

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTAA

Terminal Charts For UTAA

Revision Letter For Cycle 25-2012

Change Notices

Notebook

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: 0322 Z
Sunset: 1256 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

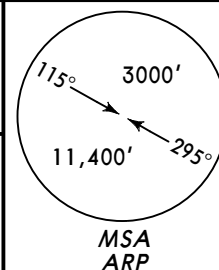
Runway: 30R
Length x Width: 12467 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 679 ft
Lighting: Edge, ALS, Centerline, TDZ

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'

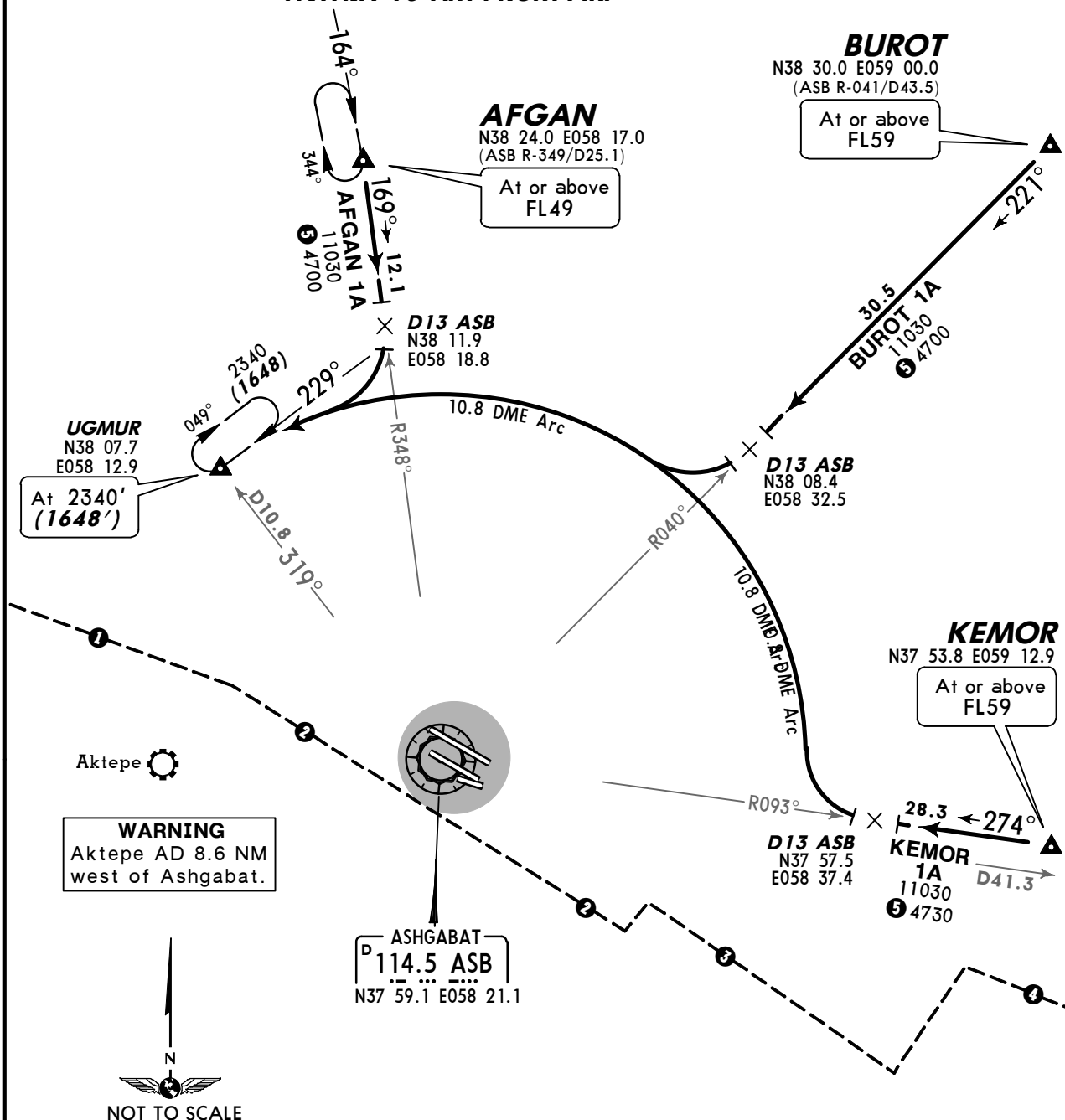
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3650' (2958')



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

BASED ON VORDME

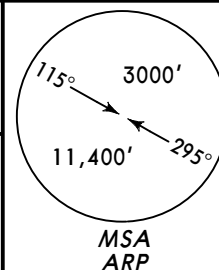
SPEEDS MAX 225 KT AT OT BELOW FL98
WITHIN 16 NM FROM ARP



- 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.

Apt Elev
692'

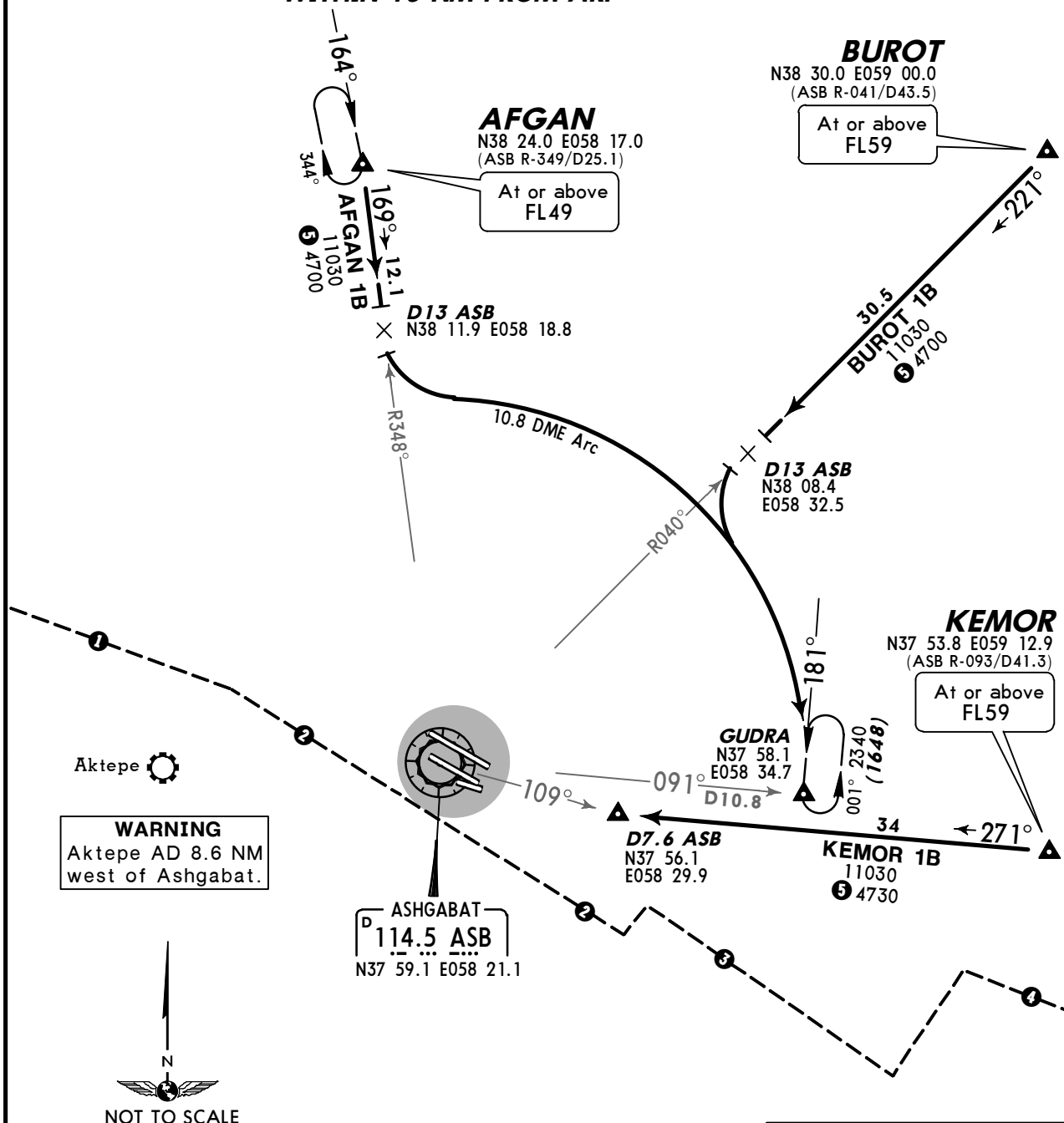
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3650' (2958')



AFGAN 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.



NOT TO SCALE

- 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)

At or above
FL59

NOT TO SCALE

At 2340
(1648',

 Aktepe

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.

ASHGABAT
D 114.5 ASB
N37 59.1 E058 21.1

D13 ASB
N38 11.5
E058 25.6

D8.6 ASB
N38 06.6
E058 26.4

D10.8 ASB
N37 40.5
E058 14.8

D10.8 ASB
N37 42.0
E058 34.5

RIKOP 1A
12800
5910

ORPAB 1A
12800
5910

RIKOP
N37 40.5
E058 14.8

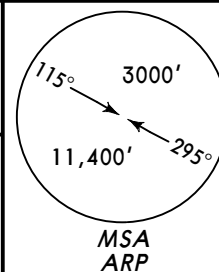
ORPAB
N37 42.0
E058 34.5

At or above
FL128

At or above
FL128

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

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

MAMED

(ASB R-315/D47.1)
N38 34.8 E057 42.0

At or above
FL89

WARNING
Aktepe AD 8.6 NM
west of Ashgabat.

PODOK

N38 45.2 E058 38.5

At or above
FL59

D13 ASB
N38 09.2 E058 10.8

ASHGABAT
114.5 ASB
N37 59.1 E058 21.1

D8.6 ASB
N38 06.6 E058 26.4

GUDRA
N37 58.1 E058 34.7

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)

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

D10.8 ASB

RIKOP

N37 40.5 E058 14.8

At or above
FL128

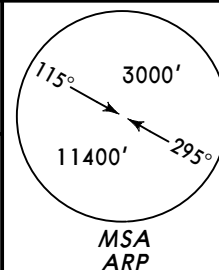
ORPAB

N37 42.0 E058 34.5

At or above
FL128

Apt Elev
692'

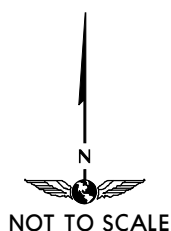
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3650' (2958')



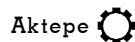
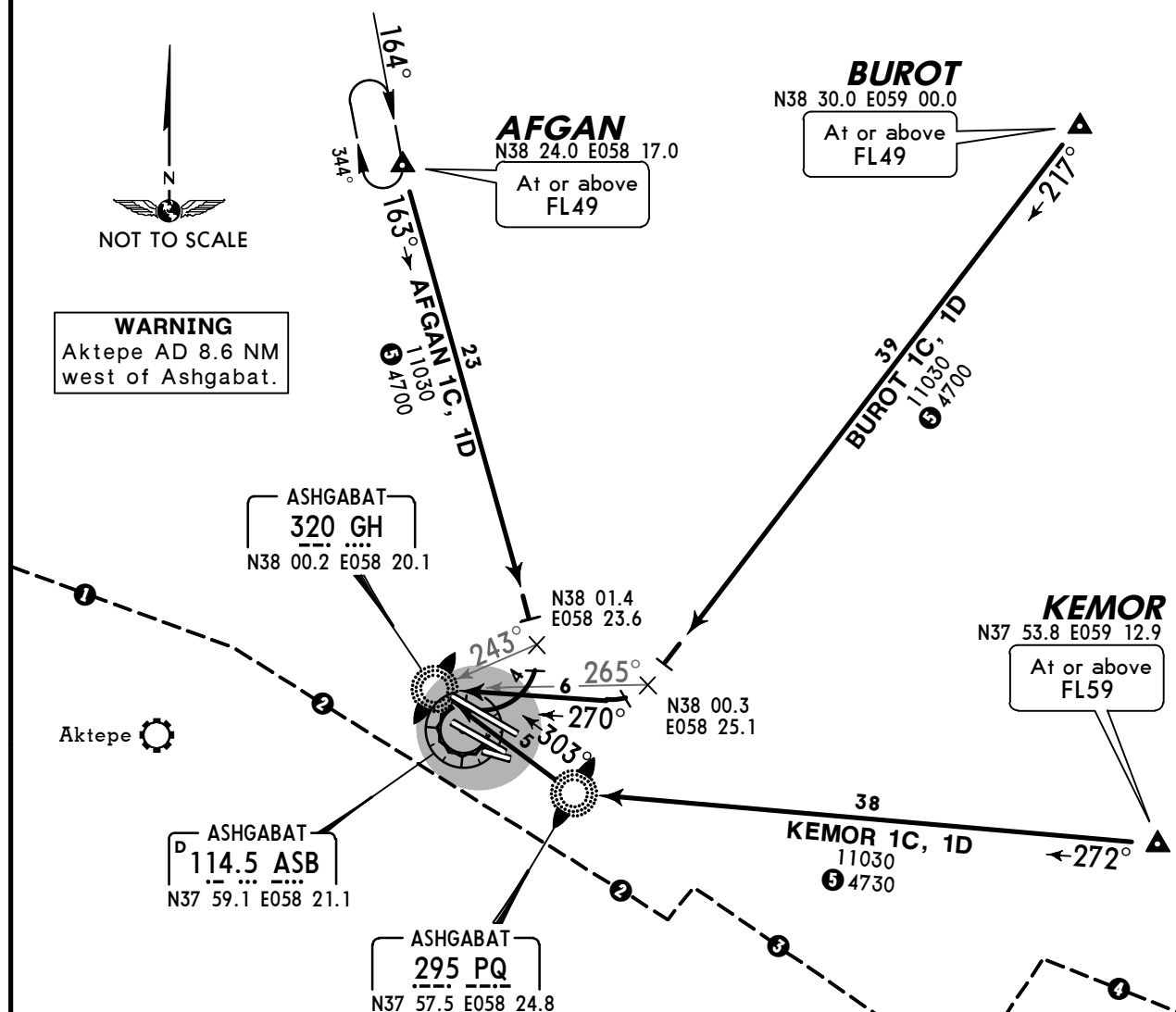
AFGAN 1C [AFGA1C] AFGAN 1D [AFGA1D]
BUROT 1C [BURO1C] BUROT 1D [BURO1D]
KEMOR 1C [KEMO1C] KEMOR 1D [KEMO1D]
RWYS 30L/R ARRIVALS RWYS 12L/R ARRIVALS

BASED ON NDB

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



WARNING
Aktepe AD 8.6 NM
west of Ashgabat.



ASHGABAT
D 114.5 ASB
N37 59.1 E058 21.1

ASHGABAT
295 PQ
N37 57.5 E058 24.8

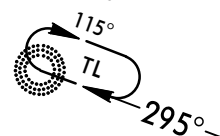
FL CONVERSION
FL128 FL3900m
FL69 FL2100m
FL59 FL1800m
FL49 FL1500m

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

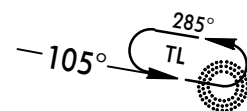
- 1 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- 2 Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
- 3 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- 4 ASB R-107/D18.9 - D108 do not fly south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

HOLDINGS OVER GH

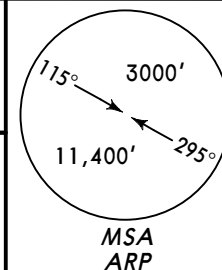
Runways 12L/R



Runways 30L/R

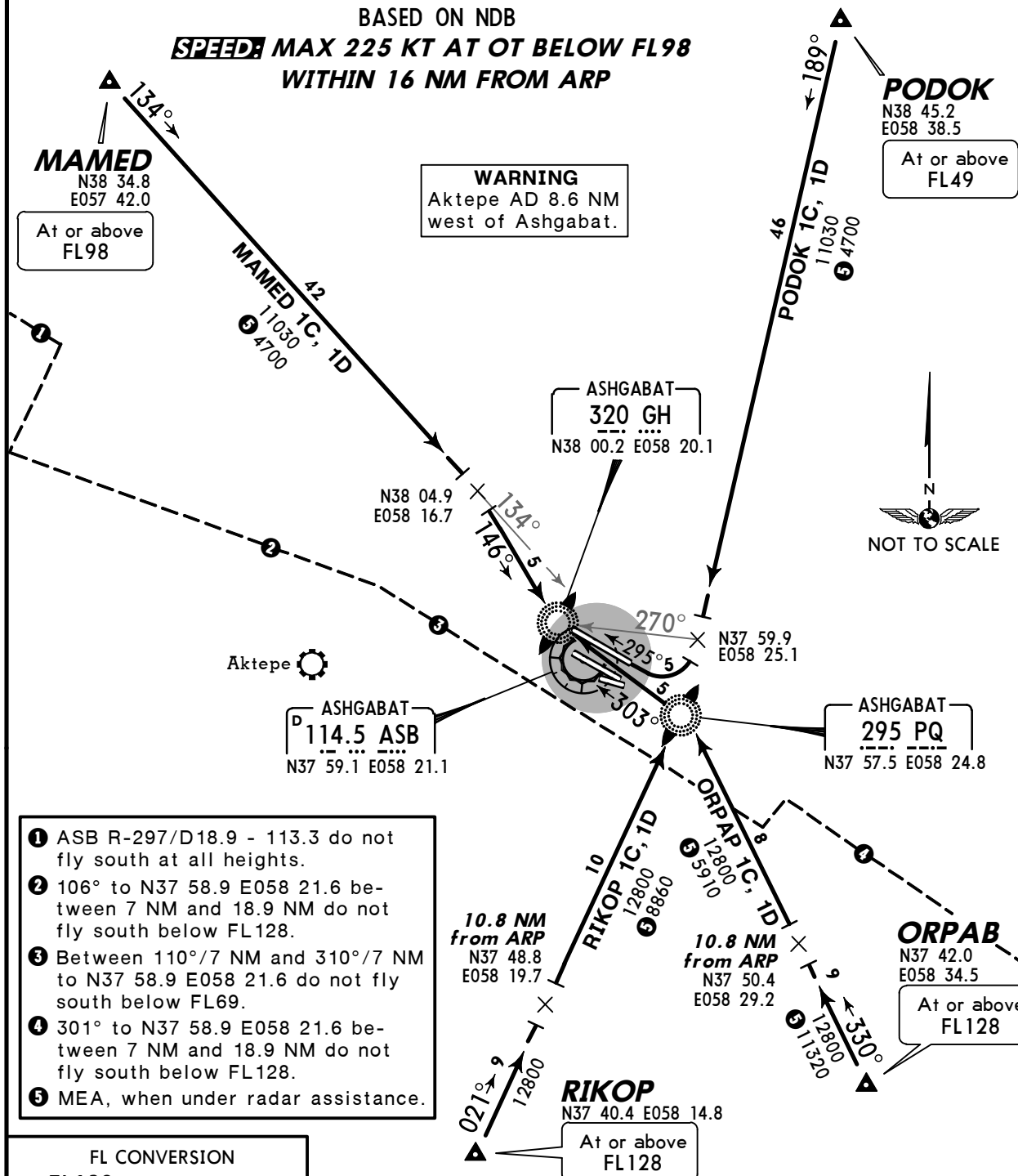


Alt Set: MM (hPa on request) QNH on request (**QFE**)
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3650' (**2958'**)



RWYS 12L/R ARRIVALS

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



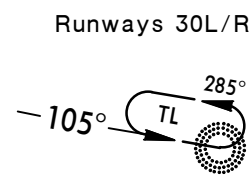
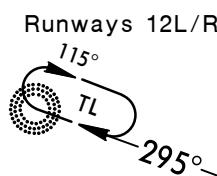
- 1** ASB R-297/D18.9 - 113.3 do not fly south at all heights.
- 2** 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- 3** Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
- 4** 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- 5** MEA, when under radar assistance.

FL CONVERSION

FL128	<i>FL3900m</i>
FL98	<i>FL3000m</i>
FL69	<i>FL2100m</i>
FL59	<i>FL1800m</i>
FL49	<i>FL1500m</i>

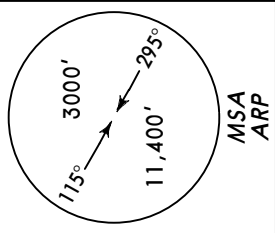
ALT/HEIGHT CONVERSION
QNH (QFE)
3650' (2958' - 900m)

HOLDINGS OVER GH

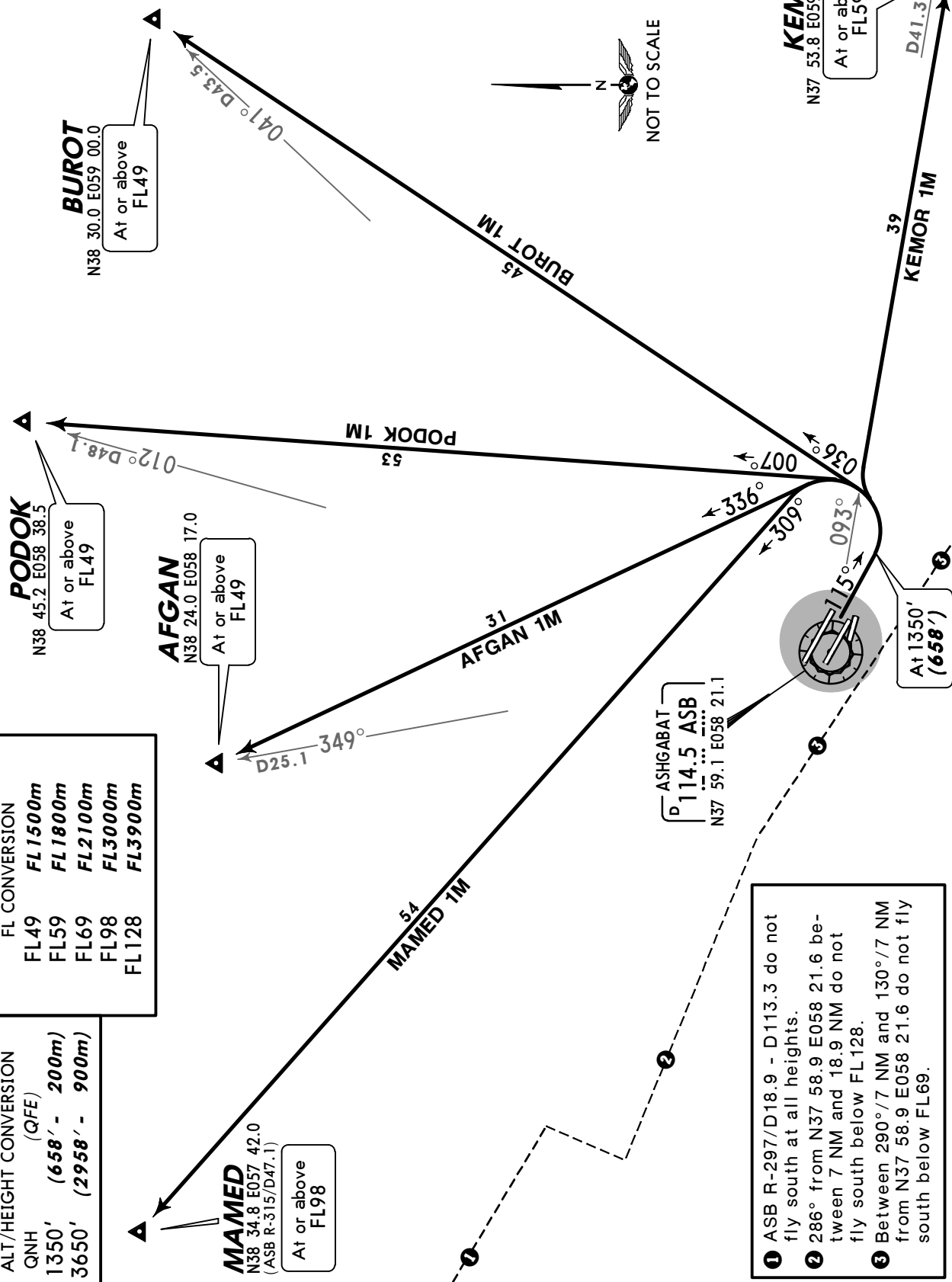


Apt Elev
692'

QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3650' (2958')

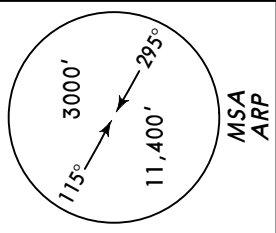


AFGAN 1M [AFGA1M], BUROT 1M [BURO1M]
KEMOR 1M [KEMO1M], MAMED 1M [MAME1M]
PODOK 1M [PODO1M]
RWYS 12L/R DEPARTURES

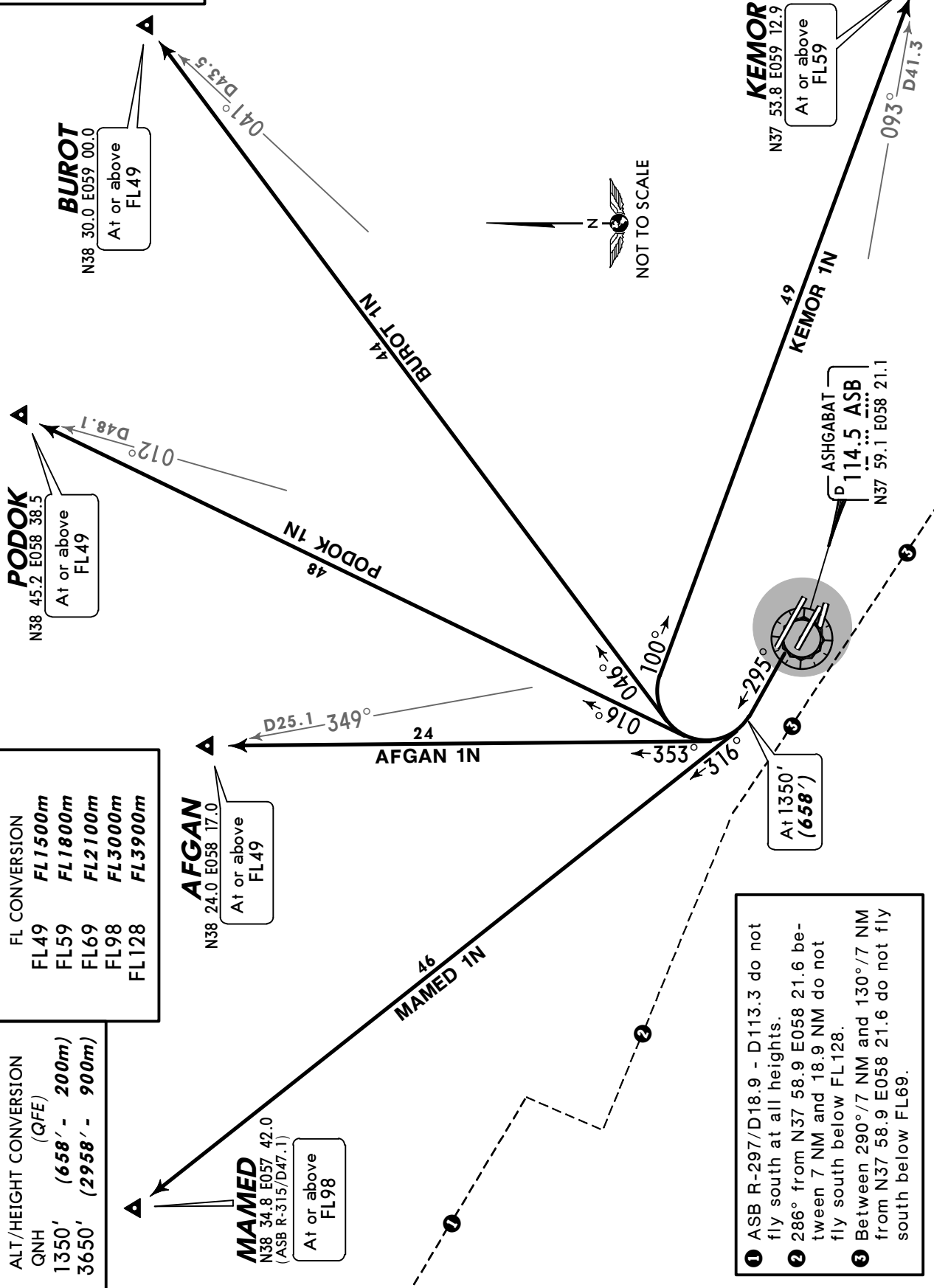


Apt Elev
692'

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



Apt Elev
692'

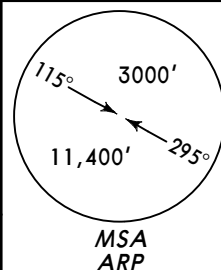
QNH on request (QFE)

Trans level: FL49

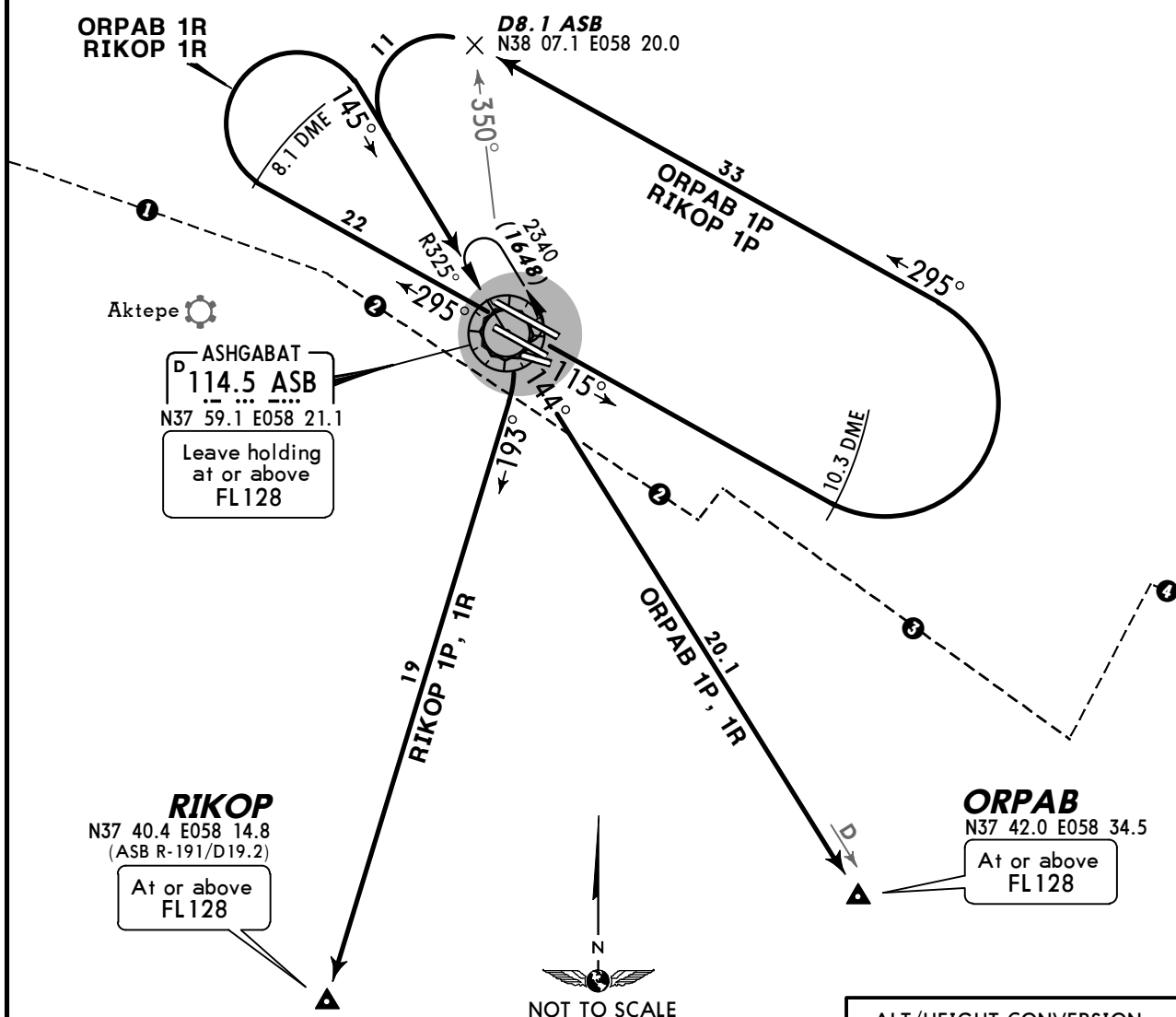
FL59 if pressure is less than 733 mm (977.3 hPa)

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



- 1 286° from N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- 2 Between 290°/7 NM and 130°/7 NM from N37 58.9 E058 21.6 do not fly south below FL69.
- 3 121° from 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.

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

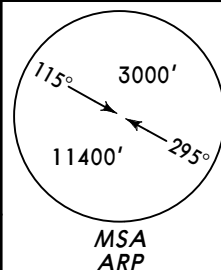
FL CONVERSION
FL49 FL1500m
FL59 FL1800m
FL69 FL2100m
FL128 FL3900m

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.	

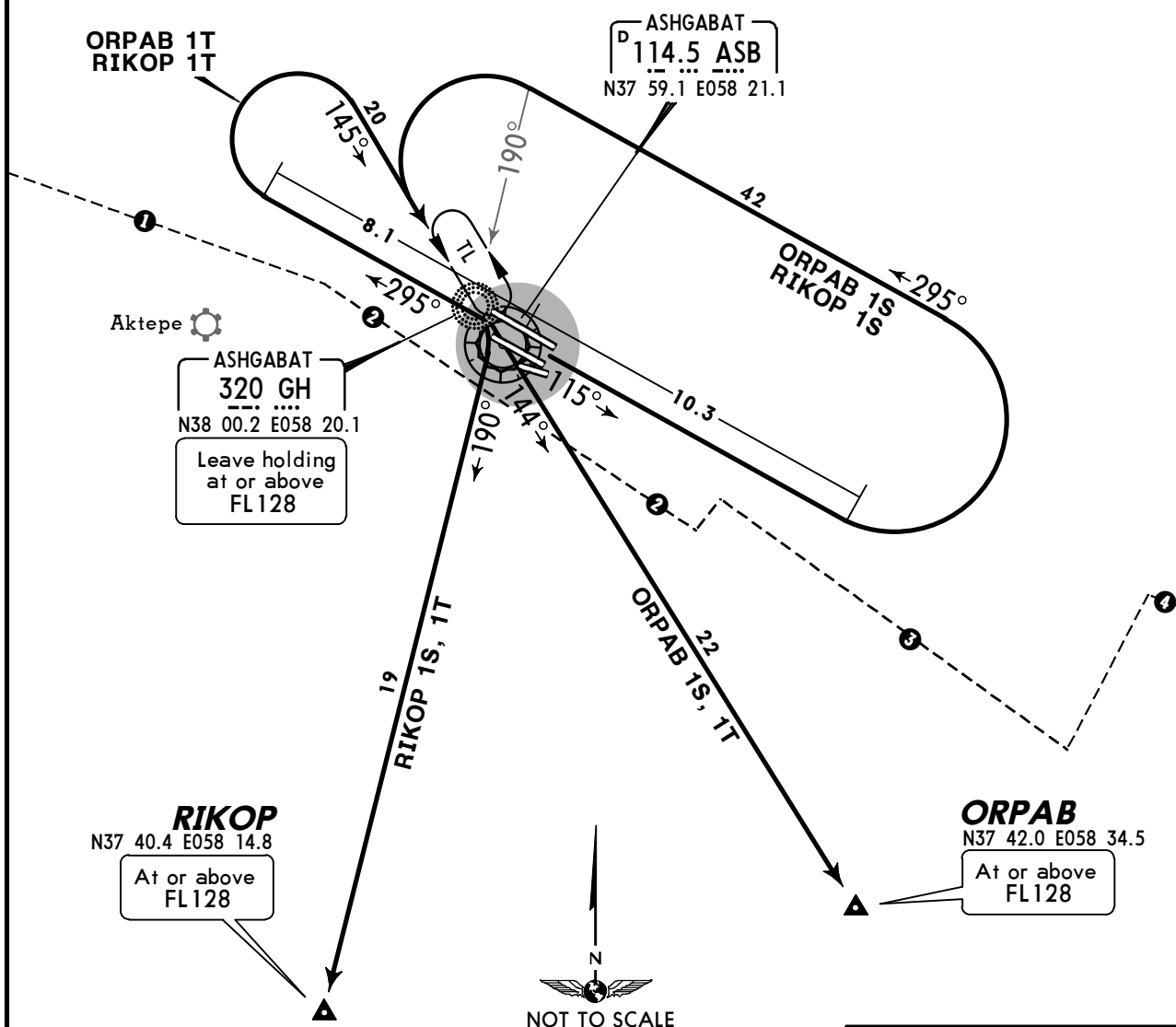
Apt Elev
692'

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



- 1 286° from N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- 2 Between 290°/7 NM and 130°/7 NM from N37 58.9 E058 21.6 do not fly south below FL69.
- 3 121° from 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.

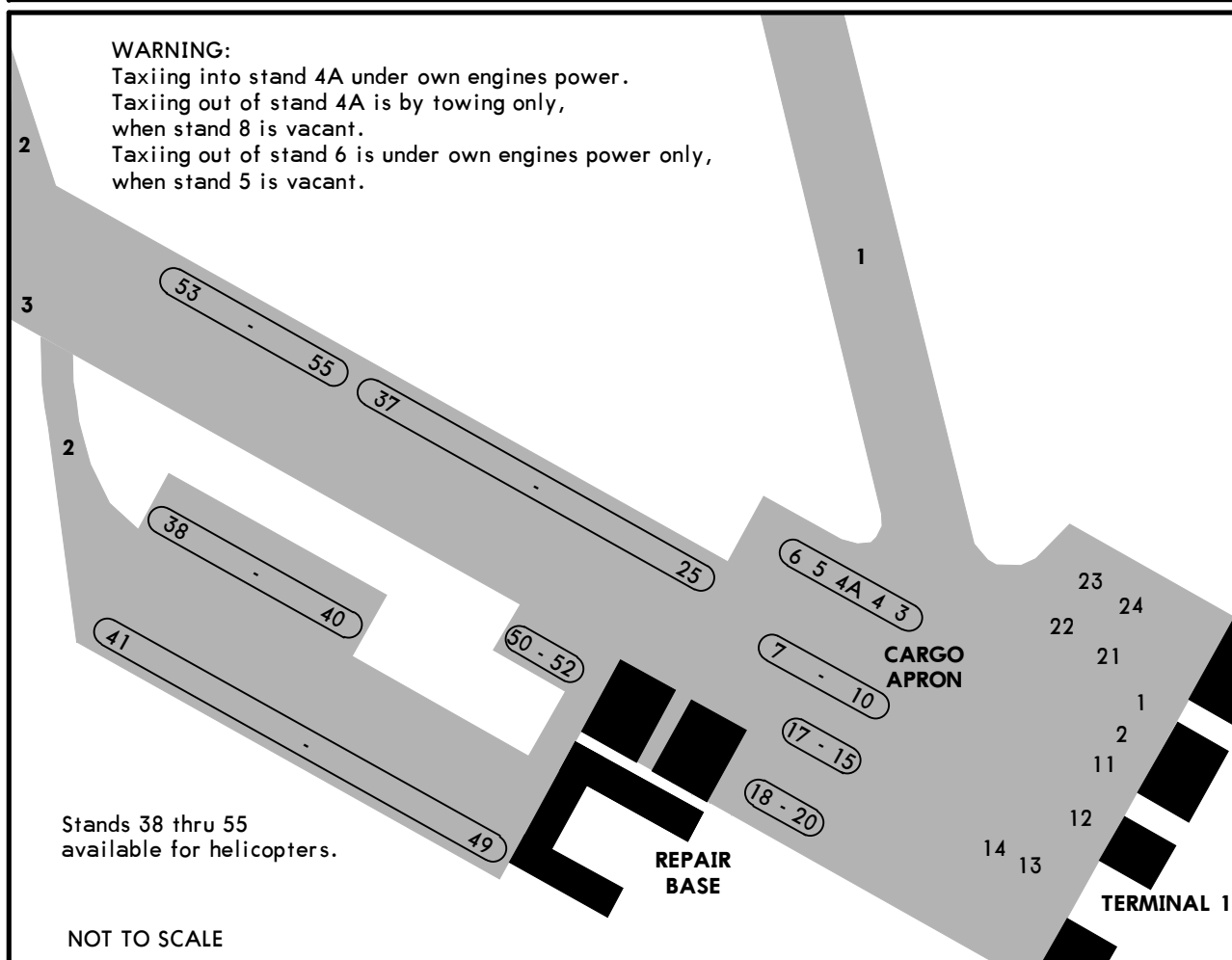
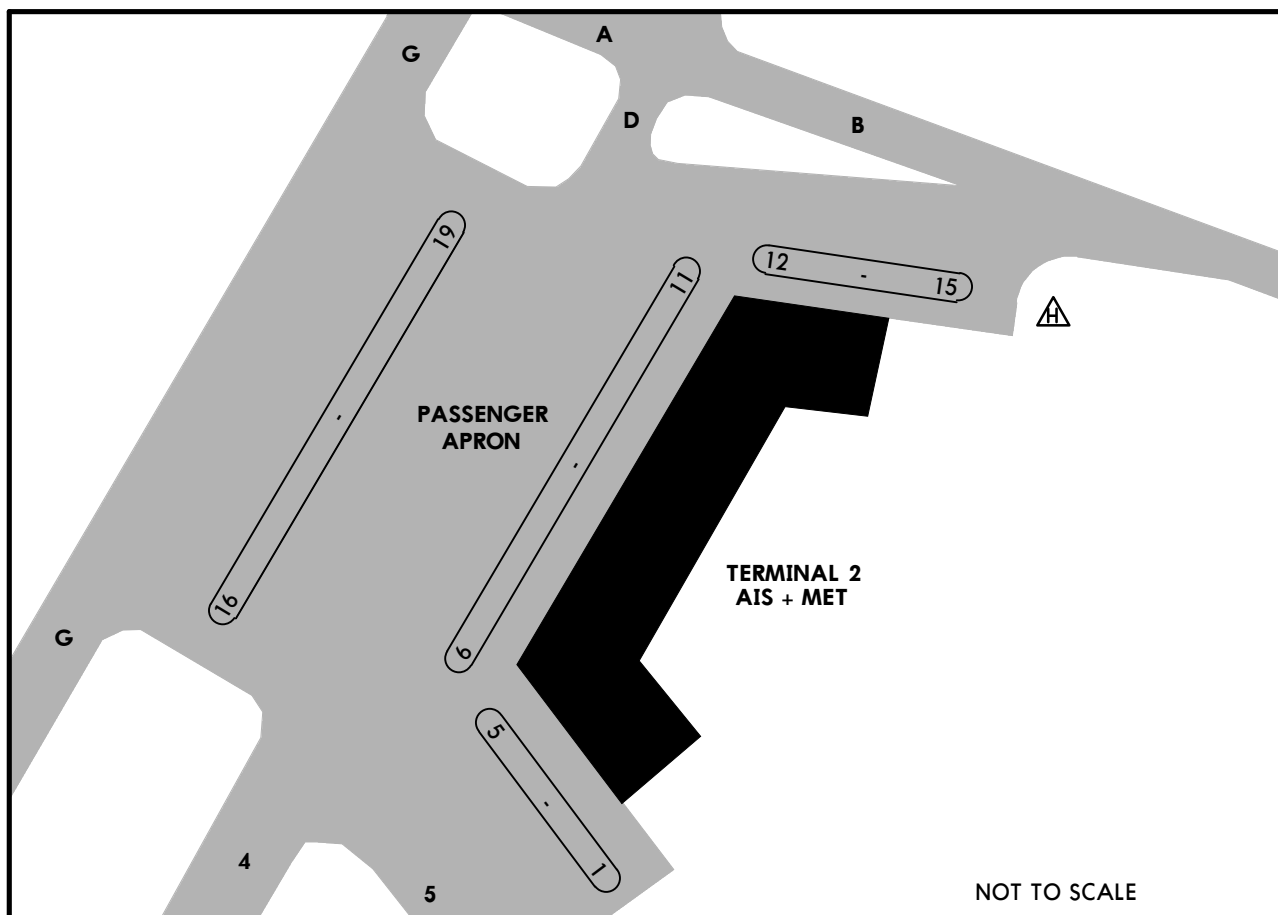
ALT/HEIGHT CONVERSION
QNH (QFE)
3650' (2958' - 900m)

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.	

1 CAT C & D: NIGHT 400m.



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			
12R	NDB ❶	1670' (988') 5000m	1670' (988') 5000m	1670' (988') 5000m	1670' (988') 5000m
	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) ❸	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 ❹	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') R550m	879' (200') R550m	879' (200') R550m	879' (200') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED			
	NDB ❺	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').

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 I	400m	500m
B					
C		250m			
D					

I CAT C & D: NIGHT 400m.

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')
	<i>ALS out</i>	R800m R1000m	R800m R1000m	R1000m R1200m	R1000m 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 R1000m	R800m R1000m	R1000m R1200m	R1000m R1200m
	<i>ALS out</i>				
	LOC	NOT AUTHORIZED			
	VOR DME ❷	1100' (411')	1100' (411')	1100' (411')	1100' (411')
		R1800m R1800m	R1800m R1800m	R1800m R1800m	R1800m R2000m
	<i>ALS out</i>				
	NDB (with FAF)	1100' (411')	1100' (411')	1100' (411')	1100' (411')
		R1800m R1800m	R1800m R1800m	R1800m R1800m	R1800m R2000m
	<i>ALS out</i>				
	NDB (w/o FAF)	1680' (991')	1680' (991')	1680' (991')	1680' (991')
		5000m	5000m	5000m	5000m
30L	ILS	879' (200')	879' (200')	1007' (328')	1007' (328')
		R800m R1000m	R800m R1000m	R1200m R1200m	R1200m R1200m
	<i>ALS out</i>				
	LOC	NOT AUTHORIZED			
	VOR DME	1090' (411')	1090' (411')	1090' (411')	1090' (411')
		R1800m R1800m	R1800m R1800m	R1800m R1800m	R1800m R2000m
	<i>ALS out</i>				
	NDB ❸	1090' (411')	1090' (411')	1090' (411')	1090' (411')
		R1800m R1800m	R1800m R1800m	R1800m R1800m	R1800m R2000m
	<i>ALS out</i>				
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 R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	<i>ALS out</i>				
	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').

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		250m						
D								

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.

12 AUG 11

BRIEFING STRIP TM

HIALS-1

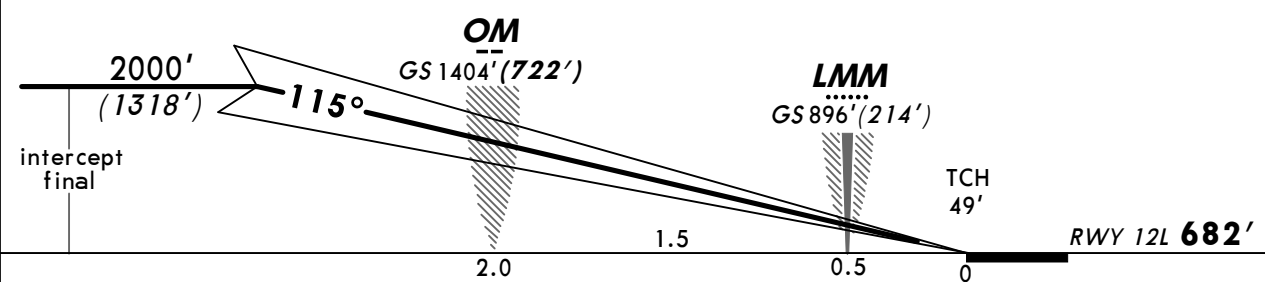
PANS OPS

CHANGES: Minimums.

BRIEFING STRIP TM

① FL 59, if pressure is less than 733mm (977.3 hPa).

Age Group	Percentage of Respondents
18-29	5
30-49	7
50-69	8
70+	10



PANS OPS

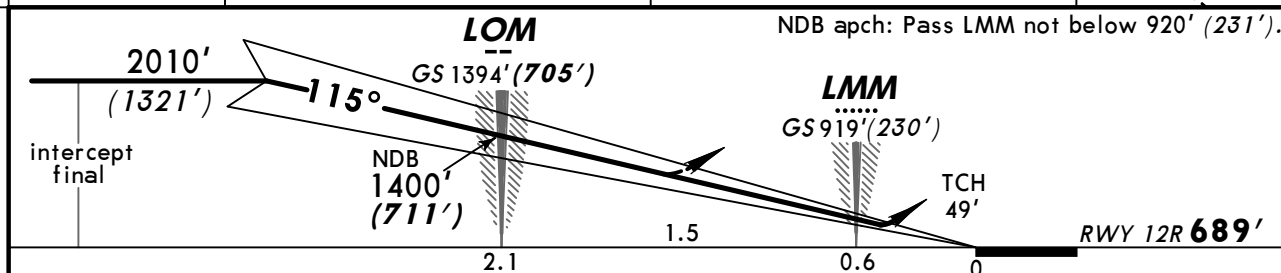
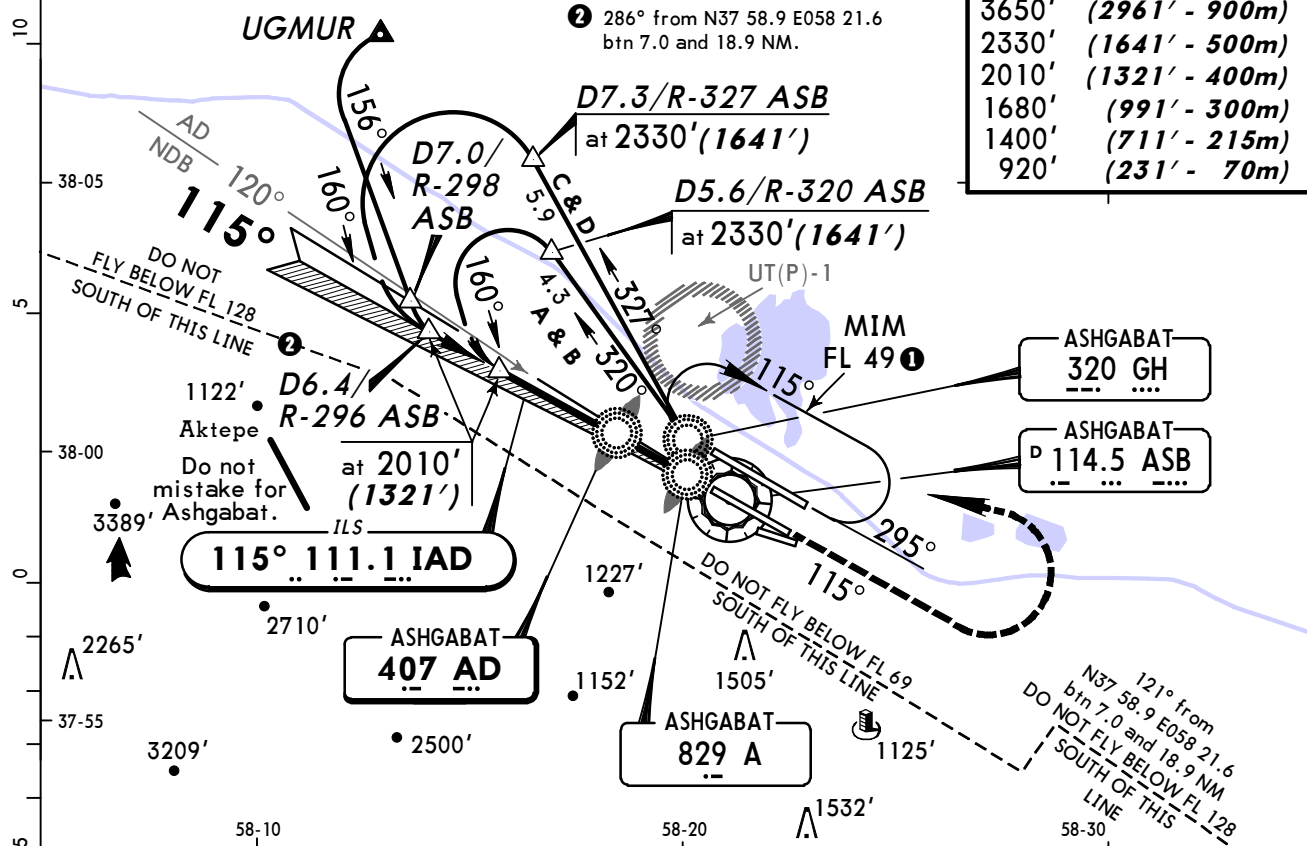
RVR **350m**

ASHGABAT, TURKMENISTAN
ILS or 2 NDB Rwy 12R

BRIEFING STRIP™

MSA
ARA

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



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	ALS
----------------------	----	----	-----	-----	-----	-----	--

STRAIGHT-IN LANDING RWY 12R											
ILS		LOC	with FAF		NDB	w/o FAF		B737			
DA(H)	AB:889'(200')	(GS out)	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

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UTAA/ASB ASHGABAT

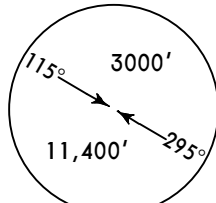
2 MAR 07

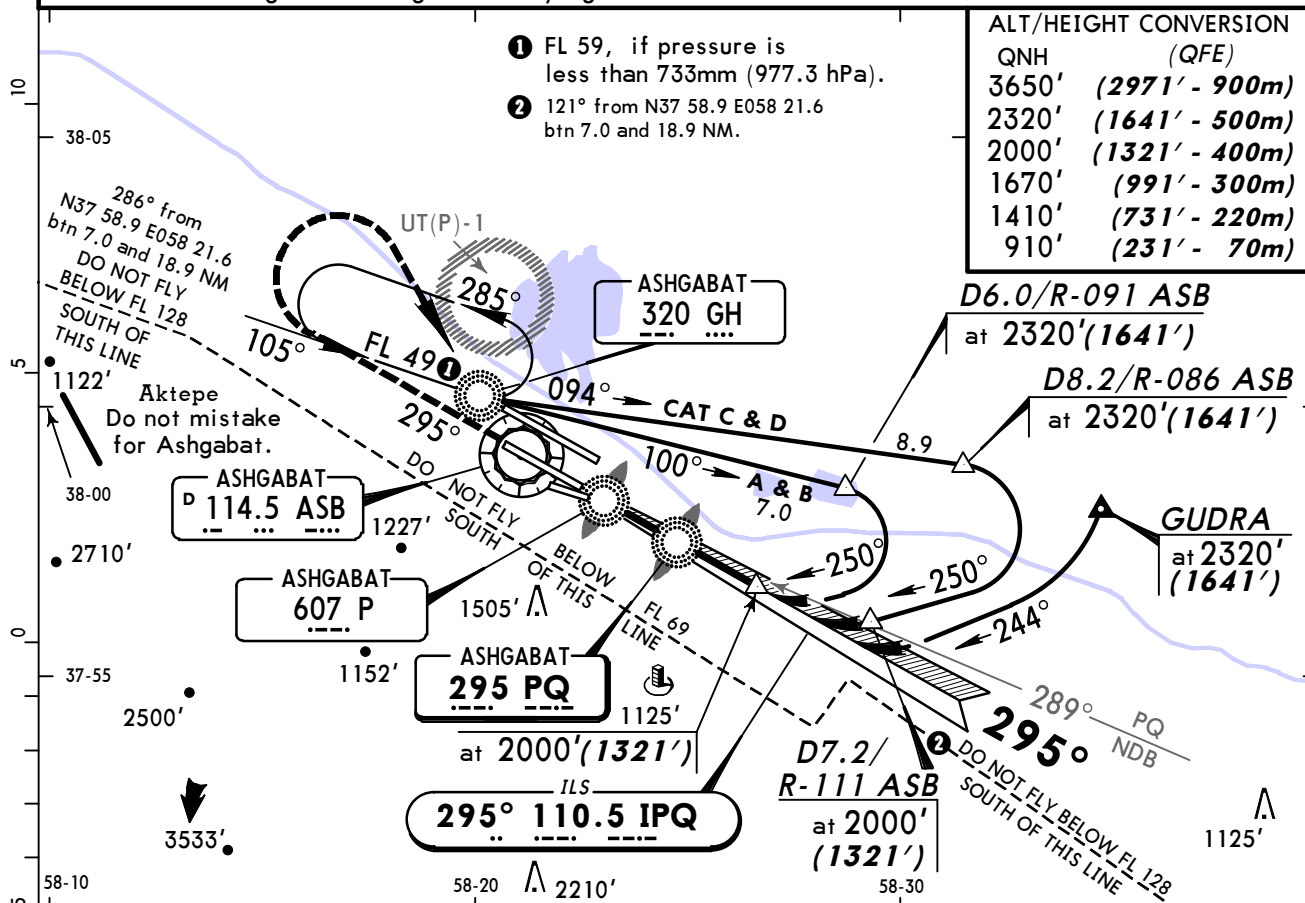
(11-3)

JEPPESEN

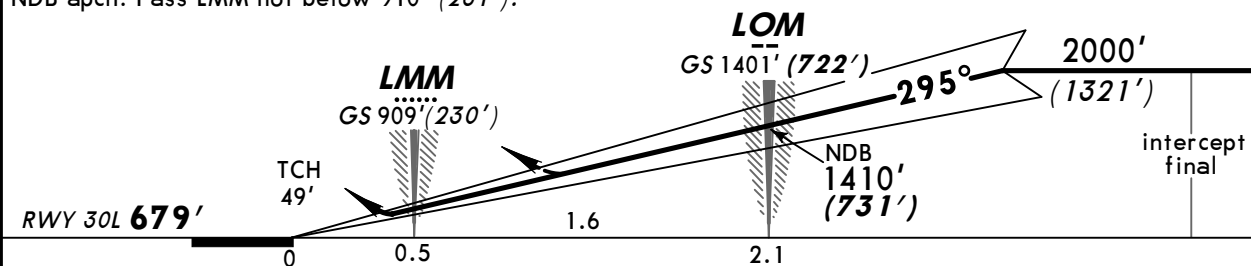
ASHGABAT, TURKMENISTAN
ILS or 2 NDB Rwy 30L

BRIEFING STRIP™

ASHGABAT Approach 123.5		ASHGABAT Krug (SRE) 118.7		ASHGABAT Start (TWR) 120.0		Ground 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.						MSA ARP	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49 ①		Trans alt: 3650' (2971')	
Do not mistake brighter road lights for rwy lights.							



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



Gnd speed-Kts	70	90	100	120	140	160	ALS	1670' (991') on 295°	GH 320
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861			RT

STRAIGHT-IN LANDING RWY 30L

ILS		LOC (GS out)	NDB 1	
DA(H) AB: 879'(200') CD:1007'(328')			MDA(H) 1090'(411')	
FULL	ALS out			ALS out
A	1200m	NOT AUTHORIZED	1800m 1	
B				
C				
D				

① B737: MDA(H) 1500' (821'), 4000m.

CHANGES: Minimums.

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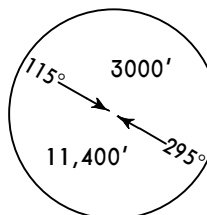
UTAA/ASB ASHGABAT

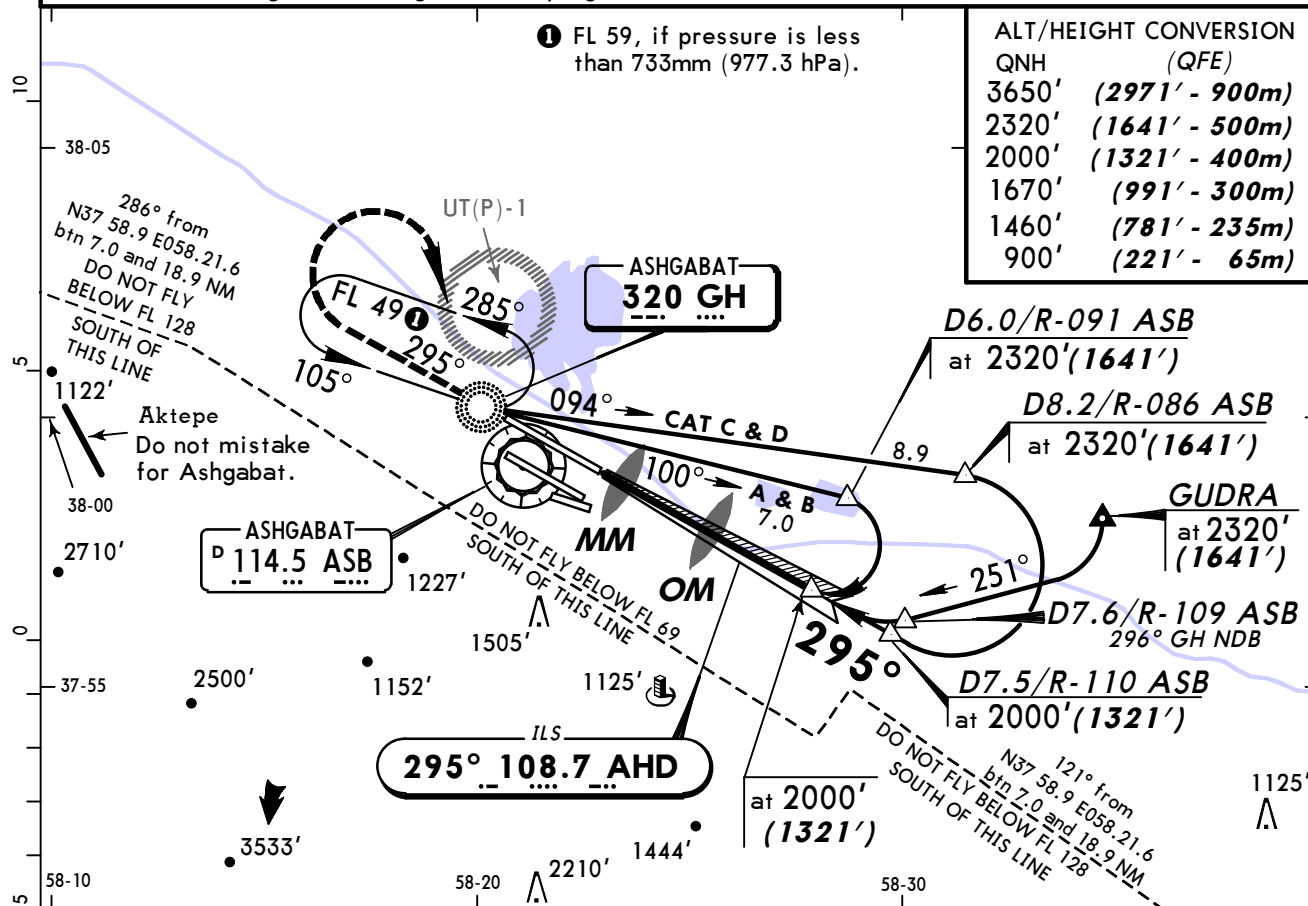
2 MAR 07

11-4

JEPPESEN ASHGABAT, TURKMENISTAN ILS or NDB Rwy 30R

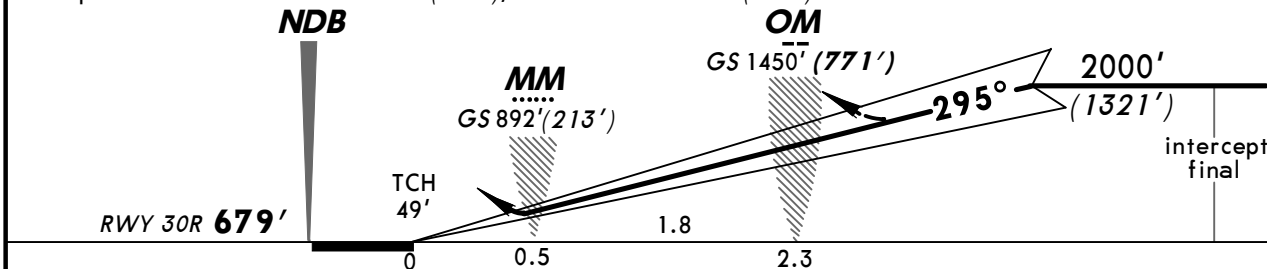
BRIEFING STRIP™

ASHGABAT Approach 123.5		ASHGABAT Krug (SRE) 118.7		ASHGABAT Start (TWR) 120.0		Ground 121.7				
LOC AHD 108.7	Final Apch Crs 295°		GS OM 1450' (771')	ILS DA(H) 879' (200')	Apt Elev 692' RWY 679'					
NDB GH 320			Minimum Alt No FAF						NDB MDA(H) Refer to Minimums	
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 ① Trans alt: 3650' (2971') Do not mistake brighter road lights for rwy lights.										



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	HIALS-II PAPI	1670' (991') on 295°	GH 320 RT
ILS GS 3.00° or	377	484	538	646	753	861			
NDB Descent Gradient 5.2%									

STRAIGHT-IN LANDING RWY 30R					
ILS			LOC (GS out)		NDB ①
DA(H) 879' (200')					MDA(H) 1710' (1031')
FULL	TDZ or CL out	ALS out			ALS out
A					
B					
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	5000m
D					

① W/o FAF: MDA(H) 1830' (1151').

CHANGES: Minimums.

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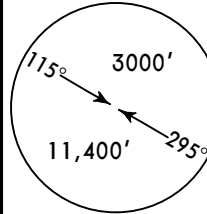
UTAA/ASB ASHGABAT

2 MAR 07

11-4A

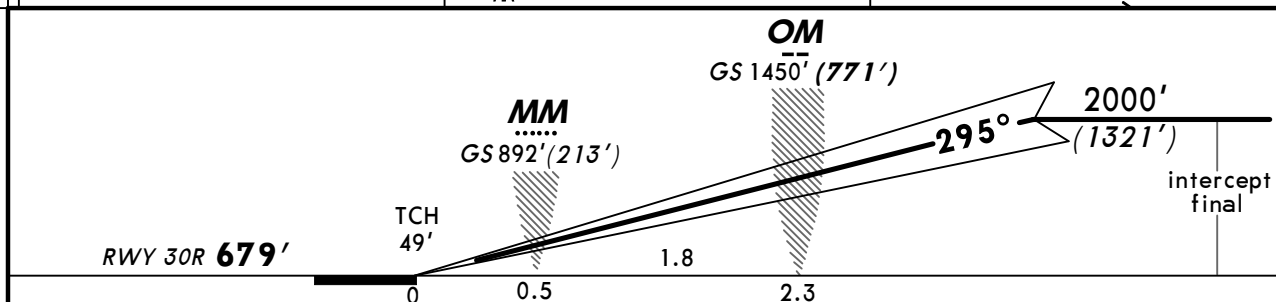
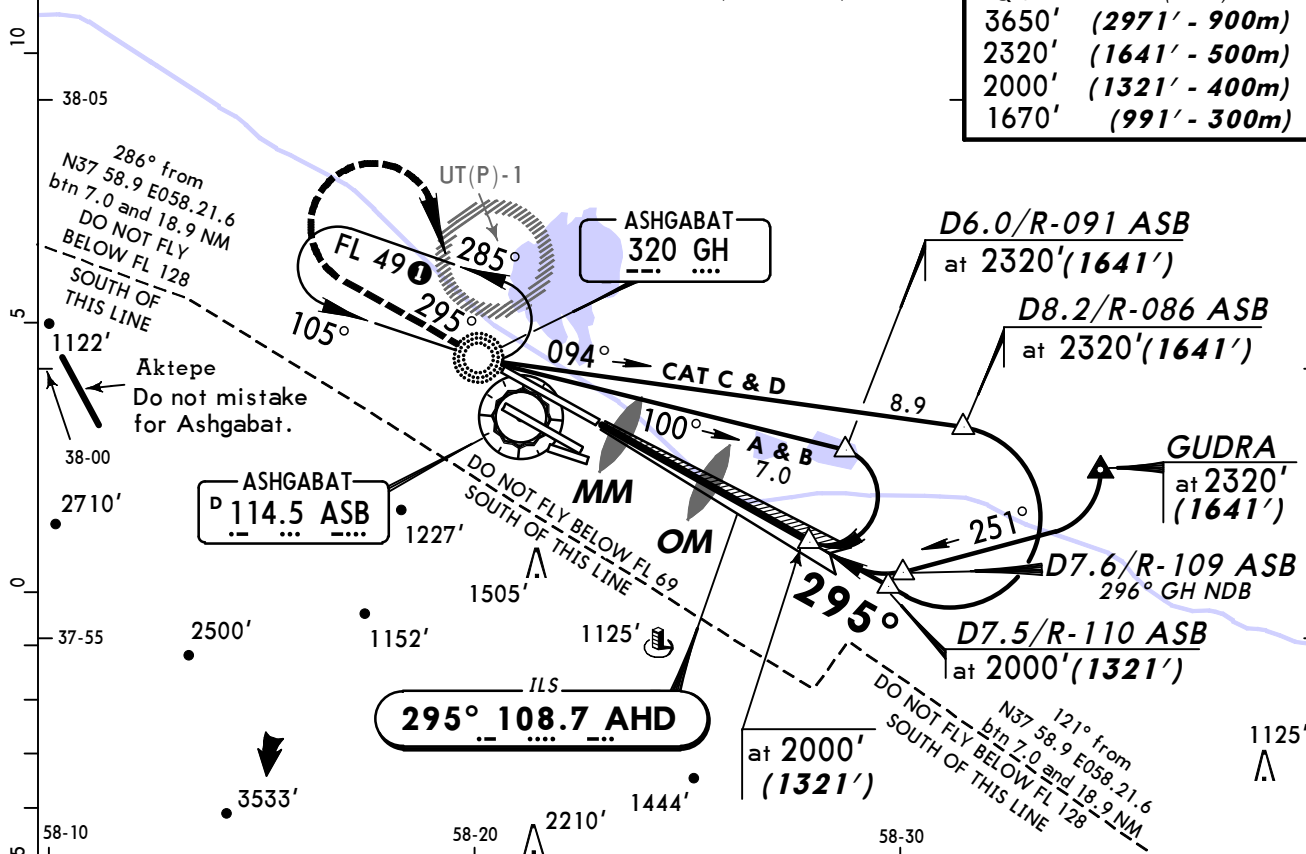
JEPPESEN ASHGABAT, TURKMENISTAN CAT II ILS Rwy 30R

BRIEFING STRIP

ASHGABAT Approach		ASHGABAT Krug (SRE)		ASHGABAT Start (TWR)		Ground	
123.5		118.7		120.0		121.7	
LOC AHD 108.7	Final Apch Crs 295°	GS OM 1450' (771')	CAT II ILS RA 113' DA(H) 779' (100')		Apt Elev 692' 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 ①		Trans alt: 3650' (2971')	
1. Special Aircrew & Acft Certification Required. 2. Do not mistake brighter road lights for rwy lights.							

① FL 59, if pressure is less than 733mm (977.3 hPa).

ALT/HEIGHT CONVERSION	(QFE)
3650'	(2971' - 900m)
2320'	(1641' - 500m)
2000'	(1321' - 400m)
1670'	(991' - 300m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1670' (991') on 295°	GH 320
GS	3.00°	377	484	538	646	753	861	PAPI		RT

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

RVR 350m

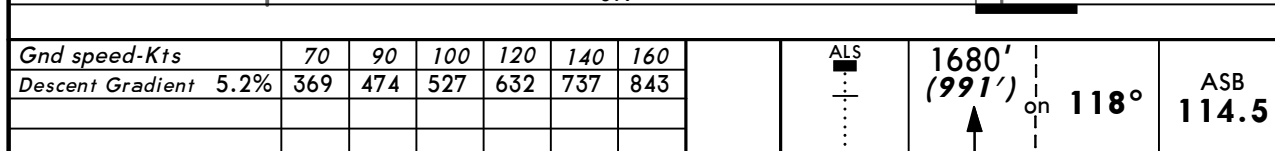
PANS OPS

CHANGES: Minimums.

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BRIEFING STRIP TM

Alt Set: MM (hPa on req) QNH on req (**QFE**) T
WARNING: Do not mistake railway lights for rwy lights.



ALS out

PANS OPS

CHANGES: Minimums.

2 MAR 07 (13-2)

BRIEFING STRIP™

ASHGABAT Approach		ASHGABAT Krug (SRE)		ASHGABAT Start (TWR)		Ground
123.5		118.7		120.0		121.7
VOR ASB 114.5	Final Apch Crs 293°	Minimum Alt D5.3 2000'(1321')	MDA(H) 1090'(411')	Apt Elev 692' RWY 679'		 MSA ARP
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.						

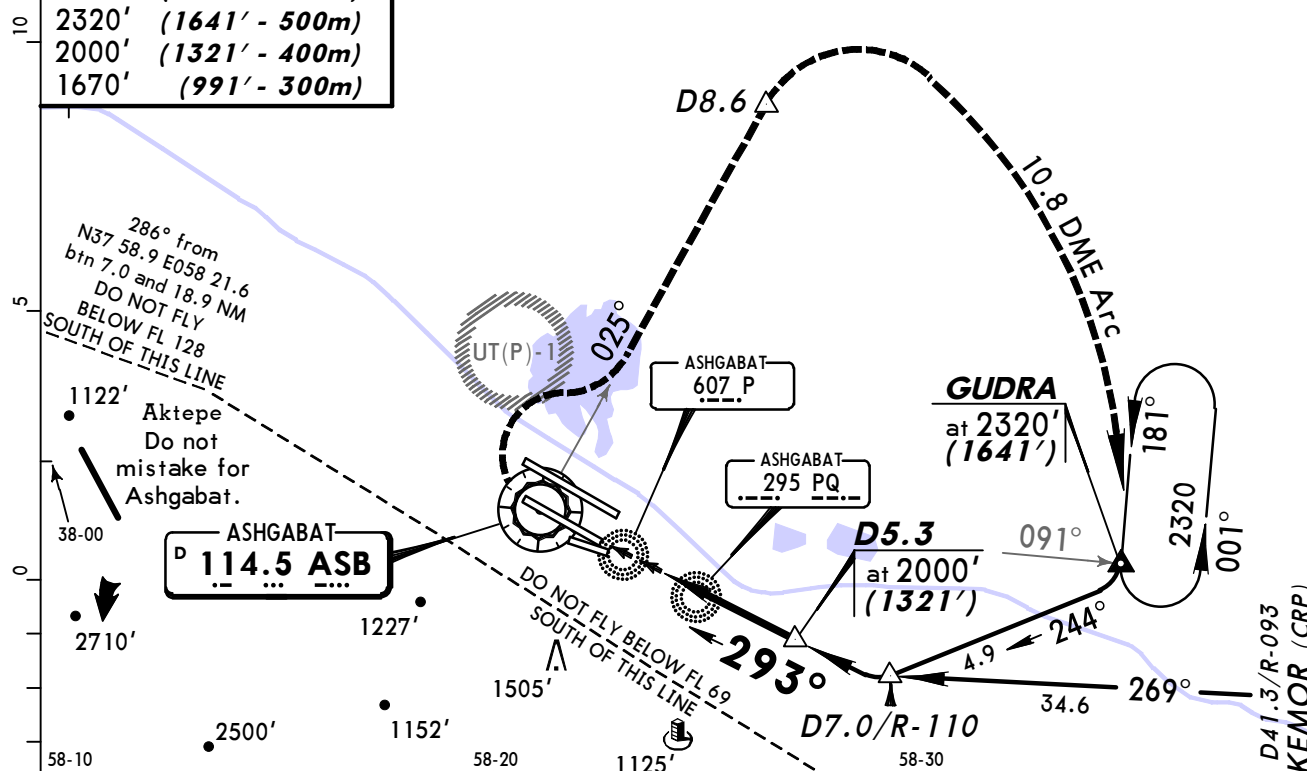
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3650' (2971')

WARNING: Do not mistake brighter road lights North of rwy 30L for apch lights.

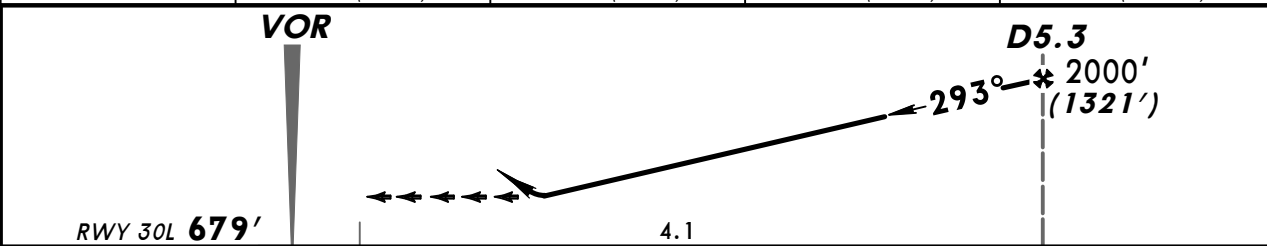
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3650'	(2971' - 900m)
2320'	(1641' - 500m)
2000'	(1321' - 400m)
1670'	(991' - 300m)

38-10

① 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

STRAIGHT-IN LANDING RWY 30L	
MDA(H) 1090' (411')	
ALS out	

A	1800m	
B		
C		
D		

Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ASHGABAT, (ASHGABAT - UTAA)				

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).