

## List of pages in this Trip Kit

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Airport Information For UDYZ

Terminal Charts For UDYZ

Revision Letter For Cycle 08-2012

Change Notices

Notebook

## General Information

Location: Yerevan Arm  
IATA Code: EVN  
Lat/Long: N40° 08.8' E044° 23.8'  
Elevation: 2838 ft

Airport Use: Public  
Magnetic Variation: 5.8°E

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

Sunrise: 0218 Z  
Sunset: 1545 Z,

## Runway Information

Runway: 09  
Length x Width: 12631 ft x 184 ft  
Surface Type: asphalt  
TDZ-Elev: 2800 ft  
Lighting: Edge, ALS, Centerline, TDZ

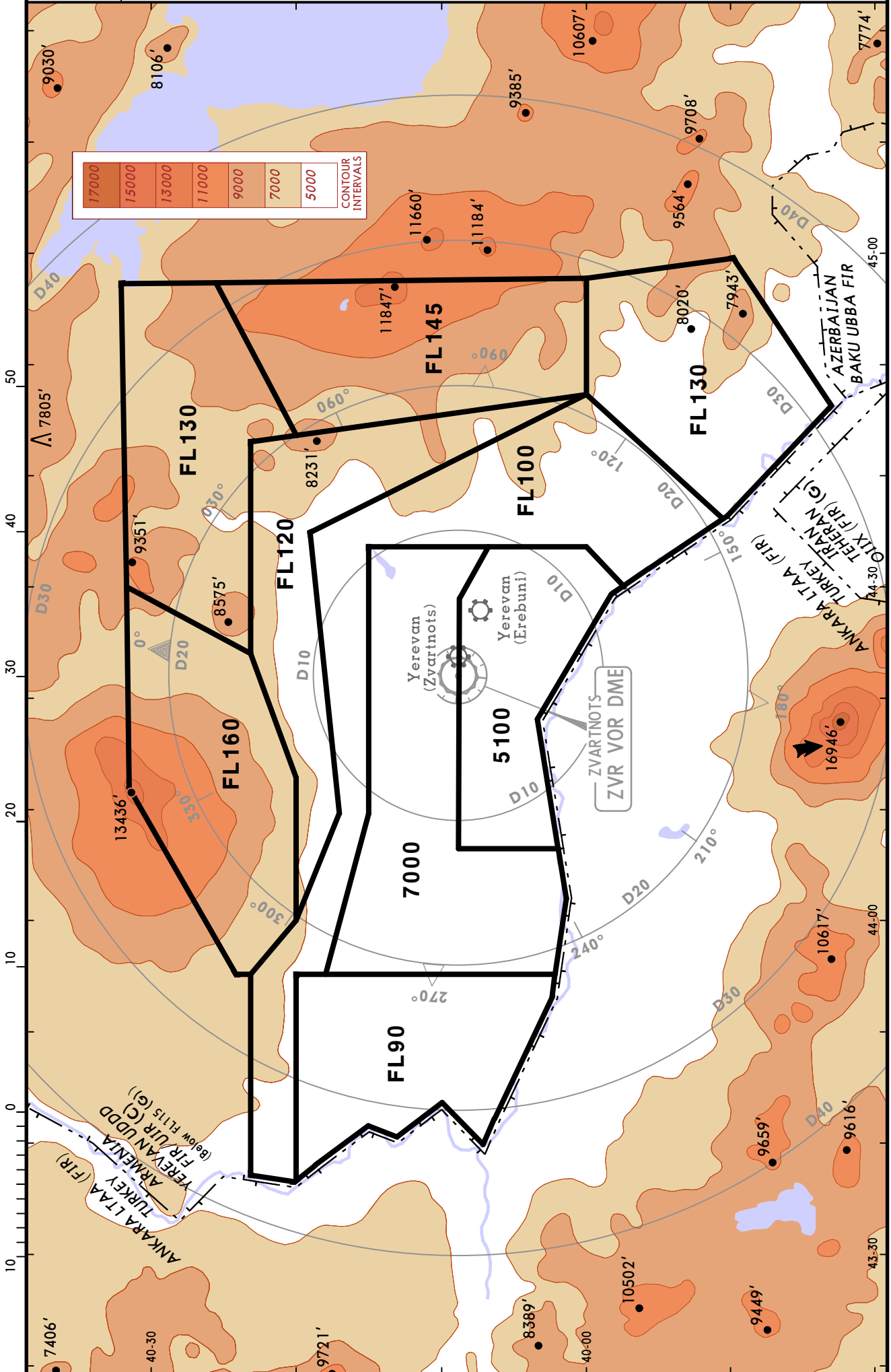
Runway: 27  
Length x Width: 12631 ft x 184 ft  
Surface Type: asphalt  
TDZ-Elev: 2838 ft  
Lighting: Edge, Centerline

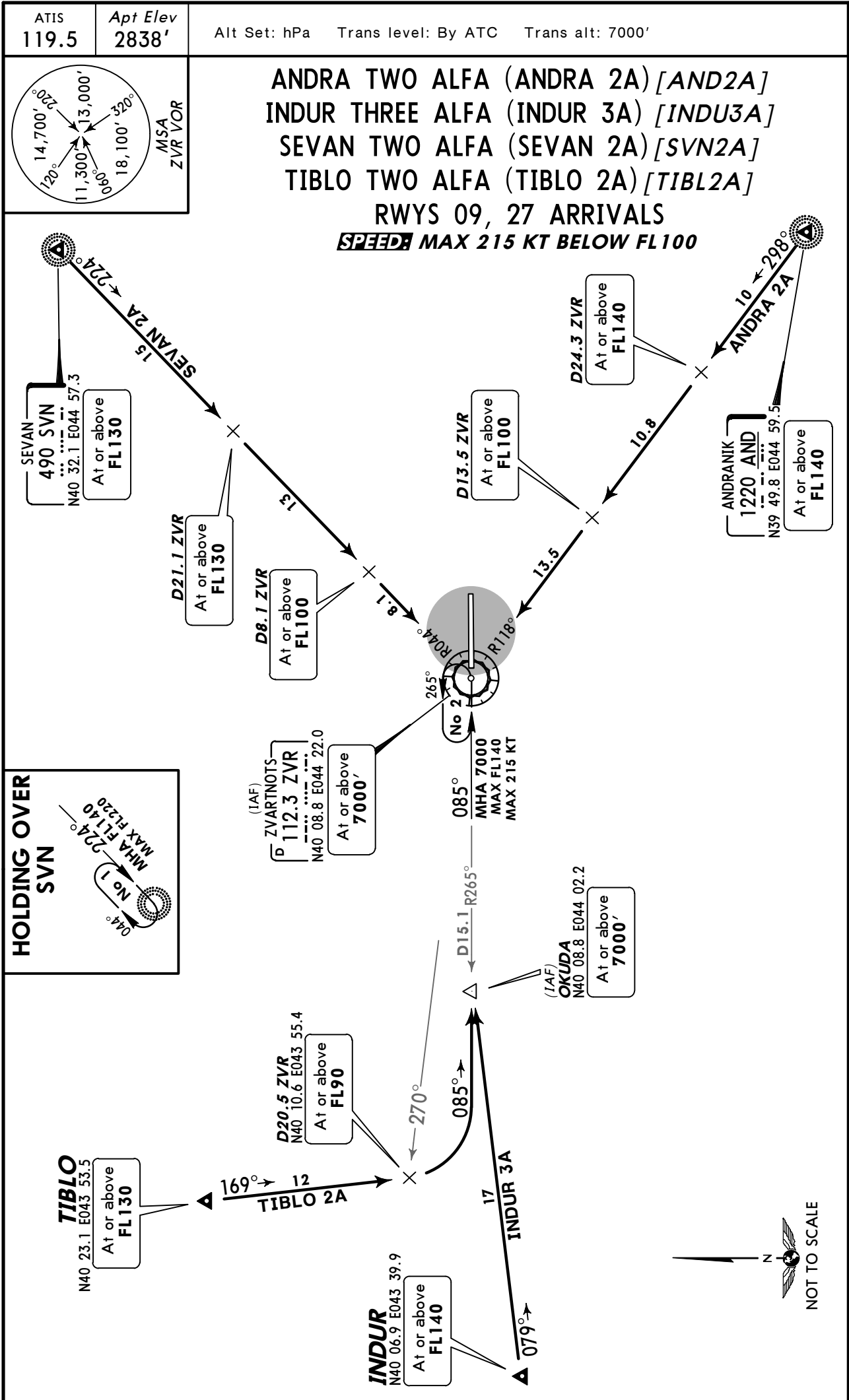
## Communication Information

ATIS 119.5  
Yerevan Tower 120.9  
Yerevan Ground Control 119.0  
Yerevan Approach Control 126.0

Apt Elev  
2838'

Alt Set: hPa Trans level: By ATC Trans alt: 7000'





HOLDING OVER  
SVN

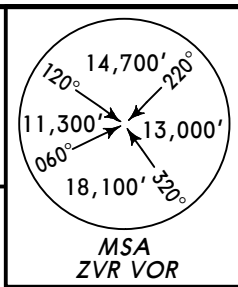
NOT TO SCALE

CHANGES: STAR INDUR 2A renumbered 3A & revised.

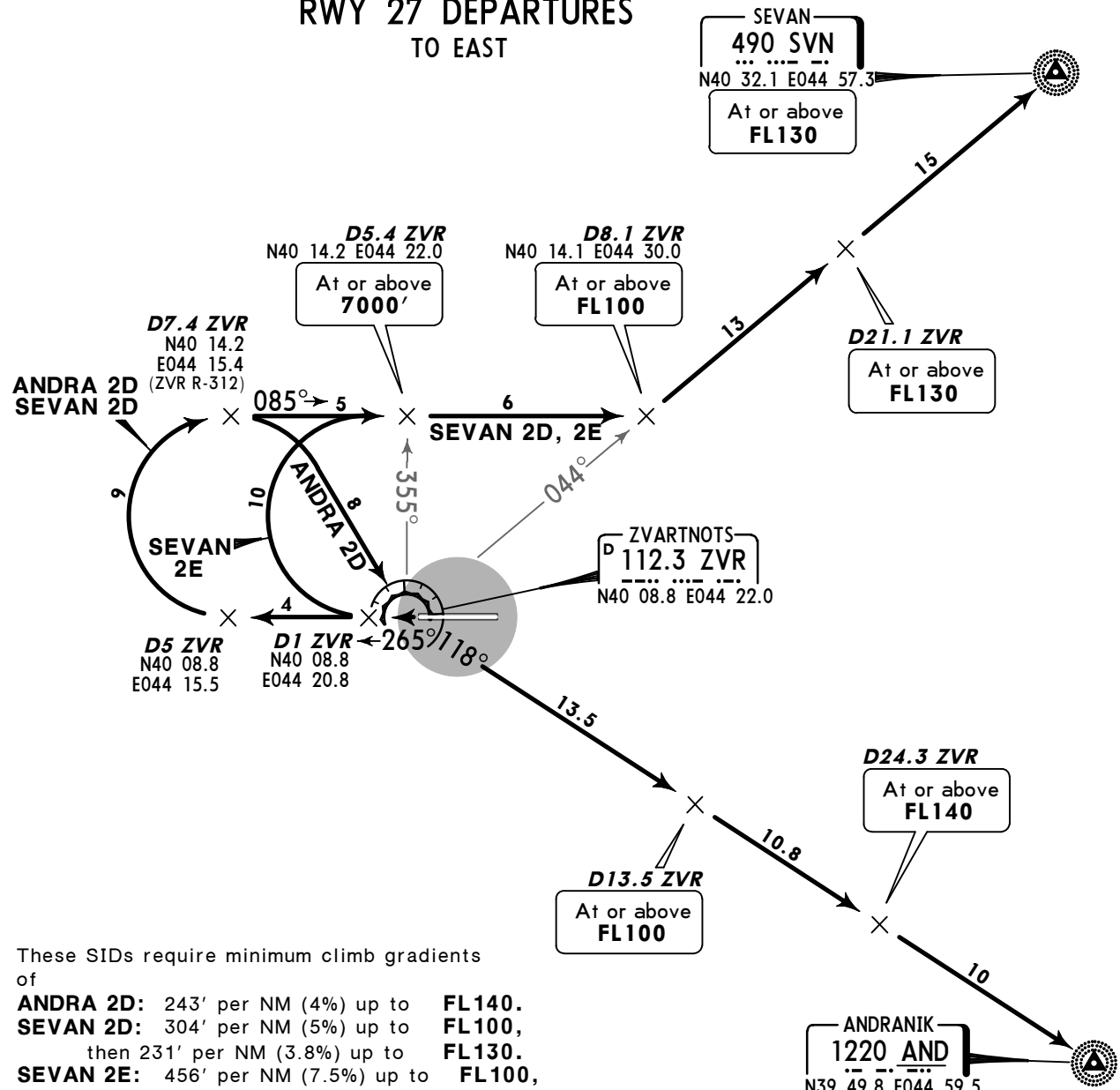
YEREVAN Approach (R) 128.8  
Apt Elev 2838'

Trans level: By ATC Trans alt: 7000'

- Contact YEREVAN Approach immediately after take-off.
- SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.



**ANDRA TWO DELTA (ANDRA 2D) [AND2D]  
SEVAN TWO DELTA (SEVAN 2D) [SVN2D]  
SEVAN TWO ECHO (SEVAN 2E) [SVN2E]  
RWY 27 DEPARTURES  
TO EAST**

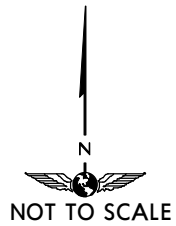


These SIDs require minimum climb gradients of

**ANDRA 2D:** 243' per NM (4%) up to **FL140.**  
**SEVAN 2D:** 304' per NM (5%) up to **FL100,**  
 then 231' per NM (3.8%) up to **FL130.**  
**SEVAN 2E:** 456' per NM (7.5%) up to **FL100,**  
 then 231' per NM (3.8%) up to **FL130.**

Gnd speed-KT	75	100	150	200	250	300
456' per NM	570	760	1139	1519	1899	2279
304' per NM	380	506	760	1013	1266	1519
243' per NM	304	405	608	810	1013	1215
231' per NM	289	385	577	770	962	1155

If unable to comply advise ATC prior take-off and request alternate clearance.

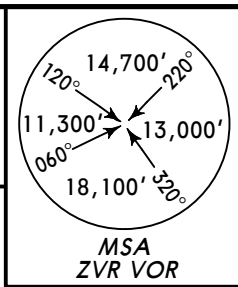


SID	ROUTING
<b>ANDRA 2D</b>	To D5 ZVR, turn RIGHT to ZVR R-312/D7.4, turn RIGHT to ZVR, ZVR R-118 to AND.
<b>SEVAN 2D</b>	To D5 ZVR, turn RIGHT to ZVR R-312/D7.4, 085° track to ZVR R-044/D8.1, turn LEFT, intercept ZVR R-044 to SVN.
<b>SEVAN 2E</b>	To D1 ZVR, turn RIGHT to ZVR R-355/D5.4, 085° track to ZVR R-044/D8.1, turn LEFT, intercept ZVR R-044 to SVN.

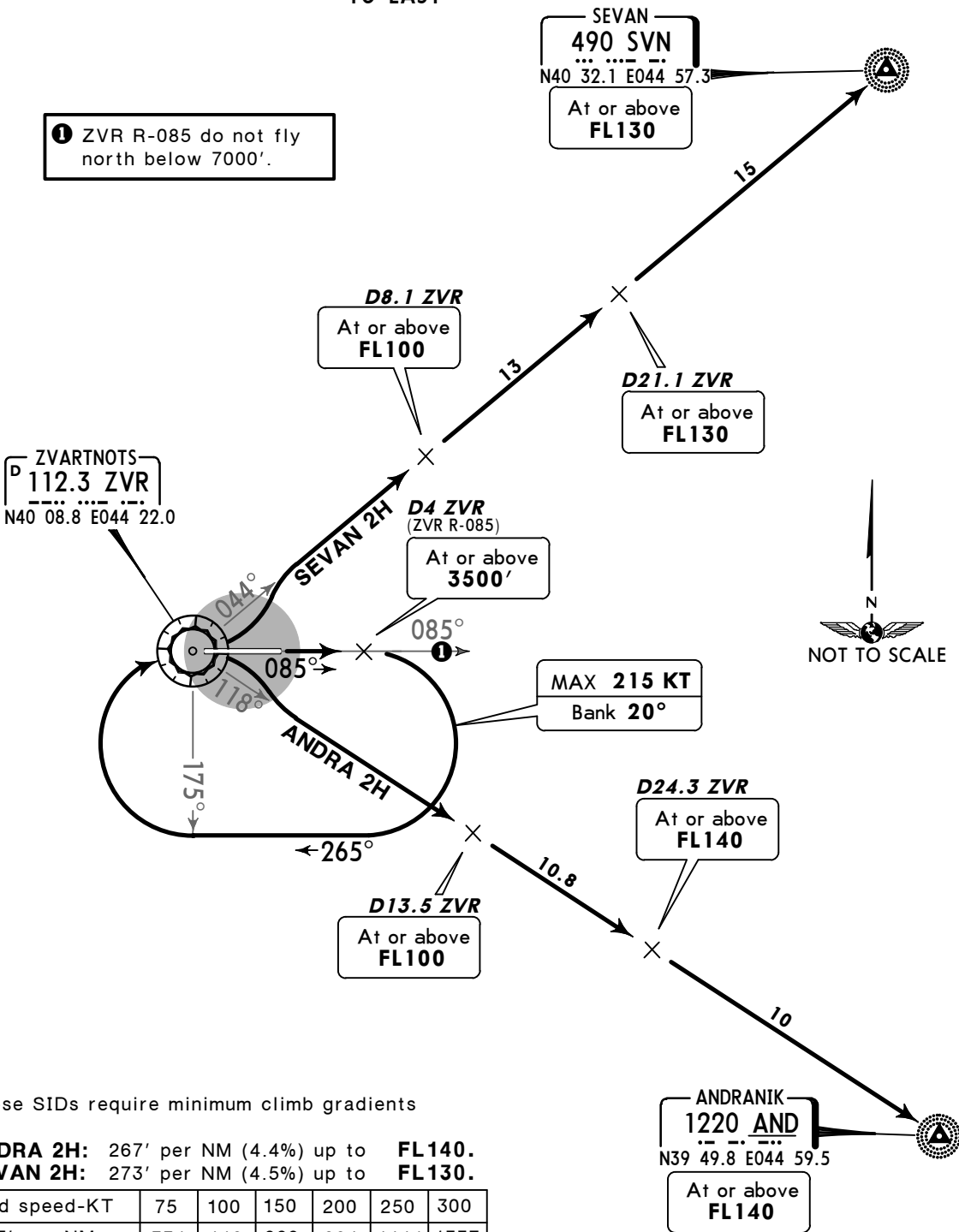
YEREVAN Approach (R) 128.8  
Apt Elev 2838'

Trans level: By ATC Trans alt: 7000'

- Contact YEREVAN Approach immediately after take-off.
- SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.



**ANDRA TWO HOTEL (ANDRA 2H) [AND2H]  
SEVAN TWO HOTEL (SEVAN 2H) [SVN2H]  
RWY 09 DEPARTURES  
TO EAST**



These SIDs require minimum climb gradients of

**ANDRA 2H:** 267' per NM (4.4%) up to **FL140.**  
**SEVAN 2H:** 273' per NM (4.5%) up to **FL130.**

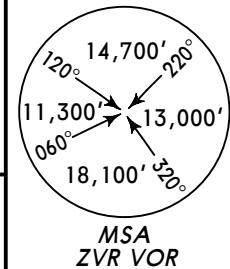
Gnd speed-KT	75	100	150	200	250	300
267' per NM	334	446	668	891	1114	1337
273' per NM	342	456	684	911	1139	1367

If unable to comply advise ATC prior take-off and request alternate clearance.

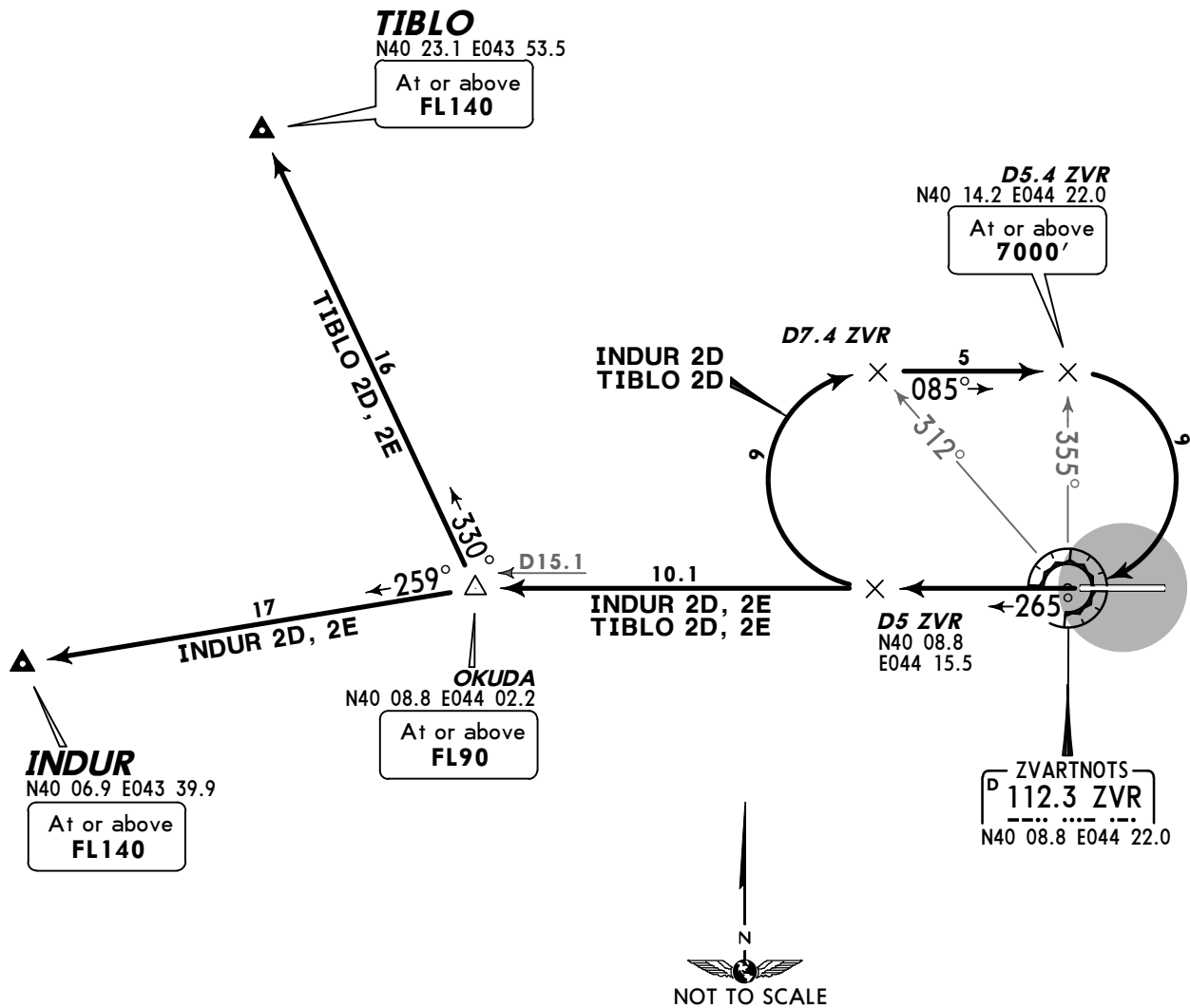
SID	ROUTING
<b>ANDRA 2H</b>	To ZVR R-085/D4, turn RIGHT, 265° track, when passing ZVR R-175 turn RIGHT to ZVR, intercept ZVR R-118 to AND.
<b>SEVAN 2H</b>	To ZVR R-085/D4, turn RIGHT, 265° track, when passing ZVR R-175 turn RIGHT to ZVR, intercept ZVR R-044 to SVN.

YEREVAN Approach (R)  
128.8  
Apt Elev  
2838'

Trans level: By ATC Trans alt: 7000'  
1. Contact YEREVAN Approach immediately after take-off.  
2. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.



**INDUR TWO DELTA (INDUR 2D) [INDU2D]  
INDUR TWO ECHO (INDUR 2E) [INDU2E]  
TIBLO TWO DELTA (TIBLO 2D) [TIBL2D]  
TIBLO TWO ECHO (TIBLO 2E) [TIBL2E]  
RWY 27 DEPARTURES  
TO WEST**



These SIDs require minimum climb gradients of

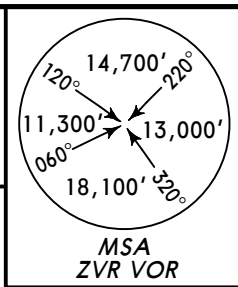
- INDUR 2E:** 346' per NM (5.7%) up to **FL140**.
- TIBLO 2D:** 225' per NM (3.7%) up to **7000'**.
- TIBLO 2E:** 407' per NM (6.7%) up to **FL90**, then 316' per NM (5.2%) up to **FL140**.

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
346' per NM	433	577	866	1155	1443	1732
316' per NM	395	527	790	1053	1317	1580
225' per NM	281	375	562	749	937	1124

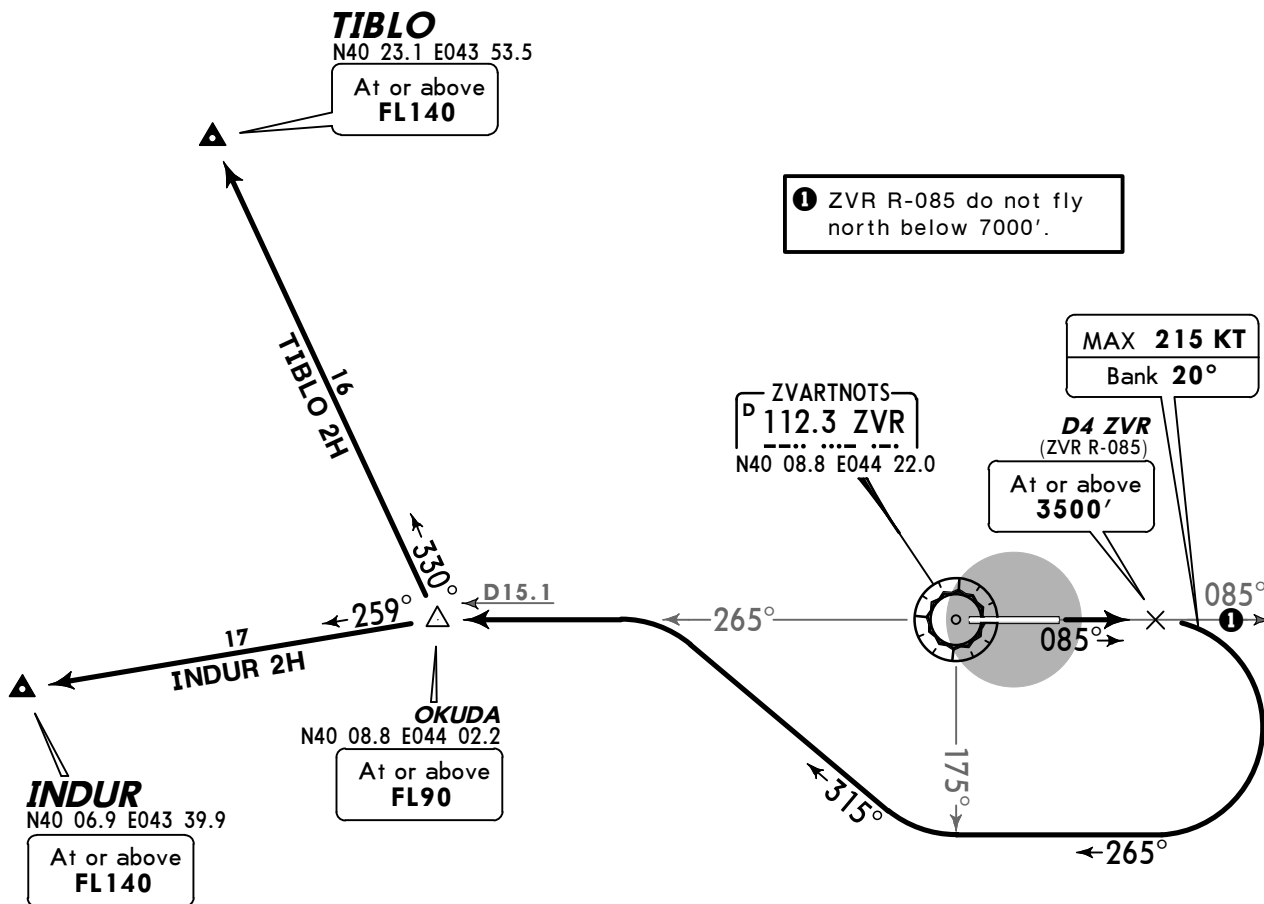
If unable to comply advise ATC prior take-off and request alternate clearance.

SID	ROUTING
<b>INDUR 2D</b>	To D5 ZVR, turn RIGHT to D7.4 ZVR, 085° track to D5.4 ZVR, turn RIGHT to ZVR, ZVR R-265 to OKUDA, turn LEFT, 259° track to INDUR.
<b>INDUR 2E</b>	Intercept ZVR R-265 to OKUDA, turn LEFT, 259° track to INDUR.
<b>TIBLO 2D</b>	To D5 ZVR, turn RIGHT to D7.4 ZVR, 085° track to D5.4 ZVR, turn RIGHT to ZVR, ZVR R-265 to OKUDA, turn RIGHT, 330° track to TIBLO.
<b>TIBLO 2E</b>	Intercept ZVR R-265 to OKUDA, turn RIGHT, 330° track to TIBLO.

YEREVAN Approach (R) 128.8	Apt Elev 2838'	Trans level: By ATC Trans alt: 7000' 1. Contact YEREVAN Approach immediately after take-off. 2. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
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**INDUR TWO HOTEL (INDUR 2H) [INDU2H]  
TIBLO TWO HOTEL (TIBLO 2H) [TIBL2H]  
RWY 09 DEPARTURES  
TO WEST**



These SIDs require minimum climb gradients of

**INDUR 2H:** 249' per NM (4.1%) up to **FL140.**  
**TIBLO 2H:** 255' per NM (4.2%) up to **FL140.**

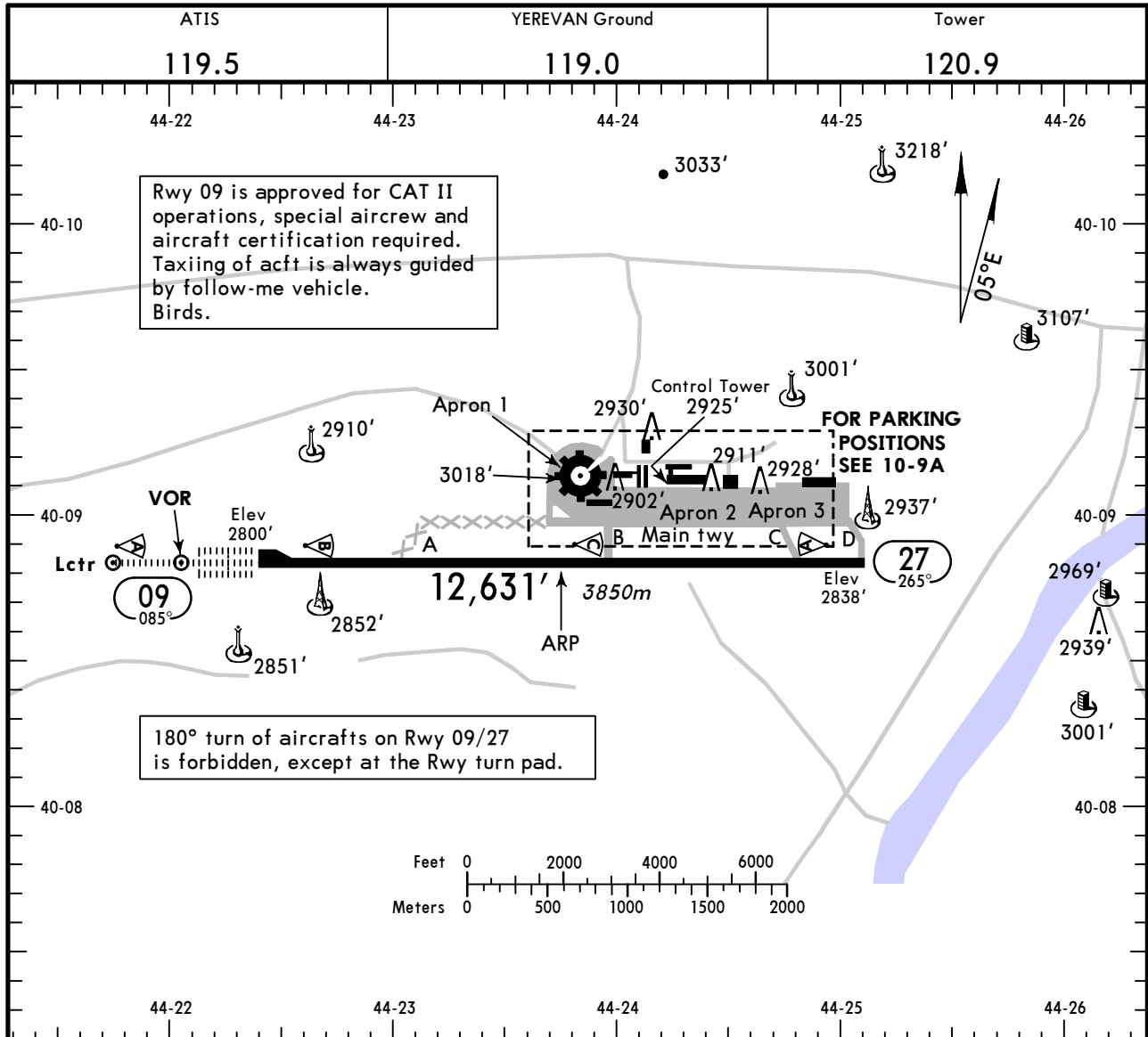
Gnd speed-KT	75	100	150	200	250	300
249' per NM	311	415	623	830	1038	1246
255' per NM	319	425	638	851	1063	1276

If unable to comply advise ATC prior take-off and request alternate clearance.



SID	ROUTING
<b>INDUR 2H</b>	To D4 ZVR, turn RIGHT, 265° track, when passing ZVR R-175 turn RIGHT, 315° track, intercept ZVR R-265 to OKUDA, turn LEFT, 259° track to INDUR.
<b>TIBLO 2H</b>	To D4 ZVR, turn RIGHT, 265° track, when passing ZVR R-175 turn RIGHT, 315° track, intercept ZVR R-265 to OKUDA, turn RIGHT, 330° track to TIBLO.





Rwy 09 is approved for CAT II operations, special aircrew and aircraft certification required. Taxiing of acft is always guided by follow-me vehicle. Birds.

180° turn of aircrafts on Rwy 09/27 is forbidden, except at the Rwy turn pad.

FOR PARKING POSITIONS SEE 10-9A

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (57m) CL (15m) HIALS-II TDZ PAPI-L ① RVR	USABLE LENGTHS		TAKE-OFF ②	WIDTH
		Threshold	Glide Slope		
09	HIRL (57m) CL (15m) HIALS-II TDZ PAPI-L ① RVR		11,561' 3524m	②	184'
27	HIRL (57m) CL (15m) PAPI-L (angle 3.5°) RVR				56m

① (angle 3.0°)

② TAKE-OFF RUN AVAILABLE

<u>RWY 09:</u> From rwy head	12,631' (3850m)	<u>RWY 27:</u> From rwy head	12,631' (3850m)
twy C int	10,991' (3350m)	twy A int	10,121' (3085m)
twy B int	7546' (2300m)		

JAR-OPS

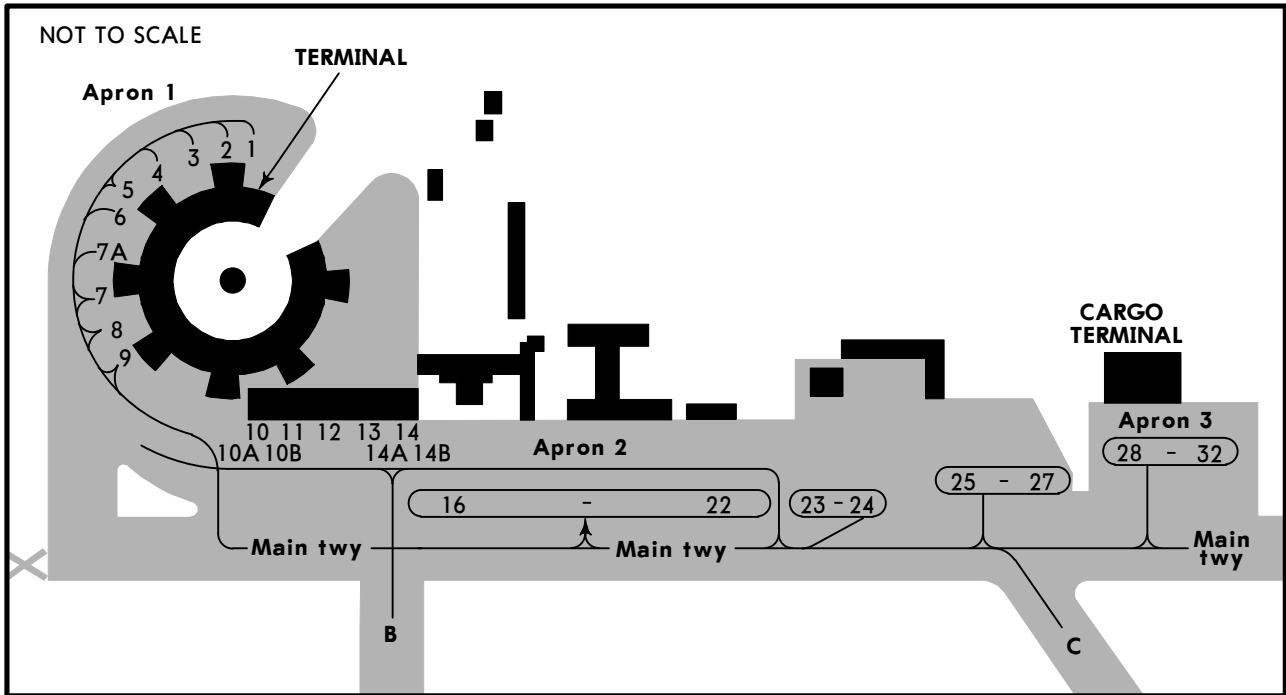
TAKE-OFF ①

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

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

NOISE ABATEMENT PROCEDURE

1. Preferential rwy for approach is Rwy 09, preferential rwy for take-off is Rwy 27.
2. In case of take-off from Rwy 27 is performed before or after overflying of city of Etchmiadzin. Low overflying of city of Etchmiadzin is prohibited.



WARNING:  
Exit from stand 16 thru 22 to Main twy is via Apron 2 btn stands 22 and 23.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N40 09.2 E044 23.9	23	N40 09.0 E044 24.4
2 thru 4	N40 09.2 E044 23.8	24	N40 09.0 E044 24.5
5 thru 8	N40 09.1 E044 23.8	25 thru 27	N40 09.0 E044 24.6
9 thru 10A	N40 09.1 E044 23.9	28, 29	N40 09.1 E044 24.8
10B	N40 09.0 E044 23.9	30, 31	N40 09.1 E044 24.9
11 thru 13	N40 09.1 E044 24.0	32	N40 09.1 E044 25.0
14, 14A, 14B	N40 09.1 E044 24.1		
16	N40 09.0 E044 24.1		
17 thru 20	N40 09.0 E044 24.2		
21, 22	N40 09.0 E044 24.3		

STRAIGHT-IN RWY		A	B	C	D
09	CAT 2 ILS	<b>2900'</b> (100')	<b>2900'</b> (100')	<b>2900'</b> (100')	<b>2900'</b> (100')
		<b>RA100' R300m</b>	<b>RA100' R300m</b>	<b>RA100' R300m</b>	<b>RA100' R300m</b>
	ILS	<b>3000'</b> (200')	<b>3000'</b> (200')	<b>3000'</b> (200')	<b>3000'</b> (200')
	<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 ①		<b>3210'</b> (410')	<b>3210'</b> (410')	<b>3210'</b> (410')	<b>3210'</b> (410')
	<i>ALS out</i>	<b>R1200m</b> R1500m	<b>R1200m</b> R1500m	<b>R1200m</b> R1900m	<b>R1200m</b> R1900m
VOR ①		<b>3210'</b> (410')	<b>3210'</b> (410')	<b>3210'</b> (410')	<b>3210'</b> (410')
	<i>ALS out</i>	<b>R1200m</b> R1500m	<b>R1200m</b> R1500m	<b>R1200m</b> R1900m	<b>R1200m</b> R1900m
NDB ①		<b>3210'</b> (410')	<b>3210'</b> (410')	<b>3210'</b> (410')	<b>3210'</b> (410')
	<i>ALS out</i>	<b>R1200m</b> R1500m	<b>R1200m</b> R1500m	<b>R1200m</b> R1900m	<b>R1200m</b> R1900m
27	NDB VOR DME	<b>3500'</b> (662')	<b>3500'</b> (662')	<b>3630'</b> (792')	<b>3630'</b> (792')
		ceil 2600'-10 km	ceil 2600'-10 km	ceil 2600'-10 km	ceil 2600'-10 km

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②③	100 KT	135 KT	180 KT	205 KT
WITH PRESCRIBED FLIGHT TRACKS Rwy 27	<b>3500'</b> (662') 4000m	<b>3500'</b> (662') 4000m	<b>3630'</b> (792') 5000m	<b>3630'</b> (792') 5000m

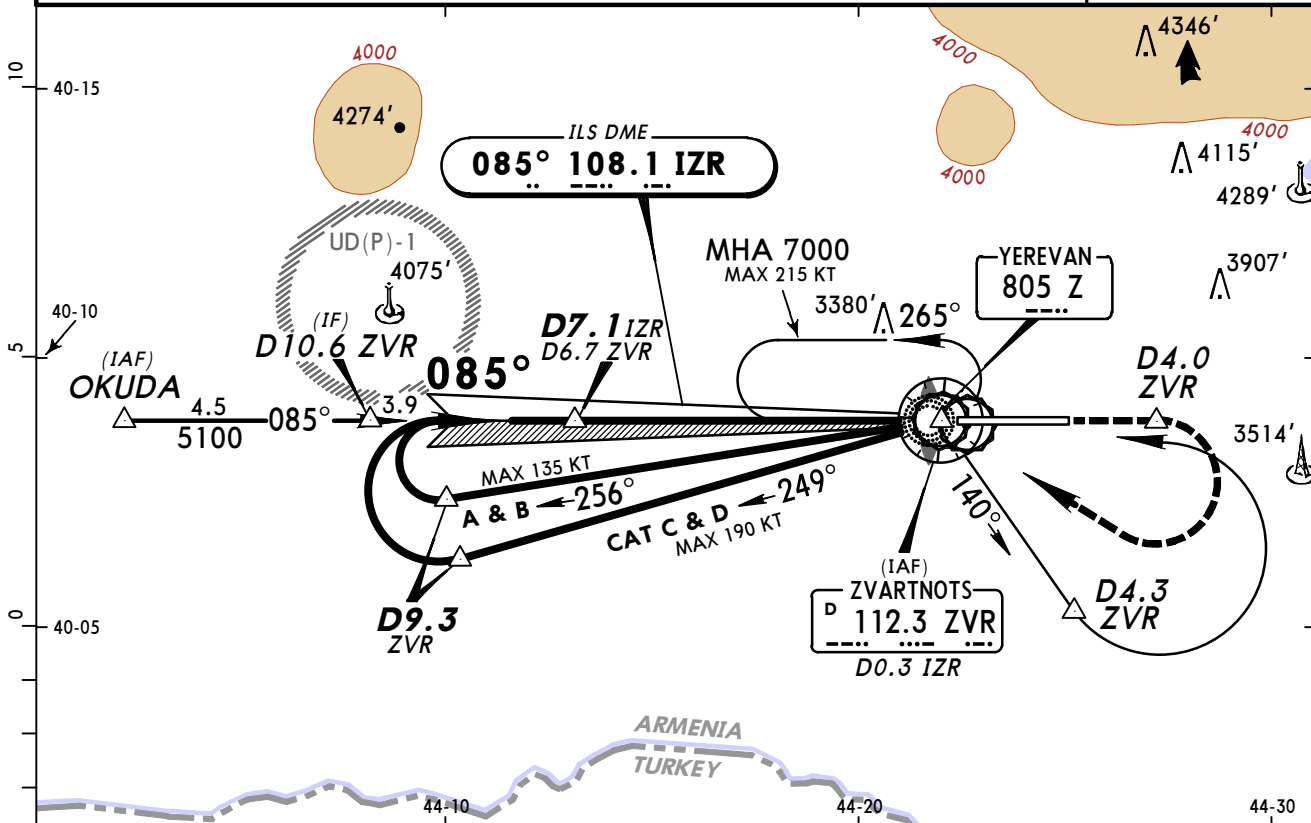
② CAUTION: Not authorized North of airport.

③ NIGHT: NOT AUTHORIZED.

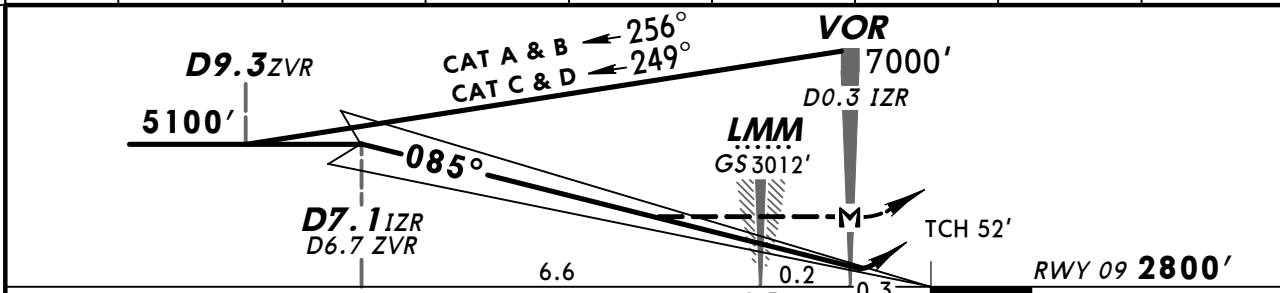
### TAKE-OFF RWY 09, 27

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
		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 119.5		YEREVAN Approach 126.0		YEREVAN Tower 120.9		Ground 119.0		
LOC IZR <b>108.1</b>	Final Apch Crs <b>085°</b>	GS <b>D7.1 IZR</b> 5100' (2300')	ILS DA(H) <b>3000' (200')</b>	Apt Elev 2838' RWY <b>2800'</b>				
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3500' or D4.0 ZVR, whichever is earlier, then turn RIGHT (MAX 215 KT) to VOR climbing to 7000' to join holding, then according to chart.</b>							MSA ZVR VOR	
Alt Set: hPa		Rwy Elev: 98 hPa		Trans level: By ATC		Trans alt: 7000'		
1. In case of communication failure during radar vectoring, proceed to VOR at last cleared altitude but not below 7000'. 2. ILS DME reads zero at rwy 09 thresh.								



LOC (GS out)	IZR DME	7.0	5.9	4.9	3.8	2.7	1.6	0.5
	ALTITUDE	5090'	4750'	4400'	4060'	3720'	3370'	3030'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	3500'      D4.0 whichever is earlier
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861		
MAP at VOR/D0.3 IZR								

<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
ILS		LOC (GS out)									
DA(H) 3000' (200')		MDA(H) 3210' (410')									
FULL		ALS out		ALS out		ALS out					
A			RVR 900m		RVR 1500m			For CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS to rwy 27 see 19-10			
B			RVR 1000m		RVR 1800m						
C	RVR 550m	RVR 1000m									
D			RVR 1400m		RVR 2000m						

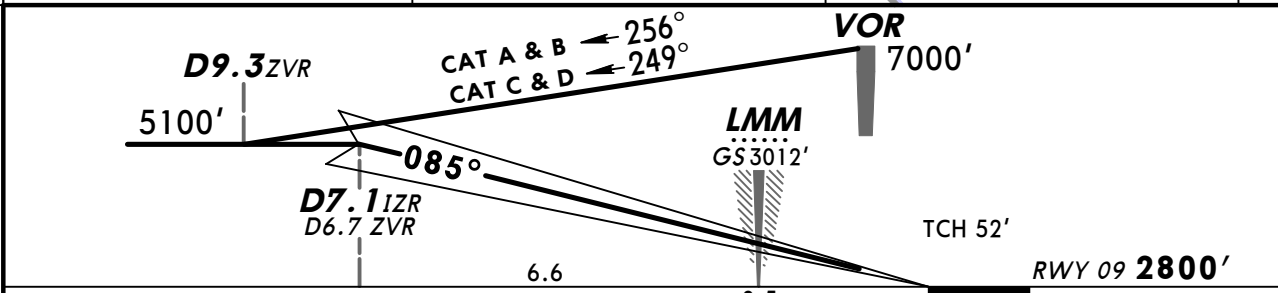
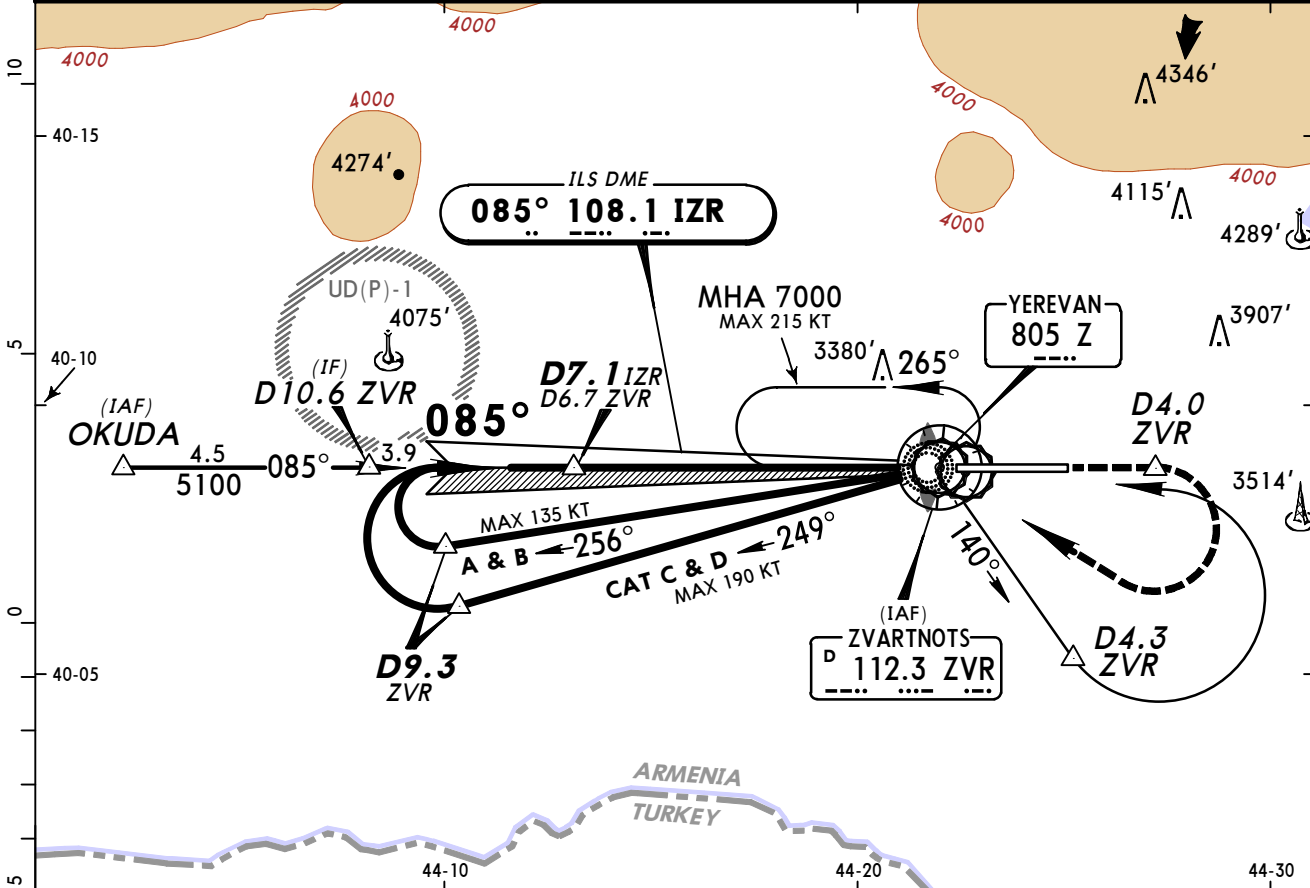
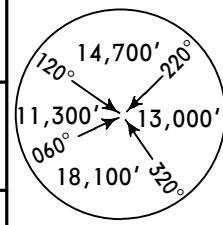
PANS OPS

ATIS <b>119.5</b>		YEREVAN Approach <b>126.0</b>		YEREVAN Tower <b>120.9</b>		Ground <b>119.0</b>	
LOC IZR <b>108.1</b>	Final Apch Crs <b>085°</b>	GS <b>D7.1 IZR</b> 5100' (2300')	CAT II ILS <b>RA 100'</b> DA(H) 2900' (100')		Apt Elev 2838' RWY <b>2800'</b>		

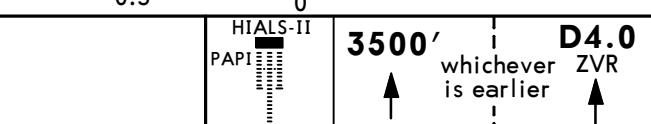
**MISSED APCH: Climb STRAIGHT AHEAD to 3500' or D4.0 ZVR, whichever is earlier, then turn RIGHT (MAX 215 KT) to VOR climbing to 7000' to join holding, then according to chart.**

Alt Set: hPa      Rwy Elev: 98 hPa      Trans level: By ATC      Trans alt: 7000'

1. In case of communication failure during radar vectoring, proceed to VOR at last cleared altitude but not below 7000'. 2. Special Aircrew & Aircraft Certification Required. 3. ILS DME reads zero at rwy 09 thresh.



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	861

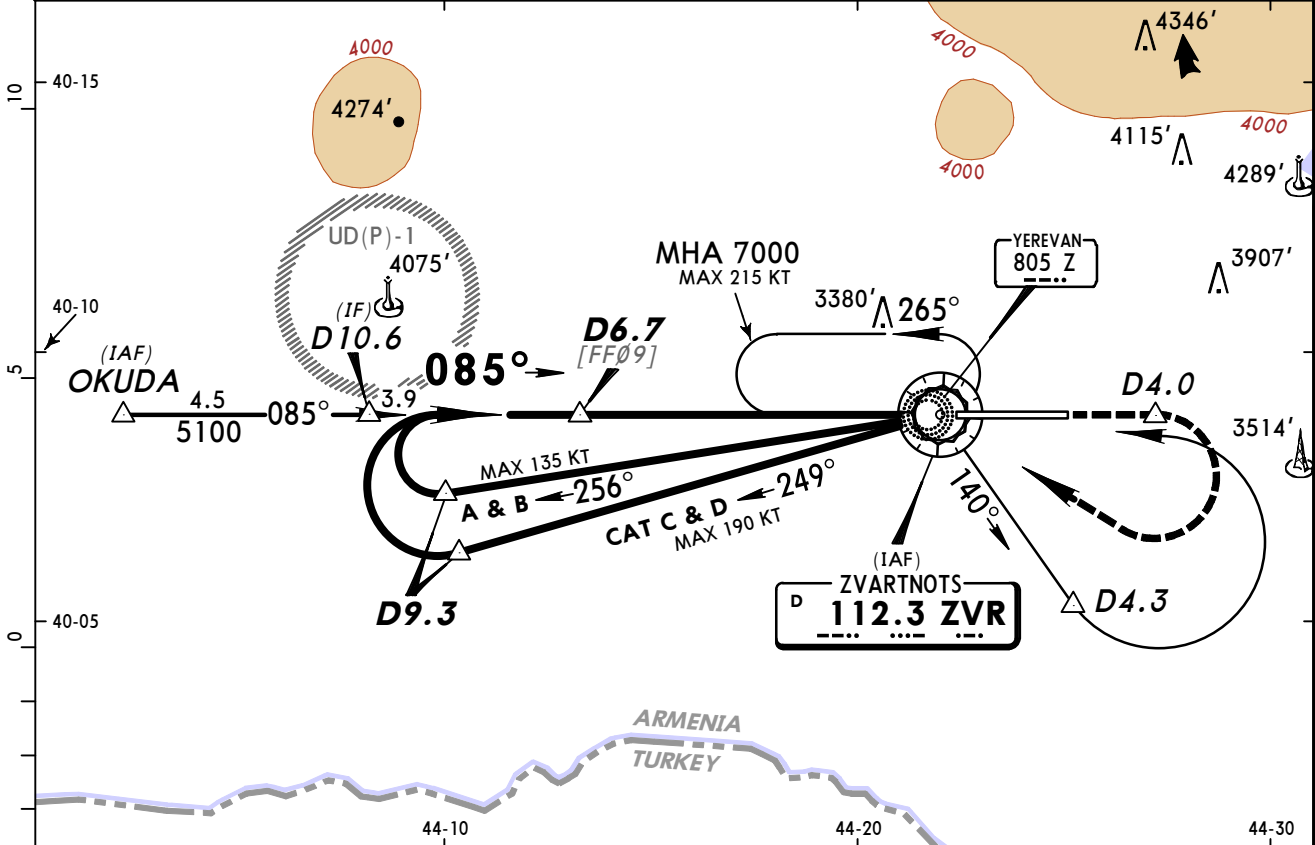


**JAR-OPS**      STRAIGHT-IN LANDING RWY 09  
**CAT II ILS**  
 ABCD  
**RA 100'**  
 DA(H) **2900' (100')**

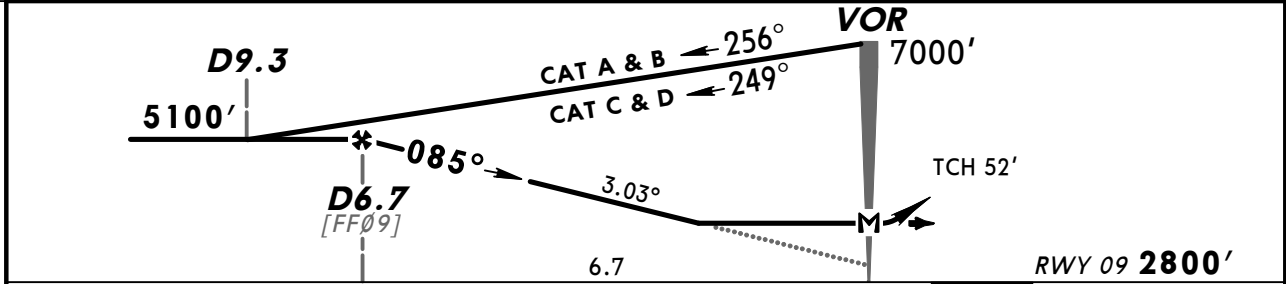
**PANS OPS**      RVR **300m**

Operators applying U.S. Ops Specs: Autoland or HGS required below 350m.  
 CHANGES: Approach frequency.      © JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

ATIS 119.5		YEREVAN Approach 126.0		YEREVAN Tower 120.9		Ground 119.0	
VOR ZVR <b>112.3</b>	Final Apch Crs <b>085°</b>	Minimum Alt <b>D6.7</b> 5100' (2300')	MDA(H) <b>3210'</b> (410')	Apt Elev 2838' RWY 2800'			
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3500' or D4.0, whichever is earlier, then turn RIGHT (MAX 215 KT) to VOR climbing to 7000' to join holding, then according to chart.</b>							
Alt Set: hPa		Rwy Elev: 98 hPa		Trans level: By ATC		Trans alt: 7000'	
In case of communication failure during radar vectoring, proceed to VOR at last cleared altitude but not below 7000'.							



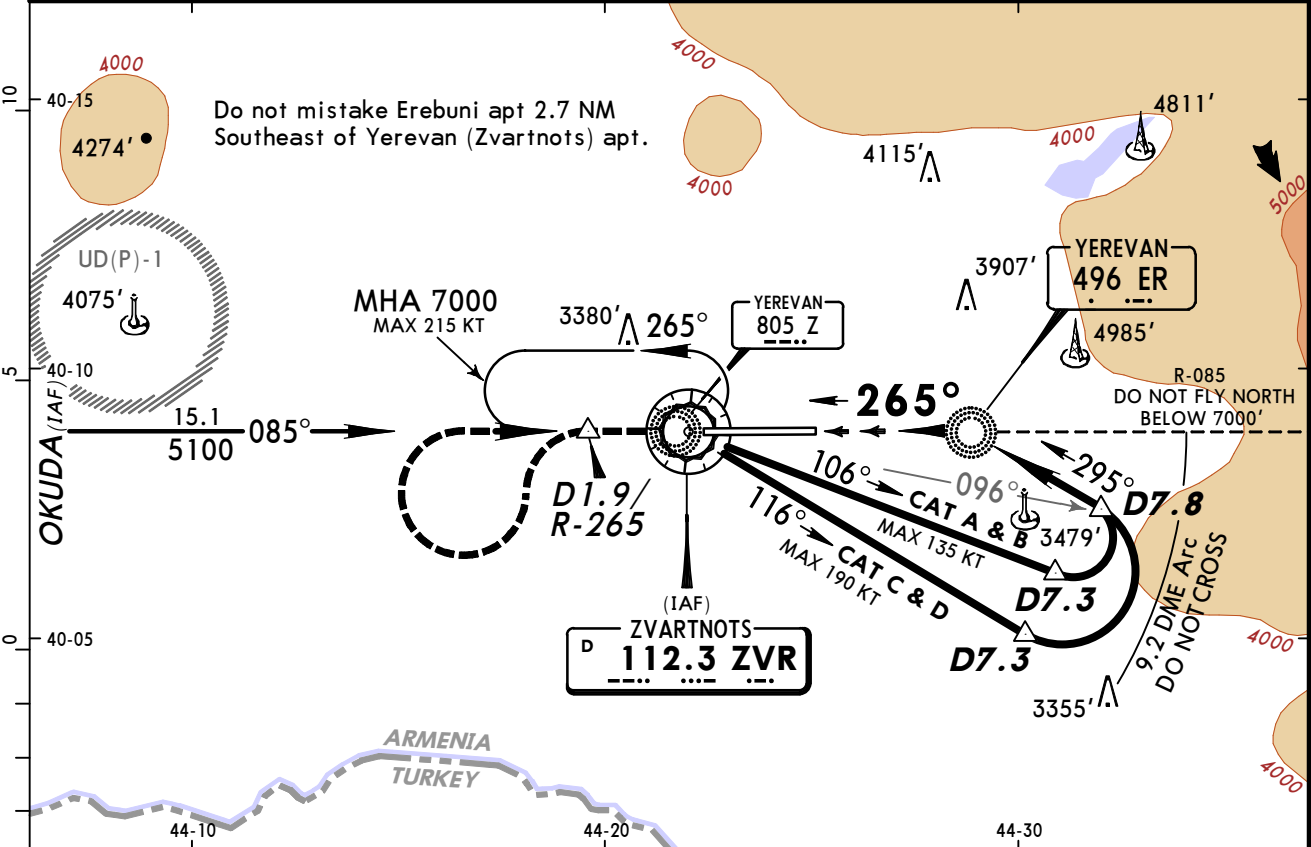
ZVR DME	5.9	4.9	3.8	2.7	1.6	0.5
ALTITUDE	4840'	4500'	4160'	3810'	3470'	3120'



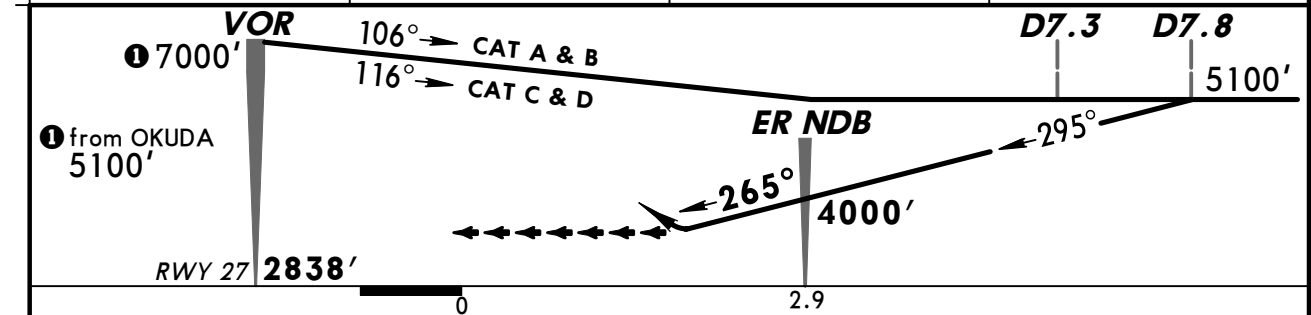
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3500'      D4.0 whichever is earlier
Descent Angle	3.03°	375	482	536	643	750	
MAP at VOR							

PANS OPS	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 09		CIRCLE-TO-LAND	
	MDA(H) <b>3210'</b> (410')			
	ALS out			
	A	RVR 900m	RVR 1500m	
	B	RVR 1000m	RVR 1800m	
C	RVR 1400m	RVR 2000m		
D	RVR 1400m	RVR 2000m		
For CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS to rwy 27 see 19-10				

ATIS 119.5		YEREVAN Approach 126.0		YEREVAN Tower 120.9		Ground 119.0	
VOR ZVR <b>112.3</b>	Final Apch Crs <b>265°</b>	Minimum Alt <b>ER NDB</b> <b>4000'</b> (1162')	MDA(H) Refer to Minimums	Apt Elev <b>2838'</b> RWY <b>2838'</b>			
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3500' to D1.9/R-265, then procedure turn LEFT, climb to recross VOR at 5100', then according to chart.</b>							MSA ZVR VOR
Alt Set: hPa    Rwy Elev: 100 hPa    Trans level: By ATC    Trans alt: 7000' In case of communication failure during radar vectoring, proceed to VOR at last cleared altitude but not below 7000'.							



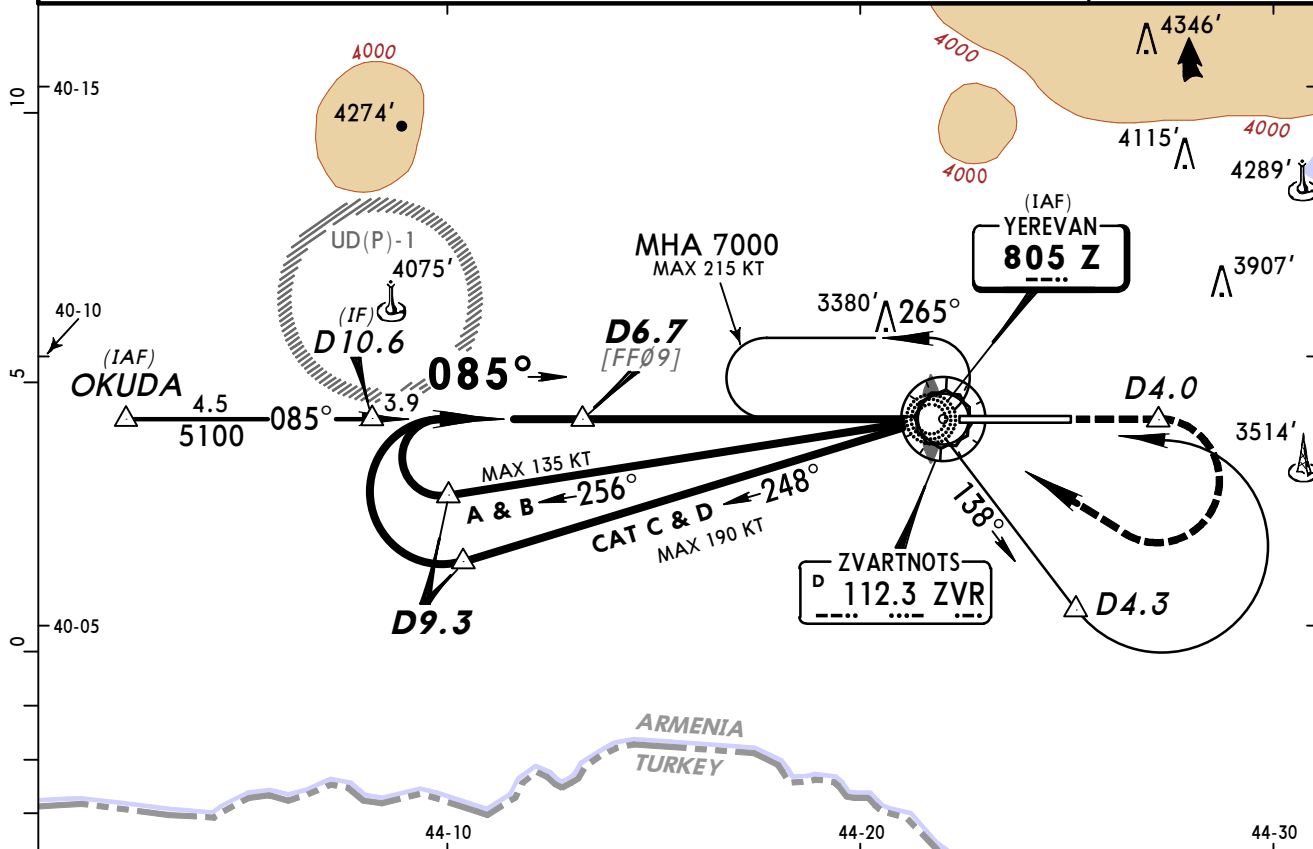
ZVR DME	2.7	3.8	4.9
ALTITUDE	3010'	3420'	3830'



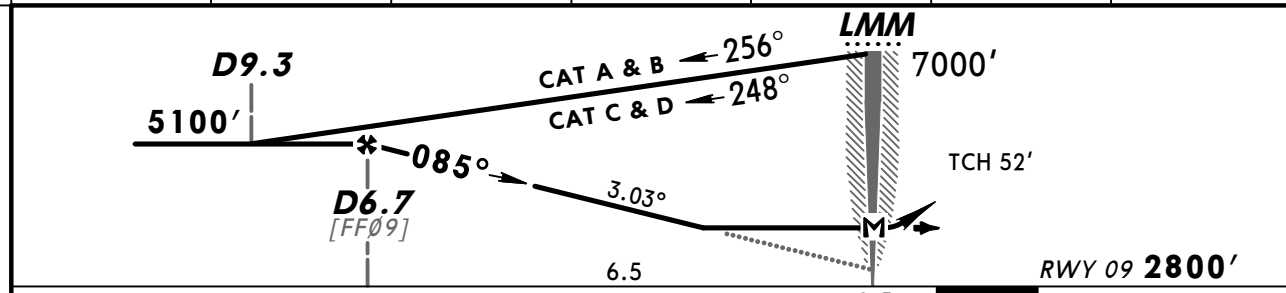
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3500'	D1.9/ R-265
Descent Angle	3.55°	440	565	628	754	880			

<b>JAR-OPS</b>		LANDING RWY 27		<b>CEILING REQUIRED</b>	
MDA(H)		AB: <b>3500'</b> (662')		CD: <b>3630'</b> (792')	
A	2600' - 10 km				
B					
C					
D					

ATIS 119.5		YEREVAN Approach 126.0		YEREVAN Tower 120.9		Ground 119.0	
Lctr Z <b>805</b>	Final Apch Crs <b>085°</b>	Minimum Alt D6.7 <b>5100'</b> (2300')	MDA(H) <b>3210'</b> (410')	Apt Elev 2838' RWY <b>2800'</b>			
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3500' or D4.0, whichever is earlier, then turn RIGHT (MAX 215 KT) to LMM climbing to 7000' to join holding, then according to chart.</b>							MSA ZVR VOR
Alt Set: hPa    Rwy Elev: 98 hPa    Trans level: By ATC    Trans alt: 7000' In case of communication failure during radar vectoring, proceed to VOR at last cleared altitude but not below 7000'.							



ZVR DME	5.9	4.9	3.8	2.7	1.6	0.5
ALTITUDE	4840'	4500'	4160'	3810'	3470'	3120'

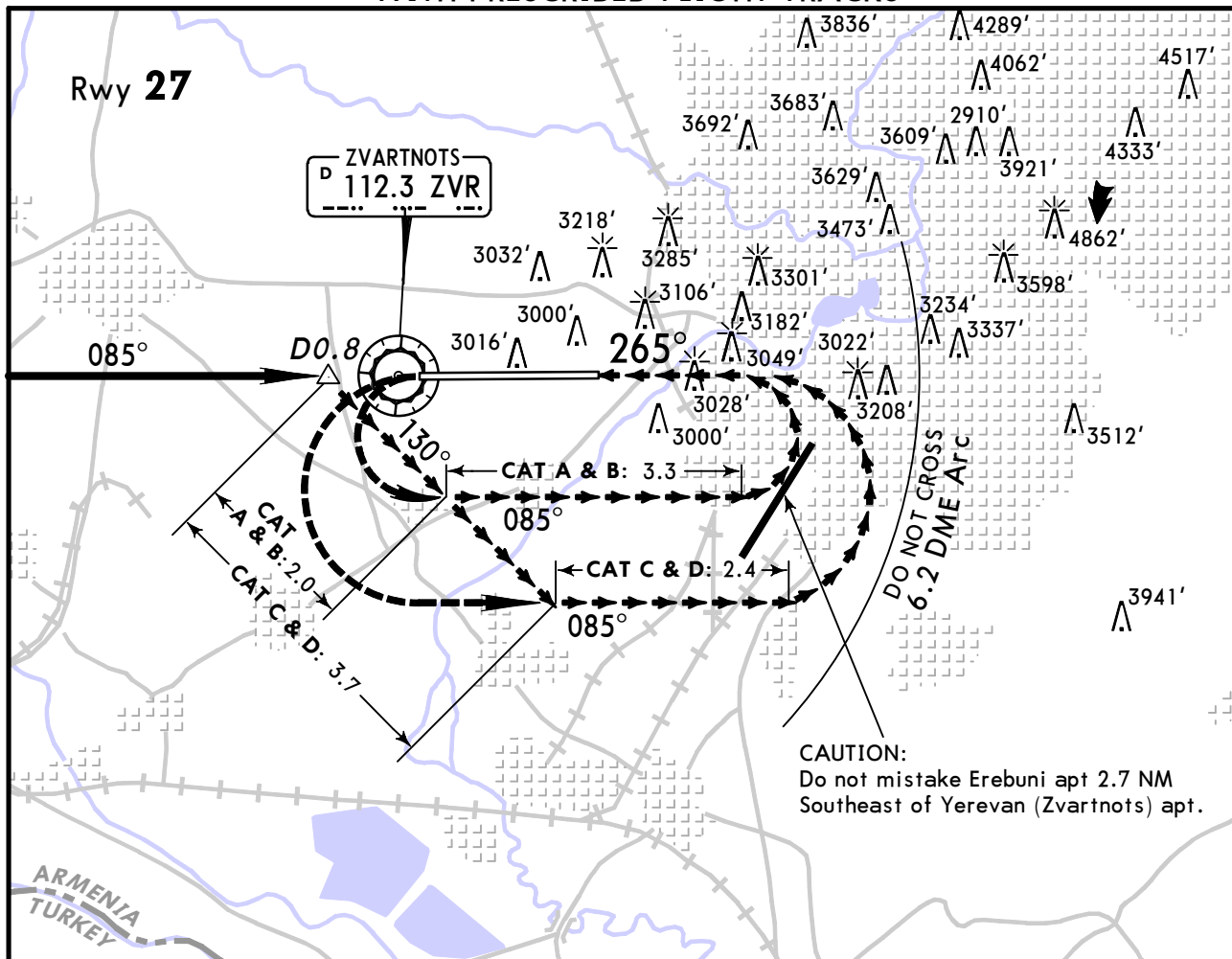


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3500'    D4.0 whichever is earlier	
Descent Angle	3.03°	375	482	536	643	750		858
MAP at LMM								

PANS OPS	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 09		CIRCLE-TO-LAND	
	MDA(H) <b>3210'</b> (410')			
			ALS out	
	A	RVR 900m	RVR 1500m	
	B	RVR 1000m	RVR 1800m	
C	RVR 1400m	RVR 2000m		
D	RVR 1400m	RVR 2000m		
For CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS to rwy 27 see 19-10				



CIRCLE-TO-LAND  
WITH PRESCRIBED FLIGHT TRACKS



CAUTION: Final turn w/o descent. Do not cross 6.2 DME Arc.

**MISSED APCH:**

Climb STRAIGHT AHEAD to MDA(H) to VOR, then turn LEFT onto 085°, then according to chart.

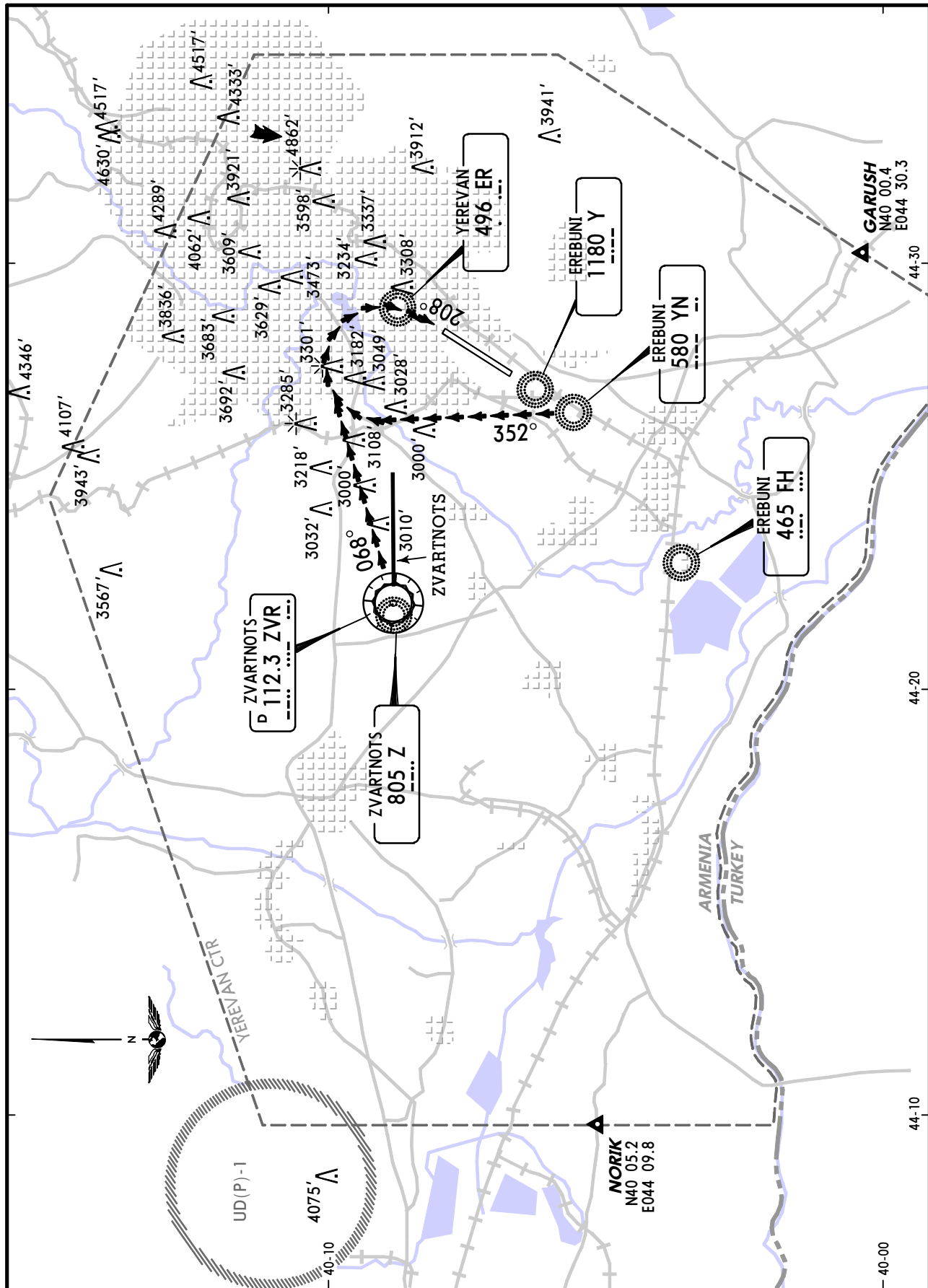
**JAR-OPS**

CAUTION: Not authorized North of airport

		DAY	NIGHT
	Max Kts	MDA(H)	VIS
A	100	<b>3500'</b> (662')	4000m
B	135		
C	180	<b>3630'</b> (792')	5000m
D	185		
			NOT AUTHORIZED

Apt Elev 2838'

VISUAL APPROACH



Visual approach to RWY 27 at ZVARTNOTS apt authorized only SOUTH of airport only.

Visual approach to RWY 21 at EREBUNI apt authorized by prescribed routes only for acct CAT A & B.

## Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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YEREVAN, (ZVARTNOTS - UDYZ)

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport UDYZ

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(10-1R) In case of com failure during radar vectoring proceed to ZVR VOR DME at last cleared altitude but not below 7000'.