

## List of pages in this Trip Kit

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Terminal Charts For UTAV

Revision Letter For Cycle 05-2025

Change Notices

Notebook

## General Information

Location: TURKMENABAT TKM  
ICAO/IATA: UTAV / CRZ  
Lat/Long: N38° 55.84', E063° 33.83'  
Elevation: 649 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, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0024 Z  
Sunset: 1502 Z

## Runway Information

Runway: 13  
Length x Width: 12467 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 649 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31  
Length x Width: 12467 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 640 ft  
Lighting: Edge, ALS, Centerline, TDZ

## Communication Information

Turkmenabat Tower: 120.600  
Turkmenabat Radar: 124.000 Secondary  
Turkmenabat Transit Operations: 131.700  
Turkmenabat Radar: 124.200

## 1. GENERAL

### 1.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure operate according to the procedures of radio communication failure stated in ICAO Annex 2 and the state exceptions published in the EMERGENCY section.

Furthermore:

- turn on the distress call;
- take measures to restore radio communication using 121.5 MHz, communication with other ACFT and ATC units;
- carry out published approach procedures;
- listen to ATC controller's instructions and information on NDB frequency;
- during the absence of necessary weather conditions at the airport proceed to the alternate APT along the route indicated in the flight plan at one of the flight levels FL 140, FL 150 or FL 240, FL 250, established for the flights without radio communication depending on flight direction.

In case of radio communication failure during IFR flight and when it is impossible to change to visual flight, proceed to the destination aerodrome according to flight plan. In this case maintain the last assigned flight level till crossing radio navigation fix of the flight planned aerodrome of landing and commence descending at ETA or as close as possible to it, indicated in flight plan. Approach shall be carried out by established procedures. Landing, if possible, shall be carried out within 30 minutes after ETA.

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

#### 1.2.1. GENERAL

LVP is initiated when RVR is 600m or less at least at one of three points of visibility measurement and/or ceiling is 60m/200' or below at least at one of three observation points.

LVP are cancelled when regular meteorological summary is issued with RVR values of more than 800m and ceiling of more than 80m/260' at all three points of visibility measurement.

The flight crews are implemented by the phrase: "LVP in progress, check your minimums."

#### 1.2.2. TAXIING

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

During taxiing along the apron area and maneuvering area the flight crew must constantly check the ACFT position especially in the places of TWY intersection to make sure that taxiing is carried out in the conditions of complete safety. In case of difficulty or doubt in determination of ACFT position, it is necessary to stop taxiing and report it to the controller.

ACFT shall occupy/cross RWY after obtaining TWR controller's clearance, when stop bar lights are switched off. It is prohibited to cross stop bar lights switched on, even if TWR controller's clearance has been obtained.

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

The Follow-me car is provided when meteorological visibility is less than 400m or on flight crew's request. The flight crew shall report to TWR controller when the Follow-me car is in sight.

**UTAV/CRZ**  
**TURKMENABAT****JEPPESEN TURKMENABAT, TURKMENISTAN**

9 APR 21

10-1P1

Eff 22 Apr

**AIRPORT BRIEFING**

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## 1. GENERAL

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### 1.2.3. ARRIVAL

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

ILS critical areas must be vacant to that moment for providing accuracy of ILS signal.

The flight crew shall report landing to TWR controller and follow his instructions. The flight crew shall report RWY vacation when the ACFT passes the last yellow light of TWY centerline, indicating that ILS critical area is clear.

ACFT must vacate ILS critical area as soon as possible.

After landing on RWY 13/31 the flight crew shall vacate RWY via TWYs A1 thru A5. Then shall continue taxiing direct via MAIN TWY A to the intermediate holding position at TWYs B or C, where the flight crew must stop and wait, unless otherwise instructed by TWR controller. Further taxiing shall be carried out after the Follow-me car.

Parking on the stand shall be reported by the flight crew to TWR controller.

### 1.2.4. DEPARTURE

Taxiing from the apron for execution RWY 13/31 take-off shall be carried out by self-maneuvering via TWYs C or B.

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

### 1.3. TAXI PROCEDURES

Taxiing and towing without the controller's clearance are prohibited.

### 1.4. PARKING INFORMATION

Stands 1 thru 8 available for helicopters.

### 1.5. OTHER INFORMATION

Birds.

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## 2. ARRIVAL

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### 2.1. TAXI PROCEDURES

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

UTAV/CRZ  
TURKMENABAT

29 OCT 21

10-2

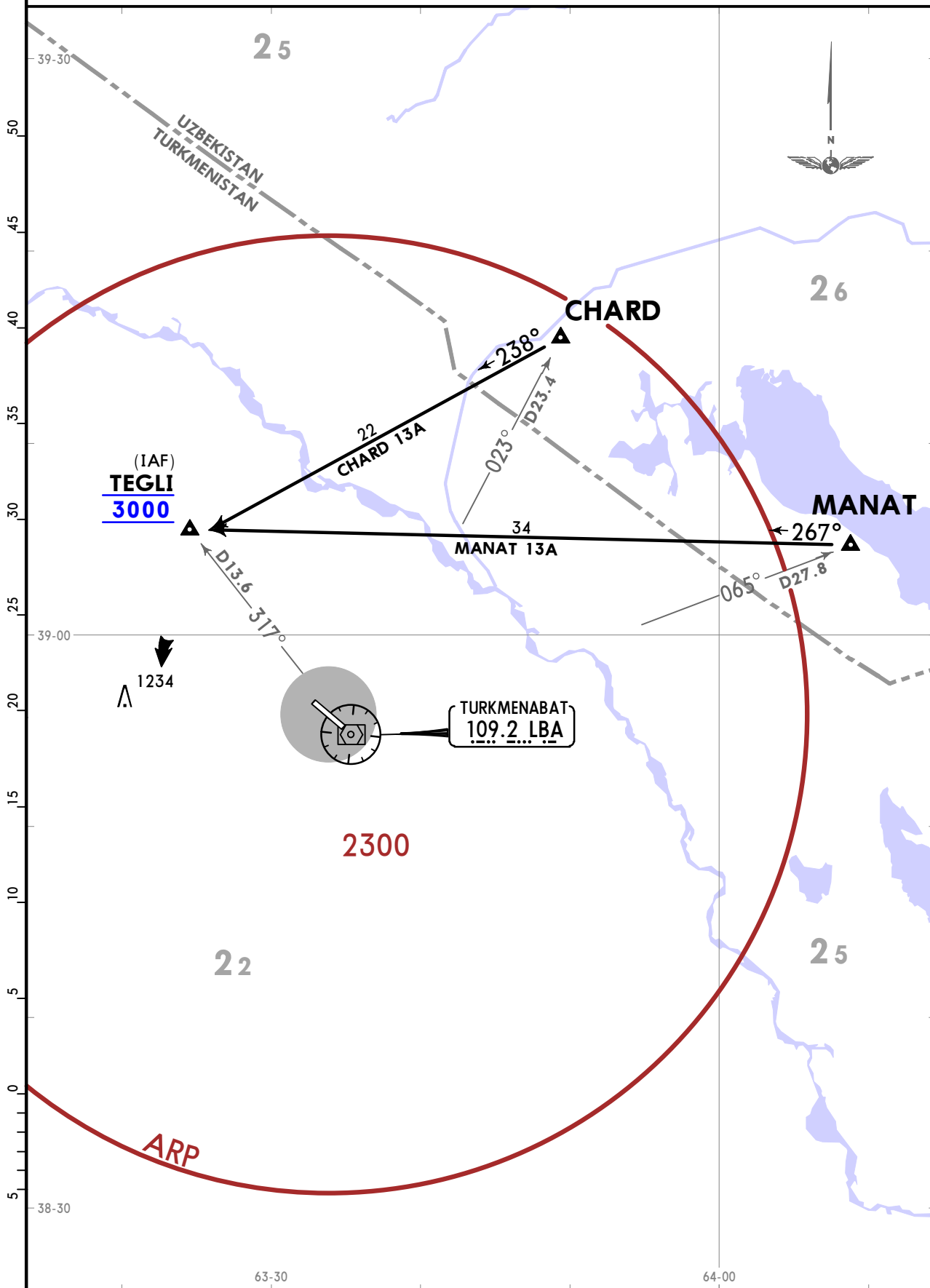
Eff 4 Nov

JEPPESEN TURKMENABAT, TURKMENISTAN

STAR

Apt Elev  
**649**  
Alt Set: hPa  
Trans level: FL120

CHARD 13A [CHA13A]  
MANAT 13A [MAN13A]  
ARRIVALS  
(RWY 13)



CHANGES: Tegli crossing.

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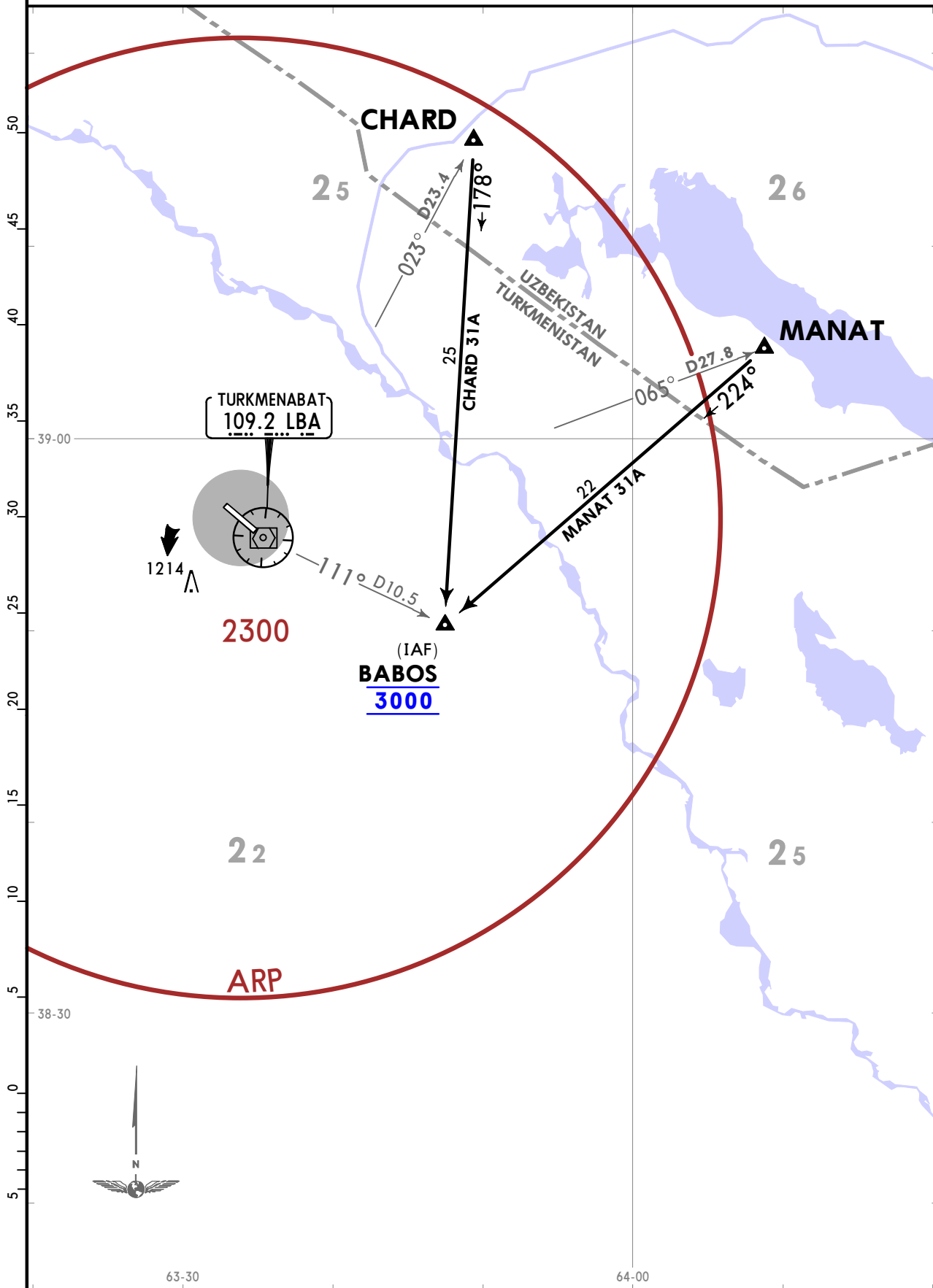
UTAV/CRZ  
TURKMENABAT

JEPPESEN TURKMENABAT, TURKMENISTAN  
29 OCT 21 10-2A Eff 4 Nov

STAR

Apt Elev  
**649**  
Alt Set: hPa  
Trans level: FL120

CHARD 31A [CHA31A]  
MANAT 31A [MAN31A]  
ARRIVALS  
(RWY 31)



UTAV/CRZ  
TURKMENABAT

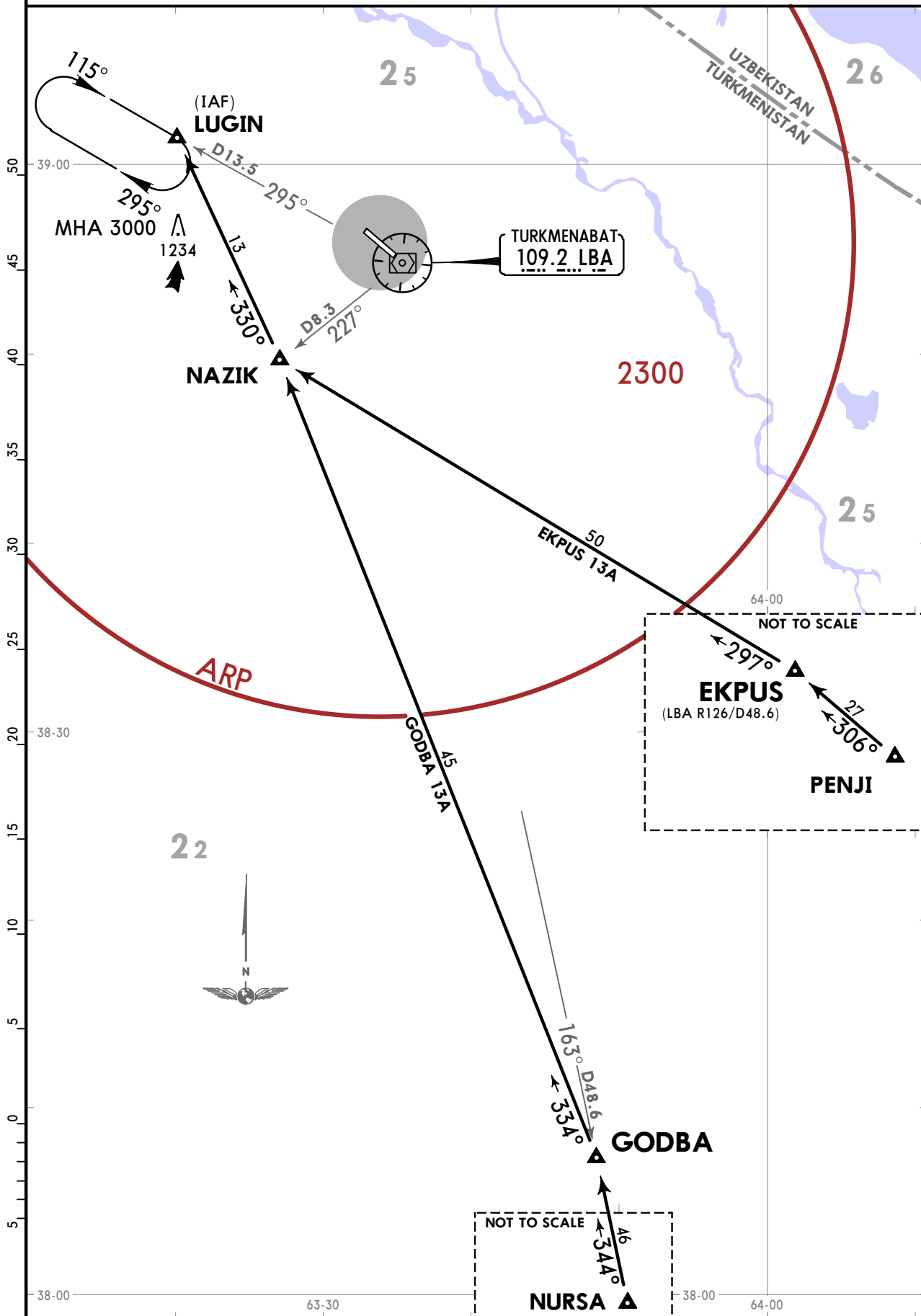
JEPPESEN  
6 MAY 22 10-2B Eff 19 May

TURKMENABAT, TURKMENISTAN

STAR

Apt Elev  
649  
Alt Set: hPa  
Trans level: FL120

EKPUS 13A [EKP13A]  
GODBA 13A [GOD13A]  
ARRIVALS (RWY 13)



# UTAV/CRZ TURKMENABAT

6 MAY 22

10-2C

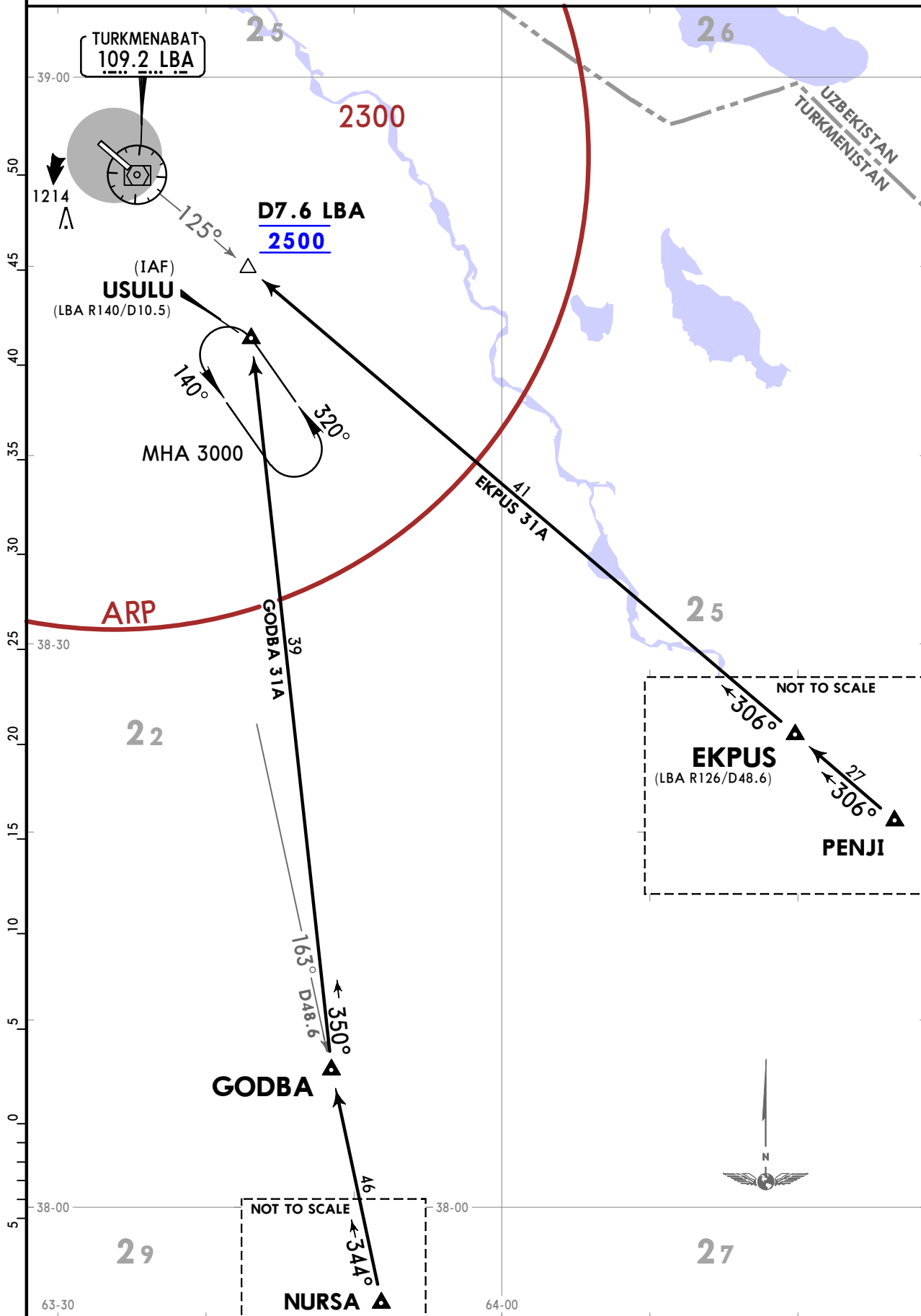
Eff 19 May

# JEPPESEN TURKMENABAT, TURKMENISTAN

STAR

Apt Elev 649  
Alt Set: hPa  
Trans level: FL120

## EKPUS 31A [EKP31A] GODBA 31A [GOD31A] ARRIVALS (RWY 31)







# UTAV/CRZ TURKMENABAT

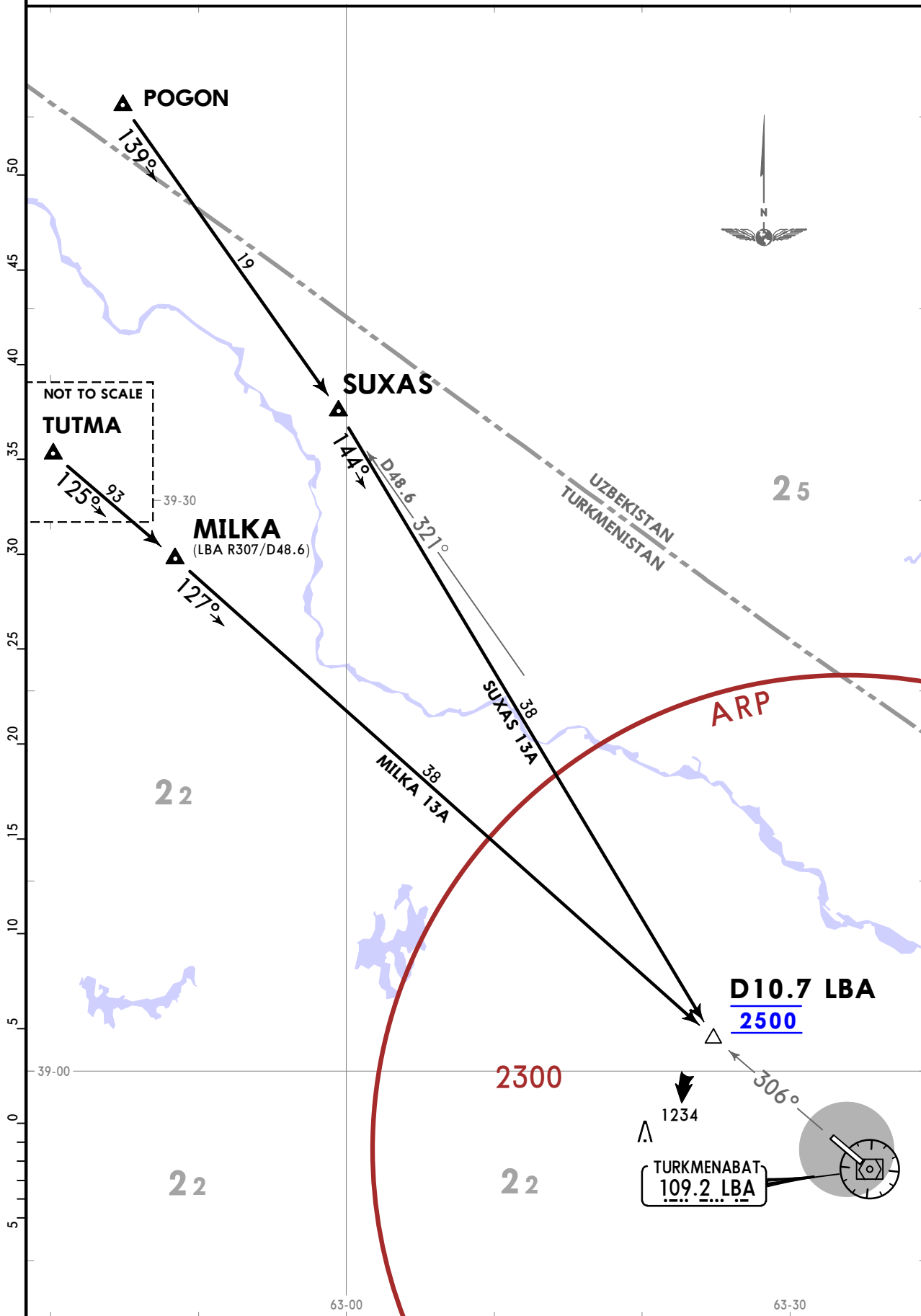
**JEPPESEN** 6 JUL 18 **10-2F** Eff 19 Jul

# TURKMENABAT, TURKMENISTAN

**STAR**

Apt Elev  
**649**  
Alt Set: hPa  
Trans level: FL120

**MILKA 13A [MIL13A]  
SUXAS 13A [SUX13A]  
RWY 13 ARRIVALS**



CHANGES: New airport.

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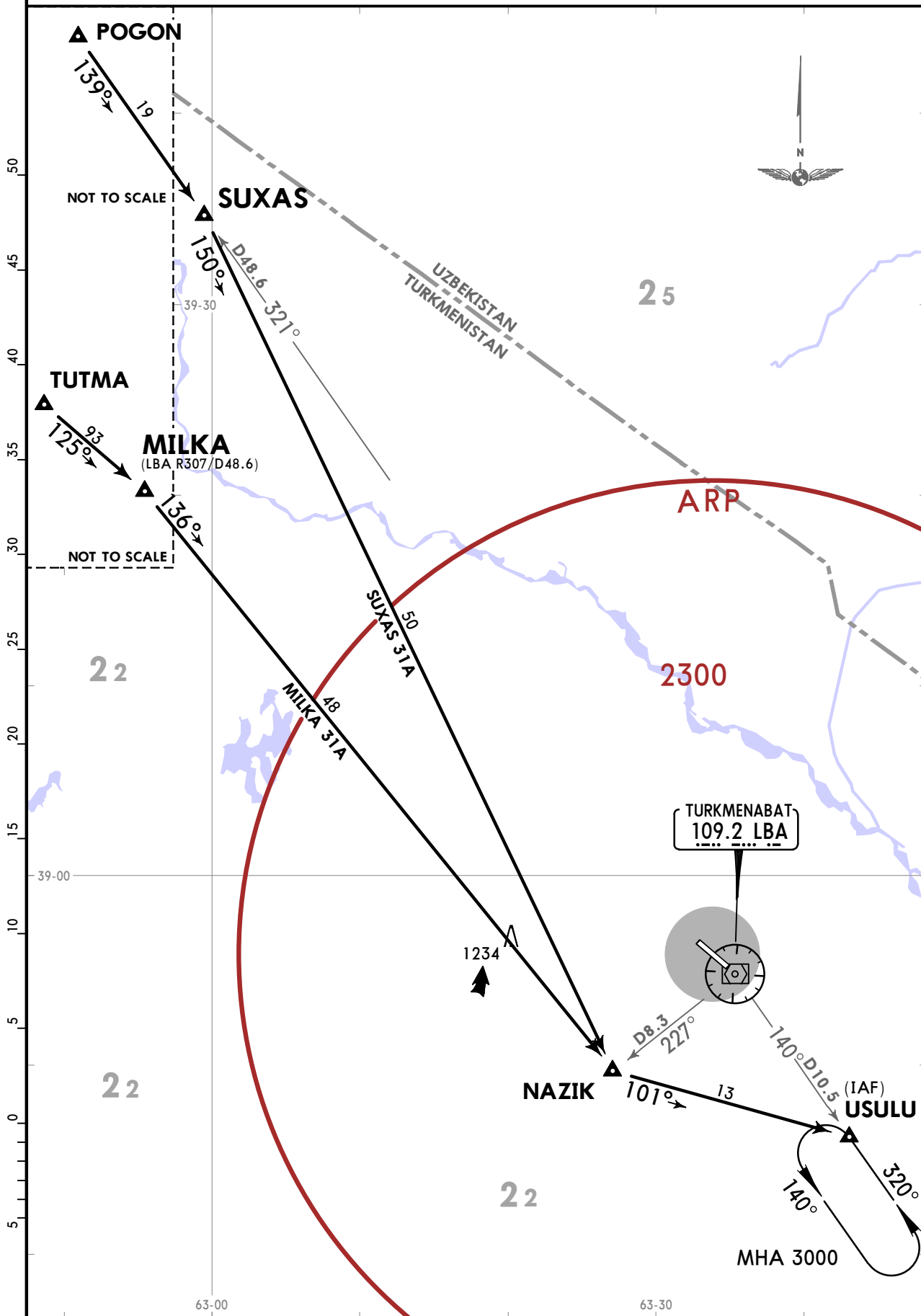
# UTAV/CRZ TURKMENABAT

6 JUL 18 (10-2G) Eff 19 Jul

STAR

Apt Elev  
**649**  
Alt Set: hPa  
Trans level: FL120

## MILKA 31A [MIL31A] SUXAS 31A [SUX31A] RWY 31 ARRIVALS



CHANGES: New airport.

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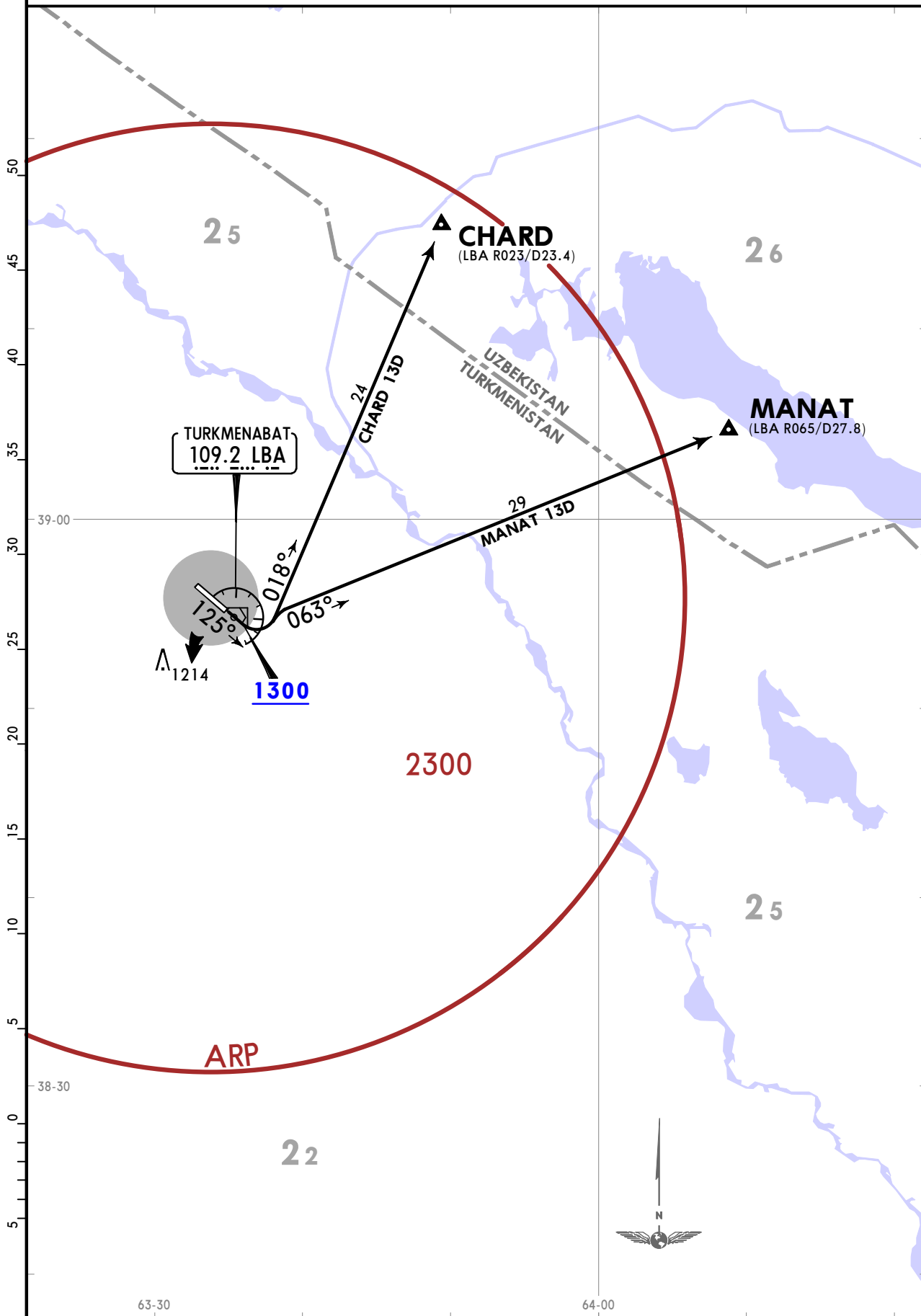
UTAV/CRZ  
TURKMENABAT

JEPPESEN TURKMENABAT, TURKMENISTAN  
6 JUL 18 10-3 Eff 19 Jul

SID

Apt Elev  
649 Trans alt: 12000

CHARD 13D [CHA13D]  
MANAT 13D [MAN13D]  
RWY 13 DEPARTURES



CHANGES: New airport.

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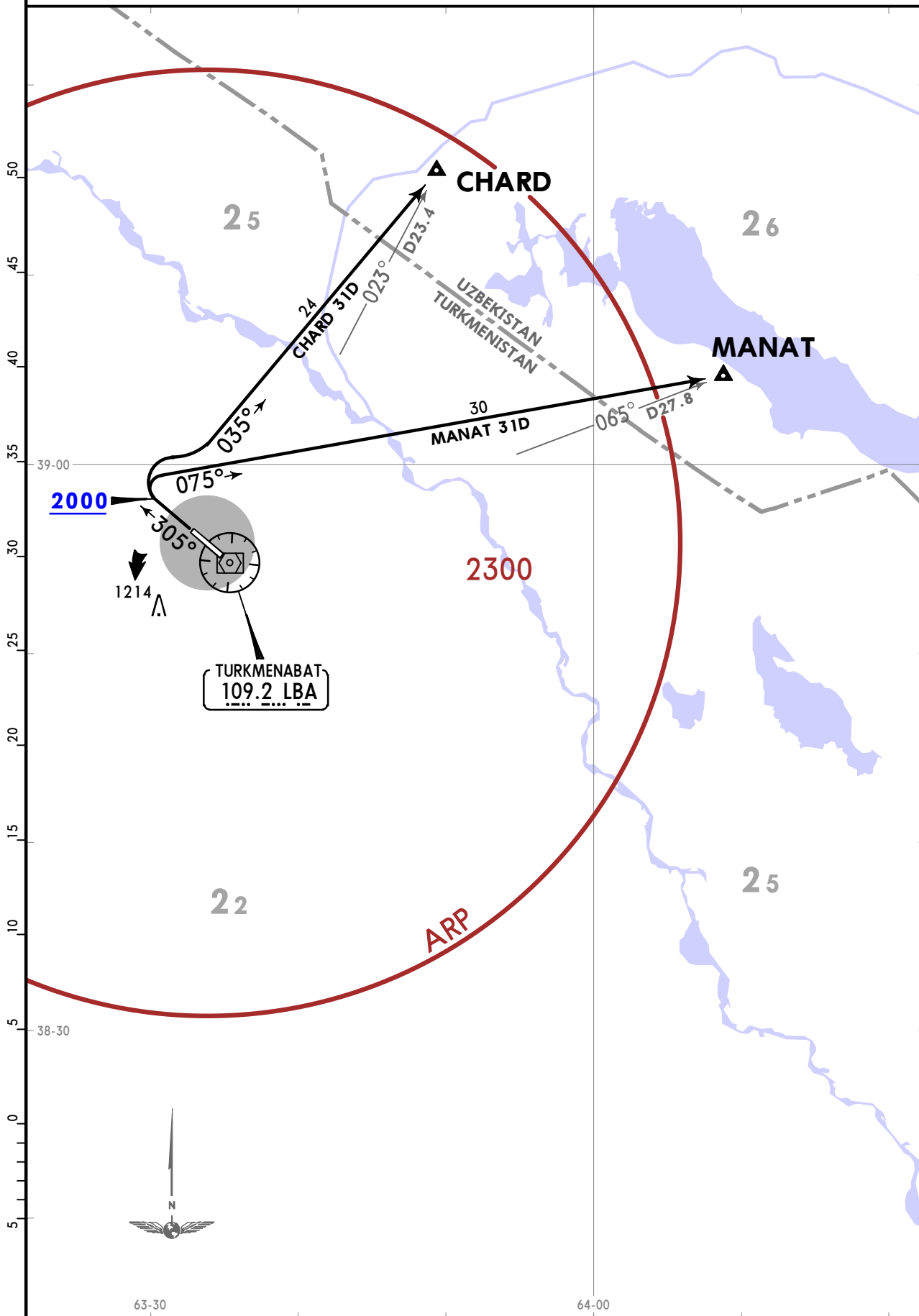
UTAV/CRZ  
TURKMENABAT

JEPPESEN TURKMENABAT, TURKMENISTAN  
6 JUL 18 (10-3A) Eff 19 Jul

SID

Apt Elev 649  
Trans alt: 12000

CHARD 31D [CHA31D]  
MANAT 31D [MAN31D]  
RWY 31 DEPARTURES



# UTAV/CRZ TURKMENABAT

6 MAY 22

10-3B

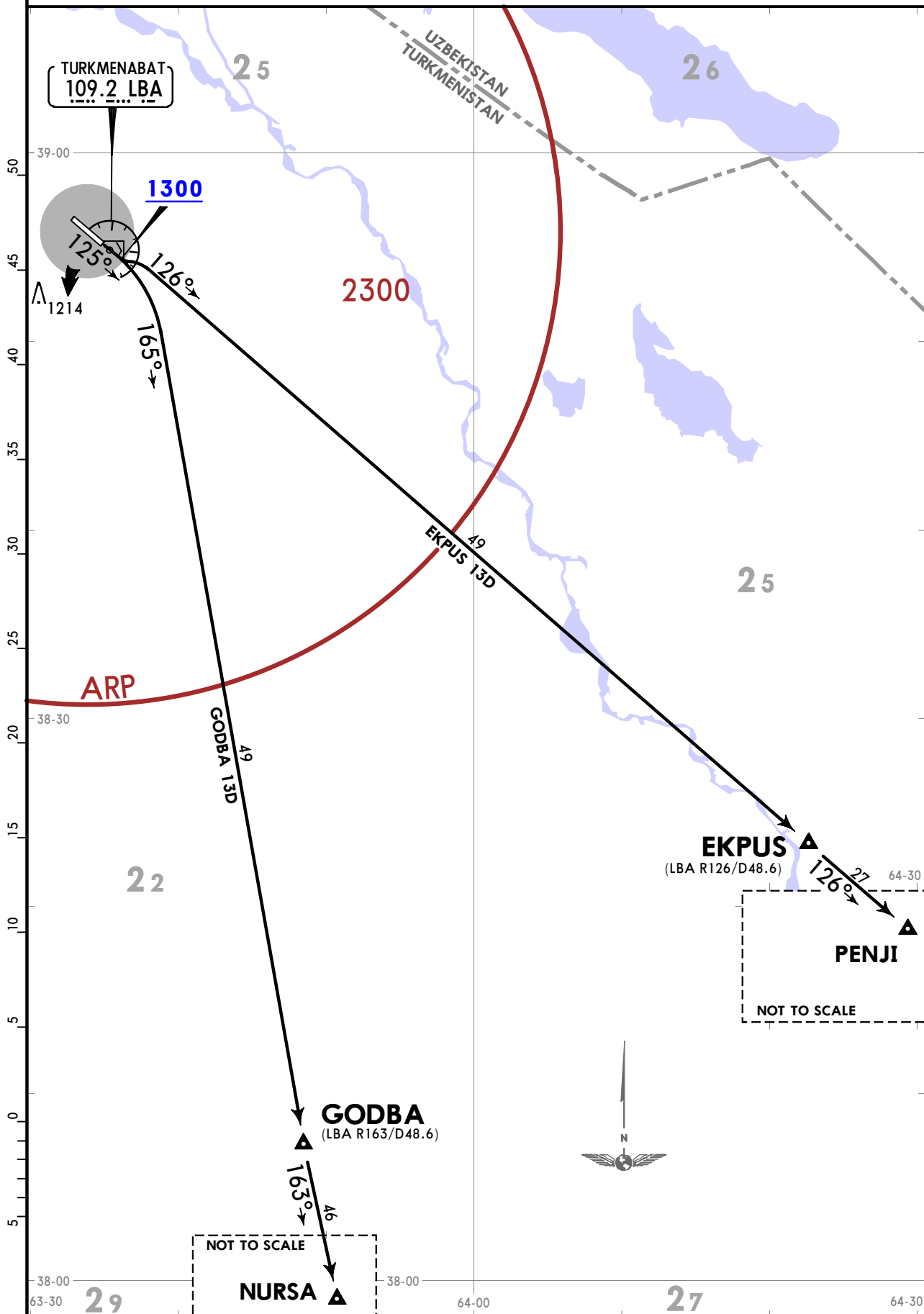
Eff 19 May

# JEPPESEN TURKMENABAT, TURKMENISTAN

SID

Apt Elev  
649  
Trans alt: 12000

EKPUS 13D [EKP13D]  
GODBA 13D [GOD13D]  
DEPARTURES (RWY 13)



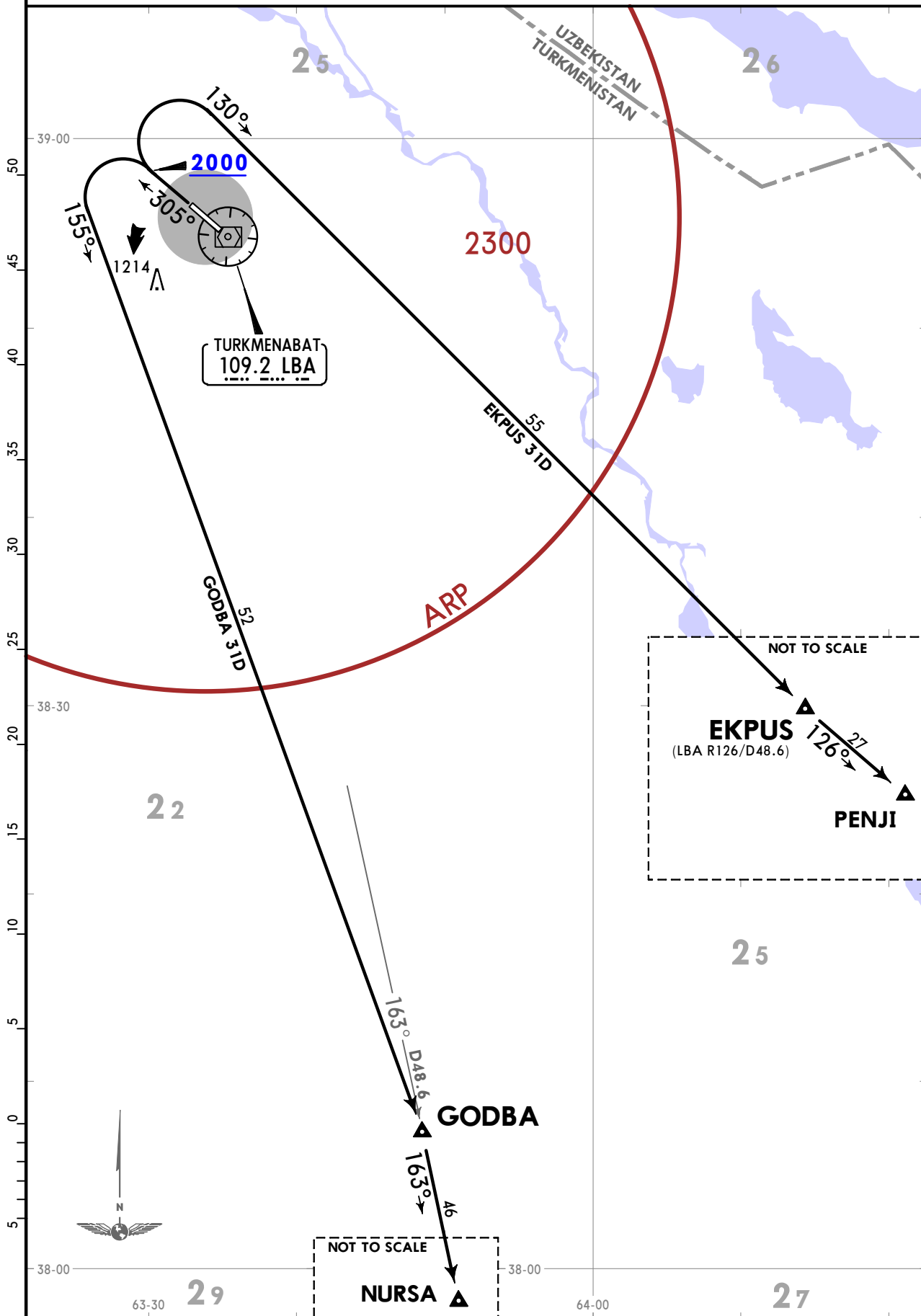
# UTAV/CRZ TURKMENABAT

**JEPPESEN** TURKMENABAT, TURKMENISTAN  
6 MAY 22 **10-3C** Eff 19 May

**SID**

Apt Elev  
**649**  
Trans alt: 12000

**EKPUS 31D [EKP31D]  
GODBA 31D [GOD31D]  
DEPARTURES (RWY 31)**

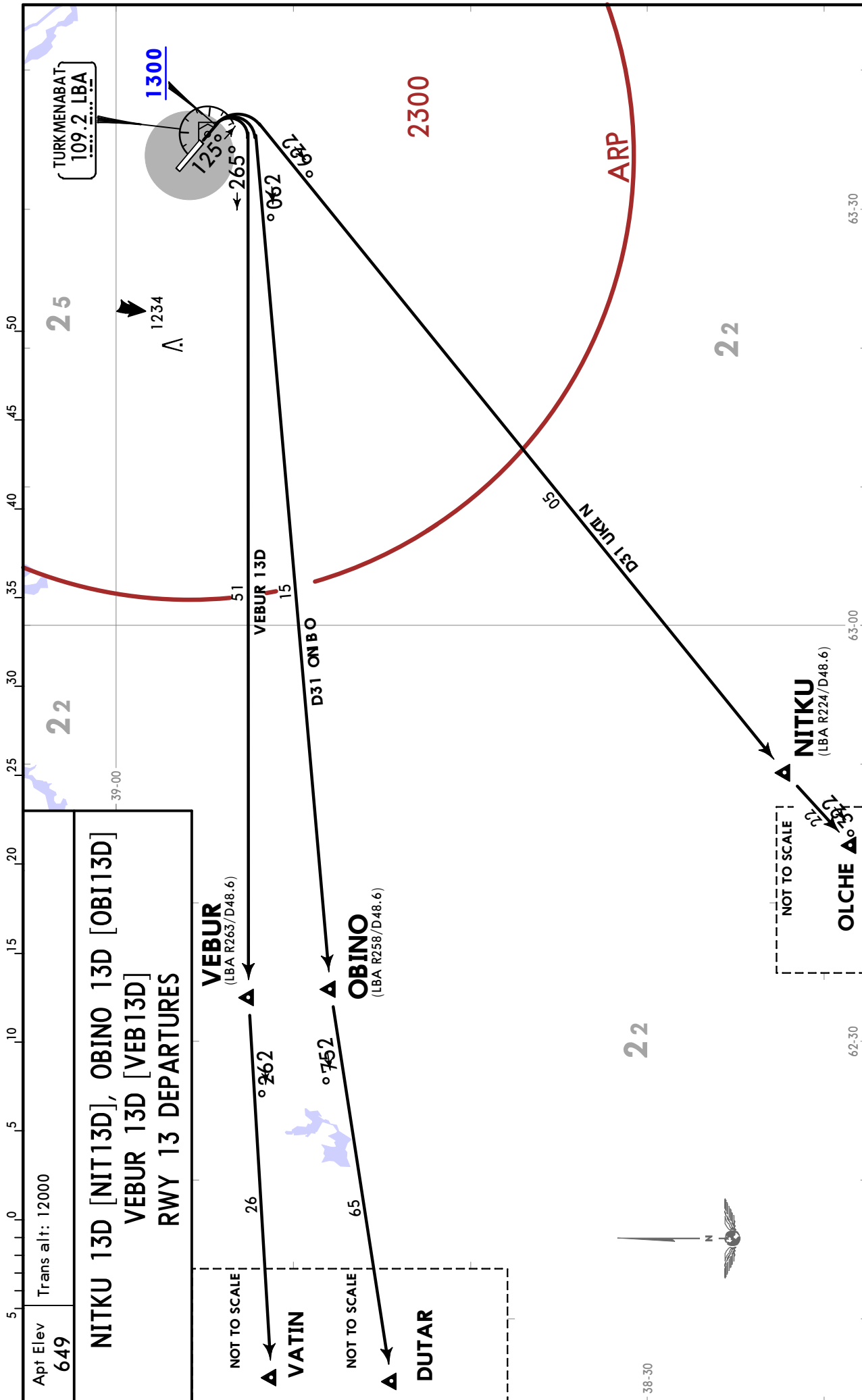


# UTAV/CRZ TURKMENABAT

6 JUL 18 **10-3D** Eff 19 Jul

# TURKMENABAT, TURKMENISTAN

**SID**



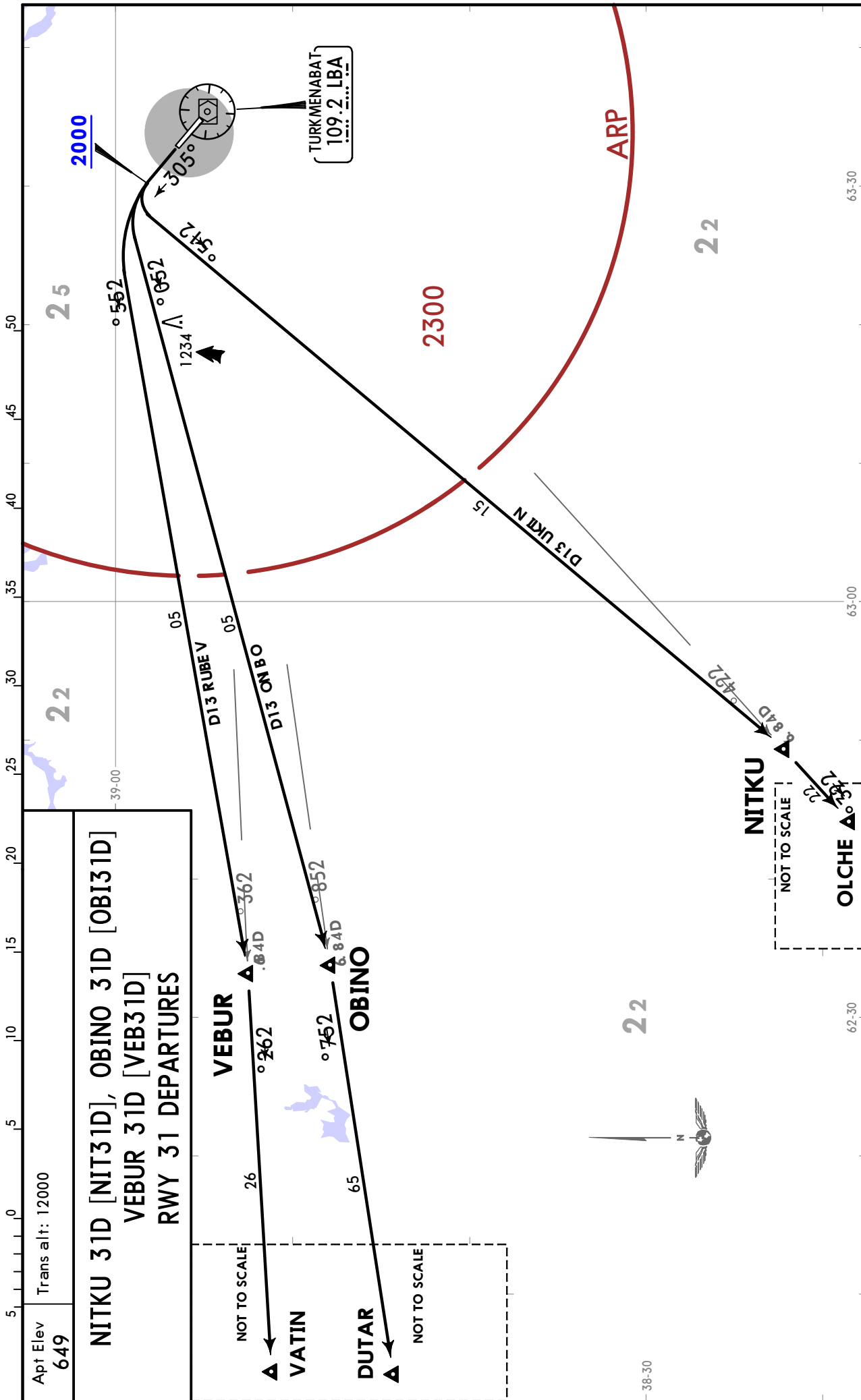
CHANGES: New airport.

# UTAV/CRZ TURKMENABAT

6 JUL 18 10-3E Eff 19 Jul

# JEPPESEN TURKMENABAT, TURKMENISTAN

SID



CHANGES: New airport.

UTAV/CRZ  
TURKMENABAT

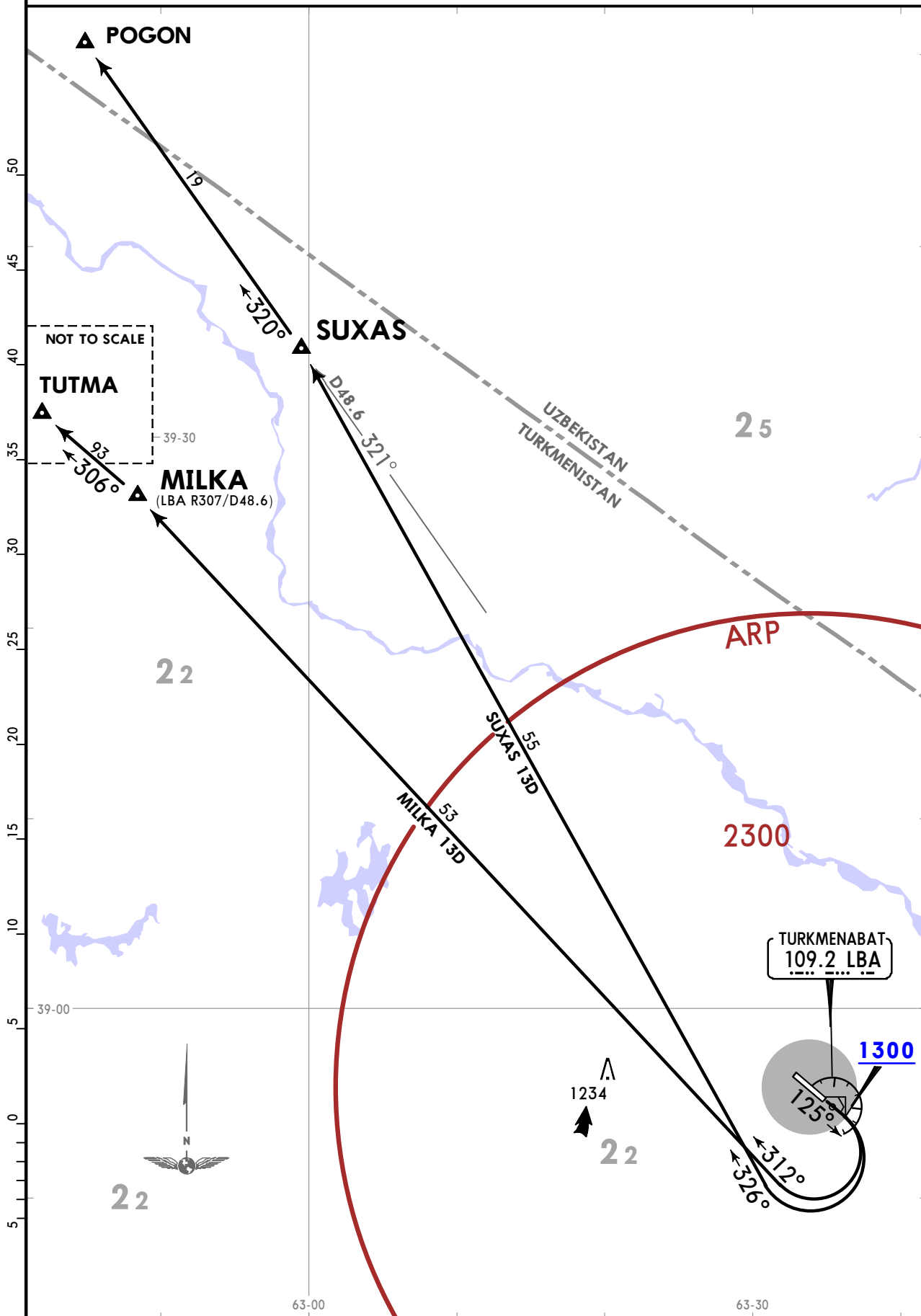
JEPPESEN  
13 AUG 21 (10-3F)

TURKMENABAT, TURKMENISTAN

SID

Apt Elev  
649  
Trans alt: 12000

MILKA 13D [MIL13D]  
SUXAS 13D [SUX13D]  
RWY 13 DEPARTURES



# UTAV/CRZ TURKMENABAT

13 AUG 21

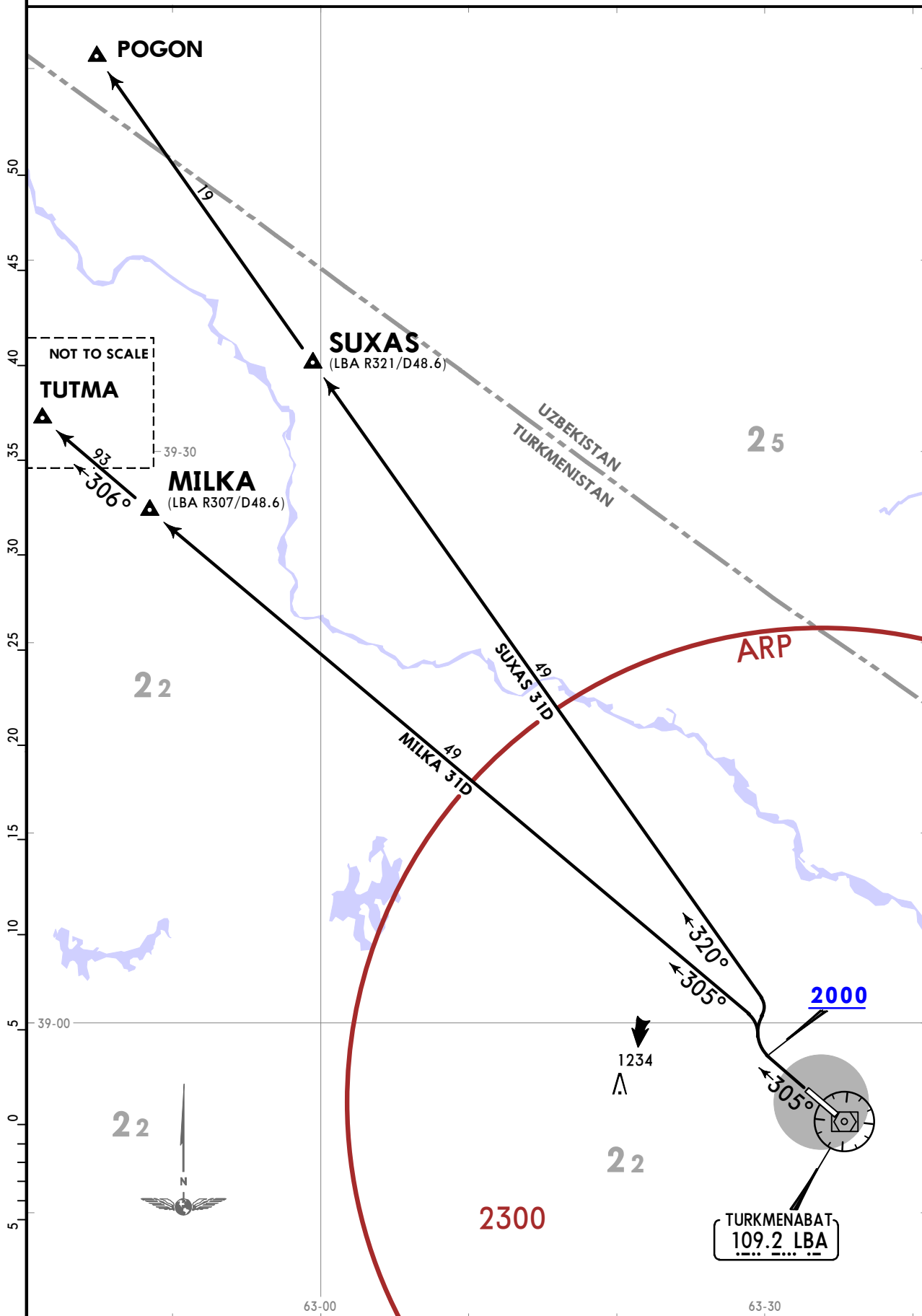
10-3G

# JEPPESEN TURKMENABAT, TURKMENISTAN

SID

Apt Elev  
**649**  
Trans alt: 12000

MILKA 31D [MIL31D]  
SUXAS 31D [SUX31D]  
RWY 31 DEPARTURES



CHANGES: SUXAS 31D track revised.

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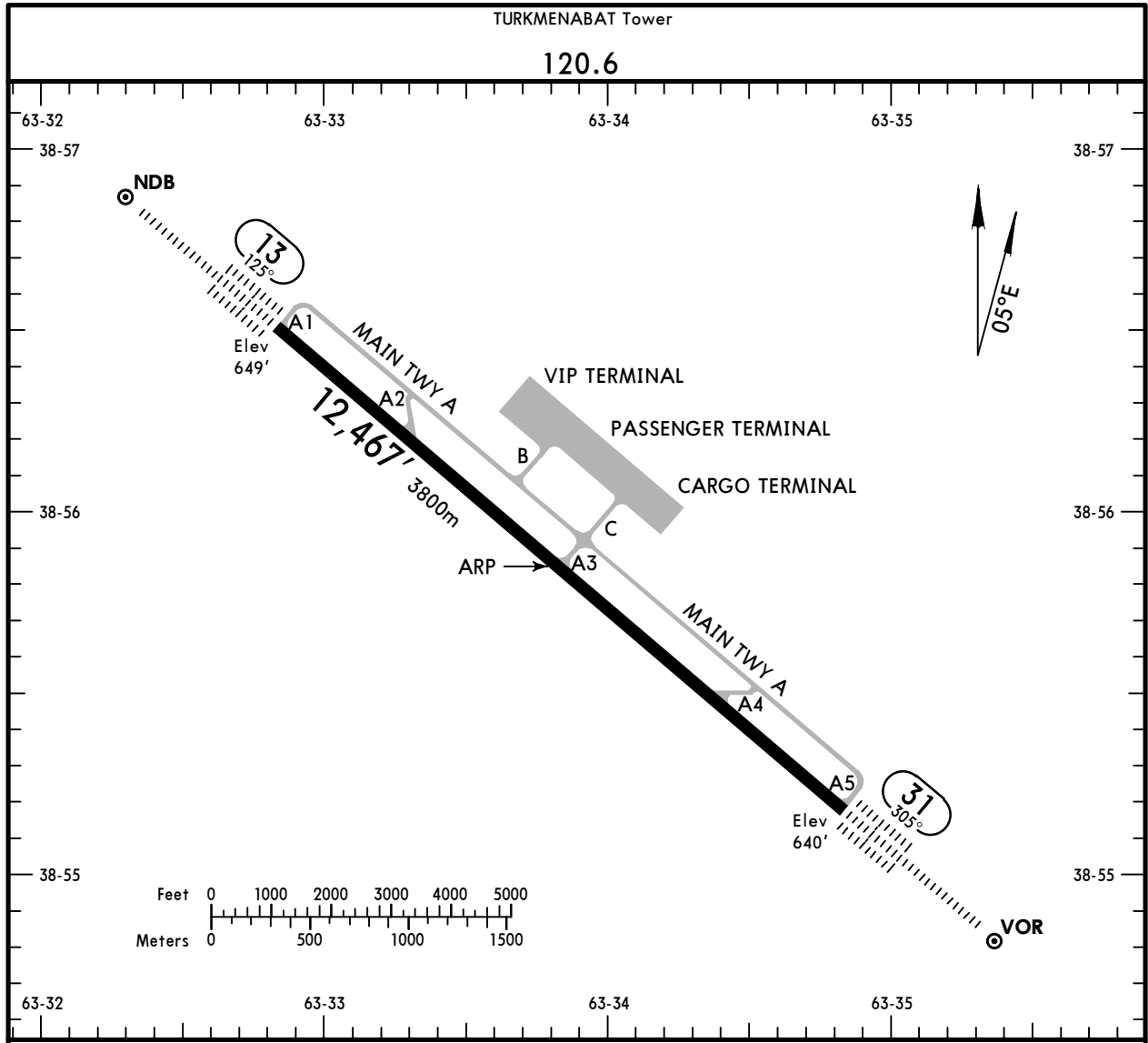
# UTAV/CRZ

Apt Elev **649'**  
N38 55.9 E063 33.8

# JEPPESEN TURKMENABAT, TURKMENISTAN

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

TURKMENABAT



ADDITIONAL RUNWAY INFORMATION

RWY	RWY	USABLE LENGTHS				TAKE-OFF	WIDTH
		LANDING		BEYOND			
		Threshold	Glide Slope				
13	31	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.00°)		11,374' 3467m	①	197' 60m	

**① TAKE-OFF RUN AVAILABLE**

<b>RWY 13:</b>		<b>RWY 31:</b>	
From rwy head	12,467' (3800m)	From rwy head	12,467' (3800m)
twy A2 int	9350' (2850m)	twy A4 int	9350' (2850m)

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

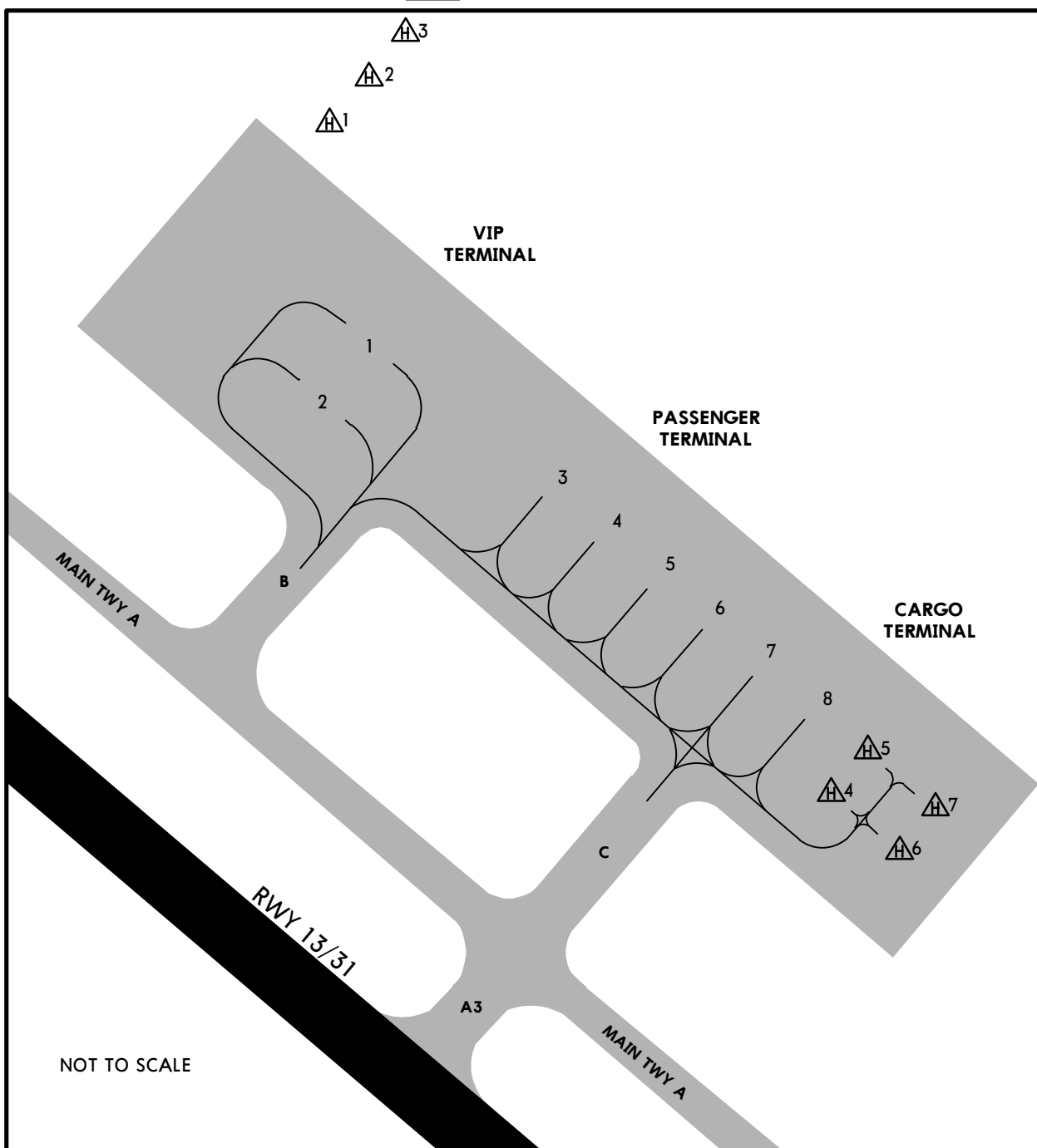
① Available when friction coefficient is not less than 0.5 and crosswind component does not exceed half of maximum allowed value for take-off for this ACFT type.

UTAV/CRZ

JEPPESENTURKMENABAT, TURKMENISTAN

27 OCT 23 (10-9A) Eff 2 Nov

TURKMENABAT



**INS COORDINATES**

STAND No.	COORDINATES		
1	N38 56.3 E063 33.8		
2	N38 56.2 E063 33.8		
3, 4	N38 56.2 E063 33.9		
5	N38 56.2 E063 34.0		
6	N38 56.1 E063 34.0		
7, 8	N38 56.1 E063 34.1		

UTAV/CRZ

**JEPPESEN**  
27 OCT 23  
Eff 2 Nov 10-9S

**EASA AIR OPS**

**TURKMENABAT, TURKMENISTAN**  
TURKMENABAT

STRAIGHT-IN RWY		A	B	C	D
13	CAT 2 ILS	750'(101') RA 107' R300m	750'(101') RA 107' R300m	750'(101') RA 107' R300m	750'(101') RA 107' ① R300m
	ILS	850'(201') R550m V800m	850'(201') R550m V800m	850'(201') R550m V800m	850'(201') R550m V800m
	TDZ or CL out	R550m ② V800m	R550m ② V800m	R550m ② V800m	R550m ② V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	③ VOR	1000'(351') R/V1100m	1000'(351') R/V1100m	1000'(351') R/V1300m	1000'(351') R/V1300m
	ALS out	R/V2100m	R/V2100m	R/V2300m	R/V2300m
31	CAT 2 ILS	740'(100') RA 100' R300m	740'(100') RA 100' R300m	740'(100') RA 100' R300m	740'(100') RA 100' ① R300m
	ILS	840'(200') R550m V800m	840'(200') R550m V800m	840'(200') R550m V800m	840'(200') R550m V800m
	TDZ or CL out	R550m ② V800m	R550m ② V800m	R550m ② V800m	R550m ② V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	③ VOR	990'(350') R/V1100m	990'(350') R/V1100m	990'(350') R/V1300m	990'(350') R/V1300m
	ALS out	R/V2100m	R/V2100m	R/V2300m	R/V2300m
③ NDB	1040'(400') R/V1300m	1040'(400') R/V1300m	1040'(400') R/V1500m	1040'(400') R/V1500m	
	ALS out	R/V2100m	R/V2100m	R/V2300m	

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			R400m	
D			R400m	

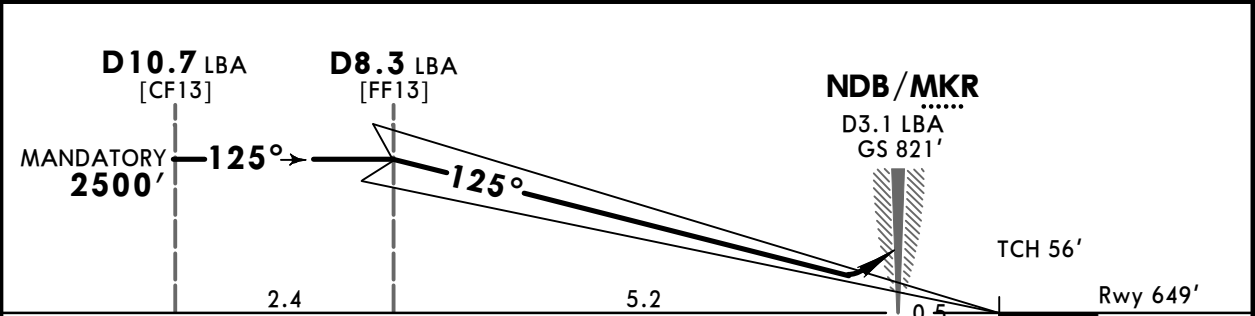
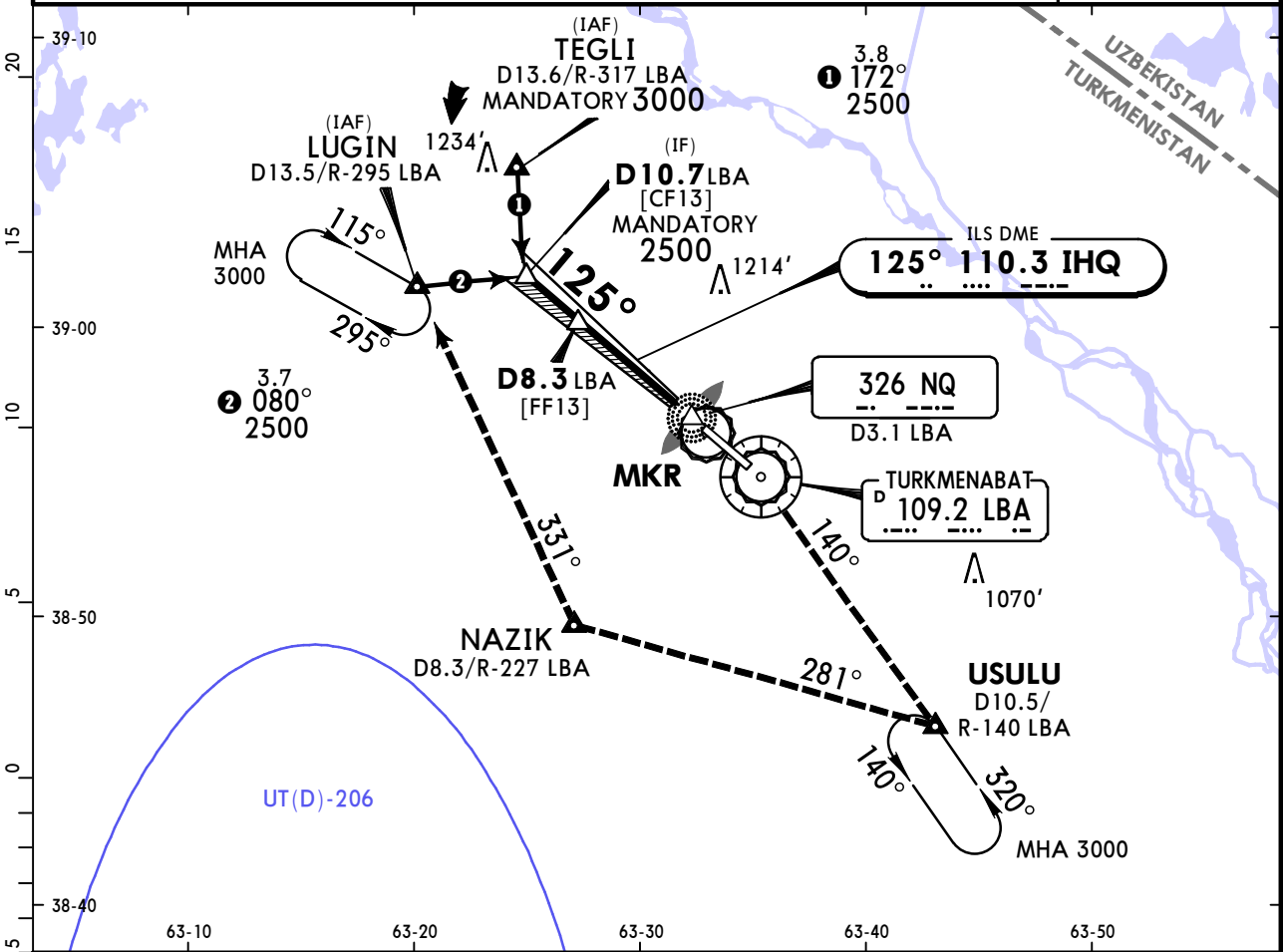
④ Available when friction coefficient is not less than 0.5 and crosswind component does not exceed half of maximum allowed value for take-off for this ACFT type.

# UTAV/CRZ TURKMENABAT

**JEPPESEN** TURKMENABAT, TURKMENISTAN  
27 OCT 23 (11-1) Eff 2 Nov

# ILS Rwy 13

TURKMENABAT Radar (TWR)			TURKMENABAT Tower		
124.2			120.6		
LOC IHQ <b>110.3</b>	Final Apch Crs <b>125°</b>	<b>D8.3 LBA</b> MANDATORY 2500' (1851')	ILS DA(H) <b>850'</b> (201')	Apt Elev 649' Rwy 649'	2300  MSA ARP
<b>MISSED APCH:</b> Climb on 125° to VOR, then turn RIGHT to intercept R-140 LBA to USULU climbing to 3000', or as directed.					
Alt Set: hPa		Rwy Elev: 24 hPa	Trans level: FL120		Trans alt: 12000'



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI LBA <b>109.2</b> on 125°
GS	3.00°	372	478	531	637	849	

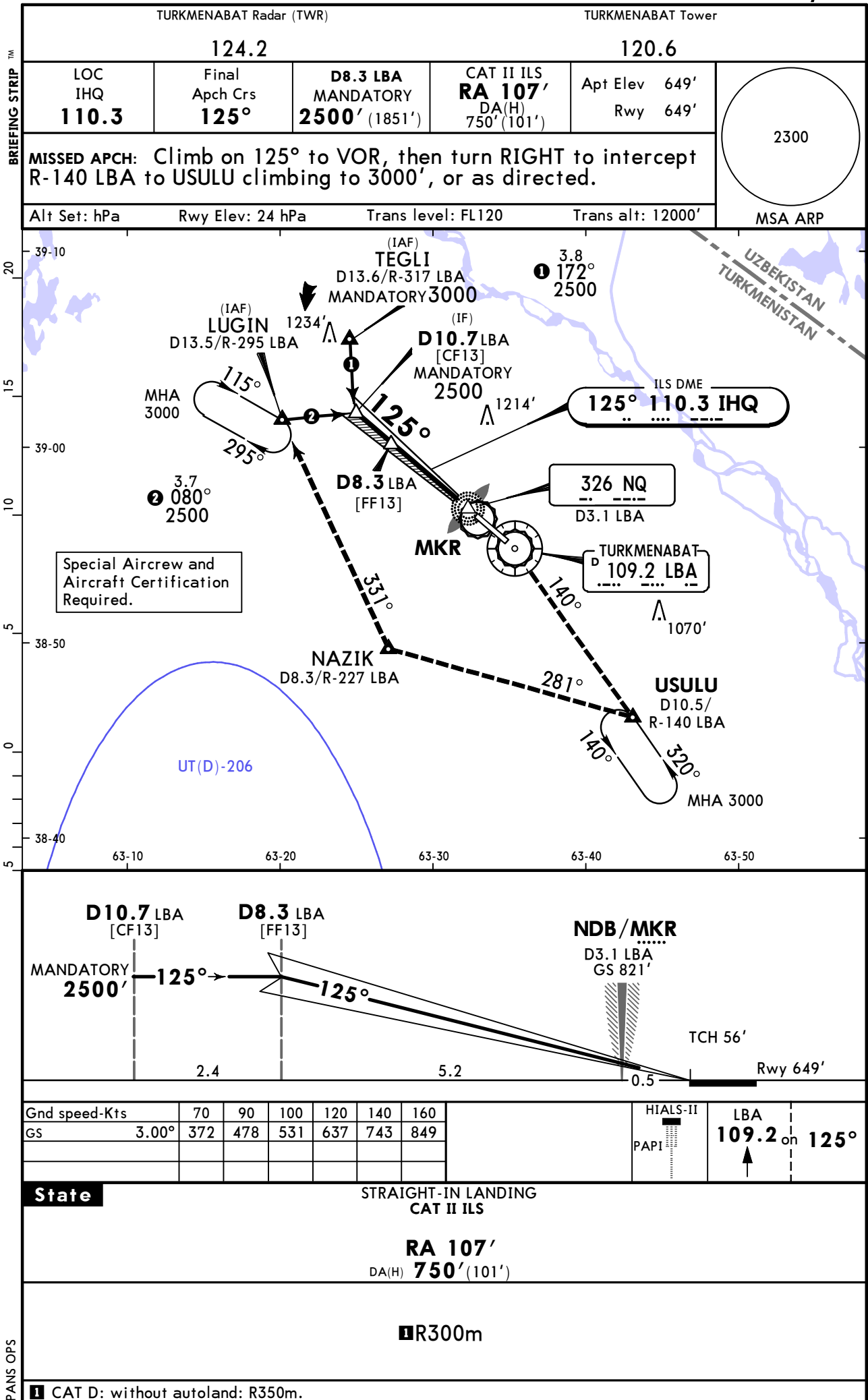
**State** STRAIGHT-IN LANDING  
ILS  
DA(H) **850'** (201')

ALS out		
A	R550m V800m	R1200m
B		
C		
D		

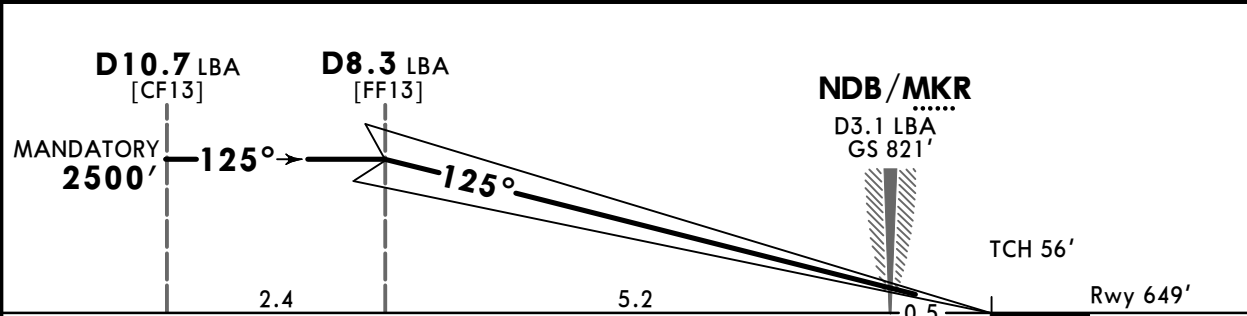
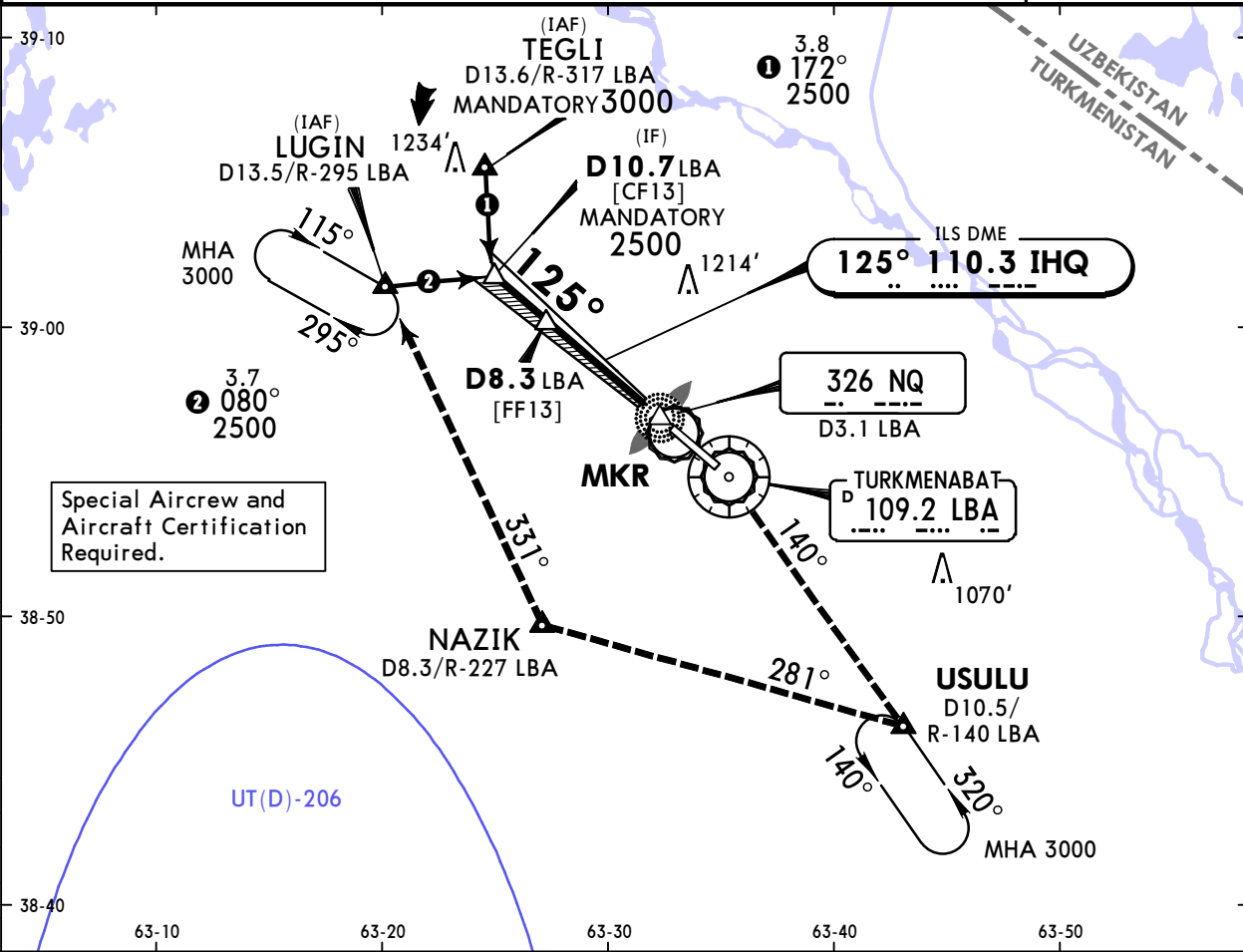
# UTAV/CRZ TURKMENABAT

**JEPPESEN TURKMENABAT, TURKMENISTAN**  
27 OCT 23 **11-1A** Eff 2 Nov

# CAT II ILS Rwy 13



TURKMENABAT Radar (TWR)			TURKMENABAT Tower		
124.2			120.6		
LOC IHQ <b>110.3</b>	Final Apch Crs <b>125°</b>	<b>D8.3 LBA</b> MANDATORY <b>2500'</b> (1851')	<b>CAT II ILS</b> <b>RA 107'</b> DA(H) 750' (101')	Apt Elev 649'	2300 MSA ARP
<b>MISSED APCH:</b> Climb on 125° to VOR, then turn RIGHT to intercept R-140 LBA to USULU climbing to 3000', or as directed.					
Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: FL120	Trans alt: 12000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI <b>LBA 109.2 on 125°</b>
GS	3.00°	372	478	531	637	743	

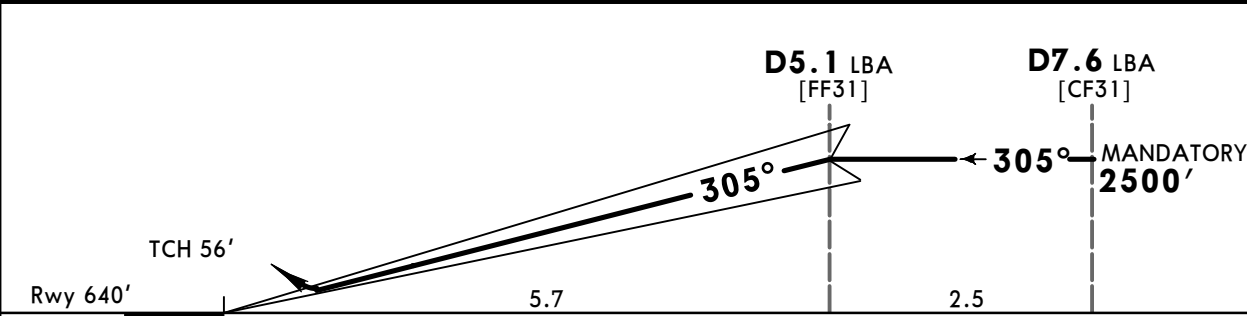
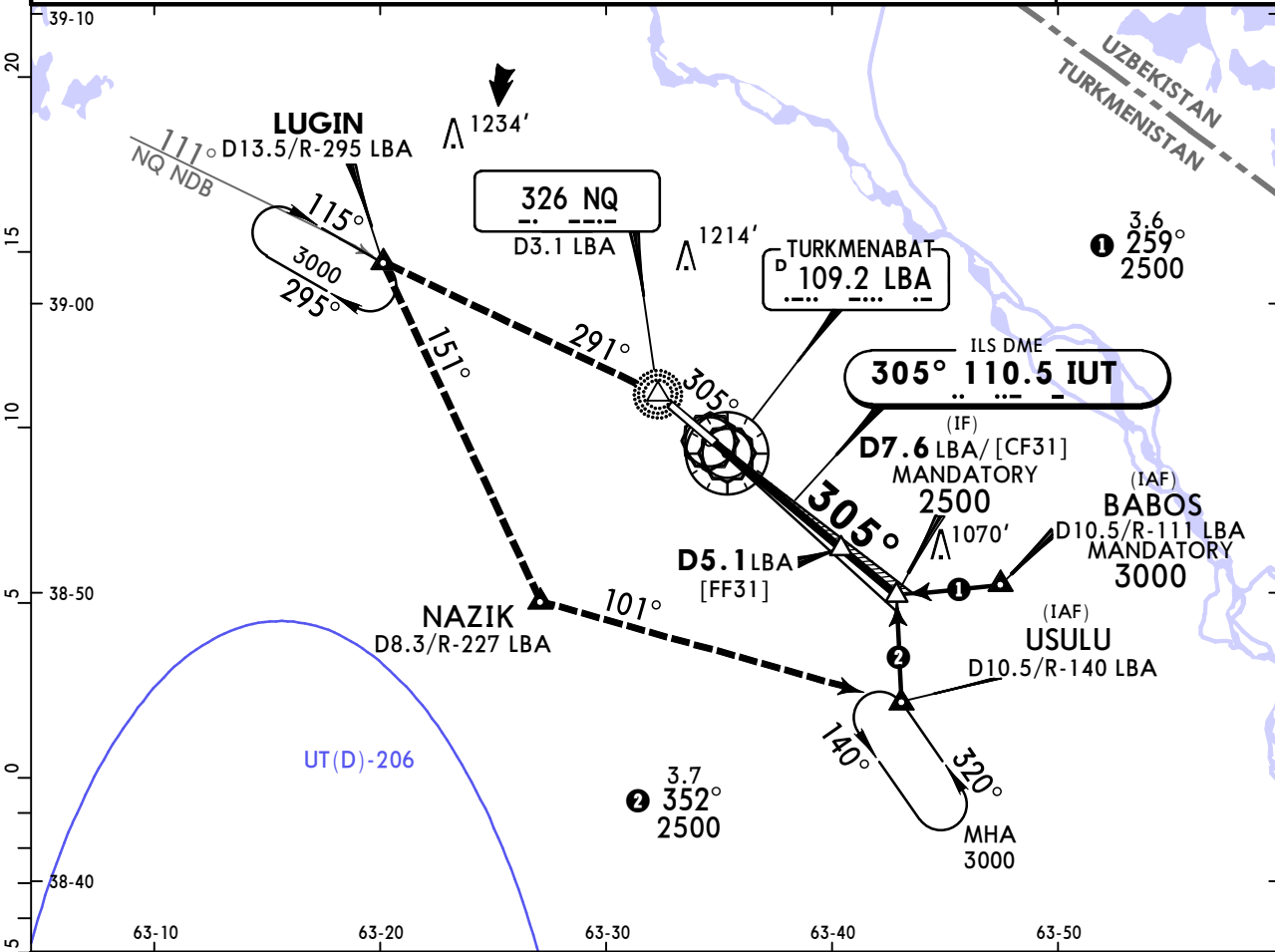
**State** STRAIGHT-IN LANDING  
CAT II ILS  
**RA 107'**  
DA(H) **750'** (101')

**PANS OPS**  
**R300m**  
**CAT D:** without autoland: R350m.

# UTAV/CRZ TURKMENABAT

# JEPPESEN TURKMENABAT, TURKMENISTAN 27 OCT 23 (11-2) Eff 2 Nov ILS Rwy 31

TURKMENABAT Radar (TWR)				TURKMENABAT Tower		
124.2				120.6		
LOC IUT <b>110.5</b>	Final Apch Crs <b>305°</b>	<b>D5.1 LBA</b> MANDATORY <b>2500'</b> (1860')	ILS DA(H) <b>840'</b> (200')	Apt Elev 649'	2300	
Rwy 640'						
<b>MISSED APCH:</b> Climb on 305° to NDB, then turn LEFT on 291° from NDB to LUGIN climbing to 3000', or as directed.						
Alt Set: hPa		Rwy Elev: 23 hPa	Trans level: FL120		Trans alt: 12000'	
					MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	NQ	305°	LUGIN	291°
GS	3.00°	372	478	531	637	743	849	326	on	LT	on

**State** STRAIGHT-IN LANDING ILS DA(H) **840'** (200')

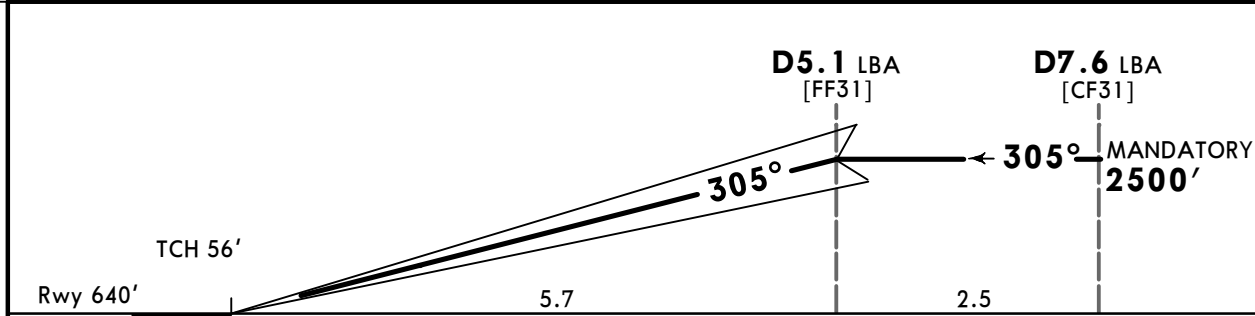
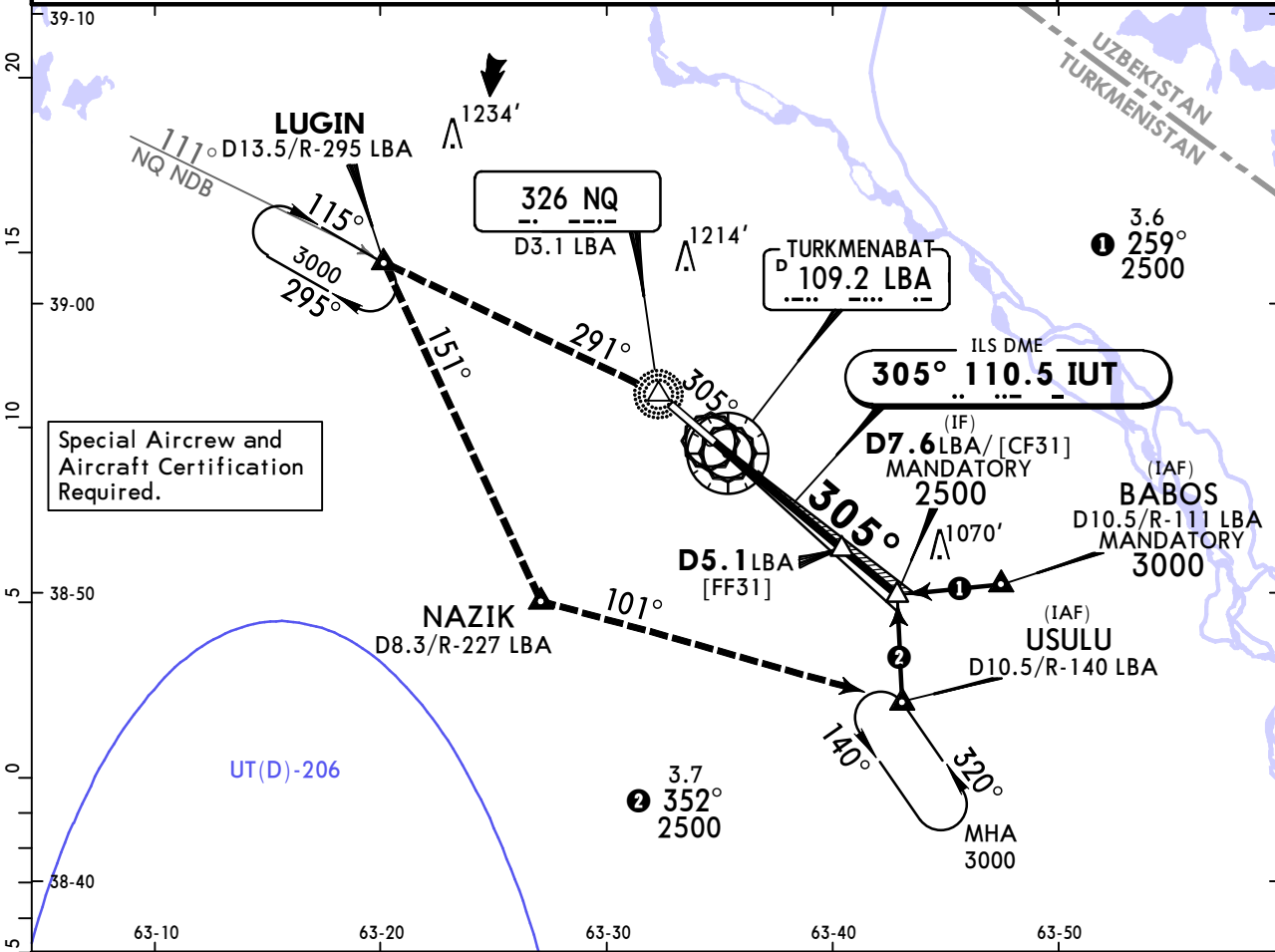
ALS out	
A	
B	R550m
C	V800m
D	R1200m

# UTAV/CRZ TURKMENABAT

**JEPPESEN** TURKMENABAT, TURKMENISTAN  
27 OCT 23 **11-2A** Eff 2 Nov

# CAT II ILS Rwy 31

TURKMENABAT Radar (TWR)			TURKMENABAT Tower		
124.2			120.6		
LOC IUT <b>110.5</b>	Final Apch Crs <b>305°</b>	<b>D5.1 LBA</b> MANDATORY <b>2500'</b> (1860')	CAT II ILS <b>RA 100'</b> DA(H) 740' (100')	Apt Elev 649'	2300
MISSED APCH: Climb on 305° to NDB, then turn LEFT on 291° from NDB to LUGIN climbing to 3000', or as directed.					
Alt Set: hPa	Rwy Elev: 23 hPa	Trans level: FL120	Trans alt: 12000'	MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	NQ	LUGIN
GS	3.00°	372	478	531	637	849	PAPI	326	305°
								↑	LT
									on 291°

**State** STRAIGHT-IN LANDING  
CAT II ILS  
**RA 100'**  
DA(H) **740'** (100')

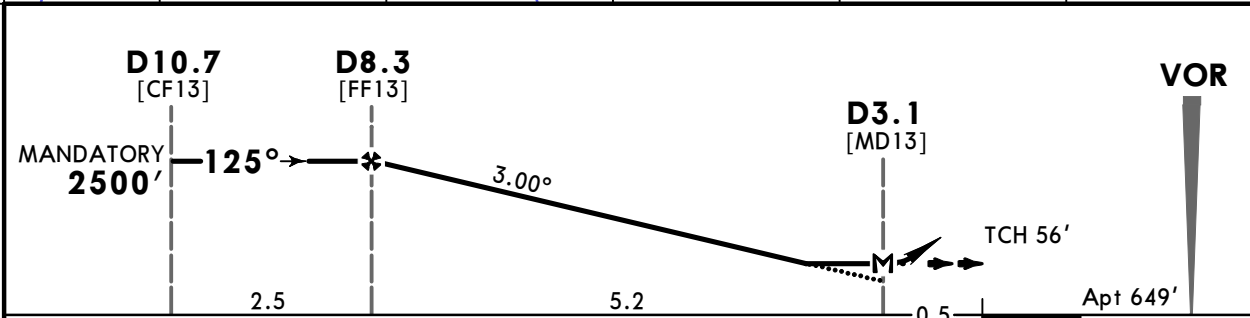
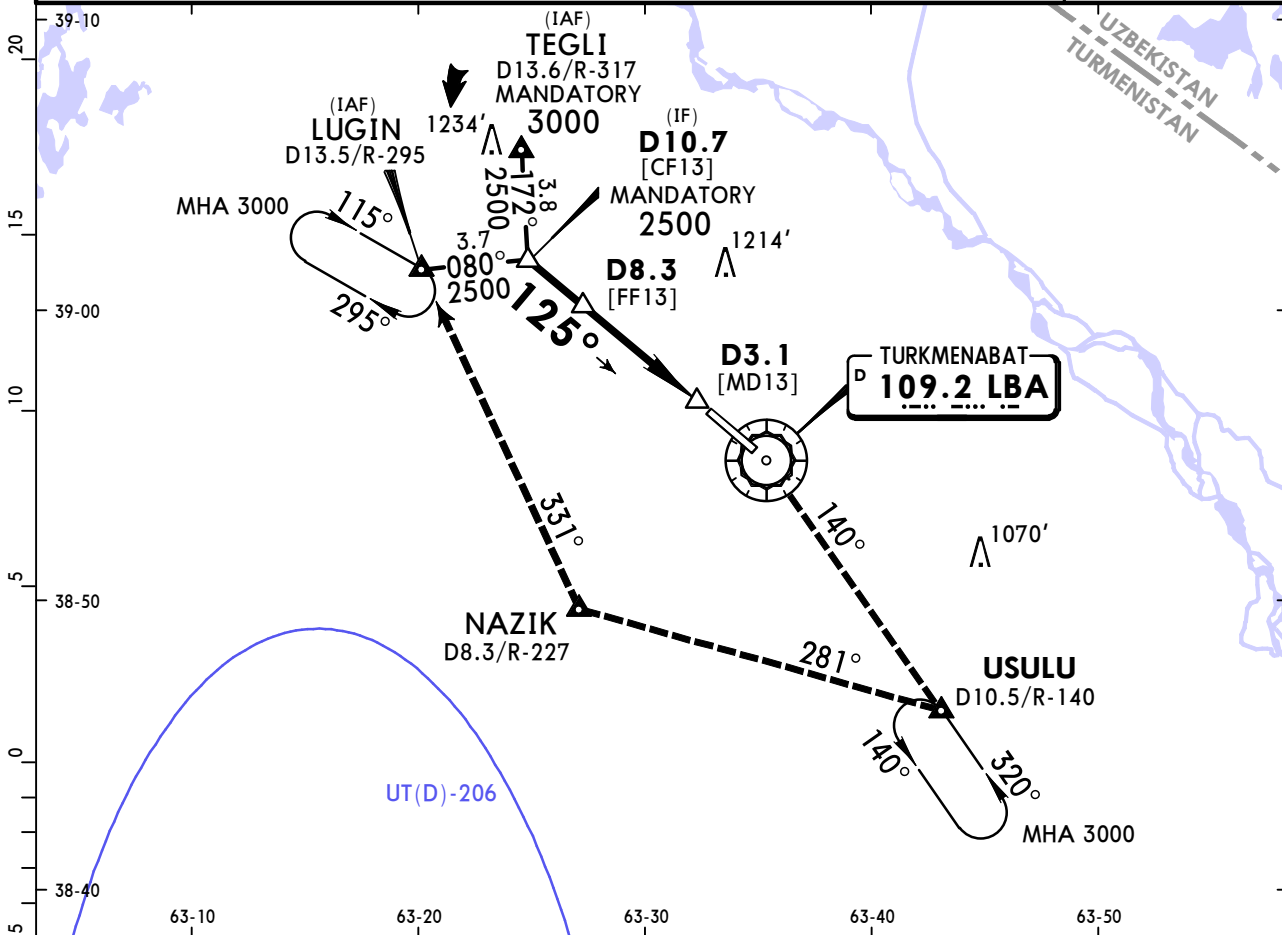
**R300m**  
CAT D: without autoland: R350m.

# UTAV/CRZ TURKMENABAT

**JEPPESSEN TURKMENABAT, TURKMENISTAN**  
27 OCT 23 **(13-1) Eff 2 Nov**

# VOR Rwy 13

TURKMENABAT Radar (TWR)			TURKMENABAT Tower		
124.2			120.6		
VOR LBA <b>109.2</b>	Final Apch Crs <b>125°</b>	<b>D8.3</b> MANDATORY <b>2500'</b> (1851')	MDA(H) <b>1000'</b> (351')	Apt Elev 649'	
<b>MISSED APCH: Climb on 125° to 1300' or above to VOR, then turn RIGHT to intercept R-140 to USULU climbing to 3000' or as directed.</b>					
Alt Set: hPa		Apt Elev: 24 hPa	Trans level: FL120	Trans alt: 12000'	
DME required.					
MSA ARP					



Gnd speed-Kts	70	90	100	120	140	160		<b>1300'</b> or above on <b>125°</b>	<b>LBA 109.2</b>
Descent Angle	3.00°	372	478	531	637	743			
MAP at D3.1									

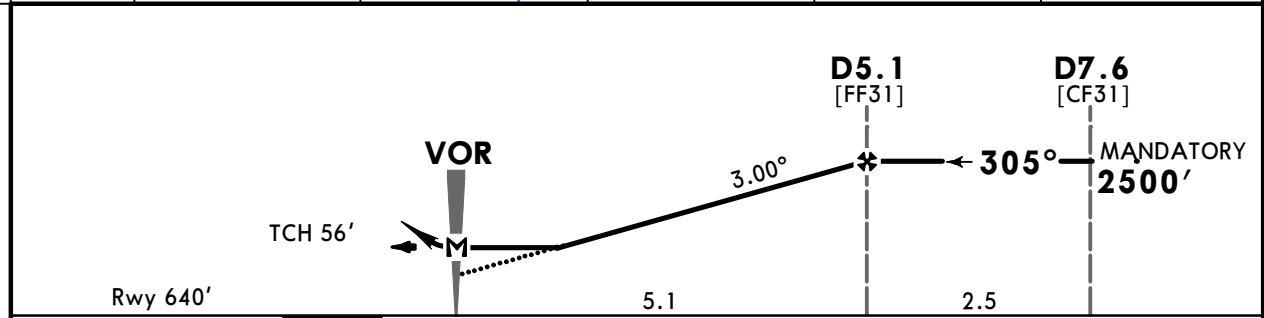
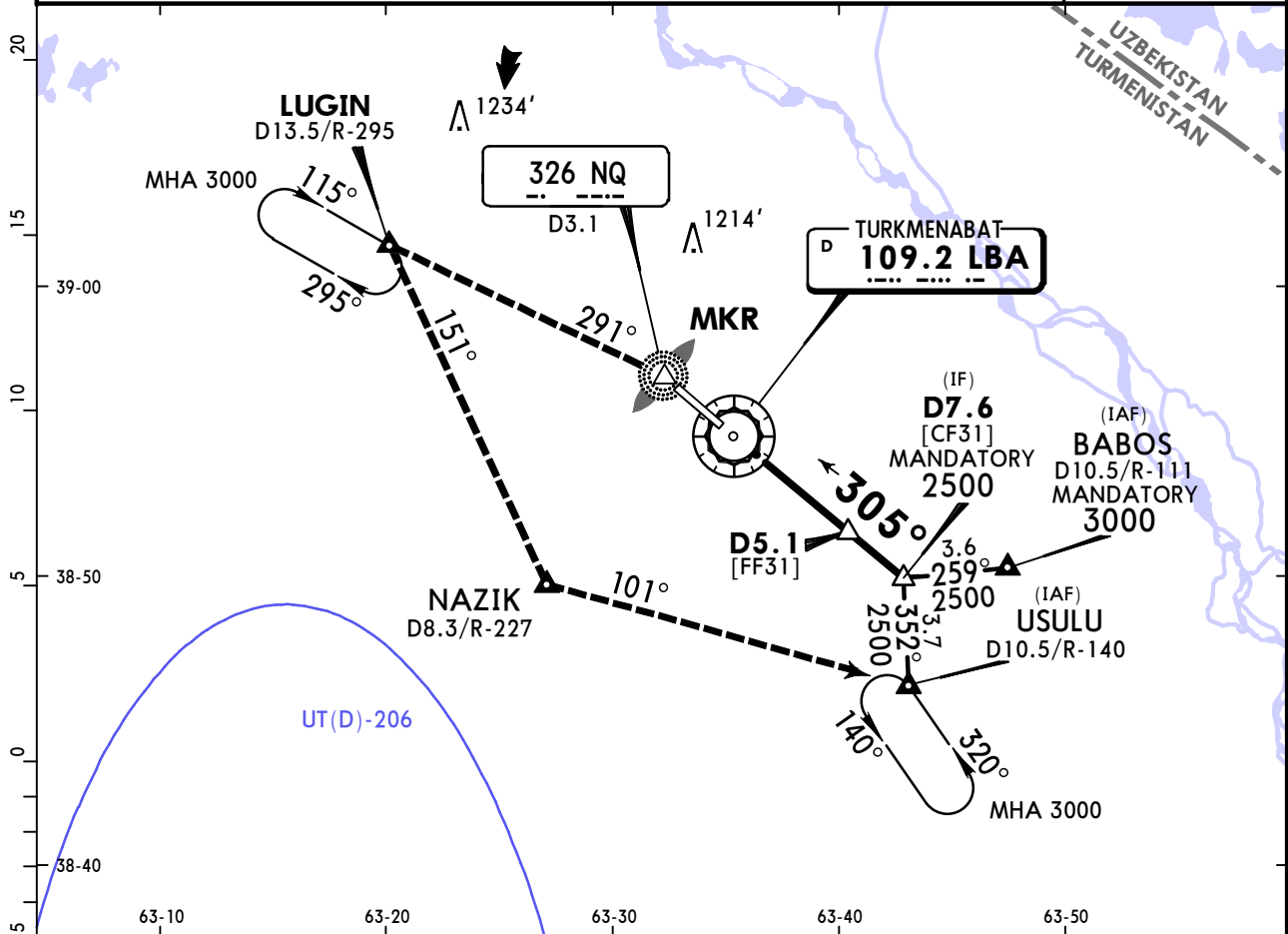
**State** STRAIGHT-IN LANDING  
MDA(H) **1000'** (351')

ALS out	
A	V1100m
B	V2100m
C	V1300m
D	V2300m

# UTAV/CRZ TURKMENABAT

# JEPPESEN TURKMENABAT, TURKMENISTAN 27 OCT 23 (13-2) Eff 2 Nov VOR Rwy 31

TURKMENABAT Radar (TWR)			TURKMENABAT Tower		
124.2			120.6		
VOR LBA <b>109.2</b>	Final Apch Crs <b>305°</b>	D5.1 MANDATORY <b>2500'</b> (1860')	MDA(H) <b>990'</b> (350')	Apt Elev 649'	2300
Rwy 640'					
MISSED APCH: Climb on 305° to NDB to 1300' or above, then turn LEFT on 291° from NDB to LUGIN climbing to 3000', or as directed.					MSA ARP
Alt Set: hPa		Rwy Elev: 23 hPa	Trans level: FL120		
DME required.					



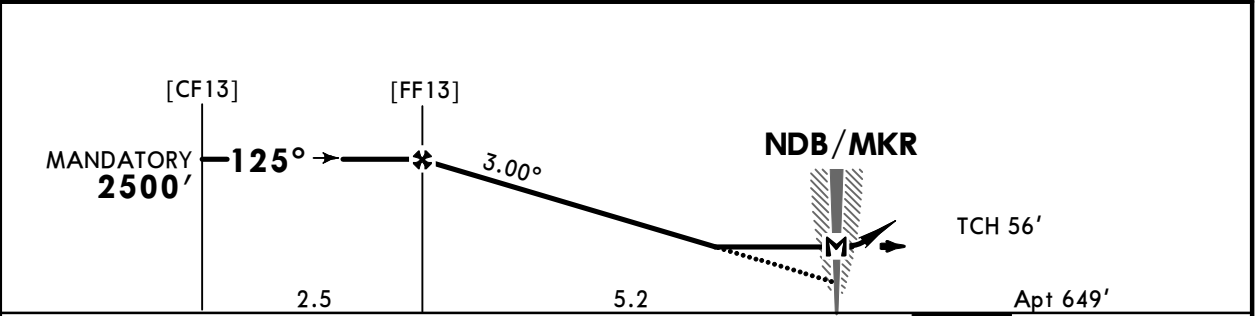
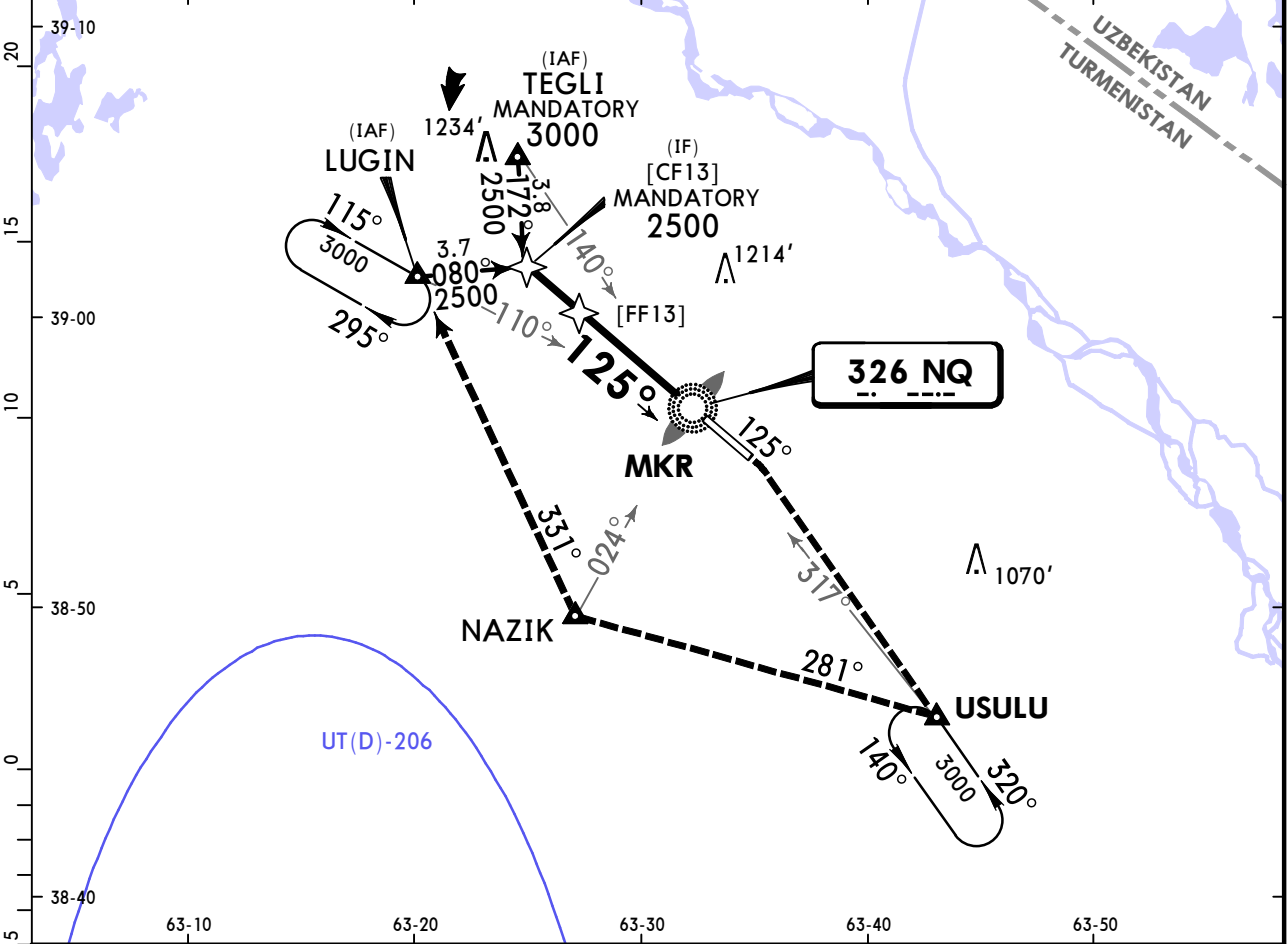
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	NQ 326	on 305°	1300' or above
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at VOR										

<b>State</b>		STRAIGHT-IN LANDING	
		MDA(H) <b>990'</b> (350')	
		ALS out	
A	V1100m	V2100m	
B	V1300m	V2300m	
C			
D			

# UTAV/CRZ TURKMENABAT

# JEPPESEN TURKMENABAT, TURKMENISTAN 8 MAR 24 (16-1) Eff 21 Mar NDB Rwy 13

TURKMENABAT Radar (TWR)				TURKMENABAT Tower		
124.2				120.6		
NDB NQ <b>326</b>	Final Apch Crs <b>125°</b>	[FF13] MANDATORY <b>2500'</b> (1851')	MDA(H) <b>1050'</b> (401')	Apt Elev 649'		2300
<b>MISSED APCH:</b> Climb on 125° to 1300' or above, then turn RIGHT to USULU climbing to 3000', or as directed. MAX 200 KT.						
Alt Set: hPa		Apt Elev: 24 hPa	Trans level: FL120		Trans alt: 12000'	
						MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	200 KT MAX	1300' or above on 125°
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at NDB/MKR									

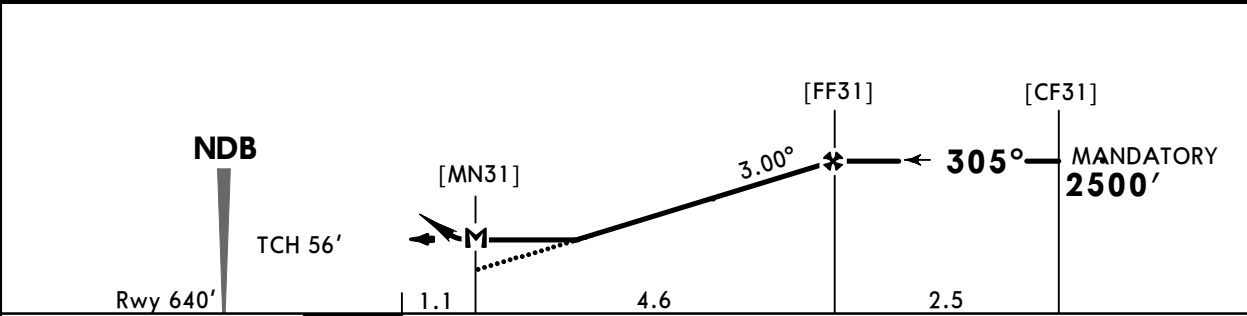
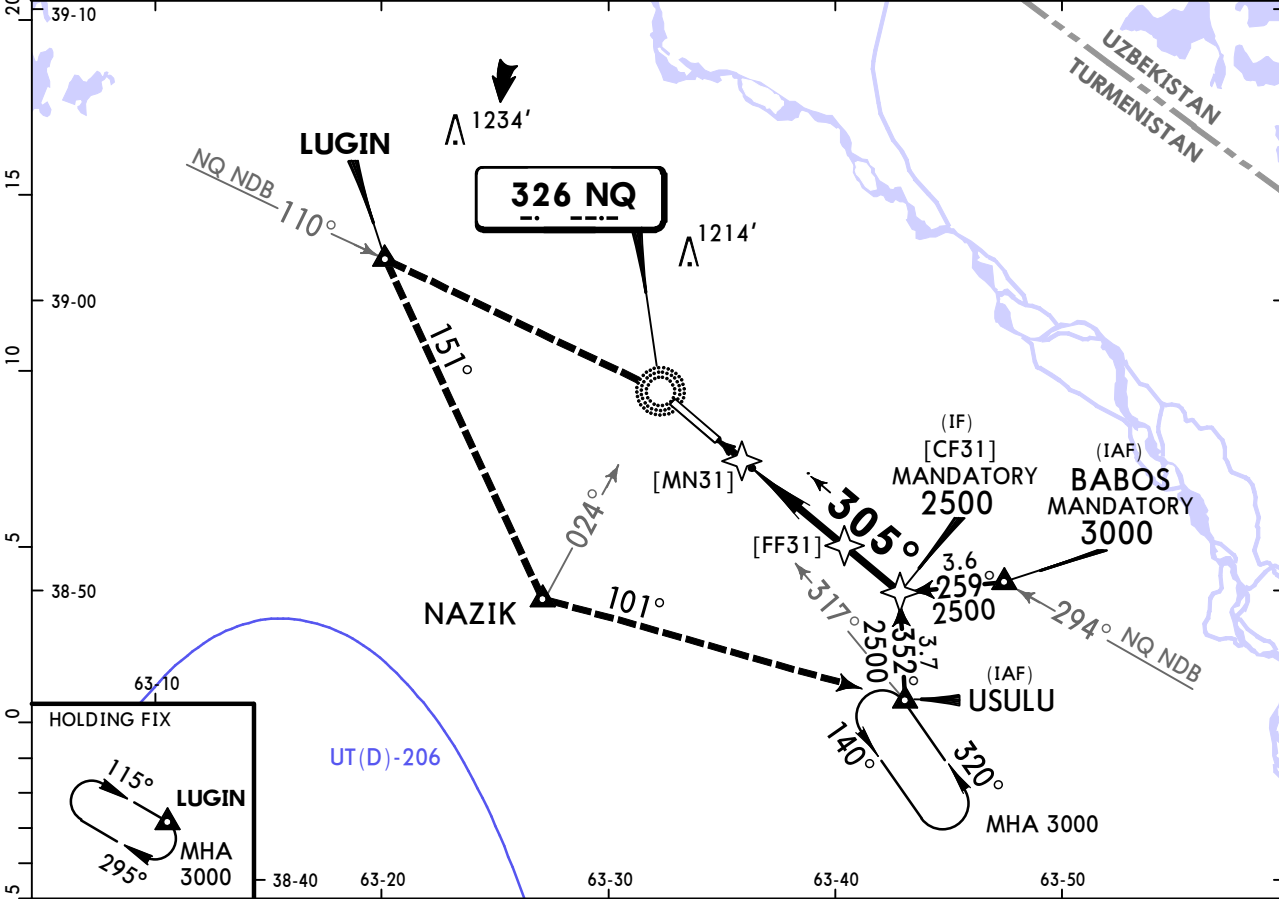
<b>State</b>		STRAIGHT-IN LANDING	
		MDA(H) <b>1050'</b> (401')	
		ALS out	
A	V1300m	V2100m	
B	V1500m	V2300m	
C			
D			

# UTAV/CRZ TURKMENABAT

# JEPPESEN TURKMENABAT, TURKMENISTAN NDB Rwy 31

8 MAR 24 (16-2) Eff 21 Mar

TURKMENABAT Radar (TWR)			TURKMENABAT Tower		
124.2			120.6		
NDB NQ <b>326</b>	Final Apch Crs <b>305°</b>	[FF31] MANDATORY <b>2500'</b> (1860')	MDA(H) <b>1040'</b> (400')	Appt Elev 649'	2300  MSA ARP
MISSED APCH: Climb on 305° to 1300' or above to NDB, then turn LEFT to LUGIN climbing to 3000', or as directed. MAX 200 KT.					
Alt Set: hPa		Rwy Elev: 23 hPa	Trans level: FL120		Trans alt: 12000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	200 KT MAX	1300' or above on	305°	NQ <b>326</b>
Descent Angle	3.00°	372	478	531	637	743					
MAP at [MN31]											

**State** STRAIGHT-IN LANDING  
MDA(H) **1040'** (400')

ALS out	
A	V1300m
B	V2100m
C	V1500m
D	V2300m

## 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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**TURKMENABAT, (TURKMENABAT - UTAV)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTAV