

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTAA

Terminal Charts For UTAA

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: ASHGABAT TKM
ICAO/IATA: UTAA / ASB
Lat/Long: N37° 59.19', E058° 21.51'
Elevation: 693 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 5.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0047 Z
Sunset: 1521 Z

Runway Information

Runway: 11L
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 682 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 11R
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 683 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 29L
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 679 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 29R
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 679 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

Ashgabat Tower: 118.100

Ashgabat Ground: 121.700

Ashgabat Approach: 123.500

Ashgabat Radar: 118.700

1. GENERAL

1.1. LOW VISIBILITY PROCEDURES (LVP)

1.1.1. GENERAL

LVP are implemented when RVR on one of the RWYs is 600m or less and/or ceiling is 200'/60m or less, at least at one of the three points of observation.

LVP are implemented by phrase: "Low visibility procedures in progress, check your minima".

Cancellation of LVP is executed when regular meteorological report with RVR values on both RWYs of more than 800m and ceiling above 260'/80m at all the three points of measurement.

1.1.2. TAXIING

Taxiing via TWY with inoperative centerline lights after Follow-me car.

During taxiing along the maneuvering area and apron, the flight crew must permanently check ACFT position, especially at the points of TWY intersection. In case of difficulty or doubt of determining ACFT position, the flight crew must stop taxiing and inform a controller about it.

Occupation (crossing) of RWY shall be executed after obtaining clearance of TWR controller when stop bar lights are switched off. It is prohibited to cross the line of switched on stop bar lights, even if the clearance for it has been obtained from TWR controller.

The flight crew is responsible for RWY incursion, ACFT crossing the line of switched on stop bar lights and non-adherence to assigned taxi routes along the maneuvering area.

RWY is considered vacant when ACFT has passed the last yellow light of exit TWY centerline indicating the vacation of ILS critical area.

Follow-me car is provided when visibility is less than 400m or on request of the flight crew. The flight crew shall report to GND controller that the Follow-me car is in sight.

1.1.3. ARRIVAL

The flight crew shall report completion of run after landing to TWR controller.

The flight crew shall report RWY vacation to TWR controller when ACFT has passed the last yellow light of exit TWY centerline indicating the vacation of ILS critical area.

ACFT must vacate ILS critical area as soon as possible.

After landing on RWY 29R the flight crew shall vacate the RWY via TWYs A4, A5 or A6, continue taxiing straight via TWY A to yellow intermediate holding position lights in front of TWY G, where ACFT shall stop and hold, unless otherwise instructed by GND controller. Further taxiing after Follow-me car.

After landing on RWY 11L the flight crew shall vacate the RWY via TWYs A3, A2 or A1, where ACFT shall stop and hold, unless otherwise instructed by GND controller. Further taxiing after Follow-me car.

After landing on RWY 29L the flight crew shall vacate the RWY via TWY E4 entering TWY E towards TWYs G, E5 or E6 and continue taxiing straight via TWY E to yellow intermediate holding position lights in front of TWY G, where ACFT shall stop and hold, unless otherwise instructed by GND controller. Further taxiing after Follow-me car.

After landing on RWY 11R the flight crew shall execute the following:

- during taxiing into Terminal 1 stands - vacate the RWY via TWYs E3, E2 or E1, stop and hold unless otherwise instructed by GND controller. Further taxiing by Follow-me car.
- during taxiing into Terminal 2 stands - vacate the RWY via TWYs N2 or N1. If necessary the flight crew can request the Follow-me car on front of TWY N.

ACFT taxiing into C-check, Cargo and VIP aprons by Follow-me car.

After parking on the stand the flight crew shall report it to the GND controller.

UTAA/ASB
ASHGABAT

JEPPESEN

25 FEB 22

10-1P1

ASHGABAT, TURKMENISTAN

AIRPORT BRIEFING

1. GENERAL

1.1.4. DEPARTURE

Taxiing out of Terminal 1, C-check and Cargo aprons by Follow-me car until ACFT reaches TWYs A or E. Further taxiing shall be executed by self-maneuvering to RWY holding positions on TWYs A1, A6, E1 or E6 respectively.

Taxiing out of Terminal 2 apron for take-off from RWY 29L by self-maneuvering via TWY N1.

Taxiing out of Terminal 2 apron for take-off from RWY 11R by self-maneuvering via TWYs N1 or N2.

After crossing the RWY the flight crew continues taxiing to the LEFT via TWY E to RWY-holding position on TWY E6.

Taxiing out of Terminal 2 apron for take-off from RWY 11L/29R by self-maneuvering via TWYs N1 or N2. After crossing the RWY taxiing by Follow-me car until ACFT enters TWY A.

Take-off not from RWY beginning and without stop at line-up position is prohibited.

1.2. TAXI PROCEDURES

Taxiing and towing prohibited without GND controller's permission.

1.3. PARKING INFORMATION

All stands available for helicopters.

1.4. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

RWY 11L/29R, 11R/29L approach procedures in case of communication failure.

During IFR flights:

- maintain last assigned speed, FL/altitude for 7 minutes;
- proceed along route indicated in the flight plan;
- reach IAF at FL/altitude last assigned by ATS unit and descend to 3000' in the holding area not earlier than at the arrival time indicated in the flight plan;
- upon reaching 3000' execute approach procedure from IAF;
- proceed to alternate AD if landing cannot be carried out.

2.2. CAT II/III OPERATIONS

RWY 11L/29R approved for CAT II operations and RWY 11R/29L approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. TAXI PROCEDURES

Arriving ACFT shall be met and escorted by Follow-me car to designated stand.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURE

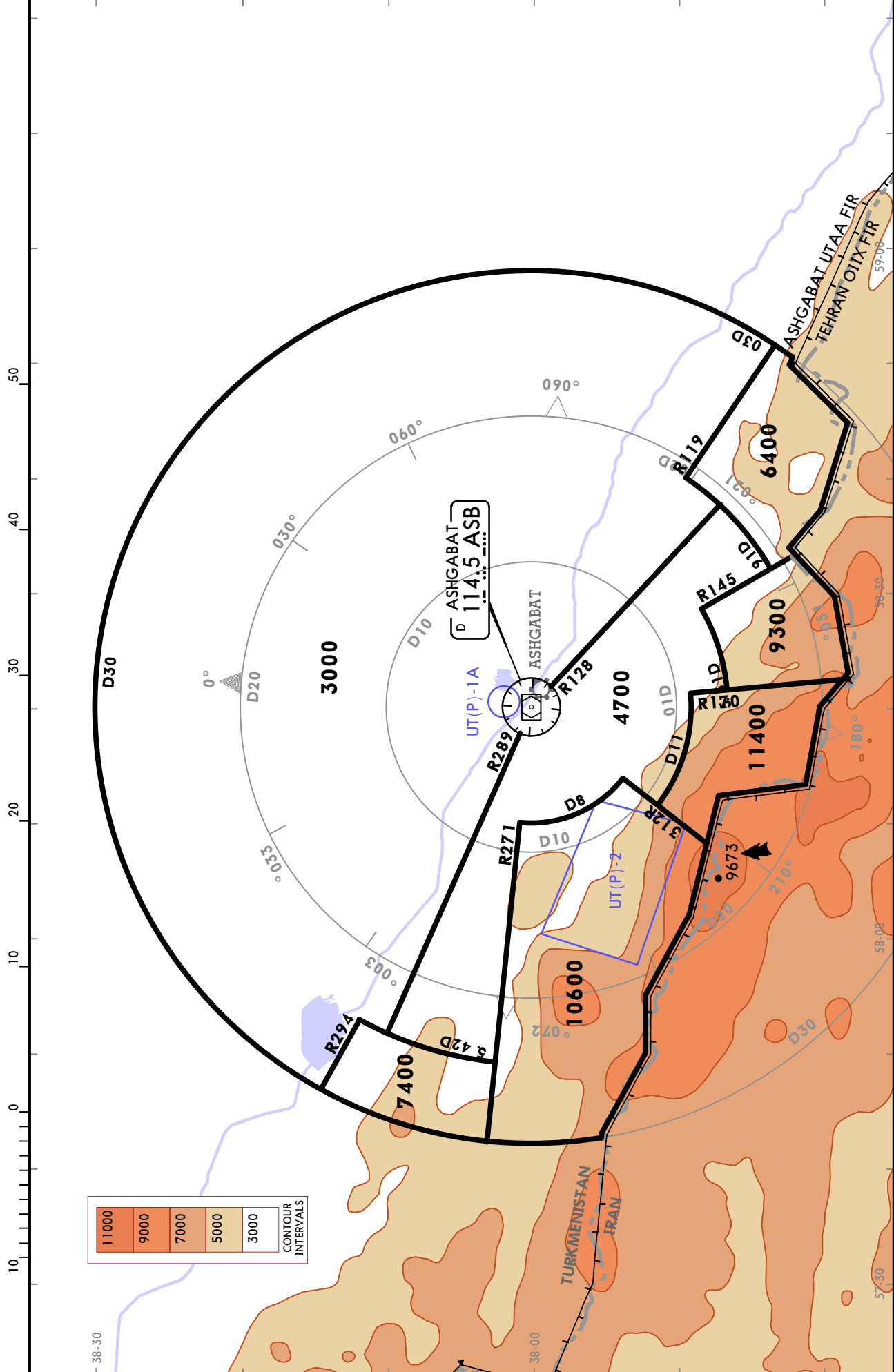
Execute NADP 1 given in ICAO Doc 8168 Volume I in all cases.

UTAA/ASB ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN
10 APR 20 (10-1R)

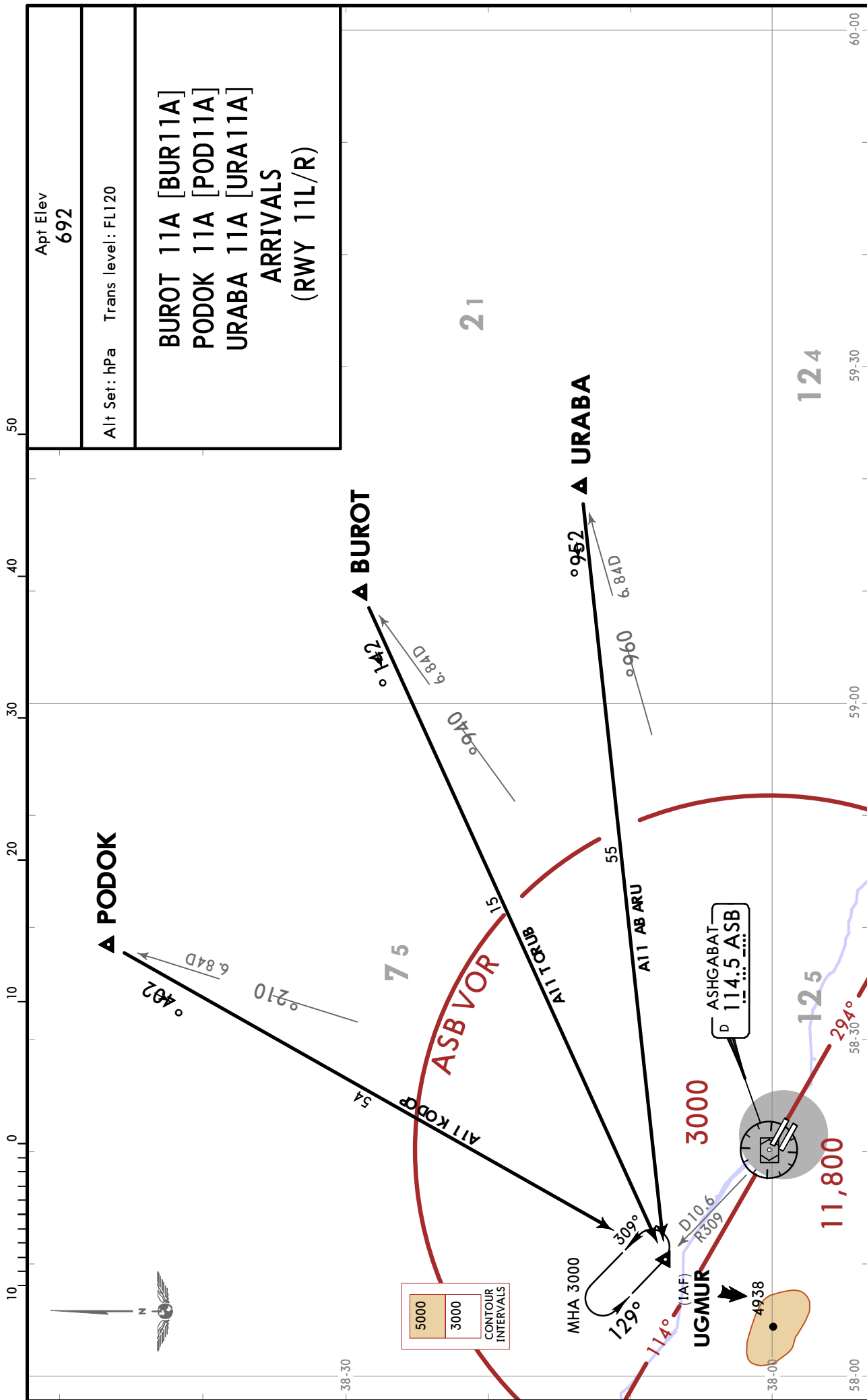
RADAR MINIMUM ALTITUDES

ASHGABAT Radar 118.7	Apt Elev 692	Alt Set: hPa	Trans level: FL120	Trans alt: 12000
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11000	9000	7000	5000	3000
CONTOUR INTERVALS				

UTAA/ASB ASHGABAT



CHANGES: STARs renumbered; MSA; track update

UTAA/ASB ASHGABAT

8 APR 22

10-2B

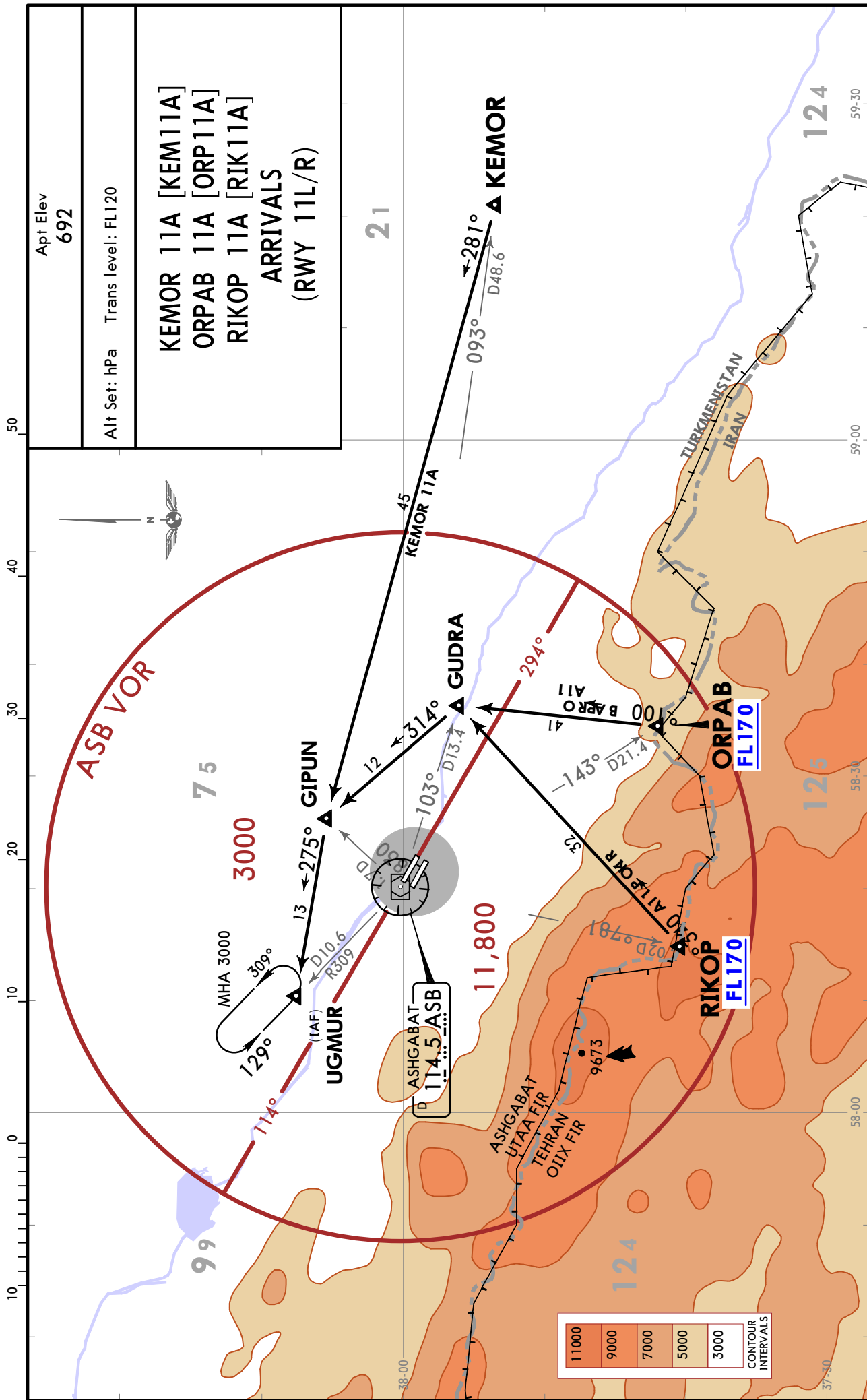
Eff 21 Apr

STAR

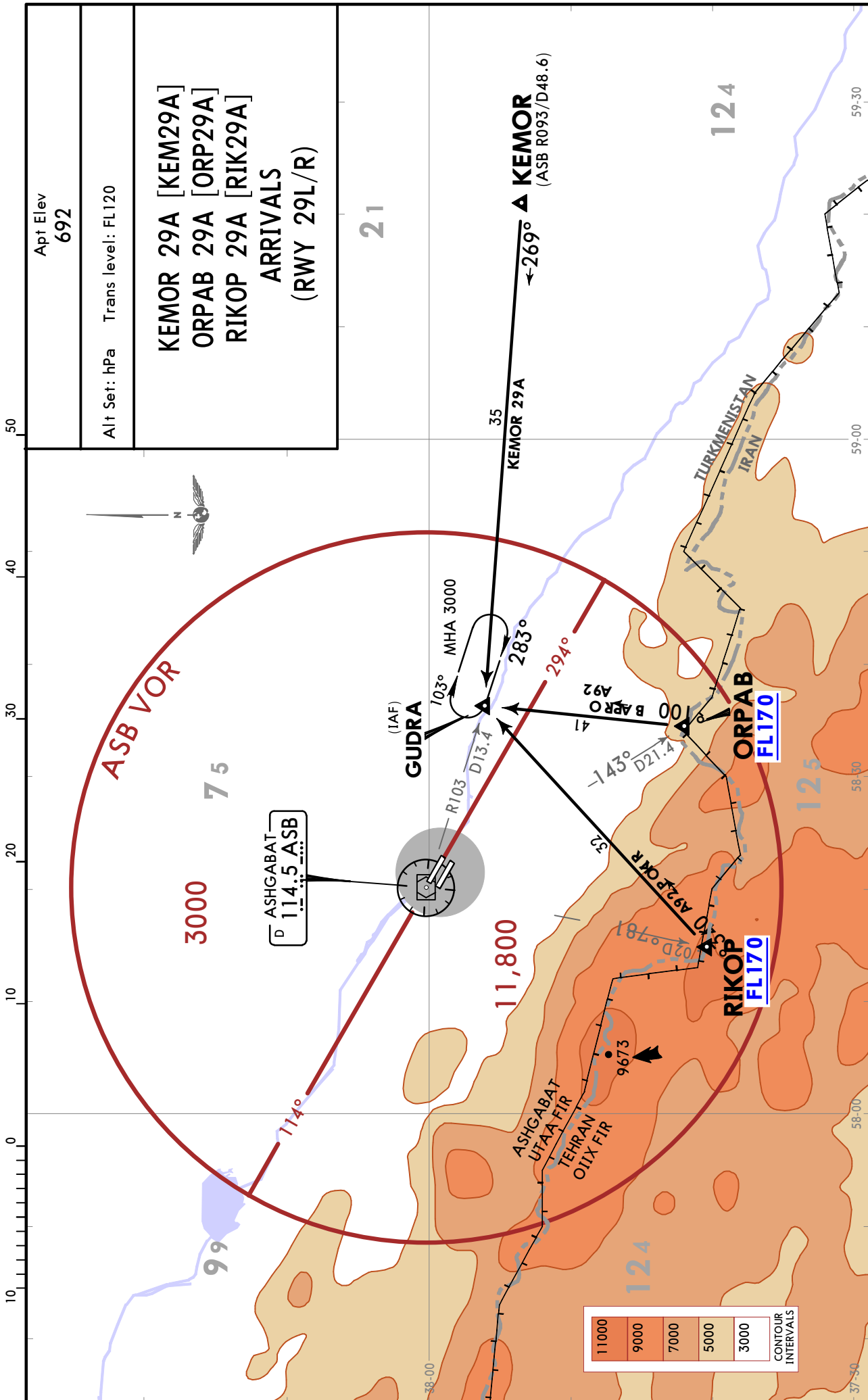
Apt Elev
692

Alt Set: hPa Trans level: FL120

**KEMOR 11A [KEM11A]
ORPAB 11A [ORP11A]
RIKOP 11A [RIK11A]
ARRIVALS
(RWY 11L/R)**



UTAA/ASB ASHGABAT

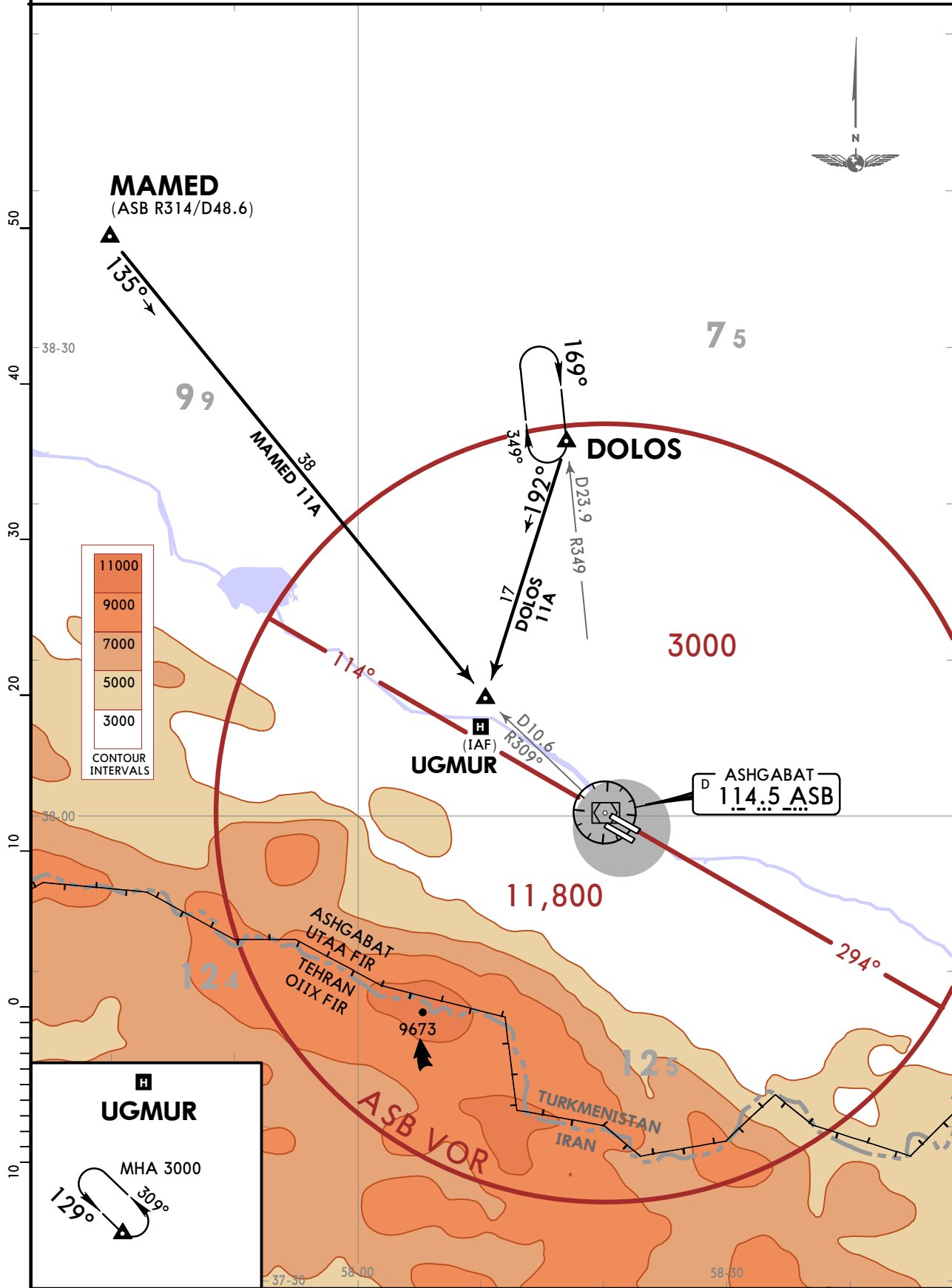


UTAA/ASB
ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN
8 APR 22 10-2D Eff 21 Apr STAR

Apt Elev 692 Alt Set: hPa Trans level: FL120

DOLOS 11A [DOL11A]
MAMED 11A [MAM11A]
ARRIVALS
(RWY 11L/R)



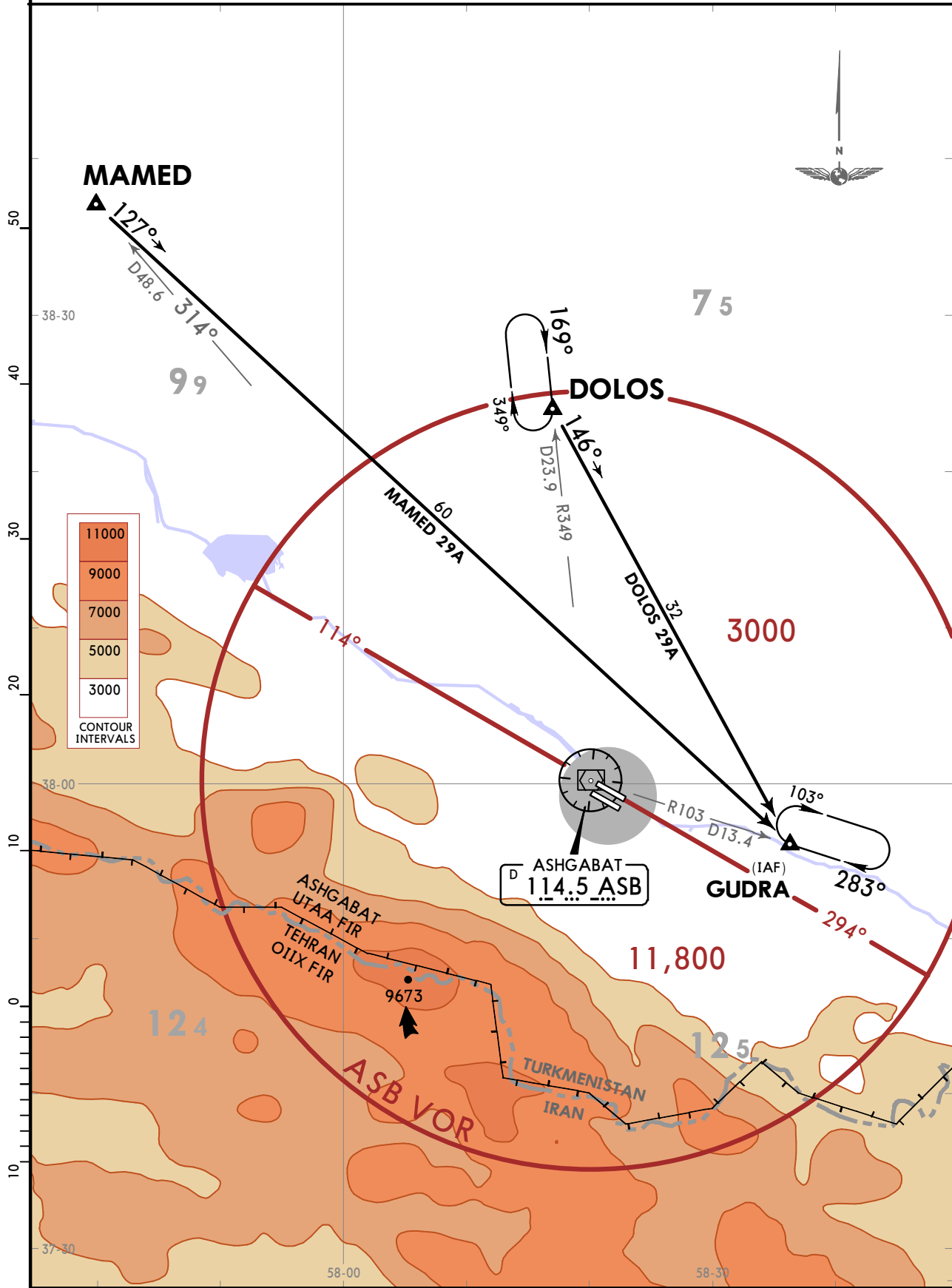
CHANGES: STARs renumbered; MSA; track update.

UTAA/ASB
ASHGABAT

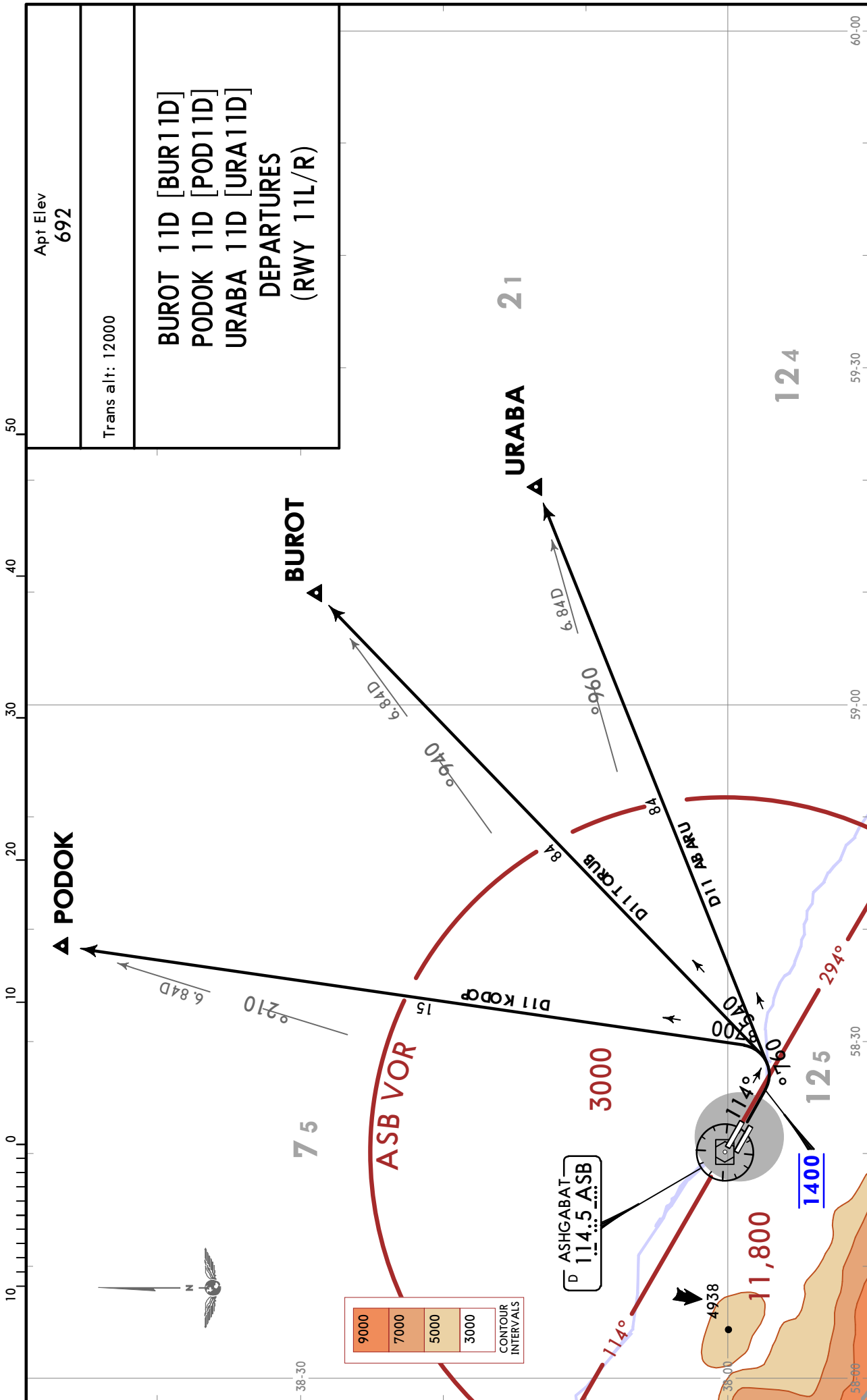
JEPPESEN ASHGABAT, TURKMENISTAN
8 APR 22 10-2E Eff 21 Apr STAR

Apt Elev 692	Alt Set: hPa	Trans level: FL120
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DOLOS 29A [DOL29A]
MAMED 29A [MAM29A]
ARRIVALS
(RWY 29L/R)



UTAA/ASB ASHGABAT



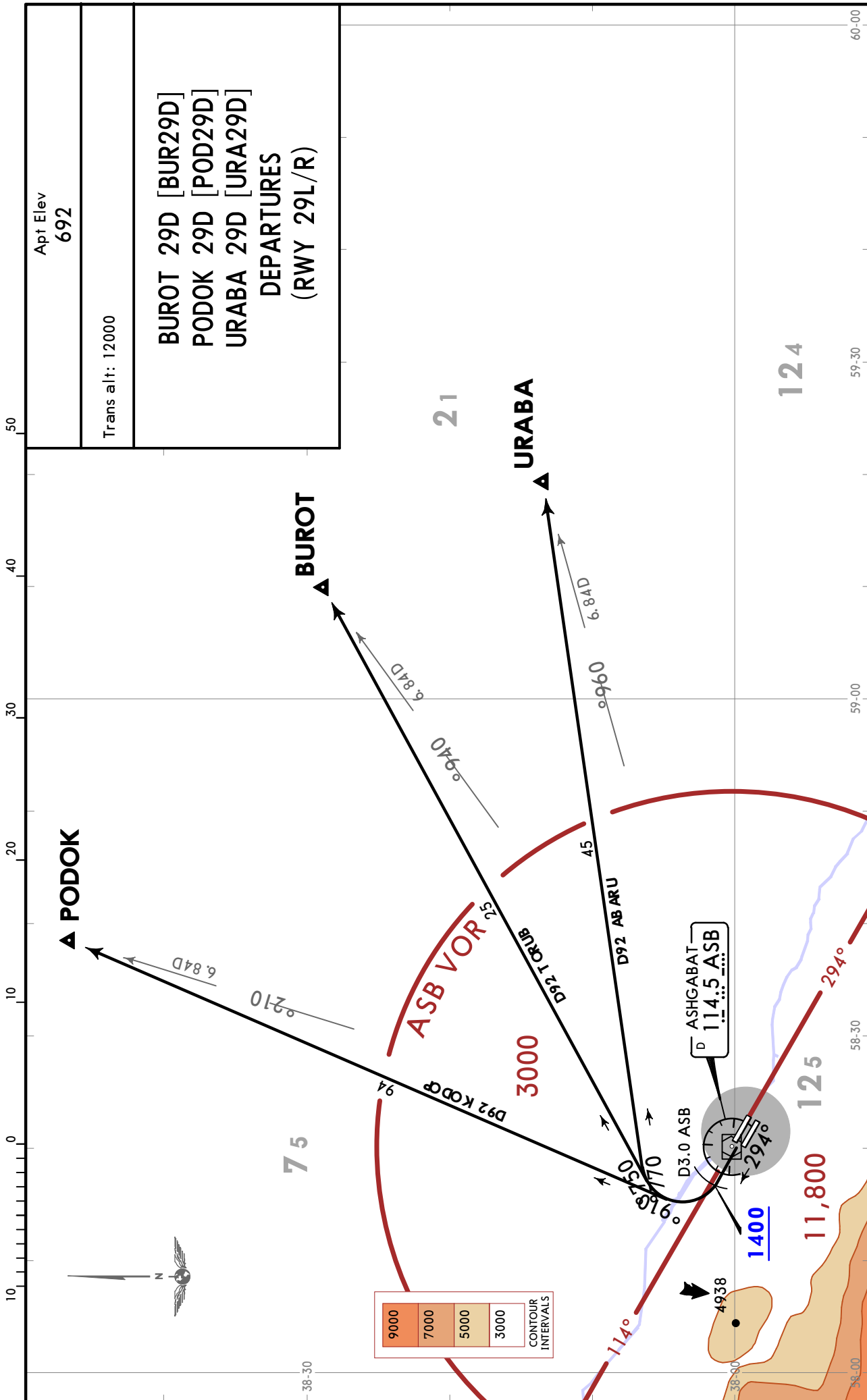
UTAA/ASB ASHGABAT

8 APR 22

10-3A

Eff 21 Apr

SID



CHANGES: SIDs renumbered; MSA; track update.

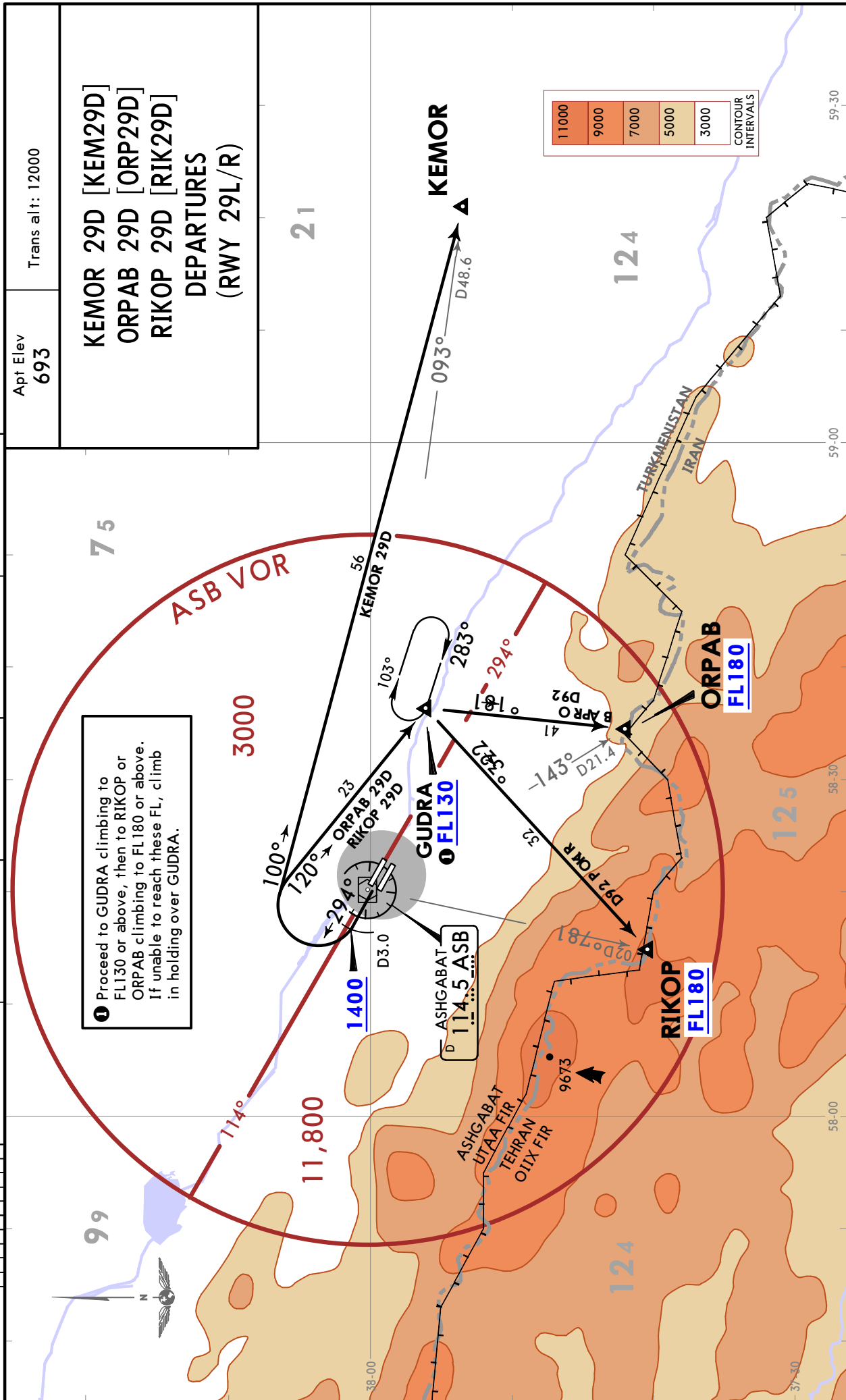
UTAA/ASB ASHGABAT

3 MAY 24

10-3C

Eff 16 May

SID

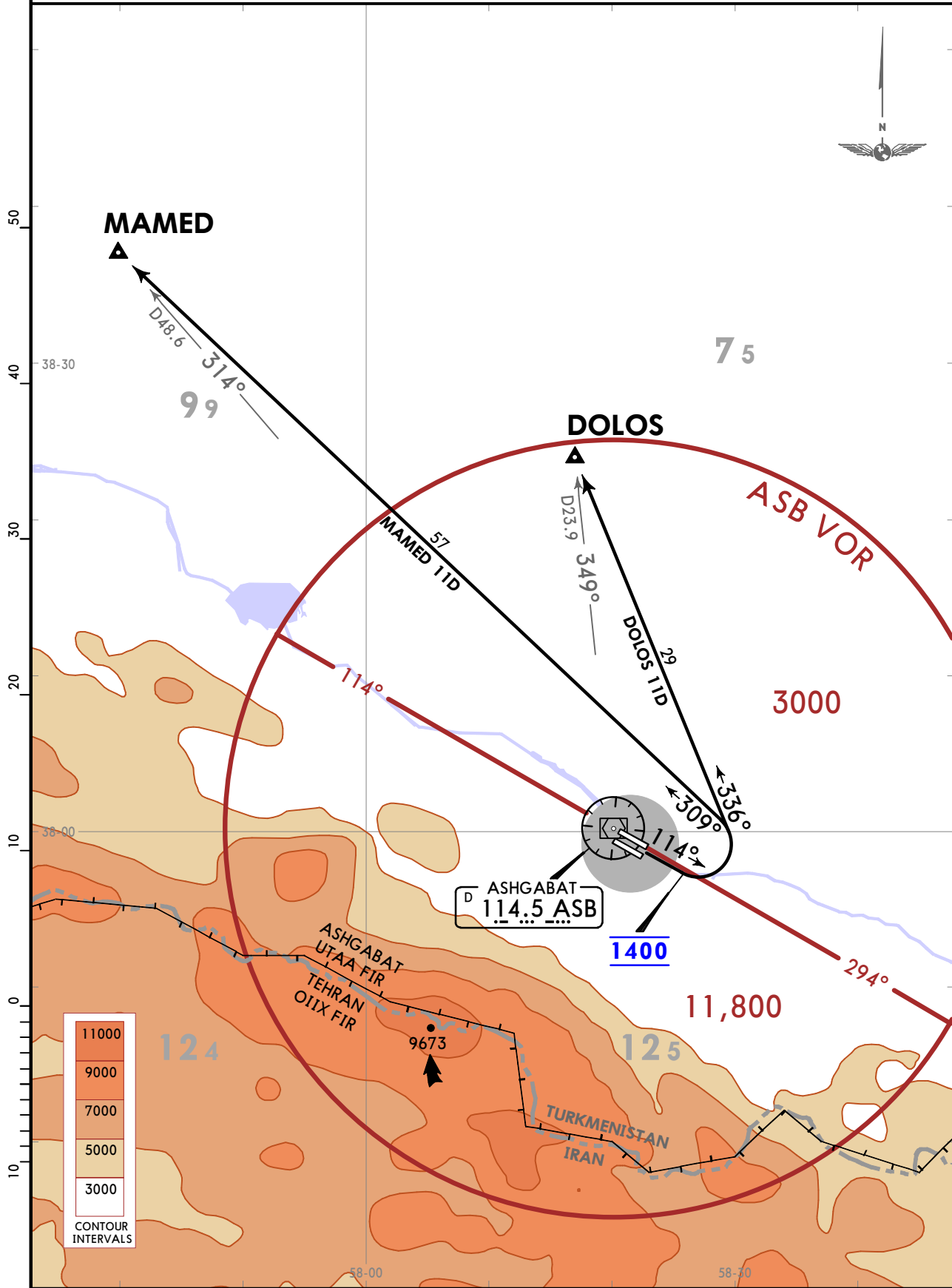


UTAA/ASB ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN
8 APR 22 **10-3D** **Eff 21 Apr** **SID**

Apt Elev
692 Trans alt: 12000

DOLOS 11D [DOL11D] MAMED 11D [MAM11D] DEPARTURES (RWY 11L/R)



UTAA/ASB ASHGABAT

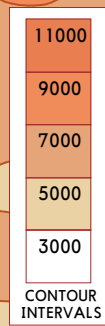
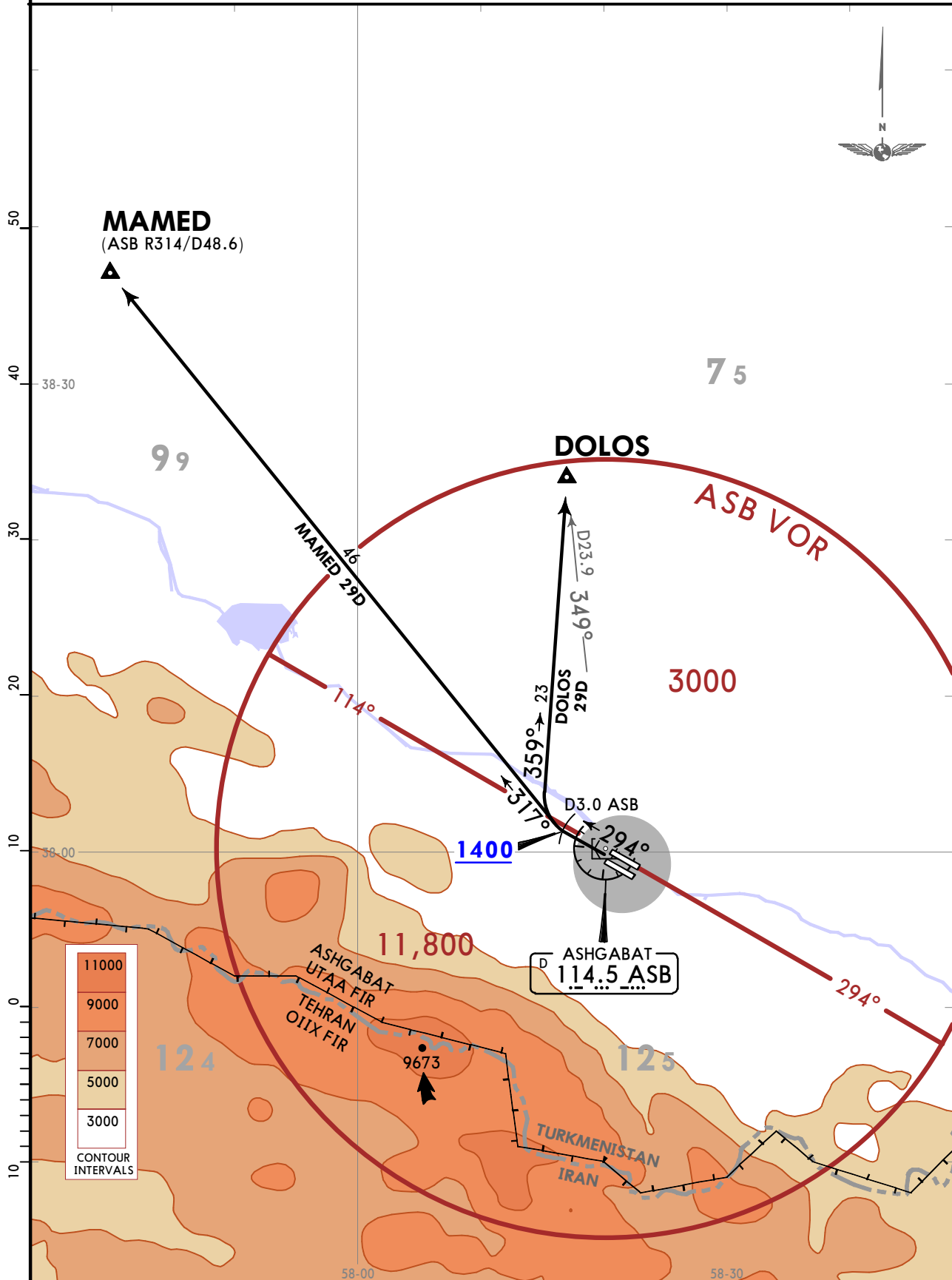
JEPPESEN ASHGABAT, TURKMENISTAN

8 APR 22 **10-3E** Eff 21 Apr

SID

Apt Elev
692
Trans alt: 12000

**DOLOS 29D [DOL29D]
MAMED 29D [MAM29D]
DEPARTURES
(RWY 29L/R)**



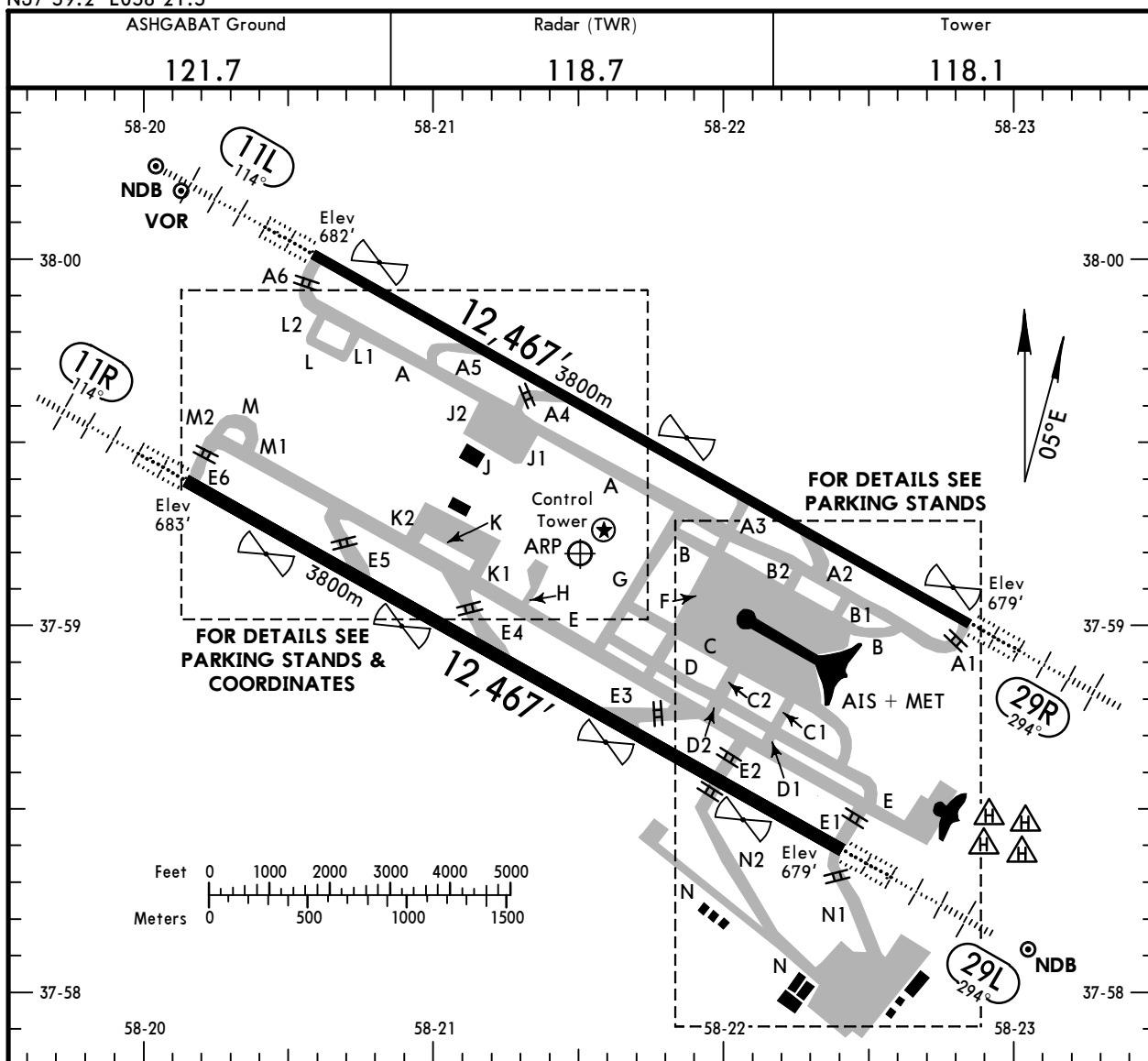
UTAA/ASB

Apt Elev **693'**
N37 59.2 E058 21.5

JEPPesen ASHGABAT, TURKMENISTAN

20 OCT 23 **(10-9) Eff 2 Nov**

ASHGABAT



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L ① RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
11L 29R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L ① RVR		11,434' 3485m	②	148' 45m
			11,495' 3504m		
① angle 3.00°		② TAKE-OFF RUN AVAILABLE		RWY 29R:	
RWY 11L:		From rwy head	12467' (3800m)	From rwy head	12467' (3800m)
		twy A5 int	8530' (2600m)	twy A2 int	8530' (2600m)
		twy A4 int	6890' (2100m)	twy A3 int	8202' (2500m)
		twy A3 int	4265' (1300m)		
11R 29L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L ③ RVR		11,434' 3485m	④	197' 60m
③ angle 3.00°		④ TAKE-OFF RUN AVAILABLE		RWY 29L:	
RWY 11R:		From rwy head	12467' (3800m)	From rwy head	12467' (3800m)
		twy E5 int	9186' (2800m)	twy E2 int	10170' (3100m)
		twy E4 int	6890' (2100m)	twy E3 int	8202' (2500m)
		twy E3 int	4265' (1300m)	twy E4 int	6890' (2100m)

State	TAKE-OFF					
	CL		RCLM			
	DAY	NIGHT	DAY	NIGHT		
A	① R200m		R300m			
B			R300m			
C					R400m	
D						

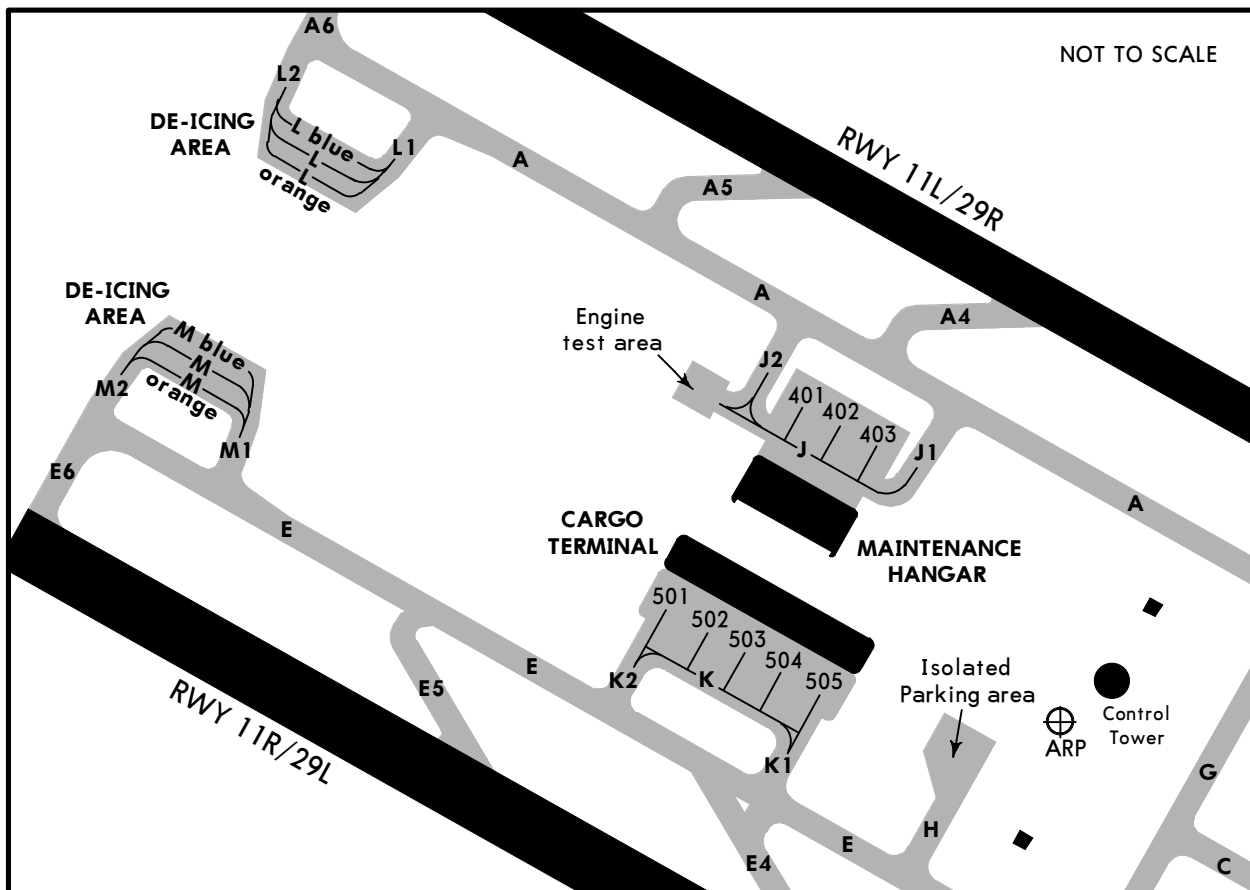
① Available when friction coefficient is not less than 0.5 and cross wind component does not exceed half of maximum allowed value for take-off for this ACFT type.

UTAA/ASB

JEPPESEN ASHGABAT, TURKMENISTAN

15 APR 22 **10-9B** Eff 21 Apr

ASHGABAT



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 101B	N37 59.0 E058 22.3	135, 135A	N37 58.9 E058 22.3
102, 102A	N37 59.0 E058 22.2	135B	N37 58.9 E058 22.4
102B	N37 59.0 E058 22.3	201 thru 203	N37 58.1 E058 22.6
103 thru 103B	N37 59.0 E058 22.2	204	N37 58.1 E058 22.7
104, 104A	N37 59.0 E058 22.1	205	N37 58.1 E058 22.6
104B	N37 59.0 E058 22.2	206 thru 209	N37 58.0 E058 22.6
105	N37 59.1 E058 22.1	210	N37 58.0 E058 22.5
106 thru 107B	N37 59.1 E058 22.0	211, 212	N37 57.9 E058 22.5
108, 108A	N37 59.0 E058 22.0	213	N37 58.0 E058 22.4
108B	N37 59.1 E058 22.0	214	N37 58.0 E058 22.5
109 thru 109B	N37 59.0 E058 22.0	215	N37 57.9 E058 22.4
110 thru 111B	N37 59.0 E058 22.1	215A	N37 58.0 E058 22.4
112, 112A	N37 59.0 E058 22.2	216 thru 217A	N37 58.0 E058 22.3
112B	N37 59.0 E058 22.1	218	N37 58.0 E058 22.4
113 thru 113B	N37 58.9 E058 22.2	219, 220	N37 58.1 E058 22.4
114, 114A	N37 58.9 E058 22.3	301	N37 58.5 E058 22.8
114B	N37 58.9 E058 22.2	302, 302A	N37 58.4 E058 22.7
115A, 115B	N37 58.9 E058 22.3	302B	N37 58.5 E058 22.7
116, 117	N37 58.8 E058 22.3	303A thru 304	N37 58.5 E058 22.6
118	N37 58.7 E058 22.3	305A thru 306B	N37 58.6 E058 22.6
119	N37 58.7 E058 22.4	401	N37 59.6 E058 21.2
120 thru 123	N37 58.8 E058 22.1	402	N37 59.5 E058 21.2
124	N37 58.8 E058 22.0	403	N37 59.5 E058 21.3
125 thru 129	N37 58.9 E058 21.9	501, 502	N37 59.3 E058 21.0
130 thru 131	N37 59.1 E058 21.8	503	N37 59.3 E058 21.1
131A	N37 59.2 E058 21.8	504	N37 59.2 E058 21.1
131B	N37 59.1 E058 21.8	505	N37 59.2 E058 21.2
132 thru 132B	N37 59.2 E058 21.8		
133	N37 59.0 E058 22.5		
134	N37 59.0 E058 22.4		

UTAA/ASB

JEPPESEN
20 OCT 23
Eff 2 Nov 10-9S

EASA AIR OPS

ASHGABAT, TURKMENISTAN
ASHGABAT

STRAIGHT-IN RWY		A	B	C	D
11L	CAT 2 ILS	782' (100') RA92 R300m	782' (100') RA92 R300m	782' (100') RA92 R300m	782' (100') RA92 ①R300m
	ILS	882' (200') R550m V800m	882' (200') R550m V800m	882' (200') R550m V800m	882' (200') R550m V800m
	TDZ or CL out	②R550m V800m	②R550m V800m	②R550m V800m	②R550m V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	③VOR	1100' (418') R/V1400m	1100' (418') R/V1400m	1100' (418') R/V1600m	1100' (418') R/V1600m
	ALS out	R/V2100m	R/V2100m	R/V2300m	R/V2300m
11R	③NDB	1200' (518') R/V1700m	1200' (518') R/V1700m	1200' (518') R/V1900m	1200' (518') R/V1900m
	ALS out	R/V2500m	R/V2500m	R/V2700m	R/V2700m
	CAT 3A ILS	RA50 R200m	RA50 R200m	RA50 R200m	RA50 R200m
	CAT 2 ILS	783' (100') RA102' R300m	783' (100') RA102' R300m	783' (100') RA102' R300m	783' (100') RA102' ①R300m
	ILS	883' (200') R550m V800m	883' (200') R550m V800m	883' (200') R550m V800m	883' (200') R550m V800m
	TDZ or CL out	②R550m V800m	②R550m V800m	②R550m V800m	②R550m V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
29L	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	③NDB	1200' (517') R/V1700m	1200' (517') R/V1700m	1200' (517') R/V1900m	1200' (517') R/V1900m
	ALS out	R/V2500m	R/V2500m	R/V2700m	R/V2700m
	CAT 3A ILS	RA50 R200m	RA50 R200m	RA50 R200m	RA50 R200m
	CAT 2 ILS	779' (100') RA105' R300m	779' (100') RA105' R300m	779' (100') RA105' R300m	779' (100') RA105' ①R300m
	ILS	879' (200') R550m V800m	879' (200') R550m V800m	879' (200') R550m V800m	879' (200') R550m V800m
	TDZ or CL out	②R550m V800m	②R550m V800m	②R550m V800m	②R550m V800m
29R	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	③NDB	1200' (521') R/V1700m	1200' (521') R/V1700m	1200' (521') R/V1900m	1200' (521') R/V1900m
	ALS out	R/V2500m	R/V2500m	R/V2700m	R/V2700m

① R350m without autoland.

② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

③ Continuous Descent Final Approach.

UTAA/ASB

JEPPESEN

EASA AIR OPS

20 OCT 23
Eff 2 Nov

10-9S1

ASHGABAT, TURKMENISTAN
ASHGABAT

STRAIGHT-IN RWY		A	B	C	D
29R	CAT 2 ILS	779' (100') RA112' R300m	779' (100') RA112 R300m	779' (100') RA112' R300m	779' (100') RA112'①R300m
	ILS	879' (200') R550m V800m	879' (200') R550m V800m	879' (200') R550m V800m	879' (200') R550m V800m
	TDZ or CL out	②R550m V800m	②R550m V800m	②R550m V800m	②R550m V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	③ VOR	1100' (421') R/V1400m	1100' (421') R/V1400m	1100' (421') R/V1600m	1100' (421') R/V1600m
	ALS out	R/V2100m	R/V2100m	R/V2300m	R/V2300m
③ NDB	1200' (521') R/V1700m	1200' (521') R/V1700m	1200' (521') R/V1900m	1200' (521') R/V1900m	
ALS out	R/V2500m	R/V2500m	R/V2700m	R/V2700m	

- ① R350m without autoland.
- ② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ Continuous Descent Final Approach.

TAKE-OFF

	CL		RCLM	
	DAY	NIGHT	DAY	NIGHT
A	④ R200m		R300m	
B			R300m	
C			R300m	R400m
D			R300m	R400m

- ④ Available when friction coefficient is not less than 0.5 and cross wind component does not exceed half of maximum allowed value for take-off for this ACFT type.

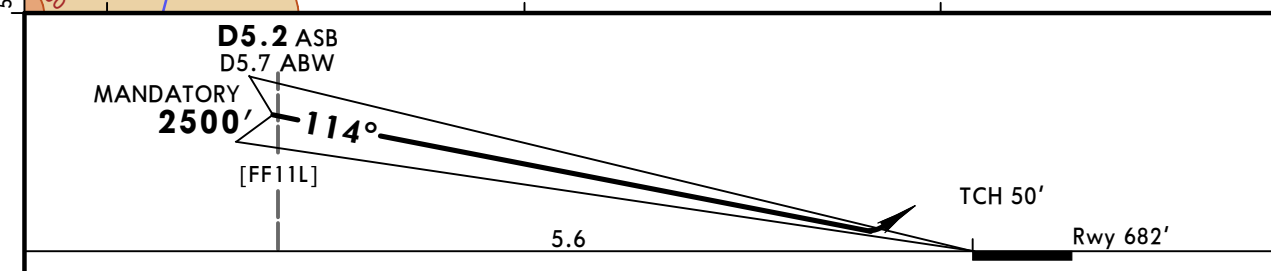
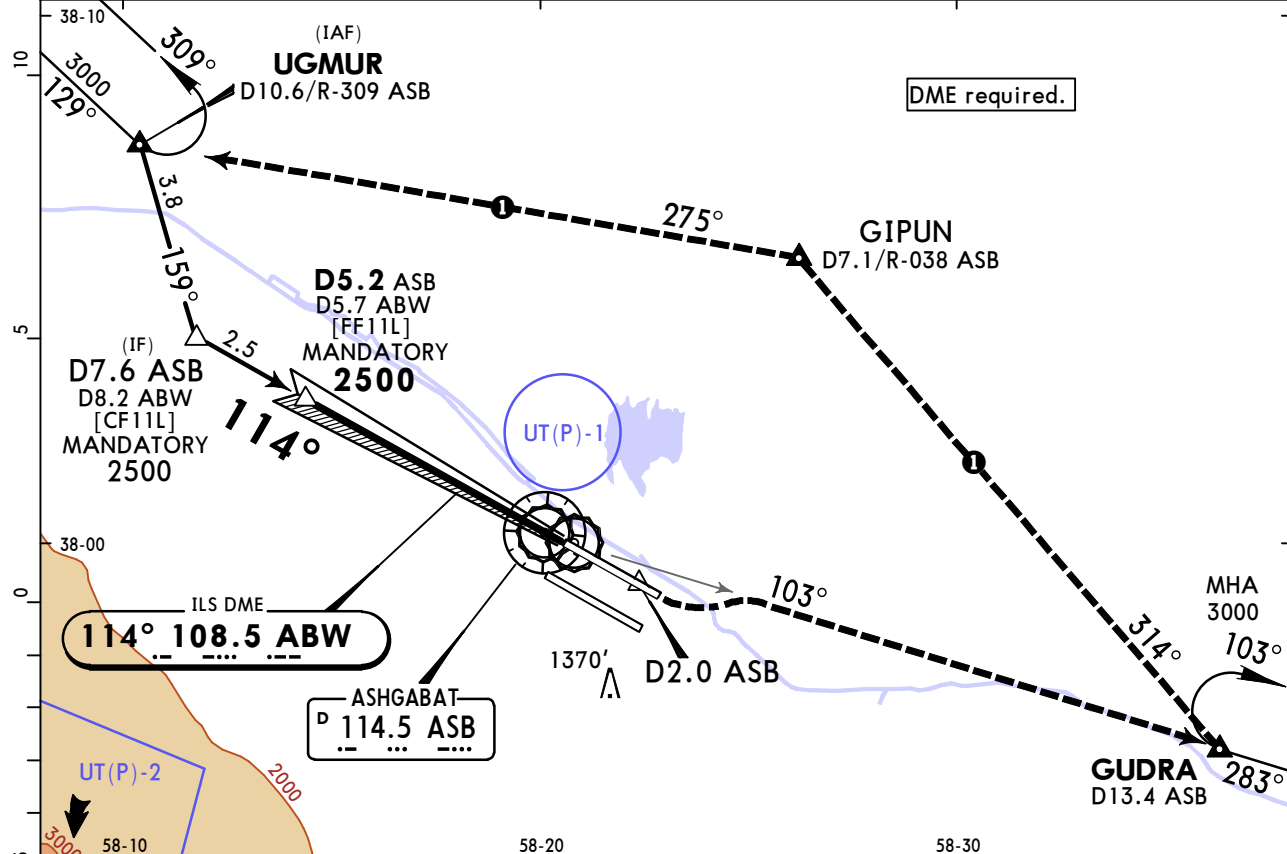
UTAA/ASB ASHGABAT

JEPESEN ASHGABAT, TURKMENISTAN ILS Rwy 11L

23 FEB 24 (11-1)

ASHGABAT Approach 123.5		ASHGABAT Radar (TWR) 118.7		ASHGABAT Tower 118.1		Ground 121.7	
LOC ABW 108.5	Final Apch Crs 114°	D5.2 ASB MANDATORY 2500' (1818')		ILS DA(H) 882' (200')		Apt Elev 693' Rwy 682'	
<p>MISSED APCH: Climb on track 114° to D2.0 ASB, then turn LEFT to intercept R-103 ASB to GUDRA climbing to 3000' to holding area or by ATC instructions.</p> <p>MISSED APCH WITH COMM FAILURE: ① Set SSR transponder to code 7600. Climb on track 114° to D2.0 ASB, turn LEFT to intercept R-103 ASB to GUDRA climbing to 3000'. Then proceed to GIPUN, then to holding area over UGMUR, hold for 3 Min, then according to chart.</p>						<p>MSA ASB VOR</p>	

Alt Set: hPa Rwy Elev: 25 hPa Trans level: FL120 Trans alt: 12000'



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

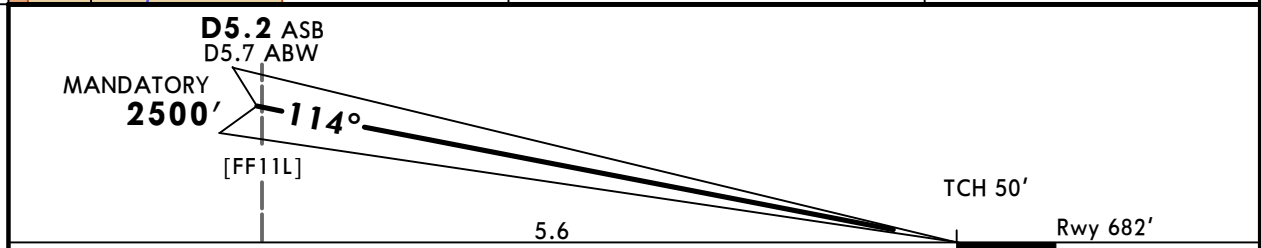
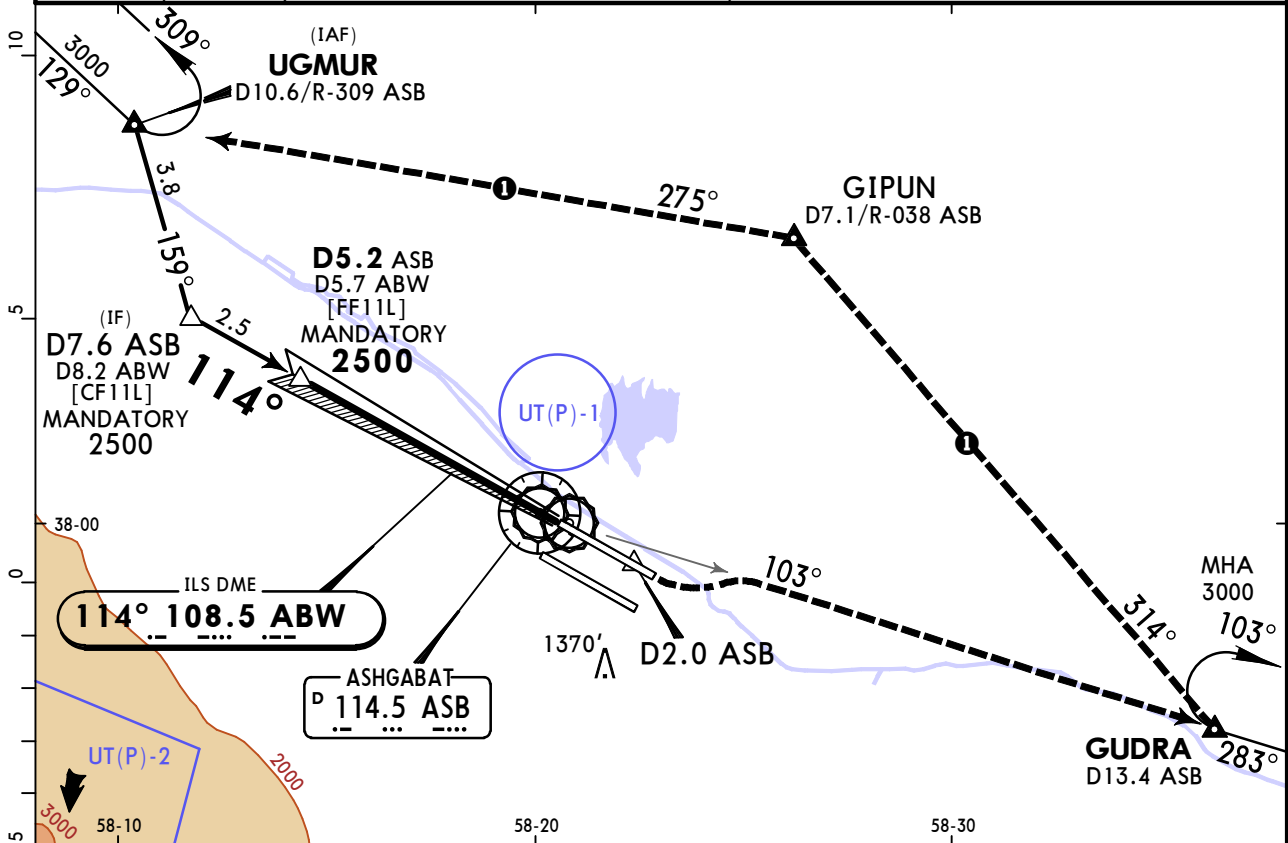
State		STRAIGHT-IN LANDING	
		ILS	
		DA(H) 882' (200')	
		ALS out	
A			
B	R550m		
C	V800m		
D		R1200m	

UTAA/ASB ASHGABAT

23 FEB 24 **11-1A**

JEPESEN ASHGABAT, TURKMENISTAN CAT II ILS Rwy 11L

ASHGABAT Approach 123.5		ASHGABAT Radar (TWR) 118.7		ASHGABAT Tower 118.1		Ground 121.7	
LOC ABW 108.5	Final Apch Crs 114°	D5.2 ASB MANDATORY 2500' (1818')	CAT II ILS RA 92' DA(H) 782' (100')	Apt Elev 693' Rwy 682'			
<p>MISSED APCH: Climb on track 114° to D2.0 ASB, then turn LEFT to intercept R-103 ASB to GUDRA climbing to 3000' to holding area or by ATC instructions.</p> <p>MISSED APCH WITH COMM FAILURE: ① Set SSR transponder to code 7600. Climb on track 114° to D2.0 ASB, turn LEFT to intercept R-103 ASB to GUDRA climbing to 3000'. Then proceed to GIPUN, then to holding area over UGMUR, hold for 3 Min, then according to chart.</p>							<p>MSA ASB VOR</p>
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: FL120		Trans alt: 12000'	
<p>1. DME required. 2. Special Aircrew & Acft Certification Required.</p>							



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

State STRAIGHT-IN LANDING
CAT II ILS
RA 92'
DA(H) **782'** (100')

R300m
CAT D without autoland: R350m.

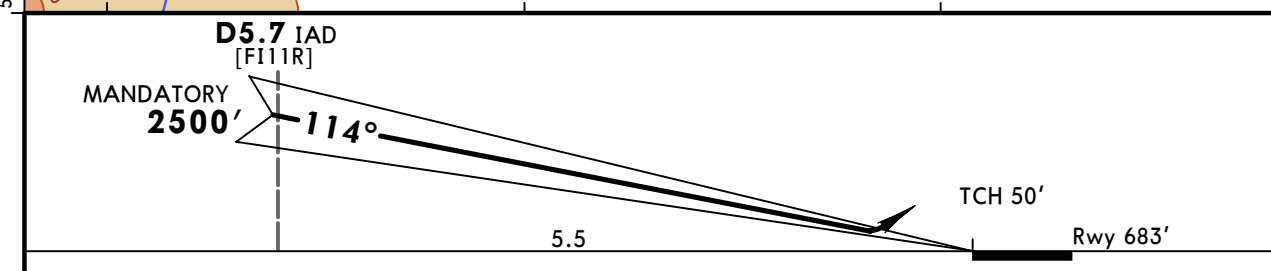
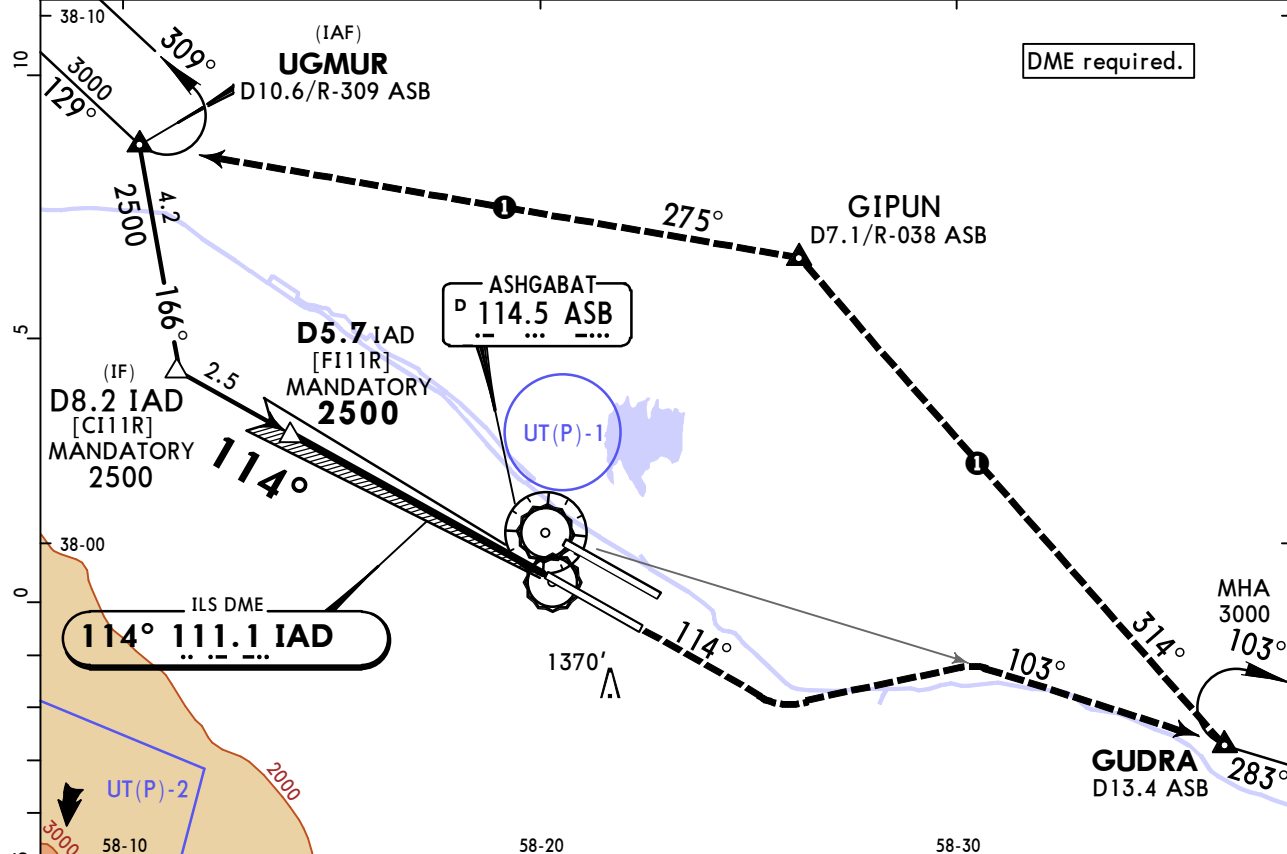
UTAA/ASB ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN ILS Rwy 11R

23 FEB 24 (11-2)

ASHGABAT Approach 123.5		ASHGABAT Radar (TWR) 118.7		ASHGABAT Tower 118.1		Ground 121.7	
LOC IAD 111.1	Final Apch Crs 114°	D5.7 IAD MANDATORY 2500' (1817')		ILS DA(H) 883' (200')	Apt Elev 693'	Rwy 683'	
<p>MISSED APCH: Climb on track 114° to 2000', then turn LEFT to intercept R-103 ASB to GUDRA climbing to 3000' to GUDRA holding area, or by ATC instructions.</p> <p>MISSED APCH WITH COMM FAILURE: ① Set SSR transponder to code 7600. Climb on track 114° to 2000', then turn LEFT to intercept R-103 ASB to GUDRA climbing to 3000', then proceed to GIPUN, then to holding area over UGMUR, hold for 3 Min, then proceed according to chart.</p>						<p>MSA ASB VOR</p>	

Alt Set: hPa Rwy Elev: 25 hPa Trans level: FL120 Trans alt: 12000'



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

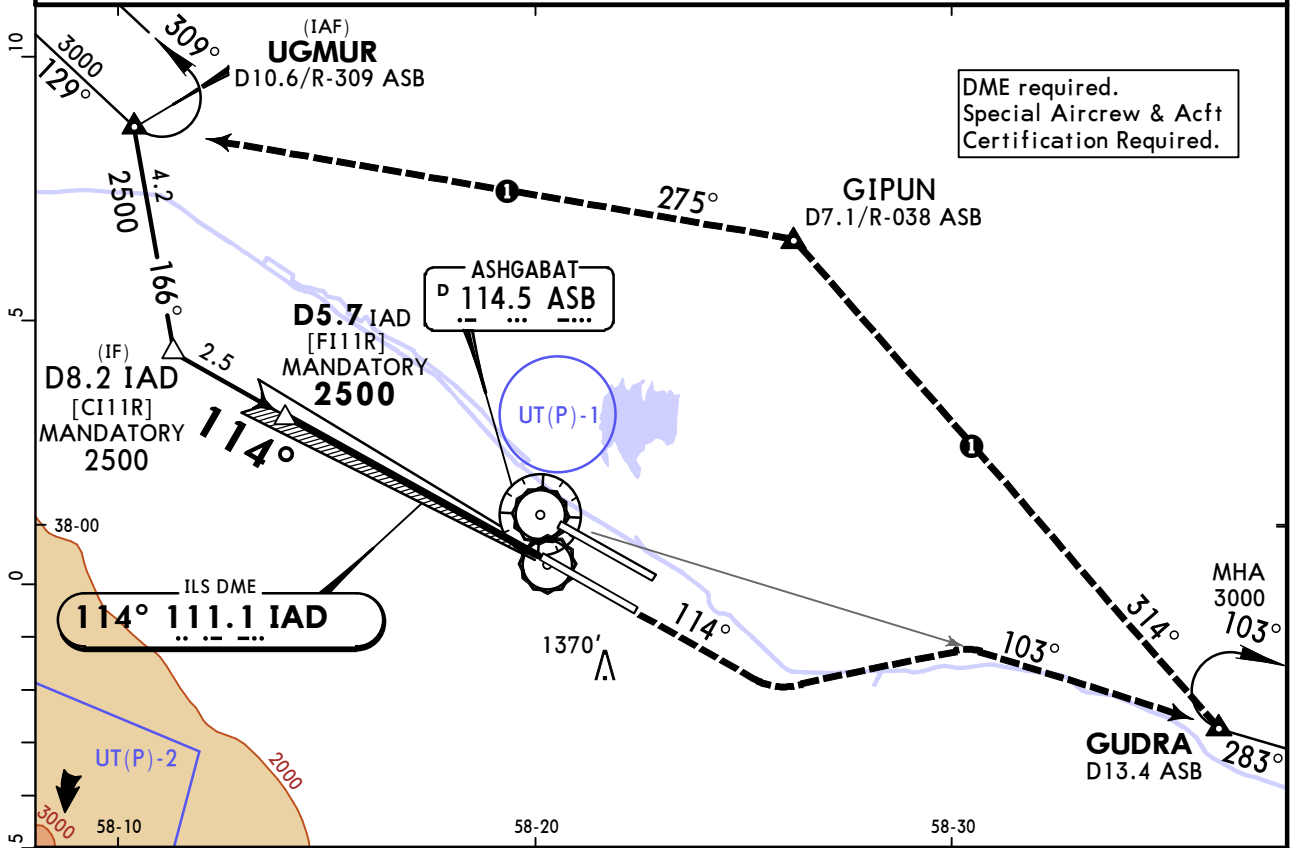
State		STRAIGHT-IN LANDING	
ILS		DA(H) 883' (200')	
ALS out		ALS out	
A			
B	R550m		R1200m
C	V800m		
D			

UTAA/ASB ASHGABAT

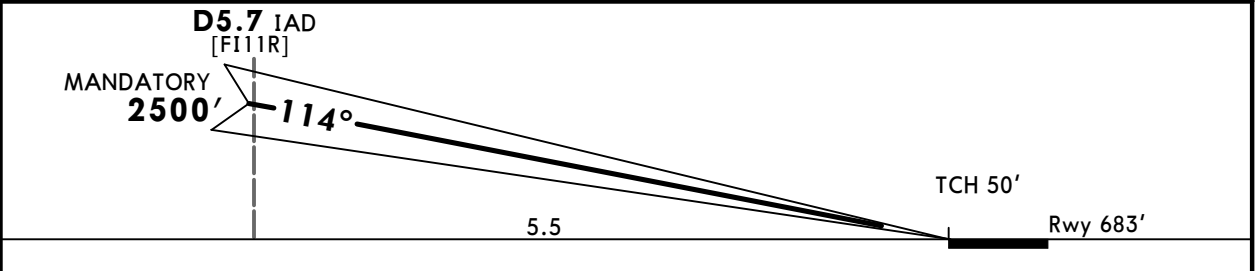
JEPPESEN ASHGABAT, TURKMENISTAN CAT II/III ILS Rwy 11R

23 FEB 24 **11-2A**

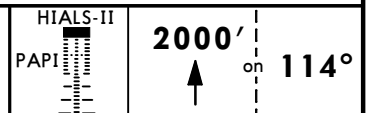
ASHGABAT Approach 123.5		ASHGABAT Radar (TWR) 118.7		ASHGABAT Tower 118.1		Ground 121.7	
LOC IAD 111.1	Final Apch Crs 114°	D5.7 IAD MANDATORY 2500' (1817')		CAT III & II ILS Refer to Minimums		Apt Elev 693' Rwy 683'	
MISSED APCH: Climb on track 114° to 2000', then turn LEFT to intercept R-103 ASB to GUDRA climbing to 3000' to GUDRA holding area, or by ATC instructions. MISSED APCH WITH COMM FAILURE: ① Set SSR transponder to code 7600. Climb on track 114° to 2000', then turn LEFT to intercept R-103 ASB to GUDRA climbing to 3000', then proceed to GIPUN, then to holding area over UGMUR, hold for 3 Min, then proceed according to chart.						<p>MSA ASB VOR</p>	
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: FL120		Trans alt: 12000'	



DME required.
Special Aircrew & Acft
Certification Required.



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

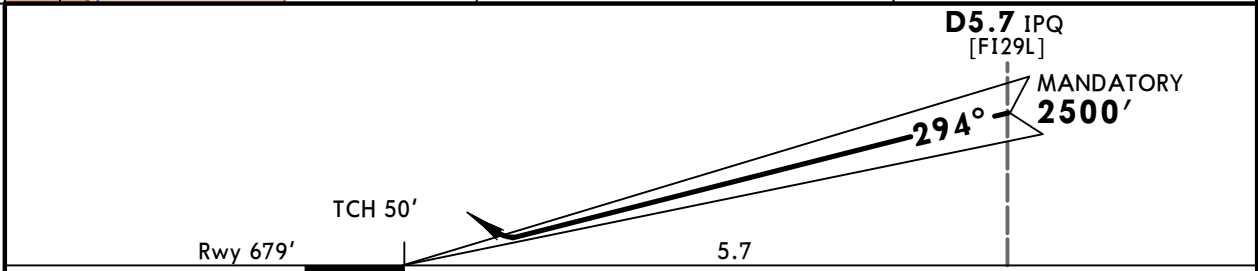
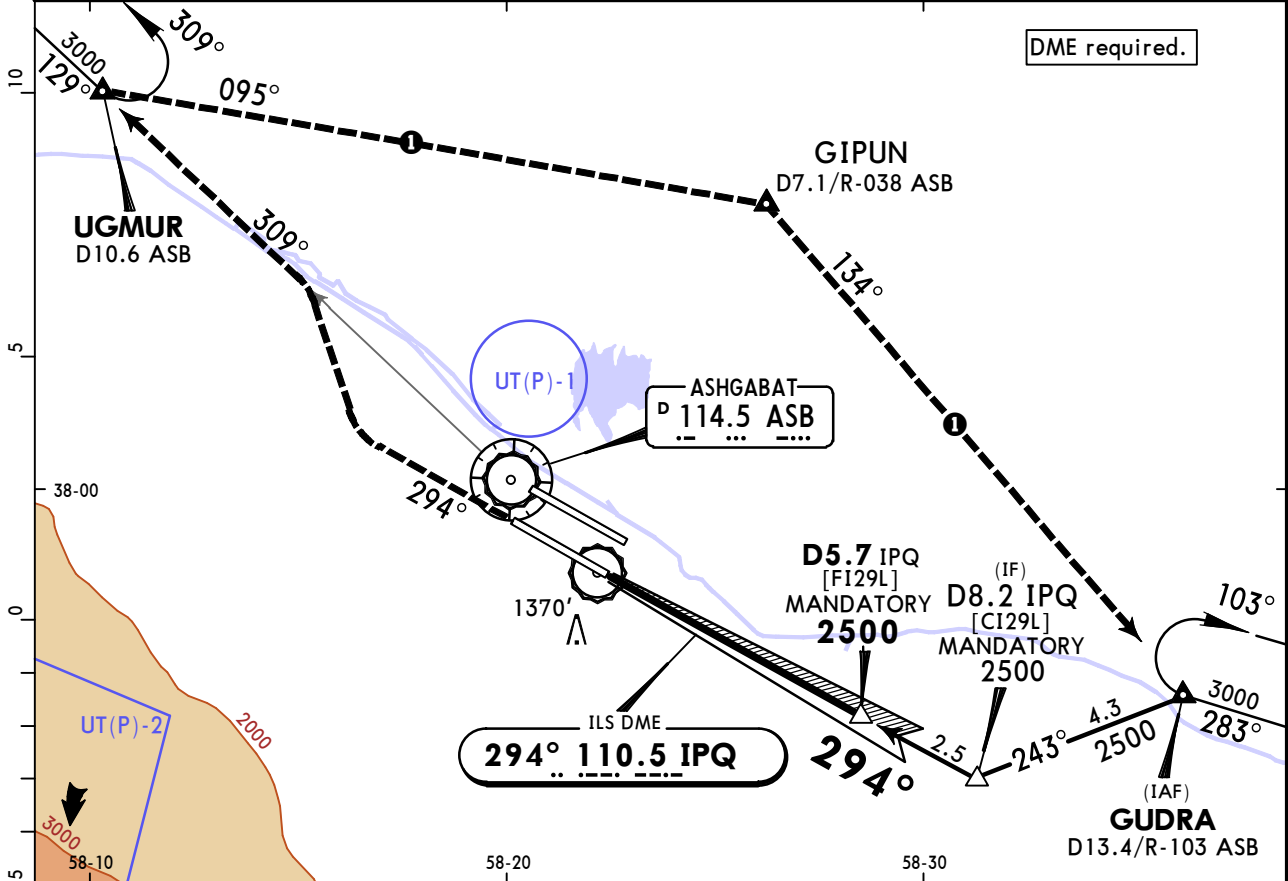


State		STRAIGHT-IN LANDING	
CAT III ILS RA 50' DA(H) 733' (50')		CAT II ILS RA 102' DA(H) 783' (100')	
R200m		R300m	
PANS OPS ■ CAT D without autoland: R350m.			

UTAA/ASB ASHGABAT

23 FEB 24 **11-3** **JEPESEN ASHGABAT, TURKMENISTAN**
ILS Rwy 29L

ASHGABAT Approach 123.5		ASHGABAT Radar (TWR) 118.7		ASHGABAT Tower 118.1		Ground 121.7	
LOC IPQ 110.5	Final Apch Crs 294°	D5.7 IPQ MANDATORY 2500' (1821')		ILS DA(H) 879' (200')	Apt Elev 693' Rwy 679'		
MISSED APCH: Climb on track 294° to 2000', then turn RIGHT to intercept R-309 ASB to UGMUR climbing to 3000' to UGMUR holding area or by ATC instructions. MISSED APCH WITH COMM FAILURE: ① Set SSR transponder to code 7600. Climb on track 294° to 2000', then turn RIGHT to intercept R-309 ASB to UGMUR climbing to 3000', then proceed to GIPUN, then to holding area over GUDRA, hold for 3 Min, then proceed according to chart.						<p>MSA ASB VOR</p>	
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: FL120		Trans alt: 12000'	



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

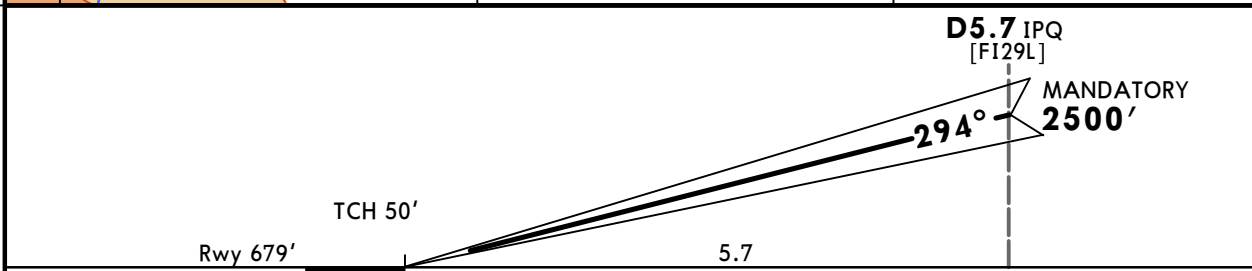
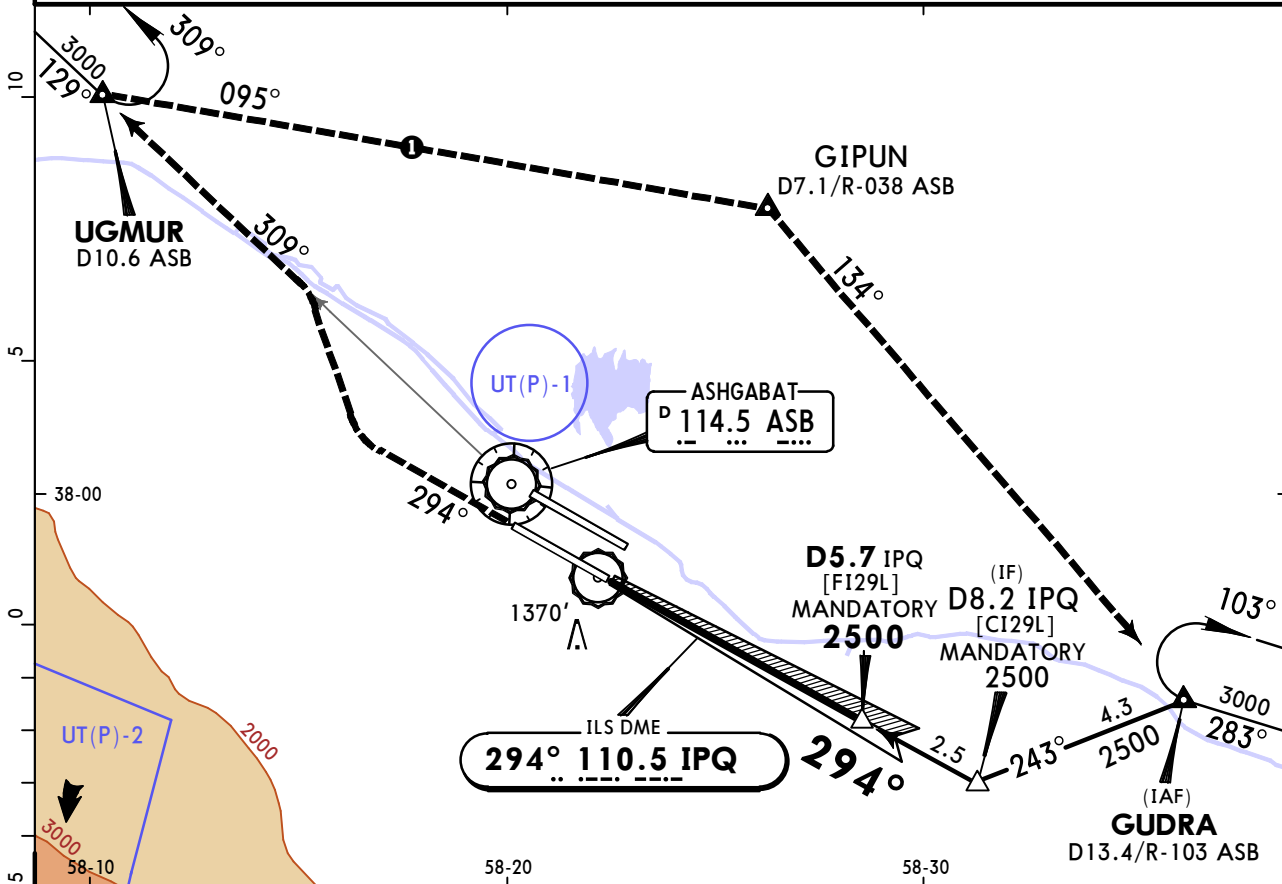
State		STRAIGHT-IN LANDING	
		ILS	
		DA(H) 879' (200')	
		ALS out	
A			
B	R550m		
C	V800m		
D		R1200m	

UTAA/ASB ASHGABAT

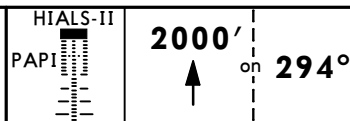
JEPPESSEN ASHGABAT, TURKMENISTAN CAT II/III ILS Rwy 29L

23 FEB 24 **11-3A**

ASHGABAT Approach 123.5		ASHGABAT Radar (TWR) 118.7		ASHGABAT Tower 118.1		Ground 121.7	
LOC IPQ 110.5	Final Apch Crs 294°	D5.7 IPQ MANDATORY 2500' (1821')		CAT III & II ILS Refer to Minimums	Apt Elev 693'	Rwy 679'	
<p>MISSED APCH: Climb on track 294° to 2000', then turn RIGHT to intercept R-309 ASB to UGMUR climbing to 3000' to UGMUR holding area, or by ATC instructions.</p> <p>MISSED APCH WITH COMM FAILURE: ① Set SSR transponder to code 7600. Climb on track 294° to 2000', then turn RIGHT to intercept R-309 ASB to UGMUR climbing to 3000', then proceed to GIPUN, then to holding area over GUDRA, hold for 3 Min, then proceed according to chart.</p>						<p>MSA ASB VOR</p>	
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: FL120		Trans alt: 12000'	
1. DME required. 2. Special Aircrew & Acft Certification Required.							



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



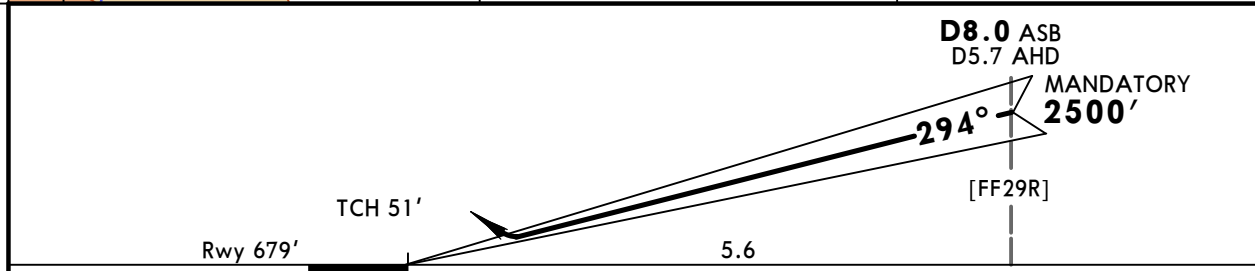
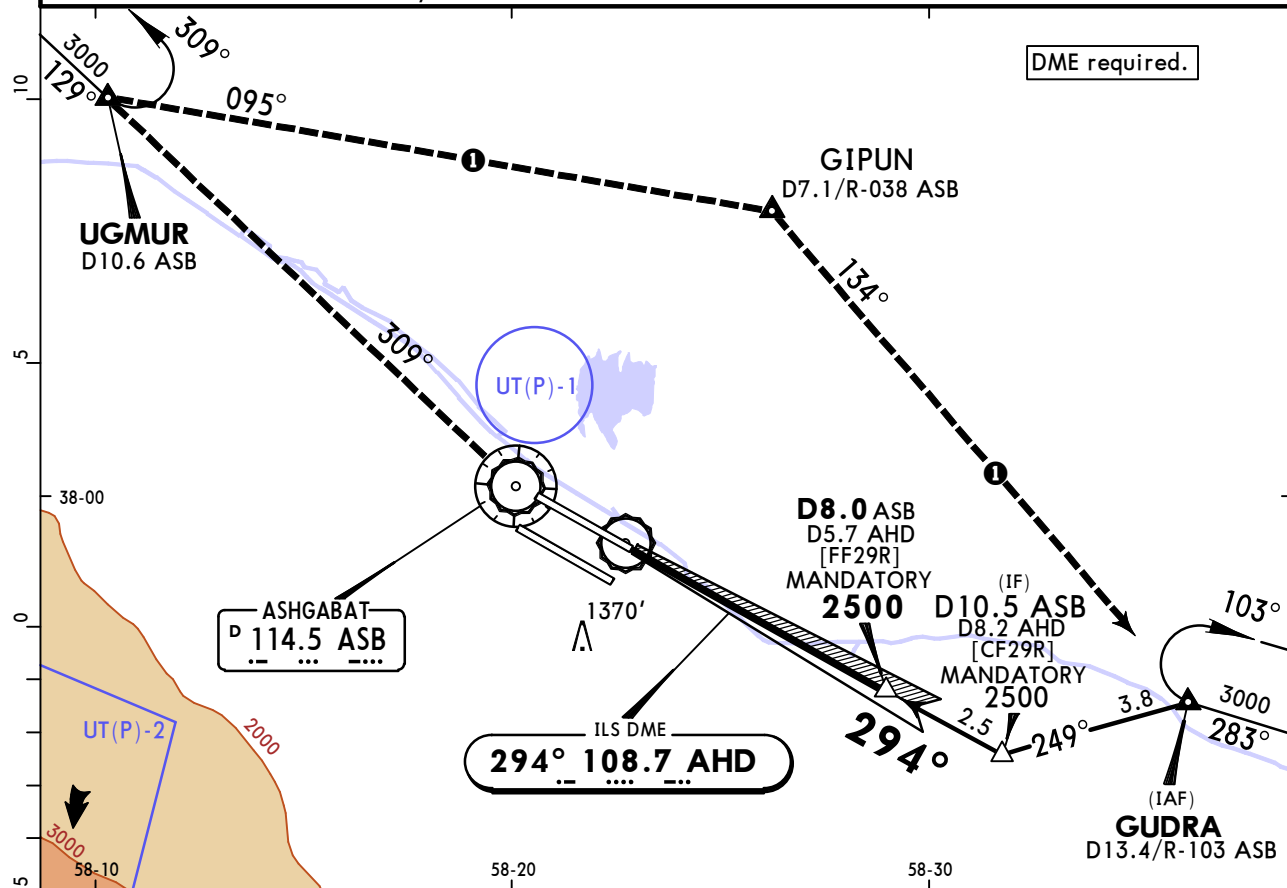
State	STRAIGHT-IN LANDING	
CAT III ILS	CAT II ILS	
RA 50' DA(H) 729' (50')	RA 105' DA(H) 779' (100')	
R200m	R300m	
■ CAT D without autoland: R350m.		

UTAA/ASB ASHGABAT

23 FEB 24 **11-4**

JEPPESSEN ASHGABAT, TURKMENISTAN ILS Rwy 29R

ASHGABAT Approach 123.5		ASHGABAT Radar (TWR) 118.7		ASHGABAT Tower 118.1		Ground 121.7	
LOC AHD 108.7	Final Apch Crs 294°	D8.0 ASB MANDATORY 2500' (1821')		ILS DA(H) 879' (200')	Apt Elev 693' Rwy 679'		
MISSED APCH: Climb to VOR, then turn RIGHT to intercept R-309 ASB to UGMUR climbing to 3000' to holding area, or by ATC instructions. MISSED APCH WITH COMM FAILURE: ① Set SSR transponder to code 7600. Climb on track 294° to VOR, then turn RIGHT to intercept R-309 ASB to UGMUR climbing to 3000', then proceed to GIPUN, then to holding area over GUDRA, hold for 3 Min, then according to chart.							
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: FL120		Trans alt: 12000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI ASB 114.5 ↑
GS	3.00°	372	478	531	637	849	

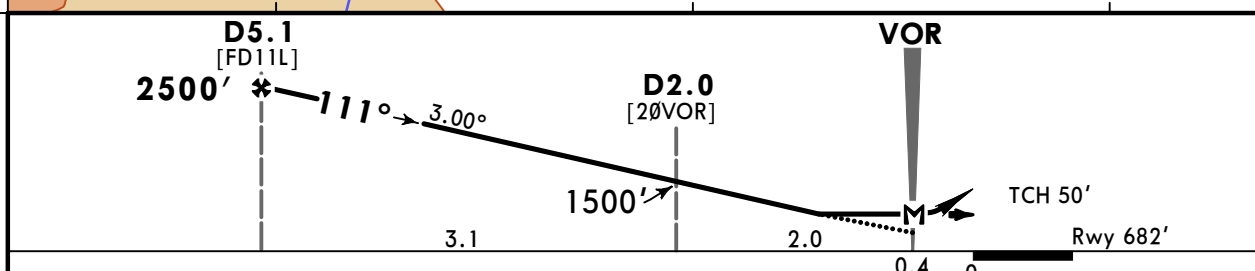
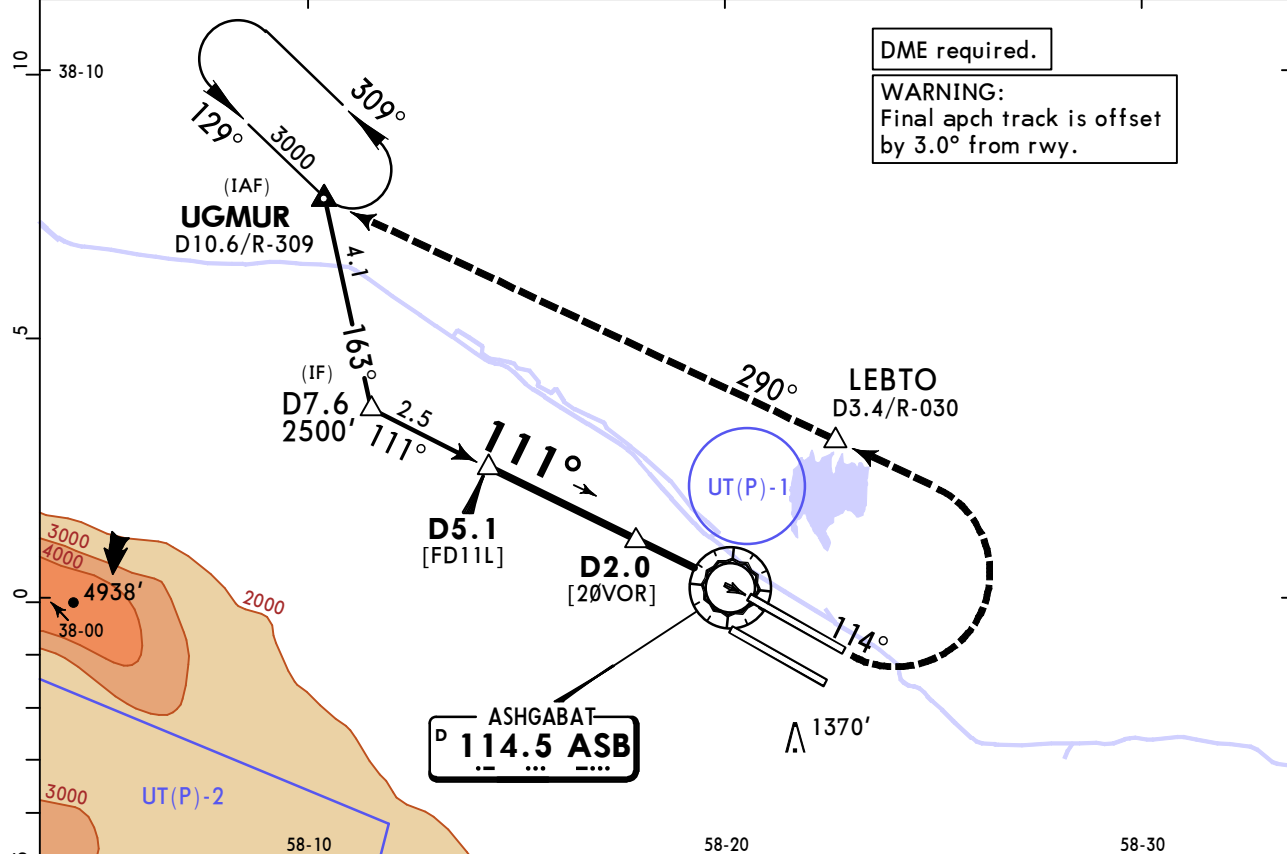
State		STRAIGHT-IN LANDING	
		ILS	
		DA(H) 879' (200')	
		ALS out	
A			
B	R550m		R1200m
C	V800m		
D			

UTAA/ASB ASHGABAT

JEPPesen 15 APR 22 (13-1) Eff 21 Apr

ASHGABAT, TURKMENISTAN VOR Rwy 11L

ASHGABAT Approach 123.5		ASHGABAT Radar (TWR) 118.7		ASHGABAT Tower 118.1		Ground 121.7	
VOR ASB 114.5	Final Apch Crs 111°	D5.1 2500' (1818')	MDA(H) 1100' (418')	Apt Elev 693' Rwy 682'		<p>MSA ASB VOR</p>	
<p>MISSED APCH: Climb on 114° to 1400' or above, then turn LEFT to LEBTO climbing to 3000'. Then proceed on 290° to UGMUR, next as directed. MAX 200 KT.</p> <p>MISSED APCH WITH COMM FAILURE: Set SSR transponder to code 7600. Climb on 114° to 1400' or above, then turn LEFT to LEBTO climbing to 3000'. Then proceed on 290° to holding area over UGMUR and hold for 3 min, then proceed according to chart.</p>							
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: FL120		Trans alt: 12000'	



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743		
MAP at VOR								

State STRAIGHT-IN LANDING

MDA(H) **1100'** (418')

ALS out

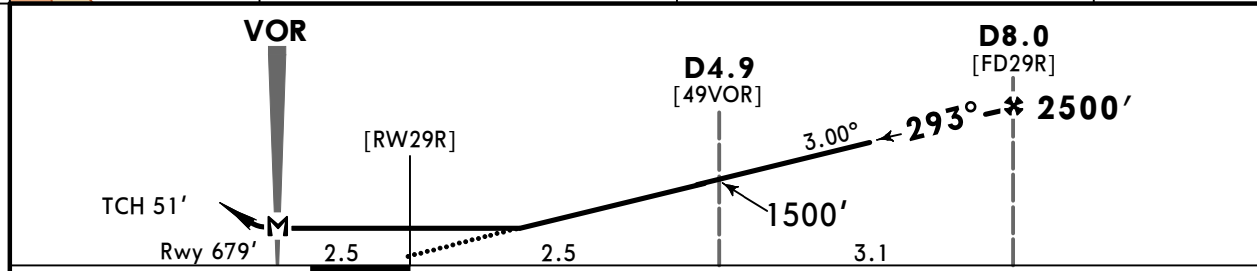
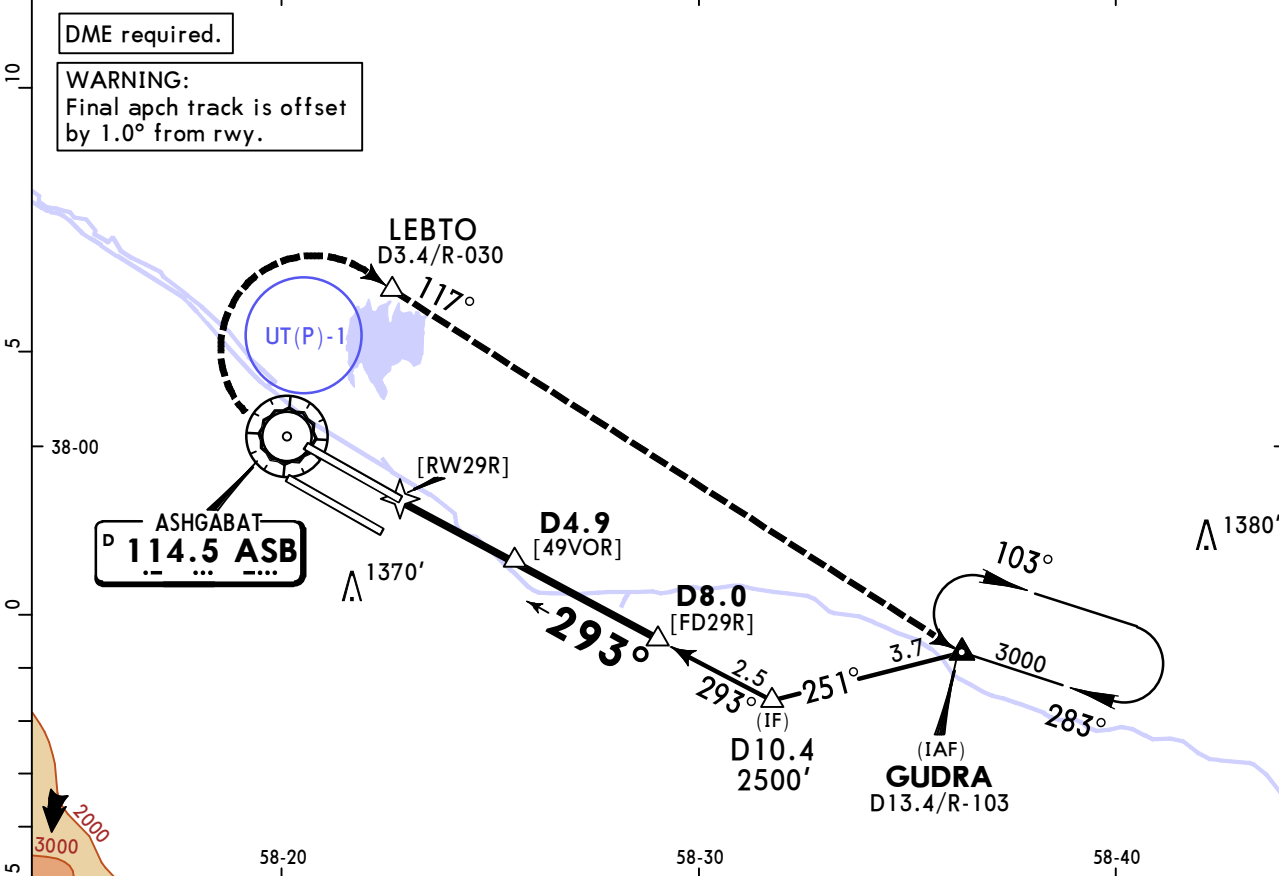
A	V1400m	V2100m
B		
C	V1600m	V2300m
D		

UTAA/ASB ASHGABAT

15 APR 22
Eff 21 Apr (13-2)

JEPPESSEN ASHGABAT, TURKMENISTAN VOR Rwy 29R

ASHGABAT Approach 123.5		ASHGABAT Radar (TWR) 118.7		ASHGABAT Tower 118.1		Ground 121.7	
VOR ASB 114.5	Final Apch Crs 293°	D8.0 2500' (1821')	MDA(H) 1100' (421')	Apt Elev 693' Rwy 679'			
MISSED APCH: Climb on 294° to 2000' to VOR, then turn RIGHT to LEBTO climbing to 3000'. Then proceed on 117° to GUDRA, next as directed. MAX 200 KT. MISSED APCH WITH COMM FAILURE: Set SSR transponder to code 7600. Climb on 294° to 2000' to VOR, then turn RIGHT to LEBTO climbing to 3000'. Then proceed on 117° to GUDRA and hold for 3 min, then proceed according to chart.							MSA ASB VOR
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: FL120		Trans alt: 12000'	



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II 	Refer to Missed Apch above	
Descent Angle	3.00°	372	478	531	637	849			
MAP at VOR									

State STRAIGHT-IN LANDING

MDA(H) **1100'** (421')

ALS out

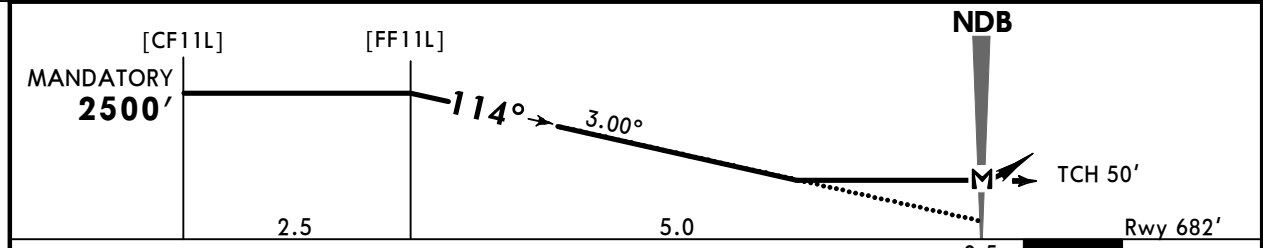
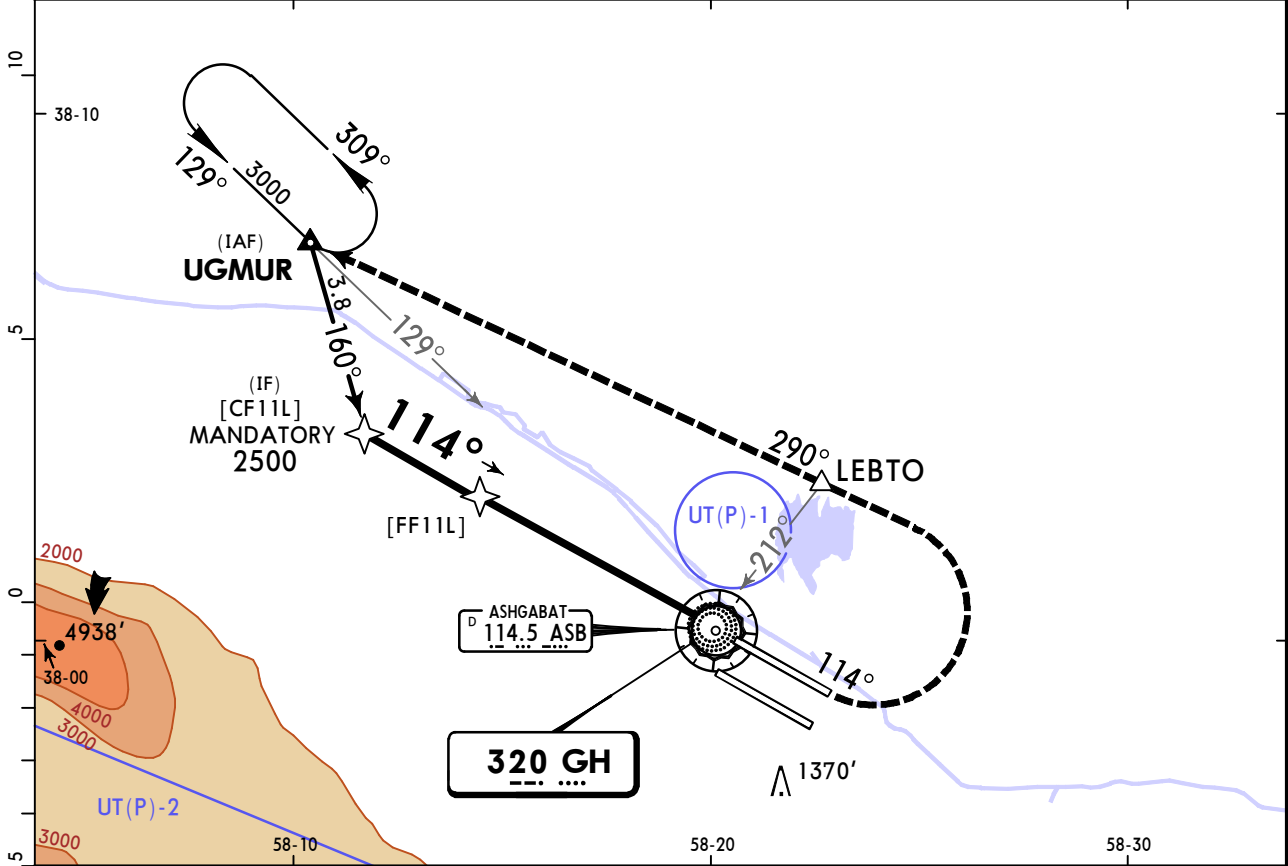
A	V1400m	V2100m
B		
C	V1600m	V2300m
D		

UTAA/ASB ASHGABAT

JEPESEN
20 OCT 23 (16-1) Eff 2 Nov

ASHGABAT, TURKMENISTAN NDB Rwy 11L

ASHGABAT Approach 123.5		ASHGABAT Radar (TWR) 118.7		ASHGABAT Tower 118.1		Ground 121.7	
NDB GH 320	Final Apch Crs 114°	[FF11L] MANDATORY 2500' (1818')	MDA(H) 1200' (518')	Apt Elev 693' Rwy 682'		<p>MSA GH NDB</p>	
<p>MISSED APCH: Climb on 114° to 1400' or above, then turn LEFT to LEBTO climbing to 3000'. Then proceed on 290° to UGMUR, next as directed. MAX 200 KT.</p> <p>MISSED APCH WITH COMM FAILURE: Set SSR transponder to code 7600. Climb on 114° to 1400' or above, then turn LEFT to LEBTO climbing to 3000'. Then proceed on 290° to UGMUR and hold for 3 min, then according to chart.</p>							
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: FL120		Trans alt: 12000'	



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	849		

State		STRAIGHT-IN LANDING	
		MDA(H) 1200' (518')	
		ALS out	
A	V1700m	V2500m	
B			
C	V1900m	V2700m	
D			

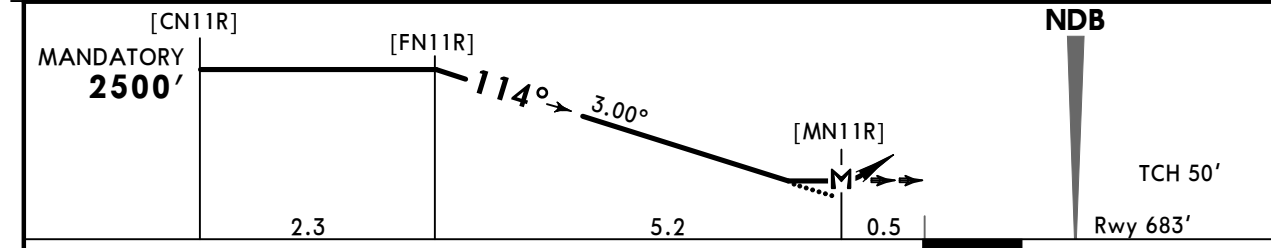
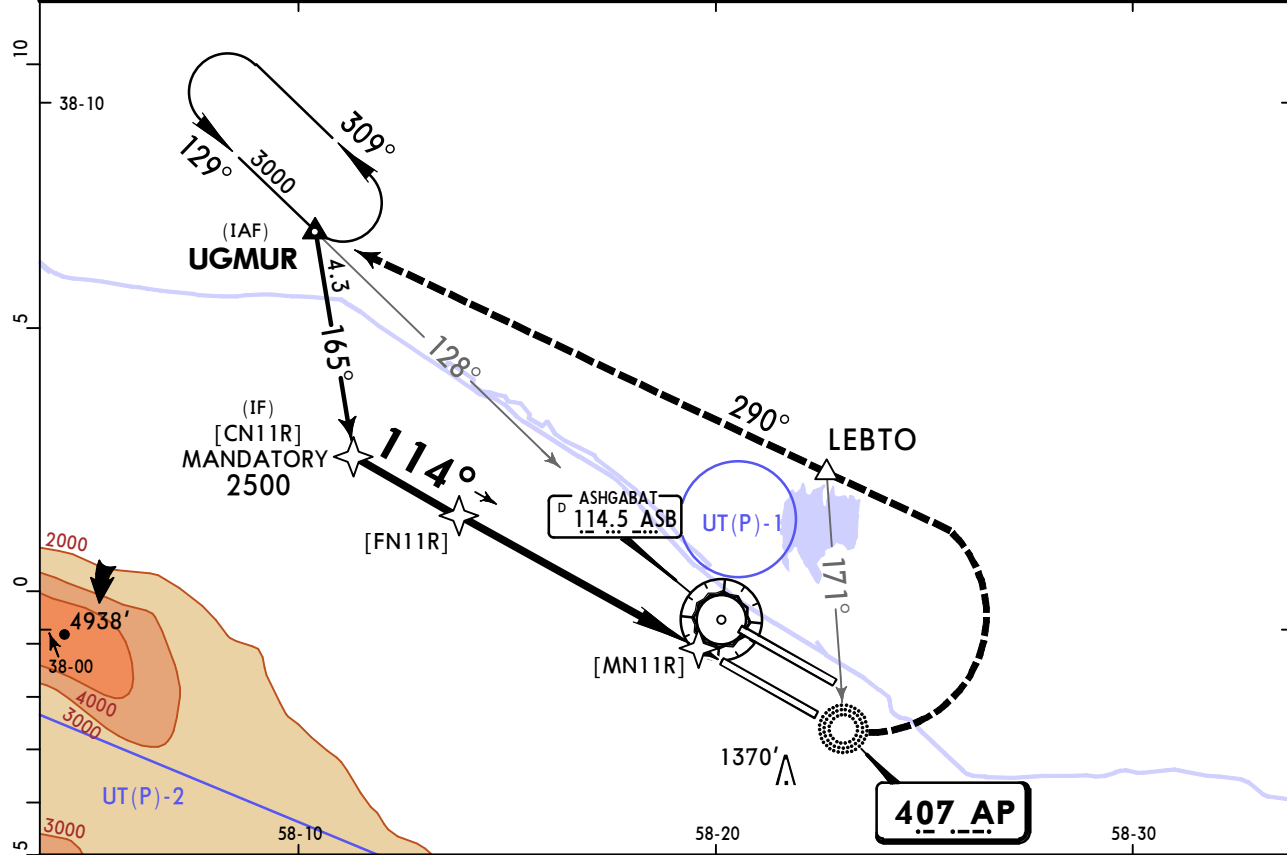
UTAA/ASB
ASHGABAT

JEPPESSEN
20 OCT 23 **(16-2)** **Eff 2 Nov**

ASHGABAT, TURKMENISTAN
NDB Rwy 11R

ASHGABAT Approach		ASHGABAT Radar (TWR)		ASHGABAT Tower		Ground	
123.5		118.7		118.1		121.7	
NDB AP 407	Final Apch Crs 114°	[FN11R] MANDATORY 2500' (1817')	MDA(H) 1200' (517')	Apt Elev 693' Rwy 683'			
MISSED APCH: Climb on 114° to 2000' to NDB, then turn LEFT to LEBTO climbing to 3000'. Then proceed on 290° to UGMUR, next as directed. MAX 200 KT. MISSED APCH WITH COMM FAILURE: Set SSR transponder to code 7600. Climb on 114° to 2000' to NDB, then turn LEFT to LEBTO climbing to 3000'. Then proceed on 290° to UGMUR and hold for 3 min, then according to chart.						MSA AP NDB	

Alt Set: hPa Rwy Elev: 25 hPa Trans level: FL120 Trans alt: 12000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	849		
MAP at [MN11R]								

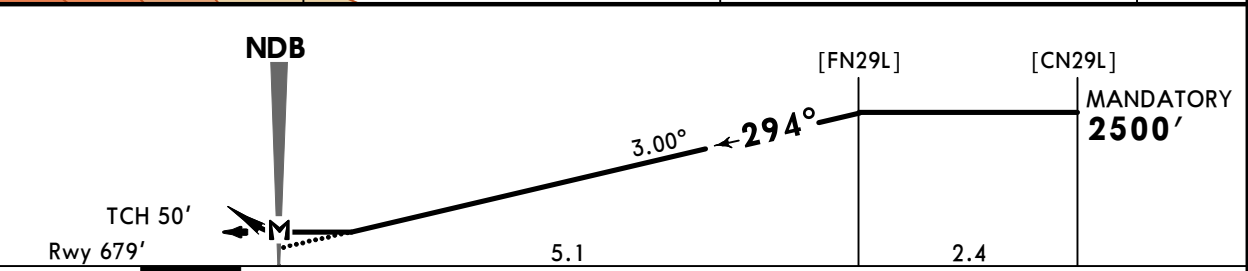
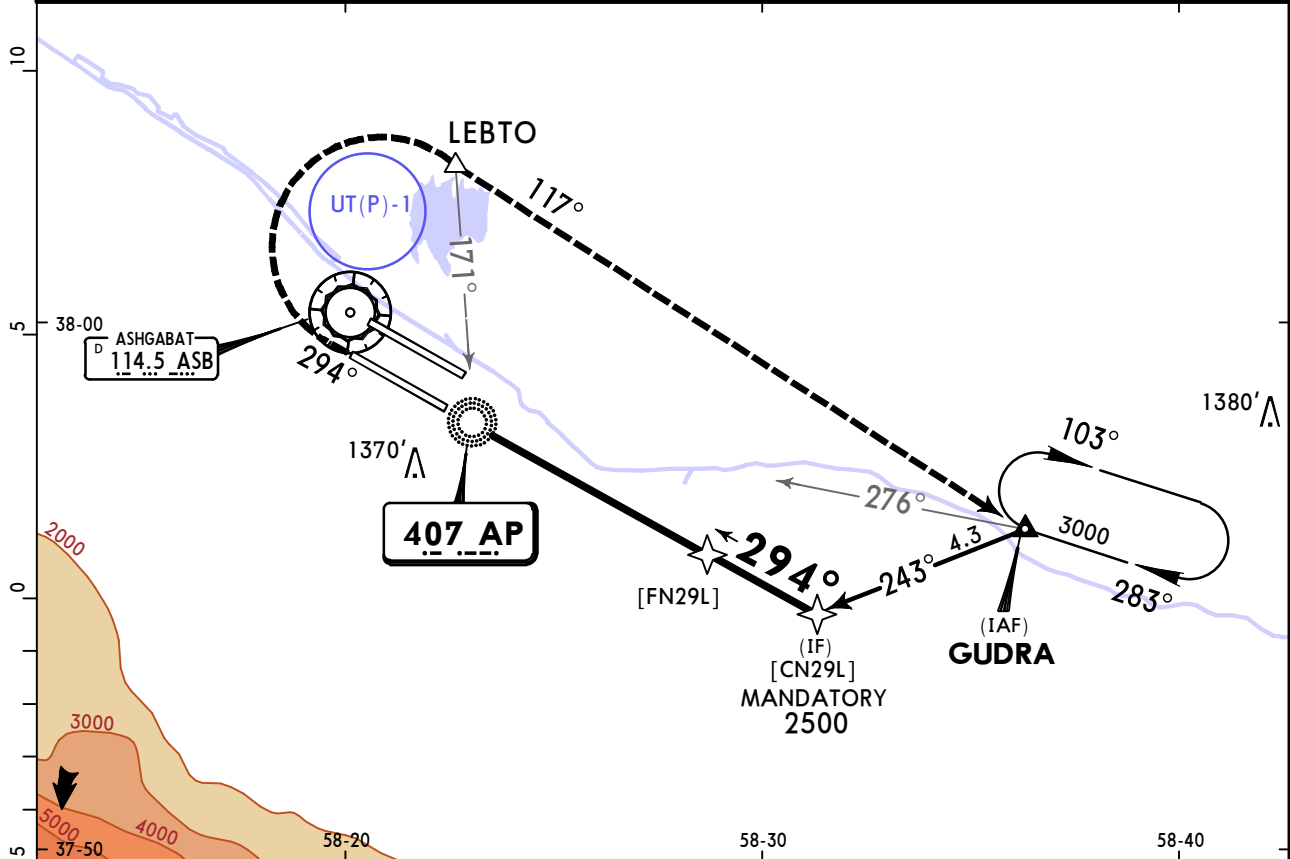
State		STRAIGHT-IN LANDING	
		MDA(H) 1200' (517')	
		ALS out	
A	V1700m	V2500m	
B			
C	V1900m	V2700m	
D			

UTAA/ASB ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN
20 OCT 23 **(16-3)** Eff 2 Nov **NDB Rwy 29L**

ASHGABAT Approach 123.5		ASHGABAT Radar (TWR) 118.7		ASHGABAT Tower 118.1		Ground 121.7	
NDB AP 407	Final Apch Crs 294°	[FN29L] MANDATORY 2500' (1821')	MDA(H) 1200' (521')	Apt Elev 693' Rwy 679'			
MISSED APCH: Climb on 294° to 2000', then turn RIGHT to LEBTO climbing to 3000'. Then proceed on 117° to GUDRA, next as directed. MAX 200 KT. MISSED APCH WITH COMM FAILURE: Set SSR transponder to code 7600. Climb on 294° to 2000', then turn RIGHT to LEBTO climbing to 3000'. Then proceed on 117° to GUDRA and hold for 3 min, then according to chart.						MSA AP NDB	

Alt Set: hPa Rwy Elev: 25 hPa Trans level: FL120 Trans alt: 12000'



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	849	
MAP at NDB							

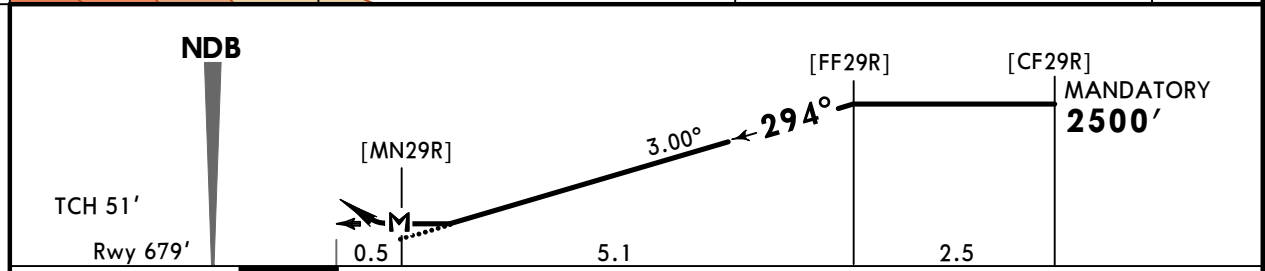
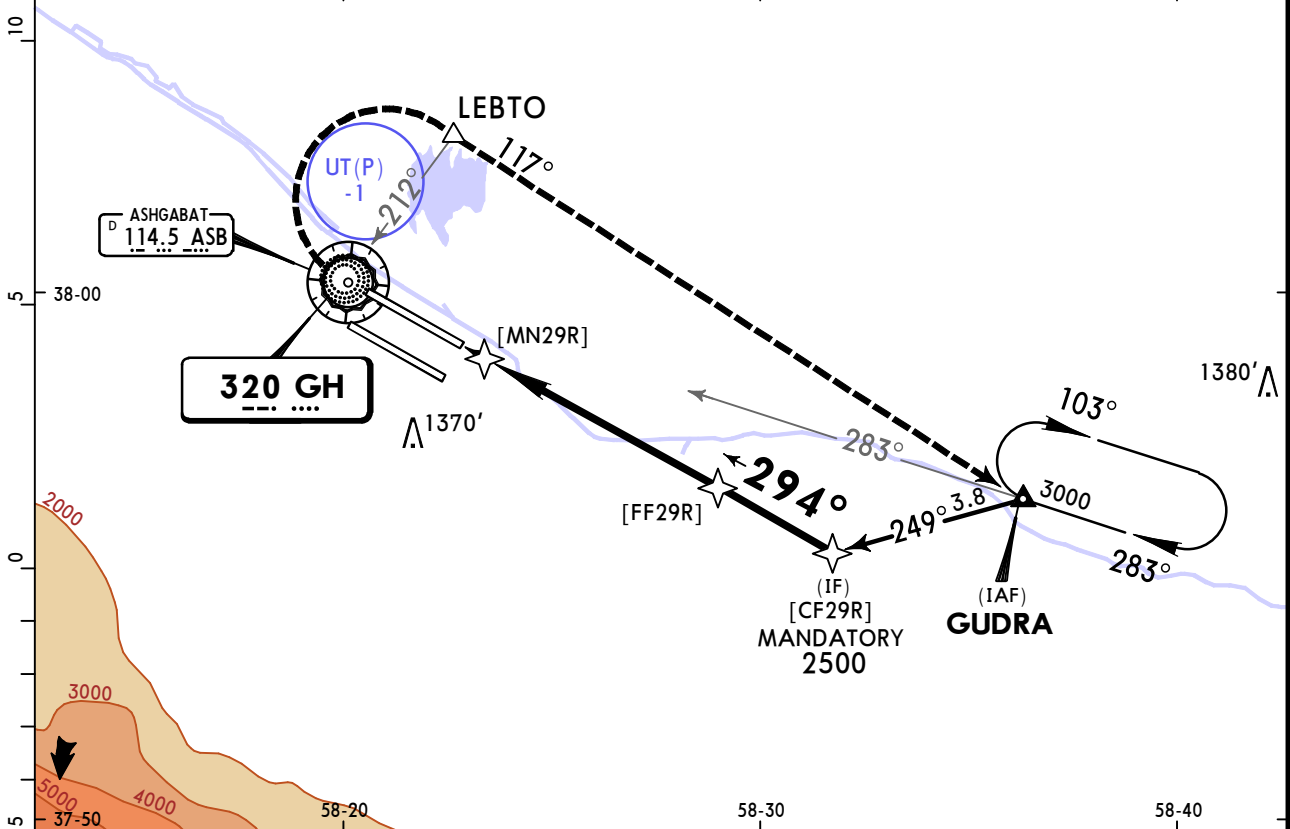
State STRAIGHT-IN LANDING
MDA(H) **1200'** (521')

		ALS out
A	V1700m	V2500m
B		
C	V1900m	V2700m
D		

UTAA/ASB ASHGABAT

JEPPESEN ASHGABAT, TURKMENISTAN
20 OCT 23 (16-4) Eff 2 Nov **NDB Rwy 29R**

ASHGABAT Approach		ASHGABAT Radar (TWR)		ASHGABAT Tower		Ground	
123.5		118.7		118.1		121.7	
NDB GH	Final Apch Crs	[FF29R] MANDATORY	MDA(H)	Apt Elev 693'			
320	294°	2500' (1821')	1200' (521')	Rwy 679'			
<p>MISSED APCH: Climb on 294° to 2000' to NDB, then turn RIGHT to LEBTO climbing to 3000'. Then proceed on 117° to GUDRA, next as directed. MAX 200 KT.</p> <p>MISSED APCH WITH COMM FAILURE: Set SSR transponder to code 7600. Climb on 294° to 2000' to NDB, then turn RIGHT to LEBTO climbing to 3000'. Then proceed on 117° to GUDRA and hold for 3 min, then according to chart.</p>							
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: FL120		Trans alt: 12000'	



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743		
MAP at [MN29R]								

State		STRAIGHT-IN LANDING	
		MDA(H) 1200' (521')	
		ALS out	
A	V1700m	V2500m	
B	V1900m	V2700m	
C			
D			



Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ASHGABAT, (ASHGABAT - UTAA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTAA