

Nikola Tesla Airport

IATA/ICAO CODE: BEG/LYBE
CITY: Belgrade
COUNTRY: Serbia

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name: Prof. Dr. Velimir Radosavljević, PhDME Violeta Jovanović
Title: Director General Director - Commercial Dept.
Airport: Nikola Tesla Airport
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Email: kabinet@beg.aero commerce@beg.aero
Airport Web Site: www.beg.aero/welcome.54.html

ELEVATION: 142 ft

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold(m)	Glide Slope(deg)	Width(m)
12/30	3400	-	-	50

NOISE ABATEMENT PROCEDURES

Take-off to 800 ft (240 M) above AD Elevation	- take-off power/thrust - lowest appropriate take-off flaps/slats - climb at V2+10 KT
At 800 ft (240 M)	- cut back to maximum climb thrust
From 800 ft (240 M) to 3000 ft (900 M)	- continue climb at V2+10 to 20 KT - maintain reduced power/thrust - maintain lowest appropriate take-off flaps/slats
At 3000 ft (900 M)	- maintain positive rate of rate of climb - accelerate smoothly to en-route climb speed - retract flaps/slats on schedule

CONTINUOUS DESCENT ARRIVAL (CDA) - **NONE**

AIRPORT CURFEWS - **NONE**

PREFERENTIAL RUNWAYS - **NONE**

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS - NONE

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - NONE

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS - NONE

CHAPTER 2 PHASEOUT - NONE

CHAPTER 3 RESTRICTIONS - NONE