

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.

03-DEC-2015

NAJ-UBBN

Azerbaijan Nakhchivan



AFC

AFC

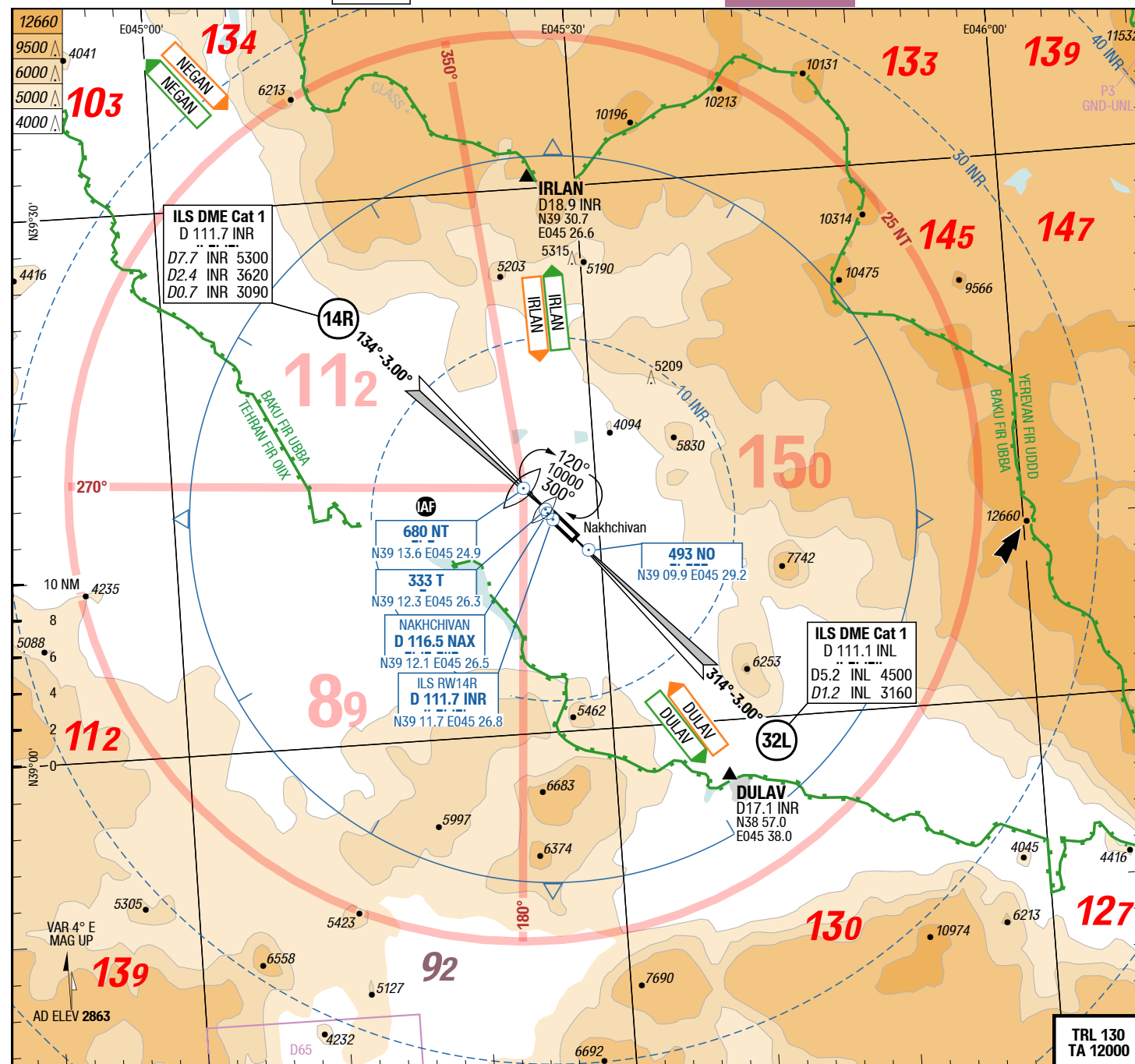
AFC

Nakhchivan Azerbaijan

AGC

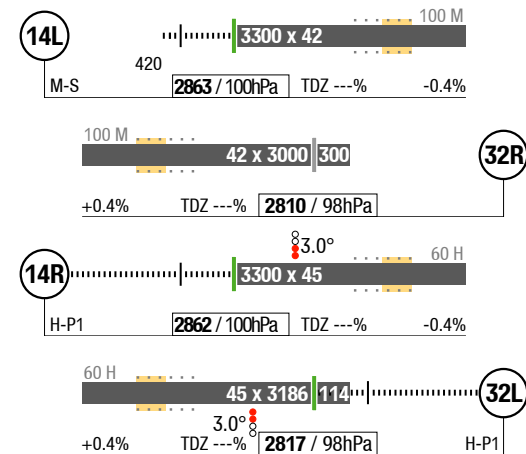
AFC

2-10



| | |
|------|---------|
| ATIS | 127.500 |
| | 127.900 |
| APP | 118.200 |
| TWR | 118.200 |
| | 127.900 |

Landing RWY system:



Changes: FREQ, OBST

Effective 10-DEC-2015

03-DEC-2015

NAJ-UBBN

Azerbaijan Nakhchivan

AGC

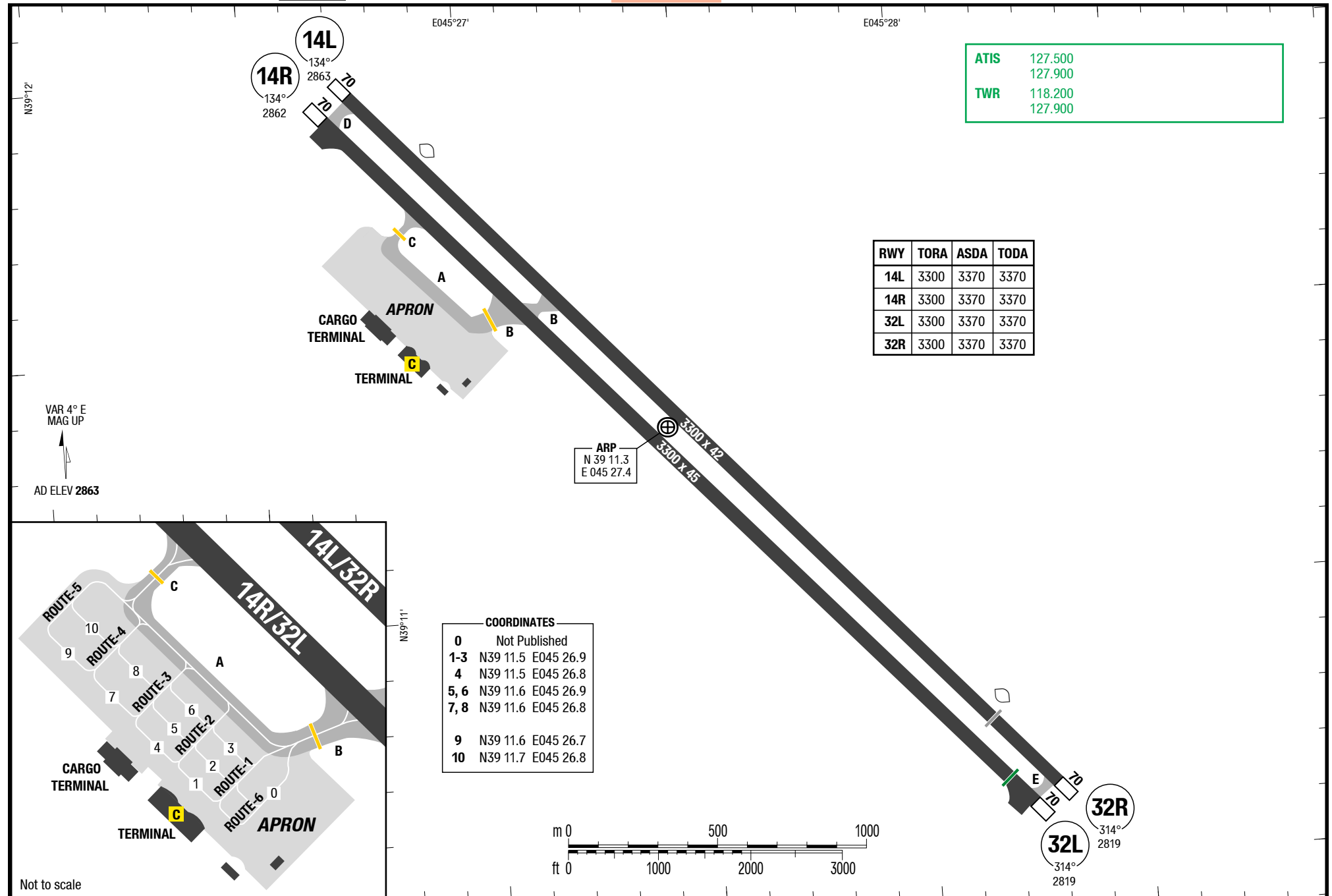
AGC

AGC

Nakhchivan Azerbaijan

AGC

3-20



Changes: FREQ, Declared distances, COORD

03-DEC-2015

NAJ-UBBN

Azerbaijan Nakhchivan

SIDs RWYs 32L/R

SIDs RWYs 14L/R

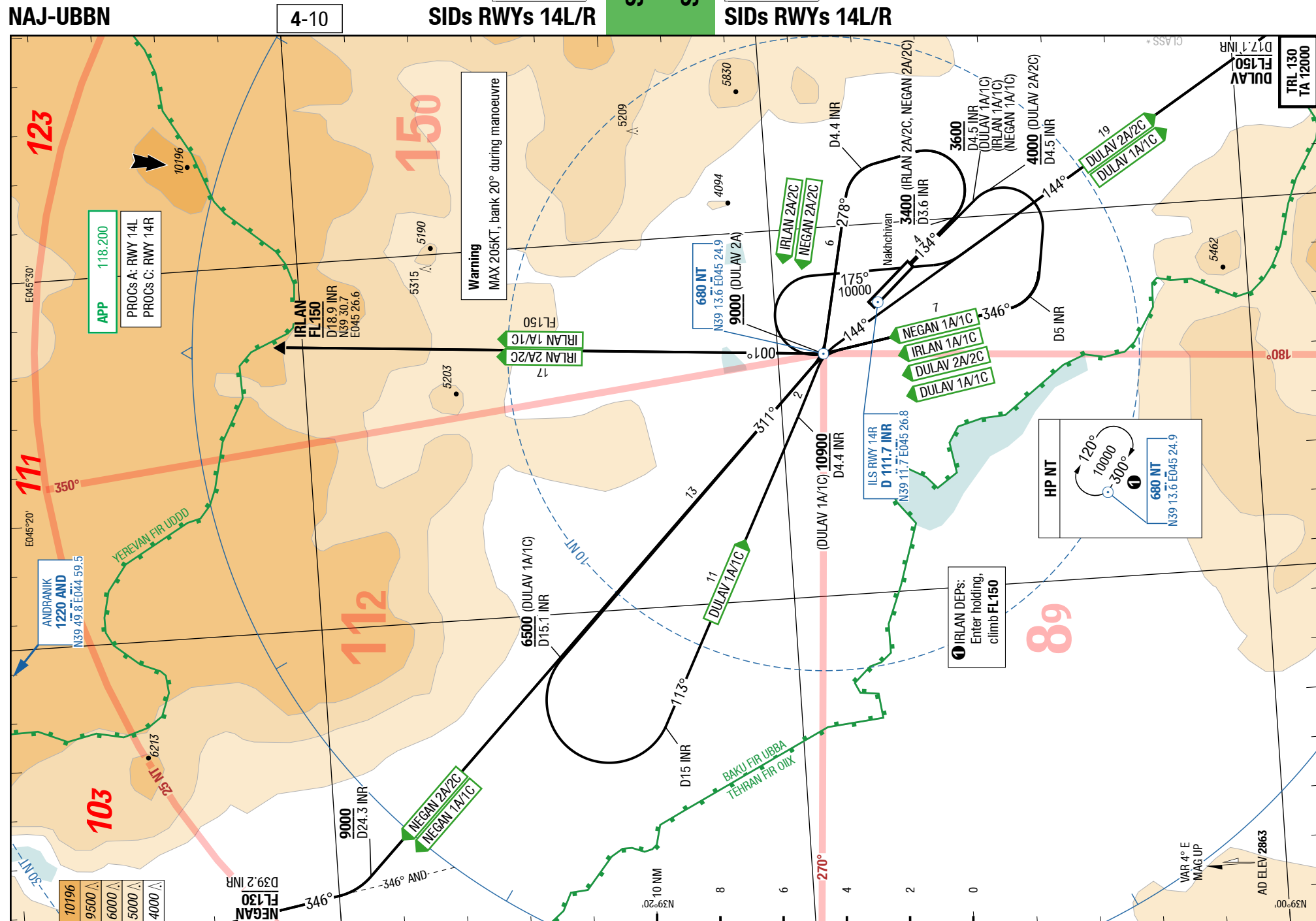
10

id

Nakhchivan Azerbaijan

SIDs RWYs 32L/R

SIDs RWYs 14L/R



Changes: new

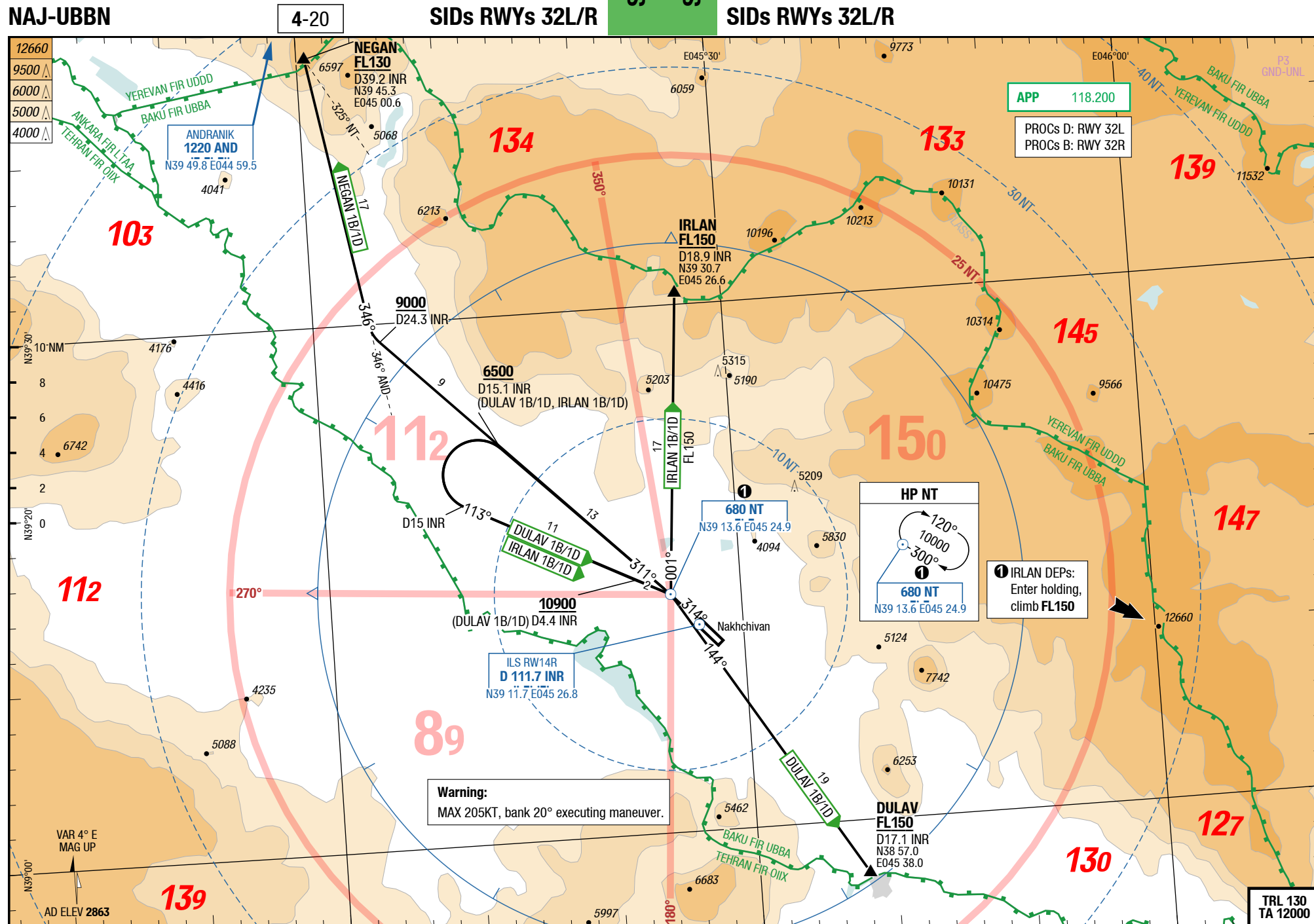
NAJ-UBBN

SIDs RWYs 32L/R

SID

SID

SIDs RWYs 32L/R



Changes: Completely revised

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

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.

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 | |
| IRLAN 1C 118.200 ① | at D4.5 INR RT intercept QDM 346 NT to NT - enter holding, climb FL150 - QDR 001 NT to IRLAN | D4.5 INR MNM 3600 IRLAN MNM FL150 |
| IRLAN 2C 118.200 ① | at D3.6 INR LT intercept QDM 278 NT to NT - enter holding, climb FL150 - QDR 001 NT to IRLAN | D3.6 INR MNM 3400 IRLAN MNM FL150 |
| NEGAN 1C 118.200 ① | at D4.5 INR RT intercept QDM 346 NT to NT - QDR 311 NT - at D24.3 INR RT intercept QDM 346 AND to NEGAN | D4.5 INR MNM 3600 D24.3 INR MNM 9000 NEGAN MNM FL130 |
| NEGAN 2C 4.1% to 6000 118.200 ①② | at D3.6 INR LT intercept QDM 278 NT to NT - QDR 311 NT - at D24.3 INR RT intercept QDM 346 AND to NEGAN | D3.6 INR MNM 3400 D24.3 INR MNM 9000 NEGAN MNM FL130 |

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

① MAX 205KT, bank 20° executing manoeuvre.

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

NAJ-UBBN

NIL

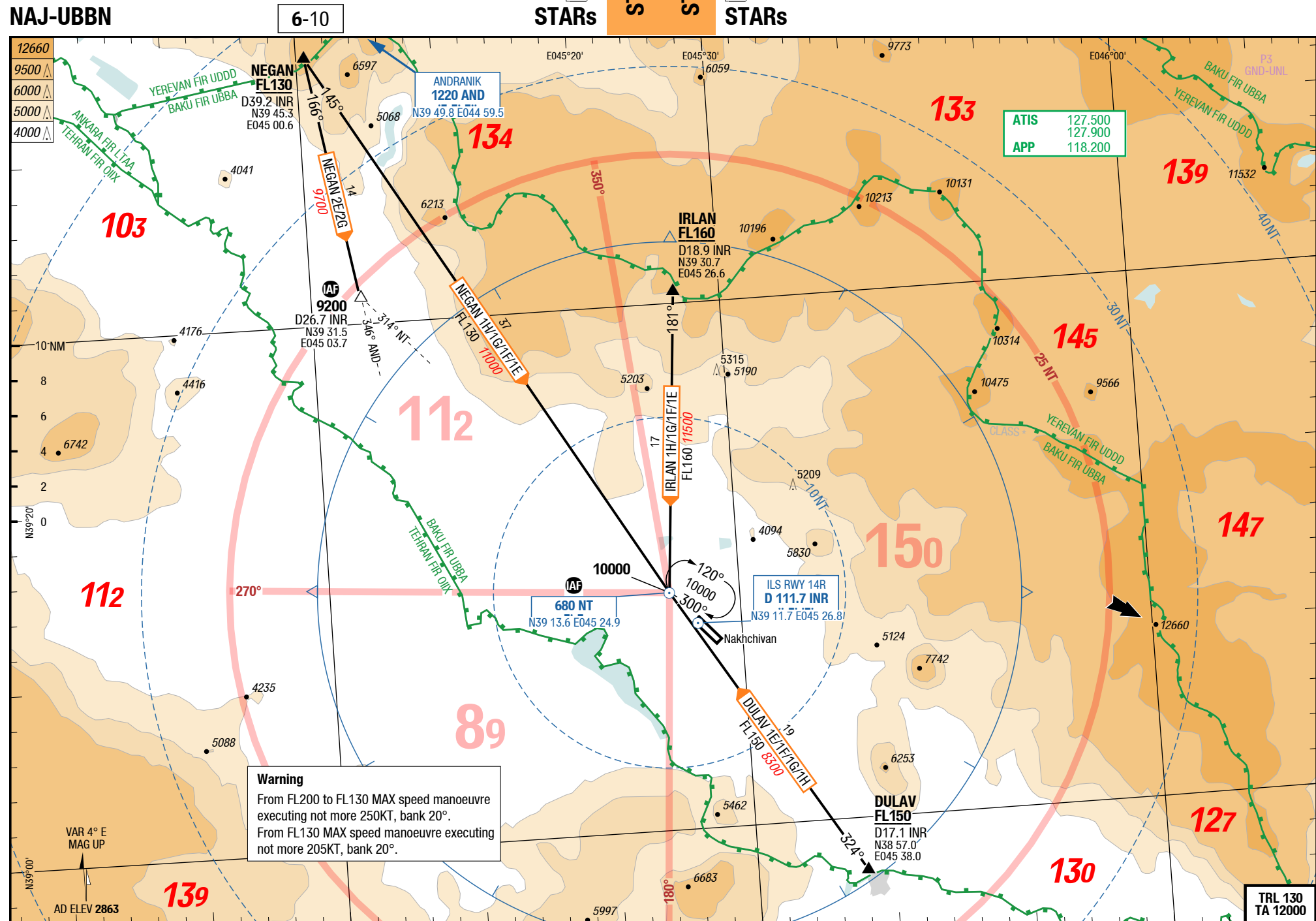
STARS

STAR

STAR

NIL

STARS



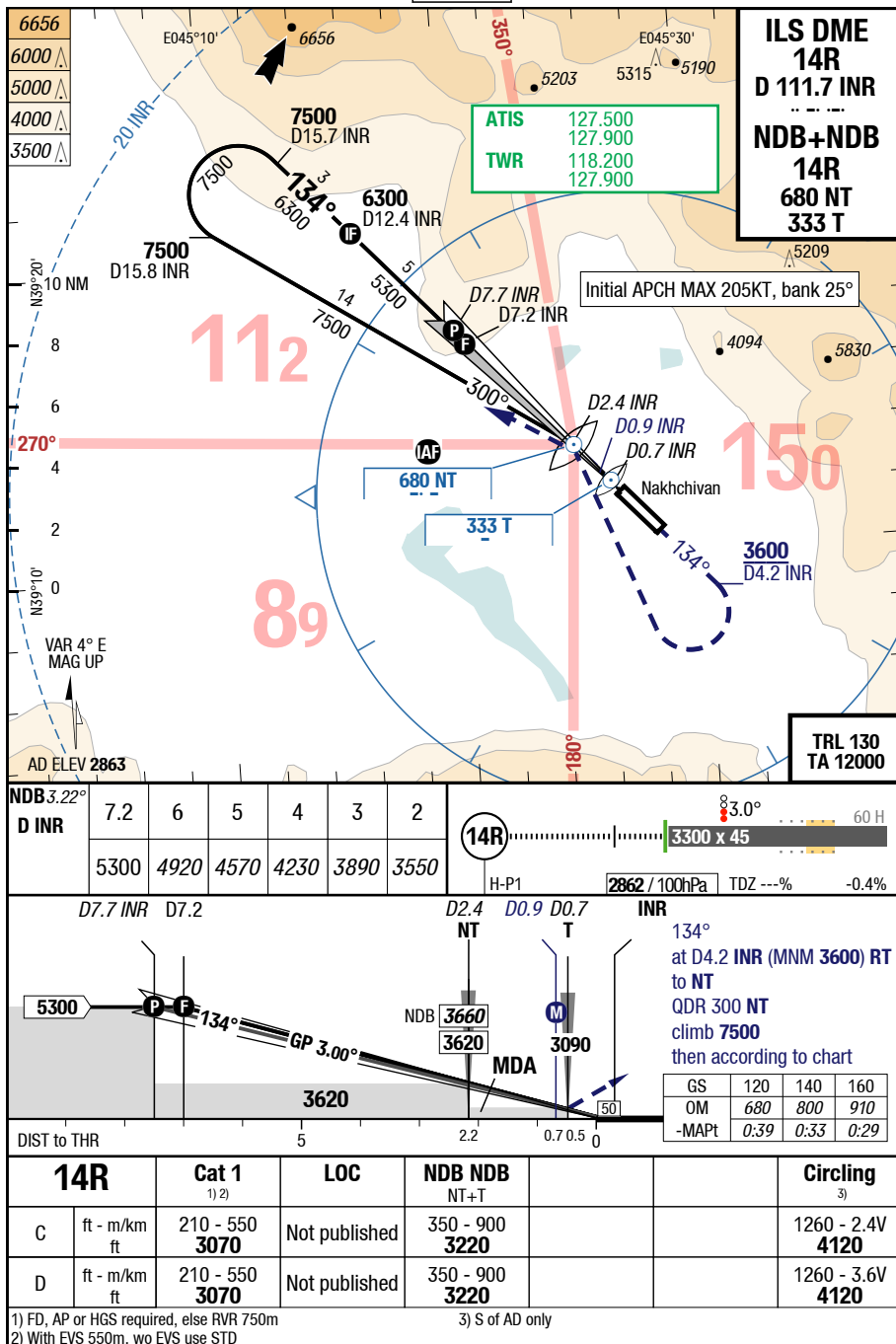
Changes: FREQ, OBST

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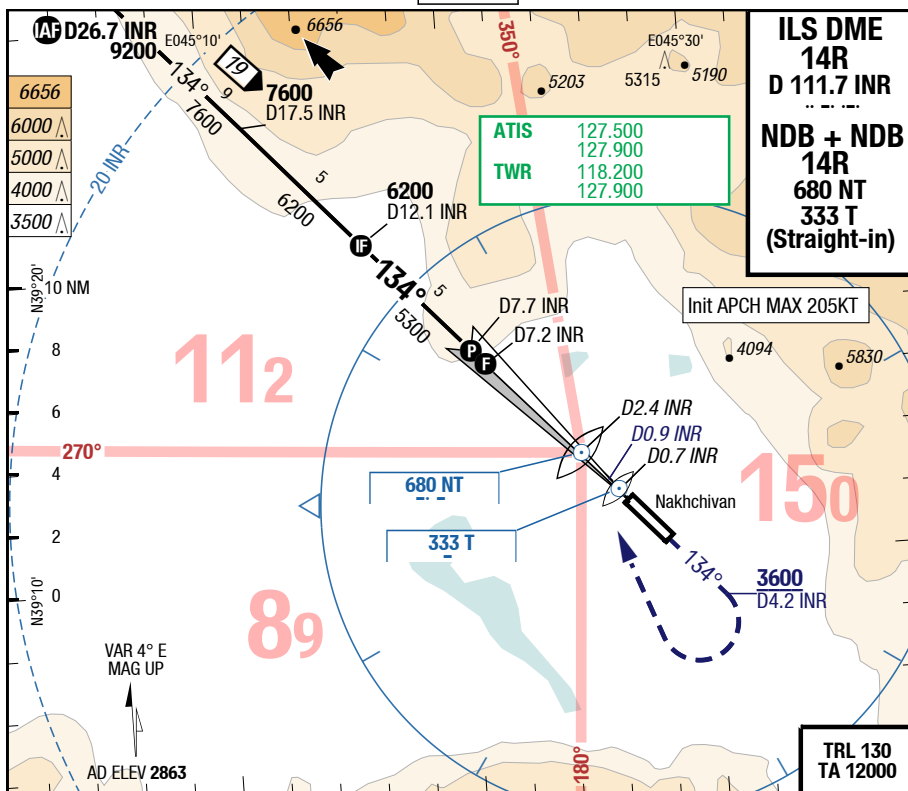
7-10

ILS DME 14R / NDB + NDB 14R

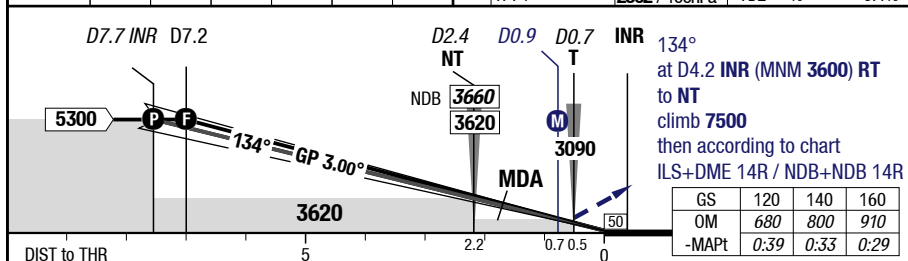


7-20

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



| | | | | | | | |
|--------------------|------|------|------|------|------|------|--|
| NDB 3.22° D INR | 7.2 | 6 | 5 | 4 | 3 | 2 | |
| | 5300 | 4920 | 4570 | 4230 | 3890 | 3550 | |



| 14R | | Cat 1 1) 2) | LOC | NDB NDB NT+T | | Circling 3) |
|------------|-----------------|--------------------------|---------------|--------------------------|--|----------------------------|
| C | ft - m/km ft | 210 - 550 3070 | Not published | 350 - 900 3220 | | 1260 - 2.4V 4120 |
| D | ft - m/km ft | 210 - 550 3070 | Not published | 350 - 900 3220 | | 1260 - 3.6V 4120 |

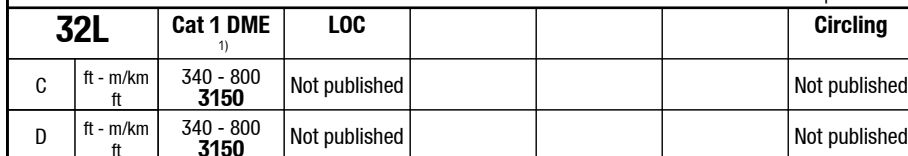
1) FD, AP or HGS required, else RVR 750m

2) With EVS 550m. wo EVS use ST

3) S of AD only

Changes: FREQ, OBST

ILS DME 32L



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