

## List of pages in this Trip Kit

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Terminal Charts For UBBG

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Ganja Aze  
IATA Code: KVD  
Lat/Long: N40° 44.3' E046° 19.1'  
Elevation: 1086 ft

Airport Use: Public  
Magnetic Variation: 6.0°E

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

Sunrise: 0217 Z  
Sunset: 1533 Z,

Runway Information

Runway: 12L  
Length x Width: 10827 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 1057 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 197 ft

Runway: 30R  
Length x Width: 10827 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 1081 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 197 ft

Communication Information

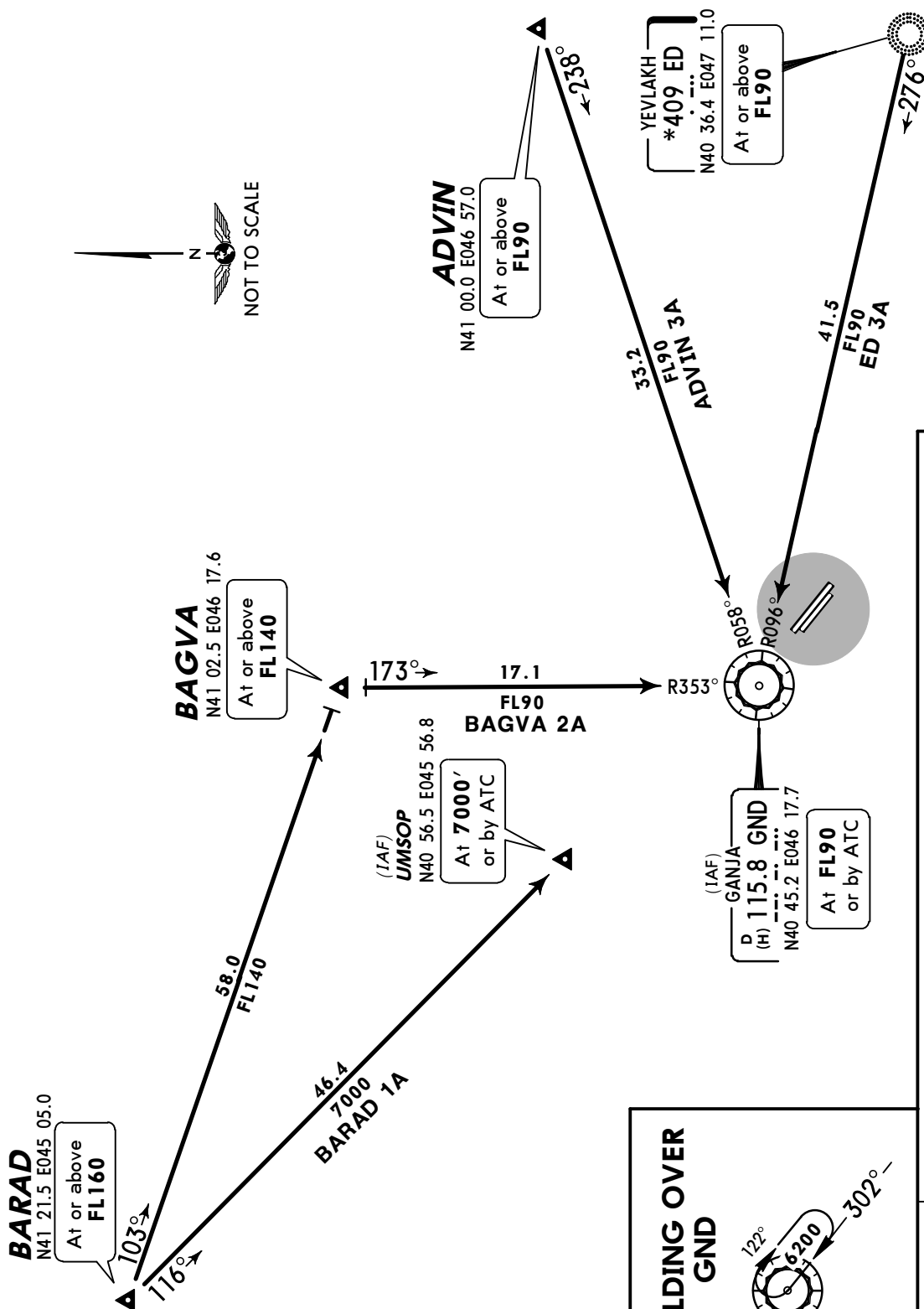
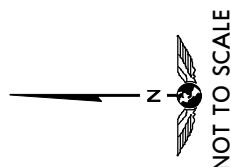
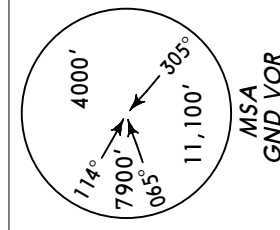
ATIS 119.25  
Ganja Tower 123.9  
Ganja Approach Control 135.925  
Ganja Approach Control 123.9

ATIS  
119.25

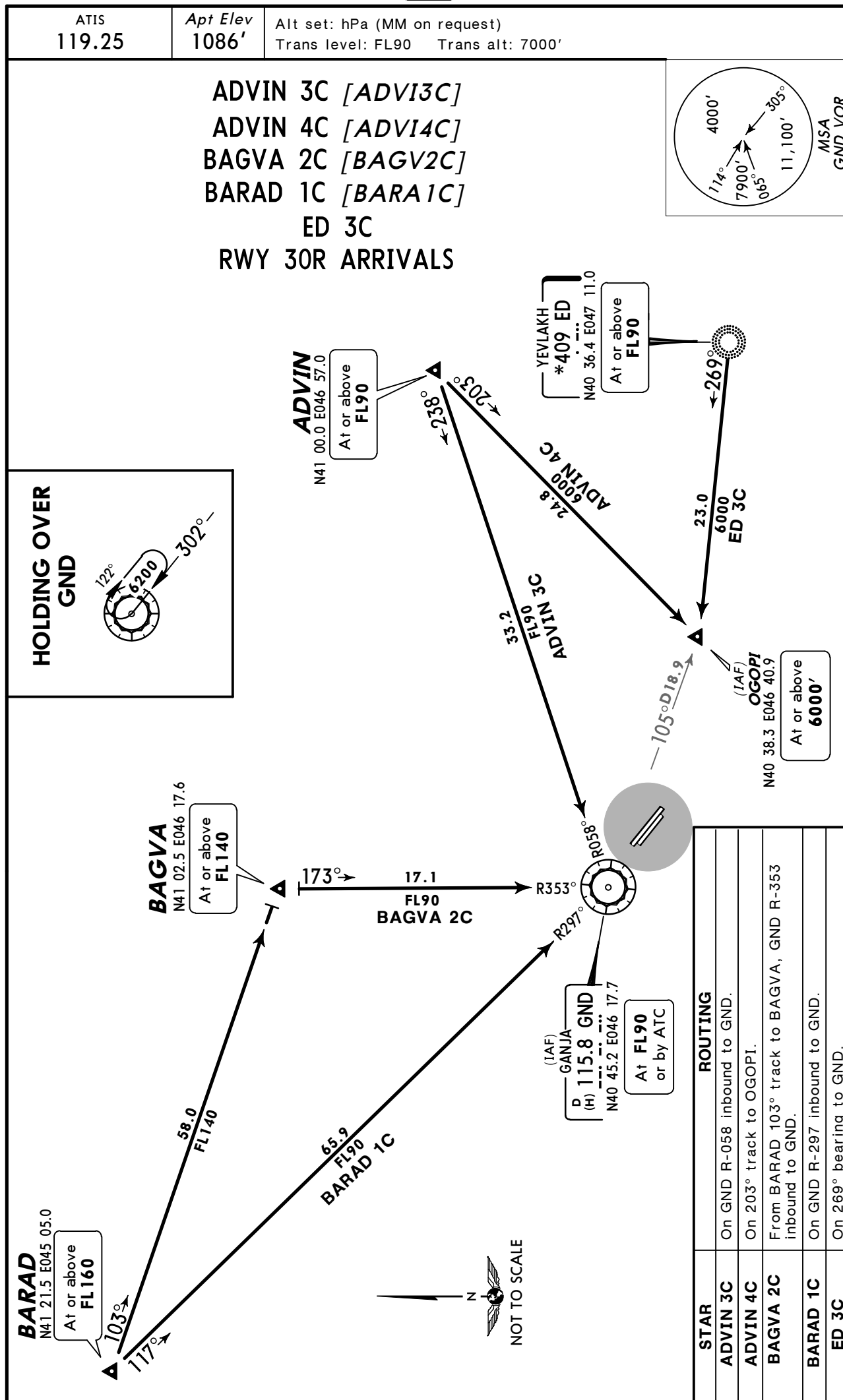
Apt Elev  
1086'

Alt set: hPa (MM on request)  
Trans level: FL90 Trans alt: 7000'

ADVIN 3A [ADVI3A]  
BAGVA 2A [BAGV2A]  
BARAD 1A [BARA1A]  
ED 3A  
RWY 12L ARRIVALS



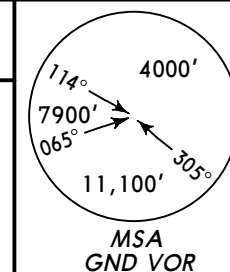
| STAR     | ROUTING                                                   |
|----------|-----------------------------------------------------------|
| ADVIN 3A | On GND R-058 inbound to GND.                              |
| BAGVA 2A | From BARAD 103° track to BAGVA, GND R-353 inbound to GND. |
| BARAD 1A | On 116° track to UMSOP.                                   |
| ED 3A    | On 276° bearing to GND.                                   |



ATIS  
119.25

Apt Elev  
1086'

Alt set: hPa (MM on request)  
Trans level: FL90 Trans alt: 7000'



**MATAL 2A [MATA2A]**  
**NEVEB 1A [NEVE1A]**  
**PEMAN 2A [PEMA2A]**  
**RWY 12L ARRIVALS**

**BARAD**  
N41 21.5 E045 05.0

At or above  
**FL160**

**NEVEB**  
N41 12.5 E045 39.4

At or above  
**FL140**

(IAF)  
**EVNIK**  
N40 58.4 E045 58.9

At **7000'**  
or by ATC

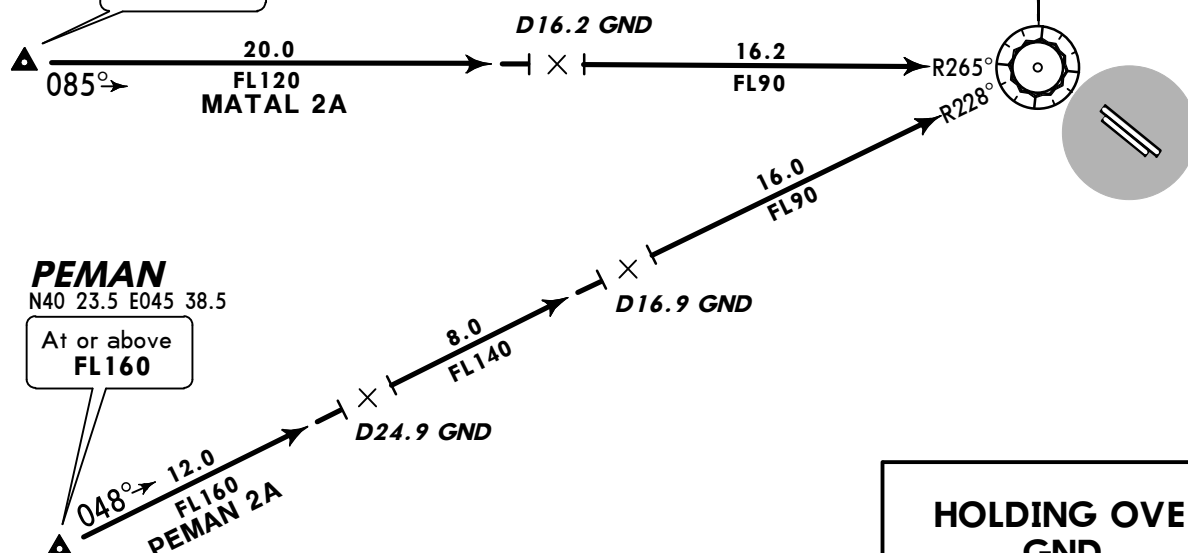


**MATAL**  
N40 46.1 E045 30.1

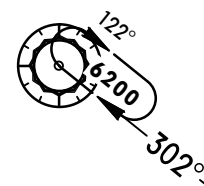
At or above  
**FL160**

(IAF)  
**GANJA**  
D (H) **115.8 GND**  
N40 45.2 E046 17.7

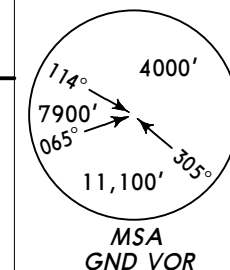
At **FL90**  
or by ATC



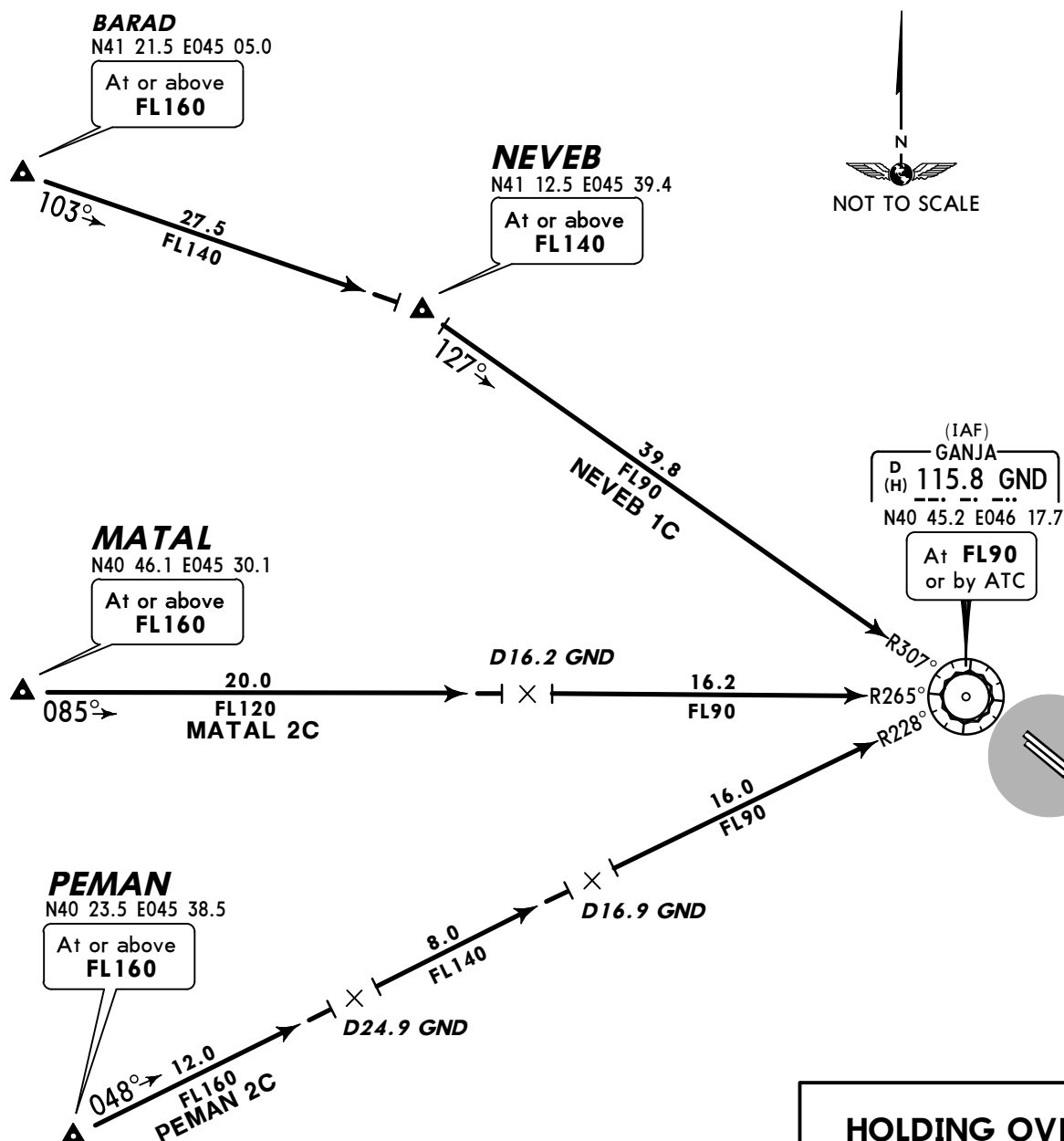
**HOLDING OVER  
GND**



| STAR            | ROUTING                                              |
|-----------------|------------------------------------------------------|
| <b>MATAL 2A</b> | On GND R-265 inbound to GND.                         |
| <b>NEVEB 1A</b> | From BARAD 103° track to NEVEB, 128° track to EVNIK. |
| <b>PEMAN 2A</b> | On GND R-228 inbound to GND.                         |

ATIS  
119.25Apt Elev  
1086'Alt set: hPa (MM on request)  
Trans level: FL90 Trans alt: 7000'

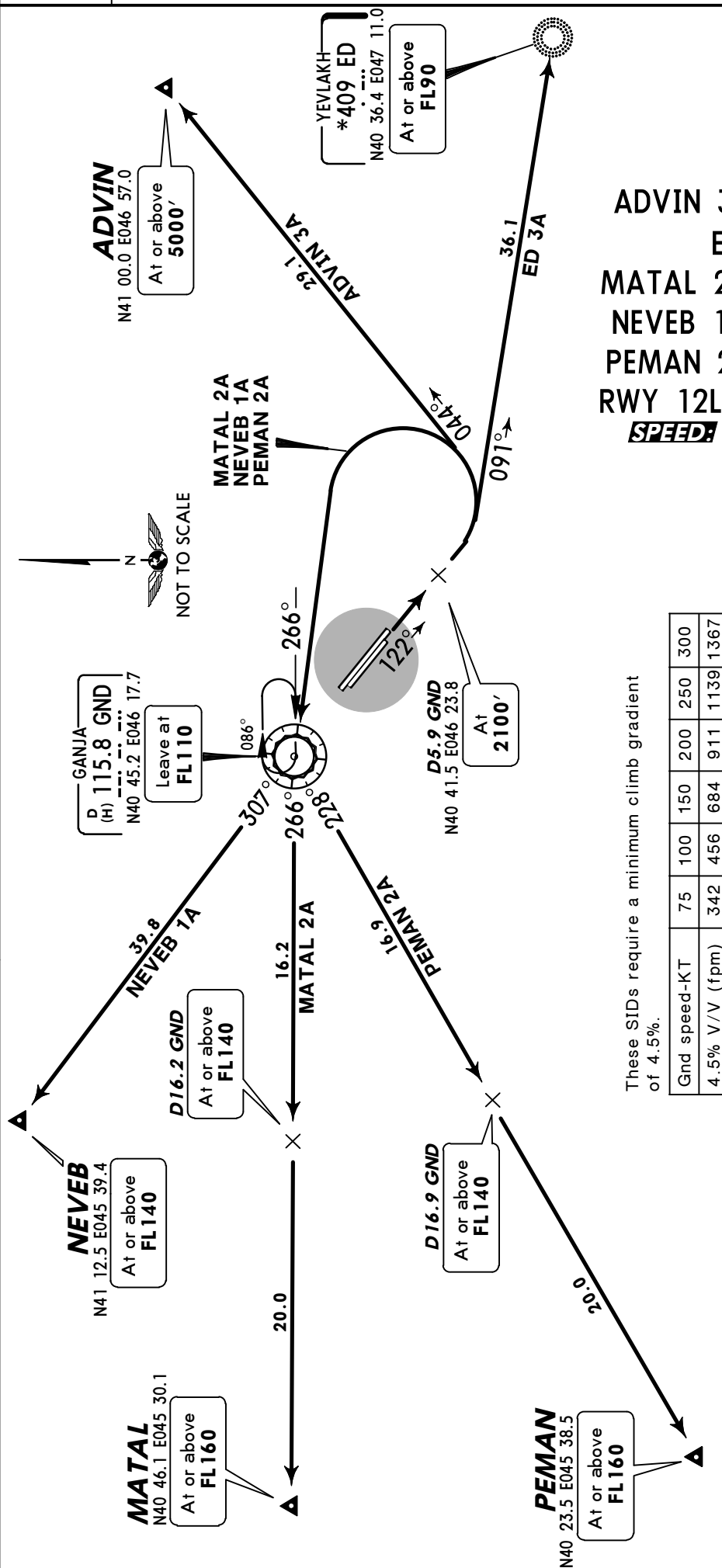
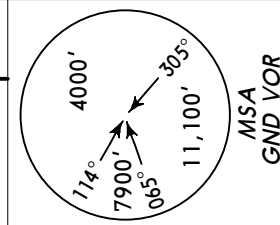
MATAL 2C [MATA2C]  
NEVEB 1C [NEVE1C]  
PEMAN 2C [PEMA2C]  
RWY 30R ARRIVALS



| STAR     | ROUTING                                                   |
|----------|-----------------------------------------------------------|
| MATAL 2C | On GND R-265 inbound to GND.                              |
| NEVEB 1C | From BARAD 103° track to NEVEB, GND R-307 inbound to GND. |
| PEMAN 2C | On GND R-228 inbound to GND.                              |

Apt Elev  
1086'Trans level: FL90  
Minimum bank 20°.

Trans alt: 7000'



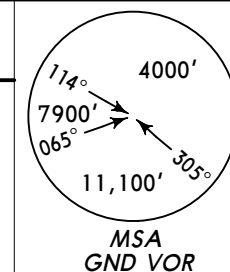
These SIDs require a minimum climb gradient of 4.5%.

| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
|----------------|-----|-----|-----|-----|------|------|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |

| ROUTING  |                                                                                                     |
|----------|-----------------------------------------------------------------------------------------------------|
| SID      |                                                                                                     |
| ADVIN 3A | Climb to D5.9 GND, turn LEFT, 044° track to ADVIN.                                                  |
| ED 3A    | Climb to D5.9 GND, turn LEFT, intercept 091° bearing to ED.                                         |
| MATAL 2A | Climb to D5.9 GND, turn LEFT to GND, enter holding, leave at FL110, GND R-266 to MATAL.             |
| NEVEB 1A | Climb to D5.9 GND, turn LEFT to GND, enter holding, leave at FL110, turn RIGHT, GND R-307 to NEVEB. |
| PEMAN 2A | Climb to D5.9 GND, turn LEFT to GND, enter holding, leave at FL110, turn LEFT, GND R-228 to PEMAN.  |

Apt Elev  
1086'

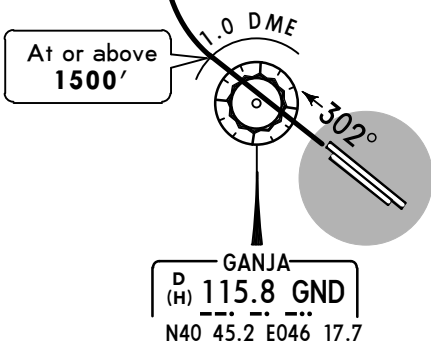
Trans level: FL90 Trans alt: 7000'  
Minimum bank 20°.



ADVİN 3C [ADVİ3C]  
ED 3C  
RWY 30R DEPARTURES  
**~~SPEED~~ MAX 225 KT**

**ADVİN**  
N41 00.0 E046 57.0  
At or above  
**5000**

YEVLA KH  
\*409 ED  
N40 36.4 E047 11.0  
At or above  
**FL90**



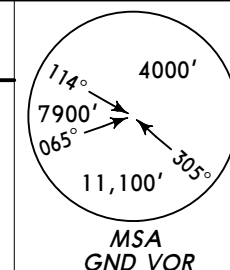
These SIDs require a minimum climb gradient of 4.5%.

| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
|----------------|-----|-----|-----|-----|------|------|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |

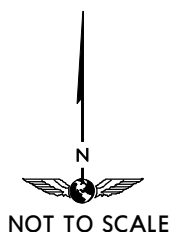
| SID             | ROUTING                                                         |
|-----------------|-----------------------------------------------------------------|
| <b>ADVİN 3C</b> | Climb to GND 1.0 DME, turn RIGHT, 065° track to ADVİN.          |
| <b>ED 3C</b>    | Climb to GND 1.0 DME, turn RIGHT, intercept 102° bearing to ED. |

Apt Elev  
1086'

Trans level: FL90 Trans alt: 7000'  
Minimum bank 20°.



**MATAL 2C [MATA2C]**  
**NEVEB 1C [NEVE1C]**  
**PEMAN 2C [PEMA2C]**  
**RWY 30R DEPARTURES**  
**~~SPEED~~ MAX 225 KT**



**NEVEB**

N41 12.5 E045 39.4

At or above  
FL140

**MATAL 2C**  
**PEMAN 2C**

**MATAL**

N40 46.1 E045 30.1

At or above  
FL160

**D16.2 GND**

At or above  
FL140

At or above  
2000'

16.2  
**MATAL 2C**

16.9  
**PEMAN 2C**

**D16.9 GND**

At or above  
FL140

**GANJA**  
D (H) 115.8 GND  
N40 45.2 E046 17.7

Leave at  
FL110

**PEMAN**

N40 23.5 E045 38.5

At or above  
FL160

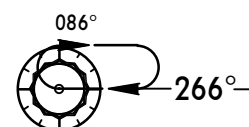
These SIDs require a minimum climb gradient  
of

**MATAL 2C, PEMAN 2C**

4.5%.

| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
|----------------|-----|-----|-----|-----|------|------|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |

**HOLDING  
OVER GND**



**SID**

**ROUTING**

**MATAL 2C**

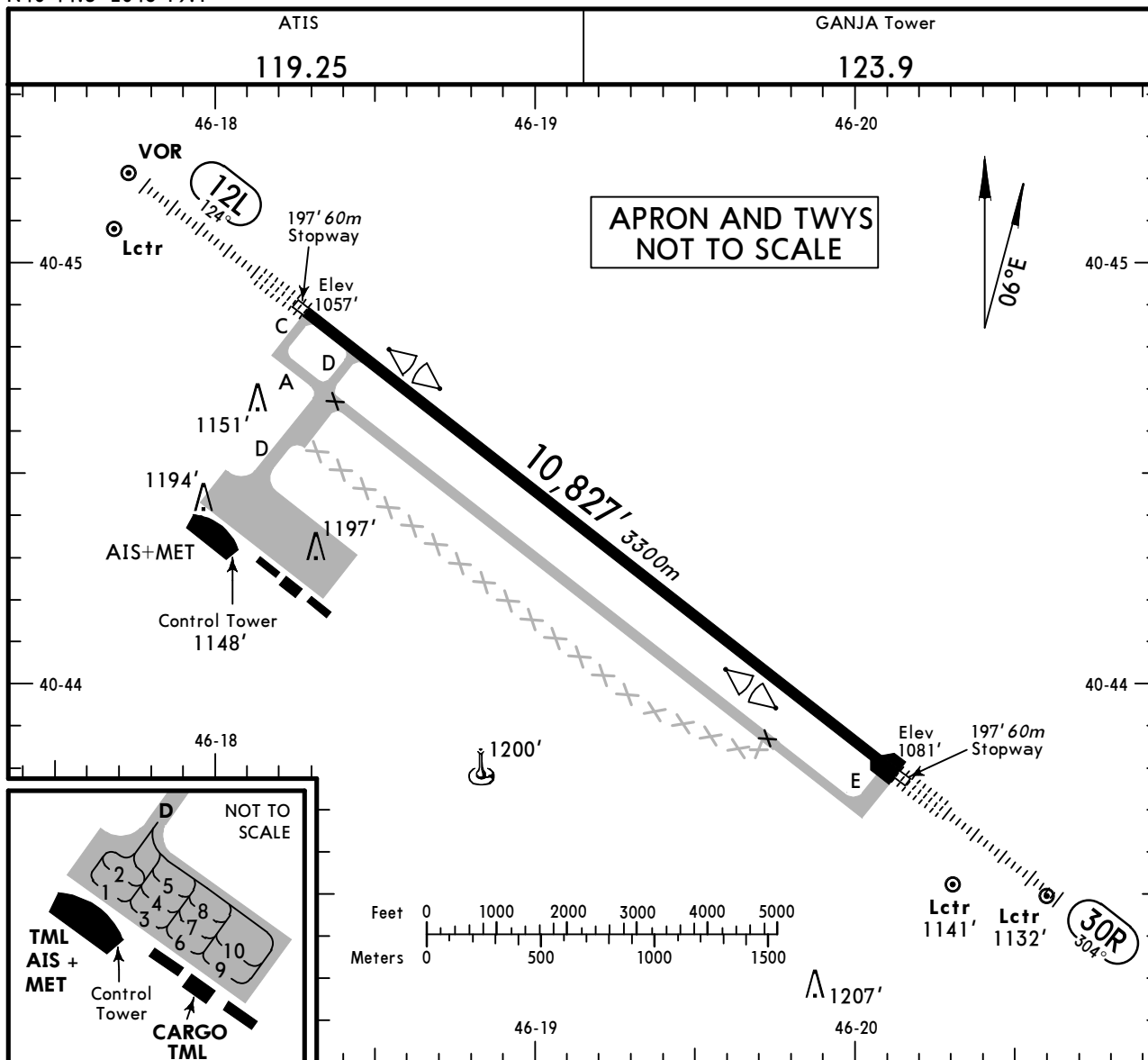
Climb to GND 3.0 DME, turn RIGHT to GND, enter holding, leave at FL110, GND R-266 to MATAL.

**NEVEB 1C**

On track 307° to NEVEB.

**PEMAN 2C**

Climb to GND 3.0 DME, turn RIGHT to GND, enter holding, leave at FL110, GND R-228, turn LEFT, to PEMAN.



#### ADDITIONAL RUNWAY INFORMATION

| RWY |     |               |       |                     | USABLE LENGTHS |                | TAKE-OFF | WIDTH |
|-----|-----|---------------|-------|---------------------|----------------|----------------|----------|-------|
|     |     |               |       |                     | Threshold      | Landing Beyond |          |       |
| 12L | 30R | HIRL (60m) CL | HIALS | PAPI-L (angle 3.0°) | RVR            | 9855' 3004m    |          | 148'  |
|     |     |               |       |                     |                | 9612' 2930m    |          | 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 Rwy's

#### LVP must be in force

|   | RL, CL<br>& mult. RVR req | RL & CL | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
|---|---------------------------|---------|--------------------------|--------------------------|-------------------|
| A |                           |         |                          |                          |                   |
| B | 150m                      | 200m    | 250m                     | 400m                     | 500m              |
| C |                           |         |                          |                          |                   |
| D | 200m                      | 250m    | 300m                     |                          |                   |

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

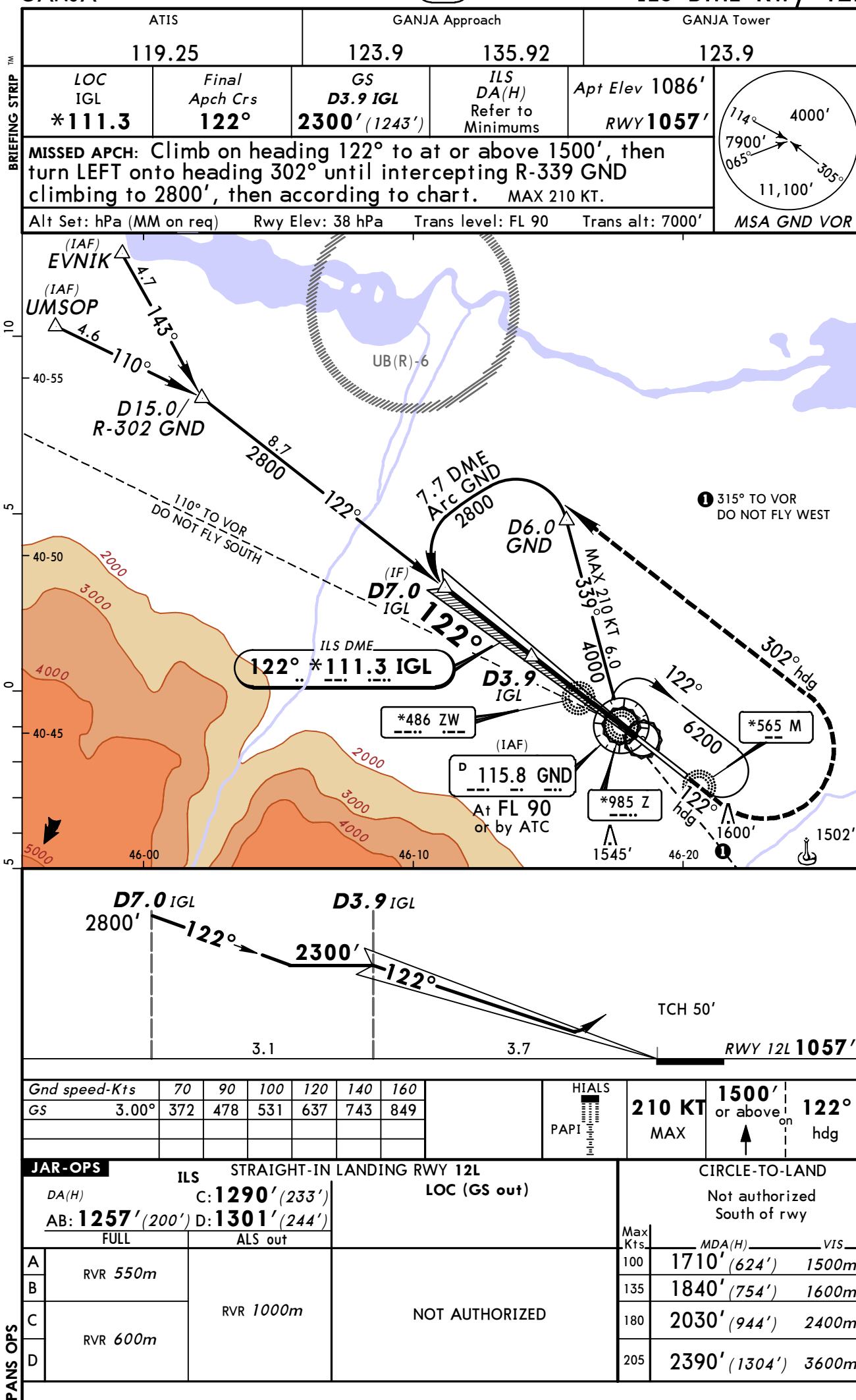
| STRAIGHT-IN RWY |         | A           | B           | C           | D           |
|-----------------|---------|-------------|-------------|-------------|-------------|
| 12L             | ILS     | 1257'(200') | 1257'(200') | 1290'(233') | 1301'(244') |
|                 | FULL    | R550m       | R550m       | R550m       | R550m       |
|                 | Limited | R750m       | R750m       | R750m       | R750m       |
|                 | ALS out | R1200m      | R1200m      | R1200m      | R1300m      |
|                 | LOC     | NOT AUTH    | NOT AUTH    | NOT AUTH    | NOT AUTH    |
|                 | VOR ①   | 1430'(373') | 1430'(373') | 1430'(373') | 1430'(373') |
|                 |         | R1000m      | R1000m      | R1000m      | R1000m      |
|                 | ALS out | R1500m      | R1500m      | R1700m      | R1700m      |
| 30R             | ILS     | 1364'(283') | 1376'(295') | 1384'(303') | 1395'(314') |
|                 | FULL    | R650m       | R650m       | R700m       | R700m       |
|                 | Limited | R750m       | R750m       | R750m       | R750m       |
|                 | ALS out | R1400m      | R1400m      | R1400m      | R1400m      |
|                 | LOC     | NOT AUTH    | NOT AUTH    | NOT AUTH    | NOT AUTH    |

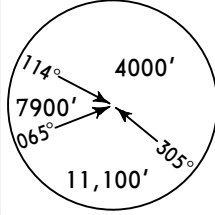
① Continuous Descent Final Approach.

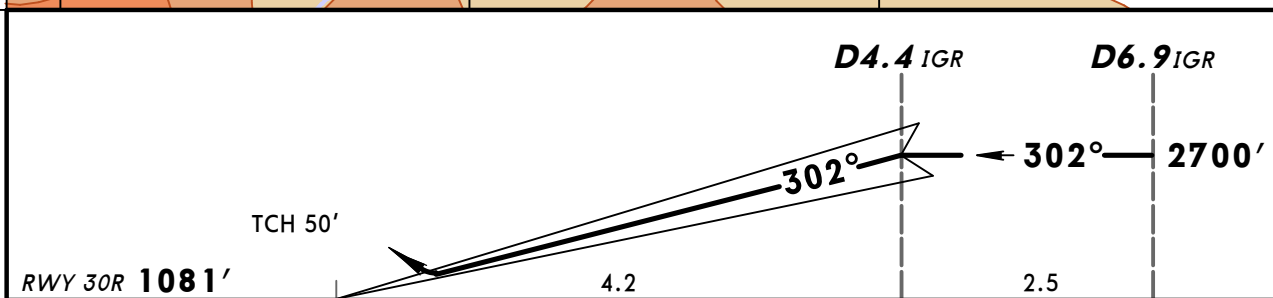
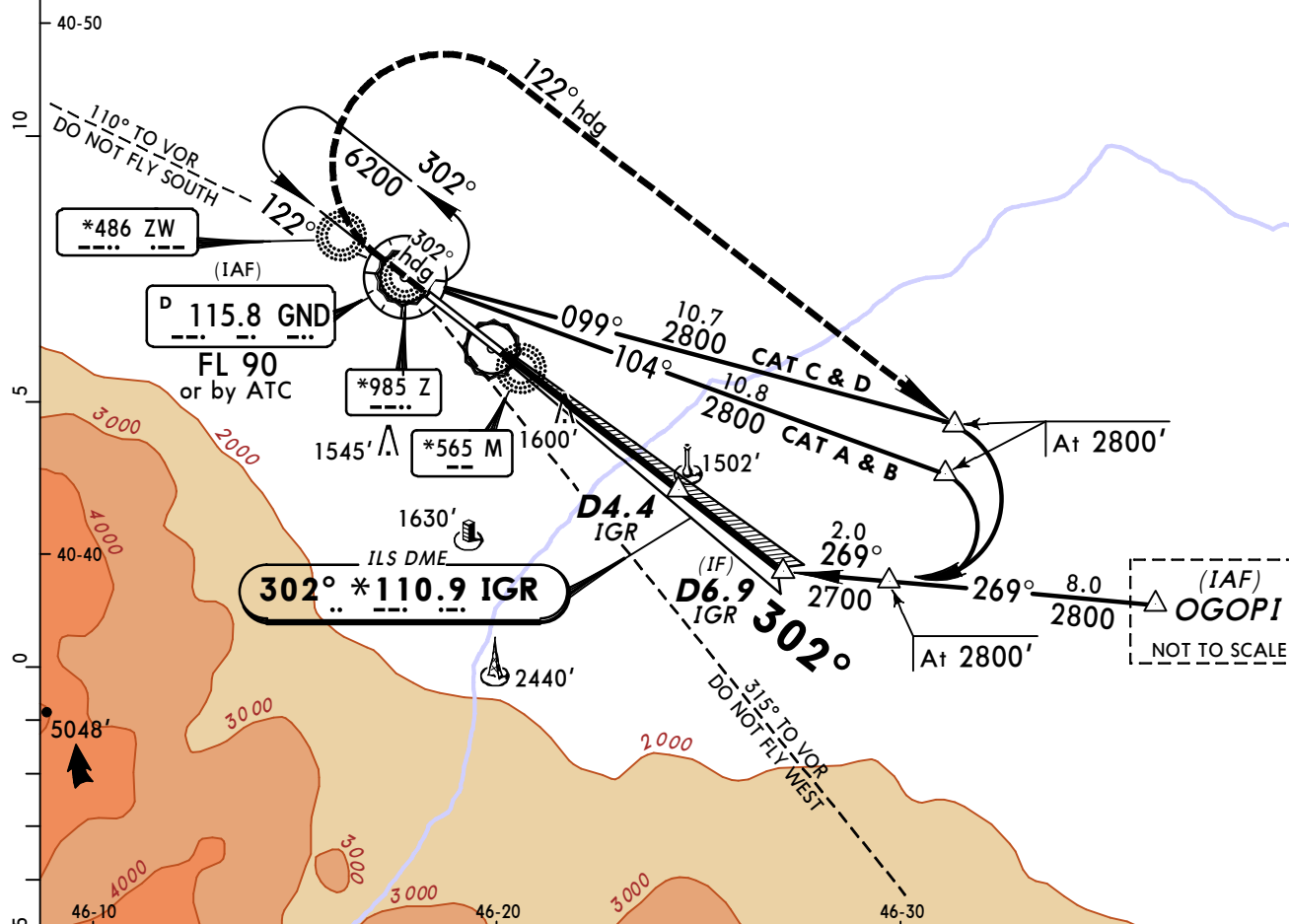
| CIRCLE-TO-LAND                  | 100 KT                | 135 KT                | 180 KT                | 205 KT                 |
|---------------------------------|-----------------------|-----------------------|-----------------------|------------------------|
| After ILS DME or<br>VOR DME 12L | 1710'(624')<br>V1500m | 1840'(754')<br>V1600m | 2030'(944')<br>V2400m | 2390'(1304')<br>V3600m |

### TAKE-OFF RWY 12L, 30R

| LVP must be in Force      |         |                          |                          |                   |
|---------------------------|---------|--------------------------|--------------------------|-------------------|
| RL, CL<br>& mult. RVR req | RL & CL | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                         |         |                          |                          |                   |
| B                         | 150m    | 200m                     | 250m                     |                   |
| C                         |         |                          | 400m                     | 500m              |
| D                         | 200m    | 250m                     | 300m                     |                   |

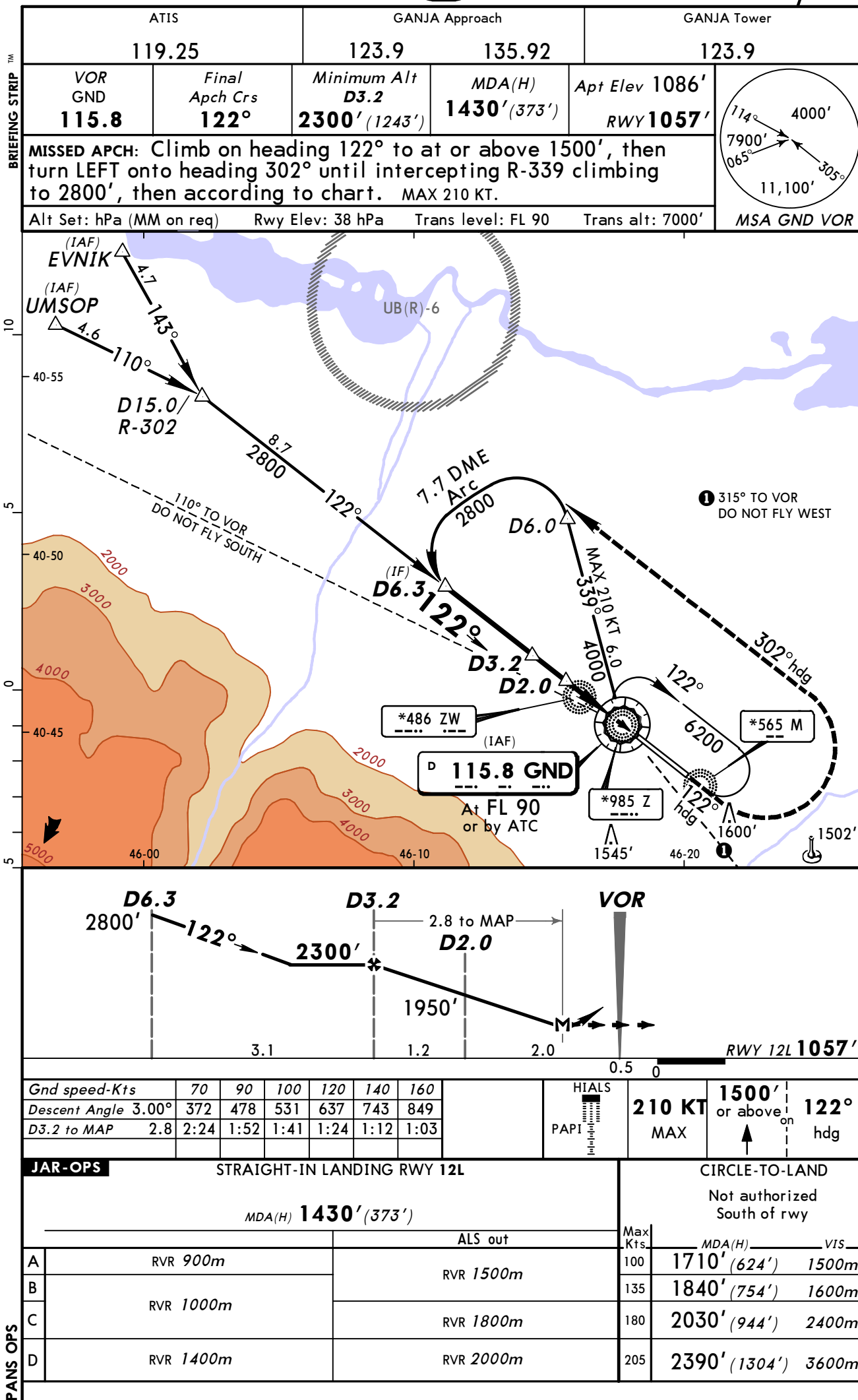


| ATIS                                                                                                                                             |                               | GANJA Approach                         |                                | GANJA Tower                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------------------------------------|--------------------------------|-------------------------------------------------------------------------------------|
| 119.25                                                                                                                                           |                               | 123.9                                  | 135.92                         | 123.9                                                                               |
| LOC IGR<br><b>*110.9</b>                                                                                                                         | Final Apch Crs<br><b>302°</b> | GS<br><b>D4.4 IGR</b><br>2700' (1619') | ILS DA(H)<br>Refer to Minimums | Apt Elev 1086'<br><b>RWY 1081'</b>                                                  |
| <b>MISSED APCH:</b> Climb on heading 302° to 1500', then turn RIGHT onto heading 122° climbing to 2800', then according to chart.<br>MAX 210 KT. |                               |                                        |                                |  |
| Alt Set: hPa (MM on req)                                                                                                                         |                               | Rwy Elev: 39 hPa                       | Trans level: FL 90             | Trans alt: 7000'                                                                    |
|                                                                                                                                                  |                               |                                        |                                | MSA GND VOR                                                                         |



| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS |      | 210 KT | 1500' | 302°   |
|---------------|-------|-----|-----|-----|-----|-----|-------|------|--------|-------|--------|
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849   | PAPI | MAX    | ↑     | on hdg |

| JAR-OPS                                                                   |          | STRAIGHT-IN LANDING RWY 30R |  | LOC (GS out)   |  |
|---------------------------------------------------------------------------|----------|-----------------------------|--|----------------|--|
| ILS<br>A: 1364' (283') C: 1384' (303')<br>B: 1376' (295') D: 1395' (314') |          | FULL                        |  | ALS out        |  |
| A                                                                         | RVR 650m | RVR 1200m                   |  | NOT AUTHORIZED |  |
| B                                                                         |          |                             |  |                |  |
| C                                                                         | RVR 800m |                             |  |                |  |
| D                                                                         |          |                             |  |                |  |



**Chart changes since cycle 07-2013**

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT                   | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----------------------|-----------------|-------|----------|----------|
| GANJA, (GANJA - UBBG) |                 |       |          |          |

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport UBBG**