AD 2 Aerodromes

UBBB — Heydar Aliyev International Airport

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*	402803N 0500248E 1300 M abeam center line RWY 16/34 to East from point 1500 M northern THR 34
2	*Direction and Distance from (city)*	20.0 KM (10.8 NM) NE of Baku
3	*Elevation/Reference temperature*	3.0 M (10 FT)/13.5˚C
4	*Geode Undulation (GUND)*	-19.0 M (-60 FT)
5	*Magnetic Variation/Annual change*	5˚E (2000)/0.01˚ decreasing
6	*AD Administration Address, Telephone, Telefax, Telex, AFS*	Post: **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: 05:00 -1400 (04:00 -13:00) SAT, SUN +HOL: 06:00 -11:00 (05:00 -10:00)
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 and facilities

1	*Cargo-handling facilities*	Modern facilities handling weights up to 2,5 tonnes
2	*Fuel/oil types*	TS-1 (equivalent Jet A-1), 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 7 (H24)
2	*Rescue equipment*	Available
3	*Capability for removal of disabled aircraft*	Available
4	*Remarks*	NIL

UBBB AD 2.7 Seasonal availability - clearing

1	*Types of clearing equipment*	Snow Blower; Snow Ploughs.
2	*Clearance Priorities*	1. RWY 18/36 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: Concrete Strength: PCN 150/F/A/W/T
2	*Taxiway width, surface and strength*	MTWY A – 23 M, concrete-asphalt, PCN 150 F/A/W/T TWY B – 23 M, concrete-asphalt, PCN 50 R/B/X/T TWY B – 23 M, concrete-asphalt,PCN 150 F/A/W/T TWY C – 23 M, concrete-asphalt, PCN 150 F/A/W/T TWY D – 23 M, concrete-asphalt, PCN 40 R/B/X/T TWY E – 23 M, concrete-asphalt, PCN 50 R/B/X/T TWY F – 23 M, concrete-asphalt, PCN 150 F/A/W/T
3	*ACL location and elevation*	NIL
4	*VOR/INS checkpoints*	NIL
5	*Remarks*	NIL

UBBB AD 2.9 Surface movement guidance and ground 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*	RWY - 16/34 and 18/36: ID, THR, TDZ, RCL, side strips, aiming point markings. Lights: RWY edge, THR, RWY end. RWY 18/36 – TDZ. TWY: Centre line markings, holding PSN. Lights: TWYs edge. MTWY A , TWY C – CL.

3	*Stop bars*	See UBBB AD 2.24.1-1
4	*Remarks*	NIL

UBBB AD 2.10 Aerodrome obstacles

RWY/Area affected	In Approach/Take-off areas Obstacle type Elevation Markings/LGT	Coordinates	In Circling area and at Aerodromes Obstacle type Elevation Markings/LGT	Coordinates	Remarks
a	b	c	a	b	
16/APCH 34/TKOF	IM Antenna 9.4 M/31 FT LGTD	402920.6N 0500147.7E	Tower 468 M/1535 FT LGTD	402108.2N 0494915.2E	
34/APCH 16/TKOF	IM Antenna 6.1 M/20 FTLGTD	402652.5N 0500300.5E	Mast 213.8 M/701 FT LGTD	402348.3N 0495053.1E	
	Building 15.3 M/50 FT NIL	402648.6N 0500311.9E	Building 191.1 M/627 FT NIL	402311.9N 0495909.4E	
18/APCH 36/TKOF	IM Antenna 7.5 M/25 FT LGTD	402936.2N 0500345.7E	Chimney 174.1 M/571 FT LGTD	402320.0N 0495843.0E	
	Tower 37.2 M/122 FT NIL	403039.5N 0500339.6E	Tower 114.4 M/376 FT NIL	402613.2N 0500040.3E	
	Power line 51.6 M/170 FT NIL	403118.8N 0500350.1E	Tower 108.0 M/354 FT NIL	402515.9N 0500135.1E	
	Building 49.9 M/164 FT NIL	403137.3N 0500356.2E	Tower 105.1 M/345 FT NIL	402436.1N 0500132.1E	
	Power line 48.2 M/159 FT NIL	403201.9N 0500326.2E	Chimney 100.4 M/330 FT LGTD	402220.4N 0495521.2E	
36/APCH 18/TKOF	IM Antenna 4.6 M/16 FT LGTD	402646.9N 0500348.2E	Tower 85.9 M/282 FT NIL	402603.1N 0500110.4E	
	LLZ Antenna 5.2 M/18 FT LGTD	402717.0N 0500347.5E	Tower 74.9 M/246 FT NIL	402718.9N 0495936.6E	
	Power line 56.0 M/184 FT NIL	402942.9N 0500648.1E	Tower 55.8 M/184 FT NIL	403001.1N 0500441.5E	
	Building 52.7 M/173 FT NIL	402319.1N 0495204.1E	Power Line 52.2 M/172 FT NIL	403014.5N 0500609.3E	
	Tower 48.4 M/159 FT NIL	402814.2N 0500546.6E	Terminal 52.0 M/171 FT LGTD	402745.3N 0500259.2E	
			Radar Tower 22.5 M/73.8 FT NIL	402825 N 0500314E	
			Mosque 37.3 M/123 FT LGTD	402733.1N 0500313.2E	

UBBB AD 2.11 Meteorological information provided

1	*Associated MET Office*	Baku

2	*Hours of service*	H24
3	*Office responsible for TAF preparation* *Periods of validity*	Baku 24 HR
4	*Type of landing forecast* *Interval of issuance*	TREND 0.5 HR
5	*Area forecasts for low-level flights*	GAMET and AIRMET
6	*Briefing/Consultation provided*	Personal consultation. Packet of documents.
7	*Flight Documentation* *Languages used*	Charts, OPMET English, Azerbaijani, Russian
8	*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
9	*Supplementary equipment available for providing information*	SADIS Clouds picture, AWOS, Weather Radar, TECHNAVIA Satellite system
10	*ATS units provided with information*	Baku TWR, Baku APP, Baku ACC, Baku Briefing
11	*Additional information*	NIL

UBBB AD 2.12 Runway physical characteristics

	Designations RWY NR	True &MAG BRG	Dimensions of RWY (M)	Strength (PCN) and Surface of RWY and SWY	THR Coordinates GUND	THR ELEV & highest ELEV of TDZ of precision APP RWY
	1	**2**	**3**	**4**	**5**	**6**
←	16	160.18˚ GEO 155.18˚ MAG	2 700 x 60	PCN 50 R/B/X/T Asphalt-Concrete	402846.97N 0500204.51E	THR -4,0 M (-13 FT)
←	34	340.18˚ GEO 335.18˚ MAG	2 700 x 60	PCN 50 R/B/X/T Asphalt-Concrete	402724.93N 0500244.65E	THR -7,0 M (-23 FT)
←	18	179.95˚ GEO 174.95˚ MAG	3 200 x 45	PCN 150 F/A/W/T Asphalt-Concrete	402907.01N 0500346.11E	THR 3,0 M (10 FT)
←	36	359.95˚ GEO 354.95˚ MAG	3 200 x 45	PCN 150 F/A/W/T Asphalt-Concrete	402727.71N 0500347.60E	THR -4,0 M (-13 FT)

	Designation RWY	Slope of RWY/ SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OBST free zone
	7	**8**	**9**	**10**	**11**	**12**
	16	0.10%	50 x 60	300 x 160	3 400 x 300	As specified in Annex 14
	34	0.10%	200 x 60	400 x 160	3 400 x 300	
←	18	0.23%	75 x 45	200 x 160	3800 x 300	
←	36	0.23%	75 x 45	400 x 160	3800 x 300	

UBBB AD 2.13 Declared distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	**2**	**3**	**4**	**5**	**6**
16	2 700	3 000	2 750	2 700	NIL
34	2 700	3 100	2 900	2 700	NIL
18	3 200	3 400	3 275	3 200	NIL
36	3 200	3 600	3 275	3 065	NIL

UBBB AD 2.14 Approach and runway lighting

Designation RWY NR	APCH LGT Type Length Intensity	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT Length	RWY CL LGT Length, spacing colour, intensity	RWY Edge LGT Length, spacing colour, intensity	RWY End LGT Colour WBAR	LGT Lights Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	Siemens 900 M LIH	Green	PAPI-L	NIL	NIL	2 700 M spacing 60 M white, last 600 M white/yellow LIH	Red	200 Red	
34	Siemens 900 M LIH	Green	PAPI-L	NIL	NIL	2 700 M spacing 60 M white, last 600 M white/yellow LIH	Red	400 Red	
18	Siemens 900 M LIH	Green	PAPI	900 white	3 200 M 15.0 M white white/red LIH	3 200 M spacing 60 M white, last 600 M white/yellow LIH	Red	165 Red	
36	Siemens 900 M LIH	Green	PAPI	900 white	3 200 M 15.0 M white white/red LIH	3 200 M spacing 60 M white, last 600 M white/yellow LIH	Red	400 Red	

UBBB AD 2.15 Other lighting, secondary power supply

1	*ABN / IBN location, characteristics and hours of operation*	NIL
2	*LDI location and LGT* *Anemometer location and LGT*	NIL
3	*TWY edge and centre line lighting*	Edge: All TWY Center line: MAIN TWY A, TWY C,
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*	NIL
2	*TLOF/ FATO ELEV M / FT*	NIL
3	*TLOF and FATO Area, Dimensions, Surface, Strength, Marking*	NIL
4	*True and MAG BRG of FATO*	NIL
5	*Declared DIST 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 18/36

UBBB AD 2.17 Air traffic services airspace

←	1	*Designation and lateral limits*	Baku TMA **Sector RADAR** 404718N 0500206E – 404154N 0501454E 402000N 0503700E – 400430N 0501148E 400430N 0495948E – 401418N 0492930E 403800N 0493400E – 404718N 0500206E
←	2	*Vertical Limits*	FL 50 GND
	3	*Airspace Classification*	Not applicable
←	4	*ATS unit call sign* *Language(s)*	Baku Approach English
	5	*Transition FL / Altitude*	FL 40 / 2000 FT MSL
	6	*Remarks*	NIL

UBBB AD 2.18 Air traffic services communication facilities

	Service designation	Call sign	FREQ	Hours of Operation	Remarks
	1	2	3	4	5
←	APP	Baku Approach	129.300 MHz 118.400 MHz	H24 H24	
	TWR	Baku Tower	119.200 MHz	H24	
	GND	Baku Ground	121.700 MHz	H24	
←	ATIS	Baku ATIS	126.800 MHz	H24	English
		Ground Handling Company	118.100 MHz	H24	

UBBB AD 2.19 Radio navigation and landing aids

	Type of aid, VAR	ID	FREQ	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
	1	2	3	4	5	6	7
←	VOR/DME (5.0˚E/2000)	GYD	114.100 MHz CH 88 X	H24	402820.3N 0500302.8E	18 FT	Coverage 200 NM
←	ILS RWY 16 LLZ	IBI	109.500 MHz	H24	402653.0N 0500300.2E		155˚ MAG, 1023 M from THR 34
←	GP		332.600 MHz	H24	402835.5N 0500203.8E		3˚, RDH 50 FT
←	LOM	BI	470.000 kHz	H24	403053.7N 0500102.7E		155˚ MAG, 4180 M to THR 16
←	MM	.-	75.000 MHz	H24	402920.9N 0500147.8E		155˚ MAG, 1066 M to THR 16
←	ILS RWY 34 LLZ	IBN	111.700 MHz	H24	402919.2N 0500148.8E		335˚ MAG, 1093 M from THR 16
←	GP		333.500 MHz	H24	402733.9N 0500234.6E		3˚, RDH 50 FT
←	LOM	BN	360.000 kHz	H24	402511.8N 0500350.0E		335˚ MAG, 4338 M to THR 34
←	MM	.-	75.000 MHz	H24	402651.9N 0500300.4E		335˚ MAG, 997 M to THR 34
←	ILS RWY 18 LLZ	IBU	110.500 MHz	H24	402715.4N 0500347.8E		175˚ MAG, 382 M from THR 36
←	GP		329.600 MHz	H24	402856.4N 0500341.2E		3˚, RDH 50 FT
←	LOM	BU	515.000 kHz	H24	403117.7N 0500344.4E		175˚ MAG, 4041 M to THR 18

	Type of aid, VAR	ID	FREQ	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
	1	2	3	4	5	6	7
←	MM	.-	75.000 MHz	H24	402936.7N 0500345.6E		175˚ MAG, 896 M to THR 18
←	DME	IBU	42 X	H24	402856.4N 0500341.2E	30 FT	Coverage 25 NM
←	ILS RWY 36 LLZ	IBA	109.300 MHz	H24	402925.1N 0500345.8E		355˚ MAG, 716 M from THR 18
←	GP		332.000 MHz	H24	402737.5N 0500342.4E		3˚, RDH 50 FT
←	LOM	BN	360.000 kHz	H24	402511.8N 0500350.0E		355˚ MAG, 4168 M to THR 36
←	MM	.-	75.000 MHz	H24	402647.2N 0500348.4E		355˚ MAG, 1393 M to THR 36
←	DME	IBA	30 X	H24	402737.5N 0500342.4E	7 FT	Coverage 25 NM

UBBB AD 2.20 Local traffic regulations

1 RUN-UP PROCEDURE

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

1.2 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 taxing 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 PROSEDURES

8.1 Descriptions of facilities

8.1.1 Runways 18 and 36 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 RWY18 and RWY36 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 18 – on TWY A (north), TWY B or TWY C (CAT II/III)
- RWY 36 – on TWY A (south) or TWY B (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 A, B and C, 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.

8.6 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 Restrictions on traffic flow

Not applicable

8.8 Other information

Not applicable

UBBB AD 2.21 Noise abatement procedures

1 Nighttime restrictions

All types of aircraft:

←
- No arrivals may be scheduled between *01.00 - 04.00* local time (arrival time at the parking position).

←
- No departures may be scheduled between *01.00 - 04.00* local time (departure time from the parking position).

Exceptions

- Governmental flights;
- Ambulance and humanitarian flights
- Meteorological diversions
- Emergency situations

Aircraft types ANTONOV 24 and ANTONOV 26 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 18/36 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.

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: - NAMAS, ASLAN, TITAP, GILIM, ARMUD, NASAR, SUTUN, GINET, DALGA, POLAD.

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.

1.2 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: - NAMAS, ASLAN, TITAP, GILIM, ARMUD, NASAR, SUTUN, GINET, DALGA, POLAD. Actual climb clearance will be issued by ATS unit.

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

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

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 Obstacle Chart ICAO RWY 16/34		UBBB AD 2.24-4-1
Aerodrome Obstacle Chart ICAO RWY 18/36		UBBB AD 2.24-4-3
Precision Appraoch Terrain Chart ICAO RWY 18/36		UBBB AD 2.24-5-1
Standard Departure Routes Instrument (SID) RWY 16		UBBB AD 2.24-7-1
Standard Departure Instrument Chart (SID) RWY 16		UBBB AD 2.24-7-3
Standard Departure Routes Instrument (SID) RWY 34		UBBB AD 2.24-7-5
Standard Departure Instrument Chart (SID) RWY 34		UBBB AD 2.24-7-7
Standard Departure Routes Instrument (SID) RWY 18		UBBB AD 2.24-7-9
Standard Departure Instrument Chart (SID) RWY 18		UBBB AD 2.24-7-11
Standard Departure Routes Instrument (SID) RWY 36		UBBB AD 2.24-7-13
Standard Departure Instrument Chart (SID) RWY 36		UBBB AD 2.24-7-15
Standard Arrival Routes Instrument (STAR) RWY 16		UBBB AD 2.24-9-1
Standard Arrival Instrument Chart (STAR) RWY 16		UBBB AD 2.24-9-3
Standard Arrival Routes Instrument (STAR) RWY 34		UBBB AD 2.24-9-5
Standard Arrival Instrument Chart (STAR) RWY 34		UBBB AD 2.24-9-7
Standard Arrival Routes Instrument (STAR) RWY 18		UBBB AD 2.24-9-9
Standard Arrival Instrument Chart (STAR) RWY 18		UBBB AD 2.24-9-11
Standard Arrival Routes Instrument (STAR) RWY 36		UBBB AD 2.24-9-13
Standard Arrival Instrument Chart (STAR) RWY 36		UBBB AD 2.24-9-15
Standard Approach Chart (ILS, VOR/DME) RWY 16		UBBB AD 2.24-10-1
Standard Approach Chart (ILS, VOR/DME) RWY 34		UBBB AD 2.24-10-3
Standard Approach Chart (ILS, VOR/DME) RWY 18		UBBB AD 2.24-10-5
Standard Approach Chart (ILS, VOR/DME) RWY 36		UBBB AD 2.24-10-7
Standard Approach Chart (VOR/DME) RWY 16		UBBB AD 2.24-10-9

Standard Approach Chart (VOR/DME) RWY 34		UBBB AD 2.24-10-11
Standard Approach Chart (VOR/DME) RWY 18		UBBB AD 2.24-10-13
Standard Approach Chart (VOR/DME) RWY 36		UBBB AD 2.24-10-15
Visual Approach Chart (VFR)		UBBB AD 2.24-11-1

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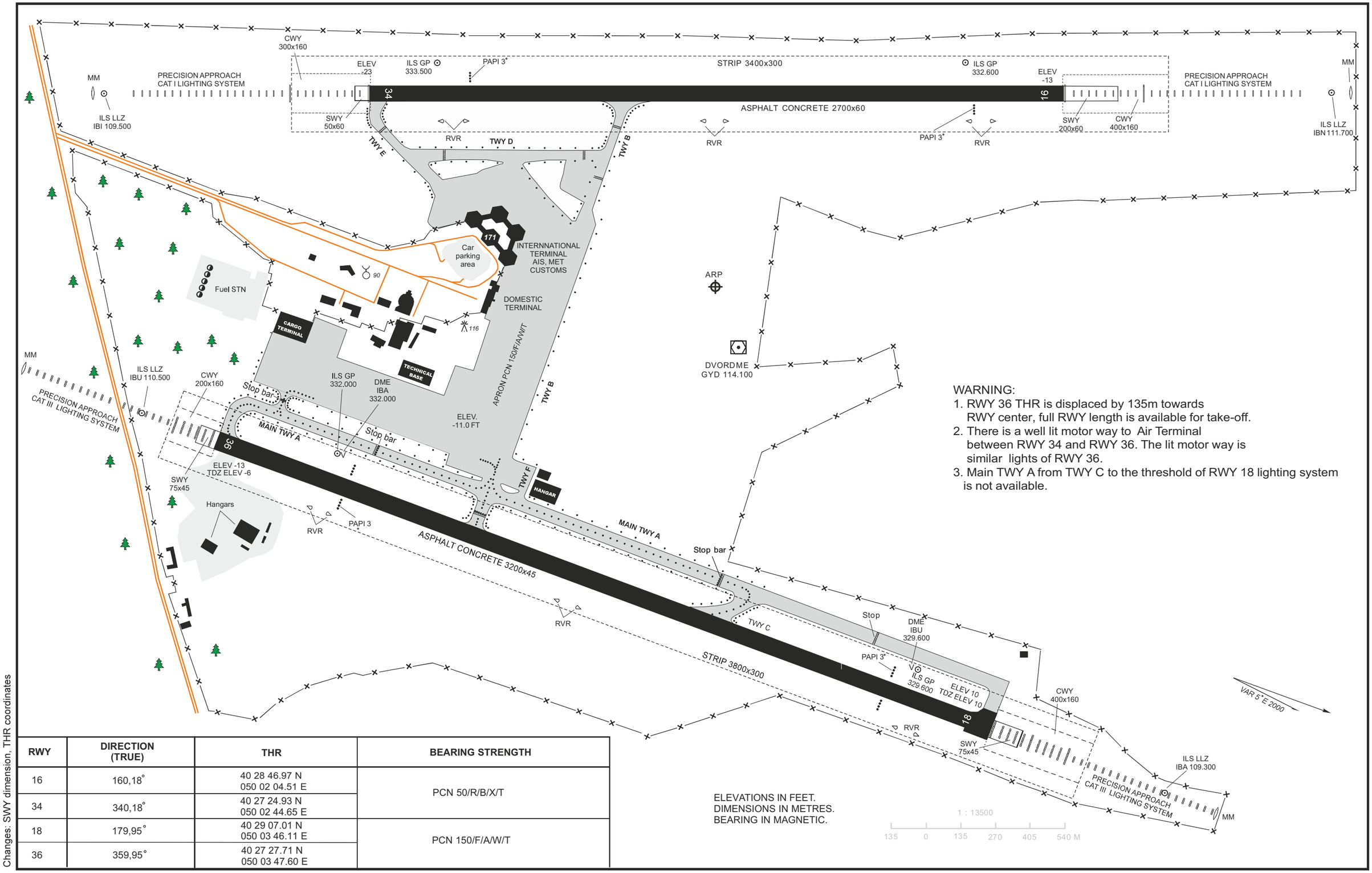
AERODROME CHART

BAKU/HEYDAR ALIYEV

ARP: 40 28 03 N 050 02 48 E | TWR 119.200 GND 121.700 | **ELEV 10FT**



WARNING:
1. RWY 36 THR is displaced by 135m towards RWY center, full RWY length is available for take-off.
2. There is a well lit motor way to Air Terminal between RWY 34 and RWY 36. The lit motor way is similar lights of RWY 36.
3. Main TWY A from TWY C to the threshold of RWY 18 lighting system is not available.

ELEVATIONS IN FEET.
DIMENSIONS IN METRES.
BEARING IN MAGNETIC.

RWY	DIRECTION (TRUE)	THR	BEARING STRENGTH
16	160,18°	40 28 46.97 N 050 02 04.51 E	PCN 50/R/B/X/T
34	340,18°	40 27 24.93 N 050 02 44.65 E	
18	179,95°	40 29 07.01 N 050 03 46.11 E	PCN 150/F/A/W/T
36	359,95°	40 27 27.71 N 050 03 47.60 E	

Changes: SWY dimension, THR coordinates

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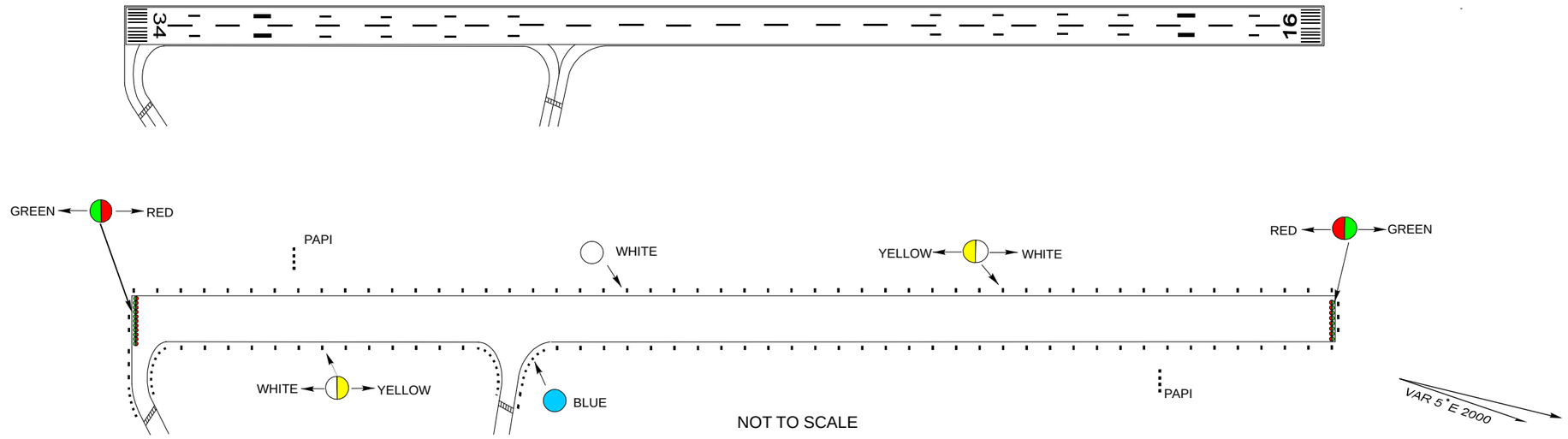
MARKING AND LIGHTING AIDS RWY AND EXIT TWY CHART- ICAO

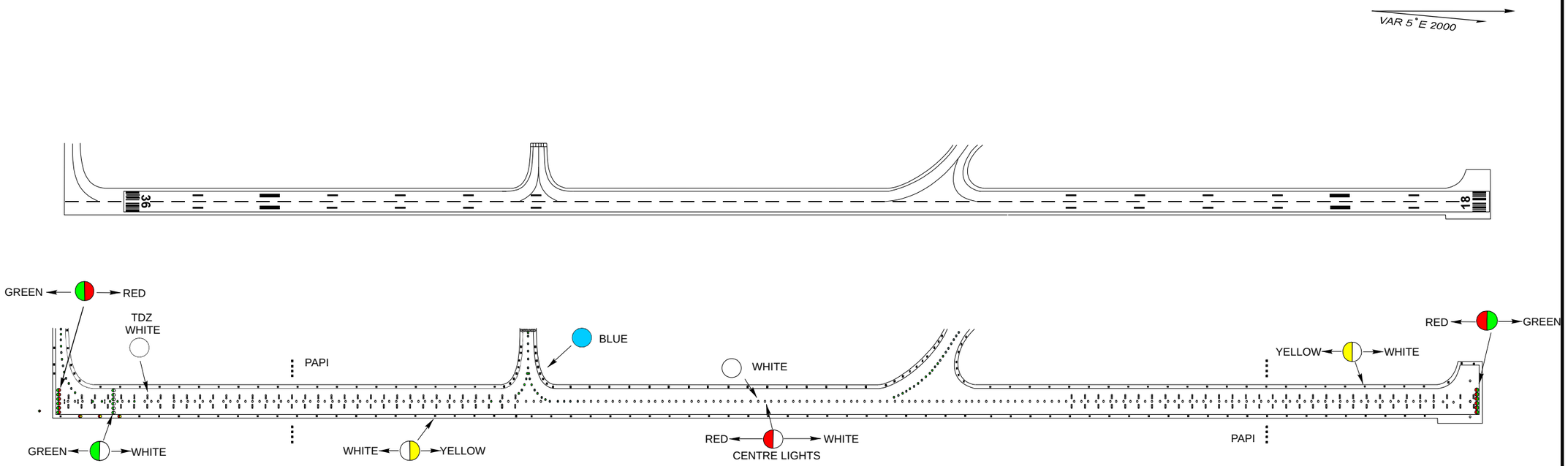
**BAKU
INERNATIONAL AIRPORT
HEYDAR ALIYEV**

RWY 16/34



NOT TO SCALE

RWY 18/36



NOT TO SCALE

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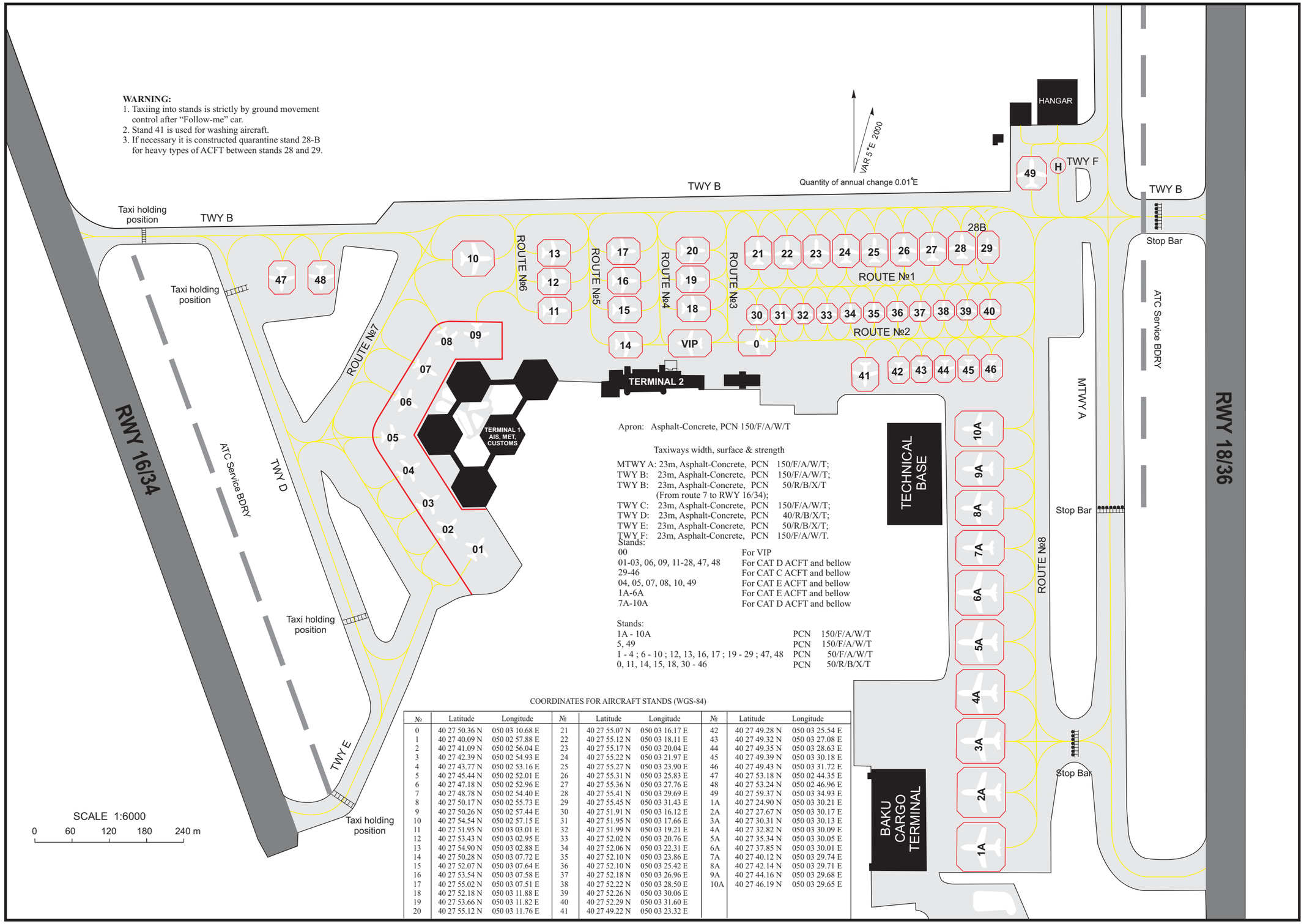
AERODROME GROUND MOVEMENT AND AIRCRAFT PARKING CHART - ICAO

TRANSIT 131.700
GND 121.700
TWR 119.200

Appron Elev. -11 FT

BAKU/HEYDAR ALIYEV



Apron: Asphalt-Concrete, PCN 150/F/A/W/T

Taxiways width, surface & strength

MTWY A: 23m, Asphalt-Concrete, PCN 150/F/A/W/T;
TWY B: 23m, Asphalt-Concrete, PCN 150/F/A/W/T;
TWY B: 23m, Asphalt-Concrete, PCN 50/R/B/X/T
(From route 7 to RWY 16/34);
TWY C: 23m, Asphalt-Concrete, PCN 150/F/A/W/T;
TWY D: 23m, Asphalt-Concrete, PCN 40/R/B/X/T;
TWY E: 23m, Asphalt-Concrete, PCN 50/R/B/X/T;
TWY F: 23m, Asphalt-Concrete, PCN 150/F/A/W/T.

Stands:

00	For VIP
01-03, 06, 09, 11-28, 47, 48	For CAT D ACFT and bellow
29-46	For CAT C ACFT and bellow
04, 05, 07, 08, 10, 49	For CAT E ACFT and bellow
1A-6A	For CAT E ACFT and bellow
7A-10A	For CAT D ACFT and bellow

Stands:

1A - 10A	PCN 150/F/A/W/T
5, 49	PCN 150/F/A/W/T
1 - 4 ; 6 - 10 ; 12, 13, 16, 17 ; 19 - 29 ; 47, 48	PCN 50/F/A/W/T
0, 11, 14, 15, 18, 30 - 46	PCN 50/R/B/X/T

COORDINATES FOR AIRCRAFT STANDS (WGS-84)

№	Latitude	Longitude	№	Latitude	Longitude	№	Latitude	Longitude
0	40 27 50.36 N	050 03 10.68 E	21	40 27 55.07 N	050 03 16.17 E	42	40 27 49.28 N	050 03 25.54 E
1	40 27 40.09 N	050 02 57.88 E	22	40 27 55.12 N	050 03 18.11 E	43	40 27 49.32 N	050 03 27.08 E
2	40 27 41.09 N	050 02 56.04 E	23	40 27 55.17 N	050 03 20.04 E	44	40 27 49.35 N	050 03 28.63 E
3	40 27 42.39 N	050 02 54.93 E	24	40 27 55.22 N	050 03 21.97 E	45	40 27 49.39 N	050 03 30.18 E
4	40 27 43.77 N	050 02 53.16 E	25	40 27 55.27 N	050 03 23.90 E	46	40 27 49.43 N	050 03 31.72 E
5	40 27 45.44 N	050 02 52.01 E	26	40 27 55.31 N	050 03 25.83 E	47	40 27 53.18 N	050 02 44.35 E
6	40 27 47.18 N	050 02 52.96 E	27	40 27 55.36 N	050 03 27.76 E	48	40 27 53.24 N	050 02 46.96 E
7	40 27 48.78 N	050 02 54.40 E	28	40 27 55.41 N	050 03 29.69 E	49	40 27 59.37 N	050 03 34.93 E
8	40 27 50.17 N	050 02 55.73 E	29	40 27 55.45 N	050 03 31.43 E	1A	40 27 24.90 N	050 03 30.21 E
9	40 27 50.26 N	050 02 57.44 E	30	40 27 51.91 N	050 03 16.12 E	2A	40 27 27.67 N	050 03 30.17 E
10	40 27 54.54 N	050 02 57.15 E	31	40 27 51.95 N	050 03 17.66 E	3A	40 27 30.31 N	050 03 30.13 E
11	40 27 51.95 N	050 03 03.01 E	32	40 27 51.99 N	050 03 19.21 E	4A	40 27 32.82 N	050 03 30.09 E
12	40 27 53.43 N	050 03 02.95 E	33	40 27 52.02 N	050 03 20.76 E	5A	40 27 35.34 N	050 03 30.05 E
13	40 27 54.90 N	050 03 02.88 E	34	40 27 52.06 N	050 03 22.31 E	6A	40 27 37.85 N	050 03 30.01 E
14	40 27 50.28 N	050 03 07.72 E	35	40 27 52.10 N	050 03 23.86 E	7A	40 27 40.12 N	050 03 29.74 E
15	40 27 52.07 N	050 03 07.64 E	36	40 27 52.10 N	050 03 25.42 E	8A	40 27 42.14 N	050 03 29.71 E
16	40 27 53.54 N	050 03 07.58 E	37	40 27 52.18 N	050 03 26.96 E	9A	40 27 44.16 N	050 03 29.68 E
17	40 27 55.02 N	050 03 07.51 E	38	40 27 52.22 N	050 03 28.50 E	10A	40 27 46.19 N	050 03 29.65 E
18	40 27 52.18 N	050 03 11.88 E	39	40 27 52.26 N	050 03 30.06 E			
19	40 27 53.66 N	050 03 11.82 E	40	40 27 52.29 N	050 03 31.60 E			
20	40 27 55.12 N	050 03 11.76 E	41	40 27 49.22 N	050 03 23.32 E			

Changes: Building, Stands

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AERODROME OBSTACLE CHART
TYPE A (OPERATING LIMITATIONS)

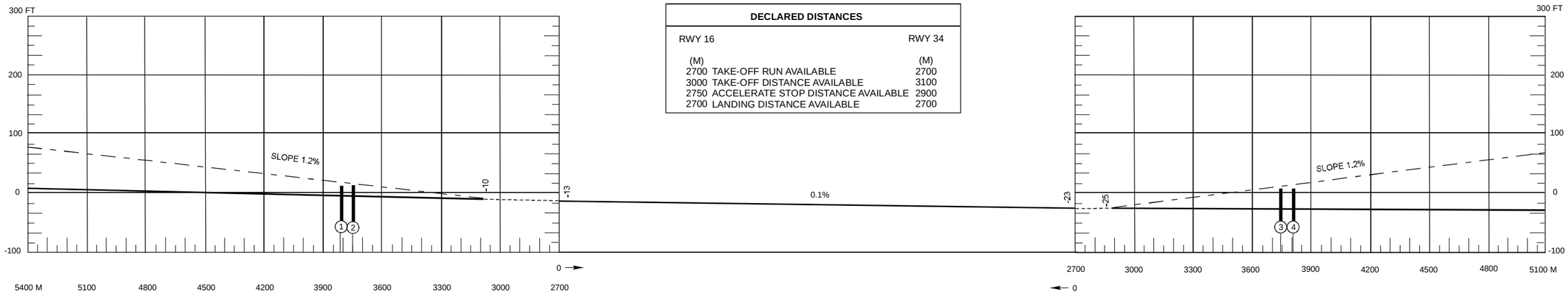
BAKU/HEYDAR ALIYEV

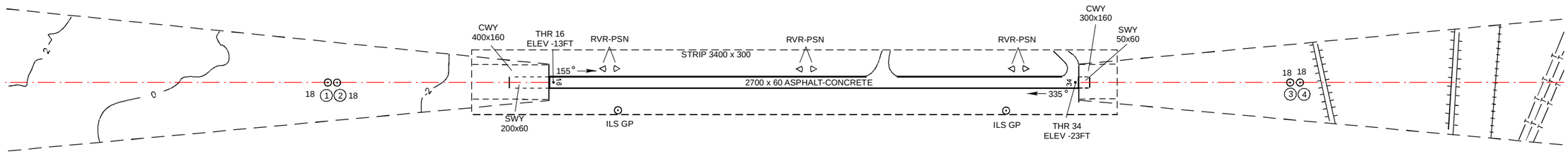
MAGNETIC VARIATION 5° E (2000)

RWY 16/34

DECLARED DISTANCES

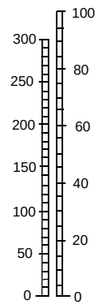
RWY 16 (M)		RWY 34 (M)
2700	TAKE-OFF RUN AVAILABLE	2700
3000	TAKE-OFF DISTANCE AVAILABLE	3100
2750	ACCELERATE STOP DISTANCE AVAILABLE	2900
2700	LANDING DISTANCE AVAILABLE	2700



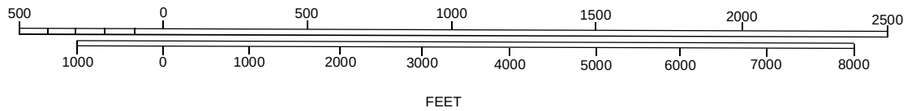


ORDER OF ACCURACY
HORIZONTAL 2 M(6FT)
VERTICAL 1 FT

VERTICAL SCALE 1: 2 000



HORIZONTAL SCALE 1: 20 000



AMENDMENT RECORD		
№	DATE	ENTERED BY

LEGEND	
①	IDENTIFICATION NUMBER
⊙	ANTENNA
—T—T—T—T—	TELEPHONE LINE
	RAILROAD
■	BUILDING
◁ ▷	RVR-PSN
	MOVABLE OBSTACLE
-2	HORIZONTAL

Changes: Declared Distances, Obstacles

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AERODROME OBSTACLE CHART
TYPE A (OPERATING LIMITATIONS)

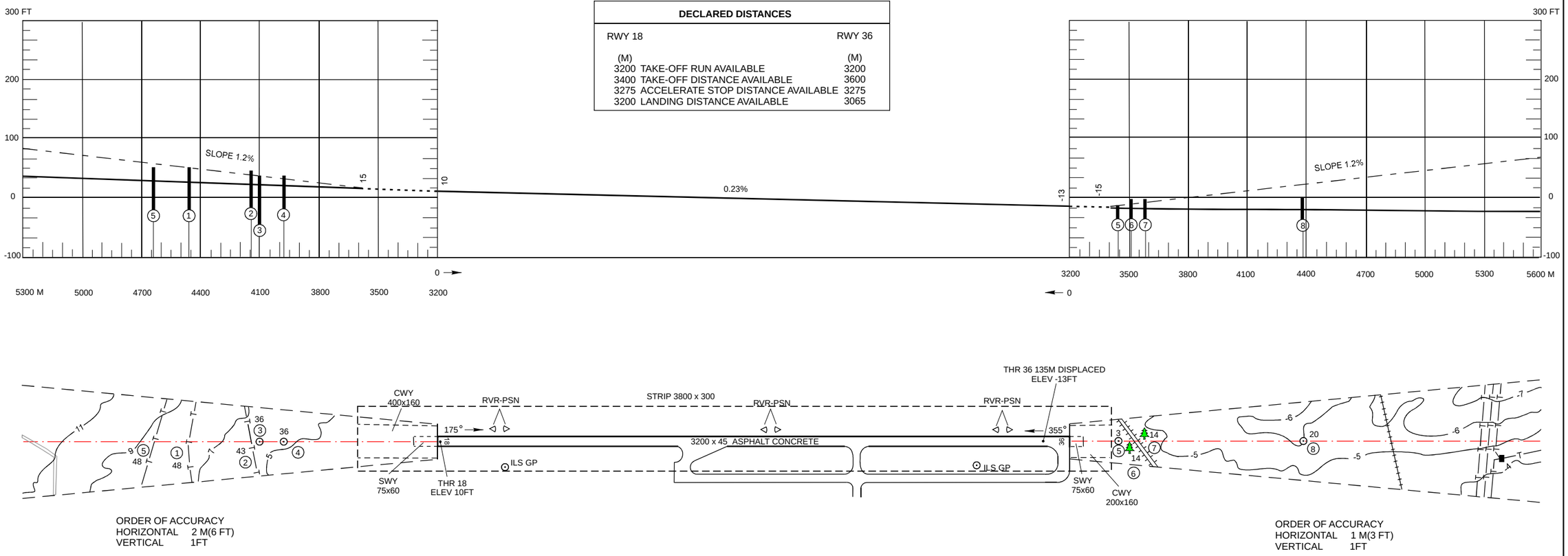
BAKU/HEYDAR ALIYEV

MAGNETIC VARIATION 5° E (2000)

RWY 18/36

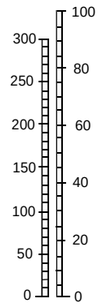
DECLARED DISTANCES

RWY 18 (M)		RWY 36 (M)
3200	TAKE-OFF RUN AVAILABLE	3200
3400	TAKE-OFF DISTANCE AVAILABLE	3600
3275	ACCELERATE STOP DISTANCE AVAILABLE	3275
3200	LANDING DISTANCE AVAILABLE	3065



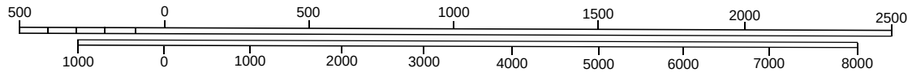
VERTICAL SCALE 1: 2 000

FEET METRES



HORIZONTAL SCALE 1: 20 000

METRES



FEET

LEGEND

(1)	IDENTIFICATION NUMBER
	TREE
	ANTENNA
	TELEPHONE LINE
	RAILROAD
	ROAD
	BUILDING
	RVR-PSN
	MOVABLE OBSTACLE
9	HORIZONTAL

Changes: Declared Distances, Obstacles

AMENDMENT RECORD		
№	DATE	ENTERED BY

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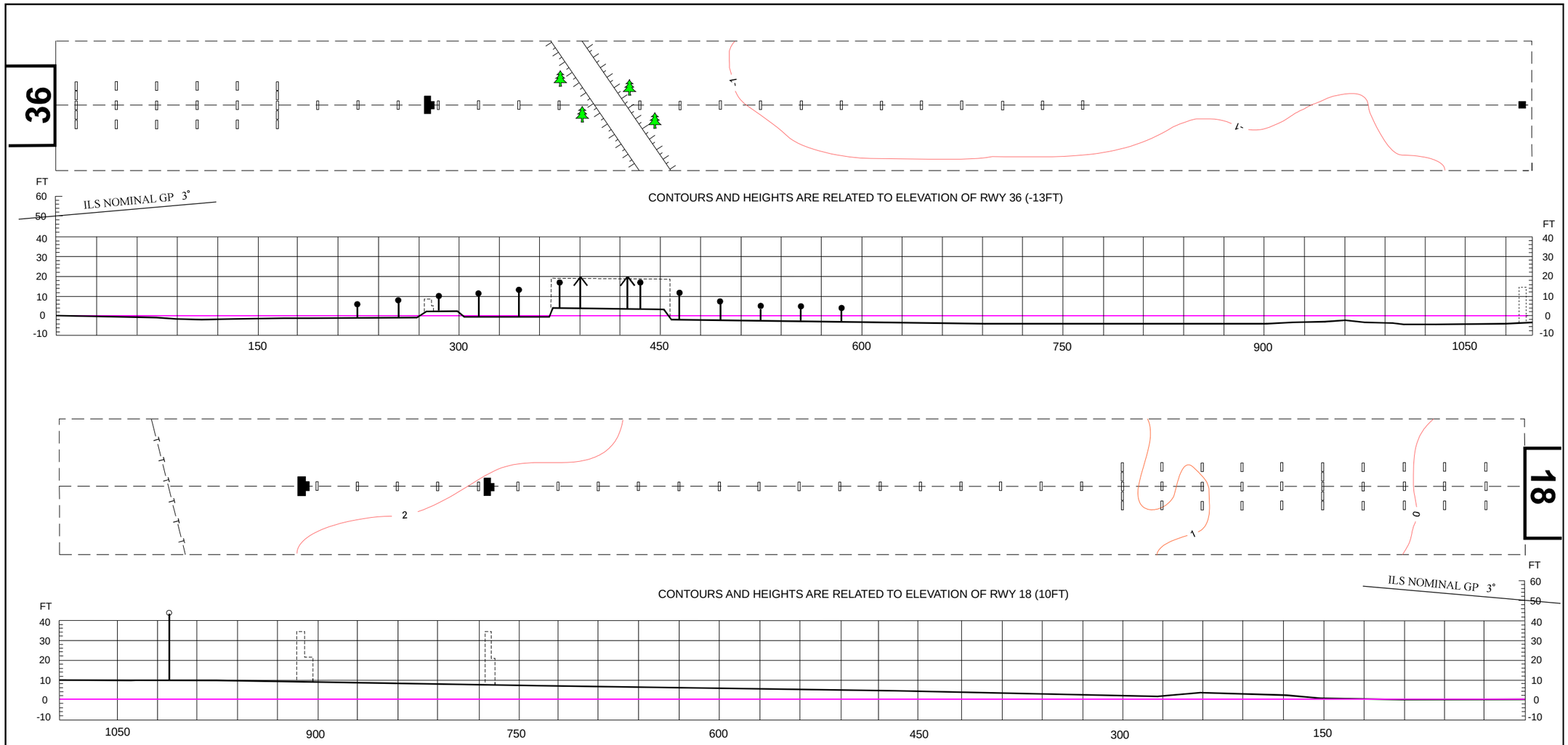
PRECISION APPROACH TERRAIN CHART RWY 18/36

BAKU/HEYDAR ALIYEV



LEGEND	
	TREE
	BUILDING
	TELEPHONE LINE
	APPROACH LIGHT
-1	CONTOUR
	ROAD
	PROFILE OF EXTENDED RUNWAY CENTERLINE
	MOVABLE OBSTACLE

VERTICAL SCALE 1 : 600

FT	M
40	12
30	9
20	6
10	3
0	0
-10	-3

HORIZONTAL SCALE 1: 3 000

200 0 200 400 600FT

60 30 0 30 60 90 120 150 180 210M

REGISTRATION AMENDMENTS		
№	DATE	INSERTED BY

Changes: Obstacles.

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STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) RWY 16

BUNIS 1A
After take-off and climbing to 650 FT, turn RIGHT onto track 003°M and proceed to BUNIS climbing to FL80 and above.

BULUD 1A
After take-off and climbing to 650 FT, turn RIGHT onto track 003°M climbing to R305° D3.9 GYD, turn RIGHT onto track 044° and proceed to BULUD climbing to FL40 and above.

DILON 1A
After take-off and climbing to 650 FT, turn LEFT onto track 095°M to DILON climbing to FL80 and above.

BAMAK 1A
After take-off and climbing to 650 FT, turn RIGHT onto track 158°M and proceed to BAMAK climbing to FL80 and above.

GOBUS 1A
After take-off and climbing to 650 FT, turn RIGHT onto track 183°M and proceed to GOBUS climbing to FL80 and above.

KARAD 1A
After take-off climb straight ahead to D7.8 GYD, turn RIGHT onto track 257°M and proceed to KARAD climbing to FL80 and above.

SAGIL 1A
After take-off and climbing to 650 FT, turn RIGHT onto track 302°M and proceed to SAGIL climbing to FL90 and above.

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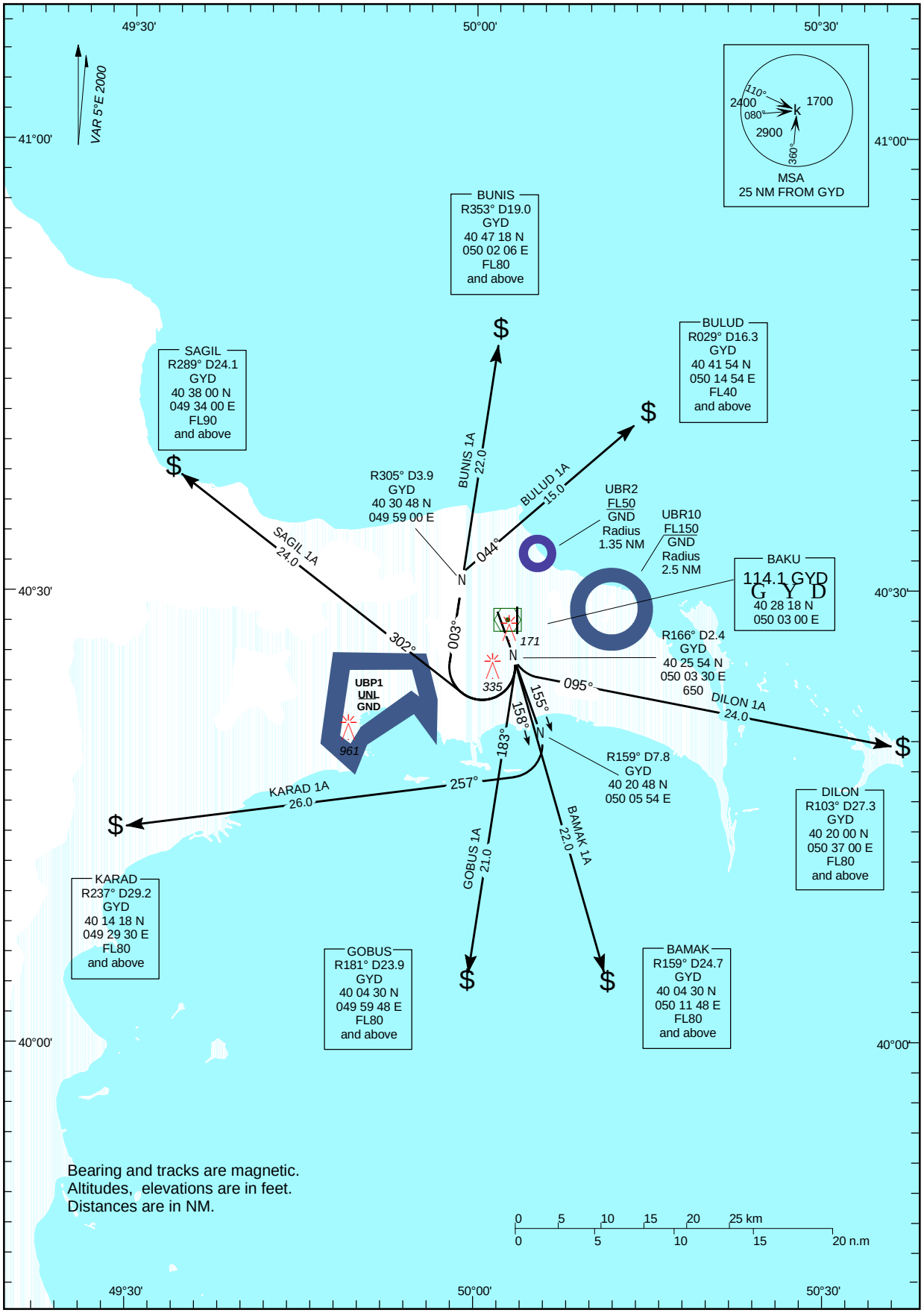
BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV SID RWY 16

STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT: 2000

TWR	119.200
RADAR	120.800
APP	129.300
ACC: Sector EAST 326-232	133.100
Sector WEST 232-326	135.100

BUNIS 1A, BULUD 1A, DILON 1A, BAMAK 1A, GOBUS 1A, KARAD 1A, SAGIL 1A



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STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) RWY 34

BUNIS 1B
After take-off and climbing to 640 FT, turn RIGHT onto track 357°M and proceed to BUNIS climbing to FL80 and above.

BULUD 1B
After take-off climb straight ahead to D6.7 GYD, turn RIGHT onto track 058°M and proceed to BULUD climbing to FL40 and above.

DILON 1B
After take-off and climbing to 640 FT, turn LEFT onto track 099°M and proceed to DILON climbing to FL80 and above.

BAMAK 1B
After take-off and climbing to 640 FT, turn LEFT onto track 148°M and proceed to BAMAK climbing to FL80 and above.

GOBUS 1B
After take-off and climbing to 640 FT, turn LEFT onto track 168°M and proceed to GOBUS climbing to FL80 and above.

KARAD 1B
After take-off climb straight ahead to D6.7 GYD, turn LEFT onto track 219°M and proceed to KARAD climbing to FL80 and above.

SAGIL 1B
After take-off and climbing to 640 FT, turn LEFT onto track 283°M and proceed to SAGIL climbing to FL90 and above.

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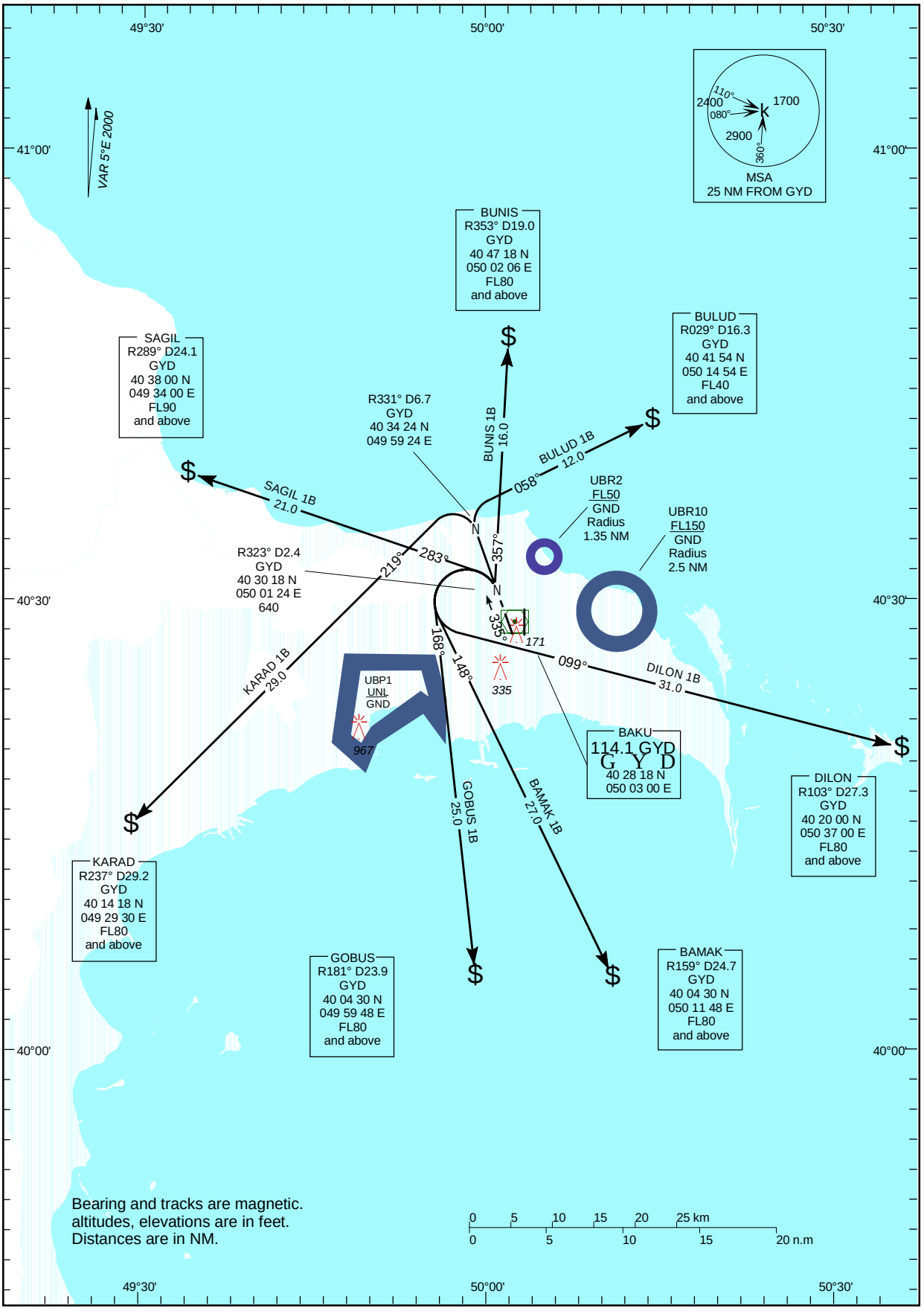
BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV SID RWY 34

STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT: 2000

TWR	119.200
RADAR	120.800
APP	129.300
ACC: Sector EAST 326-232	133.100
Sector WEST 232-326	135.100

BUNIS 1B, BULUD 1B, DILON 1B, BAMAK 1B, GOBUS 1B, KARAD 1B, SAGIL 1B



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STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) RWY 18

BUNIS 1C
After take-off and climbing to 1000 FT, turn RIGHT onto track 003°M and proceed to BUNIS climbing to FL80 and above.

BULUD 1C
After take-off and climbing to 1000 FT, turn RIGHT onto track 003°M climbing to R312° D4.3 GYD, turn RIGHT onto track 045°M and proceed to BULUD climbing to FL40 and above.

DILON 1C
After take-off and climbing to 1000 FT, turn LEFT onto track 094°M to DILON climbing to FL80 and above.

BAMAK 1C
After take-off and climbing to 1000 FT, turn RIGHT onto track 159°M and proceed to BAMAK climbing to FL80 and above.

GOBUS 1C
After take-off and climbing to 1000 FT, turn RIGHT onto track 183°M and proceed to GOBUS climbing to FL80 and above.

KARAD 1C
After take-off climb straight ahead to D8.0 GYD, turn RIGHT onto track 255°M and proceed to KARAD climbing to FL80 and above.

SAGIL 1C
After take-off and climbing to 1000 FT, turn RIGHT onto track 301°M and proceed to SAGIL climbing to FL90 and above.

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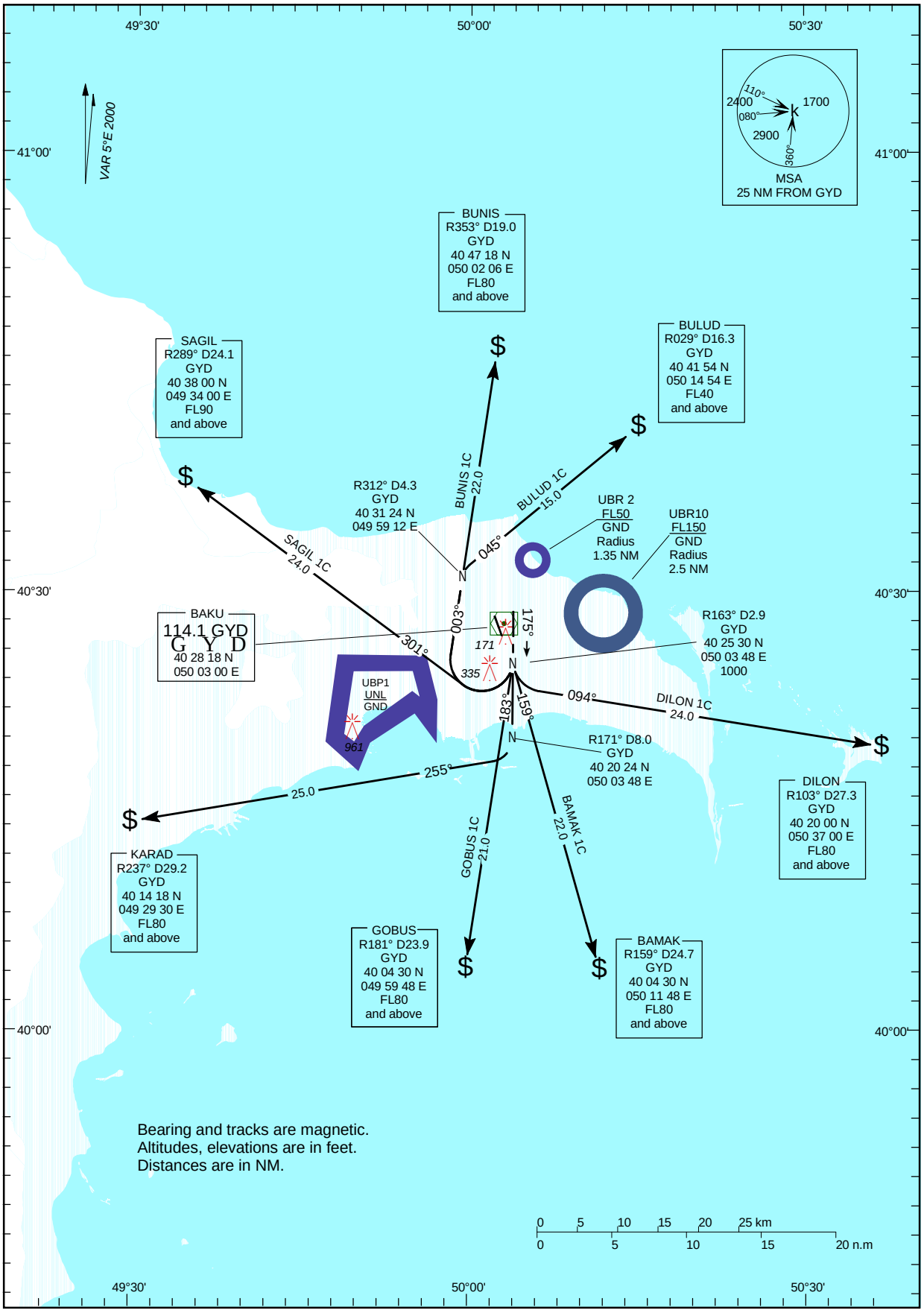
BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV SID RWY 18

STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT: 2000

TWR	119.200
RADAR	120.800
APP	129.300
ACC: Sector EAST 326-232	133.100
Sector WEST 232-326	135.100

BUNIS 1C, BULUD 1C, DILON 1C, BAMAK 1C, GOBUS 1C, KARAD 1C, SAGIL 1C



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STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) RWY 36

BUNIS 1D
After take-off and climbing to 400 FT, turn LEFT onto track 335°M climbing to D6.3 GYD, turn RIGHT onto track 358°M and proceed to BUNIS climbing to FL80 and above.

BULUD 1D
After take-off and climbing to 400 FT, turn LEFT onto track 335°M climbing to D6.3 GYD, turn RIGHT onto track 058°M and proceed to BULUD climbing to FL40 and above.

DILON 1D
After take-off and climbing to 400 FT (for CAT A & B), 1000 FT (for CAT C & D), turn LEFT onto track 099°M and proceed to DILON climbing to FL80 and above.

BAMAK 1D
After take-off and climbing to 400 FT (for CAT A & B), 1000 FT (for CAT C & D), turn LEFT onto track 152°M and proceed to BAMAK climbing to FL80 and above.

GOBUS 1D
After take-off and climbing to 400 FT (for CAT A & B), 1000 FT (for CAT C & D), turn LEFT onto track 172°M and proceed to GOBUS climbing to FL80 and above.

KARAD 1D
After take-off and climbing to 400 FT, turn LEFT onto track 335°M climbing to D6.3 GYD, turn LEFT onto track 220°M and proceed to KARAD climbing to FL80 and above.

SAGIL 1D
After take-off and climbing to 400 FT (for CAT A & B), 1000 FT (for CAT C & D), turn LEFT onto track 283°M and proceed to SAGIL climbing to FL90 and above.

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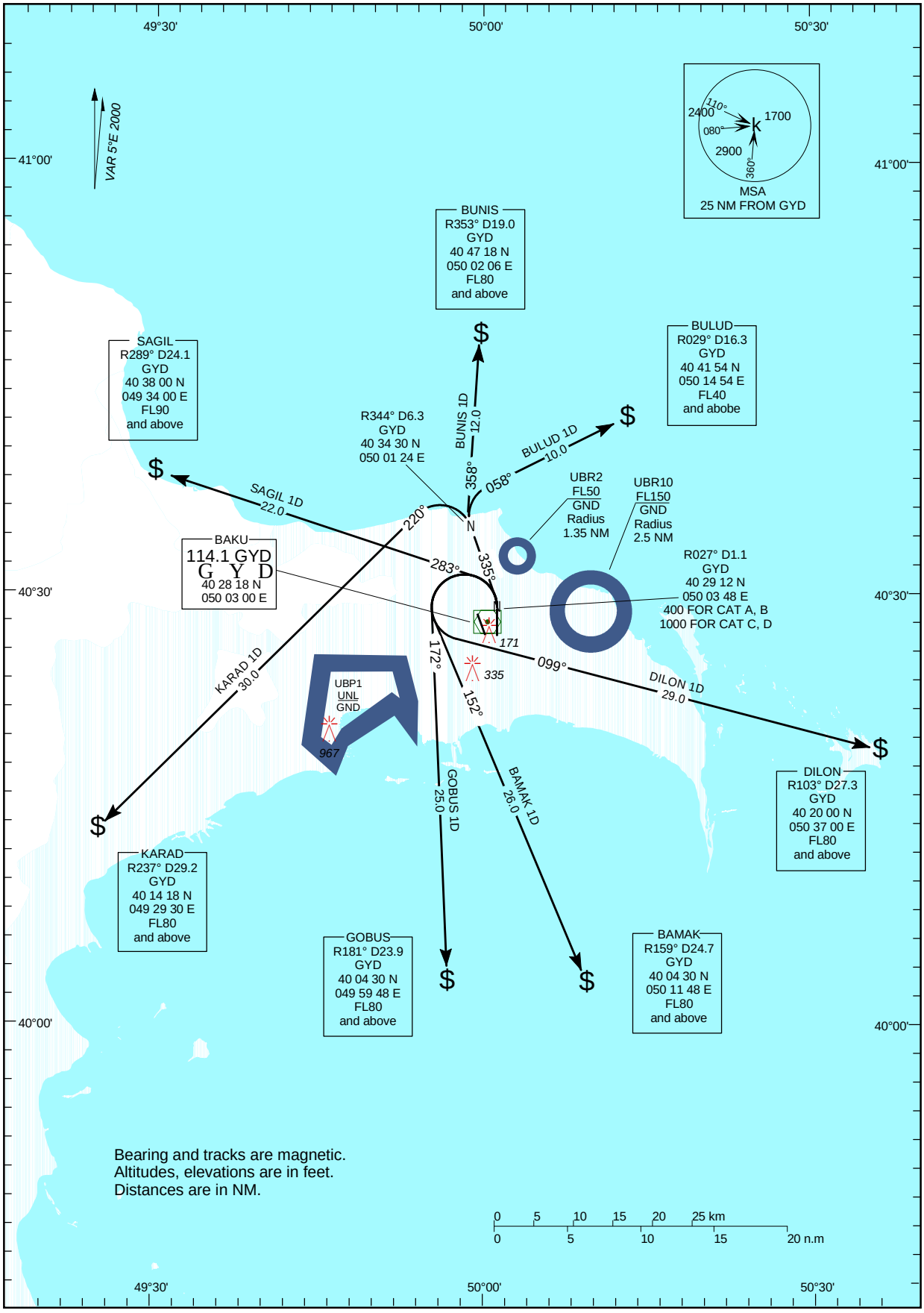
BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV SID RWY 36

STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT: 2000

TWR	119.200
RADAR	120.800
APP	129.300
ACC: Sector EAST 326-232	133.100
Sector WEST 232-326	135.100

BUNIS 1D, BULUD 1D, DILON 1D, BAMAK 1D, GOBUS 1D, KARAD 1D, SAGIL 1D



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STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) RWY 16

BUNIS 1A
After passing CRP BUNIS R 353° D 19.0 GYD, proceed on track 187°M to R 333° D 8.3 GYD, turn LEFT to R 331° D 7,5 GYD, proceed on track 155°M until intercepting RWY 16 ILS IBI.

BULUD 1A
After passing CRP BULUD R 029° D 16.3 GYD, proceed on track 241°M to R 340° D 8.8 GYD, turn LEFT to R 331° D 7,5 GYD, proceed on track 155°M until intercepting RWY 16 ILS IBI.

DILON 1A
After passing CRP DILON R 103° D 27.3 GYD, proceed on track 269°M to KALA 320 (KL). After passing KALA 320 (KL), proceed on track 298°M to R 274° D 5,5 GYD, turn RIGHT onto track 335°M and proceed to R 304° D 9,5 GYD, turn RIGHT to R 315° D 10,1 GYD proceed on track 065° to R 324° D 9.7 GYD, turn RIGHT to R 331° D 7,5 GYD, proceed on track 155°M until intercepting RWY 16 ILS IBI.

BAMAK 1A
After passing CRP BAMAK R 159° D 24,7 GYD, proceed on track 329°M to R 274° D 5,5 GYD, turn RIGHT onto track 335°M and proceed to R 304° D 9,5 GYD, turn RIGHT to R 315° D 10,1 GYD proceed on track 065° to R 324° D 9.7 GYD, turn RIGHT to R 331° D 7,5 GYD, proceed on track 155°M until intercepting RWY 16 ILS IBI.

GOBUS 1A
After passing CRP GOBUS R 181° D 23,9 GYD, proceed on track 348°M to R 274° D 5,5 GYD, turn LEFT onto track 335°M and proceed to R 304° D 9,5 GYD, turn RIGHT to R 315° D 10,1 GYD proceed on track 065° to R 324° D 9.7 GYD, turn RIGHT to R 331° D 7,5 GYD, proceed on track 155°M until intercepting RWY 16 ILS IBI.

KARAD 1A
After passing CRP KARAD R 237° D 29,2 GYD, proceed on track 036°M to R 315° D 10,1 GYD proceed on track 065° to R 324° D 9.7 GYD, turn RIGHT to R 331° D 7,5 GYD, proceed on track 155°M until intercepting RWY 16 ILS IBI.

SAGIL 1A
After passing CRP SAGIL R 289° D 24,1 GYD, proceed on track 089°M to R 324° D 9.7 GYD, turn RIGHT to R 331° D 7,5 GYD, proceed on track 155°M until intercepting RWY 16 ILS IBI.

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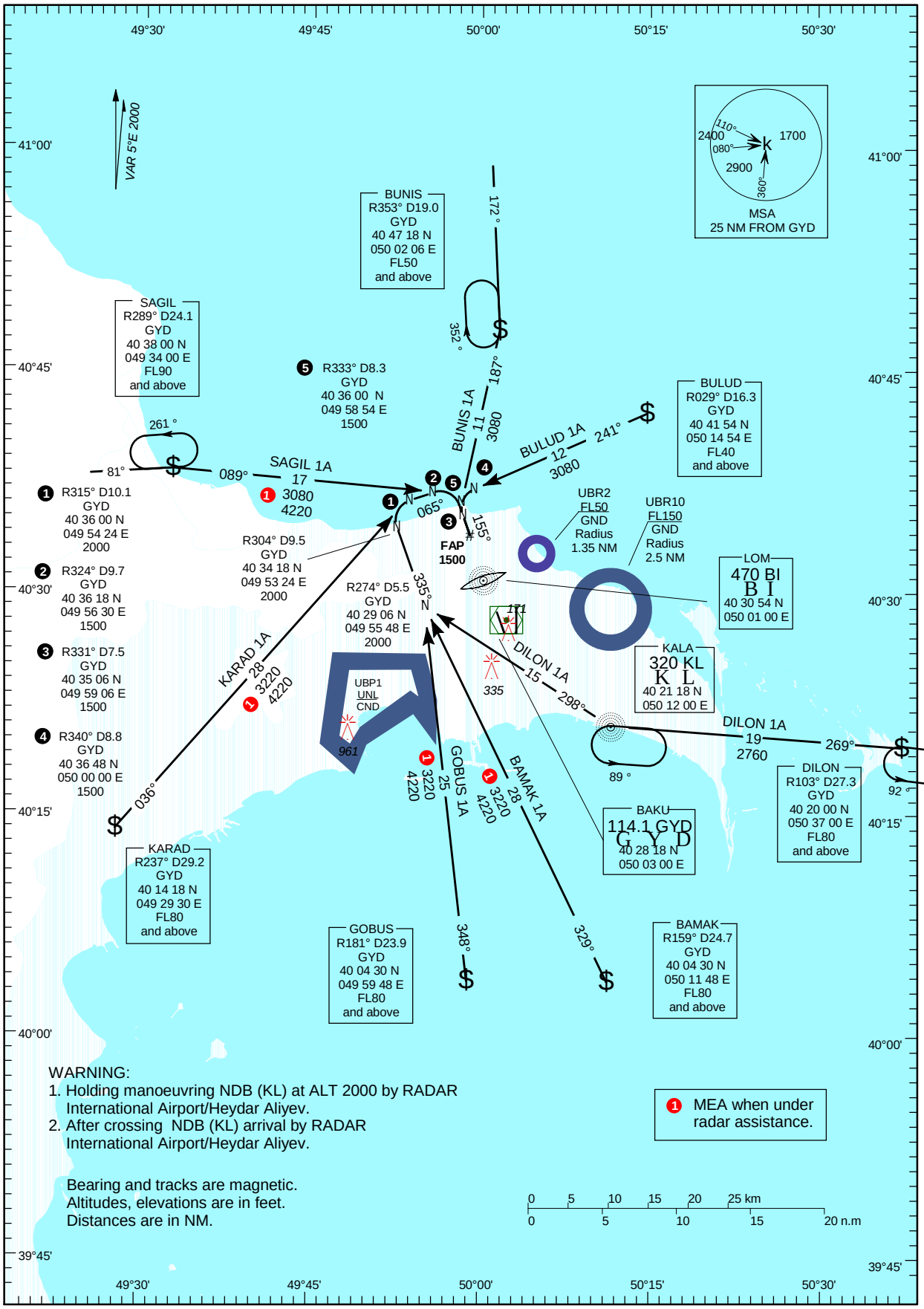
BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV STAR RWY 16

STANDARD ARRIVAL CHART INSTRUMENT (STAR)

TRANSITION LEVEL: FL40	TRANSITION ALT: 2000	APP 129.300 RADAR 120.800 TWR 119.200

BUNIS 1A, BULUD 1A, BAMAK 1A, DILON 1A, GOBUS 1A, KARAD 1A, SAGIL 1A



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STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) RWY 34

BUNIS 1B
After passing CRP BUNIS, R353° D19.0 GYD, proceed on track 181°M to R206° D6.3 GYD, turn LEFT onto track 155°M and proceed to R187° D9.3 GYD, turn LEFT to R178° D9.8 GYD proceed on track 065°M to R169° D9.3 GYD, turn LEFT to R159° D7.7 GYD proceed on track 335°M until intercepting RWY 34 ILS IBN.

BULUD 1B
After passing CRP BULUD R029° D16.3 GYD, proceed on track 226°M to R345° D5.5 GYD, turn LEFT onto track 181°M and proceed to R206° D6.3 GYD, turn LEFT onto track 155°M and proceed to R187° D9.3 GYD, turn LEFT to R178° D9.8 GYD proceed on track 065°M to R169° D9.3 GYD, turn LEFT to R159° D7.7 GYD proceed on track 335°M until intercepting RWY 34 ILS IBN.

DILON 1B
After passing CRP DILON R103° D27.3 GYD, proceed on track 265°M to R150° D9.2 GYD, turn RIGHT to R159° D7.7 GYD proceed on track 335°M until intercepting RWY 34 ILS IBN.

BAMAK 1B
After passing CRP BAMAK R159° D24.7 GYD, proceed on track 340°M to R159° D7.7 GYD proceed on track 335°M until intercepting RWY 34 ILS IBN.

GOBUS 1B
After passing CRP GOBUS R181° D23.9 GYD, proceed on track 012°M to R160° D8.7 GYD, turn LEFT to R159° D7.7 GYD proceed on track 335°M until intercepting RWY 34 ILS IBN.

KARAD 1B
After passing CRP KARAD R237° D29.2 GYD, proceed on track 075°M to R178° D9.8 GYD, turn LEFT onto track 065° M and proceed to R169° D9.3 GYD , turn LEFT to R159° D7.7 GYD proceed on track 335°M until intercepting RWY 34 ILS IBN.

SAGIL 2B
After passing CRP SAGIL, R289° D24.1 GYD, proceed on track 117°M to R258° D5.3 GYD, turn RIGHT onto track 155°M and proceed to R187° D9.3 GYD, turn LEFT to R178° D9.8 GYD proceed on track 065°M to R169° D9.3 GYD, turn LEFT to R159° D7.7 GYD proceed on track 335°M until intercepting RWY 34 ILS IBN.

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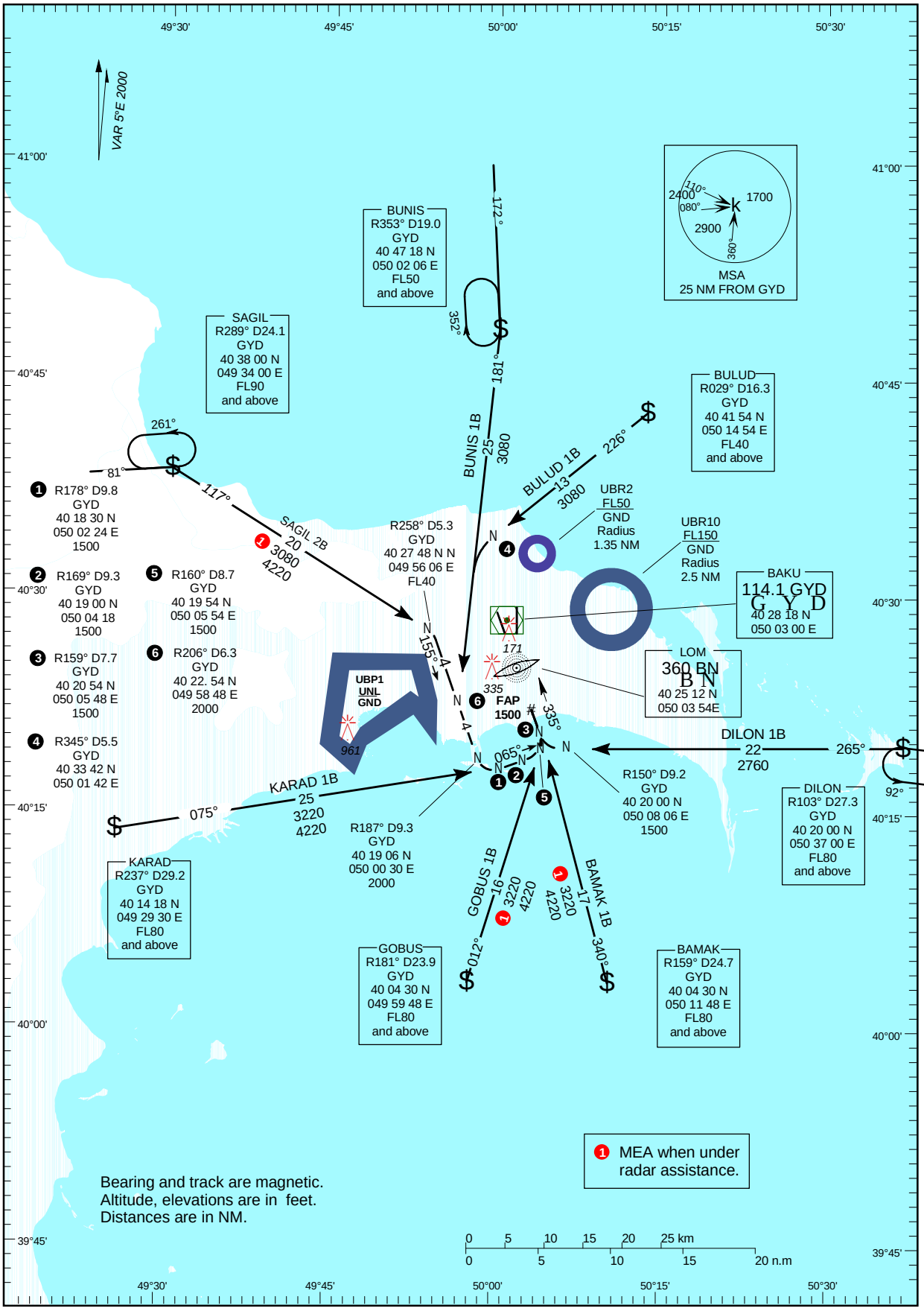
BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV STAR RWY 34

STANDARD ARRIVAL CHART INSTRUMENT (STAR)

TRANSITION LEVEL: FL40	TRANSITION ALT: 2000	APP 129.300 RADAR 120.800 TWR 119.200

BUNIS 1B, BULUD 1B, DILON 1B, BAMAK 1B, GOBUS 1B, KARAD 1B, SAGIL 2B



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STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) RWY 18

BUNIS 1C
After passing CRP BUNIS, R353° D19.0 GYD, proceed on track 168°M to R359° D8.1 GYD, proceed on track 175°M until intercepting RWY 18 ILS IBU.

BULUD 1C
After passing CRP BULUD, R029° D16.3 GYD, proceed on track 236°M to R003° D9.4 GYD, turn LEFT to R359° D8.1 GYD, proceed on track 175°M until intercepting RWY 18 ILS IBU.

DILON 1C
After passing CRP DILON, R103° D27.3 GYD, proceed on track 269°M to KALA 320 (KL). After passing KALA 320 (KL) proceed on track 323°M overhead LOM BU proceed on track 326°M to R337° D10.7 GYD, turn RIGHT to R342° D11.8 GYD, turn RIGHT to R349° D11.4 GYD, turn RIGHT proceed on track 130°M to R356° D10.0 GYD, turn RIGHT to R359° D8.1 GYD proceed on track 175°M until intercepting RWY 18 ILS IBU.

BAMAK 1C
After passing CRP BAMAK, R159° D24.7 GYD, proceed on track 334°M to R302° D4.1 GYD, turn RIGHT onto track 355°M and proceed to R337° D10.7 GYD, turn RIGHT to R342° D11.8 GYD, turn RIGHT to R349° D11.4 GYD, turn RIGHT proceed on track 130°M to R356° D10.0 GYD, turn RIGHT to R359° D8.1 GYD proceed on track 175°M until intercepting RWY 18 ILS IBU.

GOBUS 1C
After passing CRP GOBUS, R181° D23.9 GYD, proceed on track 353°M to R302° D4.1 GYD, turn RIGHT onto track 355°M and proceed to R337° D10.7 GYD, turn RIGHT to R342° D11.8 GYD, turn RIGHT to R349° D11.4 GYD, turn RIGHT proceed on track 130°M to R356° D10.0 GYD, turn RIGHT to R359° D8.1 GYD proceed on track 175°M until intercepting RWY 18 ILS IBU.

KARAD 1C
After passing CRP KARAD, R237° D29.2 GYD, proceed on track 037°M to R342° D11.8 GYD, turn RIGHT to R349° D11.4 GYD, turn RIGHT proceed on track 130°M to R356° D10.0 GYD, turn RIGHT to R359° D8.1 GYD proceed on track 175°M until intercepting RWY 18 ILS IBU.

SAGIL 1C
After passing CRP SAGIL, R289° D24.1 GYD, proceed on track 080°M to R342° D11.8 GYD, turn RIGHT to R349° D11.4 GYD, turn RIGHT proceed on track 130°M to R356° D10.0 GYD, turn RIGHT to R359° D8.1 GYD proceed on track 175°M until intercepting RWY 18 ILS IBU.

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BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV STAR RWY 18

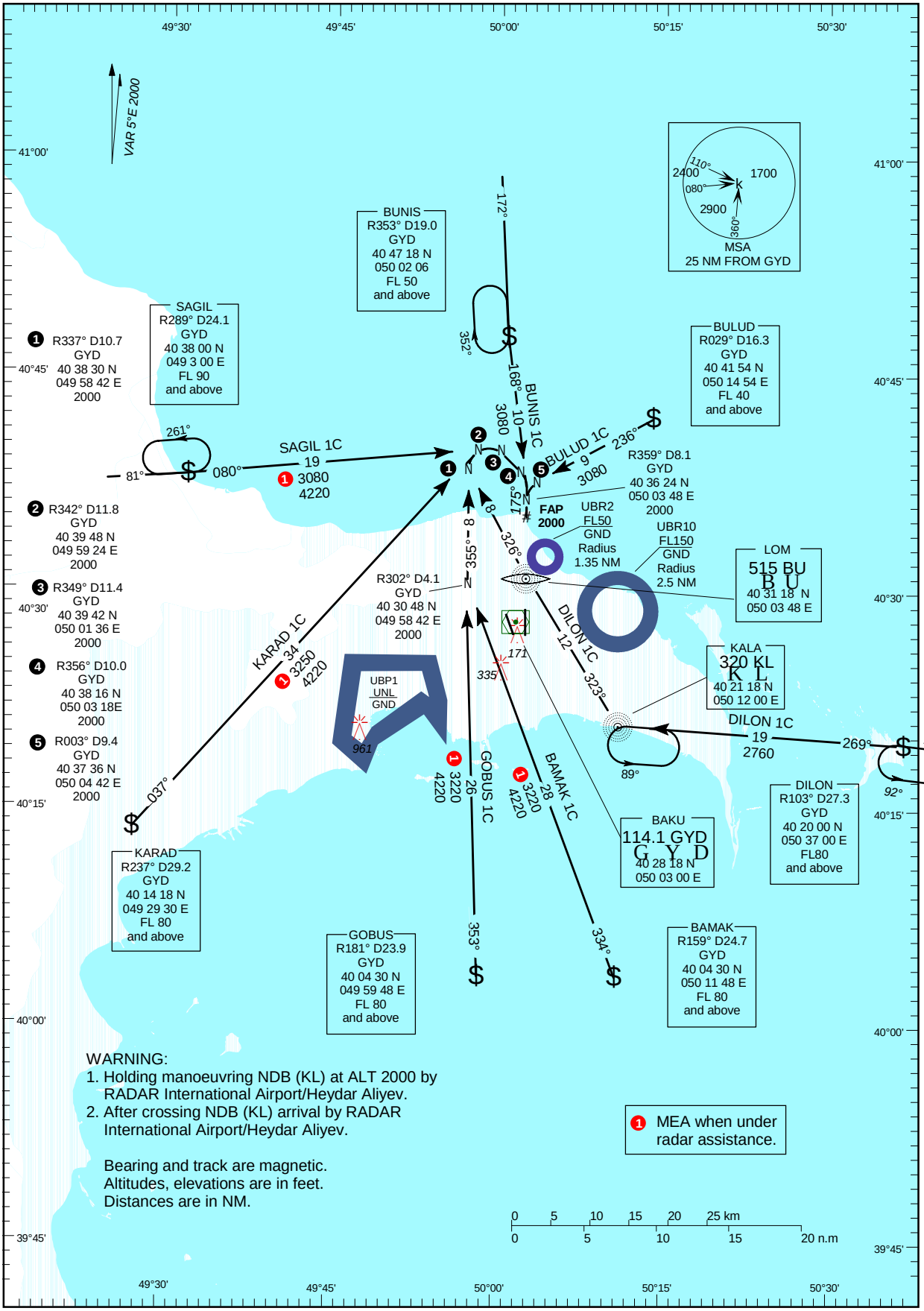
STANDARD ARRIVAL CHART INSTRUMENT (STAR)

TRANSITION LEVEL: FL40

TRANSITION ALT: 2000

APP	129.300
RADAR	120.800
TWR	119.200

BUNIS 1C, BULUD 1C, BAMAK 1C, DILON 1C, GOBUS 1C, KARAD 1C, SAGIL 1C



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STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) RWY 36

BUNIS 1D
After passing CRP BUNIS, R353° D19.0 GYD, proceed on track 183°M to R227° D4.8 GYD, proceed on track 175°M to R197° D10.2 GYD, turn LEFT onto track 040°M to R173° D8.1 GYD, turn LEFT to R169° D6.3 GYD proceed on track 355°M until intercepting RWY 36 ILS IBA.

BULUD 1D
After passing CRP BULUD, R029° D16.3 GYD, proceed on track 229°M to R337° D5.9 GYD, turn LEFT proceed on track 183°M to R227° D4.8 GYD, proceed on track 175°M to R197° D10.2 GYD, turn LEFT onto track 040°M to R173° D8.1 GYD, turn LEFT to R169° D6.3 GYD proceed on track 355°M until intercepting RWY 36 ILS IBA.

DILON 1D
After passing CRP DILON, R103° D27.3 GYD, proceed on track 263°M to R153° D9.7 GYD, turn RIGHT to R160° D8.7 GYD, turn RIGHT R169° D6.3 GYD proceed on track 355°M until intercepting RWY 36 ILS IBA.

BAMAK 1D
After passing CRP BAMAK, R159° D24.7 GYD, proceed on track 336°M to R169° D6.3 GYD proceed on track 355°M until intercepting RWY 36 ILS IBA.

GOBUS 1D
After passing CRP GOBUS, R181° D23.9 GYD, proceed on track 006°M to R170° D7.1 GYD turn LEFT to R169° D6.3 GYD proceed on track 355°M until intercepting RWY 36 ILS IBA.

KARAD 1D
After passing CRP KARAD, R237° D29.2 GYD, proceed on track 076°M to R186° D10.4 GYD, proceed on track 040°M to R173° D8.1 GYD, turn LEFT to R169° D6.3 GYD proceed on track 355°M until intercepting RWY 36 ILS IBA.

SAGIL 1D
After passing CRP SAGIL, R289° D24.1 GYD, proceed on track 119°M to R227° D4.8 GYD, turn RIGHT proceed on track 175°M to R197° D10.2 GYD, turn LEFT onto track 040°M to R173° D8.1 GYD, turn LEFT to R169° D6.3 GYD proceed on track 355°M until intercepting RWY 36 ILS IBA.

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BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV STAR RWY 36

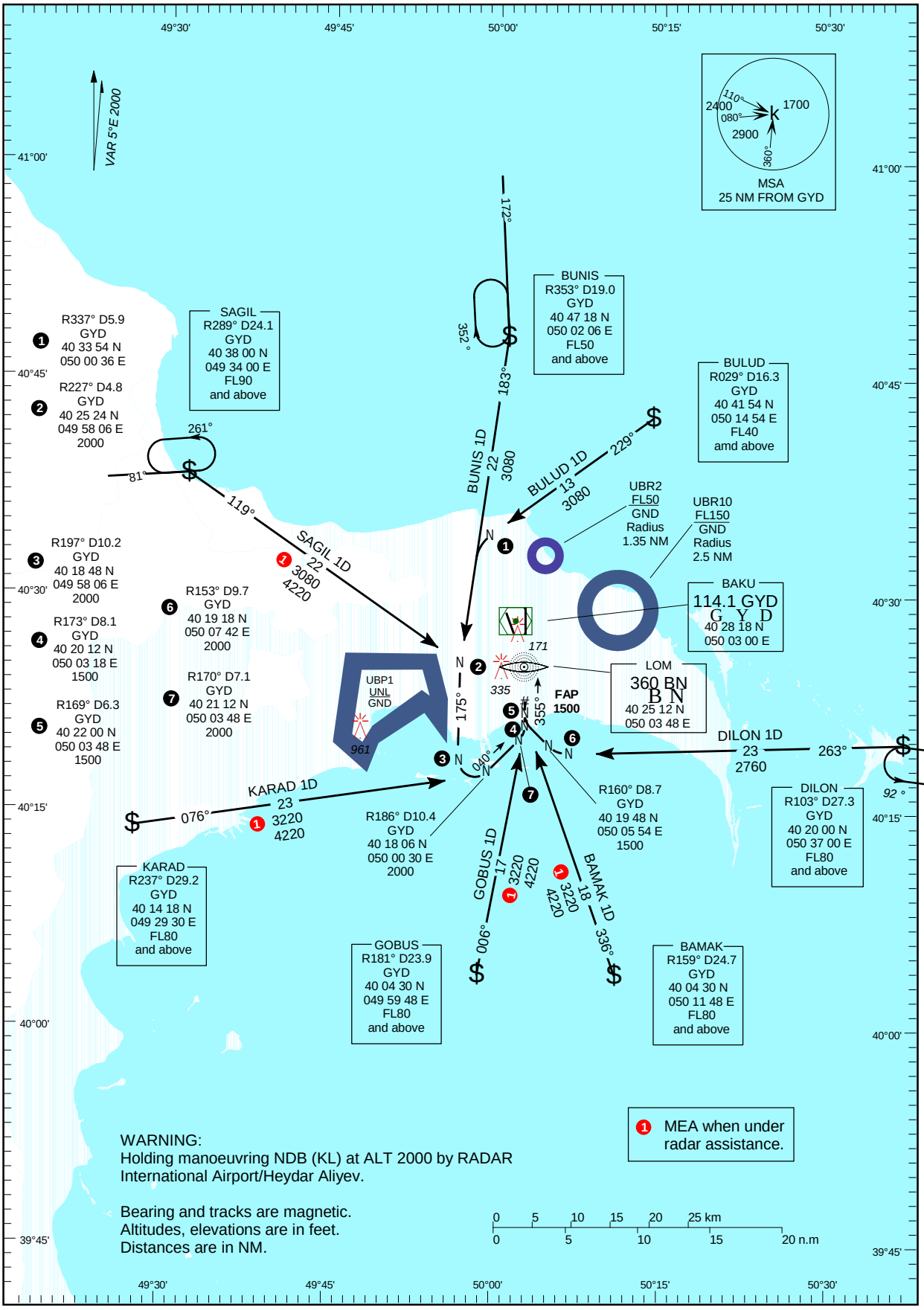
STANDARD ARRIVAL CHART INSTRUMENT (STAR)

TRANSITION LEVEL: FL40

TRANSITION ALT: 2000

APP	129.300
RADAR	120.800
TWR	119.200

BUNIS 1D, BULUD 1D, DILON 1D, BAMAK 1D, GOBUS 1D, KARAD 1D,SAGIL 1D



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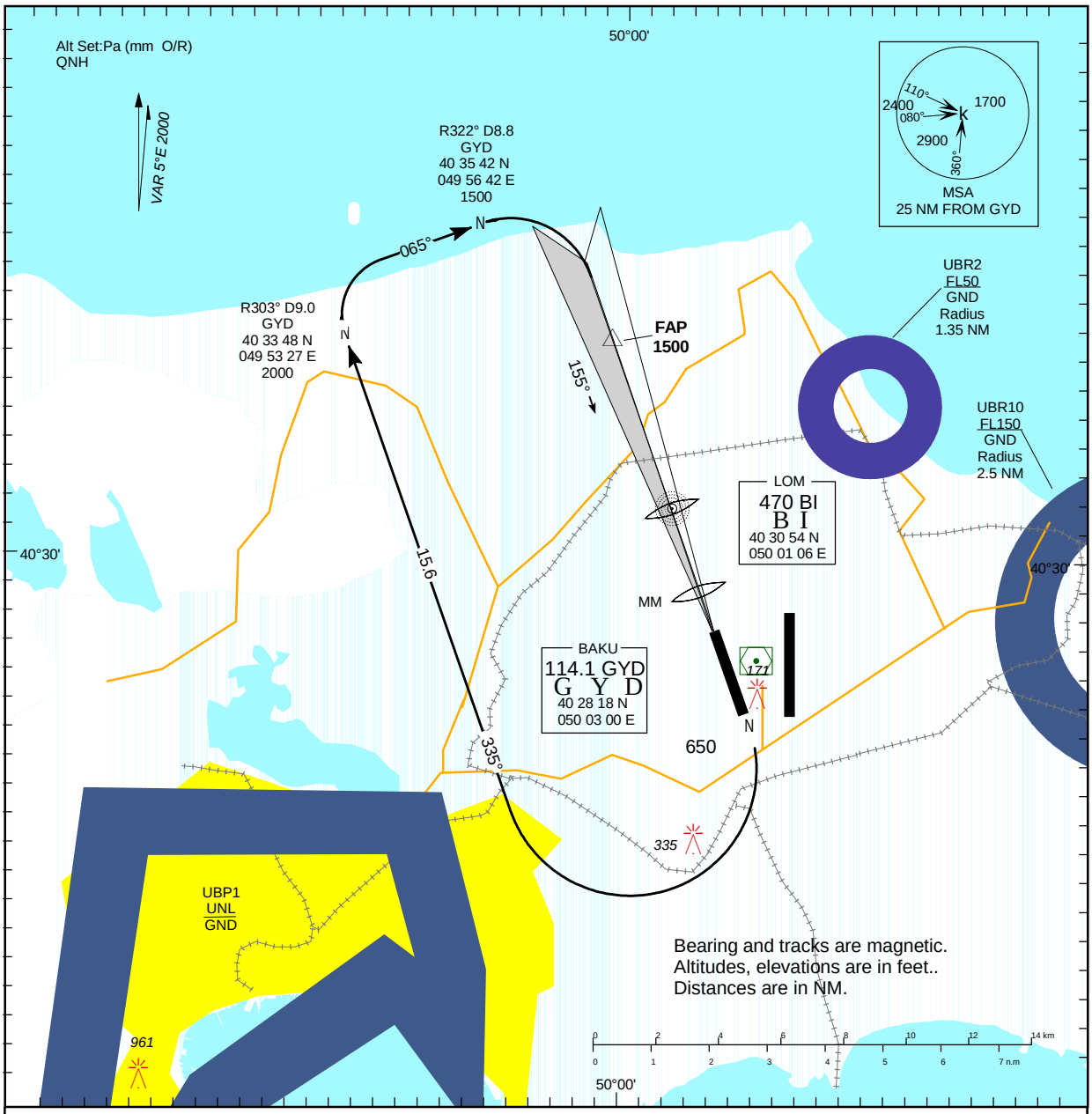
INSTRUMENT APPROACH CHART

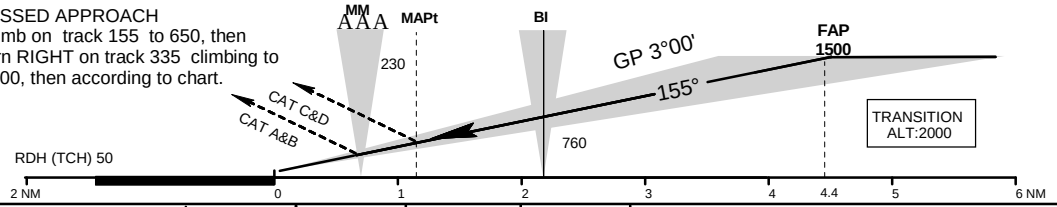
AERODROME ELEV: + 10
ELEV THR RWY 16: -13

APP	129.300
RADAR	120.800
TWR	119.200

BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV ILS, VOR/DME RWY 16



MISSED APPROACH
Climb on track 155 to 650, then turn RIGHT on track 335 climbing to 2000, then according to chart.



OCA/H		A	B	C	D
Straight-in Approach	Cat I	142(155)	152(165)	162(175)	172(185)

GROUND SPEED	kt	70	90	100	120	140	160
RATE OF DESCENT	ft/min	370	480	530	640	740	850
LOM to MAPt 1.0 DES Gradient 5,2%	min:s	1.22	1.04	0.58	0.48	0.41	0.36

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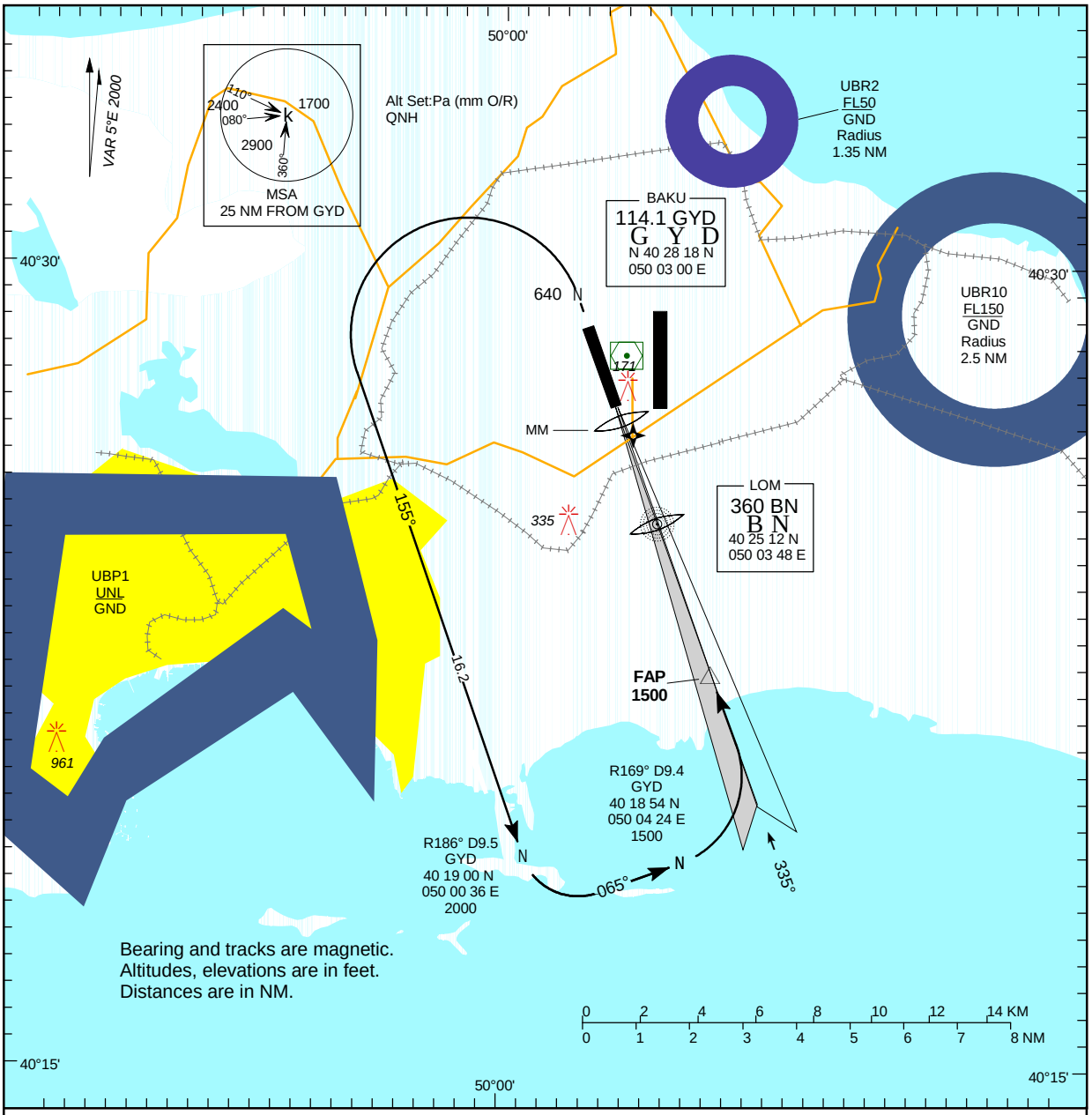
BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV ILS, VOR/DME RWY 34

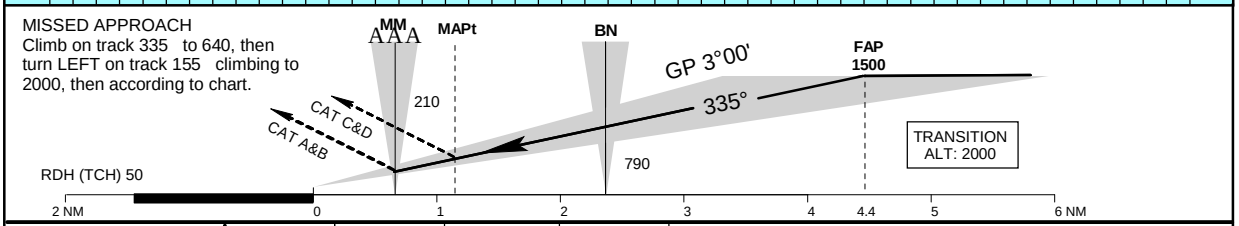
INSTRUMENT APPROACH CHART

AERODROME ELEV: + 10
ELEV THR RWY 34: - 23

APP	129.300
RADAR	120.800
TWR	119.200



MISSED APPROACH
Climb on track 335 to 640, then turn LEFT on track 155 climbing to 2000, then according to chart.



OCA/H		A	B	C	D
Straight-in Approach	Cat I	233(256)	243(266)	253(276)	263(286)

GROUND SPEED	kt	70	90	100	120	140	160
RATE OF DESCENT	ft/min	370	480	530	640	740	850
LOM to MAPt 1.7 DES Gradient 5,2%	min:s	1.27	1.08	1.01	0.51	0.44	0.38

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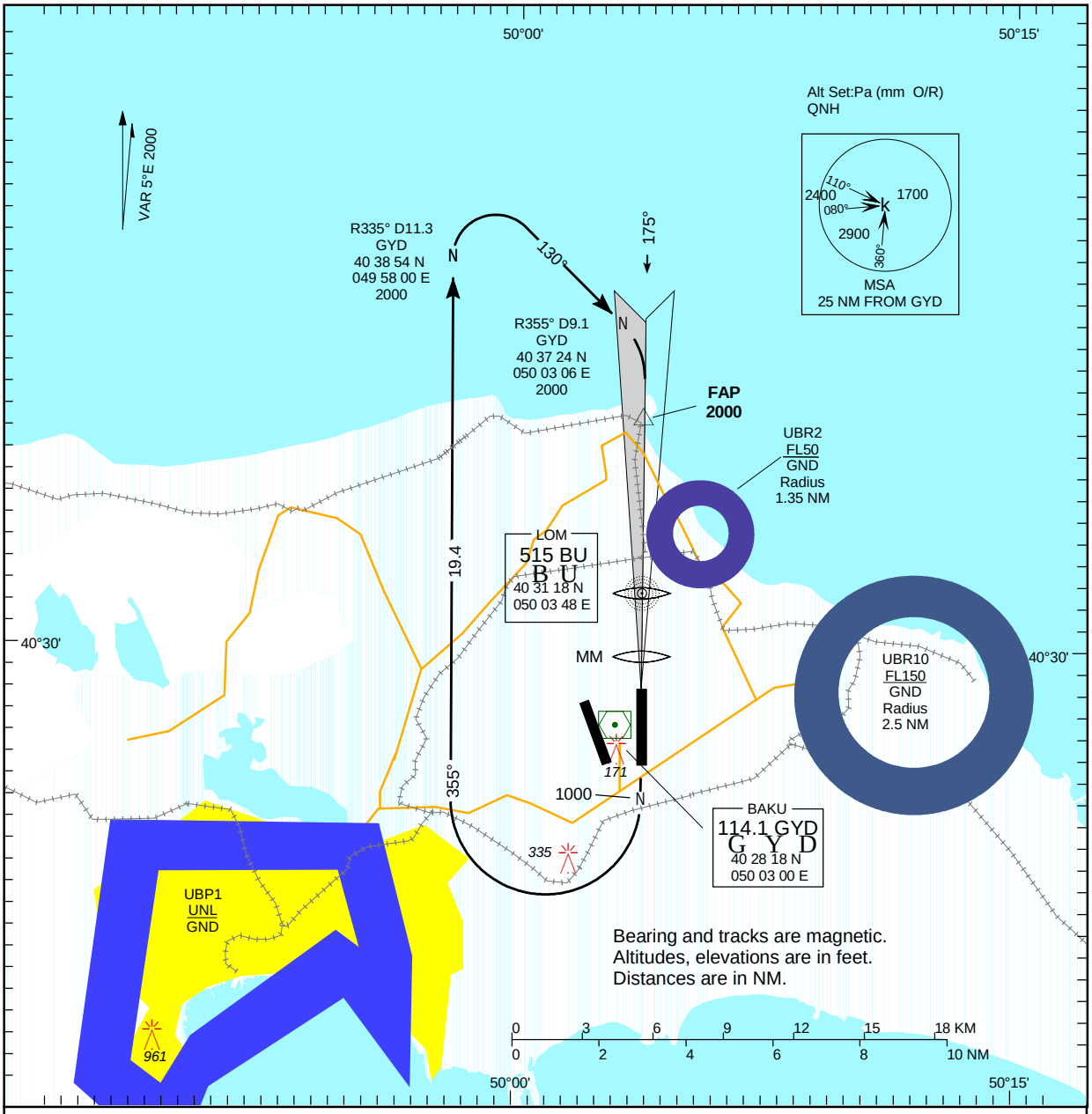
INSTRUMENT APPROACH CHART

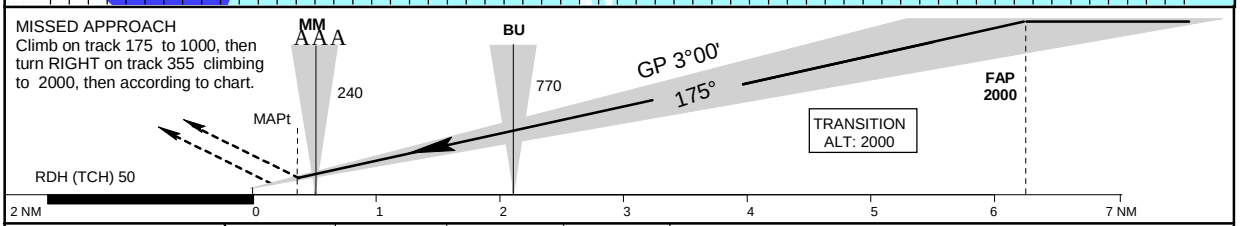
AERODROME ELEV: + 10
ELEV THR RWY 18: + 10

APP	129.300
RADAR	120.800
TWR	119.200

BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV
ILS, VOR/DME RWY 18



MISSED APPROACH
Climb on track 175 to 1000, then turn RIGHT on track 355 climbing to 2000, then according to chart.



OCA/H		A	B	C	D
Straight-in Approach	CAT II	75(65)	75(65)	75(65)	75(65)
	CAT I	131(121)	141(131)	151(141)	161(151)
	CAT III A	APPROVED			

GROUND SPEED	kt	70	90	100	120	140	160
RATE OF DESCENT	ft/min	369	474	527	632	738	843
LOM to MAPt 1.7 DES Gradient 5.2%	min:s	1.17	1.00	0.54	0.45	0.39	0.34

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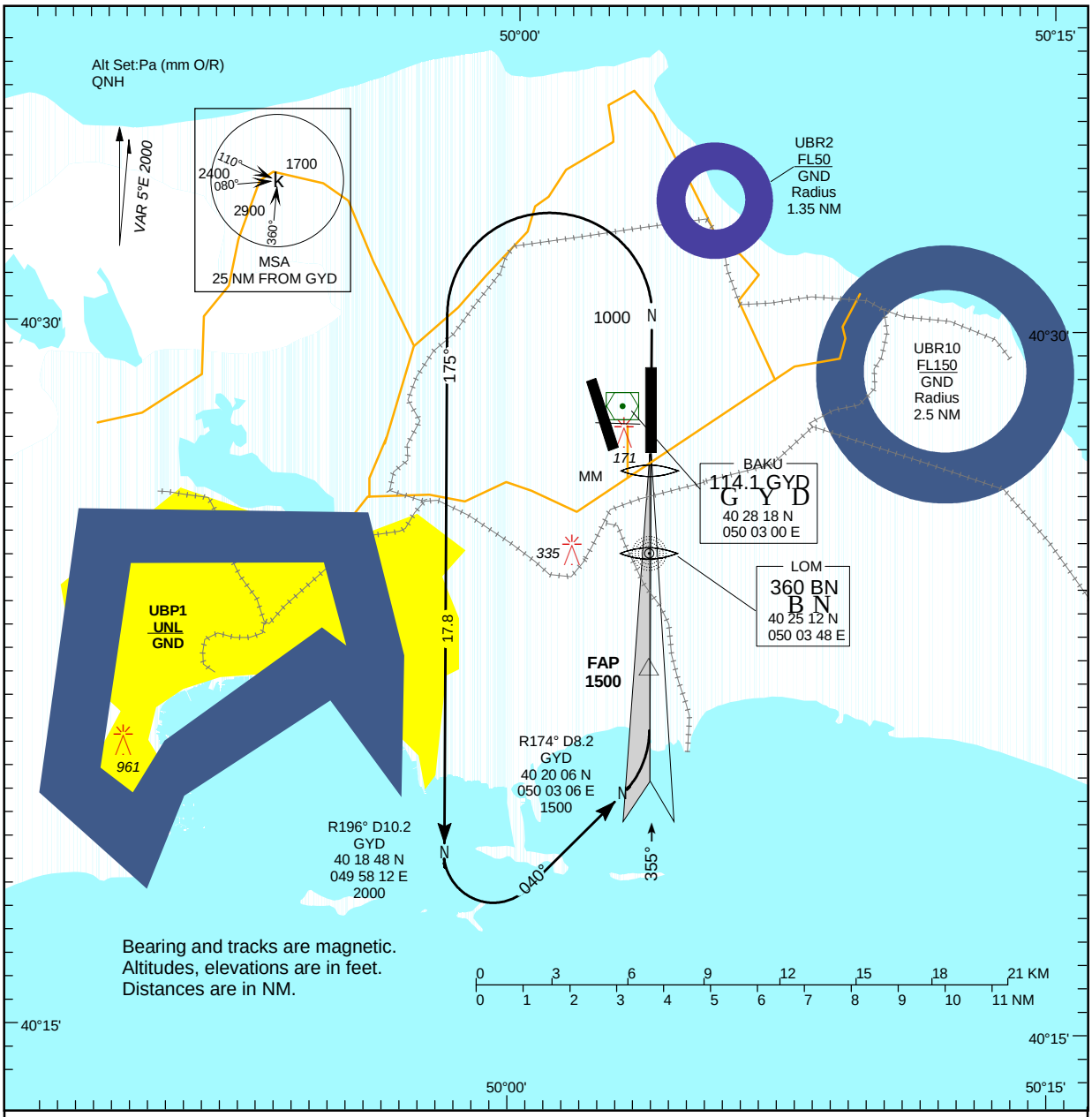
INSTRUMENT APPROACH CHART

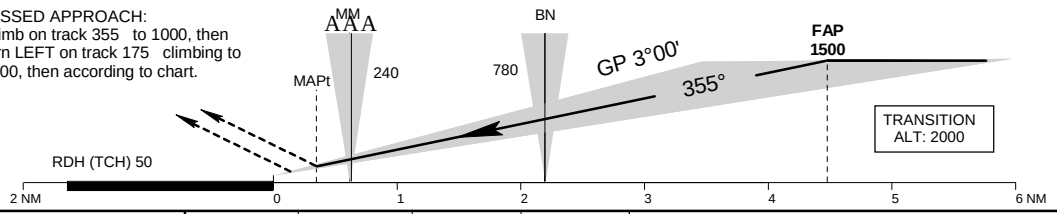
AERODROME ELEV: + 10
ELEV THR RWY36: - 13

APP	129.300
RADAR	120.800
TWR	119.200

BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV ILS, VOR/DME RWY 36



MISSED APPROACH:
Climb on track 355 to 1000, then turn LEFT on track 175 climbing to 2000, then according to chart.



OCA/H		A	B	C	D
Straight-in Approach	CAT II	52(65)	52(65)	67(80)	77(90)
	CAT I	151(164)	161(174)	171(184)	181(194)
	CAT III A	APPROVED			

GROUND SPEED	kt	70	90	100	120	140	160
RATE OF DESCENT	ft/min	369	474	527	632	738	843
LOM to MAPt 1.8 DES Gradient 5.2%	min:s	0.54	0.40	0.36	0.30	0.26	0.23

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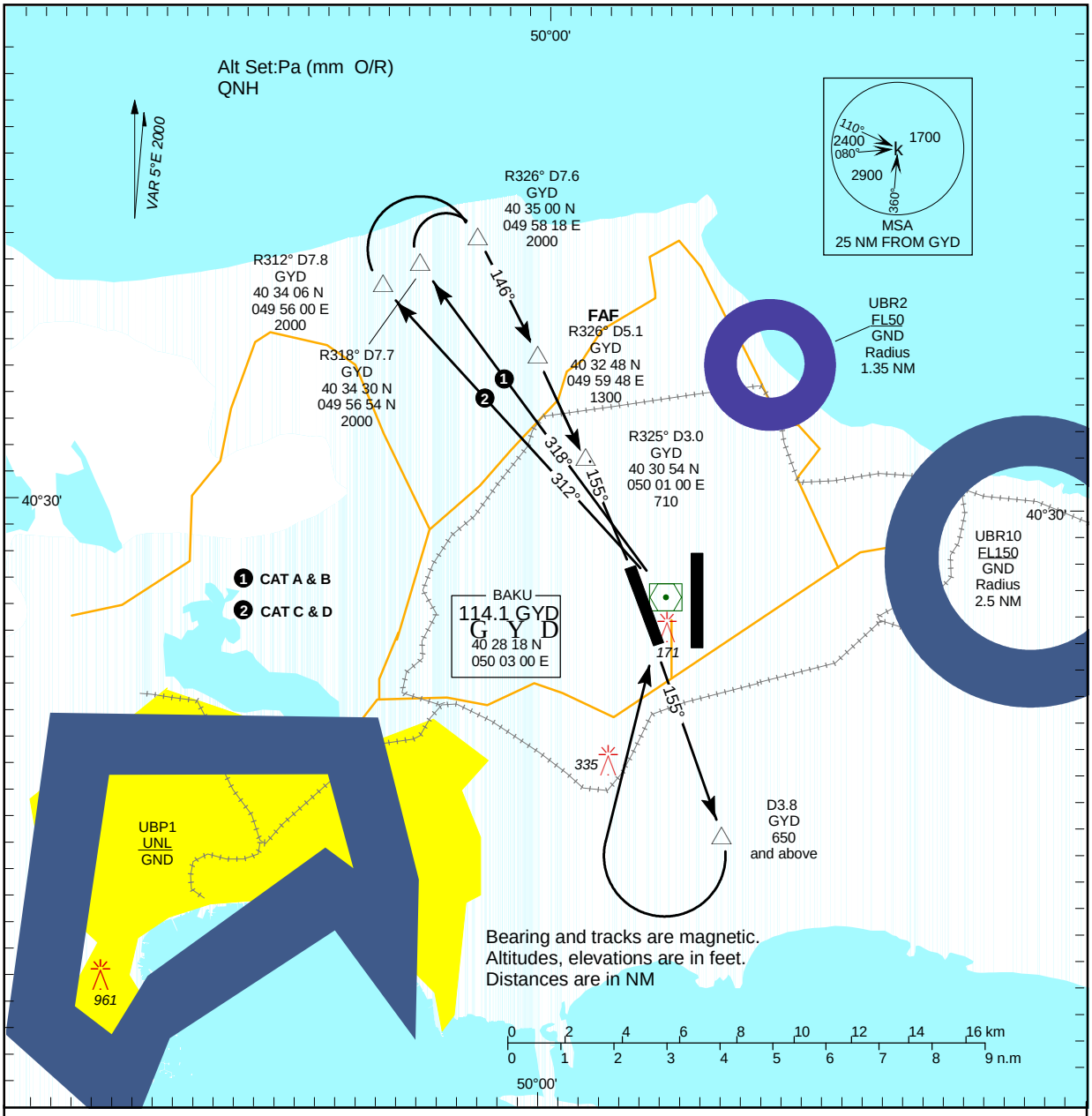
INSTRUMENT APPROACH CHART

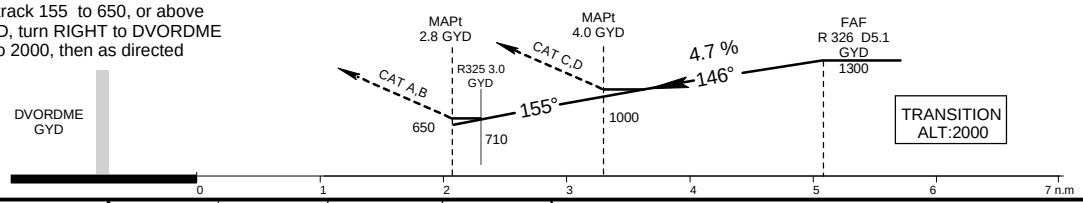
AERODROME ELEV: + 10
ELEV THR RWY 16: - 13

APP	129.300
RADAR	120.800
TWR	119.200

BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV VOR/DME RWY 16



MISSED APPROACH
Climb on track 155 to 650, or above to 3.8 GYD, turn RIGHT to DVORDME climbing to 2000, then as directed by ATC.



OCA/H		A	B	C	D
Straight-in Approach					
	DVORDME	660(670)	660(670)	990(1000)	990(1000)

WARNING:
Start descending after crossing FAF (R 326 , D5.1 GYD).

GROUND SPEED	kt	70	90	100	120	140	160
DES Gradient 4.7%	ft/min	333	428	476	571	666	762
CAT C, D: MAPt at 4.0 GYD CAT A, B: MAPt at 2.8 GYD	min:s						

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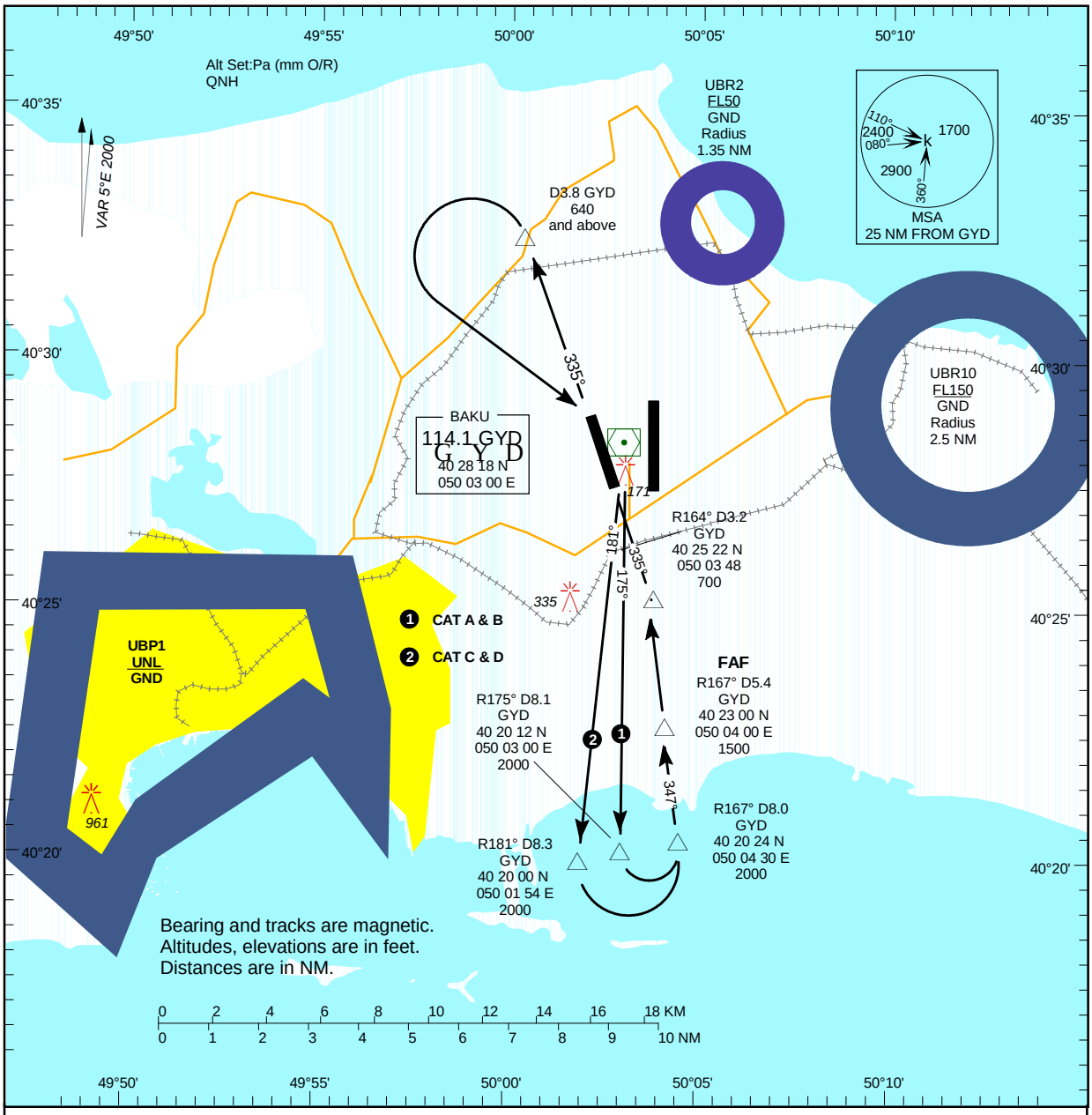
BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV VOR/DME RWY 34

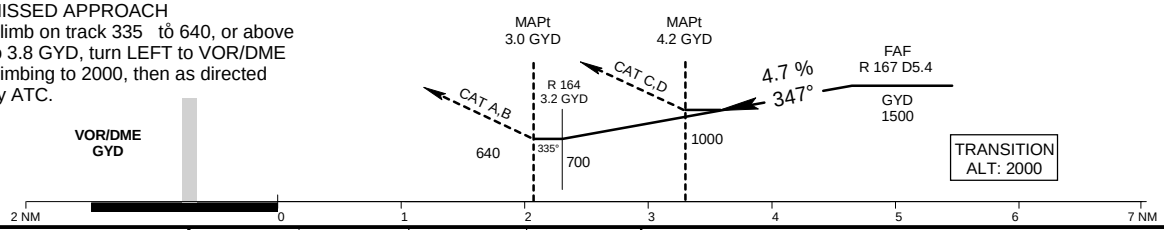
INSTRUMENT APPROACH CHART

AERODROME ELEV: + 10
ELEV THR RWY: - 23

APP	129.300
RADAR	120.800
TWR	119.200



MISSED APPROACH
Climb on track 335 tô 640, or above to 3.8 GYD, turn LEFT to VOR/DME climbing to 2000, then as directed by ATC.



OCA/H		A	B	C	D
Straight-in Approach					
	VOR/DME	650(670)	650(670)	980(1000)	980(1000)

WARNING:
Start descending after crossing FAF (R 167 , D5.4 GYD).

GROUND SPEED	kt	70	90	100	120	140	160
DES Gradient 4.7%	ft/min	333	428	476	571	666	762
CAT C, D: MAPt at 4.2 GYD CAT A, B: MAPt at 3.0 GYD	min:s						

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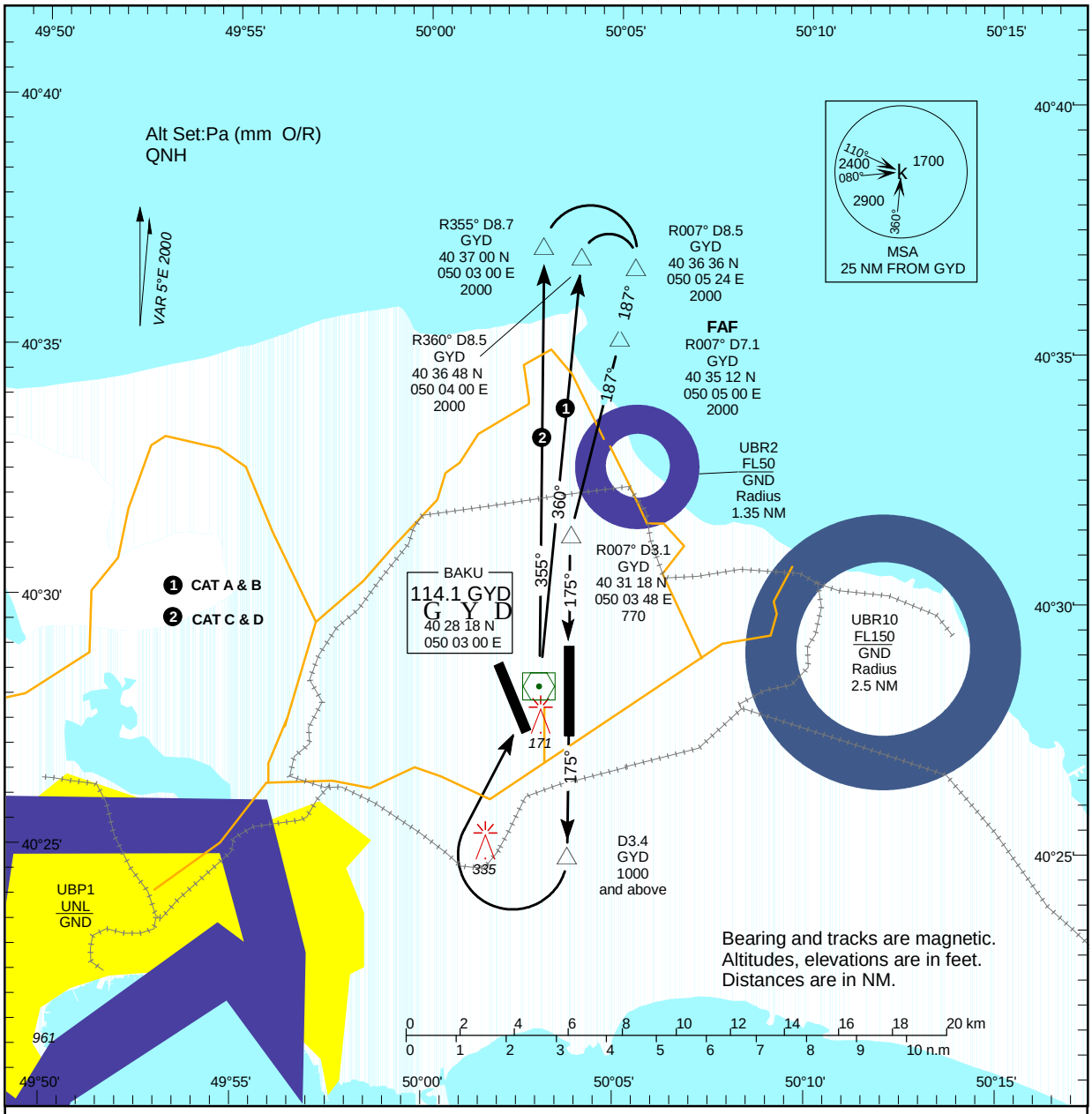
BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV VOR/DME RWY 18

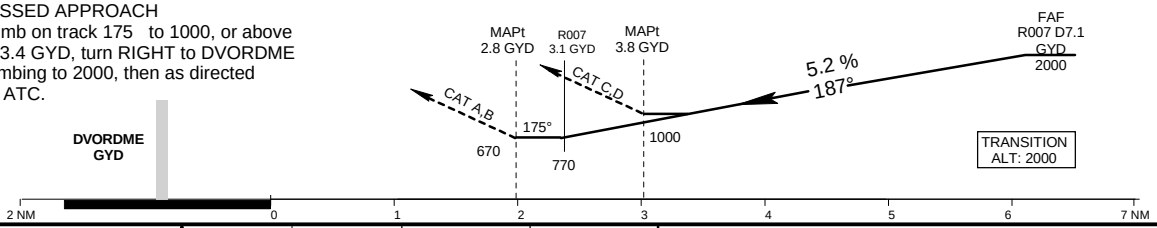
INSTRUMENT APPROACH CHART

AERODROME ELEV: + 10
ELEV THR RVY 18: + 10

APP	129.300
RADAR	120.800
TWR	119.200



MISSED APPROACH
Climb on track 175 to 1000, or above to 3.4 GYD, turn RIGHT to DVORDME climbing to 2000, then as directed by ATC.



OCA/H		A	B	C	D
Straight-in Approach	DVORDME	680(670)	680(670)	1010(1000)	1010(1000)

WARNING:
Start descending after crossing FAF (R 007, D7.1 GYD).

GROUND SPEED	kt	70	90	100	120	140	160
DES Gradient 5.2%	ft/min	369	474	527	632	738	843
CAT C, D: MAPt at 3.8 GYD CAT A, B: MAPt at 2.8 GYD	min:s						

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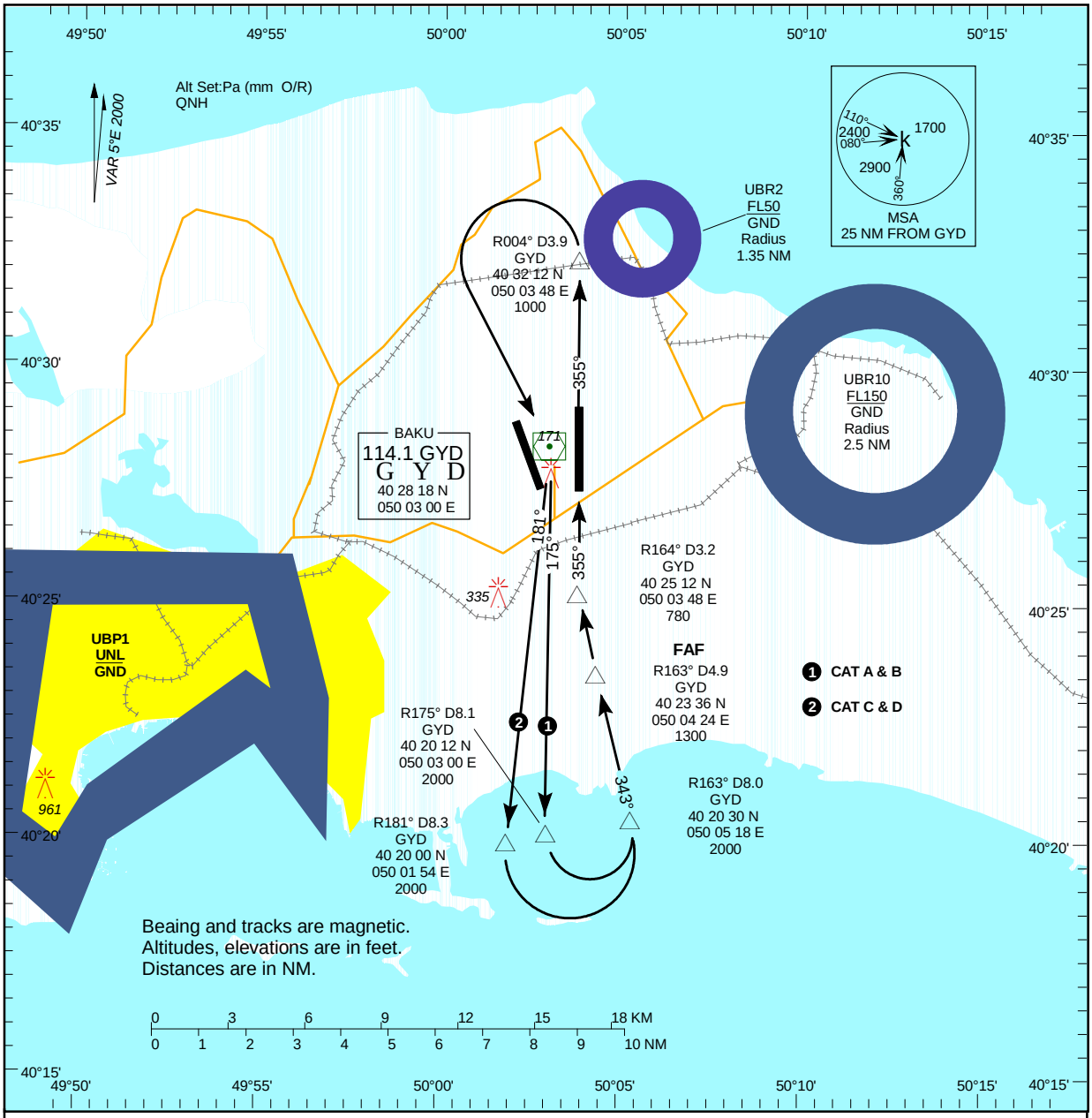
INSTRUMENT APPROACH CHART

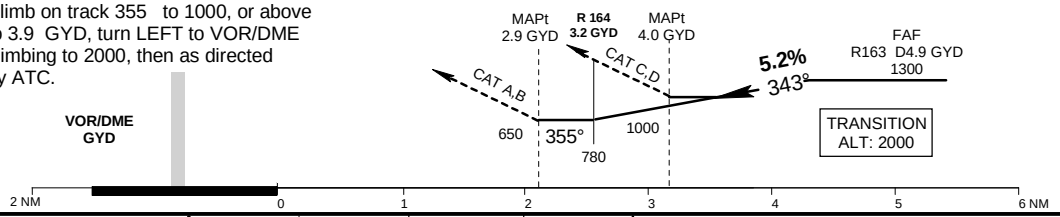
AERODROME ELEV: + 10
ELEV THR RWY: - 13

APP	129.300
RADAR	120.800
TWR	119.200

BAKU INTERNATIONAL AIRPORT HEYDAR ALIYEV VOR/DME RWY 36



MISSED APPROACH
Climb on track 355 to 1000, or above to 3.9 GYD, turn LEFT to VOR/DME climbing to 2000, then as directed by ATC.



OCA/H		A	B	C	D
Straight-in Approach					
	VOR/DME	660(670)	660(670)	990(1000)	990(1000)

WARNING:
Start descending after crossing FAF (R163 , D4.9 GYD).

GROUND SPEED	kt	70	90	100	120	140	160
DES Gradient 5.2%	ft/min	369	474	527	632	738	843
CAT C, D: MAPt at 4.0 GYD CAT A, B: MAPt at 2.9 GYD	min:s						

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VISUAL APPROACH CHART (VFR)

TO BE DEVELOPED

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