AD 2 UBBB

UBBB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

UBBB - HEYDAR ALIYEV INTERNATIONAL AIRPORT

UBBB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	402811N 0500305E 1200 M abeam center line RWY 16/34 to East from point 1300 M northern THR 34
2	*Direction and distance from (city)*	20.0 KM (10.8 NM) NE of Baku
3	*Elevation/Reference temperature*	Elev: 11 FT (3 M) / T: 13.5° C
4	*Geoid undulation at AD ELEV PSN*	-60 FT (-18 M)
5	*MAG VAR/Annual change*	6° E (2025)/0.06° increasing
6	*AD Administration, address, telephone, telefax, telex, AFS*	Heydar Aliyev International Airport AZ 1044 Baku Azerbaijan Tel: (99412) 4972765, 4972625 Fax: (99412) 4972604
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	NIL

UBBB AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	MON-FRI 0500-1400 UTC SAT 0600-1100 UTC HOL 0600-1100 UTC SUN 0600-1100 UTC
2	*Customs and immigration*	H24
3	*Health and sanitation*	H24
4	*AIS Briefing Office*	H24
5	*ATS Reporting Office (ARO)*	H24
6	*MET Briefing Office*	H24
7	*ATS*	H24
8	*Fuelling*	H24
9	*Handling*	H24
10	*Security*	H24
11	*De-icing*	H24
12	*Remarks*	NIL

UBBB AD 2.4 HANDLING SERVICES ANDFACILITIES

1	*Cargo-handling facilities*	Modern facilities handling weights up to 2,5 tonnes
2	*Fuel/oil types*	Fuel : TS1 (equivalent Jet A-1) Oil : MP-8, SN-45, TN-321
3	*Fuelling facilities/capacity*	Available without limitation
4	*De-icing facilities*	De-icing unit with aircraft chemical
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	Major and minor repairs at aircraft repair base
7	*Remarks*	NIL

UBBB AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Near AD and in the city.
2	*Restaurants*	At AD and in the city.
3	*Transportation*	Taxies H24. Route taxies, buses.
4	*Medical facilities*	First aid at AD. Hospitals in the city.
5	*Bank and Post Office*	At AD and in the city.
6	*Tourist Office*	In the city.
7	*Remarks*	NIL

UBBB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 9
2	*Rescue equipment*	5 Fire fighting trucks, 1 Quick response vehicle, 3 Water tanker truck 30 t
3	*Capability for removal of disabled aircraft*	Disabled aircarft removal facilitation is available for 4F category aircraft
4	*Remarks*	Responsible coordinator for removal of disabled aircraft: Tel: (99412) 4972889 E-mail: director@airport.az

UBBB AD 2.7 SEASONAL AVAILABILITY

1	*Types of clearing equipment*	Snow Blower; Snow Ploughs.
2	*Clearance priorities*	1. RWY 17/35 and associated TWY to Apron 2. RWY 16/34 and TWY to Apron 3. Other TWY and ACFT stands
3	*Remarks*	NIL

UBBB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1 *Apron surface and strength*

Surface	Strength
Concrete	PCN 150/F/A/W/T

2 *Taxiway width, surface and strength*

TWY ID	Width (M)	Surface	Strength
TWY D	23 M	Concrete and asphalt	PCN 150/F/B/W/T
TWY E	23 M	Concrete and asphalt	PCN 150/F/A/W/T
TWY E1	23 M	Concrete and asphalt	PCN 75/R/B/X/T
TWY E2	15 M	Concrete and asphalt	PCN 150/F/B/W/T
TWY G	23 M	Concrete and asphalt	PCN 150/F/B/W/T
TWY H	23 M	Concrete and asphalt	PCN 150/F/A/W/T
TWY H1	23 M	Concrete and asphalt	PCN 150/F/A/W/T
TWY H2	23 M	Concrete and asphalt	PCN 150/F/B/W/T
TWY H3	23 M	Concrete and asphalt	PCN 150/F/A/W/T
TWY H4	23 M	Concrete and asphalt	PCN 150/F/A/W/T
TWY J	25 M	Concrete and asphalt	PCN 150/F/B/W/T
TWY J1	23 M	Concrete and asphalt	PCN 150/F/B/W/T
TWY K	23 M	Concrete and asphalt	PCN 150/F/A/W/T
TWY K1	23 M	Concrete and asphalt	PCN 150/F/A/W/T
TWY K2	23 M	Concrete and asphalt	PCN 150/F/A/W/T

		TWY ID	Width (M)	Surface	Strength
		TWY L	25 M	Concrete and asphalt	PCN 150/F/B/W/T
		TWY M	25 M	Concrete and asphalt	PCN 150/F/B/W/T
		TWY M1	23 M	Concrete and asphalt	PCN 75/R/B/X/T
		TWY M2	23 M	Concrete and asphalt	PCN 75/R/B/X/T
		TWY N	23 M	Concrete and asphalt	PCN 150/F/B/W/T
		TWY N1	23 M	Concrete and asphalt	PCN 75/R/B/X/T
		TWY N2	15 M	Concrete and asphalt	PCN 150/F/A/W/T
		TWY P	23 M	Concrete and asphalt	PCN 50/R/B/X/T
		TWY R	25 M	Concrete and asphalt	PCN 150/F/B/W/T
		TWY S	23 M	Concrete and asphalt	PCN 75/F/B/W/T
		TWY S1	15 M	Concrete and asphalt	PCN 75/F/B/W/T
		TWY S2	15 M	Concrete and asphalt	PCN 75/F/B/W/T
		TWY S3	15 M	Concrete and asphalt	PCN 75/F/B/W/T
		TWY S4	15 M	Concrete and asphalt	PCN 75/F/B/W/T
		TWY S5	15 M	Concrete and asphalt	PCN 75/F/B/W/T
		TWY T	23 M	Concrete and asphalt	PCN 150/F/B/W/T
3	*Altimeter checkpoint location and elevation*	Nil			
4	*VOR/INS checkpoints*	VOR: Nil INS: Nil			
5	*Remarks*	NIL			

UBBB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands*	Sign boards during taxing at all intersections with TWY and at all holding PSN. Guide lines at Apron. Nose-in guidance at aircraft stands. See UBBB AD 2.24.3-1
2	*RWY and TWY markings and LGT*	RWYs: Designation, ID, THR, TDZ, RCL, Side strips, Aiming point, RWY edge, RWY end marked and lighted. TWYs: Centre line, Holding PSN, Edge marked and lighted (See UBBB AD 2.15)
3	*Stop bars*	See UBBB AD 2.24.1-1
4	*Remarks*	NIL

UBBB AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			
RWY NR/Area affected	*Obstacle type Elevation Markings/LGT*	*Coordinates*	*Remarks*
a	b	c	d
34/APCH	Power Line Elev: 79 FT (24 M)	402615.8N 0500251.5E	Nil
34/APCH	Power Line Elev: 79 FT (24 M)	402617.7N 0500247.4E	Nil
34/APCH	Power Line Elev: 118 FT (36 M)	402539.4N 0500245.1E	Nil
34/APCH	Power Line Elev: 43 FT (13 M)	402617.8N 0500245.5E	Nil
34/APCH	Power Line Elev: 79 FT (24 M)	402617.3N 0500254.9E	Nil
34/APCH	Power Line Elev: 66 FT (20 M)	402616.6N 0500254.0E	Nil
34/APCH	Power Line Elev: 120 FT (36.5 M)	402604.0N 0500240.2E	Nil
34/APCH	Power Line Elev: 82 FT (25 M)	402614.7N 0500251.0E	Nil
34/APCH	Power Line Elev: 49 FT (15 M)	402619.8N 0500242.5E	Nil
34/APCH	Power Line Elev: 46 FT (14 M)	402616.3N 0500239.2E	Nil
17/APCH	LLZ Antenna Elev: 23 FT (7 M) Lighted LGT	402925.1N 0500345.8E	Nil
35/APCH	Antenna Elev: 16 FT (5 M)	402715.2N 0500347.8E	Nil
35/APCH	Lantern Elev: 30 FT (9 M)	402706.8N 0500342.7E	Nil
35/APCH	Lantern Elev: 30 FT (9 M)	402707.4N 0500343.7E	Nil
35/APCH	Lantern Elev: 30 FT (9 M)	402708.0N 0500344.8E	Nil
35/APCH	Lantern Elev: 30 FT (9 M)	402708.5N 0500345.8E	Nil
35/APCH	Lantern Elev: 30 FT (9 M)	402709.1N 0500346.9E	Nil
35/APCH	Lantern Elev: 30 FT (9 M)	402709.6N 0500347.9E	Nil
35/APCH	Lantern Elev: 30 FT (9 M)	402710.1N 0500348.7E	Nil
35/APCH	Lantern Elev: 30 FT (9 M)	402710.7N 0500349.8E	Nil
35/APCH	Lantern Elev: 30 FT (9 M)	402711.3N 0500350.8E	Nil
35/APCH	Lantern Elev: 30 FT (9 M)	402711.8N 0500351.9E	Nil
35/APCH	Lantern Elev: 30 FT (9 M)	402712.4N 0500353.0E	Nil
34/APCH	Lantern	402638.1N	Nil

In approach/TKOF areas			
RWY NR/Area affected	*Obstacle type Elevation Markings/LGT*	*Coordinates*	*Remarks*
a	b	c	d
	Elev: 36 FT (11 M)	0500249.7E	
34/APCH	Lantern Elev: 36 FT (11 M)	402637.5N 0500248.5E	Nil
34/APCH	Lantern Elev: 36 FT (11 M)	402636.9N 0500247.3E	Nil
34/APCH	Lantern Elev: 36 FT (11 M)	402636.2N 0500246.0E	Nil
34/APCH	Lantern Elev: 36 FT (11 M)	402635.5N 0500244.8E	Nil
34/APCH	Lantern Elev: 36 FT (11 M)	402634.9N 0500243.6E	Nil
34/APCH	Lantern Elev: 36 FT (11 M)	402634.2N 0500242.4E	Nil
34/APCH	Lantern Elev: 36 FT (11 M)	402633.6N 0500241.2E	Nil
34/APCH	Power Line Elev: 79 FT (24 M)	402619.9N 0500242.4E	Nil
34/APCH	Power Line Elev: 69 FT (21 M)	402612.9N 0500249.5E	Nil
16/TKOF	Power Line Elev: 79 FT (24 M)	402615.8N 0500251.5E	Nil
16/TKOF	Power Line Elev: 69 FT (21 M)	402612.9N 0500249.5E	Nil
16/TKOF	Power Line Elev: 118 FT (36 M)	402539.4N 0500245.1E	Nil
16/TKOF	Power Line Elev: 43 FT (13 M)	402617.8N 0500245.5E	Nil
16/TKOF	Power Line Elev: 79 FT (24 M)	402617.3N 0500254.9E	Nil
16/TKOF	Power Line Elev: 66 FT (20 M)	402616.6N 0500254.0E	Nil
16/TKOF	Power Line Elev: 120 FT (36.5 M)	402604.0N 0500240.2E	Nil
16/TKOF	Power Line Elev: 82 FT (25 M)	402614.7N 0500251.0E	Nil
16/TKOF	Power Line Elev: 49 FT (15 M)	402619.8N 0500242.5E	Nil
16/TKOF	Power Line Elev: 46 FT (14 M)	402616.3N 0500239.2E	Nil
35/TKOF	LLZ Antenna Elev: 23 FT (7 M) Lighted LGT	402925.1N 0500345.8E	Nil
17/TKOF	Antenna Elev: 16 FT (5 M)	402715.2N 0500347.8E	Nil
17/TKOF	Lantern Elev: 30 FT (9 M)	402706.8N 0500342.7E	Nil
17/TKOF	Lantern Elev: 30 FT (9 M)	402707.4N 0500343.7E	Nil

In approach/TKOF areas			
RWY NR/Area affected	*Obstacle type Elevation Markings/LGT*	*Coordinates*	*Remarks*
a	b	c	d
17/TKOF	Lantern Elev: 30 FT (9 M)	402708.0N 0500344.8E	Nil
17/TKOF	Lantern Elev: 30 FT (9 M)	402708.5N 0500345.8E	Nil
17/TKOF	Lantern Elev: 30 FT (9 M)	402709.1N 0500346.9E	Nil
17/TKOF	Lantern Elev: 30 FT (9 M)	402709.6N 0500347.9E	Nil
17/TKOF	Lantern Elev: 30 FT (9 M)	402710.1N 0500348.7E	Nil
17/TKOF	Lantern Elev: 30 FT (9 M)	402710.7N 0500349.8E	Nil
17/TKOF	Lantern Elev: 30 FT (9 M)	402711.3N 0500350.8E	Nil
17/TKOF	Lantern Elev: 30 FT (9 M)	402711.8N 0500351.9E	Nil
17/TKOF	Lantern Elev: 30 FT (9 M)	402712.4N 0500353.0E	Nil
16/TKOF	Lantern Elev: 36 FT (11 M)	402638.1N 0500249.7E	Nil
16/TKOF	Lantern Elev: 36 FT (11 M)	402637.5N 0500248.5E	Nil
16/TKOF	Lantern Elev: 36 FT (11 M)	402636.9N 0500247.3E	Nil
16/TKOF	Lantern Elev: 36 FT (11 M)	402636.2N 0500246.0E	Nil
16/TKOF	Lantern Elev: 36 FT (11 M)	402635.5N 0500244.8E	Nil
16/TKOF	Lantern Elev: 36 FT (11 M)	402634.9N 0500243.6E	Nil
16/TKOF	Lantern Elev: 36 FT (11 M)	402634.2N 0500242.4E	Nil
16/TKOF	Lantern Elev: 36 FT (11 M)	402633.6N 0500241.2E	Nil
16/TKOF	Power Line Elev: 79 FT (24 M)	402619.9N 0500242.4E	Nil
16/TKOF	Power Line Elev: 79 FT (24 M)	402617.7N 0500247.4E	Nil

In circling area and at AD		
Obstacle type Elevation Markings/LGT	*Coordinates*	*Remarks*
a	b	c
Chimney Elev: 329 FT (100.4 M) Lighted LGTD	402220.4N 0495521.2E	Nil
Chimney Elev: 571 FT (174.1 M)	402320.0N 0495843.0E	Nil

In circling area and at AD		
Obstacle type *Elevation* *Markings/LGT*	*Coordinates*	*Remarks*
a	b	c
Lighted LGTD		
Power Line Elev: 171 FT (52.2 M)	403014.5N 0500609.3E	Nil
Tower Elev: 1514 FT (461.6 M) Lighted LGTD	402105.2N 0494924.2E	Nil
Mast Elev: 701 FT (213.8 M) Lighted	402348.3N 0495053.1E	Nil
Building Elev: 627 FT (191.1 M)	402311.9N 0495909.4E	Nil
Mosque Elev: 122 FT (37.3 M) Lighted	402733.1N 0500313.2E	Nil
Radar Tower Elev: 74 FT (22.5 M)	402825.0N 0500314.0E	Nil
Terminal Elev: 171 FT (52 M) Lighted	402745.3N 0500259.2E	Nil
Tower Elev: 183 FT (55.8 M)	403001.1N 0500441.5E	Nil
Tower Elev: 246 FT (74.9 M)	402718.9N 0495936.6E	Nil
Tower Elev: 282 FT (85.9 M)	402603.1N 0500110.4E	Nil
Tower Elev: 345 FT (105.1 M)	402436.1N 0500132.1E	Nil
Tower Elev: 354 FT (108 M)	402515.9N 0500135.1E	Nil
Tower Elev: 375 FT (114.4 M)	402613.2N 0500040.3E	Nil
NOTE: Pilots are advised to consult latest NOTAM and AIP SUP on any other impending obstacle.		

UBBB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	Baku
2	*Hours of service* *MET Office outside hours*	H24
3	*Office responsible for TAF preparation* *Period of validity*	Baku 24 HR
4	*Tred forecast* *Interval of issuance*	TR 0.5 HR
5	*Briefing/consultation provided*	Personal consultation. Packet of documents.
6	*Flight documentation* *Language(s) used*	Charts, OPMET Eng, Aze, Rus
7	*Charts and other information available for briefing or consultation*	S, U_{85}, U_{70}, U_{50}, U_{30}, U_{20}, P_{85}, P_{70}, P_{50}, P_{40}, P_{30}, P_{20}, SWH, SWM, T. MET SAT

8	*Supplementary equipment available for providing information*	SADIS FTP, AWOS, Weather Radar, TECHNAVIA Satellite system, AMHS, D-ATIS, D-VOLMET, AFTN
9	*ATS units provided with information*	Baku TWR, Baku APP, Baku ACC, Baku Briefing
10	*Additional information (limitation of service, etc.)*	Area forecasts for low-level flights: GAMET and AIRMET (UBTT Zabrat Met office is responsible for preparation and distribution of GAMET and AIRMET)

UBBB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*TRUE BRG*	*Dimension of RWY (M)*	*Strength (PCN) and surface of RWY*	*THR coordinates RWY end coordinates THR GUND*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	2	3	4	5	6
16	166.5	4000 x 60	PCN 150/F/B/W/T Concrete and asphalt	402927.55N 0500149.49E 402721.28N 0500229.16E -	THR 3 FT (1 M) TDZ 4 FT (1 M)
34	346.51	4000 x 60	PCN 150/F/B/W/T Concrete and asphalt	402721.28N 0500229.16E 402927.55N 0500149.49E -	THR -16 FT (-5 M) TDZ -15 FT (-5 M)
17	179.34	3200 x 45	PCN 150/F/B/W/T Concrete and asphalt	402907.05N 0500346.11E 402723.28N 0500347.67E -61 FT (-18.6 M)	THR 11 FT (3 M) TDZ 11 FT (3 M)
35	359.34	3200 x 45	PCN 150/F/B/W/T Concrete and asphalt	402727.66N 0500347.61E 402907.05N 0500346.11E -61 FT (-18.6 M)	THR -13 FT (-4 M) TDZ -11 FT (-3 M)

Slope OF RWY and SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA dimensions (M)*	*OBST free zone*
7	8	9	10	11	12
For Rwy 16: -0.17%	90 x 75	600 x 160	4300 x 300	120 x 120	As specified in Annex 14.
For Rwy 34: +0.17%	90 x 75	600 x 160	4300 x 300	120 x 120	As specified in Annex 14.
For Rwy 17: -0.23%	Nil	Nil	3395 x 300	120 x 90	As specified in Annex 14.
For Rwy 35: +0.23%	75 x 60	400 x 160	3395 x 300	120 x 90	As specified in Annex 14.

UBBB AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
16	4000	4600	4090	4000	Nil
34	4000	4600	4090	4000	Nil
17	3200	3200	3200	3200	Nil
35	3200	3600	3275	3065	Nil
16	2400	3000	2490	NU	Take-off from intersection with TWY L

16	1350	1950	1440	NU	Take-off from intersection with TWY J
34	1600	2200	1690	NU	Take-off from intersection with TWY L
34	2650	3250	2740	NU	Take-off from intersection with TWY J
17	2140	2140	2140	NU	Take-off from intersection with TWY H1
35	2140	2540	2215	NU	Take-off from intersection with TWY H2
35	2540	2940	2615	NU	Take-off from intersection with TWY H3
35	2960	3360	3035	NU	Take-off from intersection with TWY H4
35	2700	3100	2775	NU	Take-off from intersection with TWY T

UBBB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ, LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INTST*	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*REMARKS*
1	2	3	4	5	6	7	8	9	10
16	CAT III 900 M LIH	Green	PAPI 3° 70 FT	White 900 M	4000 M, 15 M White From 3100 M to 3700 M - red/white From 3700 M to 4000 M - red LIH	4000 M spacing 60 M white, last 600 M yellow LIH	Red	Red 90	Nil
34	CAT III 900 M LIH	Green	PAPI 3° 66 FT	White 900 M	4000 M, 15 M White From 3100 M to 3700 M - red/white From 3700 M to 4000 M - red LIH	4000 M spacing 60 M white, last 600 M yellow LIH	Red	Red 90	Nil

RWY Designator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ, LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INTST*	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*REMARKS*
1	2	3	4	5	6	7	8	9	10
17	CAT III 900 M LIH	Green	PAPI 3° 73 FT	White 915 M	3200 M, 15 M White From 2300 M to 2900 M - red/white From 2900 M to 3200 M - red LIH	3200 M spacing 60 M white, last 638 M yellow LIH	Red	Nil	Nil
35	CAT III 900 M LIH	Green	PAPI 3° 66 FT	White 915 M	3200 M, 15 M White From 2300 M to 2900 M - red/white From 2900 M to 3200 M - red LIH	3200 M spacing 60 M white, last 645 M yellow LIH	Red	Red 75	Nil

UBBB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	Nil
2	*LDI location and LGT* *Anamometer location and LGT*	LDI: NIL Anemometer: NIL
3	*TWY adge and centre line lighting*	Taxiway Edge: TWY H4 Taxiway Edge: TWY H3 Taxiway Edge: TWY K1 Taxiway Edge: TWY K2 Taxiway Edge: TWY H2 Taxiway Edge: TWY H1 Taxiway Edge: TWY H Taxiway Edge: TWY D Taxiway Edge: TWY E Taxiway Edge: TWY G Taxiway Edge: TWY J Taxiway Edge: TWY L Taxiway Edge: TWY M Taxiway Edge: TWY N Taxiway Edge: TWY P

		Taxiway Edge: TWY S Taxiway Edge: TWY T Taxiway Edge: TWY N2 Taxiway Edge: TWY K Taxiway centre line: TWY H4 Taxiway centre line: TWY H3 Taxiway centre line: TWY K1 Taxiway centre line: TWY K2 Taxiway centre line: TWY H2 Taxiway centre line: TWY H1 Taxiway centre line: TWY H Taxiway centre line: TWY G Taxiway centre line: TWY D Taxiway centre line: TWY S Taxiway centre line: TWY P Taxiway centre line: TWY N Taxiway centre line: TWY N2 Taxiway centre line: TWY M Taxiway centre line: TWY L Taxiway centre line: TWY J Taxiway centre line: TWY E
4	*Secondary power supply/switch-over time*	Secondary power supply to all lighting at AD. Switch-over time: 1 SEC
5	*Remarks*	NIL

UBBB AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO* *Geoid undulation*	Nil
2	*TLOF and/or FATO elevation M/FT*	Nil
3	*TLOF and FATO area dimensions, surface, strength, marking*	Nil
4	*True BRG of FATO*	NIL
5	*Declared distance available*	Nil
6	*APP and FATO lighting*	Nil
7	*Remarks*	Take off and landing of helicopters is cleared in any part of RWY 16/34 and RWY 17/35

UBBB AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	Baku CTR Area bounded by lines joining points 403230N/0495630E; 403616N/0495942E; 403607N/0500346E; 403430N/0500656E; 402100N/0500656E; 402032N/0500433E; 402027N/0500348E; 402100N/0500056E; 402500N/0500030E to point of origin.
2	*Vertical limits*	GND to 2000 FT AMSL
3	*Airspace classification*	Class C
4	*ATS unit call sign* *Language(s)*	Baku Tower, English
5	*Transition altitude*	9000 FT (2743 M) MSL
6	*Hours of abblicability*	Nil
7	*Remarks*	Nil

UBBB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	**2**	**3**	**4**	**5**
APP	Baku Arr/Dep	129.300 MHZ 120.800 MHZ	H24	ENG
ATIS	Baku ATIS	126.800 MHZ	H24	ENG
GND	Baku Ground	135.100 MHZ 121.700 MHZ	H24	ENG
DLV	Baku Delivery	135.700 MHZ 127.900 MHZ	H24	ENG
TWR	Baku Tower	118.100 MHZ 119.200 MHZ	H24	ENG

UBBB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	**2**	**3**	**4**	**5**	**6**	**7**
DVOR/DME (06° E/2020)	BAK	115.00 MHZ CH 97X	H24	402514.8N 0500350.3E	100 FT (30 M)	Coverage 200 NM
LLZ ILS RWY 35	IBA	109.30 MHZ	H24	402925.1N 0500345.8E	-	353° MAG, 558 M from THR 17
GP		332.00 MHZ	H24	402738.5N 0500342.8E	-	3˚, RDH 50 FT
DME	IBA	CH 30X	H24	402738.0N 0500342.2E	100 FT (30 M)	Coverage 25 NM
LLZ ILS RWY 16	IBI	109.50 MHZ	H24	402703.8N 0500234.7E	-	161˚ MAG, 557 M from THR 34
GP		332.60 MHZ	H24	402915.0N 0500146.9E	-	3˚, RDH 55 FT
DME	IBI	CH 32X	H24	402915.0N 0500146.9E	-	Coverage 25 NM
LLZ ILS RWY 34	IBN	111.70 MHZ	H24	402944.9N 0500144.0E	-	341˚ MAG, 554 M from THR 16
GP		333.50 MHZ	H24	402730.9N 0500219.6E	-	3˚, RDH 55 FT
DME	IBN	CH 54X	H24	402730.9N 0500219.6E	-	Coverage 25 NM
LLZ ILS RWY 17	IBU	110.50 MHZ	H24	402715.5N 0500347.8E	-	173˚ MAG, 382 M from THR 35
GP		329.60 MHZ	H24	402856.3N 0500341.6E	-	3˚, RDH 50 FT
DME	IBU	CH 42X	H24	402855.7N 0500341.6E	100 FT (30 M)	Coverage 25 NM

UBBB AD 2.20 LOCAL TRAFFIC REGULATIONS

1 RUN-UP PROCEDURE

1.1 10 MIN before start up engines contact “Baku-Delivery” on FREQ 135.700 MHz

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

1.3 Permission for engine run-up shall be requested from “Baku Ground” on FREQ 121.700 MHz. Stand number and intended engine power thrust should be indicated.

2 PUSH BACK AND TOW PROCEDURES

2.1 Clearance for push back or tow may only be requested if airplane is ready to carry out the maneuver.

2.2 The clearance for push back or tow shall be requested from “Baku Ground” on FREQ 121.700 MHz.

2.3 Engines can be started before, during or after push back or tow as specified in instructions of “Baku Ground”. The interphone or hand signal system shall be used for communication between signalman and crew.

3 START – UP PROCEDURE

3.1 All types of flights shall reguest clearance for engine start-up from “Baku Ground” on FREQ 121.700 MHz.

3.2 The parking position, QNH value and designator of latest received ATIS broadcast shall be reported in the initial call.

4 TAXI PROCEDURES

4.1 Unless otherwise instructed by "Baku Ground", the taxi routes published on chart AD UBBB AD 2.24.3-1 shall be followed.

4.2 While taxiing, the crew shall observe the area in front of them and take measures to avoid collisions with aircraft, motor vehicles and other obstacles.

4.3 Movement of aircraft on the apron is subject to prior permission from “Baku Ground”. However, “Baku Ground” only provides necessary information to maintain an orderly flow of traffic.

4.4 “Follow me” car is always available by request.

4.5 The aircraft shall not enter or cross the runway without clearance from the “Baku Tower”.

4.6 Taxiing from the holding position to line-up and take-off shall be performed only after clearance given by “Baku Tower”.

5 PARKING POSITION FOR HELICOPTERS

Helicopters parking position consists of one marked position (H). Helicopters are always directed to the parking positions by signalman.

6 APRON, TAXIING IN WINTER CONDITIONS

Taxiways in apron area are not equipped with lights indicating median strip. The taxiing lines may be invisible because of snow. The help of «FOLLOW ME» car may be requested from the body managing ground traffic.

7 HELICOPTER FLIGHTS RESTRICTIONS

Irregular public air transportation by helicopters is allowed only after obtainment of preliminary permission from International Airport/Heydar Aliyev airport administration.

8 LOW VISIBILITY PROCEDURES

8.1 Descriptions of facilities

8.1.1 Runways 17/35 and 16/34 are equipped with ILS suitable for CAT II and CAT III operations and for LVTO.

8.2 Criteria for the initiation and termination of LVP

8.2.1 The preparation phase will be implemented when visibility falls below 1000M and/or ceiling is at or below 300FT and CAT II/III operations are expected.

8.2.2 The operation phase will be commenced when the RVR falls to 600M or the ceiling is at or below 200FT.

8.2.3 LVP will be terminated when RVR is greater than 600M and the ceiling is greater than 200FT and a progressing improvement in these conditions is anticipated.

8.3 Details of runway exits

8.3.1 Runway exits for RWY17 and RWY35 are equipped with green/yellow coded taxiway centerline lights. On TWYs which are not equipped with taxiway centerline lights aircraft will be led by “FOLLOW ME” car.

8.4 Details of holding pointes to be used

8.4.1 Departing aircraft are required to use the following CAT II and CAT III holding points:

- RWY 17 – on TWY H (north), TWY H1 (CAT II/III)
- RWY 35 – on TWY H (south), TWY H2, TWY H3 or TWY H4 (CAT II/III)
- RWY 16 – on TWY L (CAT II/III)
- RWY 34 – on TWY E, TWY J (CAT II/III)

8.4.2 Intersection take-offs are not permitted.

8.5 Ground movement restrictions

8.5.1 Taxing is restricted to taxiways H, H1, H2, H3 and H4 equipped with centerline lights as indicated on aerodrome chart. On receiving taxi clearance aircraft must only proceed when a green centerline path is illuminated.

8.5.2 Taxing is normally restricted to one aircraft movement at a time while a LVTO is conducted in order to ensure protection of the runway.

8.5.3 Operation of vehicles on the manoeuvring area is not permitted when LVTO is in progress.

8.5.4 Persons and vehicles operating on an apron shall be restricted to the essential minimum.

8.6 Description of LVP

8.6.1 CAT II/III Approach and Landing:

a. Pilots will be informed by ATIS or ATC when LVP are in operation.

b. Aircraft will be vectored to intercept ILS at least 10NM from touchdown.

c. The localizer sensitive area will be protected when a landing aircraft is within 5NM from touchdown and when aircraft is conducting take off. ATC will provide suitable spacing between aircraft on final approach to achieve this objective.

8.6.2 Low Visibility Take-Off:

a. Pilots wishing to conduct a guided take off must inform ATC on start up in order to ensure that protection of the localizer sensitive area is provided.

b. Aircraft movements on the apron must only be carried out with the direction of a marshaller.

8.7 Hot Spot areas

For hot spot areas see UBBB AD 2.24.1-1, UBBB AD 2.24.3-1, UBBB AD 2.24.3-3.

8.7.1 Hot Spot 1 (HS1):
Moving aircraft along the RWY 34 is not in sight by aircraft which is hold on stopbar of TWY L.

8.7.2 Hot Spot 2 (HS2):
Intersection of taxiway J and L highly congested area. Remain vigilant to direct signage and pavement markings in the area.

8.7.3 Hot Spot 3 (HS3):
There is a vehicle service road at the intersection of E and E1 taxiways. Vehicle traffic is allowed to cross at there location without positive ATC control which has led to confusion by pilots in this area as to whether they are allowed to cross or have to stop at these markings.

8.7.4 Hot Spot 4 (HS4):
There is a vehicle service road on the taxiway N1. Vehicle traffic is allowed to cross at these location without positive ATC control which has led to confusion by pilots in this area as to whether they are allowed to cross or have to stop at these markings.

8.7.5 Hot Spot 5 and 6 (HS5xHS6):
There is a vehicle service road at the intersection of taxiway J1. Vehicle traffic is allowed to cross at these location without ATC authorization.

8.7.6 Hot Spot 7 (HS7):
An aircraft moving north on TWY H is not in sight of an aircraft moving on TWY J at the intersection with TWY H. Intersection of TWY H and TWY J is not visually visible from tower. Intersection of TWY H and TWY J not visible from tower.

8.7.7 Hot Spot 8 (HS8):
Intersection of taxiway S and vehicle service road designated as Non-Movement Areas. Vehicle traffic is allowed to cross at these location without positive ATC control which has led to confusion by pilots in this area as to whether they are allowed to cross or have to stop at these markings.

8.7.8 Hot Spot 9 (HS9):
There is a vehicle service road running parallel to taxiway E. Vehicle traffic is allowed to use this road without ATC authorization, and high intensity of vehicle movement may pose a potential hazard to aircraft taxiing on TWY E.

9 GROUND SURVEILLANCE - USE OF TRANSPONDERS

UBBB is equipped with an advanced ground surveillance system A-SMGCS. Operators intending to use the airport ensure that transponders are able to operate when their aircraft are on the ground.

Pilots shall select XPDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY, and the assigned Mode A code:

a. From the request for push back or taxi, whichever is earlier;

b. After landing, continuously until the aircraft is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

Whenever possible, the aircraft identification (i.e call sign used in flight) shall be entered as from the request for push back or taxi, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for aircraft identification, as entered in item 7 of the flight plan form.

To ensure that the performance of systems based on SSR frequencies (incl. airborne ACAS units and SSR radars) is not compromised, ACAS shall not be selected before receiving clearance to line up. It should be deselected after vacating the runway.

Aircraft taxiing without flight plan, shall select Mode A code 2000.

10 RESTRICTIONS ON TRAFFIC FLOW

Not applicable

11 OTHER INFORMATION

Isolated aircraft parking positions located on TWY L as published on chart UBBB AD 2.24.1-1.

UBBB AD 2.21 NOISE ABATEMENT PROCEDURES

Aircraft types ANTONOV 24, ANTONOV 26 and TUPOLEV 134 are not allowed to land and take off at Heydar Aliyev International Airport due to noise abatement, except for ambulance, humanitar, emergency, search and rescue flights.

Noise abatement procedures are applied by crew of an aircraft with turbo jet engines, if there is no other instructions from air traffic control or if is within interests of flight safety.

After landing between 22:00-06:00 local time on runway 17/35 reverse thrust may be used only in case of idle-running if it is within the interests of flight safety.

Aircraft flights of all types over Baku are prohibited.

For RWYs 16/34 and 17/35
Execute Noise Abatement Procedure (NADP-1).
At or above 800 FT AGL (NADP 1) select VNAV. Verify that climb thrust is set and continue climbing at V2 + 10 to 20 KT until 3000 FT AGL. At 3000 FT AGL accelerate and retract SLAT/FLAP on schedule.

UBBB AD 2.22 FLIGHT PROCEDURES

1 Procedures for IFR flights within Baku TMA

1.1 Inbound traffic

Inbound traffic for Baku shall be flight planed via applicable TMA entry points, such as: - NOBVA, ROPKA, AMOKU, ABROL, MOSUM, KUPAT, INSAN, ERLEV.

1.1.1 Descend planning: Pilots of an aircraft shall plan descent into Baku TMA in accordance with STAR descriptions as published on charts UBBB AD 2.24.9-1 through UBBB AD 2.24.9-15, taking into consideration the vertical constrains described on STARs. Actual descent clearance will be issued by ATS unit.

1.1.2 Radar vectoring: Radar vectoring is applicable for sequencing and also could be requested by pilot-in-command.

1.1.3 Speed control: Radar controller may, in order to facilitate radar control or reduce the need for radar vectoring, request an aircraft under radar control to adjust their speed in a specified manner. Aircraft may be requested to maintain maximum speed, minimum speed, minimum approach speed or specific speed. Specific speed should normally be expressed in multiples of 20 KMH (10 KT) based on indicated air speed (IAS) or in multiples of 0,01 Mach when the Mach number technique is used.

1.1.4 Holdings: Holding patterns are established as published on charts UBBB AD 2.24.9-3, UBBB AD 2. 24.9-7, UBBB AD 2. 24.9-11, UBBB AD 2. 24.9-15.

1.1.5 Point Merge for RWY 34/35 is a linear holding pattern applicable for certain complex air traffic situations. Fuel trip calculation should be made according to the revelant national regulations.

1.2 Outbound traffic

Outbound traffic from Baku shall be flight planned via applicable SIDs as published on charts UBBB AD 2.24.7-1 through UBBB AD 2.24.7-15 to significant TMA exit point specified bellow: - EKRAM, BETEK, NAMAS, BAMAK, GILAB, AGDAM, RASAM. Actual climb clearance will be issued by ATS unit.

1.2.1 Unless otherwise instructed aircraft shall establish two-way radio communication with BAKU DEPARTURE on assigned frequency as soon as practicable after take-off.

1.2.2 ATC clearance shall be obtained from “BAKU DELIVERY”.

1.3 Communication failure

Aircraft shall adhere to the procedure specified in Annex 2 and DOC 7030.

UBBB AD 2.23 ADDITIONAL INFORMATION

NIL

UBBB AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart ICAO		UBBB AD 2.24-1-1
Marking and Lighting AIDS RWY and exit TWY Chart ICAO		UBBB AD 2.24-1-3
Aerodrome Ground Movement And Aircraft Parking Chart ICAO		UBBB AD 2.24-3-1
Aerodrome Ground Movement And Aircraft Parking Chart ICAO		UBBB AD 2.24-3-3
Aerodrome Obstacle Chart ICAO RWY 16/34		UBBB AD 2.24-4-1
Aerodrome Obstacle Chart ICAO RWY 17/35		UBBB AD 2.24-4-3
Precision Approach Terrain Chart ICAO RWY 17/35		UBBB AD 2.24-5-1
Precision Approach Terrain Chart ICAO RWY 16/34		UBBB AD 2.24-5-3
RNAV Standard Departure Chart Instrument (SID) RWY 16		UBBB AD 2.24-7-3
RNAV Standard Departure Chart Instrument (SID) RWY 34		UBBB AD 2.24-7-7
RNAV Standard Departure Chart Instrument (SID) RWY 17		UBBB AD 2.24-7-11
RNAV Standard Departure Chart Instrument (SID) RWY 35		UBBB AD 2.24-7-15
RNAV Standard Arrival Chart Instrument (STAR) RWY 16		UBBB AD 2.24-9-3
RNAV Standard Arrival Chart Instrument (STAR) RWY 34		UBBB AD 2.24-9-7
RNAV Standard Arrival Chart Instrument (STAR) RWY 17		UBBB AD 2.24-9-11
RNAV Standard Arrival Chart Instrument (STAR) RWY 35		UBBB AD 2.24-9-15
Instrument Approach Chart (ILS) RWY 16		UBBB AD 2.24-10-1
Instrument Approach Chart (ILS) RWY 34		UBBB AD 2.24-10-3
Instrument Approach Chart (ILS) RWY 17		UBBB AD 2.24-10-5
Instrument Approach Chart (ILS) RWY 35		UBBB AD 2.24-10-9
Instrument Approach Chart (VOR/DME) RWY 17		UBBB AD 2.24-10-13
Instrument Approach Chart (VOR/DME) RWY 35		UBBB AD 2.24-10-15
Instrument Approach Chart RNP RWY 16		UBBB AD 2.24-10-19
Instrument Approach Chart RNP RWY 34		UBBB AD 2.24-10-23
Instrument Approach Chart RNP RWY 17		UBBB AD 2.24-10-27
Instrument Approach Chart RNP RWY 35		UBBB AD 2.24-10-31