

## GENERAL

## Operational Hours

ATS Hours: H24

AD ADMIN Hours: MON-FRI 0500-1400, SAT/SUN/HOL 0600-1100

## Airport Information

RFF: CAT 7

PCN: RWY 14L/32R: 40/F/B/X/T

RWY 14R/32L: 150/R/A/W/T

## Operation

## Taxi/Parking

Follow-me AVBL O/R.

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

## DEPARTURE

## Take-off Minima

RWY		14R/32L
All ACFT	ft - m/km	0 - 400R/400V
RWY		14L/32R
All ACFT	ft - m/km	0 - 400V

## De-icing

AVBL H24.

**Effective 10-DEC-2015**

03-DEC-2015

# NAJ-UBBN

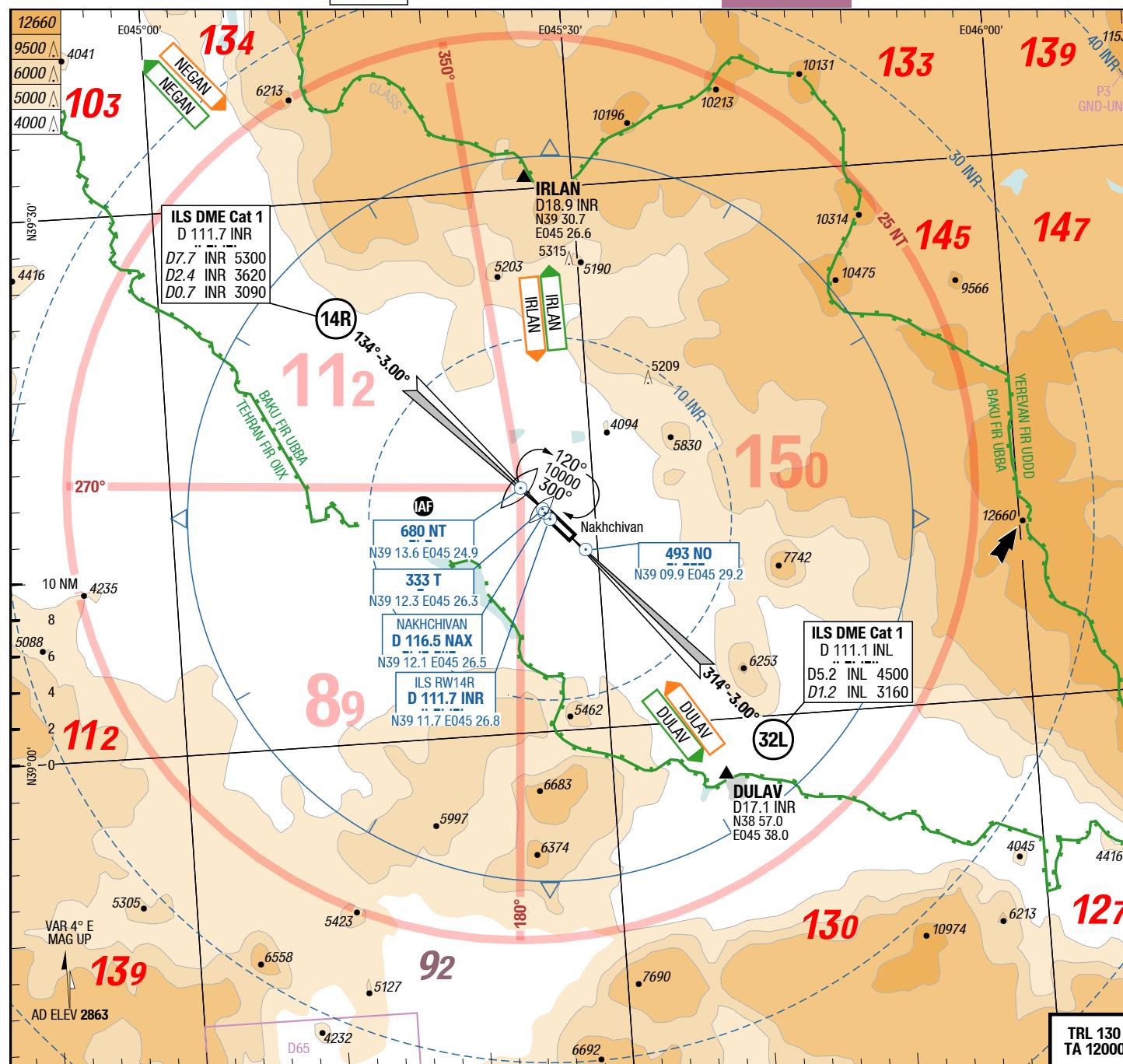
## Azerbaijan Nakhchivan

AGC  
AFC

## **Nakhchivan Azerbaijan**

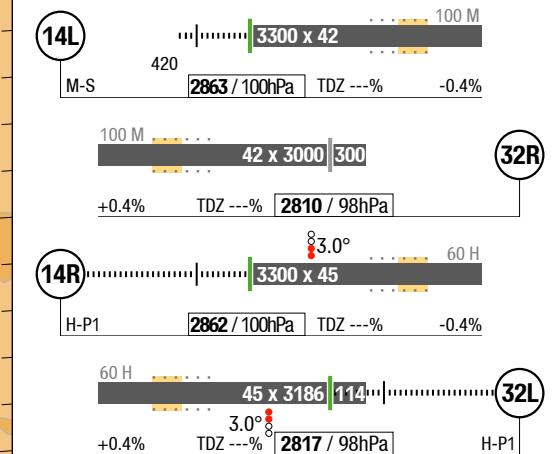
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2-10



**ATIS** 127.500  
127.900  
**APP** 118.200  
**TWR** 118.200  
127.900

### Landing RWY system:



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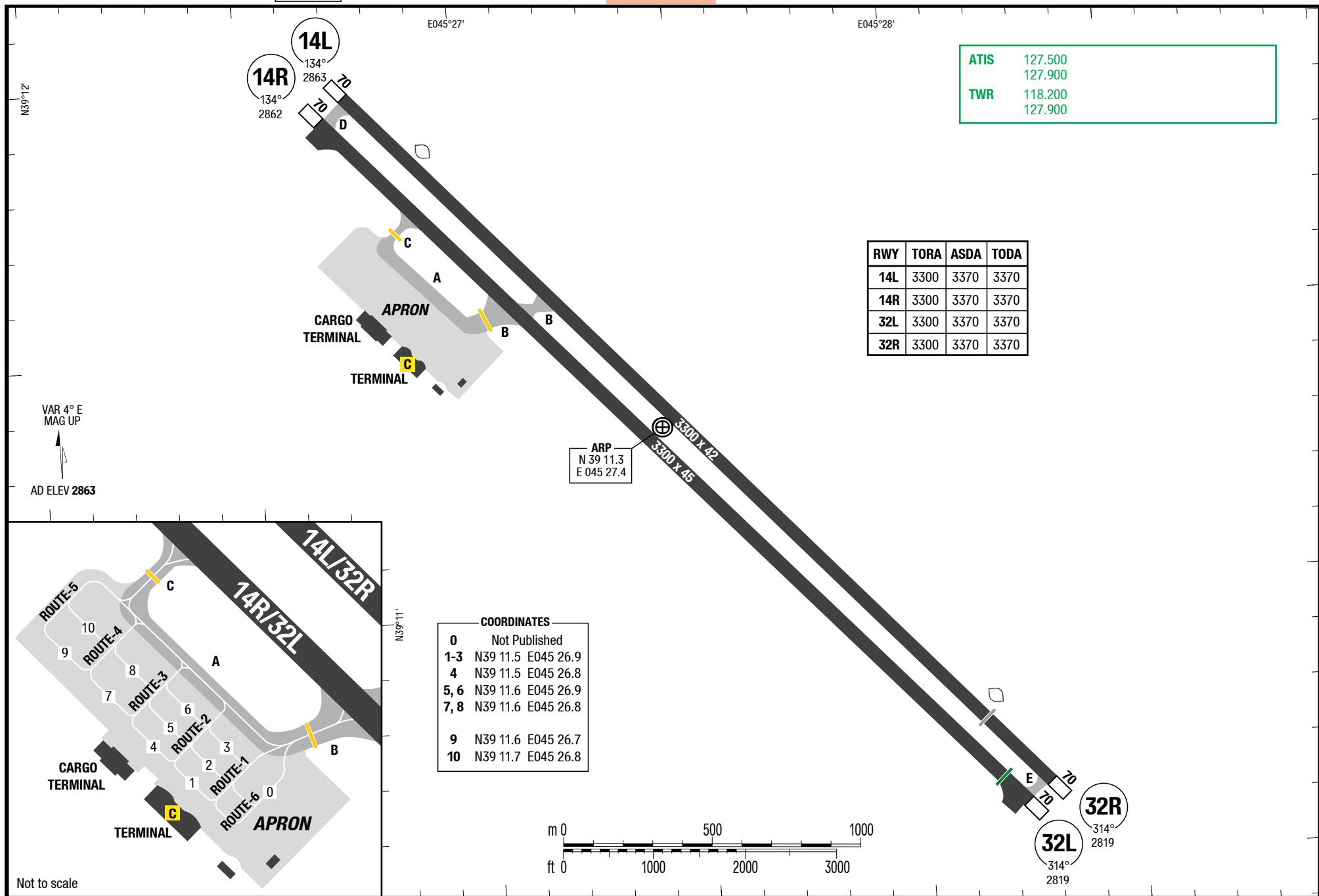
Azerbaijan Nakhchivan

AGC

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AGC

3-20



Changes: FREQ, Declared distances, COORD

**Effective 10-DEC-2015**

03-DEC-2015

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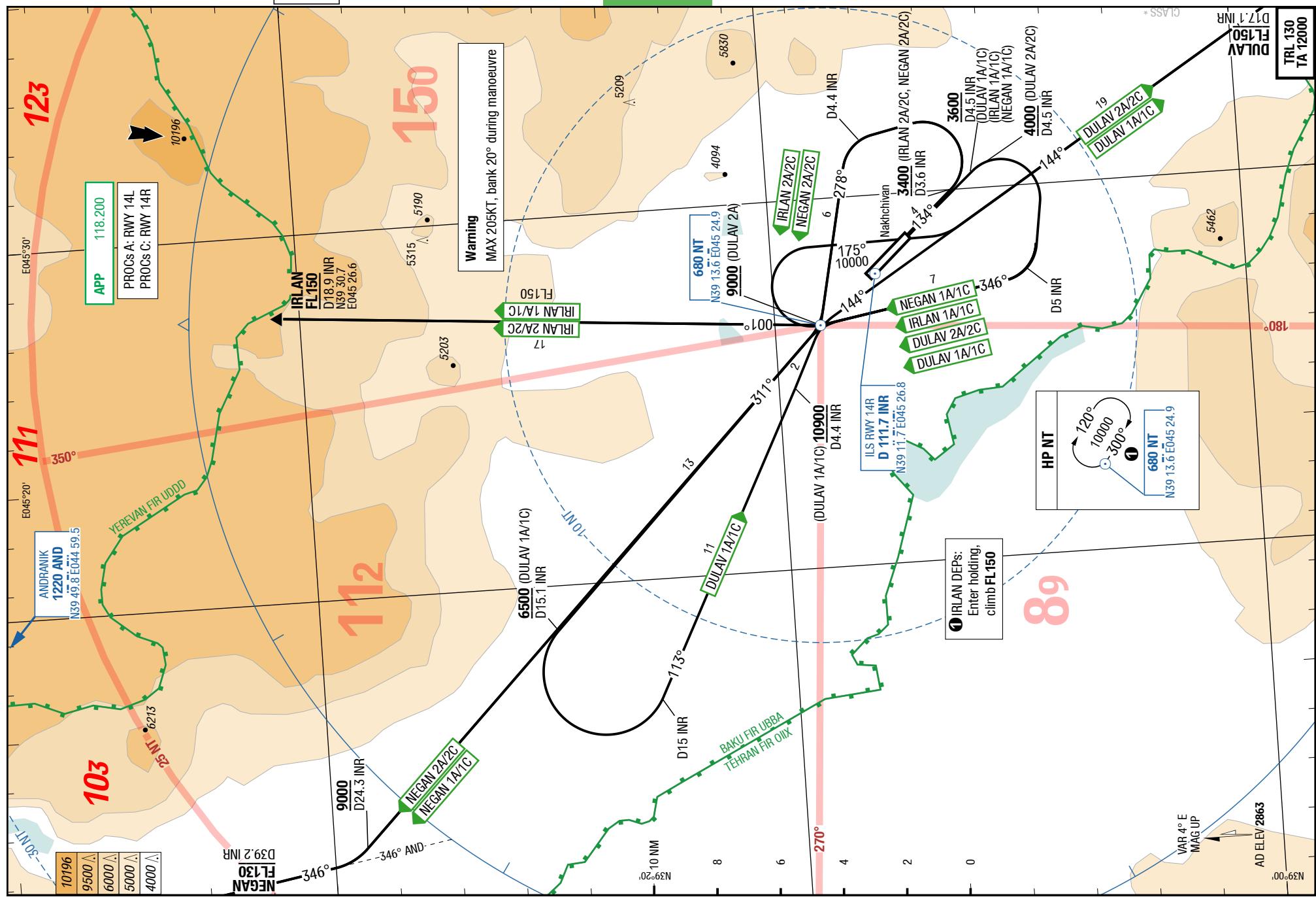
4-10

## Azerbaijan **Nakhchivan**

**SIDs RWYs 32L/R**

## **Nakhchivan Azerbaijan**

SIDs RWYs 32L/R



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Azerbaijan Nakhchivan

SIDs RWYs 32L/R

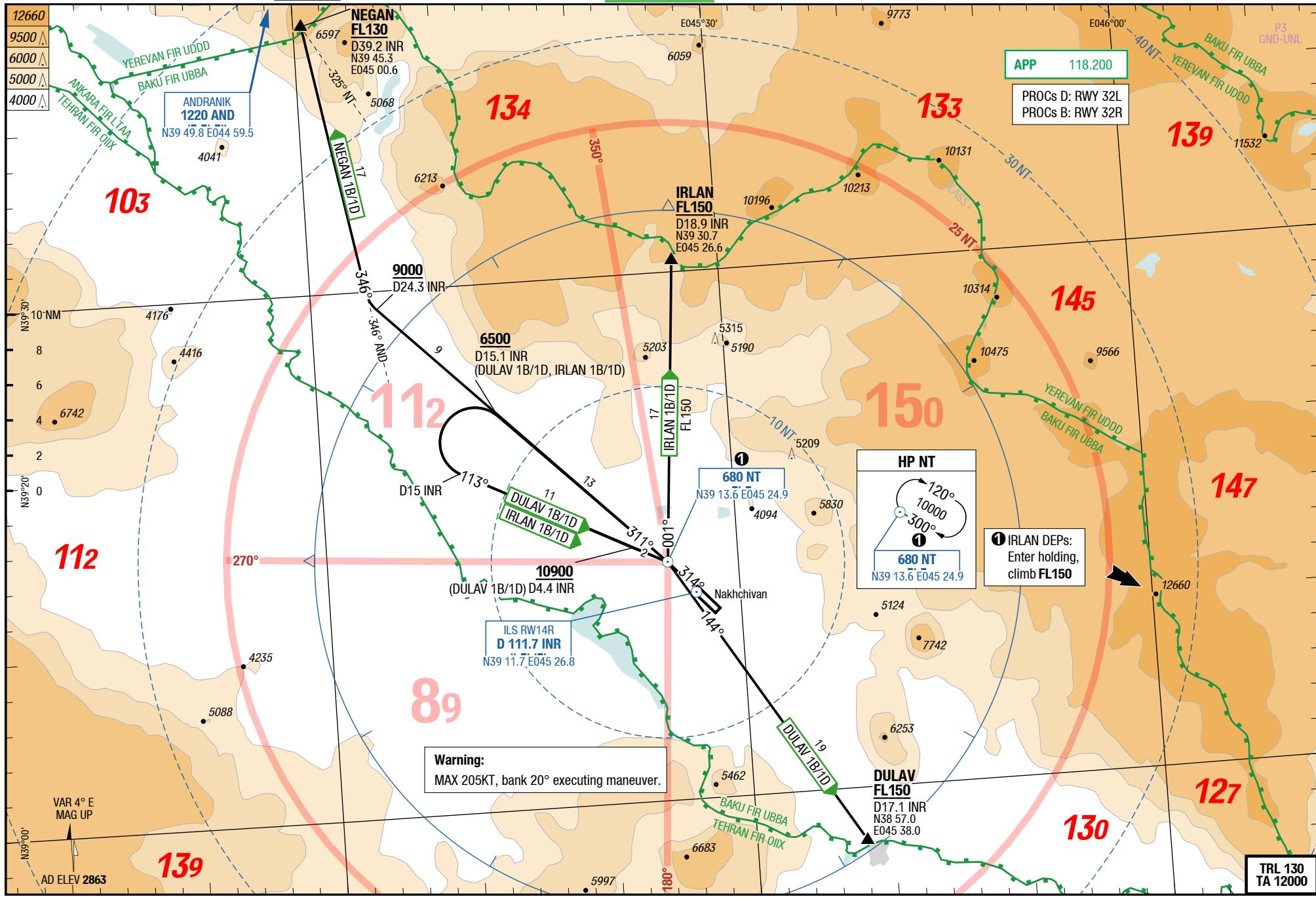
Nakhchivan Azerbaijan

SIDs RWYs 32L/R

4-20

SID

SID



## NAJ-UBBN

5-10

SIDs RWYs 14L/R

**DULAV 1A / DULAV 2A / IRLAN 1A / IRLAN 2A / NEGAN 1A / NEGAN 2A / DULAV 1C / DULAV 2C**

RWYs 14L/R (134°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 14L</b>		
<b>DULAV 1A</b> 118.200 ①②③	at D4.5 <b>INR RT</b> intercept QDM 346 <b>NT</b> to <b>NT</b> - QDR 311 <b>NT</b> - at D15.1 <b>INR LT</b> intercept QDM 113 <b>NT</b> - at D4.4 <b>INR RT</b> intercept QDR 144 <b>NT</b> to DULAV	D4.5 <b>INR MNM 3600</b> D15.1 <b>INR MNM 6500</b> D4.4 <b>INR MNM 10900</b> DULAV <b>MNM FL150</b>
<b>DULAV 2A</b> 7.0% 118.200 ①	at D4.5 <b>INR RT</b> intercept QDM 346 <b>NT</b> to <b>NT</b> - at <b>NT RT</b> 175 to intercept QDR 144 <b>NT</b> to DULAV	D4.5 <b>INR MNM 4000</b> <b>NT MNM 9000</b> DULAV <b>MNM FL150</b>
<b>IRLAN 1A</b> 118.200 ①	at D4.5 <b>INR RT</b> intercept QDM 346 <b>NT</b> to <b>NT</b> - enter holding, climb <b>FL150</b> - QDR 001 <b>NT</b> to IRLAN	D4.5 <b>INR MNM 3600</b> IRLAN <b>MNM FL150</b>
<b>IRLAN 2A</b> 118.200 ①	at D3.6 <b>INR LT</b> intercept QDM 278 <b>NT</b> to <b>NT</b> - enter holding, climb <b>FL150</b> - QDR 001 <b>NT</b> to IRLAN	D3.6 <b>INR MNM 3400</b> IRLAN <b>MNM FL150</b>
<b>NEGAN 1A</b> 118.200 ①	at D4.5 <b>INR RT</b> intercept QDM 346 <b>NT</b> to <b>NT</b> - QDR 311 <b>NT</b> - at D24.3 <b>INR RT</b> intercept QDM 346 <b>AND</b> to NEGAN	D4.5 <b>INR MNM 3600</b> D24.3 <b>INR MNM 9000</b> NEGAN <b>MNM FL130</b>
<b>NEGAN 2A</b> 4.1% to 6000 118.200 ①③	at D3.6 <b>INR LT</b> intercept QDM 278 <b>NT</b> to <b>NT</b> - QDR 311 <b>NT</b> - at D24.3 <b>INR RT</b> intercept QDM 346 <b>AND</b> to NEGAN	D3.6 <b>INR MNM 3400</b> D24.3 <b>INR MNM 9000</b> NEGAN <b>MNM FL130</b>
<b>Runway 14R</b>		
<b>DULAV 1C</b> 118.200 ①②	at D4.5 <b>INR RT</b> intercept QDM 346 <b>NT</b> to <b>NT</b> - QDR 311 <b>NT</b> - at D15.1 <b>INR LT</b> intercept QDM 113 <b>NT</b> - at D4.4 <b>INR RT</b> intercept QDR 144 <b>NT</b> to DULAV	D4.5 <b>INR MNM 3600</b> D15.1 <b>INR MNM 6500</b> D4.4 <b>INR MNM 10900</b> DULAV <b>MNM FL150</b>
<b>DULAV 2C</b> 7.0% 118.200 ①	at D4.5 <b>INR RT</b> intercept QDM 346 <b>NT</b> to <b>NT</b> - at <b>NT RT</b> 175 to intercept QDR 144 <b>NT</b> to DULAV	D4.5 <b>INR MNM 4000</b> <b>NT MNM 9000</b> DULAV <b>MNM FL150</b>

① MAX 205KT, bank 20° executing manoeuvre.

② If unable to reach 10900ft at D4.4 INR, enter NT holding and climb 10900ft.

③ If unable to maintain climb gradient, request NEGAN 1A/1C.

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5-20

SIDs RWYs 14L/R

IRLAN 1C / IRLAN 2C / NEGAN 1C / NEGAN 2C

RWY 14R (134°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14R	
<b>IRLAN 1C</b> <b>118.200</b> ①	at D4.5 <b>INR RT</b> intercept QDM 346 <b>NT</b> to <b>NT</b> - enter holding, climb <b>FL150</b> - QDR 001 <b>NT</b> to IRLAN	D4.5 <b>INR MNM 3600</b> IRLAN MNM <b>FL150</b>
<b>IRLAN 2C</b> <b>118.200</b> ①	at D3.6 <b>INR LT</b> intercept QDM 278 <b>NT</b> to <b>NT</b> - enter holding, climb <b>FL150</b> - QDR 001 <b>NT</b> to IRLAN	D3.6 <b>INR MNM 3400</b> IRLAN MNM <b>FL150</b>
<b>NEGAN 1C</b> <b>118.200</b> ①	at D4.5 <b>INR RT</b> intercept QDM 346 <b>NT</b> to <b>NT</b> - QDR 311 <b>NT</b> - at D24.3 <b>INR RT</b> intercept QDM 346 <b>AND</b> to NEGAN	D4.5 <b>INR MNM 3600</b> D24.3 <b>INR MNM 9000</b> NEGAN MNM <b>FL130</b>
<b>NEGAN 2C</b> 4.1% to 6000 <b>118.200</b> ①②	at D3.6 <b>INR LT</b> intercept QDM 278 <b>NT</b> to <b>NT</b> - QDR 311 <b>NT</b> - at D24.3 <b>INR RT</b> intercept QDM 346 <b>AND</b> to NEGAN	D3.6 <b>INR MNM 3400</b> D24.3 <b>INR MNM 9000</b> NEGAN MNM <b>FL130</b>

① MAX 205KT, bank 20° executing manoeuvre.

② If unable to maintain climb gradient, request NEGAN 1A/1C.

DULAV 1D / IRLAN 1D / NEGAN 1D / DULAV 1B / IRLAN 1B / NEGAN 1B

RWYs 32L/R (314°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 32L</b>		
<b>DULAV 1D</b> <b>118.200</b> ①②	direct <b>NT</b> - QDR 311 <b>NT</b> - D15.1 <b>INR LT</b> intercept QDM 113 <b>NT</b> - at D4.4 <b>INR RT</b> intercept QDR 144 <b>NT</b> to DULAV	D15.1 <b>INR MNM 6500</b> D4.4 <b>INR MNM 10900</b> DULAV MNM <b>FL150</b>
<b>IRLAN 1D</b> <b>118.200</b> ①	direct <b>NT</b> - QDR 311 <b>NT</b> - D15.1 <b>INR LT</b> intercept QDM 113 <b>NT</b> to <b>NT</b> - enter holding, climb <b>FL150</b> - QDR 001 <b>NT</b> to IRLAN	D15.1 <b>INR MNM 6500</b> IRLAN MNM <b>FL150</b>
<b>NEGAN 1D</b> <b>118.200</b> ①	direct <b>NT</b> - QDR 311 <b>NT</b> - at D24.3 <b>INR RT</b> intercept QDM 346 <b>AND</b> to NEGAN	D24.3 <b>INR MNM 9000</b> NEGAN MNM <b>FL130</b>
<b>Runway 32R</b>		
<b>DULAV 1B</b> <b>118.200</b> ①②	direct <b>NT</b> - QDR 311 <b>NT</b> - D15.1 <b>INR LT</b> intercept QDM 113 <b>NT</b> - at D4.4 <b>INR RT</b> intercept QDR 144 <b>NT</b> to DULAV	D15.1 <b>INR MNM 6500</b> D4.4 <b>INR MNM 10900</b> DULAV MNM <b>FL150</b>
<b>IRLAN 1B</b> <b>118.200</b> ①	direct <b>NT</b> - QDR 311 <b>NT</b> - D15.1 <b>INR LT</b> intercept QDM 113 <b>NT</b> to <b>NT</b> - enter holding, climb <b>FL150</b> - QDR 001 <b>NT</b> to IRLAN	D15.1 <b>INR MNM 6500</b> IRLAN MNM <b>FL150</b>
<b>NEGAN 1B</b> <b>118.200</b> ①	direct <b>NT</b> - QDR 311 <b>NT</b> - at D24.3 <b>INR RT</b> intercept QDM 346 <b>AND</b> to NEGAN	D24.3 <b>INR MNM 9000</b> NEGAN MNM <b>FL130</b>

① MAX 205KT, bank 20° executing manoeuvre.

② If unable to reach 10900ft at D4.4 INR, enter NT holding and climb 10900ft.

Effective 10-DEC-2015

03-DEC-2015

## NAJ-UBBN

## Azerbaijan **Nakhchivan**

## **Nakhchivan Azerbaijan**

STARS  
NIL

SIAR

**Nak  
NIL  
STA**

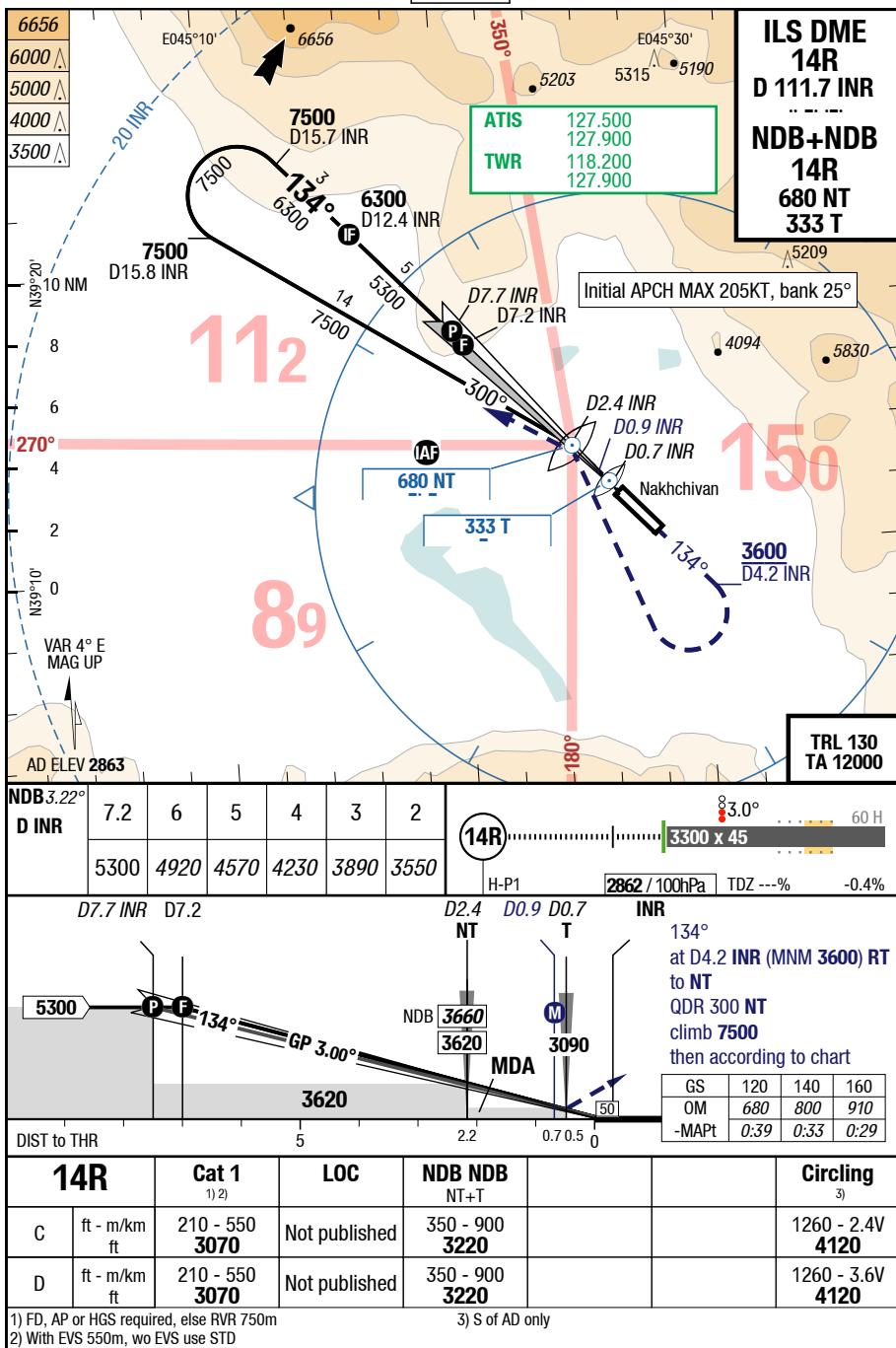
5-10

## Changes: FREQ, OBST

## NAJ-UBBN

7-10

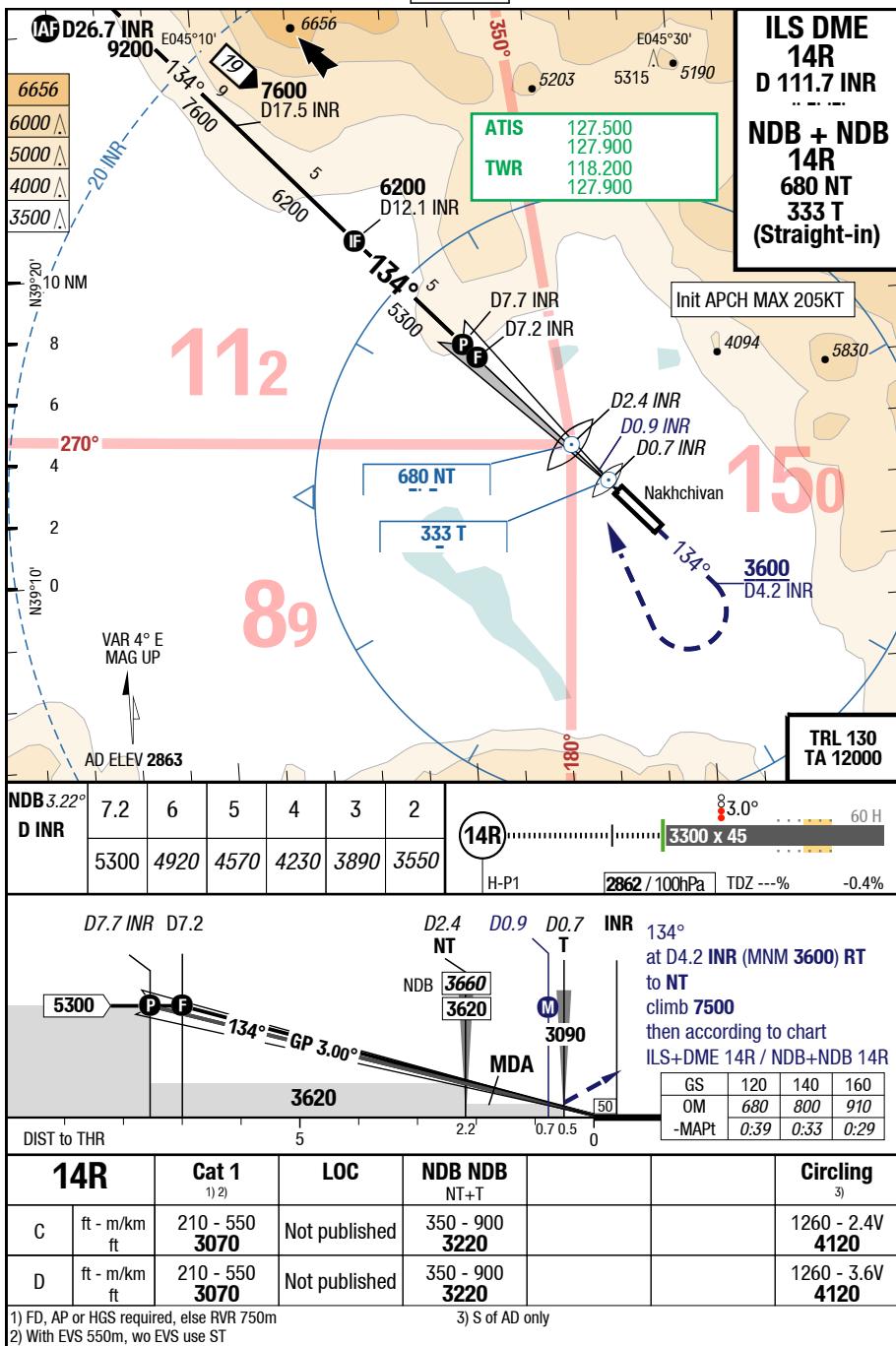
ILS DME 14R / NDB + NDB 14R



## NAJ-UBBN

7-20

ILS DME /NDB+NDB 14R (Straight-in)



## NAJ-UBBN

7-30

ILS DME 32L

