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Revision Letter For Cycle 05-2025

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## General Information

Location: KULOB TJK  
ICAO/IATA: UTDK / TJU  
Lat/Long: N37° 59.27', E069° 48.32'  
Elevation: 2221 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -5:00 = UTC  
Magnetic Variation: 4.0° 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: 0001 Z  
Sunset: 1435 Z

## Runway Information

Runway: 01  
Length x Width: 10049 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 2149 ft  
Lighting: Edge, ALS

Runway: 19  
Length x Width: 10049 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 2296 ft  
Lighting: Edge

## Communication Information

ATIS: 128.200  
Kulob Tower: 118.500  
Kulob Tower: 129.700 Secondary

UTDK/TJU  
KULOB

JEPPESEN

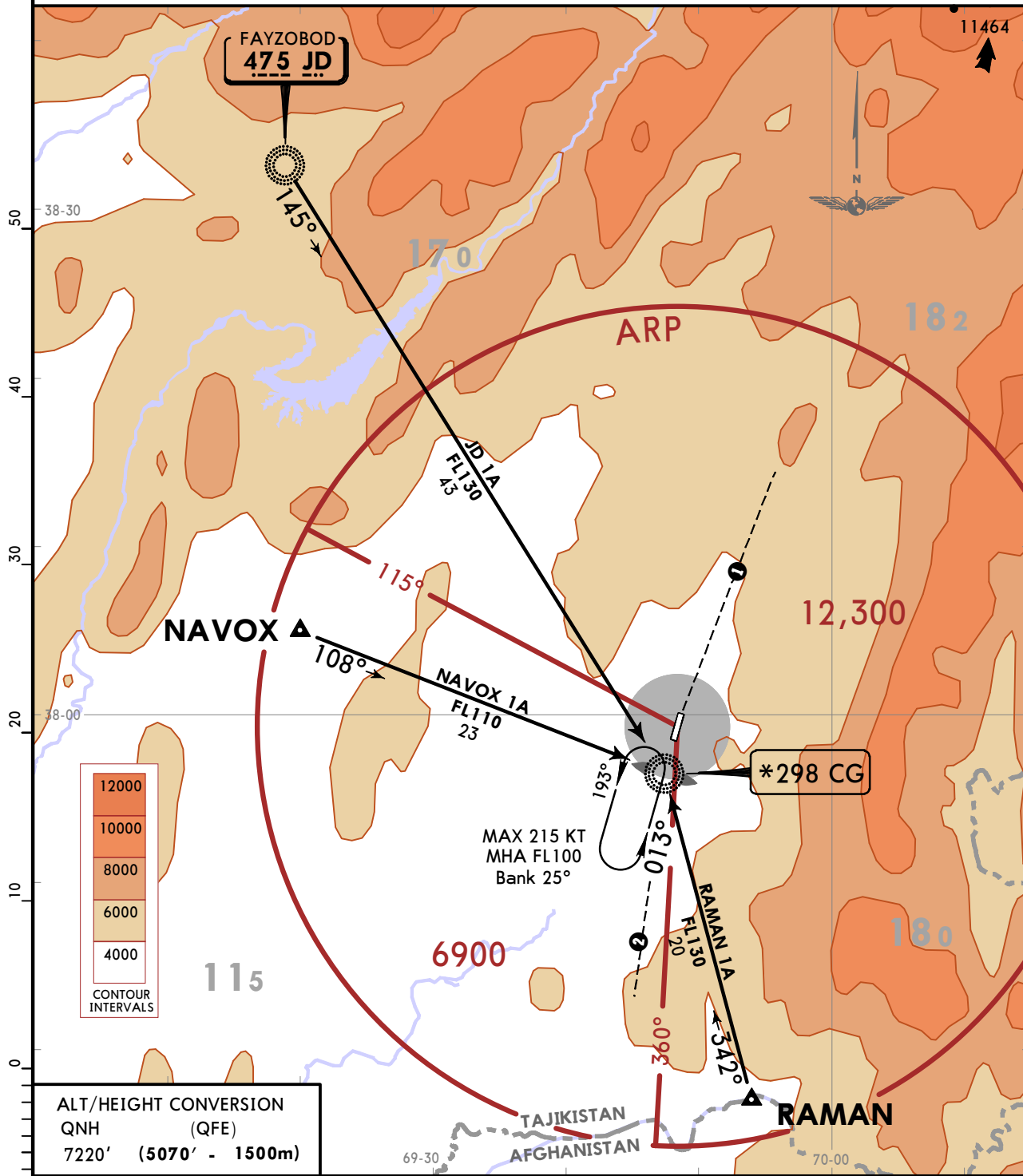
KULOB, TAJIKISTAN

11 AUG 23 10-2

STAR

ATIS 128.2	Apt Elev 2295	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL090 FL100, if pressure is less than 678 mm (903.9 hPa) Crossings at airway exit points by ATC.
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FAYZOBOD 1A (JD 1A) [JD1A], NAVOX 1A [NAVO1A]  
RAMAN 1A [RAMA1A]  
ARRIVALS  
(RWY 01)



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

LOST COMMS ▼ 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

- 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.

UTDK/TJU  
KULOB

JEPPESEN

KULOB, TAJIKISTAN

11 AUG 23 10-3

SID

Apt Elev  
2295

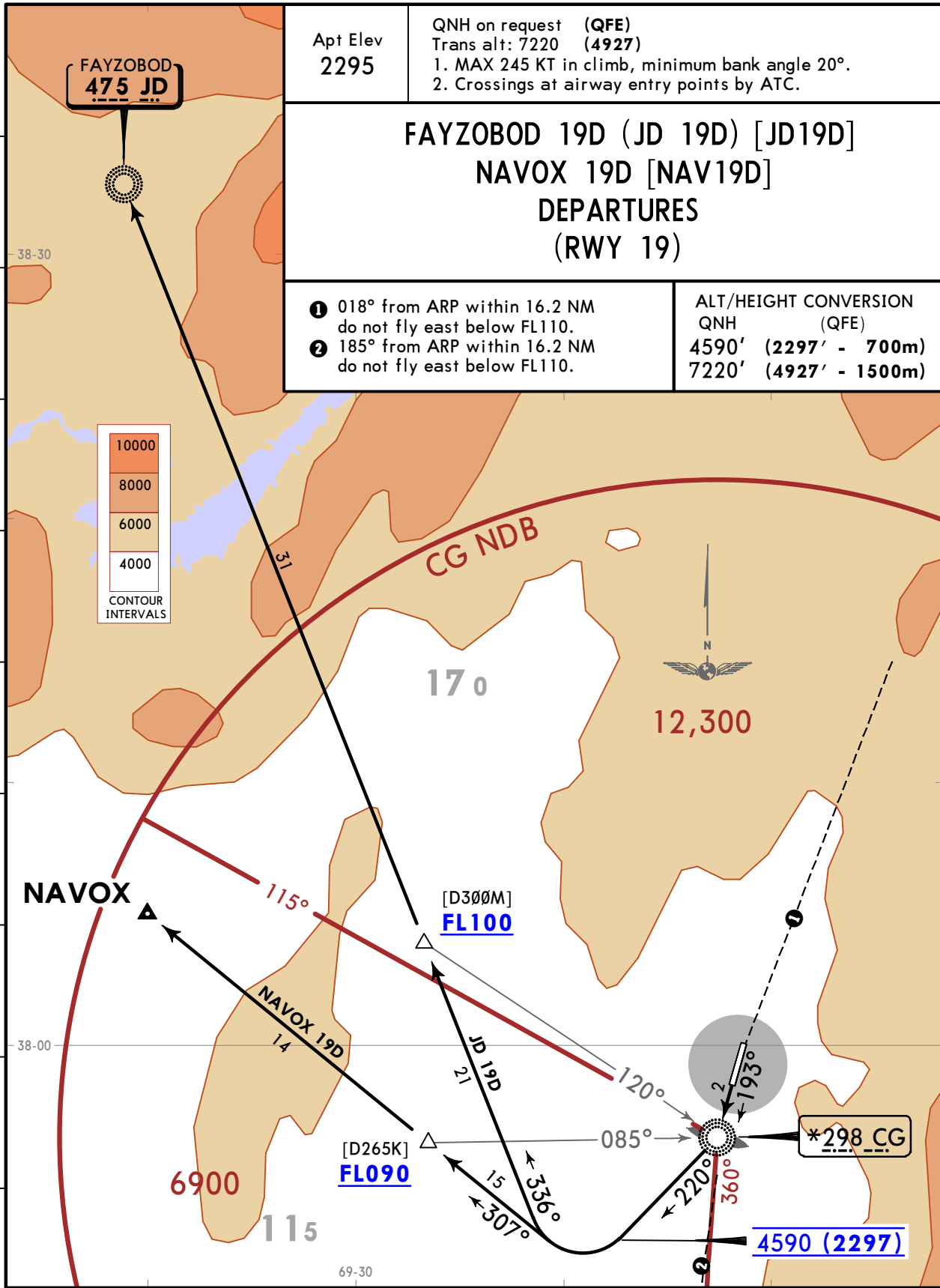
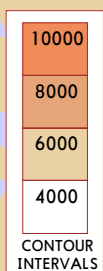
QNH on request (QFE)  
Trans alt: 7220 (4927)  
1. MAX 245 KT in climb, minimum bank angle 20°.  
2. Crossings at airway entry points by ATC.

FAYZOBOD 19D (JD 19D) [JD19D]  
NAVOX 19D [NAV19D]  
DEPARTURES  
(RWY 19)

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

ALT/HEIGHT CONVERSION  
QNH (QFE)  
4590' (2297' - 700m)  
7220' (4927' - 1500m)

45  
40  
35  
30  
25  
20  
15  
10  
5  
0  
5



These SIDs require minimum climb gradients of  
JD 19D  
5.2% up to 4590 (2297), then 3.9%.  
NAVOX 19D  
5.2% up to 4590 (2297), then 5.3%.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
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 4590 (2297), turn RIGHT, 336° track to JD climbing to FL130.
NAVOX 19D	To CG, turn RIGHT, 220° track climbing to 4590 (2297), turn RIGHT, 307° track to NAVOX climbing to FL110.

UTDK/TJU  
KULOB

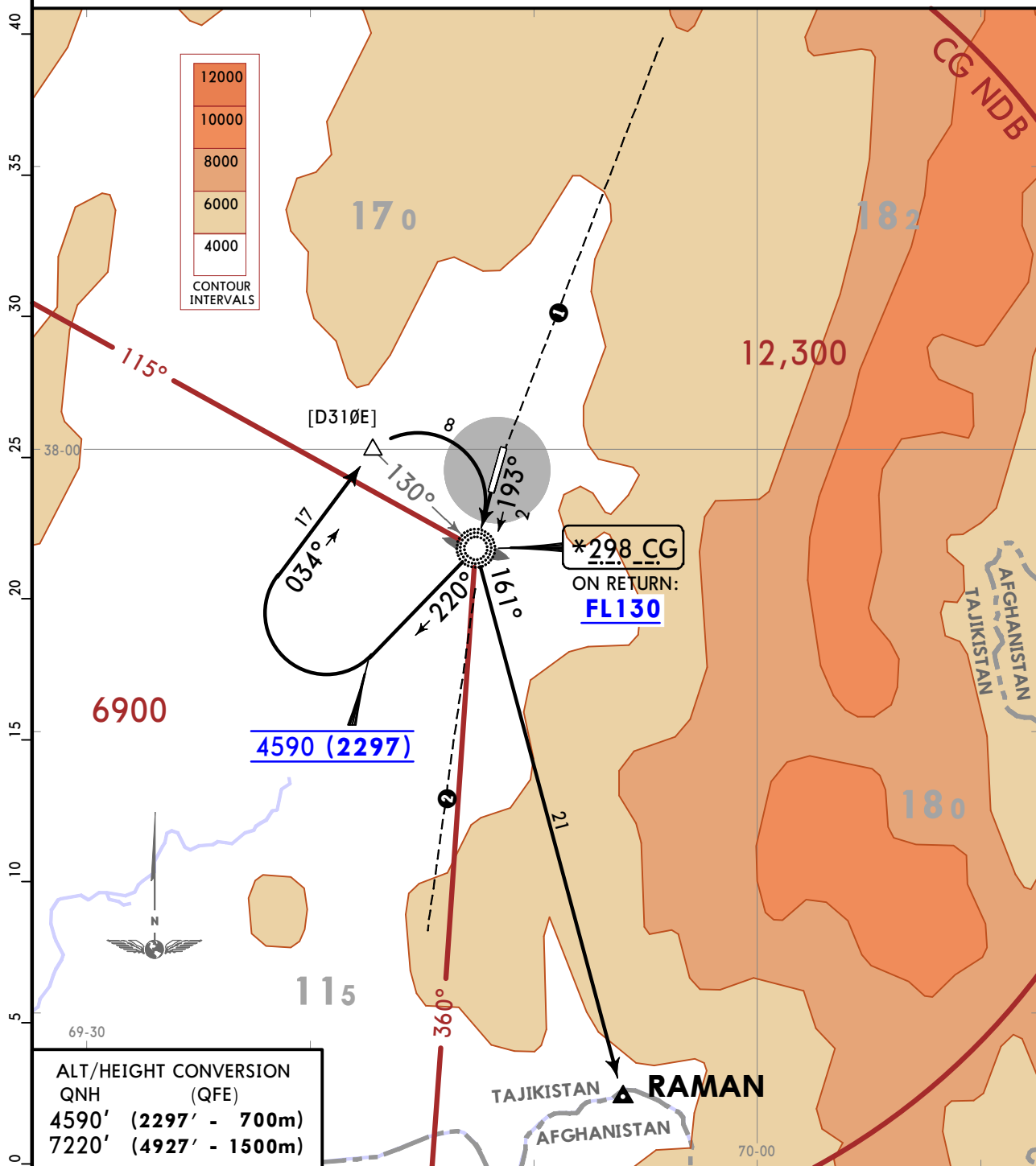
JEPPESEN  
11 AUG 23 (10-3A)

KULOB, TAJIKISTAN  
SID

Apt Elev  
2295

QNH on request (QFE)  
Trans alt: 7220 (4927)  
1. MAX 245 KT in climb, minimum bank angle 20°.  
2. Crossings at airway entry points by ATC.

RAMAN 19D [RAM19D]  
DEPARTURE  
(RWY 19)



ALT/HEIGHT CONVERSION  
QNH (QFE)

4590'	(2297' - 700m)
7220'	(4927' - 1500m)

This SID requires minimum climb gradients of 5.2% up to 4590 (2297), then 4.6%.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.2% V/V (fpm)	395	527	790	1053	1316	1580

- 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.

ROUTING

To CG, turn RIGHT, 220° track climbing to 4590 (2297), turn RIGHT, 034° track, at 130° bearing to CG turn RIGHT to CG climbing to FL130, then to RAMAN.

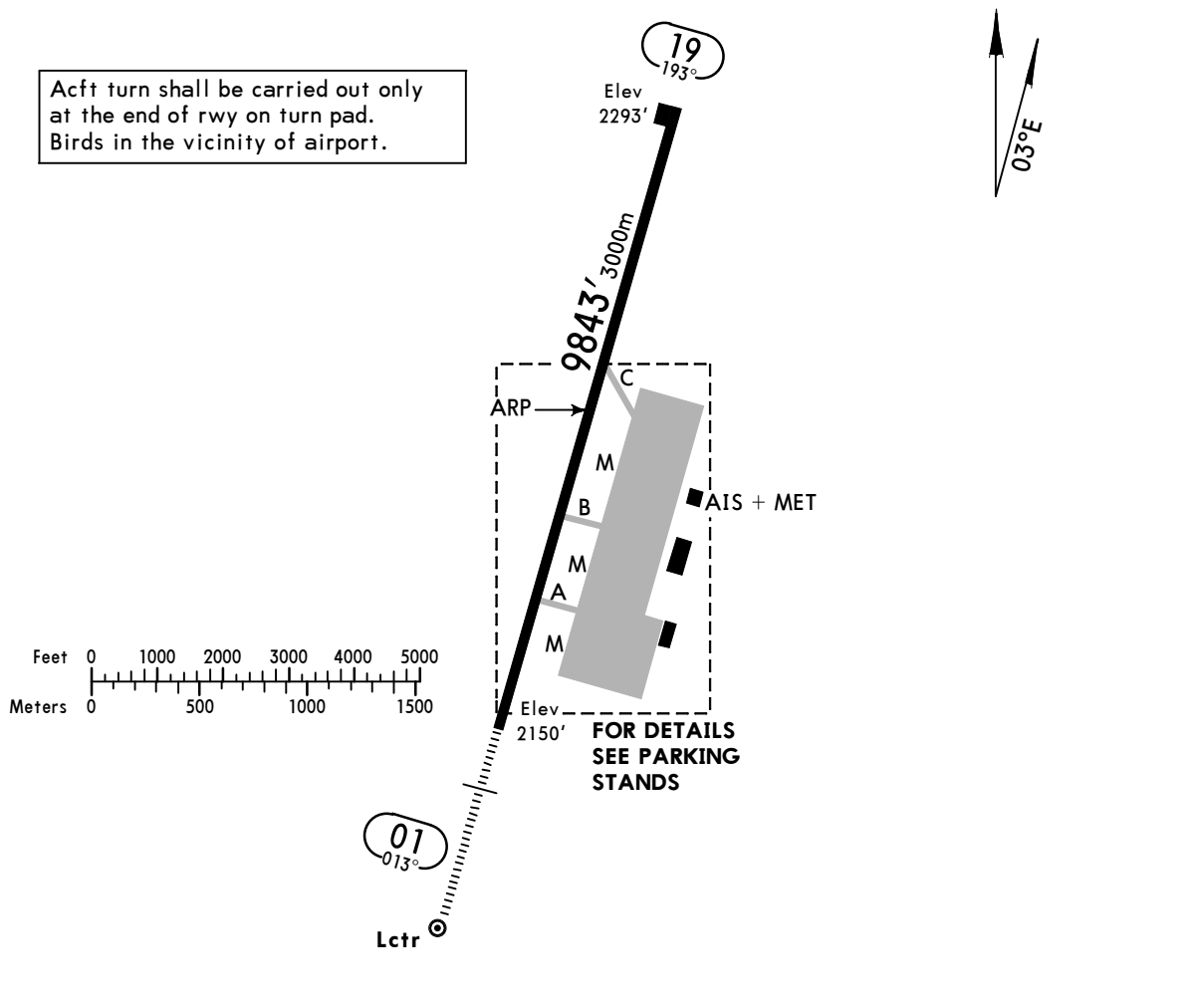
**UTDK/TJU**  
 Apt Elev **2295'**  
 N37 59.3 E069 48.4

**JEPPESEN**  
 10 MAR 23 **(10-9)** Eff 23 Mar

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

ATIS <b>128.2</b>	KULOB Tower <b>118.5</b>
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Acft turn shall be carried out only at the end of rwy on turn pad.  
 Birds in the vicinity of airport.



**ADDITIONAL RUNWAY INFORMATION**

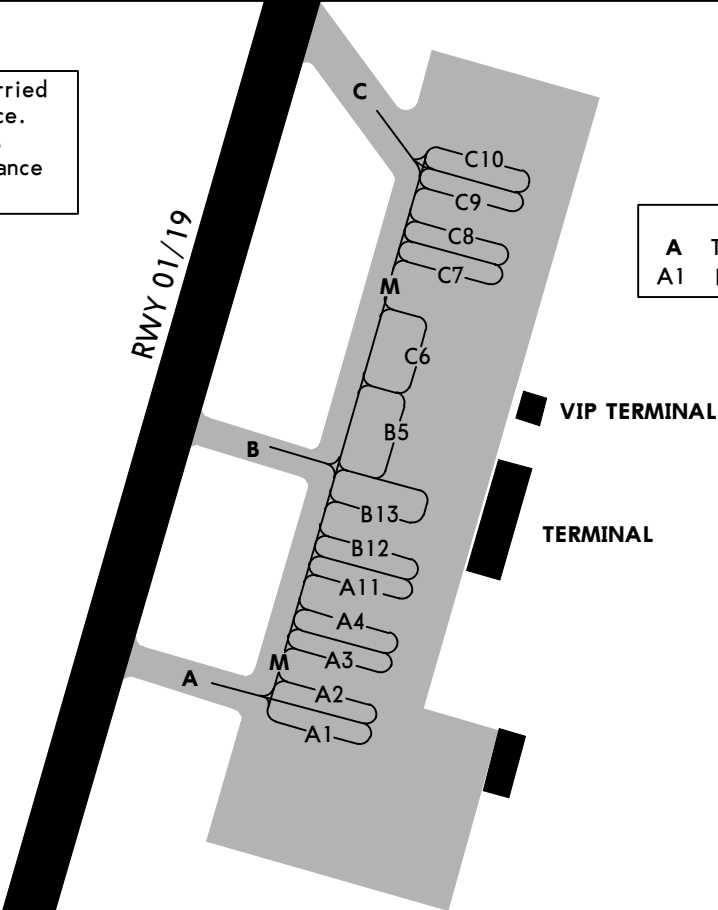
RWY	RL (60m)	HIALS	PAPI-L	USABLE LENGTHS			WIDTH
				Threshold	Glide Slope	TAKE-OFF	
01					9127' 2782m	NA	148'
19				NA		9514' 2900m	45m

<b>Std</b>		<b>TAKE-OFF</b>			
<b>Rwy 19</b>					
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref		
DAY	NIGHT	DAY	DAY	NIGHT	
R300m		R400m	R/V500m	NA	

NOT TO SCALE

Taxiing to twy shall be carried out by controllers clearance. Taxiing to and from stands without controller's clearance prohibited.

**LEGEND**  
A Taxiway  
A1 Parking stand



UTDK/TJU

**JEPPESEN**  
10 MAR 23 **10-9S** Eff 23 Mar

**EASA AIR OPS**

**KULOB, TAJIKISTAN**  
KULOB

STRAIGHT-IN RWY		A	B	C	D
01	① ILS FULL ALS out	2370' (220') ② R550m R1200m	2380' (230') ② R550m R1200m	2390' (240') ② R550m R1200m	2399' (249') ② R550m R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	① ③ 2 NDB or NDB ALS out	2580' (430') R1300m R1500m	2580' (430') R1300m R1500m	2580' (430') R1300m R2000m	2580' (430') R1300m R2000m

- ① Missed apch climb gradient mim 5.1% up to 6090' (3940').
- ② RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
- ③ Continuous Descent Final Approach.

**TAKE-OFF RWY 19**

Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref	
RL & RCLM	RL			DAY	NIGHT
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

# UTDK/TJU KULOB



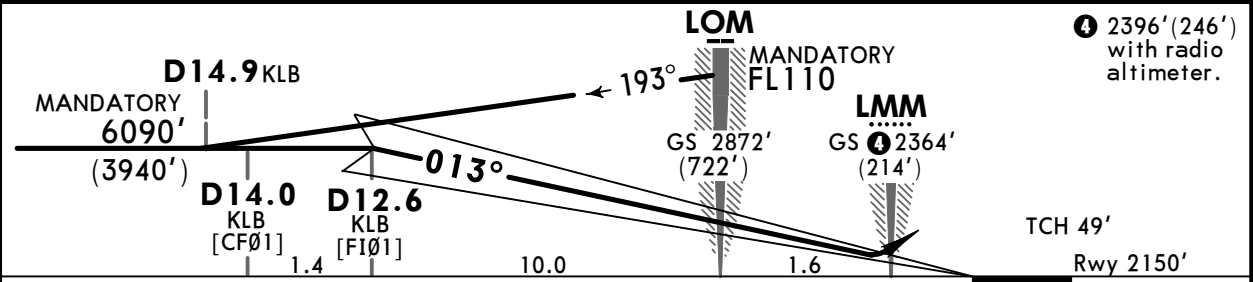
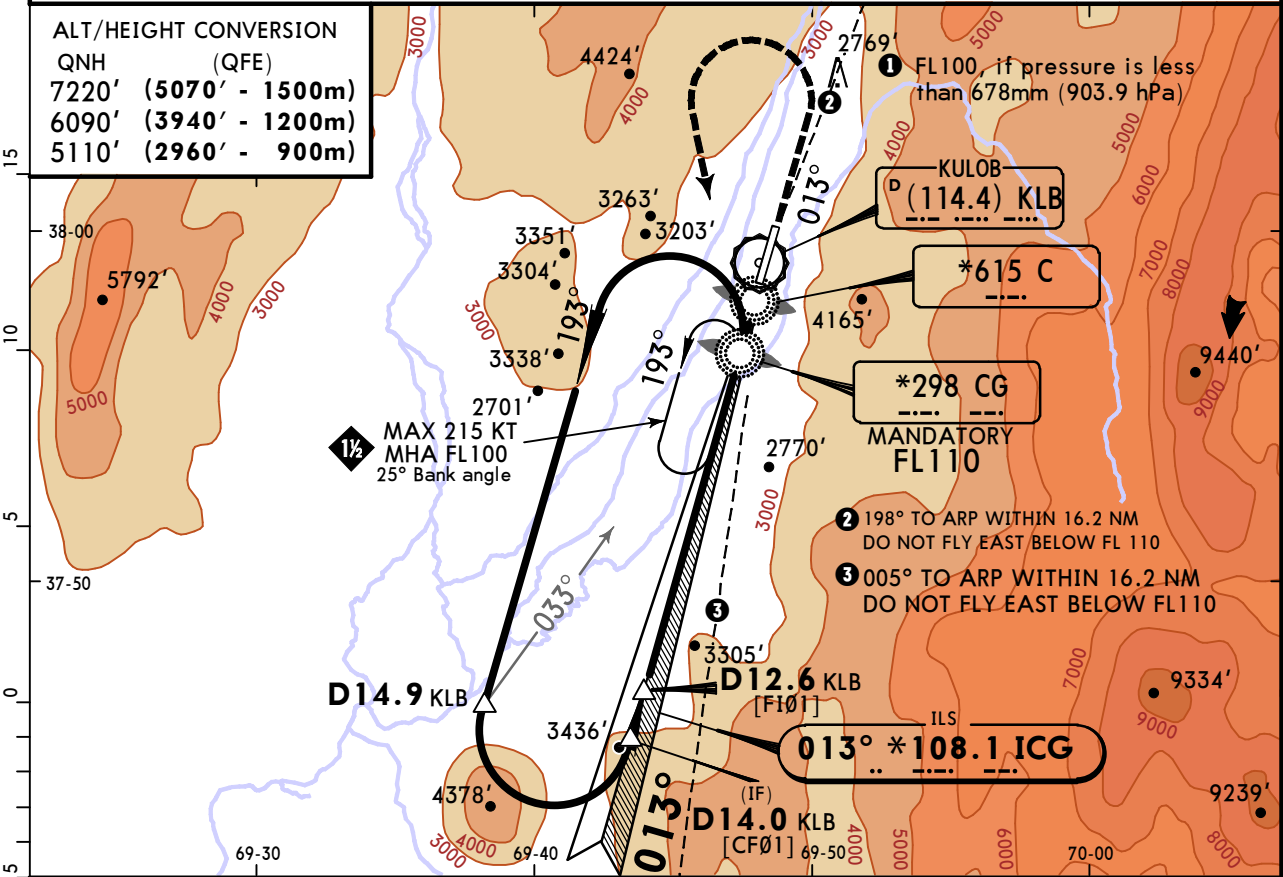
10 MAR 23

(11-1)

Eff 23 Mar

# KULOB, TAJIKISTAN MISSED APCH CLIMB GRADIENT MIM 5.1% ILS Rwy 01

ATIS 128.2			KULOB Tower 118.5		
LOC ICG *108.1	Final Apch Crs 013°	D12.6 KLB MANDATORY 6090'(3940')	ILS DA(H) Refer to Minimums	Apt Elev 2295' Rwy 2150'	<p>MSA CG NDB</p>
<b>MISSED APCH: Climb on 013° to 5110'(2960'), then turn LEFT to CG NDB climbing to FL100 and hold.</b> Missed apch requires a minimum climb gradient of 5.1% (310'/NM) up to 6090'(3940').					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL090 ①	Trans alt: 7220' (5070')
Circling is not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS	5110' (2960')	FL100	CG 298
GS	3.00°	372	478	531	637	743	849	PAPI	013°	CG 298

<b>Std</b>		STRAIGHT-IN LANDING ILS	
DA(H)		A: 2370'(220')	C: 2390'(240')
		B: 2380'(230')	D: 2399'(249')
FULL		ALS out	
A	R550m		R1200m
B			
C			
D			R1300m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

UTDK/TJU  
KULOB

10 MAR 23  
Eff 23 Mar (16-1)

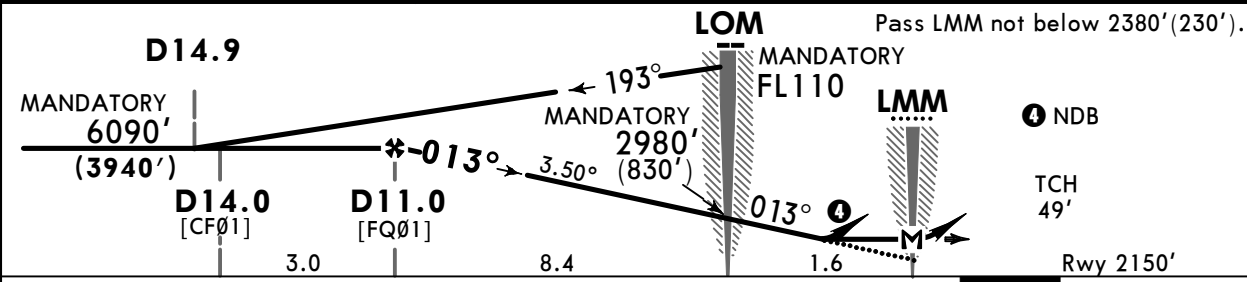
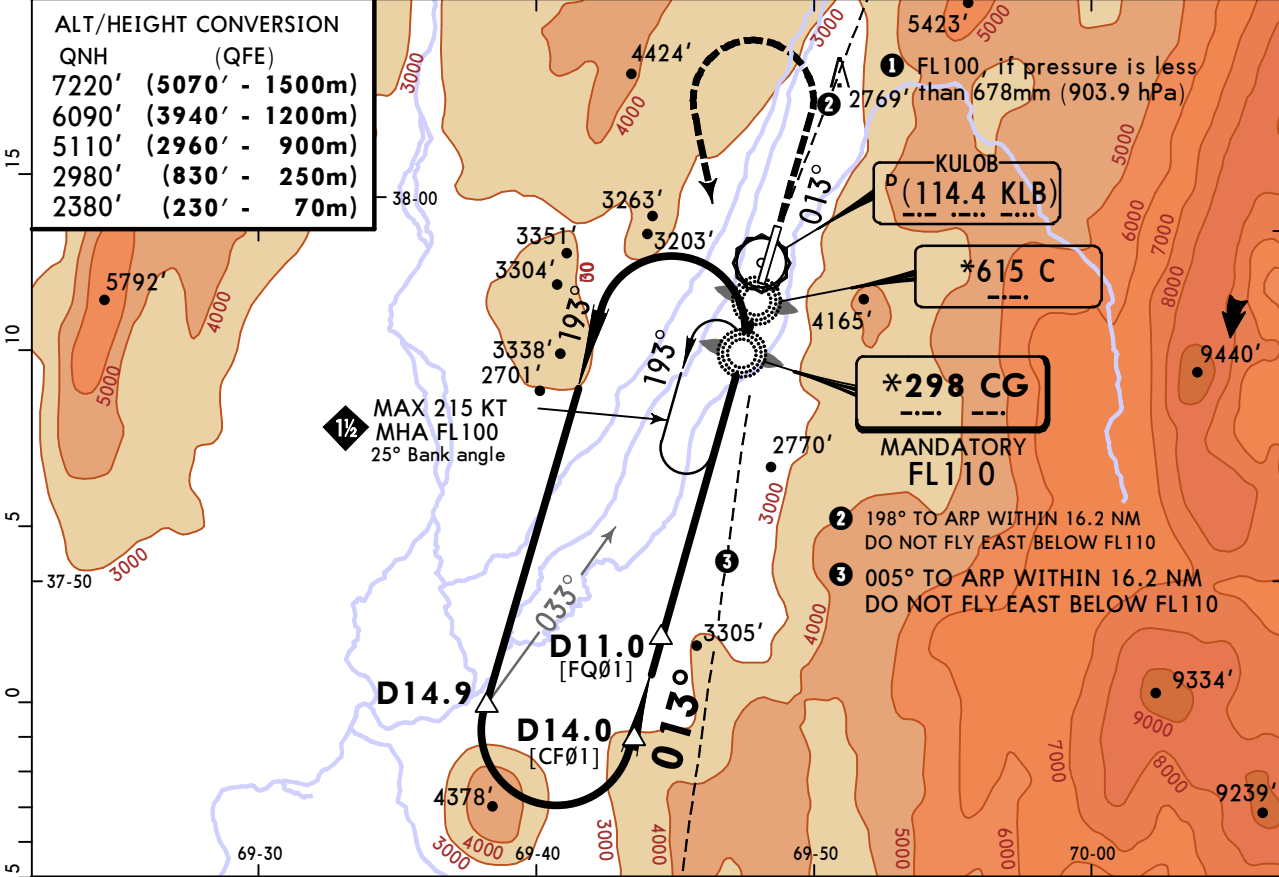
MISSED APCH CLIMB  
GRADIENT MIM 5.1%

KULOB, TAJIKISTAN  
NDB DME Rwy 01

ATIS 128.2			KULOB Tower 118.5		
NDB CG *298	Final Apch Crs 013°	D11.0 MANDATORY 6090' (3940')	DA/MDA(H) 2580' (430')	Apt Elev 2295' Rwy 2150'	
<b>MISSED APCH: Climb on 013° to 5110' (2960'), then turn LEFT to CG NDB climbing to FL100 and hold.</b> Missed apch requires a minimum climb gradient of 5.1% (310'/NM) up to 6090' (3940').					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL090 ① Trans alt: 7220' (5070')	
Circling is not authorized.					

**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')	FL100	CG 298
Descent Angle	3.50°	434	557	619	743	867	PAPI	on 013°	← LT	
2 NDB: MAP at LMM										

<b>Std</b>		STRAIGHT-IN LANDING 2 NDB or NDB	
		CDFA ① DA/MDA(H) 2580' (430')	
		ALS out	
A		R1500m	
B			
C	R1300m	R2000m	
D			

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: Communications. © JEPPESEN, 2017, 2023. ALL RIGHTS RESERVED.



### Chart changes since cycle 04-2025

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