GENERAL

Operational Hours

ATS Hours: H24

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

Airport Information

RFF: CAT 8
Fuel: TS-1 (equivalent Jet A-1)
PCN: RWY 16/34, 17/35: 150/F/A/W/T

Operation

Traffic Notes
Surface Movement Guidance and Control System (SMGCS): This system consists of the provisions for guidance, control or regulation, to safe OPS of ACFT, GND vehicle and personnel on the AD during LVP.

Transponder Mode S
Select assigned transponder Mode A and activate S, set to AUTO if technically AVBL;
- from push-back or taxi whichever comes earlier
- after LDG, continously until fully parked on stand

Select ACFT identification feature if AVBL, before activating transponder.

ACAS shall not be selected before receiving CLR to line-up. It should be deselected after vacating the RWY.

ACFT taxiing without FPL shall select Mode A code 2000.

Low Visibility Procedure
The preparation phase will be implemented when VIS below 1000m and/or ceiling is at or below 300ft and CAT II/III OPS are expected.
The OPS phase will be recommenced when RVR falls to 600m and ceiling is at or below 200ft.

RWY exits for RWY 17/35 are equipped with green/yellow coded TWY CLL. On TWYs wich are not equipped with TWY CLL will be led by Follow-me.

DEP ACFT ACFT are required to use the following CAT II/III holding point:
- RWY 17 on TWY A, B or C.
- RWY 35 on TWY A, B or H.
- RWY 16 on TWY L.
- RWY 34 on TWY E or J.

GND Movement Restrictions:
Taxiing is restricted to TWY A, B and C, equipped with CLL. On receiving taxi CLR ACFT must only proceed when a green CL path is illuminated.

Only one ACFT allowed on movement area.

Low VIS TKOF:
Pilots wishing to conduct a guided TKOF must inform ATC on start-up.

Taxiing on APN with marshaller only.

RWY Restriction
ACFT shall not enter or cross the RWY without CLR from TWR.

GENERAL

Taxi/Parking

REQ CLR for push-back/towing from "Baku Ground" when actually ready.

Taxiing into stands by follow-me only.

Follow-me always AVBL O/R from "Baku Ground".

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

Warnings

Do not mistake well lighted road between RWY 34 and RWY 35 for RWY.

Flights over City of BAKU prohibited.

Main TWY A from TWY C to the THR of RWY 17 lighting SYS is not AVBL.

ARRIVAL

Arrival Procedure

Point Merge System (PMS)

RWY 34, 35: The point merge system is in use, see Lido/RouteManual General Part NAV chapter.

Reverse: RWY 17/35 between 1800-0200 use idle reverse only.

DEPARTURE

Take-off Minima

RWY		16/34, 17/35	
All ACFT	ft - m/km	0 - 75R	-

Departure Procedure

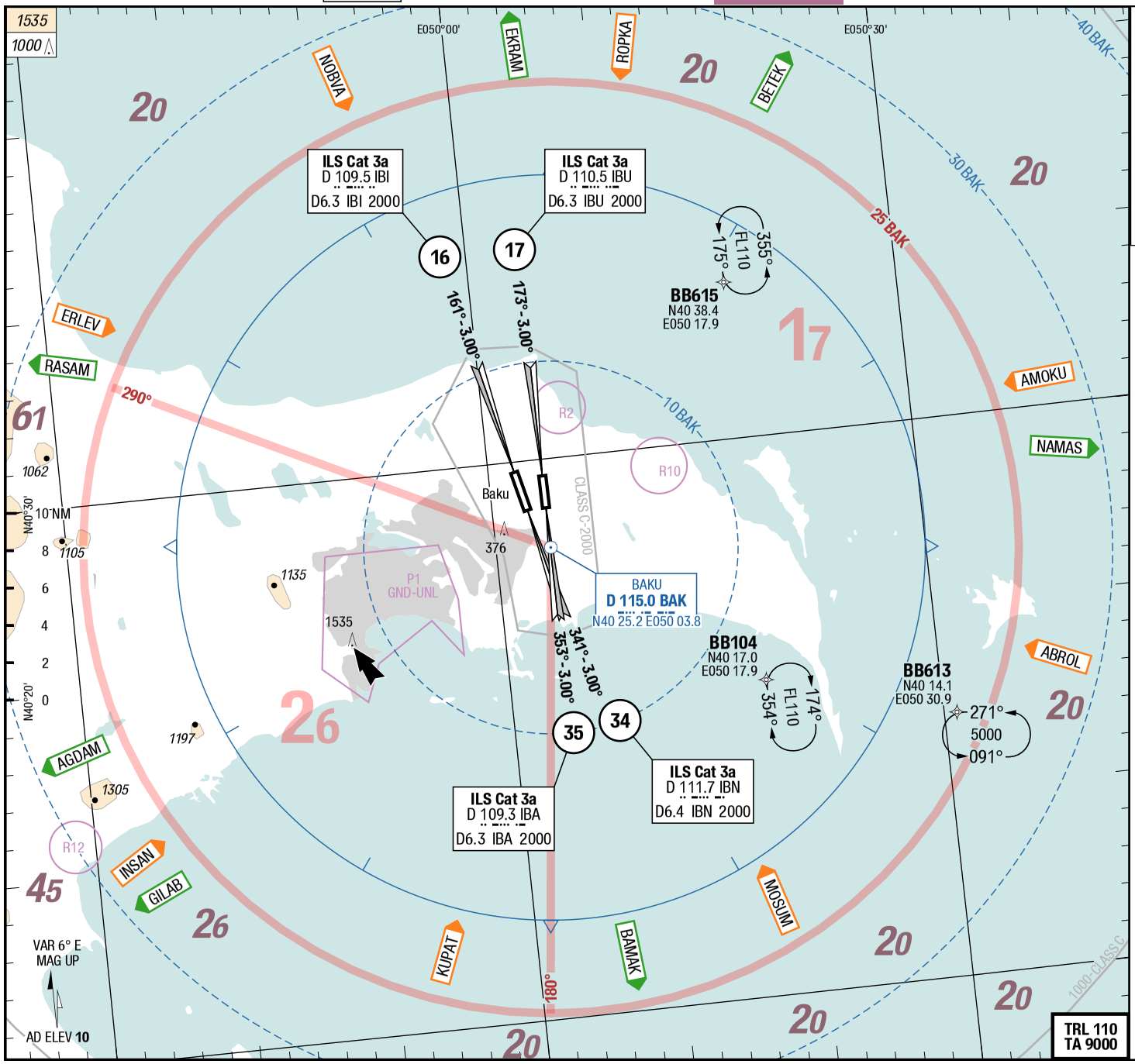
Start-up

Contact DLV 10min prior to start-up for ATC CLR.

ENG start-up should be requested before, during or after push-back/towing by GND, report PSN, QNH and ATIS.

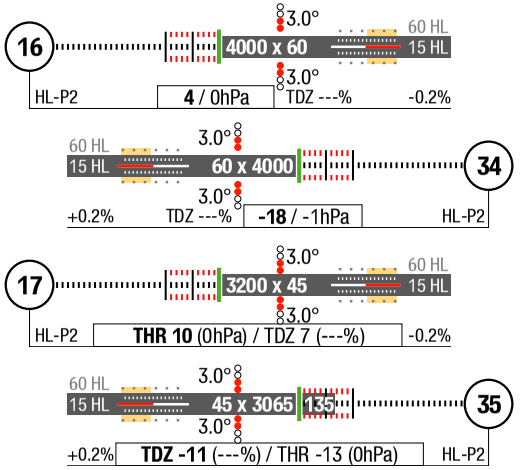
De-Icing

AVBL

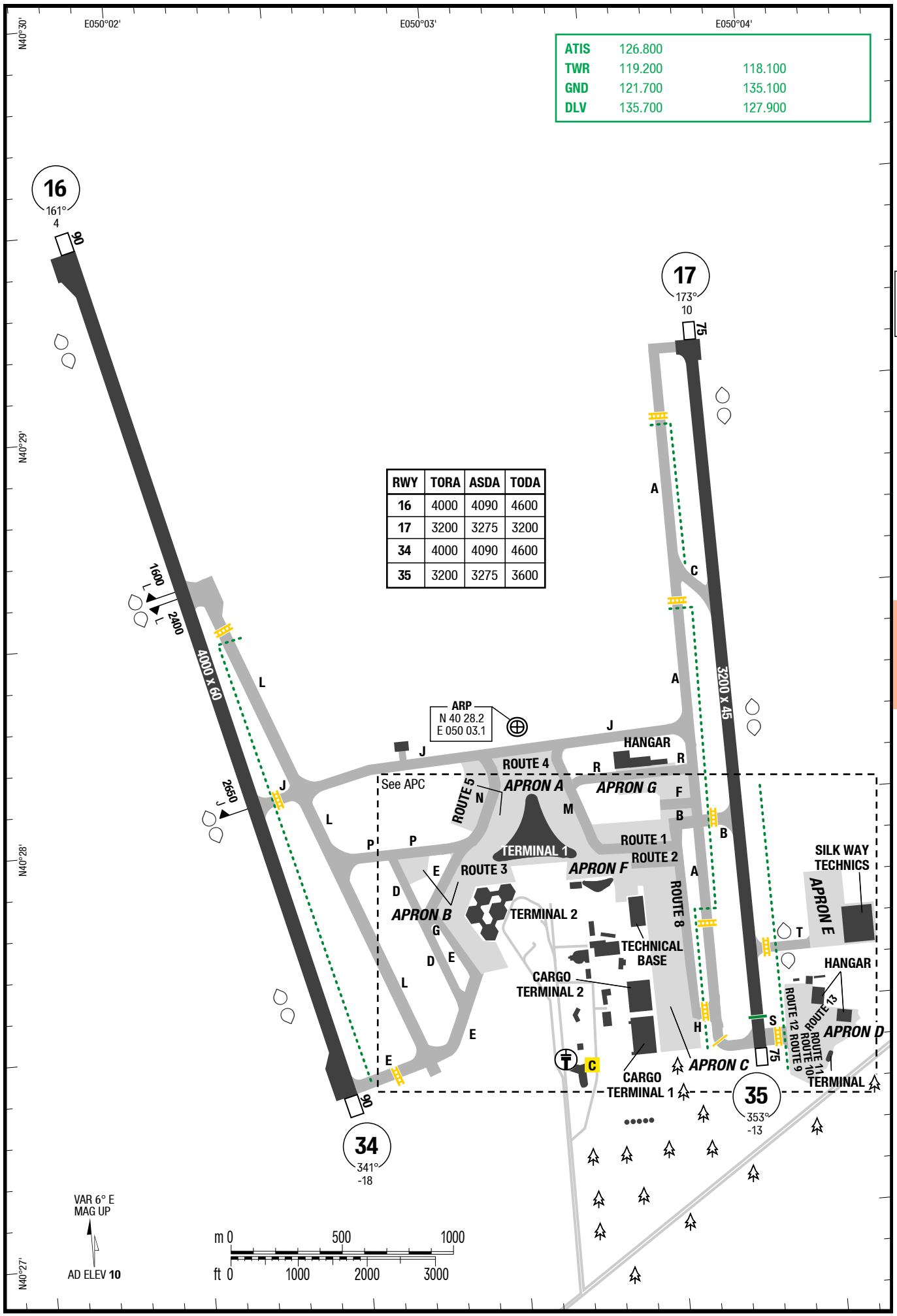


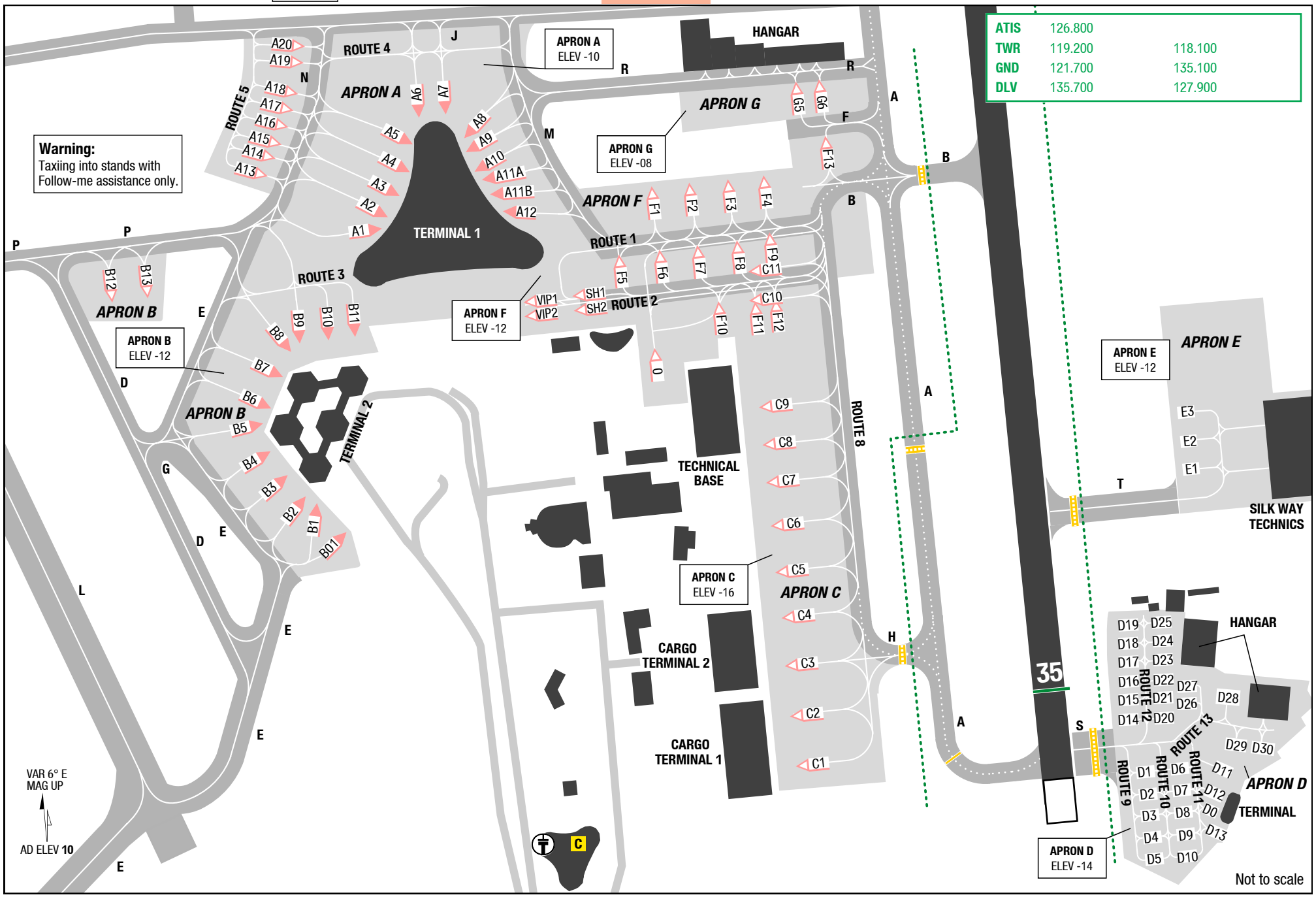
ATIS	126.800	
ARR/DEP	120.800	
	129.300	
ACC	133.700	Radar West 232°-326°
	134.000	Radar East 326°-232°
TWR	119.200	
	118.100	
GND	121.700	
	135.100	
DLV	135.700	
	127.900	

Landing RWY system:



Changes: APL, FAT, APCH boxes


E050°02'
E050°03'
E050°04'
N40°30'
N40°29'
N40°28'
N40°27'
ATIS 126.800
TWR 119.200 118.100
GND 121.700 135.100
DLV 135.700 127.900
16
161°
4
90
17
173°
10
75
34
341°
-18
35
353°
-13
RWY TORA ASDA TODA
16 4000 4090 4600
17 3200 3275 3200
34 4000 4090 4600
35 3200 3275 3600
4000 x 60
3200 x 45
1600
2400
2650
ARP
N 40 28.2
E 050 03.1
See APC
APRON A
APRON G
APRON F
APRON B
APRON C
APRON D
APRON E
TERMINAL 1
TERMINAL 2
HANGAR
ROUTE 1
ROUTE 2
ROUTE 3
ROUTE 4
ROUTE 5
ROUTE 8
ROUTE 9
ROUTE 10
ROUTE 11
ROUTE 12
ROUTE 13
TECHNICAL BASE
CARGO TERMINAL 1
CARGO TERMINAL 2
SILK WAY TECHNICS
TERMINAL
VAR 6° E
MAG UP
AD ELEV 10
m 0 500 1000
ft 0 1000 2000 3000



Changes: Parkingstand, Editorial

Stand Coordinates

APRON A

A1	N40 27.9 E050 03.1
A2	N40 27.9 E050 03.0
A3-A7	N40 28.0 E050 03.1
A8-A12	N40 28.0 E050 03.2
A13, A14	N40 28.0 E050 02.9
A15-A17	N40 28.0 E050 03.0
A18-A20	N40 28.1 E050 03.0

APRON B

B1, B01	N40 27.7 E050 03.0
B2-B4	N40 27.7 E050 02.9
B5-B8	N40 27.8 E050 02.9
B9-B11	N40 27.8 E050 03.0
B12	N40 27.9 E050 02.7
B13	N40 27.9 E050 02.8

APRON C

C1	N40 27.4 E050 03.5
C2-C4	N40 27.5 E050 03.5
C5, C6	N40 27.6 E050 03.5
C7, C8	N40 27.7 E050 03.5
C9, C10	N40 27.8 E050 03.5
C11	N40 27.9 E050 03.5

APRON D

D0	N40 27.3 E050 04.0
D1, D2	N40 27.4 E050 03.9
D3-D5	N40 27.3 E050 03.9
D6, D7	N40 27.4 E050 04.0
D8-D10	N40 27.3 E050 04.0
D11, D12	N40 27.4 E050 04.0
D13	N40 27.3 E050 04.0
D14	N40 27.4 E050 03.9
D15-D19	N40 27.5 E050 03.9
D20	N40 27.4 E050 03.9
D21-D25	N40 27.5 E050 03.9
D26	N40 27.4 E050 04.0
D27	N40 27.5 E050 04.0
D28, D29	N40 27.4 E050 04.0
D30	N40 27.4 E050 04.1

APRON E

E1-E3	N40 27.7 E050 04.0

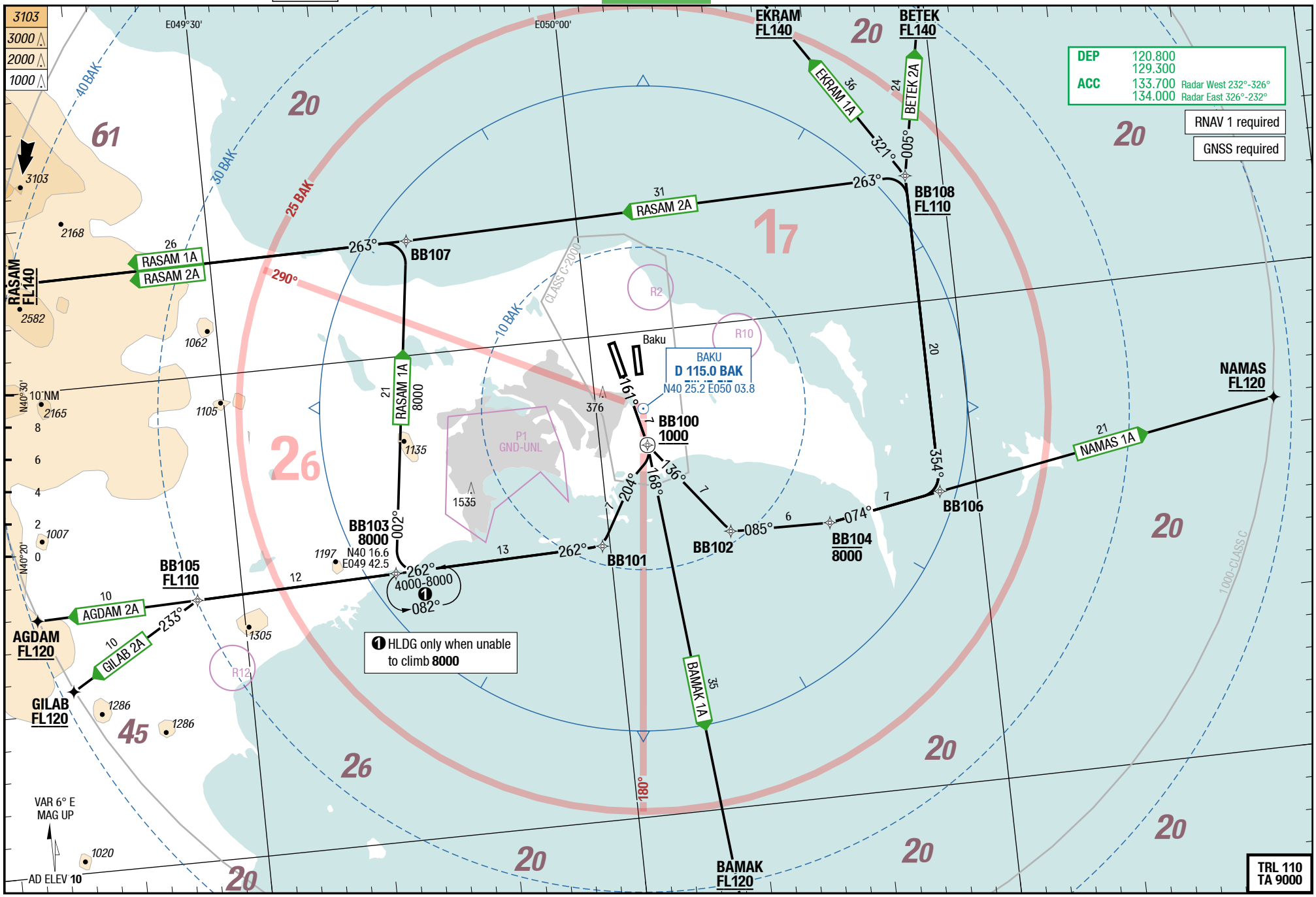
APRON F

0	N40 27.8 E050 03.4
VIP1, VIP2	N40 27.8 E050 03.3
SH1, SH2	N40 27.8 E050 03.3
F1, F2	N40 28.0 E050 03.4
F3, F4	N40 28.0 E050 03.5
F5-F7	N40 27.9 E050 03.4
F8, F9	N40 27.9 E050 03.5
F10	N40 27.8 E050 03.4
F11, F12	N40 27.8 E050 03.5
F13	N40 28.0 E050 03.6

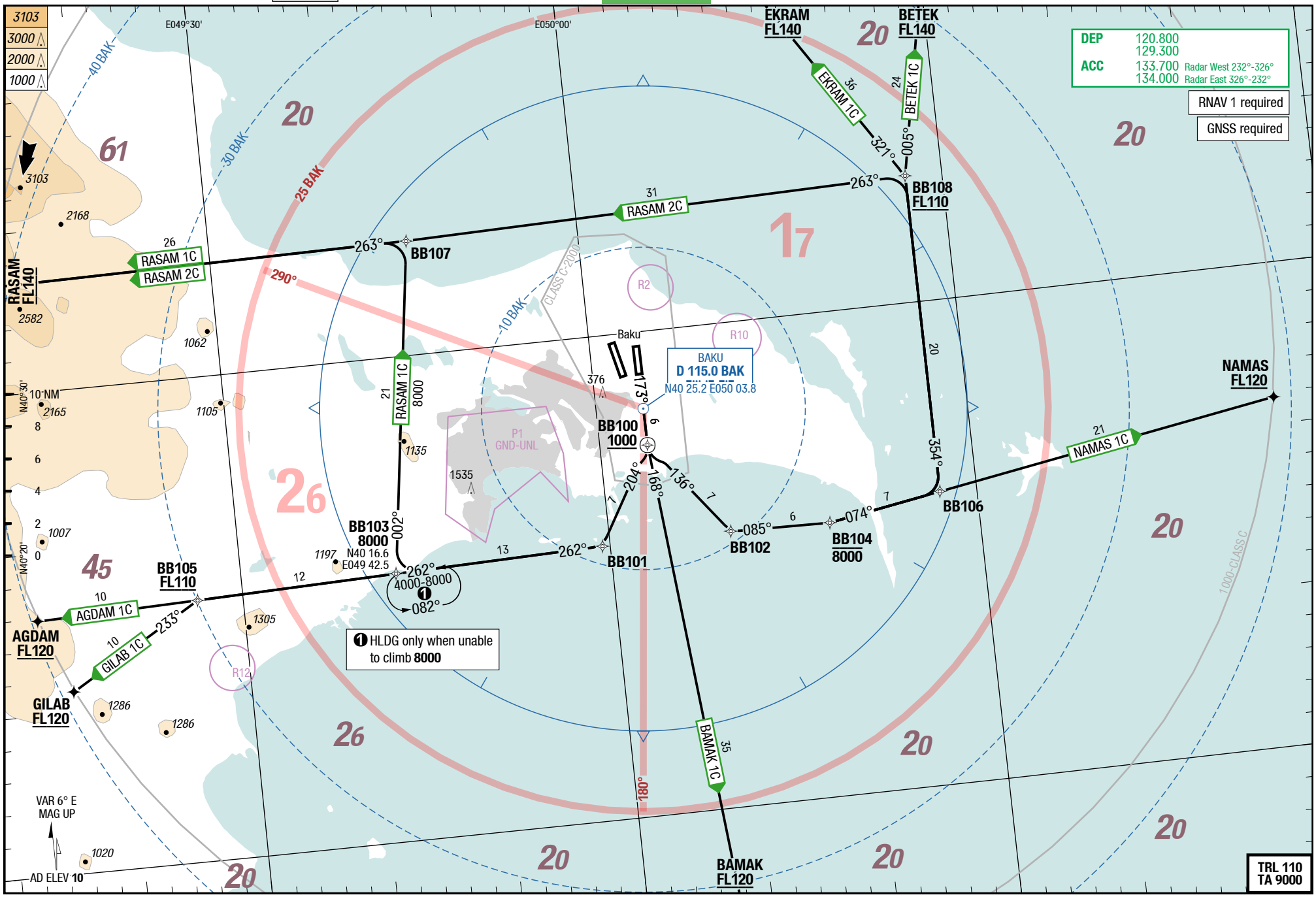
APRON G

G5, G6	N40 28.0 E050 03.6

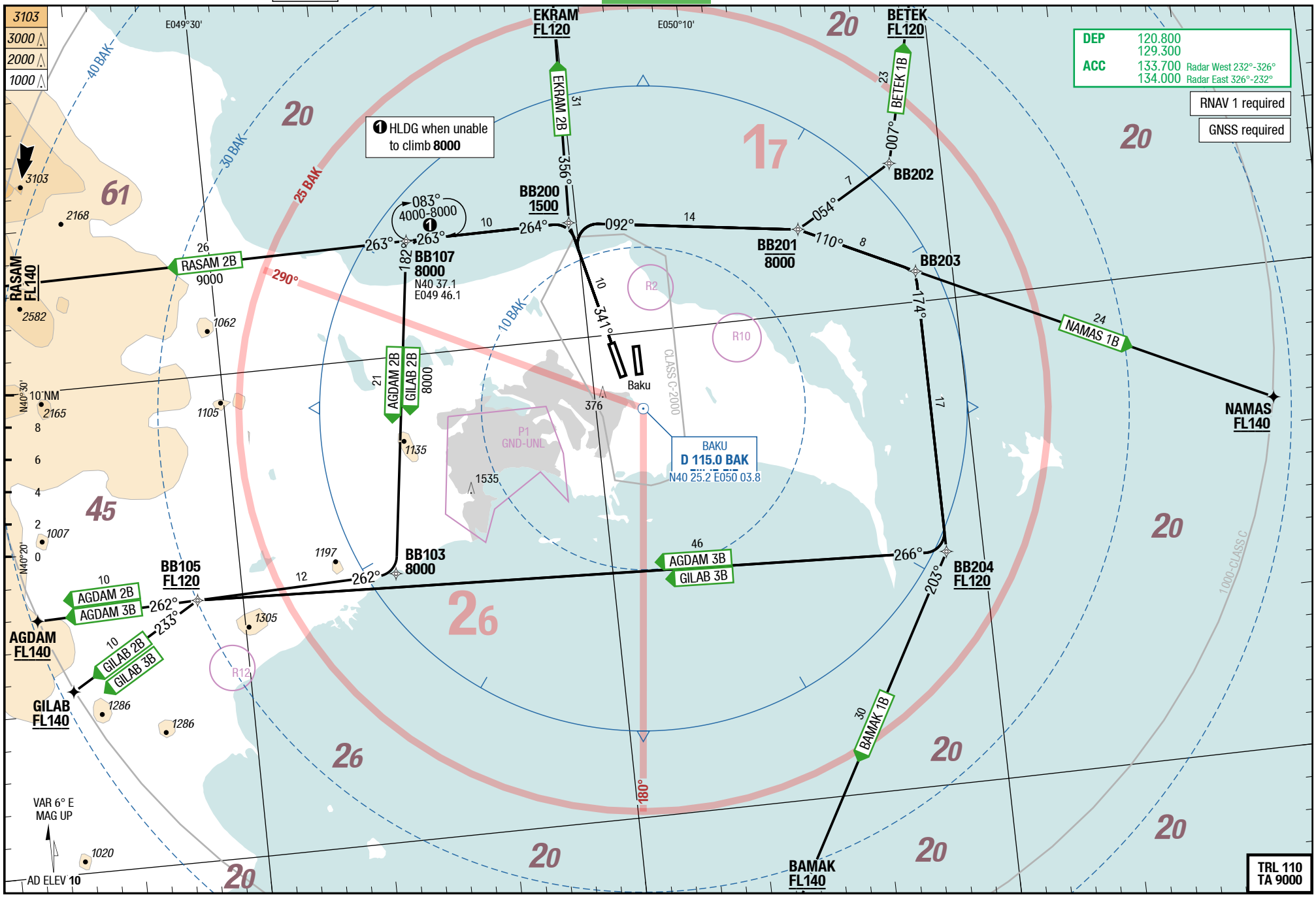
Changes: Parkingstand



Changes: Nil



Changes: Reprint



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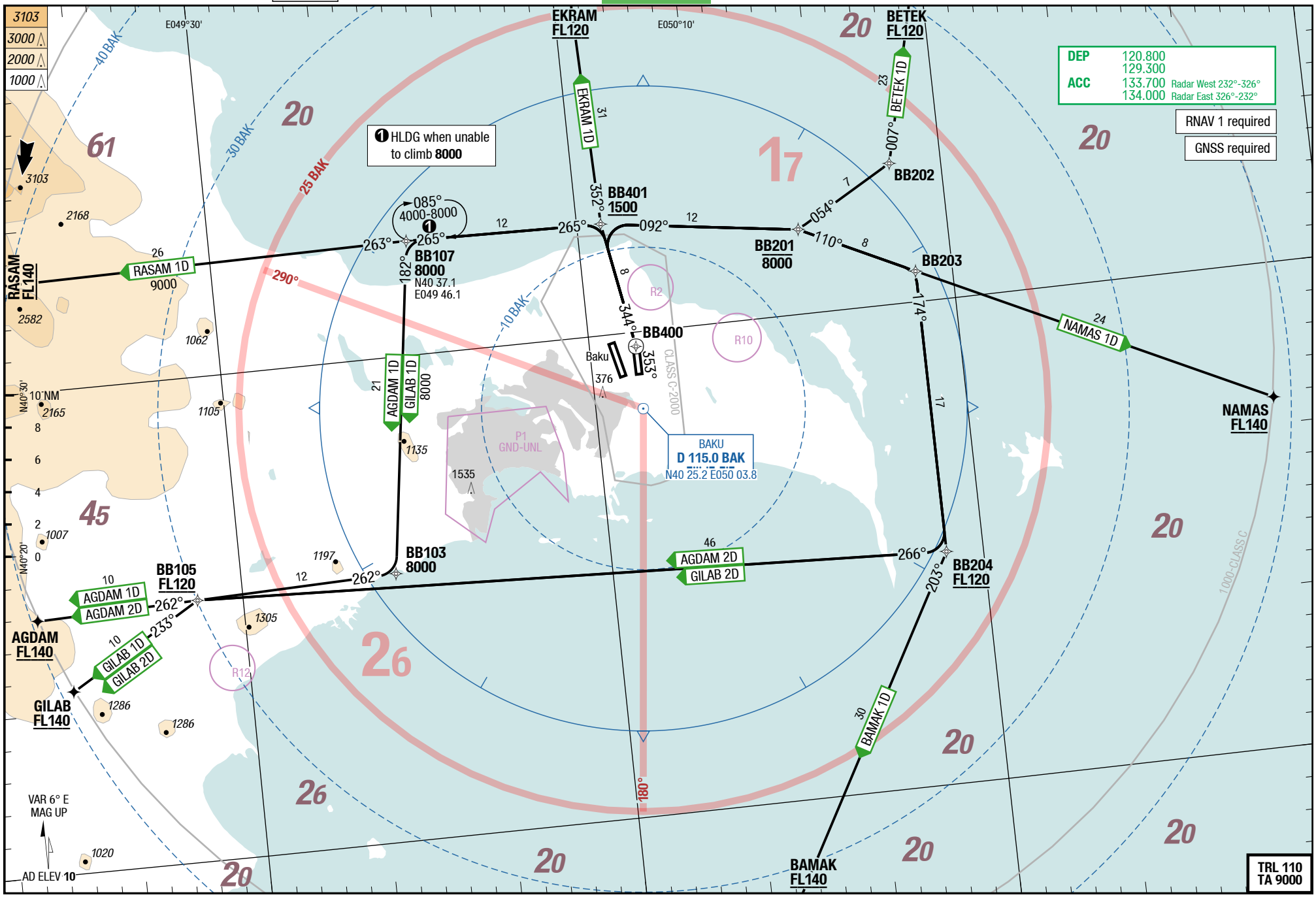


Changes: Track, SUAs

AGDAM 2A / BAMAK 1A / BETEK 2A / EKRAM 1A / GILAB 2A / NAMAS 1A / RASAM 1A / RASAM 2A

RWY 16 (161°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
AGDAM 2A **120.800** ①	BB100 [A1000+ ;R] - BB101 [R] - BB103 [A8000] - BB105 [F110 +] - AGDAM [F120+]	
BAMAK 1A **120.800**	BB100 [A1000+ ;R] - BAMAK [F120+]	
BETEK 2A **120.800**	BB100 [A1000+ ;L] - BB102 [L] - BB104 [A8000- ;L] - BB106 [L] - BB108 [F110+ ;R] - BETEK [F140+]	
EKRAM 1A **120.800**	BB100 [A1000+ ;L] - BB102 [L] - BB104 [A8000- ;L] - BB106 [L] - BB108 [F110+ ;L] - EKRAM [F140+]	
GILAB 2A **120.800** ①	BB100 [A1000+ ;R] - BB101 [R] - BB103 [A8000] - BB105 [F110 + ;L] - GILAB [F120+]	
NAMAS 1A **120.800**	BB100 [A1000+ ;L] - BB102 [L] - BB104 [A8000- ;L] - BB106 - NAMAS [F120+]	
RASAM 1A **120.800** ①	BB100 [A1000+ ;R] - BB101 [R] - BB103 [A8000 ;R] - BB107 [L] - RASAM [F140+]	
RASAM 2A **120.800**	BB100 [A1000+ ;L] - BB102 [L] - BB104 [A8000- ;L] - BB106 [L] - BB108 [F110+ ;L] - BB107 - RASAM [F140+]	

① HLDG over BB103 when unable to climb 8000.

GYD-UBBB

RNAV SIDs RWY 17

AGDAM 1C / BAMAK 1C / BETEK 1C / EKRAM 1C / GILAB 1C / NAMAS 1C / RASAM 1C / RASAM 2C

RWY 17 (173°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
AGDAM 1C **120.800** ①	BB100 [R] - BB101 [R] - BB103 - BB105 - AGDAM	BB100 MNM **1000** BB103 at **8000** BB105 MNM **FL110** AGDAM MNM **FL120**
BAMAK 1C **120.800**	BB100 [L] - BAMAK	BB100 MNM **1000** BAMAL MNM **FL120**
BETEK 1C **120.800**	BB100 [L] - BB102 [L] - BB104 [L] - BB106 [L] - BB108 [R] - BETEK	BB100 MNM **1000** BB104 MAX **8000** BB108 MNM **FL110** BETEK MNM **FL140**
EKRAM 1C **120.800**	BB100 [L] - BB102 [L] - BB104 [L] - BB106 [L] - BB108 [L] - EKRAM	BB100 MNM **1000** BB104 MAX **8000** BB108 MNM **FL110** EKRAM MNM **FL140**
GILAB 1C **120.800** ①	BB100 [R] - BB101 [R] - BB103 - BB105 [L] - GILAB	BB100 MNM **1000** BB103 at **8000** BB105 MNM **FL110** GILAB MNM **FL120**
NAMAS 1C **120.800**	BB100 [L] - BB102 [L] - BB104 [L] - BB106 - NAMAS	BB100 MNM **1000** BB104 MAX **8000** NAMAS MNM **FL120**
RASAM 1C **120.800** ①	BB100 [R] - BB101 [R] - BB103 [R] - BB107 [L] - RASAM	BB100 MNM **1000** BB103 at **8000** RASAM MNM **FL140**
RASAM 2C **120.800**	BB100 [L] - BB102 [L] - BB104 [L] - BB106 [L] - BB108 [L] - BB107 - RASAM	BB100 MNM **1000** BB104 MAX **8000** BB108 MNM **FL110** RASAM MNM **FL140**

① HLDG over BB103 when unable to climb 8000.

Changes: QFU, Editorial

GYD-UBBB

RNAV SIDs RWY 34

AGDAM 2B / AGDAM 3B / BAMAK 1B / BETEK 1B / EKRAM 2B / GILAB 2B / GILAB 3B / NAMAS 1B / RASAM 2B

RWY 34 (341°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
AGDAM 2B **120.800** ①	BB200 [A1500+ ;L] - BB107 [A8000 ;L] - BB103 [A8000 ;R] - BB105 [F120+] - AGDAM [F140+]	
AGDAM 3B **120.800**	BB200 [A1500+ ;R] - BB201 [A8000- ;R] - BB203 [R] - BB204 [F120+ ;R] - BB105 [F120+ ;L] - AGDAM [F140+]	
BAMAK 1B **120.800**	BB200 [A1500+ ;R] - BB201 [A8000- ;R] - BB203 [R] - BB204 [F120+ ;R] - BAMAK [F140+]	
BETEK 1B **120.800**	BB200 [A1500+ :R] - BB201 [A8000- ;L] - BB202 [L] - BETEK [F120+]	
EKRAM 2B **120.800**	BB200 [A1500+ ;R] - EKRAM [F120+]	
GILAB 2B **120.800** ①	BB200 [A1500+ ;L] - BB107 [A8000 ;L] - BB103 [A8000 ;R] - BB105 [F120+ ;L] - GILAB [F140+]	
GILAB 3B **120.800**	BB200 [A1500+ ;R] - BB201 [A8000- ;R] - BB203 [R] - BB204 [F120+ ;R] - BB105 [F120+ ;L] - GILAB [F140+]	
NAMAS 1B **120.800**	BB200 [A1500+ ;R] - BB201 [A8000- ;R] - BB203 - NAMAS [F140+]	
RASAM 2B **120.800** ①	BB200 [A1500+ ;L] - BB107 [A8000] - RASAM [F140+]	

① HLDG over BB107 when unable to climb 8000.

GYD-UBBB

RNAV SIDs RWY 35

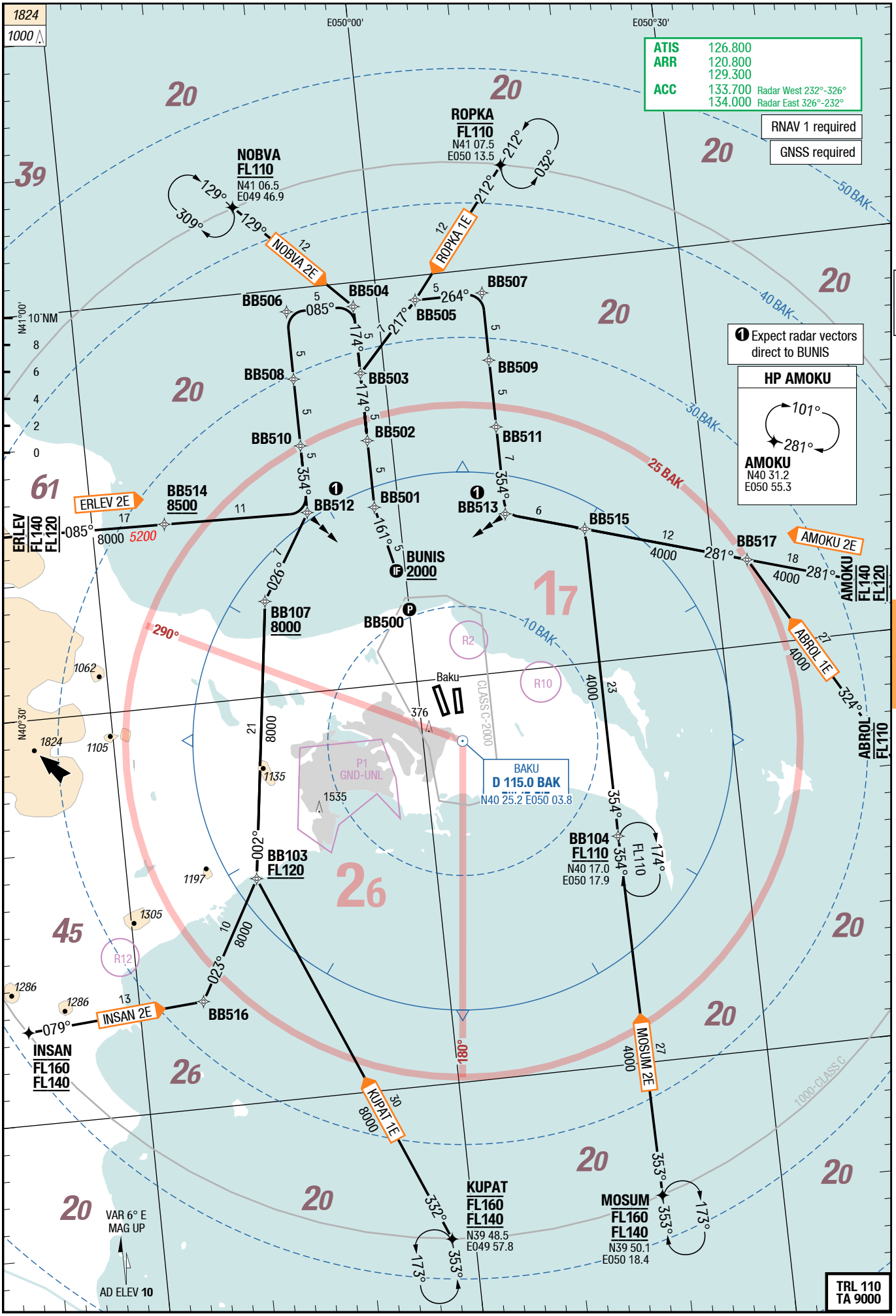
AGDAM 1D / AGDAM 2D / BAMAK 1D / BETEK 1D / EKRAM 1D / GILAB 1D / GILAB 2D / NAMAS 1D / RASAM 1D

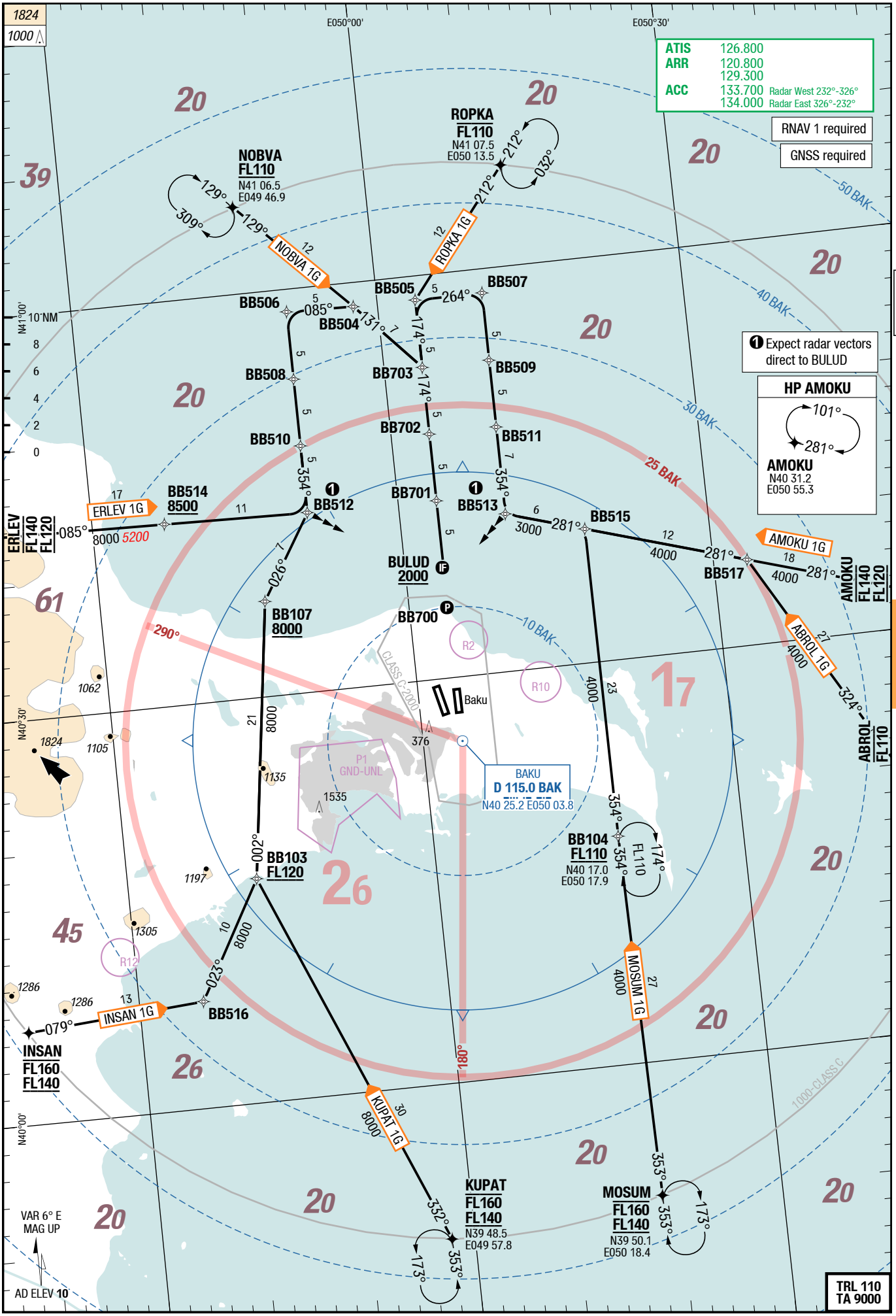
RWY 35 (353°)

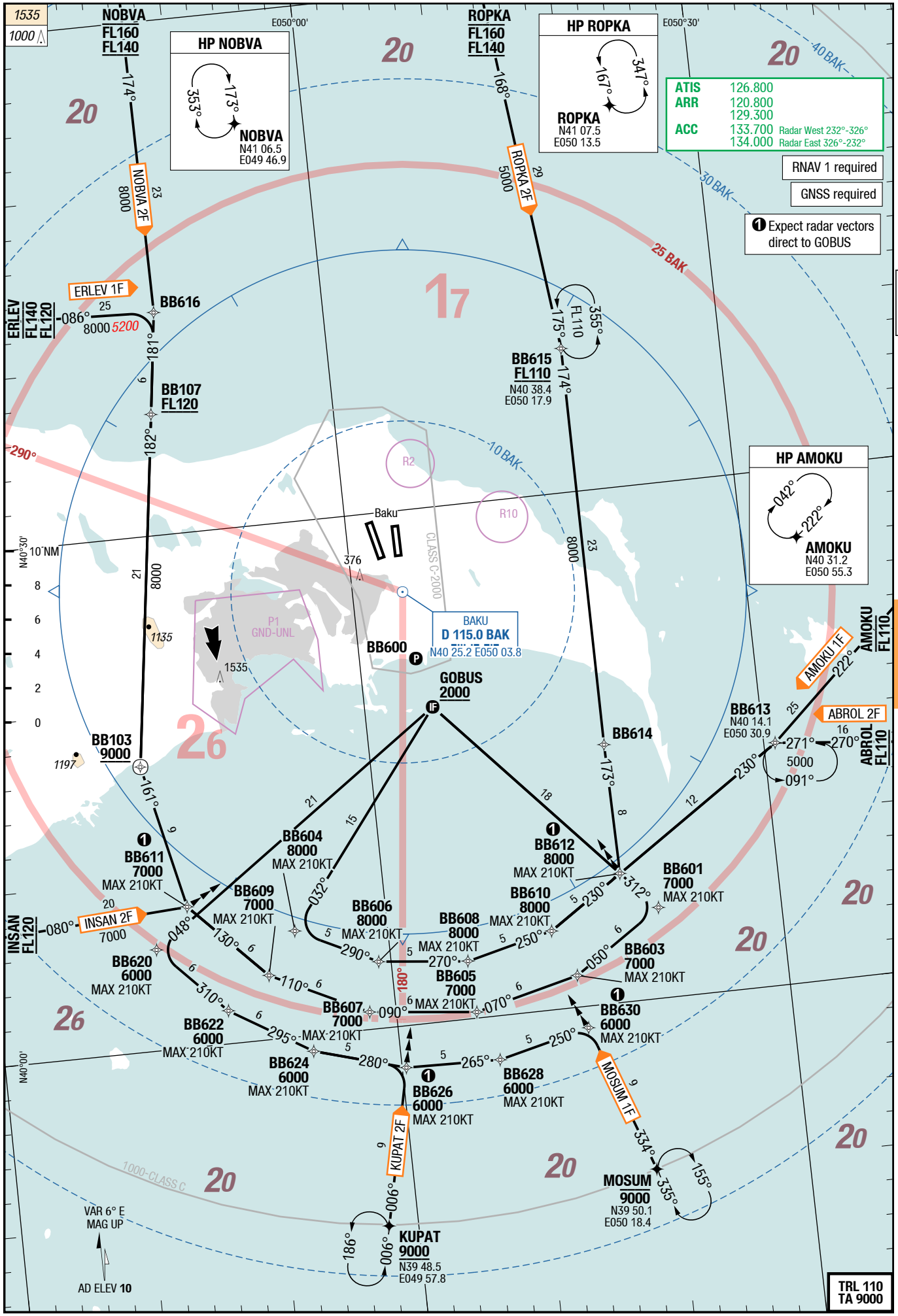
DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
AGDAM 1D **120.800** ①	BB400 [L] - BB401 [L] - BB107 [L] - BB103 [R] - BB105 - AGDAM	BB401 MNM **1500** BB107 at **8000** BB103 at **8000** BB105 MNM **FL120** AGDAM MNM **FL140**
AGDAM 2D **120.800**	BB400 [L] - BB401 [R] - BB201 [R] - BB203 [R] - BB204 [R] - BB105 [L] - AGDAM	BB401 MNM **1500** BB201 MAX **8000** BB204 MNM **FL120** BB105 MNM **FL120** AGDAM MNM **FL140**
BAMAK 1D **120.800**	BB400 [L] - BB401 [R] - BB201 [R] - BB203 [R] - BB204 [R] - BAMAK	BB401 MNM **1500** BB201 MAX **8000** BB204 MNM **FL120** BAMAK MNM **FL140**
BETEK 1D **120.800**	BB400 [L] - BB401 [R] - BB201 [L] - BB202 [L] - BETEK	BB401 MNM **1500** BB201 MAX **8000** BETEK MNM **FL120**
EKRAM 1D **120.800**	BB400 [L] - BB401 [R] - EKRAM	BB401 MNM **1500** EKRAM MNM **FL120**
GILAB 1D **120.800** ①	BB400 [L] - BB401 [L] - BB107 [L] - BB103 [R] - BB105 [L] - GILAB	BB401 MNM **1500** BB107 at **8000** BB103 at **8000** BB105 MNM **FL120** GILAB MNM **FL140**
GILAB 2D **120.800**	BB400 [L] - BB401 [R] - BB201 [R] - BB203 [R] - BB204 [R] - BB105 [L] - GILAB	BB401 MNM **1500** BB201 MAX **8000** BB204 MNM **FL120** BB105 MNM **FL120** GILAB MNM **FL140**
NAMAS 1D **120.800**	BB400 [L] - BB401 [R] - BB201 [R] - BB203 [R] - NAMAS	BB401 MNM **1500** BB201 MAX **8000** NAMAS MNM **FL140**
RASAM 1D **120.800** ①	BB400 [L] - BB401 [L] - BB107 [L] - RASAM	BB401 MNM **1500** BB107 at **8000** RASAM MNM **FL140**

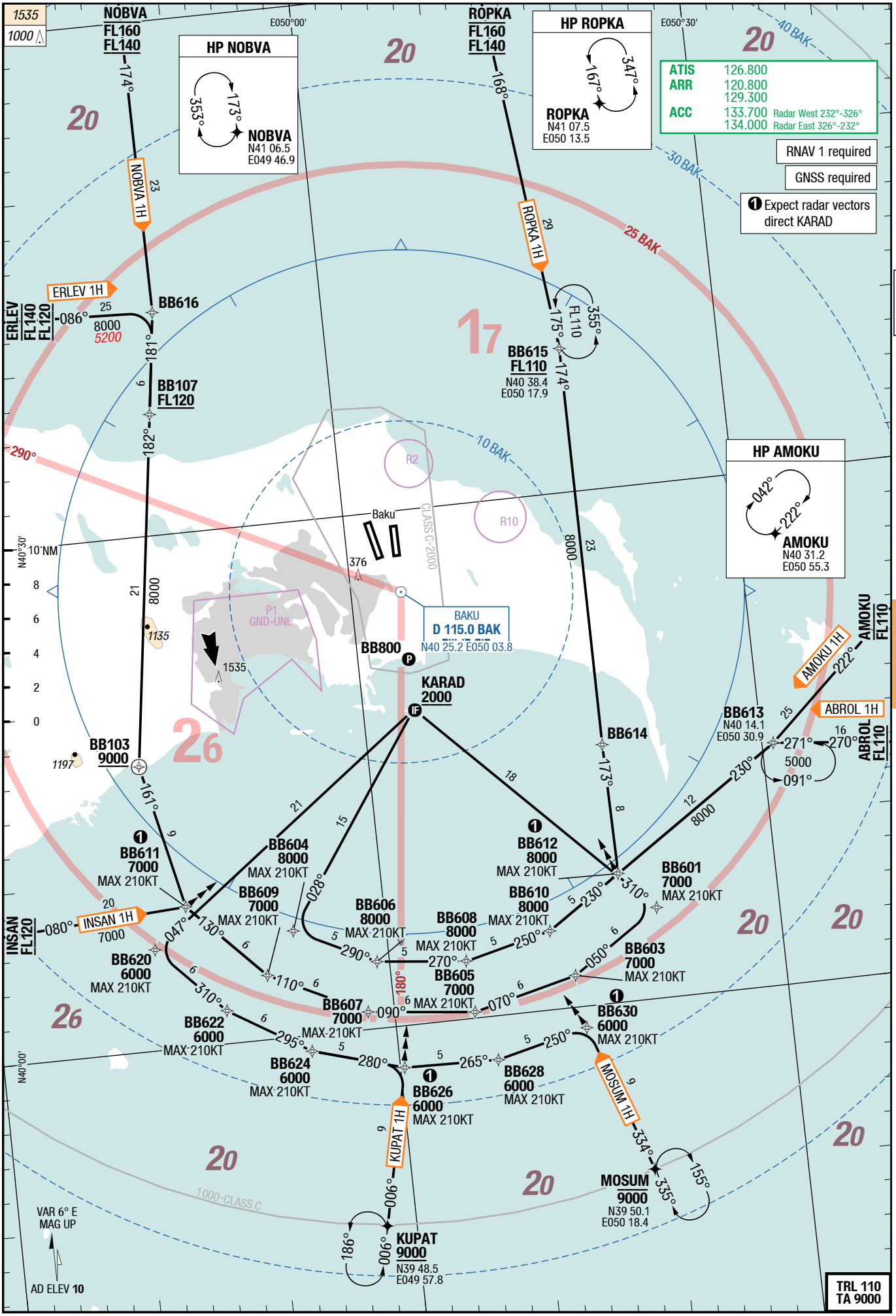
① HLDG over BB107 when unable to climb 8000.

Changes: QFU, Editorial


1824
1000
E050°00'
E050°30'
ATIS 126.800
ARR 120.800
129.300
ACC 133.700 Radar West 232°-326°
134.000 Radar East 326°-232°
RNAV 1 required
GNSS required
ROPKA
FL110
N41 07.5
E050 13.5
NOBVA
FL110
N41 06.5
E049 46.9
ROPKA 1E
NOBVA 2E
BB504
BB505
BB506
BB507
BB508
BB509
BB510
BB511
BB502
BB503
BB501
BB512
BB513
BB514
8500
BB515
BB517
BUNIS
2000
BB500
BB107
8000
BB103
FL120
BB104
FL110
N40 17.0
E050 17.9
BB516
ERLEV 2E
AMOKU 2E
ABROL 1E
INSAN 2E
MOSUM 2E
KUPAT 1E
ERLEV
FL140
FL120
AMOKU
FL140
FL120
ABROL
FL110
INSAN
FL160
FL140
KUPAT
FL160
FL140
N39 48.5
E049 57.8
MOSUM
FL160
FL140
N39 50.1
E050 18.4
Expect radar vectors direct to BUNIS
HP AMOKU
AMOKU
N40 31.2
E050 55.3
BAKU
D 115.0 BAK
N40 25.2 E050 03.8
10 BAK
25 BAK
30 BAK
40 BAK
50 BAK
290°
180°
R2
R10
R12
P1
GND-UNL
CLASS C-2000
1000-CLASS C
Baku
VAR 6° E
MAG UP
AD ELEV 10
TRL 110
TA 9000


1824
1000
E050°00'
E050°30'
ATIS 126.800
ARR 120.800
129.300
ACC 133.700 Radar West 232°-326°
134.000 Radar East 326°-232°
RNAV 1 required
GNSS required
ROPKA
FL110
N41 07.5
E050 13.5
NOBVA
FL110
N41 06.5
E049 46.9
NOBVA 1G
ROPKA 1G
BB506
BB504
BB505
BB507
BB508
BB703
BB509
BB510
BB702
BB511
BB512
BB701
BB513
BB514
8500
ERLEV 1G
ERLEV
FL140
FL120
BULUD
2000
BB515
BB517
AMOKU 1G
AMOKU
FL140
FL120
HP AMOKU
AMOKU
N40 31.2
E050 55.3
Expect radar vectors direct to BULUD
BB107
8000
BB700
ABROL 1G
ABROL
FL110
Baku
BAKU
D 115.0 BAK
N40 25.2 E050 03.8
BB103
FL120
BB104
FL110
N40 17.0
E050 17.9
MOSUM 1G
INSAN 1G
BB516
INSAN
FL160
FL140
KUPAT 1G
KUPAT
FL160
FL140
N39 48.5
E049 57.8
MOSUM
FL160
FL140
N39 50.1
E050 18.4
10 BAK
25 BAK
30 BAK
40 BAK
50 BAK
290°
180°
R2
R10
R12
P1
GND-UNL
CLASS C-2000
1000-CLASS C
VAR 6° E
MAG UP
AD ELEV 10
TRL 110
TA 9000

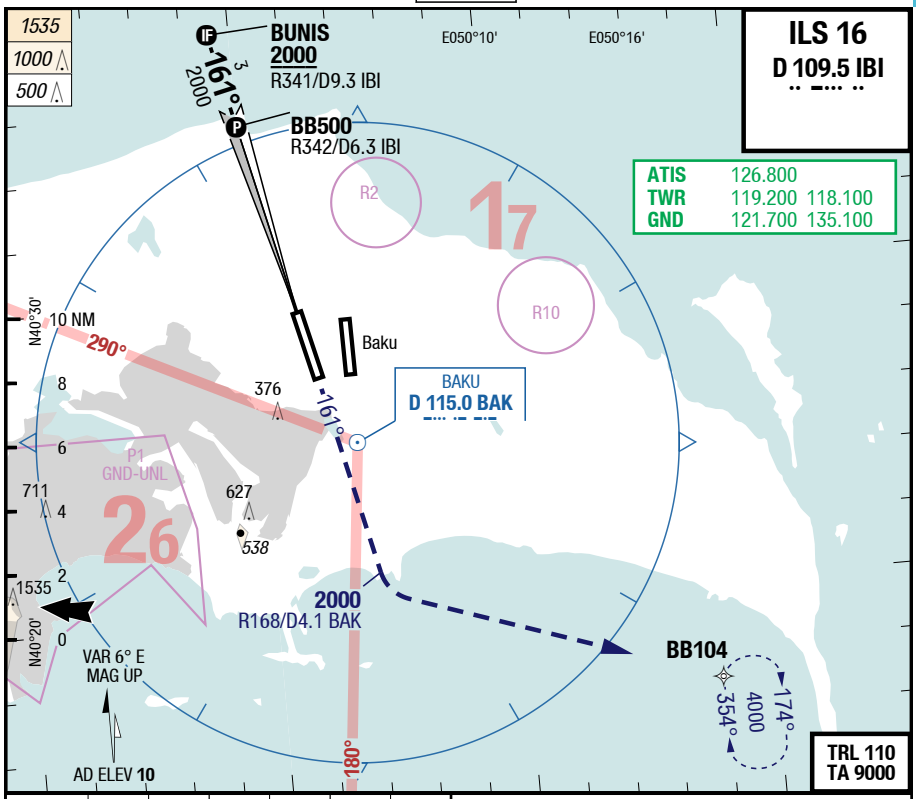

1535
1000
NOBVA
FL160
FL140
HP NOBVA
353°
173°
NOBVA
N41 06.5
E049 46.9
E050°00'
ROPKA
FL160
FL140
HP ROPKA
167°
347°
ROPKA
N41 07.5
E050 13.5
E050°30'
ATIS 126.800
ARR 120.800
129.300
ACC 133.700 Radar West 232°-326°
134.000 Radar East 326°-232°
RNAV 1 required
GNSS required
Expect radar vectors direct to GOBUS
40 BAK
30 BAK
25 BAK
10 BAK
NOBVA 2F
ROPKA 2F
ERLEV 1F
ERLEV
FL140
FL120
BB616
BB107
FL120
BB615
FL110
N40 38.4
E050 17.9
HP AMOKU
042°
222°
AMOKU
N40 31.2
E050 55.3
R2
R10
Baku
CLASS C-2000
BAKU
D 115.0 BAK
N40 25.2 E050 03.8
BB600
GOBUS
2000
AMOKU 1F
AMOKU
FL110
BB613
N40 14.1
E050 30.9
ABROL 2F
ABROL
FL110
BB103
9000
BB614
BB611
7000
MAX 210KT
BB604
8000
MAX 210KT
BB612
8000
MAX 210KT
BB601
7000
MAX 210KT
INSAN 2F
INSAN
FL120
BB609
7000
MAX 210KT
BB606
8000
MAX 210KT
BB610
8000
MAX 210KT
BB608
8000
MAX 210KT
BB620
6000
MAX 210KT
BB605
7000
MAX 210KT
BB603
7000
MAX 210KT
BB607
7000
MAX 210KT
BB630
6000
MAX 210KT
BB622
6000
MAX 210KT
BB624
6000
MAX 210KT
BB626
6000
MAX 210KT
BB628
6000
MAX 210KT
MOSUM 1F
KUPAT 2F
MOSUM
9000
N39 50.1
E050 18.4
KUPAT
9000
N39 48.5
E049 57.8
1000-CLASS C
VAR 6° E
MAG UP
AD ELEV 10
TRL 110
TA 9000



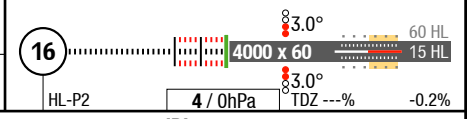
Heydar Aliyev Intl **Baku** Azerbaijan

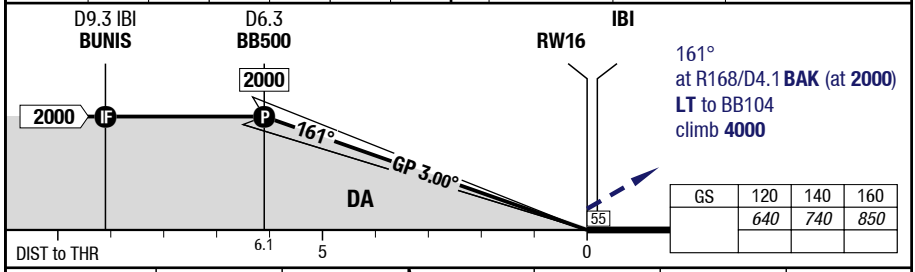
RNAV STARs RWY 35

STAR



D IBI	6.3	5	4	3	2	1
	2000	1590	1280	960	640	320



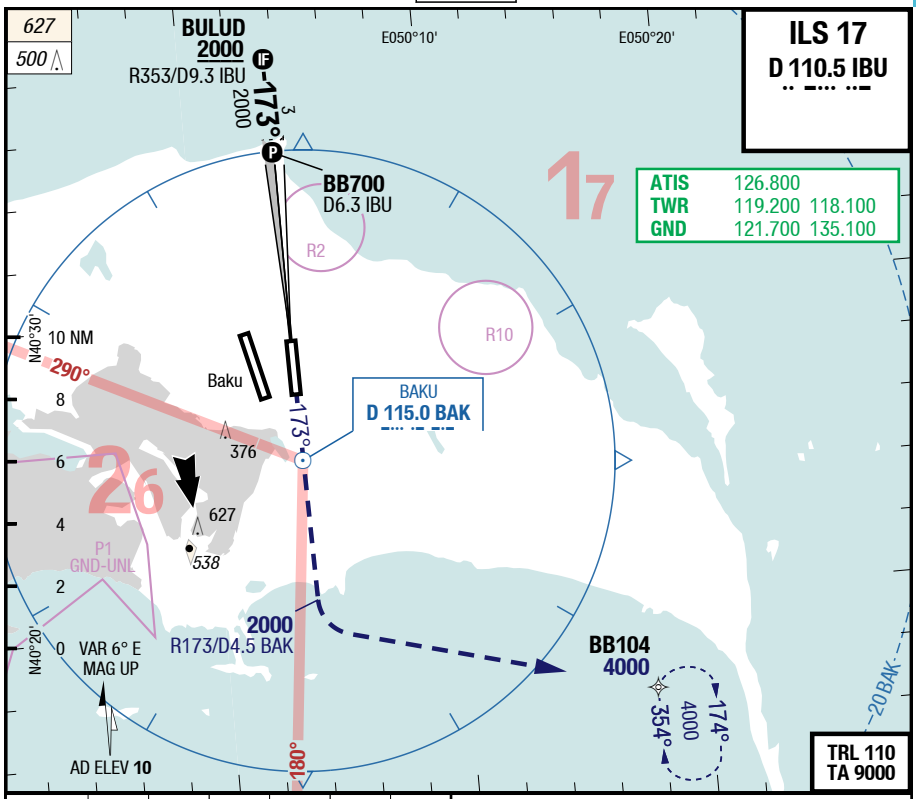


GS	120	140	160
	640	740	850

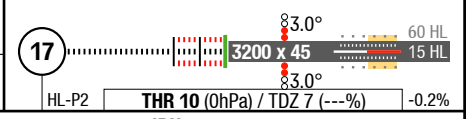
16		Cat 3a	Cat 2	Cat 1 LTS 1)	Cat 1 1)	LOC	Circling
C	ft - m/km ft	0 - 200R **Company**	100 - 300R **102** RA	200 - 400 **210**	200 - 550 **210**	Not published	Not published
D	ft - m/km ft	0 - 200R **Company**	100 - 300R **102** RA 2)	200 - 400 **210**	200 - 550 **210**	Not published	Not published

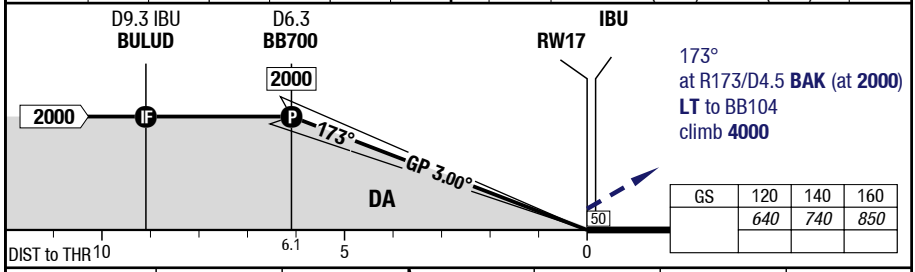
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: MIN, OBST, FAP, Editorial



D IBU	6.3	5	4	3	2	1
	2000	1600	1280	960	640	330





17		Cat 3a	Cat 2	Cat 1 LTS 1)	Cat 1 1)	LOC	Circling
C	ft - m/km ft	0 - 200R **Company**	120 - 300R **114** RA	200 - 400 **210**	200 - 550 **210**	Not published	Not published
D	ft - m/km ft	0 - 200R **Company**	140 - 400R **128** RA	210 - 400 **220**	210 - 550 **220**	Not published	Not published

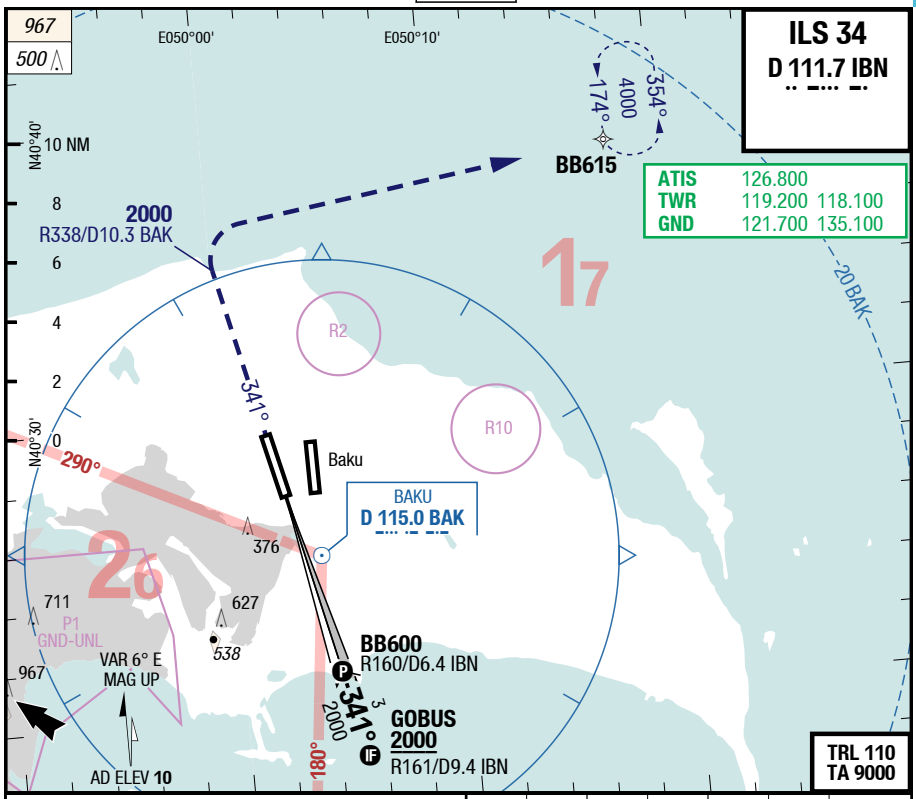
1) With EVS 350m

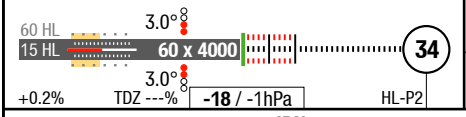
Changes: MIN, FAP

GYD-UBBB

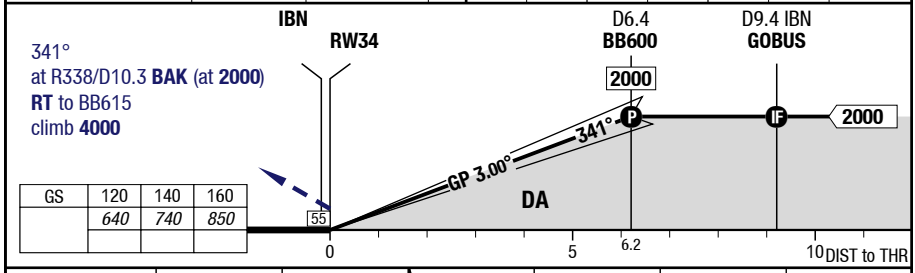
7-30

ILS 34





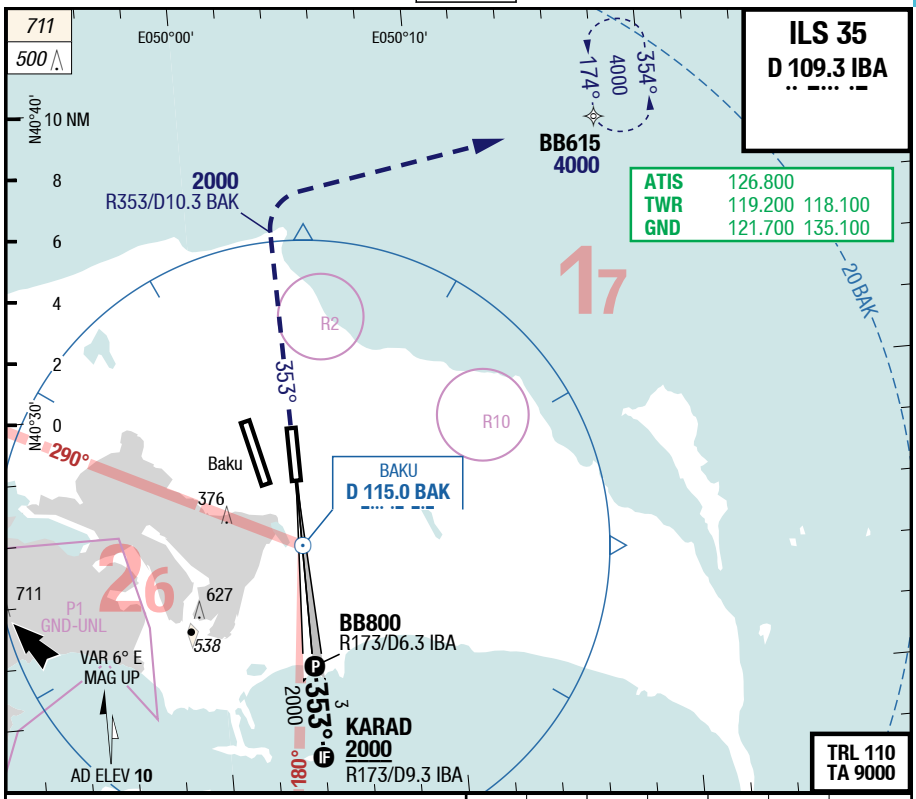
1	2	3	4	5	6.4	D IBN
300	620	940	1260	1580	2000	

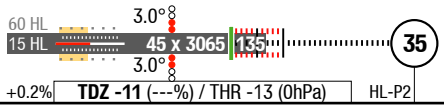


34		Cat 3a	Cat 2	Cat 1 LTS 1)	Cat 1 1)	LOC	Circling
C	ft - m/km ft	0 - 200R **Company**	100 - 300R **100** RA	200 - 400 **190**	200 - 550 **190**	Not published	Not published
D	ft - m/km ft	0 - 200R **Company**	100 - 300R **100** RA 2)	200 - 400 **190**	200 - 550 **190**	Not published	Not published

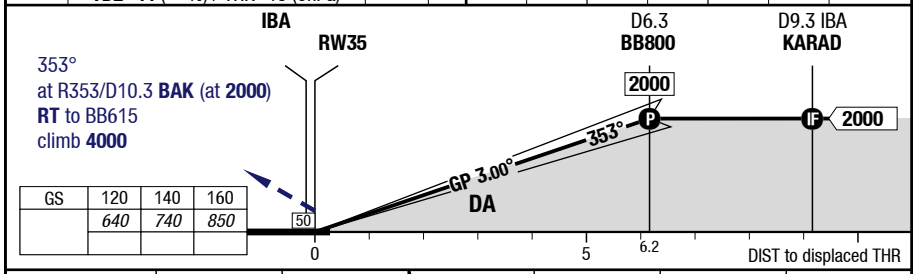
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: MIN, FAP, OBST, Editorial





1	2	3	4	5	6.3	D IBA
310	630	940	1260	1580	2000	



35		Cat 3a	Cat 2	Cat 1 LTS 1)	Cat 1 1)	LOC	Circling
C	ft - m/km ft	0 - 200R **Company**	130 - 400R **122** RA	200 - 400 **190**	200 - 550 **190**	Not published	Not published
D	ft - m/km ft	0 - 200R **Company**	140 - 400R **132** RA	210 - 400 **200**	210 - 550 **200**	Not published	Not published

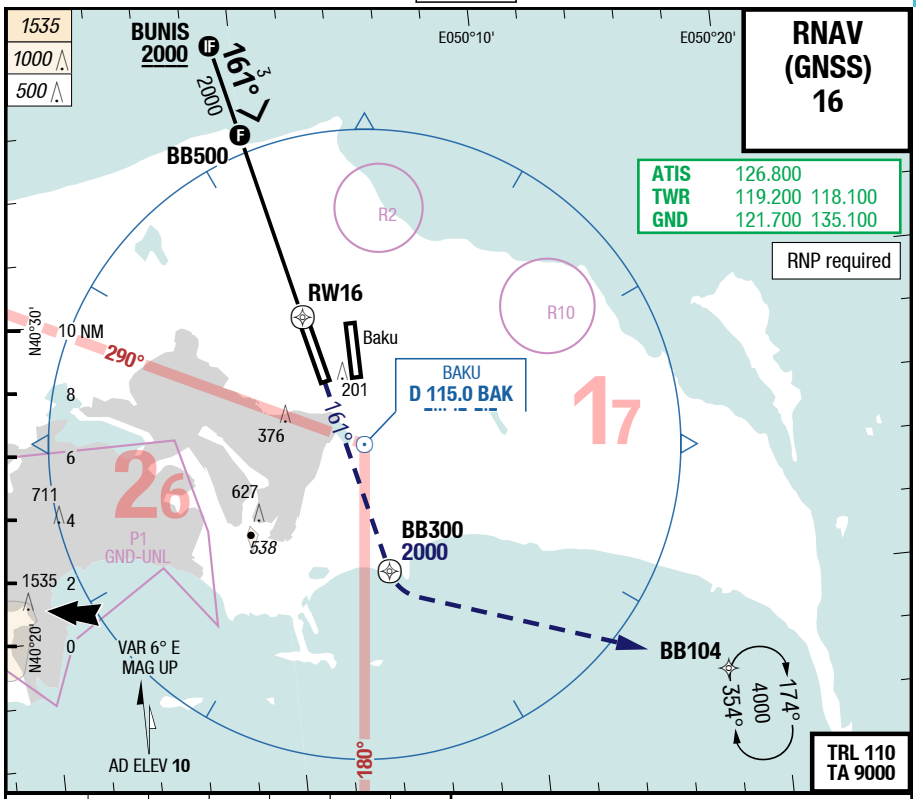
1) With EVS 350m

Changes: MIN, FAP

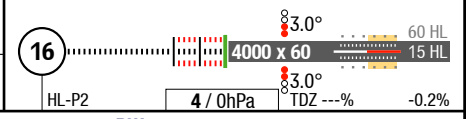
GYD-UBBB

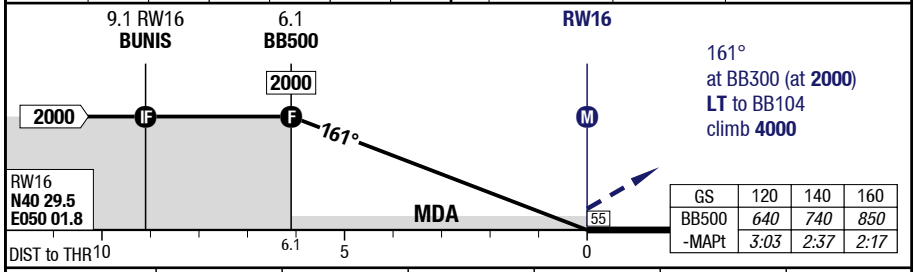
7-50

RNAV (GNSS) 16



3.00° RW16	6.1	5	4	3	2	1
	2000	1660	1340	1020	700	380





GS	120	140	160
BB500	640	740	850
-MAPt	3:03	2:37	2:17

16		RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	270 - 600 **270**	460 - 1.4 **460**				Not published
D	ft - m/km ft	270 - 600 **270**	460 - 1.4 **460**				Not published

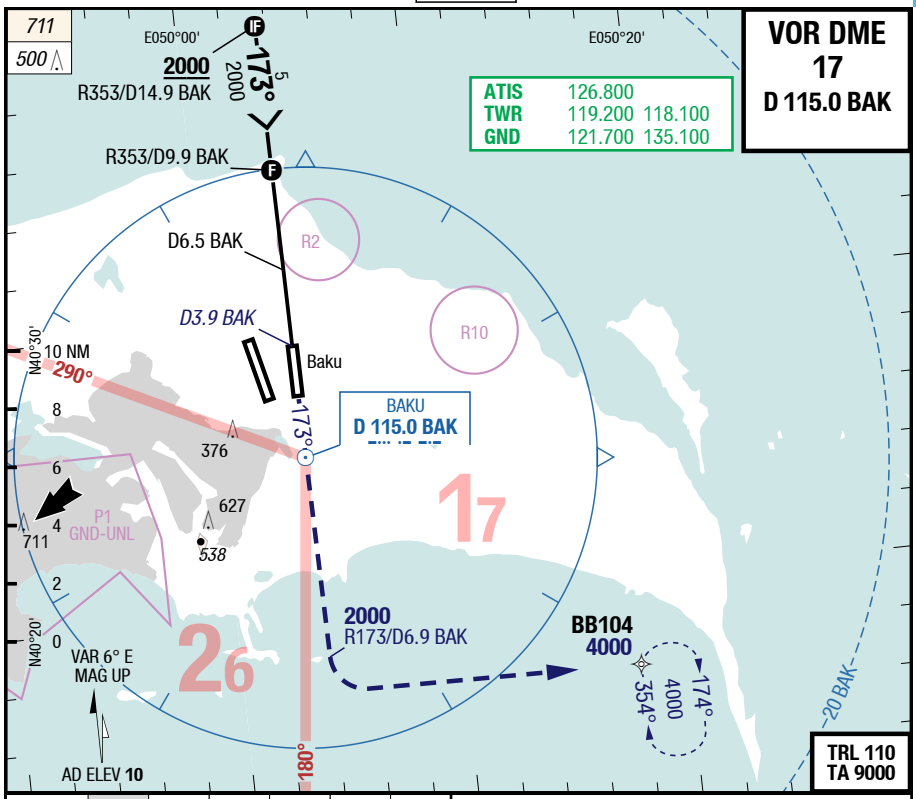
1) Uncompensated BARO VNAV NA below -20°C (-4°F)
2) wo HGS RVR 750m required
3) With EVS 400m

Changes: new

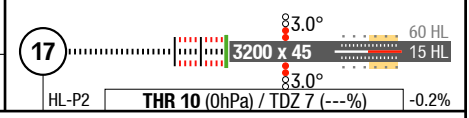
GYD-UBBB

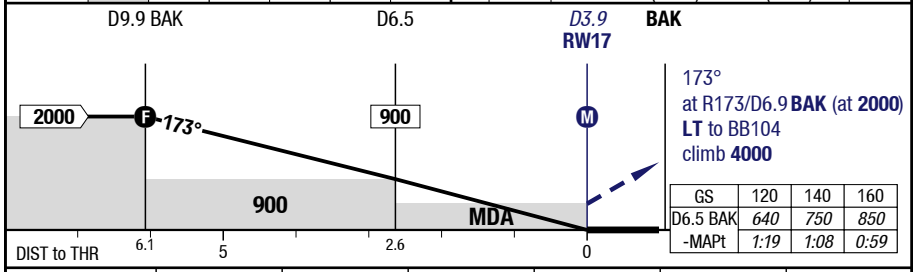
7-70

VOR DME 17



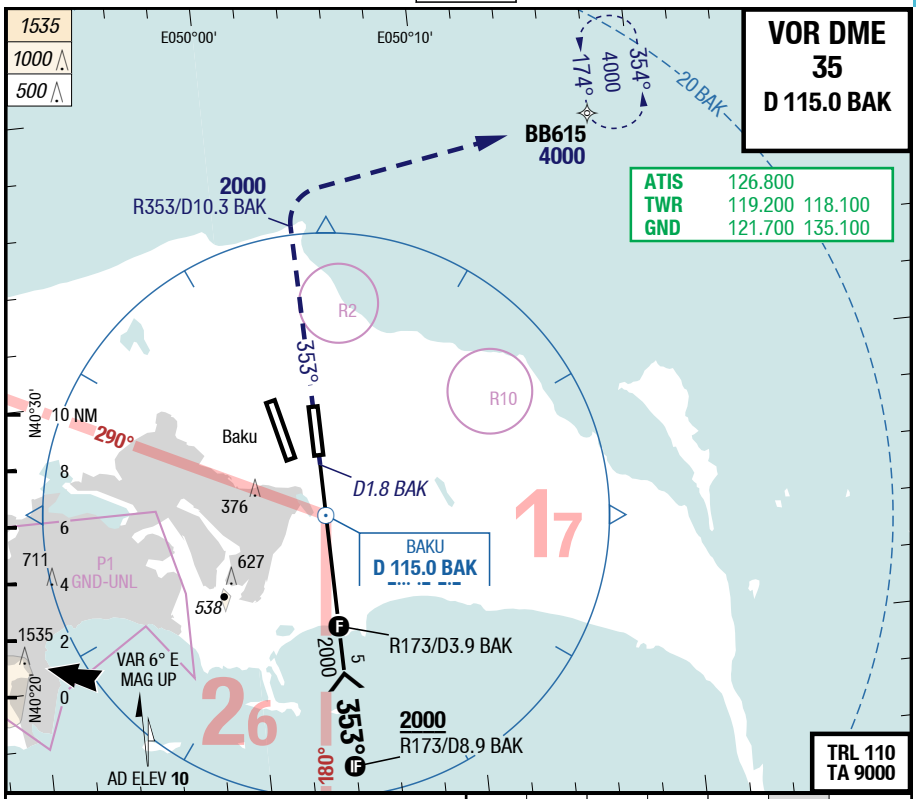
3.00° D BAK	9.9	9	8	7	6
	2000	1700	1380	1060	740

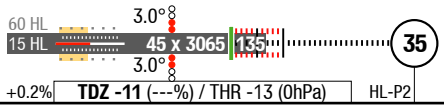




17		VOR DME					Circling
C	ft - m/km ft	460 - 1.4 **470**					Not published
D	ft - m/km ft	460 - 1.4 **470**					Not published

Changes: APL, Track, DIST ALT table, WPT , OBST



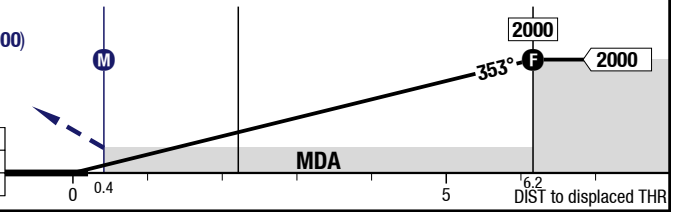


BAK	1	2	3	3.9		3.00°
750	*1060*	*1380*	*1700*	2000		**D BAK**

D1.8 BAK **BAK** D3.9 BAK

353°
at R353/D10.3 **BAK** (at **2000**)
RT to BB615
climb **4000**

GS	120	140	160
D3.9 BAK	*640*	*740*	*850*
-MAPt	*2:52*	*2:28*	*2:09*



35		VOR DME					Circling
C	ft - m/km ft	470 - 1.5 **450**					Not published
D	ft - m/km ft	470 - 1.5 **450**					Not published

Changes: APL, Track, OBST