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Airport Information For UBBG

Terminal Charts For UBBG

Revision Letter For Cycle 17-2013

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: 0215 Z
Sunset: 1538 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

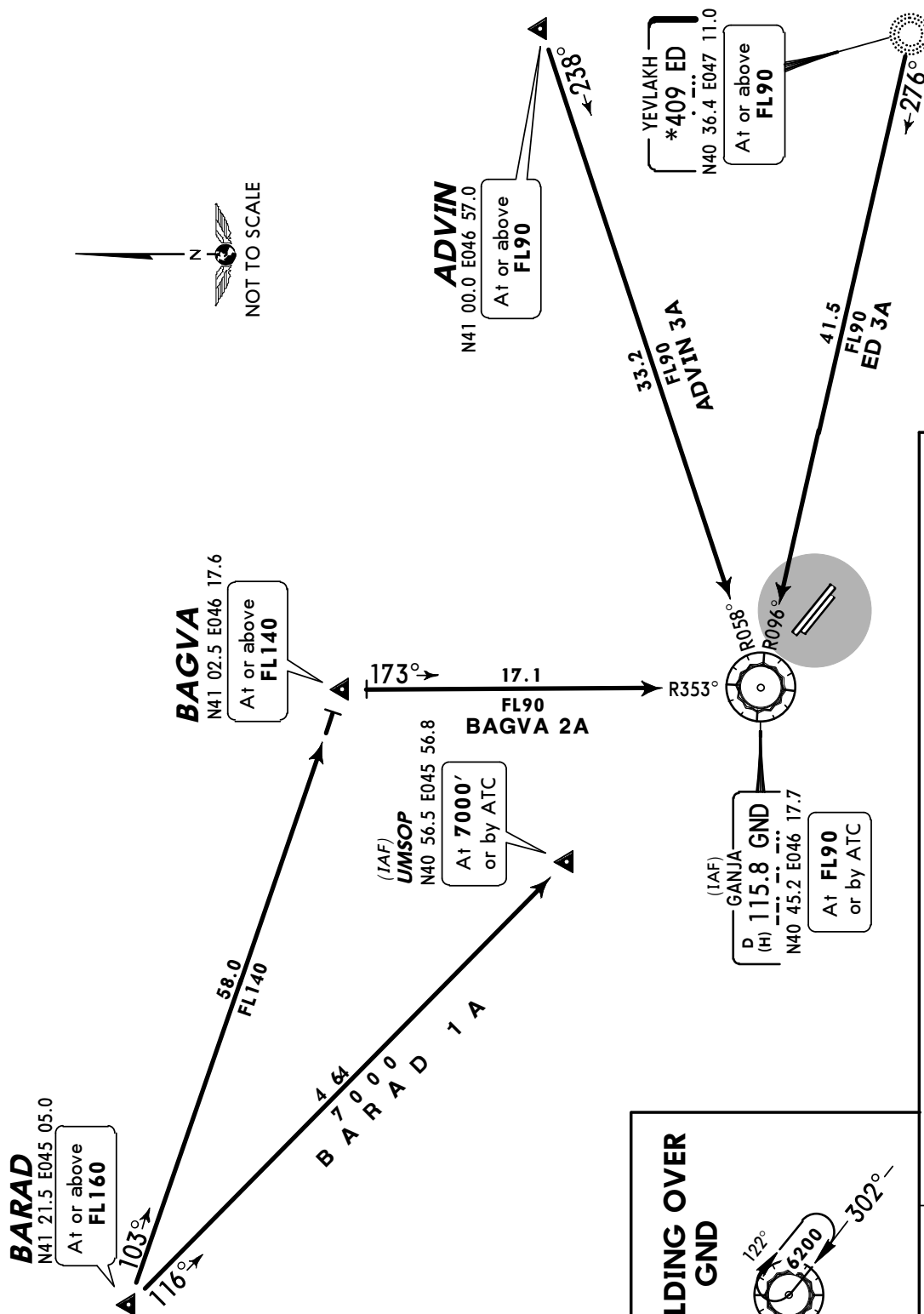
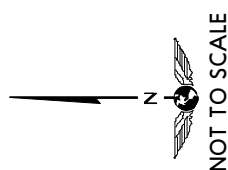
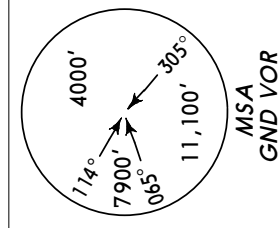
ATIS 119.25
Ganja Tower 123.9
Ganja Approach Control 135.925
Ganja Approach Control 123.9

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



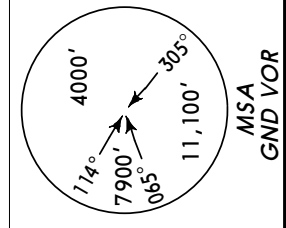
ROUTING	
STAR	
ADVIN 3A	On GND R-058 inbound to GND.
BAGVA 2A	From BARAD 103° track to BAGVA, GND R-353 inbound to GND.
BARAD 1A	On 116° track to UMSOP.
ED 3A	On 276° bearing to GND.

ATIS
119.25

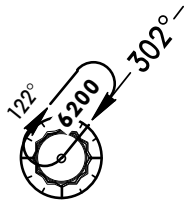
Apt Elev
1086'

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

ADVIN 3C [ADV13C]
ADVIN 4C [ADV14C]
BAGVA 2C [BAGV2C]
BARAD 1C [BARA1C]
ED 3C
RWY 30R ARRIVALS



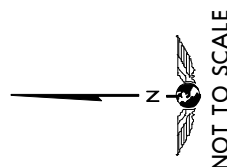
HOLDING OVER
GND



BARAD
N41 21.5 E045 05.0
At or above
FL160

BAGVA
N41 02.5 E046 17.6
At or above
FL140

BARAD 1C
65.9
FL90



BAGVA 2C
17.1
FL90

(IAF) **GANJA**
D (H) 115.8 GND
N40 45.2 E046 17.7
At FL90
or by ATC

ADVIN
N41 00.0 E046 57.0
At or above
FL90

ADVIN 3C
33.2
FL90

ADVIN 4C
24.8
6000
ED

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

(IAF) **OGOPI**
N40 38.3 E046 40.9
At or above
6000'

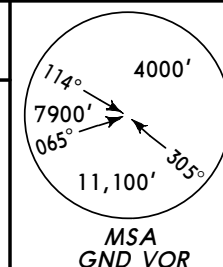
ROUTING

STAR	ROUTING
ADVIN 3C	On GND R-058 inbound to GND.
ADVIN 4C	On 203° track to OGOPI.
BAGVA 2C	From BARAD 103° track to BAGVA, GND R-353 inbound to GND.
BARAD 1C	On GND R-297 inbound to GND.
ED 3C	On 269° bearing to GND.

ATIS
119.25

Apt Elev
1086'

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

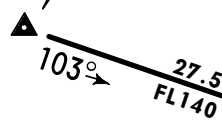


MATAL 2A [MATA2A]
NEVEB 1A [NEVE1A]
PEMAN 2A [PEMA2A]
RWY 12L ARRIVALS

BARAD

N41 21.5 E045 05.0

At or above
FL160



NEVEB

N41 12.5 E045 39.4

At or above
FL140

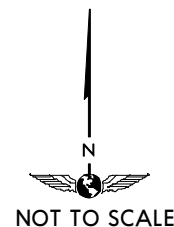


(IAF)

EVNIK

N40 58.4 E045 58.9

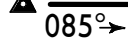
At 7000'
or by ATC



MATAL

N40 46.1 E045 30.1

At or above
FL160



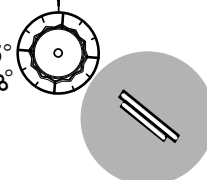
FL120
MATAL 2A

D16.2 GND

16.2
FL90

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

At FL90
or by ATC



PEMAN

N40 23.5 E045 38.5

At or above
FL160



FL160
PEMAN 2A

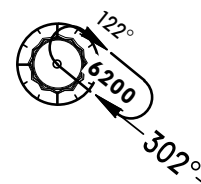
D24.9 GND

8.0
FL140

D16.9 GND

16.0
FL90

**HOLDING OVER
GND**



STAR

ROUTING

MATAL 2A

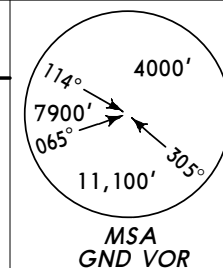
On GND R-265 inbound to GND.

NEVEB 1A

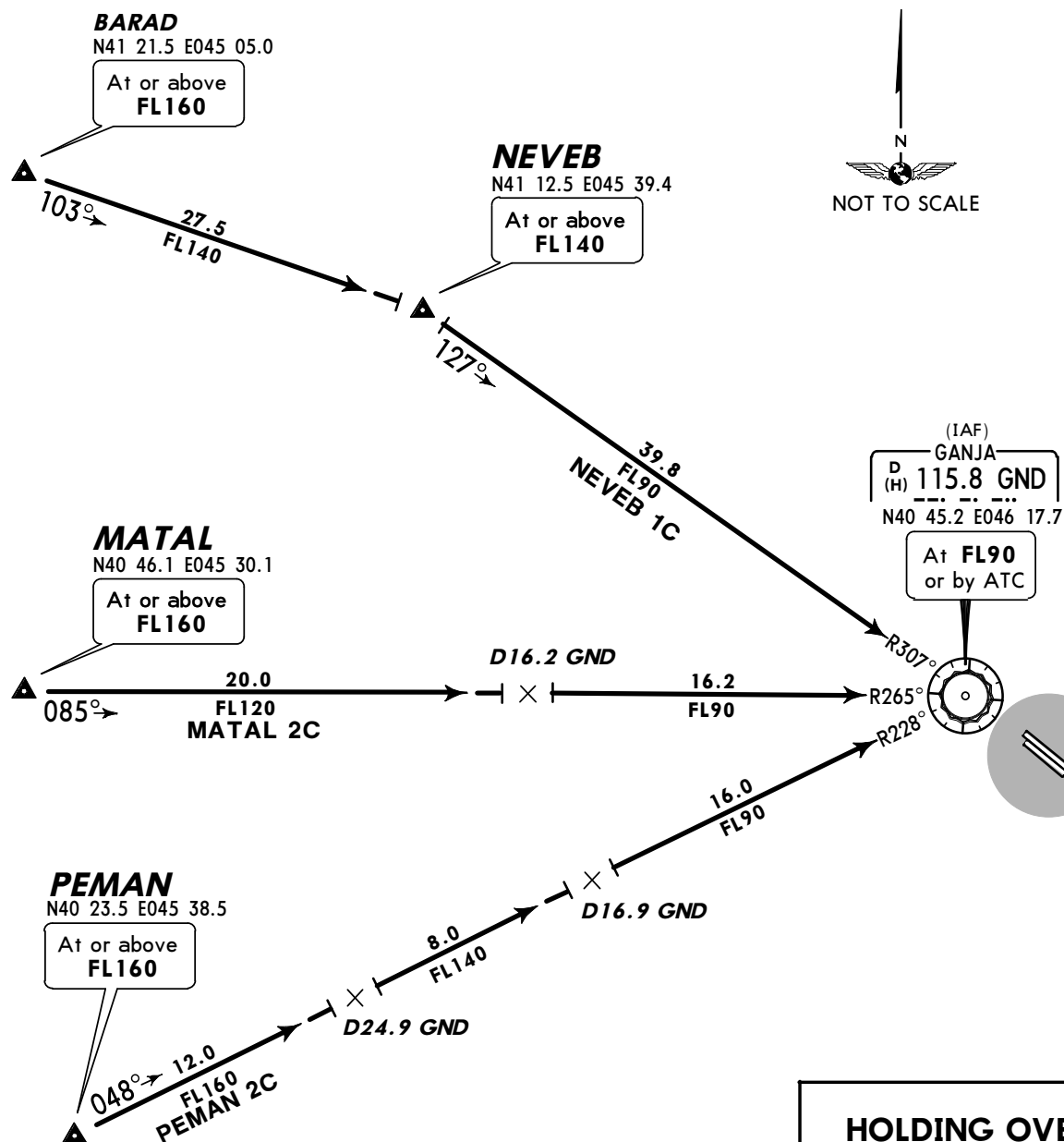
From BARAD 103° track to NEVEB, 128° track to EVNIK.

PEMAN 2A

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

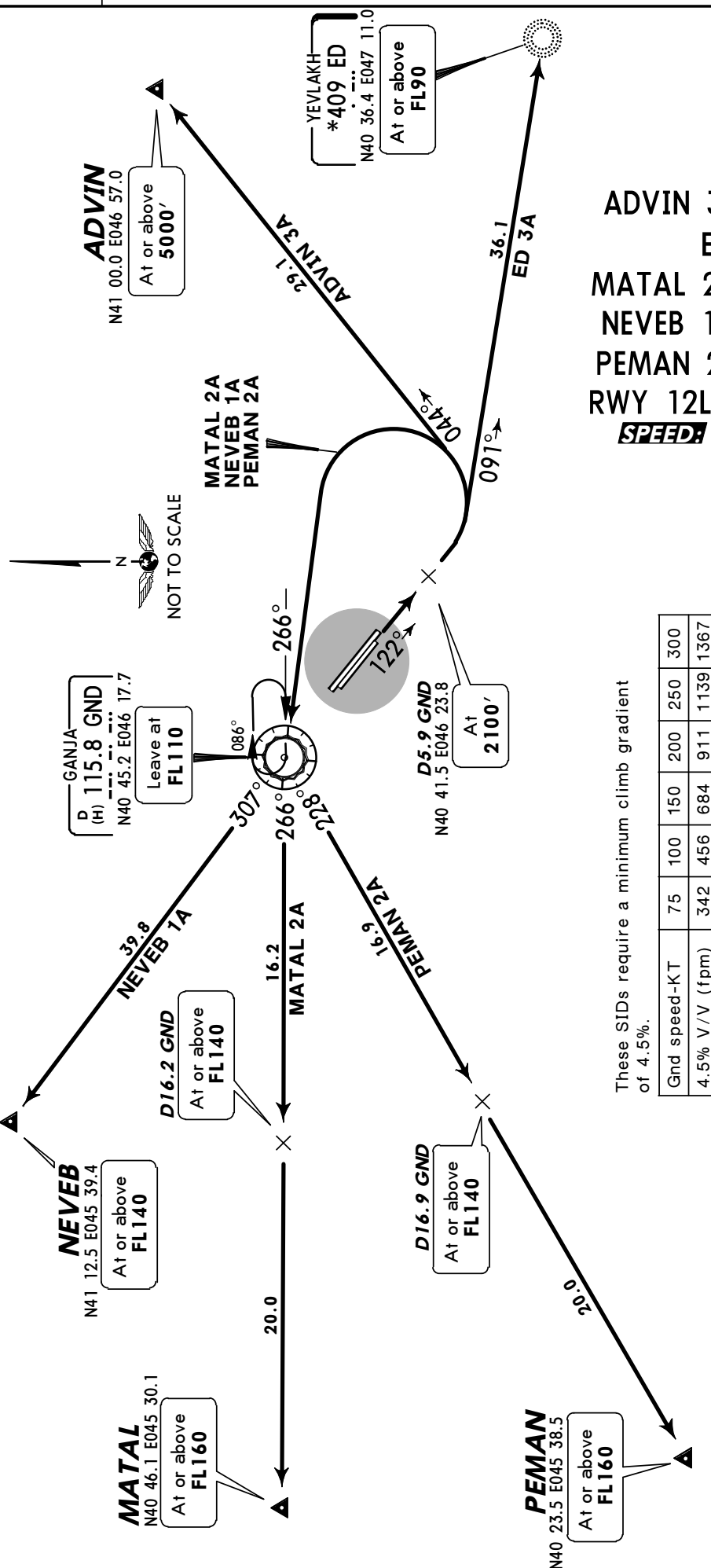
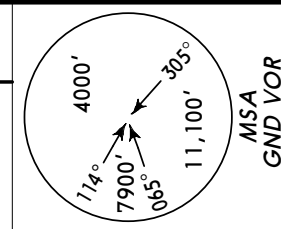


STAR	ROUTING
MATAL 2C	On GND R-265 inbound to GND.
NEVEB 1C	From BARAD 103° track to NEVEB, GND R-307 inbound to GND.
PEMAN 2C	On GND R-228 inbound to GND.

Apt Elev
1086'

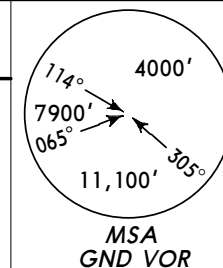
Trans level: FL90
Minimum bank 20°.

Trans alt: 7000'



Apt Elev
1086'

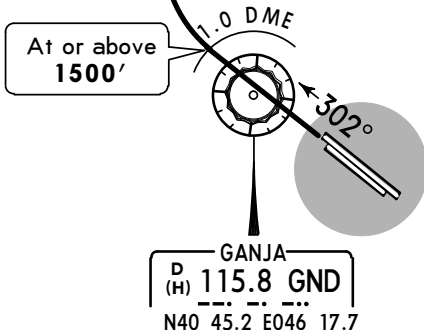
Trans level: FL90 Trans alt: 7000'
Minimum bank 20°.



**ADVIN 3C [ADVI3C]
ED 3C
RWY 30R DEPARTURES
SPEED: MAX 225 KT**

ADVIN
N41 00.0 E046 57.0
At or above
5000

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



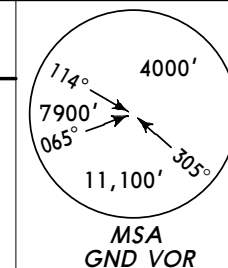
These SIDs require a minimum climb gradient of 4.5%.

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

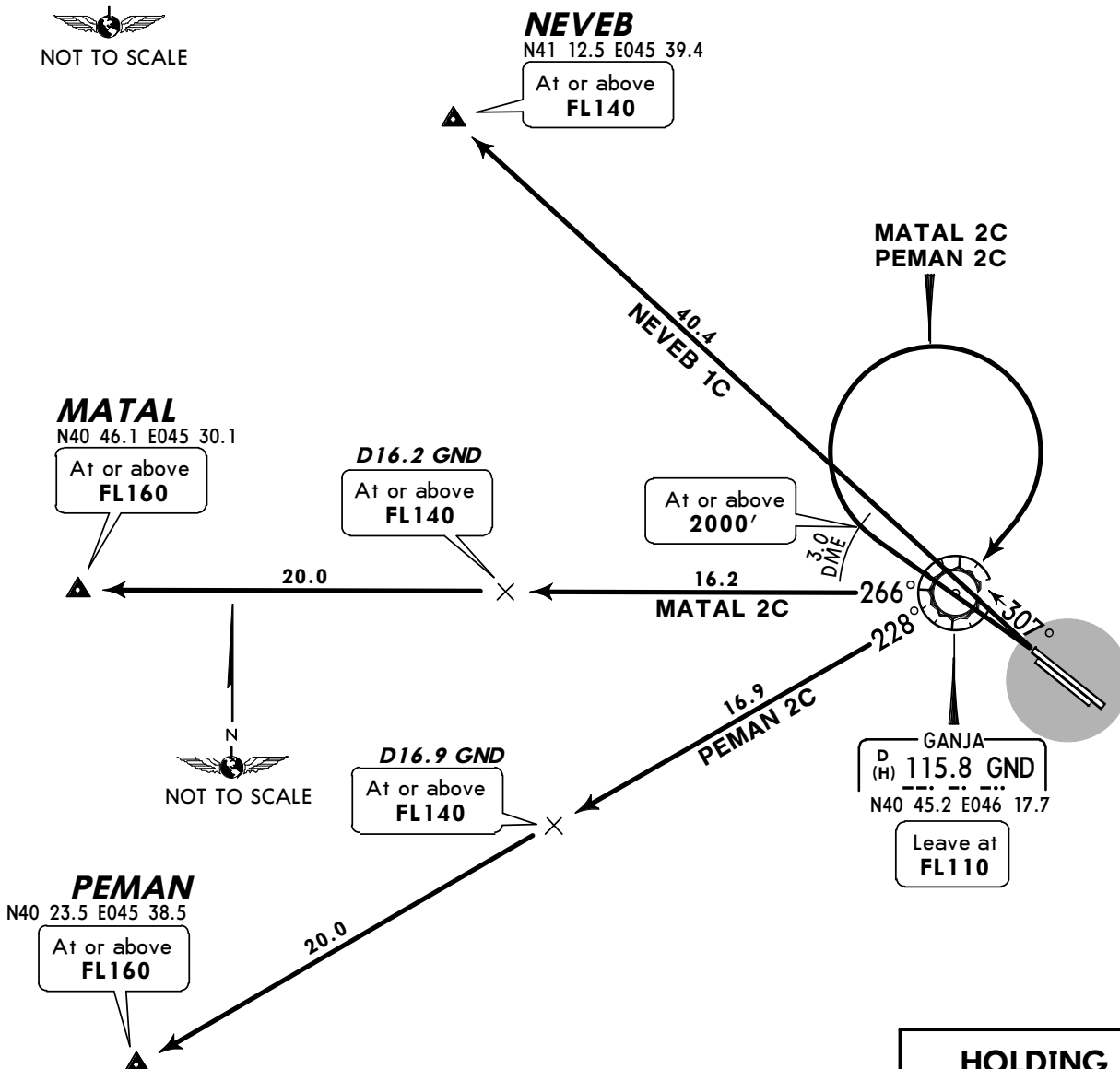
SID	ROUTING
ADVIN 3C	Climb to GND 1.0 DME, turn RIGHT, 065° track to ADVIN.
ED 3C	Climb to GND 1.0 DME, turn RIGHT, intercept 102° bearing to ED.

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



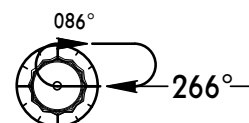
These SIDs require a minimum climb gradient of

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

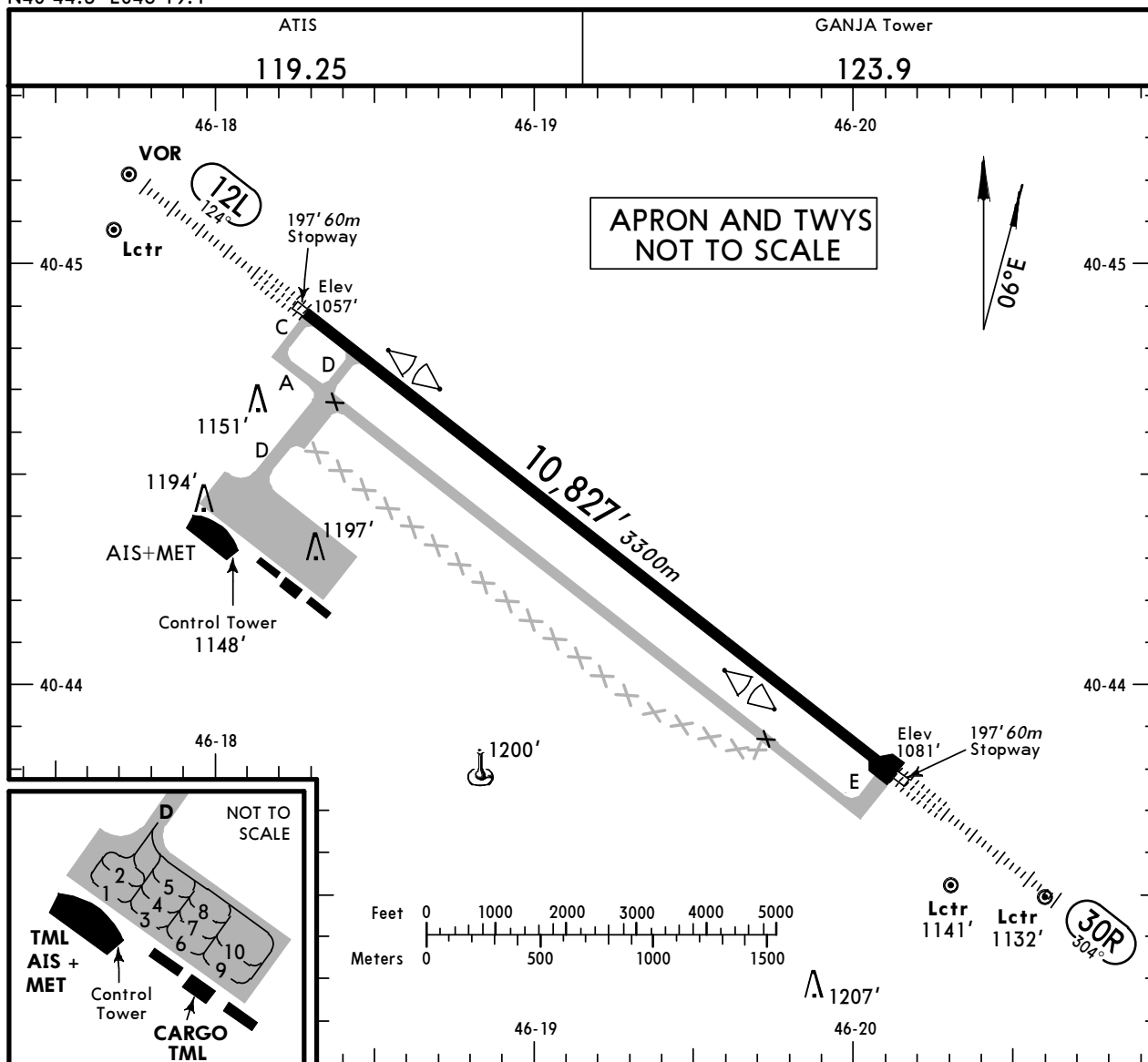
**HOLDING
OVER GND**



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 LANDING BEYOND	TAKE-OFF	WIDTH
		Threshold	Glide Slope	
12L	HIRL (60m) CL HIALS PAPI-L (angle 3.0°) RVR		9855' 3004m	148'
30R			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 Rwys			
	LVP must be in force			
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A				NIL (DAY only)
B	150m	200m	250m	400m
C				500m
D	200m	250m	300m	

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

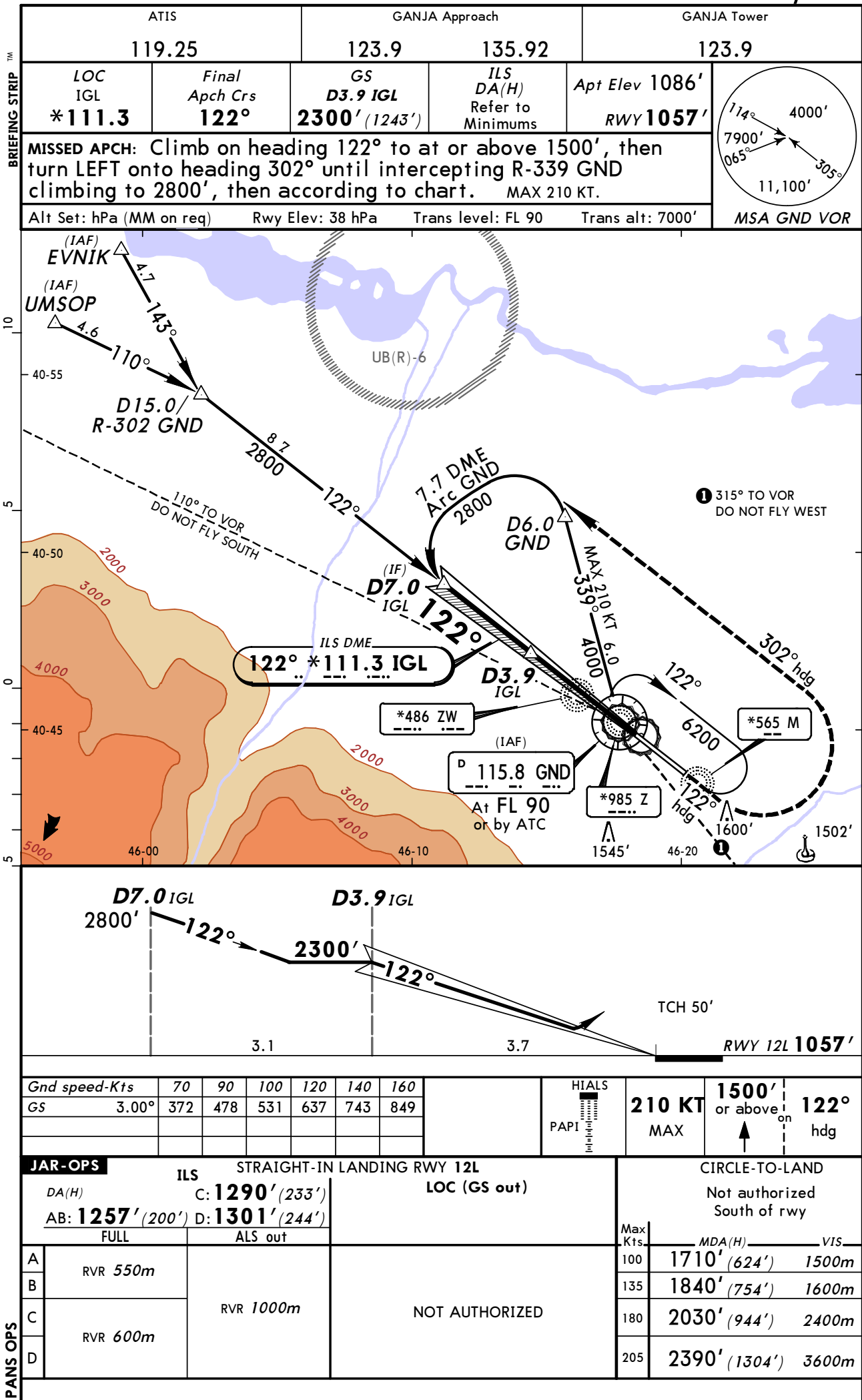
STRAIGHT-IN RWY		A	B	C	D
12L	ILS	1257'(200')	1257'(200')	1290'(233')	1301'(244')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	1430'(373')	1430'(373')	1430'(373')	1430'(373')
		R1000m	R1000m	R1000m	R1000m
	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.

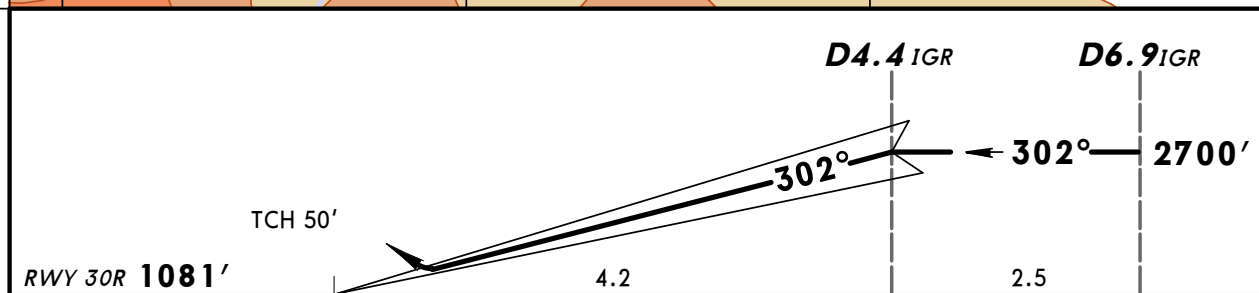
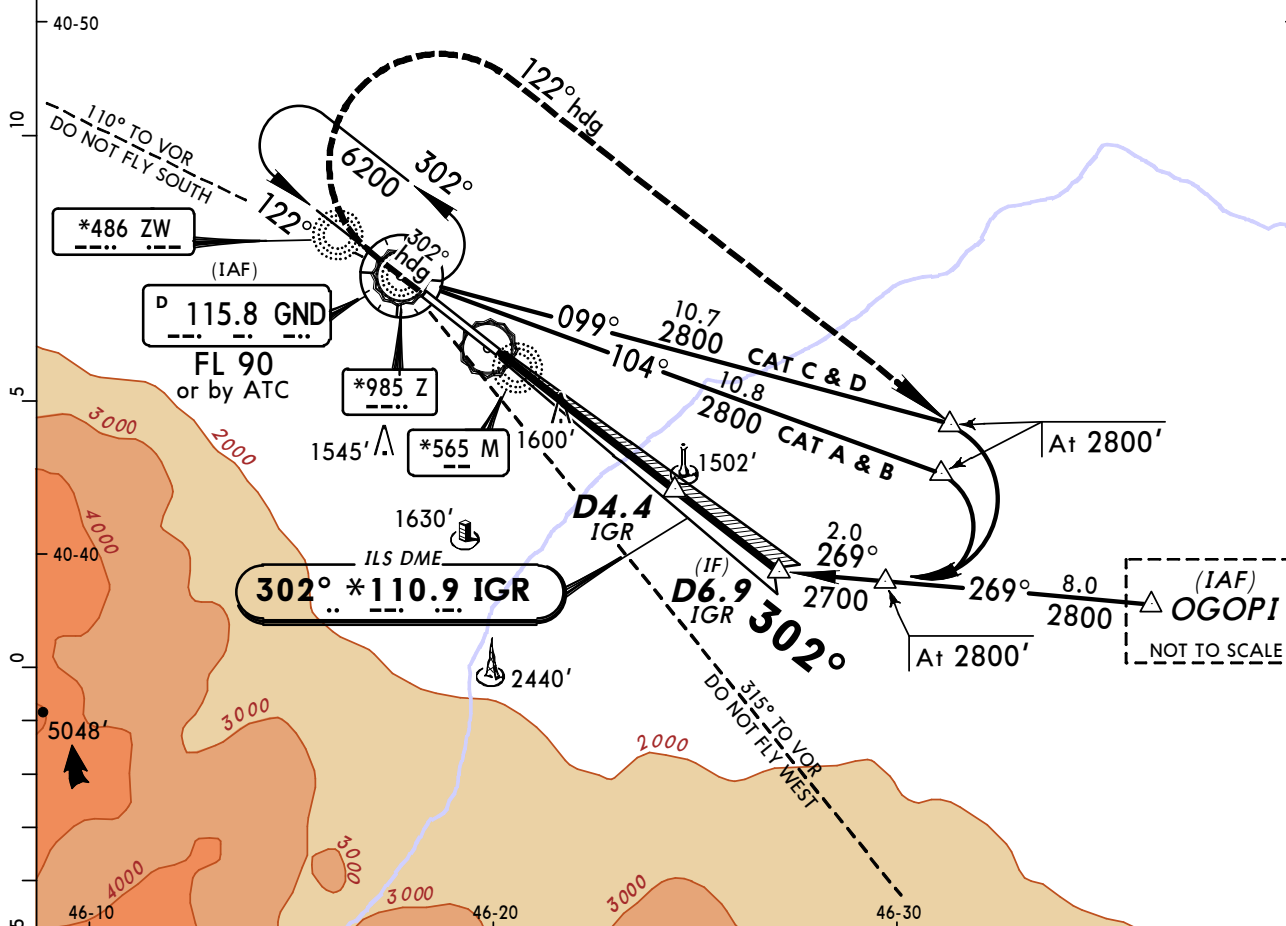
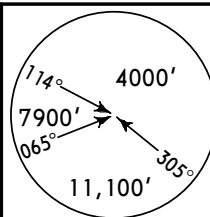
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After ILS DME or VOR DME 12L	1710'(624') V1500m	1840'(754') V1600m	2030'(944') V2400m	2390'(1304') V3600m

TAKE-OFF RWY 12L, 30R

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



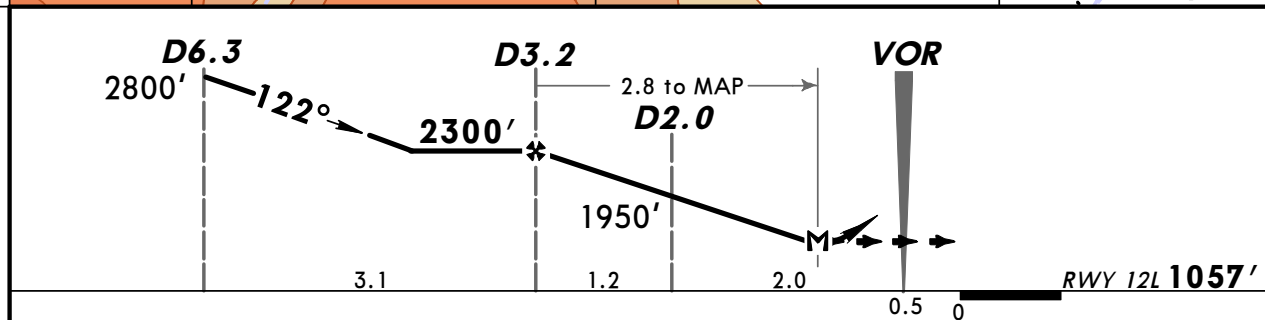
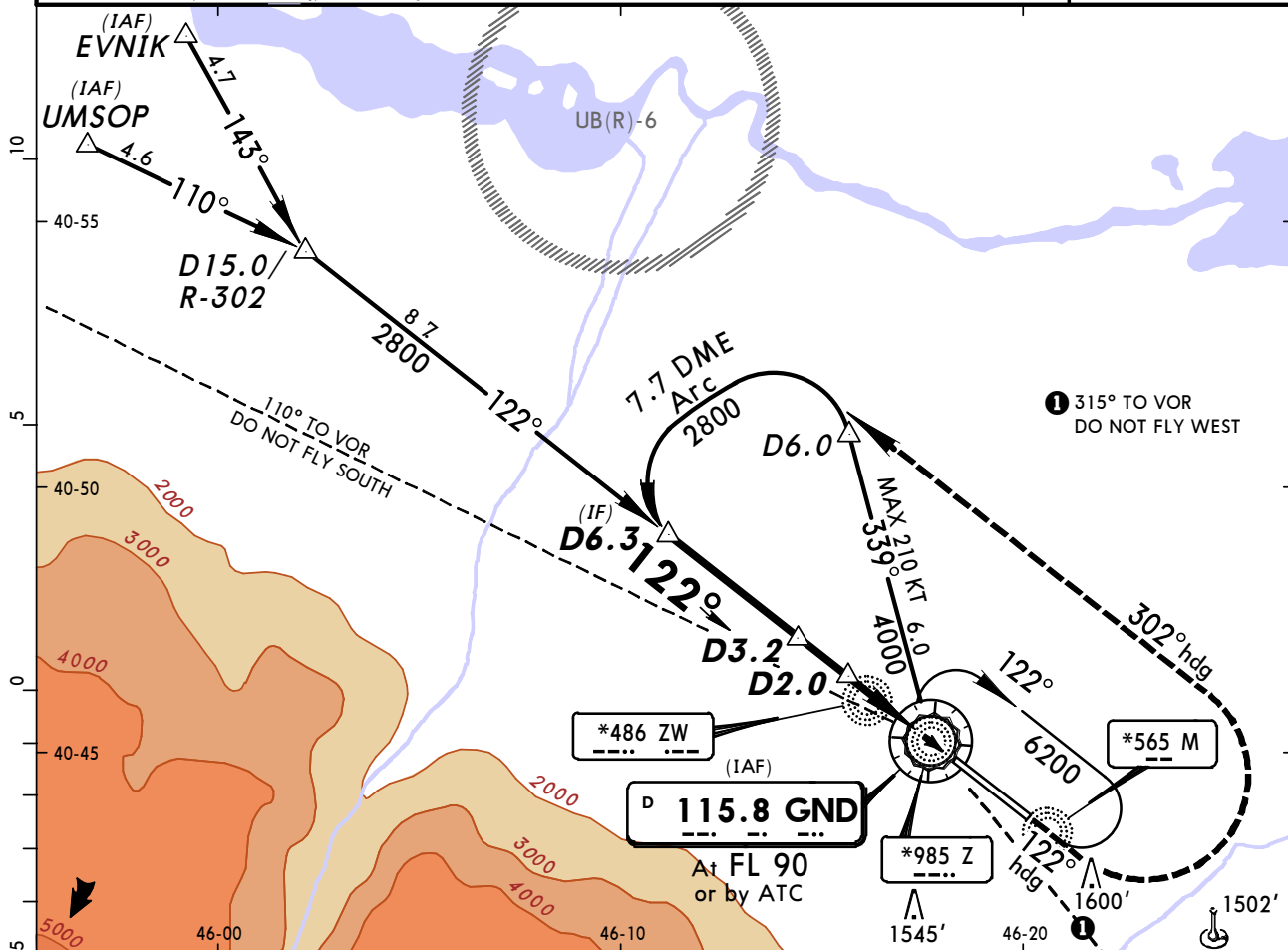
ATIS		GANJA Approach		GANJA Tower
119.25		123.9	135.92	123.9
LOC IGR *110.9	Final Apch Crs 302°	GS D4.4 IGR 2700' (1619')	ILS DA(H) Refer to Minimums	Apt Elev 1086' RWY 1081'
MISSED APCH: Climb on heading 302° to 1500', then turn RIGHT onto heading 122° climbing to 2800', then according to chart. MAX 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	PAPI		MAX	↑	on hdg

JAR-OPS		STRAIGHT-IN LANDING RWY 30R		LOC (GS out)	
ILS		FULL		ALS out	
DA(H)		A: 1364' (283') C: 1384' (303')		B: 1376' (295') D: 1395' (314')	
A		RVR 650m		RVR 1200m	
B					
C		RVR 800m			
D					

ATIS		GANJA Approach		GANJA Tower	
119.25		123.9	135.92	123.9	
VOR GND 115.8	Final Apch Crs 122°	Minimum Alt D3.2 2300' (1243')	MDA(H) 1430' (373')	Apt Elev 1086' RWY 1057'	
MISSED APCH: Climb on heading 122° to at or above 1500', then turn LEFT onto heading 302° until intercepting R-339 climbing to 2800', then according to chart. MAX 210 KT.					
Alt Set: hPa (MM on req)		Rwy Elev: 38 hPa	Trans level: FL 90	Trans alt: 7000'	MSA GND VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS		210 KT	1500'	122°
Descent Angle 3.00°	372	478	531	637	743	849	PAPI		MAX	or above	on
D3.2 to MAP	2.8	2:24	1:52	1:41	1:24	1:03					hdg

JAR-OPS		STRAIGHT-IN LANDING RWY 12L		CIRCLE-TO-LAND	
		MDA(H) 1430' (373')		Not authorized South of rwy	
		ALS out		Max Kts.	MDA(H) VIS
A	RVR 900m	RVR 1500m		100	1710' (624') 1500m
B	RVR 1000m			135	1840' (754') 1600m
C		RVR 1800m	180	2030' (944') 2400m	
D	RVR 1400m	RVR 2000m		205	2390' (1304') 3600m



Chart changes since cycle 16-2013

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UBBG