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## General Information

Location: KULOB TJK  
ICAO/IATA: UTDK / TJU  
Lat/Long: N37° 59.30', E069° 48.40'  
Elevation: 2295 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -5:00 = UTC  
Magnetic Variation: 3.0° E

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

Sunrise: 0149 Z  
Sunset: 1316 Z

## Runway Information

Runway: 01  
Length x Width: 9843 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 2150 ft  
Lighting: Edge, ALS

Runway: 19  
Length x Width: 9843 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 2293 ft  
Lighting: Edge

## Communication Information

Kulob Tower Tower: 129.700 Secondary  
Kulob Tower Tower: 118.500

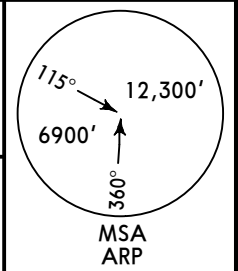
UTDK/TJU  
KULOB

JEPPESEN  
12 JUN 15 10-2 Eff 25 Jun

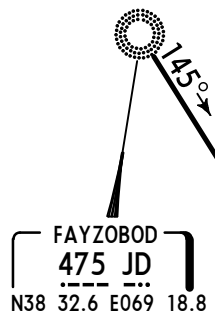
KULOB, TAJIKISTAN

STAR

Apt Elev 2293'  
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL90  
FL100, if pressure is less than 678 mm (903.9 hPa)  
Trans alt: 7220' (5071')  
Crossings at airway exit points by ATC.



FAYZOBOD 1A (JD 1A), NAVOX 1A [NAVO1A]  
RAMAN 1A [RAMA1A]  
RWY 01 ARRIVALS

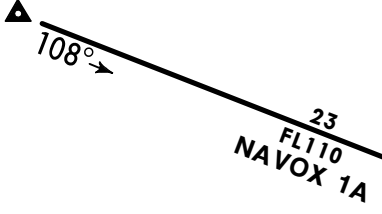


- ① 198° to ARP within 16.2 NM  
do not fly east below FL110.
- ② 005° to ARP within 16.2 NM  
do not fly east below FL110.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Maintain last assigned FL (but not below safe FL) proceeding to CG. Join holding pattern and reach FL for commencing the approach-to-land manoeuvre. After passing CG commence descent for approach-to-land according to the established pattern.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



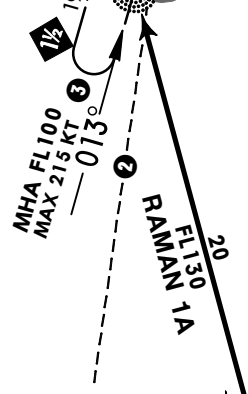
NAVOX  
N38 05.0 E069 20.0



- ③ Turns to be executed with a bank angle of 25°.

Direct distance from CG to:  
Kulob Apt 3 NM

KULOB  
\*298 CG  
N37 56.5 E069 47.4



ALT/HEIGHT CONVERSION  
QNH (QFE)  
7220' (5071' - 1500m)

RAMAN  
N37 37.0  
E069 54.0

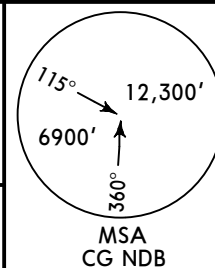
UTDK/TJU  
KULOB

JEPPESEN  
12 JUN 15 10-3 Eff 25 Jun

KULOB, TAJIKISTAN  
SID

QNH on request (QFE)  
Trans level: FL90  
FL100, if pressure is less than 678 mm (903.9 hPa)  
Trans alt: 7220' (4925')  
1. MAX 240 KT in climb, minimum bank angle 20°.  
2. Crossings at airway entry points by ATC.

Apt Elev  
2293'



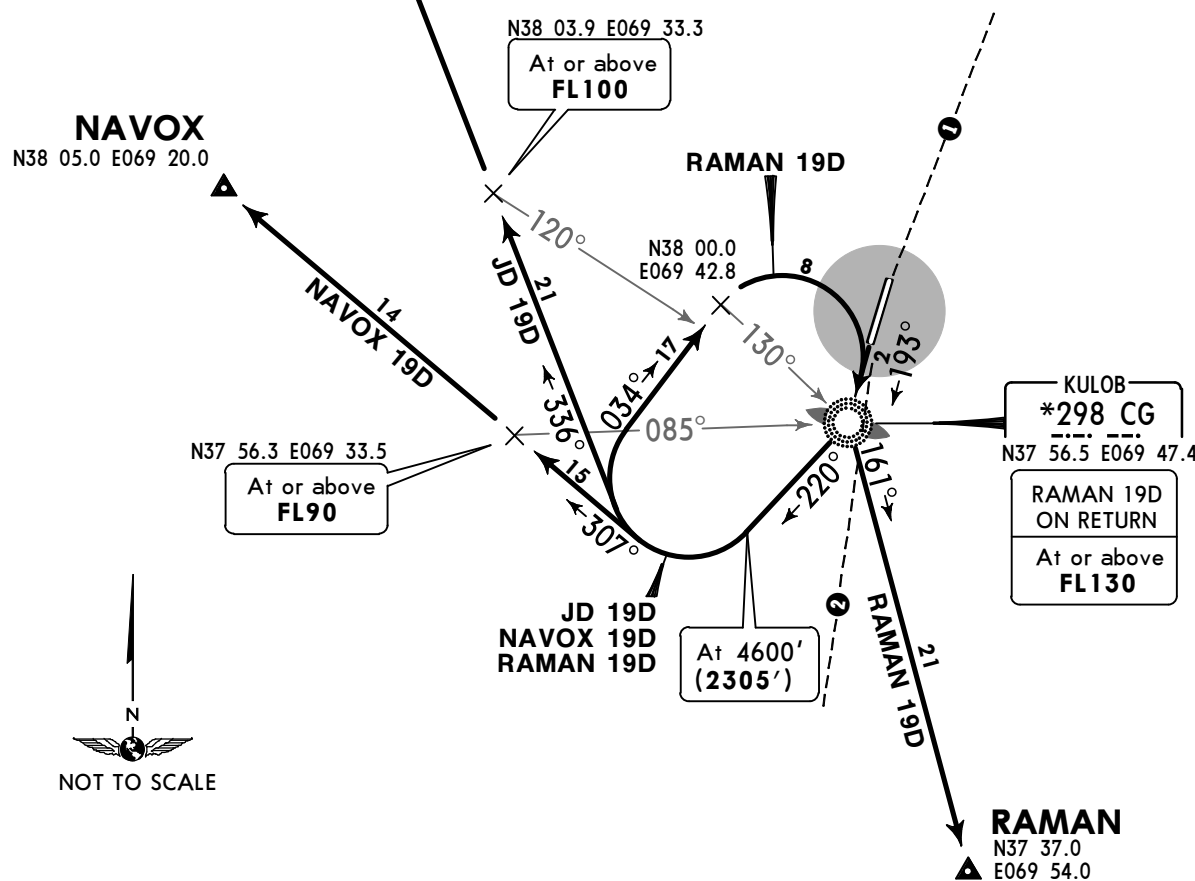
ALT/HEIGHT CONVERSION  
QNH (QFE)

4600'	(2305' - 700m)
7220'	(4925' - 1500m)

FAYZOBOD 19D (JD 19D)  
NAVOX 19D [NAV19D]  
RAMAN 19D [RAM19D]  
RWY 19 DEPARTURES

FAYZOBOD  
475 JD  
N38 32.6 E069 18.8

- ① 018° from ARP within 16.2 NM do not fly east below FL110.
- ② 185° from ARP within 16.2 NM do not fly east below FL110.



These SIDs require minimum climb gradients of

- JD 19D**  
5.2% up to 4600' (2305'), then 3.9%
- NAVOX 19D**  
5.2% up to 4600' (2305'), then 5.3%
- RAMAN 19D**  
5.2% up to 4600' (2305'), then 4.6%

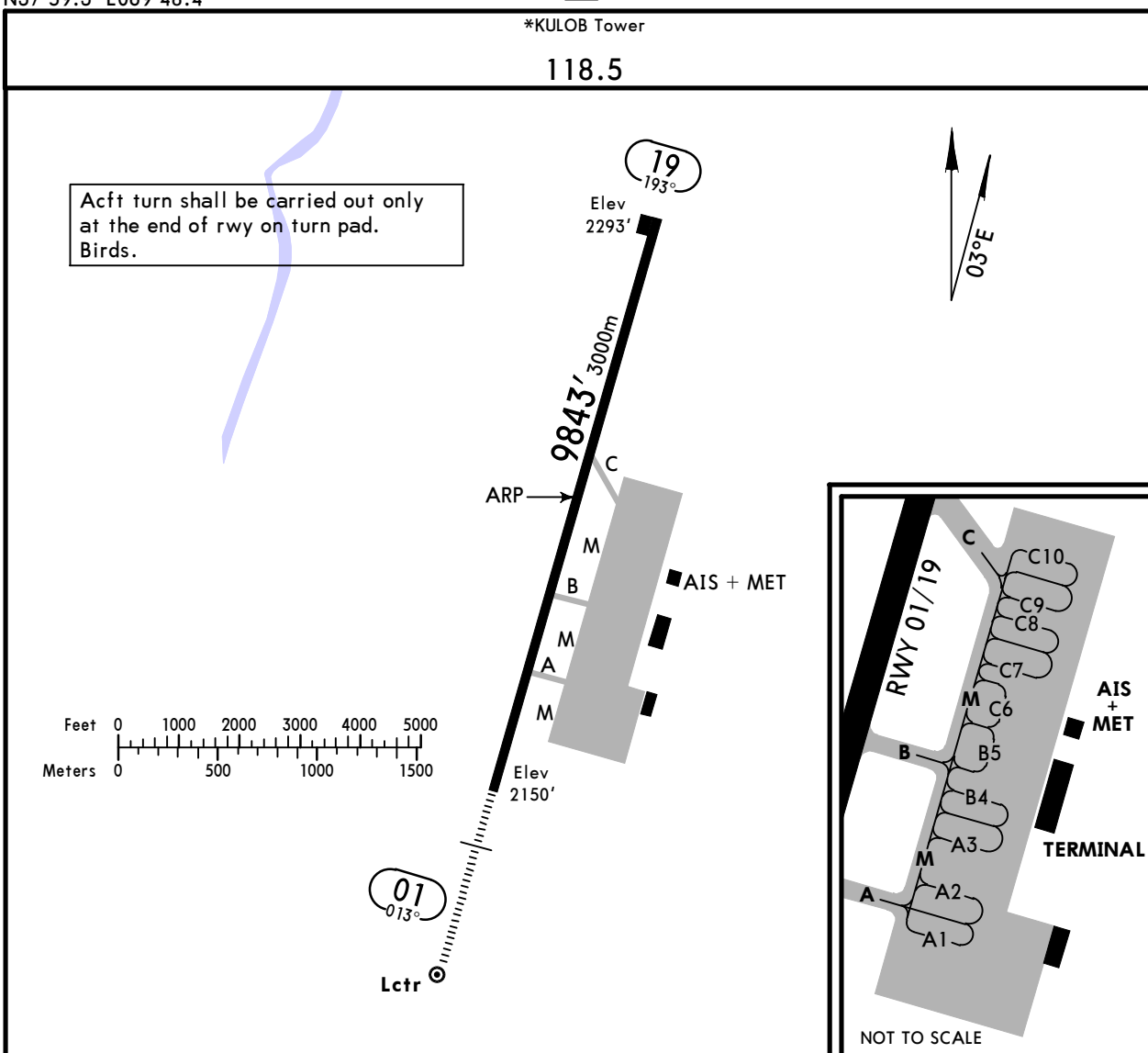
Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.3% V/V (fpm)	403	537	805	1073	1342	1610

SID	ROUTING
<b>JD 19D</b>	To CG, turn RIGHT, 220° track climbing to 4600' (2305'), turn RIGHT, 336° track to JD climbing to FL130.
<b>NAVOX 19D</b>	To CG, turn RIGHT, 220° track climbing to 4600' (2305'), turn RIGHT, 307° track to NAVOX climbing to FL110.
<b>RAMAN 19D</b>	To CG, turn RIGHT, 220° track climbing to 4600' (2305'), turn RIGHT, 034° track, at 130° bearing to CG turn RIGHT to CG climbing to FL130, then to RAMAN.

UTDK/TJU  
 Apt Elev **2295'**  
 N37 59.3 E069 48.4

**JEPPesen**  
 10 FEB 17 **(10-9)**

**KULOB, TAJIKISTAN**  
**KULOB**



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
01	RL (60m)	HIALS	PAPI-L		9127' 2782m	NA	148'
19				NA		9514' 2900m	45m

TAKE-OFF

AIR CARRIER (JAA)  
 All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	
C		400m
D	300m	

UTDK/TJU



27 NOV 15 10-9S

**Standard**  
KULOB, TAJIKISTAN  
KULOB

STRAIGHT-IN RWY		A	B	C	D
01	ILS ❶	2369'(220')	2379'(230')	2389'(240')	2398'(249')
	FULL Limited ALS out	R550m R750m R1200m	R550m R750m R1200m	R550m R750m R1200m	R550m R750m R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶❷	2580'(431')	2580'(431')	2580'(431')	2580'(431')
	ALS out	R1300m R2000m	R1300m R2000m	R1300m R2000m	R1300m R2000m

❶ Missed apch climb gradient mim 5.1% up to 6090'(3941').

❷ Continuous Descent Final Approach.

**TAKE-OFF RWY 01, 19**

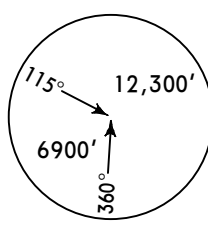
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	300m		
D			

UTDK/TJU  
KULOB

**JEPPesen**  
10 FEB 17 **(11-1)** MISSED APCH CLIMB  
GRADIENT MIM 5.1%

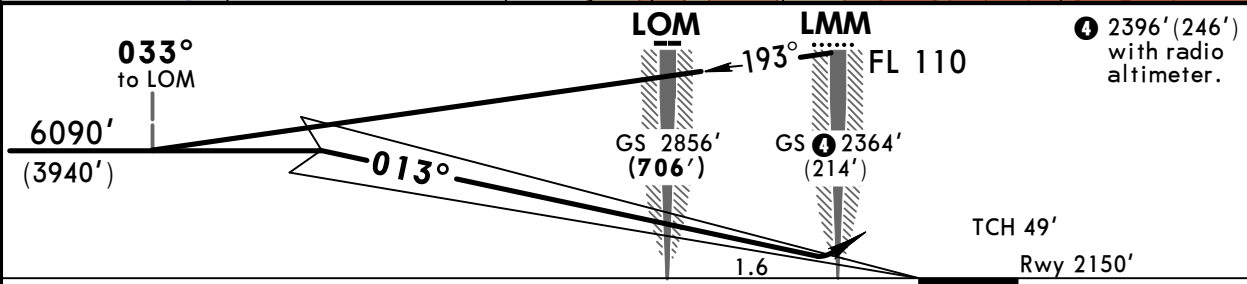
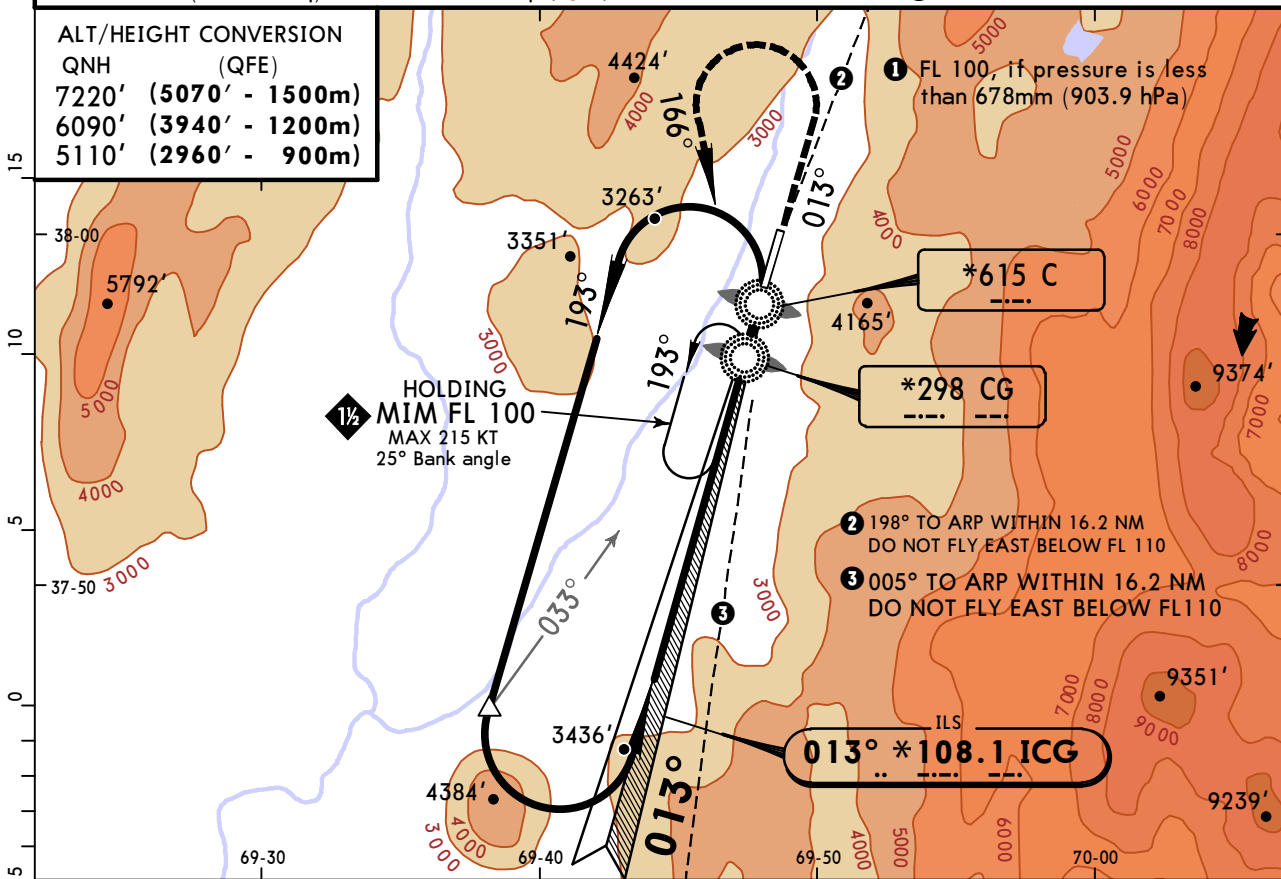
**KULOB, TAJIKISTAN**  
ILS Rwy 01

\*KULOB Tower  
**118.5**

LOC ICG <b>*108.1</b>	Final Apch Crs <b>013°</b>	GS LOM <b>2856'(706')</b>	ILS DA(H) Refer to Minimums	Apt Elev 2295' Rwy 2150'	 MSA ARP
<b>MISSED APCH: Climb on 013° to 5110'(2960'), then turn LEFT to CG NDB climbing to FL 100 and hold.</b>					

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 90 **1**    Trans alt: 7220' (**5070'**)

ALT/HEIGHT CONVERSION	(QFE)
7220'	(5070' - 1500m)
6090'	(3940' - 1200m)
5110'	(2960' - 900m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	5110' (2960')	on 013°	FL 100	CG 298
GS	3.02°	374	481	534	641	748					

ILS STRAIGHT-IN LANDING RWY 01 <b>1</b>				LOC (GS out)
DA(H)	A: 2370'(220')	C: 2390'(240')	D: 2399'(249')	
	FULL	ALS out		

A			
B			
C	800m	1200m	NA
D			

**1** Missed apch climb gradient mim 5.1% up to 6090'(3940').

UTDK/TJU  
KULOB

**JEPPESEN**  
10 FEB 17 (16-1) MISSED APCH CLIMB  
GRADIENT MIM 5.1%

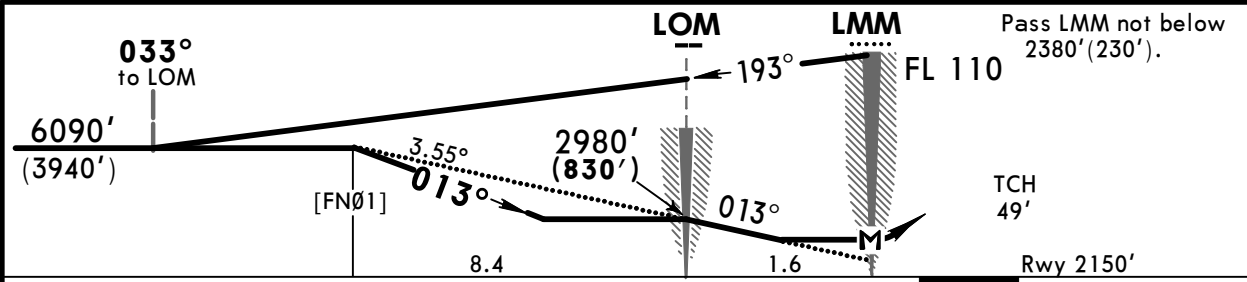
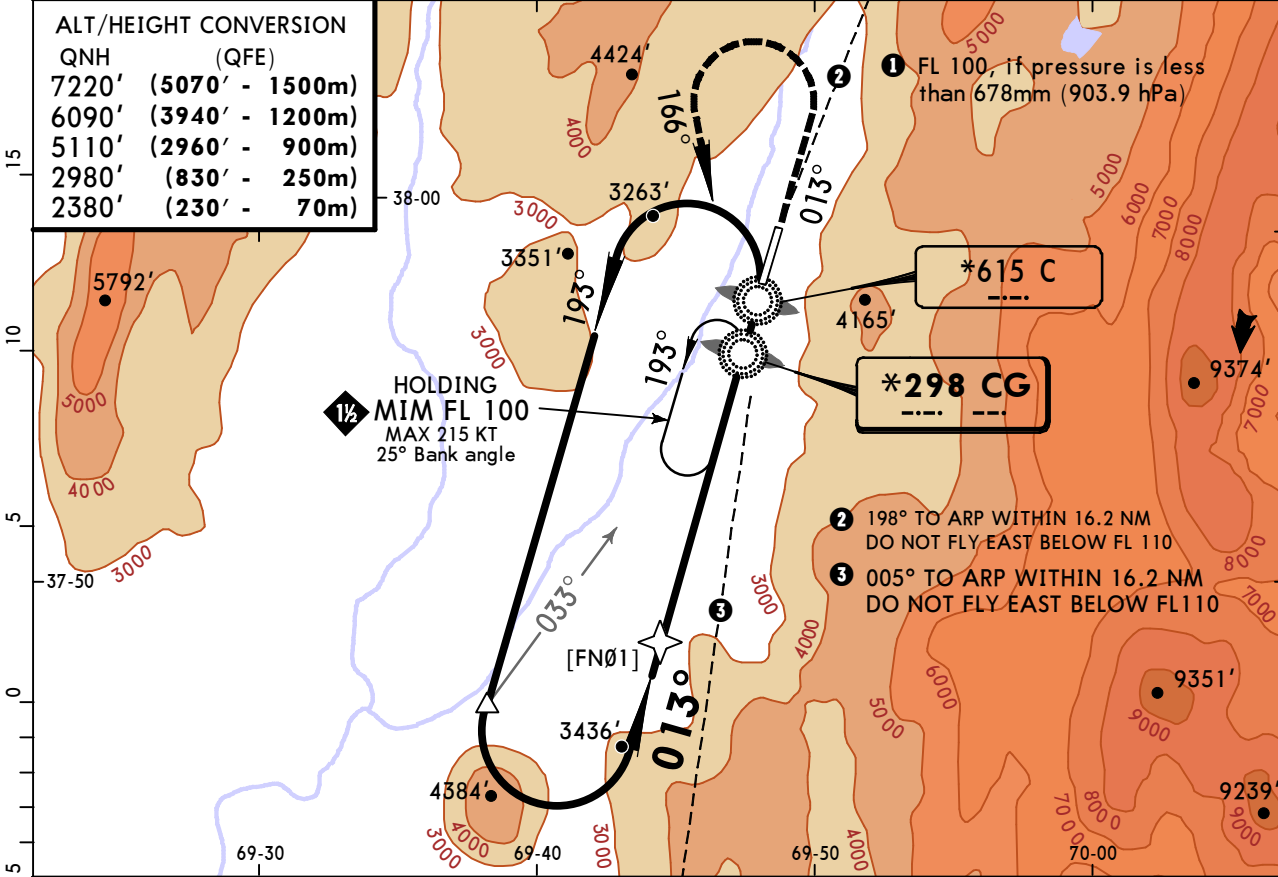
**KULOB, TAJIKISTAN**  
2 NDB Rwy 01

\*KULOB Tower  
**118.5**

NDB CG <b>*298</b>	Final Apch Crs <b>013°</b>	Minimum Alt LOM <b>2980' (830')</b>	MDA(H) <b>2580' (430')</b>	Apt Elev 2295' Rwy 2150'	<p>MSA ARP</p>
<p><b>MISSED APCH: Climb on 013° to 5110' (2960'), then turn LEFT to CG NDB climbing to FL 100 and hold.</b></p>					

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 90 ①    Trans alt: 7220' (5070')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
7220'	(5070' - 1500m)
6090'	(3940' - 1200m)
5110'	(2960' - 900m)
2980'	(830' - 250m)
2380'	(230' - 70m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	5110' (2960')	FL 100	CG 298
Descent Angle	3.55°	440	565	628	754	880	PAPI	on 013°	LT	
MAP at LMM										

**STRAIGHT-IN LANDING RWY 01**  
Missed apch climb gradient mim 5.1% up to 6090' (3940')  
MDA(H) **2580' (430')**

		ALS out
A		
B	1200m	1600m
C		2000m
D	2000m	2400m

PANS OPS



## Chart changes since cycle 03-2017

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**KULOB, (KULOB - UTDK)**

## **TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport UTDK**