

# Sarajevo Pilot Briefing

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

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

## Arrivals

### ATC:

- LQSA\_ATIS: 124.120, ATIS station. Also, all info upon request from every LQSA ATC station.
- 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.
- LQSA\_APP: 119.770, Sarajevo Radar, till FL160 in the Sarajevo TMA.
- LQSA\_TWR: 118.250, Sarajevo Tower, airport control zone below 6000 ft till the taxiways.
- LQSA\_GND: 121.900, Sarajevo Ground, apron till the taxiways.

Prepare next frequency and expedite frequency changes!

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: BOSNA/FL110/L608, SOLGU/FL110/L614/M867, VRANA/FL110/L5.
- From south & east: KUTAK/FL160/L604, MITNO/FL160/L614, PODOB/FL160/L608, VEBAR/FL160/L5.

General points:

- Reference points: KEB VOR/DME 116.700 MHz/FL110/L5/L604/L608/L614/P10, SAR VOR/DME 108.85 MHz/FL110.
- Base turn point: KIS VOR/DME 116.00 MHz/6000 ft.

Holding points:

- Most common: As entry points +2000 ft or as instructed by the ATC.
- Secondary: NORPI, LIKVI (VINCE), RUDAR or as instructed by the ATC.
- Missed approach: TIMID (HANDY) or as instructed by the ATC.

### ARRIVAL OPERATIONS:

- Descend: Initially arrange descend according to Entry-point info and as instructed by the ATC.
- Procedure: Mostly expect vectors for arrival. Note that a base turn can not be given before 15 DME Rwy 12/around KIS VOR/DME due to restricted radar vectoring altitudes west of the airport. NDB/VOR/DME procedures upon request, if the traffic permits.
- Separation: Expect close separation both on approach and departure, as common arrival runway is 12 and departure runway 30, 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 ILS12: CAT I, 110.70 115\*, interception altitude around 5400-6000 ft as instructed by the ATC, expect closing heading.
- Runway 30: Runway 30 is rarely in use, only daylight VMC due to terrain configuration, lack of published circling 30 procedure and depending of the traffic flow. Right hand downwind.
- Missed approach: Be prepared for fast missed approach procedure/go around as published or as instructed by the ATC. Usually Rwy 12: Left to HDG 340, 6000 ft. Rwy 30: Rwy HDG, climb 6000 ft.
- Landing distance: Aircraft types up to category C (ref. ATR/BAE/CRJ/ERJ/DHC/A32S/B727/B737/B757/MD80) arrange landings for LDA 1300-1800 m, meaning vacate via Twy C or B, due to Twy A blocked by DEPs. If not able, expect backtrack to Twy B. EXPEDITE.

### AIRPORT INFORMATION (LQSA):

- Altitude: 1708 ft.
- Runway: 12/30, 115/295\*, 2600x45 m, LDA 12: 2500 m, LDA 30: 2100 m.

### GROUND OPERATIONS:

- Vacating: After vacated the runway, move enough to clear it and hold position on taxiway.
- Separation: Expect close separation both on approach and departure, as arrival runway is 12 and departure runway 30, contra flow operations. Departures have frequency priority on ground.
- Engine shut down: You do NOT need to ask for engine shut down, but may report on blocks.
- Parking: Study the parking guide from [vaccbih.org](http://vaccbih.org) → [Downloads](#) (parking chart last page).
- Scenery: All are kindly asked to have the Scenery installed. Available at [vaccbih.org](http://vaccbih.org) → [Downloads](#).

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## Departures

### ATC:

- LQSA\_ATIS: 124.120, ATIS station. Also, all info upon request from every LQSA ATC.
- LQSA\_GND: 121.900, Sarajevo Ground, apron till the taxiways.
- LQSA\_TWR: 118.250, Sarajevo Tower, airport control zone below 6000 ft till the taxiways.
- LQSA\_APP: 119.770, Sarajevo Radar, till FL160 in the Sarajevo 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.

Prepare next frequency and expedite frequency changes!

Keep initial contacts short, report only necessary information, call sign and positions till next contact.

### AIRPORT INFORMATION (LQSA):

- Altitude: 1708 ft.
- Runway: 12/30, 115/295\* 2600x45 m, TODA C/30: 1300 m, B/30: 1800 m, A/30: 2600 m, C/12: 1300 m. Rwy 12 DEPs only above 10 kts tailwind 30 and depending of the traffic flow.

### GROUND OPERATIONS:

- Scenery: All are kindly asked to have the Scenery installed. Available at [vaccbih.org](#) → [Downloads](#).
- Parking: Study the parking guide from [vaccbih.org](#) → [Downloads](#) (parking chart last page).
- 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 can both expect SIDs and vectors for departure, depending on the traffic flow.
- Push back: Stands 1, 1b, 2, 2b, 3, 4, 6ABC (nose in), 8C and 9B are push back stands.
- Taxi-out: Stands 1 (parallel Rwy 30), 6ABC (parallel Rwy 12), 7EFG and 10B and 11D are taxiout stands. Caution reduced separation to other aircraft when taxiing out.
- Taxiing: Keep normal taxi speeds and never overtake a plane, just because there is a scenery clash and he might be parallel to you on the same taxiway. Sarajevo has no parallel taxiways! Never taxi out with no permission, as it can conflict with arriving traffic.
- Hold positions: Immediately hold positions when instructed by the ATC.

### TAKEOFF OPERATIONS:

- 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 via Twy A. If accepting intersection departures B/30 = 1800 m, C/30/12 = 1300 m, please advise.
- Separation: Expect close separation both on APP and DEP, as arrival runway is 12 and departure runway 30, contra flow operations. DEP traffic has frequency priority on ground.
- 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 ID.
- Clearance: Remember to follow the clearance as given, it can be a straight out SID, a right turn SID, and the same with vectors. It is VERY IMPORTANT due to the reduced traffic separation.
- 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 or vectoring, due to an arranged inbound flow.
- Directs: If given a direct to a certain point, please follow it, as there mostly is a good reason.
- Transition Altitude (TA): 9500 ft.

### WAYPOINTS:

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

- Towards north & west: BOSNA/FL100/FL160/L608, VRANA/FL100/FL160/L5.
- Towards south & east: KUTAK/FL110/FL170/L604, MITNO/FL110/FL170/L614, VEBAR/FL150/FL170/L5.

General points:

- Reference points: KEB VOR/DME 116.700 MHz/FL100/FL130/L5/L604/L608/L614/P10, SAR VOR/DME 108.85 MHz/FL100/FL130.

Holding points:

- Departure emergency: TIMID (HANDY)/6000 ft or as instructed by the ATC.