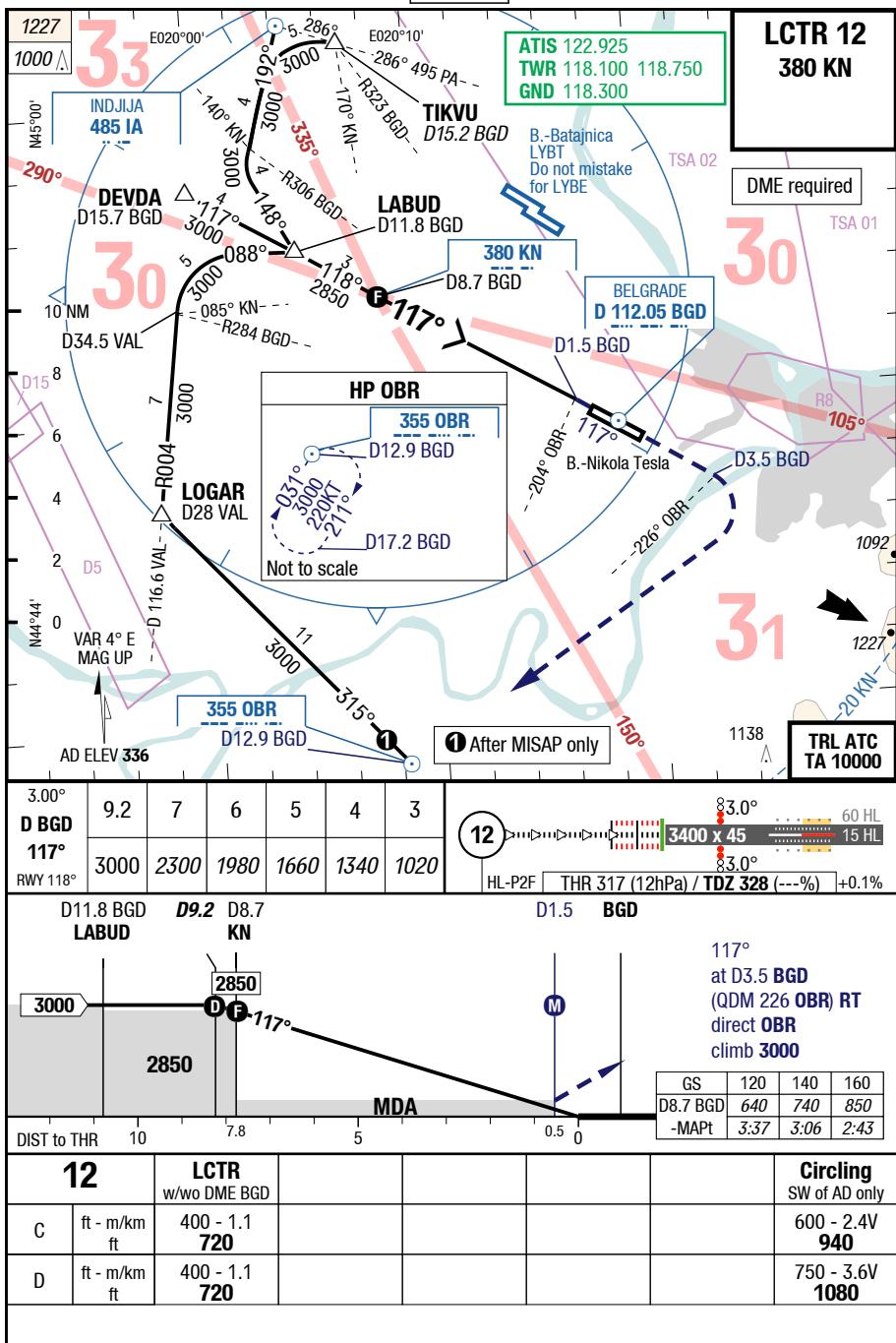
Changes: Completely revised

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7-70

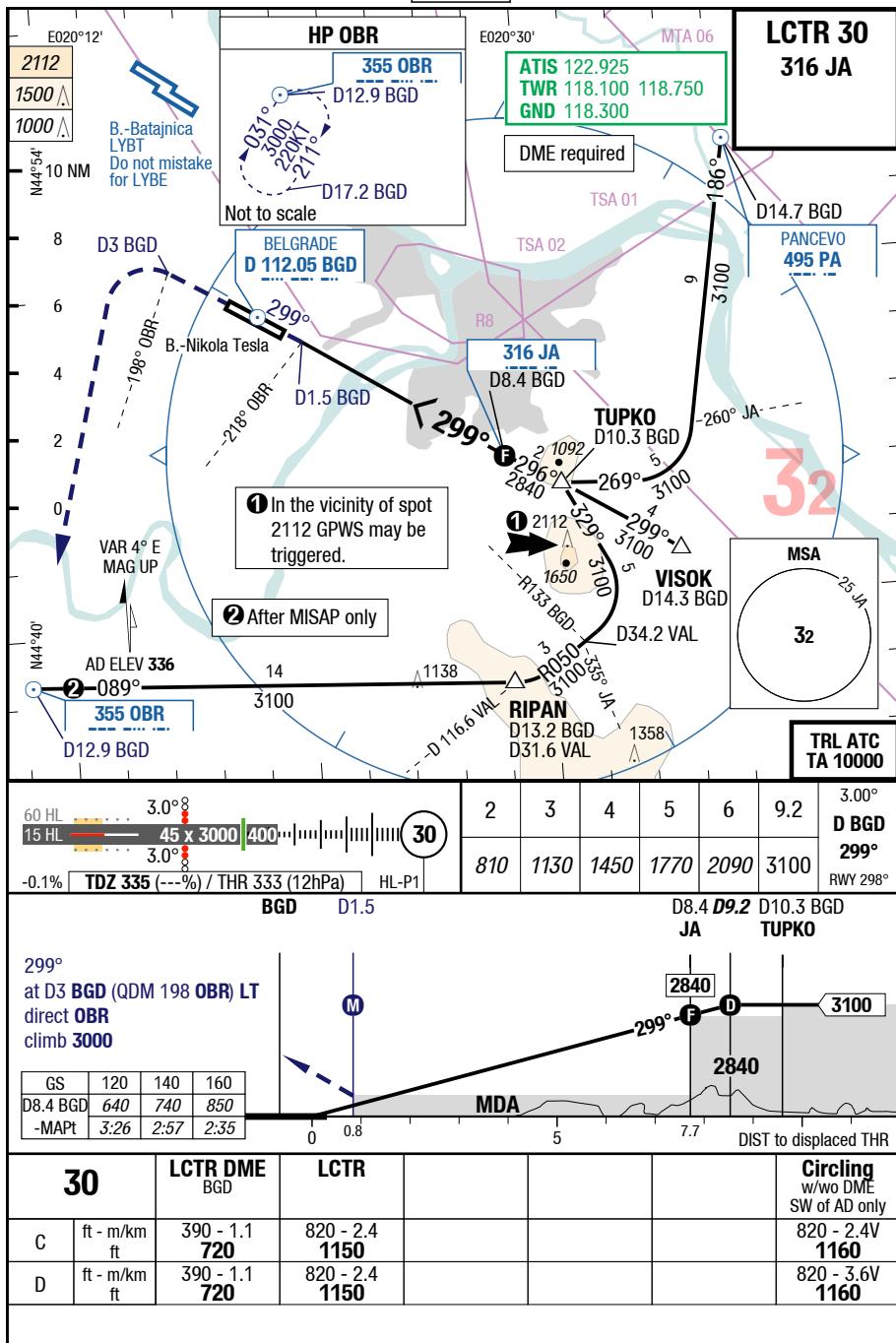
LCTR 12



Changes: Completely revised

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Changes: Completely revised