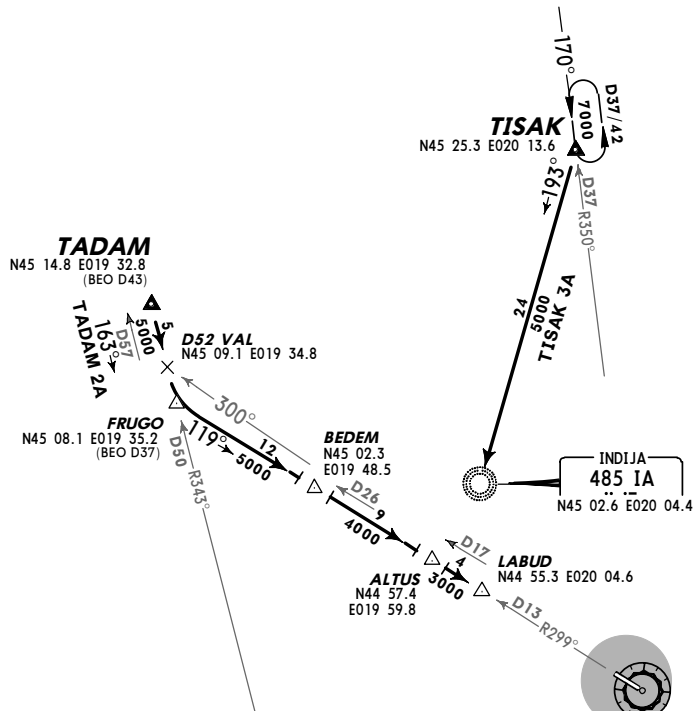
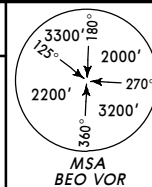


LYBE/BEG
NIKOLA TESLA 127 JUL 07 (10-2) STAR

Apt Elev 335'
Alt Set: hPa
Trans level: By ATC Trans alt: 10000'

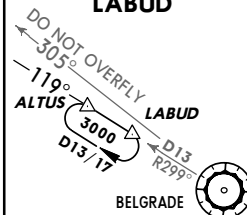
TADAM 2A [TADA2A], TISAK 3A [TISA3A]
RWY 12 ARRIVALS
FROM NORTH
SPEED: MAX 250 KT BELOW 10000'



FT/METER CONVERSION
QNH
10000' - 3050m
7000' - 2150m
3000' - 900m



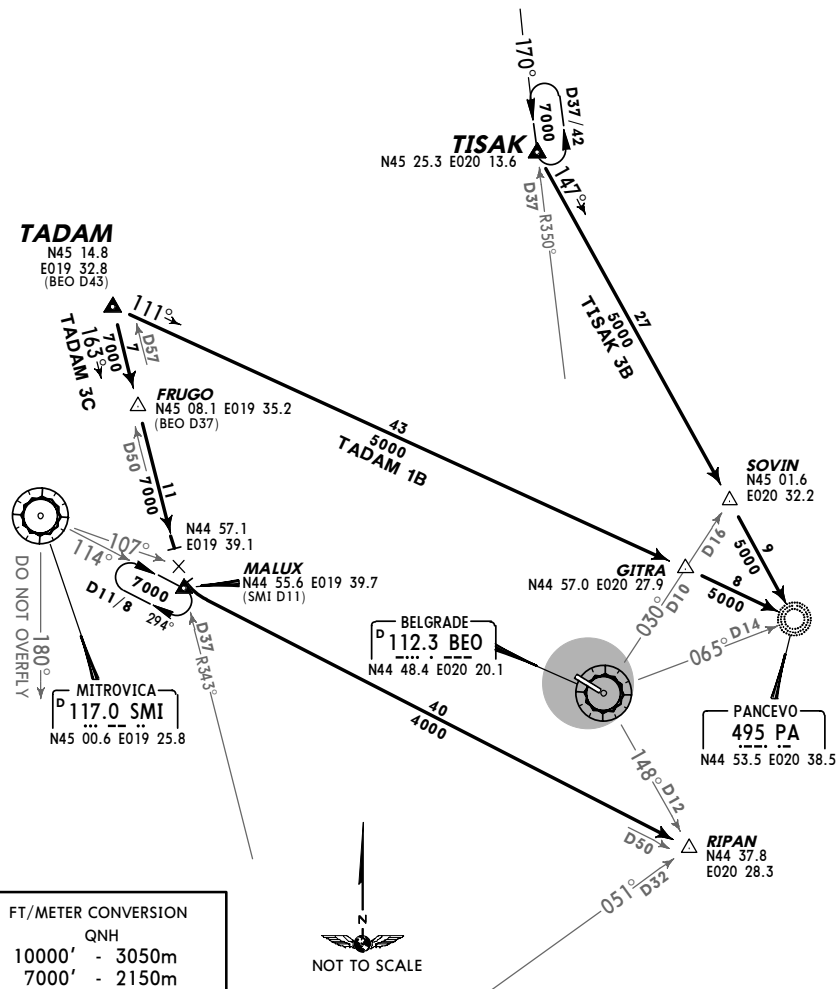
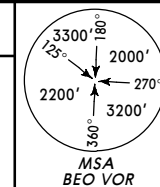
HOLDING OVER LABUD



LYBE/BEG
NIKOLA TESLA 127 JUL 07 (10-2A) STAR

Apt Elev 335'
Alt Set: hPa
Trans level: By ATC Trans alt: 10000'

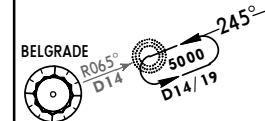
TADAM 1B [TADA1B], TADAM 3C [TADA3C]
TISAK 3B [TISA3B]
RWY 30 ARRIVALS
FROM NORTH
SPEED: MAX 250 KT BELOW 10000'



FT/METER CONVERSION
QNH
10000' - 3050m
7000' - 2150m
5000' - 1500m

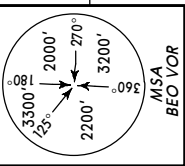


HOLDING OVER PA



LYBE/BEG BELGRADE, SERBIA-MONTENEGRO
NIKOLA TESLA 27 JUL 07 (10-2B) STAR

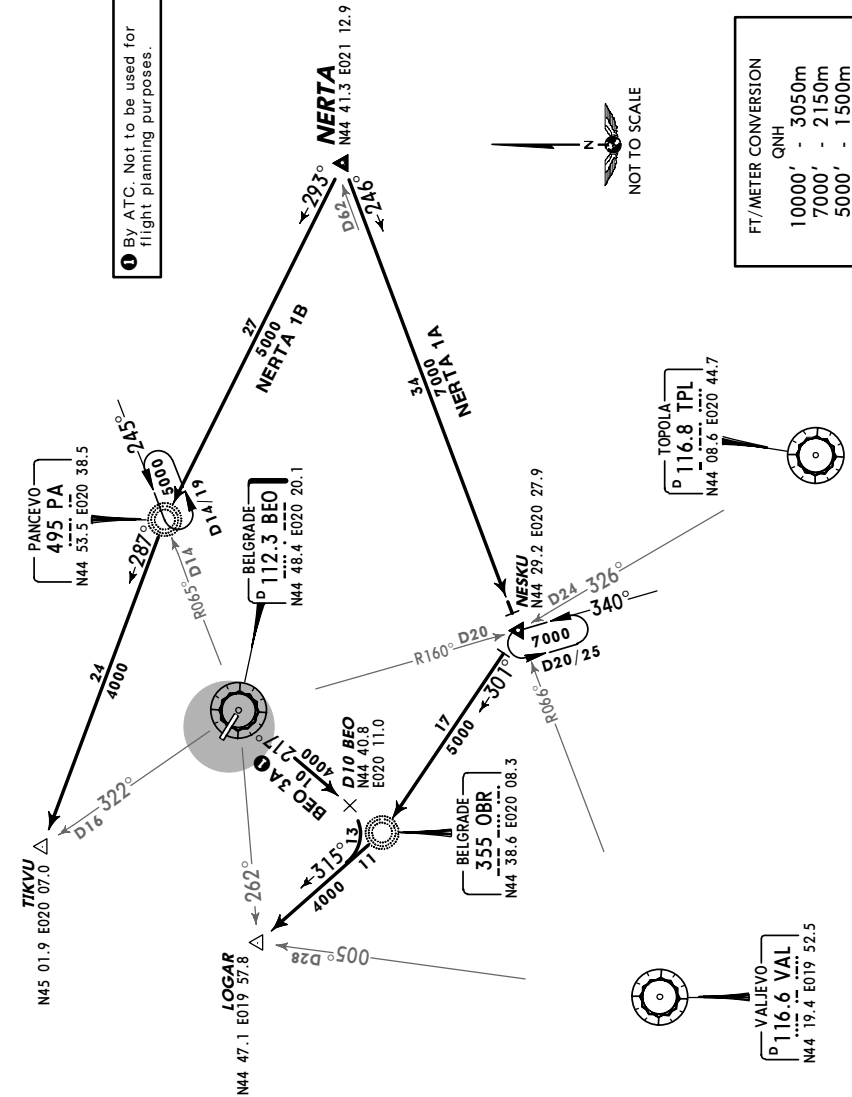
Apt Elev 335'
Alt Set: hPa
Trans level: By ATC Trans alt: 10000'



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

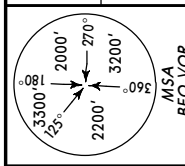
1 By ATC. Not to be used for flight planning purposes.

FT/METER CONVERSION
QNH
10000' - 3050m
7000' - 2150m
5000' - 1500m



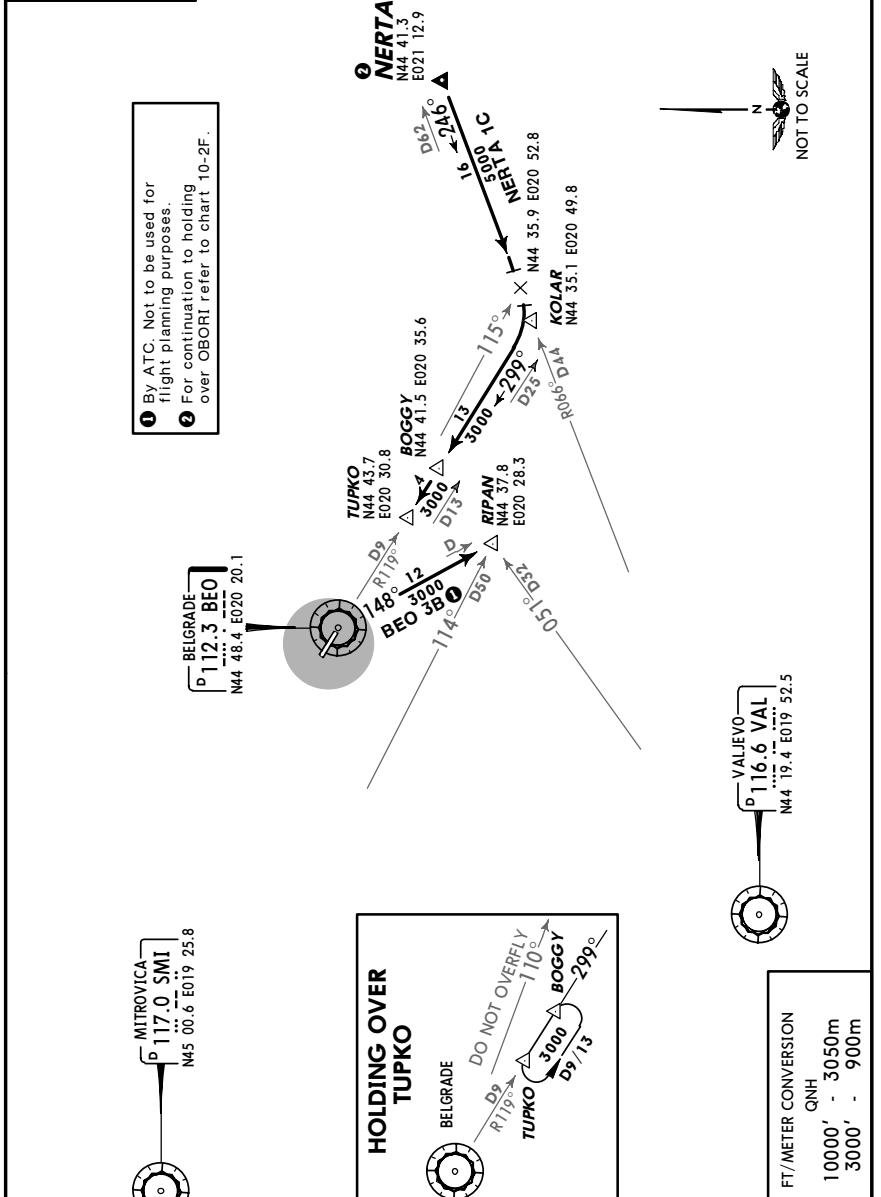
LYBE/BEG BELGRADE, SERBIA-MONTENEGRO
NIKOLA TESLA 27 JUL 07 (10-2C) STAR

Apt Elev 335'
Alt Set: hPa
Trans level: By ATC Trans alt: 10000'

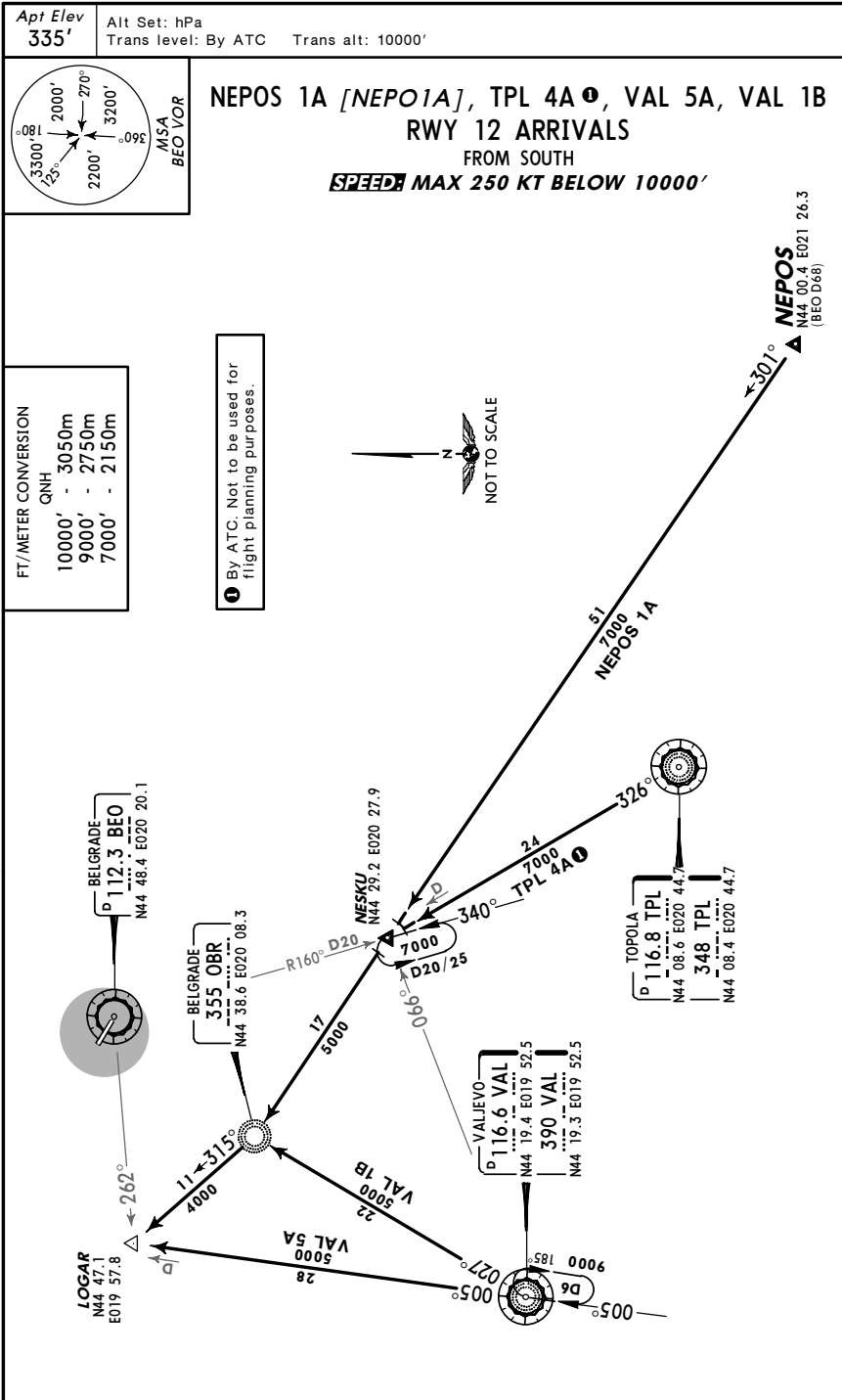


BEO 3B, NERTA 1C [NERT1C]
RWY 30 ARRIVALS
FROM EAST
SPEED MAX 250 KT BELOW 10000'

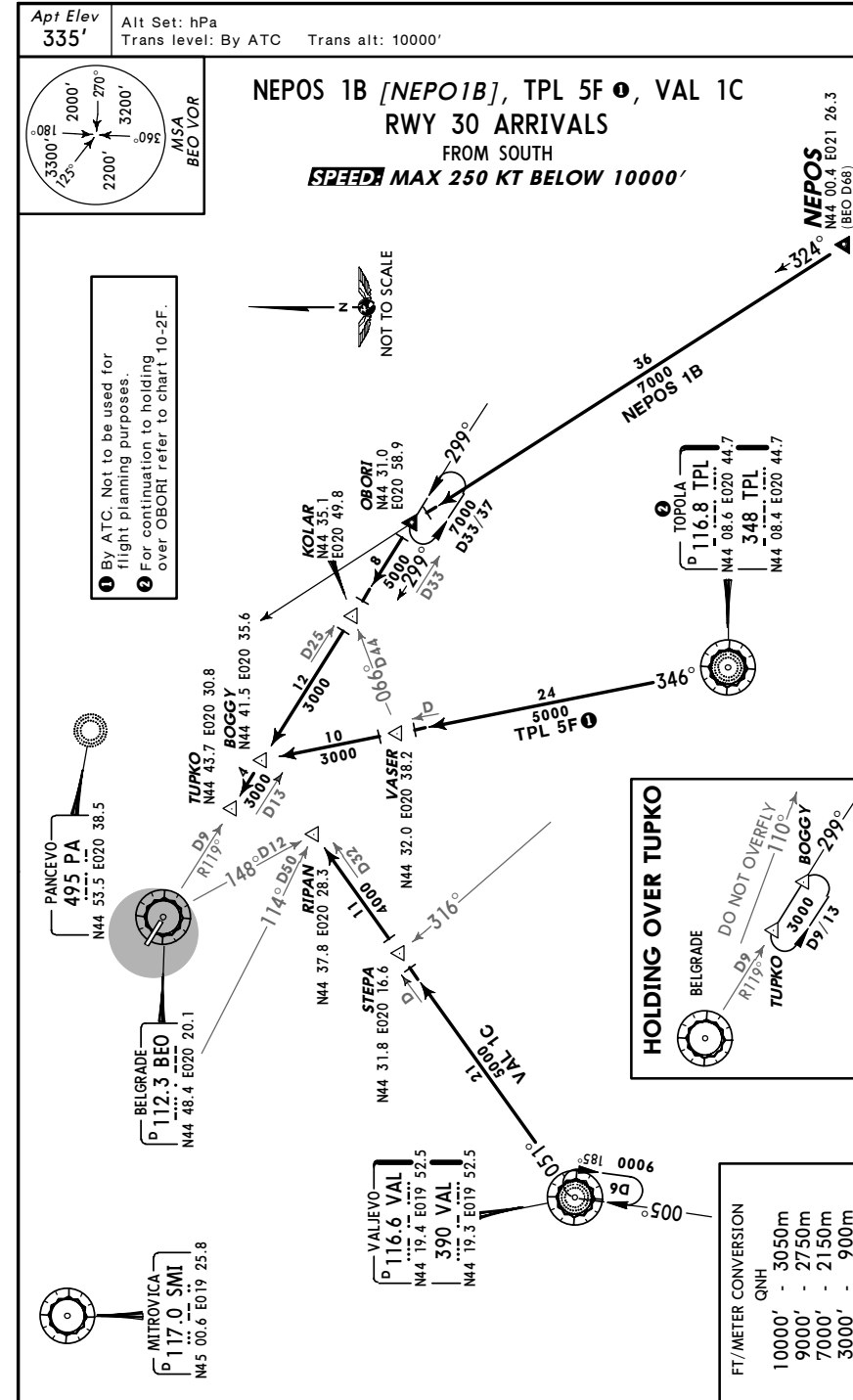
1 By ATC. Not to be used for flight planning purposes.
2 For continuation to holding over OBORT refer to chart 10-2F.



LYBE/BEG JEPPESEN BELGRADE, SERBIA-MONTENEGRO
NIKOLA TESLA 27 JUL 07 (10-2D) STAR



LYBE/BEG JEPPESEN BELGRADE, SERBIA-MONTENEGRO
NIKOLA TESLA 27 JUL 07 (10-2E) STAR



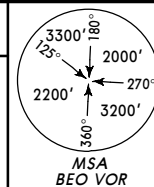
LYBE/BEG
NIKOLA TESLA

JEPPESEN BELGRADE, SERBIA-MONTENEGRO

27 JUL 07 (10-2F) **ARRIVAL**

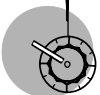
Apt Elev
335'

Alt Set: hPa
Trans level: By ATC Trans alt: 10000'



RWY 30 ARRIVAL PROCEDURES
VIA HOLDING OVER OBORI
~~SPEED~~ MAX 250 KT BELOW 10000'

BELGRADE
D 112.3 BEO
N44 48.4 E020 20.1



POZAREVAC
416 POZ
N44 37.2 E021 08.9

NERTA
N44 41.3 E021 12.9
(VAL D62)

OBORI
N44 31.0 E020 58.9

TOPOLA
D 116.8 TPL
N44 08.6 E020 44.7
348 TPL
N44 08.4 E020 44.7

NEPOS
N44 00.4
E021 26.3
(BEO D68)



NOT TO SCALE

FT/METER CONVERSION
QNH
10000' - 3050m
7000' - 2150m

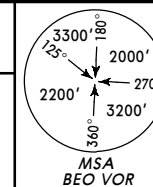
LYBE/BEG
NIKOLA TESLA

JEPPESEN BELGRADE, SERBIA-MONTENEGRO

27 JUL 07 (10-3) **SID**

Apt Elev
335'

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
~~SPEED~~ MAX 250 KT BELOW 10000'

BELGRADE
D 112.3 BEO
N44 48.4 E020 20.1
On return
At FL120 1

1 or above, if instructed by ATC

TUPKO
N44 43.7 E020 30.8
At or above
4000'

BOGGY
N44 41.5 E020 35.6

MAX
230 KT



NOT TO SCALE

FT/METER CONVERSION
QNH
4000' - 1200m
6000' - 1850m
10000' - 3050m

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

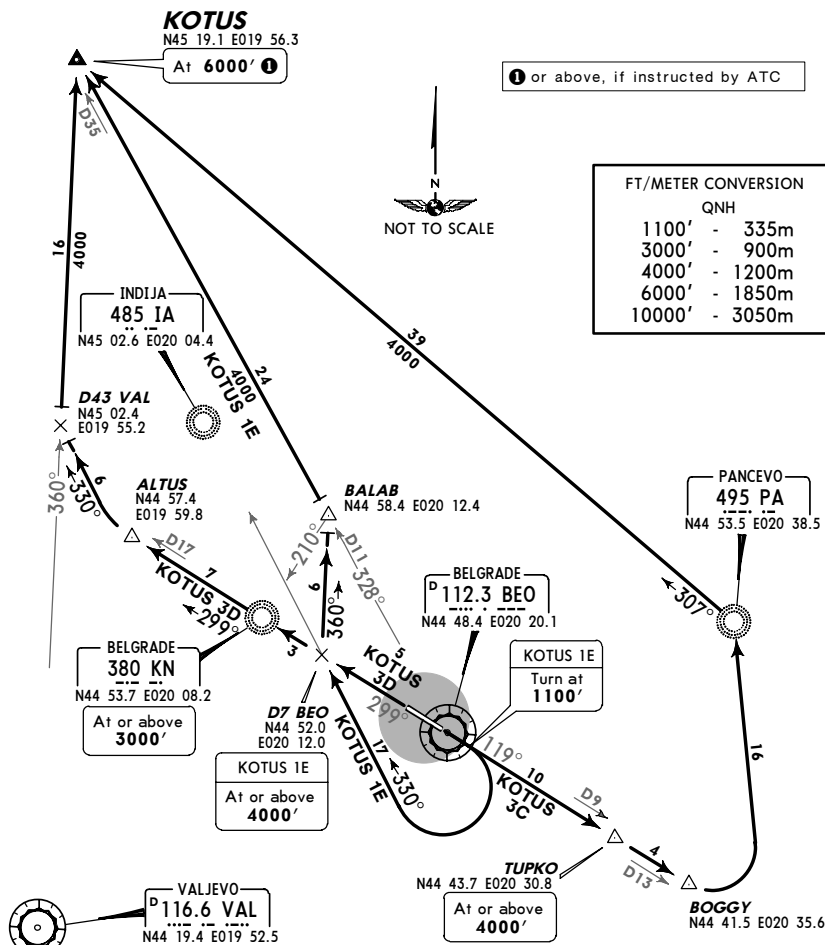
ROUTING

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

SID

1 or above, if instructed by ATC

FT/METER CONVERSION	
QNH	
1100'	- 335m
3000'	- 900m
4000'	- 1200m
6000'	- 1850m
10000'	- 3050m

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

SID	RWY	ROUTING
KOTUS 3C	12	Climb straight ahead, intercept BEO R-119 to BOGGY, turn LEFT to PA, turn LEFT, 307° bearing to KOTUS.
KOTUS 3D	30	Climb straight ahead, intercept BEO R-299 to ALTUS, turn RIGHT, 330° track to D43 VAL, turn RIGHT, intercept VAL R-360 to KOTUS.
KOTUS 1E	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 LEFT, intercept BEO R-328 to KOTUS.

CHANGES: Altitude conversion.

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27 JUL 07 (10-3B)

Mitrovica
P 117.0 SMI
N44 50.6 E019 25.8

Belgrade
P 112.3 BEO
N44 48.4 E020 20.1

Titovskiy
P 116.8 TIT
N44 53.7 E020 08.2

Ljiljan
P 116.9 LJL
N44 57.4 E019 59.8

Susled
N44 42.5 E019 30.2

Tupko
N44 43.7 E020 30.8

Boggy
N44 41.5 E020 35.6

Lavro
N44 29.6 E020 16.1
(116.6 VAL R-056/D20)

SMI 4E
Turn at 1100'
At or above 4000'

SMI 2F
At or above 3000'

SMI TD
At or above 6000'

Altitude Restrictions:
At or above 4000'
At or above 3000'
At or below 6000'

Distances:
24, 25, 26, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 73

FOOT/METER CONVERSION	QNH
1100'	- 335m
3000'	- 900m
4000'	- 1200m
6000'	- 1850m
10000'	- 3050m

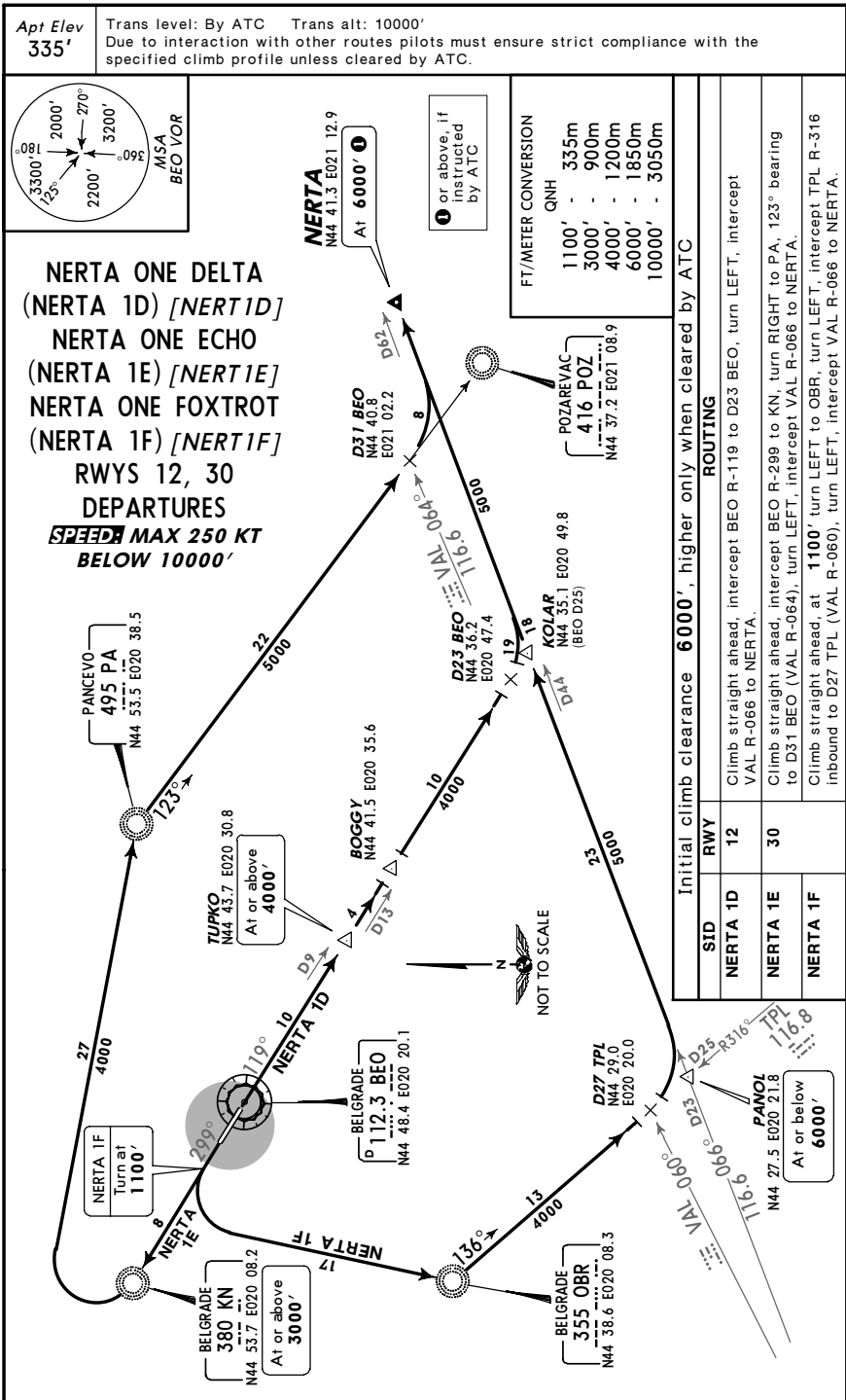
- 3030m	Initial climb clearance 6000' , higher only when cleared by ATC
---------	--

Initial climb clearance		6000', higher only when cleared by ATC
SID	RWY	ROUTING
SMI 1D	12	Climb straight ahead, intercept BEO R-119 to BOGGV, turn RIGHT within BEO 17 DME, intercept BEO R-137 inbound to BEO, turn LEFT, BEO R-284 to SMI.
SMI 4E		Climb straight ahead, at 1100' turn RIGHT, intercept BEO R-185 to LAVRO, turn RIGHT, intercept SMI R-133 inbound to SMI.
SMI 2F	30	Climb straight ahead, intercept BEO R-299 to ALTUS, turn LEFT, intercept

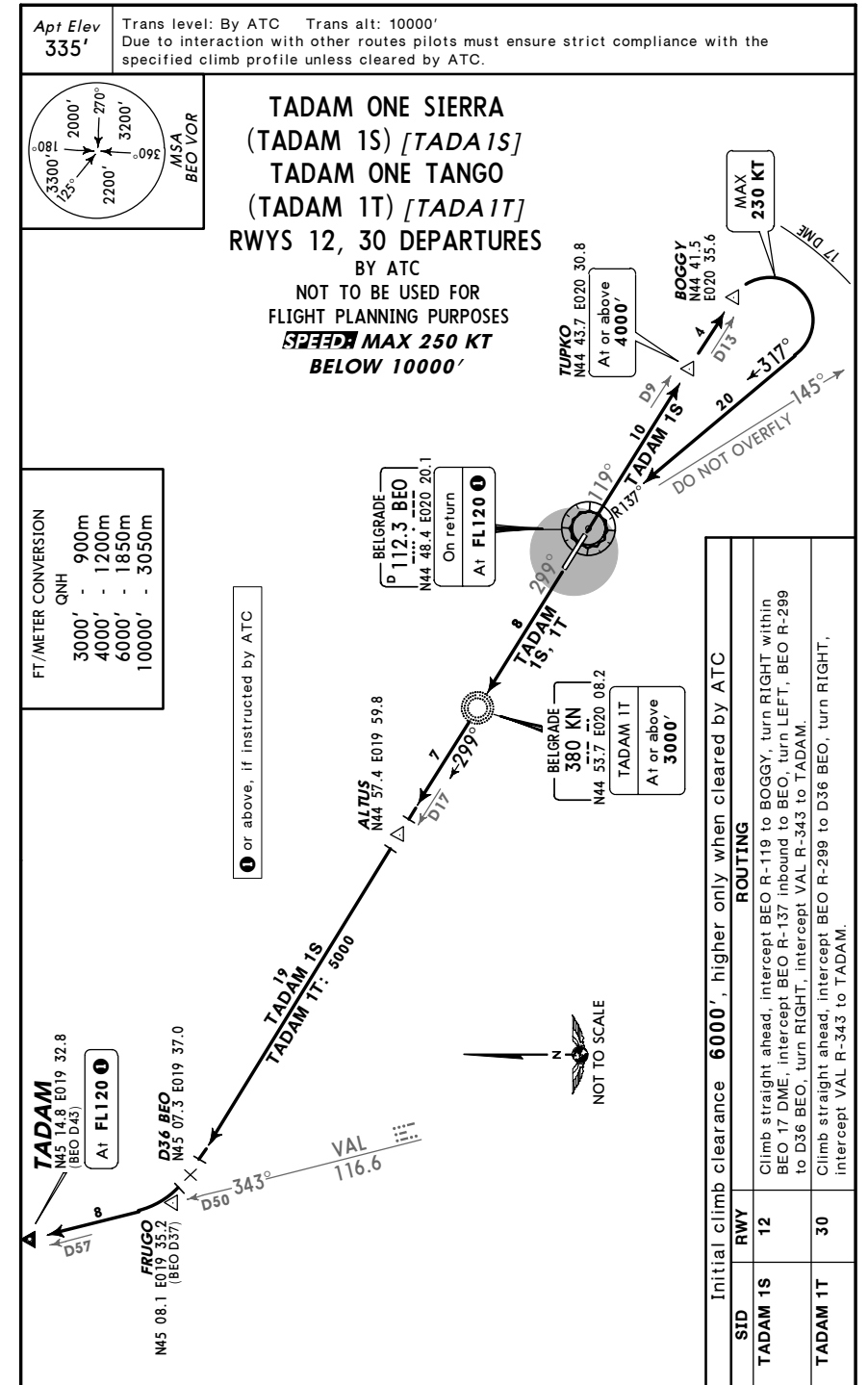
CHANGES: Altitude conversion.

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LYBE/BEG JEPPESEN BELGRADE, SERBIA-MONTENEGRO
NIKOLA TESLA 27 JUL 07 (10-3C) SID

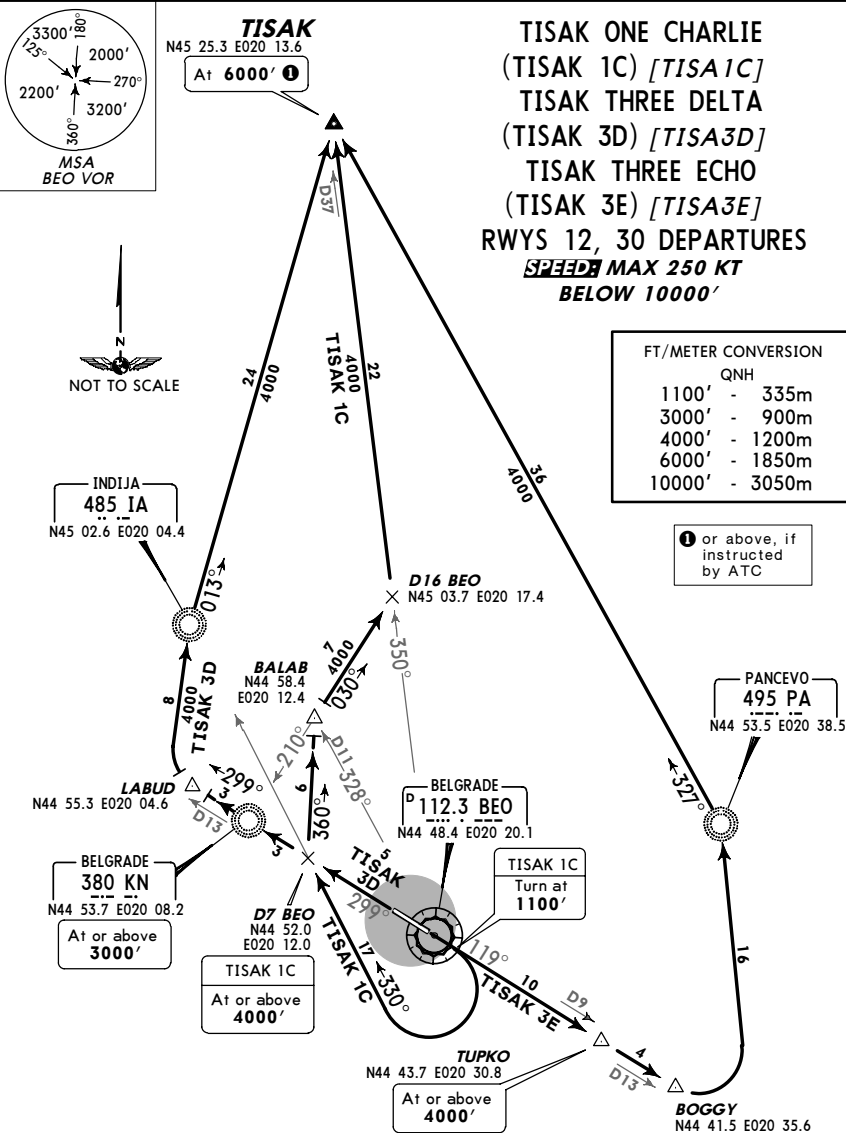


LYBE/BEG JEPPESEN BELGRADE, SERBIA-MONTENEGRO
NIKOLA TESLA 27 JUL 07 (10-3D) SID



LYBE/BEG
NIKOLA TESLA 27 JUL 07 (10-3E) **SID**

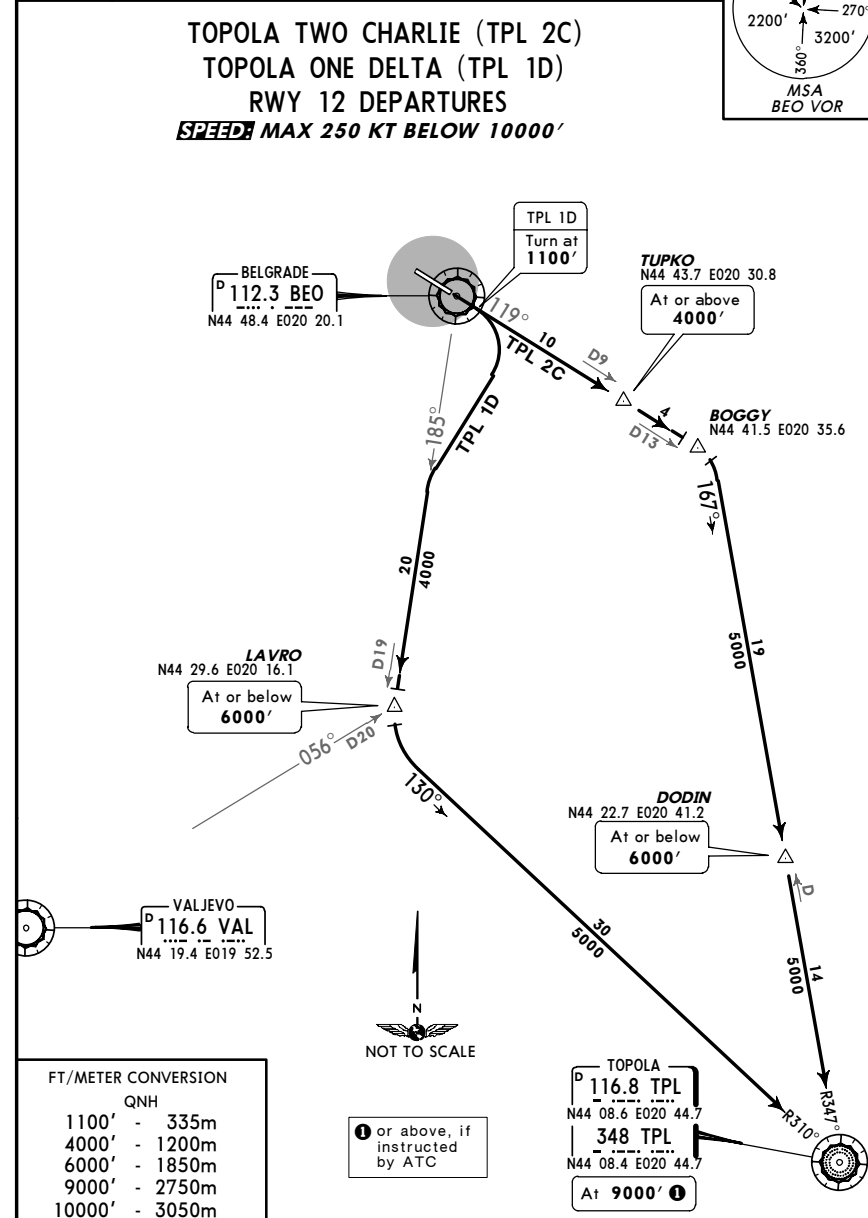
Apt Elev 335'
Trans level: By ATC Trans alt: 10000'
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



Initial climb clearance 6000', higher only when cleared by ATC	
SID	ROUTING
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.

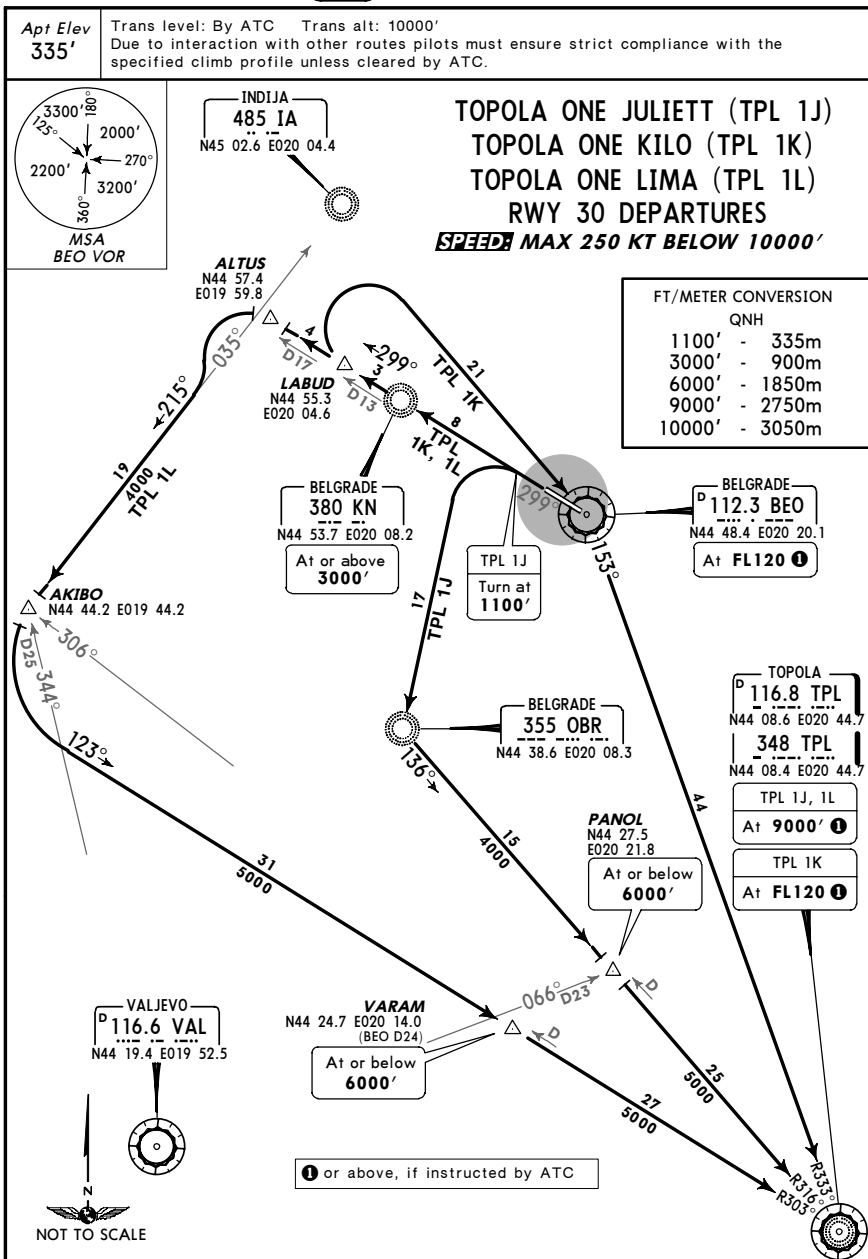
LYBE/BEG
NIKOLA TESLA 27 JUL 07 (10-3F) **SID**

Apt Elev 335'
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.

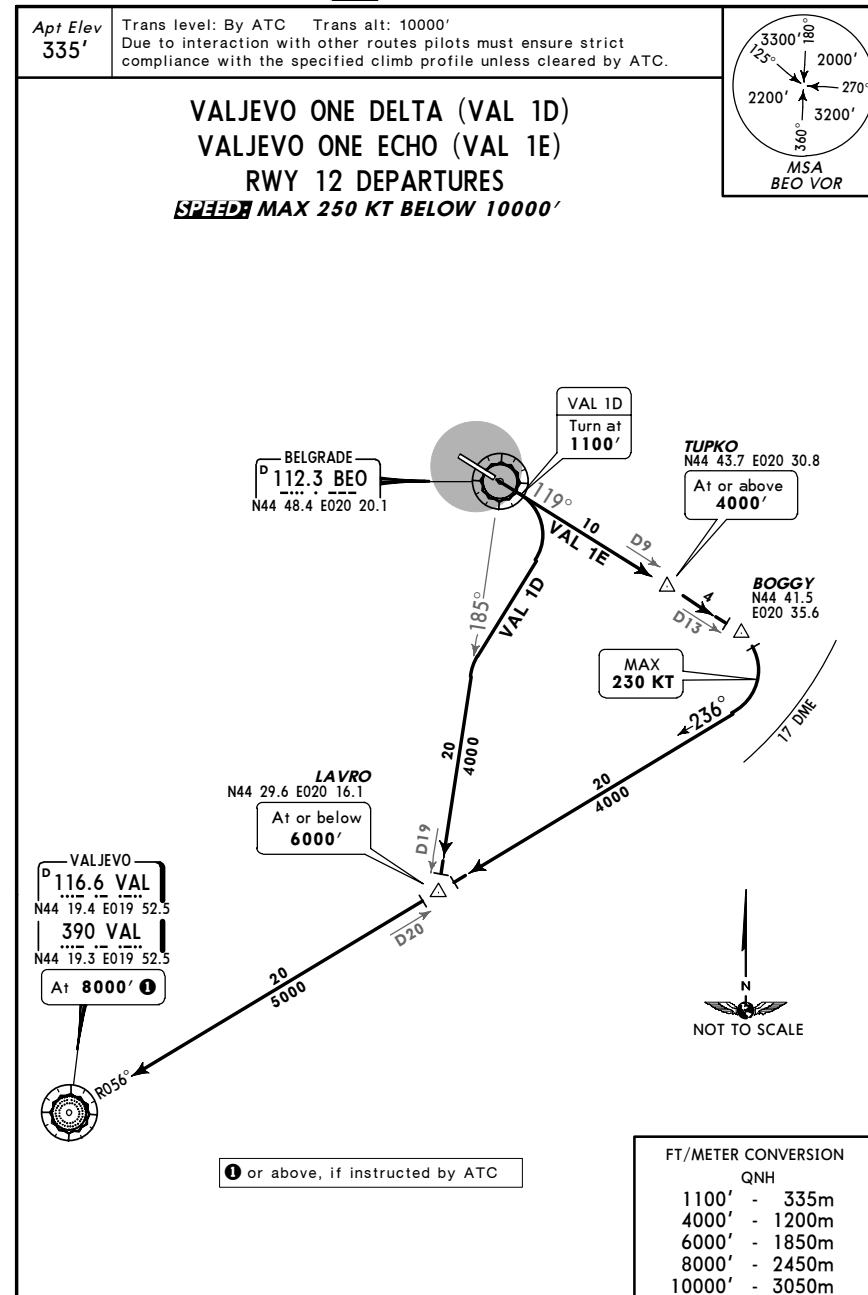


Initial climb clearance 6000', higher only when cleared by ATC	
SID	ROUTING
TPL 2C	Climb straight ahead, intercept BEO R-119 to BOGGY, turn RIGHT, intercept TPL R-347 inbound to TPL.
TPL 1D	Climb straight ahead, at 1100' turn RIGHT, intercept BEO R-185 to LAVRO, turn LEFT, intercept TPL R-310 inbound to TPL.

LYBE/BEG
NIKOLA TESLA 27 JUL 07 (10-3G) **SID**



LYBE/BEG
NIKOLA TESLA 27 JUL 07 (10-3H) **SID**



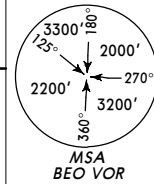
LYBE/BEG
NIKOLA TESLA

JEPPESEN BELGRADE, SERBIA-MONTENEGRO

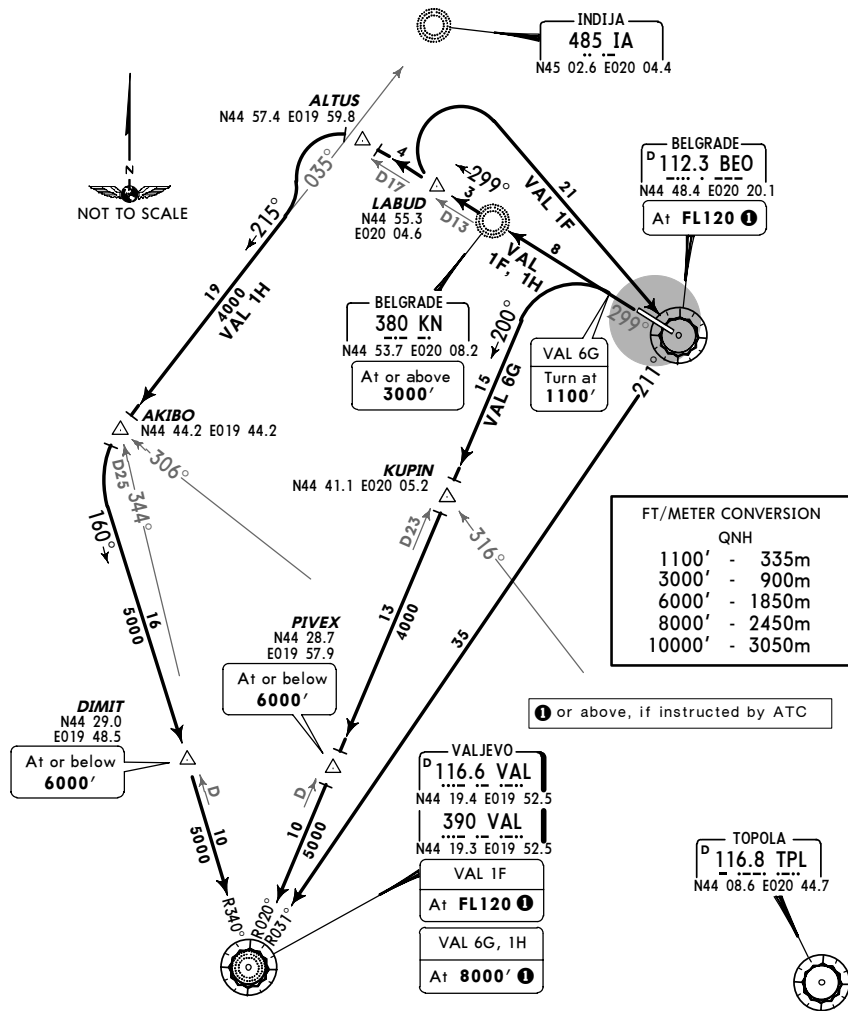
27 JUL 07 (10-3J)

SID

Apt Elev 335'
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'



FT/METER CONVERSION

	QNH
1100'	- 335m
3000'	- 900m
6000'	- 1850m
8000'	- 2450m
10000'	- 3050m

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
BELGRADE

JEPPESEN BELGRADE, YUGOSLAVIA

20 MAR 98 (10-4)

NOISE

NOISE ABATEMENT

DEPARTURES RUNWAY 12

Take-off to 1000' AAL

Take-off power/thrust.
Take-off flaps.
Climb at $V_2 + 10$ to 20 KT.
At 1000' AAL Maintaining a positive rate of climb, accelerate to zero flap minimum safe manoeuvring speed (V_{ZF}) retracting flaps on schedule.
Thereafter:
Reduce thrust consistent with the following:
- for high by-pass ratio engines reduce to normal climb power/thrust,
- for low by-pass ratio engines reduce power/thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine-out climb gradient,
- for aircraft with slow flap retracting reduce power/thrust at an intermediate flap setting.
Continue climb at not greater than $V_{ZF} + 10$ KT
Accelerate smoothly to enroute climb speed.

1000' - 3000' AAL

At 3000' AAL

LYBE/BEG

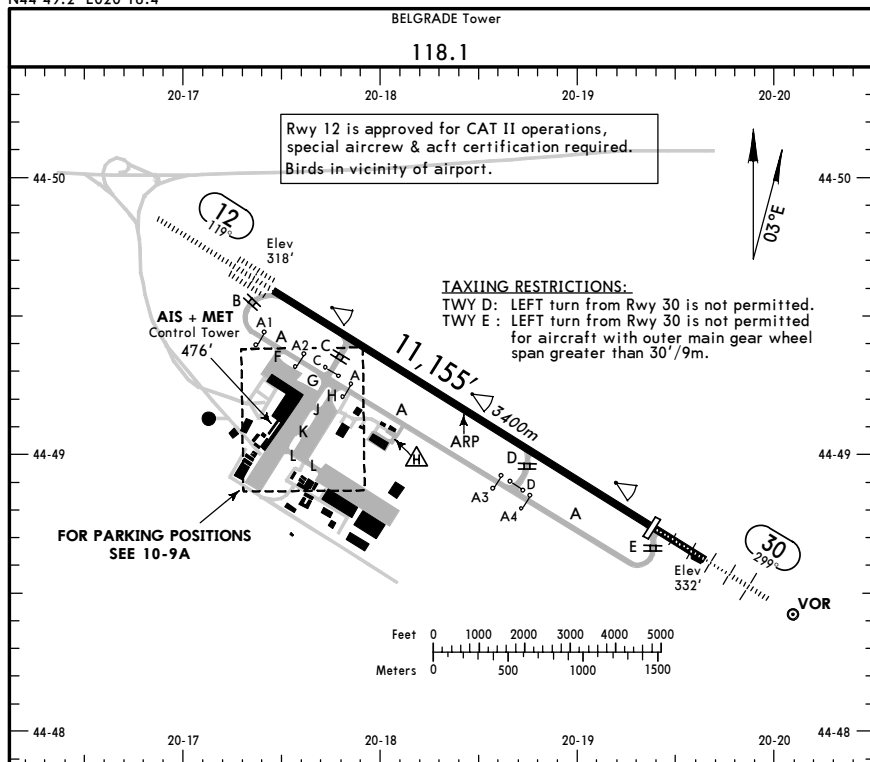
Apt Elev **335'**
N44 49.2 E020 18.4

JEPPESEN BELGRADE, SERBIA-MONTENEGRO

6 JUL 07

(10-9)

NIKOLA TESLA



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
12	HIRL (60m) CL (15m) ALSF-II TDZ PAPI ①	RVR		10,061' 3067m	②	148' 45m
30	HIRL (60m) CL (15m) HIALS PAPI ①	RVR	9843' 3000m	8871' 2704m		

① angle 3.0°.

② TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 11155' (3400m)
twy C int 9186' (2800m)

RWY 30:

From rwy head 11155' (3400m)
twy D int 6841' (2085m)

TAKE-OFF

AIR CARRIER (JAA) All Rwys				AIR CARRIER (FAR 121) All Rwys		
LVP must be in force						
RL, CL & 3 RVR	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	RL, CL, RCLM & 3 RVR	Adequate Vis Ref	
A	150m	200m	250m	2 Eng	TDZ RVR 175m	RVR 500m
B				3 & 4 Eng	Mid RVR 175m ①	VIS 400m
C					Roll out RVR 175m	
D	200m	250m	300m			

① CAT D: RVR 200m.

CHANGES: Communications. Lights.

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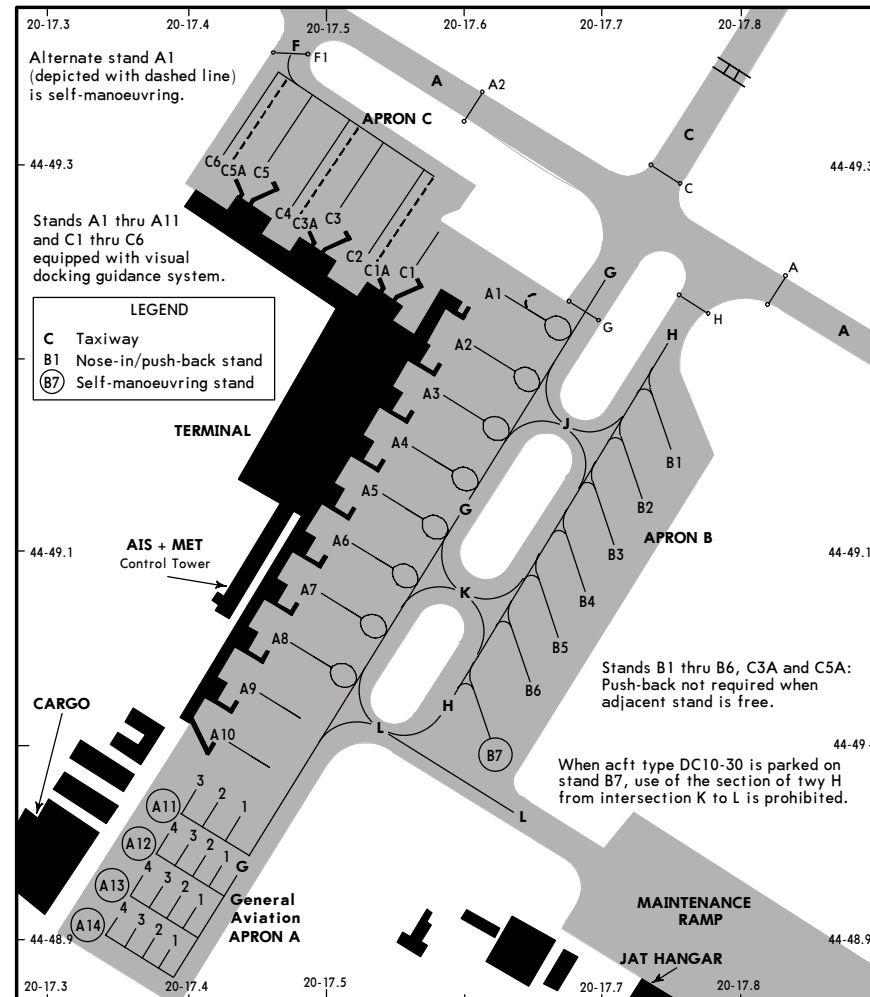
LYBE/BEG

JEPPESEN BELGRADE, SERBIA-MONTENEGRO

6 JUL 07

(10-9A)

NIKOLA TESLA



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1 thru A4	N44 49.2 E020 17.6	B2 thru B5	N44 49.1 E020 17.7
A5 thru A8	N44 49.1 E020 17.5	B6	N44 49.0 E020 17.7
A9	N44 49.0 E020 17.5	B7	N44 49.0 E020 17.6
A10 thru A12-4	N44 49.0 E020 17.4	C1	N44 49.2 E020 17.6
A13 thru A14-3	N44 48.9 E020 17.4	C1A	N44 49.2 E020 17.5
A14-4	N44 48.9 E020 17.3	C2 thru C5	N44 49.3 E020 17.5
B1	N44 49.1 E020 17.7	C5A, C6	N44 49.3 E020 17.4

CAT II OPERATIONS

- Arriving acft have to report "Runway vacated" only when acft has completely passed the CAT II holding position.
- 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 of arriving acft will be informed via RTF or ATIS: "Low visibility CAT II procedures in operation."

CHANGES: Stands. Coordinates.

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LYBE/BEG

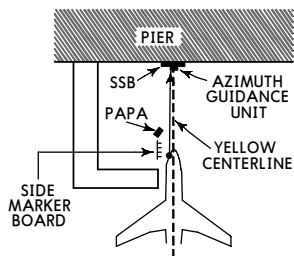
JEPPESEN BELGRADE, SERBIA-MONTENEGRO

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:

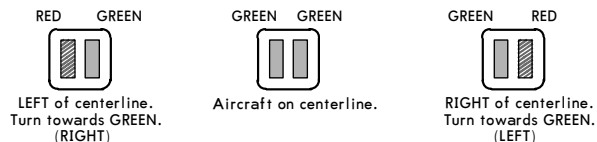
1. AZIMUTH GUIDANCE UNIT
2. YELLOW CENTERLINE
3. STOPPING GUIDANCE SYSTEMS
4. STOP SHORT BOARD

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.

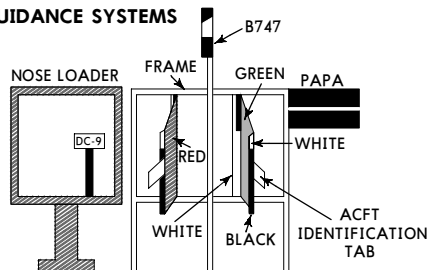


NOTE: When AGNIS unserviceable follow yellow centerline and obtain stopping guidance from SMB or PAPA. Marshalling not required.

STOPPING GUIDANCE SYSTEMS

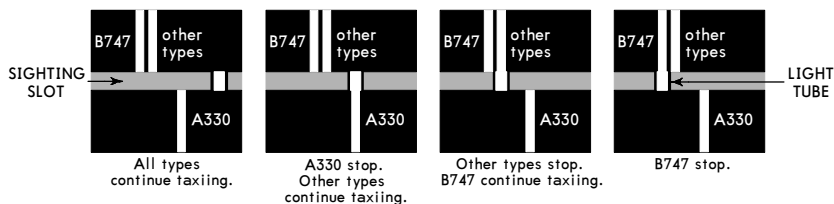
1. SIDE MARKER BOARD (SMB)

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.



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JEPPESEN BELGRADE, SERBIA-MONTENEGRO

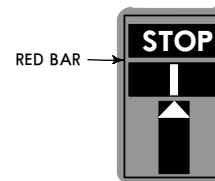
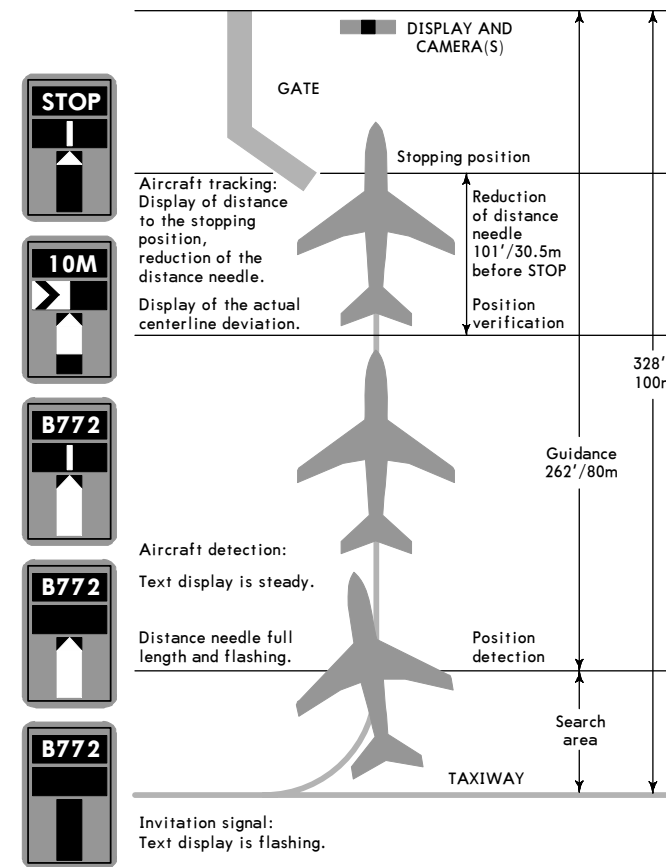
30 SEP 05 (10-9C)

BELGRADE

VISUAL DOCKING GUIDANCE SYSTEM

Stands C1, C2, C3, C4, C5, C6:

VIDEO DOCKING SYSTEM



NOTE: Aircraft guidance is visible to both pilot and co-pilot. Message STOP is displayed:

1. When acft reach STOP position.
2. When system-stop button is pushed by AD's personnel.
3. If foreign object penetrates the safety area.

LYBE/BEG

JEPPESEN

JAA MINIMUMS

19 DEC 97

Eff 1 Jan

10-9X

BELGRADE, YUGOSLAVIA
BELGRADE

STRAIGHT-IN RWY		A	B	C	D
12	CAT 2 ILS	418' (100') ①	418' (100') ①	418' (100') ①	418' (100') ①②
		RA103' R300m	RA103' R300m	RA103' R300m	RA103' R350m
	ILS	518' (200')	518' (200')	518' (200')	518' (200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	640' (322')	640' (322')	640' (322')	640' (322')
30		1600m	1600m	1600m	2000m
	ALS out	2400m	2400m	2400m	2800m
	VOR DME	740' (422')	740' (422')	740' (422')	740' (422')
		1600m	1600m	2000m	2400m
	ALS out	2400m	2400m	2800m	3200m
	ILS	535' (200')	535' (200')	535' (200')	535' (200')
30		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC ③	660' (325')	660' (325')	660' (325')	660' (325')
		1600m	1600m	1600m	2000m
	ALS out	2400m	2400m	2400m	2800m
	VOR DME	740' (405')	740' (405')	740' (405')	740' (405')
		1600m	1600m	2000m	2400m
	ALS out	2400m	2400m	2800m	3200m

① TDZ or CL out: NIGHT R550m. ② Autoland: R300m.

③ MM out: NOT AUTH.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	799' (455')	840' (505')	940' (605') ③	1090' (755') ③
	V1600m ③	V1600m ③	V2400m	V4000m

③ After LOC (GS out) or VOR DME apch: V2400m.

③ Not authorized northeast of airport.

TAKE-OFF RWY 12, 30

LVP must be in Force				
HIRL, CL & mult: RVR req	RL & CL	RCLM (DAY only) or RL	RL	NIL (DAY only)
A	150m	250m	400m	500m
B	200m	300m		
C	200m	300m		
D	200m	250m	300m	

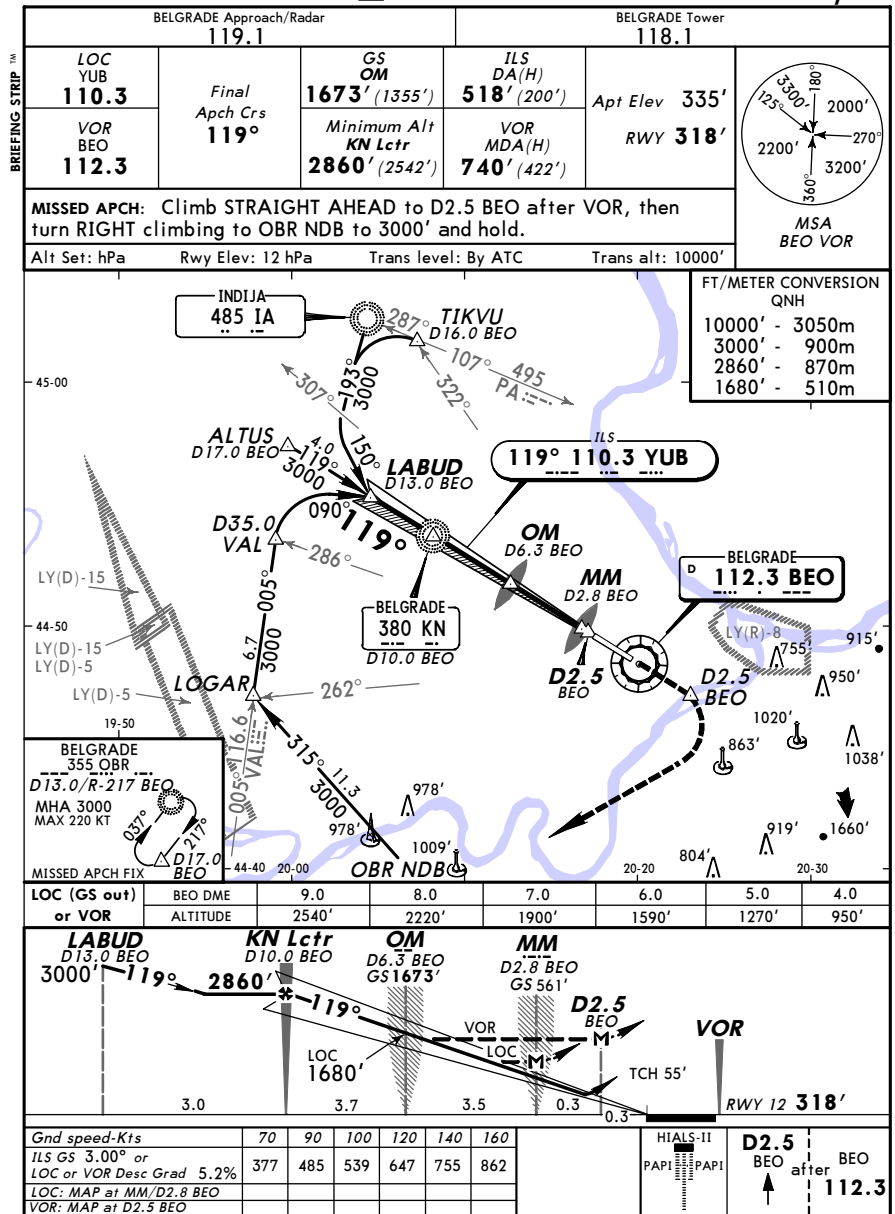
LYBE/BEG
NIKOLA TESLA

JEPPESEN

BELGRADE, SERBIA-MONTENEGRO
ILS or VOR DME Rwy 12

27 JUL 07

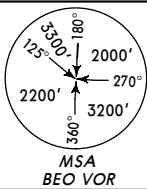
11-1



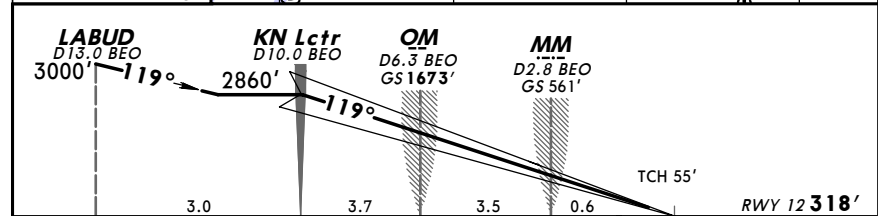
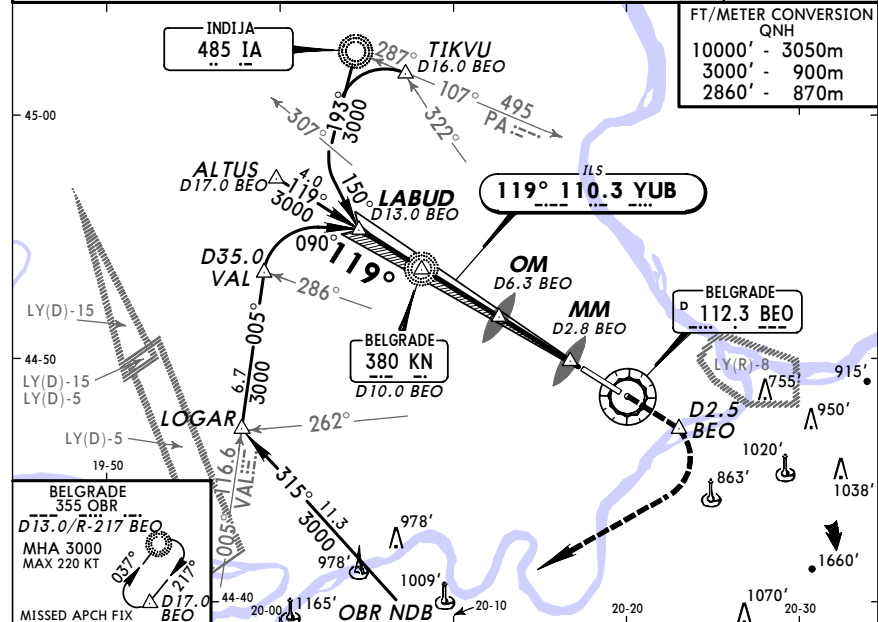
STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport	
ILS DA(H) 518' (200')		LOC (GS out) MDA(H) 640' (322')		VOR MDA(H) 740' (422')	
FULL		ALS out		ALS out	
A					
B					
C					
D					

LYBE/BEG
NIKOLA TESLA 27 JUL 07 (11-1A)
JEPPESEN BELGRADE, SERBIA-MONTENEGRO
CAT II ILS Rwy 12

BELGRADE Approach/Radar				BELGRADE Tower	
119.1				118.1	
LOC YUB	Final Aptch Crs	GS OM	CAT II ILS RA 103' DA(H) 418'(100')	Apt Elev 335'	
110.3	119°	1673'(1355')		RWY 318'	
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.					



FT/METER CONVERSION	
QNH	
10000' - 3050m	
3000' - 900m	
2860' - 870m	

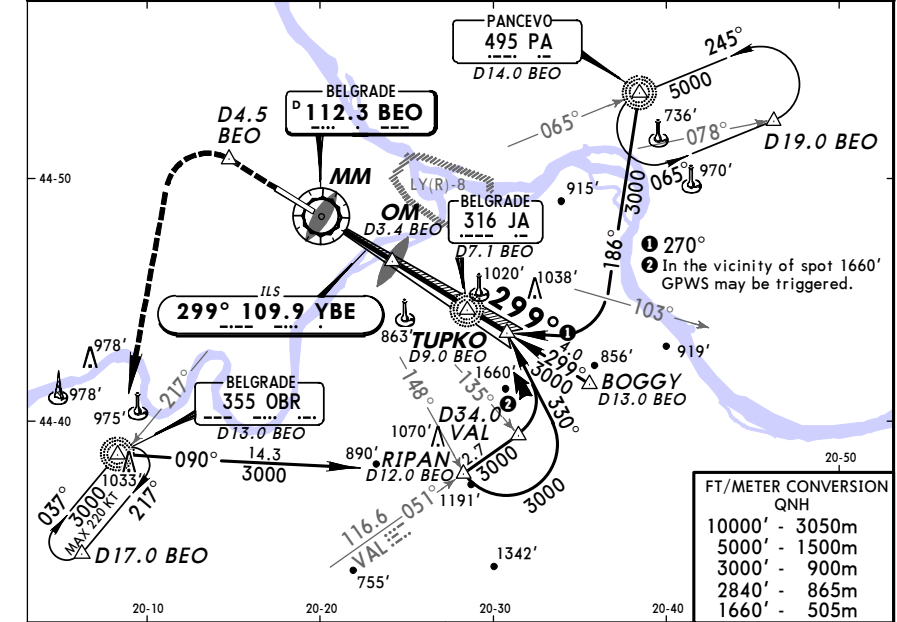
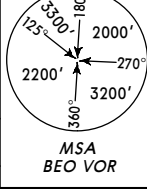


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D2.5 BEO after	
GS	3.00°	377	485	539	647	755	PAPI	PAPI	↑	↑

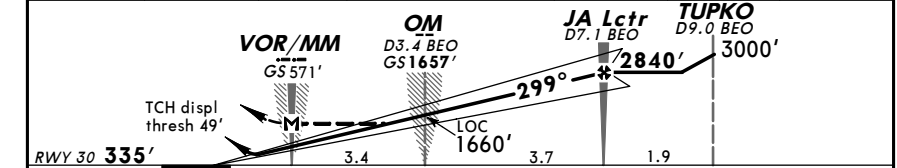
STRAIGHT-IN LANDING RWY 12				CAT II ILS	
				ABCD	
				RA 103'	
				DA(H) 418'(100')	
				RVR 350m	

LYBE/BEG
NIKOLA TESLA 27 JUL 07 (11-2)
JEPPESEN BELGRADE, SERBIA-MONTENEGRO
ILS or VOR DME Rwy 30

BELGRADE Approach/Radar				BELGRADE Tower	
119.1				118.1	
LOC YBE	Final Aptch Crs	GS OM	ILS DA(H)	Apt Elev 335'	
109.9	299°	1657'(1322')	535'(200')	RWY 335'	
VOR BEO		Minimum Alt JA Lctr	VOR MDA(H)		
112.3		2840'(2505')	740'(405')		
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'	



LOC (GS out) or 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		D4.5 BEO	
ILS GS 3.00° or LOC or VOR Descent Gradient 5.2%	377	485	539	647	755	862	PAPI	PAPI	↑	↑

STRAIGHT-IN LANDING RWY 30						CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport		
ILS		LOC (GS out)		VOR		Max Kts	MDA(H)	
DA(H) 535' (200')		MDA(H) 660' (325')		MDA(H) 740' (405')				
FULL		ALS out		ALS out		100	790' (455') 2400m	
A	RVR 720m VIS 800m	1200m	1600m	2400m	1600m	2400m	135	840' (505') 2400m
B					2000m	2800m	180	940' (605') 3600m
C					2000m	2800m	205	1090' (755') 4800m
D								