

List of pages in this Trip Kit

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Airport Information For UBBB

Terminal Charts For UBBB

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: BAKU AZE
ICAO/IATA: UBBB / GYD
Lat/Long: N40° 28.2', E050° 03.1'
Elevation: 10 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = UTC
Magnetic Variation: 6.0° 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: 0129 Z
Sunset: 1544 Z

Runway Information

Runway: 17
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 246 ft

Runway: 35
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

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: 34

Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: -15 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 295 ft

Communication Information

ATIS: 126.800
Baku Tower: 119.200
Baku Tower: 118.100
Baku Ground: 135.100
Baku Ground: 121.700
Baku Clearance Delivery: 135.700
Baku Clearance Delivery: 127.900
Baku Arrival: 129.300
Baku Arrival: 120.800
Baku Departure: 129.300
Baku Departure: 120.800

UBBB/GYD

JEPPesen

BAKU, AZERBAIJAN

HEYDAR ALIYEV INTL

16 NOV 18

10-1P

AIRPORT BRIEFING

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.

For RWYs 16/34 and 17/35 execute Noise Abatement Procedure (NADP-1). At or above 800' AGL (NADP-1) select VNAV. Verify that climb thrust is set and continue climbing at $V_2 + 10$ to 20 KT until 3000' AGL. At 3000' AGL accelerate and retract slat/flap on schedule.

Flights over Baku are prohibited.

ACFT type ANTONOV 24 and 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 17 and RWY 35 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 17 - on TWY A (North), TWY C or TWY B (CAT II/III);
- RWY 34 - on TWY E, TWY J (CAT II/III);
- RWY 35 - on TWY A (South), TWY H or TWY B (CAT II/III).

Intersection take-offs are not permitted.

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 ATC 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.

ACFT movements on the apron must only be carried out with the direction of a marshaller.

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HEYDAR ALIYEV INTL

16 NOV 18

10-1P1

AIRPORT BRIEFING

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

APT is equipped with an advanced ground surveillance system A-SMGCS. Operators intending to use the APT ensure that transponders are able to operate when their ACFT are on the ground.

Pilots shall select XPDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY, and the assigned Mode A code:

- from the request for push-back or taxi, whichever is earlier;
- after landing, continuously until the ACFT is fully parked on stand.

When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

Whenever possible, the ACFT identification shall be entered as from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for ACFT identification, as entered in item 7 of the flight plan form.

To ensure that the performance of systems based on SSR frequency (incl. airborne ACAS units and SSR radars) is not compromised, ACAS shall not be selected before receiving clearance to line up. It should be deselected after vacating the RWY.

ACFT taxiing without flight plan, shall select Mode A code 2000.

1.5. TAXI PROCEDURES

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

While taxiing, the crew shall observe the area in front of them and take measures to avoid collisions with ACFT, motor vehicles and other obstacles.

Movement of ACFT on the apron is subject to prior permission from BAKU GND. However, BAKU GND only provides necessary information to maintain an orderly flow of traffic.

Follow-me car is always available by request.

The ACFT shall not enter or cross the RWY without clearance from the BAKU TWR.

Taxiing from the holding position to line up and take off shall be performed only after clearance given by BAKU TWR.

1.6. PARKING INFORMATION

Taxiing into stands with Follow-me car only.

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HEYDAR ALIYEV INTL

6 JUL 18

10-1P2

AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. REVERSE THRUST

After landing between 2200-0600LT on RWY 17/35 reverse thrust may be used only in case of idle-running regarding flight safety.

2.2. CAT II/III OPERATIONS

RWYs 16, 17, 34 and 35 approved for CAT II/III operations; special aircrew and ACFT certification required.

3. DEPARTURE

3.1. RUN-UP, PUSH-BACK, START-UP

3.1.1. RUN-UP

10 minutes before start-up engines contact BAKU Delivery on frequency 135.7.

Run-up and full engine thrust are only permitted on a few numbers of stands or at specially assigned places.

Permission for engine run-up shall be requested from BAKU Ground on frequency 121.7. Stand number and intended engine power thrust should be indicated.

3.1.2. PUSH-BACK

Clearance for push-back or tow may only be requested if ACFT is ready to carry out the maneuver.

The clearance for push-back or tow shall be requested from BAKU Ground on frequency 121.7.

Engines can be started before, during or after push-back or tow as specified in instructions of BAKU Ground. The interphone or hand signal system shall be used for communication between signalman and crew.

3.1.3. START-UP

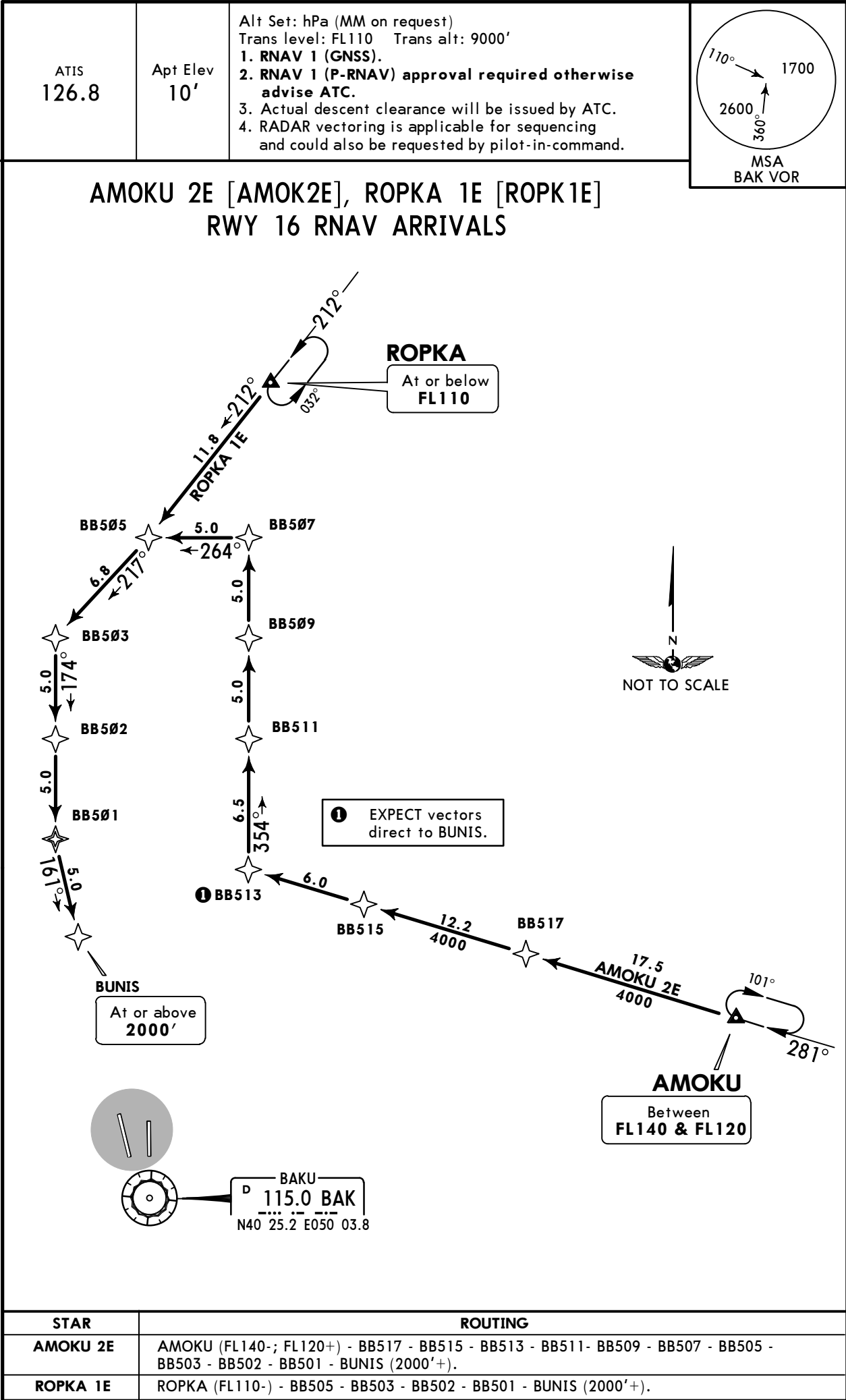
All types of flights shall request clearance for engine start-up from BAKU Ground on frequency 121.7.

The parking position, QNH value and designator of latest received ATIS broadcast shall be reported in the initial call.

UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
24 FEB 17 10-2 Eff 2 Mar

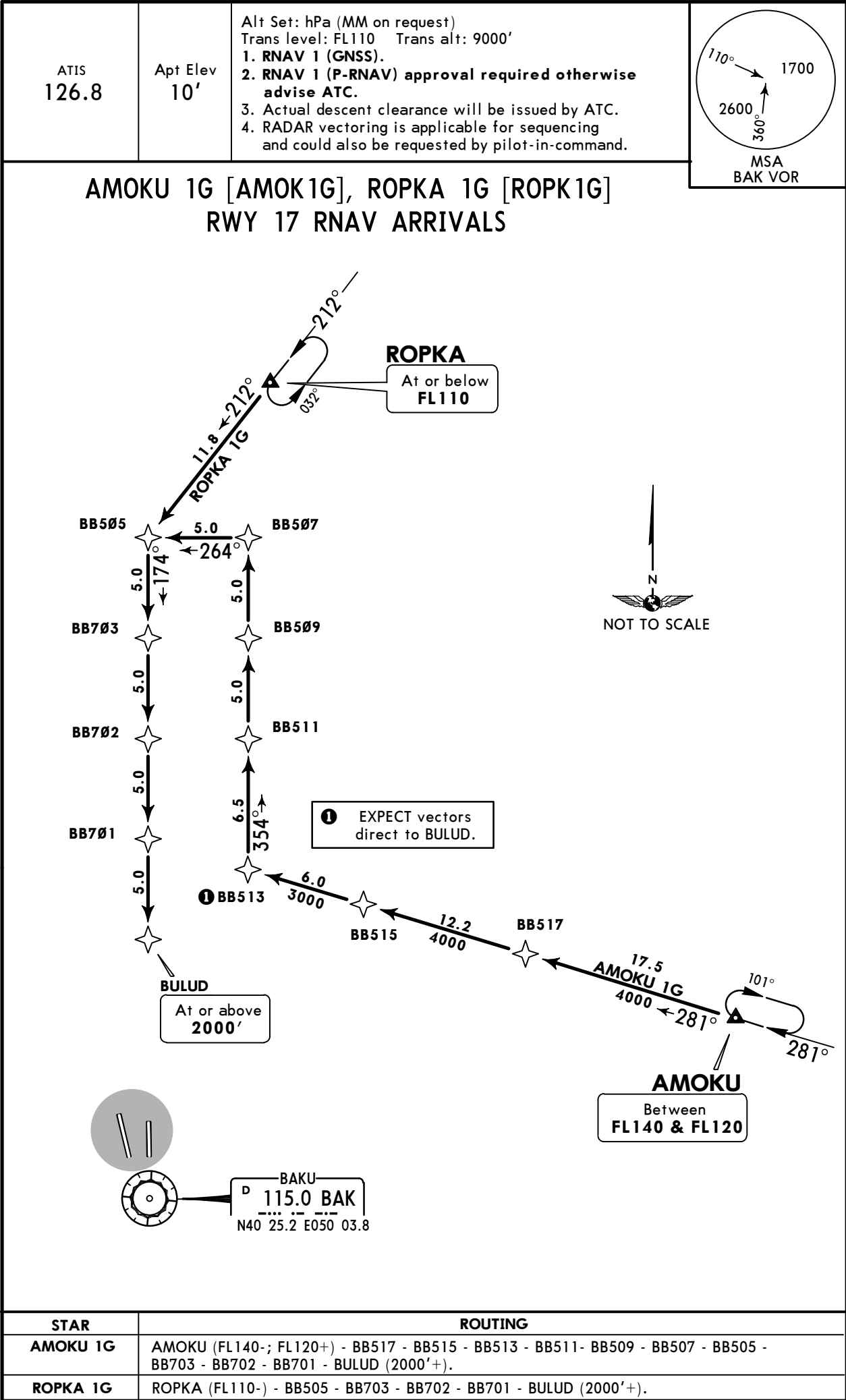
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
24 FEB 17 10-2A Eff 2 Mar

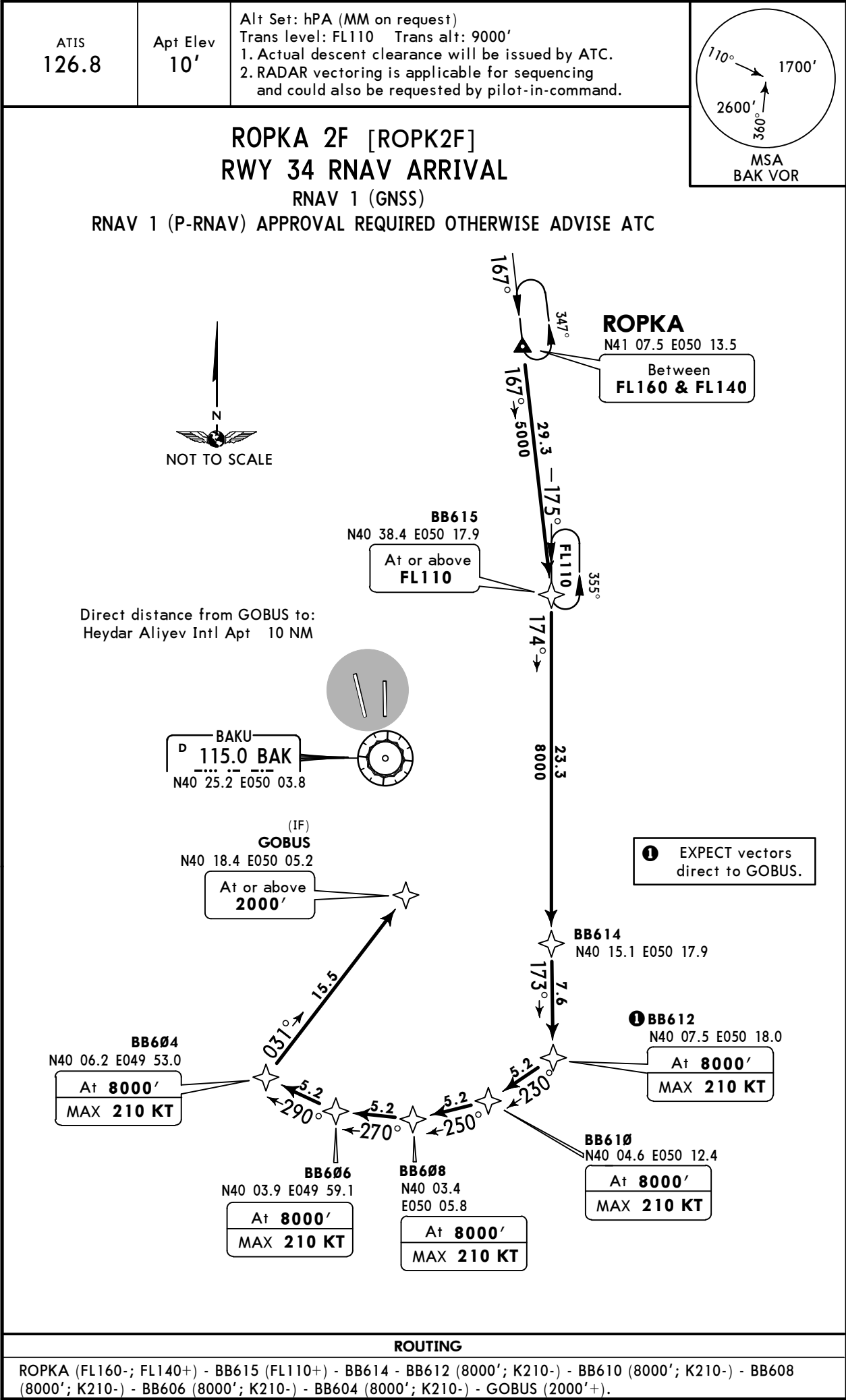
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
3 JUN 16 10-2B

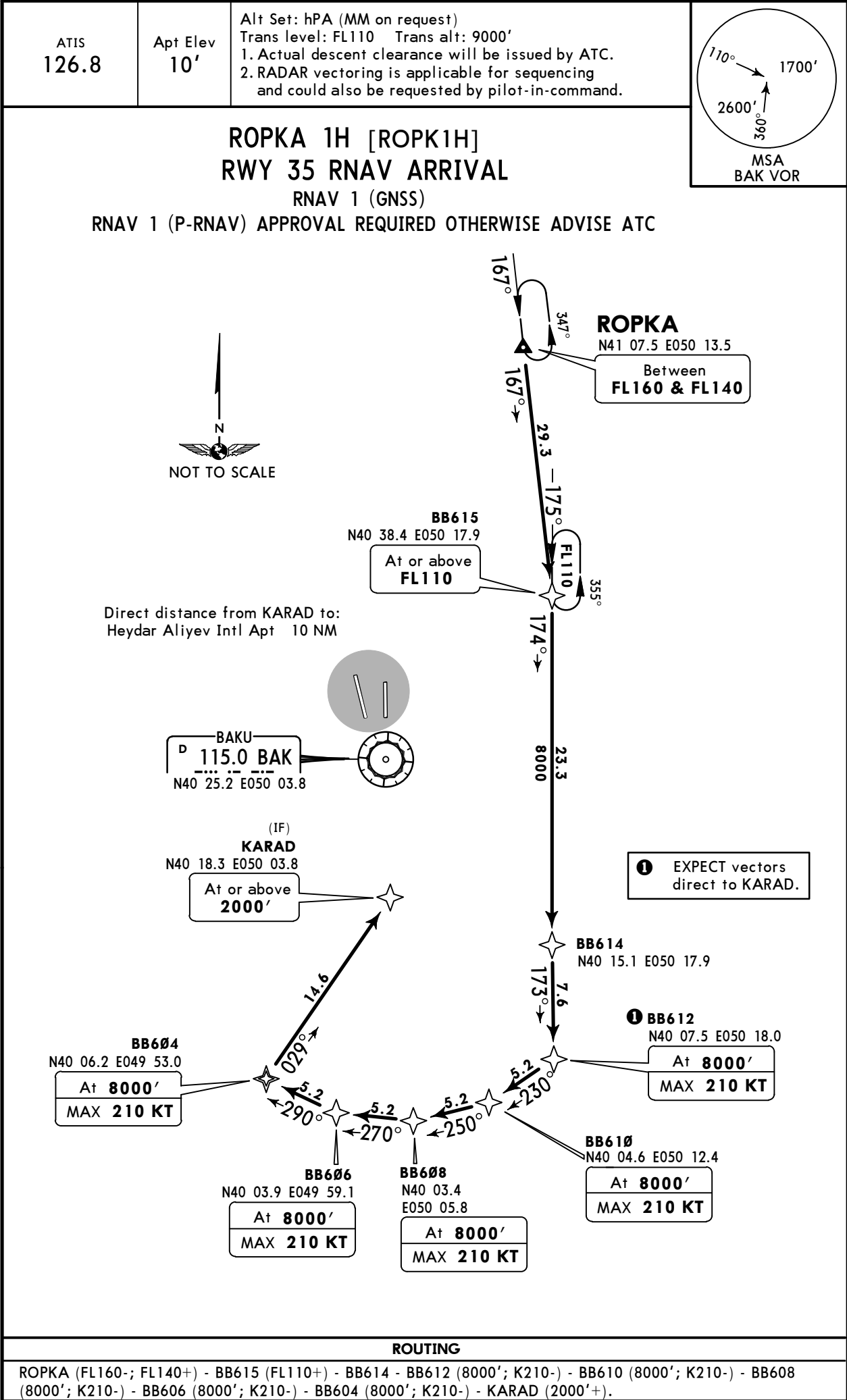
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
3 JUN 16 10-2C

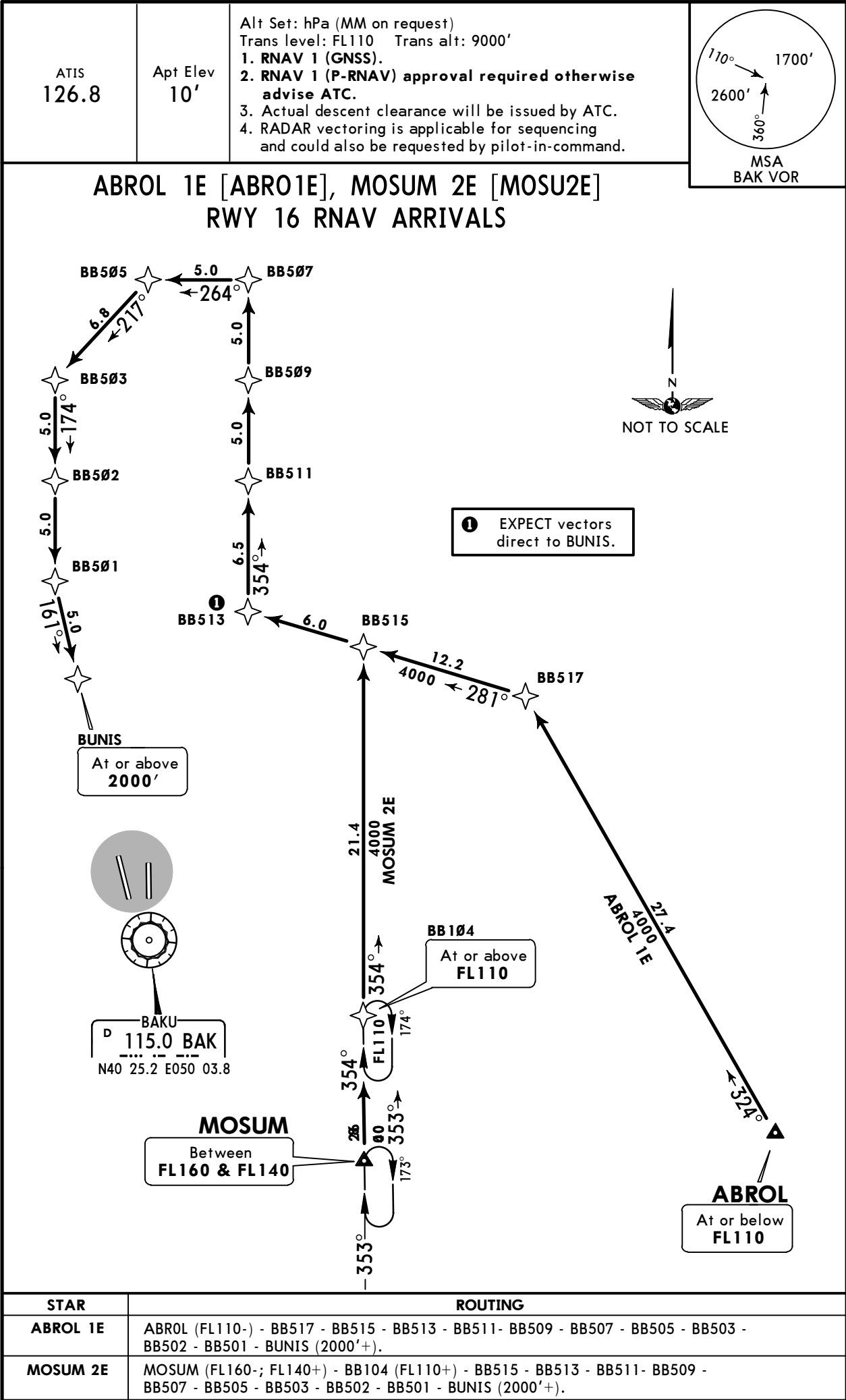
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
24 FEB 17 10-2D Eff 2 Mar

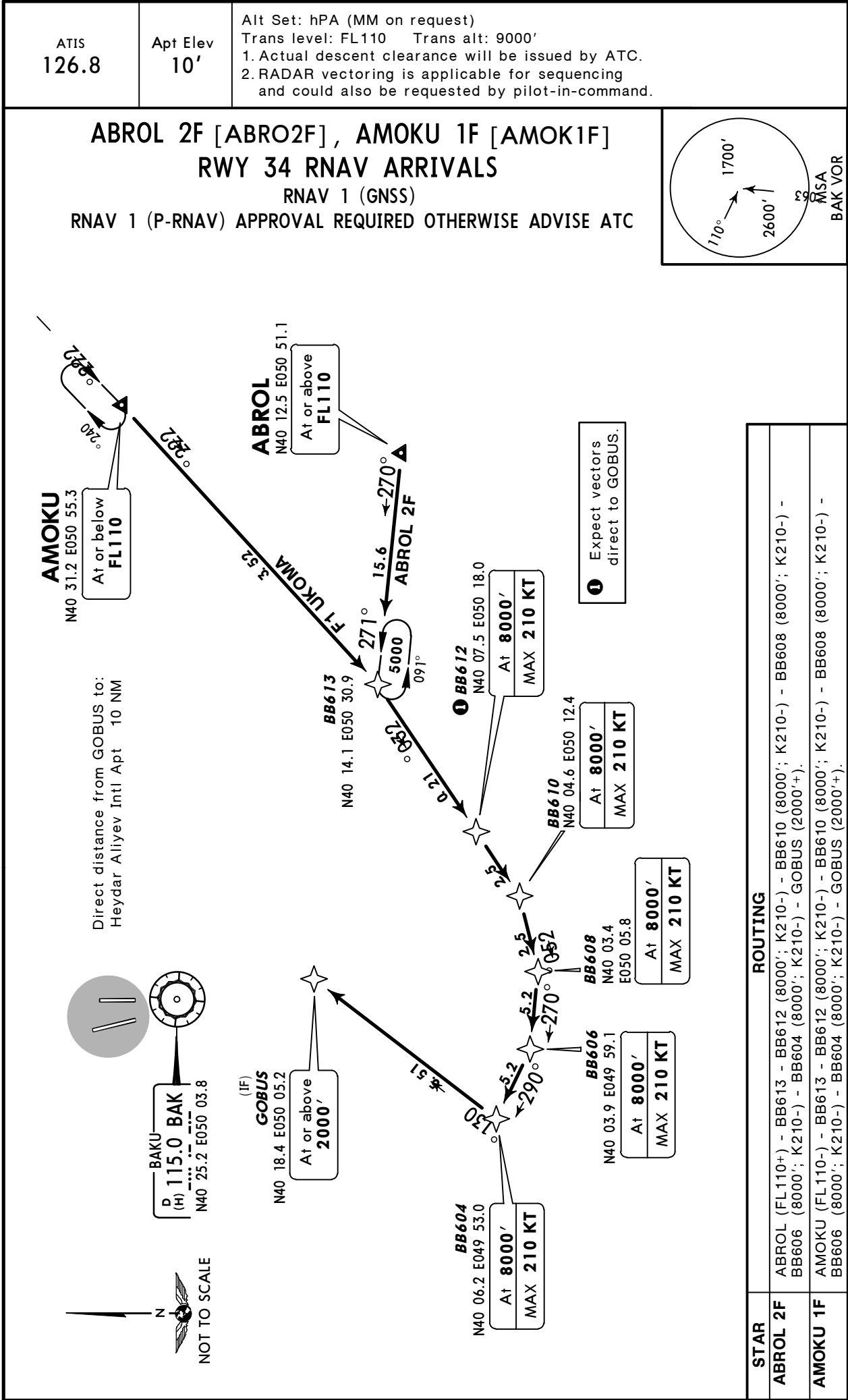
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
24 APR 15 10-2F Eff 30 Apr

BAKU, AZERBAIJAN
RNAV STAR



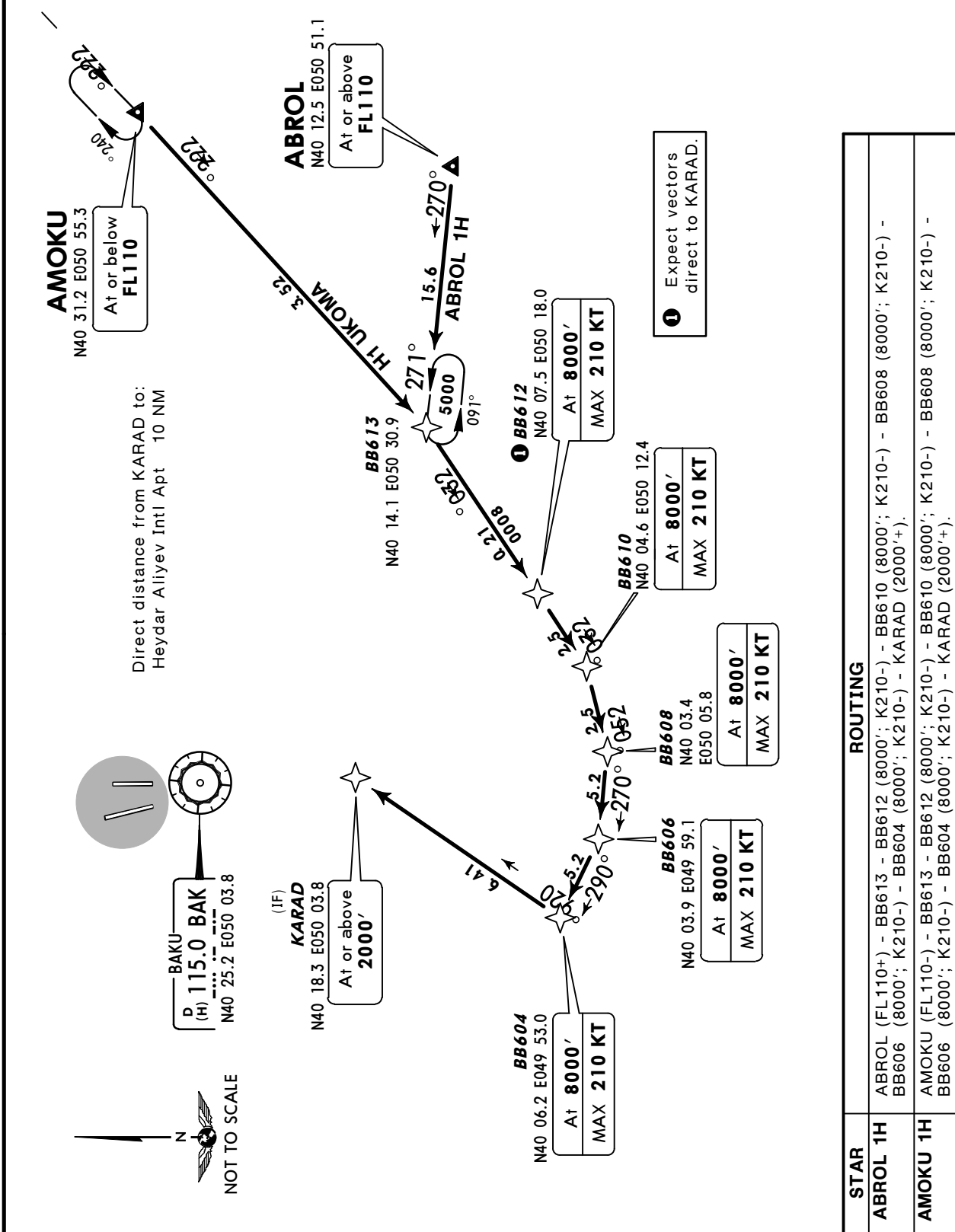
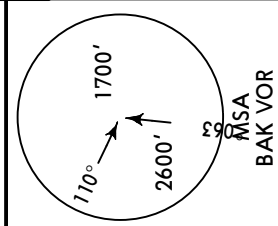
UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
24 APR 15 10-2G Eff 30 Apr

BAKU, AZERBAIJAN
RNAV STAR

ATIS 126.8	Apt Elev 10'	Alt Set: hPA (MM on request) Trans level: FL110 Trans alt: 9000' 1. Actual descent clearance will be issued by ATC. 2. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.
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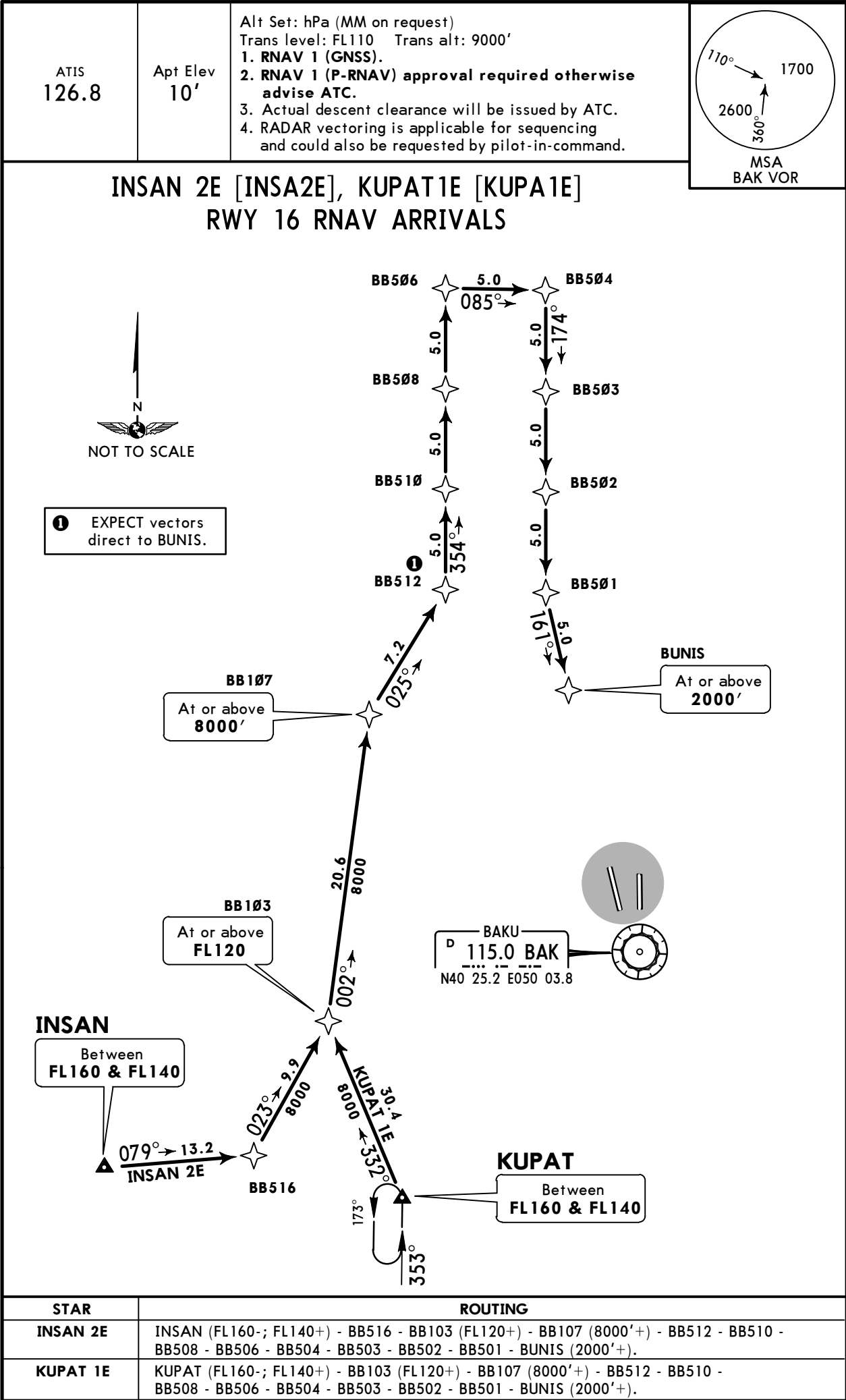
ABROL 1H [ABRO1H], AMOKU 1H [AMOK1H]
RWY 35 RNAV ARRIVALS
RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
24 FEB 17 10-2H Eff 2 Mar

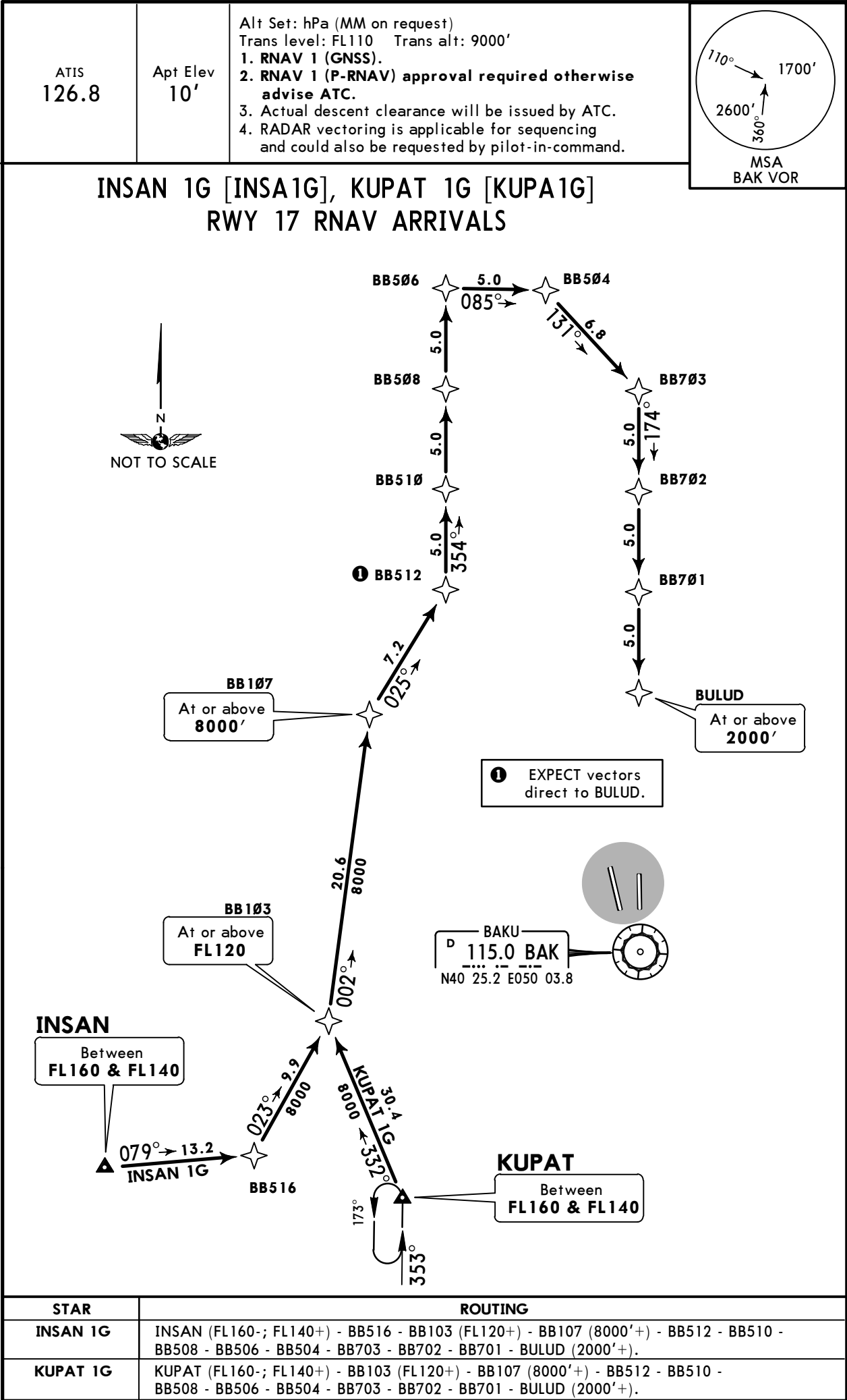
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
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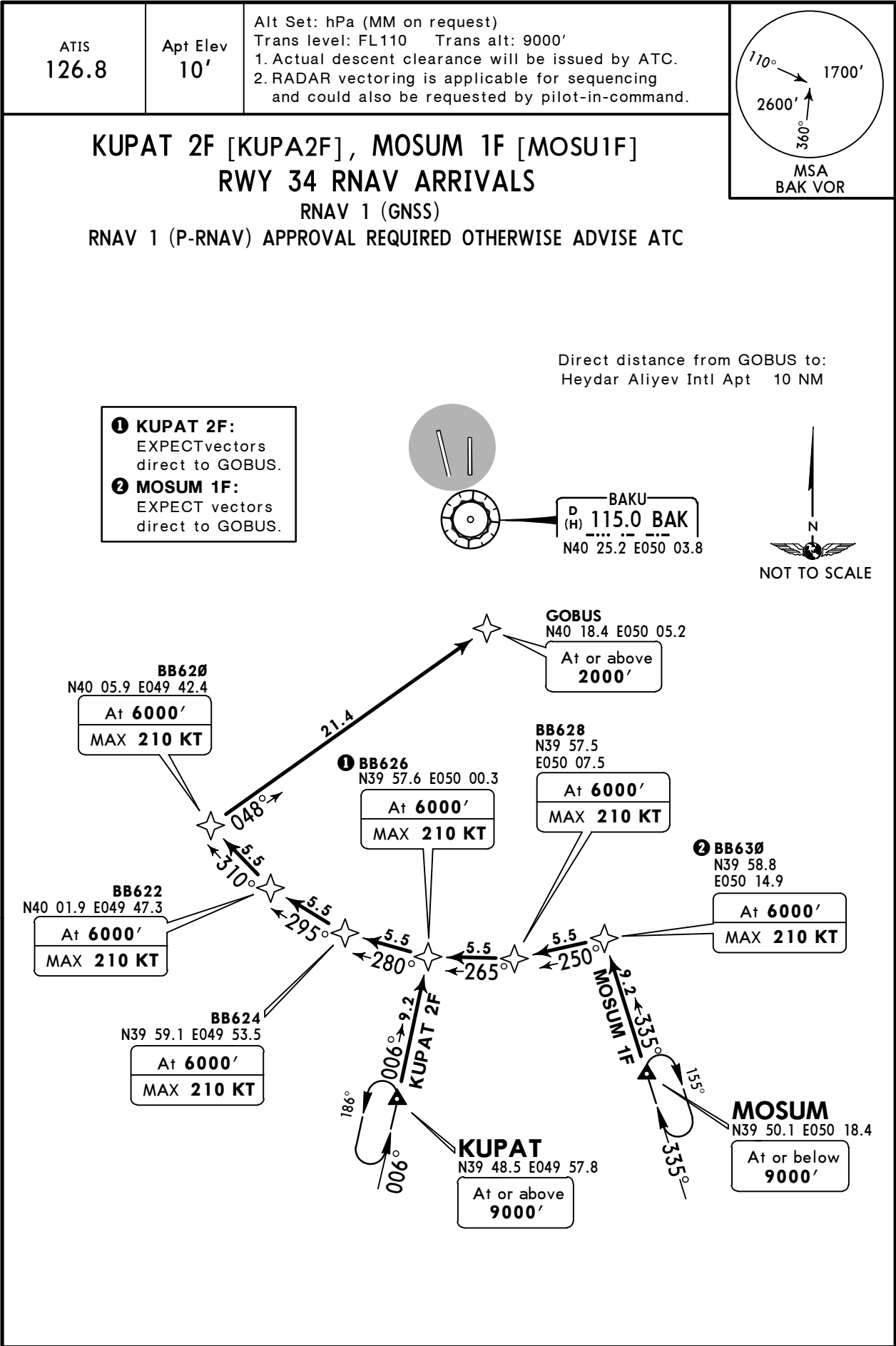
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
23 OCT 15 10-2K

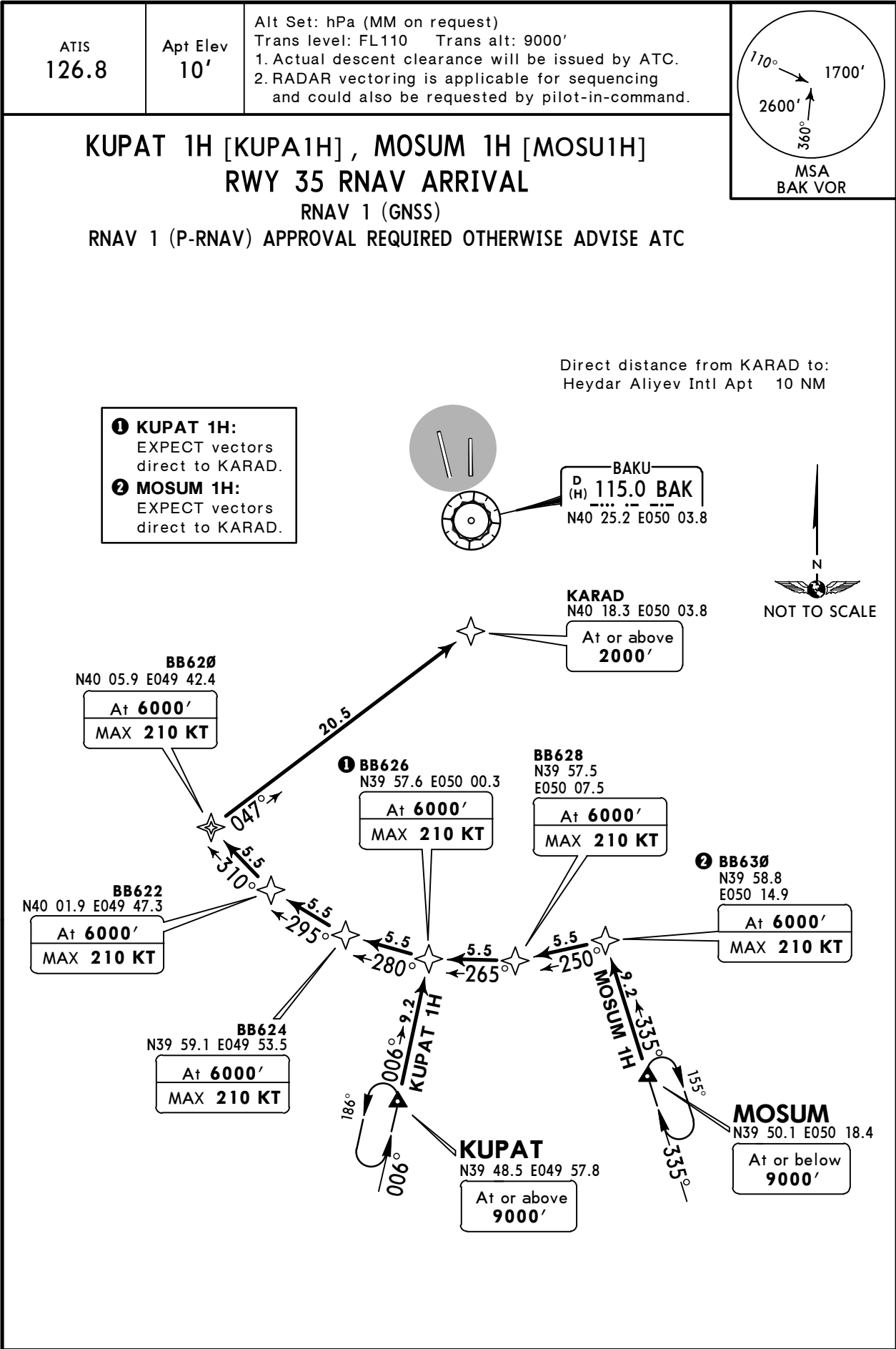
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
23 OCT 15 10-2L

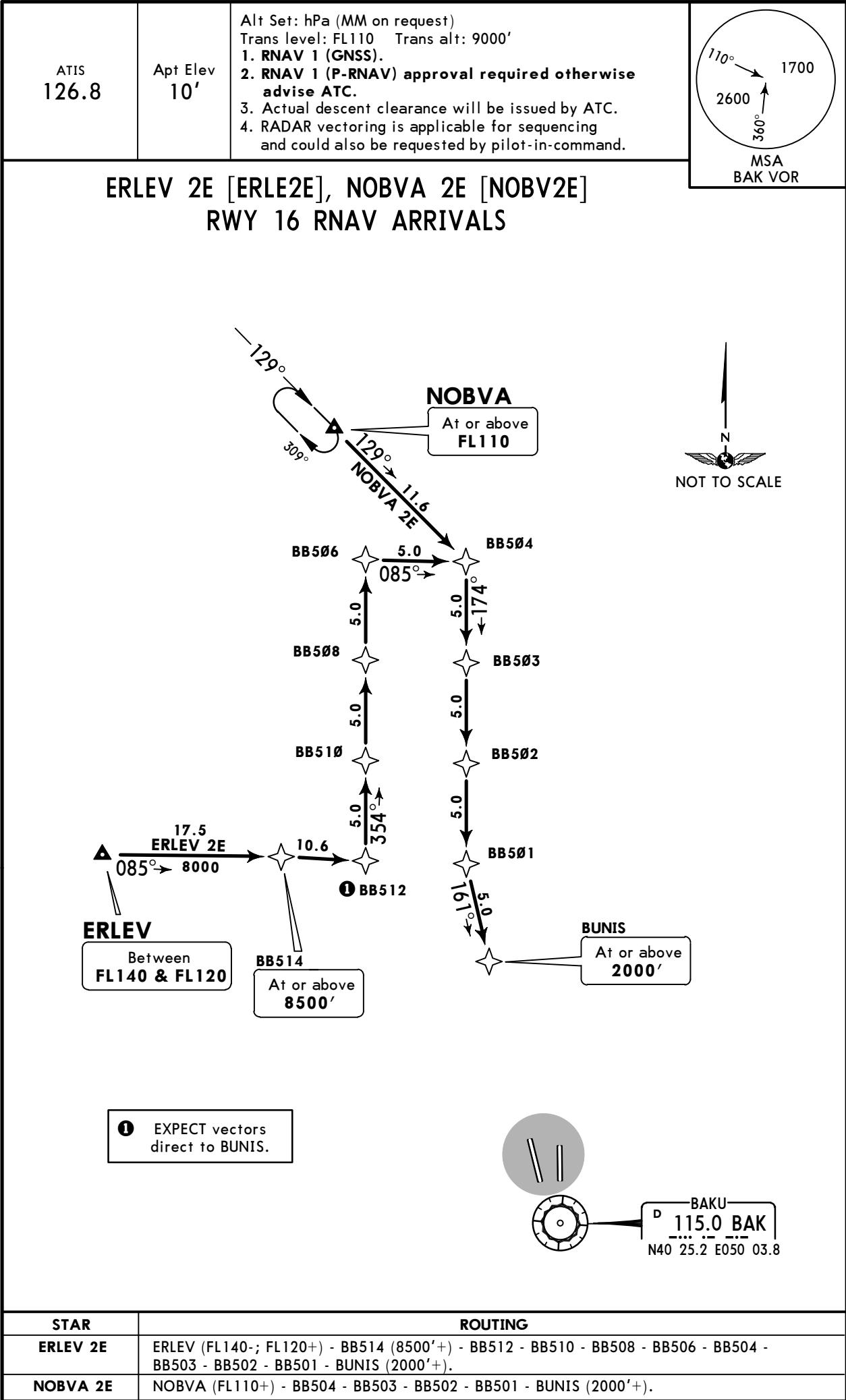
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
24 FEB 17 (10-2M) Eff 2 Mar

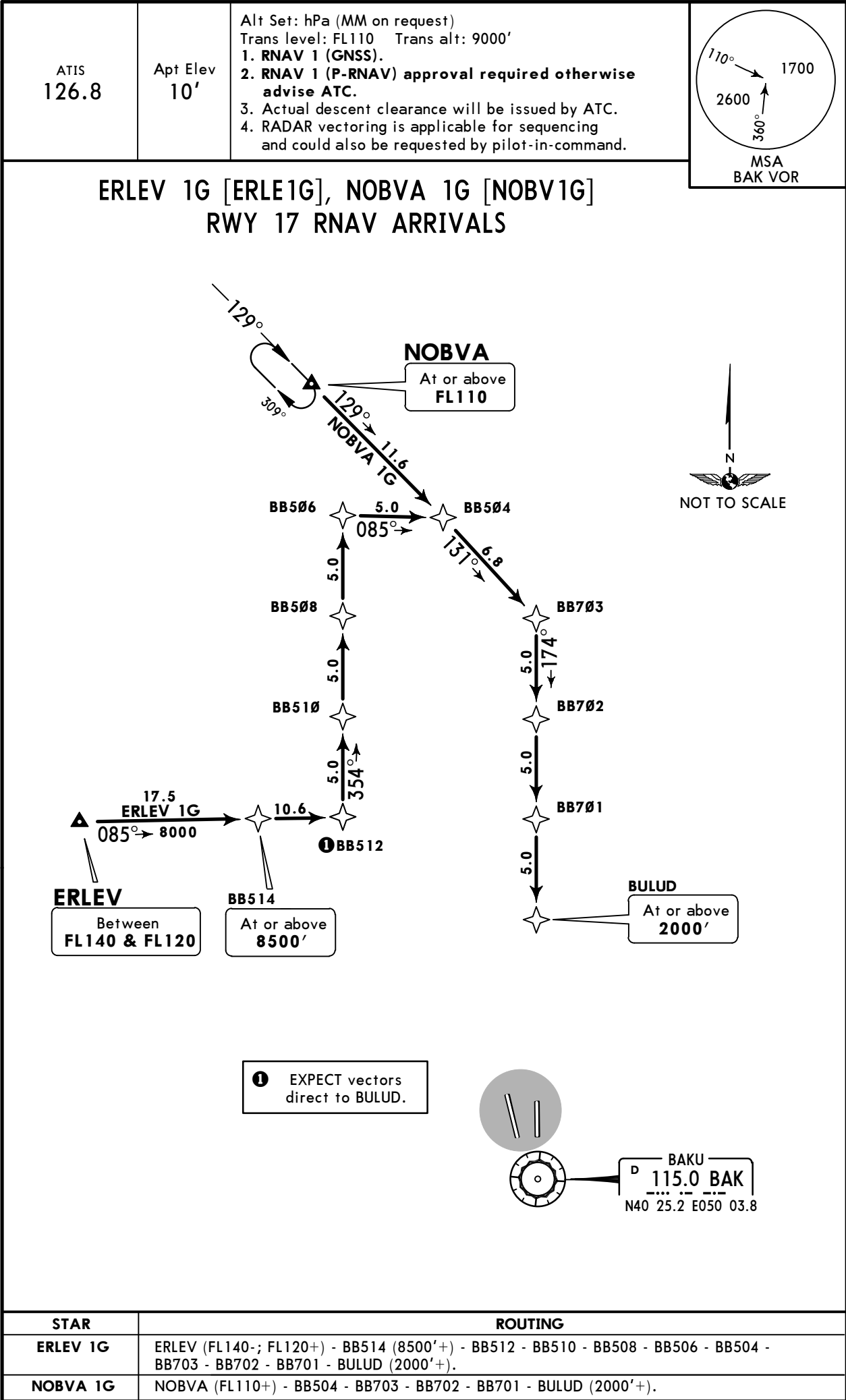
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
24 FEB 17 10-2N Eff 2 Mar

BAKU, AZERBAIJAN
RNAV STAR

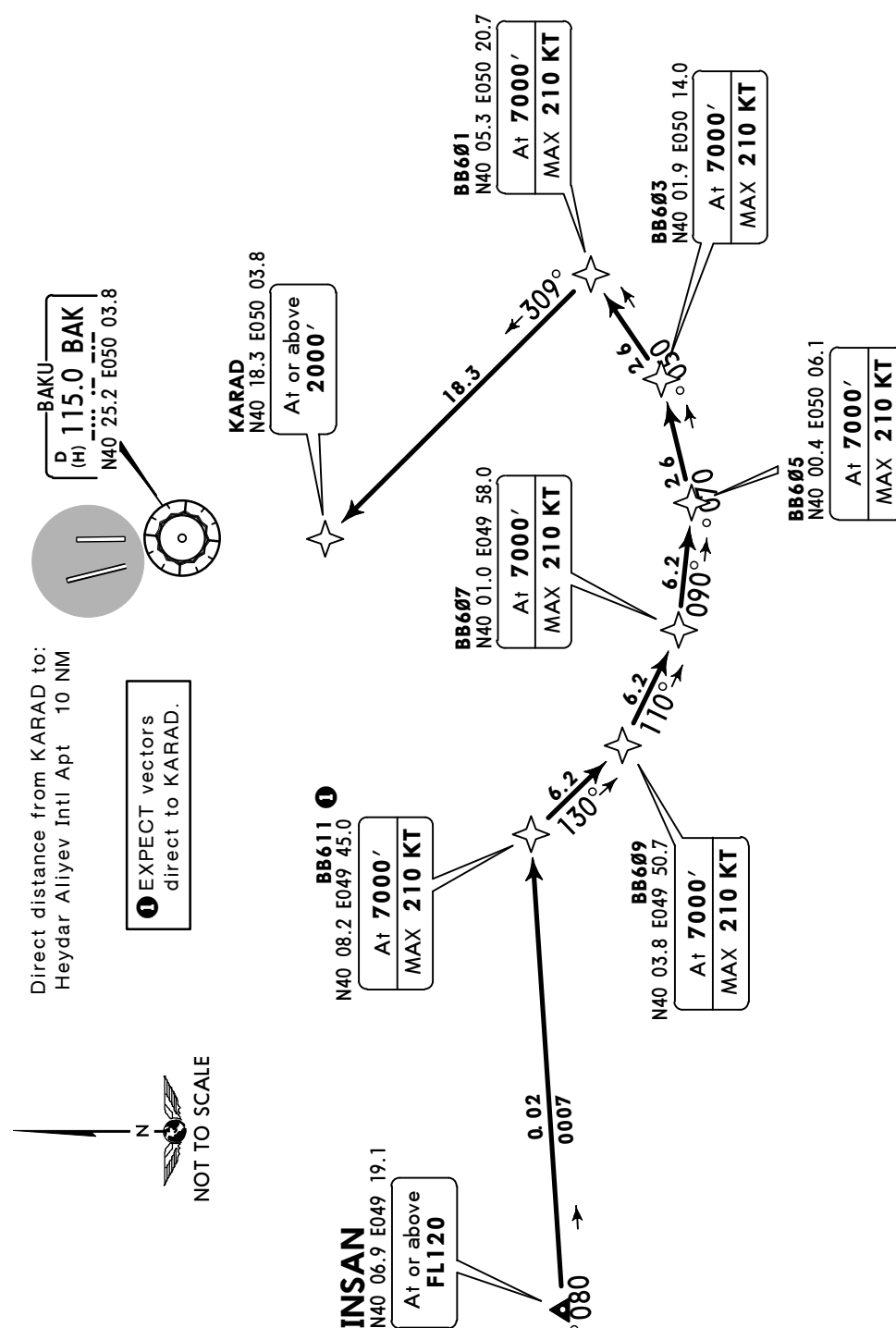
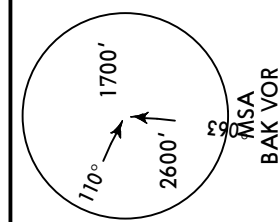


BAKU, AZERBAIJAN

Alt Set: hPa (MM on request)
Trans level: FL110 Trans alt: 9000'

1. Actual descent clearance will be issued by ATC.
2. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC



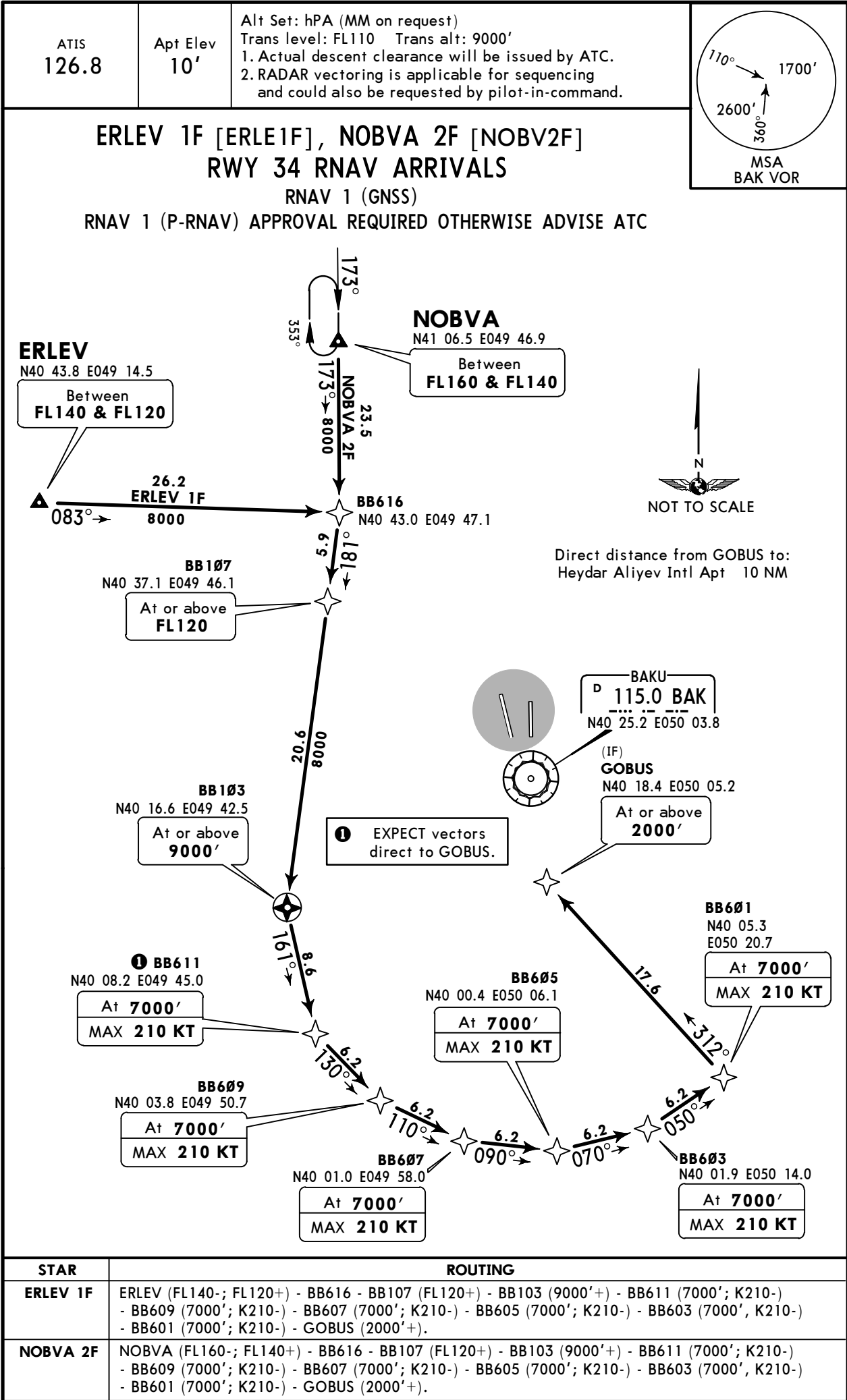
ROUTING

INSAN (FL120+) - BB611 (7000'; K210-) - BB609 (7000'; K210-) - BB607 (7000'; K210-) - BB605 (7000'; K210-) - BB603 (7000'; K210-) - BB601 (7000'; K210-) - KARAD (2000'+).

UBBB/GYD
HEYDAR ALIYEV INTL

JEPPesen
3 JUN 16 10-2S

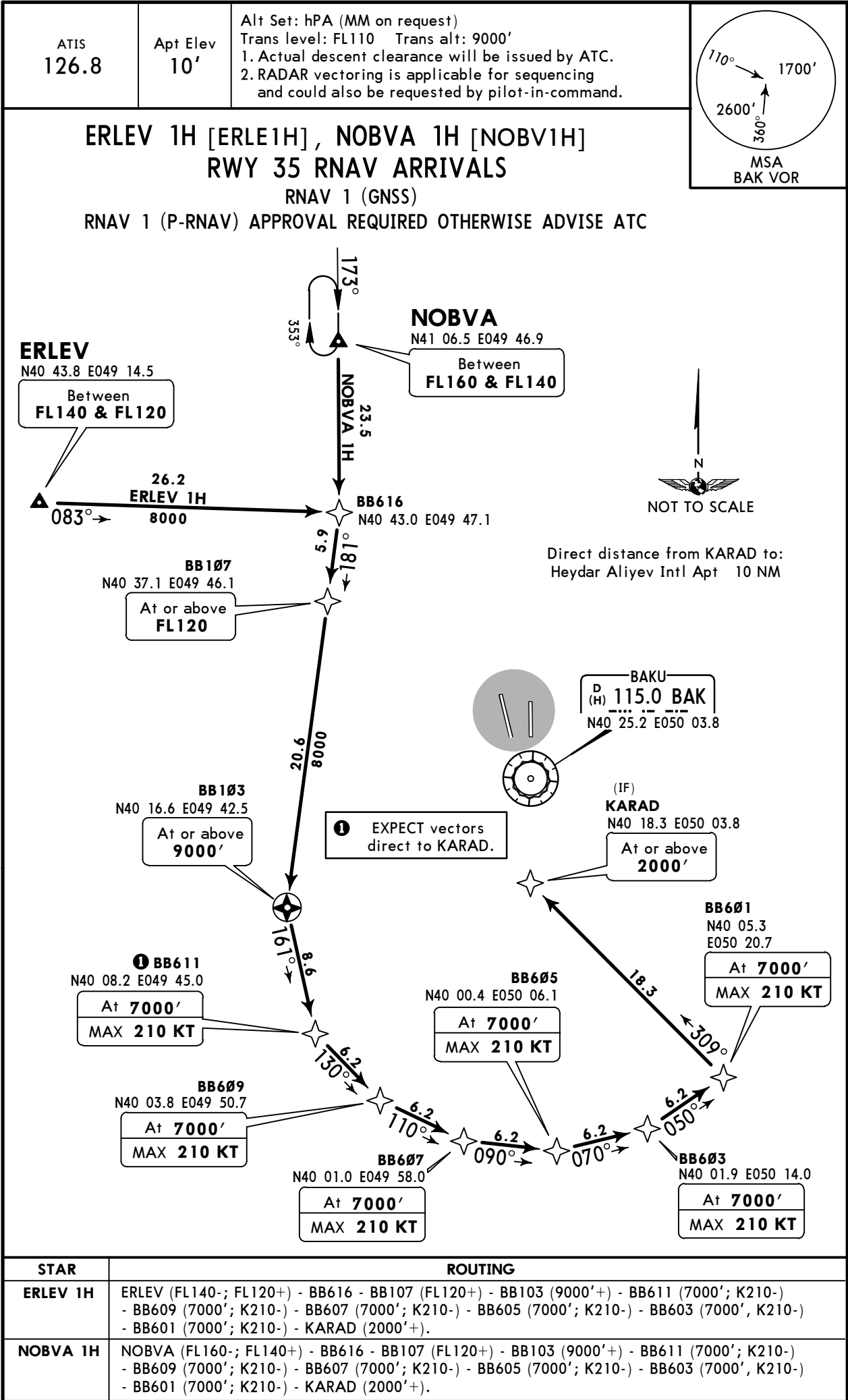
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
3 JUN 16 10-2T

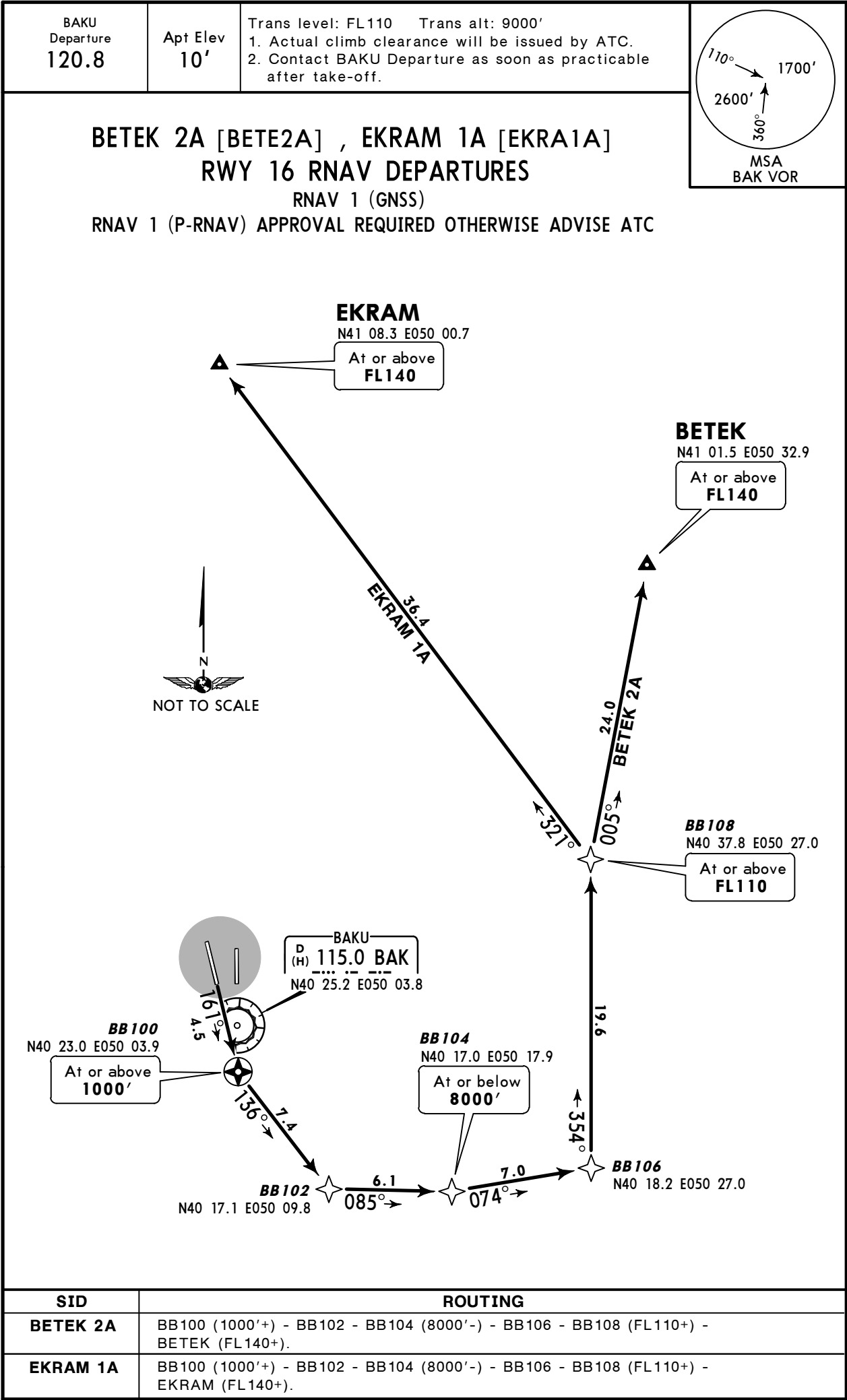
BAKU, AZERBAIJAN
RNAV STAR



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
24 APR 15 10-3 Eff 30 Apr

BAKU, AZERBAIJAN
RNAV SID



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN

24 APR 15

10-3A

Eff 30 Apr

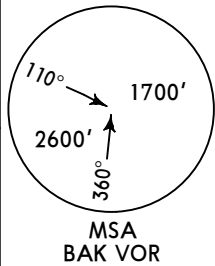
BAKU, AZERBAIJAN

RNAV SID

BAKU
Departure
120.8

Apt Elev
10'

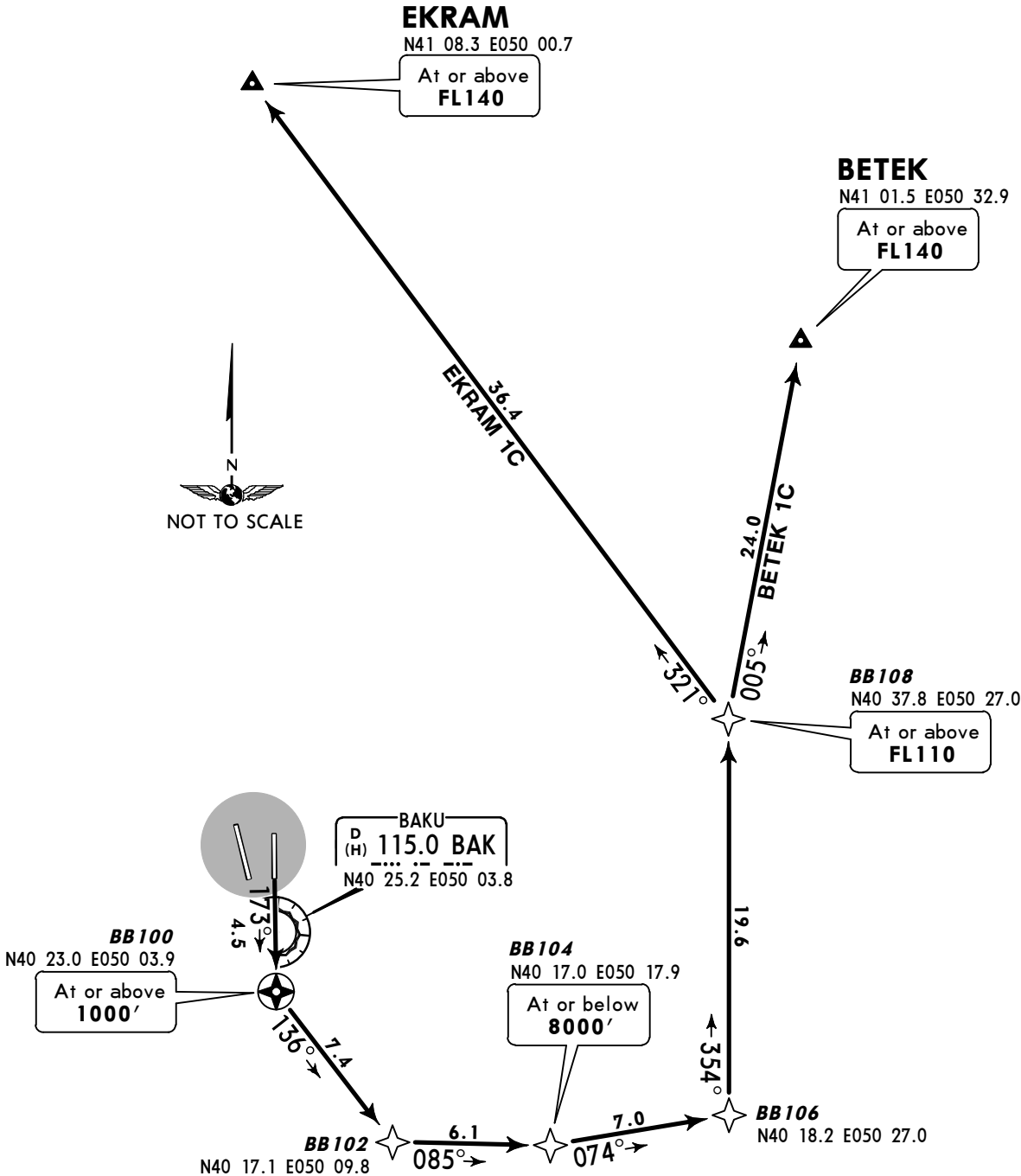
Trans level: FL110 Trans alt: 9000'
1. Actual climb clearance will be issued by ATC.
2. Contact BAKU Departure as soon as practicable
after take-off.



BETEK 1C [BETE1C] , EKRAM 1C [EKRA1C]
RWY 17 RNAV DEPARTURES

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC



SID	ROUTING
BETEK 1C	BB100 (1000'+) - BB102 - BB104 (8000'-) - BB106 - BB108 (FL110+) - BETEK (FL140+).
EKRAM 1C	BB100 (1000'+) - BB102 - BB104 (8000'-) - BB106 - BB108 (FL110+) - EKRAM (FL140+).

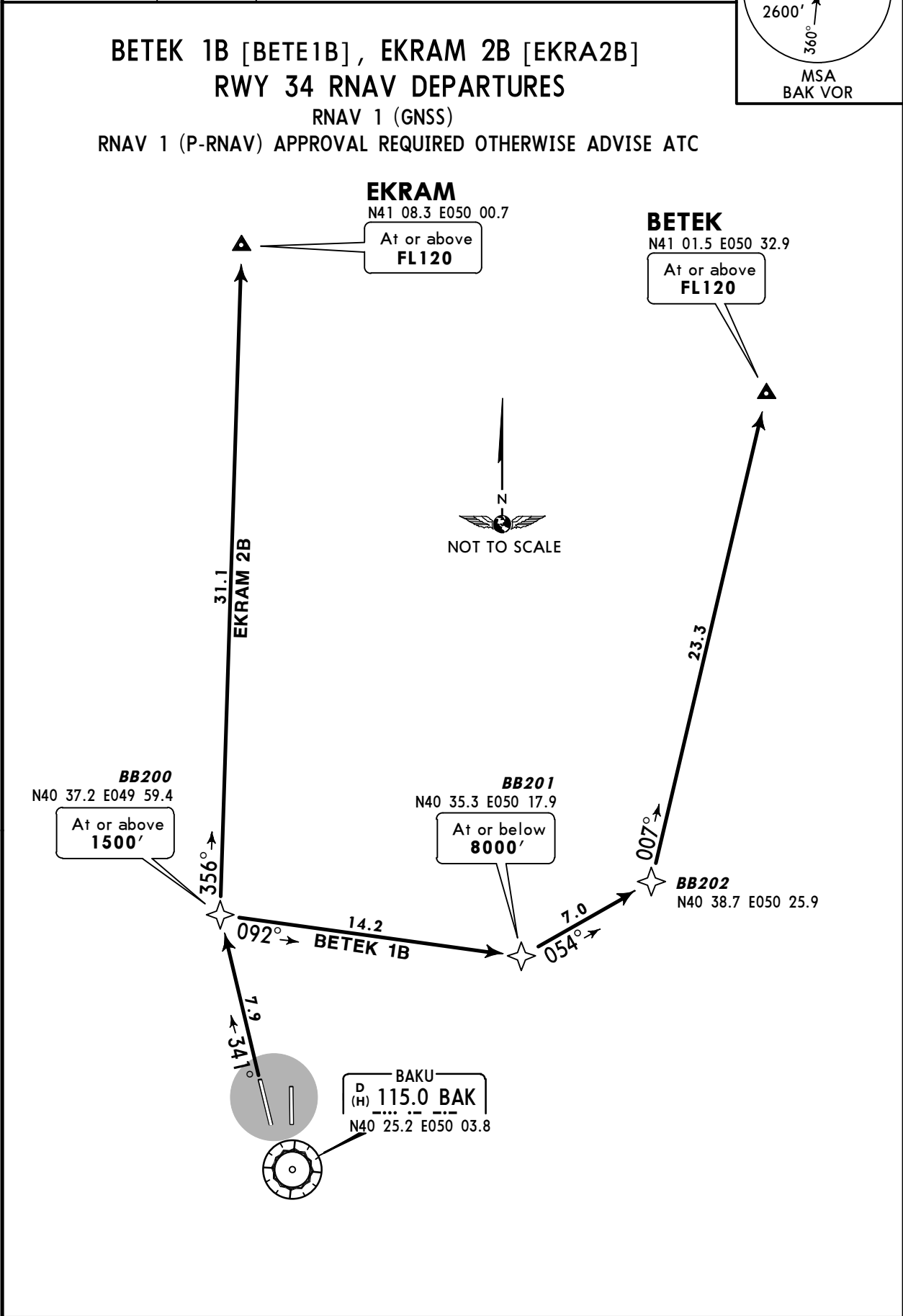
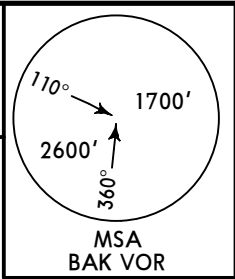
UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
24 APR 15 10-3B

Eff 30 Apr

BAKU, AZERBAIJAN
RNAV SID

BAKU Departure 120.8	Apt Elev 10'	Trans level: FL110 Trans alt: 9000' 1. Actual climb clearance will be issued by ATC. 2. Contact BAKU Departure as soon as practicable after take-off.
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SID	ROUTING
BETEK 1B	BB200 (1500'+) - BB201 (8000'-) - BB202 - BETEK (FL120+).
EKRAM 2B	BB200 (1500'+) - EKRAM (FL120+).

UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN

24 APR 15

10-3C

Eff 30 Apr

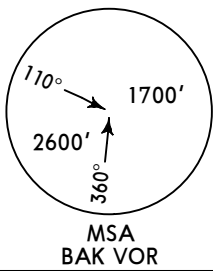
BAKU, AZERBAIJAN

RNAV SID

BAKU
Departure
120.8

Apt Elev
10'

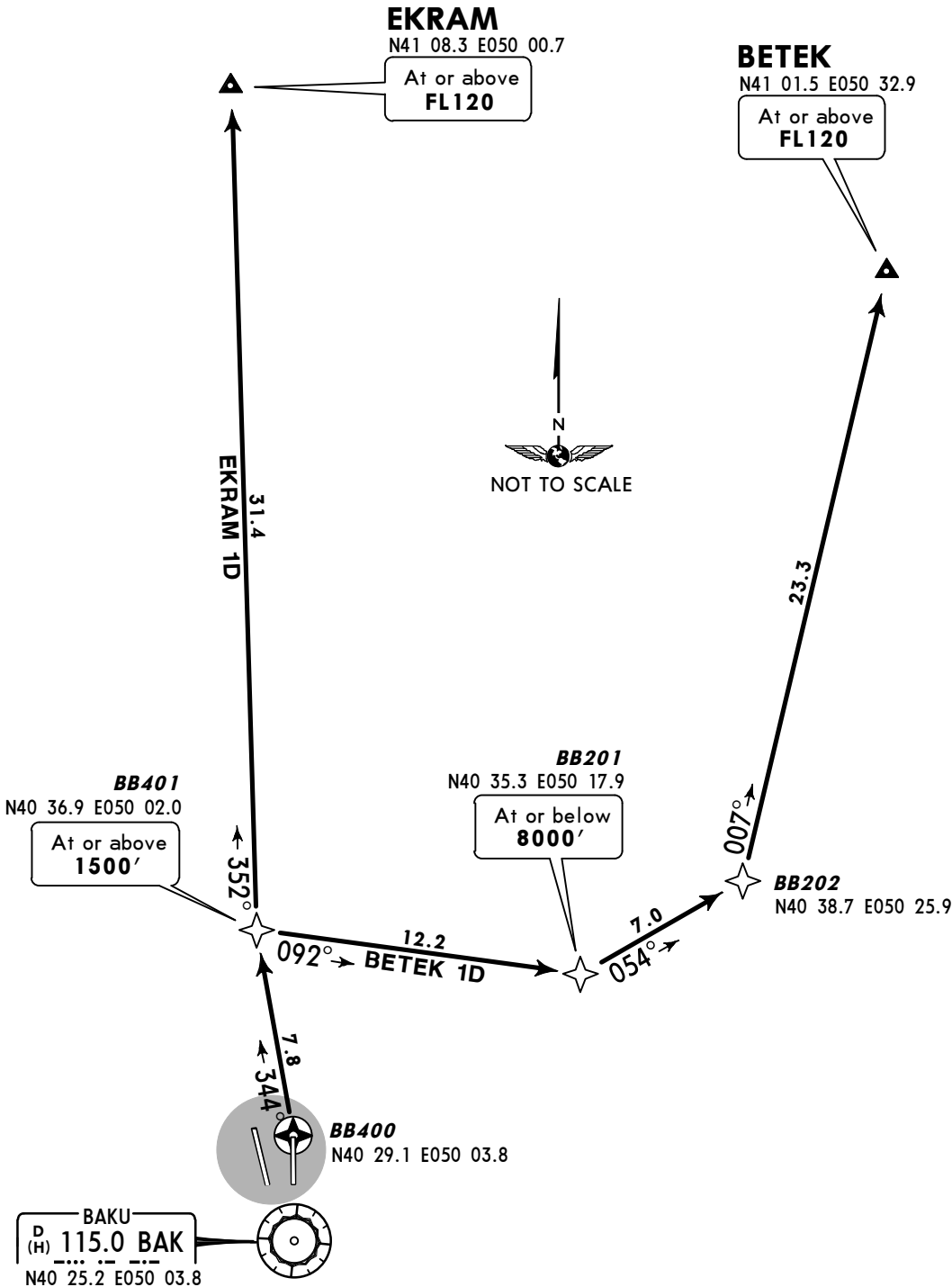
Trans level: FL110 Trans alt: 9000'
1. Actual climb clearance will be issued by ATC.
2. Contact BAKU Departure as soon as practicable
after take-off.



BETEK 1D [BETE1D], EGRAM 1D [EKRA1D]
RWY 35 RNAV DEPARTURES

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC



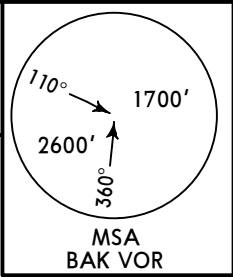
SID	ROUTING
BETEK 1D	BB400 - BB401 (1500'+) - BB201 (8000'-) - BB202 - BETEK (FL120+).
EGRAM 1D	BB400 - BB401 (1500'+) - EGRAM (FL120+).

UBBB/GYD
HEYDAR ALIYEV INTL

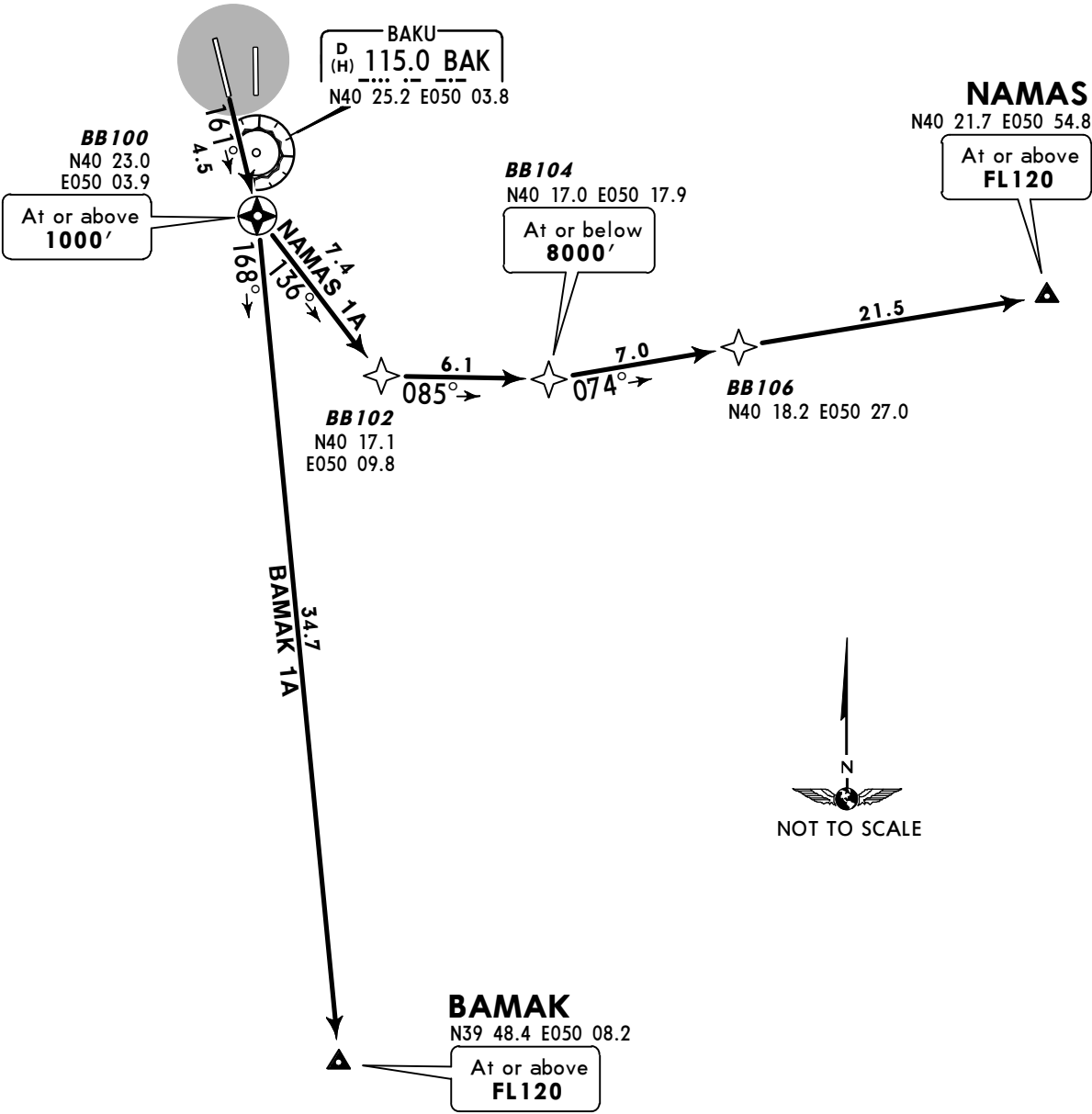
JEPPESEN
24 APR 15 10-3D Eff 30 Apr

BAKU, AZERBAIJAN
RNAV SID

BAKU Departure 120.8	Apt Elev 10'	Trans level: FL110 Trans alt: 9000' 1. Actual climb clearance will be issued by ATC. 2. Contact BAKU Departure as soon as practicable after take-off.
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BAMAK 1A [BAMA1A], NAMAS 1A [NAMA1A]
RWY 16 RNAV DEPARTURES
RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC



SID	ROUTING
BAMAK 1A	BB100 (1000'+) - BAMAK (FL120+).
NAMAS 1A	BB100 (1000'+) - BB102 - BB104 (8000'-) - BB106 - NAMAS (FL120+).

UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN

BAKU, AZERBAIJAN

24 APR 15

10-3E

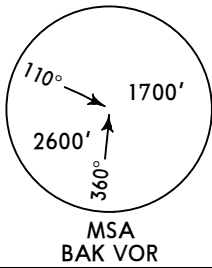
Eff 30 Apr

RNAV SID

BAKU
Departure
120.8

Apt Elev
10'

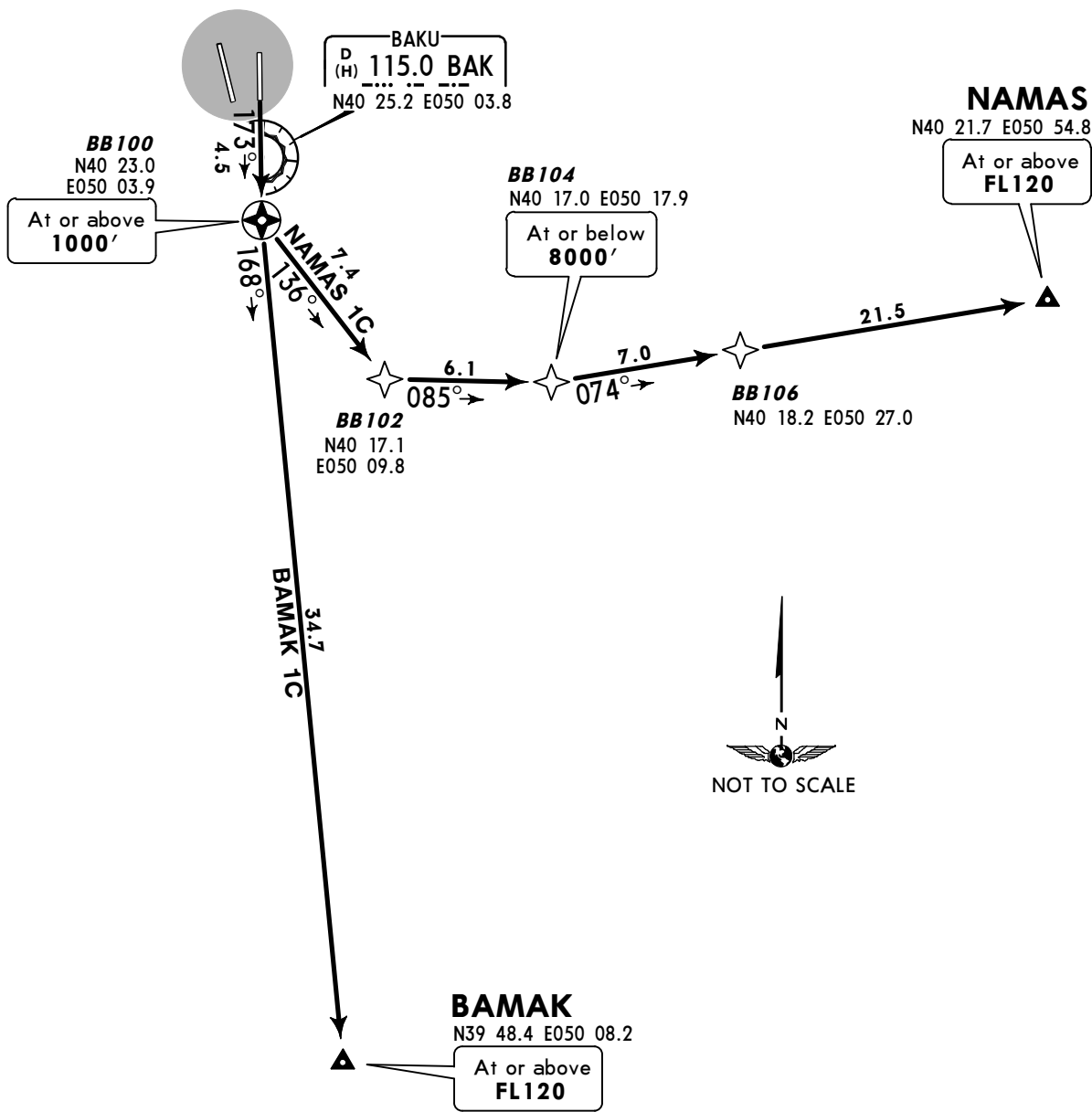
Trans level: FL110 Trans alt: 9000'
1. Actual climb clearance will be issued by ATC.
2. Contact BAKU Departure as soon as practicable
after take-off.



**BAMAK 1C [BAMA1C] , NAMAS 1C [NAMA1C]
RWY 17 RNAV DEPARTURES**

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC



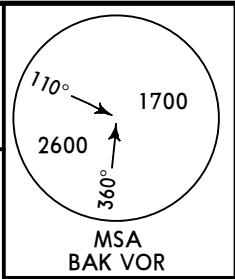
SID	ROUTING
BAMAK 1C	BB100 (1000'+) - BAMAK (FL120+).
NAMAS 1C	BB100 (1000'+) - BB102 - BB104 (8000'-) - BB106 - NAMAS (FL120+).

UBBB/GYD
HEYDAR ALIYEV INTL

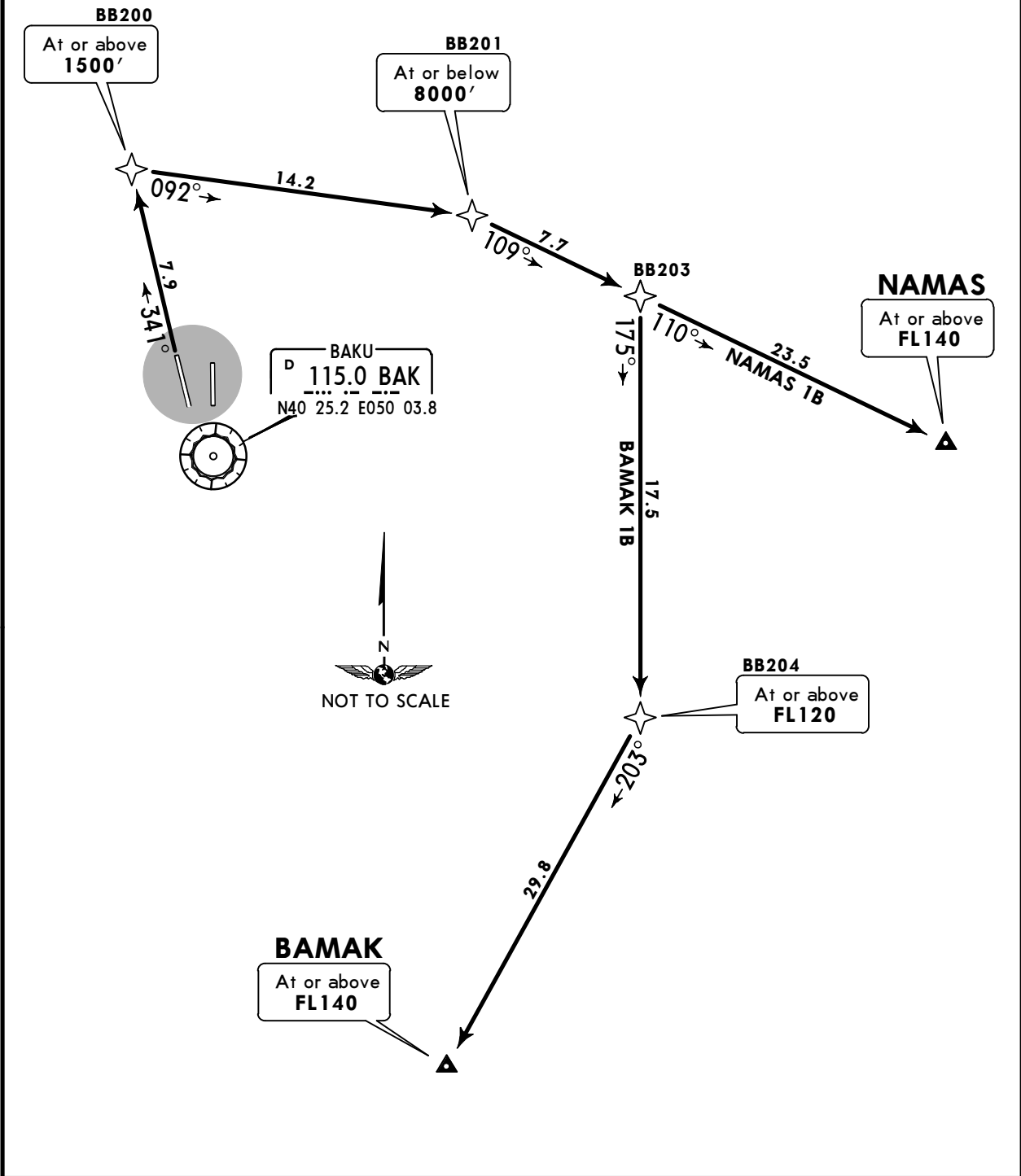
JEPPESEN
22 MAR 19 10-3F Eff 28 Mar

BAKU, AZERBAIJAN
RNAV SID

BAKU Departure 120.8	Apt Elev 10'	Trans level: FL110 Trans alt: 9000' 1. RNAV 1 (GNSS). 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.
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BAMAK 1B [BAMA1B] , NAMAS 1B [NAMA1B]
RNAV DEPARTURES
(RWY 34)



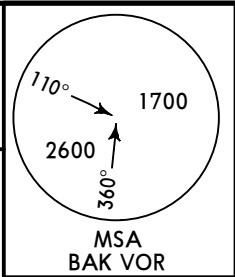
SID	ROUTING
BAMAK 1B	BB200 (1500'+) - BB201 (8000'-) - BB203 - BB204 (FL120+) - BAMAK (FL140+).
NAMAS 1B	BB200 (1500'+) - BB201 (8000'-) - BB203 - NAMAS (FL140+).

UBBB/GYD
HEYDAR ALIYEV INTL

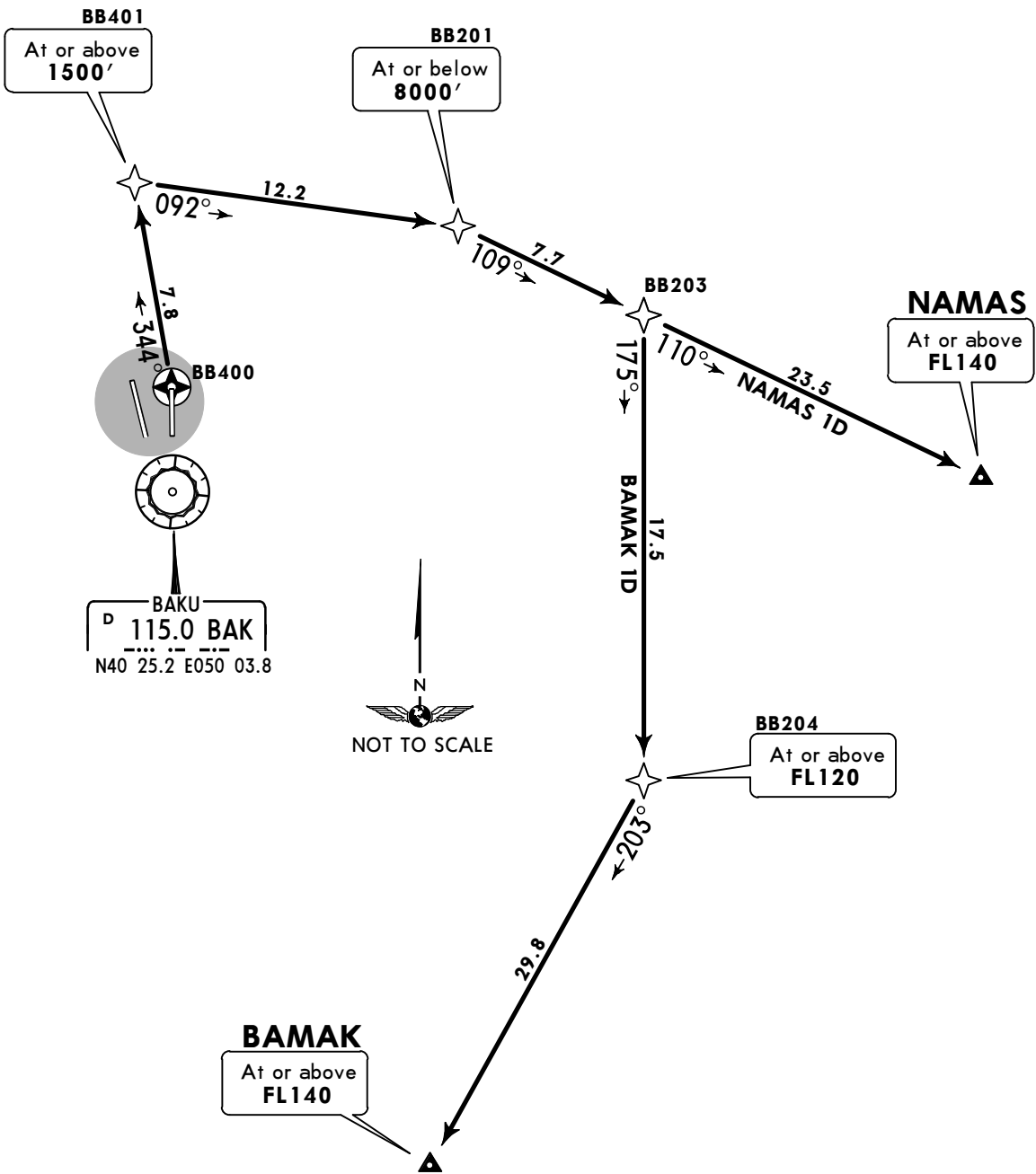
JEPPESEN
22 MAR 19 10-3G Eff 28 Mar

BAKU, AZERBAIJAN
RNAV SID

BAKU Departure 120.8	Apt Elev 10'	Trans level: FL110 Trans alt: 9000' 1. RNAV 1 (GNSS). 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.
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BAMAK 1D [BAMA1D], NAMAS 1D [NAMA1D]
RNAV DEPARTURES
(RWY 35)



SID	ROUTING
BAMAK 1D	BB400 - BB401 (1500'+) - BB201 (8000'-) - BB203 - BB204 (FL120+) - BAMAK (FL140+).
NAMAS 1D	BB400 - BB401 (1500'+) - BB201 (8000'-) - BB203 - NAMAS (FL140+).

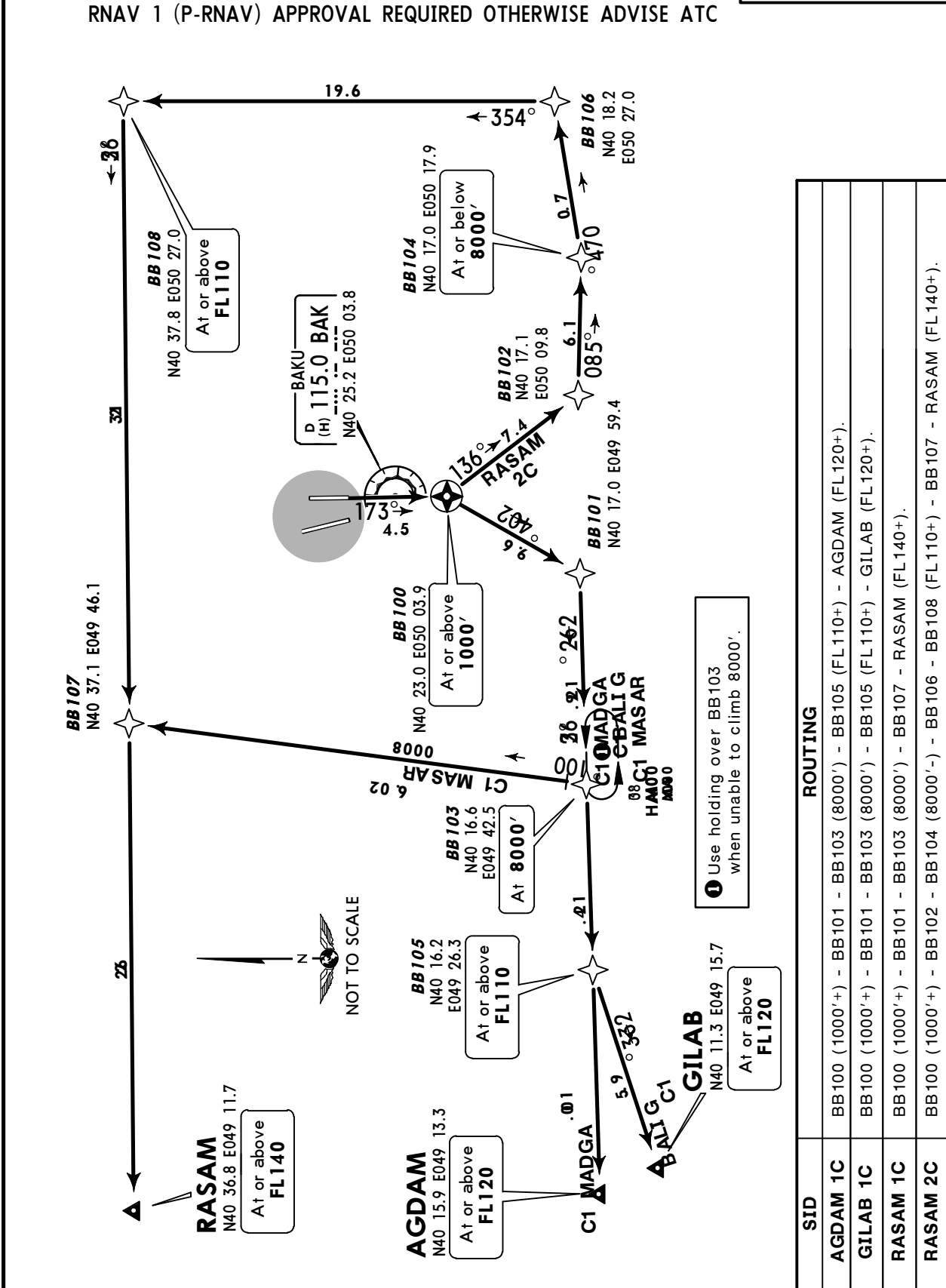
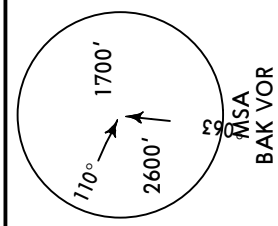
UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
24 APR 15 10-3J Eff 30 Apr

BAKU, AZERBAIJAN
RNAV SID

BAKU Departure 120.8	Apt Elev 10'	Trans level: FL110 Trans alt: 9000' 1. Actual climb clearance will be issued by ATC. 2. Contact BAKU Departure as soon as practicable after take-off.
----------------------------	-----------------	---

AGDAM 1C [AGDA1C] , GILAB 1C [GILA1C]
RASAM 1C [RASA1C] , RASAM 2C [RASA2C]
RWY 17 RNAV DEPARTURES
RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC



ROUTING

SID	ROUTING
AGDAM 1C	BB100 (1000'+) - BB101 - BB103 (8000') - BB105 (FL110+) - AGDAM (FL120+).
GILAB 1C	BB100 (1000'+) - BB101 - BB103 (8000') - BB105 (FL110+) - GILAB (FL120+).
RASAM 1C	BB100 (1000'+) - BB101 - BB103 (8000') - BB107 - RASAM (FL140+).
RASAM 2C	BB100 (1000'+) - BB102 - BB104 (8000'-) - BB106 - BB108 (FL110+) - BB107 - RASAM (FL140+).

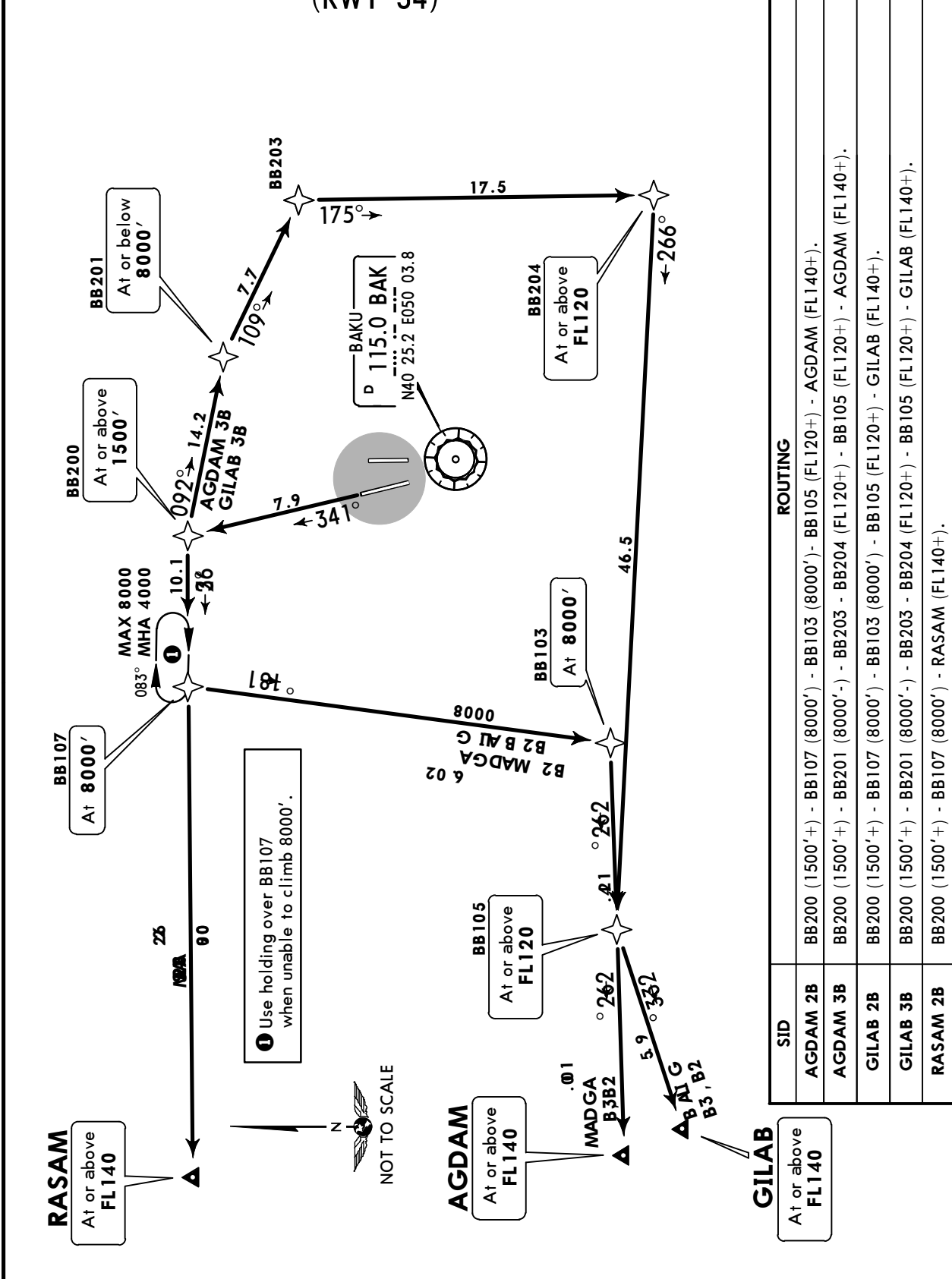
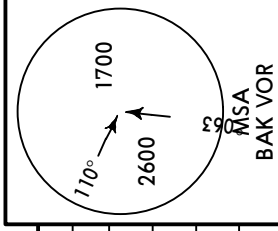
UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
22 MAR 19 10-3K Eff 28 Mar

BAKU, AZERBAIJAN
RNAV SID

BAKU Departure 120.8	Apt Elev 10'	Trans level: FL110 Trans alt: 9000' 1. RNAV 1 (GNSS). 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.
----------------------------	-----------------	--

AGDAM 2B [AGDA2B], AGDAM 3B [AGDA3B]
GILAB 2B [GILA2B], GILAB 3B [GILA3B]
RASAM 2B [RASA2B]
RNAV DEPARTURES
(RWY 34)



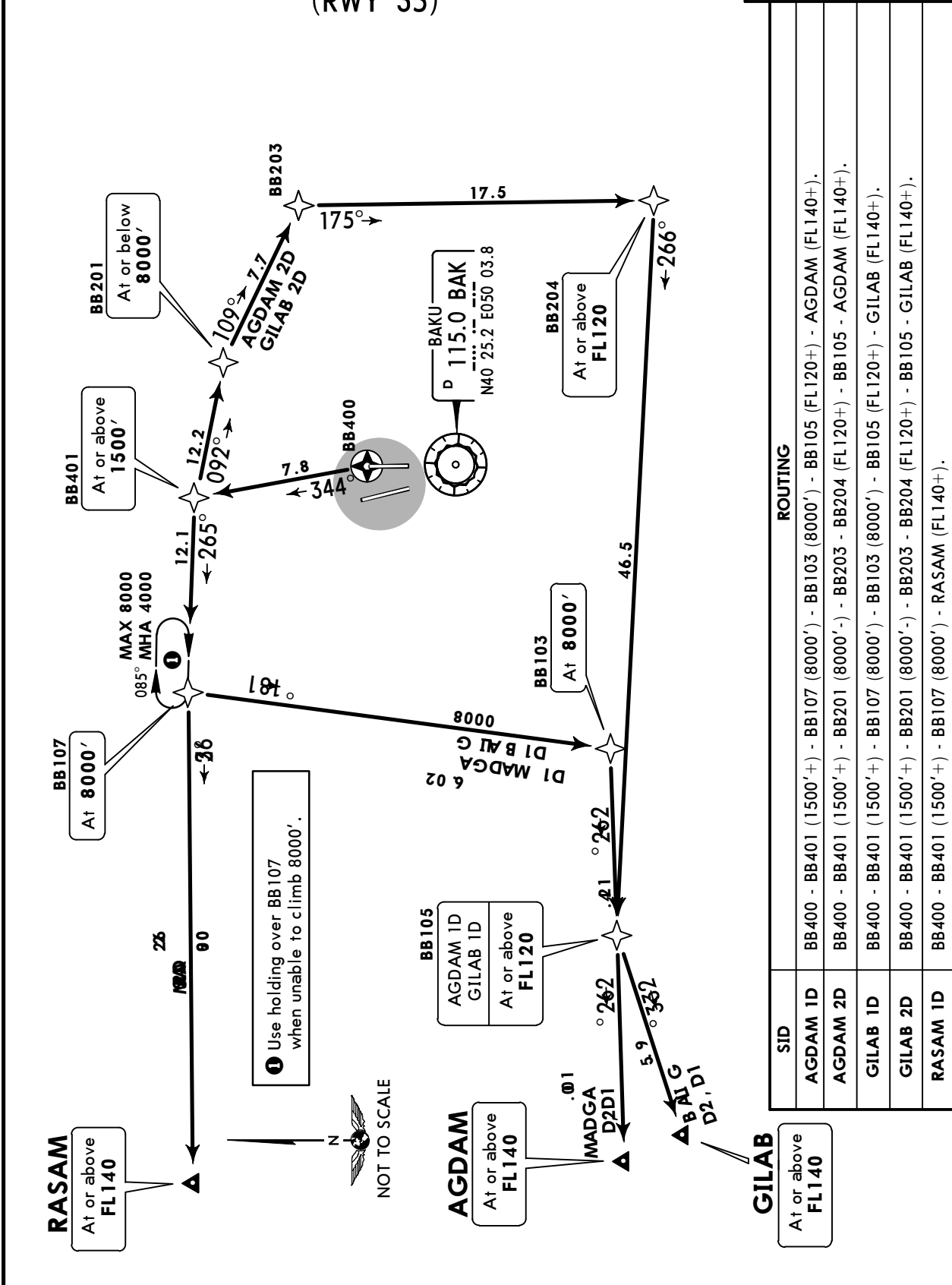
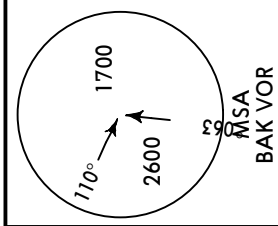
UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
22 MAR 19 10-3L Eff 28 Mar

BAKU, AZERBAIJAN
RNAV SID

BAKU Departure 120.8	Apt Elev 10'	Trans level: FL110 Trans alt: 9000' 1. RNAV 1 (GNSS). 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.
----------------------------	-----------------	--

AGDAM 1D [AGDA1D], AGDAM 2D [AGDA2D]
GILAB 1D [GILA1D], GILAB 2D [GILA2D]
RASAM 1D [RASA1D]
RNAV DEPARTURES
(RWY 35)



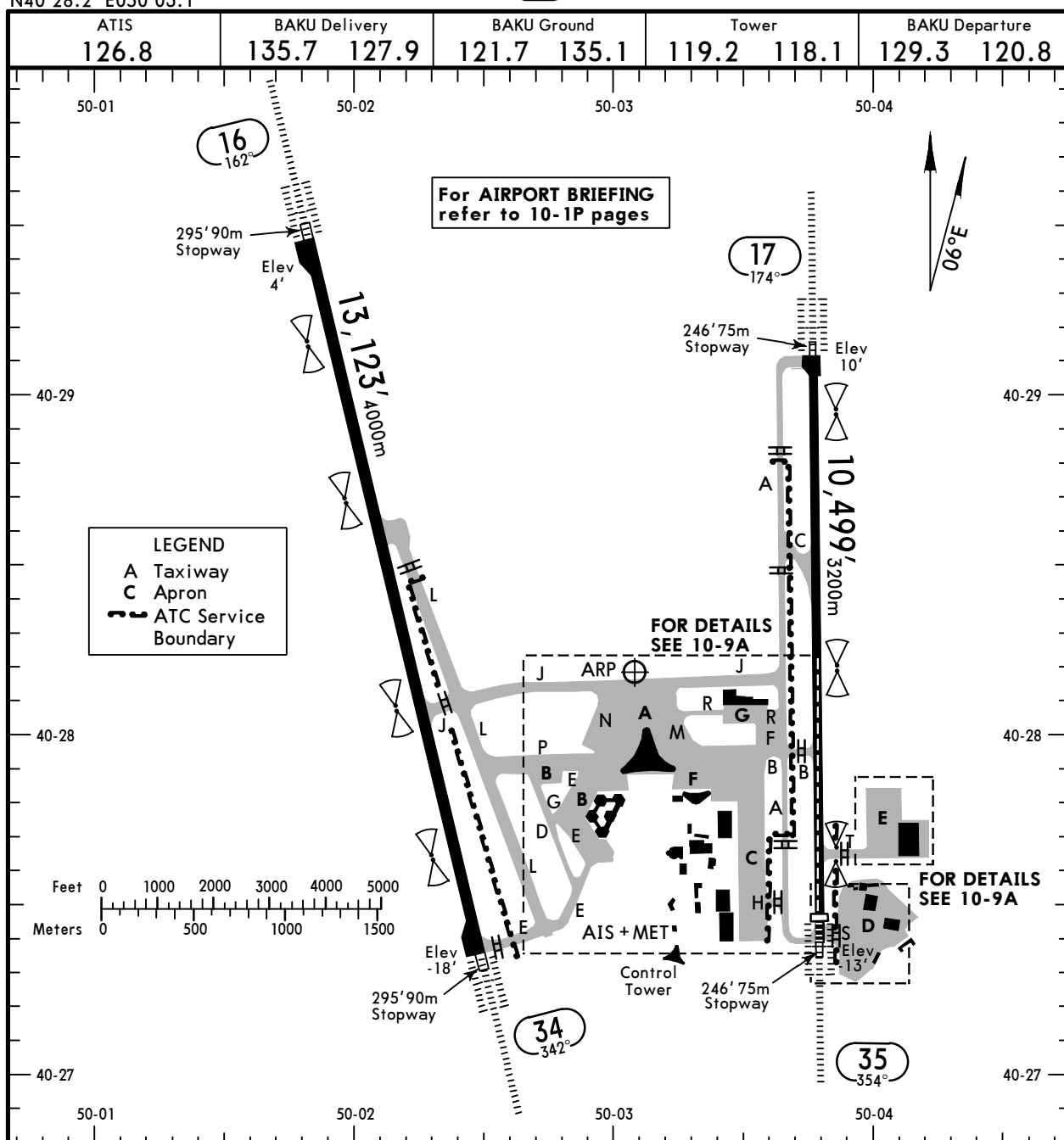
SID	ROUTING
AGDAM 1D	BB400 - BB401 (1500'+) - BB107 (8000') - BB103 (8000') - BB105 (FL120+) - AGDAM (FL140+).
AGDAM 2D	BB400 - BB401 (1500'+) - BB201 (8000') - BB203 - BB204 (FL120+) - BB105 - AGDAM (FL140+).
GILAB 1D	BB400 - BB401 (1500'+) - BB107 (8000') - BB103 (8000') - BB105 (FL120+) - GILAB (FL140+).
GILAB 2D	BB400 - BB401 (1500'+) - BB201 (8000') - BB203 - BB204 (FL120+) - BB105 - GILAB (FL140+).
RASAM 1D	BB400 - BB401 (1500'+) - BB107 (8000') - RASAM (FL140+).

UBBB/GYD

Apt Elev **10'**
N40 28.2 E050 03.1

JEPPESSEN

24 FEB 17 **(10-9)** Eff 2 Mar

BAKU, AZERBAIJAN
HEYDAR ALIYEV INTL


ADDITIONAL RUNWAY INFORMATION

							USABLE LENGTHS		TAKE-OFF	WIDTH
							LANDING BEYOND			
RWY							Threshold	Glide Slope		
16 34	HIRL (60m) CL (15m) HIALS-II TDZ PAPI ① RVR							11,969' 3648m	②	197'
								12,030' 3667m		
17 35	HIRL (60m) CL (15m) HIALS-II TDZ PAPI ① RVR							9466' 2885m		147'
								10,056' 3065m		

① (angle 3.0°) **②** 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 ①

	All Rwys				
	LVP must be in force				
Approved Operators	RL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

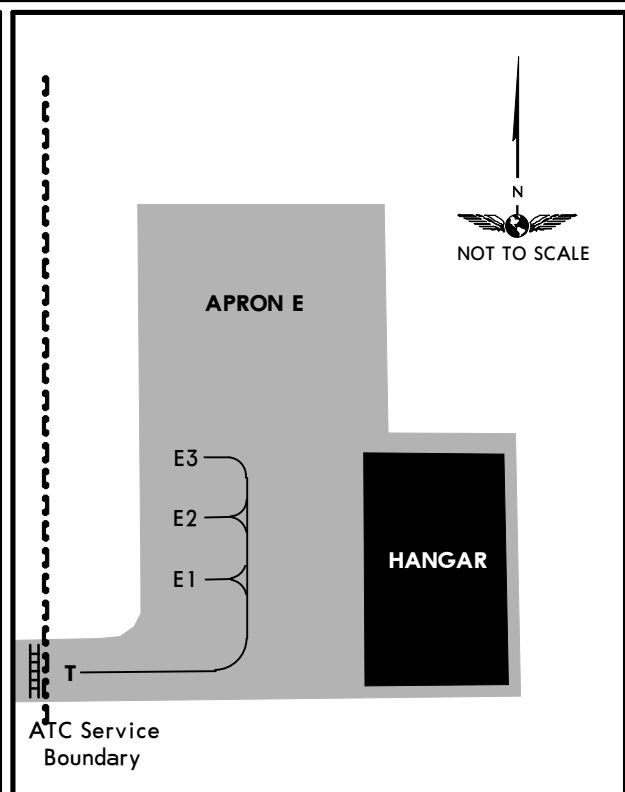
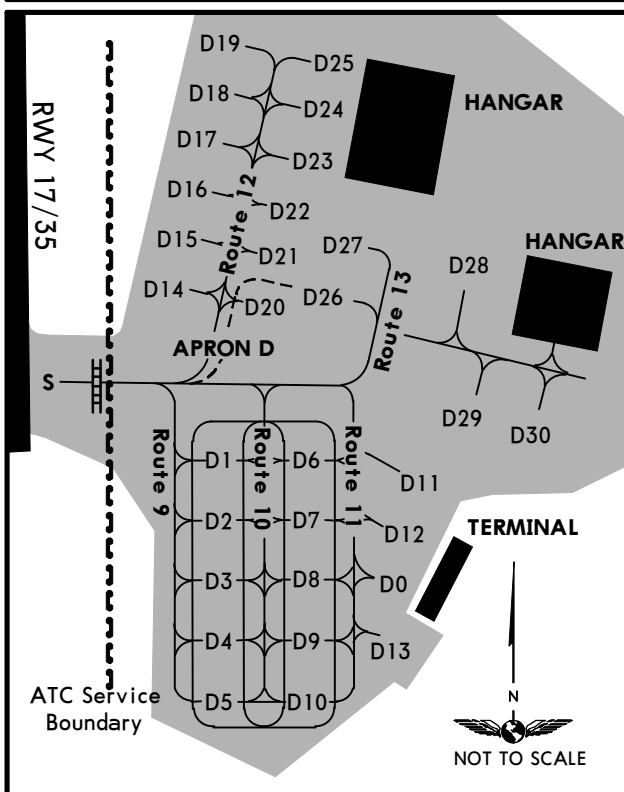
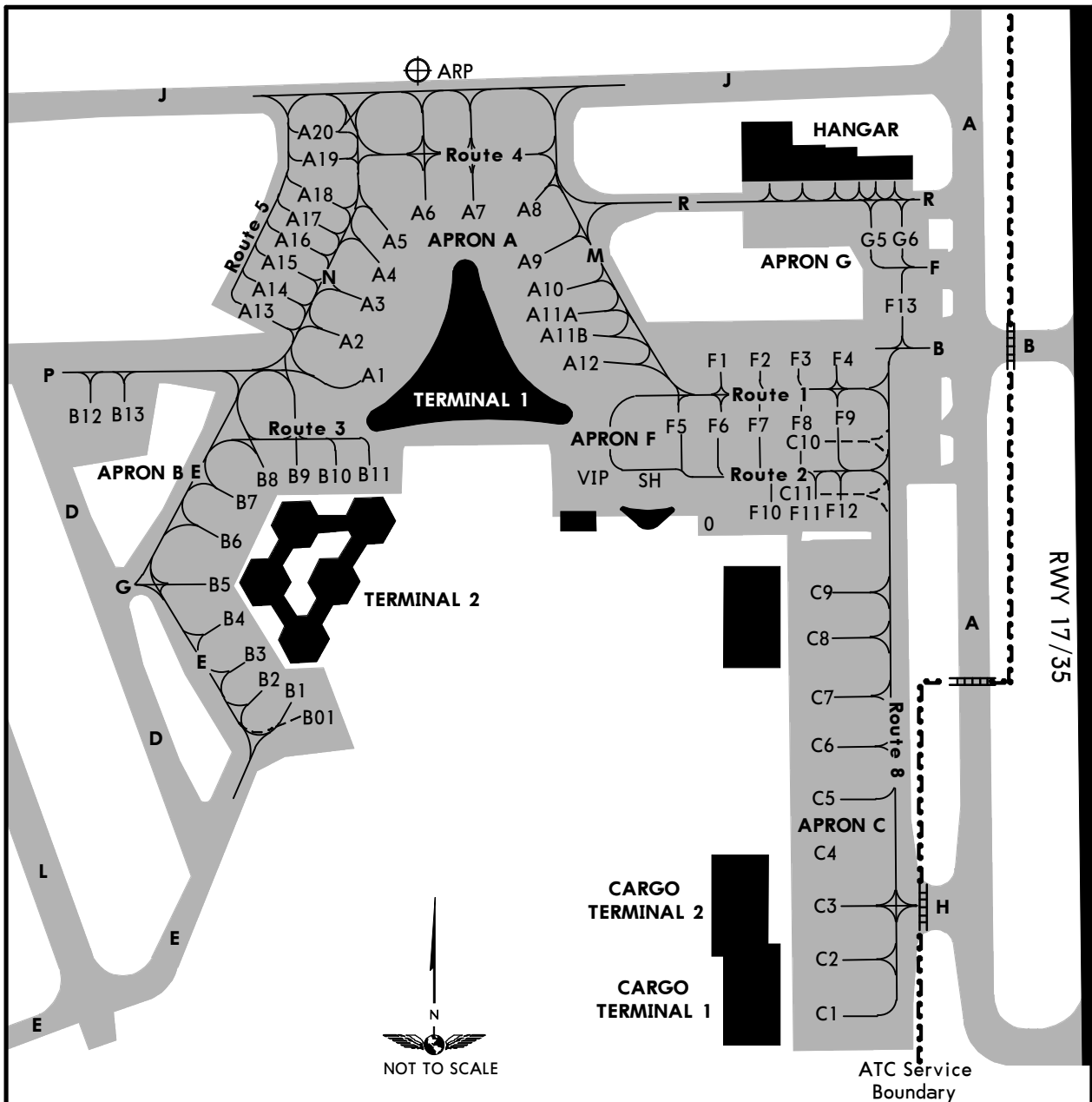
CHANGES: None.

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UBBB/GYD

JEPPESSEN
24 FEB 17 (10-9A) Eff 2 Mar

BAKU, AZERBAIJAN
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CHANGES: Stands.

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UBBB/GYD

BAKU, AZERBAIJAN
HEYDAR ALIYEV INTL

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A1 A2 A3 thru A7 A8 thru A12 A13 thru A14 A15 thru A17 A18 thru A20 B1, B01 B2 thru B4 B5 thru B8 B9 thru B11 B12 B13 C1 C2 thru C4 C5, C6 C7, C8 C9, C10 C11 D0 D1, D2 D3 thru D5 D6, D7 D8 thru D10 D11, D12 D13 D14 D15 thru D19 D20 D21 thru D25 D26 D27 D28, D29 D30	APRON A N40 27.9 E050 03.1 N40 27.9 E050 03.0 N40 28.0 E050 03.1 N40 28.0 E050 03.2 N40 28.0 E050 02.9 N40 28.0 E050 03.0 N40 28.1 E050 03.0 APRON B N40 27.7 E050 03.0 N40 27.7 E050 02.9 N40 27.8 E050 02.9 N40 27.8 E050 03.0 N40 27.9 E050 02.7 N40 27.9 E050 02.8 APRON C N40 27.4 E050 03.5 N40 27.5 E050 03.5 N40 27.6 E050 03.5 N40 27.7 E050 03.5 N40 27.8 E050 03.5 N40 27.9 E050 03.5 APRON D N40 27.3 E050 04.0 N40 27.4 E050 03.9 N40 27.3 E050 03.9 N40 27.4 E050 04.0 N40 27.3 E050 04.0 N40 27.4 E050 04.0 N40 27.3 E050 04.0 N40 27.4 E050 03.9 N40 27.5 E050 03.9 N40 27.4 E050 03.9 N40 27.5 E050 03.9 N40 27.4 E050 04.0 N40 27.5 E050 04.0 N40 27.4 E050 04.0 N40 27.4 E050 04.1	E1 thru E3 SH VIP 0 F1, F2 F3, F4 F5 thru F7 F8, F9 F10 F11 thru F12 F13 G5, G6	APRON E N40 27.7 E050 04.0 APRON F N40 27.8 E050 03.3 N40 27.8 E050 03.2 N40 27.8 E050 03.4 N40 28.0 E050 03.4 N40 28.0 E050 03.5 N40 27.9 E050 03.4 N40 27.9 E050 03.5 N40 27.8 E050 03.4 N40 27.8 E050 03.5 N40 28.0 E050 03.6 APRON G N40 28.0 E050 03.6

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JEPPesen

Standard

9 SEP 16

10-9S

Eff 15 Sep

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')	104'(100')	104'(100')	104'(100')
		RA102' R300m	RA102' R300m	RA102' R300m	RA102' R300m
	ILS	204'(200')	204'(200')	204'(200')	204'(200')
	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
	RNAV (LNAV/VNAV)	256'(252') R750m①	256'(252') R750m①	266'(262') R750m①	266'(262') R750m①
	ALS out	R1300m	R1300m	R1300m	R1300m
17	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	110'(100')	110'(100')	127'(117')	142'(132')
		RA98' R300m	RA98' R300m	RA114' R300m	RA128' R400m
	ILS	210'(200')	210'(200')	210'(200')	217'(207')
	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
	VOR DME ②	470'(460') R1400m	470'(460') R1400m	470'(460') R1400m	470'(460') R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
34	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	82'(100')	82'(100')	82'(100')	82'(100')
		RA100' R300m	RA100' R300m	RA100' R300m	RA100' R300m
	ILS	182'(200')	182'(200')	182'(200')	182'(200')
	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
	VOR DME ②	450'(463') R1500m	450'(463') R1500m	450'(463') R1500m	450'(463') R1500m
	ALS out	R1500m	R1500m	C2200m	C2200m
35	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	87'(100')	96'(109')	108'(121')	122'(135')
		RA100' R300m	RA110' R300m	RA122' R400m	RA132' R400m
	ILS	187'(200')	187'(200')	187'(200')	198'(211')
	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
	VOR DME ②	450'(463') R1500m	450'(463') R1500m	450'(463') R1500m	450'(463') R1500m
	ALS out	R1500m	R1500m	C2200m	C2200m

① With TDZ, CL and HUD: RVR 600m.

② Continuous Descent Final Approach.

UBBB/GYD



Standard

9 SEP 16

10-9S1

Eff 15 Sep

BAKU, AZERBAIJAN
HEYDAR ALIYEV INTL

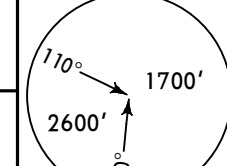
TAKE-OFF RWY 16, 17, 34, 35

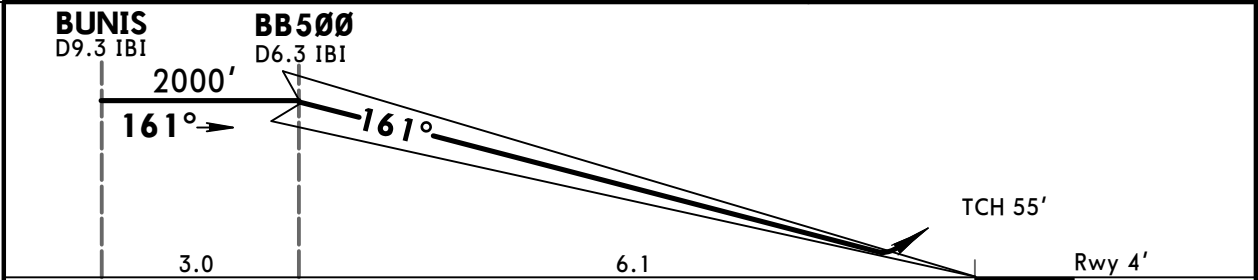
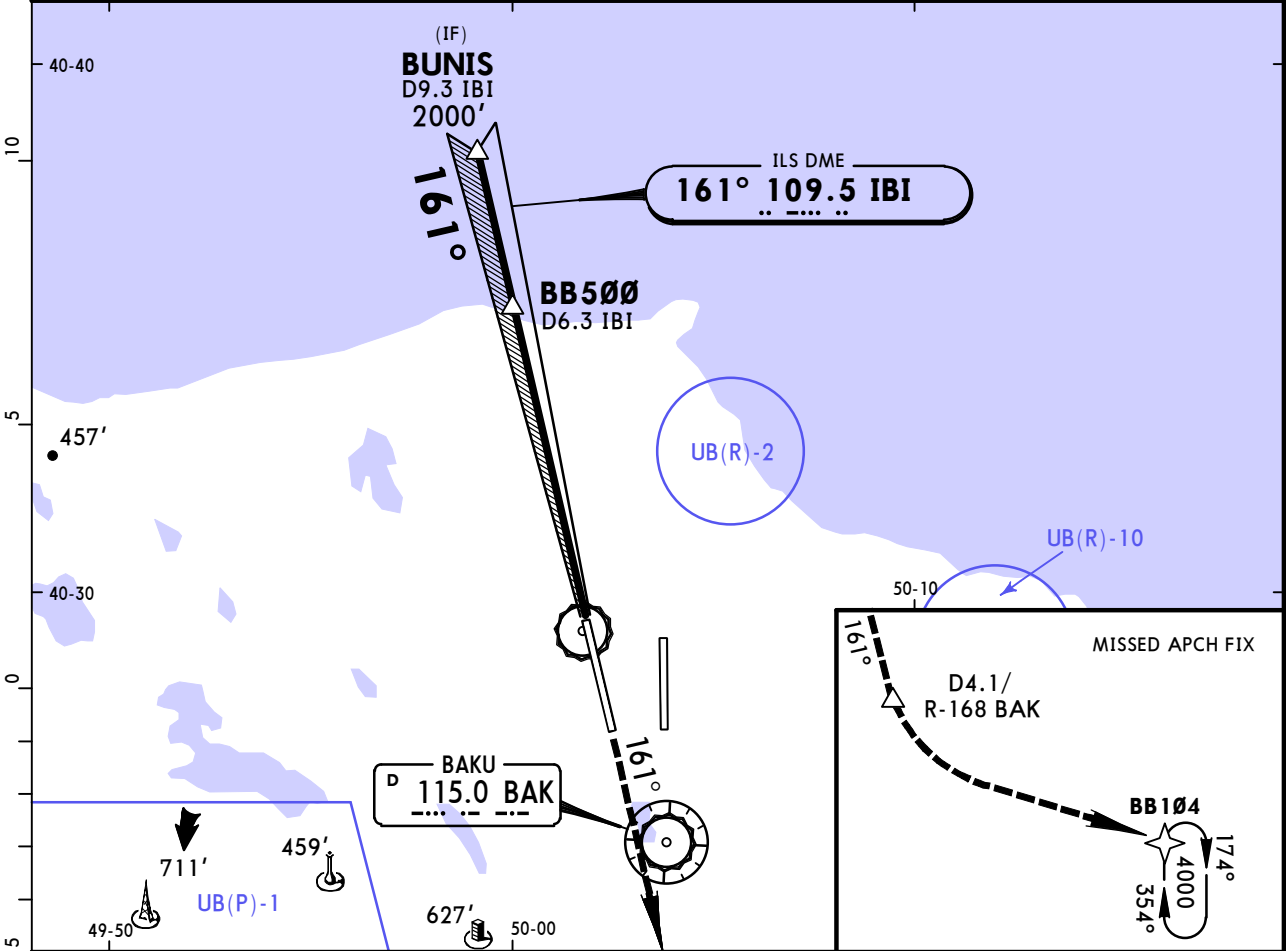
LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m
B					
C					
D	150m	200m	250m	300m	500m

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HEYDAR ALIYEV INTL

JEPPESSEN
24 FEB 17 (11-1) Eff 2 Mar

BAKU, AZERBAIJAN
ILS Rwy 16

ATIS 126.8		BAKU Arrival (APP) 129.3 120.8		BAKU Tower 119.2 118.1		Ground 121.7 135.1
LOC IBI 109.5	Final Apch Crs 161°	GS BB500 2000' (1996')	ILS DA(H) 204' (200')	Apt Elev 10' Rwy 4'		 MSA BAK VOR
MISSED APCH: Climb on 161° to 2000' to D4.1 BAK, then turn LEFT proceed to BB104 climbing to 4000' and hold.						
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		



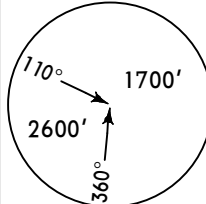
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	2000' on 161°	D4.1 BAK
ILS GS	3.00°	372	478	531	637	743			

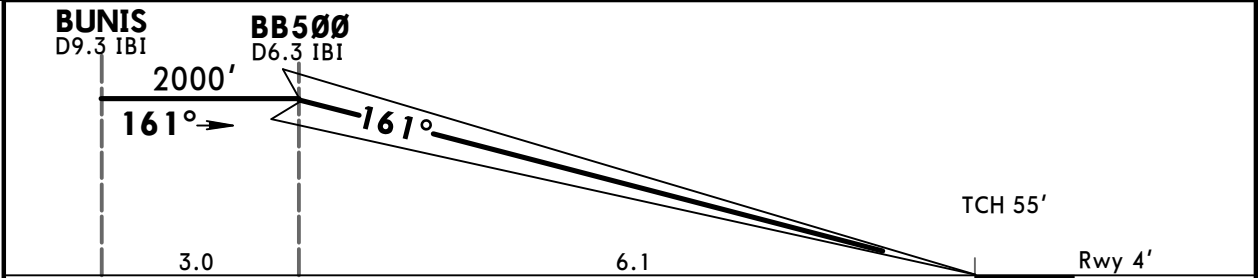
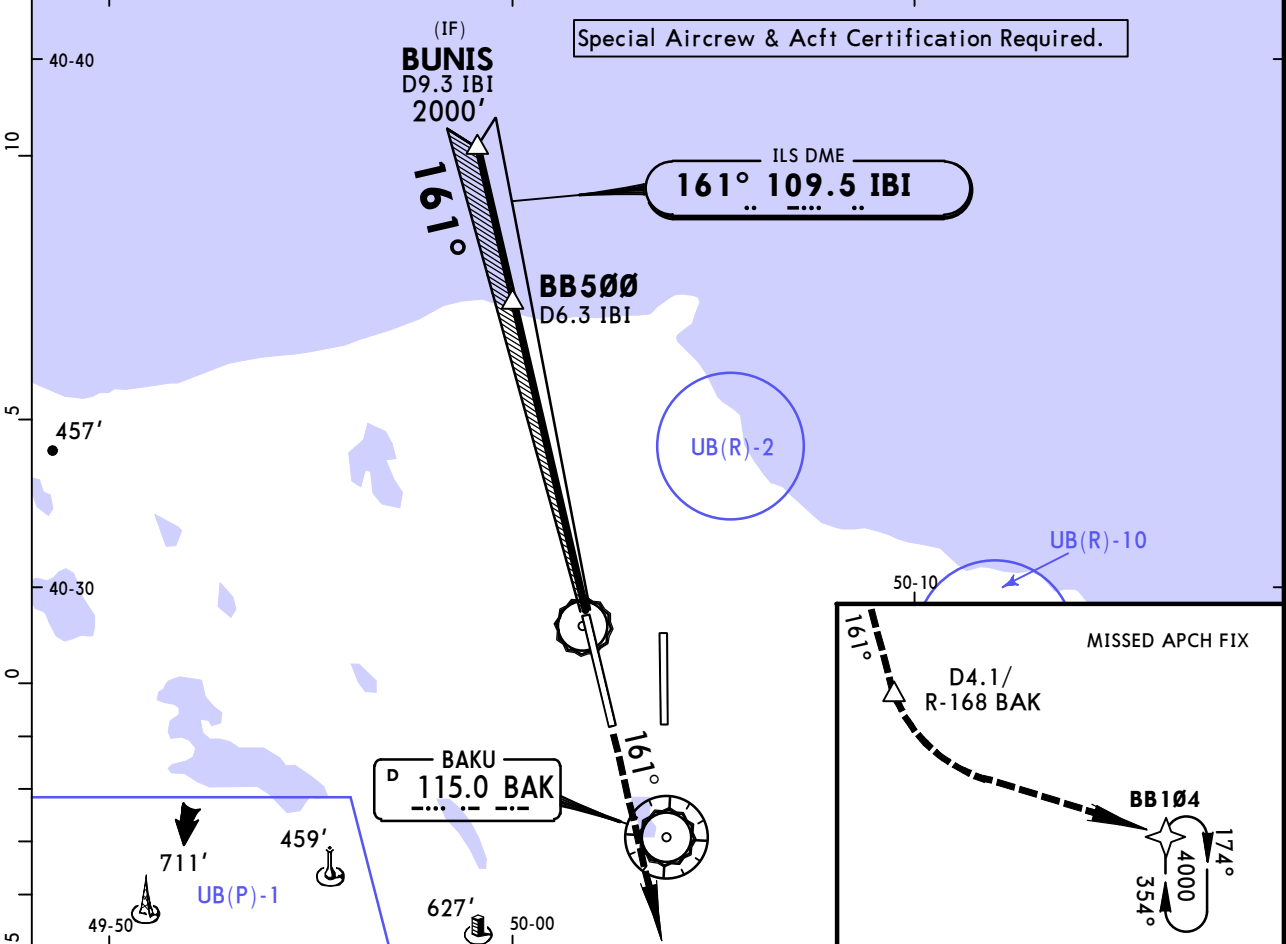
JAR-OPS		STRAIGHT-IN LANDING RWY 16			
ILS		LOC (GS out)			
DA(H) 204' (200')					
FULL		ALS out			
A	RVR 550m	RVR 1000m	NOT AUTHORIZED		
B					
C					
D					

UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
24 FEB 17 11-1A Eff 2 Mar

BAKU, AZERBAIJAN
CAT II ILS Rwy 16

ATIS 126.8		BAKU Arrival (APP) 129.3 120.8		BAKU Tower 119.2 118.1		Ground 121.7 135.1
LOC IBI 109.5	Final Apch Crs 161°	GS BB500 2000' (1996')	CAT II ILS RA 102' DA(H) 104' (100')		Apt Elev 10' Rwy 4'	 MSA BAK VOR
MISSED APCH: Climb on 161° to 2000' to D4.1 BAK, then turn LEFT proceed to BB104 climbing to 4000' and hold.						
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		Trans alt: 9000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	2000' on 161°	D4.1 BAK
GS	3.00°	372	478	531	637	743			

JAR-OPS STRAIGHT-IN LANDING RWY 16
CAT II ILS
RA 102'
DA(H) 104' (100')

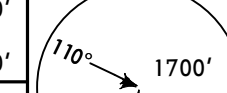
PANS OPS
RVR 300m

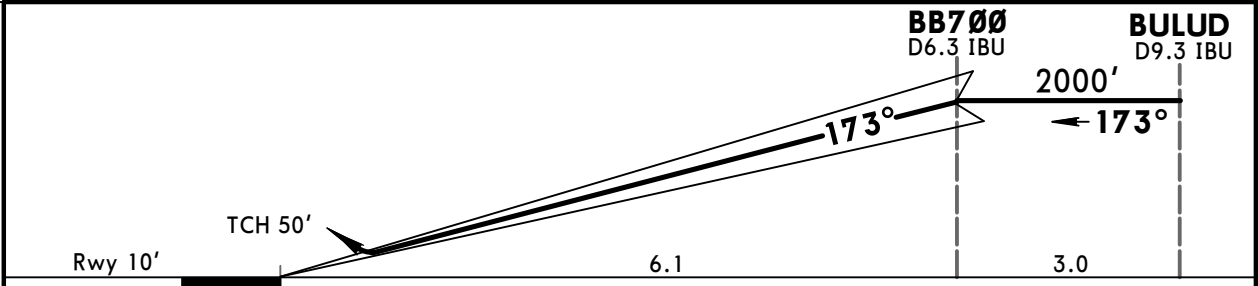
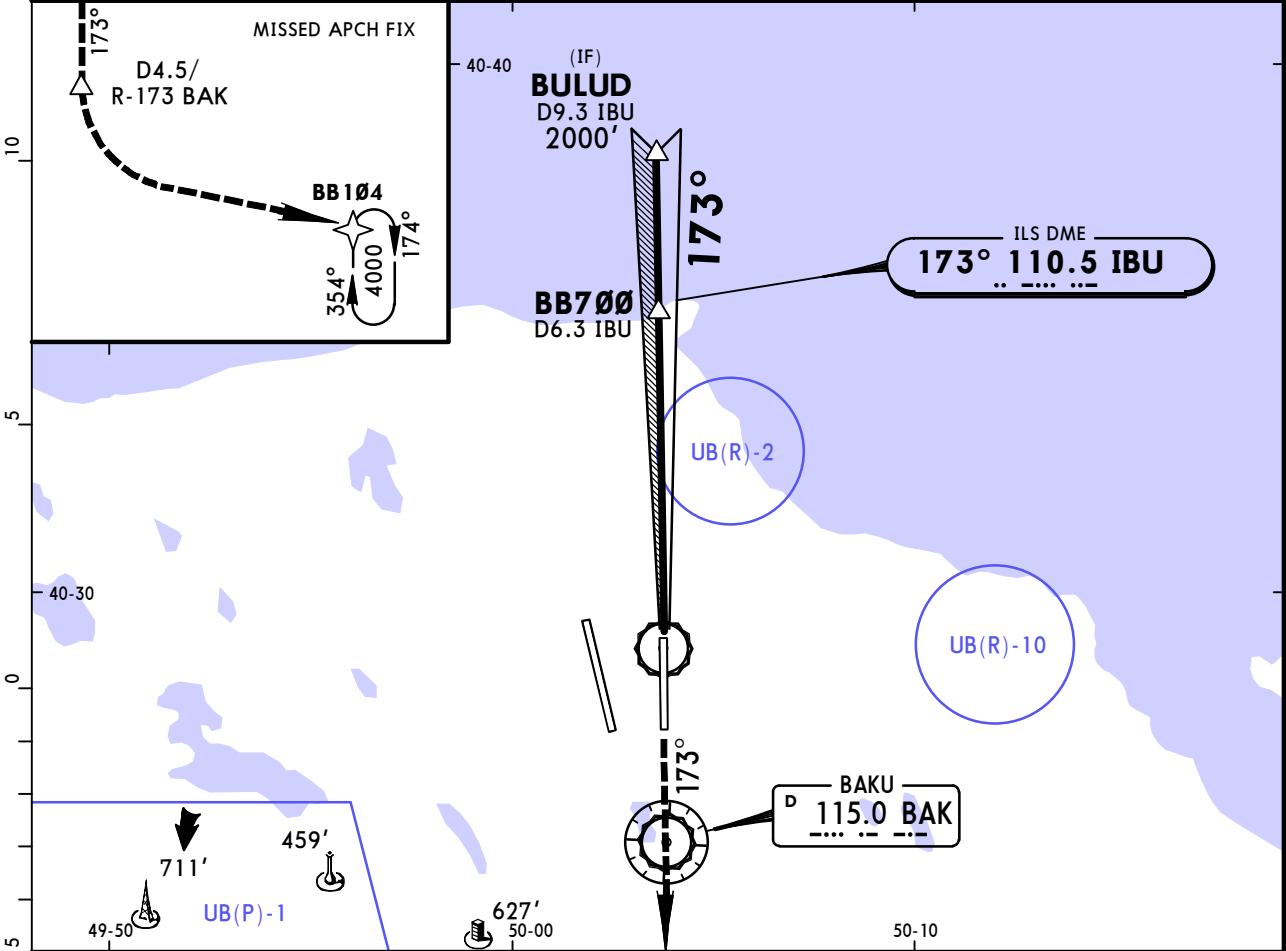
Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
24 FEB 17 (11-2) Eff 2 Mar

BAKU, AZERBAIJAN
ILS Rwy 17

ATIS 126.8		BAKU Arrival (APP) 129.3 120.8		BAKU Tower 119.2 118.1		Ground 121.7 135.1	
LOC IBU 110.5	Final Apch Crs 173°	GS BB700 2000' (1990')	ILS DA(H) Refer to Minimums	Apt Elev 10' Rwy 10'		 MSA BAK VOR	
MISSED APCH: Climb on 173° to 2000' to D4.5 BAK, then turn LEFT proceed to BB104 climbing to 4000' and hold.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110			



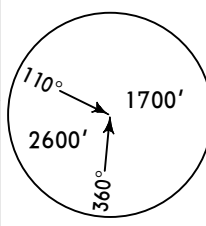
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	2000' on 173°	D4.5 BAK
ILS GS	3.00°	372	478	531	637	849			

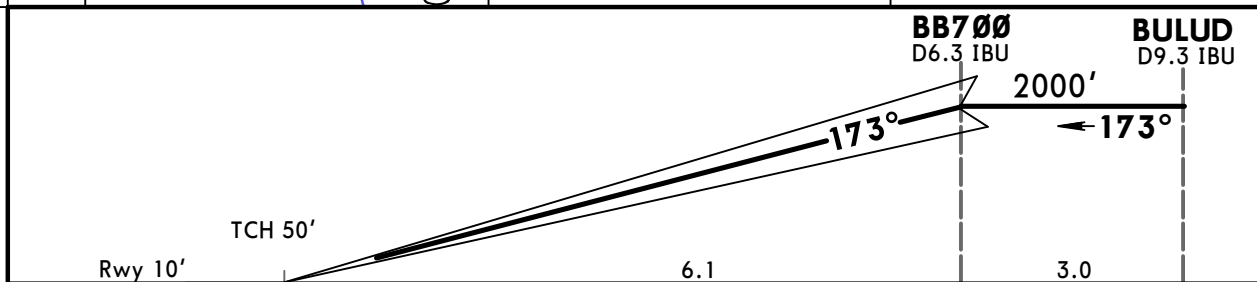
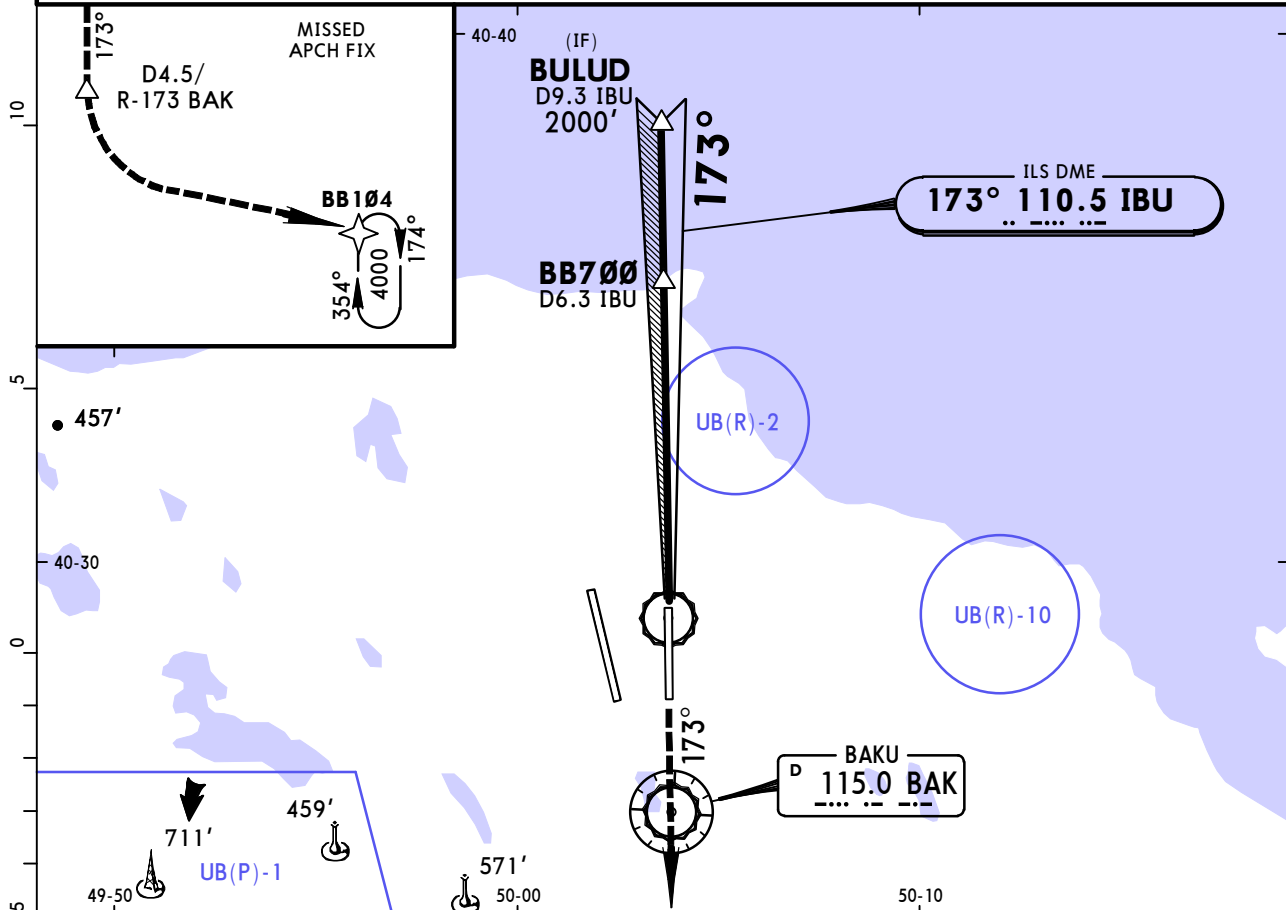
JAR-OPS		STRAIGHT-IN LANDING RWY 17					
ILS		LOC (GS out)					
DA(H) ABC: 210' (200') D: 217' (207')							
FULL		ALS out					
A	RVR 550m	RVR 1000m				NOT AUTHORIZED	
B							
C							
D	RVR 600m						

UBBB/GYD
HEYDAR ALIYEV INTL

24 FEB 17 **11-2A** Eff 2 Mar

BAKU, AZERBAIJAN
CAT II ILS Rwy 17

BRIEFING STRIP™	ATIS		BAKU Arrival (APP)		BAKU Tower		Ground	
	126.8		129.3 120.8		119.2 118.1		121.7 135.1	
	LOC IBU 110.5	Final Apch Crs 173°	GS BB700 2000' (1990')	CAT II ILS Refer to Minimums	Apt Elev 10' Rwy 10'			
	MISSED APCH: Climb on 173° to 2000' to D4.5 BAK, then turn LEFT proceed to BB104 climbing to 4000' and hold.							
	Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		Trans alt: 9000'	
Special Aircrew & Acft Certification Required.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	2000' on 173°	D4.5 BAK
GS	3.00°	372	478	531	637	849			

JAR-OPS		STRAIGHT-IN LANDING RWY 17	
		CAT II ILS	
AB: RA 98' DA(H) 110' (100')		D: RA 128' DA(H) 142' (132')	
C: RA 114' DA(H) 127' (117')			
RVR 300m		RVR 400m	

Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

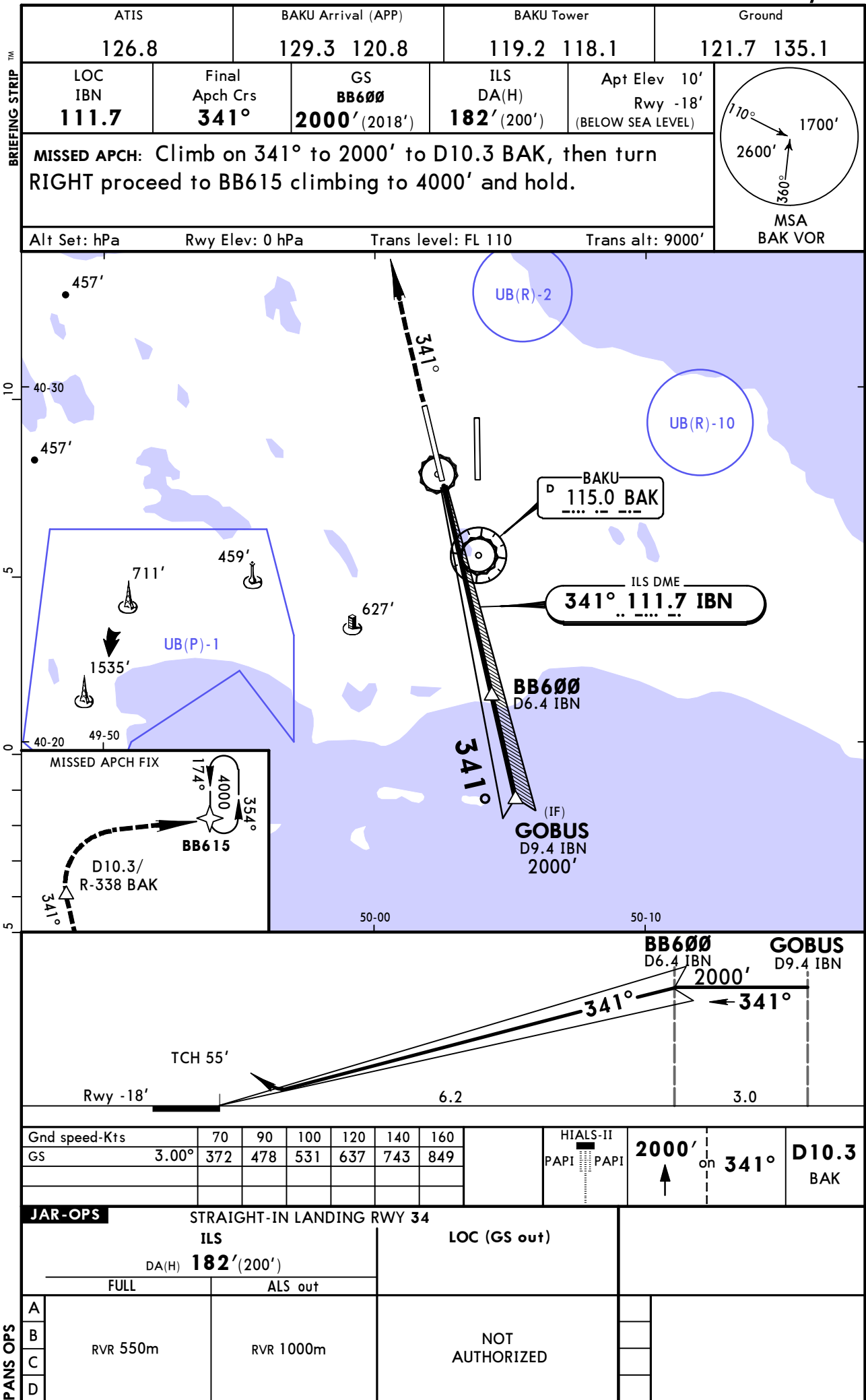
CHANGES: FAP ident.

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JEPPESSEN
24 FEB 17 (11-3) Eff 2 Mar

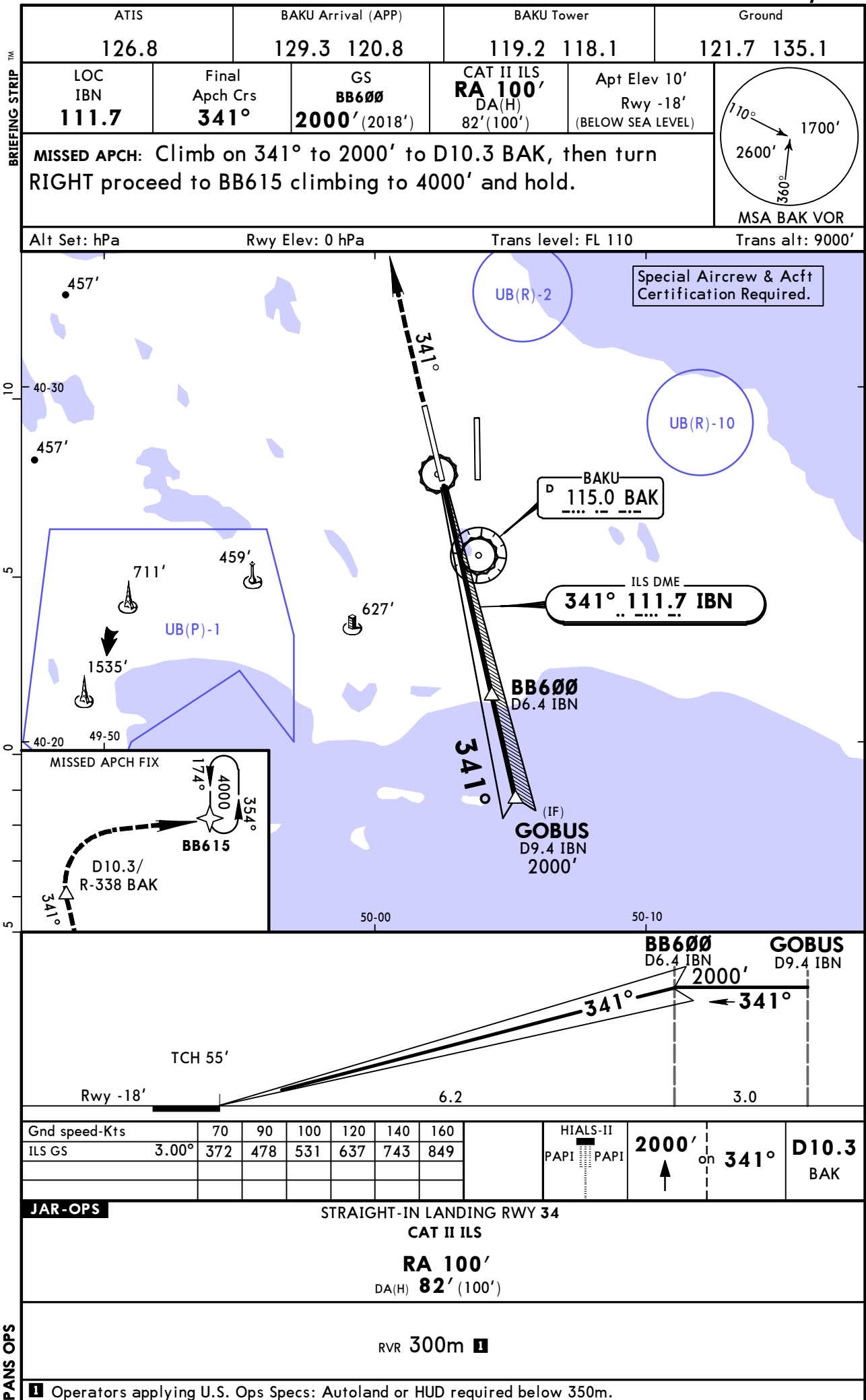
BAKU, AZERBAIJAN
ILS Rwy 34



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
24 FEB 17 **11-3A** Eff 2 Mar

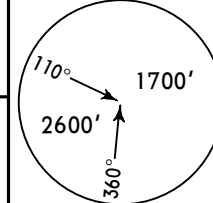
BAKU, AZERBAIJAN
CAT II ILS Rwy 34

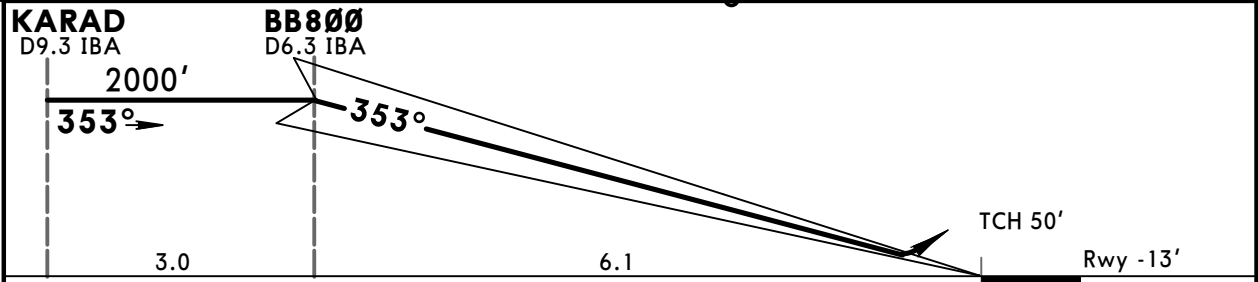
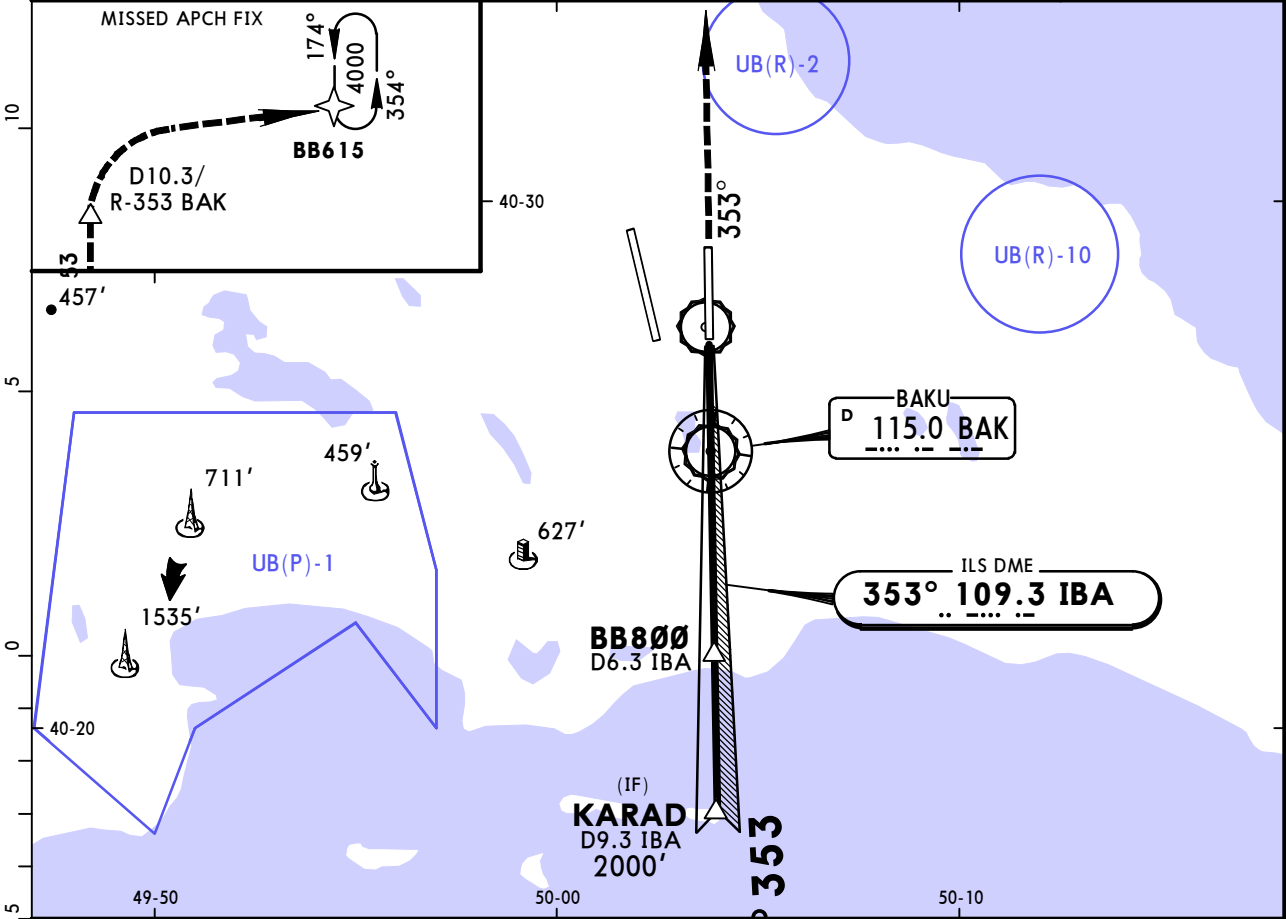


UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
24 FEB 17 (11-4) Eff 2 Mar

BAKU, AZERBAIJAN
ILS Rwy 35

ATIS 126.8		BAKU Arrival (APP) 129.3 120.8		BAKU Tower 119.2 118.1		Ground 121.7 135.1
LOC IBA 109.3	Final Apch Crs 353°	GS BB800 2000' (2013')	ILS DA(H) Refer to Minimums	Apt Elev 10' Rwy -13' (BELOW SEA LEVEL)		
MISSED APCH: Climb on 353° to 2000' to D10.3 BAK, then turn RIGHT to BB615 climbing to 4000' and hold.						
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 110		Trans alt: 9000'	
MSA BAK VOR						



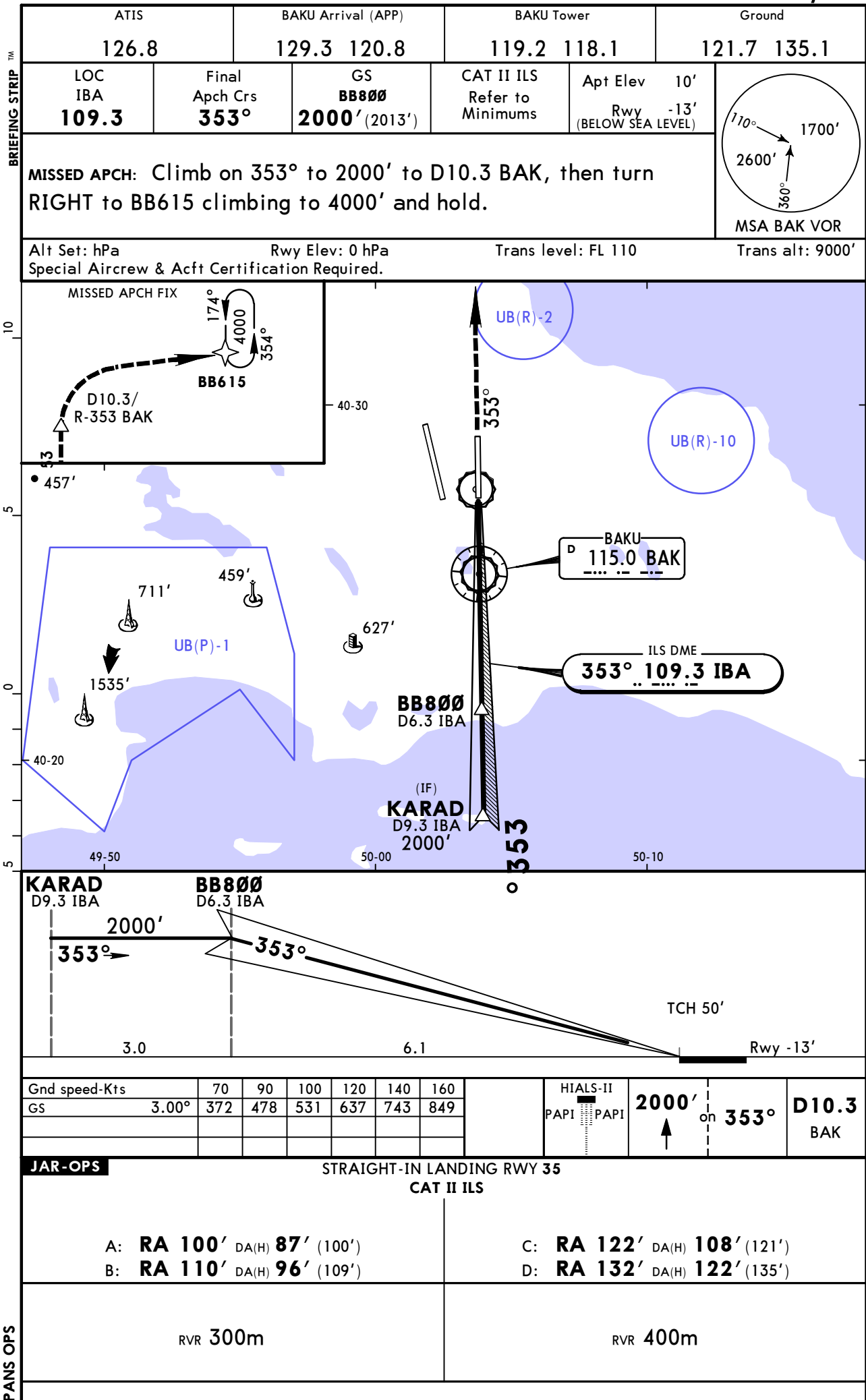
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI		2000' on 353°	D10.3 BAK
ILS GS	3.00°	372	478	531	637	743				

JAR-OPS		STRAIGHT-IN LANDING RWY 35					
ILS		LOC (GS out)					
DA(H) ABC: 187' (200') D: 198' (211')							
FULL		ALS out					
A	RVR 550m	RVR 1000m				NOT AUTHORIZED	
B							
C	RVR 600m						
D							

UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
24 FEB 17 **(11-4A)** Eff 2 Mar

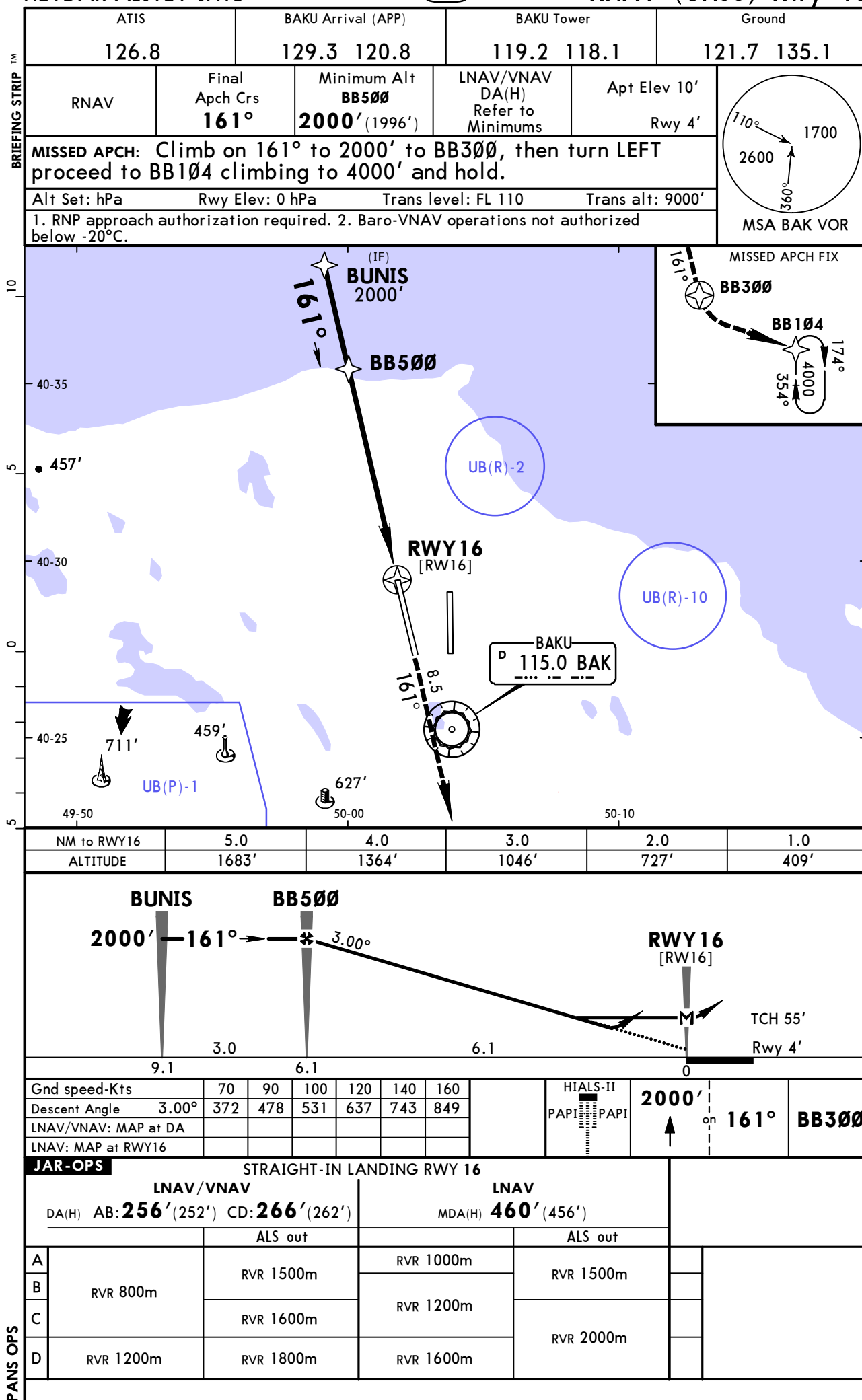
BAKU, AZERBAIJAN
CAT II ILS Rwy 35



UBBB/GYD
HEYDAR ALIYEV INTL

JEPPesen
20 JUL 18 (12-1)

BAKU, AZERBAIJAN
RNAV (GNSS) Rwy 16

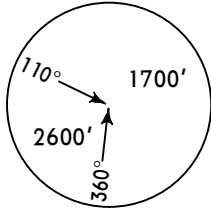


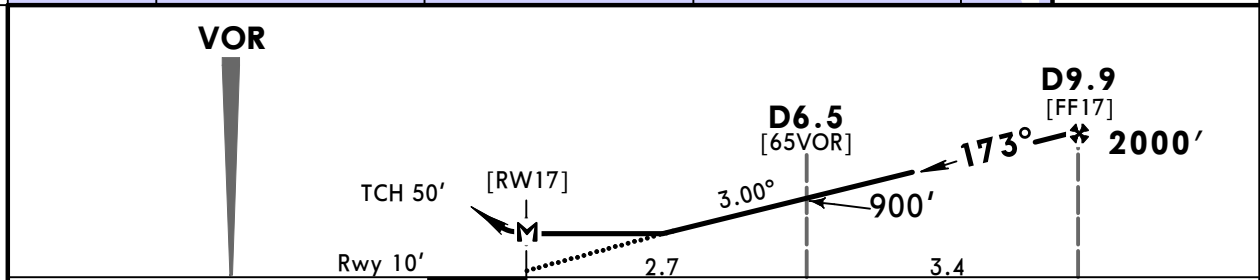
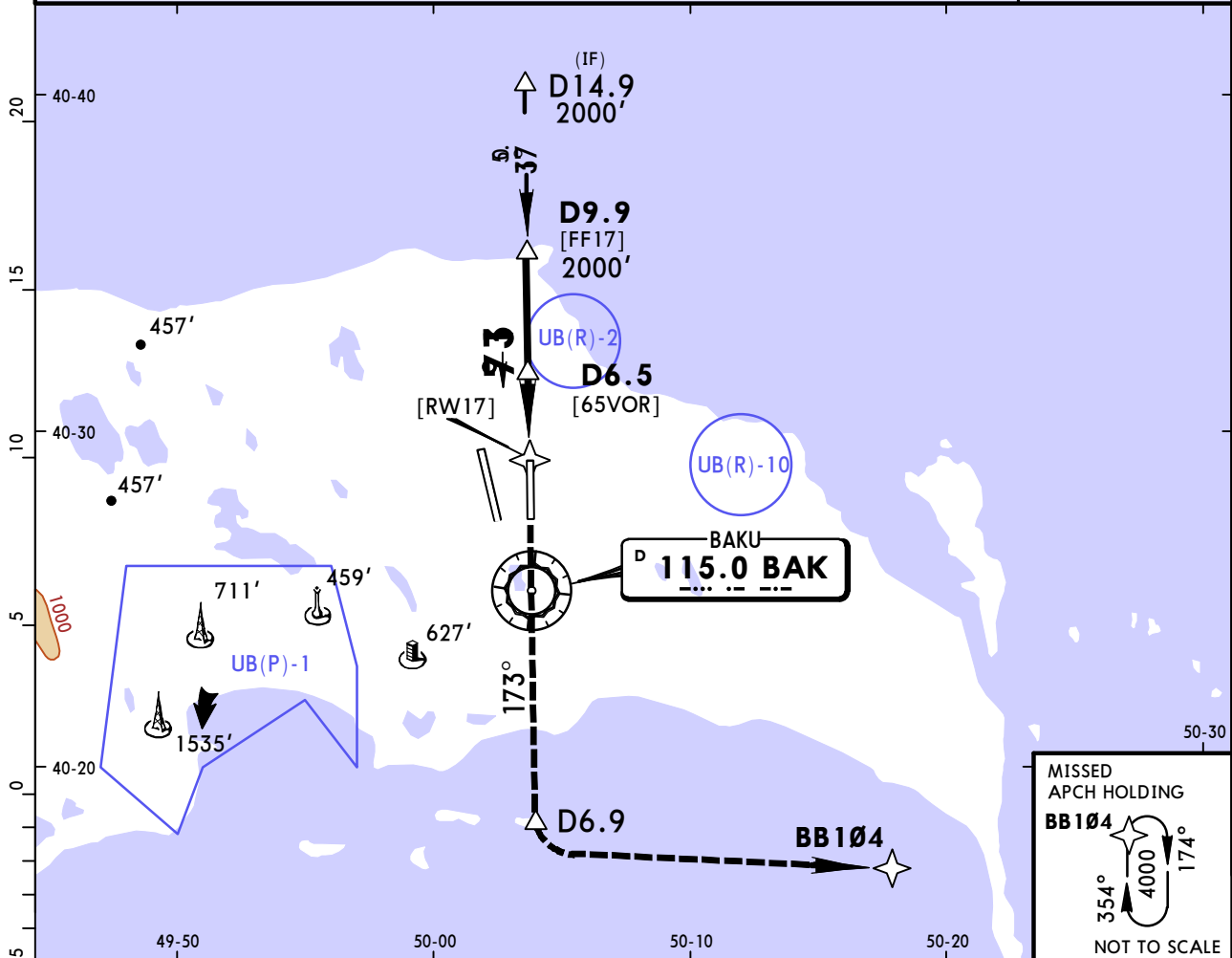
UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
2 SEP 16 (13-1) Eff 15 Sep

BAKU, AZERBAIJAN
VOR DME Rwy 17

BRIEFING STRIP™

ATIS		BAKU Arrival (APP)		BAKU Tower		Ground	
126.8		129.3 120.8		119.2 118.1		121.7 135.1	
VOR BAK 115.0	Final Apch Crs 173°	Minimum Alt D9.9 2000' (1990')	MDA(H) 470' (460')	Apt Elev 10' Rwy 10'			
MISSED APCH: Climb on 173° to 2000' to D6.9, then turn LEFT, proceed to BB104 climbing to 4000' and hold.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		Trans alt: 9000'	
MSA BAK VOR							



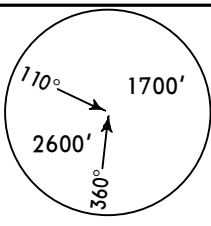
Gnd speed-Kts	70	90	100	120	140	160		2000' on 173°	D6.9
Descent Angle 3.00°	372	478	531	637	743	849			
D9.9 to MAP	6.1	5:14	4:04	3:40	3:03	2:37			

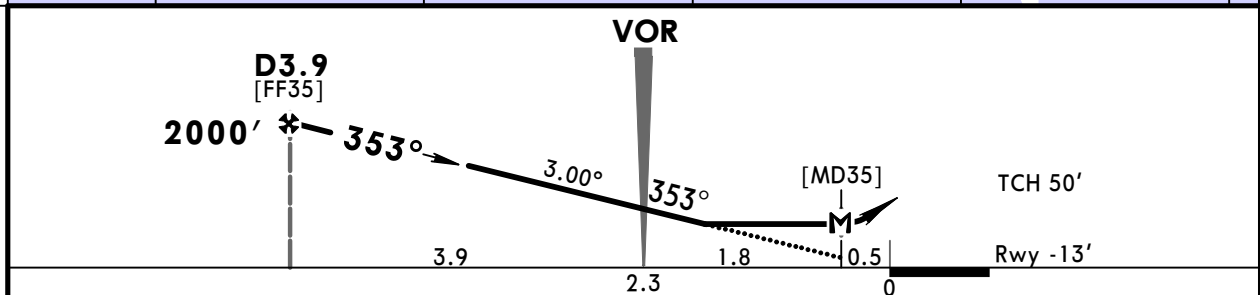
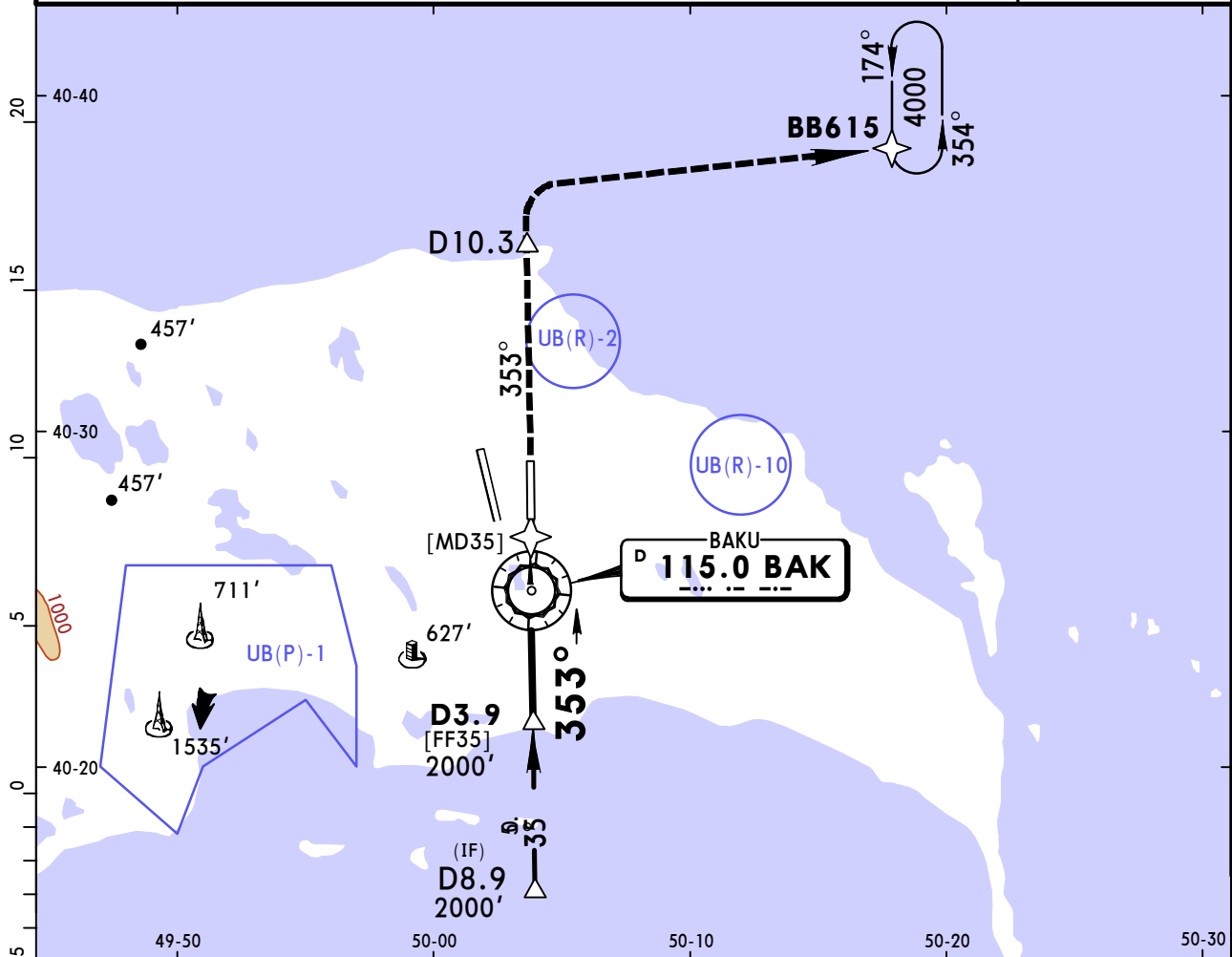
JAR-OPS		STRAIGHT-IN LANDING RWY 17			
		MDA(H) 470' (460')			
		ALS out			
A	RVR 1000m	RVR 1500m			
B	RVR 1200m				
C	RVR 1600m				
D	RVR 1600m	RVR 2000m			

UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESSEN
2 SEP 16 (13-2) Eff 15 Sep

BAKU, AZERBAIJAN
VOR DME Rwy 35

BRIEFING STRIP™	ATIS		BAKU Arrival (APP)		BAKU Tower		Ground	
	126.8		129.3 120.8		119.2 118.1		121.7 135.1	
	VOR BAK 115.0	Final Apch Crs 353°	Minimum Alt D3.9 2000' (2013')	MDA(H) 450' (463')	Apt Elev 10' Rwy -13' (BELOW SEA LEVEL)			
	MISSED APCH: Climb on 353° to 2000' to D10.3, then turn RIGHT to BB615 climbing to 4000' and hold.							
	Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		Trans alt: 9000'	
							MSA BAK VOR	



Gnd speed-Kts	70	90	100	120	140	160		2000' on 353°	D10.3
Descent Angle 3.00°	372	478	531	637	743	849			
D3.9 to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08			

JAR-OPS

STRAIGHT-IN LANDING RWY 35

MDA(H) 450' (463')		ALS out	
A	RVR 1000m	RVR 1500m	
B	RVR 1200m		
C	RVR 1600m	RVR 2000m	
D			

PANS OPS

CHANGES: Bearings. Database identifier.

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BAKU, (HEYDAR ALIYEV INTL - UBBB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UBBB