Page 1
Changed chart(s) since Disc 10-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 10-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UTAA

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until 02 JUL 10 STARs ORPA1A/1B/1C/1D, RIKO1A/1B/1C/1D and SIDs ORPA1P/1R/1S/1T, RIKO1P/1R/1S/1T suspended.

General Info

Ashgabat, TKM
N 37° 59.5' E 58° 21.8' Mag Var: 4.0°E
Elevation: 692'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1

Time Zone Info: GMT+5:00 no DST

Runway Info

Runway 11-29 2953' x 115' asphalt
Runway 12L-30R 12467' x 151' concrete
Runway 12R-30L 9806' x 197' concrete

Runway 11 (106.0°M) TDZE 686'
Runway 12L (115.0°M) TDZE 682'
  Lights: Edge, ALS, Centerline, TDZ
Runway 12R (115.0°M) TDZE 689'
  Lights: Edge, ALS
Runway 29 (286.0°M) TDZE 679'
Runway 30L (295.0°M) TDZE 679'
  Lights: Edge, ALS
Runway 30R (295.0°M) TDZE 679'
  Lights: Edge, ALS, Centerline, TDZ

Communications Info

Ashgabat Start Tower **120.0**
Ashgabat Taxiing Ground Control **121.7**
Ashgabat Approach Control **123.5**
Ashgabat Krug Radar **118.7**
Ashgabat Transit Operations **131.9**
Unknown **126.8** Non-English

Notebook Info

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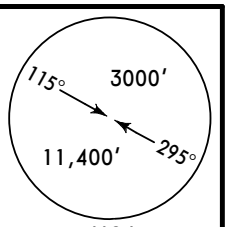
UTAA/ASB
ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN

7 MAY 04 (10-2) Eff 13 May

STAR

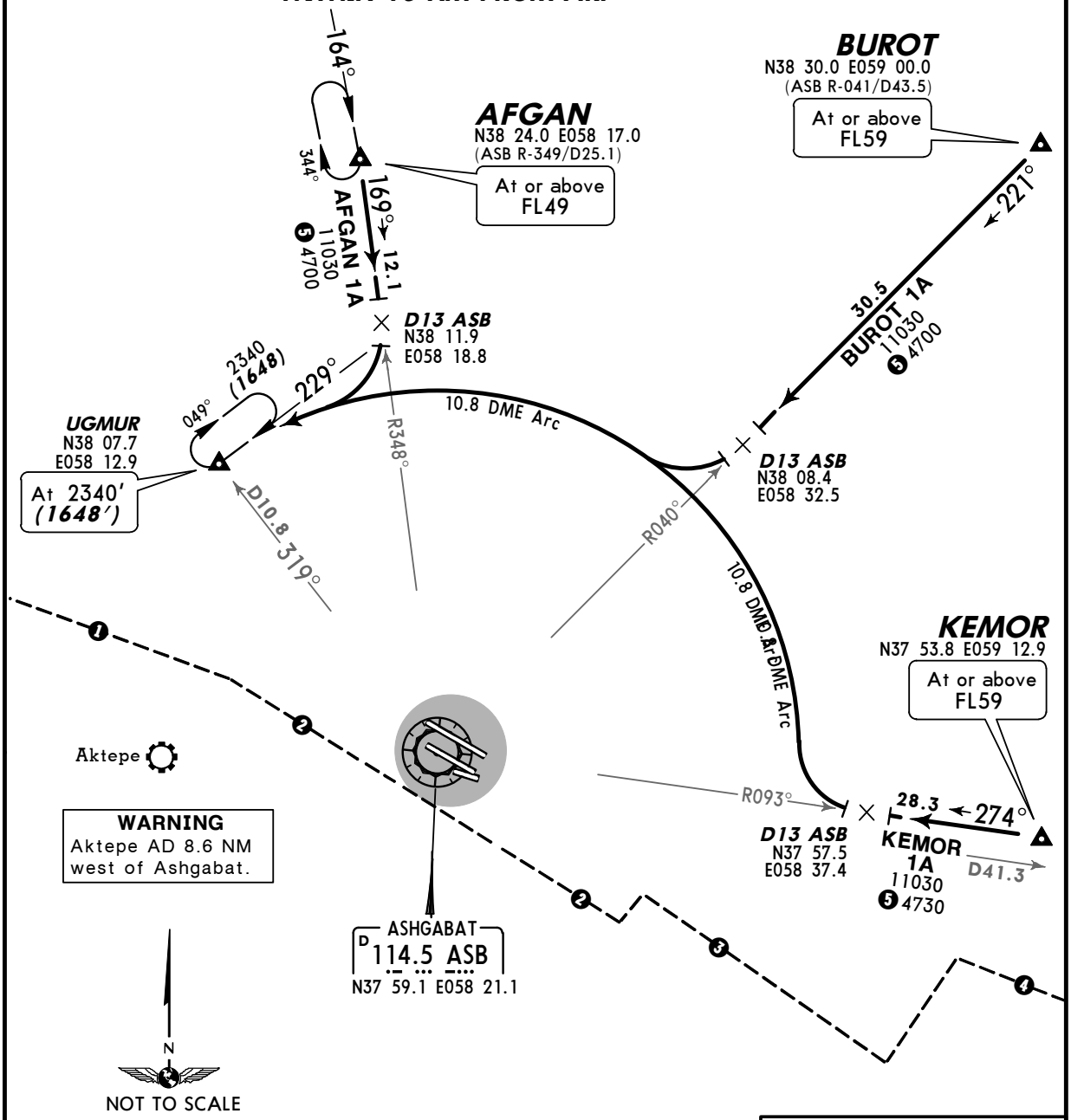
Apt Elev 692′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ *(2958′)*



AFGAN 1A *[AFGA1A]*, BUROT 1A *[BURO1A]*
KEMOR 1A *[KEMO1A]*
RWYS 12L/R ARRIVALS

BASED ON VORDME

SPEED: MAX 225 KT AT OT BELOW FL98
WITHIN 16 NM FROM ARP



1. 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
2. Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
3. 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
4. ASB R-107/D18.9 - D108 do not fly south at all heights.
5. MEA, when under radar assistance.

FL CONVERSION

FL128	***FL3900m***
FL98	***FL3000m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3650′	***(2958′ - 900m)***
2340′	***(1648′ - 500m)***

CHANGES: STAR DOLOS 1A withdrawn; limited bearings; new format.

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UTAA/ASB
ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN

7 MAY 04 (10-2A) Eff 13 May

STAR

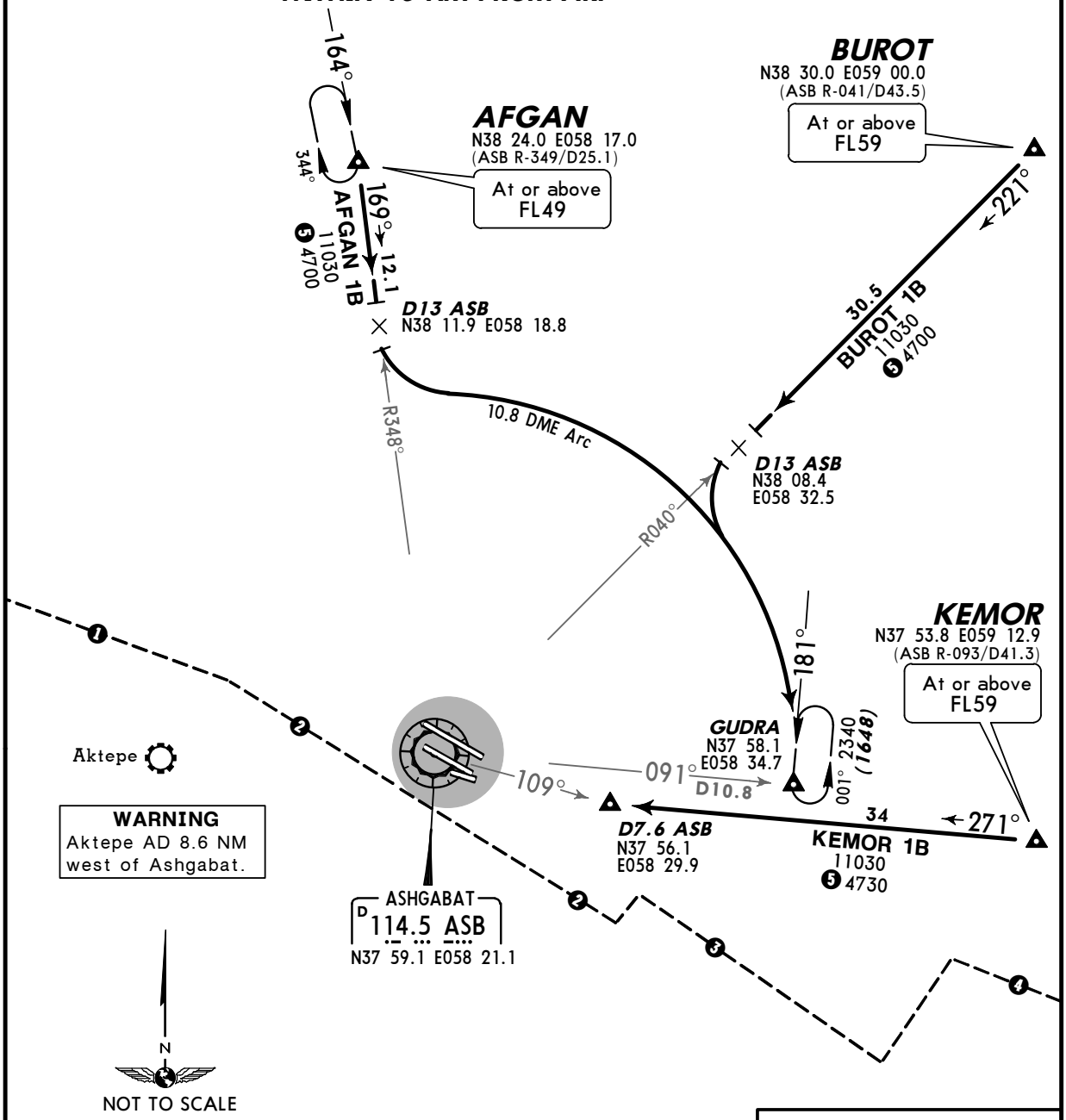
Apt Elev 692′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ *(2958′)*

115° 3000′
295° 11,400′
MSA ARP

AFGAN 1B *[AFGA1B]*, BUROT 1B *[BURO1B]*
KEMOR 1B *[KEMO1B]*
RWYS 30L/R ARRIVALS

BASED ON VORDME

SPEED: MAX 225 KT AT OT BELOW FL98
WITHIN 16 NM FROM ARP



1. 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
2. Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
3. 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
4. ASB R-107/D18.9 - D108 do not fly south at all heights.
5. MEA, when under radar assistance.

FL CONVERSION

FL128	*FL3900m*
FL98	*FL3000m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION

QNH	(QFE)
3650′	*(2958′ - 900m)*
2340′	*(1648′ - 500m)*

CHANGES: STAR DOLOS 1B withdrawn; limited bearings; new format.

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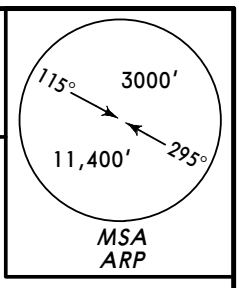
UTAA/ASB
ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN

7 MAY 04 (10-2B) Eff 13 May STAR

Apt Elev 692′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ *(2958′)*



MAMED 1A *[MAME1A]*, ORPAB 1A *[ORPA1A]*
PODOK 1A *[PODO1A]*, RIKOP 1A *[RIKO1A]*
RWYS 12L/R ARRIVALS

BASED ON VORDME

SPEED: MAX 225 KT AT OT BELOW FL98 WITHIN 16 NM FROM ARP

PODOK
N38 45.2
E058 38.5
At or above FL59

192° D48.1

MAMED
N38 34.8 E057 42.0
At or above FL89

137° D47.1 315°

NOT TO SCALE

35.1 PODOK 1A 11030 ❺4700

40 MAMED 1A 11030 ❺4700

D13 ASB
N38 11.5
E058 25.6

2340 (1648) 229° 049°

10.8 DME Arc

R012°

UGMUR
N38 07.7 E058 12.9
At 2340′ (1648′)

D10.8 319°

D8.6 ASB
N38 06.6
E058 26.4

D7 ASB
N38 03.2
E058 14.0

303°

8.6

025°

ASHGABAT
D 114.5 ASB
N37 59.1 E058 21.1

Aktepe

R191° R144°

10.8 RIKOP 1A 12800 ❺8860

10.8 ORPAB 1A 12800 ❺5910

D10.8 ASB

D10.8 ASB

D19.2 8.4 12800 011°

9.3 12800 ❺11320 D20.1 324°

RIKOP
N37 40.5
E058 14.8
At or above FL128

ORPAB
N37 42.0
E058 34.5
At or above FL128

FL CONVERSION	
FL128	*FL3900m*
FL98	*FL3000m*
FL89	*FL2700m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3650′	*(2958′ - 900m)*
2340′	*(1648′ - 500m)*

WARNING
Aktepe AD 8.6 NM west of Ashgabat.

❶ ASB R-297/D18.9 - D113.3 do not fly south at all heights.
❷ 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
❸ Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
❹ 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
❺ MEA, when under radar assistance.

CHANGES: Limited bearings; new format.

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UTAA/ASB
ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN

7 MAY 04 (10-2C) Eff 13 May

STAR

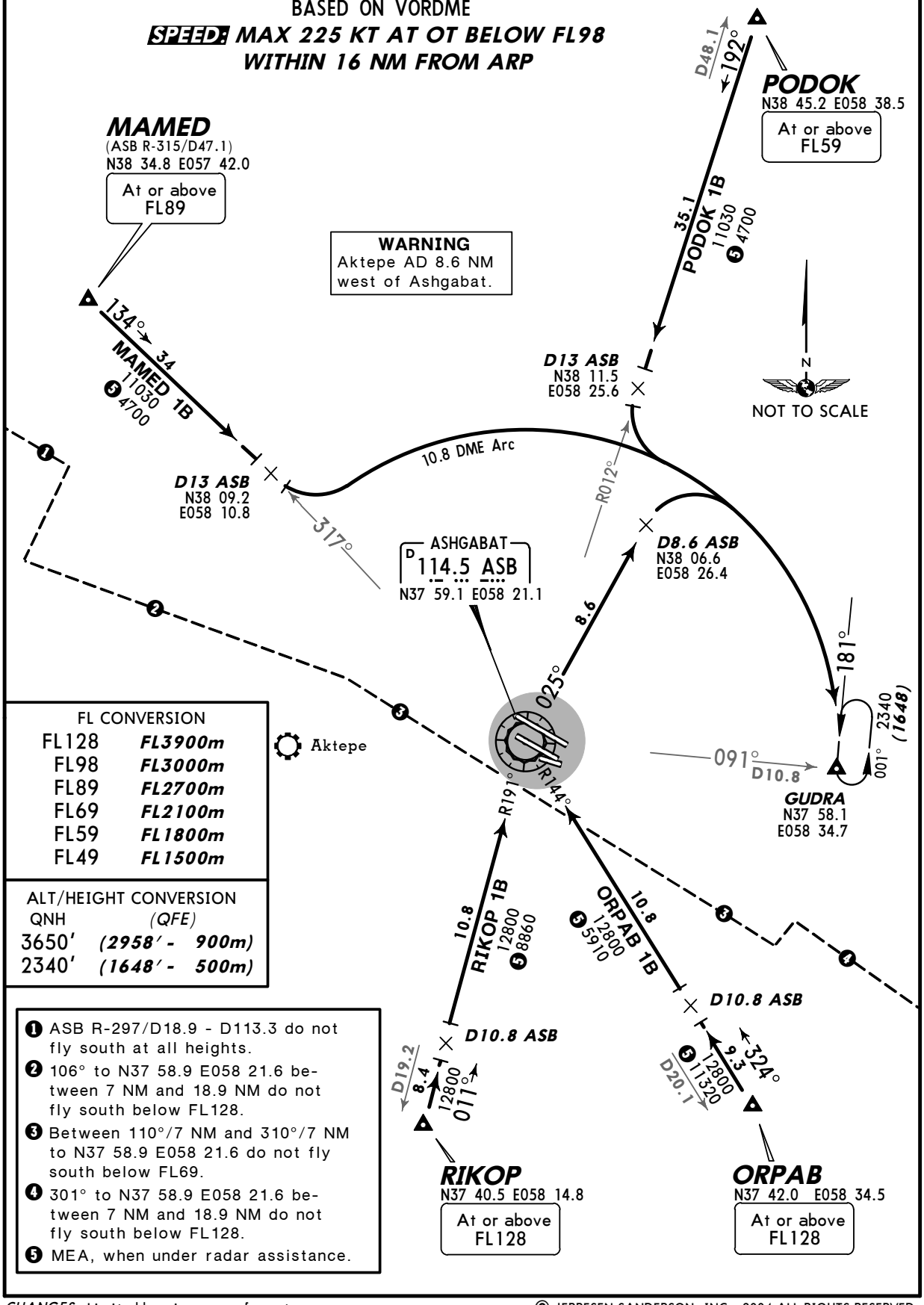
Apt Elev 692′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ *(2958′)*

115° 3000′
295° 11,400′
MSA ARP

MAMED 1B *[MAME1B]*, ORPAB 1B *[ORPA1B]*
PODOK 1B *[PODO1B]*, RIKOP 1B *[RIKO1B]*
RWYS 30L/R ARRIVALS

BASED ON VORDME

SPEED: MAX 225 KT AT OT BELOW FL98 WITHIN 16 NM FROM ARP



FL CONVERSION	
FL128	*FL3900m*
FL98	*FL3000m*
FL89	*FL2700m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3650′	*(2958′ - 900m)*
2340′	*(1648′ - 500m)*

1. ASB R-297/D18.9 - D113.3 do not fly south at all heights.
2. 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
3. Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
4. 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
5. MEA, when under radar assistance.

CHANGES: Limited bearings; new format.

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UTAA/ASB
ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN

20 JAN 06 (10-2D)

STAR

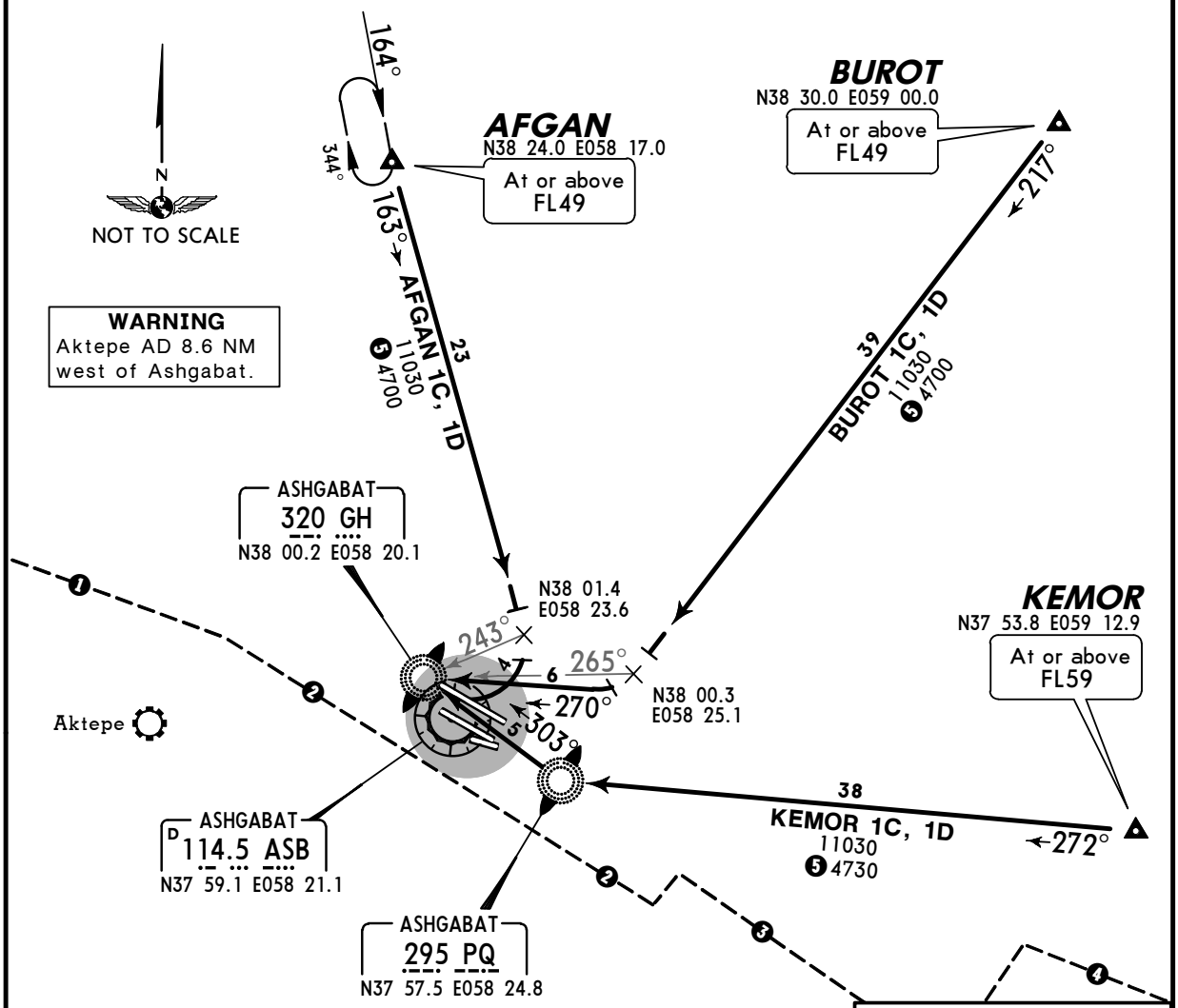
Apt Elev 692′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ *(2958′)*

115° 3000′
11400′ 295°
MSA ARP

AFGAN 1C *[AFGA1C]* — AFGAN 1D *[AFGA1D]*
BUROT 1C *[BURO1C]* — BUROT 1D *[BURO1D]*
KEMOR 1C *[KEMO1C]* — KEMOR 1D *[KEMO1D]*
RWYS 30L/R ARRIVALS — RWYS 12L/R ARRIVALS

BASED ON NDB

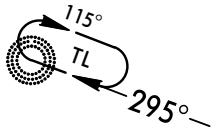
SPEED: MAX 225 KT AT OT BELOW FL98 WITHIN 16 NM FROM ARP



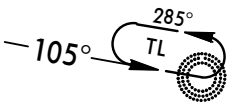
WARNING
Aktepe AD 8.6 NM west of Ashgabat.

HOLDINGS OVER GH

Runways 12L/R



Runways 30L/R



1. 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
2. Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
3. 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
4. ASB R-107/D18.9 - D108 do not fly south at all heights.
5. MEA, when under radar assistance.

FL CONVERSION	
FL128	*FL3900m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3650′	*(2958′ - 900m)*

CHANGES: MHAs raised.

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UTAA/ASB
ASHGABAT

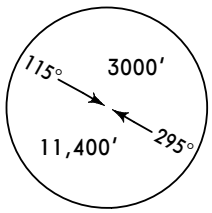
JEPPESEN

ASHGABAT, TURKMENISTAN

20 JAN 06 (10-2E)

STAR

Apt Elev 692′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)***



MAMED 1C *[MAME1C]* — MAMED 1D *[MAME1D]*
ORPAB 1C *[ORPA1C]* — ORPAB 1D *[ORPA1D]*
PODOK 1C *[PODO1C]* — PODOK 1D *[PODO1D]*
RIKOP 1C *[RIKO1C]* — RIKOP 1D *[RIKO1D]*
RWYS 30L/R ARRIVALS — RWYS 12L/R ARRIVALS

BASED ON NDB

SPEED: MAX 225 KT AT OT BELOW FL98 WITHIN 16 NM FROM ARP

WARNING
Aktepe AD 8.6 NM west of Ashgabat.

MAMED
N38 34.8
E057 42.0
At or above FL98

PODOK
N38 45.2
E058 38.5
At or above FL49

MAMED 1C, 1D — 134° — 42 — 11030 — ❺ 4700

PODOK 1C, 1D — 189° — 46 — 11030 — ❺ 4700

ASHGABAT
320 GH
N38 00.2 E058 20.1

N38 04.9
E058 16.7

134° — 146° — 5

270° — 295° — 5 — 303° — 5

N37 59.9
E058 25.1

Aktepe

ASHGABAT
D 114.5 ASB
N37 59.1 E058 21.1

ASHGABAT
295 PQ
N37 57.5 E058 24.8

N

NOT TO SCALE

❶ ASB R-297/D18.9 - 113.3 do not fly south at all heights.
❷ 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
❸ Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
❹ 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
❺ MEA, when under radar assistance.

RIKOP 1C, 1D — 10 — 12800 — ❺ 8860

ORPAP 1C, 1D — 8 — 12800 — ❺ 5910

10.8 NM from ARP
N37 48.8
E058 19.7

10.8 NM from ARP
N37 50.4
E058 29.2

ORPAB
N37 42.0
E058 34.5
At or above FL128

021° — 9 — 12800

330° — 9 — 12800 — ❺ 11320

RIKOP
N37 40.4 E058 14.8
At or above FL128

FL CONVERSION

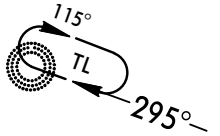
FL128	***FL3900m***
FL98	***FL3000m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION

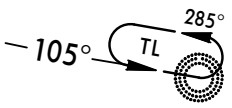
QNH	*(QFE)*
3650′	***(2958′ - 900m)***

HOLDINGS OVER GH

Runways 12L/R



Runways 30L/R



CHANGES: MHAs raised.

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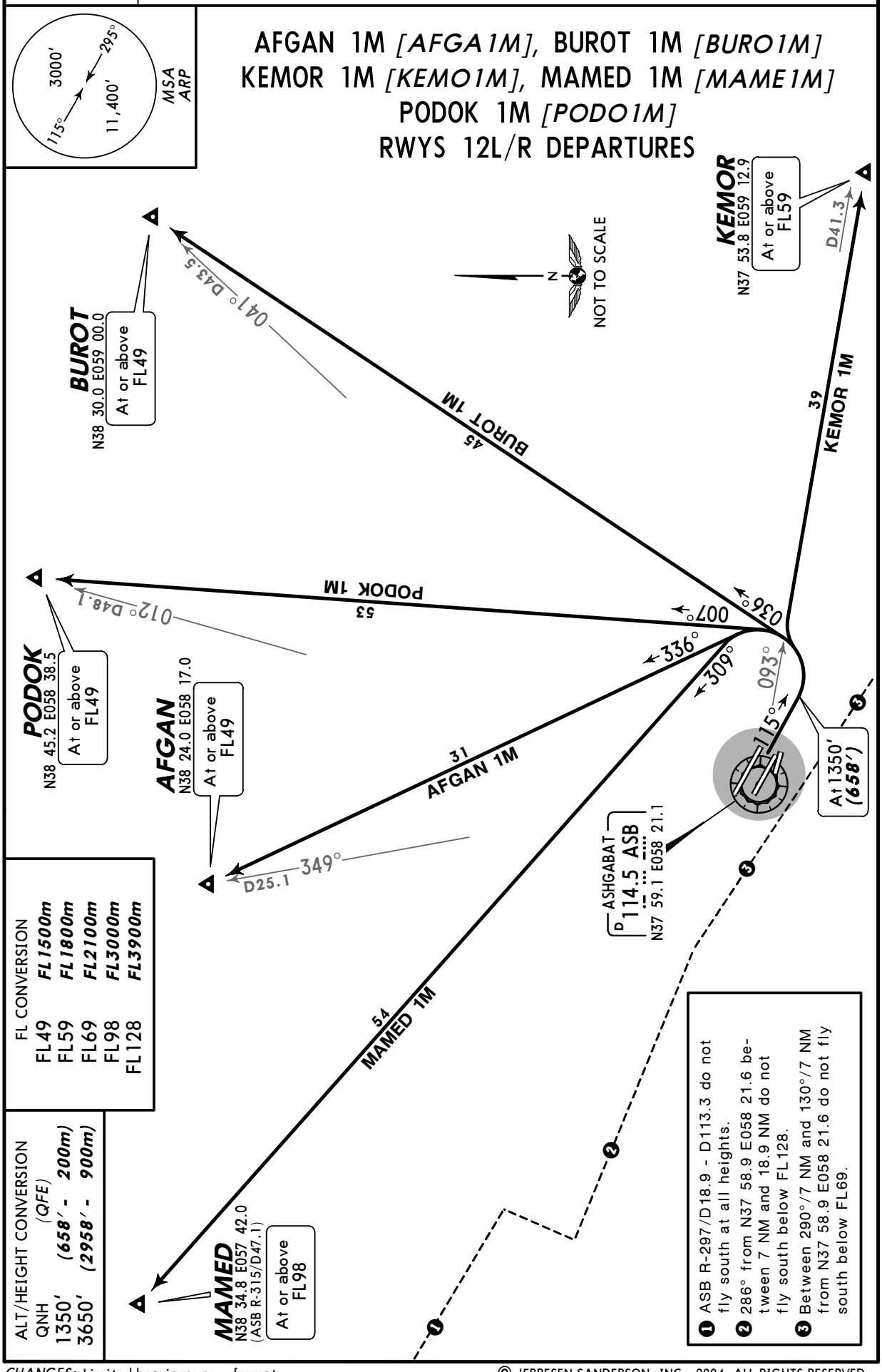
UTAA/ASB
ASHGABAT

JEPPESEN **ASHGABAT, TURKMENISTAN**

7 MAY 04 (10-3) **Eff 13 May** **SID**

Apt Elev	
692′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)***



CHANGES: Limited bearings; new format.

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JEPPESEN
JeppView 3.6.3.1

UTAA/ASB
ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN

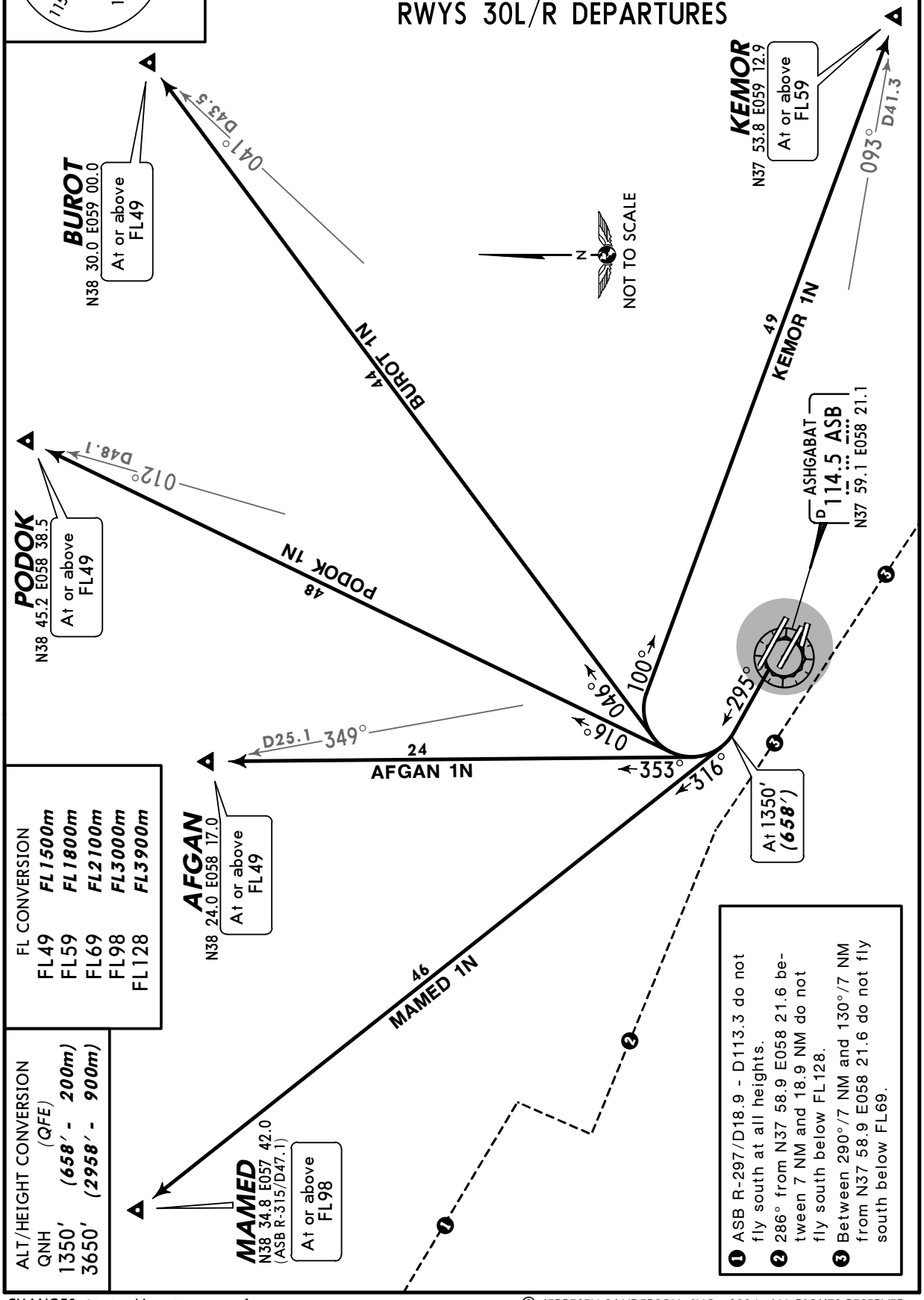
7 MAY 04 (10-3A) Eff 13 May

SID

Apt Elev 692′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)***

MSA ARP: 115° 3000′; 295° 11,400′

AFGAN 1N *[AFGA1N]*, BUROT 1N *[BURO1N]*
KEMOR 1N *[KEMO1N]*, MAMED 1N *[MAME1N]*
PODOK 1N *[PODO1N]*
RWYS 30L/R DEPARTURES



FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL98	***FL3000m***
FL128	***FL3900m***

ALT/HEIGHT CONVERSION	(QFE)
QNH	
1350′	***(658′ - 200m)***
3650′	***(2958′ - 900m)***

1. ASB R-297/D18.9 - D113.3 do not fly south at all heights.
2. 286° from N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
3. Between 290°/7 NM and 130°/7 NM from N37 58.9 E058 21.6 do not fly south below FL69.

CHANGES: Limited bearings; new format.

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UTAA/ASB
ASHGABAT

JEPPESEN 3 MAR 06 (10-3B)

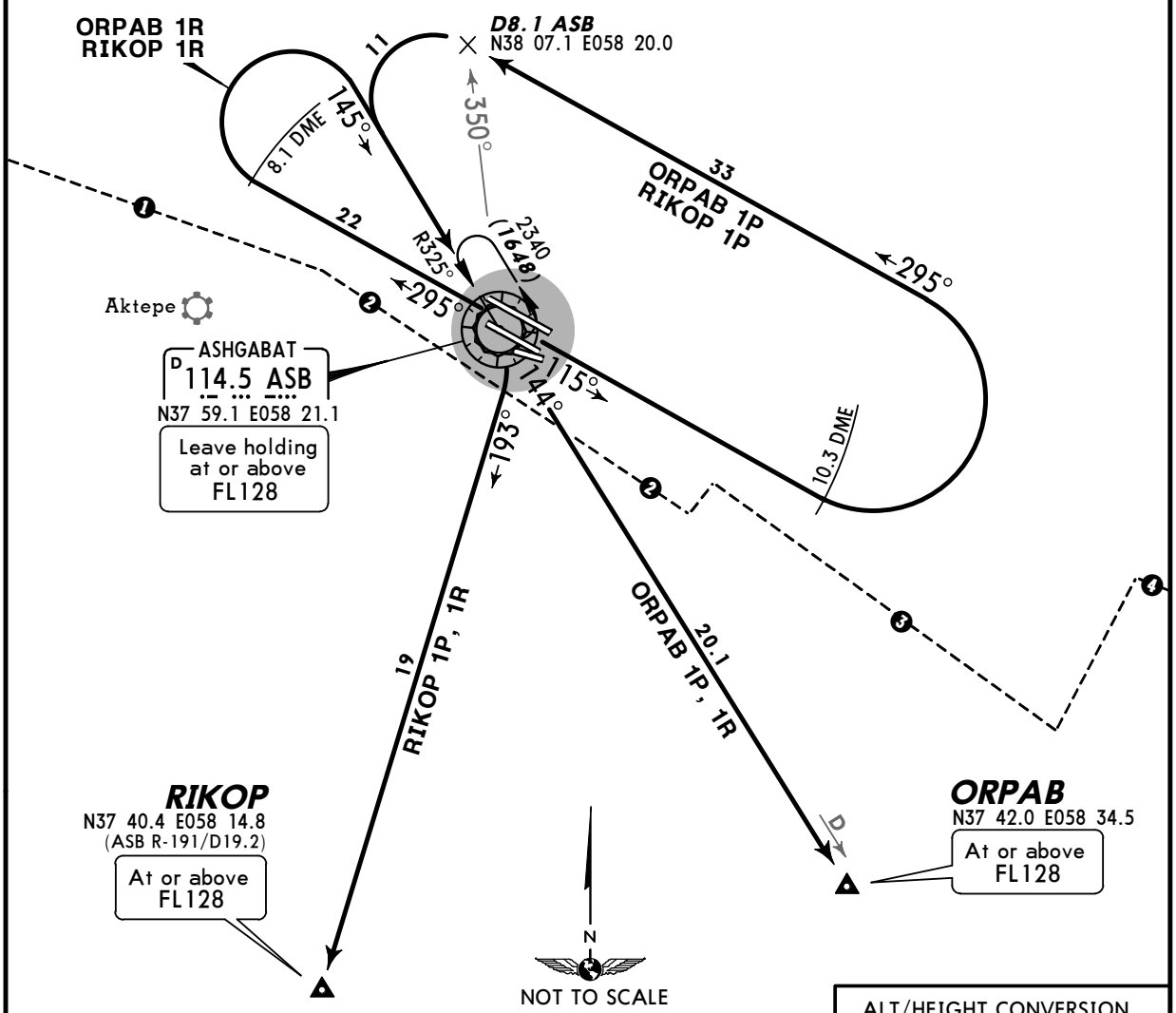
ASHGABAT, TURKMENISTAN

SID

Apt Elev 692′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)*** **1.** Proceed to ORPAB or RIKOP when in contact with Teheran ACC. **2.** For flights to Aktepe AD after initial climb runway 30L/R initial turn is executed as directed by ATC.

115° 3000′ 295° 11,400′
MSA ARP

ORPAB 1P *[ORPA1P]*, ORPAB 1R *[ORPA1R]*
RIKOP 1P *[RIKO1P]*, RIKOP 1R *[RIKO1R]*
RWYS 12L/R, 30L/R DEPARTURES
BASED ON VORDME



❶ 286° from N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
❷ Between 290°/7 NM and 130°/7 NM from N37 58.9 E058 21.6 do not fly south below FL69.
❸ 121° from N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
❹ ASB R-107/D18.9 - D108 do not fly south at all heights.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2340′	***(1648′ - 500m)***
3650′	***(2958′ - 900m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL128	***FL3900m***

SID	RWY	INITIAL CLIMB
ORPAB 1P **RIKOP 1P**	**12L/R**	To ASB 10.3 DME, turn LEFT, 295° track to ASB R-350/D8.1, turn LEFT, intercept ASB R-325 inbound and enter holding pattern at ASB.
ORPAB 1R **RIKOP 1R**	**30L/R**	To ASB 8.1 DME, turn RIGHT, intercept ASB R-325 inbound and enter holding pattern at ASB.

SID	ROUTING
ORPAB 1P, 1R	Leave holding at or above **FL128**, intercept ASB R-144 to ORPAB.
RIKOP 1P, 1R	Leave holding at or above **FL128**, 193° track to RIKOP.

CHANGES: None.

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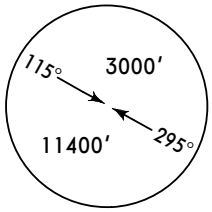
UTAA/ASB
ASHGABAT

JEPPESEN 3 MAR 06 (10-3C)

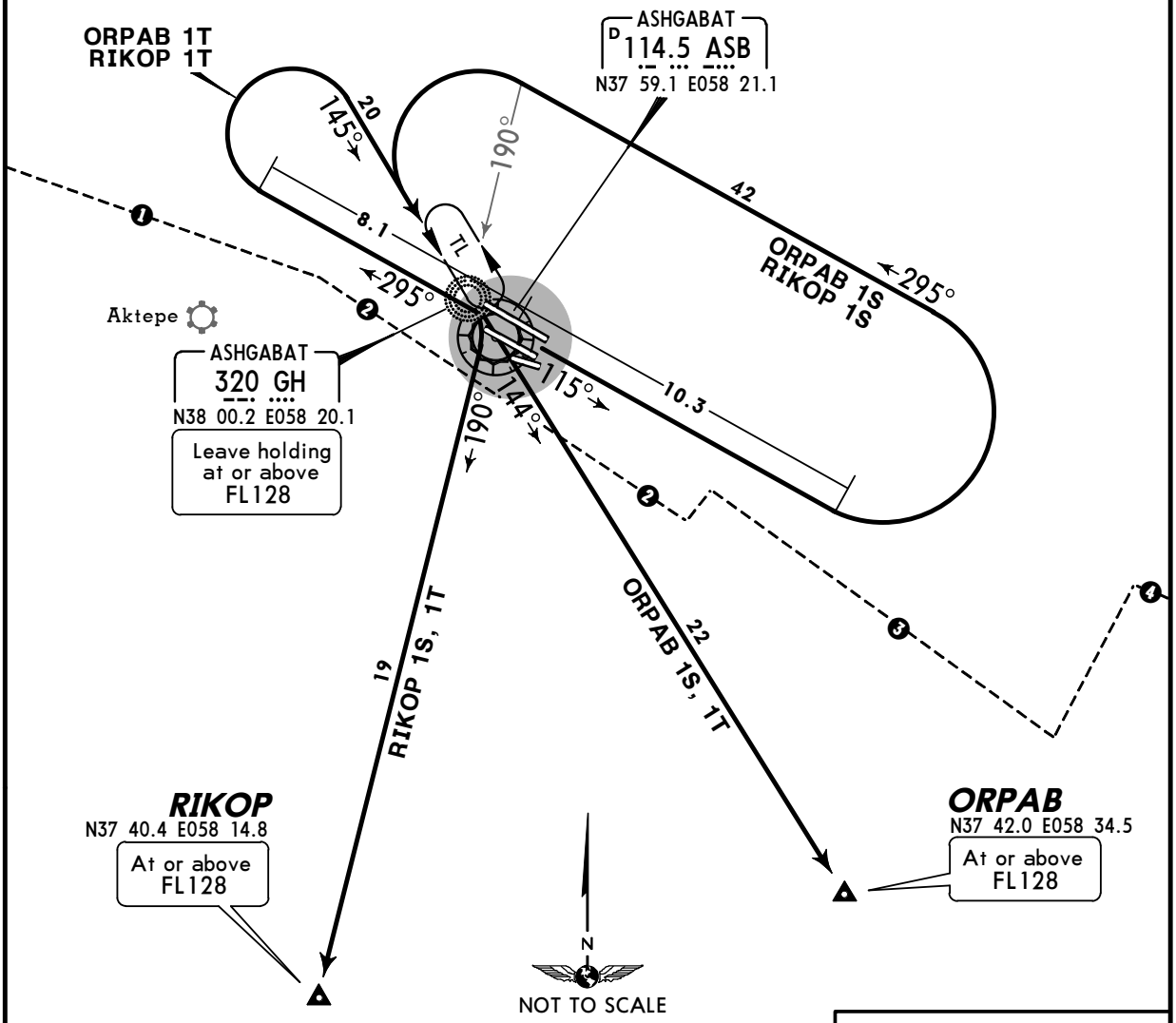
ASHGABAT, TURKMENISTAN

SID

Apt Elev 692′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)*** **1.** Proceed to ORPAB or RIKOP when in contact with Teheran ACC. **2.** For flights to Aktepe AD after initial climb runway 30L/R initial turn is executed as directed by ATC.



ORPAB 1S *[ORPA1S]*, ORPAB 1T *[ORPA1T]*
RIKOP 1S *[RIKO1S]*, RIKOP 1T *[RIKO1T]*
RWYS 12L/R, 30L/R DEPARTURES
BASED ON NDB



❶ 286° from N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
❷ Between 290°/7 NM and 130°/7 NM from N37 58.9 E058 21.6 do not fly south below FL69.
❸ 121° from N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
❹ ASB R-107/D18.9 - D108 do not fly south at all heights.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3650′	***(2958′ - 900m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL128	***FL3900m***

SID	RWY	INITIAL CLIMB
ORPAB 1S **RIKOP 1S**	**12L/R**	To 10.3 NM from ARP, turn LEFT, 295° track, when passing 190° bearing to GH turn LEFT, intercept 145° bearing and enter holding pattern at GH.
ORPAB 1T **RIKOP 1T**	**30L/R**	To 8.1 NM from ARP, turn RIGHT, intercept 145° bearing and enter holding pattern at GH.

SID	ROUTING
ORPAB 1S, 1T	Leave holding at or above **FL128**, 144° bearing to ORPAB.
RIKOP 1S, 1T	Leave holding at or above **FL128**, 190° track to RIKOP.

CHANGES: MHA over GH raised.

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UTAA/ASB

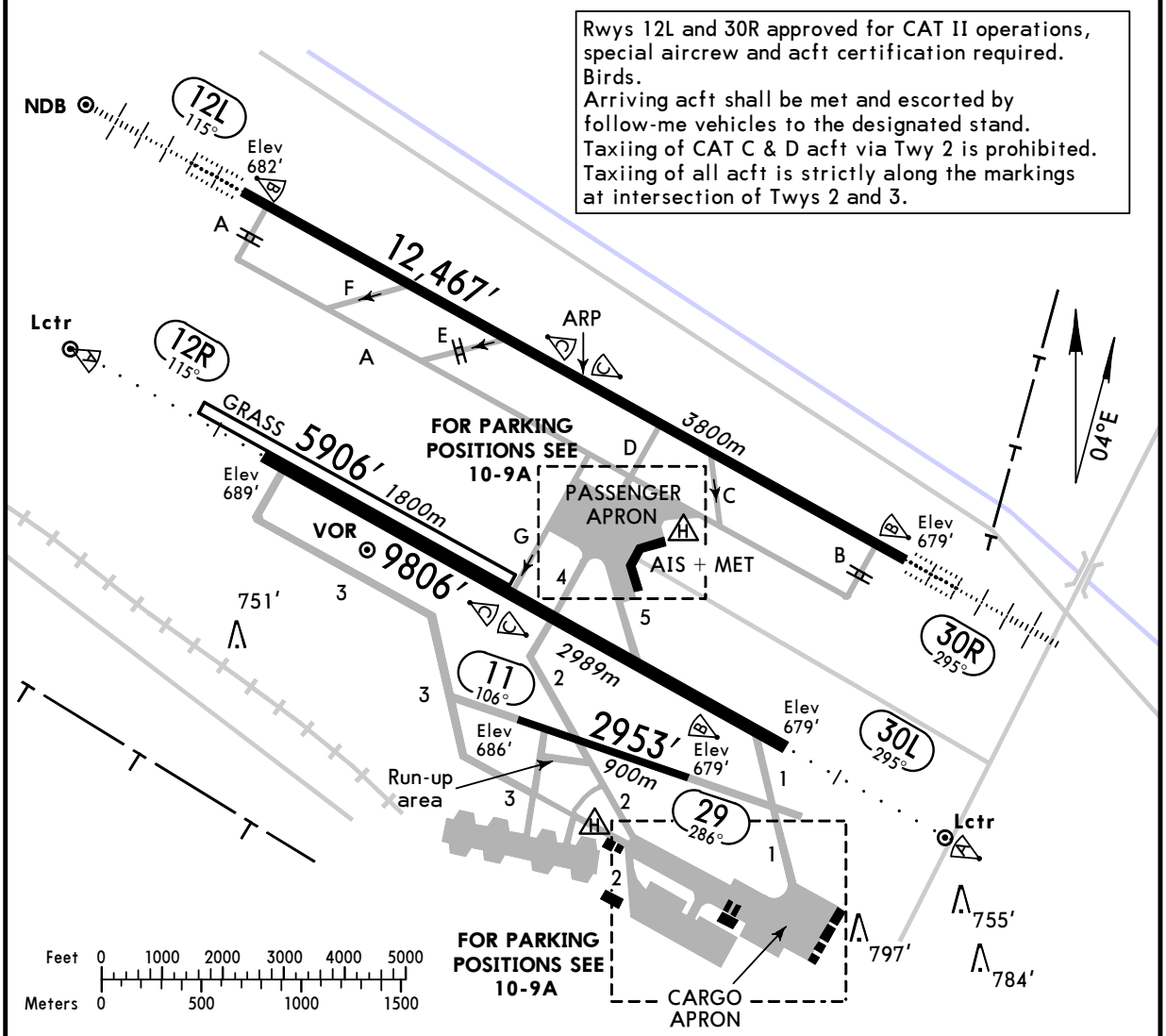
Apt Elev **692′**
N37 59.5 E058 21.8

JEPPESEN 8 JUN 07 (10-9)

ASHGABAT, TURKMENISTAN

ASHGABAT

ASHGABAT Taxiing (GND)	Start (TWR)
121.7	120.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11 / 29					115′ *35m*
12L / 30R	HIRL *(60m)* CL *(30m)* HIALS-II TDZ PAPI-L RVR		11,616′ *3541m* 11,738′ *3578m*		151′ *46m*
12R / 30L	RL *(60m)* ALS RVR		8773′ *2674m*	9478′ *2889m* ❶	197′ *60m*
12R / 30L	Grass runway				197′ *60m*

❶ First 328′/100m unusable for take-off.

TAKE-OFF

	AIR CARRIER (JAA)		
	Rwy 12L/30R	**Rwys 12L/R, 30L/R**	
	LVP must be in force	**LVP must be in force**	
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*200m*	*300m* ❶	*400m*
B			
C			
D	*250m (200m)*		

❶ CAT C & D: NIGHT 400m.

CHANGES: None.

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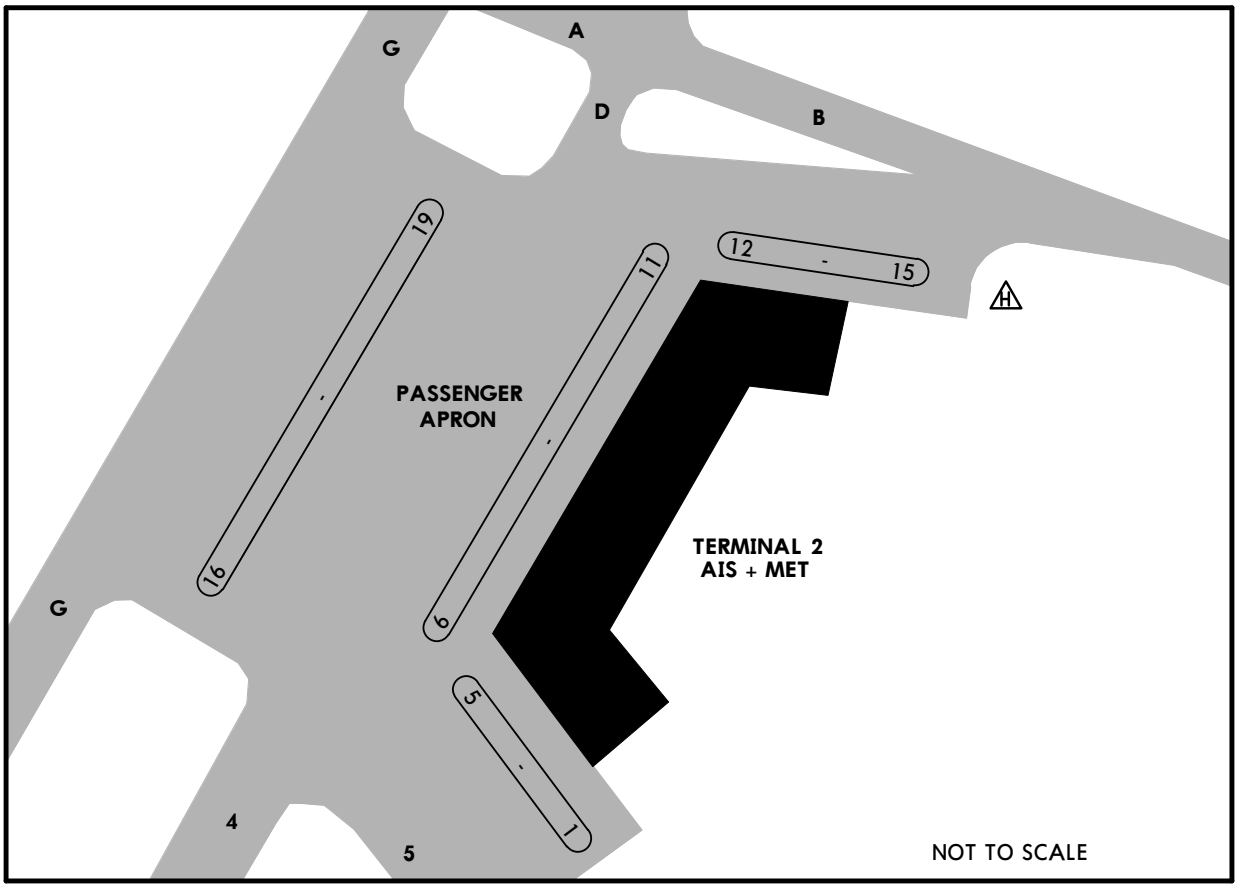
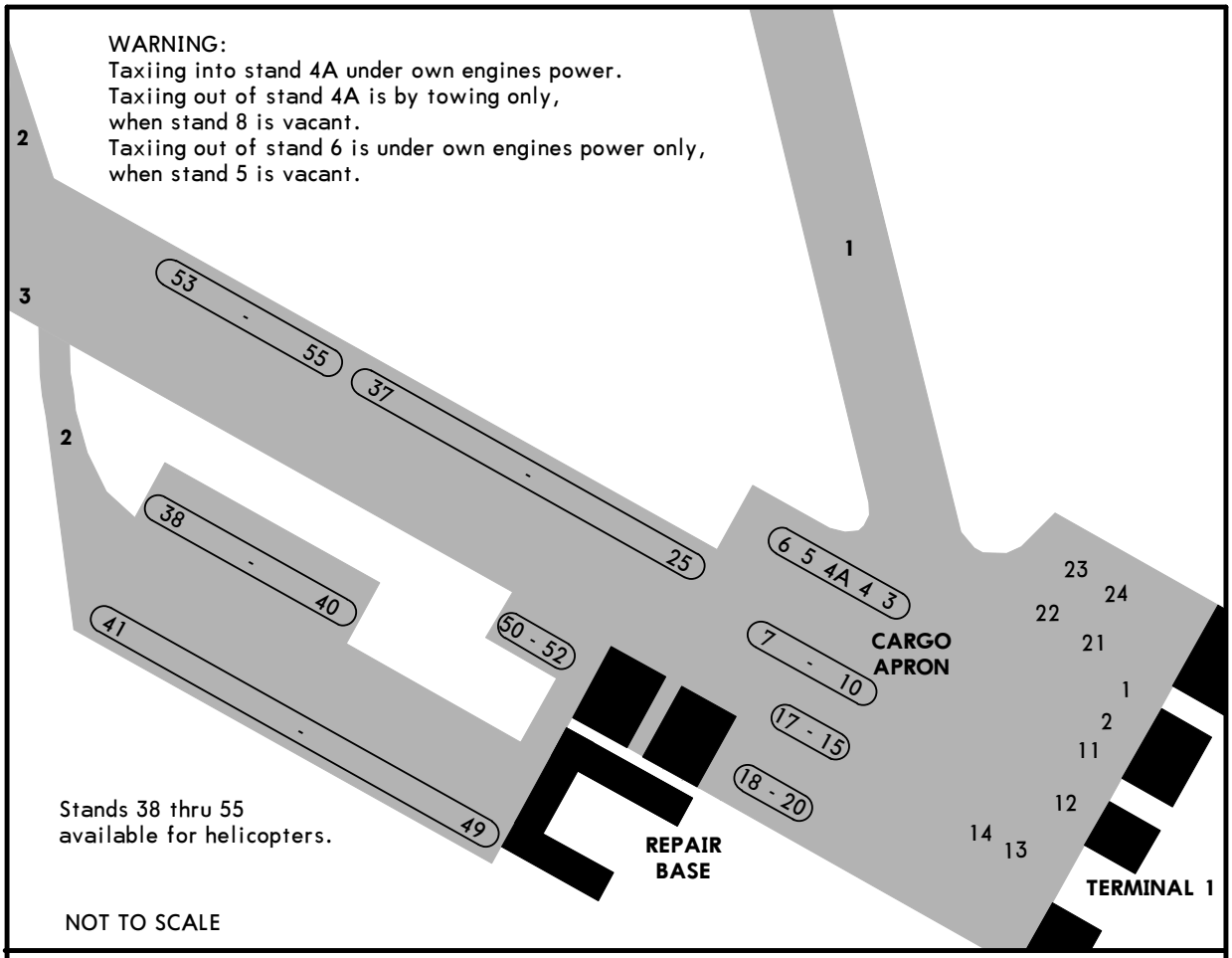
UTAA/ASB

JEPPESEN ASHGABAT, TURKMENISTAN

8 JUN 07 (10-9A)

ASHGABAT





CHANGES: Stands.

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ASHGABAT, TURKMENISTAN

ASHGABAT

STRAIGHT-IN RWY		A	B	C	D
12L	CAT 2 ILS	**782**′(100′) **RA93′ 350m**	**782**′(100′) **RA93′ 350m**	**782**′(100′) **RA93′ 350m**	**782**′(100′) **RA93′ 350m**
	ILS *FULL* *Limited* *ALS out*	**882**′(200′) **R550m** R750m R1200m	**882**′(200′) **R550m** R750m R1200m	**882**′(200′) **R550m** R750m R1200m	**882**′(200′) **R550m** R750m R1200m
	LOC	NOT AUTHORIZED			
	NDB ❶	**1670**′(988′) **5000m**	**1670**′(988′) **5000m**	**1670**′(988′) **5000m**	**1670**′(988′) **5000m**
12R	ILS *ALS out*	**889**′(200′) **R1000m** R1200m	**889**′(200′) **R1000m** R1200m	**951**′(262′) **R1100m** R1300m	**951**′(262′) **R1100m** R1300m
	LOC	NOT AUTHORIZED			
	VOR ❷	**1100**′(411′) **R1800m** R1900m	**1100**′(411′) **R1800m** R1900m	**1100**′(411′) **R1800m** R1900m	**1100**′(411′) **R1800m** R1900m
	VOR	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**
	NDB (with FAF) ❷	**1100**′(411′) **R1800m** R1900m	**1100**′(411′) **R1800m** R1900m	**1100**′(411′) **R1800m** R1900m	**1100**′(411′) **R1800m** R1900m
	NDB (w/o FAF)	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**
	NDB (B737) *ALS out*	**1510**′(821′) **4000m** 4000m	**1510**′(821′) **4000m** 4000m	**1510**′(821′) **4000m** 4200m	**1510**′(821′) **4000m** 4200m
30L	ILS *ALS out*	**879**′(200′) **R1000m** R1200m	**879**′(200′) **R1000m** R1200m	**1007**′(328′) **R1300m** R1500m	**1007**′(328′) **R1300m** R1500m
	LOC	NOT AUTHORIZED			
	VOR *ALS out*	**1090**′(411′) **R1800m** R1900m	**1090**′(411′) **R1800m** R1900m	**1090**′(411′) **R1800m** R1900m	**1090**′(411′) **R1800m** R1900m
	NDB ❷ *ALS out*	**1090**′(411′) **R1800m** R1900m	**1090**′(411′) **R1800m** R1900m	**1090**′(411′) **R1800m** R1900m	**1090**′(411′) **R1800m** R1900m
	NDB (B737) *ALS out*	**1500**′(821′) **4000m** 4000m	**1500**′(821′) **4000m** 4000m	**1500**′(821′) **4000m** 4200m	**1500**′(821′) **4000m** 4200m
30R	CAT 2 ILS	**779**′(100′) **RA113′ 350m**	**779**′(100′) **RA113′ 350m**	**779**′(100′) **RA113′ 350m**	**779**′(100′) **RA113′ 350m**
	ILS *FULL* *Limited* *ALS out*	**879**′(200′) **R550m** R750m R1200m	**879**′(200′) **R550m** R750m R1200m	**879**′(200′) **R550m** R750m R1200m	**879**′(200′) **R550m** R750m R1200m
	LOC	NOT AUTHORIZED			
	NDB ❸	**1710**′(1031′) **5000m**	**1710**′(1031′) **5000m**	**1710**′(1031′) **5000m**	**1710**′(1031′) **5000m**

❶ W/o FAF: MDA(H) 1840′(1158′).
❷ Continuous Descent Final Approach
❸ W/o FAF: MDA(H) 1830′(1151′).

CHANGES: New page.

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TAKE-OFF RWY 12L/R, 30L/R

	LVP must be in Force				
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	200m	300m [1]	400m	500m
B					
C					
D		250m			

[1] CAT C & D: NIGHT 400m.

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UTAA/ASB

JEPPESEN

2 MAR 07 10-9X

JAA MINIMUMS

ASHGABAT, TURKMENISTAN

ASHGABAT

STRAIGHT-IN RWY		A	B	C	D
12L	CAT 2 ILS	**782**′(100′)	**782**′(100′)	**782**′(100′)	**782**′(100′)
		RA93′	**RA93′**	**RA93′**	**RA93′**
		R350m	**R350m**	**R350m**	**R350m**
	ILS	**882**′(200′)	**882**′(200′)	**882**′(200′)	**882**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB ❶	**1670**′(988′)	**1670**′(988′)	**1670**′(988′)	**1670**′(988′)
		5000m	**5000m**	**5000m**	**5000m**
12R	ILS	**889**′(200′)	**889**′(200′)	**951**′(262′)	**951**′(262′)
		R800m	**R800m**	**R1000m**	**R1000m**
	ALS out	R1000m	R1000m	R1200m	R1200m
	LOC	NOT AUTHORIZED			
	VOR DME ❷	**1100**′(411′)	**1100**′(411′)	**1100**′(411′)	**1100**′(411′)
		R1800m	**R1800m**	**R1800m**	**R1800m**
		R1800m	R1800m	R1800m	R2000m
	NDB (with FAF)	**1100**′(411′)	**1100**′(411′)	**1100**′(411′)	**1100**′(411′)
		R1800m	**R1800m**	**R1800m**	**R1800m**
		R1800m	R1800m	R1800m	R2000m
	NDB (w/o FAF)	**1680**′(991′)	**1680**′(991′)	**1680**′(991′)	**1680**′(991′)
		5000m	**5000m**	**5000m**	**5000m**
	NDB (B737)	**1510**′(821′)	**1510**′(821′)	**1510**′(821′)	**1510**′(821′)
		4000m	**4000m**	**4000m**	**4000m**
30L	ILS	**879**′(200′)	**879**′(200′)	**1007**′(328′)	**1007**′(328′)
		R800m	**R800m**	**R1200m**	**R1200m**
	ALS out	R1000m	R1000m	R1200m	R1200m
	LOC	NOT AUTHORIZED			
	VOR DME	**1090**′(411′)	**1090**′(411′)	**1090**′(411′)	**1090**′(411′)
		R1800m	**R1800m**	**R1800m**	**R1800m**
	ALS out	R1800m	R1800m	R1800m	R2000m
	NDB ❸	**1090**′(411′)	**1090**′(411′)	**1090**′(411′)	**1090**′(411′)
		R1800m	**R1800m**	**R1800m**	**R1800m**
	ALS out	R1800m	R1800m	R1800m	R2000m
30R	CAT 2 ILS	**779**′(100′)	**779**′(100′)	**779**′(100′)	**779**′(100′)
		RA113′	**RA113′**	**RA113′**	**RA113′**
		R350m	**R350m**	**R350m**	**R350m**
	ILS	**879**′(200′)	**879**′(200′)	**879**′(200′)	**879**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB ❹	**1710**′(1031′)	**1710**′(1031′)	**1710**′(1031′)	**1710**′(1031′)
		5000m	**5000m**	**5000m**	**5000m**

❶ W/o FAF: MDA(H) 1840′(1158′).
❷ W/o FAF: MDA(H) 1680′(991′), 5000m.
❸ B737: MDA(H) 1500′(821′), 4000m.
❹ W/o FAF: MDA(H) 1830′(1151′).

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TAKE-OFF RWY 12L, 30R

	LVP must be in Force				
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	200m	300m 1	400m	500m
B					
C					
D		250m			

1 CAT C & D: NIGHT 400m.

TAKE-OFF RWY 12R, 30L

	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	300m 2	400m	500m
B			
C			
D			

2 CAT C & D: NIGHT 400m.

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UTAA/ASB
ASHGABAT

JEPPESEN 2 MAR 07 (11-1)

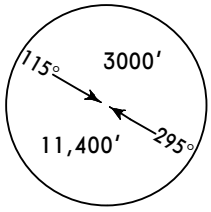
ASHGABAT, TURKMENISTAN
ILS or NDB Rwy 12L

BRIEFING STRIP ™

ASHGABAT Approach	ASHGABAT Krug (SRE)	ASHGABAT Start (TWR)	Ground
123.5	118.7	120.0	121.7

LOC ABW **108.5**	Final Apch Crs **115°**	GS OM 1404′(722′)	ILS DA(H) 882′(200′)	Apt Elev 692′
NDB GH **320**		Minimum Alt No FAF	NDB MDA(H) Refer to Minimums	RWY **682′**

MISSED APCH: Climb on 115° to 1670′(988′), then turn LEFT to NDB and as directed.



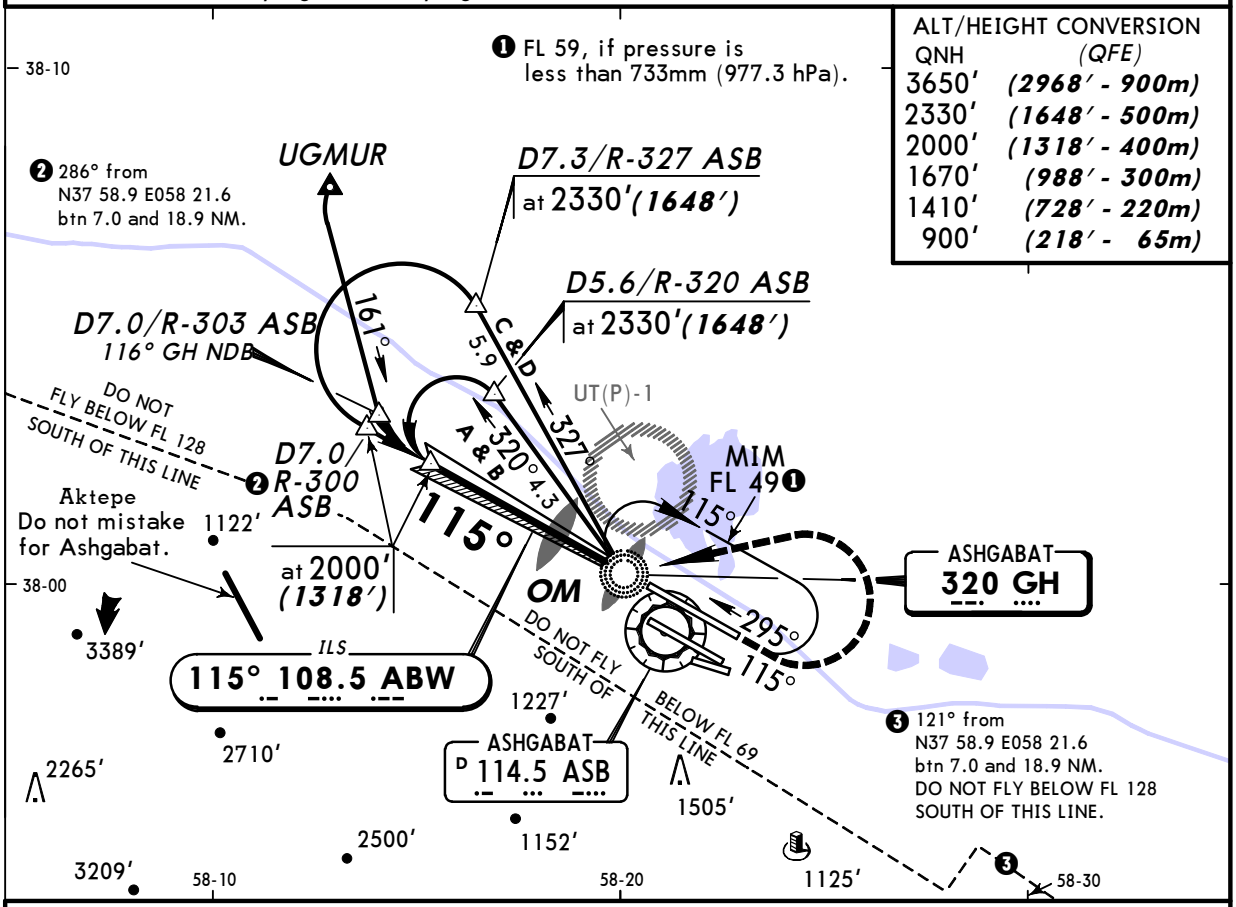
MSA ARP

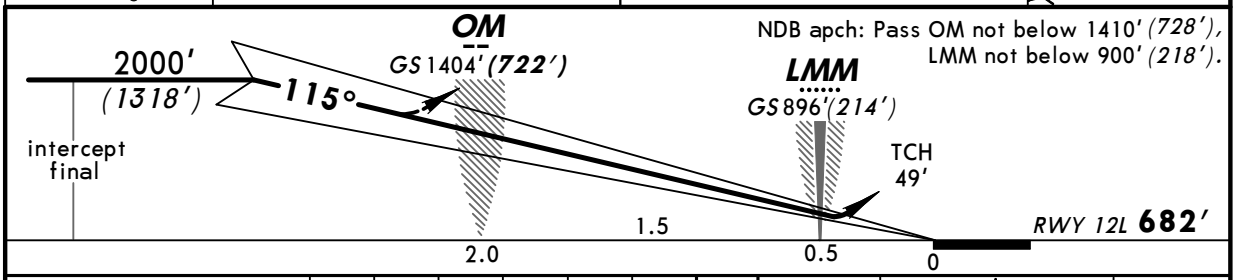
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 ❶ Trans alt: 3650′(2968′)
Do not mistake railway lights for rwy lights.

❶ FL 59, if pressure is less than 733mm (977.3 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3650′	(2968′ - 900m)
2330′	(1648′ - 500m)
2000′	(1318′ - 400m)
1670′	(988′ - 300m)
1410′	(728′ - 220m)
900′	(218′ - 65m)





NDB apch: Pass OM not below 1410′(728′), LMM not below 900′(218′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861

HIALS-II PAPI 1670′ (988′) on 115° GH 320 LT

STRAIGHT-IN LANDING RWY **12L**

	ILS DA(H) 882′(200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out)	NDB ❶ MDA(H) 1670′(988′)	NDB ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	5000m	
B						
C						
D						

PANS OPS

❶ W/o FAF: MDA(H) 1840′(1158′).

CHANGES: Minimums.

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UTAA/ASB
ASHGABAT

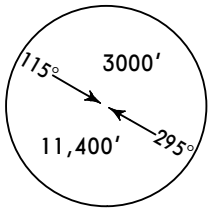
JEPPESEN 2 MAR 07 (11-1A)

ASHGABAT, TURKMENISTAN
CAT II ILS Rwy 12L

BRIEFING STRIP ™

ASHGABAT Approach	ASHGABAT Krug (SRE)	ASHGABAT Start (TWR)	Ground
123.5	118.7	120.0	121.7

LOC	Final	GS	CAT II ILS	
ABW	Apch Crs	OM	RA 93′	Apt Elev 692′
108.5	115°	1404′(722′)	DA(H) 782′(100′)	RWY 682′



MSA ARP

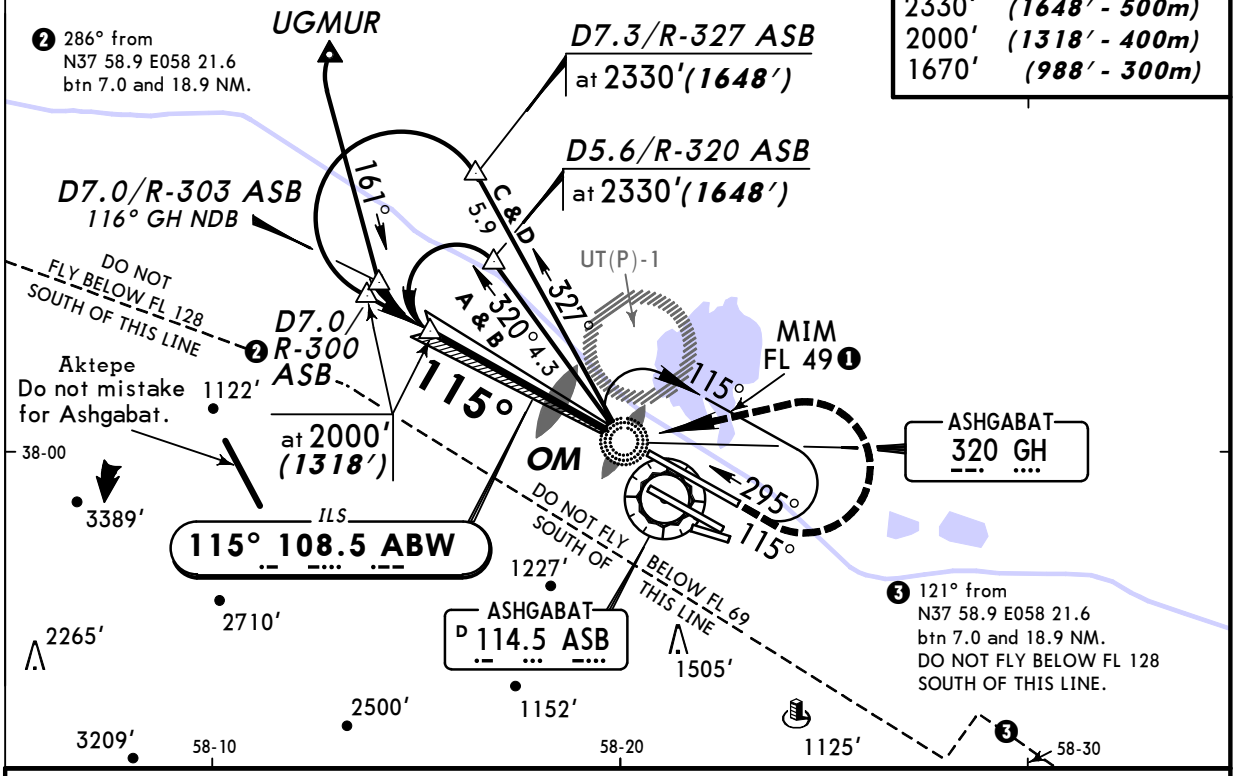
MISSED APCH: Climb on 115° to 1670′(988′), then turn LEFT to NDB and as directed.

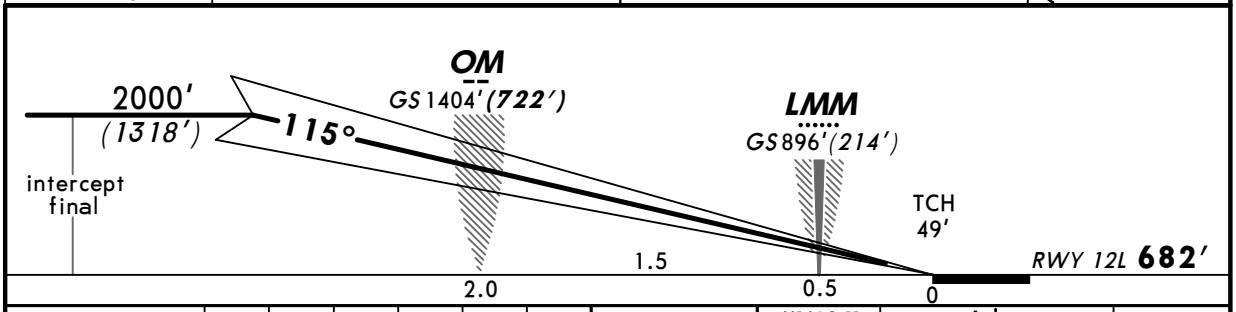
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 ❶ Trans alt: 3650′(2968′)
1. Special Aircrew & Acft Certification Required. 2. Do not mistake railway lights for rwy lights.

❶ FL 59, if pressure is less than 733mm (977.3 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3650′	(2968′ - 900m)
2330′	(1648′ - 500m)
2000′	(1318′ - 400m)
1670′	(988′ - 300m)





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

HIALS-II PAPI 1670′ (988′) on 115° GH 320 LT

STRAIGHT-IN LANDING RWY **12L**
CAT II ILS
ABCD
RA 93′
DA(H) 782′(100′)

PANS OPS

RVR 350m

CHANGES: Minimums.

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UTAA/ASB
ASHGABAT

JEPPESEN 2 MAR 07 (11-2)

ASHGABAT, TURKMENISTAN
ILS or 2 NDB Rwy 12R

BRIEFING STRIP ™

ASHGABAT Approach	ASHGABAT Krug (SRE)	ASHGABAT Start (TWR)	Ground
123.5	118.7	120.0	121.7

LOC IAD 111.1	Final Apch Crs 115°	GS LOM 1394′(705′)	ILS DA(H) Refer to Minimums	Apt Elev 692′
NDB AD 407		Minimum Alt LOM 1400′(711′)	NDB MDA(H) Refer to Minimums	RWY 689′

MISSED APCH: Climb on 115° to 1680′(991′), then turn LEFT to GH NDB and as directed.

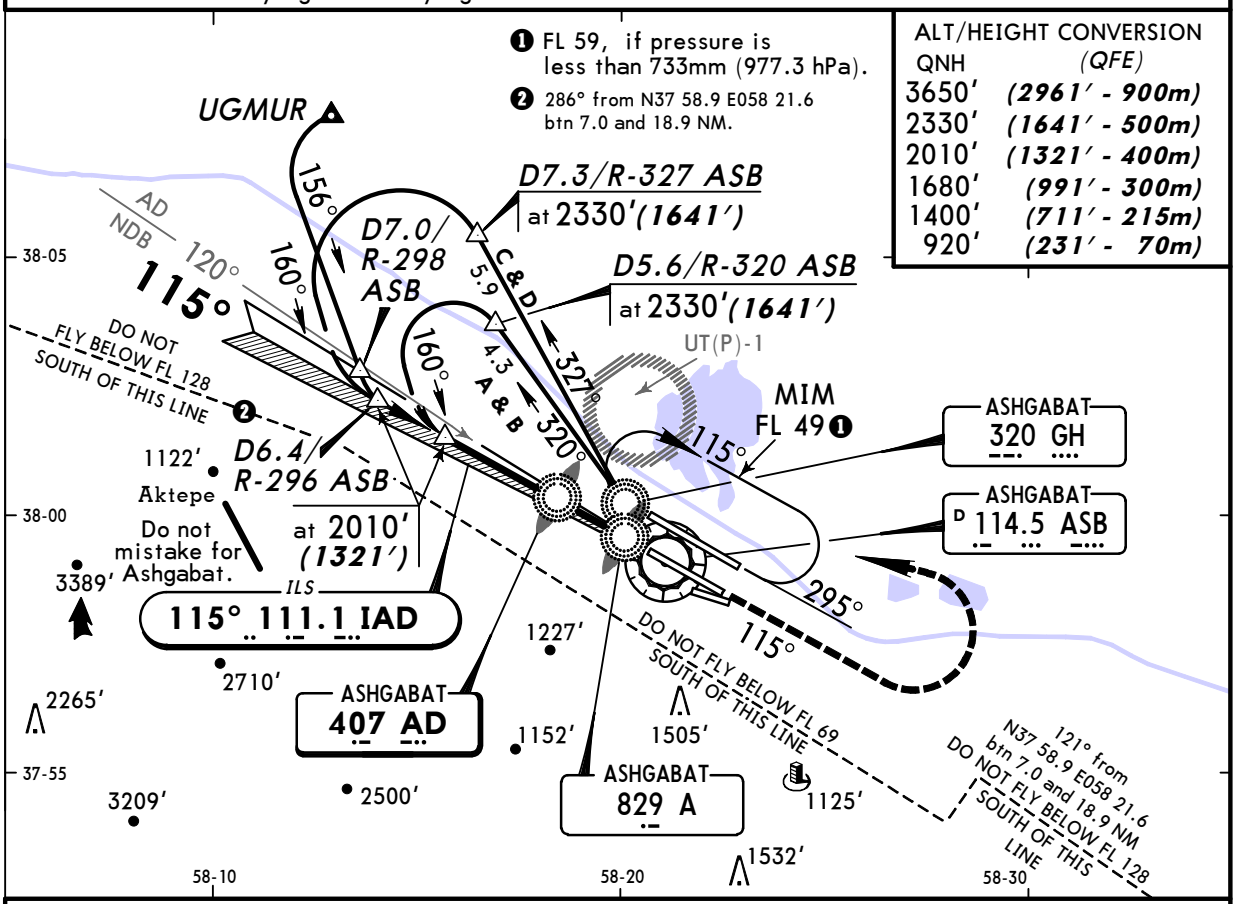
115° 3000′ 295° 11,400′ MSA ARP

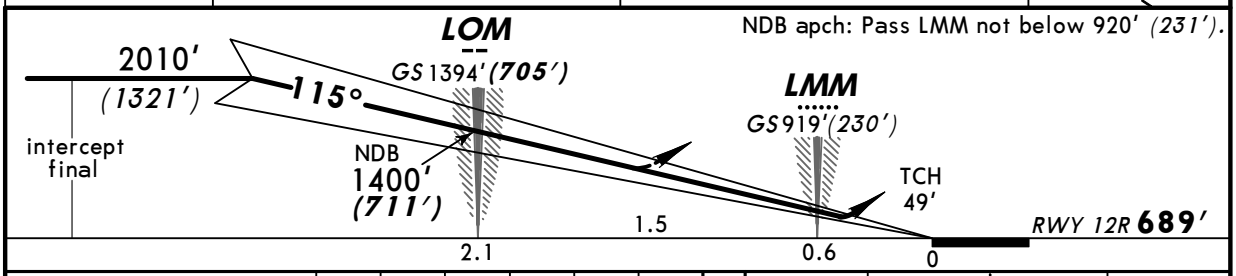
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3650′(2961′)
Do not mistake railway lights for rwy lights.

❶ FL 59, if pressure is less than 733mm (977.3 hPa).
❷ 286° from N37 58.9 E058 21.6 btn 7.0 and 18.9 NM.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3650′	(2961′ - 900m)
2330′	(1641′ - 500m)
2010′	(1321′ - 400m)
1680′	(991′ - 300m)
1400′	(711′ - 215m)
920′	(231′ - 70m)





NDB apch: Pass LMM not below 920′ (231′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861

ALS 1680′ (991′) on 115° GH 320 LT

STRAIGHT-IN LANDING RWY 12R

	ILS		LOC (GS out)	NDB with FAF		NDB w/o FAF		B737	
DA(H)	AB:889′(200′)	CD:951′(262′)		MDA(H)1100′(411′)		MDA(H)1680′(991′)		MDA(H)1510′(821′)	
	FULL	ALS out			ALS out		ALS out		ALS out
A	1200m		NOT AUTH	1800m		5000m		4000m	
B									
C									
D									

PANS OPS

CHANGES: Minimums.

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UTAA/ASB
ASHGABAT

JEPPESEN 2 MAR 07 (11-3)

ASHGABAT, TURKMENISTAN
ILS or 2 NDB Rwy 30L

BRIEFING STRIP ™

ASHGABAT Approach	ASHGABAT Krug (SRE)	ASHGABAT Start (TWR)	Ground
123.5	118.7	120.0	121.7

LOC IPQ **110.5**	Final Apch Crs **295°**	GS LOM 1401′ *(722′)*	ILS DA(H) Refer to Minimums	Apt Elev 692′
NDB PQ **295**		Minimum Alt LOM 1410′ *(731′)*	NDB MDA(H) Refer to Minimums	RWY **679′**

MISSED APCH: Climb on 295° to 1670′*(991′)*, then turn RIGHT to GH NDB and as directed.

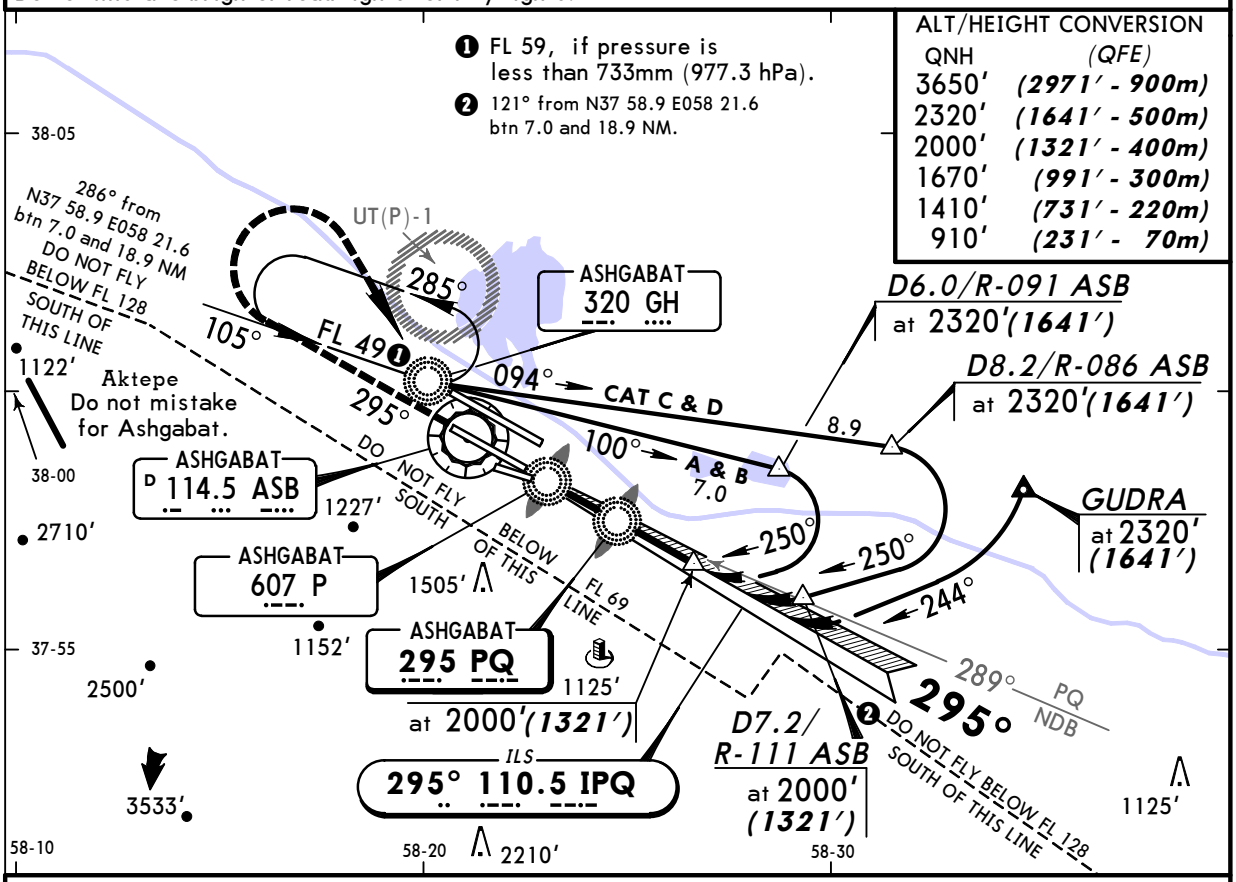
115° 3000′ 295° 11,400′
MSA
ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 ❶ Trans alt: 3650′*(2971′)*
Do not mistake brighter road lights for rwy lights.

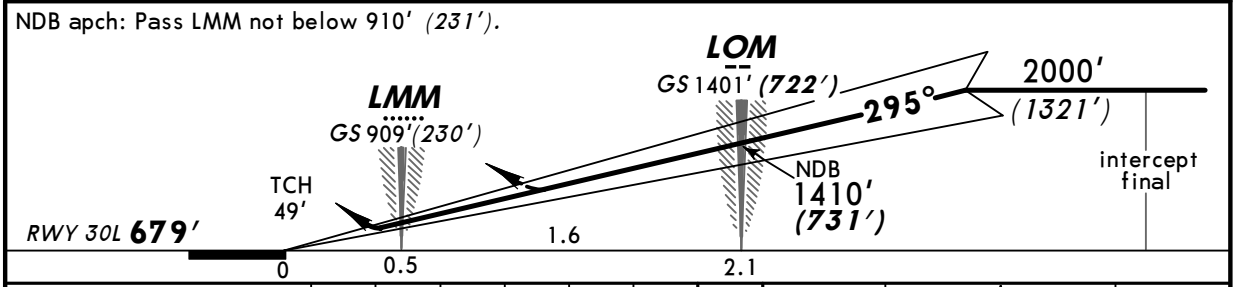
❶ FL 59, if pressure is less than 733mm (977.3 hPa).
❷ 121° from N37 58.9 E058 21.6 btn 7.0 and 18.9 NM.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3650′	*(2971′ - 900m)*
2320′	*(1641′ - 500m)*
2000′	*(1321′ - 400m)*
1670′	*(991′ - 300m)*
1410′	*(731′ - 220m)*
910′	*(231′ - 70m)*



NDB apch: Pass LMM not below 910′ *(231′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861

ALS — 1670′ *(991′)* on 295° — GH **320** RT

STRAIGHT-IN LANDING RWY **30L**

	ILS	LOC (GS out)	NDB ❶
DA(H)	AB: 879′*(200′)* CD: 1007′*(328′)*		MDA(H) 1090′*(411′)*
	FULL / ALS out		ALS out

PANS OPS

A	1200m	NOT AUTHORIZED	1800m ❶
B			
C			
D			

❶ B737: MDA(H) 1500′(821′), 4000m.

CHANGES: Minimums.

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JEPPESEN
JeppView 3.6.3.1

UTAA/ASB
ASHGABAT

JEPPESEN 2 MAR 07 (11-4)

ASHGABAT, TURKMENISTAN
ILS or NDB Rwy 30R

BRIEFING STRIP ™

ASHGABAT Approach	ASHGABAT Krug (SRE)	ASHGABAT Start (TWR)	Ground
123.5	118.7	120.0	121.7

LOC AHD **108.7**	Final Apch Crs **295°**	GS OM 1450′ (771′)	ILS DA(H) 879′ (200′)	Apt Elev 692′
NDB GH **320**		Minimum Alt No FAF	NDB MDA(H) Refer to Minimums	RWY **679′**

MISSED APCH: Climb on 295° to 1670′ (991′), then turn RIGHT to NDB and as directed.

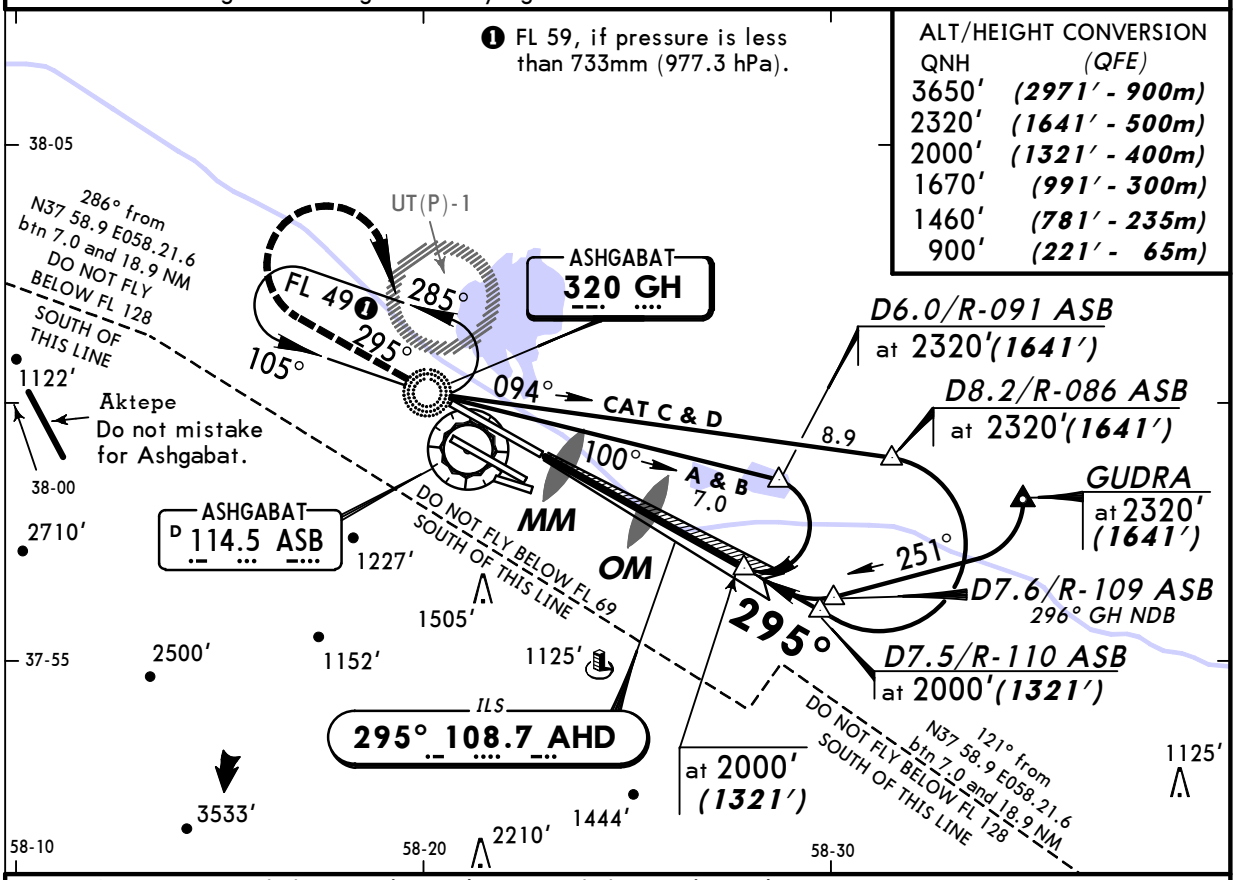
MSA ARP: 115° 3000′; 295° 11,400′

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 ❶ Trans alt: 3650′ (2971′)
Do not mistake brighter road lights for rwy lights.

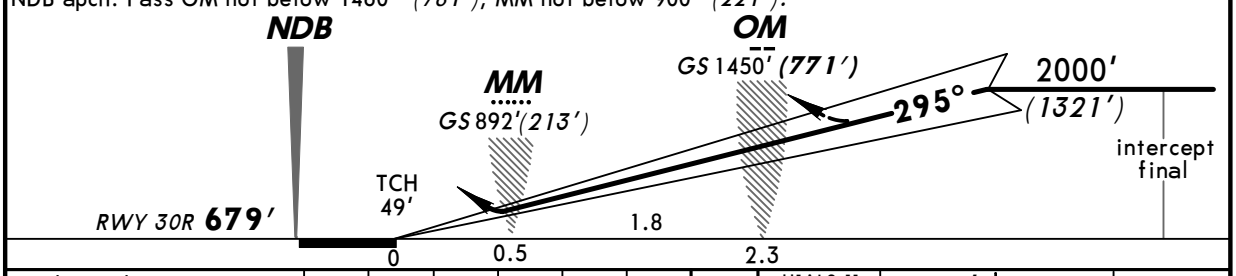
❶ FL 59, if pressure is less than 733mm (977.3 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3650′	(2971′ - 900m)
2320′	(1641′ - 500m)
2000′	(1321′ - 400m)
1670′	(991′ - 300m)
1460′	(781′ - 235m)
900′	(221′ - 65m)



NDB apch: Pass OM not below 1460′ (781′), MM not below 900′ (221′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861

HIALS-II PAPI | 1670′ (991′) on 295° | GH 320 RT

STRAIGHT-IN LANDING RWY **30R**

PANS OPS

	ILS DA(H) 879′(200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out)	NDB ❶ MDA(H) 1710′(1031′)	NDB ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	5000m	
B						
C						
D						

❶ W/o FAF: MDA(H) 1830′(1151′).

CHANGES: Minimums.

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UTAA/ASB
ASHGABAT

JEPPESEN 2 MAR 07 (11-4A)

ASHGABAT, TURKMENISTAN
CAT II ILS Rwy 30R

BRIEFING STRIP ™

ASHGABAT Approach	ASHGABAT Krug (SRE)	ASHGABAT Start (TWR)	Ground
123.5	118.7	120.0	121.7

LOC AHD	Final Apch Crs	GS OM	CAT II ILS RA 113′ DA(H)	Apt Elev 692′ RWY 679′
108.7	295°	1450′(771′)	779′(100′)	

MISSED APCH: Climb on 295° to 1670′(991′), then turn RIGHT to NDB and as directed.

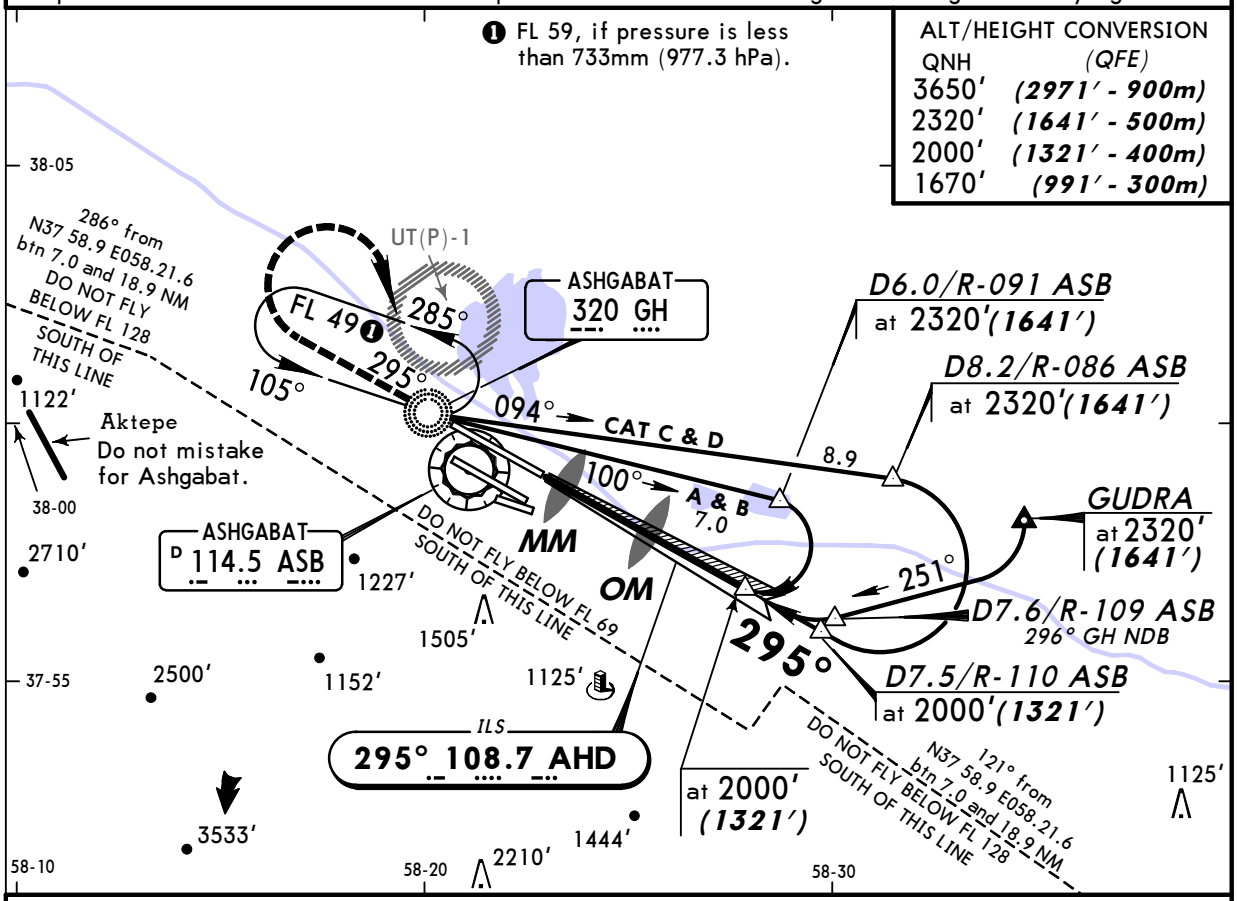
115° 3000′ 295° 11,400′ MSA ARP

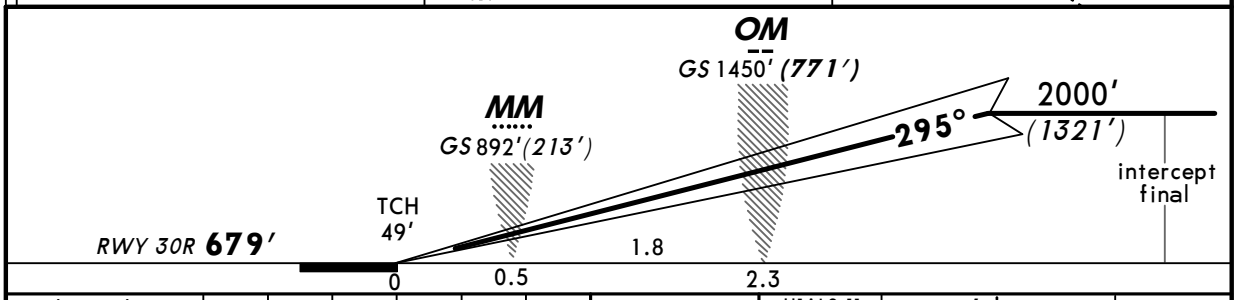
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3650′(2971′)
1. Special Aircrew & Acft Certification Required. 2. Do not mistake brighter road lights for rwy lights.

❶ FL 59, if pressure is less than 733mm (977.3 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3650′	(2971′ - 900m)
2320′	(1641′ - 500m)
2000′	(1321′ - 400m)
1670′	(991′ - 300m)





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

HIALS-II PAPI 1670′ (991′) on 295° GH 320 RT

STRAIGHT-IN LANDING RWY **30R**
CAT II ILS
ABCD
RA 113′
DA(H) 779′(100′)

RVR 350m

PANS OPS

CHANGES: Minimums.

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UTAA/ASB
ASHGABAT

JEPPESEN 2 MAR 07 (13-1)

ASHGABAT, TURKMENISTAN
VOR DME Rwy 12R

BRIEFING STRIP ™

ASHGABAT Approach	ASHGABAT Krug (SRE)	ASHGABAT Start (TWR)	Ground
123.5	118.7	120.0	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 692'
ASB 114.5	118°	D4.3 2010'(1321')	Refer to Minimums	RWY 689'

MISSED APCH: Climb on 118° to 1680'(991') to VOR, then turn LEFT to intercept R-025 and proceed to join 10.8 DME Arc, or as directed.

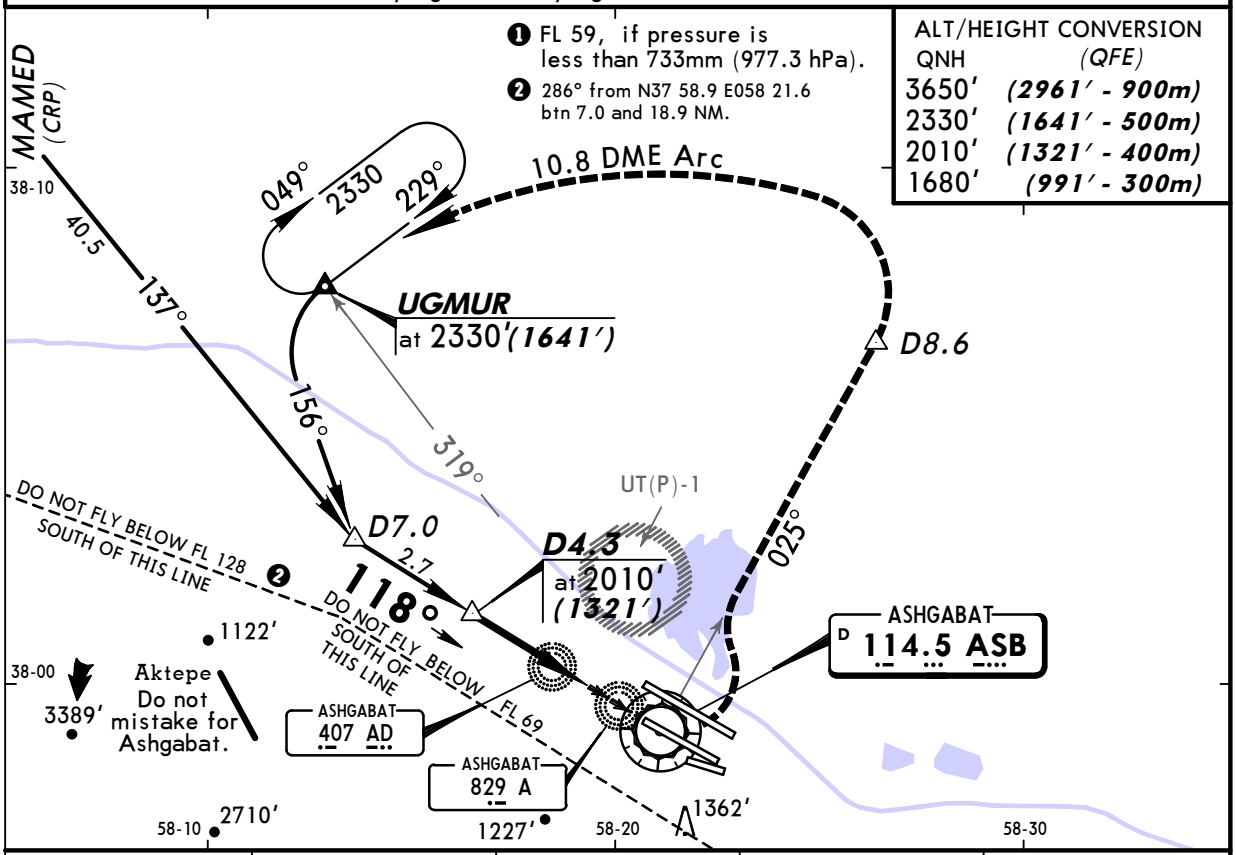
115° 3000' 295° 11,400'
MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 ❶ Trans alt: 3650' (2961')
WARNING: Do not mistake railway lights for rwy lights.

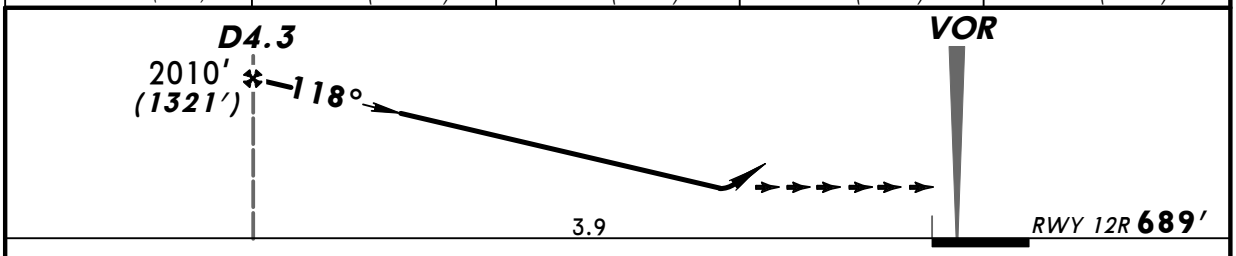
❶ FL 59, if pressure is less than 733mm (977.3 hPa).
❷ 286° from N37 58.9 E058 21.6 btn 7.0 and 18.9 NM.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3650'	(2961' - 900m)
2330'	(1641' - 500m)
2010'	(1321' - 400m)
1680'	(991' - 300m)



ASB DME	3.8	3.2	2.4	1.6
ALTITUDE (HAT)	1840' (1151')	1680' (991')	1420' (731')	1150' (461')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843

ALS

1680' (991') on 118°

ASB 114.5

STRAIGHT-IN LANDING RWY 12R

MDA(H) 1100'(411') ❶

ALS out

PANS OPS

A	1800m ❶
B	
C	
D	

❶ W/o FAF: MDA(H) 1680'(991'), 5000m.

CHANGES: Minimums.

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UTAA/ASB
ASHGABAT

JEPPESEN 2 MAR 07 (13-2)

ASHGABAT, TURKMENISTAN
VOR DME Rwy 30L

BRIEFING STRIP ™

ASHGABAT Approach	ASHGABAT Krug (SRE)	ASHGABAT Start (TWR)	Ground
123.5	118.7	120.0	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 692'
ASB 114.5	293°	D5.3 2000'(1321')	1090'(411')	RWY 679'

MISSED APCH: Climb on 293° to 1670'(991') to VOR, then turn RIGHT to intercept R-025 and proceed to join 10.8 DME Arc, or as directed.

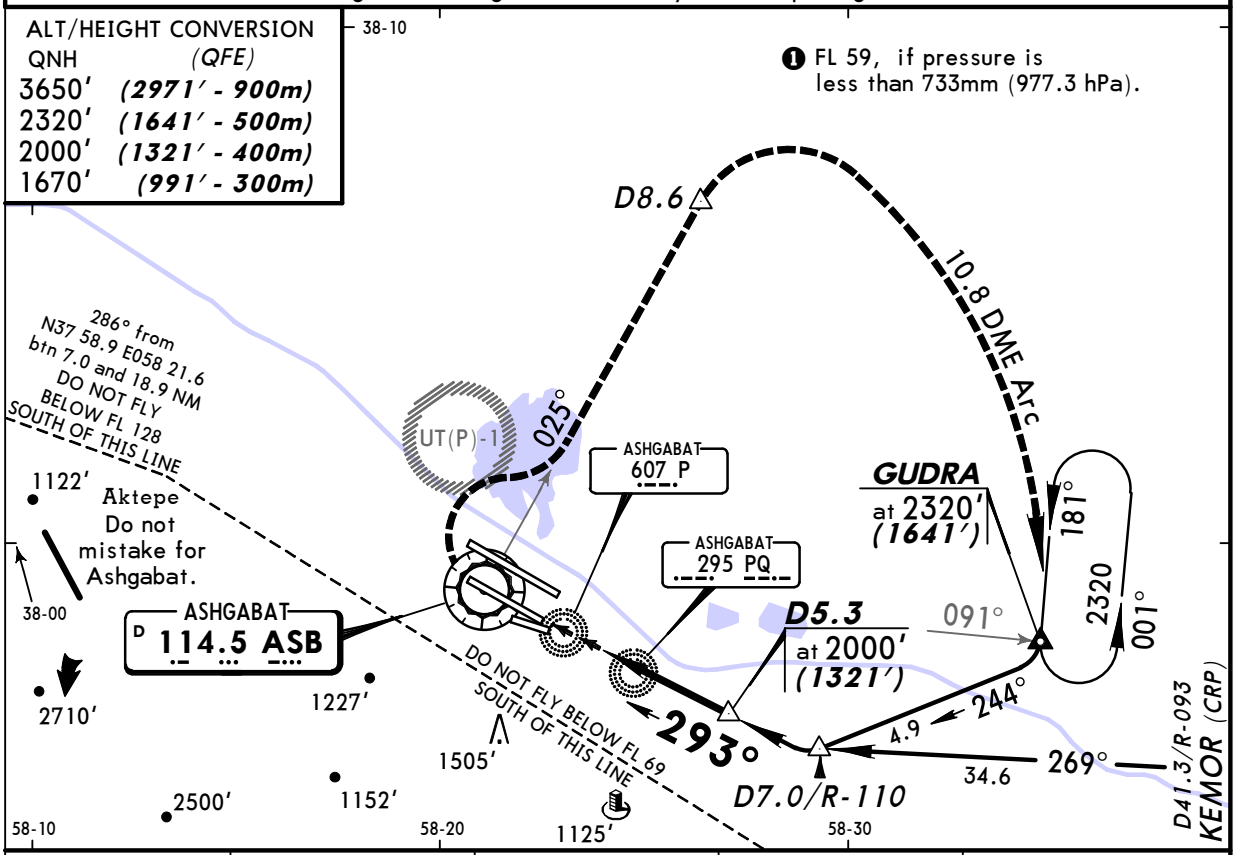
115° 3000' 295° 11,400' MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 ❶ Trans alt: 3650' (2971')
WARNING: Do not mistake brighter road lights North of rwy 30L for apch lights.

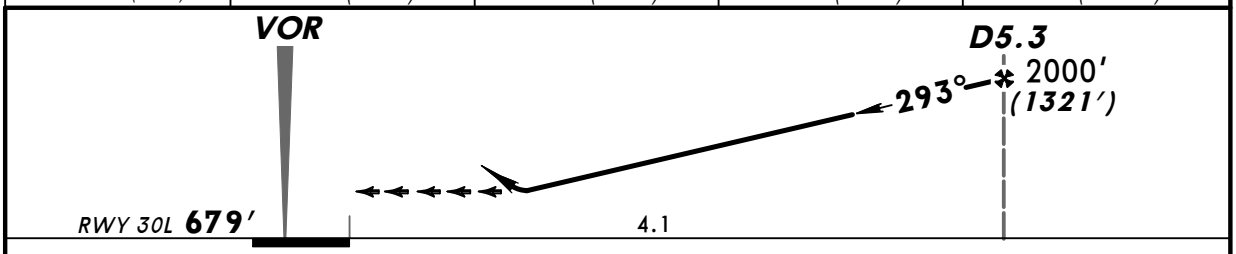
ALT/HEIGHT CONVERSION

QNH	(QFE)
3650'	(2971' - 900m)
2320'	(1641' - 500m)
2000'	(1321' - 400m)
1670'	(991' - 300m)

❶ FL 59, if pressure is less than 733mm (977.3 hPa).



ASB DME	2.6	3.5	4.3	5.3
ALTITUDE (HAT)	1090' (411')	1390' (711')	1640' (961')	2000' (1321')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843

ALS 1670' (991') on 293° ASB 114.5

STRAIGHT-IN LANDING RWY **30L**

MDA(H) 1090'(411')

ALS out

PANS OPS

A	1800m
B	
C	
D	

CHANGES: Minimums.

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