(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UTAK
Terminal Charts For UTAK
Revision Letter For Cycle 25-2012
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Turkmenbashi Tkm
IATA Code: KRW
Lat/Long: N40° 03.8' E053° 00.4'
Elevation: 283 ft

Airport Use: Public
Magnetic Variation: 5.7°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: 0350 Z
Sunset: 1312 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: 247 ft
Lighting: Edge, ALS, Centerline

Runway: 34L
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 283 ft
Lighting: Edge, ALS, Centerline, TDZ

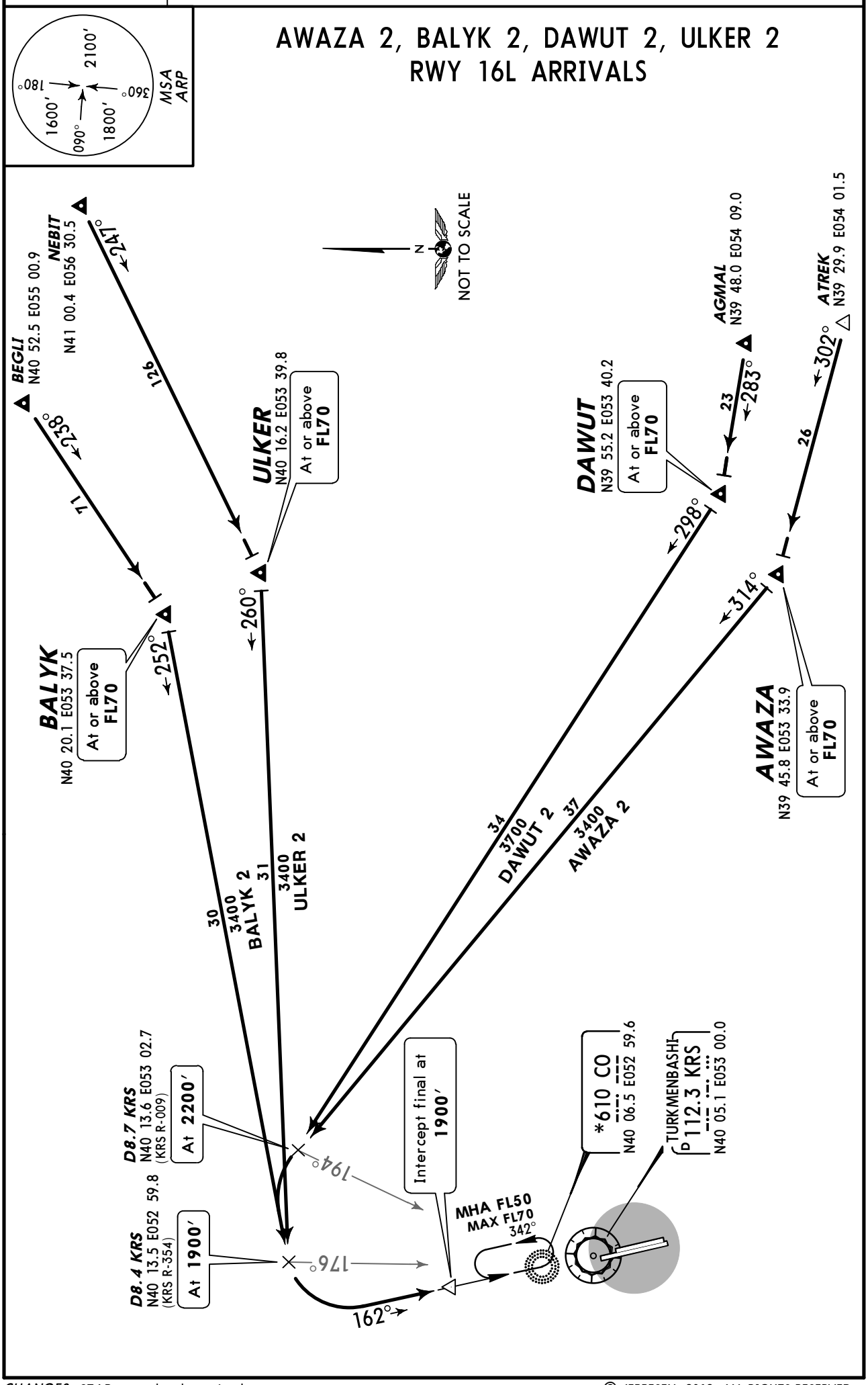
Runway: 34R
Length x Width: 8202 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 279 ft
Lighting: Edge, ALS

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Communication Information

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

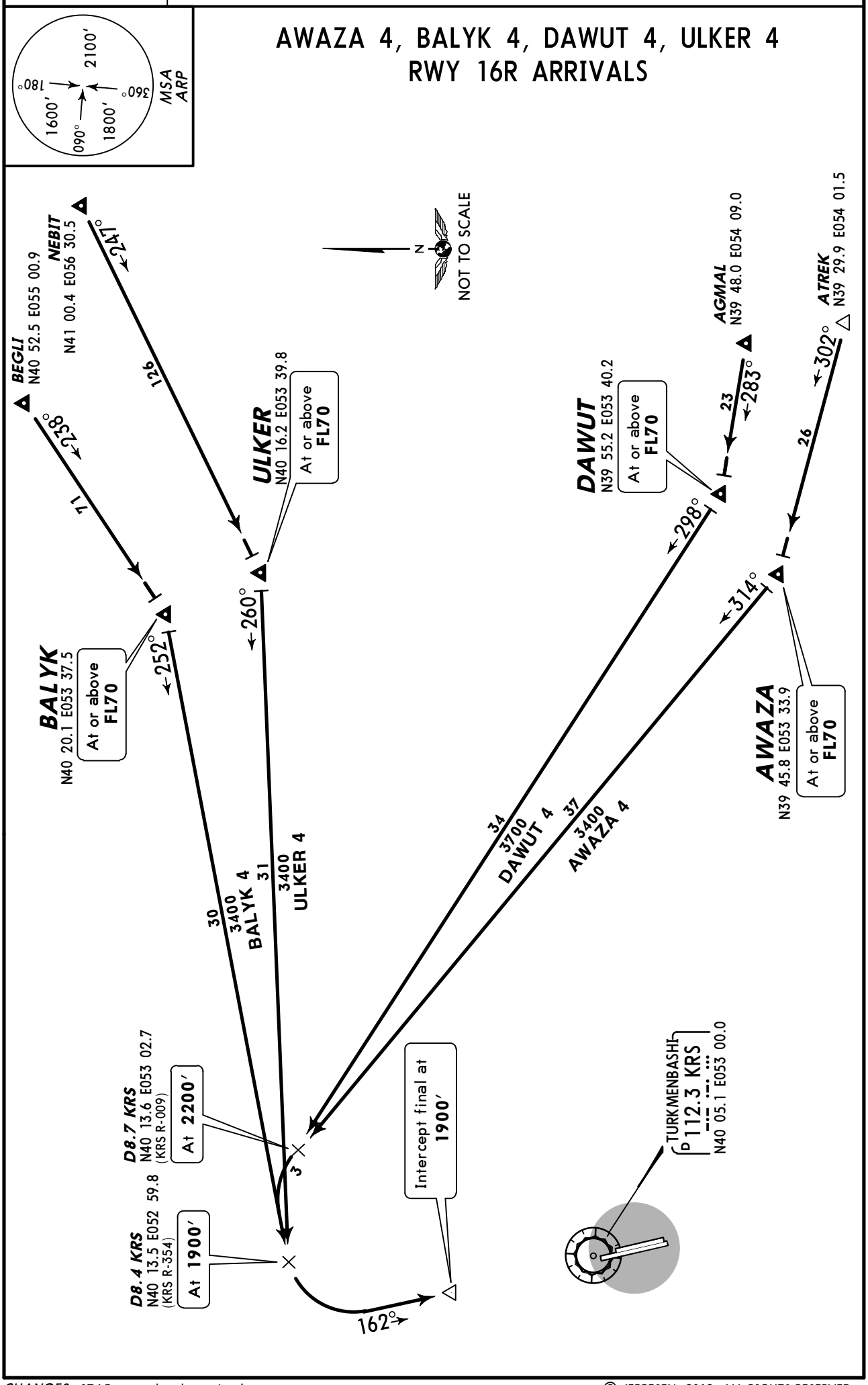
Apt Elev	
283′	Alt set: hPa Trans level: FL50 Trans alt: 3000′



CHANGES: STARs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	
283′	Alt set: hPa Trans level: FL50 Trans alt: 3000′

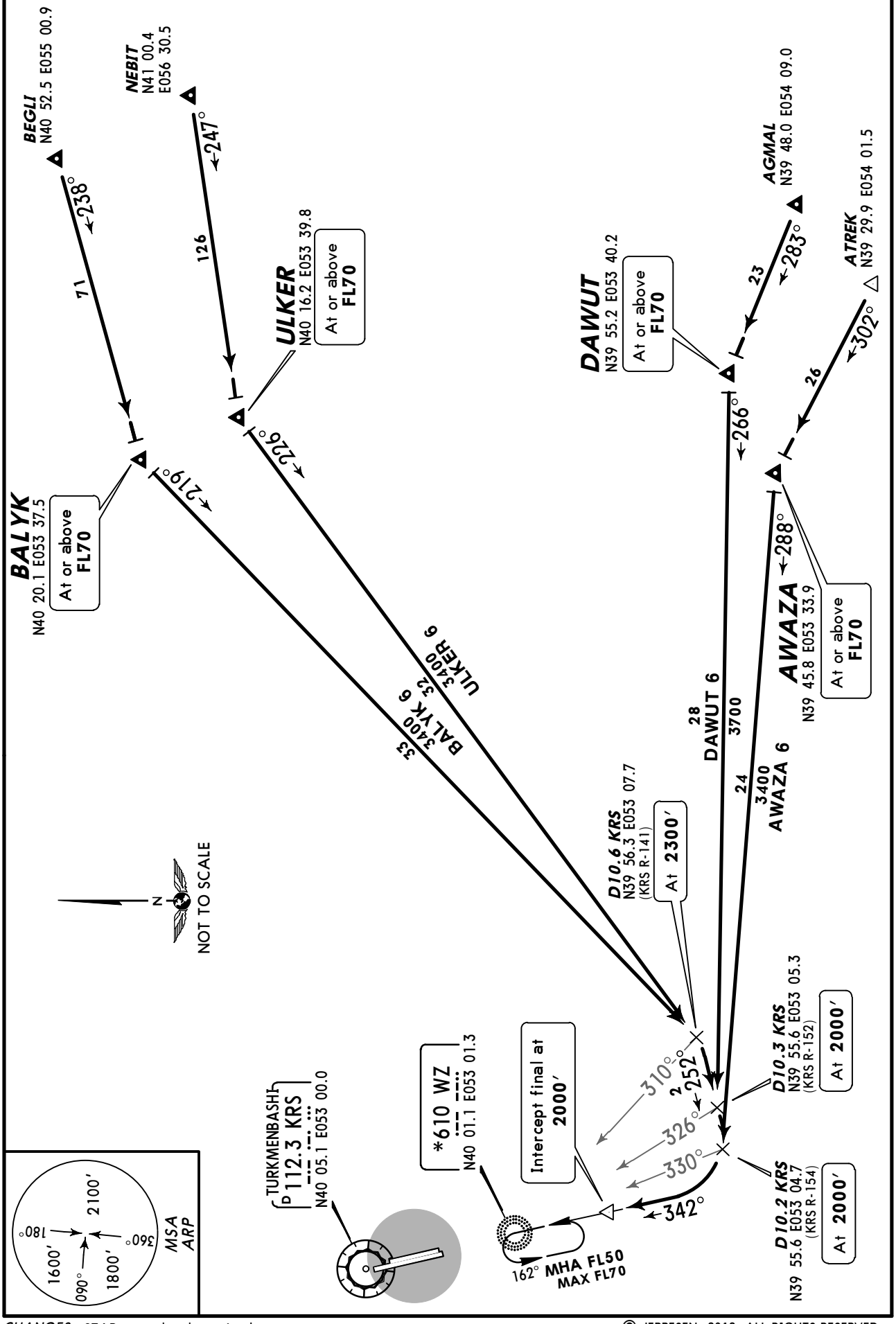


CHANGES: STARs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	
283′	Alt set: hPa Trans level: FL50 Trans alt: 3000′

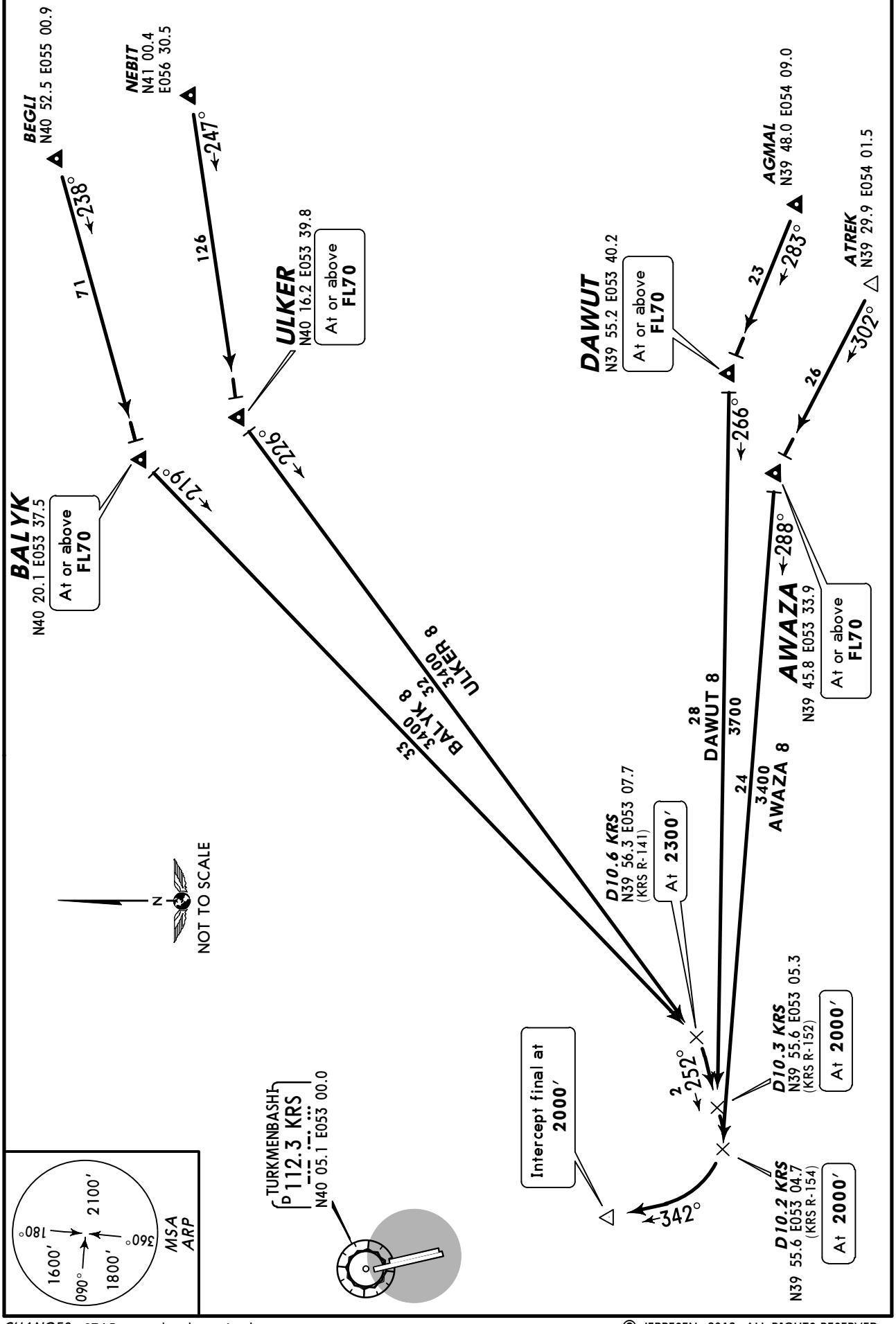
AWAZA 6, BALYK 6, DAWUT 6, ULKER 6
RWY 34R ARRIVALS



© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	
283′	Alt set: hPa Trans level: FL50 Trans alt: 3000′

AWAZA 8, BALYK 8, DAWUT 8, ULKER 8
RWY 34L ARRIVALS

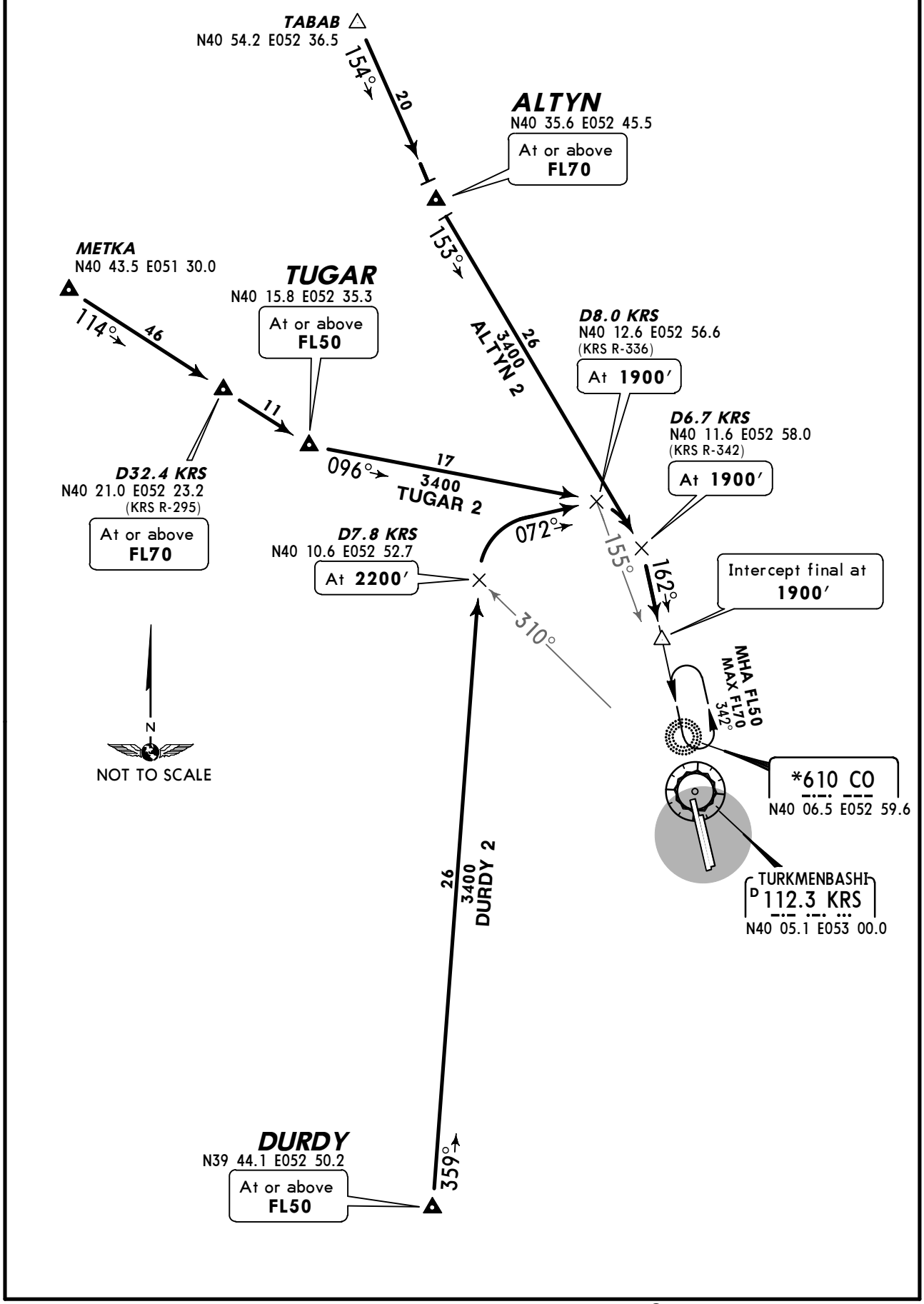


CHANGES: STARs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	Alt set: hPa Trans level: FL50 Trans alt: 3000′
283′	

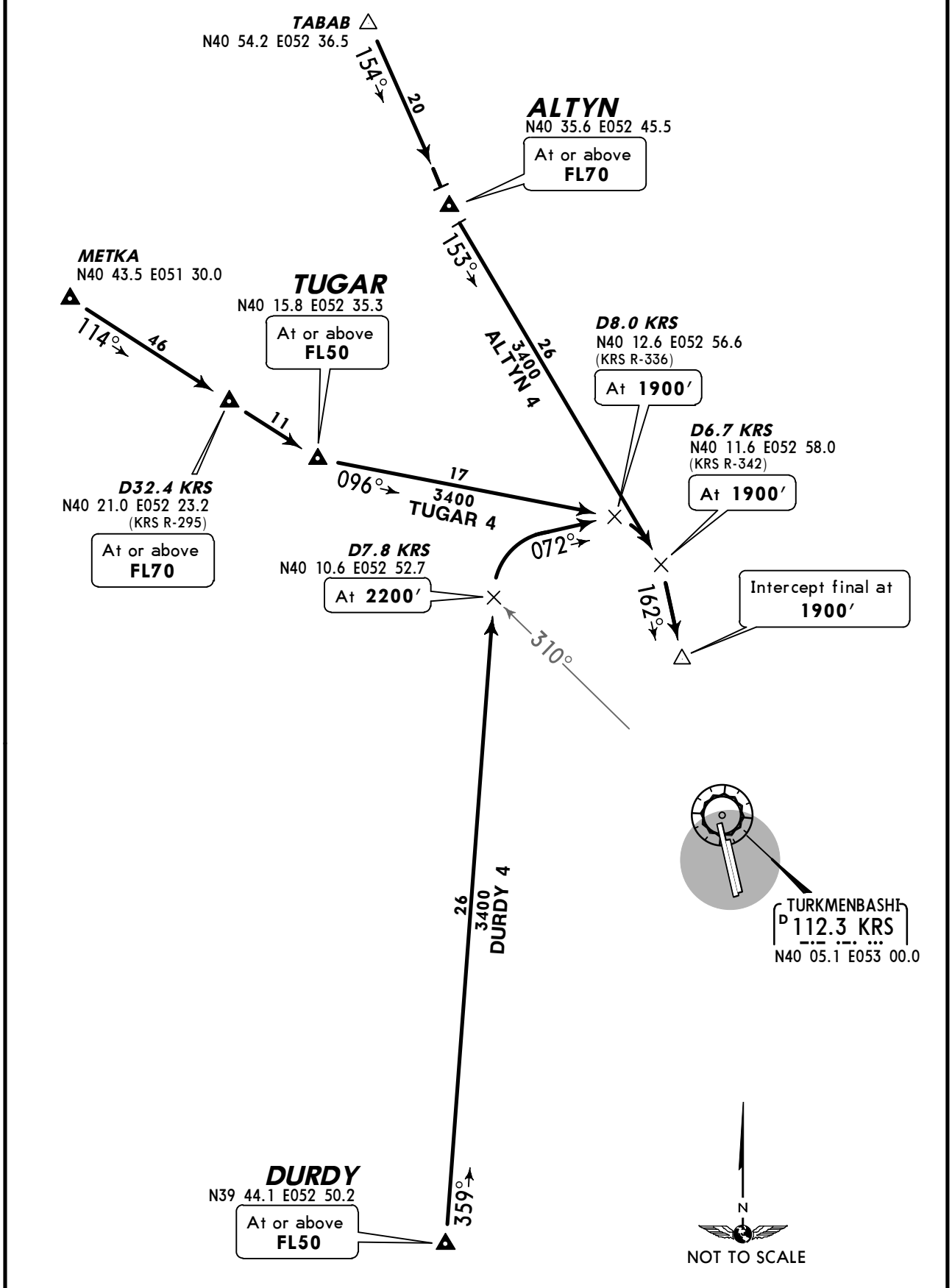
ALTYN 2, DURDY 2, TUGAR 2
RWY 16L ARRIVALS



© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	Alt set: hPa Trans level: FL50 Trans alt: 3000′
283′	

ALTYN 4, DURDY 4, TUGAR 4
RWY 16R ARRIVALS

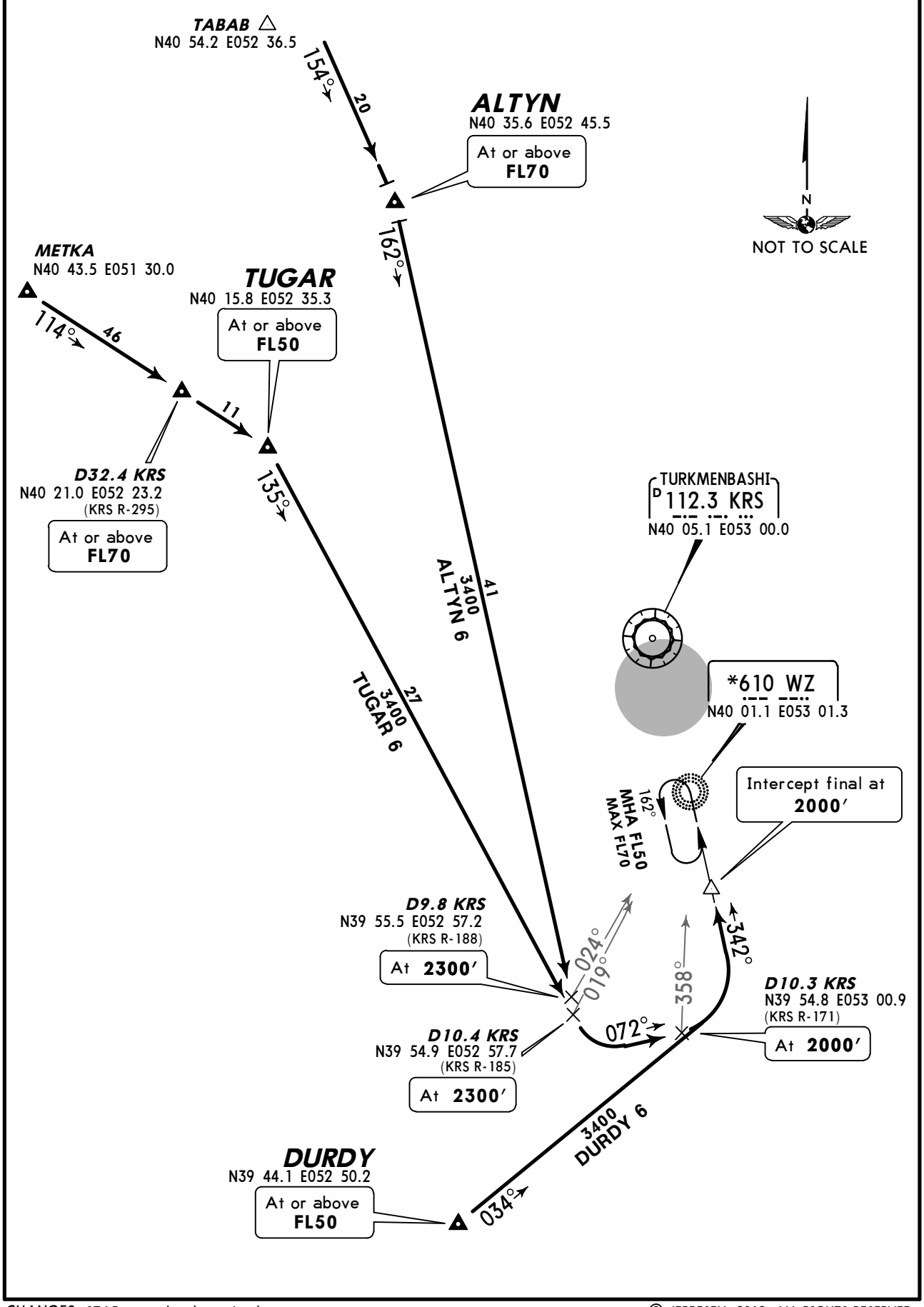


CHANGES: STARs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	Alt set: hPa Trans level: FL50 Trans alt: 3000′
283′	

ALTYN 6, DURDY 6, TUGAR 6
RWY 34R ARRIVALS

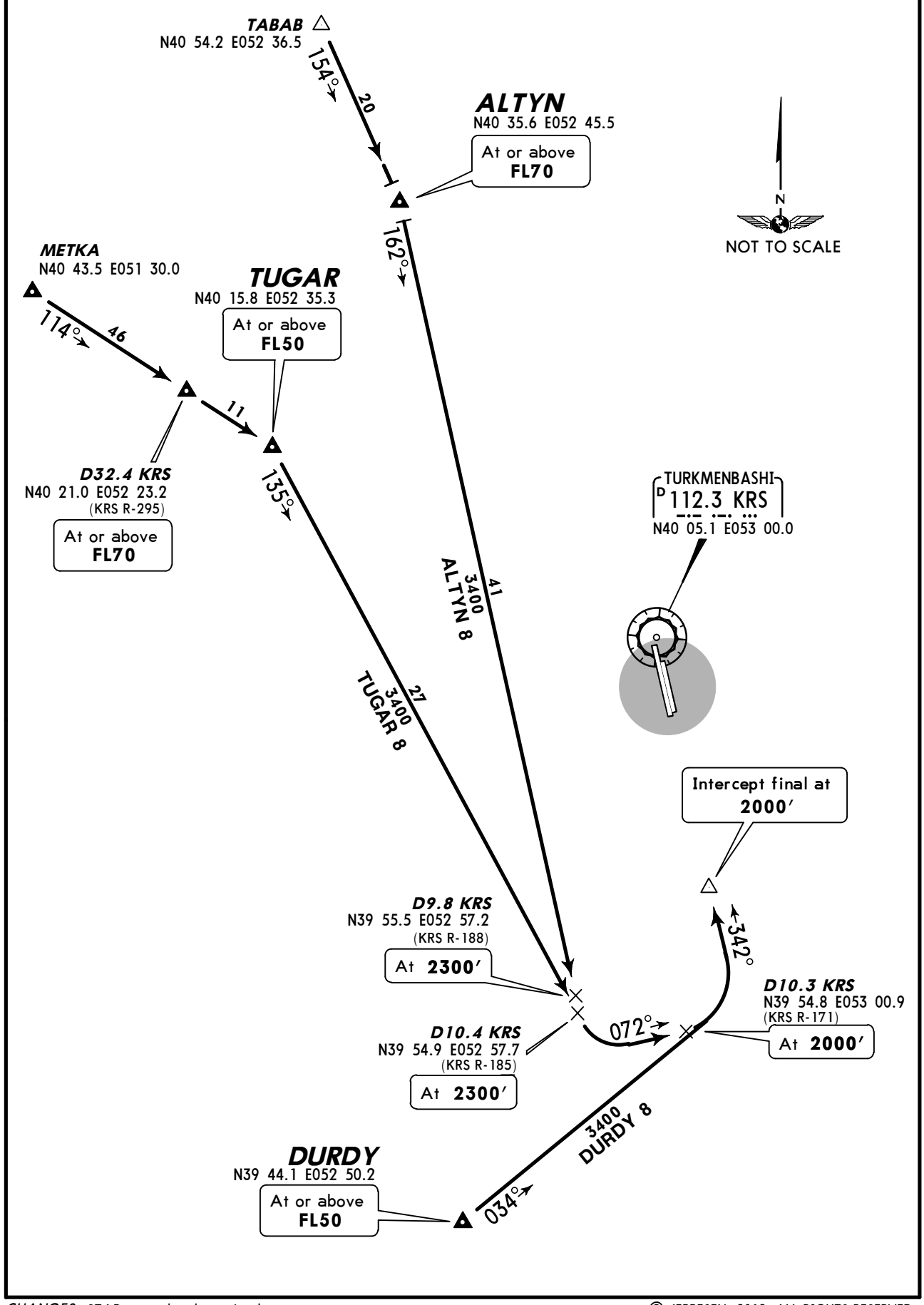


CHANGES: STARs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	Alt set: hPa Trans level: FL50 Trans alt: 3000′
283′	

ALTYN 8, DURDY 8, TUGAR 8
RWY 34L ARRIVALS

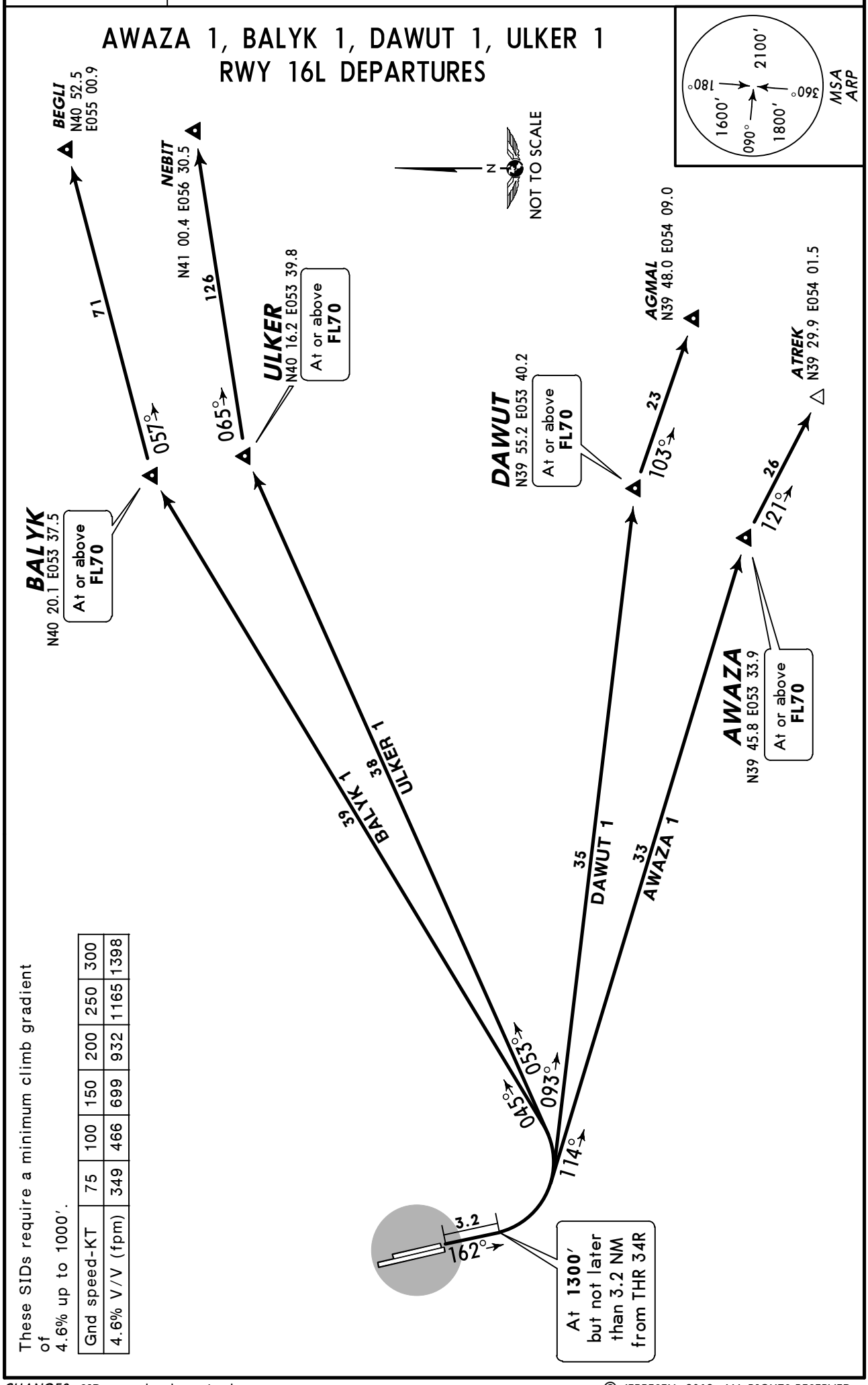


CHANGES: STARs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	Trans level: FL50 Trans alt: 3000′
283′	

AWAZA 1, BALYK 1, DAWUT 1, ULKER 1
RWY 16L DEPARTURES



These SIDs require a minimum climb gradient of 4.6% up to 1000′.

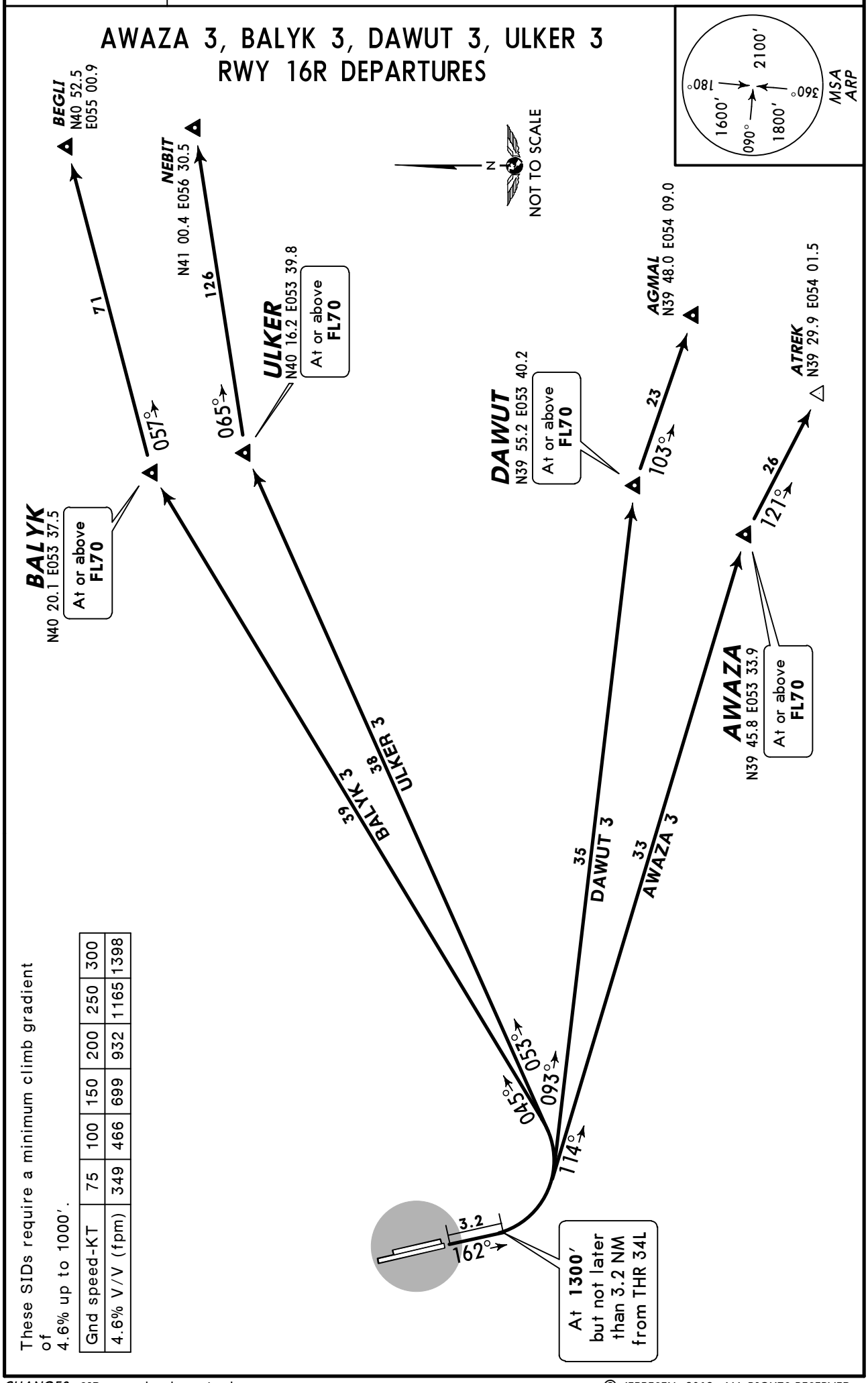
Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1398

CHANGES: SIDs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	Trans level: FL50 Trans alt: 3000′
283′	

AWAZA 3, BALYK 3, DAWUT 3, ULKER 3
RWY 16R DEPARTURES



These SIDs require a minimum climb gradient of 4.6% up to 1000′.

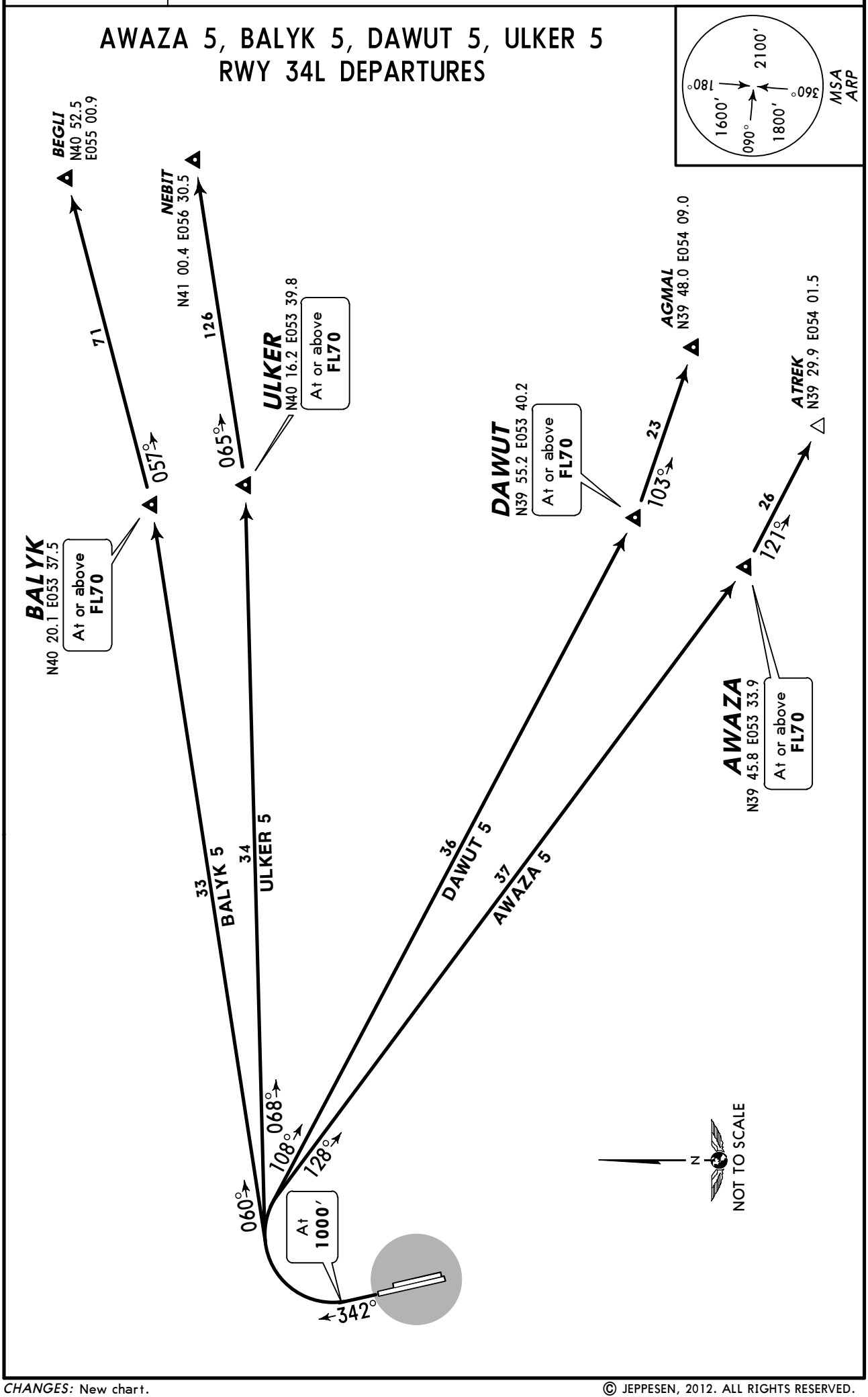
Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1398

CHANGES: SIDs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev 283′	Trans level: FL50 Trans alt: 3000′

AWAZA 5, BALYK 5, DAWUT 5, ULKER 5
RWY 34L DEPARTURES

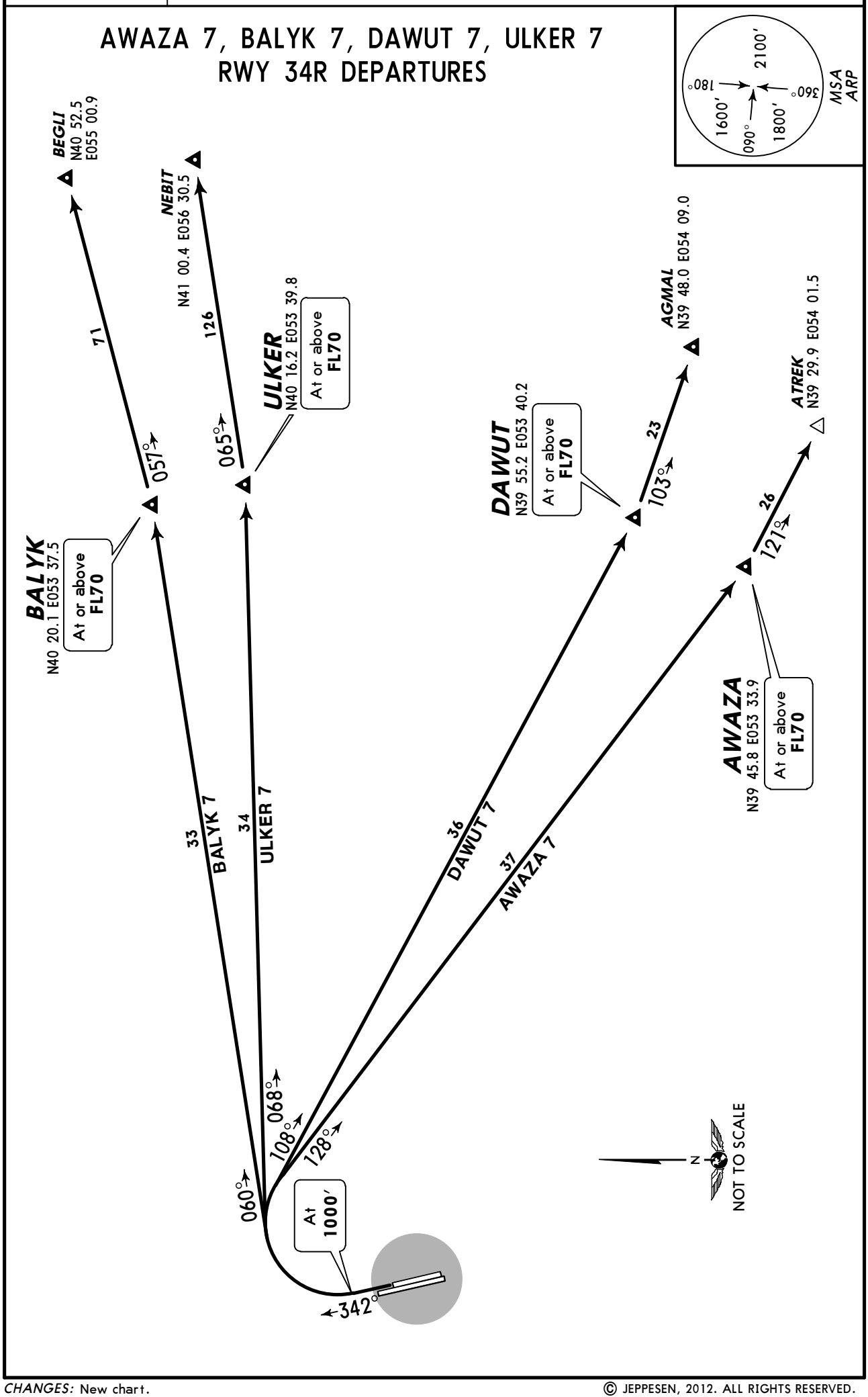


CHANGES: New chart.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

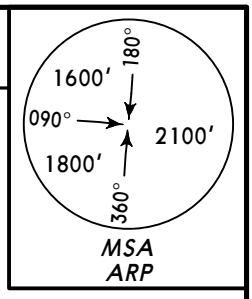
Apt Elev	
283′	Trans level: FL50 Trans alt: 3000′

AWAZA 7, BALYK 7, DAWUT 7, ULKER 7
RWY 34R DEPARTURES

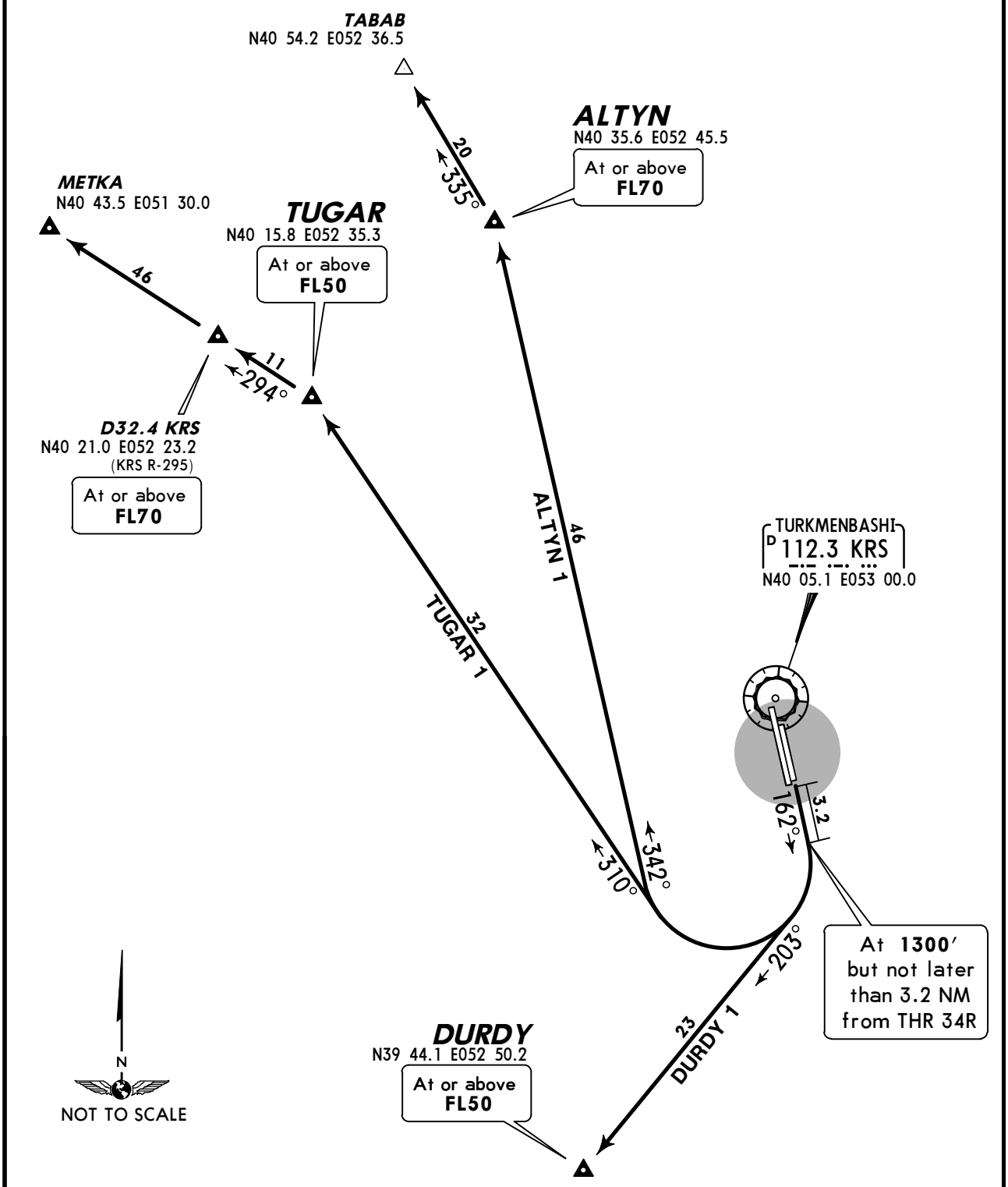


© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	Trans level: FL50 Trans alt: 3000′
283′	



ALTYN 1, DURDY 1, TUGAR 1
RWY 16L DEPARTURES



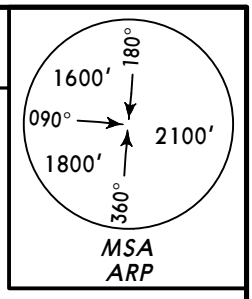
These SIDs require a minimum climb gradient of
4.6% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1398

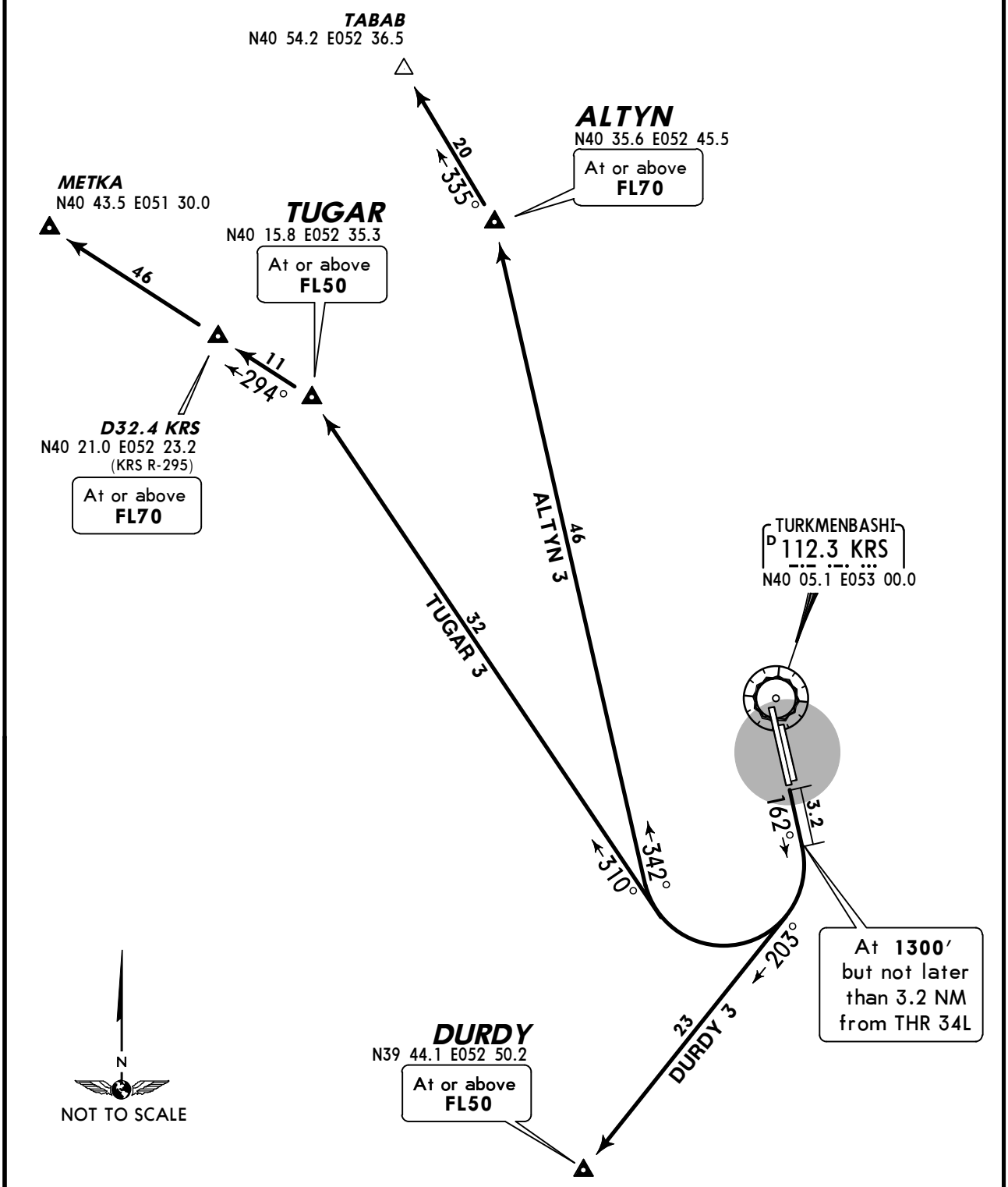
CHANGES: New chart.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	Trans level: FL50 Trans alt: 3000′
283′	



ALTYN 3, DURDY 3, TUGAR 3
RWY 16R DEPARTURES



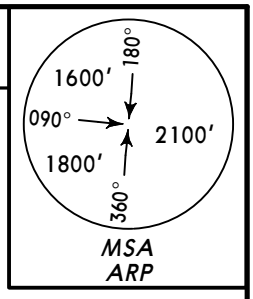
These SIDs require a minimum climb gradient of
4.6% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1398

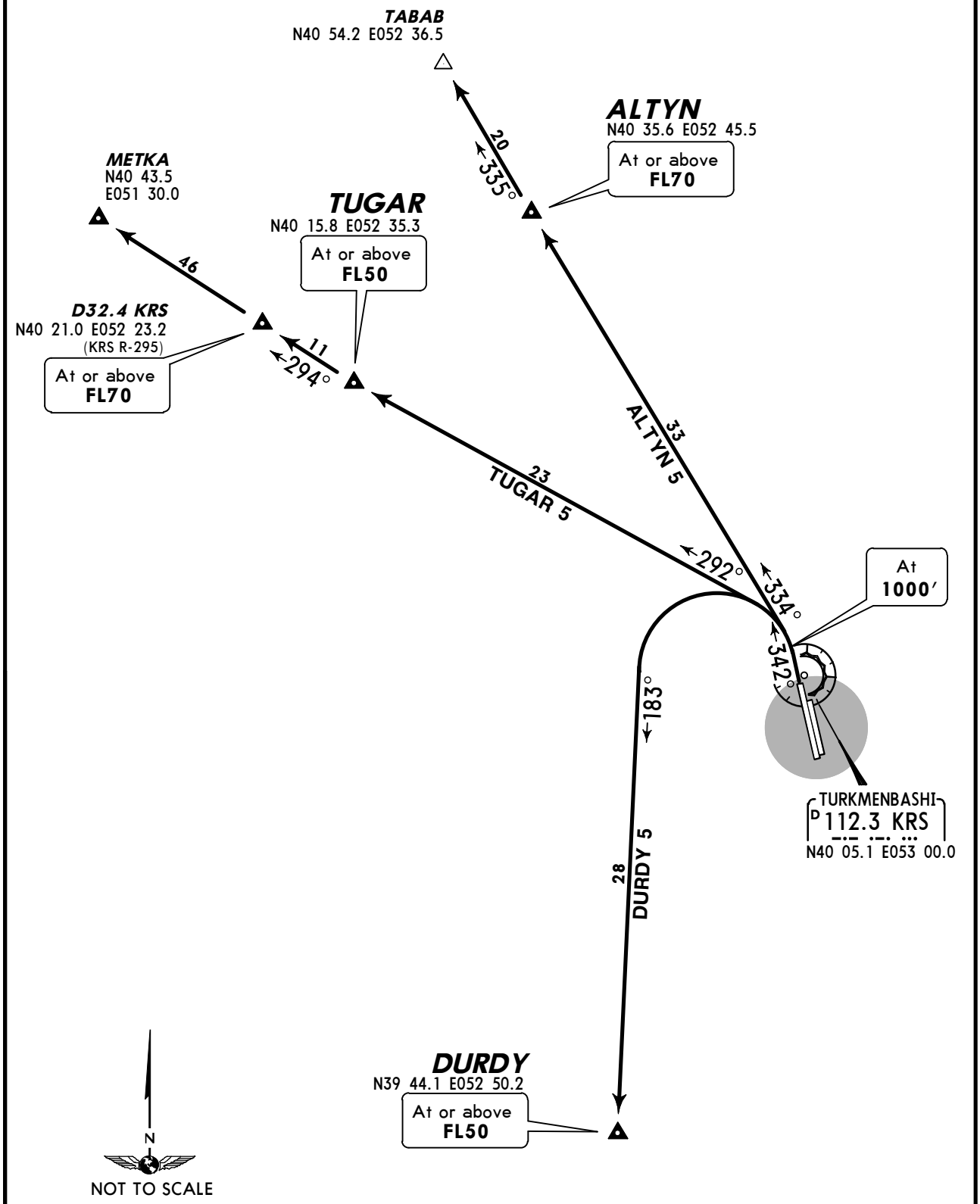
CHANGES: New chart.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	Trans level: FL50 Trans alt: 3000′
283′	



ALTYN 5, DURDY 5, TUGAR 5
RWY 34L DEPARTURES

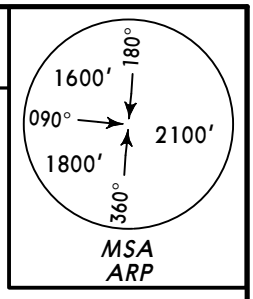


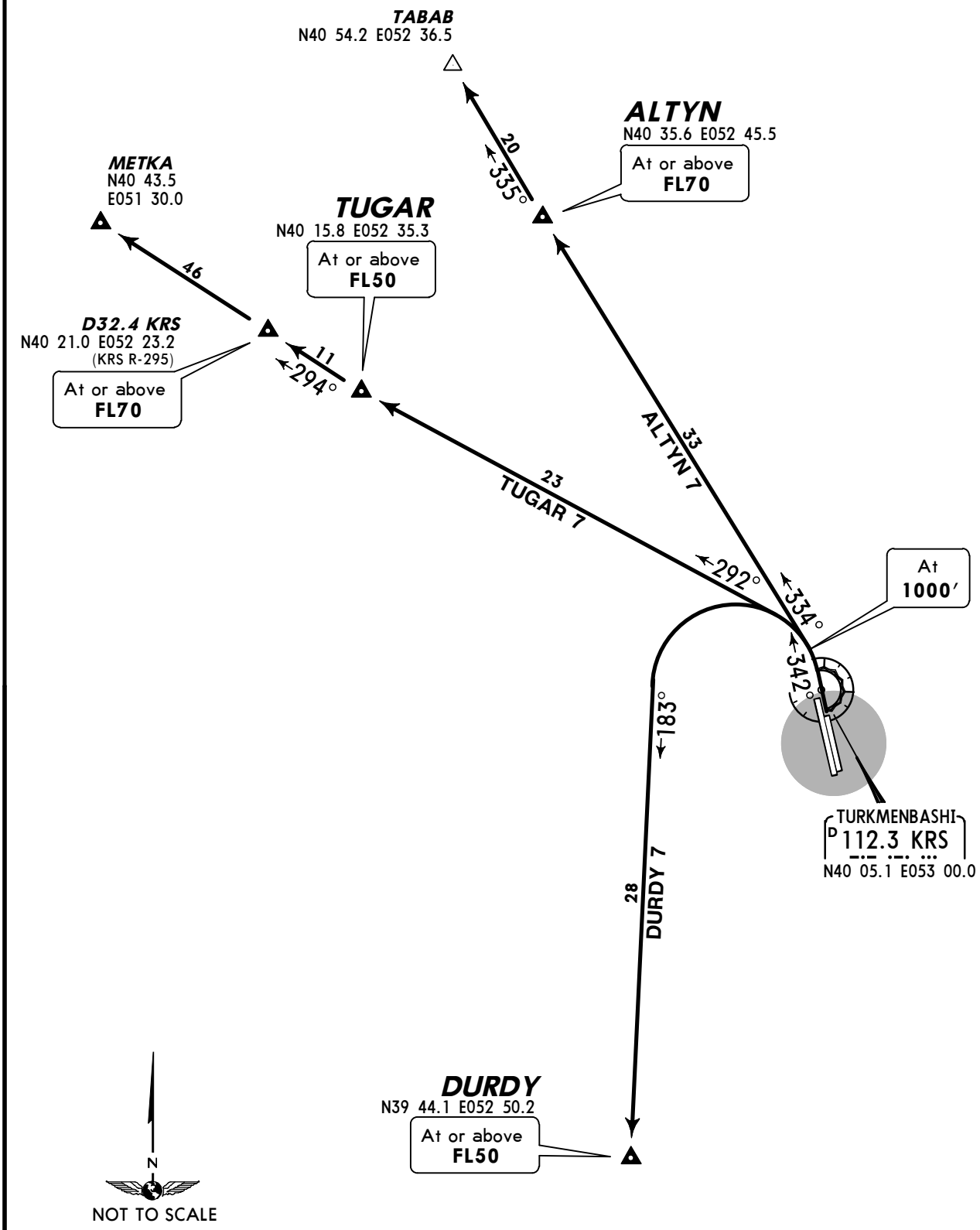
CHANGES: New chart.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Apt Elev	Trans level: FL50 Trans alt: 3000′
283′	

ALTYN 7, DURDY 7, TUGAR 7
RWY 34R DEPARTURES

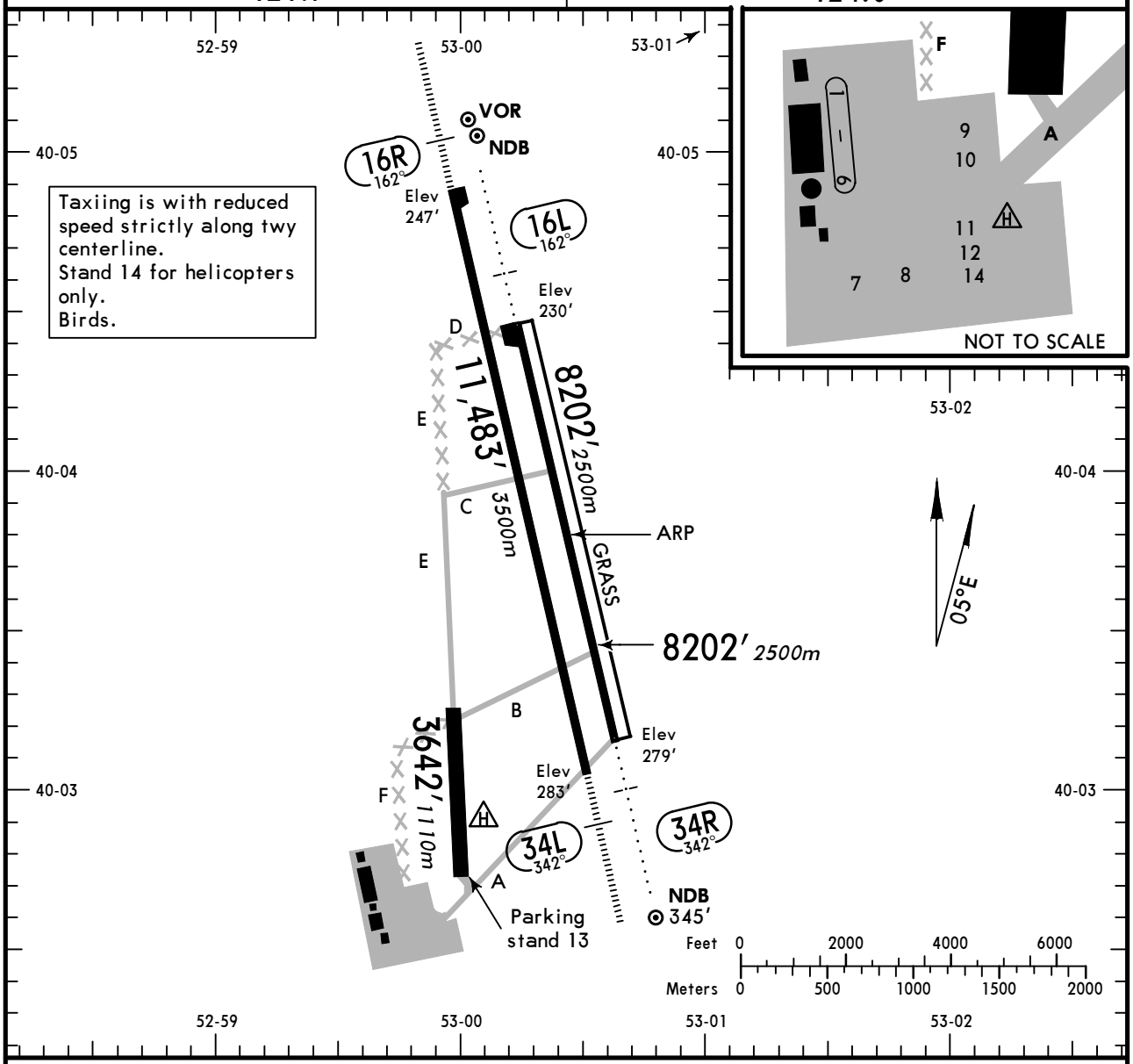




CHANGES: New chart.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

TURKMENBASHI Taxiing (GND)	Start (TWR)
121.7	124.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L 34R	RL *(60m)* ALS		7191′ *2192m* 7286′ *2221m*		144′ *44m*
16R 34L	RL *(60m)* CL *(30m)* HIALS PAPI-L (angle 3.50°) RL *(60m)* CL *(30m)* HIALS TDZ PAPI-L (angle 3.50°)		10,146′ *3093m* 10,572′ *3222m*		148′ *45m*
16L 34R	Grass runway				262′ *80m*
❶					262′ *80m*

❶ Undesignated runway.

TAKE-OFF

AIR CARRIER (JAA)

	Rwy 16R/34L LVP must be in force RL & CL	Rwys 16L/R, 34L/R LVP must be in force RCLM (DAY only) or RL	Rwys 16L/R, 34L/R RCLM (DAY only) or RL
A	*200m*	*300m* [1]	*400m*
B			
C			
D	*250m*		

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

CHANGES: Apt & Rwy elev. Parking stands. Lights. Usable lengths. Minimums.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

TURKMENBASHI, TURKMENISTAN

TURKMENBASHI

STRAIGHT-IN RWY		A	B	C	D
16L	ILS	**430′**(200′) **R1000m**	**430′**(200′) **R1000m**	**460′**(230′) **R1000m**	**460′**(230′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	**580′**(350′) **R1400m**	**580′**(350′) **R1400m**	**580′**(350′) **R1400m**	**580′**(350′) **R1400m**
	ALS out	R1600m	R1600m	R1600m	R1600m
16R	ILS	**447′**(200′) **R800m**	**447′**(200′) **R800m**	**447′**(200′) **R800m**	**447′**(200′) **R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
34L	ILS	**905′**(622′) **C2500m**	**915′**(632′) **C2500m**	**925′**(642′) **C2500m**	**935′**(652′) **C2500m**
	ALS out	C2500m	C2500m	C2500m	C2500m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
34R	ILS	**770′**(491′) **R2000m**	**780′**(501′) **R2000m**	**790′**(511′) **R2100m**	**800′**(521′) **C2500m**
	ALS out	R2000m	R2000m	C2400m	C2500m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	**910′**(631′) **C2700m**	**910′**(631′) **C2700m**	**910′**(631′) **C2700m**	**910′**(631′) **C2700m**
	ALS out	C2900m	C2900m	C2900m	C2900m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 16L, 34R

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

❷ CAT C & D: NIGHT 400m.

TAKE-OFF RWY 16R, 34L

	LVP must be in force RL or CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	*200m*	*300m* ❸	*400m*	*500m*
D	*250m*			

❸ CAT C & D: NIGHT 400m.

CHANGES: Minimums.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

TURKMENBASHI, TURKMENISTAN

TURKMENBASHI

STRAIGHT-IN RWY		A	B	C	D
16L	ILS	**430′**(200′)	**430′**(200′)	**460′**(230′)	**460′**(230′)
		R800m	**R800m**	**R900m**	**R900m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB	**530′**(300′)	**530′**(300′)	**530′**(300′)	**530′**(300′)
		R1400m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
16R	ILS	**447′**(200′)	**447′**(200′)	**447′**(200′)	**447′**(200′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
34L	ILS	**905′**(622′)	**915′**(632′)	**925′**(642′)	**935′**(652′)
		2500m	**2500m**	**2500m**	**2500m**
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
34R	ILS	**770′**(491′)	**780′**(501′)	**790′**(511′)	**800′**(521′)
		R2000m	**R2000m**	**R2000m**	**2500m**
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB	**910′**(631′)	**910′**(631′)	**910′**(631′)	**910′**(631′)
		2500m	**2500m**	**2500m**	**2500m**

TAKE-OFF RWY 16L, 34R

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

❶ CAT C & D: NIGHT 400m.

TAKE-OFF RWY 16R, 34L

	LVP must be in force RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	*200m*	*300m* ❷	*400m*	*500m*
D	*250m*			

❷ CAT C & D: NIGHT 400m.

© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

UTAK/KRW
TURKMENBASHI

JEPPESEN 10 AUG 12 Eff 23 Aug (11-1)

TURKMENBASHI, TURKMENISTAN
ILS or 2 NDB Rwy 16L

BRIEFING STRIP ™

TURKMENBASHI Krug (R)	TURKMENBASHI Start (TWR)	Ground
120.0	124.0	121.7

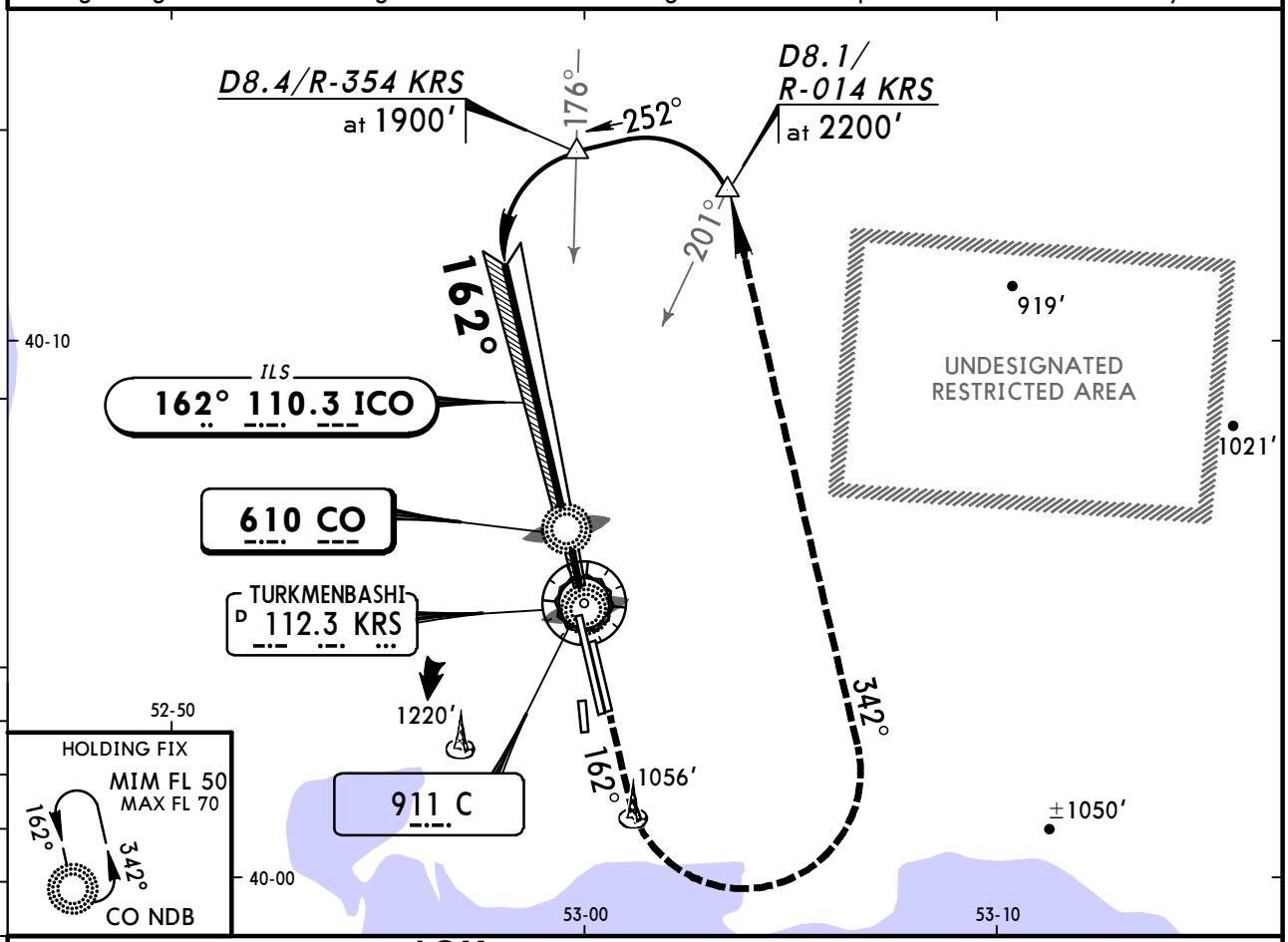
LOC ICO **110.3**	Final Apch Crs **162°**	GS **LOM** **960′** (730′)	ILS DA(H) Refer to Minimums	Apt Elev 283′
NDB CO **610**		Minimum Alt **LOM** **960′** (730′)	NDB MDA(H) **530′** (300′)	RWY **230′**

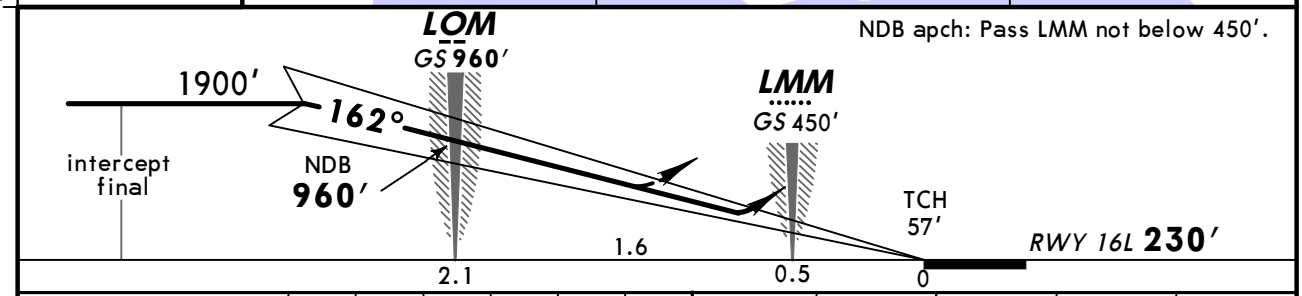
1600′ 180° 090° 2100′ 1800′ 360° MSA ARP

MISSED APCH: Climb on 162° to 1300′, then turn LEFT onto 342° climbing to 2200′, then according to chart.

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: FL 50 | Trans alt: 3240′

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
ILS GS or NDB Descent angle 3.00°	372	478	531	637	743	849

ALS | 1300′ on 162° | 342° LT | 2200′

STRAIGHT-IN LANDING RWY 16L

ILS	LOC (GS out)	NDB
DA(H) AB: **430′** (200′) CD: **460′** (230′)		MDA(H) **530′** (300′)
FULL / ALS out		ALS out

PANS OPS

	ILS	LOC (GS out)	NDB
A	1200m	NOT AUTHORIZED	1600m
B			
C			
D			

CHANGES: Alt setting. Procedure. Minimums.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

UTAK/KRW
TURKMENBASHI

JEPPESEN 10 AUG 12 Eff 23 Aug (11-2)

TURKMENBASHI, TURKMENISTAN
ILS Rwy 16R

BRIEFING STRIP ™

TURKMENBASHI Krug (R)	TURKMENBASHI Start (TWR)	Ground
120.0	124.0	121.7

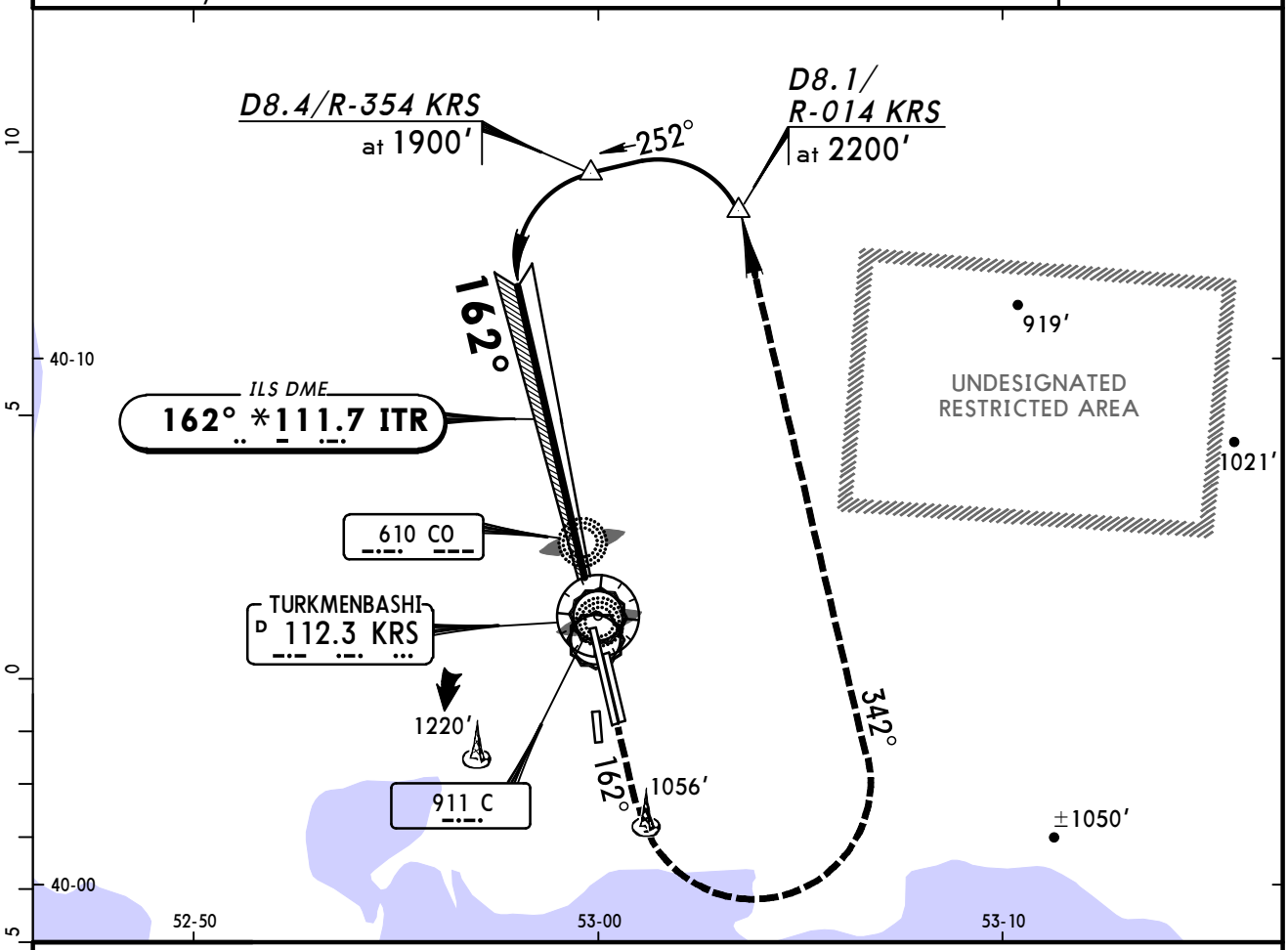
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 283′
ITR *111.7	162°	No alt published	447′ (200′)	RWY 247′

MISSED APCH: Climb on 162° to 1300′, then turn LEFT onto 342° climbing to 2200′, then according to chart.

Alt Set: hPa Rwy Elev: 9 hPa Trans level: FL 50 Trans alt: 3240′

During firing within the undesignated restricted area right-hand traffic pattern will be available by ATC.

MSA ARP: 180° 1600′; 090° 2100′; 360° 1800′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS / PAPI

1300′ on 162° | 342° LT | 2200′

STRAIGHT-IN LANDING RWY 16R

PANS OPS	ILS DA(H) 447′ (200′) FULL	ILS DA(H) 447′ (200′) ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

UTAK/KRW
TURKMENBASHI

JEPPESEN 10 AUG 12 Eff 23 Aug (11-3)

TURKMENBASHI, TURKMENISTAN
ILS Rwy 34L

BRIEFING STRIP ™

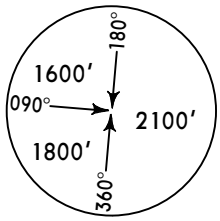
TURKMENBASHI Krug (R)	TURKMENBASHI Start (TWR)	Ground
120.0	124.0	121.7

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 283′
ITL *109.1	342°	No alt published	Refer to Minimums	RWY 283′

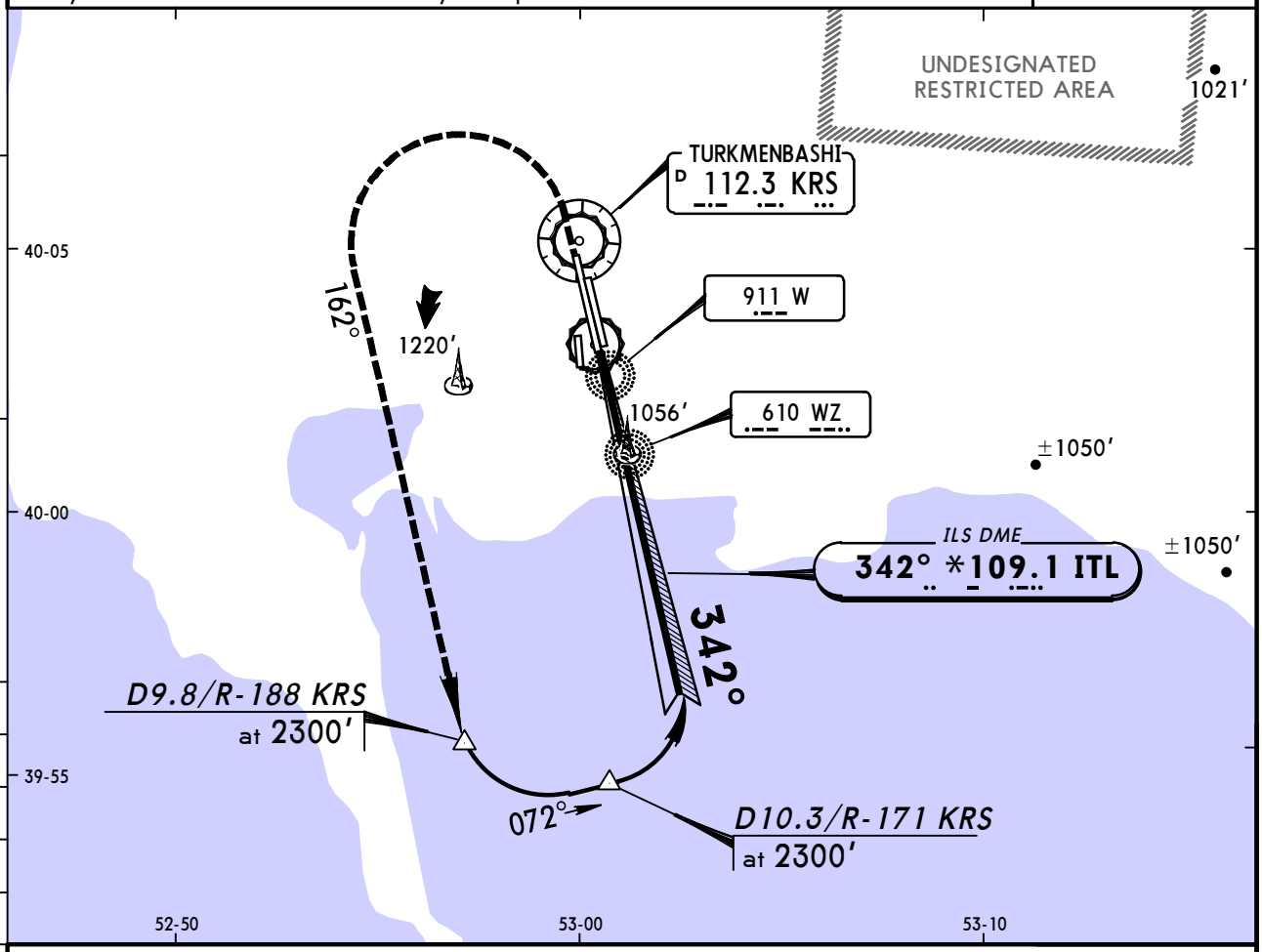
MISSED APCH: Climb on 342° to 1000′, then turn LEFT onto 162° climbing to 2300′, then according to chart.

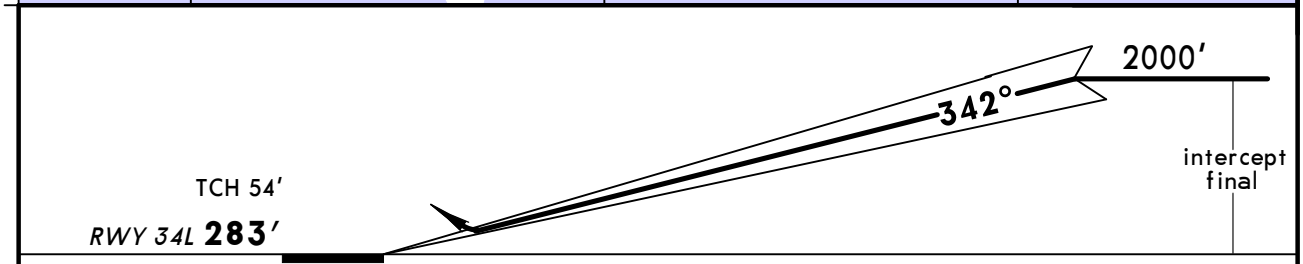
Alt Set: hPa Rwy Elev: 10 hPa Trans level: FL 50 Trans alt: 3240′

Heavy turbulence with down-drafts may be expected on final.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991

HIALS PAPI

1000′ on 342° 162° LT 2300′

STRAIGHT-IN LANDING RWY 34L

ILS		LOC (GS out)
DA(H) A: 905′(622′) C: 925′(642′)		
DA(H) B: 915′(632′) B: 935′(652′)		
FULL	ALS out	

PANS OPS

A	2500m	NOT AUTHORIZED	
B			
C			
D			

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

UTAK/KRW
TURKMENBASHI

JEPPESEN 10 AUG 12 Eff 23 Aug (11-4)

TURKMENBASHI, TURKMENISTAN
ILS or 2 NDB Rwy 34R

BRIEFING STRIP

TURKMENBASHI Krug (R)	TURKMENBASHI Start (TWR)	Ground
120.0	124.0	121.7

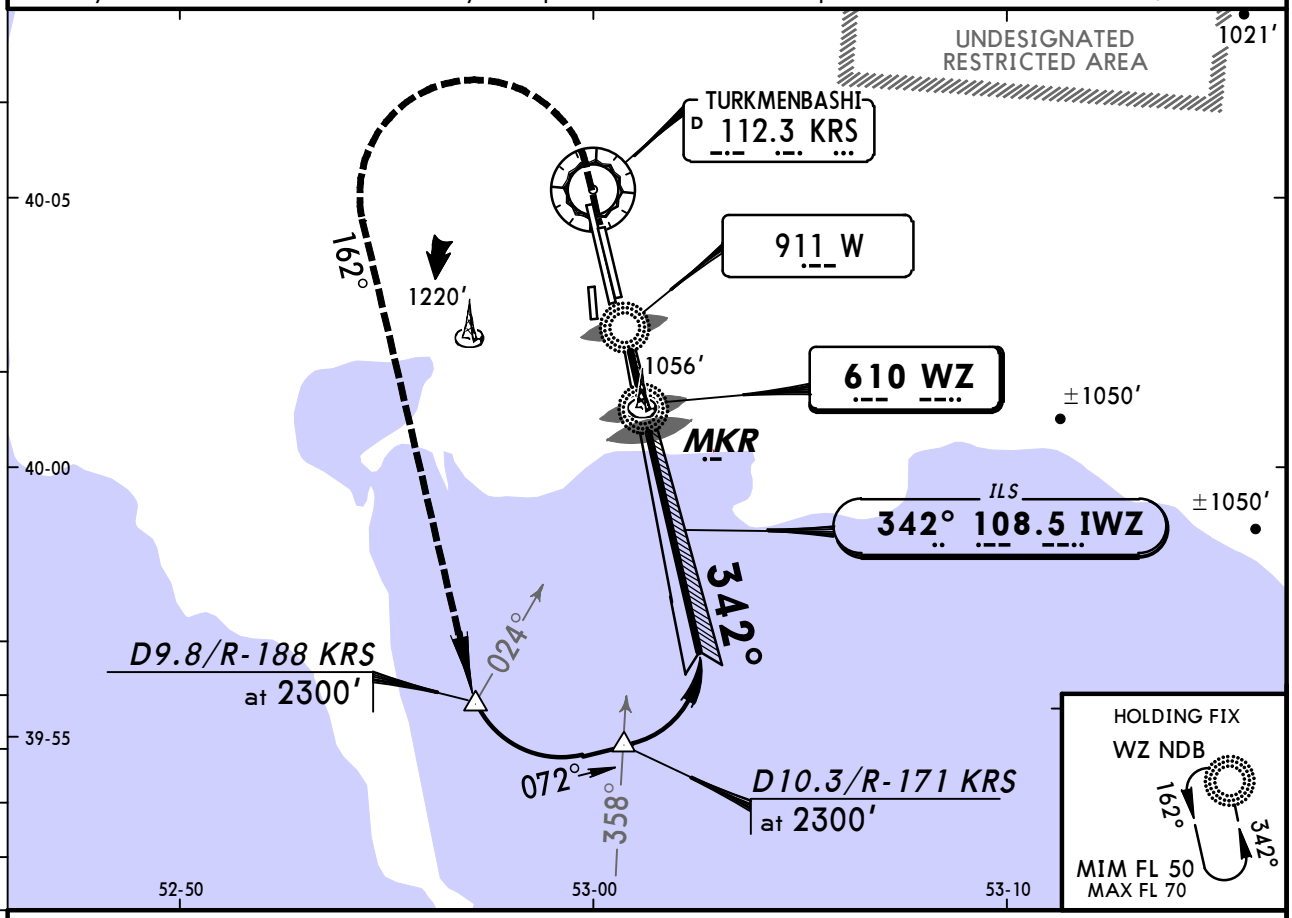
LOC IWZ **108.5**	Final Apch Crs **342°**	GS **LOM** **1132′** (853′)	ILS DA(H) Refer to Minimums	Apt Elev 283′
NDB WZ **610**		Minimum Alt **LOM** **1230′** (951′)	NDB MDA(H) **910′** (631′)	RWY **279′**

MSA ARP: 1600′ (090°), 2100′ (180°), 1800′ (360°)

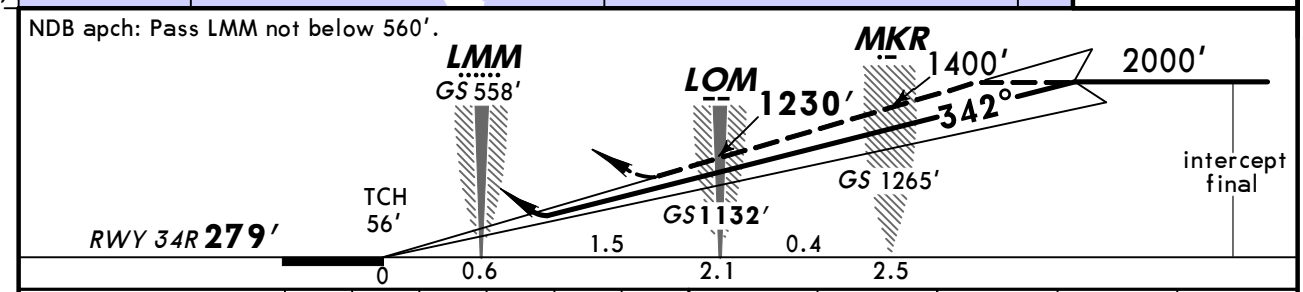
MISSED APCH: Climb on 342° to 1000′, then turn LEFT onto 162° climbing to 2300′, then according to chart.

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: FL 50 | Trans alt: 3240′

1. Heavy turbulence with down-drafts may be expected on final. 2. NDB apch: Final desc after LOM 430′/NM.



NDB apch: Pass LMM not below 560′.



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.50°	434	557	619	743	867	991
NDB Desc angle	4.00°	496	637	708	850	991	1133

ALS: 1000′ on 342° | 162° LT | 2300′

STRAIGHT-IN LANDING RWY **34R**

	ILS	LOC (GS out)	NDB
DA(H)	A: **770′** (491′) C: **790′** (511′) B: **780′** (501′) B: **800′** (521′) FULL / ALS out		MDA(H) **910′** (631′) ALS out

PANS OPS

A	2000m	NOT AUTHORIZED	2500m	
B				
C				
D	2500m			

CHANGES: Alt setting. Procedure. Minimums.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TURKMENBASHI, (TURKMENBASHI - UTAK)

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTAK

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).