

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UBBB

Terminal Charts For UBBB

Revision Letter For Cycle 08-2012

Change Notices

Notebook

## General Information

Location: Baku Aze  
IATA Code: GYD  
Lat/Long: N40° 28.0' E050° 02.8'  
Elevation: 10 ft

Airport Use: Public  
Magnetic Variation: 5.8°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: 0155 Z  
Sunset: 1523 Z,

## Runway Information

Runway: 18  
Length x Width: 10499 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 10 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 246 ft

Runway: 36  
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 126.8  
Baku Tower 119.2  
Baku Tower 118.1  
Baku Ground Control 124.0  
Baku Ground Control 121.7  
Baku Approach Control 129.3  
Baku Approach Control 118.4

---

## 1. GENERAL

---

### 1.1. ATIS

ATIS 126.8

### 1.2. NOISE ABATEMENT PROCEDURES

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

Flights over Baku are prohibited.

ACFT type ANTONOV 24 & 26 are not allowed to land and take-off due to noise abatement, except for ambulance, humanitar, 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 18 and RWY 36 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 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)

Taxiing is restricted to TWYs A, B and C. 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 RTF 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.

### 1.4. TAXI PROCEDURES

Main TWY A between TWY C and THR 18 unlighted.

### 1.5. PARKING INFORMATION

Taxiing into stands with Follow-me car only.

---

## 2. ARRIVAL

---

### 2.1. NOISE ABATEMENT PROCEDURES

#### 2.1.1. REVERSE THRUST

After landing between 2200-0600LT on RWY 18/36 reverse thrust may be used only in case of idle-running regarding flight safety.

### 2.2. CAT II/III OPERATIONS

RWY 18/36 approved for CAT II/III operations, special aircrew and ACFT certification required.

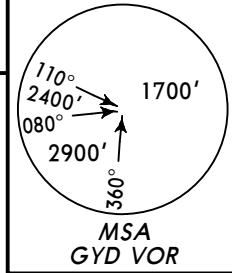
### 2.3. OTHER INFORMATION

Do not mistake lighted motorway between RWY 34 and RWY 36 for RWY 36 apch lights.

ATIS  
126.8

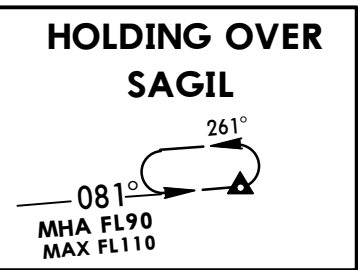
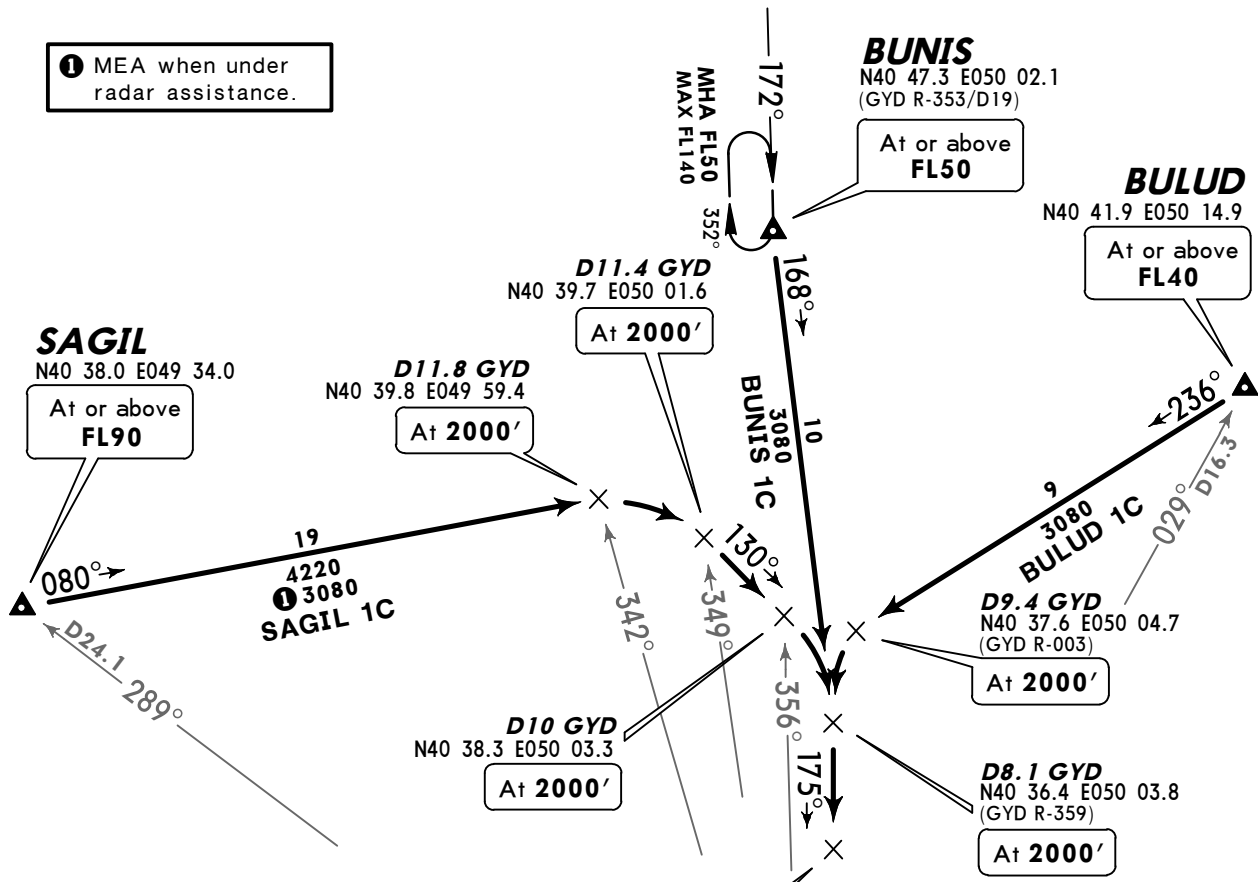
Apt Elev  
10'

Alt Set: hPA (MM on request)  
Trans level: FL40 Trans alt: 2000'



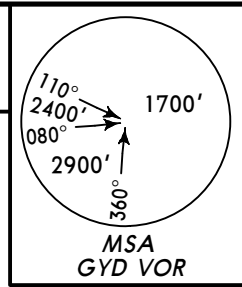
**BULUD 1C [BULU1C], BUNIS 1C [BUNI1C]  
SAGIL 1C [SAGI1C]  
RWY 18 ARRIVALS  
FROM NORTH**

① MEA when under radar assistance.



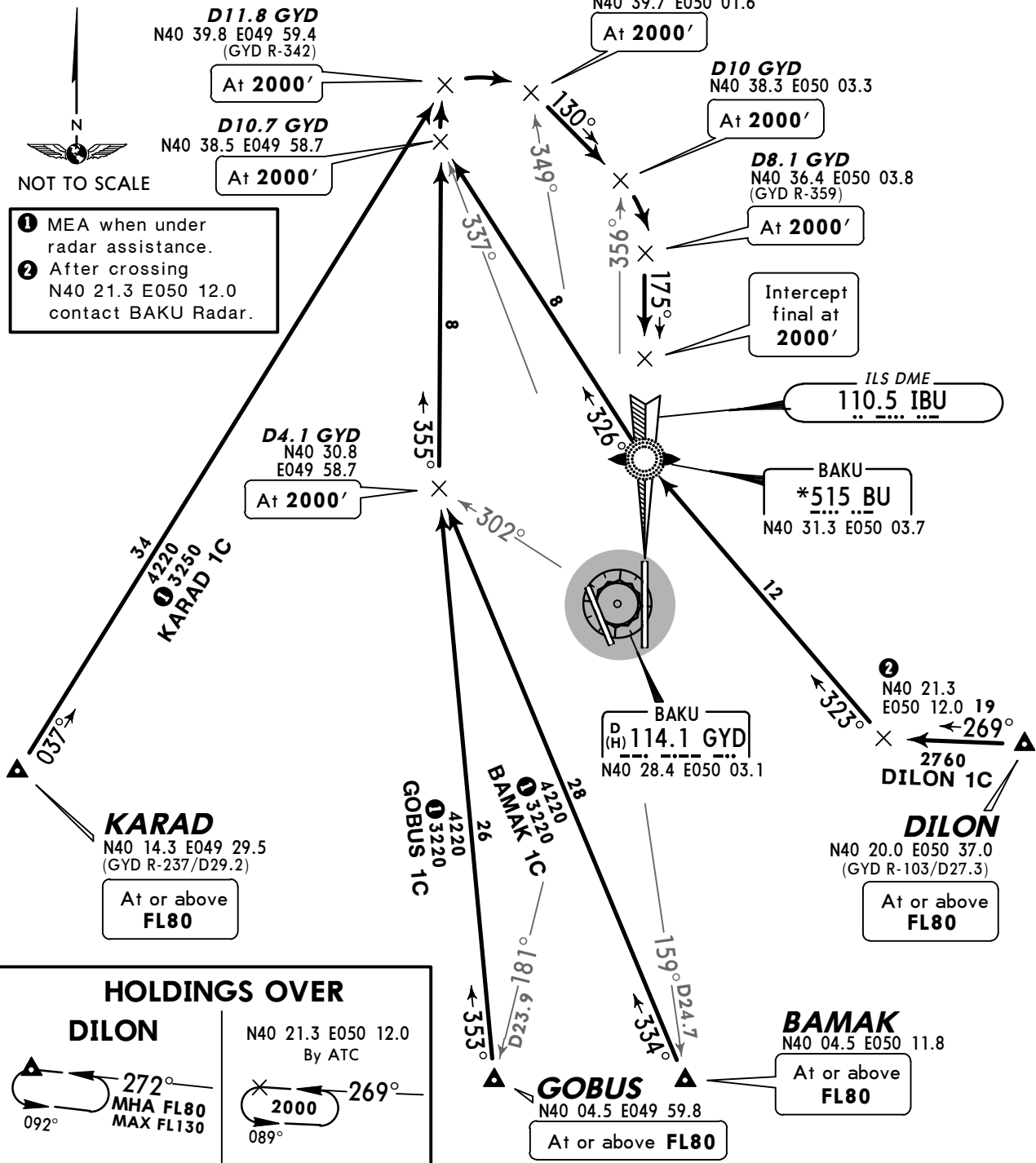
STAR	ROUTING
<b>BULUD 1C</b>	236° track to D9.4 GYD, turn LEFT to D8.1 GYD, 175 ° track to intercept final for ILS approach.
<b>BUNIS 1C</b>	168° track to D8.1 GYD, 175° track to intercept final for ILS approach.
<b>SAGIL 1C</b>	080° track to D11.8 GYD, turn RIGHT to D11.4 GYD, turn RIGHT, 130° track to D10 GYD, turn RIGHT to D8.1 GYD, 175° track to intercept final for ILS approach.

ATIS 126.8	BAKU Radar 129.3	Apt Elev 10'	Alt Set: hPA (MM on request) Trans level: FL40 Trans alt: 2000'
---------------	---------------------	-----------------	---

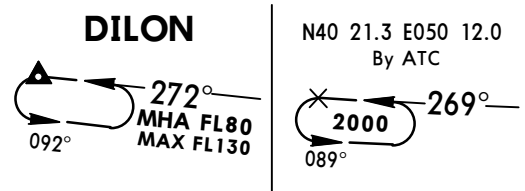


**BAMAK 1C [BAMA1C], DILON 1C [DILO1C]  
GOBUS 1C [GOBU1C], KARAD 1C [KARA1C]  
RWY 18 ARRIVALS**

FROM SOUTH



**HOLDINGS OVER**

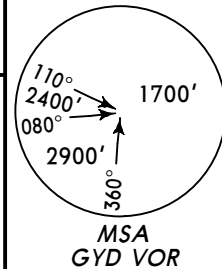


STAR	ROUTING
<b>BAMAK 1C</b>	334° track to D4.1 GYD, turn RIGHT, 355° track to D10.7 GYD, turn RIGHT to D11.8 GYD, turn RIGHT to D11.4 GYD, turn RIGHT, 130° track to D10 GYD, turn RIGHT to D8.1 GYD, 175° track to intercept final for ILS approach.
<b>DILON 1C</b>	269° track to N40 21.3 E050 12.0, 323° track to BU, 326° bearing to D10.7 GYD, turn RIGHT to D11.8 GYD, turn RIGHT to D11.4 GYD, turn RIGHT, 130° track to D10 GYD, turn RIGHT to D8.1 GYD, 175° track to intercept final for ILS approach.
<b>GOBUS 1C</b>	353° track to D4.1 GYD, turn RIGHT, 355° track to D10.7 GYD, turn RIGHT to D11.8 GYD, turn RIGHT to D11.4 GYD, turn RIGHT, 130° track to D10 GYD, turn RIGHT to D8.1 GYD, 175° track to intercept final for ILS approach.
<b>KARAD 1C</b>	037° track to D11.8 GYD, turn RIGHT to D11.4 GYD, turn RIGHT, 130° track to D10 GYD, turn RIGHT to D8.1 GYD, 175° track to intercept final for ILS approach.

ATIS  
126.8

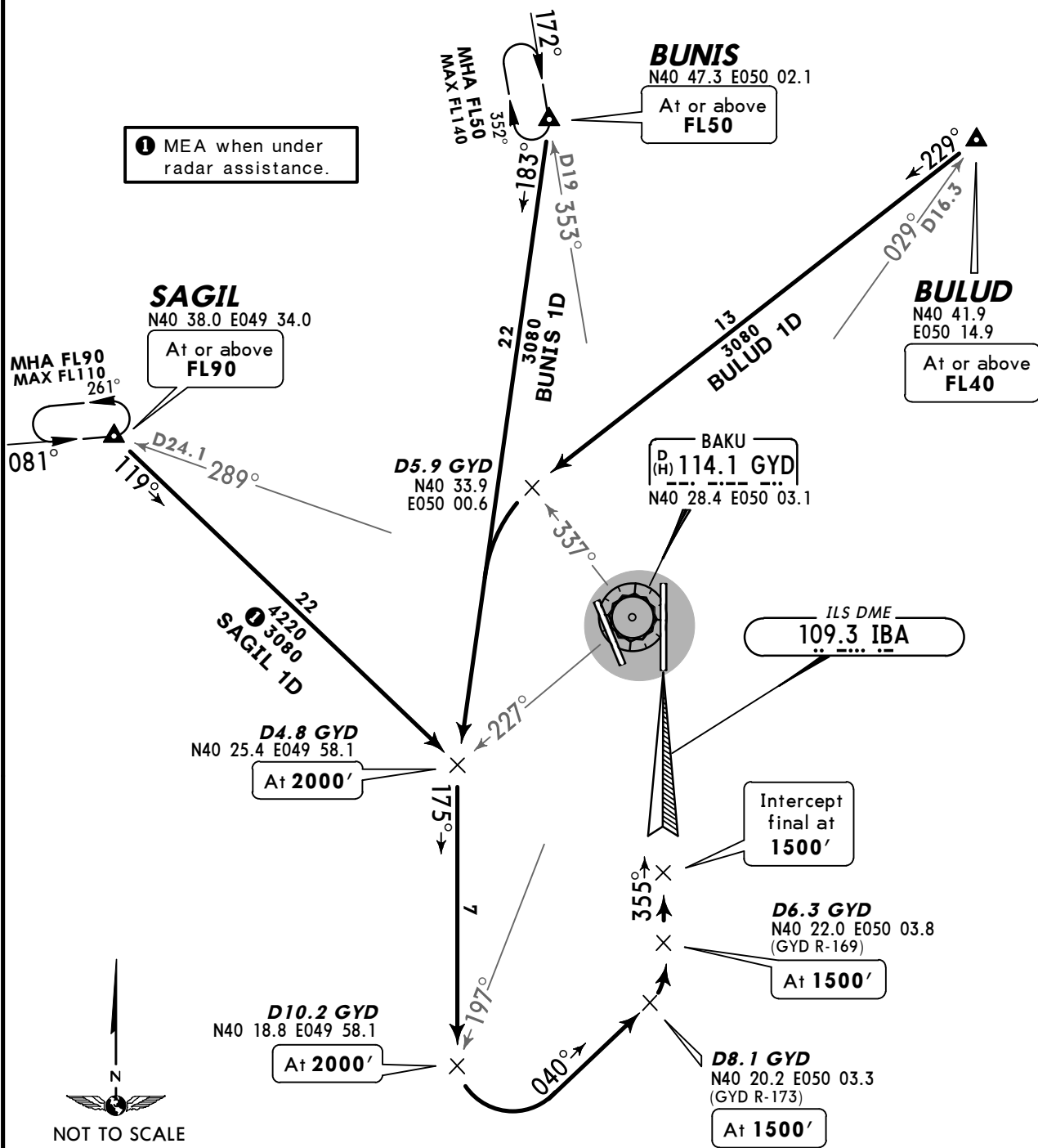
Apt Elev  
10'

Alt Set: hPA (MM on request)  
Trans level: FL40 Trans alt: 2000'



**BULUD 1D [BULU1D], BUNIS 1D [BUNI1D]  
SAGIL 1D [SAGI1D]  
RWY 36 ARRIVALS  
FROM NORTH**

① MEA when under radar assistance.



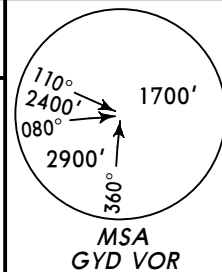
NOT TO SCALE

STAR	ROUTING
<b>BULUD 1D</b>	229° track to D5.9 GYD, turn LEFT, 183° track to D4.8 GYD, 175° track to D10.2 GYD, turn LEFT, 040° track to D8.1 GYD, turn LEFT to D6.3 GYD, 355° track to intercept final for ILS approach.
<b>BUNIS 1D</b>	183° track to D4.8 GYD, 175° track to D10.2 GYD, turn LEFT, 040° track to D8.1 GYD, turn LEFT to D6.3 GYD, 355° track to intercept final for ILS approach.
<b>SAGIL 1D</b>	119° track to D4.8 GYD, turn RIGHT, 175° track to D10.2 GYD, turn LEFT, 040° track to D8.1 GYD, turn LEFT to D6.3 GYD, 355° track to intercept final for ILS approach.

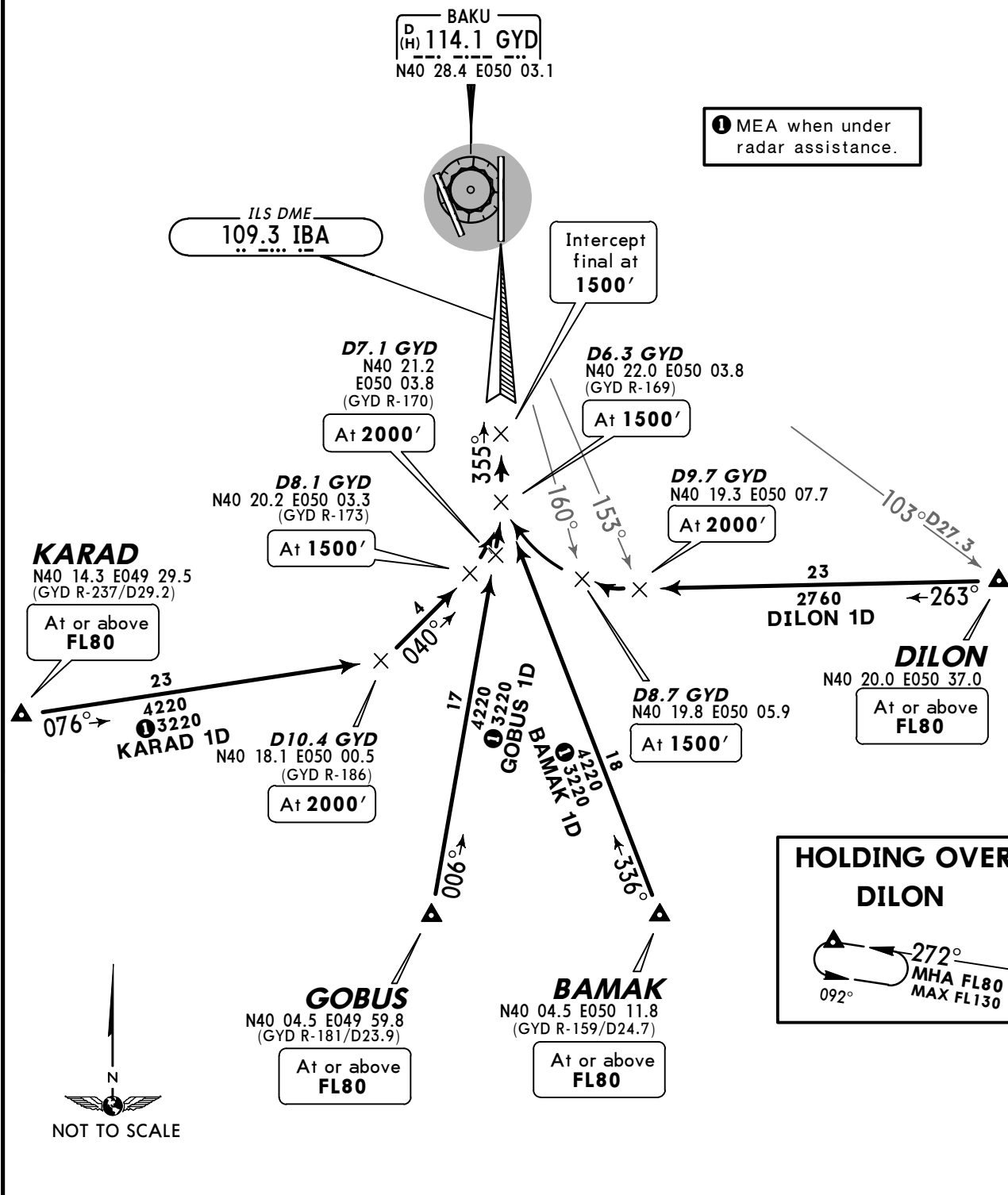
ATIS  
126.8

Apt Elev  
10'

Alt Set: hPA (MM on request)  
Trans level: FL40 Trans alt: 2000'



**BAMAK 1D [BAMA1D], DILON 1D [DILO1D]  
GOBUS 1D [GOBU1D], KARAD 1D [KARA1D]  
RWY 36 ARRIVALS  
FROM SOUTH**

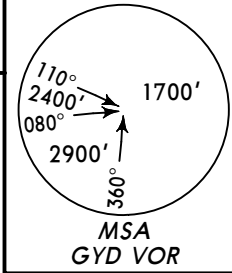


STAR	ROUTING
<b>BAMAK 1D</b>	336° track to D6.3 GYD, 355° track to intercept final for ILS approach.
<b>DILON 1D</b>	263° track to D9.7 GYD, turn RIGHT to D8.7 GYD, turn RIGHT to D6.3 GYD, 355° track to intercept final ILS approach.
<b>GOBUS 1D</b>	006° track to D7.1 GYD, turn LEFT to D6.3 GYD, 355° track to intercept final for ILS approach.
<b>KARAD 1D</b>	076° track to D10.4 GYD, 040° track to D8.1 GYD, turn LEFT to D6.3 GYD, 355° track to intercept final for ILS approach.

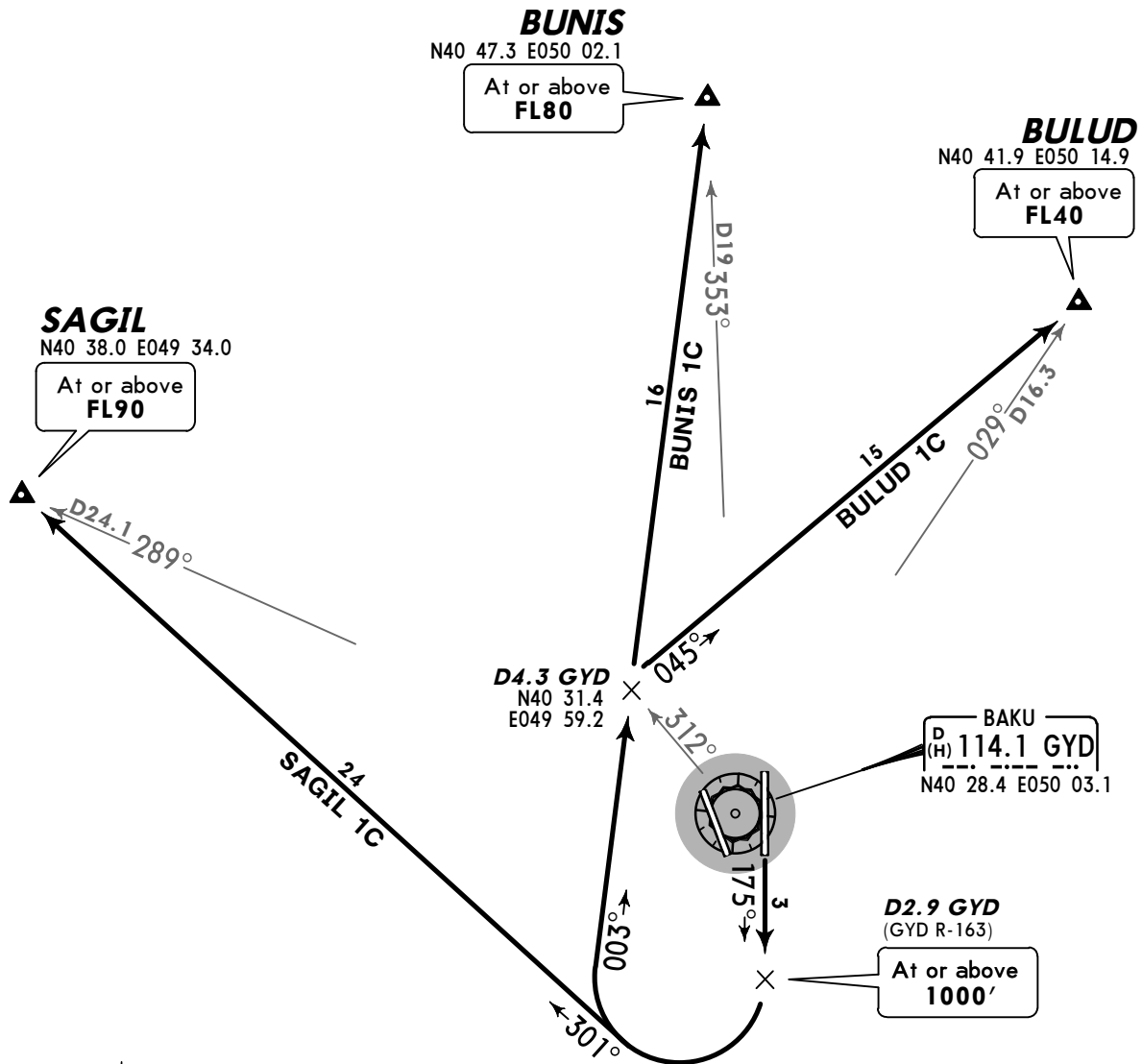


Apt Elev  
10'

Trans level: FL40 Trans alt: 2000'



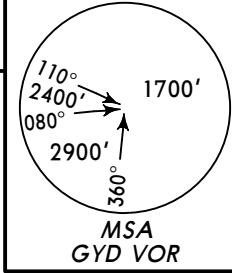
**BULUD 1C [BULU1C], BUNIS 1C [BUNI1C]  
SAGIL 1C [SAGI1C]  
RWY 18 DEPARTURES  
TO NORTH**



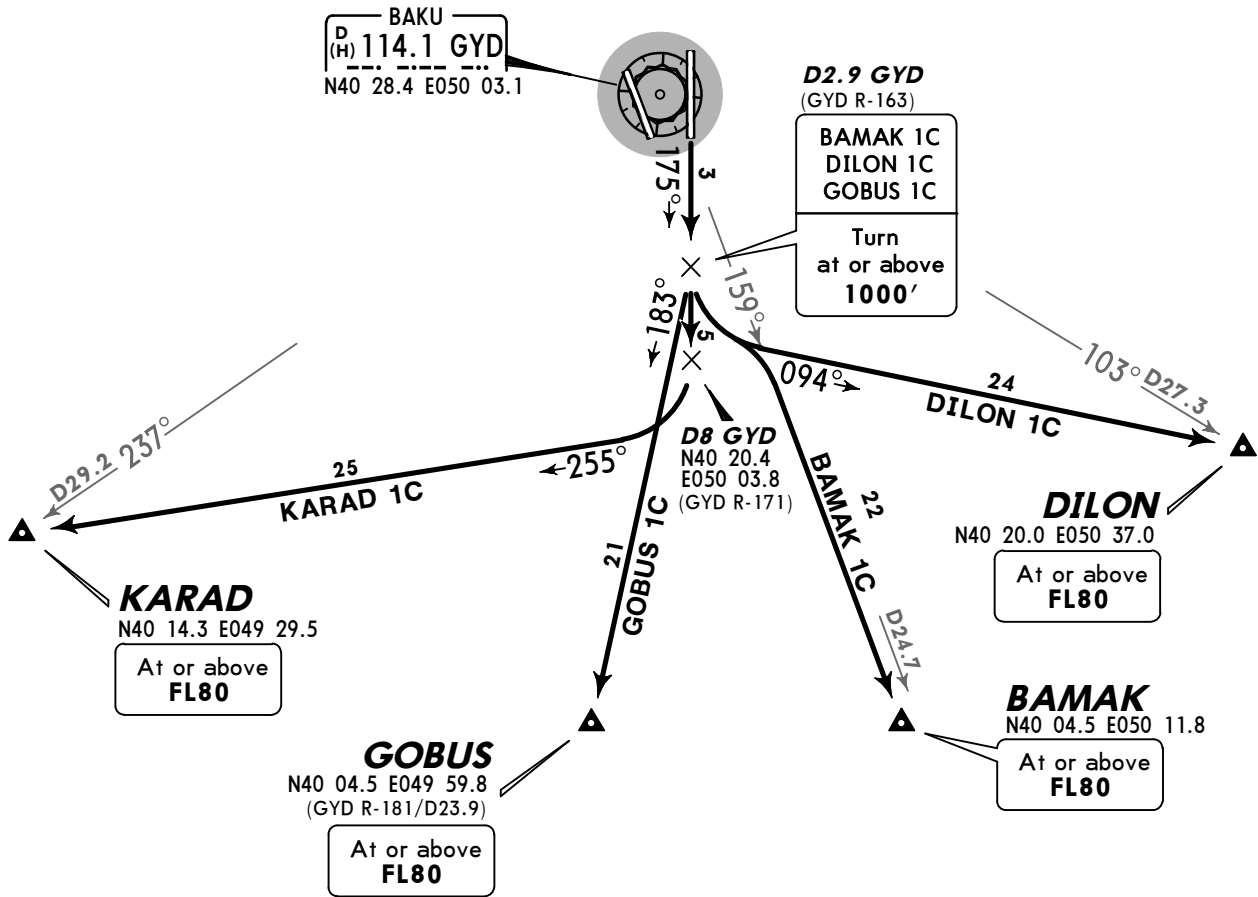
SID	ROUTING
<b>BULUD 1C</b>	Climb to at or above 1000', turn RIGHT, 003° track to D4.3 GYD, turn RIGHT, 045° track to BULUD.
<b>BUNIS 1C</b>	Climb to at or above 1000', turn RIGHT, 003° track to BUNIS.
<b>SAGIL 1C</b>	Climb to at or above 1000', turn RIGHT, 301° track to SAGIL.

Apt Elev  
10'

Trans level: FL40 Trans alt: 2000'



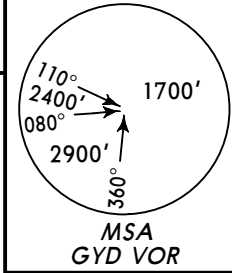
**BAMAK 1C [BAMA1C], DILON 1C [DILO1C]  
GOBUS 1C [GOBU1C], KARAD 1C [KARA1C]  
RWY 18 DEPARTURES  
TO SOUTH**



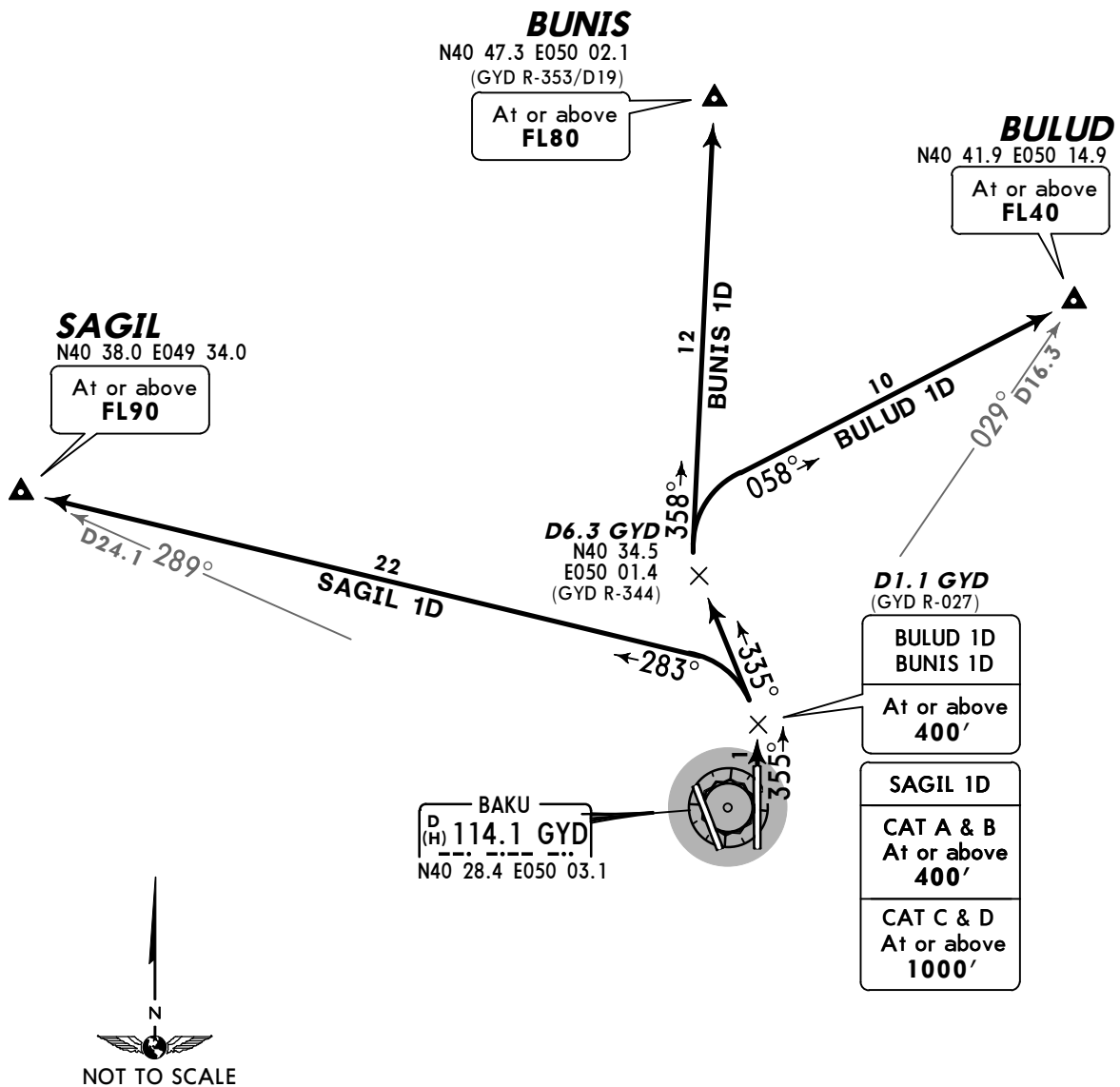
SID	ROUTING
<b>BAMAK 1C</b>	Climb to at or above 1000', turn LEFT, intercept GYD R-159 to BAMAK.
<b>DILON 1C</b>	Climb to at or above 1000', turn LEFT, 094° track to DILON.
<b>GOBUS 1C</b>	Climb to at or above 1000', turn RIGHT, 183° track to GOBUS.
<b>KARAD 1C</b>	Climb straight ahead to D8 GYD, turn RIGHT, 255° track to KARAD.

Apt Elev  
10'

Trans level: FL40 Trans alt: 2000'



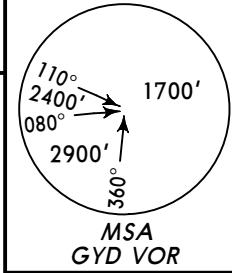
**BULUD 1D [BULU1D], BUNIS 1D [BUNI1D]  
SAGIL 1D [SAGI1D]  
RWY 36 DEPARTURES  
TO NORTH**



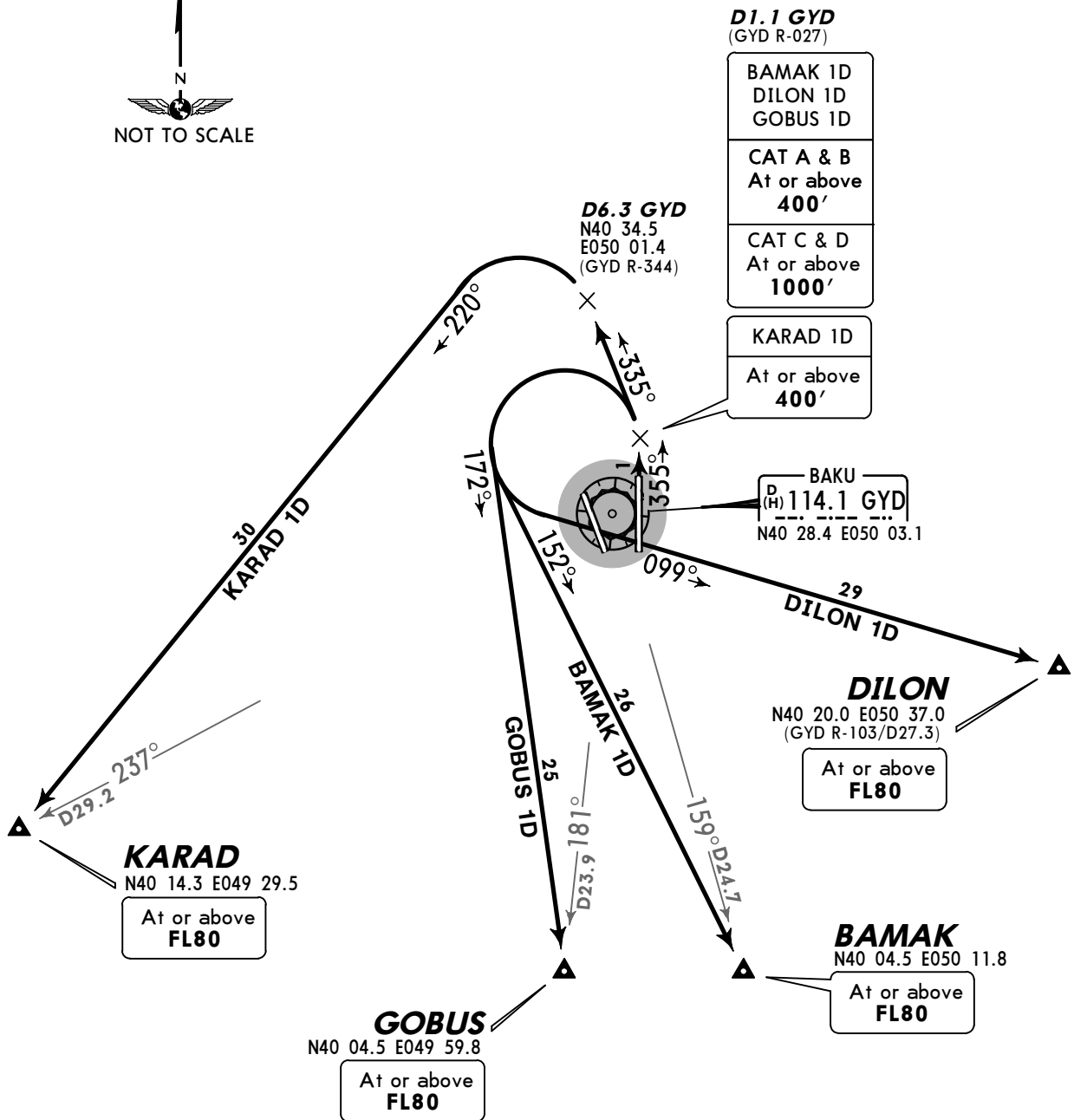
SID	ROUTING
<b>BULUD 1D</b>	Climb to at or above 400', turn LEFT, 335° track to D6.3 GYD, turn RIGHT, 058° track to BULUD.
<b>BUNIS 1D</b>	Climb to at or above 400', turn LEFT, 335° track to D6.3 GYD, turn RIGHT, 358° track to BUNIS.
<b>SAGIL 1D</b>	Climb to at or above 400' (CAT C & D: at or above 1000'), turn LEFT, 283° track to SAGIL.

Apt Elev  
10'

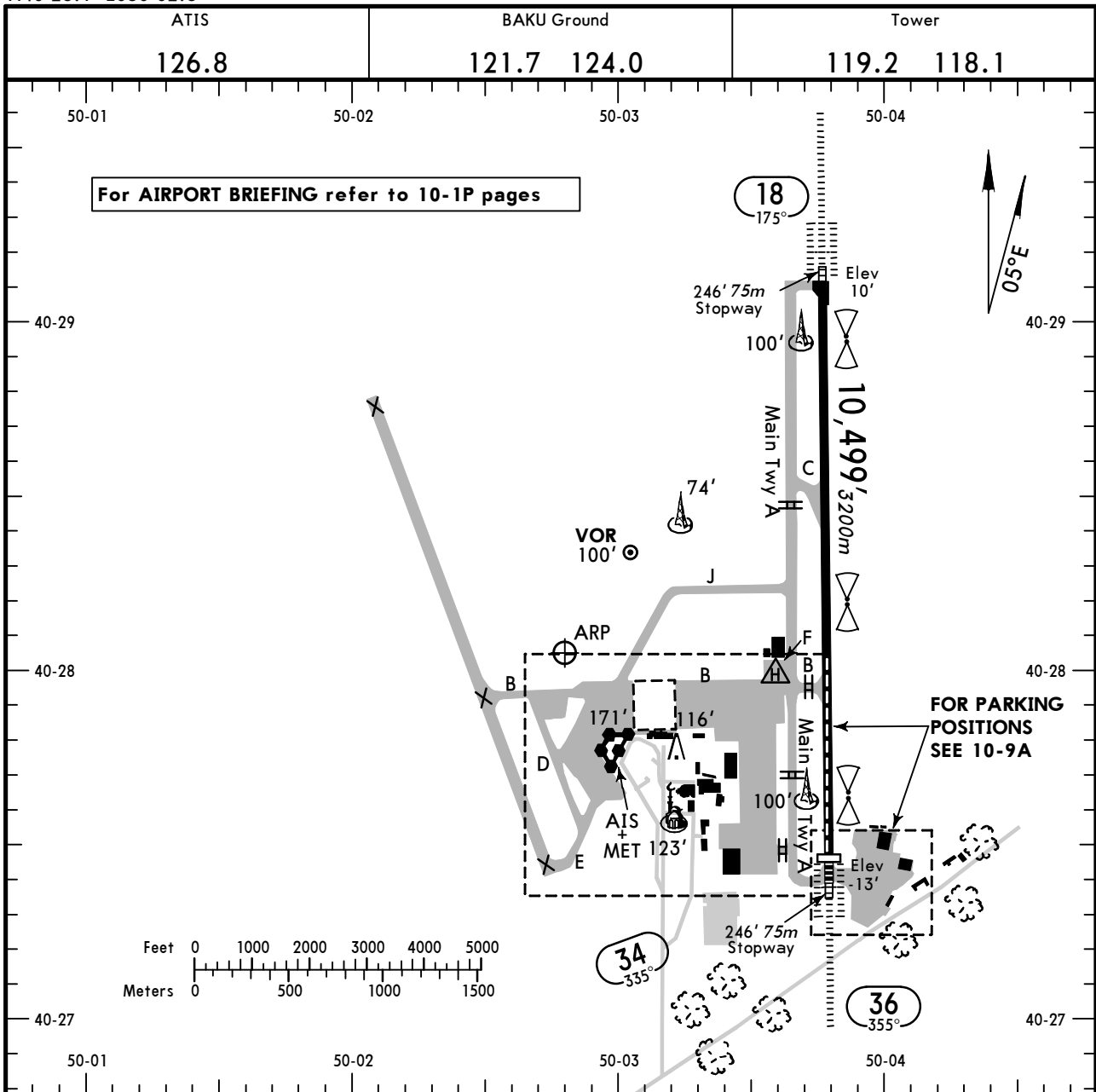
Trans level: FL40 Trans alt: 2000'



**BAMAK 1D [BAMA1D], DILON 1D [DIL01D]  
GOBUS 1D [GOBU1D], KARAD 1D [KARA1D]  
RWY 36 DEPARTURES  
TO SOUTH**



SID	ROUTING
<b>BAMAK 1D</b>	Climb to at or above 400' (CAT C & D: at or above 1000'), turn LEFT, 152° track to BAMAK.
<b>DILON 1D</b>	Climb to at or above 400' (CAT C & D: at or above 1000'), turn LEFT, 099° track to DILON.
<b>GOBUS 1D</b>	Climb to at or above 400' (CAT C & D: at or above 1000'), turn LEFT, 172° track to GOBUS.
<b>KARAD 1D</b>	Climb to at or above 400', turn LEFT, 335° track to D6.3 GYD, turn LEFT, 220° track to KARAD.



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
18 36	HIRL (60m) CL (15m) HIALS-II TDZ PAPI ① RVR	9405' 2867m 10,056' 3065m		147' 45m

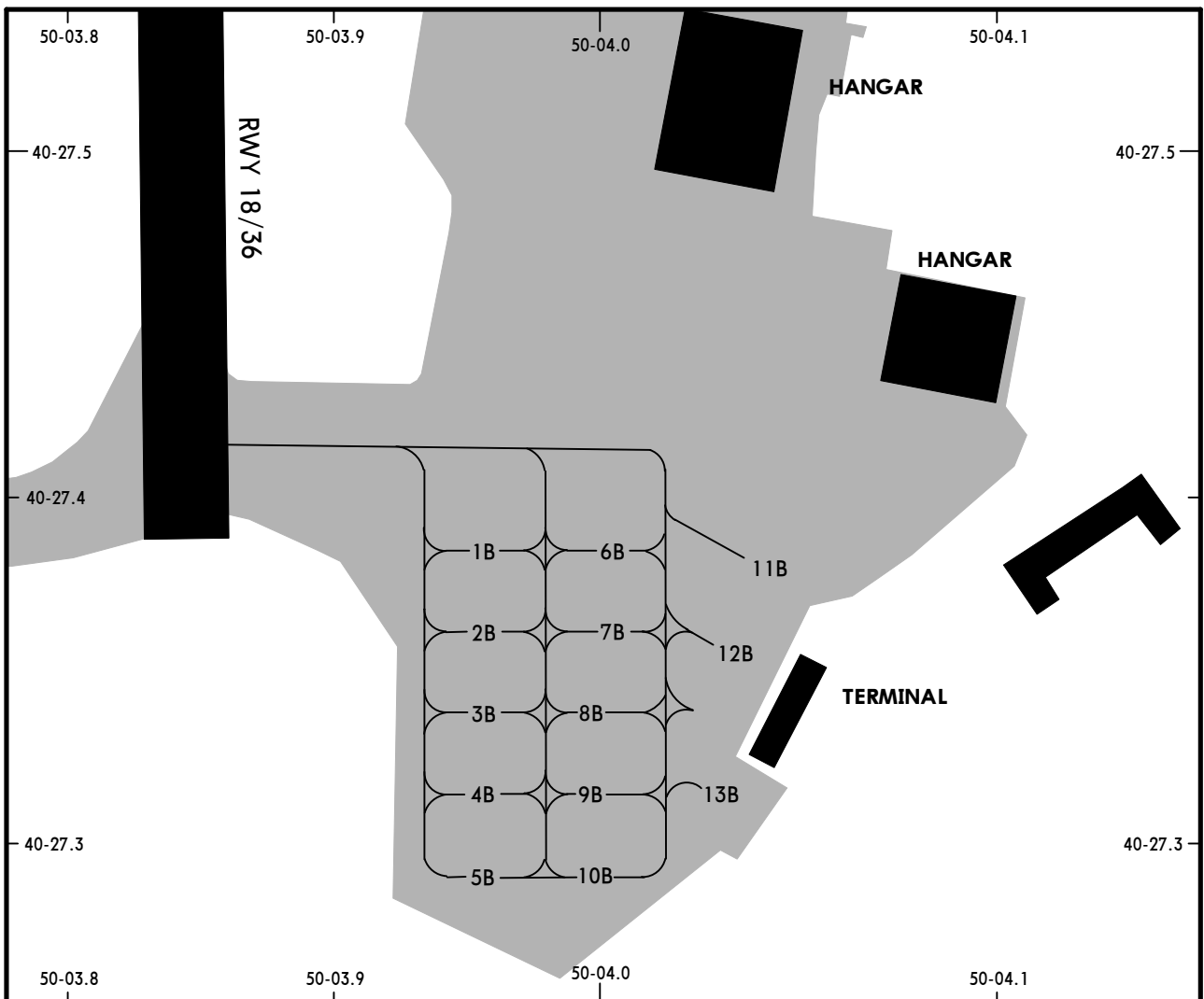
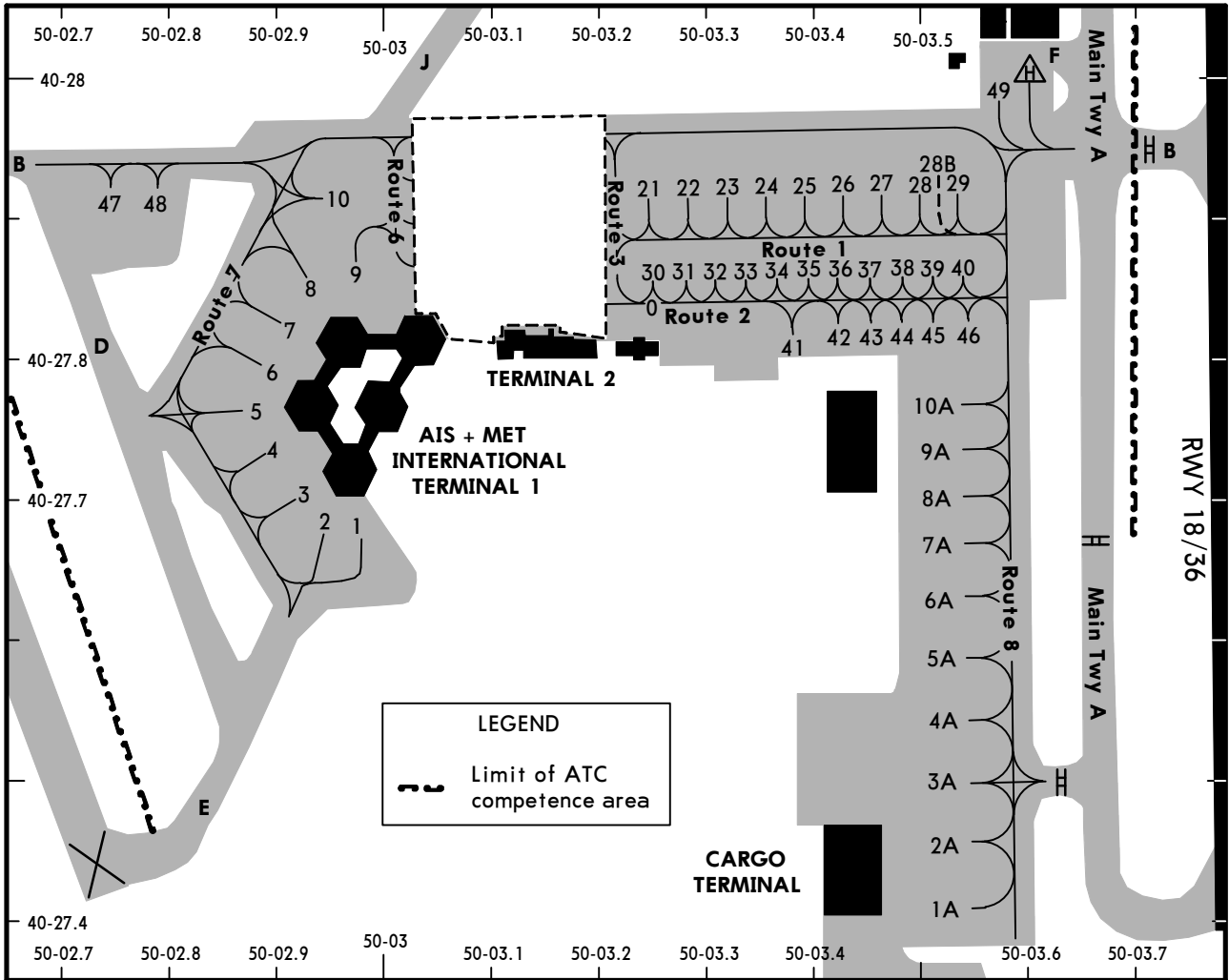
① (angle 3.0°)

JAR-OPS

TAKE-OFF ①

All Rwys						
Approved Operators	LVP must be in force					
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



CHANGES: Runway 16/34 closed.

INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
0	N40 27.8	E050 03.2	10B	N40 27.3	E050 03.9
1	N40 27.7	E050 03.0	11	N40 27.9	E050 03.1
1A	N40 27.4	E050 03.5	11B	N40 27.4	E050 04.0
1B	N40 27.4	E050 03.9	12	N40 27.9	E050 03.0
2	N40 27.7	E050 02.9	12B	N40 27.4	E050 04.0
2A	N40 27.5	E050 03.5	13	N40 27.9	E050 03.0
2B	N40 27.4	E050 03.9	13B	N40 27.3	E050 04.0
3	N40 27.7	E050 02.9	14	N40 27.8	E050 03.1
3A	N40 27.5	E050 03.5	15 thru 17	N40 27.9	E050 03.1
3B	N40 27.3	E050 03.9	18 thru 20	N40 27.9	E050 03.2
4	N40 27.7	E050 02.9	21 thru 23	N40 27.9	E050 03.3
4A	N40 27.5	E050 03.5	24 thru 26	N40 27.9	E050 03.4
4B	N40 27.3	E050 03.9	27 thru 29	N40 27.9	E050 03.5
5	N40 27.8	E050 02.9	30 thru 33	N40 27.9	E050 03.3
5A	N40 27.6	E050 03.5	34 thru 37	N40 27.9	E050 03.4
5B	N40 27.3	E050 03.9	38 thru 40	N40 27.9	E050 03.5
6	N40 27.8	E050 02.9	41, 42	N40 27.8	E050 03.4
6A	N40 27.6	E050 03.5	43 thru 46	N40 27.8	E050 03.5
6B	N40 27.4	E050 04.0	47	N40 27.9	E050 02.7
7	N40 27.8	E050 02.9	48	N40 27.9	E050 02.8
7A	N40 27.7	E050 03.5	49	N40 28.0	E050 03.6
7B	N40 27.4	E050 04.0	VIP	N40 27.8	E050 03.2
8	N40 27.8	E050 02.9			
8A	N40 27.7	E050 03.5			
8B	N40 27.3	E050 03.9			
9	N40 27.8	E050 03.0			
9A	N40 27.7	E050 03.5			
9B	N40 27.3	E050 03.9			
10	N40 27.9	E050 03.0			
10A	N40 27.8	E050 03.5			

STRAIGHT-IN RWY		A	B	C	D
<b>18</b>	CAT 3A ILS	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>
	CAT 2 ILS	<b>110'(100')</b> <b>RA98' R350m</b>	<b>110'(100')</b> <b>RA98' R350m</b>	<b>110'(100')</b> <b>RA98' R350m</b>	<b>110'(100')</b> <b>RA98' R350m</b>
	ILS	<b>210'(200')</b>	<b>210'(200')</b>	<b>210'(200')</b>	<b>210'(200')</b>
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH	
VOR ①	<b>770'(760')</b> <b>R1500m</b>	<b>770'(760')</b> <b>R1500m</b>	<b>1010'(1000')</b> <b>C3800m</b>	<b>1010'(1000')</b> <b>C3800m</b>	
<i>ALS out</i>	R1500m	R1500m	C4500m	C4500m	
<b>36</b>	CAT 3A ILS	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>
	CAT 2 ILS	<b>87'(100')</b> <b>RA98' R350m</b>	<b>87'(100')</b> <b>RA98' R350m</b>	<b>87'(100')</b> <b>RA98' R350m</b>	<b>87'(100')</b> <b>RA98' R350m</b>
	ILS	<b>187'(200')</b>	<b>187'(200')</b>	<b>187'(200')</b>	<b>187'(200')</b>
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH	
VOR ①	<b>780'(793')</b> <b>C2900m</b>	<b>780'(793')</b> <b>C2900m</b>	<b>1000'(1013')</b> <b>C4100m</b>	<b>1000'(1013')</b> <b>C4100m</b>	
<i>ALS out</i>	C3600m	C3600m	C4900m	C4900m	

① Continuous Descent Final Approach.

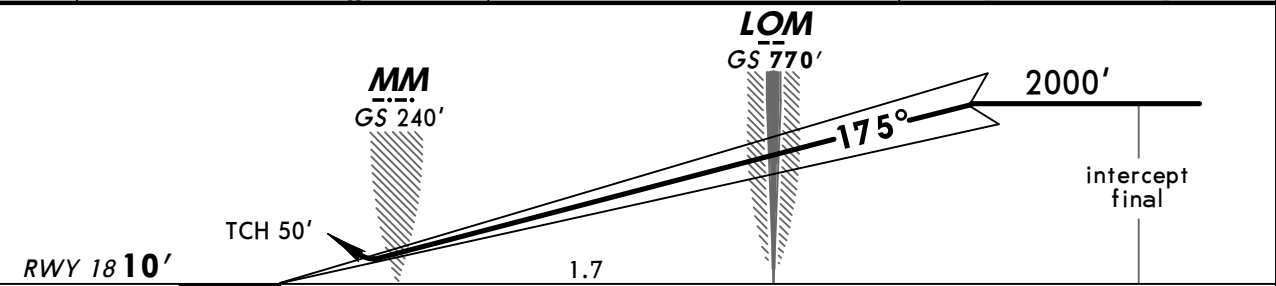
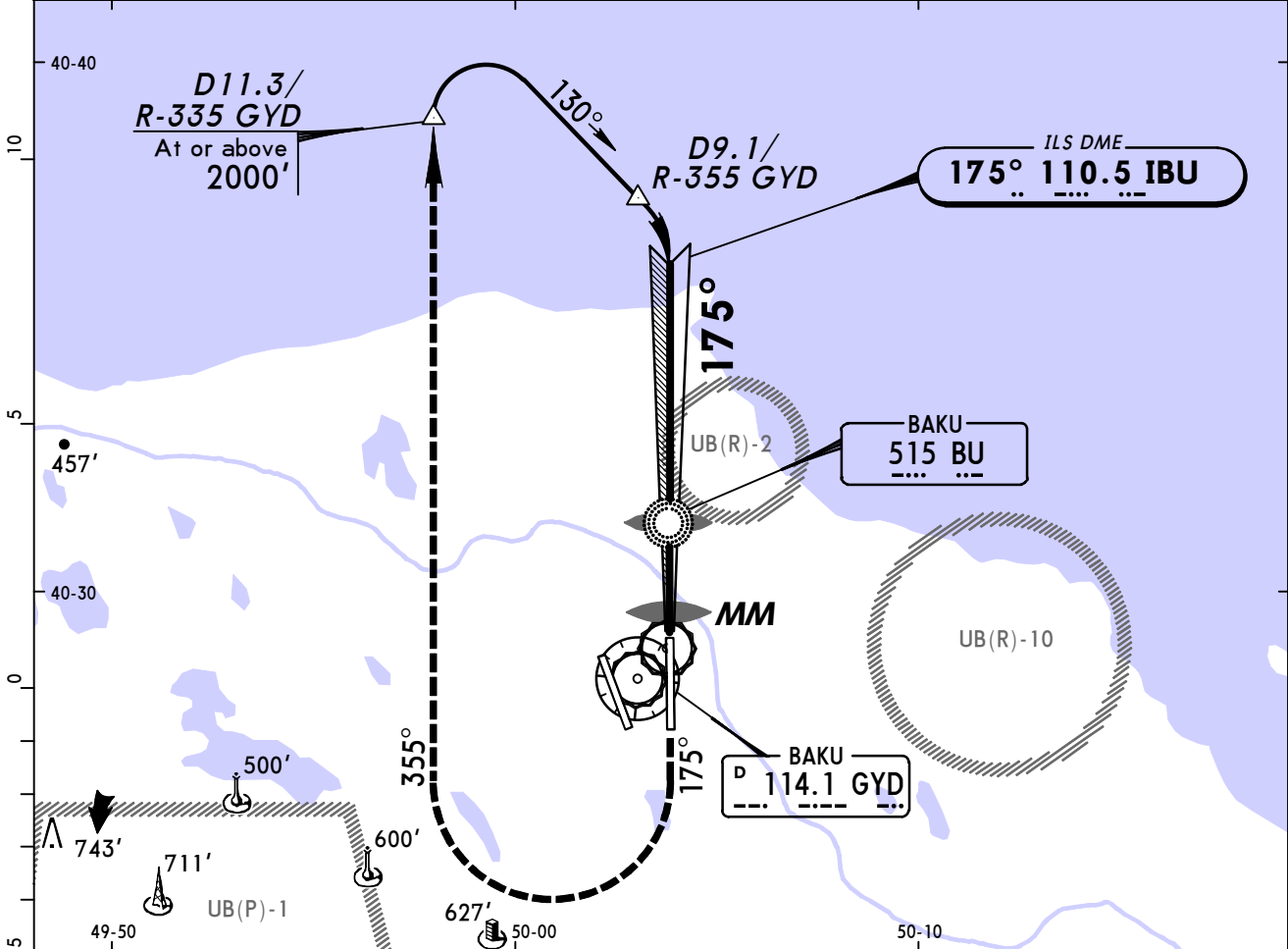
### TAKE-OFF RWY 18, 36

	LVP must be in Force				RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			



ATIS 126.8		BAKU Approach 129.3 118.4		BAKU Tower 119.2 118.1		Ground 121.7 124.0	
LOC IBU <b>110.5</b>	Final Apch Crs <b>175°</b>	GS LOM <b>770' (760')</b>	ILS DA(H) <b>210' (200')</b>	Apt Elev <b>10'</b>	RWY <b>10'</b>	<p>MSA GYD VOR</p>	
<b>MISSED APCH: Climb on 175° to 1000', then turn RIGHT onto 355° climbing to 2000', then according to chart.</b>							

Alt Set: hPa (MM on req)      Rwy Elev: 0 hPa      Trans level: FL 40      Trans alt: 2000'

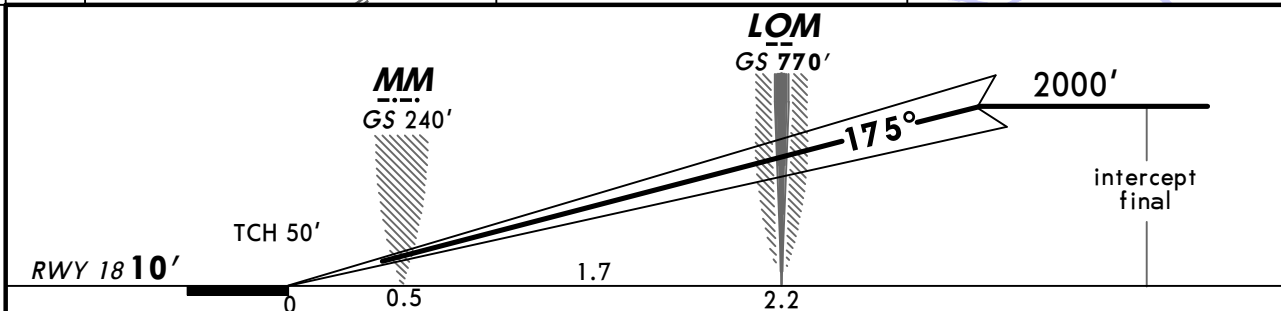
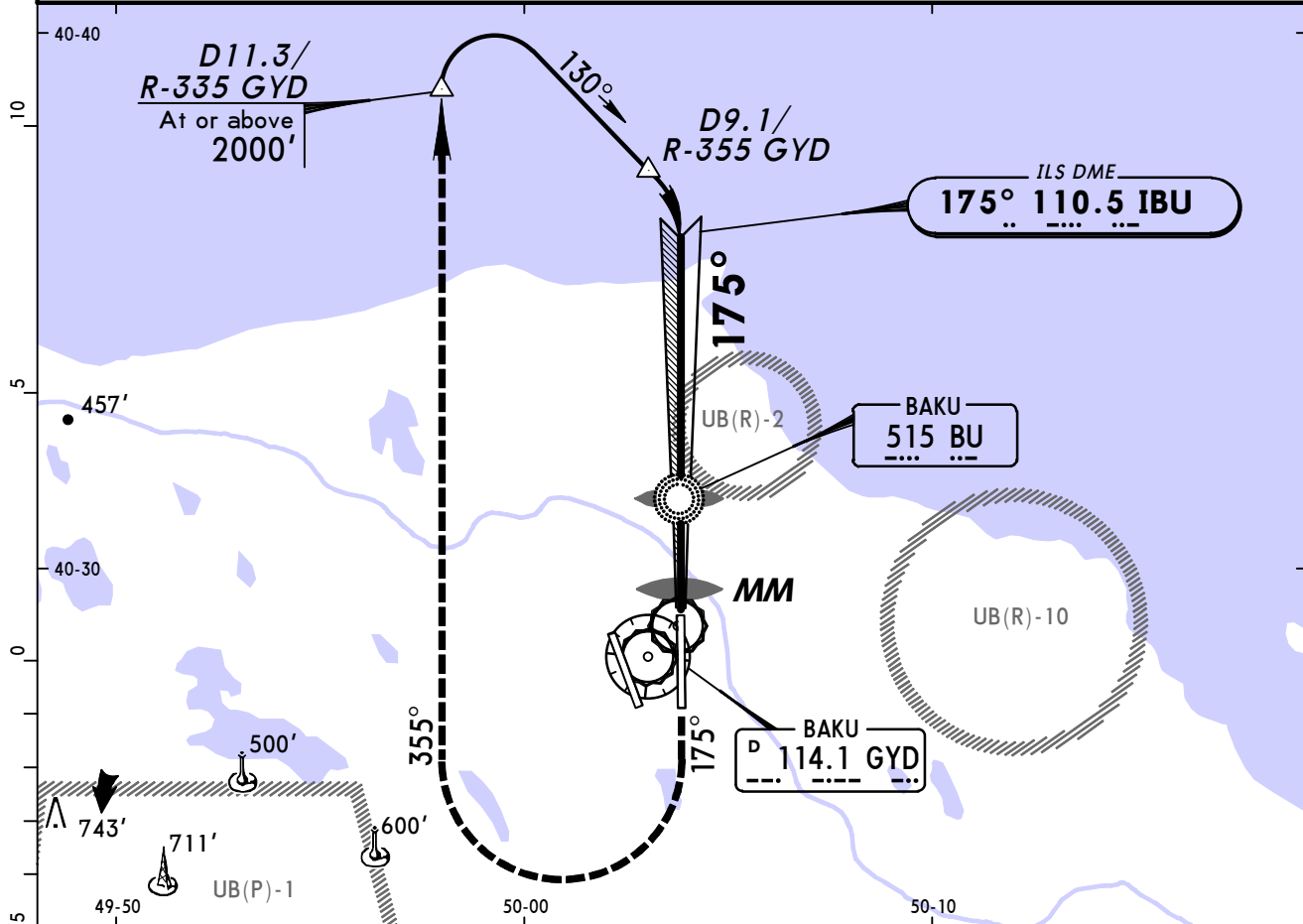


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1000'	on 175°	355°	2000'
ILS GS	3.00°	377	484	538	646	753	PAPI	↑	→	↻	↑

<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 18	
ILS DA(H) <b>210' (200')</b>		LOC (GS out)	
FULL	ALS out		

PANS OPS	A			
	B			
	C	RVR 550m	RVR 1000m	NOT AUTHORIZED
	D			

ATIS <b>126.8</b>		BAKU Approach <b>129.3 118.4</b>		BAKU Tower <b>119.2 118.1</b>		Ground <b>121.7 124.0</b>	
LOC IBU <b>110.5</b>	Final Apch Crs <b>175°</b>	GS LOM <b>770' (760')</b>	CAT II ILS <b>RA 98'</b> DA(H) 110' (100')		Apt Elev <b>10'</b>	RWY <b>10'</b>	
<b>MISSED APCH: Climb on 175° to 1000', then turn RIGHT onto 355° climbing to 2000', then according to chart.</b>							<p>MSA GYD VOR</p>
Alt Set: hPa (MM on req) Special Aircrew & Acft Certification Required.		Rwy Elev: 0 hPa		Trans level: FL 40		Trans alt: 2000'	

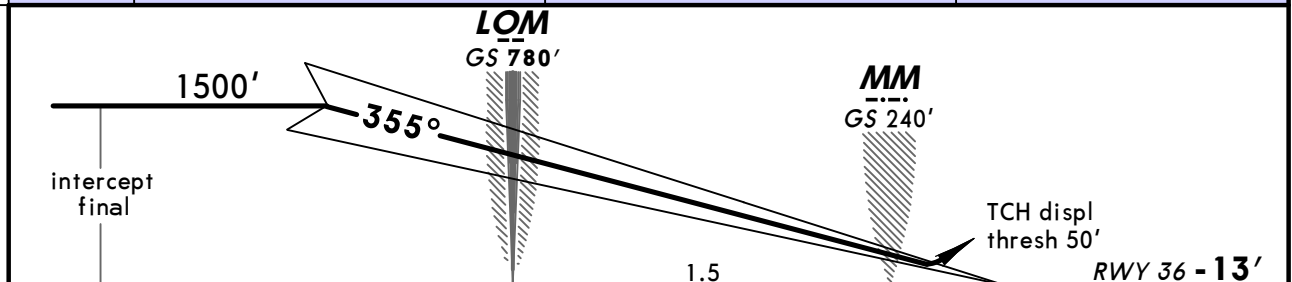
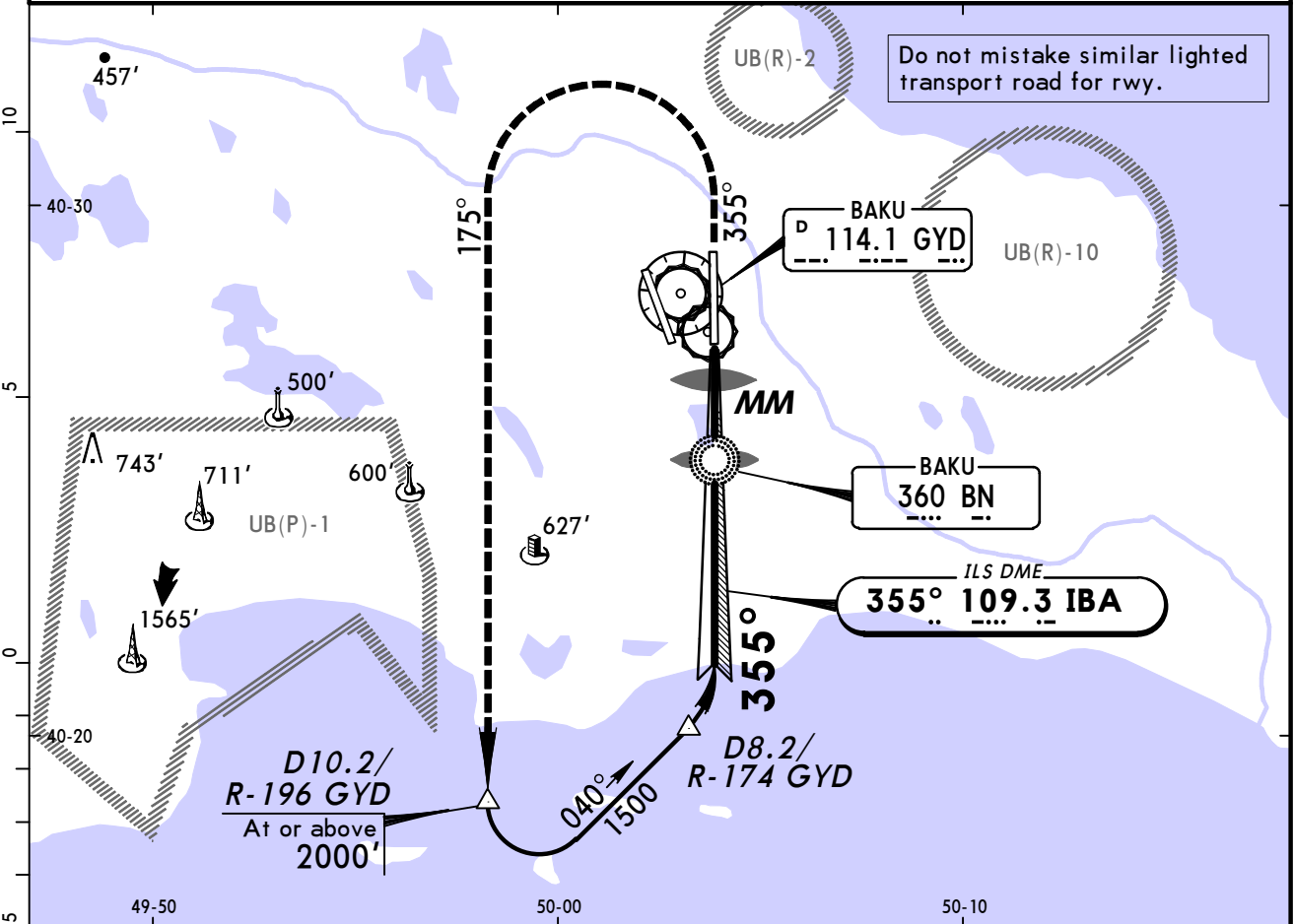


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1000'	on 175°	355°	2000'
GS	3.00°	377	484	538	646	753	861	PAPI	PAPI	RT	↑

**JAR-OPS** STRAIGHT-IN LANDING RWY 18  
**CAT II ILS**  
 ABCD  
**RA 98'**  
 DA(H) **110' (100')**

**PANS OPS**  
 RVR **350m**

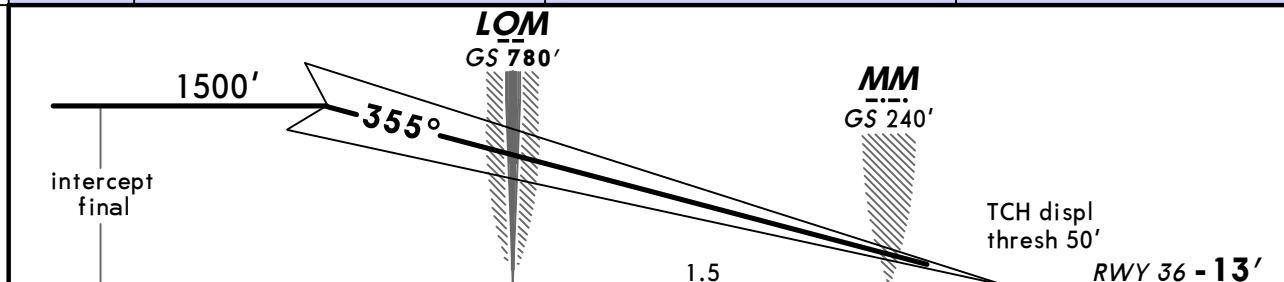
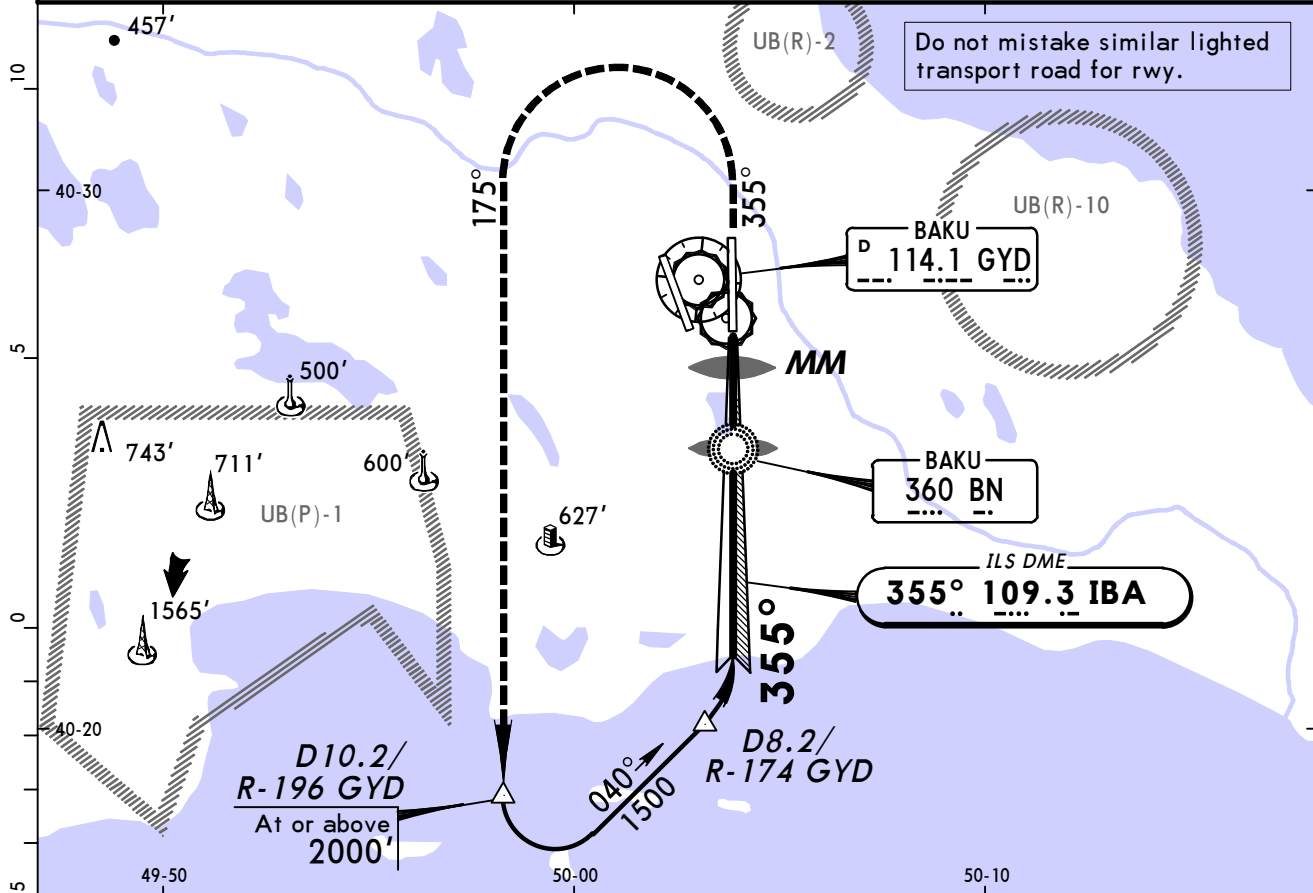
ATIS 126.8		BAKU Approach 129.3 118.4		BAKU Tower 119.2 118.1		Ground 121.7 124.0	
LOC IBA <b>109.3</b>	Final Apch Crs <b>355°</b>	GS LOM <b>780' (793')</b>	ILS DA(H) <b>187' (200')</b>	Apt Elev RWY -13' (BELOW SEA LEVEL)			
<b>MISSED APCH:</b> Climb on 355° to 1000', then turn LEFT onto 175° climbing to 2000', then according to chart.						MSA GYD VOR	
Alt Set: hPa (MM on req)		Rwy Elev: 0 hPa		Trans level: FL 40		Trans alt: 2000'	



TO DISPLACED THRESHOLD							2.2	1.5	0.7	0	RWY 36 - 13'		
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1000'	on 355°	175°	2000'	
ILS GS	3.00°	377	484	538	646	861	PAPI PAPI		↑	↙	↖	↑	

<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 36	
ILS DA(H) <b>187' (200')</b>		LOC (GS out)	
FULL	ALS out		
A			
B			
C	RVR 550m	NOT AUTHORIZED	
D	RVR 1000m		

ATIS <b>126.8</b>		BAKU Approach <b>129.3 118.4</b>		BAKU Tower <b>119.2 118.1</b>		Ground <b>121.7 124.0</b>	
LOC IBA <b>109.3</b>	Final Apch Crs <b>355°</b>	GS LOM <b>780' (793')</b>	CAT II ILS RA <b>98'</b> DA(H) <b>87' (100')</b>		Apt Elev <b>10'</b>	RWY - <b>13'</b> (BELOW SEA LEVEL)	
<b>MISSED APCH: Climb on 355° to 1000', then turn LEFT onto 175° climbing to 2000', then according to chart.</b>							
Alt Set: hPa (MM on req)		Rwy Elev: 0 hPa		Trans level: FL 40		Trans alt: 2000'	
Special Aircrew & Acft Certification Required.							



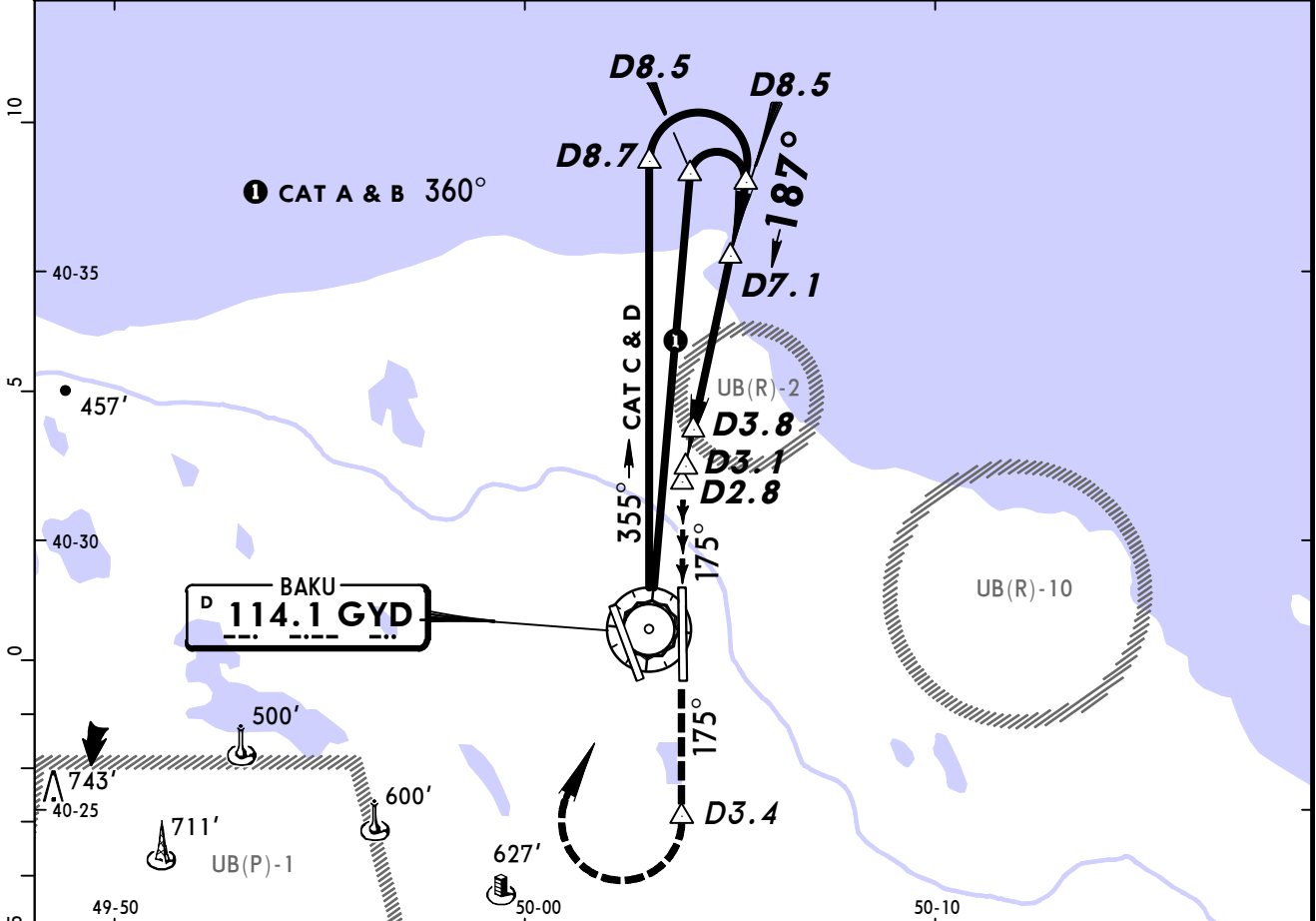
TO DISPLACED THRESHOLD							2.2	1.5	0.7	0	RWY 36 - 13'	
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1000'	on 355°	175°	2000'
GS	3.00°	377	484	538	646	753	861	PAPI	PAPI	↑	LT	↑

**JAR-OPS** STRAIGHT-IN LANDING RWY 36  
CAT II ILS  
ABCD  
RA **98'**  
DA(H) **87' (100')**

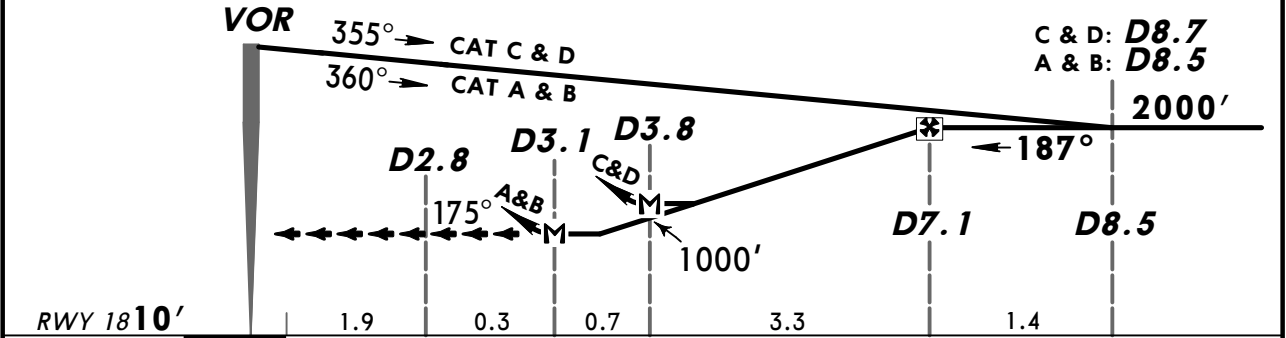
RVR **350m**

PANS OPS

ATIS 126.8		BAKU Approach 129.3 118.4		BAKU Tower 119.2 118.1		Ground 121.7 124.0	
VOR GYD <b>114.1</b>	Final Apch Crs <b>187°</b>	Minimum Alt <b>D7.1</b> <b>2000'</b> (1990')	MDA(H) Refer to Minimums	Apt Elev <b>10'</b>	RWY <b>10'</b>		
<b>MISSED APCH: Climb on 175° to 1000' or above to D3.4 after VOR. Turn RIGHT to VOR climbing to 2000', then as directed.</b>							
Alt Set: hPa (MM on req)		Rwy Elev: 0 hPa		Trans level: FL 40		Trans alt: 2000'	



Pass D3.1 not below 770' and D2.8 not below 670'.

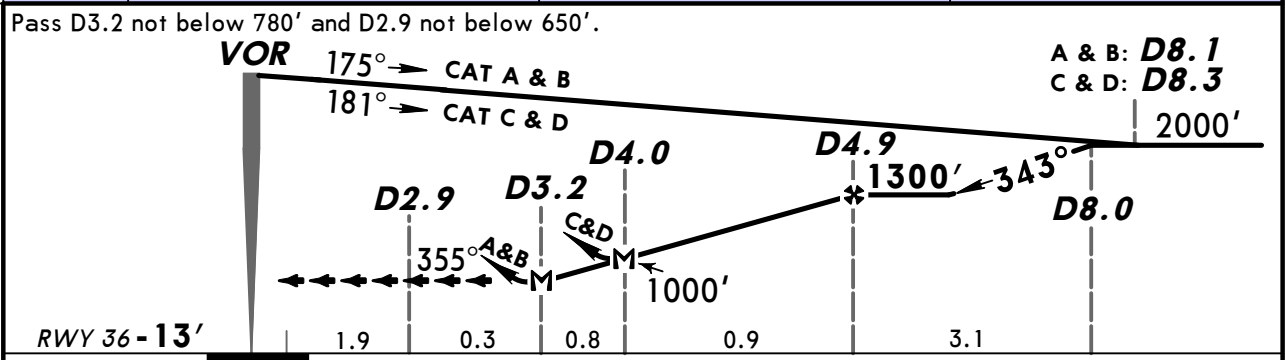
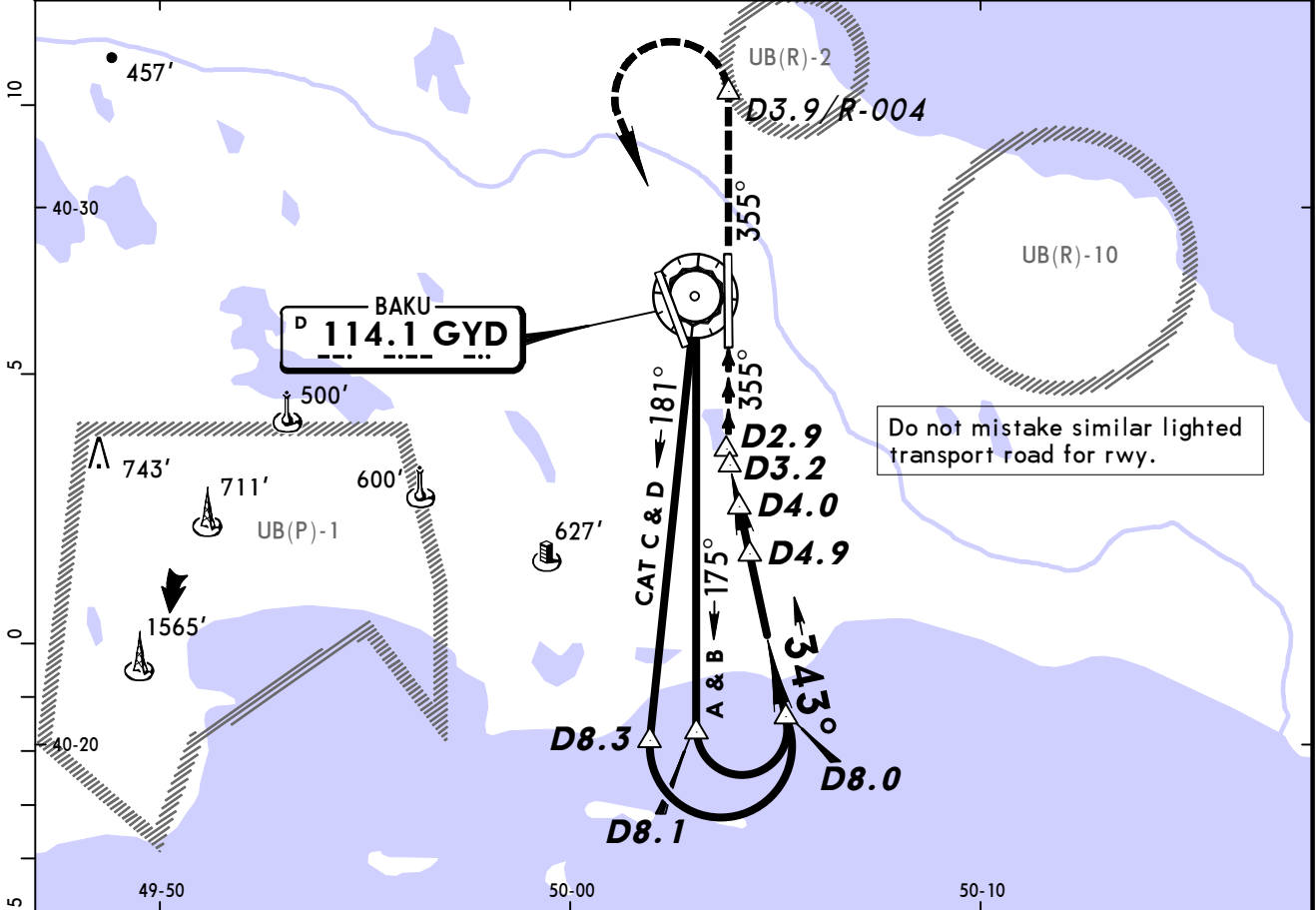


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 1000' or above on 175° D3.4 after GYD 114.1	
Descent Angle	2.98°	369	474	527	633	738		843
CAT C & D: MAP at D3.8								
CAT A & B: MAP at D3.1								

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 18	
MDA(H)	AB: <b>770'</b> (760') CD: <b>1010'</b> (1000')
ALS out	

<b>PANS OPS</b>	A	RVR 1200m	RVR 1500m
	B	RVR 1400m	
	C	RVR 1800m	
	D	RVR 2000m	

ATIS 126.8		BAKU Approach 129.3 118.4		BAKU Tower 119.2 118.1		Ground 121.7 124.0	
VOR GYD <b>114.1</b>	Final Apch Crs <b>343°</b>	Minimum Alt <b>D4.9</b> <b>1300' (1313')</b>	MDA(H) Refer to Minimums	Apt Elev <b>10'</b> <b>RWY -13'</b> (BELOW SEA LEVEL)			
<b>MISSED APCH: Climb on 355° to 1000' or above to D3.9 after VOR. Turn LEFT to VOR climbing to 2000', then as directed.</b>							<b>MSA GYD VOR</b>
Alt Set: hPa (MM on req)		Rwy Elev: 0 hPa		Trans level: FL 40		Trans alt: 2000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	1000' or above on 355°	D3.9 after GYD 114.1
Descent Angle	2.98°	369	474	527	633	738			
CAT C & D: MAP at D4.0									
CAT A & B: MAP at D3.2									

<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 36	
MDA(H)		AB: <b>780' (793')</b> CD: <b>1000' (1013')</b>	
		ALS out	
A	RVR 1200m	RVR 1500m	
B	RVR 1400m	RVR 2000m	
C	RVR 1800m		
D	RVR 1800m		

PANS OPS

## Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

**BAKU, (HEYDAR ALIYEV INTL - UBBB)**

## **TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport UBBB**