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JEPPESEN
JeppView for Windows

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General Information

Location: Lenkoran Aze
IATA Code: LLK
Lat/Long: N38° 45.5' E048° 48.4'
Elevation: -35 ft

Airport Use: Public
Magnetic Variation: 5.4°E

Customs: Restricted
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0208 Z
Sunset: 1526 Z,

Runway Information

Runway: 15
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -51 ft
Lighting: Edge
Stopway: 197 ft

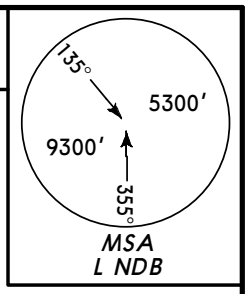
Runway: 33
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -35 ft
Lighting: Edge, ALS
Stopway: 197 ft

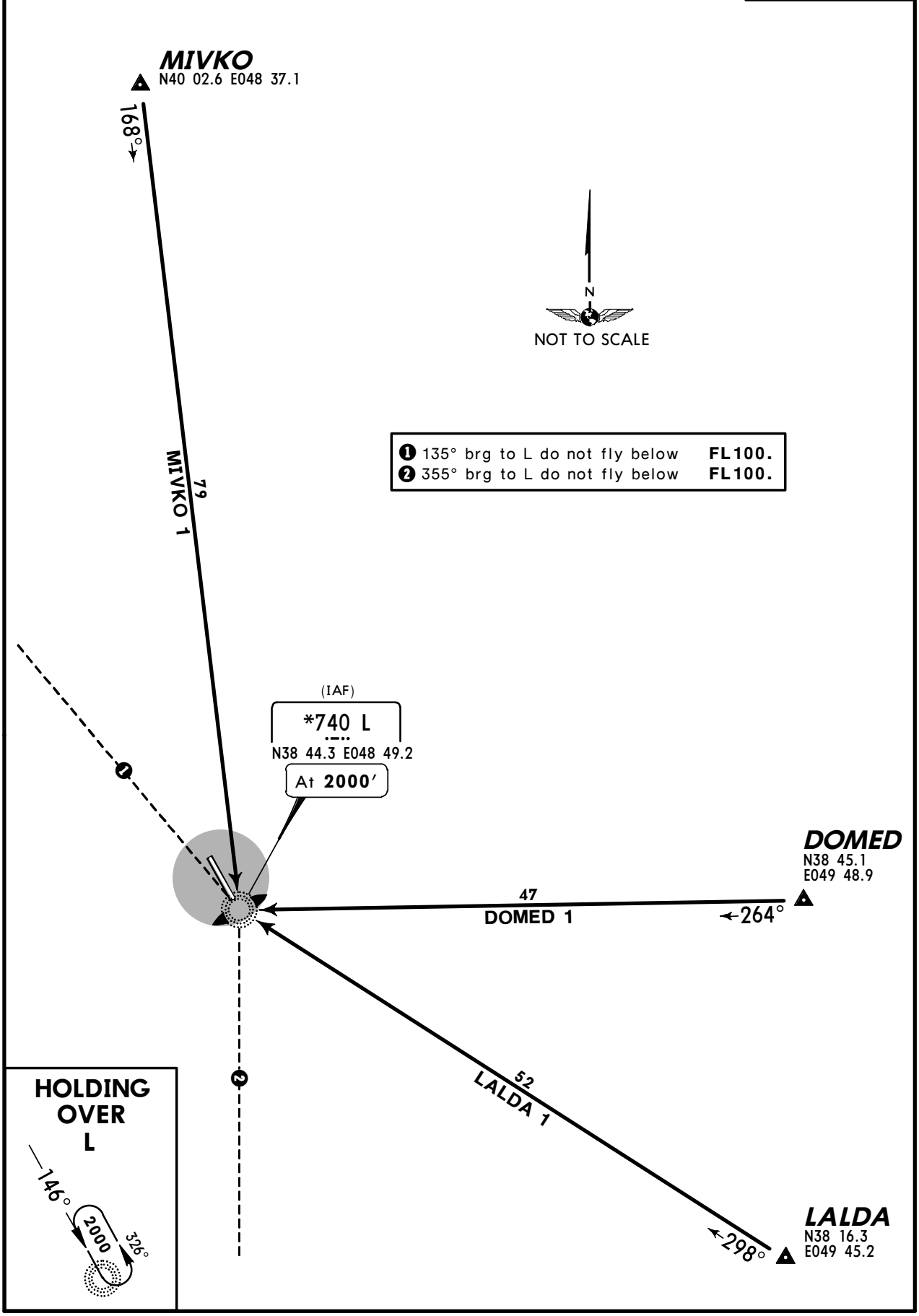
Communication Information

ATIS 128.2
Lenkoran Tower 126.4
Lenkoran Tower 119.0

ATIS	Apt Elev	
128.2	-35′	Alt Set: hPa (MM on request) Trans level: FL40 Trans alt: 2000′

DOMED 1, LALDA 1, MIVKO 1
RWYS 15, 33 ARRIVALS





CHANGES: New airport.

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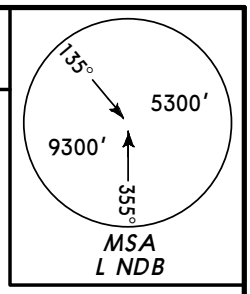
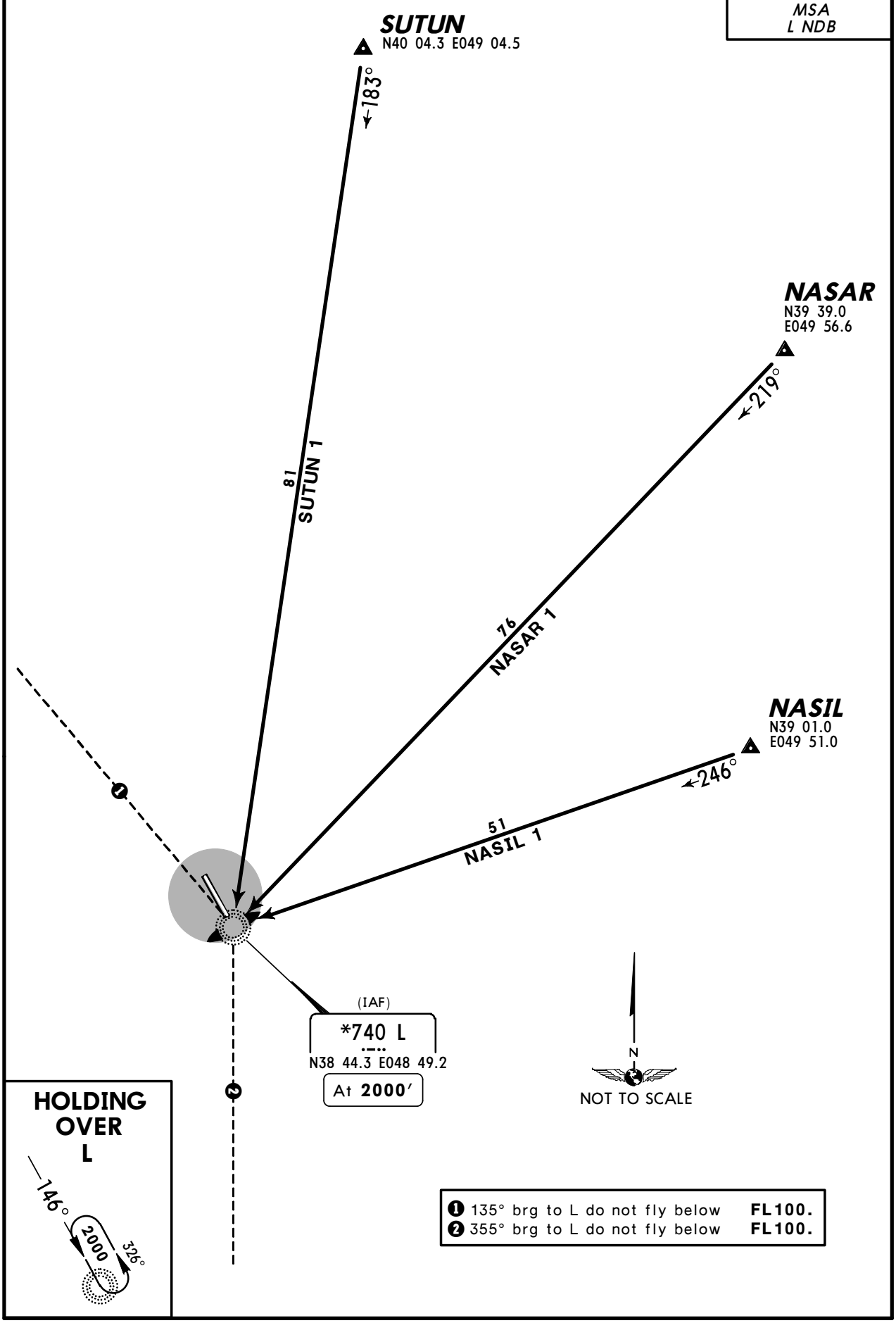
ATIS	Apt Elev	
128.2	-35′	Alt Set: hPa (MM on request) Trans level: FL40 Trans alt: 2000′

NASAR 1, NASIL 1, SUTUN 1
RWYS 15, 33 ARRIVALS





CHANGES: New airport.

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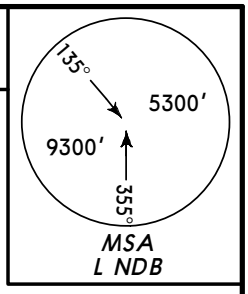
Apt Elev -35′	Trans level: FL40 Trans alt: 2000′



DOMED 1A, LALDA 1A, MIVKO 1A NASAR 1A, NASIL 1A, SUTUN 1A RWY 15 DEPARTURES

MIVKO
N40 02.6 E048 37.1

SUTUN
N40 04.3 E049 04.5

NASAR
N39 39.0 E049 56.6

NASIL
N39 01.0 E049 51.0

DOMED
N38 45.1 E049 48.9

LALDA
N38 16.3 E049 45.2

N
NOT TO SCALE

MIVKO 1A 98
SUTUN 1A 97
NASAR 1A 87
NASIL 1A 58
DOMED 1A 51
LALDA 1A 53

342°
357°
031°
056°
075°
114°

*740 L
N38 44.3 E048 49.2

At 1000′

❶ 315° brg from L do not fly below FL100.
❷ 175° brg from L do not fly below FL100.

SID	ROUTING
DOMED 1A	Climb to **1000′,** turn LEFT, 075° track to DOMED, climb to assigned **FL.**
LALDA 1A	Climb to **1000′,** turn LEFT, 114° track to LALDA, climb to assigned **FL.**
MIVKO 1A	Climb to **1000′,** turn LEFT, 342° track to MIVKO, climb to assigned **FL.**
NASAR 1A	Climb to **1000′,** turn LEFT, 031° track to NASAR, climb to assigned **FL.**
NASIL 1A	Climb to **1000′,** turn LEFT, 056° track to NASIL, climb to assigned **FL.**
SUTUN 1A	Climb to **1000′,** turn LEFT, 357° track to SUTUN, climb to assigned **FL.**

CHANGES: New airport.

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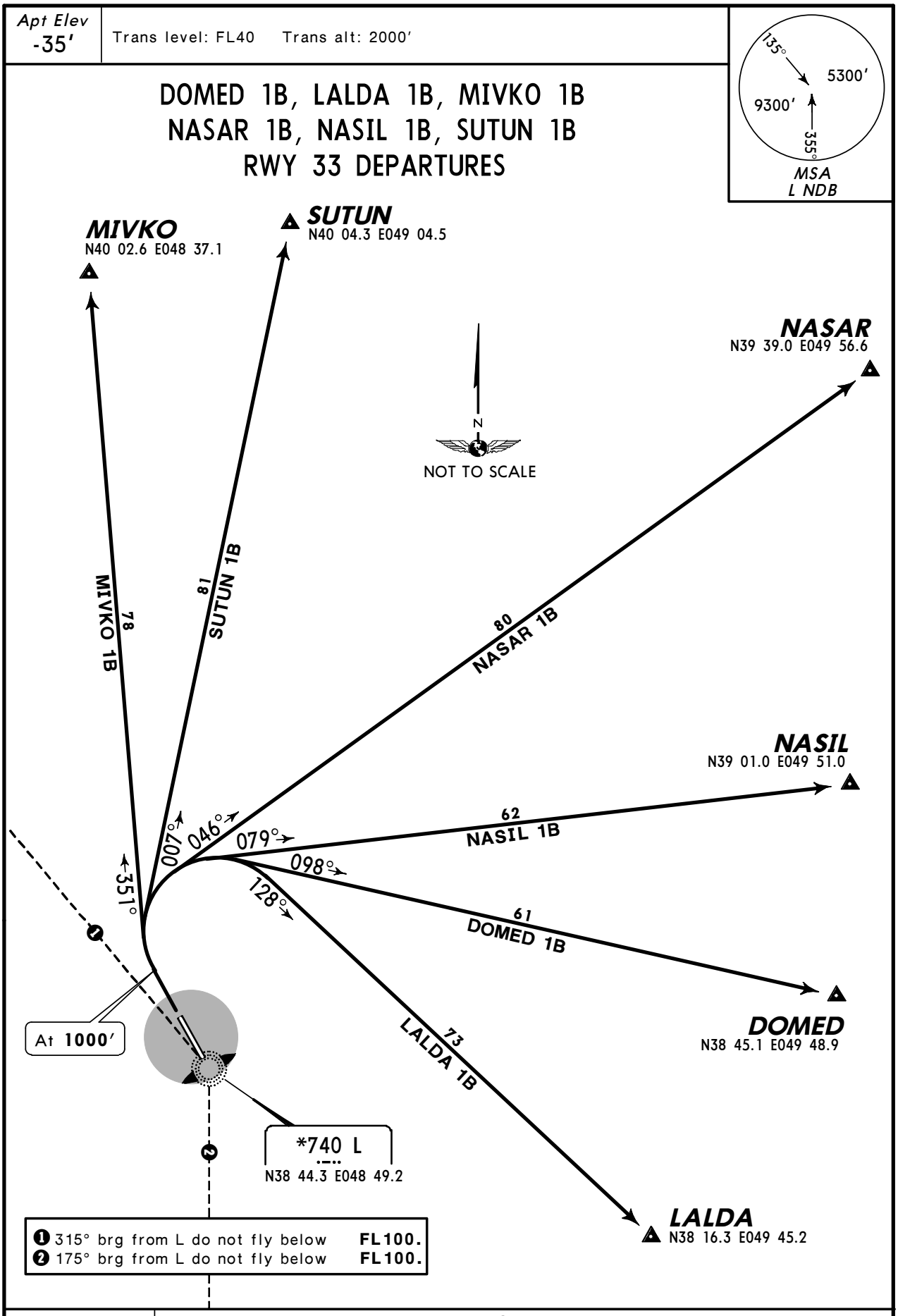
Apt Elev -35′	Trans level: FL40 Trans alt: 2000′



SID	ROUTING
DOMED 1B	Climb to **1000′,** turn RIGHT, 098° track to DOMED, climb to assigned **FL.**
LALDA 1B	Climb to **1000′,** turn RIGHT, 128° track to LALDA, climb to assigned **FL.**
MIVKO 1B	Climb to **1000′,** turn RIGHT, 351° track to MIVKO, climb to assigned **FL.**
NASAR 1B	Climb to **1000′,** turn RIGHT, 046° track to NASAR, climb to assigned **FL.**
NASIL 1B	Climb to **1000′,** turn RIGHT, 079° track to NASIL, climb to assigned **FL.**
SUTUN 1B	Climb to **1000′,** turn RIGHT, 007° track to SUTUN, climb to assigned **FL.**

CHANGES: New airport.

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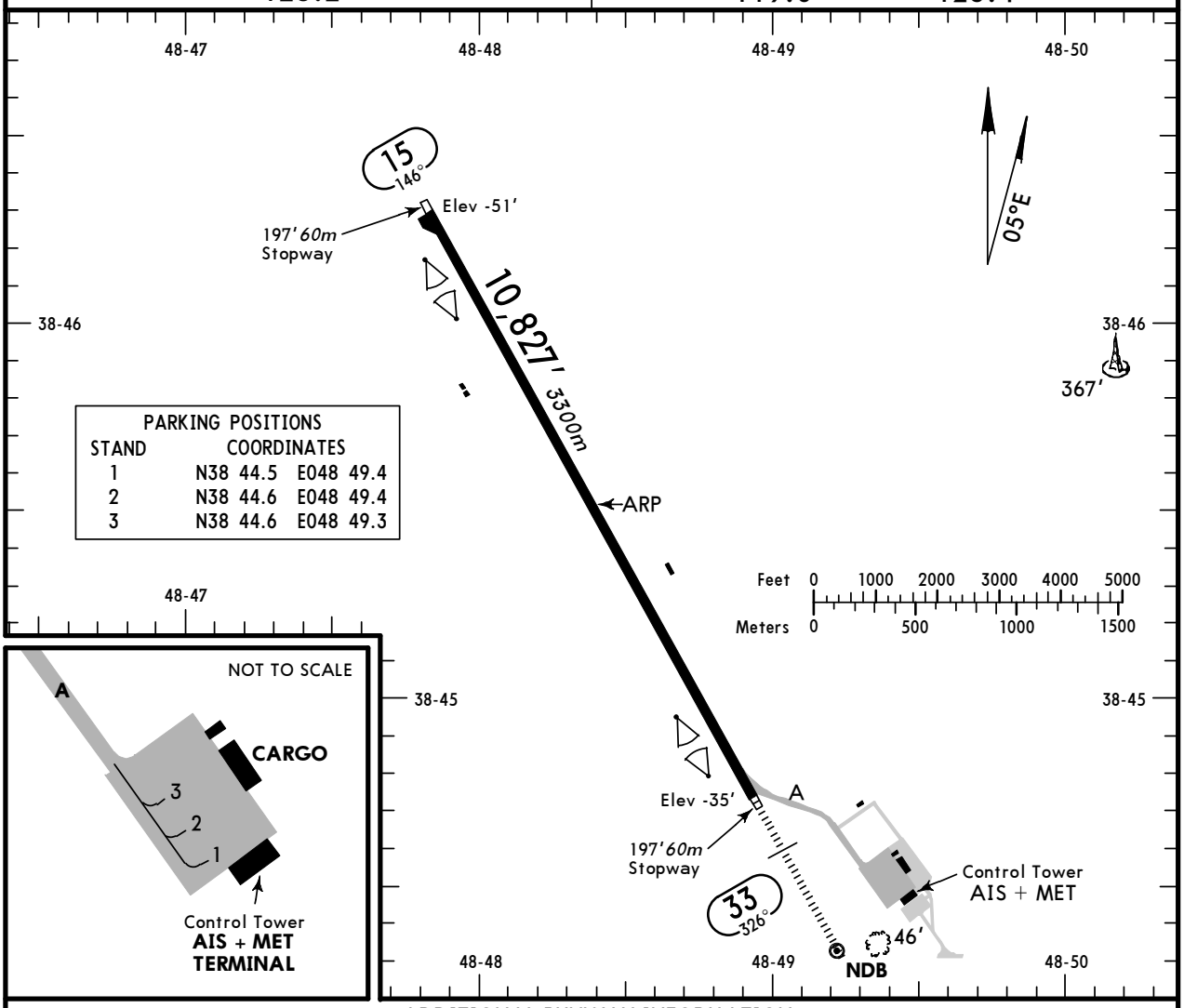
ATIS	LENKORAN Tower	
128.2	119.0	126.4



PARKING POSITIONS		
STAND	COORDINATES	
1	N38 44.5	E048 49.4
2	N38 44.6	E048 49.4
3	N38 44.6	E048 49.3

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
15	HIRL *(60m)*			RVR				148' *45m*
33	HIRL *(60m)*	HIALS	PAPI-L (angle 3.0°)	RVR		9794' *2985m*		

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]

	LVP must be in force	All Rwys	
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*250m*	*400m*	*500m*
B			
C			
D	*300m*		

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

CHANGES: Tower frequency.

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STRAIGHT-IN RWY		A	B	C	D
15	NDB ❶	**440**′(491′) **R1500m**	**440**′(491′) **R1500m**	**470**′(521′) **C2400m**	**490**′(541′) **C2400m**
33	ILS *FULL* *Limited* *ALS out*	**165**′ (200′) **R550m** R750m R1200m	**165**′ (200′) **R550m** R750m R1200m	**165**′ (200′) **R550m** R750m R1200m	**175**′ (210′) **R550m** R750m R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ❶	**1060**′ (1095′) **R1500m**	**1060**′ (1095′) **R1500m**	**1060**′ (1095′) **C2400m**	**1060**′ (1095′) **C2400m**

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	670′(705′)	**1680**′(1715′)	**2090**′(2125′)	**2090**′(2125′)
After NDB 33	**1060**′(1095′)	**1680**′(1715′)	**2090**′(2125′)	**2090**′(2125′)
	V1500m	V1600m	V2400m	V3600m

❷ Not authorized West of rwy.

TAKE-OFF RWY 15, 33

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	250m	400m	500m
D	300m		

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UBBL
LENKORAN

JEPPESEN

19 AUG 11
Eff 25 Aug

(11-1)

LENKORAN, AZERBAIJAN
ILS DME or NDB Rwy 33

BRIEFING STRIP ™

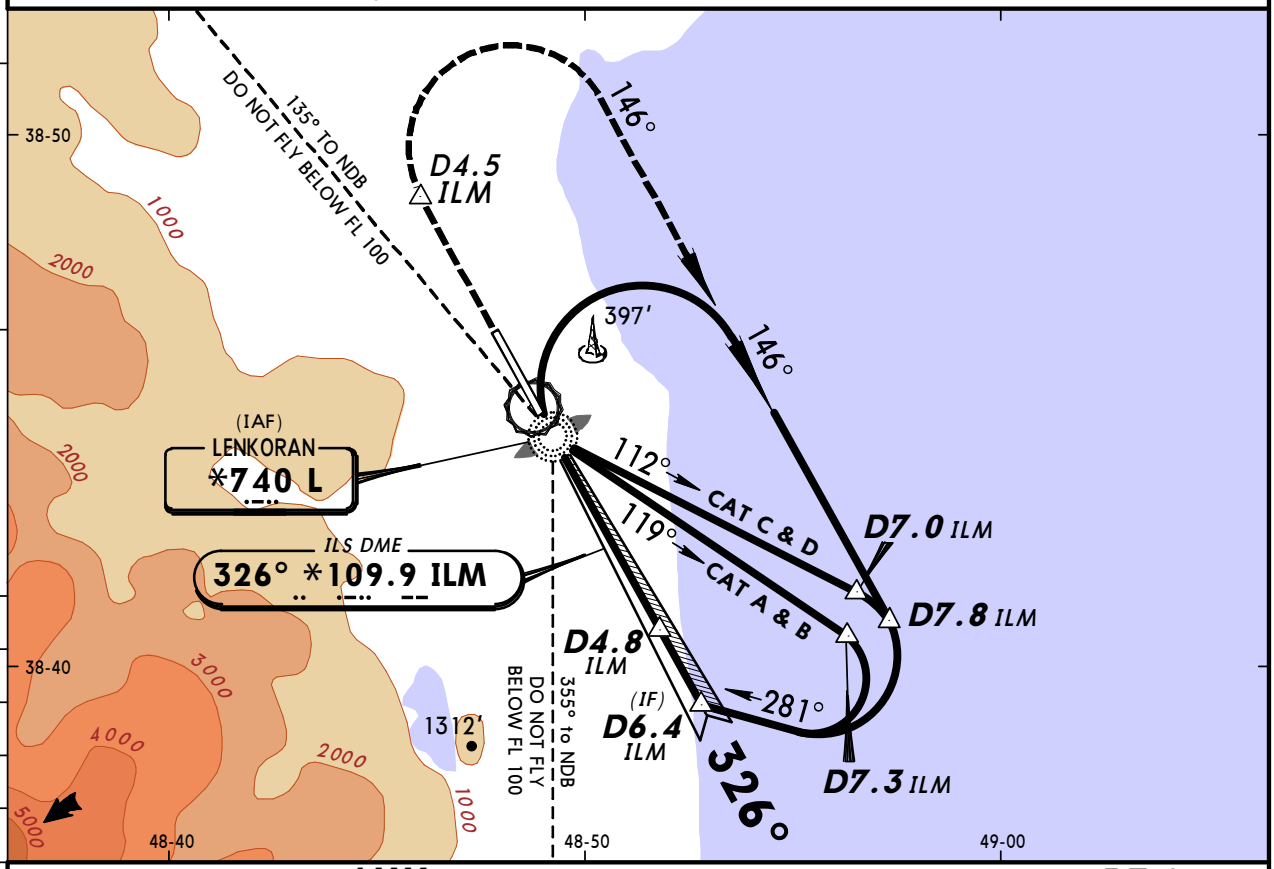
ATIS	LENKORAN Tower	
128.2	119.0	126.4

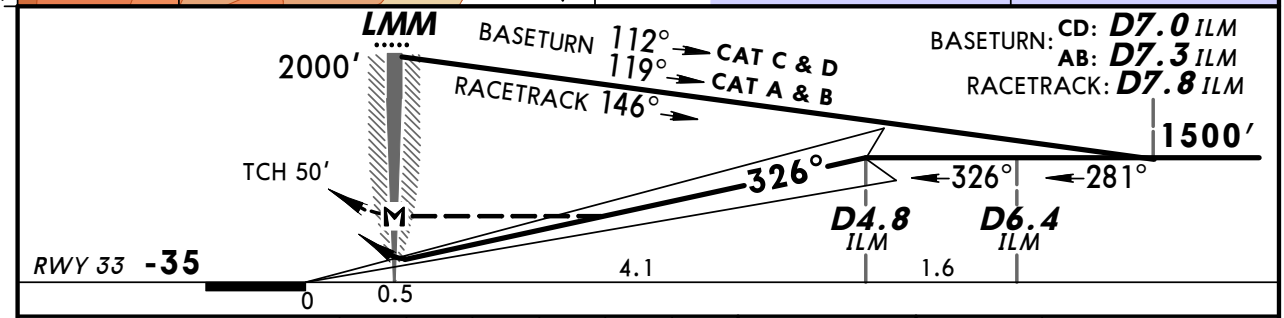
LOC ILM	Final Apch Crs	GS/ Minimum Alt	ILS DA(H) Refer to Minimums	Apt Elev -35′
*109.9	326°	D4.8 ILM 1500′ (1535′)	NDB MDA(H) 1060′ (1095′)	RWY -35′ (BELOW SEA LEVEL)
NDB L *740				

MISSED APCH: Climb on 326° to 700′ or above, then turn RIGHT on 146° climbing to 1500′, then according to chart.

135° 5300′ 9300′ 355°
MSA L NDB

Alt Set: hPa (MM on req) Rwy Elev: -1 hPa Trans level: FL 40 Trans alt: 2000′
All turns based on MAX 190 KT, bank 20°.





Gnd speed-Kts		70	90	100	120	140	160
ILS GS or NDB Descent Angle	3.00°	377	484	538	646	753	861
MAP at LMM							

HIALS
PAPI

700′ or above on 326°

JAR-OPS STRAIGHT-IN LANDING RWY 33

	ILS DA(H) ABC: 165′(200′) FULL	ILS DA(H) D: 175′(210′) ALS out	LOC (GS out)	NDB MDA(H) 1060′(1095′)	NDB ALS out
A	RVR 550m	RVR 1000m	NOT AUTHORIZED	RVR 1200m	RVR 1500m
B				RVR 1400m	
C					RVR 2000m
D	RVR 600m			RVR 1800m	

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	1 670′(705′)	1500m
135	1680′(1715′)	1600m
180	2090′(2125′)	2400m
205	2090′(2125′)	3600m

PANS OPS

1 After NDB apch: MDA(H) 1060′(1095′).

CHANGES: Tower frequency.

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BRIEFING STRIP

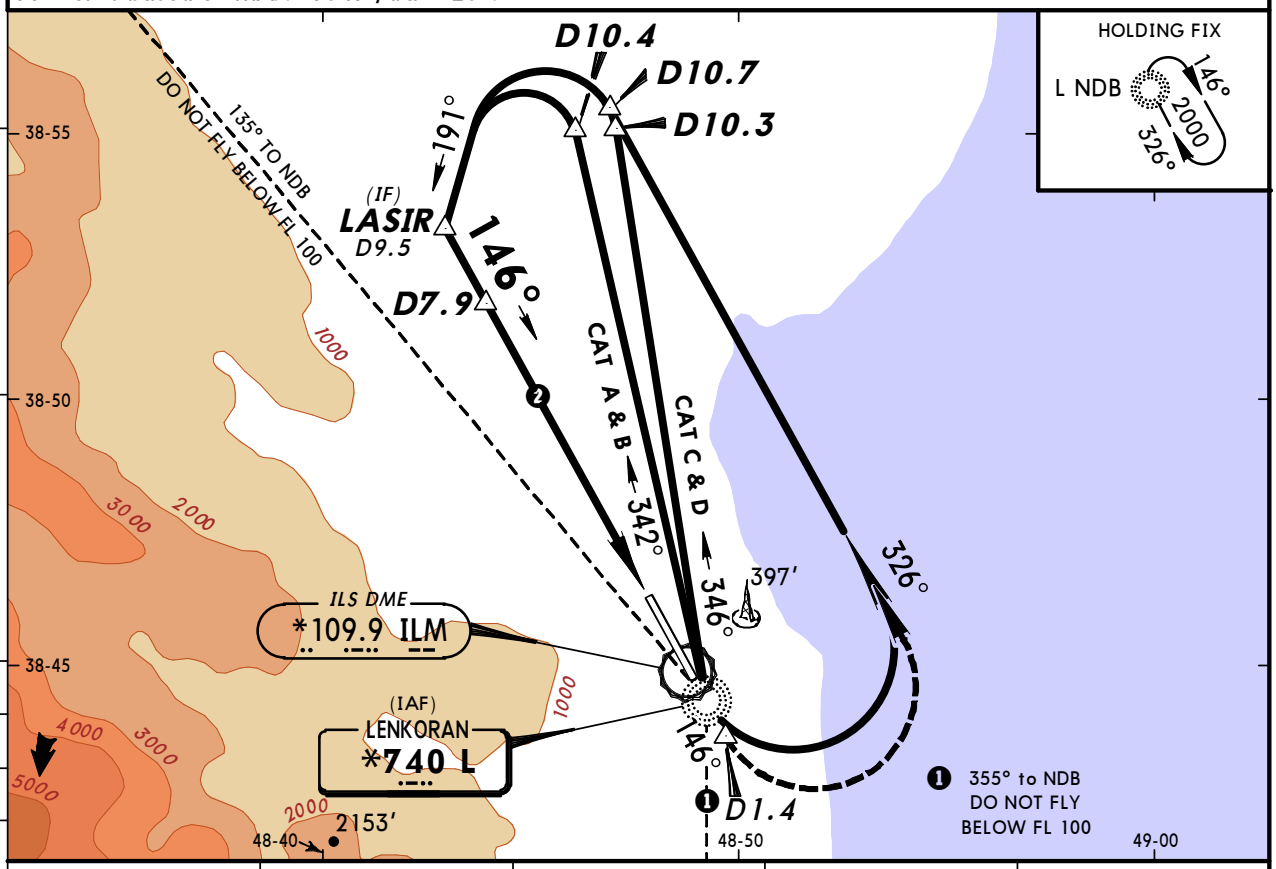
ATIS	LENKORAN Tower	
128.2	119.0	126.4

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
L *740	146°	D7.9 2000′ (2051′)	Refer to Minimums	-35′ / -51′ (BELOW SEA LEVEL)

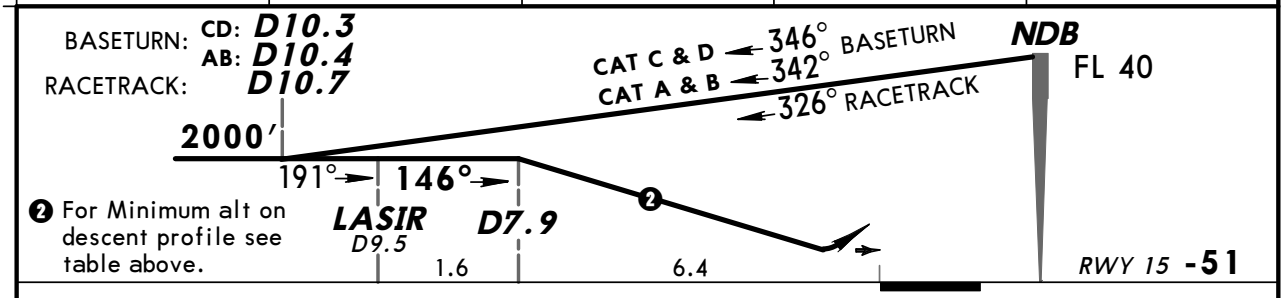
MISSED APCH: Proceed on track 146° to D1.4. Climb to 700′ or above, then turn LEFT on 326° climbing to 2000′, then according to chart.

MSA L NDB: 135° 5300′, 9300′, 355°

Alt Set: hPa (MM on req) Rwy Elev: -1 hPa Trans level: FL 40 Trans alt: 2000′
All turns based on MAX 190 KT, bank 20°.



ILM DME	7.9	6.5	4.8	3.2
MINIMUM ALT	2000′	1500′	970′	480′



❷ For Minimum alt on descent profile see table above.

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

D1.4 on 146° — 700′ or above

JAR-OPS STRAIGHT-IN LANDING RWY 15

MDA(H) AB: 440′ (491′) C: 470′ (521′) D: 490′ (541′)

A	RVR 1500m	
B		
C	RVR 2000m	
D		

CIRCLE-TO-LAND

Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	670′ (705′)	1500m
135	1680′ (1715′)	1600m
180	2090′ (2125′)	2400m
205	2090′ (2125′)	3600m

PANS OPS

CHANGES: Tower frequency.

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JEPPESE
JeppView for Windo

Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LENKORAN, (LENKORAN - UBBL)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UBBL