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AIRAC AIP SUP 009/2025

Effective Date: 04-Sep-2025
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End Date: UFN

LQMO – Mostar International Airport
Trial PBN instrument flight procedures

With this AIP SUP a trial PBN satellite based RNP Y RWY33 (AR) and RNP A RWY33 (VPT) procedures are available for testing purposes only at Mostar Airport. The satellite instrument flight procedurs are GNSS based and contain AR APCH and VPT APCH flight procedures for RWY33.

Trial PBN procedures are not intended for planning of operations. They are primarly published for flight validation and flyability check purpose with the aim of collecting and developing safety argumentation for PBN implementation in Bosnia and Herzegovina.

Standard instrument arrivals to IAFs OBANE and LIZIN are published on LQMO AD 2.24.10-1 RNP STAR RWY33 chart.

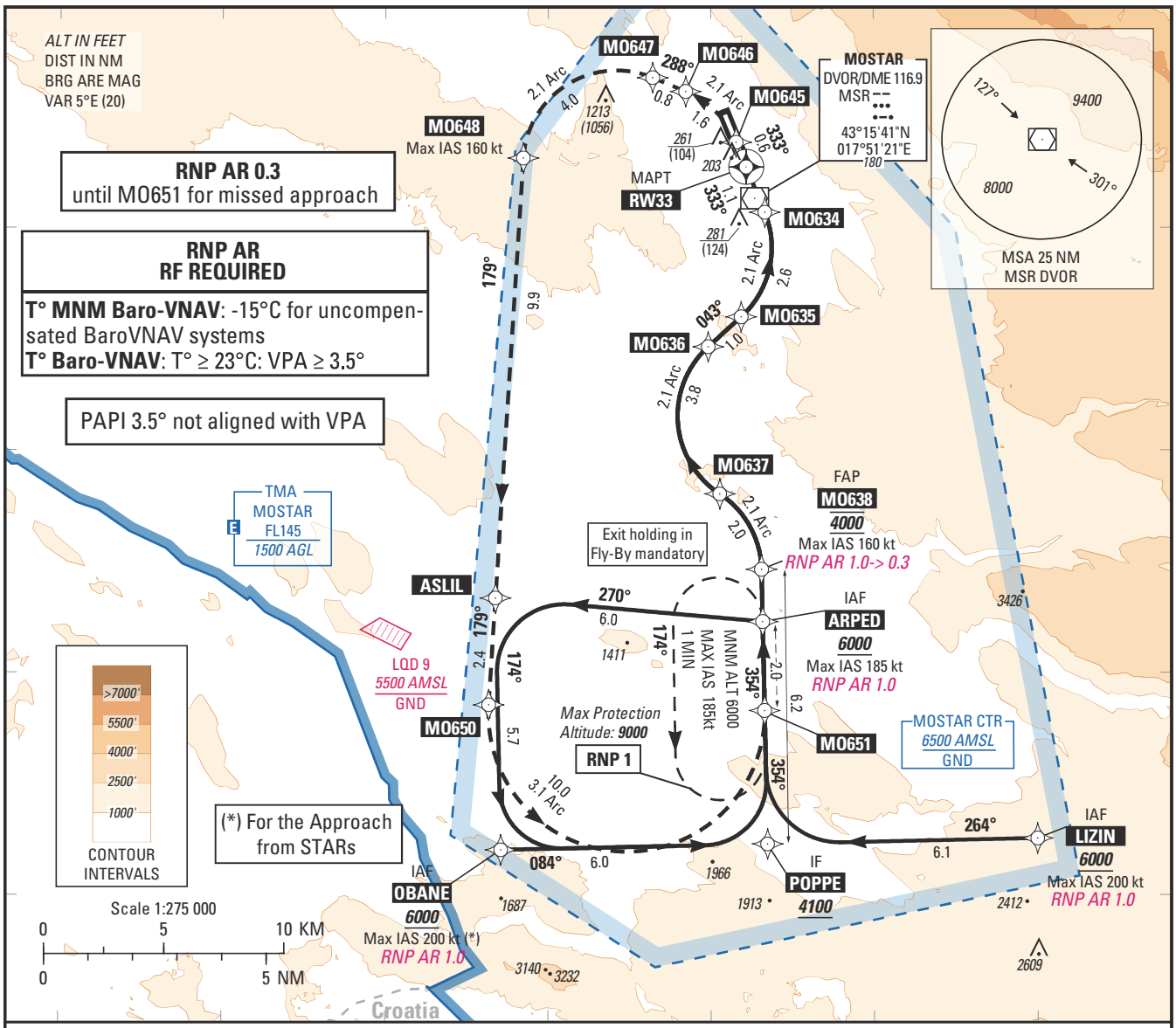
This AIRAC AIP SUP replace AIRAC AIP SUP 005/2025

INSTRUMENT APPROACH CHART— ICAO CAT A B C

AERODROME ELEV *174*
HEIGHTS RELATED TO
THR RWY 33 - **ELEV 157**

TWR 125.550
APP 120.225
129.875
ATIS 126.225

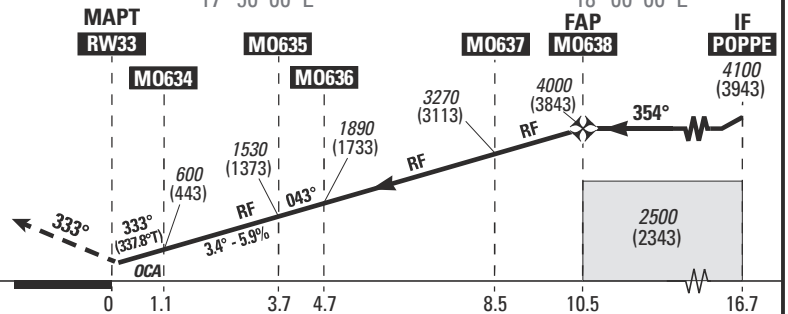
MOSTAR / MOSTAR (LQMO)
RNP Y RWY 33 (AR)



TRANSITION ALT *10 000*

Missed Approach:
Climb to **MO645** then to **MO646** then to **MO647** then to **MO648** (Max IAS **160kt**) then to **ASLIL** then to **MO650** then to **MO651** then to **ARPED** (Max IAS **185kt**) up to ***6000*** (5843).
At **ARPED**, hold and follow ATC instructions.
If unable to reach ***6000*** over **ARPED**, continue to climb in the holding.

THR ELEV 157 RDH 49



MNM AD: *Vertical distances in feet* REF HGT: *THR ELEV*

	RNP 0.3				RNP 0.2 ❶			
	MA 2.5%	MA 3.0%	MA 4.0%	MA 5.0%	MA 2.5%	MA 3.0%	MA 4.0%	MA 5.0%
CAT	***OCA*** (H)	***OCA*** (H)	***OCA*** (H)	***OCA*** (H)	***OCA*** (H)	***OCA*** (H)	***OCA*** (H)	***OCA*** (H)
A	***740*** (580)	***650*** (490)	***490*** (340)	***420*** (260)	***720*** (570)	***630*** (470)	***470*** (320)	***410*** (250)
B	***760*** (600)	***670*** (520)	***520*** (360)	***430*** (280)	***750*** (590)	***660*** (500)	***500*** (340)	
C	***780*** (620)	***690*** (540)	***550*** (390)	***440*** (290)	***770*** (610)	***680*** (520)	***530*** (370)	

❶ **RNP 0.2** from **MO638** to **RW33**.

RNP Y RWY 33 (AR)

Proposed tabular description for navigation database coding (H33Y) - RNP Y RWY 33 (AR)

Seq N°	PT	W/P ID	OverFly	Fix role	TD	CRS Val (°)	CRS Type	TIME val	TIME uom	DIST val NM	ALT DESC	ALT ONE FT	ALT TWO FT	SPD LMT KT	VRT ANG (°)	NAV PERF	RADIUS val	RADIUS uom	ARC CTR ID	Phase	Transition Identifier	Runway Direction	Magnetic CRS val(°)
Proposed tabular description for navigation database coding (H33Y) - APPROACH TRANSITION																							
10	IF	LIZIN		IAF							+	6000.00 FT [ALT]		200.00		1.000 NM				A	LIZIN		
20	TF	POPPE	N			268.866	TT			6.069	+	4100.00 FT [ALT]				1.000 NM				A	LIZIN		263.866
10	IF	OBANE		IAF							+	6000.00 FT [ALT]		200.00		1.000 NM				A	OBANE		
20	TF	POPPE	N			088.680	TT			6.000	+	4100.00 FT [ALT]				1.000 NM				A	OBANE		083.680
10	IF	ARPED		IAF							+	6000.00 FT [ALT]		185.00		1.000 NM				A	ARPED		
20	TF	ASLIL	N			275.078	TT			6.027						1.000 NM				A	ARPED		270.078
30	TF	OBANE	N			178.771	TT			5.662	+	6000.00 FT [ALT]				1.000 NM				A	ARPED		173.771
40	TF	POPPE	N			088.680	TT			6.000	+	4100.00 FT [ALT]				1.000 NM				A	ARPED		083.680
Proposed tabular description for navigation database coding (H33Y) - FINAL TRANSITION																							
10	IF	POPPE		IF							+	4100.00 FT [ALT]				1.000 NM				R		33	
20	TF	MO638	N	FAF		358.772	TT			6.175	@	4000.00 FT [ALT]		160.00		1.000 NM				R		33	353.772
30	RF	MO637	N		L	303.367	TT			2.014					-3.400	0.300 NM	2.084	NM	RFC07	R		33	298.367
40	RF	MO636	N		R	047.756	TT			3.826					-3.400	0.300 NM	2.1	NM	RFC08	R		33	042.756
50	TF	MO635	N			047.749	TT			1.000					-3.400	0.300 NM				R		33	042.749
60	RF	MO634	N		L	337.754	TT			2.566					-3.400	0.300 NM	2.1	NM	RFC09	R		33	332.754
70	TF	RW33	Y	MAPT		337.759	TT			1.100	@	206.00 FT [ALT]			-3.400	0.300 NM				R		33	332.759
Proposed tabular description for navigation database coding (H33Y) - MISSED APPROACH																							
80	TF	MO645	N			337.765	TT			0.600						0.300 NM				Z	ARPED		332.765
90	RF	MO646	N		L	292.748	TT			1.649						0.300 NM	2.1	NM	RFC10	Z	ARPED		287.748
100	TF	MO647	N			292.770	TT			0.804						0.300 NM				Z	ARPED		287.770
110	RF	MO648	N		L	183.601	TT			3.995				160.00		0.300 NM	2.1	NM	RFC11	Z	ARPED		178.601
120	TF	ASLIL	N			183.601	TT			9.911						0.300 NM				Z	ARPED		178.601
130	TF	MO650	N			183.585	TT			2.405						0.300 NM				Z	ARPED		178.585
140	RF	MO651	N		L	358.770	TT			10.018						0.300 NM	3.104	NM	RFC12	Z	ARPED		353.770
150	TF	ARPED	N			358.770	TT			2.000	+	6000.00 FT [ALT]		185.00		0.300 NM				Z	ARPED		353.770

INSTRUMENT APPROACH CHART— ICAO CAT A B C

AERODROME ELEV *174*
HEIGHTS RELATED TO
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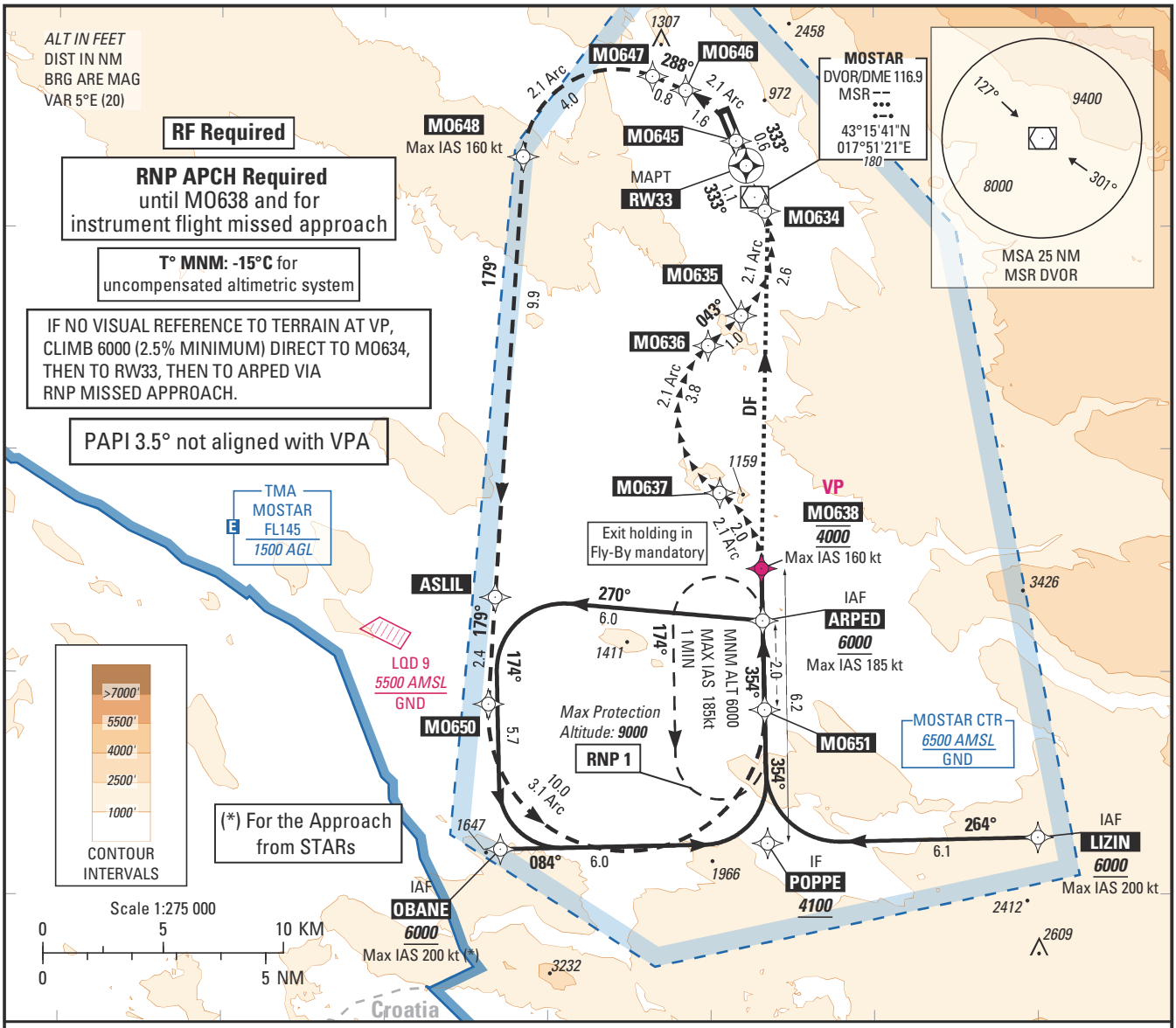
MOSTAR / MOSTAR (LQMO)
RNP A RWY 33 (VPT)



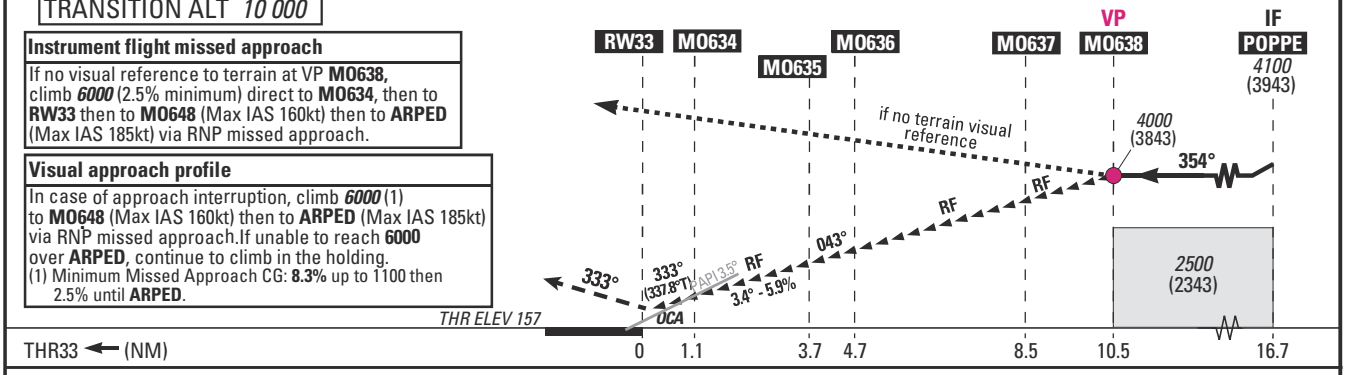
TRANSITION ALT *10 000*

Instrument flight missed approach

If no visual reference to terrain at VP **MO638**, climb ***6000*** (2.5% minimum) direct to **MO634**, then to **RW33** then to **MO648** (Max IAS 160kt) then to **ARPED** (Max IAS 185kt) via RNP missed approach.

Visual approach profile

In case of approach interruption, climb ***6000*** (1) to **MO648** (Max IAS 160kt) then to **ARPED** (Max IAS 185kt) via RNP missed approach.If unable to reach **6000** over **ARPED**, continue to climb in the holding.
(1) Minimum Missed Approach CG: **8.3%** up to 1100 then 2.5% until **ARPED**.



MNM AD: *Vertical distances in feet* REF HGT: *THR ELEV*

VISUAL APPROACH RWY 33
MNM CEILING: *4000*
VISUAL REFERENCE TO TERRAIN REQUIRED BELOW CEILING

RNP A RWY 33 (VPT)

Proposed tabular description for navigation database coding (R33A) - RNP A RWY 33 (VPT)

Seq N°	PT	W/P ID	OverFly	Fix role	TD	CRS Val (°)	CRS Type	TIME val	TIME uom	DIST val NM	ALT DESC	ALT ONE FT	ALT TWO FT	SPD LMT KT	VRT ANG (°)	NAV PERF	RADIUS val	RADIUS uom	ARC CTR ID	Phase	Transition Identifier	Runway Direction	Magnetic CRS val(°)
Proposed tabular description for navigation database coding (R33A) - APPROACH TRANSITION																							
10	IF	LIZIN		IAF							+	6000.00 FT [ALT]		200.00		1.000 NM				A	LIZIN		
20	TF	POPPE	N			268.866	TT			6.069	+	4100.00 FT [ALT]				1.000 NM				A	LIZIN		263.866
10	IF	OBANE		IAF							+	6000.00 FT [ALT]		200.00		1.000 NM				A	OBANE		
20	TF	POPPE	N			088.680	TT			6.000	+	4100.00 FT [ALT]				1.000 NM				A	OBANE		083.680
10	IF	ARPED		IAF							+	6000.00 FT [ALT]		185.00		1.000 NM				A	ARPED		
20	TF	ASLIL	N			275.078	TT			6.027						1.000 NM				A	ARPED		270.078
30	TF	OBANE	N			178.771	TT			5.662	+	6000.00 FT [ALT]				1.000 NM				A	ARPED		173.771
40	TF	POPPE	N			088.680	TT			6.000	+	4100.00 FT [ALT]				1.000 NM				A	ARPED		083.680
Proposed tabular description for navigation database coding (R33A) - FINAL TRANSITION																							
10	IF	POPPE		IF							+	4100.00 FT [ALT]				1.000 NM				R		33	
20	TF	MO638	N	FAF		358.772	TT			6.175	@	4000.00 FT [ALT]		160.00		1.000 NM				R		33	353.772
30	RF	MO637	N		L	303.367	TT			2.014					-3.400	0.300 NM	2.084	NM	RFC07	R		33	298.367
40	RF	MO636	N		R	047.756	TT			3.826					-3.400	0.300 NM	2.1	NM	RFC08	R		33	042.756
50	TF	MO635	N			047.749	TT			1.000					-3.400	0.300 NM				R		33	042.749
60	RF	MO634	N		L	337.754	TT			2.566					-3.400	0.300 NM	2.1	NM	RFC09	R		33	332.754
70	TF	RW33	Y	MAPT		337.759	TT			1.100	@	206.00 FT [ALT]			-3.400	0.300 NM				R		33	332.759
Proposed tabular description for navigation database coding (R33A) - MISSED APPROACH																							
80	TF	MO645	N			337.765	TT			0.600						0.300 NM				Z	ARPED		332.765
90	RF	MO646	N		L	292.748	TT			1.649						0.300 NM	2.1	NM	RFC10	Z	ARPED		287.748
100	TF	MO647	N			292.770	TT			0.804						0.300 NM				Z	ARPED		287.770
110	RF	MO648	N		L	183.601	TT			3.995				160.00		0.300 NM	2.1	NM	RFC11	Z	ARPED		178.601
120	TF	ASLIL	N			183.601	TT			9.911						0.300 NM				Z	ARPED		178.601
130	TF	MO650	N			183.585	TT			2.405						0.300 NM				Z	ARPED		178.585
140	RF	MO651	N		L	358.770	TT			10.018						0.300 NM	3.104	NM	RFC12	Z	ARPED		353.770
150	TF	ARPED	N			358.770	TT			2.000	+	6000.00 FT [ALT]		185.00		0.300 NM				Z	ARPED		353.770

ADHP ICAO Code	ADHP ICAO Identifier	W/P ID	W/P ICAO Code	W/P Type	Latitude	Longitude	ADHP ICAO Code	ADHP ICAO Identifier	W/P ID	W/P ICAO Code	W/P Type	Latitude	Longitude
	LQMO	ARPED	LQ	ICAO	43°06'09.2700"N	017°51'34.9900"E		LQMO	MO648	LQ	ADHP	43°16'34.6310"N	017°44'14.2090"E
	LQMO	ASLIL	LQ	ICAO	43°06'40.9900"N	017°43'23.2200"E		LQMO	MO650	LQ	ADHP	43°04'16.9430"N	017°43'10.9100"E
	LQMO	LIZIN	LQ	ICAO	43°01'16.7700"N	018°00'00.1000"E		LQMO	MO651	LQ	ADHP	43°04'09.2700"N	017°51'38.5050"E
	LQMO	MO406	LQ	ADHP	43°19'42.2500"N	017°49'13.4130"E		LQMO	MO710	LQ	ADHP	43°26'13.1230"N	017°44'47.2270"E
	LQMO	MO407	LQ	ADHP	43°20'36.3990"N	017°45'26.0630"E		LQMO	MO720	LQ	ADHP	43°24'17.8080"N	017°34'07.4820"E
	LQMO	MO408	LQ	ADHP	43°19'15.4740"N	017°42'25.9940"E		LQMO	MO820	LQ	ADHP	43°10'10.9460"N	017°39'48.6370"E
	LQMO	MO409	LQ	ADHP	43°17'23.9110"N	017°40'35.6010"E		LQMO	MOM01	LQ	ADHP	43°14'46.1200"N	017°51'19.8300"E
	LQMO	MO410	LQ	ADHP	43°13'57.0030"N	017°42'58.2830"E		LQMO	NETKO	LQ	ICAO	43°02'30.0000"N	017°39'42.0000"E
	LQMO	MO412	LQ	ADHP	43°12'07.6380"N	017°48'47.2450"E		LQMO	OBANE	LQ	ICAO	43°01'01.2600"N	017°43'33.1500"E
	LQMO	MO414	LQ	ADHP	43°09'09.2830"N	017°51'30.6980"E		LQMO	POPPE	LQ	ICAO	43°01'09.2600"N	017°51'43.7700"E
	LQMO	MO418	LQ	ADHP	43°18'12.9520"N	017°40'07.0850"E		LQMO	RFC01	LQ	ADHP	43°09'05.7350"N	017°47'00.2490"E
	LQMO	MO420	LQ	ADHP	43°18'46.7320"N	017°31'39.5830"E		LQMO	RFC02	LQ	ADHP	43°16'42.3370"N	017°44'35.1010"E
	LQMO	MO422	LQ	ADHP	43°19'49.0950"N	017°24'57.5820"E		LQMO	RFC03	LQ	ADHP	43°20'29.2430"N	017°38'11.9130"E
	LQMO	MO424	LQ	ADHP	43°27'28.9450"N	017°27'09.2150"E		LQMO	RFC04	LQ	ADHP	43°18'58.8490"N	017°46'48.2510"E
	LQMO	MO425	LQ	COORD	43°30'56.6850"N	017°44'21.9730"E		LQMO	RFC05	LQ	ADHP	43°14'36.7320"N	017°46'17.6080"E
	LQMO	MO426	LQ	ADHP	43°01'02.6340"N	017°44'54.9160"E		LQMO	RFC06	LQ	ADHP	43°06'05.2390"N	017°46'28.7310"E
	LQMO	MO428	LQ	ADHP	43°30'21.9510"N	017°27'58.8860"E		LQMO	RW15	LQ	ADHP	43°17'34.5000"N	017°50'24.9800"E
	LQMO	MO430	LQ	ADHP	43°31'27.0180"N	017°31'56.9710"E		LQMO	RFC07	LQ	ADHP	43°07'17.0440"N	017°48'42.2520"E
	LQMO	MO440	LQ	ADHP	43°25'42.1810"N	017°46'44.7320"E		LQMO	RFC08	LQ	ADHP	43°10'46.7450"N	017°51'50.8690"E
	LQMO	MO502	LQ	ADHP	43°16'05.6230"N	017°51'14.7170"E		LQMO	RFC09	LQ	ADHP	43°14'33.6730"N	017°48'59.8980"E
	LQMO	MO504	LQ	ADHP	43°11'07.7960"N	017°48'43.6260"E		LQMO	RFC10	LQ	ADHP	43°16'08.1200"N	017°48'06.9830"E
	LQMO	MO506	LQ	ADHP	43°09'24.9430"N	017°44'08.8560"E		LQMO	RFC11	LQ	ADHP	43°16'26.6800"N	017°47'06.3520"E
	LQMO	MO608	LQ	ADHP	43°05'53.8230"N	017°51'35.4470"E		LQMO	RFC12	LQ	ADHP	43°04'05.1940"N	017°47'24.4770"E
	LQMO	MO620	LQ	ADHP	43°12'14.2970"N	018°02'50.6010"E		LQMO	RW15	LQ	ADHP	43°17'34.5000"N	017°50'24.9800"E
	LQMO	MO634	LQ	ADHP	43°15'21.4180"N	017°51'39.4610"E		LQMO	RW33	LQ	ADHP	43°16'22.5100"N	017°51'05.2700"E
	LQMO	MO635	LQ	ADHP	43°13'00.4040"N	017°50'55.8090"E		LQMO	SEZAN	LQ	ICAO	43°17'52.6600"N	017°37'25.9200"E
	LQMO	MO636	LQ	ADHP	43°12'20.0650"N	017°49'55.0840"E		LQMO	VELIT	LQ	ICAO	43°21'06.0000"N	017°16'38.0000"E
	LQMO	MO637	LQ	ADHP	43°09'01.4930"N	017°50'16.1440"E		LQMO	VRANA	LQ	ICAO	43°45'13.0000"N	017°32'16.0000"E
	LQMO	MO638	LQ	ADHP	43°07'19.7640"N	017°51'32.9250"E		LQMO	XELMI	LQ	ICAO	43°35'49.0000"N	018°09'01.0000"E
	LQMO	MO645	LQ	ADHP	43°16'55.8390"N	017°50'46.6200"E		LQMO	GEBNI	LQ	ICAO	42°48'08.0000"N	018°07'50.0000"E
	LQMO	MO646	LQ	ADHP	43°18'04.3380"N	017°49'13.6650"E		LQMO	GLOMY	LQ	ICAO	43°33'36.0000"N	017°39'49.0000"E
	LQMO	MO647	LQ	ADHP	43°18'23.0040"N	017°48'12.7560"E		LQMO	INTIT	LQ	ICAO	42°55'48.0000"N	018°03'16.0000"E