

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-FRI: 0300-1200. SAT, SUN, HOL CLSD.

AD may be AVBL as ALTN only by prior coordination with Administration.

**Airport Information****RFF:** CAT 8**Fuel:** TS-1**PCN:** RWY 16L/34R: 26/R/A/X/T

RWY 16R/34L: 70/R/A/X/T

**Operation****Geodetic Reference Datum**

Non-WGS-84 compliant airport.

**TWY Restrictions**

TWY B width 21m / 69ft.

TWY C, D width 18m / 59ft.

TWY D and F unusable.

Taxiing of CIV ACFT along TWY D and segment of TWY E to TWY C to TWY D prohibited.

**Taxi/Parking**

Taxiing of heavy ACFT shall be carried out under own ENG PWR at reduced speed strictly along TWY CL.

Stand 35 for ACFT with dangerous cargo on board.

**Warnings**

During firing within the area E of AD, VFR right-hand traffic pattern shall be AVBL, base turn and final turn shall be carried out by ATC instructions.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure:** See CRAR Turkmenistan and in addition;

Listen to the information and ATC instructions on LOM FREQ.

**Arrival Procedure****VFR Traffic Pattern:** RWY 16L right-hand circuit.**Warnings**

RWY 34R: TURB with down-draughts may be observed on final.

Obstruction LGTs are installed on tops of KUBA-DAG mountain range.

27-APR-2017

Turkmenistan **Turkmenbashi****KRW-UTAK**

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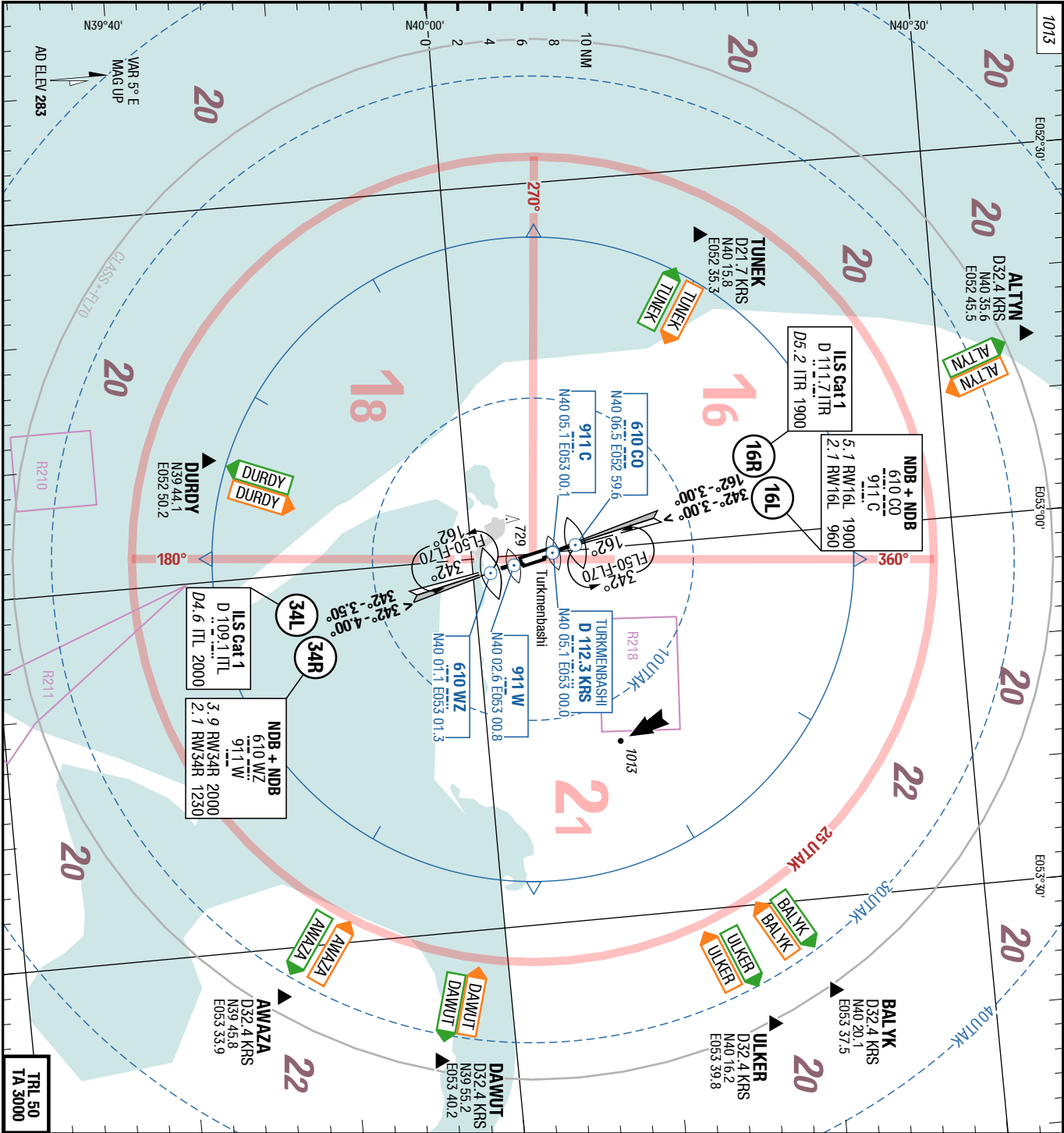
**A0I****A0I****DEPARTURE****Take-off Minima**

RWY		16L/34R, 16R/34L	
All ACFT	ft - m/km	0 - 400R/400V	-

**Communication****COM Failure:** See CRAR Turkmenistan.**De-icing**

AVBL.

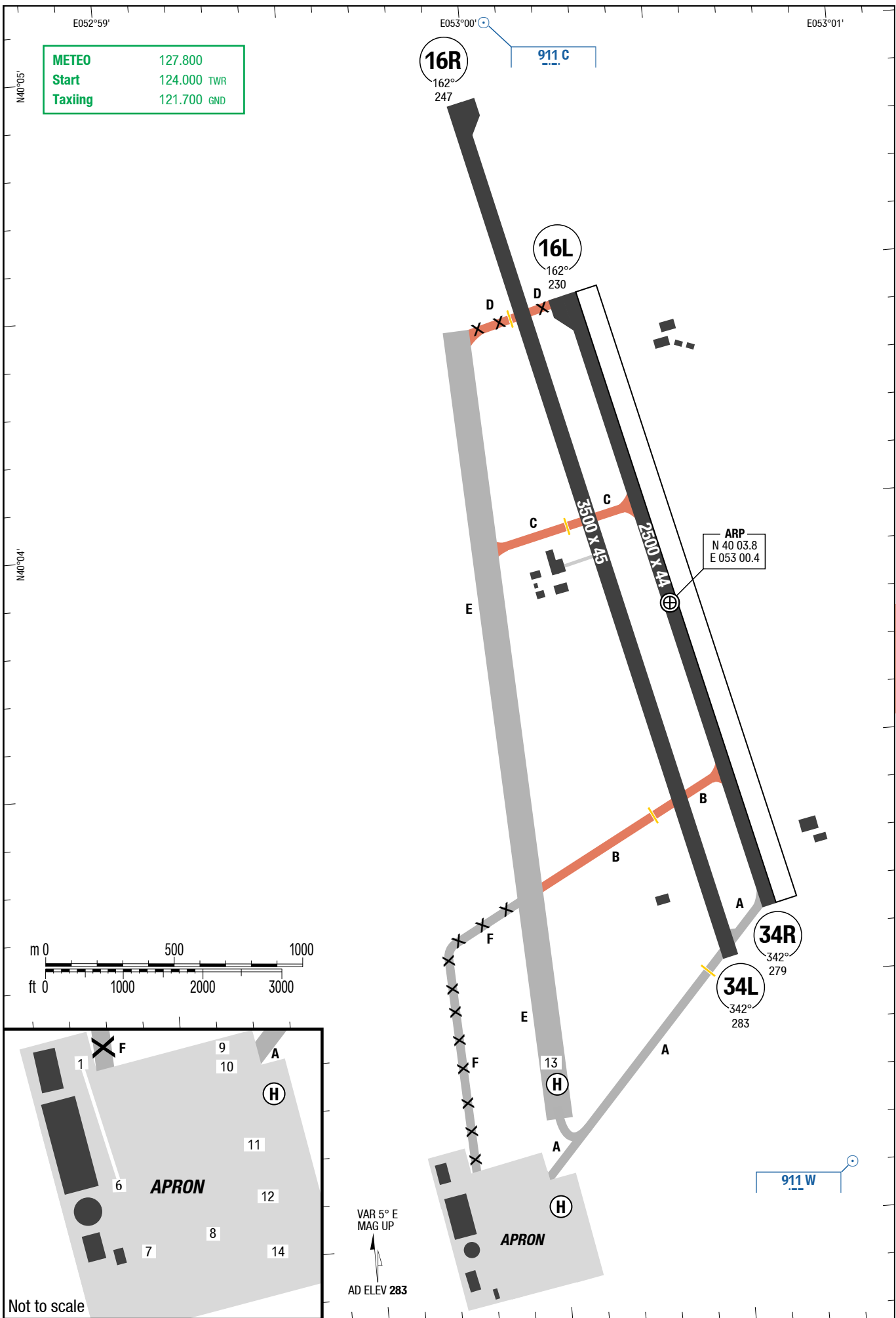
Changes: Nil



MEIEO	127.800	
Krug	120.000	
CTL	135.800	130.000 reserve FREQ
Start	124.000	TWR
Taxiing	121.700	GND
Transit	131.900	

Landing RWY system:

16L	2500 x 44	60 L
L-P1	THR 230 (9hPa) / TDZ 230 (---%)	+0.6%
60 L	44 x 2500	60 L
-0.6%	TDZ 279 (---%) / THR 279 (10hPa)	L-P1
16R	3500 x 45	83.5°
HL-P1	THR 247 (9hPa) / TDZ 247 (---%)	+0.3%
RTLZ 910m	45 x 3500	30 HL
30 HL	3.5°	30 HL
-0.3%	TDZ 283 (---%) / THR 283 (10hPa)	HL-P1
34R		



Changes: Nil

Effective 08-DEC-2016

01-DEC-2016

KRW-UTAK

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Turkmenistan Turkmenbashi

SIDs RWYs 34L/34R

SIDs RWYs 16L/16R

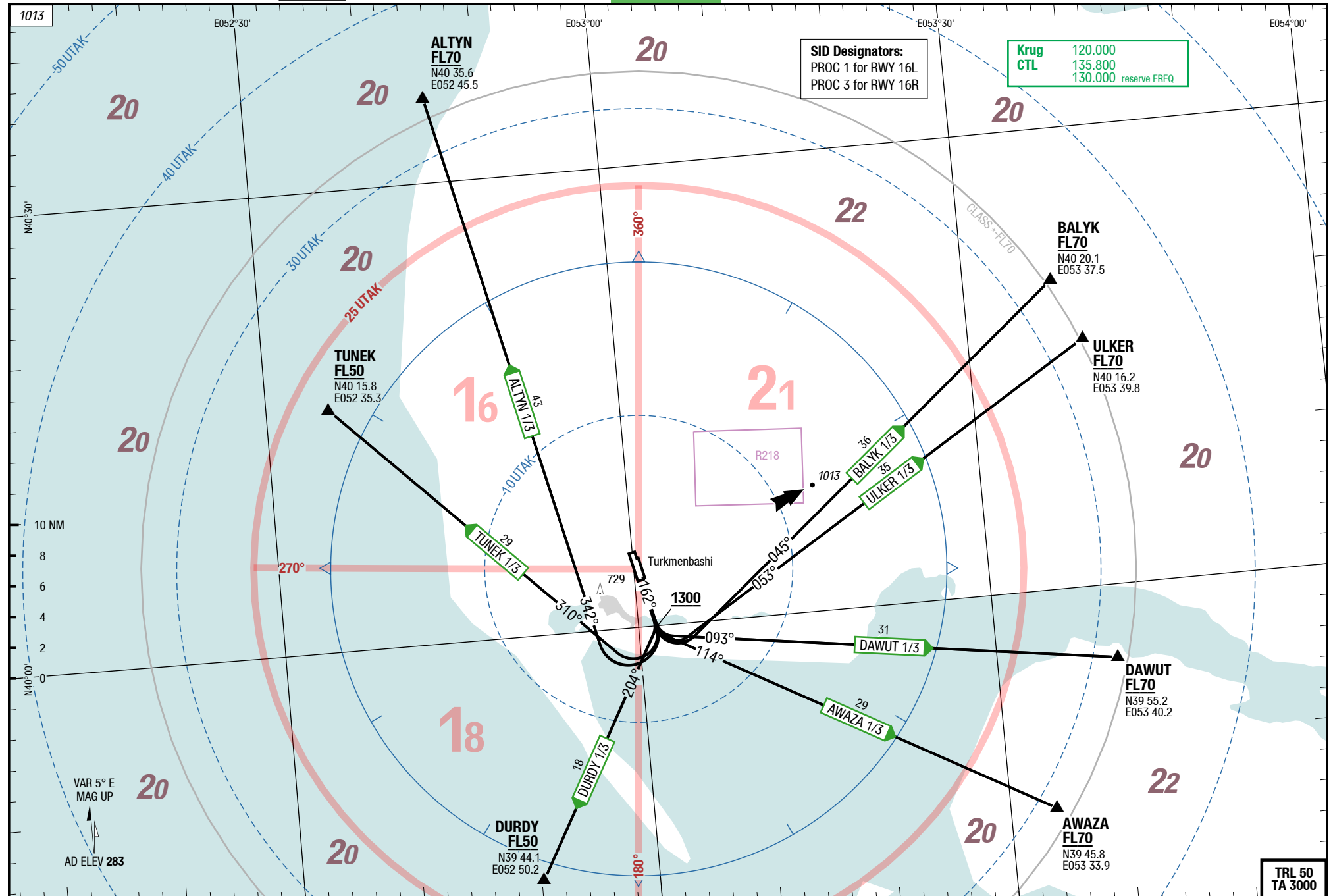
SID

SID

Turkmenbashi Turkmenistan

SIDs RWYs 34L/34R

SIDs RWYs 16L/16R



Changes: ALT, PROC renamed

Effective 08-DEC-2016

01-DEC-2016

KRW-UTAK

4-20

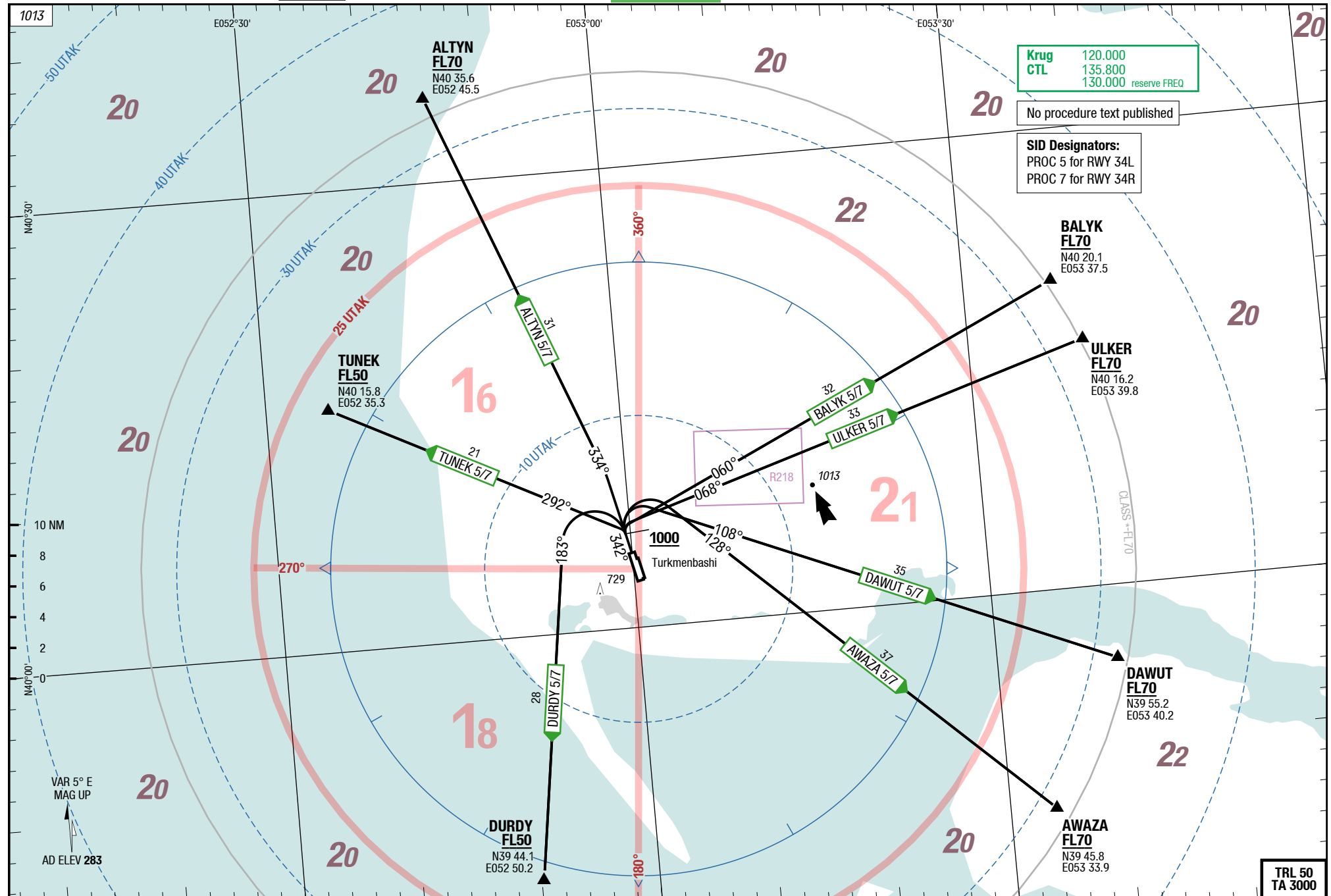
SIDs RWYs 34L/34R

SID

SID

Turkmenbashi Turkmenistan

SIDs RWYs 34L/34R



Changes: PROC renamed, ALT

## KRW-UTAK

5-10

## SIDs RWYs 16L/16R

**ALTYN 1 / AWAZA 1 / BALYK 1 / DAWUT 1 / DURDY 1 / TUNEK 1 / ULKER 1 / ALTYN 3 / AWAZA 3 / BALYK 3 / DAWUT 3 / DURDY 3 / TUNEK 3 / ULKER 3**

RWYs 16L/R (162°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16L</b>	
<b>ALTYN 1</b> 4.6% to 1000	No procedure text published	ALTYN MNM <b>FL70</b>
<b>AWAZA 1</b> 4.6% to 1000	No procedure text published	AWAZA MNM <b>FL70</b>
<b>BALYK 1</b> 4.6% to 1000	No procedure text published	BALYK MNM <b>FL70</b>
<b>DAWUT 1</b> 4.6% to 1000	No procedure text published	DAWUT MNM <b>FL70</b>
<b>DURDY 1</b> 4.6% to 1000	No procedure text published	DURDY MNM <b>FL50</b>
<b>TUNEK 1</b> 4.6% to 1000	No procedure text published	TUNEK MNM <b>FL50</b>
<b>ULKER 1</b> 4.6% to 1000	No procedure text published	ULKER MNM <b>FL70</b>
	<b>Runway 16R</b>	
<b>ALTYN 3</b> 4.6% to 1000	No procedure text published	ALTYN MNM <b>FL70</b>
<b>AWAZA 3</b> 4.6% to 1000	No procedure text published	AWAZA MNM <b>FL70</b>
<b>BALYK 3</b> 4.6% to 1000	No procedure text published	BALYK MNM <b>FL70</b>
<b>DAWUT 3</b> 4.6% to 1000	No procedure text published	DAWUT MNM <b>FL70</b>
<b>DURDY 3</b> 4.6% to 1000	No procedure text published	DURDY MNM <b>FL50</b>
<b>TUNEK 3</b> 4.6% to 1000	No procedure text published	TUNEK MNM <b>FL50</b>
<b>ULKER 3</b> 4.6% to 1000	No procedure text published	ULKER MNM <b>FL70</b>

01-DEC-2016

**KRW-UTAK**

## Turkmenistan Turkmenbashi

STARs RWYs 34L/34R

6-10

## STARs RWYs 16L/16R

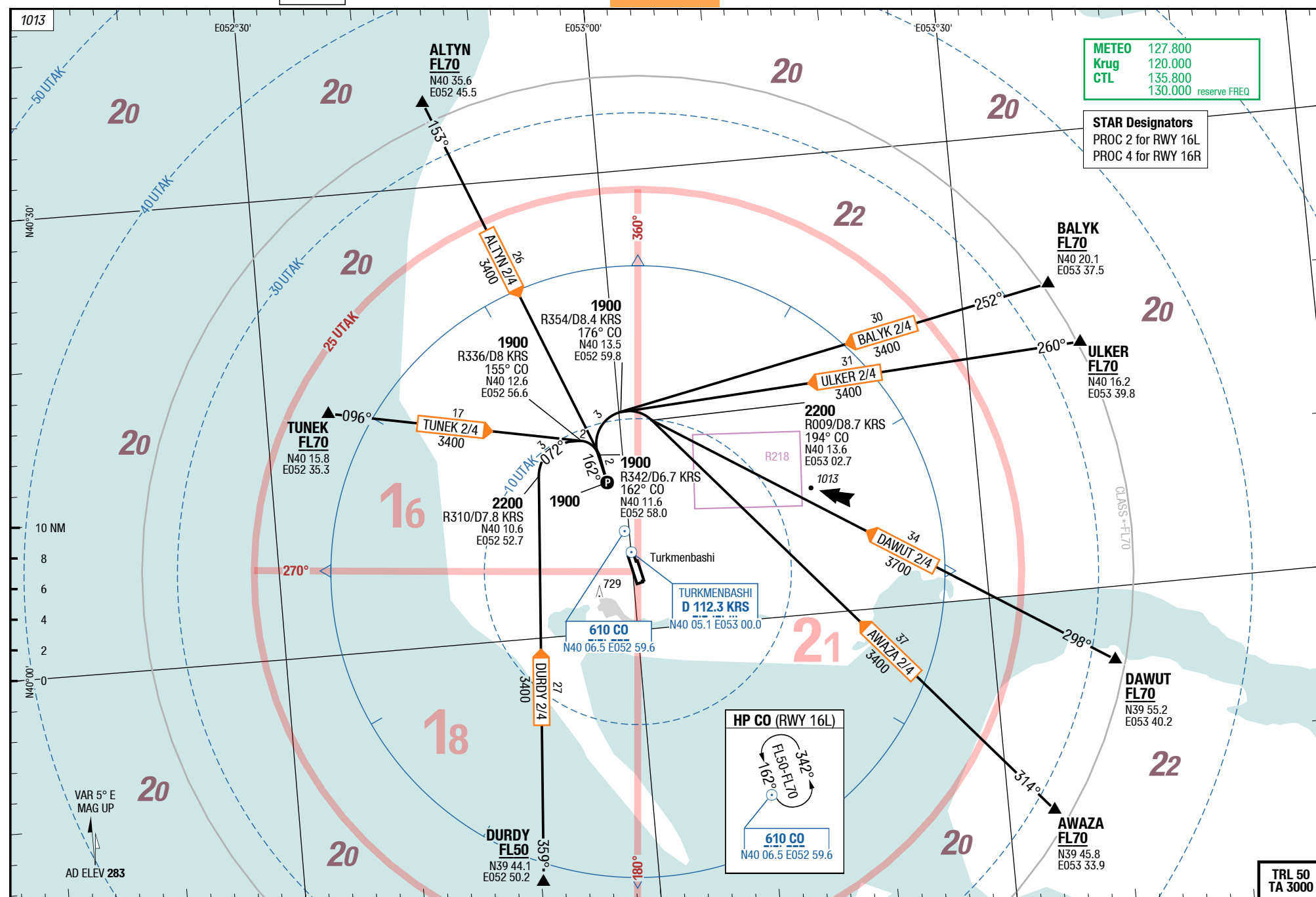
# STAR

# STAR

## Turkmenbashi Turkmenistan

STARs RWYs 34L/34R

## STARs RWYs 16L/16R



Changes: PROC renamed

TRL 50  
TA 3000

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Effective 08-DEC-2016

01-DEC-2016

KRW-UTAK

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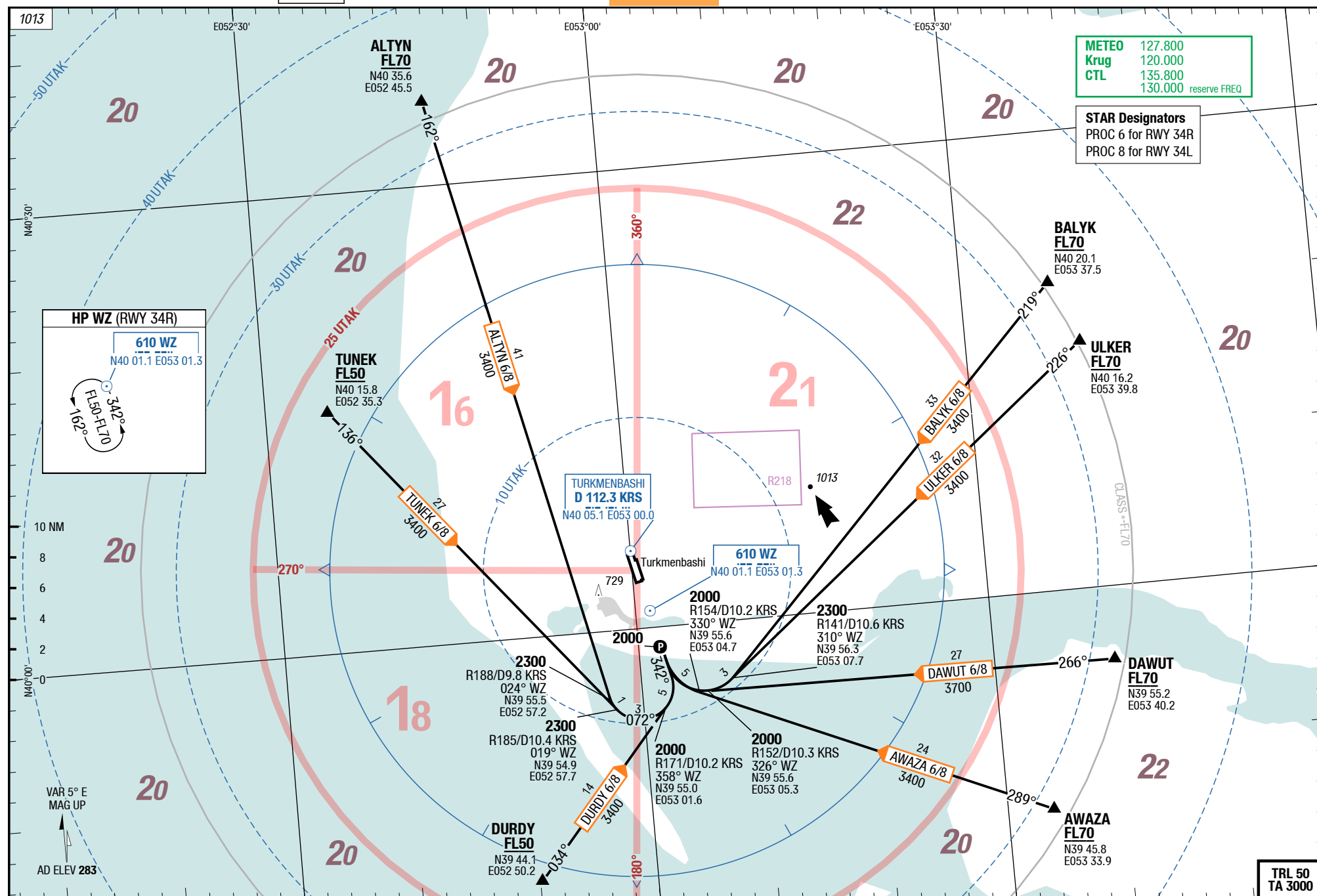
STARs RWYs 34L/34R

STAR

STAR

Turkmenbashi Turkmenistan

STARs RWYs 34L/34R



Changes: PROC renamed

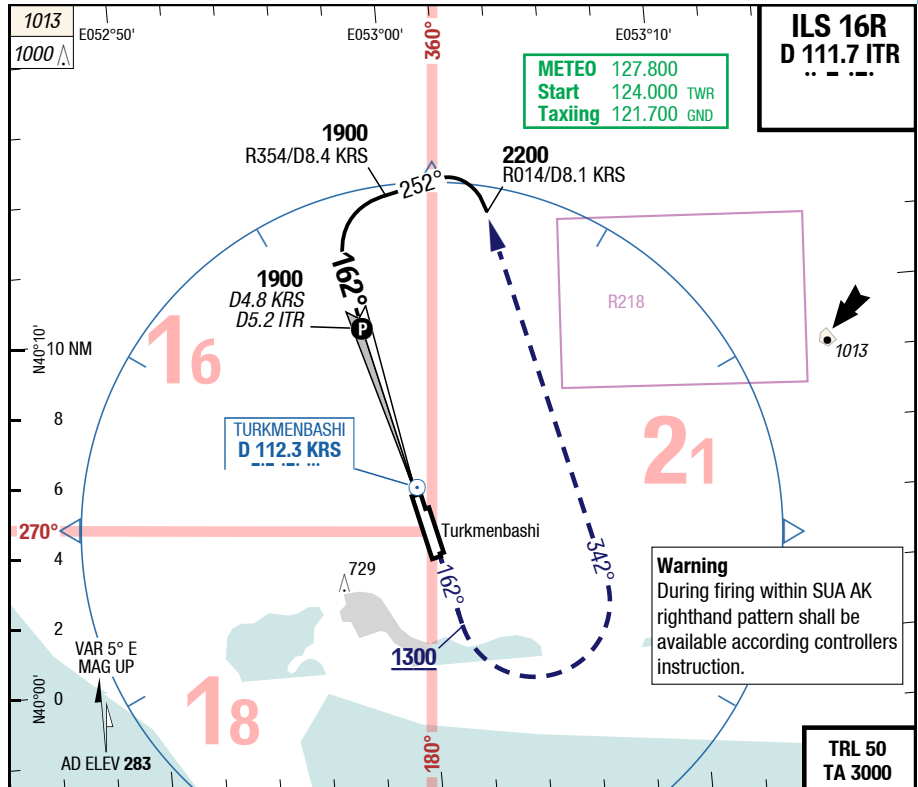
01-DEC-2016  
KRW-UTAK

Turkmenistan Turkmenbashi

IAC

7-10

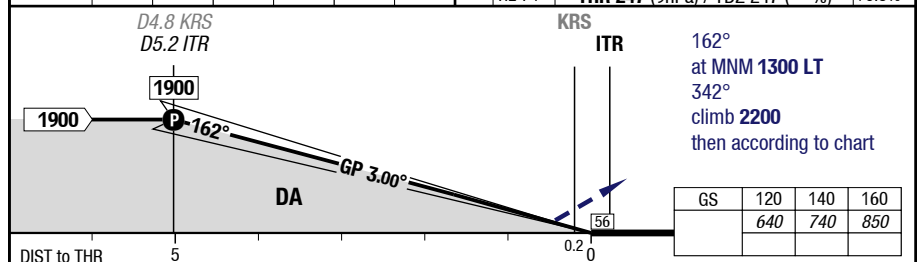
ILS 16R



D ITR	5.2	5	4	3	2	1	
	1900	1850	1520	1200	870	550	

HL-P1 **16R** 83.5° 3500 x 45 60 HL 30 HL

THR 247 (9hPa) / TDZ 247 (---%) +0.3%



16R	Cat 1 <sup>1)</sup>	LOC				Circling
C	ft - m/km ft	200 - 800 450	Not authorized			Not published
D	ft - m/km ft	200 - 800 450	Not authorized			Not published

1) With EVS 550m, wo EVS use STD

Changes: APL, ALT

01-DEC-2016

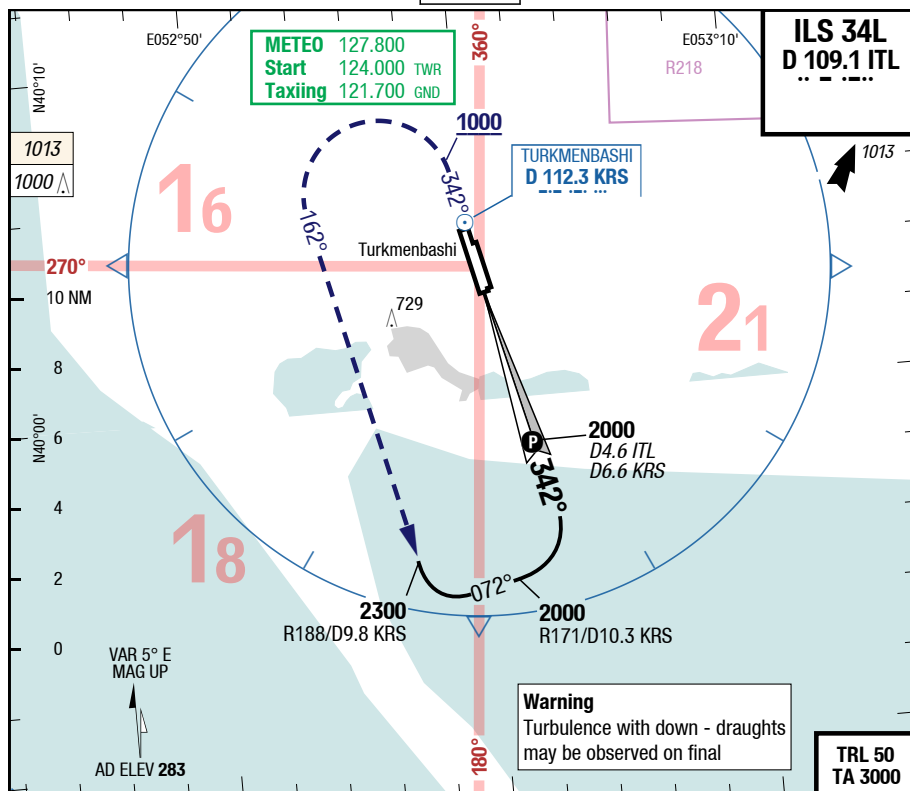
KRW-UTAK

Turkmenistan Turkmenbashi

IAC

7-20

ILS 34L



RTLZ 910m

60 HL

30 HL

45 x 3500

3.5°

-0.3%

TDZ 283 (---%)

THR 283 (10hPa)

HL-P1

34L

2

3

4

4.6

D ITL

1030

1410

1780

2000

342°  
at MNM 1000 LT

162°

climb 2300

then according to chart

GS	120	140	160
	740	870	990

KRS

ITL

D6.6 KRS

D4.6 ITL

2000

342°

GP 3.50°

DA

2000

0

5

DIST TO THR

34L

Cat 1<sup>1)</sup>

LOC

Circling

C

ft - m/km

650 - 2.5V

930

Not authorized

Not published

D

ft - m/km

660 - 2.5V

940

Not authorized

Not published

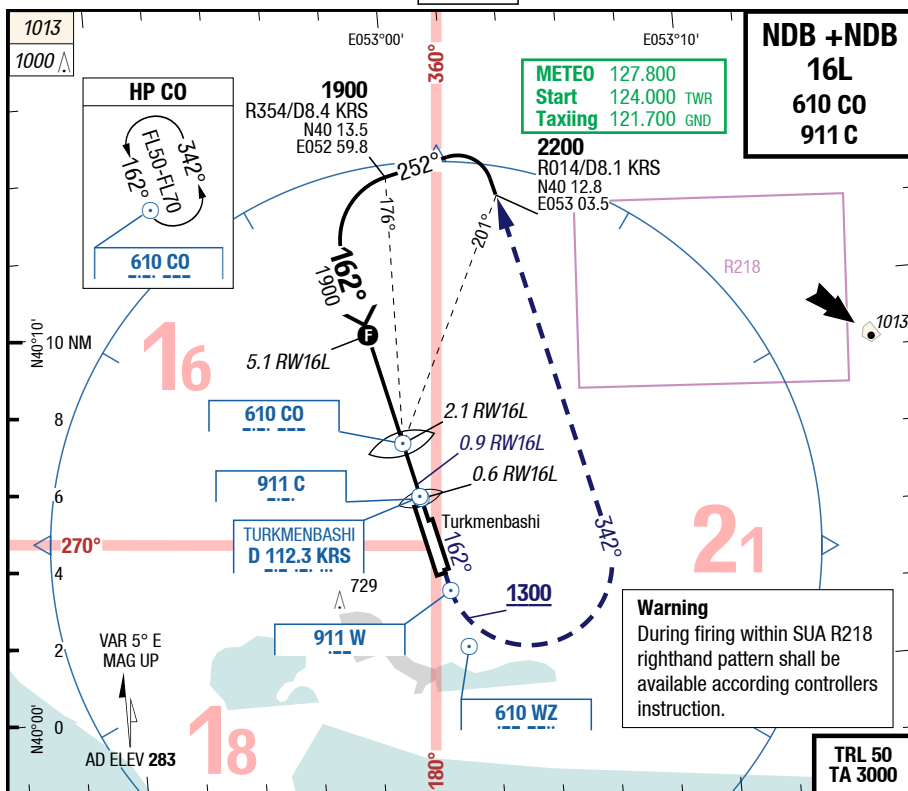
1) With EVS VIS 1.7km, wo EVS use STD

Changes: APL, ALT

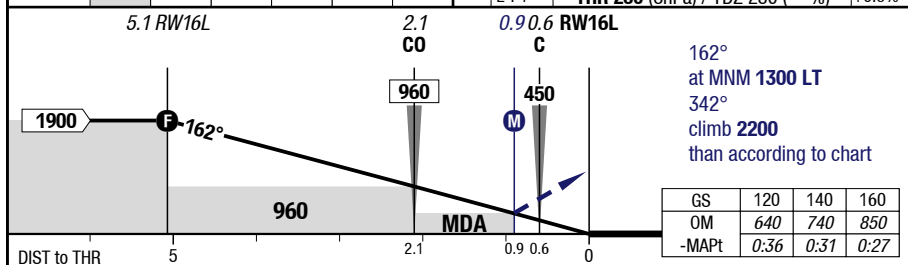
**KRW-UTAK**

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## NDB + NDB 16L



3.00° <b>RW16L</b>	5.1	4	3	2	1	
	1900	1570	1250	930	610	



<b>16L</b>		<b>NDB NDB</b> CO+C <sup>1)</sup>	<b>NDB</b> <sup>1)</sup>			<b>Circling</b>
C	ft - m/km ft	350 - 1.4 <b>580</b>	990 - 5.0V <b>1220</b>			Not published
D	ft - m/km ft	350 - 1.4 <b>580</b>	990 - 5.0V <b>1220</b>			Not published

1) FAF must be given by TAR

## NDB + NDB 34R

