

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTAK

Terminal Charts For UTAK

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Turkmenbashi Tkm
IATA Code: KRW
Lat/Long: N40° 03.8' E053° 00.4'
Elevation: 279 ft

Airport Use: Public
Magnetic Variation: 5.6°E

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

Sunrise: 0144 Z
Sunset: 1511 Z,

Runway Information

Runway: 16L
Length x Width: 8202 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 230 ft
Lighting: Edge, ALS

Runway: 16R
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 243 ft
Lighting: Edge, ALS, Centerline

Runway: 34L
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 282 ft
Lighting: Edge, ALS, Centerline

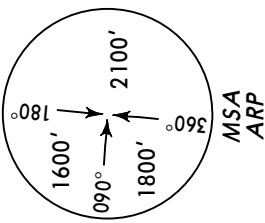
Runway: 34R
Length x Width: 8202 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 279 ft
Lighting: Edge, ALS

Communication Information

Turkmenbashi Start Tower 124.0
Turkmenbashi Taxiing Ground Control 121.7
Turkmenbashi Krug Radar 120.0

Apt Elev
279'

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



AGMAL 2, BEGLI 2 RWY 16 ARRIVALS FOR ACFT WITH SPEED MORE THAN 165 KT

BEGLI
N40 52.5
E055 00.9

AGMAL
N39 48.0
E054 09.0

238°

283°

71

D32.4 KRS
N40 20.1 E053 37.5

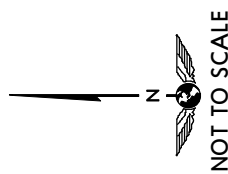
D32.4 KRS
N39 55.2 E053 40.2

At or above
FL69

At or above
FL69

252°

298°



① MEA under radar
assistance.

ALT/HEIGHT CONVERSION
QNH (QFE)
3240' (3010') - 900m
2200' (1970') - 600m
1870' (1640') - 500m

FL CONVERSION
FL69 FL2100m
FL49 FL1500m

30
3120
**BEGLI 2
CORRIDOR 5**

34
3380
3350
**AGMAL 2
CORRIDOR 1**

D8.4 KRS
N40 13.5 E052 59.8
(KRS R-354)

D8.7 KRS
N40 13.6 E053 02.7
(KRS R-009)

At 2200'
(1970')

Intercept final at
1870' (1640')

MHA FL49
MAX FL69

TURKMENBASHI
*610 CO
N40 06.5 E052 59.6

TURKMENBASHI
P112.3 KRS
N40 05.1 E053 00.0

176°

194°

162°

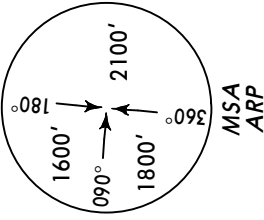
176°

194°

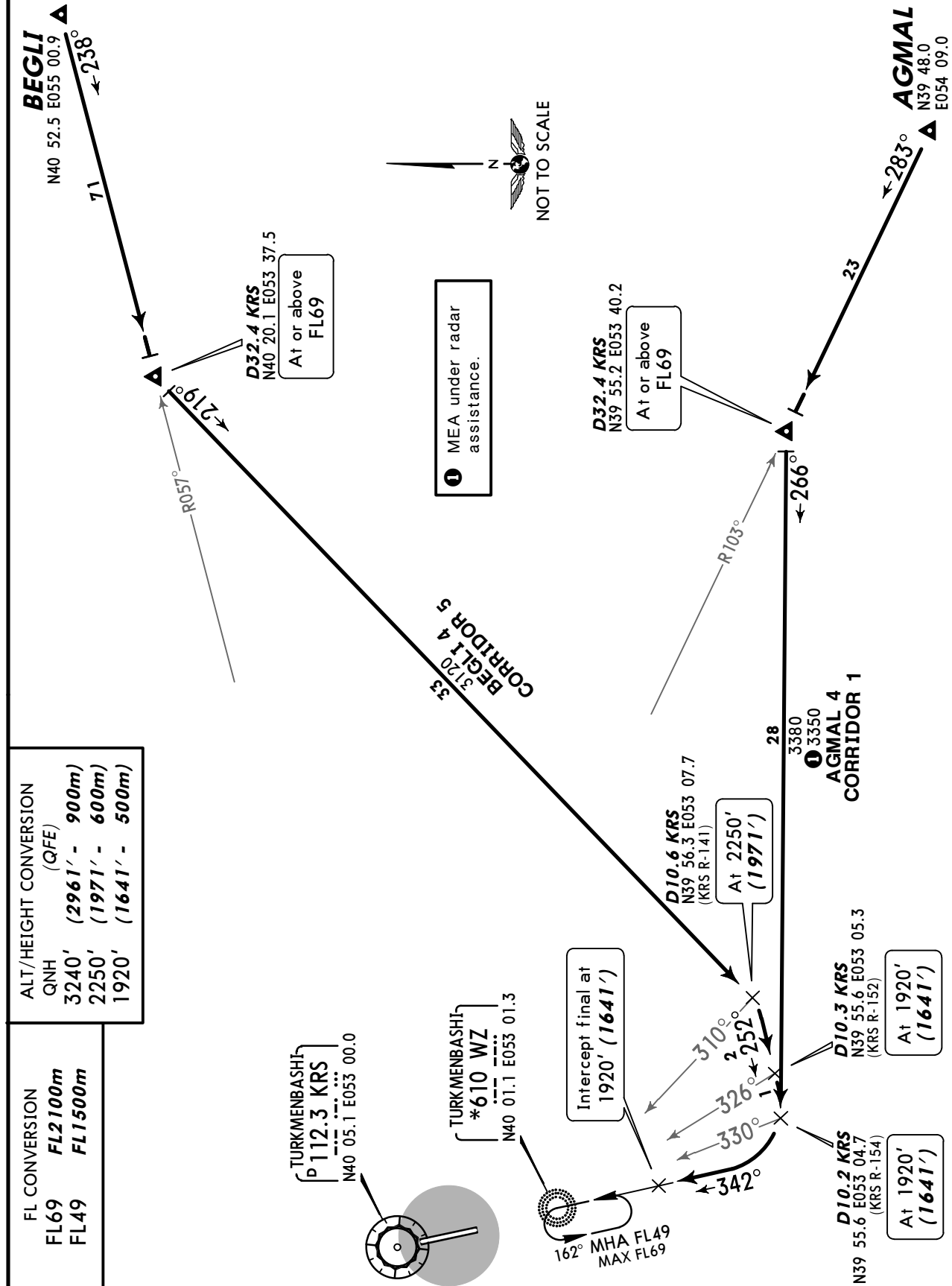
162°

Apt Elev
279'

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

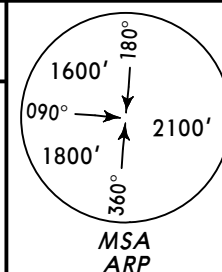


AGMAL 4, BEGLI 4 RWY 34 ARRIVALS FOR ACFT WITH SPEED MORE THAN 165 KT

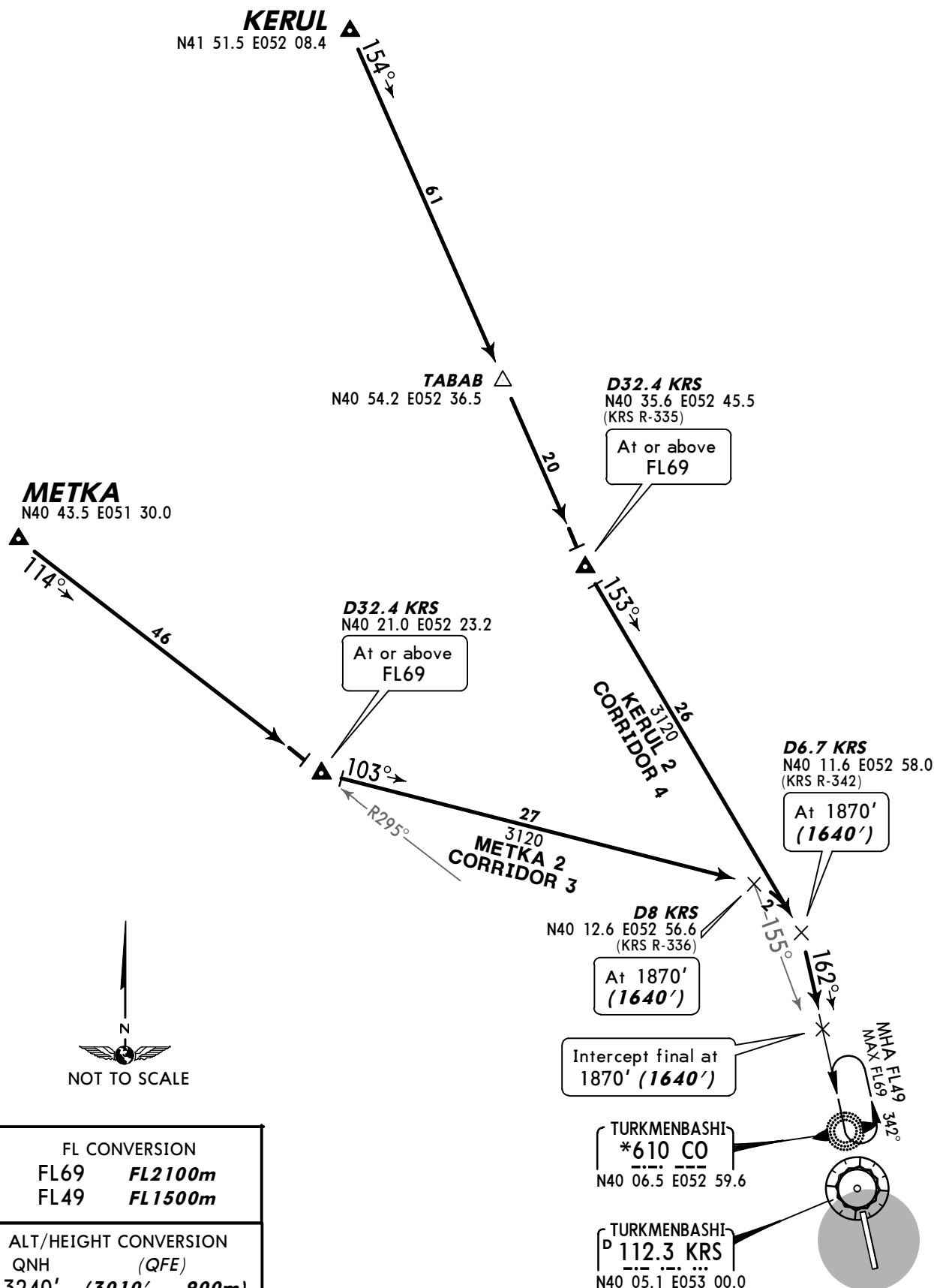


Apt Elev
279'

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

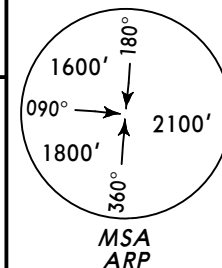


FL CONVERSION	
FL69	FL2100m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(3010' - 900m)
1870'	(1640' - 500m)

Apt Elev
279'

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



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

KERUL
N41 51.5 E052 08.4

154°
61

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

114°
46

D32.4 KRS
N40 21.0 E052 23.2

At or above
FL69

162°

R335°

129°

R295°

KERUL 4
CORRIDOR 4
3120
41

METKA 4
CORRIDOR 3
3120
37

TURKMENBASHI
D 112.3 KRS
N40 05.1 E053 00.0



TURKMENBASHI
*610 WZ
N40 01.1 E053 01.3

162°
MAX FL69

Intercept
final at
1920'
(1641')

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')

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

At 1920'
(1641')



NOT TO SCALE

FL CONVERSION

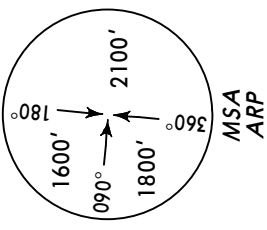
FL69 FL2100m
FL49 FL1500m

ALT/HEIGHT CONVERSION

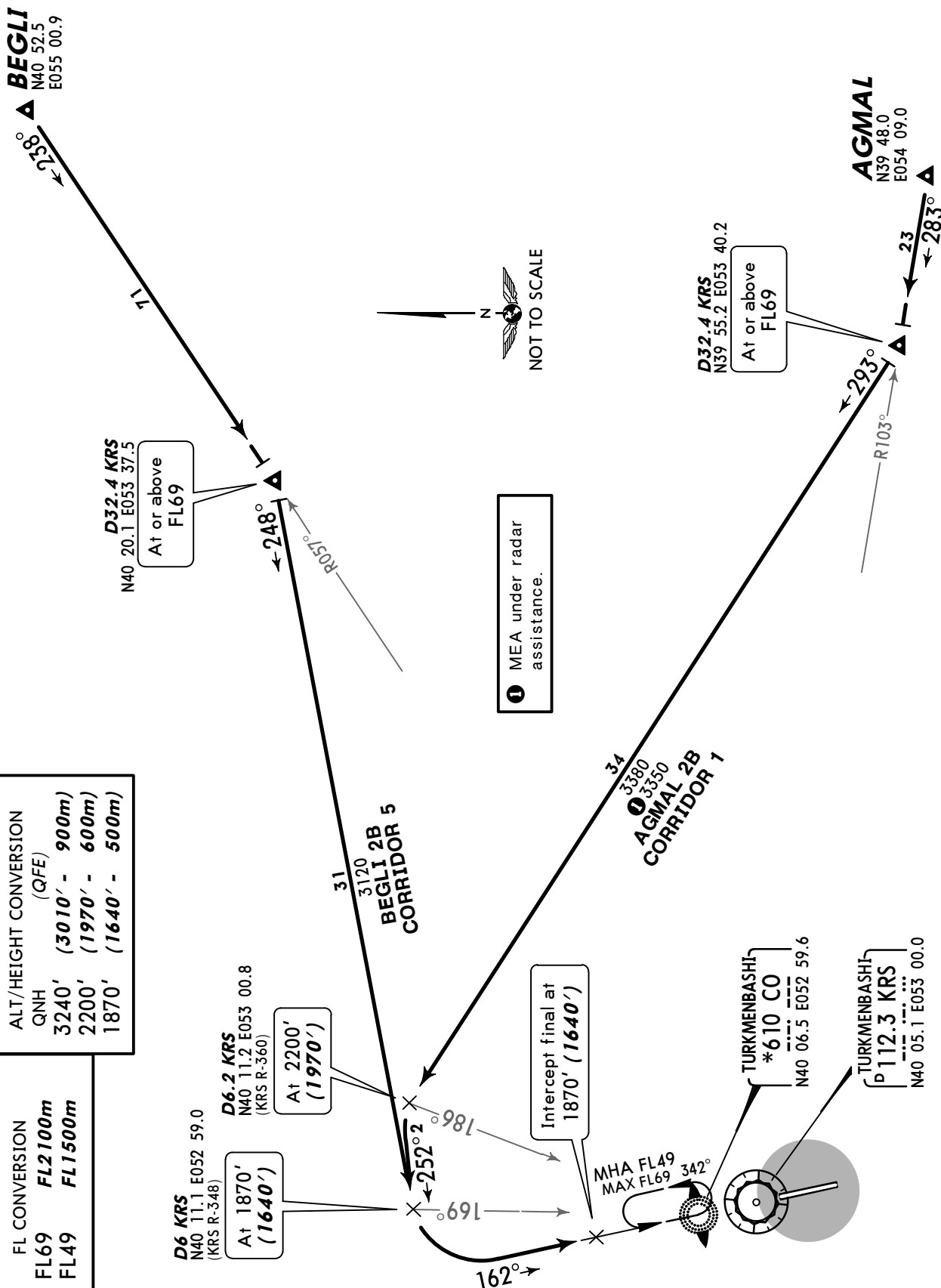
QNH (QFE)
3240' (2961' - 900m)
2250' (1971' - 600m)
1920' (1641' - 500m)

Apt Elev
279'

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



AGMAL 2B, BEGLI 2B RWY 16 ARRIVALS FOR ACFT WITH SPEED 165 KT OR LESS

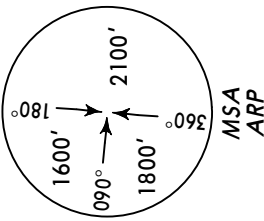


ALT/HEIGHT CONVERSION	
	(QFE)
QNH	3240' (3010' - 900m)
	2200' (1970' - 600m)
	1870' (1640' - 500m)

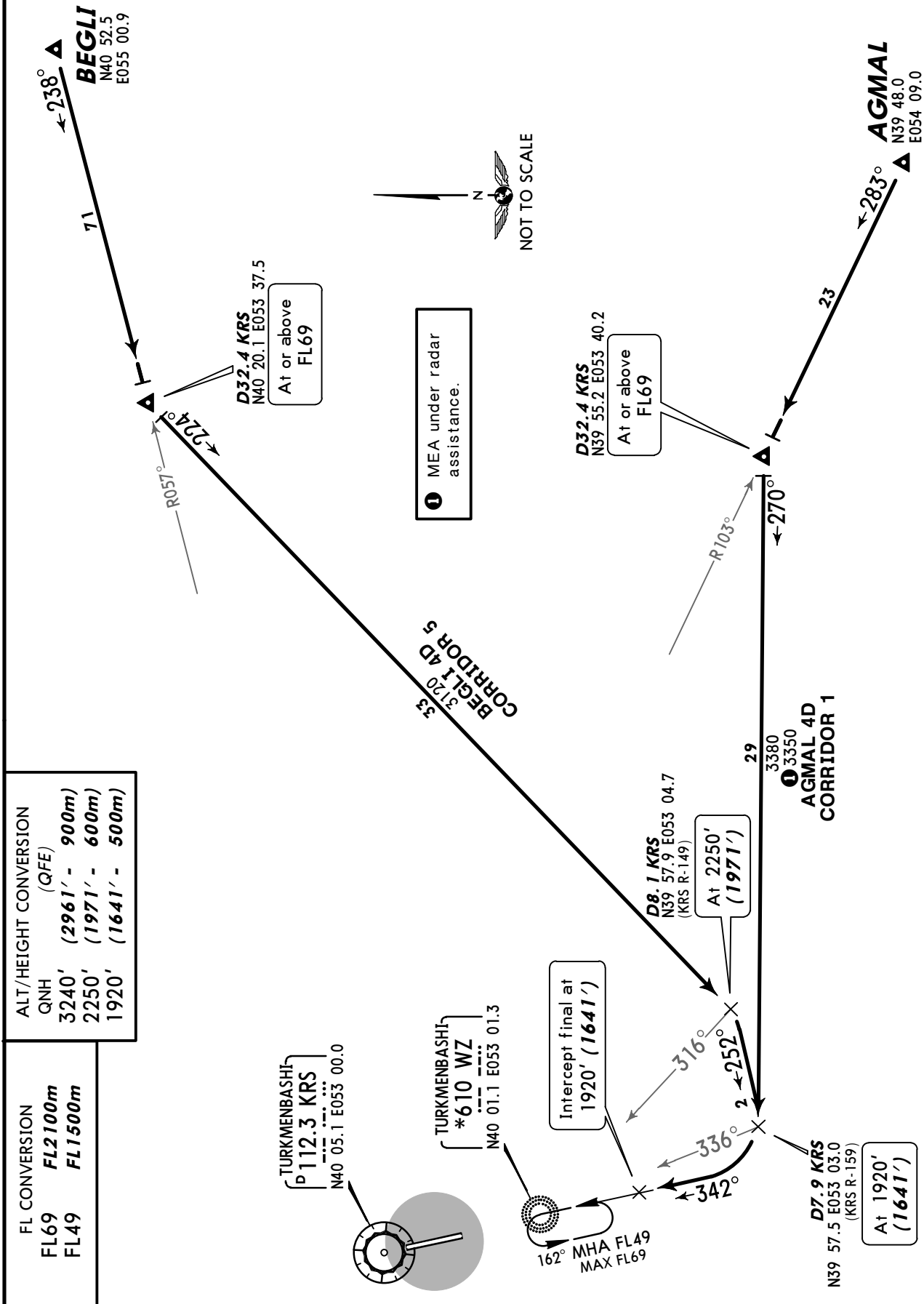
FL CONVERSION	
FL69	FL2100m
FL49	FL1500m

Apt Elev
279'

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

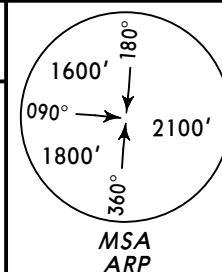


AGMAL 4D, BEGLI 4D
RWY 34 ARRIVALS
FOR ACFT WITH SPEED 165 KT OR LESS

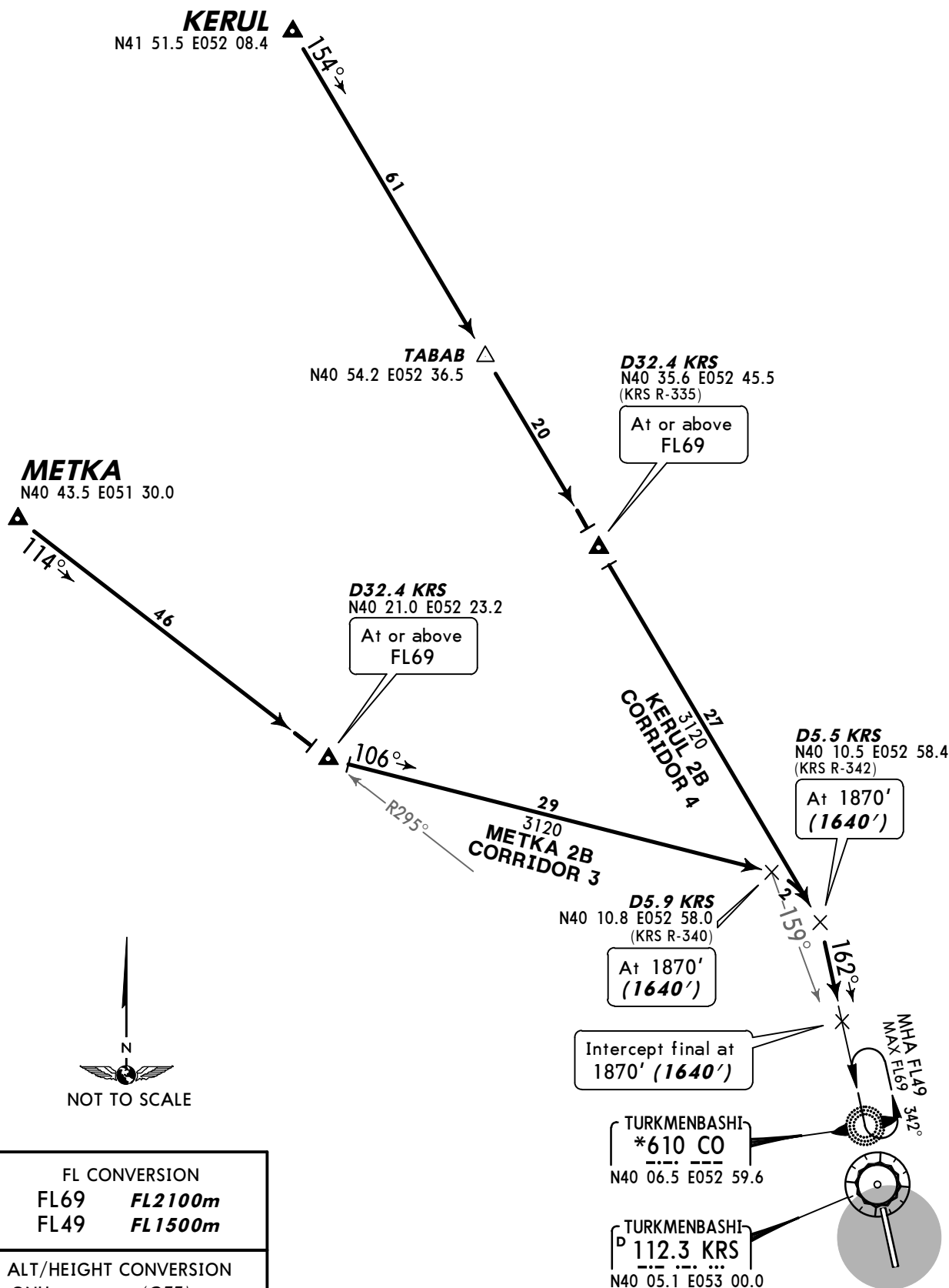


Apt Elev
279'

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

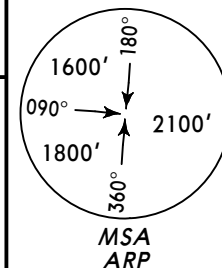


FL CONVERSION
FL69 FL2100m
FL49 FL1500m

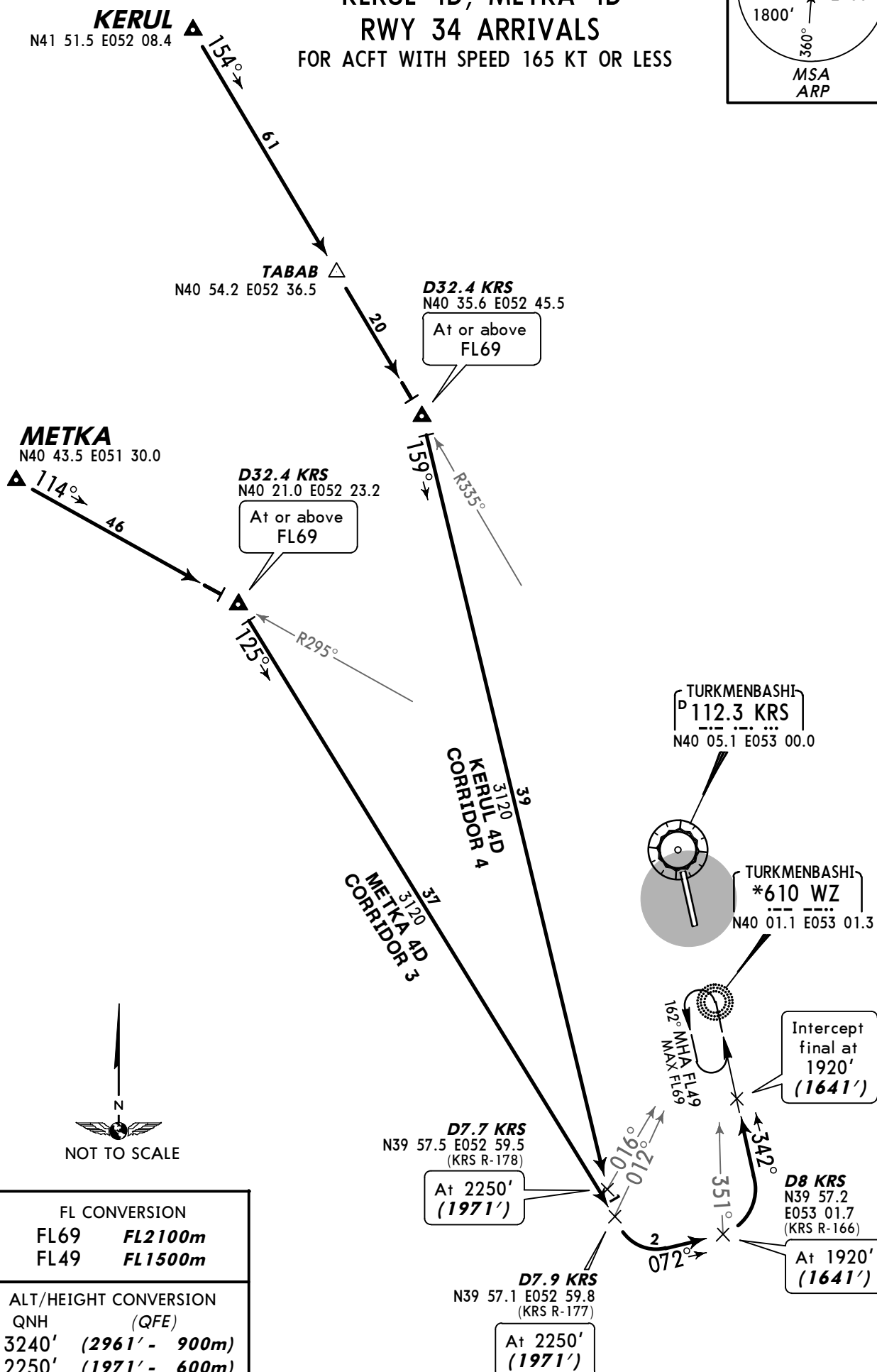
ALT/HEIGHT CONVERSION
QNH (QFE)
3240' (3010' - 900m)
1870' (1640' - 500m)

Apt Elev
279'

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



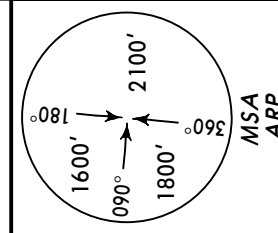
KERUL 4D, METKA 4D RWY 34 ARRIVALS FOR ACFT WITH SPEED 165 KT OR LESS



Apt Elev
279'

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

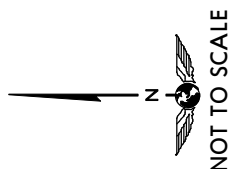
AGMAL 1, AGMAL 3, BEGLI 1, BEGLI 3 RWYS 16, 34 DEPARTURES



BEGLI
N40 52.5
E055 00.9

71

D32.4 KRS
N40 20.1 E053 37.5
At or above
FL69



D32.4 KRS
N39 55.2 E053 40.2
At or above
FL69

AGMAL
N39 48.0
E054 09.0

23

35
BEGLI 3
CORRIDOR 5

38
BEGLI 1
CORRIDOR 5

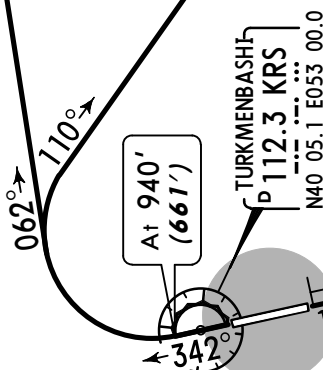
36
AGMAL 3
CORRIDOR 1

34
AGMAL 1
CORRIDOR 1

FL CONVERSION
FL49 FL1500m
FL69 FL2100m

ALT/HEIGHT CONVERSION

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



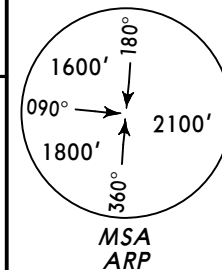
A+ 1270'
(991')
but not later
than 3.2 NM
from THR 34

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

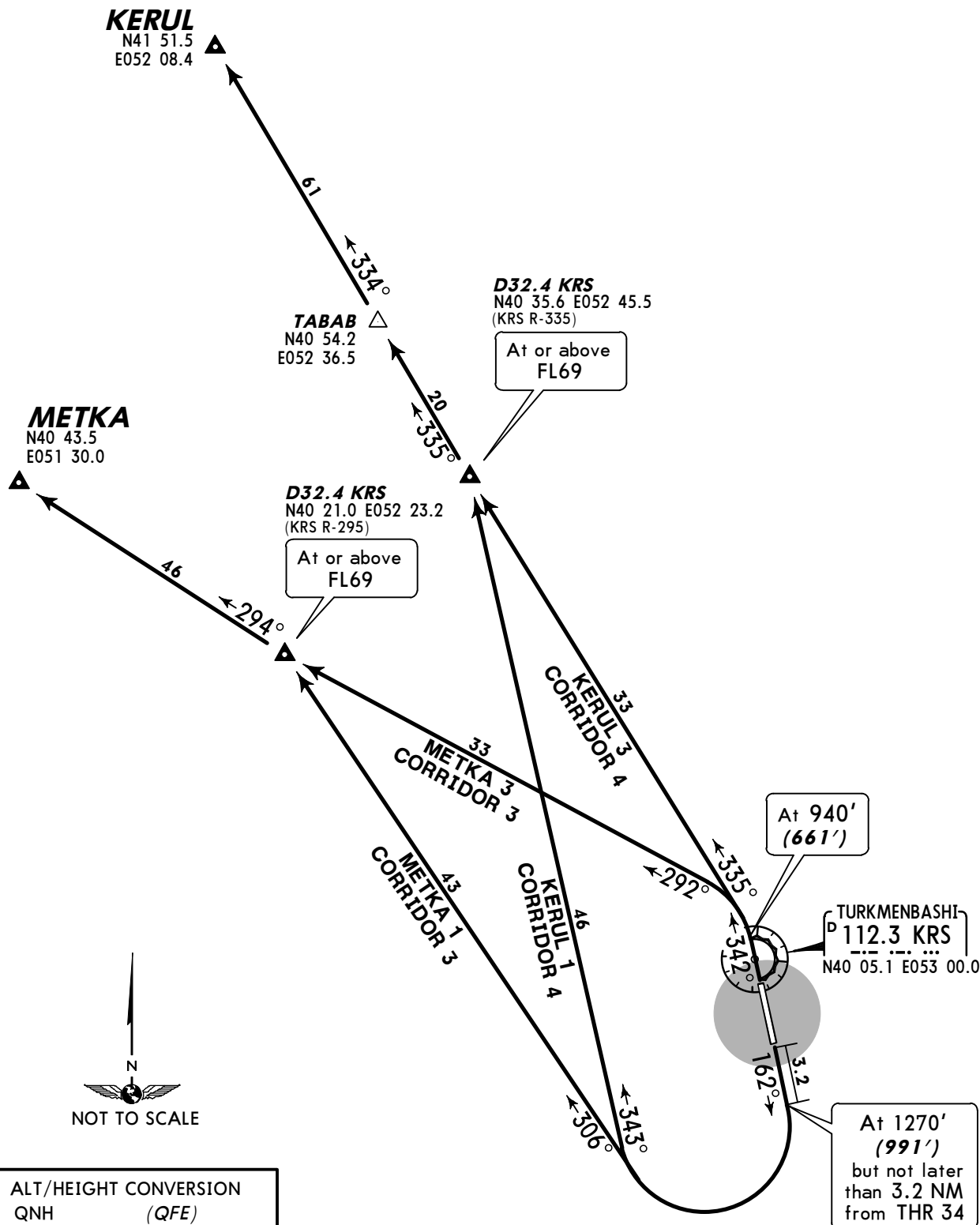
Gnd speed-KT	75	100	150	200	250	300
280' per NM	349	466	699	932	1165	1398

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**

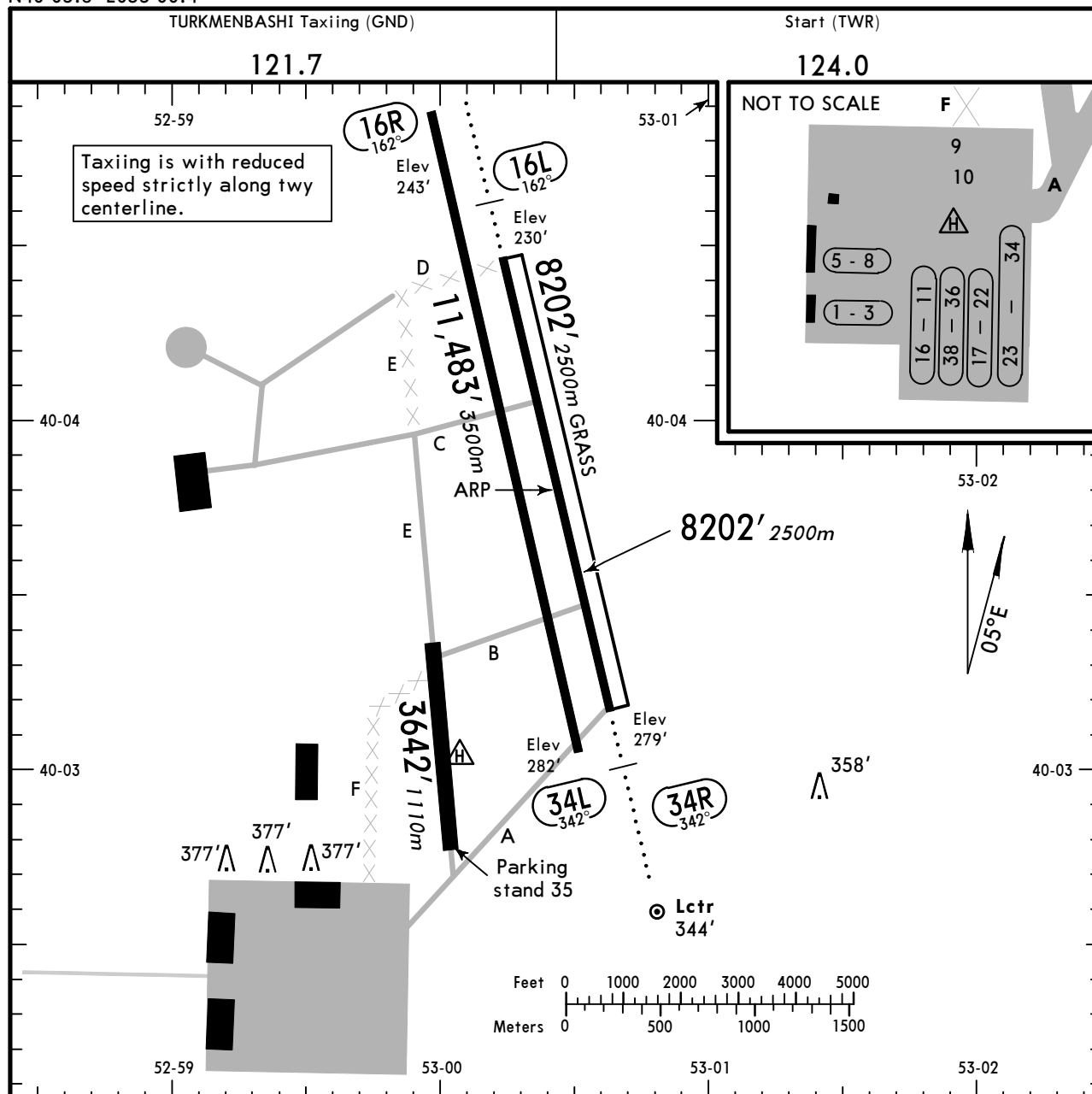


ALT/HEIGHT CONVERSION	
QNH	(QFE)
940'	(661' - 200m)
970'	(691' - 210m)
1270'	(991' - 300m)
3240'	(2961' - 900m)

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



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-off	
16L	RL (60m) ALS		7191' 2192m	8038' 2450m	144'
34R			7286' 2221m	①	44m
16R	RL (60m) CL (30m) HIALS ② PAPI-L (angle 3.00°)			11,319' 3450m	148'
34L	RL (60m) CL (30m) HIALS ② PAPI-L (angle 3.50°)				45m
16L	Grass runway				262'
34R					80m
③					262'
					80m

① TAKE-OFF RUN AVAILABLE

Rwy 34R:

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

② Configuration unknown.

③ Undesignated runway.

TAKE-OFF

	AIR CARRIER (JAA)					
	Rwy 16L		Rwy 34R		Rwy 16R/34L	
	DAY	NIGHT	DAY	NIGHT	LVP must be in force	
	RCLM or RL	RL	RCLM or RL	RL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	80m - 1200m	80m - 1200m	400m 1	400m 1	300m	400m
B	400m	400m	400m	400m		
C	500m	700m	500m	700m		
D						

① LVP must be in force: VIS 300m.

STRAIGHT-IN RWY		A	B	C	D
16L	ILS	492'(262') R1200m	492'(262') R1200m	492'(262') R1200m	492'(262') R1200m
	ALS out	R1300m	R1300m	R1300m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ① ②	560'(330') R1300m	560'(330') R1700m	630'(400') R2000m	630'(400') R2000m
	ALS out	R1500m	R1700m	R2000m	R2000m
34R	ILS	541'(262') R1200m	541'(262') R1200m	541'(262') R1200m	541'(262') R1200m
	ALS out	R1300m	R1300m	R1300m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	680'(401') 1700m	780'(501') 2700m	780'(501') 2700m	780'(501') 2700m
	ALS out	1900m	2700m	2700m	2700m

① Continuous Descent Final Approach.

② B737 acft: MDA(H) 1050'(820') 4000m.

TAKE-OFF RWY 16L, 34R

Rwy 16L				Rwy 34R		
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 ①	500m	400m ①
B 400m	500m	400m		400m		400m
C 500m		700m		500m		700m
D						

① LVP must be in force: VIS 300m.

TAKE-OFF RWY 16R, 34L

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

STRAIGHT-IN RWY		A	B	C	D
16L	ILS	492' (262')	492' (262')	492' (262')	492' (262')
		1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
		2 NDB ①	560' (330')	560' (330')	630' (400')
	ALS out		1300m	1700m	2000m
		1500m	1700m	2000m	2000m
34R	ILS	541' (262')	541' (262')	541' (262')	541' (262')
		1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
		2 NDB	680' (401')	780' (501')	780' (501')
	1700m		2700m	2700m	2700m

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

TAKE-OFF RWY 16L, 34R

Rwy 16L				Rwy 34R			
	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 ①	500m		400m ①
B	400m	500m	400m	400m			400m
C	500m		700m	500m			700m
D							

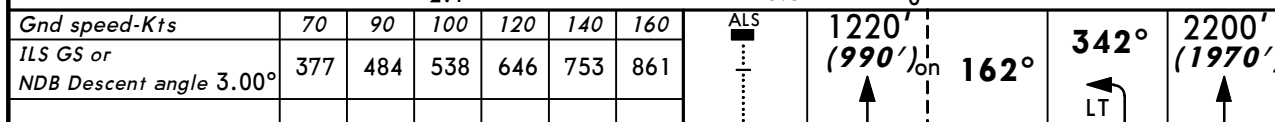
① LVP must be in force: VIS 300m.

TAKE-OFF RWY 16R, 34L

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

BRIEFING STRIP™

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.



PANS OPS

CHANGES: Rwy designation.

UTAK/KRW TURKMENBASHI

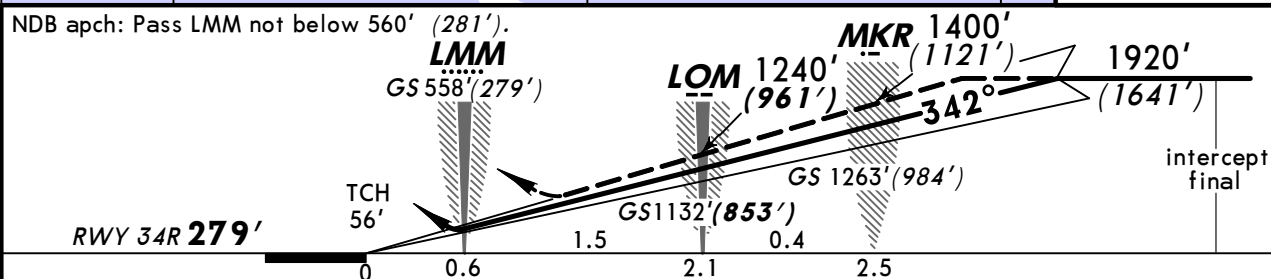
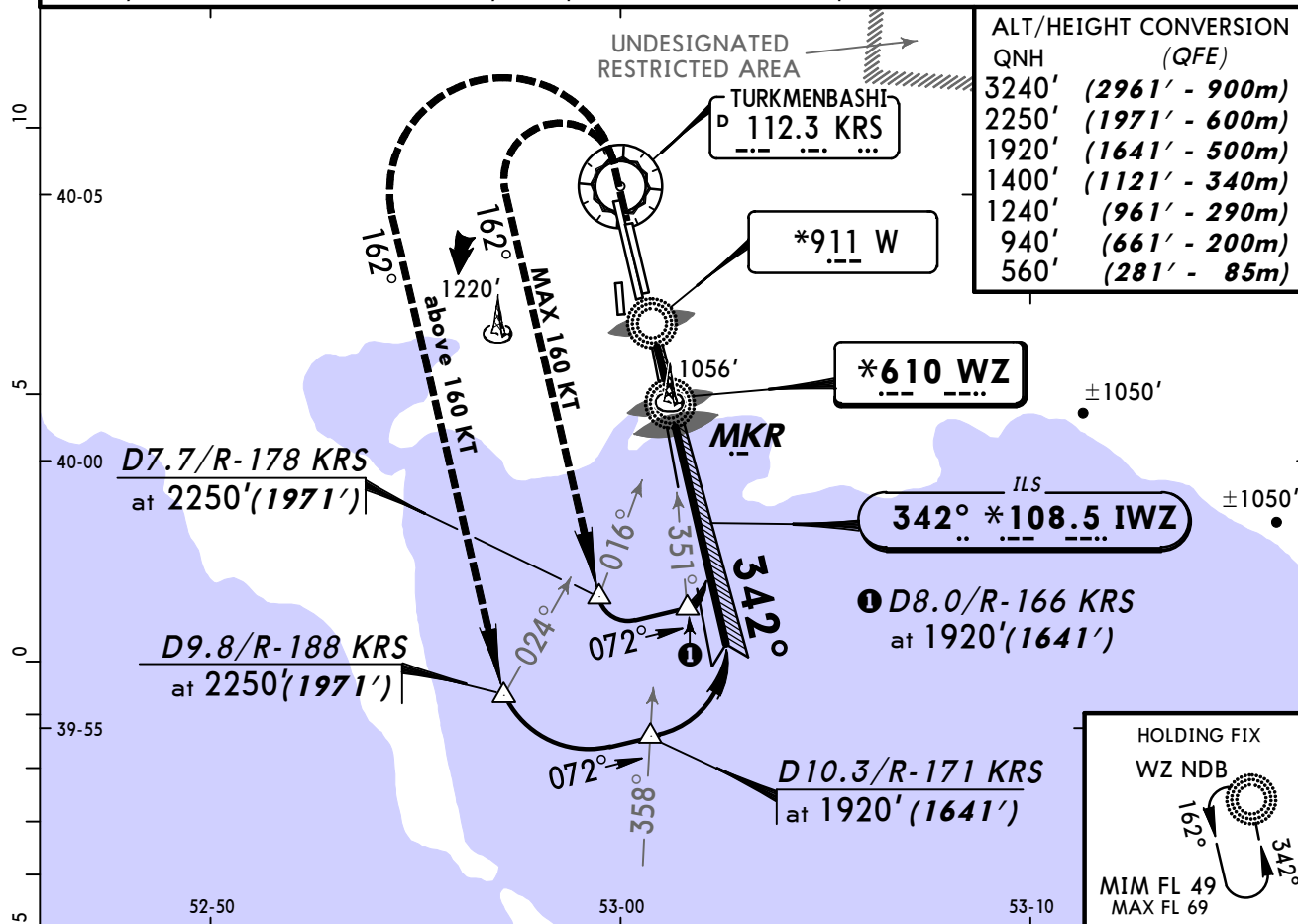
JEPPESSEN TURKMENBASHI, TURKMENISTAN

1 JUL 11 (11-2) ILS or 2 NDB Rwy 34R

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 Desc angle	4.00°	496	637	708	850	991	1133			

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

CHANGES: Rwy designation.

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TURKMENBASHI, (TURKMENBASHI - UTAK)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UTAK

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Rwy 16/34 renamed 16L/34R. New rwy 16R/34L located parallel to 16L/34R 623'(190m) to the west, dimensions 11483'(3500m) x 148'(45m).

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).