

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0500-1400, SAT/SUN/HOL 0600-1100**Airport Information****RFF:** CAT 6**Fuel:** TS-1 (equivalent JET A-1) 0500-1500**PCN:** RWY 16/34: 150/F/B/W/T**Operation****Taxi/Parking**

TWYs in APN area are not equipped with lights indicating median strip. Taxilines may be invisible due to snow, request follow-me via TWR.

**Engine Run-up**

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

Permission for ENG run-up shall be requested from TWR. Stand number and intended PWR thrust should be indicated.

**DEPARTURE****Take-off Minima**

RWY		16/34	
All ACFT	ft - m/km	0 - 400R/400V	-

**ATC Slot, Clearance****Start-up/Push-back**

REQ CLR for push-back/tow/ on TWR if ACFT is ready.

ENG start before, during or after push-back as instructed by TWR.

REQ start-up on TWR; report:

- parking PSN
- QNH
- ATIS broadcast

**De-Icing**

AVBL

31-DEC-2015

GBB-UBBQ

2-10

Azerbaijan Gabala

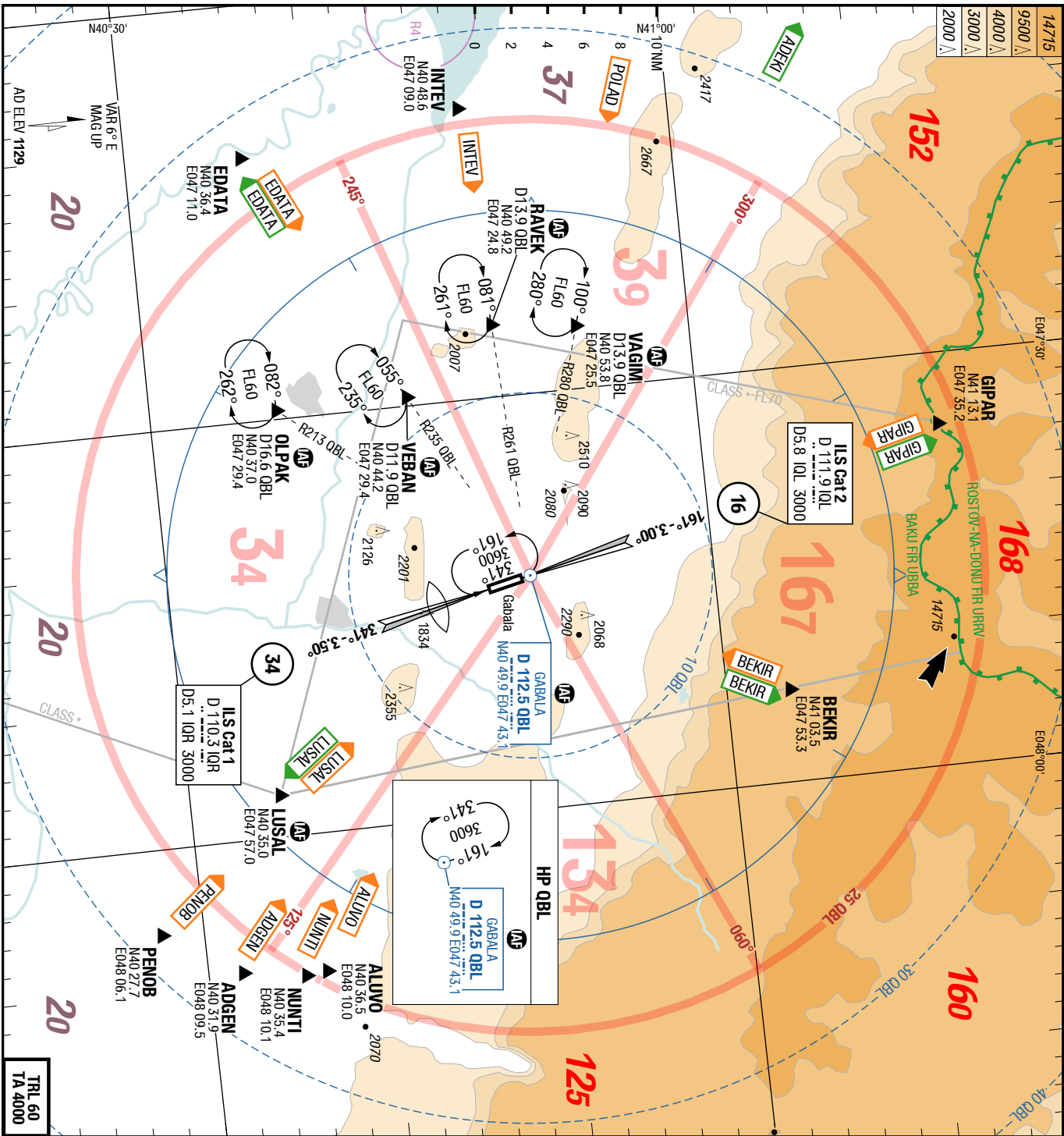
AGC  
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Gabala Azerbaijan

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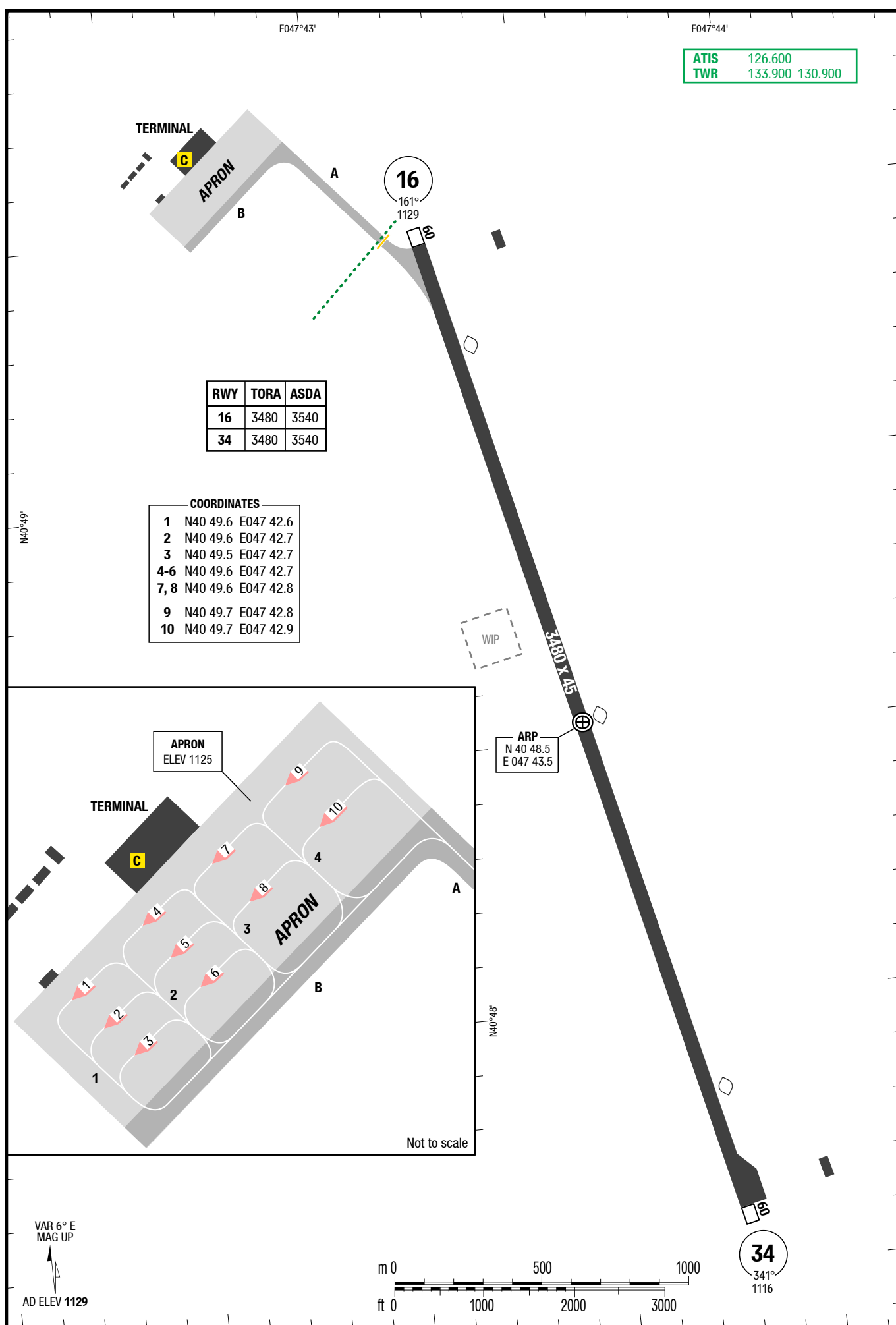
ATIS 126,600  
ACC 129,000 Sector West 322°-326°  
TWR 133,900  
TWR 130,900

Landing RWY system:

16  
HL-P2 1129 / 41hPa TDZ ---% -0.1%  
3.0°  
3480 x 45  
60 HL  
30 HL

60 HL  
30 HL  
45 x 3480  
3.5°  
TDZ ---% 1116 / 40hPa  
HL-P2 34

Changes: OBST



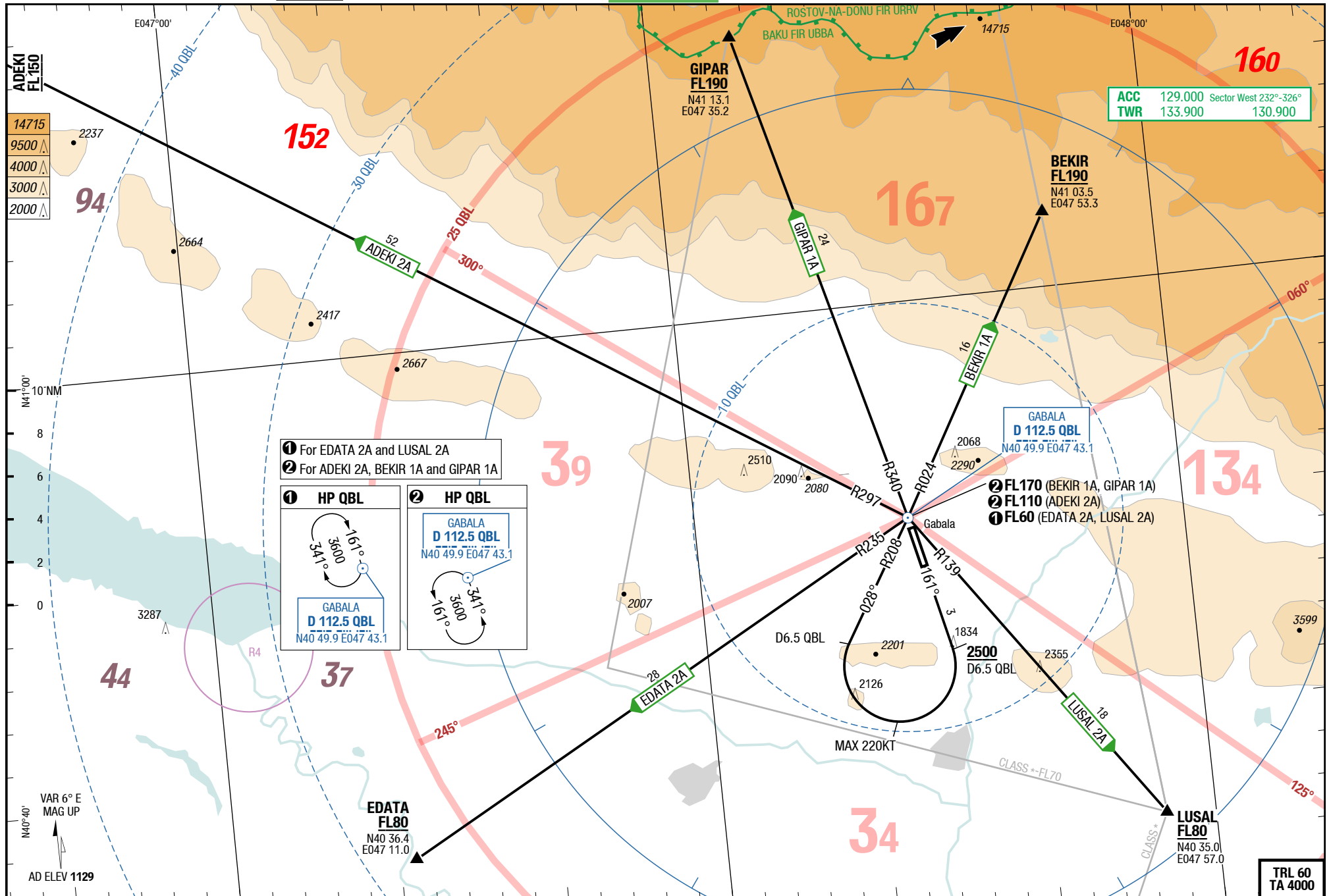
## GBB-UBBQ

## SIDs RWY 16

SID

## SIDs RWY 16

SID



Changes: OBST

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31-DEC-2015  
GBB-UBBQ

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SIDs RWY 34

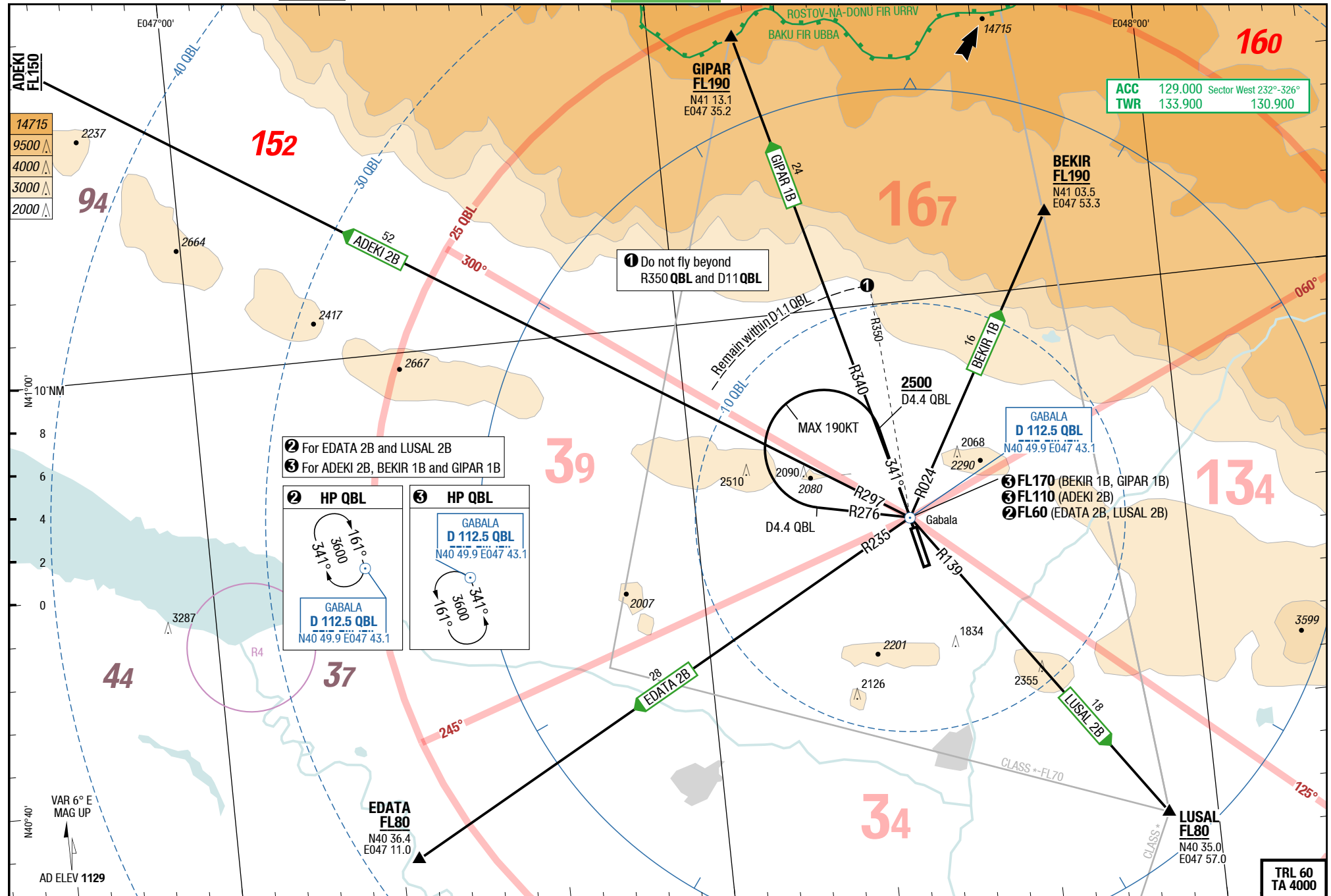
SID

SID

Gabala Azerbaijan

SIDs RWY 34

4-20



Changes: OBST

## ADEKI 2A / BEKIR 1A / EDATA 2A / GIPAR 1A / LUSAL 2A

RWY 16 (161°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>ADEKI 2A</b> 3.7% <b>133.900</b>	at D6.5 <b>QBL RT</b> (MAX 220KT) direct <b>QBL</b> - climb in <b>QBL</b> HLDG (341° inbound, <b>LT</b> ) to <b>FL110</b> - <b>LT</b> intercept R297 to ADEKI	D6.5 MNM <b>2500</b> <b>QBL MNM 3600</b> ADEKI MNM <b>FL150</b>
<b>BEKIR 1A</b> 3.7% <b>133.900</b>	at D6.5 <b>QBL RT</b> (MAX 220KT) direct <b>QBL</b> - climb in <b>QBL</b> HLDG (341° inbound, <b>LT</b> ) to <b>FL170</b> - <b>RT</b> intercept R024 to BEKIR	D6.5 MNM <b>2500</b> <b>QBL MNM 3600</b> BEKIR MNM <b>FL190</b>
<b>EDATA 2A</b> 3.7% <b>133.900</b>	at D6.5 <b>QBL RT</b> (MAX 220KT) direct <b>QBL</b> - climb in <b>QBL</b> HLDG (161° inbound, <b>RT</b> ) to <b>FL60</b> - <b>RT</b> intercept R235 to EDATA	D6.5 MNM <b>2500</b> <b>QBL MNM 3600</b> EDATA MNM <b>FL80</b>
<b>GIPAR 1A</b> 3.7% <b>133.900</b>	at D6.5 <b>QBL RT</b> (MAX 220KT) direct <b>QBL</b> - climb in <b>QBL</b> HLDG (341° inbound, <b>LT</b> ) to <b>FL170</b> - <b>LT</b> intercept R340 to GIPAR	D6.5 MNM <b>2500</b> <b>QBL MNM 3600</b> GIPAR MNM <b>FL190</b>
<b>LUSAL 2A</b> 3.7% <b>133.900</b>	at D6.5 <b>QBL RT</b> (MAX 220KT) direct <b>QBL</b> - climb in <b>QBL</b> HLDG (161° inbound, <b>RT</b> ) to <b>FL60</b> - <b>LT</b> intercept R139 to LUSAL	D6.5 MNM <b>2500</b> <b>QBL MNM 3600</b> LUSAL MNM <b>FL80</b>

**ADEKI 2B / BEKIR 1B / EDATA 2B / GIPAR 1B / LUSAL 2B**

RWY 34 (341°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>ADEKI 2B</b> 3.5% <b>133.900</b>	at D4.4 <b>QBL LT</b> (MAX 190KT) direct <b>QBL</b> - climb in <b>QBL</b> HLDG (341° inbound, <b>LT</b> ) to <b>FL110</b> - <b>LT</b> intercept R297 to ADEKI	D4.4 MNM <b>2500</b> <b>QBL MNM 3600</b> ADEKI MNM <b>FL150</b>
<b>BEKIR 1B</b> 3.5% <b>133.900</b>	at D4.4 <b>QBL LT</b> (MAX 190KT) direct <b>QBL</b> - climb in <b>QBL</b> HLDG (341° inbound, <b>LT</b> ) to <b>FL170</b> - <b>RT</b> intercept R024 to BEKIR	D4.4 MNM <b>2500</b> <b>QBL MNM 3600</b> BEKIR MNM <b>FL190</b>
<b>EDATA 2B</b> 3.5% <b>133.900</b>	at D4.4 <b>QBL LT</b> (MAX 190KT) direct <b>QBL</b> - climb in <b>QBL</b> HLDG (161° inbound, <b>RT</b> ) to <b>FL60</b> - <b>RT</b> intercept R235 to EDATA	D4.4 MNM <b>2500</b> <b>QBL MNM 3600</b> EDATA MNM <b>FL80</b>
<b>GIPAR 1B</b> 3.5% <b>133.900</b>	at D4.4 <b>QBL LT</b> (MAX 190KT) direct <b>QBL</b> - climb in <b>QBL</b> HLDG (341° inbound, <b>LT</b> ) to <b>FL170</b> - <b>LT</b> intercept R340 to GIPAR	D4.4 MNM <b>2500</b> <b>QBL MNM 3600</b> GIPAR MNM <b>FL190</b>
<b>LUSAL 2B</b> 3.5% <b>133.900</b>	at D4.4 <b>QBL LT</b> (MAX 190KT) direct <b>QBL</b> - climb in <b>QBL</b> HLDG (161° inbound, <b>RT</b> ) to <b>FL60</b> - <b>LT</b> intercept R139 to LUSAL	D4.4 MNM <b>2500</b> <b>QBL MNM 3600</b> LUSAL MNM <b>FL80</b>

Effective 07-JAN-2016

31-DEC-2015

GBB-UBBQ

6-10

Azerbaijan Gabala

NIL

STARs

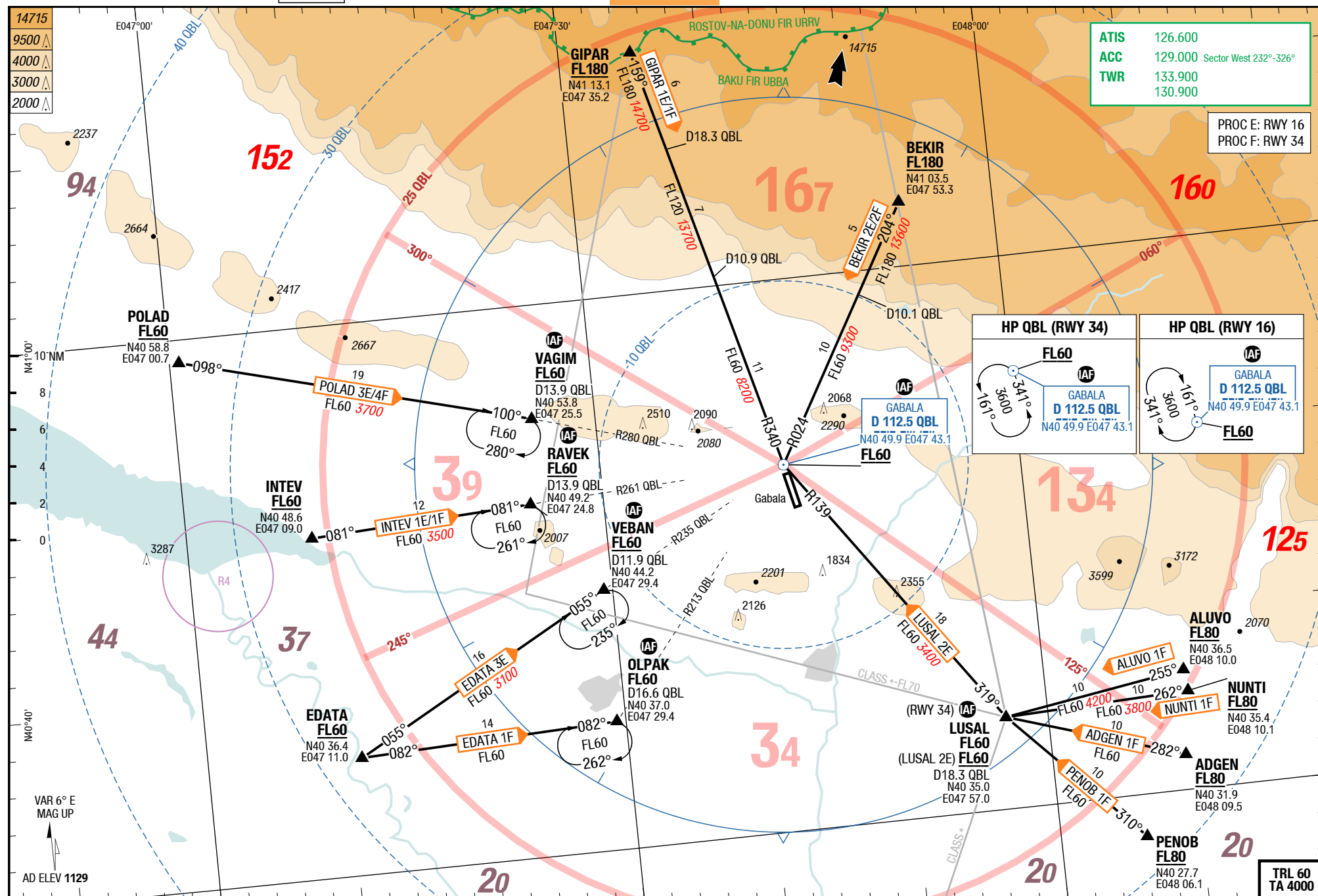
STAR

STAR

Gabala Azerbaijan

NIL

STARs



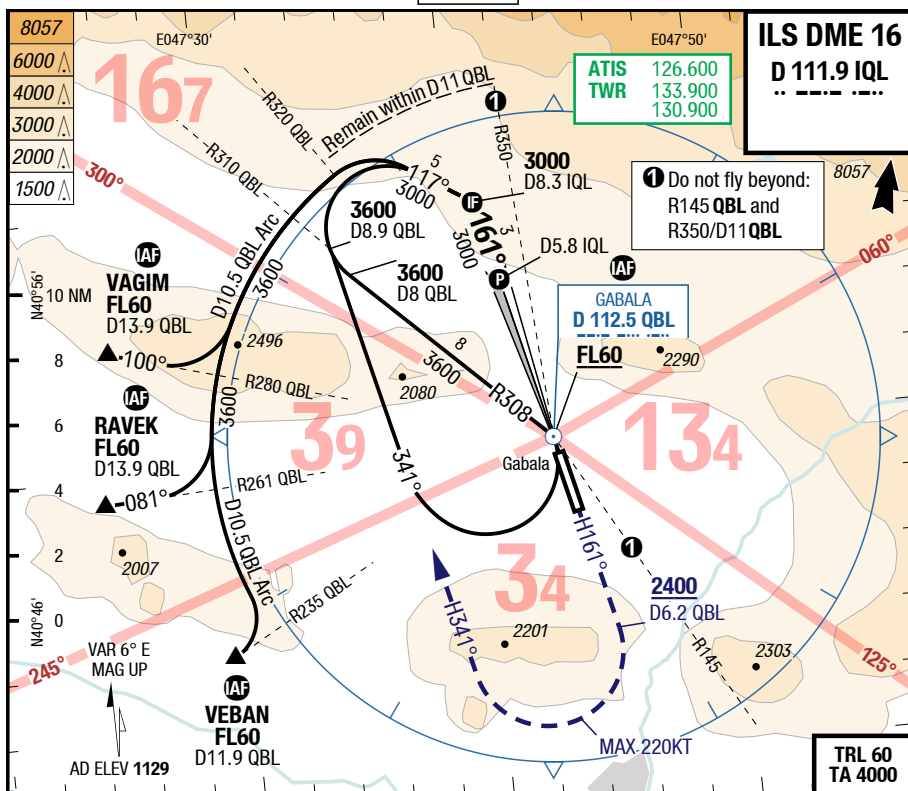
Changes: PROC renumbered, OBST



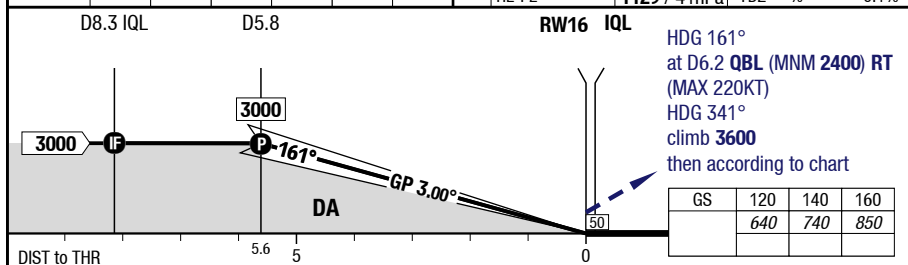
## GBB-UBBQ

**7-10**

## ILS DME 16

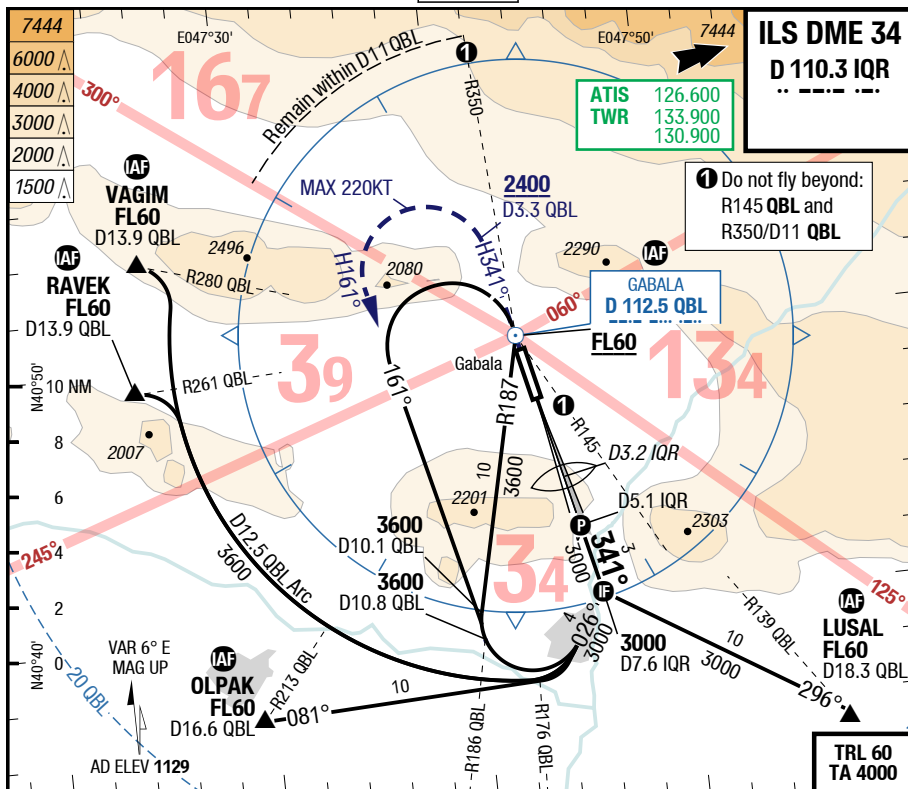


D IQL	5.8	5	4	3	2	1	
	3000	2750	2420	2090	1770	1450	



<b>16</b>		<b>Cat 2 DME</b> GA 4.0%	<b>Cat 1 DME</b> GA 4.0% <sup>1)</sup>	<b>LOC</b>		<b>Circling</b>
C	ft - m/km ft	100 - 300R <b>98 RA</b>	200 - 550 <b>1330</b>	Not authorized		870 - 2.4V <b>1990</b>
D	ft - m/km ft	100 - 300R <b>98 RA 2)</b>	200 - 550 <b>1330</b>	Not authorized		1460 - 3.6V <b>2580</b>

1) With EVS 350m, wo EVS use STD  
2) If not conducting autoland RVR 350m required



60 HL  
30 HL  
45 x 3480  
+0.1% TDZ ---% 1116 / 40hPa  
HL-P2

IQR RW34

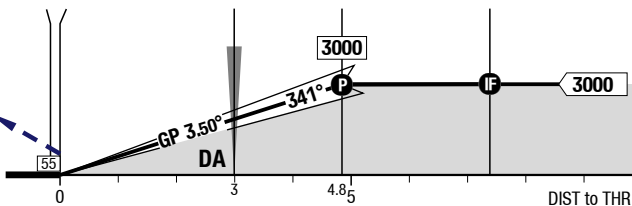
D3.2

D5.1

D7.6 IQR

HDG 341°  
at D3.3 QBL (MNM 2400) LT  
(MAX 220KT)  
HDG 161°  
climb 3600  
then according to chart

GS	120	140	160
	740	870	990

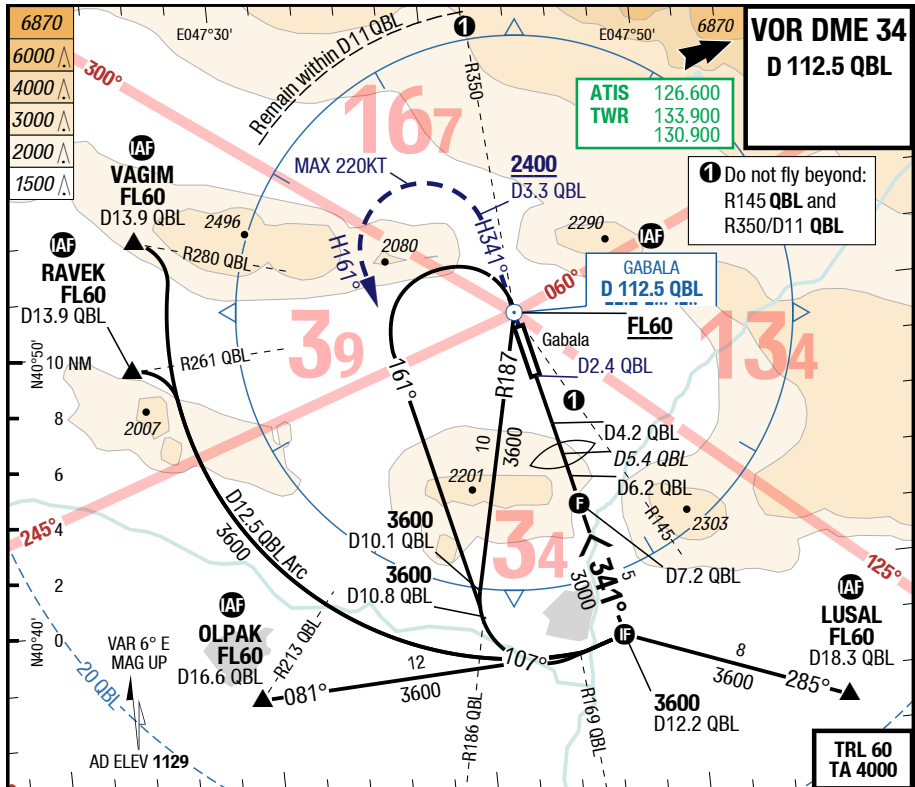


34	Cat 1 DME GA 4.0%	LOC				Circling
C	ft - m/km ft	200 - 550 1320	Not authorized			870 - 2.4V 1990
D	ft - m/km ft	200 - 550 1320	Not authorized			1460 - 3.6V 2580

## GBB-UBBQ

7-30

VOR DME 34



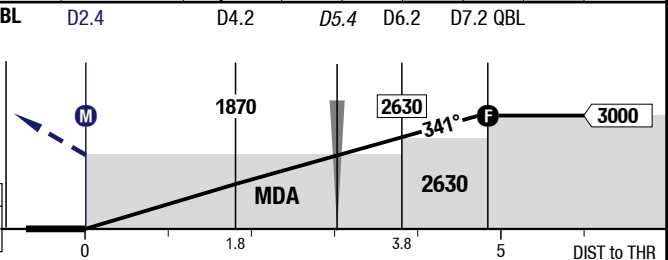
60 HL  
30 HL  
45 x 3480  
3.5°  
+0.1% TDZ ---%  
1116 / 40hPa  
HL-P2

34

6	7	7.2					3.62° D QBL
2570	2960	3000					

**HDG 341°**  
at D3.3 QBL (MNM 2400) LT  
(MAX 220KT)  
**HDG 161°**  
climb **3600**  
then according to chart

GS	120	140	160
D6.2 QBL	770	900	1030
-MAPt	1:54	1:38	1:26



34	VOR DME					Circling
C	ft - m/km ft	1240 - 5.0 2350				1240 - 5.0V 2370
D	ft - m/km ft	1240 - 5.0 2350				1460 - 5.0V 2580