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JEPPESEN
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General Information

Location: Baku Aze
IATA Code: GYD
Lat/Long: N40° 28.2' E050° 03.1'
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: 0201 Z
Sunset: 1523 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: -15 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

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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 16 - on TWY L (CAT II/III)
RWY 18 - on TWY A (North), TWY C or TWY B (CAT II/III)
RWY 34 - on TWY E, TWY J (CAT II/III)
RWY 36 - on TWY A (South), TWY H 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. TAXI PROCEDURES

Use caution and strictly comply with Ground controller instructions while taxiing, due to construction works.

1.5. PARKING INFORMATION

Taxiing into stands with Follow-me car only.

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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

RWYs 16, 18, 34 and 36 approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. START-UP PROCREDURES

Contact BAKU Delivery 10 min before start-up engines.

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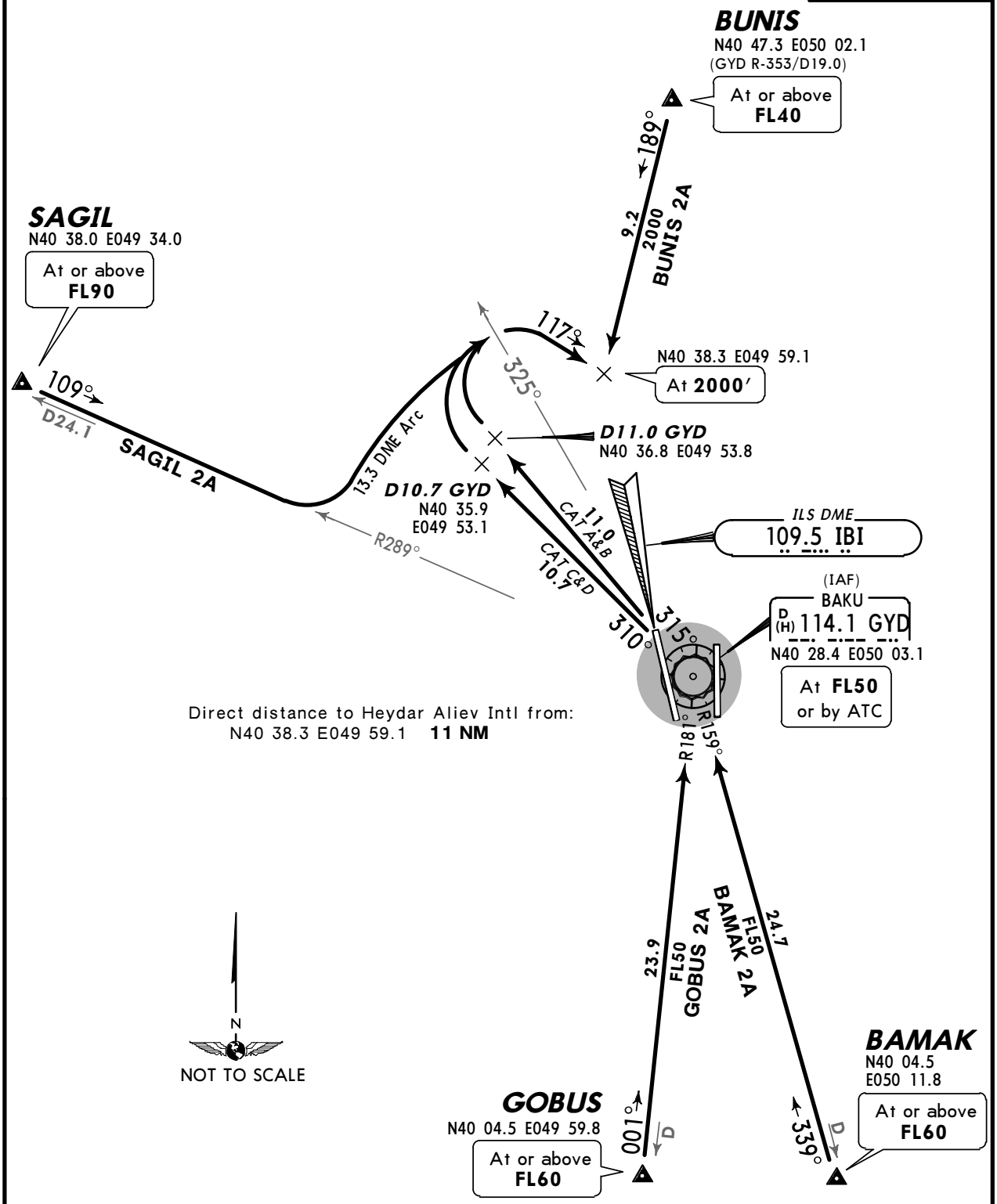
ATIS	Apt Elev	
126.8	10′	Alt Set: hPA (MM on request) Trans level: FL40 Trans alt: 2000′

BAMAK 2A *[BAMA2A]*, BUNIS 2A *[BUNI2A]* GOBUS 2A *[GOBU2A]*, SAGIL 2A *[SAGI2A]* RWY 16 ARRIVALS



STAR	ROUTING
BAMAK 2A	On GYD R-159 inbound to GYD, turn LEFT, GYD R-310 to D10.7 GYD (CAT A&B: GYD R-315 to D11.0 GYD), turn RIGHT, 117° track until intercepting ILS.
BUNIS 2A	On 189° track until intercepting ILS.
GOBUS 2A	On GYD R-181 inbound to GYD, turn LEFT, GYD R-310 to D10.7 GYD (CAT A&B: GYD R-315 to D11.0 GYD) , turn RIGHT, 117° track until intercepting ILS.
SAGIL 2A	On GYD R-289 inbound, along GYD 13.3 DME arc, when passing GYD R-325 turn RIGHT, 117° track until intercepting ILS.

CHANGES: None.

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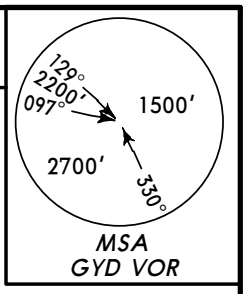
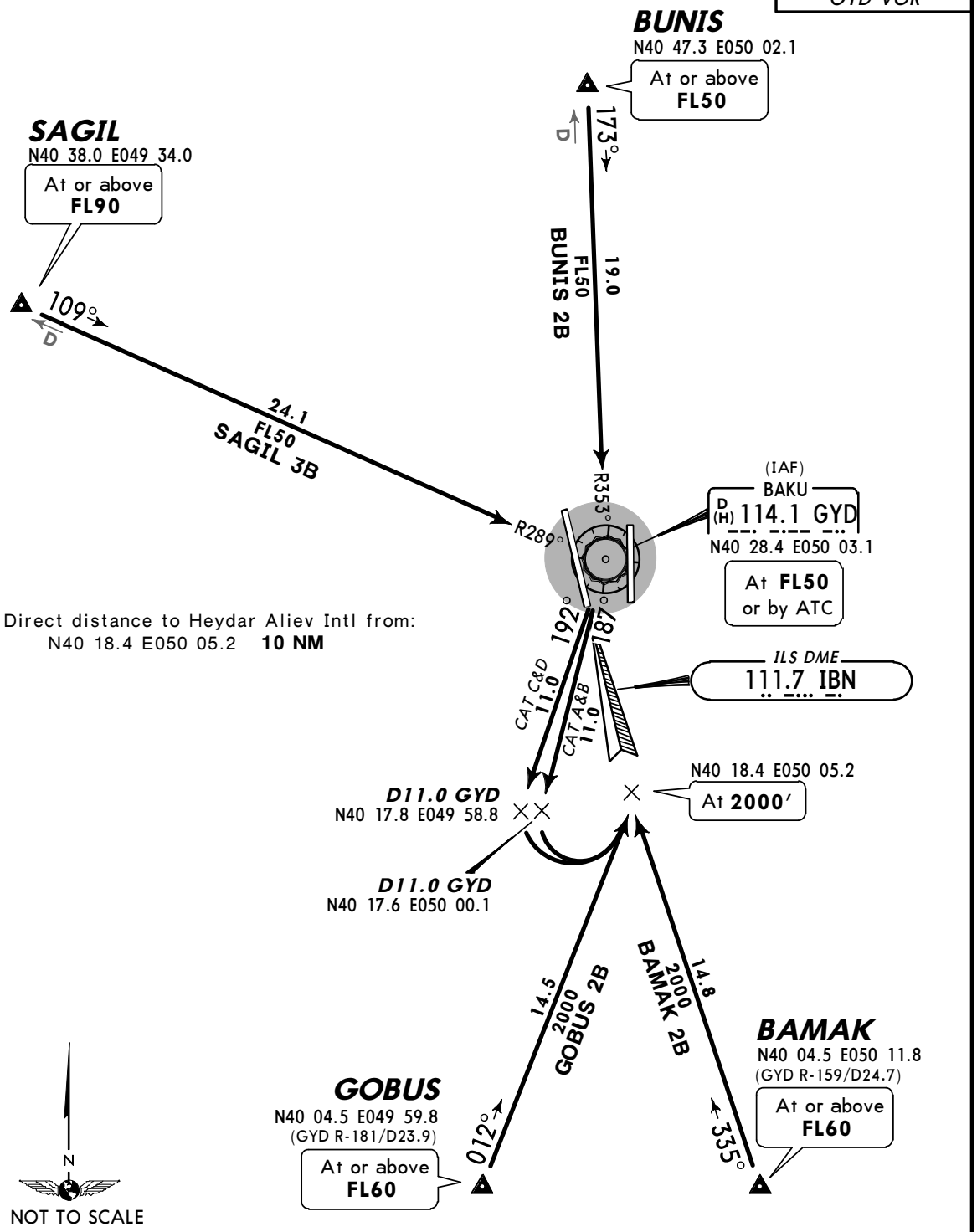
ATIS	Apt Elev	
126.8	10′	Alt Set: hPA (MM on request) Trans level: FL40 Trans alt: 2000′

BAMAK 2B *[BAMA2B]*, BUNIS 2B *[BUNI2B]* GOBUS 2B *[GOBU2B]*, SAGIL 3B *[SAGI3B]* RWY 34 ARRIVALS





STAR	ROUTING
BAMAK 2B	On 335° track until intercepting ILS.
BUNIS 2B	On GYD R-353 inbound to GYD, turn RIGHT, GYD R-192 to D11.0 GYD (CAT A&B: GYD R-187 to D11.0 GYD), turn LEFT, 012° track until intercepting ILS.
GOBUS 2B	On 012° track until intercepting ILS.
SAGIL 3B	On GYD R-289 inbound to GYD, turn RIGHT, GYD R-192 to D11.0 GYD (CAT A&B: GYD R-187 to D11.0 GYD), turn LEFT, 012° track until intercepting ILS.

CHANGES: Crossing at BUNIS revised.

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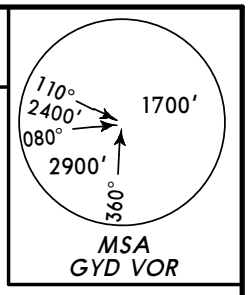
ATIS	Apt Elev	
126.8	10′	Alt Set: hPA (MM on request) Trans level: FL40 Trans alt: 2000′



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

❶ MEA when under RADAR assistance.

BUNIS
N40 47.3 E050 02.1
(GYD R-353/D19.0)
At or above **FL50**

MHA FL50
MAX FL140
172°
352°
168°
3080
10
BUNIS 1C

BULUD
N40 41.9 E050 14.9
At or above **FL40**

236°
9
3080
BULUD 1C
029°
D16.3

D11.4 GYD
N40 39.7 E050 01.6
At **2000′**

D11.8 GYD
N40 39.8 E049 59.4
At **2000′**

SAGIL
N40 38.0 E049 34.0
At or above **FL90**

080°
19
4220
❶ 3080
SAGIL 1C
D24.1
289°
342°
349°
130°
356°
175°

D9.4 GYD
N40 37.6 E050 04.7
(GYD R-003)
At **2000′**

D10 GYD
N40 38.3 E050 03.3
At **2000′**

D8.1 GYD
N40 36.4 E050 03.8
(GYD R-359)
At **2000′**

Intercept final at **2000′**

ILS DME
110.5 IBU

BAKU
D (H) 114.1 GYD
N40 28.3 E050 03.0

HOLDING OVER SAGIL
261°
081°
MHA FL90
MAX FL110

N
NOT TO SCALE

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.

CHANGES: STARs transferred.

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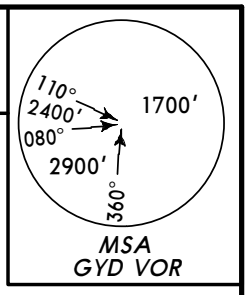
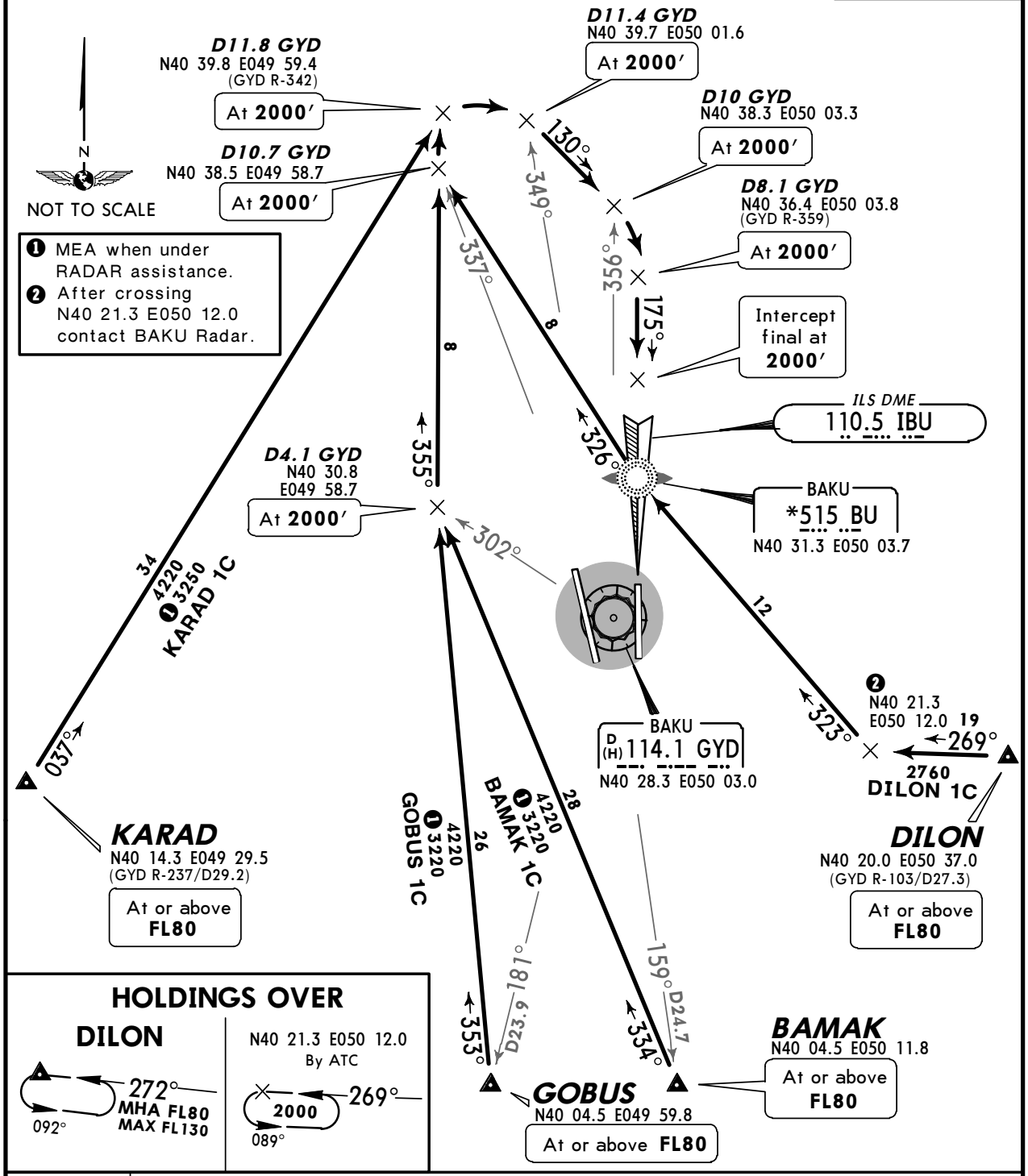
ATIS	BAKU Radar	Apt Elev	
126.8	120.8	10′	Alt Set: hPA (MM on request) Trans level: FL40 Trans alt: 2000′



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.

CHANGES: STARs transferred; communication.

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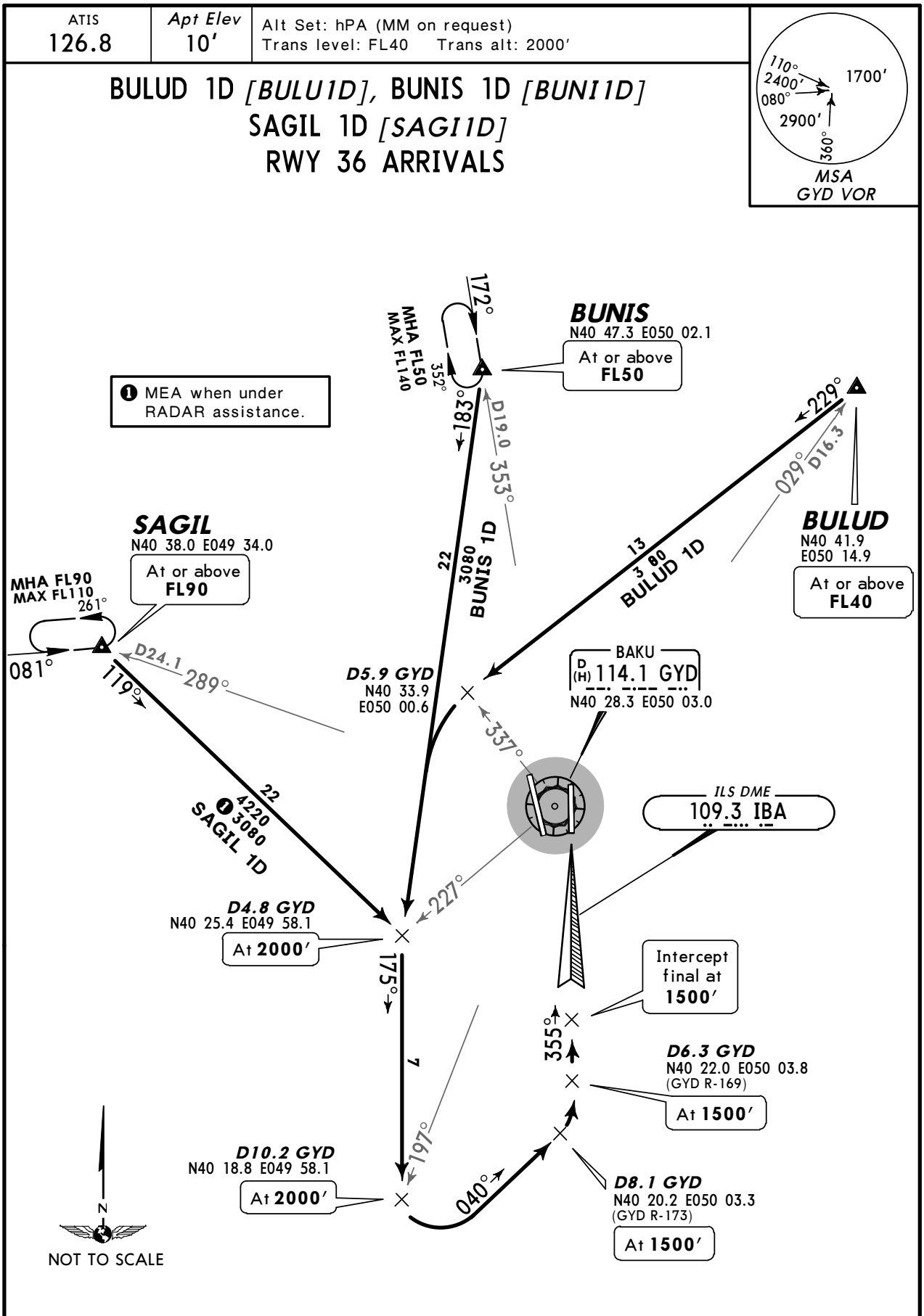
ATIS	Apt Elev	
126.8	10′	Alt Set: hPA (MM on request) Trans level: FL40 Trans alt: 2000′

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.

CHANGES: New chart (STARs transferred).

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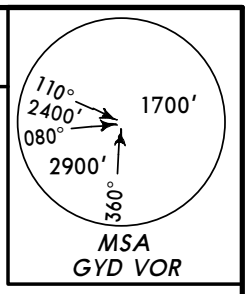
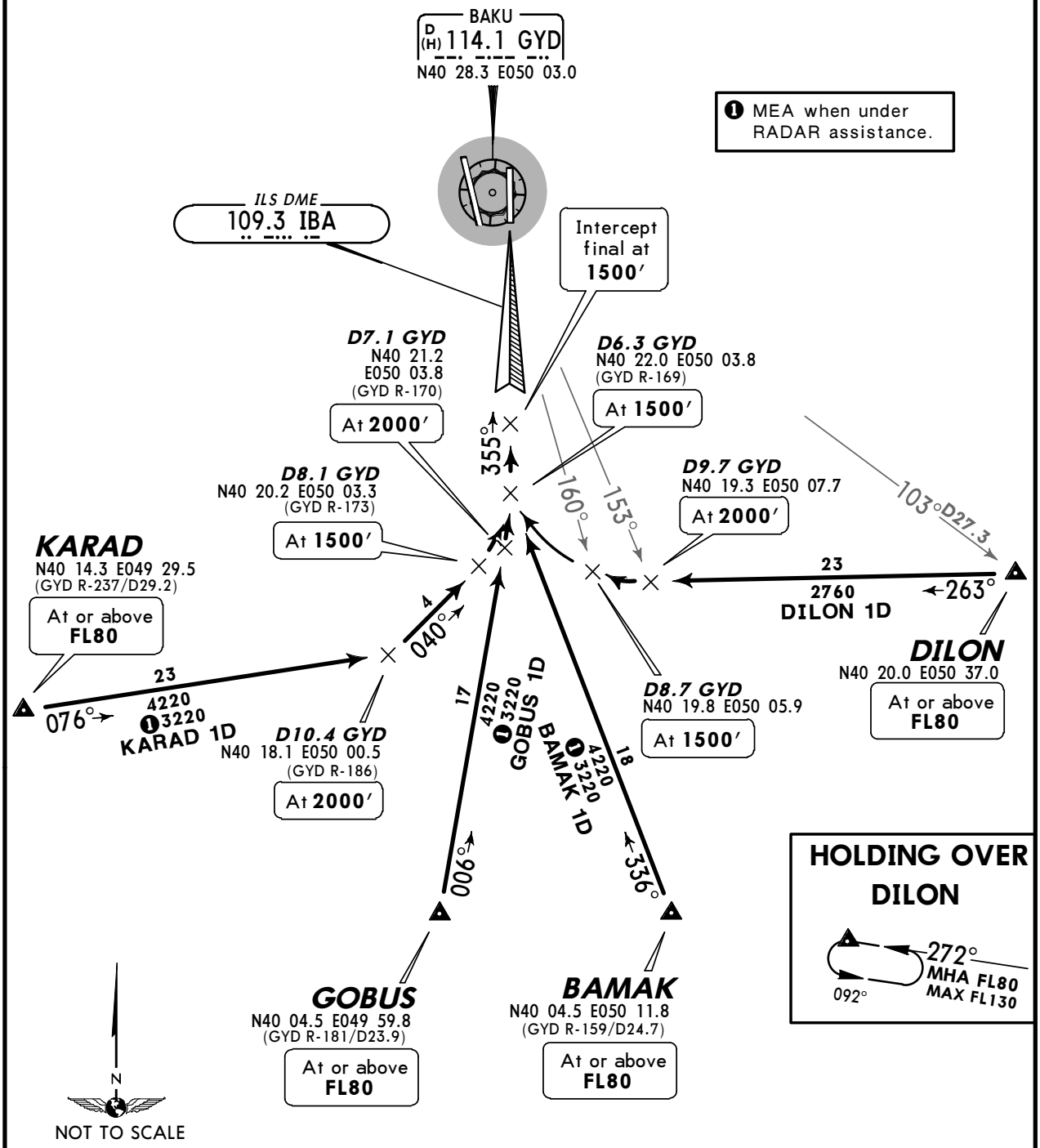
ATIS	Apt Elev	
126.8	10′	Alt Set: hPA (MM on request) Trans level: FL40 Trans alt: 2000′

BAMAK 1D *[BAMA1D]*, DILON 1D *[DILO1D]* 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.

CHANGES: New chart (STARs transferred).

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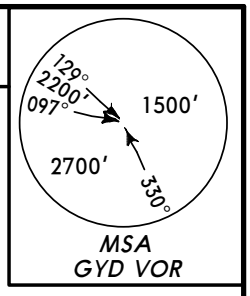
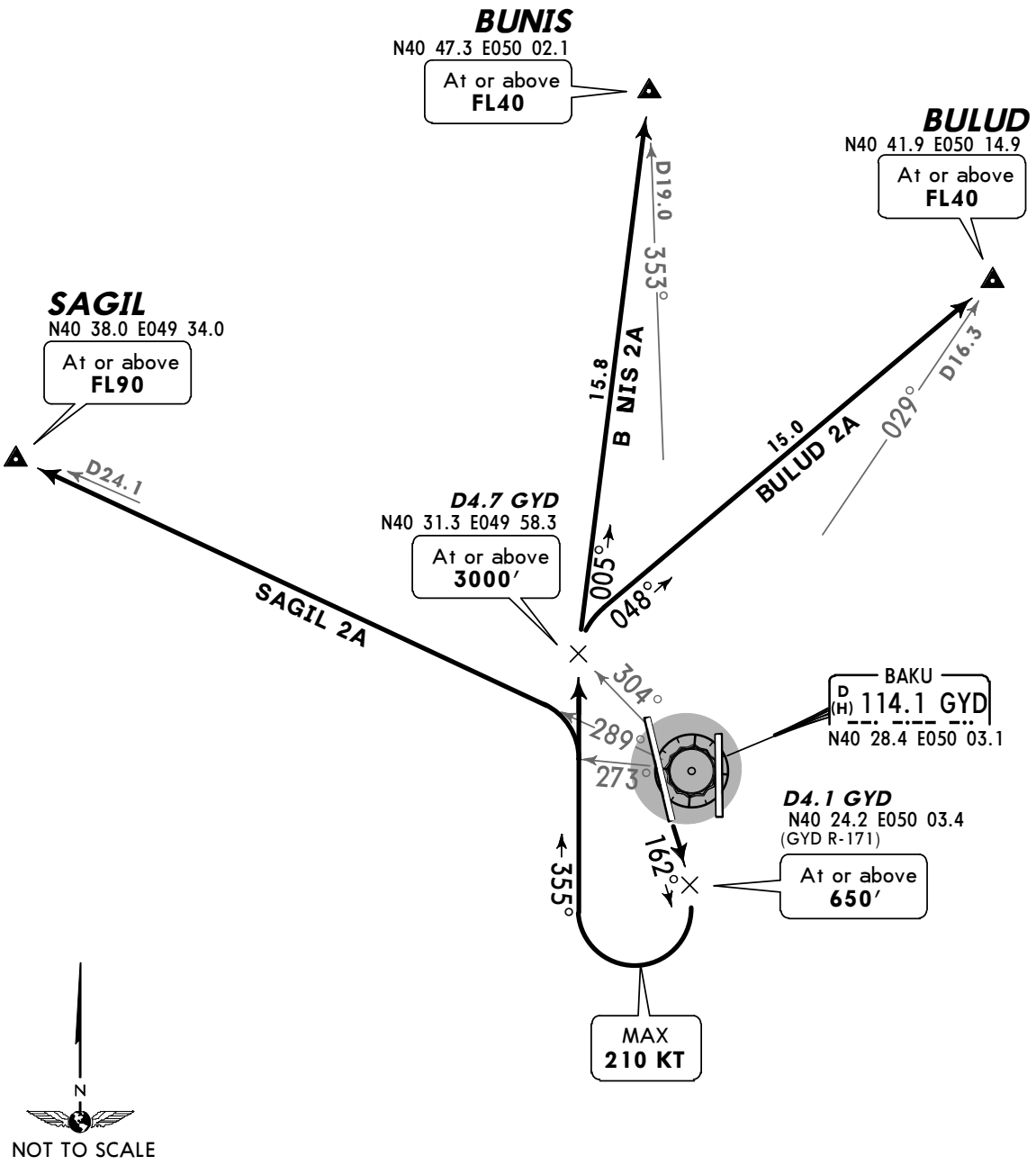
Apt Elev 10′	Trans level: FL40 Trans alt: 2000′

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





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

CHANGES: Initial turn speed improved.

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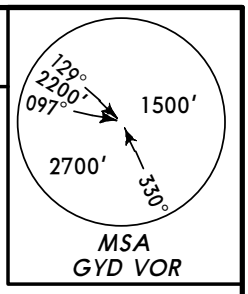
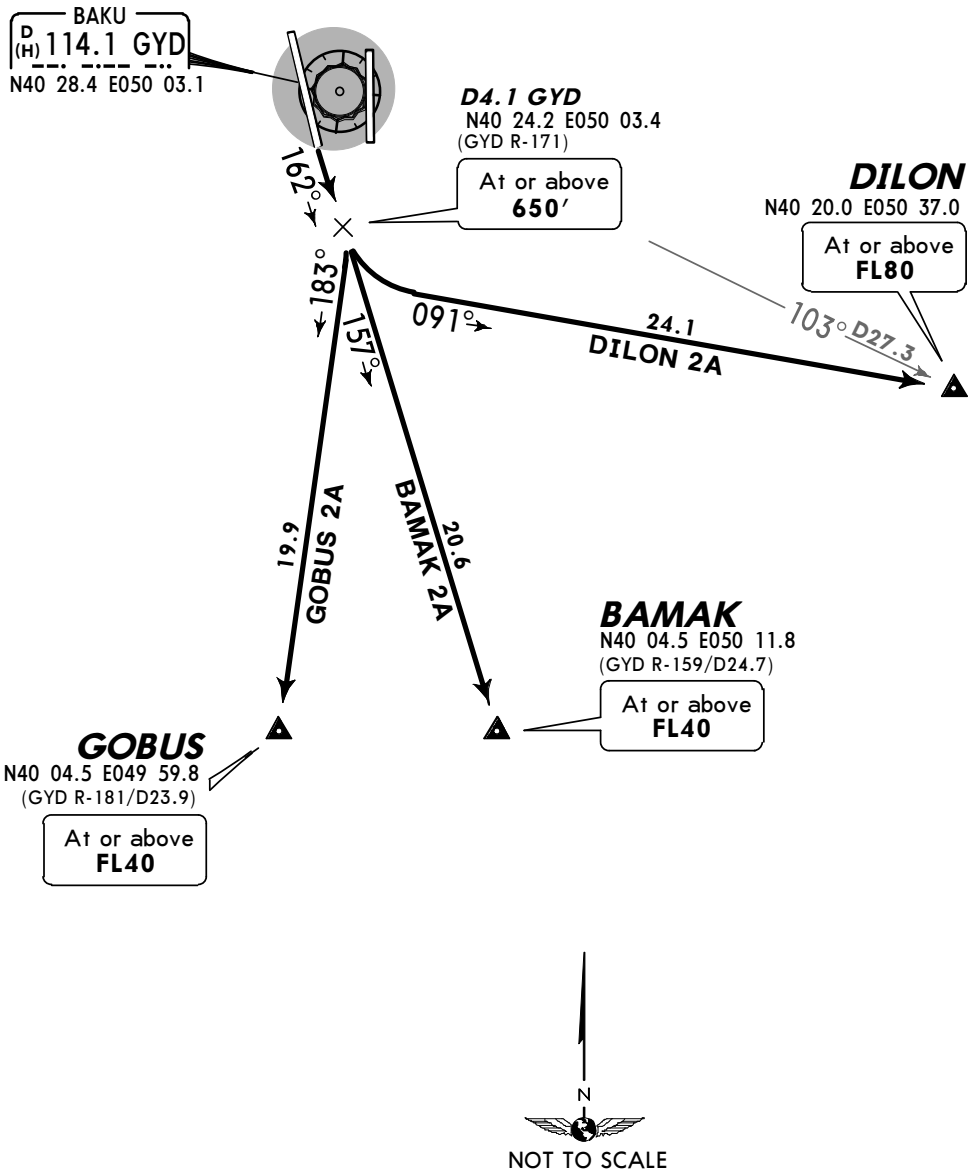
Apt Elev 10′	Trans level: FL40 Trans alt: 2000′



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



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

CHANGES: Initial turn speed withdrawn.

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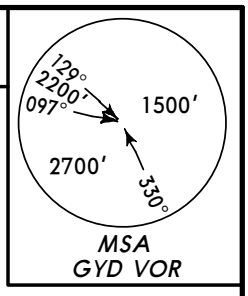
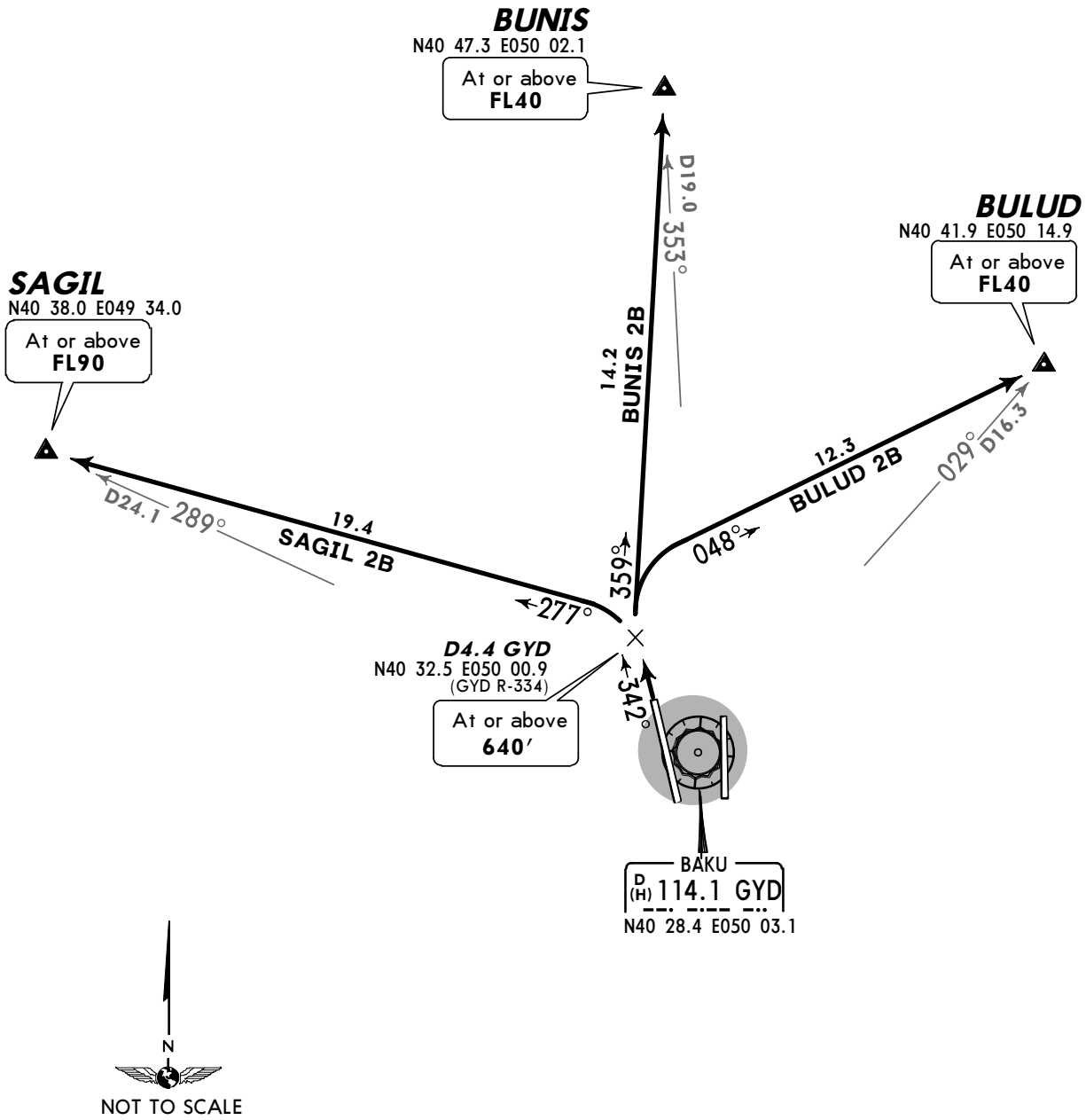
Apt Elev	
10′	Trans level: FL40 Trans alt: 2000′



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



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

CHANGES: Initial turn speed withdrawn.

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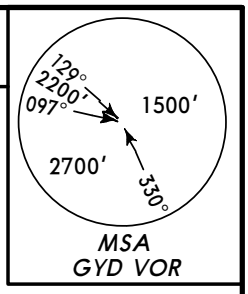
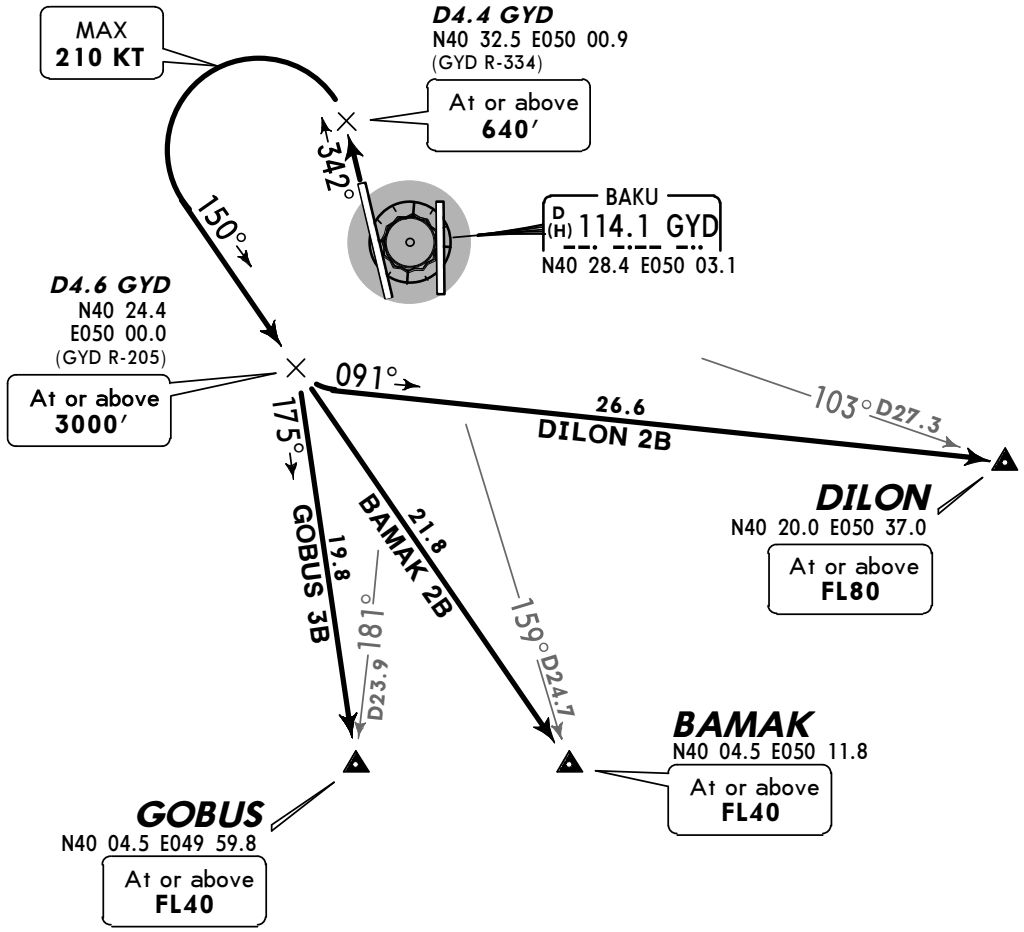
Apt Elev 10′	Trans level: FL40 Trans alt: 2000′



BAMAK 2B *[BAMA2B]*, DILON 2B *[DILO2B]* GOBUS 3B *[GOBU3B]* RWY 34 DEPARTURES



SID	ROUTING
BAMAK 2B	Climb straight ahead to D4.4 GYD, turn LEFT, 150° track to BAMAK.
DILON 2B	Climb straight ahead to D4.4 GYD, turn LEFT, 150° track, when crossing GYD R-205 turn LEFT, 091° track to DILON.
GOBUS 3B	Climb straight ahead to D4.4 GYD, turn LEFT, 150° track, when crossing GYD R-205 turn RIGHT, 175° track to GOBUS.

CHANGES: SID GOBUS 2B renumbered 3B and revised; initial turn speed improved.

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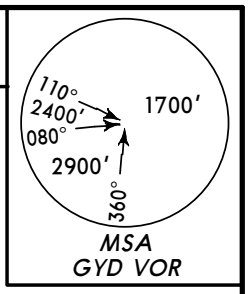
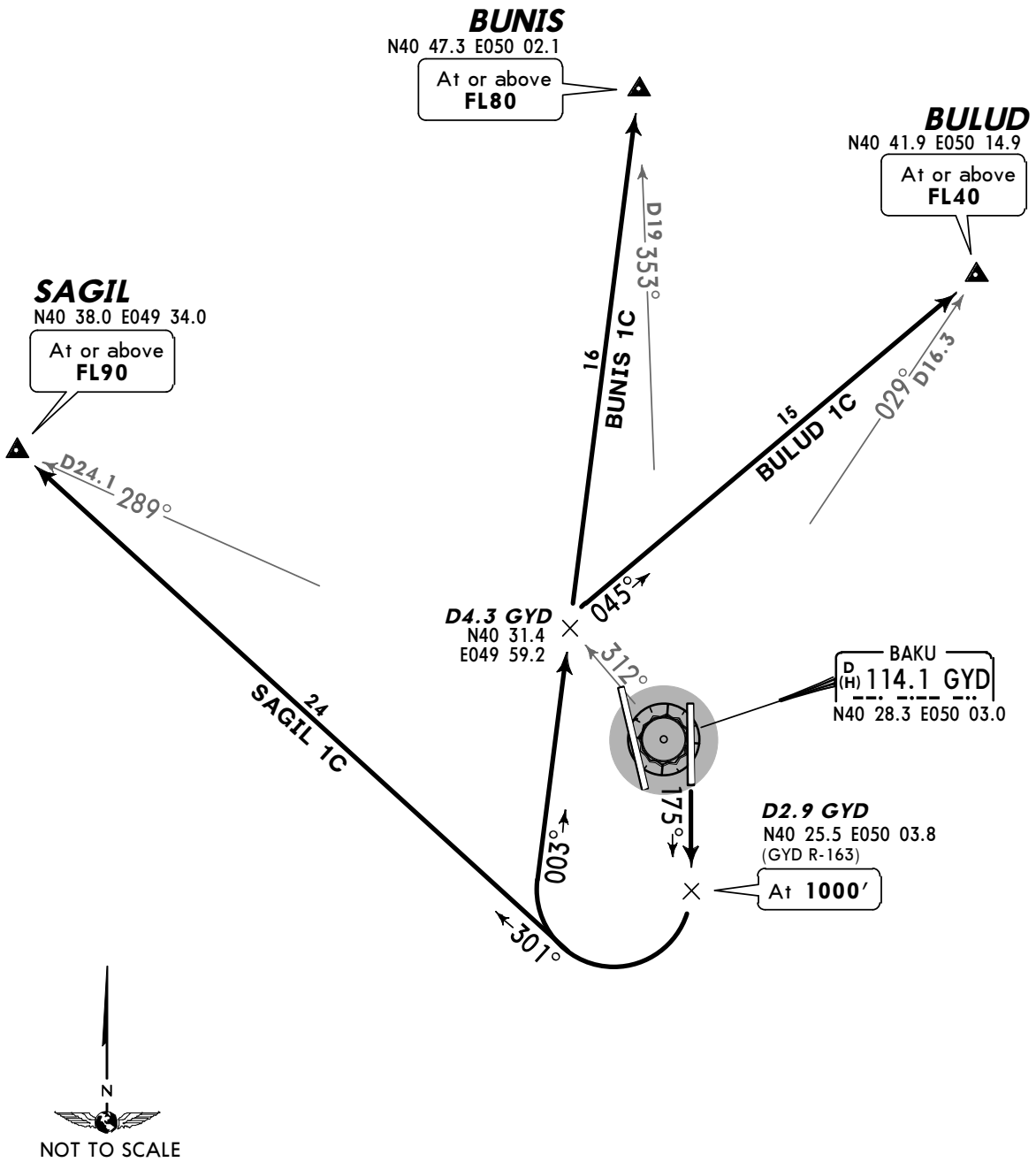
Apt Elev 10′	Trans level: FL40 Trans alt: 2000′

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.

CHANGES: New chart (SIDs transferred).

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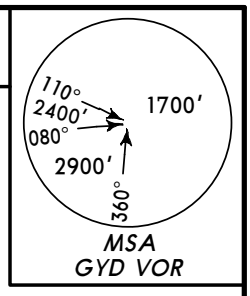
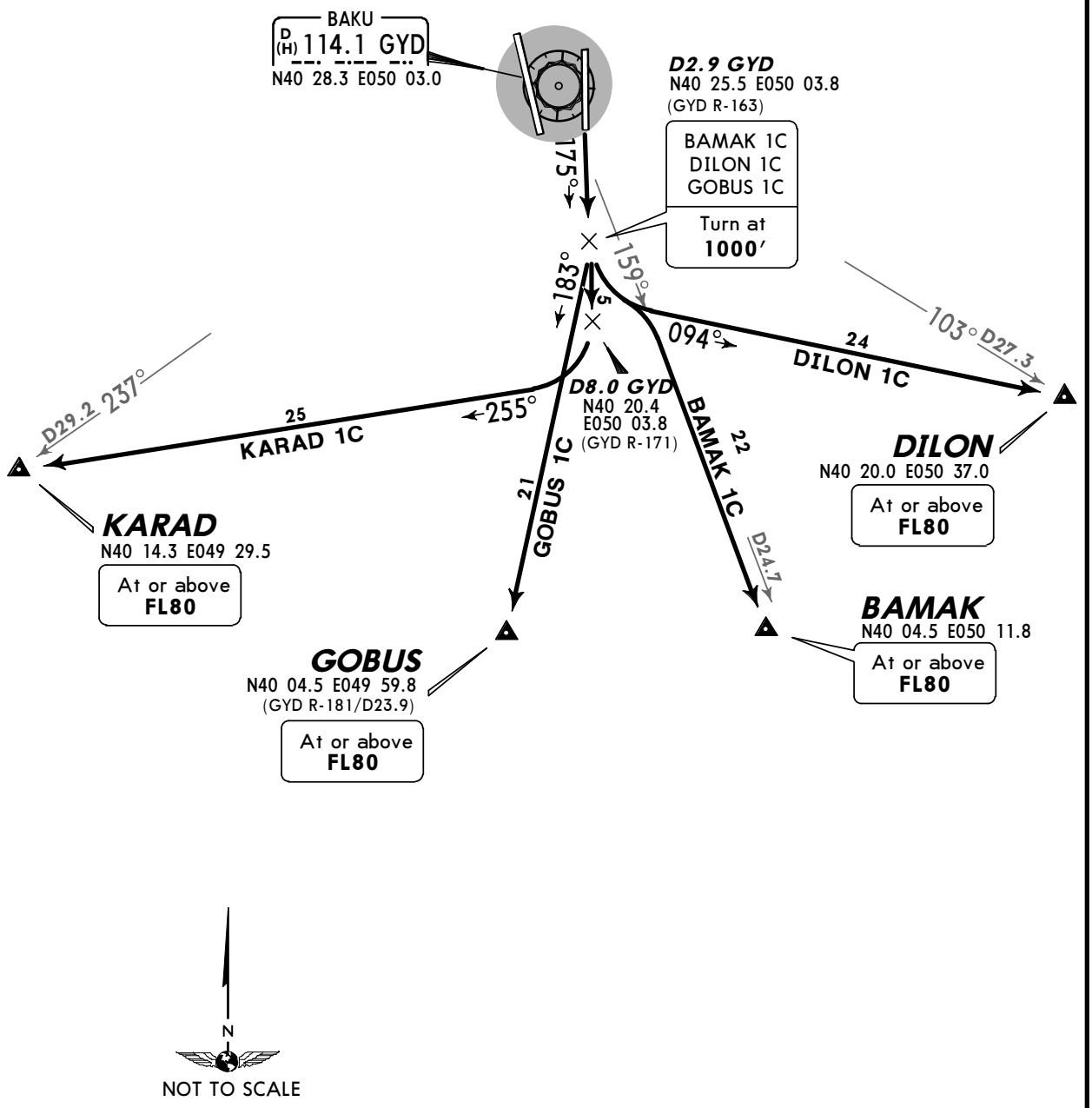
Apt Elev 10′	Trans level: FL40 Trans alt: 2000′



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.

CHANGES: New chart (SIDs transferred).

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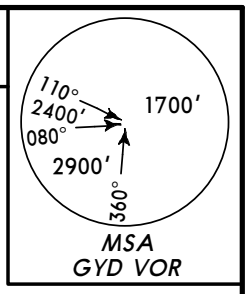
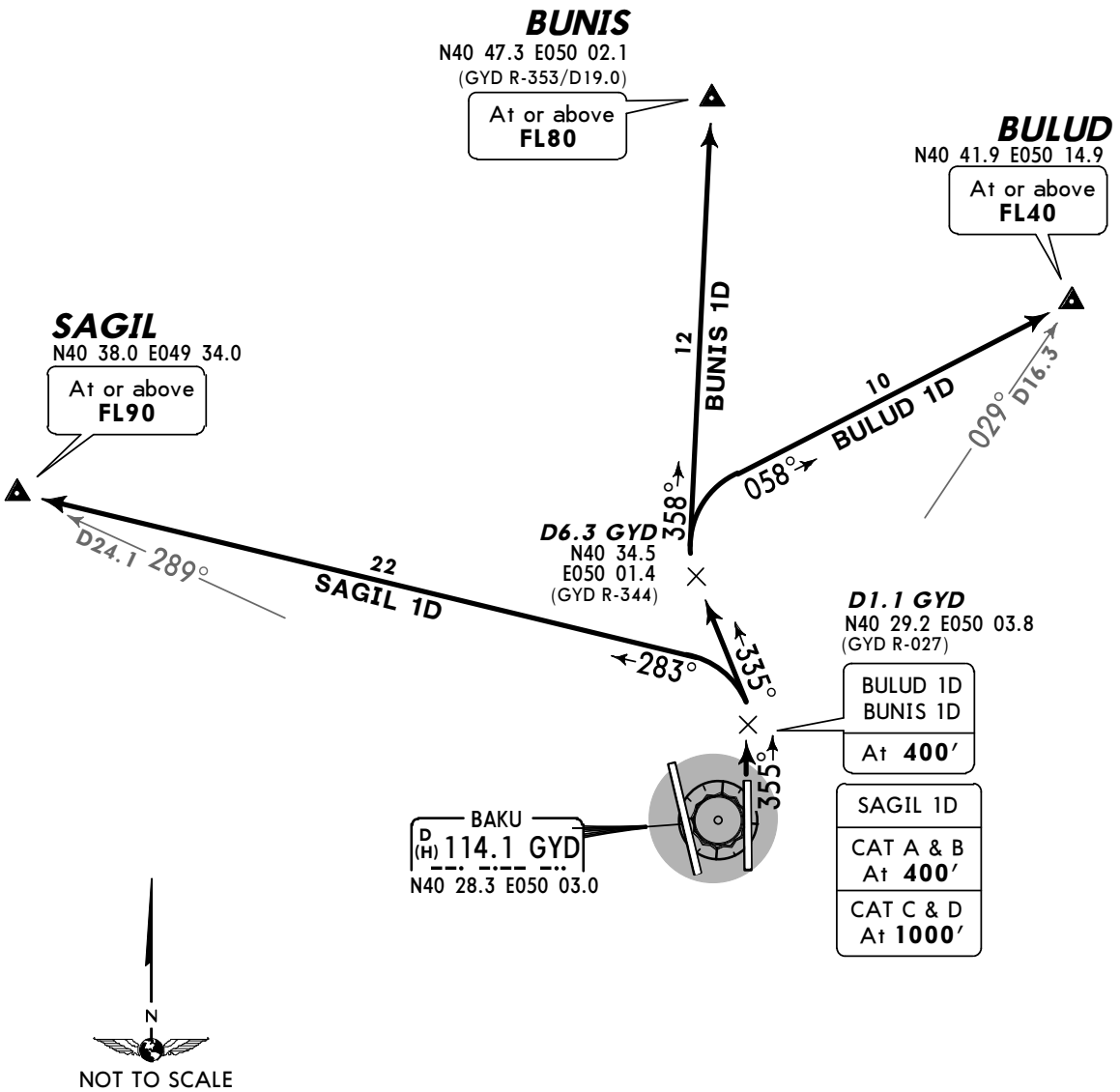
Apt Elev 10′	Trans level: FL40 Trans alt: 2000′



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.

CHANGES: New chart (SIDs transferred).

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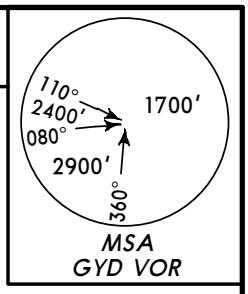
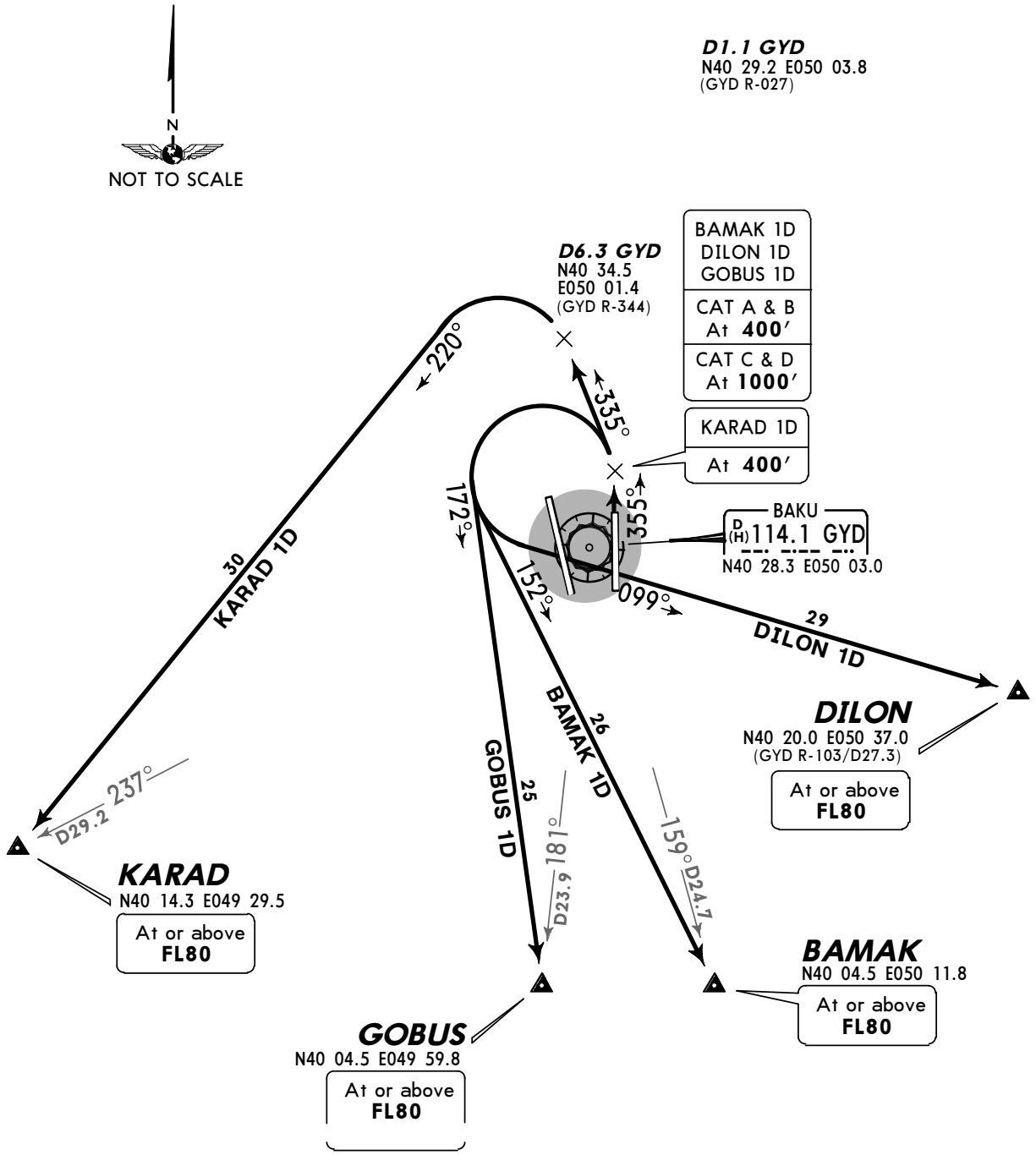
Apt Elev 10′	Trans level: FL40 Trans alt: 2000′

BAMAK 1D *[BAMA1D]*, DILON 1D *[DILO1D]* GOBUS 1D *[GOBU1D]*, KARAD 1D *[KARA1D]* RWY 36 DEPARTURES





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.

CHANGES: New chart (SIDs transferred).

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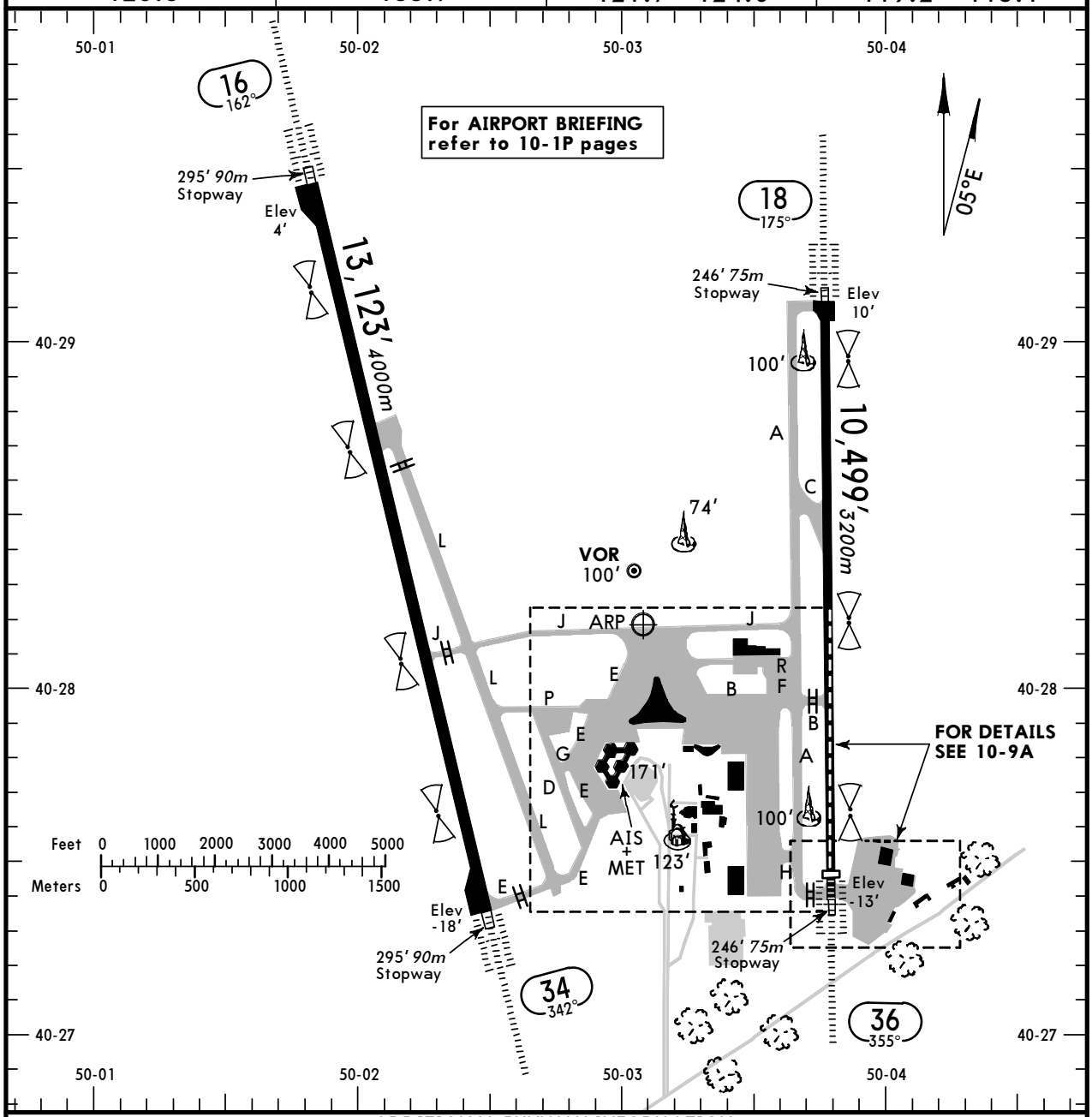
ATIS	BAKU Delivery	Ground	Tower
126.8	135.7	121.7 124.0	119.2 118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
16 / 34	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI ❶ RVR		11,969′ *3648m* / 12,029′ *3666m*	❷	197′ *60m*
18 / 36	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI ❶ RVR	10,056′ *3065m*	9405′ *2867m* / 9084′ *2769m*		147′ *45m*

❶ (angle 3.0°) ❷ TAKE-OFF RUN AVAILABLE

RWY 16:
From rwy head 13,123′ (4000m)
twy L int 7874′ (2400m)
twy J int 4429′ (1350m)

RWY 34:
From rwy head 13,123′ (4000m)
twy J int 8694′ (2650m)
twy L int 5249′ (1600m)

JAR-OPS

TAKE-OFF ❶

All Rwys
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	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

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

CHANGES: ARP. RVRs rwys 16/34 added.

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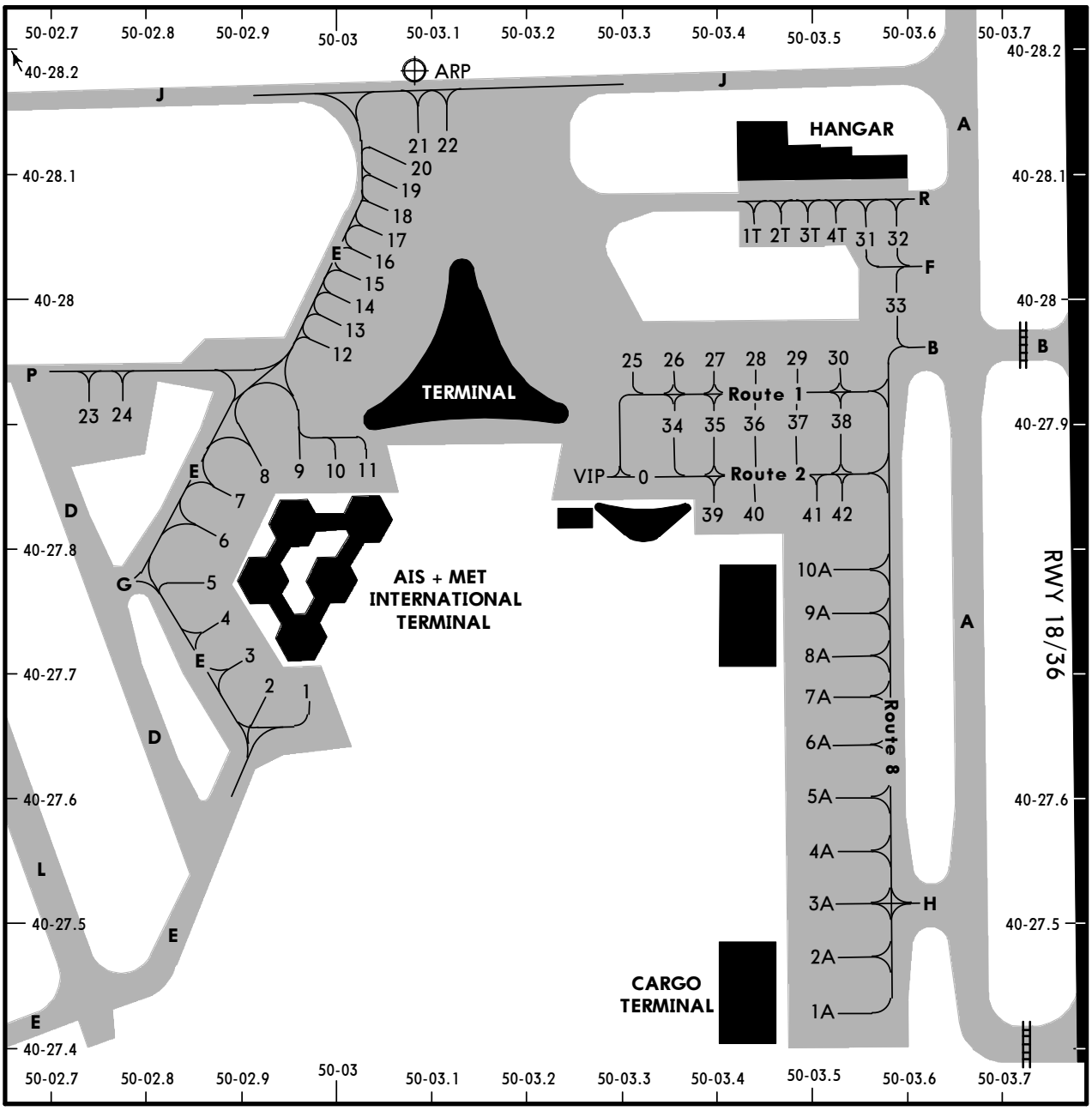

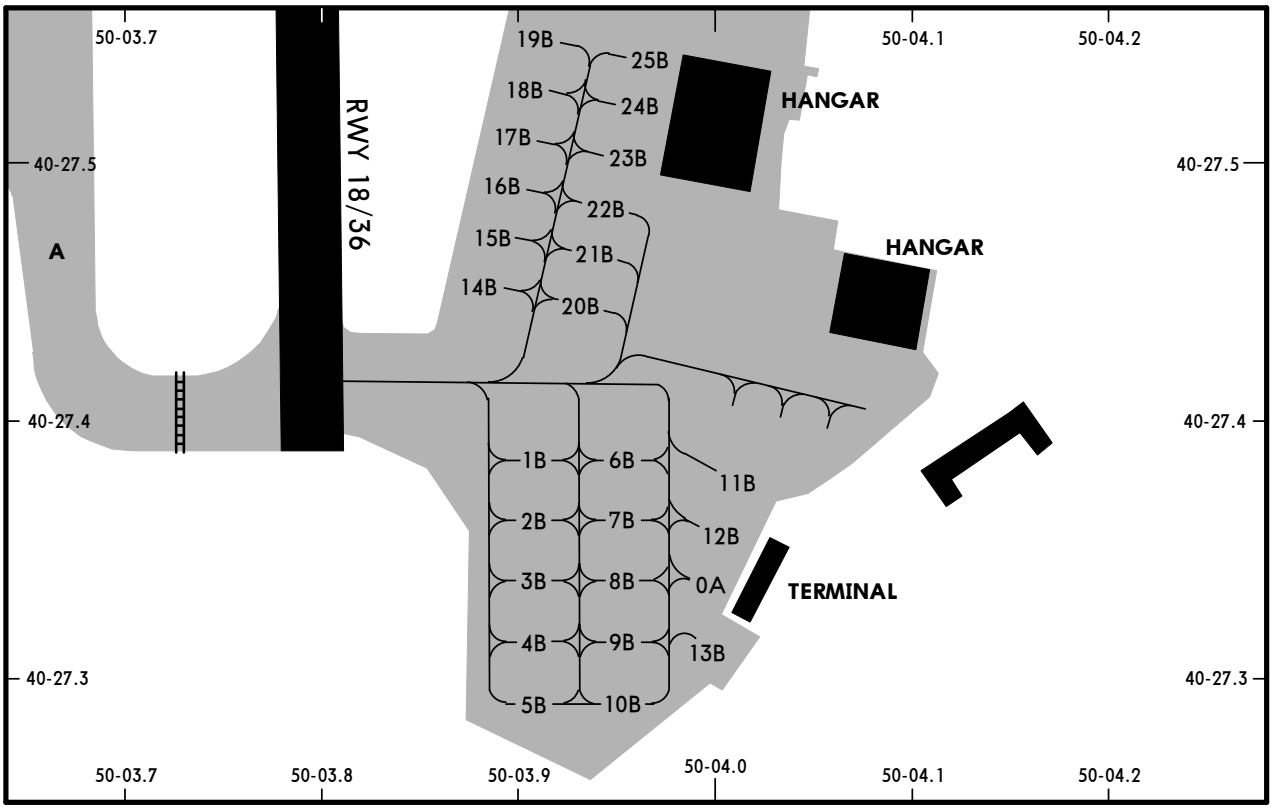

CHANGES: ARP. Stands.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
0	N40 27.8 E050 03.3	13	N40 28.0 E050 03.0
0A	N40 27.3 E050 04.0	13B	N40 27.3 E050 04.0
1	N40 27.7 E050 03.0	14	N40 28.0 E050 03.0
1A	N40 27.4 E050 03.5	14B	N40 27.6 E050 03.9
1B	N40 27.4 E050 03.9	15	N40 28.0 E050 03.0
1T	N40 28.0 E050 03.4	15B	N40 27.5 E050 03.9
2	N40 27.7 E050 02.9	16	N40 28.0 E050 03.0
2A	N40 27.5 E050 03.5	16B	N40 27.5 E050 03.9
2B	N40 27.4 E050 03.9	17	N40 28.1 E050 03.0
2T	N40 28.0 E050 03.5	17B	N40 27.5 E050 03.9
3	N40 27.7 E050 02.9	18	N40 28.1 E050 03.1
3A	N40 27.5 E050 03.5	18B	N40 27.5 E050 03.9
3B	N40 27.3 E050 03.9	19	N40 28.1 E050 03.1
3T	N40 28.0 E050 03.5	19B	N40 27.5 E050 03.9
4	N40 27.7 E050 02.9	20	N40 28.1 E050 03.1
4A	N40 27.5 E050 03.5	20B	N40 27.4 E050 03.9
4B	N40 27.3 E050 03.9	21	N40 28.1 E050 03.1
4T	N40 28.0 E050 03.5	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 thru 28	N40 27.9 E050 03.4
8	N40 27.8 E050 02.9	29, 30	N40 27.9 E050 03.5
8A	N40 27.7 E050 03.5	31 thru 33	N40 28.0 E050 03.6
8B	N40 27.3 E050 03.9	34 thru 36	N40 27.9 E050 03.4
9	N40 27.8 E050 03.0	37, 38	N40 27.9 E050 03.5
9A	N40 27.7 E050 03.5	39	N40 27.8 E050 03.4
9B	N40 27.3 E050 03.9	40 thru 42	N40 27.8 E050 03.5
10	N40 27.8 E050 03.0	VIP	N40 27.8 E050 03.3
10A	N40 27.8 E050 03.5		
10B	N40 27.3 E050 03.9		
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		

CHANGES: Stands. Coordinates.

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BAKU, AZERBAIJAN
HEYDAR ALIYEV INTL

STRAIGHT-IN RWY		A	B	C	D
16	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**104′**(100′) **RA102′ R350m**	**104′**(100′) **RA102′ R350m**	**104′**(100′) **RA102′ R350m**	**104′**(100′) **RA102′ R350m**
	ILS *FULL* *Limited* *ALS out*	**204′**(200′) **R550m** R750m R1200m	**204′**(200′) **R550m** R750m R1200m	**204′**(200′) **R550m** R750m R1200m	**204′**(200′) **R550m** R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶ *ALS out*	**400′**(396′) **R1100m** R1800m	**420′**(416′) **R1200m** R1900m	**430′**(426′) **R1300m** R2000m	**460′**(456′) **R1400m** C2100m
18	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**110′**(100′) **RA98′ R350m**	**110′**(100′) **RA98′ R350m**	**110′**(100′) **RA98′ R350m**	**110′**(100′) **RA98′ R350m**
	ILS *FULL* *Limited* *ALS out*	**210′**(200′) **R550m** R750m R1200m	**210′**(200′) **R550m** R750m R1200m	**210′**(200′) **R550m** R750m R1200m	**210′**(200′) **R550m** R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶ *ALS out*	**770′**(760′) **R1500m** R1500m	**770′**(760′) **R1500m** R1500m	**1010′**(1000′) **C3800m** C4500m	**1010′**(1000′) **C3800m** C4500m
34	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**82′**(100′) **RA100′ R350m**	**82′**(100′) **RA100′ R350m**	**82′**(100′) **RA100′ R350m**	**82′**(100′) **RA100′ R350m**
	ILS *FULL* *Limited* *ALS out*	**182′**(200′) **R550m** R750m R1200m	**182′**(200′) **R550m** R750m R1200m	**182′**(200′) **R550m** R750m R1200m	**182′**(200′) **R550m** R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶ *ALS out*	**620′**(638′) **C2200m** C2900m	**640′**(658′) **C2300m** C3000m	**660′**(678′) **C2400m** C3100m	**700′**(718′) **C2600m** C3300m
36	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**87′**(100′) **RA98′ R350m**	**87′**(100′) **RA98′ R350m**	**87′**(100′) **RA98′ R350m**	**87′**(100′) **RA98′ R350m**
	ILS *FULL* *Limited* *ALS out*	**187′**(200′) **R550m** R750m R1200m	**187′**(200′) **R550m** R750m R1200m	**187′**(200′) **R550m** R750m R1200m	**187′**(200′) **R550m** R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶ *ALS out*	**780′**(793′) **C2900m** C3600m	**780′**(793′) **C2900m** C3600m	**1000′**(1013′) **C4100m** C4900m	**1000′**(1013′) **C4100m** C4900m

❶ Continuous Descent Final Approach.

CHANGES: Minimums.

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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	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

CHANGES: Take-off minimums transferred from 10-9S.

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UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN

1 FEB 13 (11-1) Eff 7 Feb

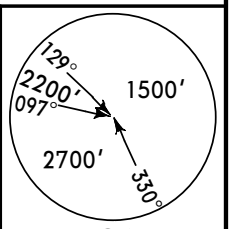
BAKU, AZERBAIJAN
ILS Rwy 16

BRIEFING STRIP ™

ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

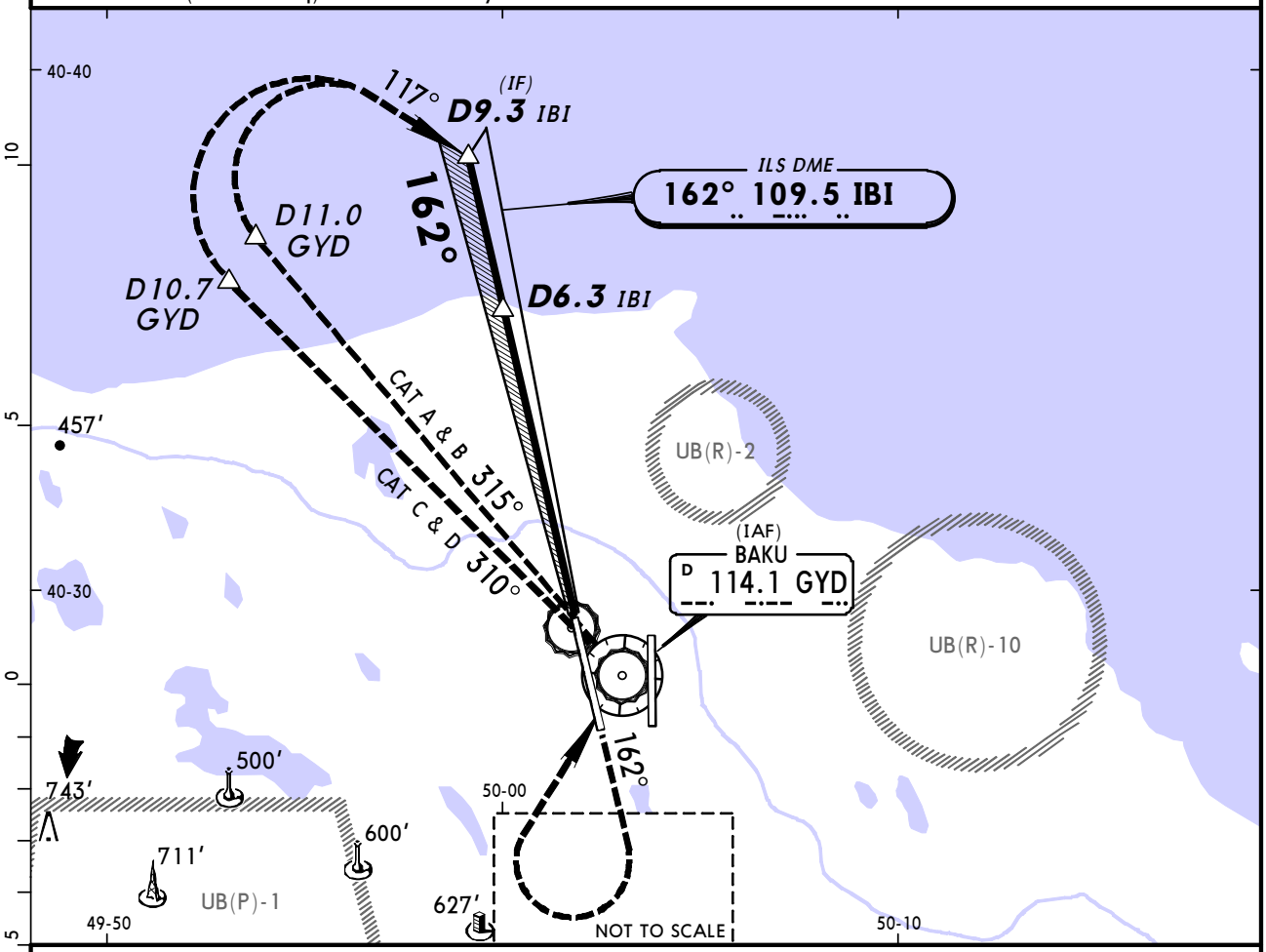
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev	10′
IBI 109.5	162°	D6.3 IBI 2000′ (1996′)	204′ (200′)	RWY	4′

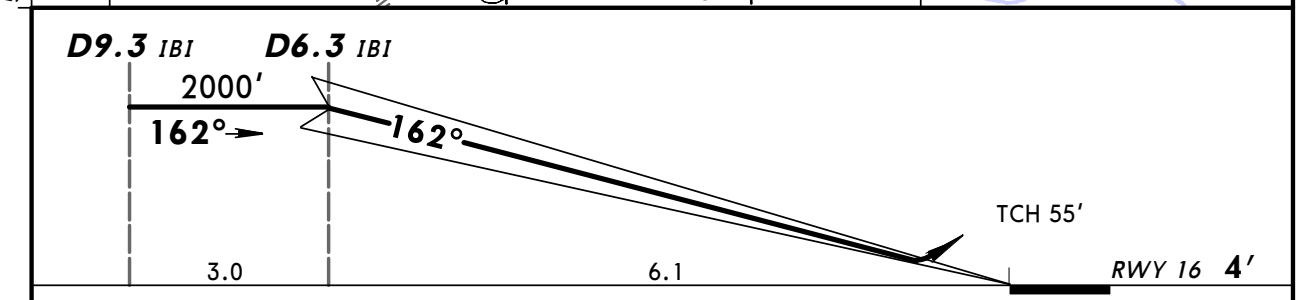
MISSED APCH: Climb on 162° to 1500′, then turn RIGHT (MAX 210 KT) to VOR, then according to chart.
Do not turn before THR rwy 34.



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
ILS GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI
1500′ on 162°

JAR-OPS STRAIGHT-IN LANDING RWY 16

	ILS DA(H) 204′ (200′) FULL	ILS DA(H) 204′ (200′) ALS out	LOC (GS out)
PANS OPS A	RVR 550m	RVR 1000m	NOT AUTHORIZED
PANS OPS B			
PANS OPS C			
PANS OPS D			

CHANGES: Missed approach.

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UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
1 FEB 13 (11-1A) Eff 7 Feb

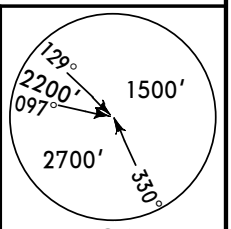
BAKU, AZERBAIJAN
CAT II ILS Rwy 16

ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

BRIEFING STRIP ™

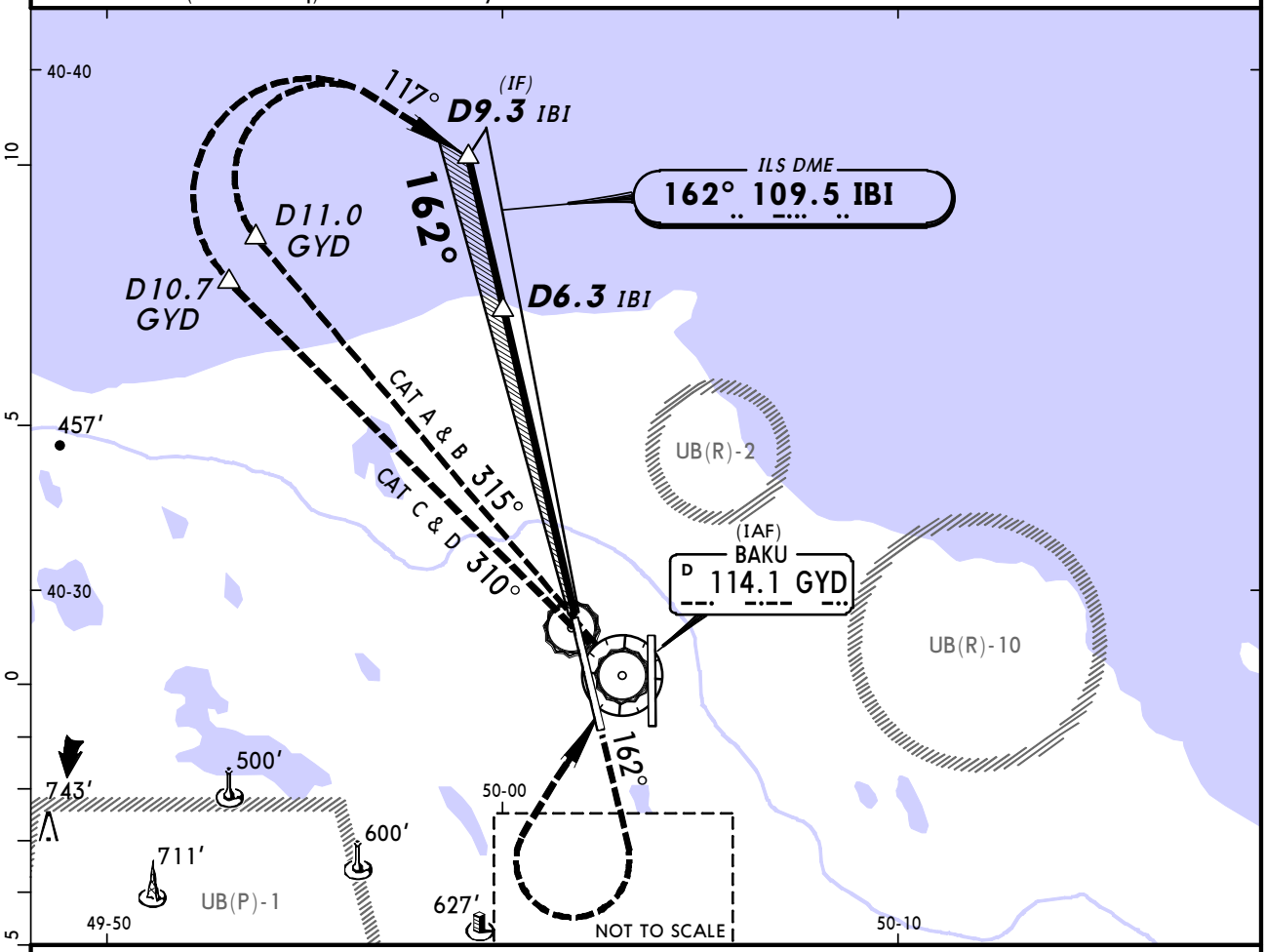
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev	10′
IBI 109.5	162°	D6.3 IBI 2000′ (1996′)	RA 102′ DA(H) 104′ (100′)	RWY	4′

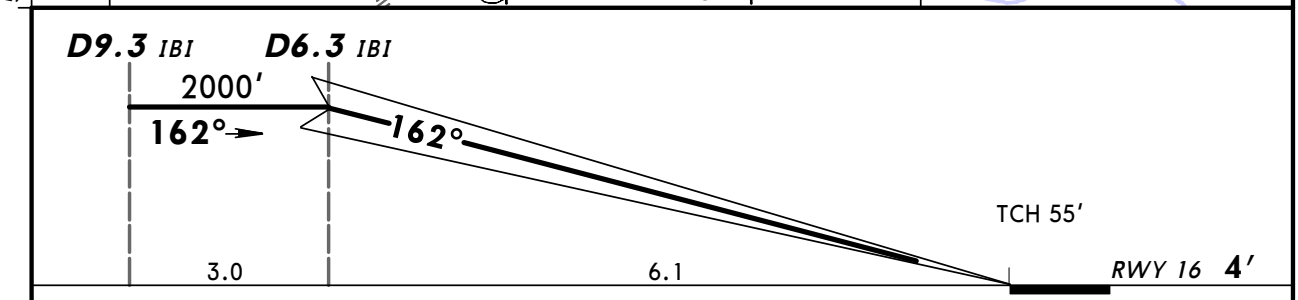
MISSED APCH: Climb on 162° to 1500′, then turn RIGHT (MAX 210 KT) to VOR, then according to chart.
Do not turn before THR rwy 34.



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
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI
1500′ on 162°

JAR-OPS

STRAIGHT-IN LANDING RWY 16
CAT II ILS

RA 102′
DA(H) **104′** (100′)

PANS OPS

RVR 350m

CHANGES: New procedure.

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BRIEFING STRIP

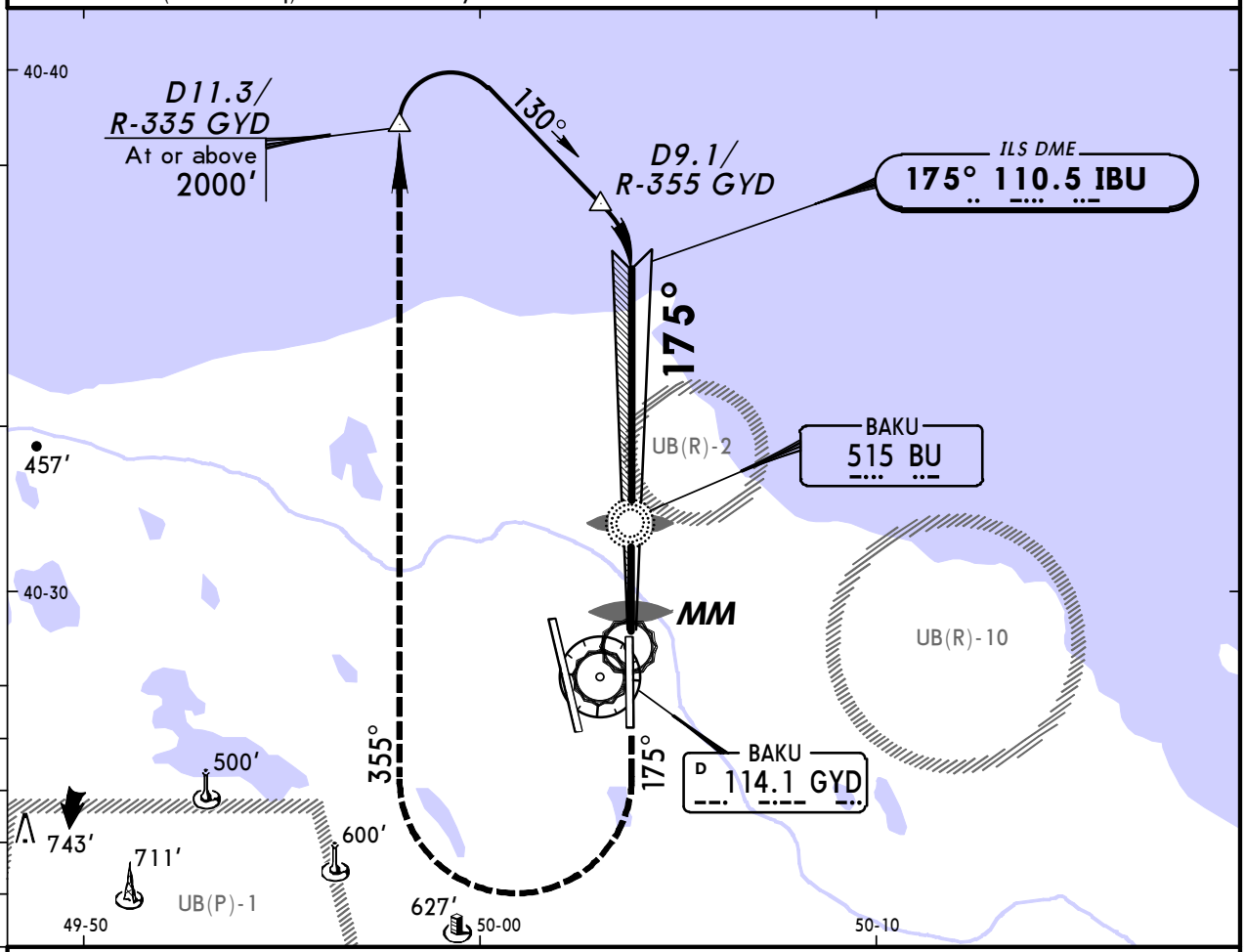
ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

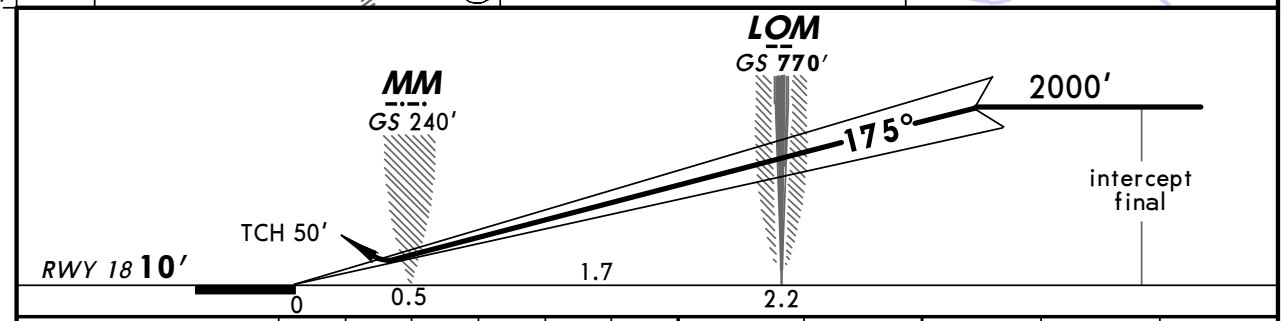
LOC	Final Apch Crs	GS / LOM	ILS DA(H)	Apt Elev / RWY
IBU 110.5	175°	770′ (760′)	210′ (200′)	10′ / 10′

MISSED APCH: Climb on 175° to 1000′, then turn RIGHT onto 355° climbing to 2000′, then according to chart.

MSA GYD VOR: 110° 2400′; 080° 2900′; 360° 1700′

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
ILS GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI

1000′ on 175° | 355° RT | 2000′

JAR-OPS STRAIGHT-IN LANDING RWY 18

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) ALS out	LOC (GS out)
PANS OPS A	RVR 550m	RVR 1000m	NOT AUTHORIZED
PANS OPS B			
PANS OPS C			
PANS OPS D			

CHANGES: Chart renumbered.

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UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
27 APR 12 (11-2A) Eff 3 May

BAKU, AZERBAIJAN
CAT II ILS Rwy 18

BRIEFING STRIP ™

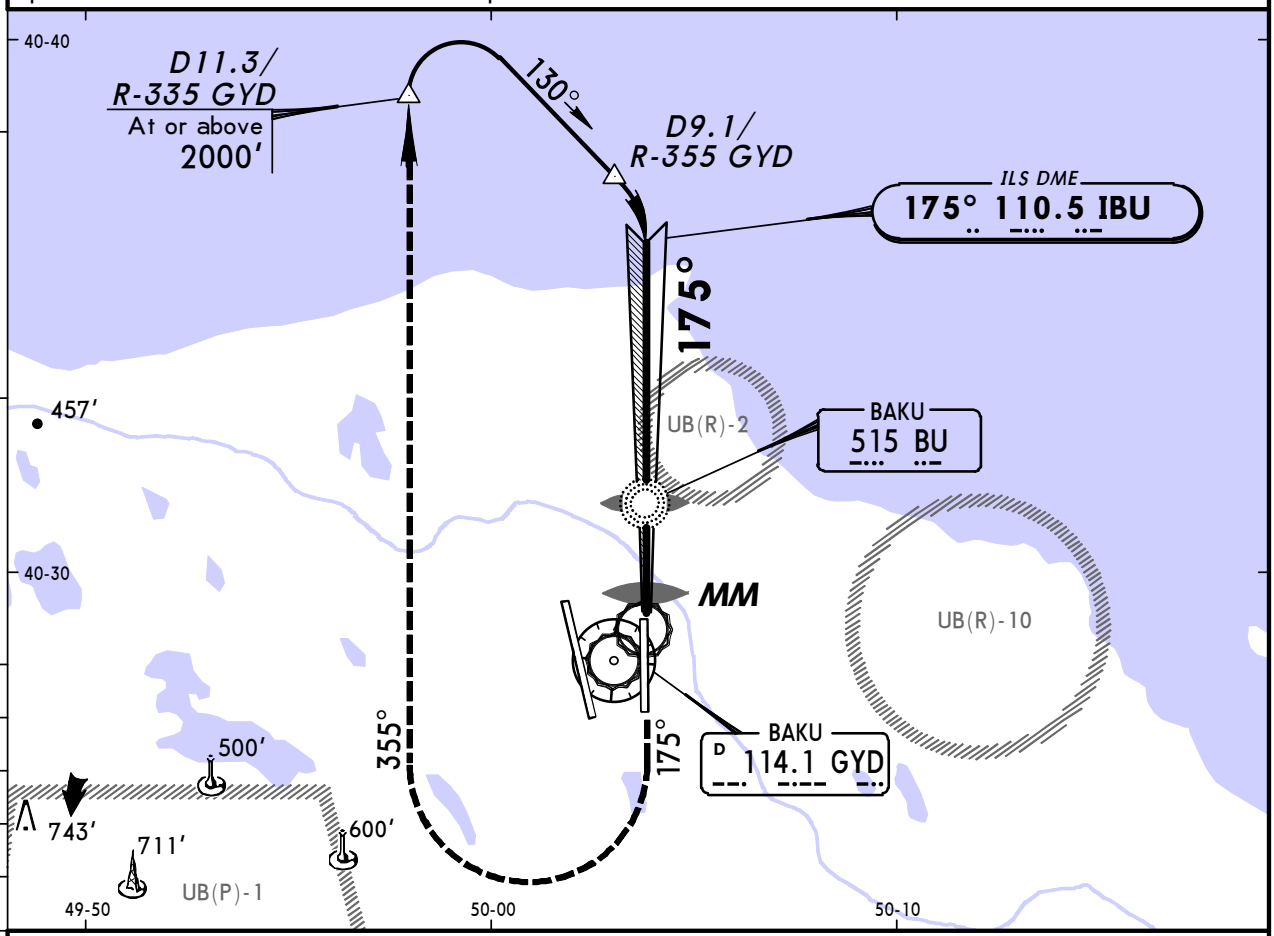
ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

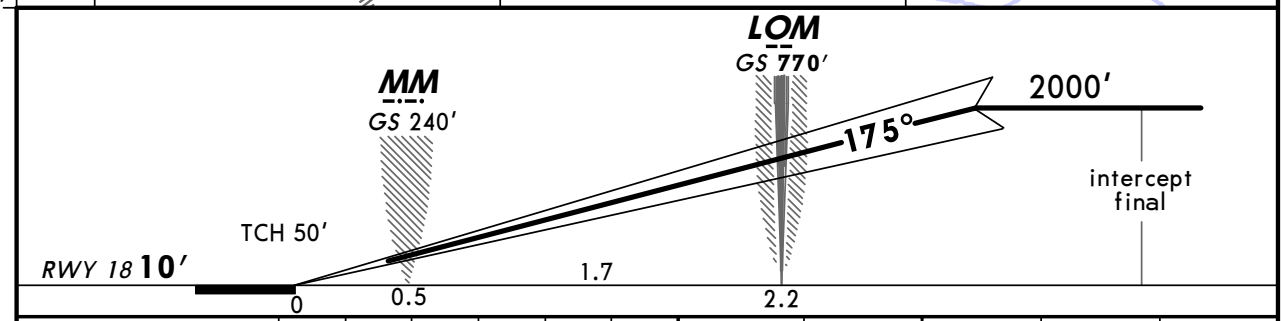
LOC	Final Apch Crs	GS / LOM	CAT II ILS RA 98′ DA(H)	Apt Elev / RWY
IBU 110.5	175°	770′ (760′)	110′ (100′)	10′ / 10′

MISSED APCH: Climb on 175° to 1000′, then turn RIGHT onto 355° climbing to 2000′, then according to chart.

110° 2400′ 1700′ 080° 2900′ 360°
MSA GYD VOR

Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL 40 Trans alt: 2000′
Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI

1000′ on 175° | 355° RT | 2000′

JAR-OPS

STRAIGHT-IN LANDING RWY 18
CAT II ILS

ABCD
RA 98′
DA(H) **110′** (100′)

PANS OPS

RVR 350m

CHANGES: Chart renumbered.

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UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN

1 FEB 13 (11-3) Eff 7 Feb

BAKU, AZERBAIJAN
ILS Rwy 34

BRIEFING STRIP ™

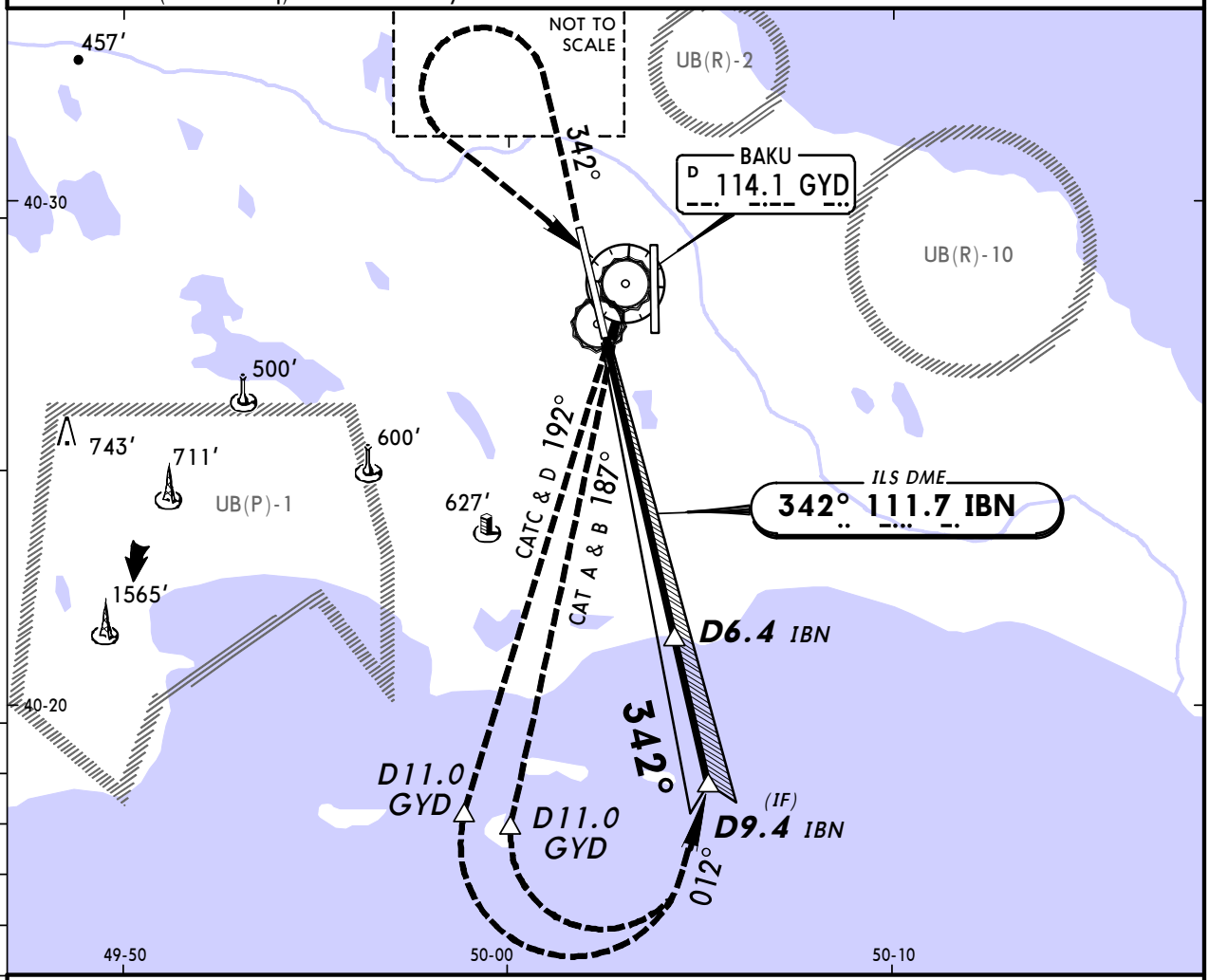
ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

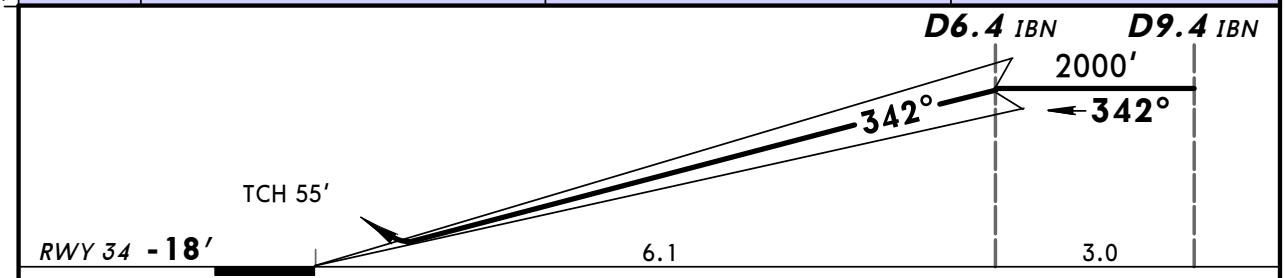
LOC IBN	Final Apch Crs	GS D6.4 IBN	ILS DA(H)	Apt Elev 10′ RWY -18′ (BELOW SEA LEVEL)
111.7	342°	2000′ (2018′)	182′ (200′)	

MISSED APCH: Climb on 342° to 1500′, then turn LEFT (MAX 210 KT) to VOR, then according to chart.
Do not turn before THR rwy 16.

MSA GYD VOR: 129° 2200′, 097° 1500′, 2700′, 330°

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
ILS GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI
1500′ on 342°

JAR-OPS STRAIGHT-IN LANDING RWY 34

ILS DA(H) 182′ (200′) FULL	ILS DA(H) 182′ (200′) ALS out	LOC (GS out)
RVR 550m	RVR 1000m	NOT AUTHORIZED

PANS OPS: A, B, C, D

CHANGES: Missed approach.

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UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN

1 FEB 13 (11-3A) Eff 7 Feb

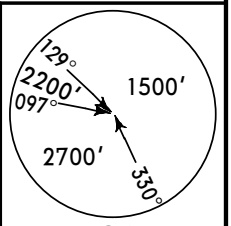
BAKU, AZERBAIJAN
CAT II ILS Rwy 34

BRIEFING STRIP

ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

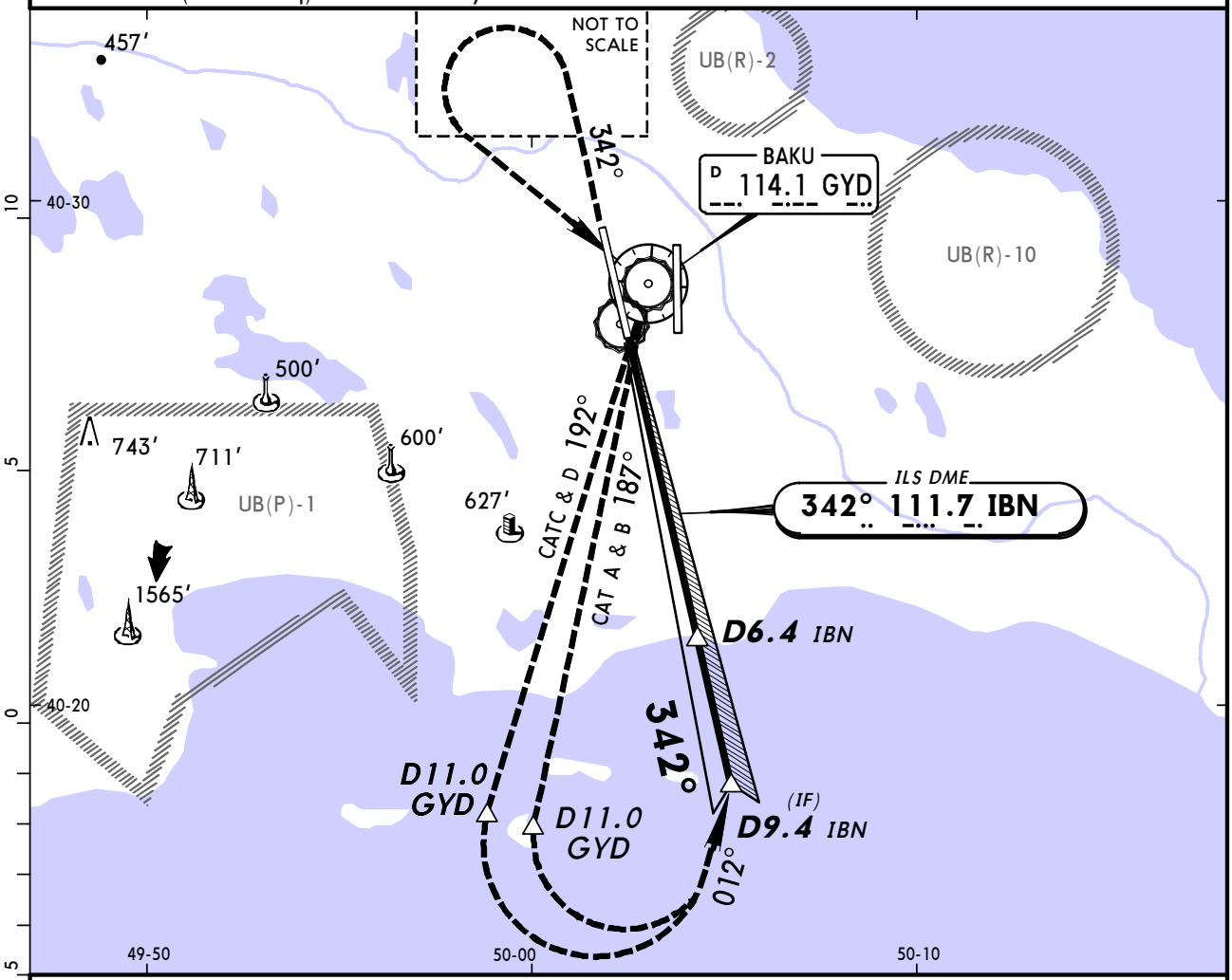
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 10′
IBN 111.7	342°	D6.4 IBN 2000′ (2018′)	RA 100′ DA(H) 82′ (100′)	RWY -18′ (BELOW SEA LEVEL)

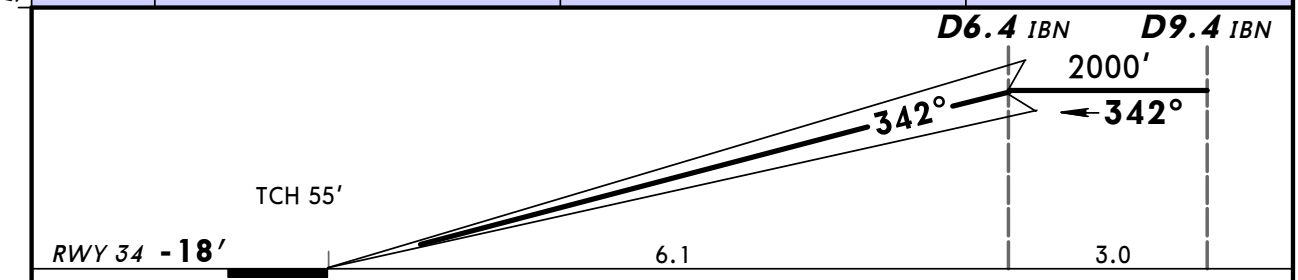
MISSED APCH: Climb on 342° to 1500′, then turn LEFT (MAX 210 KT) to VOR, then according to chart.
Do not turn before THR rwy 16.



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
ILS GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI 1500′ on 342°

JAR-OPS

STRAIGHT-IN LANDING RWY 34
CAT II ILS

RA 100′
DA(H) **82′** (100′)

PANS OPS

RVR 350m

CHANGES: New procedure.

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UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN

27 APR 12 (11-4) Eff 3 May

BAKU, AZERBAIJAN
ILS Rwy 36

BRIEFING STRIP ™

ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

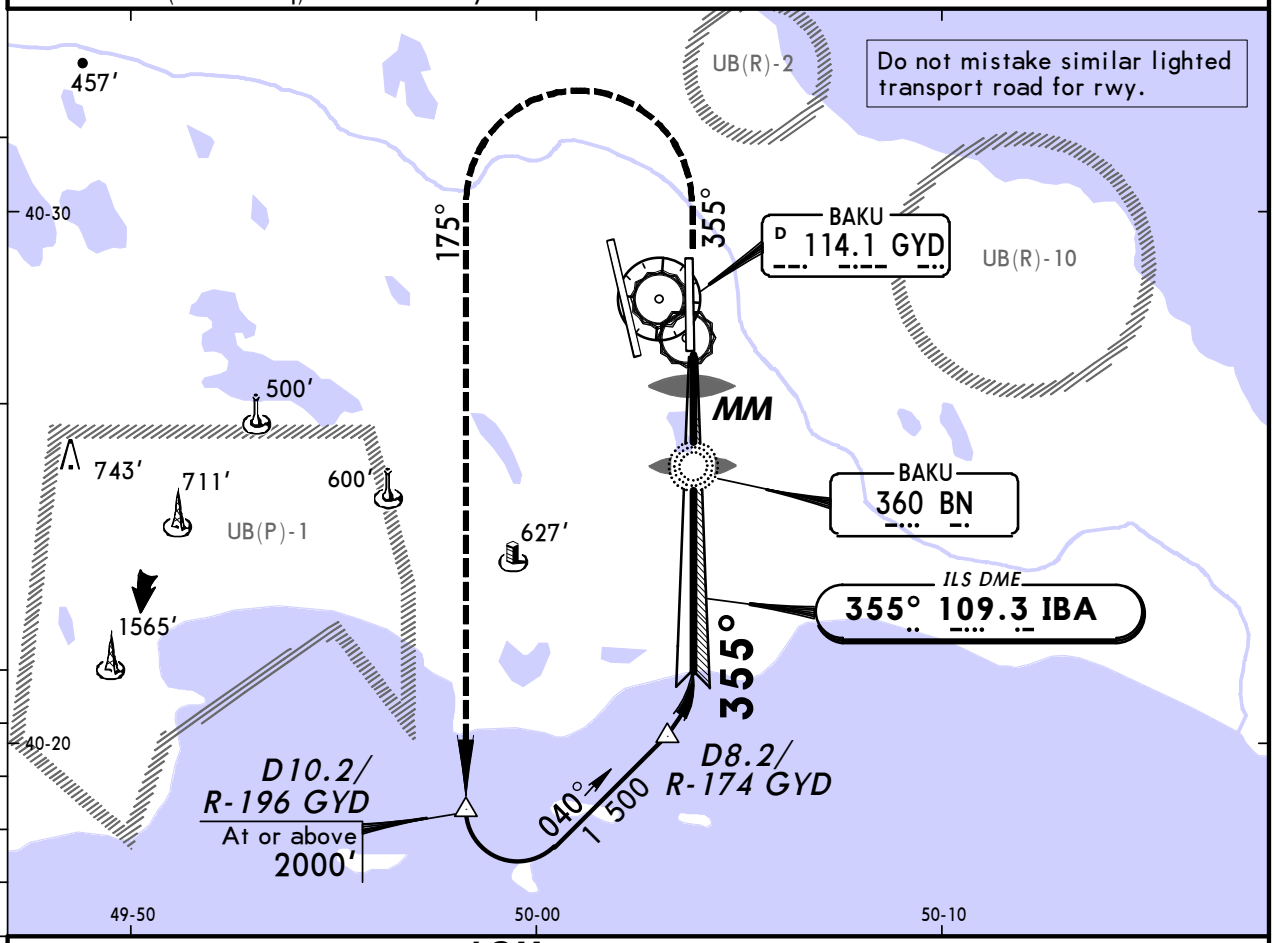
LOC IBA	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.3	355°	780′ (793′)	187′ (200′)	Apt Elev 10′ / RWY -13′ (BELOW SEA LEVEL)

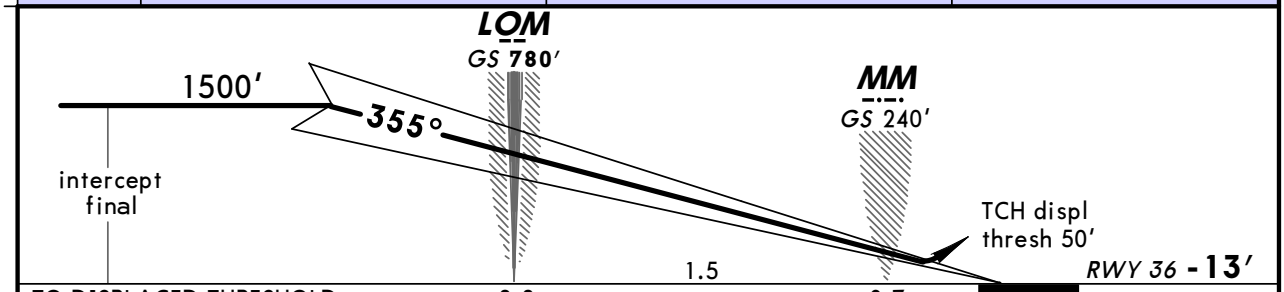
MISSED APCH: Climb on 355° to 1000′, then turn LEFT onto 175° climbing to 2000′, then according to chart.

110° 2400′ 1700′ 080° 2900′ 360°

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
ILS GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI

1000′ on 355° | 175° LT | 2000′

JAR-OPS STRAIGHT-IN LANDING RWY 36

	ILS DA(H) 187′ (200′) FULL	ILS DA(H) 187′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Chart renumbered.

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UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
27 APR 12 (11-4A) Eff 3 May

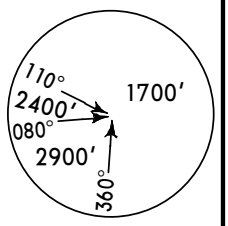
BAKU, AZERBAIJAN
CAT II ILS Rwy 36

BRIEFING STRIP ™

ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

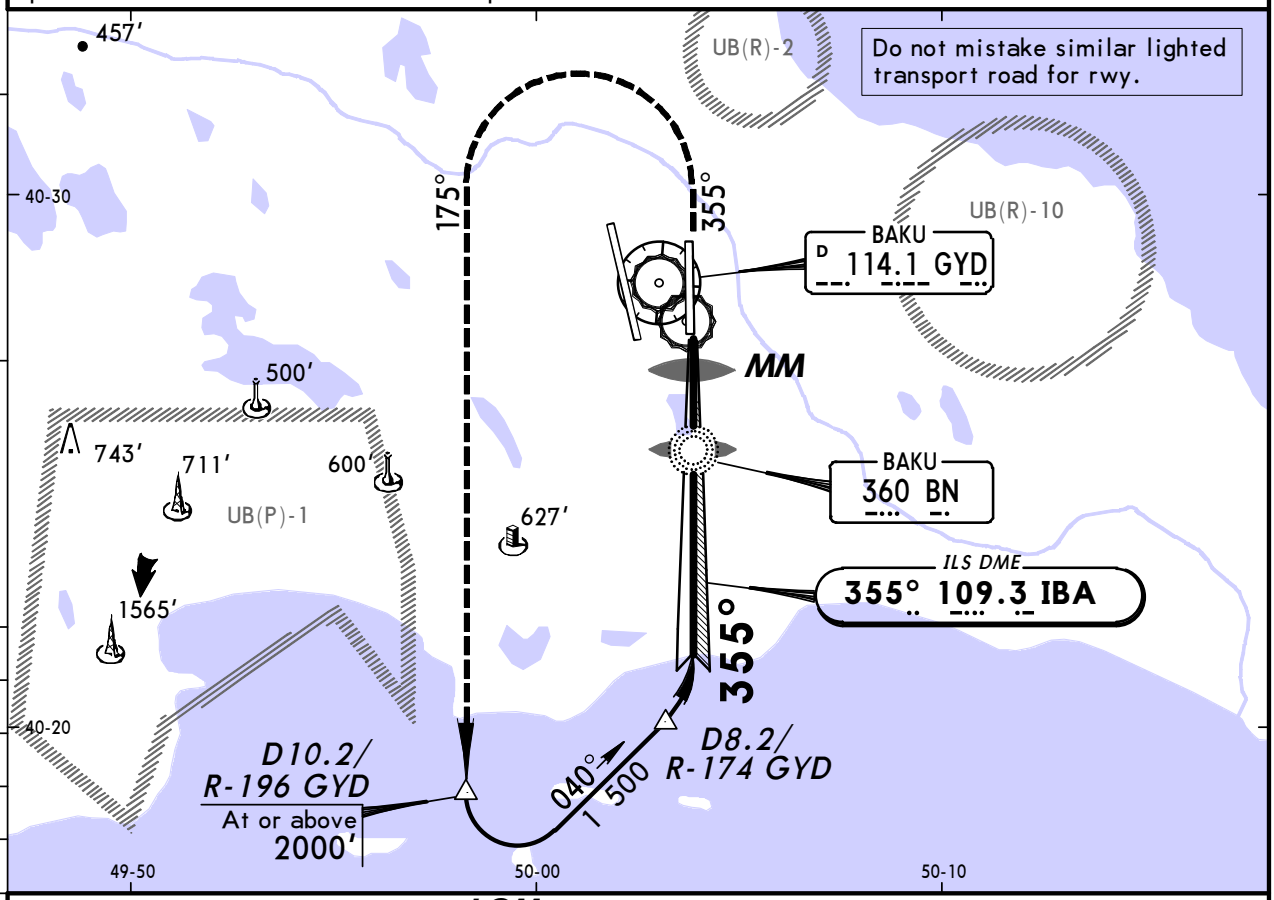
LOC IBA	Final Apch Crs	GS LOM	CAT II ILS RA 98′ DA(H)	Apt Elev 10′ RWY -13′ (BELOW SEA LEVEL)
109.3	355°	780′ (793′)	87′ (100′)	

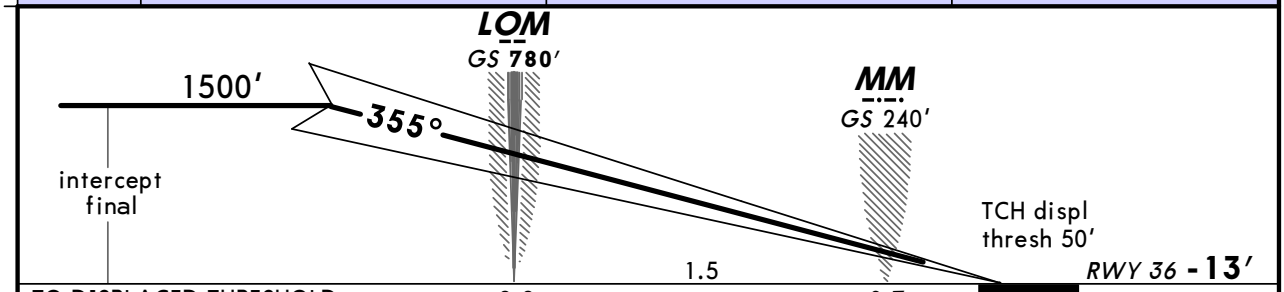
MISSED APCH: Climb on 355° to 1000′, then turn LEFT onto 175° climbing to 2000′, then according to chart.



MSA GYD VOR

Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL 40 Trans alt: 2000′
Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

1000′ on 355° | 175° LT | 2000′

JAR-OPS

STRAIGHT-IN LANDING RWY **36**
CAT II ILS

ABCD
RA 98′
DA(H) **87′** (100′)

PANS OPS

RVR 350m

CHANGES: Chart renumbered.

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UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN

1 FEB 13 (13-1) Eff 7 Feb

BAKU, AZERBAIJAN
VOR DME Rwy 16

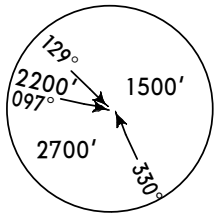
ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

BRIEFING STRIP ™

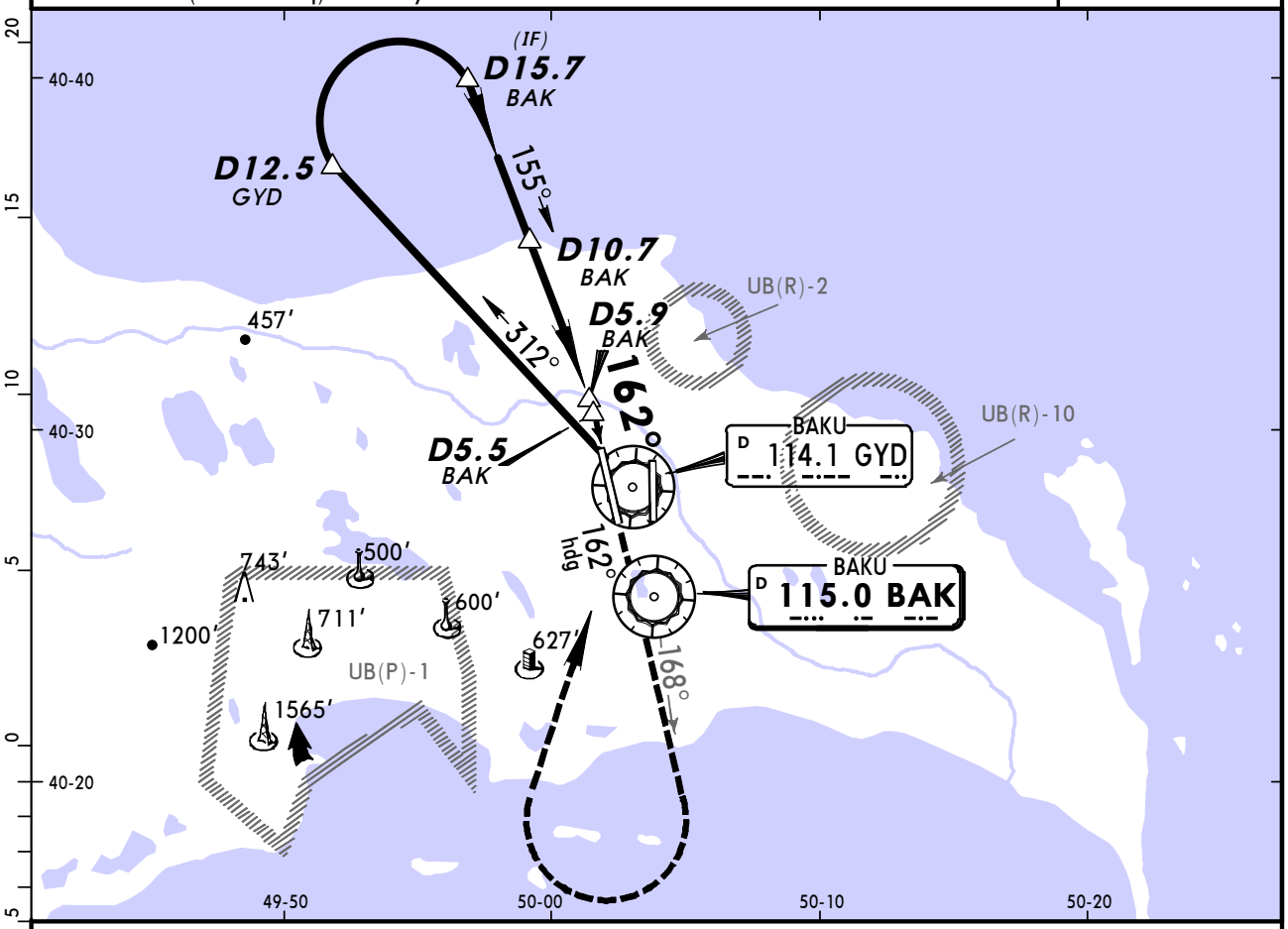
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	10′
BAK 115.0	162°	D10.7 BAK 2000′ (1996′)	Refer to Minimums	RWY	4′

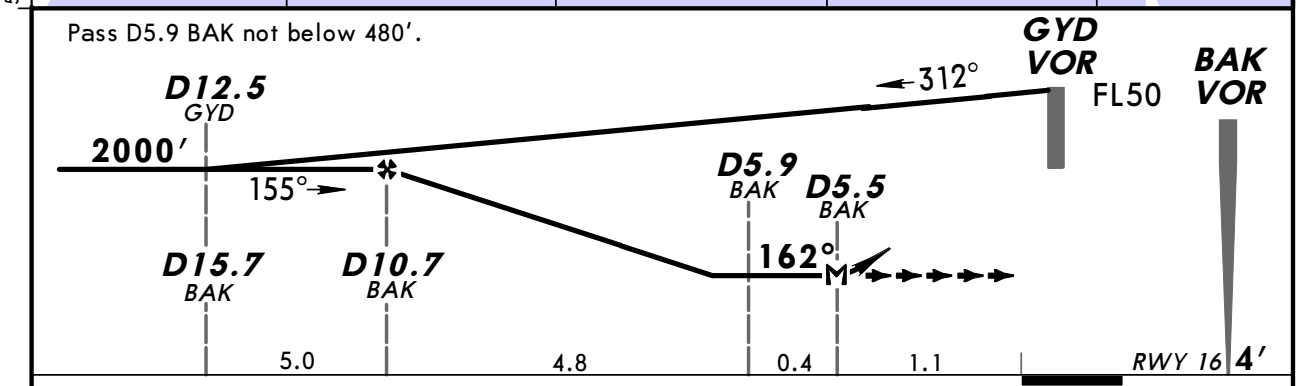
MISSED APCH: Climb on heading 162° to 1500′, then turn RIGHT (MAX 210 KT) to GYD VOR. Do not turn before THR rwy 34.

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



MSA GYD VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at D5.5 BAK							

HIALS-II PAPI PAPI 1500′ on 162° hdg

JAR-OPS STRAIGHT-IN LANDING RWY 16

MDA(H) A: 400′ (396′) C: 430′ (426′)
B: 420′ (416′) D: 460′ (456′)

PANS OPS

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1600m	RVR 2000m

CHANGES: New procedure.

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UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN 1 FEB 13 (13-2) Eff 7 Feb

BAKU, AZERBAIJAN
VOR DME Rwy 18

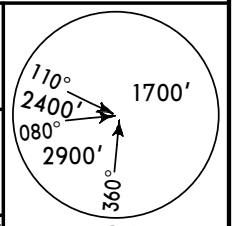
BRIEFING STRIP ™

ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

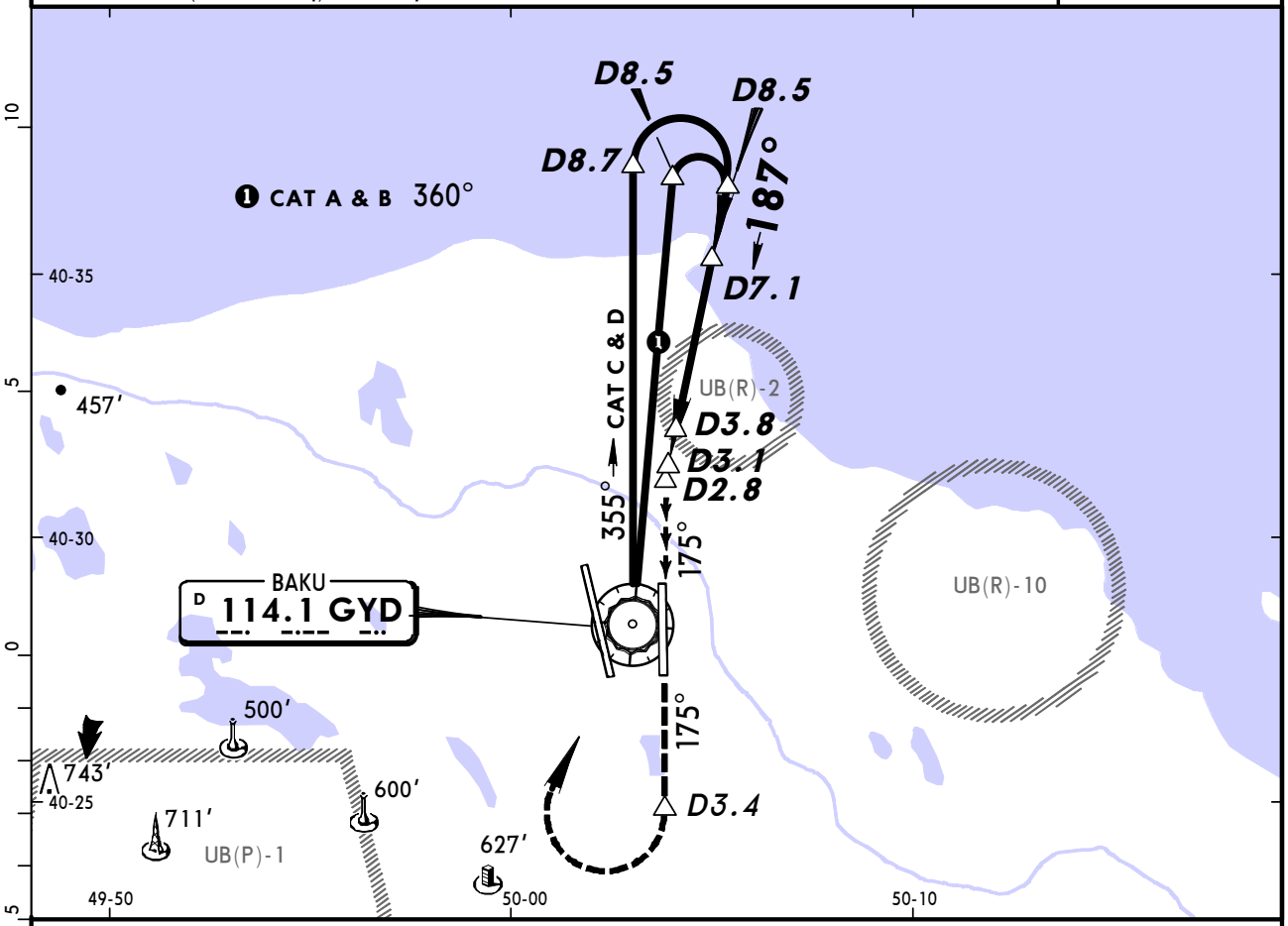
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	10′
GYD 114.1	187°	D7.1 2000′ (1990′)	Refer to Minimums	RWY	10′

MISSED APCH: Climb on 175° to 1000′ or above to D3.4 after VOR. Turn RIGHT to VOR climbing to 2000′, then as directed.

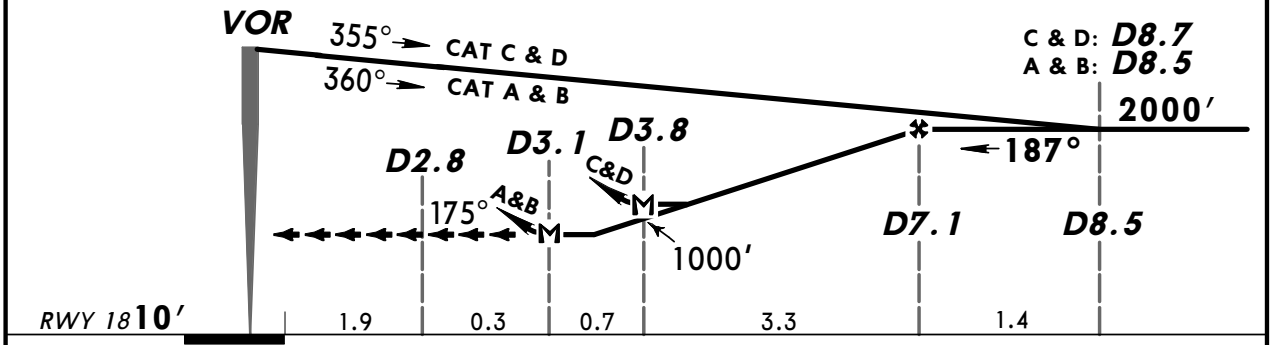
Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL 40 Trans alt: 2000′



MSA GYD VOR



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
CAT C & D: MAP at D3.8							
CAT A & B: MAP at D3.1							

HIALS-II PAPI PAPI

1000′ or above on 175°

D3.4 after GYD 114.1

JAR-OPS STRAIGHT-IN LANDING RWY 18

MDA(H) AB: 770′ (760′)
CD: 1010′ (1000′)

PANS OPS

		ALS out
A	RVR 1200m	RVR 1500m
B	RVR 1400m	
C		RVR 2000m
D	RVR 1800m	

CHANGES: Chart reindexed.

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UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN

1 FEB 13 (13-3) Eff 7 Feb

BAKU, AZERBAIJAN
VOR DME Rwy 34

BRIEFING STRIP

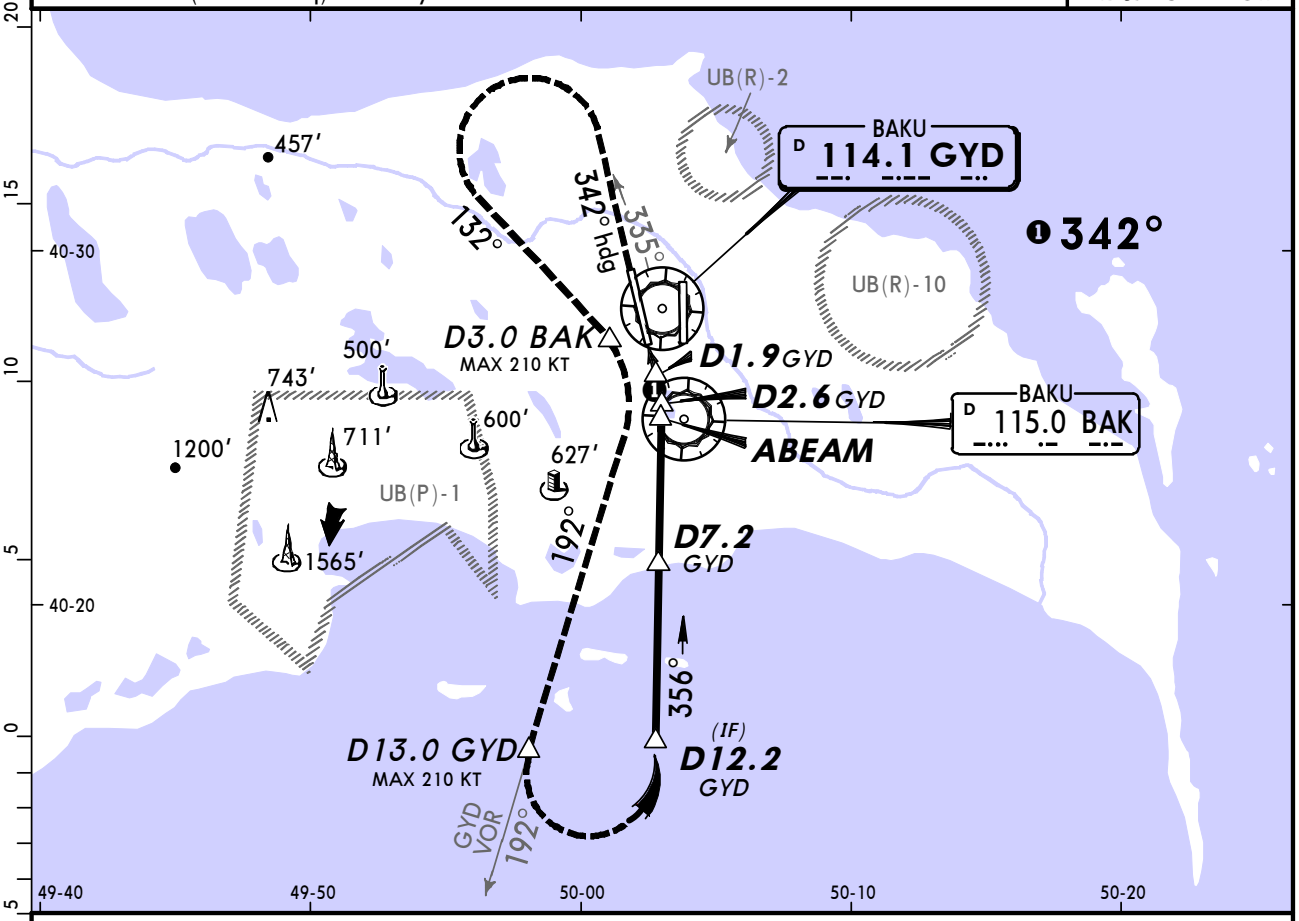
ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
GYD 114.1	342°	D7.2 GYD 2000′ (2018′)	Refer to Minimums	Apt Elev 10′ RWY -18′ (BELOW SEA LEVEL)

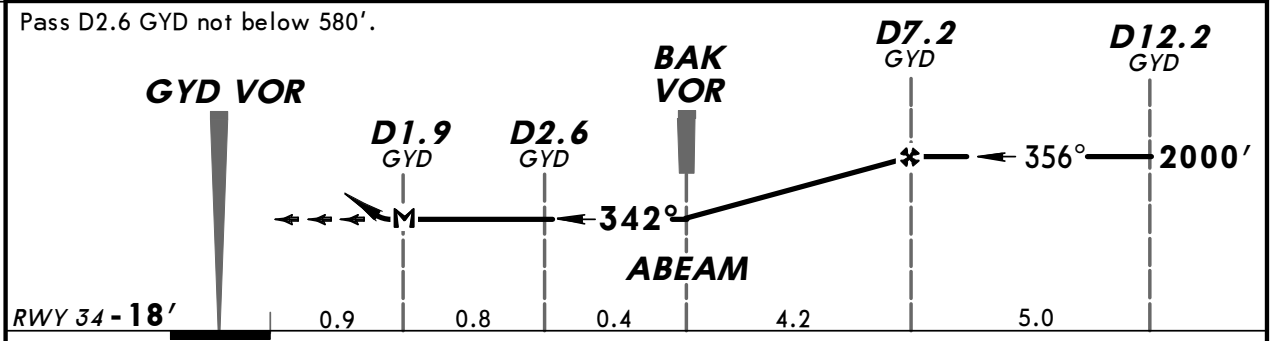
MISSED APCH: Climb on heading 342° to 1500′, then turn LEFT (MAX 210 KT) to BAK VOR, then according to chart.
Do not turn before THR rwy 16.

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

MSA GYD VOR: 129° 2200′, 097° 1500′, 2700′, 330°



Pass D2.6 GYD not below 580′.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at D1.9 GYD							

HIALS-II PAPI PAPI 1500′ on 342° hdg

JAR-OPS STRAIGHT-IN LANDING RWY 34

MDA(H) A: 620′ (638′) C: 660′ (678′)
B: 640′ (658′) D: 700′ (718′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1400m	
C		RVR 2000m
D	RVR 1800m	

PANS OPS

CHANGES: New procedure.

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UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN

1 FEB 13 (13-4) Eff 7 Feb

BAKU, AZERBAIJAN
VOR DME Rwy 36

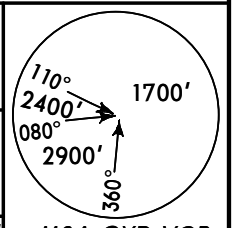
BRIEFING STRIP

ATIS	BAKU Approach	BAKU Tower	Ground
126.8	129.3 118.4	119.2 118.1	121.7 124.0

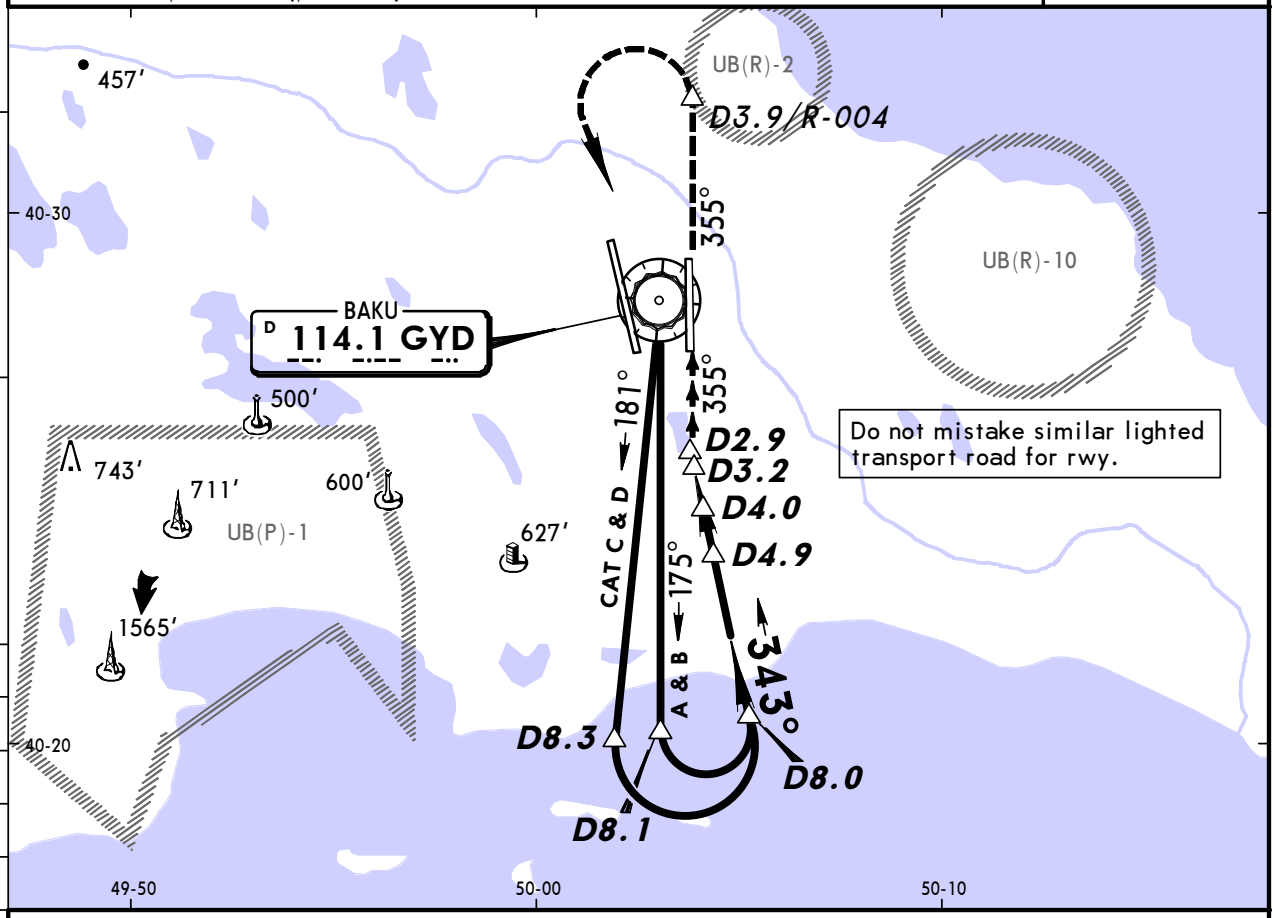
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
GYD 114.1	343°	D4.9 1300′ (1313′)	Refer to Minimums	Apt Elev 10′ RWY -13′ (BELOW SEA LEVEL)

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 Trans alt: 2000′

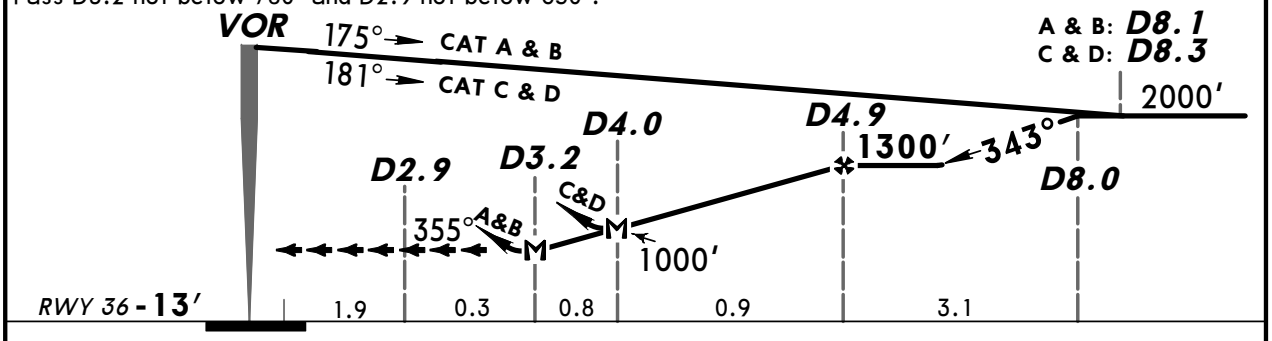


MSA GYD VOR



Do not mistake similar lighted transport road for rwy.

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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
CAT C & D: MAP at D4.0							
CAT A & B: MAP at D3.2							

HIALS-II PAPI PAPI

1000′ or above on 355°

D3.9 after GYD 114.1

JAR-OPS STRAIGHT-IN LANDING RWY 36

MDA(H) AB: 780′ (793′)
CD: 1000′ (1013′)

PANS OPS

		ALS out
A	RVR 1200m	RVR 1500m
B	RVR 1400m	
C		RVR 2000m
D	RVR 1800m	

CHANGES: Chart reindexed.

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Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BAKU, (HEYDAR ALIYEV INTL - UBBB)

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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.