

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTAA

Terminal Charts For UTAA

Revision Letter For Cycle 17-2013

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: 0132 Z
Sunset: 1445 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

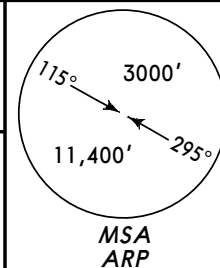
Ashgabat Krug Radar 118.7

Ashgabat Transit Operations 131.9

AWS 126.8 Non-English

Apt Elev
692'

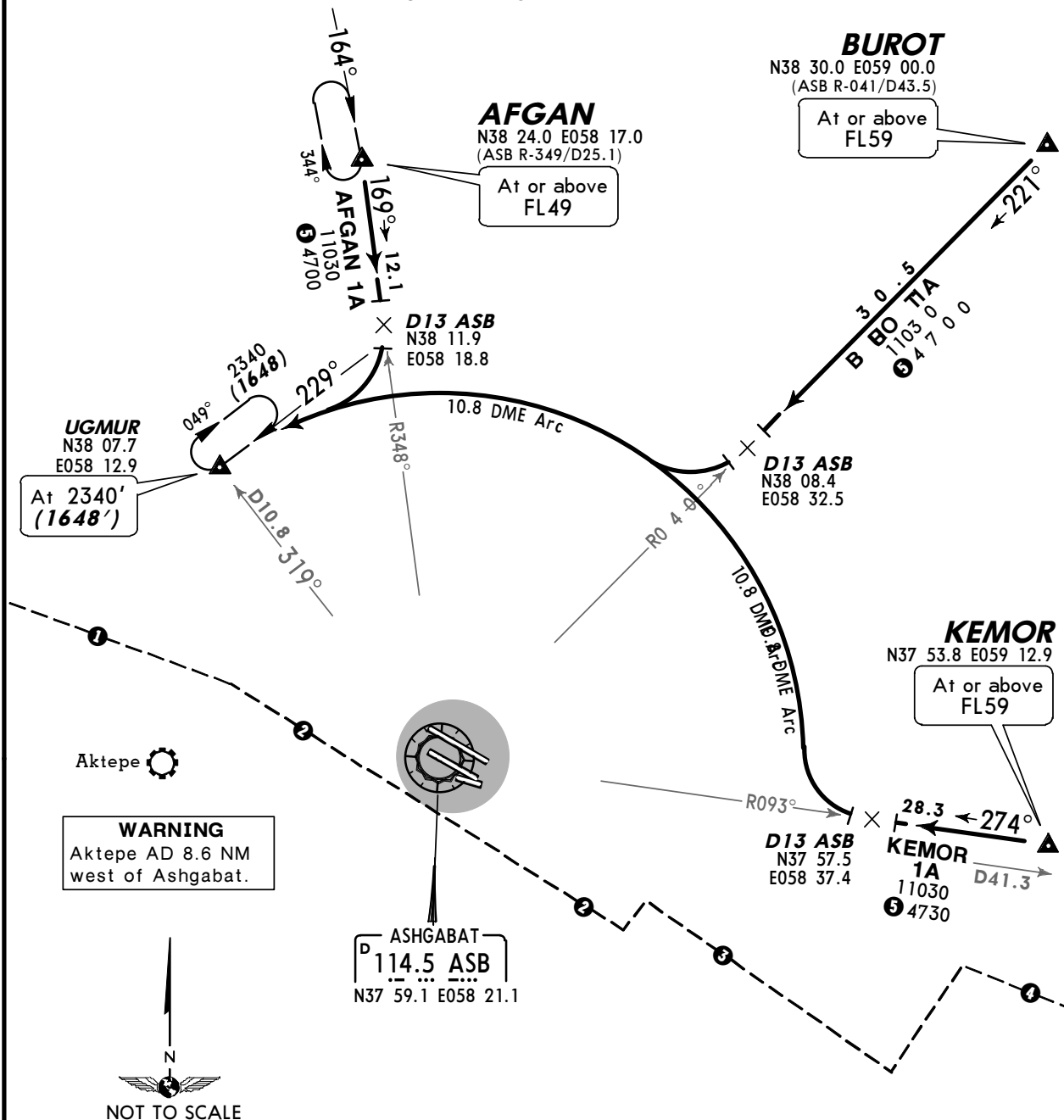
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3650' (2958')



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

BASED ON VORDME

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



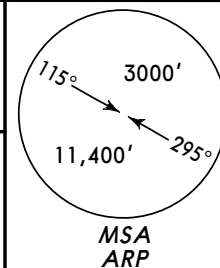
- ① 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- ② Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
- ③ 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- ④ ASB R-107/D18.9 - D108 do not fly south 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)

Apt Elev
692'

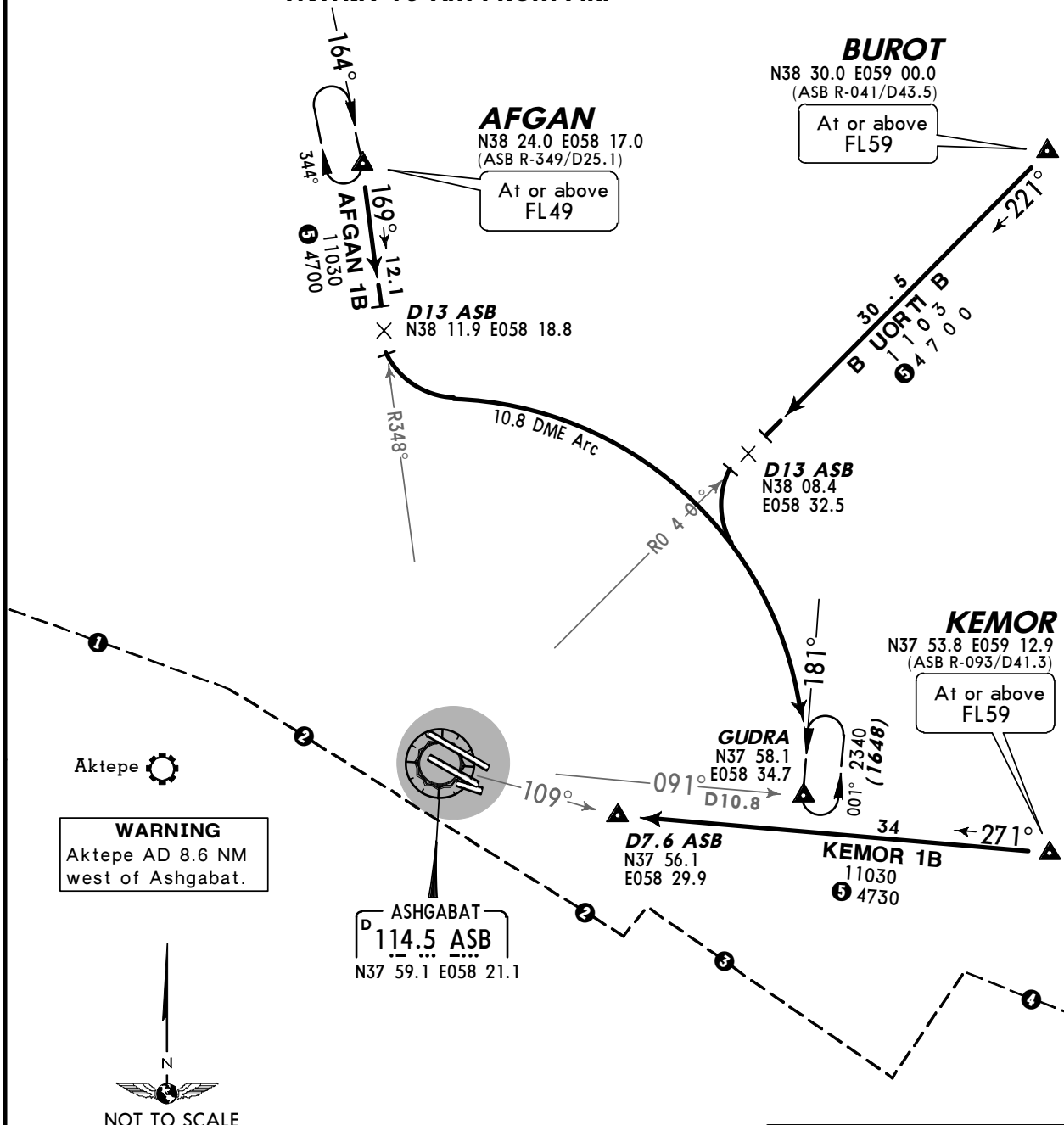
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3650' (2958')



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.



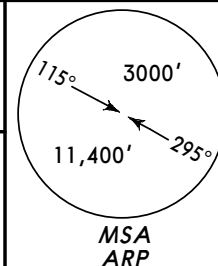
- ① 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- ② Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
- ③ 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- ④ ASB R-107/D18.9 - D108 do not fly south 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)

Apt Elev
692'

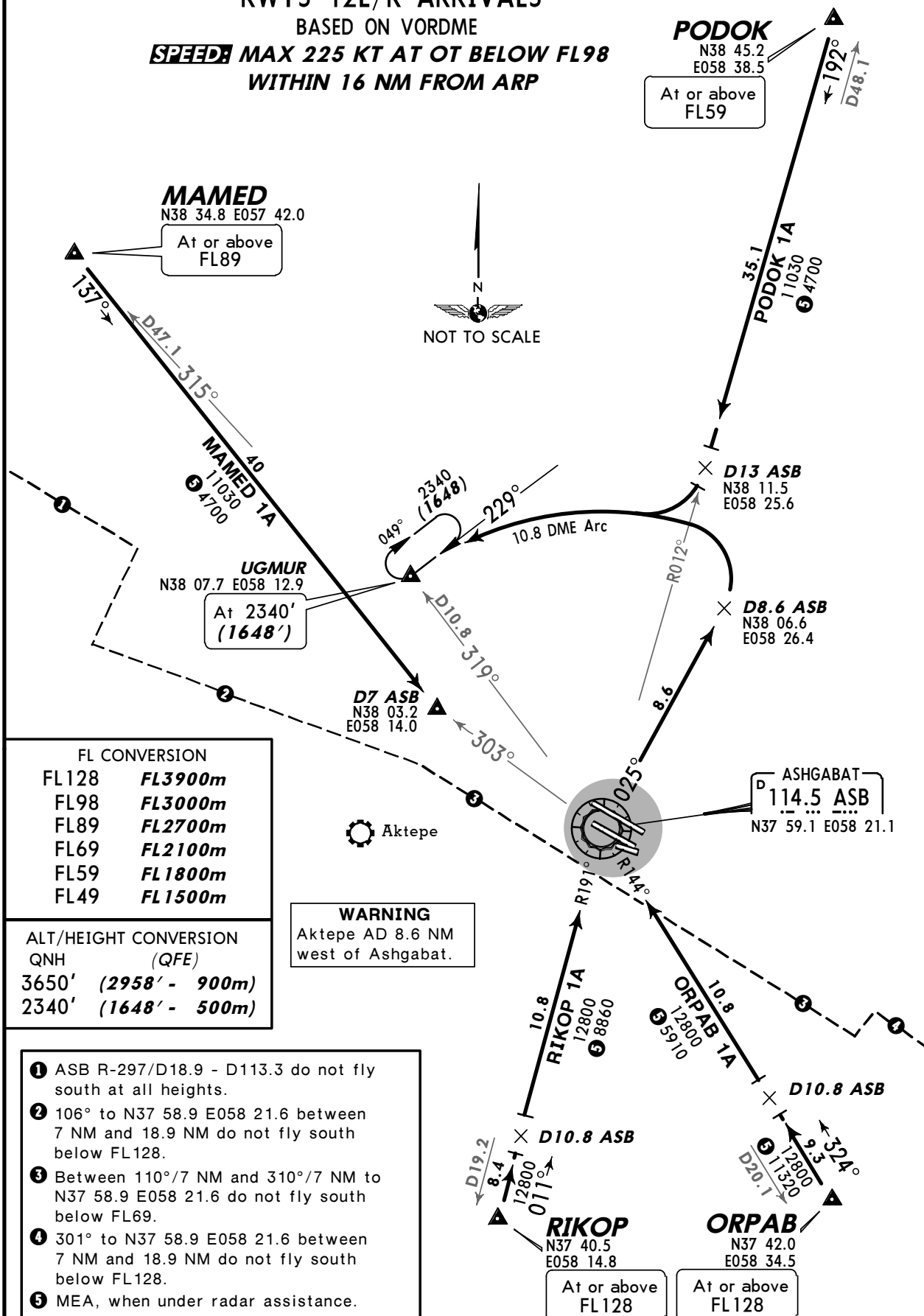
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3650' (2958')



MAMED 1A [MAME1A], ORPAB 1A [ORPA1A]
PODOK 1A [PODO1A], RIKOP 1A [RIKO1A]
RWYS 12L/R ARRIVALS

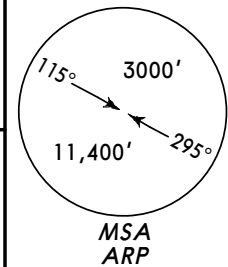
BASED ON VORDME

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



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**

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



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.

Aktepe

ASHGABAT
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

GUDRA
N37 58.1
E058 34.7

RIKOP

N37 40.5 E058 14.8

At or above
FL128

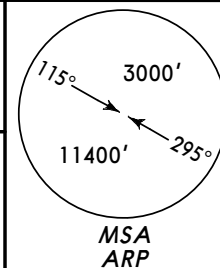
ORPAB

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

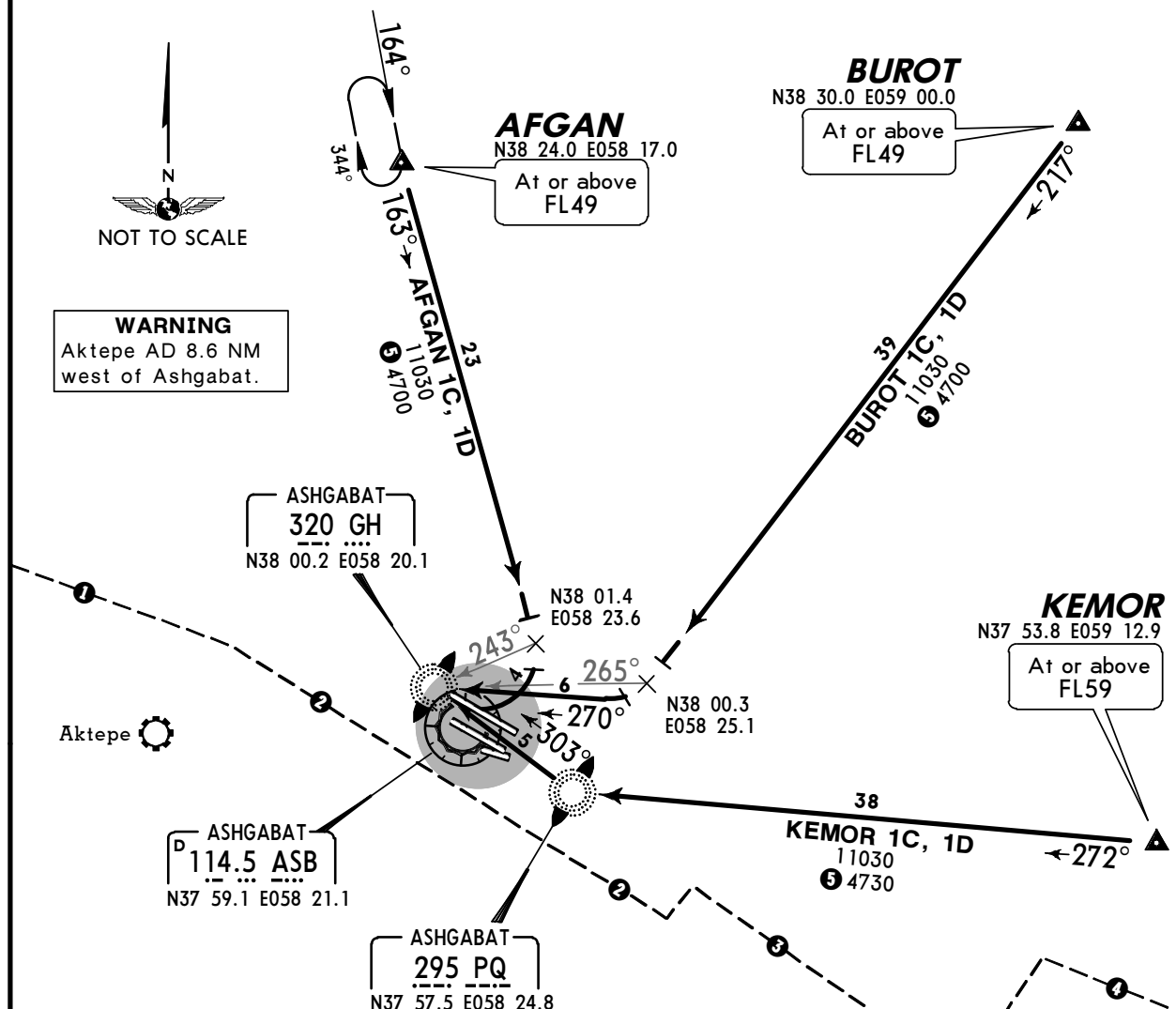
RWYS 12L/R ARRIVALS

BASED ON NDB

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

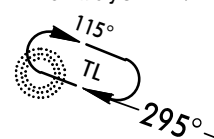


WARNING
Aktepe AD 8.6 NM
west of Ashgabat.

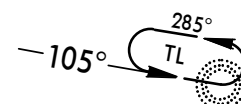


HOLDINGS OVER GH

Runways 12L/R



Runways 30L/R



FL CONVERSION

FL128	FL3900m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

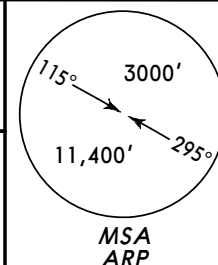
ALT/HEIGHT CONVERSION

QNH	(QFE)
3650'	(2958' - 900m)

- 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.
- ASB R-107/D18.9 - D108 do not fly south at all heights.
- 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')



MAMED 1C [MAME1C]

MAMED 1D [MAME1D]

ORPAB 1C [ORPA1C]

ORPAB 1D [ORPA1D]

PODOK 1C [PODO1C]

PODOK 1D [PODO1D]

RIKOP 1C [RIKO1C]

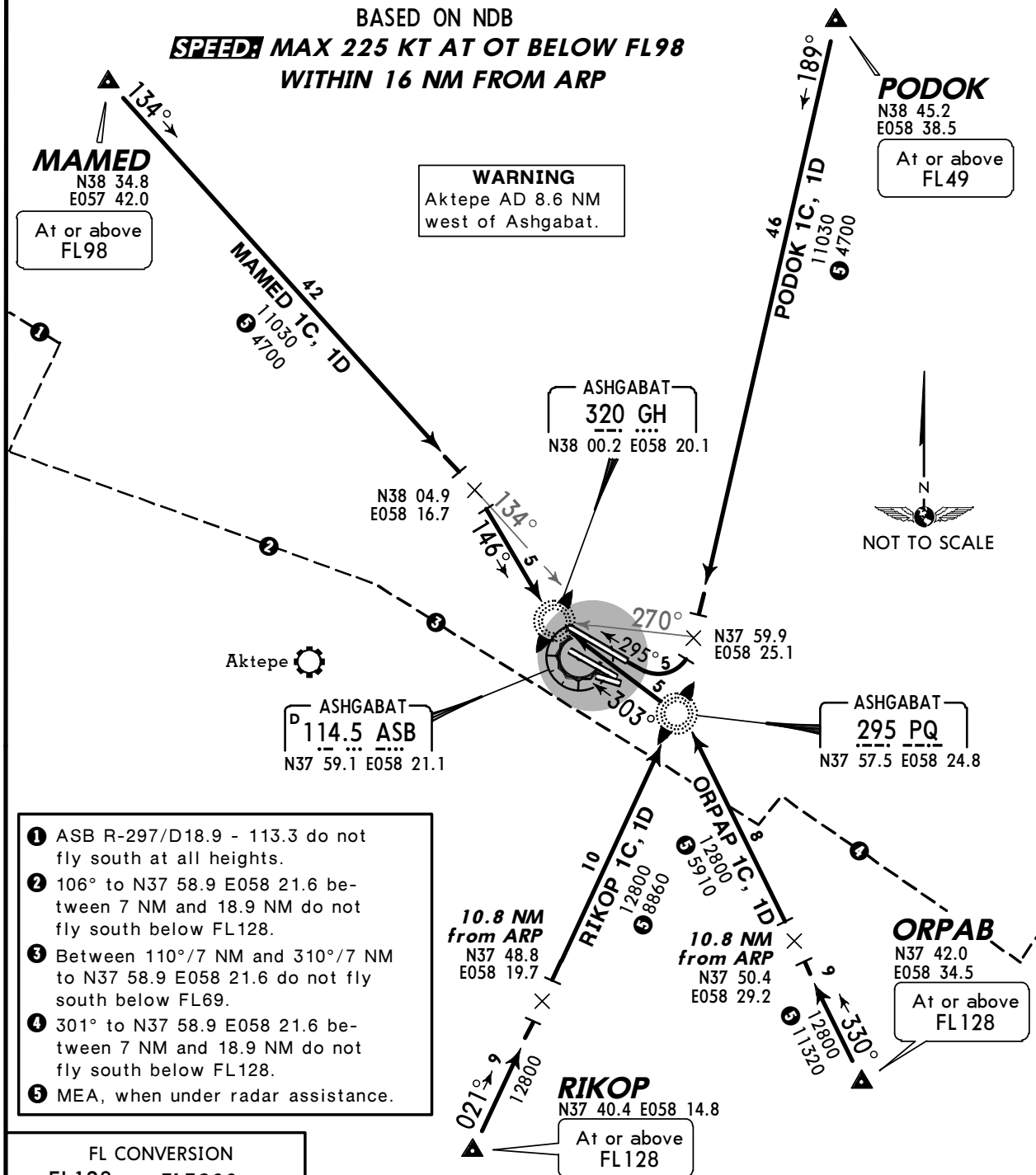
RIKOP 1D [RIKO1D]

RWYS 30L/R ARRIVALS

RWYS 12L/R ARRIVALS

BASED ON NDB

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



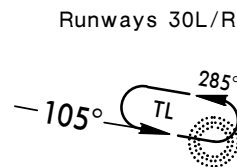
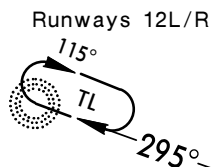
FL CONVERSION

FL128	FL3900m
FL98	FL3000m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION

QNH (QFE)
3650' (2958' - 900m)

HOLDINGS OVER GH



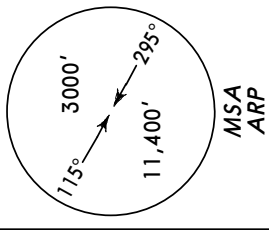
Apt Elev
692'

QNH on request (QFE)

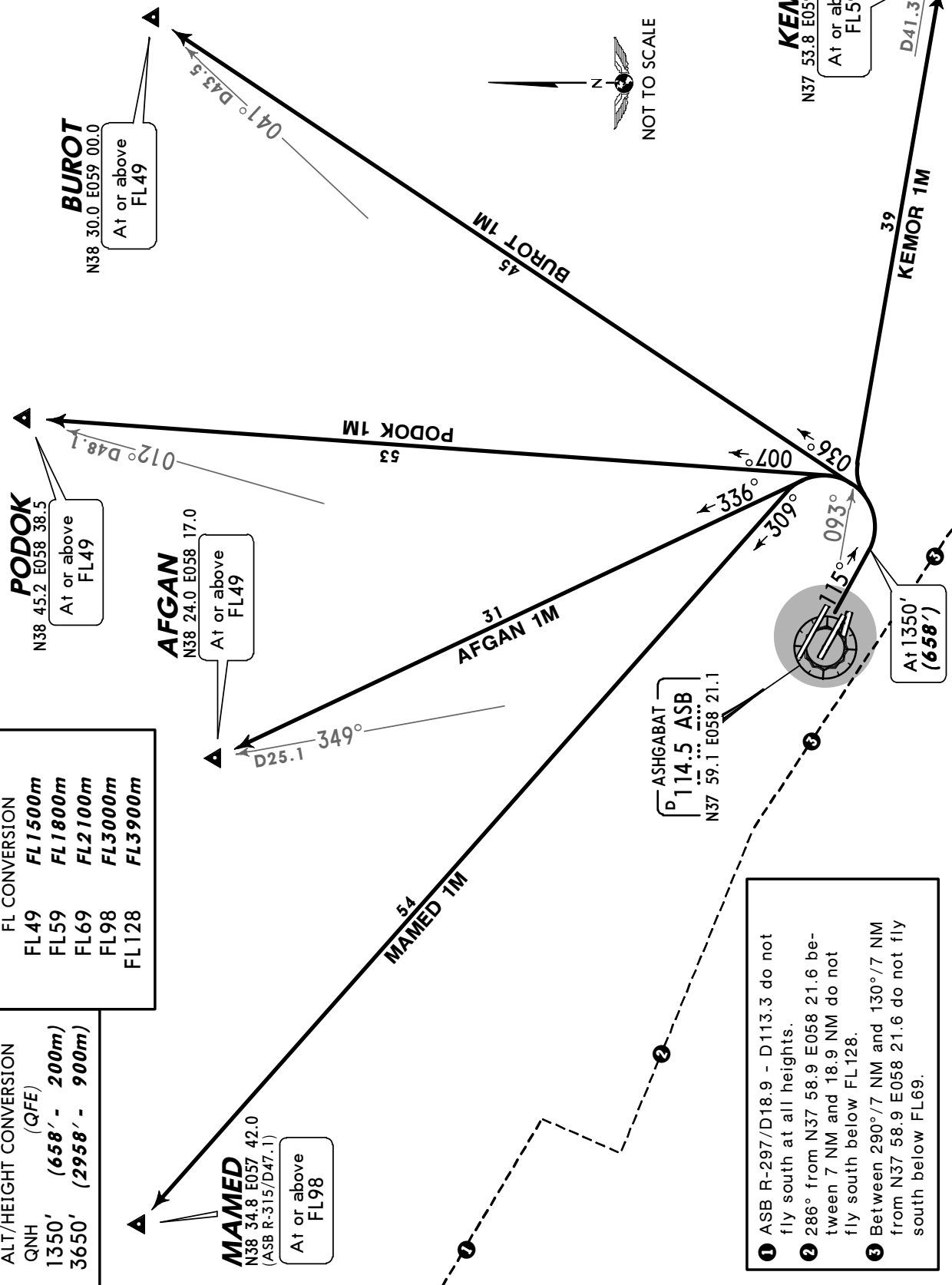
Trans level: FL49

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



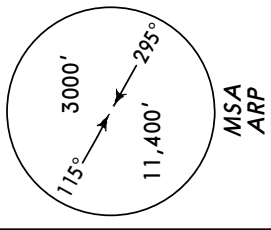
Apt Elev
692'

QNH on request (QFE)

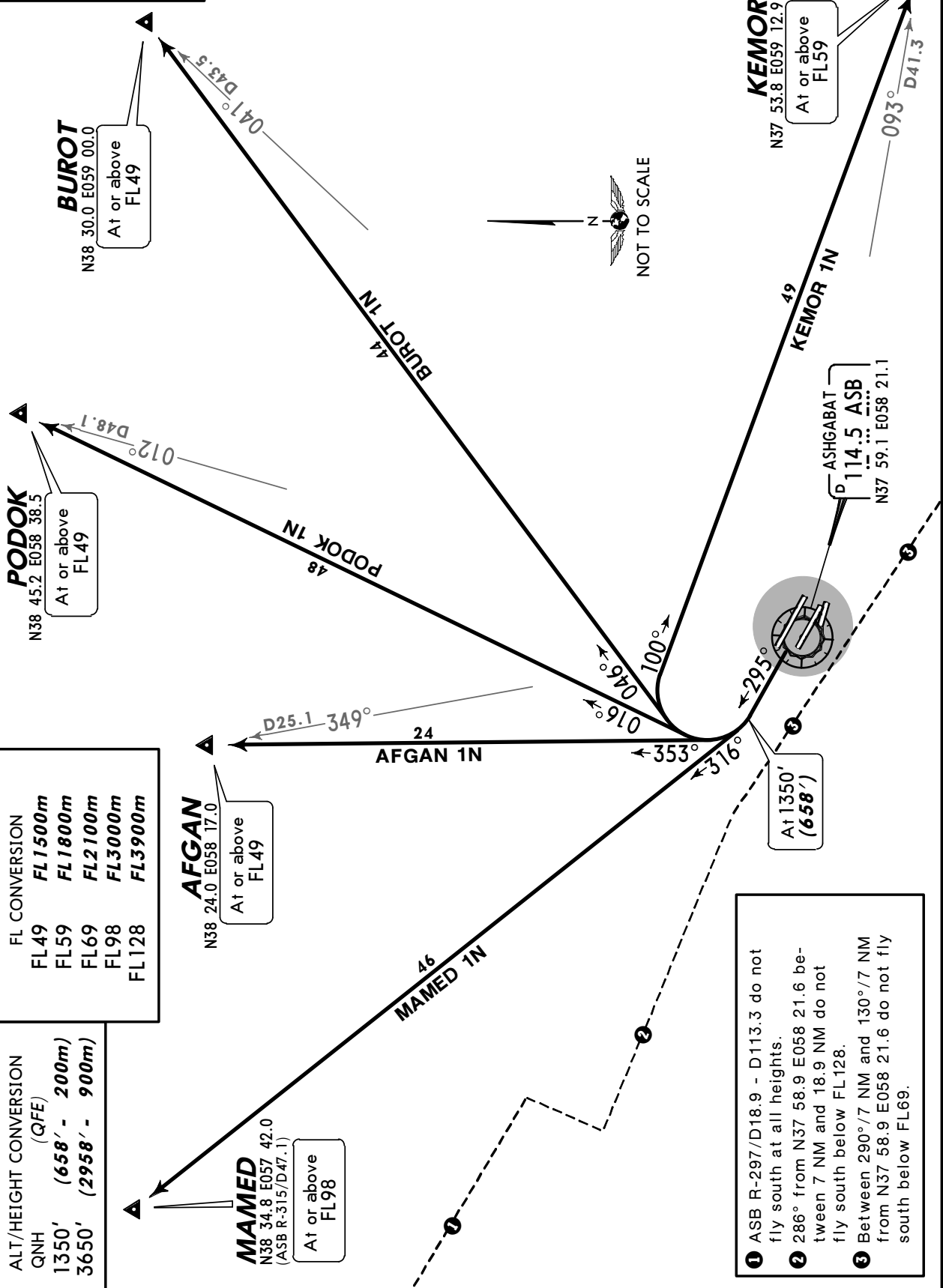
Trans level: FL49

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'

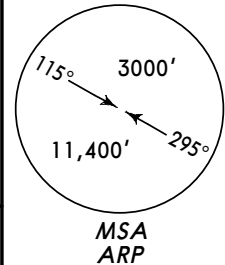
QNH on request (QFE)

Trans level: FL49

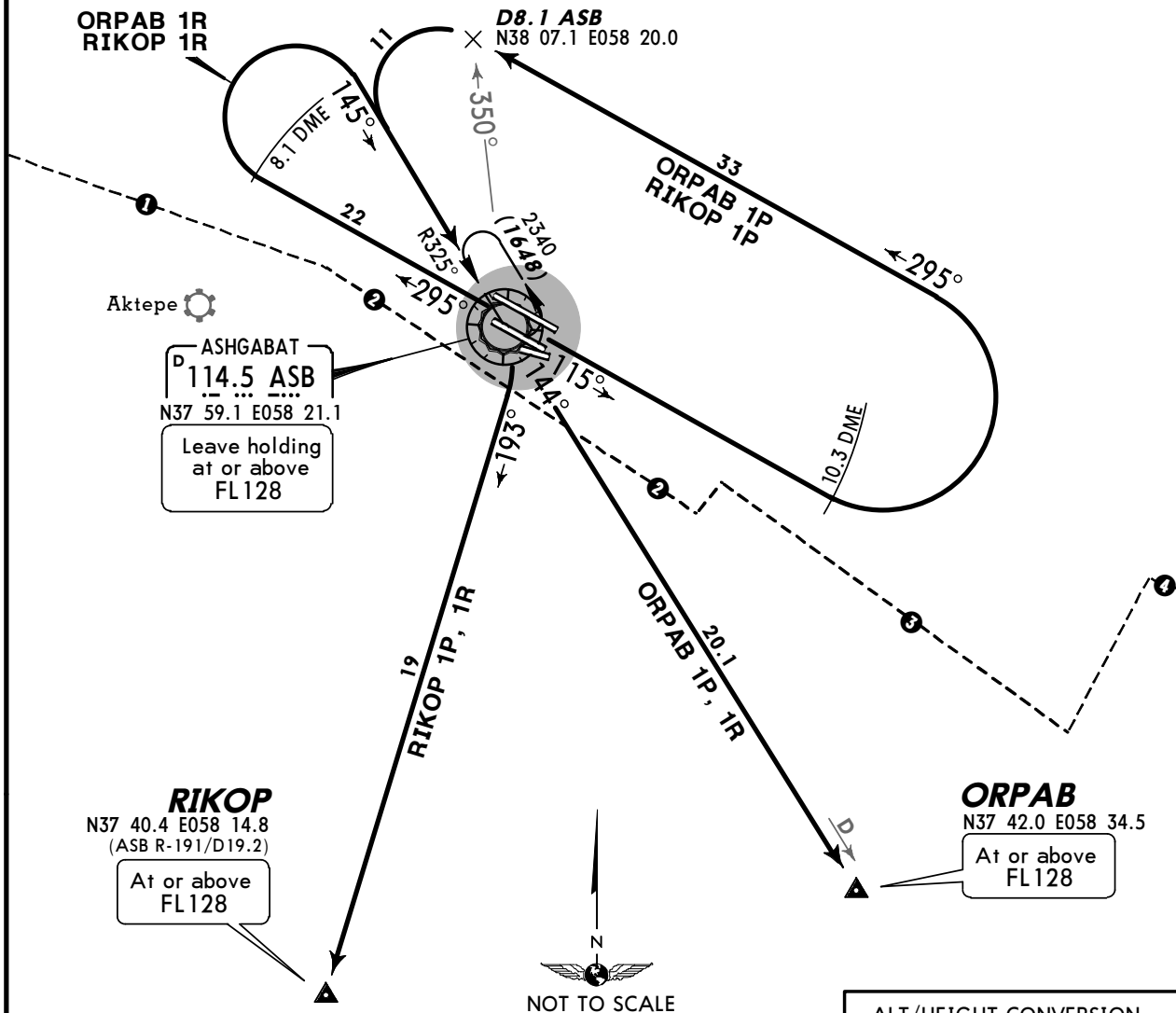
FL59 if pressure is less than 733 mm (977.3 hPa)

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'

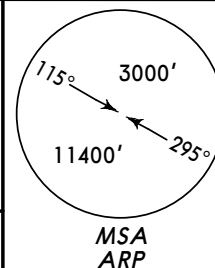
QNH on request (QFE)

Trans level: FL49

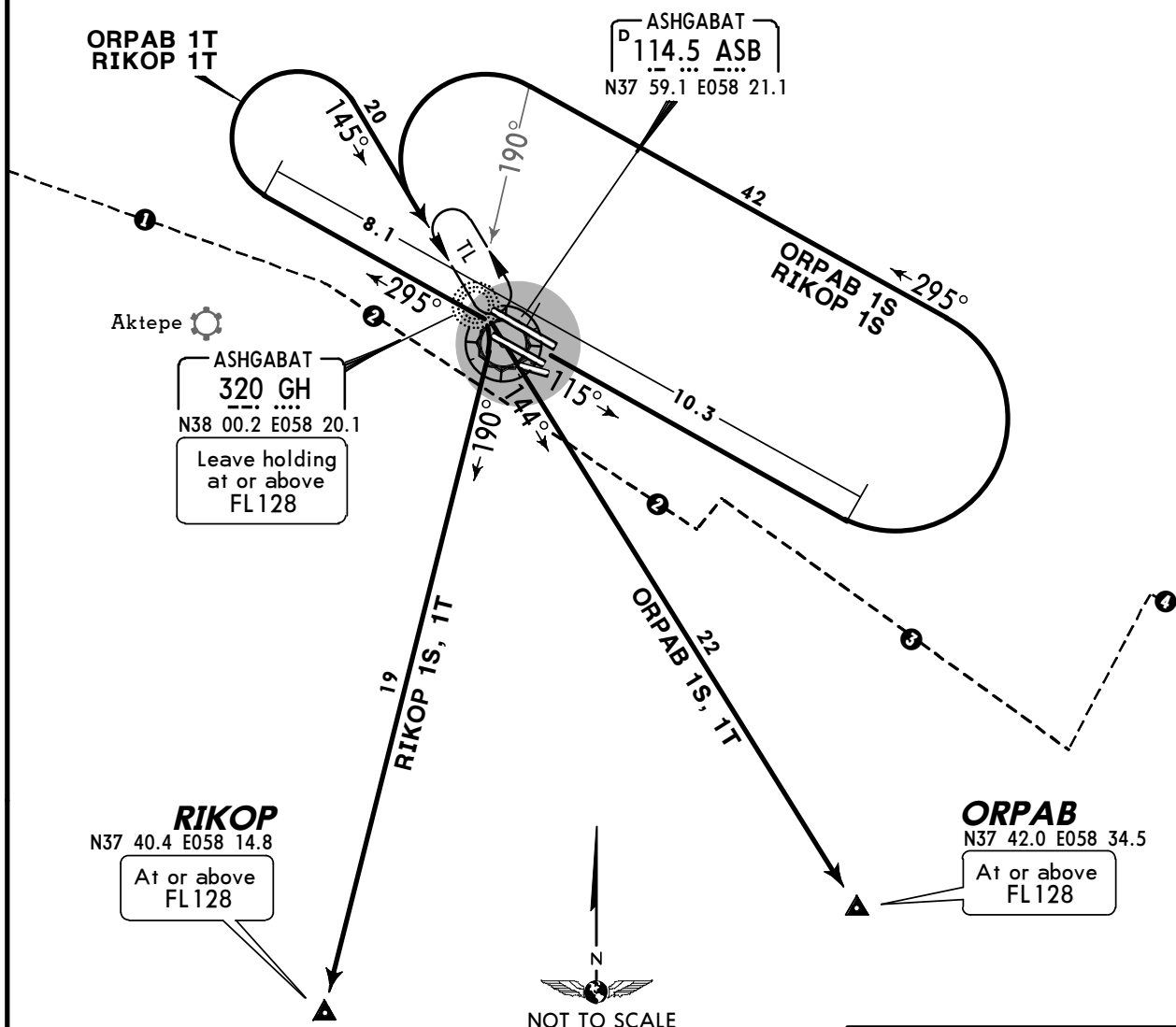
FL59 if pressure is less than 733 mm (977.3 hPa)

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

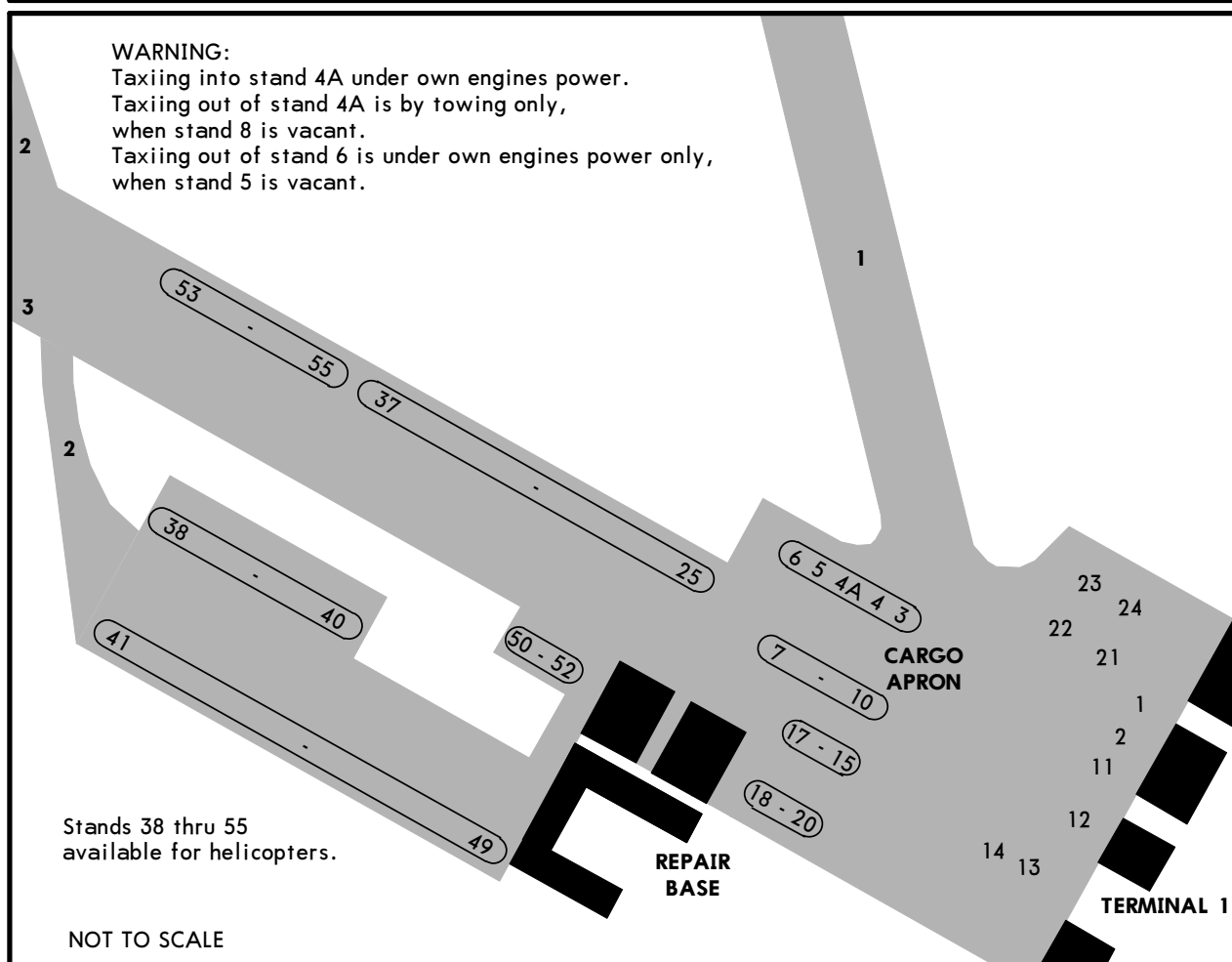
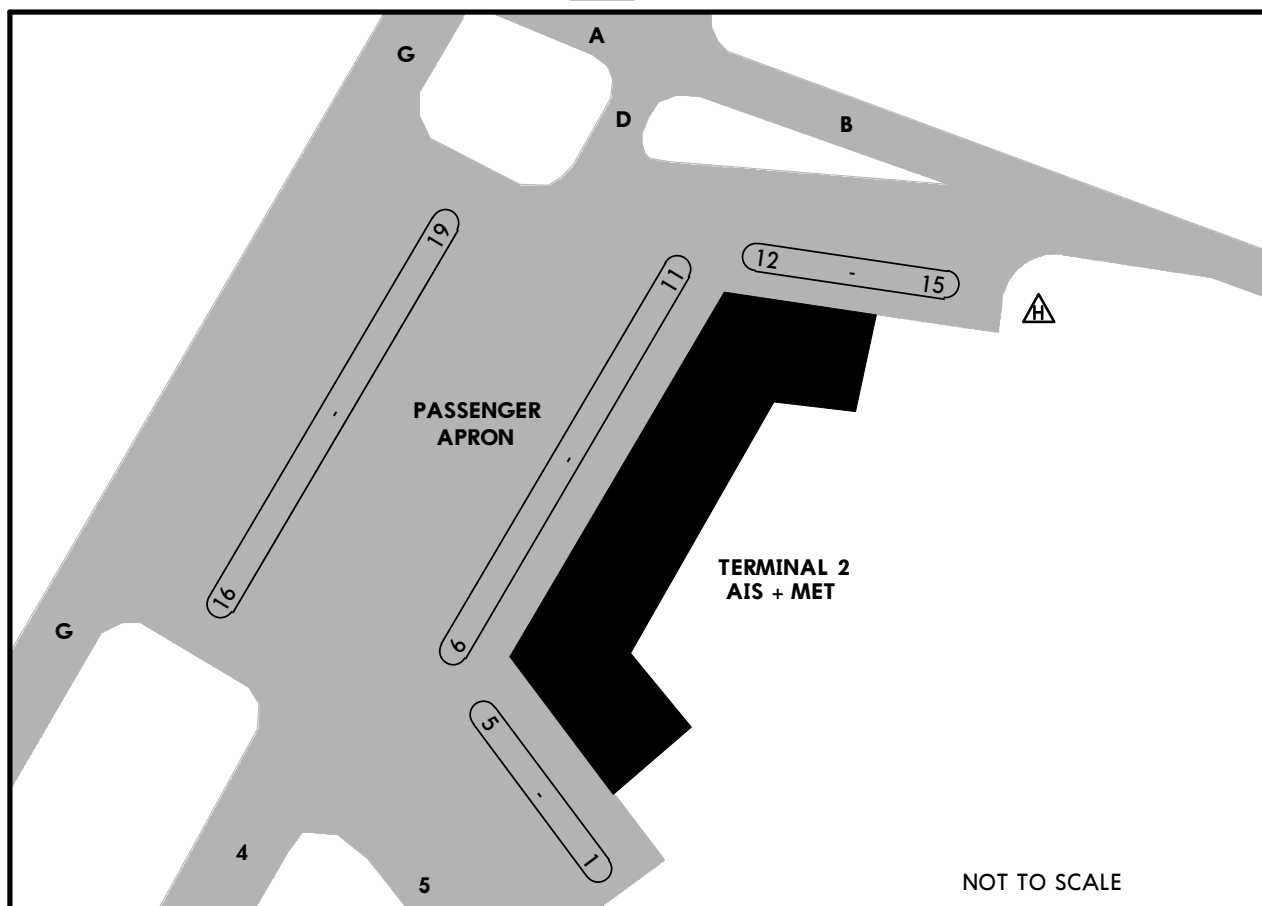
SID	RWY	INITIAL CLIMB
ORPAB 1S RIKOP 1S	12L/R	To 10.3 NM from ARP, turn LEFT, 295° track, when passing 190° bearing to GH turn LEFT, intercept 145° bearing and enter holding pattern at GH.
ORPAB 1T RIKOP 1T	30L/R	To 8.1 NM from ARP, turn RIGHT, intercept 145° bearing and enter holding pattern at GH.
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 First 328'/100m unusable for take-off.

A			
B	200m	300m ¹	400m
C			
D	250m (200m)		

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 <i>FULL</i> <i>Limited</i> <i>ALS out</i>	882' (200') R550m R750m R1200m	882' (200') R550m R750m R1200m	882' (200') R550m R750m R1200m	882' (200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶❷	1670' (988') C5000m	1670' (988') C5000m	1670' (988') C5000m	1670' (988') C5000m
	NDB ❸	1840' (1158') C5000m	1840' (1158') C5000m	1840' (1158') C5000m	1840' (1158') C5000m
12R	ILS	889' (200') R1000m R1200m	889' (200') R1000m R1200m	954' (265') R1100m R1300m	954' (265') R1100m R1300m
	<i>ALS out</i>				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶❷	1110' (421') R1800m R1800m	1110' (421') R1800m R1800m	1110' (421') R1800m R2000m	1110' (421') R1800m R2000m
	<i>ALS out</i>				
	VOR ❸	1680' (991') C5000m	1680' (991') C5000m	1680' (991') C5000m	1680' (991') C5000m
	2 NDB ❶❷❸	1110' (421') R1800m R1800m	1110' (421') R1800m R1800m	1110' (421') R1800m R2000m	1110' (421') R1800m R2000m
	<i>ALS out</i>				
	2 NDB ❹	1680' (991') C5000m	1680' (991') C5000m	1680' (991') C5000m	1680' (991') C5000m
	NDB ❶❷	1345' (656') C3000m	1345' (656') C3000m	1680' (991') C5000m	1680' (991') C5000m
	NDB ❸	1680' (991') C5000m	1680' (991') C5000m	1840' (1151') C5000m	1840' (1151') C5000m

❶ Continuous Descent Final Approach.

❷ with FAF.

❸ w/o FAF.

❹ B737: DA(H) 1510'(821') C4000m.

STRAIGHT-IN RWY		A	B	C	D
30L	ILS	879' (200') R1000m	879' (200') R1000m	1009' (330') R1300m	1009' (330') R1300m
	<i>ALS out</i>	R1200m	R1200m	R1500m	R1500m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶❷	1090' (411') R1800m	1090' (411') R1800m	1090' (411') R1800m	1090' (411') R1800m
	<i>ALS out</i>	R1800m	R1800m	R1900m	R1900m
	2 NDB ❶❷❸	1090' (411') R1800m	1090' (411') R1800m	1090' (411') R1800m	1090' (411') R1800m
	<i>ALS out</i>	R1800m	R1800m	R1900m	R1900m
30R	NDB ❶❷	1345' (661') C3000m	1345' (661') C3000m	1680' (991') C5000m	1680' (991') C5000m
	NDB ❹	1830' (1151') C5000m	1830' (1151') C5000m	1830' (1151') C5000m	1830' (1151') C5000m
	CAT 2 ILS	779' (100') RA113' R350m	779' (100') RA113' R350m	779' (100') RA113' R350m	779' (100') RA113' R350m
	ILS <i>FULL</i> <i>Limited</i> <i>ALS out</i>	879' (200') R550m R750m R1200m	879' (200') R550m R750m R1200m	879' (200') R550m R750m R1200m	879' (200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶❷	1340' (661') 3000m	1340' (661') 3000m	1670' (991') 5000m	1670' (991') 5000m
	NDB ❹	1830' (1151') 5000m	1830' (1151') 5000m	1830' (1151') 5000m	1830' (1151') 5000m

❶ Continuous Descent Final Approach.

❷ with FAF.

❸ B737: DA(H) 1500'(821') C4000m.

❹ w/o FAF.

TAKE-OFF RWY 12L/R, 30L/R

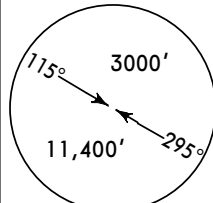
LVP must be in Force								
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)			
A	200m	200m	300m ❶	400m	500m			
B								
C		250m						
D								

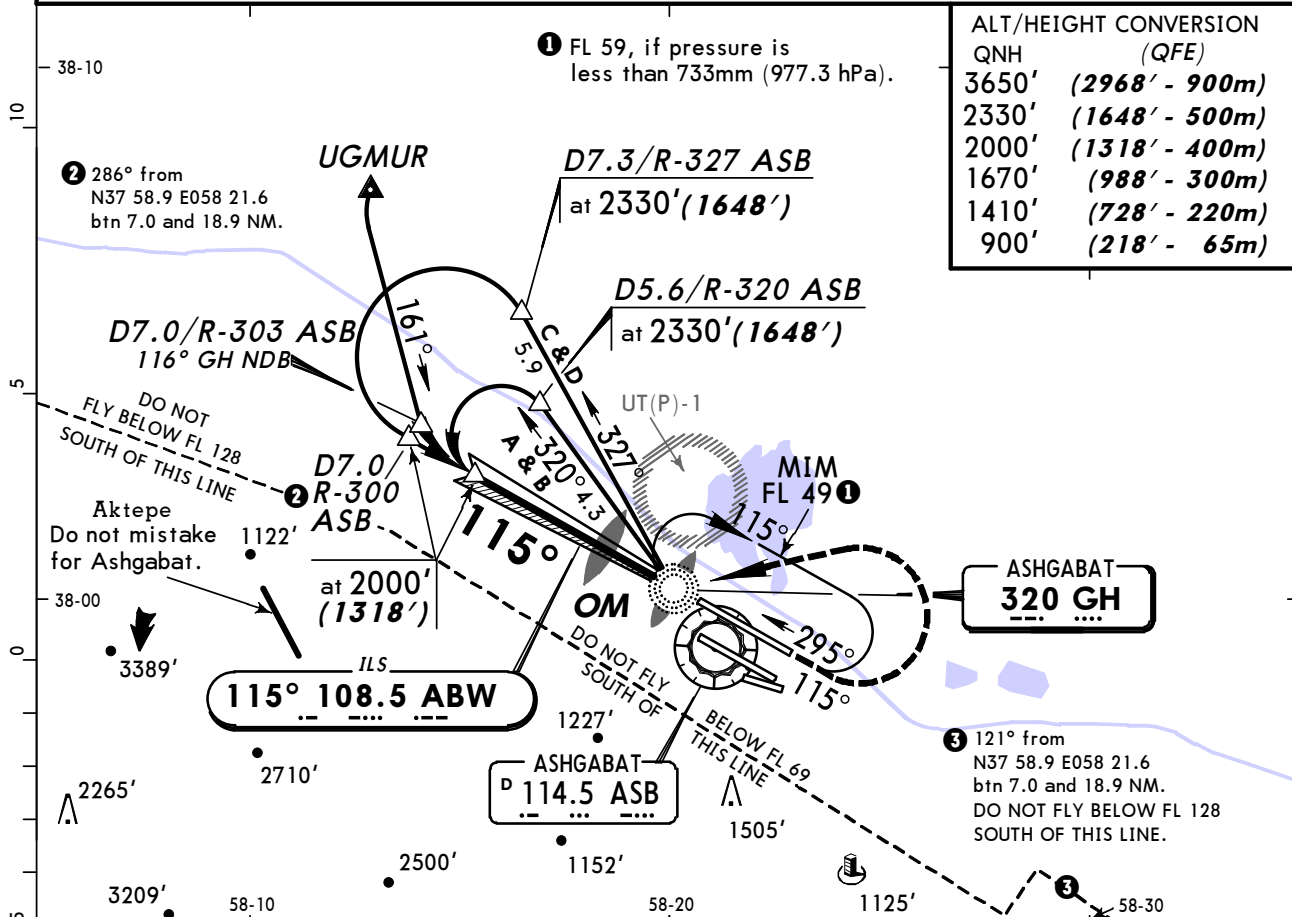
❶ CAT C & D: NIGHT 400m.

UTAA/ASB ASHGABAT

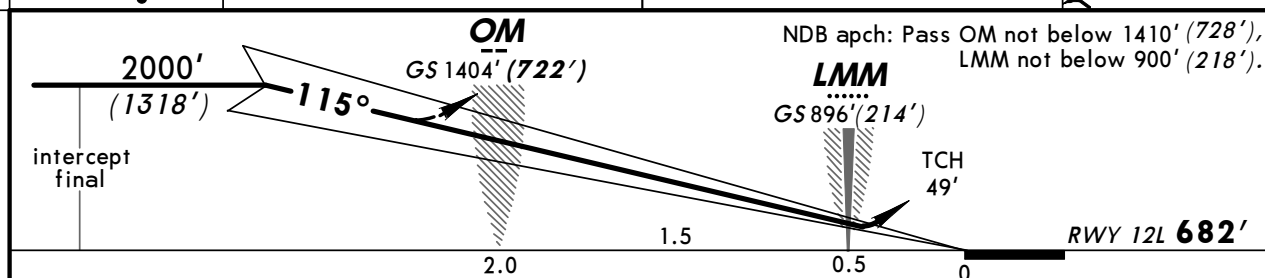
14 DEC 12 (11-1)

ASHGABAT, TURKMENISTAN ILS or NDB Rwy 12L

ASHGABAT Approach (R) 123.5		ASHGABAT Krug (SRE) 118.7		ASHGABAT Start (TWR) 120.0		Ground 121.7			
LOC ABW 108.5	Final Apch Crs 115°		GS OM 1404' (722')	ILS DA(H) Refer to Minimums	Apt Elev 692' RWY 682'				
NDB GH 320			Minimum Alt No FAF						NDB MDA(H) Refer to Minimums
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 (QFE on req)		Trans level: FL 49 ①		Trans alt: 3650' (2968')			
Do not mistake railway lights for rwy lights.									



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3650'	(2968' - 900m)
2330'	(1648' - 500m)
2000'	(1318' - 400m)
1670'	(988' - 300m)
1410'	(728' - 220m)
900'	(218' - 65m)



Gnd speed-Kts	70	90	100	120	140	160		GH 320 LT
ILS GS or NDB Descent Angle 3.00°	372	478	531	637	743	849		

ILS			STRAIGHT-IN LANDING RWY 12L		NDB	
LOC (GS out)			with FAF		w/o FAF	
DA(H) 882' (200')			AB: 1340' (658')		MDA(H) 1840' (1158')	
FULL			CD: 1670' (988')			
TDZ or CL out			ALS out		ALS out	
ALS out						
A	RVR 550m	RVR 720m	3000m		5000m	
B	VIS 800m	VIS 800m	5000m			
C						
D						

CHANGES: Radar capability. Alt setting. Minimums.

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UTAA/ASB ASHGABAT

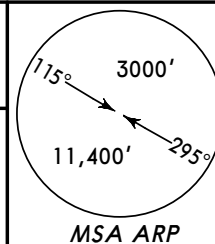
14 DEC 12

11-1A

JEPPESSEN ASHGABAT, TURKMENISTAN CAT II ILS Rwy 12L

ASHGABAT Approach (R) 123.5		ASHGABAT Krug (SRE) 118.7		ASHGABAT Start (TWR) 120.0		Ground 121.7
LOC ABW 108.5	Final Apch Crs 115°	GS OM 1404' (722')	CAT II ILS RA 93' DA(H) 782' (100')		Apt Elev 692' RWY 682'	

MISSED APCH: Climb on 115° to 1670' (988'), then turn LEFT to NDB and as directed.

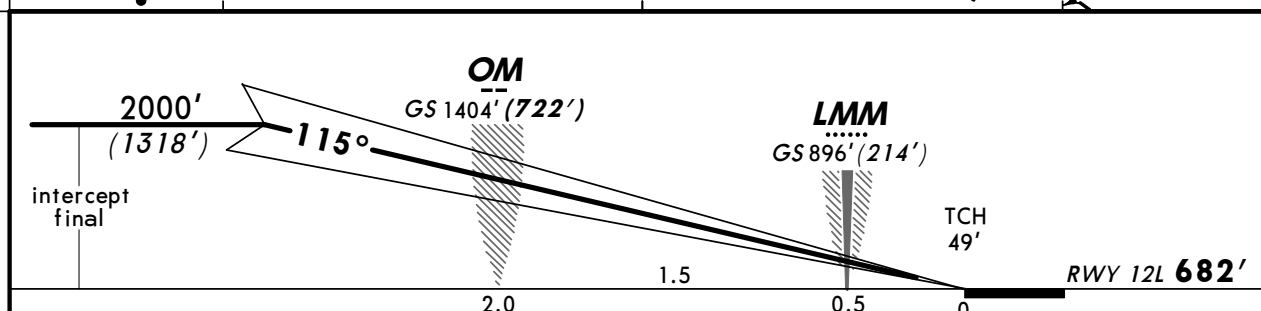
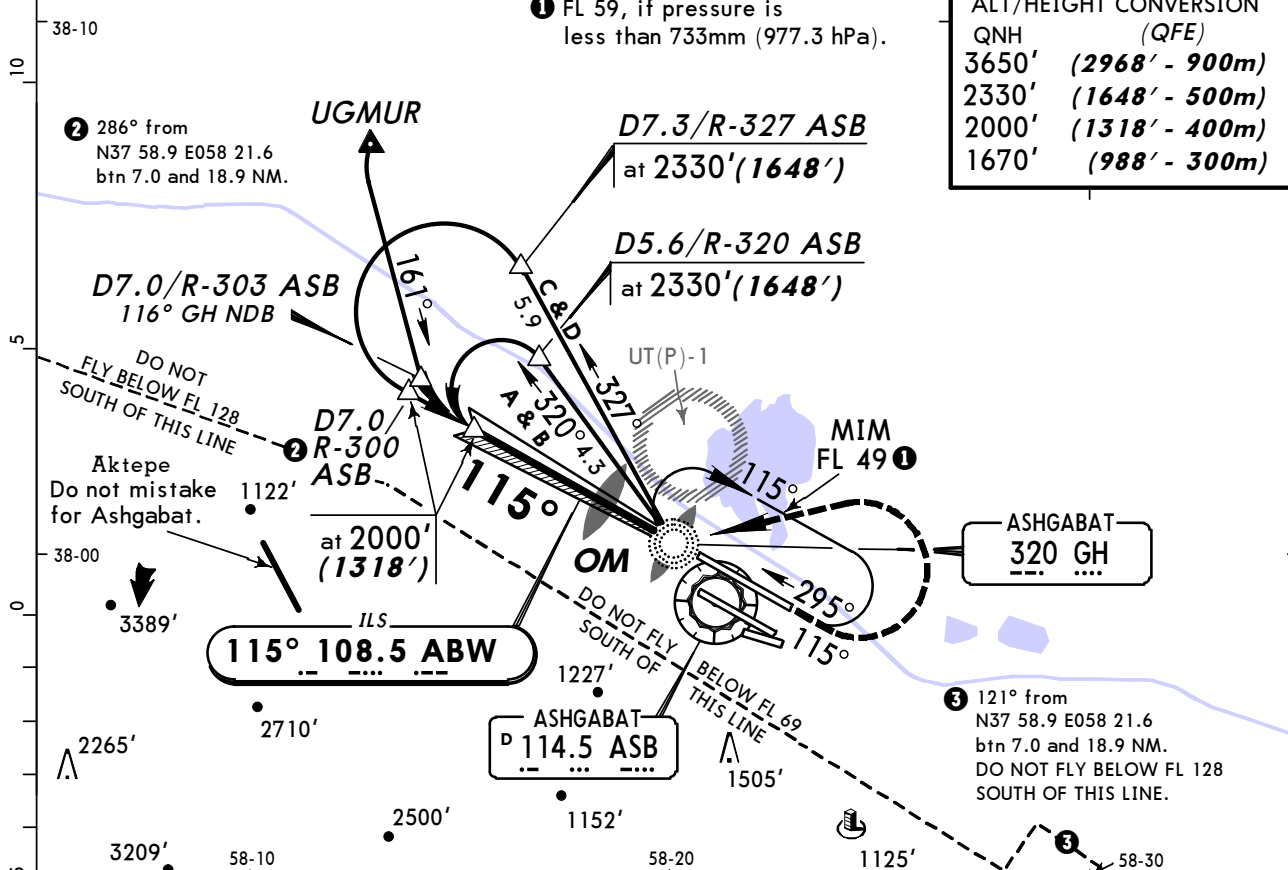


Alt Set: MM (hPa on req) QNH (QFE on req) Trans level: FL 49 1 Trans alt: 3650' (2968')

1. Special Aircrew & Acft Certification Required. 2. Do not mistake railway lights for rwy lights.

1 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)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1670' (988')	on 115°	GH 320
GS	3.00°	377	484	538	646	753	PAPI		↑		LT

STRAIGHT-IN LANDING RWY 12L

CAT II ILS

RA 93'

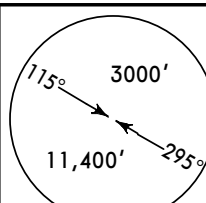
DA(H) 782' (100')

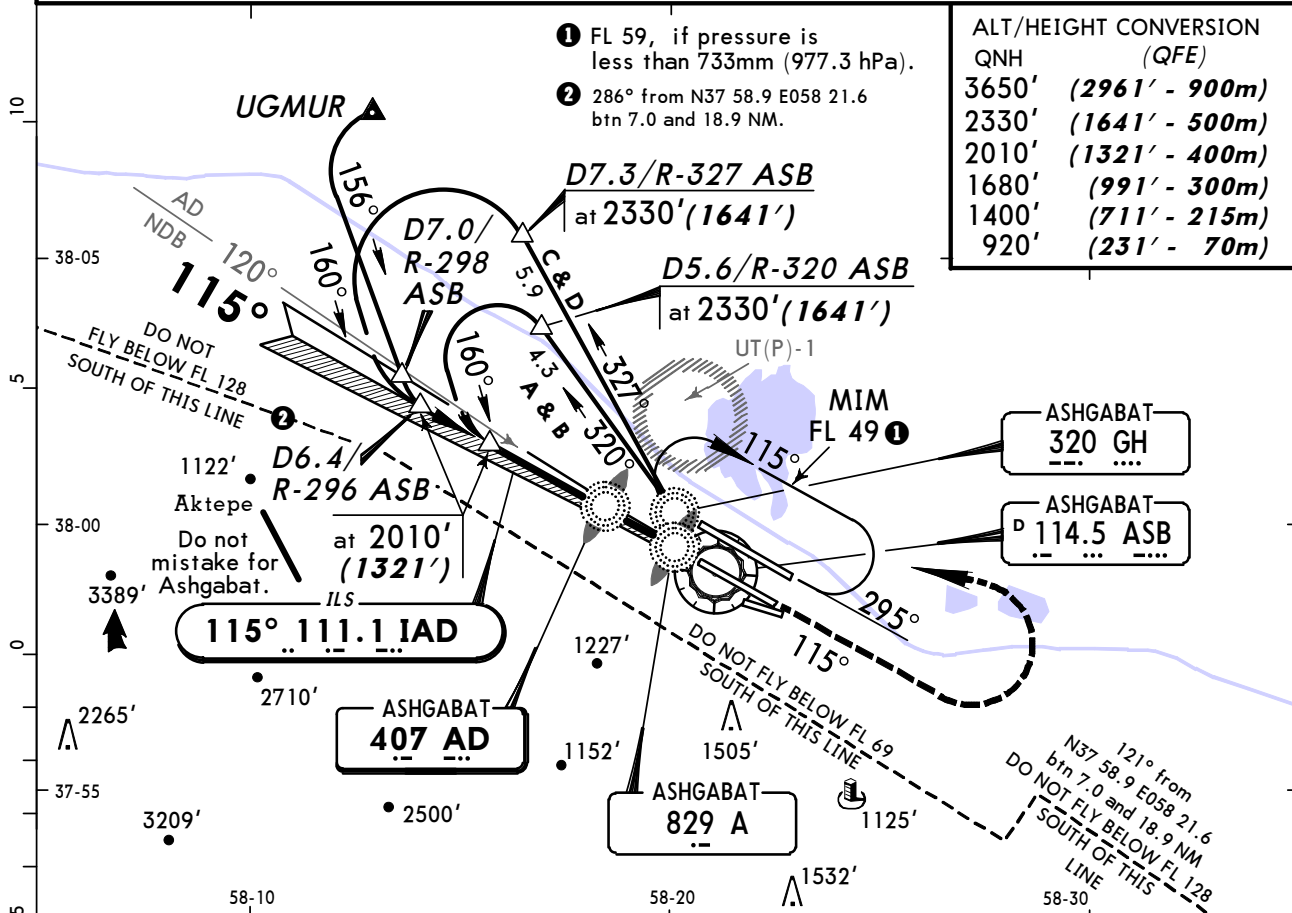
RVR 350m

UTAA/ASB ASHGABAT

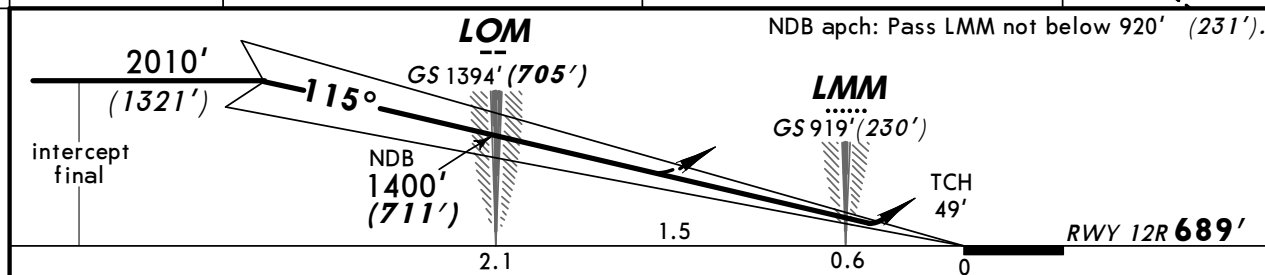
14 DEC 12 (11-2)

ASHGABAT, TURKMENISTAN ILS or 2 NDB Rwy 12R

ASHGABAT Approach (R) 123.5		ASHGABAT Krug (SRE) 118.7		ASHGABAT Start (TWR) 120.0		Ground 121.7		
LOC IAD 111.1		Final Apch Crs 115°	GS LOM 1394' (705')		ILS DA(H) Refer to Minimums		Apt Elev 692' RWY 689'	
NDB AD 407			Minimum Alt LOM 1400' (711')		2 NDB MDA(H) Refer to Minimums			
MISSED APCH: Climb on 115° to 1680' (991'), then turn LEFT to GH NDB and as directed.							MSA ARP	
Alt Set: MM (hPa on req)		QNH (QFE on req)		Trans level: FL 49 ①		Trans alt: 3650' (2961')		
Do not mistake railway lights for rwy lights.								



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	ALS	1680' (991')	on 115°	GH 320
ILS GS or										
NDB Descent Angle 3.00°	372	478	531	637	743	849				

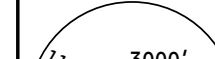
STRAIGHT-IN LANDING RWY 12R							
ILS		LOC (GS out)		2 NDB		NDB	
DA(H)				with FAF ①	w/o FAF	with FAF	w/o FAF
AB: 889' (200')				MDA(H)	MDA(H)	MDA(H)	MDA(H)
CD: 954' (265')				1110' (421')	1680' (991')	AB: 1345' (656')	CD: 1680' (991')
FULL		ALS out		ALS out	ALS out	ALS out	ALS out
A							
B							
C	1200m	NOT AUTH	1800m	5000m	3000m	5000m	
D					5000m		

① B737: MDA(H) 1510' (821') 4000m.

CHANGES: Radar capability. Alt setting. Minimums.

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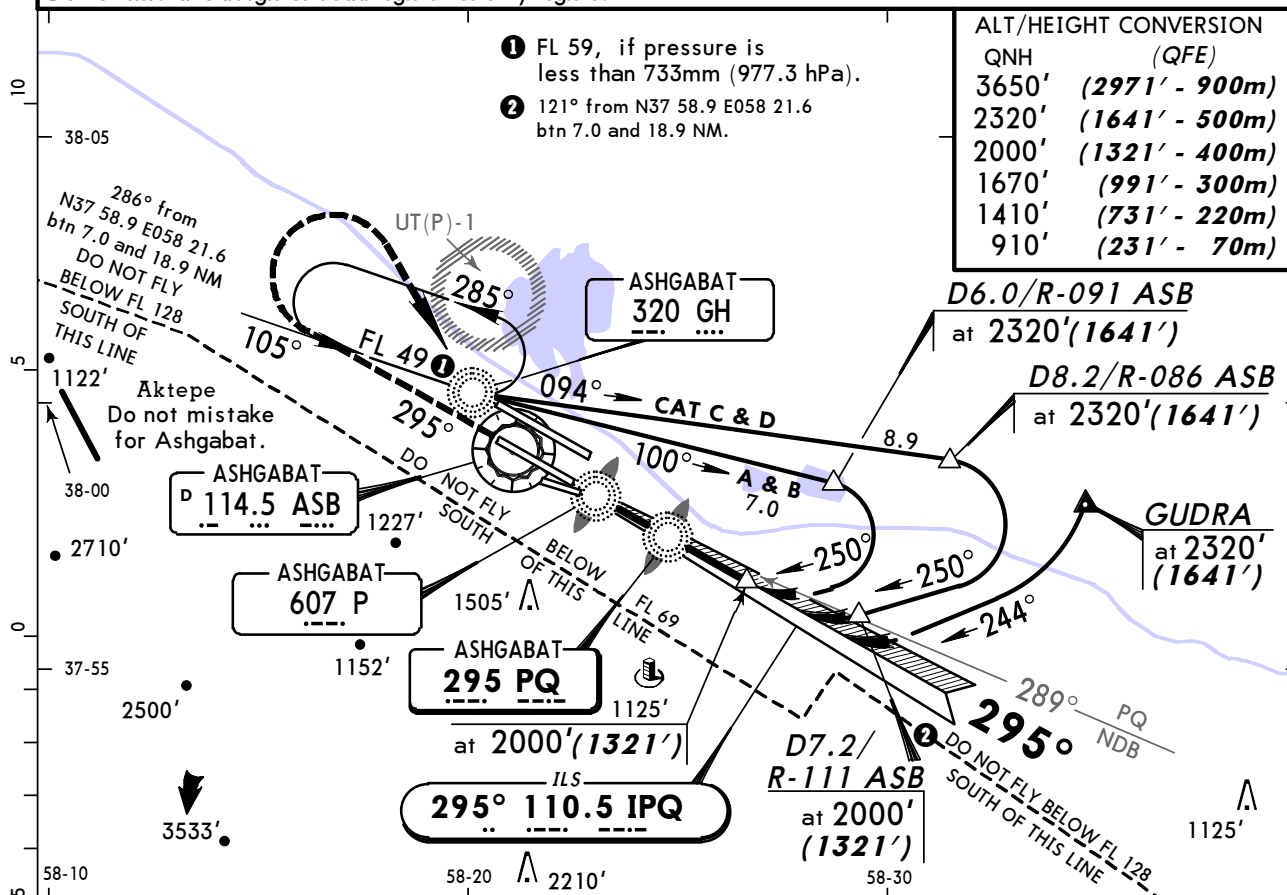
ILS or 2 NDB Rwy 30L

ASHGABAT Approach (R) 123.5		ASHGABAT Krug (SRE) 118.7		ASHGABAT Start (TWR) 120.0		Ground 121.7	
LOC IPQ 110.5	<i>Final Apch Crs</i> 295°	GS LOM 1401' (722')	ILS DA(H) Refer to Minimums	<i>Apt Elev</i> 692' <i>RWY</i> 679'			
NDB PQ 295		<i>Minimum Alt</i> LOM 1410' (731')	<i>2 NDB</i> MDA(H) Refer to Minimums				

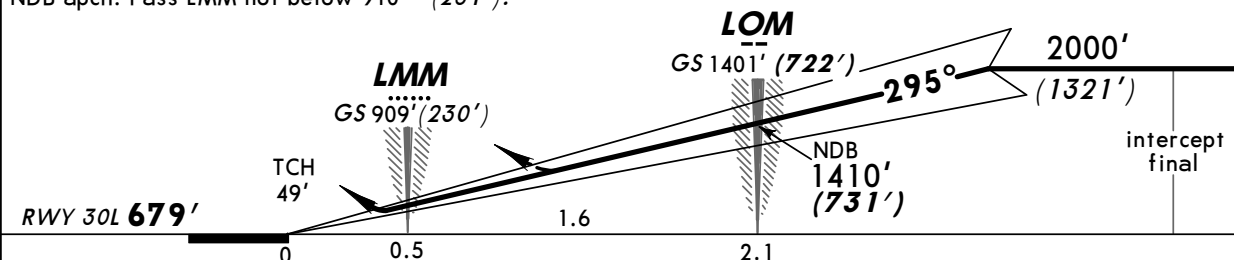
MSA
ARP

Trans alt: 3650' (**2971'**)

Do not mistake brighter road lights for rwy lights.



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



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>ILS GS or</i>								
<i>NDB Descent Angle</i> 3.00°	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY 12R										
ILS		LOC (GS out)	2 NDB I		NDB					
<i>DA(H)</i>					with FAF <i>MDA(H)</i>		w/o FAF			
AB: 879'(200')				<i>MDA(H)</i>	AB: 1340'(661')		<i>MDA(H)</i>			
CD: 1009'(330')				1090'(411')	CD: 1670'(991')		1830'(1151')			
FULL	ALS out			ALS out		ALS out		ALS out		
A	1200m		NOT AUTH		1800m		3000m		5000m	
B										
C										
D							5000m			

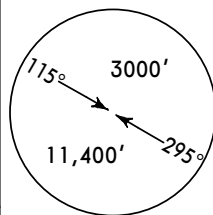
1 B737: MDA(H) 1500' (821') 4000m.

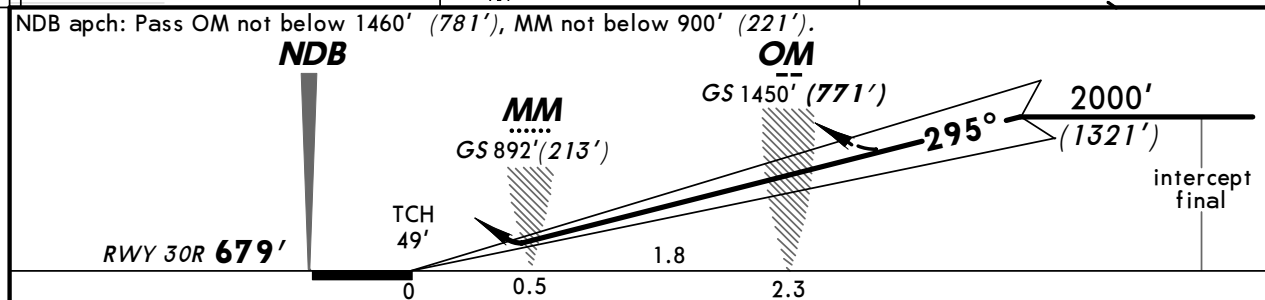
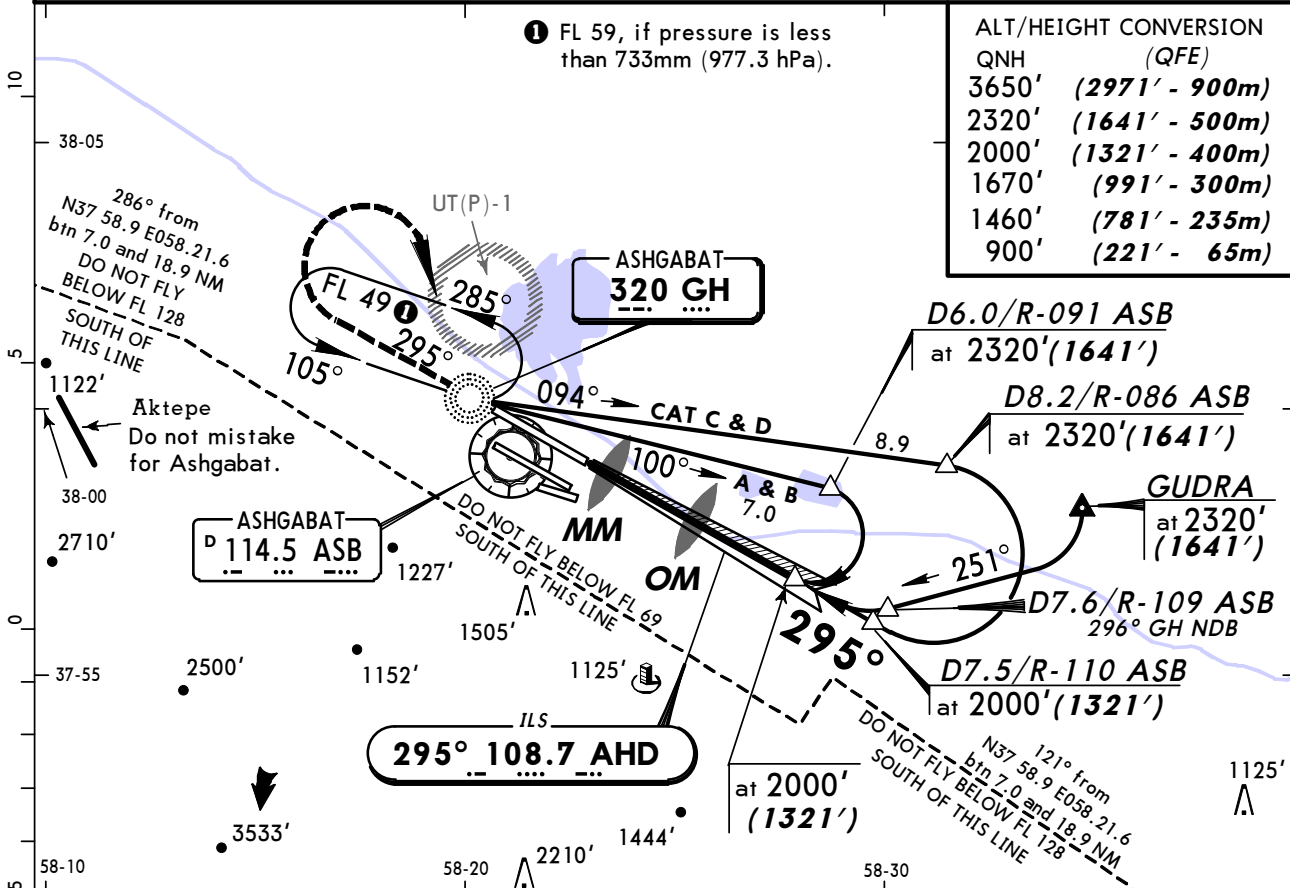
UTAA/ASB ASHGABAT

14 DEC 12

(11-4)

JEPPesen ASHGABAT, TURKMENISTAN ILS or NDB Rwy 30R

ASHGABAT Approach (R) 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'			
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 (QFE on req)		Trans level: FL 49 ①		Trans alt: 3650' (2971')	
Do not mistake brighter road lights for rwy lights.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1670' (991') on 295°	GH 320
ILS GS or NDB Descent Angle 3.00°	372	478	531	637	743	849	PAPI			RT

STRAIGHT-IN LANDING RWY 30R									
ILS				LOC (GS out)	NDB				
DA(H) 879'(200')					with FAF		w/o FAF		
FULL					MDA(H) AB: 1340'(661') CD: 1670'(991')		MDA(H) 1830'(1151')		
TDZ or CL out				ALS out		ALS out			
A				NOT AUTH	3000m		5000m		
B	RVR 550m	RVR 720m	1200m						
C	VIS 800m	VIS 800m							
D					5000m				

CHANGES: Radar capability. Alt setting. Minimums.

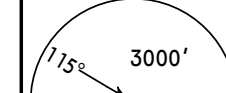
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UTAA/ASB ASHGABAT

14 DEC 12

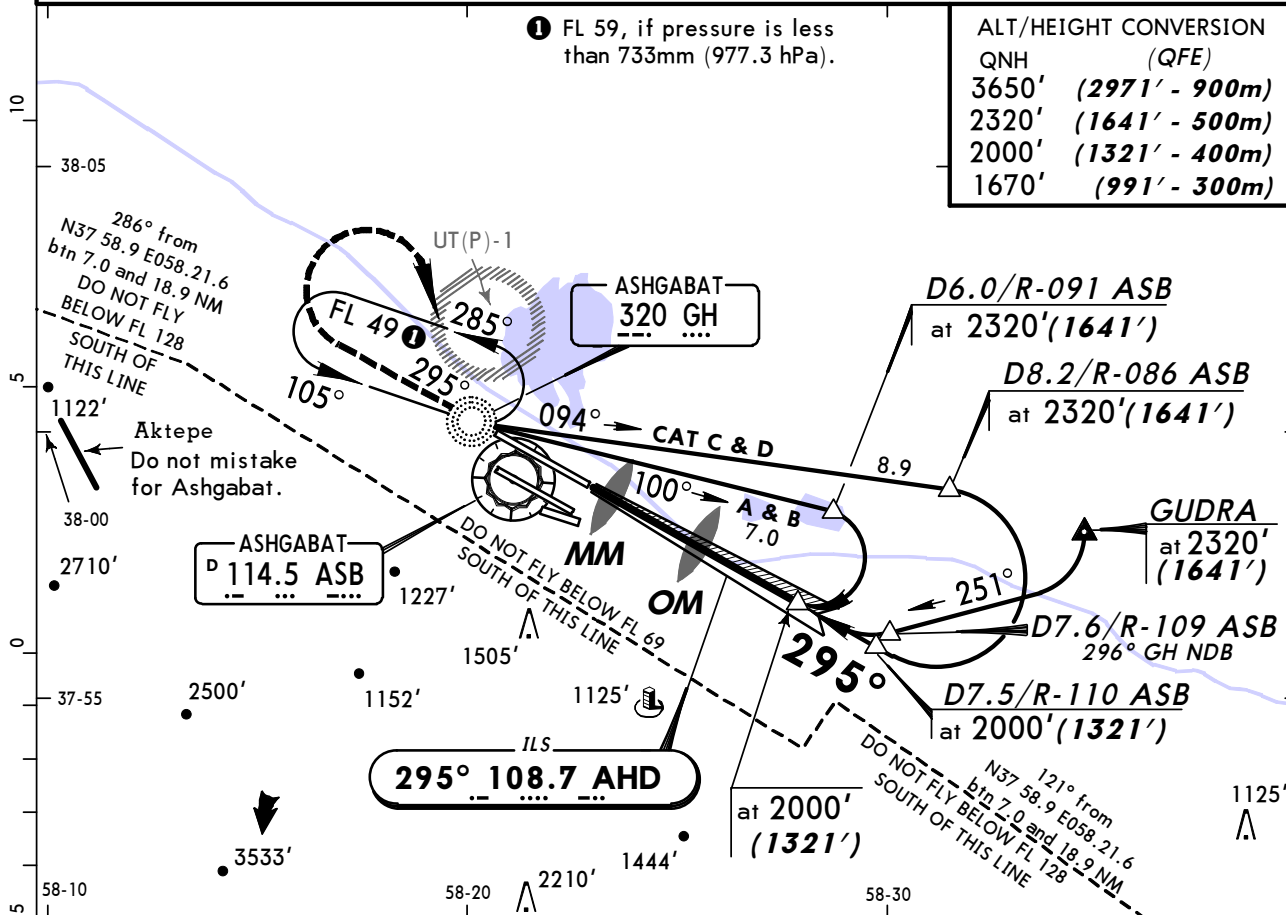
(11-4A)

JEPPESEN ASHGABAT, TURKMENISTAN CAT II ILS Rwy 30R

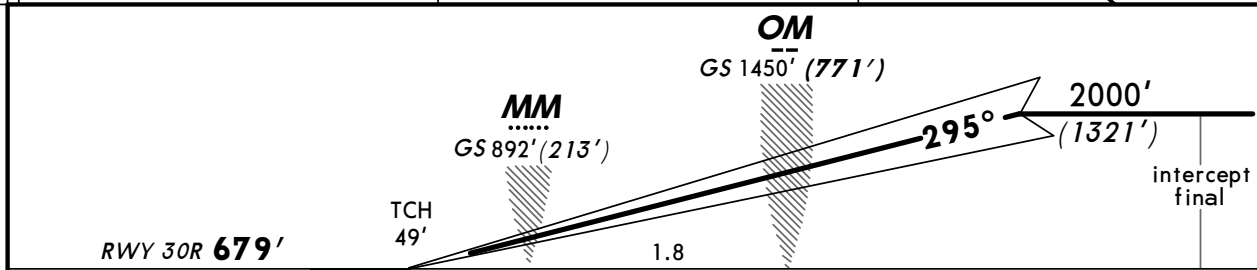
ASHGABAT Approach (R)		ASHGABAT Krug (SRE)		ASHGABAT Start (TWR)		Ground	
123.5		118.7		120.0		121.7	
LOC AHD 108.7	Final Apch Crs 295°	GS OM 1450' (771')	CAT II ILS RA 113' DA(H) 779' (100')		Apt Elev 692' RWY 679'	 MSA ARP	
MISSED APCH: Climb on 295° to 1670' (991'), then turn RIGHT to NDB and as directed.							

Alt Set: MM (hPa on req) QNH (QFE on req) 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.



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

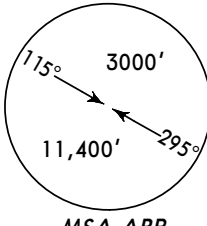


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1670' (991') on 295°	GH 320
GS	3.00°	377	484	538	646	753	861		RT

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

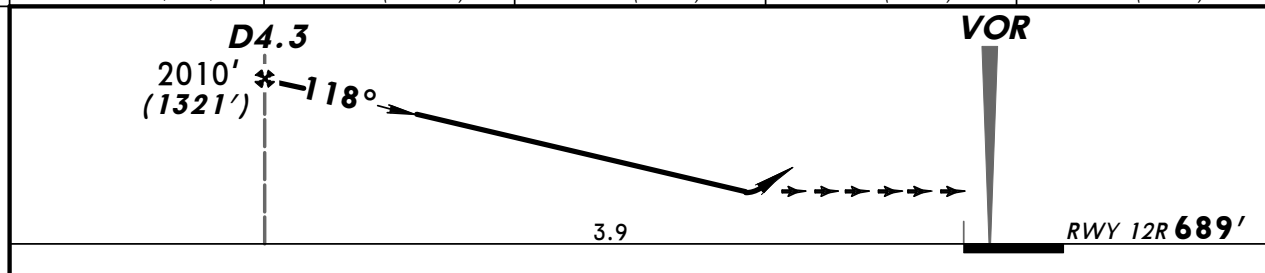
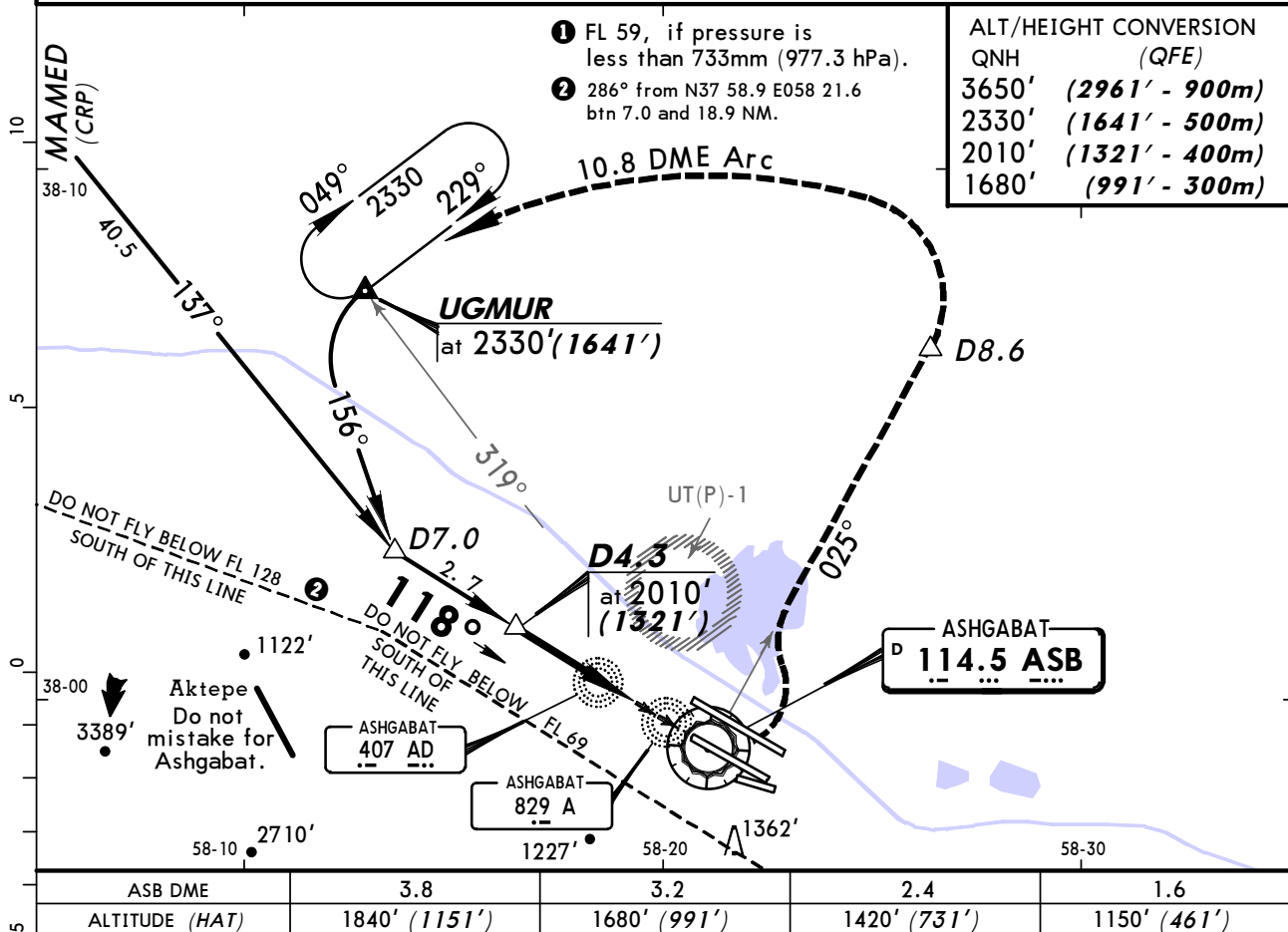
RVR 350m

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 118°	Minimum Alt D4.3 2010'(1321')	MDA(H) Refer to Minimums	Apt Elev 692' 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.							

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3650' (2961')

WARNING: Do not mistake railway lights for rwy lights.



Gnd speed-Kts	70	90	100	120	140	160	ALS	1680' (991')	on 118°	ASB 114.5
Descent Gradient 5.2%	369	474	527	632	737	843				

STRAIGHT-IN LANDING RWY 12R			
with FAF		w/o FAF	
MDA(H) 1110' (421')		MDA(H) 1680' (991')	
ALS out		ALS out	
A	RVR 1800m		CMV 5000m
B			
C			
D			

PANS OPS

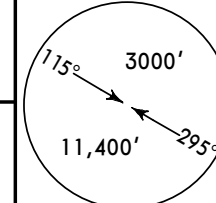
UTAA/ASB ASHGABAT

21 DEC 12

13-2

JEPPesen ASHGABAT, TURKMENISTAN VOR DME Rwy 30L

BRIEFING STRIP

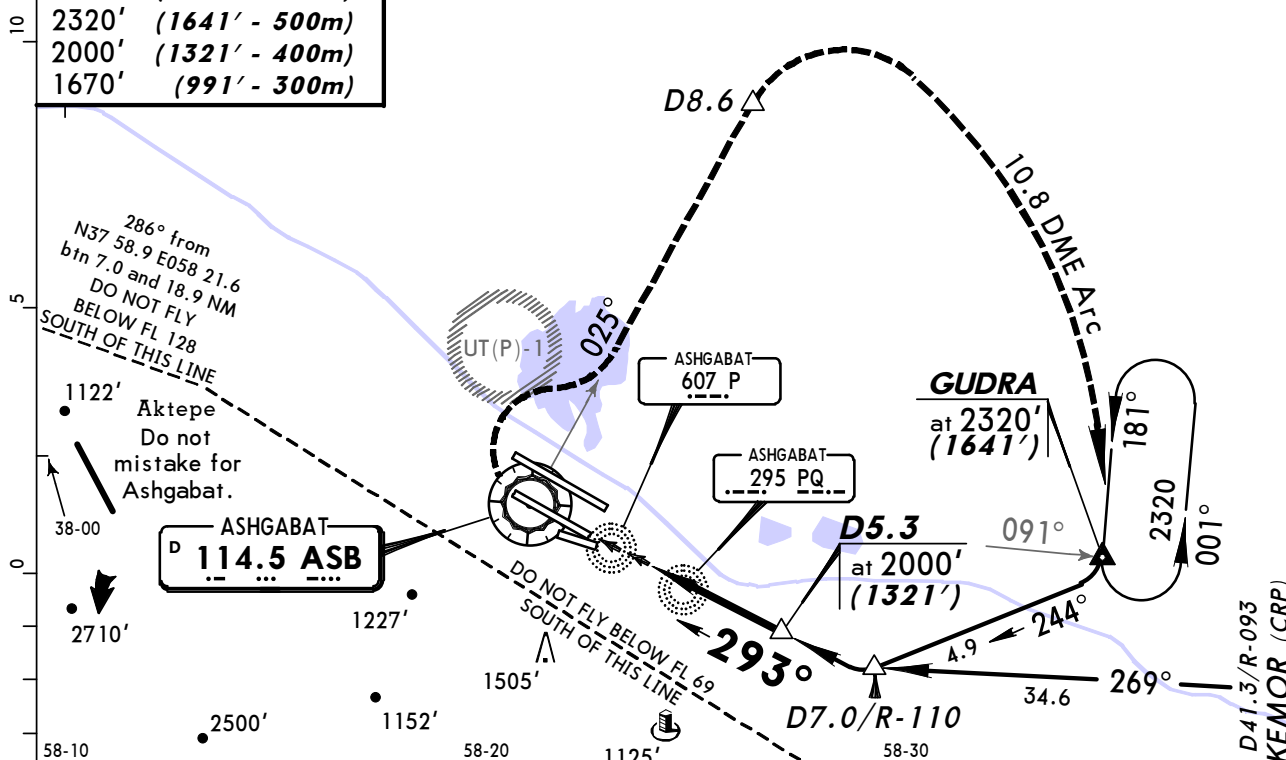
ASHGABAT Approach		ASHGABAT Krug (SRE)		ASHGABAT Start (TWR)		Ground
123.5		118.7		120.0		121.7
VOR ASB 114.5	Final Apch Crs 293°	Minimum Alt D5.3 2000'(1321')	MDA(H) 1090'(411')	Apt Elev 692' RWY 679'		
MISSED APCH: Climb on 293° to 1670'(991') to VOR, then turn RIGHT to intercept R-025 and proceed to join 10.8 DME Arc, or as directed.						MSA ARP
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

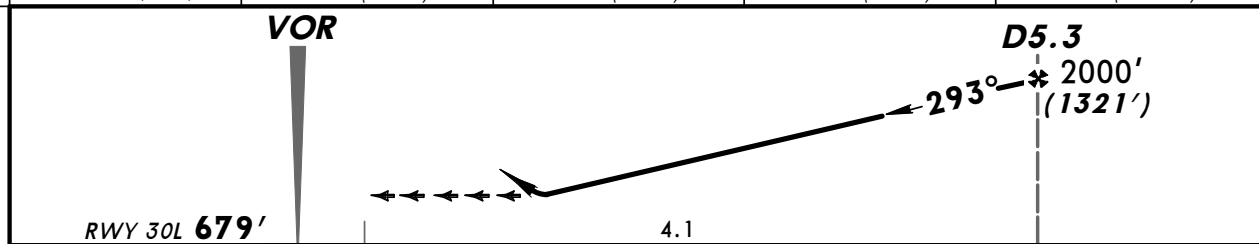
QNH	(QFE)
3650'	(2971' - 900m)
2320'	(1641' - 500m)
2000'	(1321' - 400m)
1670'	(991' - 300m)

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	ALS	1670' (991')	on 293°	ASB 114.5
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		

PANS OPS

CHANGES: None.

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Chart changes since cycle 16-2013

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

Alt Set: QNH (QFE on request).