

## General Information

Location: Belgrade Scg  
IATA Code: BEG  
Lat/Long: N44° 49.2' E020° 18.4'  
Elevation: 336 ft

Airport Use: Public  
Magnetic Variation: 4.2°E

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0334 Z  
Sunset: 1739 Z,

## Runway Information

Runway: 12  
Length x Width: 11155 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 328 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 30  
Length x Width: 11155 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 335 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 1312 ft

## Communication Information

ATIS 122.925 Arrival Service  
Belgrade Tower 118.75 Secondary VHF-DF  
Belgrade Tower 118.1 VHF-DF  
Belgrade Ground Control 118.3 VHF-DF  
Belgrade Approach Control 133.1 VHF-DF  
Belgrade Approach Control 124.425 VHF-DF  
Belgrade Approach Control 123.975 Secondary VHF-DF  
Belgrade Radar 133.1 VHF-DF  
Belgrade Radar 124.425 VHF-DF

Belgrade Radar 123.975 Secondary VHF-DF

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## 1. GENERAL

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### 1.1. LOW VISIBILITY PROCEDURES (LVP)

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 will be informed via RTF: "Low visibility procedures in operation."

Whenever LVP approaches are carried out, pilots shall vacate RWY 12 via TWYE.

Pilots shall report when landed and additionally RWY vacated when passing the end of the color coded yellow-green TWY centerline lights.

### 1.2. TAXI PROCEDURES

When RVR is below 350m taxiing of ACFT under own power shall be allowed only on the parts of the manoeuvring areas equipped with lighting system.

TWY D: LEFT turn from RWY 30 is not permitted.

TWY E: LEFT turn from RWY 30 is not permitted for ACFT with outer main gear wheel span exceeding 30'/9m.

### 1.3. PARKING INFORMATION

Pilots shall report when on parking position before engine shut-down.

On all stands except alternate stand A1, depicted with dashed line and stands A11 thru A14 and B7 push-back required.

Stands B1 thru B6 and stands C3 and C5 from stop posn B: Push-back not required when adjacent stand is free.

When ACFT type DC10-30 is parked on stand B7, use of TWY H between TWYs K and L prohibited.

Stands A1 thru A8 and C1 thru C6 equipped with visual docking guidance system.

### 1.4. OTHER INFORMATION

Birds in vicinity of APT.

Pilots shall maintain radio contact with ATC at all times when outside of parking positions.

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## 2. ARRIVAL

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### 2.1. CAT II/III OPERATIONS

RWY 12 approved for CAT II/III operations, special aircrew and ACFT certification required.

### 3. DEPARTURE

#### 3.1. DE-ICING

##### 3.1.1. REQUEST FOR DE-ICING PROCEDURE

Request for de-icing procedure shall be submitted to the competent supervisor by pilot-in-command at least 15 min prior to planned start of procedure.  
De-icing procedure is executed when ACFT is in the de-icing configuration.

##### 3.1.2. DE-ICING POSITION

De-icing procedure is executed after positioning of ACFT on:

- TWY G for ACFT which are pushed or pulled from stands A1 thru A10,
- TWY H for ACFT which are pushed or pulled from stands B1 thru B6,
- Stands B1 thru B7 for ACFT which leave these stands by self-manoeuver,
- TWY F for ACFT which are pushed or pulled from stands C1 thru C6,
- Stands A11 thru A14.

Exceptionally, de-icing could be executed on stands A1 thru A10 and C1 thru C6 only if APT duty manager authorize it. In this case, stand cleaning from rest of de-icing fluid is charged.

#### 3.2. NOISE ABATEMENT PROCEDURES

##### RWY 12

Take-off to 800'

Take-off power/thrust.

Lowest appropriate take-off flaps/slats.

Climb at  $V_2 + 10$  KT.

At 800'

Cut back to MCLT (Maximum climb thrust).

800'-3000'

Continue climb at  $V_2 + 10$  to 20 KT.

Maintain reduced power/thrust.

Maintain lowest appropriate take-off flaps/slats.

At 3000'

Maintain positive rate of climb.

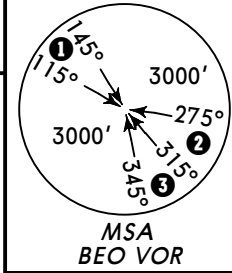
Accelerate smoothly to enroute climb speed.

Retract flaps/slats on schedule.



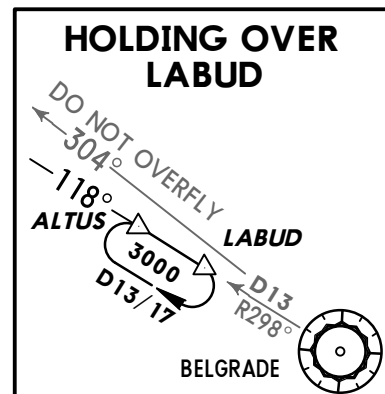
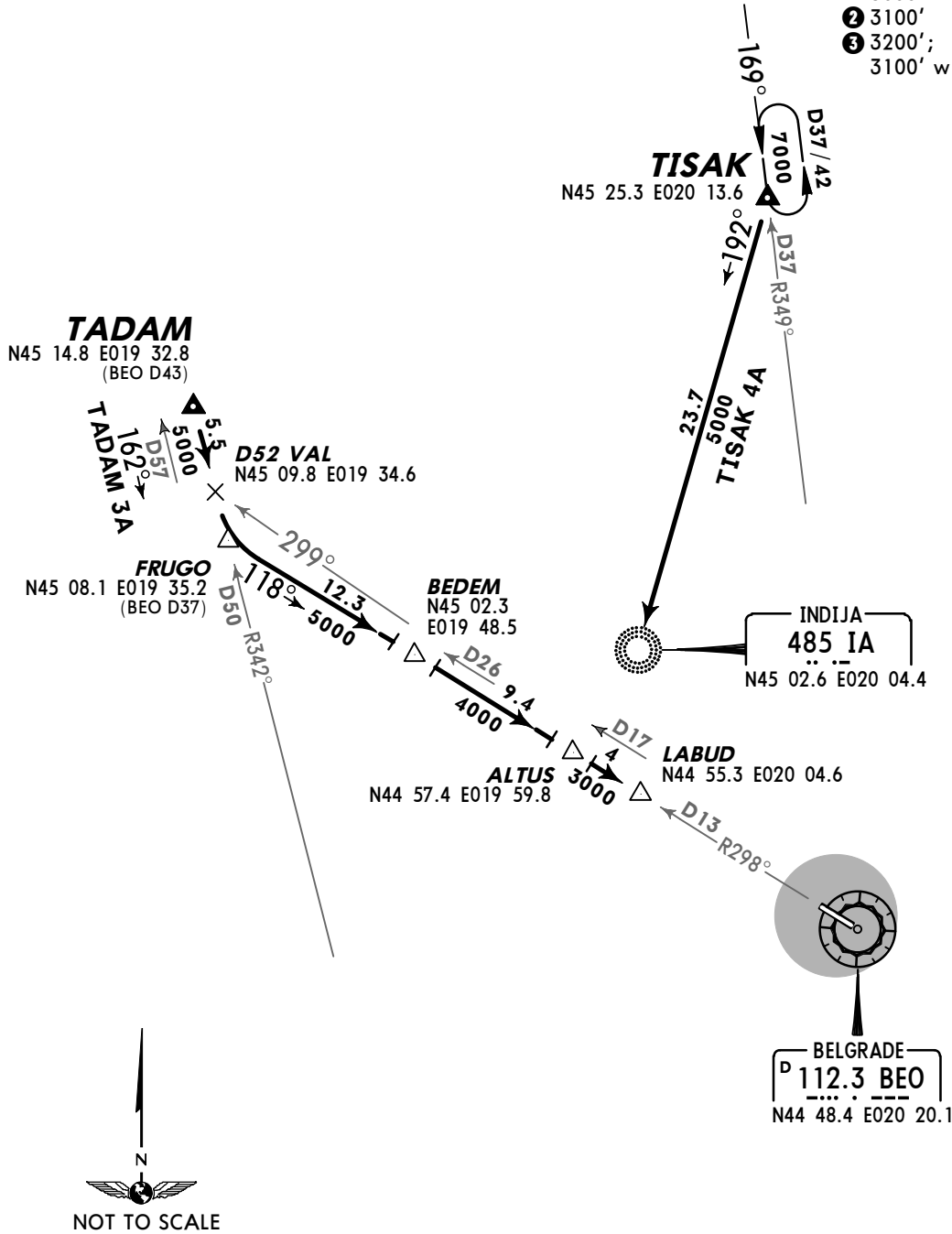
Apt Elev  
**336'**

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

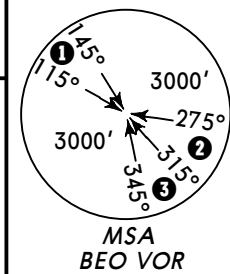


**TADAM 3A [TADA3A], TISAK 4A [TISA4A]  
RWY 12 ARRIVALS  
FROM NORTH**  
**SPEED MAX 250 KT BELOW 10000'**

- ① 3300';  
3000' within 22 NM
- ② 3100'
- ③ 3200';  
3100' within 15 NM



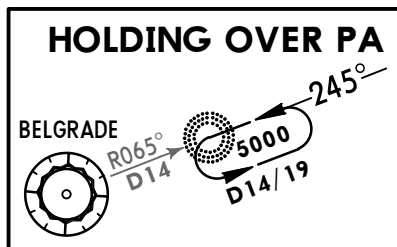
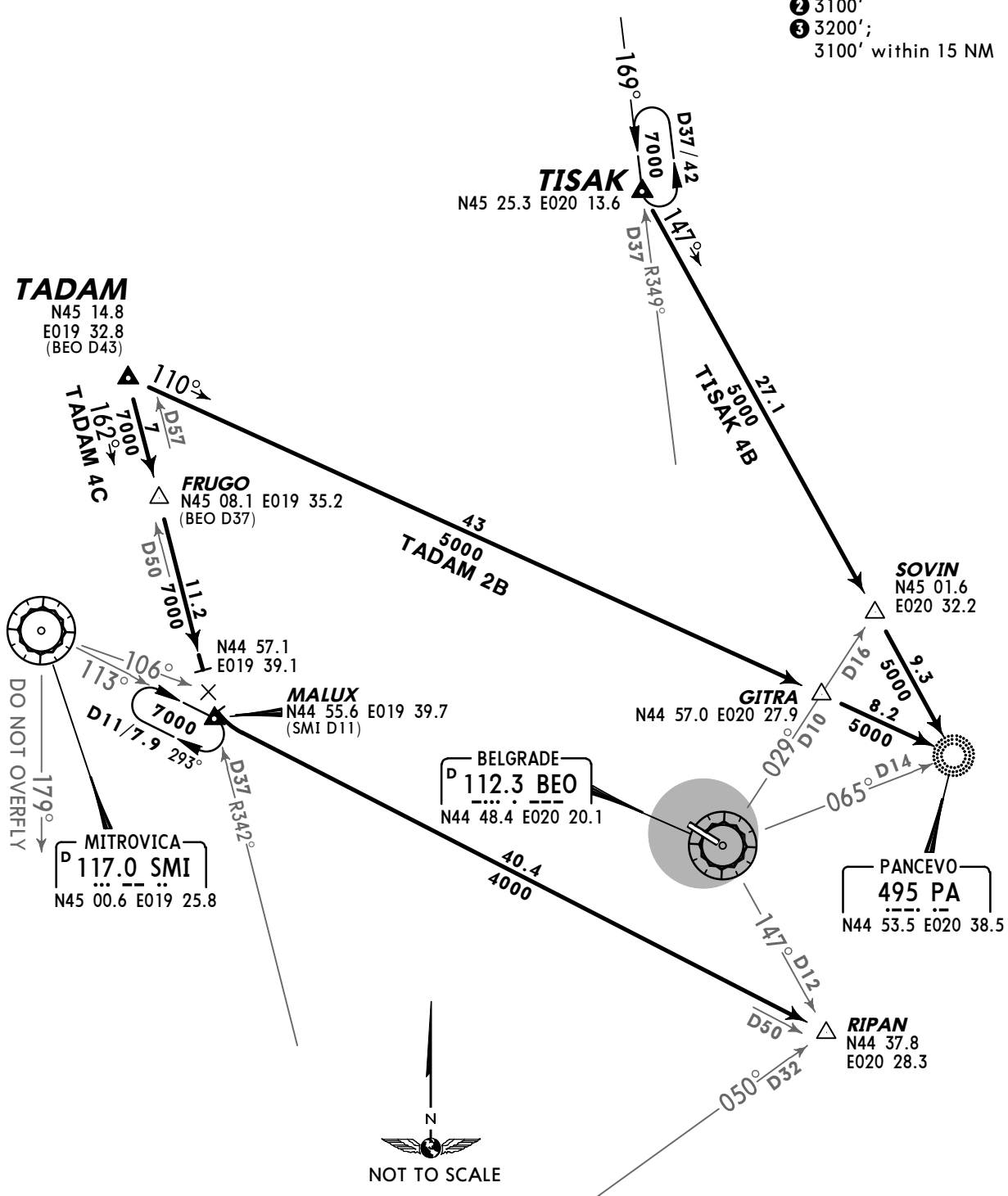
Apt Elev 336' Alt Set: hPa  
Trans level: By ATC Trans alt: 10000'



TADAM 2B [TADA2B], TADAM 4C [TADA4C]  
TISAK 4B [TISA4B]  
RWY 30 ARRIVALS  
FROM NORTH

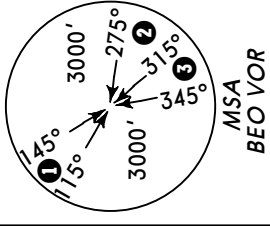
**SPEED** MAX 250 KT BELOW 10000'

- ① 3300';  
3000' within 22 NM
- ② 3100'
- ③ 3200';  
3100' within 15 NM



Apt Elev  
**336'**

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

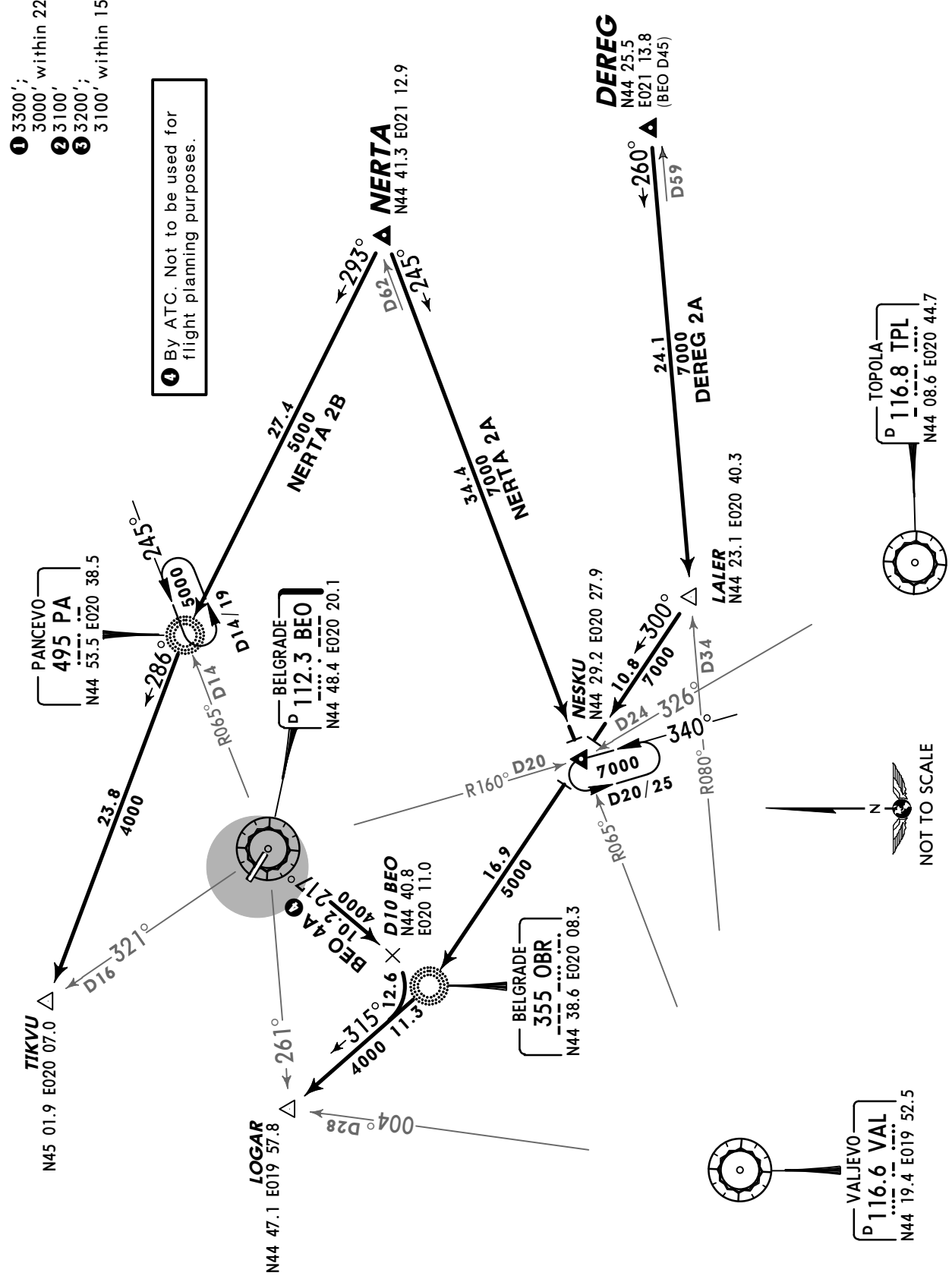


**BEO 4A, DEREK 2A [DERE2A]  
NERTA 2A [NERT2A], NERTA 2B [NERT2B]  
RWY 12 ARRIVALS  
FROM EAST**

**SPEEDS MAX 250 KT BELOW 10000'**

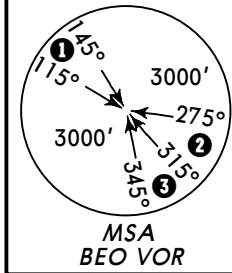
- ① 3300'; within 22 NM
- ② 3100'; within 15 NM
- ③ 3200'; within 15 NM

④ By ATC. Not to be used for flight planning purposes.



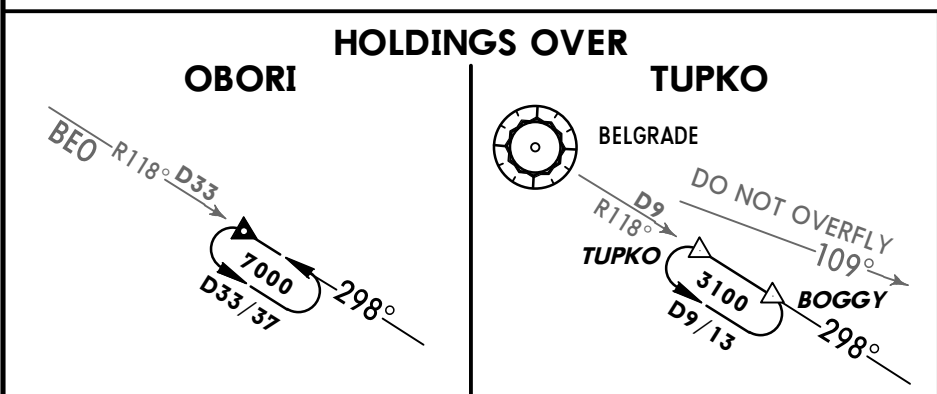
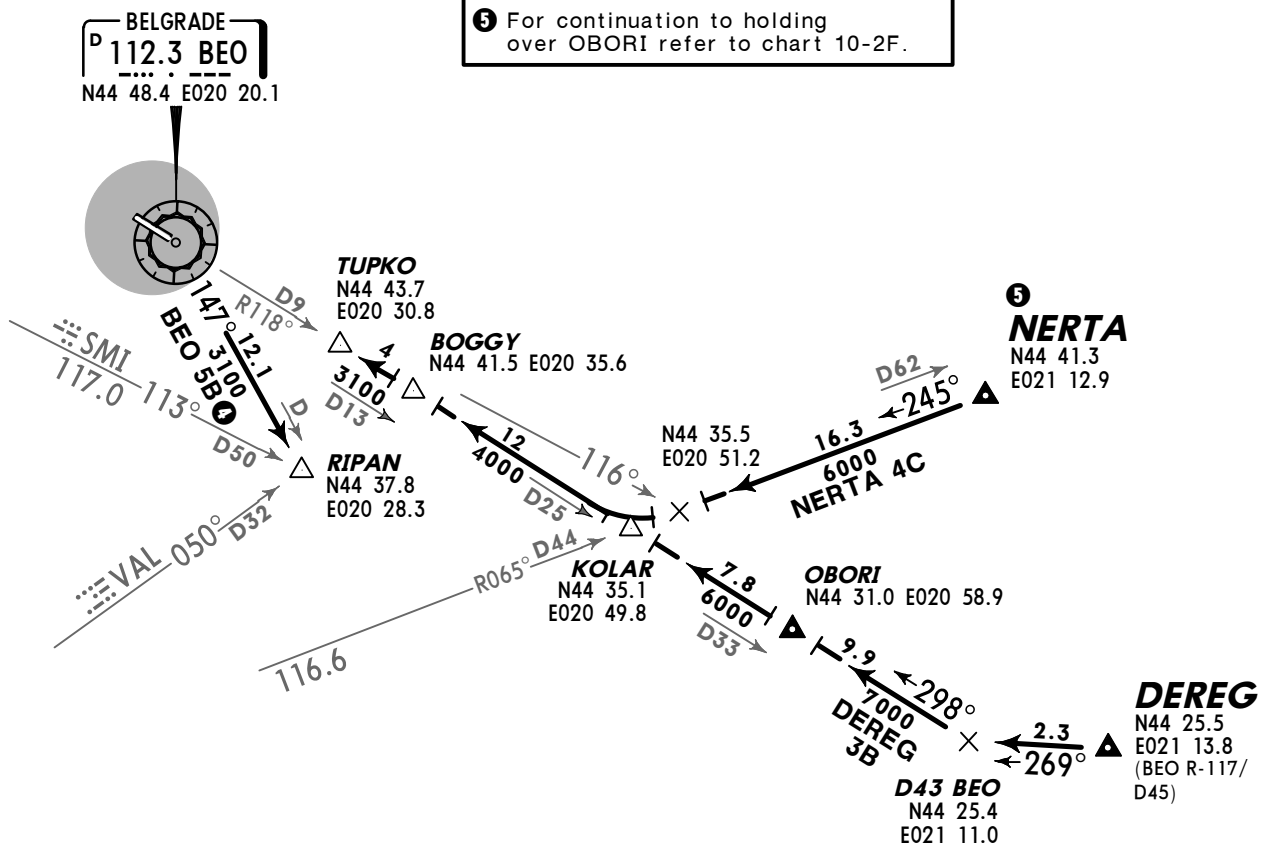
Apt Elev 336' Alt Set: hPa  
Trans level: By ATC Trans alt: 10000'

**BEO 5B, DEREG 3B [DERE3B]  
NERTA 4C [NERTA4C]  
RWY 30 ARRIVALS  
FROM EAST  
SPEED MAX 250 KT BELOW 10000'**

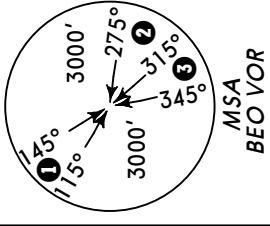


- ① 3300'; 3000' within 22 NM
- ② 3100'
- ③ 3200'; 3100' within 15 NM

④ By ATC. Not to be used for flight planning purposes.  
⑤ For continuation to holding over OBORI refer to chart 10-2F.



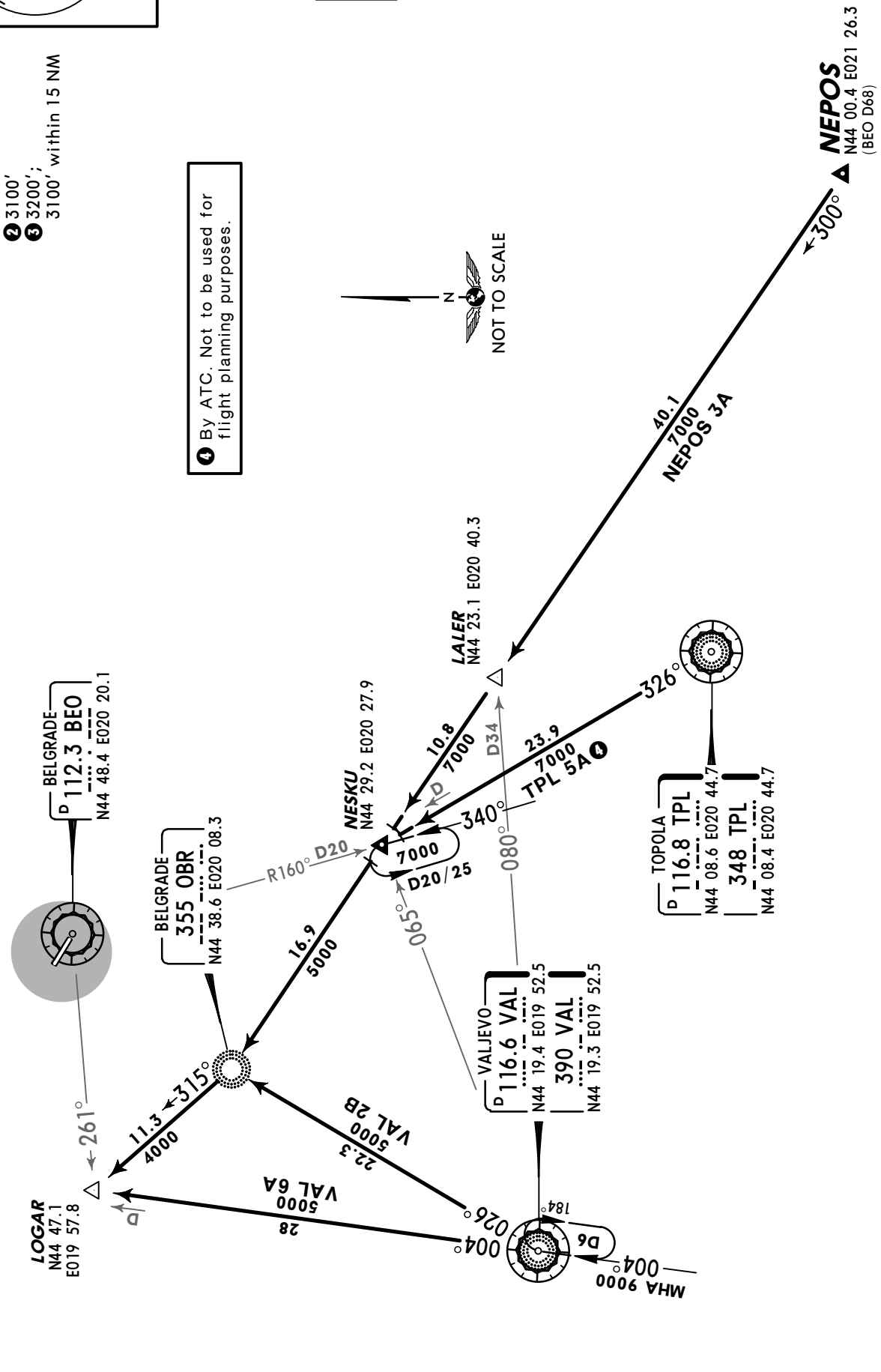
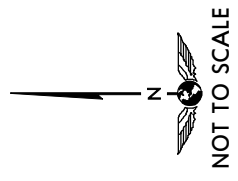
Apt Elev 336'  
Alt Set: hPa  
Trans level: By ATC Trans alt: 10000'



NEPOS 3A [NEPO3A], TPL 5A ⓐ, VAL 6A, VAL 2B  
RWY 12 ARRIVALS  
FROM SOUTH  
**SPEEDS MAX 250 KT BELOW 10000'**

- ⓑ 3300'; within 22 NM
- ⓐ 3100'
- ⓓ 3200'; within 15 NM

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

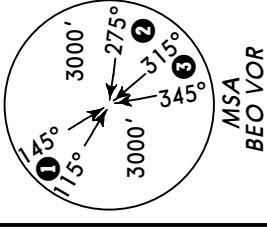


CHANGES: MSA; radial & track update.

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Apt Elev  
**336'**

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



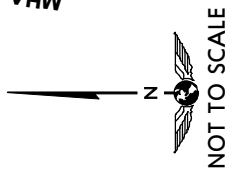
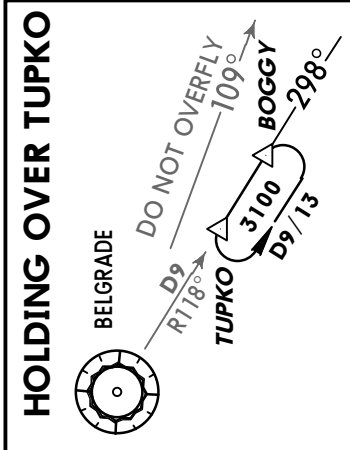
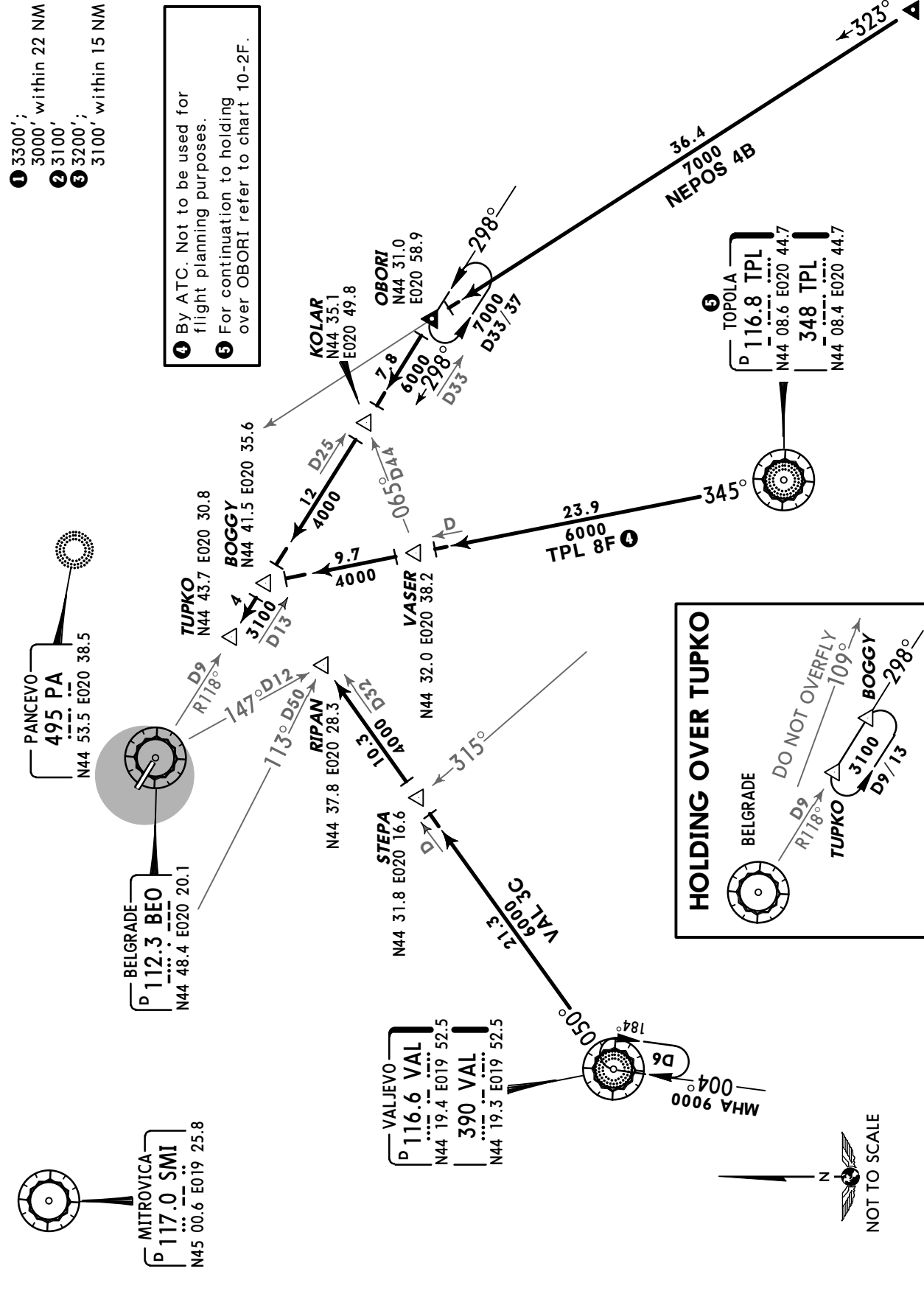
**NEPOS 4B [NEPO4B], TPL 8F, VAL 3C**  
**RWY 30 ARRIVALS**  
FROM SOUTH

**SPEED MAX 250 KT BELOW 10000'**

**NEPOS**  
N44 00.4 E021 26.3  
(BEO D68)

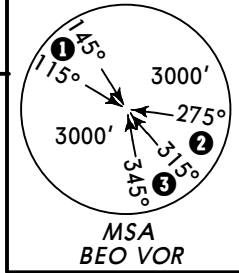
- 1 3300'; 3000' within 22 NM
- 2 3100'; 3000' within 15 NM
- 3 3200'; 3000' within 15 NM

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



Apt Elev  
336'

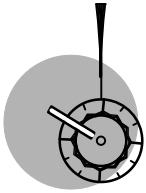
Alt Set: hPa  
Trans level: By ATC Trans alt: 10000'



**RWY 30 ARRIVALS**  
VIA HOLDING OVER OBORI  
**SPEED: MAX 250 KT BELOW 10000'**

- ① 3300';  
3000' within 22 NM
- ② 3100'
- ③ 3200';  
3100' within 15 NM

BELGRADE  
D 112.3 BEO  
N44 48.4 E020 20.1

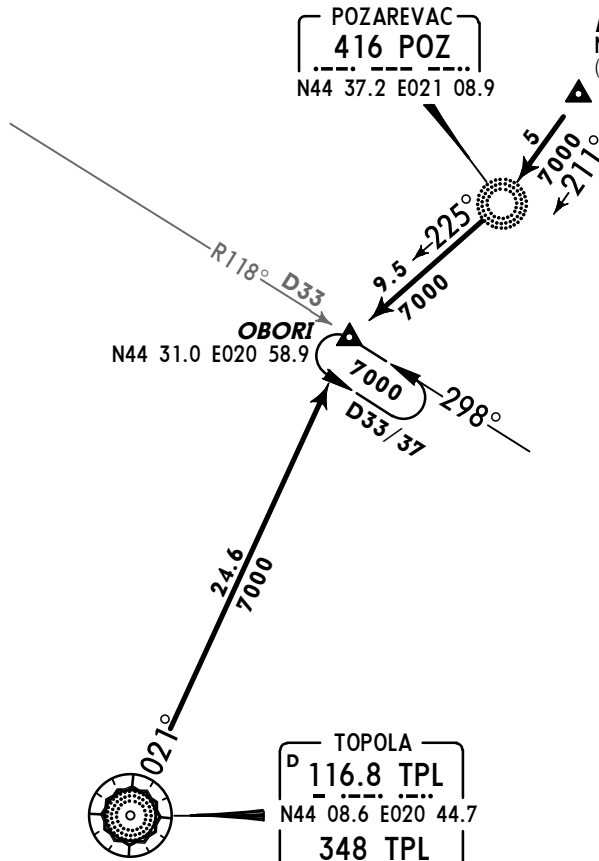


POZAREVAC  
416 POZ  
N44 37.2 E021 08.9

**NERTA**  
N44 41.3 E021 12.9  
(116.6 VAL D62)

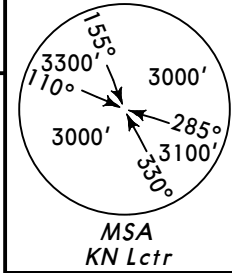
OBORI  
N44 31.0 E020 58.9

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



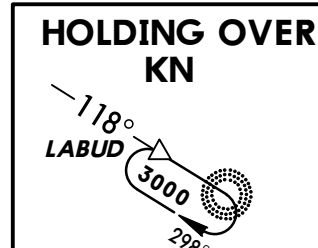
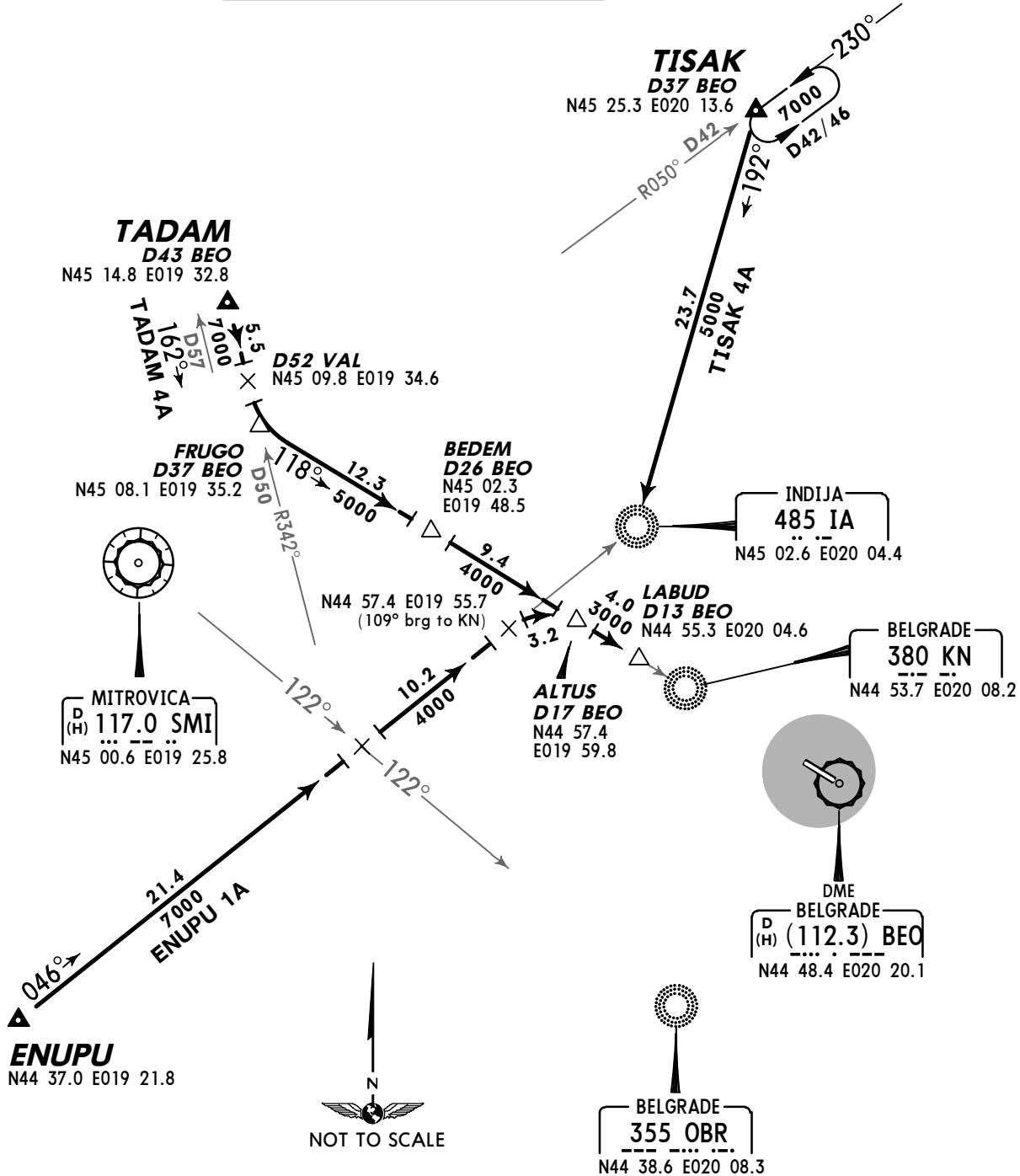
Apt Elev  
336'

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



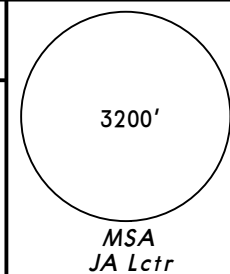
**ENUPU 1A [ENUP1A]  
TADAM 4A [TADA4A], TISAK 4A [TISA4A]  
RWY 12 ARRIVALS  
SPEED MAX 250 KT BELOW 10000'**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS





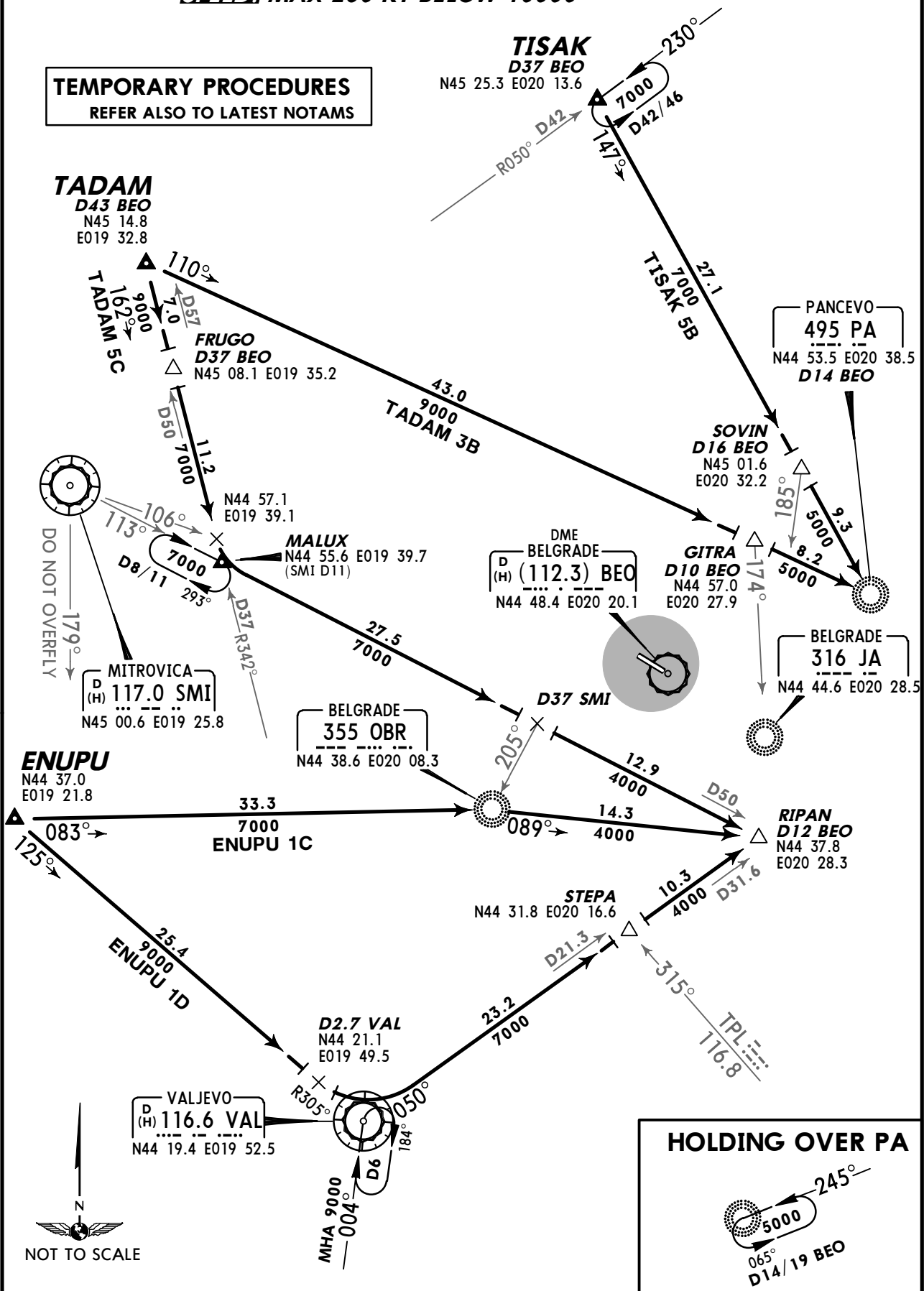
Apt Elev 336'  
Alt Set: hPa  
Trans level: By ATC Trans alt: 10000'



ENUPU 1C [ENUP1C], ENUPU 1D [ENUP1D]  
TADAM 3B [TADA3B], TADAM 5C [TADA5C]  
TISAK 5B [TISA5B]  
RWY 30 ARRIVALS

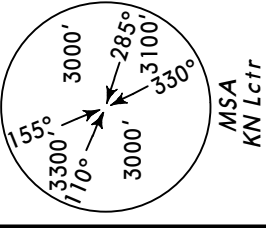
**SPEEDS** MAX 250 KT BELOW 10000'

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



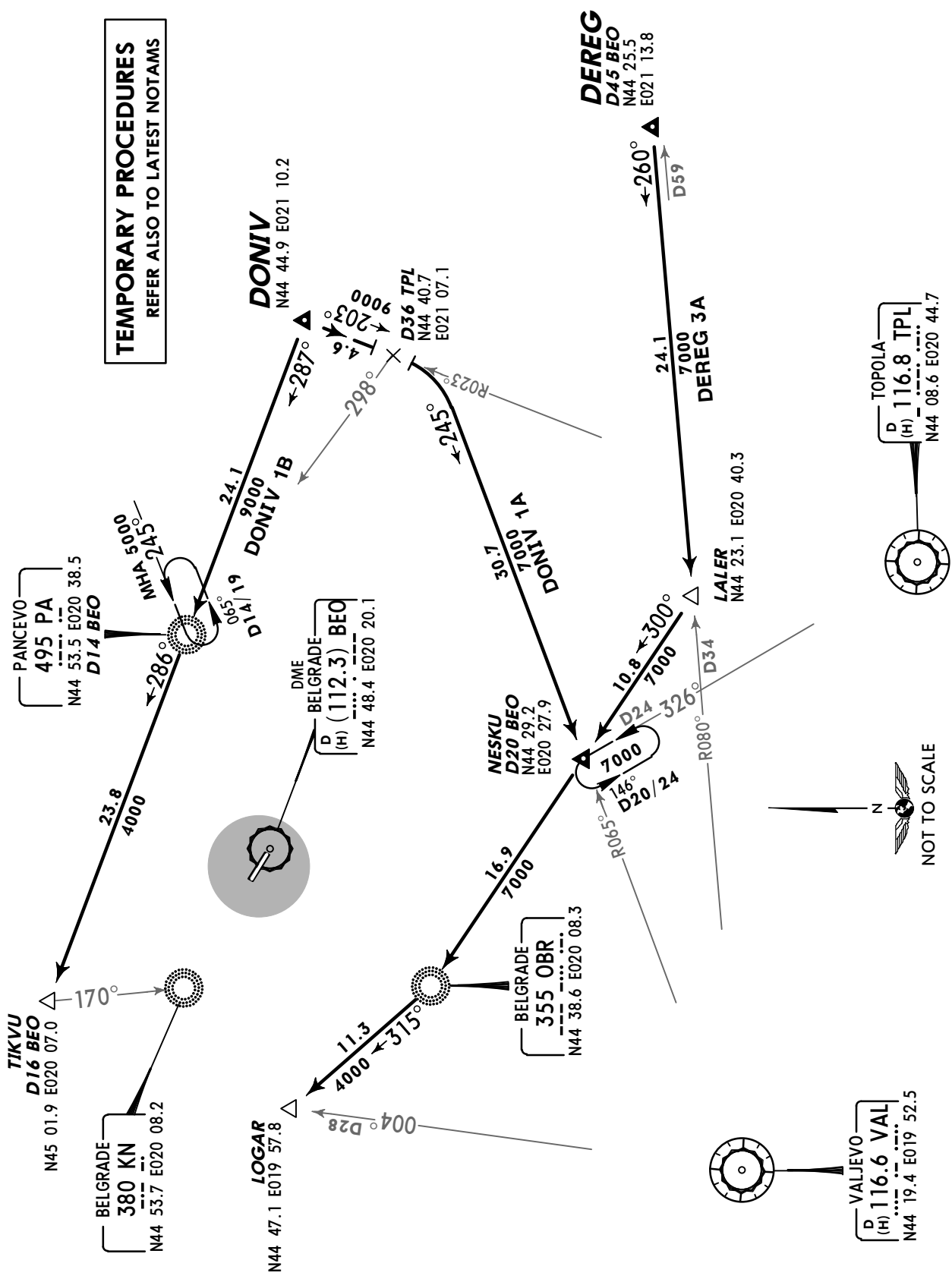
Apt Elev  
336'

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



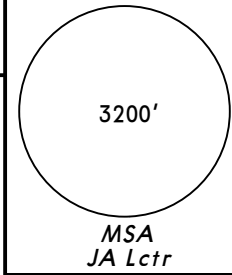
**DEREG 3A [DERE3A]  
DONIV 1A [DONI1A], DONIV 1B [DONI1B]  
RWY 12 ARRIVALS**  
**~~SPEED~~ MAX 250 KT BELOW 10000'**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



Apt Elev  
**336'**

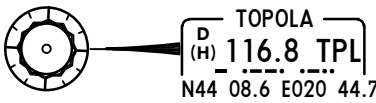
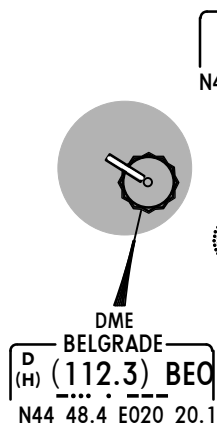
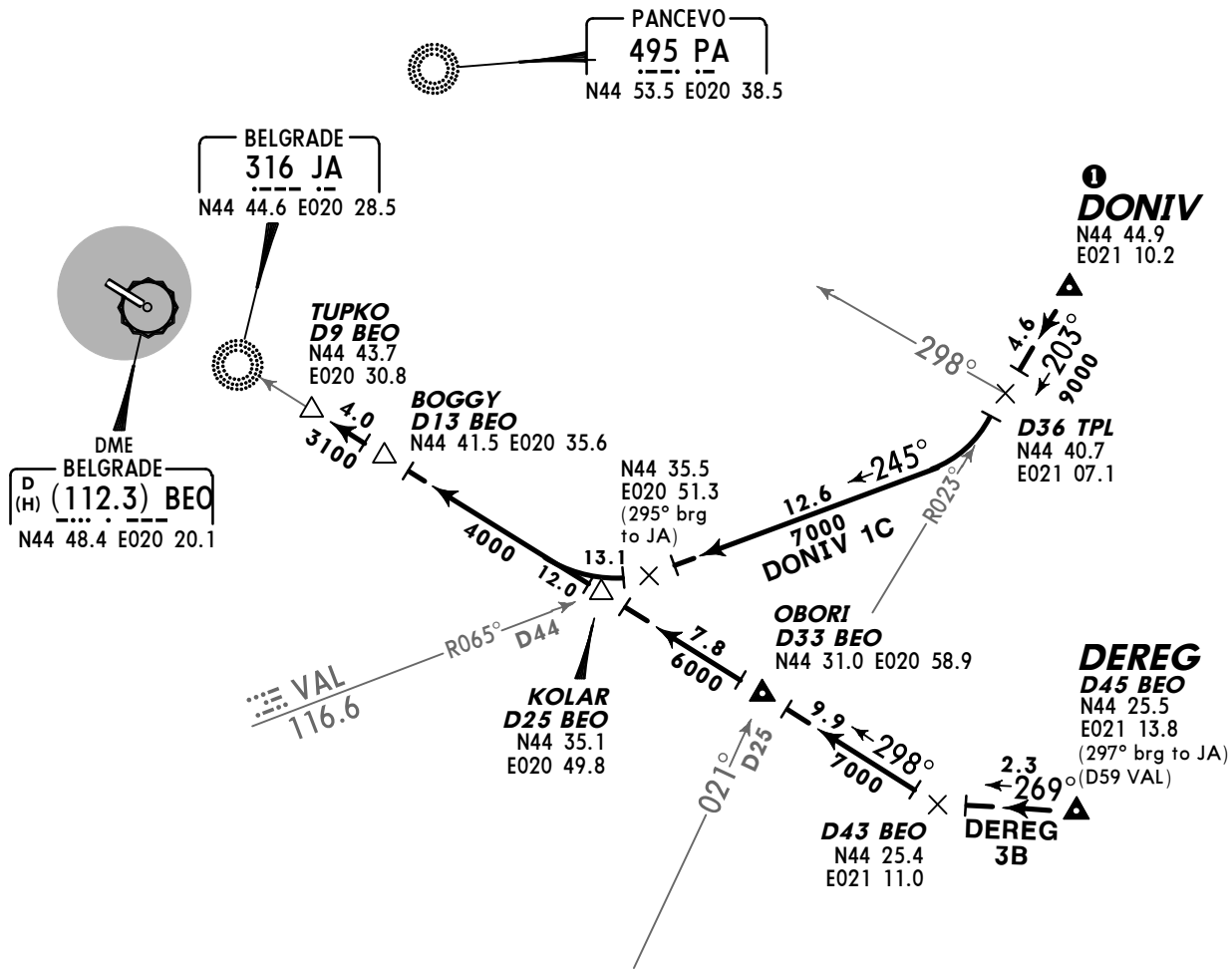
Alt Set: hPa  
Trans level: By ATC Trans alt: 10000'



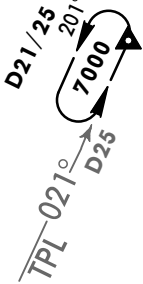
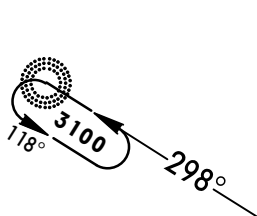
**DEREG 3B [DERE3B]  
DONIV 1C [DONI1C]  
RWY 30 ARRIVALS**  
**~~SPEED~~ MAX 250 KT BELOW 10000'**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

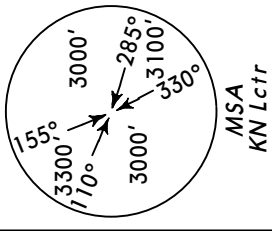
**1** For continuation to holding over OBORI refer to chart 10-2P.



**HOLDINGS OVER  
JA OBORI**



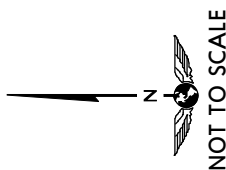
Apt Elev **336'**  
Alt Set: hPa  
Trans level: By ATC Trans alt: 10000'



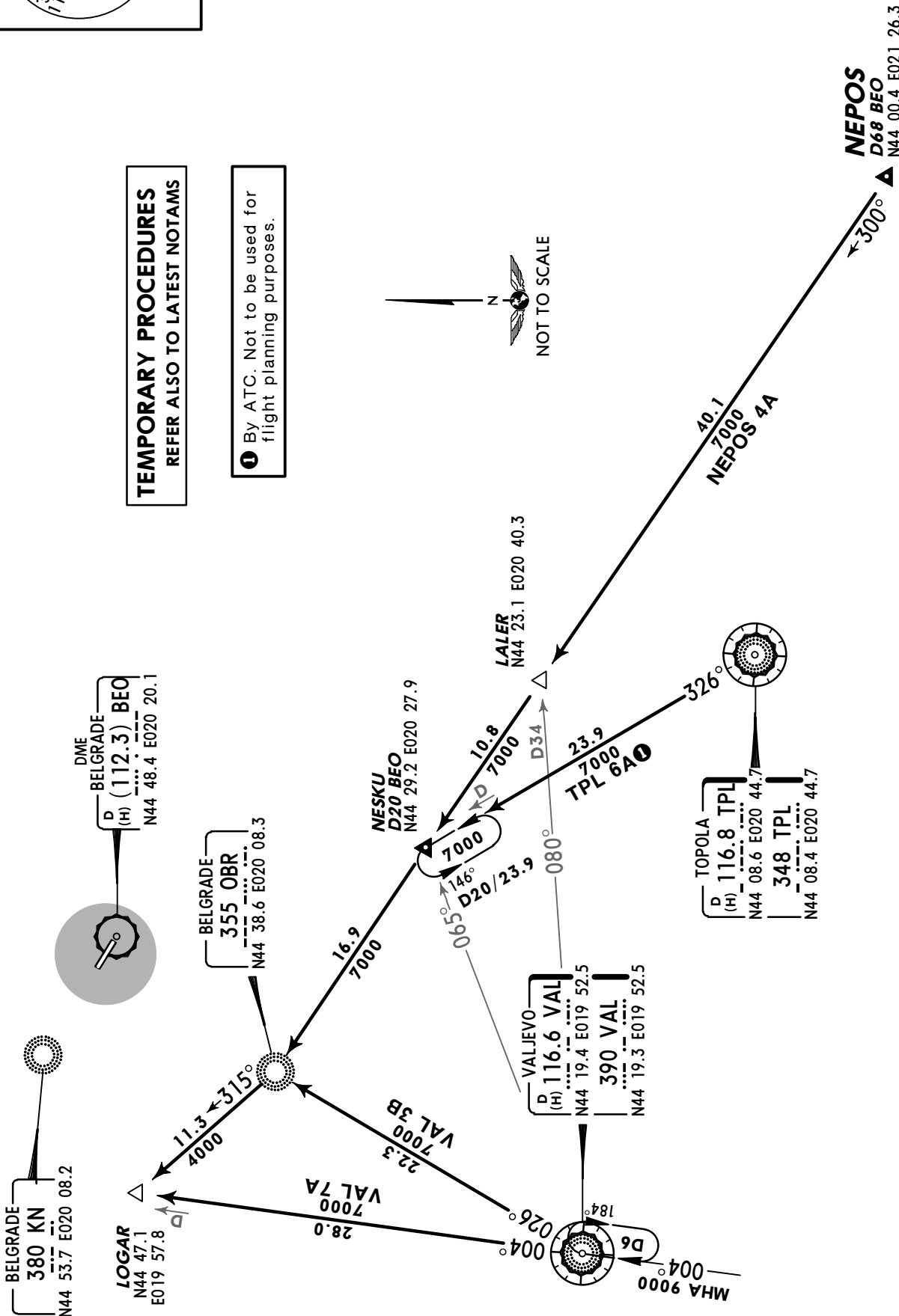
**NEPOS 4A [NEPO4A], TPL 6A ①, VAL 7A, VAL 3B  
RWY 12 ARRIVALS**  
**~~SPEEDS~~ MAX 250 KT BELOW 10000'**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

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

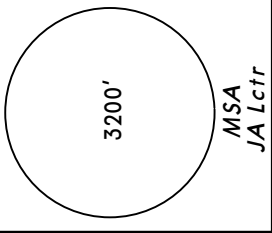


**NEPOS**  
D68 BEO  
N44 00.4 E021 26.3



Apt Elev  
336'

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



NEPOS 4B [NEPO4B], TPL 9F ①, VAL 4C

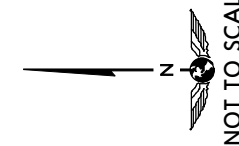
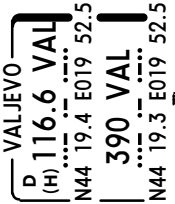
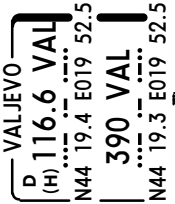
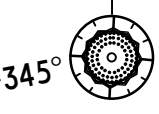
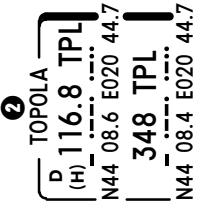
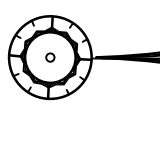
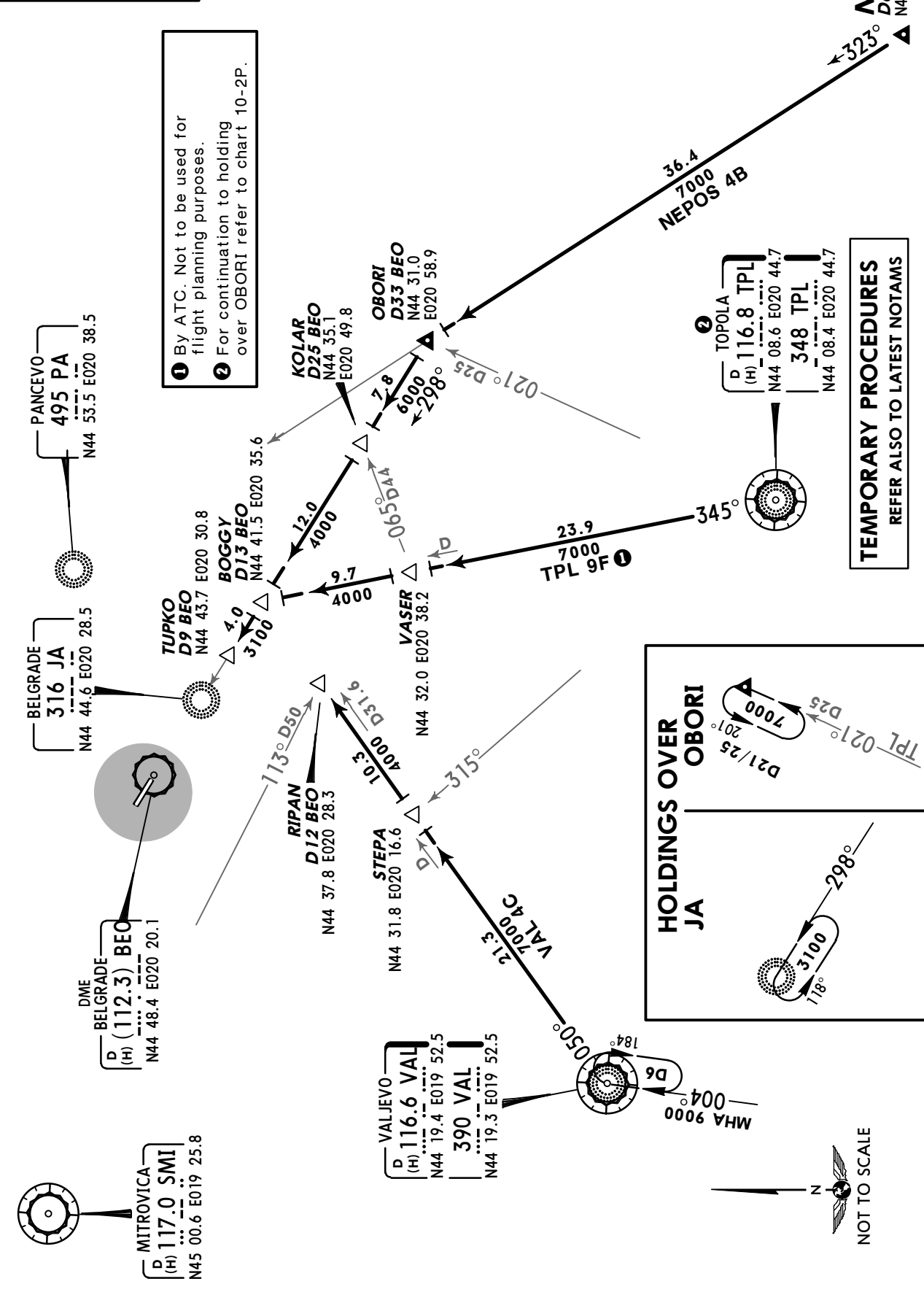
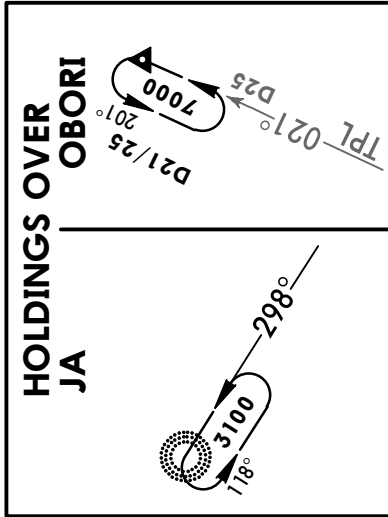
RWY 30 ARRIVALS

**DEFS** MAX 250 KT BELOW 10000'

NEPOS  
D68 BEO  
N44 00.4 E021 26.3

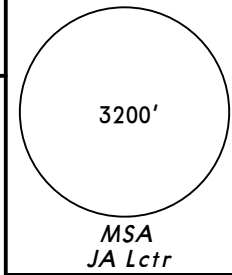
① By ATC. Not to be used for flight planning purposes.  
② For continuation to holding over OBORI refer to chart 10-2P.

TEMPORARY PROCEDURES  
REFER ALSO TO LATEST NOTAMS



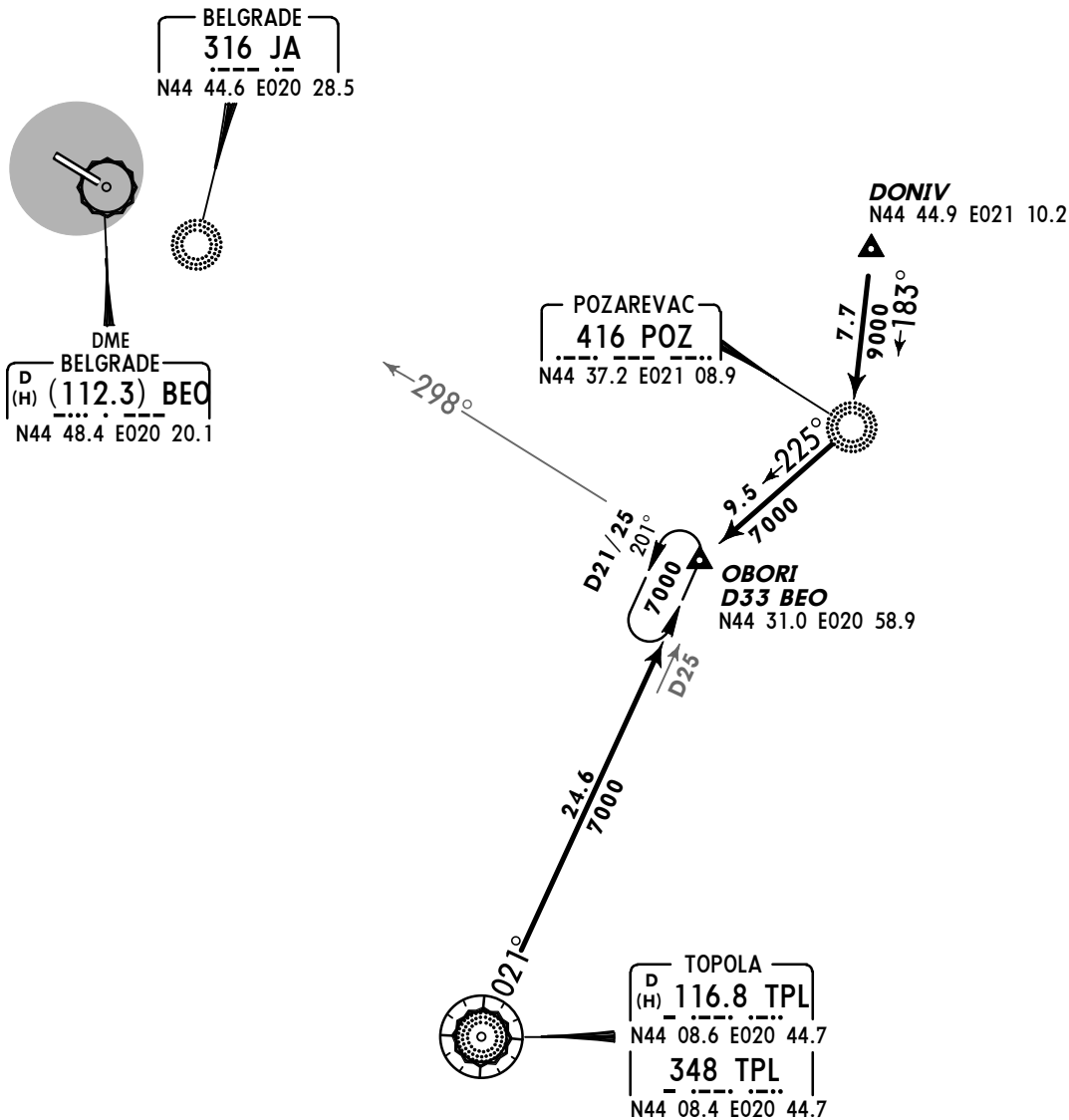
Apt Elev  
336'

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



**RWY 30 ARRIVALS**  
VIA HOLDING OVER OBORI  
**~~SPEED~~ MAX 250 KT BELOW 10000'**

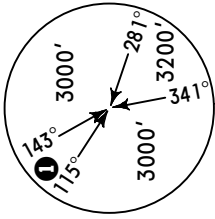
**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



ATIS  
122.92

Apt Elev  
336'

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



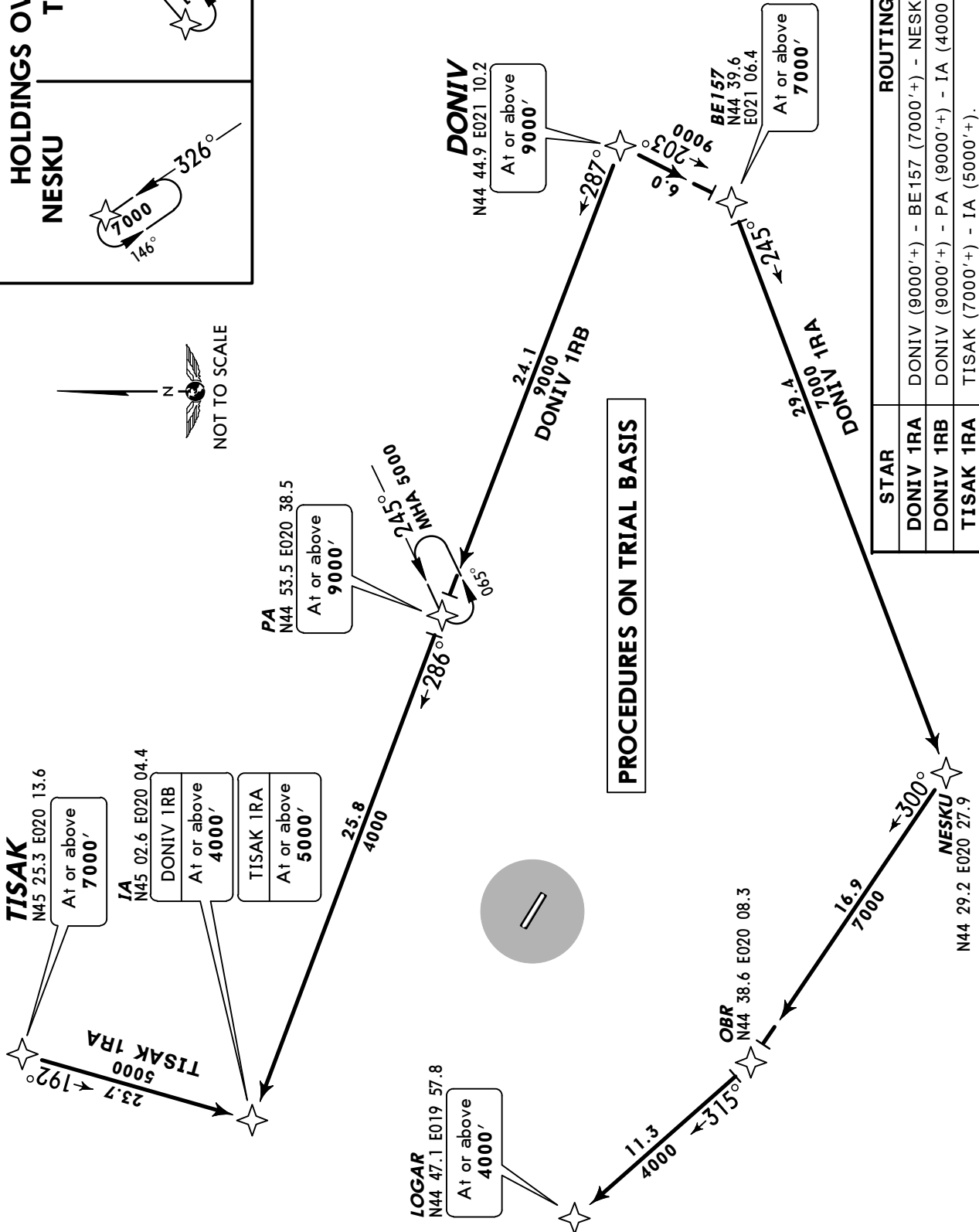
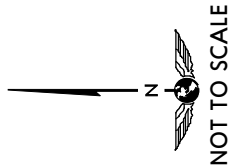
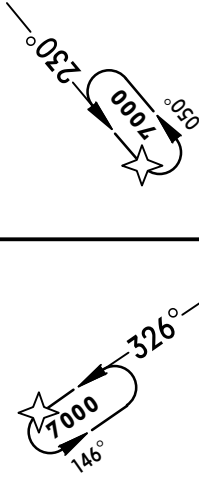
① 3300'

DONIV 1RA [DON1RA]  
DONIV 1RB [DON1RB]  
TISAK 1RA [TIS1RA]  
RWY 12 RNAV ARRIVALS

RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED: MAX 250 KT BELOW 10000'**

HOLDINGS OVER  
TISAK  
NESKU



PROCEDURES ON TRIAL BASIS

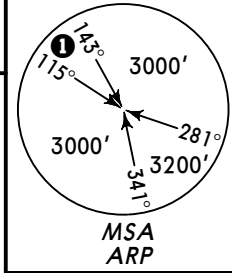
ROUTING

STAR	ROUTING
DONIV 1RA	DONIV (9000'+) - BE157 (7000'+) - NESKU - OBR - LOGAR (4000'+).
DONIV 1RB	DONIV (9000'+) - PA (9000'+) - IA (4000'+).
TISAK 1RA	TISAK (7000'+) - IA (5000'+).

ATIS  
122.92

Apt Elev  
336'

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



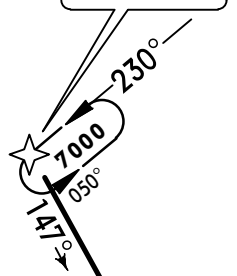
**TISAK**  
N45 25.3 E020 13.6  
At or above  
7000'

**DONIV 1RC [DON1RC]**  
**DONIV 1RH [DON1RH]**  
**TISAK 1RB [TIS1RB]**  
**RWY 30 RNAV ARRIVALS**

RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED: MAX 250 KT BELOW 10000'**

**PROCEDURES ON TRIAL BASIS**



27.1  
7000  
TISAK 1RB

**SOVIN**  
N45 01.6 E020 32.2

**PA**  
N44 53.5 E020 38.5  
At or above  
5000'

**BOGGY**  
N44 41.5 E020 35.6

DONIV 1RC, 1RH  
At or above  
4000'

TISAK 1RB  
At or above  
3100'

**DONIV**  
N44 44.9 E021 10.2  
At or above  
9000'

**TUPKO**  
N44 43.7 E020 30.8  
At or above  
3100'

**KOLAR**  
N44 35.1 E020 49.8  
DONIV 1RC  
At or above  
7000'

**BE157**  
N44 39.6 E021 06.4

**DONIV 1RC**  
N44 44.9 E021 10.2  
7000

**OBORI**  
N44 31.0 E020 58.9  
At or above  
7000'

**HOLDING OVER TUPKO**



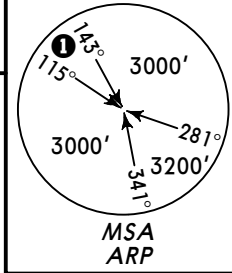
STAR	ROUTING
<b>DONIV 1RC</b>	DONIV (9000'+) - BE157 - KOLAR (7000'+) - BOGGY (4000'+) - TUPKO (3100'+).
<b>DONIV 1RH</b>	DONIV (9000'+) - BE157 - OBORI (7000'+) - KOLAR - BOGGY (4000'+) - TUPKO (3100'+).
<b>TISAK 1RB</b>	TISAK (7000'+) - SOVIN - PA (5000'+) - BOGGY (3100'+) - TUPKO (3100'+).



ATIS  
122.92

Apt Elev  
336'

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

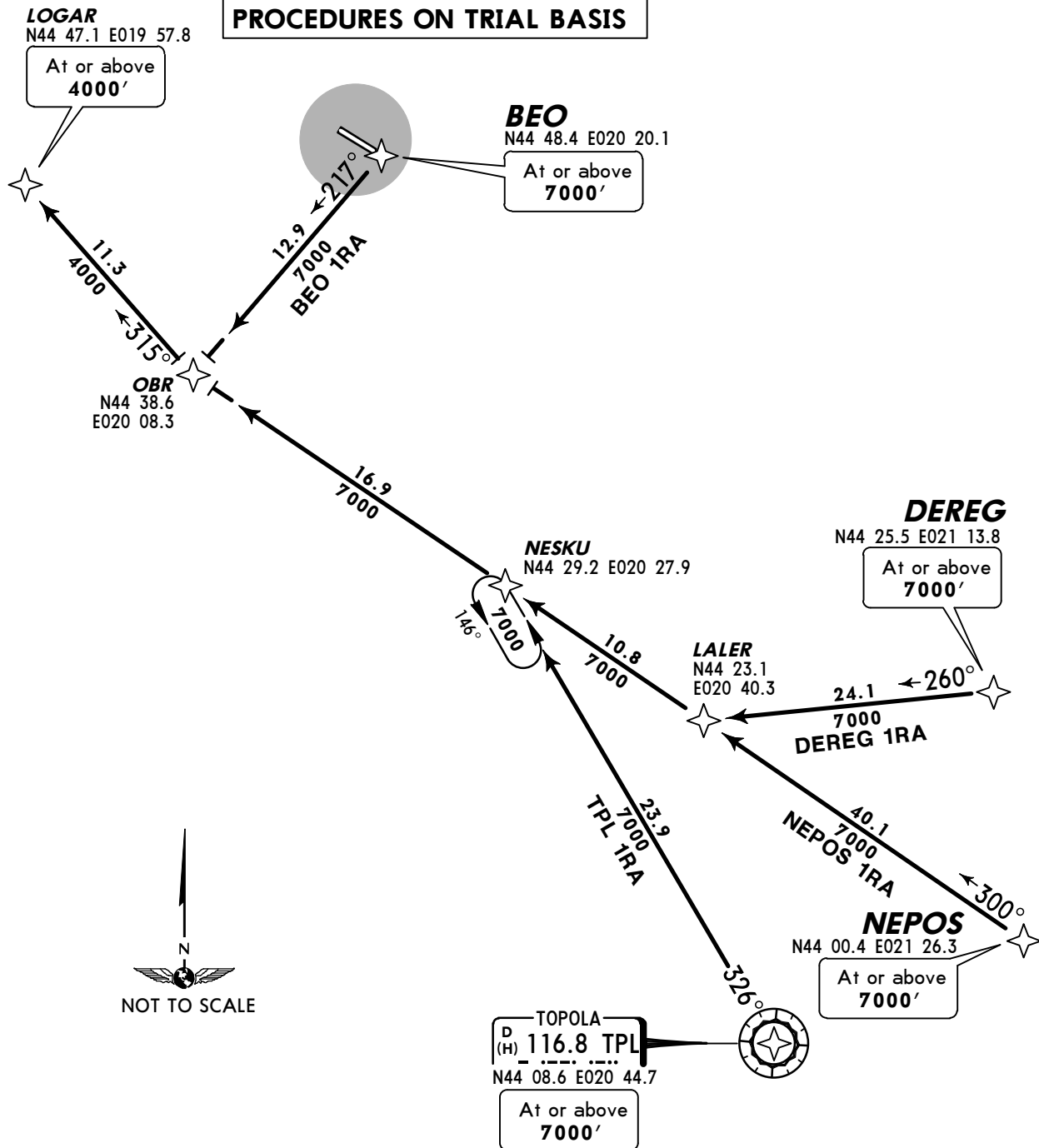


1 3300'

**BEO 1RA**  
**DEREG 1RA [DER1RA]**  
**NEPOS 1RA [NEP1RA]**  
**TPL 1RA**  
**RWY 12 RNAV ARRIVALS**  
RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

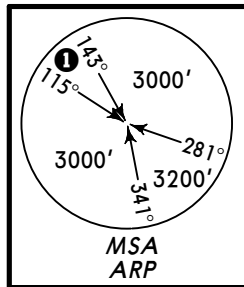
**SPEED MAX 250 KT BELOW 10000'**

**PROCEDURES ON TRIAL BASIS**



STAR	ROUTING
<b>BEO 1RA</b>	BEO (7000'+) - OBR - LOGAR (4000'+).
<b>DEREG 1RA</b>	DEREG (7000'+) - LALER - NESKU - OBR - LOGAR (4000'+).
<b>NEPOS 1RA</b>	NEPOS (7000'+) - LALER - NESKU - OBR - LOGAR (4000'+).
<b>TPL 1RA</b>	TPL (7000'+) - NESKU - OBR - LOGAR (4000'+).

CHANGES: New trial procedures at this airport.



ATIS  
**122.92**

Apt Elev  
**336'**

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

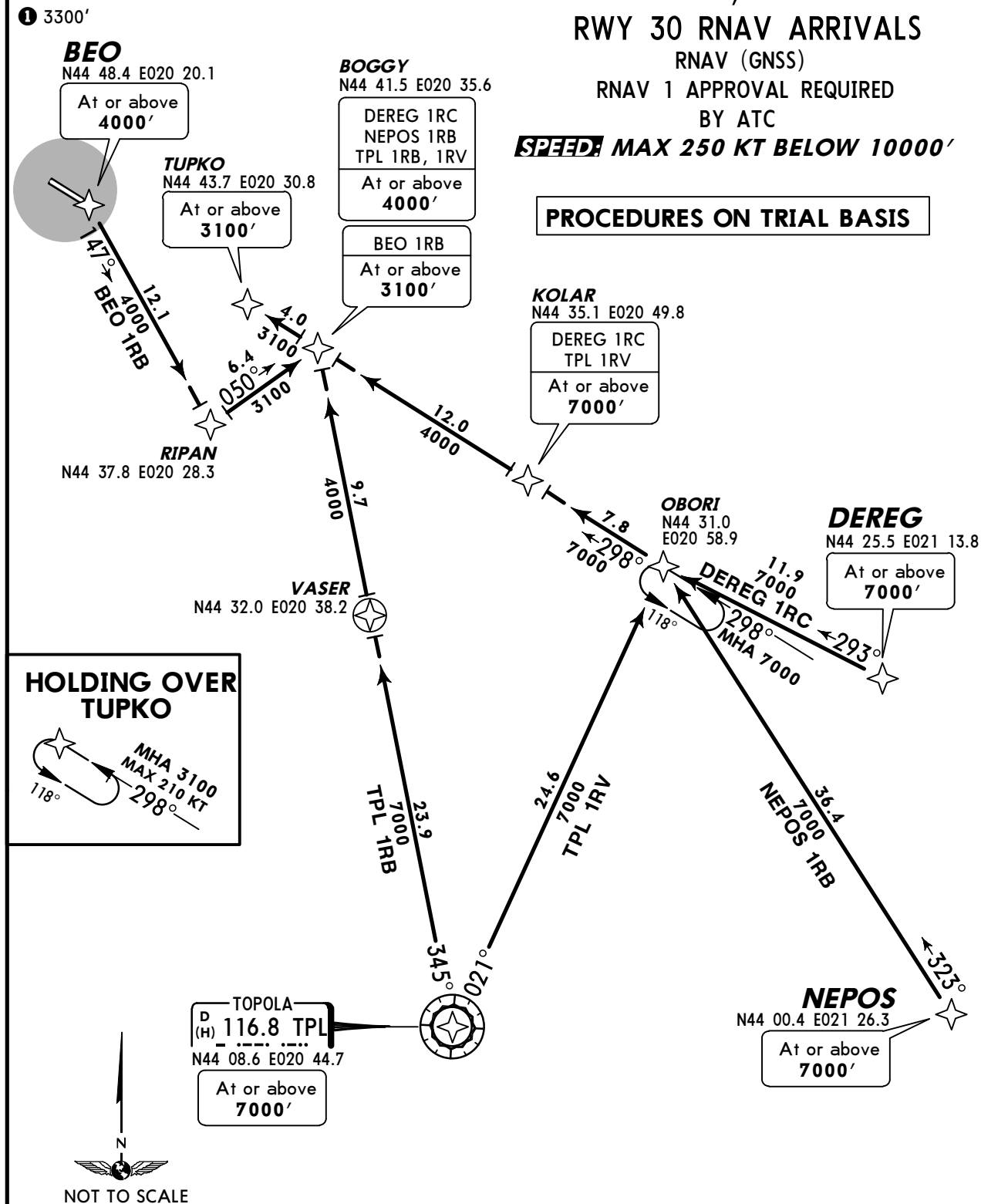
**BEO 1RB**  
**DEREG 1RC [DER1RC]**  
**NEPOS 1RB [NEP1RB]**  
**TPL 1RB, TPL 1RV**  
**RWY 30 RNAV ARRIVALS**

RNAV (GNSS)

RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED: MAX 250 KT BELOW 10000'**

**PROCEDURES ON TRIAL BASIS**

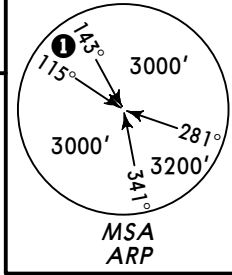


STAR	ROUTING
<b>BEO 1RB</b>	BEO (4000'+) - RIPAN - BOGGY (3100'+) - TUPKO (3100'+).
<b>DEREG 1RC</b>	DEREG (7000'+) - OBORI - KOLAR (7000'+) - BOGGY (4000'+) - TUPKO (3100'+).
<b>NEPOS 1RB</b>	NEPOS (7000'+) - OBORI - KOLAR - BOGGY (4000'+) - TUPKO (3100'+).
<b>TPL 1RB</b>	TPL (7000'+) - VASER - BOGGY (4000'+) - TUPKO (3100'+).
<b>TPL 1RV</b>	TPL (7000'+) - OBORI - KOLAR (7000'+) - BOGGY (4000'+) - TUPKO (3100'+).

ATIS  
122.92

Apt Elev  
336'

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

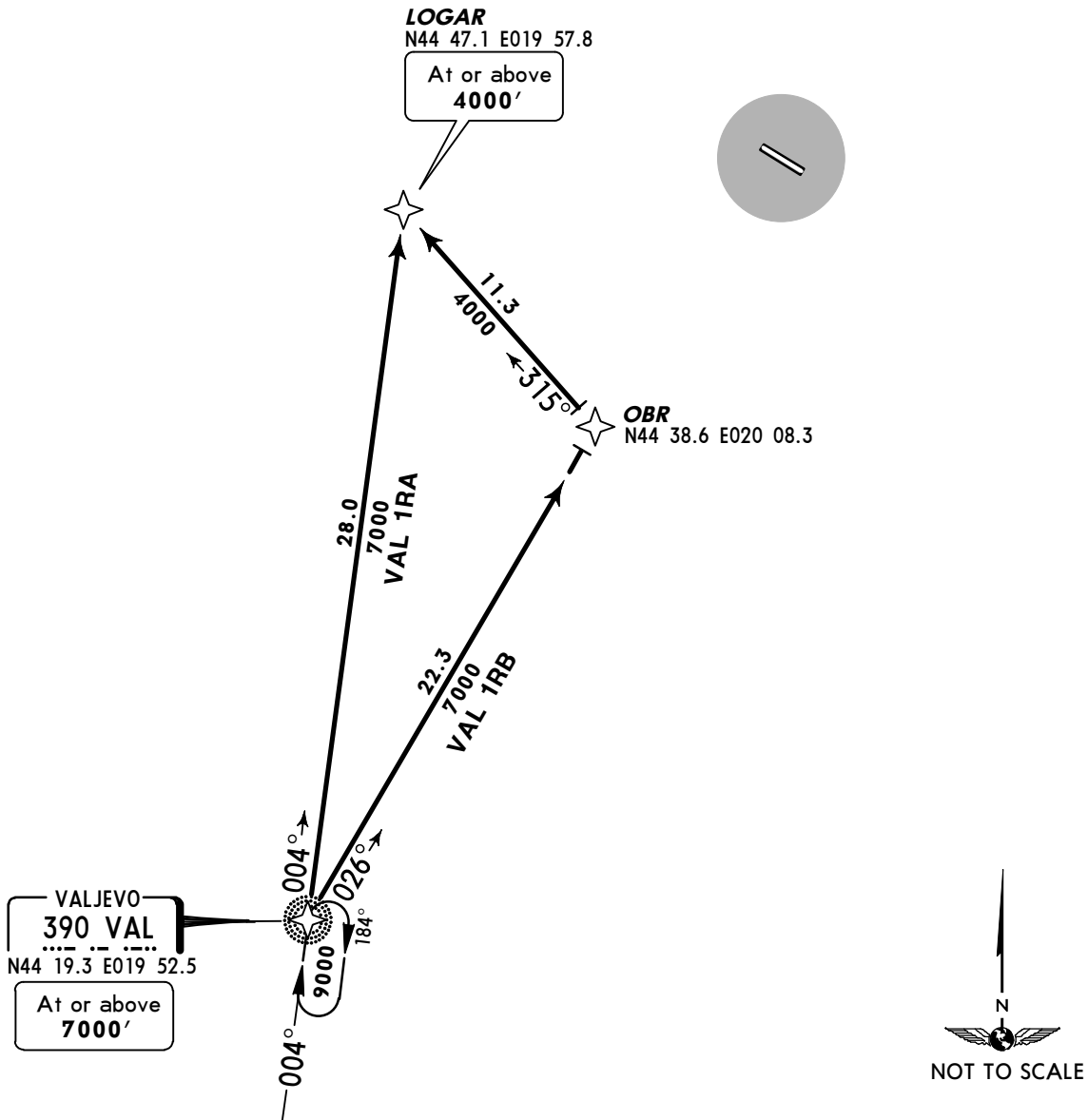


VAL 1RA  
VAL 1RB  
RWY 12 RNAV ARRIVALS

RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

~~SPEED~~ MAX 250 KT BELOW 10000'

PROCEDURES ON TRIAL BASIS



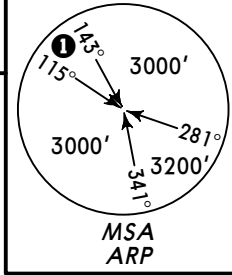
STAR	ROUTING
VAL 1RA	VAL (7000'+) - LOGAR (4000'+).
VAL 1RB	VAL (7000'+) - OBR - LOGAR (4000'+).

CHANGES: New trial procedures at this airport.

ATIS  
122.92

Apt Elev  
336'

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



1 3300'

**VAL 1RC**  
**RWY 30 RNAV ARRIVAL**  
RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED: MAX 250 KT BELOW 10000'**

**PROCEDURE ON TRIAL BASIS**

**HOLDING OVER TUPKO**



**TUPKO**  
N44 43.7 E020 30.8

At or above  
3100'

**BOGGY**  
N44 41.5 E020 35.6

At or above  
3100'

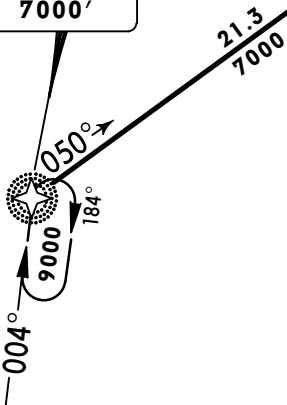
**RIPAN**  
N44 37.8 E020 28.3

At or above  
4000'

**STEPSA**  
N44 31.8 E020 16.6

**VALJEVO**  
**390 VAL**  
N44 19.3 E019 52.5

At or above  
7000'



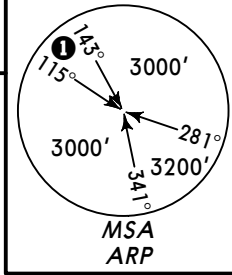
**ROUTING**

VAL (7000'+) - STEPSA - RIPAN (4000'+) - BOGGY (3100'+) - TUPKO (3100'+).

ATIS  
122.92

Apt Elev  
336'

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

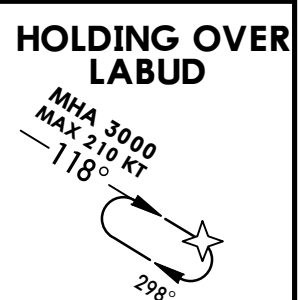
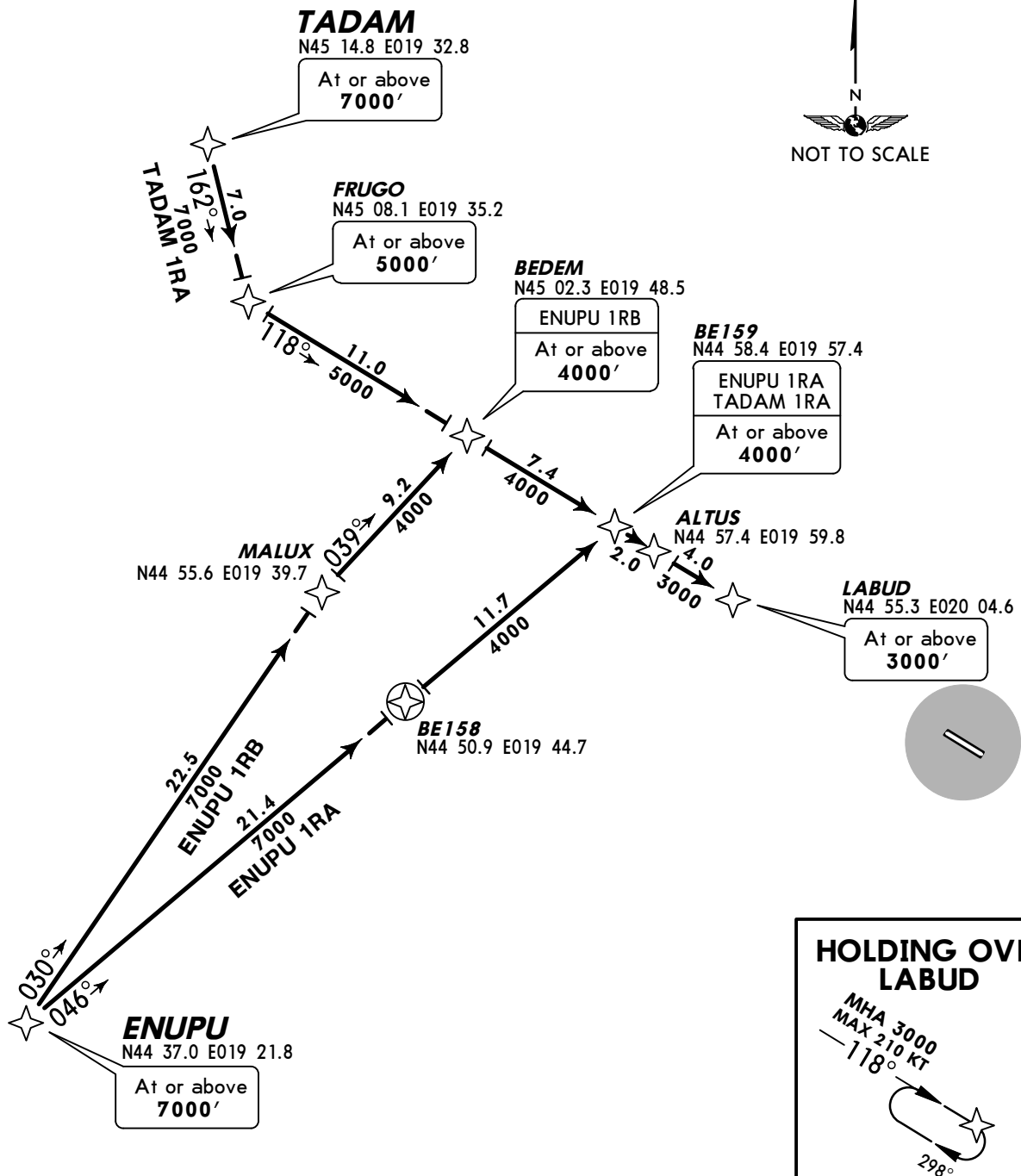


① 3300'

ENUPU 1RA [DON1RA]  
ENUPU 1RB [ENU1RB]  
TADAM 1RA [TAD1RA]  
RWY 12 RNAV ARRIVALS  
RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED** MAX 250 KT BELOW 10000'

PROCEDURES ON TRIAL BASIS

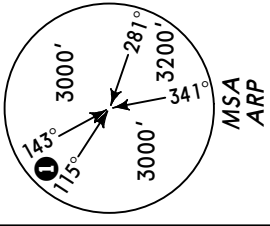


STAR	ROUTING
ENUPU 1RA	ENUPU (7000'+) - BE158 - BE159 (4000'+) - ALTUS - LABUD (3000'+).
ENUPU 1RB	ENUPU (7000'+) - MALUX - BEDEM (4000'+) - BE159 - ALTUS - LABUD (3000'+).
TADAM 1RA	TADAM (7000'+) - FRUGO (5000'+) - BE159 (4000'+) - ALTUS - LABUD (3000'+).

ATIS  
122.92

Apt Elev  
336'

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



ENUPU 1RC [ENU1RC]  
ENUPU 1RD [ENU1RD]  
RWY 30 RNAV ARRIVALS

RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED** MAX 250 KT BELOW 10000'

ROUTING

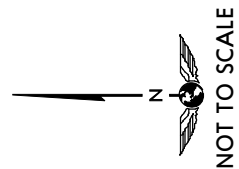
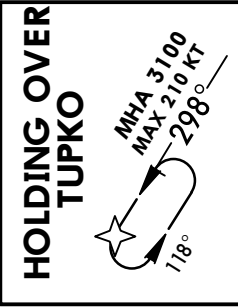
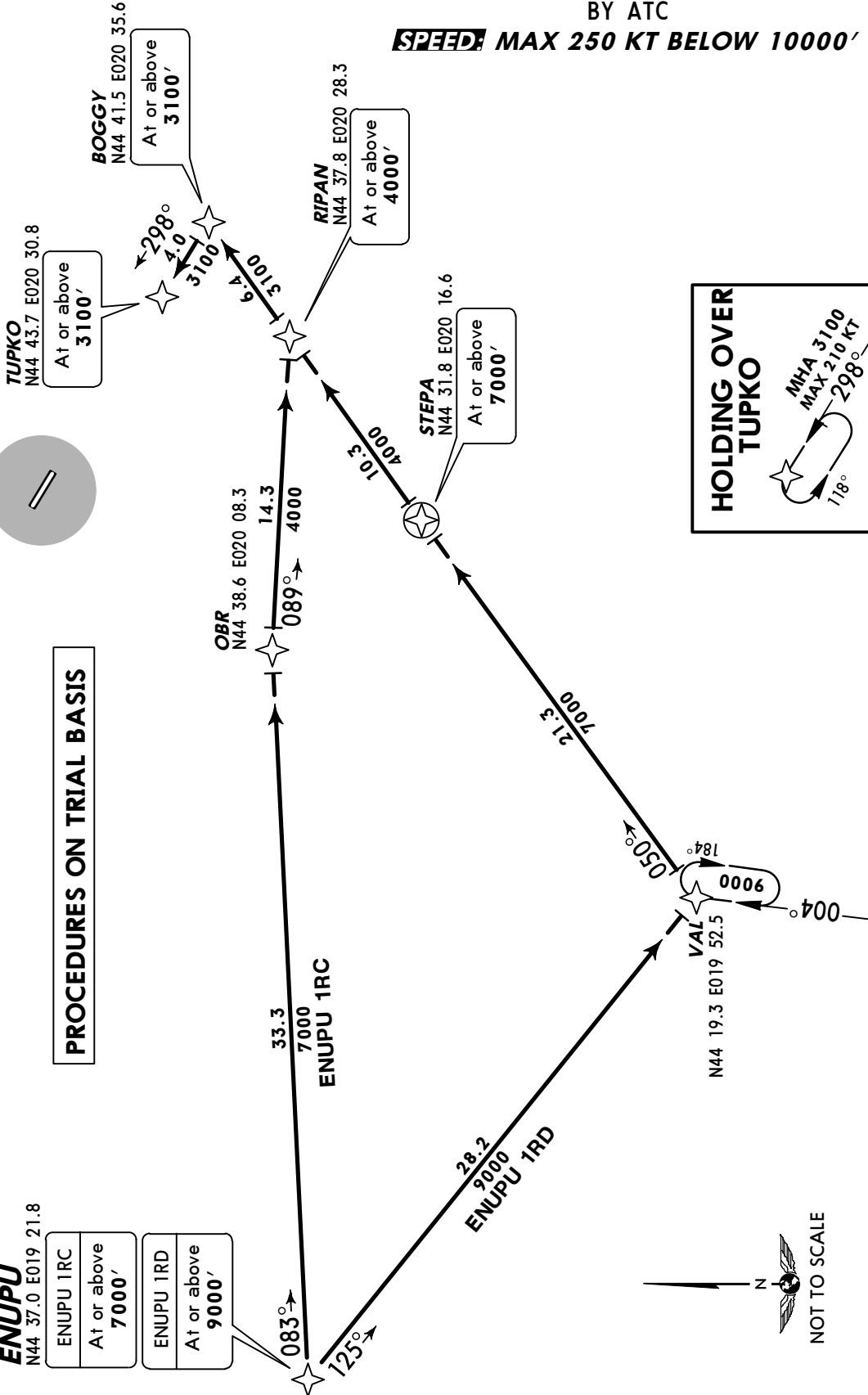
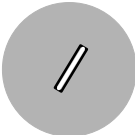
ENUPU 1RC	ENUPU (7000'+) - OBR - RIPAN (4000'+) - BOGGY (3100'+) - TUPKO (3100'+) -
ENUPU 1RD	ENUPU (9000'+) - VAL - STEPA (7000'+) - RIPAN (4000'+) - BOGGY (3100'+) - TUPKO (3100'+) -

PROCEDURES ON TRIAL BASIS

ENUPU  
N44 37.0 E019 21.8

ENUPU 1RC  
At or above  
7000'

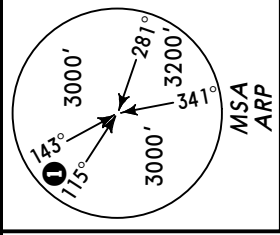
ENUPU 1RD  
At or above  
9000'



ATIS  
122.92

Apt Elev  
336'

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



① 3300'

TADAM 1RB [TAD1RB]  
TADAM 1RC [TAD1RC]  
RWY 30 RNAV ARRIVALS

RNAV (GNSS)

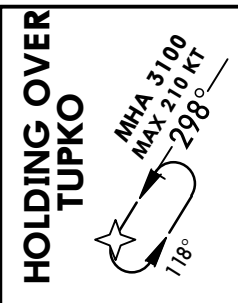
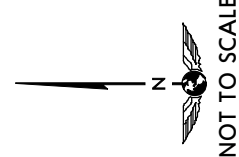
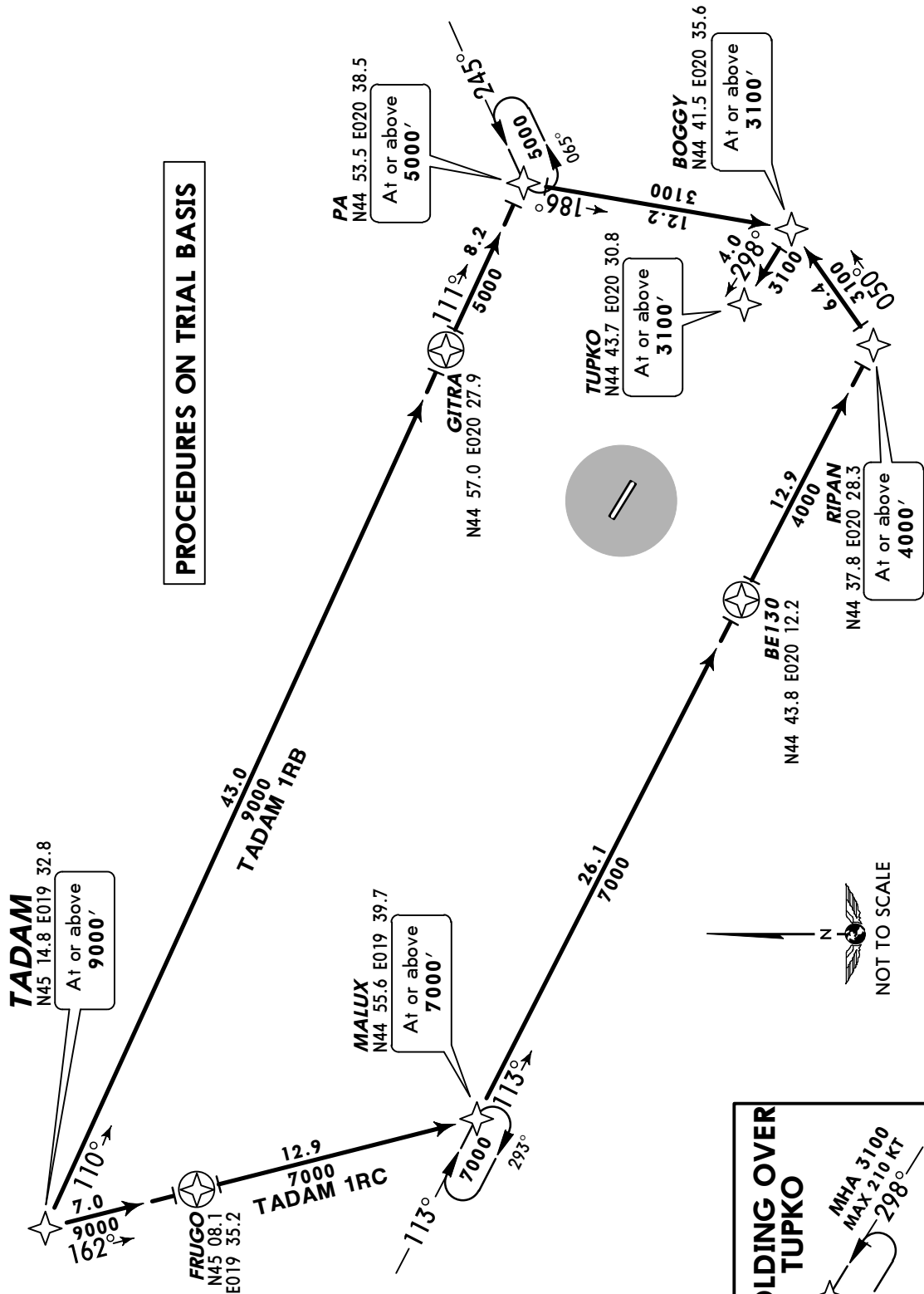
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEEDS: MAX 250 KT BELOW 10000'**

ROUTING

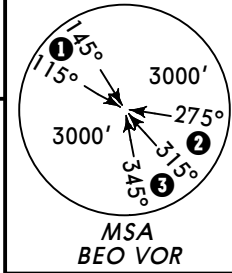
STAR	ROUTING
TADAM 1RB	TADAM (9000'+) - GITRA - PA (5000'+) - BOGGY (3100'+) - TUPKO (3100'+).
TADAM 1RC	TADAM (9000'+) - FRUGO - MALUX (7000'+) - BE130 - RIPAN (4000'+) - BOGGY (3100'+) - TUPKO (3100'+).

PROCEDURES ON TRIAL BASIS



Apt Elev  
336'

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.



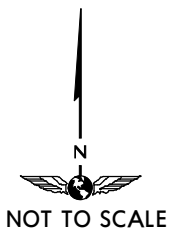
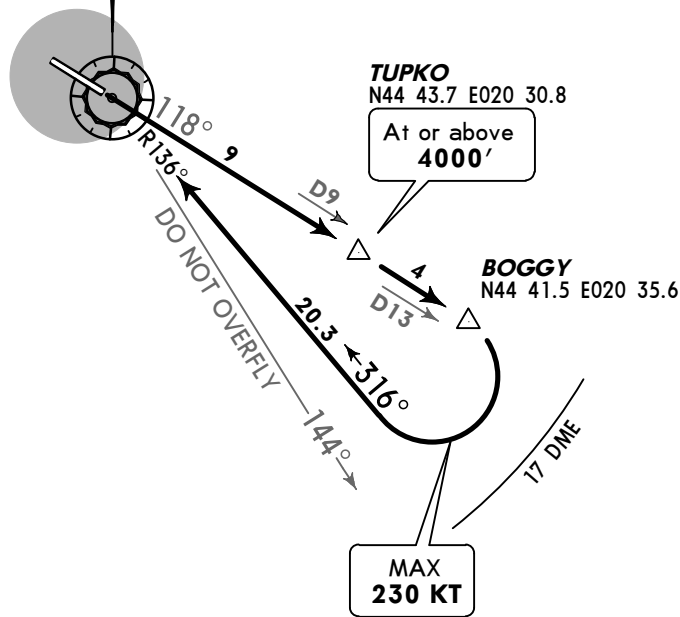
**BEOGRAD FOUR CHARLIE (BEO 4C)  
RWY 12 DEPARTURE  
BY ATC**

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES  
AFTER BEO PROCEED TO FIRST POINT IN FLIGHT PLAN  
**~~SPEED~~ MAX 250 KT BELOW 10000'**

- ❶ 3300';  
3000' within 22 NM
- ❷ 3100'
- ❸ 3200';  
3100' within 15 NM

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

❹ or above, if instructed by ATC



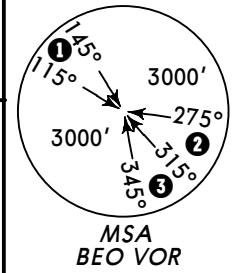
**ROUTING**

Climb straight ahead, intercept BEO R-118 to BOGGY, turn RIGHT within BEO 17 DME, intercept BEO R-136 inbound to BEO.



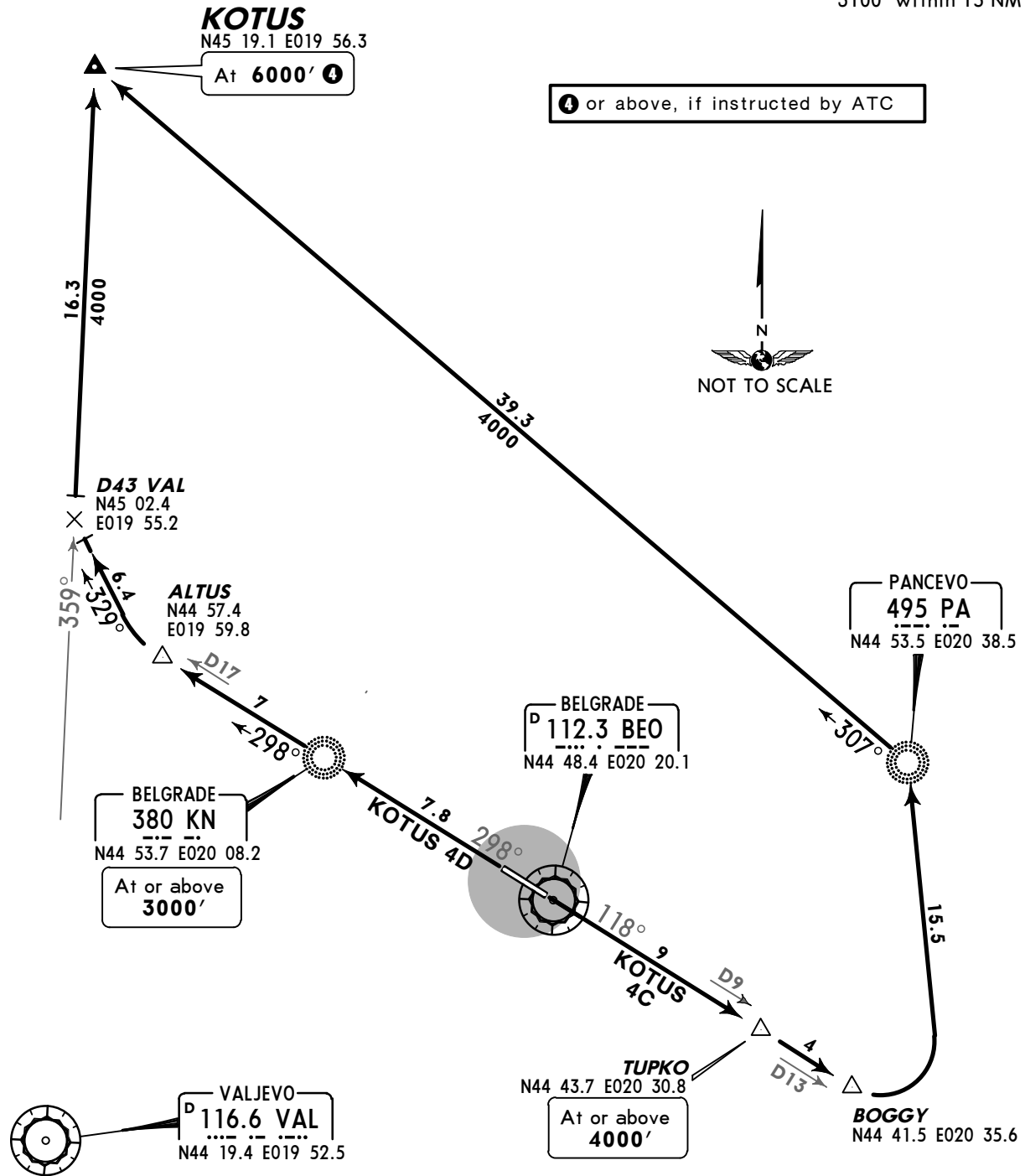
Apt Elev  
336'

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.



**KOTUS FOUR CHARLIE (KOTUS 4C) [KOTU4C]**  
**KOTUS FOUR DELTA (KOTUS 4D) [KOTU4D]**  
**RWYS 12, 30 DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW 10000'**

- ① 3300';  
3000' within 22 NM
- ② 3100'
- ③ 3200';  
3100' within 15 NM



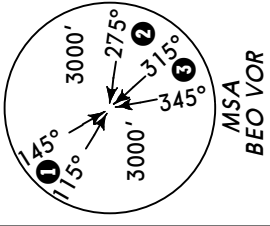
④ or above, if instructed by ATC



SID	RWY	ROUTING
KOTUS 4C	12	Climb straight ahead, intercept BEO R-118 to BOGGY, turn LEFT to PA, turn LEFT, 307° bearing to KOTUS.
KOTUS 4D	30	Climb straight ahead, intercept BEO R-298 to ALTUS, turn RIGHT, 329° track to D43 VAL, turn RIGHT, intercept VAL R-359 to KOTUS.

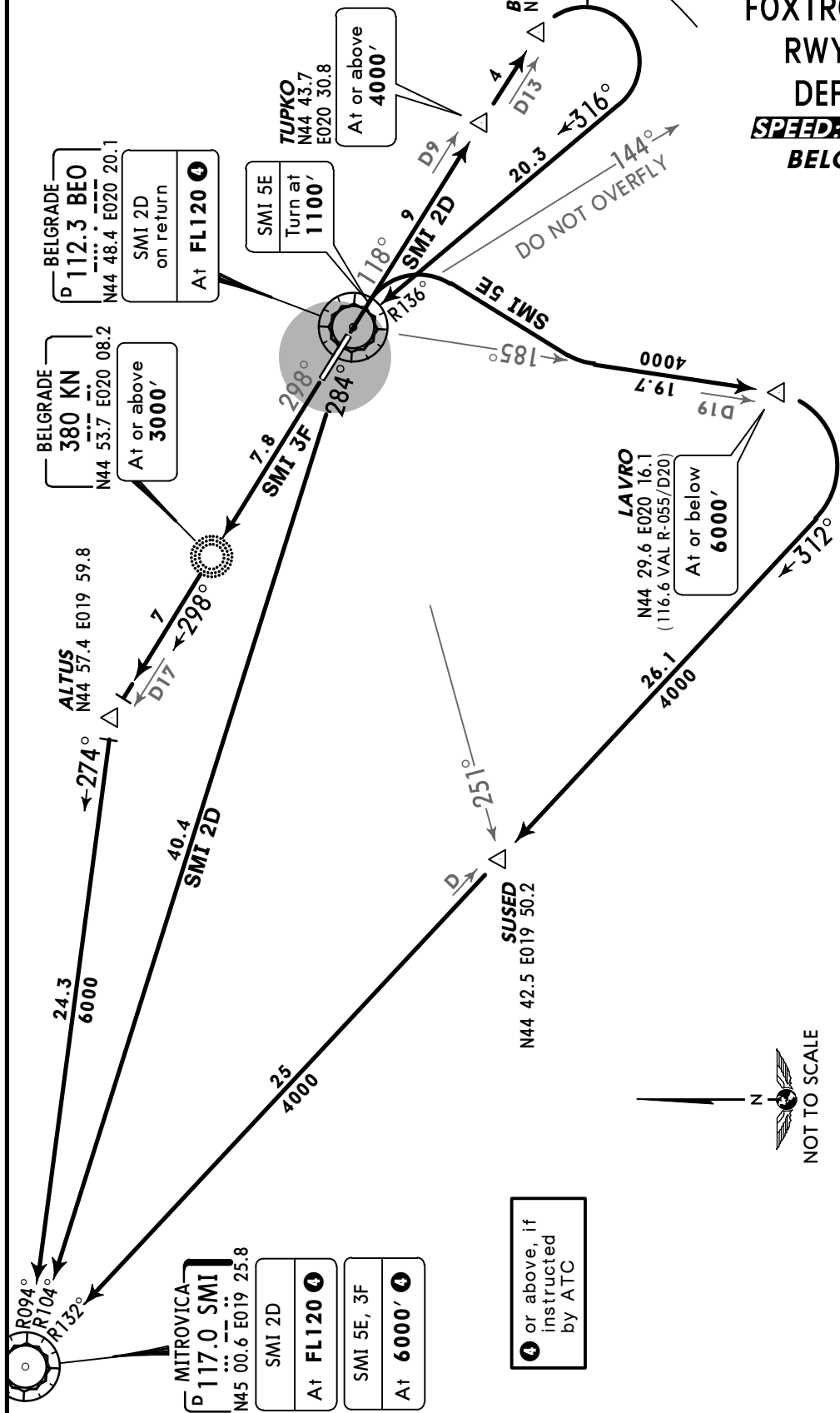
Apt Elev  
336'

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.



- 1 3300'; within 22 NM
- 2 3100'; within 22 NM
- 3 3200'; within 15 NM
- 3100' within 15 NM

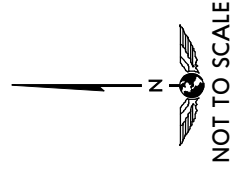
MITROVICA TWO  
DELTA (SMI 2D)  
MITROVICA FIVE  
ECHO (SMI 5E)  
MITROVICA THREE  
FOXTROT (SMI 3F)  
RWYS 12, 30  
DEPARTURES  
**~~SPEEDS~~ MAX 250 KT  
BELOW 10000'**



ROUTING	
SID	RWY
SMI 2D	12
SMI 5E	
SMI 3F	30

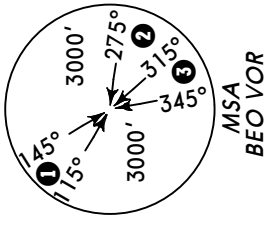
Climb straight ahead, intercept BEO R-118 to BOGGY, turn RIGHT within BEO 17 DME, intercept BEO R-136 inbound to BEO, turn LEFT, BEO R-284 to SMI.  
Climb straight ahead, at 1100' turn RIGHT, intercept BEO R-185 to LAVRO, turn RIGHT, intercept SMI R-132 inbound to SMI.  
Climb straight ahead, intercept BEO R-298 to ALTUS, turn LEFT, intercept SMI R-094 inbound to SMI.

④ or above, if instructed by ATC



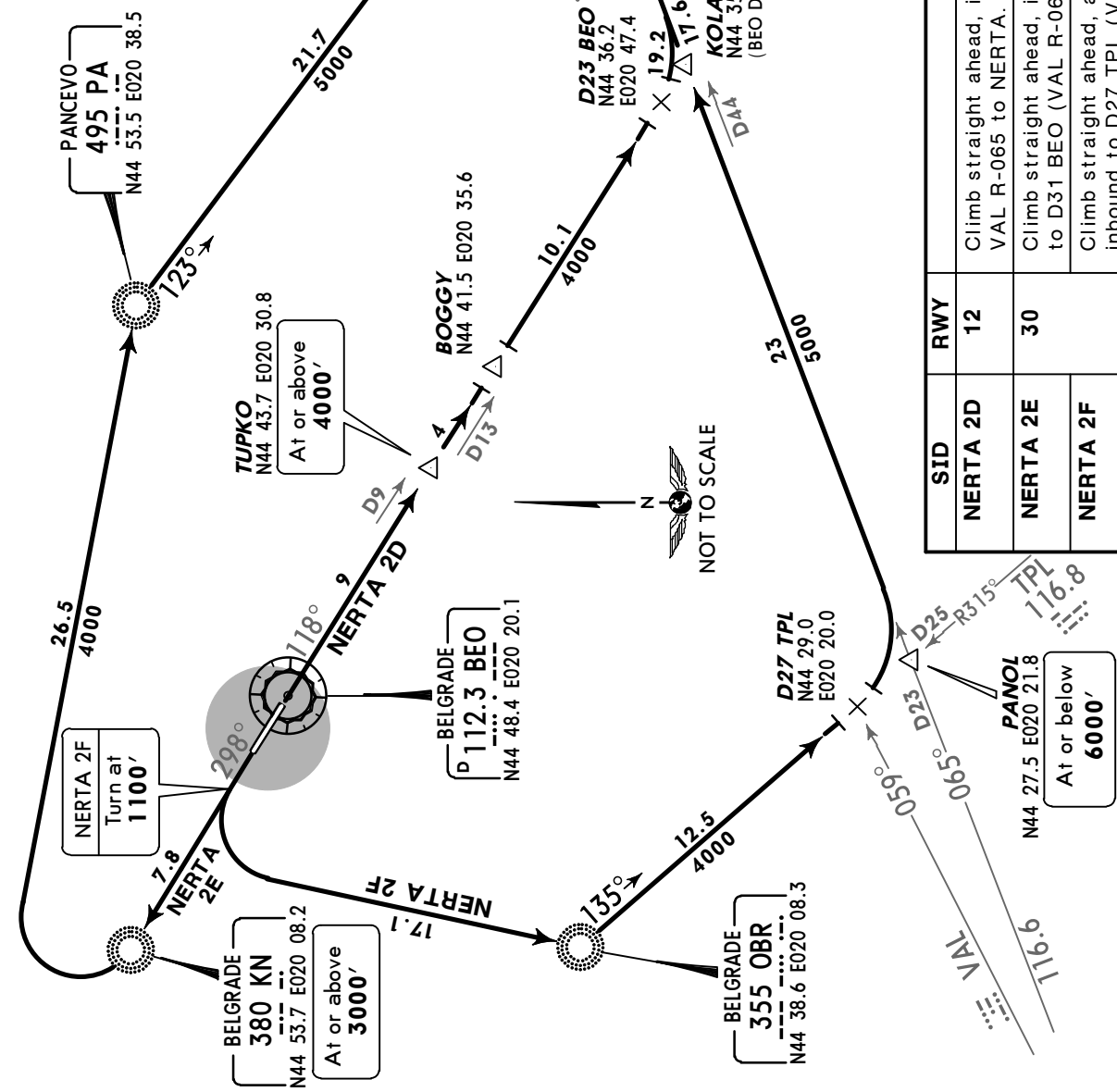
Apt Elev  
**336'**

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.



- 1 3300'; 3000' within 22 NM
- 2 3100'
- 3 3200'; 3100' within 15 NM

**NERTA TWO DELTA**  
(NERTA 2D) [NERT2D]  
**NERTA TWO ECHO**  
(NERTA 2E) [NERT2E]  
**NERTA TWO FOXTROT**  
(NERTA 2F) [NERT2F]  
**RWYS 12, 30**  
**DEPARTURES**  
**SPEEDS MAX 250 KT**  
**BELOW 10000'**



ROUTING	
SID	RWY
NERTA 2D	12
NERTA 2E	30
NERTA 2F	

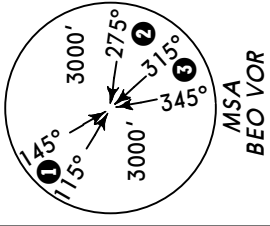
Climb straight ahead, intercept BEO R-118 to D23 BEO, turn LEFT, intercept VAL R-065 to NERTA.

Climb straight ahead, intercept BEO R-298 to KN, turn RIGHT to PA, 123° bearing to D31 BEO (VAL R-063), turn LEFT, intercept VAL R-065 to NERTA.

Climb straight ahead, at 1100' turn LEFT to OBR, turn LEFT, intercept TPL R-315 inbound to D27 TPL (VAL R-059), turn LEFT, intercept VAL R-065 to NERTA.

Apt Elev  
336'

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.



**TADAM TWO SIERRA  
(TADAM 2S) [TADA2S]  
TADAM TWO TANGO  
(TADAM 2T) [TADA2T]  
RWYS 12, 30 DEPARTURES**

BY ATC  
NOT TO BE USED FOR  
FLIGHT PLANNING PURPOSES  
AFTER TADAM PROCEED TO LULIK  
THEN DIRECT TO FLIGHT PLANNED  
FIR BOUNDARY POINT (TONDO OR PARAK)  
**SPEEDS MAX 250 KT  
BELOW 10000'**

- 1 3300';
- 2 3000' within 22 NM
- 3 3100';
- 4 3200';
- 5 3100' within 15 NM

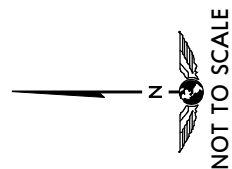
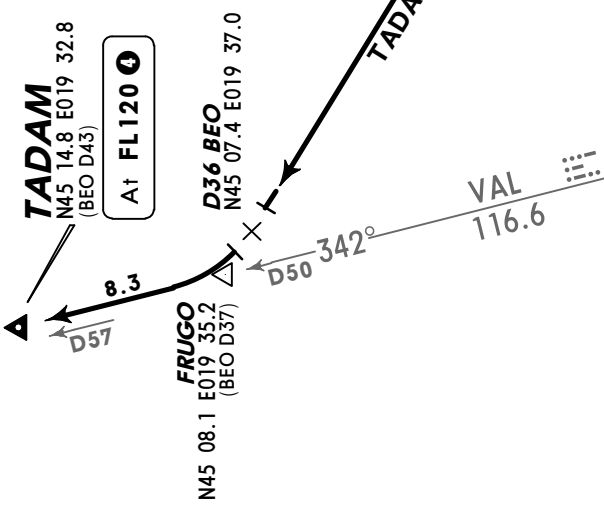
4 or above, if instructed by ATC

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

BELGRADE  
380 KN  
N44 53.7 E020 08.2  
TADAM 2T  
At or above  
3000'

TUPKO  
N44 43.7 E020 30.8  
At or above  
4000'

BOGGY  
N44 41.5  
E020 35.6

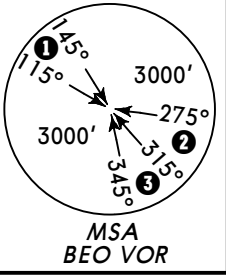


ROUTING	
SID	RWY
TADAM 2S	12
TADAM 2T	30

Climb straight ahead, intercept BEO R-118 to BOGGY, turn RIGHT within BEO 17 DME, intercept BEO R-136 inbound to BEO, turn LEFT, BEO R-298 to D36 BEO, turn RIGHT, intercept VAL R-342 to TADAM.  
Climb straight ahead, intercept BEO R-298 to D36 BEO, turn RIGHT, intercept VAL R-342 to TADAM.

Apt Elev  
**336'**

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.

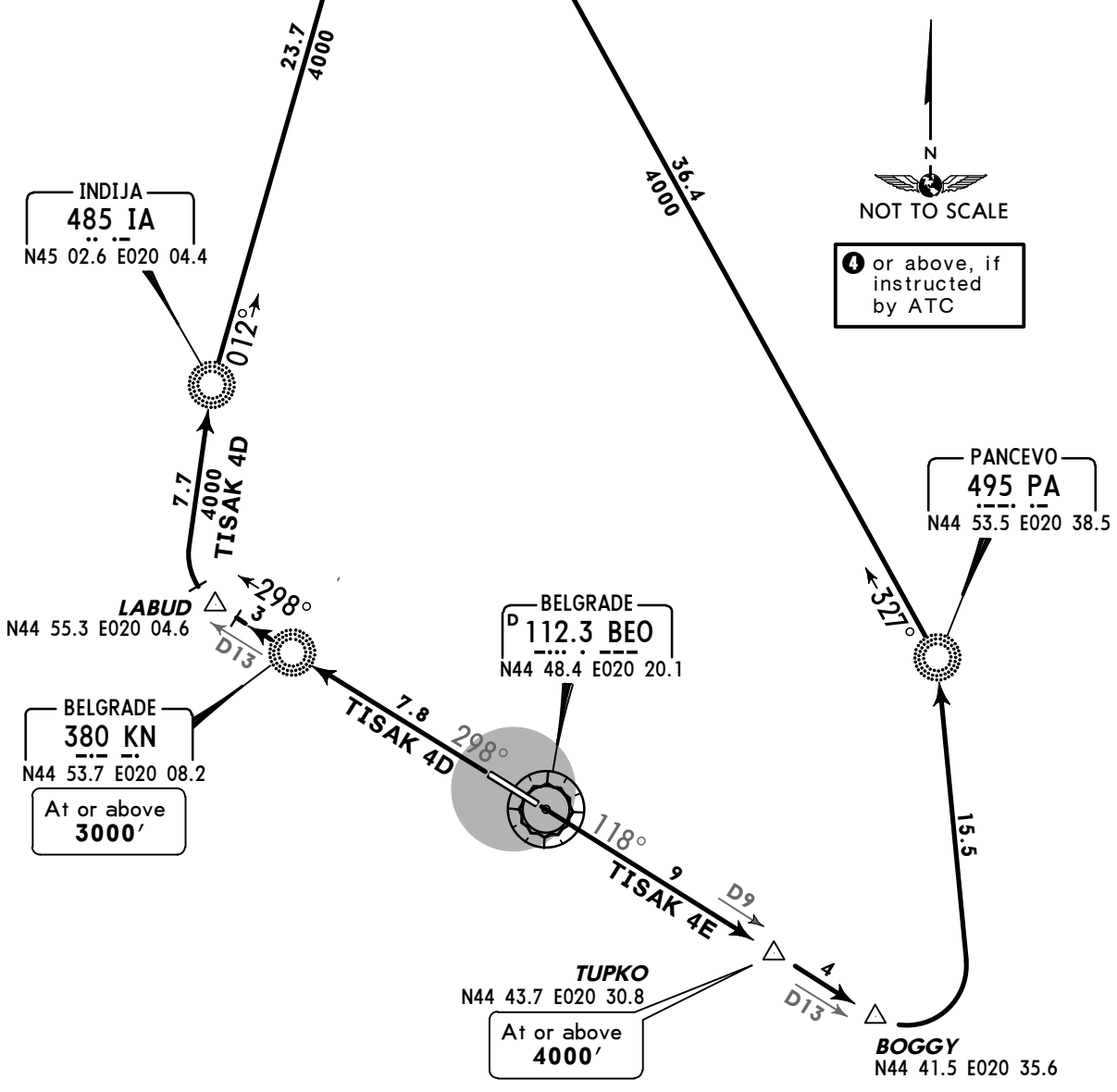


**TISAK**  
N45 25.3 E020 13.6  
(BEO D37)

At **6000'** ④

**TISAK FOUR DELTA**  
(TISAK 4D) [TISA4D]  
**TISAK FOUR ECHO**  
(TISAK 4E) [TISA4E]  
RWYS 12, 30 DEPARTURES  
**SPEEDS MAX 250 KT**  
**BELOW 10000'**

- ① 3300';  
3000' within 22 NM
- ② 3100'
- ③ 3200';  
3100' within 15 NM



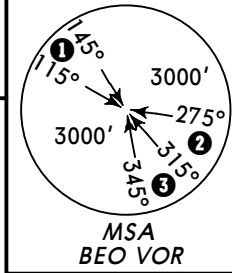
SID	RWY	ROUTING
TISAK 4D	30	Climb straight ahead, intercept BEO R-298 to LABUD, turn RIGHT to IA, 012° bearing to TISAK.
TISAK 4E	12	Climb straight ahead, intercept BEO R-118 to BOGGY, turn LEFT, 327° bearing to TISAK.

CHANGES: SIDs renumbered & revised; MSA.

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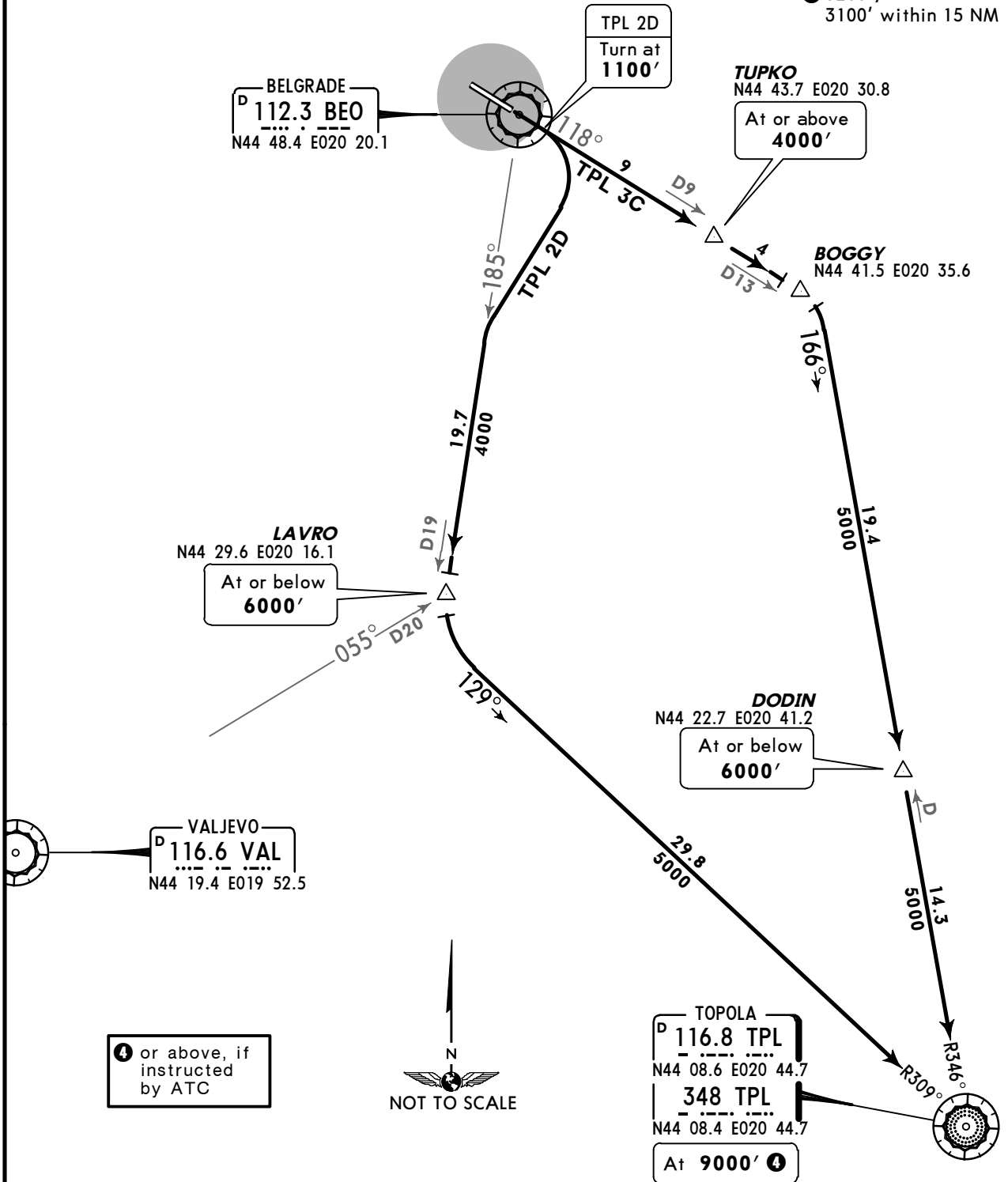
Apt Elev  
336'

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.



**TOPOLA THREE CHARLIE (TPL 3C)**  
**TOPOLA TWO DELTA (TPL 2D)**  
**RWY 12 DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW 10000'**

- ① 3300';  
3000' within 22 NM
- ② 3100'
- ③ 3200';  
3100' within 15 NM



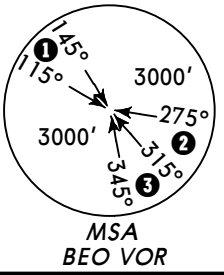
④ or above, if instructed by ATC



SID	ROUTING
TPL 3C	Climb straight ahead, intercept BEO R-118 to BOGGY, turn RIGHT, intercept TPL R-346 inbound to TPL.
TPL 2D	Climb straight ahead, at 1100' turn RIGHT, intercept BEO R-185 to LAVRO, turn LEFT, intercept TPL R-309 inbound to TPL.

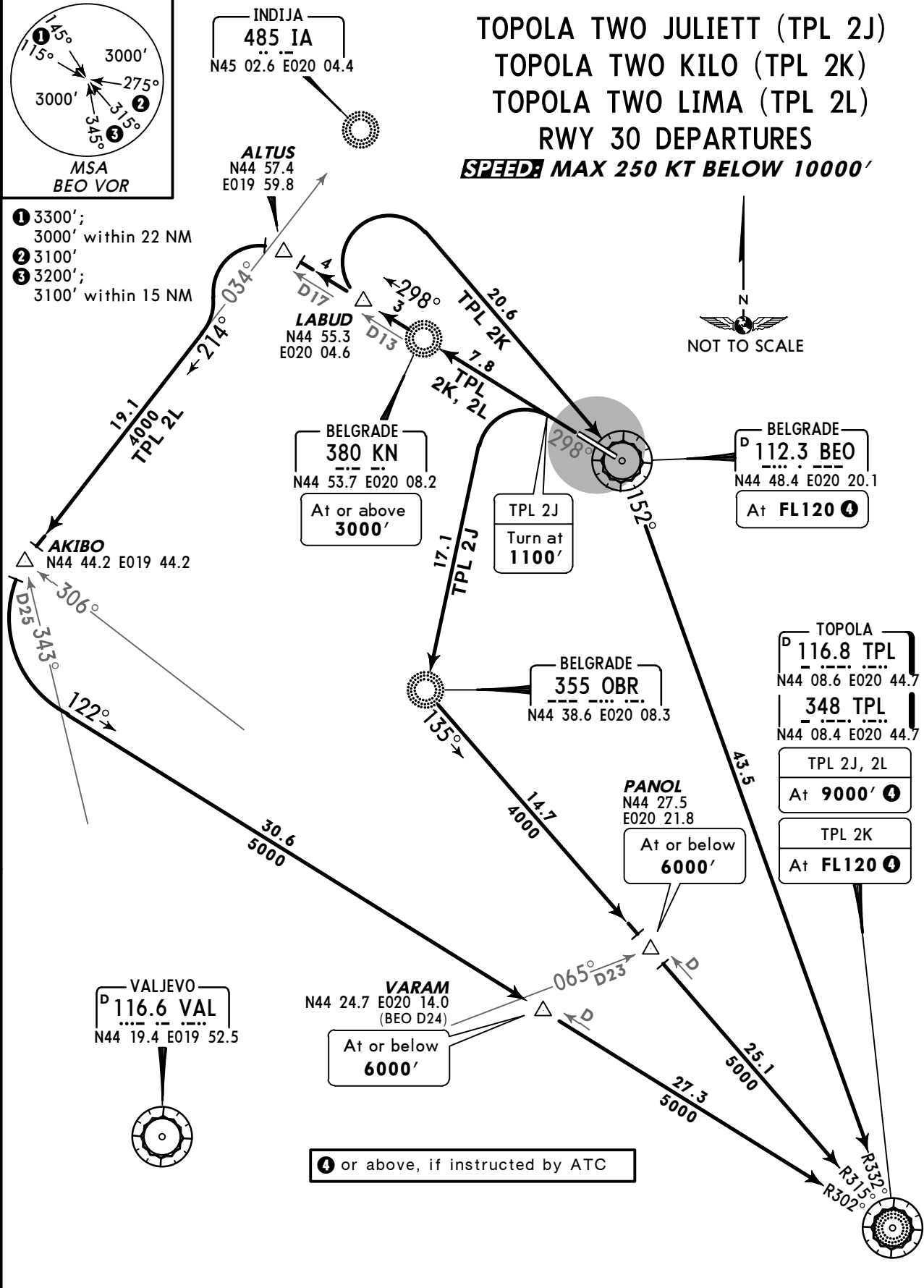
Apt Elev  
**336'**

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.



- 1 3300';  
3000' within 22 NM
- 2 3100'
- 3 3200';  
3100' within 15 NM

**TOPOLA TWO JULIETT (TPL 2J)  
TOPOLA TWO KILO (TPL 2K)  
TOPOLA TWO LIMA (TPL 2L)  
RWY 30 DEPARTURES**  
**SPEED MAX 250 KT BELOW 10000'**

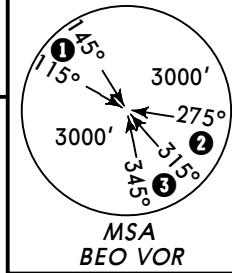


④ or above, if instructed by ATC

SID	ROUTING
TPL 2J	Climb straight ahead, at 1100' turn LEFT to OBR, turn LEFT, intercept TPL R-315 inbound to TPL.
TPL 2K	Climb straight ahead, intercept BEO R-298 to LABUD, turn RIGHT to BEO, BEO R-152 to TPL.
TPL 2L	Climb straight ahead, intercept BEO R-298 to ALTUS, turn LEFT, intercept 214° bearing from IA to AKIBO, turn LEFT, intercept TPL R-302 inbound to TPL.

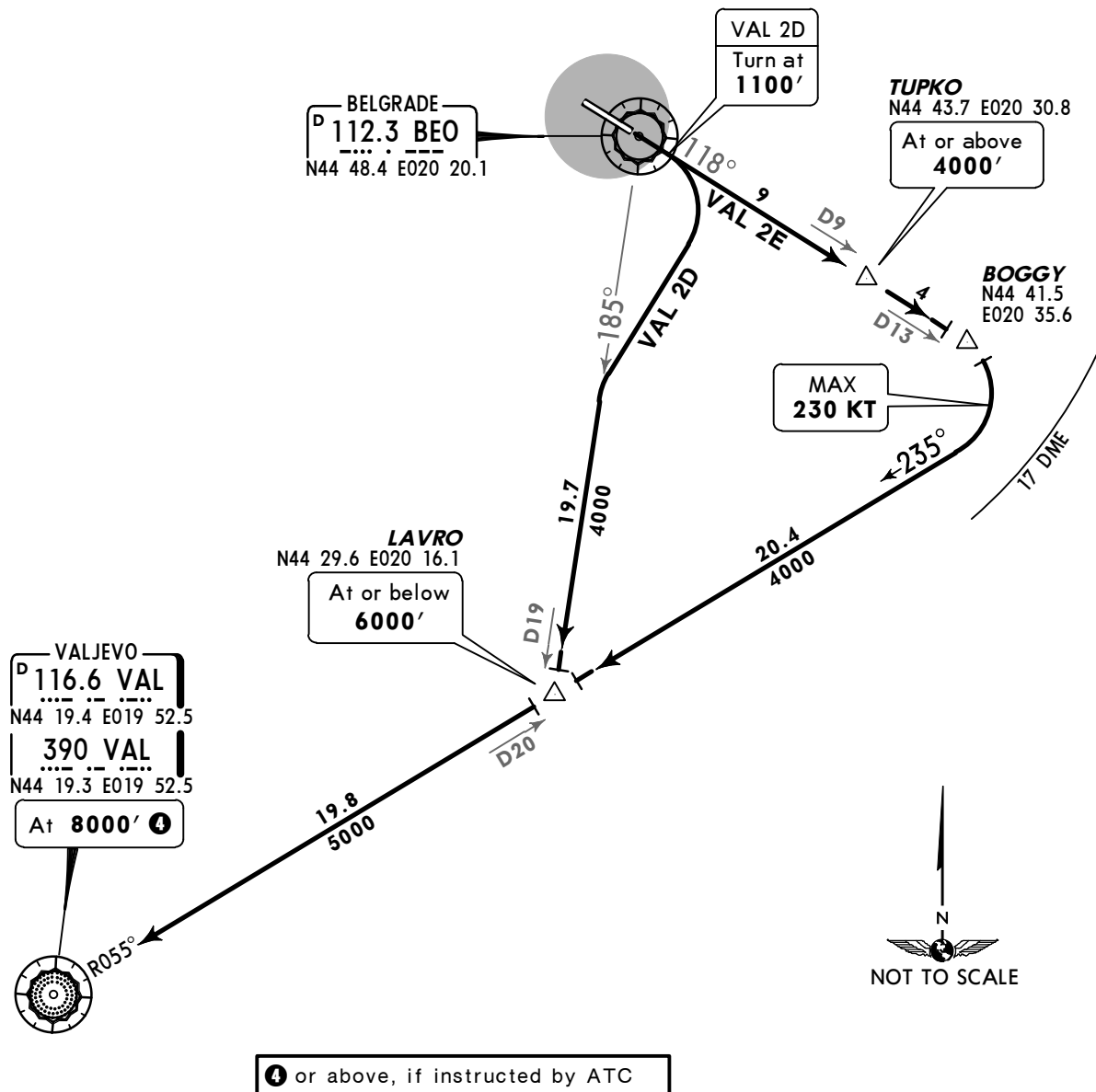
Apt Elev  
336'

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 TWO DELTA (VAL 2D)  
VALJEVO TWO ECHO (VAL 2E)  
RWY 12 DEPARTURES**  
***SPEED: MAX 250 KT BELOW 10000'***

- ① 3300';  
3000' within 22 NM
- ② 3100'
- ③ 3200';  
3100' within 15 NM

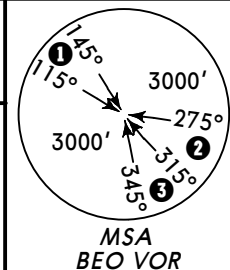


SID	ROUTING
VAL 2D	Climb straight ahead, at 1100' turn RIGHT, intercept BEO R-185 to LAVRO, turn RIGHT, intercept VAL R-055 inbound to VAL.
VAL 2E	Climb straight ahead, intercept BEO R-118 to BOGGY, turn RIGHT within BEO 17 DME, intercept VAL R-055 inbound to VAL.



Apt Elev  
336'

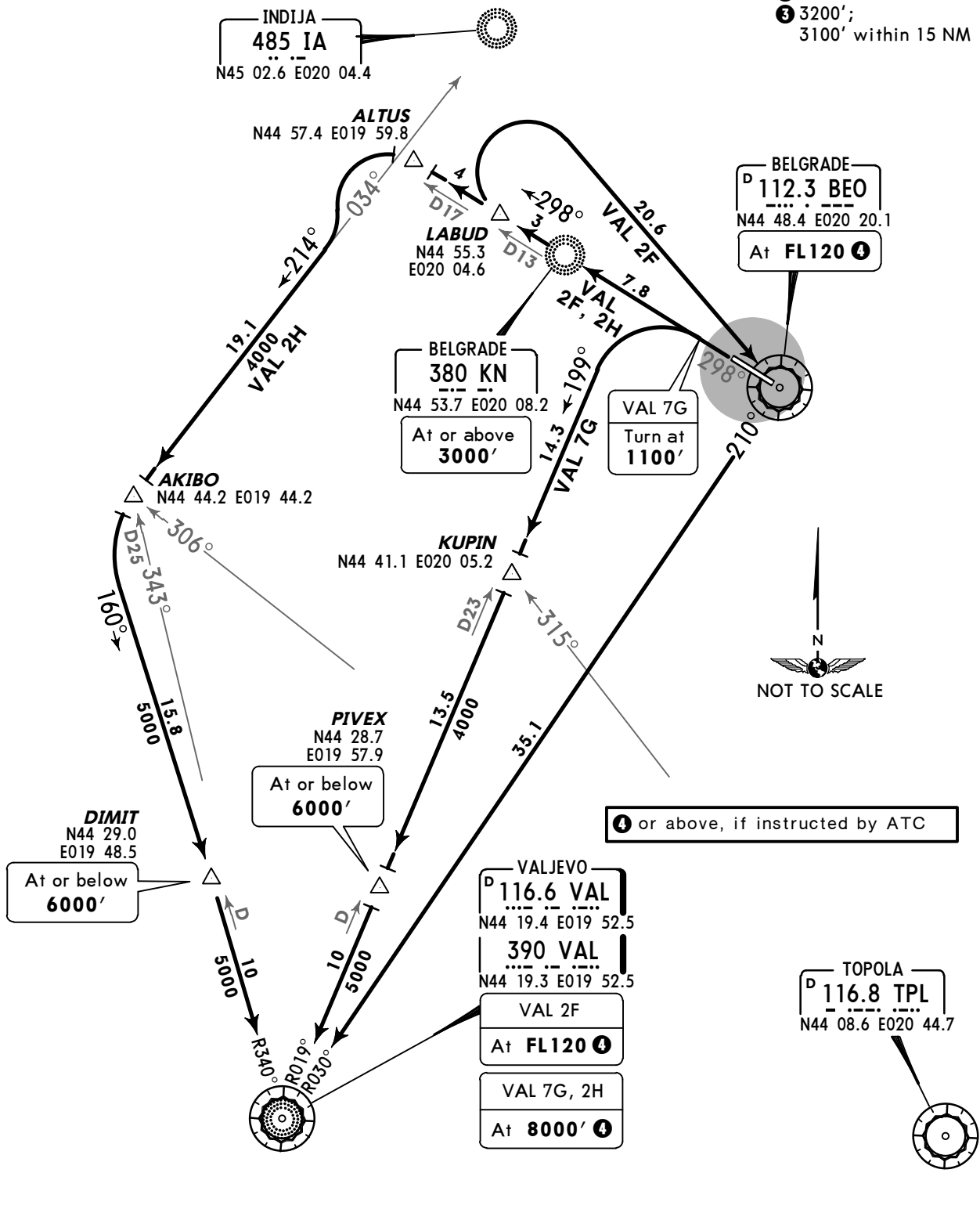
Trans level: By ATC Trans alt: 10000'  
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



**VALJEVO TWO FOXTROT (VAL 2F)**  
**VALJEVO SEVEN GOLF (VAL 7G)**  
**VALJEVO TWO HOTEL (VAL 2H)**  
**RWY 30 DEPARTURES**

**~~SPEED~~ MAX 250 KT BELOW 10000'**

- ① 3300';  
3000' within 22 NM
- ② 3100'
- ③ 3200';  
3100' within 15 NM



④ or above, if instructed by ATC

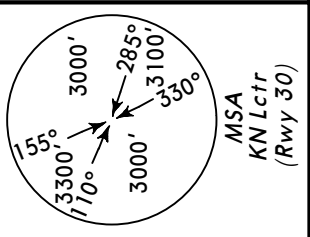
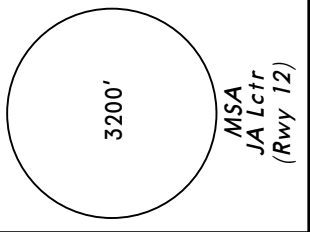
SID	ROUTING
VAL 2F	Climb straight ahead, intercept BEO R-298 to LABUD, turn RIGHT to BEO, turn RIGHT, BEO R-210 to VAL.
VAL 7G	Climb straight ahead, at 1100' turn LEFT, intercept VAL R-019 inbound to VAL.
VAL 2H	Climb straight ahead, intercept BEO R-298 to ALTUS, turn LEFT, intercept 214° bearing from IA to AKIBO, turn LEFT, intercept VAL R-340 inbound to VAL.

CHANGES: SIDs renumbered & revised; MSA.

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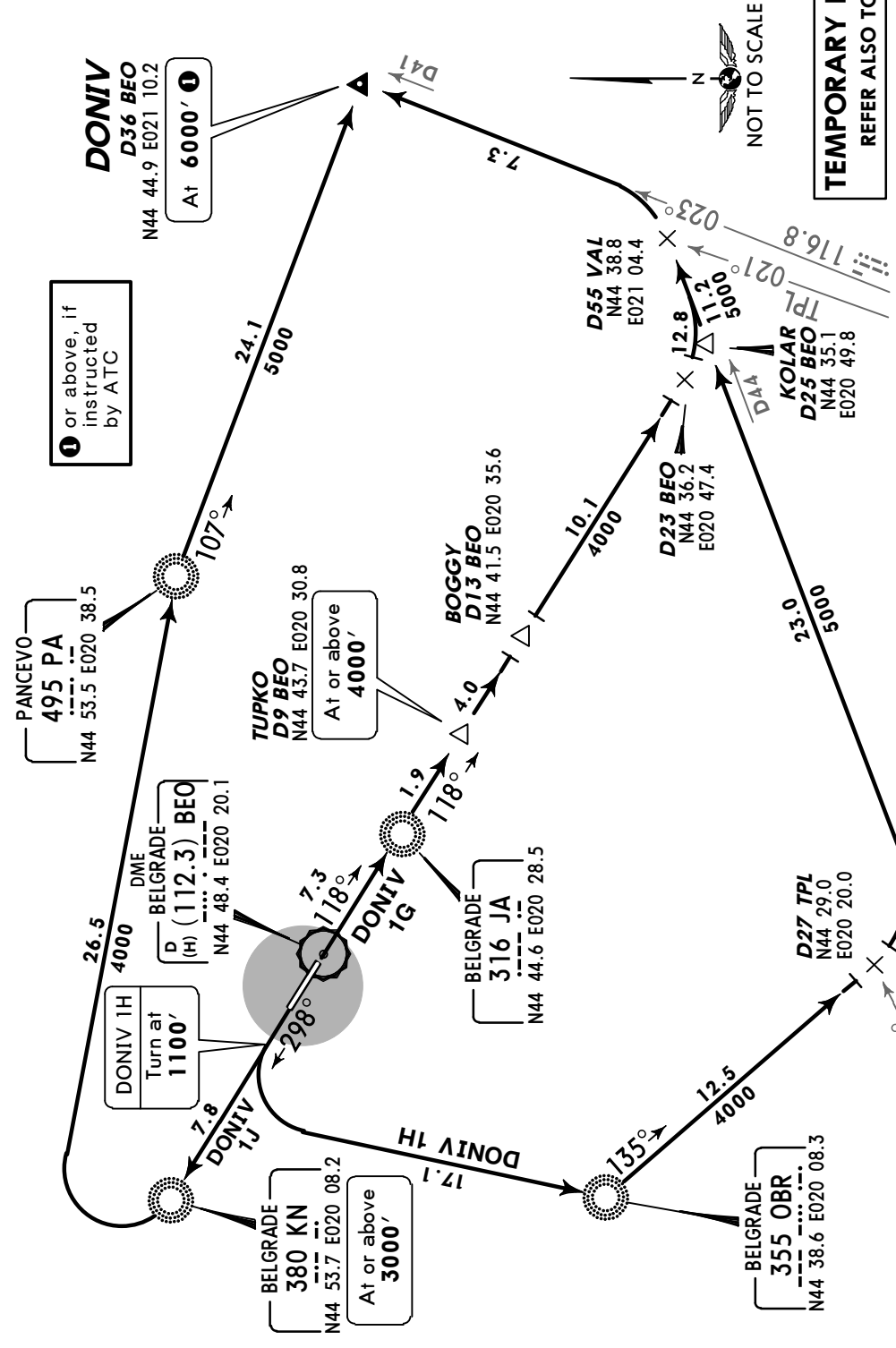
Apt Elev  
**336'**

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.



**DONIV ONE GOLF**  
(DONIV 1G) [DONI1G]  
**DONIV ONE HOTEL**  
(DONIV 1H) [DONI1H]  
**DONIV ONE JULIETT**  
(DONIV 1J) [DONI1J]  
**RWYS 12, 30 DEPARTURES**  
**~~SPEED~~ MAX 250 KT**  
**BELOW 10000'**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



Initial climb clearance **6000'**

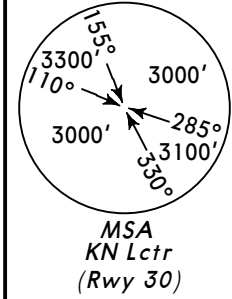
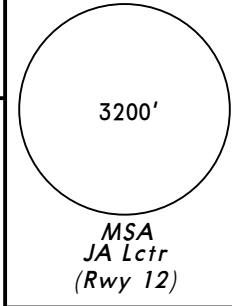
ROUTING	
SID	RWY
DONIV 1G	12
DONIV 1H	30
DONIV 1J	

Climb to JA, 118° bearing via BOGGY to D23 BEO, turn LEFT, intercept VAL R-065 to D55 VAL (TPL R-021), turn LEFT, intercept TPL R-023 to DONIV.  
Climb straight ahead, at 1100' turn LEFT to OBR, turn LEFT, intercept TPL R-315 inbound to D27 TPL (VAL R-059), turn LEFT, intercept VAL R-065 to D55 VAL (TPL R-021), turn LEFT, intercept TPL R-023 to DONIV.  
Climb to KN, turn RIGHT to PA, 107° bearing to DONIV.

Apt Elev  
336'

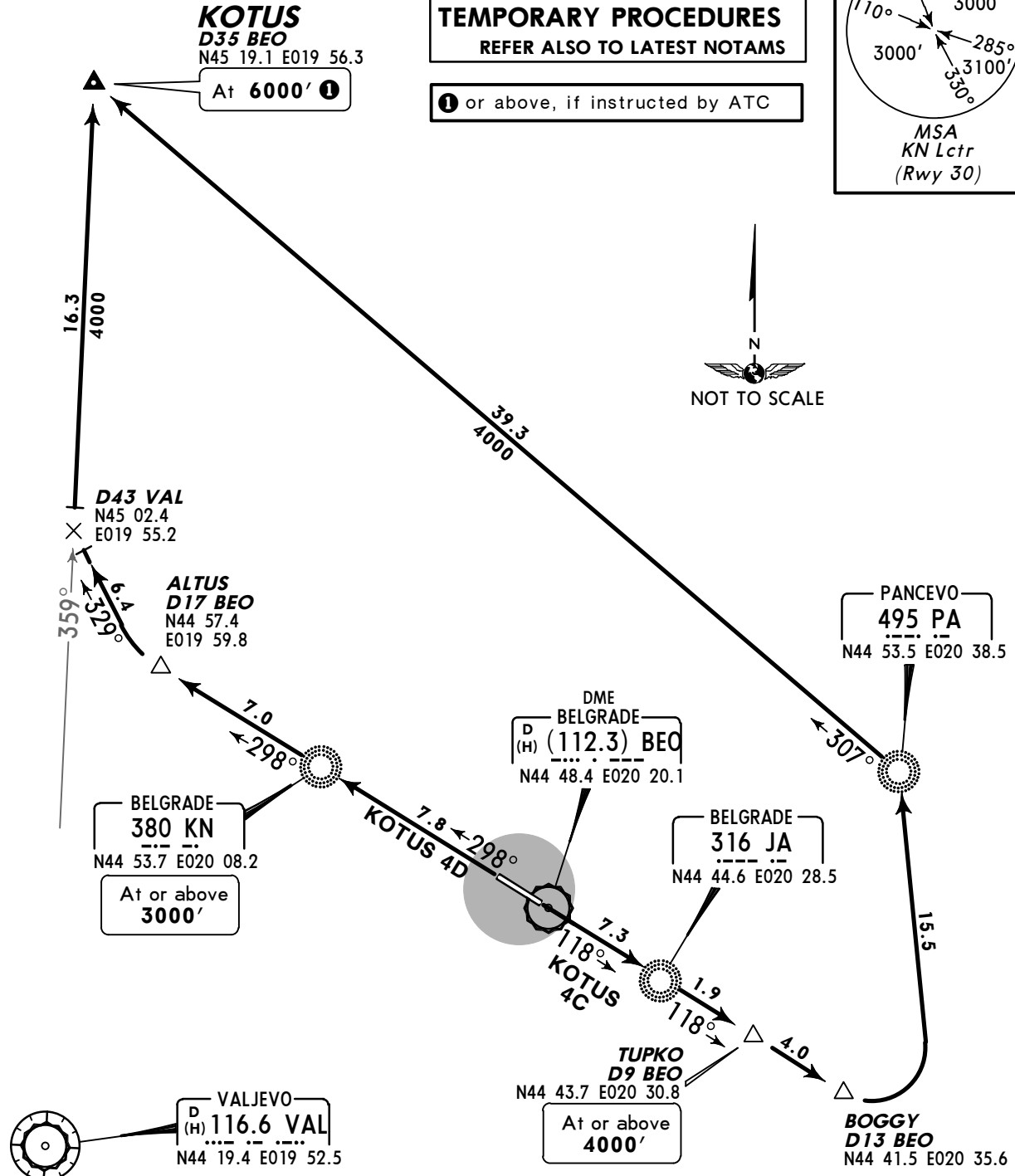
Trans level: By ATC Trans alt: 10000'  
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

**KOTUS FOUR CHARLIE (KOTUS 4C) [KOTU4C]**  
**KOTUS FOUR DELTA (KOTUS 4D) [KOTU4D]**  
**RWYS 12, 30 DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW 10000'**



**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

**1** or above, if instructed by ATC

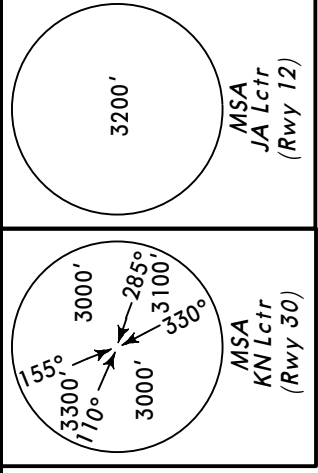


Initial climb clearance 6000'

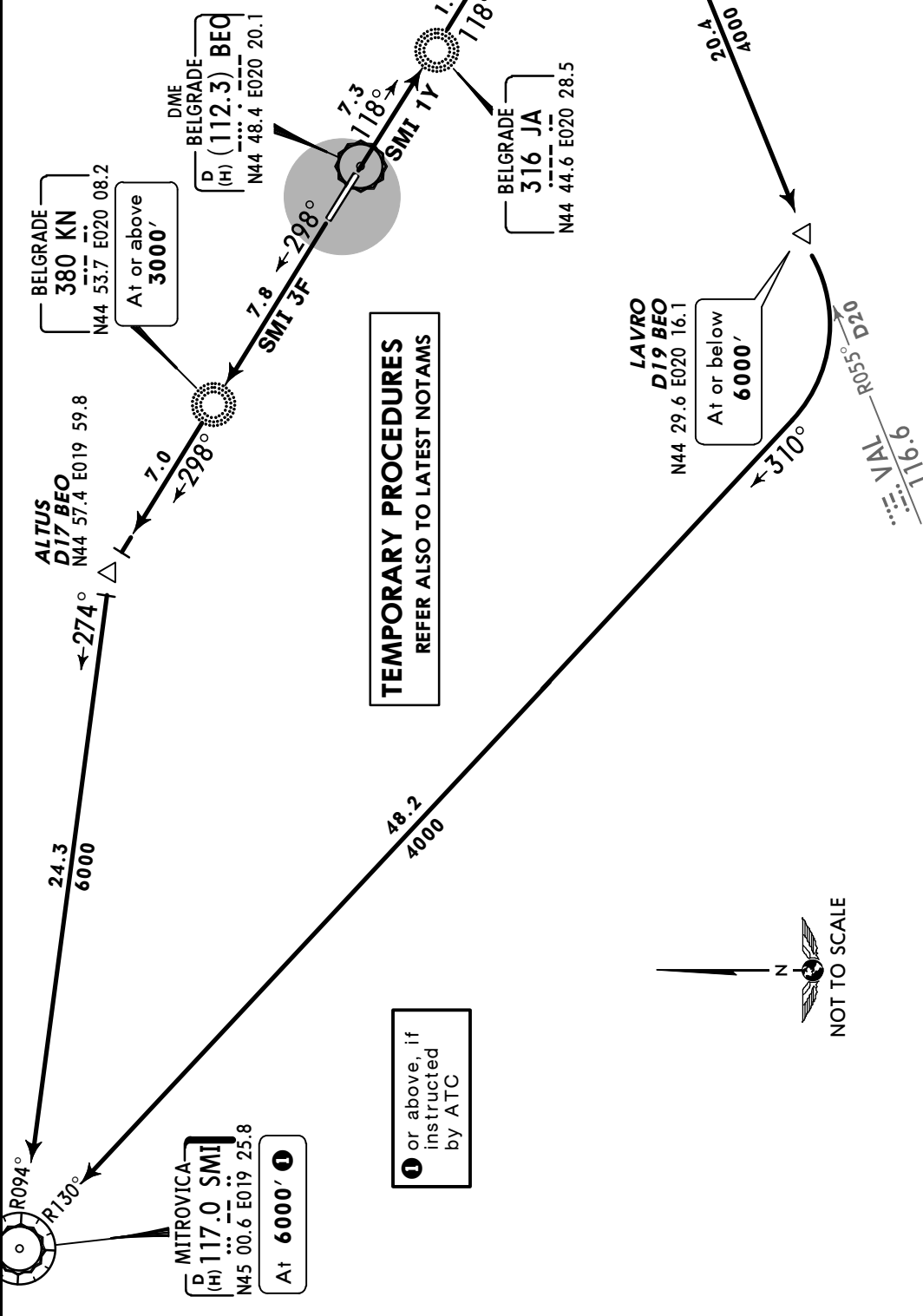
SID	RWY	ROUTING
KOTUS 4C	12	Climb to JA, 118° bearing to BOGGY, turn LEFT to PA, turn LEFT, 307° bearing to KOTUS.
KOTUS 4D	30	Climb to KN, 298° bearing to ALTUS, turn RIGHT, 329° track to D43 VAL, turn RIGHT, intercept VAL R-359 to KOTUS.

Apt Elev  
**336'**

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.



**MITROVICA THREE  
FOXTROT (SMI 3F)  
MITROVICA ONE  
YANKEE (SMI 1Y)  
RWYS 30, 12  
DEPARTURES**  
**SPEEDS MAX 250 KT  
BELOW 10000'**



Initial climb clearance 6000'	
ROUTING	
SID	RWY
SMI 3F	30
SMI 1Y	12

Apt Elev  
336'

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 **FL120**

ROUTING

RWY

30

Climb to KN, 298° bearing to D36 BEO, turn RIGHT, intercept VAL R-342 to TADAM.

Climb to JA, 118° bearing to BOGGY, turn RIGHT within BEO 17 DME, intercept VAL R-055 inbound to LAVRO, turn RIGHT, intercept SMI R-130 inbound to D17 SMI(VAL R-344), turn RIGHT, intercept VAL R-342 to TADAM.

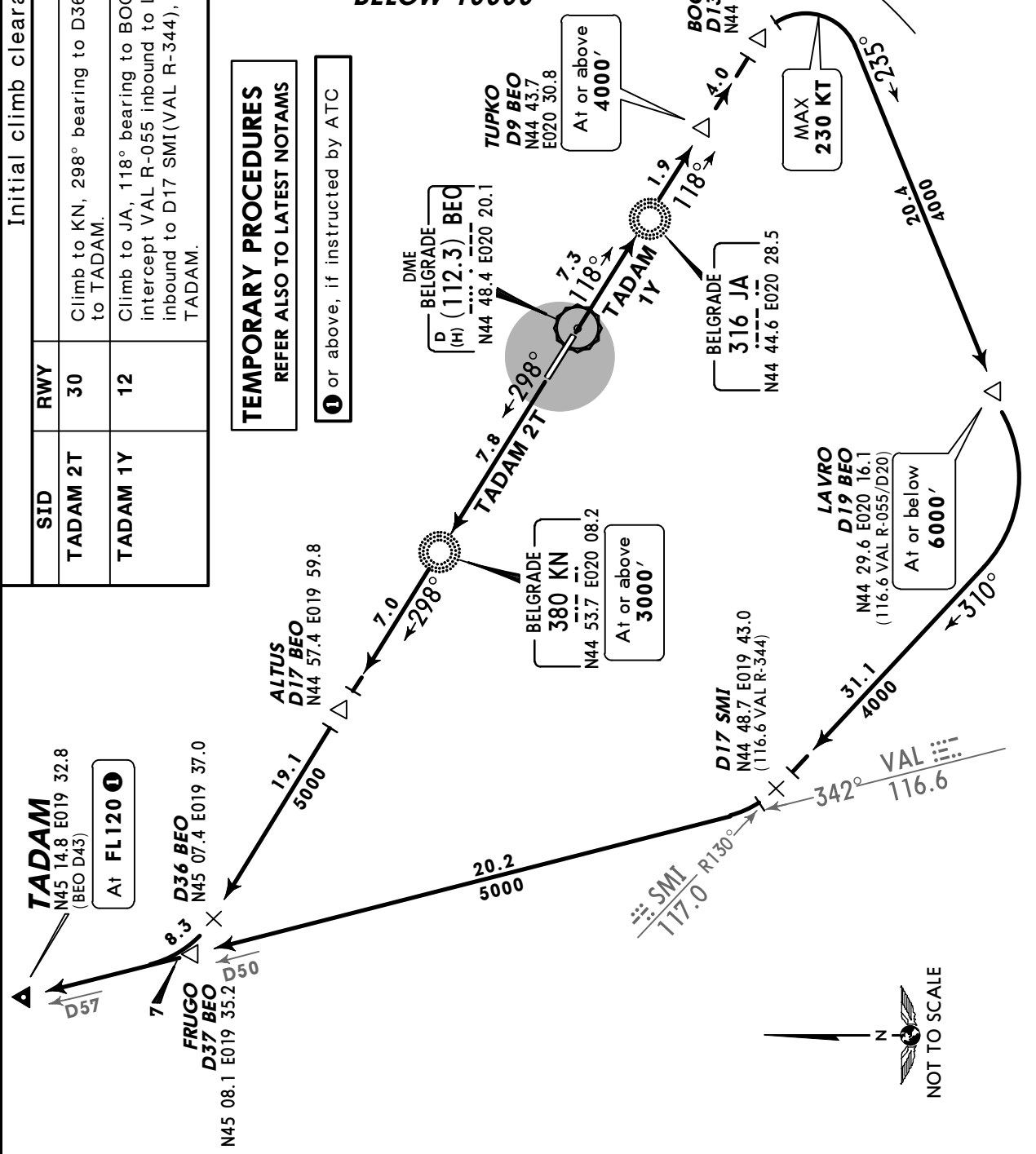
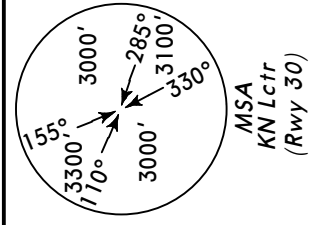
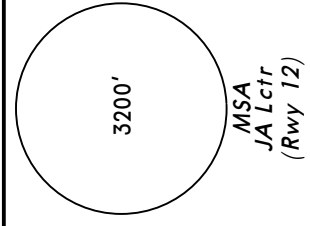
**TADAM TWO TANGO  
(TADAM 2T) [TADA2T]  
TADAM ONE YANKEE  
(TADAM 1Y) [TADA1Y]  
RWYS 30, 12 DEPARTURES  
BY ATC  
NOT TO BE USED FOR  
FLIGHT PLANNING PURPOSES**

**AFTER TADAM PROCEED TO LULIK  
THEN DIRECT TO FLIGHT PLANNED  
FIR BOUNDARY POINT (TONDO OR PARAK)**

**~~SPEEDS~~ MAX 250 KT  
BELOW 10000'**

**TEMPORARY PROCEDURES  
REFER ALSO TO LATEST NOTAMS**

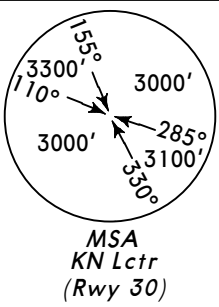
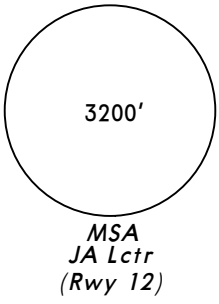
**1** or above, if instructed by ATC



NOT TO SCALE

Apt Elev  
**336'**

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.



**TISAK FOUR DELTA**  
(TISAK 4D) [TISA4D]  
**TISAK FOUR ECHO**  
(TISAK 4E) [TISA4E]  
RWYS 30, 12 DEPARTURES  
**SPEEDS MAX 250 KT**  
**BELOW 10000'**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



1 or above, if instructed by ATC

INDIJA  
485 IA  
N45 02.6 E020 04.4

LABUD  
D13 BEO  
N44 55.3 E020 04.6

BELGRADE  
380 KN  
N44 53.7 E020 08.2  
At or above  
**3000'**

DME BELGRADE  
(D) (H) (112.3) BEO  
N44 48.4 E020 20.1

BELGRADE  
316 JA  
N44 44.6 E020 28.5

TUPKO  
D9 BEO  
N44 43.7 E020 30.8  
At or above  
**4000'**

PANCEVO  
495 PA  
N44 53.5 E020 38.5

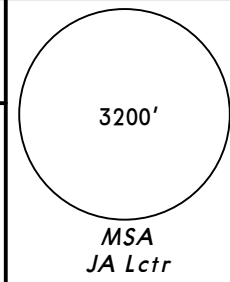
BOGGY  
D13 BEO  
N44 41.5 E020 35.6

Initial climb clearance **6000'**

SID	RWY	ROUTING
TISAK 4D	30	Climb to KN, 298° bearing to LABUD, turn RIGHT to IA, 012° bearing to TISAK.
TISAK 4E	12	Climb to JA, 118° bearing to BOGGY, turn LEFT to PA, turn LEFT, 327° bearing to TISAK.

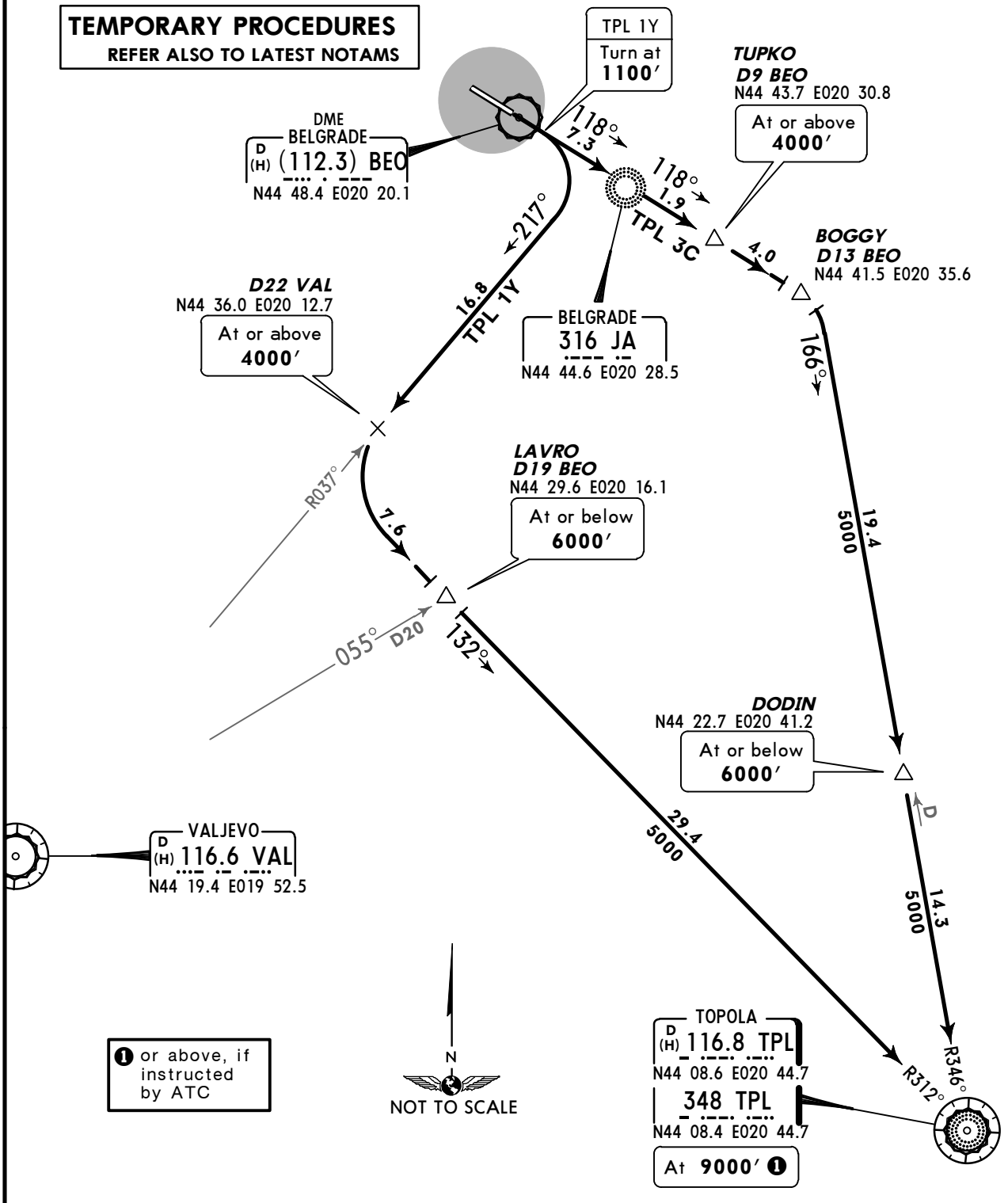
Apt Elev  
336'

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.



**TOPOLA THREE CHARLIE (TPL 3C)**  
**TOPOLA ONE YANKEE (TPL 1Y)**  
**RWY 12 DEPARTURES**  
**~~SPEEDS~~ MAX 250 KT BELOW 10000'**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

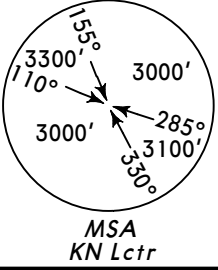


Initial climb clearance 6000'

SID	ROUTING
TPL 3C	Climb to JA, 118° bearing to BOGGY, turn RIGHT, intercept TPL R-346 inbound to TPL.
TPL 1Y	Climb straight ahead, at 1100' turn RIGHT, intercept VAL R-037 inbound to D22 VAL, turn LEFT, intercept TPL R-312 inbound to TPL.

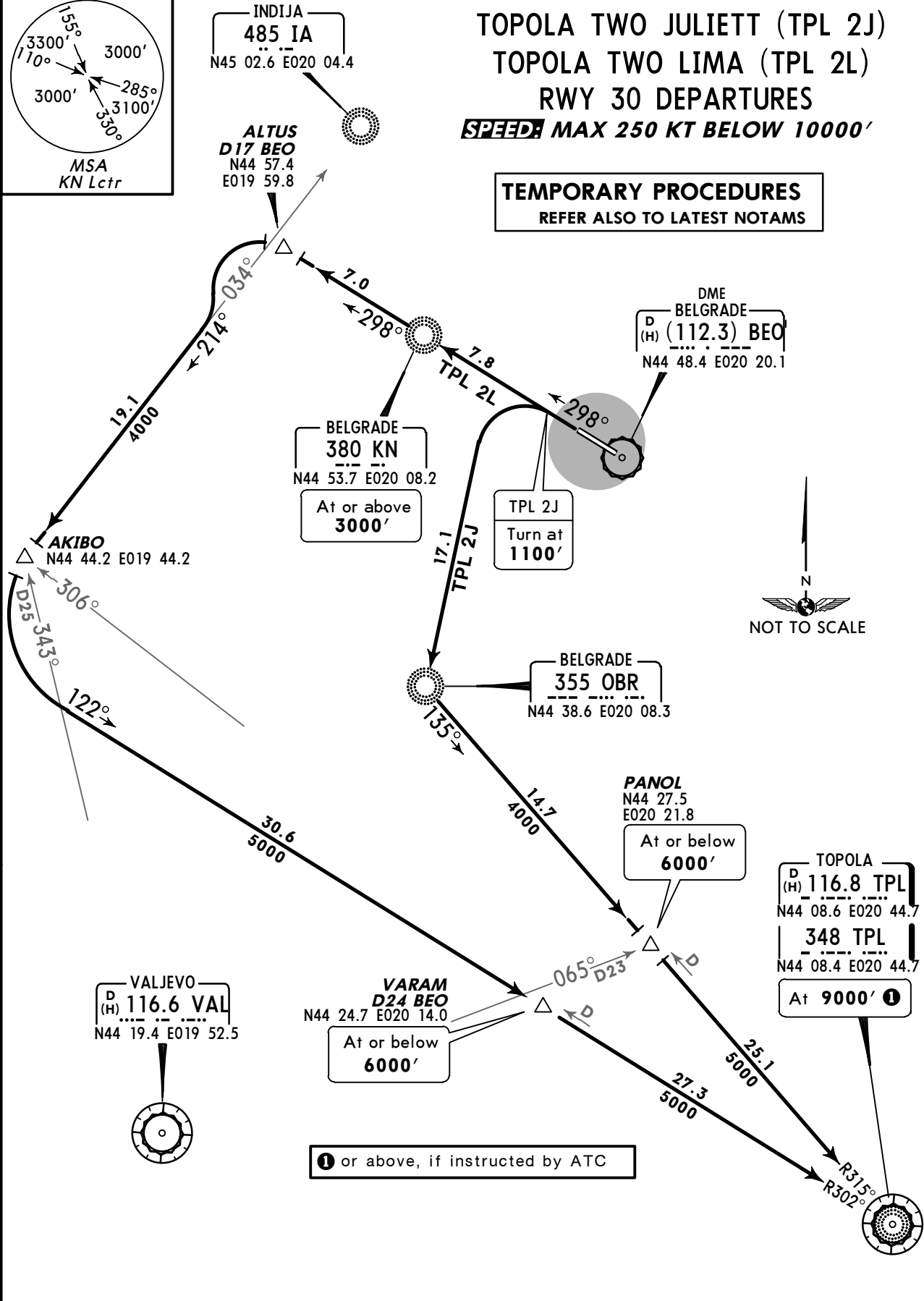
Apt Elev  
**336'**

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.



**TOPOLA TWO JULIETT (TPL 2J)  
TOPOLA TWO LIMA (TPL 2L)  
RWY 30 DEPARTURES**  
**SPEED MAX 250 KT BELOW 10000'**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

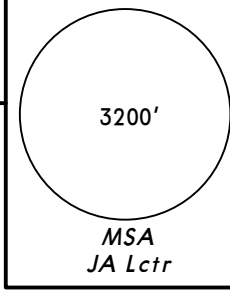


Initial climb clearance 6000'	
SID	ROUTING
TPL 2J	Climb straight ahead, at 1100' turn LEFT to OBR, turn LEFT, intercept TPL R-315 inbound to TPL.
TPL 2L	Climb to KN, 298° bearing to ALTUS, turn LEFT, intercept 214° bearing from IA to AKIBO, turn LEFT, intercept TPL R-302 inbound to TPL.



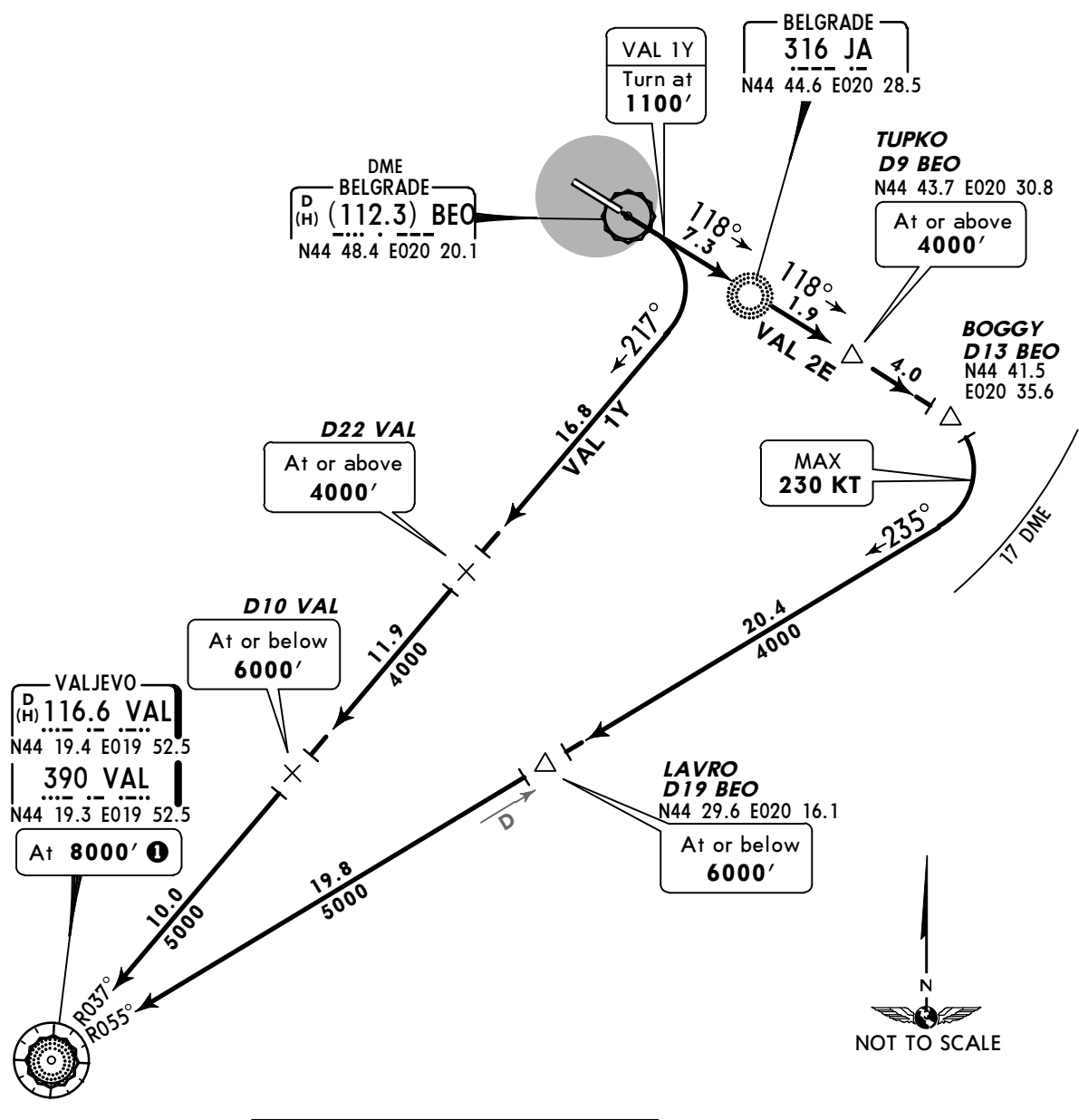
Apt Elev  
336'

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 TWO ECHO (VAL 2E)  
VALJEVO ONE YANKEE (VAL 1Y)  
RWY 12 DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW 10000'**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



**1** or above, if instructed by ATC

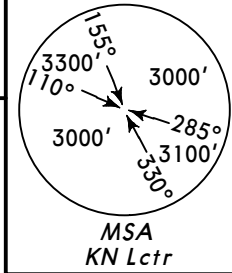


Initial climb clearance 6000'

SID	ROUTING
VAL 2E	Climb to JA, 118° bearing to BOGGY, turn RIGHT within BEO 17 DME, intercept VAL R-055 inbound to VAL.
VAL 1Y	Climb straight ahead, at 1100' turn RIGHT, intercept VAL R-037 inbound to VAL.

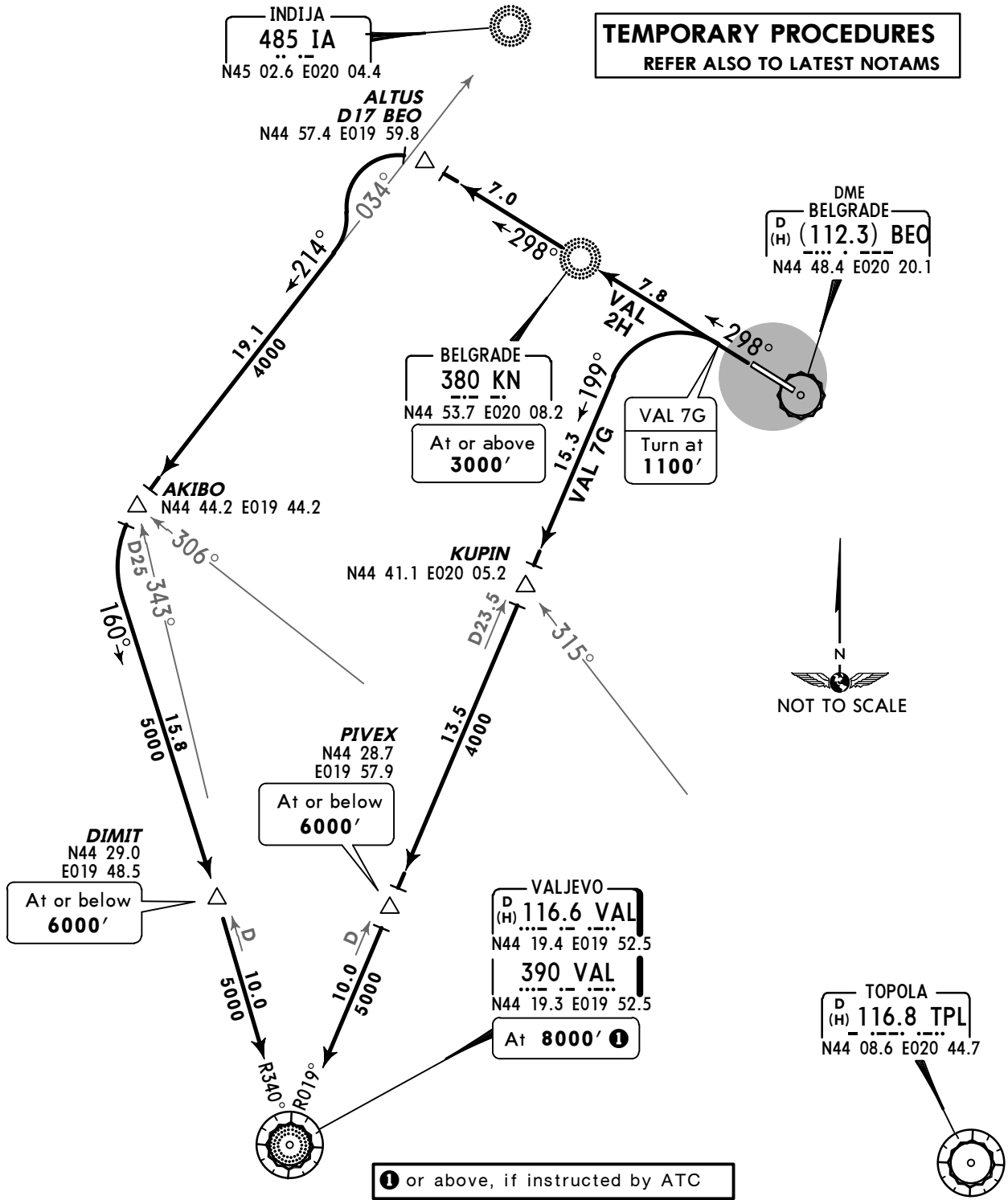
Apt Elev  
336'

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 SEVEN GOLF (VAL 7G)  
VALJEVO TWO HOTEL (VAL 2H)  
RWY 30 DEPARTURES**  
**SPEED: MAX 250 KT BELOW 10000'**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



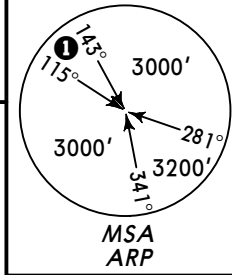
① or above, if instructed by ATC

Initial climb clearance **6000'**

SID	ROUTING
VAL 7G	Climb straight ahead, at 1100' turn LEFT, intercept VAL R-019 inbound to VAL.
VAL 2H	Climb to KN, 298° bearing to ALTUS, turn LEFT, intercept 214° bearing from IA to AKIBO, turn LEFT, intercept VAL R-340 inbound to VAL.

Apt Elev  
336'

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.



**KOTUS 1RD [KOT1RD]**  
**TISAK 1RD [TIS1RD]**  
**RWY 12 RNAV DEPARTURES**  
RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

① 3300'

**SPEED MAX 250 KT BELOW 10000'**

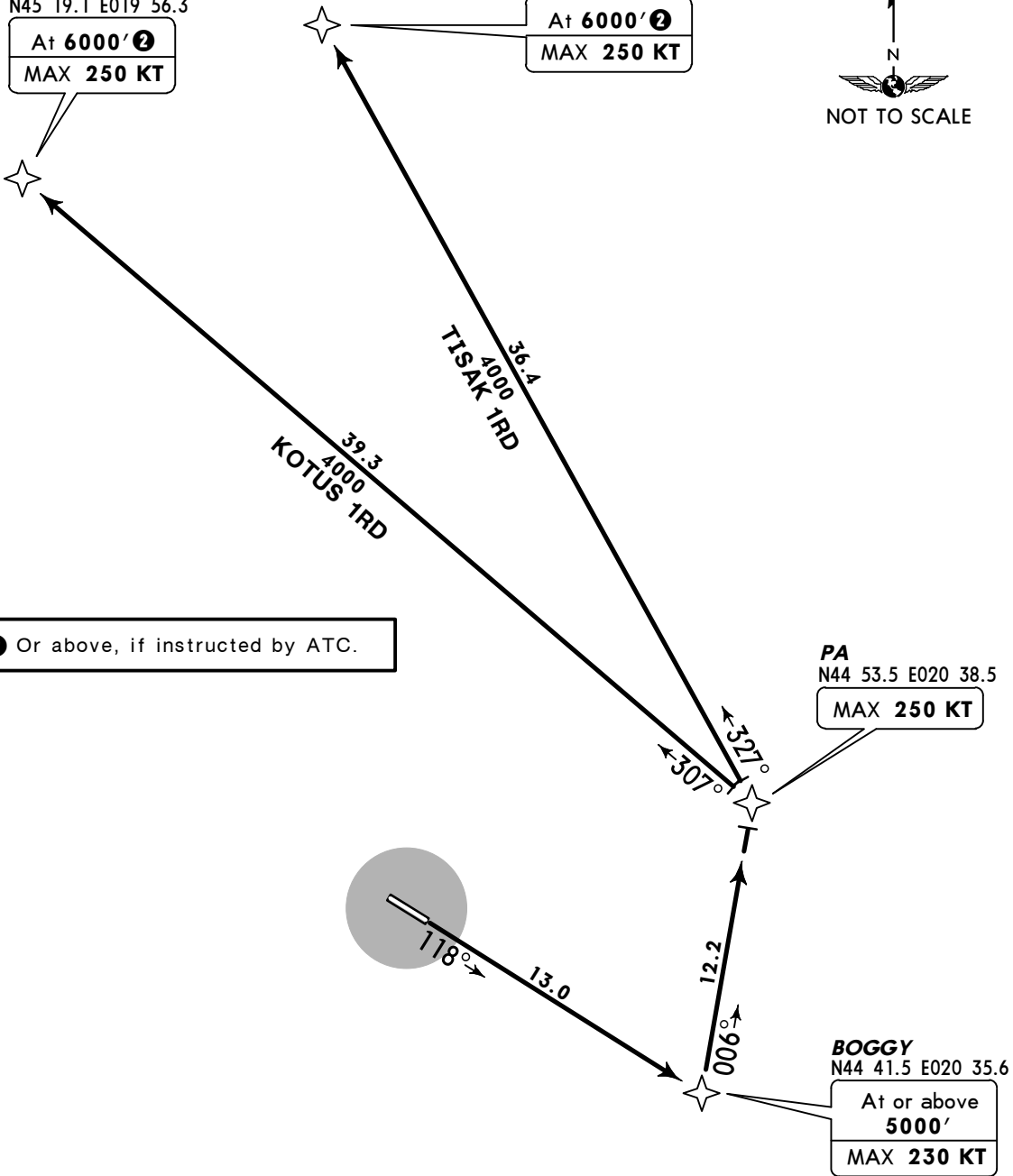
**PROCEDURES ON TRIAL BASIS**

**KOTUS**  
N45 19.1 E019 56.3  
At 6000' ②  
MAX 250 KT

**TISAK**  
N45 25.3 E020 13.6  
At 6000' ②  
MAX 250 KT



② Or above, if instructed by ATC.

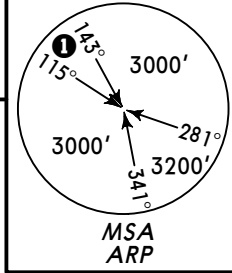


Initial climb clearance 6000'

SID	ROUTING
KOTUS 1RD	BOGGY (5000'+; K230-) - PA (K250-) - KOTUS (6000' ② ; K250-).
TISAK 1RD	BOGGY (5000'+; K230-) - PA (K250-) - TISAK (6000' ② ; K250-).

Apt Elev  
336'

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.



1 3300'

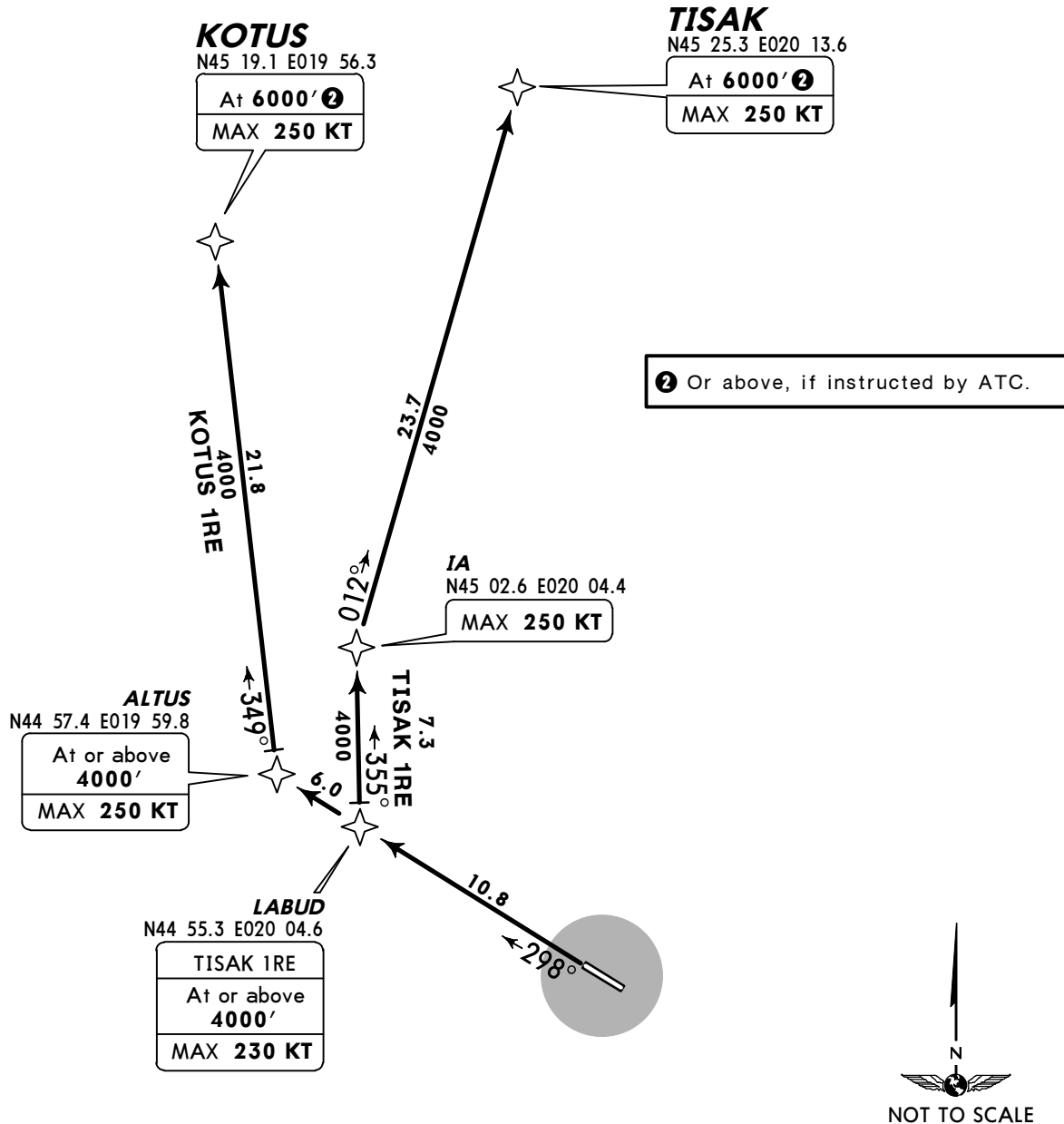
**KOTUS 1RE [KOT1RE]  
TISAK 1RE [TIS1RE]  
RWY 30 RNAV DEPARTURES**

RNAV (GNSS)

RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED MAX 250 KT BELOW 10000'**

**PROCEDURES ON TRIAL BASIS**

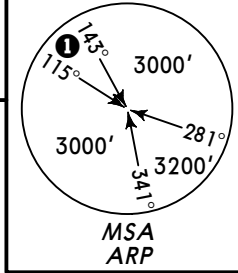


Initial climb clearance **6000'**

SID	ROUTING
<b>KOTUS 1RE</b>	ALTUS (4000'+; K250-) - KOTUS (6000' ②; K250-).
<b>TISAK 1RE</b>	LABUD (4000'+; K230-) - IA (K230-) - TISAK (6000' ②; K250-).

Apt Elev  
336'

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.



① 3300'

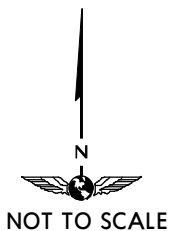
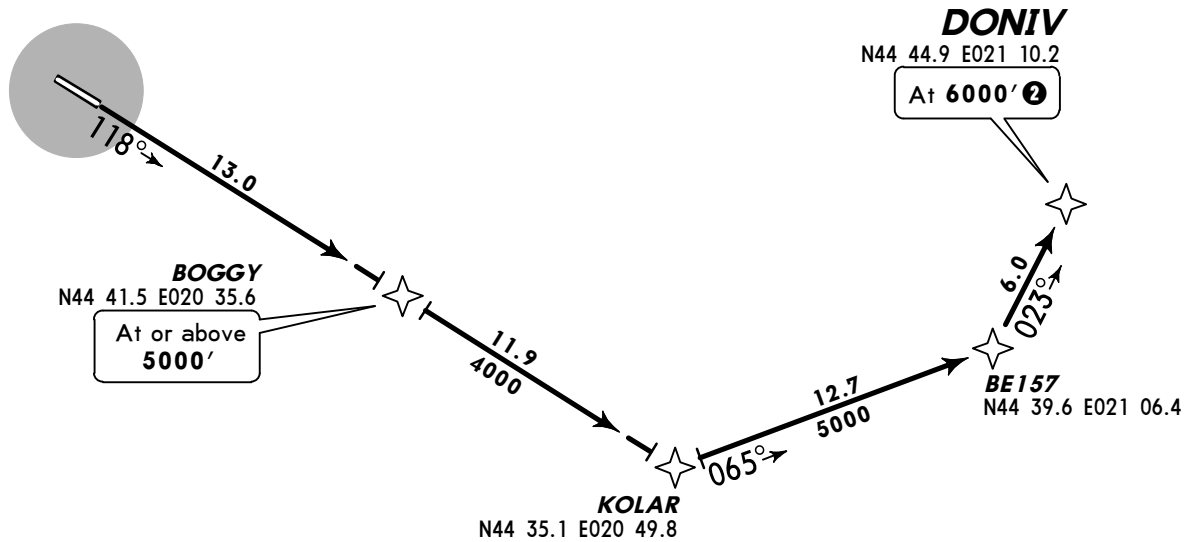
**DONIV 1RD [DON1RD]  
RWY 12 RNAV DEPARTURE**

RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

**~~SPEED~~ MAX 250 KT BELOW 10000'**

**PROCEDURE ON TRIAL BASIS**

② Or above, if instructed by ATC.



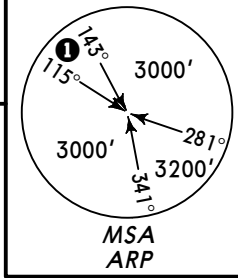
Initial climb clearance **6000'**

**ROUTING**

BOGGY (5000'+) - KOLAR - BE157 - DONIV (6000' ②).

Apt Elev  
336'

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.

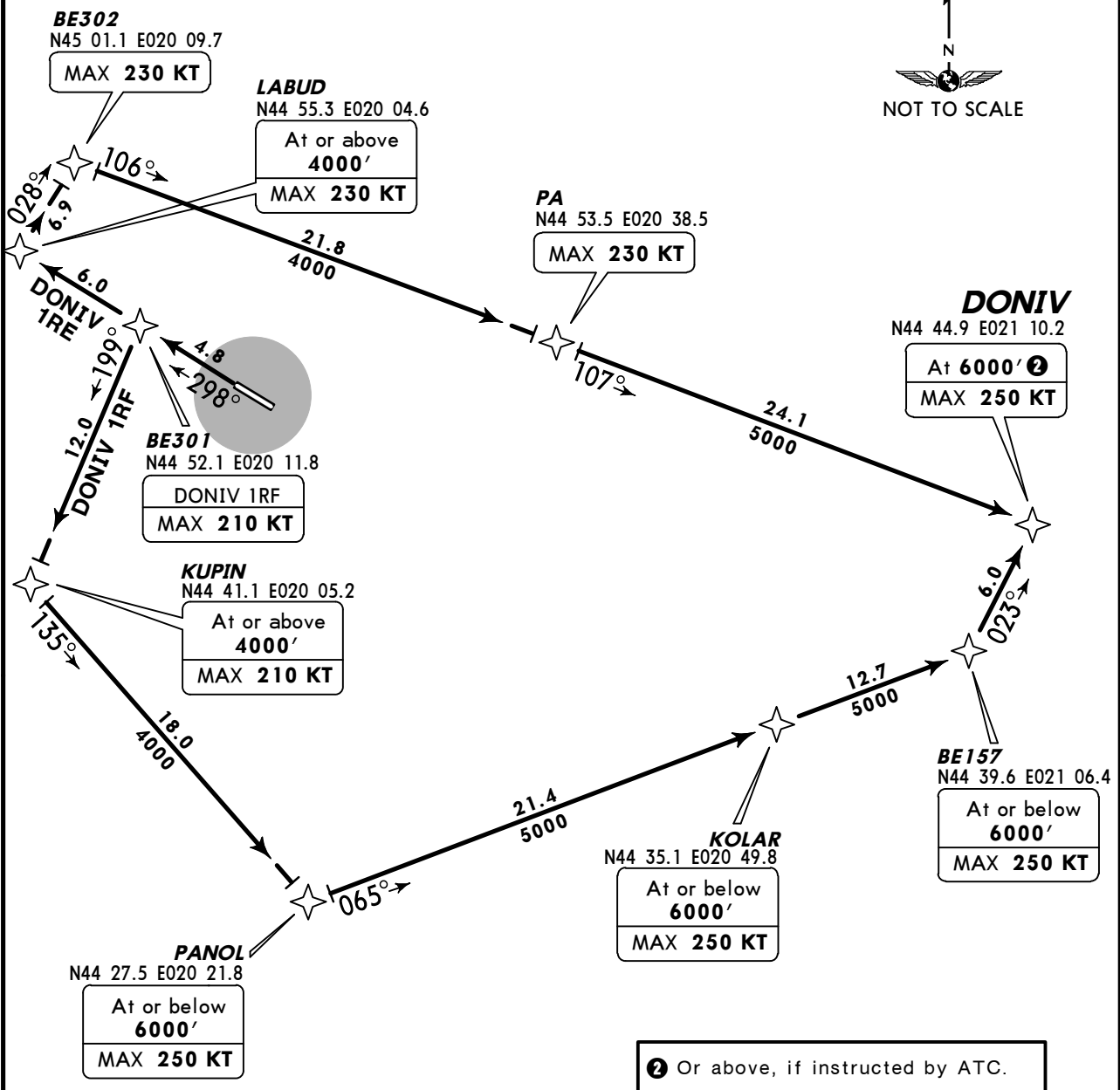


**DONIV 1RE [DON1RE]  
DONIV 1RF [DON1RF]  
RWY 30 RNAV DEPARTURES**

RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED: MAX 250 KT BELOW 10000'**

**PROCEDURES ON TRIAL BASIS**

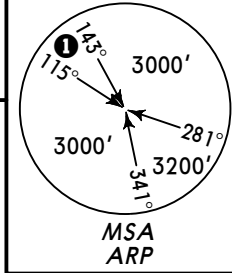


Initial climb clearance 6000'

SID	ROUTING
DONIV 1RE	LABUD (4000'+; K230-) - BE302 (K230-) - PA (K230-) - DONIV (6000' ②; K250-).
DONIV 1RF	BE301 (K210-) - KUPIN (4000'+; K210-) - PANOL (6000'-; K250-) - KOLAR (6000'-; K250-) - BE157 (6000'-; K250-) - DONIV (6000' ②; K250-).

Apt Elev  
336'

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.

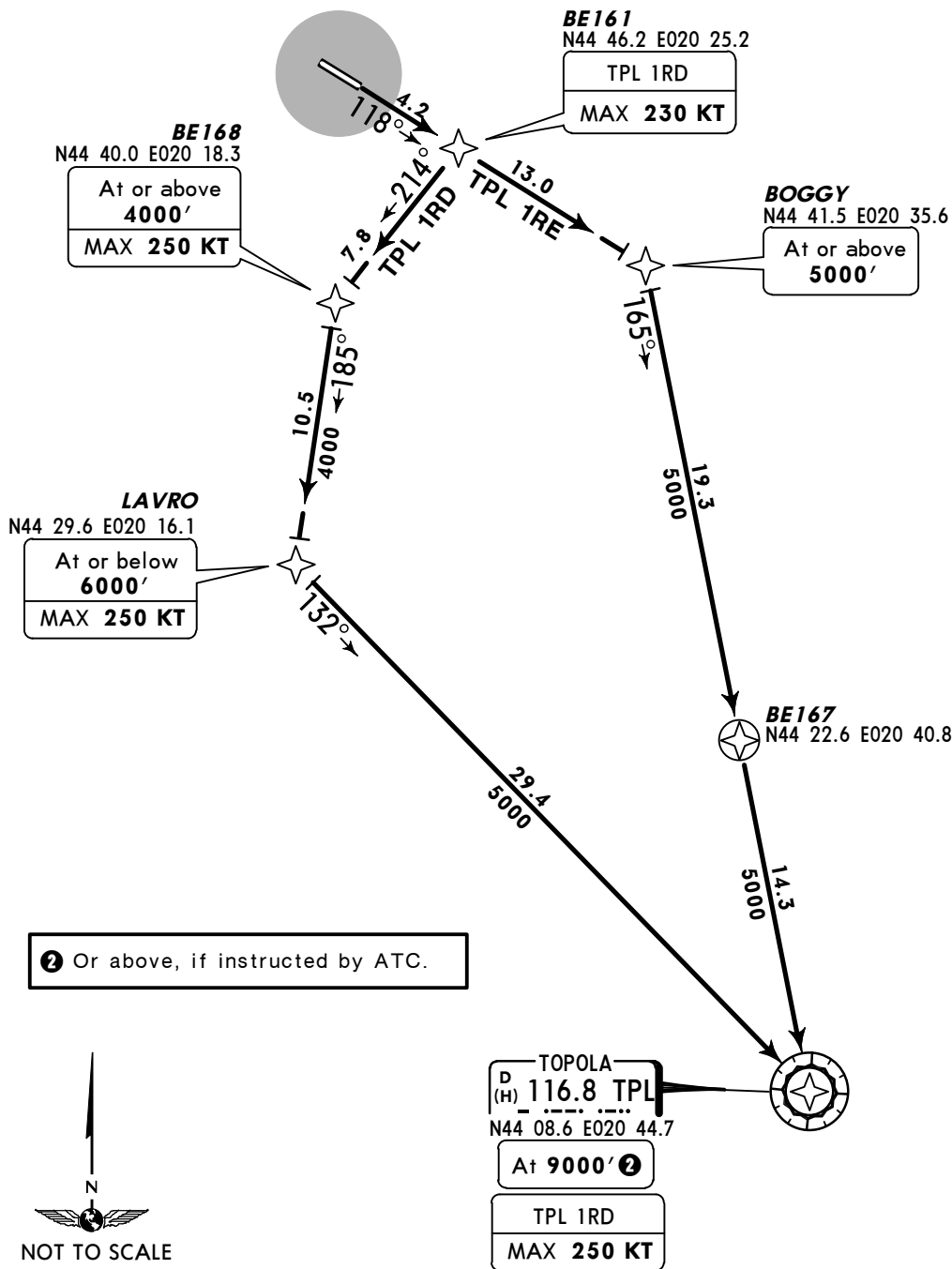


TPL 1RD  
TPL 1RE  
RWY 12 RNAV DEPARTURES

RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED: MAX 250 KT BELOW 10000'**

**PROCEDURES ON TRIAL BASIS**

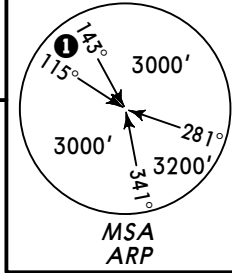


Initial climb clearance 6000'

SID	ROUTING
TPL 1RD	BE161 (K230-) - BE168 (4000'+; K230-) - LAVRO (6000'-; K250-) - TPL (9000' ②; K250-).
TPL 1RE	BOGGY (5000'+) - BE167 - TPL (9000' ②).

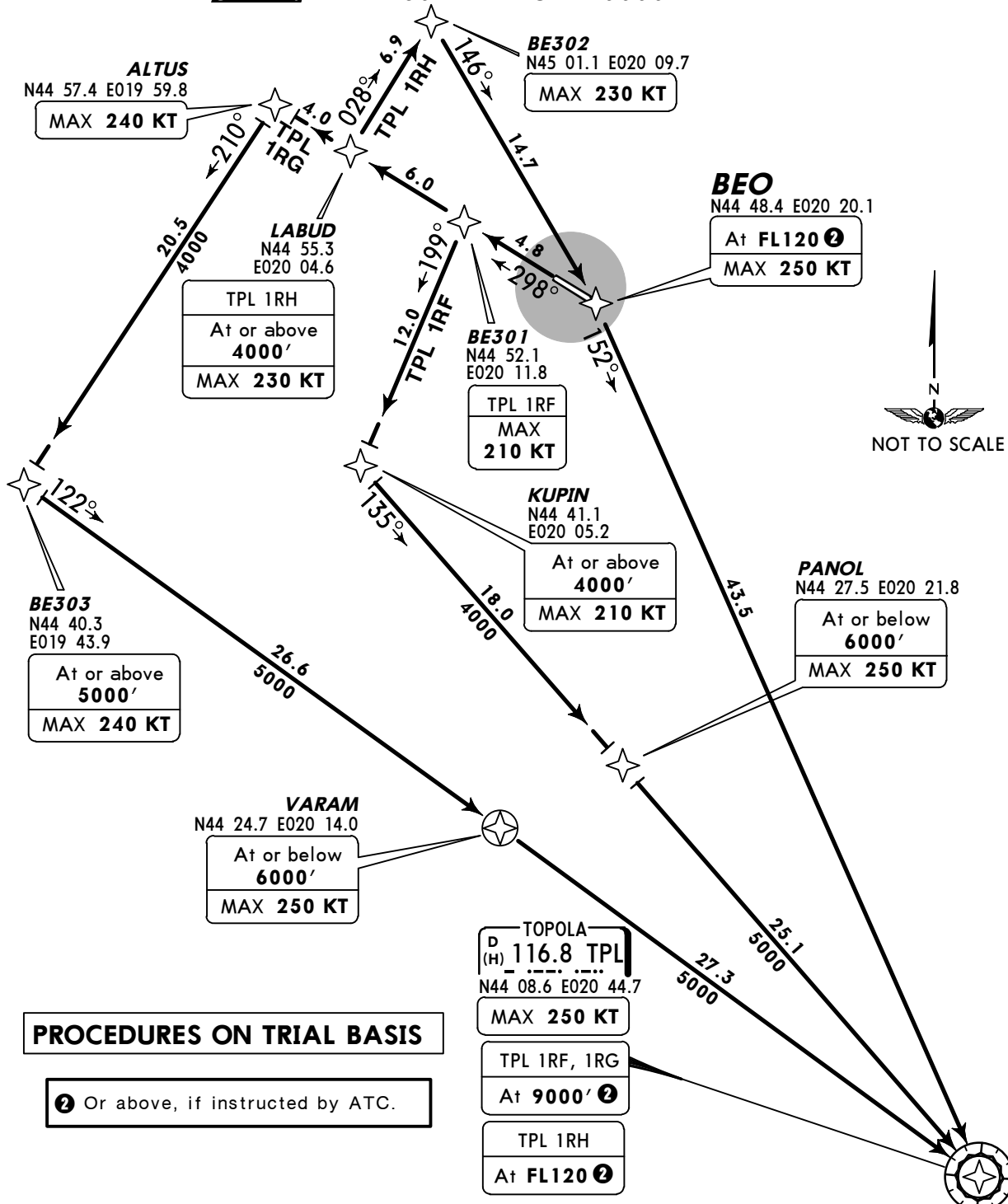
Apt Elev  
336'

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.

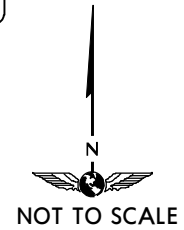


TPL 1RF, TPL 1RG, TPL 1RH  
RWY 30 RNAV DEPARTURES  
RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEEDS MAX 250 KT BELOW 10000'**



① 3300'



**PROCEDURES ON TRIAL BASIS**

② Or above, if instructed by ATC.

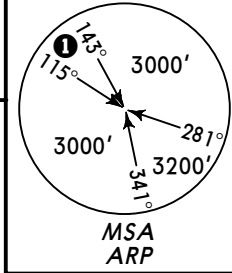
TPL 1RF, TPL 1RG: Initial climb clearance 6000'  
TPL 1RH: Initial climb clearance FL120

SID	ROUTING
TPL 1RF	BE301 (K210-) - KUPIN (4000'+; K210-) - PANOL (6000'-; K250-) - TPL (9000' ② ; K250-).
TPL 1RG	ALTUS (K240-) - BE303 (5000'+; K240-) - VARAM (6000'-; K250-) - TPL (9000' ② ; K250-).
TPL 1RH	LABUD (4000'+; K230-) - BE302 (K230-) - BEO (FL120 ② ; K250-) - TPL (FL120 ② ; K250-).



Apt Elev  
336'

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.



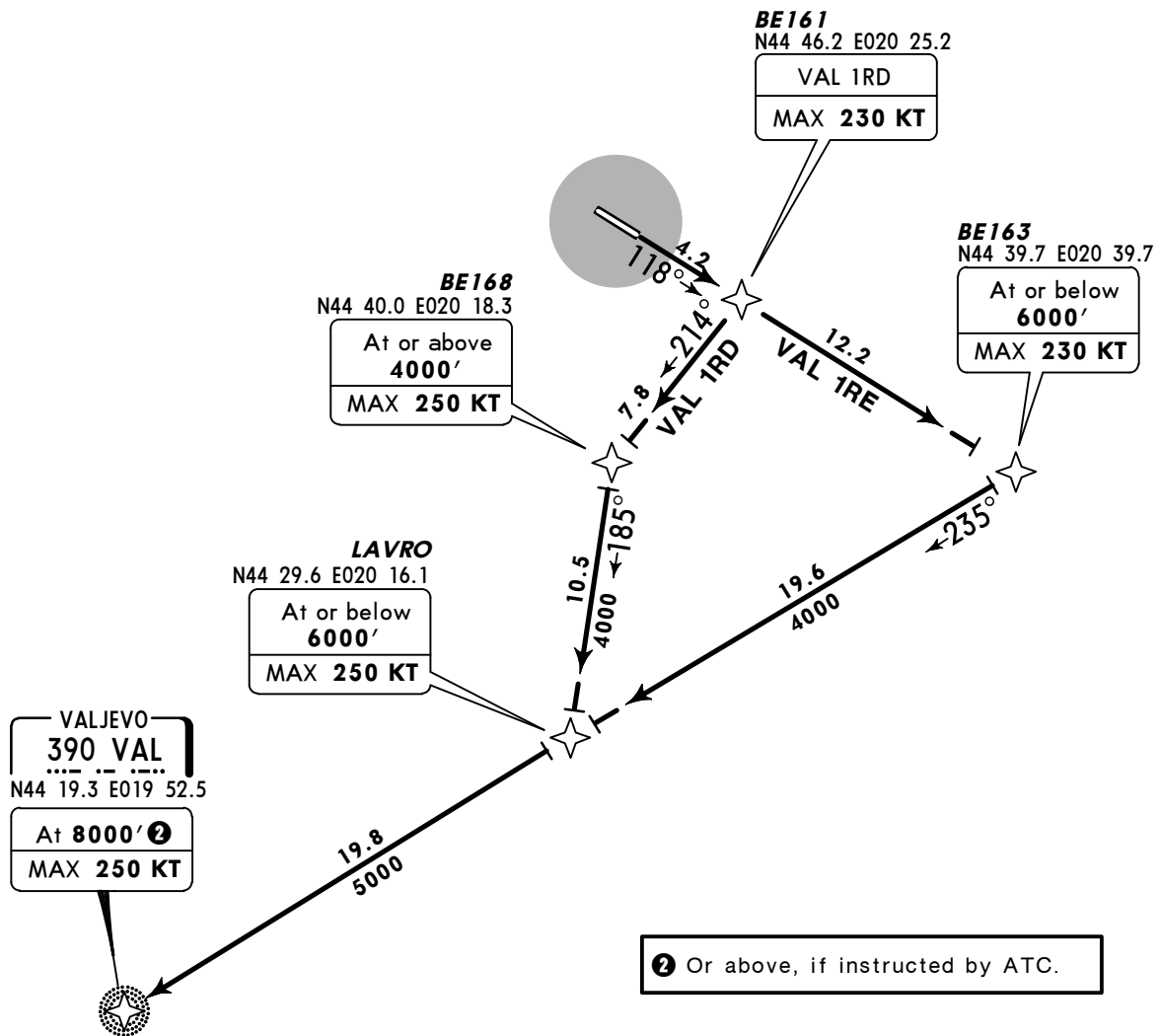
① 3300'

VAL 1RD  
VAL 1RE  
RWY 12 RNAV DEPARTURES  
RNAV (GNSS)

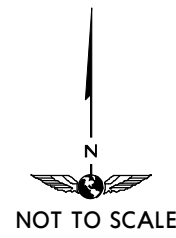
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED: MAX 250 KT BELOW 10000'**

**PROCEDURES ON TRIAL BASIS**



② Or above, if instructed by ATC.

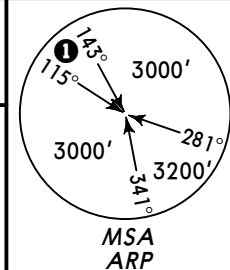


Initial climb clearance 6000'

SID	ROUTING
VAL 1RD	BE161 (K230-) - BE168 (4000'+; K250-) - LAVRO (6000'-; K250-) - VAL (8000' ②; K250-).
VAL 1RE	BE163 (6000'-; K230-) - LAVRO (6000'-; K250-) - VAL (8000' ②; K250-).

Apt Elev  
336'

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.



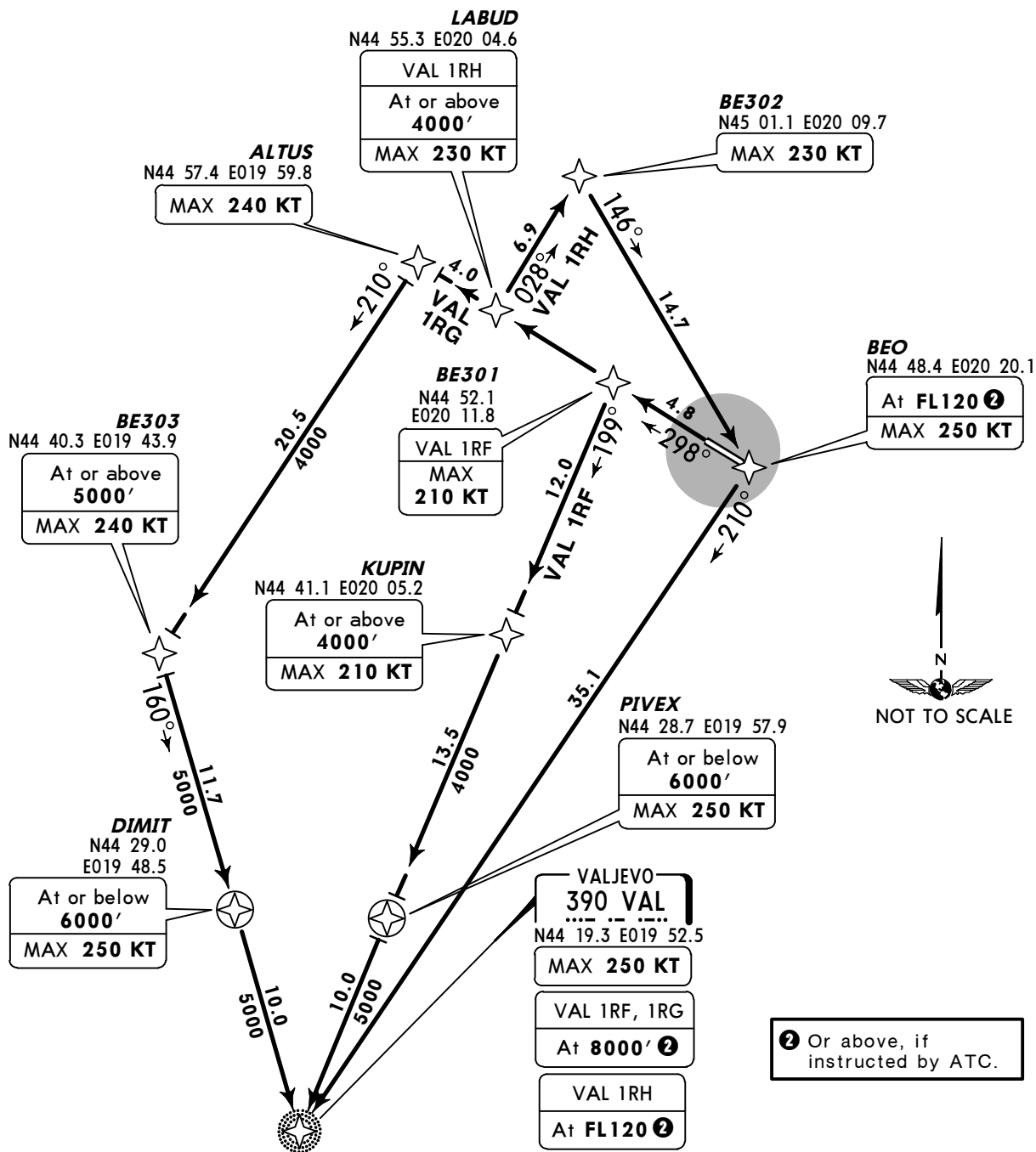
① 3300'

VAL 1RF, VAL 1RG, VAL 1RH  
RWY 30 RNAV DEPARTURES

RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED** MAX 250 KT BELOW 10000'

PROCEDURES ON TRIAL BASIS



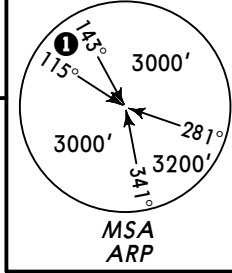
② Or above, if instructed by ATC.

VAL 1RF, VAL 1RG: Initial climb clearance 6000'  
VAL 1RH: Initial climb clearance FL120

SID	ROUTING
VAL 1RF	BE301 (K210-) - KUPIN (4000'+; K210-) - PIVEX (6000'-; K250-) - VAL (8000' ② ; K250-).
VAL 1RG	ALTUS (K240-) - BE303 (5000'+; K240-) - DIMIT (6000'-; K250-) - VAL (8000' ② ; K250-).
VAL 1RH	LABUD (4000'+; K230-) - BE302 (K230-) - BEO (FL120 ② ; K250-) - VAL (FL120 ② ; K250-).

Apt Elev  
336'

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.



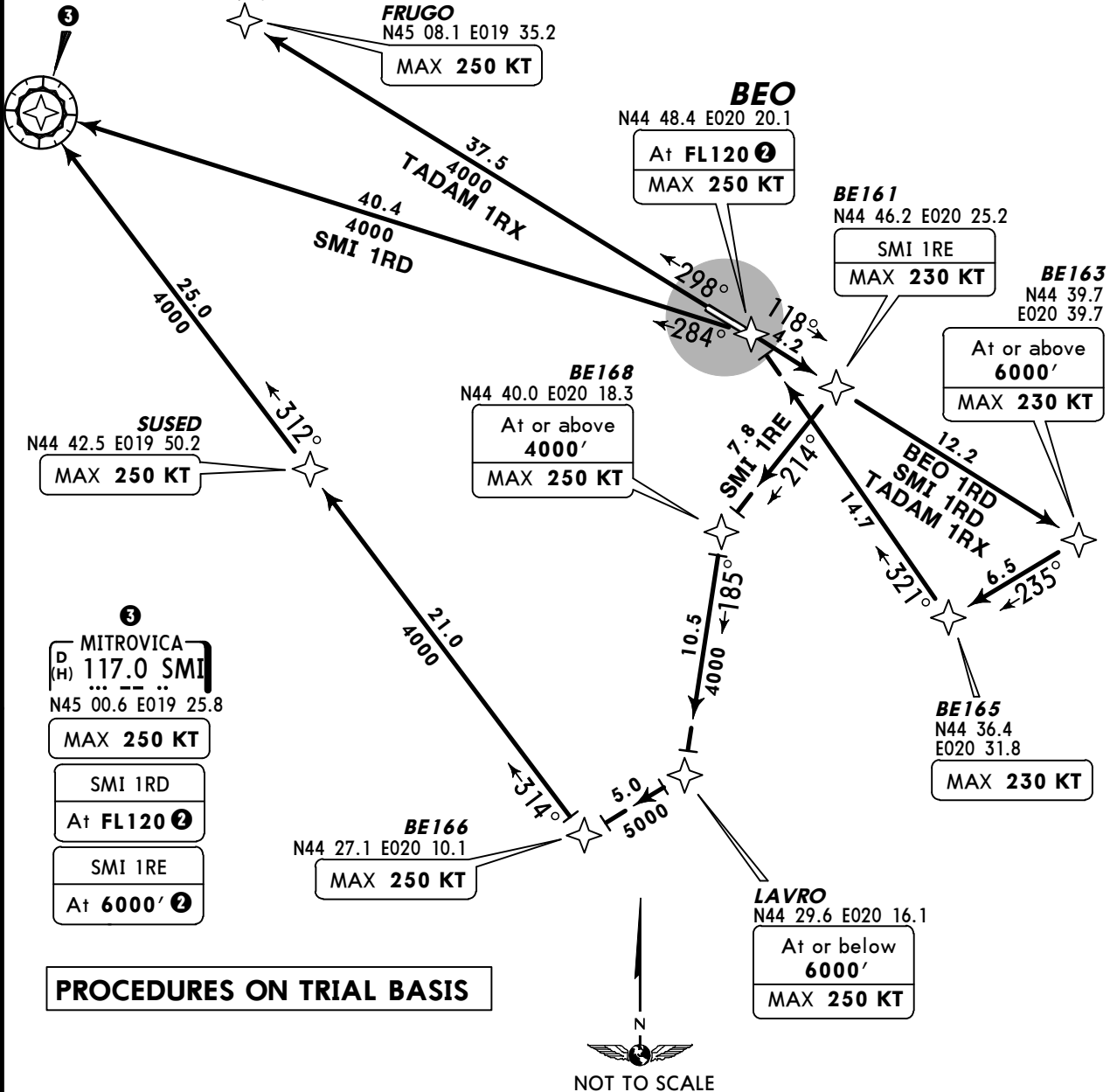
① 3300'

**TADAM**  
N45 14.8 E019 32.8

At FL120  
MAX 250 KT

**BEO 1RD**  
**SMI 1RD, SMI 1RE**  
**TADAM 1RX [TAD1RX]**  
**RWY 12 RNAV DEPARTURES**  
RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

**SPEED: MAX 250 KT BELOW 10000'**

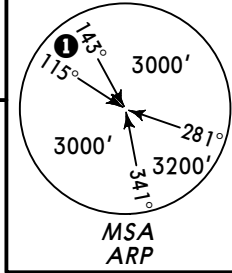


**SMI 1RE: Initial climb clearance 6000'**  
**BEO 1RD, SMI 1RD, TADAM 1RX: Initial climb clearance FL120**

SID	ROUTING
<b>BEO 1RD</b>	BE163 (6000'+; K230-) - BE165 (K230-) - BEO (FL120 ②; K250-).
<b>SMI 1RD</b>	BE163 (6000'+; K230-) - BE165 (K230-) - BEO (FL120 ②; K250-) - SMI (FL120 ②; K250-).
<b>SMI 1RE</b>	BE161 (K230-) - BE168 (4000'+; K250-) - LAVRO (6000'-; K250-) - BE166 (K250-) - SUSED (K250-) - SMI (6000' ②; K250-).
<b>TADAM 1RX</b>	BE163 (6000'+; K230-) - BE165 (K230-) - BEO (FL120 ②; K250-) - FRUGO (K250-) - TADAM (FL120 ②; K250-).

Apt Elev  
336'

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.



1 3300'

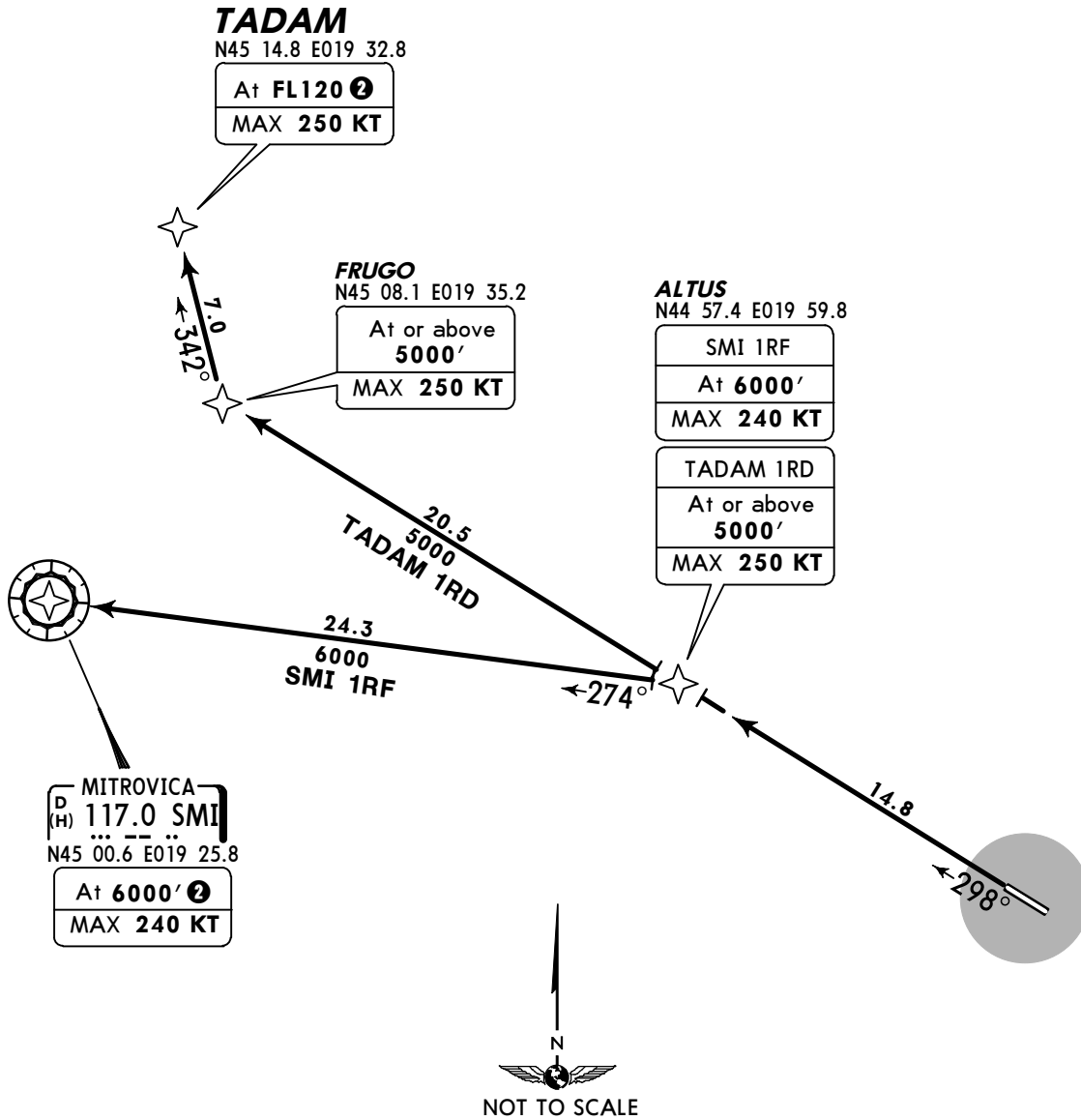
**SMI 1RF**  
**TADAM 1RD [TAD1RD]**  
**RWY 30 RNAV DEPARTURES**

RNAV (GNSS)  
RNAV 1 APPROVAL REQUIRED  
BY ATC

~~SPEED~~ MAX 250 KT BELOW 10000'

PROCEDURES ON TRIAL BASIS

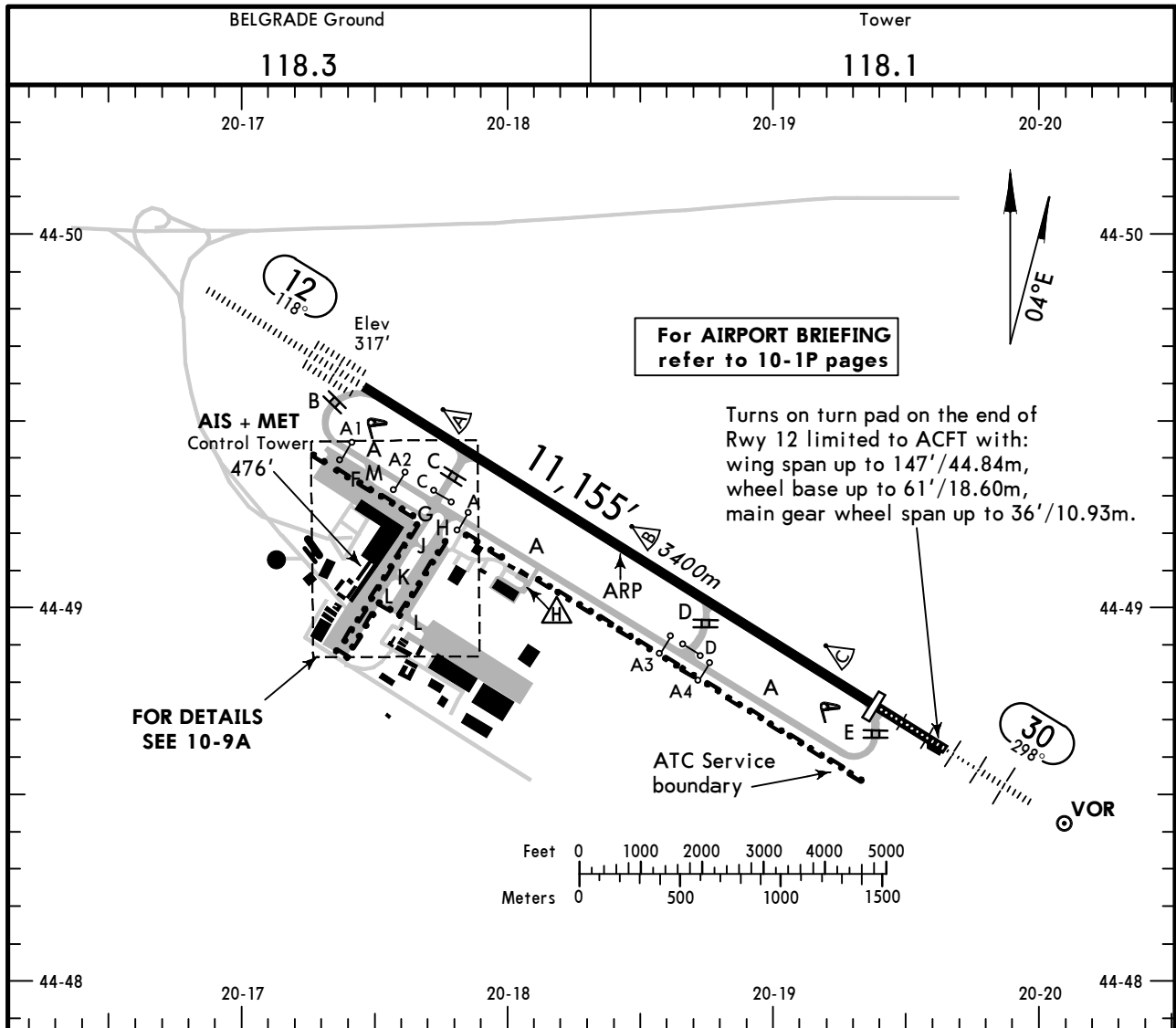
2 Or above, if instructed by ATC.



**SMI 1RF: Initial climb clearance 6000'**  
**TADAM 1RD: Initial climb clearance FL120**

SID	ROUTING
<b>SMI 1RF</b>	ALTUS (6000'; K240-) - SMI (6000' 2; K240-).
<b>TADAM 1RD 3</b>	ALTUS (5000'+; K250-) - FRUGO (5000'+; K250-) - TADAM (FL120 2; K250-).

3 After TADAM proceed to LULIK, then direct FPL to TONDO or PARAK.



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) ALSF-II TDZ PAPI ①	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	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 11,155' (3400m)  
twy C int 9186' (2800m)

RWY 30:

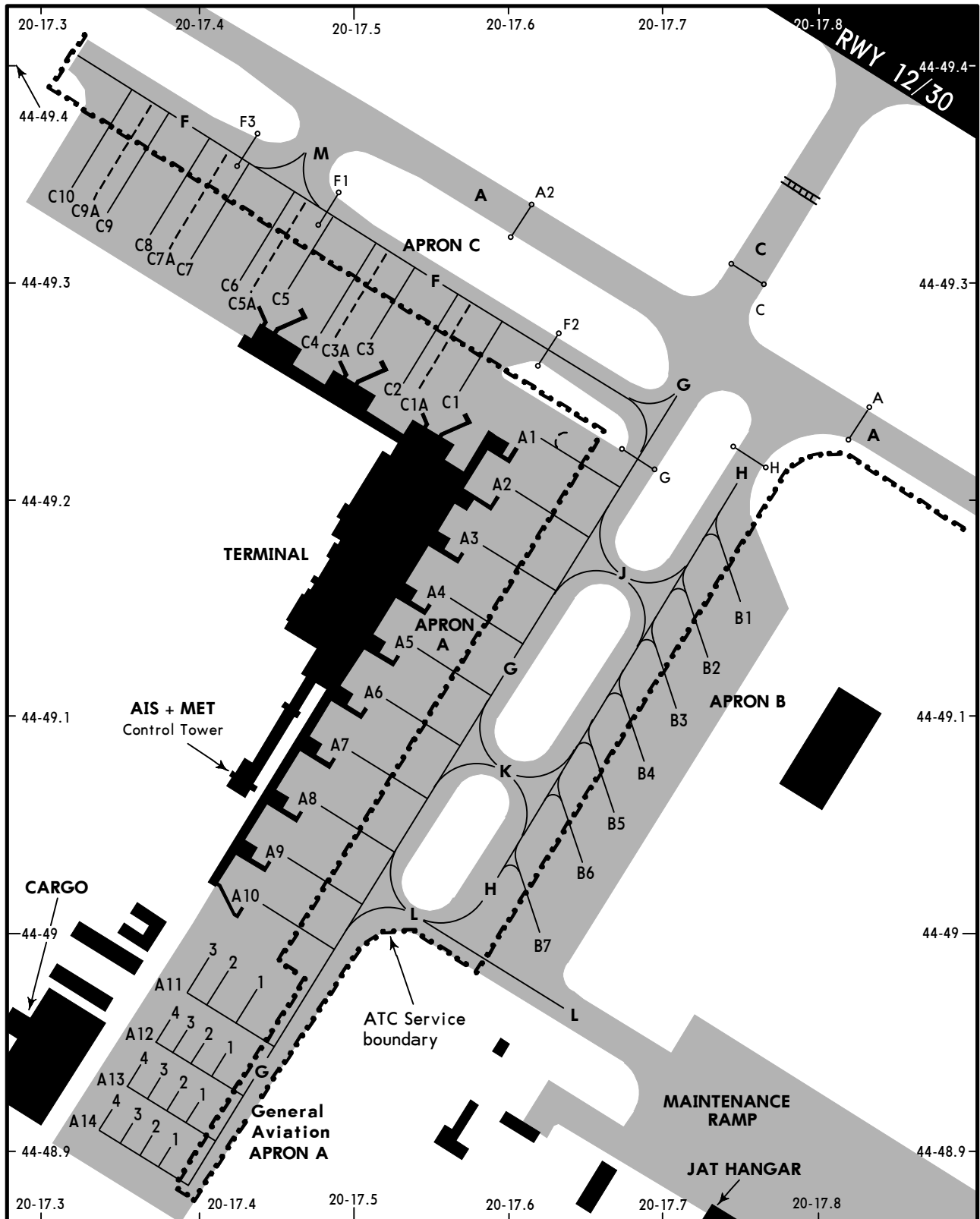
From rwy head 11,155' (3400m)  
twy E int 9843' (3000m)  
twy D int 6841' (2085m)

Standard

TAKE-OFF ①

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

① Operators applying U.S. Ops Specs: CL required below 300m.



**INS COORDINATES**

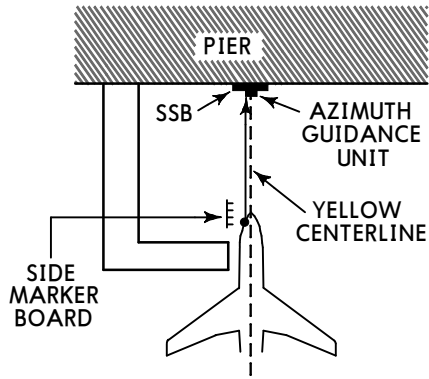
STAND No.	COORDINATES	STAND No.	COORDINATES
A1 thru A4	N44 49.2 E020 17.6	C1	N44 49.2 E020 17.6
A5 thru A8	N44 49.1 E020 17.5	C1A	N44 49.2 E020 17.5
A9	N44 49.0 E020 17.5	C2 thru C5	N44 49.3 E020 17.5
A10 thru A12-4	N44 49.0 E020 17.4	C5A thru C8	N44 49.3 E020 17.4
A13 thru A14-3	N44 48.9 E020 17.4	C9 thru C10	N44 49.3 E020 17.3
A14-4	N44 48.9 E020 17.3		
B1	N44 49.2 E020 17.8		
B2 thru B5	N44 49.1 E020 17.7		
B6	N44 49.0 E020 17.7		
B7	N44 49.0 E020 17.6		

CHANGES: Parking stands. Twy M established.

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# VISUAL DOCKING GUIDANCE SYSTEM

Stands A1 thru A8



## GENERAL

The visual docking guidance system consists of the following elements:

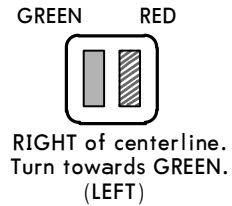
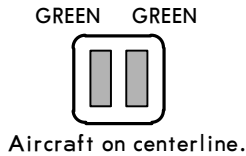
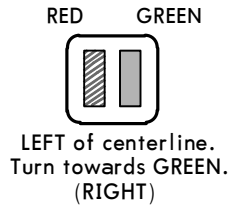
1. AZIMUTH GUIDANCE UNIT
2. YELLOW CENTERLINE
3. STOPPING GUIDANCE SYSTEMS
4. STOP SHORT BOARD

### CAUTION

The system is aligned with the LEFT hand pilot's seat only. If any doubt, pilot-in-command shall stop aircraft immediately and require marshaller's assistance.

## AZIMUTH GUIDANCE UNIT (AGNIS)

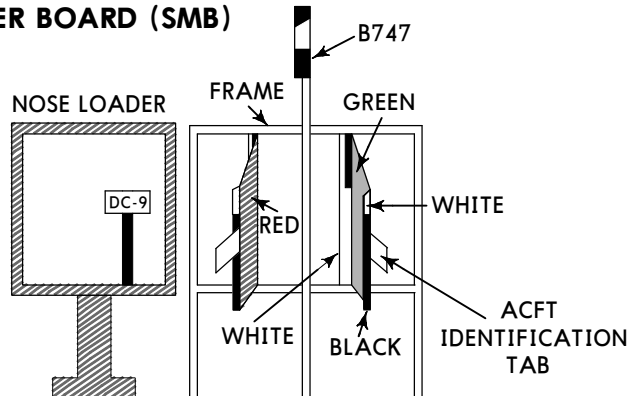
Approach the parking position along the yellow centerline so that both vertical slots of the Azimuth Guidance Unit show GREEN. Adjustments to the left or right are always to be made towards the GREEN.



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

## SIDE MARKER BOARD (SMB)

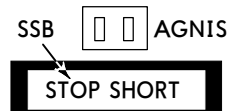
The SMB consists of a steel frame on the pier side of the nose loader with vertical slats. The edge of each slat is black with a white segment, the side facing the taxiway is green and the side facing the pier is red. Each slat bears an aircraft type tab. The pilot entering the stand will see the green 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.



NOTE: When SMB is unserviceable, aircraft must be marshalled.

## STOP SHORT BOARD (SSB)

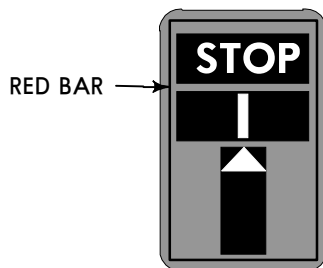
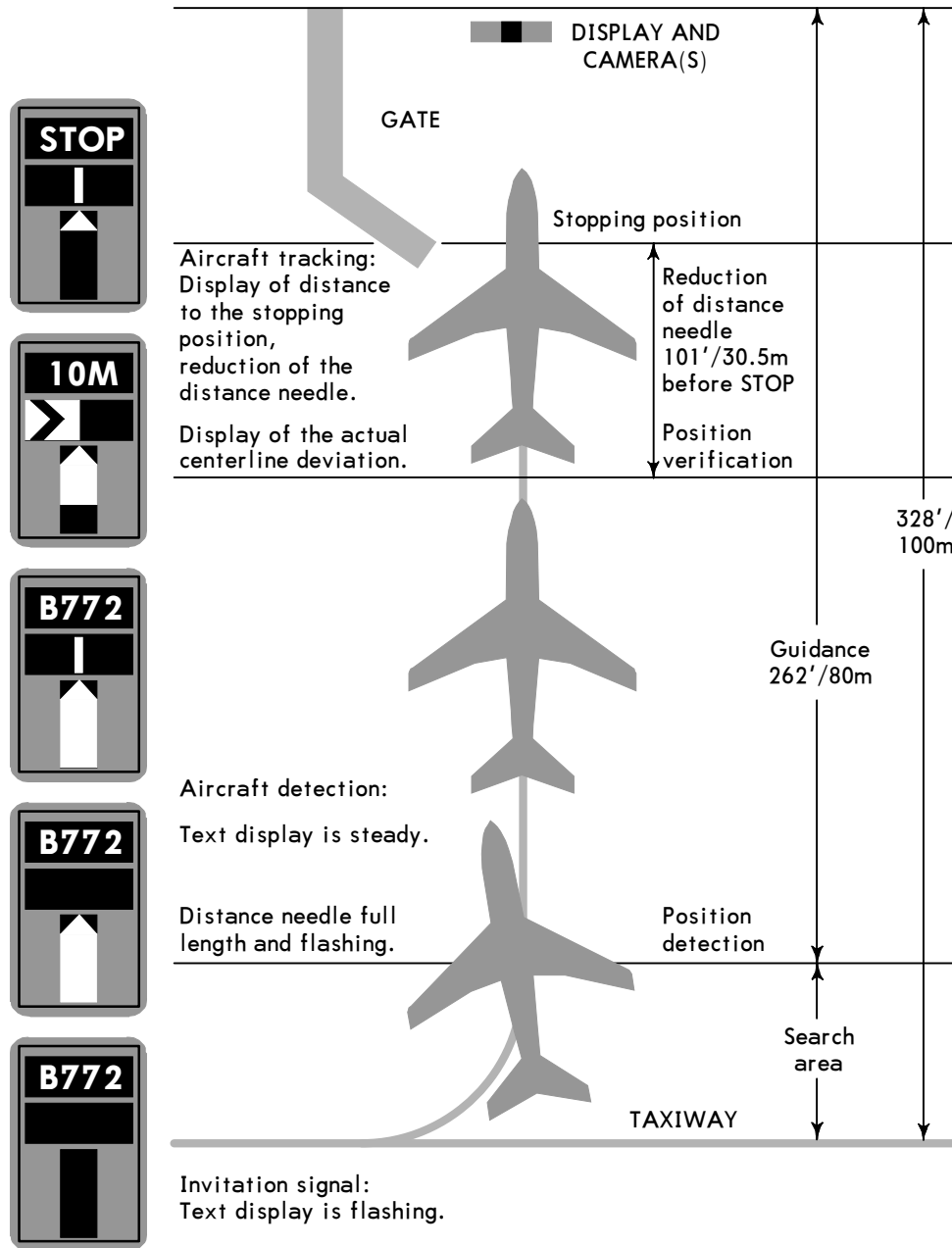
A black base board supported on a frame attached to the face of the pier under the AGNIS. In case of system unserviceability, a "STOP SHORT" sign is displayed to the aircraft immediately. Use caution and follow marshaller's signals as appropriate.



# VISUAL DOCKING GUIDANCE SYSTEM

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

## VIDEO DOCKING SYSTEM

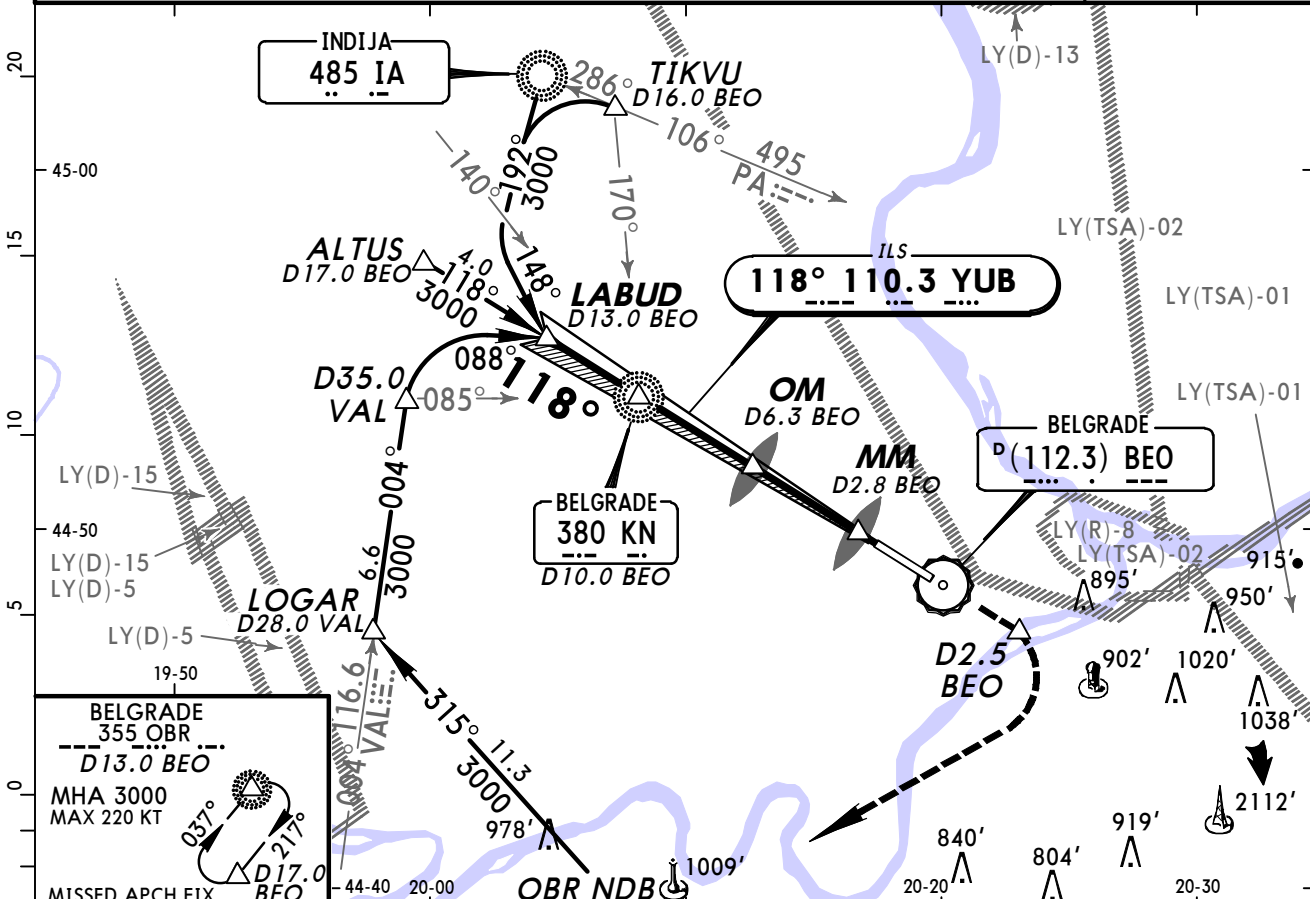


NOTE: Aircraft guidance is visible to both pilot and co-pilot. Message STOP is displayed:

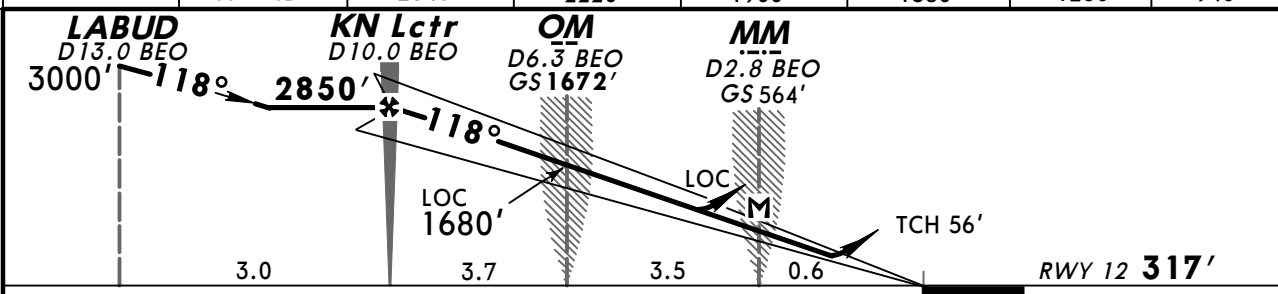
1. When acft reach STOP position.
2. When system-stop button is pushed by AD's personnel.
3. If foreign object penetrates the safety area.



ATIS 122.92		BELGRADE Approach/Radar 133.1 124.42		BELGRADE Tower 118.1	Ground 118.3
LOC YUB <b>110.3</b>	Final Apch Crs <b>118°</b>	GS OM <b>1672' (1355')</b>	ILS DA(H) <b>517' (200')</b>	Apt Elev <b>336'</b> RWY <b>317'</b>	<p>MSA KN Lctr</p>
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to D2.5 BEO after DME, then turn RIGHT climbing to OBR NDB to 3000' and hold.</p>					
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 10000'		



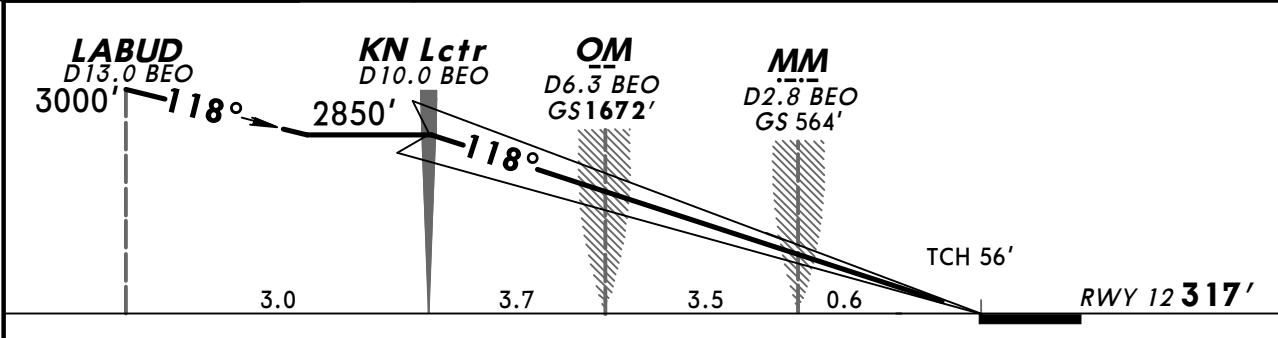
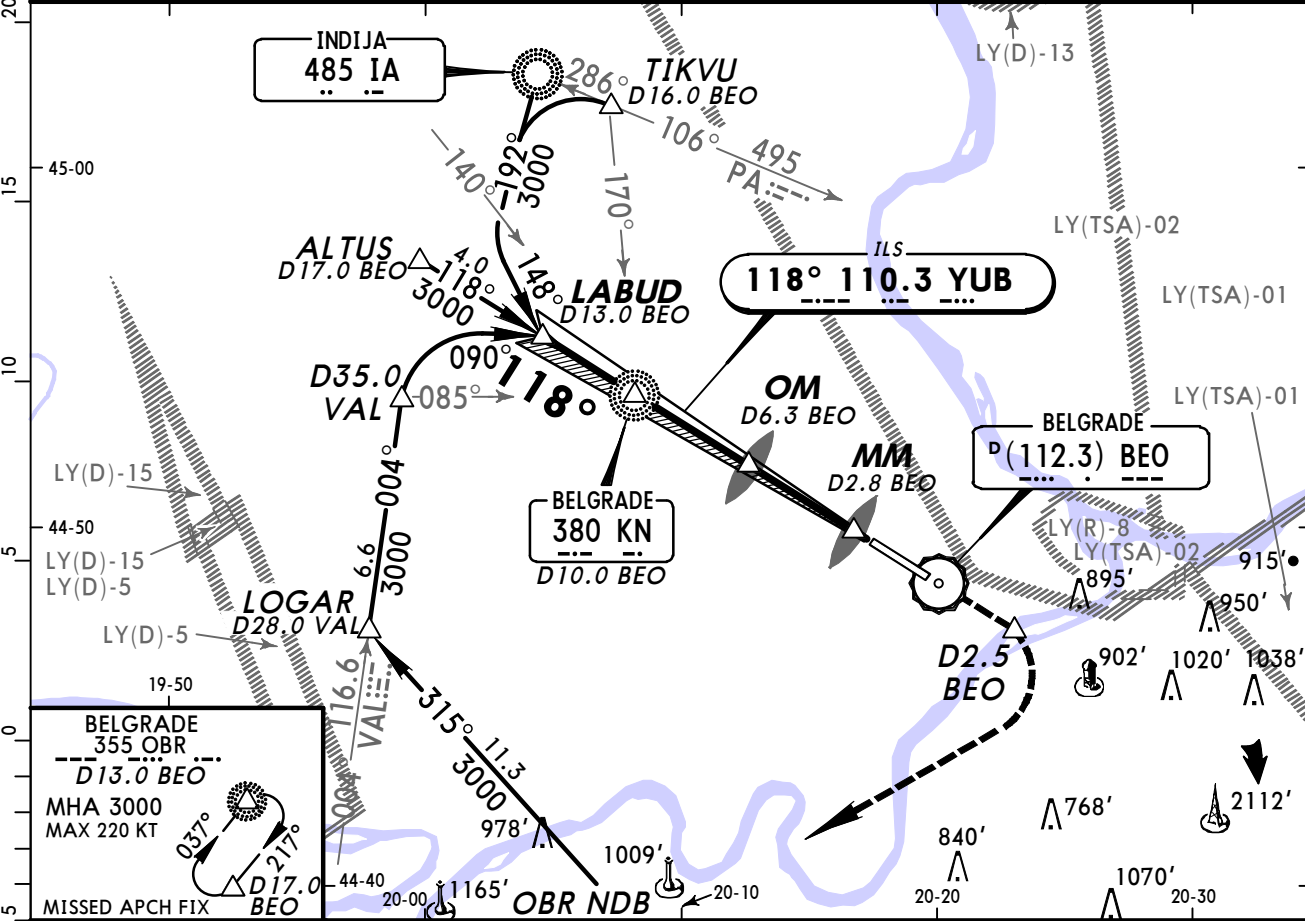
LOC (GS out)	BEO DME	9.0	8.0	7.0	6.0	5.0	4.0
	ALTITUDE	2540'	2220'	1900'	1580'	1260'	940'



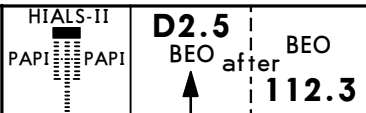
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743		<p>D2.5 BEO after BEO ↑ 112.3</p>
MAP at MM/D2.8 BEO								

PANS OPS	Standard				STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport	
	ILS			LOC (GS out)			Max Kts	MDA(H) VIS
	DA(H) 517' (200')			DA(H) 650' (333')				
	FULL			Limited			ALS out	
	ALS out			ALS out				
A						100	750' (414') 1500m	
B						135	840' (504') 1600m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	180	940' (604') 2400m	
D						205	1080' (744') 3600m	

ATIS 122.92		BELGRADE Approach/Radar 133.1 124.42		BELGRADE Tower 118.1	Ground 118.3
LOC YUB <b>110.3</b>	Final Apch Crs <b>118°</b>	GS OM <b>1672' (1355')</b>	CAT II & IIIA ILS Refer to Minimums	Apt Elev <b>336'</b> RWY <b>317'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to D2.5 BEO after DME, then turn RIGHT climbing to OBR NDB to 3000' and hold.</b>					
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 10000'	
Special Aircrew & Aircraft Certification Required.					MSA KN Lctr

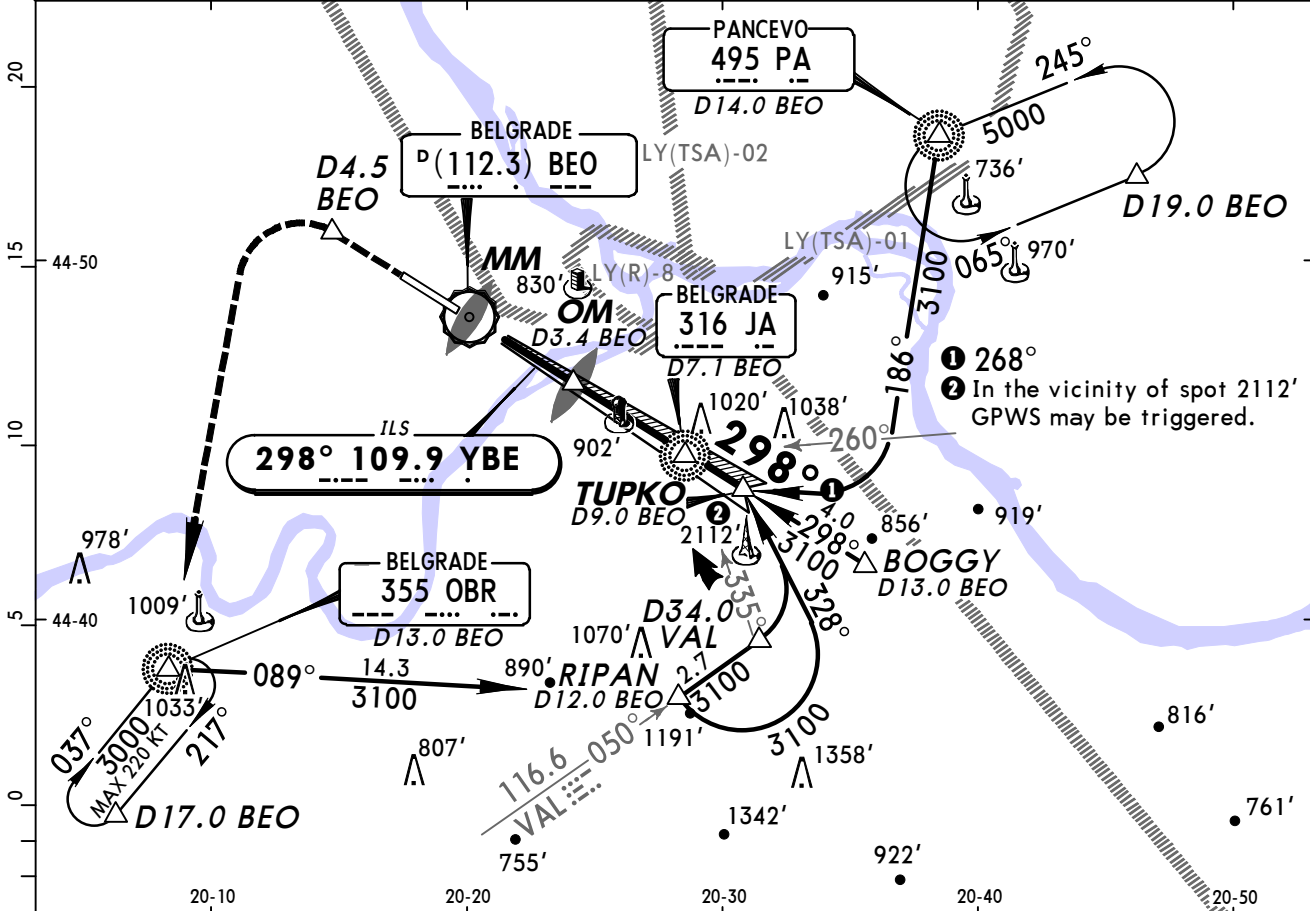


Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743

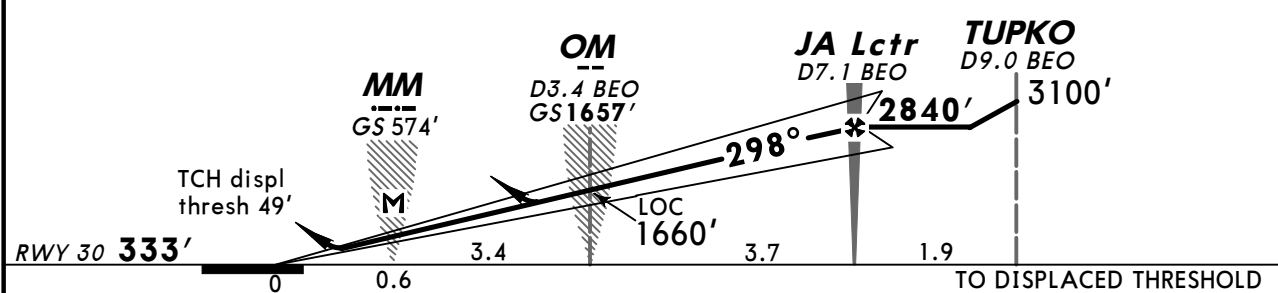


PANS OPS	<b>Standard</b>	STRAIGHT-IN LANDING RWY 12	
	CAT IIIA ILS	DH <b>50'</b>  RVR <b>200m</b>	CAT II ILS ABCD <b>RA 103'</b> DA(H) <b>417' (100')</b>  RVR <b>350m</b>

ATIS 122.92		BELGRADE Approach/Radar 133.1 124.42		BELGRADE Tower 118.1		Ground 118.3
LOC YBE <b>109.9</b>	Final Apch Crs <b>298°</b>	GS OM <b>1657' (1324')</b>	ILS DA(H) <b>533' (200')</b>	Apt Elev <b>336'</b>	RWY <b>333'</b>	
MISSED APCH: Climb STRAIGHT AHEAD to D4.5 BEO, then turn LEFT climbing to OBR NDB to 3000' and hold.						3200'
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 10000'	



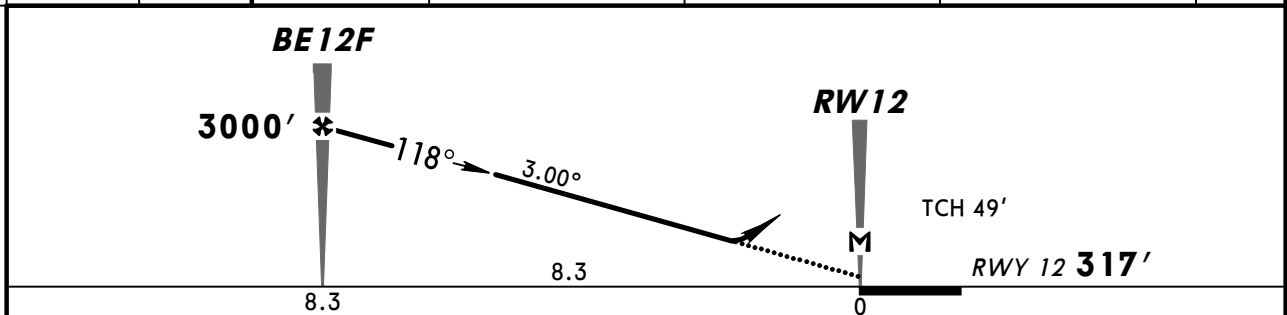
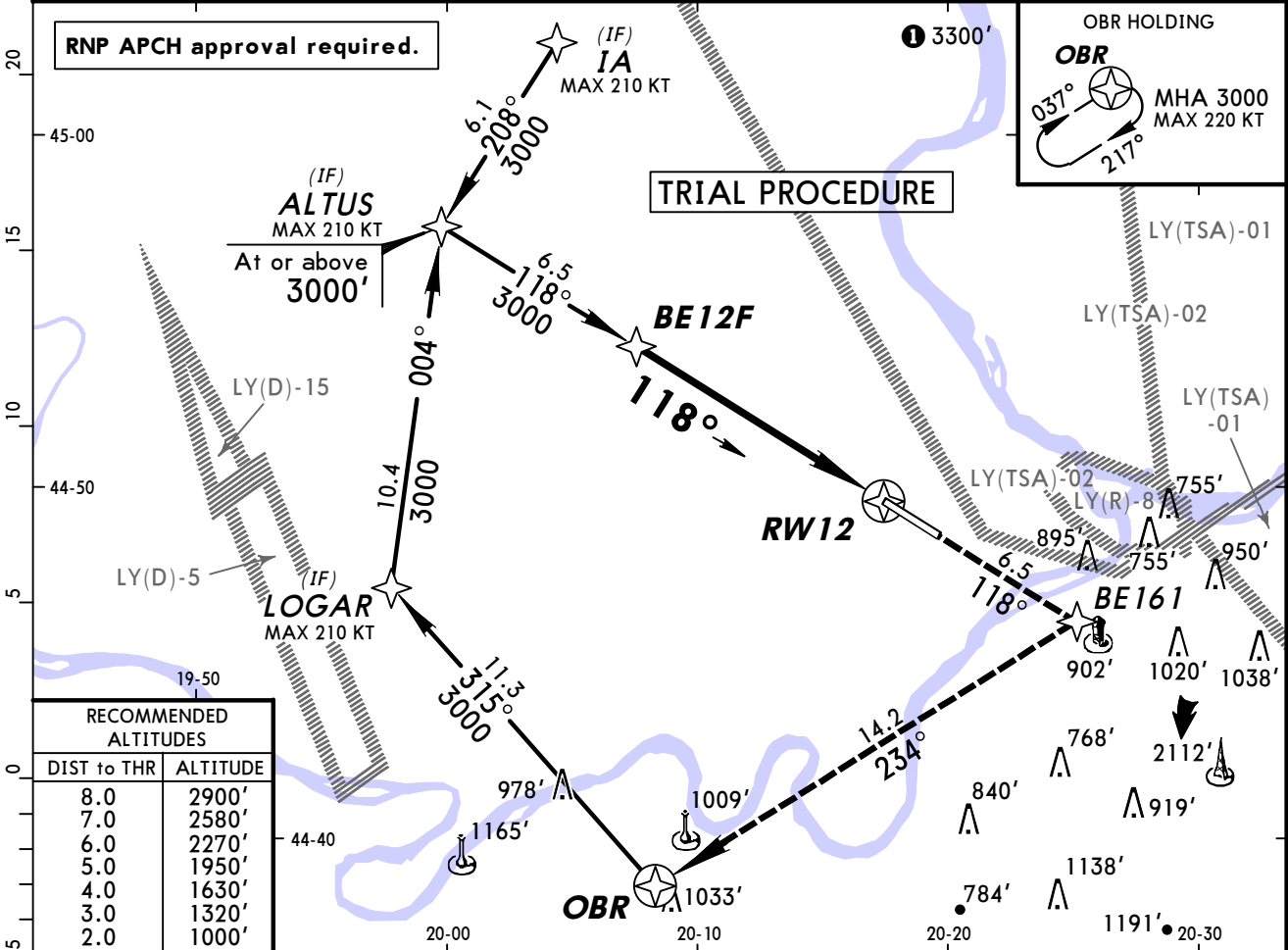
LOC (GS out)	BEO DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	910'	1230'	1550'	1860'	2180'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI D4.5 BEO
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at MM							

PANS OPS	Standard STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport		
	ILS			LOC (GS out)			
	DA(H) 533' (200')			MDA(H) 660' (327')			
	FULL	Limited	ALS out	ALS out			
	A					Max Kts	
B					100	750' (414') 1500m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	135	840' (504') 1600m
D						180	940' (604') 2400m
						205	1080' (744') 3600m

ATIS 122.92		BELGRADE Approach/Radar 133.1 124.42		BELGRADE Tower 118.1	Ground 118.3
RNAV	Final Apch Crs <b>118°</b>	Minimum Alt <b>BE12F</b> 3000' (2683')	LNAV MDA(H) 720' (403')	Apt Elev 336' RWY 317'	<p>MSA ARP</p>
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD inbound BE161, then turn RIGHT climbing on 234° to OBR to 3000' and hold. MAX 230 KT.					
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 10000'	



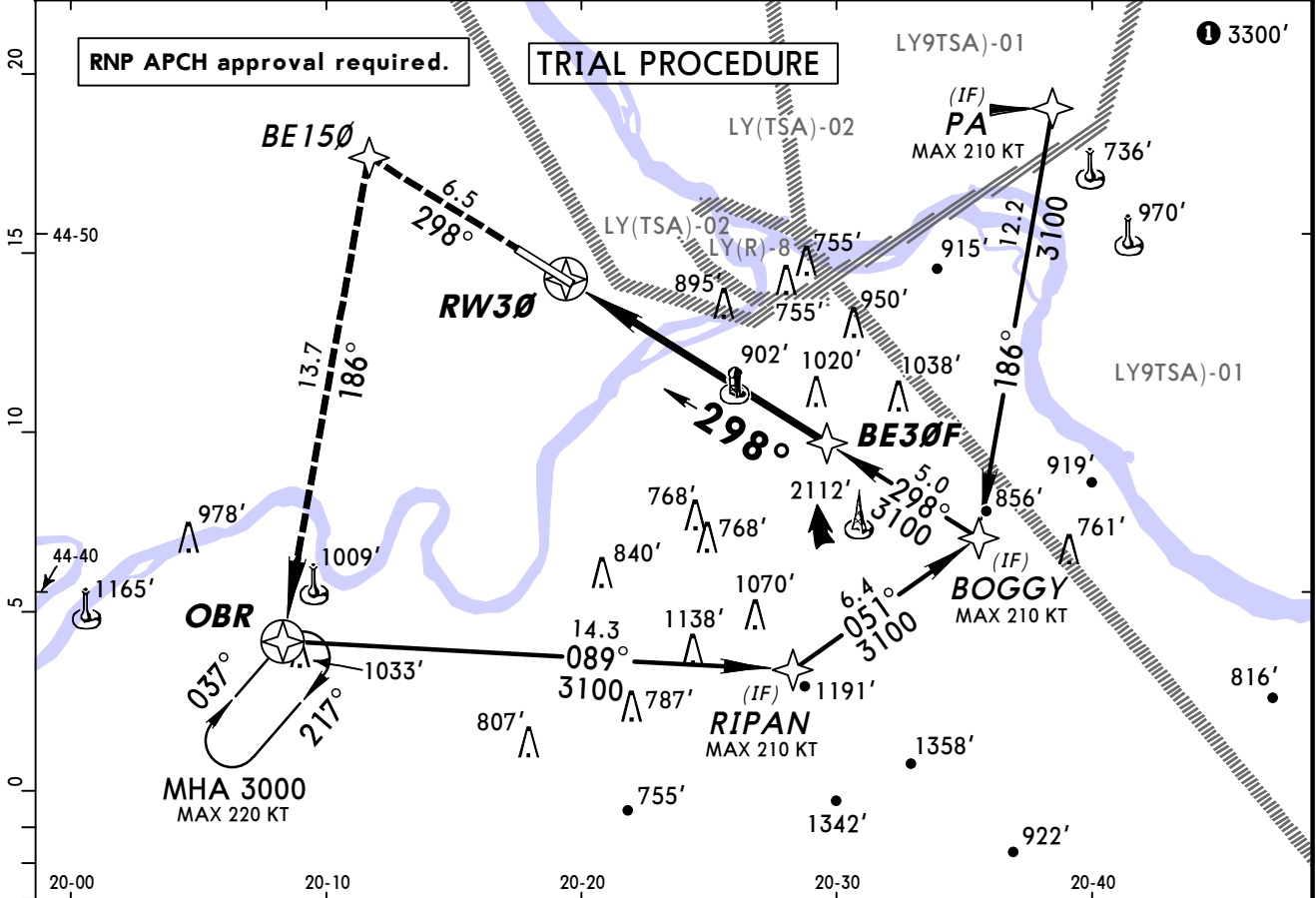
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	<b>BE161</b> ↑
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at RW12								

**Standard** STRAIGHT-IN LANDING RWY 12

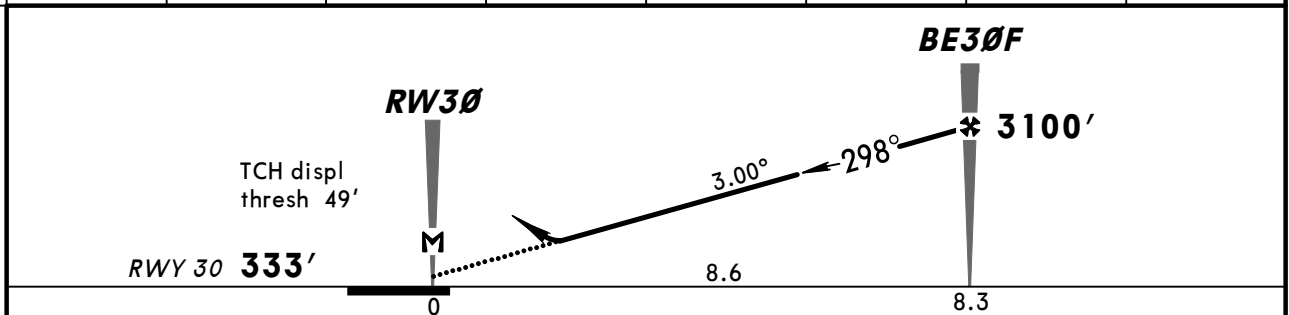
RNP 0.3  
LNAV  
MDA(H) 720' (403')

PANS OPS	A		ALS out
	B		RVR 1500m
	C	RVR 1200m	
	D		RVR 1900m

ATIS 122.92		BELGRADE Approach/Radar 133.1 124.42		BELGRADE Tower 118.1	Ground 118.3
RNAV	Final Apch Crs <b>298°</b>	Minimum Alt <b>BE30F</b> 3100' (2767')	LNAV MDA(H) <b>720'</b> (387')	Apt Elev 336' RWY <b>333'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD inbound BE150, then turn LEFT climbing on 186° to OBR to 3000' and hold.</b> MAX 230 KT.					
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 10000'	MSA ARP



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1020'	1330'	1650'	1960'	2280'	2600'	2910'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI ↑
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at RW30							

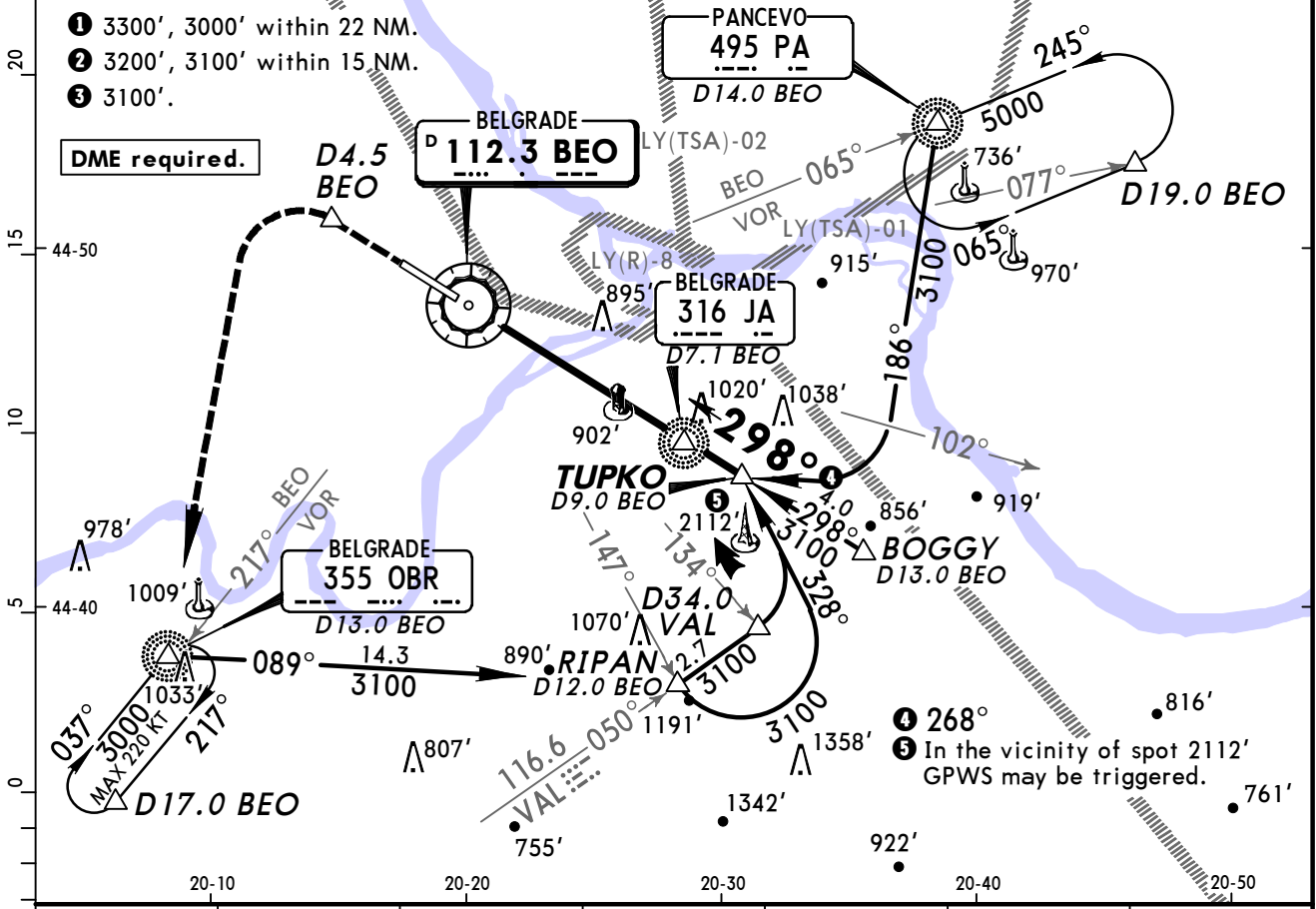
**Standard** STRAIGHT-IN LANDING RWY 30

RNP 0.3  
LNAV  
MDA(H) **720'** (387')

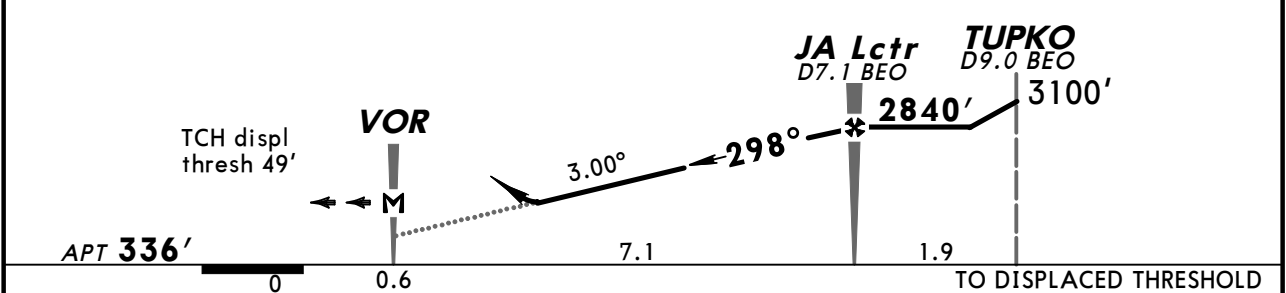
PANS OPS	A		ALS out
	B		RVR 1500m
	C	RVR 1100m	
	D		RVR 1800m



ATIS 122.92		BELGRADE Approach/Radar 133.1 124.42		BELGRADE Tower 118.1	Ground 118.3
VOR BEO <b>112.3</b>	Final Apch Crs <b>298°</b>	Minimum Alt JA Lctr <b>2840'</b> (2504)	DA(H) <b>700'</b> (364')	Apt Elev <b>336'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to D4.5 BEO, then turn LEFT climbing to OBR NDB to 3000' and hold.</b>					
Alt Set: hPa		Apt Elev: 12 hPa		Trans level: By ATC	Trans alt: 10000'
					MSA BEO VOR



BEO DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	910'	1230'	1550'	1860'	2180'	2500'



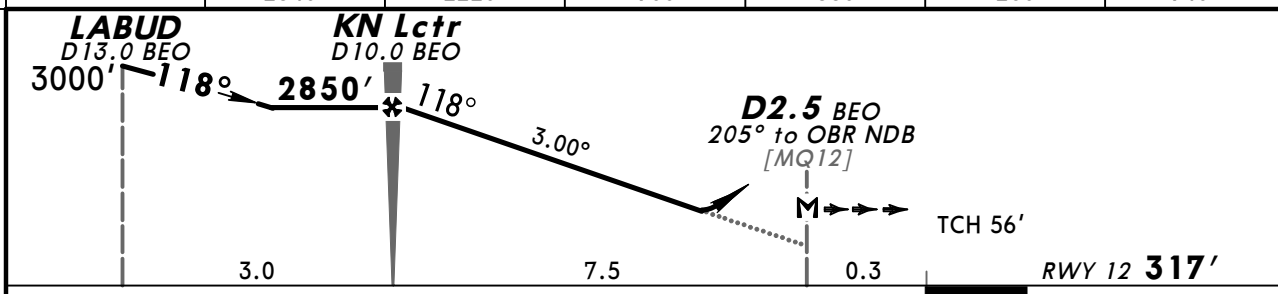
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI <b>D4.5 BEO</b>
Descent Angle	3.00°	372	478	531	637	743	
MAP at VOR							

<b>Standard</b>		STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport	
		DA(H) <b>700'</b> (364')		Max Kts. _____ MDA(H) _____ VIS _____	
A	RVR 1000m	ALS out		100	750' (414') 1500m
B		RVR 1500m		135	840' (504') 1600m
C		RVR 1700m		180	940' (604') 2400m
D				205	1080' (744') 3600m

ATIS 122.92		BELGRADE Approach/Radar 133.1 124.42		BELGRADE Tower 118.1		Ground 118.3	
Lctr KN <b>380</b>	Final Apch Crs <b>118°</b>	Minimum Alt KN Lctr <b>2850'</b> (2533')		DA(H) <b>700'</b> (383')	Apt Elev <b>336'</b>	RWY <b>317'</b>	
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to D2.5 BEO after DME (225° to OBR NDB), then turn RIGHT climbing to OBR NDB to 3000' and hold.</p>							<p>MSA KN Lctr</p>
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 10000'	



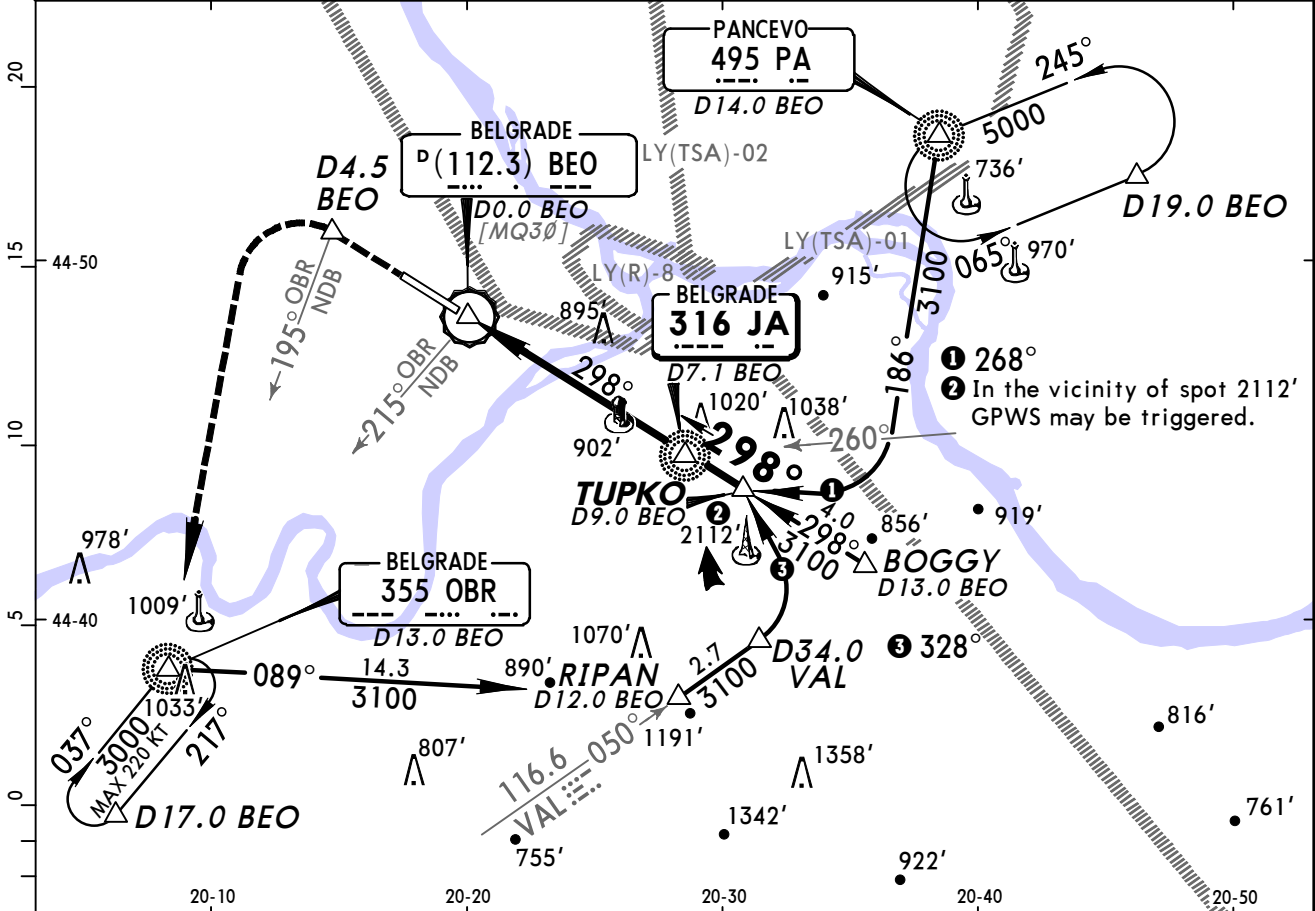
BEO DME	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2540'	2220'	1900'	1580'	1260'	940'



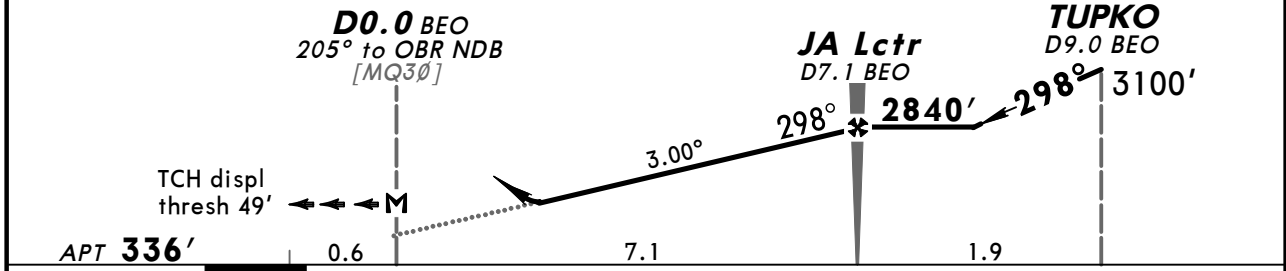
Gnd speed-Kts	70	90	100	120	140	160	<p>HIALS-II PAPI PAPI</p>	<p>D2.5 BEO or to OBR <b>225°</b> <b>355</b></p>	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at D2.5 BEO/205° to OBR NDB									

PANS OPS 3	<b>Standard</b> STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport			
	DA(H) <b>700'</b> (383')				ALS out			
	RVR 1100m				Max Kts			
	RVR 1500m				100 <b>750'</b> (414') 1500m			
	RVR 1800m				135 <b>840'</b> (504') 1600m			
				180 <b>940'</b> (604') 2400m				
				205 <b>1080'</b> (744') 3600m				

ATIS 122.92		BELGRADE Approach/Radar 133.1 124.42		BELGRADE Tower 118.1	Ground 118.3
Lctr JA <b>316</b>	Final Apch Crs <b>298°</b>	Minimum Alt JA Lctr <b>2840' (2504')</b>	DA(H) <b>700' (364')</b>	Apt Elev <b>336'</b>	3200'
MISSED APCH: Climb STRAIGHT AHEAD to D4.5 BEO (215° to OBR NDB), then turn LEFT climbing to OBR NDB to 3000' and hold.					
Alt Set: hPa	Apt Elev: 12 hPa	Trans level: By ATC	Trans alt: 10000'	MSA JA Lctr	



BEO DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	910'	1230'	1550'	1860'	2180'	2500'

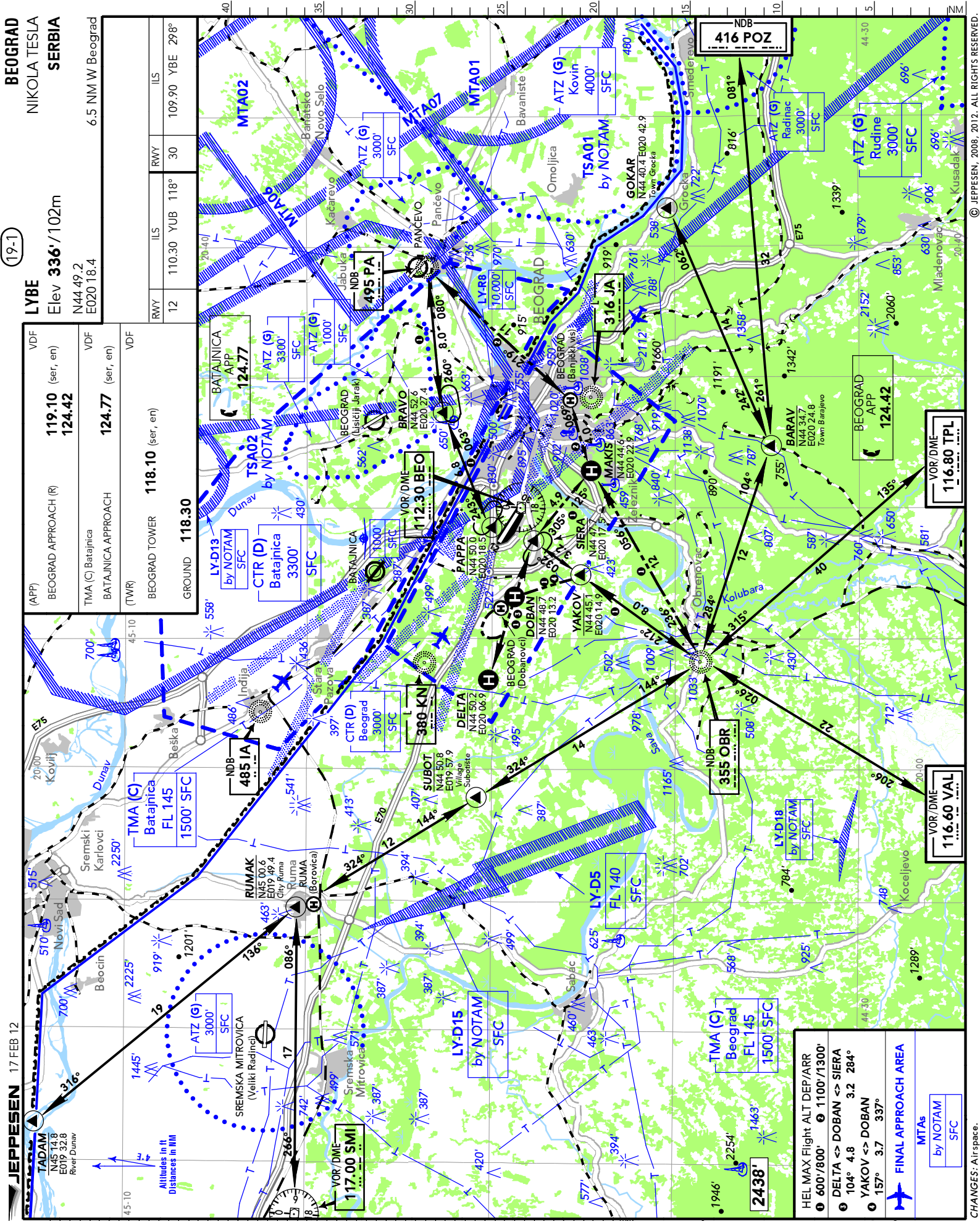


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI D4.5 BEO or to OBR 355	
Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.0 BEO/215° to OBR NDB								

PANS OPS 3	<b>Standard</b> STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND CAT C & D: Not authorized Northeast of airport	
	With DME		W/o DME	
	DA(H) <b>700' (364')</b>		DA(H) <b>1150' (814')</b>	
	ALS out		ALS out	
	A	RVR 1500m	RVR 1500m	Max Kts. 100
B	RVR 1500m	RVR 1500m	135	840' (504') 1600m
C	RVR 1000m	RVR 1700m	180	940' (604') 2400m
D	RVR 1000m	RVR 2400m	205	1080' (744') 3600m

1 After Lctr w/o DME: 1150' (814').  
 CHANGES: Communications. © JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.





**BEOGRAD**  
NIKOLA TESLA  
**SERBIA**

6.5 NM W Beograd

**LYBE**  
Elev 336' / 102m  
N44 49.2  
E020 18.4

ILS	YUB	118°	30	109.90	YBE	298°
RWY	12					

(APP)	BEOGRAD APPROACH (R)	<b>119.10</b> (ser, en) <b>124.42</b>	VDF
(TMA)	TMA (C) Batajnica	<b>124.77</b> (ser, en)	VDF
(TWR)	BEOGRAD TOWER	<b>118.10</b> (ser, en)	VDF
GROUND		<b>118.30</b>	

- HEL Max Flight: ALT DEP/ARR  
 ● 600'/800' ● 1100'/1300'  
 ● DELTA ↔ DOBAN ↔ SIERA  
 104° 4.8 3.2 284°  
 ● YAKOV ↔ DOBAN  
 157° 3.7 337°
- FINAL APPROACH AREA**
- MTAs  
 by NOTAM  
 SFC

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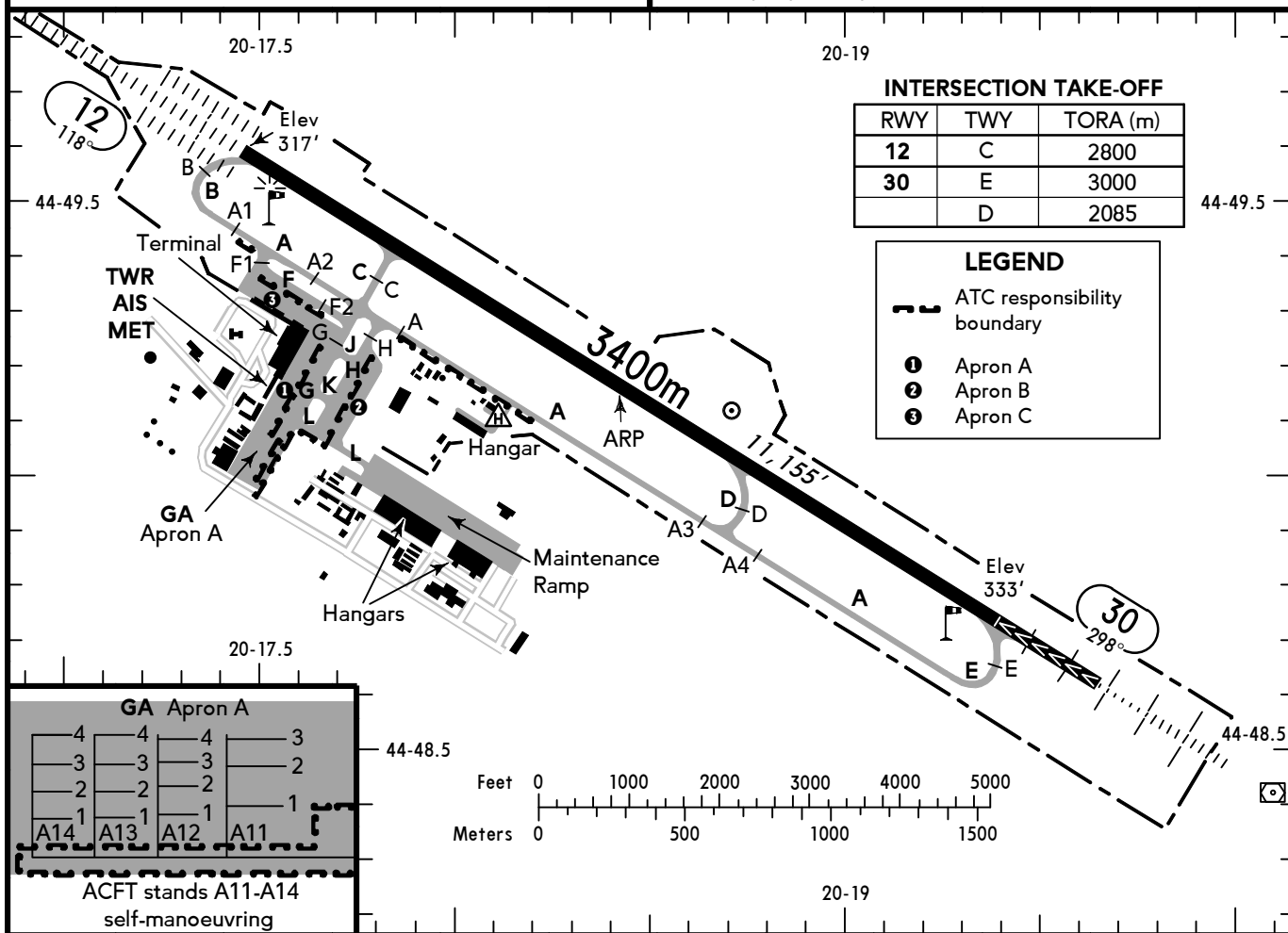
CHANGES: Airspace.



(FIS)

BEOGRAD GROUND **118.30**

BEOGRAD APPROACH **124.42**

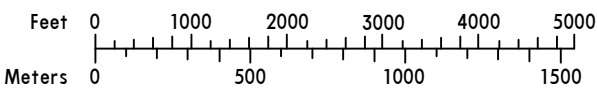
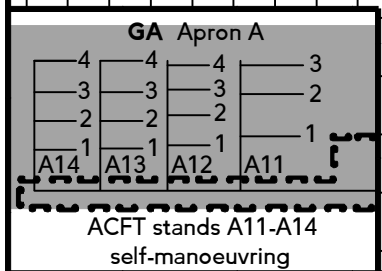


**INTERSECTION TAKE-OFF**

RWY	TWY	TORA (m)
12	C	2800
30	E	3000
	D	2085

**LEGEND**

- ATC responsibility boundary
- Apron A
- Apron B
- Apron C



2  
  
  
 TAXI

ALS - PAPI - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
12	3400 x 45 Asphalt ①	3400	3400	PCN 65/F/C/X/T ①	
30		3400	3000		

① First 400m of RWY 30 concrete: PCN 60/R/C/W/T.

**CAUTION:**  
 Left turn from RWY 30 to TWY D is not permitted.  
 Birds in vicinity of AD.

**Arrivals**  
 VFR flights shall be conducted along the routes from NDB 'OBR' to holding SIERA and NDB 'PA' to holding PAPP. Further instructions and landing clearance will be given by Beograd TWR.

**Departures**  
 VFR flights shall be planned according to VFR routes and comply with instructions and clearances given by Beograd TWR.

**Transit flights**  
 VFR transit flights through CTR (D) Beograd will be cleared only if traffic situation permits

**HEL Operations**  
 HEL LDG area AVBL to domestic operators only upon previous permission of heliport owner.  
 Foreign operators must use RWY 12/30 for LDG & TKOF.

**COM failure**  
 If ACFT is equipped with transponder, the pilot shall squawk SSR code A7600, and return on VFR route and land at the nearest uncontrolled AD. If unable to comply, hold at SIERA or PAPP awaiting light signals from Beograd TWR.