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Revision Letter For Cycle 23-2013

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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: 0159 Z
Sunset: 1211 Z,

Runway Information

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

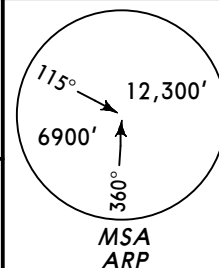
Runway: 19
Length x Width: 9843 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 2295 ft
Lighting: Edge

Communication Information

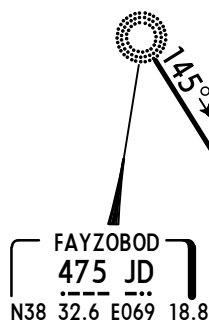
Kulob Tower Approach Control 118.5

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.

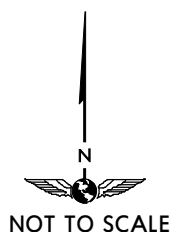


DANGARA 1A (HU 1A), FAYZOBOD 1A (JD 1A)
RAMAN 1A [RAMA1A]
RWY 01 ARRIVALS

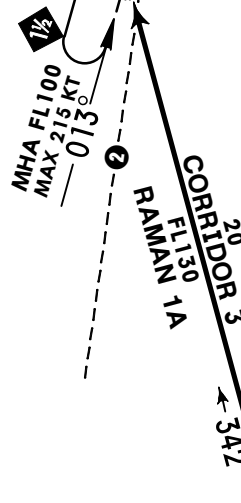
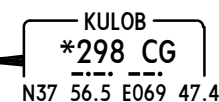


- ① 198° to ARP within 16.2 NM
do not fly east below FL110.
- ② 005° to ARP within 16.2 NM
do not fly east below FL110.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
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 ▲



Direct distance from CG to:
Kulob Apt 3 NM



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

RAMAN
N37 37.0
E069 54.0

Apt Elev
2295'

QNH on request (QFE)

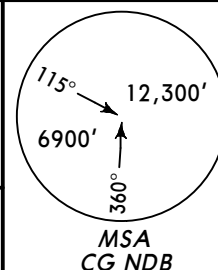
Trans level: FL90

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)

DANGARA 19D (HU 19D)
FAYZOBOD 19D (JD 19D)
RAMAN 19D [RAM19D]
RWY 19 DEPARTURESFAYZOBOD
475 JD
N38 32.6 E069 18.8DANGARA
*1000 HU
N38 05.0 E069 20.0N38 03.9 E069 33.3
At or above
FL100N37 56.3 E069 33.5
At or above
FL90

RAMAN 19D

N38 00.0
E069 42.8KULOB
*298 CG
N37 56.5 E069 47.4RAMAN 19D
ON RETURN
At or above
FL130HU 19D
JD 19D
RAMAN 19DAt 4600'
(2305')RAMAN
N37 37.0
E069 54.0

NOT TO SCALE

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

HU 19D

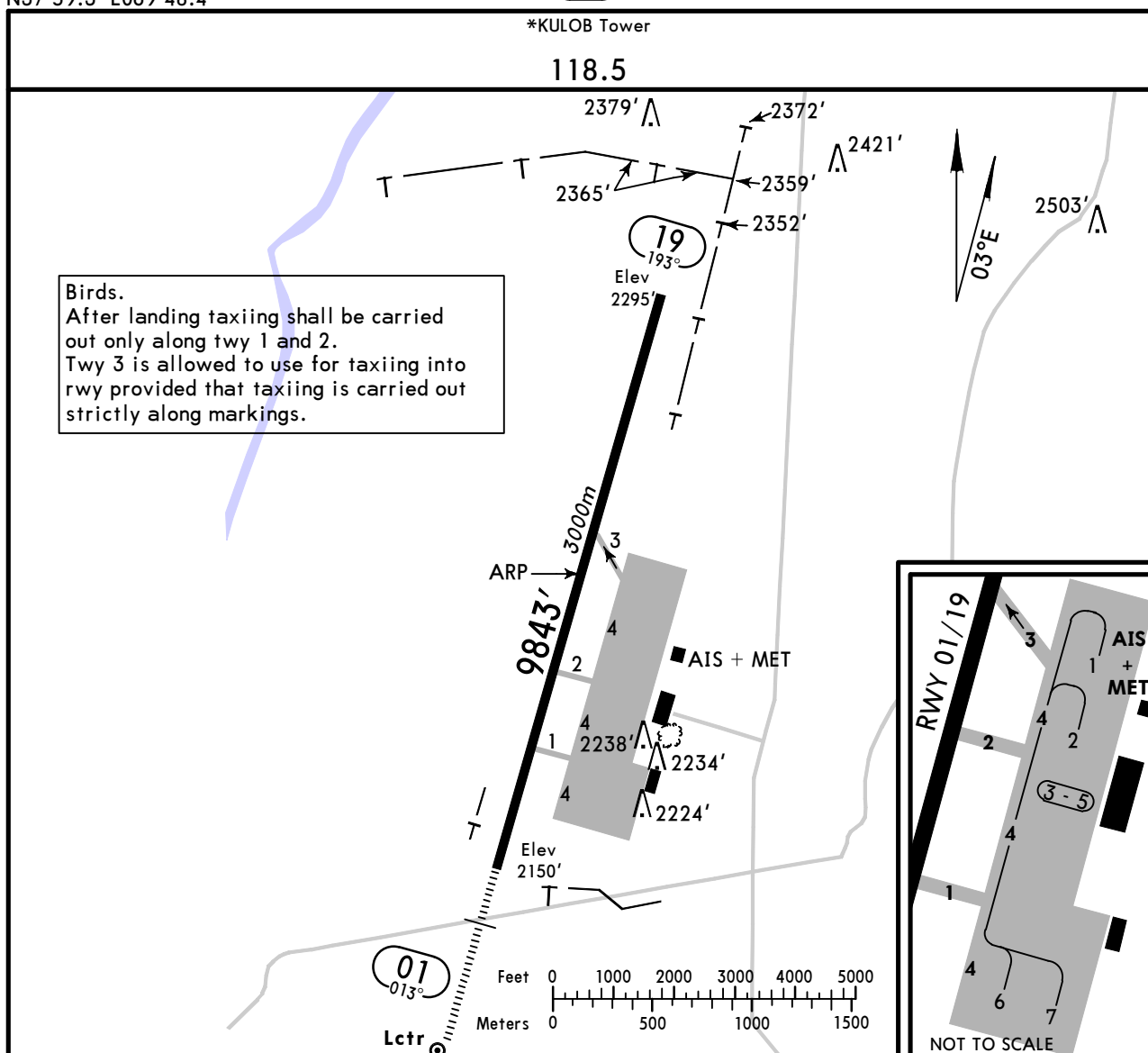
To CG, turn RIGHT, 220° track climbing to 4600' (2305'), turn RIGHT, 307° track to HU climbing to FL110.

JD 19D

To CG, turn RIGHT, 220° track climbing to 4600' (2305'), turn RIGHT, 336° track to JD climbing to FL130.

RAMAN 19D

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
	RL (60m)	HIALS	PAPI-L	Threshold	Landing Beyond Glide Slope		
01					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 FULL Limited ALS out	NOT APPLICABLE	NOT APPLICABLE	2396' (246) R550m R750m R1300m	2412' (262') R600m R750m R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶ ❷ ALS out	2580' (430') R1300m R2000m	2580' (430') R1300m R2000m	2580' (430') R1300m R2000m	2580' (430') R1300m R2000m

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

❷ Continuous Descent Final Approach.

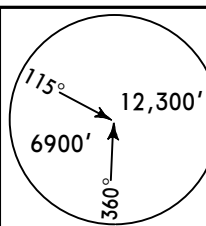
TAKE-OFF RWY 01, 19

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

*KULOB Tower (APP/TWR)

118.5

BRIEFING STRIP

LOC ICG *108.1	Final Apch Crs 013°	GS LOM 2855' (705')	ILS DA(H) Refer to Minimums	Apt Elev 2295' RWY 2150'	
NDB CG *298		Minimum Alt LOM 2970' (820')	NDB MDA(H) 2580' (430')		
MISSED APCH: Climb on 013° to 5110' (2960'), then turn LEFT to CG NDB climbing to FL 100 and hold.					

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

ALT/HEIGHT CONVERSION

QNH (QFE)

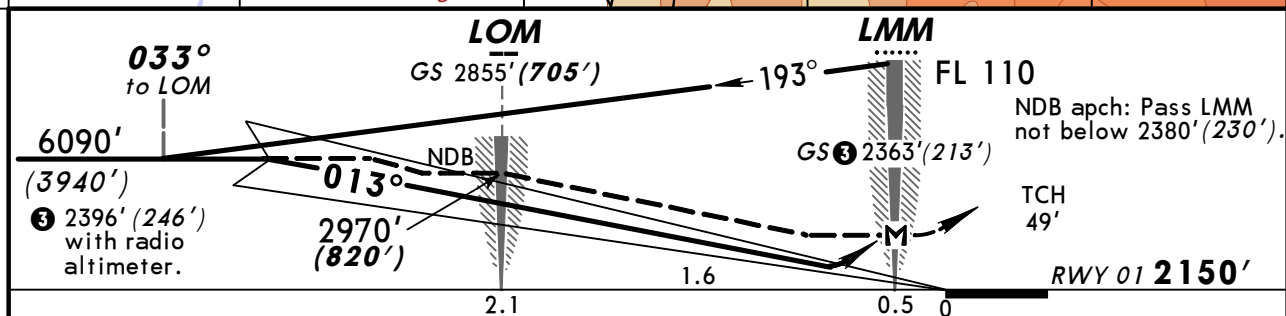
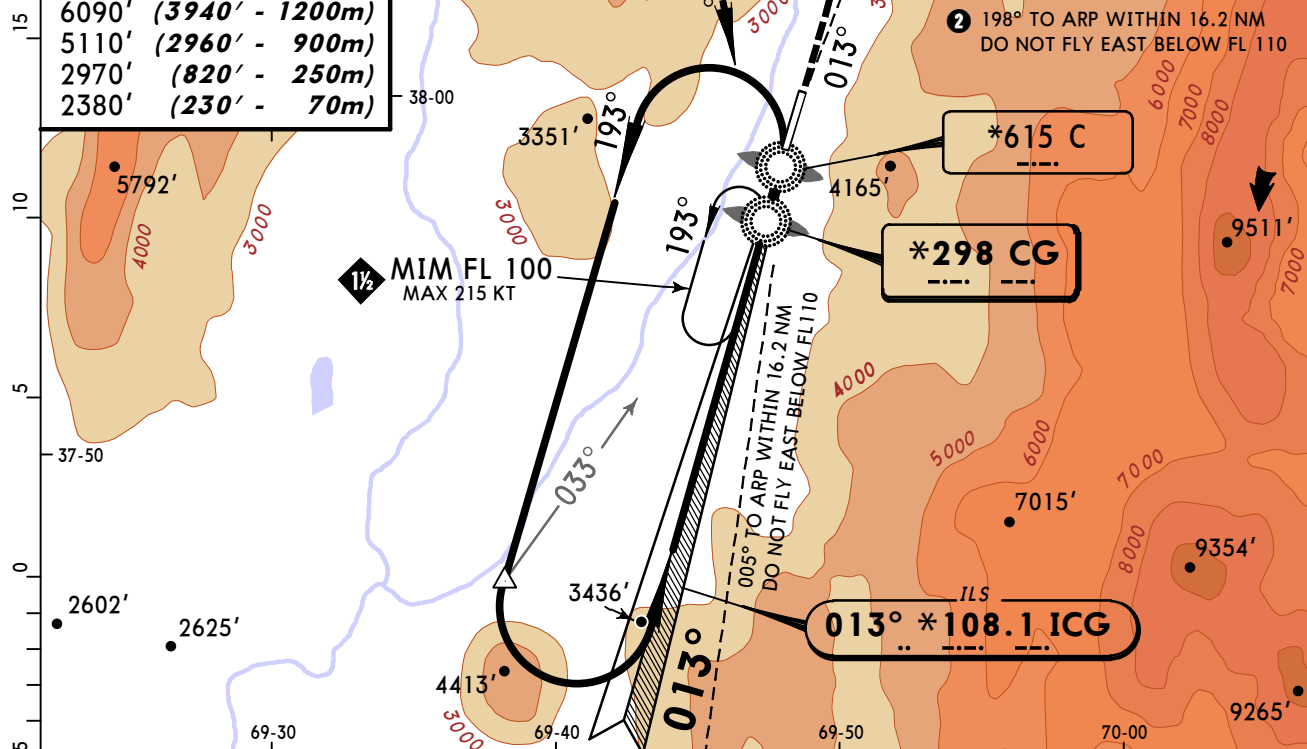
7220' (5070' - 1500m)

6090' (3940' - 1200m)

5110' (2960' - 900m)

2970' (820' - 250m)

2380' (230' - 70m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	5110' (2960')	013°	FL 100	CG 298
ILS GS	3.03°	380	489	543	652	761	869	PAPI	↑	on	LT
NDB Desc Angle	3.32°	411	529	587	705	822	940				
MAP at LMM											

STRAIGHT-IN LANDING RWY 01 I					
ILS		LOC (GS out)	NDB		
DA(H)	C: 2396' (246') D: 2412' (262')		MDA(H)	2580' (430')	
FULL	ALS out			ALS out	
A	NOT APPLICABLE		NA		
B				1200m	1600m
C	800m	1200m		2000m	
D		1300m		2000m	2400m

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

CHANGES: Missed apch. Trans level.

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KULOB, (KULOB - UTDK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTDK