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## General Information

Location: Khujand  Tjk
IATA Code: LBD
Lat/Long: N40° 12.9' E069° 41.8'
Elevation: 1450 ft

Airport Use: Public
Magnetic Variation: 4.7°E

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

Sunrise: 0244 Z
Sunset: 1210 Z,

## Runway Information

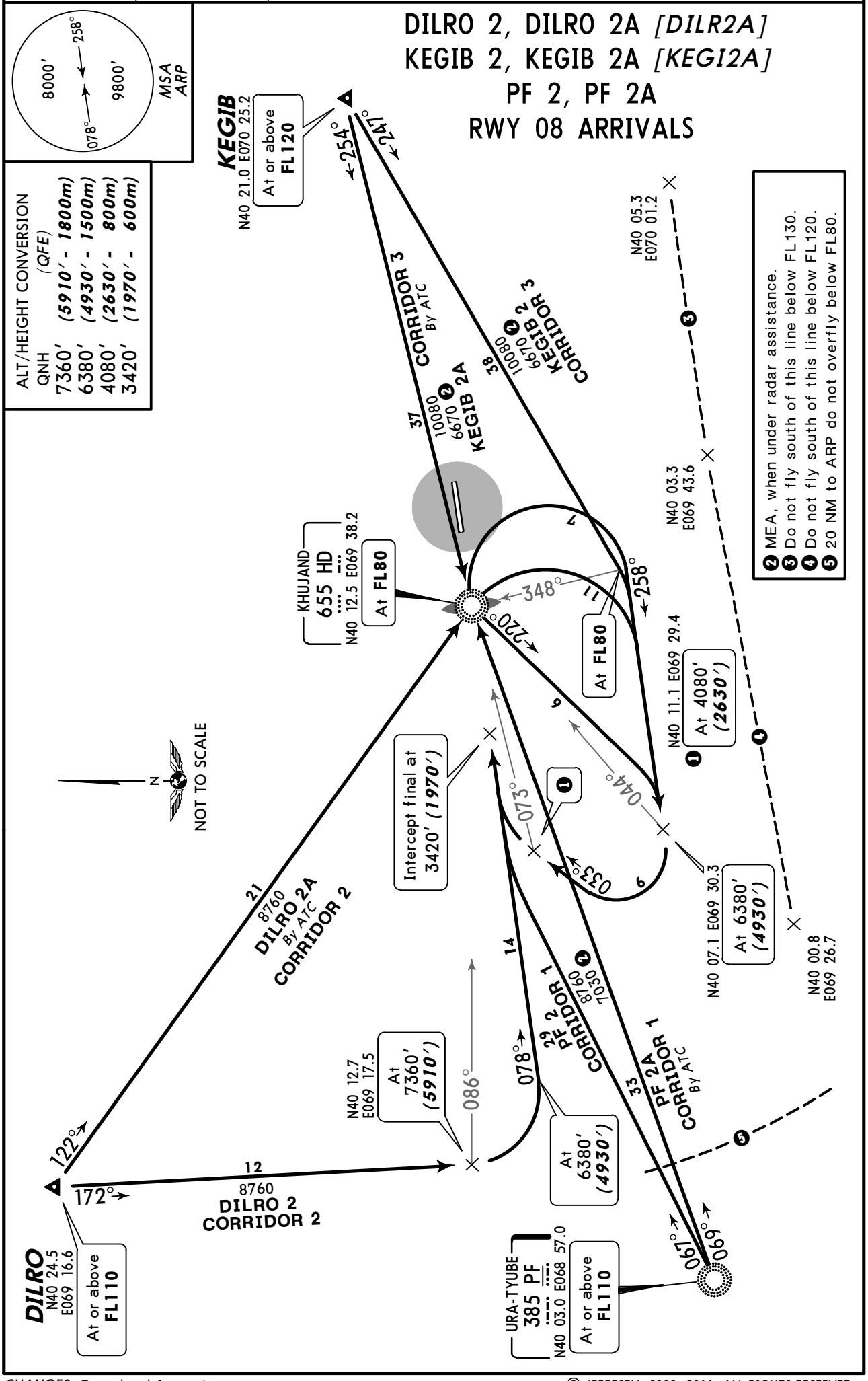
Runway: 08
Length x Width: 10499 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 1450 ft
Lighting: Edge, ALS
Displaced Threshold: 945 ft

Runway: 26
Length x Width: 10499 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 1401 ft
Lighting: Edge, ALS
Displaced Threshold: 958 ft

## Communication Information

Khujand Tower 120.3
Khujand Taxiing Ground Control 121.9
Khujand Approach Control 124.8
Khujand Radar 120.3
AWS 127.2

| ATIS | Apt Elev | |
|---|---|---|
| 127.2 | 1450′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL80 Trans alt: 6380′ *(4930′)* |



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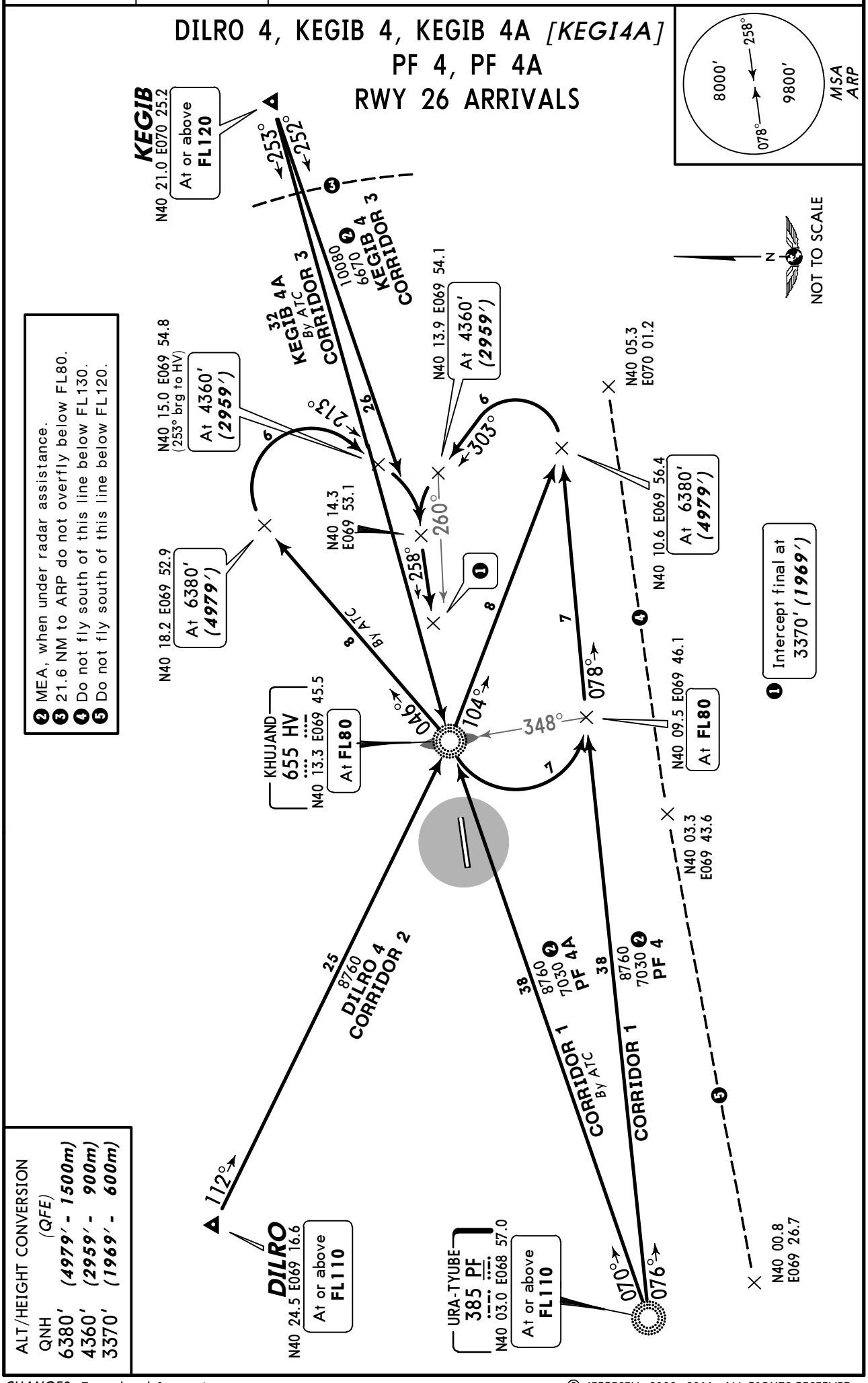
| ATIS | Apt Elev | |
|---|---|---|
| 127.2 | 1450′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL80 Trans alt: 6380′ *(4979′)* |

# DILRO 4, KEGIB 4, KEGIB 4A *[KEGI4A]*
## PF 4, PF 4A
## RWY 26 ARRIVALS




❷ MEA, when under radar assistance.
❸ 21.6 NM to ARP do not overfly below FL80.
❹ Do not fly south of this line below FL130.
❺ Do not fly south of this line below FL120.

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 6380′ | *(4979′ - 1500m)* |
| 4360′ | *(2959′ - 900m)* |
| 3370′ | *(1969′ - 600m)* |

*CHANGES:* Trans level & crossings.

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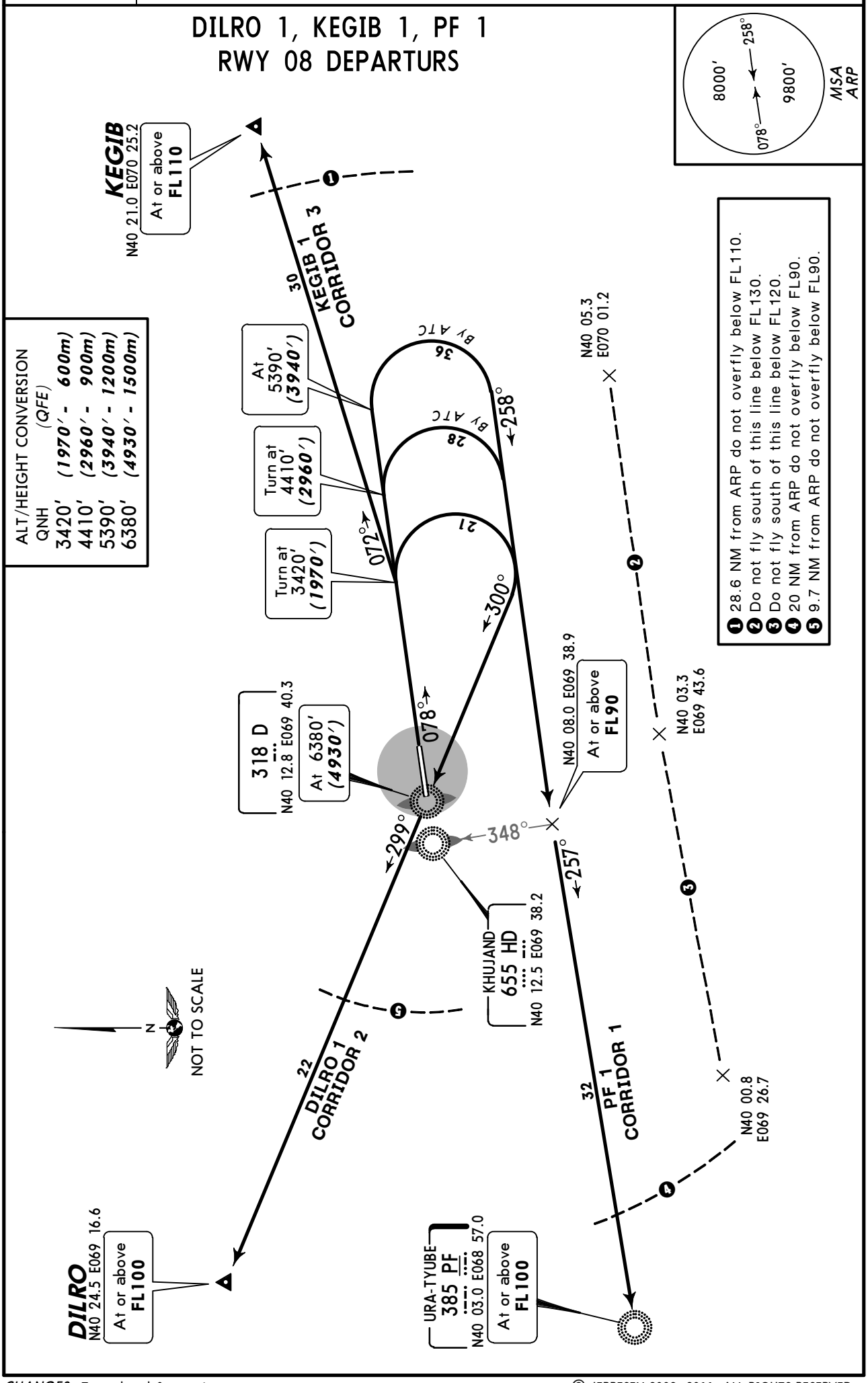
| Apt Elev | QNH on request **(QFE)** |
|---|---|
| 1450′ | Trans level: FL80 Trans alt: 6380′ ***(4930′)*** |

# DILRO 1, KEGIB 1, PF 1
## RWY 08 DEPARTURS




*CHANGES:* Trans level & crossings.

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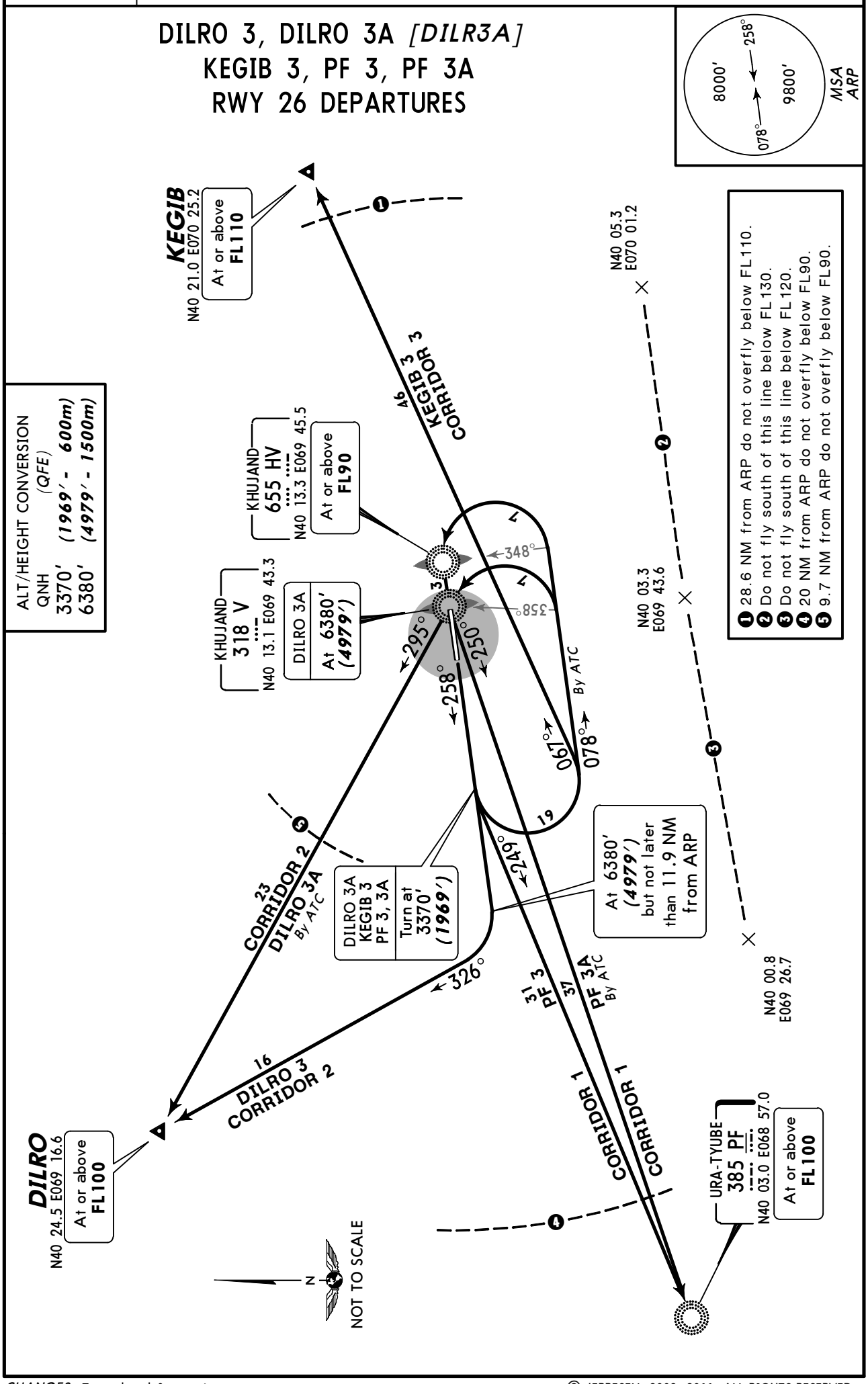
| Apt Elev | |
|---|---|
| 1450′ | QNH on request **(QFE)**<br>Trans level: FL80 Trans alt: 6380′ ***(4979′)*** |

# DILRO 3, DILRO 3A *[DILR3A]*
# KEGIB 3, PF 3, PF 3A
# RWY 26 DEPARTURES




*CHANGES:* Trans level & crossings.

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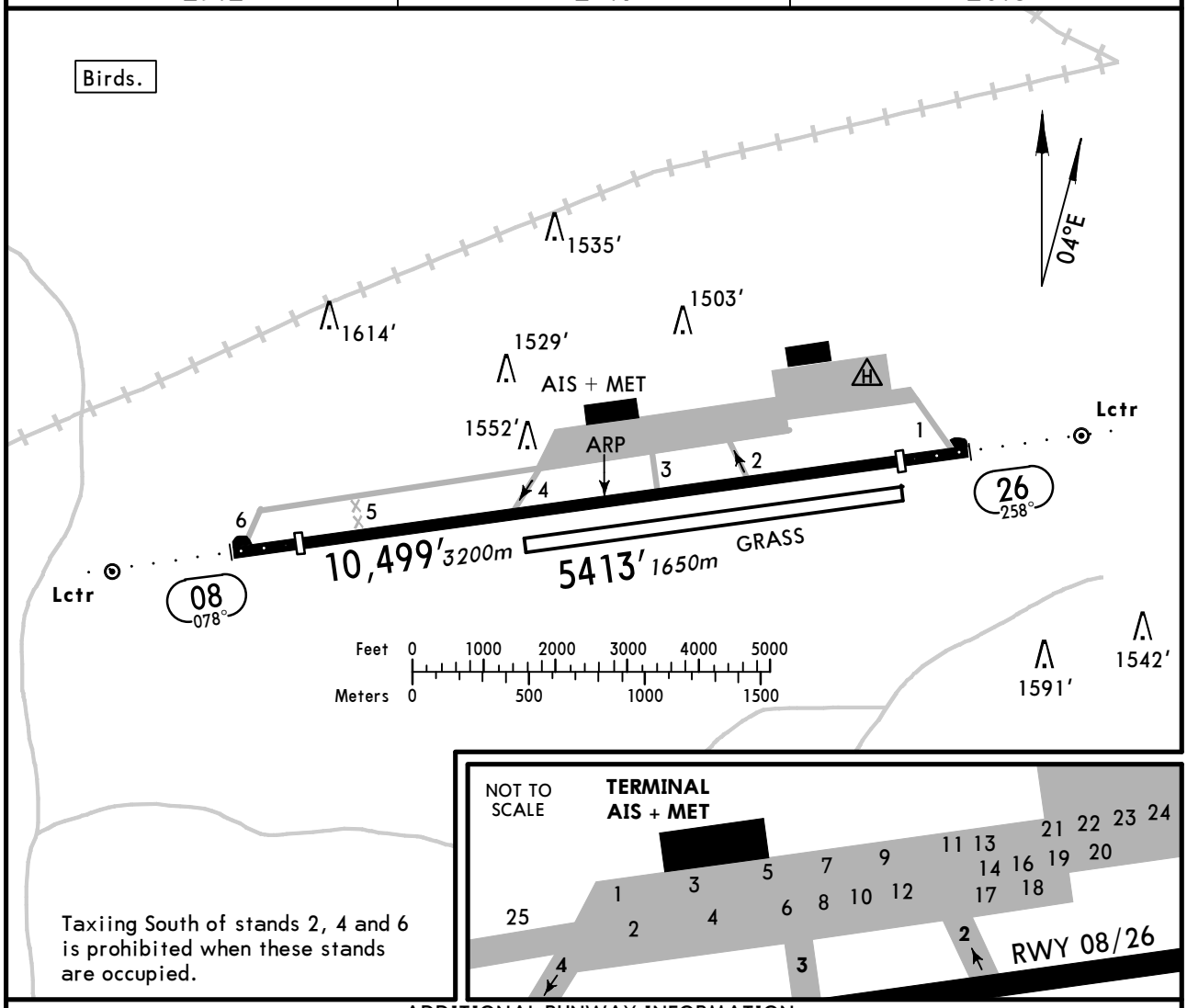
| ATIS | KHUJAND Taxiing (GND) | KHUJAND Tower (START) |
|---|---|---|
| 127.2 | 121.9 | 120.3 |




Taxiing South of stands 2, 4 and 6 is prohibited when these stands are occupied.

ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 08 / 26 | RL *(60m)* ALS RVR | 9062' *2762m* / 9049' *2758m* | 7881' *2402m* / 8298' *2529m* | 10,007' *3050m* | 164' *50m* |
| 08 / 26 | Grass runway | | | | 197' *60m* |
| | | | | | |
| | | | | | |
| | | | | | |

TAKE-OFF

AIR CARRIER (JAA)

**Main rwy**

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

*CHANGES:* Apt & location designation. Usable lengths.

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| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| **08** | ILS | **1650′**(200′)<br>**R1000m** | **1650′**(200′)<br>**R1000m** | **1650′**(200′)<br>**R1000m** | **1650′**(200′)<br>**R1000m** |
| | *ALS out* | R1200m | R1200m | R1200m | R1200m |
| | LOC with RADAR | **1970′**(520′)<br>**C2300m** | **1970′**(520′)<br>**C2300m** | **1970′**(520′)<br>**C2500m** | **1970′**(520′)<br>**C2500m** |
| | *ALS out* | C2600m | C2600m | C2800m | C2800m |
| | LOC w/o RADAR | **2340′**(890′)<br>**C4000m** | **2340′**(890′)<br>**C4000m** | **2340′**(890′)<br>**C4200m** | **2340′**(890′)<br>**C4200m** |
| | *ALS out* | C4200m | C4200m | C4400m | C4400m |
| | PAR | **1818′**(368′)<br>**R1500m** | **1827′**(377′)<br>**R1500m** | **1837′**(387′)<br>**R1600m** | **1847′**(397′)<br>**R1600m** |
| | *ALS out* | R1500m | R1500m | R1800m | R1800m |
| | NDB with RADAR | **1970′**(520′)<br>**C2300m** | **1970′**(520′)<br>**C2300m** | **1970′**(520′)<br>**C2500m** | **1970′**(520′)<br>**C2500m** |
| | *ALS out* | C2600m | C2600m | C2800m | C2800m |
| | NDB w/o RADAR | **2340′**(890′)<br>**C4000m** | **2340′**(890′)<br>**C4000m** | **2340′**(890′)<br>**C4200m** | **2340′**(890′)<br>**C4200m** |
| | *ALS out* | C4200m | C4200m | C4400m | C4400m |
| **26** | ILS | **1601′**(200′)<br>**R1000m** | **1601′**(200′)<br>**R1000m** | **1601′**(200′)<br>**R1000m** | **1601′**(200′)<br>**R1000m** |
| | *ALS out* | R1200m | R1200m | R1200m | R1200m |
| | LOC | NOT AUTHORIZED | NOT AUTHORIZED | NOT AUTHORIZED | NOT AUTHORIZED |
| | PAR | **1611′**(210′)<br>**R1000m** | **1621′**(220′)<br>**R1000m** | **1631′**(230′)<br>**R1000m** | **1640′**(239′)<br>**R1000m** |
| | *ALS out* | R1200m | R1200m | R1200m | R1200m |
| | NDB | **1730′**(329′)<br>**R1500m** | **1730′**(329′)<br>**R1500m** | **1730′**(329′)<br>**R1700m** | **1730′**(329′)<br>**R1700m** |
| | *ALS out* | R1700m | R1700m | R1900m | R1900m |

**TAKE-OFF RWY 08, 26**

| | LVP must be in Force<br>RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
|---|---|---|---|
| A, B, C | 250m | 400m | 500m |
| D | 300m | | |


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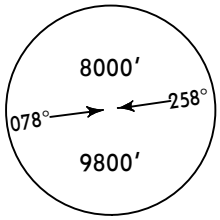
# KHUJAND, TAJIKISTAN
## ILS or LOC or 2 NDB Rwy 08

BRIEFING STRIP ™

| ATIS | KHUJAND Approach | KHUJAND Krug (SRE) | KHUJAND Tower (TWR/START) | Ground |
|---|---|---|---|---|
| 127.2 | 124.8 | 120.3 | 120.3 | 121.9 |

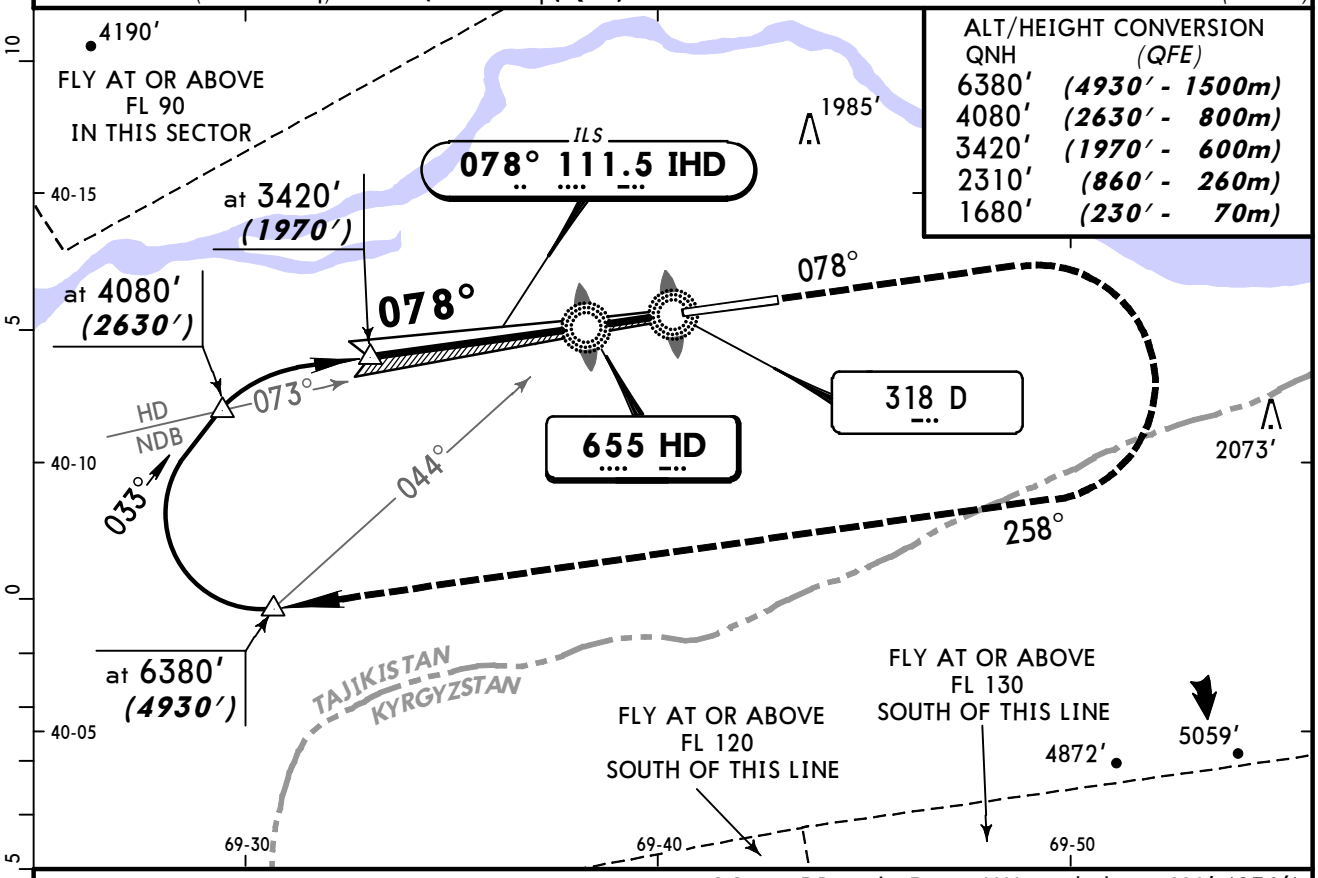
| | | | | |
|---|---|---|---|---|
| *LOC* IHD **111.5** | *Final Apch Crs* **078°** | *GS* **LOM** 2139′ *(689′)* | *ILS DA(H)* 1650′ *(200′)* | *Apt Elev* 1450′ |
| *NDB* HD **655** | | *Minimum Alt* **LOM** 2310′ *(860′)* | *NDB MDA(H)* Refer to Minimums | *RWY* **1450′** |

**MISSED APCH:** Climb on 078° to 3420′ *(1970′)*, then turn RIGHT onto 258° climbing to 6380′ *(4930′)*, then according to chart.




*MSA ARP*

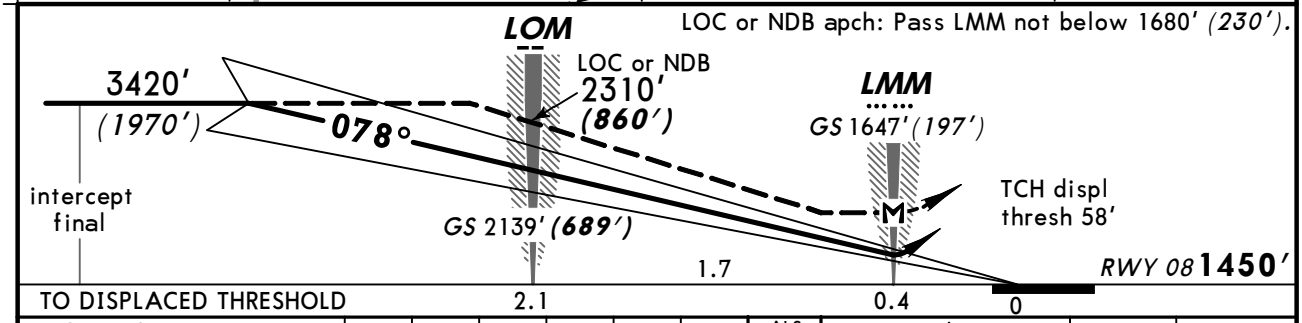
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 80 Trans alt: 6380′ *(4930′)*




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 6380′ | *(4930′ - 1500m)* |
| 4080′ | *(2630′ - 800m)* |
| 3420′ | *(1970′ - 600m)* |
| 2310′ | *(860′ - 260m)* |
| 1680′ | *(230′ - 70m)* |

LOC or NDB apch: Pass LMM not below 1680′ *(230′)*.




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| *Gnd speed-Kts* | | 70 | 90 | 100 | 120 | 140 | 160 | ALS |
| *ILS GS* | 2.83° | 356 | 457 | 508 | 610 | 711 | 813 | |
| *LOC or NDB Desc Angle* | 3.60° | 446 | 573 | 637 | 765 | 892 | 1019 | |
| *MAP at LMM* | | | | | | | | |

3420′ *(1970′)* on **078°** | **258°** RT | 6380′ *(4930′)*

STRAIGHT-IN LANDING RWY **08**

PANS OPS

| | ILS | | LOC (GS out) [1] | | NDB | |
|---|---|---|---|---|---|---|
| | | | with Radar | w/o Radar | with Radar | w/o Radar |
| | | | *MDA(H)* | *MDA(H)* | *MDA(H)* | *MDA(H)* |
| | *DA(H)* 1650′ *(200′)* | | 1970′ *(520′)* | 2340′ *(890′)* | 1970′ *(520′)* | 2340′ *(890′)* |
| | FULL | ALS out | ALS out | ALS out | ALS out | ALS out |
| A | *1200m* | | RVR *1500m* VIS *1600m* | RVR *1800m* VIS *2000m* | RVR *1500m* VIS *1600m* | RVR *1800m* VIS *2000m* |
| B | | | | | | |
| C | | | *2400m* | *4400m* | *2400m* | *4400m* |
| D | | | *2800m* | *4800m* | *2800m* | *4800m* |

[1] LMM out: NOT AUTHORIZED.

*CHANGES:* Trans level.

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# KHUJAND, TAJIKISTAN
# ILS or 2 NDB Rwy 26

BRIEFING STRIP ™

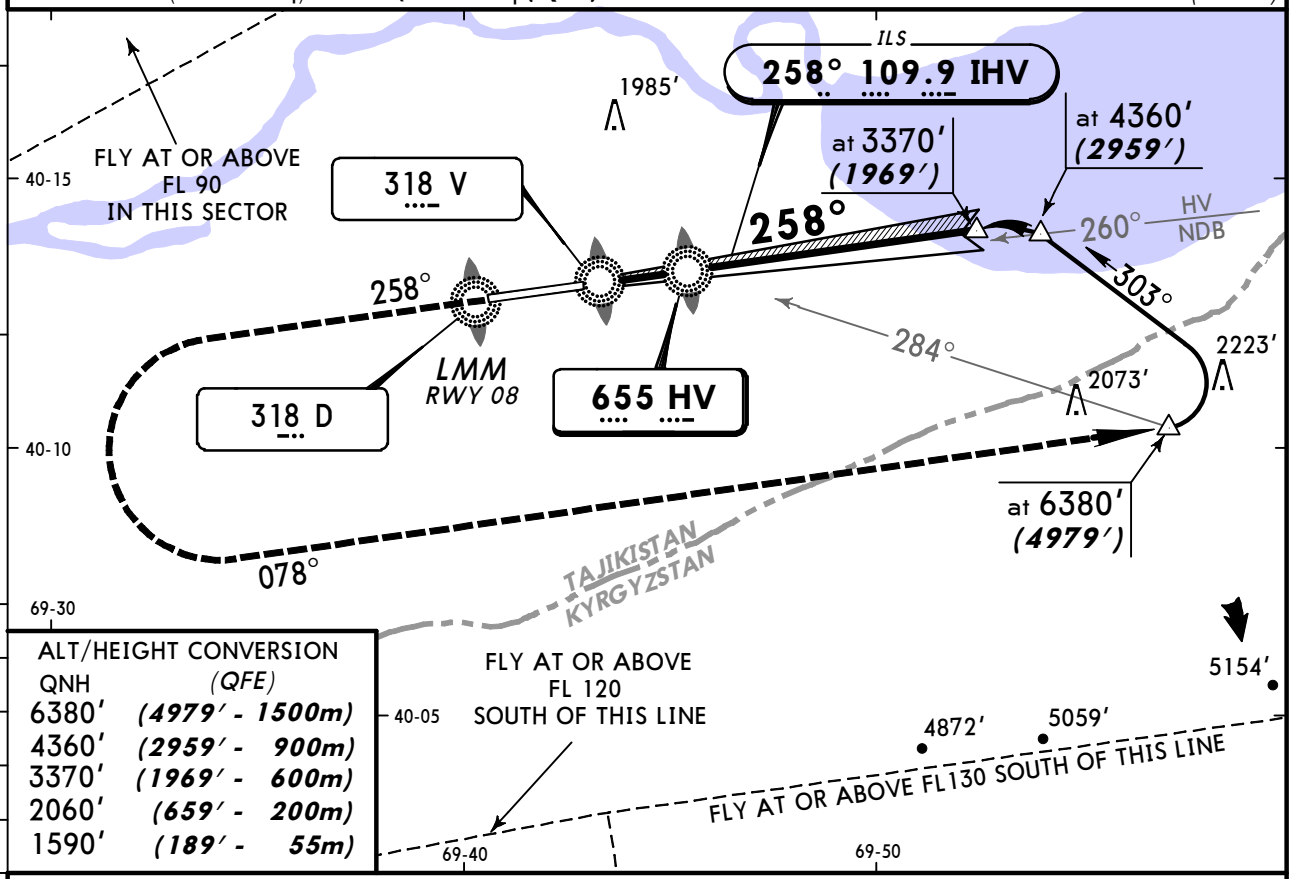
| ATIS | KHUJAND Approach | KHUJAND Krug (SRE) | KHUJAND Tower (TWR/START) | Ground |
|---|---|---|---|---|
| 127.2 | 124.8 | 120.3 | 120.3 | 121.9 |

| | | | | |
|---|---|---|---|---|
| LOC IHV **109.9** | Final Apch Crs **258°** | GS LOM 2057′ (656′) | ILS DA(H) 1601′ (200′) | Apt Elev 1450′ |
| NDB HV **655** | | Minimum Alt LOM 2060′ (659′) | NDB MDA(H) 1730′ (329′) | RWY **1401′** |

**MISSED APCH:** Climb on 258° to 3370′ (1969′), then turn LEFT onto 078° climbing to 6380′ (4979′), then according to chart.
Cross LMM Rwy 08 at or above 2060′ (659′).

MSA ARP: 8000′ (258°, 078°), 9800′

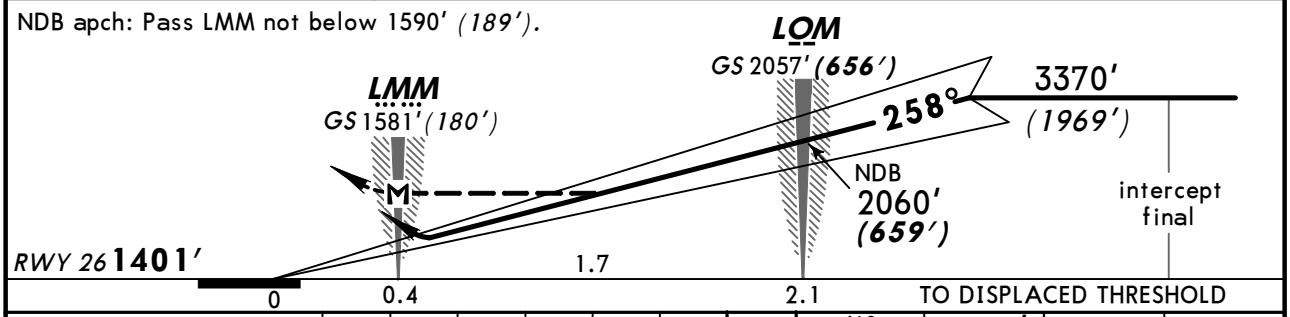
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 80 | Trans alt: 6380′ (4979′)




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 6380′ | (4979′ - 1500m) |
| 4360′ | (2959′ - 900m) |
| 3370′ | (1969′ - 600m) |
| 2060′ | (659′ - 200m) |
| 1590′ | (189′ - 55m) |

NDB apch: Pass LMM not below 1590′ (189′).




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or NDB Descend Angle 2.67° | 336 | 432 | 480 | 576 | 671 | 767 |
| MAP at LMM | | | | | | |

ALS — 2060′ (659′) or above on 258° — **LMM** RWY 08

STRAIGHT-IN LANDING RWY **26**

| ILS | | LOC (GS out) | NDB | |
|---|---|---|---|---|
| DA(H) 1601′ (200′) | | | MDA(H) 1730′ (329′) | |
| FULL | ALS out | | | ALS out |

PANS OPS

| | | | | |
|---|---|---|---|---|
| A | 1200m | NOT AUTH | RVR 1500m VIS 1600m | |
| B | | | | |
| C | | | | |
| D | | | | |

*CHANGES:* Trans level.

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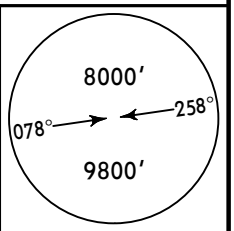
BRIEFING STRIP ™

| ATIS | KHUJAND Approach | KHUJAND Krug (SRE) | KHUJAND Tower (TWR/START) | Ground |
|---|---|---|---|---|
| 127.2 | 124.8 | 120.3 | 120.3 | 121.9 |

| RADAR | Final Apch Crs | PAR GS LOM | PAR DA(H) | Apt Elev 1450′ |
|---|---|---|---|---|
| | 078° | 2139′ (689′) | Refer to Minimums | RWY 1450′ |

**MISSED APCH:** Climb on 078° to 3420′ (1970′), then turn RIGHT onto 258° climbing to 6380′ (4930′), then according to chart.

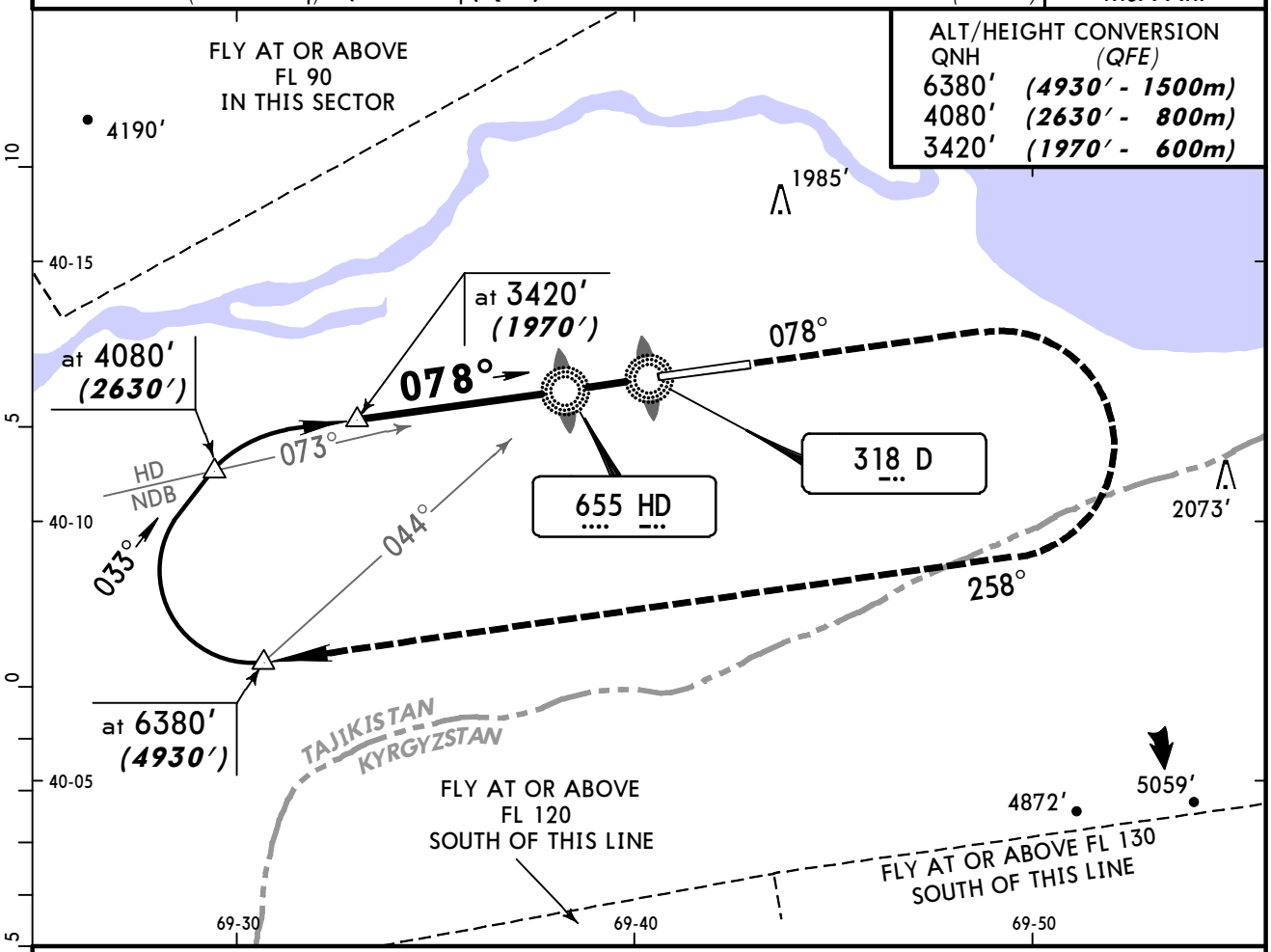
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 80 Trans alt: 6380′ (4930′)

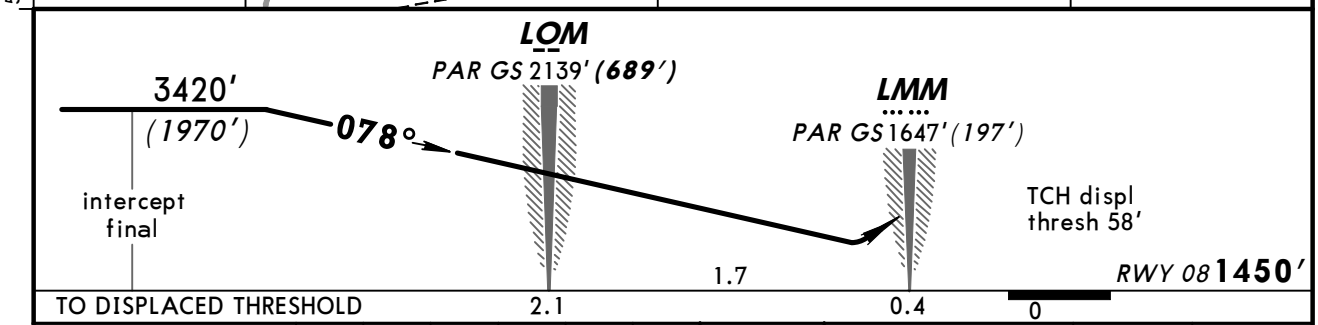



MSA ARP

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 6380′ | (4930′ - 1500m) |
| 4080′ | (2630′ - 800m) |
| 3420′ | (1970′ - 600m) |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| PAR GS | 2.83° | 356 | 457 | 508 | 610 | 711 | 813 |

ALS

3420′ (1970′) on 078° | 258° RT | 6380′ (4930′)

STRAIGHT-IN LANDING RWY **08**

DA(H) A:1818′ (368′) C:1837′ (387′)
B:1827′ (377′) D:1847′ (397′)

ALS out

PANS OPS

| | |
|---|---|
| A | 2000m |
| B | |
| C | 2100m |
| D | |

*CHANGES:* Trans level.

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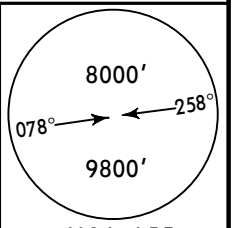
BRIEFING STRIP ™

| ATIS | KHUJAND Approach | KHUJAND Krug (SRE) | KHUJAND Tower (TWR/START) | Ground |
|---|---|---|---|---|
| 127.2 | 124.8 | 120.3 | 120.3 | 121.9 |

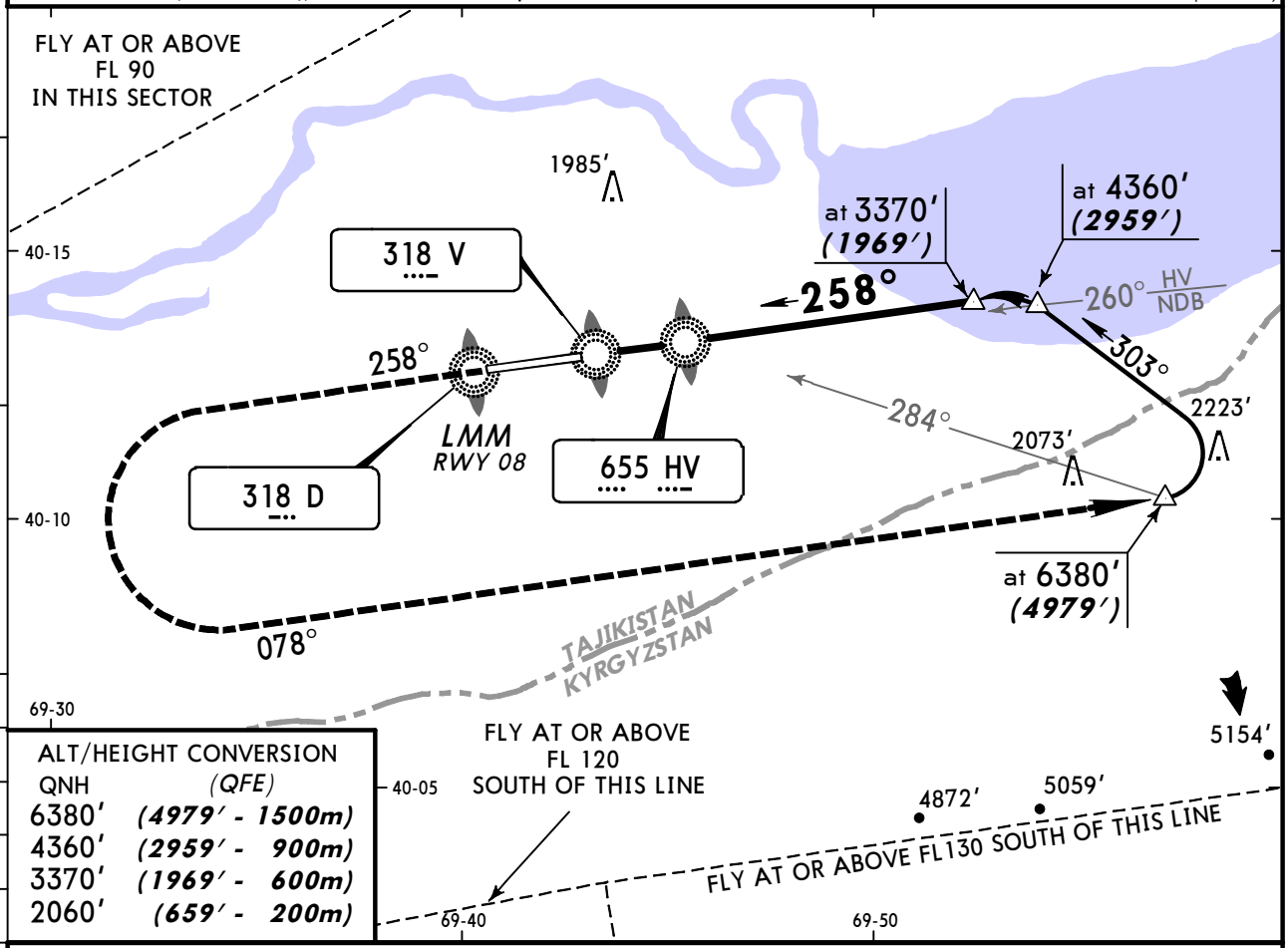
| RADAR | Final Apch Crs | PAR GS LOM | PAR DA(H) | Apt Elev 1450' |
|---|---|---|---|---|
| | 258° | 2057' (656') | Refer to Minimums | RWY 1401' |

**MISSED APCH:** Climb on 258° to 3370' (1969'), then turn LEFT onto 078° climbing to 6380' (4979'), then according to chart.
Cross LMM Rwy 08 at or above 2060' (659').



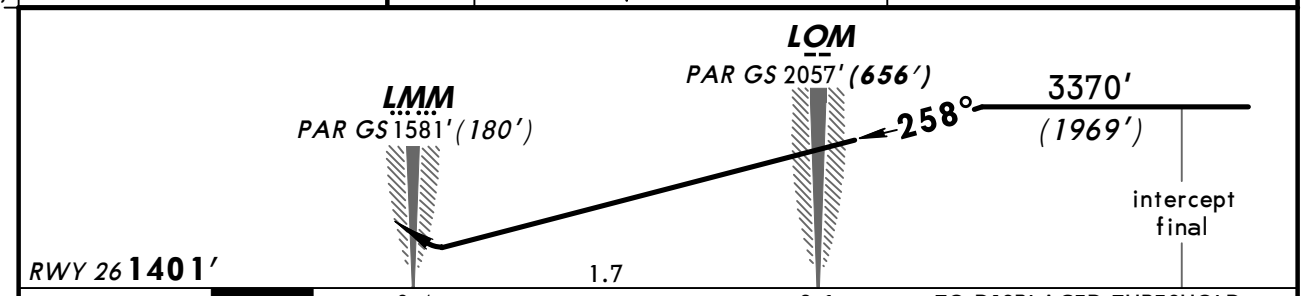
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 80 Trans alt: 6380' (4979')




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 6380' | (4979' - 1500m) |
| 4360' | (2959' - 900m) |
| 3370' | (1969' - 600m) |
| 2060' | (659' - 200m) |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| PAR GS 2.67° | 336 | 432 | 480 | 576 | 671 | 767 |

ALS

2060' (659') or above on 258°

LMM RWY 08

STRAIGHT-IN LANDING RWY 26

DA(H) A: 1611' (210') C: 1631' (230')
B: 1621' (220') D: 1640' (239')

ALS out

PANS OPS

| | |
|---|---|
| A | 1200m |
| B | |
| C | |
| D | |

CHANGES: Trans level.

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JeppView for Windows

## Chart changes since cycle 26-2013

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**KHUJAND, (KHUJAND - UTDL)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport UTDL