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General Information

Location: Ashgabat Tkm
IATA Code: ASB
Lat/Long: N37° 59.5' E058° 21.8'
Elevation: 692 ft

Airport Use: Public
Magnetic Variation: 4.7°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: 0125 Z
Sunset: 1446 Z,

Runway Information

Runway: 11
Length x Width: 2953 ft x 115 ft
Surface Type: asphalt
TDZ-Elev: 686 ft

Runway: 12L
Length x Width: 12467 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 682 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 12R
Length x Width: 9806 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 689 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 2953 ft x 115 ft
Surface Type: asphalt
TDZ-Elev: 679 ft

Runway: 30L
Length x Width: 9806 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 679 ft
Lighting: Edge, ALS

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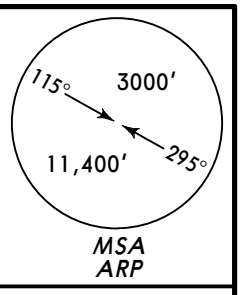
Runway: 30R
Length x Width: 12467 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 679 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

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
AWS 126.8 Non-English

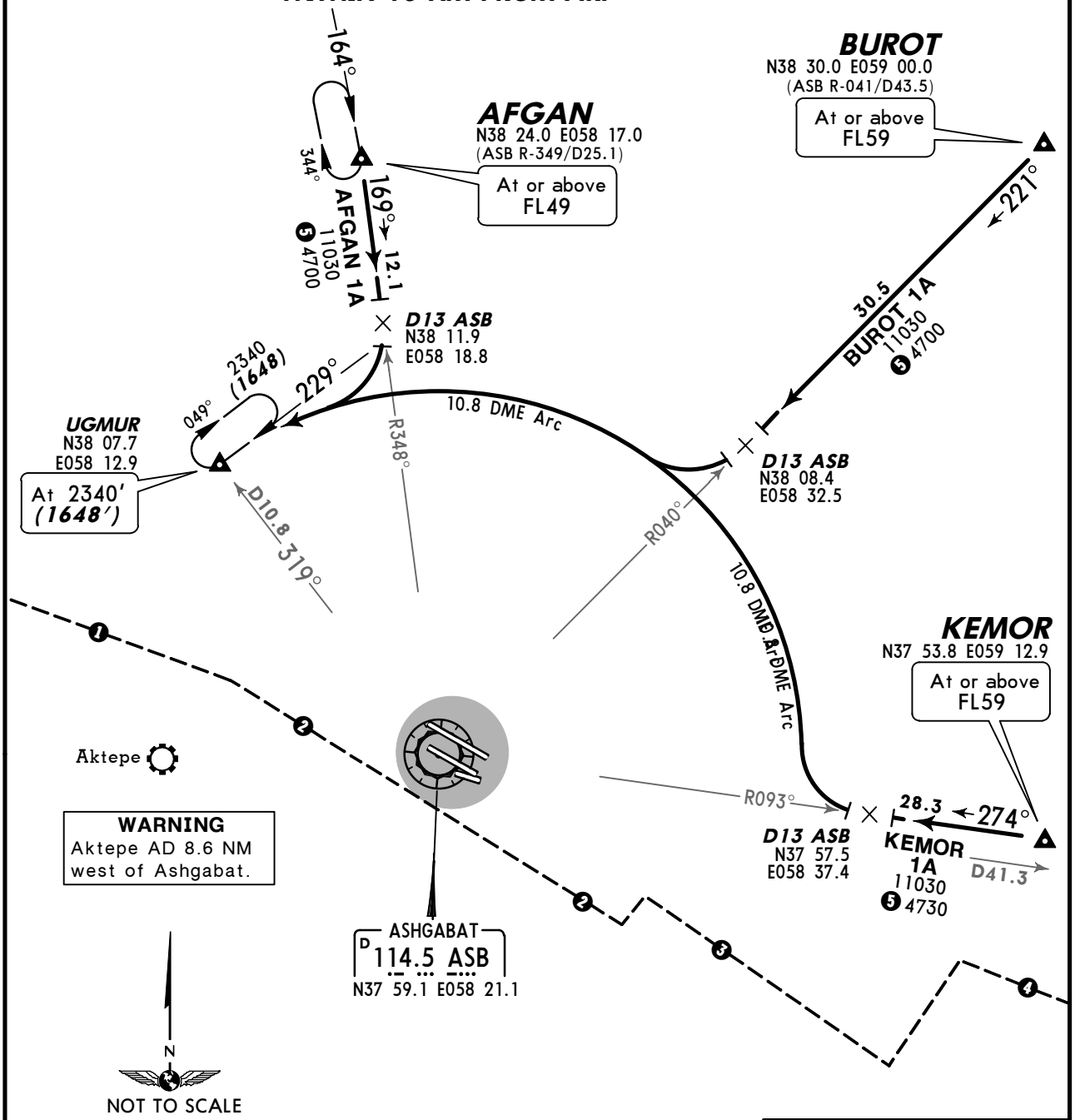
Apt Elev 692′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)***



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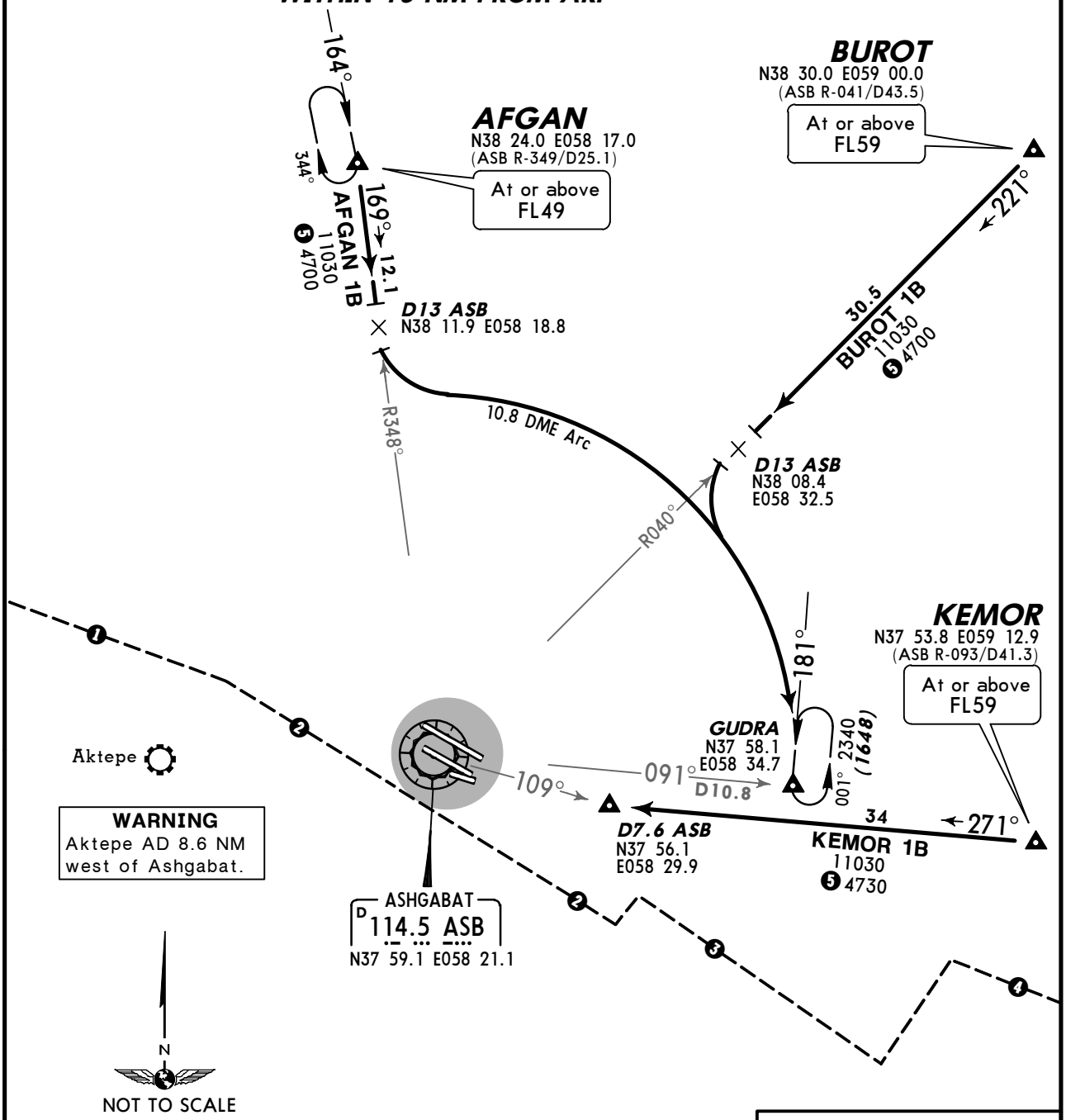
Apt Elev 692′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)***

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



WARNING
Aktepe AD 8.6 NM west of Ashgabat.

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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Apt Elev 692′

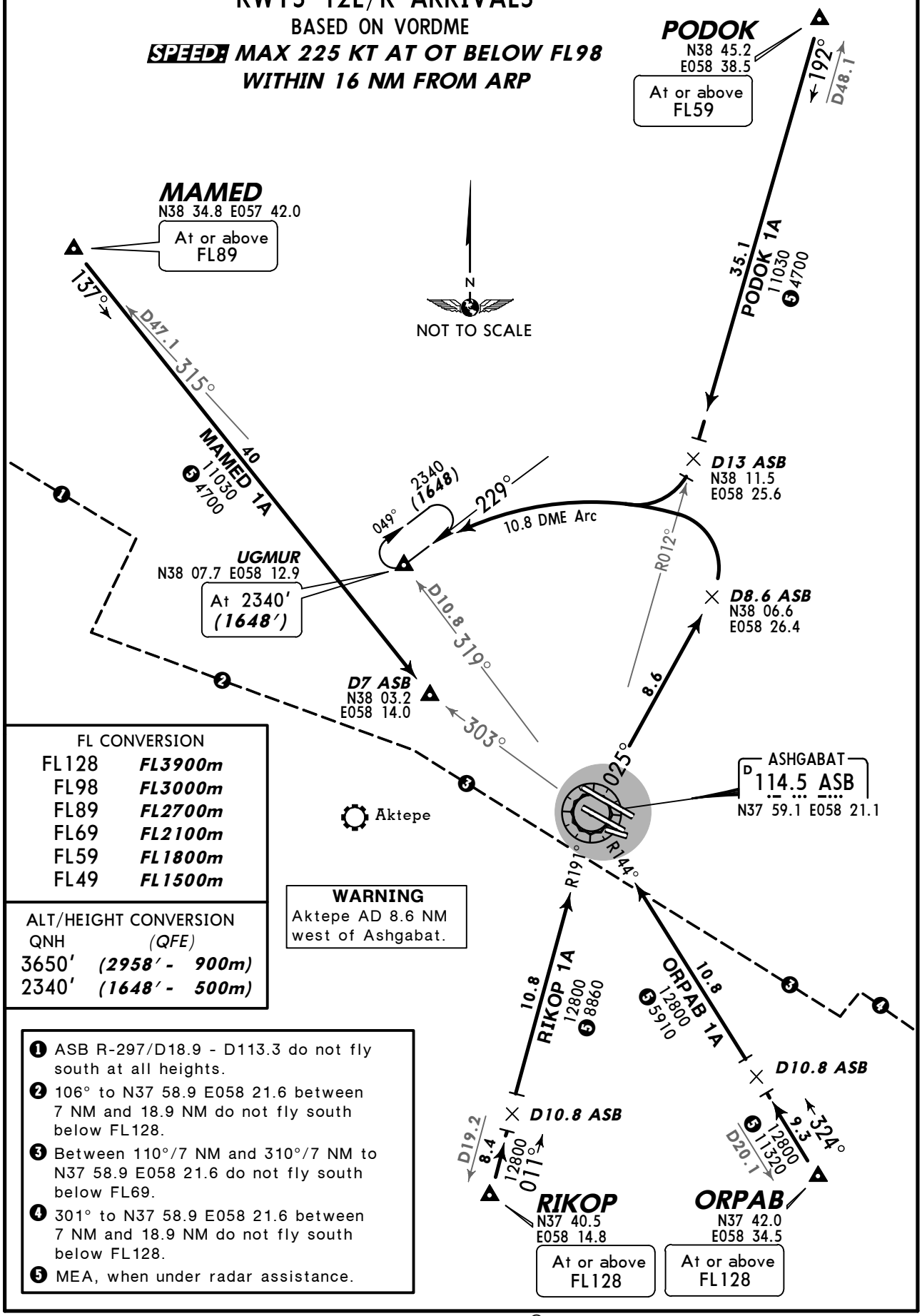
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3650′ ***(2958′)***

115° 3000′
295° 11,400′
MSA ARP

MAMED 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



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.

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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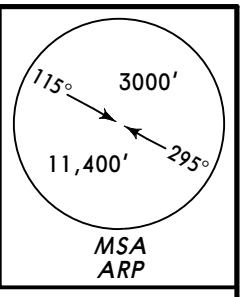
Apt Elev 692′

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 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

WARNING
Aktepe AD 8.6 NM west of Ashgabat.

MAMED
(ASB R-315/D47.1)
N38 34.8 E057 42.0
At or above FL89

PODOK
N38 45.2 E058 38.5
At or above FL59

RIKOP
N37 40.5 E058 14.8
At or above FL128

ORPAB
N37 42.0 E058 34.5
At or above FL128

GUDRA
N37 58.1
E058 34.7

D13 ASB
N38 09.2
E058 10.8

D13 ASB
N38 11.5
E058 25.6

D8.6 ASB
N38 06.6
E058 26.4

D10.8 ASB

D10.8 ASB

ASHGABAT
D 114.5 ASB
N37 59.1 E058 21.1

Aktepe

10.8 DME Arc

NOT TO SCALE

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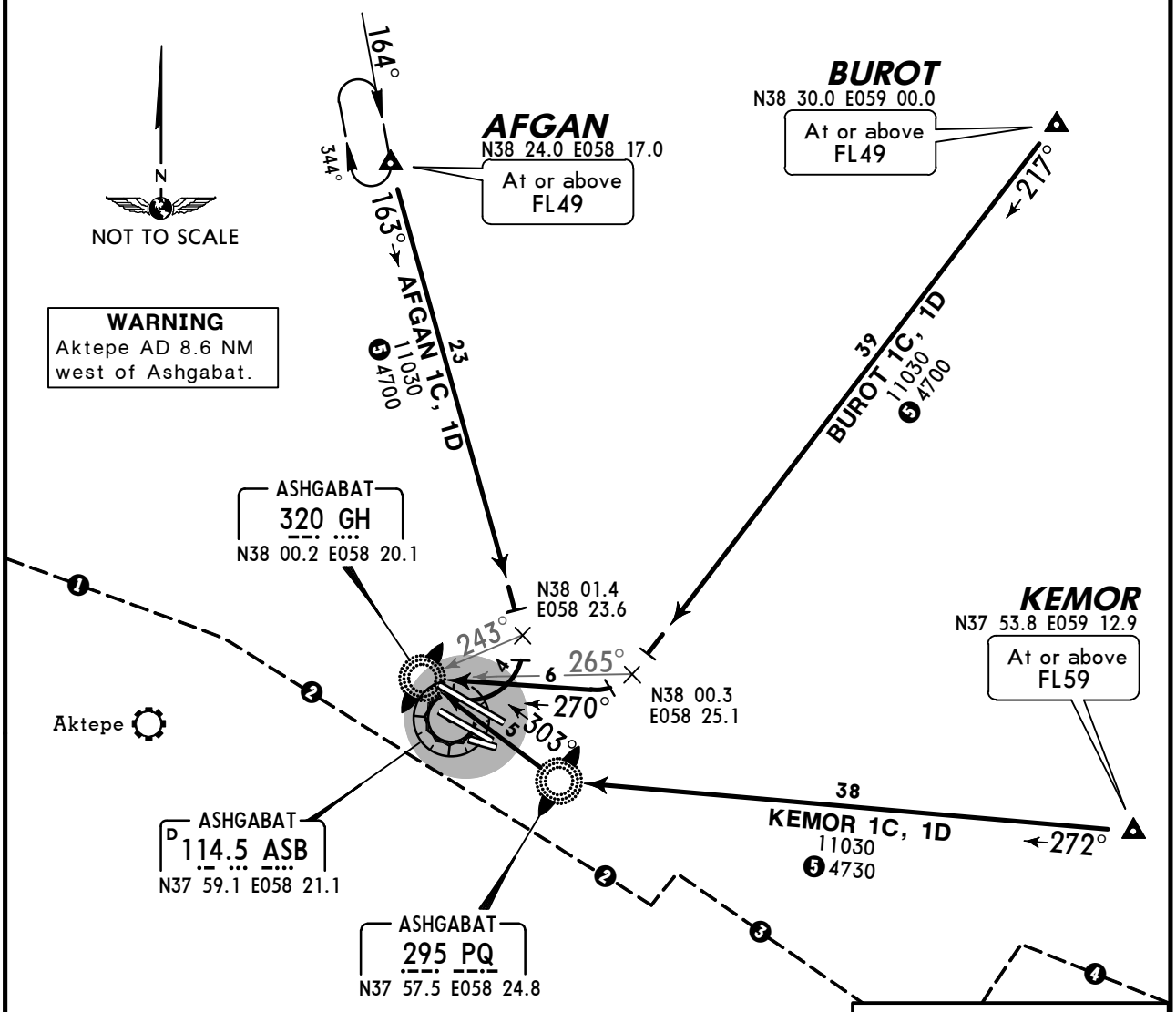
Apt Elev 692′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)***

115° 3000′ 295° 11400′ 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

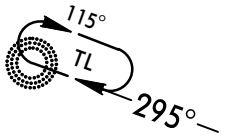
BASED ON NDB

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

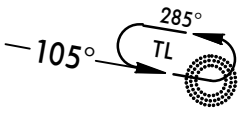


HOLDINGS OVER GH

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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ASHGABAT, TURKMENISTAN

STAR

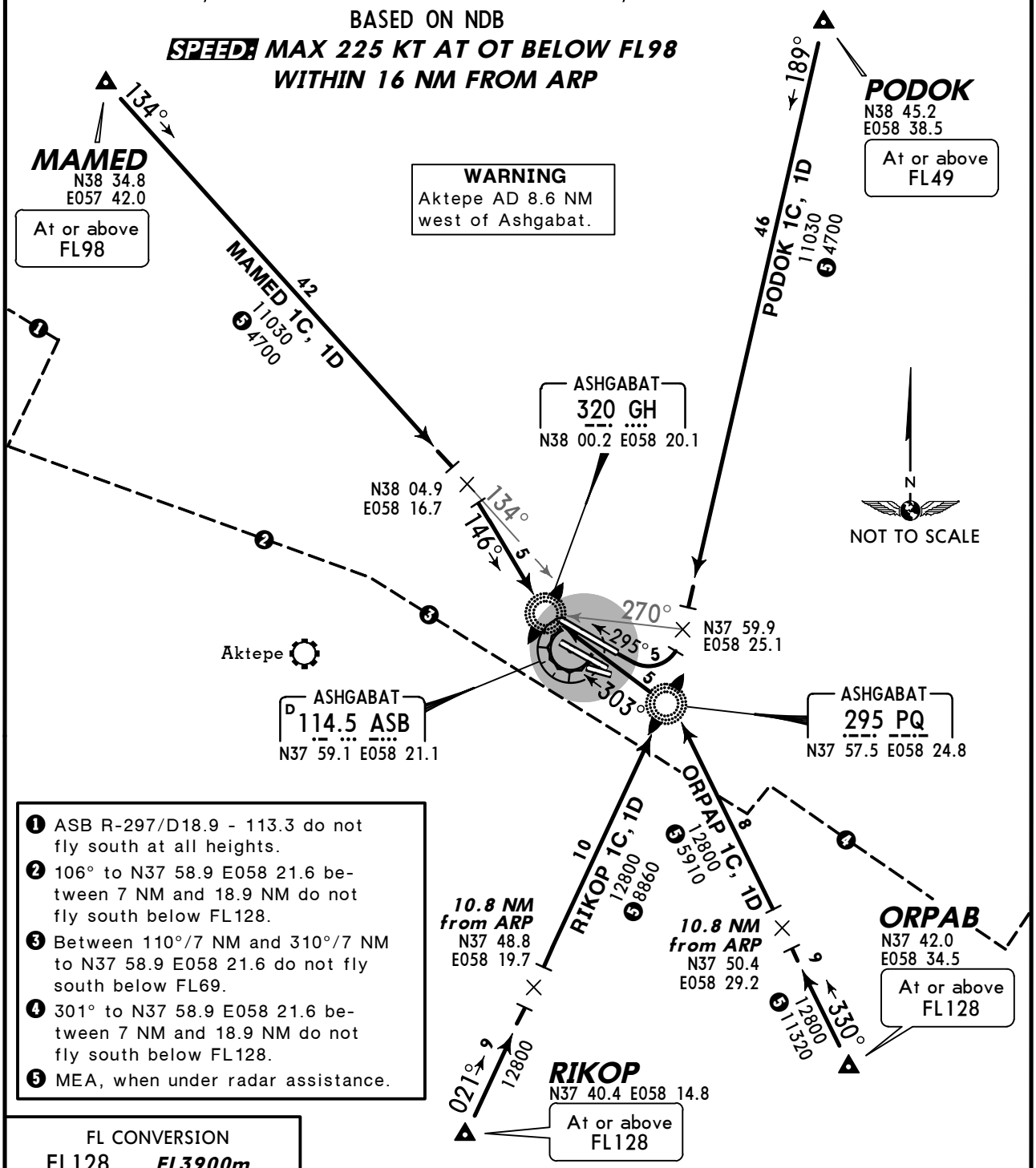
Apt Elev	
692′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)***

115° 3000′ 295° 11,400′ MSA ARP

MAMED 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



1. ASB R-297/D18.9 - 113.3 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.

FL CONVERSION

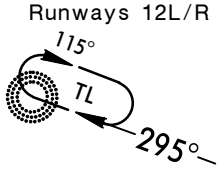
FL128	***FL3900m***
FL98	***FL3000m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION

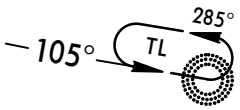
QNH	*(QFE)*
3650′	***(2958′ - 900m)***

HOLDINGS OVER GH

Runways 12L/R



Runways 30L/R



CHANGES: MHAs raised.

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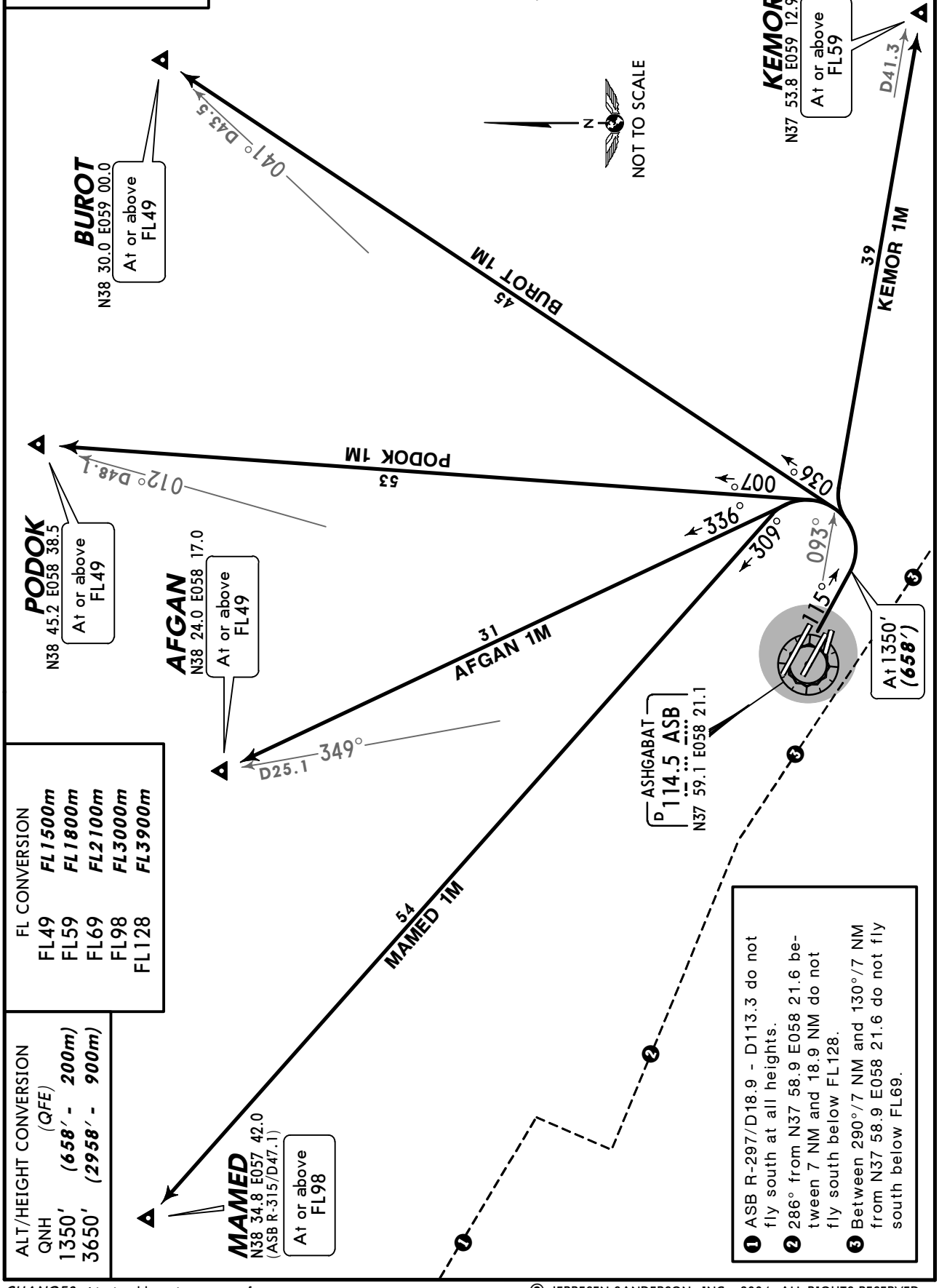
Apt Elev 692′

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 1M *[AFGA1M]*, BUROT 1M *[BURO1M]* KEMOR 1M *[KEMO1M]*, MAMED 1M *[MAME1M]* PODOK 1M *[PODO1M]* RWYS 12L/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)***

❶ ASB R-297/D18.9 - D113.3 do not fly south at all heights.
❷ 286° from N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
❸ 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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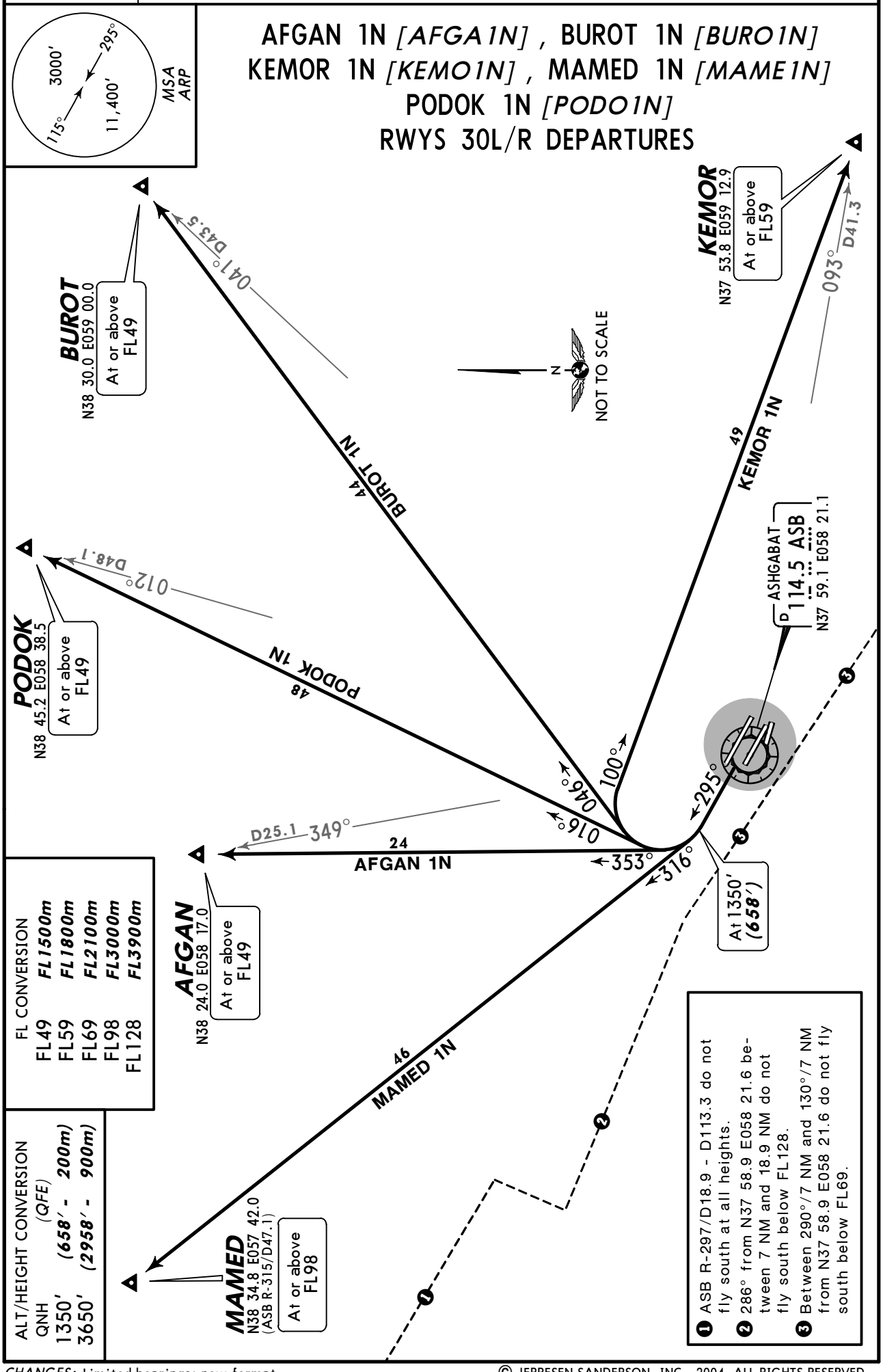
Apt Elev 692′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)***

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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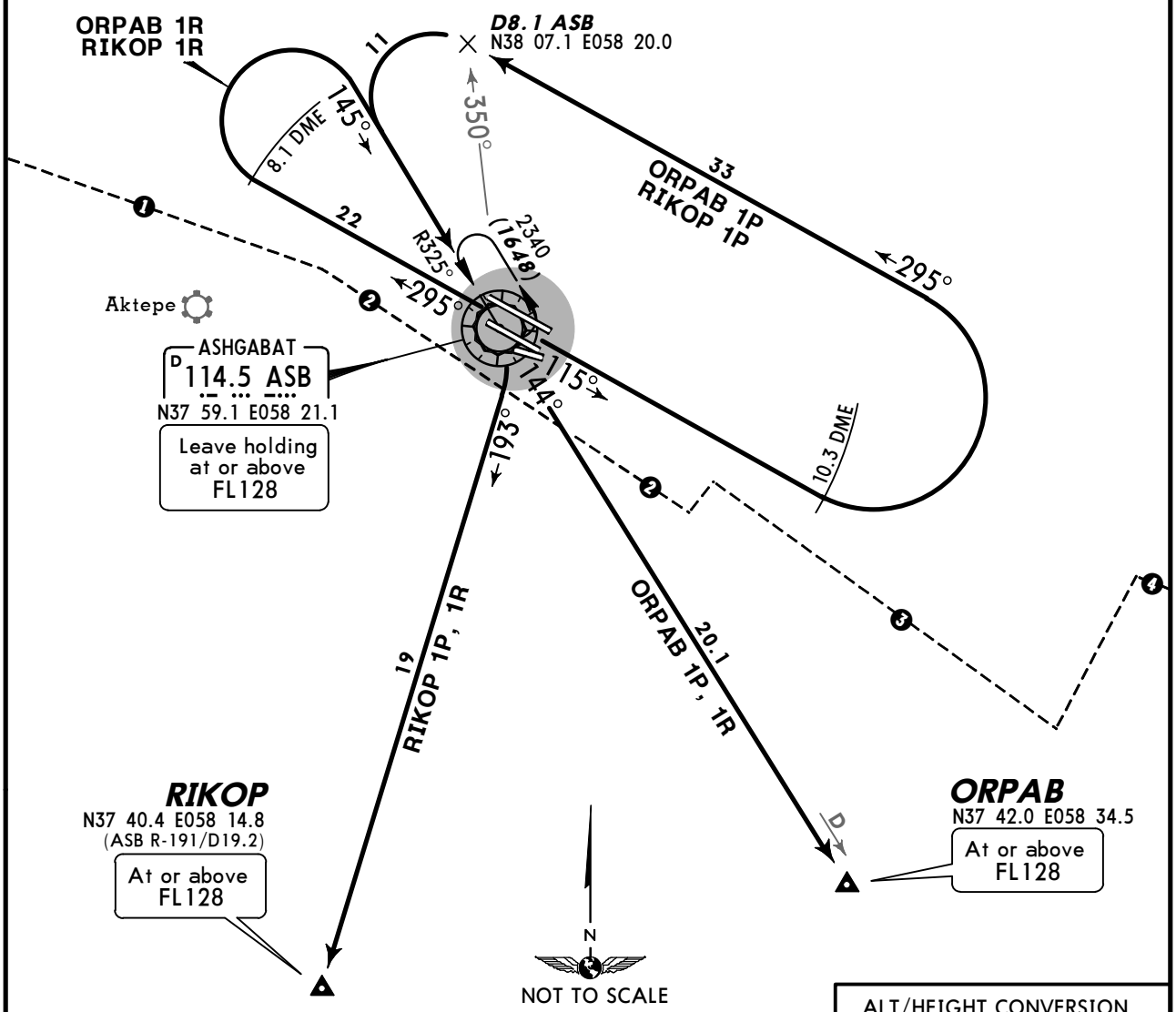
Apt Elev 692′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)*** **1.** Proceed to ORPAB or RIKOP when in contact with Teheran ACC. **2.** For flights to Aktepe AD after initial climb runway 30L/R initial turn is executed as directed 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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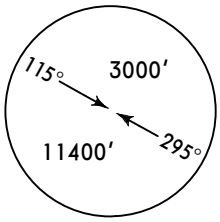
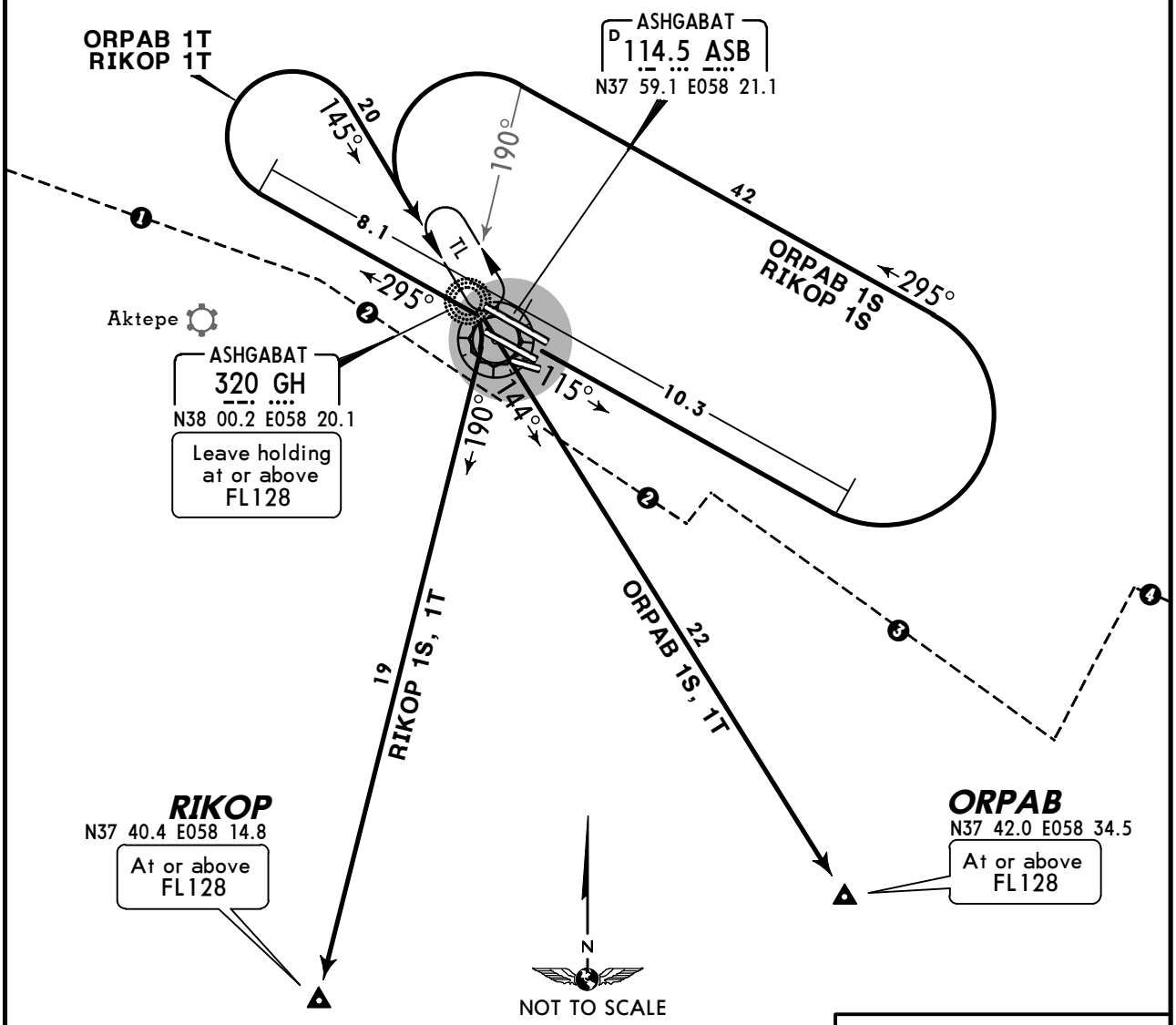
Apt Elev 692′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3650′ ***(2958′)*** **1.** Proceed to ORPAB or RIKOP when in contact with Teheran ACC. **2.** For flights to Aktepe AD after initial climb runway 30L/R initial turn is executed as directed 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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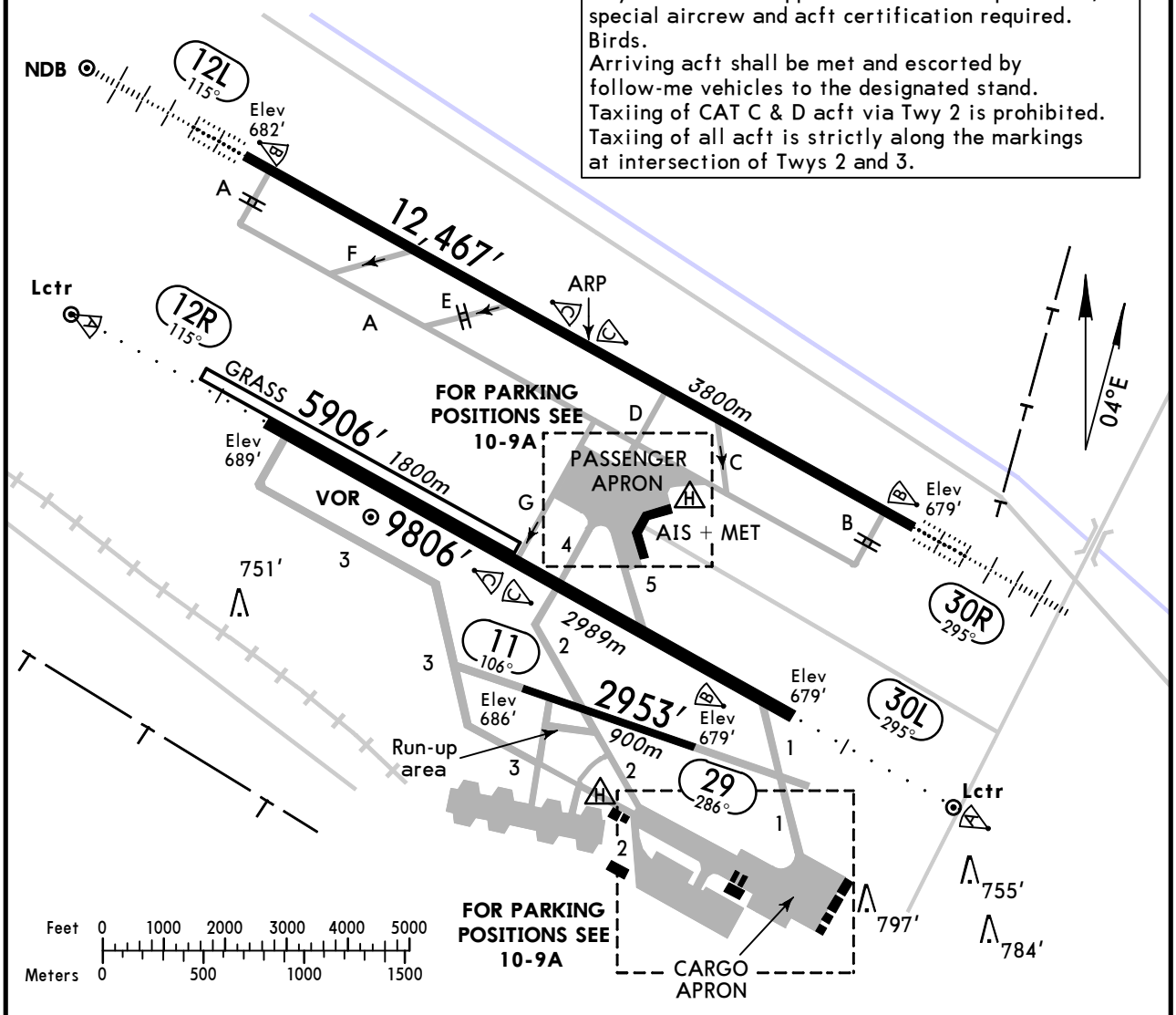
ASHGABAT Taxiing (GND)	Start (TWR)
121.7	120.0

Rwys 12L and 30R approved for CAT II operations, special aircrew and acft certification required.
Birds.
Arriving acft shall be met and escorted by follow-me vehicles to the designated stand.
Taxiing of CAT C & D acft via Twy 2 is prohibited.
Taxiing of all acft is strictly along the markings at intersection of Twys 2 and 3.



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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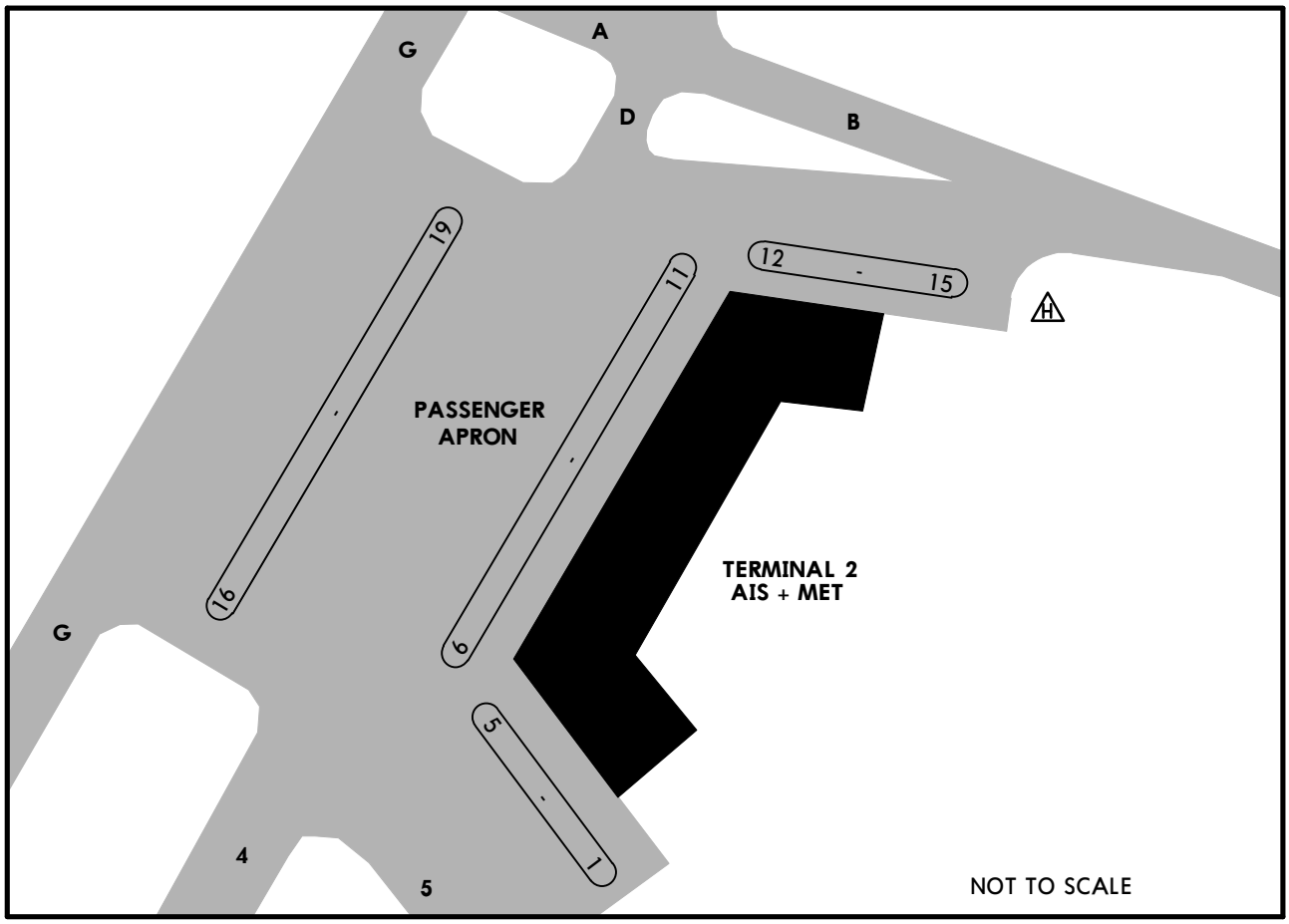

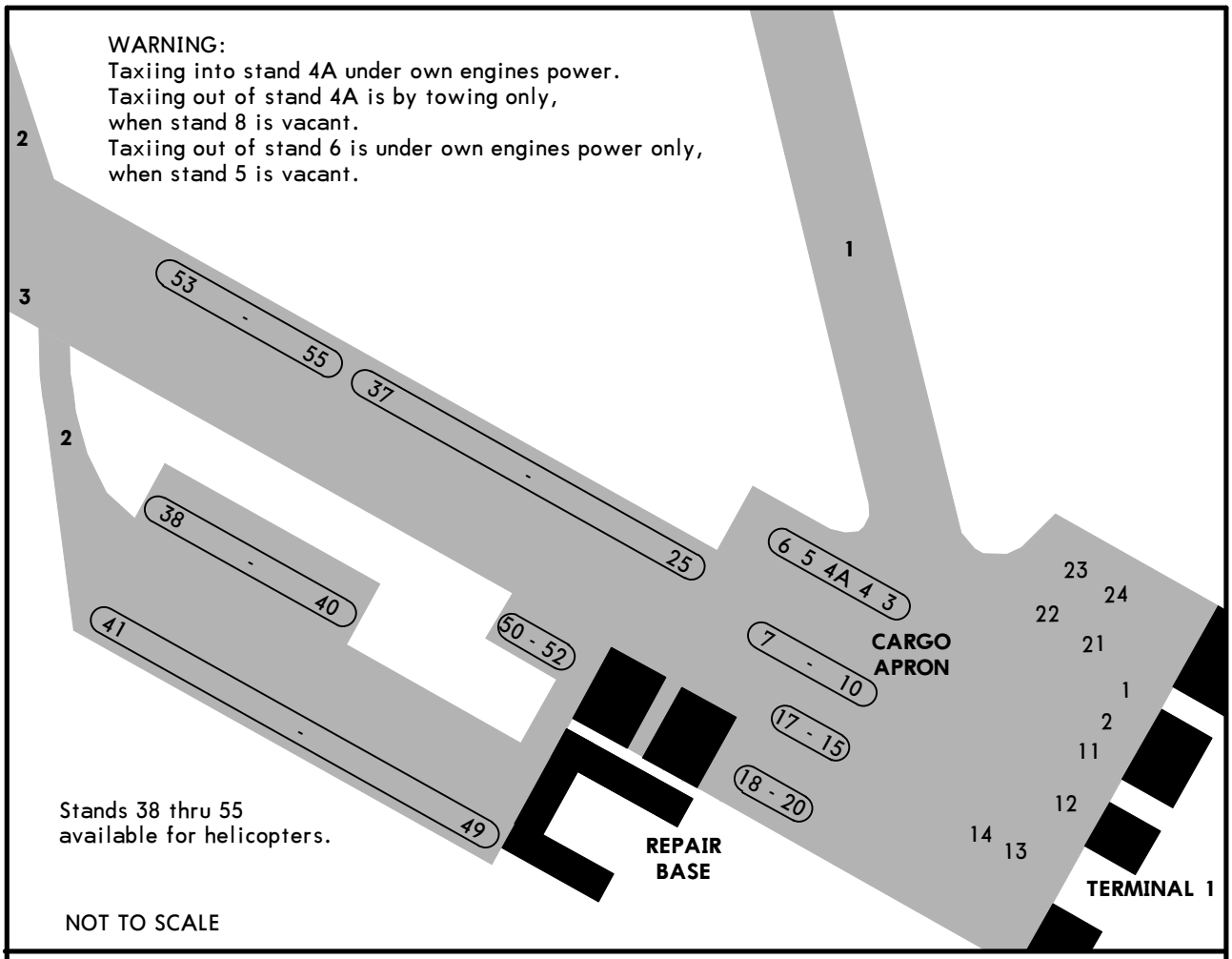

CHANGES: Stands.

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ASHGABAT, TURKMENISTAN

ASHGABAT

STRAIGHT-IN RWY		A	B	C	D
12L	CAT 2 ILS	**782**′(100′) **RA93′ R350m**	**782**′(100′) **RA93′ R350m**	**782**′(100′) **RA93′ R350m**	**782**′(100′) **RA93′ R350m**
	ILS	**882**′(200′) **R800m**	**882**′(200′) **R800m**	**945**′(263′) **R1000m**	**945**′(263′) **R1000m**
	ALS out	R1200m	R1200m	R1300m	R1300m
	LOC	NOT AUTHORIZED			
	NDB ❶	**1670**′(988′) **5000m**	**1670**′(988′) **5000m**	**1670**′(988′) **5000m**	**1670**′(988′) **5000m**
12R	ILS	**889**′(200′) **R1000m**	**889**′(200′) **R1000m**	**951**′(262′) **R1100m**	**951**′(262′) **R1100m**
	ALS out	R1200m	R1200m	R1300m	R1300m
	LOC	NOT AUTHORIZED			
	VOR ❷	**1100**′(411′) **R1800m**	**1100**′(411′) **R1800m**	**1100**′(411′) **R1800m**	**1100**′(411′) **R1800m**
	ALS out	R1900m	R1900m	R1900m	R1900m
	VOR	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**
	NDB (with FAF) ❷	**1100**′(411′) **R1800m**	**1100**′(411′) **R1800m**	**1100**′(411′) **R1800m**	**1100**′(411′) **R1800m**
	ALS out	R1900m	R1900m	R1900m	R1900m
	NDB (w/o FAF)	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**	**1680**′(991′) **5000m**
	NDB (B737)	**1510**′(821′) **4000m**	**1510**′(821′) **4000m**	**1510**′(821′) **4000m**	**1510**′(821′) **4000m**
	ALS out	4000m	4000m	4200m	4200m
30L	ILS	**879**′(200′) **R1000m**	**879**′(200′) **R1000m**	**1007**′(328′) **R1300m**	**1007**′(328′) **R1300m**
	ALS out	R1200m	R1200m	R1500m	R1500m
	LOC	NOT AUTHORIZED			
	VOR	**1090**′(411′) **R1800m**	**1090**′(411′) **R1800m**	**1090**′(411′) **R1800m**	**1090**′(411′) **R1800m**
	ALS out	R1900m	R1900m	R1900m	R1900m
	NDB ❷	**1090**′(411′) **R1800m**	**1090**′(411′) **R1800m**	**1090**′(411′) **R1800m**	**1090**′(411′) **R1800m**
	ALS out	R1900m	R1900m	R1900m	R1900m
	NDB (B737)	**1500**′(821′) **4000m**	**1500**′(821′) **4000m**	**1500**′(821′) **4000m**	**1500**′(821′) **4000m**
	ALS out	4000m	4000m	4200m	4200m
30R	CAT 2 ILS	**779**′(100′) **RA113′ R350m**	**779**′(100′) **RA113′ R350m**	**779**′(100′) **RA113′ R350m**	**779**′(100′) **RA113′ R350m**
	ILS	**879**′(200′) ***FULL*** **R550m**	**879**′(200′) ***FULL*** **R550m**	**879**′(200′) ***FULL*** **R550m**	**879**′(200′) ***FULL*** **R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	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: Minimums.

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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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ASHGABAT, TURKMENISTAN

ASHGABAT

STRAIGHT-IN RWY		A	B	C	D
12L	CAT 2 ILS	**782**′(100′)	**782**′(100′)	**782**′(100′)	**782**′(100′)
		RA93′ R350m	**RA93′ R350m**	**RA93′ R350m**	**RA93′ R350m**
	ILS	**882**′(200′)	**882**′(200′)	**945**′(263′)	**945**′(263′)
		R800m	**R800m**	**R1000m**	**R1000m**
	ALS out	R1000m	R1000m	R1200m	R1200m
	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**
	ALS out	R1800m	R1800m	R1800m	R2000m
	NDB (with FAF)	**1100**′(411′)	**1100**′(411′)	**1100**′(411′)	**1100**′(411′)
		R1800m	**R1800m**	**R1800m**	**R1800m**
	ALS out	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′ R350m	**RA113′ R350m**	**RA113′ R350m**	**RA113′ 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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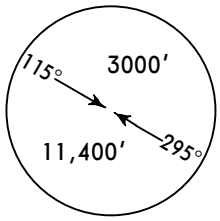
ASHGABAT, TURKMENISTAN
ILS or NDB Rwy 12L

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) Refer to Minimums	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.



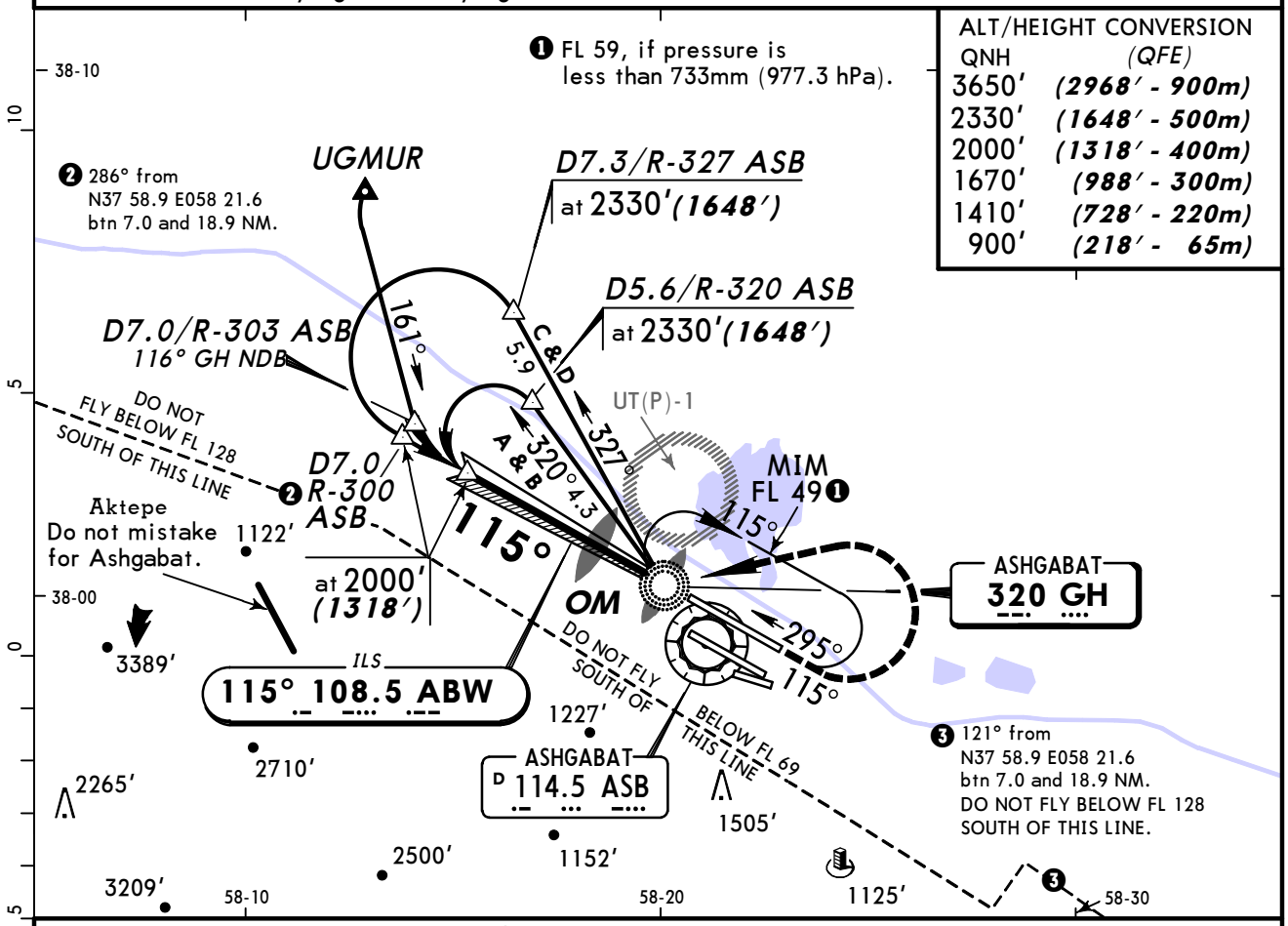
MSA
ARP

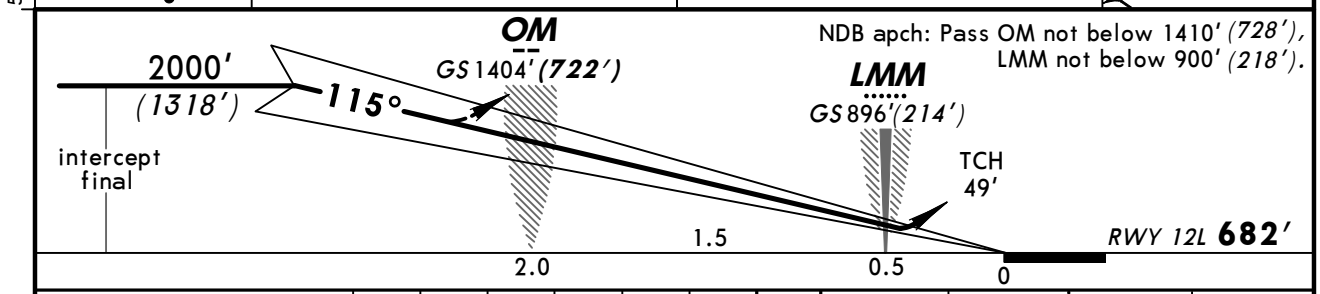
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 ❶ Trans alt: 3650′(2968′)
Do not mistake railway lights for rwy lights.

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 or NDB Descent Angle 3.00°	377	484	538	646	753	861

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

PANS OPS

STRAIGHT-IN LANDING RWY **12L**

	ILS			LOC (GS out)	NDB ❶	
	AB: DA(H) 882′(200′) CD: DA(H) 945′(263′)				MDA(H) 1670′(988′)	
	FULL	TDZ or CL out	ALS out			ALS out
A	RVR 800m		1200m	NOT AUTHORIZED	5000m	
B						
C	RVR 1000m					
D						

❶ W/o FAF: MDA(H) 1840′(1158′).

CHANGES: Minimums.

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ASHGABAT, TURKMENISTAN
CAT II ILS Rwy 12L

BRIEFING STRIP ™

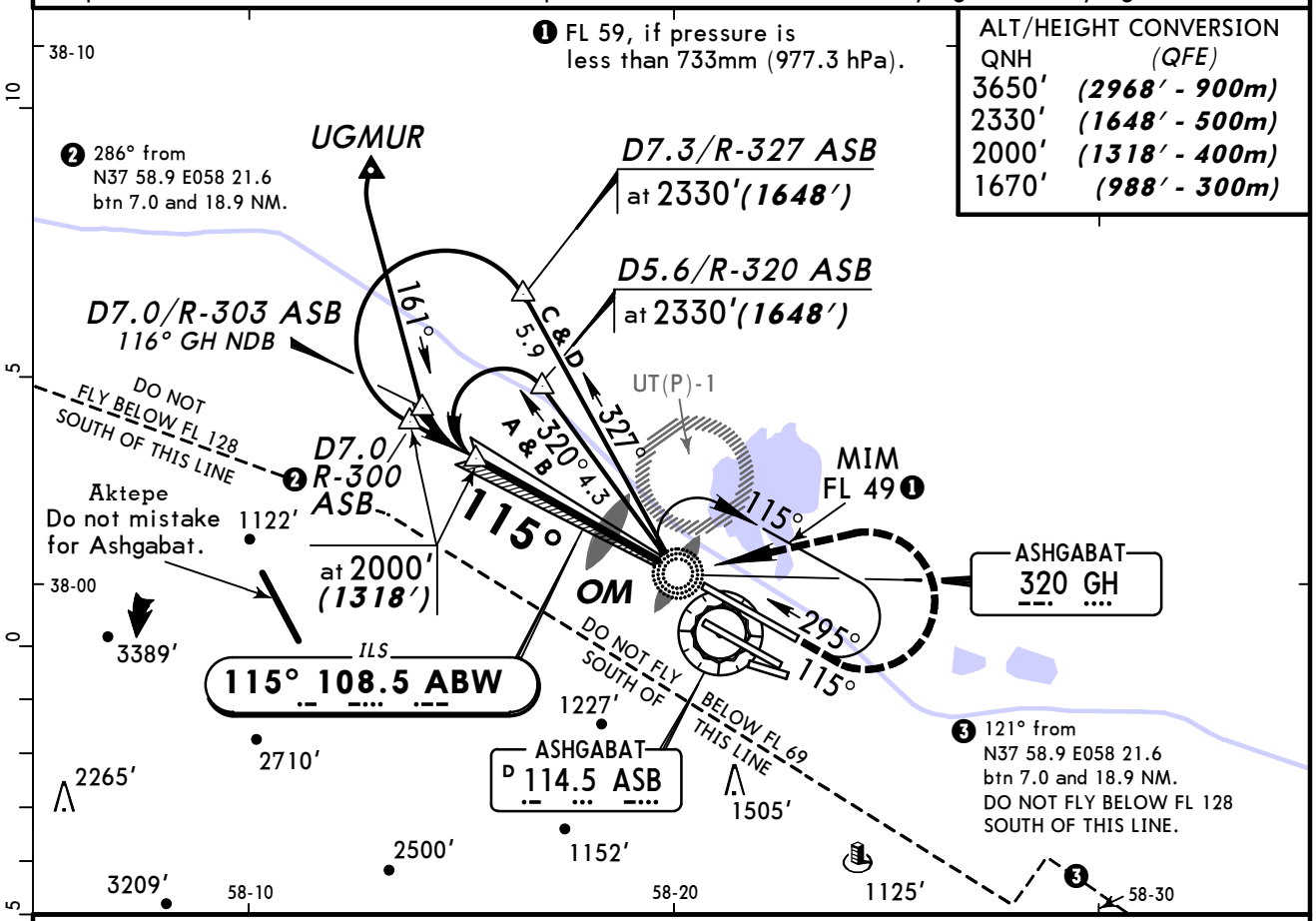
ASHGABAT Approach	ASHGABAT Krug (SRE)	ASHGABAT Start (TWR)	Ground
123.5	118.7	120.0	121.7

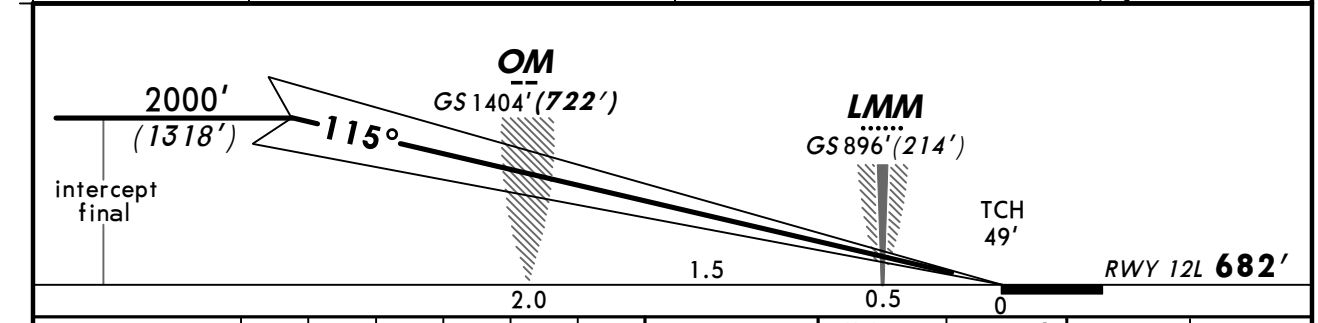
LOC	Final Apch Crs	GS OM	CAT II ILS RA 93′ DA(H) 782′ (100′)	Apt Elev 692′ RWY 682′
ABW 108.5	115°	1404′ (722′)		

MISSED APCH: Climb on 115° to 1670′ (988′), then turn LEFT 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′(2968′)
1. Special Aircrew & Acft Certification Required. 2. Do not mistake railway lights for rwy lights.





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′)

RVR 350m

PANS OPS

CHANGES: None.

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ASHGABAT, TURKMENISTAN
ILS or 2 NDB Rwy 12R

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

BRIEFING STRIP ™

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.

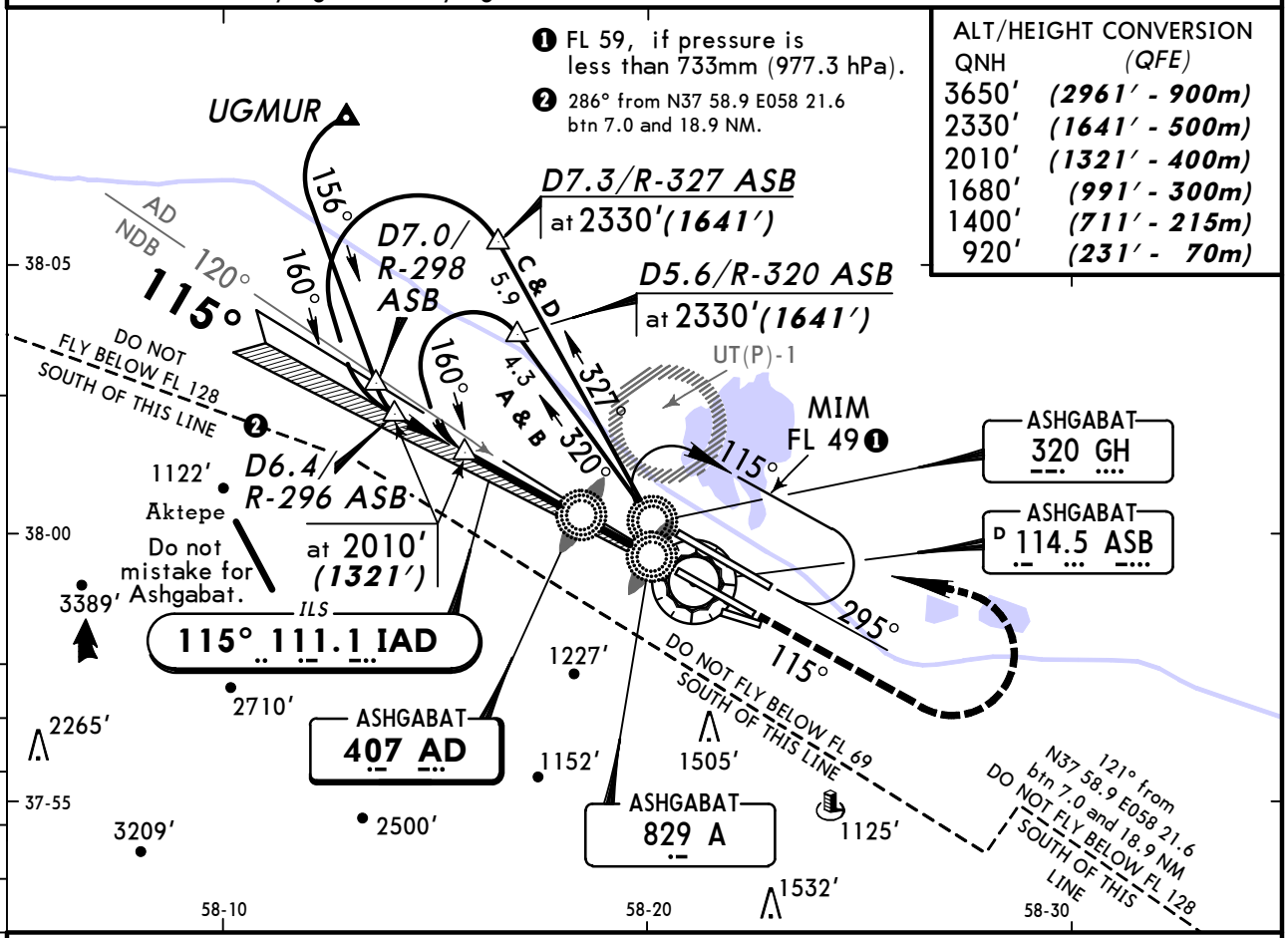
MSA ARP: 115° 3000′; 295° 11,400′

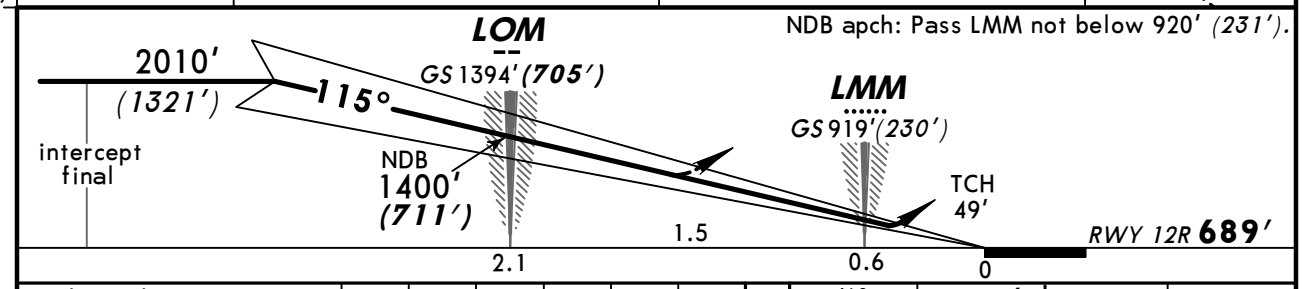
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 ❶ Trans alt: 3650′ ***(2961′)***
Do not mistake railway lights for rwy lights.

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)***





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	NDB 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
PANS OPS A	1200m		NOT AUTH	1800m	5000m	4000m
PANS OPS B						
PANS OPS C						
PANS OPS D						

CHANGES: Minimums.

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ASHGABAT, TURKMENISTAN
ILS or 2 NDB Rwy 30L

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

BRIEFING STRIP ™

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.

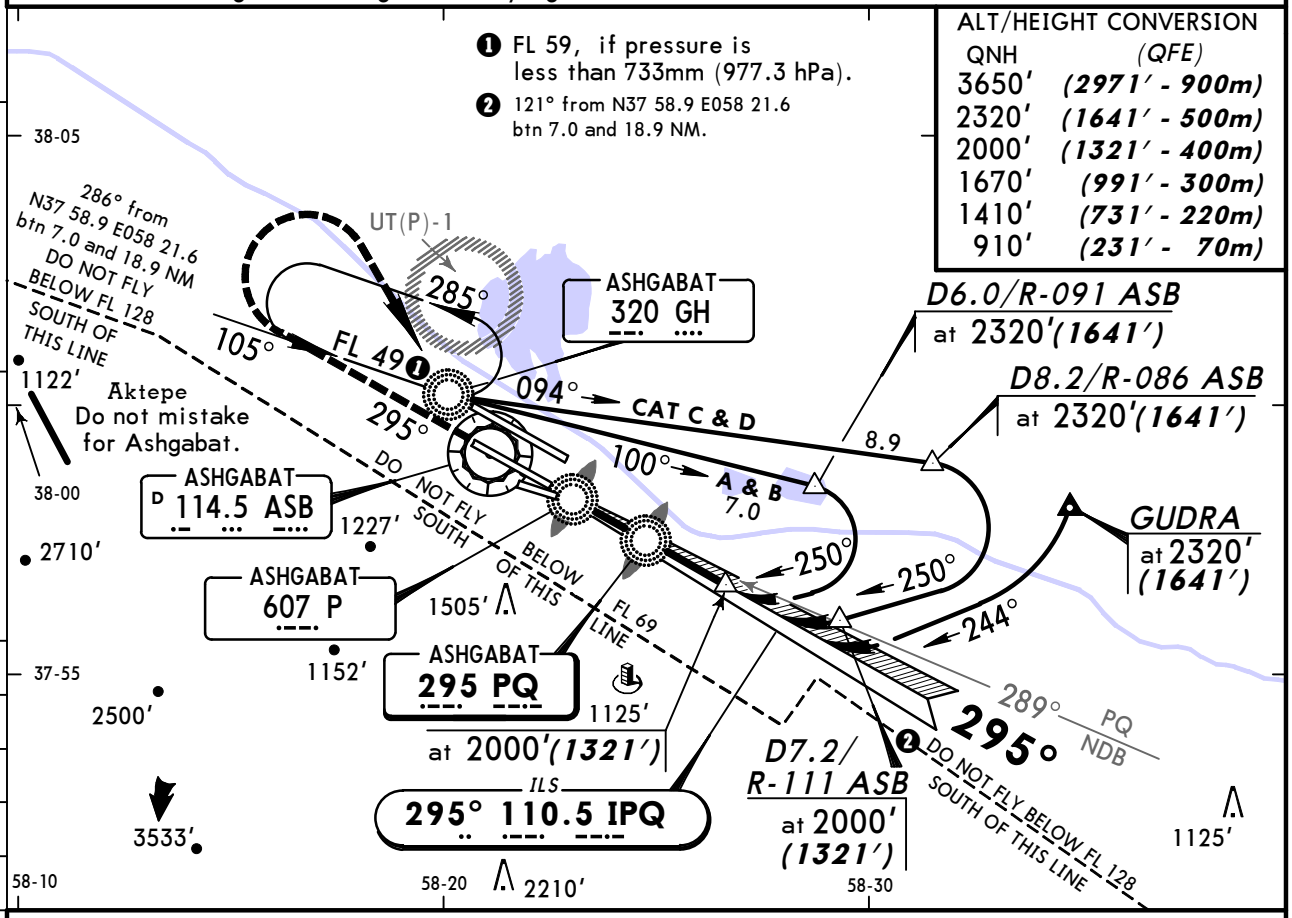
115° 3000′ 11,400′ 295°
MSA
ARP

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.

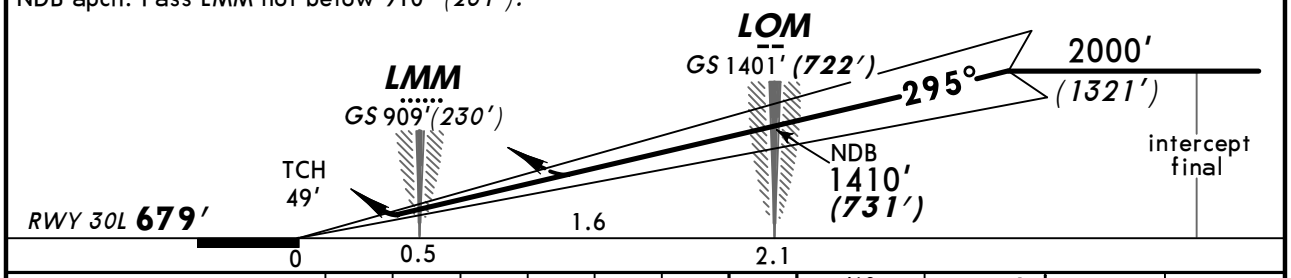
❶ FL 59, if pressure is less than 733mm (977.3 hPa).
❷ 121° from N37 58.9 E058 21.6 btn 7.0 and 18.9 NM.

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

	ILS	LOC (GS out)	NDB ❶
A	*1200m*	NOT AUTHORIZED	*1800m* ❶
B			
C			
D			

❶ B737: MDA(H) 1500′(821′), 4000m.

CHANGES: Minimums.

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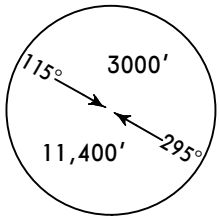
JEPPESEN ASHGABAT, TURKMENISTAN
ILS or NDB Rwy 30R

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

BRIEFING STRIP ™

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.



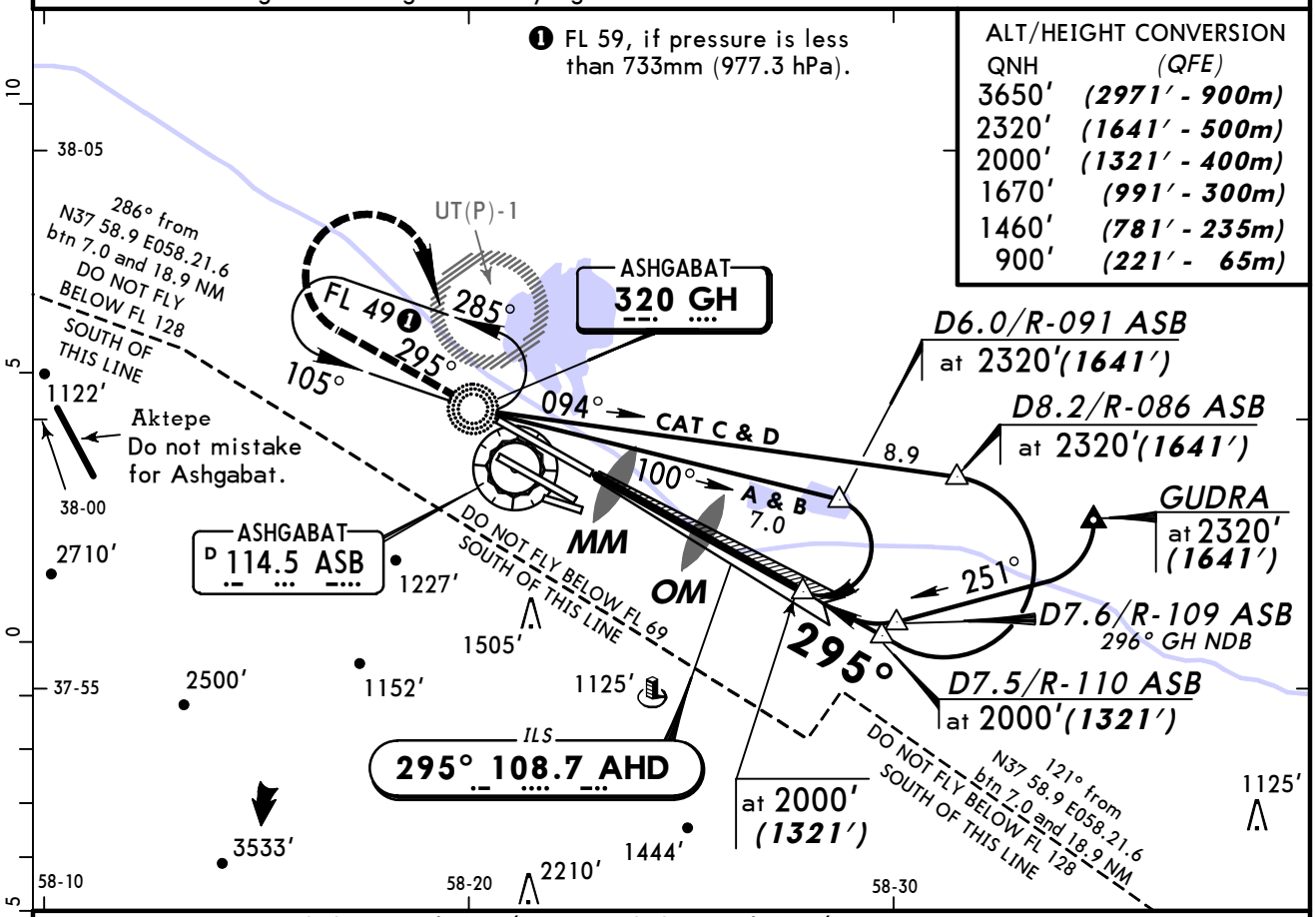
MSA
ARP

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.

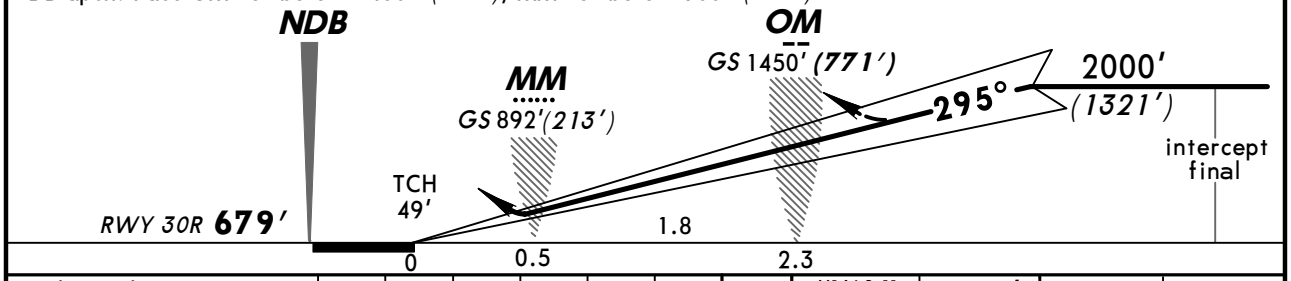
❶ FL 59, if pressure is less than 733mm (977.3 hPa).

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

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

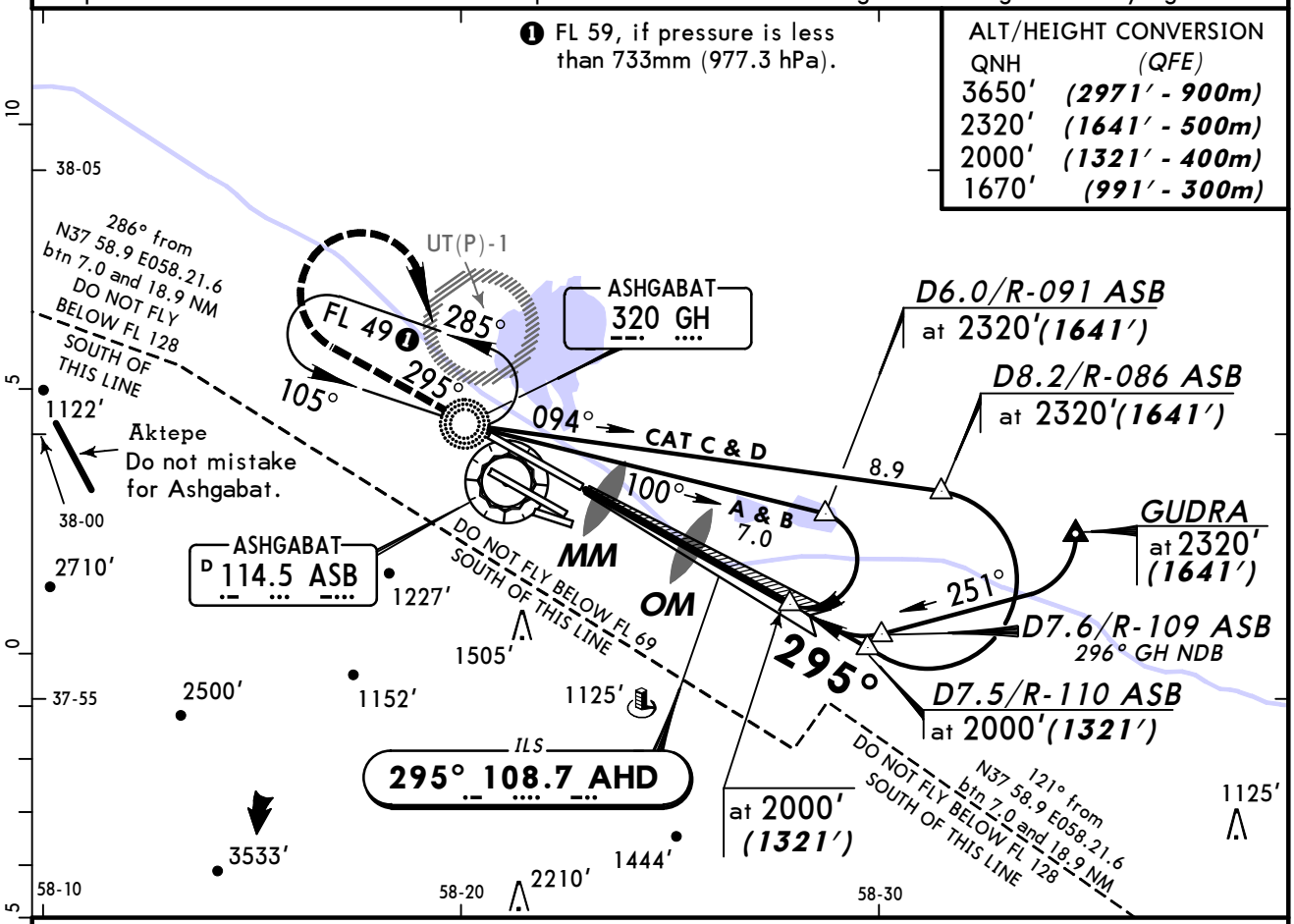
115° 3000′ 295° 11,400′ MSA ARP

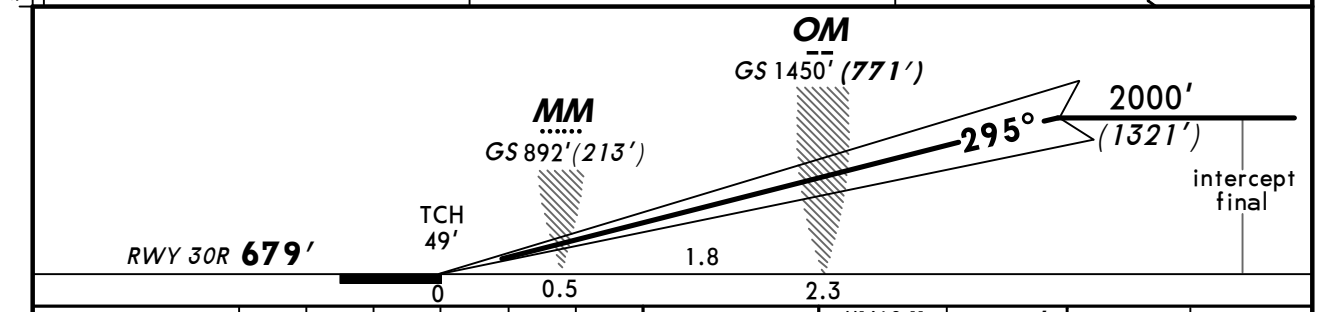
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3650′ (2971′)
1. Special Aircrew & Acft Certification Required. 2. Do not mistake brighter road lights for rwy lights.

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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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.

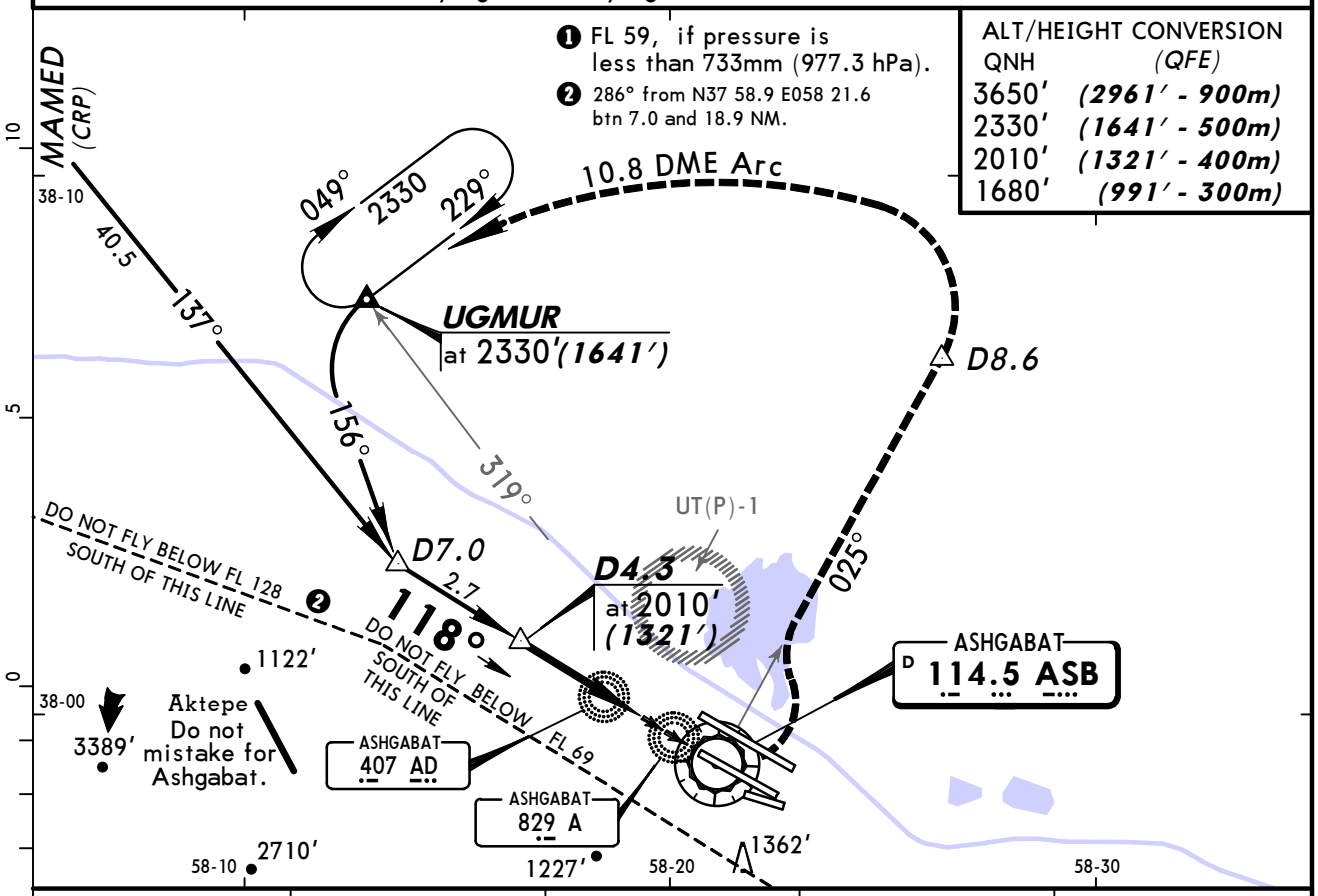
115° 3000' 295° 11,400' MSA ARP

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.

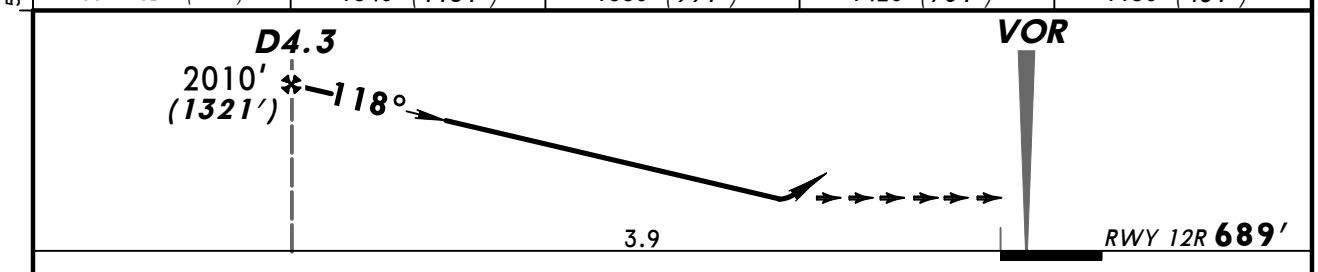
ALT/HEIGHT CONVERSION

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')

5



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	
B	
C	1800m ❶
D	

❶ W/o FAF: MDA(H) 1680'(991'), 5000m.

CHANGES: Minimums.

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JEPPESEN ASHGABAT, TURKMENISTAN
VOR DME Rwy 30L

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

BRIEFING STRIP ™

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.

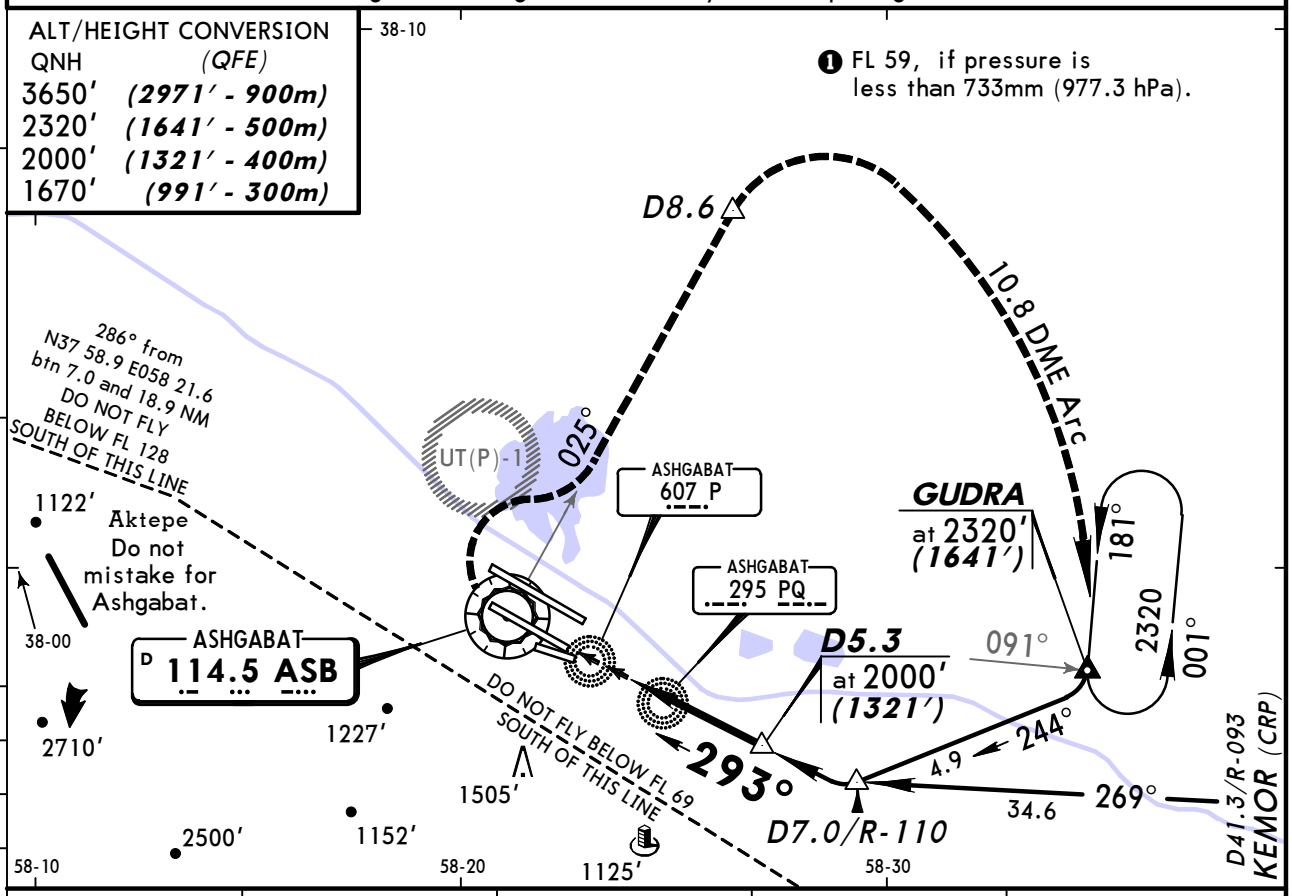
115° 3000' 295° 11,400' MSA ARP

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.

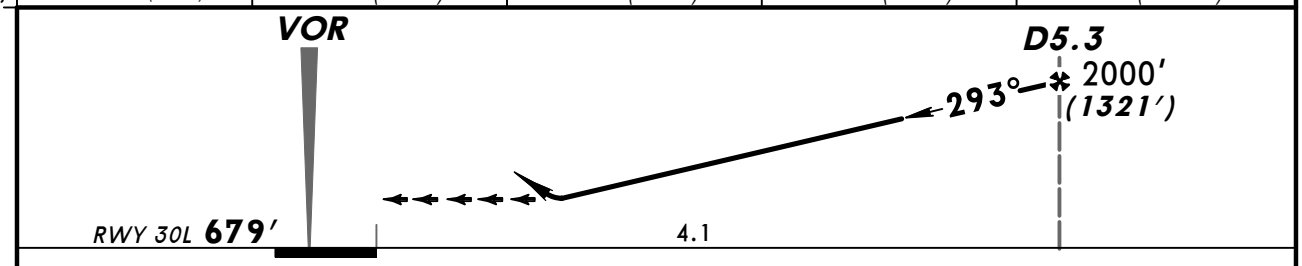
ALT/HEIGHT CONVERSION

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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Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ASHGABAT, (ASHGABAT - UTAA)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UTAA

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

(11-4/11-4A) ILS 30R operating, but does not conform to fac perf CAT 1/2. NDB 30R OCA(H) lowered to CAT A/B 1340ft (661ft), CAT C/D 1670ft (991ft), CAT A/B VIS lowered to 3000m.

Chart Change Notices for Country TKM

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Alt Set: QNH (QFE on request).