

Mostar Pilot Briefing

By Mirza Ibrahimović | [vACCBiH PR & Events Coordinator](#)

Here is information that will improve your experience in Mostar. We recommend you **to print it out!**
Check vaccbih.org to read more about the [Sarajevo FIR](#) and the shared airspace with Zagreb and Belgrade Radar.

Arrivals

ATC:

- LYBA_CTR: 123.770, Belgrade Radar, our CTR to the east above FL285.
- LDZO_CTR: 135.800, Zagreb Radar, our CTR FL100-285 and our CTR to the west above FL285.
- LQMO_APP: 120.220, Mostar Approach, till FL160 in the Mostar TMA.
- LQMO_TWR: 122.100, Mostar Tower, airport control zone below 6000 ft and the ground.

And maybe some further APP-positions that are directly handing off to LQMO_APP (LQSA, LDSP and LDDU_APPS).
Prepare next frequency and expedite frequency changes! All information (ARR/DEP/METAR) upon request.
Keep initial contacts short, report only necessary information, call sign and positions till next contact.

WAYPOINTS:

Entry points (point name/recommended-expected FL/airway):

- From north & west: VRANA/FL110/L187/L5, VELIT/FL110/P35, NETKO/FL110/P37.
- From south & east: MADOS/FL120/L187, KEB VOR/DME 116.700 MHz/FL160/L5/L604/L608/L614/P10

General points:

- Reference points: MSR VOR/DME 116.900 MHz/FL100
- Base turn/final point: MOXAD/DNC NDB 425.0 kHz/According to published procedure.

Holding points:

- Most common: As entry points +2000 ft or as instructed by the ATC.
- Missed approach: MOXAD/3700 ft, MSR VOR/DME 116.900 MHz/FL100 or as instructed by the ATC.

ARRIVAL OPERATIONS:

- Descend: Initially arrange descend according to Entry-point info and as instructed by the ATC.
- Procedure: Mostar is procedural ATC ONLY, no vectors can be given! You must be able to follow the procedures as published and report passing the points and altitudes. Or use visual navigation.
- Separation: Expect close separation both on approach and departure, as common arrival runway is 34 and departure runway 16, contra flow operations, due to terrain configuration.
- Speed: Expect ATC speed restrictions. Be ready to reduce speed prior and on APP.
- Delays/Holdings: Have fuel for at least 15 minutes delay/holding.
- Transition Level (TL): By ATC, usual FL110, often the initial descents are 1000 ft above.

FINAL APPROACH OPERATIONS:

- Final: Visual (daylight VMC) or NDB/VOR/DME procedure.
- Runway 16: Runway 16 is rarely in use, only daylight VMC due to the terrain configuration. Approaches and landings to Rwy 16 shall be performed via the procedures for Rwy 34 and right hand downwind Rwy 16. Optionally VFR approaches can be used, via the entry points S (KORITNIK), W (CITLUK), E (BLAGAJ) and N (MOSTAR). Caution obstacles for E and N.
- Missed approach: Be prepared for fast missed approach procedure/go around as published or as instructed by the ATC. Usually Rwy 34: Left to MOXAD, 3700 ft. Rwy 16: Right to MOXAD, 3700 ft.
- Landing distance: Aircraft types category C and above (ref. ATR/BAE/CRJ/ERJ/DHC/A32S/B727/B737/B757/MD80) MUST use Twy A for vacating (near THR 16). Smaller aircrafts may use other taxiways, but they are only 12,5 m wide! Twy A and AB (to PRKG1) are 18 m wide.

AIRPORT INFORMATION (LQMO):

- Altitude: 156 ft.
- Runway: 16/34, 156/336*, 2400x49 m, LDA 2400 m.

GROUND OPERATIONS:

- Vacating: Most common is Twy A used for vacating the runway due to taxiway widths, see above. After vacated, move enough to clear it and hold position on taxiway.
- Separation: Expect close separation both on approach and departure, as common arrival runway is 34 and departure runway 16, contra flow operations. Departures have frequency priority on GND.
- Engine shut down: You do NOT need to ask for engine shut down, but may report on blocks.
- Parking: Study the parking chart in the charts, PRKG1 fits 2 ref. C aircrafts, PRKG2 fits 4-5.
- Scenery: All are kindly asked to have the Scenery installed. Available at vaccbih.org → Downloads.

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Departures

ATC:

- LQMO_TWR: 122.100, Mostar Tower, airport control zone below 6000 ft and the ground.
- LQMO_APP: 120.220, Mostar Approach, till FL160 in the Mostar TMA.
- LDZO_CTR: 135.800, Zagreb Radar, our CTR FL100-285 and our CTR to the west above FL285.
- LYBA_CTR: 123.770, Belgrade Radar, our CTR to the east above FL285.

And maybe some further APP-positions that are directly handing off to LQMO_APP (LQSA, LDSP and LDDU_APPS).
Prepare next frequency and expedite frequency changes! All information (ARR/DEP/METAR) upon request.
Keep initial contacts short, report only necessary information, call sign and positions till next contact.

AIRPORT INFORMATION (LQMO):

- Altitude: 156 ft.
- Runway: 16/34, 156/336*, 2400x49 m, TODA 2400 m. Rwy 34 DEPs only above 10 kts tailwind 16.

GROUND OPERATIONS:

- Scenery: All are kindly asked to have the Scenery installed. Available at [vaccbih.org](#) → Downloads.
- Parking: Study the parking chart in the charts, PRKG1 fits 2 ref. C aircrafts, PRKG2 fits 4-5.
- IFR clearance: Is in RL most common given during taxi, due to the complexity of the arrival contra departure flow and determination of CTOT. But as requested by the pilot.
- SID or vectors: You are requested to follow SIDs for departure, as it is procedural ATC.
- Taxi-out: Mostar is taxi-out ONLY, no push back service.
- Taxiing: Caution, that there might be vacating traffic at A and AB while taxiing to Rwy 16 is also going via A and AB. In these cases, follow the instructions by the ATC.
- Hold positions: Immediately hold positions when instructed by the ATC.

TAKEOFF OPERATIONS:

- Runway 34: If Rwy 34 is used for take off, expect to backtrack it full length via Twy A if being aircraft type category C and above (ref. ATR/BAE/CRJ/ERJ/DHC/A32S/B727/B737/B757/MD80). Smaller aircrafts may use other taxiways, but they are only 12,5 m wide!
- Line up: When advised so, it means line up ONLY and wait till further instructions by the ATC.
- Cleared for takeoff: When advised so, even on holding point or initial taxi, means you are cleared for takeoff.
- Immediate take off: Be ready for immediate take offs on holding points if able or advise when ready. The gaps can be very small, so clearance -> rolling must last less than 20 seconds.
- Intersection departures: All departing aircrafts will be given full take off length Rwy 16 via Twy A. Advise if accepting intersection departures C/16 = 1900 m, D/16 = 1200 m. Rwy 34 = full length.
- Separation: Expect close separation both on approach and departure, as common arrival runway is 34 and departure runway 16, contra flow operations. Departures have frequency priority on GND.
- Airborne: Once airborne, report it to TWR for handoff to APP, if nothing else advised.

DEPARTURE OPERATIONS:

- Airborne: Once airborne and with APP, report passing altitude for radar contact.
- Clearance: Remember to follow the SIDs and report passing the points, altitudes and intercepting radials. Visual departures to the VFR points, can also be given if requested, but at own discretion.
- Initial climb: Remember to respect the initial climb, as there might be an arriving plane just above.
- Emergency returns: In case of departure emergency, you will get priority to return if not being able to make a sequence hold, due to a aircraft on close procedure and due to the separation.
- Transition Altitude (TA): 9500 ft.

WAYPOINTS:

Exit points (point name/minimal FL/recommended FL/airway):

- Towards north & west: VRANA/9000 ft/FL100/L187/L5, VELIT/6400 ft/8000 ft/P35, NETKO/6400 ft/8000 ft/P37.
- Towards south & east: MADOS/8000 ft/FL100/L187, KEB VOR/DME 116.700 MHz/FL110ft/FL170/L5/L604/L608/L614/P10

General points:

- Reference points: MSR VOR/DME 116.900 MHz/FL100

Holding points:

- Departure emergency: MOXAD/3700 ft, MSR VOR/DME 116.900 MHz/FL100 or as instructed by the ATC.