

General Information

Location: Tivat Scg
IATA Code: TIV
Lat/Long: N42° 24.3' E018° 43.4'
Elevation: 20 ft

Airport Use: Public
Magnetic Variation: 3.7°E

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

Sunrise: 0345 Z
Sunset: 1740 Z,

Runway Information

Runway: 14
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge

Runway: 32
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, ALS

Communication Information

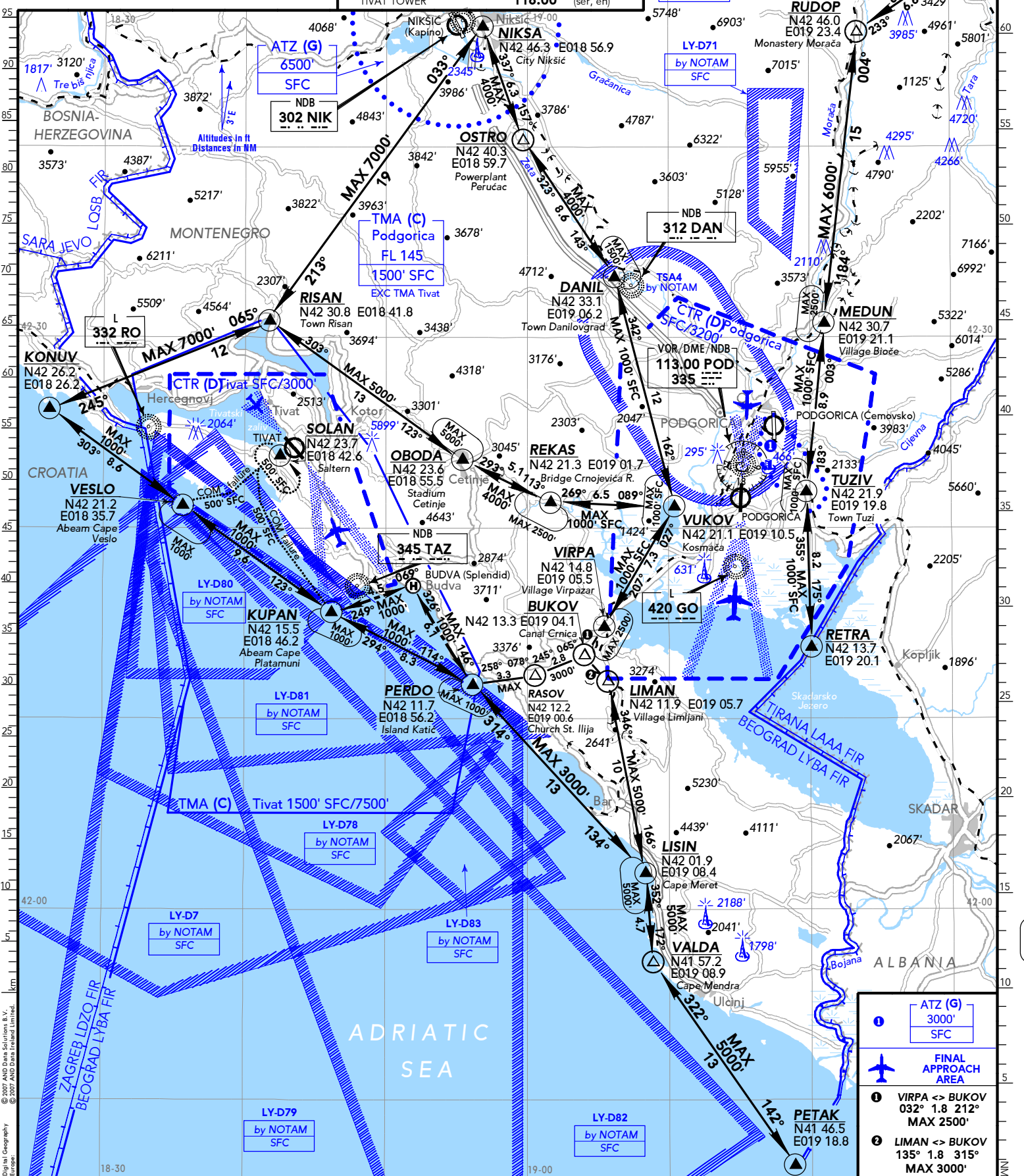
Tivat Tower 136.275 Secondary
Tivat Tower 119.325 VHF-DF
Tivat Approach Control 136.275 Secondary
Tivat Approach Control 118.0 VHF-DF

AREA
PODGORICA
MONTENEGRO

10-1V 23 DEC 11

JEPPESEN

| | | |
|------------------------|---------|-----------|
| PODGORICA APPROACH (R) | 135.15* | (ser, en) |
| TIVAT APPROACH | 118.00* | (ser, en) |
| PODGORICA TOWER | 118.20 | (ser, en) |
| TIVAT TOWER | 118.00* | (ser, en) |



| | |
|--|---|
| | ATZ (G) 3000' SFC |
| | FINAL APPROACH AREA |
| | VIRPA <-> BUKOV 032° 1.8 212° MAX 2500' |
| | LIMAN <-> BUKOV 135° 1.8 315° MAX 3000' |

CHANGES: Airspace - OBST.

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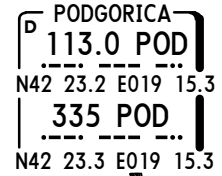
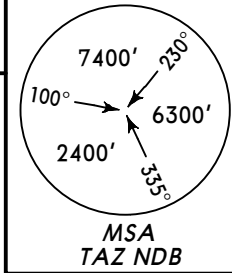
10-1V

PODGORICA

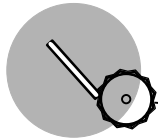
Transit Flights

VFR transit flights through CTR (D) Podgorica and CTR (D) Tivat will be cleared only if traffic situation permits.

Apt Elev 20'
Alt Set: hPa
Trans level: By ATC Trans alt: 10000'

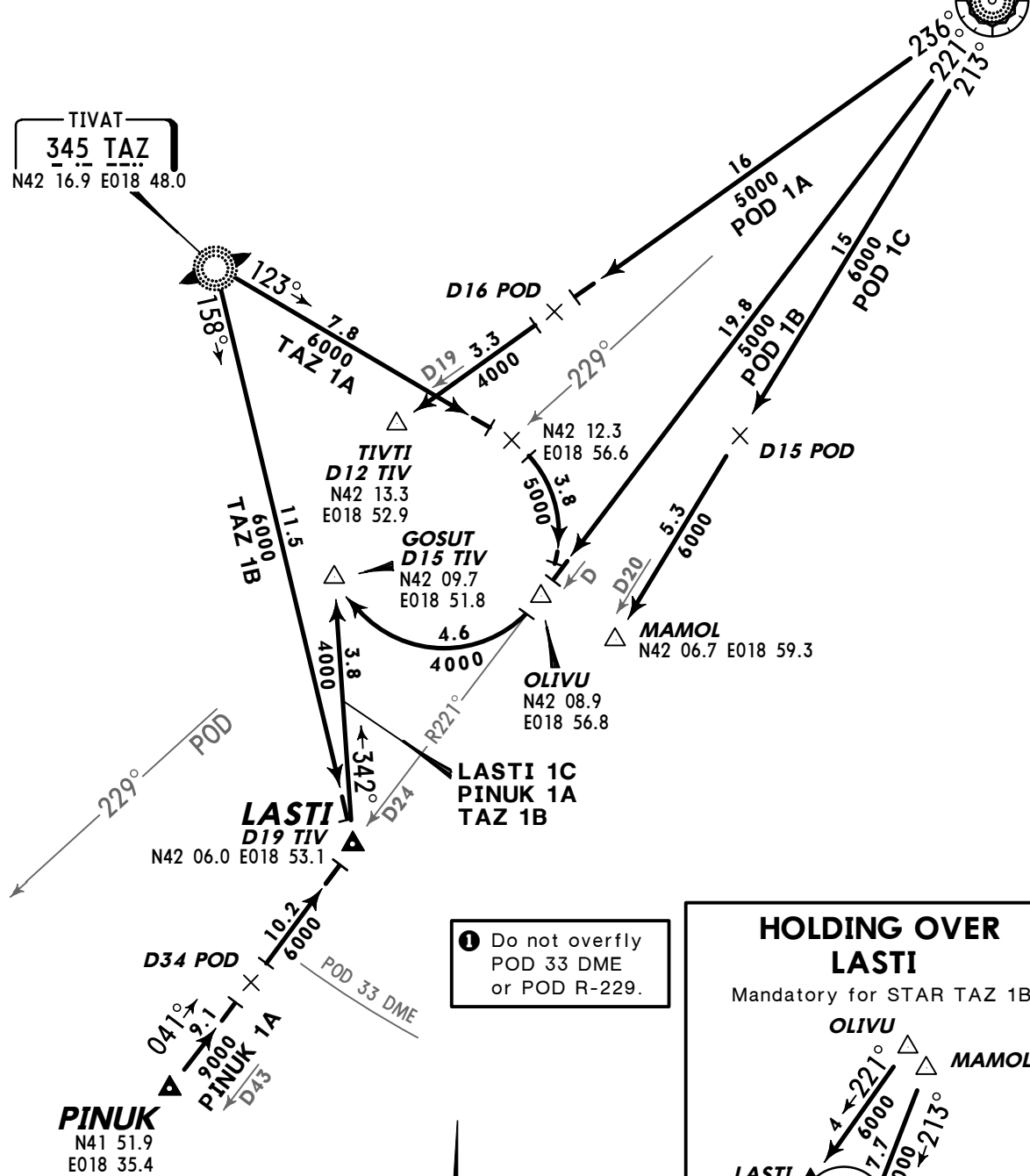


LASTI 1C [LAST1C], PINUK 1A [PINU1A]
POD 1A, POD 1B, POD 1C
TAZ 1A, TAZ 1B
RWYS 14, 32 ARRIVALS
SPEED MAX 250 KT below 10000'

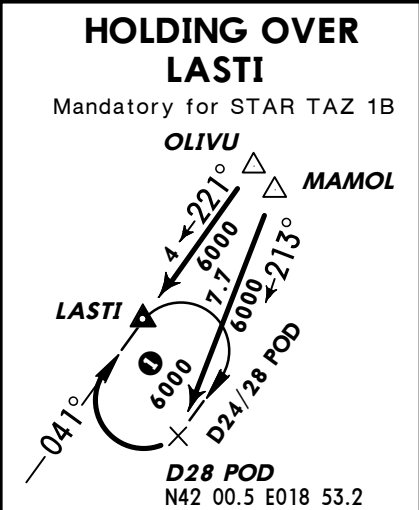


ILS DME
TIVAT
D (111.3) TIV
N42 23.8 E018 44.5

TIVAT
345 TAZ
N42 16.9 E018 48.0

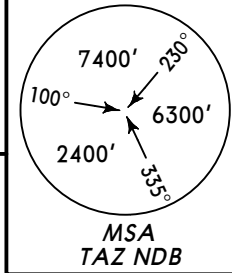


Do not overfly
POD 33 DME
or POD R-229.



Apt Elev
20'

Trans level: By ATC Trans alt: 10000'
Runway 14: 1. Turns are not permitted before DER.
2. Due to high terrain east of airport it is advisable to follow TIV LOC back course (156°) (156° bearing to TAZ) until passing TAZ.

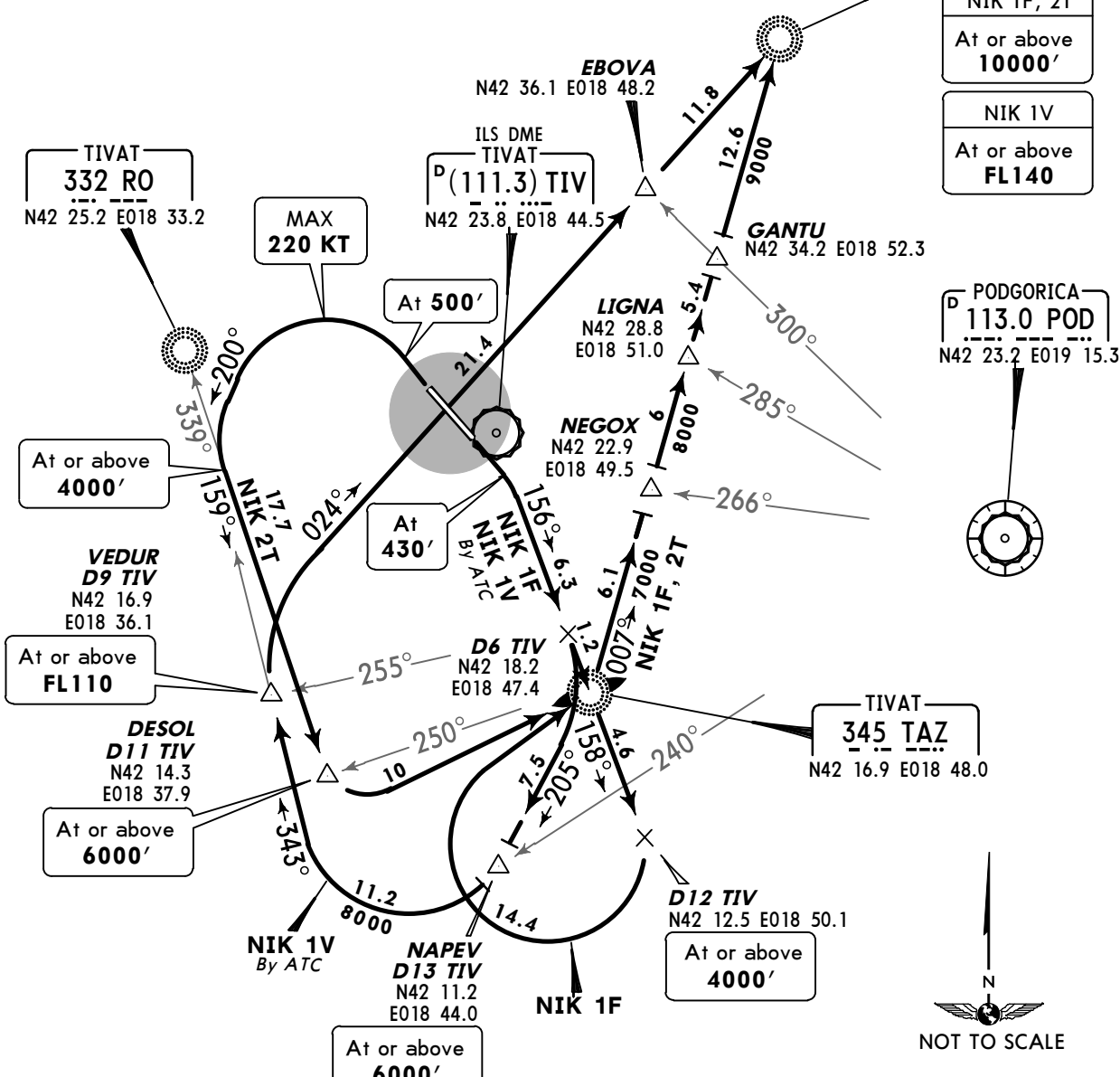


**NIKSIC ONE FOXTROT (NIK 1F)
NIKSIC TWO TANGO (NIK 2T)
NIKSIC ONE VICTOR (NIK 1V)
RWYS 14, 32 DEPARTURES
SPEED MAX 250 KT BELOW 10000'**

NIKSIC
302 NIK
N42 46.6 E018 55.5

NIK 1F, 2T
At or above
10000'

NIK 1V
At or above
FL140



These SIDs require minimum climb gradients of

NIK 1F, 1V
492' per NM (8.1%) up to 1650'.

NIK 2T
486' per NM (8%) up to 2360', then
425' per NM (7%) up to 6000'.

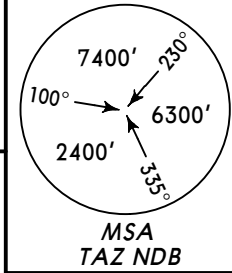
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 492' per NM | 615 | 820 | 1230 | 1641 | 2051 | 2461 |
| 486' per NM | 608 | 810 | 1215 | 1620 | 2025 | 2430 |
| 425' per NM | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

If unable to comply, execute initial climb visually.

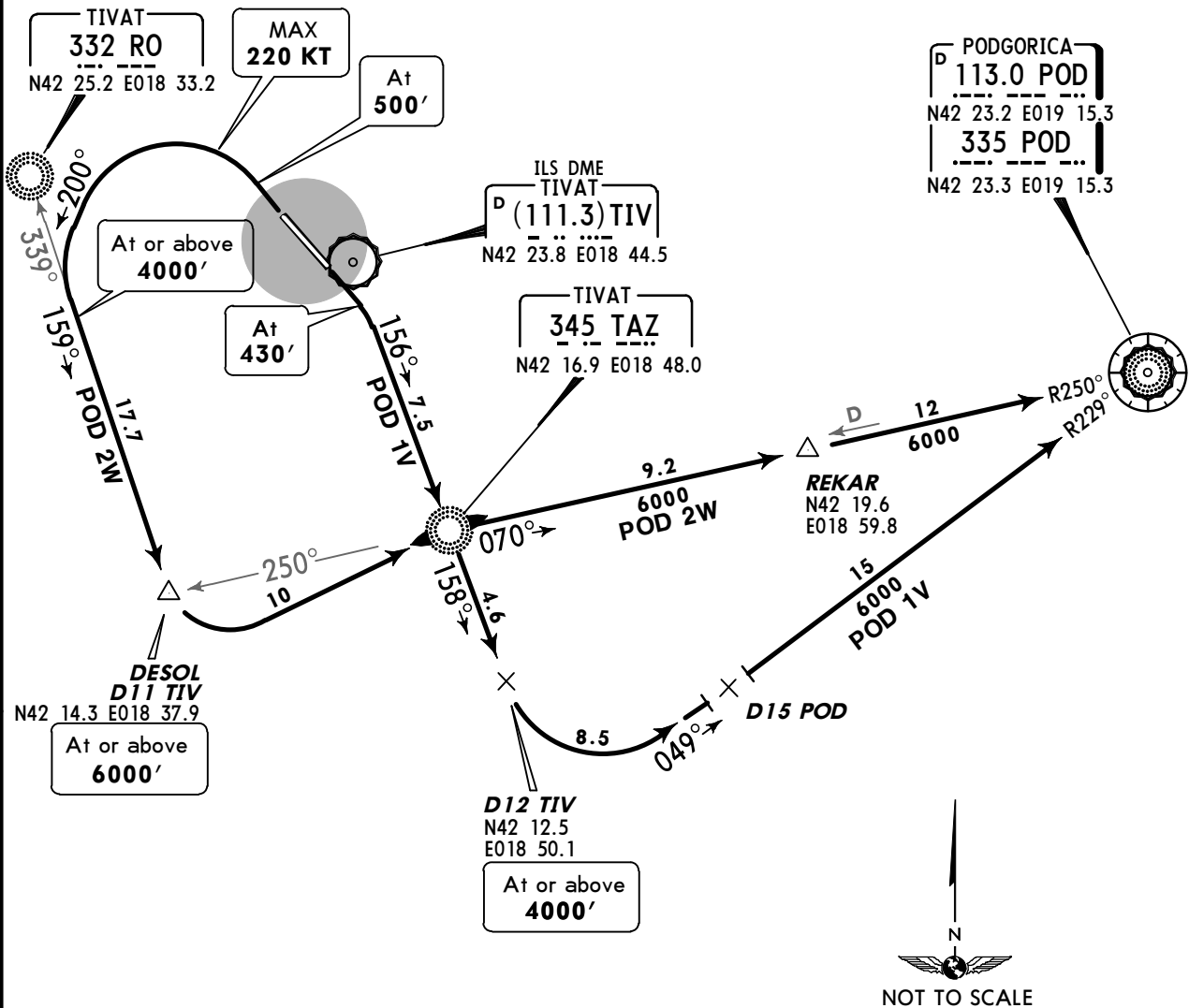
| SID | RWY | ROUTING |
|----------------------|-----------|--|
| NIK 1F | 14 | Climb straight ahead, at 430' turn RIGHT to TAZ, 158° bearing to D12 TIV, turn RIGHT to TAZ, 007° bearing to NIK. |
| NIK 2T | 32 | Climb straight ahead, at 500' turn LEFT, 200° track, intercept 159° bearing from RO, at DESOL turn LEFT to TAZ, 007° bearing to NIK. |
| NIK 1V BY ATC | 14 | Climb straight ahead, at 430' turn RIGHT towards TAZ, at D6 TIV turn RIGHT, intercept 205° bearing from TAZ to NAPEV, turn RIGHT, intercept 343° bearing towards RO, at VEDUR turn RIGHT, intercept 024° bearing to NIK. |

Apt Elev
20'

Trans level: By ATC Trans alt: 10000'
Runway 14: 1. Turns are not permitted before DER.
2. Due to high terrain east of airport it is advisable to follow TIV LOC back course (156°) (156° bearing to TAZ) until passing TAZ.



PODGORICA ONE VICTOR (POD 1V)
PODGORICA TWO WHISKEY (POD 2W)
RWYS 14, 32 DEPARTURES
BY ATC
~~SPEEDS~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of

POD 1V
492' per NM (8.1%) up to 1650'.

POD 2W
486' per NM (8%) up to 2360', then
425' per NM (7%) up to 6000'.

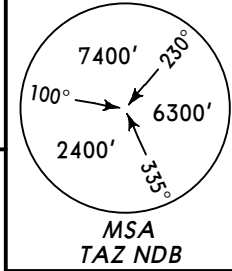
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 492' per NM | 615 | 820 | 1230 | 1641 | 2051 | 2461 |
| 486' per NM | 608 | 810 | 1215 | 1620 | 2025 | 2430 |
| 425' per NM | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

If unable to comply, execute initial climb visually.

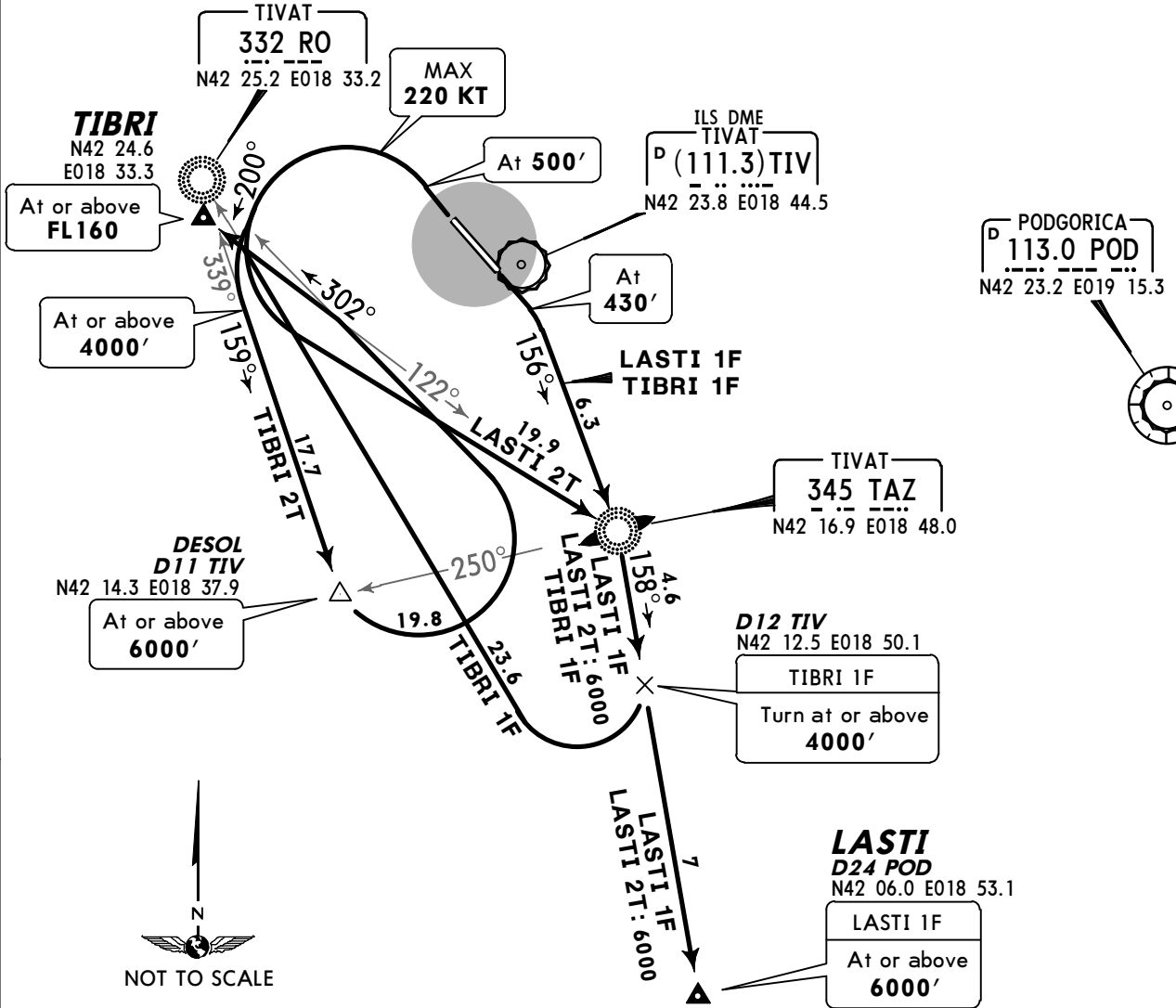
| SID | RWY | ROUTING |
|--------|-----|---|
| POD 1V | 14 | Climb straight ahead, at 430' turn RIGHT to TAZ, 158° bearing to D12 TIV, turn LEFT, intercept POD R-229 inbound to POD. |
| POD 2W | 32 | Climb straight ahead, at 500' turn LEFT, 200° track, intercept 159° bearing from RO, at DESOL turn LEFT to TAZ, intercept POD R-250 inbound to POD. |

Apt Elev
20'

Trans level: By ATC Trans alt: 10000'
Runway 14: 1. Turns are not permitted before DER.
2. Due to high terrain east of airport it is advisable to follow TIV LOC back course (156°) (156° bearing to TAZ) until passing TAZ.



LASTI ONE FOXTROT (LASTI 1F) [LAST1F]
LASTI TWO TANGO (LASTI 2T) [LAST2T]
TIBRI ONE FOXTROT (TIBRI 1F) [TIBR1F]
TIBRI TWO TANGO (TIBRI 2T) [TIBR2T]
RWYS 14, 32 DEPARTURES
~~SPEED~~ MAX 250 KT below 10000'



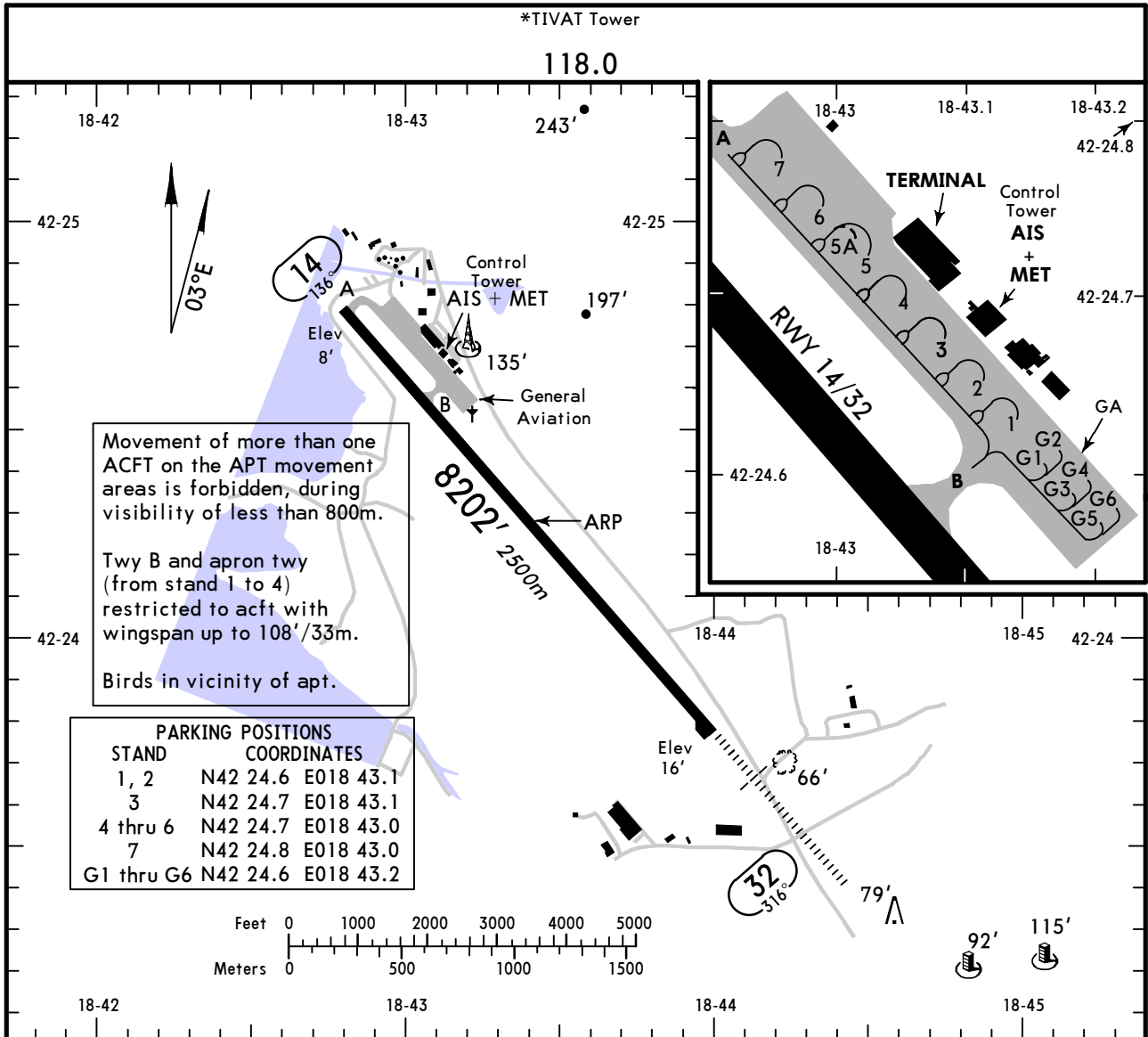
These SIDs require minimum climb gradients of

LASTI 1F, TIBRI 1F
492' per NM (8.1%) up to 1650'.
LASTI 2T, TIBRI 2T
486' per NM (8%) up to 2360', then
425' per NM (7%) up to 6000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 492' per NM | 615 | 820 | 1230 | 1641 | 2051 | 2461 |
| 486' per NM | 608 | 810 | 1215 | 1620 | 2025 | 2430 |
| 425' per NM | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

If unable to comply, execute initial climb visually.

| SID | RWY | ROUTING |
|-----------------|-----------|---|
| LASTI 1F | 14 | Climb straight ahead, at 430' turn RIGHT to TAZ, 158° bearing to LASTI. |
| LASTI 2T | 32 | Climb straight ahead, at 500' turn LEFT to TAZ, turn RIGHT, 158° bearing to LASTI. |
| TIBRI 1F | 14 | Climb straight ahead, at 430' turn RIGHT to TAZ, 158° bearing to D12 TIV, turn RIGHT towards RO, intercept 302° bearing from TAZ to TIBRI. |
| TIBRI 2T | 32 | Climb straight ahead, at 500' turn LEFT, 200° track, intercept 159° bearing from RO, at DESOL turn LEFT towards RO, intercept 302° bearing from TAZ to TIBRI. |



ADDITIONAL RUNWAY INFORMATION

| RWY | USABLE LENGTHS | | TAKE-OFF | WIDTH |
|-----|--------------------------------------|-------------|----------|-------|
| | LANDING | BEYOND | | |
| | Threshold | Glide Slope | | |
| 14 | HIRL (60m) PAPI (angle 3.0°) | | ② | 148' |
| 32 | HIRL (60m) HIALS ① PAPI (angle 3.2°) | | | 45m |

① Usable from 5906' (1800m) in front of threshold, on longer distances not reliable.

② TAKE-OFF RUN AVAILABLE

RWY 14:

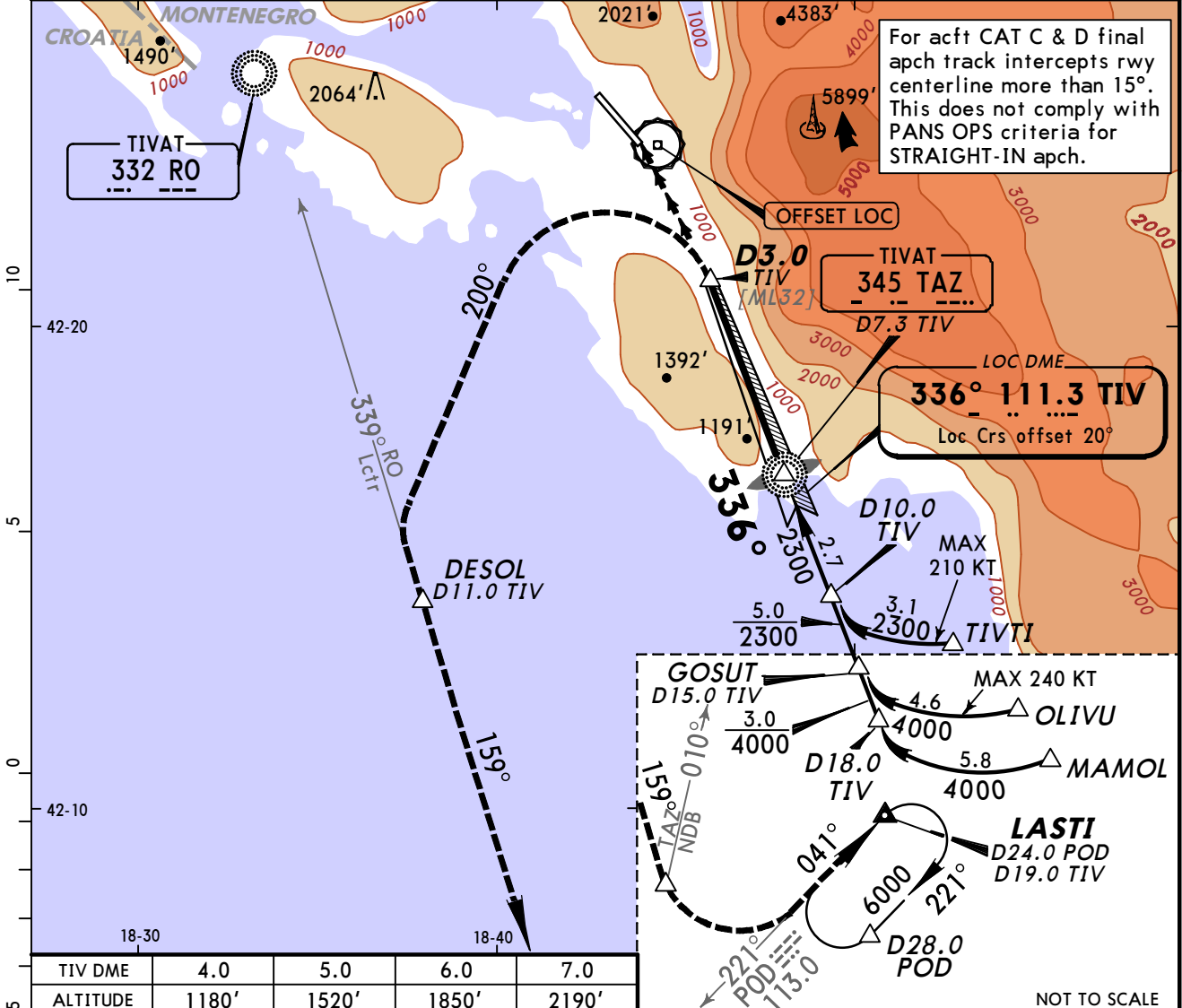
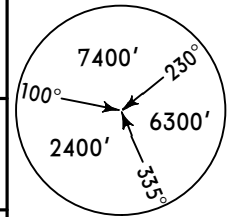
From rwy head 8202' (2500m)
 twy B int 6398' (1950m)

Standard

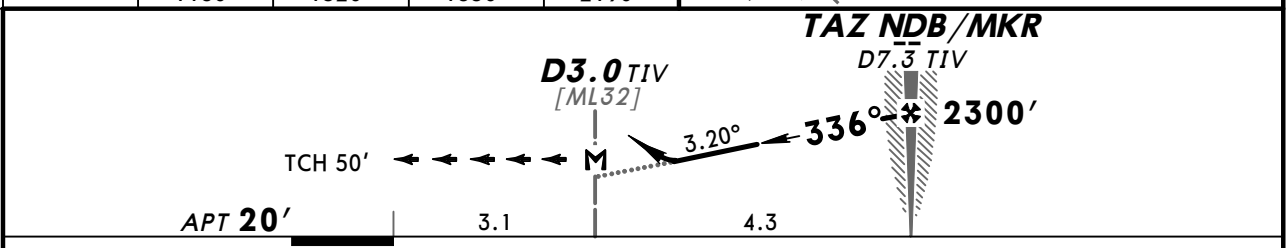
TAKE-OFF

| | | |
|---|--------------------------|-------------------|
| | RCLM (DAY only) or RL | NIL (DAY only) |
| A | 500m | |
| B | | |
| C | | |
| D | | |

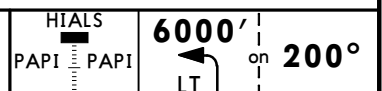
| | | | | | |
|--|----------------------------------|--|-------------------------------|------------------------------|----------------|
| *TIVAT Approach 118.0 | | | | *TIVAT Tower 118.0 | |
| LOC TIV 111.3 | Final Apch Crs 336° | Minimum Alt TAZ NDB/MKR 2300' (2280') | DA(H) Refer to Minimums | Apt Elev 20' | |
| <p>MISSED APCH: Turn LEFT (MAX 185 KT) onto 200°, then proceed onto 159° from RO Lctr climbing to 6000'. At 010° to TAZ NDB turn LEFT to LASTI, or as directed.</p> | | | | | |
| Alt Set: hPa | | Apt Elev: 1 hPa | | Trans level: By ATC | |
| DME required. | | | | Trans alt: 10000' | |
| | | | | | MSA TAZ NDB |



| | | | | |
|----------|-------|-------|-------|-------|
| TIV DME | 4.0 | 5.0 | 6.0 | 7.0 |
| ALTITUDE | 1180' | 1520' | 1850' | 2190' |



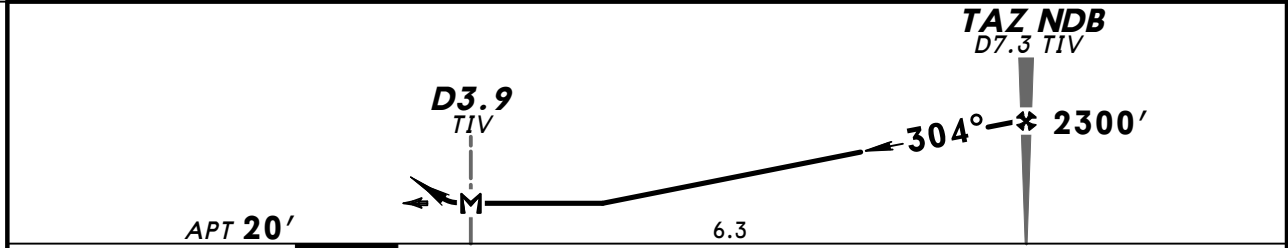
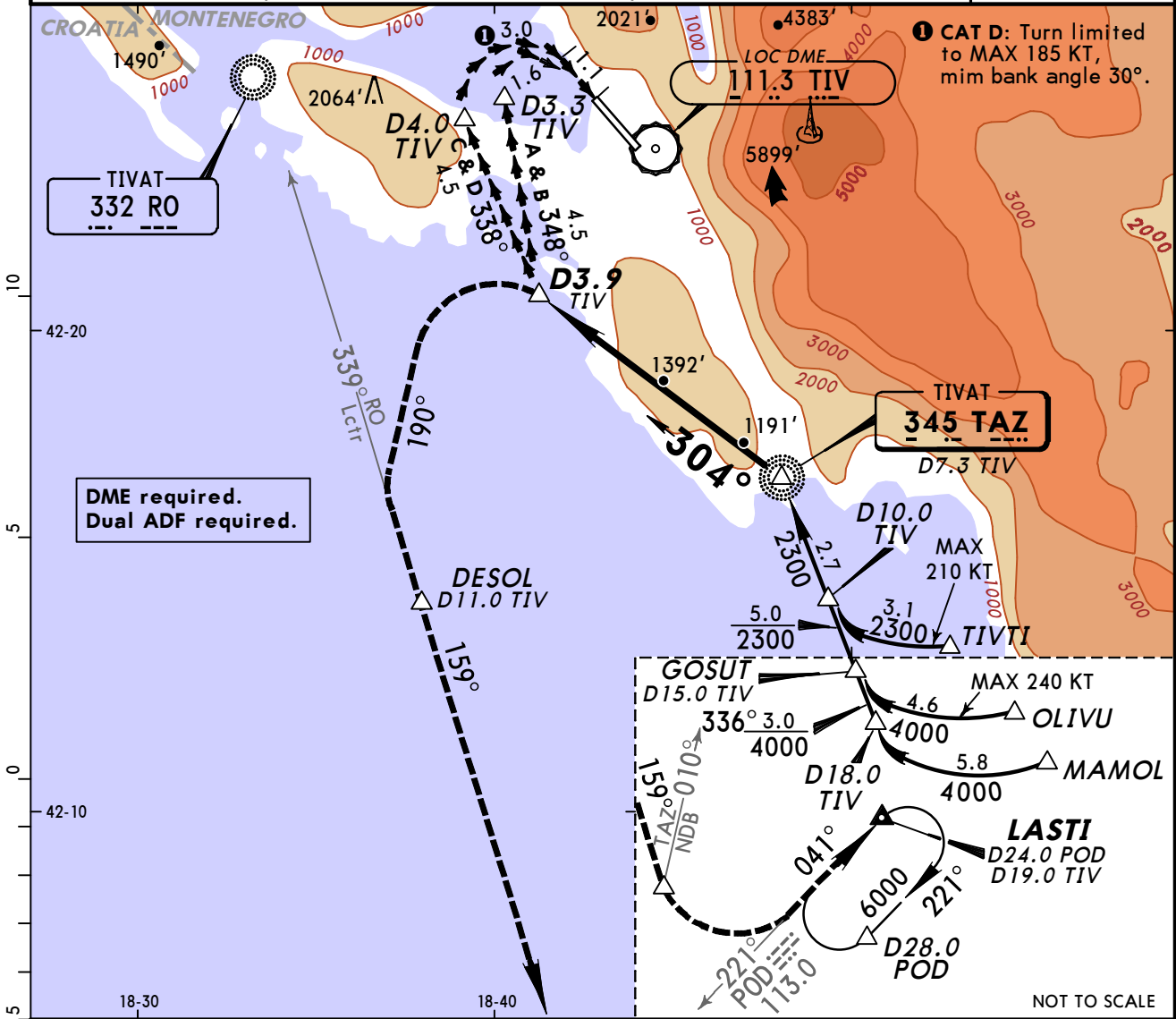
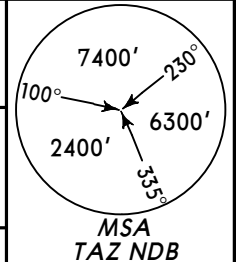
| | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
| Descent Angle | 3.20° | 396 | 510 | 566 | 679 | 793 |
| MAP at D3.0 TIV | | | | | | |



| | | | | | |
|-----------------|----------------------------------|----------------------------------|---------|--|----------------|
| Standard | STRAIGHT-IN LANDING RWY 32 | | | | CIRCLE-TO-LAND |
| | CDFA Missed apch climb grad mim | | CDFA | | |
| | DA(H) 4.0%: 1220' (1200') | DA(H) 2.5%: 1320' (1300') | | | |
| | DA(H) 5.0%: 1170' (1150') | DA(H) 3.0%: 1280' (1260') | | | |
| | ALS out | | ALS out | | |

| | | | | | |
|----------|---|-------|-------|-------|--|
| PANS OPS | A | | | | For Circle-to-land procedure with prescribed tracks see 19-10. |
| | B | | | | |
| | C | 4600m | 5000m | 5000m | |
| | D | | | | |

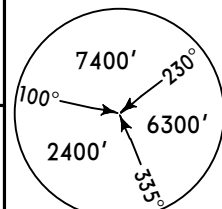
| | | | | | |
|---|----------------------------------|--|--------------------------------|-----------------------|--|
| *TIVAT Approach 118.0 | | | | *TIVAT Tower 118.0 | |
| NDB TAZ 345 | Final Apch Crs 304° | Minimum Alt TAZ NDB 2300' (2280') | MDA(H) 1660' (1640') | Apt Elev 20' | |
| <p>MISSED APCH: Turn LEFT (MAX 185 KT) onto 190°, then proceed onto 159° from RO Lctr climbing to 6000'. At 010° to TAZ NDB turn LEFT to LASTI, or as directed.</p> <p>MISSED APCH (DURING VISUAL APPROACH): Initial climbing turn toward the runway, then proceed climbing to TAZ NDB and as directed.</p> | | | | | |
| Alt Set: hPa | | Apt Elev: 1 hPa | | Trans level: By ATC | |
| | | | | Trans alt: 10000' | |



| | | | | | | | | | |
|---------------------------------------|-------|------|------|------|------|------|------|---------------------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI | 6000' on 190° LT | |
| Descent Angle | 3.20° | 396 | 510 | 566 | 679 | 793 | | | 906 |
| MAP at D3.9 TIV or TAZ NDB to MAP 6.3 | 5:24 | 4:12 | 3:47 | 3:09 | 2:42 | 2:22 | | | |

| | | | | | | | | |
|----------|---------------|---------------|-------|--|---|----------------|--|--|
| PANS OPS | Standard | | | | CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS TO RWY 14 | | | |
| | | | DAY | | NIGHT | | | |
| | Max Kts | MDA(H) | VIS | | | | | |
| | A 100 | 1660' (1640') | 5000m | | | NOT AUTHORIZED | | |
| B 135 | 1660' (1640') | 5000m | | | | | | |
| C 180 | 1660' (1640') | 5000m | | | | | | |
| D 205 | 1660' (1640') | 5000m | | | | | | |

| | | | | | |
|---------------------------------|----------------------------------|-----------------------|--------------------------------|---------------------|--|
| *TIVAT Approach 118.0 | | | *TIVAT Tower 118.0 | | |
| NDB TAZ 345 | Final Apch Crs 336° | Minimum Alt No FAF | MDA(H) 2300' (2280') | Apt Elev 20' | |

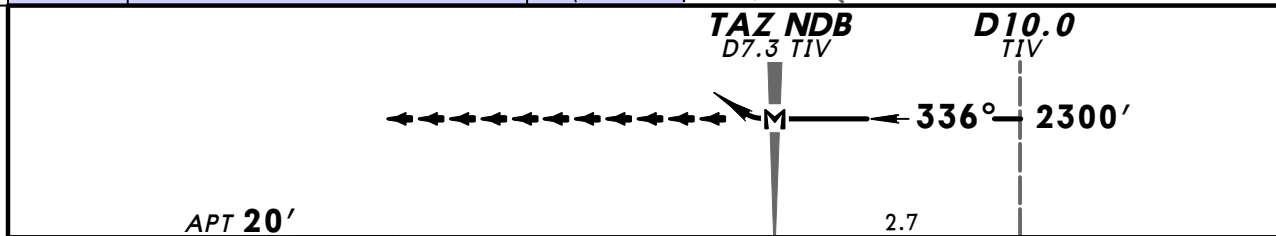
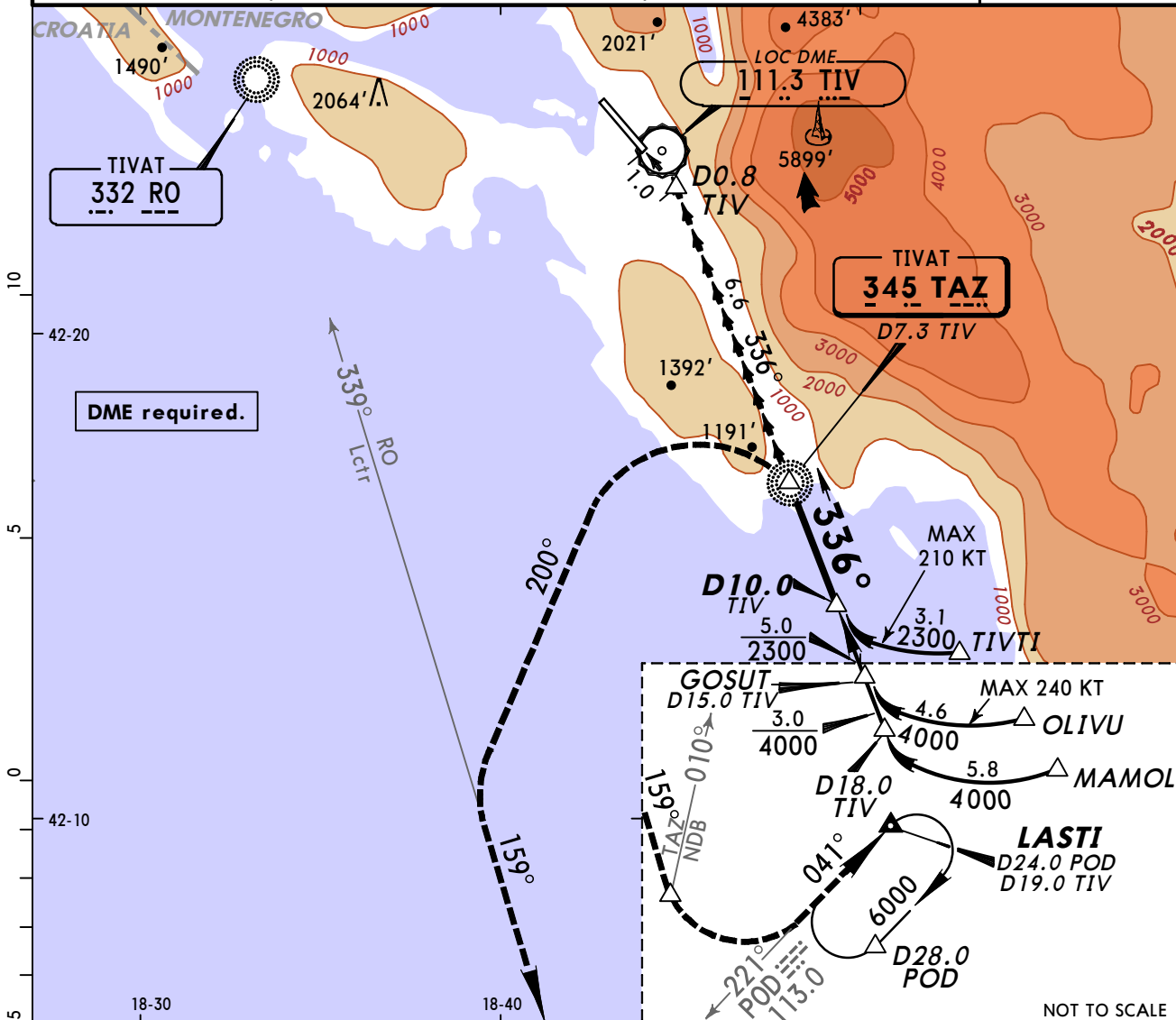


MISSED APCH: Turn LEFT onto 200°, then proceed onto 159° from RO Lctr climbing to 6000'. At 010° to TAZ NDB turn LEFT to LASTI, or as directed.

MISSED APCH (DURING VISUAL APPROACH): Initial climbing turn toward the runway, then proceed climbing to TAZ NDB and as directed.

Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 10000'

MSA
TAZ NDB



| | | | |
|----------------|--------------------|-------|---------|
| MAP at TAZ NDB | HIALS PAPI PAPI | 6000' | on 200° |
|----------------|--------------------|-------|---------|

| | | | | |
|----------|----------|---------|---|----------------|
| PANS OPS | Standard | | CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS TO RWY 32 | |
| | | Max Kts | DAY | NIGHT |
| | A | 100 | MDA(H) | VIS |
| | B | 135 | 2300' (2280') | 5000m |
| | C | 180 | | NOT AUTHORIZED |
| | D | 205 | | |

TIVAT

19-2 11 APR 14

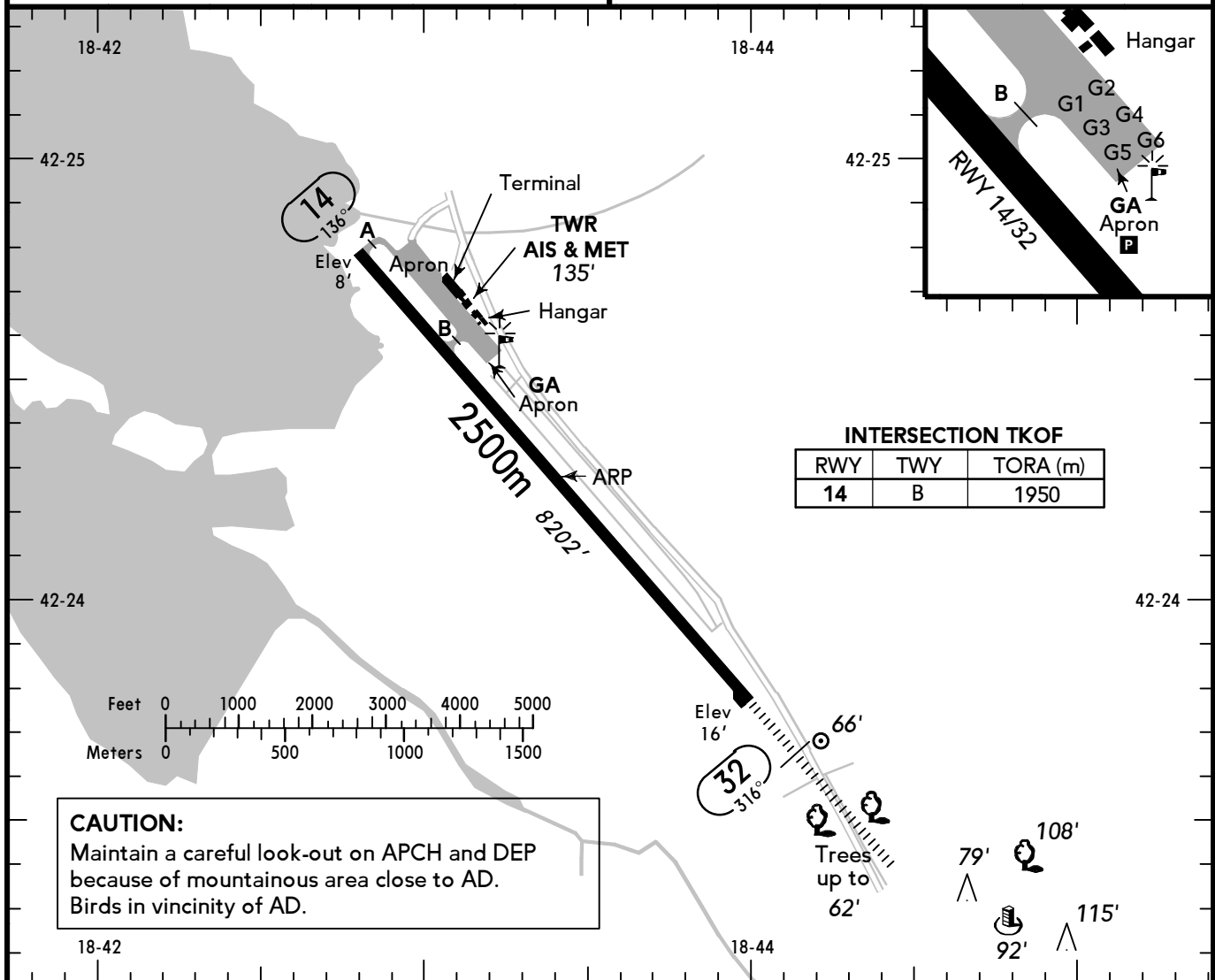
JEPPESEN

TIVAT

MONTENEGRO

(FIS)

TIVAT APPROACH 118.00



INTERSECTION TKOF

| RWY | TWY | TORA (m) |
|-----|-----|----------|
| 14 | B | 1950 |

TAXI

ALS 32 - PAPI 14 (3°), 32 (3.2°) - THRL - RL - TWYL - APRON - WDI - OBSTL. **1**

| RWY No | Dimension (m) - Surface | TORA (m) | LDA (m) | Strength | Lights |
|--------|-------------------------|----------|---------|----------------|--------|
| 14 | 2500 x 45 Asphalt | 2500 | 2500 | PCN 46/F/B/X/T | ☰ |
| 32 | | | | | |

1 RWY 32 PAPI 3.2° usable from 1800M before THR, on longer distances not reliable.

NOTE: See also PODGORICA 10-1V.

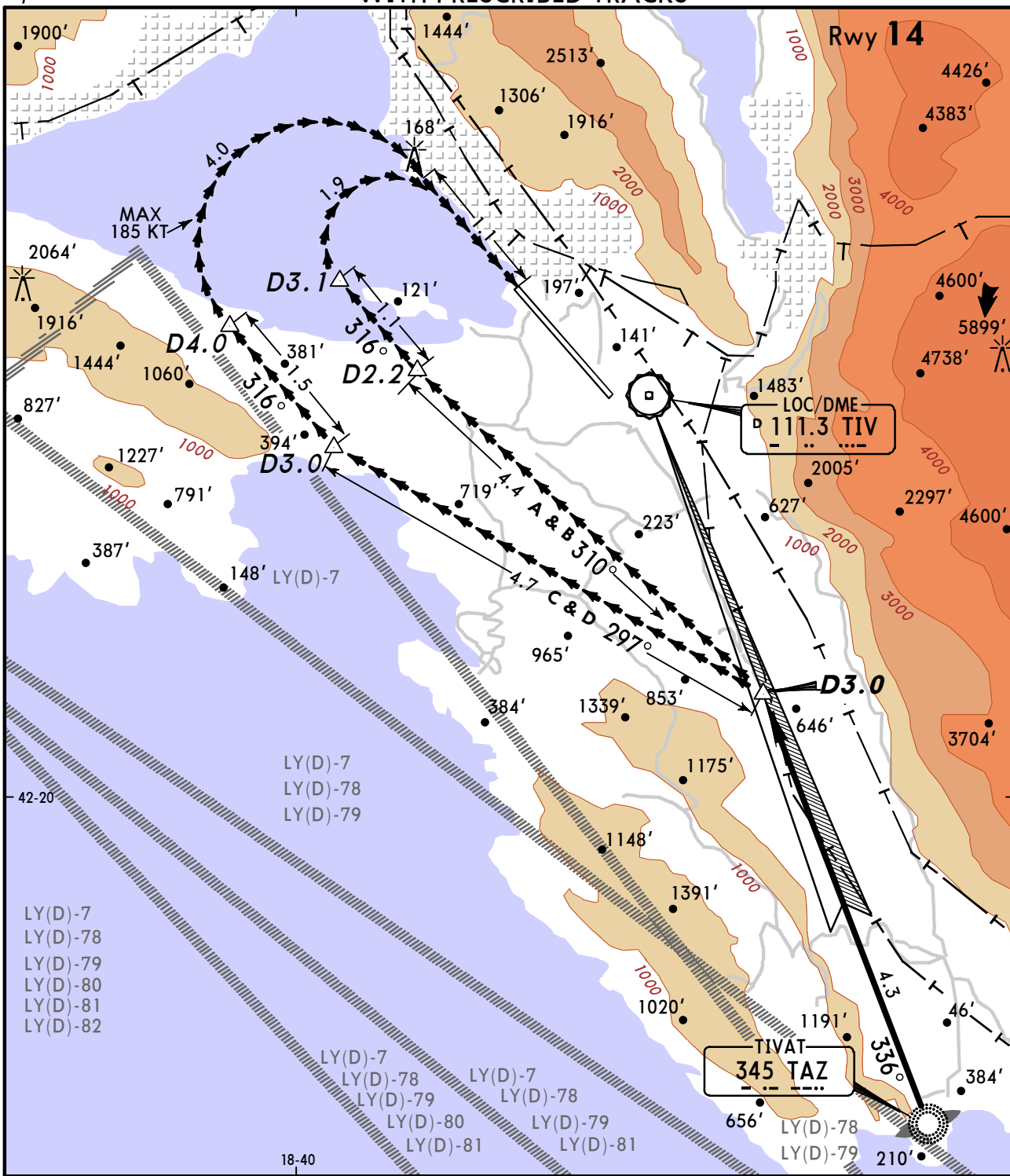
Departures
VFR flights shall be planned according to VFR routes and comply with instructions and clearances given by TIVAT TWR.

Arrivals
VFR flights shall be conducted along the routes from REPs KONUV and PERDO to holding points VESLO and KUPAN, where further instructions and landing clearance will be given by TIVAT TWR.

COM failure
If ACFT is equipped with transponder, the pilot shall squawk SSR code A7600, and
- if cleared before to enter the CTR, continue the flight according to given clearance.
If landing clearance not included, pilot should hold at SOLAN, observing traffic and awaiting light signals from TIVAT TWR.
- if communication has failed before receiving clearance to enter CTR, the pilot should continue flight at 500' SFC along designated routes for radio communication failure to holding point SOLAN, observing traffic and awaiting light signals from TIVAT TWR.

HEL
RWY is used for TKOF & LDG.

Apt Elev 20'



MISSED APPROACH:

If visual reference is lost, initial climbing turn towards the landing rwy. Overhead airport proceed climbing to TAZ NDB/MKR and as directed.

Standard

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS TO RWY 14

PANS OPS 3

| | Max Kts | DAY | | NIGHT |
|---|------------|----------------------|-------|----------------|
| | | MDA(H) | VIS | |
| A | 100 | 1430' (1410') | 5000m | NOT AUTHORIZED |
| B | 135 | | | |
| C | 180 | 2040' (2020') | 5000m | |
| D | 185 | | | |