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Airport Information For UBBN

Terminal Charts For UBBN

Revision Letter For Cycle 17-2013

Change Notices

Notebook

General Information

Location: Nakhchivan Aze
IATA Code: NAJ
Lat/Long: N39° 11.3' E045° 27.4'
Elevation: 2863 ft

Airport Use: Public
Magnetic Variation: 5.6°E

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

Sunrise: 0221 Z
Sunset: 1540 Z,

Runway Information

Runway: 14L
Length x Width: 10827 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 2863 ft
Lighting: Edge, ALS
Stopway: 230 ft

Runway: 14R
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2862 ft
Lighting: Edge, ALS
Stopway: 230 ft

Runway: 32L
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2819 ft
Lighting: Edge, ALS
Displaced Threshold: 374 ft
Stopway: 230 ft

Runway: 32R
Length x Width: 10827 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 2810 ft
Lighting: Edge
Displaced Threshold: 984 ft
Stopway: 230 ft

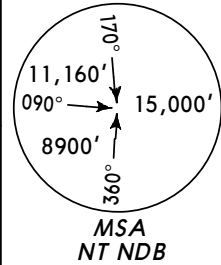
Communication Information

ATIS 127.5
Nakhchivan Tower 118.2
Nakhchivan Approach Control 127.9
Nakhchivan Approach Control 120.8

ATIS
127.5

Apt Elev
2863'

Alt Set: hPa (MM on request)
Trans level: FL130 Trans alt: 12000'
Between FL200 & FL130 MAX 250 KT, bank 20°,
at or below FL130 MAX 205 KT, bank 20°.



DULAV 1A [DULA1A]
RWY 14L ARRIVAL

DULAV 1B [DULA1B]
RWY 14R ARRIVAL

DULAV 1C [DULA1C]
RWY 32L ARRIVAL

DULAV 1D [DULA1D]
RWY 32R ARRIVAL

(IAF)
NAKHCHIVAN
680 NT
N39 13.6 E045 24.9

At 10000'

If above
10000'
descend in
racetrack to
10000'

ILS DME
NAKHCHIVAN
D (111.7) INR
N39 11.7 E045 26.8

DULAV 1A, 1B, 1C, 1D
FL150

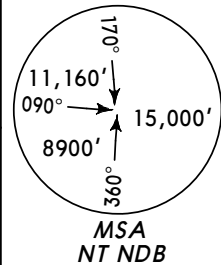
DULAV
D17.1 INR
N38 57.0 E045 38.0

At or above
FL150



ATIS
127.5Apt Elev
2863'

Alt Set: hPa (MM on request)
Trans level: FL130 Trans alt: 12000'
Between FL200 & FL130 MAX 250 KT, bank 20°,
at or below FL130 MAX 205 KT, bank 20°.



IRLAN 1A [IRLA1A]

IRLAN 1B [IRLA1B]

NEGAN 1A [NEGA1A]

NEGAN 1B [NEGA1B]

NEGAN 2A [NEGA2A]

NEGAN 2B [NEGA2B]

RWY 14L ARRIVALS

RWY 14R ARRIVALS

IRLAN 1D [IRLA1D]

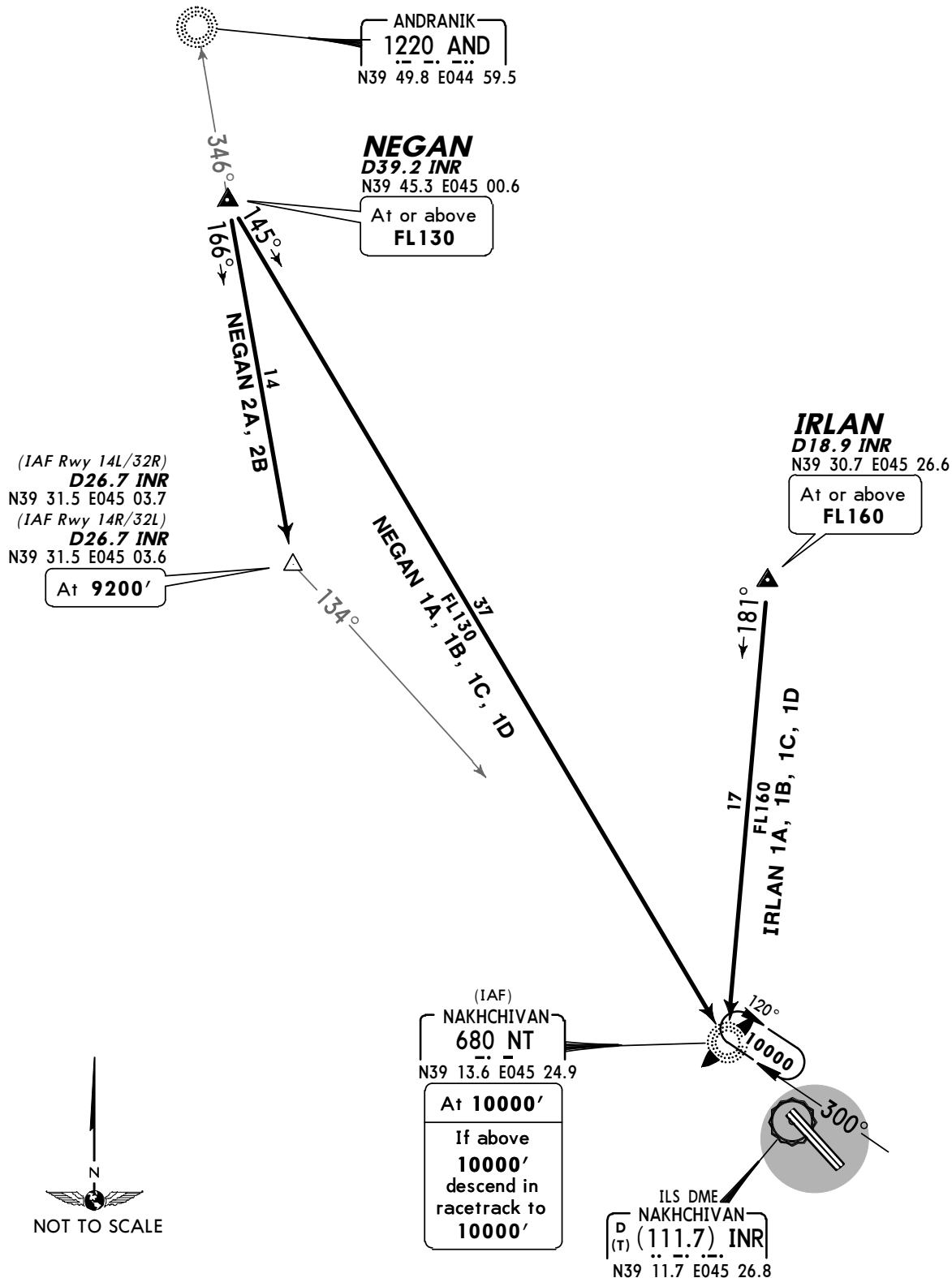
IRLAN 1C [IRLA1C]

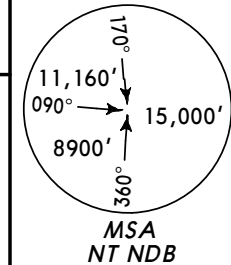
NEGAN 1D [NEGA1D]

NEGAN 1C [NEGA1C]

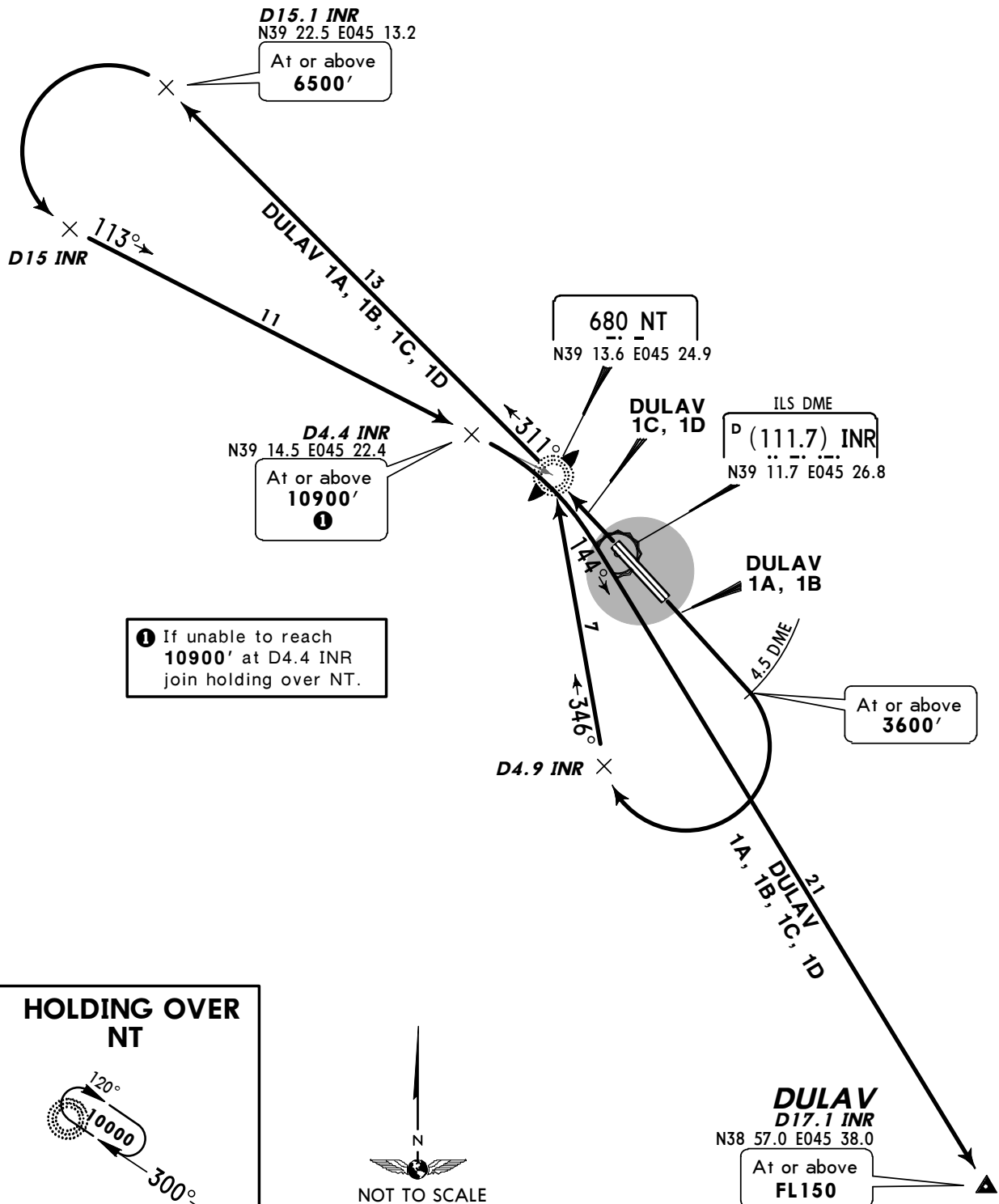
RWY 32R ARRIVALS

RWY 32L ARRIVALS

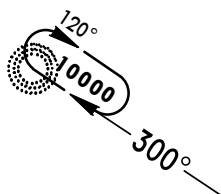


Apt Elev
2863'Trans level: FL130 Trans alt: 12000'
MAX 205 KT, bank 20°.

DULAV 1A [DULA1A], DULAV 1B [DULA1B]
DULAV 1C [DULA1C], DULAV 1D [DULA1D]
RWYS 14L/R, 32L/R DEPARTURES



HOLDING OVER
NT



DULAV
D17.1 INR
N38 57.0 E045 38.0
At or above
FL150

SID	RWY	ROUTING
DULAV 1A	14L	On runway track to INR 4.5 DME, turn RIGHT, intercept 346° bearing to NT, 311° bearing to D15.1 INR, turn LEFT, intercept 113° bearing towards NT, when passing D4.4 INR intercept 144° bearing from NT to DULAV.
DULAV 1B	14R	
DULAV 1C	32L	On runway track to NT, 311° bearing to D15.1 INR, turn LEFT, intercept 113° bearing towards NT, when passing D4.4 INR intercept 144° bearing from NT to DULAV.
DULAV 1D	32R	

MSA
NT NDB

IRLAN
D18.9 INR
N39 30.7 E045 26.6
At or above
FL150

D15.1 INR
N39 22.5 E045 13.2

At or above
6500'

**HOLDING OVER
NT**

At or above
3600

ILS DME
D (111.7) INR
N39 11.7 E045 26.8

IRLAN 1C, 1D

IRLAN 1A, 1B

IRLAN 2A, 2B

IRLAN 1A, 2A, 1B
2B, 1C, 1D

D15 INR

D4.4 INR

D4.9 INR

FL150

N39 13.6 E045 24.9

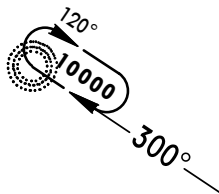
Leave at
FL150

680 NT

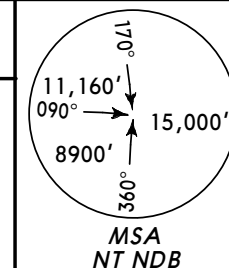
NOT TO SCALE

10000

**HOLDING OVER
NT**



SID	RWY	ROUTING
IRLAN 1A	14L	On runway track to INR 4.5 DME, turn RIGHT to NT, enter holding, leave at FL150 , turn RIGHT, intercept 001° bearing to IRLAN.
IRLAN 2A		On runway track to INR 3.6 DME, turn LEFT to NT, enter holding, leave at FL150 , turn RIGHT, intercept 001° bearing to IRLAN.
IRLAN 1B	14R	On runway track to INR 4.5 DME, turn RIGHT to NT, enter holding, leave at FL150 , turn RIGHT, intercept 001° bearing to IRLAN.
IRLAN 2B		On runway track to INR 3.6 DME, turn LEFT to NT, enter holding, leave at FL150 , turn RIGHT, intercept 001° bearing to IRLAN.
IRLAN 1C	32L	On runway track to D15.1 INR, turn LEFT to NT, enter holding, leave at FL150 , turn RIGHT, intercept 001° bearing to IRLAN.
IRLAN 1D	32R	

Apt Elev
2863'Trans level: FL130 Trans alt: 12000'
MAX 205 KT, bank 20°.ANDRANIK
1220 AND
N39 49.8 E044 59.5NEGAN
D39.2 INR
N39 45.3 E045 00.6At or above
FL130D24.3 INR
N39 29.0 E045 04.8At or above
9000'680 NT
N39 13.6 E045 24.9
22
1A, 2A, 1B
2B, 1C, 1D
311°NEGAN 1C, 1D
ILS DME
D(111.7) INR
N39 11.7 E045 26.96
NEGAN 2A, 2B
277°
D4.4 INRNEGAN
2A, 2B
Turn at
or above
3400'At or above
3600'

NEGAN 2A, 2B

These SIDs require a minimum climb gradient
of
249' per NM (4.1%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
249' per NM	311	415	623	830	1038	1246

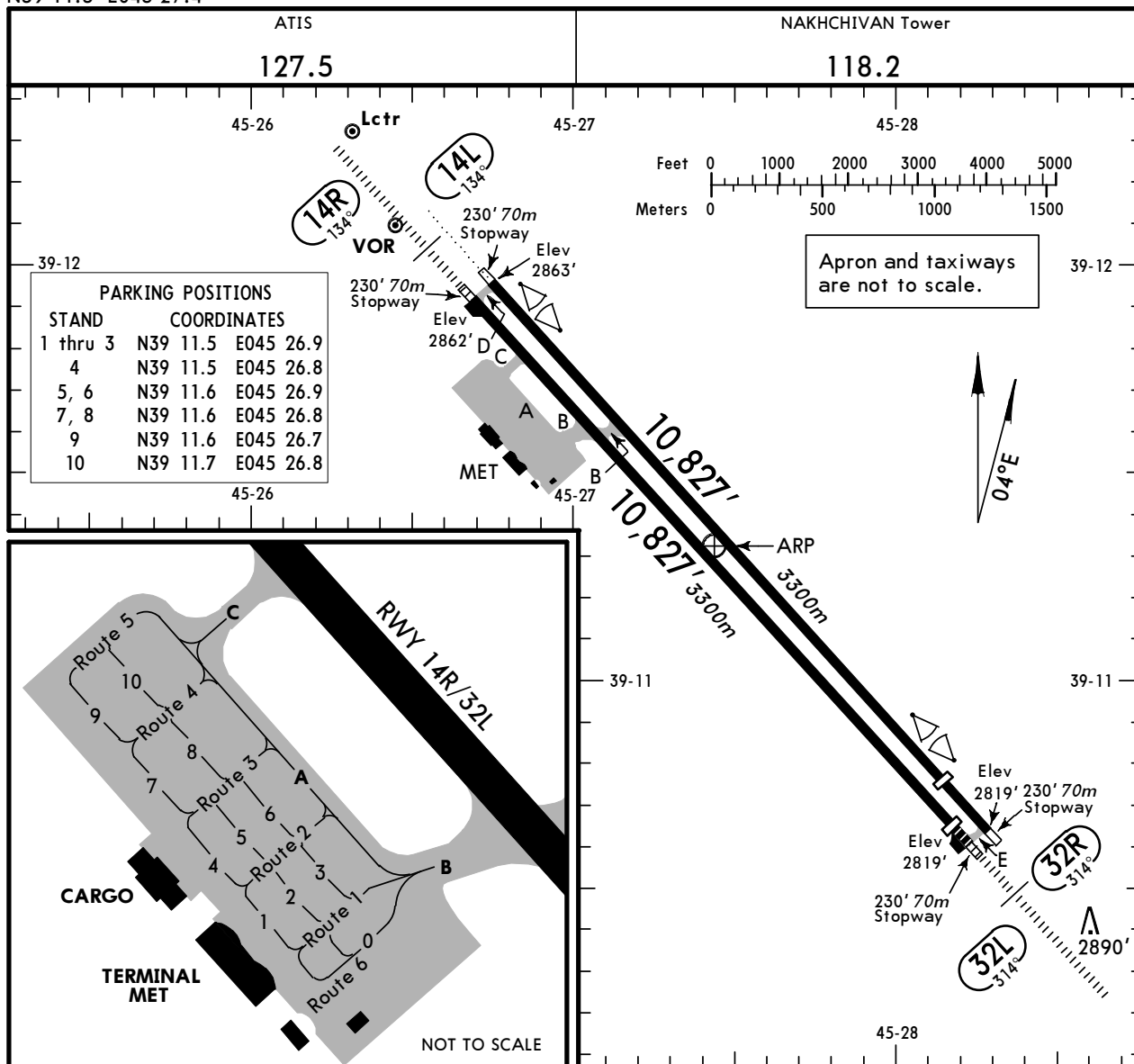
If unable to comply use SIDs NEGAN 1A, 1B.

SID	RWY	ROUTING
NEGAN 1A	14L	On runway track to INR 4.5 DME, turn RIGHT, intercept 346° bearing to NT, 311° bearing to D24.3 INR, intercept 346° bearing towards AND to NEGAN.
NEGAN 2A		On runway track to INR 3.6 DME, turn LEFT, intercept 277° bearing to NT, 311° bearing to D24.3 INR, intercept 346° bearing towards AND to NEGAN.
NEGAN 1B	14R	On runway track to INR 4.5 DME, turn RIGHT, intercept 346° bearing to NT, 311° bearing to D24.3 INR, intercept 346° bearing towards AND to NEGAN.
NEGAN 2B		On runway track to INR 3.6 DME, turn LEFT, intercept 277° bearing to NT, 311° bearing to D24.3 INR, intercept 346° bearing towards AND to NEGAN.
NEGAN 1C	32L	On runway track to NT, 311° bearing to D24.3 INR, intercept 346° bearing towards AND to NEGAN.
NEGAN 1D	32R	

CHANGES: New chart (NEGAN SIDs transferred).

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UBBN/NAJ
Apt Elev 2863'
N39 11.3 E045 27.4



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		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

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

STRAIGHT-IN RWY		A	B	C	D
14R	ILS	3062'(200')	3062'(200')	3063'(201')	3063'(201')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	3170'(308')	3170'(308')	3200'(338')	3200'(338')
		R750m	R750m	R800m	R800m
	ALS out	R1400m	R1400m	R1500m	R1500m
32L	ILS	3147'(330')	3147'(330')	3147'(330')	3147'(330')
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH

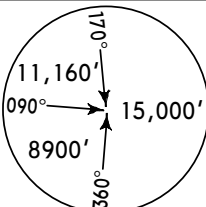
❶ Continuous Descent Final Approach.

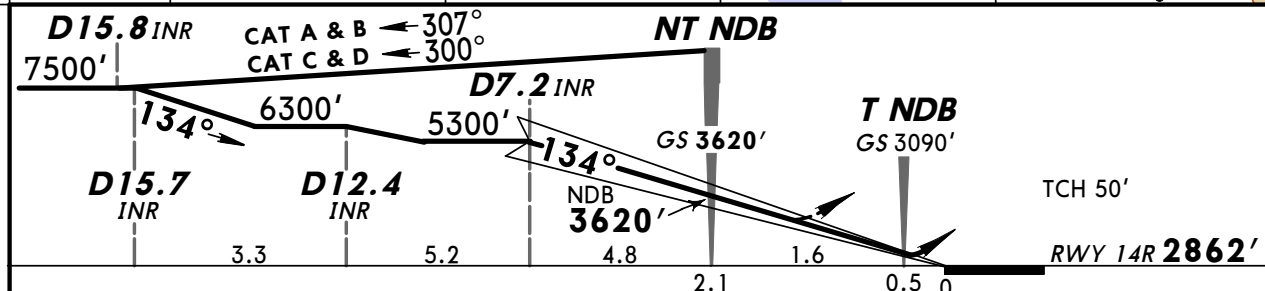
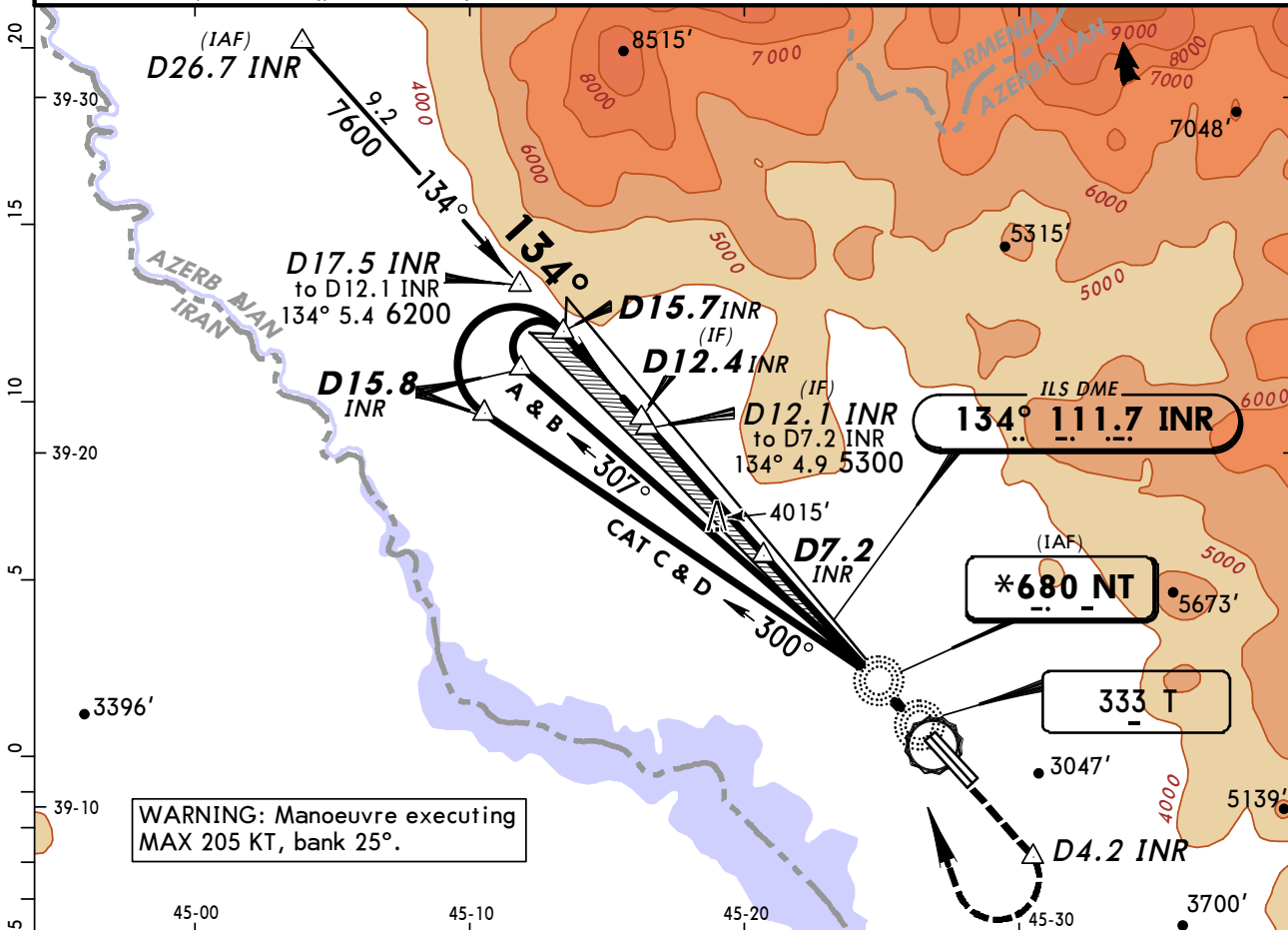
CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	3420'(557') V1500m	3420'(557') V1600m	4120'(1257') V2400m	4120'(1257') V3600m

❷ Circling to rwy 32 L/R.
After ILS 32L: NOT APPLICABLE.

TAKE-OFF RWY 14L/R, 32L/R		
LVP must be in force		
RCLM (DAY only) or RL		RCLM (DAY only) or RL
		NIL (DAY only)
A	250m	400m
B		
C	300m	500m
D		

BRIEFING STRIP

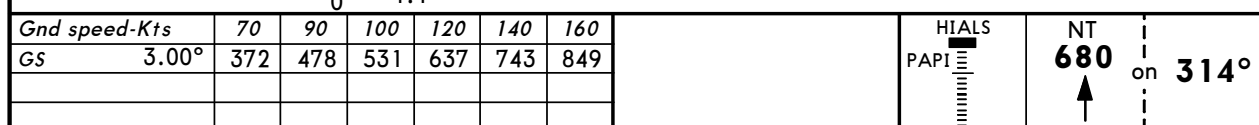
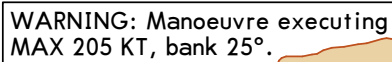
ATIS 127.5		NAKHCHIVAN Approach 120.8 127.9		NAKHCHIVAN Tower 118.2		
LOC INR 111.7	Final Apch Crs 134°	GS/ Minimum Alt NT NDB 3620' (758')	ILS DA(H) Refer to Minimums	Apt Elev 2863' RWY 2862'		
NDB NT *680			NDB MDA(H) Refer to Minimums			
MISSED APCH: Climb to 3600' within D4.2 INR, then turn RIGHT to NT NDB until intercepting CAT C&D: 300°, CAT A&B: 307° from NT NDB, then according to chart.						
Alt Set: hPa (MM on req)		Rwy Elev: 101 hPa		Trans level: FL 130		
				Trans alt: 12000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI		3600' within D4.2 INR
ILS GS or NDB Descent Angle 3.00°	372	478	531	637	743	849			

JAR-OPS		STRAIGHT-IN LANDING RWY 14R											
DA(H) AB: 3062' (200') CD: 3063' (201')		ILS		LOC (GS out)		MDA(H) AB: 3170' (308') CD: 3200' (338')		NDB					
FULL		ALS out						ALS out					
A	RVR 550m		RVR 1000m		NOT AUTH		RVR 900m		RVR 1500m		For CIRCLE-TO-LAND see 19-10		
B							RVR 1000m		RVR 1800m				
C							RVR 600m		RVR 1400m			RVR 2000m	
D													

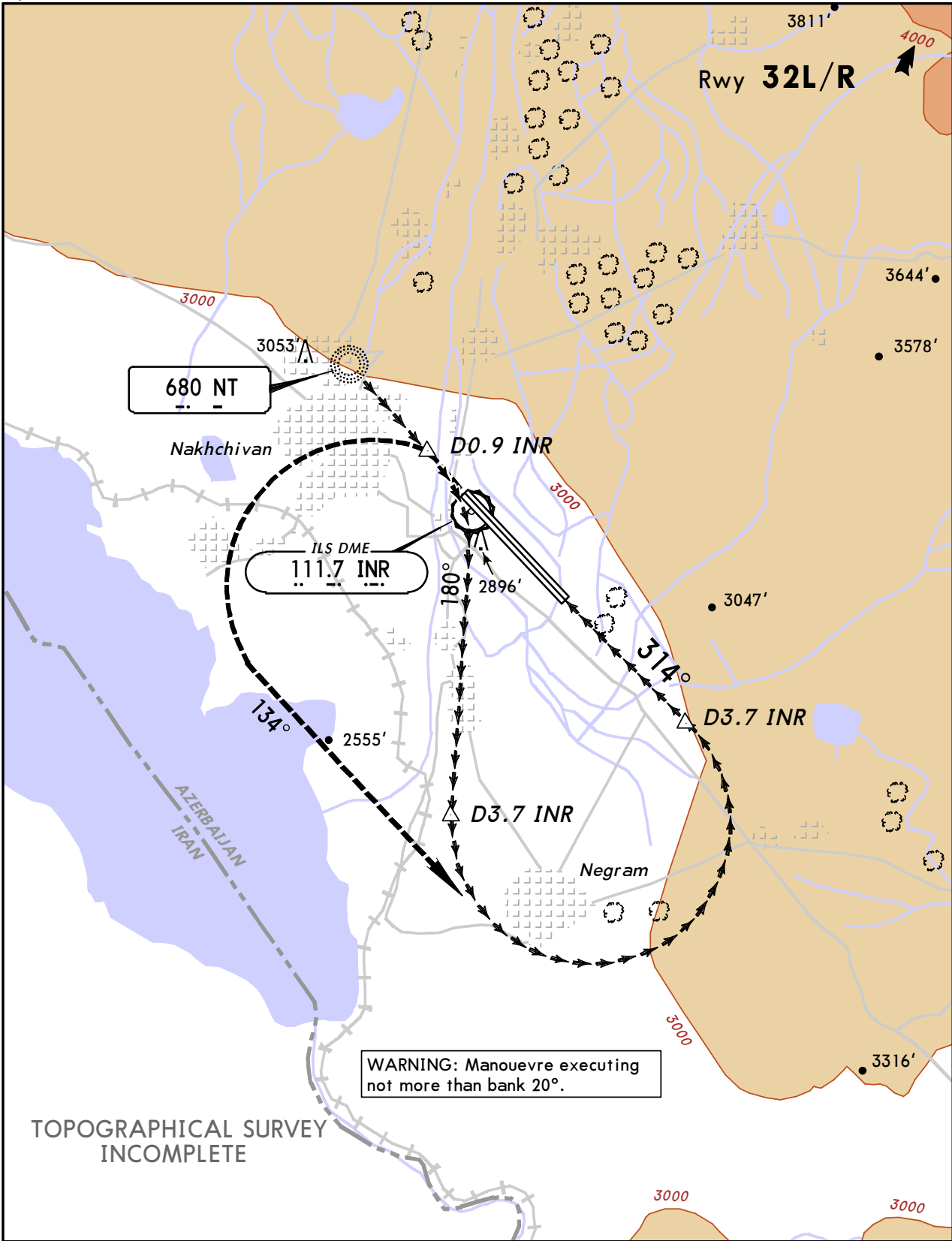
A diagram of a circular structure, possibly a dome or a large pipe, showing internal dimensions and angles. The structure is represented by a circle with a horizontal line through its center. The left side of the circle is labeled with a vertical dimension of 11,160' and a horizontal dimension of 8900'. The right side is labeled with a vertical dimension of 15,000'. The top of the circle is labeled with an angle of 170°. The bottom of the circle is labeled with an angle of 090°.



JAR-OPS		STRAIGHT-IN LANDING RWY 32L	
ILS		LOC (GS out)	
DA(H) 3147' (330')			
FULL		ALS out	
A	RVR 800m	RVR 1200m	NOT AUTH
B			
C			
D			

Apt Elev **2863'**

CIRCLE-TO-LAND



MISSED APCH: Climb within D0.9 INR, then according to chart.

JAR-OPS		
	Max Kts	MDA(H) VIS
A	100	3420' (557') 1500m
B	135	3420' (557') 1600m
C	180	4120' (1257') 2400m
D	205	4120' (1257') 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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NAKHCHIVAN, (NAKHCHIVAN - UBBN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UBBN