JeppView for Windows

List of pages in this Trip Kit

General Information

Location: BAKU AZE
ICAO/IATA: UBBB / GYD
Lat/Long: N40° 28.18', E050° 03.08'
Elevation: 11 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0117 Z
Sunset: 1556 Z

Runway Information

Runway: 16
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 4 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 295 ft

Runway: 17
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: -15 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 295 ft

Runway: 35
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: -11 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 443 ft
Stopway: 246 ft

Communication Information

ATIS: 126.800
Baku Tower: 118.100
Baku Tower: 119.200
Baku Ground: 121.700
Baku Ground: 135.100
Baku Clearance Delivery: 135.700
Baku Clearance Delivery: 127.900
Baku Arrival: 129.300 Secondary
Baku Arrival: 120.800
Baku Departure: 120.800
Baku Departure: 129.300 Secondary

1. GENERAL

1.1. ATIS

D-ATIS 126.8

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures are applied by turbo jet engined ACFT, if there are no other instructions from ATC or regarding flight safety.

Flights over Baku are prohibited.

ACFT type ANTONOV 24 and 26 and TUPOLEV 134 are not allowed to land and take off due to noise abatement, except for ambulance, humanitarian, emergency, search and rescue flights.

1.3. LOW VISIBILITY PROCEDURES (LVP)

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

The operation phase will be commenced when the RVR falls to 600m or the ceiling is at or below 200'.

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

RWY exits for RWY 17 and RWY 35 are equipped with green/yellow coded TWY centerline lights. On TWYs which are not equipped with TWY centerline lights ACFT will be led by Follow-me car.

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

- RWY 16 - on TWY L (CAT II/III);
- RWY 17 - on TWY H (North), TWY H1 (CAT II/III);
- RWY 34 - on TWY J (CAT II/III);
- RWY 35 - on TWY H (South), TWY H2, TWY H3 or TWY H4 (CAT II/III).

Intersection take-offs are not permitted.

Taxiing is restricted to TWYs H, H1, H2, H3 and H4. On receiving taxi clearance ACFT must only proceed when a green centerline path is illuminated.

Taxiing is normally restricted to one ACFT movement at a time while a low visibility take-off is conducted in order to ensure protection of the RWY.

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

Low Visibility Take-off:

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

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

APT is equipped with an advanced ground surveillance system A-SMGCS. Operators intending to use the APT ensure that transponders are able to operate when their ACFT 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:

- from the request for push-back or taxi, whichever is earlier;
- after landing, continuously until the ACFT is fully parked on stand.

When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

Whenever possible, the ACFT identification 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 ACFT identification, as entered in item 7 of the flight plan form.
To ensure that the performance of systems based on SSR frequency (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 RWY.
ACFT taxiing without flight plan, shall select Mode A code 2000.

1.5. TAXI PROCEDURES

Use caution and strictly comply with GND controller instructions.

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

Movement of ACFT on the apron is subject to prior permission from BAKU GND. However, BAKU GND only provides necessary information to maintain an orderly flow of traffic.

Follow-me car is always available by request.

The ACFT shall not enter or cross the RWY without clearance from the BAKU TWR.

Taxiing from the holding position to line up and take off shall be performed only after clearance given by BAKU TWR.

1.6. PARKING INFORMATION

Taxiing into stands with Follow-me car only.

1.7. OTHER INFORMATION

Be aware that when stop bar lights at intersections of TWY J and RWY 16/34 are activated, the TWY centerline lights after the stop bar are not turning off.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. REVERSE THRUST

After landing between 2200-0600LT on RWY 17/35 reverse thrust may be used only in case of idle-running regarding flight safety.

2.2. CAT II/III OPERATIONS

RWYs 16, 17, 34 and 35 approved for CAT II/III operations.

2.3. TAXI PROCEDURES

Expect TWY L to vacate RWY 34 after landing.

3. DEPARTURE

3.1. RUN-UP, PUSH-BACK, START-UP

3.1.1. RUN-UP

10 minutes before start-up engines contact BAKU Delivery on frequency 135.7.

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

Permission for engine run-up shall be requested from BAKU Ground on frequency 121.7. Stand number and intended engine power thrust should be indicated.

3.1.2. PUSH-BACK

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

The clearance for push-back or tow shall be requested from BAKU Ground on frequency 121.7.

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.

3.1.3. START-UP

All types of flights shall request clearance for engine start-up from BAKU Ground on frequency 121.7.

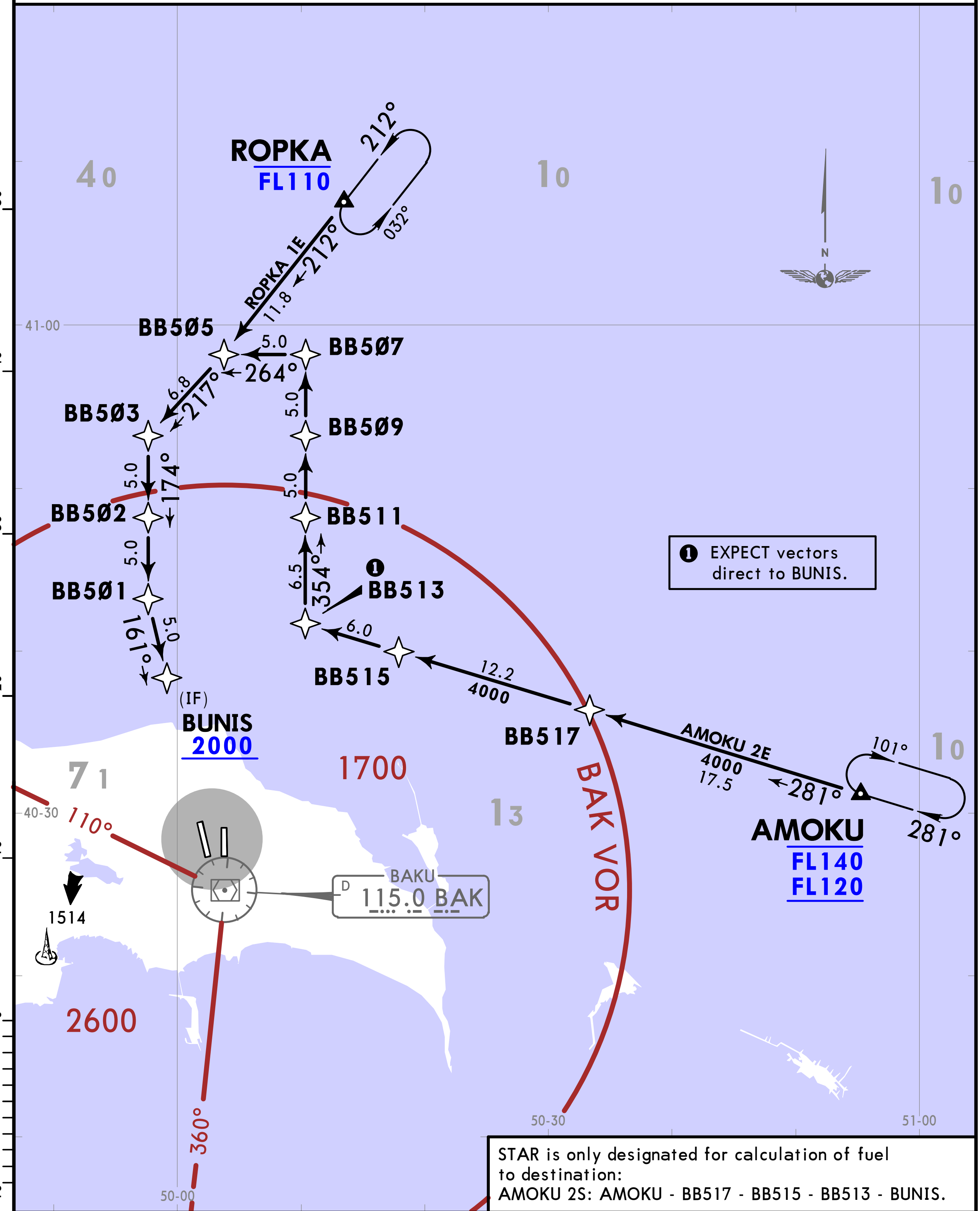
The parking position, QNH value and designator of latest received ATIS broadcast shall be reported in the initial call.

3.2. NOISE ABATEMENT PROCEDURES

For RWYs 16/34 and 17/35 execute Noise Abatement Procedure (NADP-1). At or above 800' AGL (NADP-1) select VNAV. Verify that climb thrust is set and continue climbing at V_2 + 10 to 20 KT until 3000' AGL. At 3000' AGL accelerate and retract slat/flap on schedule.

D-ATIS	Apt Elev	
126.8	10	Alt Set: hPa (MM on request) Trans level: FL110 RNAV 1 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

AMOKU 2E [AMOK2E], ROPKA 1E [ROPK1E] RNAV (GNSS) ARRIVALS (RWY 16)



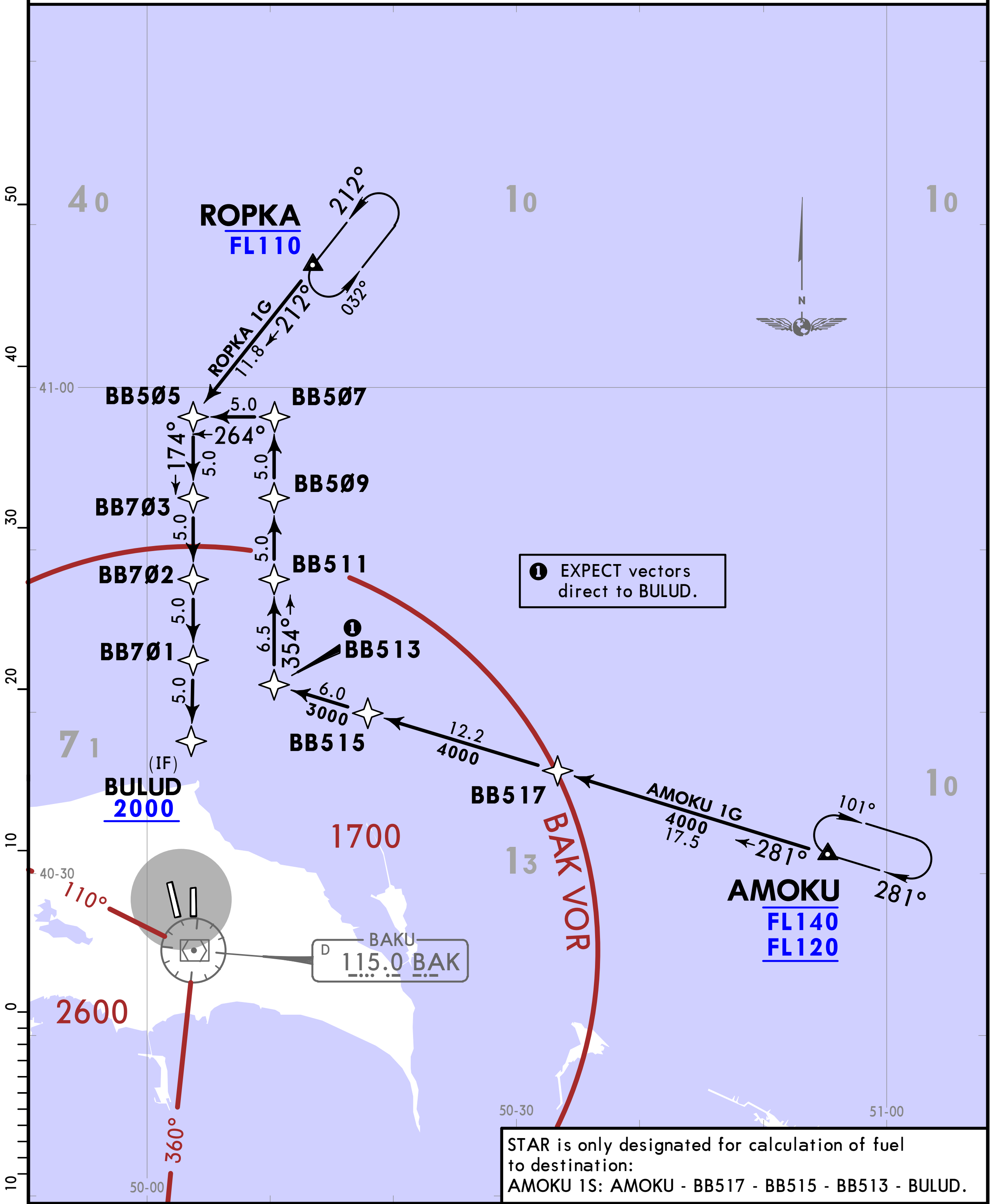
STAR is only designated for calculation of fuel to destination:
AMOKU 2S: AMOKU - BB517 - BB515 - BB513 - BUNIS.

STAR	ROUTING
AMOKU 2E	AMOKU (FL140-; FL120+) - BB517 - BB515 - BB513 - BB511- BB5Ø9 - BB5Ø7 - BB5Ø5 - BB5Ø3 - BB5Ø2 - BB5Ø1 - BUNIS (2000+).
ROPKA 1E	ROPKA (FL110-) - BB5Ø5 - BB5Ø3 - BB5Ø2 - BB5Ø1 - BUNIS (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	Alt Set: hPa (MM on request) Trans level: FL110
126.8	10	RNAV 1
		1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

AMOKU 1G [AMOK1G], ROPKA 1G [ROPK1G] RNAV (GNSS) ARRIVALS (RWY 17)



STAR is only designated for calculation of fuel to destination:
AMOKU 1S: AMOKU - BB517 - BB515 - BB513 - BULUD.

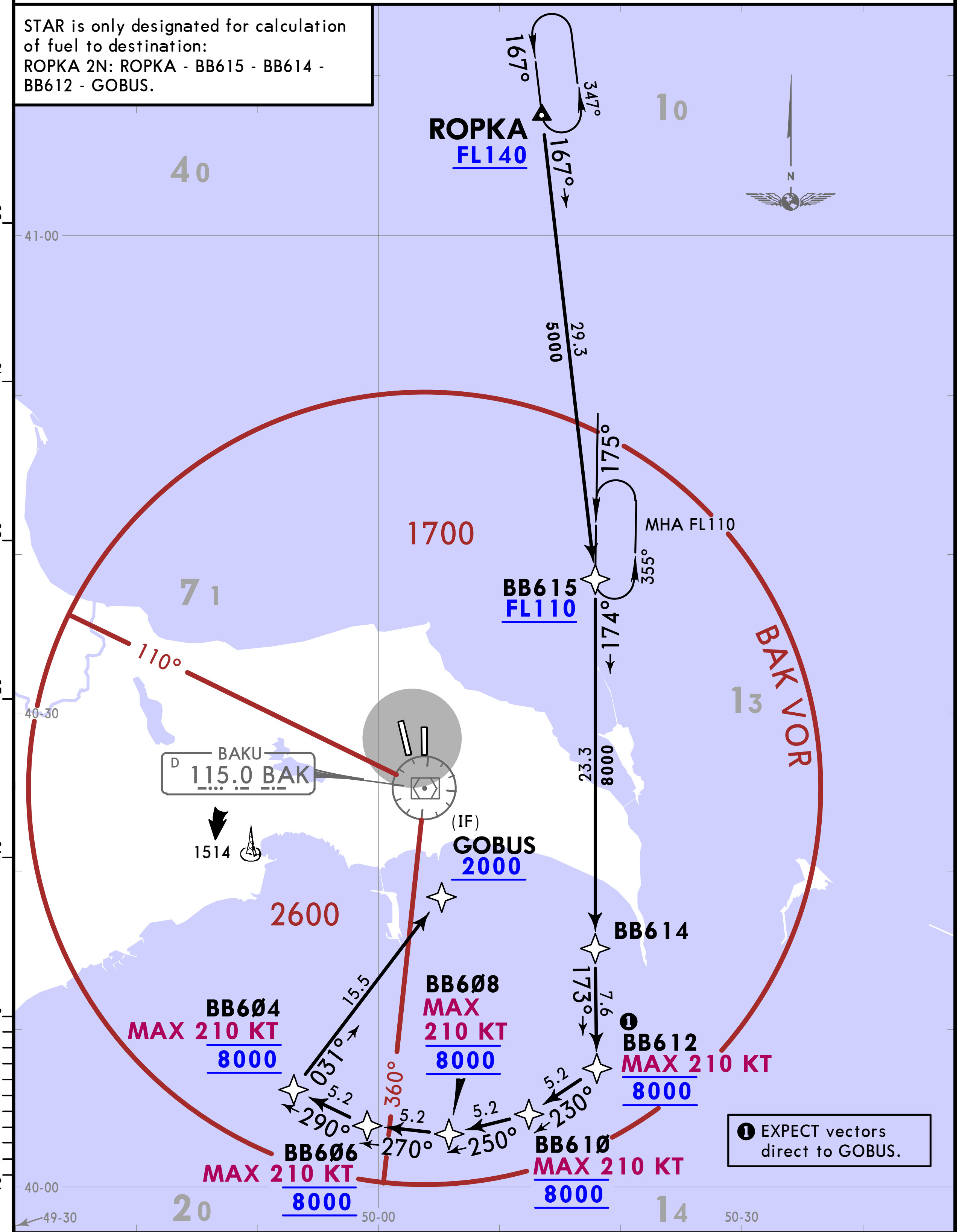
STAR	ROUTING
AMOKU 1G	AMOKU (FL140-; FL120+) - BB517 - BB515 - BB513 - BB511- BB5Ø9 - BB5Ø7 - BB5Ø5 - BB7Ø3 - BB7Ø2 - BB7Ø1 - BULUD (2000+).
ROPKA 1G	ROPKA (FL110-) - BB5Ø5 - BB7Ø3 - BB7Ø2 - BB7Ø1 - BULUD (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	Alt Set: hPa (MM on request) Trans level: FL110
126.8	10	RNAV 1
		1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

ROPKA 2F RNAV (GNSS) ARRIVAL
[ROPK2F]
(RWY 34)

STAR is only designated for calculation of fuel to destination:
ROPKA 2N: ROPKA - BB615 - BB614 - BB612 - GOBUS.



ROUTING

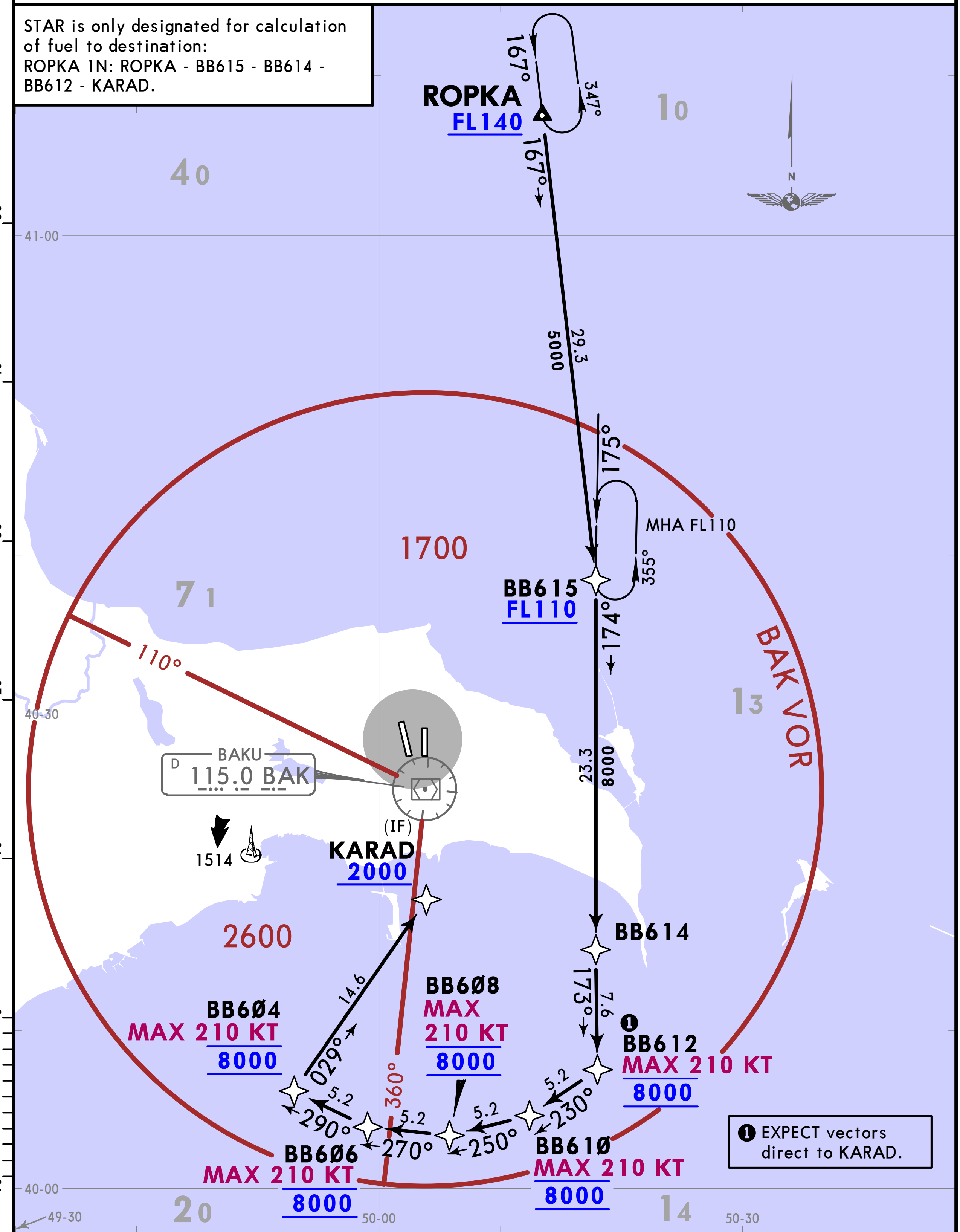
ROPKA (FL140+) - BB615 (FL110+) - BB614 - BB612 (K210-; 8000) - BB610 (K210-; 8000) - BB608 (K210-; 8000) - BB606 (K210-; 8000) - BB604 (K210-; 8000) - GOBUS (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	
126.8	10	Alt Set: hPa (MM on request) Trans level: FL110
		RNAV 1
		1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

ROPKA 1H RNAV (GNSS) ARRIVAL
[ROPK1H]
(RWY 35)

STAR is only designated for calculation of fuel to destination:
ROPKA 1N: ROPKA - BB615 - BB614 - BB612 - KARAD.



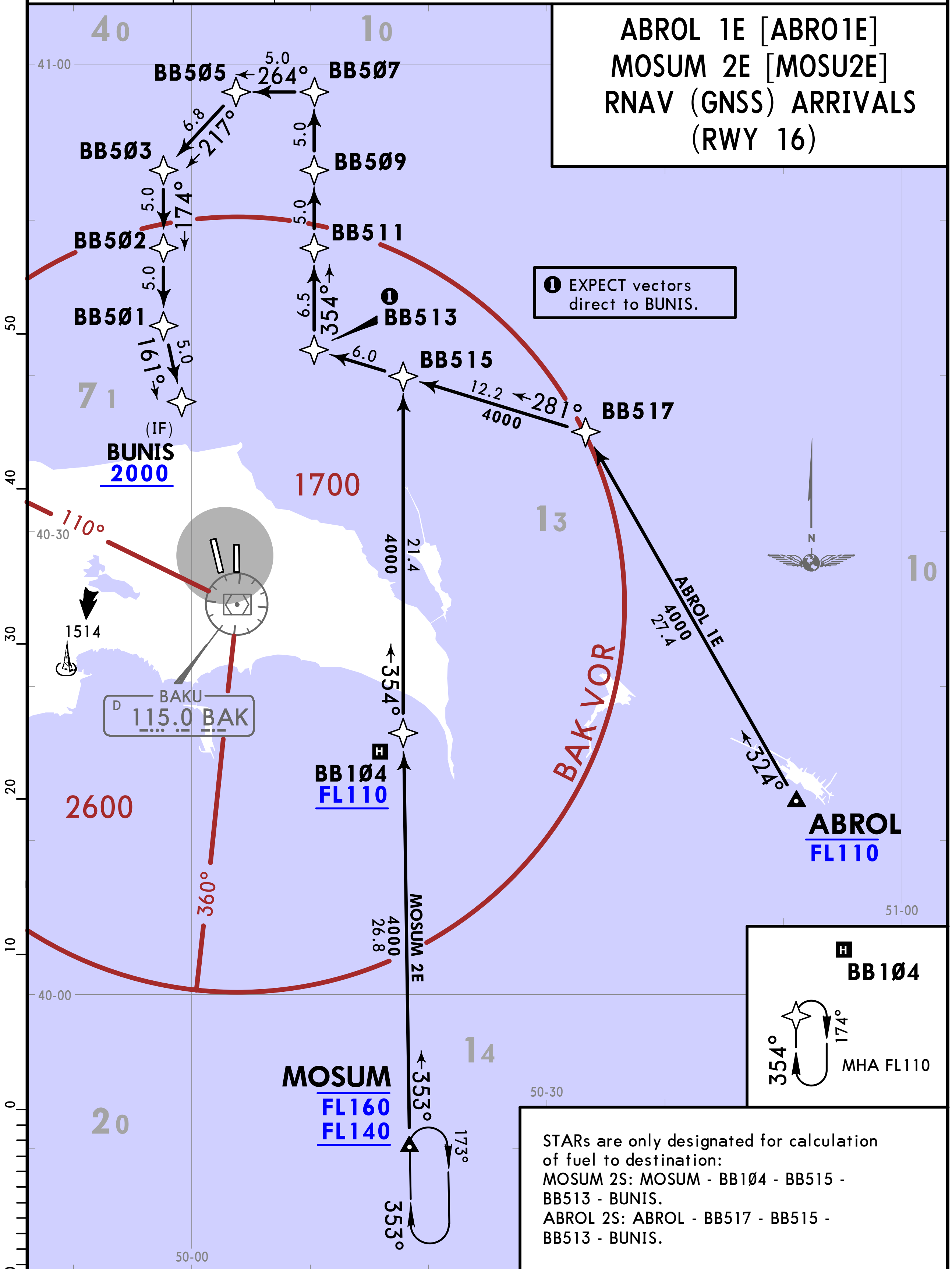
ROUTING

ROPKA (FL140+) - BB615 (FL110+) - BB614 - BB612 (K210-; 8000) - BB610 (K210-; 8000) - BB608 (K210-; 8000) - BB606 (K210-; 8000) - BB604 (K210-; 8000) - KARAD (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	Alt Set: hPa (MM on request)　　Trans level: FL110
126.8	10	RNAV 1
		1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

ABROL 1E [ABRO1E]
MOSUM 2E [MOSU2E]
RNAV (GNSS) ARRIVALS
(RWY 16)



STARs are only designated for calculation of fuel to destination:
MOSUM 2S: MOSUM - BB1Ø4 - BB515 - BB513 - BUNIS.
ABROL 2S: ABROL - BB517 - BB515 - BB513 - BUNIS.

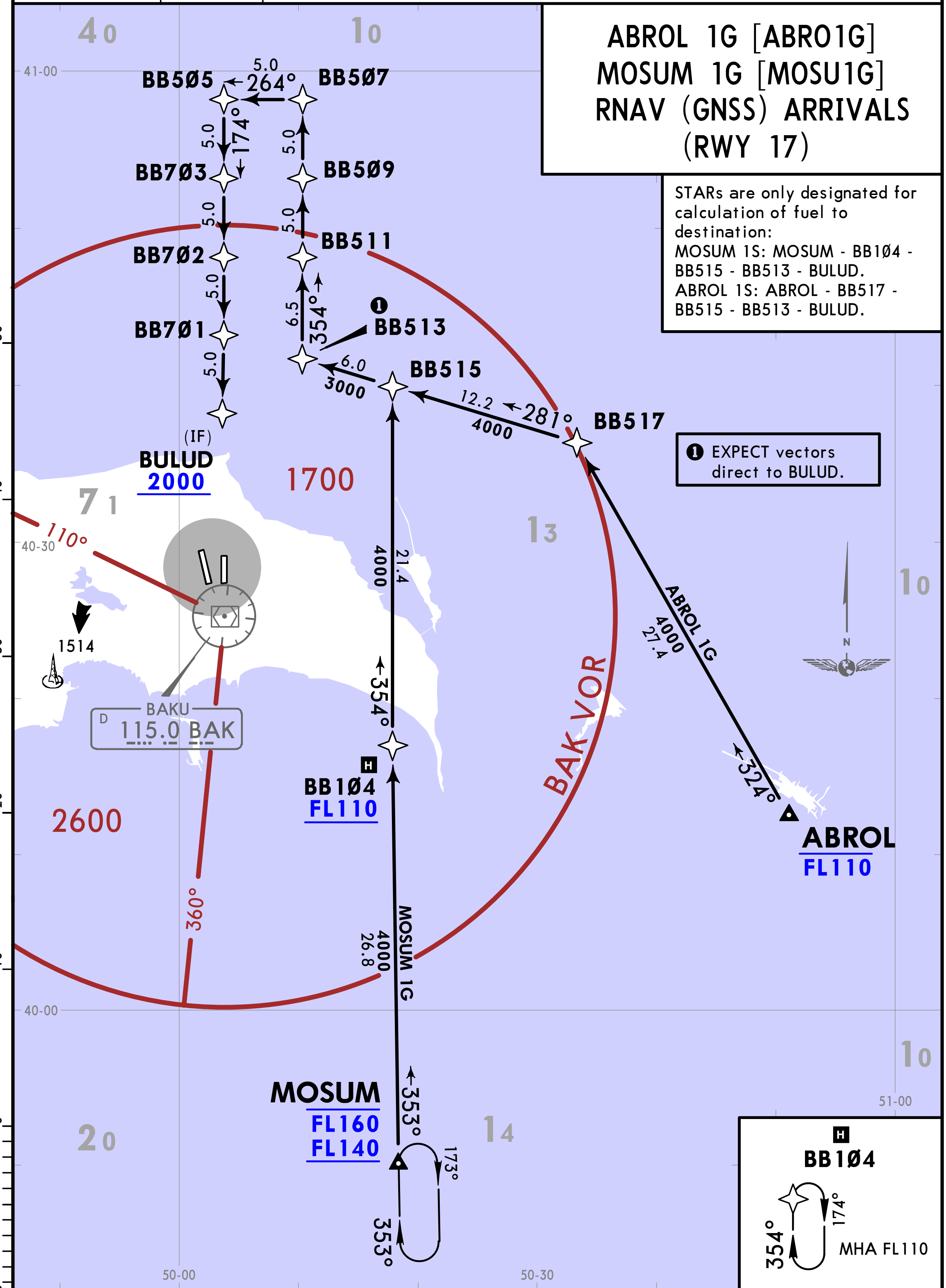
STAR	ROUTING
ABROL 1E	ABROL (FL110-) - BB517 - BB515 - BB513 - BB511- BB5Ø9 - BB5Ø7 - BB5Ø5 - BB5Ø3 - BB5Ø2 - BB5Ø1 - BUNIS (2000+).
MOSUM 2E	MOSUM (FL160-; FL140+) - BB1Ø4 (FL110+) - BB515 - BB513 - BB511- BB5Ø9 - BB5Ø7 - BB5Ø5 - BB5Ø3 - BB5Ø2 - BB5Ø1 - BUNIS (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	Alt Set: hPa (MM on request) Trans level: FL110
126.8	10	RNAV 1 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

ABROL 1G [ABRO1G]
MOSUM 1G [MOSU1G]
RNAV (GNSS) ARRIVALS
(RWY 17)

STARs are only designated for calculation of fuel to destination:
MOSUM 1S: MOSUM - BB1Ø4 - BB515 - BB513 - BULUD.
ABROL 1S: ABROL - BB517 - BB515 - BB513 - BULUD.



STAR	ROUTING
ABROL 1G	ABROL (FL110-) - BB517 - BB515 - BB513 - BB511- BB5Ø9 - BB5Ø7 - BB5Ø5 - BB7Ø3 - BB7Ø2 - BB7Ø1 - BULUD (2000+).
MOSUM 1G	MOSUM (FL160-; FL140+) - BB1Ø4 (FL110+) - BB515 - BB513 - BB511- BB5Ø9 - BB5Ø7 - BB5Ø5 - BB7Ø3 - BB7Ø2 - BB7Ø1 - BULUD (2000+).

CHANGES: Calculation of fuel note revised.

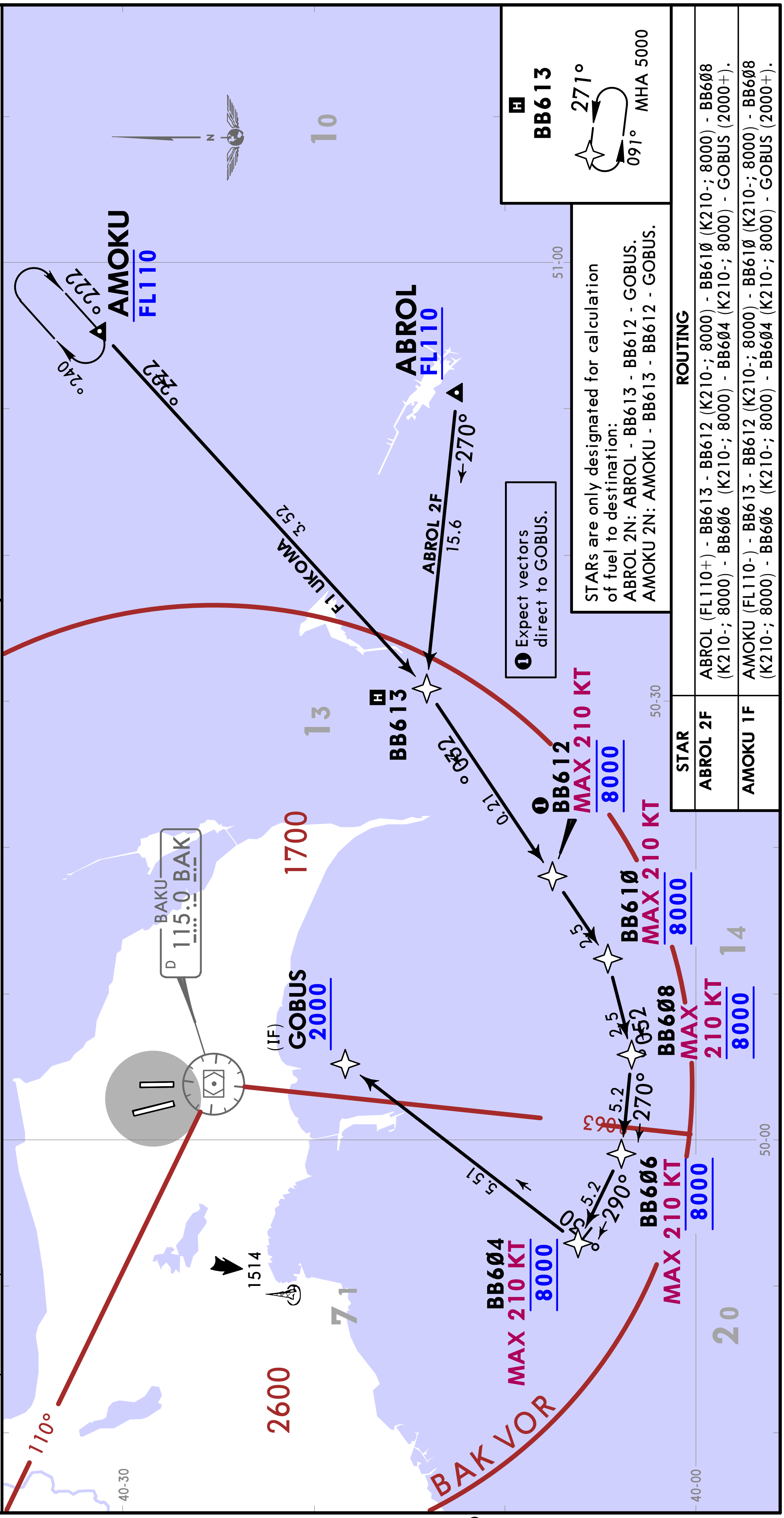
D-ATIS	Apt Elev
126.8	10

Alt Set: hPa (MM on request) Trans level: FL110

RNAV 1

1. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
2. Actual descent clearance will be issued by ATC.
3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

ABROL 2F [ABRO2F], AMOKU 1F [AMOK1F] RNAV (GNSS) ARRIVALS (RWY 34)



STARs are only designated for calculation of fuel to destination:
ABROL 2N: ABROL - BB613 - BB612 - GOBUS.
AMOKU 2N: AMOKU - BB613 - BB612 - GOBUS.

STAR	ROUTING
ABROL 2F	ABROL (FL110+) - BB613 - BB612 (K210-; 8000) - BB610 (K210-; 8000) - BB608 (K210-; 8000) - BB606 (K210-; 8000) - BB604 (K210-; 8000) - GOBUS (2000+).
AMOKU 1F	AMOKU (FL110-) - BB613 - BB612 (K210-; 8000) - BB610 (K210-; 8000) - BB608 (K210-; 8000) - BB606 (K210-; 8000) - BB604 (K210-; 8000) - GOBUS (2000+).

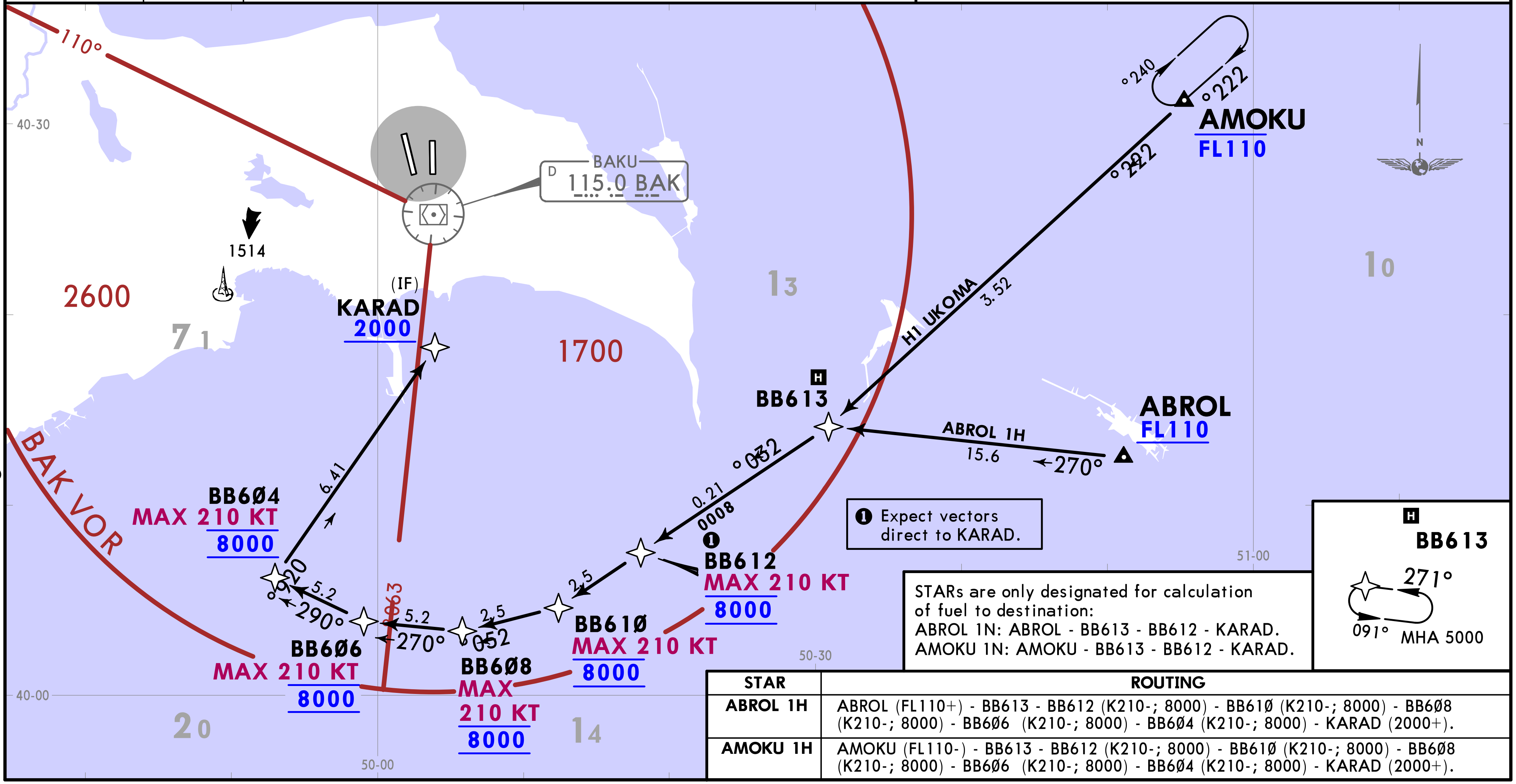
CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	
126.8	10	Alt Set: hPa (MM on request) Trans level: FL110

RNAV 1

1. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
2. Actual descent clearance will be issued by ATC.
3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

ABROL 1H [ABRO1H], AMOKU 1H [AMOK1H] RNAV (GNSS) ARRIVALS (RWY 35)



❶ Expect vectors direct to KARAD.

STARs are only designated for calculation of fuel to destination:
ABROL 1N: ABROL - BB613 - BB612 - KARAD.
AMOKU 1N: AMOKU - BB613 - BB612 - KARAD.

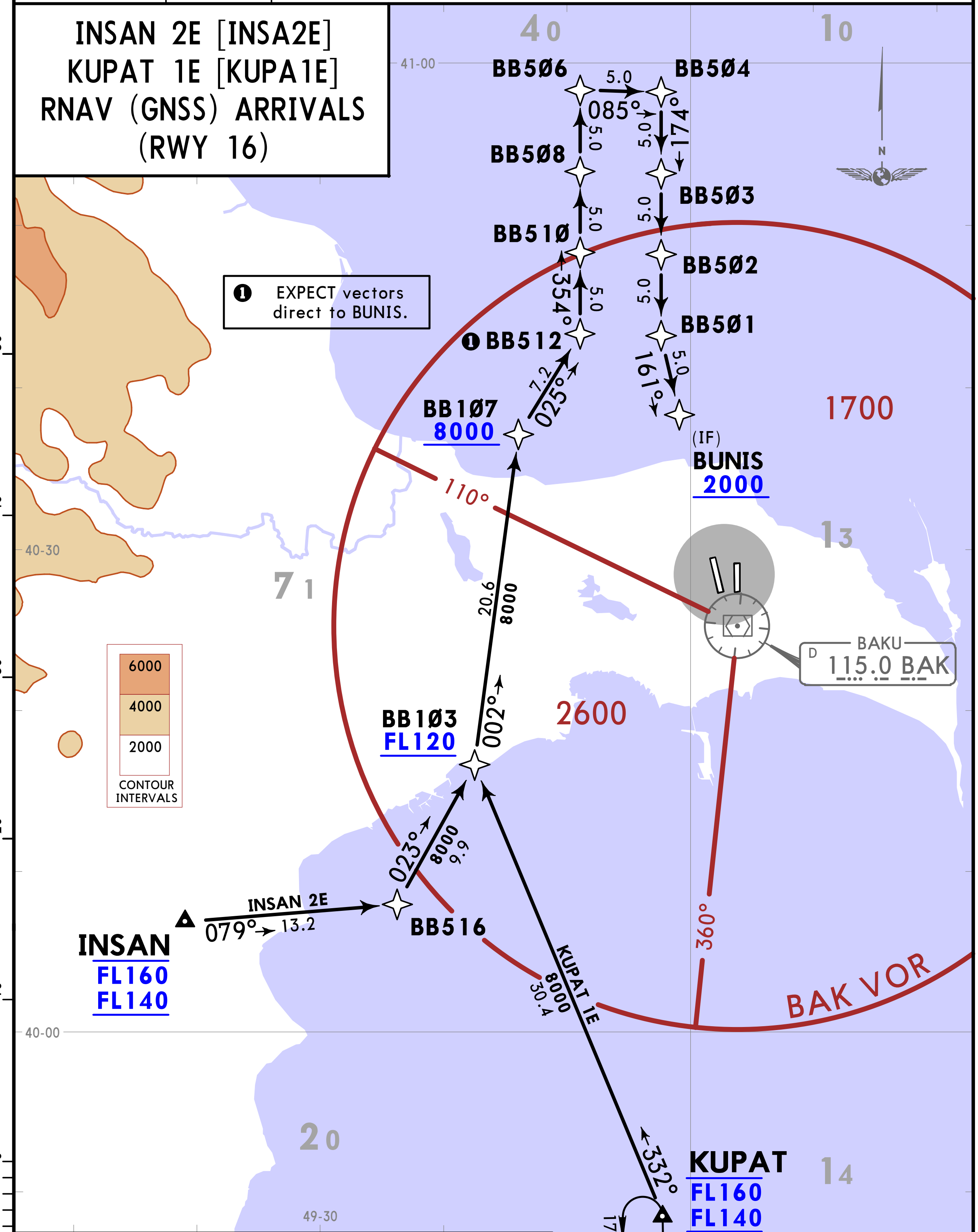
BB613
271°
091°
MHA 5000

STAR	ROUTING
ABROL 1H	ABROL (FL110+) - BB613 - BB612 (K210-; 8000) - BB61Ø (K210-; 8000) - BB6Ø8 (K210-; 8000) - BB6Ø6 (K210-; 8000) - BB6Ø4 (K210-; 8000) - KARAD (2000+).
AMOKU 1H	AMOKU (FL110-) - BB613 - BB612 (K210-; 8000) - BB61Ø (K210-; 8000) - BB6Ø8 (K210-; 8000) - BB6Ø6 (K210-; 8000) - BB6Ø4 (K210-; 8000) - KARAD (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	Alt Set: hPa (MM on request) Trans level: FL110
126.8	10	RNAV 1 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

INSAN 2E [INSA2E]
KUPAT 1E [KUPA1E]
RNAV (GNSS) ARRIVALS
(RWY 16)



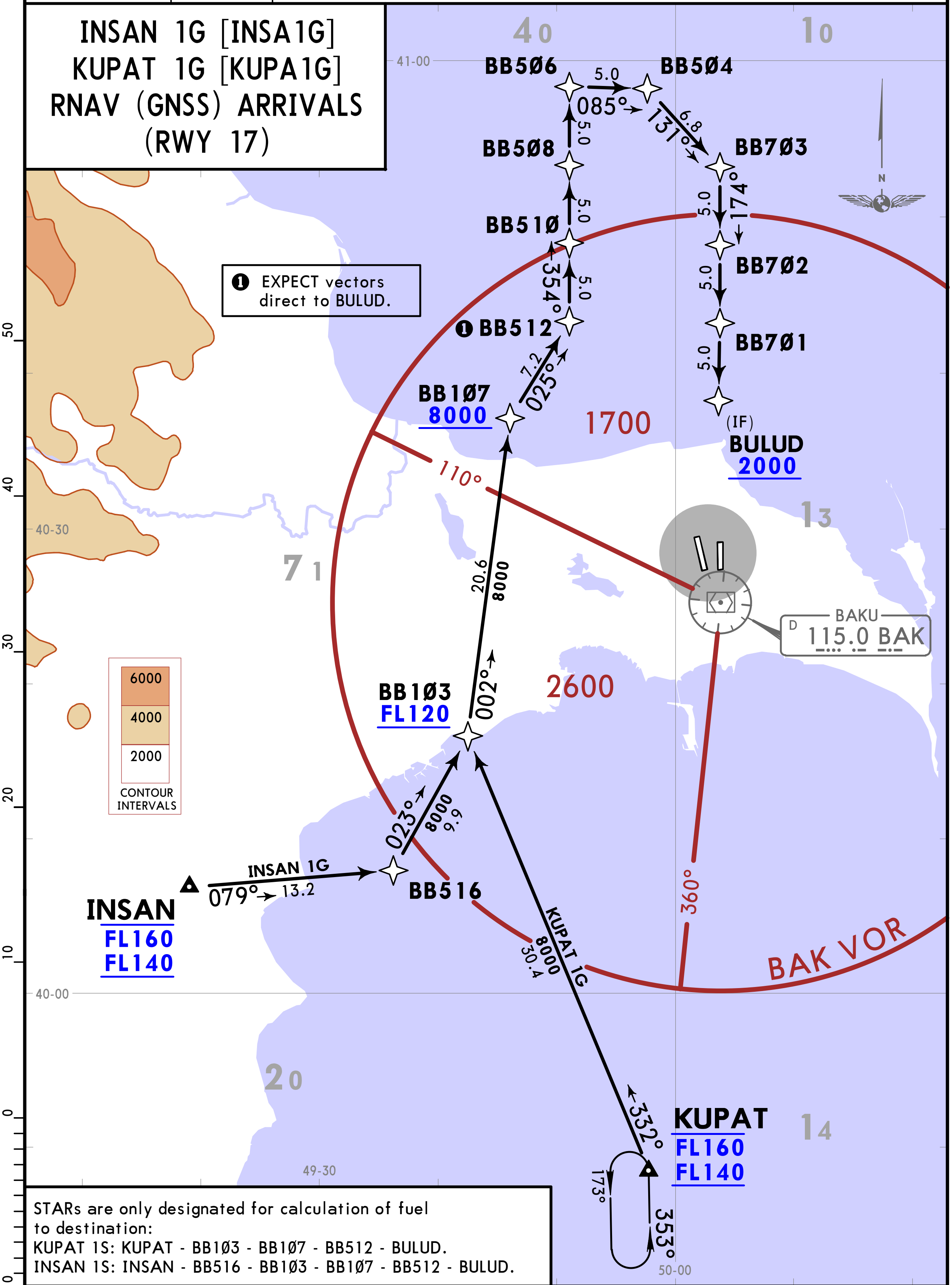
STARs are only designated for calculation of fuel to destination:
KUPAT 2S: KUPAT - BB1Ø3 - BB1Ø7 - BB512 - BUNIS.
INSAN 2S: INSAN - BB516 - BB1Ø3 - BB1Ø7 - BB512 - BUNIS.

STAR	ROUTING
INSAN 2E	INSAN (FL160-; FL140+) - BB516 - BB1Ø3 (FL120+) - BB1Ø7 (8000+) - BB512 - BB51Ø - BB5Ø8 - BB5Ø6 - BB5Ø4 - BB5Ø3 - BB5Ø2 - BB5Ø1 - BUNIS (2000+).
KUPAT 1E	KUPAT (FL160-; FL140+) - BB1Ø3 (FL120+) - BB1Ø7 (8000+) - BB512 - BB51Ø - BB5Ø8 - BB5Ø6 - BB5Ø4 - BB5Ø3 - BB5Ø2 - BB5Ø1 - BUNIS (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	
126.8	10	Alt Set: hPa (MM on request) Trans level: FL110 RNAV 1 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

INSAN 1G [INSA1G]
KUPAT 1G [KUPA1G]
RNAV (GNSS) ARRIVALS
(RWY 17)



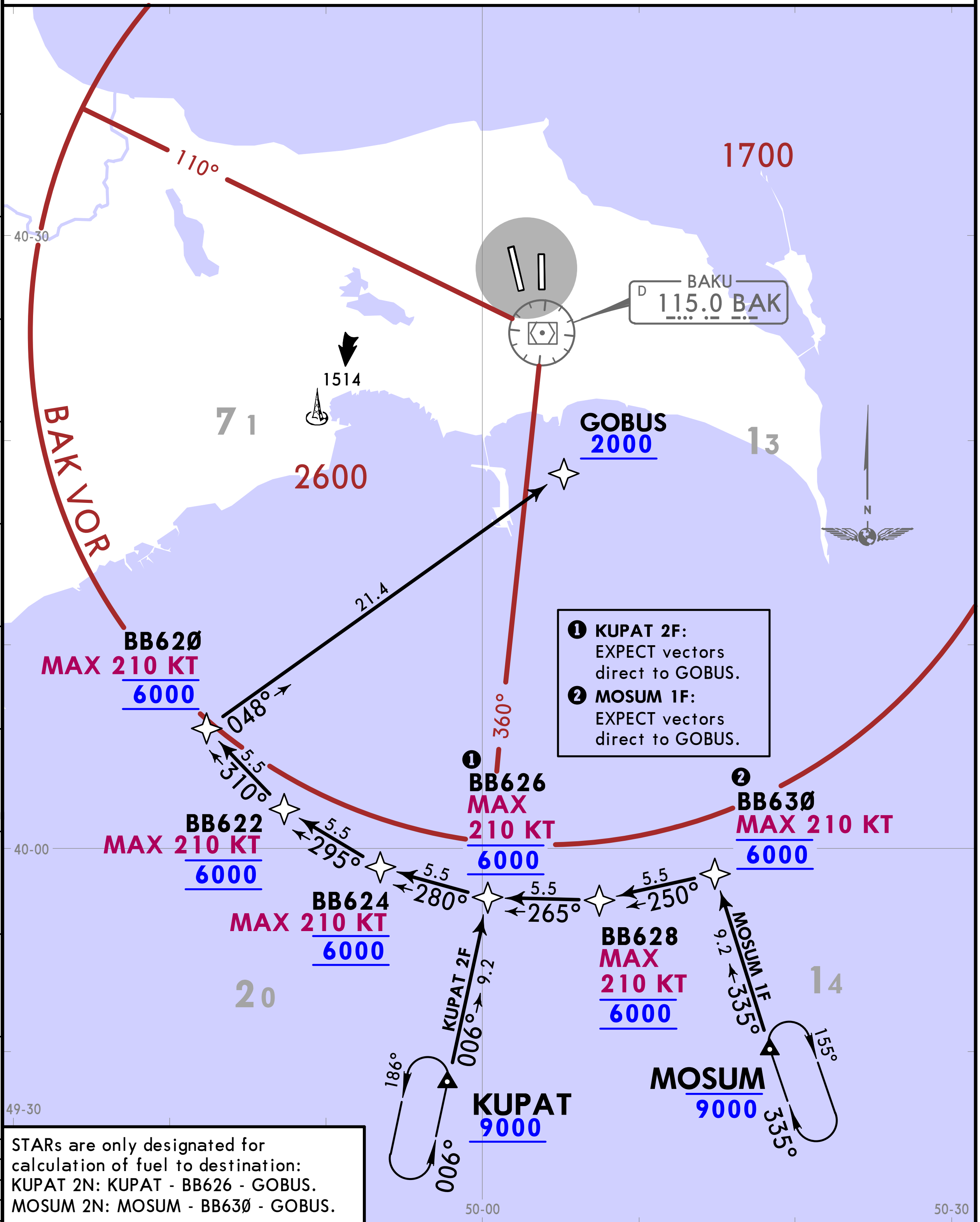
STARs are only designated for calculation of fuel to destination:
KUPAT 1S: KUPAT - BB1Ø3 - BB1Ø7 - BB512 - BULUD.
INSAN 1S: INSAN - BB516 - BB1Ø3 - BB1Ø7 - BB512 - BULUD.

STAR	ROUTING
INSAN 1G	INSAN (FL160-; FL140+) - BB516 - BB1Ø3 (FL120+) - BB1Ø7 (8000+) - BB512 - BB51Ø - BB5Ø8 - BB5Ø6 - BB5Ø4 - BB7Ø3 - BB7Ø2 - BB7Ø1 - BULUD (2000+).
KUPAT 1G	KUPAT (FL160-; FL140+) - BB1Ø3 (FL120+) - BB1Ø7 (8000+) - BB512 - BB51Ø - BB5Ø8 - BB5Ø6 - BB5Ø4 - BB7Ø3 - BB7Ø2 - BB7Ø1 - BULUD (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	Alt Set: hPa (MM on request) Trans level: FL110
126.8	10	RNAV 1 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

KUPAT 2F [KUPA2F], MOSUM 1F [MOSU1F]
RNAV (GNSS) ARRIVALS
(RWY 34)



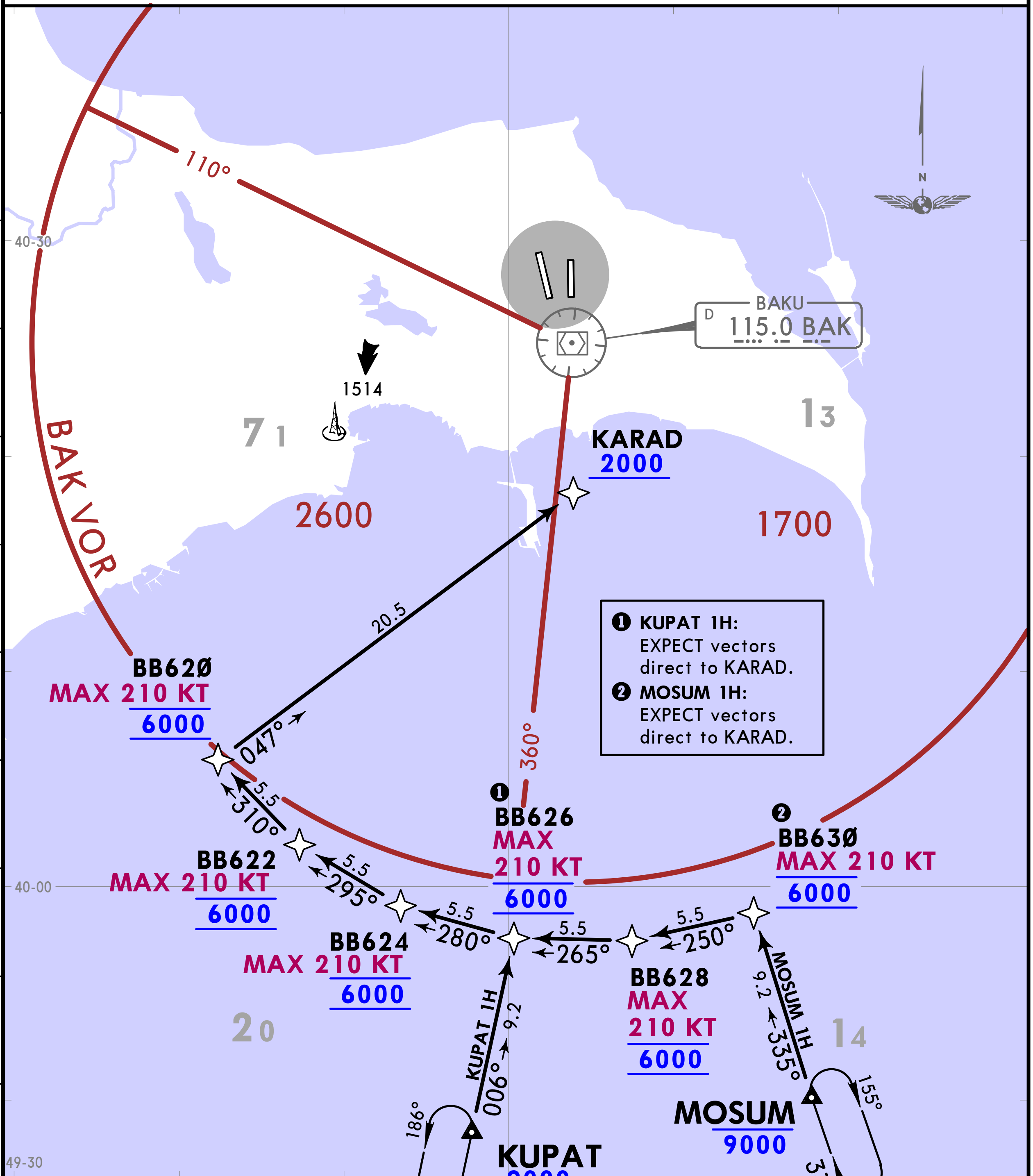
STARs are only designated for calculation of fuel to destination:
KUPAT 2N: KUPAT - BB626 - GOBUS.
MOSUM 2N: MOSUM - BB63Ø - GOBUS.

STAR	ROUTING
KUPAT 2F	KUPAT (9000+) - BB626 (K210-; 6000) - BB624 (K210-; 6000) - BB622 (K210-; 6000) - BB62Ø (K210-; 6000) - GOBUS (2000+).
MOSUM 1F	MOSUM (9000-) - BB63Ø (K210-; 6000) - BB628 (K210-; 6000) - BB626 (K210-; 6000) - BB624 (K210-; 6000) - BB622 (K210-; 6000) - BB62Ø (K210-; 6000) - GOBUS (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	
126.8	10	Alt Set: hPa (MM on request) Trans level: FL110
		RNAV 1
		1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

KUPAT 1H [KUPA1H], MOSUM 1H [MOSU1H]
RNAV (GNSS) ARRIVALS
(RWY 35)



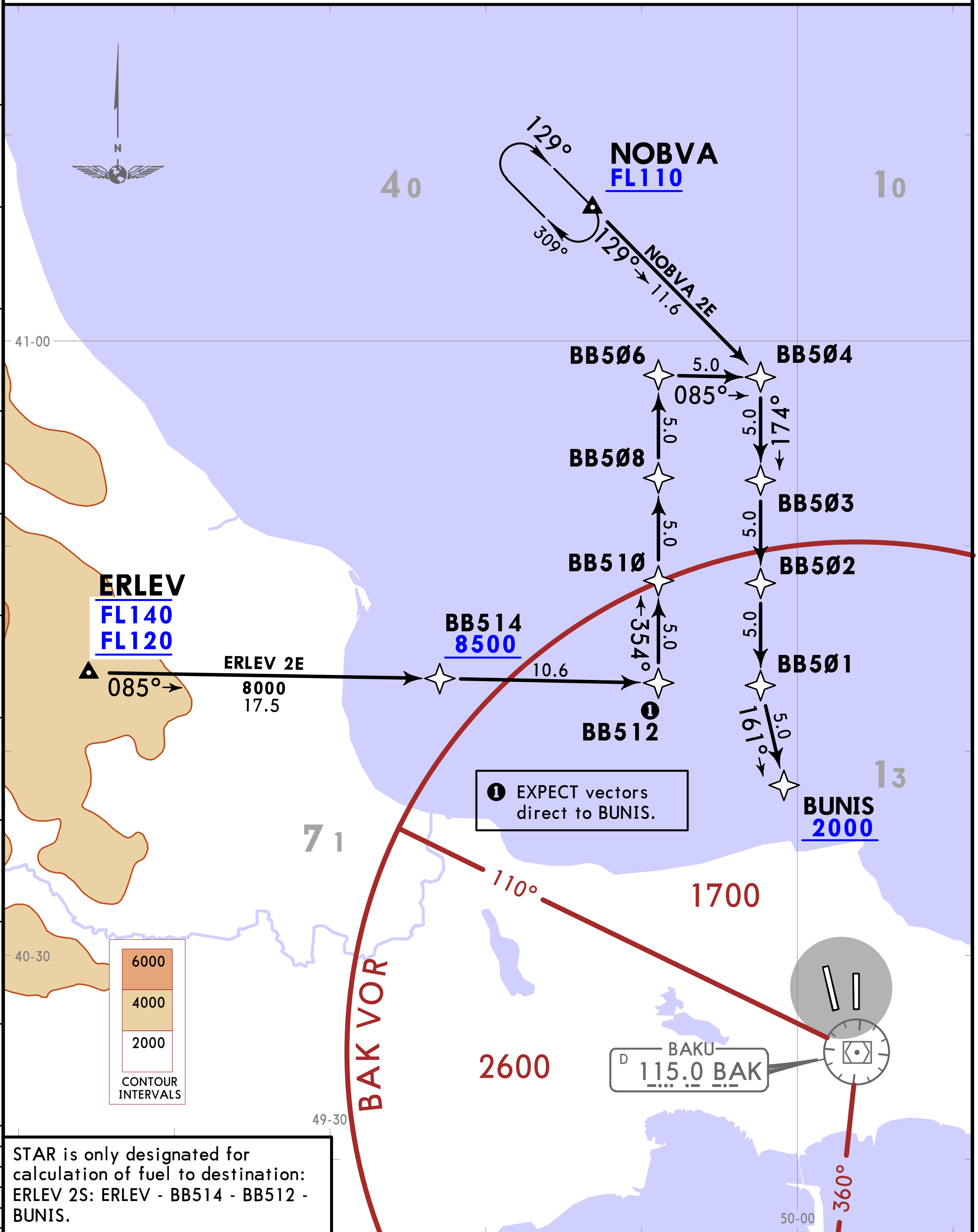
STARs are only designated for calculation of fuel to destination:
KUPAT 1N: KUPAT - BB626 - KARAD.
MOSUM 1N: MOSUM - BB630 - KARAD.

STAR	ROUTING
KUPAT 1H	KUPAT (9000+) - BB626 (K210-; 6000) - BB624 (K210-; 6000) - BB622 (K210-; 6000) - BB620 (K210-; 6000) - KARAD (2000+).
MOSUM 1H	MOSUM (9000-) - BB630 (K210-; 6000) - BB628 (K210-; 6000) - BB626 (K210-; 6000) - BB624 (K210-; 6000) - BB622 (K210-; 6000) - BB620 (K210-; 6000) - KARAD (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	Alt Set: hPa (MM on request) Trans level: FL110
126.8	10	RNAV 1 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

ERLEV 2E [ERLE2E], NOBVA 2E [NOBV2E] RNAV (GNSS) ARRIVALS (RWY 16)



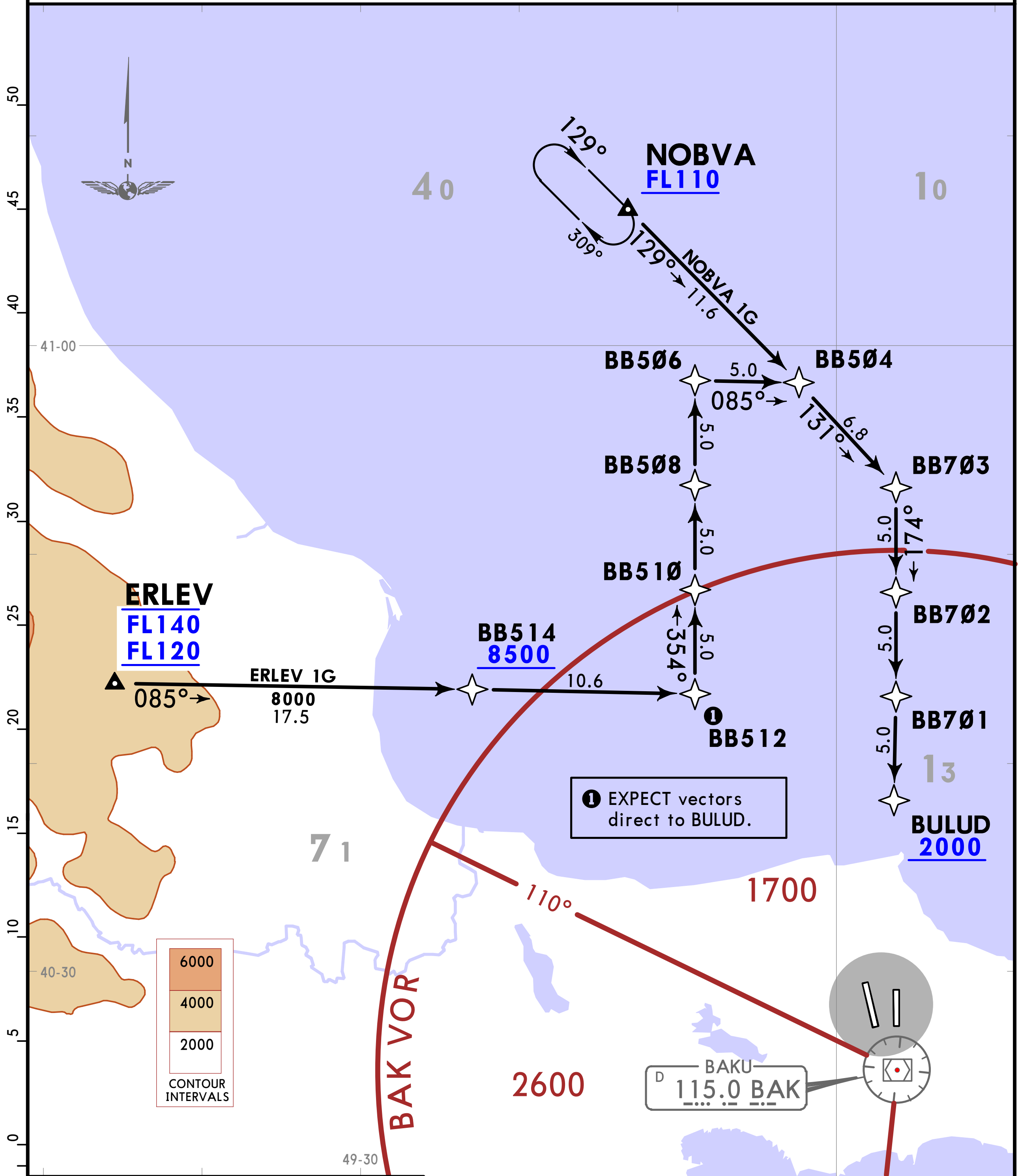
STAR is only designated for calculation of fuel to destination: ERLEV 2S: ERLEV - BB514 - BB512 - BUNIS.

STAR	ROUTING
ERLEV 2E	ERLEV (FL140-; FL120+) - BB514 (8500+) - BB512 - BB51Ø - BB5Ø8 - BB5Ø6 - BB5Ø4 - BB5Ø3 - BB5Ø2 - BB5Ø1 - BUNIS (2000+).
NOBVA 2E	NOBVA (FL110+) - BB5Ø4 - BB5Ø3 - BB5Ø2 - BB5Ø1 - BUNIS (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	
126.8	10	Alt Set: hPa (MM on request) Trans level: FL110 RNAV 1 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

ERLEV 1G [ERLE1G], NOBVA 1G [NOBV1G] RNAV (GNSS) ARRIVALS (RWY 17)



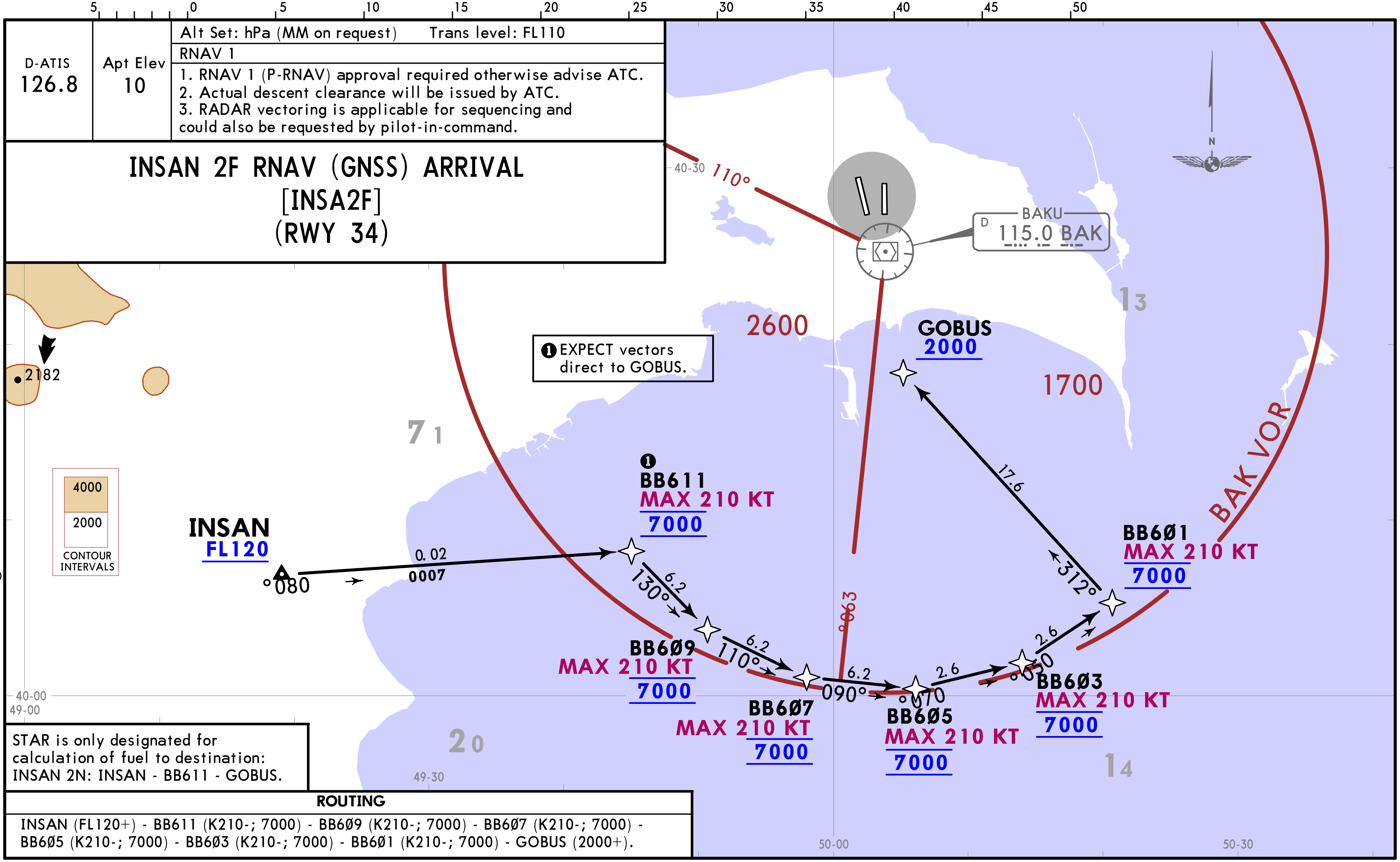
STAR is only designated for calculation of fuel to destination:
ERLEV 1S: ERLEV - BB514 - BB512 - BULUD.

STAR	ROUTING
ERLEV 1G	ERLEV (FL140-; FL120+) - BB514 (8500+) - BB512 - BB51Ø - BB5Ø8 - BB5Ø6 - BB5Ø4 - BB7Ø3 - BB7Ø2 - BB7Ø1 - BULUD (2000+).
NOBVA 1G	NOBVA (FL110+) - BB5Ø4 - BB7Ø3 - BB7Ø2 - BB7Ø1 - BULUD (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	Alt Set: hPa (MM on request) Trans level: FL110
126.8	10	RNAV 1 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

INSAN 2F RNAV (GNSS) ARRIVAL
[INSA2F]
(RWY 34)



STAR is only designated for calculation of fuel to destination:
INSAN 2N: INSAN - BB611 - GOBUS.

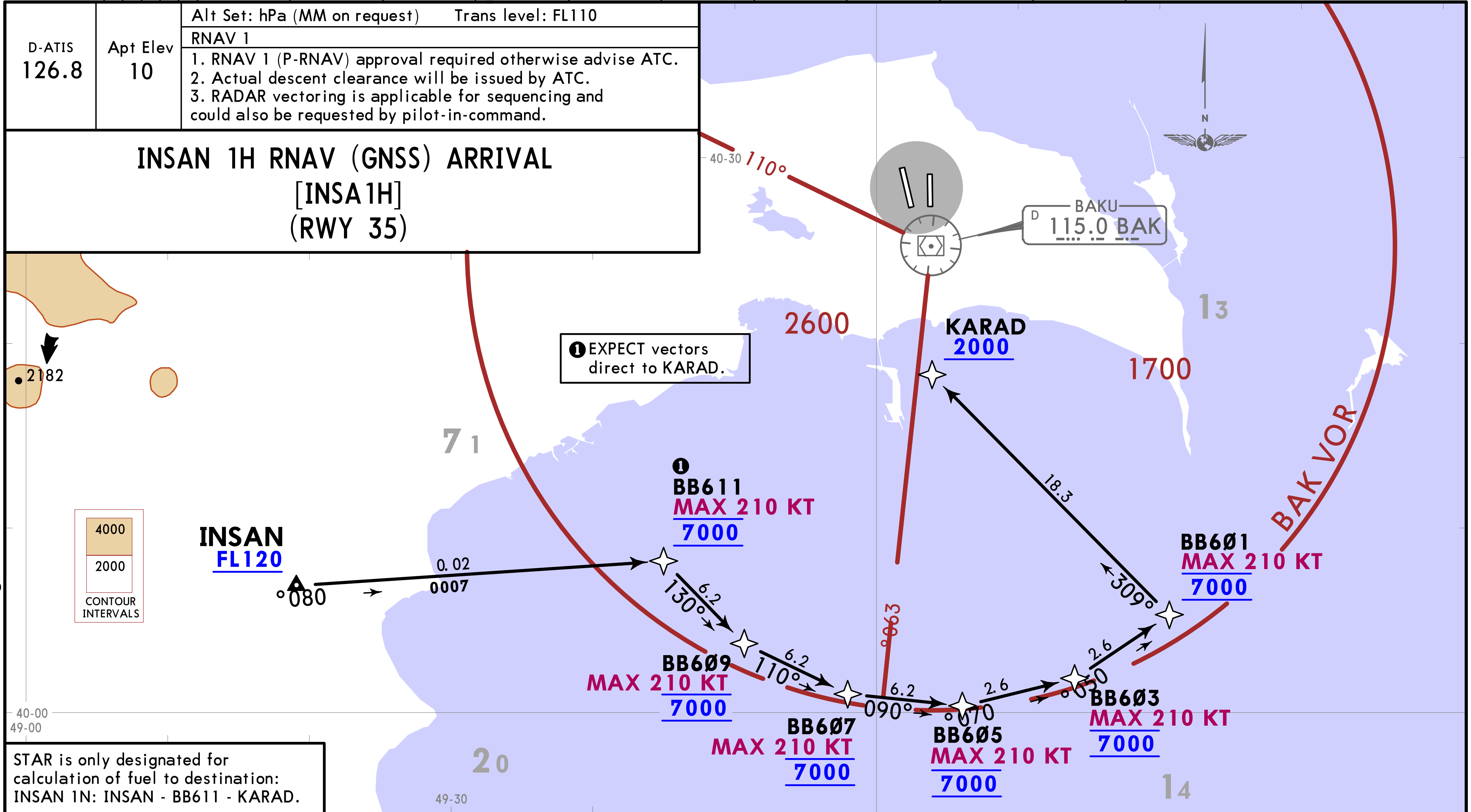
ROUTING

INSAN (FL120+) - BB611 (K210-; 7000) - BB609 (K210-; 7000) - BB607 (K210-; 7000) - BB605 (K210-; 7000) - BB603 (K210-; 7000) - BB601 (K210-; 7000) - GOBUS (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	Alt Set: hPa (MM on request) Trans level: FL110
126.8	10	RNAV 1 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

INSAN 1H RNAV (GNSS) ARRIVAL
[INSA1H]
(RWY 35)



STAR is only designated for calculation of fuel to destination:
INSAN 1N: INSAN - BB611 - KARAD.

ROUTING

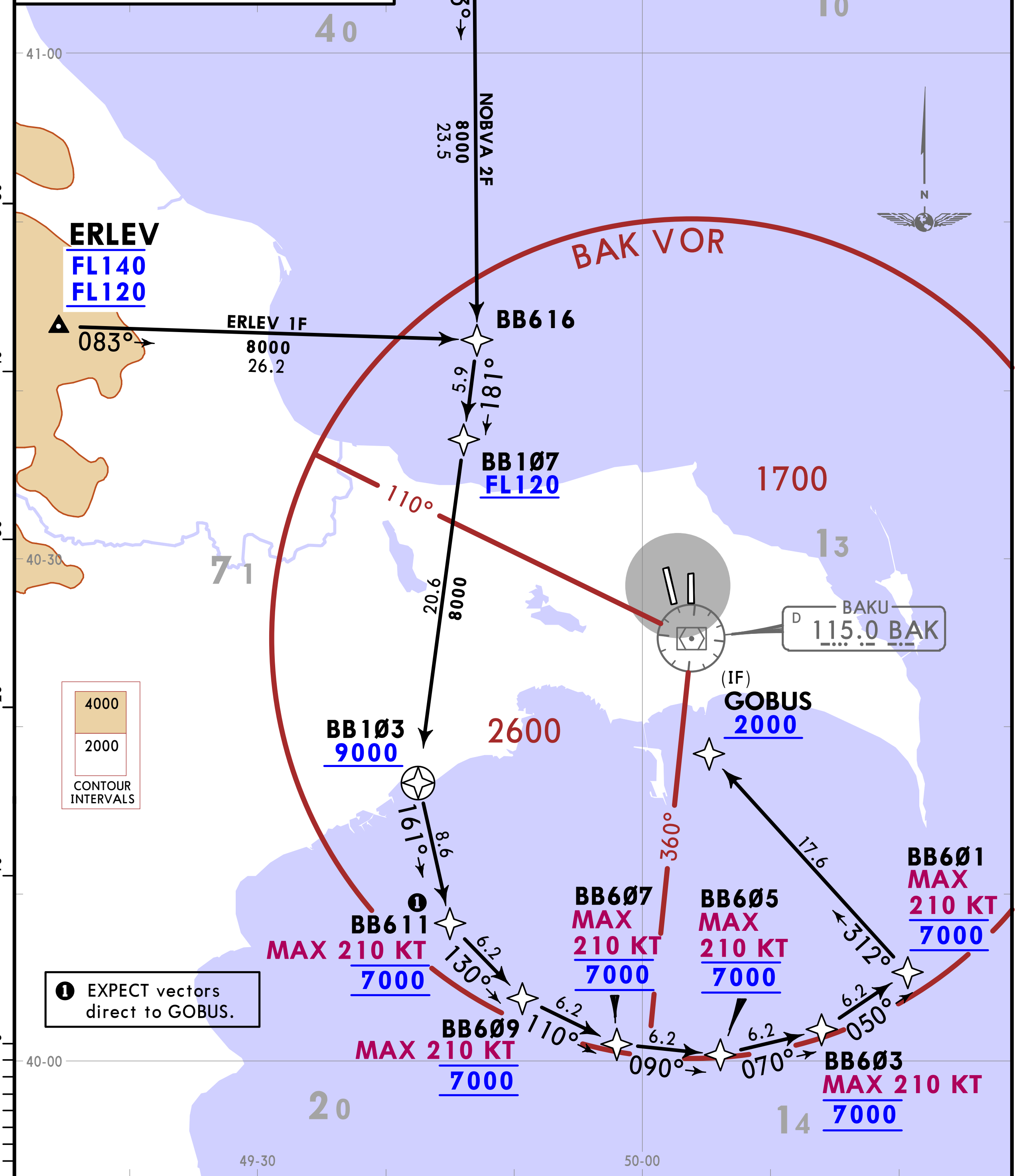
INSAN (FL120+) - BB611 (K210-; 7000) - BB609 (K210-; 7000) - BB607 (K210-; 7000) - BB605 (K210-; 7000) - BB603 (K210-; 7000) - BB601 (K210-; 7000) - KARAD (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	
126.8	10	Alt Set: hPa (MM on request) Trans level: FL110 RNAV 1 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

ERLEV 1F [ERLE1F]
NOBVA 2F [NOBV2F]
RNAV (GNSS) ARRIVALS
(RWY 34)

STARs are only designated for calculation of fuel to destination:
NOBVA 2N: NOBVA - BB616 - BB1Ø7 - BB1Ø3 - BB611 - GOBUS.
ERLEV 2N: ERLEV - BB616 - BB1Ø7 - BB1Ø3 - BB611 - GOBUS.



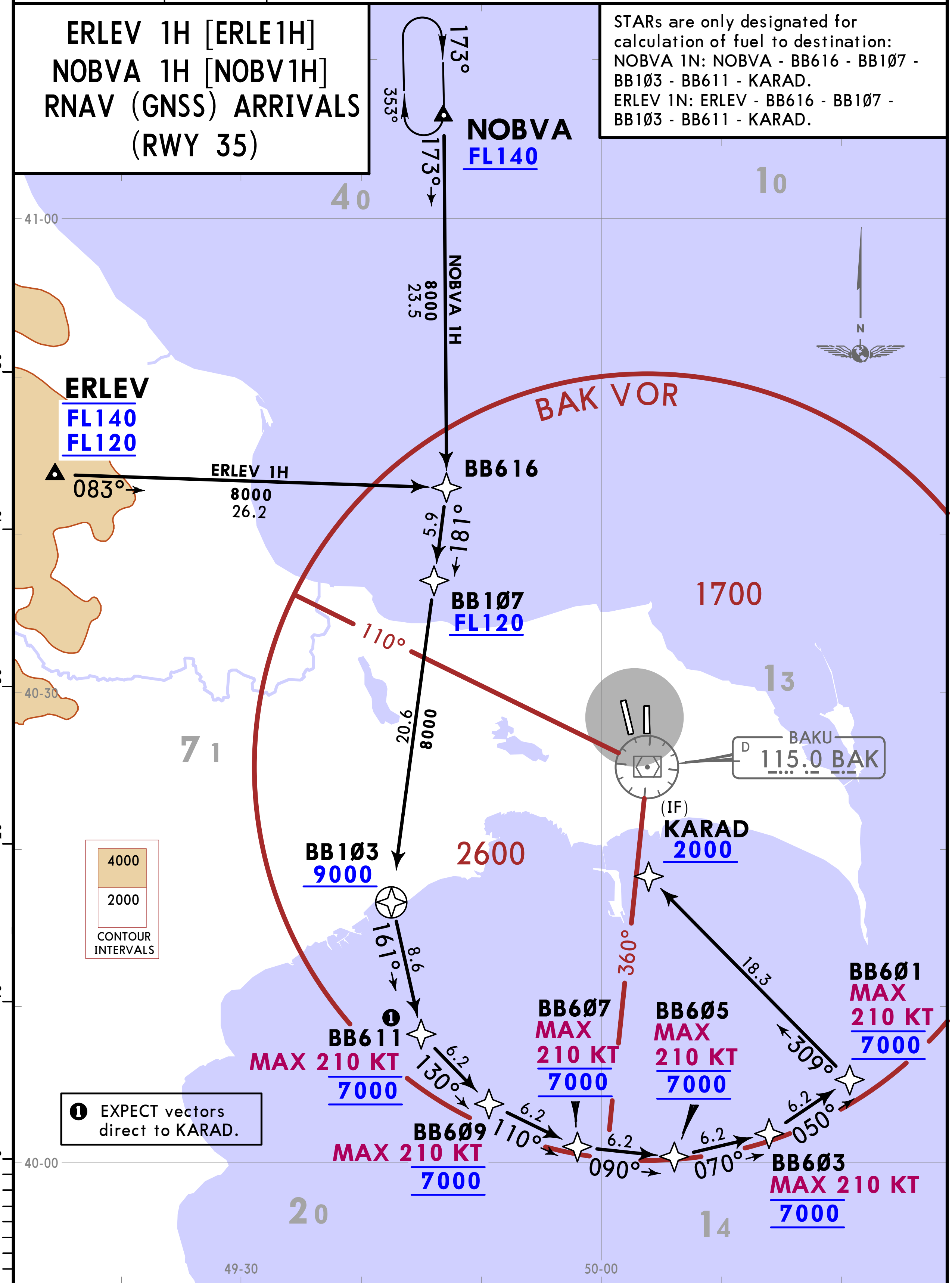
STAR	ROUTING
ERLEV 1F	ERLEV (FL140-; FL120+) - BB616 - BB1Ø7 (FL120+) - BB1Ø3 (9000+) - BB611 (K210-; 7000) - BB6Ø9 (K210-; 7000) - BB6Ø7 (K210-; 7000) - BB6Ø5 (K210-; 7000) - BB6Ø3 (K210-; 7000) - BB6Ø1 (K210-; 7000) - GOBUS (2000+).
NOBVA 2F	NOBVA (FL140+) - BB616 - BB1Ø7 (FL120+) - BB1Ø3 (9000+) - BB611 (K210-; 7000) - BB6Ø9 (K210-; 7000) - BB6Ø7 (K210-; 7000) - BB6Ø5 (K210-; 7000) - BB6Ø3 (K210-; 7000) - BB6Ø1 (K210-; 7000) - GOBUS (2000+).

CHANGES: Calculation of fuel note revised.

D-ATIS	Apt Elev	RNAV 1 · Alt Set: hPa (MM on request) · Trans level: FL110
126.8	10	1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual descent clearance will be issued by ATC. 3. RADAR vectoring is applicable for sequencing and could also be requested by pilot-in-command.

ERLEV 1H [ERLE1H] NOBVA 1H [NOBV1H] RNAV (GNSS) ARRIVALS (RWY 35)

STARs are only designated for calculation of fuel to destination:
NOBVA 1N: NOBVA - BB616 - BB1Ø7 - BB1Ø3 - BB611 - KARAD.
ERLEV 1N: ERLEV - BB616 - BB1Ø7 - BB1Ø3 - BB611 - KARAD.

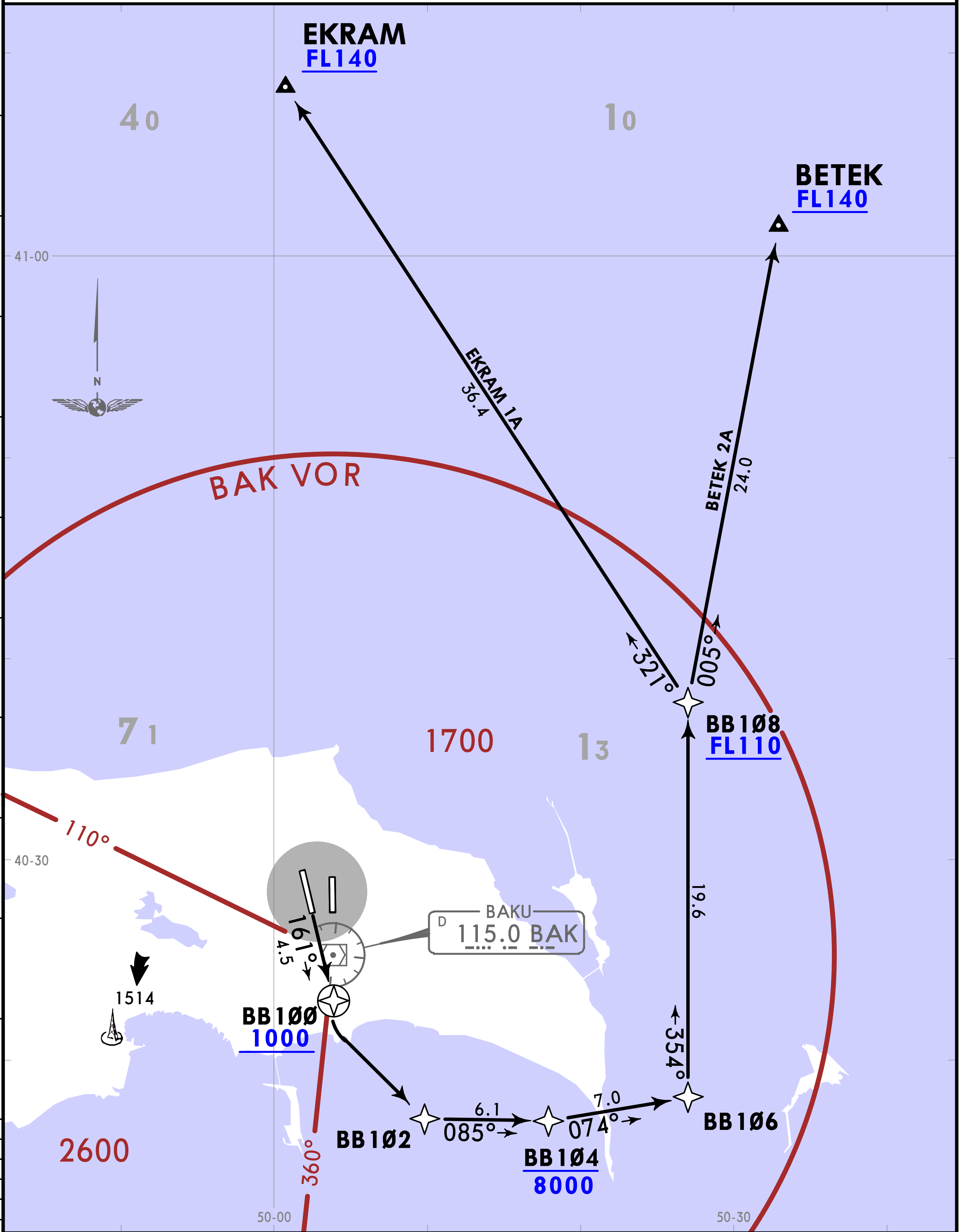


STAR	ROUTING
ERLEV 1H	ERLEV (FL140-; FL120+) - BB616 - BB1Ø7 (FL120+) - BB1Ø3 (9000+) - BB611 (K210-; 7000) - BB6Ø9 (K210-; 7000) - BB6Ø7 (K210-; 7000) - BB6Ø5 (K210-; 7000) - BB6Ø3 (K210-; 7000) - BB6Ø1 (K210-; 7000) - KARAD (2000+).
NOBVA 1H	NOBVA (FL140+) - BB616 - BB1Ø7 (FL120+) - BB1Ø3 (9000+) - BB611 (K210-; 7000) - BB6Ø9 (K210-; 7000) - BB6Ø7 (K210-; 7000) - BB6Ø5 (K210-; 7000) - BB6Ø3 (K210-; 7000) - BB6Ø1 (K210-; 7000) - KARAD (2000+).

CHANGES: Calculation of fuel note revised.

BAKU Departure	Apt Elev	
120.8	10	Trans alt: 9000 1. RNAV 1. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.

BETEK 2A [BETE2A], EKRAM 1A [EKRA1A]
RNAV (GNSS) DEPARTURES
(RWY 16)

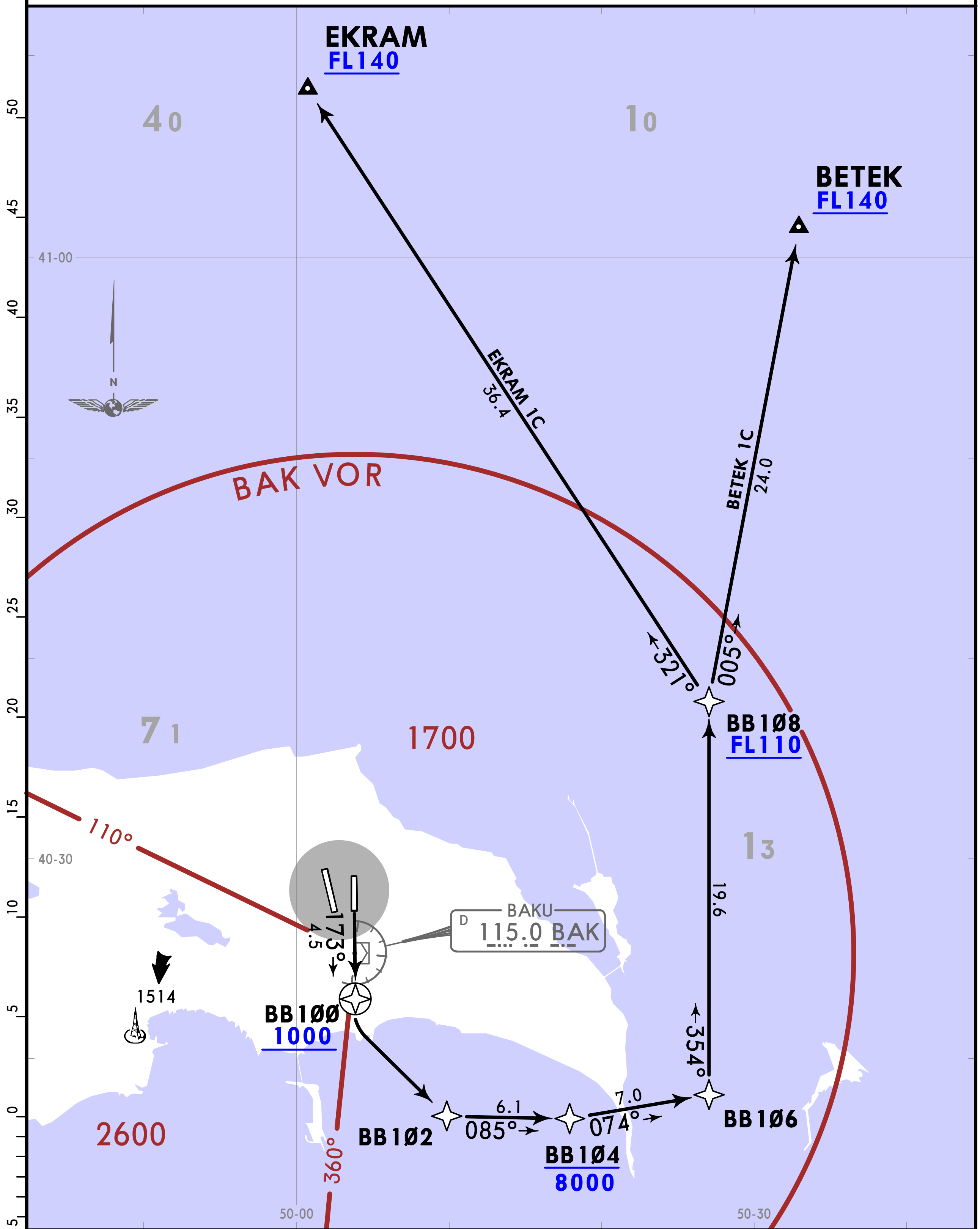


SID	ROUTING
BETEK 2A	BB100 (1000+) - BB102 - BB104 (8000-) - BB106 - BB108 (FL110+) - BETEK (FL140+).
EKRAM 1A	BB100 (1000+) - BB102 - BB104 (8000-) - BB106 - BB108 (FL110+) - EKRAM (FL140+).

CHANGES: Track updated.

BAKU Departure 120.8	Apt Elev 10	Trans alt: 9000 1. RNAV 1. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.

BETEK 1C [BETE1C], EKRAM 1C [EKRA1C]
RNAV (GNSS) DEPARTURES
(RWY 17)

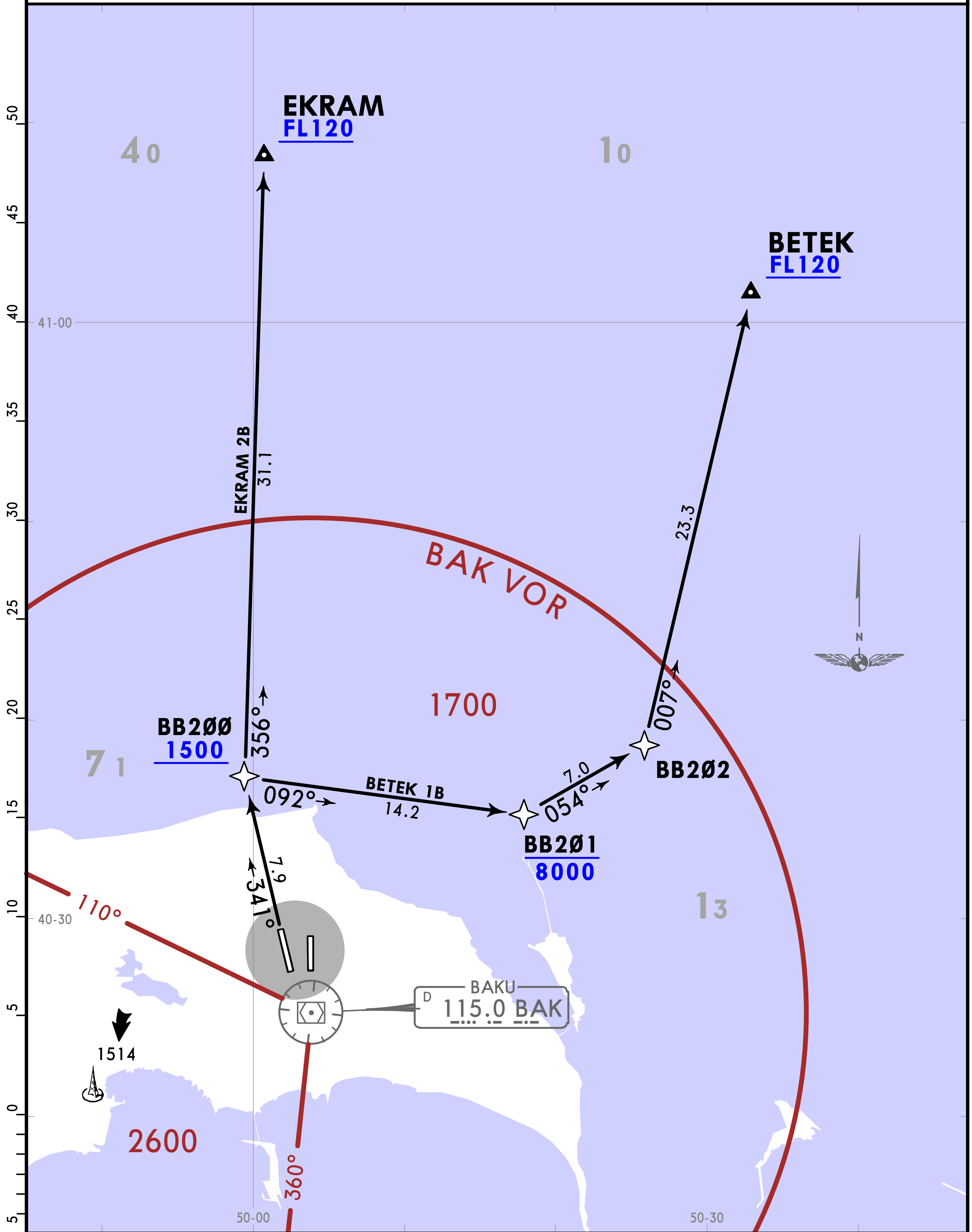


SID	ROUTING
BETEK 1C	BB1ØØ (1000+) - BB1Ø2 - BB1Ø4 (8000-) - BB1Ø6 - BB1Ø8 (FL110+) - BETEK (FL140+).
EKRAM 1C	BB1ØØ (1000+) - BB1Ø2 - BB1Ø4 (8000-) - BB1Ø6 - BB1Ø8 (FL110+) - EKRAM (FL140+).

CHANGES: Track updated.

BAKU Departure	Apt Elev	
120.8	10	Trans alt: 9000 1. RNAV 1. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.

BETEK 1B [BETE1B], EKRAM 2B [EKRA2B]
RNAV (GNSS) DEPARTURES
(RWY 34)

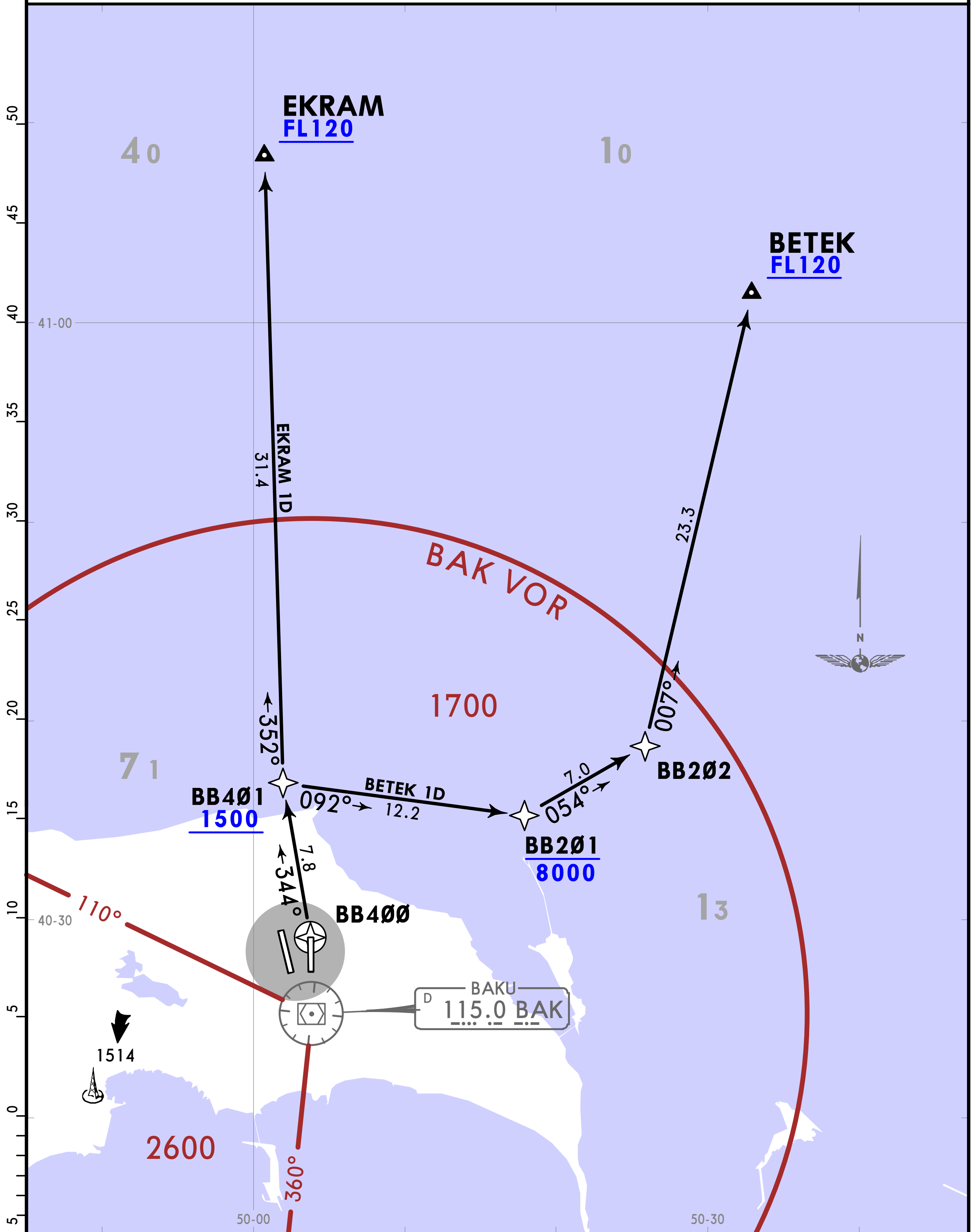


SID	ROUTING
BETEK 1B	BB200 (1500+) - BB201 (8000-) - BB202 - BETEK (FL120+).
EKRAM 2B	BB200 (1500+) - EKRAM (FL120+).

CHANGES: New format.

BAKU Departure 120.8	Apt Elev 10	Trans alt: 9000 1. RNAV 1. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.

BETEK 1D [BETE1D], EKRAM 1D [EKRA1D]
RNAV (GNSS) DEPARTURES
(RWY 35)

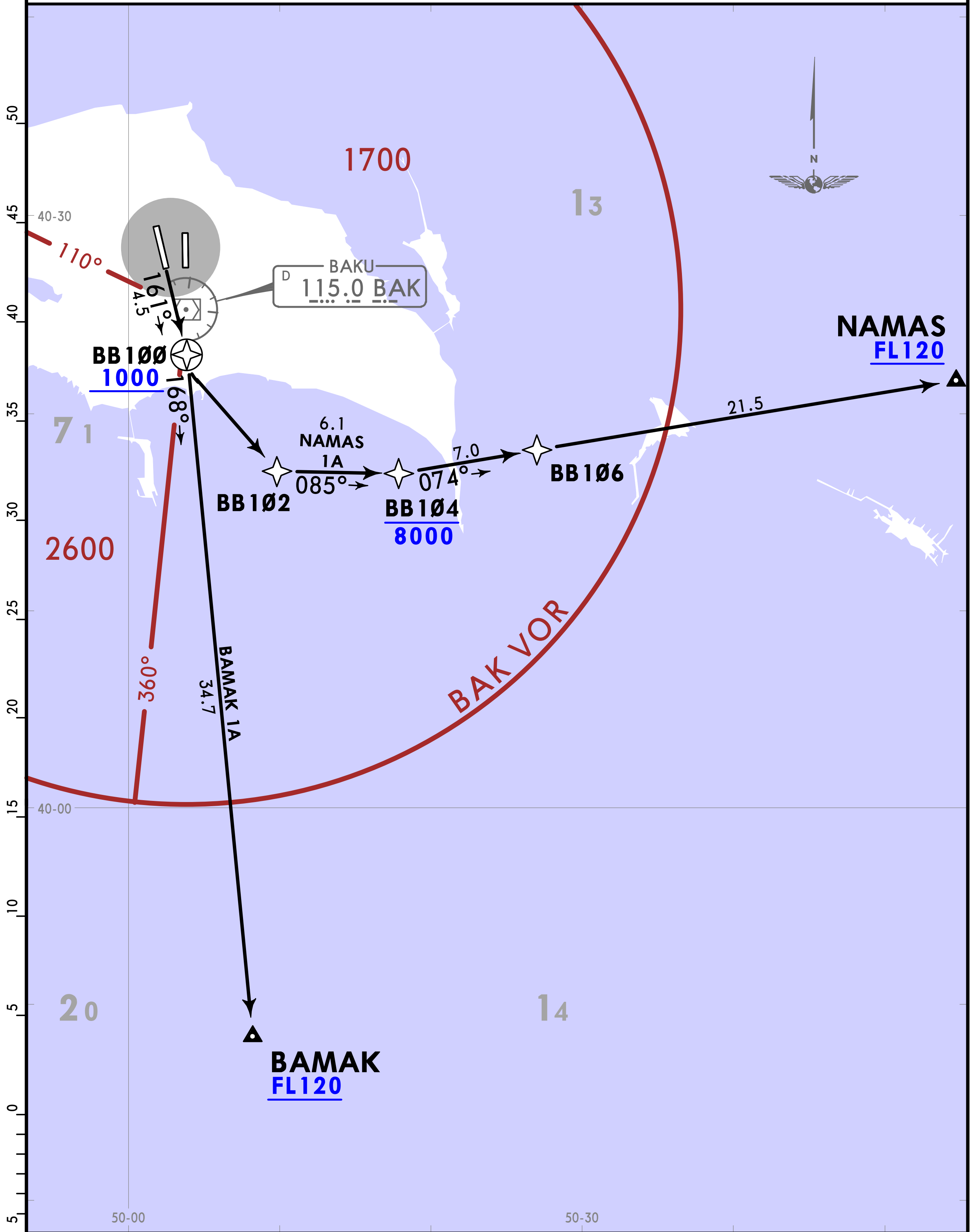


SID	ROUTING
BETEK 1D	BB4Ø0 - BB4Ø1 (1500+) - BB2Ø1 (8000-) - BB2Ø2 - BETEK (FL120+).
EKRAM 1D	BB4Ø0 - BB4Ø1 (1500+) - EKRAM (FL120+).

CHANGES: New format.

BAKU Departure 120.8	Apt Elev 10	Trans alt: 9000 1. RNAV 1. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.

BAMAK 1A [BAMA1A], NAMAS 1A [NAMA1A] RNAV (GNSS) DEPARTURES (RWY 16)

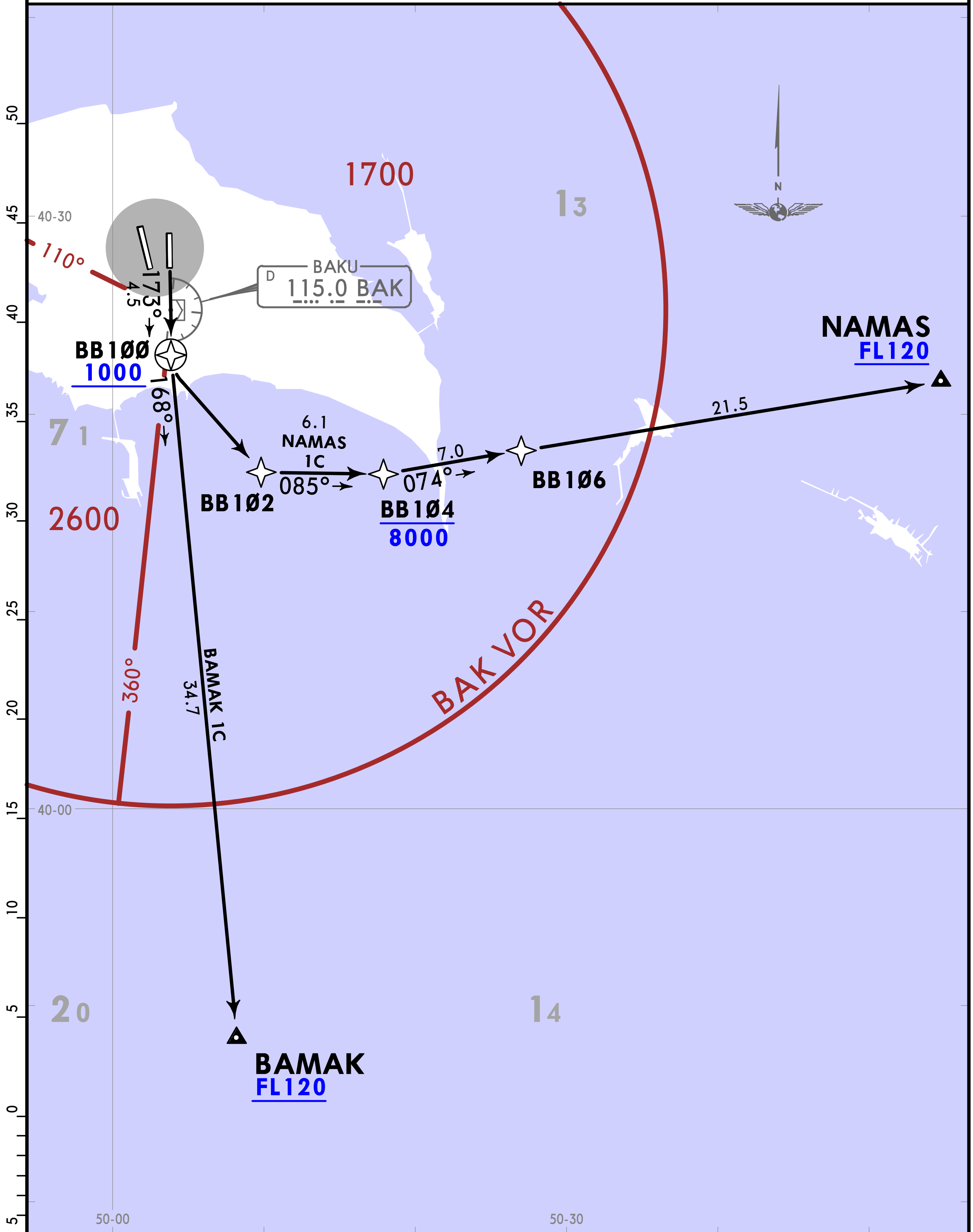


SID	ROUTING
BAMAK 1A	BB100 (1000+) - BAMAK (FL120+).
NAMAS 1A	BB100 (1000+) - BB102 - BB104 (8000-) - BB106 - NAMAS (FL120+).

CHANGES: Track updated.

BAKU Departure 120.8	Apt Elev 10	Trans alt: 9000 1. RNAV 1. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.

BAMAK 1C [BAMA1C], NAMAS 1C [NAMA1C] RNAV (GNSS) DEPARTURES (RWY 17)

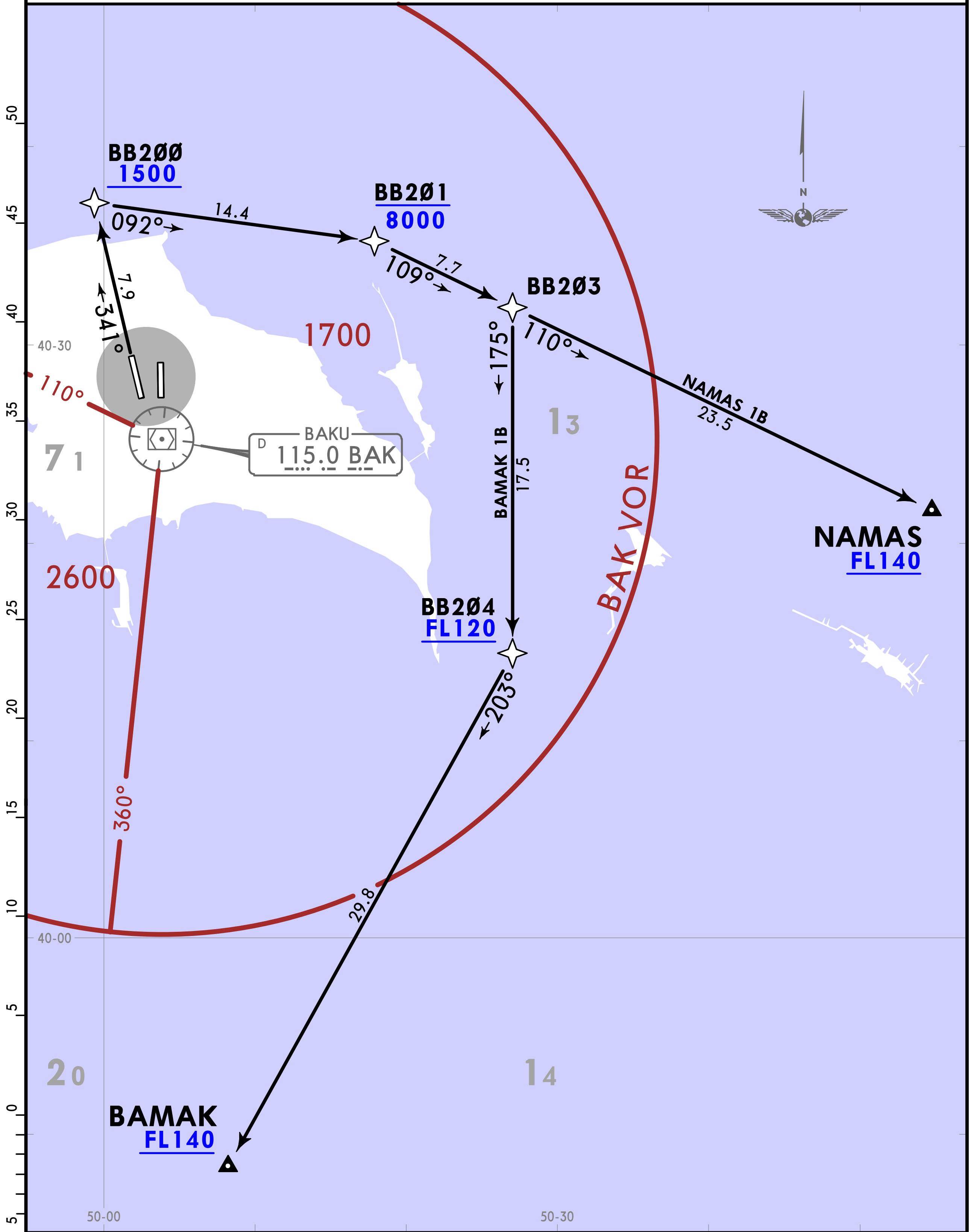


SID	ROUTING
BAMAK 1C	BB1ØØ (1000+) - BAMAK (FL120+).
NAMAS 1C	BB1ØØ (1000+) - BB1Ø2 - BB1Ø4 (8000-) - BB1Ø6 - NAMAS (FL120+).

CHANGES: Track updated.

BAKU Departure 120.8	Apt Elev 10	Trans alt: 9000 1. RNAV 1. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.

BAMAK 1B [BAMA1B], NAMAS 1B [NAMA1B]
RNAV (GNSS) DEPARTURES
(RWY 34)

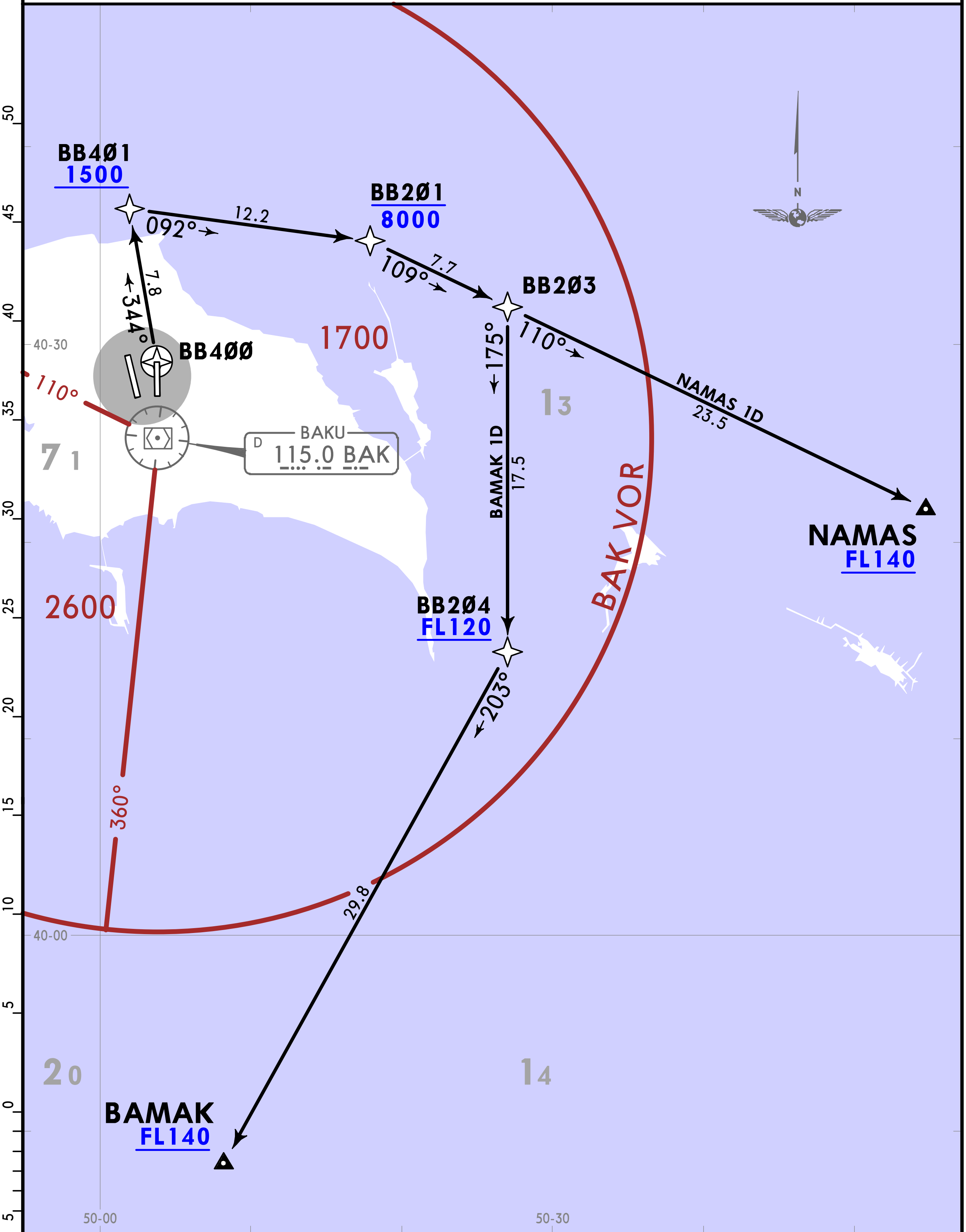


SID	ROUTING
BAMAK 1B	BB2Ø0 (1500+) - BB2Ø1 (8000-) - BB2Ø3 - BB2Ø4 (FL120+) - BAMAK (FL140+).
NAMAS 1B	BB2Ø0 (1500+) - BB2Ø1 (8000-) - BB2Ø3 - NAMAS (FL140+).

CHANGES: New format.

BAKU Departure 120.8	Apt Elev 10	Trans alt: 9000 1. RNAV 1. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.

BAMAK 1D [BAMA1D], NAMAS 1D [NAMA1D]
RNAV (GNSS) DEPARTURES
(RWY 35)

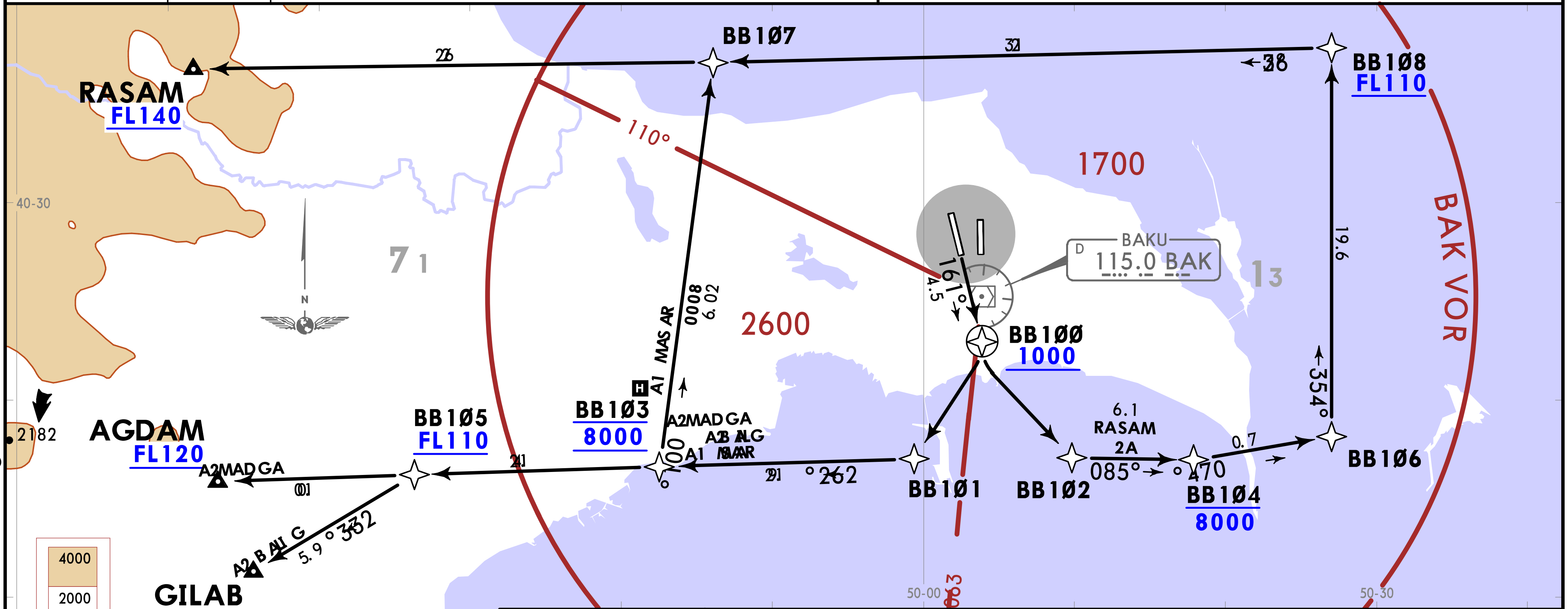


SID	ROUTING
BAMAK 1D	BB400 - BB401 (1500+) - BB201 (8000-) - BB203 - BB204 (FL120+) - BAMAK (FL140+).
NAMAS 1D	BB400 - BB401 (1500+) - BB201 (8000-) - BB203 - NAMAS (FL140+).

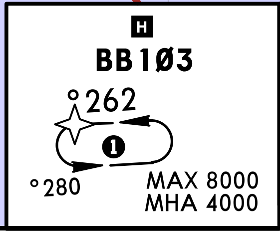
CHANGES: New format.

BAKU Departure	Apt Elev	
120.8	10	Trans alt: 9000 1. RNAV 1. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.

AGDAM 2A [AGDA2A], GILAB 2A [GILA2A] RASAM 1A [RASA1A], RASAM 2A [RASA2A] RNAV (GNSS) DEPARTURES (RWY 16)



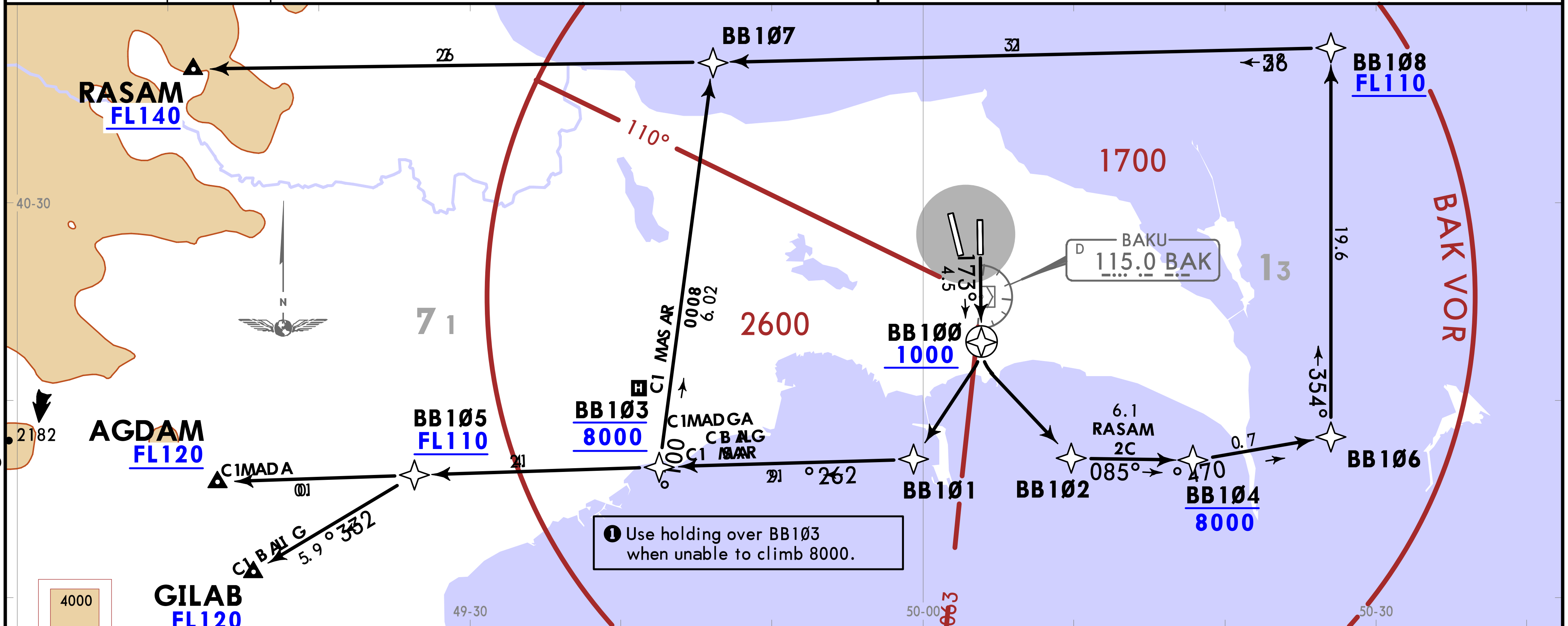
❶ Use holding over BB1Ø3 when unable to climb 8000.

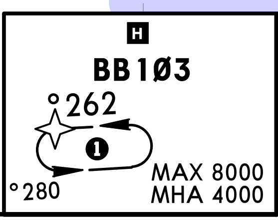


SID	ROUTING
AGDAM 2A	BB1ØØ (1000+) - BB1Ø1 - BB1Ø3 (8000) - BB1Ø5 (FL110+) - AGDAM (FL120+).
GILAB 2A	BB1ØØ (1000+) - BB1Ø1 - BB1Ø3 (8000) - BB1Ø5 (FL110+) - GILAB (FL120+).
RASAM 1A	BB1ØØ (1000+) - BB1Ø1 - BB1Ø3 (8000) - BB1Ø7 - RASAM (FL140+).
RASAM 2A	BB1ØØ (1000+) - BB1Ø2 - BB1Ø4 (8000-) - BB1Ø6 - BB1Ø8 (FL110+) - BB1Ø7 - RASAM (FL140+).

BAKU Departure	Apt Elev	
120.8	10	Trans alt: 9000 1. RNAV 1. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.

AGDAM 1C [AGDA1C], GILAB 1C [GILA1C]
RASAM 1C [RASA1C], RASAM 2C [RASA2C]
RNAV (GNSS) DEPARTURES
(RWY 17)

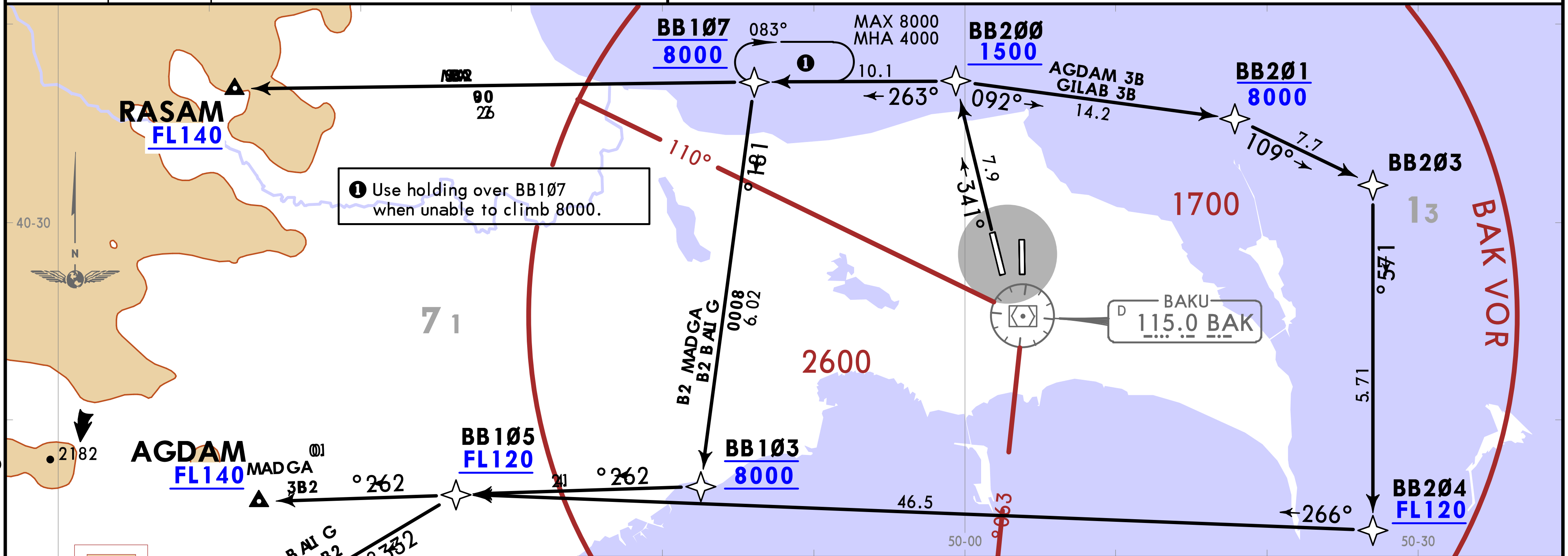




SID	ROUTING
AGDAM 1C	BB1ØØ (1000+) - BB1Ø1 - BB1Ø3 (8000) - BB1Ø5 (FL110+) - AGDAM (FL120+).
GILAB 1C	BB1ØØ (1000+) - BB1Ø1 - BB1Ø3 (8000) - BB1Ø5 (FL110+) - GILAB (FL120+).
RASAM 1C	BB1ØØ (1000+) - BB1Ø1 - BB1Ø3 (8000) - BB1Ø7 - RASAM (FL140+).
RASAM 2C	BB1ØØ (1000+) - BB1Ø2 - BB1Ø4 (8000-) - BB1Ø6 - BB1Ø8 (FL110+) - BB1Ø7 - RASAM (FL140+).

BAKU Departure 120.8	Apt Elev 10	Trans alt: 9000 1. RNAV 1. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Actual climb clearance will be issued by ATC. 4. Contact BAKU Departure as soon as practicable after take-off.

AGDAM 2B [AGDA2B], AGDAM 3B [AGDA3B]
GILAB 2B [GILA2B], GILAB 3B [GILA3B]
RASAM 2B [RASA2B]
RNAV (GNSS) DEPARTURES
(RWY 34)



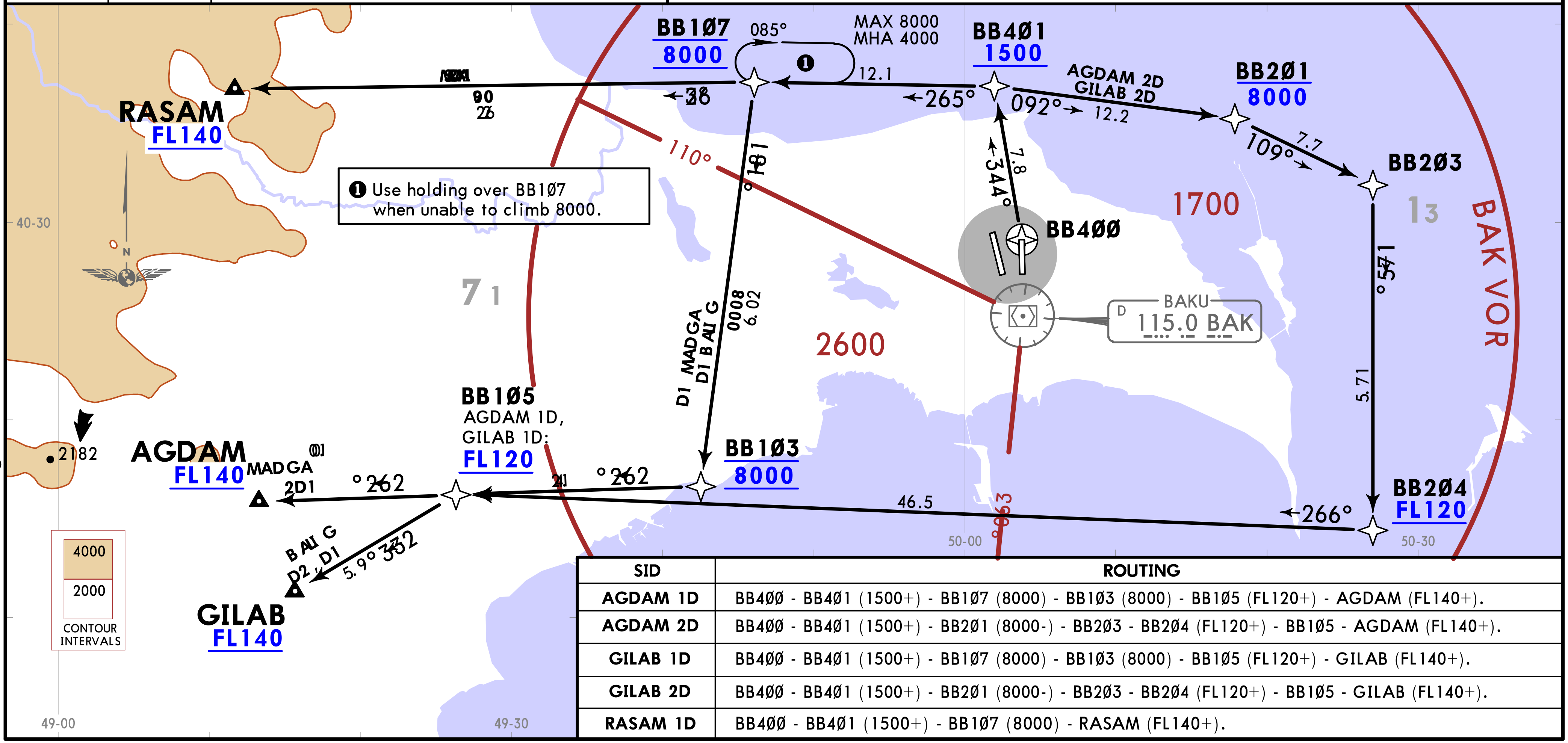
SID	ROUTING
AGDAM 2B	BB2ØØ (1500+) - BB1Ø7 (8000) - BB1Ø3 (8000) - BB1Ø5 (FL120+) - AGDAM (FL140+).
AGDAM 3B	BB2ØØ (1500+) - BB2Ø1 (8000-) - BB2Ø3 - BB2Ø4 (FL120+) - BB1Ø5 (FL120+) - AGDAM (FL140+).
GILAB 2B	BB2ØØ (1500+) - BB1Ø7 (8000) - BB1Ø3 (8000) - BB1Ø5 (FL120+) - GILAB (FL140+).
GILAB 3B	BB2ØØ (1500+) - BB2Ø1 (8000-) - BB2Ø3 - BB2Ø4 (FL120+) - BB1Ø5 (FL120+) - GILAB (FL140+).
RASAM 2B	BB2ØØ (1500+) - BB1Ø7 (8000) - RASAM (FL140+).

CHANGES: New format.

BAKU Departure	Apt Elev
120.8	10

Trans alt: 9000
1. RNAV 1.
2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
3. Actual climb clearance will be issued by ATC.
4. Contact BAKU Departure as soon as practicable after take-off.

AGDAM 1D [AGDA1D], AGDAM 2D [AGDA2D]
GILAB 1D [GILA1D], GILAB 2D [GILA2D]
RASAM 1D [RASA1D]
RNAV (GNSS) DEPARTURES
(RWY 35)



SID	ROUTING
AGDAM 1D	BB4ØØ - BB4Ø1 (1500+) - BB1Ø7 (8000) - BB1Ø3 (8000) - BB1Ø5 (FL120+) - AGDAM (FL140+).
AGDAM 2D	BB4ØØ - BB4Ø1 (1500+) - BB2Ø1 (8000-) - BB2Ø3 - BB2Ø4 (FL120+) - BB1Ø5 - AGDAM (FL140+).
GILAB 1D	BB4ØØ - BB4Ø1 (1500+) - BB1Ø7 (8000) - BB1Ø3 (8000) - BB1Ø5 (FL120+) - GILAB (FL140+).
GILAB 2D	BB4ØØ - BB4Ø1 (1500+) - BB2Ø1 (8000-) - BB2Ø3 - BB2Ø4 (FL120+) - BB1Ø5 - GILAB (FL140+).
RASAM 1D	BB4ØØ - BB4Ø1 (1500+) - BB1Ø7 (8000) - RASAM (FL140+).

CHANGES: New format.

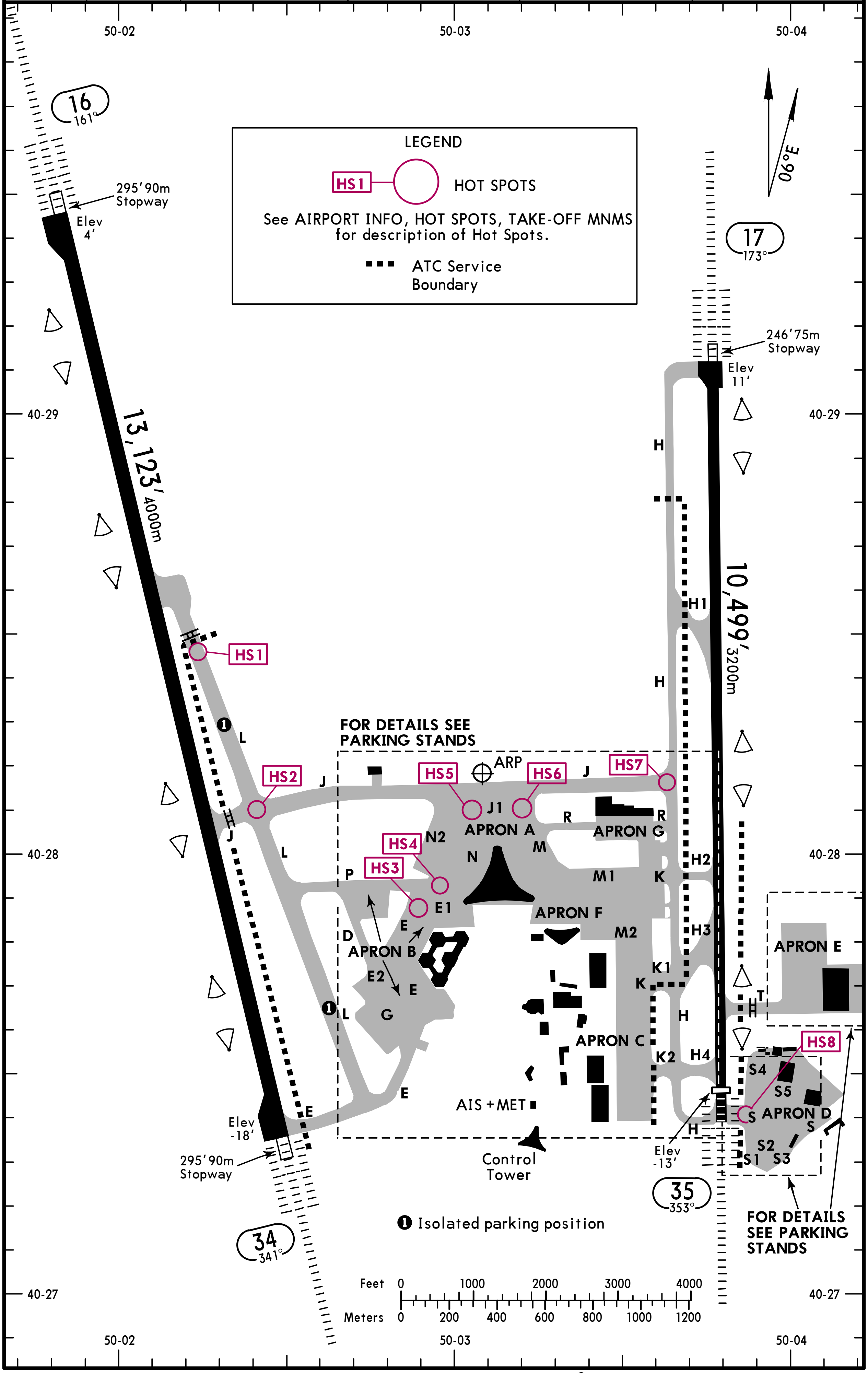
UBBB/GYD
Apt Elev **11′**
N40 28.2 E050 03.1

JEPPESEN

21 FEB 25 (10-9)

BAKU, AZERBAIJAN
HEYDAR ALIYEV INTL

D-ATIS	Data Comm ACARS: D-ATIS DCL	BAKU Delivery	BAKU Ground	Tower	BAKU Departure
126.8		127.9 135.7	121.7 135.1	119.2 118.1	129.3 120.8



CHANGES: Twy designator changed, holding position pattern B on Twy E removed.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
16	HIRL (60m) CL (15m) ❶HIALS-II TDZ PAPI ❷ RVR		11,969' 3648m	❸	197' 60m
34	HIRL (60m) CL (15m) ❶HIALS-II TDZ PAPI ❷ RVR		12,030' 3667m	❸	197' 60m

❶ length 900m
❷ (angle 3.0°)
❸ TAKE-OFF RUN AVAILABLE

RWY 16:
From rwy head 13,123' (4000m)
twy L int 7874' (2400m)
twy J int 4429' (1350m)

RWY 34:
From rwy head 13,123' (4000m)
twy J int 8694' (2650m)
twy L int 5249' (1600m)

RWY		USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
17	HIRL (60m) CL (15m) ❶HIALS-II TDZ PAPI ❹ RVR		9345' 2848m	❺	148' 45m
35	HIRL (60m) CL (15m) ❶HIALS-II TDZ PAPI ❹ RVR	10,056' 3065m	9023' 2750m	❺	148' 45m

❹ (angle 3.0°)
❺ TAKE-OFF RUN AVAILABLE

RWY 17:
From rwy head 10,499' (3200m)
twy H1 int 7021' (2140m)

RWY 35:
From rwy head 10,499' (3200m)
twy H4 int 9711' (2960m)
twy T int 8858' (2700m)
twy H3 int 8333' (2540m)
twy H2 int 7021' (2140m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Moving ACFT along the RWY 34 is not in sight by ACFT which is hold on stop bar of TWY L.

HS2 Intersection of TWY J and TWY L highly congested area. Remain vigilant to direct signage and pavement markings in the area.

HS3 There is a vehicle service road at the intersection of TWY E and TWY E1. 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.

HS4 There is a vehicle service road on the TWY 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.

HS5 **HS6** There is a vehicle service road at the intersection of TWY J1. Vehicle traffic is allowed to cross at these location without ATC authorization.

HS7 An ACFT moving North on TWY H is not in sight of an ACFT 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.

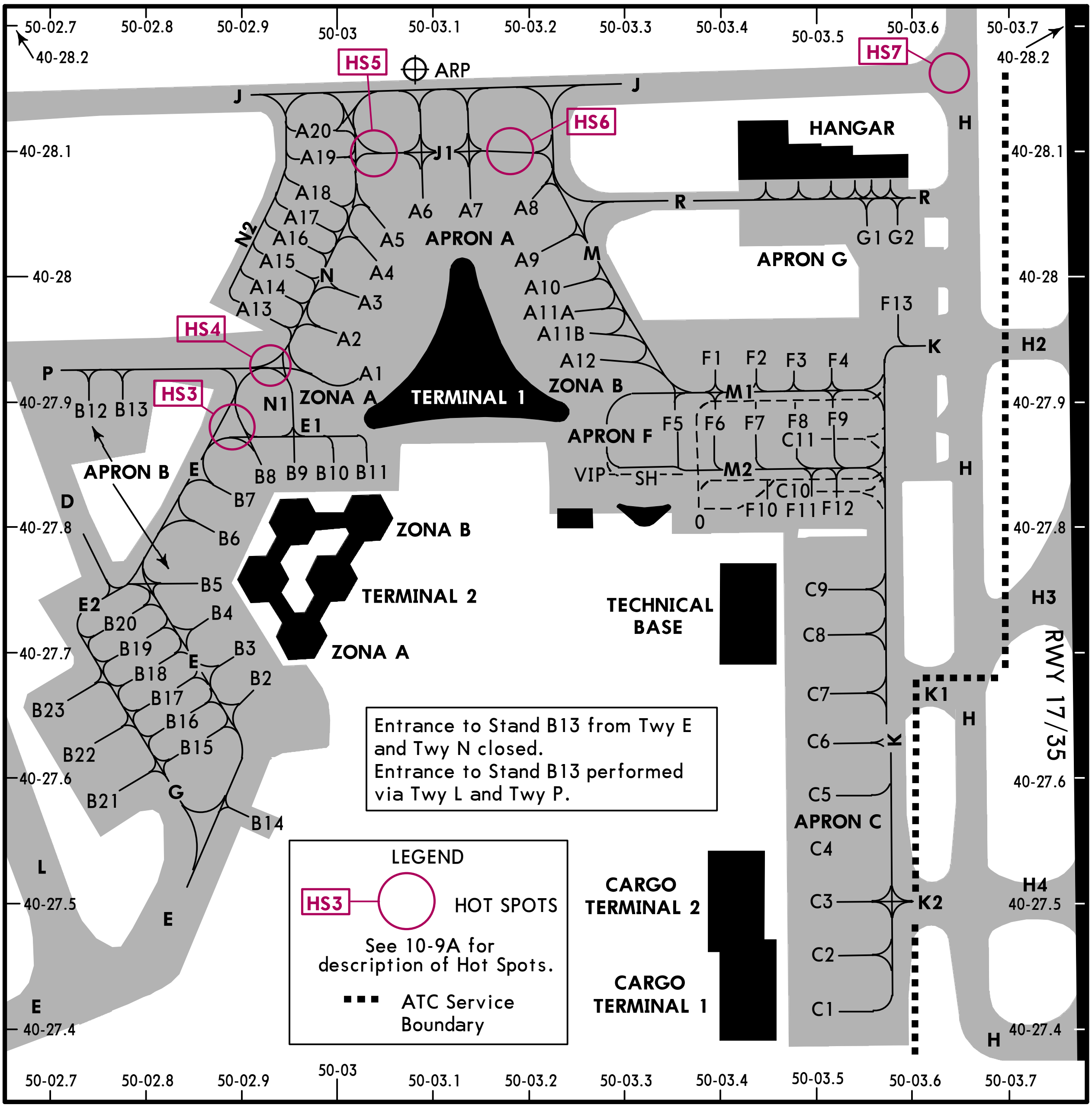
HS8 Intersection of TWY S and vehicle service road designated as Non-Movement Areas. Vehicle traffic is allowed to cross at these location without positive ATC control which has led to confusion by pilots in this area as to whether they are allowed to cross or have to stop at these markings.

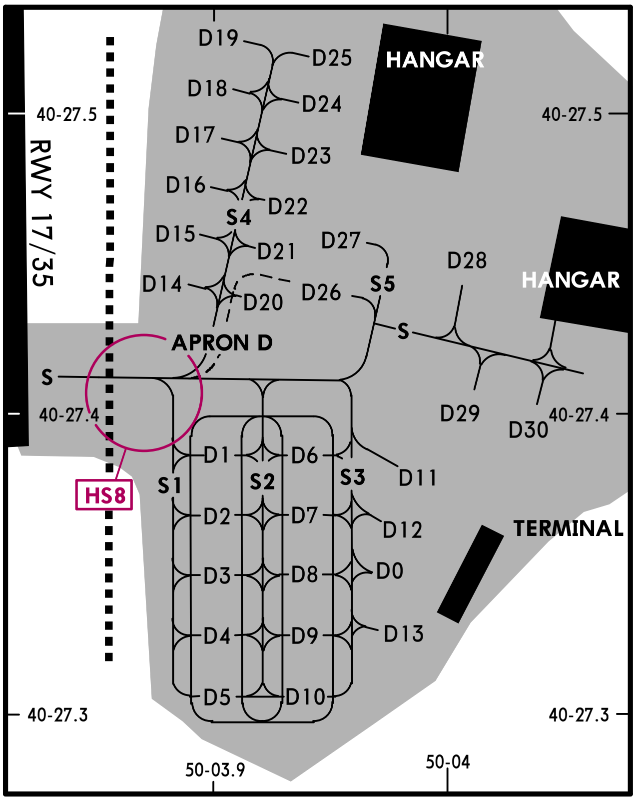
Std TAKE-OFF

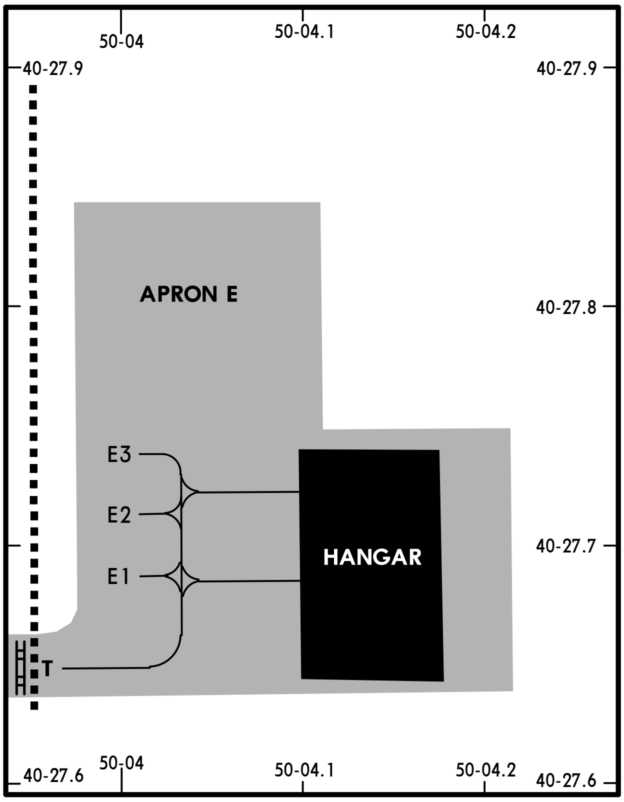
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA

1 For NIGHT operations, at least RL or CL and RENL are required.

CHANGES: None.







CHANGES: Twy designator changed.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
	APRON A		**APRON E**
A1	N40 27.9 E050 03.1	E1 thru E3	N40 27.7 E050 04.0
A2	N40 27.9 E050 03.0		**APRON F**
A3 thru A7	N40 28.0 E050 03.1	SH	N40 27.8 E050 03.3
A8 thru A12	N40 28.0 E050 03.2	VIP	N40 27.8 E050 03.2
A13 thru A14	N40 28.0 E050 02.9	0	N40 27.8 E050 03.4
A15 thru A17	N40 28.0 E050 03.0	F1, F2	N40 28.0 E050 03.4
A18 thru A20	N40 28.1 E050 03.0	F3, F4	N40 28.0 E050 03.5
	APRON B	F5 thru F7	N40 27.9 E050 03.4
B2 thru B4	N40 27.7 E050 02.9	F8, F9	N40 27.9 E050 03.5
B5 thru B8	N40 27.8 E050 02.9	F10	N40 27.8 E050 03.4
B9 thru B11	N40 27.8 E050 03.0	F11 thru F12	N40 27.8 E050 03.5
B12	N40 27.9 E050 02.7	F13	N40 28.0 E050 03.6
B13	N40 27.9 E050 02.8		**APRON G**
B14	N40 27.6 E050 02.9	G1, G2	N40 28.0 E050 03.6
B15, B16	N40 27.6 E050 02.8		
B17 thru B20	N40 27.7 E050 02.8		
B21 thru B23	N40 27.6 E050 02.7		
	APRON C		
C1	N40 27.4 E050 03.5		
C2 thru 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 thru D5	N40 27.3 E050 03.9		
D6, D7	N40 27.4 E050 04.0		
D8 thru 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 thru D19	N40 27.5 E050 03.9		
D20	N40 27.4 E050 03.9		
D21 thru 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		

CHANGES: None.

STRAIGHT-IN RWY		A	B	C	D
16	CAT 3A ILS	**RA50'** R175m	**RA50'** R175m	**RA50'** R175m	**RA50'** R175m
	CAT 2 ILS	**104'**(100') **RA102'** R300m	**104'**(100') **RA102'** R300m	**104'**(100') **RA102'** R300m	**104'**(100') **RA102'** ❶R300m
	ILS TDZ or CL out ALS out	**204'**(200') R550m ❷R550m R1200m	**204'**(200') R550m ❷R550m R1200m	**204'**(200') R550m ❷R550m R1200m	**204'**(200') R550m ❷R550m R1200m
	RNP LNAV/VNAV TDZ or CL out ALS out	**254'**(250') R550m ❷R550m R1300m	**254'**(250') R550m ❷R550m R1300m	**254'**(250') R550m ❷R550m R1300m	**254'**(250') R550m ❷R550m R1300m
	RNP ❸ LNAV TDZ or CL out ALS out	**460'**(456') R1400m R1400m R1500m	**460'**(456') R1400m R1400m R1500m	**460'**(456') R1400m R1400m R2100m	**460'**(456') R1400m R1400m R2100m
17	CAT 3A ILS	**RA50'** R175m	**RA50'** R175m	**RA50'** R175m	**RA50'** R175m
	CAT 2 ILS	**111'**(100') **RA98'** R300m	**111'**(100') **RA98'** R300m	**128'**(117') **RA114'** R300m	**143'**(132') **RA128'** R400m
	ILS TDZ or CL out ALS out	**211'**(200') R550m ❷R550m R1200m	**211'**(200') R550m ❷R550m R1200m	**211'**(200') R550m ❷R550m R1200m	**211'**(200') R550m ❷R550m R1200m
	RNP LNAV/VNAV TDZ or CL out ALS out	**261'**(250') R550m ❷R550m R1300m	**264'**(253') R600m ❷R600m R1300m	**272'**(261') R600m ❷R600m R1300m	**282'**(271') R600m ❷R600m R1300m
	RNP ❸ LNAV TDZ or CL out ALS out	**470'**(459') R1400m R1400m R1500m	**470'**(459') R1400m R1400m R1500m	**470'**(459') R1400m R1400m R2100m	**470'**(459') R1400m R1400m R2100m
	❸VOR DME TDZ or CL out ALS out	**470'**(459') R1400m R1400m R1500m	**470'**(459') R1400m R1400m R1500m	**470'**(459') R1400m R1400m R2100m	**470'**(459') R1400m R1400m R2100m

❶ CAT D requires autoland or HUDLS, otherwise: R350m.
❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ Continuous Descent Final Approach.

STRAIGHT-IN RWY		A	B	C	D
34	CAT 3A ILS	**RA50′** R175m	**RA50′** R175m	**RA50′** R175m	**RA50′** R175m
	CAT 2 ILS	**82′**(100′) **RA100′** R300m	**82′**(100′) **RA100′** R300m	**82′**(100′) **RA100′** R300m	**82′**(100′) **RA100′** ❶ R300m
	ILS	**182′**(200′) R550m	**182′**(200′) R550m	**182′**(200′) R550m	**182′**(200′) R550m
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	**323′**(341′) R900m	**335′**(353′) R900m	**342′**(360′) R900m	**352′**(370′) R1000m
	TDZ or CL out	R900m	R900m	R900m	R1000m
	ALS out	R1500m	R1500m	R1600m	R1700m
	RNP ❸ LNAV	**440′**(458′) R1400m	**440′**(458′) R1400m	**440′**(458′) R1400m	**440′**(458′) R1400m
	TDZ or CL out	R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
35	CAT 3A ILS	**RA50′** R175m	**RA50′** R175m	**RA50′** R175m	**RA50′** R175m
	CAT 2 ILS	**87′**(100′) **RA100′** R300m	**87′**(100′) **RA100′** R300m	**95′**(108′) **RA109′** R300m	**109′**(122′) **RA123′** R400m
	ILS	**187′**(200′) R550m	**187′**(200′) R550m	**187′**(200′) R550m	**187′**(200′) R550m
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	**330′**(343′) R900m	**343′**(356′) R900m	**351′**(364′) R1000m	**361′**(374′) R1000m
	TDZ or CL out	R900m	R900m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	RNP ❸ LNAV	**450′**(463′) R1500m	**450′**(463′) R1500m	**450′**(463′) R1500m	**450′**(463′) R1500m
	TDZ or CL out	R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	❸ VOR DME	**450′**(463′) R1500m	**450′**(463′) R1500m	**450′**(463′) R1500m	**450′**(463′) R1500m
	TDZ or CL out	R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m

❶ CAT D requires autoland or HUDLS, otherwise: R350m.
❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ Continuous Descent Final Approach.

TAKE-OFF

Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL				
		DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
❹ R125m	R150m	R300m		R/V400m		R/V500m	NA

❹ All RWYs: R75m with approved lateral guidance system.

CHANGES: EASA AIR OPS - specification update.

UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
25 OCT 24 (11-1) Eff 31 Oct

BAKU, AZERBAIJAN
ILS Rwy 16

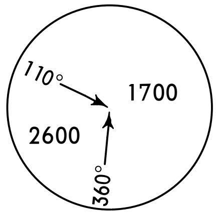
BRIEFING STRIP ™

D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

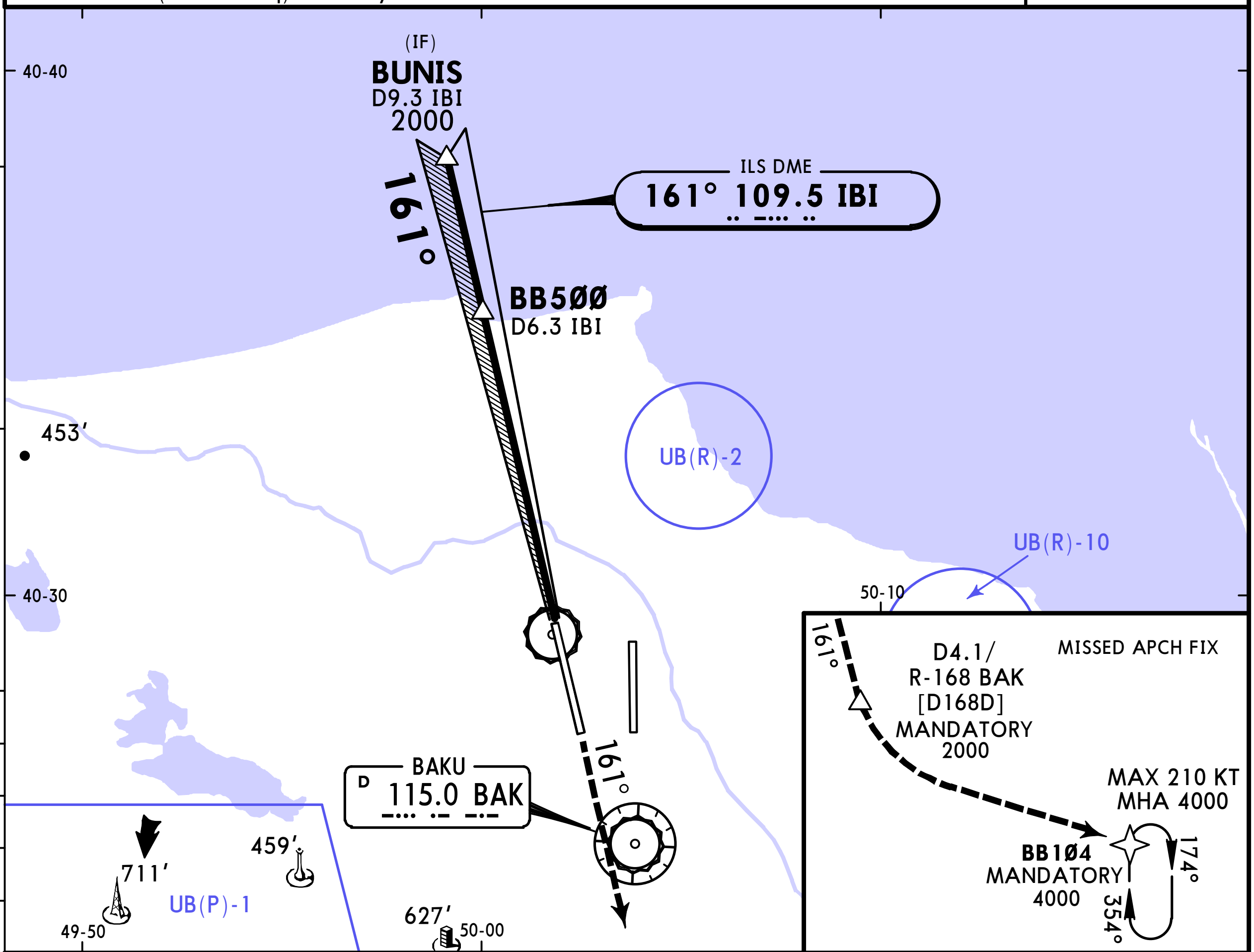
LOC	Final Apch Crs	BB5ØØ MANDATORY	DA(H)	Apt Elev 11′
IBI **109.5**	**161°**	**2000′** (1996′)	**204′** (200′)	Rwy 4′

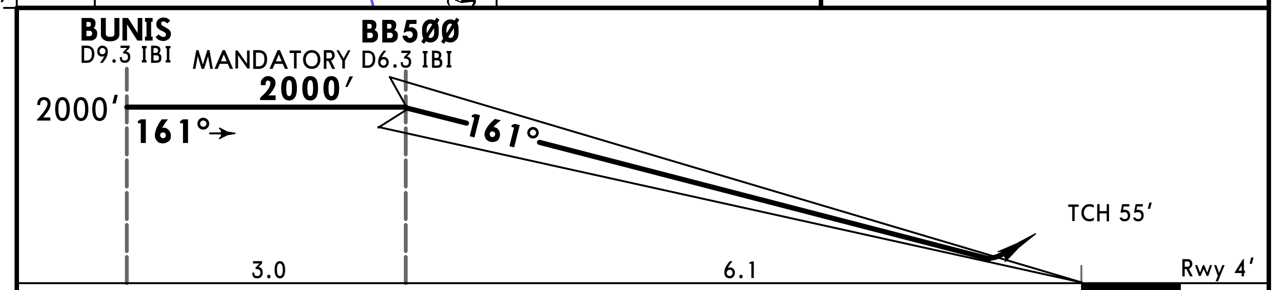
MISSED APCH: Climb on 161° to 2000′ to D4.1 BAK, then turn LEFT proceed to BB1Ø4 climbing to 4000′ and hold.

Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 9000′



MSA
BAK VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

2000′ on **161°**

D4.1
BAK

Std

STRAIGHT-IN LANDING
ILS
DA(H) **204′** (200′)

	TDZ or CL out		ALS out
A B C D	R550m	■1 R550m	R1200m

■1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

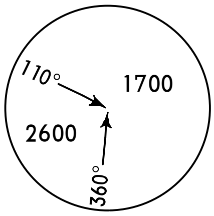
CHANGES: Apt elev.

BRIEFING STRIP ™

D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

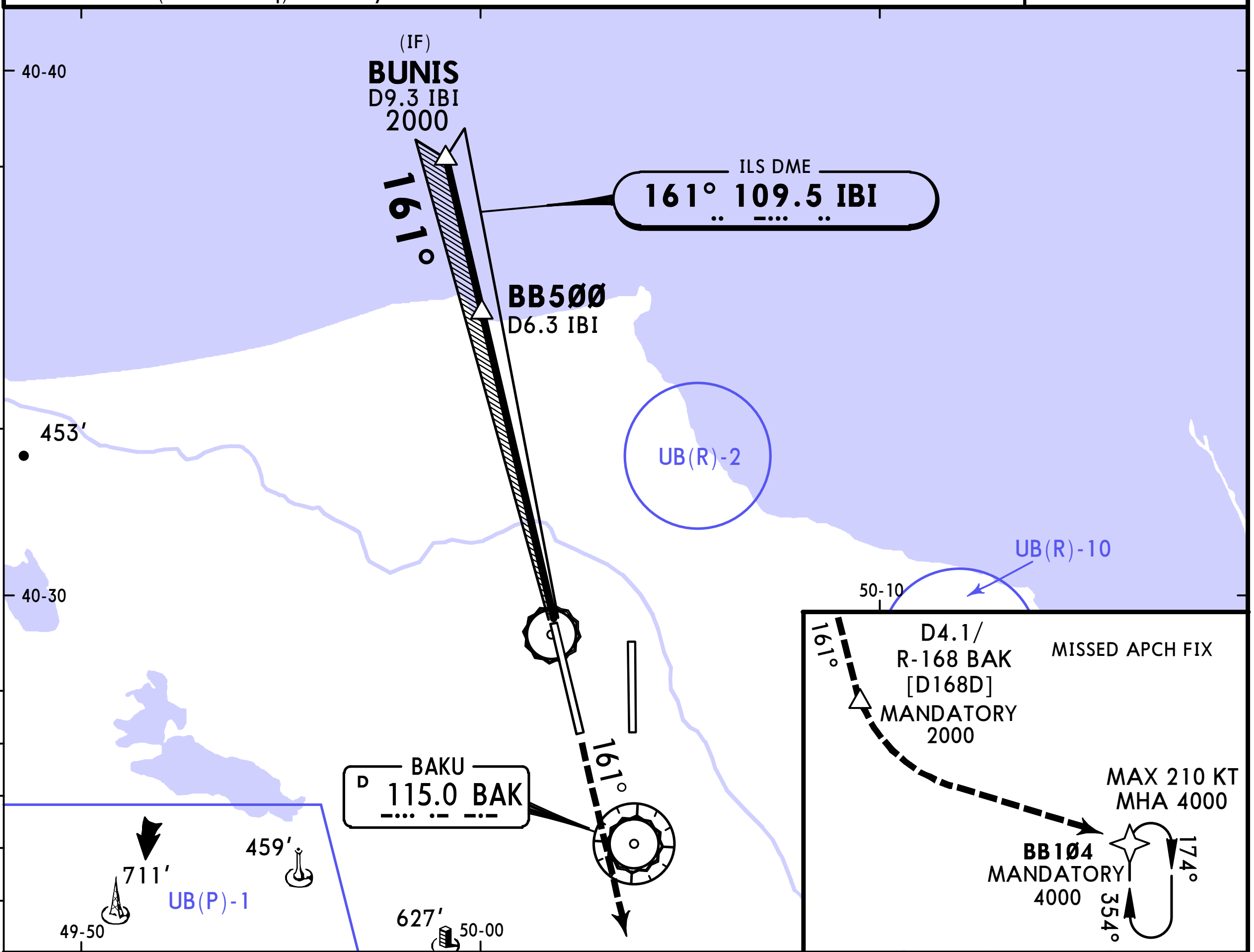
LOC IBI	Final Apch Crs	BB5ØØ MANDATORY	CAT IIIA ILS	CAT II ILS	Apt Elev 11′
109.5	161°	2000′(1996′)	Refer to Minimums	RA 102′ DA(H) 104′(100′)	Rwy 4′

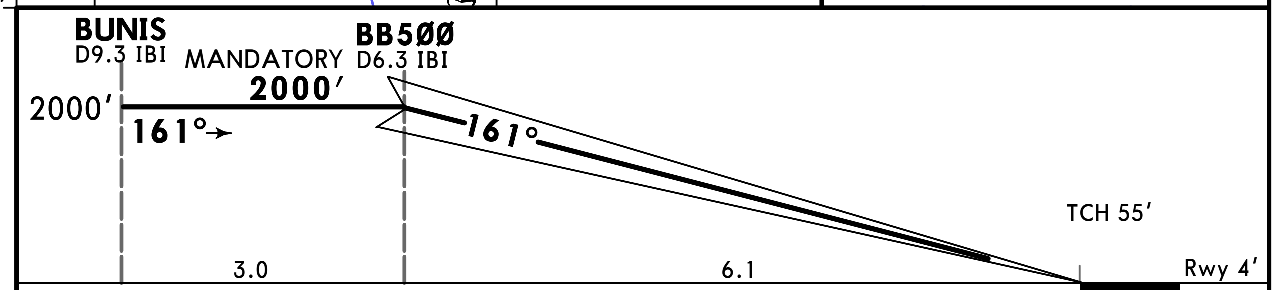
MISSED APCH: Climb on 161° to 2000′ to D4.1 BAK, then turn LEFT proceed to BB1Ø4 climbing to 4000′ and hold.



MSA BAK VOR

Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

2000′ on 161°

D4.1 BAK

Std

STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 102′ DA(H) 104′(100′)
R175m	1 R300m

1 CAT D without autoland: R350m.

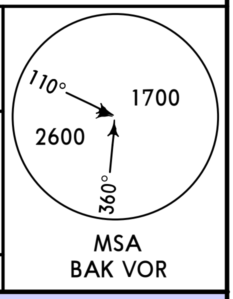
PANS OPS

CHANGES: Apt elev.

BRIEFING STRIP ™

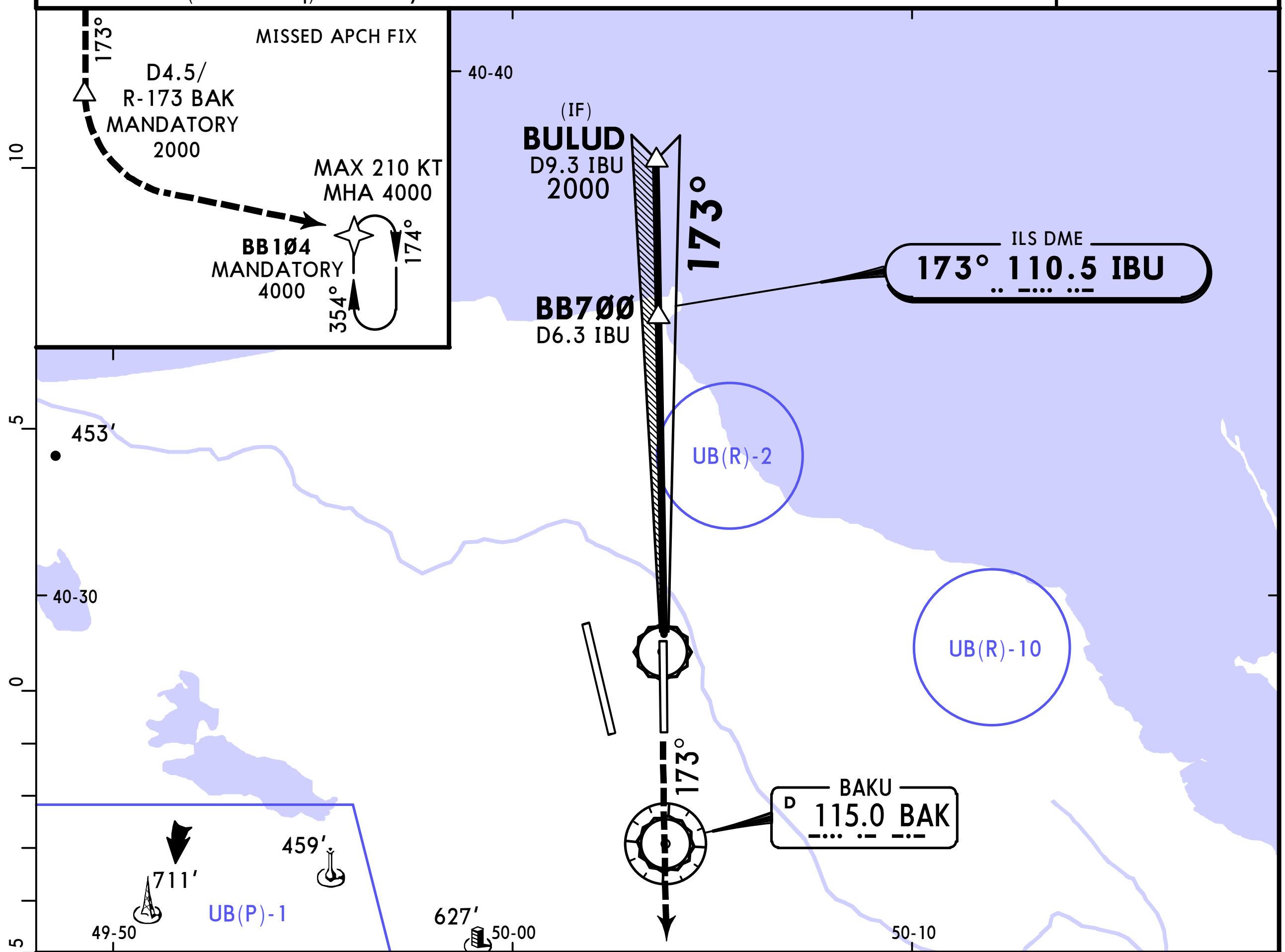
D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

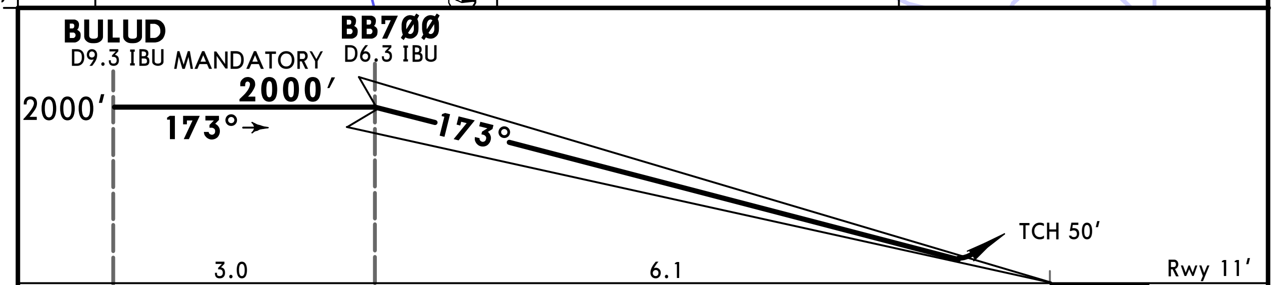
LOC IBU	Final Apch Crs	BB7ØØ MANDATORY	DA(H)	Apt Elev 11′
110.5	**173°**	**2000′** (1989′)	**211′** (200′)	Rwy 11′



MISSED APCH: Climb on 173° to 2000′ to D4.5 BAK, then turn LEFT proceed to BB1Ø4 climbing to 4000′ and hold.

Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

2000′ on 173° **D4.5** BAK

Std

STRAIGHT-IN LANDING
ILS
DA(H) **211′** (200′)

		TDZ or CL out	ALS out
A B C D	R550m	**1** R550m	R1200m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Apt & Rwy elev, minimums.

UBBB/GYD
HEYDAR ALIYEV INTL

25 OCT 24
Eff 31 Oct

JEPPESEN

11-2A

BAKU, AZERBAIJAN
CAT II/III ILS Rwy 17

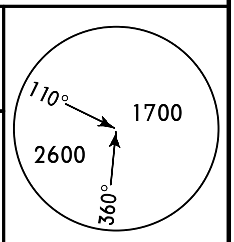
BRIEFING STRIP ™

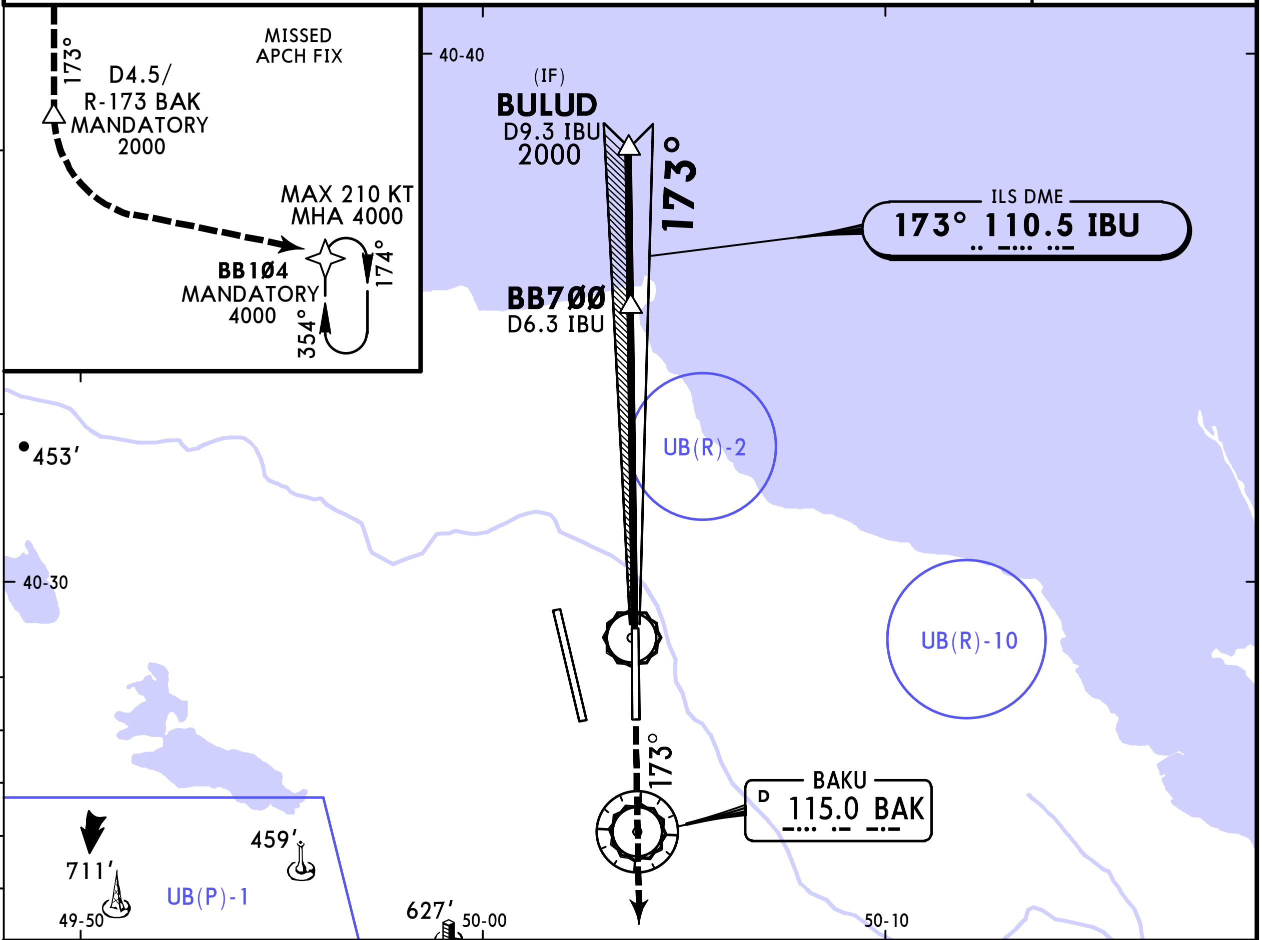
D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

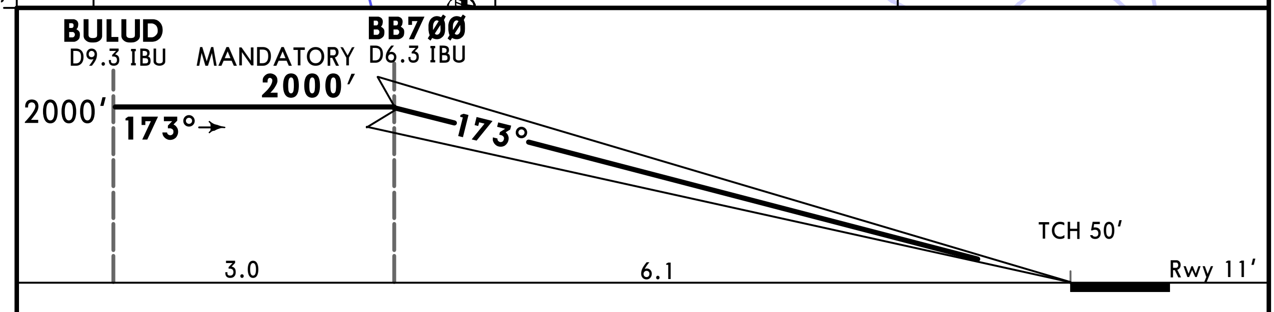
LOC IBU	Final Apch Crs	BB7ØØ MANDATORY	CAT IIIA ILS	CAT II ILS	Apt Elev 11′
110.5	**173°**	**2000′** (1989′)	Refer to Minimums		Rwy 11′

MISSED APCH: Climb on 173° to 2000′ to D4.5 BAK, then turn LEFT proceed to BB1Ø4 climbing to 4000′ and hold.

Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 9000′







Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

2000′ on 173° **D4.5** BAK

Std

STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS	
	AB: **RA 98′** DA(H) **111′**(100′) C: **RA 114′** DA(H) **128′**(117′)	D: **RA 128′** DA(H) **143′**(132′)
R175m	R300m	R400m

PANS OPS

CHANGES: Apt & Rwy elev, minimums.

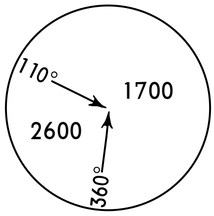
D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

BRIEFING STRIP ™

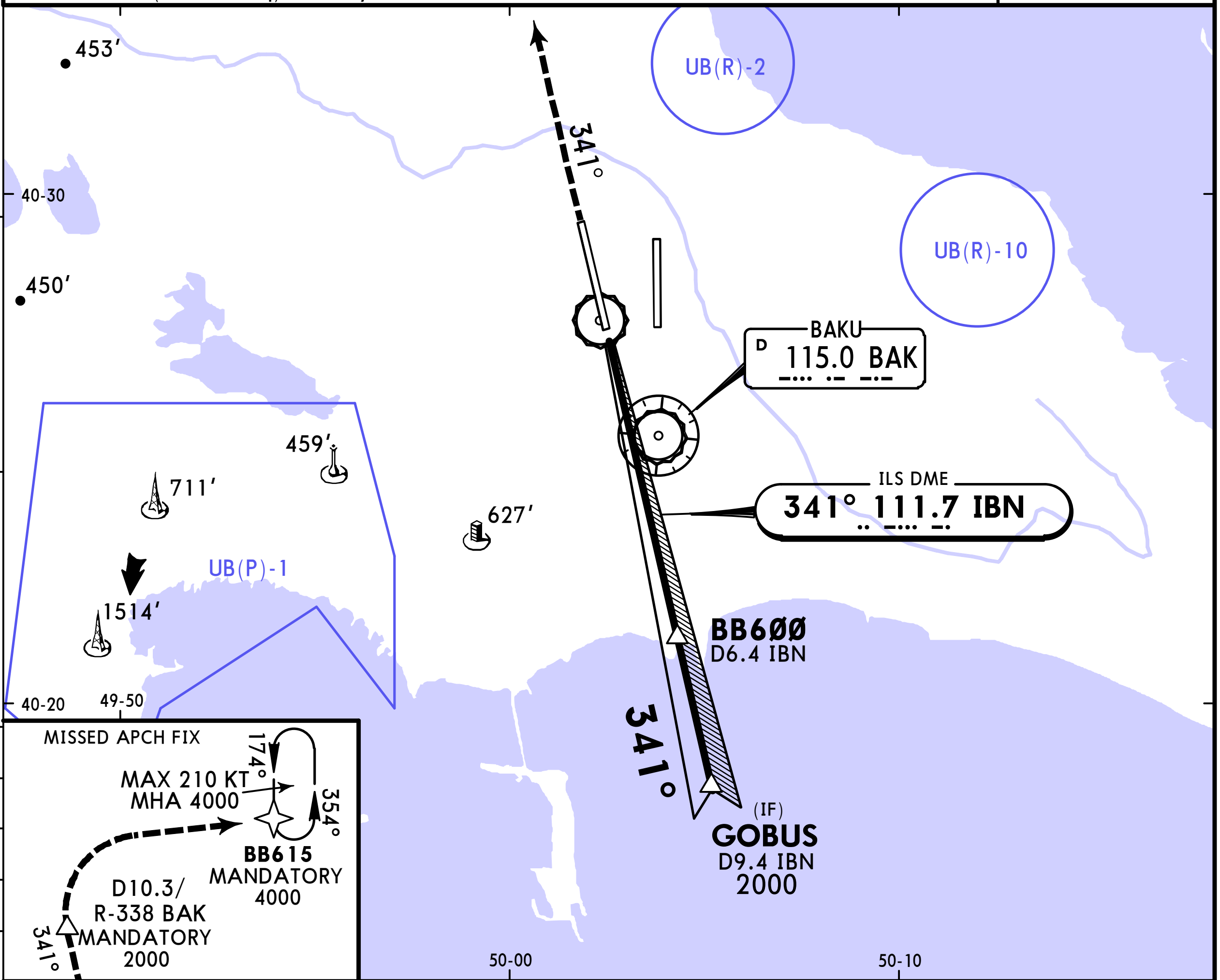
LOC IBN	Final Apch Crs	BB6ØØ MANDATORY	DA(H)	Apt Elev 11′ Rwy -18′ (BELOW SEA LEVEL)
111.7	341°	2000′ (2018′)	182′ (200′)	

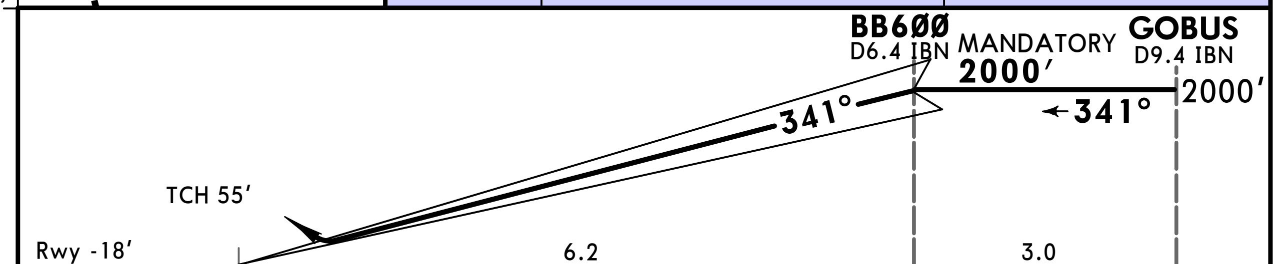
MISSED APCH: Climb on 341° to 2000′ to D10.3 BAK, then turn RIGHT proceed to BB615 climbing to 4000′ and hold.

Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 9000′



MSA
BAK VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

2000′ on 341° D10.3 BAK

Std

STRAIGHT-IN LANDING
ILS
DA(H) **182′** (200′)

		TDZ or CL out	ALS out
A B C D	R550m	1 R550m	R1200m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Apt elev.

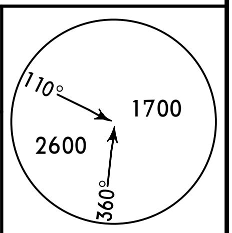
BRIEFING STRIP ™

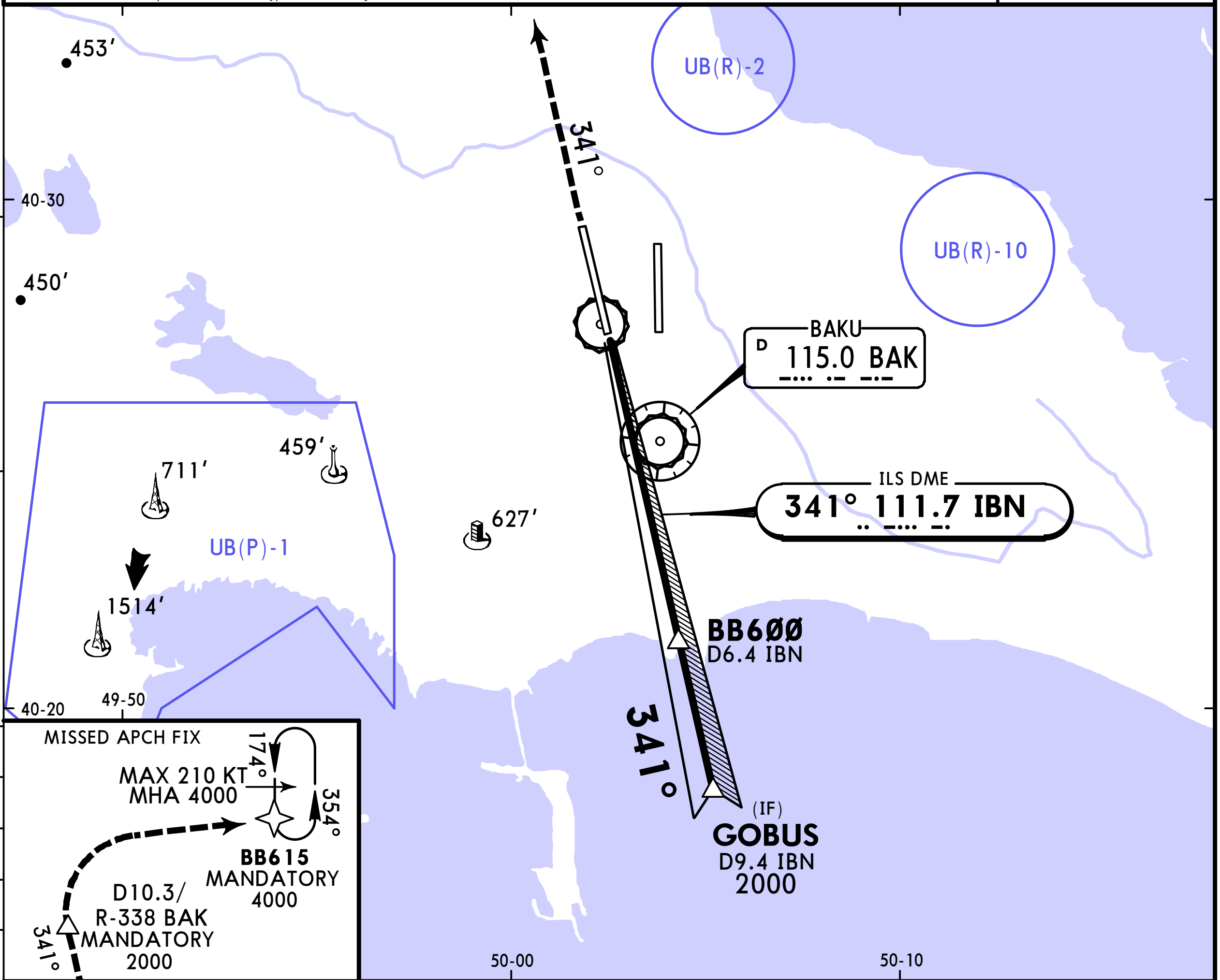
D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

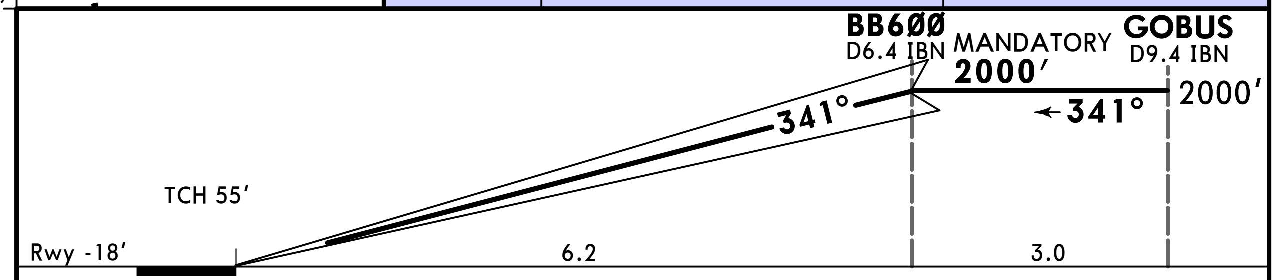
LOC IBN	Final Apch Crs	BB6ØØ MANDATORY	CAT IIIA ILS	CAT II ILS	Apt Elev 11′
111.7	341°	2000′ (2018′)	Refer to Minimums	RA 100′ DA(H) 82′(100′)	Rwy -18′ (BELOW SEA LEVEL)

MISSED APCH: Climb on 341° to 2000′ to D10.3 BAK, then turn RIGHT proceed to BB615 climbing to 4000′ and hold.

Alt Set: hPa (MM on req)   Rwy Elev: 0 hPa   Trans level: FL110   Trans alt: 9000′







Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

2000′ on 341° D10.3 BAK

Std

STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 100′ DA(H) 82′(100′)
R175m	1 R300m

1 CAT D without autoland: R350m.

PANS OPS

CHANGES: Apt elev.

UBBB/GYD
HEYDAR ALIYEV INTL

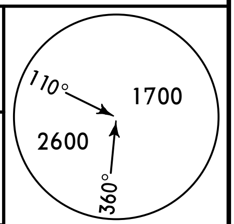
JEPPESEN

25 OCT 24 (11-4) **Eff 31 Oct**

BAKU, AZERBAIJAN
ILS Rwy 35

D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

LOC	Final Apch Crs	BB8ØØ	DA(H)	Apt Elev 11′
IBA **109.3**	**353°**	MANDATORY **2000′**(2013′)	**187′**(200′)	Rwy -13′ (BELOW SEA LEVEL)



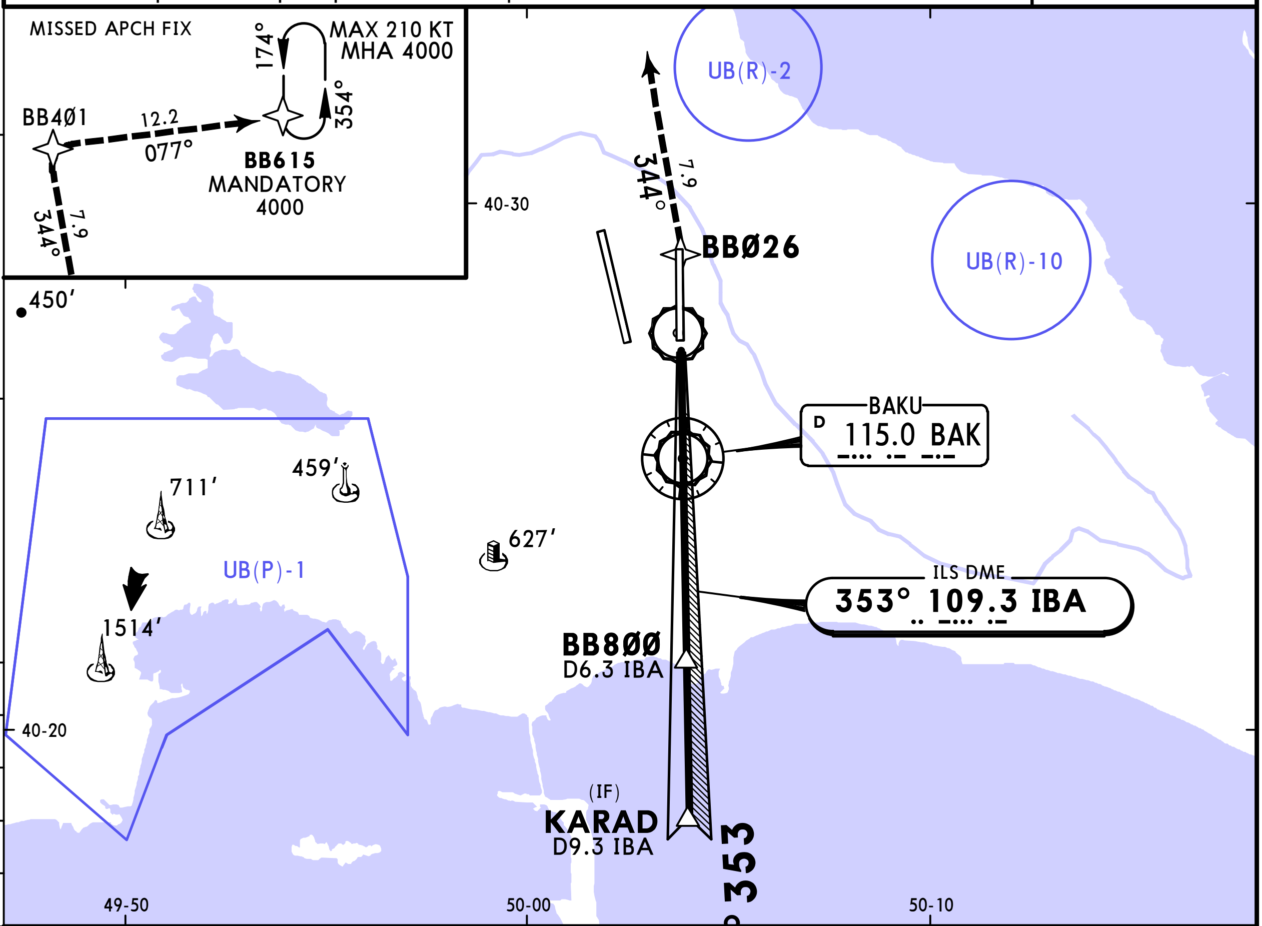
MSA
BAK VOR

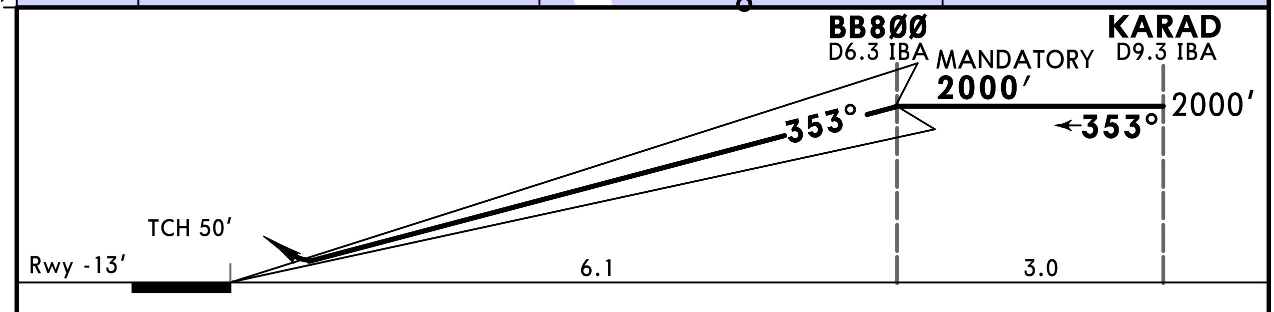
BRIEFING STRIP ™

MISSED APCH: Climb 400′ or above to BBØ26, then climb 2000′ or above to BB4Ø1, then turn RIGHT climb 4000′ to BB615 and hold.

Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 9000′

For missed apch: RNP Apch specification required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

400′

BBØ26

Std

STRAIGHT-IN LANDING

ILS
DA(H) **187′**(200′)

		TDZ or CL out	ALS out
A B C D	R550m	**1** R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: Apt elev, RNP Apch specification required note.

UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN
25 OCT 24 **Eff 31 Oct** 11-4A

BAKU, AZERBAIJAN
CAT II/III ILS Rwy 35

D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

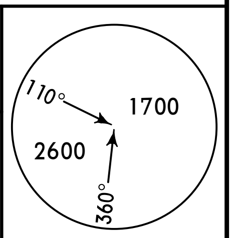
LOC IBA	Final Apch Crs	BB800 MANDATORY	CAT IIIA ILS	CAT II ILS	Apt Elev
109.3	**353°**	**2000'** (2013')	Refer to Minimums		Apt Elev 11' Rwy -13' (BELOW SEA LEVEL)

BRIEFING STRIP ™

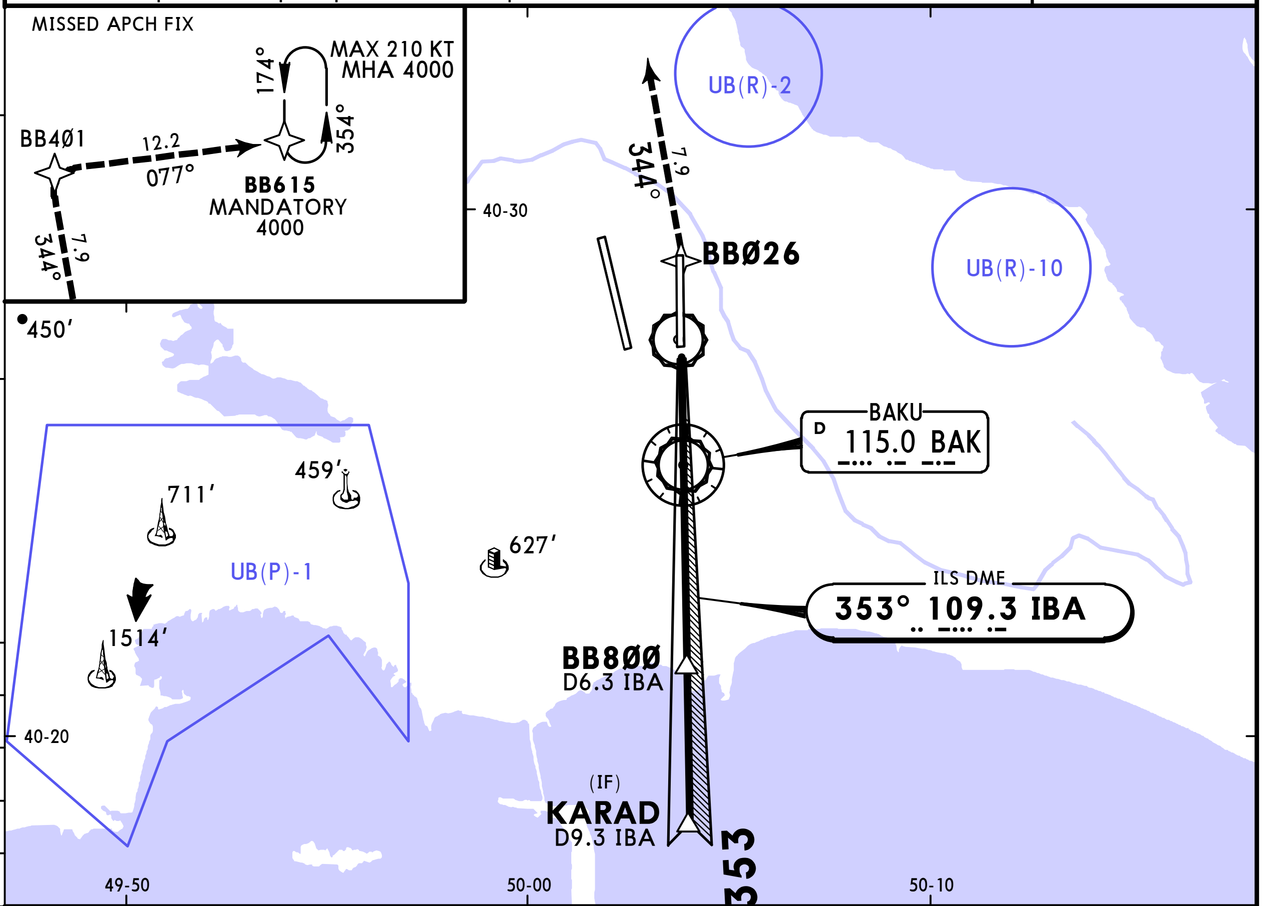
MISSED APCH: Climb 400' or above to BB026, then climb 2000' or above to BB401, then turn RIGHT climb 4000' to BB615 and hold.

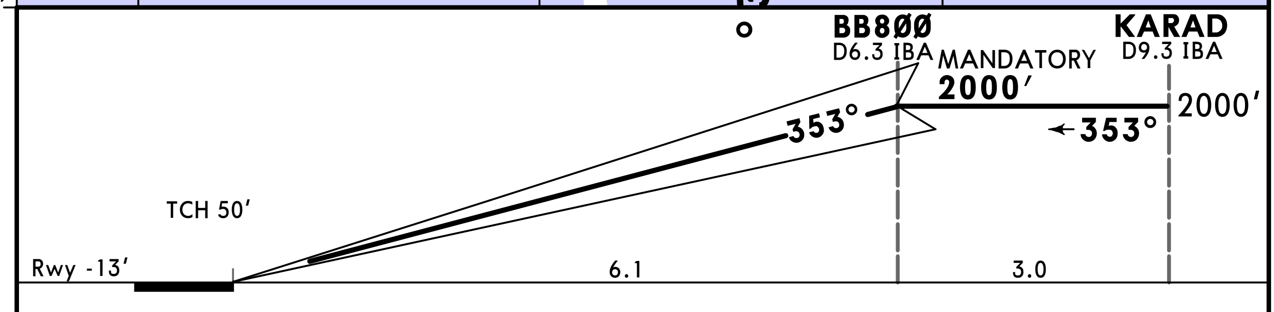
Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 9000'

For missed apch: RNP Apch specification required.



MSA BAK VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

400' BB026

Std

STRAIGHT-IN LANDING

CAT IIIA ILS		CAT II ILS
	AB: **RA 100'** DA(H) **87'** (100') C: **RA 109'** DA(H) **95'** (108')	D: **RA 123'** DA(H) **109'** (122')
R175m	R300m	R400m

PANS OPS

CHANGES: Apt elev, RNP Apch specification required note.

UBBB/GYD HEYDAR ALIYEV INTL

JEPPESEN 25 OCT 24 (12-1) Eff 31 Oct

BAKU, AZERBAIJAN RNP Rwy 16

BRIEFING STRIP ™

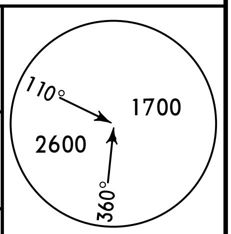
D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

RNAV	Final Apch Crs	BB5ØØ MANDATORY	LNAV/VNAV DA(H)	Apt Elev 11′
	161°	2000′(1996′)	254′(250′)	Rwy 4′

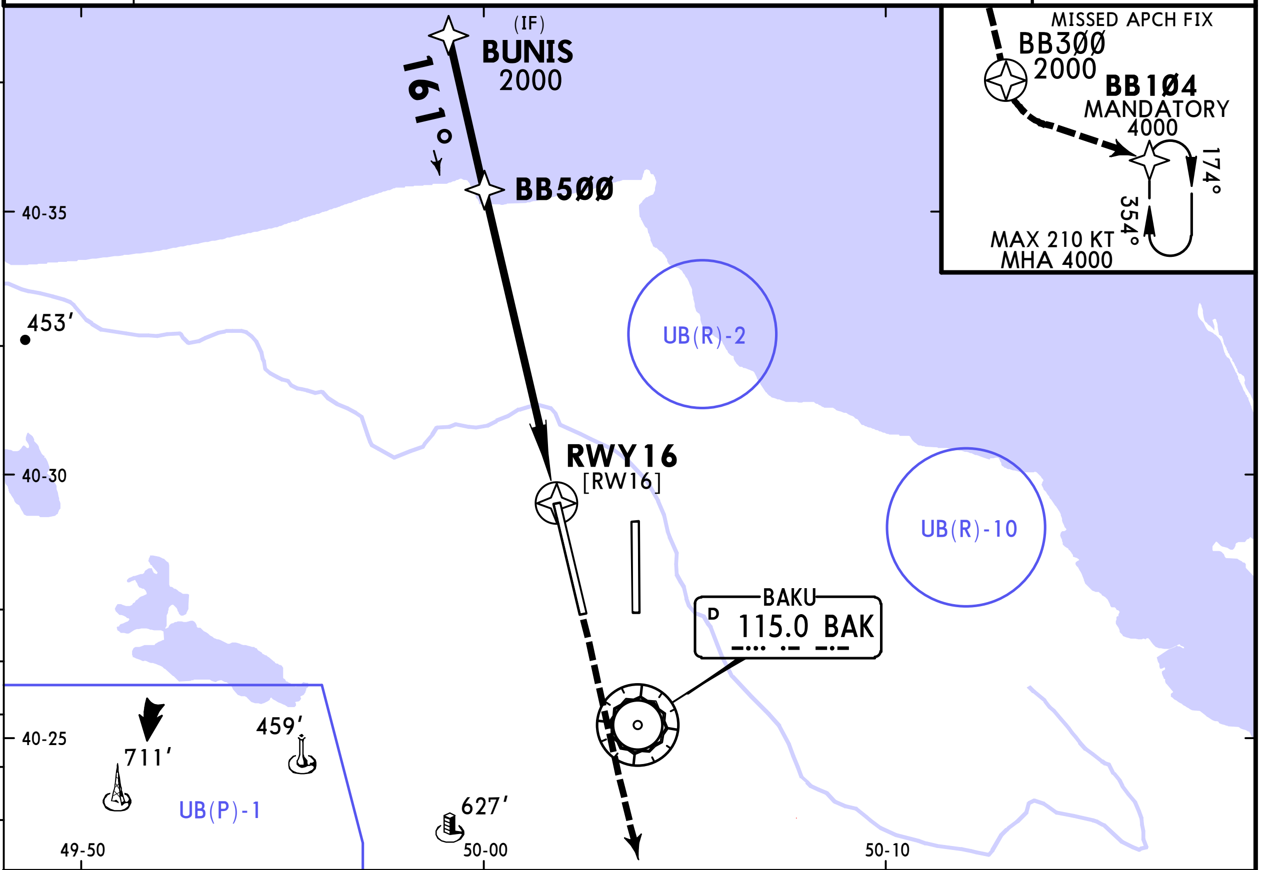
MISSED APCH: Climb 2000′ or above to BB3ØØ, then turn LEFT to BB1Ø4 climb to 4000′ and hold.

Alt Set: hPa (MM on req) | Rwy Elev: 0 hPa | Trans level: FL110 | Trans alt: 9000′

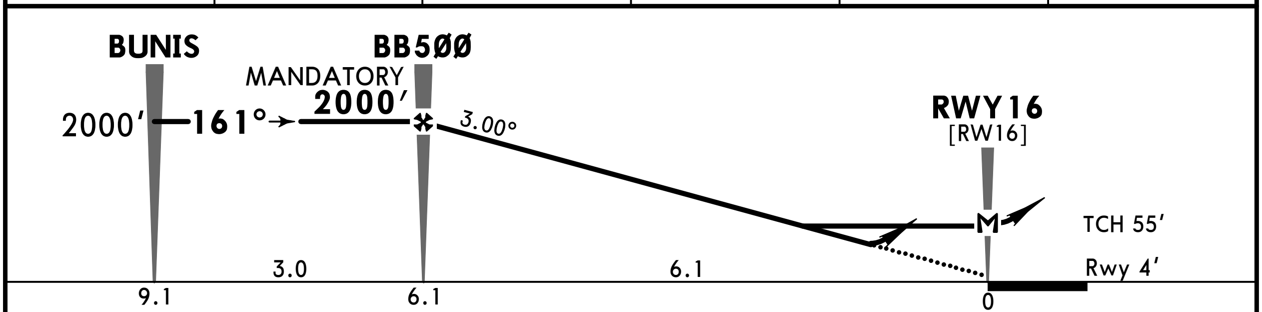
RNP Apch | Baro-VNAV operations not authorized below -20°C.



MSA BAK VOR



DIST to THR	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1683′	1364′	1046′	727′	409′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWY16							
BB5ØØ to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

HIALS-II PAPI PAPI | 2000′ ↑ | BB3ØØ

Std

STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) 254′(250′)		1 DA/MDA(H) 460′(456′)	
		ALS out		ALS out
A	R750m	R1300m	R1400m	R1500m
B	R750m	R1300m	R1400m	R1500m
C	R750m	R1300m	R1400m	R2100m
D	R750m	R1300m	R1400m	R2100m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Apt elev, RNP Apch note.

BRIEFING STRIP ™

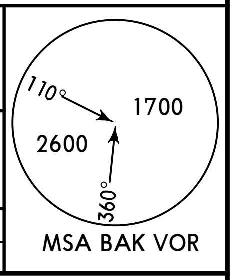
D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

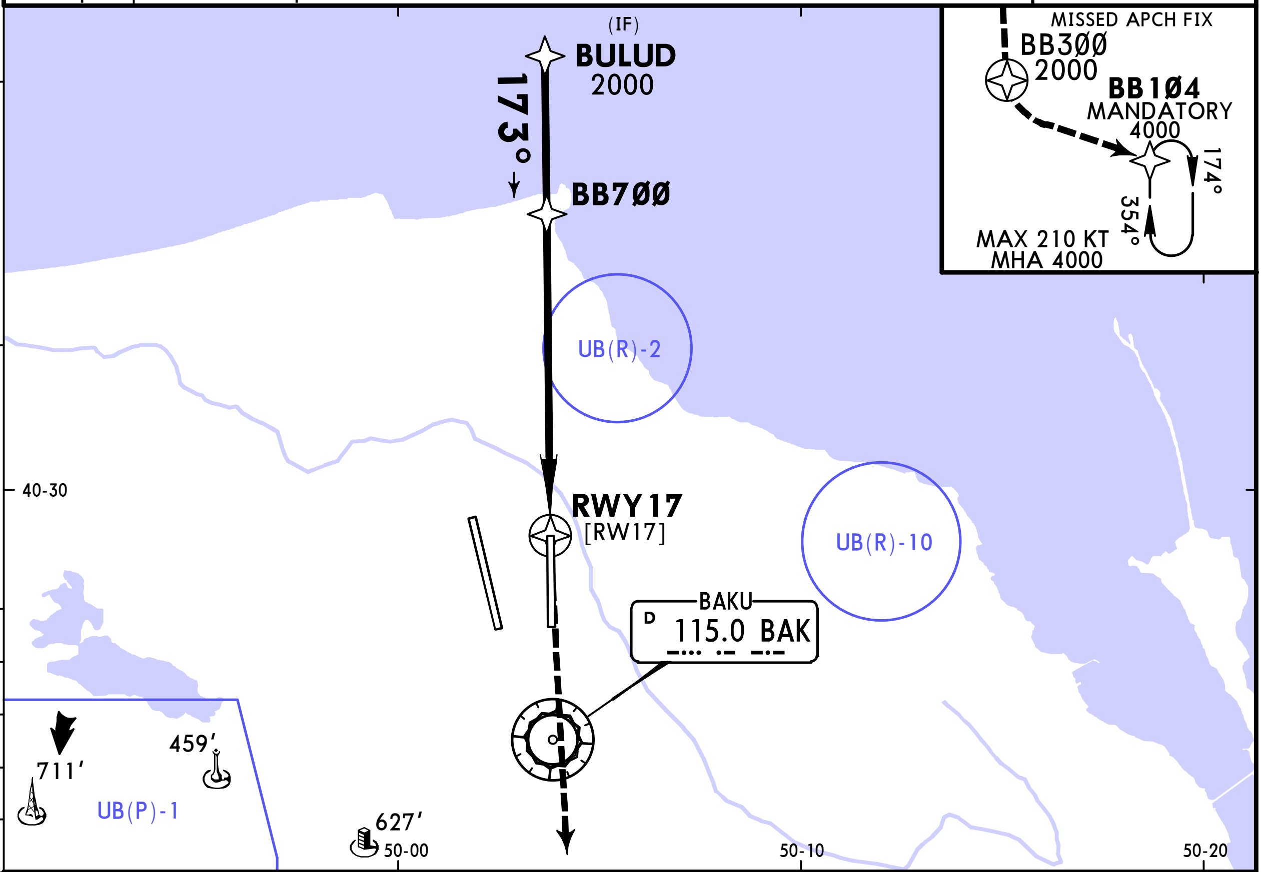
RNAV	Final Apch Crs 173°	BB7ØØ MANDATORY 2000′ (1989′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 11′ Rwy 11′

MISSED APCH: Climb 2000′ or above to BB3ØØ, then turn LEFT to BB1Ø4 climb to 4000′ and hold.

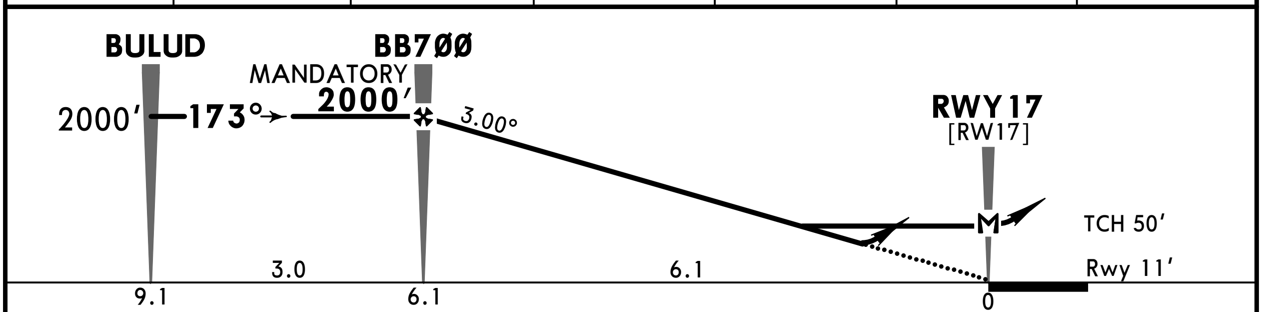
Alt Set: hPa (MM on req)	Rwy Elev: 0 hPa	Trans level: FL110	Trans alt: 9000′

RNP Apch | Baro-VNAV operations not authorized below -20°C.





DIST to THR	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1972′	1653′	1335′	1016′	698′	379′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWY17							
BB7ØØ to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

HIALS-II PAPI PAPI | 2000′ ↑ | BB3ØØ

Std

STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	DA(H) A: **261′** (250′) C: **272′** (261′) B: **264′** (253′) D: **282′** (271′)		CDFA **1** DA/MDA(H) **470′** (459′)	
		ALS out		ALS out
A	R750m	R1300m	R1400m	R1500m
B	R750m	R1300m	R1400m	R1500m
C	R750m	R1300m	R1400m	R2100m
D	R750m	R1300m	R1400m	R2100m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Apt & Rwy elev, RNP Apch note, minimums.

D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

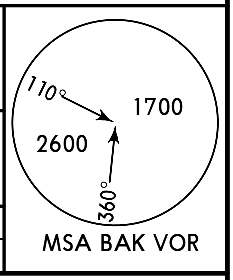
BRIEFING STRIP ™

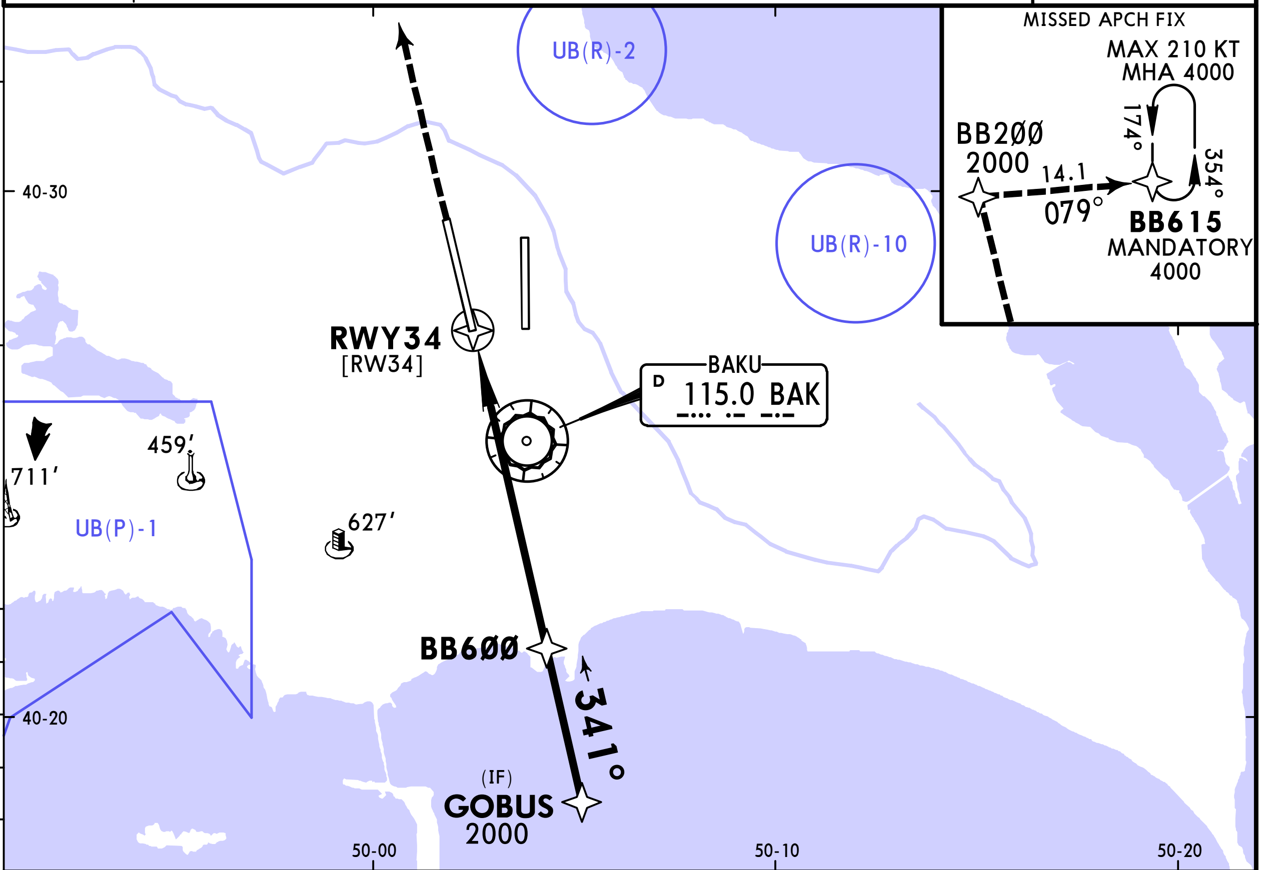
RNAV	Final Apch Crs 341°	BB6ØØ MANDATORY 2000′ (2018′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 11′ Rwy -18′ (BELOW SEA LEVEL)

MISSED APCH: Climb 2000′ or above to BB2ØØ, then turn RIGHT to BB615 climb to 4000′ and hold.

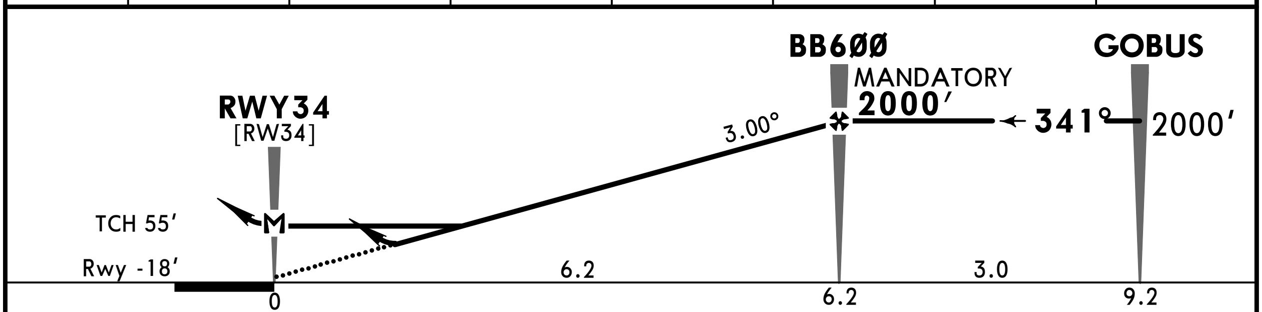
Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 9000′

RNP Apch | Baro-VNAV operations not authorized below -20°C.





DIST to THR	0.2	1.2	2.2	3.2	4.2	5.2	6.2
ALTITUDE	89′	407′	726′	1044′	1363′	1681′	2000′



Gnd speed-KT	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWY34						
BB6ØØ to MAP 6.2	5:19	4:08	3:43	3:06	2:39	2:20

HIALS-II
PAPI PAPI
2000′ BB2ØØ

Std

STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	DA(H) A: **323′**(341′) C: **342′**(360′) B: **335′**(353′) D: **352′**(370′)		CDFA 1 DA/MDA(H) **440′**(458′)	
		ALS out		ALS out
A	R900m	R1500m	R1400m	R1500m
B	R900m	R1500m	R1400m	R1500m
C	R900m	R1600m	R1400m	R2100m
D	R1000m	R1700m	R1400m	R2100m

PANS OPS

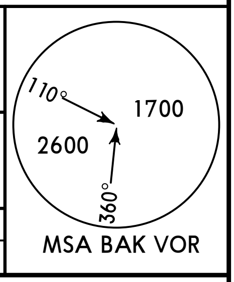
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Apt elev, RNP Apch note.

D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

BRIEFING STRIP ™

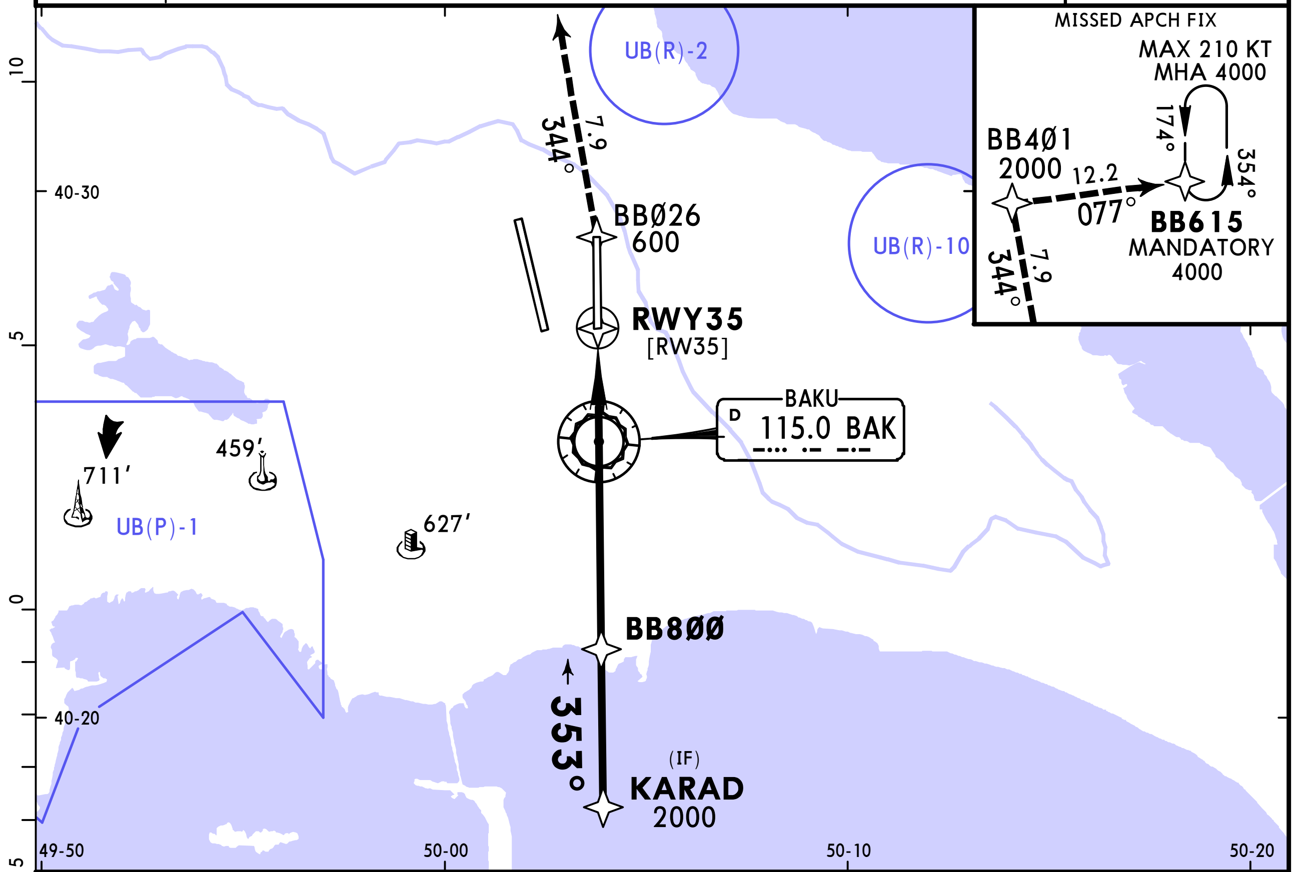
RNAV	Final Apch Crs **353°**	**BB8ØØ** MANDATORY **2000′** (2013′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 11′ Rwy -13′ (BELOW SEA LEVEL)



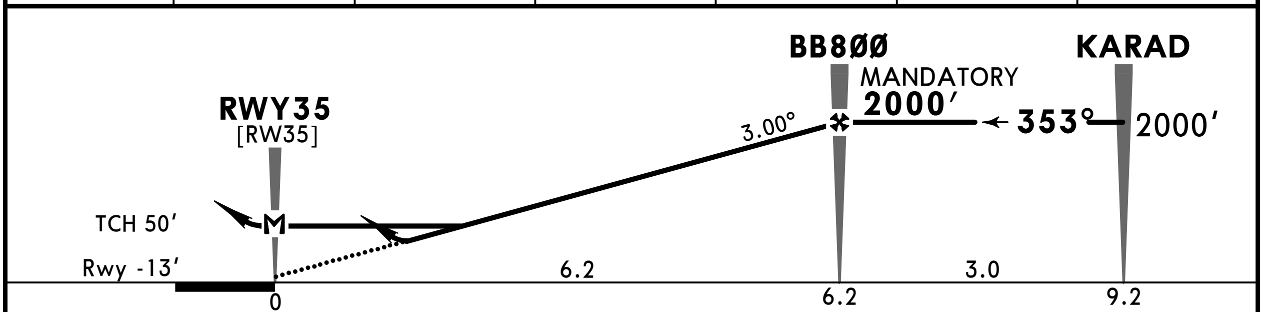
MISSED APCH: Climb 600′ or above to BBØ26, climb 2000′ or above to BB4Ø1, then turn RIGHT to BB615 climb to 4000′ and hold.

Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 9000′

RNP Apch | Baro-VNAV operations not authorized below -20°C.



DIST to THR	1.1	2.1	3.1	4.1	5.1	6.1
ALTITUDE	388′	706′	1025′	1343′	1662′	1980′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWY35							
BB8ØØ to MAP	6.2	5:19	4:08	3:43	3:06	2:39	2:20

HIALS-II PAPI PAPI | **600′** ↑ | **BBØ26**

Std

STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	DA(H) A: **330′**(343′) C: **351′**(364′) B: **343′**(356′) D: **361′**(374′)		CDFA 1 DA/MDA(H) **450′**(463′)	
		ALS out		ALS out
A B	R900m	R1500m	R1500m	
C D	R1000m	R1700m	R1500m	R2200m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Apt elev, RNP Apch note.

UBBB/GYD
HEYDAR ALIYEV INTL

JEPPESEN

25 OCT 24 (13-1) Eff 31 Oct

BAKU, AZERBAIJAN
VOR DME Rwy 17

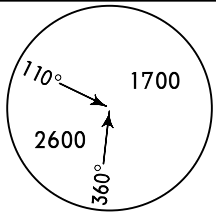
BRIEFING STRIP ™

D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

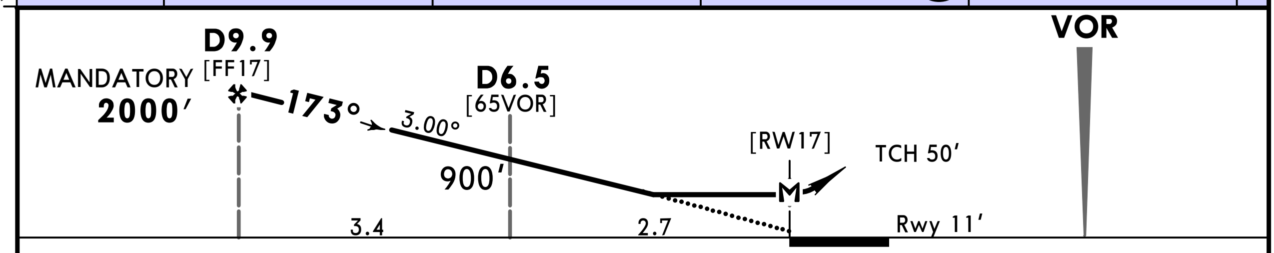
VOR	Final Apch Crs	D9.9 MANDATORY	DA/MDA(H)	Apt Elev 11′
BAK 115.0	173°	2000′ (1989′)	470′ (459′)	Rwy 11′

MISSED APCH: Climb on 173° to 2000′ to D6.9, then turn LEFT, proceed to BB1Ø4 climbing to 4000′ and hold.

Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 9000′



MSA BAK VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
D9.9 to MAP 6.1	5:14	4:04	3:40	3:03	2:37	2:17

HIALS-II

PAPI PAPI

2000′ on 173° D6.9

Std

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) **470′** (459′)

		ALS out
A	R1400m	R1500m
B		
C		R2100m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Apt & Rwy elev, minimums.

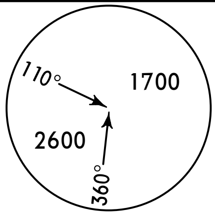
D-ATIS	BAKU Arrival (APP)	BAKU Tower	Ground
126.8	120.8 129.3	119.2 118.1	121.7 135.1

BRIEFING STRIP ™

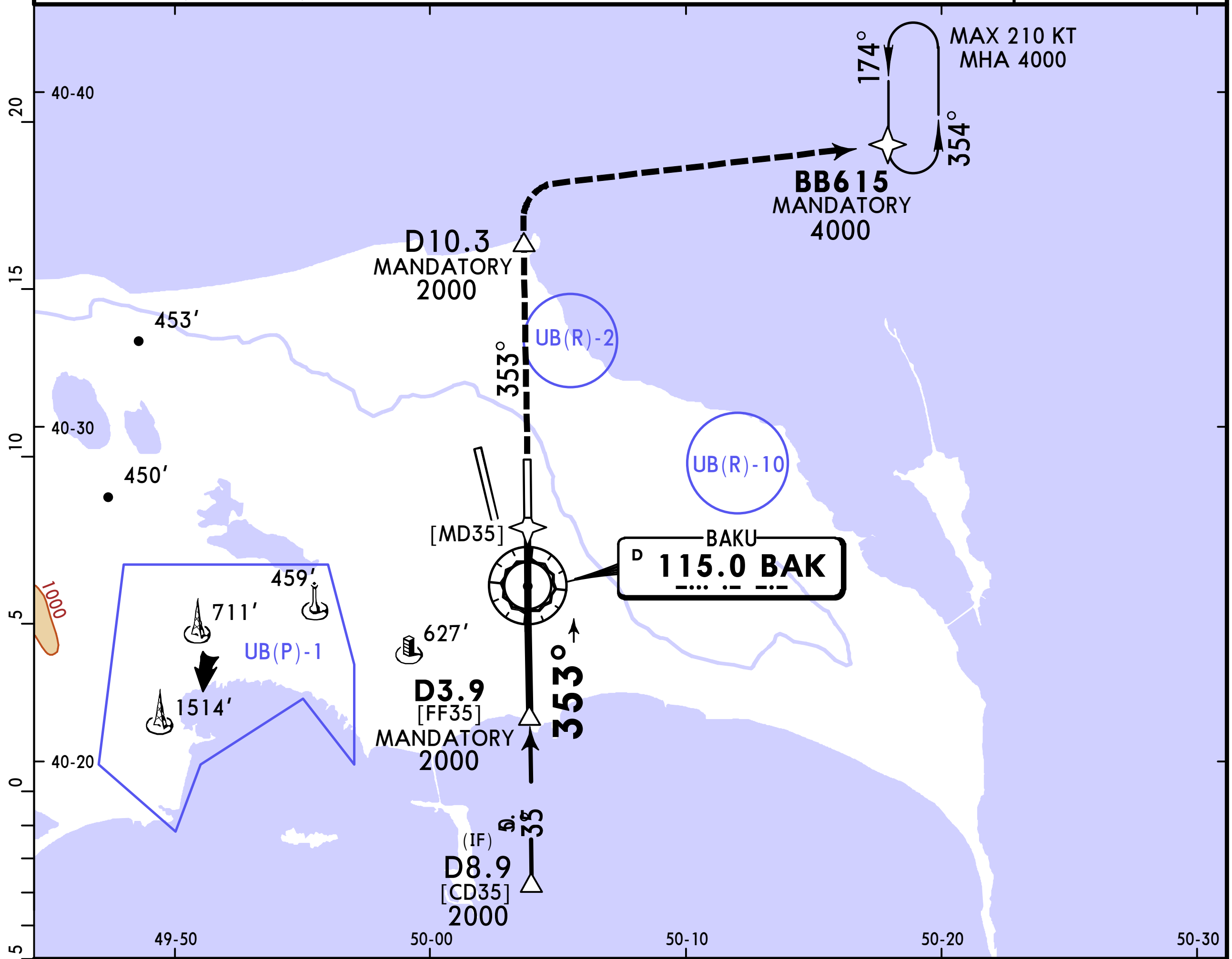
VOR BAK	Final Apch Crs	D3.9 MANDATORY	DA/MDA(H)	Apt Elev 11′
115.0	353°	2000′(2013′)	450′(463′)	Rwy -13′ (BELOW SEA LEVEL)

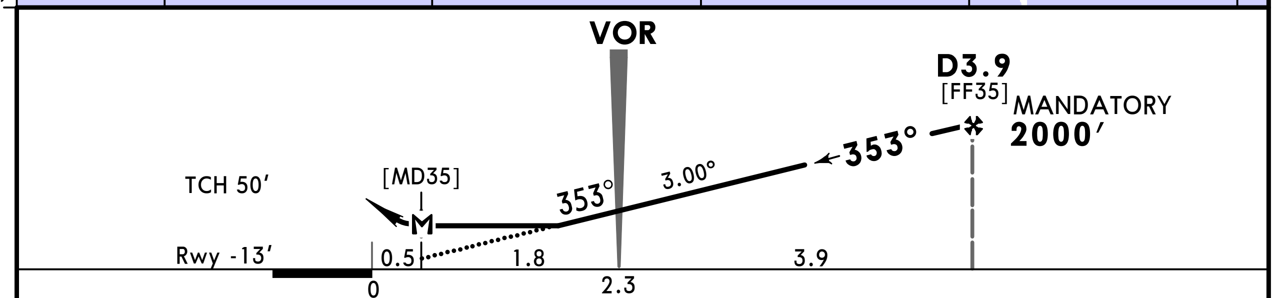
MISSED APCH: Climb on 353° to 2000′ to D10.3, then turn RIGHT to BB615 climbing to 4000′ and hold.

Alt Set: hPa (MM on req) Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 9000′



MSA BAK VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
D3.9 to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

HIALS-II
PAPI PAPI

2000′ on 353° D10.3

Std

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) **450′**(463′)

		ALS out
A	R1500m	R1500m
B	R1500m	R1500m
C	R1500m	R2200m
D	R1500m	R2200m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Apt elev.

Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BAKU, (HEYDAR ALIYEV INTL - UBBB)				
REV	AIRPORT BRIEFING (GEN)	10-1P	21 Feb 2025	
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	21 Feb 2025	
REV	AIRPORT	10-9	21 Feb 2025	
REV	AIRPORT INFO, HOT SPOTS, ...	10-9A	21 Feb 2025	
REV	PARKING STANDS	10-9B	21 Feb 2025	
REV	STANDS COORDS	10-9C	21 Feb 2025	

Notice: After 13 Mar 2025, 0000Z, this data may no longer be valid

JEPPESEN
JeppView for Windows

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UBBB