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Airport Information For UBBB

Terminal Charts For UBBB

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Baku Aze
IATA Code: GYD
Lat/Long: N40° 28.0' E050° 02.8'
Elevation: 10 ft

Airport Use: Public
Magnetic Variation: 5.9°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0403 Z
Sunset: 1322 Z,

Runway Information

Runway: 16
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 4 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 295 ft

Runway: 18
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 246 ft

Runway: 34
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: -18 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 295 ft

Runway: 36
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -11 ft

Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 443 ft
Stopway: 246 ft

Communication Information

ATIS 126.8
Baku Tower 119.2
Baku Tower 118.1
Baku Ground Control 124.0
Baku Ground Control 121.7
Baku Clearance Delivery 135.7
Baku Approach Control 129.3
Baku Approach Control 118.4

1. GENERAL

1.1. ATIS

ATIS 126.8

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures are applied by turbo jet engined ACFT, if there are no other instructions from ATC or regarding flight safety.

Flights over Baku are prohibited.

ACFT type ANTONOV 24 & 26 and TUPOLEV 134 are not allowed to land and take-off due to noise abatement, except for ambulance, humanitarian, emergency, search and rescue flights.

1.3. LOW VISIBILITY PROCEDURES (LVP)

The preparation phase will be implemented when visibility falls below 1000m and/or ceiling is at or below 300' and CAT II/III operations are expected.

The operation phase will be commenced when the RVR falls to 600m or the ceiling is at or below 200'.

LVP will be terminated when RVR is greater than 600m and the ceiling is greater than 200' and a progressing improvement in these conditions is anticipated.

RWY exits for RWY 18 and RWY 36 are equipped with green/yellow coded TWY centerline lights. On TWYs which are not equipped with TWY centerline lights ACFT will be led by Follow-me car.

Departing ACFT are required to use the following CAT II and CAT III holding points:

RWY 18 - on TWY A (North), TWY B or TWY C (CAT II/III)

RWY 36 - on TWY A (South) or TWY B (CAT II/III)

Taxiing is restricted to TWYs A, B and C. On receiving taxi clearance ACFT must only proceed when a green centerline path is illuminated.

Taxiing is normally restricted to one ACFT movement at a time while a low visibility take-off is conducted in order to ensure protection of the RWY.

Pilots will be informed via ATIS or RTF when LVP are in operation.

Low visibility take-off:

Pilots wishing to conduct a guided take-off must inform ATC on start-up in order to ensure that protection of the localizer sensitive area is provided.

1.4. PARKING INFORMATION

Taxiing into stands with Follow-me car only.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. REVERSE THRUST

After landing between 2200-0600LT on RWY 18/36 reverse thrust may be used only in case of idle-running regarding flight safety.

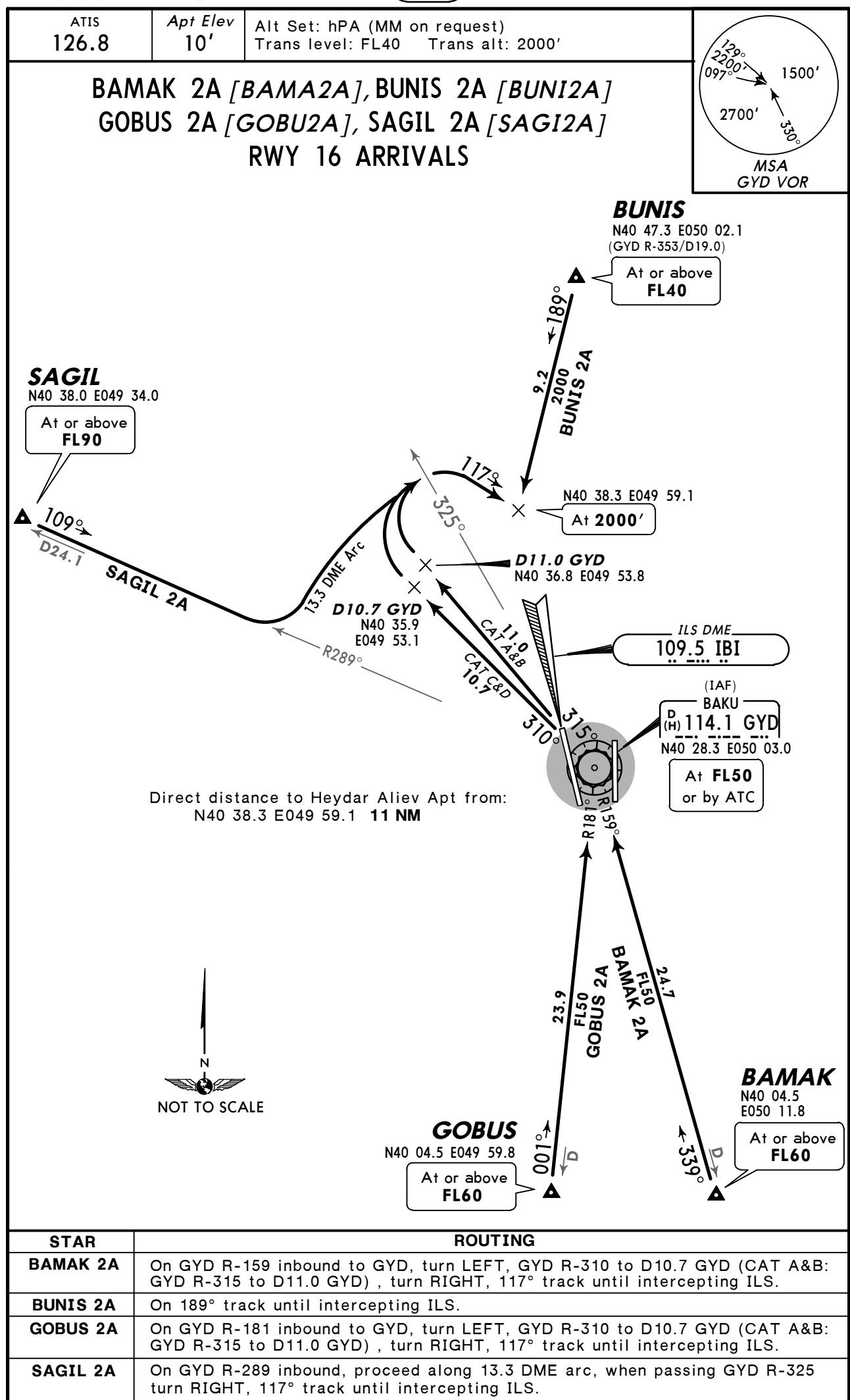
2.2. CAT II/III OPERATIONS

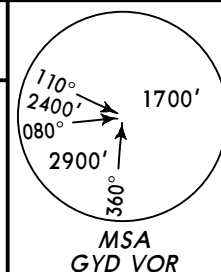
RWY 18/36 approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. START-UP PROCEDURES

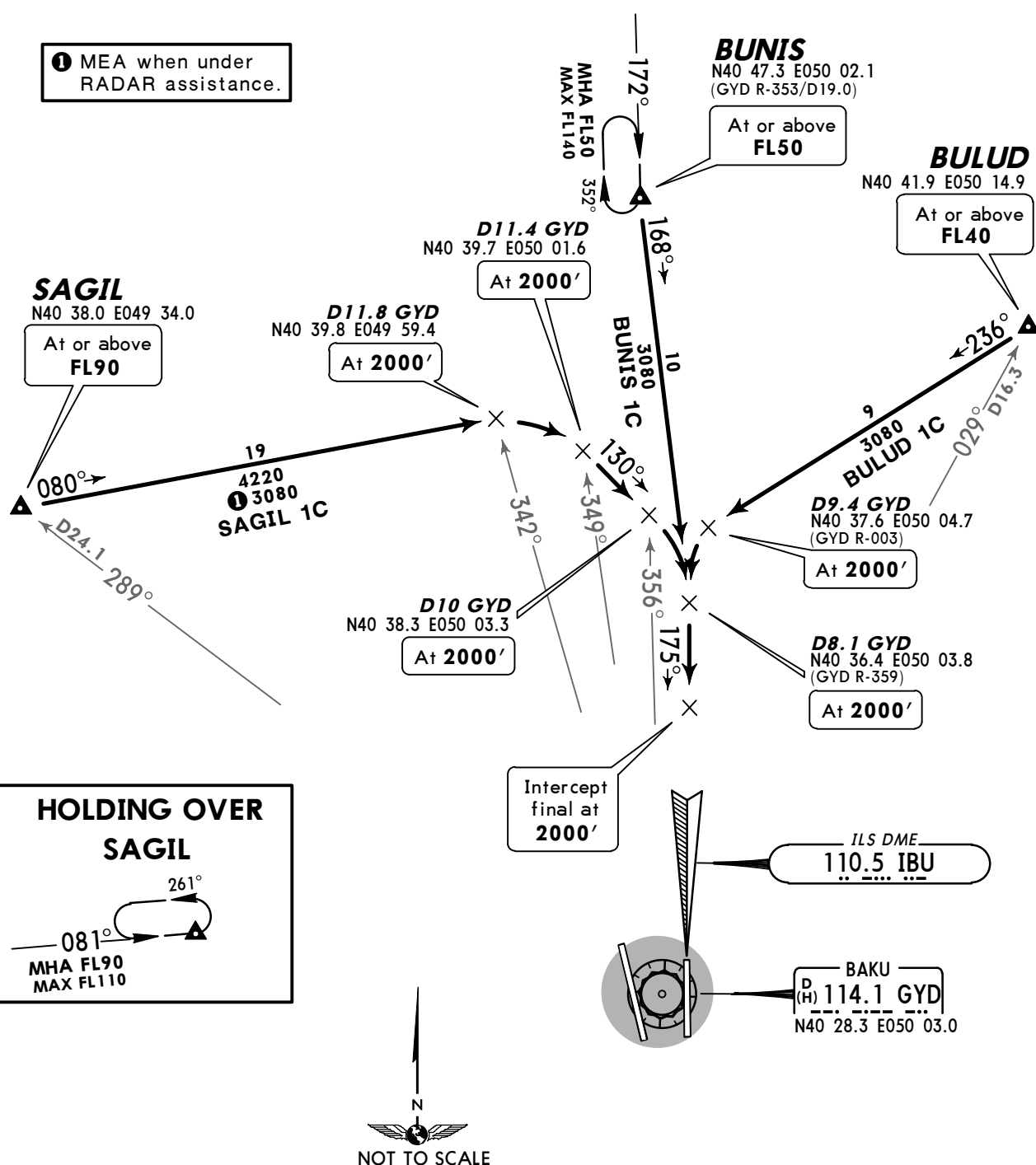
Contact BAKU Delivery 10 min before start-up engines.



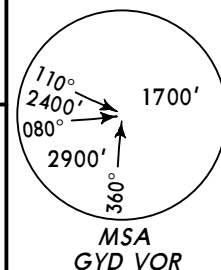
ATIS
126.8Apt Elev
10'Alt Set: hPA (MM on request)
Trans level: FL40 Trans alt: 2000'

BULUD 1C [BULU1C], BUNIS 1C [BUNI1C]
SAGIL 1C [SAGI1C]
RWY 18 ARRIVALS

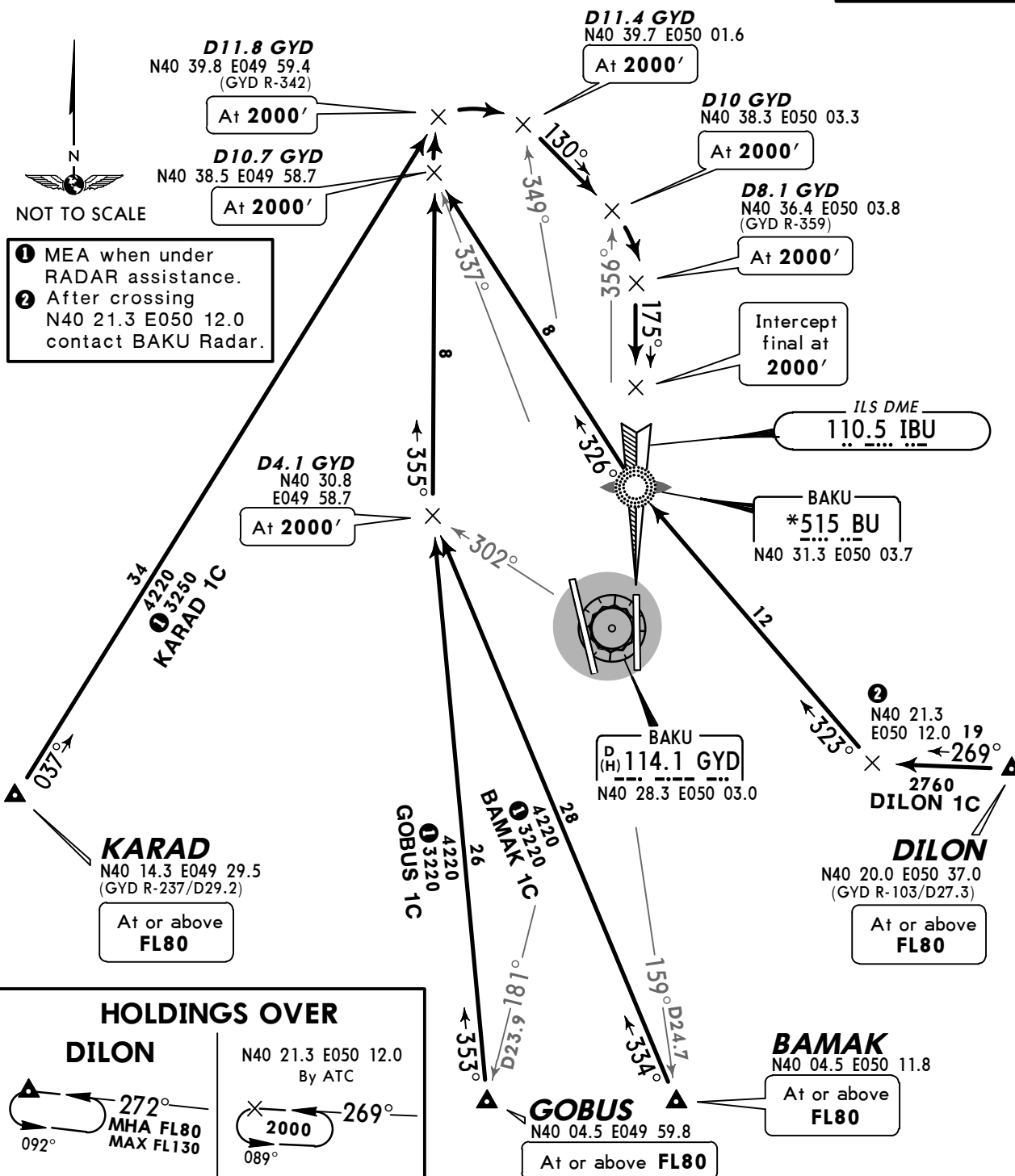
① MEA when under
RADAR assistance.



STAR	ROUTING
BULUD 1C	On 236° track to D9.4 GYD, turn LEFT to D8.1 GYD, 175° track to intercept final for ILS approach.
BUNIS 1C	On 168° track to D8.1 GYD, 175° track to intercept final for ILS approach.
SAGIL 1C	On 080° track to D11.8 GYD, turn RIGHT to D11.4 GYD, turn RIGHT, 130° track to D10 GYD, turn RIGHT to D8.1 GYD, 175° track to intercept final for ILS approach.

ATIS
126.8BAKU Radar
120.8Apt Elev
10'Alt Set: hPA (MM on request)
Trans level: FL40
Trans alt: 2000'

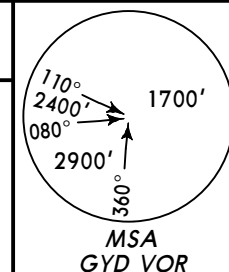
BAMAK 1C [BAMA1C], DILON 1C [DILO1C] GOBUS 1C [GOBU1C], KARAD 1C [KARA1C] RWY 18 ARRIVALS



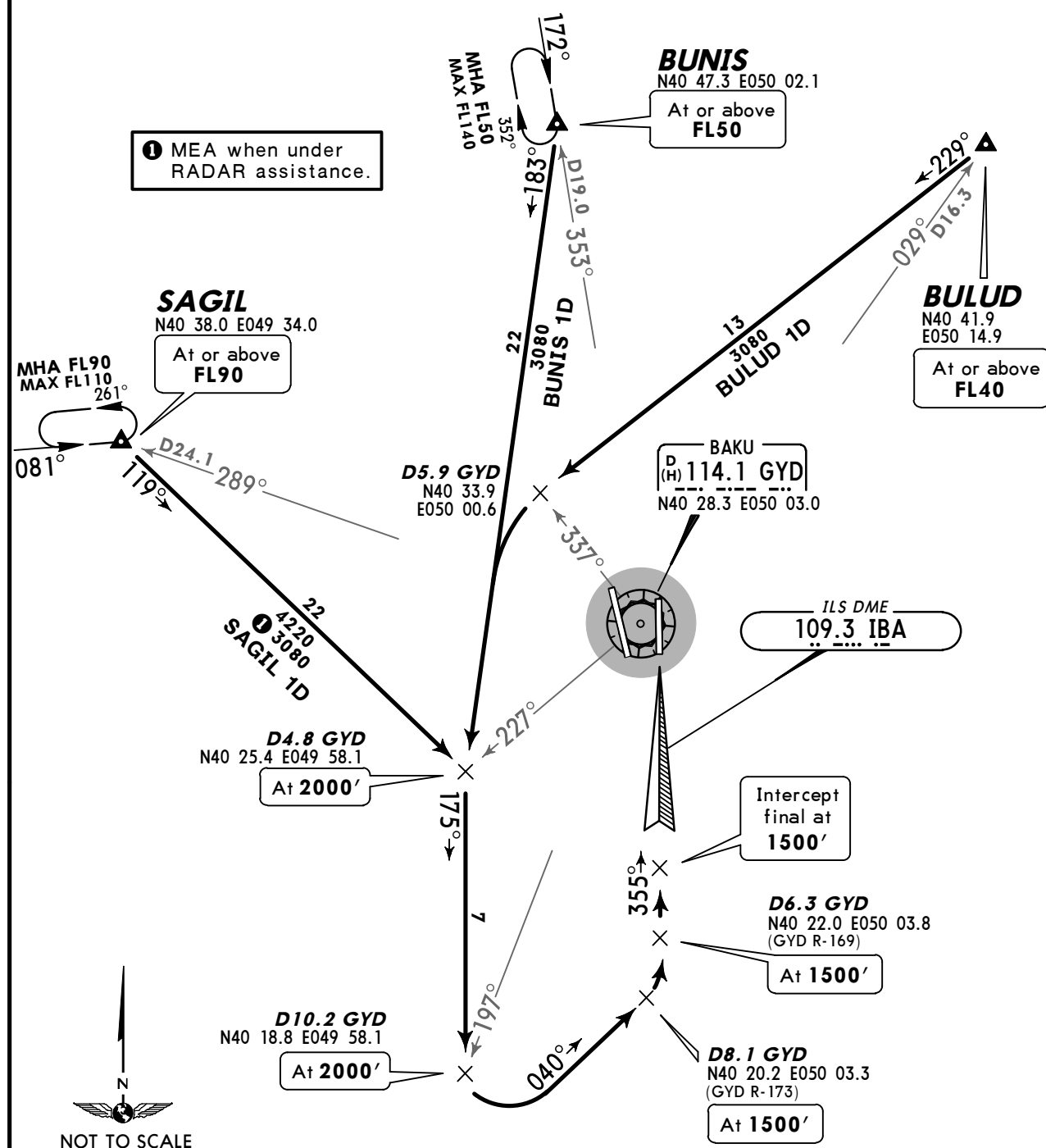
STAR

ROUTING

BAMAK 1C	On 334° track to D4.1 GYD, turn RIGHT, 355° track to D10.7 GYD, turn RIGHT to D11.8 GYD, turn RIGHT to D11.4 GYD, turn RIGHT, 130° track to D10 GYD, turn RIGHT to D8.1 GYD, 175° track to intercept final for ILS approach.
DILON 1C	On 269° track to N40 21.3 E050 12.0, 323° track to BU, 326° bearing to D10.7 GYD, turn RIGHT to D11.8 GYD, turn RIGHT to D11.4 GYD, turn RIGHT, 130° track to D10 GYD, turn RIGHT to D8.1 GYD, 175° track to intercept final for ILS approach.
GOBUS 1C	On 353° track to D4.1 GYD, turn RIGHT, 355° track to D10.7 GYD, turn RIGHT to D11.8 GYD, turn RIGHT to D11.4 GYD, turn RIGHT, 130° track to D10 GYD, turn RIGHT to D8.1 GYD, 175° track to intercept final for ILS approach.
KARAD 1C	On 037° track to D11.8 GYD, turn RIGHT to D11.4 GYD, turn RIGHT, 130° track to D10 GYD, turn RIGHT to D8.1 GYD, 175° track to intercept final for ILS approach.

ATIS
126.8Apt Elev
10'Alt Set: hPA (MM on request)
Trans level: FL40 Trans alt: 2000'

**BULUD 1D [BULU1D], BUNIS 1D [BUNI1D]
SAGIL 1D [SAGI1D]
RWY 36 ARRIVALS**



STAR

ROUTING

BULUD 1D

On 229° track to D5.9 GYD, turn LEFT, 183° track to D4.8 GYD, 175° track to D10.2 GYD, turn LEFT, 040° track to D8.1 GYD, turn LEFT to D6.3 GYD, 355° track to intercept final for ILS approach.

BUNIS 1D

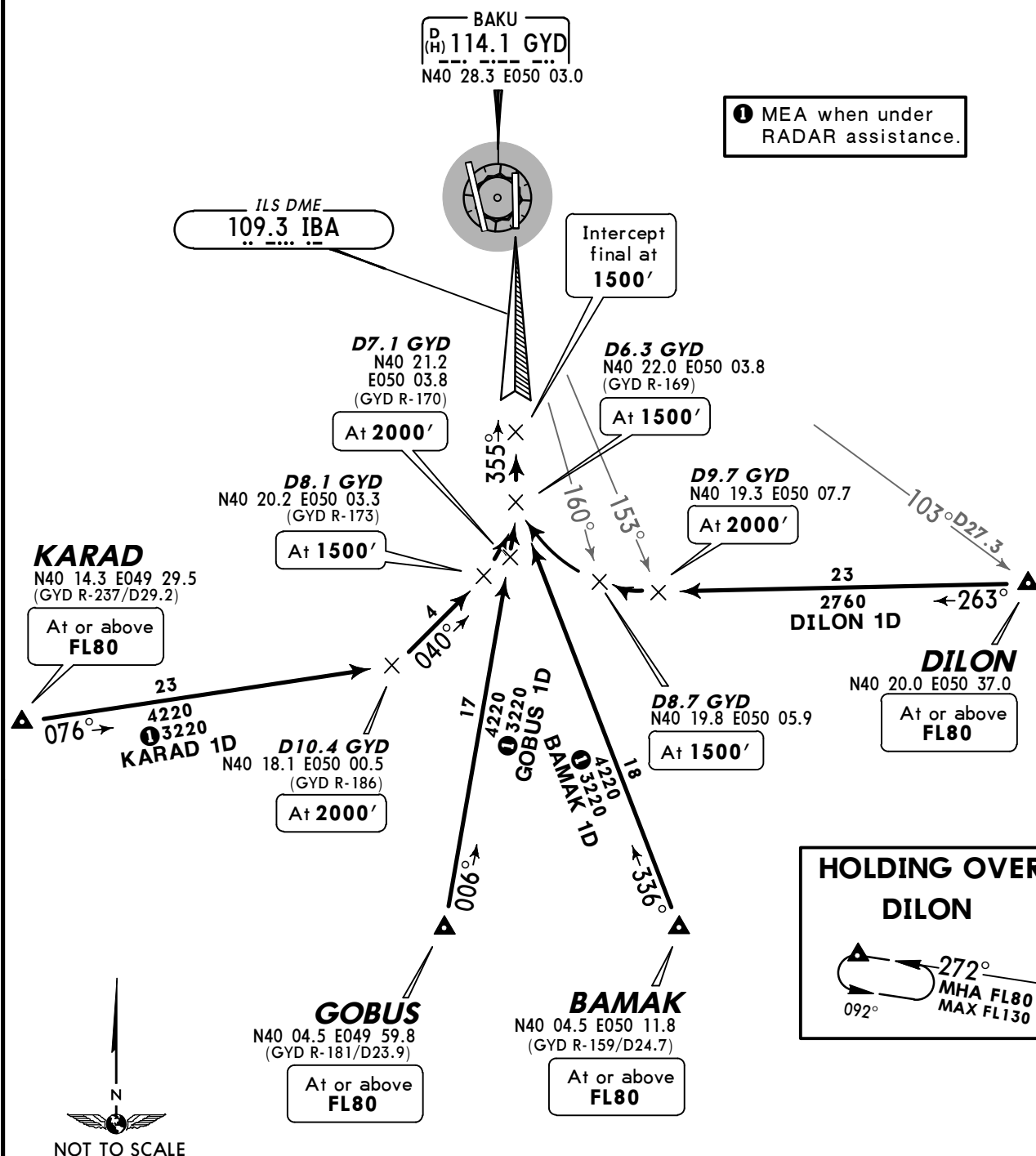
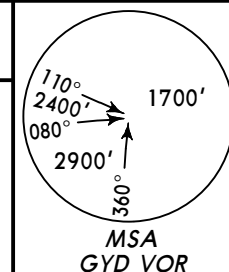
On 183° track to D4.8 GYD, 175° track to D10.2 GYD, turn LEFT, 040° track to D8.1 GYD, turn LEFT to D6.3 GYD, 355° track to intercept final for ILS approach.

SAGIL 1D

On 119° track to D4.8 GYD, turn RIGHT, 175° track to D10.2 GYD, turn LEFT, 040° track to D8.1 GYD, turn LEFT to D6.3 GYD, 355° track to intercept final for ILS approach.

ATIS
126.8Apt Elev
10'Alt Set: hPA (MM on request)
Trans level: FL40 Trans alt: 2000'

**BAMAK 1D [BAMA1D], DILON 1D [DIL01D]
GOBUS 1D [GOBU1D], KARAD 1D [KARA1D]
RWY 36 ARRIVALS**

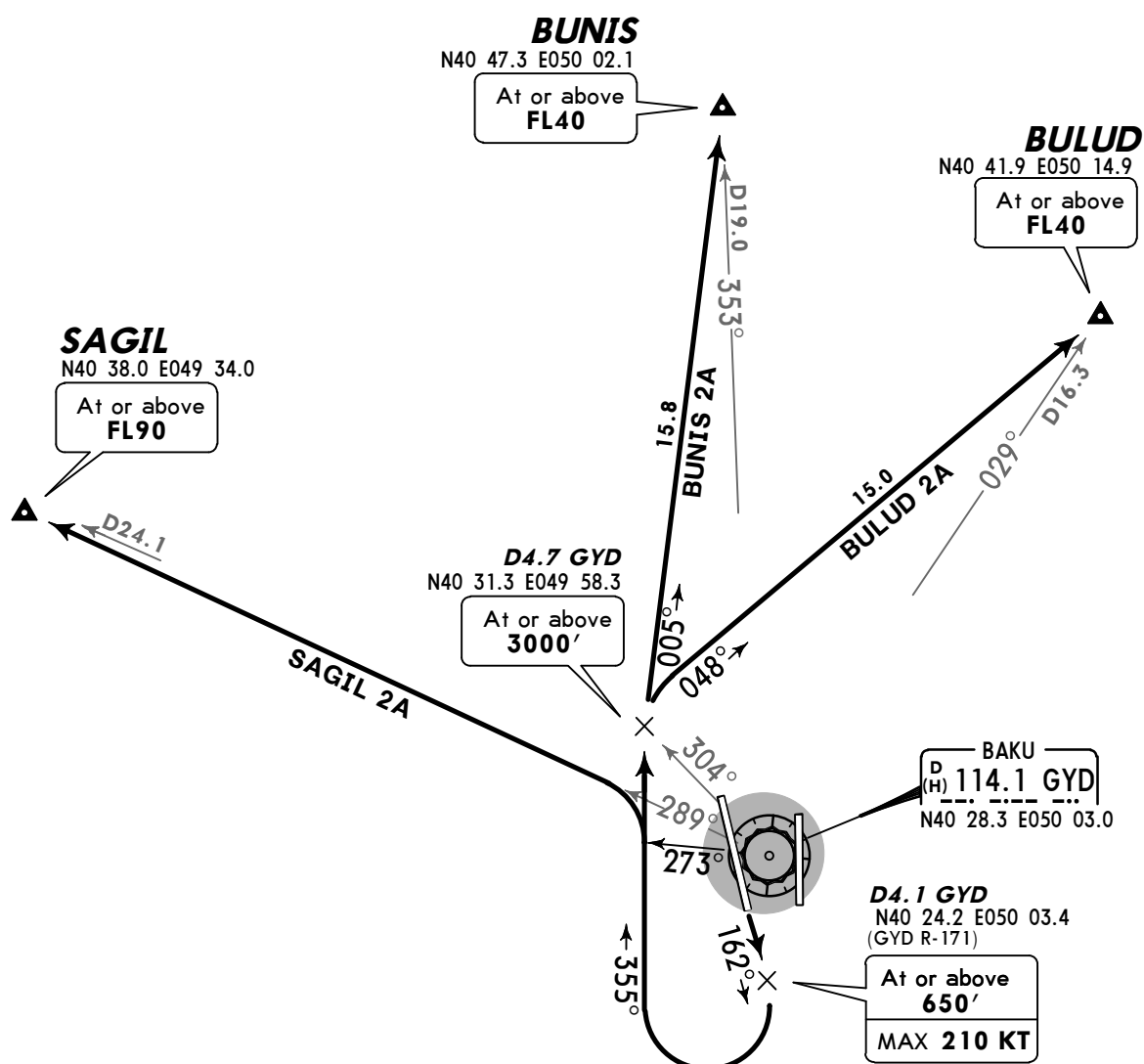
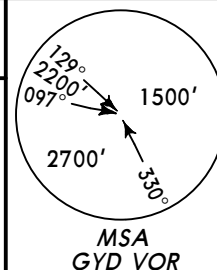


STAR	ROUTING
BAMAK 1D	On 336° track to D6.3 GYD, 355° track to intercept final for ILS approach.
DILON 1D	On 263° track to D9.7 GYD, turn RIGHT to D8.7 GYD, turn RIGHT to D6.3 GYD, 355° track to intercept final ILS approach.
GOBUS 1D	On 006° track to D7.1 GYD, turn LEFT to D6.3 GYD, 355° track to intercept final for ILS approach.
KARAD 1D	On 076° track to D10.4 GYD, 040° track to D8.1 GYD, turn LEFT to D6.3 GYD, 355° track to intercept final for ILS approach.

Apt Elev
10'

Trans level: FL40 Trans alt: 2000'

**BULUD 2A [BULU2A], BUNIS 2A [BUNI2A]
SAGIL 2A [SAGI2A]
RWY 16 DEPARTURES**

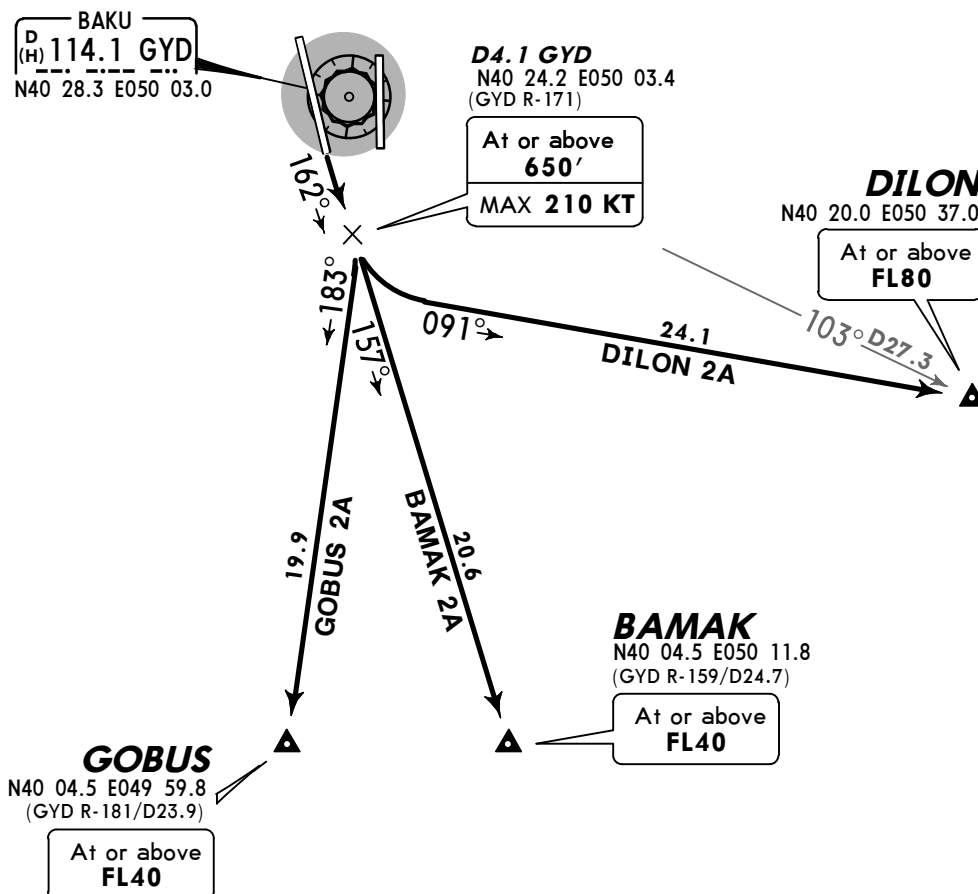
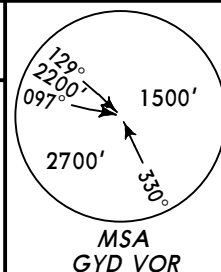


SID	ROUTING
BULUD 2A	Climb to D4.1 GYD, turn RIGHT, 355° track, when crossing GYD R-304 turn RIGHT, 048° track to BULUD.
BUNIS 2A	Climb to D4.1 GYD, turn RIGHT, 355° track, when crossing GYD R-304 turn RIGHT, 005° track to BUNIS.
SAGIL 2A	Climb to D4.1 GYD, turn RIGHT, 355° track, intercept GYD R-289 to SAGIL.

Apt Elev
10'

Trans level: FL40 Trans alt: 2000'

**BAMAK 2A [BAMA2A], DILON 2A [DILO2A]
GOBUS 2A [GOBU2A]
RWY 16 DEPARTURES**

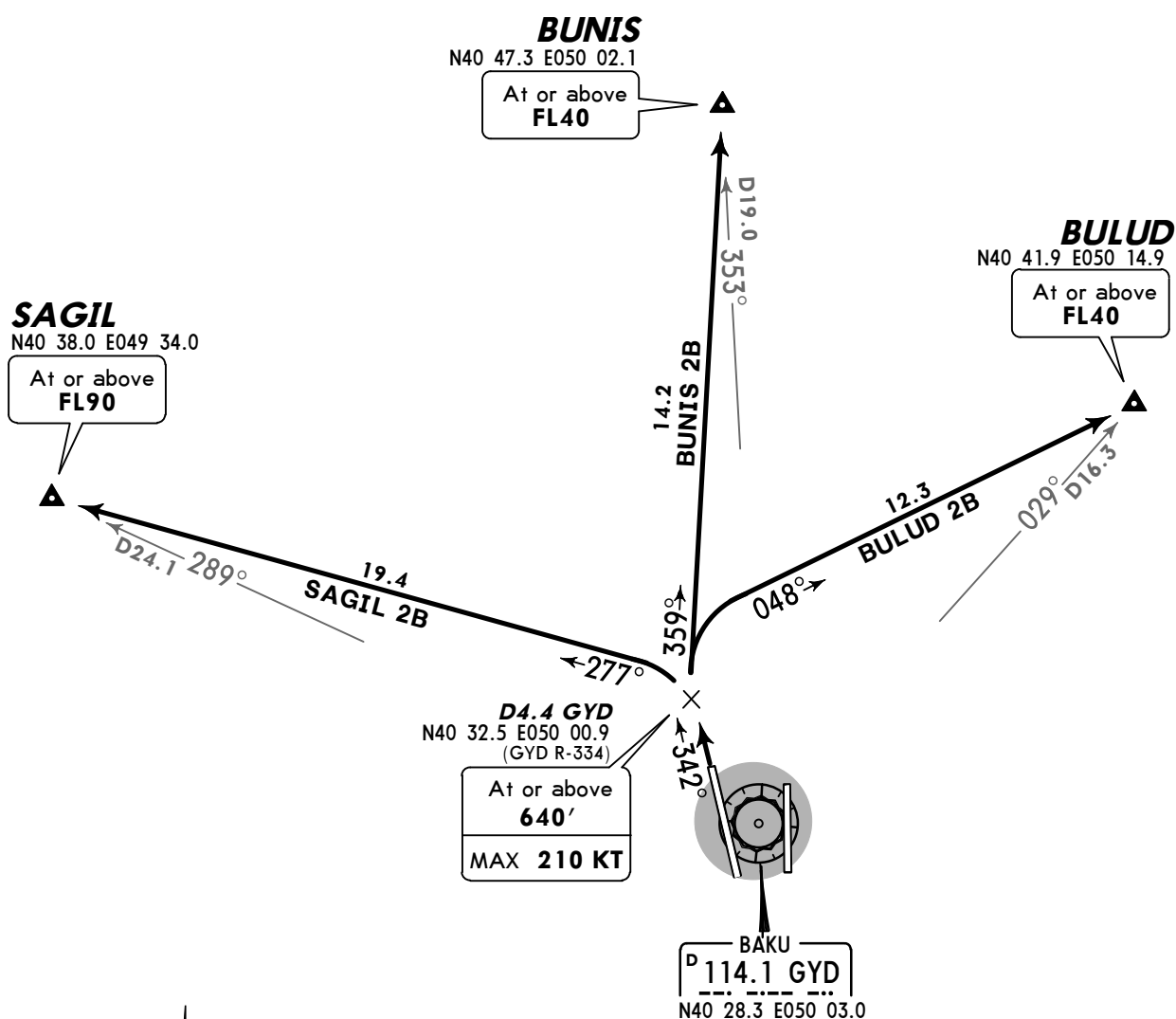
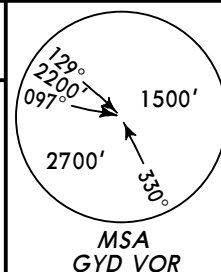


SID	ROUTING
BAMAK 2A	Climb to D4.1 GYD, turn LEFT, 157° track to BAMAK.
DILON 2A	Climb to D4.1 GYD, turn LEFT, 091° track to DILON.
GOBUS 2A	Climb to D4.1 GYD, turn RIGHT, 183° track to GOBUS.

Apt Elev
10'

Trans level: FL40 Trans alt: 2000'

**BULUD 2B [BULU2B], BUNIS 2B [BUNI2B]
SAGIL 2B [SAGI2B]
RWY 34 DEPARTURES**

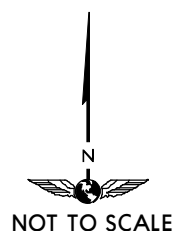
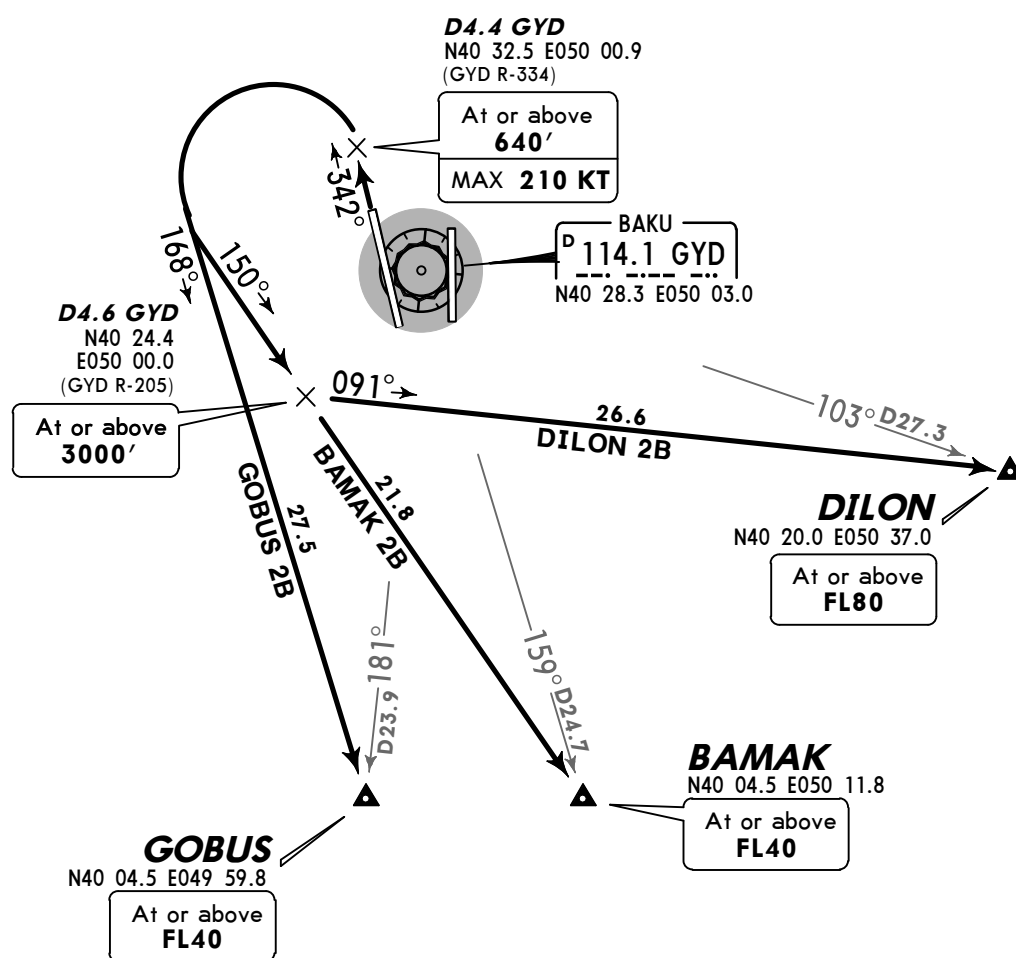
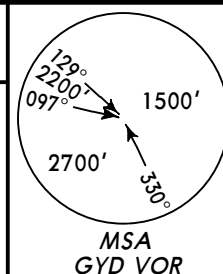


SID	ROUTING
BULUD 2B	Climb to D4.4 GYD, turn RIGHT, 048° track to BULUD.
BUNIS 2B	Climb to D4.4 GYD, turn RIGHT, 359° track to BUNIS.
SAGIL 2B	Climb to D4.4 GYD, turn LEFT, 277° track to SAGIL.

Apt Elev
10'

Trans level: FL40 Trans alt: 2000'

**BAMAK 2B [BAMA2B], DILON 2B [DILO2B]
GOBUS 2B [GOBU2B]
RWY 34 DEPARTURES**

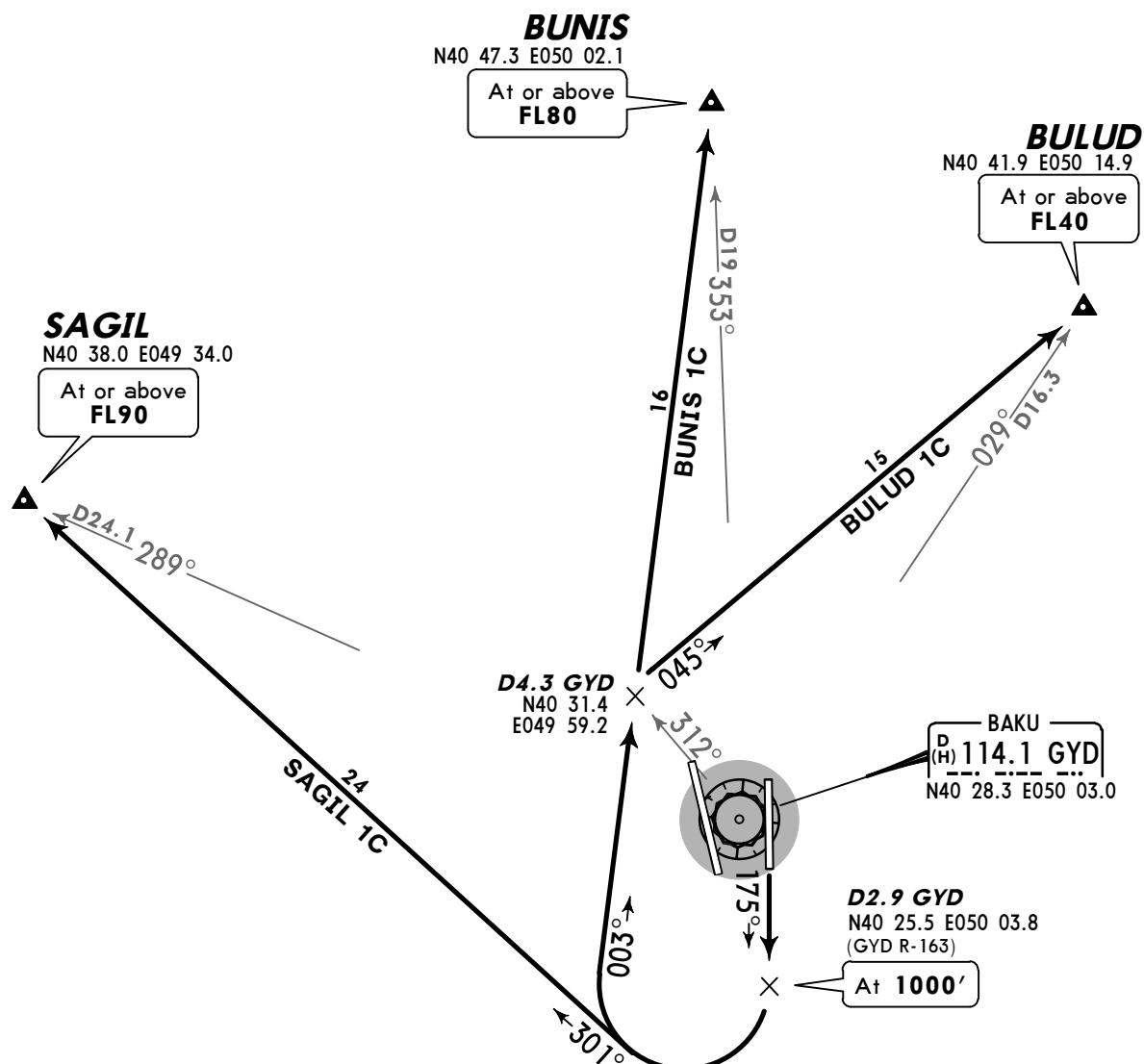
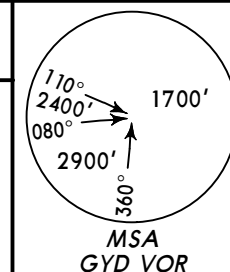


SID	ROUTING
BAMAK 2B	Climb to D4.4 GYD, turn LEFT, 150° track to BAMAK.
DILON 2B	Climb to D4.4 GYD, turn LEFT, 150° track to, when crossing GYD R-205 turn LEFT, 091° track to DILON.
GOBUS 2B	Climb to D4.4 GYD, turn LEFT, 168° track to GOBUS.

Apt Elev
10'

Trans level: FL40 Trans alt: 2000'

BULUD 1C [BULU1C], BUNIS 1C [BUNI1C]
SAGIL 1C [SAGI1C]
RWY 18 DEPARTURES

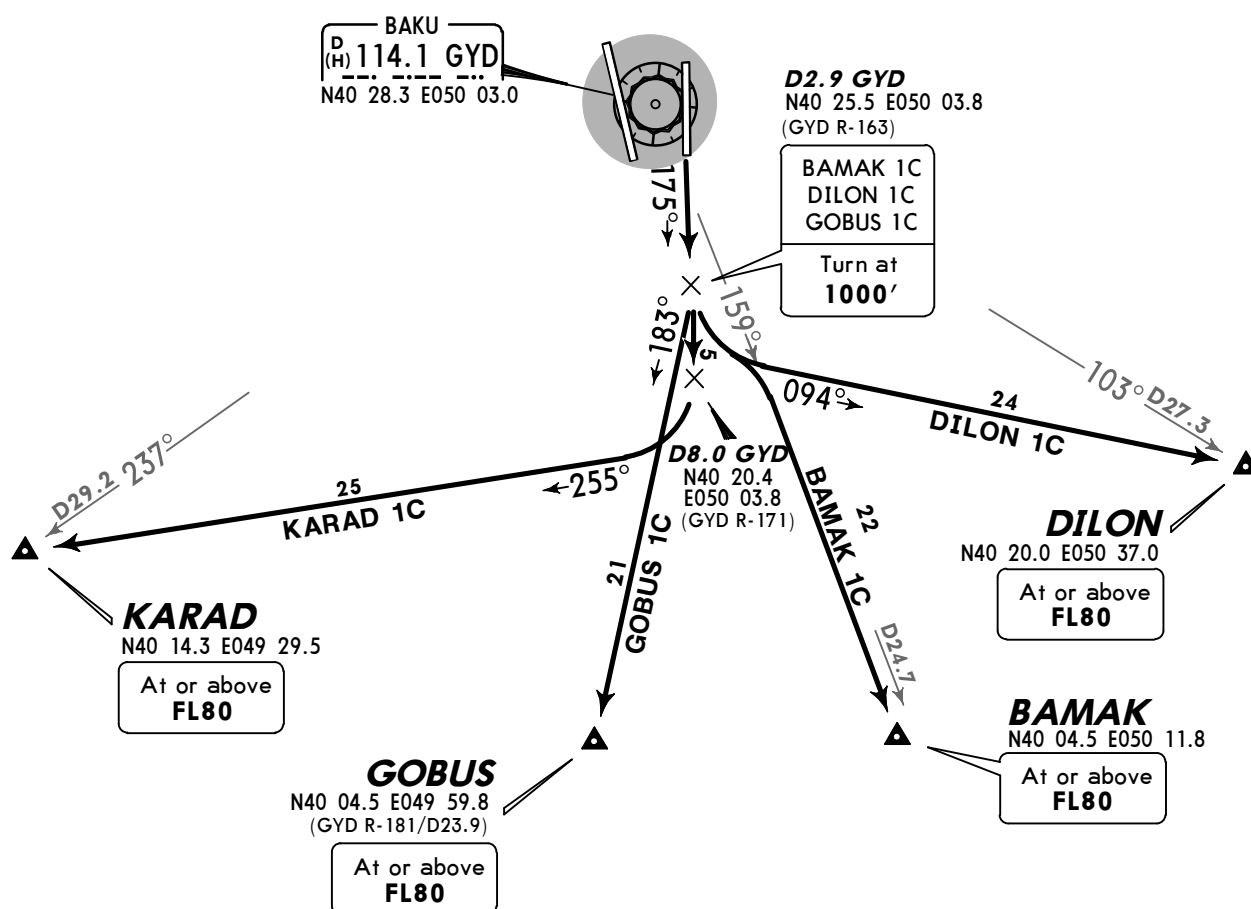
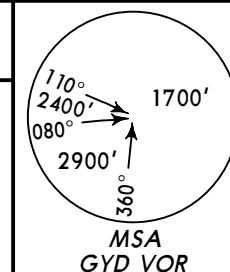


SID	ROUTING
BULUD 1C	Climb to 1000', turn RIGHT, 003° track to D4.3 GYD, turn RIGHT, 045° track to BULUD.
BUNIS 1C	Climb to 1000', turn RIGHT, 003° track to BUNIS.
SAGIL 1C	Climb to 1000', turn RIGHT, 301° track to SAGIL.

Apt Elev
10'

Trans level: FL40 Trans alt: 2000'

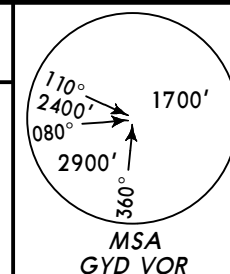
**BAMAK 1C [BAMA1C], DILON 1C [DILO1C]
GOBUS 1C [GOBU1C], KARAD 1C [KARA1C]
RWY 18 DEPARTURES**



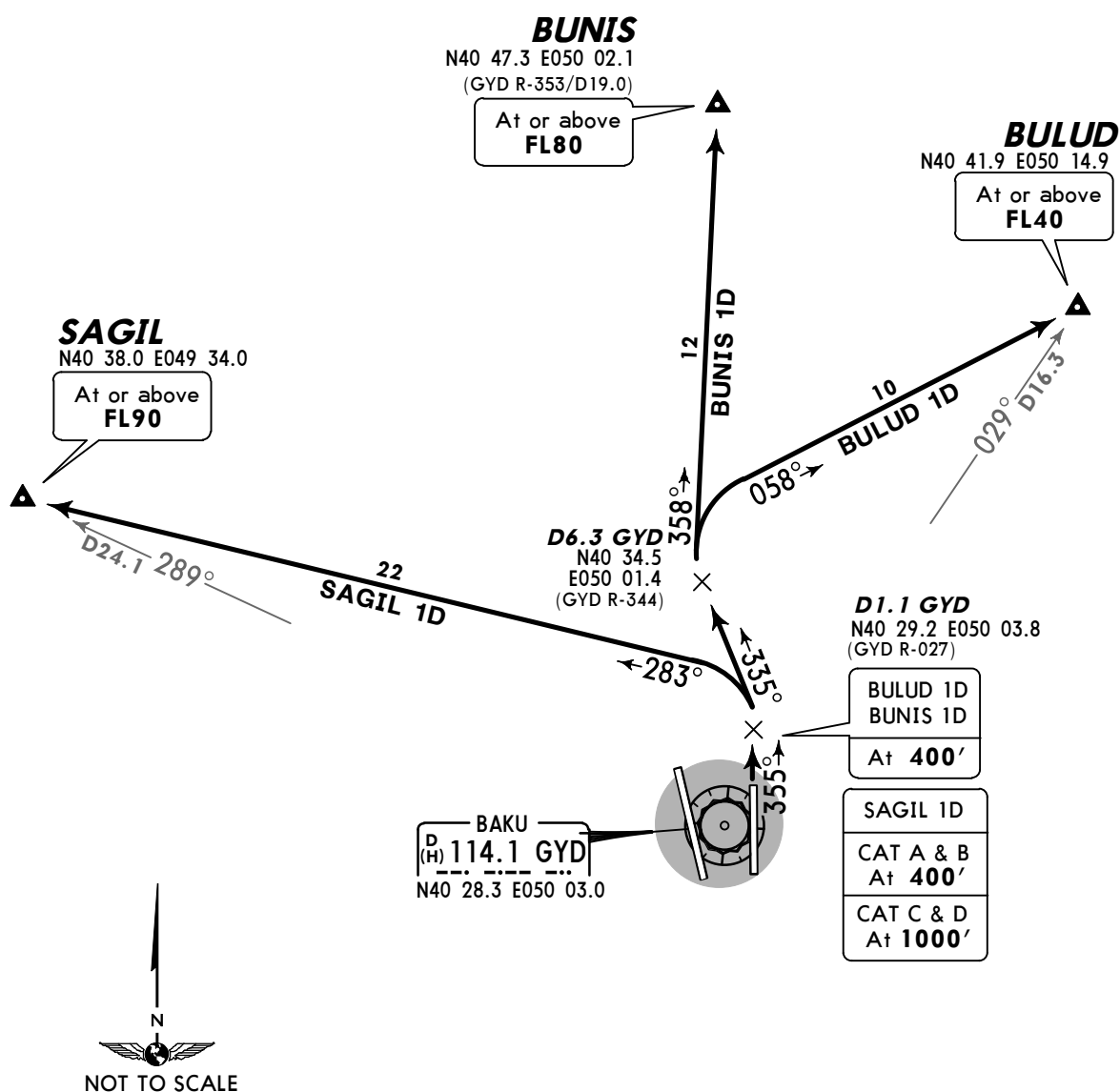
SID	ROUTING
BAMAK 1C	Climb to 1000', turn LEFT, intercept GYD R-159 to BAMAK.
DILON 1C	Climb to 1000', turn LEFT, 094° track to DILON.
GOBUS 1C	Climb to 1000', turn RIGHT, 183° track to GOBUS.
KARAD 1C	Climb to D8.0 GYD, turn RIGHT, 255° track to KARAD.

Apt Elev
10'

Trans level: FL40 Trans alt: 2000'



BULUD 1D [BULU1D], BUNIS 1D [BUNI1D]
SAGIL 1D [SAGI1D]
RWY 36 DEPARTURES

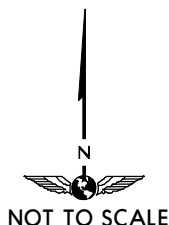
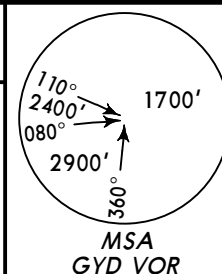


SID	ROUTING
BULUD 1D	Climb to 400', turn LEFT, 335° track to D6.3 GYD, turn RIGHT, 058° track to BULUD.
BUNIS 1D	Climb to 400', turn LEFT, 335° track to D6.3 GYD, turn RIGHT, 358° track to BUNIS.
SAGIL 1D	Climb to 400' (CAT C & D: at 1000'), turn LEFT, 283° track to SAGIL.

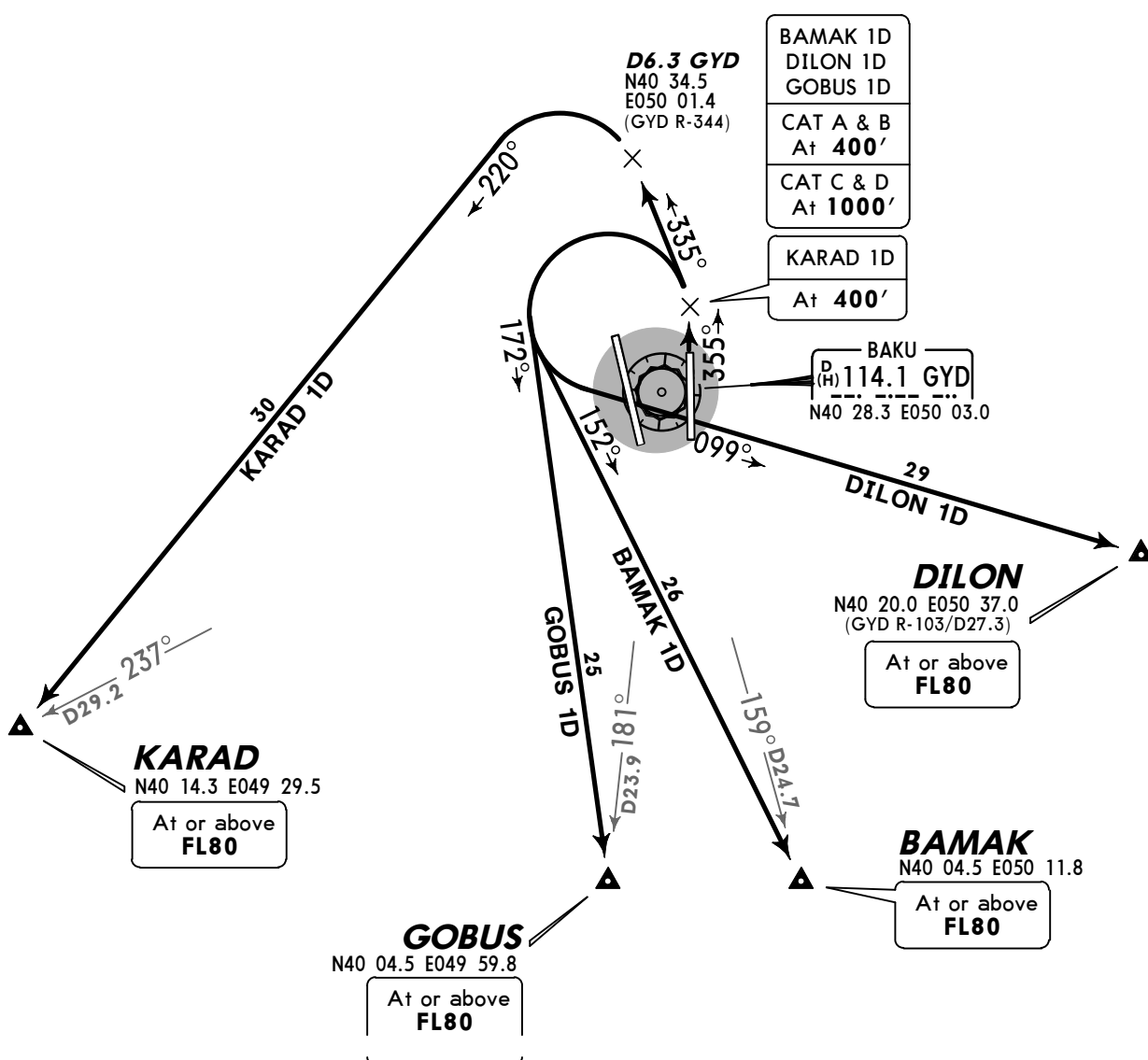
Apt Elev
10'

Trans level: FL40 Trans alt: 2000'

BAMAK 1D [BAMA1D], DILON 1D [DIL01D]
GOBUS 1D [GOBU1D], KARAD 1D [KARA1D]
RWY 36 DEPARTURES



D1.1 GYD
N40 29.2 E050 03.8
(GYD R-027)

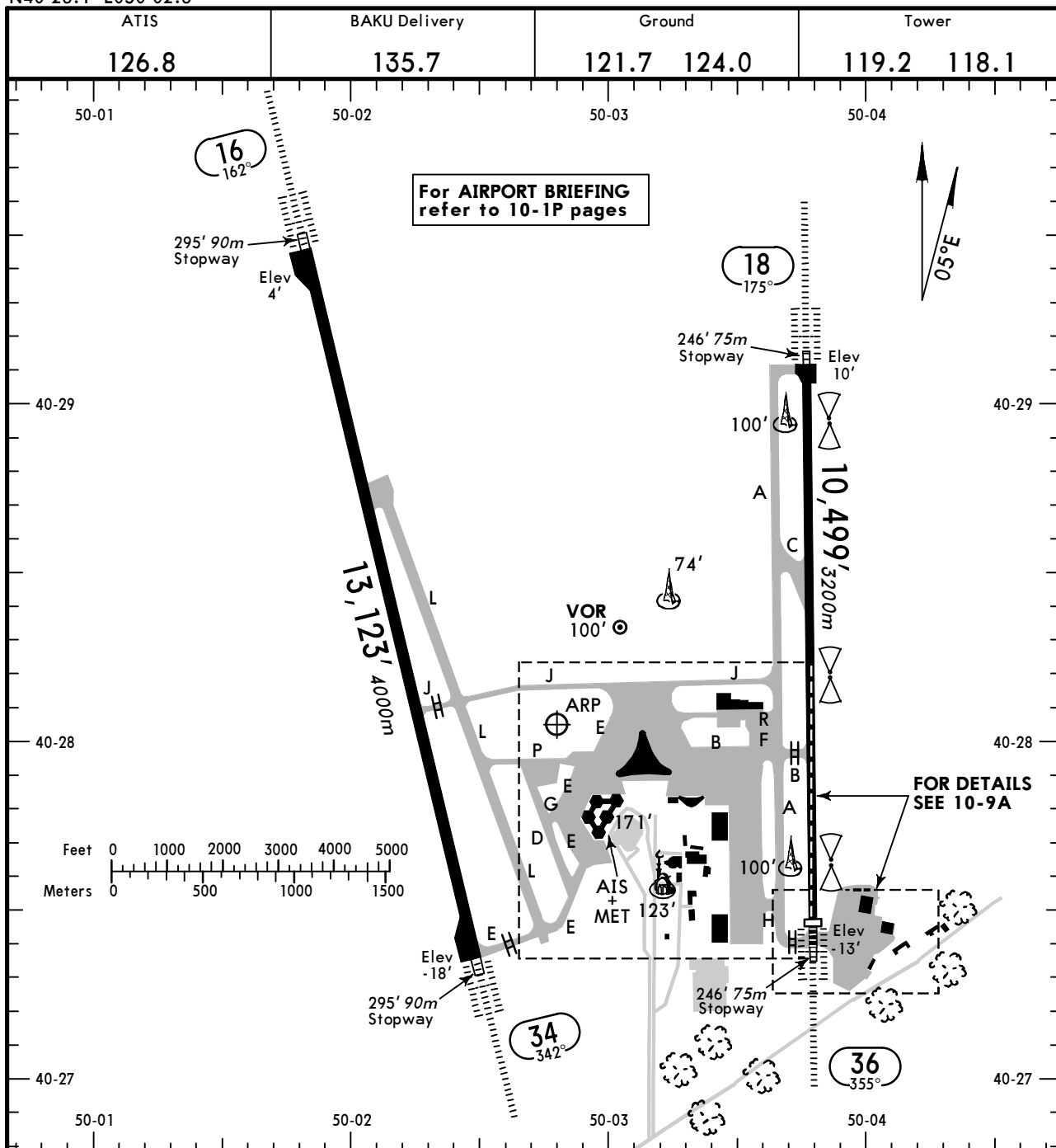


SID	ROUTING
BAMAK 1D	Climb to 400' (CAT C & D: at 1000'), turn LEFT, 152° track to BAMAK.
DILON 1D	Climb to 400' (CAT C & D: at 1000'), turn LEFT, 099° track to DILON.
GOBUS 1D	Climb to 400' (CAT C & D: at 1000'), turn LEFT, 172° track to GOBUS.
KARAD 1D	Climb to 400', turn LEFT, 335° track to D6.3 GYD, turn LEFT, 220° track to KARAD.

UBBB/GYD
 Apt Elev **10'**
 N40 28.1 E050 02.8

JEPPESEN
 29 JUN 12 **(10-9)**

BAKU, AZERBAIJAN
 HEYDAR ALIYEV INTL



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
16	34	HIRL (60m) CL (15m) HIALS-II TDZ PAPI ①		11,969' 3648m 12,029' 3666m		197' 60m
18	36	HIRL (60m) CL (15m) HIALS-II TDZ PAPI ① RVR		9405' 2867m 10,056' 3065m		147' 45m

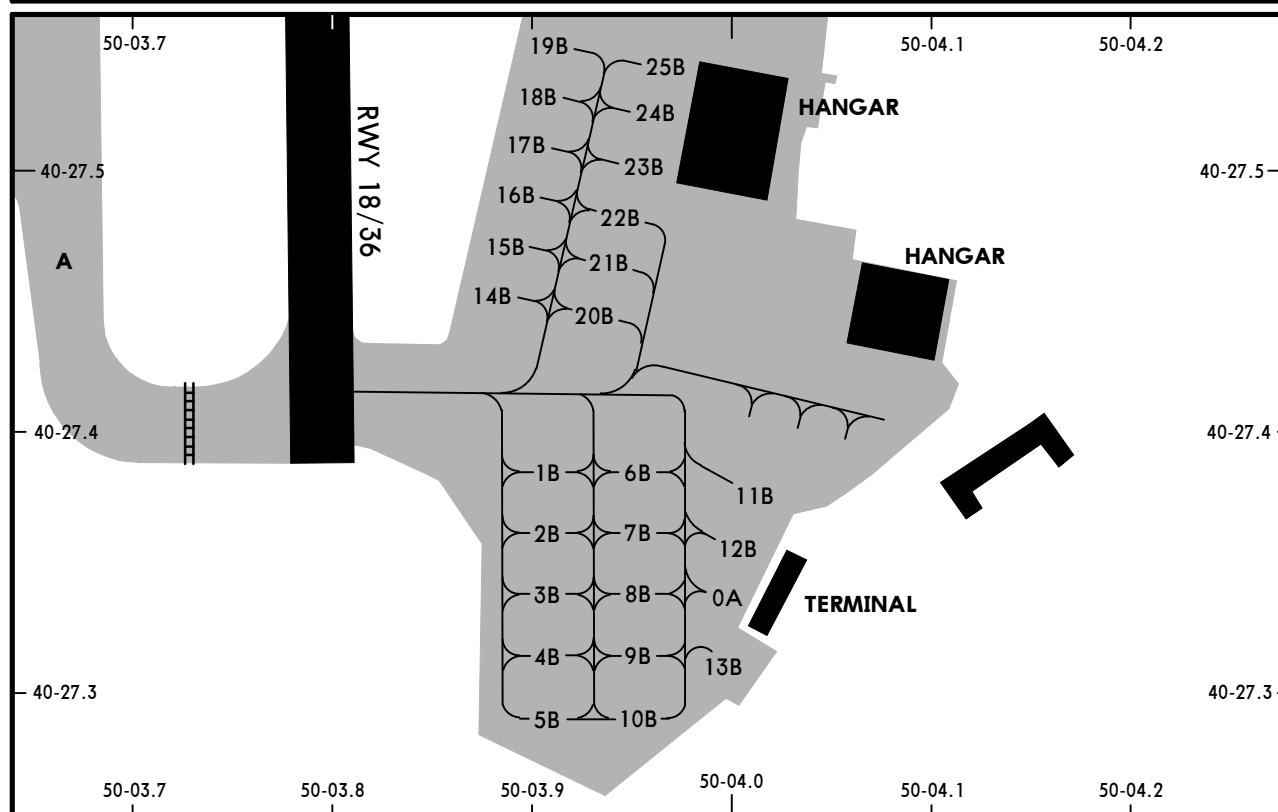
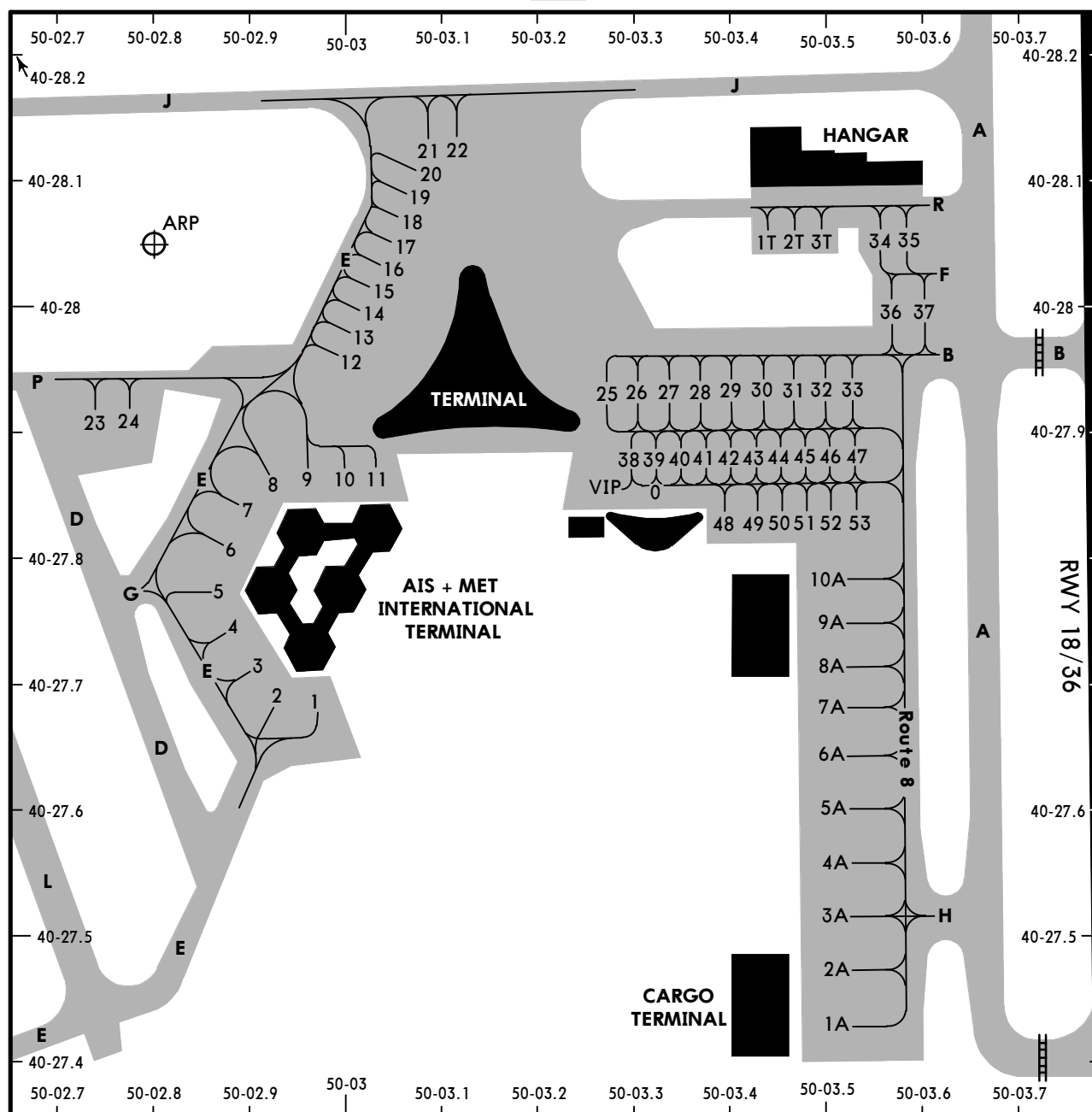
① (angle 3.0°)

JAR-OPS

TAKE-OFF ①

All Rwys						
Approved Operators		LVP must be in force				
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



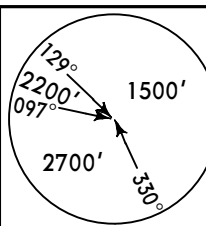
INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
0	N40 27.8	E050 03.3	15	N40 28.0	E050 03.0
0A	N40 27.3	E050 04.0	15B	N40 27.5	E050 03.9
1	N40 27.7	E050 03.0	16	N40 28.0	E050 03.0
1A	N40 27.4	E050 03.5	16B	N40 27.5	E050 03.9
1B	N40 27.4	E050 03.9	17	N40 28.1	E050 03.0
2	N40 27.7	E050 02.9	17B	N40 27.5	E050 03.9
2A	N40 27.5	E050 03.5	18	N40 28.1	E050 03.1
2B	N40 27.4	E050 03.9	18B	N40 27.5	E050 03.9
3	N40 27.7	E050 02.9	19	N40 28.1	E050 03.1
3A	N40 27.5	E050 03.5	19B	N40 27.5	E050 03.9
3B	N40 27.3	E050 03.9	20	N40 28.1	E050 03.1
4	N40 27.7	E050 02.9	20B	N40 27.4	E050 03.9
4A	N40 27.5	E050 03.5	21	N40 28.1	E050 03.1
4B	N40 27.3	E050 03.9	21B	N40 27.5	E050 03.9
5	N40 27.8	E050 02.9	22	N40 28.1	E050 03.1
5A	N40 27.6	E050 03.5	22B	N40 27.5	E050 03.9
5B	N40 27.3	E050 03.9	23	N40 27.9	E050 02.7
6	N40 27.8	E050 02.9	23B	N40 27.5	E050 03.9
6A	N40 27.6	E050 03.5	24	N40 27.9	E050 02.8
6B	N40 27.4	E050 04.0	24B	N40 27.5	E050 03.9
7	N40 27.8	E050 02.9	25	N40 27.9	E050 03.3
7A	N40 27.7	E050 03.5	25B	N40 27.5	E050 03.9
7B	N40 27.4	E050 04.0	26, 27	N40 27.9	E050 03.3
8	N40 27.8	E050 02.9	28 thru 30	N40 27.9	E050 03.4
8A	N40 27.7	E050 03.5	31 thru 33	N40 27.9	E050 03.5
8B	N40 27.3	E050 03.9	34 thru 37	N40 28.0	E050 03.6
9	N40 27.8	E050 03.0	38 thru 40	N40 27.9	E050 03.3
9A	N40 27.7	E050 03.5	41 thru 44	N40 27.9	E050 03.4
9B	N40 27.3	E050 03.9	45 thru 47	N40 27.9	E050 03.5
10	N40 27.8	E050 03.0	48, 49	N40 27.8	E050 03.4
10A	N40 27.8	E050 03.5	50 thru 53	N40 27.8	E050 03.5
10B	N40 27.3	E050 03.9	VIP	N40 27.8	E050 03.3
11	N40 27.8	E050 03.0			
11B	N40 27.4	E050 04.0			
12	N40 27.9	E050 03.0			
12B	N40 27.4	E050 04.0			
13	N40 28.0	E050 03.0			
13B	N40 27.3	E050 04.0			
14	N40 28.0	E050 03.0			
14B	N40 27.6	E050 03.9			

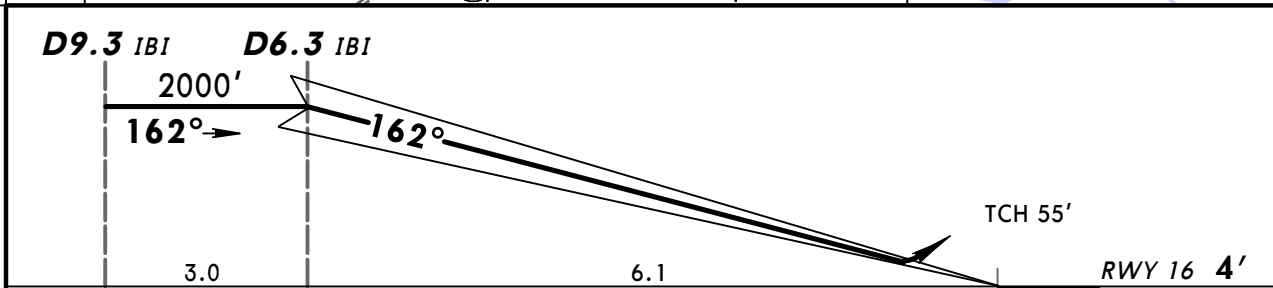
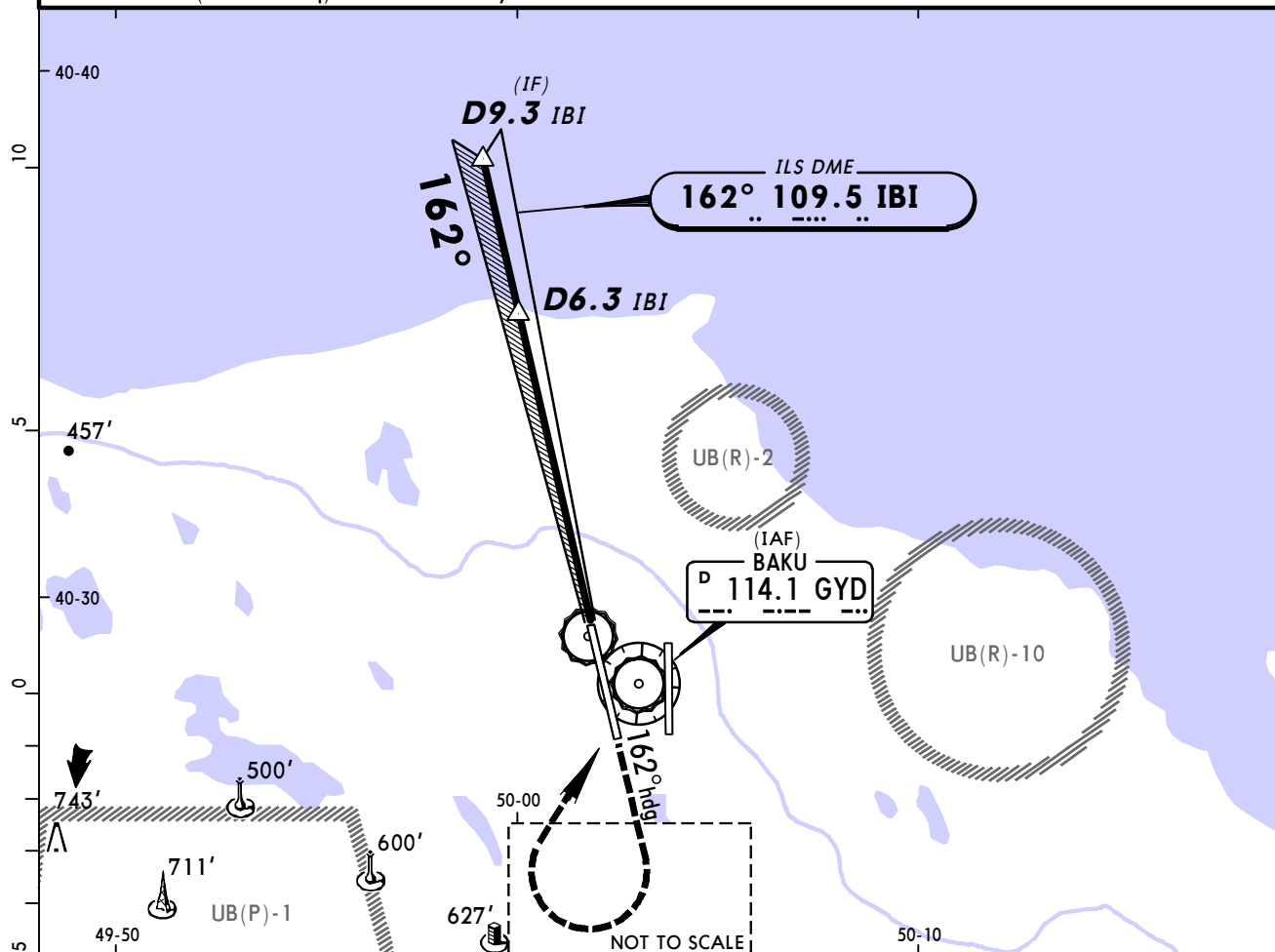
STRAIGHT-IN RWY		A	B	C	D
16	ILS	204' (200')	204' (200')	204' (200')	204' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
18	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	110' (100')	110' (100')	110' (100')	110' (100')
		RA98' R350m	RA98' R350m	RA98' R350m	RA98' R350m
	ILS	210' (200')	210' (200')	210' (200')	210' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	770' (760')	770' (760')	1010' (1000')	1010' (1000')
	<i>ALS out</i>	R1500m R1500m	R1500m R1500m	C3800m C4500m	C3800m C4500m
34	ILS	182' (200')	182' (200')	182' (200')	182' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
36	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	87' (100')	87' (100')	87' (100')	87' (100')
		RA98' R350m	RA98' R350m	RA98' R350m	RA98' R350m
	ILS	187' (200')	187' (200')	187' (200')	187' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	780' (793')	780' (793')	1000' (1013')	1000' (1013')
	<i>ALS out</i>	C2900m C3600m	C2900m C3600m	C4100m C4900m	C4100m C4900m

① Continuous Descent Final Approach.

TAKE-OFF RWY 16, 18, 34, 36						
LVP must be in Force						
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

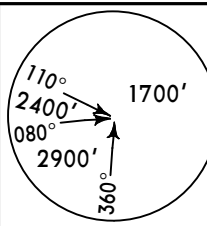
BRIEFING STRIP

ATIS 126.8		BAKU Approach 129.3 118.4		BAKU Tower 119.2 118.1		Ground 121.7 124.0	
LOC IBI 109.5	Final Apch Crs 162°	GS D6.3 IBI 2000' (1996')	ILS DA(H) 204' (200')	Apt Elev RWY 10' 4'			
MISSED APCH: Climb on heading 162° to 1500', then turn RIGHT (MAX 210 KT) to VOR, then as directed. Do not turn before THR rwy 34.						MSA GYD VOR	

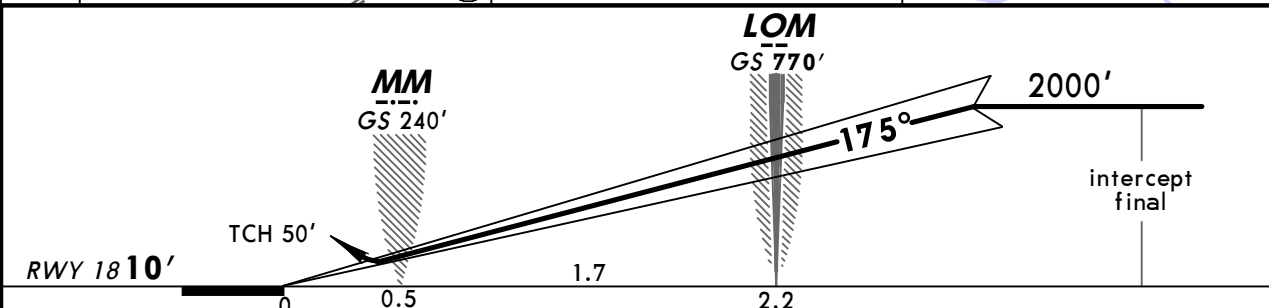
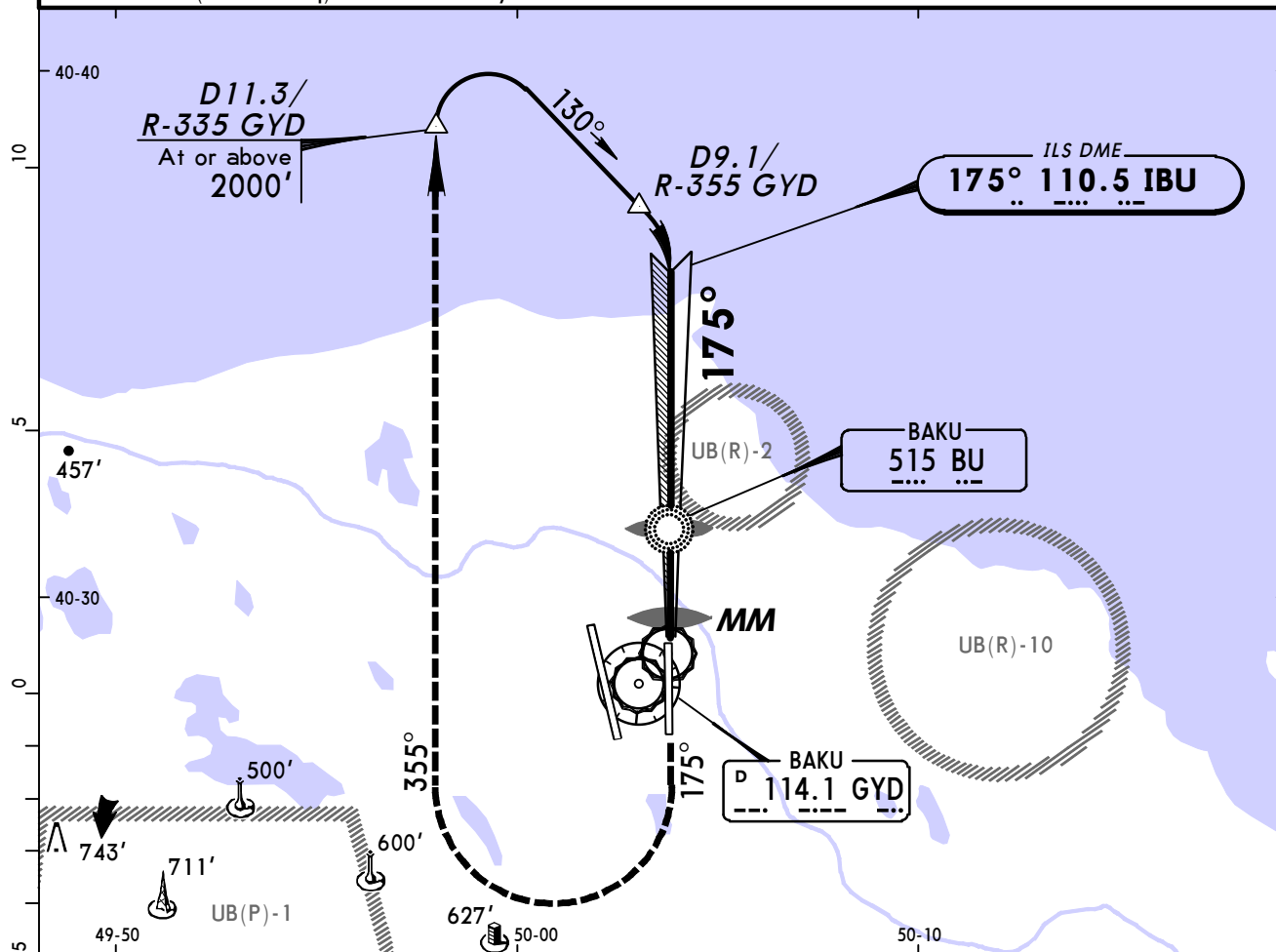


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI		1500' on 162° ↑ hdg
ILS GS	3.00°	372	478	531	637	743	849		

JAR-OPS		STRAIGHT-IN LANDING RWY 16		LOC (GS out)	
ILS		DA(H) 204' (200')			
FULL		ALS out			
A					
B					
C	RVR 550m	RVR 1000m			
D					
		NOT AUTHORIZED			

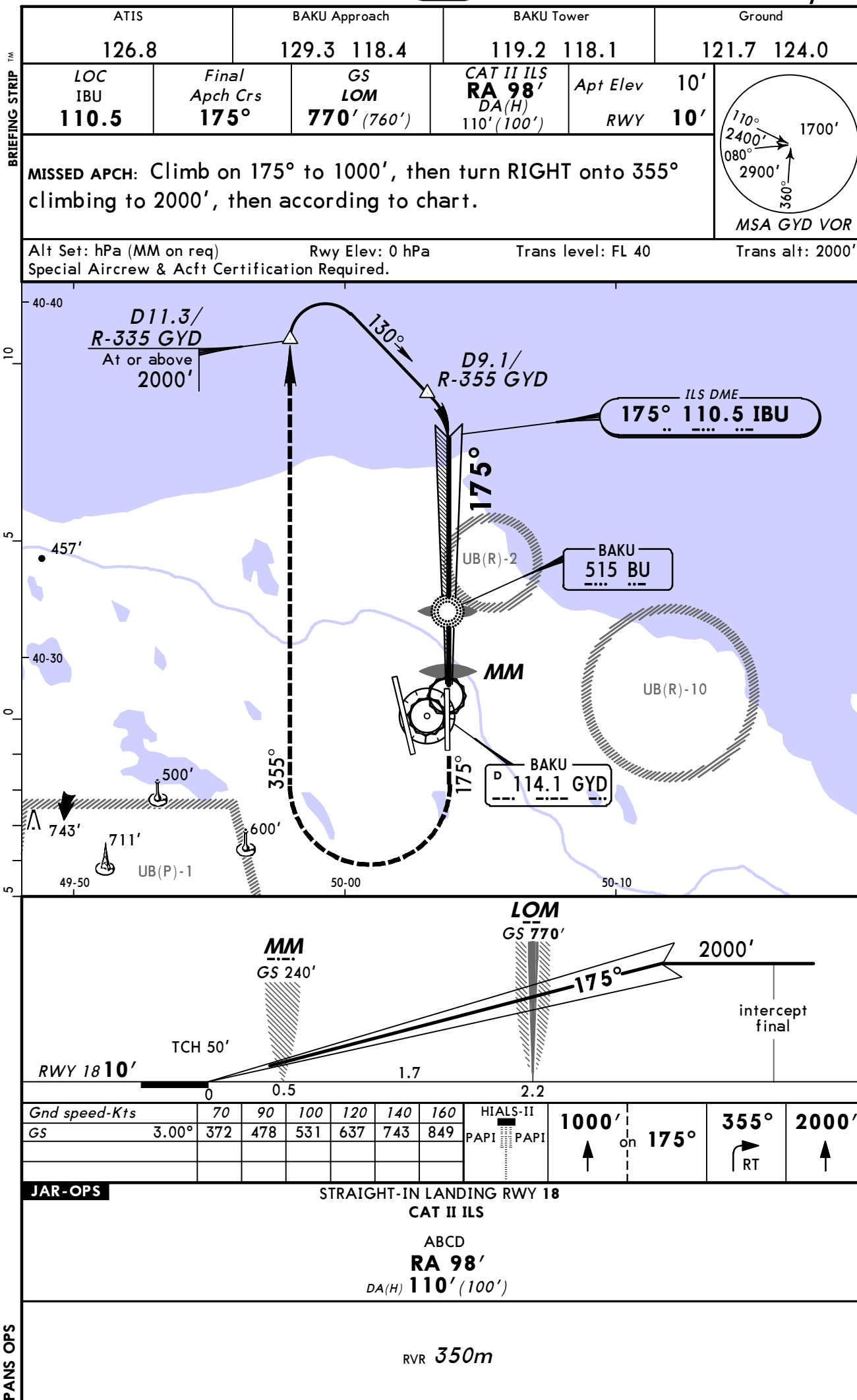
ATIS		BAKU Approach		BAKU Tower		Ground	
126.8		129.3 118.4		119.2 118.1		121.7 124.0	
LOC IBU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	10'		
110.5	175°	770' (760')	210' (200')	RWY	10'		
MISSED APCH: Climb on 175° to 1000', then turn RIGHT onto 355° climbing to 2000', then according to chart.						MSA GYD VOR	

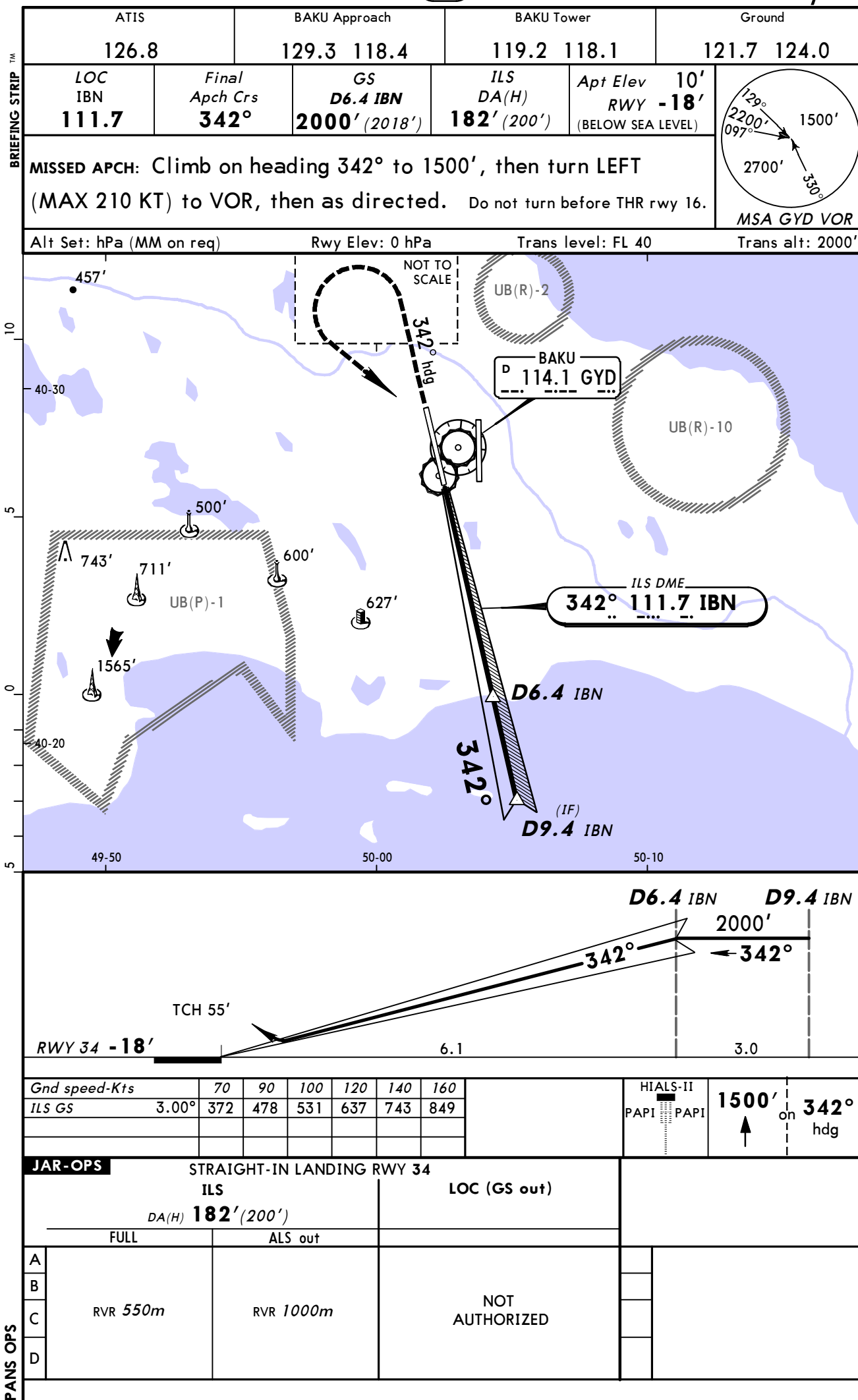
Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL 40 Trans alt: 2000'

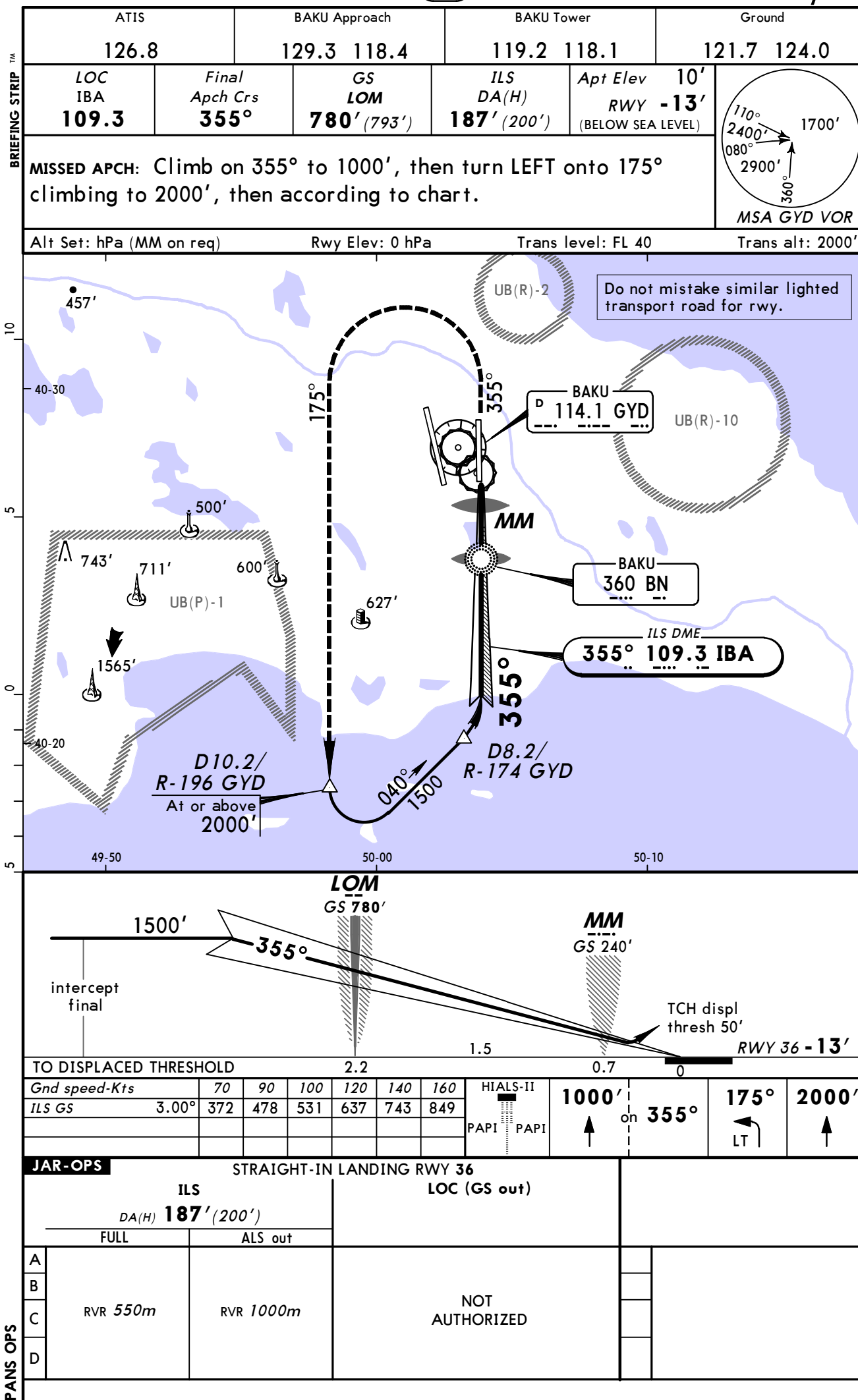


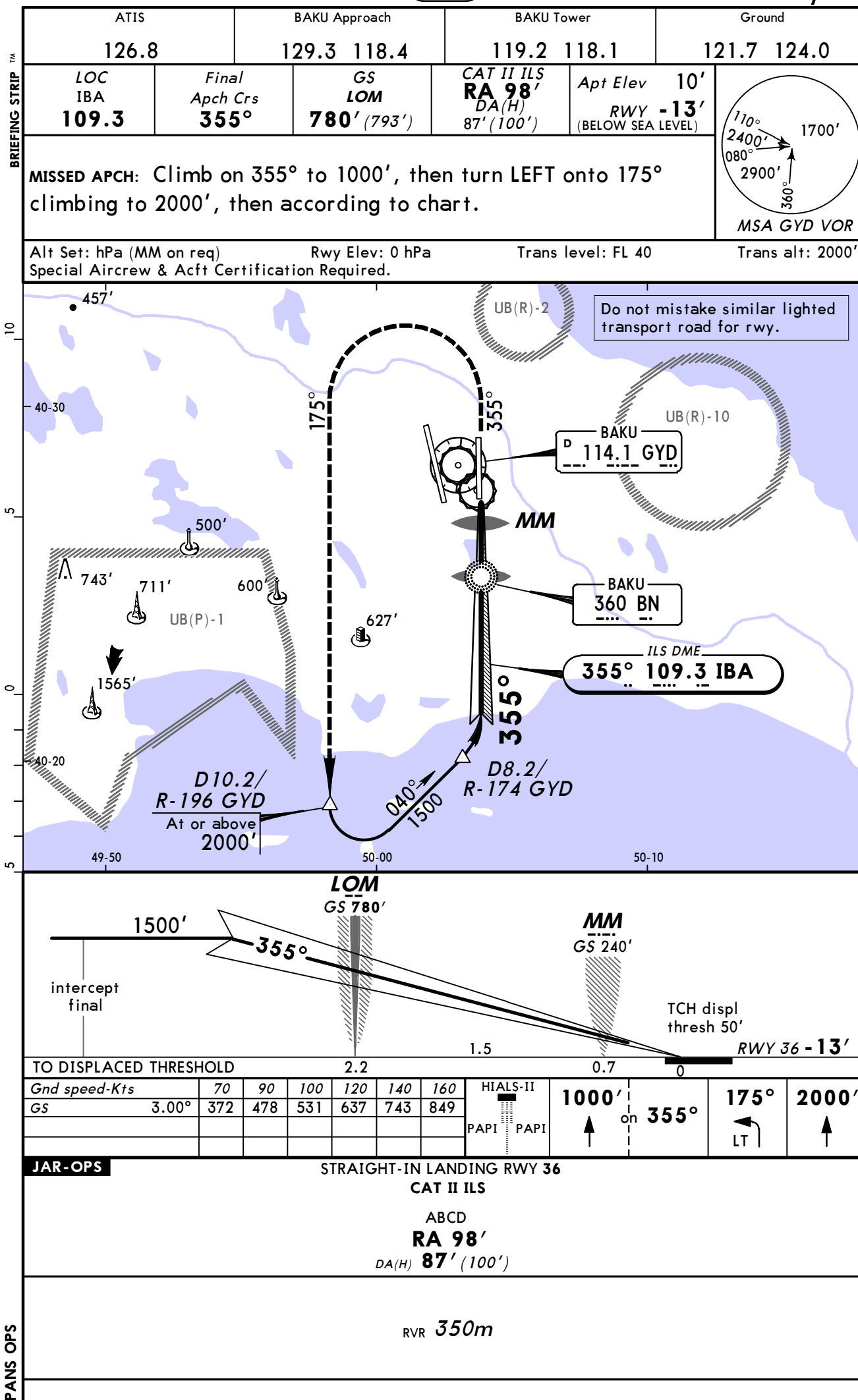
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1000'		on 175°		355°		2000'	
ILS GS	3.00°	372	478	531	637	743	849	PAPI	PAPI	↑	↑	↑	RT	↑	↑	↑

JAR-OPS		STRAIGHT-IN LANDING RWY 18					
		ILS		LOC (GS out)			
		DA(H) 210' (200')					
		FULL	ALS out				
A							
B							
C							
D							

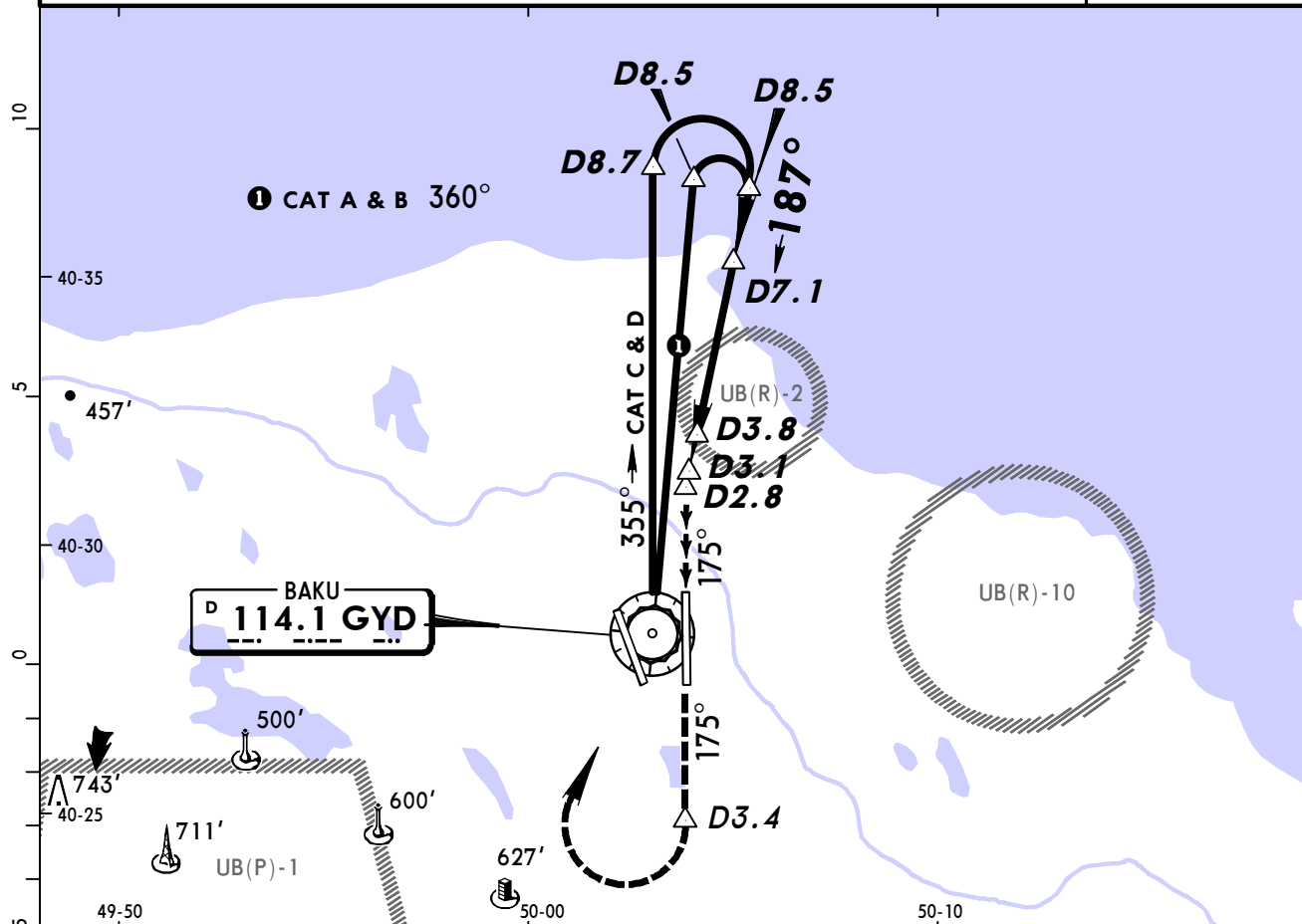
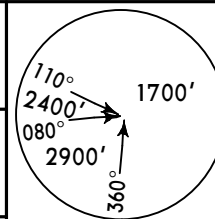




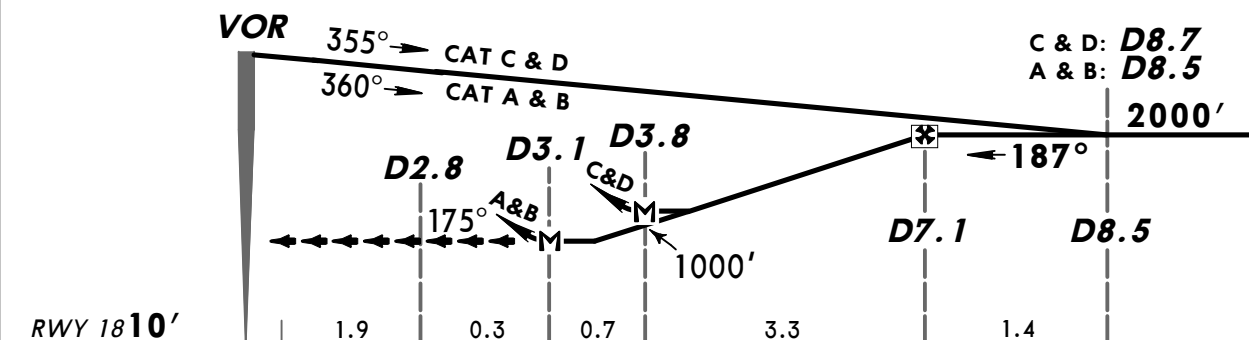




ATIS 126.8	BAKU Approach 129.3 118.4	BAKU Tower 119.2 118.1	Ground 121.7 124.0
VOR GYD 114.1	Final Apch Crs 187°	Minimum Alt D7.1 2000' (1990')	MDA(H) Refer to Minimums Apt Elev 10' RWY 10'
MISSED APCH: Climb on 175° to 1000' or above to D3.4 after VOR. Turn RIGHT to VOR climbing to 2000', then as directed.			
Alt Set: hPa (MM on req)	Rwy Elev: 0 hPa	Trans level: FL 40	Trans alt: 2000'



Pass D3.1 not below 770' and D2.8 not below 670'.

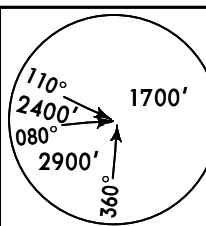


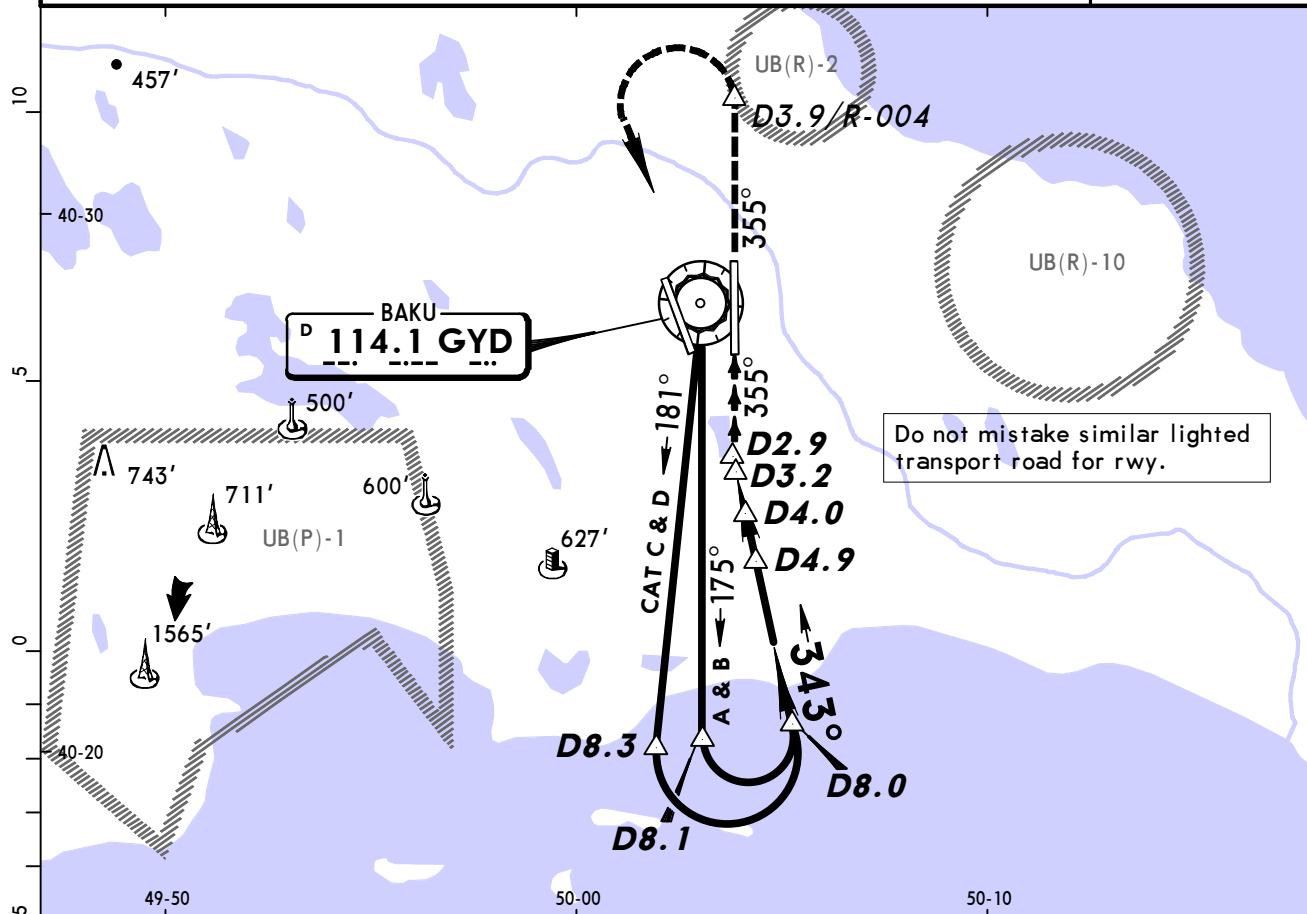
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	1000' or above on 175°	D3.4 after GYD 114.1
Descent Angle 2.98°	369	474	527	633	738	843			
CAT C & D: MAP at D3.8									
CAT A & B: MAP at D3.1									

JAR-OPS STRAIGHT-IN LANDING RWY 18

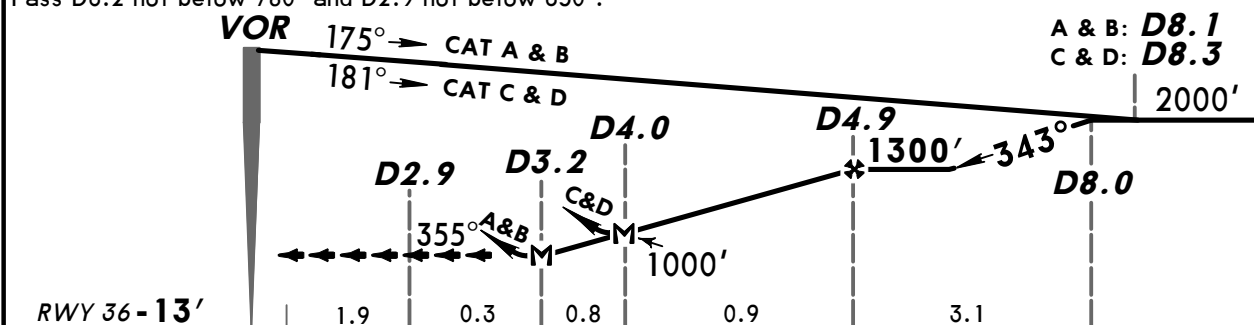
MDA(H) AB: 770' (760') CD: 1010' (1000')		ALS out	
A	RVR 1200m	RVR 1500m	
B	RVR 1400m	RVR 2000m	
C	RVR 1800m		
D			

BRIEFING STRIP

ATIS		BAKU Approach		BAKU Tower		Ground	
126.8		129.3 118.4		119.2 118.1		121.7 124.0	
VOR GYD 114.1	Final Apch Crs 343°	Minimum Alt D4.9 1300' (1313')	MDA(H) Refer to Minimums	Apt Elev 10' RWY -13' (BELOW SEA LEVEL)			
MISSED APCH: Climb on 355° to 1000' or above to D3.9 after VOR. Turn LEFT to VOR climbing to 2000', then as directed.							
Alt Set: hPa (MM on req)		Rwy Elev: 0 hPa		Trans level: FL 40			
					MSA GYD VOR		



Pass D3.2 not below 780' and D2.9 not below 650'.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1000' or above on 355°		D3.9 after GYD 114.1
Descent Angle 2.98°	369	474	527	633	738	843	PAPI PAPI				
CAT C & D: MAP at D4.0											
CAT A & B: MAP at D3.2											

JAR-OPS		STRAIGHT-IN LANDING RWY 36	
		MDA(H) AB: 780' (793') CD: 1000' (1013')	
		ALS out	
A	RVR 1200m	RVR 1500m	
B	RVR 1400m		
C	RVR 1800m	RVR 2000m	
D	RVR 1800m		

BAKU, (HEYDAR ALIYEV INTL - UBBB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UBBB

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Taxiway and Apron markings unreliable due to work in progress.