

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UTAK

UTAK (Turkmenbashi)**General Info**

Turkmenbashi, TKM

N 40° 03.8' E 53° 00.4' Mag Var: 4.7°E

Elevation: 279'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+5:00 no DST

Runway Info

Runway 16-34 8202' x 144' concrete

Runway 16 (162.0°M) TDZE 230'

Lights: Edge, ALS

Runway 34 (342.0°M) TDZE 279'

Lights: Edge, ALS

Communications InfoTurkmenbashi Start Tower **124.0**Turkmenbashi Taxiing Ground Control **121.7**Turkmenbashi Krug Radar **120.0****Notebook Info**

UTAK/KRW
TURKMENBASHI

24 JUN 05

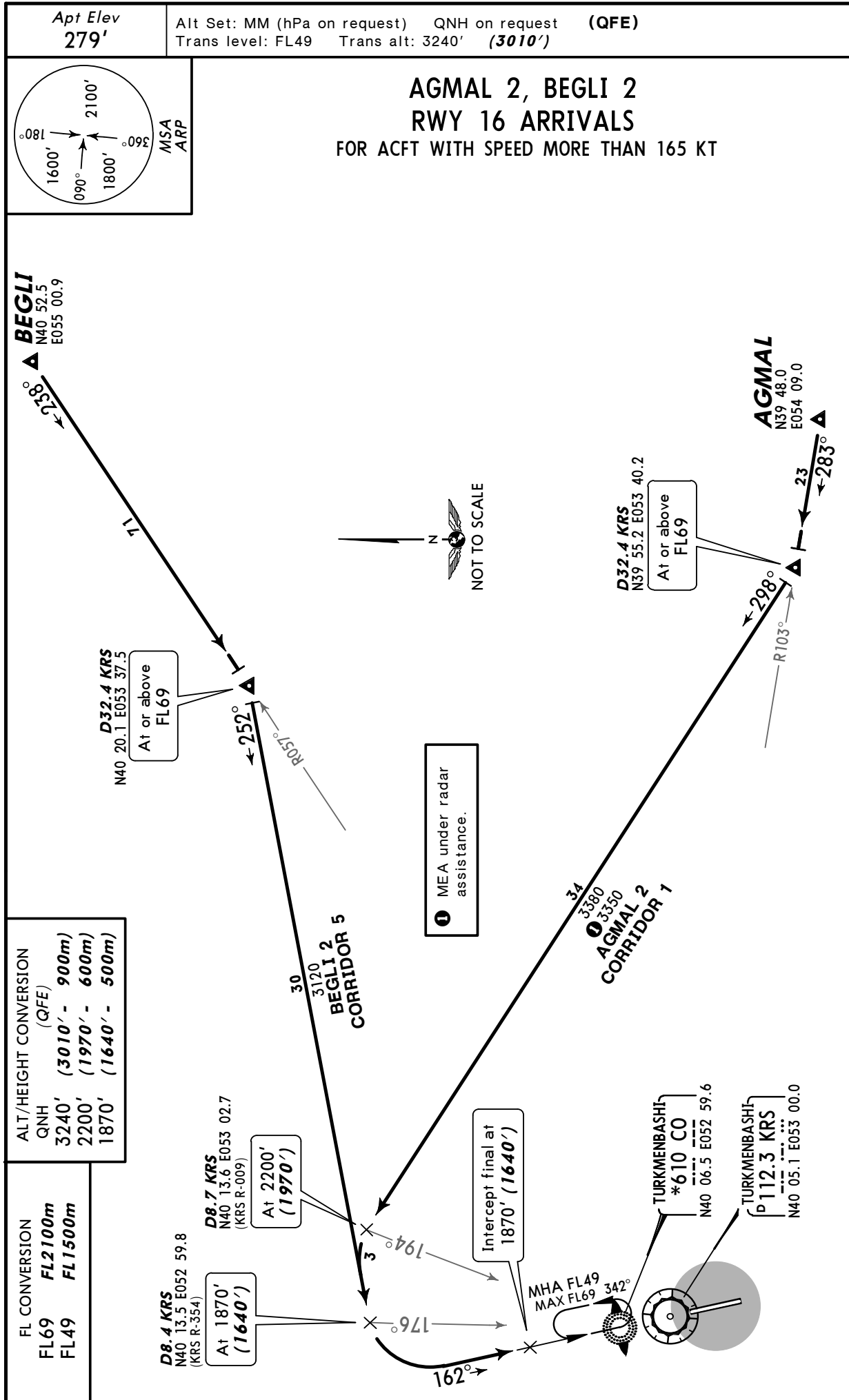
JEPPESEN

10-2

Eff 7 Jul

TURKMENBASHI, TURKMENISTAN

STAR



UTAK/KRW
TURKMENBASHI

24 JUN 05

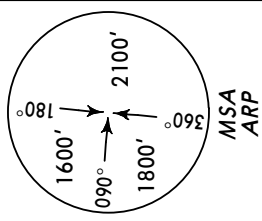
JEPPESEN

TURKMENBASHI, TURKMENISTAN

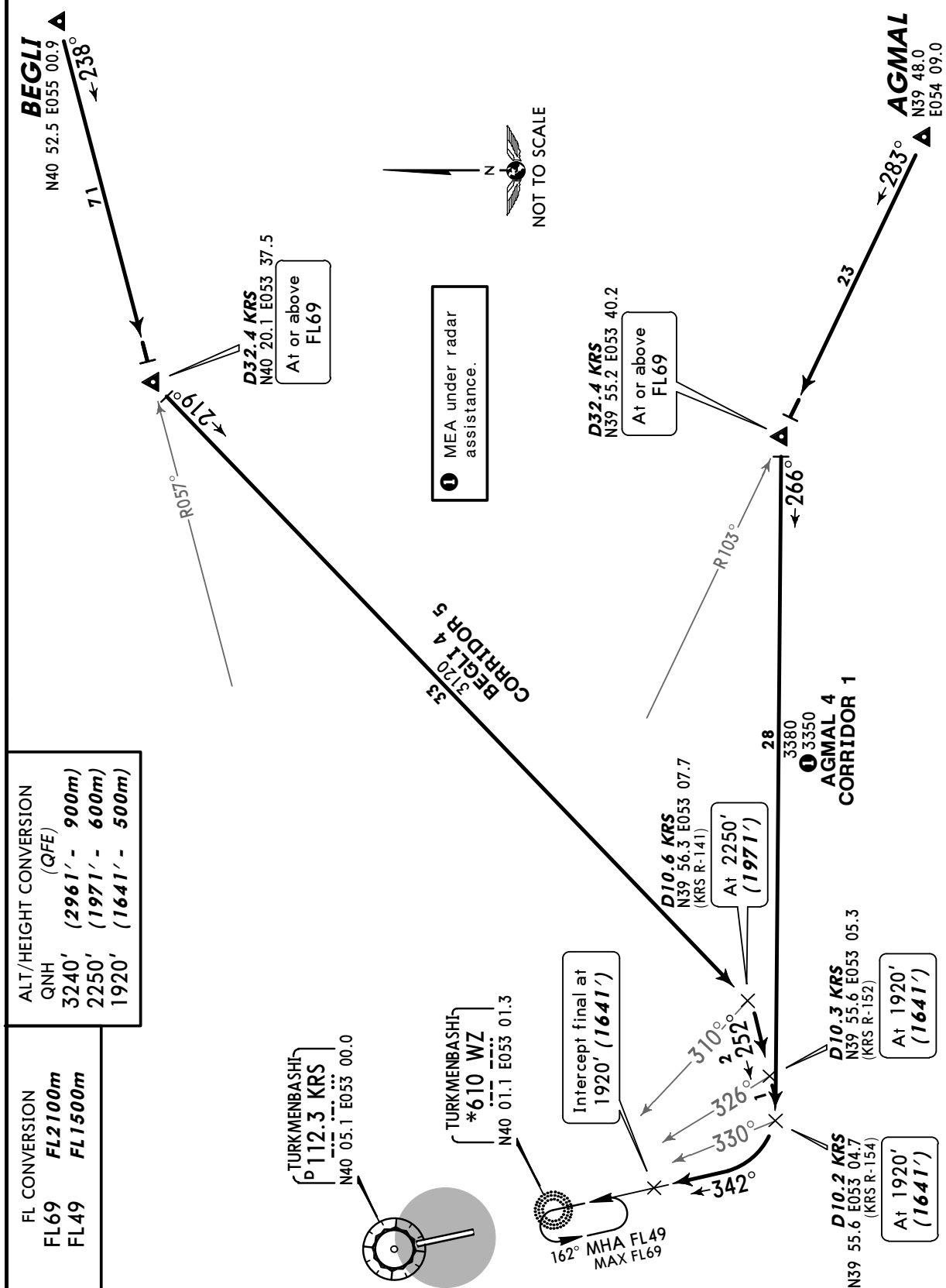
Eff 7 Jul**STAR**

Apt Elev
279'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49 Trans alt: 3240' (2961')



**AGMAL 4, BEGLI 4
RWY 34 ARRIVALS
FOR ACFT WITH SPEED MORE THAN 165 KT**



CHANGES: Direction reference in chart heading withdrawn.

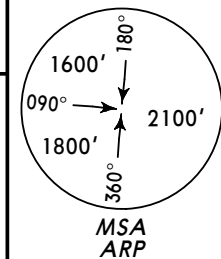
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UTAK/KRW
TURKMENBASHI

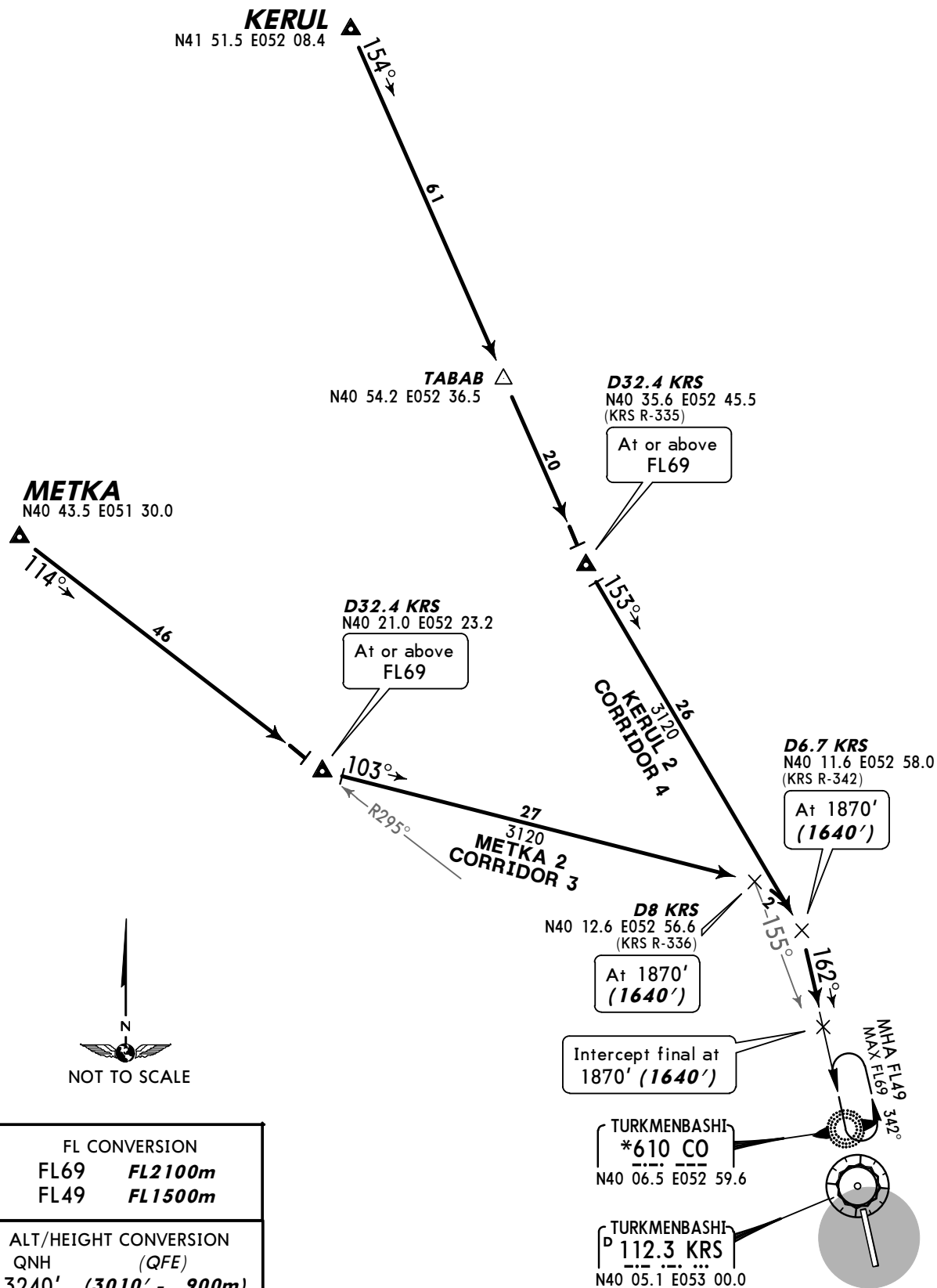
JEPPESEN **TURKMENBASHI, TURKMENISTAN**
16 SEP 05 **(10-2B)** **Eff 29 Sep** **STAR**

Apt Elev
279'

Alt set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3240' **(3010')**



KERUL 2, METKA 2
RWY 16 ARRIVALS
FOR ACFT WITH SPEED MORE THAN 165 KT



UTAK/KRW
TURKMENBASHI

16 SEP 05

JEPPESEN

10-2C

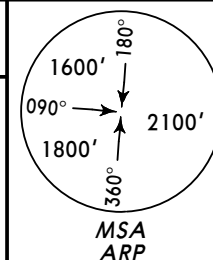
Eff 29 Sep

TURKMENBASHI, TURKMENISTAN

STAR

Apt Elev
279'

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49 Trans alt: 3240' (2961')



KERUL
N41 51.5 E052 08.4

KERUL 4, METKA 4
RWY 34 ARRIVALS
FOR ACFT WITH SPEED MORE THAN 165 KT

TABAB
N40 54.2 E052 36.5

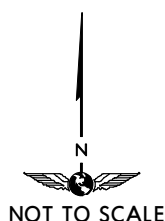
D32.4 KRS
N40 35.6 E052 45.5

At or above
FL69

METKA
N40 43.5 E051 30.0

D32.4 KRS
N40 21.0 E052 23.2

At or above
FL69



FL CONVERSION
FL69 **FL2100m**
FL49 **FL1500m**

ALT/HEIGHT CONVERSION
QNH (QFE)
3240' (2961' - 900m)
2250' (1971' - 600m)
1920' (1641' - 500m)

D9.8 KRS
N39 55.5 E052 57.2
(KRS R-188)

At 2250'
(1971')

D10.4 KRS
N39 54.9 E052 57.7
(KRS R-185)

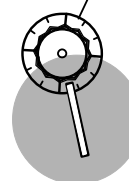
At 2250'
(1971')

Intercept
final at
1920'
(1641')

D10.3 KRS
N39 54.8
E053 00.9
(KRS R-171)

At 1920'
(1641')

TURKMENBASHI
D112.3 KRS
N40 05.1 E053 00.0



TURKMENBASHI
***610 WZ**
N40 01.1 E053 01.3



162° MHA FL49
MAX FL69

024°

019°

072°

358°

342°

4

3

2

1

0

-1

-2

-3

-4

-5

-6

-7

-8

-9

UTAK/KRW
TURKMENBASHI

24 JUN 05

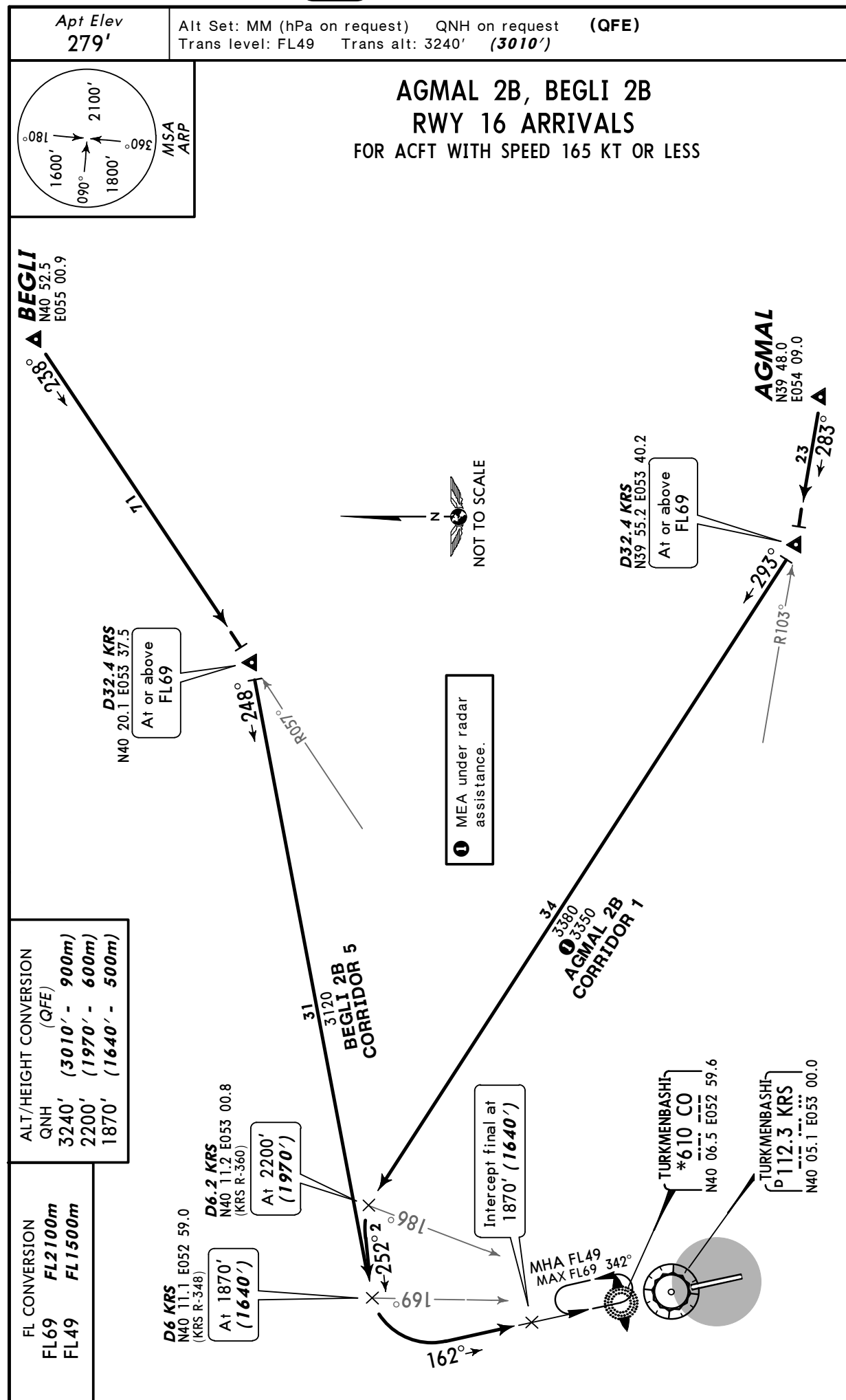
JEPPESEN

10-2D

Eff 7 Jul

TURKMENBASHI, TURKMENISTAN

STAR



UTAK/KRW
TURKMENBASHI

24 JUN 05

JEPPESEN

10-2E

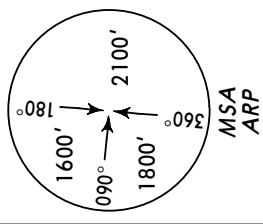
Eff 7 Jul

TURKMENBASHI, TURKMENISTAN

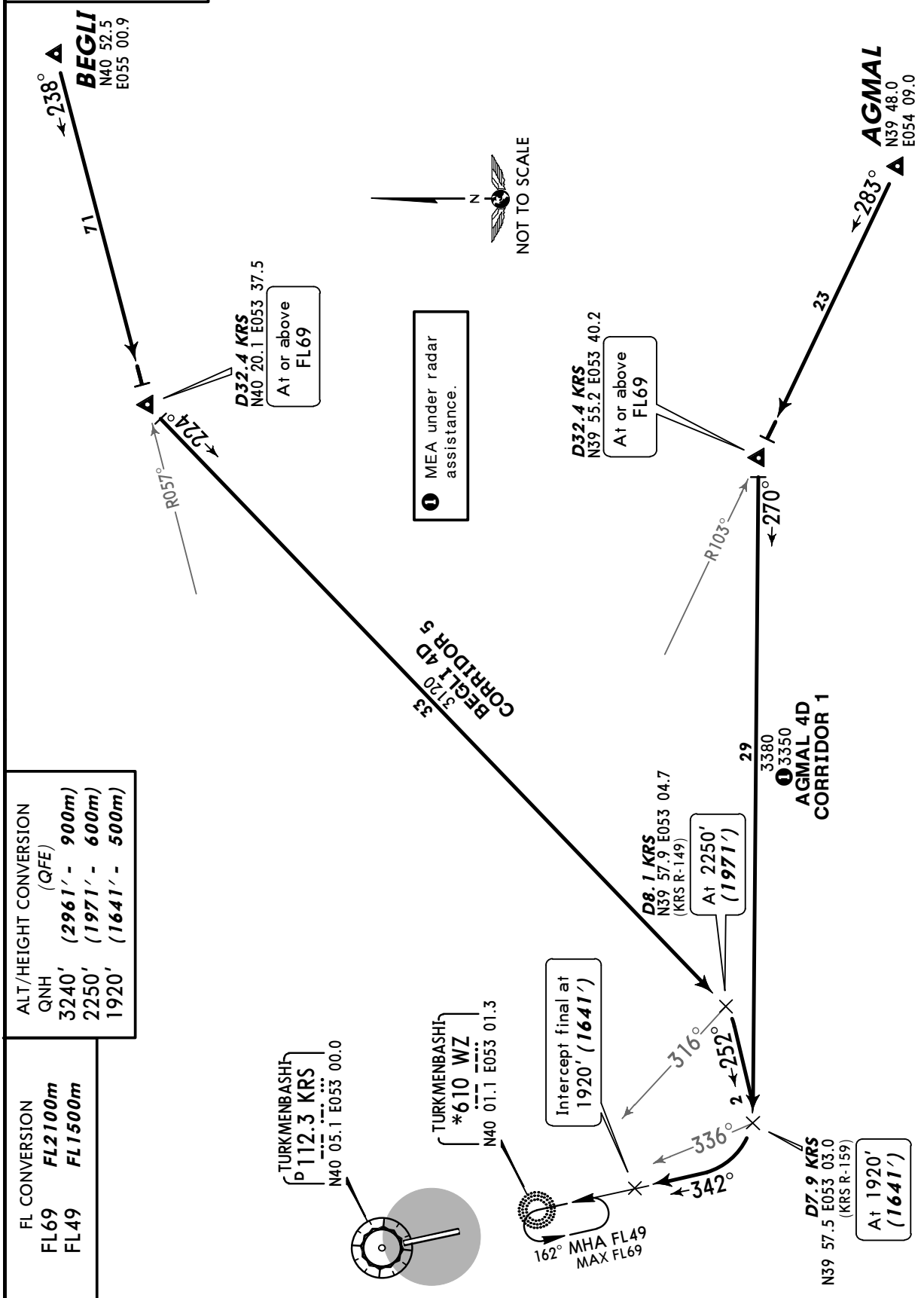
STAR

Apt Elev
279'

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49 Trans alt: 3240' (**2961'**)



AGMAL 4D, BEGLI 4D
RWY 34 ARRIVALS
FOR ACFT WITH SPEED 165 KT OR LESS



ALT/HEIGHT CONVERSION	
	(QFE)
QNH	3240' (2961' - 900m)
	2250' (1971' - 600m)
	1920' (1641' - 500m)

FL CONVERSION	
FL69	FL2100m
FL49	FL1500m

UTAK/KRW
TURKMENBASHI

JEPPesen

TURKMENBASHI, TURKMENISTAN

16 SEP 05

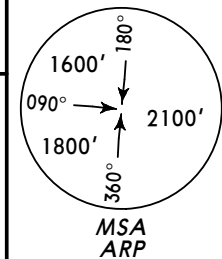
10-2F

Eff 29 Sep

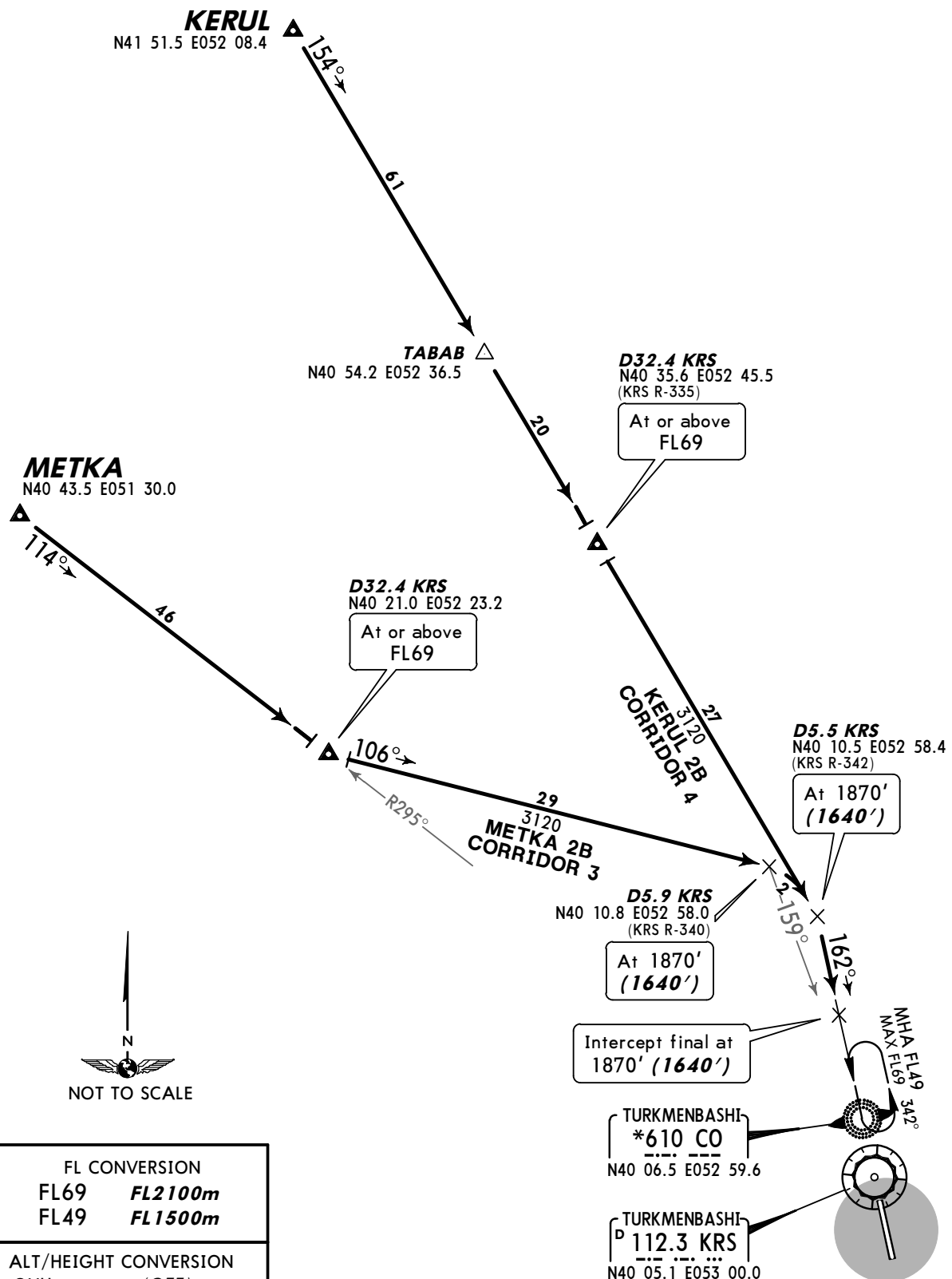
STAR

Apt Elev
279'

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49 Trans alt: 3240' (3010')



KERUL 2B, METKA 2B
RWY 16 ARRIVALS
FOR ACFT WITH SPEED 165 KT OR LESS



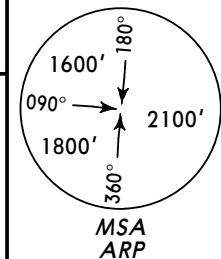
FL CONVERSION	
FL69	FL2100m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(3010' - 900m)
1870'	(1640' - 500m)

UTAK/KRW
TURKMENBASHI

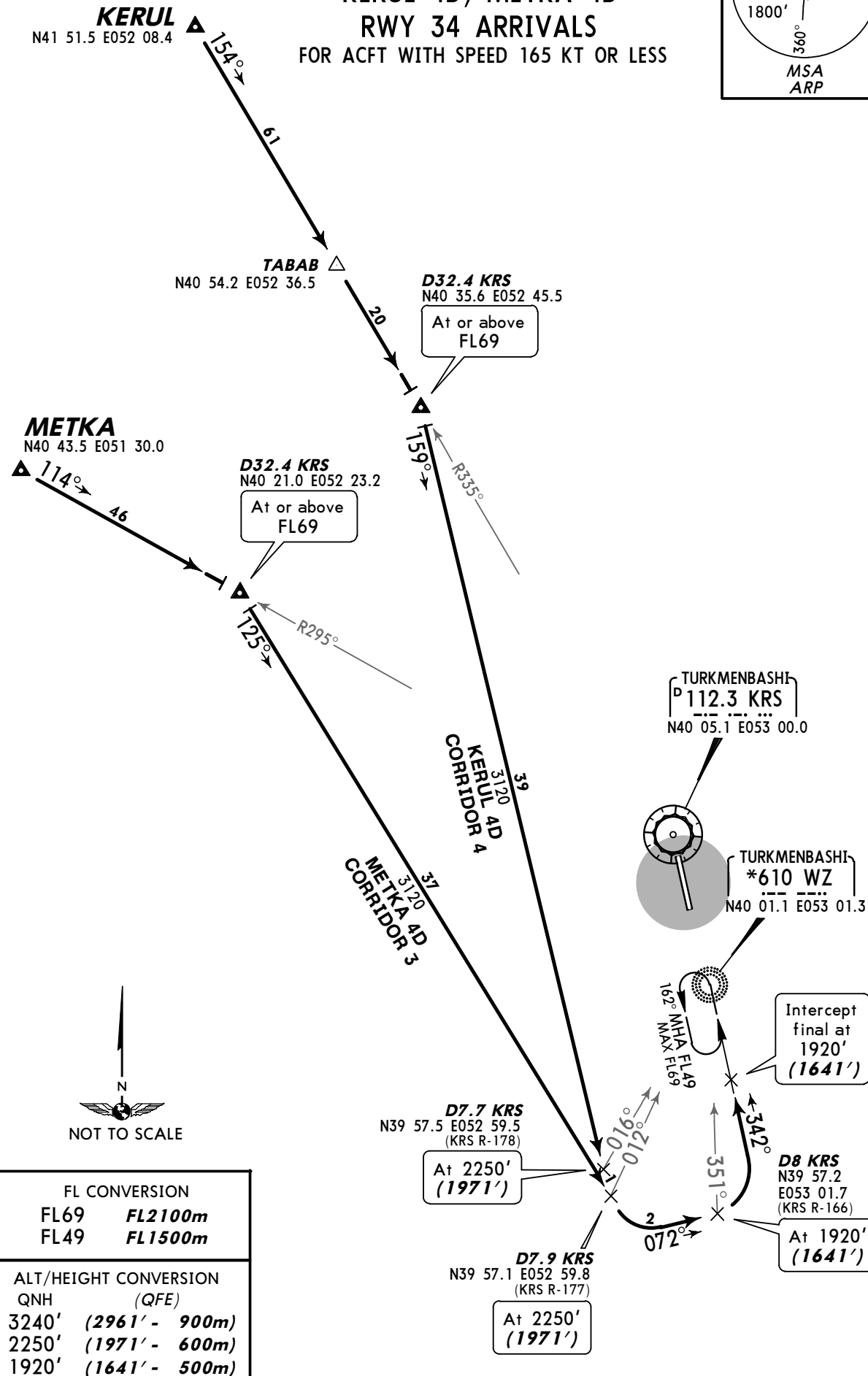
JEPPESEN **TURKMENBASHI, TURKMENISTAN**
16 SEP 05 **(10-2G)** **Eff 29 Sep** **STAR**

Apt Elev
279'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3240' **(2961')**



KERUL 4D, METKA 4D
RWY 34 ARRIVALS
FOR ACFT WITH SPEED 165 KT OR LESS



UTAK/KRW
TURKMENBASHI

16 SEP 05

TURKMENBASHI, TURKMENISTAN

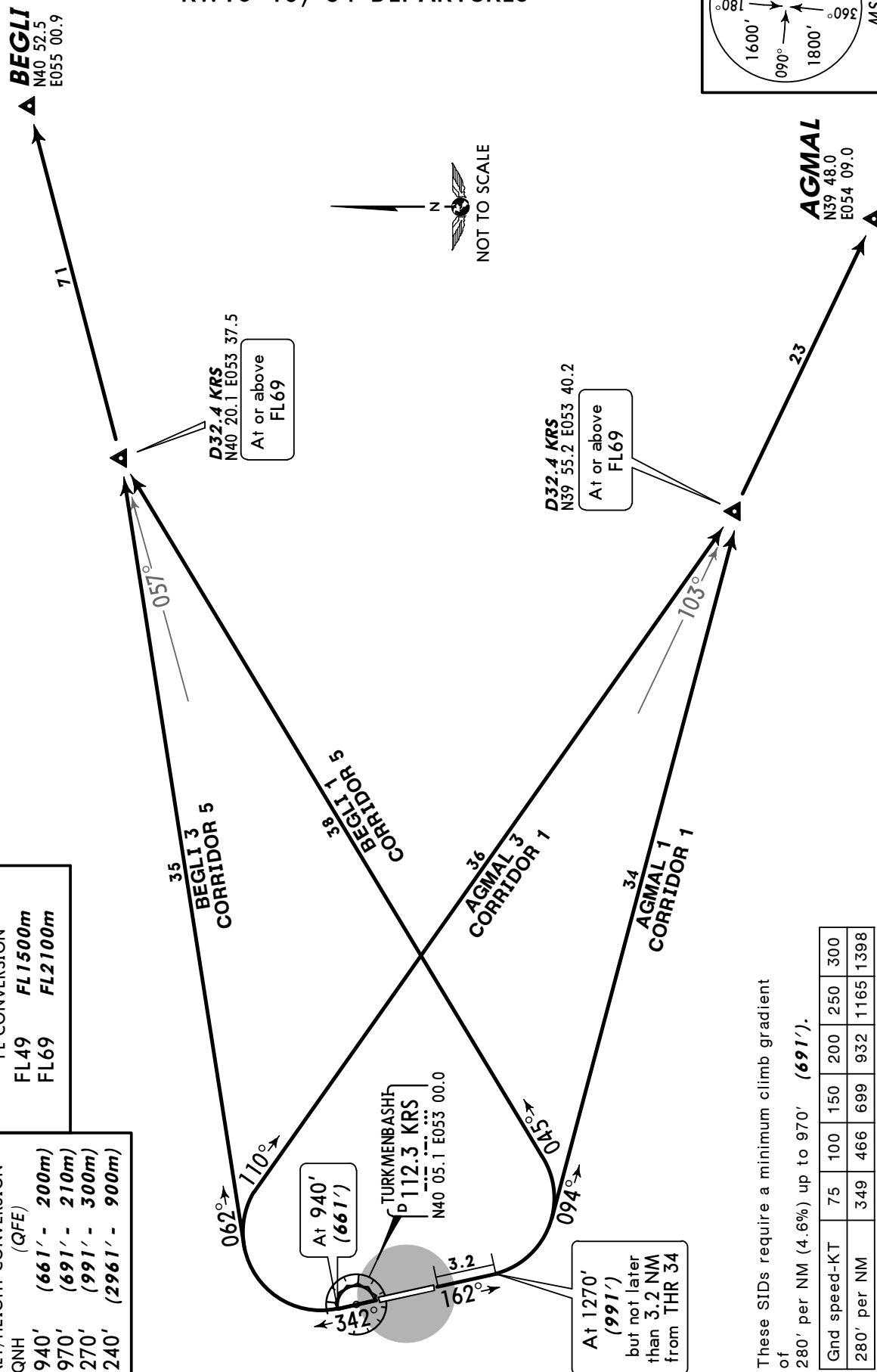
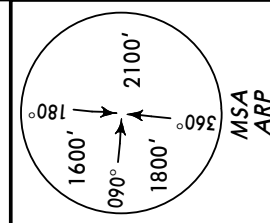
SID

Apt Elev
279'

QNH on request (QFE)

Trans level: FL49 Trans alt: 3240' **(2961')**

**AGMAL 1, AGMAL 3, BEGLI 1, BEGLI 3
RWYS 16, 34 DEPARTURES**



FL CONVERSION
FL49 FL1500m
FL69 FL2100m

ALT/HEIGHT CONVERSION (QFE)
QNH
940'
970'
1270'
5240'
(661' - 200m)
(691' - 210m)
(991' - 300m)
(2961' - 900m)

These SIDs require a minimum climb gradient of 280' per NM (4.6%) up to 970' (**691'**).

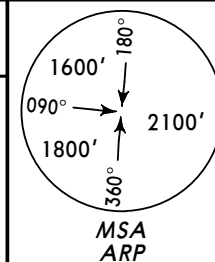
Gnd speed-KT	75	100	150	200	250	300
280' per NM	349	466	699	932	1165	1398

UTAK/KRW
TURKMENBASHI

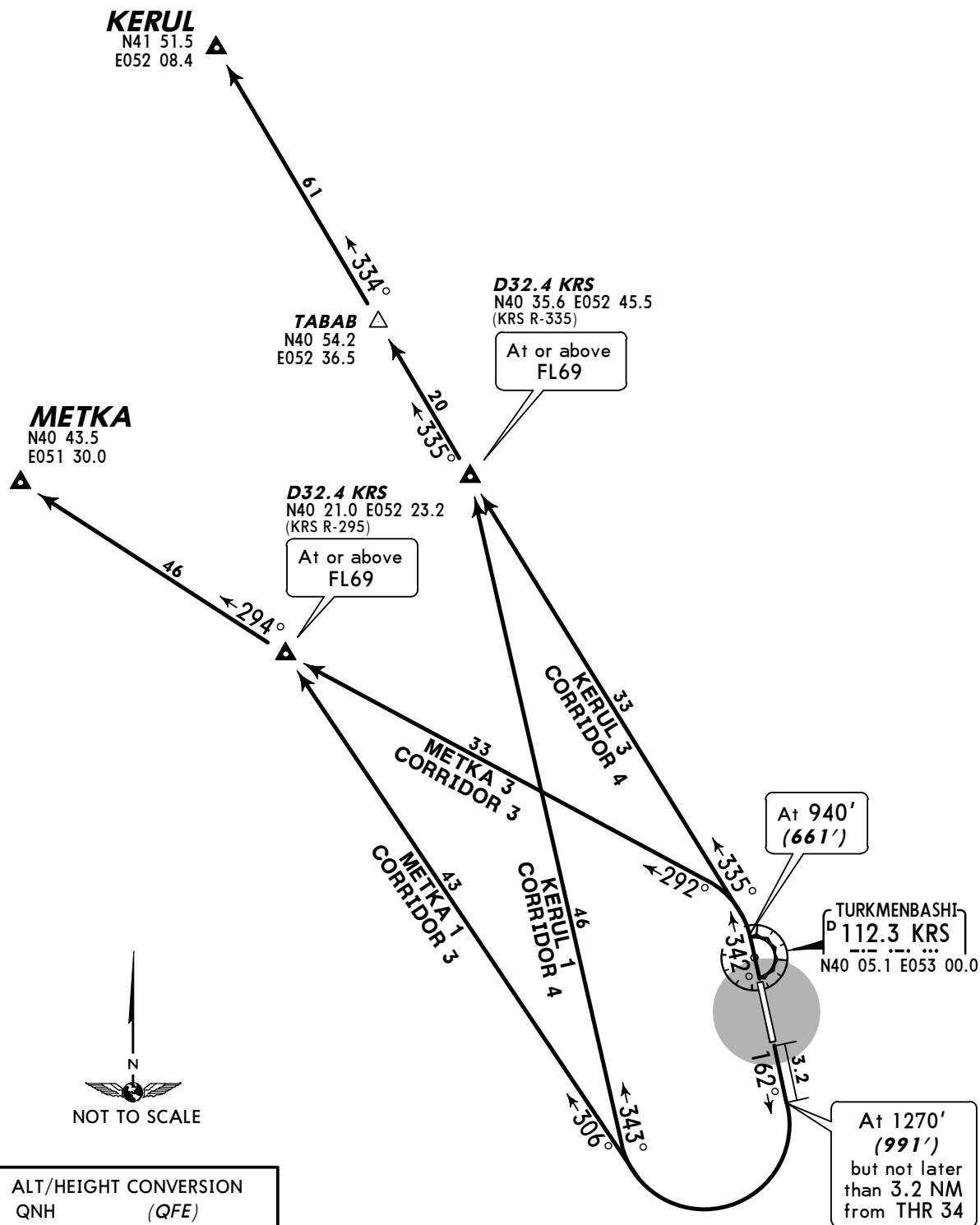
JEPPESEN TURKMENBASHI, TURKMENISTAN
 16 SEP 05 **(10-3A)** **Eff 29 Sep** **SID**

Apt Elev
279'

QNH on request **(QFE)**
 Trans level: FL49 Trans alt: 3240' **(2961')**



KERUL 1, KERUL 3
METKA 1, METKA 3
RWYS 16, 34 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
940'	(661' - 200m)
970'	(691' - 210m)
1270'	(991' - 300m)
3240'	(2961' - 900m)

FL CONVERSION	
FL49	FL1500m
FL69	FL2100m

These SIDs require a minimum climb gradient of 280' per NM (4.6%) up to 970' **(691')**.

Gnd speed-KT	75	100	150	200	250	300
280' per NM	349	466	699	932	1165	1398

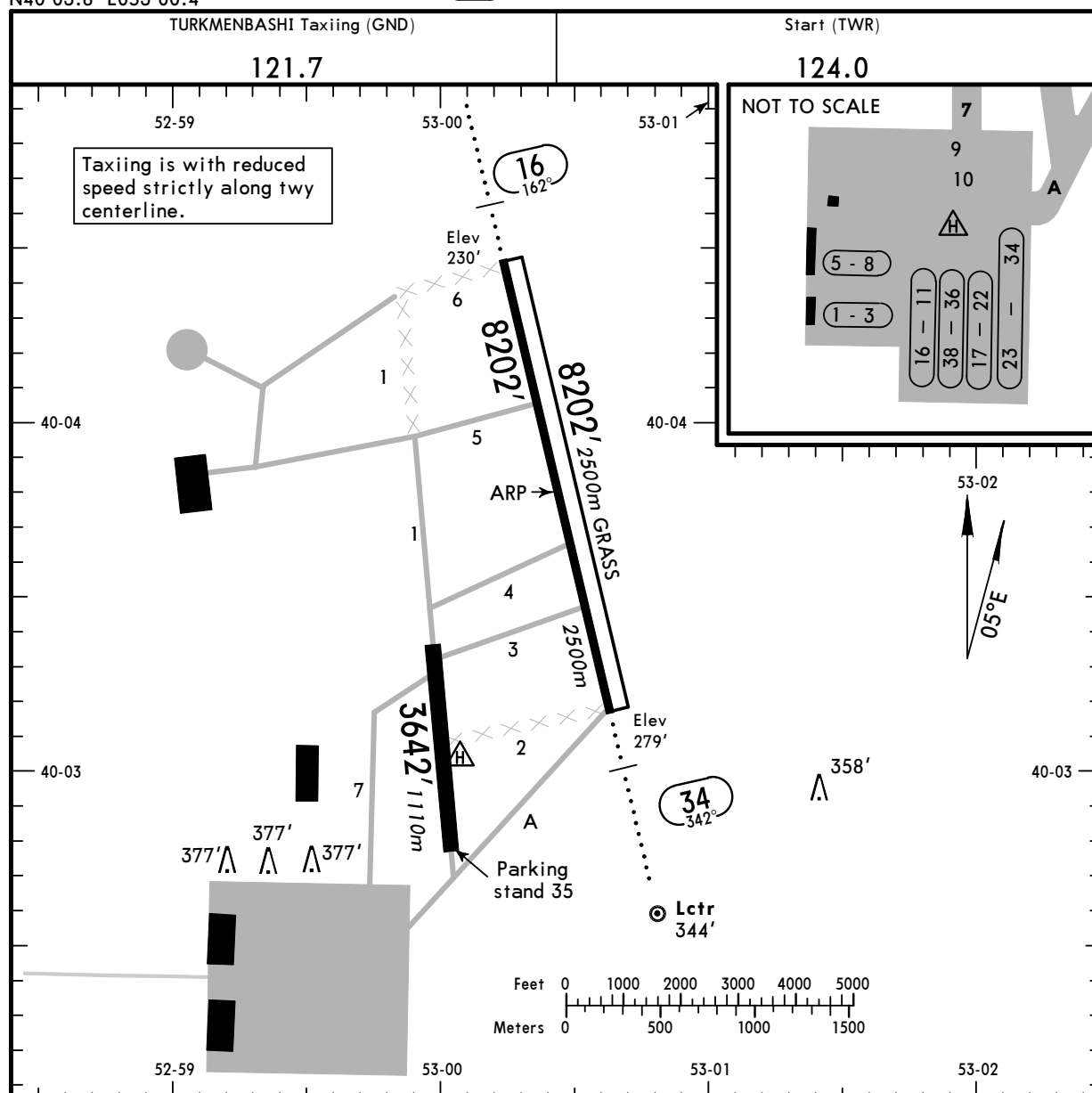
UTAK/KRW

Apt Elev **279'**
N40 03.8 E053 00.4

JEPPesen TURKMENBASHI, TURKMENISTAN

12 JAN 07 **(10-9)**

TURKMENBASHI



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS			WIDTH
			LANDING BEYOND		TAKE-OFF	
			Threshold	Glide Slope		
16	34	RL (60m) ALS		7191' 2192m	8038' 2450m	144'
				7286' 2221m	①	44m
16	34	Grass runway				262'
②						262'
						80m

① TAKE-OFF RUN AVAILABLE

RWY 34:

From rwy head 8038' (2450m)
twy 3 int 6398' (1950m)

② Undesignated runway.

TAKE-OFF

	AIR CARRIER (JAA)			
	Main rwy 16		Main rwy 34	
	DAY RCLM or RL	NIGHT RL	DAY RCLM or RL	NIGHT RL
A	80m - 1200m	80m - 1200m	400m ①	400m ①
B	400m	400m	400m	400m
C				
D	500m	700m	500m	700m

① LVP must be in force: VIS 300m.

CHANGES: Minimums.

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UTAK/KRW**JEPPESEN**
3 OCT 08 **10-9X****JAA MINIMUMS****TURKMENBASHI, TURKMENISTAN**
TURKMENBASHI

STRAIGHT-IN RWY		A	B	C	D
16	ILS	492' (262')	492' (262')	492' (262')	492' (262')
		1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED			
	2 NDB ❶	560' (330')	560' (330')	630' (400')	630' (400')
		1300m	1700m	2000m	2000m
	<i>ALS out</i>	1500m	1700m	2000m	2000m
34	ILS	541' (262')	541' (262')	541' (262')	541' (262')
		1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED			
	2 NDB	680' (401')	780' (501')	780' (501')	780' (501')
		1700m	2700m	2700m	2700m

❶ B737 acft: MDA(H) 1050' (820'), 4000m.

TAKE-OFF RWY 16, 34

Rwy 16				Rwy 34		
	DAY		NIGHT		DAY	NIGHT
	RCLM or RL	NIL	RL	RCLM or RL	NIL	RL
A	ceil 80m - 1200m	ceil 80m - 1200m	ceil 80m - 1200m	400m ❶	500m	400m ❶
B	400m	500m	400m	400m		400m
C	500m		700m	500m		700m
D						

❶ LVP must be in force: VIS 300m.

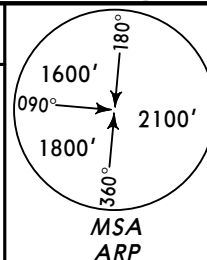
UTAK/KRW TURKMENBASHI

14 MAR 08 (11-1)

JEPPESEN TURKMENBASHI, TURKMENISTAN ILS or 2 NDB Rwy 16

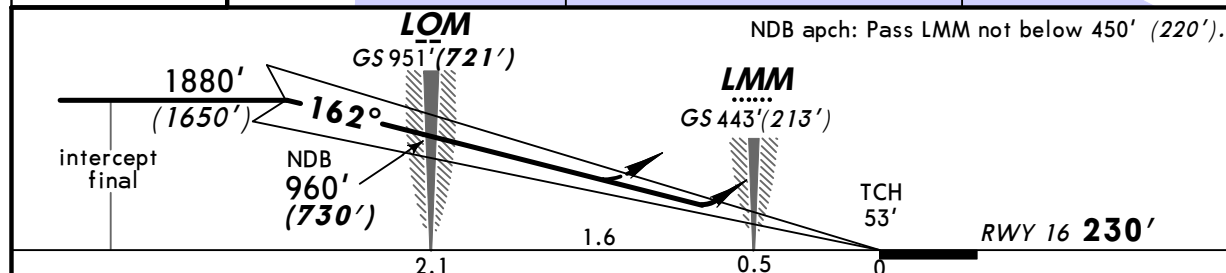
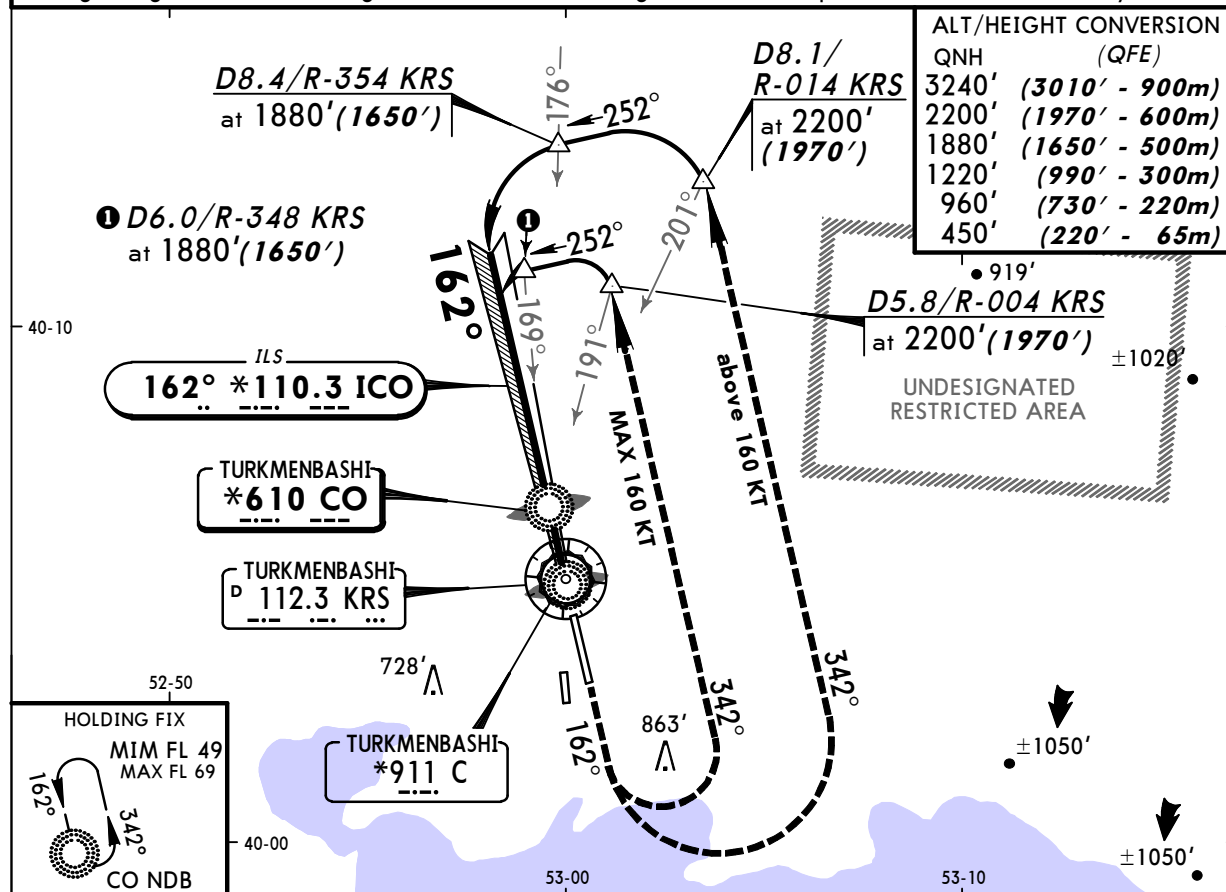
BRIEFING STRIP

TURKMENBASHI Krug (R) 120.0		TURKMENBASHI Start (TWR) 124.0		Ground 121.7
LOC ICO * 110.3	Final Apch Crs 162°	GS LOM 951' (721')	ILS DA(H) 492' (262')	Apt Elev 279' RWY 230'
NDB CO * 610		Minimum Alt LOM 960' (730')	NDB MDA(H) Refer to Minimums	



MISSED APCH: Climb on 162° to 1220' (990'), then turn LEFT onto 342° climbing to 2200' (1970'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3240' (3010')
During firing within the undesignated restricted area right-hand traffic pattern will be available by ATC.



Gnd speed-Kts	70	90	100	120	140	160	ALS	1220' (990') on 162°	342° LT	2200' (1970')
ILS GS 3.00° or NDB Descent Grad 5.2%	377	484	538	646	753	861				

STRAIGHT-IN LANDING RWY 16				NDB	
ILS		LOC (GS out)		MDA(H)	AB: 560' (330') CD: 630' (400')
FULL	ALS out				ALS out
A				1600m	
B				1700m	
C	1200m				
D		NOT AUTHORIZED		2000m	

PANS OPS

1 B737 acft: MDA(H) 1050' (820'), 4000m.

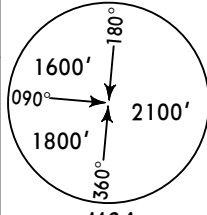
CHANGES: None.

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UTAK/KRW TURKMENBASHI

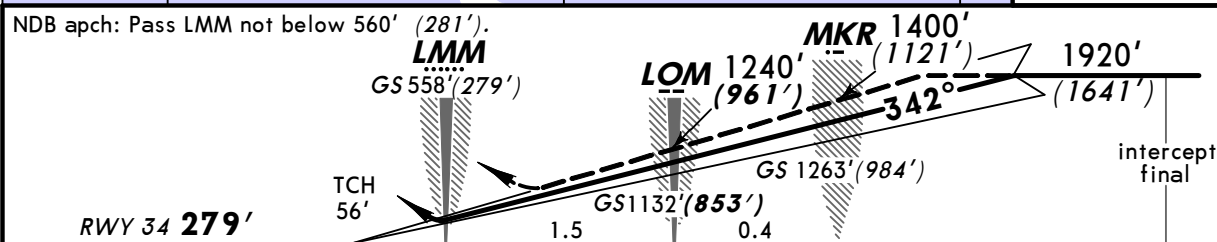
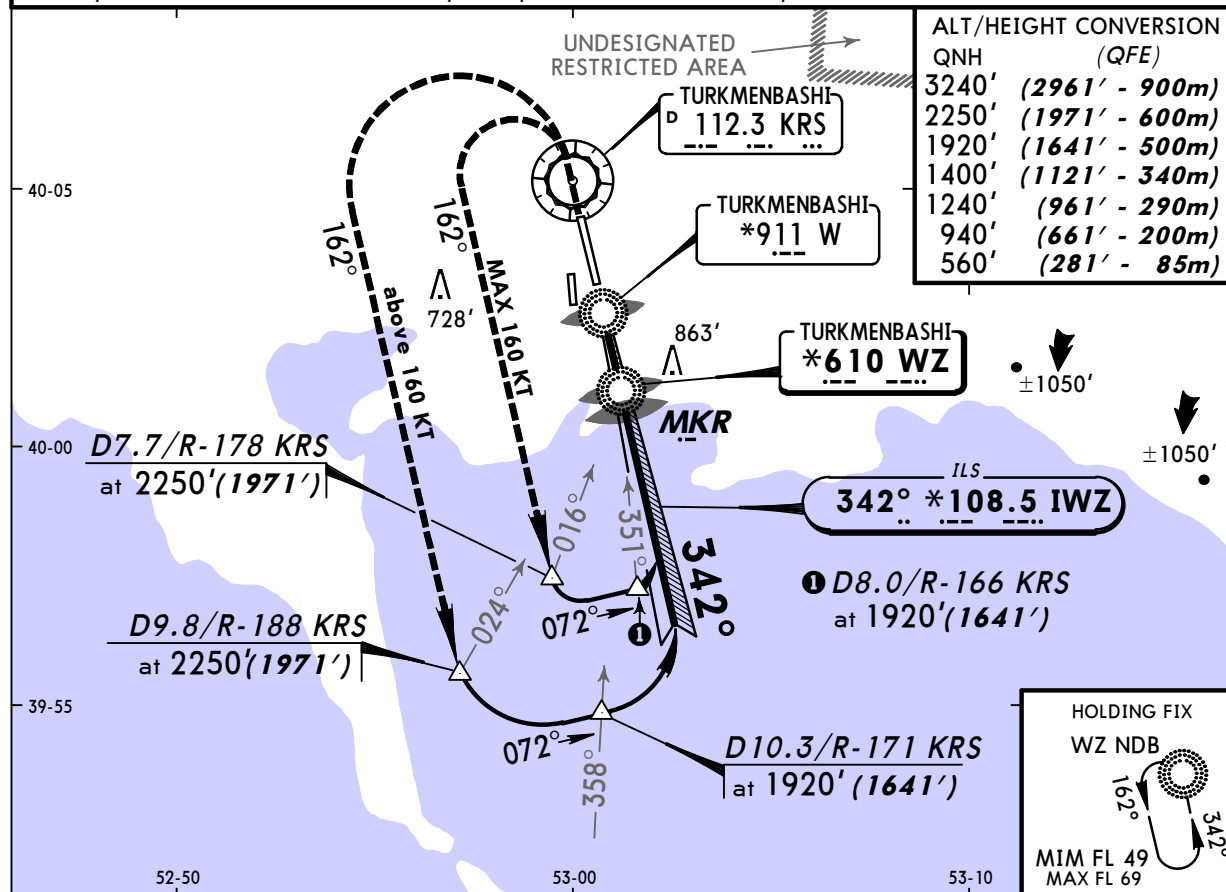
14 MAR 08 **(11-2)** **JEPPESEN TURKMENBASHI, TURKMENISTAN**
ILS or 2 NDB Rwy 34

BRIEFING STRIP

TURKMENBASHI Krug (R) 120.0		TURKMENBASHI Start (TWR) 124.0		Ground 121.7	
LOC IWZ * 108.5	Final Apch Crs 342°	GS LOM 1132' (853')	ILS DA(H) 541' (262')	Apt Elev 279'	
NDB WZ * 610		Minimum Alt LOM 1240' (961')	NDB MDA(H) Refer to Minimums	RWY 279'	

MISSED APCH: Climb on 342° to 940' (661'), then turn LEFT onto 162° climbing to 2250' (1971'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3240' (**2961'**)
1. Heavy turbulence with down-drafts may be expected on final. 2. NDB apch: Final desc after LOM 430'/NM.



Gnd speed-Kts	70	90	100	120	140	160	ALS	940' (661') on 342°	162° LT	2250' (1971')
ILS GS 3.50°	439	564	627	752	877	1003				
NDB Descent Grad 7.0%	496	638	709	851	992	1134				

STRAIGHT-IN LANDING RWY 34				NDB	
ILS		LOC (GS out)		MDA(H)	ALS out
DA(H) 541' (262')				A: 680' (401')	
FULL				BCD: 780' (501')	
					ALS out
A	1200m		NOT AUTHORIZED		
B					1700m
C					
D					2700m

PANS OPS