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## **General Information**

Location: Kulob Tjk  
IATA Code: TJU  
Lat/Long: N37° 59.3' E069° 48.4'  
Elevation: 2295 ft

Airport Use: Public  
Magnetic Variation: 3.9°E

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

Sunrise: 0045 Z  
Sunset: 1401 Z,

## **Runway Information**

Runway: 01  
Length x Width: 9843 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 2150 ft  
Lighting: Edge, ALS

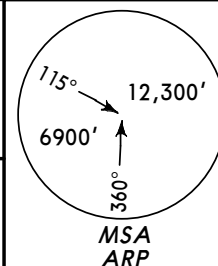
Runway: 19  
Length x Width: 9843 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 2295 ft  
Lighting: Edge

## **Communication Information**

Kulob Tower Approach Control 118.5

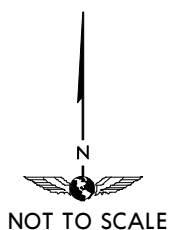
Apt Elev  
2295'

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' (5070')  
Crossings at airway exit points by ATC.



DANGARA 1A (HU 1A), FAYZOBOD 1A (JD 1A)  
RAMAN 1A [RAMA 1A]  
RWY 01 ARRIVALS

FAYZOBOD  
475 JD  
N38 32.6 E069 18.8



DANGARA  
\*1000 HU  
N38 05.0 E069 20.0

Direct distance from CG to:  
Kulob Apt 3 NM

ALT/HEIGHT CONVERSION  
QNH (QFE)  
7220' (5070' - 1500m)

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

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 ▲

43  
FL130  
JD 1A  
CORRIDOR 2

23  
FL110  
HU 1A  
CORRIDOR 1

1 1/2  
MHA FL100  
MAX 215 KT  
013°

20  
FL130  
RAMAN 1A  
CORRIDOR 3  
342°

KULOB  
\*298 CG  
N37 56.5 E069 47.4

RAMAN  
N37 37.0  
E069 54.0

Apt Elev  
2295'

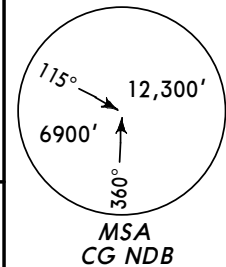
QNH on request (QFE)

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.



ALT/HEIGHT CONVERSION  
QNH (QFE)  
4600' (2305' - 700m)  
7220' (4925' - 1500m)

FAYZOBOD  
475 JD  
N38 32.6 E069 18.8

DANGARA  
\*1000 HU  
N38 05.0 E069 20.0

CORRIDOR 2

CORRIDOR 1

N37 56.3 E069 33.5  
At or above  
FL90

N38 03.9 E069 33.3  
At or above  
FL100

RAMAN 19D

HU 19D  
JD 19D  
RAMAN 19D

At 4600'  
(2305')

KULOB  
\*298 CG  
N37 56.5 E069 47.4  
RAMAN 19D  
ON RETURN  
At or above  
FL130



These SIDs require minimum climb gradients of

**HU 19D**

322' per NM (5.3%).

**JD 19D**

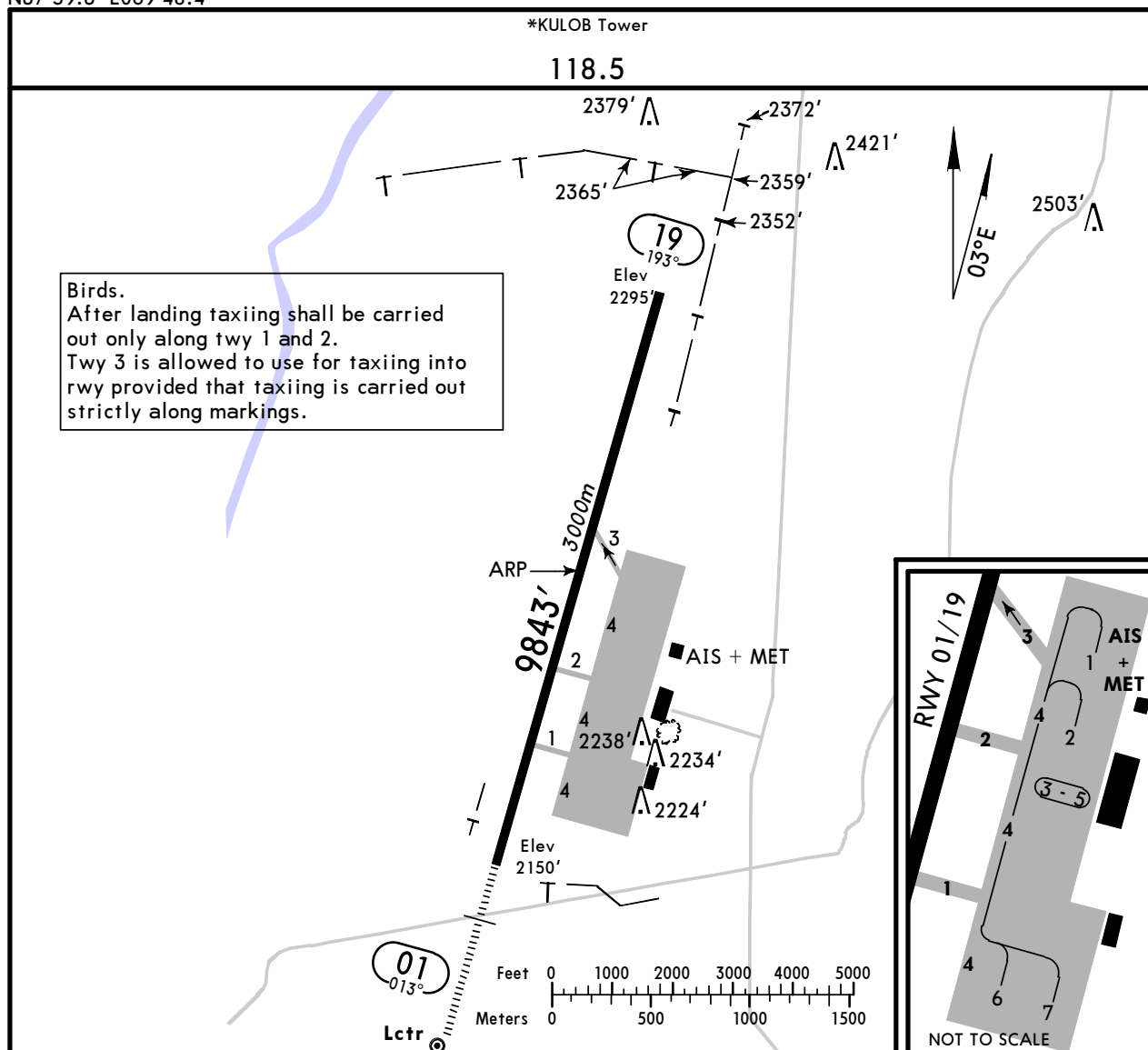
316' per NM (5.2%) up to 4600' (2305'), then  
237' per NM (3.9%).

**RAMAN 19D**

316' per NM (5.2%) up to 4600' (2305'), then  
280' per NM (4.6%).

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 322' per NM  | 403 | 537 | 805 | 1073 | 1342 | 1610 |
| 316' per NM  | 395 | 527 | 790 | 1053 | 1317 | 1580 |
| 280' per NM  | 349 | 466 | 699 | 932  | 1165 | 1398 |
| 237' per NM  | 296 | 395 | 592 | 790  | 987  | 1185 |

| SID              | ROUTING                                                                                                                                                   |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>HU 19D</b>    | To CG, turn RIGHT, 220° track climbing to 4600' (2305'), turn RIGHT, 307° track to HU climbing to FL110.                                                  |
| <b>JD 19D</b>    | To CG, turn RIGHT, 220° track climbing to 4600' (2305'), turn RIGHT, 336° track to JD climbing to FL130.                                                  |
| <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. |



# ADDITIONAL RUNWAY INFORMATION

| RWY |                       | USABLE LENGTHS |                | TAKE-OFF    | WIDTH |
|-----|-----------------------|----------------|----------------|-------------|-------|
|     |                       | Threshold      | Landing Beyond |             |       |
| 01  | RL (60m) HIALS PAPI-L |                | 9127' 2782m    | 1           | 138'  |
| 19  |                       | 1              |                | 9514' 2900m | 42m   |
|     |                       |                |                |             |       |
|     |                       |                |                |             |       |
|     |                       |                |                |             |       |
|     |                       |                |                |             |       |

1 Not published.

## TAKE-OFF

AIR CARRIER (JAA)

All Rwys

**LVP must be in force**

RCLM (DAY only)  
or RL

RCLM (DAY only)  
or RL

A  
B  
C  
D

250m

400m

300m

| STRAIGHT-IN RWY |                                                          | A                                              | B                                              | C                                                     | D                                                      |
|-----------------|----------------------------------------------------------|------------------------------------------------|------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------|
| 01              | ILS ❶<br><i>FULL</i><br><i>Limited</i><br><i>ALS out</i> | NOT<br>APPLICABLE                              | NOT<br>APPLICABLE                              | <b>2396'</b> (246)<br><b>R550m</b><br>R750m<br>R1300m | <b>2412'</b> (262')<br><b>R600m</b><br>R750m<br>R1300m |
|                 | LOC                                                      | NOT<br>AUTH                                    | NOT<br>AUTH                                    | NOT<br>AUTH                                           | NOT<br>AUTH                                            |
|                 | NDB ❶ ❷<br><i>ALS out</i>                                | <b>2580'</b> (430')<br><b>R1300m</b><br>R2000m | <b>2580'</b> (430')<br><b>R1300m</b><br>R2000m | <b>2580'</b> (430')<br><b>R1300m</b><br>R2000m        | <b>2580'</b> (430')<br><b>R1300m</b><br>R2000m         |

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

❷ Continuous Descent Final Approach.

| TAKE-OFF RWY 01, 19      |      |                          |                   |
|--------------------------|------|--------------------------|-------------------|
| RCLM (DAY only)<br>or RL |      | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                        | 250m | 400m                     | 500m              |
| B                        |      |                          |                   |
| C                        |      |                          |                   |
| D                        | 300m |                          |                   |





**Chart changes since cycle 16-2013**

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

KULOB, (KULOB - UTDK)



## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport UTDK**