

GENERAL**Operational Hours****ATS Hours:** 0400-1400‡**AD ADMIN Hours:** SAT-WED 0400-1200‡

Other times PPR

Airport Information**RFF:** CAT 7**Fuel:** 0330-1530‡**PCN:** RWY 15/33: 80/F/D/X/T

RWY 07/25: 65/F/D/X/T

Customs: O/R**Warnings**

Intersection of RWY 33 and RWY 25 bumpy.

ARB VOR/DME unusable:

- R070-R060 beyond 20NM.
- R060-R355 beyond 11NM.
- R355-R330 beyond 18NM.
- R320-R280 beyond 20NM below 13000ft AMSL.
- R280-R240 beyond 20NM below 17000ft AMSL.
- R240-R180 beyond 25NM below 12000ft AMSL.
- R180-R140 beyond 20NM below 15000ft AMSL.
- R140-R070 beyond 20NM below 13000ft AMSL.

Azerbaijan border 10NM NE of AD.

Strolling dogs observed on movement area.

Intensive birds accumulation in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below FL100 within airspace classes D and G.

Arrival Procedure**VFR Traffic Pattern**

- For heavy ACFT 5900ft.
- For other ACFT 5400ft.

Non-standard GP intercept position on**RWY 15**GP intercepts RWY 15 at *305m / 1002ft* after landing threshold.Remaining DIST beyond GP is *2195m / 7200ft*.**RWY 33**GP intercepts RWY 33 at *309m / 1014ft* after landing threshold.Remaining DIST beyond GP is *2191m / 7188ft*.

DEPARTURE**Take-off Minima**

RWY		07/25, 15/33	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Speed

MAX IAS 250KT below FL100 within airspace classes D and G.

Departure Procedure

Start-up: Clearance should be REQ 5-10min prior to start-up.

De-Icing

O/R

Effective 29-MAR-2018

22-MAR-2018

ADU-OITL

Iran Ardabil

AGC

AFC

AFC

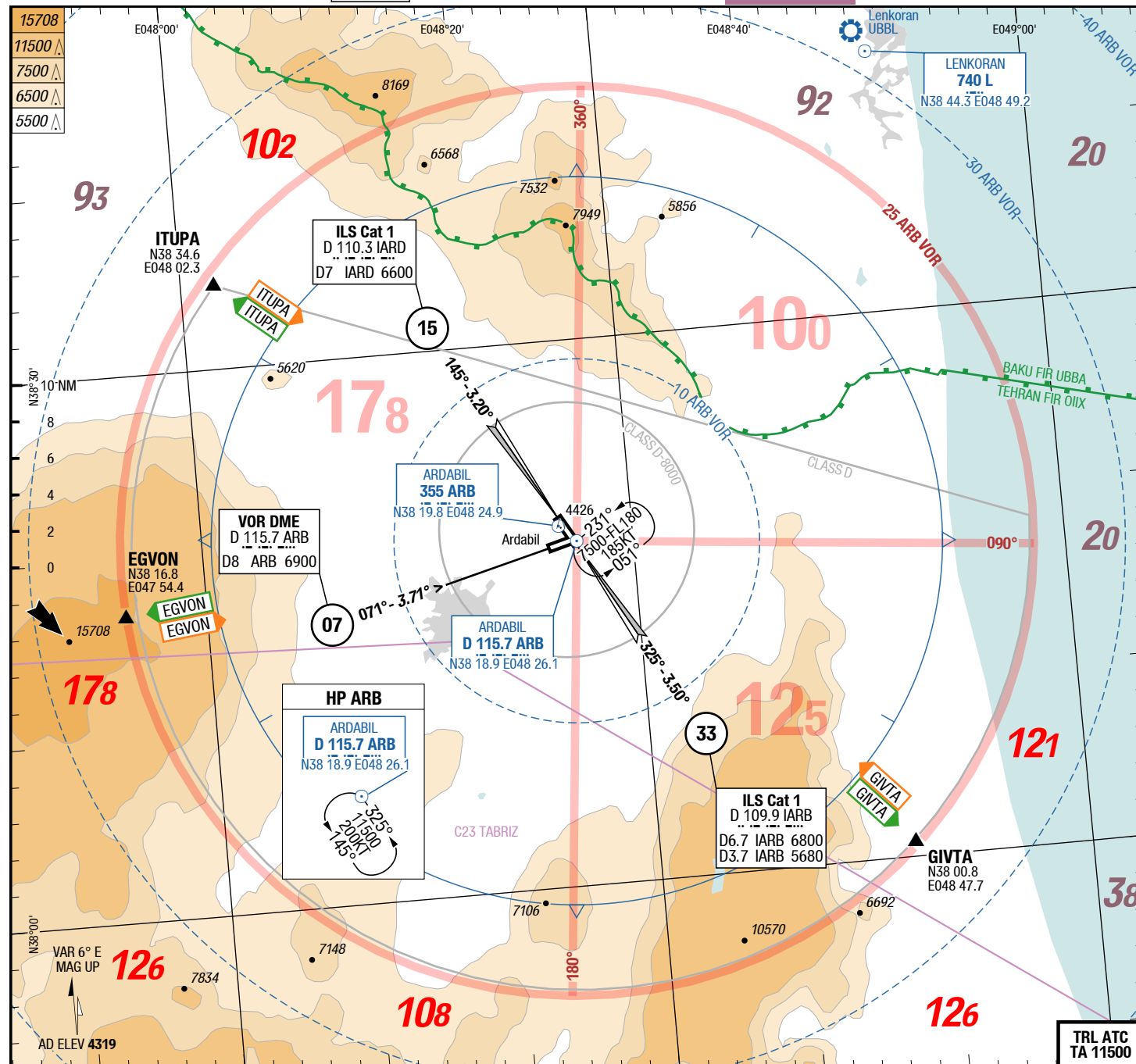
AFC

Ardabil Iran

AGC

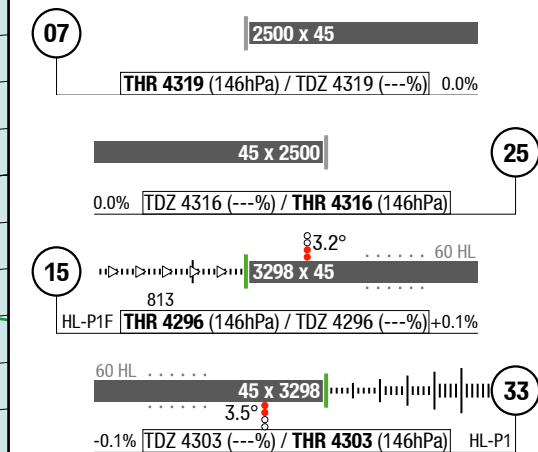
AFC

2-10



ATIS 126.650 Winter: 0400-1400
Summer: 0300-1500
TWR 118.150 Winter: 0400-1400
Summer: 0300-1500
121.900 Winter: 0400-1400
Summer: 0300-1500

Landing RWY system:



Changes: APL, ASP

Effective 29-MAR-2018

22-MAR-2018

ADU-OITL

Iran Ardabil

AGC

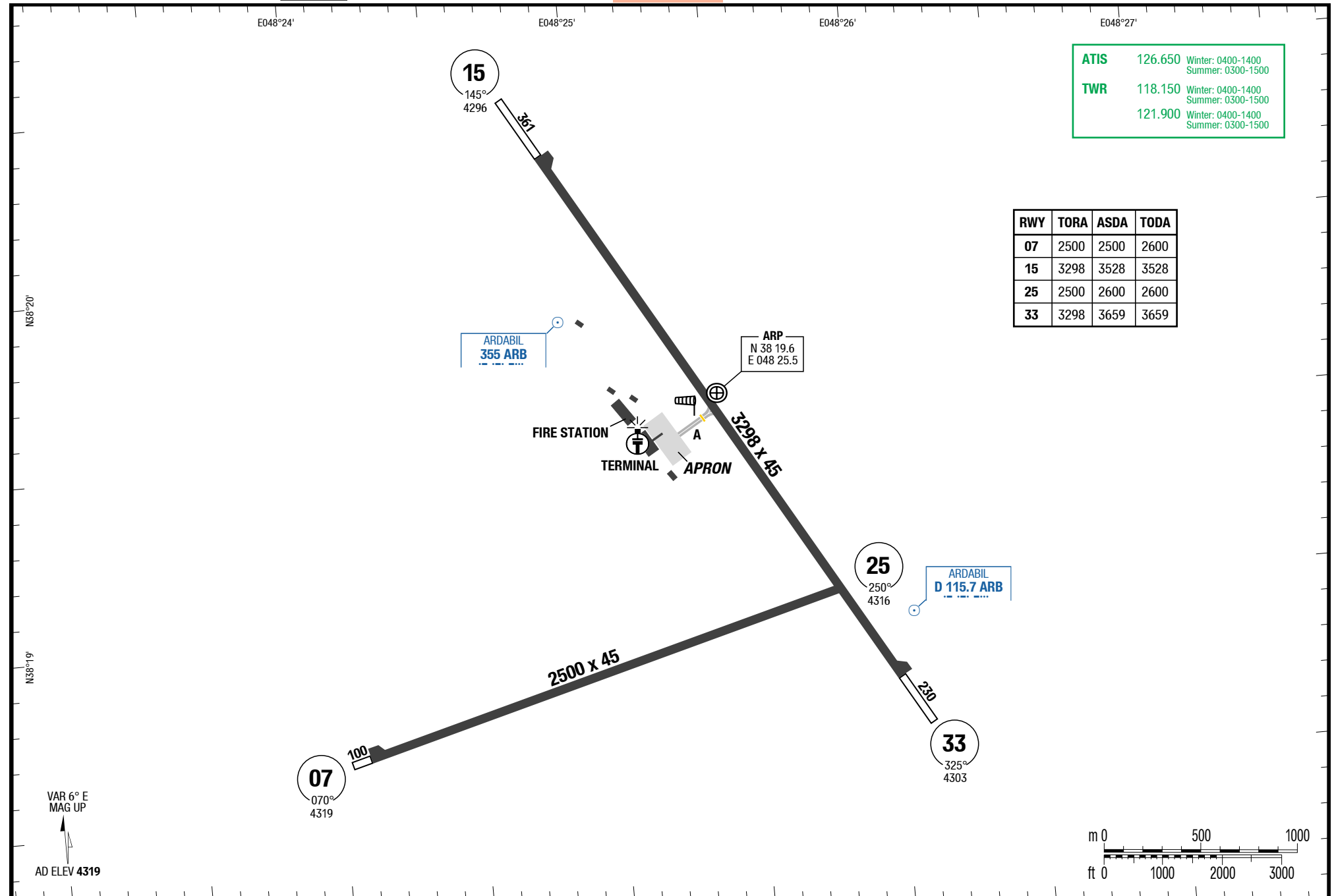
AGC

AGC

Ardabil Iran

AGC

3-20



Changes: Nil

ADU-OITL

SIDs GIVTA VOR

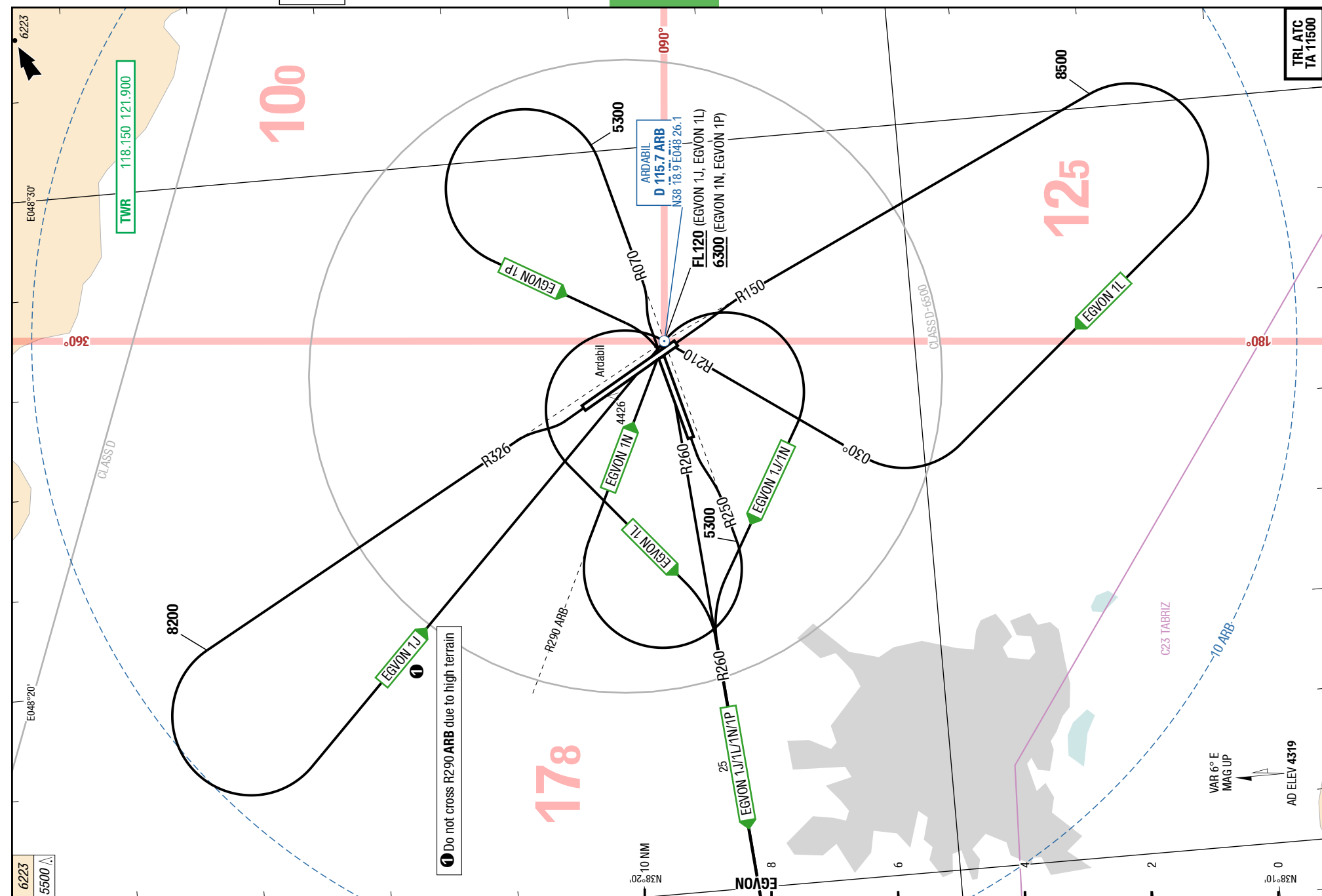
SIDs EGVON VOR

SID

SID

SIDs GIVTA VOR

SIDs EGVON VOR



Changes: TA, VAR, OBST, AD ELEV

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ADU-OITL

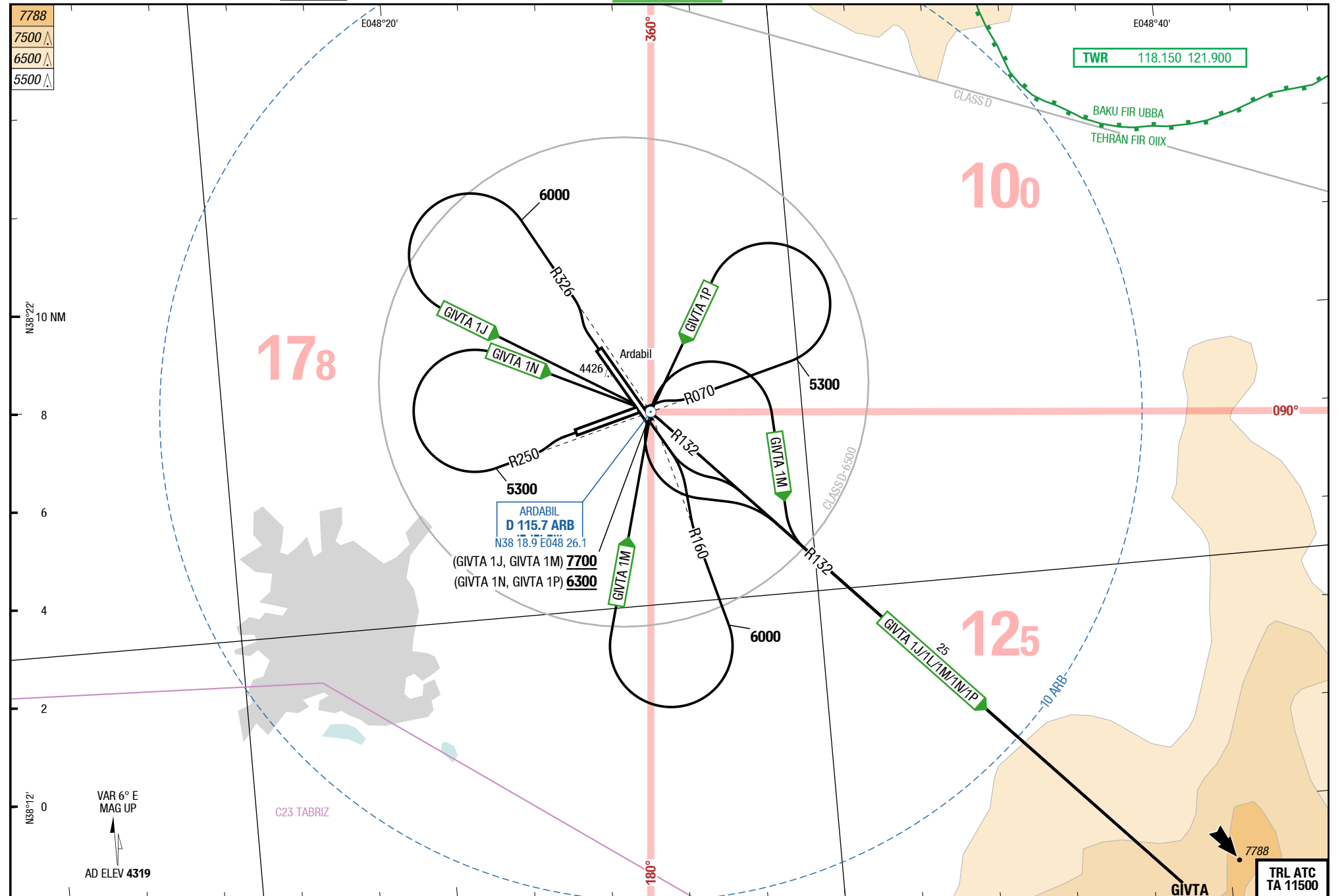
SIDS GIVTA VOR

SID

SID

SIDs GIVTA VOR

4-20



Changes: TA, VAR, OBST, AD ELEV

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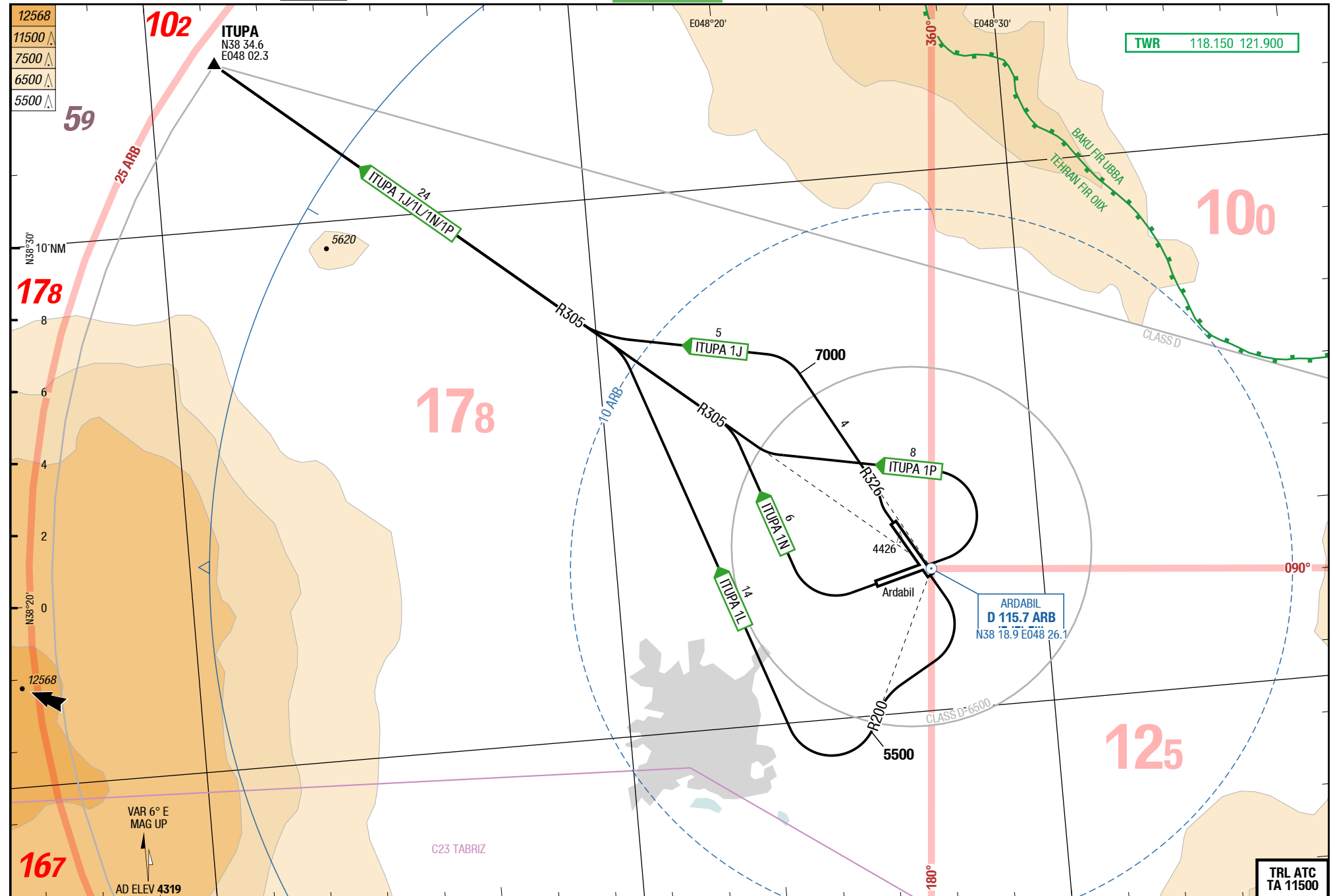
ADU-OITL

SIDs ITUPA VOR

SID

SID

SIDs ITUPA VOR



Changes: TA, VAR, OBST, AD ELEV

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Effective 23-JUN-2016

16-JUN-2016

ADU-OITL

Iran Ardabil

SIDs EGVON NDB

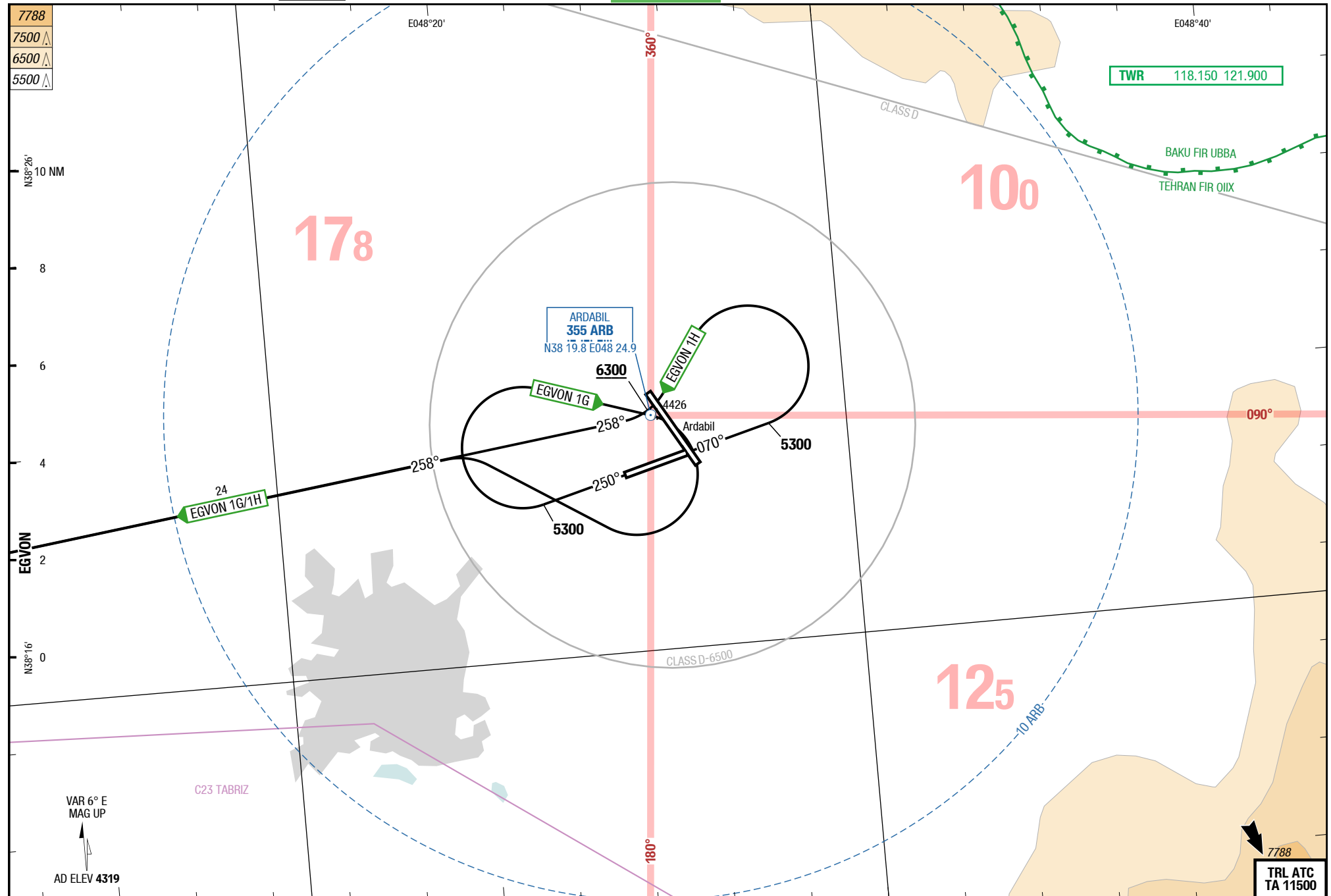
SID

SID

Ardabil Iran

SIDs EGVON NDB

4-40



Changes: TA, VAR, OBST, AD ELEV

Effective 23-JUN-2016

16-JUN-2016

ADU-OITL

Iran Ardabil

NIL

SID

SID

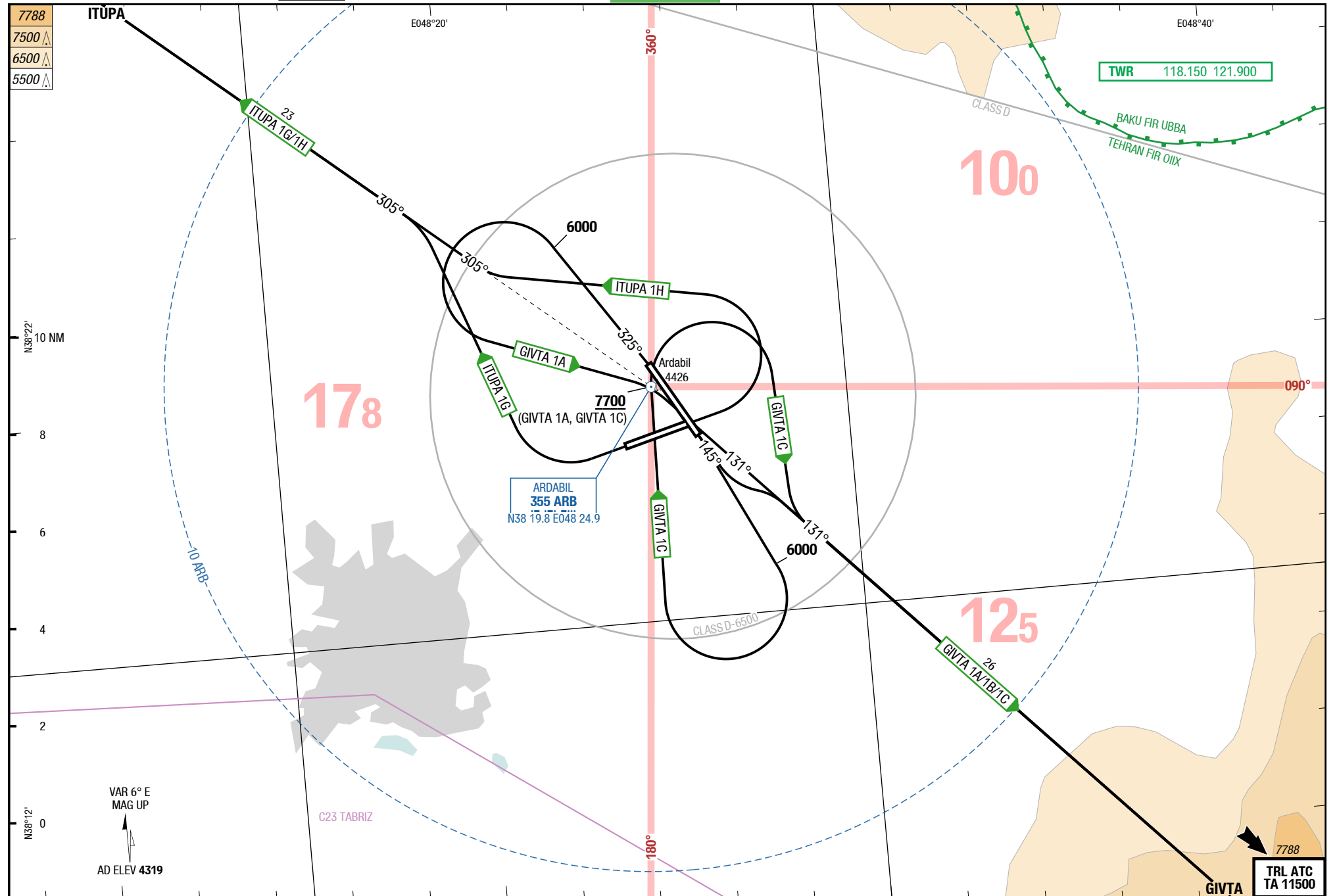
Ardabil Iran

NIL

SIDs GIVTA / ITUPA NDB

4-50

SIDs GIVTA / ITUPA NDB



Changes: TA, VAR, OBST, AD ELEV

EGVON 1P / EGVON 1L / EGVON 1N / EGVON 1J

RWYs 07 (070°) / 15 (145°) / 25 (250°) / 33 (325°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.3%	ft/MIN	800	1000	1200	1400	1600	1800
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
EGVON 1P 6.6% to FL200 118.150	R070 ARB - at 5300 LT to ARB - RT R260 ARB to EGVON	ARB MNM 6300
	Runway 15	
EGVON 1L 6.3% 118.150	R150 ARB - at 8500 RT intercept R210 ARB to ARB - LT intercept R260 ARB to EGVON	ARB MNM FL120
	Runway 25	
EGVON 1N 6.6% to FL200 118.150	R250 ARB - at 5300 RT to ARB - RT intercept R260 ARB to EGVON	ARB MNM 6300
	Runway 33	
EGVON 1J 5.3% from ARB 118.150 ①	R326 ARB - at 8200 LT to ARB - RT intercept R260 ARB to EGVON	ARB MNM FL120

① Do not cross R290 ARB due to high terrain.

GIVTA 1P / GIVTA 1L / GIVTA 1M / GIVTA 1N / GIVTA 1J

RWYs 07 (070°) / 15 (145°) / 25 (250°) / 33 (325°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
5.5%	ft/MIN	700	900	1100	1200	1400	1600
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
GIVTA 1P 5.5% to FL130 118.150	R070 ARB - at 5300 LT to ARB - LT intercept R132 ARB to GIVTA	ARB MNM 6300
	Runway 15	
GIVTA 1L 5.8% to FL130 118.150	LT intercept R132 ARB to GIVTA	
GIVTA 1M 4.2% to FL130 118.150	RT intercept R160 ARB - at 6000 RT to ARB - RT intercept R132 ARB to GIVTA	ARB MNM 7700
	Runway 25	
GIVTA 1N 3.8% to FL130 118.150	R250 ARB - at 5300 RT to ARB - RT intercept R132 ARB to GIVTA	ARB MNM 6300
	Runway 33	
GIVTA 1J 4.2% to FL130 118.150	intercept R326 ARB - at 6000 LT to ARB - R132 ARB to GIVTA	ARB MNM 7700

ITUPA 1P / ITUPA 1L / ITUPA 1N / ITUPA 1J

RWYs 07 (070°) / 15 (145°) / 25 (250°) / 33 (325°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
ITUPA 1P 4.5% 118.150	LT intercept R305 ARB to ITUPA	
	Runway 15	
ITUPA 1L 118.150	RT intercept R200 ARB - at 5500 RT intercept R305 ARB to ITUPA	
	Runway 25	
ITUPA 1N 4.5% 118.150	RT intercept R305 ARB to ITUPA	
	Runway 33	
ITUPA 1J 4.2% 118.150	intercept R326 ARB - at 7000 LT intercept R305 ARB to ITUPA	

EGVON 1H / EGVON 1G

RWYs 07 (070°) / 25 (250°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
EGVON 1H 6.6% to FL200 118.150	070° - at 5300 LT to ARB - RT intercept QDR 258 ARB to EGVON	ARB MNM 6300
	Runway 25	
EGVON 1G 6.6% to FL200 118.150	250° - at 5300 RT to ARB - RT intercept QDR 258 ARB to EGVON	ARB MNM 6300

ITUPA 1H / GIVTA 1B / GIVTA 1C / ITUPA 1G / GIVTA 1A

RWYs 07 (070°) / 15 (145°) / 25 (250°) / 33 (325°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
ITUPA 1H 4.5% 118.150	LT intercept QDR 305 ARB to ITUPA	
	Runway 15	
GIVTA 1B 5.8% to FL130 118.150	LT intercept QDR 131 ARB to GIVTA	
GIVTA 1C 4.2% to FL130 118.150	145° - at 6000 RT to ARB - RT intercept QDR 131 ARB to GIVTA	ARB MNM 7700
	Runway 25	
ITUPA 1G 4.5% 118.150	RT intercept QDR 305 ARB to ITUPA	
	Runway 33	
GIVTA 1A 4.2% to FL130 118.150	325° - at 6000 LT to ARB - QDR 131 ARB to GIVTA	ARB MNM 7700

ADU-OITL

STARs GIVTA 1J/1K/1M

6-10

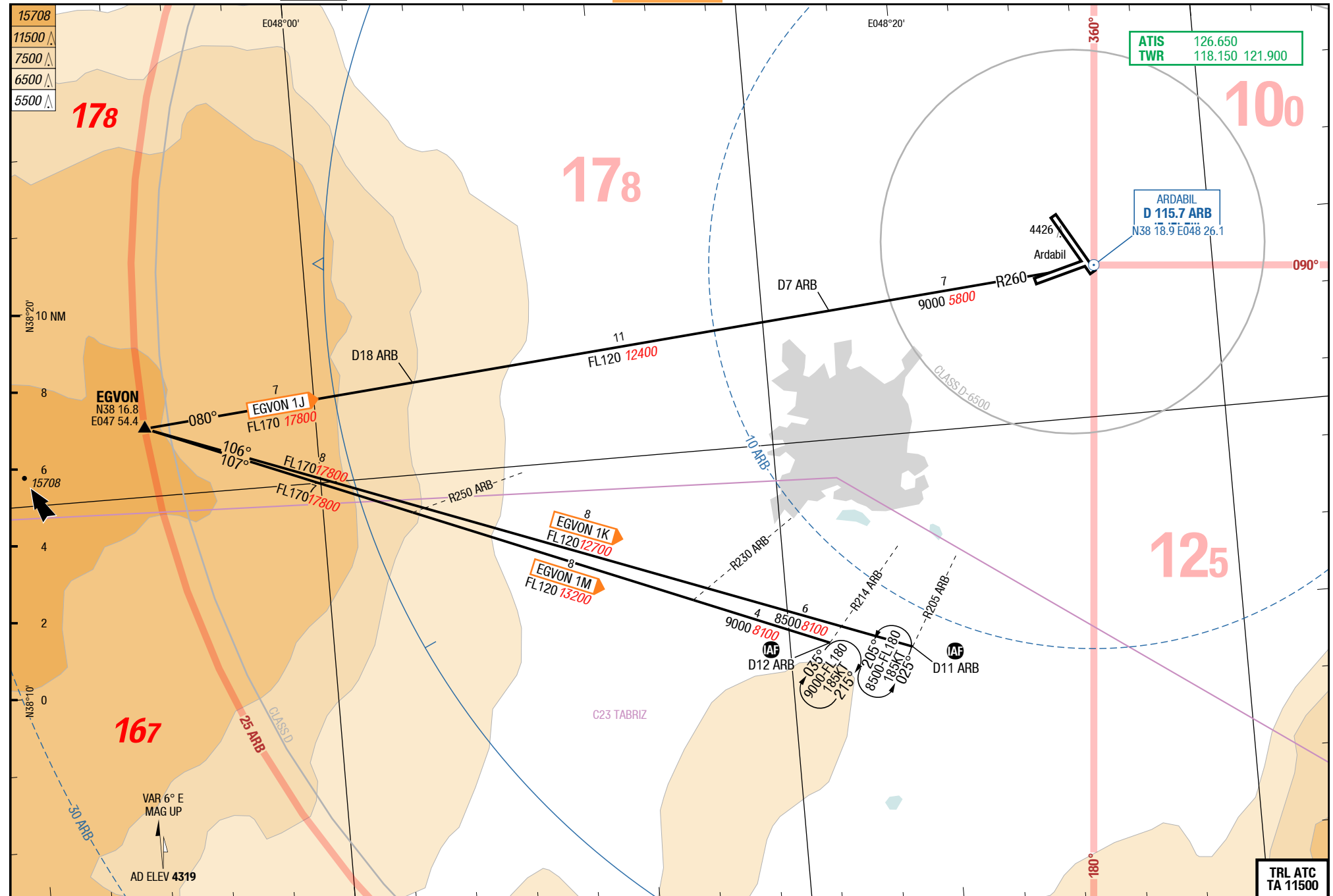
STARs EGVON 1J/1K/1M

STAR

STAR

STARs GIVTA 1J/1K/1M

STARs EGVON 1J/1K/1M



Changes: TA, VAR, OBST, AD ELEV

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STAR

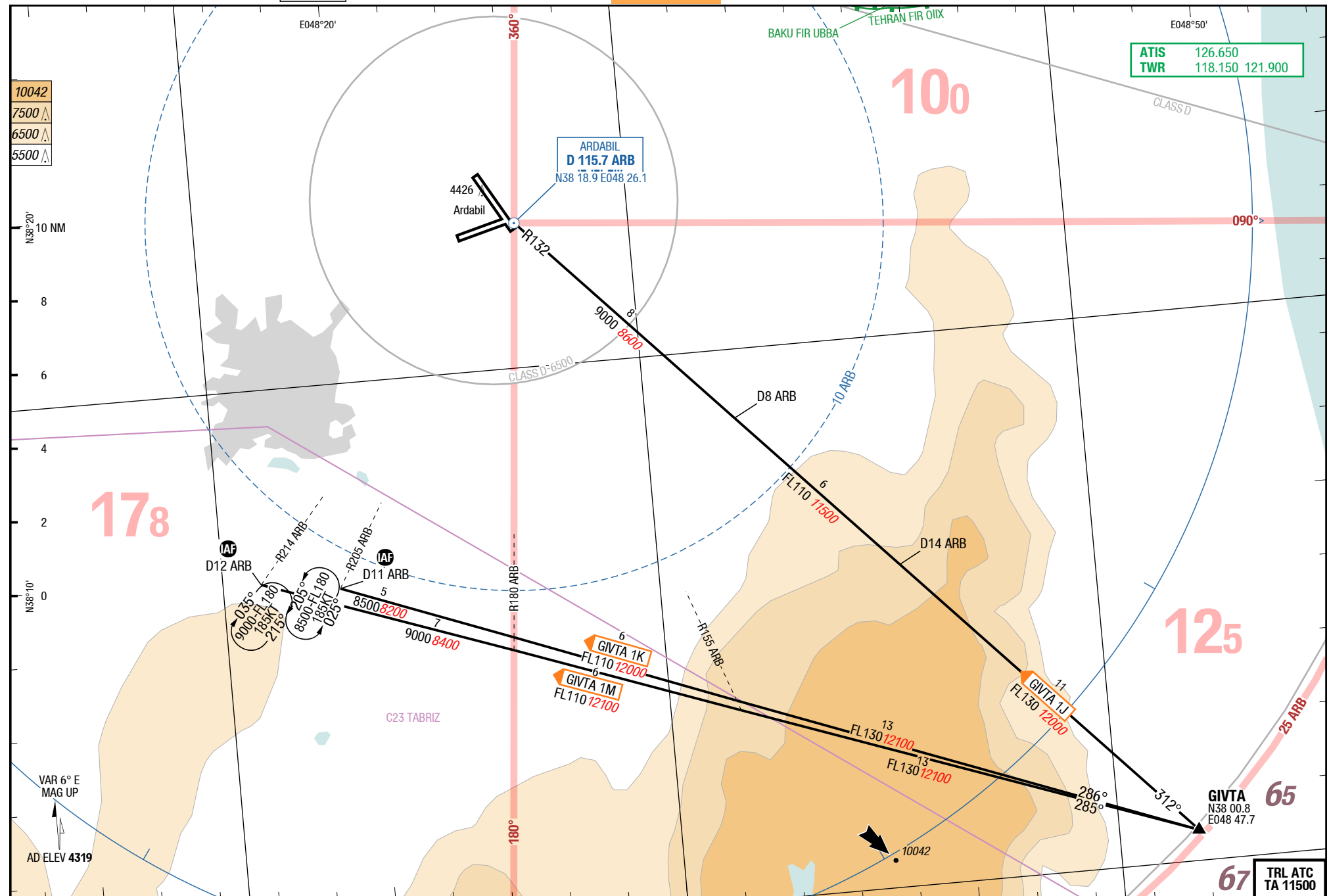
STAR

STARs GIVTA 1J/1K/1M

6-20

STARs GIVTA 1J/1K/1M

STARs GIVTA 1J/1K/1M



Changes: TA, OBST, VAR, AD ELEV

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ADU-OITL

6-30

STARs ITUPA 1J/1K/1M

Iran Ardabil

STARs NDB

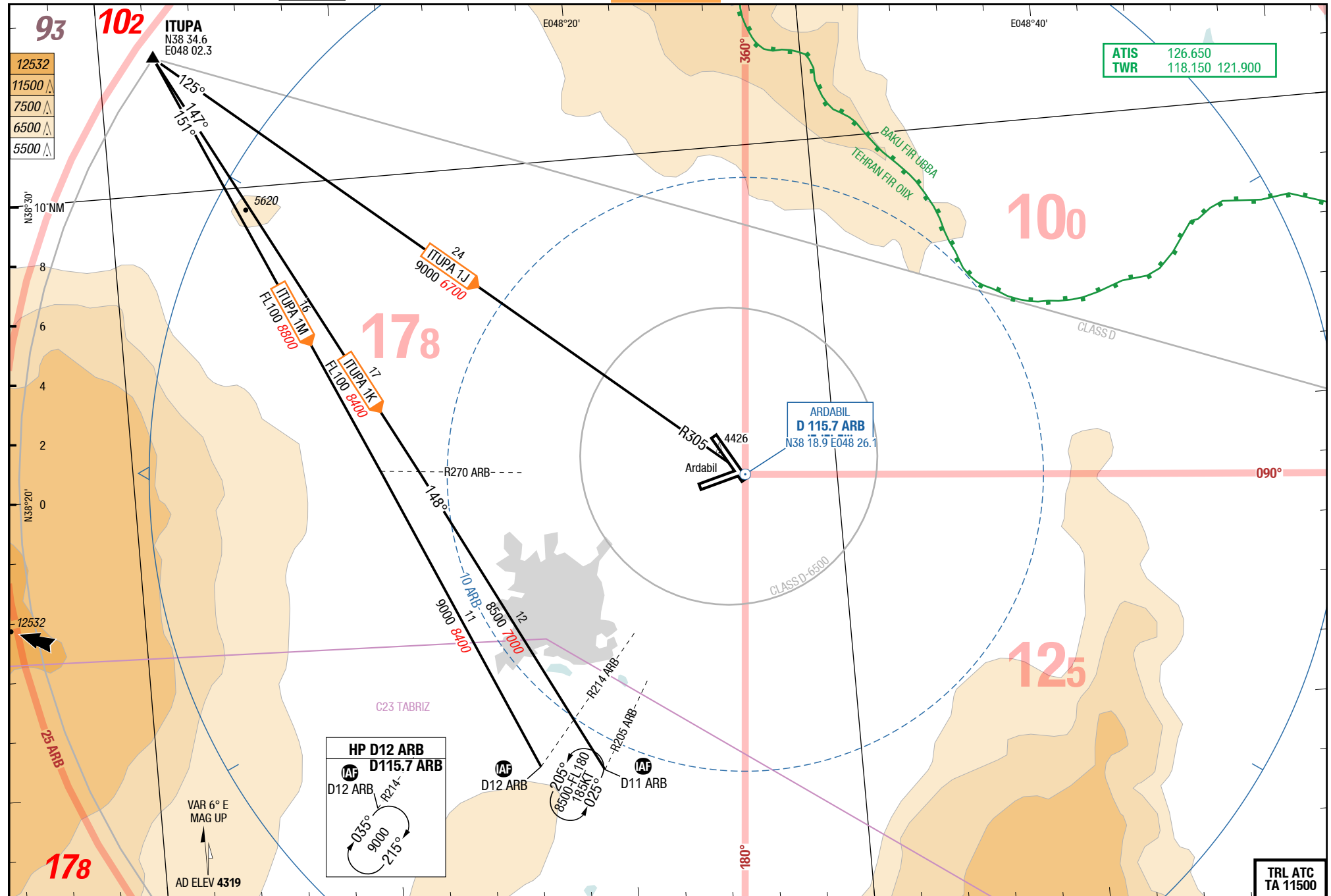
STAR

STAR

Ardabil Iran

STARs NDB

STARs ITUPA 1J/1K/1M



Changes: TA, VAR, OBST, AD ELEV

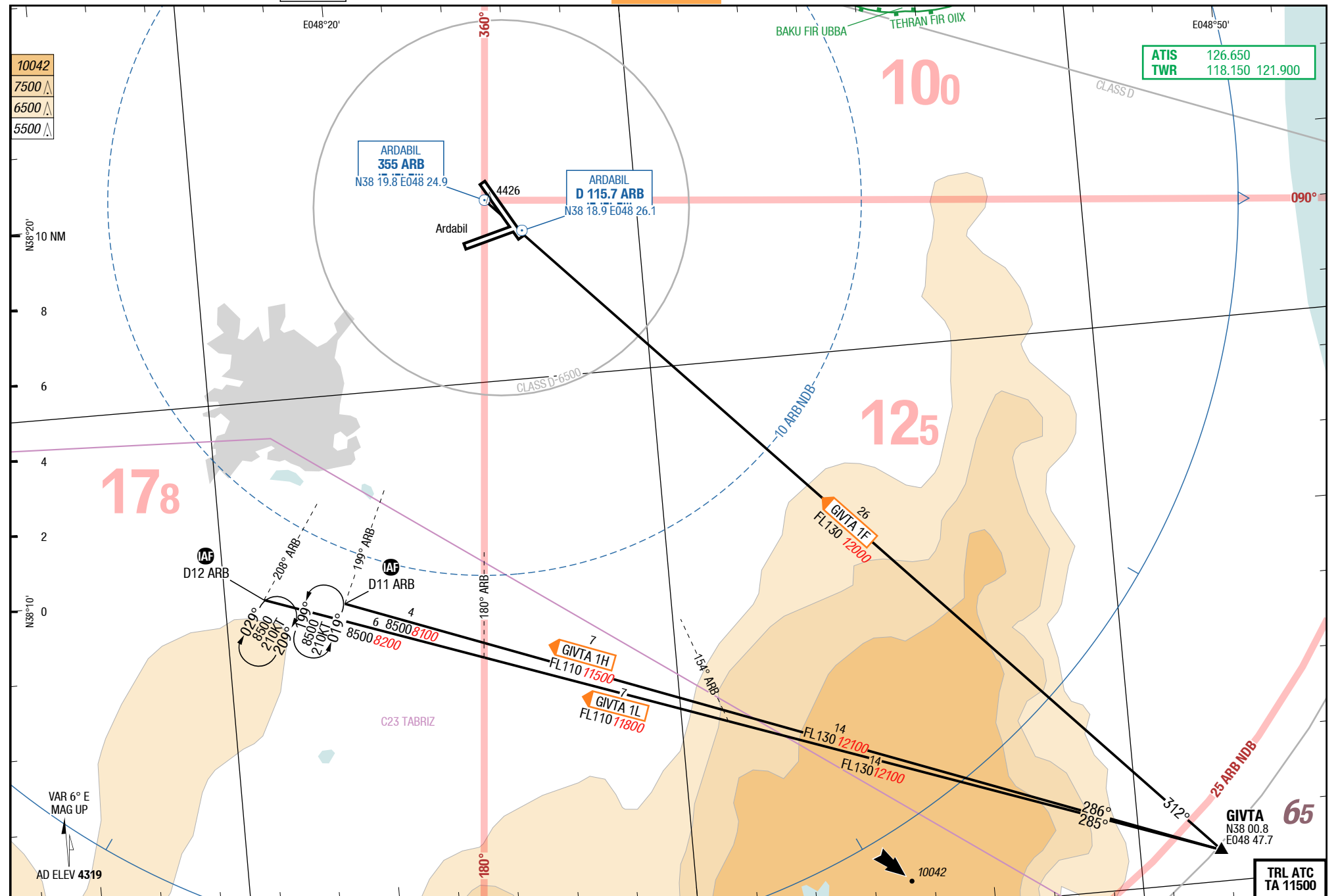
ADU-OITL

STARs NDB

STAR

STAR

STARs NDB



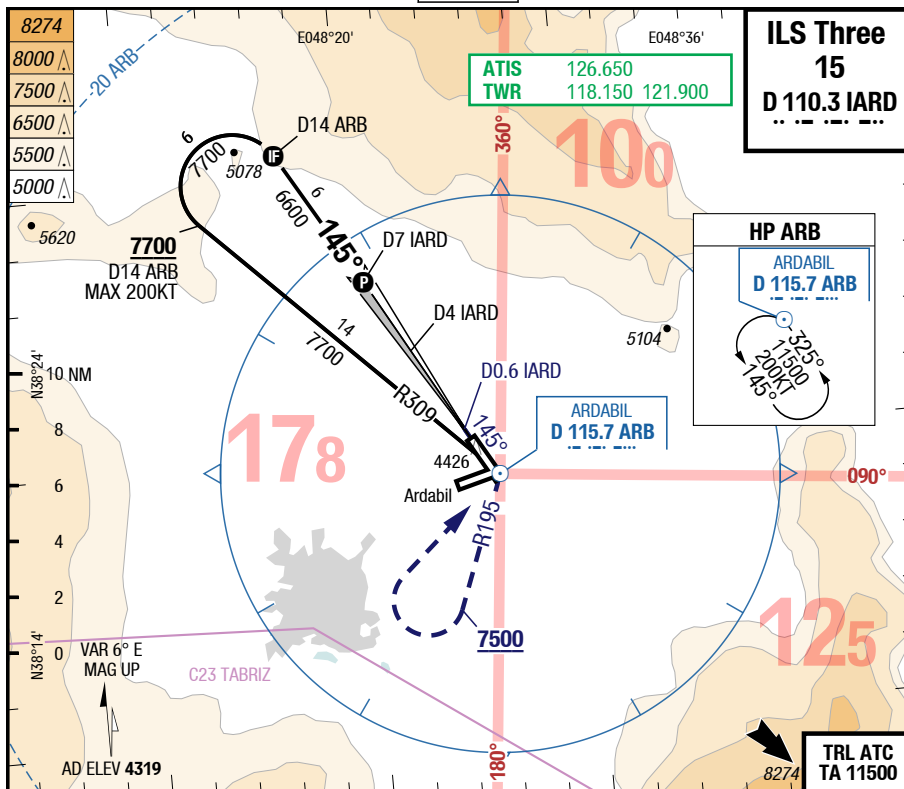
Changes: TA, Track, VAR, OBST, AD ELEV

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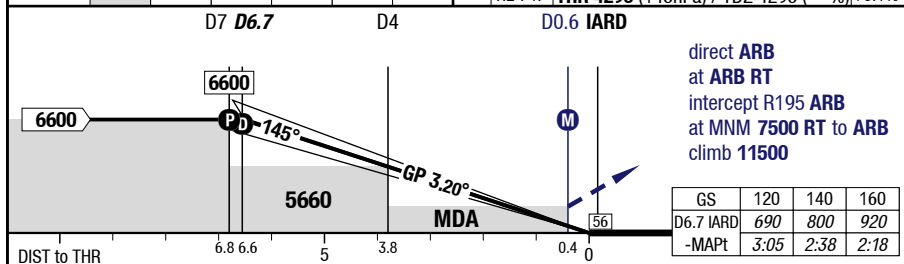
ADU-OITL

7-10

ILS Three 15



LOC 3.24° DIARD	6.7	6	5	3	2	<div> <div> <div>15</div> <div> <div> <div>813</div> <div>3298 x 45</div> <div>8.3.2°</div> <div>60 HL</div> </div> </div> </div> </div>
	6600	6360	6010	5330	4980	

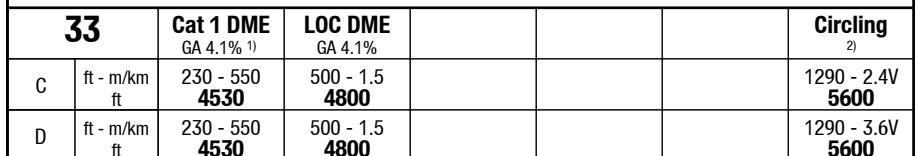


15		Cat 1 DME GA 3.8% ¹⁾	LOC DME GA 3.8%			Circling ²⁾
C	ft - m/km ft	210 - 550 4500	560 - 1.8 4850			1290 - 2.4V 5600
D	ft - m/km ft	210 - 550 4500	560 - 1.8 4850			1290 - 3.6V 5600

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

2) To RWY 07/25 HJ only

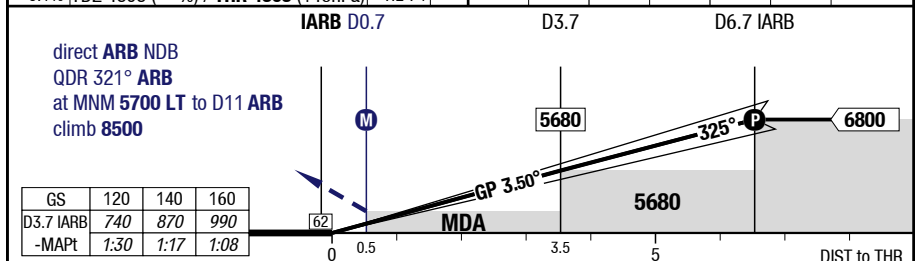
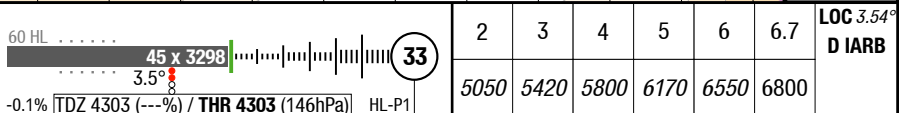
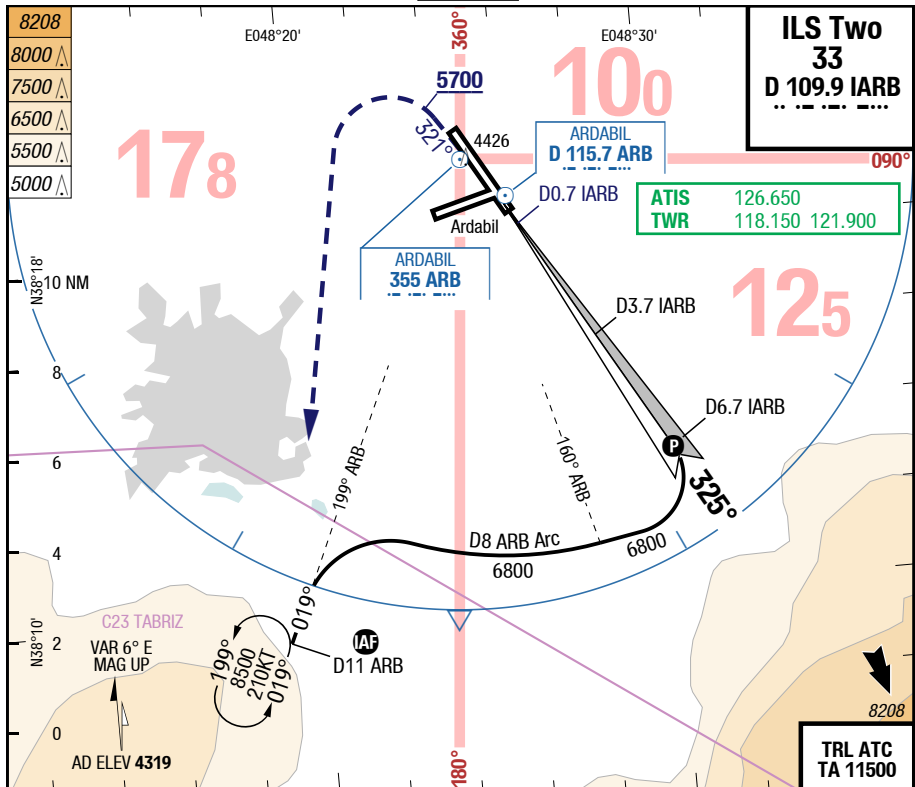
Changes: APL



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7-30

ILS Two 33



33		Cat 1 DME 1) 2)	LOC DME			Circling 3)
C	ft - m/km ft	270 - 600 4570	500 - 1.5 4800			1290 - 2.4V 5600
D	ft - m/km ft	270 - 600 4570	500 - 1.5 4800			1290 - 3.6V 5600

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

3) To RWY 07/25 HJ only

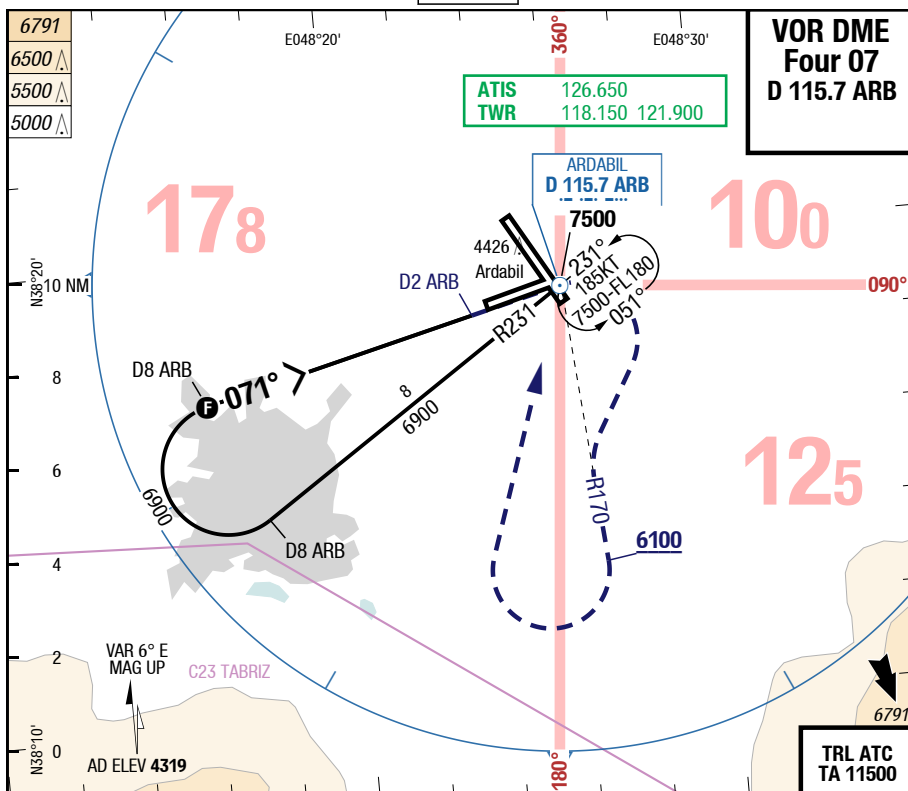
2) With EVS 550m

Changes: APL

ADU-OITL

7-40

VOR DME Four 07



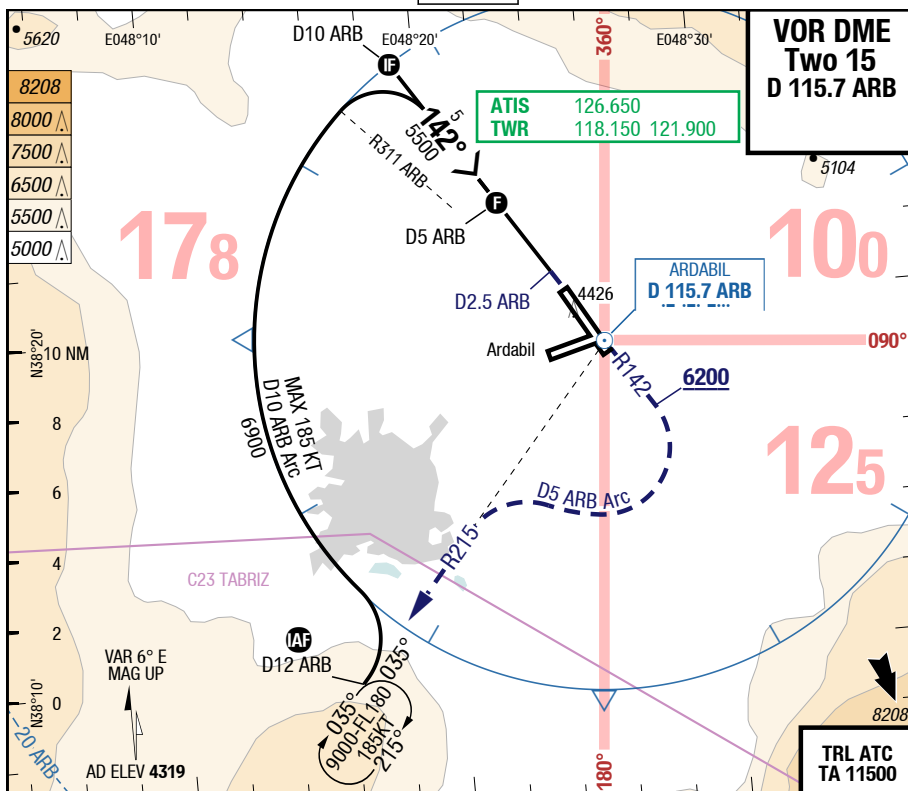
3.71° D ARB 071° RWY 070°	8	7	6	5	4	3	07	2500 x 45											
6900	6510	6120	5720	5330	4930	THR 4319 (146hPa) / TDZ 4319 (---%) 0.0%													
D8 ARB							D2	ARB											
							direct ARB at ARB RT intercept R170 ARB at MNM 6100 RT to ARB climb 7500												
							<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D8 ARB</td><td>780</td><td>910</td><td>1040</td></tr><tr><td>-MAPt</td><td>3:00</td><td>2:34</td><td>2:15</td></tr></table>	GS	120	140	160	D8 ARB	780	910	1040	-MAPt	3:00	2:34	2:15
GS	120	140	160																
D8 ARB	780	910	1040																
-MAPt	3:00	2:34	2:15																
DIST to THR							6.4	5											
							0.4	0											
							MDA												

07	VOR DME GA 3.3% HJ only						Circling HJ only
C	ft - m/km ft	470 - 2.2 4780					1290 - 2.4V 5600
D	ft - m/km ft	Not published					Not published

ADU-OITL

7-50

VOR DME Two 15



3.25°
D ARB
142°
RWY 145°

9.1	9	8	7	6	4
6900	6890	6540	6190	5850	5160

HL-P1F THR 4296 (146hPa) / TDZ 4296 (---%) +0.1%

813

3298 x 45

83.2°

60 HL

D10 ARB **D9.1** D5 D2.5 ARB

direct ARB
R142 ARB
at MNM 6200 RT
follow D5 ARB arc
intercept R215 ARB
to D12 ARB
climb 9000

GS	120	140	160
D5 ARB	690	810	920
-MAPt	1:15	1:04	0:56

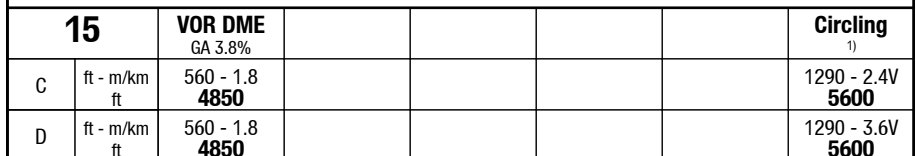
6900 IF D 142° 5500 F MDA 0.8 0

DIST to THR 5 3.3

15	ft - m/km ft	VOR DME GA 3.5%	1290 - 2.4V 5600
		560 - 1.8 4850	
D	ft - m/km ft	VOR DME GA 3.5%	1290 - 3.6V 5600
		560 - 1.8 4850	

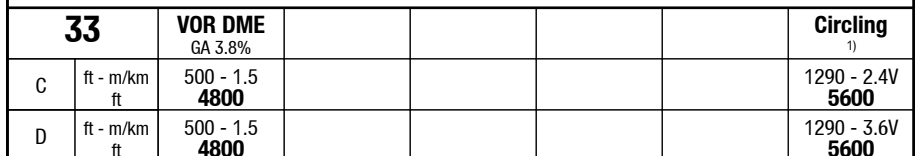
1) To RWY 07/25 HJ only

VOR DME Three 15



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VOR DME One 33

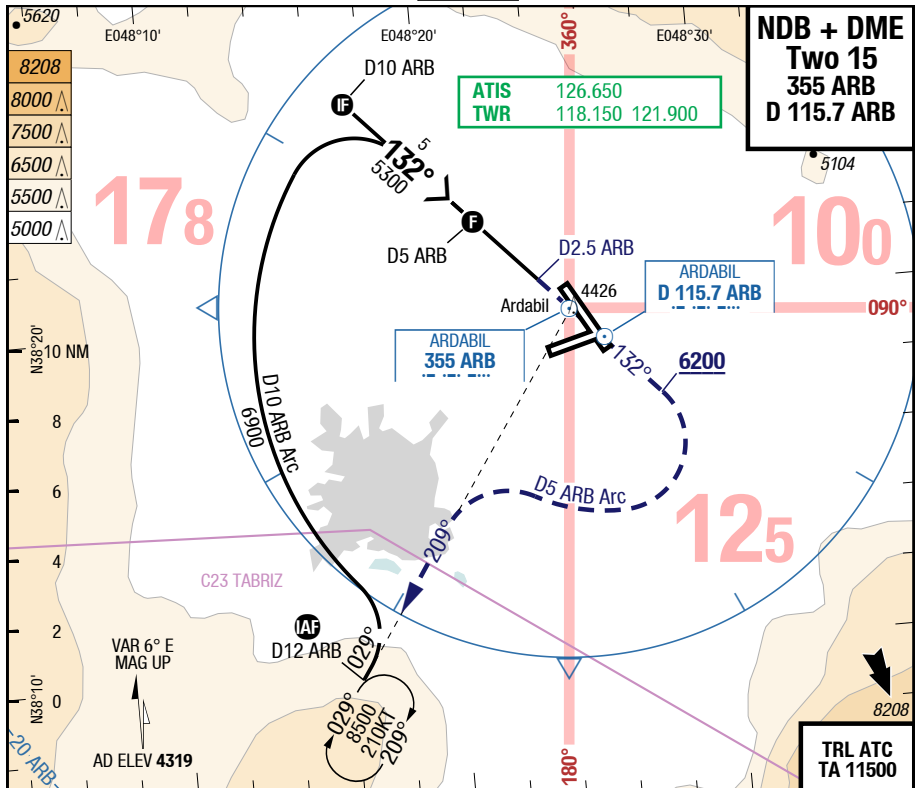


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ADU-OITL

7-80

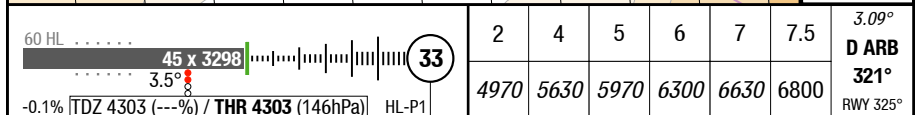
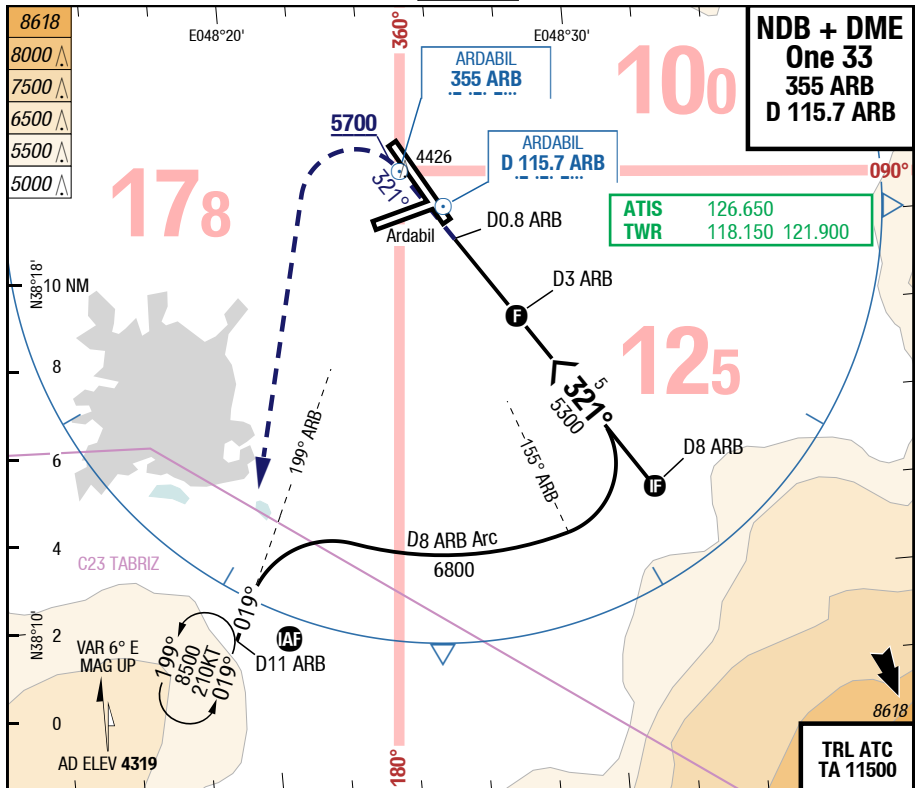
NDB + DME Two 15



3.00° D ARB 132° RWY 145°	9.7	9	8	7	6	4	<div>15<div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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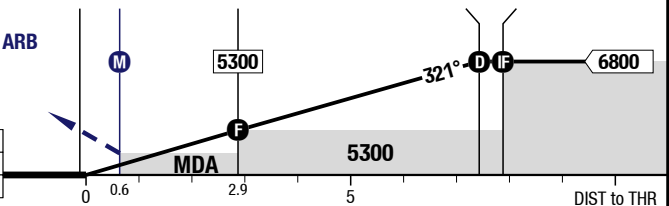
NDB + DME One 33

7-90



direct **ARB** NDB
QDR 321° **ARB**
at MNM **5700 LT** to D11 **ARB**
climb **8500**

GS	120	140	160
D3 ARB	660	770	870
-MAPt	1:07	0:57	0:50



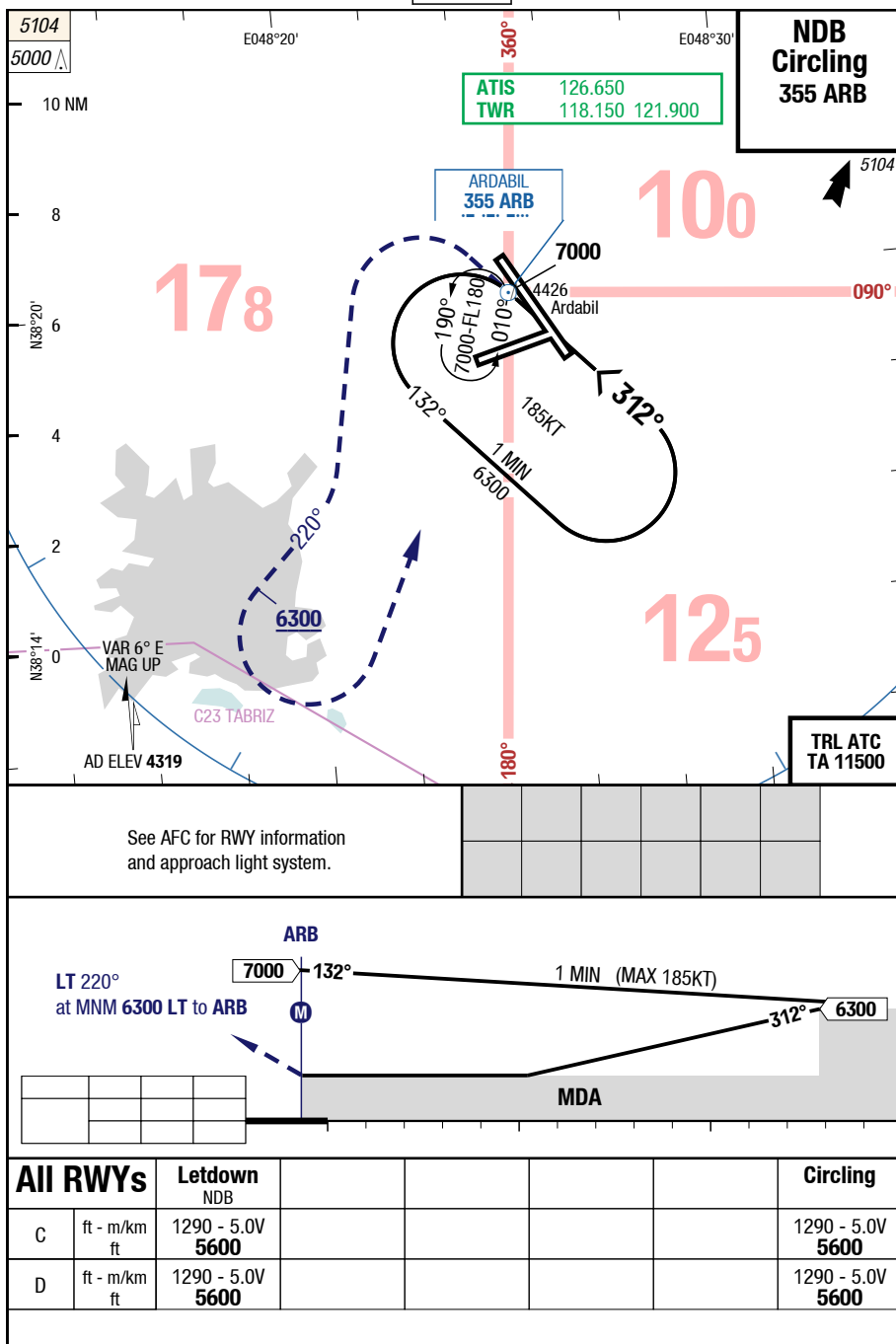
33		NDB DME ARB GA 4.1%					Circling 1)
C	ft - m/km ft	500 - 1.5 4800					1290 - 2.4V 5600
D	ft - m/km ft	500 - 1.5 4800					1290 - 3.6V 5600

1) To RWY 07/25 HJ only

ADU-OITL

7-100

NDB Circling



Changes: Nil