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Revision Letter For Cycle 13-2016

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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: 2358 Z
Sunset: 1446 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

JEPPESSEN

12 JUN 15

10-2

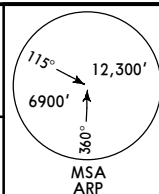
Eff 25 Jun

KULOB, TAJIKISTAN

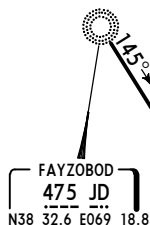
STAR

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

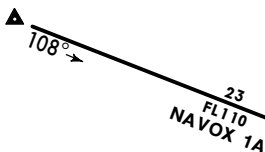


- 1 198° to ARP within 16.2 NM
do not fly east below FL110.
- 2 005° to ARP within 16.2 NM
do not fly east below FL110.

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

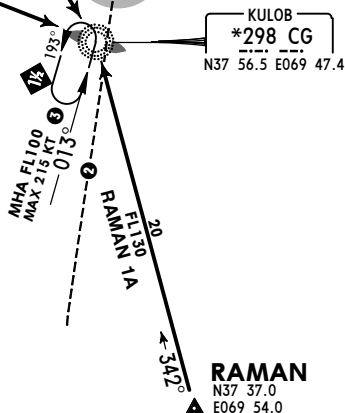


NAVOX
N38 05.0 E069 20.0



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

Direct distance from CG to:
Kulob Apt 3 NM



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

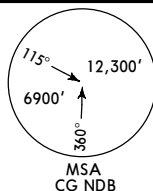
UTDK/TJU
KULOB

JEPPESEN
12 JUN 15 10-3 Eff 25 Jun

KULOB, TAJIKISTAN
SID

Apt Elev
2293'

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

FAYZOBOD
475 JD
N38 32.6 E069 18.8

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

NAVOX
N38 05.0 E069 20.0

N38 03.9 E069 33.3
At or above
FL100

RAMAN 19D

N38 00.0
E069 42.8

N37 56.3 E069 33.5
At or above
FL90

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

JD 19D
NAVOX 19D
RAMAN 19D

At 4600'
(2305')

RAMAN
N37 37.0
E069 54.0



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
JD 19D	To CG, turn RIGHT, 220° track climbing to 4600' (2305'), turn RIGHT, 336° track to JD climbing to FL130.
NAVOX 19D	To CG, turn RIGHT, 220° track climbing to 4600' (2305'), turn RIGHT, 307° track to NAVOX climbing to FL110.
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.

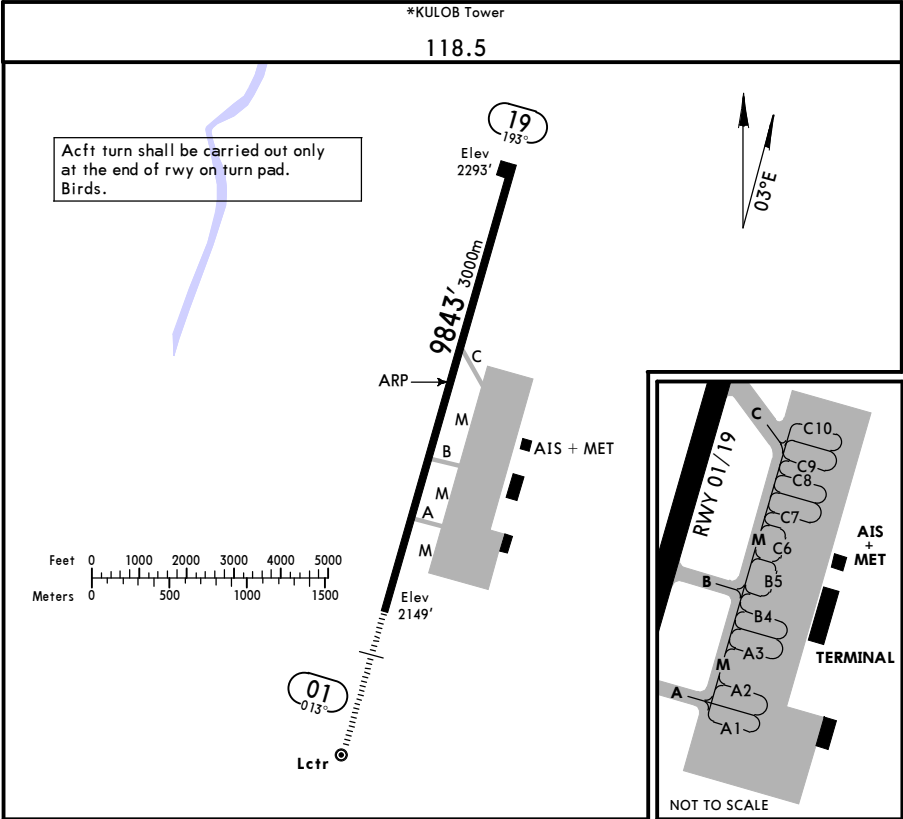
CHANGES: SID DANGARA 19D replaced by SID NAVOX 19D.

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UTDK/TJU
Apt Elev **2293'**
N37 59.3 E069 48.4

JEPPESSEN
18 MAR 16 **(10-9)** **Eff 31 Mar**

KULOB, TAJIKISTAN
KULOB



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		WIDTH
				Threshold	Landing Beyond	
01	RL (60m)	HIALS	PAPI-L		9127' 2782m	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	400m
C		
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	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶❷	2580'(431')	2580'(431')	2580'(431')	2580'(431')
		R1300m	R1300m	R1300m	R1300m
	ALS out	R2000m	R2000m	R2000m	R2000m

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

❷ Continuous Descent Final Approach.

TAKE-OFF RWY 01, 19

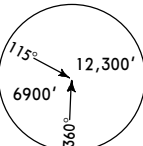
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

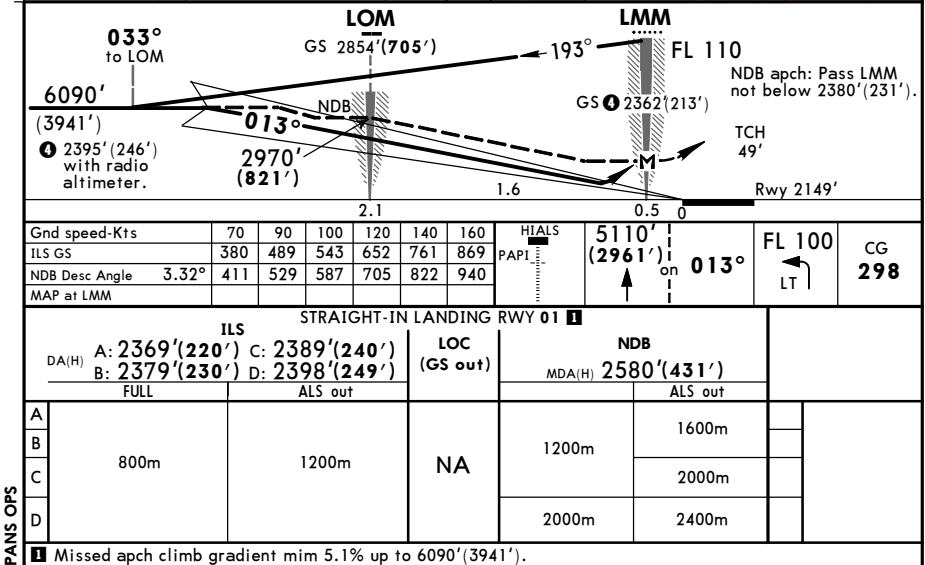
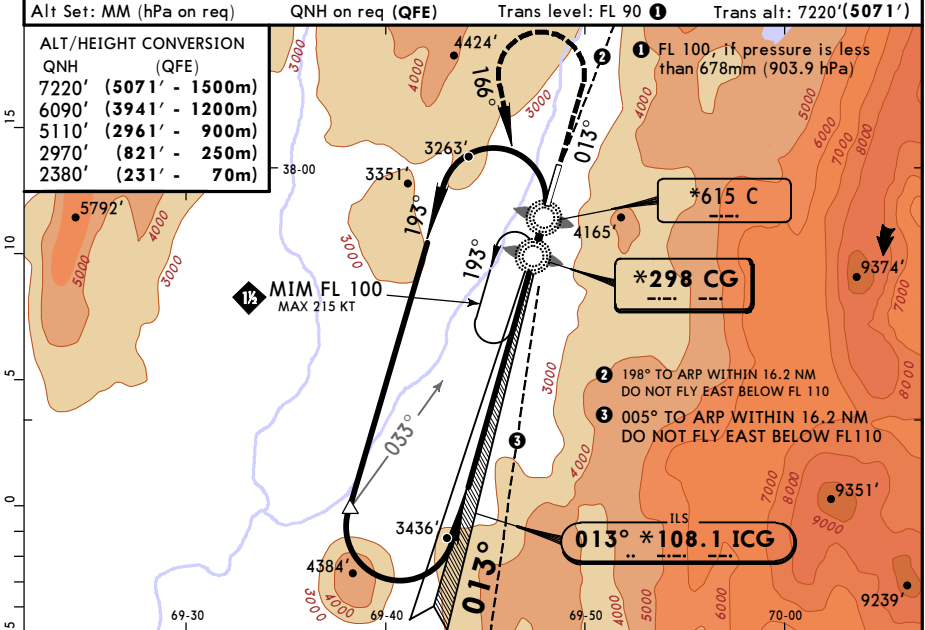
UTDK/TJU
KULOB

JEPPESSEN
18 MAR 16
Eff 31 Mar
11-1
MISSED APCH CLIMB
GRADIENT MIM 5.1%

KULOB, TAJIKISTAN
ILS or 2 NDB Rwy 01

BRIEFING STRIP™

*KULOB Tower						
118.5						
LOC ICG *108.1	Final Apch Crs 013°	GS LOM 2854'(705')	ILS DA(H) Refer to Minimums	Apt Elev 2293'		
NDB CG *298		Minimum Alt LOM 2970'(821')	NDB MDA(H) 2580'(431')	Rwy 2149'		
MISSED APCH: Climb on 013° to 5110'(2961'), then turn LEFT to CG NDB climbing to FL 100 and hold.						MSA CG NDB



PANS OPS



Chart changes since cycle 12-2016

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