(c) JEPPESEN SANDERSON, INC., 2013, 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 23-2013
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2013, 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: 0310 Z
Sunset: 1314 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

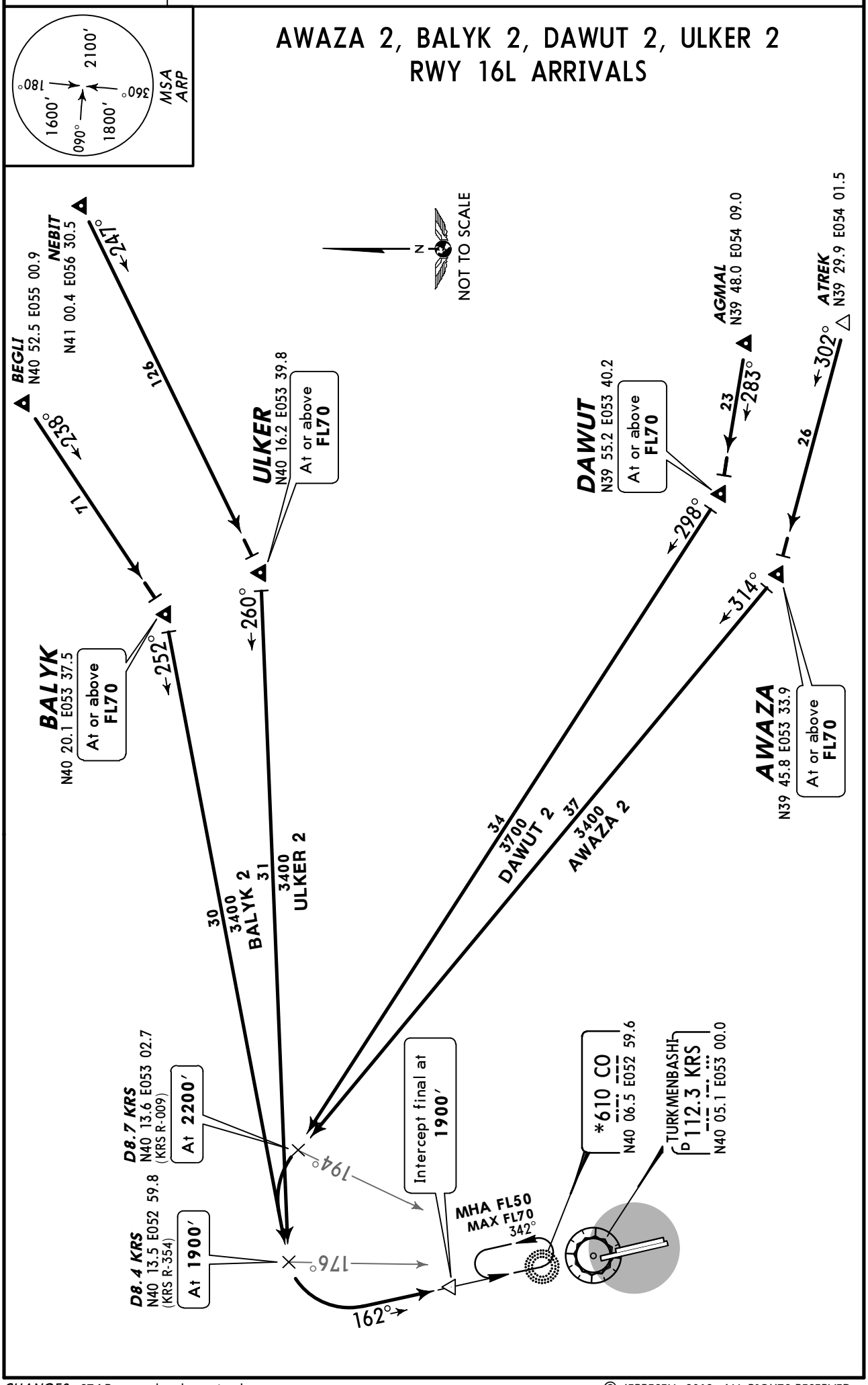
Runway: 34R
Length x Width: 8202 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 279 ft
Lighting: Edge, ALS

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED


## Communication Information

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

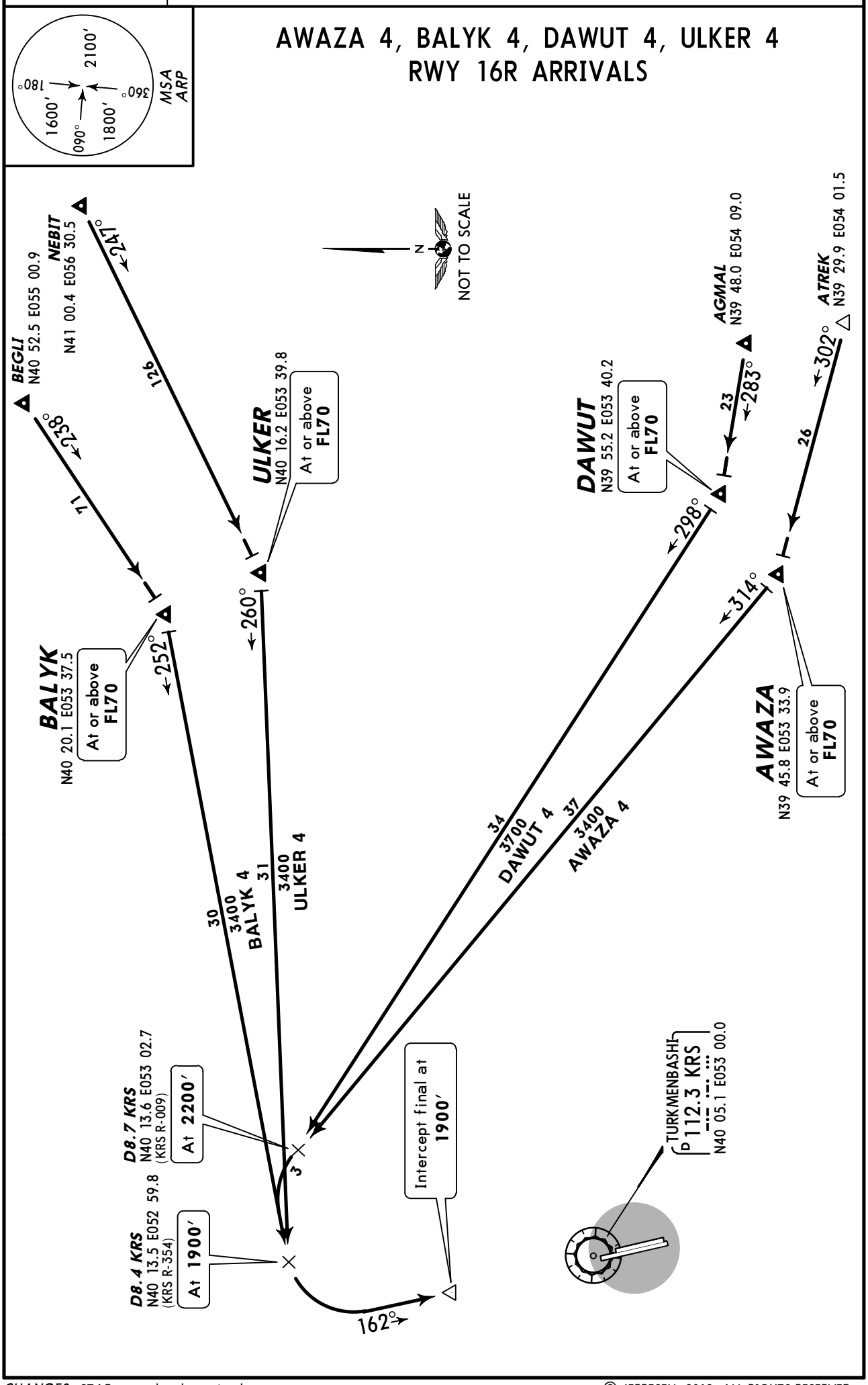
| Apt Elev | |
|---|---|
| 283′ | Alt set: hPa<br>Trans level: FL50 Trans alt: 3000′ |




*CHANGES:* STARs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

| Apt Elev | |
|---|---|
| 283′ | Alt set: hPa<br>Trans level: FL50 Trans alt: 3000′ |

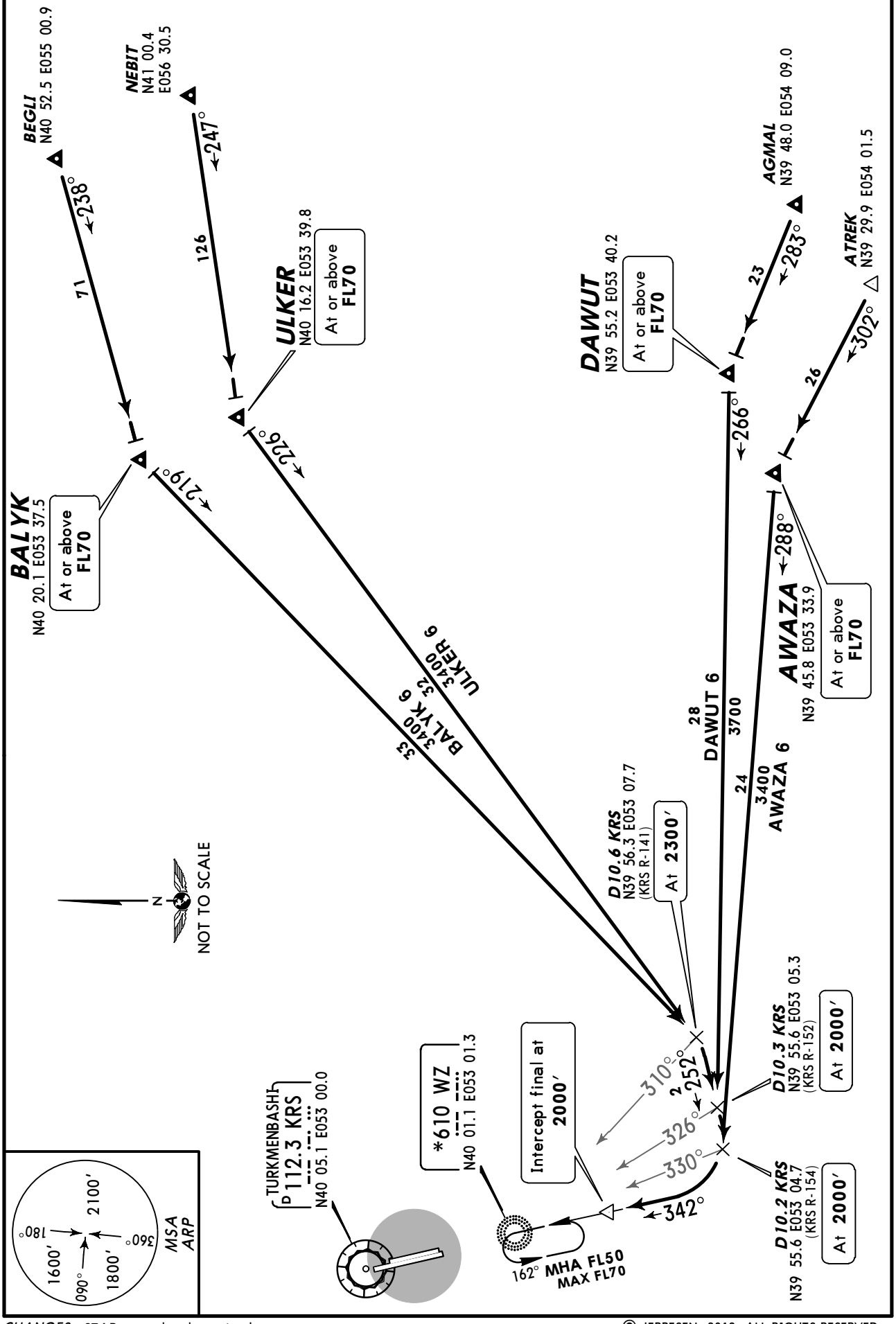



*CHANGES:* STARs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

| Apt Elev | |
|---|---|
| 283′ | Alt set: hPa<br>Trans level: FL50 Trans alt: 3000′ |

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

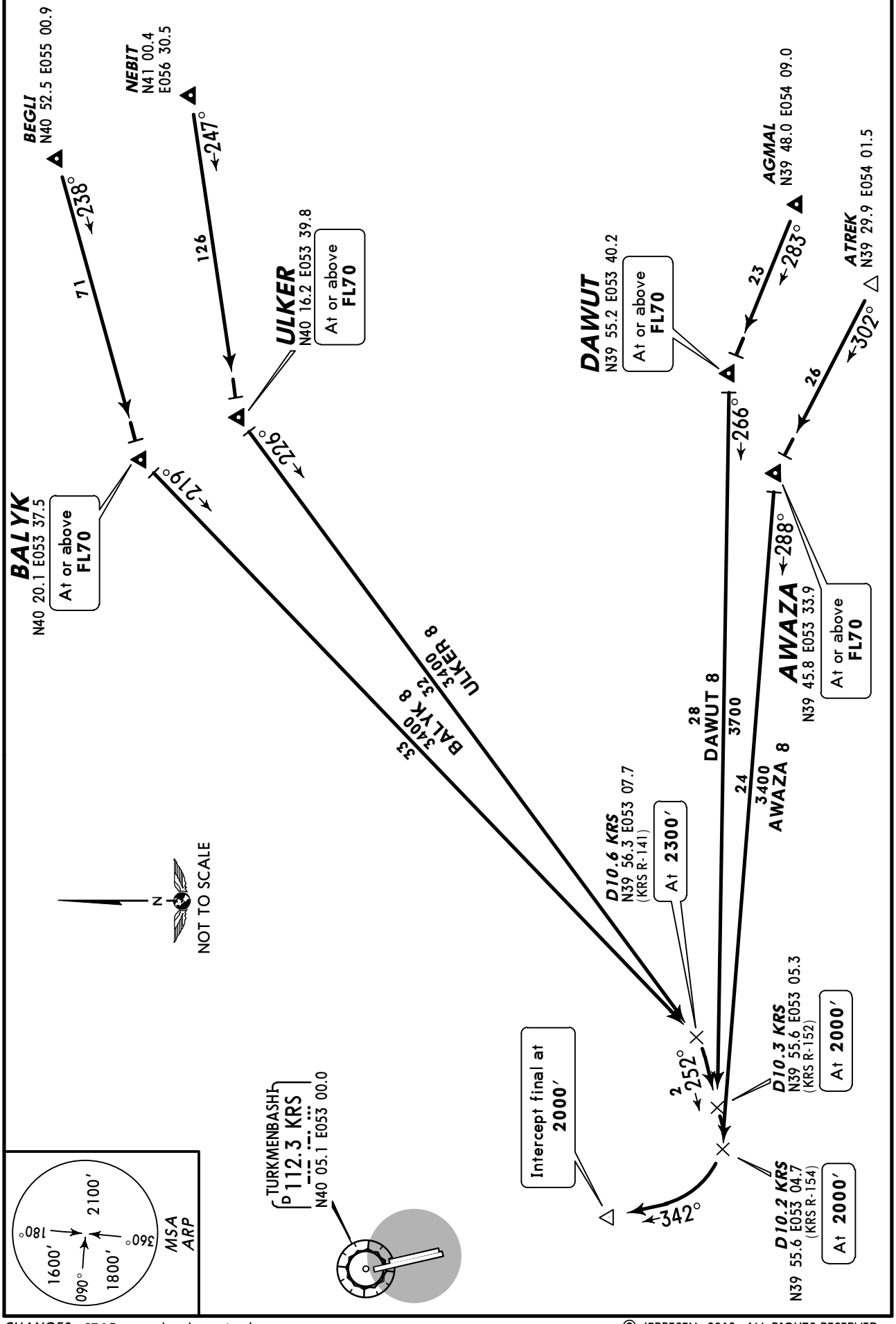



CHANGES: STARs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

| Apt Elev | |
|---|---|
| 283′ | Alt set: hPa<br>Trans level: FL50 Trans alt: 3000′ |

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

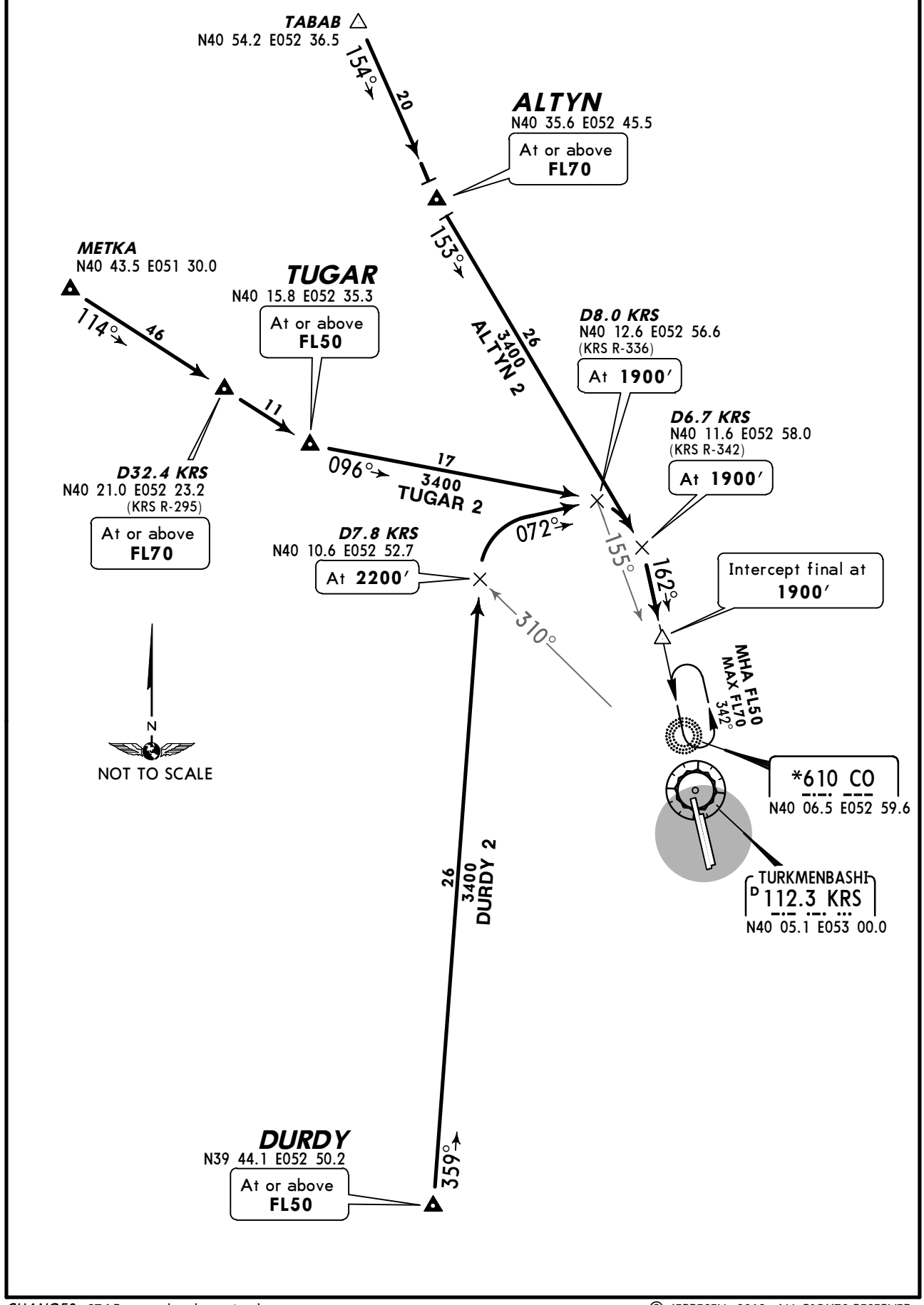




© JEPPESEN, 2012. ALL RIGHTS RESERVED.

| Apt Elev | Alt set: hPa<br>Trans level: FL50 Trans alt: 3000′ |
|---|---|
| 283′ | |

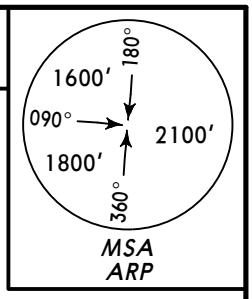
# ALTYN 2, DURDY 2, TUGAR 2
# RWY 16L ARRIVALS





© JEPPESEN, 2012. ALL RIGHTS RESERVED.

| Apt Elev | Alt set: hPa<br>Trans level: FL50 Trans alt: 3000′ |
|---|---|
| 283′ | |




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

**TABAB**
N40 54.2 E052 36.5

154° 20

**ALTYN**
N40 35.6 E052 45.5
At or above **FL70**

153° 26 3400 ALTYN 4

**METKA**
N40 43.5 E051 30.0

114° 46

**TUGAR**
N40 15.8 E052 35.3
At or above **FL50**

11

**D32.4 KRS**
N40 21.0 E052 23.2
(KRS R-295)
At or above **FL70**

096° 17 3400 TUGAR 4

**D8.0 KRS**
N40 12.6 E052 56.6
(KRS R-336)
At **1900′**

**D6.7 KRS**
N40 11.6 E052 58.0
(KRS R-342)
At **1900′**

072°

**D7.8 KRS**
N40 10.6 E052 52.7
At **2200′**

162°

Intercept final at **1900′**

310°

26 3400 DURDY 4

TURKMENBASHI
D 112.3 KRS
N40 05.1 E053 00.0

**DURDY**
N39 44.1 E052 50.2
At or above **FL50**

359°

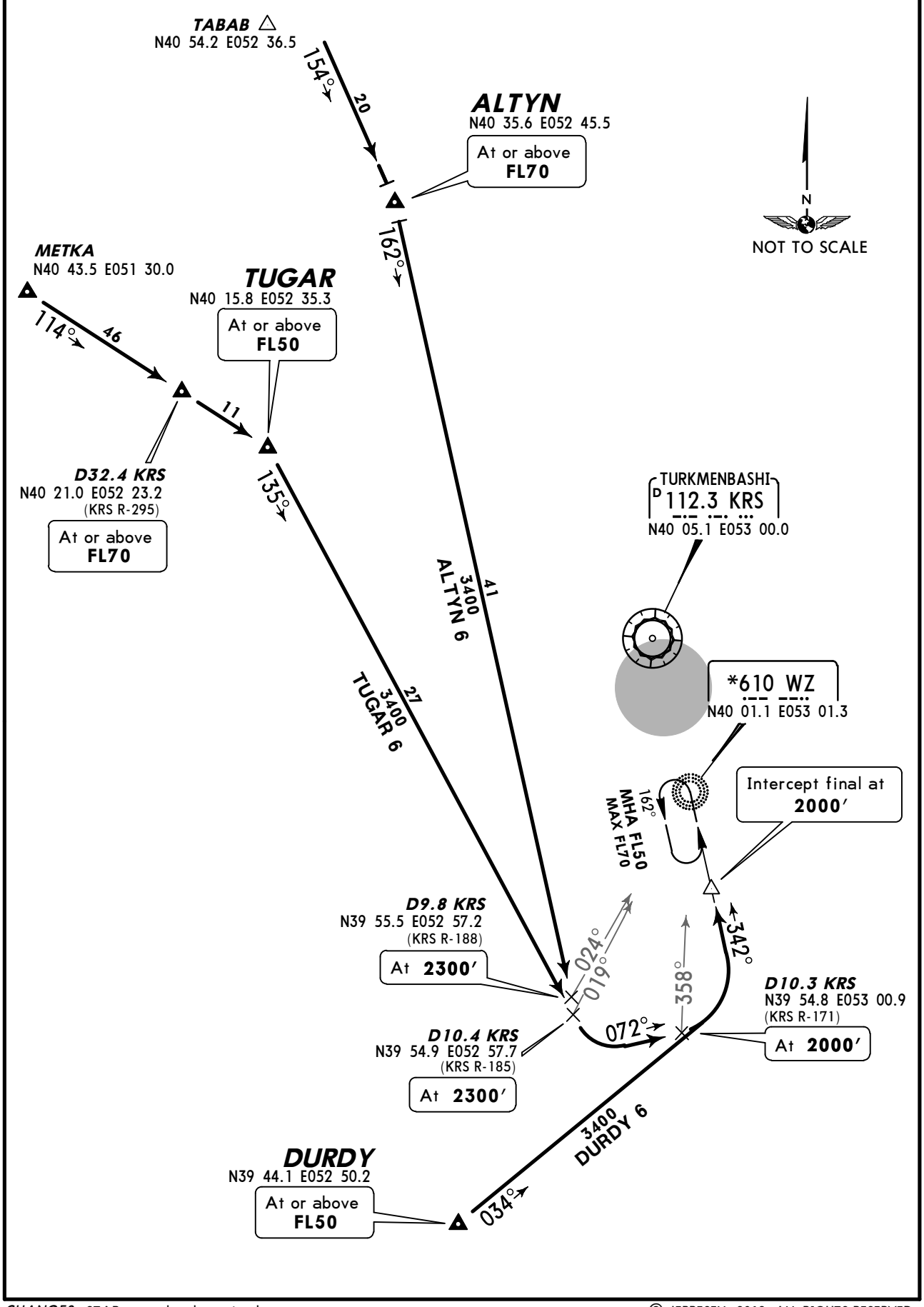
N
NOT TO SCALE

*CHANGES:* STARs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

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

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

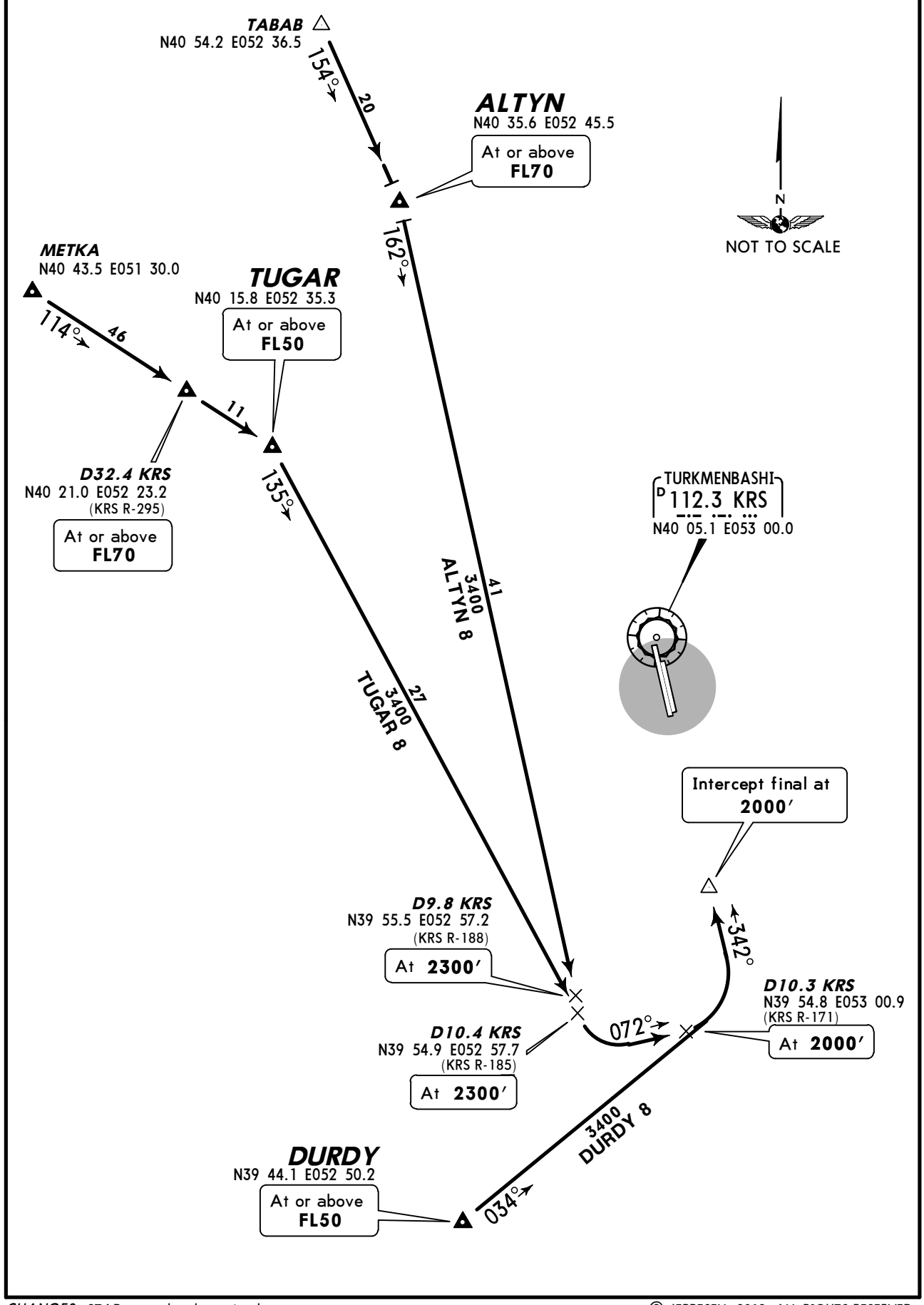



CHANGES: STARs completely revised.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

| Apt Elev | Alt set: hPa<br>Trans level: FL50 Trans alt: 3000′ |
|---|---|
| 283′ | |

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

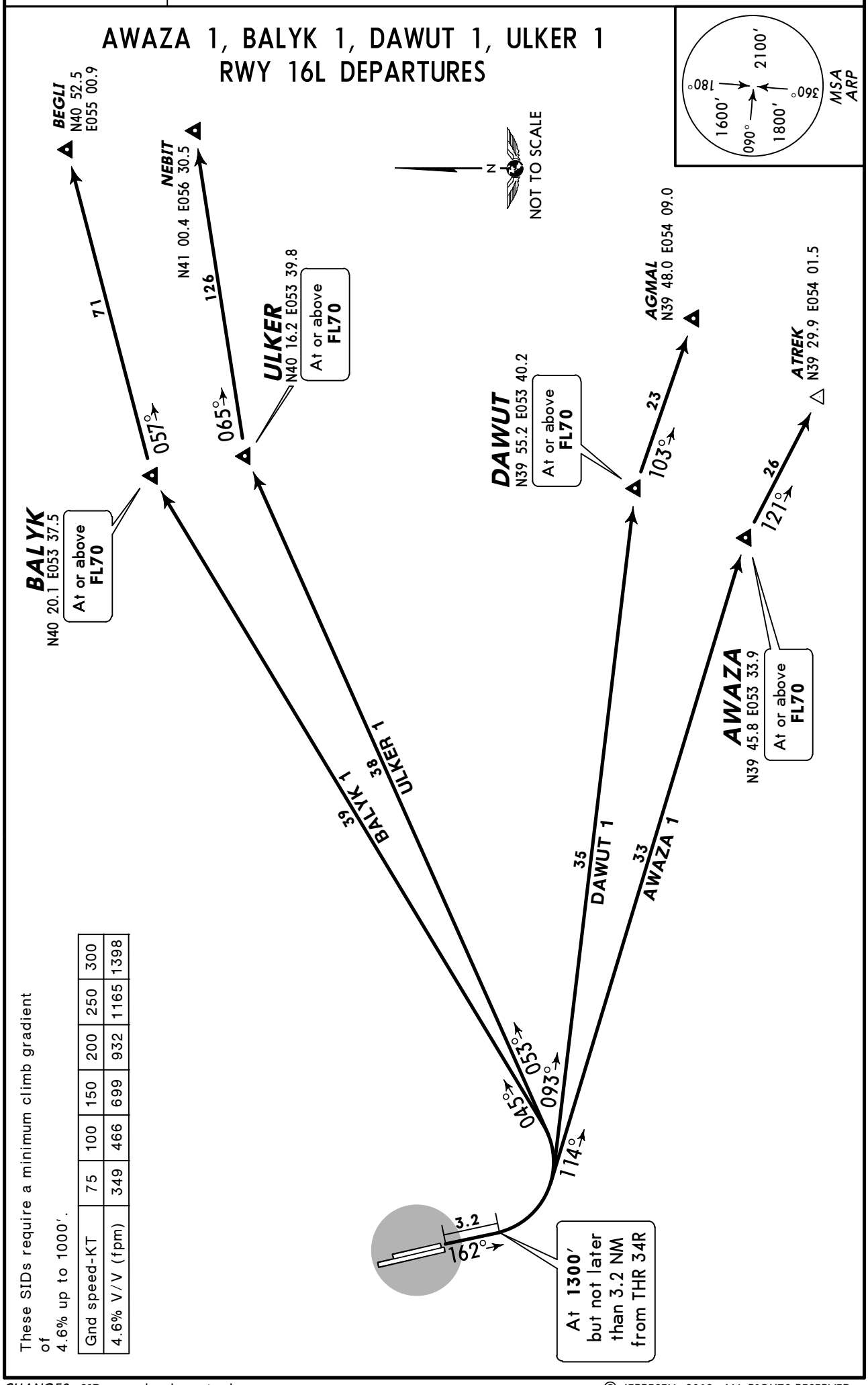



CHANGES: STARs completely revised.

© 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′.

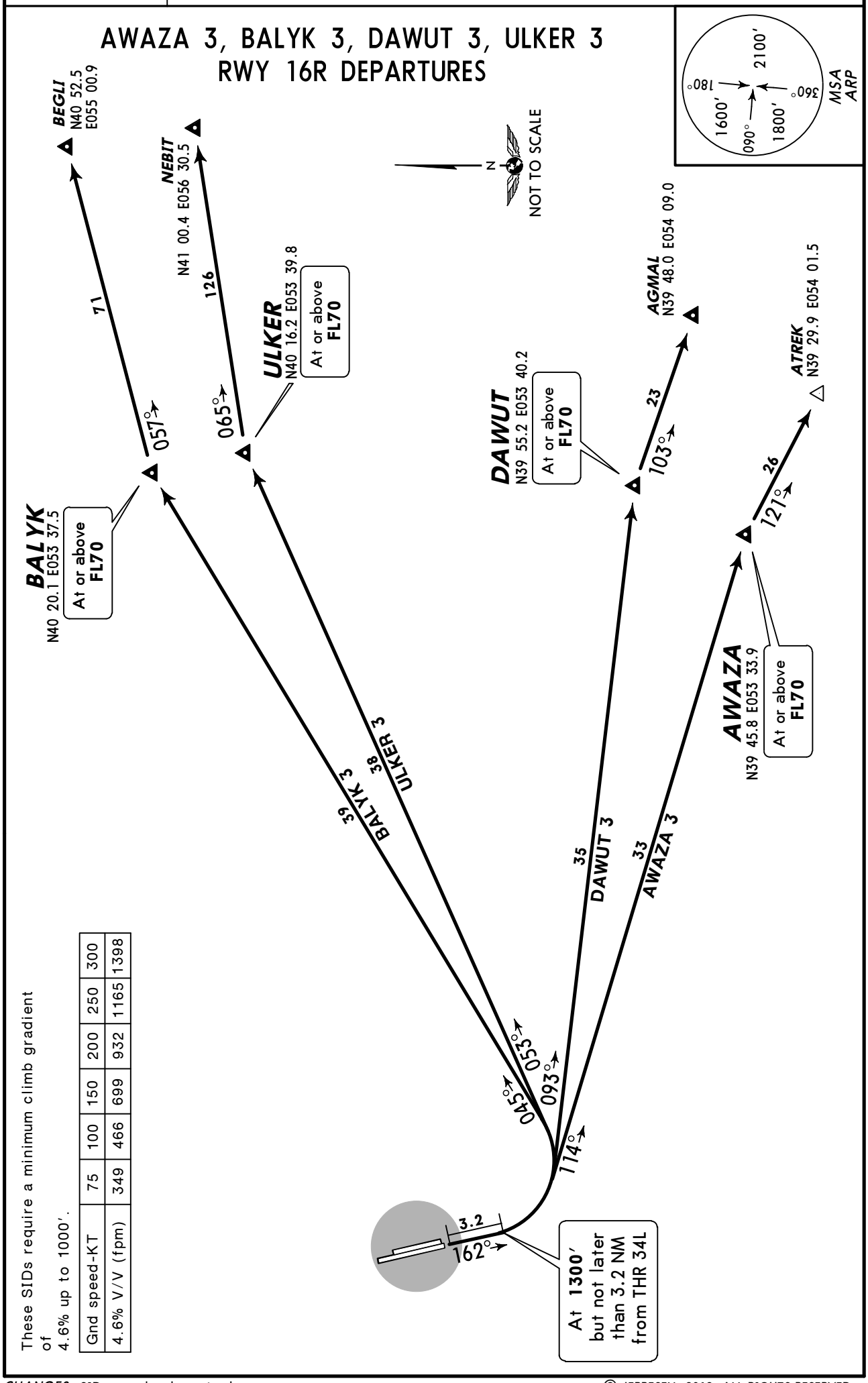
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.6% V/V (fpm) | 349 | 466 | 699 | 932 | 1165 | 1398 |

*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′.

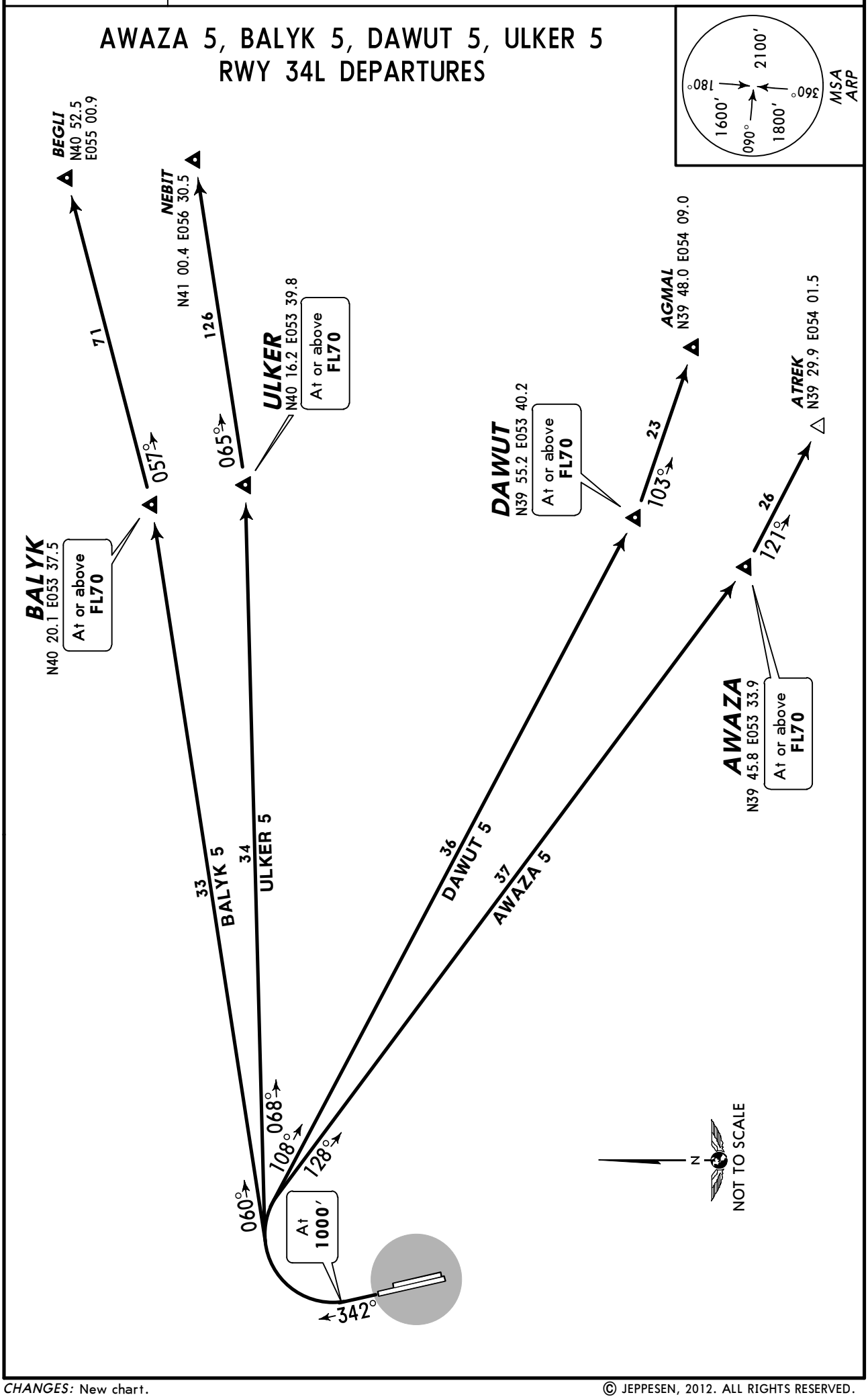
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.6% V/V (fpm) | 349 | 466 | 699 | 932 | 1165 | 1398 |

*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

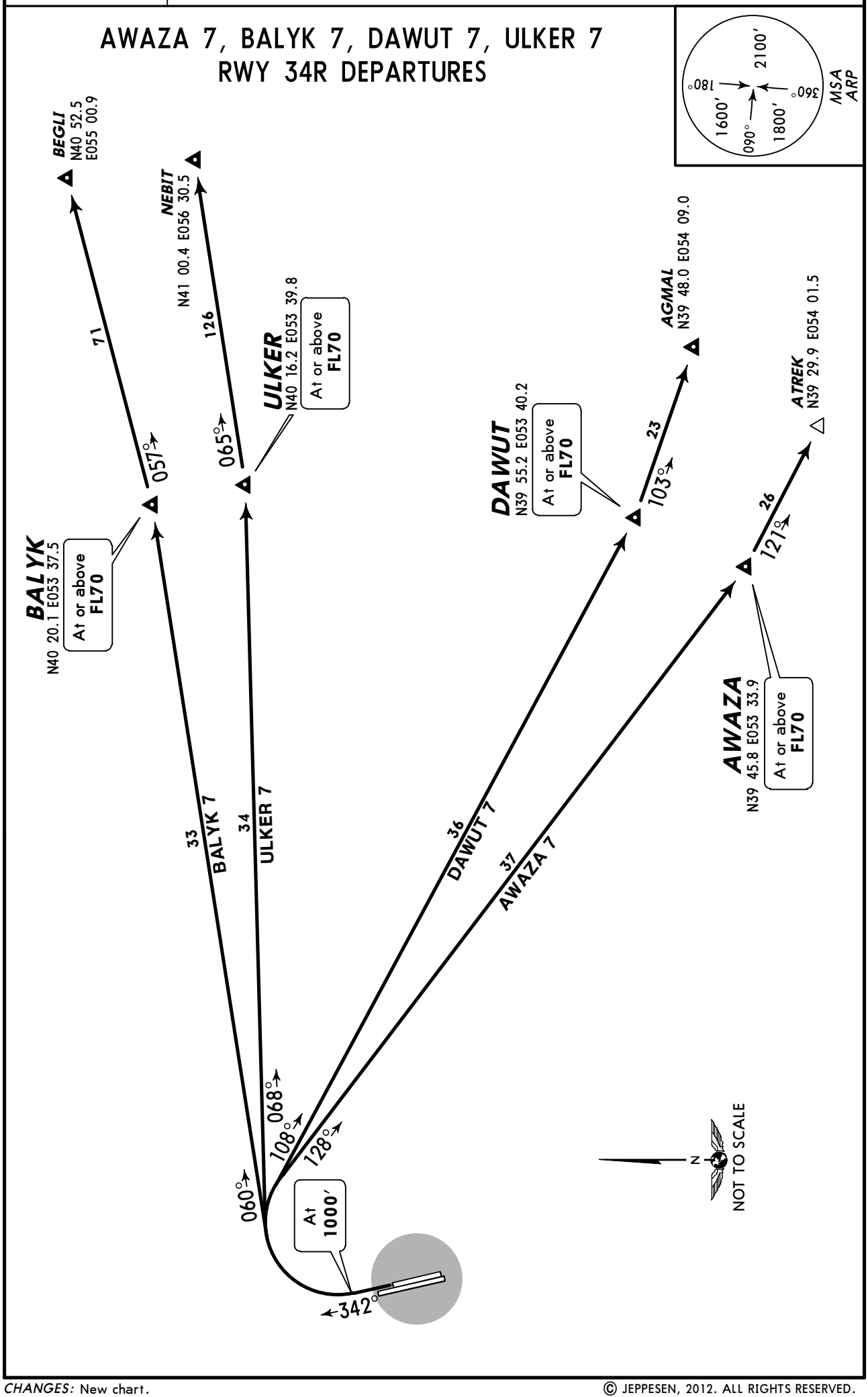



CHANGES: New chart.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

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

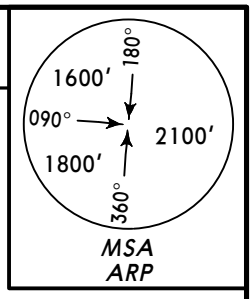
# AWAZA 7, BALYK 7, DAWUT 7, ULKER 7
## RWY 34R DEPARTURES



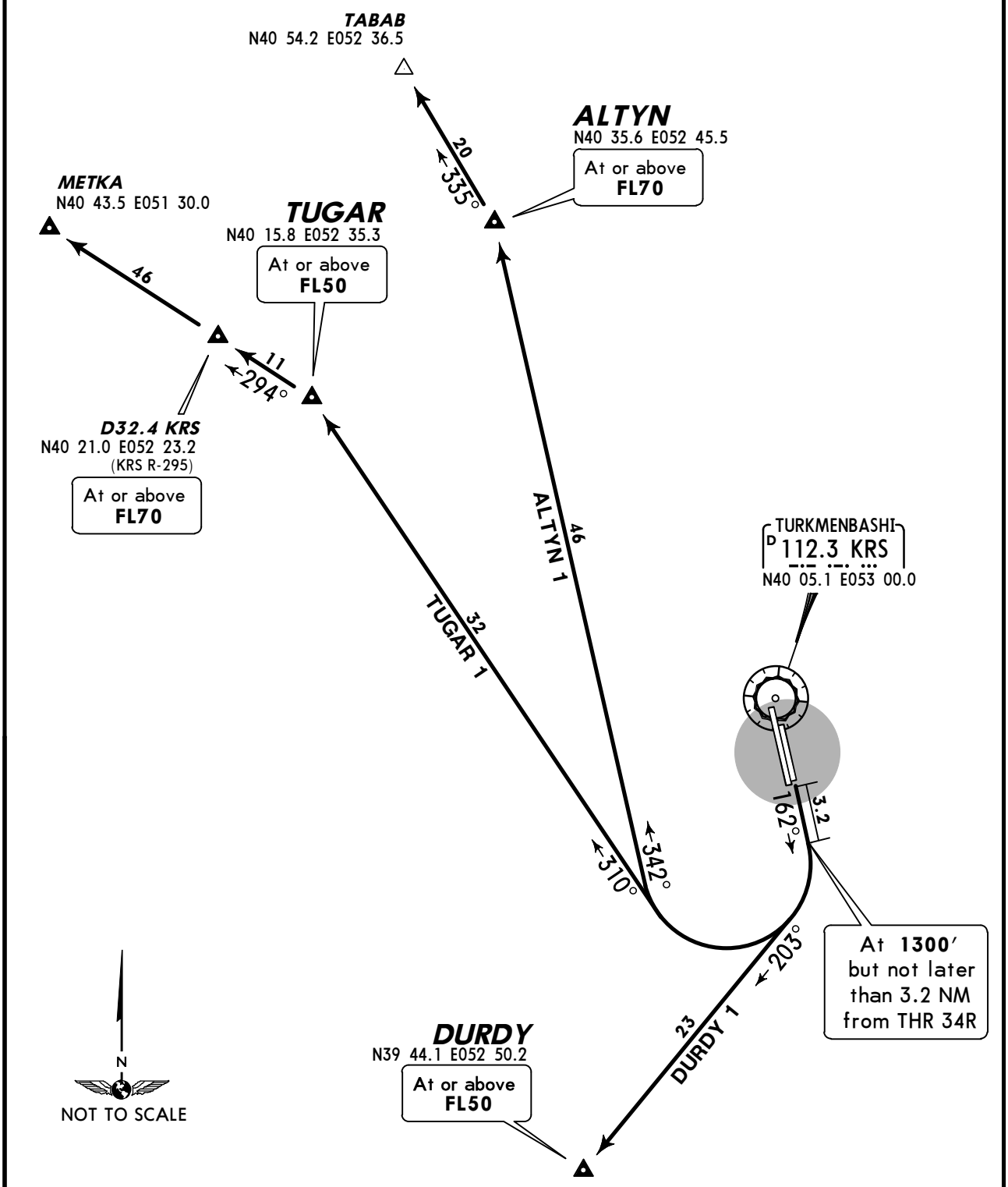

CHANGES: New chart.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

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




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



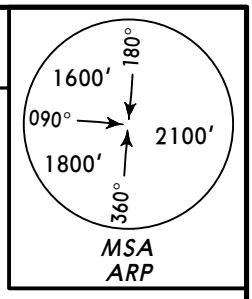

These SIDs require a minimum climb gradient of
4.6% up to 1000′.

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

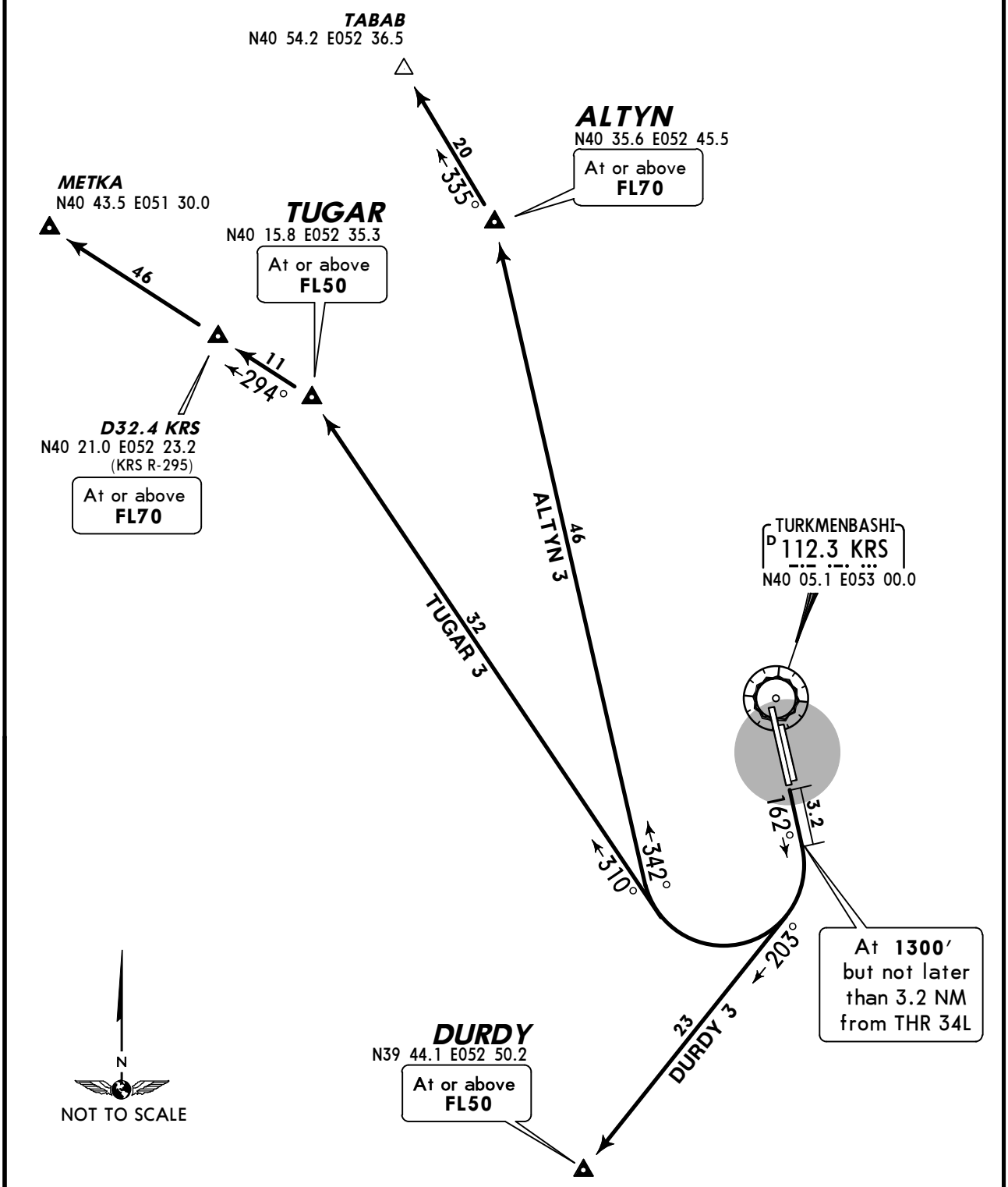
*CHANGES:* New chart.

© 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′.

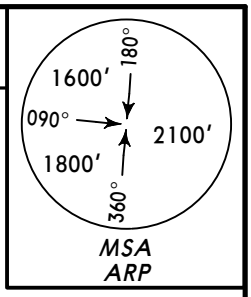
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.6% V/V (fpm) | 349 | 466 | 699 | 932 | 1165 | 1398 |

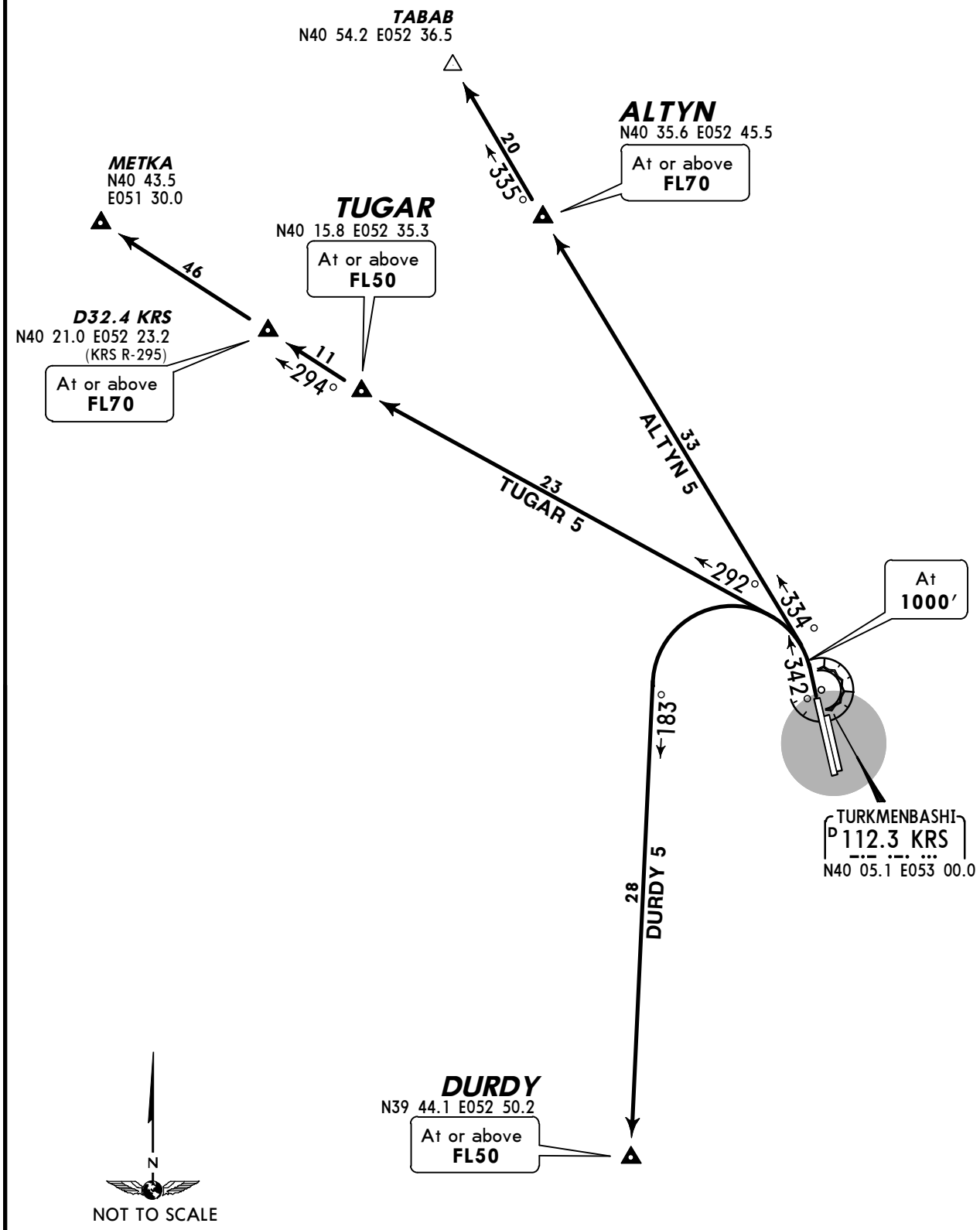
*CHANGES:* New chart.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

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

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

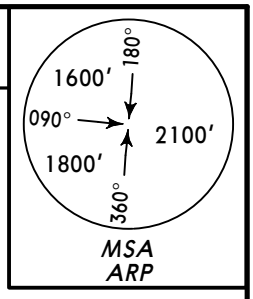


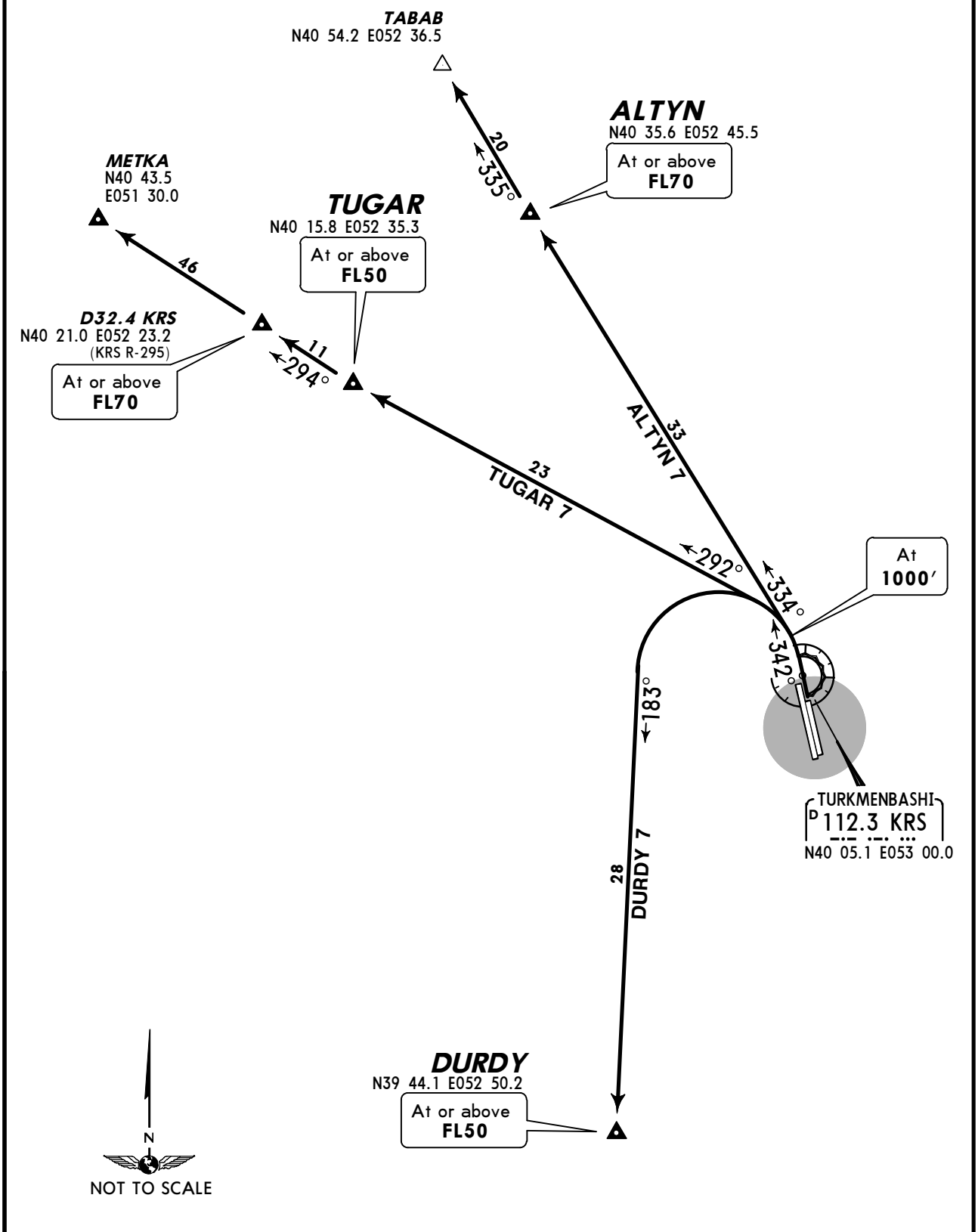

CHANGES: New chart.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

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




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

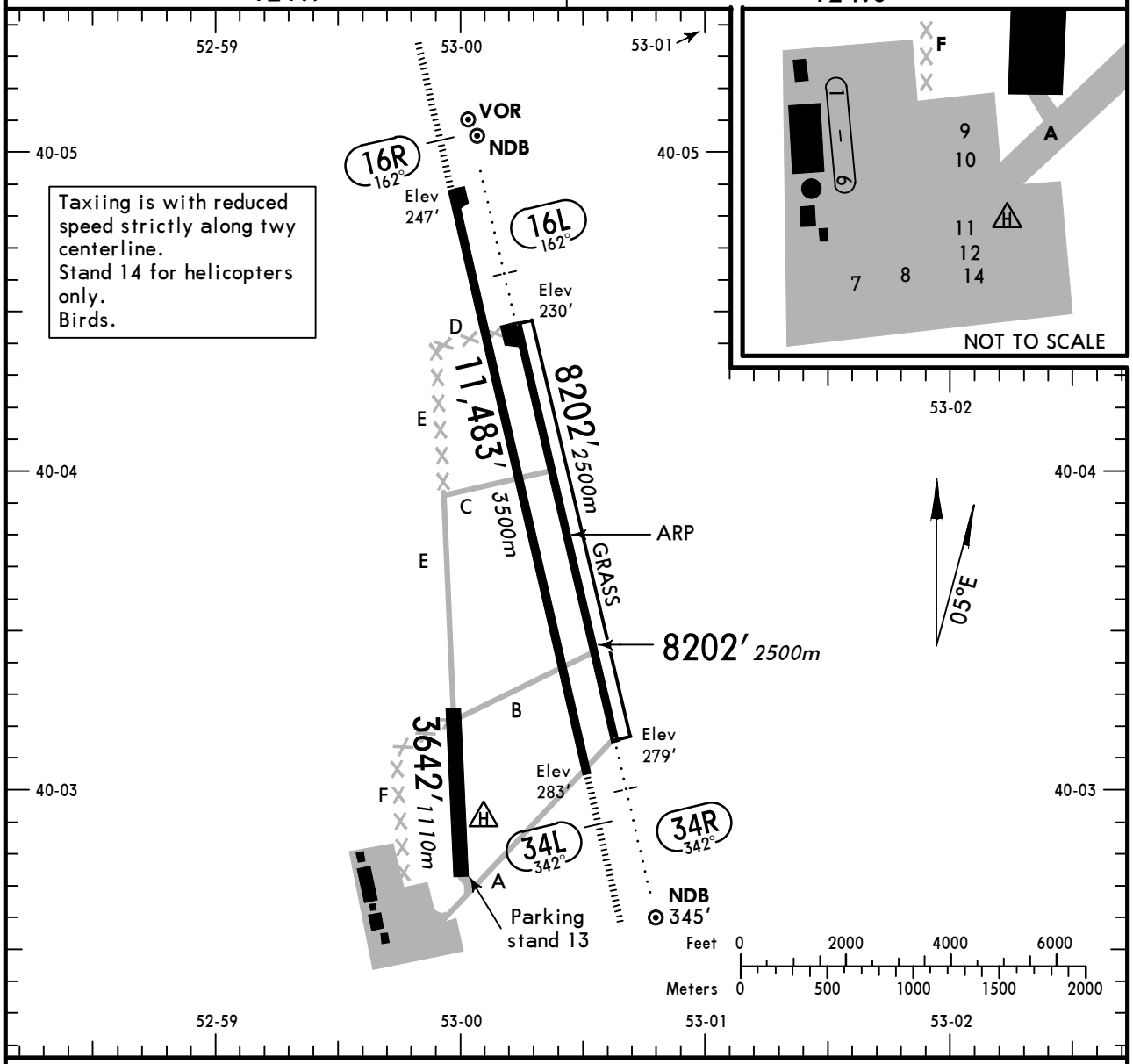



CHANGES: New chart.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

TURKMENBASHI Taxiing (GND) 121.7

Start (TWR) 124.0




## ADDITIONAL RUNWAY INFORMATION

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

❶ Undesignated runway.

## TAKE-OFF

AIR CARRIER (JAA)

| | Rwy 16R/34L<br>LVP must be in force<br>RL & CL | Rwys 16L/R, 34L/R<br>LVP must be in force<br>RCLM (DAY only) or RL | <br><br>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′)<br>**R1000m** | **430′**(200′)<br>**R1000m** | **460′**(230′)<br>**R1000m** | **460′**(230′)<br>**R1000m** |
| | *ALS out* | R1200m | R1200m | R1200m | R1200m |
| | LOC | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |
| | 2 NDB ❶ | **580′**(350′)<br>**R1400m** | **580′**(350′)<br>**R1400m** | **580′**(350′)<br>**R1400m** | **580′**(350′)<br>**R1400m** |
| | *ALS out* | R1600m | R1600m | R1600m | R1600m |
| **16R** | ILS | **447′**(200′)<br>**R800m** | **447′**(200′)<br>**R800m** | **447′**(200′)<br>**R800m** | **447′**(200′)<br>**R800m** |
| | *ALS out* | R1200m | R1200m | R1200m | R1200m |
| | LOC | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |
| **34L** | ILS | **905′**(622′)<br>**C2500m** | **915′**(632′)<br>**C2500m** | **925′**(642′)<br>**C2500m** | **935′**(652′)<br>**C2500m** |
| | *ALS out* | C2500m | C2500m | C2500m | C2500m |
| | LOC | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |
| **34R** | ILS | **770′**(491′)<br>**R2000m** | **780′**(501′)<br>**R2000m** | **790′**(511′)<br>**R2100m** | **800′**(521′)<br>**C2500m** |
| | *ALS out* | R2000m | R2000m | C2400m | C2500m |
| | LOC | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |
| | 2 NDB ❶ | **910′**(631′)<br>**C2700m** | **910′**(631′)<br>**C2700m** | **910′**(631′)<br>**C2700m** | **910′**(631′)<br>**C2700m** |
| | *ALS out* | C2900m | C2900m | C2900m | C2900m |

❶ Continuous Descent Final Approach.

## TAKE-OFF RWY 16L, 34R

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

❷ CAT C & D: NIGHT 400m.

## TAKE-OFF RWY 16R, 34L

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

❸ CAT C & D: NIGHT 400m.

*CHANGES:* Minimums.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

# UTAK/KRW
## TURKMENBASHI

JEPPESEN 25 JAN 13 Eff 7 Feb (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 |

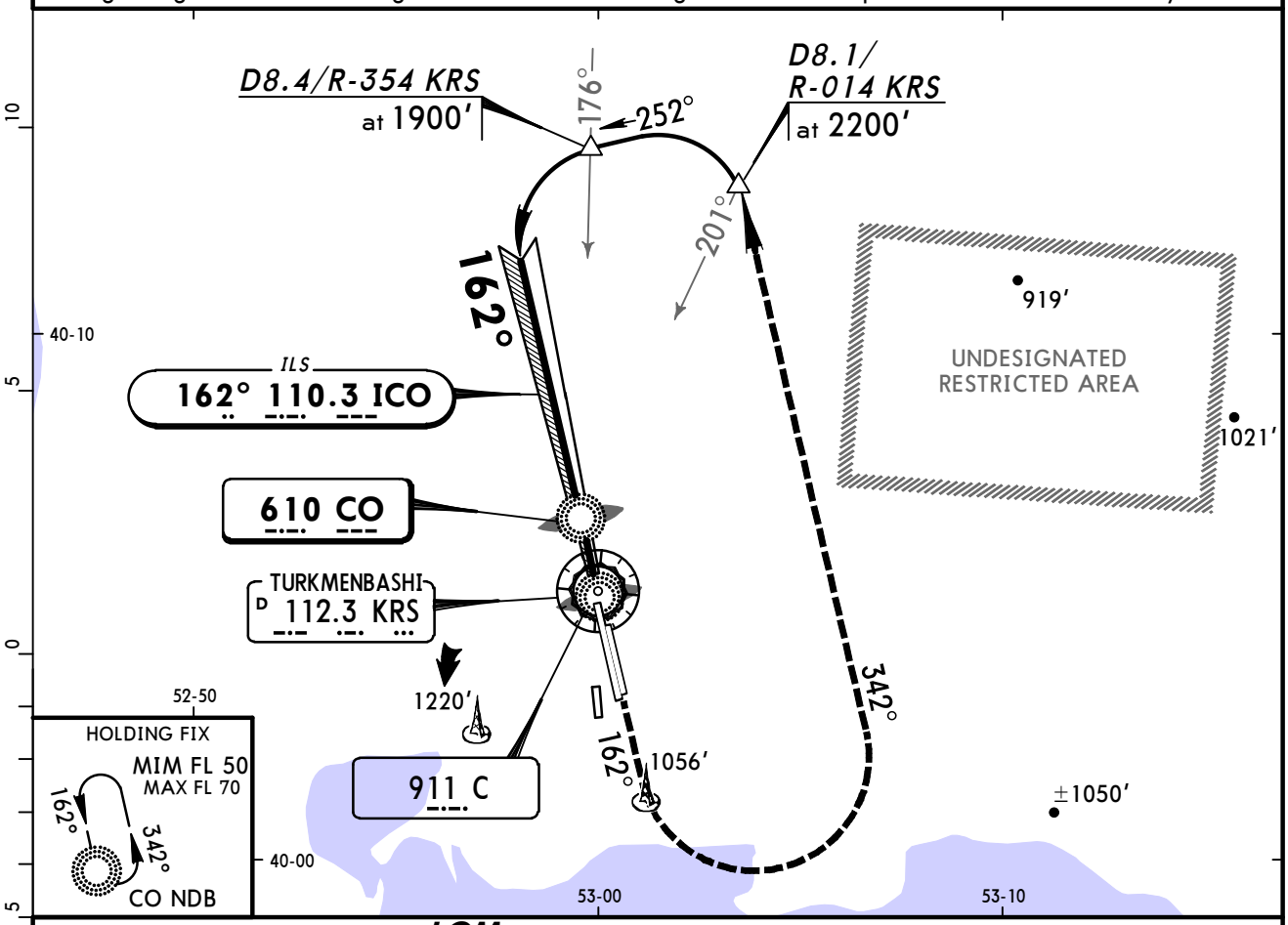
| | | | | |
|---|---|---|---|---|
| LOC ICO **110.3** | Final Apch Crs **162°** | GS **LOM** **960′** (730′) | ILS DA(H) Refer to Minimums | Apt Elev 283′ |
| NDB CO **610** | | Minimum Alt **LOM** **960′** (730′) | NDB MDA(H) **530′** (300′) | RWY **230′** |

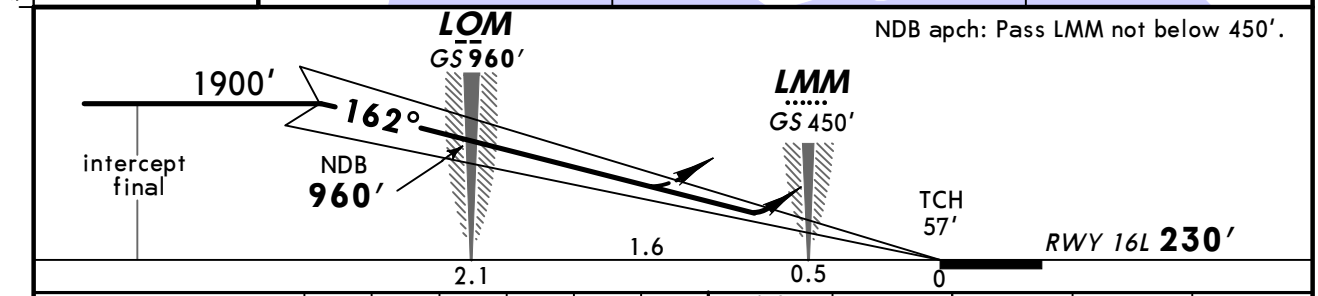
1600′ 180° 090° 2100′ 1800′ 360° MSA ARP

**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: 3000′

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′) FULL / ALS out | | MDA(H) **530′** (300′) ALS out |

PANS OPS

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

*CHANGES:* Trans alt.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

# TURKMENBASHI, TURKMENISTAN
## ILS Rwy 16R

BRIEFING STRIP ™

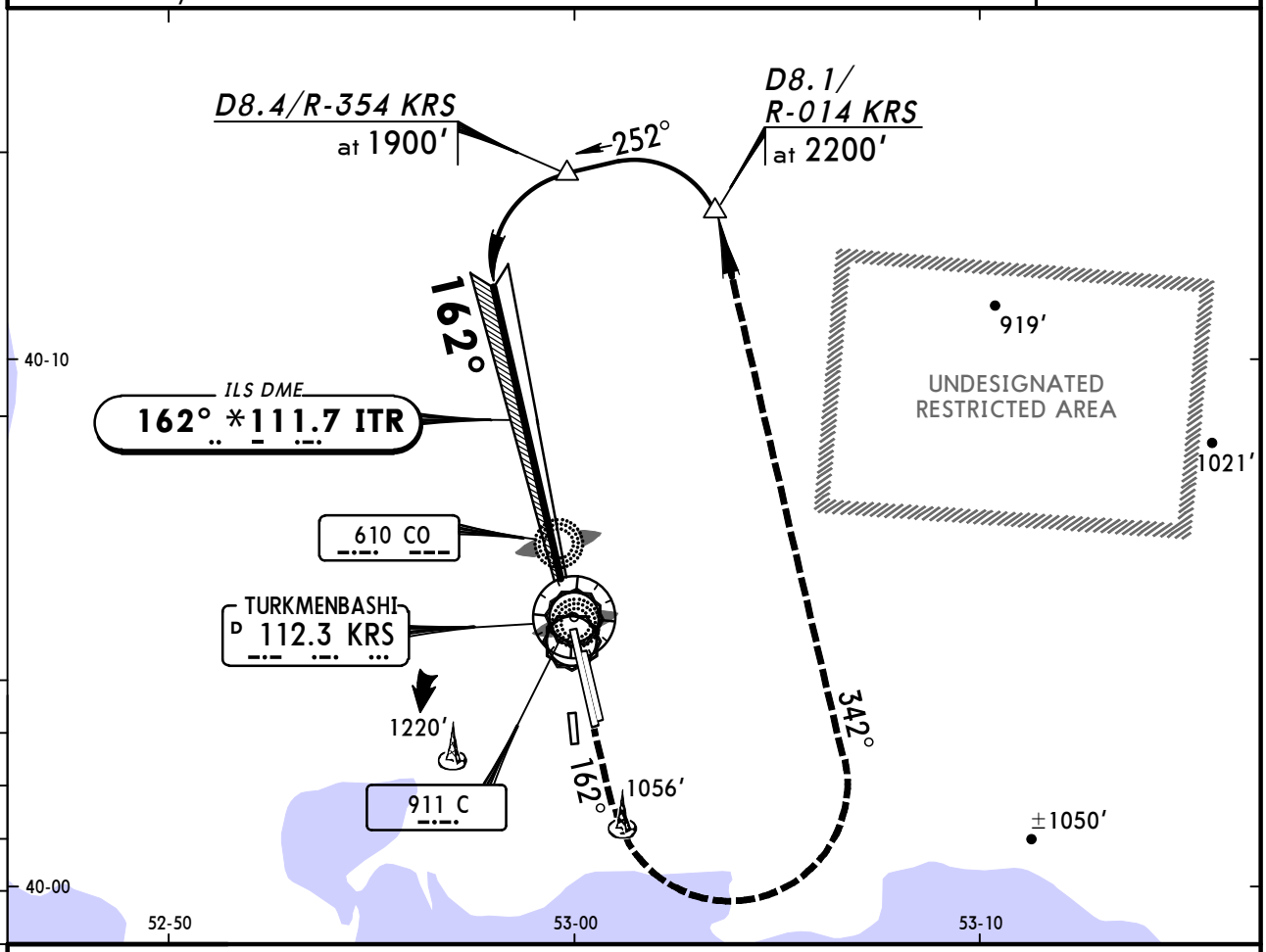
| TURKMENBASHI Krug (R) | TURKMENBASHI Start (TWR) | Ground |
|---|---|---|
| 120.0 | 124.0 | 121.7 |

| 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: 3000′
During firing within the undesignated restricted area right-hand traffic pattern will be available by ATC.

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



| 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

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

PANS OPS

CHANGES: Trans alt.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

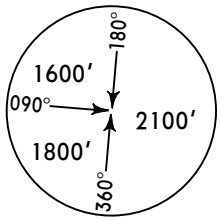
BRIEFING STRIP ™

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

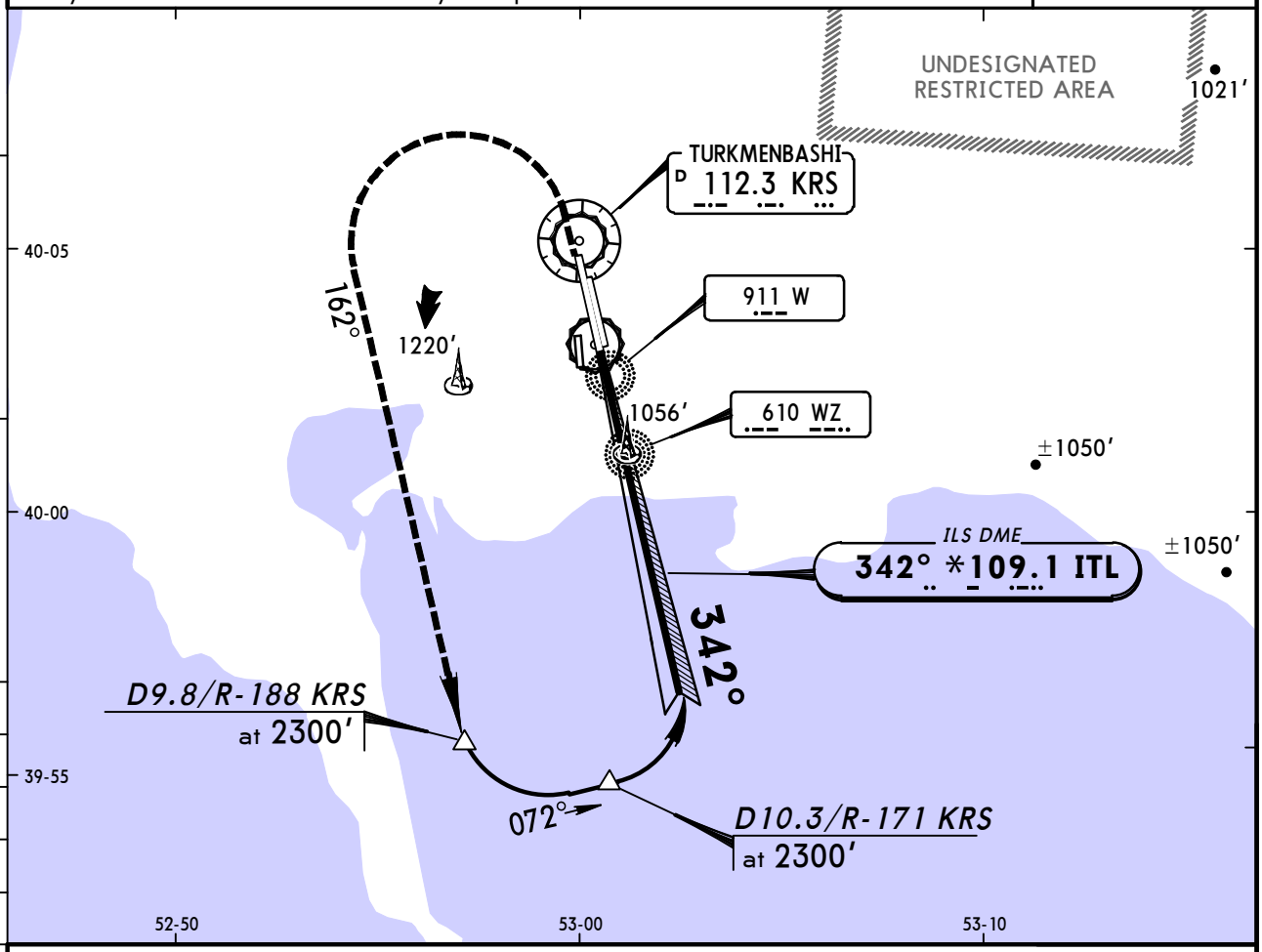
| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev 283′ |
|---|---|---|---|---|
| ITL *109.1 | 342° | No alt published | Refer to Minimums | RWY 283′ |

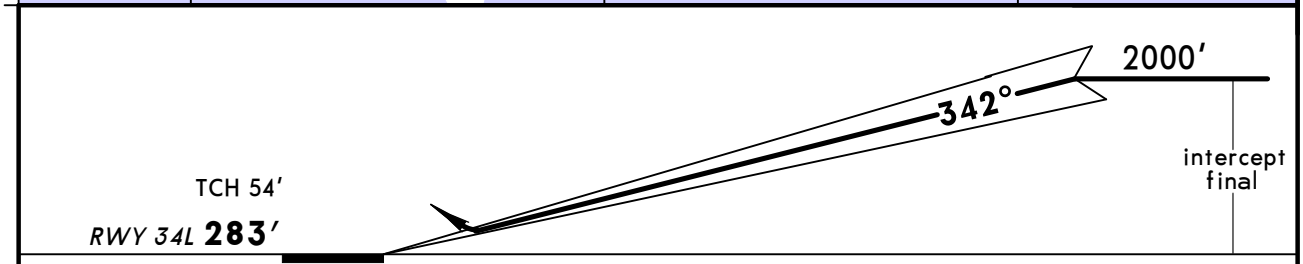
**MISSED APCH:** Climb on 342° to 1000′, then turn LEFT onto 162° climbing to 2300′, then according to chart.

Alt Set: hPa  Rwy Elev: 10 hPa  Trans level: FL 50  Trans alt: 3000′
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° | 2300′ |
|---|---|---|---|
| ↑ | | LT | ↑ |

STRAIGHT-IN LANDING RWY 34L

| | ILS | LOC (GS out) |
|---|---|---|
| DA(H) | A: 905′(622′) C: 925′(642′)<br>B: 915′(632′) D: 935′(652′) | |
| | FULL / ALS out | |

PANS OPS

| | | | |
|---|---|---|---|
| A | 2500m | NOT AUTHORIZED | |
| B | | | |
| C | | | |
| D | | | |

CHANGES: Trans alt.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

# UTAK/KRW
## TURKMENBASHI

JEPPESEN 25 JAN 13 (11-4) Eff 7 Feb

# TURKMENBASHI, TURKMENISTAN
## ILS or 2 NDB Rwy 34R

BRIEFING STRIP

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

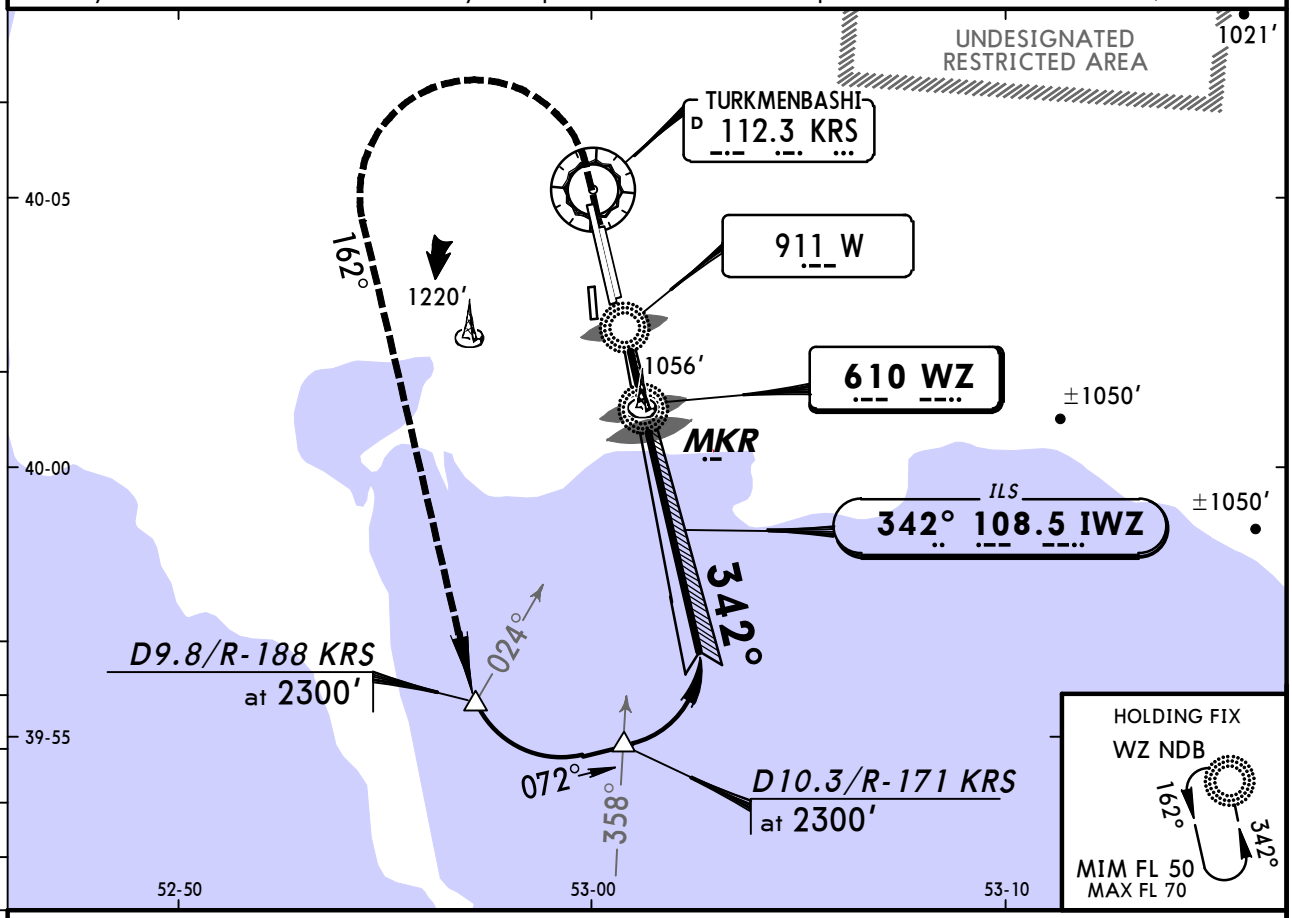
| | | | | |
|---|---|---|---|---|
| LOC IWZ **108.5** | Final Apch Crs **342°** | GS **LOM** **1132′** (853′) | ILS DA(H) Refer to Minimums | Apt Elev 283′ |
| NDB WZ **610** | | Minimum Alt **LOM** **1230′** (951′) | NDB MDA(H) **910′** (631′) | RWY **279′** |

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

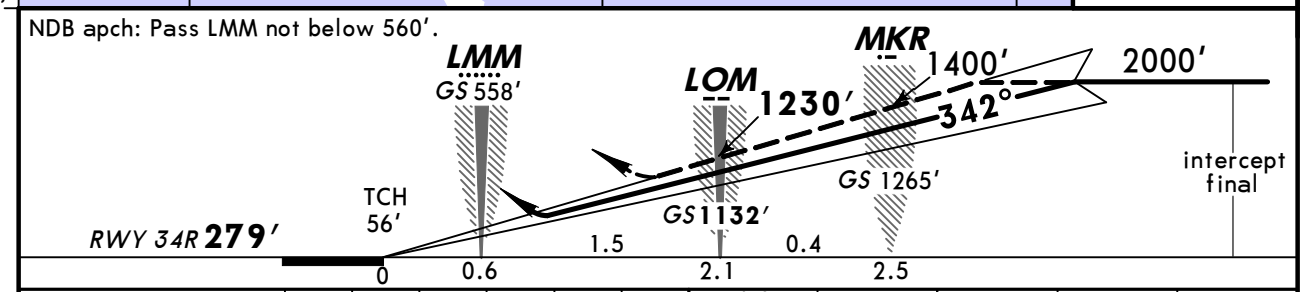
**MISSED APCH:** Climb on 342° to 1000′, then turn LEFT onto 162° climbing to 2300′, then according to chart.

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: FL 50 | Trans alt: 3000′

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′)<br>B: **780′** (501′) D: **800′** (521′) | | MDA(H) **910′** (631′) |
| | FULL / ALS out | | ALS out |

PANS OPS

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

*CHANGES:* Trans alt.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

## Chart changes since cycle 22-2013

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**TURKMENBASHI, (TURKMENBASHI - UTAK)**

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED


# TERMINAL CHART CHANGE NOTICES

## Chart Change Notices for Airport UTAK

**Type:** Terminal
**Effectivity:** Permanent
**Begin Date:** 20130919
**End Date:** No end date

(11-3, 11-4) Cross D10.3/R-171 KRS at 2000ft.