

## List of pages in this Trip Kit

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Terminal Charts For UTAK

Revision Letter For Cycle 05-2025

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Notebook

## General Information

Location: TURKMENBASHI TKM  
ICAO/IATA: UTAK / KRW  
Lat/Long: N40° 03.80', E053° 00.44'  
Elevation: 285 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -5:00 = UTC  
Magnetic Variation: 6.0° 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: Yes

Sunrise: 0103 Z  
Sunset: 1548 Z

## Runway Information

Runway: 16L  
Length x Width: 8202 ft x 144 ft  
Surface Type: concrete  
TDZ-Elev: 237 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: 285 ft  
Lighting: Edge, ALS

## Communication Information

ATIS: 133.200

Turkmenbashi Tower: 124.000

Turkmenbashi Ground: 121.700

Turkmenbashi Transit Operations: 131.900

Turkmenbashi Radar: 124.000 Secondary

Turkmenbashi Radar: 129.000 Secondary

Turkmenbashi Radar: 120.000



# UTAK/KRW TURKMENBASHI

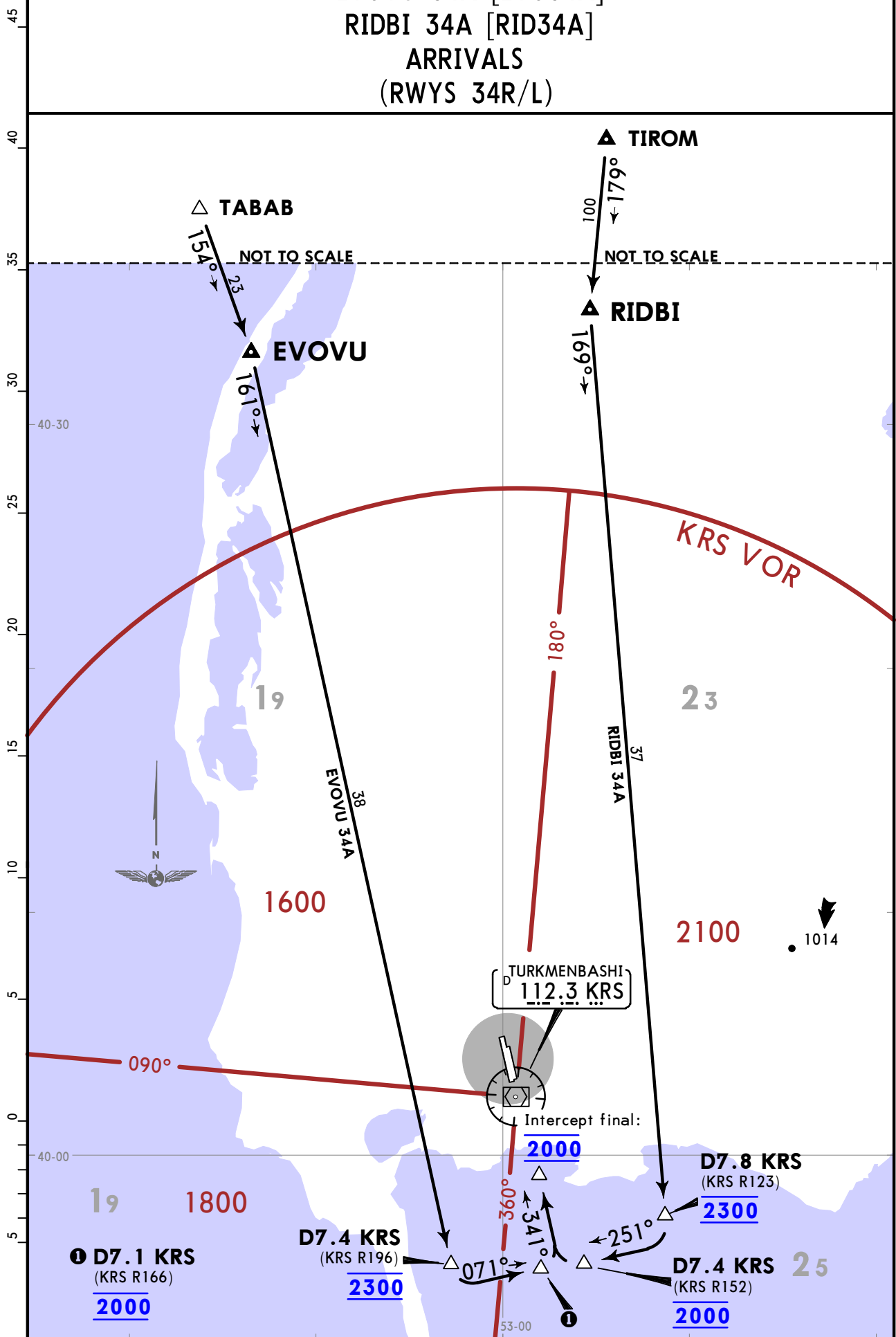
# JEPPESEN TURKMENBASHI, TURKMENISTAN

3 JUN 22 **10-2A** Eff 16 Jun

**STAR**

ATIS 133.2	Apt Elev 285	Alt Set: hPa	Trans level: FL50
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## EVOVU 34A [EVO34A] RIDBI 34A [RID34A] ARRIVALS (RWYS 34R/L)

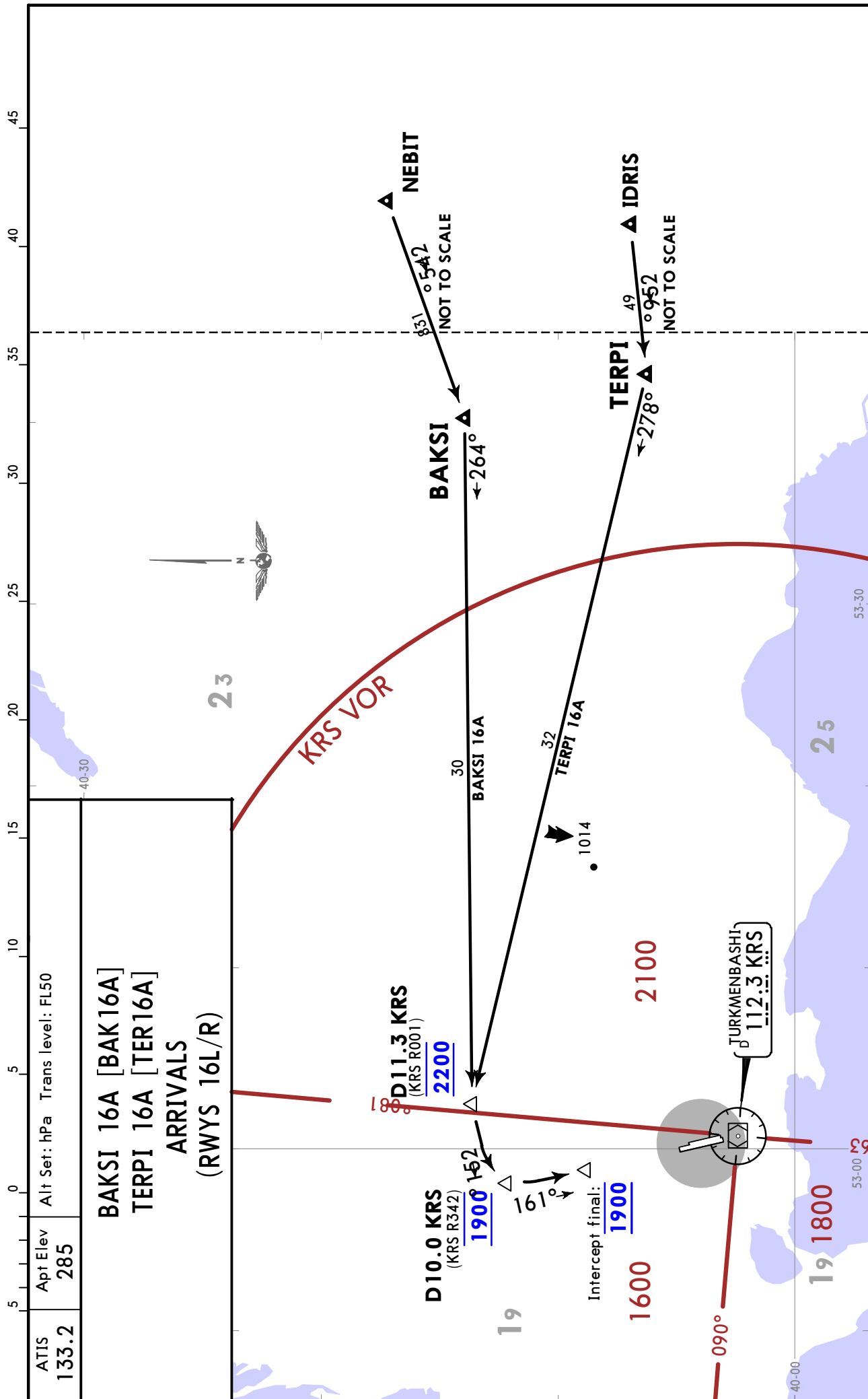


UTAK/KRW  
TURKMENBASHI

JEPPESSEN  
3 JUN 22 10-2B Eff 16 Jun

TURKMENBASHI, TURKMENISTAN

STAR

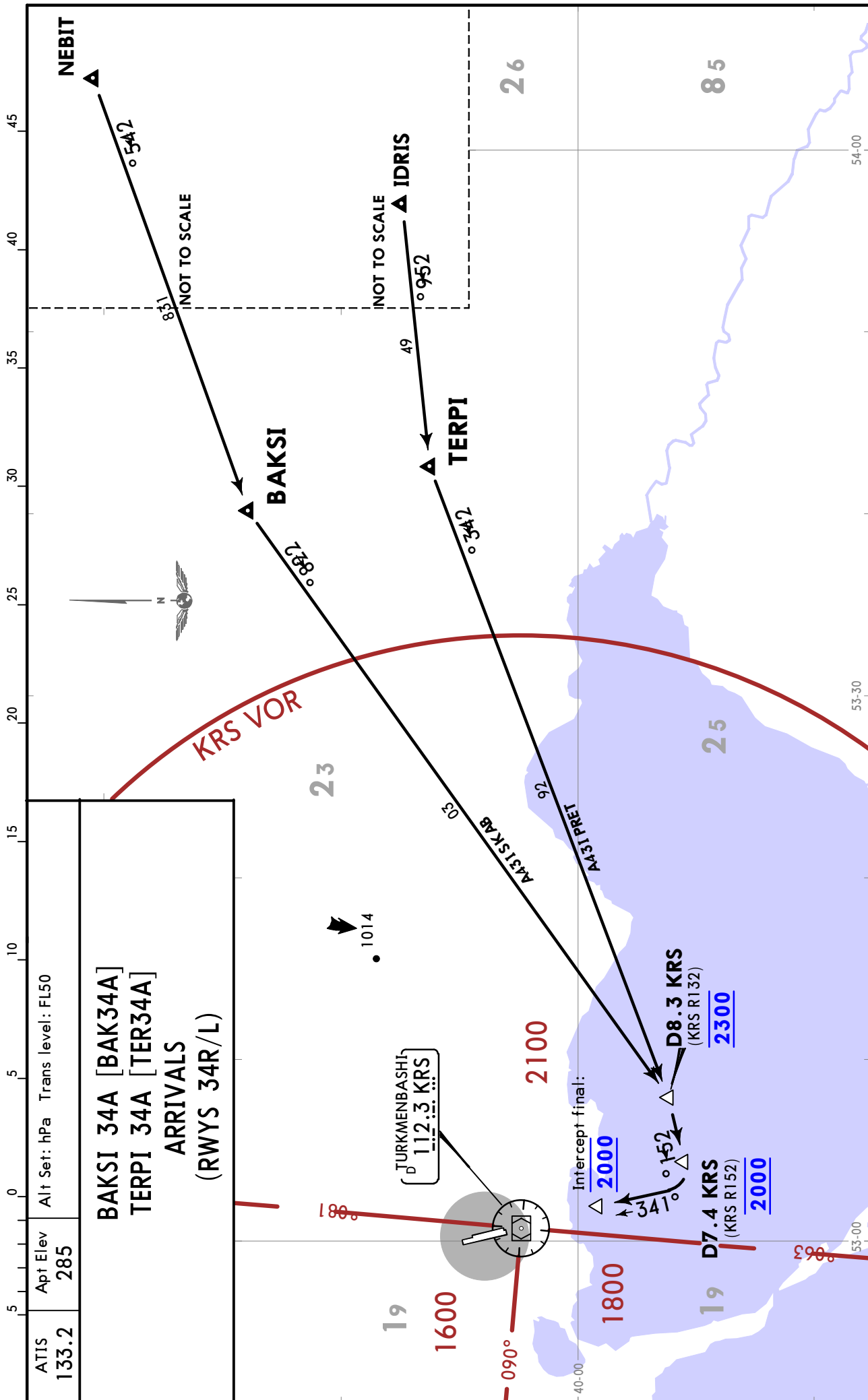


# UTAK/KRW TURKMENBASHI

3 JUN 22 10-2C Eff 16 Jun

# JEPPESEN TURKMENBASHI, TURKMENISTAN

STAR



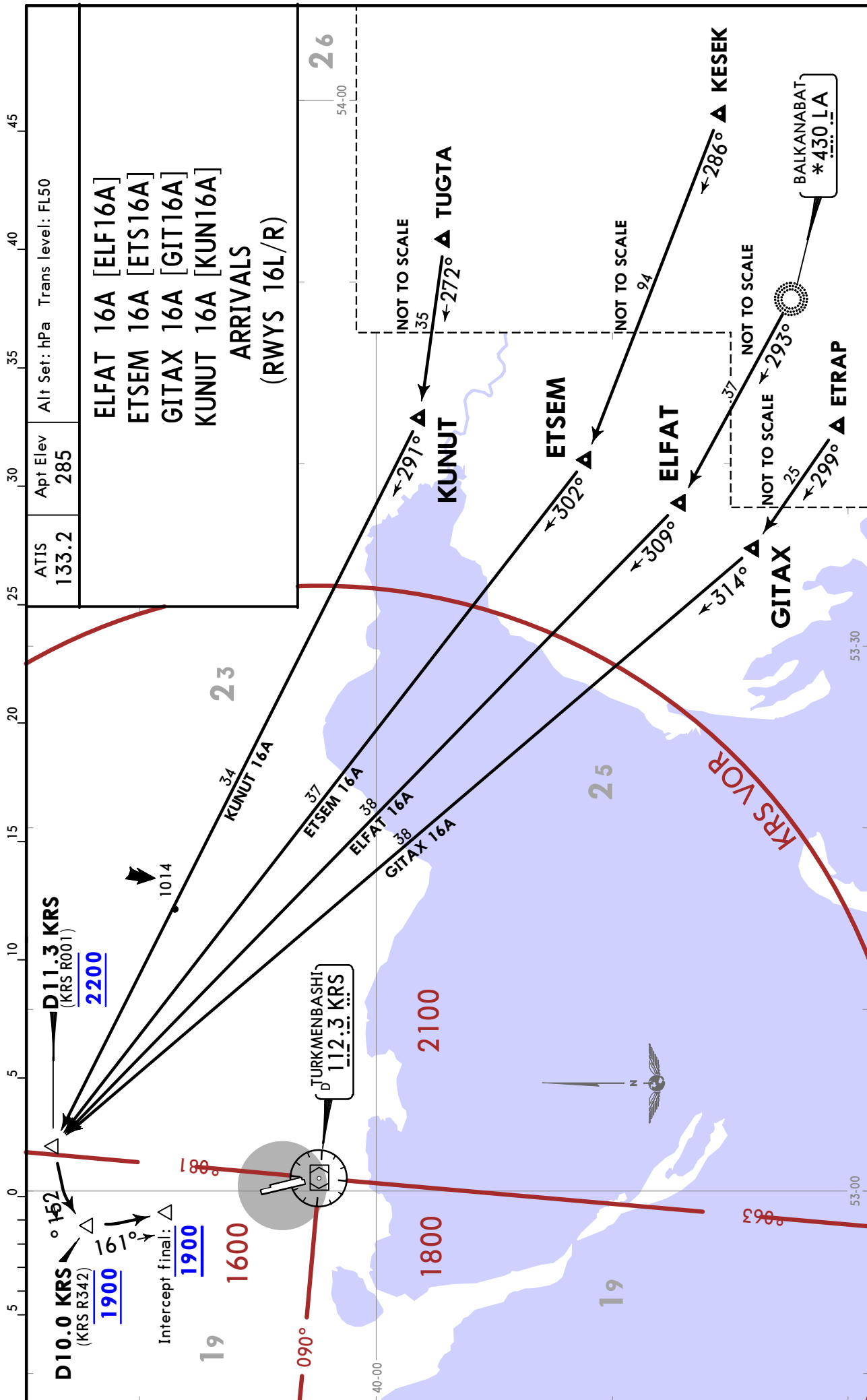
CHANGES: STARs revised; Apt elevation.

# UTAK/KRW TURKMENBASHI

# JEPPESEN TURKMENBASHI, TURKMENISTAN

3 JUN 22 10-2D Eff 16 Jun

STAR



CHANGES: STARs revised; Apt elevation.

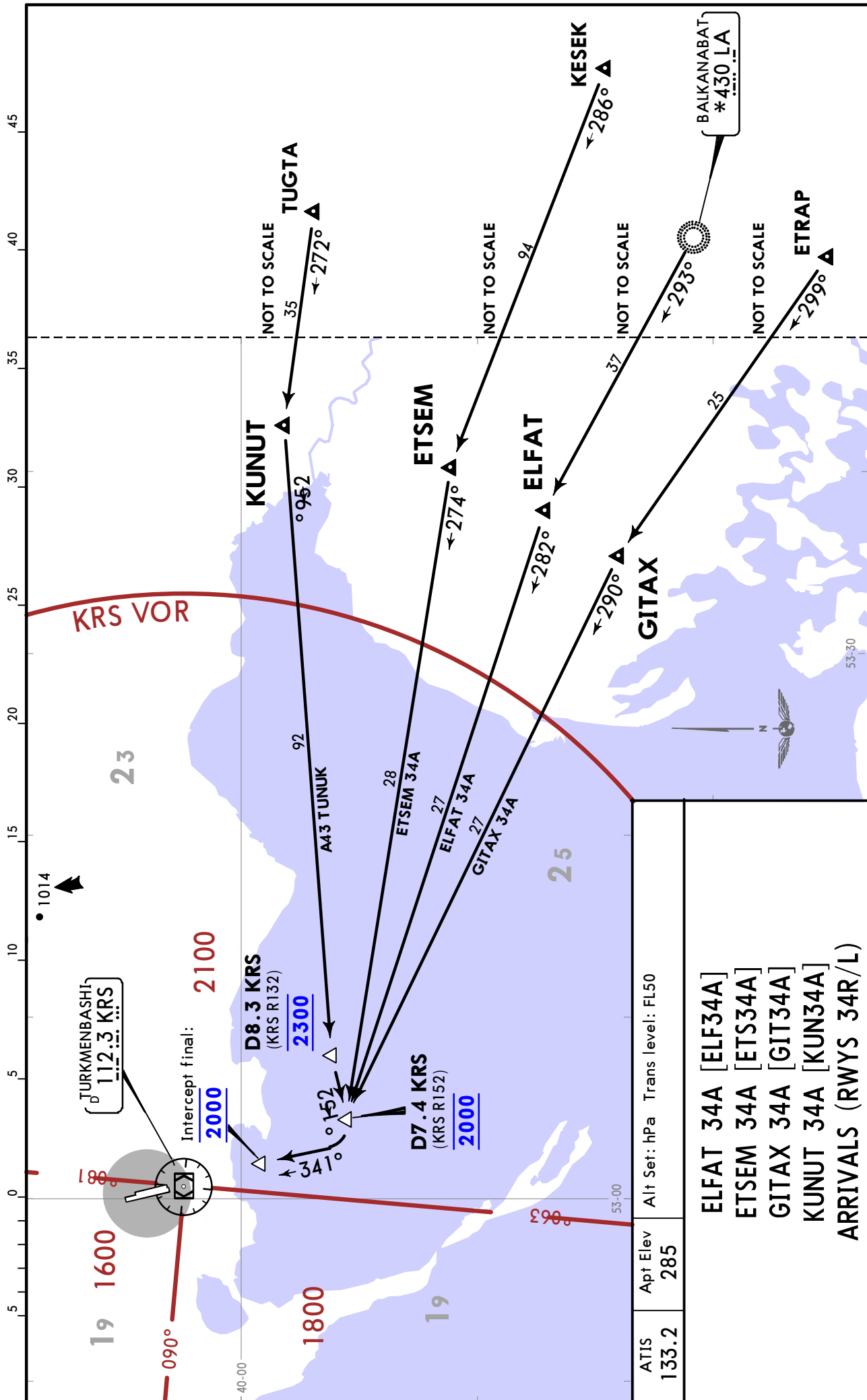
# UTAK/KRW TURKMENBASHI

# JEPPESEN TURKMENBASHI, TURKMENISTAN

3 JUN 22 10-2E

Eff 16 Jun

STAR



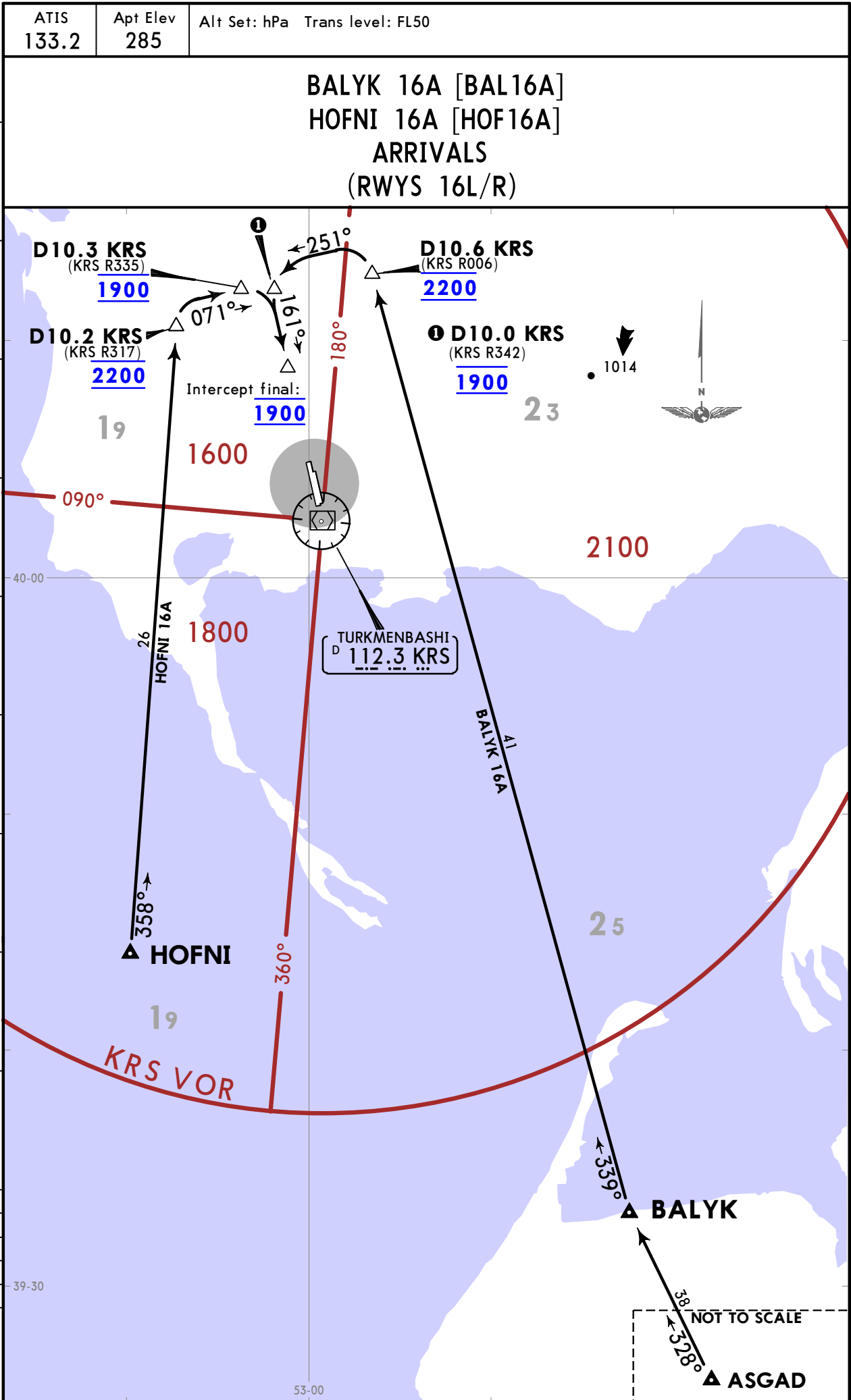
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# UTAK/KRW TURKMENBASHI

# JEPPESEN TURKMENBASHI, TURKMENISTAN

3 JUN 22 10-2F Eff 16 Jun

STAR

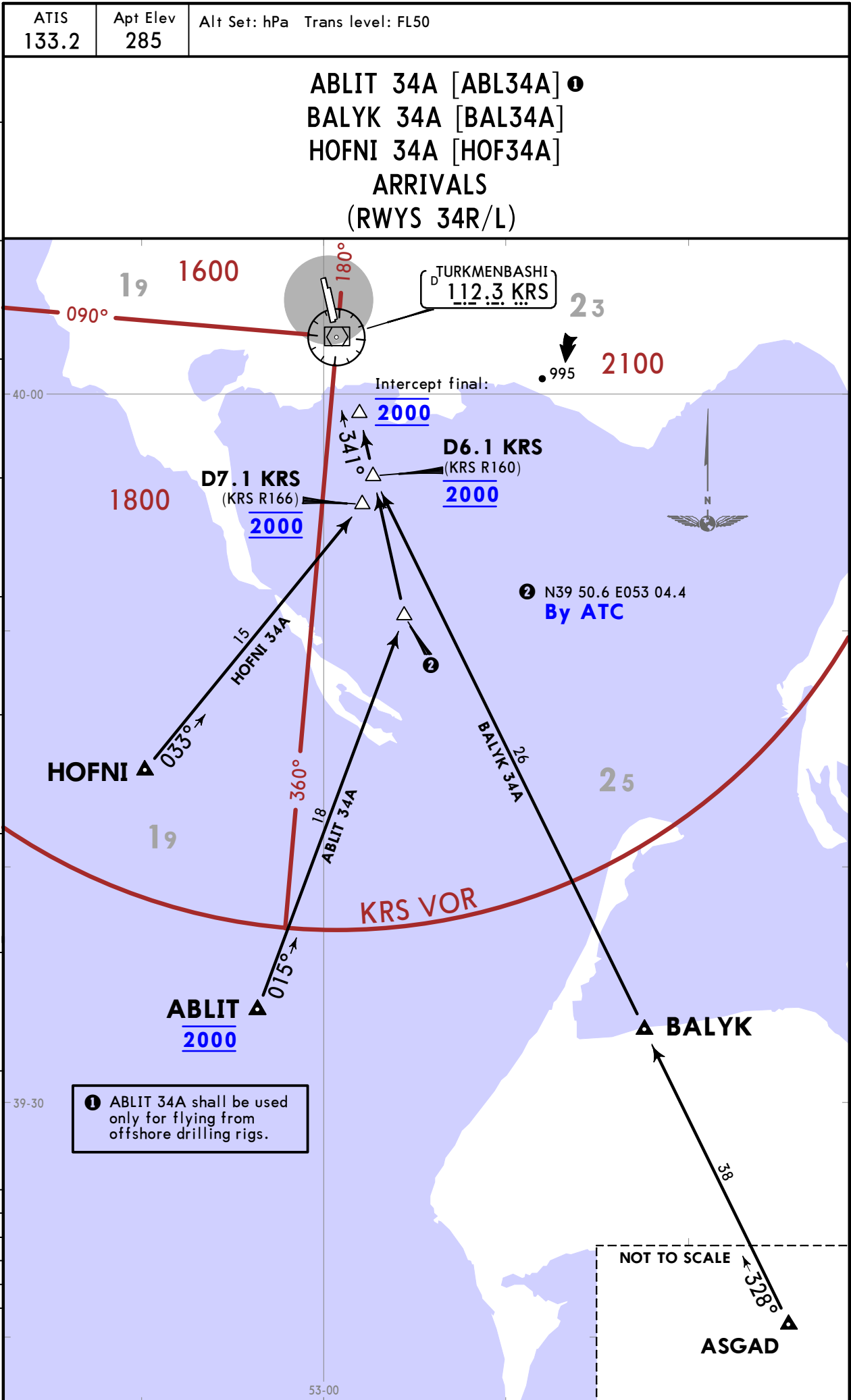


# UTAK/KRW TURKMENBASHI

# JEPPESEN TURKMENBASHI, TURKMENISTAN

3 JUN 22 10-2G Eff 16 Jun

STAR



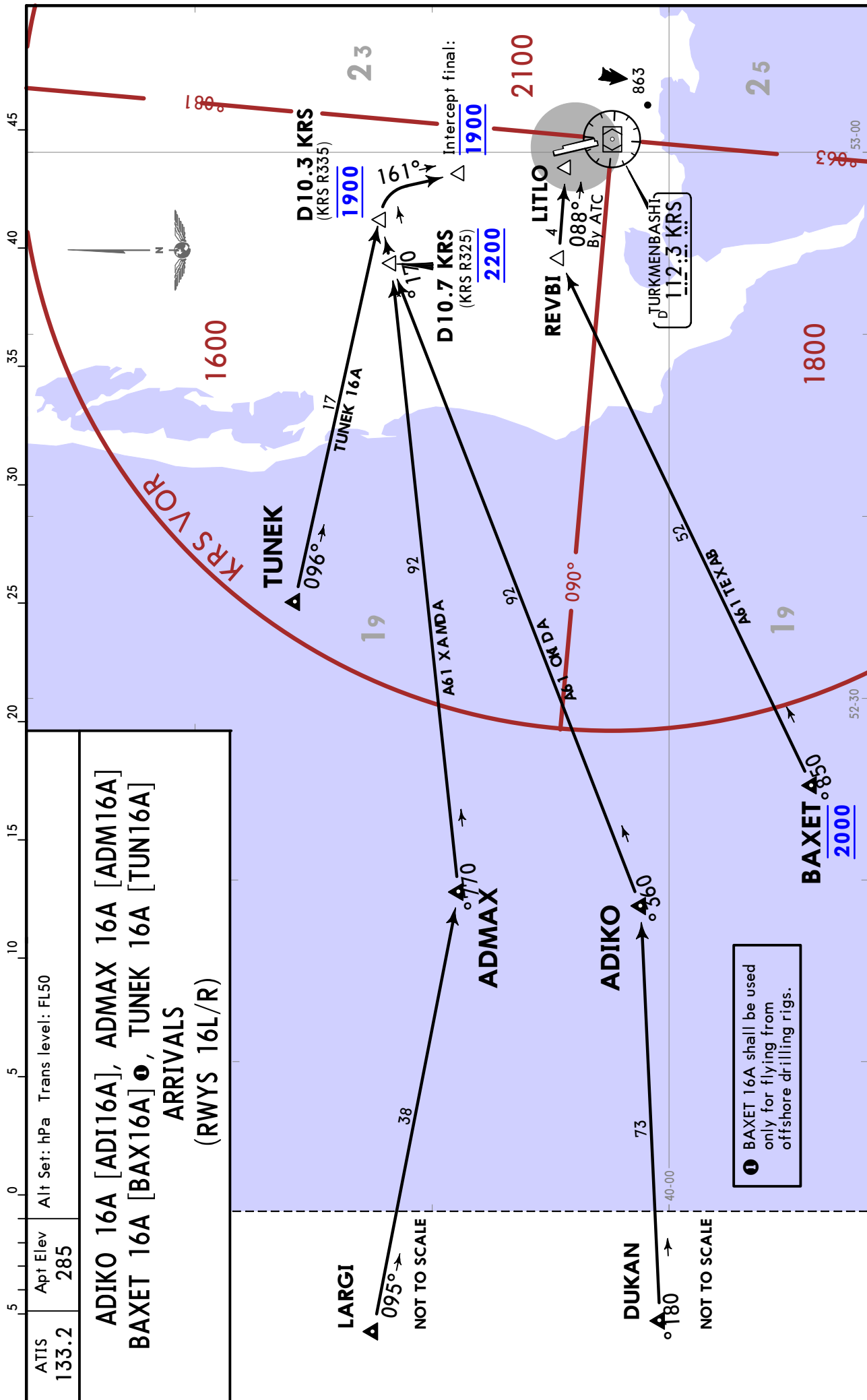
CHANGES: Apt elevation. © JEPPESEN, 2018, 2022. ALL RIGHTS RESERVED.

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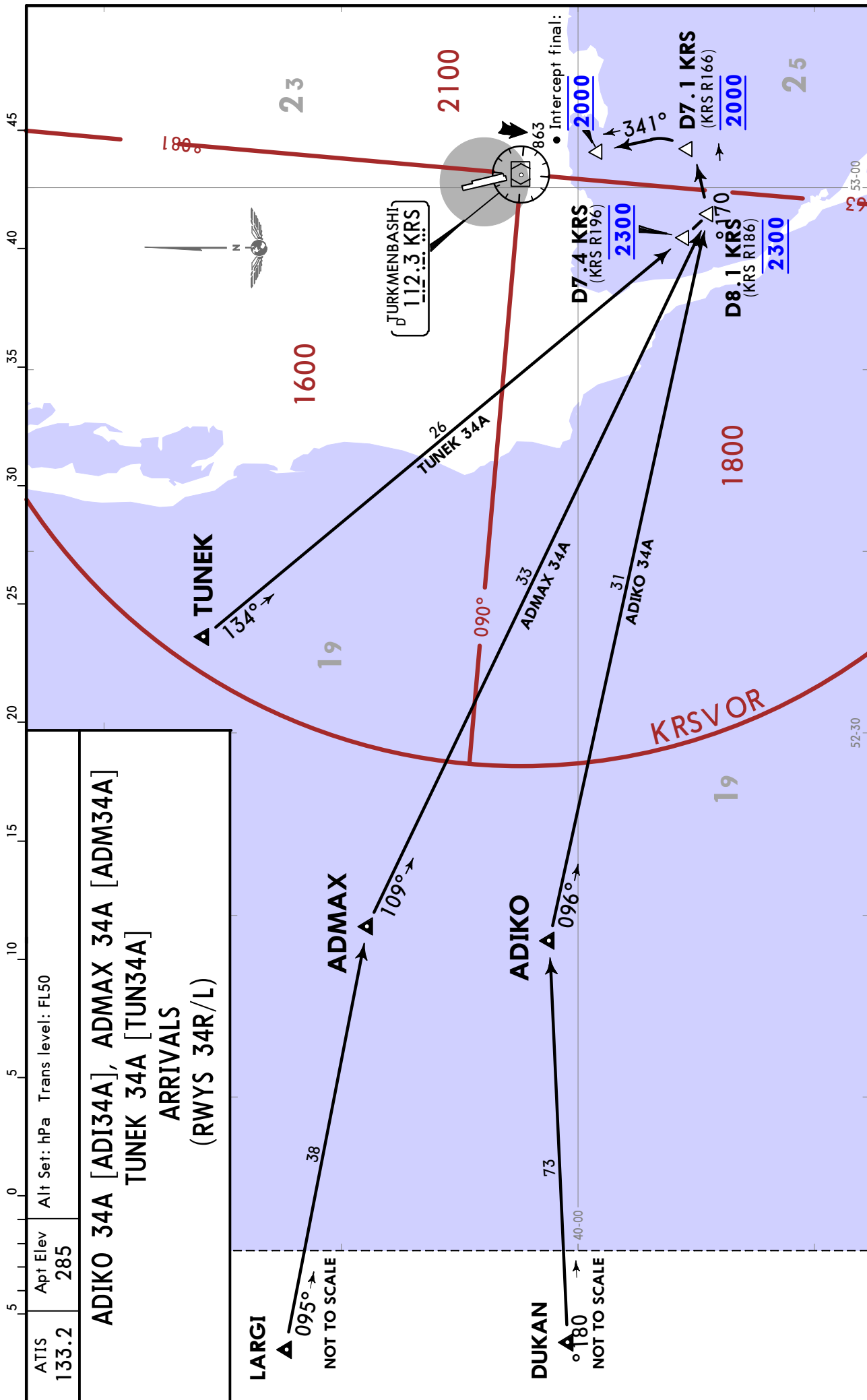
STAR



# UTAK/KRW TURKMENBASHI

JEPPESSEN TURKMENBASHI, TURKMENISTAN  
3 JUN 22 (10-2J) Eff 16 Jun

STAR



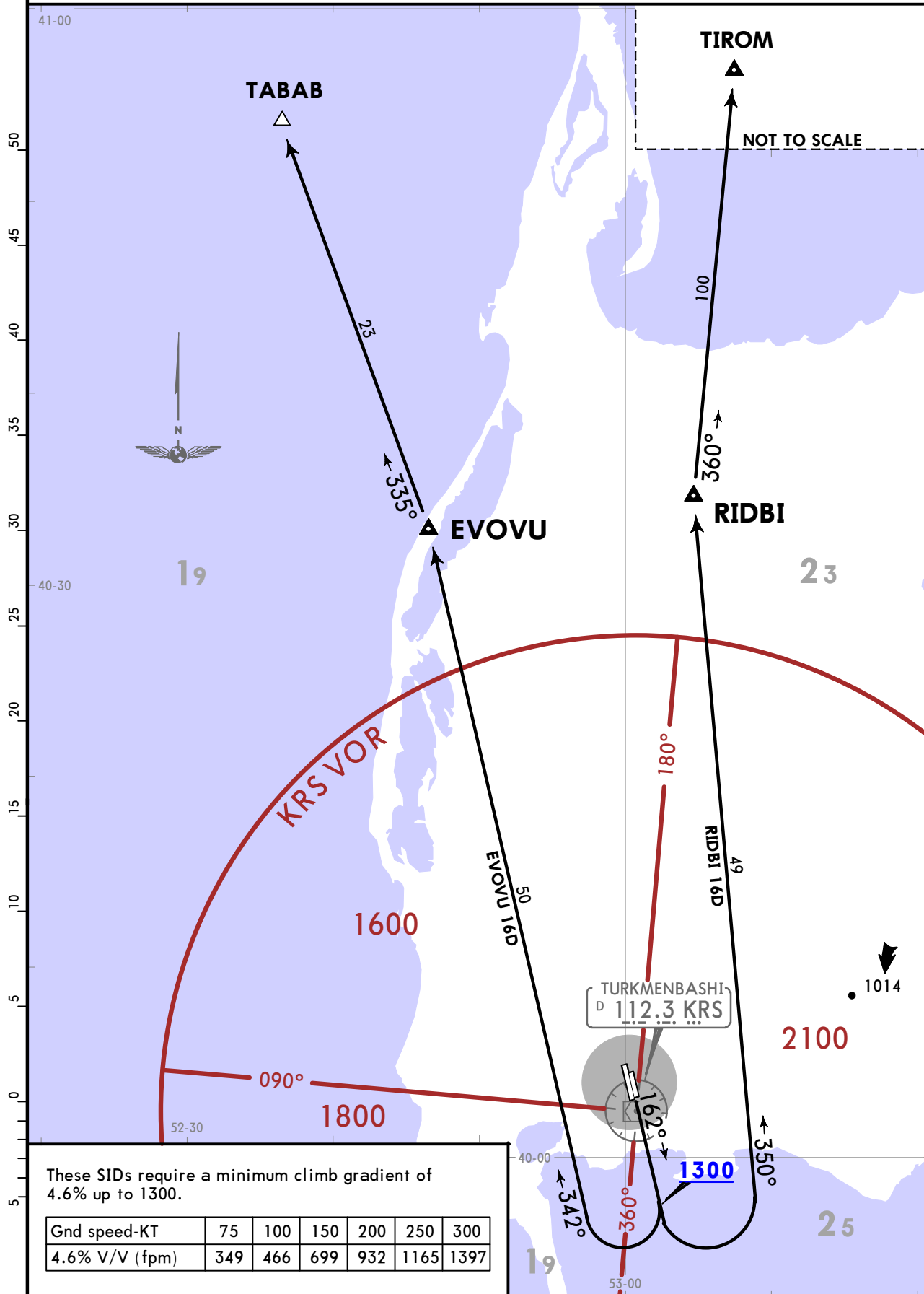
CHANGES: STARs revised; Apt elevation.

**UTAK/KRW**  
TURKMENBASHI

**JEPPESEN TURKMENBASHI, TURKMENISTAN**  
30 NOV 18 **10-3** Eff 6 Dec **SID**

Apt Elev  
**283**  
Trans alt: 3000

**EVOVU 16D [EVO16D]**  
**RIDBI 16D [RID16D]**  
**RWYS 16L/R DEPARTURES**



These SIDs require a minimum climb gradient of 4.6% up to 1300.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

**UTAK/KRW**  
**TURKMENBASHI**

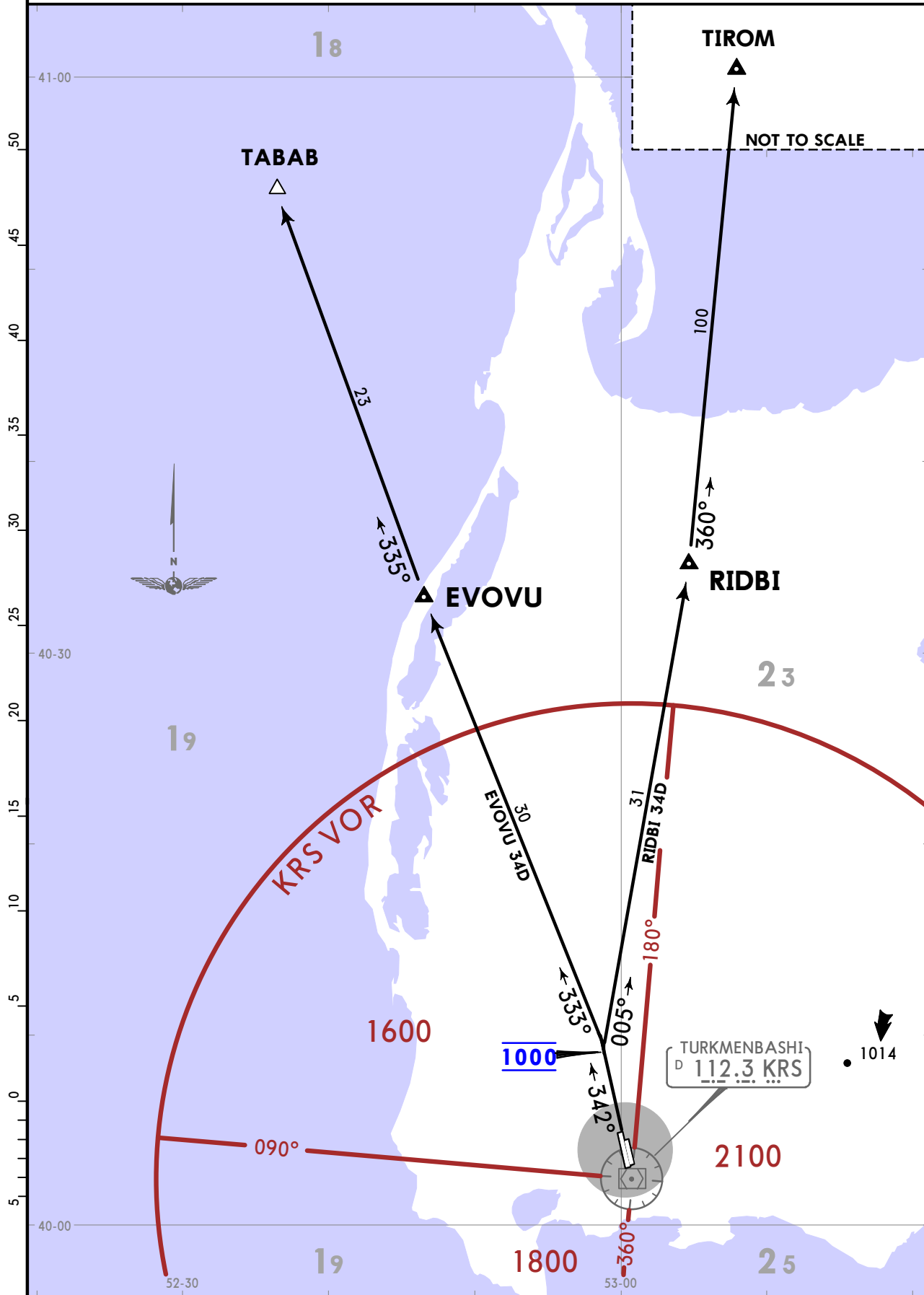
**JEPPESEN** TURKMENBASHI, TURKMENISTAN  
30 NOV 18 **(10-3A)** **Eff 6 Dec**

**SID**

Apt Elev  
**283**

Trans alt: 3000

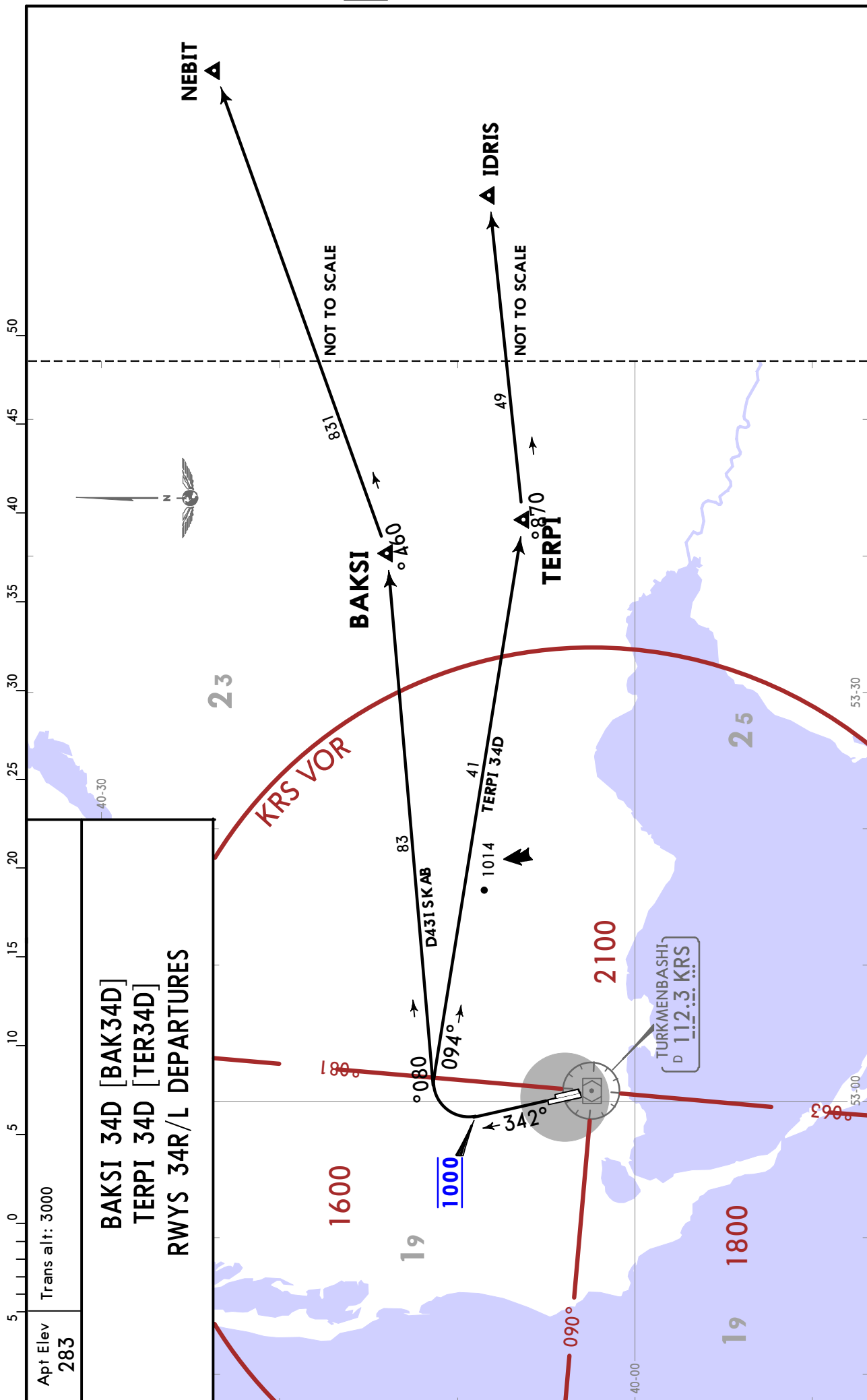
**EVOVU 34D [EVO34D]**  
**RIDBI 34D [RID34D]**  
**RWYS 34R/L DEPARTURES**





# UTAK/KRW TURKMENBASHI

**JEPPESEN TURKMENBASHI, TURKMENISTAN**  
30 NOV 18 **10-3C** **Eff 6 Dec** **SID**



# UTAK/KRW TURKMENBASHI

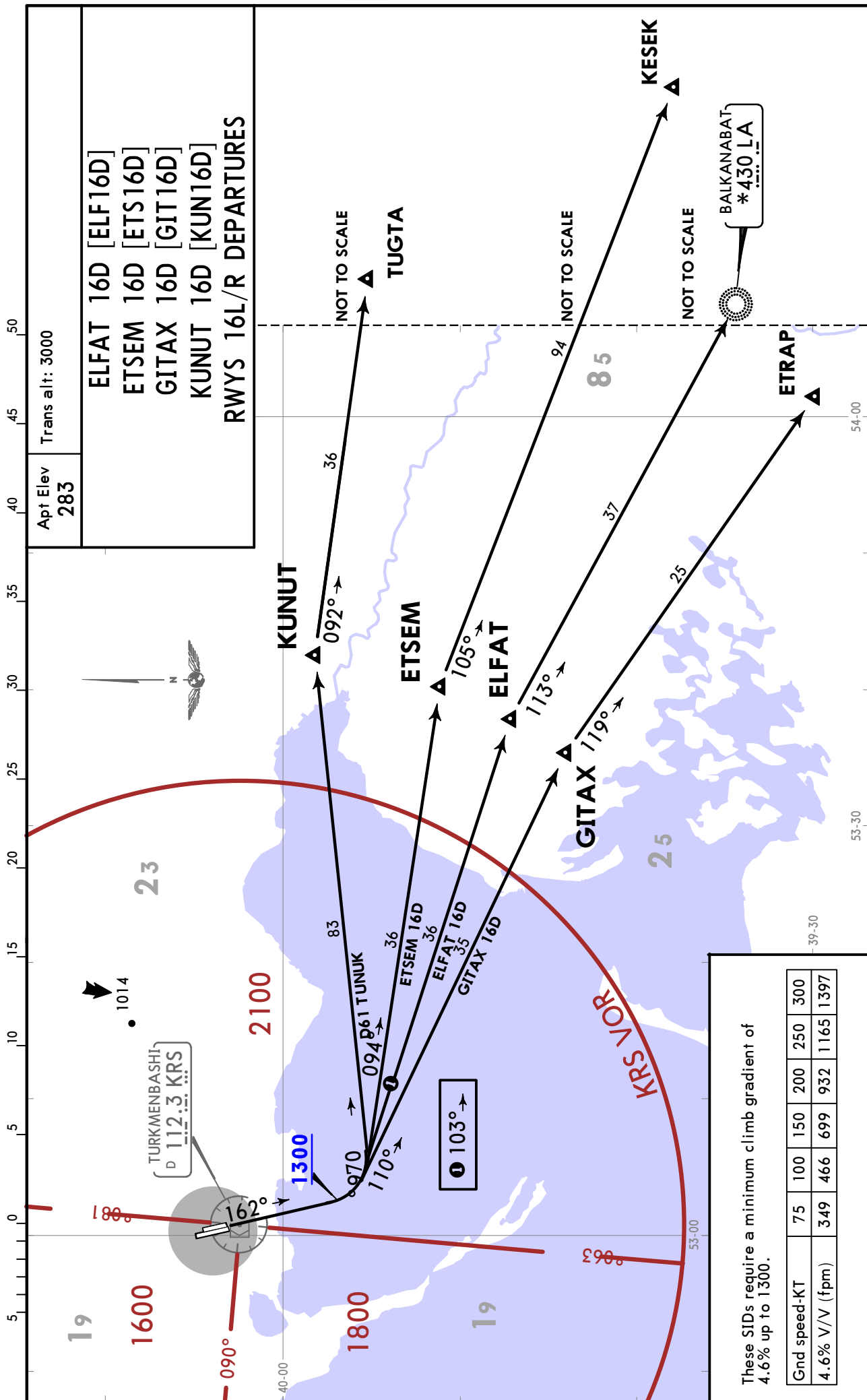
2 AUG 19

10-3D

Eff 15 Aug

SID

# JEPPESEN TURKMENBASHI, TURKMENISTAN



# UTAK/KRW TURKMENBASHI

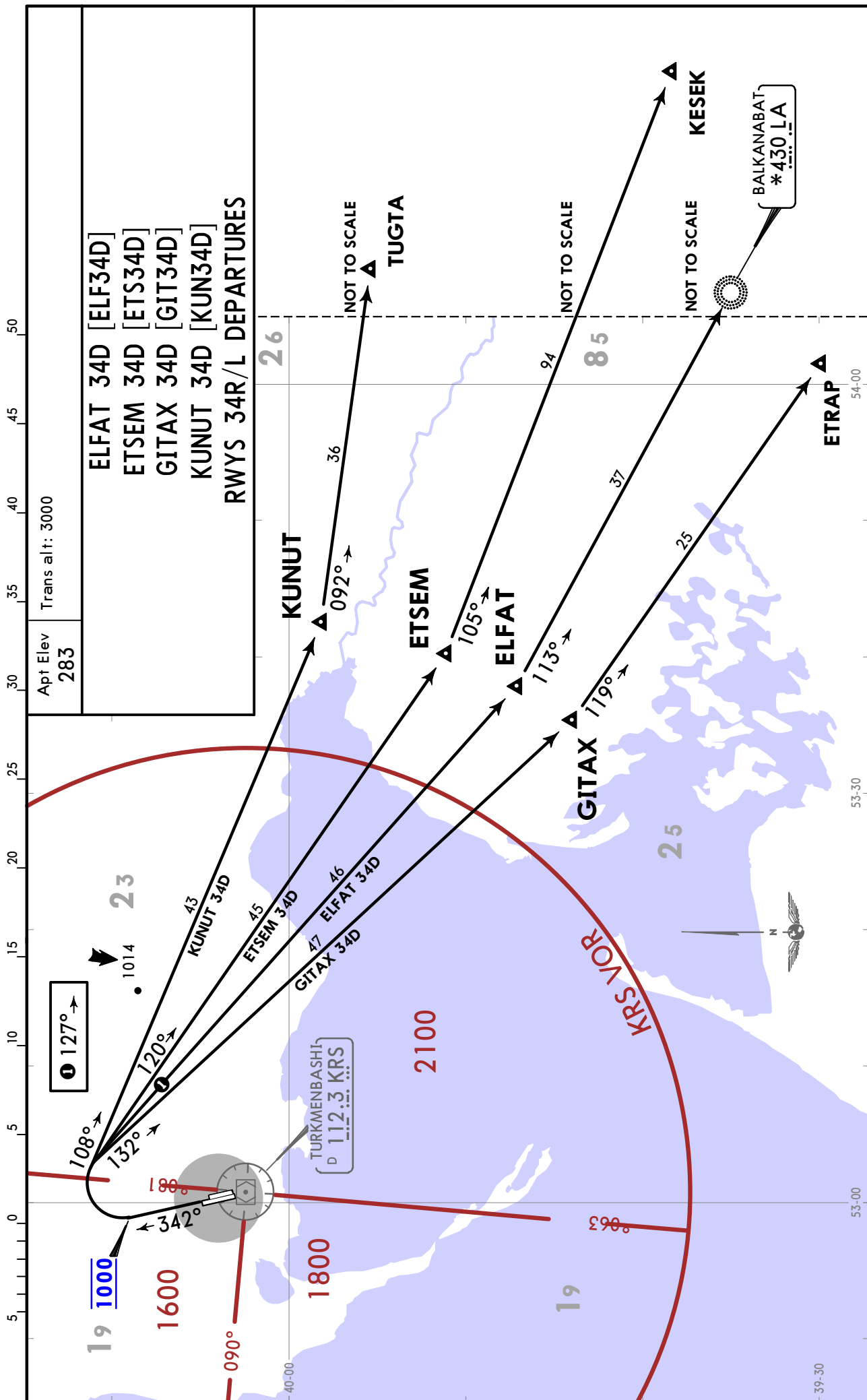
2 AUG 19

10-3E

Eff 15 Aug

SID

# JEPPESSEN TURKMENBASHI, TURKMENISTAN



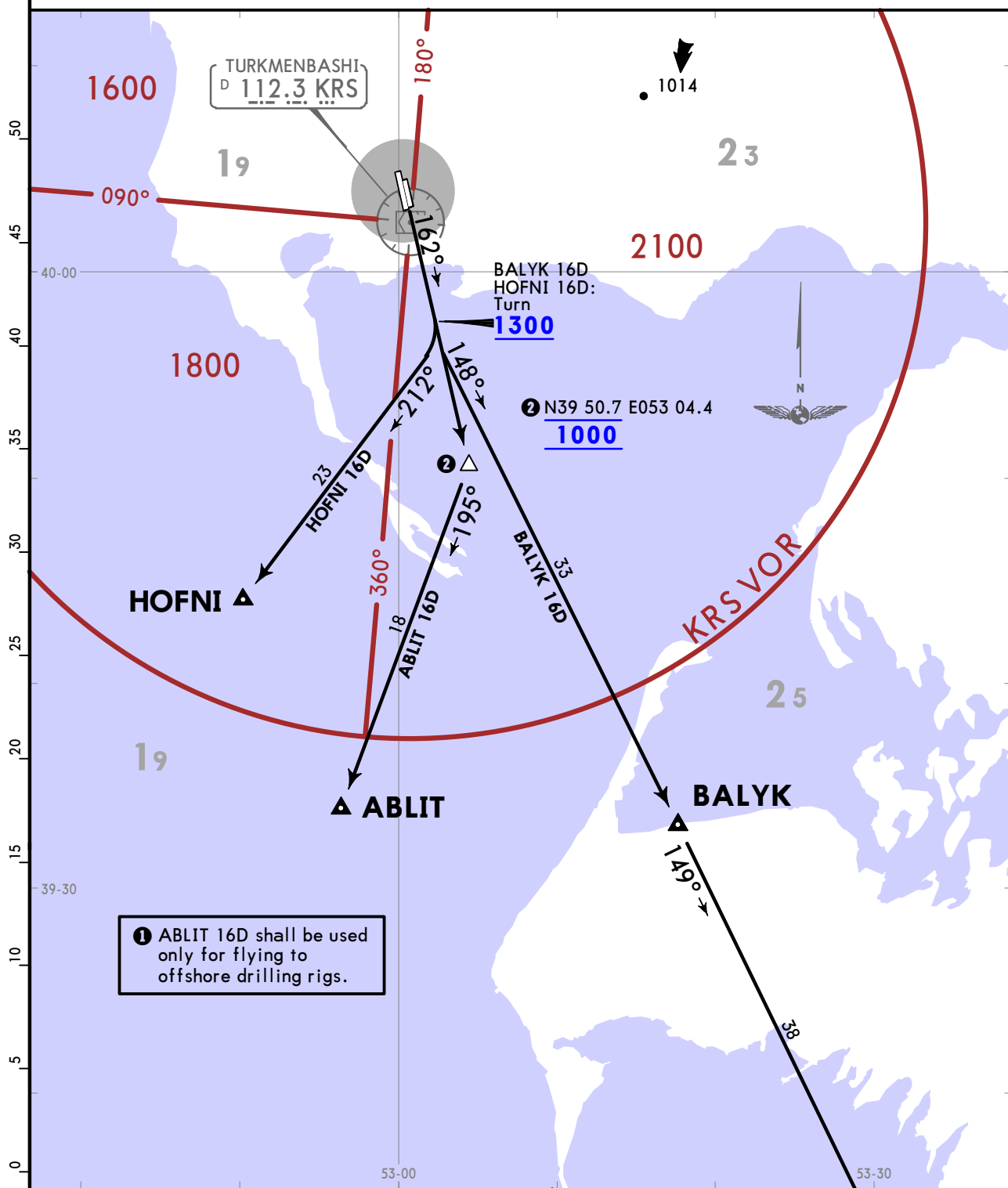
CHANGES: SID ELFAT 34D established.

# UTAK/KRW TURKMENBASHI

**JEPPESEN TURKMENBASHI, TURKMENISTAN**  
 30 NOV 18 **10-3F** **Eff 6 Dec** **SID**

Apt Elev **283**  
 Trans alt: 3000

**ABLIT 16D [ABL16D] ①**  
**BALYK 16D [BAL16D]**  
**HOFNI 16D [HOF16D]**  
**RWYS 16L/R DEPARTURES**



① ABLIT 16D shall be used only for flying to offshore drilling rigs.

② N39 50.7 E053 04.4  
**1000**

BALYK 16D  
 HOFNI 16D:  
 Turn  
**1300**

These SIDs require a minimum climb gradient of 4.6% up to 1300.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

NOT TO SCALE

**ASGAD**

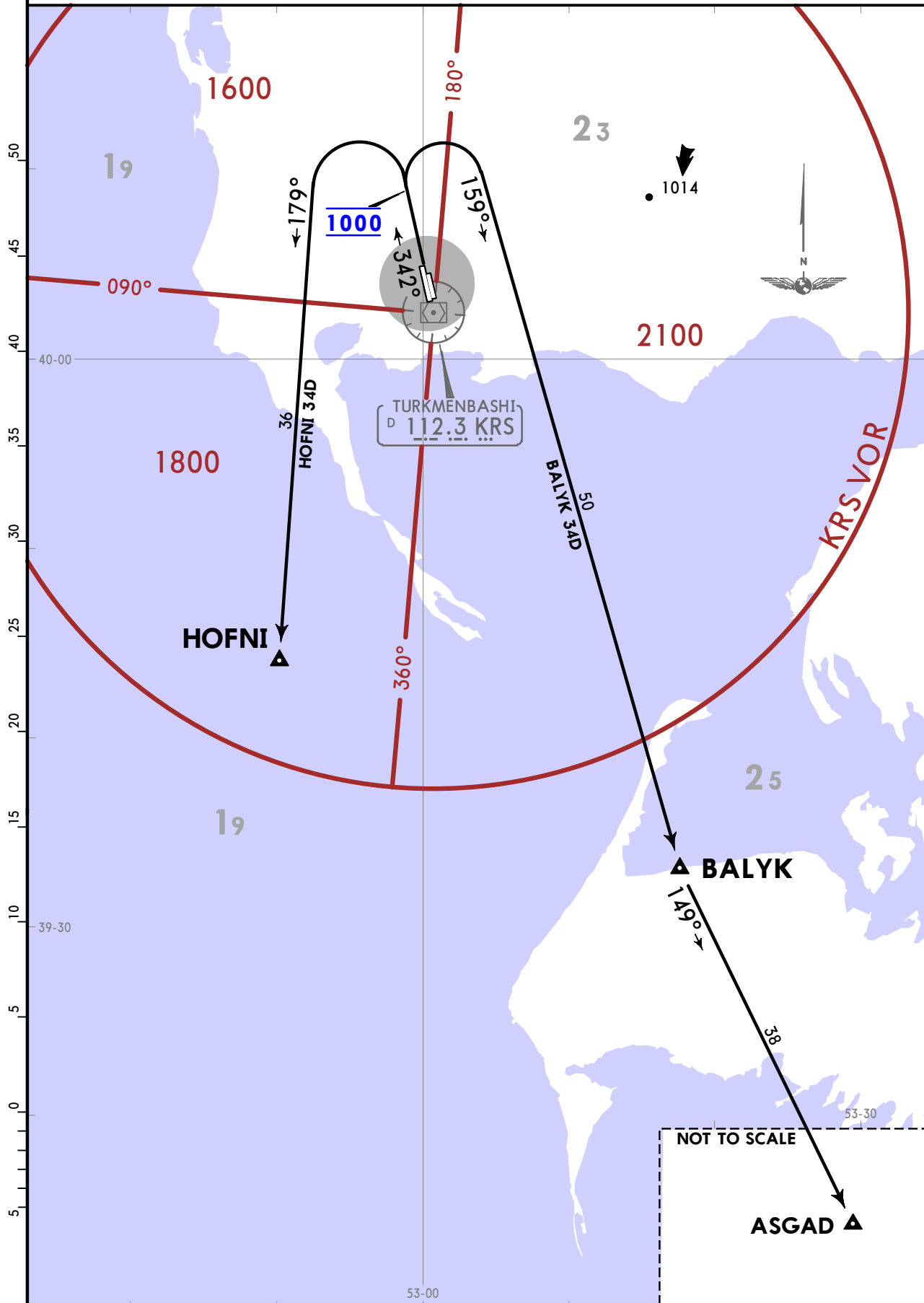
UTAK/KRW  
TURKMENBASHI

JEPPESEN TURKMENBASHI, TURKMENISTAN  
30 NOV 18 (10-3G) Eff 6 Dec

SID

Apt Elev 283  
Trans alt: 3000

BALYK 34D [BAL34D]  
HOFNI 34D [HOF34D]  
RWYS 34R/L DEPARTURES



# UTAK/KRW TURKMENBASHI

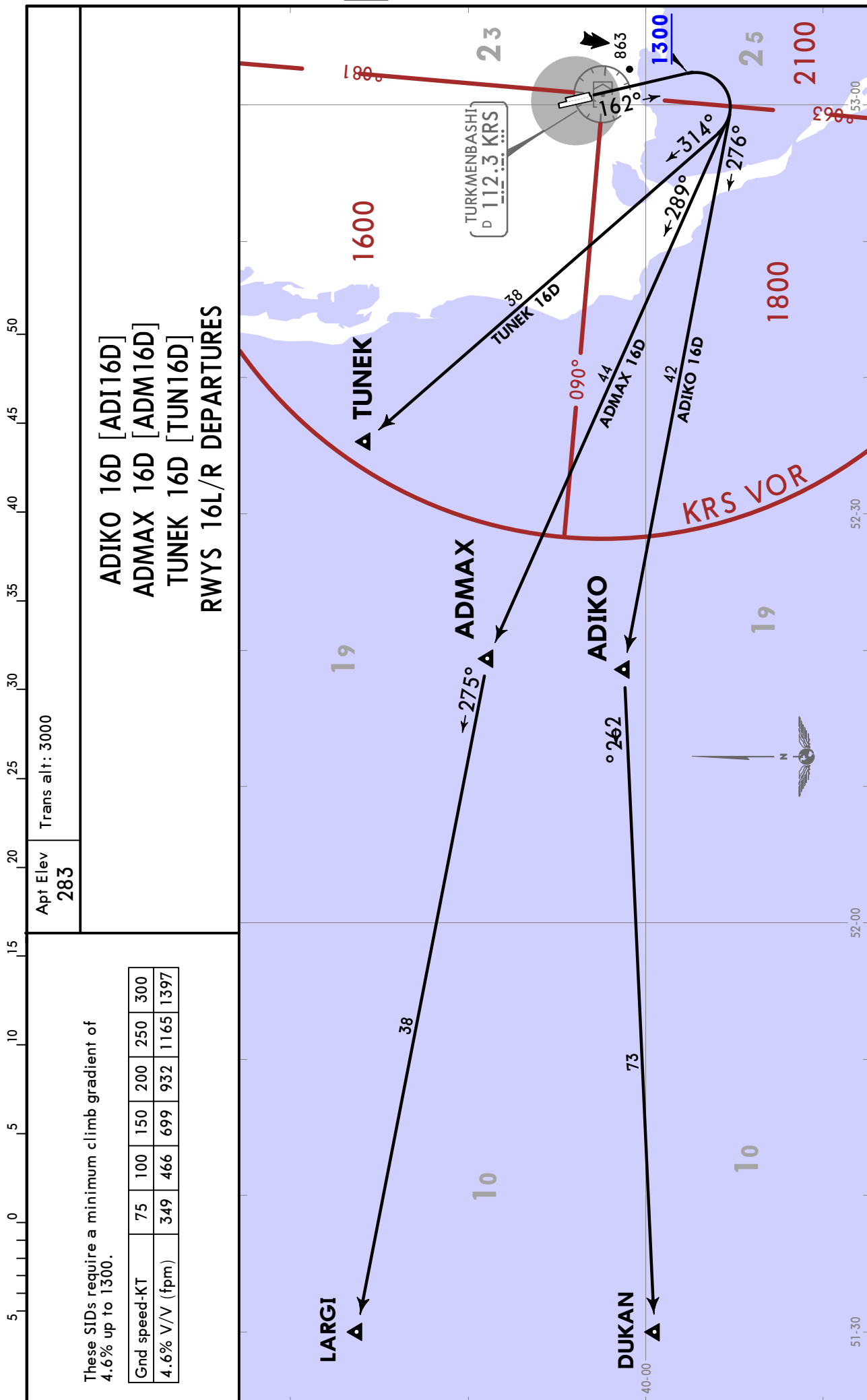
30 NOV 18

10-3H

Eff 6 Dec

# JEPPESSEN TURKMENBASHI, TURKMENISTAN

SID



# UTAK/KRW TURKMENBASHI

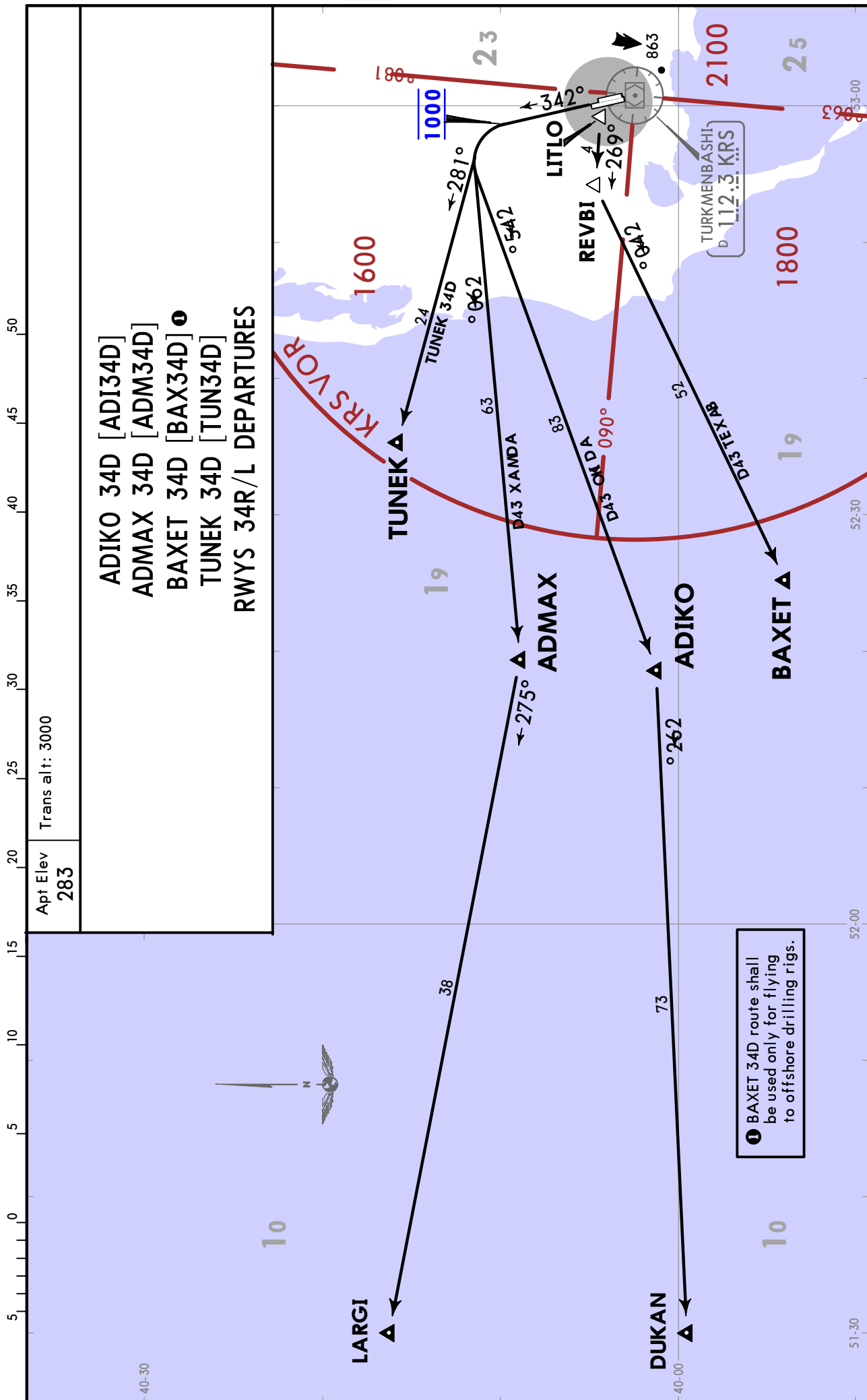
30 NOV 18

10-3J

Eff 6 Dec

# JEPPESSEN TURKMENBASHI, TURKMENISTAN

SID



ADIKO 34D [ADI34D]  
 ADMAX 34D [ADM34D]  
 BAXET 34D [BAX34D] ①  
 TUNEK 34D [TUN34D]  
 RWYS 34R/L DEPARTURES

Apt Elev  
**283**  
 Trans alt: 3000

① BAXET 34D route shall be used only for flying to offshore drilling rigs.

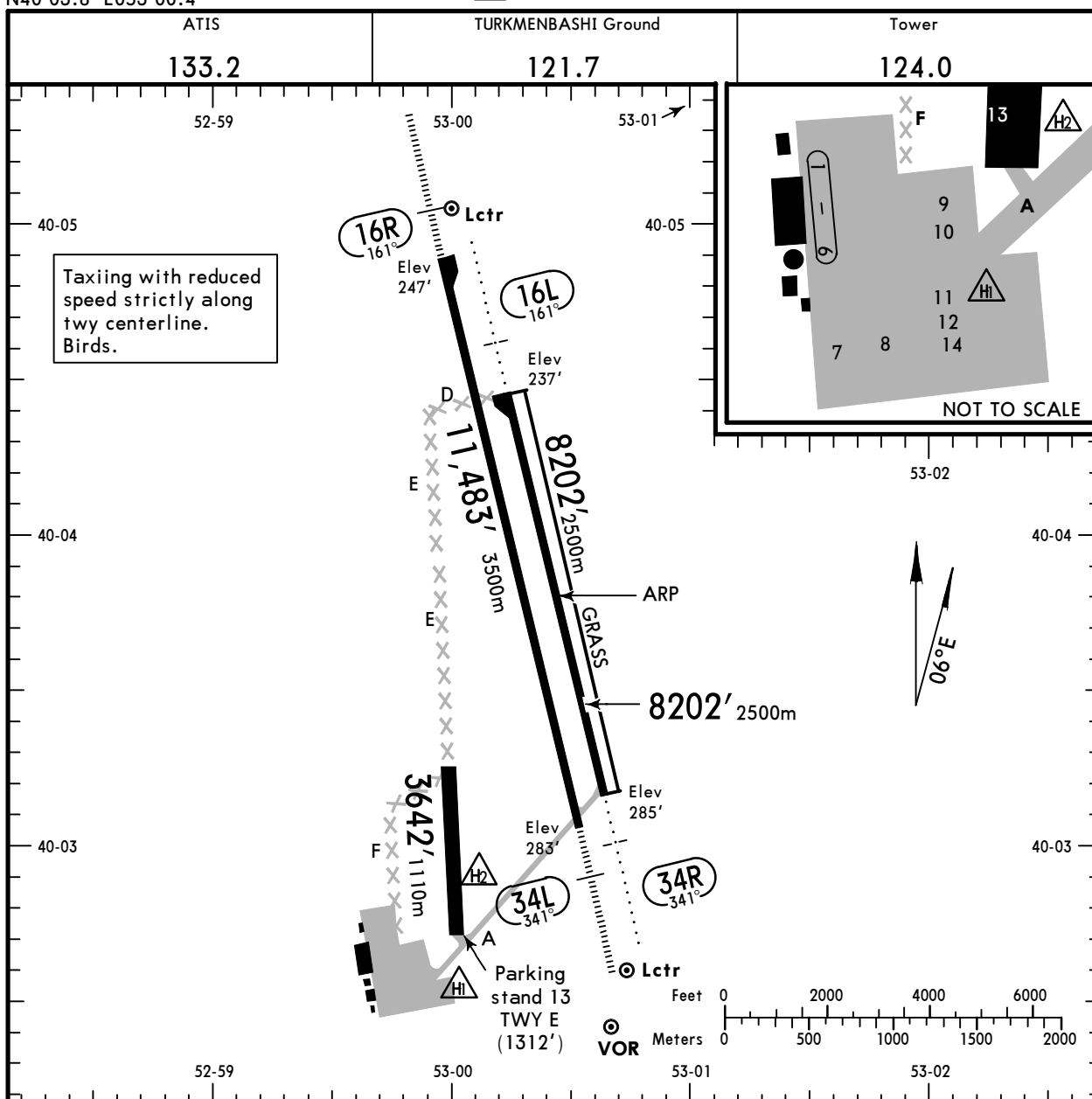
# UTAK/KRW

Apt Elev **285'**  
N40 03.8 E053 00.4

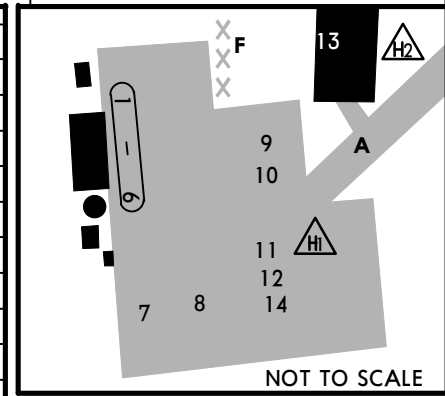
# JEPPESEN TURKMENBASHI, TURKMENISTAN

3 NOV 23 (10-9)

TURKMENBASHI



Taxiing with reduced speed strictly along twy centerline. Birds.



### ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
16L 34R	RL (60m) ALS				144' 44m
16R 34L	RL (60m) CL (30m) HIALS PAPI-L (angle 3.0°)		10,146' 3093m		148' 45m
16R 34L	RL (60m) CL (30m) HIALS PAPI-L (angle 3.5°)		10,572' 3222m		
16L 34R	Grass runway				262' 80m
<b>1</b>					262' 80m

**1** Undesignated runway.

State	TAKE-OFF					
	Rwy 16R/34L		All Rwys			
	CL		RCLM			
	DAY	NIGHT	DAY	NIGHT		
A	<b>1</b> R200m		R300m			
B			R300m			
C					R400m	
D						

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

UTAK/KRW

JEPPESEN

EASA AIR OPS

3 NOV 23

10-9S

TURKMENBASHI, TURKMENISTAN  
TURKMENBASHI

STRAIGHT-IN RWY		A	B	C	D
16L	① 2 NDB	640' (403') R/V1500m	640' (403') R/V1500m	640' (403') R/V1700m	640' (403') R/V1700m
	ALS out	R/V2100m	R/V2100m	R/V2300m	R/V2300m
	① CO NDB	900' (663') R/V2500m	900' (663') R/V2500m	1230' (993') R/V4200m	1230' (993') R/V4200m
	ALS out	R/V3200m	R/V3200m	R/V4900m	R/V4900m
16R	ILS	447' (200') ② R550m V800m	447' (200') ② R550m V800m	447' (200') ② R550m V800m	447' (200') ② R550m V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR	660' (413') R/V1400m	660' (413') R/V1400m	660' (413') R/V1600m	660' (413') R/V1600m
	① with DME ALS out	R/V2100m	R/V2100m	R/V2300m	R/V2300m
	VOR	910' (663') R/V2500m	910' (663') R/V2500m	1230' (983') R/V4200m	1230' (983') R/V4200m
	① w/o DME ALS out	R/V3200m	R/V3200m	R/V4900m	R/V4900m
34L	ILS	933' (650') R1500m V2300m	933' (650') R1500m V2300m	933' (650') R/V2300m	933' (650') R/V2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR	1030' (747') R/V2900m	1030' (747') R/V2900m	1030' (747') R/V3100m	1030' (747') R/V3100m
	① with DME ALS out	R/V3600m	R/V3600m	R/V3800m	R/V3800m
	VOR	1270' (987') R/V4000m	1270' (987') R/V4000m	1270' (987') R/V4200m	1270' (987') R/V4200m
	① w/o DME ALS out	R/V4700m	R/V4700m	R/V4900m	R/V4900m
34R	① 2 NDB	930' (645') R/V2400m	930' (645') R/V2400m	930' (645') R/V2600m	930' (645') R/V2600m
	ALS out	R/V3100m	R/V3100m	R/V3300m	R/V3300m
	① WZ NDB	1270' (985') R/V4000m	1270' (985') R/V4000m	1270' (985') R/V4200m	1270' (985') R/V4200m
	ALS out	R/V4700m	R/V4700m	R/V4900m	R/V4900m

① Continuous Descent Final Approach.

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

TAKE-OFF		TAKE-OFF	
Rwy 16R/34L		All Rwys	
CL		RCLM	
DAY	NIGHT	DAY	NIGHT
A	① R200m	R300m	
B		R300m	
C		R300m	R400m
D		R300m	R400m

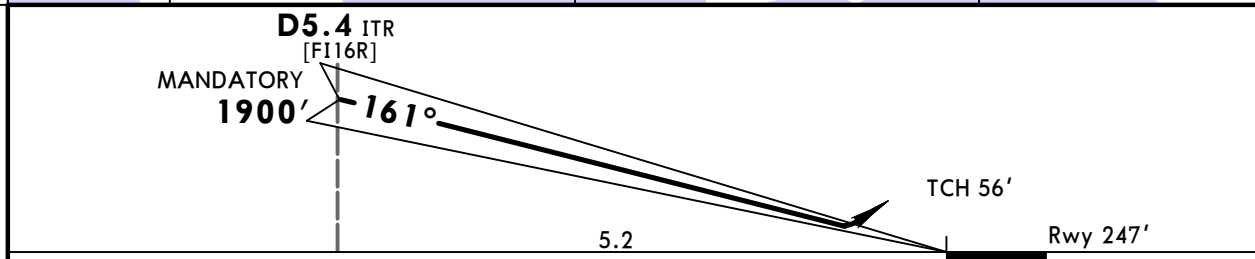
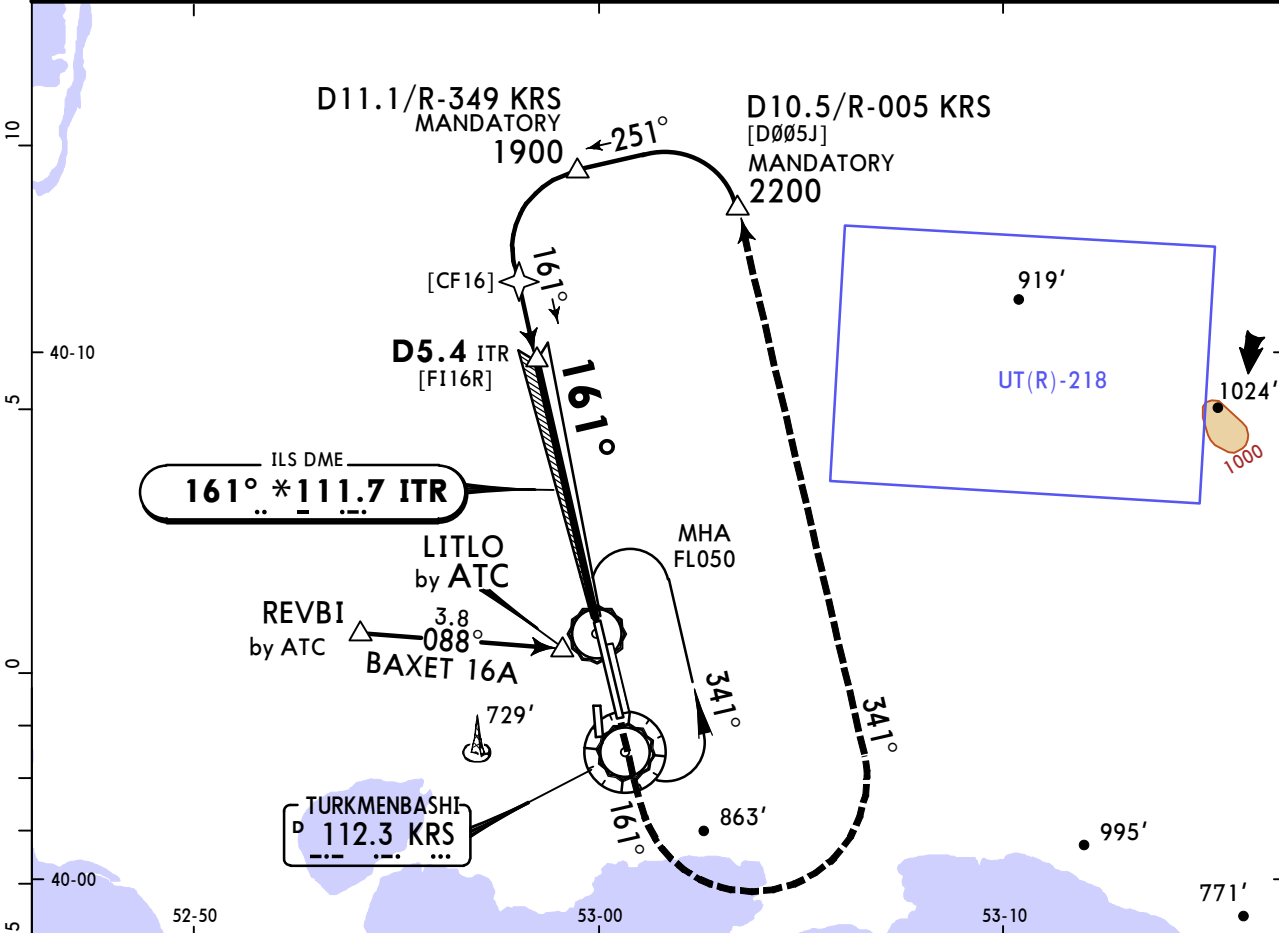
① Available when friction coefficient is not less than 0.5 and crosswind component does not exceed half of maximum allowed value for take-off for this ACFT type.

# UTAK/KRW TURKMENBASHI

# JEPESEN TURKMENBASHI, TURKMENISTAN ILS Rwy 16R

28 FEB 25 (11-1)

ATIS <b>133.2</b>		TURKMENBASHI Radar (TWR) <b>120.0</b>		TURKMENBASHI Tower <b>124.0</b>		Ground <b>121.7</b>	
LOC ITR <b>*111.7</b>	Final Apch Crs <b>161°</b>	D5.4 ITR MANDATORY <b>1900'</b> (1653')		ILS DA(H) <b>447'</b> (200')		Apt Elev 285' Rwy 247'	
<b>MISSED APCH: Climb on 161° to 1300', then turn LEFT onto 341° climbing to 2200', then according to chart.</b>							
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: FL050		Trans alt: 3000'	
						MSA KRS VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	1300'	on 161°	341°	2200'
GS	3.00°	372	478	531	637	743					

<b>State</b>		STRAIGHT-IN LANDING ILS DA(H) <b>447'</b> (200')	
		ALS out	
A			
B			
C	R550m V800m		R1200m
D			

PANS OPS

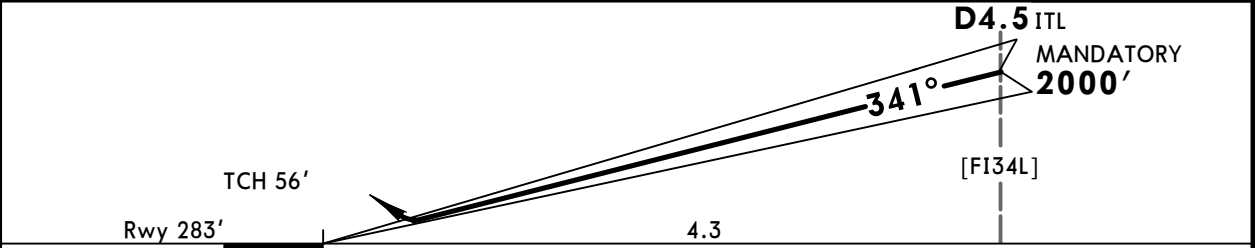
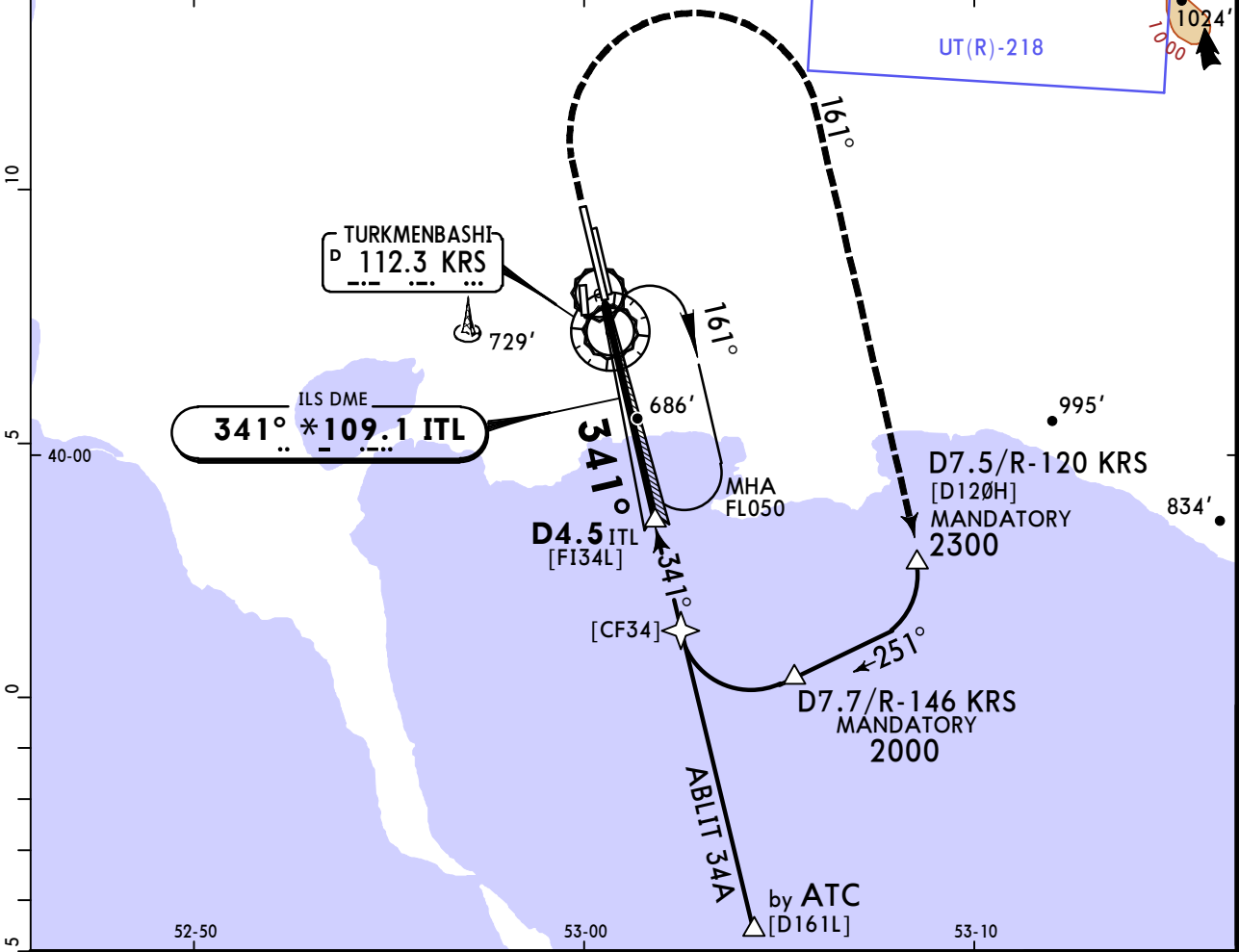
CHANGES: FAF position.

# UTAK/KRW TURKMENBASHI

# JEPPESENTURKMENBASHI, TURKMENISTAN ILS Rwy 34L

28 FEB 25 (11-2)

ATIS <b>133.2</b>		TURKMENBASHI Radar (TWR) <b>120.0</b>		TURKMENBASHI Tower <b>124.0</b>		Ground <b>121.7</b>		
LOC ITL <b>*109.1</b>	Final Apch Crs <b>341°</b>	D4.5 ITL MANDATORY <b>2000'</b> (1717')		ILS DA(H) <b>933'</b> (650')		Apt Elev 285' Rwy 283'		
<b>MISSED APCH: Climb on 341° to 1000', then turn RIGHT onto 161° climbing to 2300', then according to chart.</b>								
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: FL050		Trans alt: 3000'		
							MSA KRS VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	1000' ↑ on 341°	161° ↘ RT	2300' ↑
GS	3.50°	434	557	619	743	867				

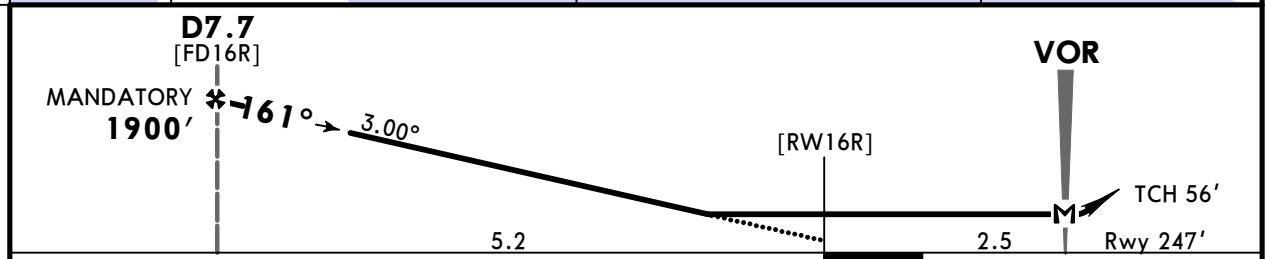
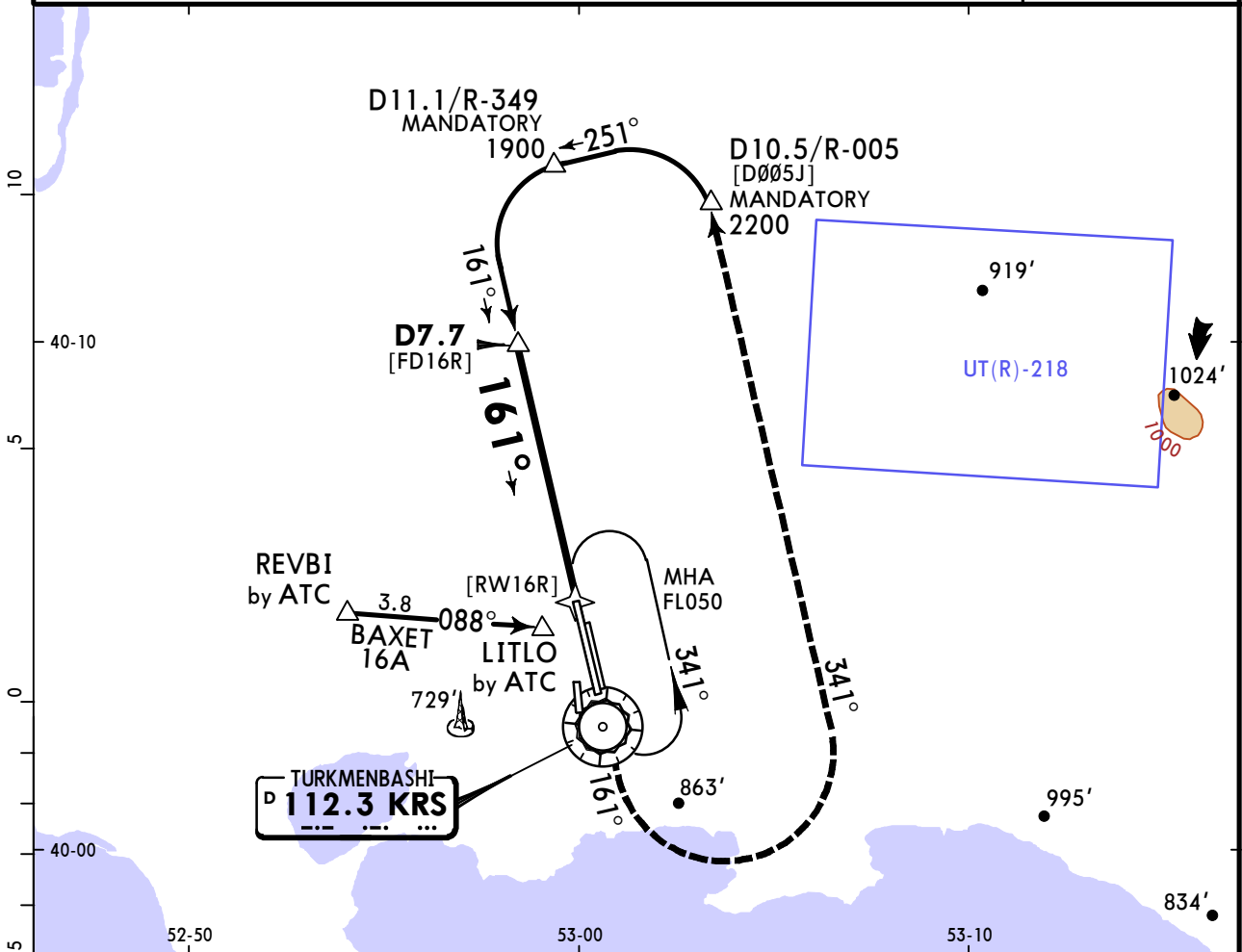
**State** STRAIGHT-IN LANDING  
ILS  
DA(H) **933'** (650')

ALS out		
A	R1500m V2300m	R3000m
B		
C		
D		

# UTAK/KRW TURKMENBASHI

# JEPPESEN TURKMENBASHI, TURKMENISTAN 2 SEP 22 (13-1) Eff 8 Sep VOR Rwy 16R

ATIS <b>133.2</b>		TURKMENBASHI Radar (TWR) <b>120.0</b>		TURKMENBASHI Tower <b>124.0</b>		Ground <b>121.7</b>	
VOR KRS <b>112.3</b>	Final Apch Crs <b>161°</b>	<b>D7.7</b> MANDATORY <b>1900'</b> (1653')	MDA(H) (CONDITIONAL) <b>660'</b> (413')	Apt Elev 285' Rwy 247'			
<b>MISSED APCH: Climb on 161° to 1300', then turn LEFT onto 341° climbing to 2200', then according to chart.</b>							
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: FL050		Trans alt: 3000'	
							MSA KRS VOR



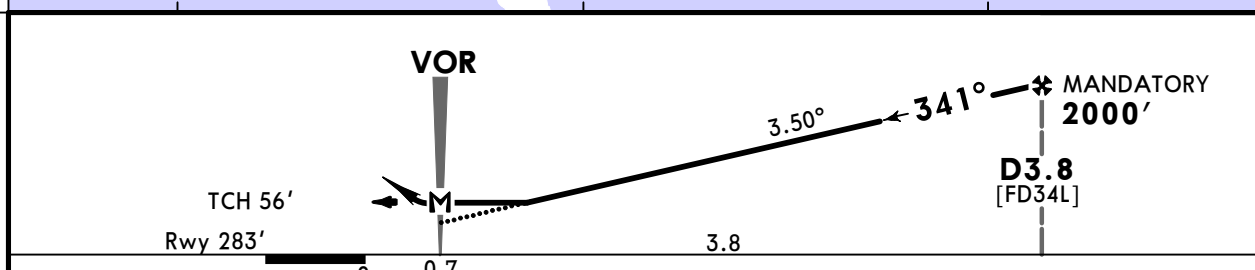
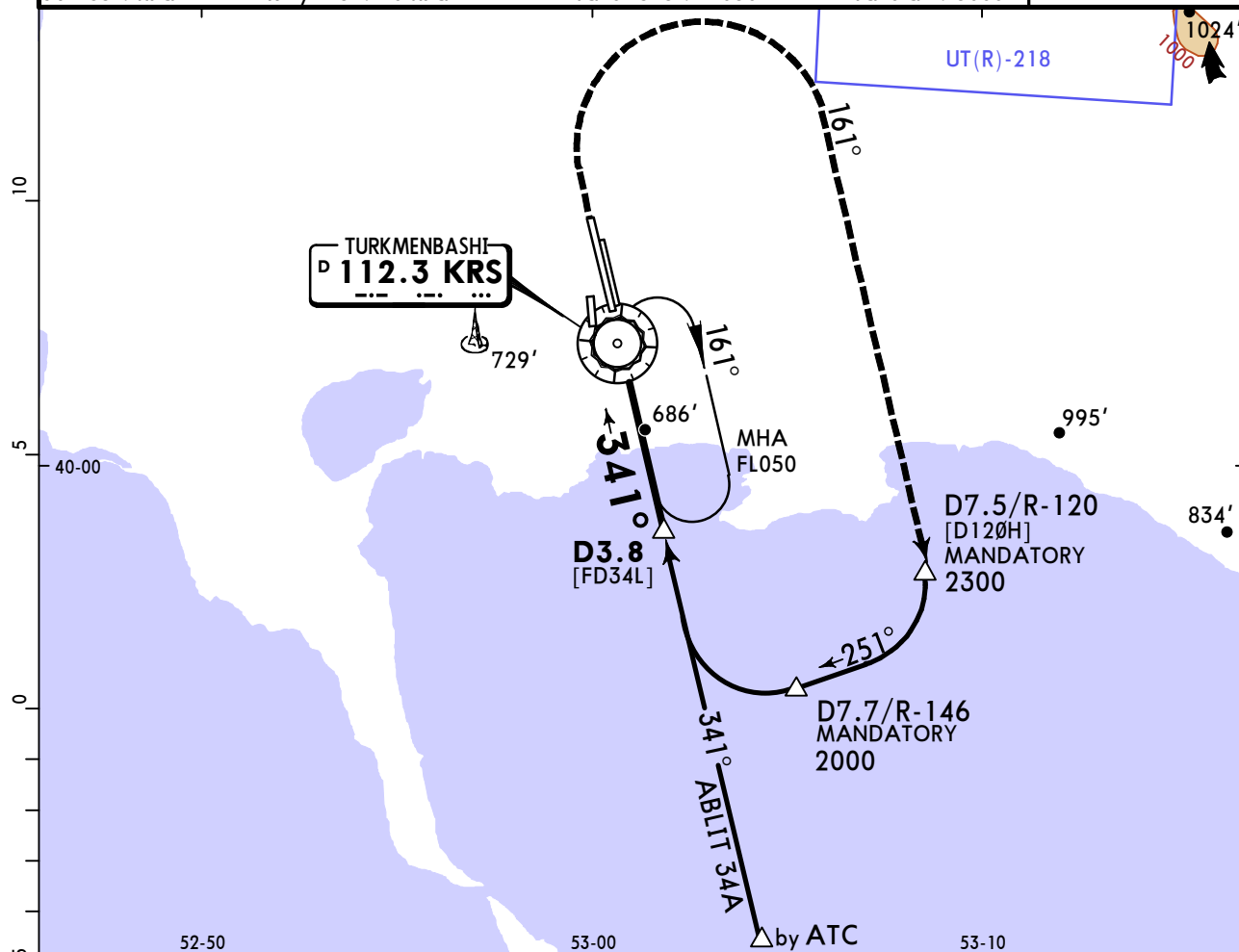
Gnd speed-Kts	70	90	100	120	140	160	HIALS	1300'	on 161°	341°	2200'
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	LT	↑
MAP at VOR											

PANS OPS	State				STRAIGHT-IN LANDING			
	With DME		W/o DME		With DME		W/o DME	
	MDA(H) <b>660'</b> (413')		MDA(H) <b>910'</b> (663')		MDA(H) <b>1230'</b> (983')		MDA(H) <b>1230'</b> (983')	
	ALS out		ALS out		ALS out		ALS out	
A	V1400m	V2100m	V2500m	V3200m				
B								
C	V1600m	V2300m	V4200m	V4900m				
D								

# UTAK/KRW TURKMENBASHI

# JEPPESSEN TURKMENBASHI, TURKMENISTAN 2 SEP 22 **13-2** Eff 8 Sep VOR Rwy 34L

ATIS <b>133.2</b>		TURKMENBASHI Radar (TWR) <b>120.0</b>		TURKMENBASHI Tower <b>124.0</b>		Ground <b>121.7</b>	
VOR KRS <b>112.3</b>	Final Apch Crs <b>341°</b>	<b>D3.8</b> MANDATORY <b>2000'</b> (1717')	MDA(H) (CONDITIONAL) <b>1030'</b> (747')	Apt Elev 285' Rwy 283'			
<b>MISSED APCH: Climb on 341° to 1000', then turn RIGHT onto 161° climbing to 2300', then according to chart.</b>							MSA KRS VOR
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: FL050		Trans alt: 3000'	



Gnd speed-Kts	70	90	100	120	140	160		<b>1000'</b> ↑ on <b>341°</b>	<b>161°</b> ↻ RT	<b>2300'</b> ↑
Descent Angle	3.50°	434	557	619	743	867				
MAP at VOR										

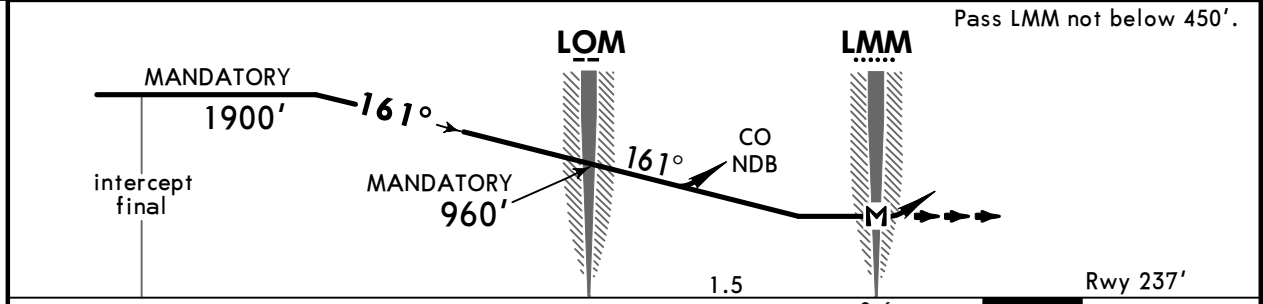
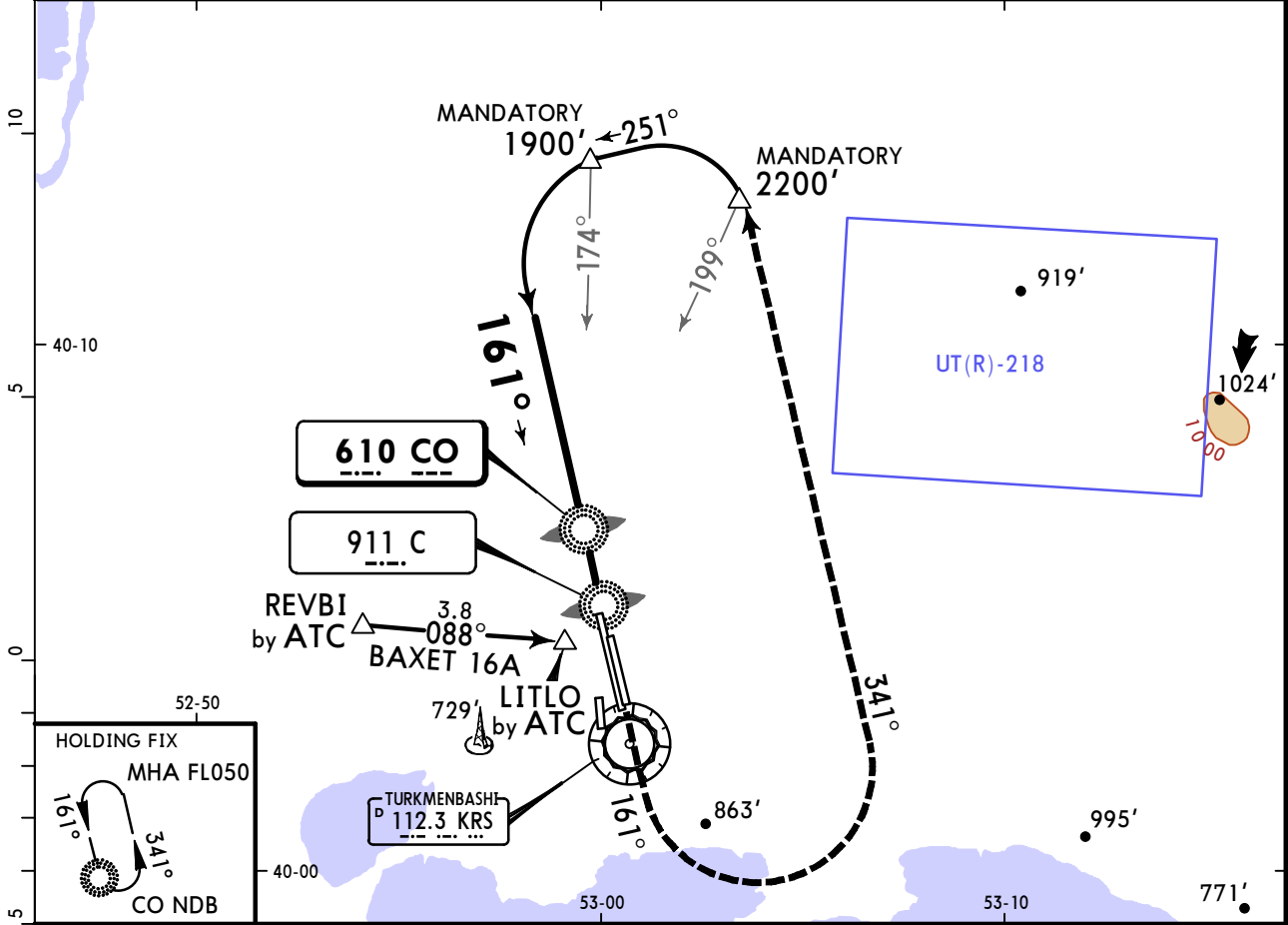
PANS OPS	<b>State</b>			
	With DME		W/o DME	
	MDA(H) <b>1030'</b> (747')		MDA(H) <b>1270'</b> (987')	
	ALS out		ALS out	
A	V2900m	V3600m	V4000m	V4700m
B				
C	V3100m	V3800m	V4200m	V4900m
D				

# UTAK/KRW TURKMENBASHI

# JEPPESEN TURKMENBASHI, TURKMENISTAN

10 JUN 22 (16-1) Eff 16 Jun 2 NDB Rwy 16L

BRIEFING STRIP™	ATIS	TURKMENBASHI Radar (TWR)	TURKMENBASHI Tower	Ground	<p>MSA CO NDB</p>
	133.2	120.0	124.0	121.7	
	NDB CO <b>610</b>	Final Apch Crs <b>161°</b>	No FAF	MDA(H) Refer to Minimums	Apt Elev 285' Rwy 237'
<p><b>MISSED APCH:</b> Climb on 161° to 1300', then turn LEFT onto 341° climbing to 2200', then according to chart.</p>					
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: FL050	
				Trans alt: 3000'	



Gnd speed-Kts	70	90	100	120	140	160	ALS	1300'	on 161°	341°	2200'
Descent Angle	3.00°	372	478	531	637	743					
2 NDB: MAP at LMM											

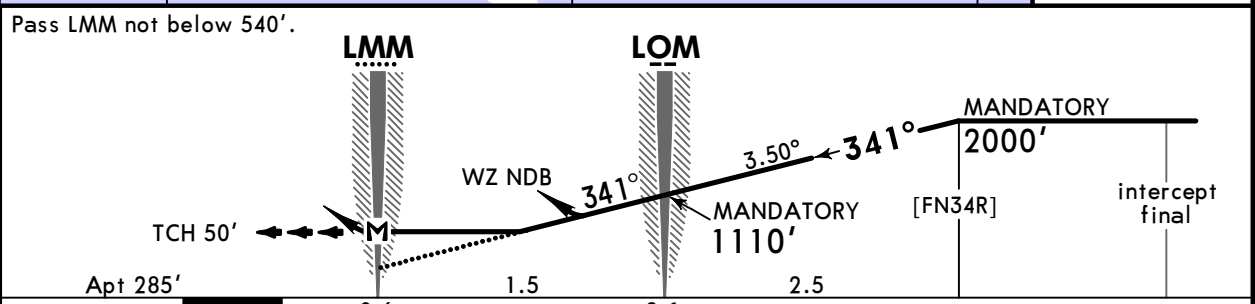
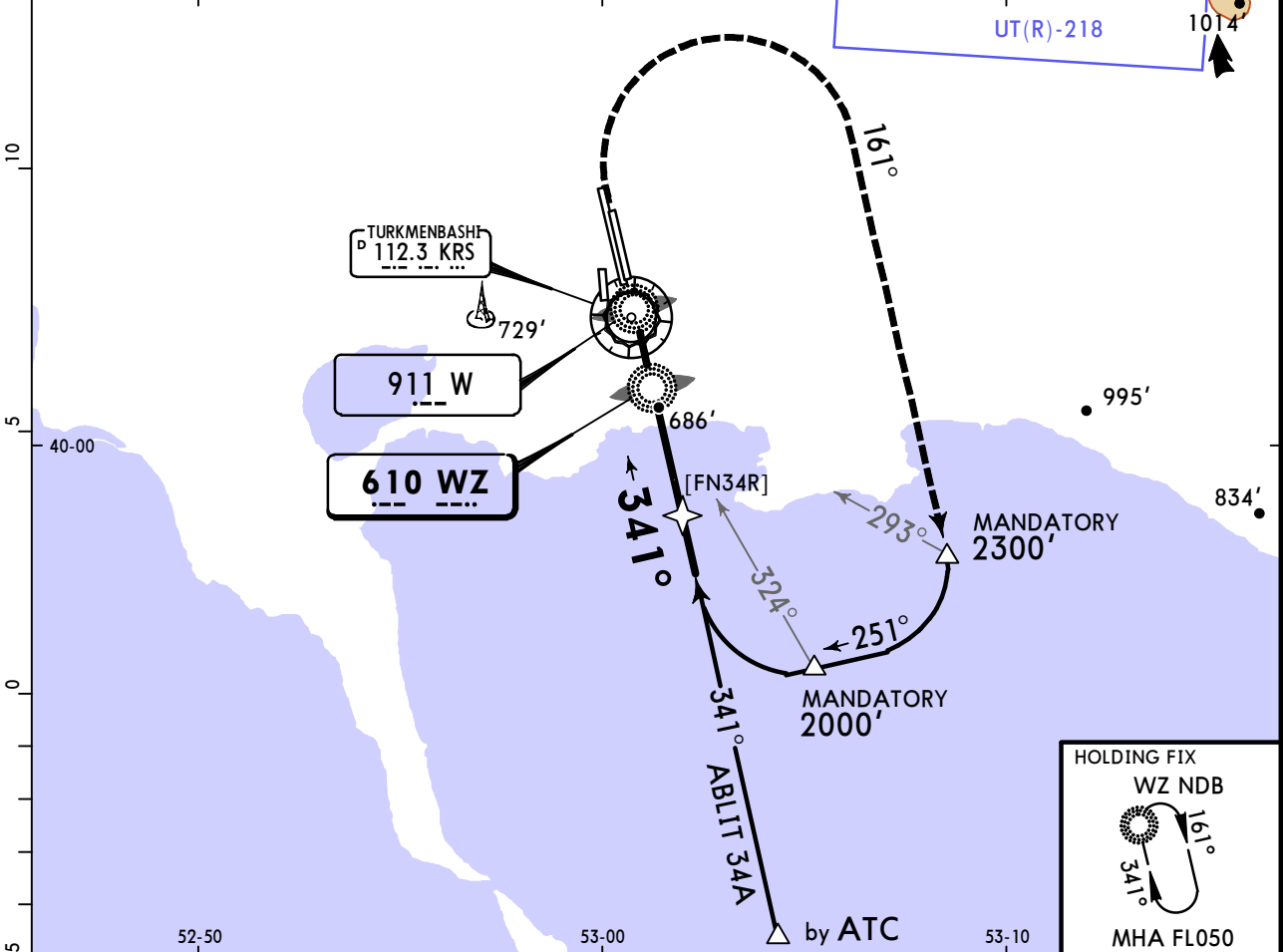
<b>State</b>				STRAIGHT-IN LANDING				
2 NDB				CO NDB				
MDA(H) <b>640'</b> (403')				MDA(H) AB: <b>900'</b> (663') CD: <b>1230'</b> (993')				
ALS out				ALS out				
A	V1400m	V2100m	V2500m	V3200m				
B								
C	V1600m	V2300m	V4200m	V4900m				
D								

# UTAK/KRW TURKMENBASHI

# JEPPESEN TURKMENBASHI, TURKMENISTAN

10 JUN 22 (16-2) Eff 16 Jun 2 NDB Rwy 34R

BRIEFING STRIP™	ATIS	TURKMENBASHI Radar (TWR)	TURKMENBASHI Tower	Ground	<p>MSA WZ NDB</p>
	133.2	120.0	124.0	121.7	
	NDB WZ <b>610</b>	Final Apch Crs <b>341°</b>	No FAF	MDA(H) Refer to Minimums	
<b>MISSED APCH: Climb on 341° to 1000', then turn RIGHT onto 161° climbing to 2300', then according to chart.</b>					
Alt Set: hPa		Apt Elev: 10 hPa		Trans level: FL050	Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	ALS	1000'	on 341°	161°	2300'
Descent Angle	3.50°	434	557	619	743	867					
2 NDB: MAP at LMM											

<b>State</b>				STRAIGHT-IN LANDING			
2 NDB		WZ NDB		2 NDB		WZ NDB	
MDA(H) <b>930'</b> (645')		MDA(H) <b>1270'</b> (985')		MDA(H) <b>930'</b> (645')		MDA(H) <b>1270'</b> (985')	
ALS out		ALS out		ALS out		ALS out	
A	V2400m	V3100m	V4000m	V2400m	V3100m	V4000m	V4700m
B	V2600m	V3300m	V4200m	V2600m	V3300m	V4200m	V4900m
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
<b>TURKMENBASHI, (TURKMENBASHI - UTAK)</b>				
REV	ILS RWY 16R	11-1	28 Feb 2025	
REV	ILS RWY 34L	11-2	28 Feb 2025	

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTAK