

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UBBN

UBBN (Nakhchivan)**General Info**

Nakhchivan, AZE

N 39° 11.3' E 45° 27.4' Mag Var: 4.4°E

Elevation: 2863'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Time Zone Info: GMT+4:00 uses DST

Runway Info

Runway 14L-32R 10827' x 138' asphalt

Runway 14R-32L 10827' x 148' concrete

Runway 14L (134.0°M) TDZE 2863'

Lights: Edge, ALS

Stopway Distance 230'

Runway 14R (134.0°M) TDZE 2862'

Lights: Edge, ALS

Stopway Distance 230'

Runway 32L (314.0°M) TDZE 2819'

Lights: Edge, ALS

Displaced Threshold Distance 374'

Stopway Distance 230'

Runway 32R (314.0°M) TDZE 2810'

Lights: Edge

Displaced Threshold Distance 984'

Stopway Distance 230'

Communications InfoATIS **127.5**Nakhchivan Tower **118.2**Nakhchivan Approach Control **127.9** SecondaryNakhchivan Approach Control **120.8**Nakhchivan Approach Control **118.2****Notebook Info**

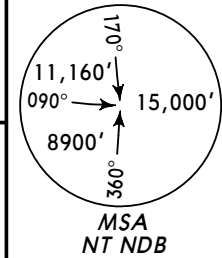
UBBN/NAJ
NAKHCHIVAN

JEPPESEN NAKHCHIVAN, AZERBAIJAN
18 AUG 06 **10-2** **Eff 31 Aug** **STAR**

ATIS
127.5

Apt Elev
2863'

Alt Set: hPa (MM on request)
Trans level: FL130 Trans alt: 12000'
Between FL200 & FL130 MAX 250 KT, bank 20°,
at or below FL130 MAX 205 KT, bank 20°.



DULAV 1A [DULA1A]
RWY 14L ARRIVAL

DULAV 1B [DULA1B]
RWY 14R ARRIVAL

DULAV 1C [DULA1C]
RWY 32L ARRIVAL

DULAV 1D [DULA1D]
RWY 32R ARRIVAL

(IAF)
NAKHCHIVAN
680 NT
N39 13.6 E045 24.9

At **10000'**

If above
10000'
descend in
racetrack to
10000'

ILS DME
NAKHCHIVAN
D (T) (111.7) INR
N39 11.7 E045 26.8

DULAV 1A, 1B, 1C, 1D
FL150

DULAV
D17.1 INR
N38 57.0 E045 38.0

At or above
FL150



NOT TO SCALE

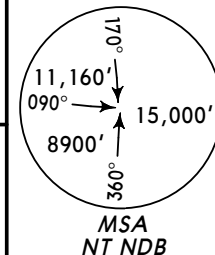
UBBN/NAJ
NAKHCHIVAN

JEPPESEN NAKHCHIVAN, AZERBAIJAN
18 AUG 06 **10-2A** **Eff 31 Aug** **STAR**

ATIS
127.5

Apt Elev
2863'

Alt Set: hPa (MM on request)
Trans level: FL130 Trans alt: 12000'
Between FL200 & FL130 MAX 250 KT, bank 20°,
at or below FL130 MAX 205 KT, bank 20°.

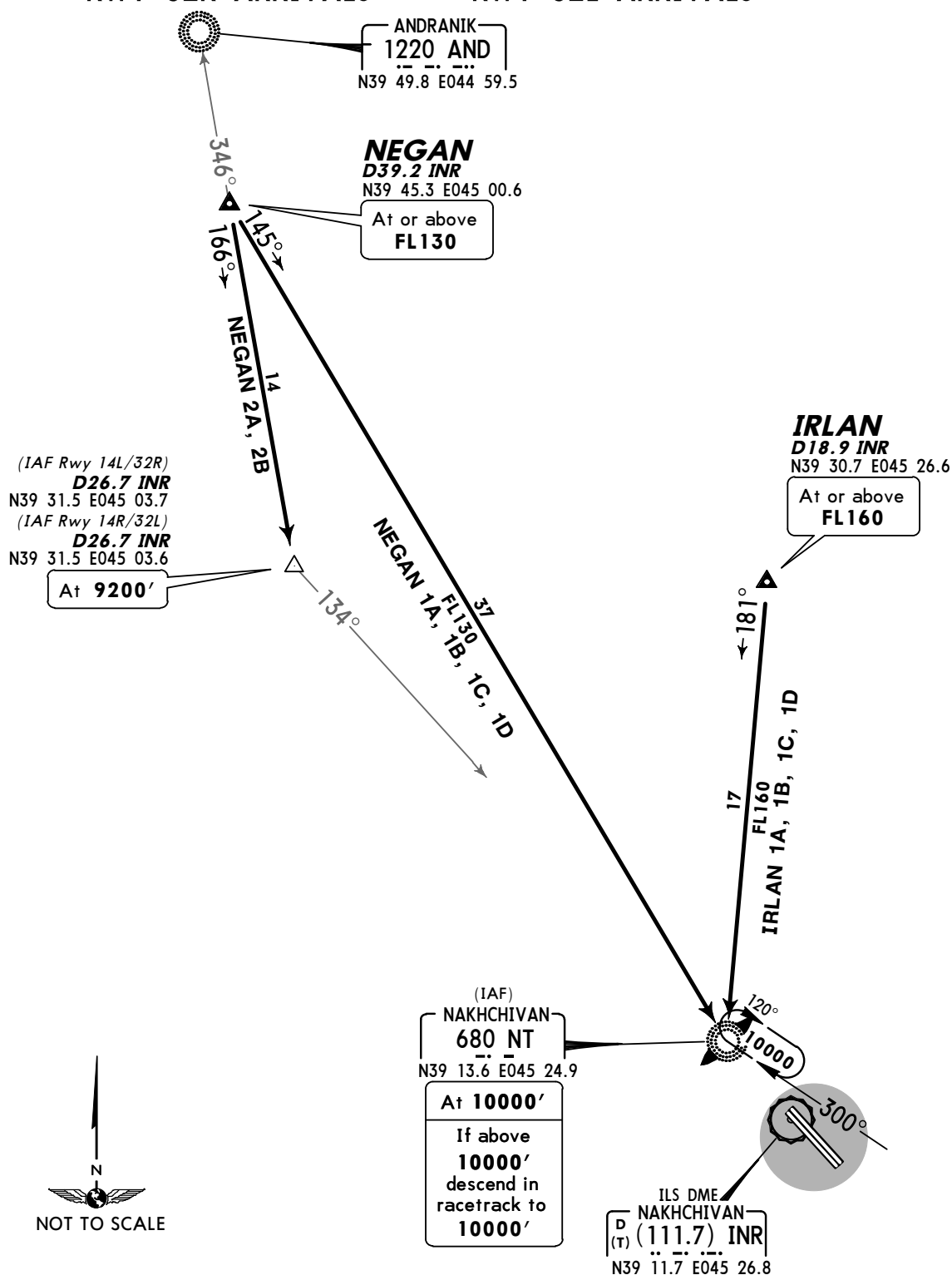


IRLAN 1A [IRLA1A]
NEGAN 1A [NEGA1A]
NEGAN 2A [NEGA2A]
RWY 14L ARRIVALS

IRLAN 1B [IRLA1B]
NEGAN 1B [NEGA1B]
NEGAN 2B [NEGA2B]
RWY 14R ARRIVALS

IRLAN 1D [IRLA1D]
NEGAN 1D [NEGA1D]
RWY 32R ARRIVALS

IRLAN 1C [IRLA1C]
NEGAN 1C [NEGA1C]
RWY 32L ARRIVALS

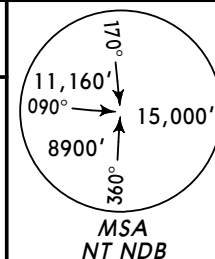


UBBN/NAJ
NAKHCHIVAN

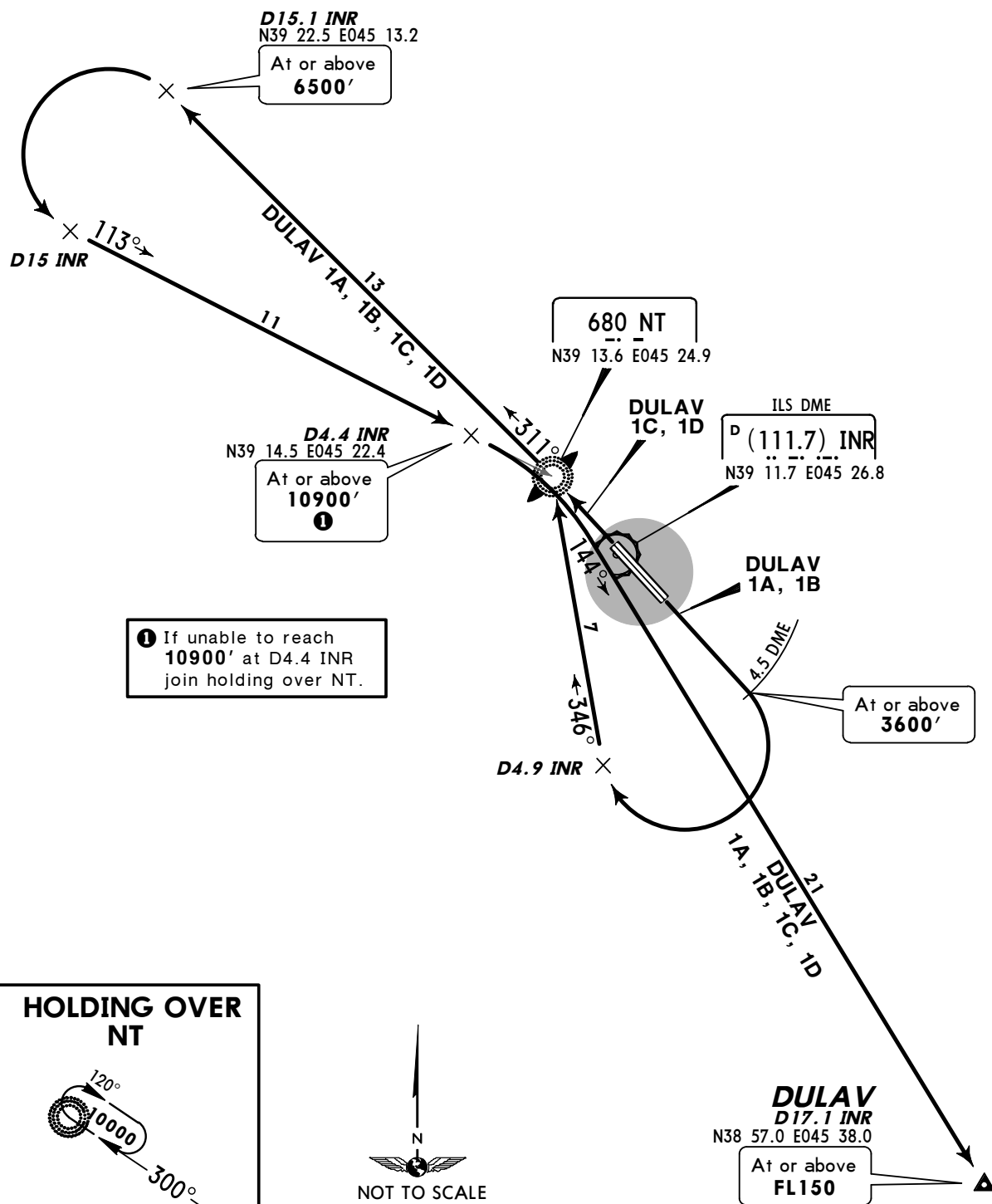
JEPPESSEN NAKHCHIVAN, AZERBAIJAN
 29 MAY 09 **10-3** **Eff 4 Jun** **SID**

Apt Elev
2863'

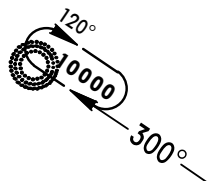
Trans level: FL130 Trans alt: 12000'
 MAX 205 KT, bank 20°.



DULAV 1A [DULA1A], DULAV 1B [DULA1B]
DULAV 1C [DULA1C], DULAV 1D [DULA1D]
RWYS 14L/R, 32L/R DEPARTURES



HOLDING OVER NT



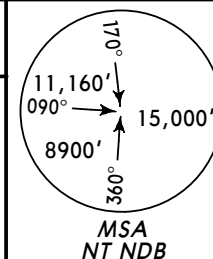
SID	RWY	ROUTING
DULAV 1A	14L	On runway track to INR 4.5 DME, turn RIGHT, intercept 346° bearing to NT, 311° bearing to D15.1 INR, turn LEFT, intercept 113° bearing towards NT, when passing D4.4 INR intercept 144° bearing from NT to DULAV.
DULAV 1B	14R	
DULAV 1C	32L	On runway track to NT, 311° bearing to D15.1 INR, turn LEFT, intercept 113° bearing towards NT, when passing D4.4 INR intercept 144° bearing from NT to DULAV.
DULAV 1D	32R	

UBBN/NAJ
NAKHCHIVAN

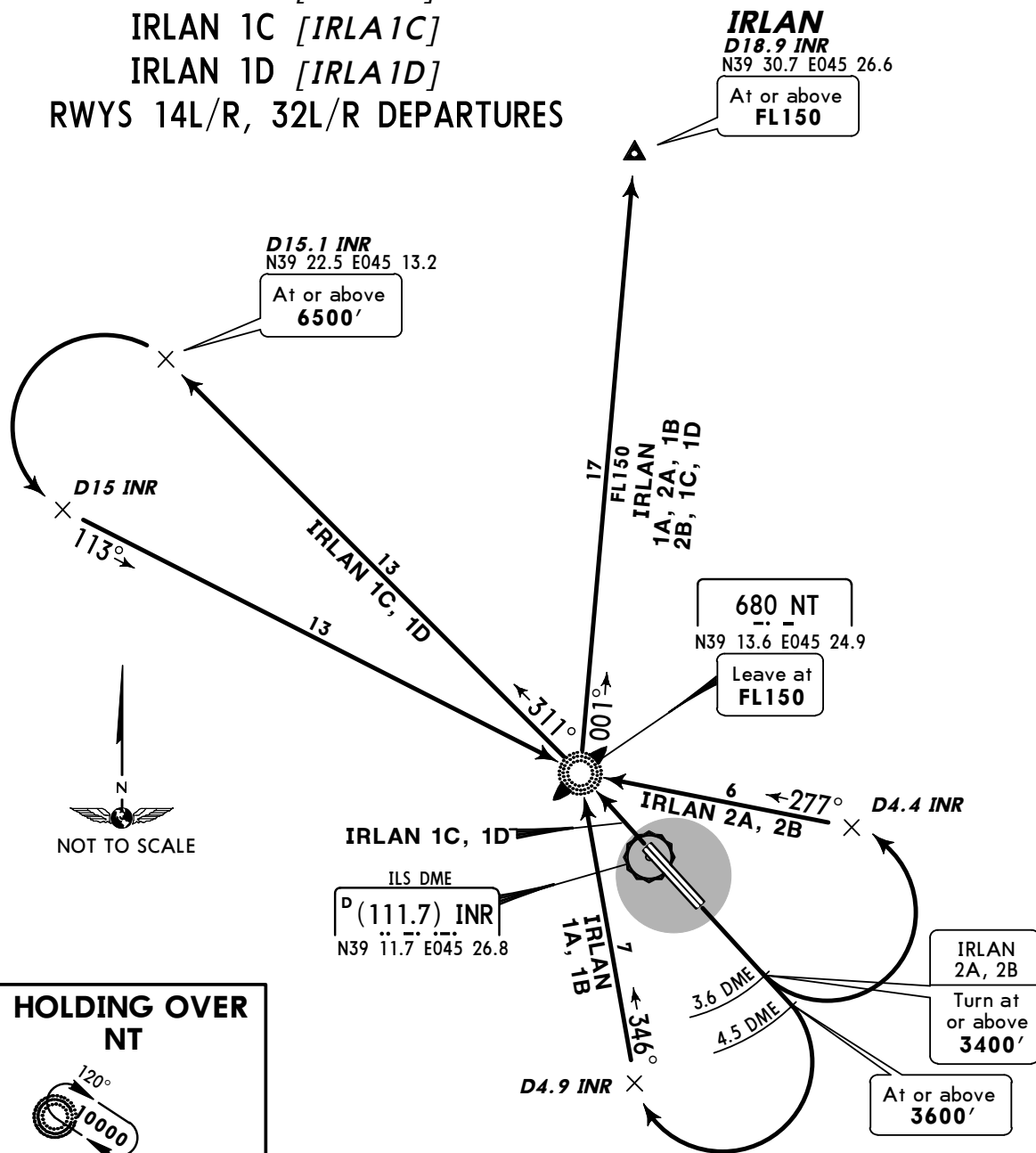
JEPPESSEN NAKHCHIVAN, AZERBAIJAN
 29 MAY 09 **(10-3A)** **Eff 4 Jun** **SID**

Apt Elev
2863'

Trans level: FL130 Trans alt: 12000'
 MAX 205 KT, bank 20°.



IRLAN 1A [IRLA1A]
IRLAN 2A [IRLA2A]
IRLAN 1B [IRLA1B]
IRLAN 2B [IRLA2B]
IRLAN 1C [IRLA1C]
IRLAN 1D [IRLA1D]
RWYS 14L/R, 32L/R DEPARTURES



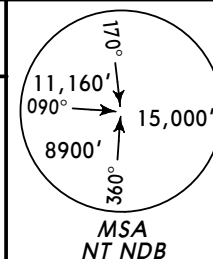
SID	RWY	ROUTING
IRLAN 1A	14L	On runway track to INR 4.5 DME, turn RIGHT to NT, enter holding, leave at FL150 , turn RIGHT, intercept 001° bearing to IRLAN.
IRLAN 2A		On runway track to INR 3.6 DME, turn LEFT to NT, enter holding, leave at FL150 , turn RIGHT, intercept 001° bearing to IRLAN.
IRLAN 1B	14R	On runway track to INR 4.5 DME, turn RIGHT to NT, enter holding, leave at FL150 , turn RIGHT, intercept 001° bearing to IRLAN.
IRLAN 2B		On runway track to INR 3.6 DME, turn LEFT to NT, enter holding, leave at FL150 , turn RIGHT, intercept 001° bearing to IRLAN.
IRLAN 1C	32L	On runway track to D15.1 INR, turn LEFT to NT, enter holding, leave at FL150 , turn RIGHT, intercept 001° bearing to IRLAN.
IRLAN 1D	32R	On runway track to D15.1 INR, turn LEFT to NT, enter holding, leave at FL150 , turn RIGHT, intercept 001° bearing to IRLAN.

UBBN/NAJ
NAKHCHIVAN

JEPPESEN NAKHCHIVAN, AZERBAIJAN
29 MAY 09 **10-3B** **Eff 4 Jun** **SID**

Apt Elev
2863'

Trans level: FL130 Trans alt: 12000'
MAX 205 KT, bank 20°.



ANDRANIK
1220 AND
N39 49.8 E044 59.5

NEGAN
D39.2 INR
N39 45.3 E045 00.6
At or above
FL130

NEGAN 1A [NEGA1A]
NEGAN 2A [NEGA2A]
NEGAN 1B [NEGA1B]
NEGAN 2B [NEGA2B]
NEGAN 1C [NEGA1C]
NEGAN 1D [NEGA1D]
RWYS 14L/R, 32L/R DEPARTURES

D24.3 INR
N39 29.0 E045 04.8
At or above
9000'

680 NT
N39 13.6 E045 24.9

NEGAN 1C, 1D
ILS DME
D(111.7) INR
N39 11.7 E045 26.9

NEGAN 2A, 2B
D4.4 INR
NEGAN 2A, 2B
Turn at
or above
3400'
At or above
3600'

NEGAN 2A, 2B

These SIDs require a minimum climb gradient
of
249' per NM (4.1%) up to **6000'**.

Gnd speed-KT	75	100	150	200	250	300
249' per NM	311	415	623	830	1038	1246

If unable to comply use SIDs NEGAN 1A, 1B.

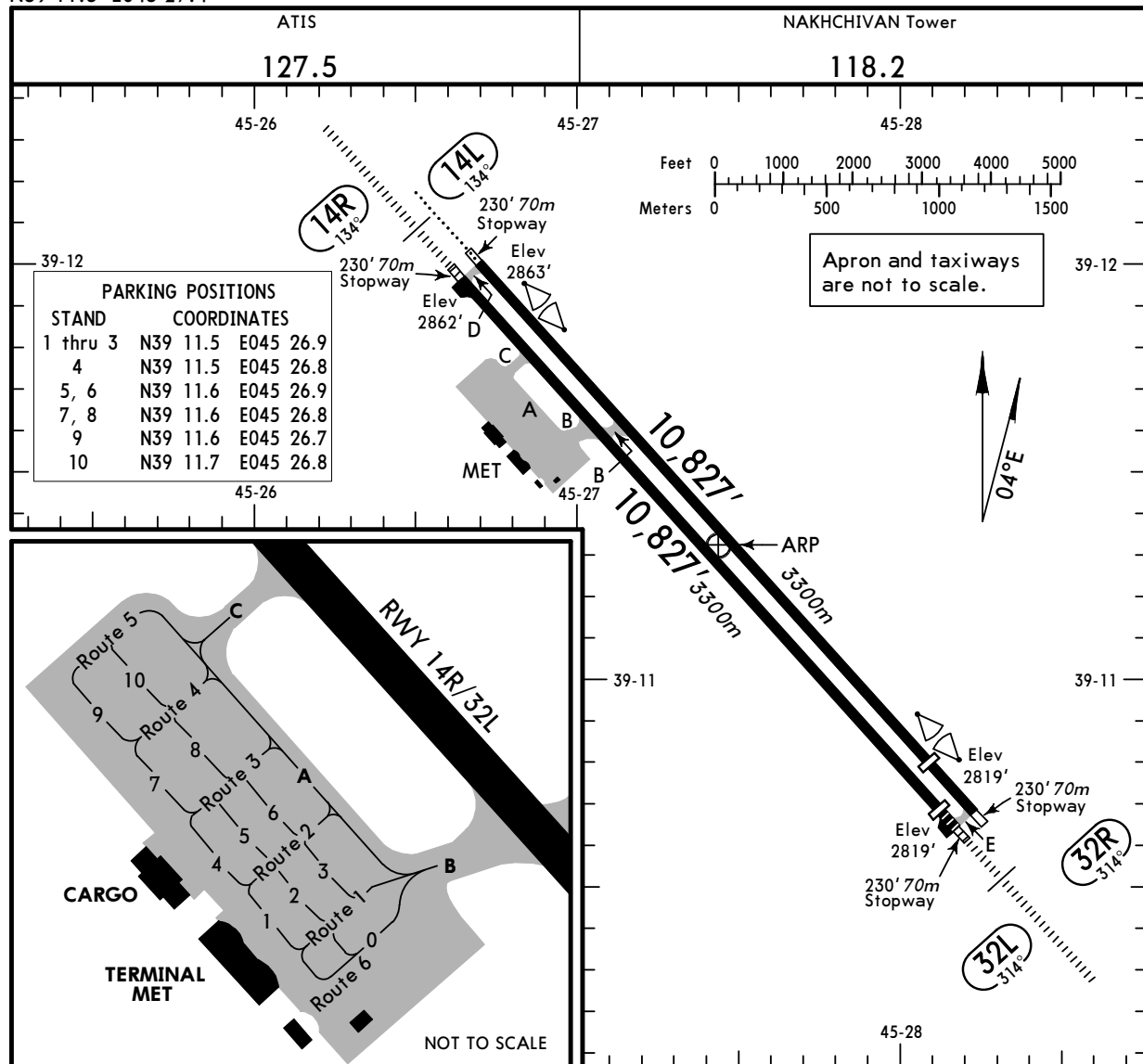
SID	RWY	ROUTING
NEGAN 1A	14L	On runway track to INR 4.5 DME, turn RIGHT, intercept 346° bearing to NT, 311° bearing to D24.3 INR, intercept 346° bearing towards AND to NEGAN.
NEGAN 2A		On runway track to INR 3.6 DME, turn LEFT, intercept 277° bearing to NT, 311° bearing to D24.3 INR, intercept 346° bearing towards AND to NEGAN.
NEGAN 1B	14R	On runway track to INR 4.5 DME, turn RIGHT, intercept 346° bearing to NT, 311° bearing to D24.3 INR, intercept 346° bearing towards AND to NEGAN.
NEGAN 2B		On runway track to INR 3.6 DME, turn LEFT, intercept 277° bearing to NT, 311° bearing to D24.3 INR, intercept 346° bearing towards AND to NEGAN.
NEGAN 1C	32L	On runway track to NT, 311° bearing to D24.3 INR, intercept 346° bearing towards AND to NEGAN.
NEGAN 1D	32R	

CHANGES: New chart (NEGAN SIDs transferred).

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Apt Elev **2863'**
N39 11.3 E045 27.4

JEPPesen **NAKHCHIVAN, AZERBAIJAN**
26 JUN 09 **(10-9)** **Eff 2 Jul** **NAKHCHIVAN**



ADDITIONAL RUNWAY INFORMATION

				USABLE LENGTHS		TAKE-OFF	WIDTH	
RWY					LANDING BEYOND			
					Threshold			Glide Slope
14L	MIRL (100m)	MIALS		RVR	10,219' 3115m		138'	
32R	MIRL (100m)			RVR	9843' 3000m		42m	
14R	HIRL (60m)	HIALS	PAPI-L (angle 3.0°)	RVR	9612' 2930m		148'	
32L					10,453' 3186m	9359' 2853m	45m	

START-UP PROCEDURE

The parking position, QNH value and designator of latest received ATIS broadcast shall be reported in the initial call.

JAR-OPS

TAKE-OFF 1

	All Rwys		
	LVP must be in force	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

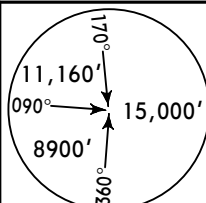
1 Operators applying U.S. Ops Specs: CL required below 300m.

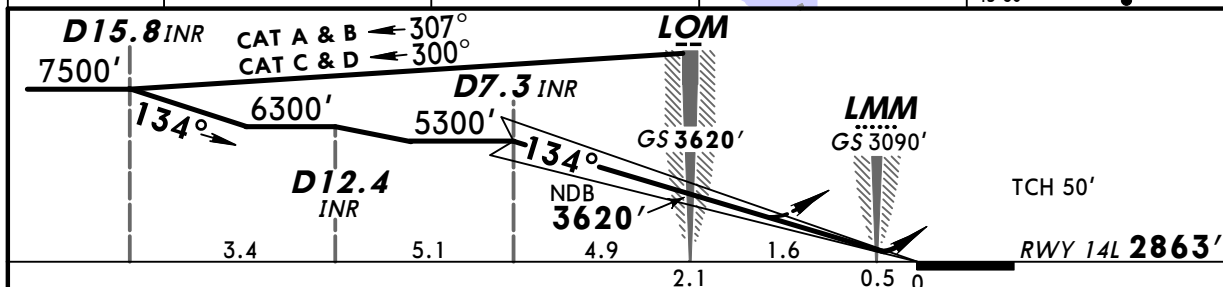
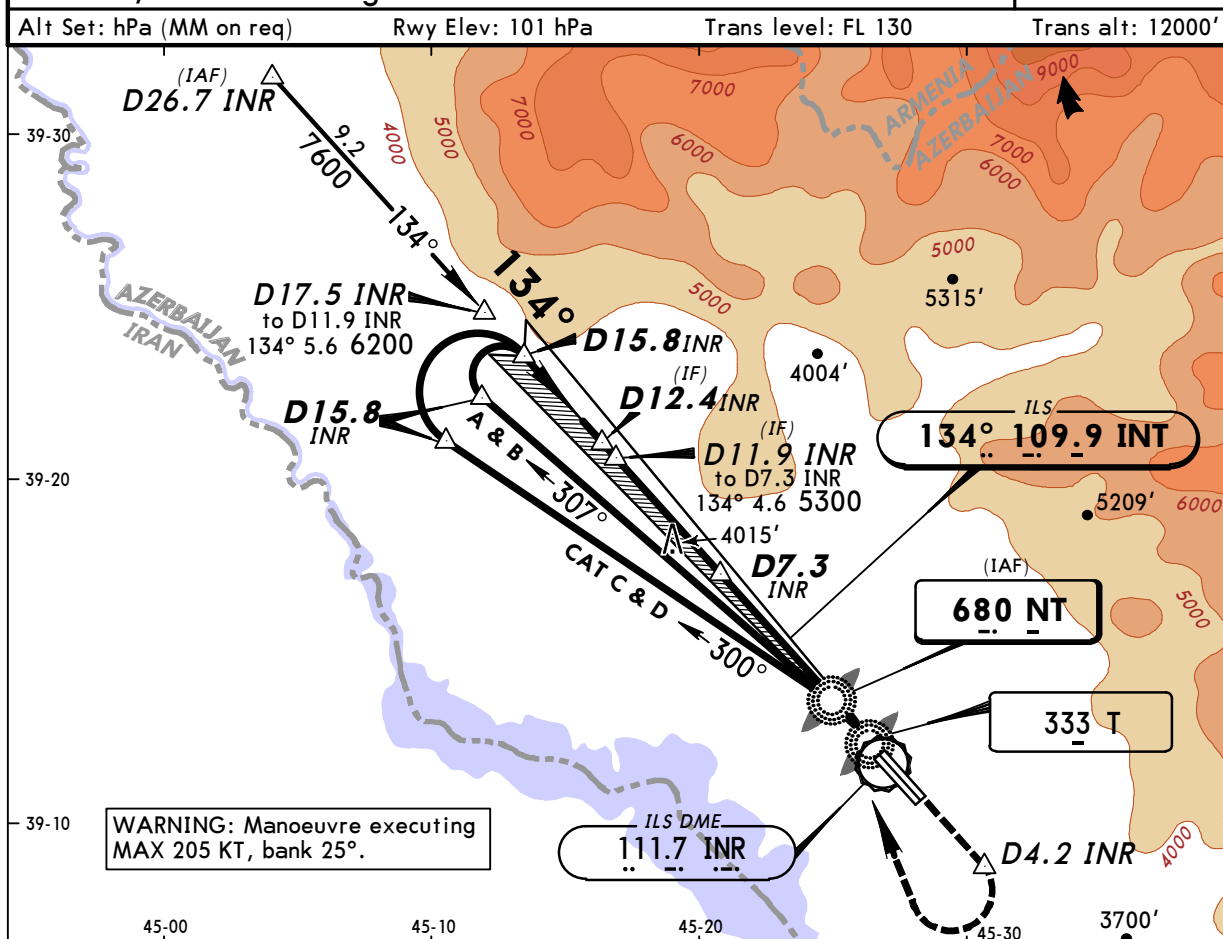
UBBN/NAJ
NAKHCHIVAN

JEPPESSEN
26 JUN 09
Eff 2 Jul (11-1)

NAKHCHIVAN, AZERBAIJAN
ILS DME or 2 NDB Rwy 14L

BRIEFING STRIP

ATIS 127.5		NAKHCHIVAN Approach 118.2 120.8		NAKHCHIVAN Tower 118.2		
LOC INT 109.9	Final Apch Crs 134°	GS/ Minimum Alt LOM 3620' (757')	ILS DA(H) 3063' (200')	Apt Elev 2863' RWY 2863'		
NDB NT 680			NDB MDA(H) Refer to Minimums			
MISSED APCH: Climb to 3600' within D4.2 INR, then turn RIGHT to NT NDB until intercepting CAT C & D: 300° (CAT A & B: 307°) from NT NDB, then according to chart.						
Alt Set: hPa (MM on req)		Rwy Elev: 101 hPa		Trans level: FL 130		
				Trans alt: 12000'		



Gnd speed-Kts	70	90	100	120	140	160	3600' ↑ within D4.2 INR
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861	

JAR-OPS		STRAIGHT-IN LANDING RWY 14L				For CIRCLE-TO-LAND see 19-10	
ILS		LOC (GS out)	NDB				
DA(H) 3063' (200')			MDA(H) AB: 3170' (307')	CD: 3200' (337')			
FULL		ALS out		ALS out			
A	RVR 800m	RVR 1000m	NOT AUTH	RVR 1300m	RVR 1500m		
B				RVR 1400m			
C				RVR 1600m			RVR 1800m
D				RVR 1800m			RVR 2000m

CHANGES: Approach frequency.

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UBBN/NAJ
NAKHCHIVAN

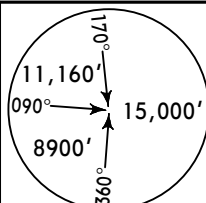
26 JUN 09

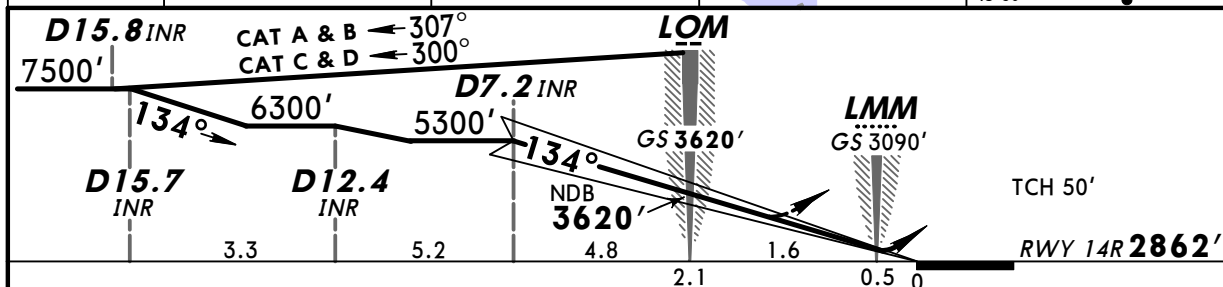
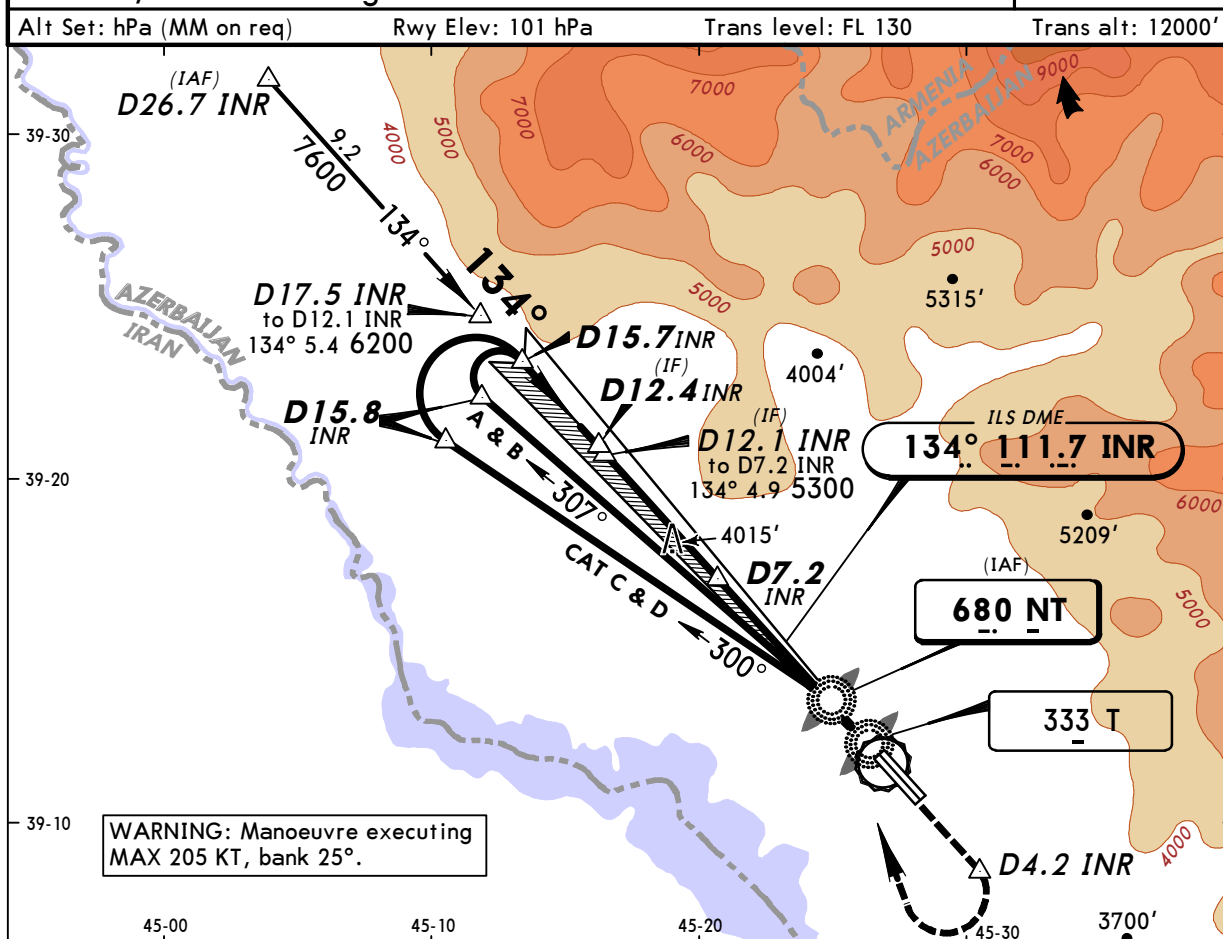
Eff 2 Jul

(11-2)

NAKHCHIVAN, AZERBAIJAN
ILS DME or 2 NDB Rwy 14R

BRIEFING STRIP

ATIS 127.5		NAKHCHIVAN Approach 118.2 120.8		NAKHCHIVAN Tower 118.2	
LOC INR 111.7	Final Apch Crs 134°	GS/ Minimum Alt LOM 3620' (758')	ILS DA(H) Refer to Minimums	Apt Elev 2863' RWY 2862'	
NDB NT 680			NDB MDA(H) Refer to Minimums		
MISSED APCH: Climb to 3600' within D4.2 INR, then turn RIGHT to NT NDB until intercepting CAT C & D: 300° (CAT A & B: 307°) from NT NDB, then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 101 hPa		Trans level: FL 130	
				Trans alt: 12000'	



Gnd speed-Kts	70	90	100	120	140	160		3600' ↑ within D4.2 INR
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861		

JAR-OPS		STRAIGHT-IN LANDING RWY 14R				
ILS		LOC (GS out)	NDB			
DA(H) AB: 3062' (200') CD: 3063' (201')			MDA(H) AB: 3170' (308') CD: 3200' (338')			
FULL		ALS out				
ALS out						
A	RVR 550m	RVR 1000m	NOT AUTH	RVR 900m	RVR 1500m	For CIRCLE-TO-LAND see 19-10
B				RVR 1000m	RVR 1800m	
C	RVR 600m			RVR 1400m	RVR 2000m	
D						

UBBN/NAJ NAKHCHIVAN

26 JUN 09

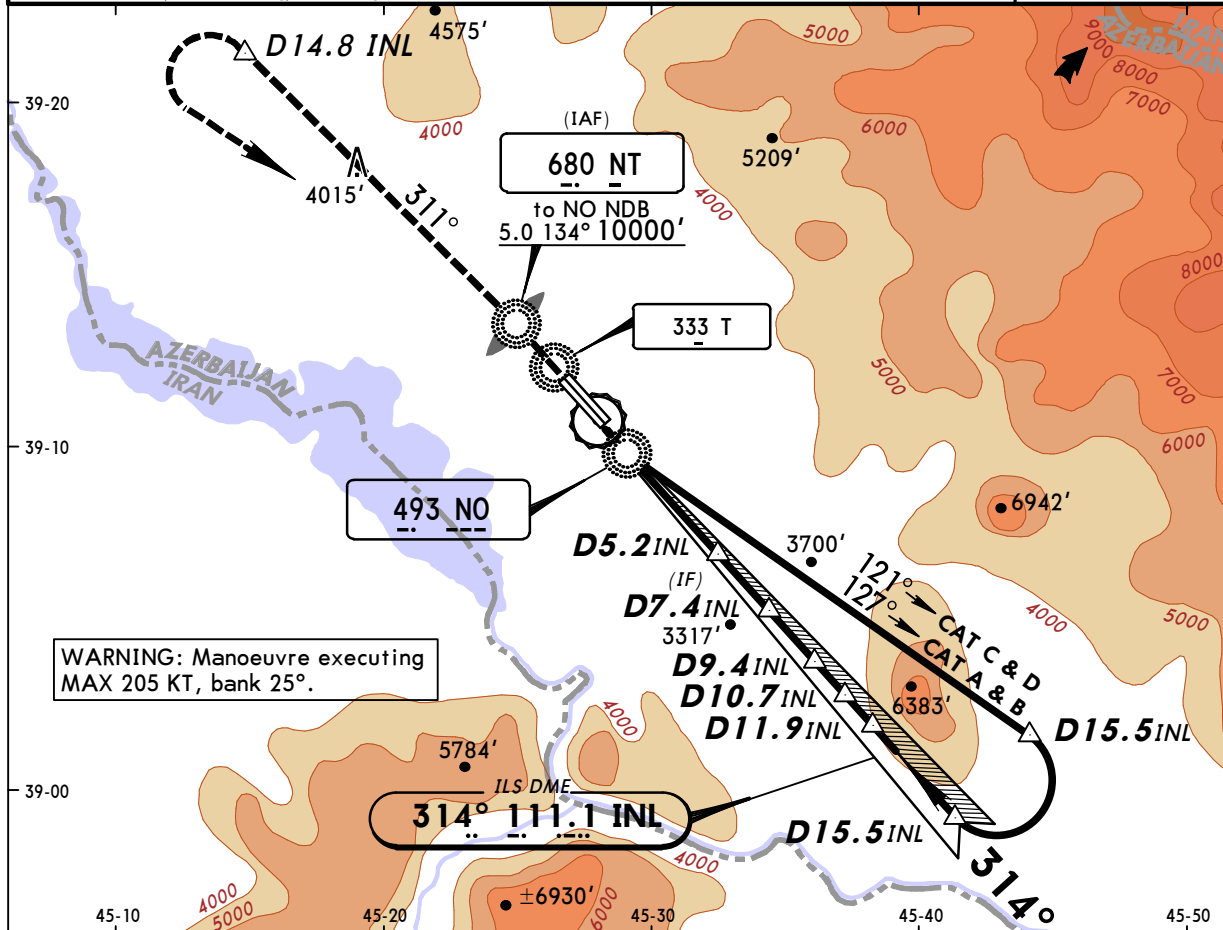
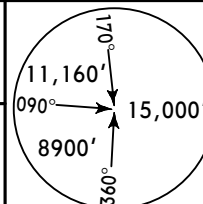
Eff 2 Jul

(11-3)

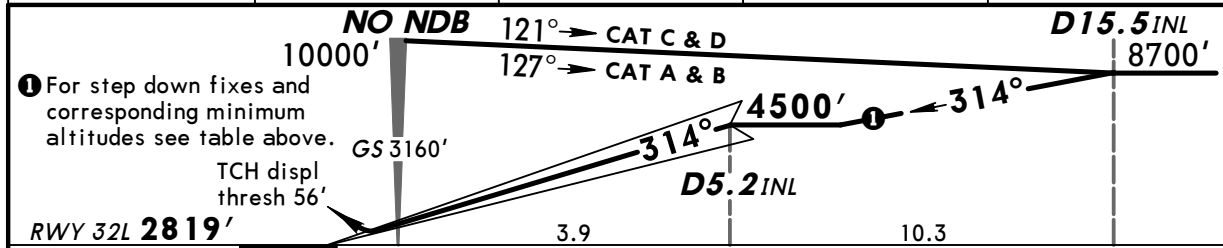
NAKHCHIVAN, AZERBAIJAN ILS DME Rwy 32L

BRIEFING STRIP

ATIS 127.5		NAKHCHIVAN Approach 118.2 120.8		NAKHCHIVAN Tower 118.2	
LOC INL 111.1	Final Apch Crs 314°	GS D5.2 INL 4500' (1681')	ILS DA(H) 3149' (330')	Apt Elev 2863'	RWY 2819'
MISSED APCH: Proceed on 314° to NT NDB. Climb on 311° from NT NDB to D14.8 INL to 5100', then turn LEFT proceed to NT NDB, reach 10000' and follow procedure, then as directed.					
Alt Set: hPa (MM on req)		Rwy Elev: 99 hPa	Trans level: FL 130	Trans alt: 12000'	MSA NT NDB



INL DME	7.4	9.4	10.7	11.9
MINIMUM ALT	5300'	6200'	6900'	7400'



0 1.1							HIALS		NT	
Gnd speed-Kts	70	90	100	120	140	160	PAPI		680 on 314°	
GS 3.00°	377	484	538	646	753	861				

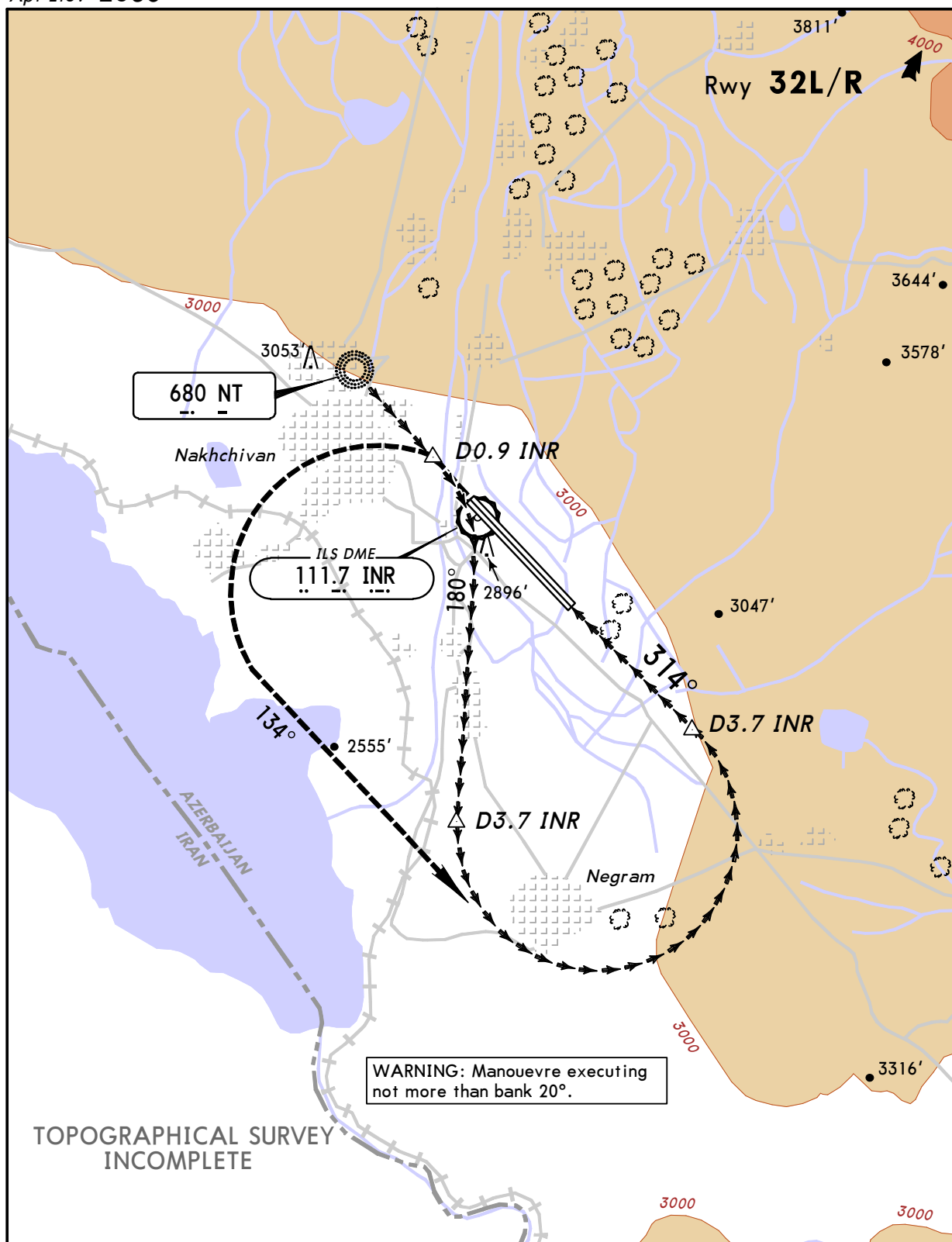
JAR-OPS		STRAIGHT-IN LANDING RWY 32L	
ILS		LOC (GS out)	
DA(H) 3149' (330')			
FULL	ALS out		
A			
B			
C	RVR 800m	RVR 1200m	NOT AUTH
D			

UBBN/NAJ

JEPPESEN NAKHCHIVAN, AZERBAIJAN
 26 JUN 09 **19-10** **Eff 2 Jul**
 NAKHCHIVAN

Apt Elev **2863'**

CIRCLE-TO-LAND



MISSED APCH: Climb within D0.9 INR, then according to chart.

JAR-OPS

	Max Kts	MDA(H)	VIS
A	100	3420' (557')	1500m
B	135	3420' (557')	1600m
C	180	4120' (1257')	2400m
D	205	4120' (1257')	3600m