

List of pages in this Trip Kit

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- Revision Letter For Cycle 05-2025
- Change Notices
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General Information

Location: NAKHCHIVAN AZE
ICAO/IATA: UBBN / NAJ
Lat/Long: N39° 11.32', E045° 27.44'
Elevation: 2864 ft

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

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

Sunrise: 0139 Z
Sunset: 1611 Z

Runway Information

Runway: 14L
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2864 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 14R
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2862 ft
Lighting: Edge, ALS

Runway: 32L
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2819 ft
Lighting: Edge, ALS
Displaced Threshold: 374 ft

Runway: 32R
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2823 ft

Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Communication Information

ATIS: 127.500
Nakhchivan Tower: 125.200 Secondary
Nakhchivan Tower: 127.400
Nakhchivan Approach: 127.400
Nakhchivan Approach: 125.200 Secondary

UBBN/NAJ
NAKHCHIVAN

JEPPESEN

6 JAN 23

10-1P

NAKHCHIVAN, AZERBAIJAN

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.5

1.2. NOISE ABATEMENT PROCEDURES

ACFT types AN24, AN26 and TU134 are not allowed to land and take-off at APT due to noise abatement, except for ambulance, humanitarian, emergency and search and rescue flights.

1.3. TAXI PROCEDURES

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

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

Follow-me car is always available by request.

The ACFT shall not enter or cross the RWY without clearance from the NAKHCHIVAN Tower.

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

1.4. PARKING INFORMATION

Nose-in guidance at ACFT stands.

2. DEPARTURE

2.1. RUN-UP, PUSH-BACK AND START-UP PROCEDURES

2.1.1. RUN-UP

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

Permission for engine run-up shall be requested from NAKHCHIVAN Tower on frequency 127.4. Stand number and intended engine power thrust should be indicated.

2.1.2. PUSH-BACK

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

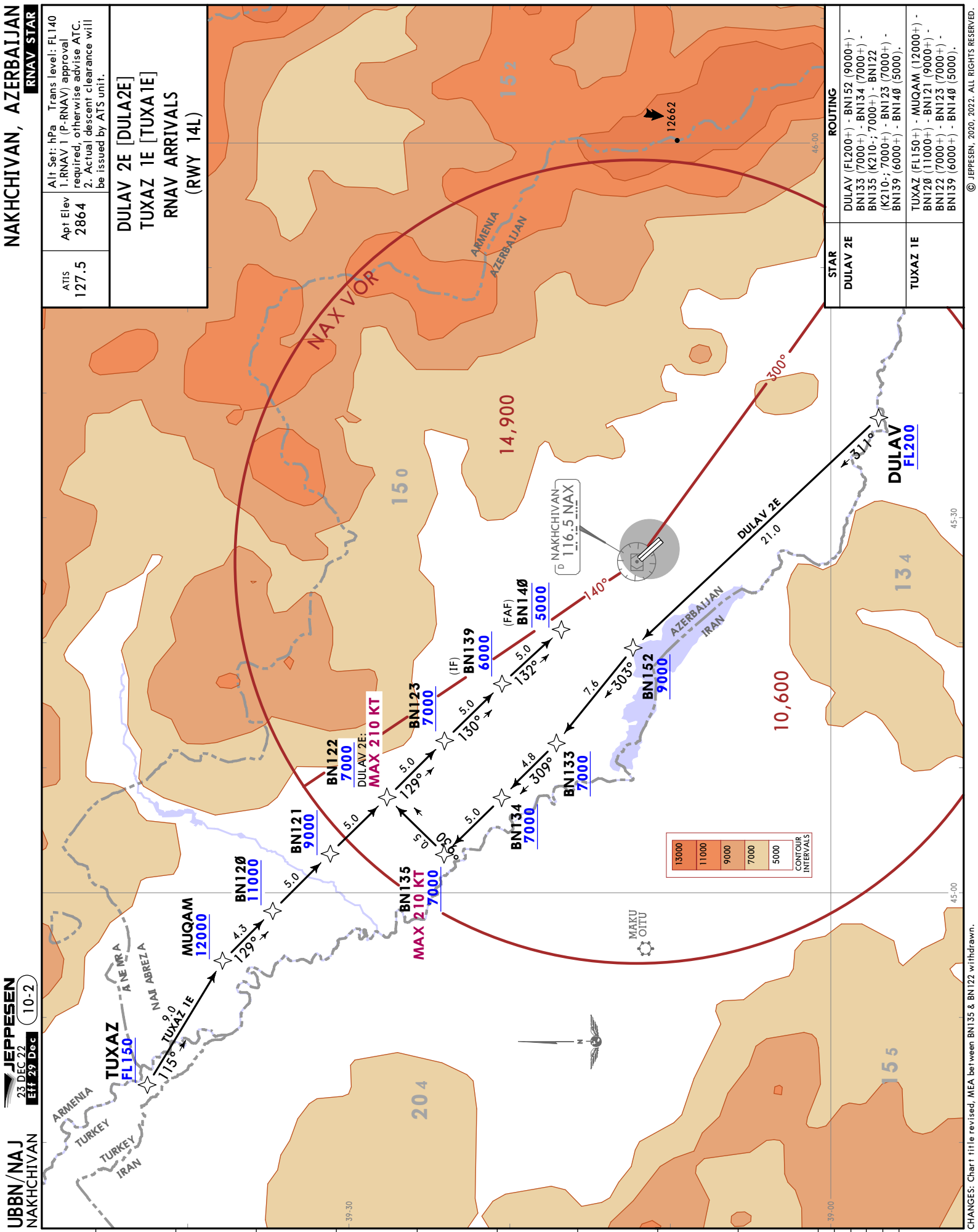
The clearance for push-back or tow shall be requested from NAKHCHIVAN Tower on frequency 127.4.

Engines can be started before, during or after push-back or tow as specified in instructions of NAKHCHIVAN Tower. The interphone or hand signal system shall be used for communication between signalman and crew.

2.1.3. START-UP

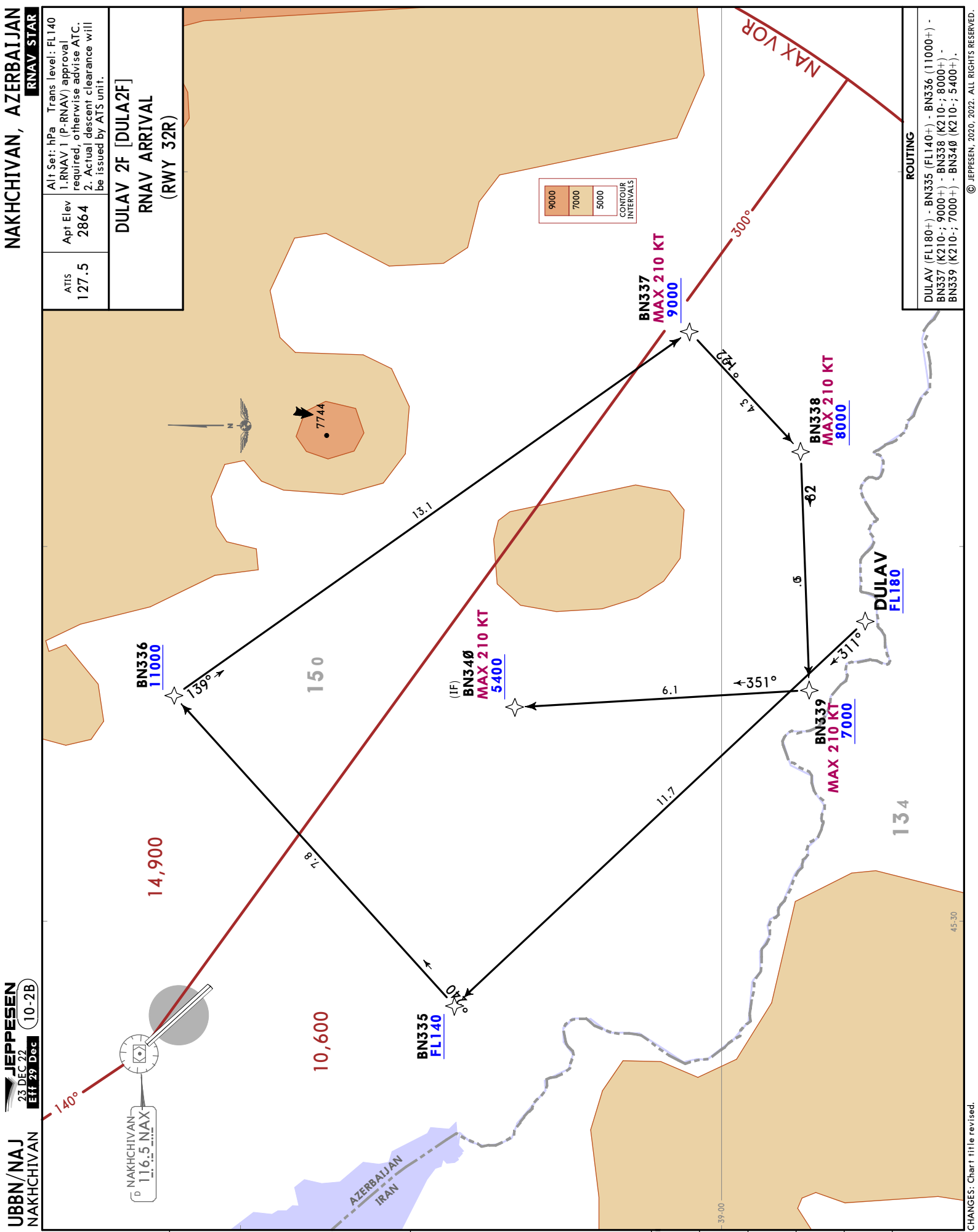
All types of flights shall request clearance for engine start-up from NAKHCHIVAN Tower on frequency 127.4.

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



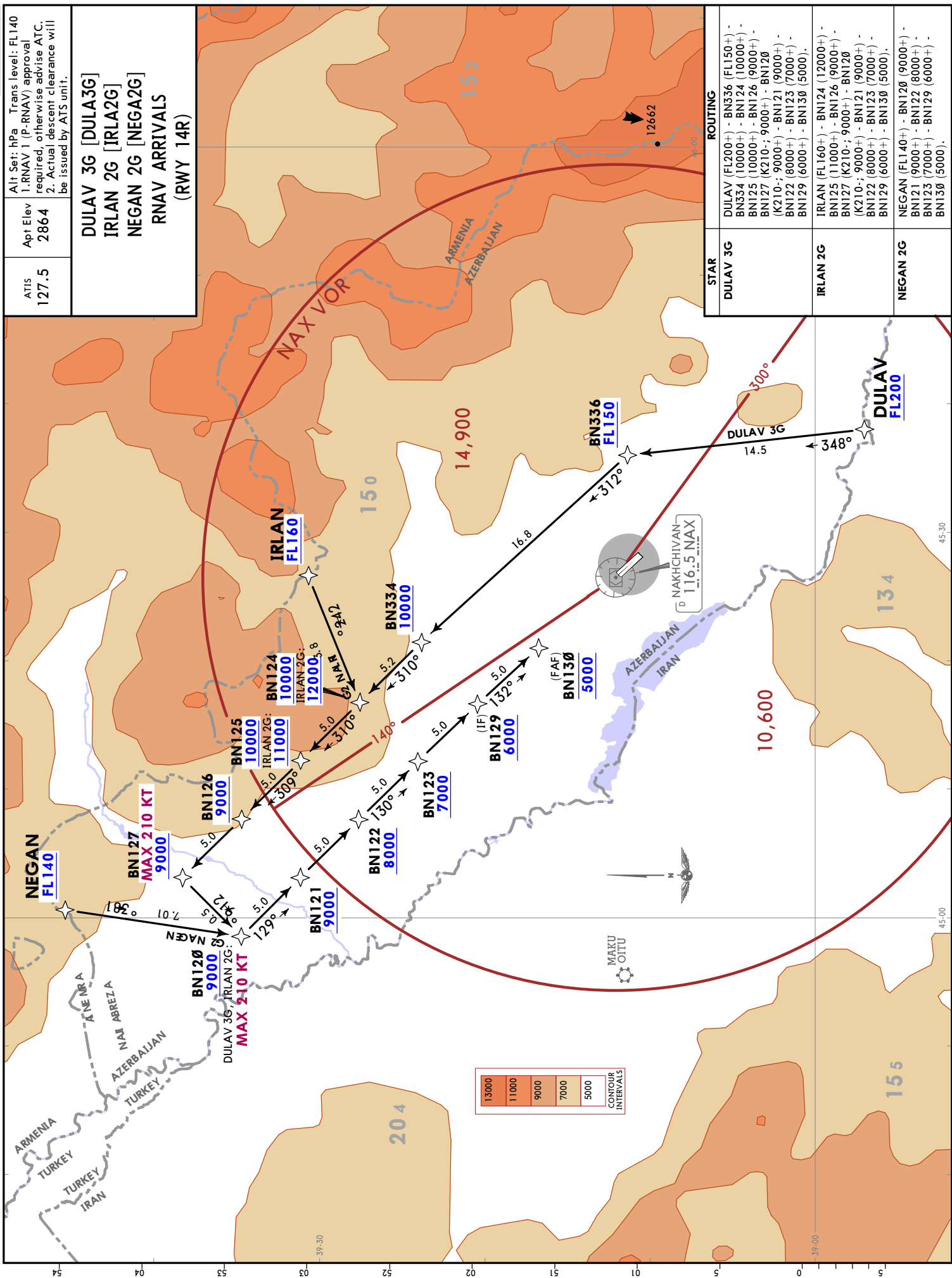


UBBN/NAJ
NAKHCHIVAN









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NAKHCHIVAN

JEPPESEN
23 DEC 22
Eff 29 Dec

10-2F

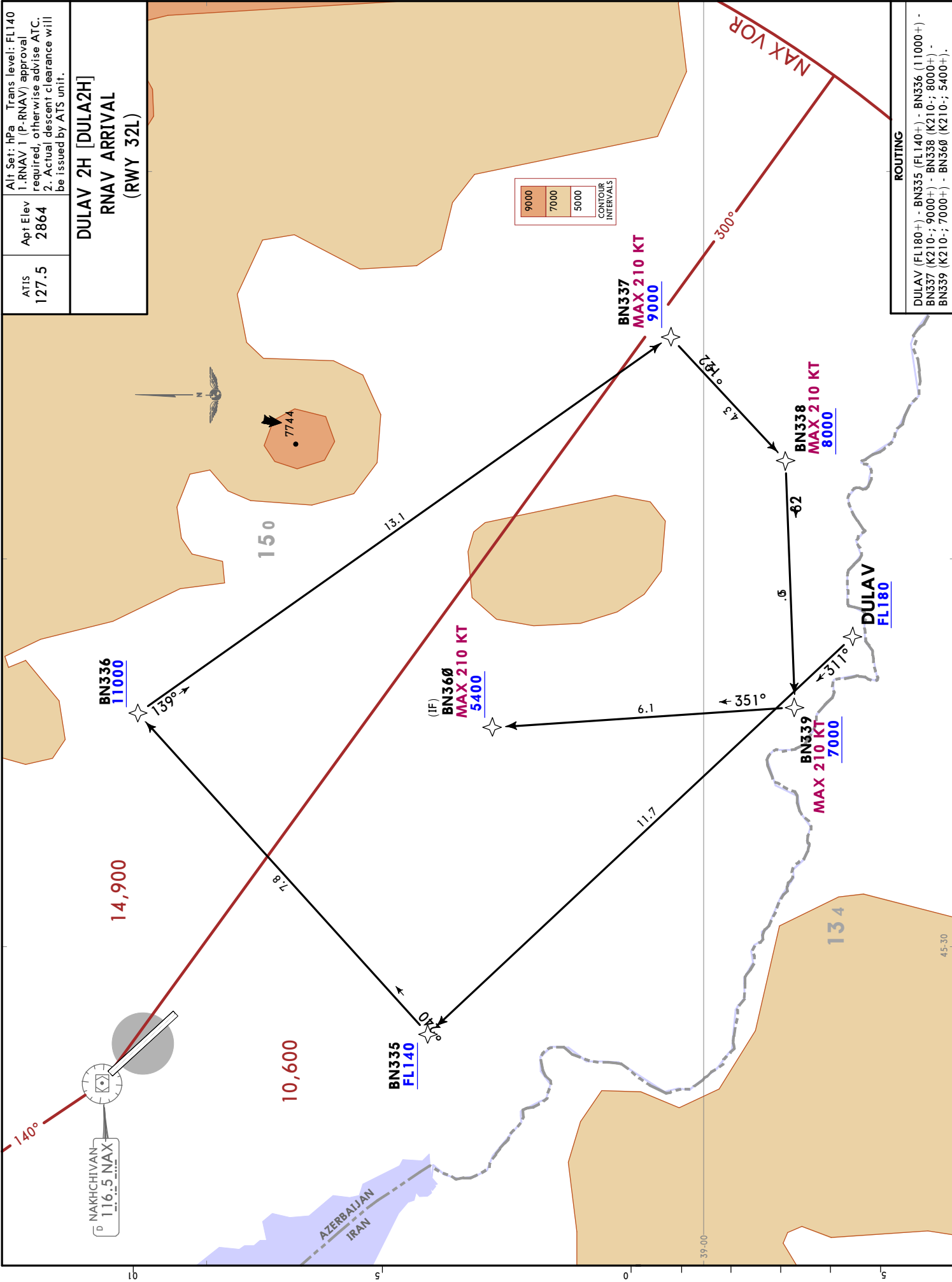
NAKHCHIVAN, AZERBAIJAN
RNAV STAR

Alt Set: hPa
1. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.
2. Actual descent clearance will be issued by ATIS unit.

ATIS
127.5

Apt Elev
2864

DULAV 2H [DULA2H]
RNAV ARRIVAL
(RWY 32L)



ROUTING

DULAV (FL180+) - BN335 (FL140+) - BN336 (11000+) - BN337 (K210-) - 9000+ - BN338 (K210-) - 8000+ - BN339 (K210-) - 7000+ - BN336 (K210-) - 5400+.



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JEPPESSENAKHCHIVAN, AZERBAIJAN

23 DEC 22

10-3

Eff 29 Dec

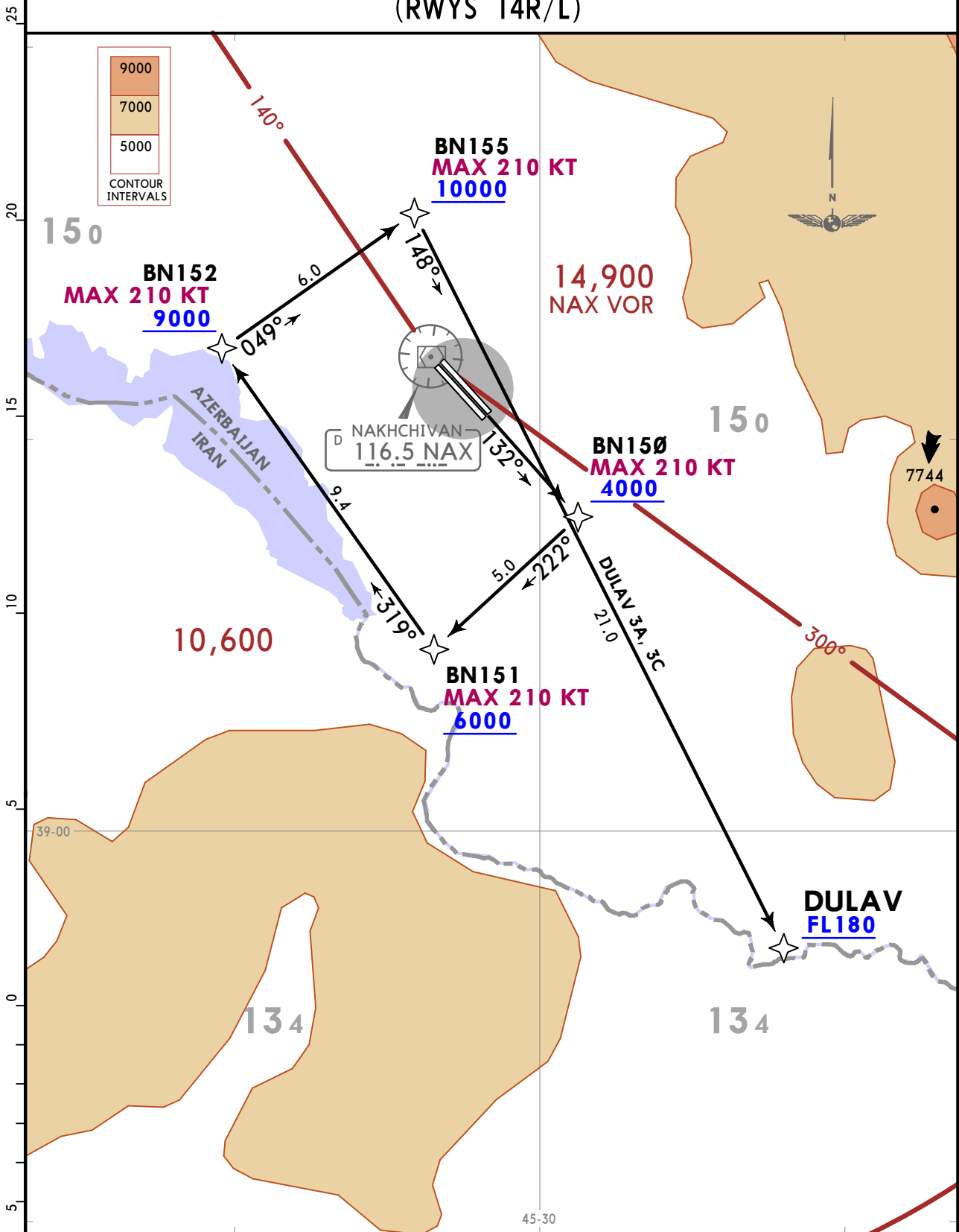
RNAV SID

NAKHCHIVAN
Approach
127.4
125.2

Apt Elev
2864

Trans alt: 12000
1. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
2. Actual climb clearance will be directed by ATC.
3. Unless otherwise instructed contact NAKHCHIVAN Approach on assigned frequency as soon as practicable after take-off.

DULAV 3A [DULA3A]
DULAV 3C [DULA3C]
RNAV DEPARTURES
(RWYS 14R/L)

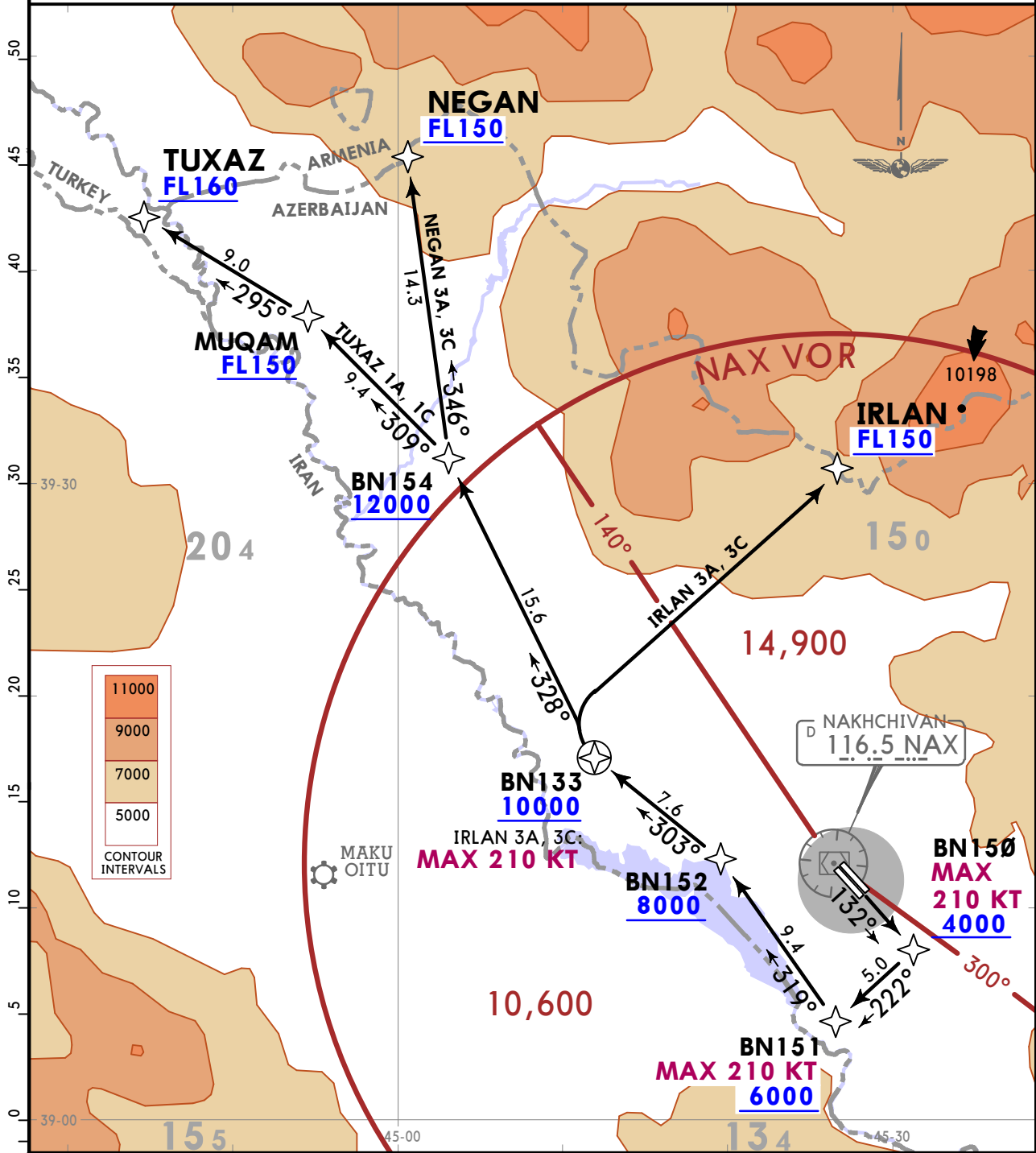


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NAKHCHIVAN

JEPPES NAKHCHIVAN, AZERBAIJAN
23 DEC 22 **(10-3A)** **Eff 29 Dec** **RNAV SID**

NAKHCHIVAN Approach 127.4 125.2	Apt Elev 2864	Trans alt: 12000 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual climb clearance will be directed by ATC. 3. Unless otherwise instructed contact NAKHCHIVAN Approach on assigned frequency as soon as practicable after take-off.
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IRLAN 3A [IRLA3A], IRLAN 3C [IRLA3C]
NEGAN 3A [NEGA3A], NEGAN 3C [NEGA3C]
TUXAZ 1A [TUXA1A], TUXAZ 1C [TUXA1C]
RNAV DEPARTURES
(RWYS 14R/L)



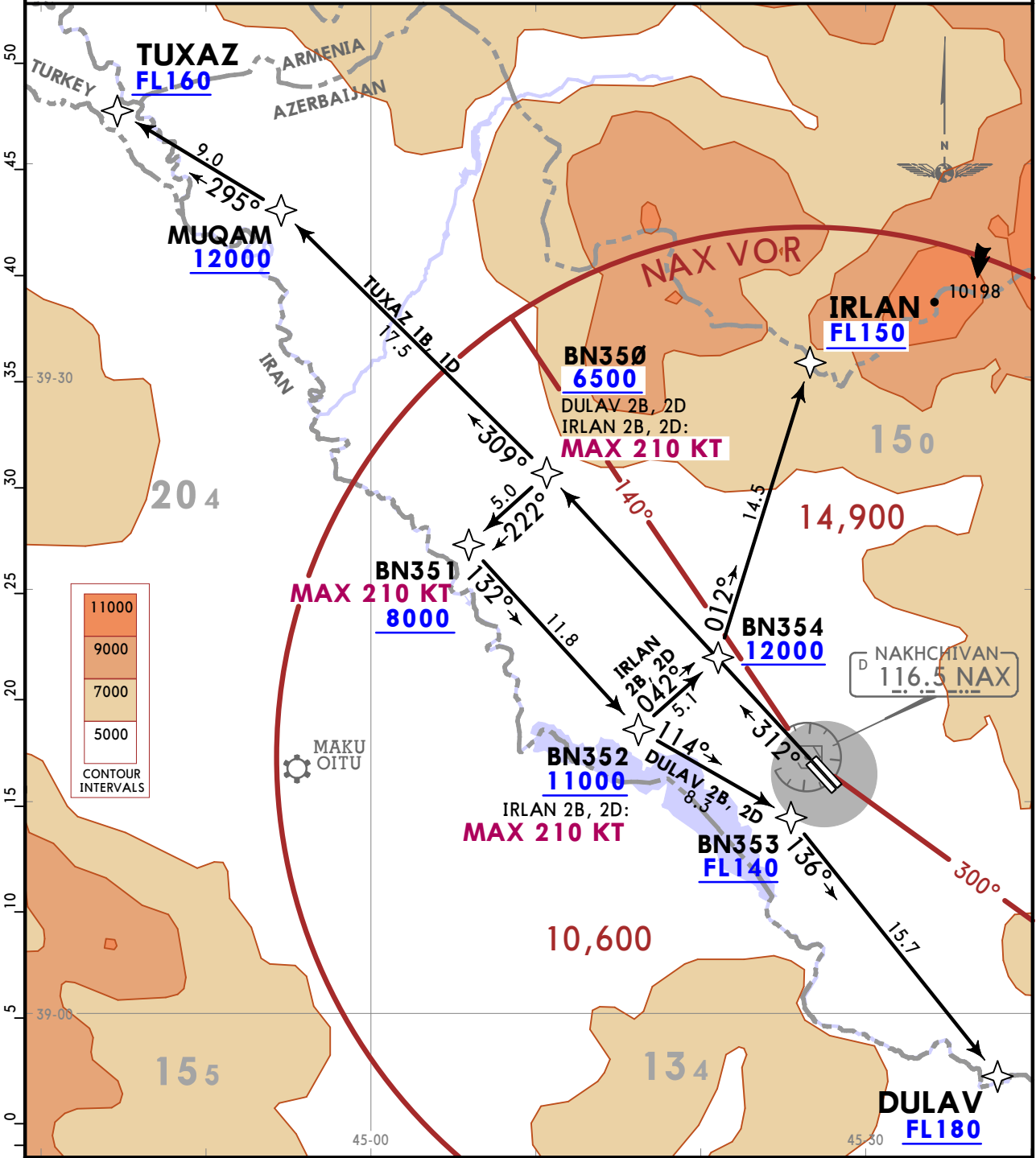
SID	ROUTING
IRLAN 3A	BN150 (K210-; 4000+) - BN151 (K210-; 6000+) - BN152 (8000+) - BN153 (K210-; 10000+) - IRLAN (FL150+).
IRLAN 3C	BN150 (K210-; 4000+) - BN151 (K210-; 6000+) - BN152 (8000+) - BN153 (10000+) - BN154 (12000+) - NEGAN (FL150+).
NEGAN 3A	BN150 (K210-; 4000+) - BN151 (K210-; 6000+) - BN152 (8000+) - BN153 (10000+) - BN154 (12000+) - MUQAM (FL150+) - TUXAZ (FL160+).
NEGAN 3C	BN150 (K210-; 4000+) - BN151 (K210-; 6000+) - BN152 (8000+) - BN153 (10000+) - BN154 (12000+) - MUQAM (FL150+) - TUXAZ (FL160+).
TUXAZ 1A	BN150 (K210-; 4000+) - BN151 (K210-; 6000+) - BN152 (8000+) - BN153 (10000+) - BN154 (12000+) - MUQAM (FL150+) - TUXAZ (FL160+).
TUXAZ 1C	BN150 (K210-; 4000+) - BN151 (K210-; 6000+) - BN152 (8000+) - BN153 (10000+) - BN154 (12000+) - MUQAM (FL150+) - TUXAZ (FL160+).

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JEPPESSENAKHCHIVAN, AZERBAIJAN
23 DEC 22 **(10-3B)** **Eff 29 Dec** **RNAV SID**

NAKHCHIVAN Approach 127.4 125.2	Apt Elev 2864	Trans alt: 12000 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual climb clearance will be directed by ATC. 3. Unless otherwise instructed contact NAKHCHIVAN Approach on assigned frequency as soon as practicable after take-off.
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DULAV 2B [DULA2B], DULAV 2D [DULA2D]
IRLAN 2B [IRLA2B], IRLAN 2D [IRLA2D]
TUXAZ 1B [TUXA1B], TUXAZ 1D [TUXA1D]
RNAV DEPARTURES
(RWYS 32L/R)



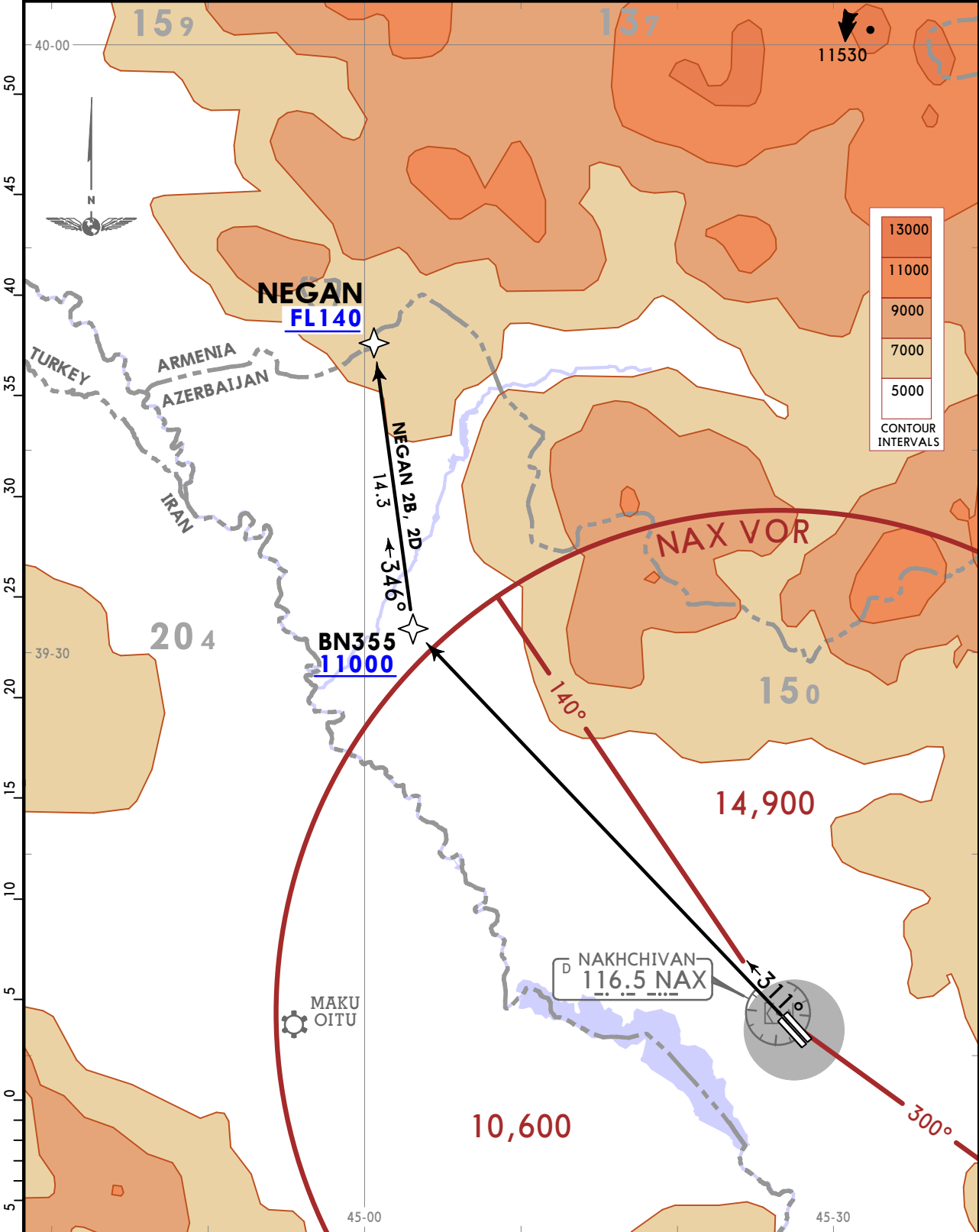
SID	ROUTING
DULAV 2B	BN350 (K210-; 6500+) - BN351 (K210-; 8000+) - BN352 (11000+) - BN353 (FL140+) - DULAV (FL180+).
DULAV 2D	
IRLAN 2B	BN350 (K210-; 6500+) - BN351 (K210-; 8000+) - BN352 (K210-; 11000+) - BN354 (12000+) - IRLAN (FL150+).
IRLAN 2D	
TUXAZ 1B	BN350 (6500+) - MUQAM (12000+) - TUXAZ (FL160+).
TUXAZ 1D	

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JEPPESENNAKHCHIVAN, AZERBAIJAN
23 DEC 22 (10-3C) Eff 29 Dec RNAV SID

NAKHCHIVAN Approach 127.4 125.2	Apt Elev 2864	Trans alt: 12000 1. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 2. Actual climb clearance will be directed by ATC. 3. Unless otherwise instructed contact NAKHCHIVAN Approach on assigned frequency as soon as practicable after take-off.
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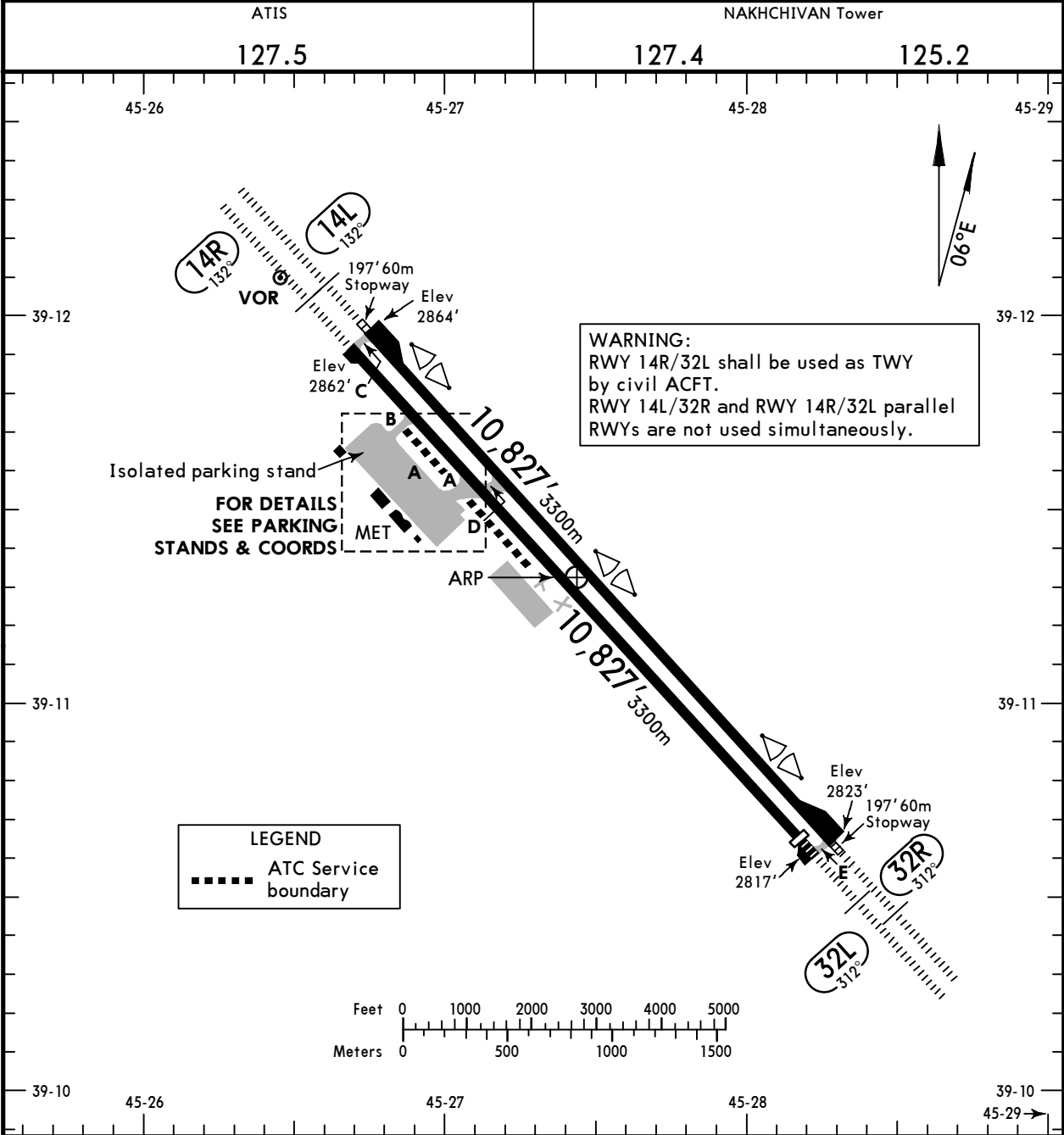
NEGAN 2B [NEGA2B]
NEGAN 2D [NEGA2D]
RNAV DEPARTURES
(RWYS 32R/L)



SID	ROUTING
NEGAN 2B	BN355 (11000+) - NEGAN (FL140+).
NEGAN 2D	

UBBN/NAJ
Apt Elev **2864'**
N39 11.3 E045 27.4

JEPPESSEN **NAKHCHIVAN, AZERBAIJAN**
1 SEP 23 **(10-9)** **Eff 7 Sep** **NAKHCHIVAN**



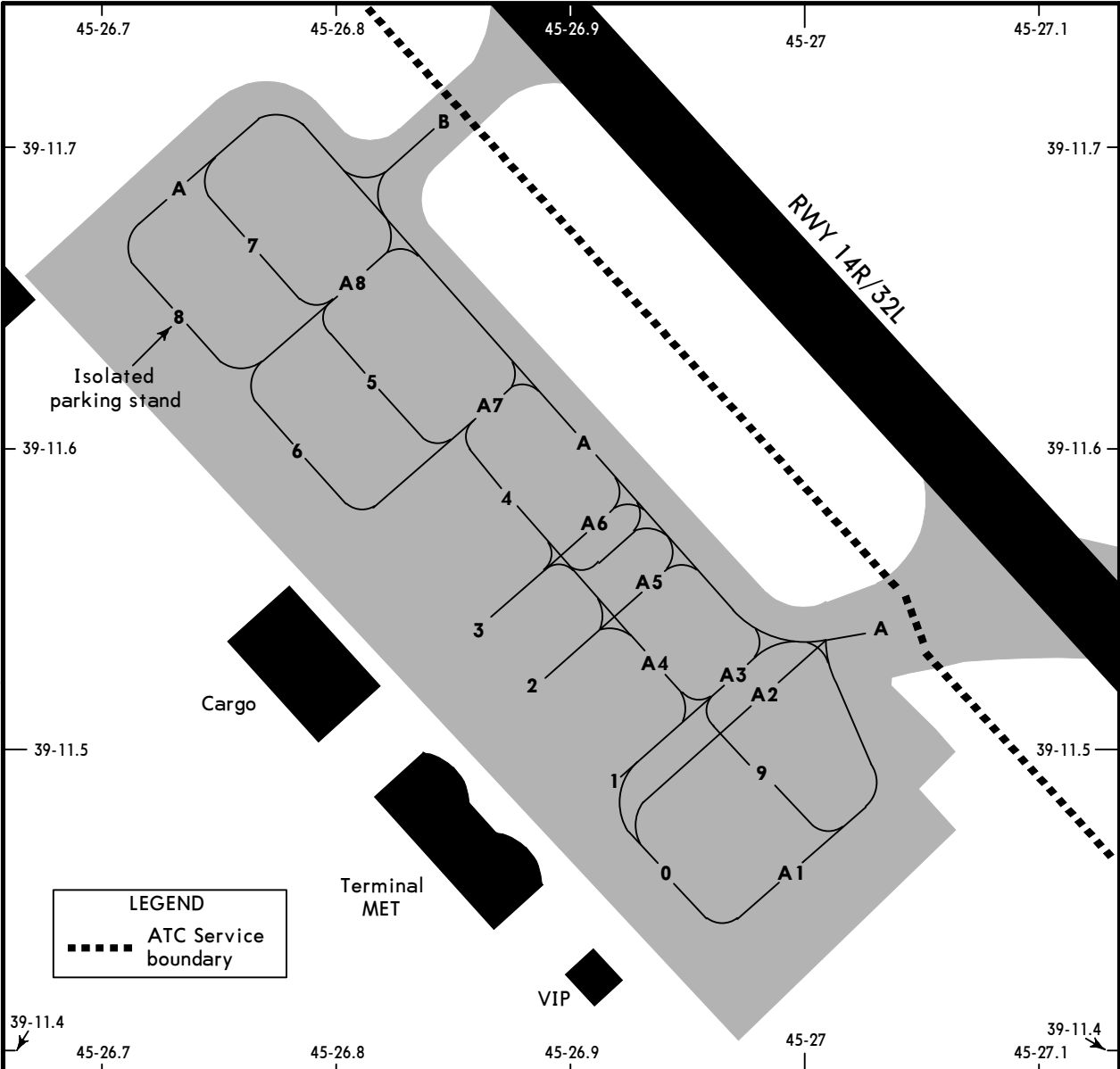
ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
14L 32R	HIRL (60m) CL (15m) ① HIALS PAPI-L ② RVR		9794' 2985m		148' 45m				
			9429' 2874m						
14R 32L	HIRL (60m) ① HIALS PAPI-L(angle 3.0°) RVR		9613' 2930m		148' 45m				
		10,453' 3186m	9118' 2779m						

- ① length 900m
② (angle 3.0°)

TAKE-OFF								
Low Visibility Take-off								
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM		RL or RCLM	RL or CL		Adequate Vis Ref
			DAY	NIGHT		DAY	NIGHT	
TDZ R125m	TDZ R150m	R200m	R300m		R/V400m		R/V500m	NA
Mid R125m	Mid R150m							
Rollout R125m	Rollout R150m							

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JEPPESEN NAKHCHIVAN, AZERBAIJAN
1 SEP 23 **10-9A** Eff 7 Sep
NAKHCHIVAN



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
0	N39 11.4 E045 27.0	7	N39 11.7 E045 26.8
1, 2	N39 11.5 E045 26.9	8	N39 11.6 E045 26.7
3	N39 11.5 E045 26.8	9	N39 11.5 E045 27.0
4	N39 11.6 E045 26.9		
5,6	N39 11.6 E045 26.8		

UBBN/NAJ



JEPPesen

EASA AIR OPS

13 AUG 21

10-9S

NAKHCHIVAN, AZERBAIJAN
NAKHCHIVAN

STRAIGHT-IN RWY		A	B	C	D
14L	① ILS DME	3070'(206')	3082'(218')	3090'(226')	3101'(237')
	FULL	② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	③ ILS DME	3214'(350')	3214'(350')	3214'(350')	3214'(350')
	FULL	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	① RNP	3237'(373')	3259'(395')	3271'(407')	3288'(424')
	LNAV/VNAV	R1000m	R1100m	R1200m	R1300m
	ALS out	R1500m	R1500m	R1900m	R2000m
	①④ RNP	3390'(526')	3390'(526')	3390'(526')	3390'(526')
14R	LNAV	R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
	① RNP	3390'(526')	3390'(526')	3390'(526')	3390'(526')
	LNAV	R1900m	R1900m	R2100m	R2100m
	ALS out	R2600m	R2600m	R2800m	R2800m
	① ILS DME	3062'(200')	3063'(201')	3071'(209')	3081'(219')
	FULL	② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	③ ILS DME	3212'(350')	3212'(350')	3212'(350')	3212'(350')
	FULL	R900m	R900m	R900m	R900m
32L	ALS out	R1500m	R1500m	R1600m	R1600m
	① RNP	3201'(339')	3223'(361')	3235'(373')	3255'(393')
	LNAV/VNAV	R800m	R1000m	R1000m	R1100m
	ALS out	R1500m	R1500m	R1700m	R1800m
	①④ RNP	3390'(528')	3390'(528')	3390'(528')	3390'(528')
	LNAV	R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
	① RNP	3390'(528')	3390'(528')	3390'(528')	3390'(528')
	LNAV	R1900m	R1900m	R2100m	R2100m
	ALS out	R2600m	R2600m	R2800m	R2800m
32L	⑤ ILS DME	3035'(218')	3047'(230')	3055'(238')	3066'(249')
	FULL	② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1300m
	③ ILS DME	3167'(350')	3167'(350')	3167'(350')	3167'(350')
	FULL	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	⑤ RNP	3182'(365')	3195'(378')	3203'(386')	3213'(396')
	LNAV/VNAV	R1000m	R1000m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	④⑤ RNP	3300'(483')	3300'(483')	3300'(483')	3300'(483')
	LNAV	R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
	⑤ RNP	3300'(483')	3300'(483')	3300'(483')	3300'(483')
	LNAV	R1700m	R1700m	R1900m	R1900m
	ALS out	R2500m	R2500m	R2700m	R2700m

① Missed approach climb gradient mim 4.7%.

② R750m when a Flight Director or Autopilot or HUD to DA is not used.

③ Missed approach climb gradient mim 2.5%.

④ Continuous Descent Final Approach.

⑤ Missed approach climb gradient mim 4.0%.

UBBN/NAJ

13 AUG 21 **JEPPESEN**
(10-9S1)

EASA AIR OPS
NAKHCHIVAN, AZERBAIJAN
NAKHCHIVAN

STRAIGHT-IN RWY		A	B	C	D
32R	① ILS DME FULL ALS out	3035'(212') ② R550m R1200m	3047'(224') ② R550m R1200m	3055'(232') ② R550m R1200m	3066'(243') ② R550m R1300m
	③ ILS DME FULL ALS out	3173'(350') R900m R1500m	3173'(350') R900m R1500m	3173'(350') R900m R1600m	3173'(350') R900m R1600m
	① RNP LNAV/VNAV ALS out	3182'(359') R900m R1500m	3195'(372') R1000m R1500m	3203'(380') R1000m R1700m	3213'(390') R1100m R1800m
	①④ RNP LNAV ALS out	3300'(477') R1500m R1500m	3300'(477') R1500m R1500m	3300'(477') R1500m R2200m	3300'(477') R1500m R2200m
	① RNP LNAV ALS out	3300'(477') R1700m R2400m	3300'(477') R1700m R2400m	3300'(477') R1900m R2600m	3300'(477') R1900m R2600m

- ① Missed approach climb gradient mim 4.0%.
- ② R750m when a Flight Director or Autopilot or HUD to DA is not used.
- ③ Missed approach climb gradient mim 2.5%.
- ④ Continuous Descent Final Approach.

CIRCLE-TO-LAND ⑥	100 KT	135 KT	180 KT	205 KT
	3420'(556') V1500m	3470'(606') V1600m	3570'(706') V2400m	3570'(706') V3600m

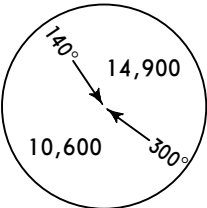
⑥ Not authorized East of Rwy: 14L, 14R, 32L, 32R.

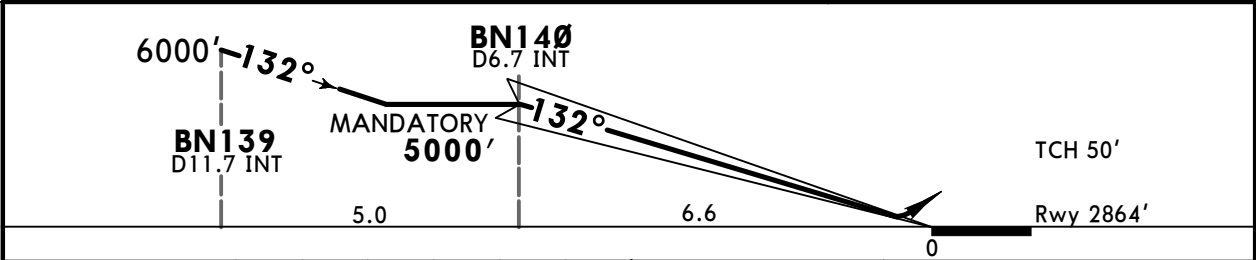
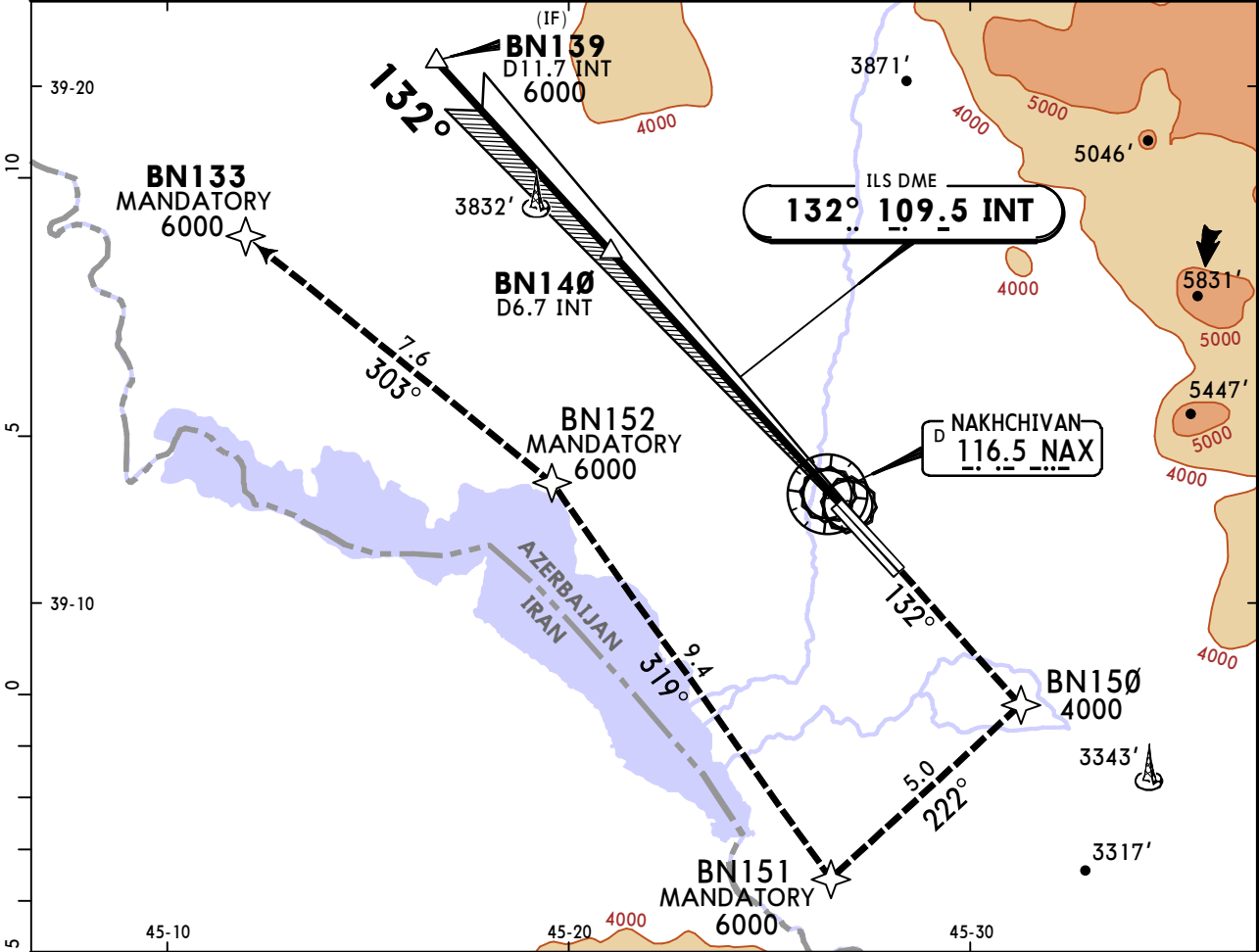
TAKE-OFF								
Low Visibility Take-off					RL or RCLM	RL or CL	Adequate Vis Ref	
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL				
			DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

UBBN/NAJ
NAKHCHIVAN

JEPPESSEN
23 DEC 22 11-1 Eff 29 Dec

NAKHCHIVAN, AZERBAIJAN
ILS DME Rwy 14L

ATIS		NAKHCHIVAN Approach			NAKHCHIVAN Tower	
127.5		127.4		125.2	127.4	125.2
LOC INT 109.5	Final Apch Crs 132°	BN140 MANDATORY 5000' (2136')	DA(H) Refer to Minimums	Apt Elev 2864' Rwy 2864'	 MSA NAX VOR	
MISSED APCH: Track to BN150, climb 4000' or above. Turn RIGHT to BN151, climb 6000'. Turn RIGHT to BN152 at 6000'. Turn LEFT to BN133 at 6000'. Then rejoin STAR or make another approach. Refer to minimums for missed apch climb gradient.						
Alt Set: hPa Rwy Elev: 101 hPa Trans level: FL140 Trans alt: 12000'						
PRNAV required (RNAV1) for missed apch phase.						



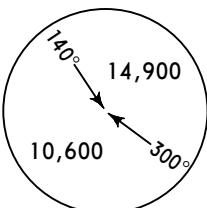
Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	

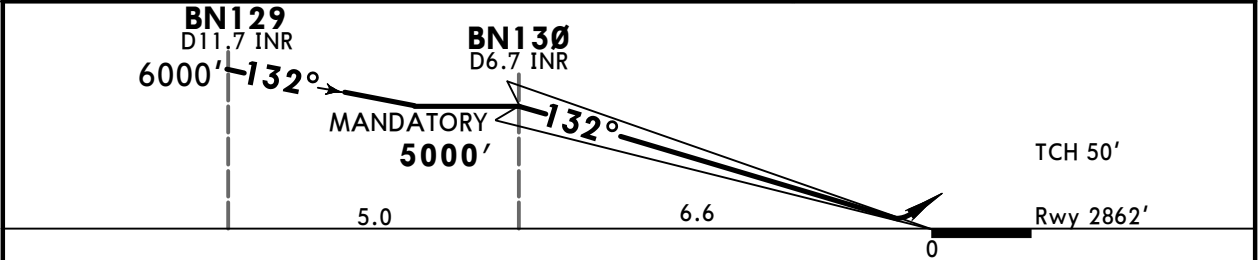
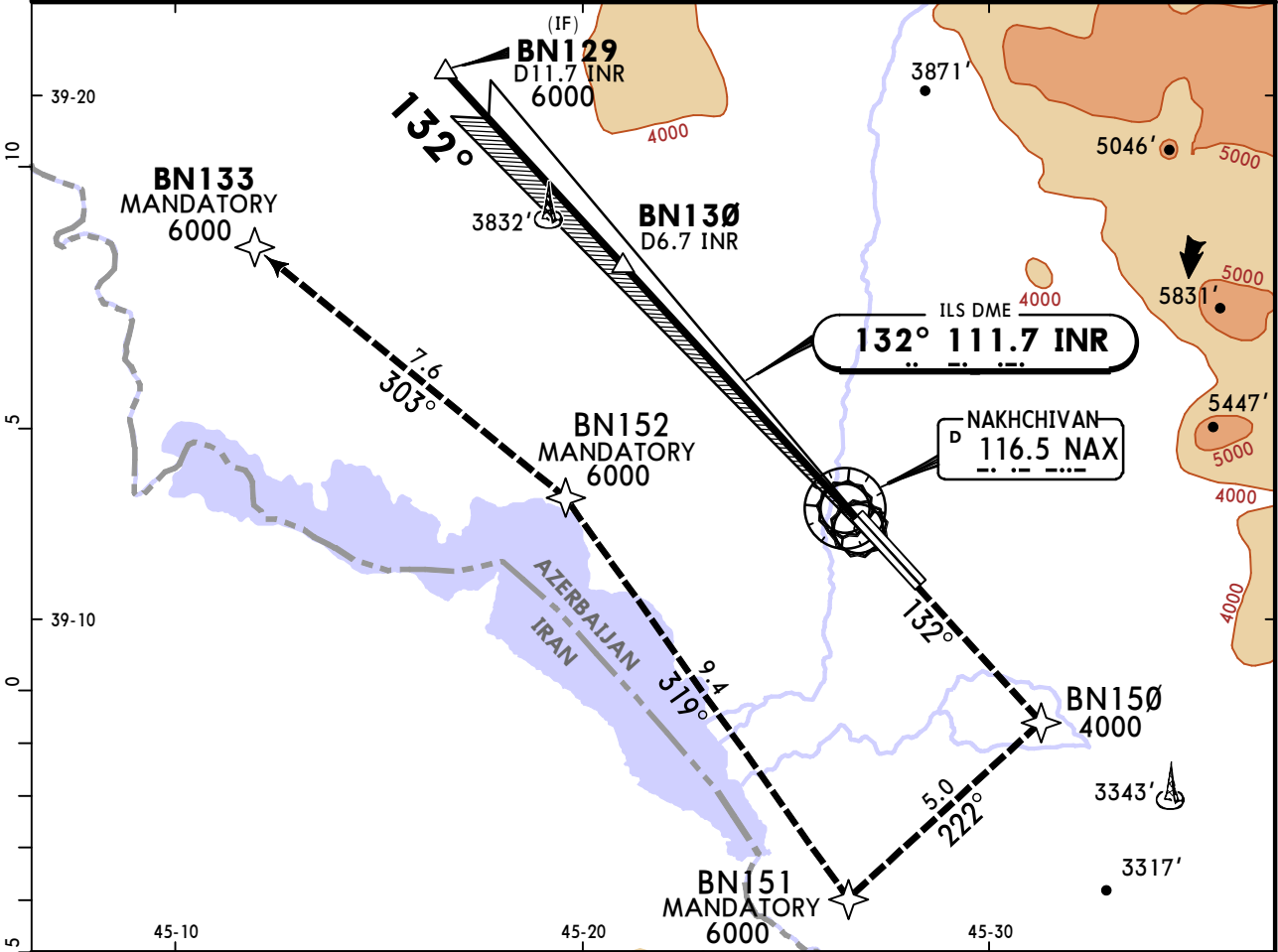
Std STRAIGHT-IN LANDING ILS				CIRCLE-TO-LAND Not authorized East of the Rwy 14L	
MACG MIN 4.7%		MACG MIN 2.5%			
DA(H) A: 3070' (206') C: 3090' (226')		DA(H) 3214' (350')			
B: 3082' (218') D: 3101' (237')					
FULL		ALS out		MDA(H)	
A				100	3420' (556') V1500m
B				135	3470' (606') V1600m
C				180	3570' (706') V2400m
D				205	3570' (706') V3600m

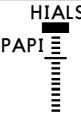
UBBN/NAJ
NAKHCHIVAN

JEPPesen
23 DEC 22 (11-2) Eff 29 Dec

NAKHCHIVAN, AZERBAIJAN
ILS DME Rwy 14R

ATIS		NAKHCHIVAN Approach		NAKHCHIVAN Tower	
127.5		127.4 125.2		127.4 125.2	
LOC INR 111.7	Final Apch Crs 132°	BN130 MANDATORY 5000' (2138')	DA(H) Refer to Minimums	Apt Elev 2864' Rwy 2862'	 MSA NAX VOR
MISSED APCH: Track to BN150, climb 4000' or above. Turn RIGHT to BN151, climb 6000'. Turn RIGHT to BN152 at 6000'. Turn LEFT to BN133 at 6000'. Then rejoin STAR or make another approach. Refer to minimums for missed apch climb gradient.					
Alt Set: hPa		Rwy Elev: 101 hPa	Trans level: FL140	Trans alt: 12000'	
PRNAV required (RNAV1) for missed apch phase.					



Gnd speed-Kts	70	90	100	120	140	160		4000' ↑	BN150
GS	3.00°	372	478	531	637	743			

Std STRAIGHT-IN LANDING ILS				CIRCLE-TO-LAND				
MACG MIN 4.7%		MACG MIN 2.5%		Not authorized				
DA(H)	A: 3062' (200')	C: 3071' (209')	DA(H) 3212' (350')	East of the Rwy 14R				
	B: 3063' (201')	D: 3081' (219')						
FULL		ALS out		Max Kts	MDA(H)			
A	1 R550m		R1200m		R900m		100	3420' (556') V1500m
B							135	3470' (606') V1600m
C							180	3570' (706') V2400m
D							205	3570' (706') V3600m
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.								

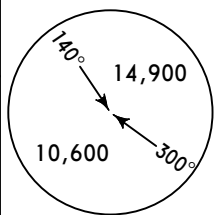
UBBN/NAJ
NAKHCHIVAN

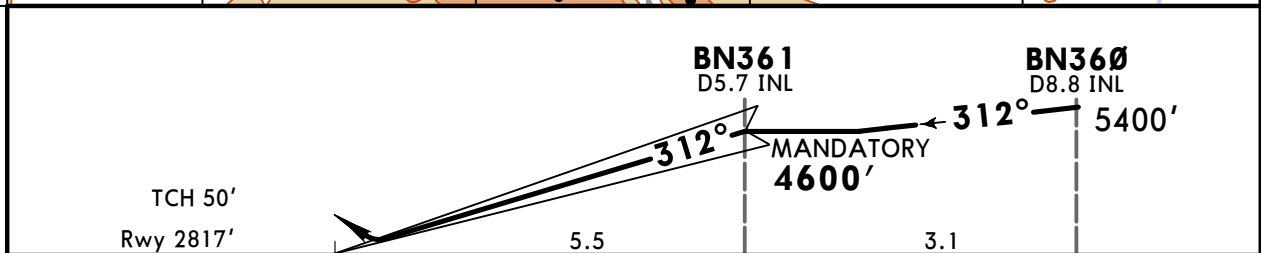
JEPPESEN
23 DEC 22 11-3 Eff 29 Dec

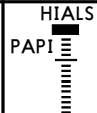
NAKHCHIVAN, AZERBAIJAN
ILS DME Rwy 32L

BRIEFING STRIP

TM

ATIS		NAKHCHIVAN Approach		NAKHCHIVAN Tower	
127.5		127.4		125.2	
LOC INL 111.1	Final Apch Crs 312°	BN361 MANDATORY 4600' (1783')	DA(H) Refer to Minimums	Apt Elev 2864' Rwy 2817'	 MSA NAX VOR
MISSED APCH: Direct to BN342, climb 3600' or above, then track to BN343, climb 6000' or above. Turn RIGHT direct to BN334, climb 8000' or above, turn RIGHT to BN336 at 9000'. Then rejoin STAR. Refer to minimums for missed apch climb gradient.					
Alt Set: hPa Rwy Elev: 99 hPa Trans level: FL140 Trans alt: 12000'					
PRNAV required (RNAV1) for missed apch phase.					



Gnd speed-Kts	70	90	100	120	140	160		3600' ↑	BN342
GS	3.00°	372	478	531	637	743			

Std		STRAIGHT-IN LANDING ILS				CIRCLE-TO-LAND	
		MACG MIN 4.0%		MACG MIN 2.5%		Not authorized East of the Rwy 32L	
DA(H)		A: 3035' (218') C: 3055' (238') B: 3047' (230') D: 3066' (249')		DA(H) 3167' (350')			
		FULL		ALS out		Max Kts	MDA(H)
A	1 R550m	R1200m		R900m		100	3420' (556') V1500m
B						135	3470' (606') V1600m
C						180	3570' (706') V2400m
D							

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

CHANGES: Communication.

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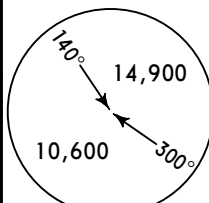
UBBN/NAJ
NAKHCHIVAN

JEPPESSEN
23 DEC 22 (11-4) Eff 29 Dec

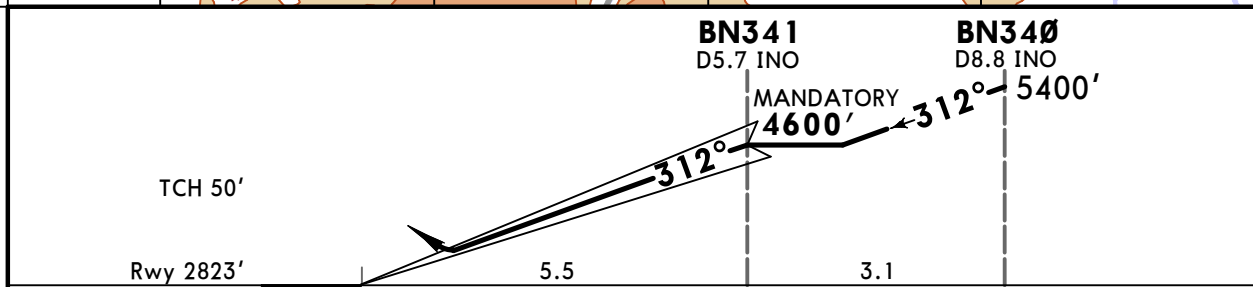
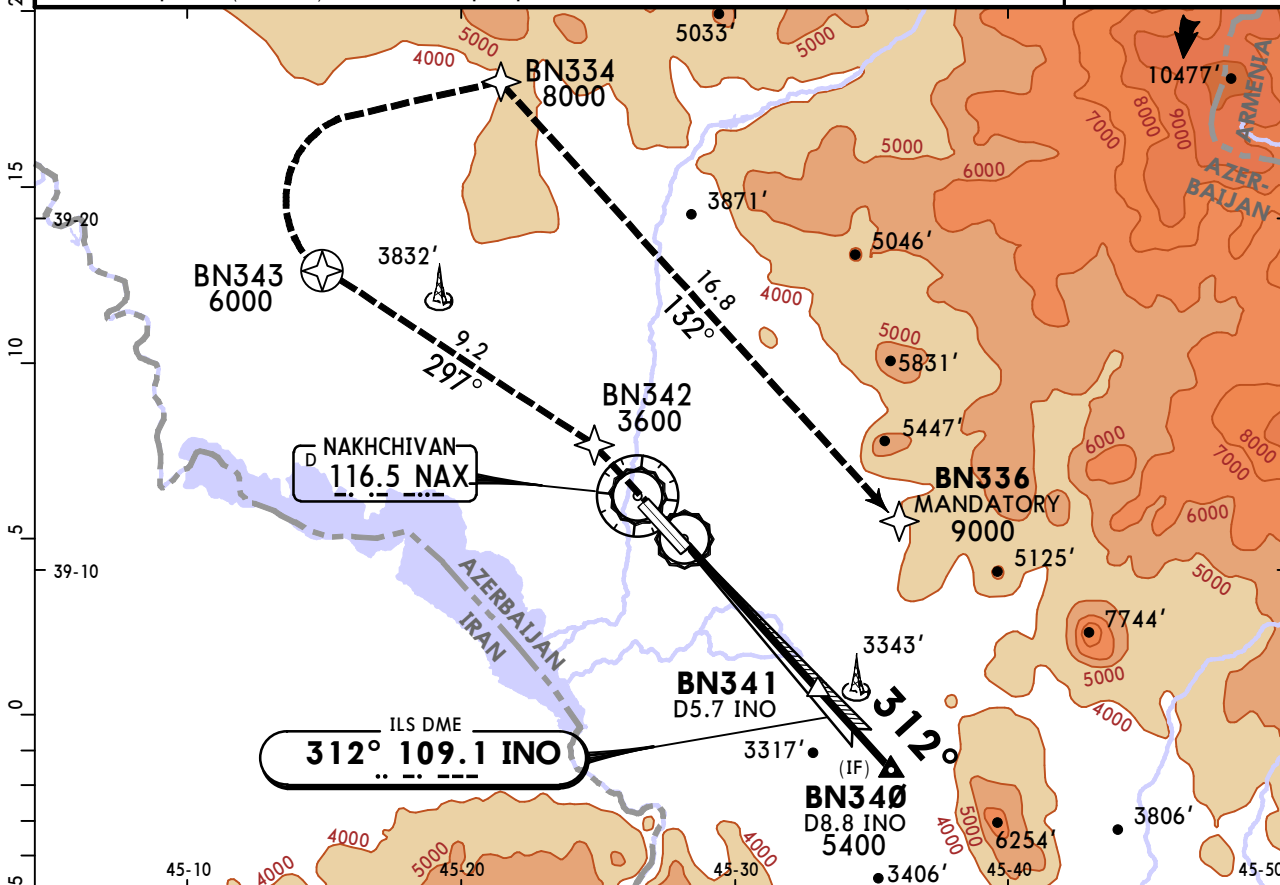
NAKHCHIVAN, AZERBAIJAN
ILS DME Rwy 32R

BRIEFING STRIP

TM

ATIS		NAKHCHIVAN Approach		NAKHCHIVAN Tower	
127.5		127.4		125.2	
LOC INO 109.1	Final Apch Crs 312°	BN341 MANDATORY 4600' (1777')	DA(H) Refer to Minimums	Apt Elev 2864' Rwy 2823'	 MSA NAX VOR
MISSED APCH: Direct to BN342, climb 3600' or above. Then track to BN343, climb 6000' or above. Turn RIGHT direct to BN334, climb to 8000' or above. Turn RIGHT to BN336 at 9000'. Then rejoin STAR. Refer to minimums for missed apch climb gradient.					
Alt Set: hPa Rwy Elev: 99 hPa Trans level: FL140 Trans alt: 12000'					
PRNAV required (RNAV1) for missed apch phase.					

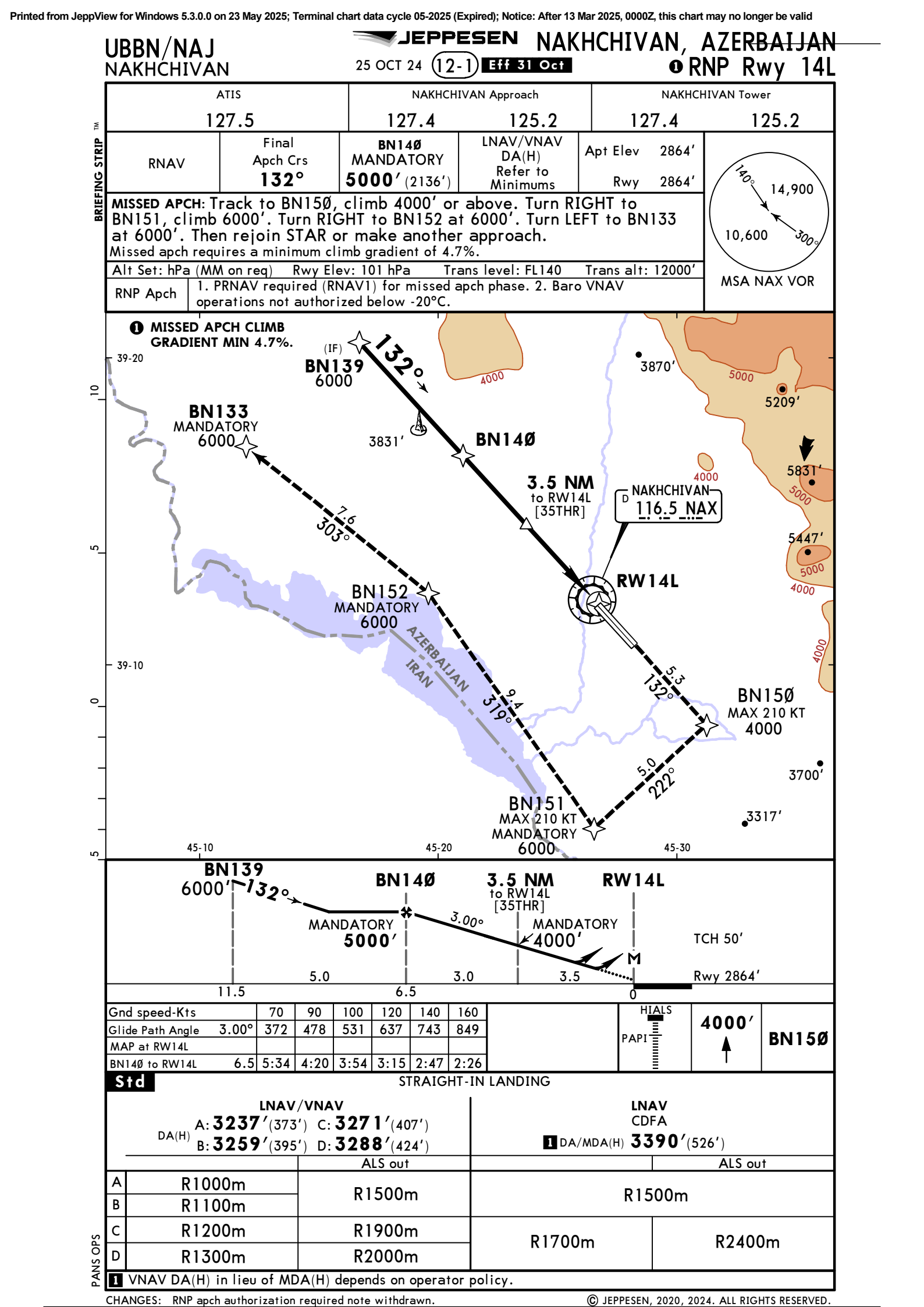
20



Gnd speed-Kts	70	90	100	120	140	160	HIALS		3600'		BN342
GS	3.00°	372	478	531	637	743	849	PAPI	↑		

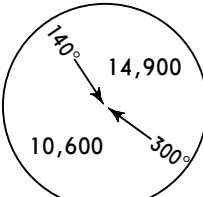
STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
ILS				Not authorized East of the Rwy 32R	
MACG MIN 4.0%		MACG MIN 2.5%			
DA(H)	A: 3035' (212')	C: 3055' (232')	DA(H) 3173' (350')		
	B: 3047' (224')	D: 3066' (243')			
FULL		ALS out	FULL	ALS out	Max Kts
A	I R550m	R1200m	R900m	R1500m	100
B					135
C					180
D		R1300m		R1600m	205
					MDA(H)
					3420' (556') V1500m
					3470' (606') V1600m
					3570' (706') V2400m
					3570' (706') V3600m

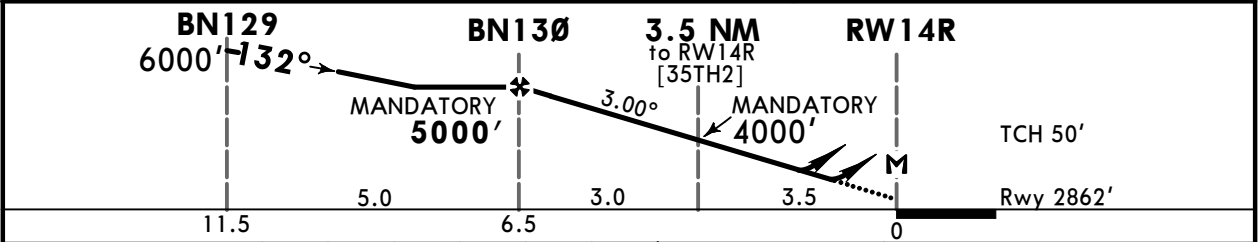
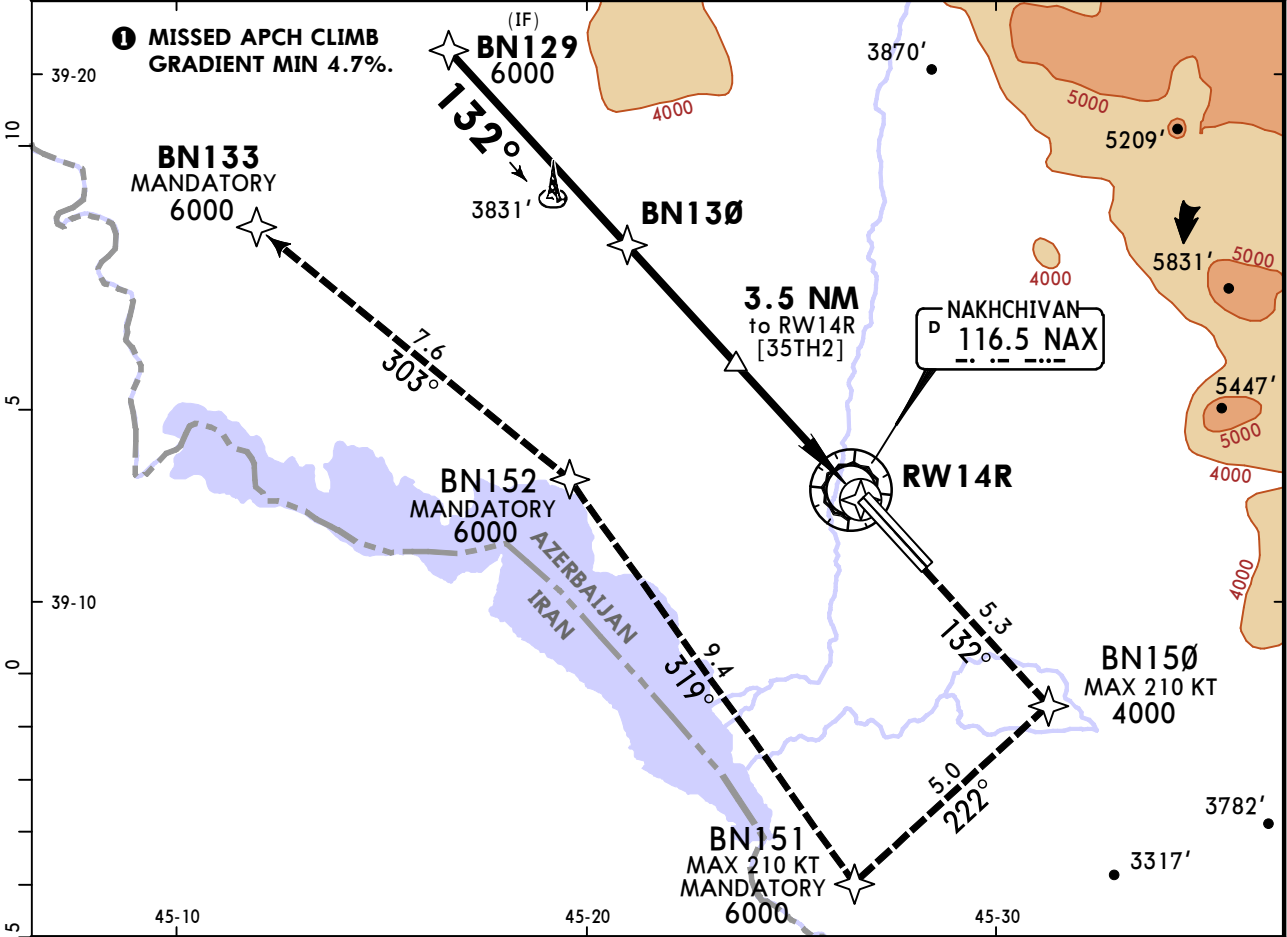
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.



UBBN/NAJ
NAKHCHIVAN

JEPPESSEN NAKHCHIVAN, AZERBAIJAN
25 OCT 24 (12-2) Eff 31 Oct
RNP Rwy 14R

ATIS 127.5		NAKHCHIVAN Approach 127.4		125.2	NAKHCHIVAN Tower 127.4		125.2
RNAV	Final Apch Crs 132°	BN130 MANDATORY 5000' (2138')	LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 2864' Rwy 2862'		
MISSED APCH: Track to BN150, climb 4000' or above. Turn RIGHT to BN151, climb 6000'. Turn RIGHT to BN152 at 6000'. Turn LEFT to BN133 at 6000'. Then rejoin STAR or make another approach. Missed apch requires a minimum climb gradient of 4.7%.							
Alt Set: hPa (MM on req)		Rwy Elev: 101 hPa		Trans level: FL140	Trans alt: 12000'		
RNP Apch	1. PRNAV required (RNAV1) for missed apch phase. 2. Baro VNAV operations not authorized below -20°C.						

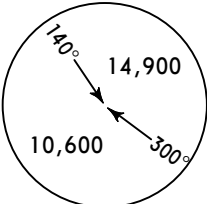


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	4000' ↑	BN150
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW14R									
BN130 to RW14R	6.5	5:34	4:20	3:54	3:15	2:47			

Std		STRAIGHT-IN LANDING			
		LNAV/VNAV		LNAV	
		A: 3201' (339') C: 3235' (373')		CDFA	
DA(H)		B: 3223' (361') D: 3255' (393')		1 DA/MDA(H) 3390' (528')	
		ALS out		ALS out	
A	R800m	R1500m		R1500m	
B	R1000m				
C		R1700m	R1700m	R2400m	
D	R1100m	R1800m			

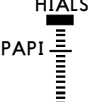
UBBN/NAJ
NAKHCHIVAN

JEPPESEN NAKHCHIVAN, AZERBAIJAN
25 OCT 24 (12-3) Eff 31 Oct
RNP Rwy 32L

ATIS		NAKHCHIVAN Approach		NAKHCHIVAN Tower	
127.5		127.4	125.2	127.4	125.2
RNAV	Final Apch Crs 312°	BN361 MANDATORY 4600' (1783')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 2864' Rwy 2817'	 MSA NAX VOR
MISSED APCH: Direct to BN342, climb 3600' or above, then track to BN343, climb 6000' or above. Turn RIGHT direct to BN334, climb 8000' or above, turn RIGHT to BN336 at 9000'. Then rejoin STAR. Missed apch requires a minimum climb gradient of 4.0%					
Alt Set: hPa (MM on req) Rwy Elev: 99 hPa Trans level: FL140 Trans alt: 12000'					
RNP Apch	1. PRNAV required (RNAV1) for missed apch phase. 2. Baro VNAV operations not authorized below -20°C.				



RW32L		3.5 NM to RW32L [35TH3]		BN361		BN360	
MANDATORY 4000'		MANDATORY 4600'		MANDATORY 4600'		MANDATORY 5400'	
TCH 50'		TCH 50'		TCH 50'		TCH 50'	
Rwy 2817'		Rwy 2817'		Rwy 2817'		Rwy 2817'	

Gnd speed-Kts	70	90	100	120	140	160		3600'	BN342
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW32L									
BN361 to RW32L	5.5	4:43	3:40	3:18	2:45	2:21			

STd STRAIGHT-IN LANDING			
LNAV/VNAV		LNAV CDFA	
A: 3182' (365') C: 3203' (386')		1 DA/MDA(H) 3300' (483')	
B: 3195' (378') D: 3213' (396')			
ALS out		ALS out	
A	R1000m	R1500m	R1500m
B			
C	R1100m	R1800m	R1500m
D			R2300m

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

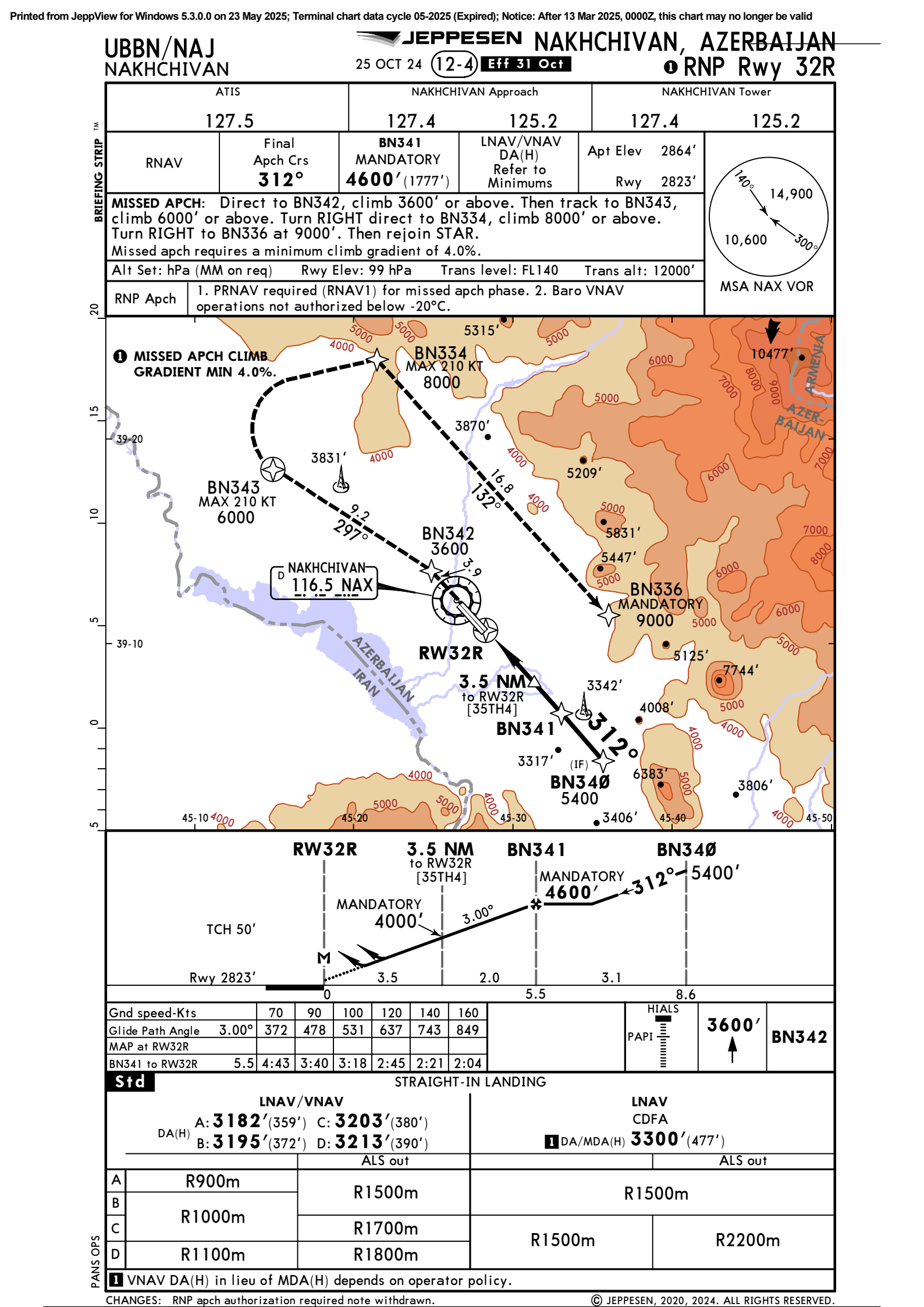


Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NAKHCHIVAN, (NAKHCHIVAN - UBBN)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UBBN