1. GENERAL

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 manoeuvering 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 A11 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.

2. ARRIVAL

2.1. SPEED RESTRICTIONS
MAX 250 KT below 10000'.

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

3. DEPARTURE

3.1. SPEED RESTRICTIONS
MAX 250 KT below 10000'.

3.2. NOISE ABATEMENT PROCEDURES
RWY 12
Take-off to 800' QFE
Take-off power/thrust.
Lowest appropriate take-off flaps/slats.
Climb at V2 + 10 KT.
At 800'
Cut back to MCLT (Maximum climb thrust).
800'-3000'
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.
**RWY 30 ARRIVALS**

*VIA HOLDING OVER OBORI*

**SPEED** MAX 250 KT BELOW 10000'

1. 3300' above, if instructed by ATC
2. 3100': 3000' within 20 NM and outside 15 NM
3. 3100': 3000' within 15 NM
4. Trans alt: 10000'

**Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.**

**CHANGES:**

1. MAX 250 KT BELOW 10000'

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**RWY 12 DEPARTURE**

*BY ATC*

**SPEED** MAX 250 KT BELOW 10000'

1. 3300': 3000' within 20 NM
2. 3100': 3000' within 5 NM and outside 15 NM
3. 3100': 3000' within 15 NM

**Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.**

**CHANGES:**

1. MAX 250 KT BELOW 10000'

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**INITIAL CLIMB CLEARANCE 6000'**
Initial climb clearance 6000’

KOTUS THREE CHARLIE (KOTUS 3C) [KOTUS3C]
KOTUS THREE DELTA (KOTUS 3D) [KOTUS3D]
KOTUS ONE ECHO (KOTUS 1E) [KOTUS1E]

RWYS 12, 30 DEPARTURES

SPEED MAX 250 KT BELOW 10000’

- Climbing straight ahead, intercept BEO R-119 to BOGGY, turn LEFT to PA, turn LEFT, 307° bearing to KOTUS.
- Climbing straight ahead, intercept BEO R-299 to ALTUS, turn RIGHT, 330° track to D43 VAL, turn RIGHT, intercept VAL R-360 to KOTUS.
- Climbing straight ahead, at 1100’ turn RIGHT, intercept 330° bearing towards IA, at D7 BEO (BEO R-299) turn RIGHT, 360° track to BALAB, turn LEFT, intercept BEO R-328 to KOTUS.

CHANGES: MSA.
JEPPSEN

BELGRADE, SERBIA

NOT TO SCALE

NERTA ONE DELTA (NERTA 1D) [NERT1D]
NERTA ONE ECHO (NERTA 1E) [NERT1E]
NERTA ONE FOXROT (NERTA 1F) [NERT1F]
RWYS 12, 30 DEPARTURES SPEED: MAX 250 KT BELOW 10000'

CHANGES: MSA.

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Climb straight ahead, intercept BEO R-119 to BOGGY, turn RIGHT to PA, turn LEFT, 327° bearing to TISAK.

Climb straight ahead, intercept BEO R-185 to LAVRO, turn RIGHT, intercept BEO R-100, turn RIGHT, intercept 300° bearing from KN to D16 BEO, turn LEFT, intercept TPL R-310 inbound to TPL.

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

**CLIMB SIDS**

**TISAK ONE CHARLIE (TISAK 1C) [TISA1C]**

**TISAK THREE DELTA (TISAK 3D) [TISA3D]**

**TISAK THREE ECHO (TISAK 3E) [TISA3E]**

**RWYS 12, 30 DEPARTURES**

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

Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.
Initial climb clearance 6000', higher only when cleared by ATC

**TOPOLA ONE JULIETT (TPL 1J)**

- Climb straight ahead, at 1100' turn LEFT to OBR, turn LEFT, intercept TPL R-316 inbound to TPL.

**TOPOLA ONE KILO (TPL 1K)**

- Climb straight ahead, intercept BEO R-299 to LABUD, turn RIGHT to BEO, BEO R-185 to LABUD.

**TOPOLA ONE LIMA (TPL 1L)**

- Climb straight ahead, intercept BEO R-299 to ALTUS, turn LEFT, intercept 215° bearing from IA to AKIBO, turn LEFT, intercept TPL R-303 inbound to TPL.

**RWY 30 DEPARTURES**

- Special MAX 250 KT BELOW 10000'

**SPEED:**

- Max 250 KT below 10000'

**CHANGES:**

- **MSA:** MSA BEO VOR
- **Valjevo One Delta (VAL 1D)**
- **Valjevo One Echo (VAL 1E)**
- **RWY 12 DEPARTURES**

- Special MAX 250 KT BELOW 10000'

**SPEED:**

- Max 230 KT
VALJEVO ONE FOXTROT (VAL 1F)
VALJEVO SIX GOLF (VAL 6G)
VALJEVO ONE HOTEL (VAL 1H)
Rwy 30 Departures

**Speed:**
Max 250 KT below 10000'

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

**SID Routing**

**VAL 1F**
Climb straight ahead, intercept BEO R-299 to LABUD, turn right to BEO, turn right, BEO R-211 to VAL.

**VAL 6G**
Climb straight ahead, at 1100' turn left, intercept VAL R-020 inbound to VAL.

**VAL 1H**
Climb straight ahead, intercept BEO R-299 to ALTUS, turn left, intercept 215° bearing from IA to AKIBO, turn left, intercept VAL R-340 inbound to VAL.

**Control Tower**

**ATC service boundary**

**Notes**
- pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.
- Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.
- 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.
- At or above, if instructed by ATC

**LYBE/BEG**

**For Airport Briefing**
Refer to 10-1P pages

**For Parking Positions**
See 10-9A

**Trans level:** By ATC
**Trans alt:** 10000'

**At or above:**
- 10000'
- 15000'
- 20000'

**At or below:**
- 6000'
- 15000'
- 30000'

**Speed:**
Max 250 KT below 10000'

**LVP must be in force**

**All Rwy**

- **HIIRL (60m) CL**
  - 150m
- **HIIRL (60m) CL (35m) HIALS PAPI**
  - 19843' 3000m
- **HIIRL (60m) CL (35m) HIALS PAPI**
  - 8871' 2700m

**ARL-OPS**

**Take-off 1**

- **HIIRL (60m) CL**
  - 150m
- **RL, CL**
  - 200m
- **RCLM (DAY only)**
  - 250m
- **RCLM (DAY only)**
  - 400m
- **NIL (DAY only)**
  - 500m

**Operators applying U.S. Ops Spec: CL required below 300m.**

**LVP must be in force**

**All Rwy**

- **HIIRL (60m) CL**
  - 150m
- **HIIRL (60m) CL**
  - 200m
- **RCLM (DAY only)**
  - 250m
- **RCLM (DAY only)**
  - 400m
- **NIL (DAY only)**
  - 500m

**Operators applying U.S. Ops Spec: CL required below 300m.**

**LVP must be in force**

**All Rwy**

- **HIIRL (60m) CL**
  - 150m
- **RL, CL**
  - 200m
- **RCLM (DAY only)**
  - 250m
- **RCLM (DAY only)**
  - 400m
- **RCLM (DAY only)**
  - 500m

**Operators applying U.S. Ops Spec: CL required below 300m.**
**VISUAL DOCKING GUIDANCE SYSTEM**

**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**

**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**.

**STOPPIMG GUIDANCE SYSTEMS**

1. **SIDE MARKER BOARD (SMB)**
   - It consists of a steel frame on the pier side of the nose loader with vertical slats. The edge of each slat is black with a white segment. The side facing the taxiway is green and the side facing the pier is red. Each slat bears an aircraft type tab. The pilot entering the stand will see the green side. In correct STOP position the black edge only (white segment). Passing the STOP position the red slat will begin to appear.
   - **Aircraft on centerline.**
     - **LEFT of centerline.**
       - Turn towards **GREEN**. (RIGHT)
     - **RIGHT of centerline.**
       - Turn towards **GREEN**. (LEFT)

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

2. **PARALLAX AIRCRAFT PARKING AID (PAPA)**
   - When the light tube, visible through the horizontal slot in the marker board, is aligned with the appropriate vertical reference mark, the aircraft has reached the correct stopping position.
   - **Aircraft on centerline.**
     - **LEFT of centerline.**
       - **B747**
       - **A330**
       - **Other types**
     - **RIGHT of centerline.**
       - **A330**
       - **B747**

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

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**CHANGES:** Visual docking guidance system.

VISUAL DOCKING GUIDANCE SYSTEM

- Stands C1, C2, C3, C4, C5, C6:
  - **DISPLAY AND CAMERA(S):**
  - **GATE**
  - **VIDEO DOCKING SYSTEM**
    - Aircraft tracking:
      - Display of distance to the stopping position.
      - Reduction of distance needle 101'/30.5m before STOP.
      - Display of the actual centerline deviation.
    - **Position verification**
      - Reduction of distance needle 101'/30.5m before STOP.
      - **Position detection**
    - Aircraft detection:
      - Text display is steady.
      - Distance needle full length and flashing.
    - **Invitation signal:**
      - Text display is flashing.

NOTE: Aircraft guidance is visible to both pilot and co-pilot.
Message STOP is displayed:
1. When act reach STOP position.
2. When system stop button is pushed by AD’s personnel.
3. If foreign object penetrates the safety area.
**MISSED APCH:** Climb STRAIGHT AHEAD to D2.5 BEO after VOR, then turn RIGHT climbing to OBR NDB to 3000' and hold.

**MISSED APCH:** Climb STRAIGHT AHEAD to D4.5 BEO, then turn LEFT climbing to OBR NDB to 3000' and hold.

*GS 119° 110.3 YUB 3000'*

*Final Apch Crs 26° 111°*

*LOC YBE 109.9 299° ILS (DA) 1667' (1330') 533' (200') Rwy 333°*

*GS 119° 110.3 YUB 3000'*

*Final Apch Crs 26° 111°*
MISSED APCH: Climb STRAIGHT AHEAD to D4.5 BEO, 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'

MASS BEG VOR

[Diagram with flight instructions and chart details]