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Trip Kit Index

Airport Information For UTAA

Terminal Charts For UTAA

Revision Letter For Cycle 23-2013

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: 0245 Z
Sunset: 1257 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

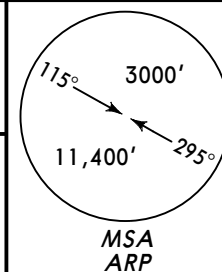
Runway: 30R
Length x Width: 12467 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 679 ft
Lighting: Edge, ALS, Centerline, TDZ

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'

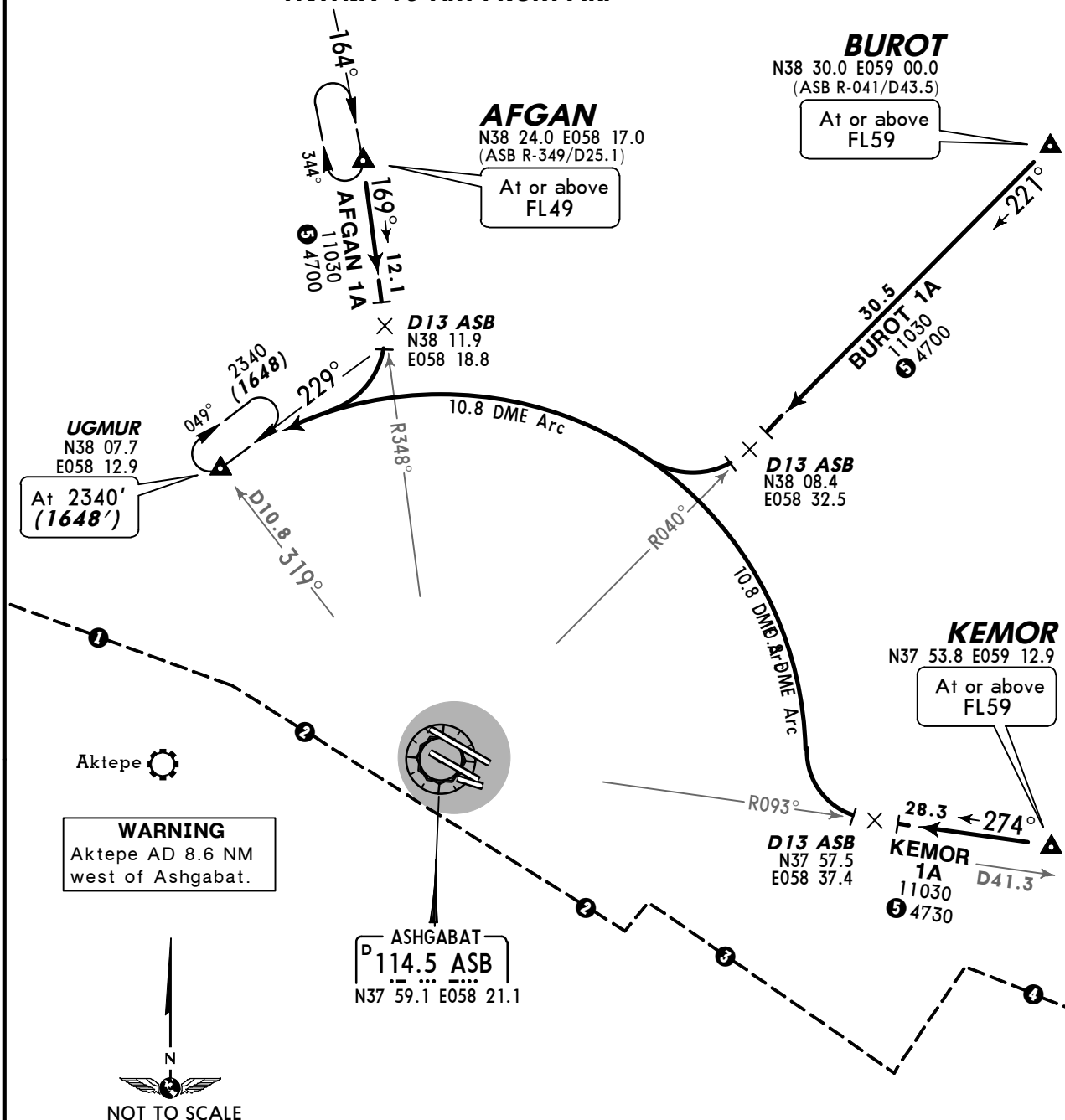
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3650' (2958')



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



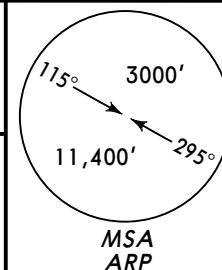
- ① 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- ② Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
- ③ 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- ④ ASB R-107/D18.9 - D108 do not fly south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

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'

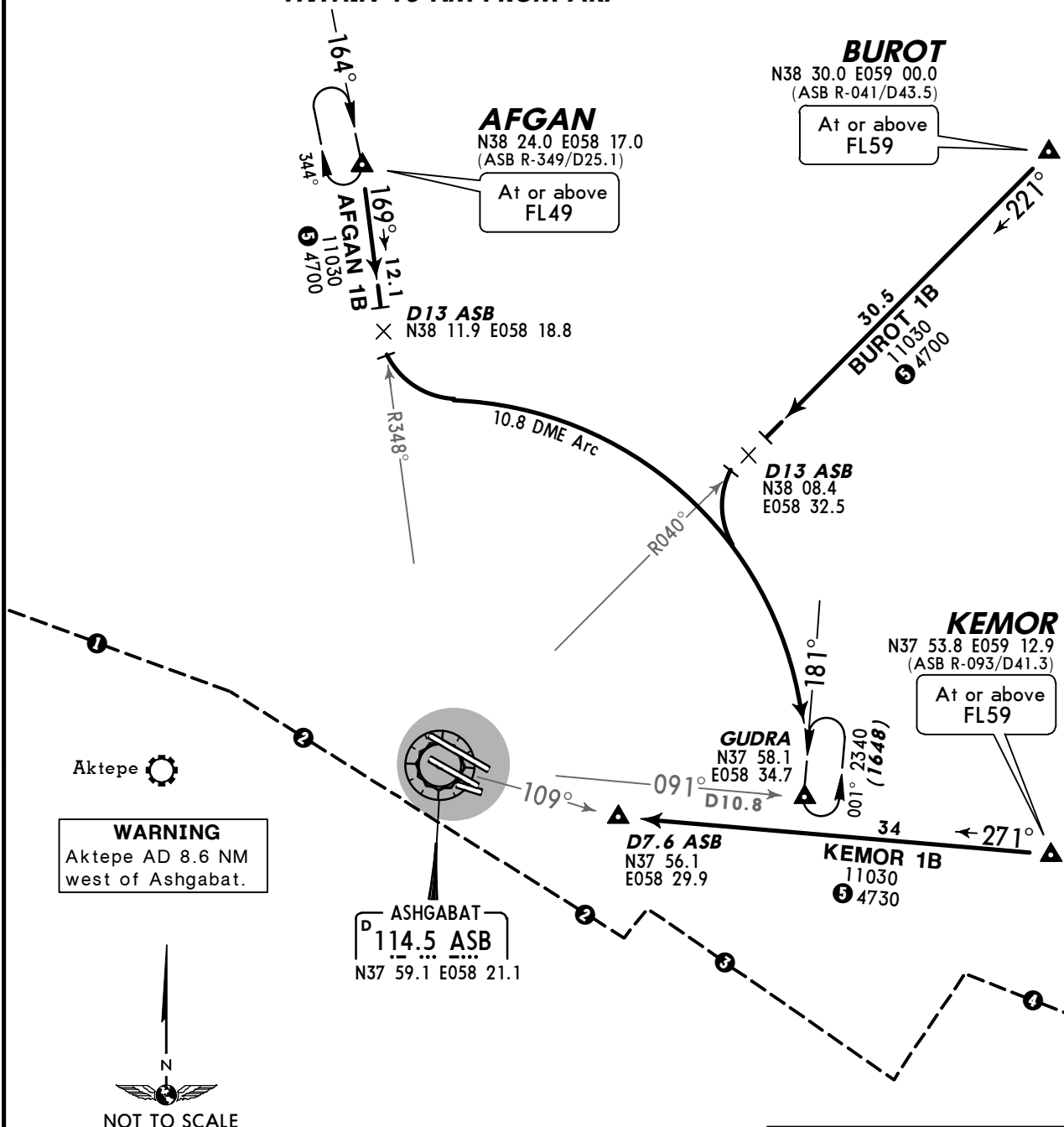
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3650' (2958')



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



- 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

At or above
FL89

At 2340'
(1648')

35.1
PODOK 1A
11030
5 4700

D13 ASB
38 11.5
058 25.6

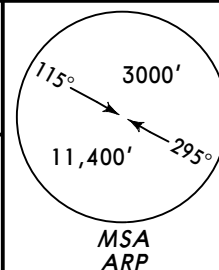
D8.6 ASB
N38 06.6
E058 26.4

ASHGABAT
D 114.5 ASB
N37 59.1 E058 21.1

- 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.

[illegible]

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

D13 ASB
N38 09.2 E058 10.8

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.

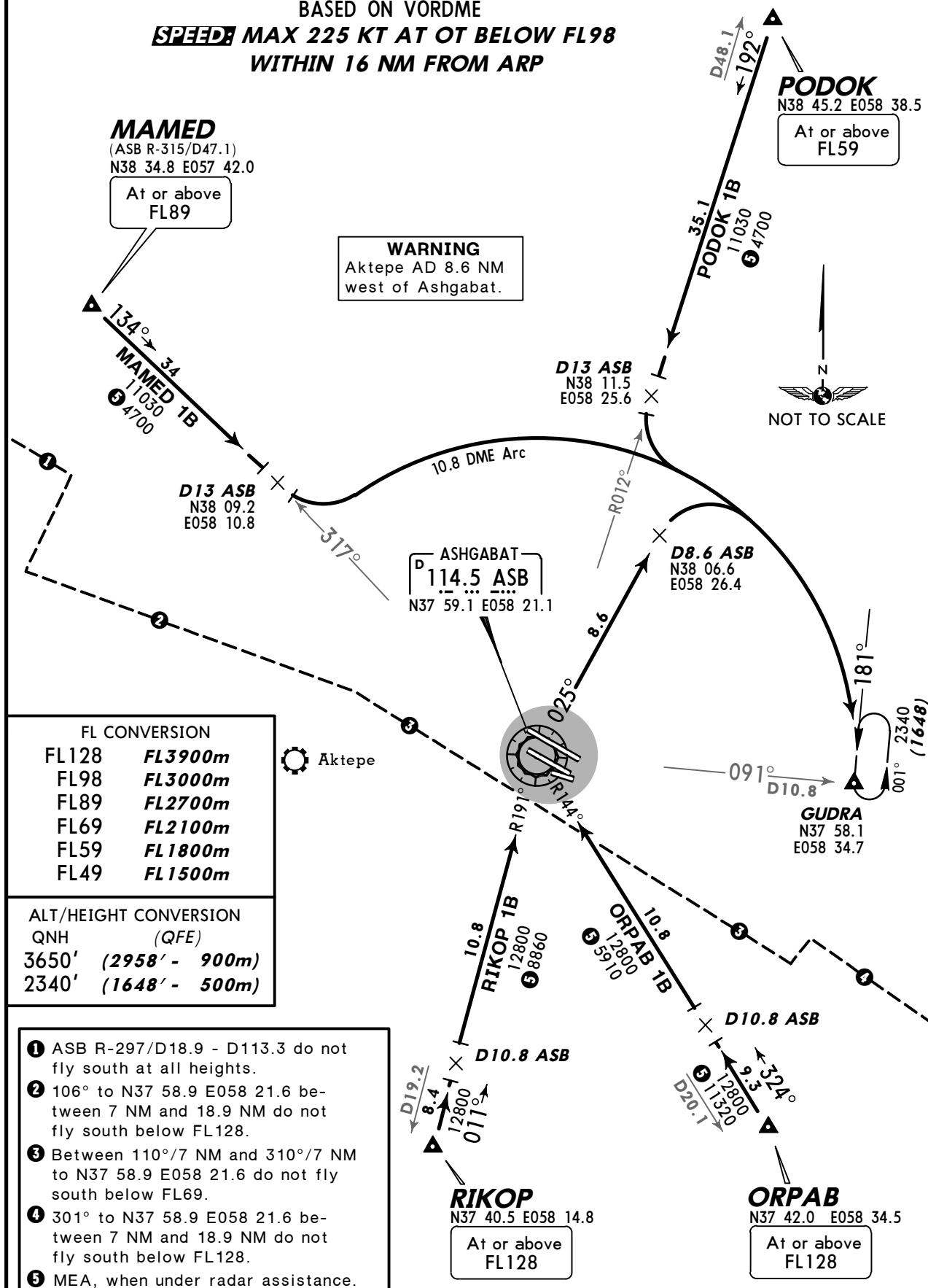
RIKOP
N37 40.5 E058 14.8

At or above
FL128

ORPAB

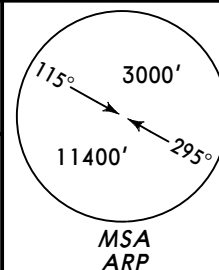
N37 42.0 E058 34.5

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]

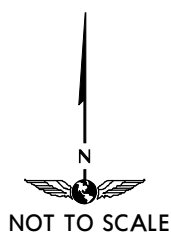
KEMOR 1D [KEMO1D]

RWYS 30L/R ARRIVALS

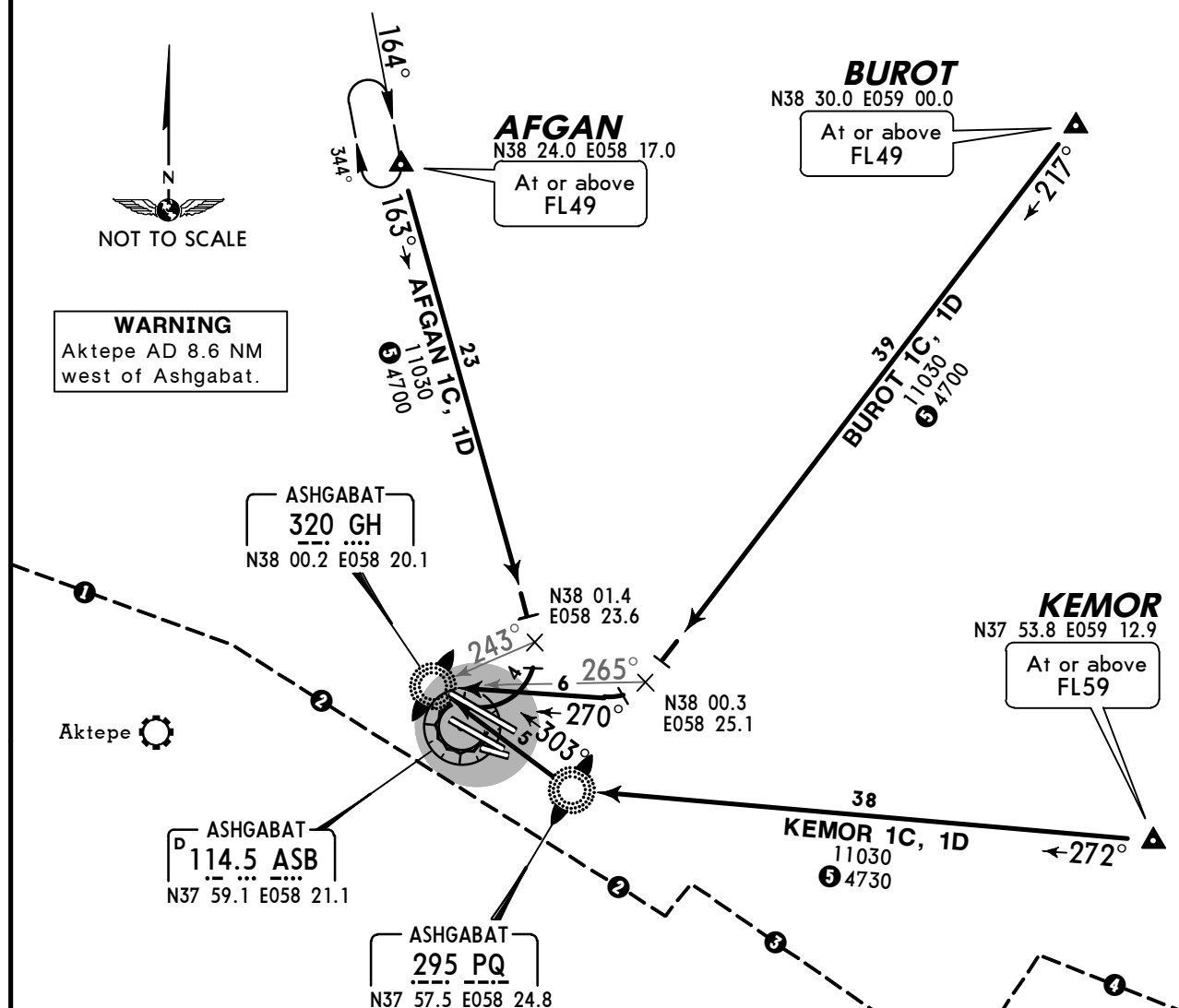
RWYS 12L/R ARRIVALS

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.



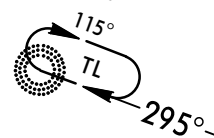
FL CONVERSION
FL128 **FL3900m**
FL69 **FL2100m**
FL59 **FL1800m**
FL49 **FL1500m**

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

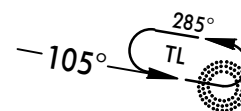
- 1 106° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- 2 Between 110°/7 NM and 310°/7 NM to N37 58.9 E058 21.6 do not fly south below FL69.
- 3 301° to N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- 4 ASB R-107/D18.9 - D108 do not fly south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

HOLDINGS OVER GH

Runways 12L/R

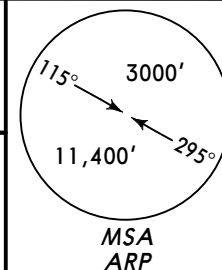


Runways 30L/R



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]

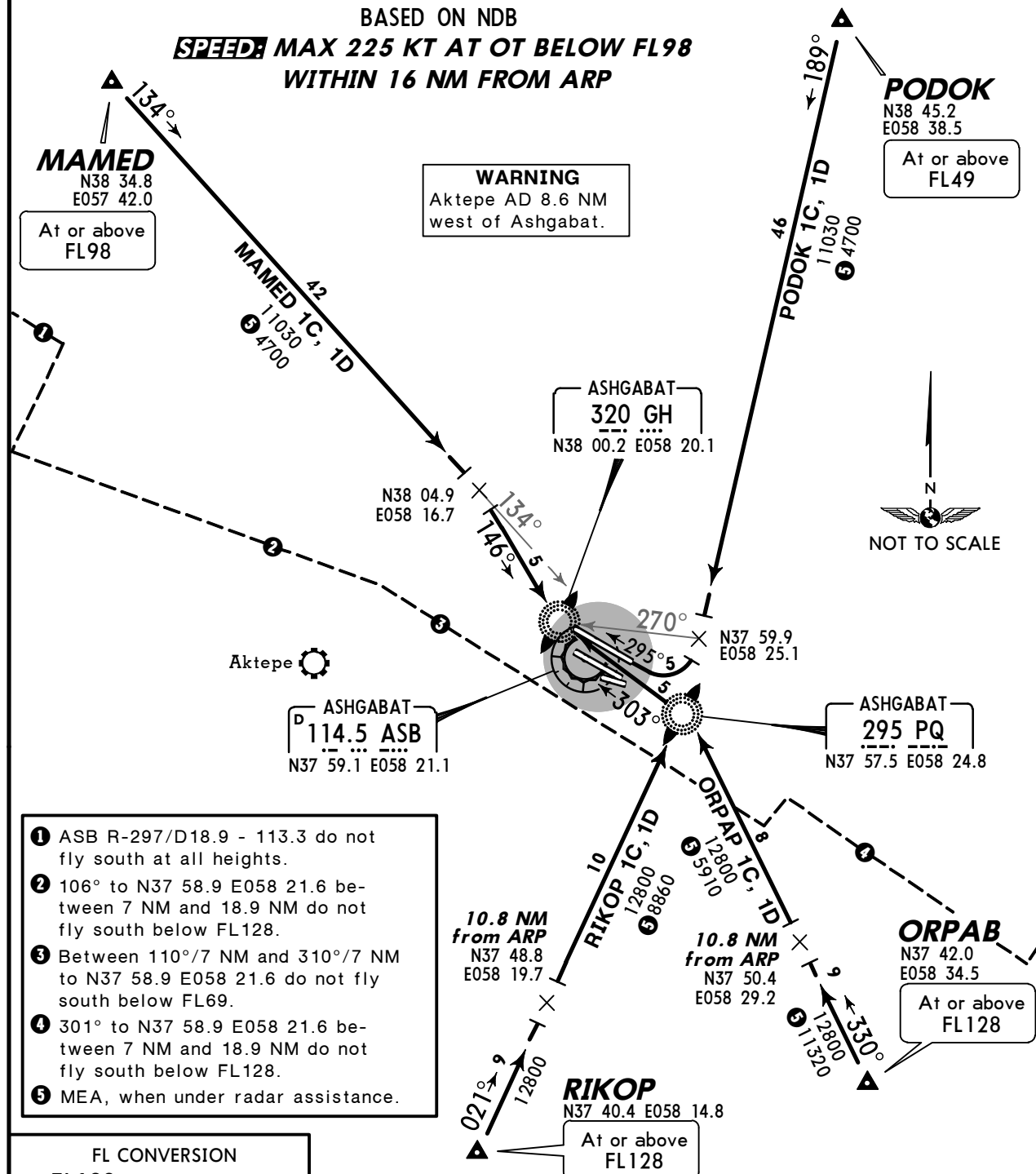
RIKOP 1D [RIKO1D]

RWYS 30L/R ARRIVALS

RWYS 12L/R ARRIVALS

BASED ON NDB

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



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

FL CONVERSION

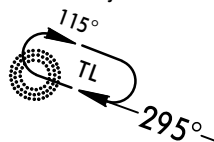
FL128 **FL3900m**
FL98 **FL3000m**
FL69 **FL2100m**
FL59 **FL1800m**
FL49 **FL1500m**

ALT/HEIGHT CONVERSION

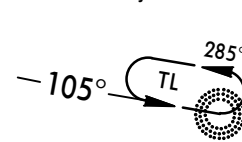
QNH (QFE)
3650' (2958' - 900m)

HOLDINGS OVER GH

Runways 12L/R

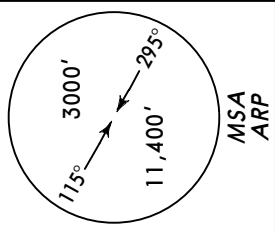


Runways 30L/R

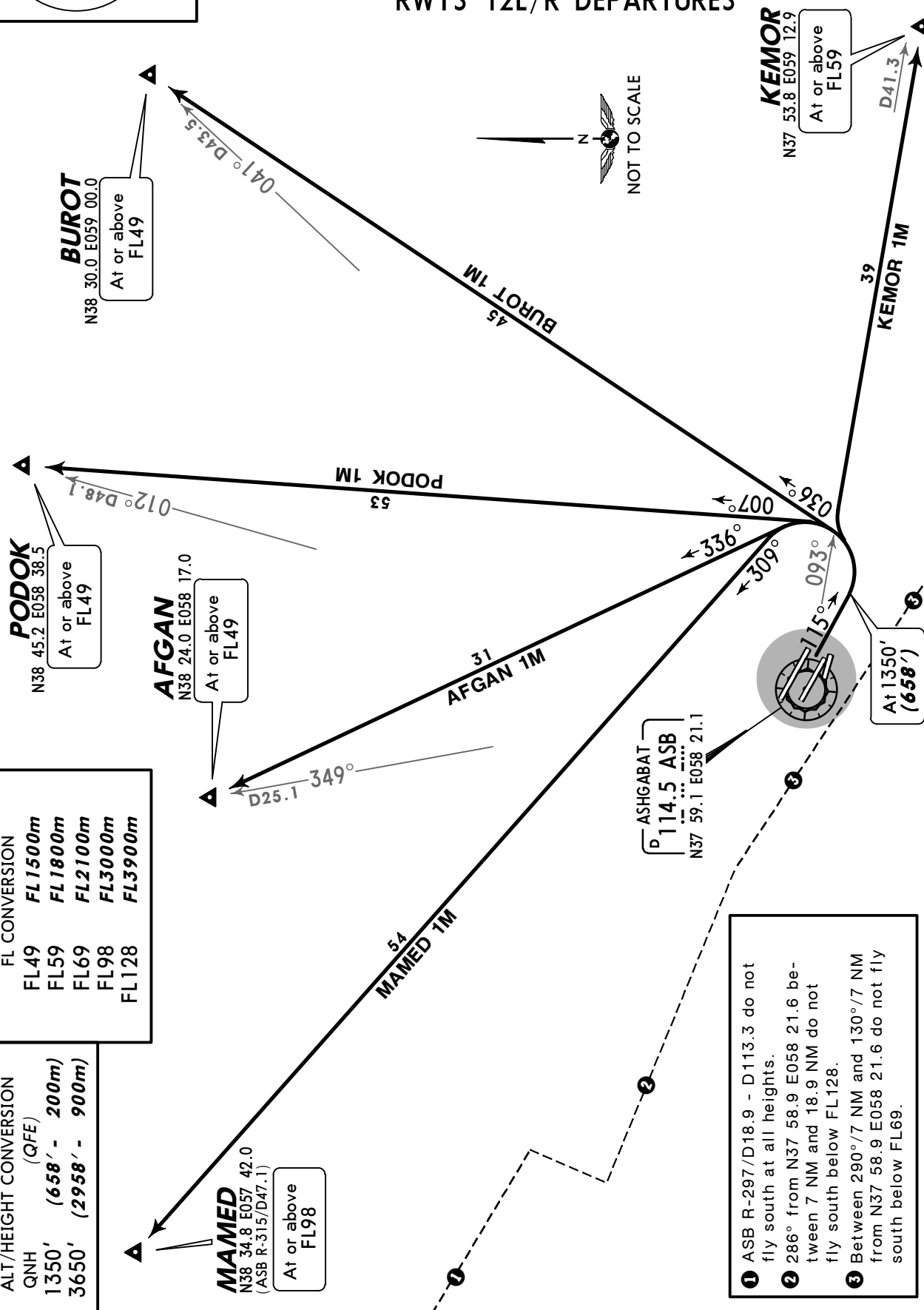


Apt Elev
692'

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

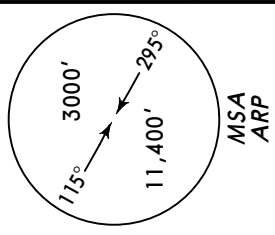


AFGAN 1M [AFGA1M], BUROT 1M [BURO1M]
KEMOR 1M [KEMO1M], MAMED 1M [MAME1M]
PODOK 1M [PODO1M]
RWYS 12L/R DEPARTURES

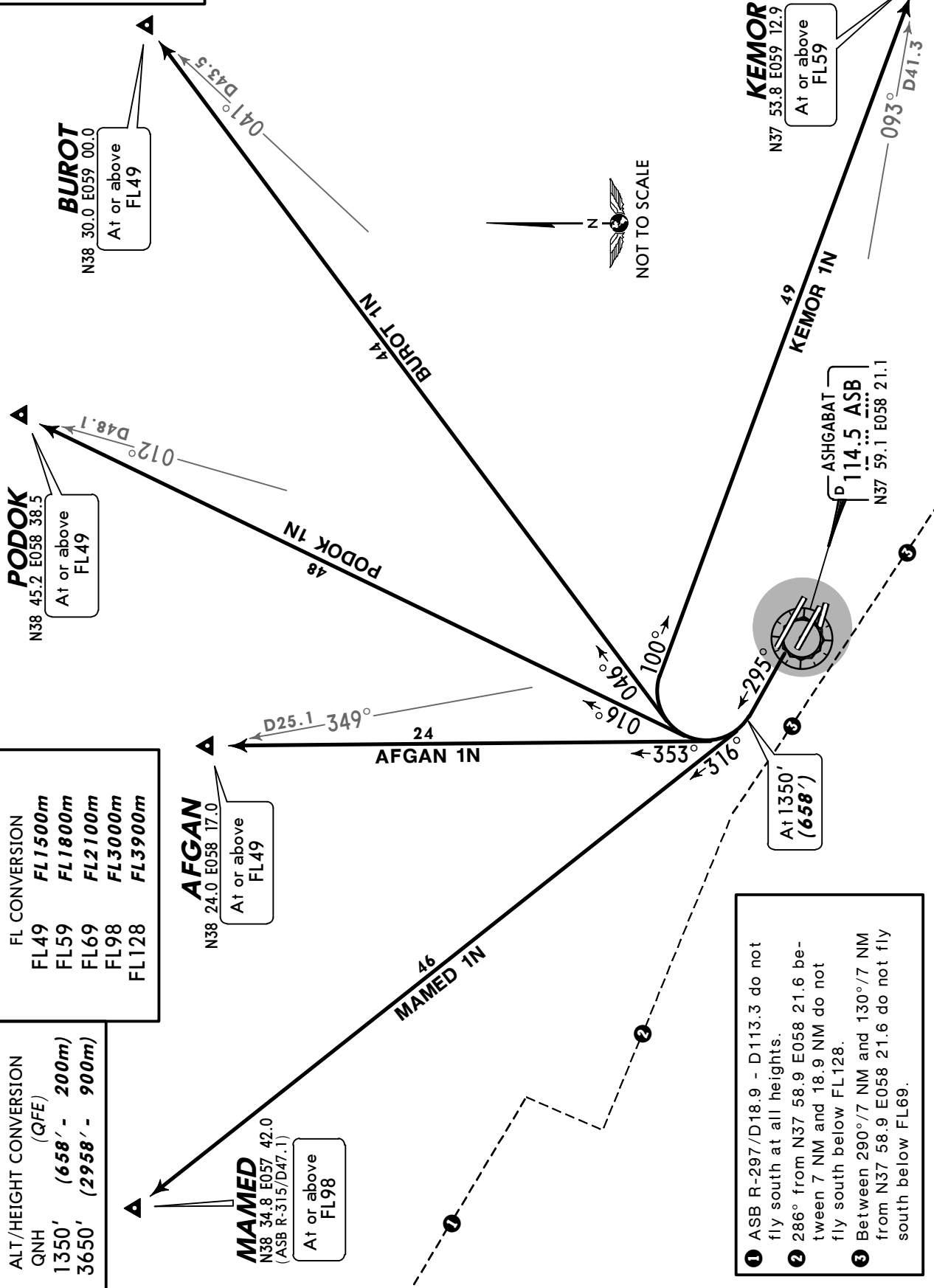


Apt Elev
692'

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'

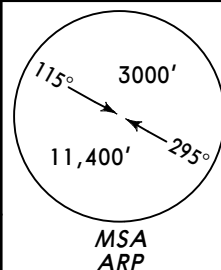
QNH on request (QFE)

Trans level: FL49

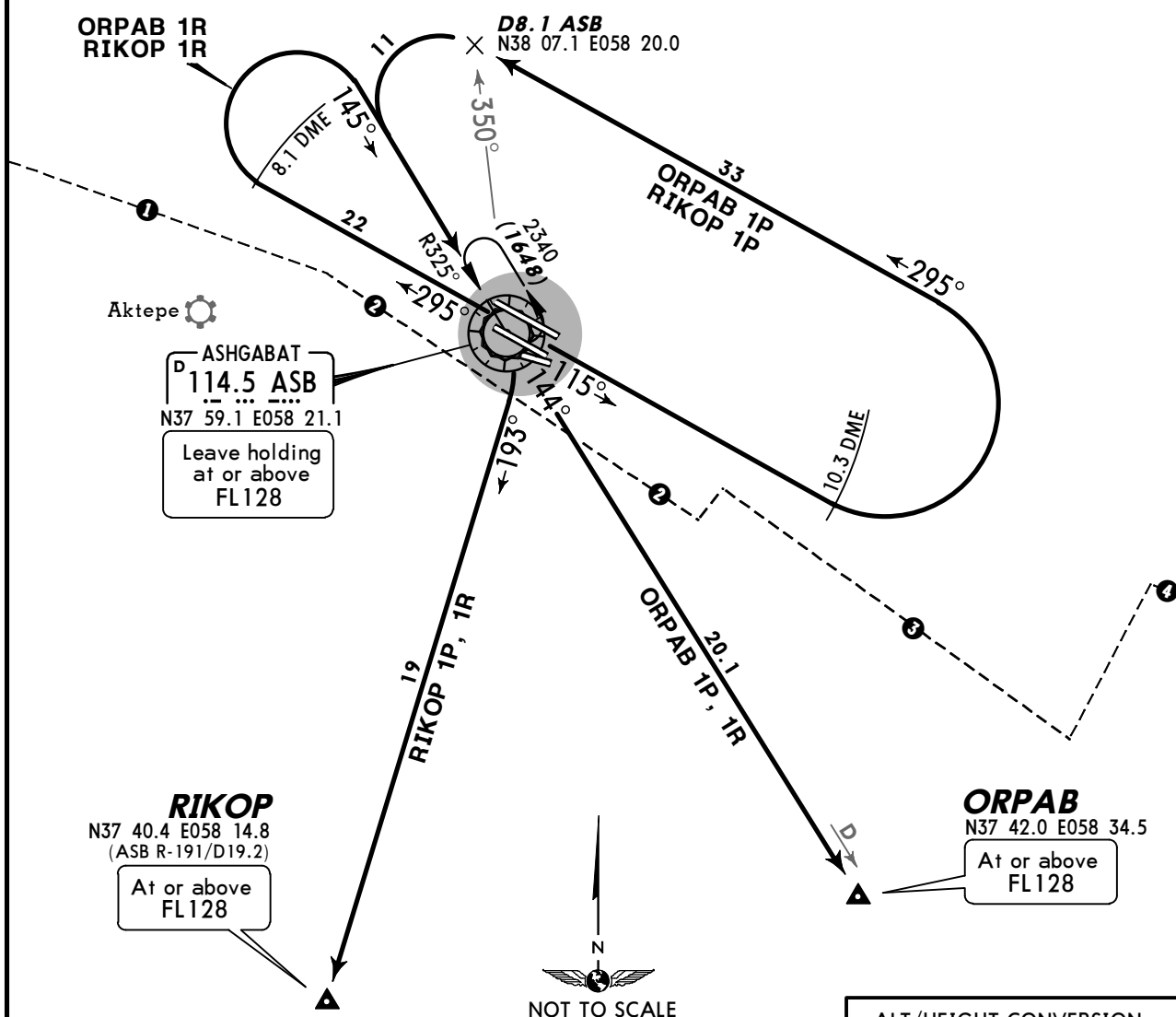
FL59 if pressure is less than 733 mm (977.3 hPa)

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'

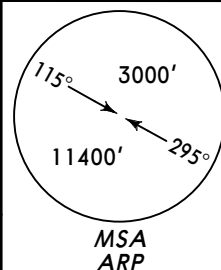
QNH on request (QFE)

Trans level: FL49

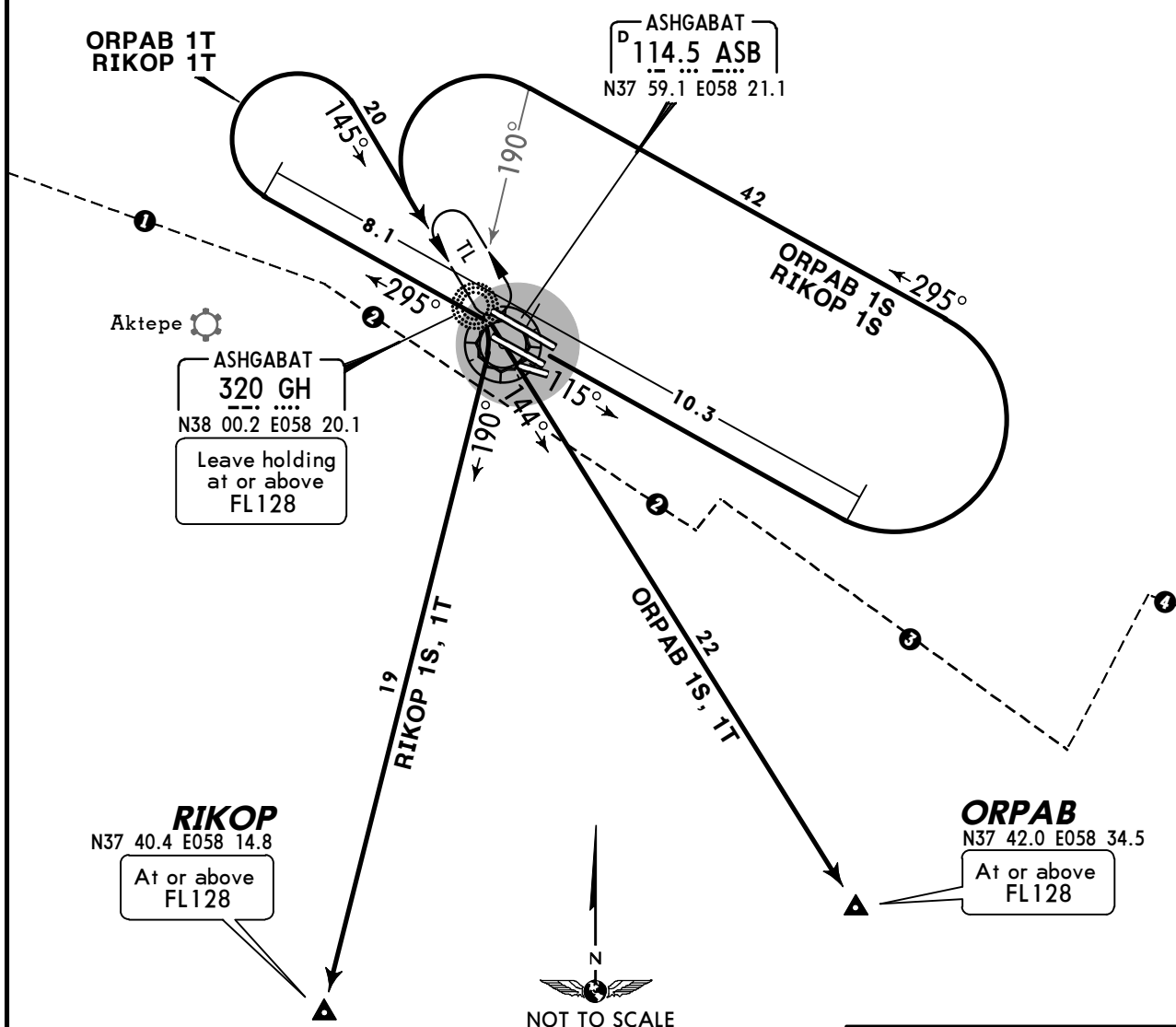
FL59 if pressure is less than 733 mm (977.3 hPa)

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

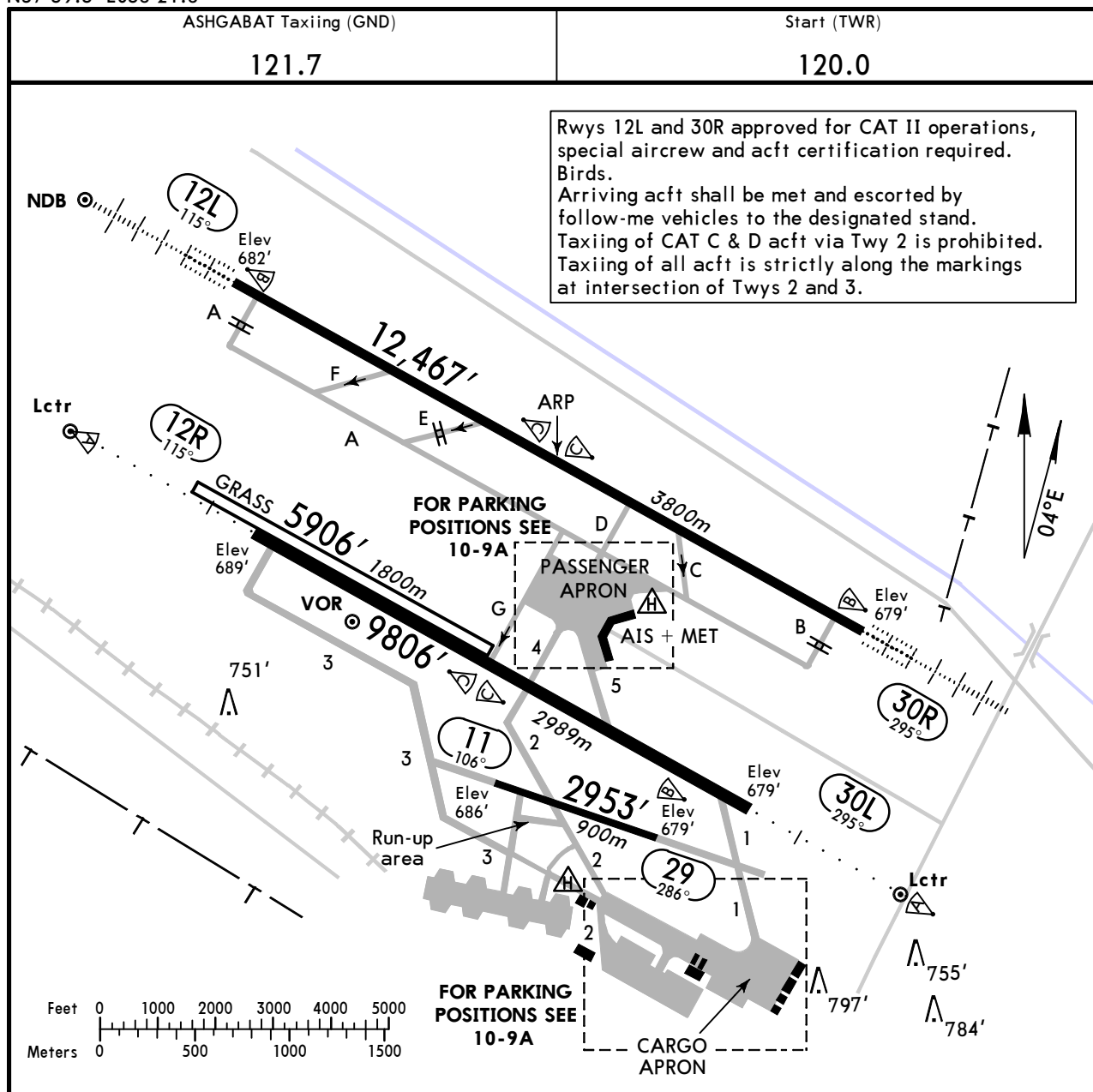


- 1 286° from N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- 2 Between 290°/7 NM and 130°/7 NM from N37 58.9 E058 21.6 do not fly south below FL69.
- 3 121° from N37 58.9 E058 21.6 between 7 NM and 18.9 NM do not fly south below FL128.
- 4 ASB R-107/D18.9 - D108 do not fly 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.	

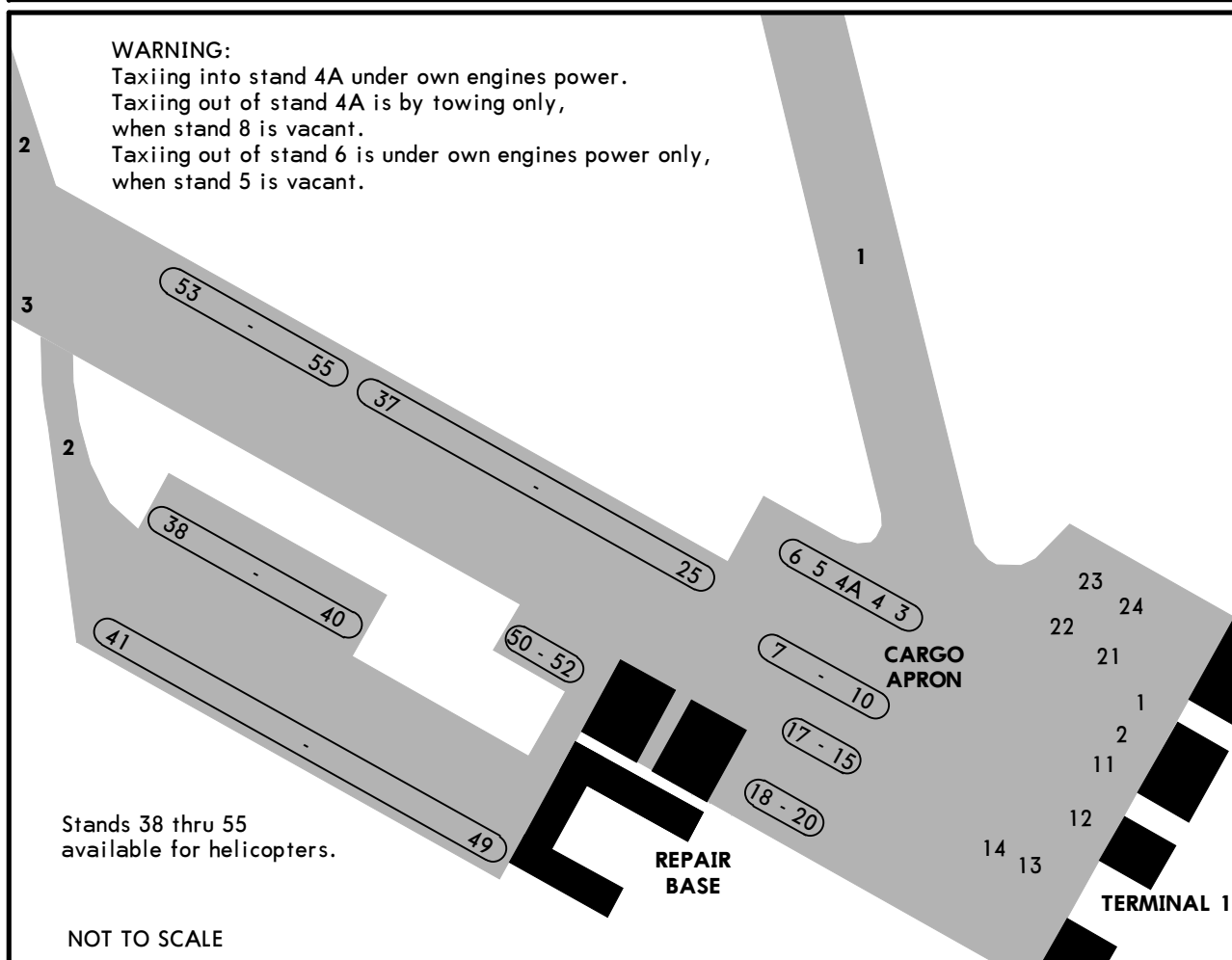
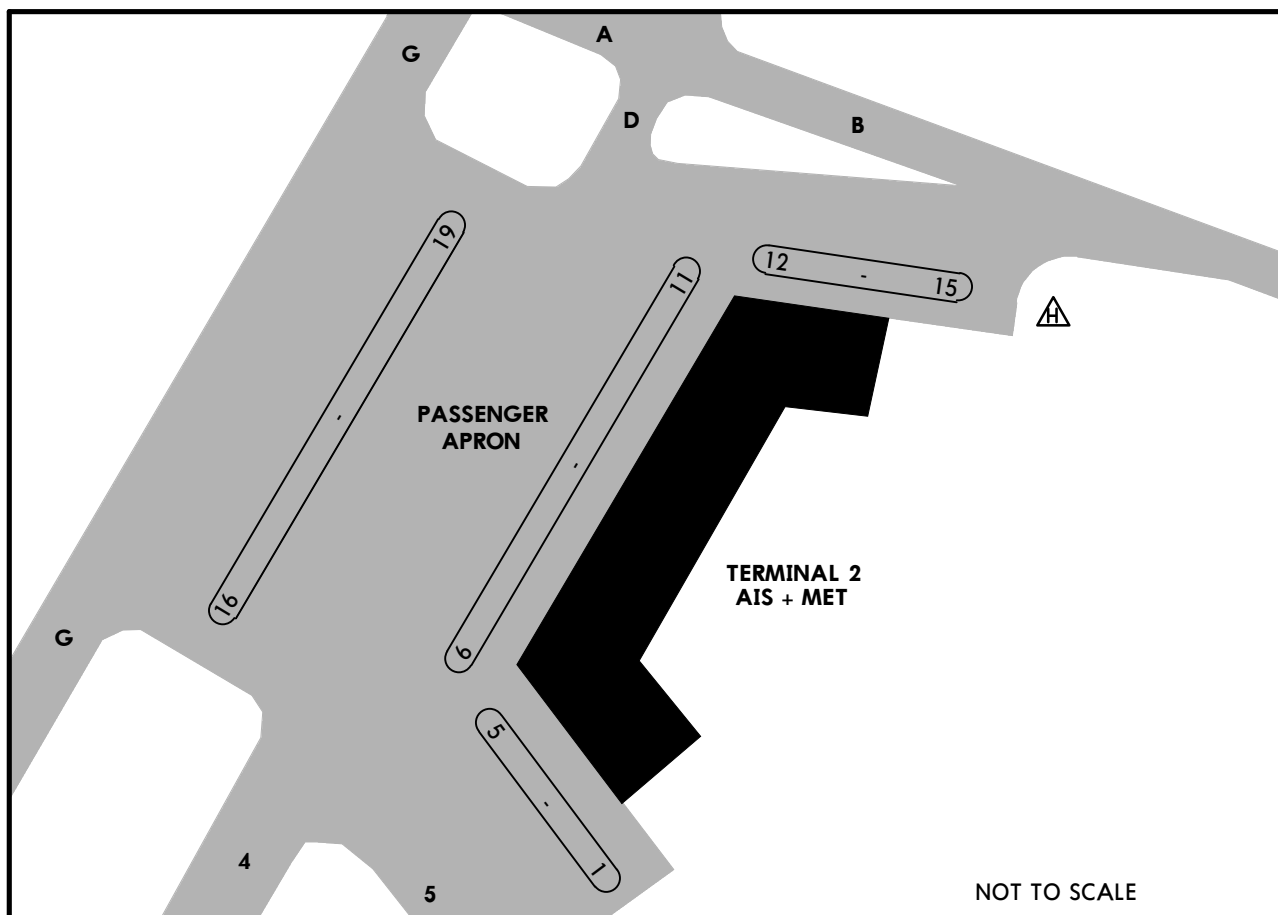


ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS			WIDTH	
		LANDING BEYOND		TAKE-OFF		
		Threshold	Glide Slope			
11 29					115' 35m	
12L 30R	HIRL (60m) CL (30m) HIALS-II TDZ PAPI-L RVR		11,616' 3541m 11,738' 3578m		151' 46m	
12R 30L	RL (60m) ALS RVR		8773' 2674m	9478' 2889m①	197' 60m	
12R 30L	Grass runway				197' 60m	

❶ First 328'/100m unusable for take-off.

TAKE-OFF			
Rwy 12L/30R		Rwys 12L/R, 30L/R	
LVP must be in force		LVP must be in force	
RL & CL		RCLM (DAY only) or RL	
A			
B	200m	300m ❶	400m
C			
D	250m (200m)		

❶ 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') R550m	882' (200') R550m	882' (200') R550m	882' (200') R550m
	<i>FULL</i>	R750m	R750m	R750m	R750m
	<i>Limited</i>	R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
12R	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
	ILS	889' (200') R1000m	889' (200') R1000m	954' (265') R1100m	954' (265') R1100m
	<i>ALS out</i>	R1200m	R1200m	R1300m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶❷	1110' (421') R1800m	1110' (421') R1800m	1110' (421') R1800m	1110' (421') R1800m
12R	<i>ALS out</i>	R1800m	R1800m	R2000m	R2000m
	VOR ❸	1680' (991') C5000m	1680' (991') C5000m	1680' (991') C5000m	1680' (991') C5000m
	2 NDB ❶❷❹	1110' (421') R1800m	1110' (421') R1800m	1110' (421') R1800m	1110' (421') R1800m
	<i>ALS out</i>	R1800m	R1800m	R2000m	R2000m
	2 NDB ❸	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')	879' (200')	1009' (330')	1009' (330')
		R1000m	R1000m	R1300m	R1300m
	<i>ALS out</i>	R1200m	R1200m	R1500m	R1500m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶❷	1090' (411')	1090' (411')	1090' (411')	1090' (411')
		R1800m	R1800m	R1800m	R1800m
	<i>ALS out</i>	R1800m	R1800m	R1900m	R1900m
2 NDB ❶❷❸		1090' (411')	1090' (411')	1090' (411')	1090' (411')
		R1800m	R1800m	R1800m	R1800m
	<i>ALS out</i>	R1800m	R1800m	R1900m	R1900m
	NDB ❶❷	1345' (661')	1345' (661')	1680' (991')	1680' (991')
		C3000m	C3000m	C5000m	C5000m
NDB ❹		1830' (1151')	1830' (1151')	1830' (1151')	1830' (1151')
		C5000m	C5000m	C5000m	C5000m
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')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
NDB ❶❷		1340' (661')	1340' (661')	1670' (991')	1670' (991')
		3000m	3000m	5000m	5000m
NDB ❹		1830' (1151')	1830' (1151')	1830' (1151')	1830' (1151')
		5000m	5000m	5000m	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.

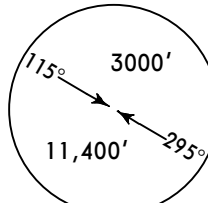
UTAA/ASB ASHGABAT

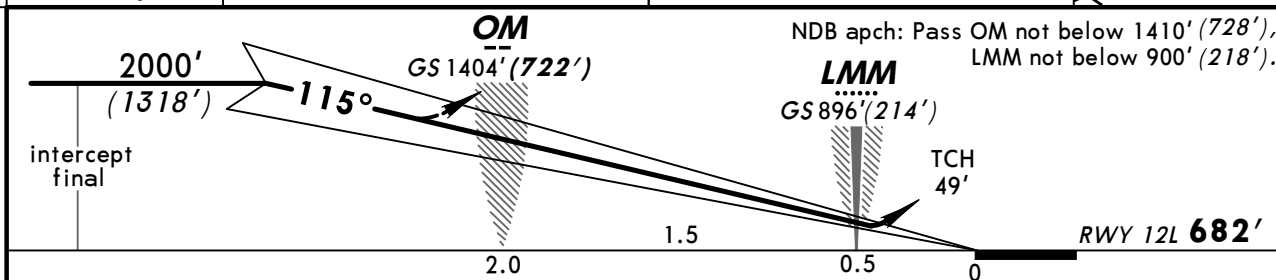
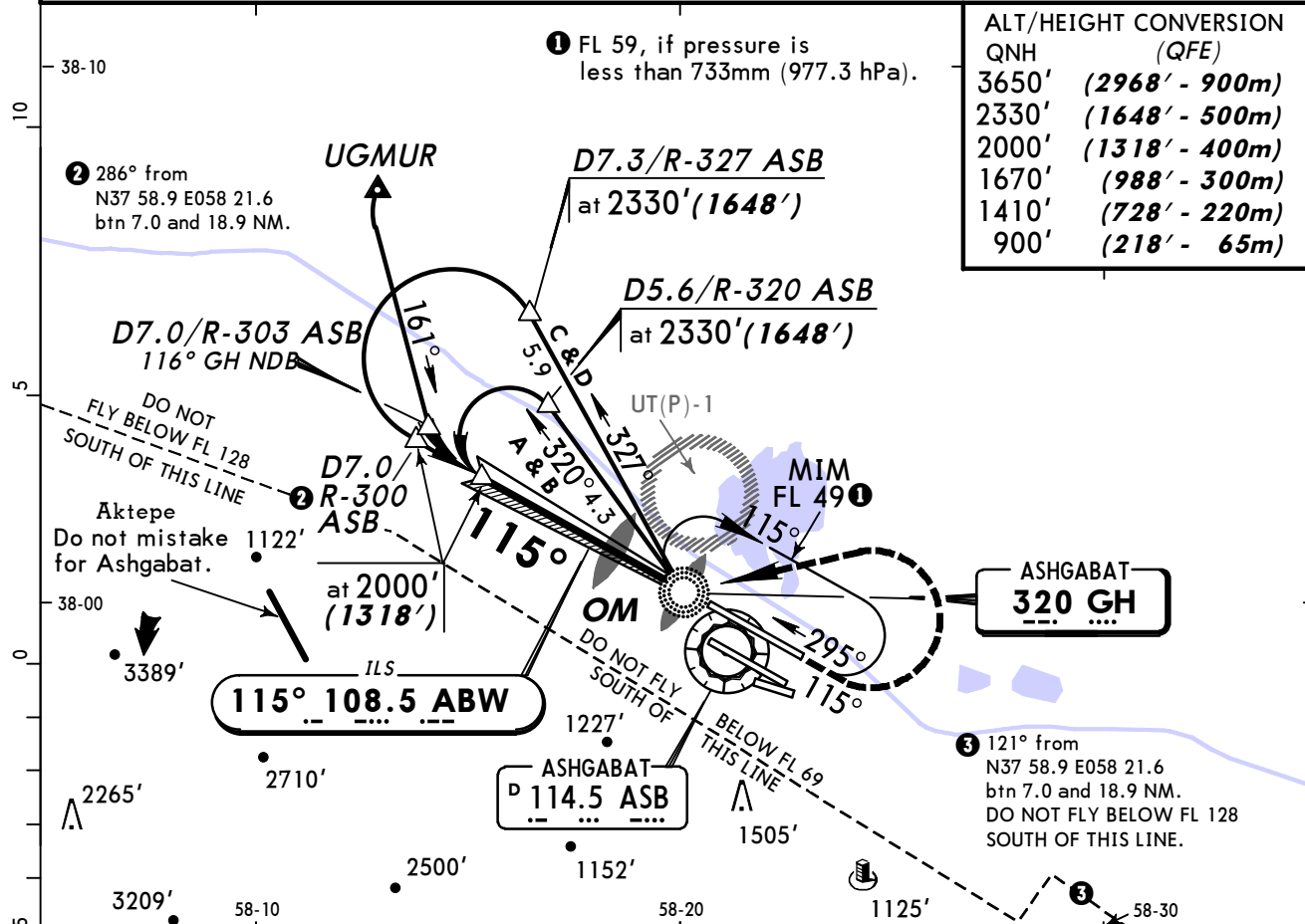
14 DEC 12 (11-1)

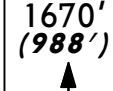
JEPPESEN

ASHGABAT, TURKMENISTAN ILS or NDB Rwy 12L

BRIEFING STRIP™

ASHGABAT Approach (R) 123.5		ASHGABAT Krug (SRE) 118.7		ASHGABAT Start (TWR) 120.0		Ground 121.7		
<i>LOC</i> <i>ABW</i> 108.5		<i>Final Apch Crs</i> 115°	<i>GS OM</i> 1404' (722')		<i>ILS DA(H)</i> Refer to Minimums		<i>Apt Elev 692'</i> <i>RWY 682'</i>	
<i>NDB GH</i> 320			<i>Minimum Alt</i> No FAF		<i>NDB MDA(H)</i> Refer to Minimums			
MISSED APCH: Climb on 115° to 1670' (988'), then turn LEFT to NDB and as directed.							<i>MSA ARP</i>	
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.								



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

ILS				LOC (GS out)		NDB	
DA(H) 882' (200')				with FAF		w/o FAF	
FULL				MDA(H) AB: 1340' (658') CD: 1670' (988')		MDA(H) 1840' (1158')	
TDZ or CL out				ALS out		ALS out	
ALS out							
A	RVR 550m	RVR 720m	1200m	3000m		5000m	
B	VIS 550m	VIS 720m					
C	VIS 800m	VIS 800m					
D							

CHANGES: Radar capability. Alt setting. Minimums.

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JEPPESEN ASHGABAT, TURKMENISTAN
14 DEC 12 (11-1A) CAT II ILS Rwy 12L

CAT II ILS Rwy 12L

BRIEFING STRIP TM

Diagram illustrating a circle with center *MSA ARP*. A radius of 3000' is shown at an angle of 115°. A point is located on this radius at a distance of 11,400' from the center.

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

38-10

UGMUR

D5.6/R-320 ASB
at 2330' (1648')

DO NOT
FLY BELOW FL 128
SOUTH OF THIS LINE

D7.0/
R-300

at 2000
(1318'

115° 108.5 ABW

OM

.5 ASB
... —...

MIM
FI 49

ASHGABAT
320 GH
--. ...

3 121° from
N37 58.9 E058 21.6
btn 7.0 and 18.9 NM.
DO NOT FLY BELOW FL 128
SOUTH OF THIS LINE.

. 2265'

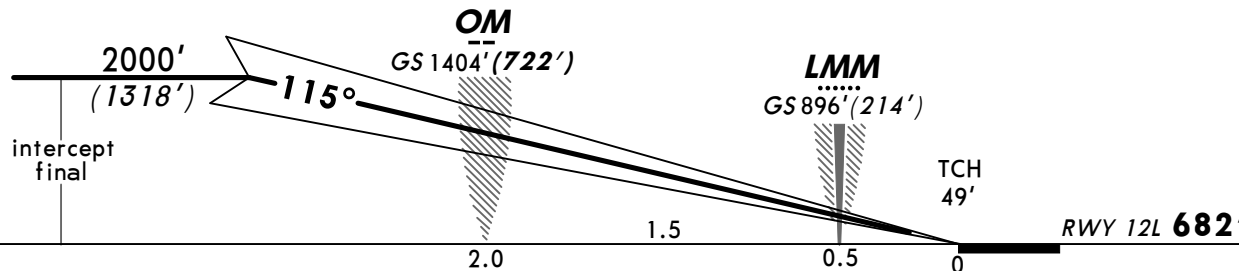
2710

2500'

1152'

1125

58-30



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 3.00°	377	484	538	646	753	861

HIALS-I

PAPI

1470

(988

	CH
--	----

(988') on **115°**

320
IT

STRAIGHT-IN LANDING RWY 12L

CAT II ILS

RA 93'

$DA(H)$ 782' (100')

RVR **350m**

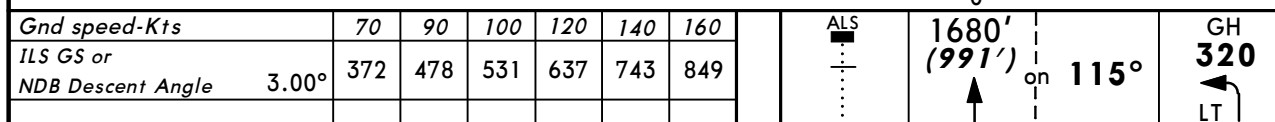
PANS OPS

CHANGES: Radar capability. Alt setting.

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ASHGABAT, TURKMENISTAN
ILS or 2 NDB Rwy 12R

BRIEFING STRIP™



PANS OPS

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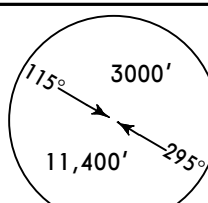
14 DEC 12 (11-3)

JEPPesen

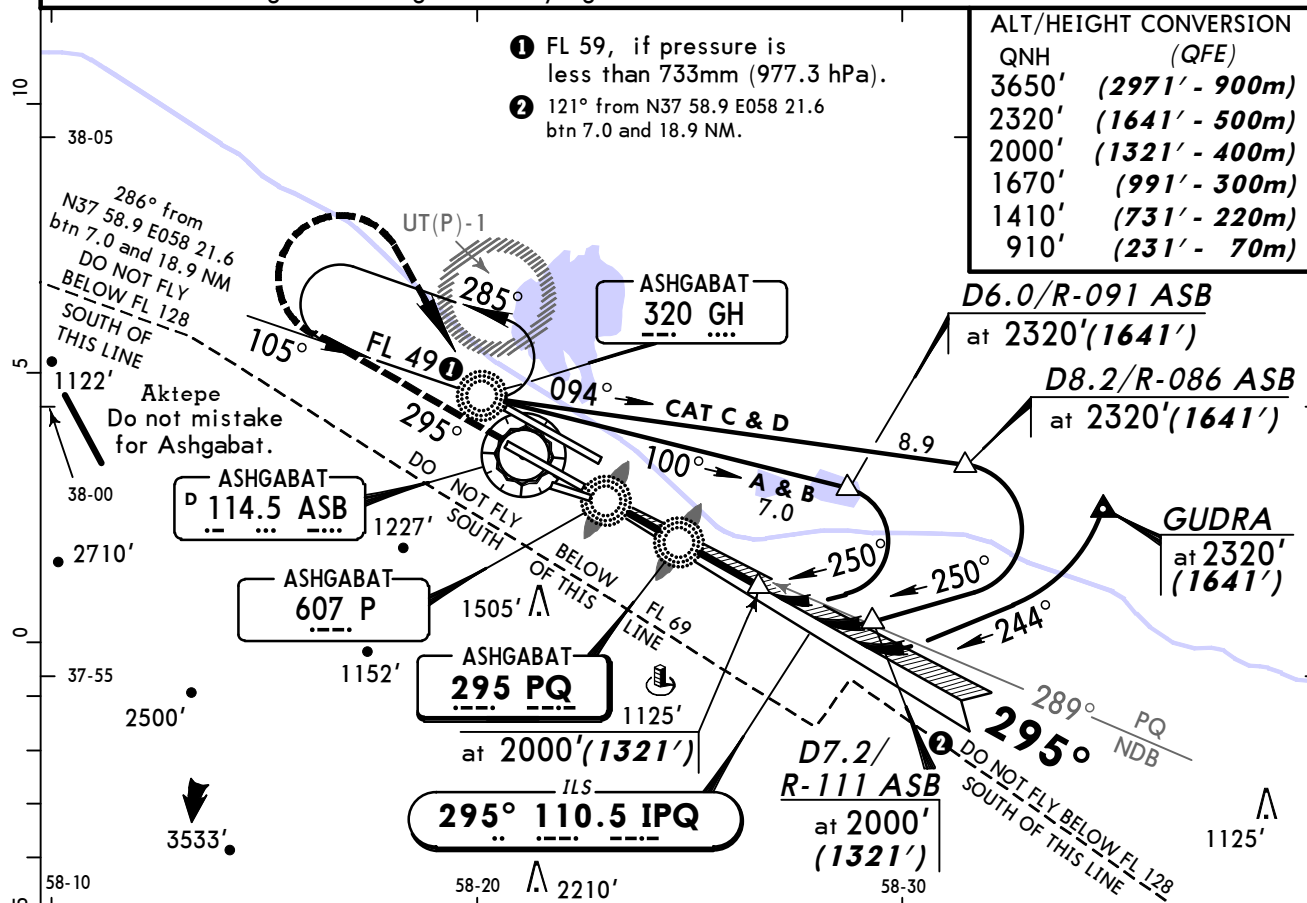
ASHGABAT, TURKMENISTAN ILS or 2 NDB Rwy 30L

BRIEFING STRIP™

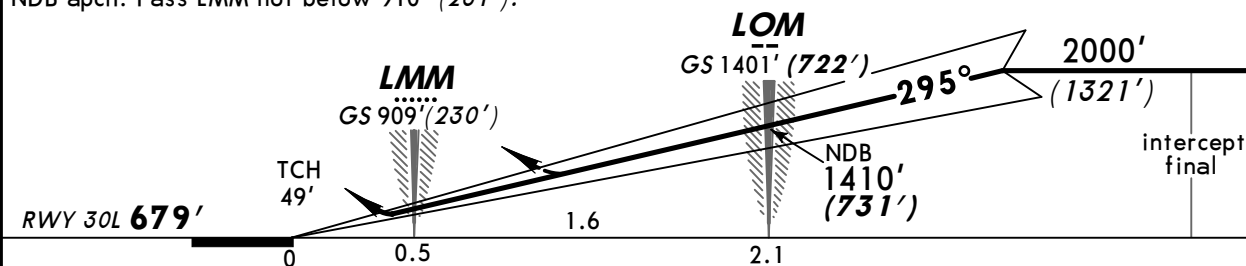
ASHGABAT Approach (R) 123.5		ASHGABAT Krug (SRE) 118.7		ASHGABAT Start (TWR) 120.0		Ground 121.7	
LOC IPQ 110.5		Final Apch Crs 295°	GS LOM 1401' (722')		ILS DA(H) Refer to Minimums		Apt Elev 692' RWY 679'
NDB PQ 295			Minimum Alt LOM 1410' (731')		2 NDB MDA(H) Refer to Minimums		
MISSED APCH: Climb on 295° to 1670' (991'), then turn RIGHT to GH NDB and as directed.							
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.							



MSA
ARP



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 or	372	478	531	637	743	849			
NDB Descent Angle	3.00°								RT

STRAIGHT-IN LANDING RWY 12R					
ILS	LOC (GS out)	2 NDB ①	NDB with FAF	NDB w/o FAF	
DA(H) AB: 879' (200') CD: 1009' (330')		MDA(H) 1090' (411')	MDA(H) AB: 1340' (661') CD: 1670' (991')	MDA(H) 1830' (1151')	
FULL	ALS out	ALS out	ALS out	ALS out	
A					
B	1200m	NOT AUTH	3000m	5000m	
C			5000m		
D					

① B737: MDA(H) 1500' (821') 4000m.

CHANGES: Radar capability. Alt setting. Minimums.

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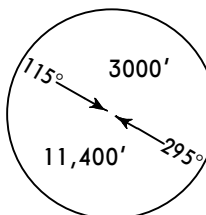
UTAA/ASB ASHGABAT

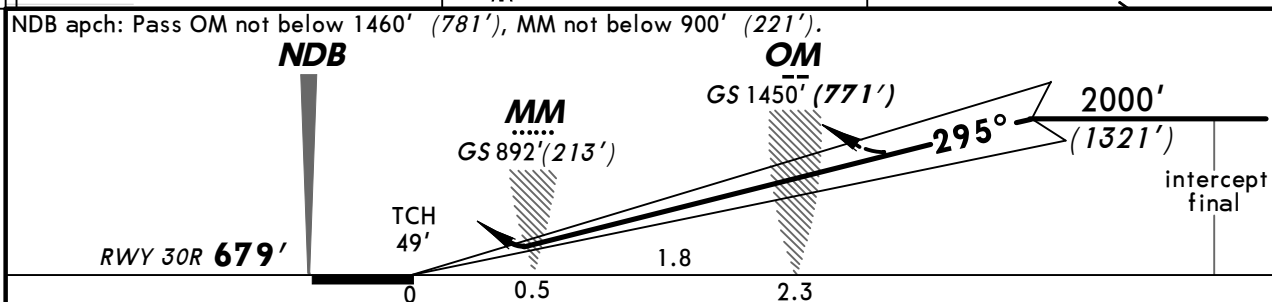
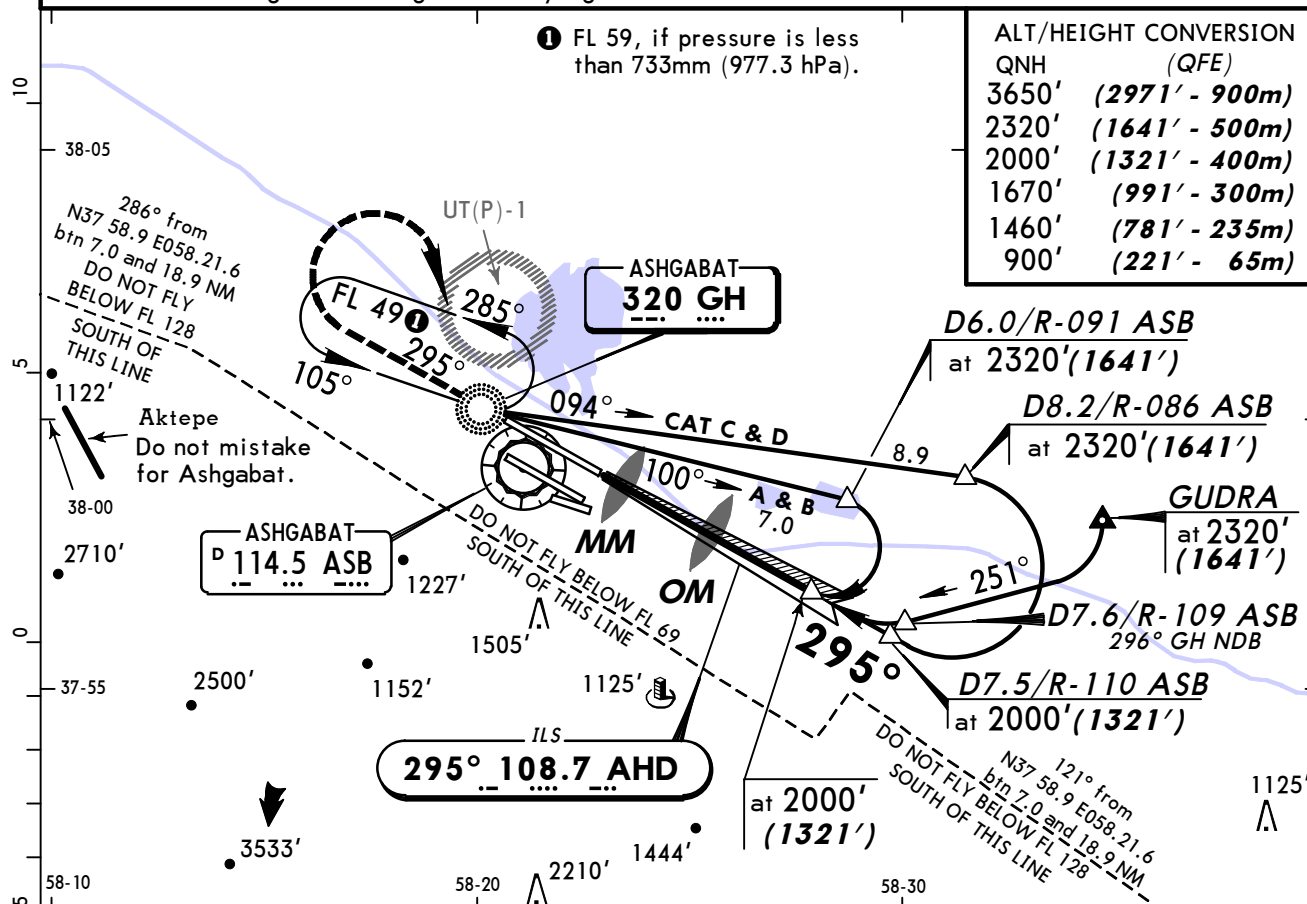
14 DEC 12

11-4

JEPPESSEN ASHGABAT, TURKMENISTAN ILS or NDB Rwy 30R

BRIEFING STRIP™

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' 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.								
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 PAPI	1670' (991') on 295°	GH 320
ILS GS or	372	478	531	637	743	849		RT	
NDB Descent Angle 3.00°									

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

CHANGES: Radar capability. Alt setting. Minimums.

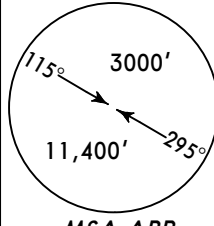
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UTAA/ASB ASHGABAT

14 DEC 12

11-4A

JEPPESEN ASHGABAT, TURKMENISTAN CAT II ILS Rwy 30R

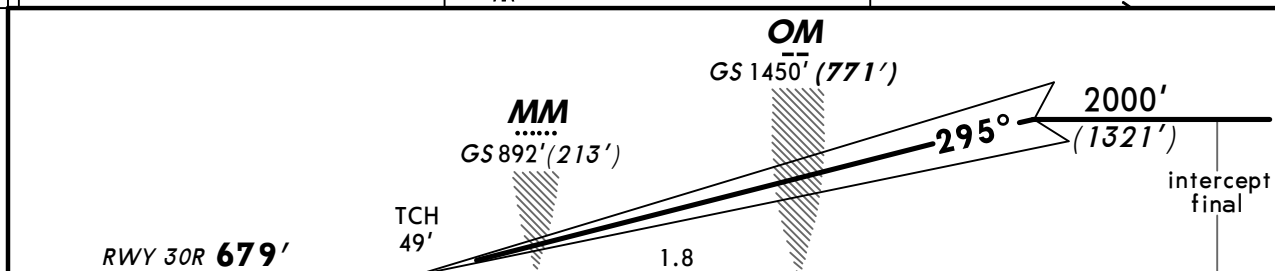
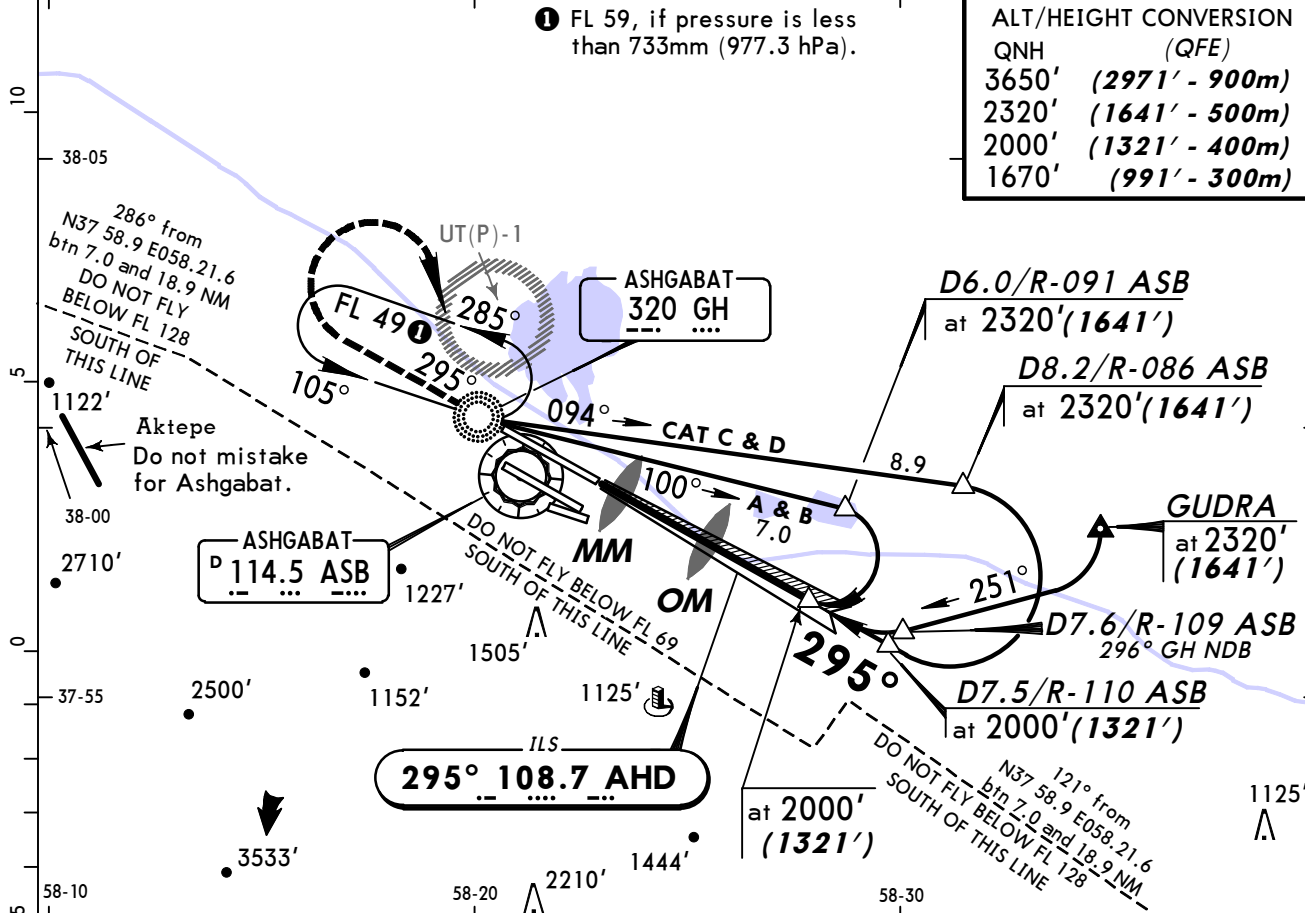
ASHGABAT Approach (R)		ASHGABAT Krug (SRE)		ASHGABAT Start (TWR)		Ground	
123.5		118.7		120.0		121.7	
LOC AHD 108.7	Final Apch Crs 295°	GS OM 1450' (771')	CAT II ILS RA 113' DA(H) 779' (100')		Apt Elev 692' RWY 679'		
MISSED APCH: Climb on 295° to 1670' (991'), then turn RIGHT to NDB and as directed.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

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

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	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	PAPI		↑	RT

STRAIGHT-IN LANDING RWY 30R

CAT II ILS

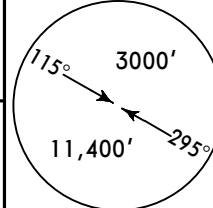
RA 113'

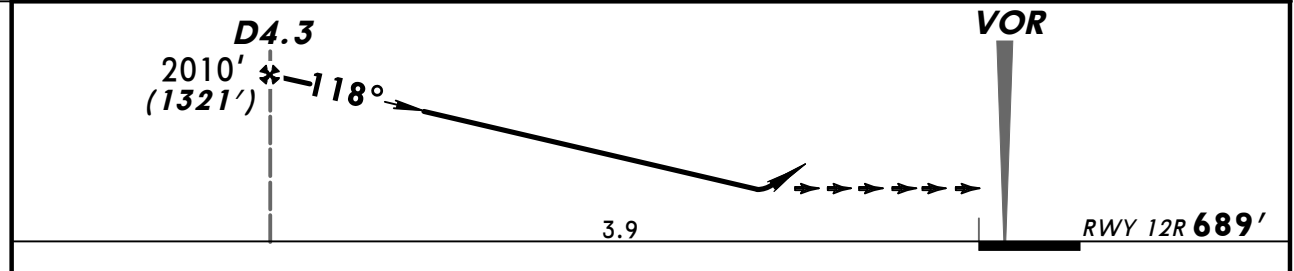
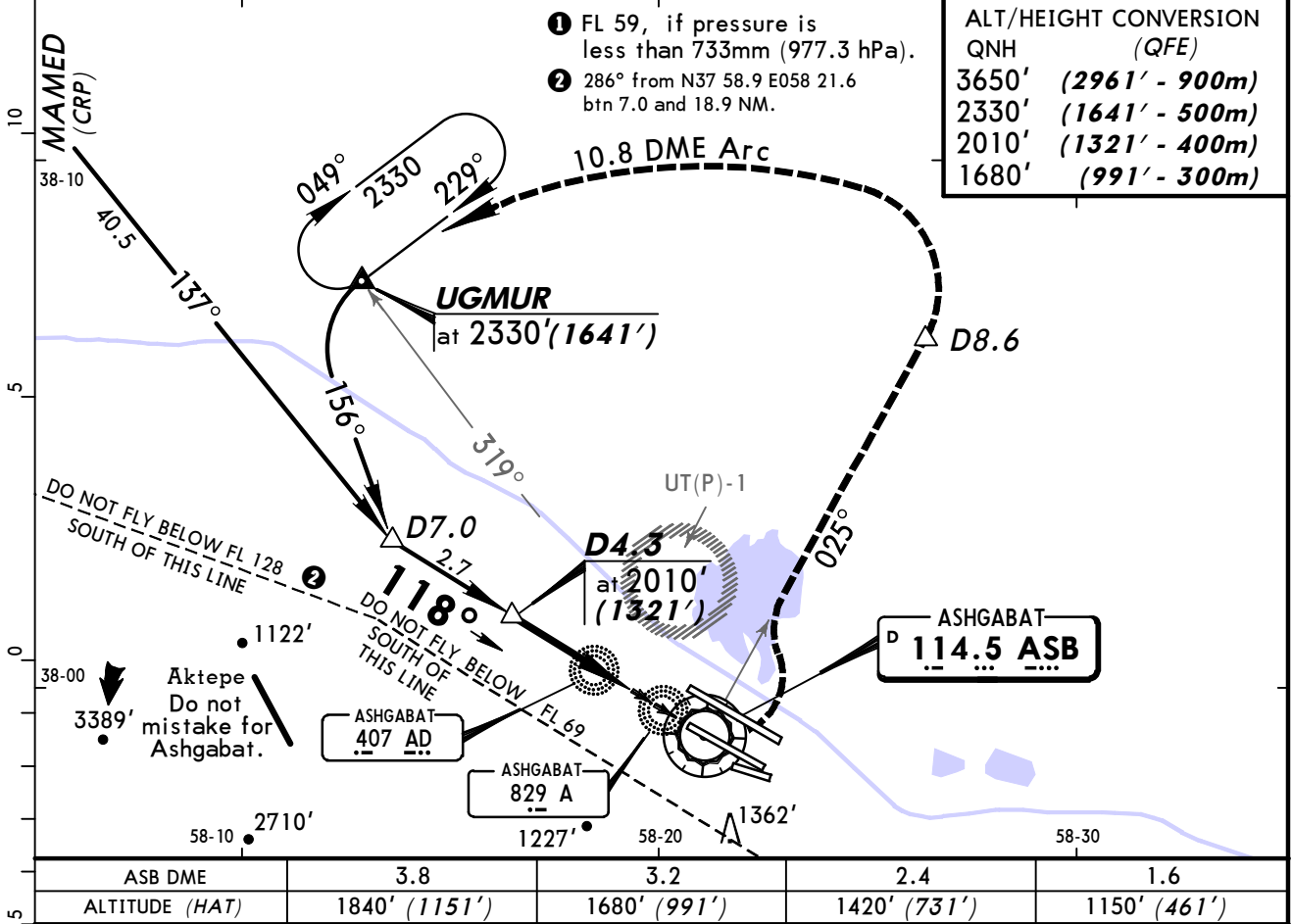
DA(H) 779' (100')

RVR 350m

CHANGES: Radar capability. Alt setting.

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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											

21 DEC 12 (13-2)

BRIEFING STRIP™

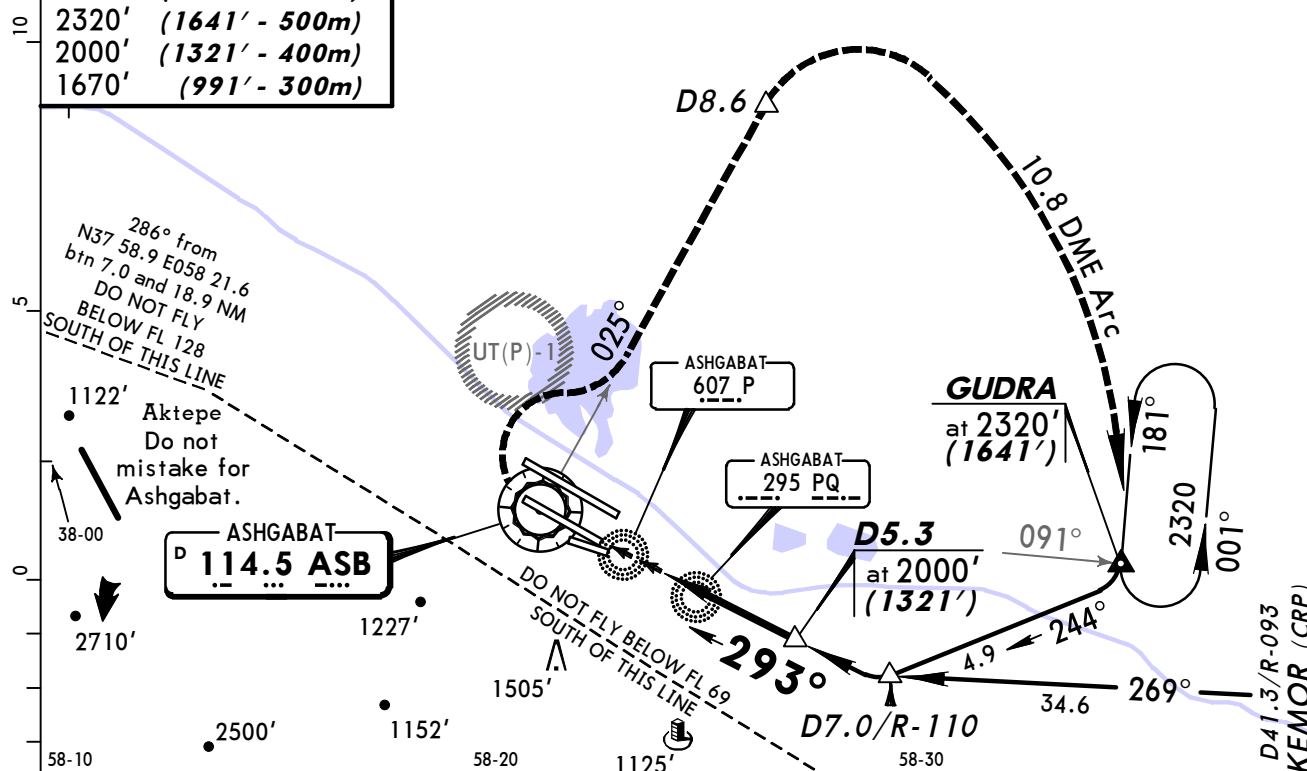
ASHGABAT Approach		ASHGABAT Krug (SRE)		ASHGABAT Start (TWR)		Ground
123.5		118.7		120.0		121.7
VOR ASB 114.5	Final Apch Crs 293°	Minimum Alt D5.3 2000'(1321')	MDA(H) 1090'(411')	Apt Elev 692' RWY 679'		 MSA ARP
MISSED APCH: Climb on 293° to 1670'(991') to VOR, then turn RIGHT to intercept R-025 and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

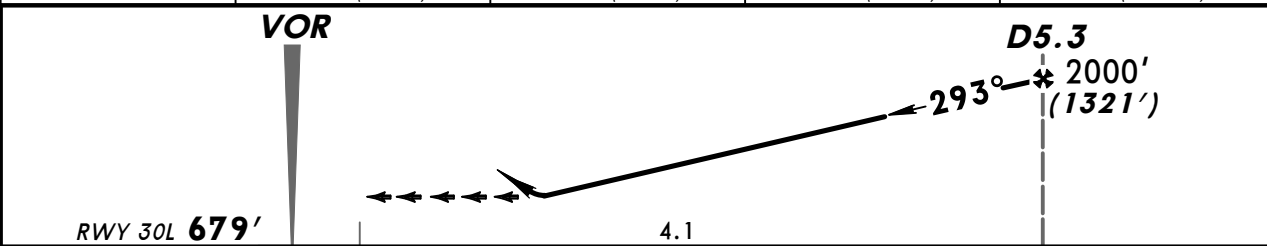
WARNING: Do not mistake brighter road lights North of rwy 30L for apch lights.

ALT/HEIGHT CONVERSION	38-10
QNH (QFE)	
3650' (2971' - 900m)	
2320' (1641' - 500m)	
2000' (1321' - 400m)	
1670' (991' - 300m)	

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		

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).