

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

**No revision activity since Disc 09-2011**

## **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 Info**ATIS **127.5**Nakhchivan Tower **118.2**Nakhchivan Approach Control **127.9** SecondaryNakhchivan Approach Control **120.8**Nakhchivan Approach Control **118.2****Notebook Info**

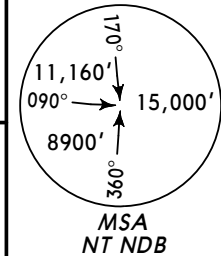
**UBBN/NAJ**  
**NAKHCHIVAN**

**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**



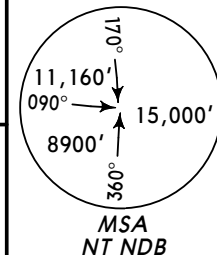
**UBBN/NAJ**  
**NAKHCHIVAN**

**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°.

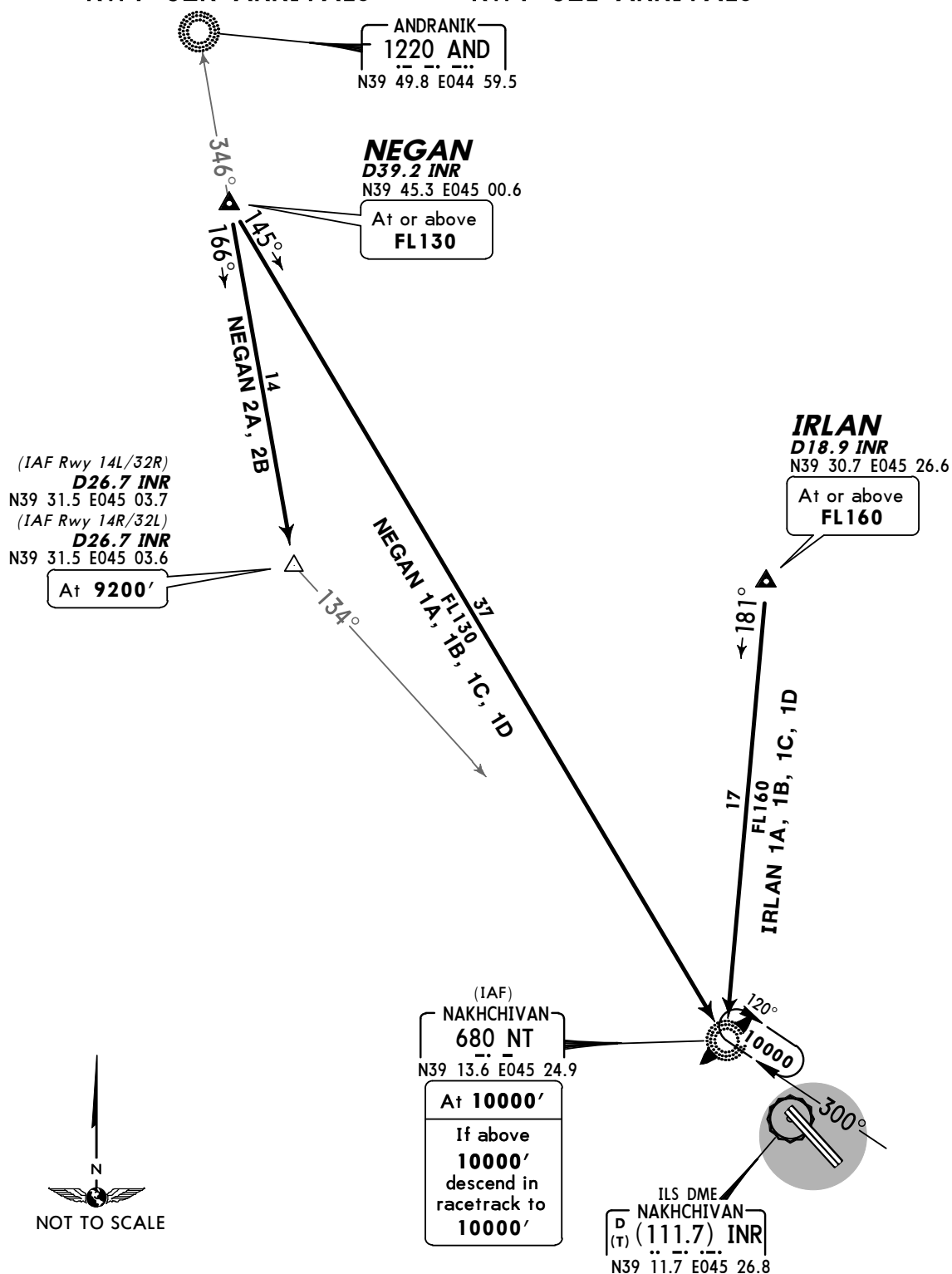


IRLAN 1A [IRLA1A]  
NEGAN 1A [NEGA1A]  
NEGAN 2A [NEGA2A]  
RWY 14L ARRIVALS

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

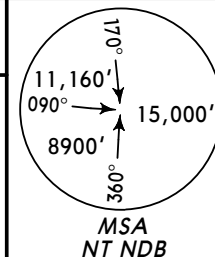


**UBBN/NAJ**  
**NAKHCHIVAN**

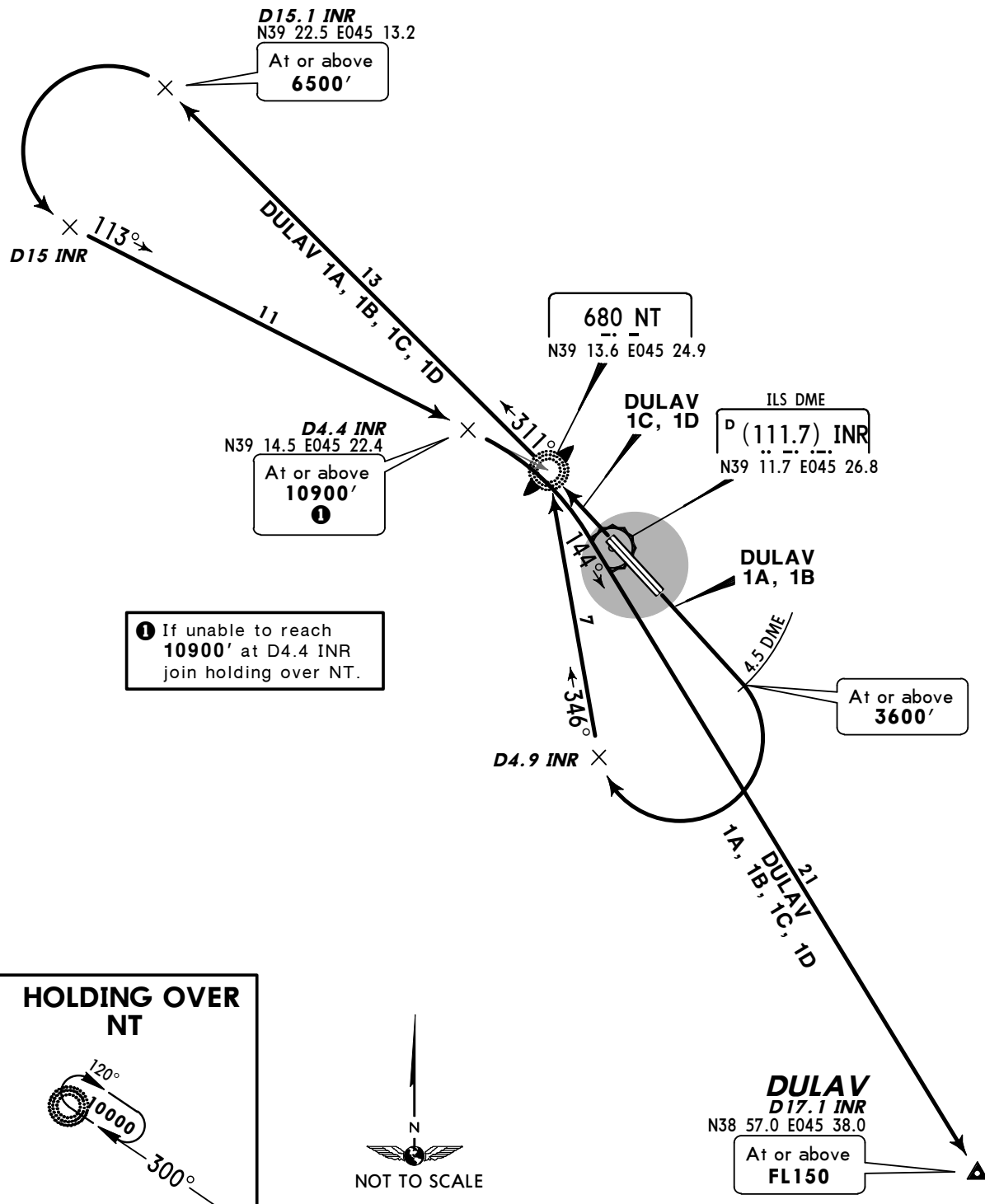
**JEPPesen NAKHCHIVAN, AZERBAIJAN**  
29 MAY 09 **10-3** **Eff 4 Jun** **SID**

*Apt Elev*  
**2863'**

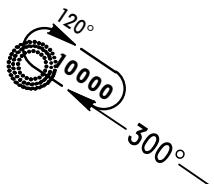
Trans level: FL130 Trans alt: 12000'  
MAX 205 KT, bank 20°.



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



**HOLDING OVER NT**



| SID             | RWY        | ROUTING                                                                                                                                                                                                           |
|-----------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DULAV 1A</b> | <b>14L</b> | 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. |
| <b>DULAV 1B</b> | <b>14R</b> |                                                                                                                                                                                                                   |
| <b>DULAV 1C</b> | <b>32L</b> | 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.                                                    |
| <b>DULAV 1D</b> | <b>32R</b> |                                                                                                                                                                                                                   |

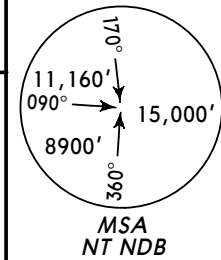
**UBBN/NAJ**  
**NAKHCHIVAN**

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

**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

**IRLAN**  
**D18.9 INR**  
N39 30.7 E045 26.6

At or above  
**FL150**

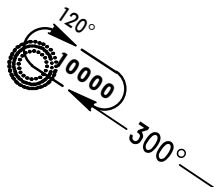
**D15.1 INR**  
N39 22.5 E045 13.2

At or above  
**6500'**



NOT TO SCALE

## HOLDING OVER NT



IRLAN 1C, 1D

ILS DME

<sup>D</sup>(111.7) INR

N39 11.7 E045 26.8

680 NT  
N39 13.6 E045 24.9

Leave at  
**FL150**

#### **D4.9 INR**

IRLAN  
2A, 2B

---

Turn at  
or above  
**3400'**

At or above  
**3600'**

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

**CHANGES:** NEGAN SIDs transferred; IRLAN SIDs established.

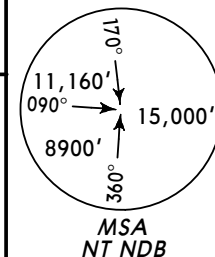
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**UBBN/NAJ**  
**NAKHCHIVAN**

**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.

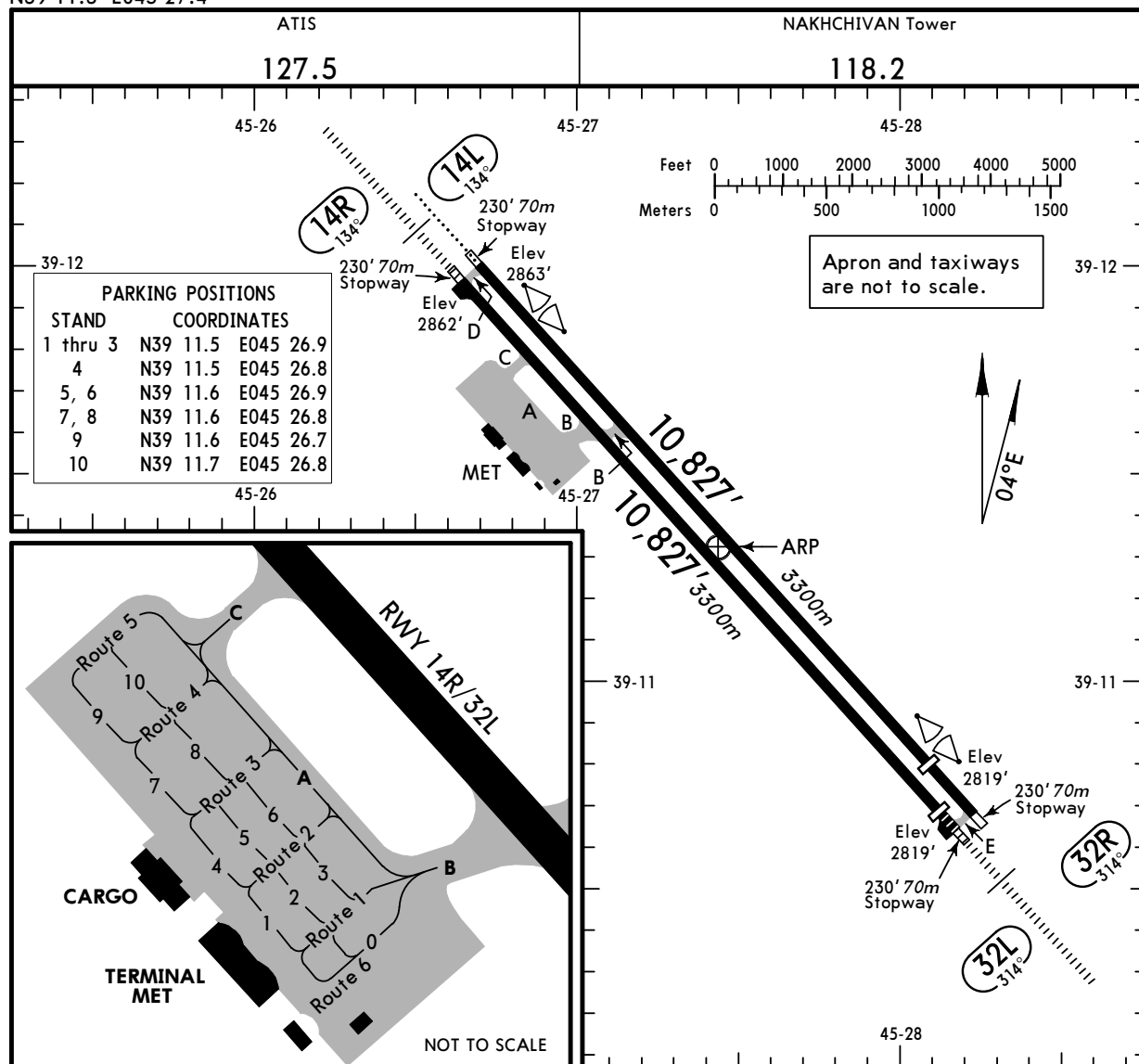
| SID             | RWY        | ROUTING                                                                                                                                           |
|-----------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>NEGAN 1A</b> | <b>14L</b> | 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. |
| <b>NEGAN 2A</b> |            | 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.  |
| <b>NEGAN 1B</b> | <b>14R</b> | 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. |
| <b>NEGAN 2B</b> |            | 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.  |
| <b>NEGAN 1C</b> | <b>32L</b> | On runway track to NT, 311° bearing to D24.3 INR, intercept 346° bearing towards AND to NEGAN.                                                    |
| <b>NEGAN 1D</b> | <b>32R</b> |                                                                                                                                                   |

CHANGES: New chart (NEGAN SIDs transferred).

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**UBBN/NAJ**  
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 |
|-----|-------------|-------|---------------------|-----|----------------|---------------|----------|-------|
|     |             |       |                     |     | Threshold      | Glide Slope   |          |       |
| RWY |             |       |                     |     |                |               |          |       |
| 14L | MIRL (100m) | MIALS |                     | RVR |                | 10,219' 3115m |          | 138'  |
| 32R | MIRL (100m) |       |                     | RVR | 9843' 3000m    |               |          | 42m   |
| 14R |             |       |                     |     |                | 9612' 2930m   |          | 148'  |
| 32L | HIRL (60m)  | HIALS | PAPI-L (angle 3.0°) | RVR | 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)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A |                          |                          |                   |
| B | 250m                     | 400m                     | 500m              |
| C |                          |                          |                   |
| D | 300m                     |                          |                   |

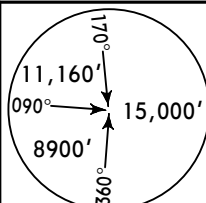
**1** Operators applying U.S. Ops Specs: CL required below 300m.

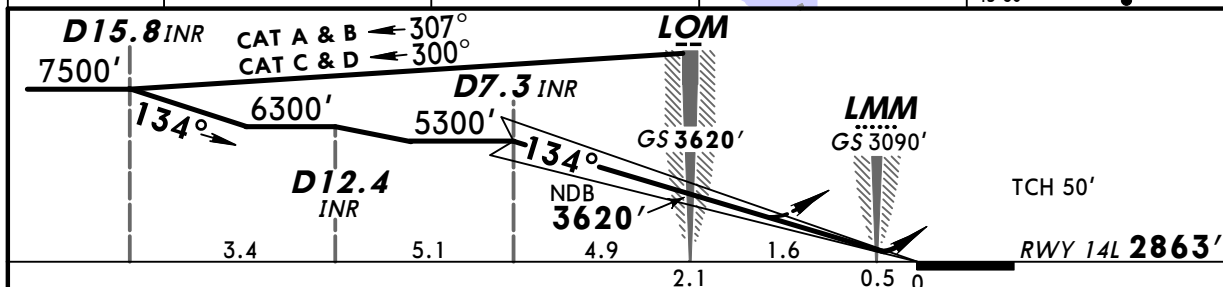
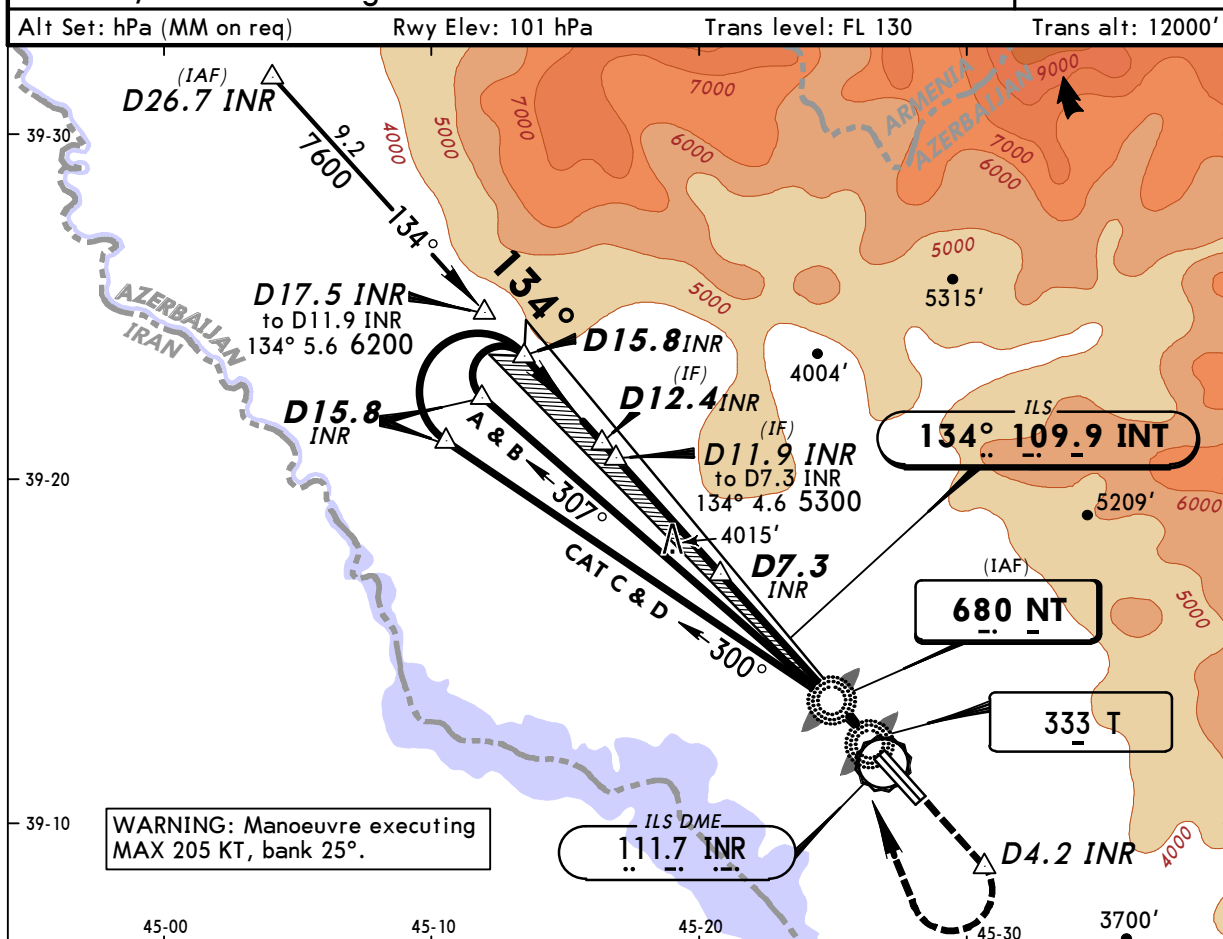
**UBBN/NAJ**  
**NAKHCHIVAN**

**JEPPESEN**  
26 JUN 09  
Eff 2 Jul (11-1)

**NAKHCHIVAN, AZERBAIJAN**  
**ILS DME or 2 NDB Rwy 14L**

BRIEFING STRIP

|                                                                                                                                                                          |                                  |                                                         |                                       |                                               |                                                                                     |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------|---------------------------------------|-----------------------------------------------|-------------------------------------------------------------------------------------|--|
| ATIS<br>127.5                                                                                                                                                            |                                  | NAKHCHIVAN Approach<br>118.2    120.8                   |                                       | NAKHCHIVAN Tower<br>118.2                     |                                                                                     |  |
| LOC<br>INT<br><b>109.9</b>                                                                                                                                               | Final<br>Apch Crs<br><b>134°</b> | GS/<br>Minimum Alt<br><b>LOM</b><br><b>3620' (757')</b> | ILS<br>DA(H)<br><b>3063' (200')</b>   | Apt Elev <b>2863'</b><br><br><b>RWY 2863'</b> |  |  |
| NDB<br>NT<br><b>680</b>                                                                                                                                                  |                                  |                                                         | NDB<br>MDA(H)<br>Refer to<br>Minimums |                                               |                                                                                     |  |
| <b>MISSED APCH:</b> 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 |  |  |
| ILS GS 3.00° or<br>NDB Descent Gradient 5.2% | 377 | 484 | 538 | 646 | 753 | 861 |  |  |

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

CHANGES: Approach frequency.

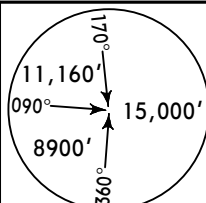
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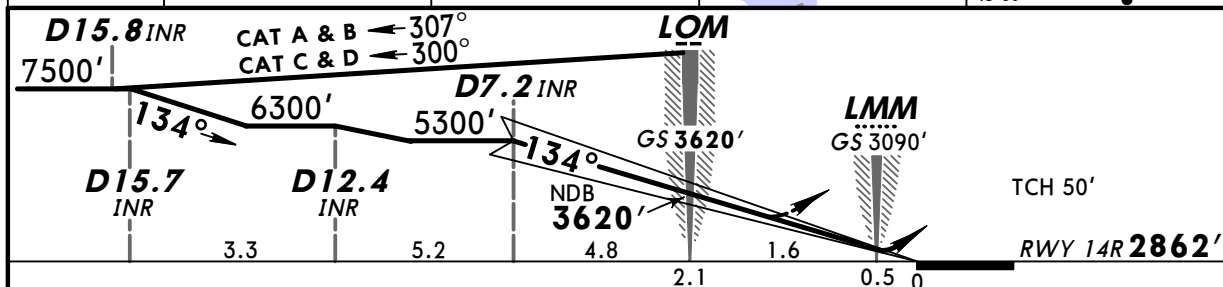
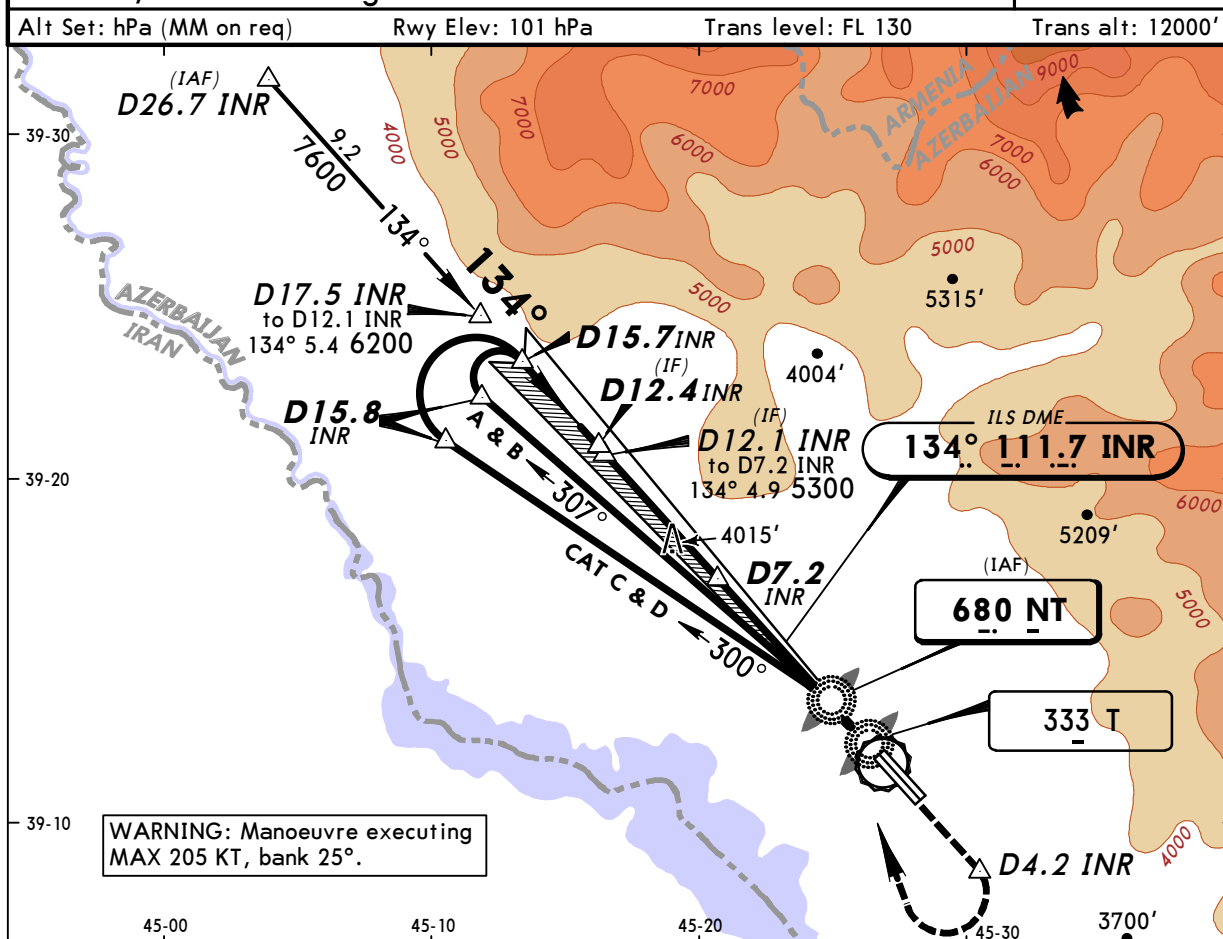
**UBBN/NAJ**  
**NAKHCHIVAN**

**JEPPesen**  
26 JUN 09  
Eff 2 Jul (11-2)

**NAKHCHIVAN, AZERBAIJAN**  
**ILS DME or 2 NDB Rwy 14R**

BRIEFING STRIP

|                                                                                                                                                                   |                           |                                           |                                       |                                 |                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------------|---------------------------------------|---------------------------------|-------------------------------------------------------------------------------------|
| ATIS<br>127.5                                                                                                                                                     |                           | NAKHCHIVAN Approach<br>118.2      120.8   |                                       | NAKHCHIVAN Tower<br>118.2       |                                                                                     |
| LOC<br>INR<br>111.7                                                                                                                                               | Final<br>Apch Crs<br>134° | GS/<br>Minimum Alt<br>LOM<br>3620' (758') | ILS<br>DA(H)<br>Refer to<br>Minimums  | Apt Elev 2863'<br><br>RWY 2862' |  |
| NDB<br>NT<br>680                                                                                                                                                  |                           |                                           | NDB<br>MDA(H)<br>Refer to<br>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. |                           |                                           |                                       |                                 |                                                                                     |



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

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

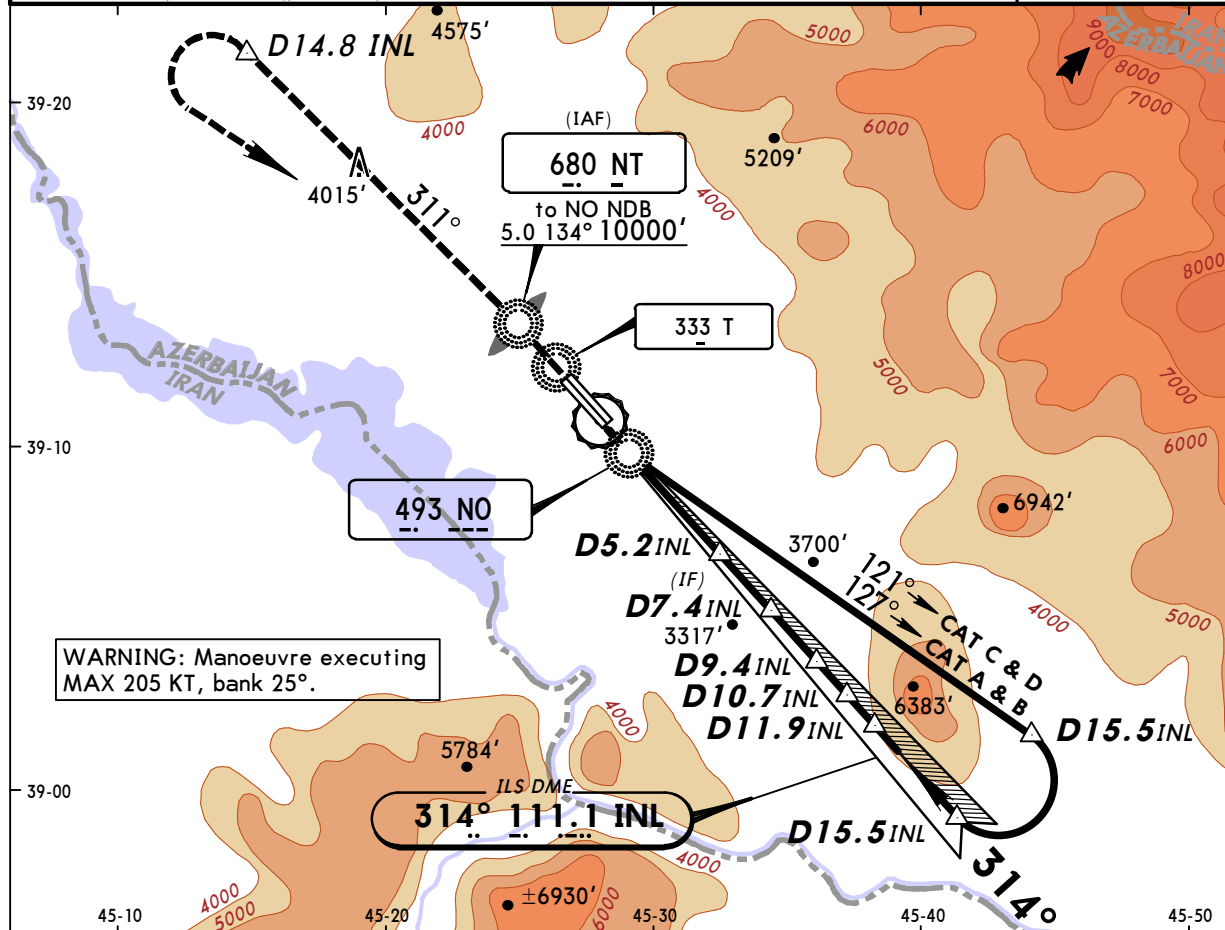
# UBBN/NAJ NAKHCHIVAN

**JEPPesen**  
26 JUN 09  
Eff 2 Jul (11-3)

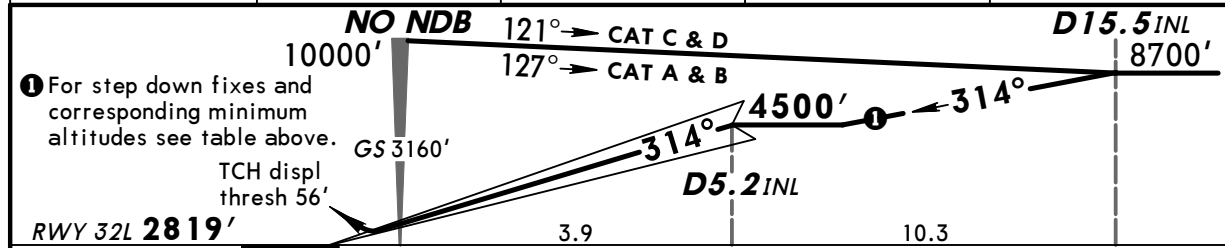
# NAKHCHIVAN, AZERBAIJAN ILS DME Rwy 32L

BRIEFING STRIP

|                                                                                                                                                                                 |                           |                                 |                              |                             |                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------|------------------------------|-----------------------------|-----------------------------------------------------------------|
| ATIS                                                                                                                                                                            |                           | NAKHCHIVAN Approach             |                              | NAKHCHIVAN Tower            |                                                                 |
| 127.5                                                                                                                                                                           |                           | 118.2 120.8                     |                              | 118.2                       |                                                                 |
| LOC<br>INL<br>111.1                                                                                                                                                             | Final<br>Apch Crs<br>314° | GS<br>D5.2 INL<br>4500' (1681') | ILS<br>DA(H)<br>3149' (330') | Apt Elev 2863'<br>RWY 2819' | <p>170°<br/>11,160'<br/>090°<br/>15,000'<br/>8900'<br/>360°</p> |
| 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' |



|                                       |       |     |     |     |     |     |                                                       |  |                                                                    |  |
|---------------------------------------|-------|-----|-----|-----|-----|-----|-------------------------------------------------------|--|--------------------------------------------------------------------|--|
| <div><div></div><div>01.1</div></div> |       |     |     |     |     |     | <div><div>HIALS</div><div>PAPI</div><div></div></div> |  | <div><div>NT</div><div>680</div><div>on</div><div>314°</div></div> |  |
| Gnd speed-Kts                         | 70    | 90  | 100 | 120 | 140 | 160 |                                                       |  |                                                                    |  |
| GS                                    | 3.00° | 377 | 484 | 538 | 646 | 753 | 861                                                   |  |                                                                    |  |
|                                       |       |     |     |     |     |     |                                                       |  |                                                                    |  |
|                                       |       |     |     |     |     |     |                                                       |  |                                                                    |  |

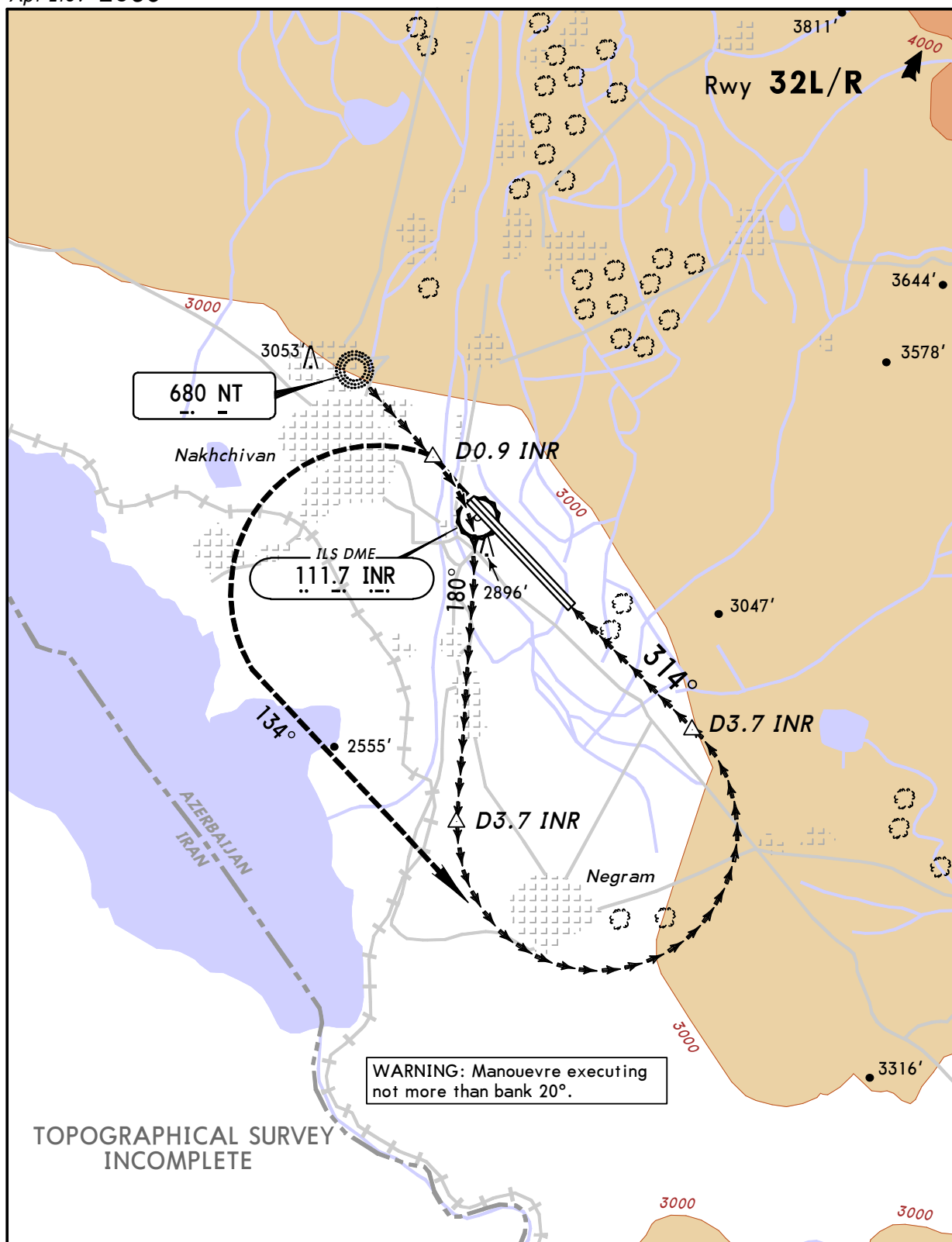
|                    |          |                             |          |
|--------------------|----------|-----------------------------|----------|
| <b>JAR-OPS</b>     |          | STRAIGHT-IN LANDING RWY 32L |          |
| ILS                |          | LOC (GS out)                |          |
| 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<br>Kts | MDA(H)               | VIS   |
|---|------------|----------------------|-------|
| A | 100        | <b>3420'</b> (557')  | 1500m |
| B | 135        | <b>3420'</b> (557')  | 1600m |
| C | 180        | <b>4120'</b> (1257') | 2400m |
| D | 205        | <b>4120'</b> (1257') | 3600m |