

**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**

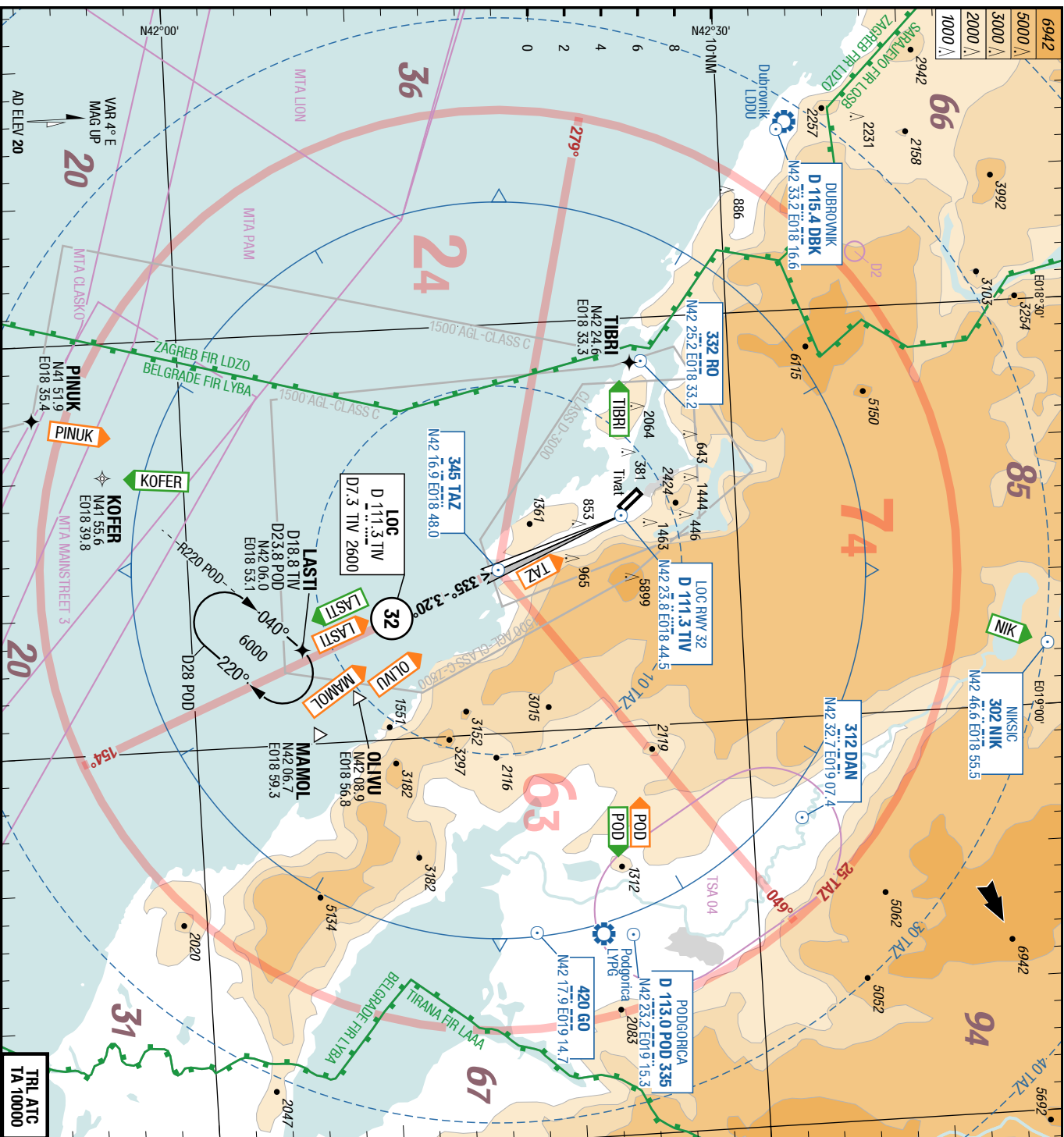
RWY		14/32	
All ACFT	ft - m/km	0 - 400R/400V	HJ only

**DEPARTURE****Departure Procedure****Intersection TKOF**

RWY 14: TKOF from intersection with TWY B.

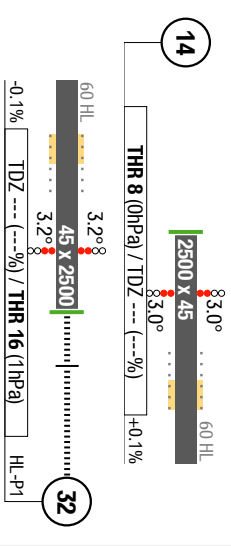
**Warnings**

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



APP	118.000	136.275
TWR	118.000	119.325

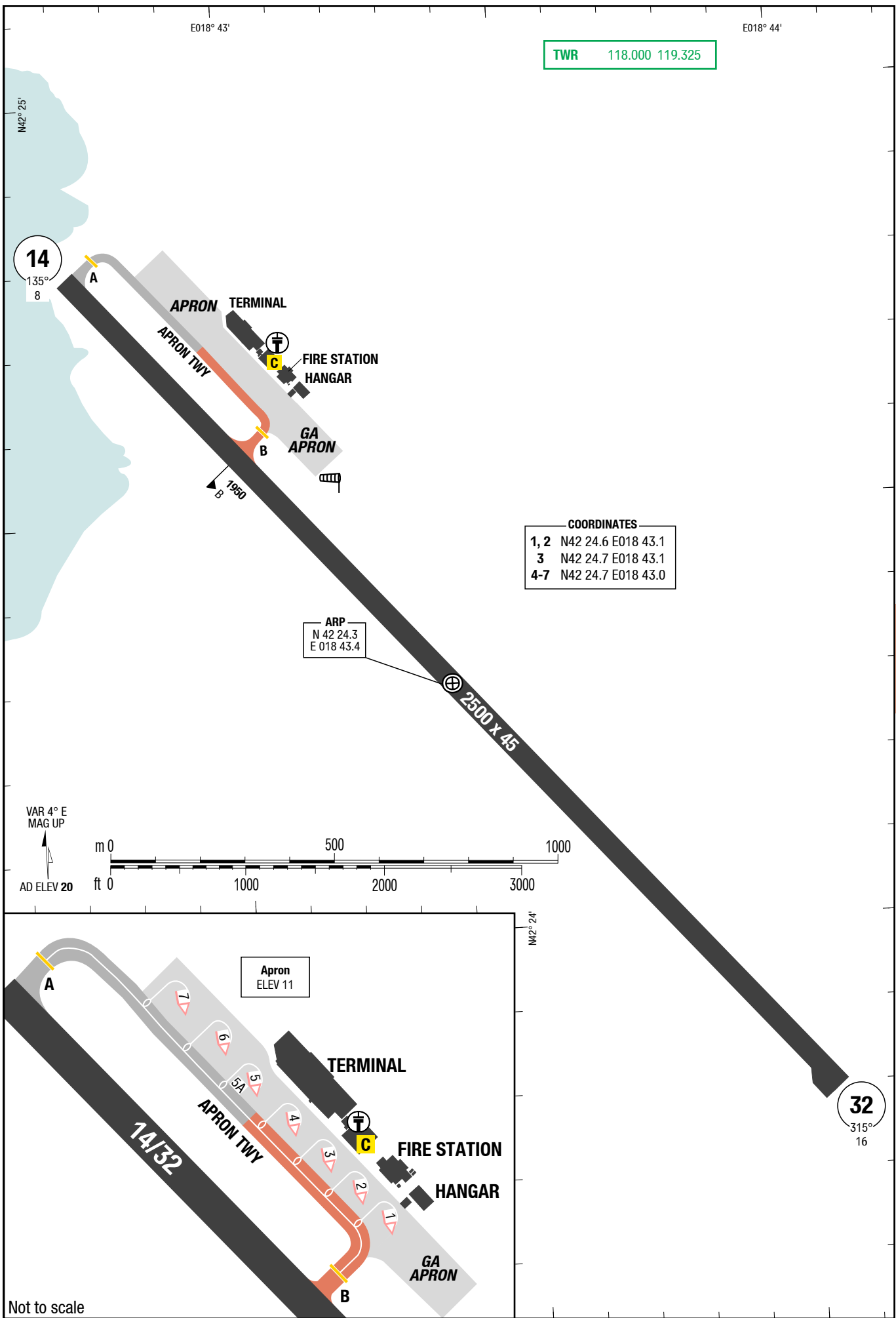
Landing RWY system:



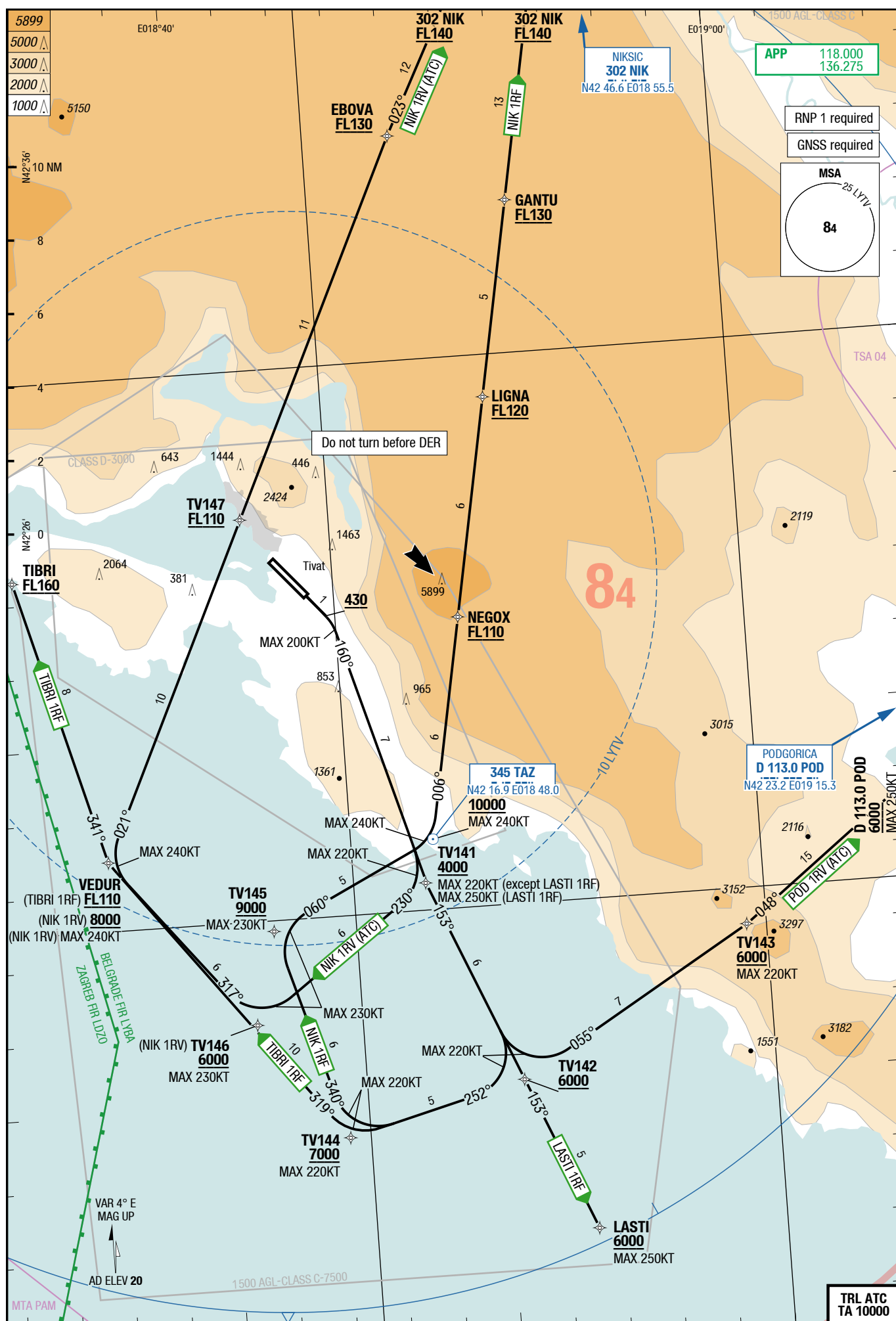
TWR 118.000 119.325

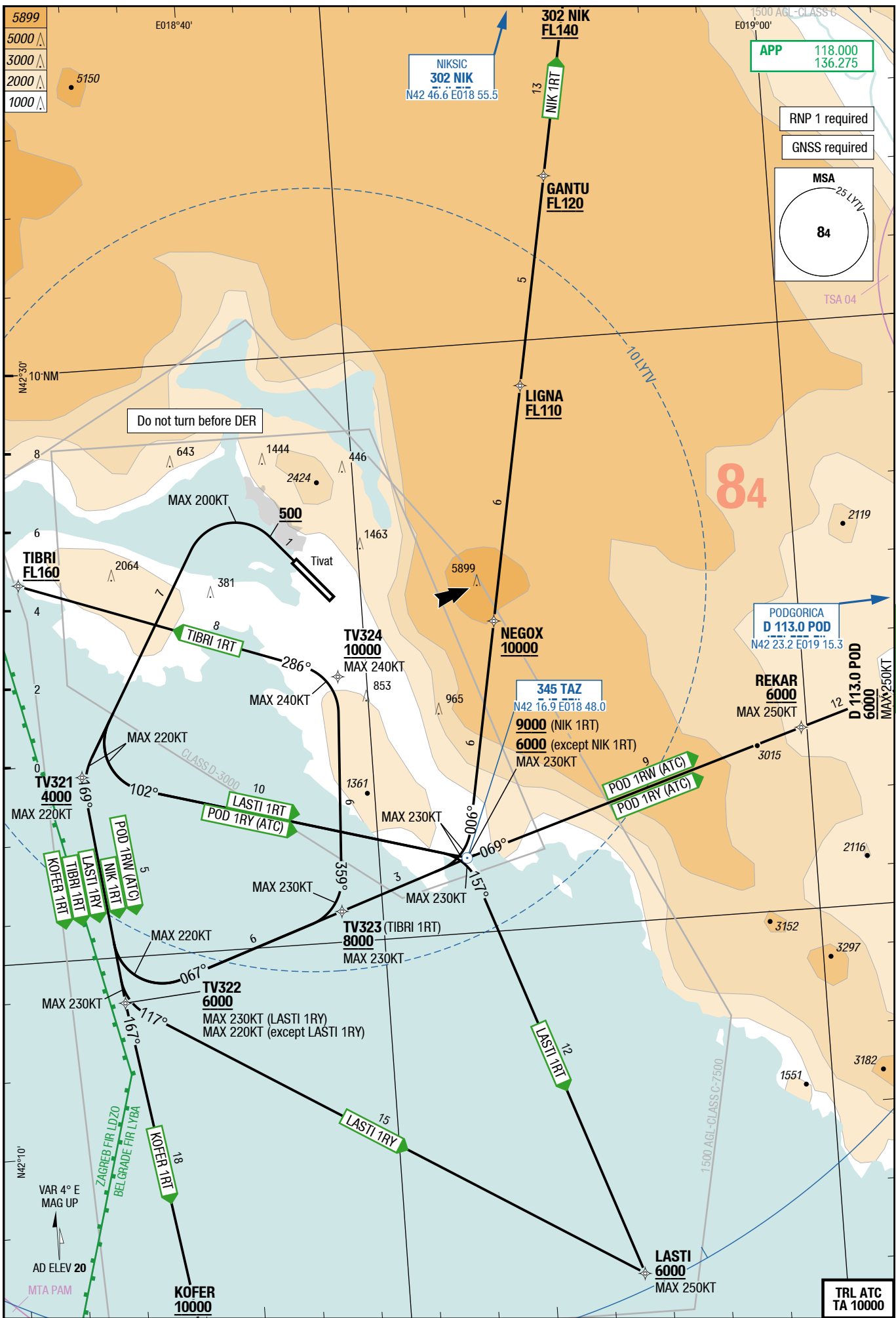
COORDINATES			
1, 2	N42 24.6	E018 43.1	
3	N42 24.7	E018 43.1	
4-7	N42 24.7	E018 43.0	

ARP  
N 42 24.3  
E 018 43.4



Changes: Nil





18-MAY-2017

**TIV-LYTV**

## Montenegro Tivat

SIDs RWY 32

## SIDs RWY 14

SID

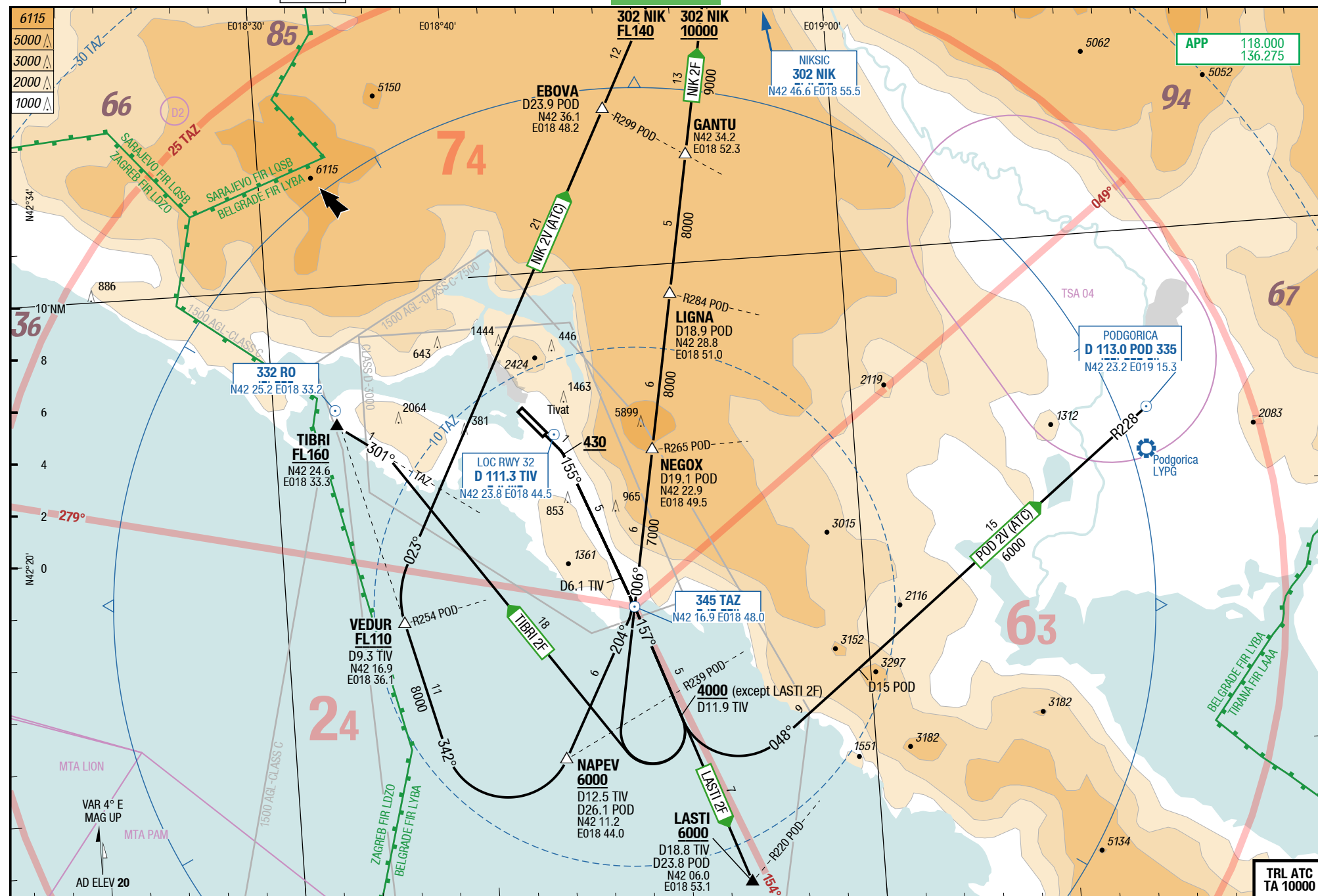
SID

## Tivat Montenegro

## SIDs RWY 32

## SIDs RWY 14

4-30



Changes: ALT, DIST, OBST, TOPO, FIR, Editorial

TRL ATC  
TA 10000

© Lido 2017



Effective 25-MAY-2017

18-MAY-2017

TIV-LYTV

4-40

Montenegro Tivat

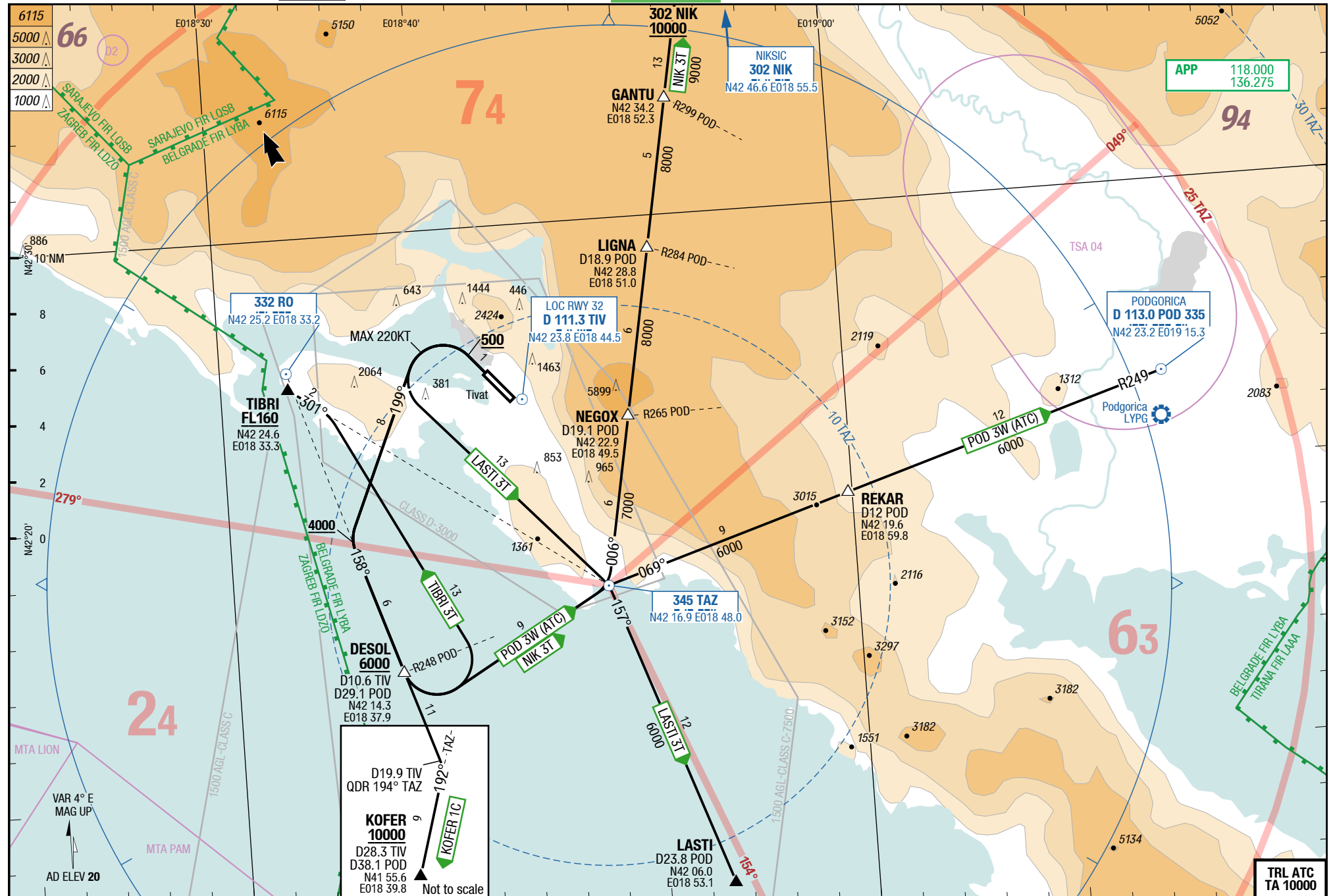
SIDs RWY 32

SID

SID

Tivat Montenegro

SIDs RWY 32



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



## 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	2300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 14</b>	
<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</b> MNM <b>10000</b> NEGOX MNM <b>FL110</b> LIGNA MNM <b>FL120</b> GANTU MNM <b>FL130</b> <b>NIK</b> MNM <b>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</b> MNM <b>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</b> MNM <b>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.

## KOFR 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>KOFR 1RT</b> 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①②	[A500+ ;K200- ;L] - TV321 [K220- ;L] - TV322 [K220- ;L] - KOFR	TV321 MNM <b>4000</b> TV322 MNM <b>6000</b> KOFR 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> <b>TAZ</b> 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- ;R] - NEGOS - LIGNA - GANTU - NIK	TV321 MNM <b>4000</b> TV322 MNM <b>6000</b> <b>TAZ</b> MNM <b>9000</b> NEGOS MNM <b>10000</b> LIGNA MNM <b>FL110</b> GANTU MNM <b>FL120</b> <b>NIK</b> 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> <b>TAZ</b> MNM <b>6000</b> REKAR MNM <b>6000</b> <b>POD</b> MNM <b>6000</b>

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

② Do not turn before DER.

## 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</b> <b>POD 1RY</b> (ATC) 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①②	[A500+ ;K200- ;L] - TV321 [K220- ;L] - TAZ [K230- ;L] - REKAR [K250-] - POD [K250-]	TV321 MNM <b>4000</b> <b>TAZ</b> MNM <b>6000</b> REKAR MNM <b>6000</b> <b>POD</b> MNM <b>6000</b>
<b>TIBRI 1RT</b> 8.0% to 2360 7.0% to 6000 <b>118.000</b> ①②	[A500+ ;K200- ;L] - TV321 [K220- ;L] - TV322 [K220- ;L] - TV323 [K230- ;L] - TV324 [K240- ;L] - TIBRI	TV321 MNM <b>4000</b> TV322 MNM <b>6000</b> TV323 MNM <b>8000</b> TV324 MNM <b>10000</b> TIBRI MNM <b>FL160</b>

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

② Do not turn before DER.

## 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
	<b>Runway 14</b>	
<b>LASTI 2F</b> 8.1% to 1650 <b>118.000</b> ①②③	at MNM <b>430 RT</b> 155° to <b>TAZ</b> - QDR 157 <b>TAZ</b> 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 <b>TAZ</b> - QDR 157 <b>TAZ</b> - at D11.9 <b>TIV RT</b> to <b>TAZ</b> - 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 <b>TAZ</b> - at D6.1 <b>TIV RT</b> intercept QDR 204 <b>TAZ</b> - at NAPEV <b>RT</b> intercept QDM 342 <b>RO</b> - at VEDUR <b>RT</b> 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 <b>TAZ</b> - QDR 157 <b>TAZ</b> - 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 <b>TAZ</b> - QDR 157 <b>TAZ</b> - at D11.9 <b>TIV RT</b> direct <b>RO</b> - intercept QDR 301 <b>TAZ</b> 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

## KOFR 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
	<b>Runway 32</b>	
<b>KOFR 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 KOFR	QDR 158 <b>RO</b> MNM 4000 DESOL MNM 6000 KOFR 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 LT to <b>TAZ</b> - intercept QDM 006 <b>NIK</b> to <b>NIK</b>	QDR 158 <b>RO</b> MNM 4000 DESOL MNM 6000 <b>NIK</b> 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 LT 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 LT 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.

18-MAY-2017

**TIV-LYTV**

## Montenegro Tivat

NIL

## RNAV STARs

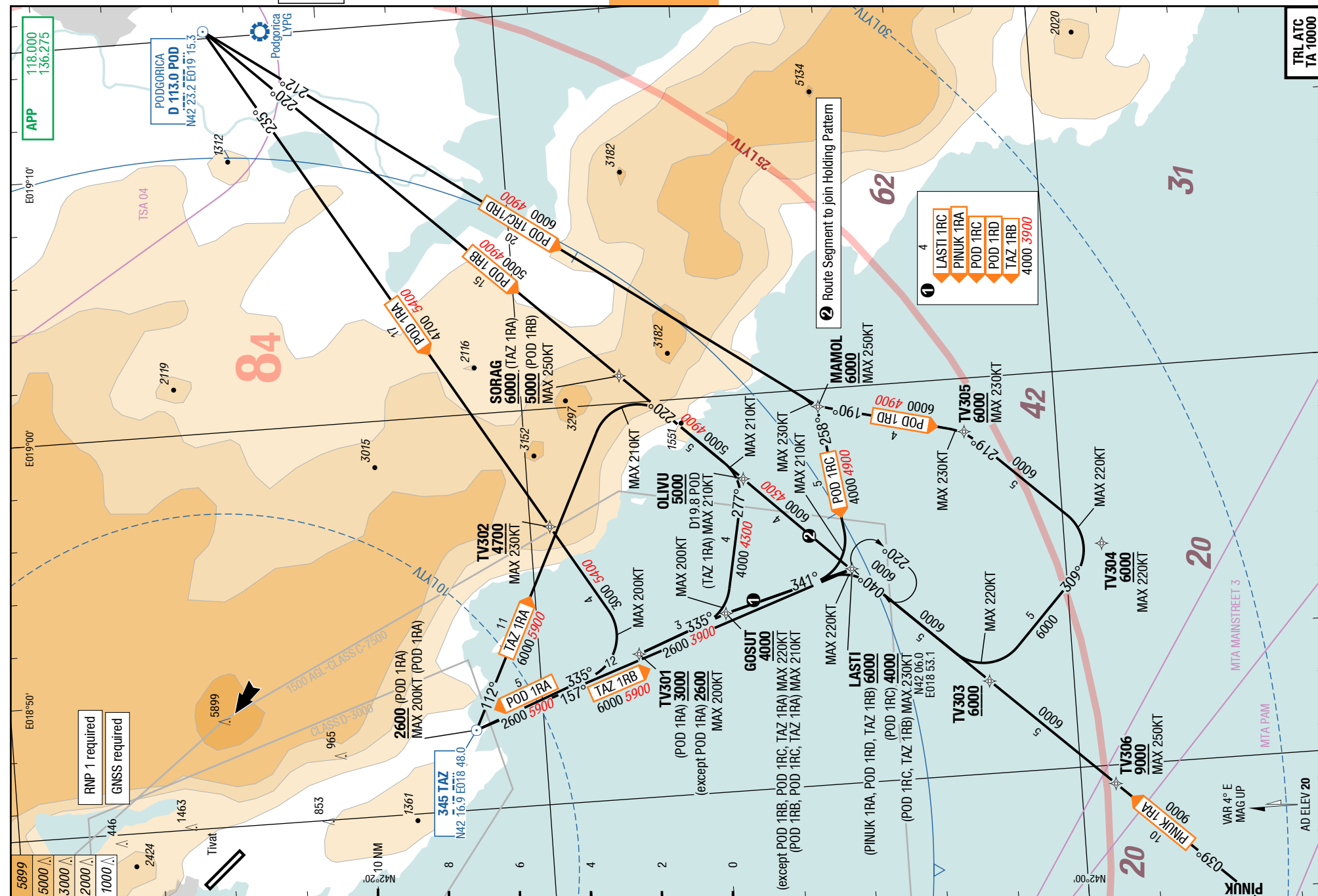
# STAR

# STAR

## Tivat Montenegro

NIL

## RNAV STARs



Changes: Speed RESTR, OBST, Note, Editorial



**TIV-LYTV**



## STARs

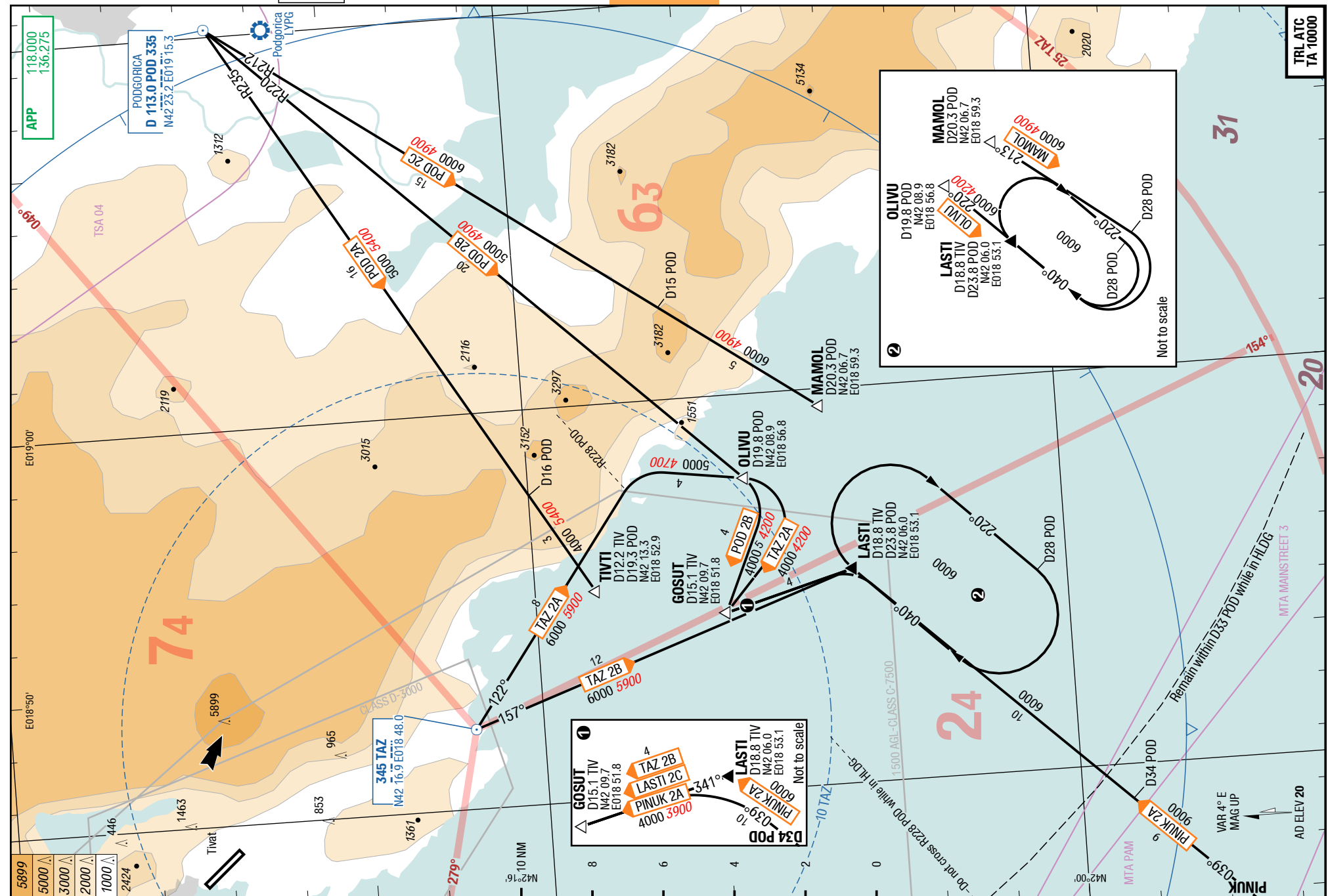
# STAR

# STAR



## STARs

**6-30**



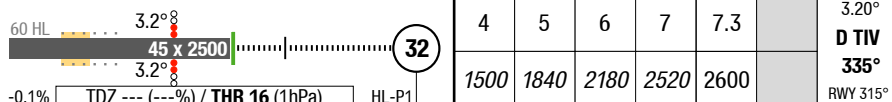
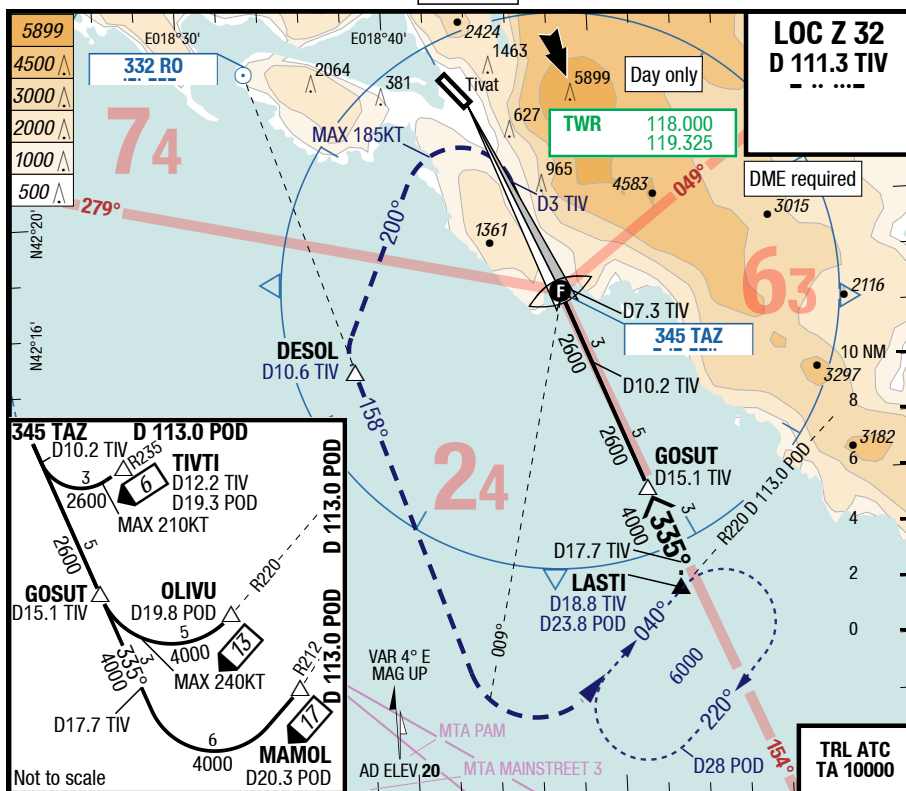
Changes: Navaid , OBST

© Lido 2017

**TIV-LYTV**

7-10

**LOC Z 32**



at turn ALT but not after D3 TIV

**LT (MAX 185KT) 200°**

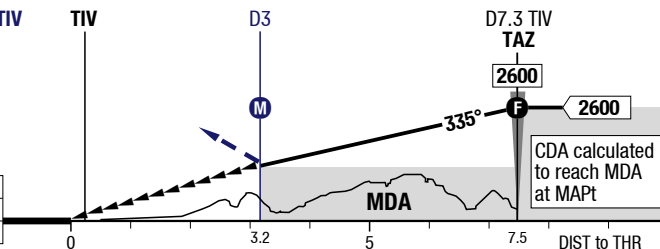
intercept QDR 158 **RO**

crossing QDM 009 TAZ LT

direct LASTI

climb 6000

GS	120	140	160
OM	680	790	910
-MAPt	2:10	1:51	1:37

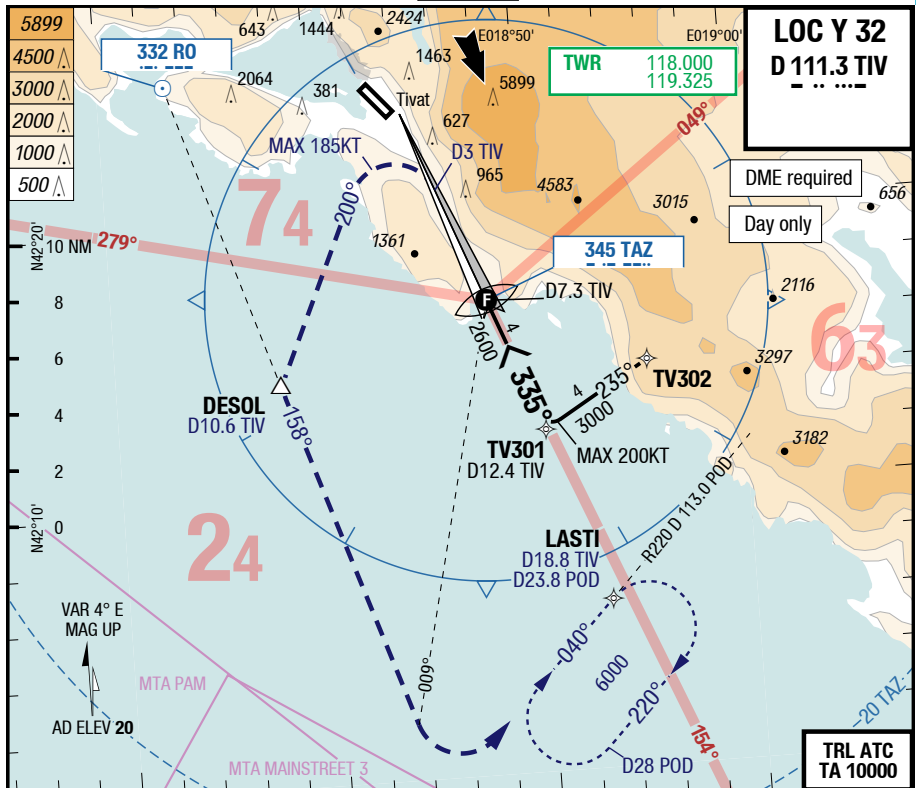


<b>32</b>		<b>LOC DME</b> GA 5.0%	<b>LOC DME</b> GA 4.0%	<b>LOC DME</b> GA 3.0%	<b>LOC DME</b> GA 2.5%	<b>Circling</b>
C	ft - m/km ft	1160 - 4.6 <b>1170</b>	1210 - 5.0 <b>1220</b>	1270 - 5.0 <b>1280</b>	1310 - 5.0 <b>1320</b>	See Circling IAC
D	ft - m/km ft	1160 - 4.6 <b>1170</b>	1210 - 5.0 <b>1220</b>	1270 - 5.0 <b>1280</b>	1310 - 5.0 <b>1320</b>	See Circling IAC

## TIV-LYTV

7-20

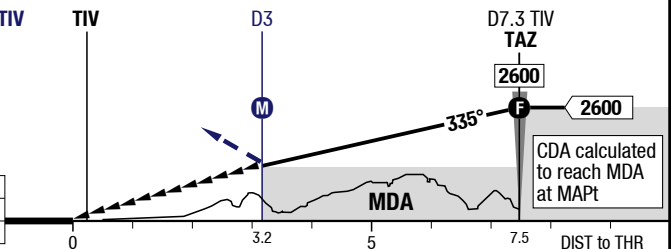
LOC Y 32



60 HL	3.2° 8	4	5	6	7	7.3	3.20°
45 x 2500	3.2° 8	1500	1840	2180	2520	2600	D TIV
-0.1%	TDZ --- (---%) / THR 16 (1hPa)	HL-P1					335°
							RWY 315°

at turn ALT but not after D3 TIV  
LT (MAX 185KT) 200°  
intercept QDR 158 RO  
crossing QDM 009 TAZ LT  
direct LASTI  
climb 6000

GS	120	140	160
OM	680	790	910
-MAPt	2:10	1:51	1:37

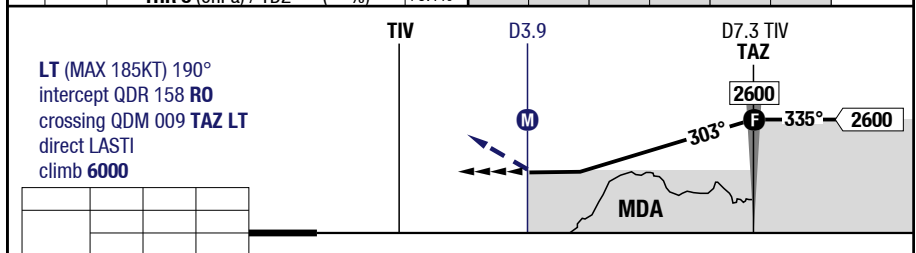
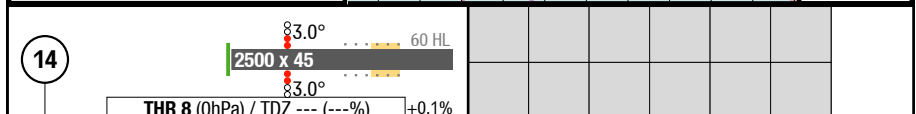
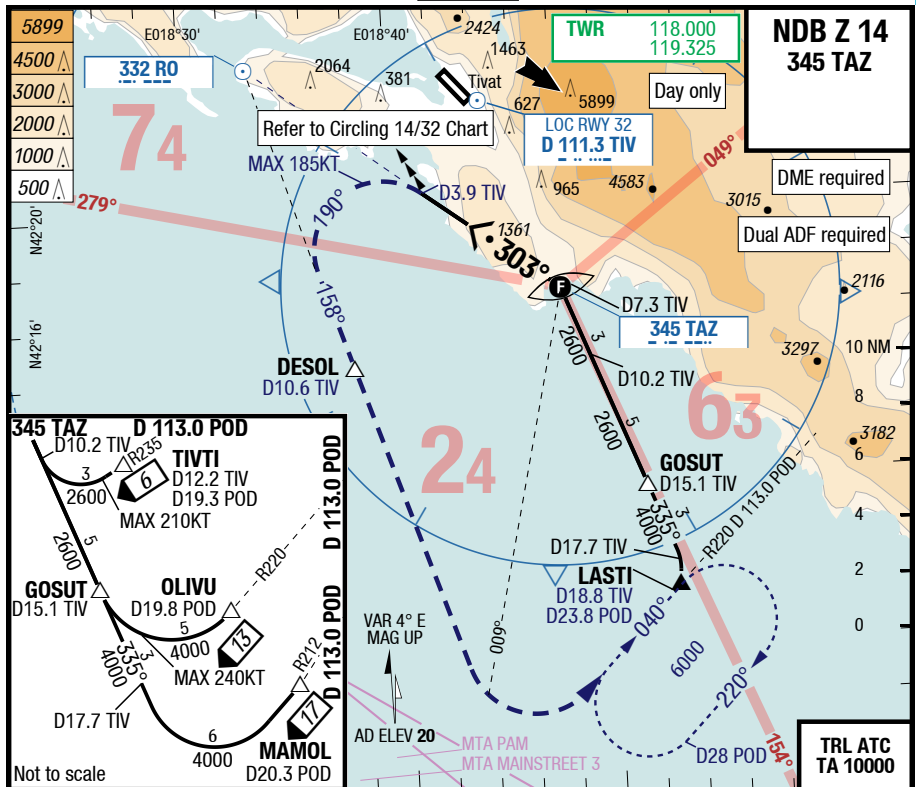


32		LOC DME GA 5.0%	LOC DME GA 4.0%	LOC DME GA 3.0%	LOC DME GA 2.5%	Circling
C	ft - m/km ft	1160 - 4.6 1170	1210 - 5.0 1220	1270 - 5.0 1280	1310 - 5.0 1320	See Circling IAC
D	ft - m/km ft	1160 - 4.6 1170	1210 - 5.0 1220	1270 - 5.0 1280	1310 - 5.0 1320	See Circling IAC

**TIV-LYTV**

**7-30**

## NDB Z 14

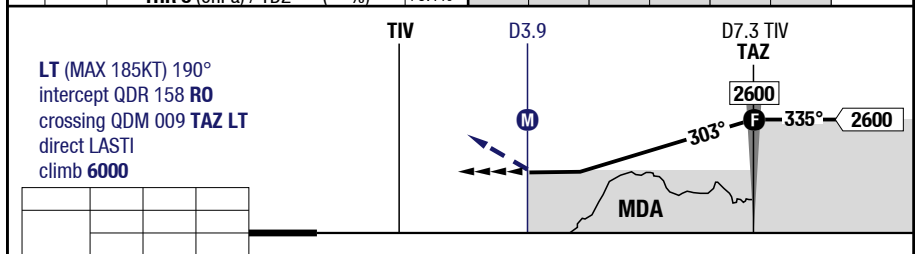
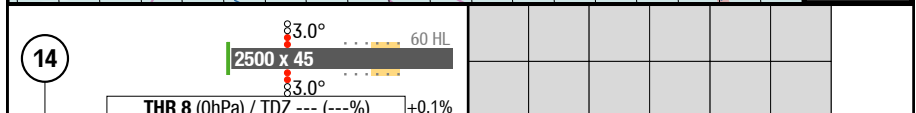
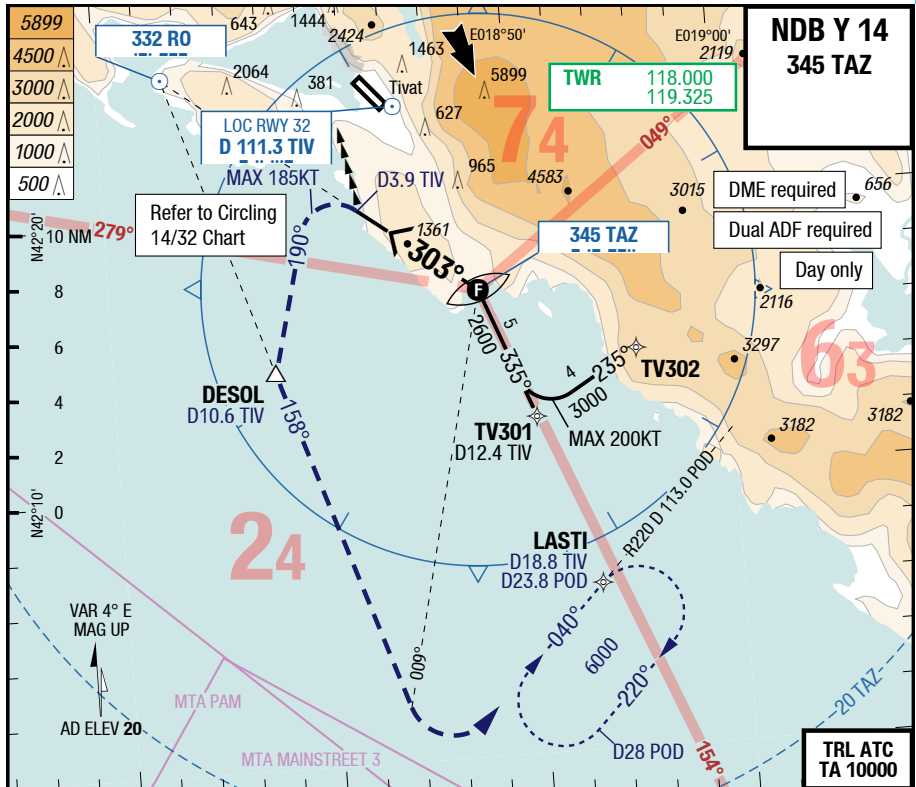


14		NDB DME TIV GA 3.1%					Circling
C	ft - m/km ft	Straight-in Not authorized					See Circling IAC
D	ft - m/km ft	Straight-in Not authorized					See Circling IAC

## TIV-LYTV

7-40

NDB Y 14

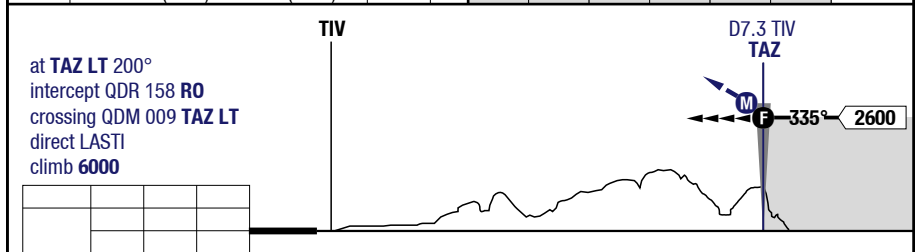
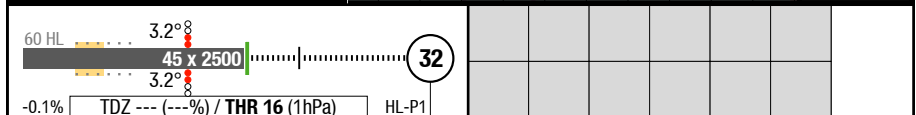
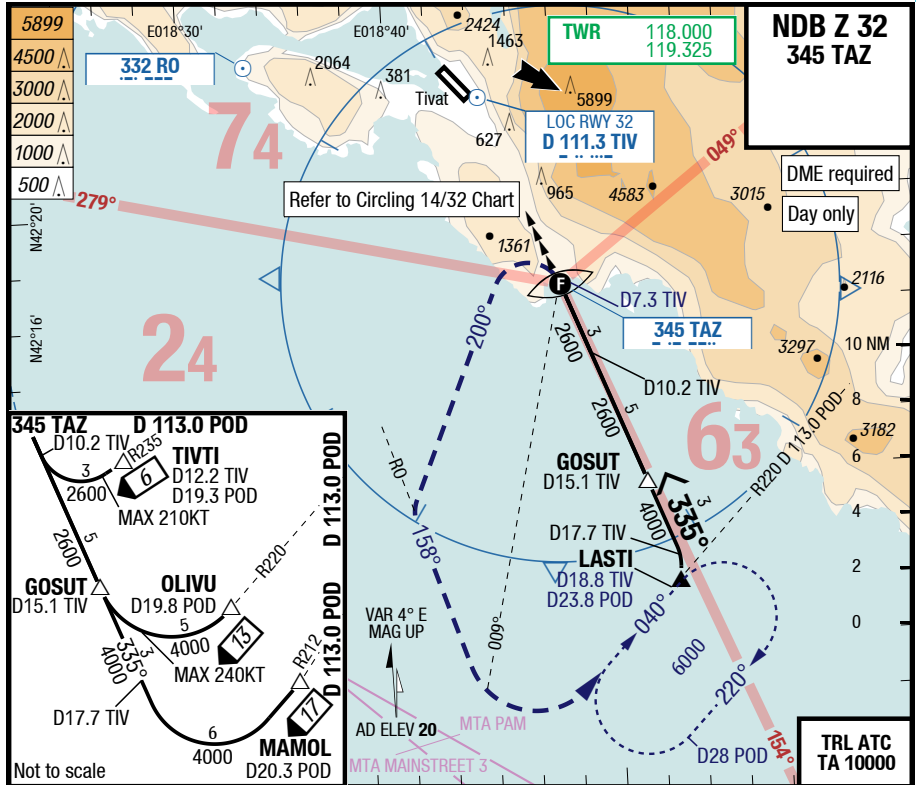


14		NDB DME TIV GA 3.1%					Circling
C	ft - m/km ft	Straight-in Not authorized					See Circling IAC
D	ft - m/km ft	Straight-in Not authorized					See Circling IAC

TIV-LYTV

7-50

NDB Z 32



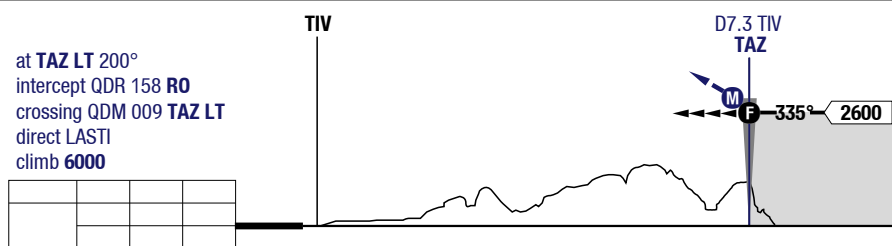
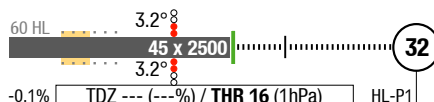
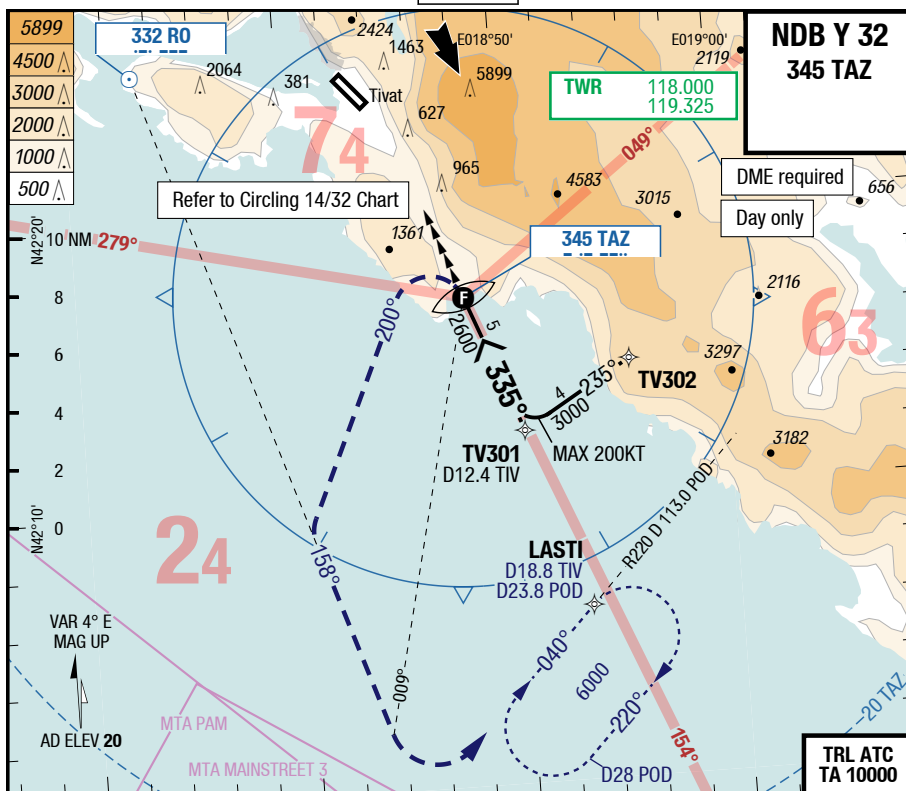
32	NDB w/wo DME TIV						Circling
C	ft - m/km ft	2590 - 5.0 2600					See Circling IAC
D	ft - m/km ft	2590 - 5.0 2600					See Circling IAC



**TIV-LYTV**

**7-60**

# NDB Y 32

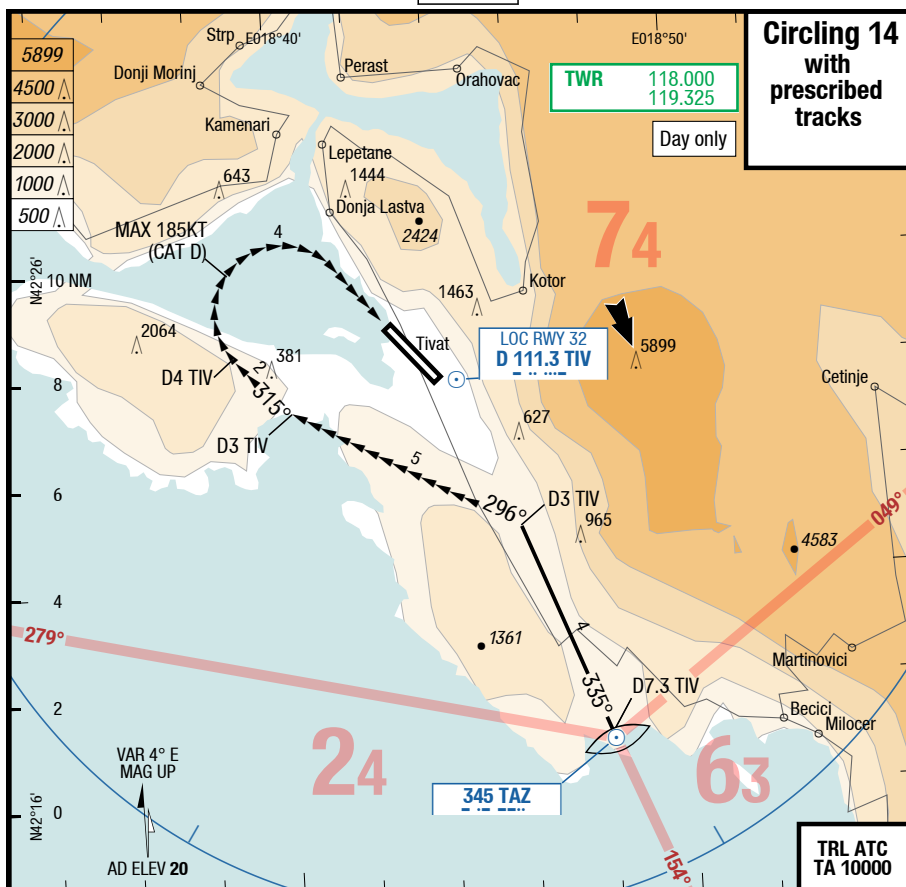


<b>32</b>		<b>NDB</b> w/wo DME TIV					<b>Circling</b>
C	ft - m/km ft	2590 - 5.0 <b>2600</b>					See Circling IAC
D	ft - m/km ft	2590 - 5.0 <b>2600</b>					See Circling IAC

**TIV-LYTV**

7-70

### Circling 14 with prescribed tracks



## VISUAL

14

83.0° ... 60 HL

2500 x 45

83.0°

THR 8 (0hPa) / TDZ --- (---%)	+0.1%
-------------------------------	-------

### 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**.

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

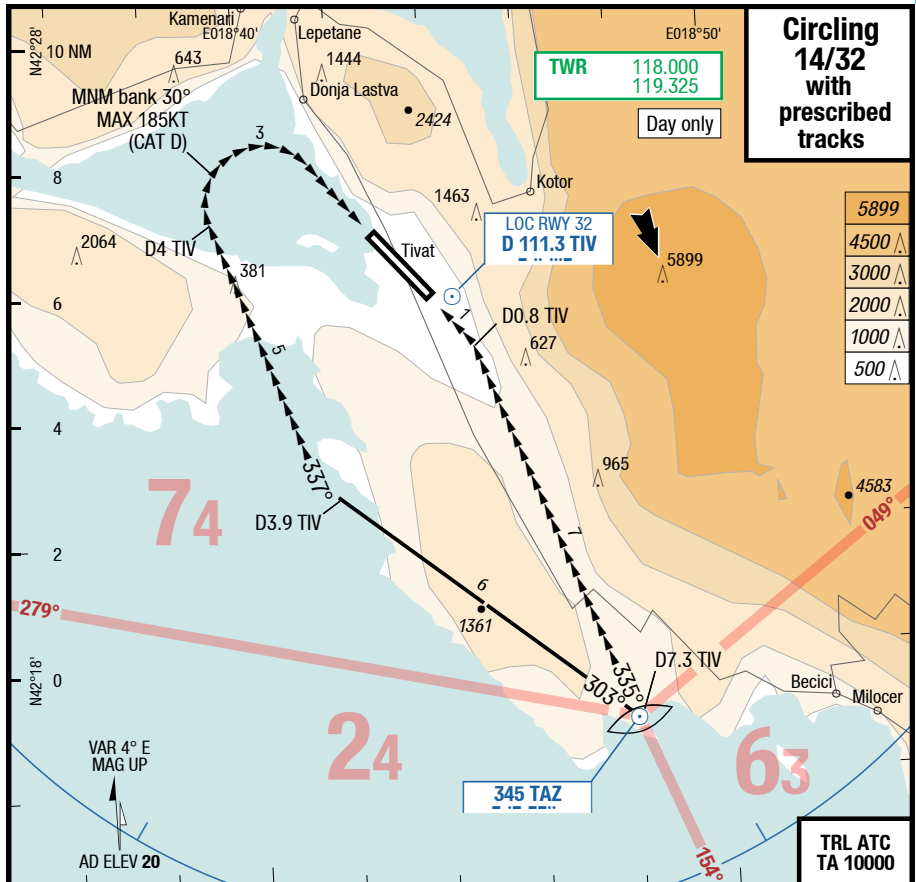
1) Turn MAX KIAS 185

Changes: APL, MIN, OBST, TOPO

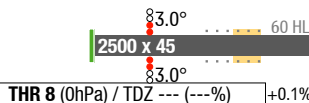
## TIV-LYTV

7-80

Circling 14/32 with prescribed tracks

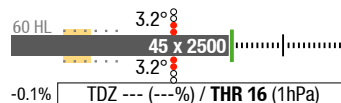


14

**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.

32

**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 ft				1640 - 5.0V <b>1660</b>	2580 - 5.0V <b>2600</b>	Not published
D	ft - m/km ft				1640 - 5.0V <b>1660</b> <sup>1)</sup>	2580 - 5.0V <b>2600</b> <sup>1)</sup>	Not published

1) Turn MAX KIAS 185