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Terminal Charts For UTDL

Revision Letter For Cycle 05-2025

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Notebook

General Information

Location: KHUJAND TJK
ICAO/IATA: UTDL / LBD
Lat/Long: N40° 12.92', E069° 41.72'
Elevation: 1424 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 5.0° E

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

Sunrise: 2356 Z
Sunset: 1442 Z

Runway Information

Runway: 08
Length x Width: 10433 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 1450 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 10433 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 1401 ft
Lighting: Edge, ALS
Displaced Threshold: 958 ft

Communication Information

ATIS: 127.200
Khujand Tower: 121.900 Secondary
Khujand Tower: 120.300
Khujand Radar: 120.300
Khujand Radar: 121.900 Secondary
Khujand Transit Operations: 131.600

COMMUNICATION FAILURE

ARRIVAL

In case of radio communication failure in KHUJAND TMA proceed as follows:

After entry into TMA continue flight towards LOM at last assigned FL.

After passing LOM commence descent at ETA.

Approach procedure shall be carried out as follows:

- when below FL100: from overhead LOM, start descending and execute approach according to published procedures.
- when above FL100: execute approach procedure according to out-of-sequence approach pattern.

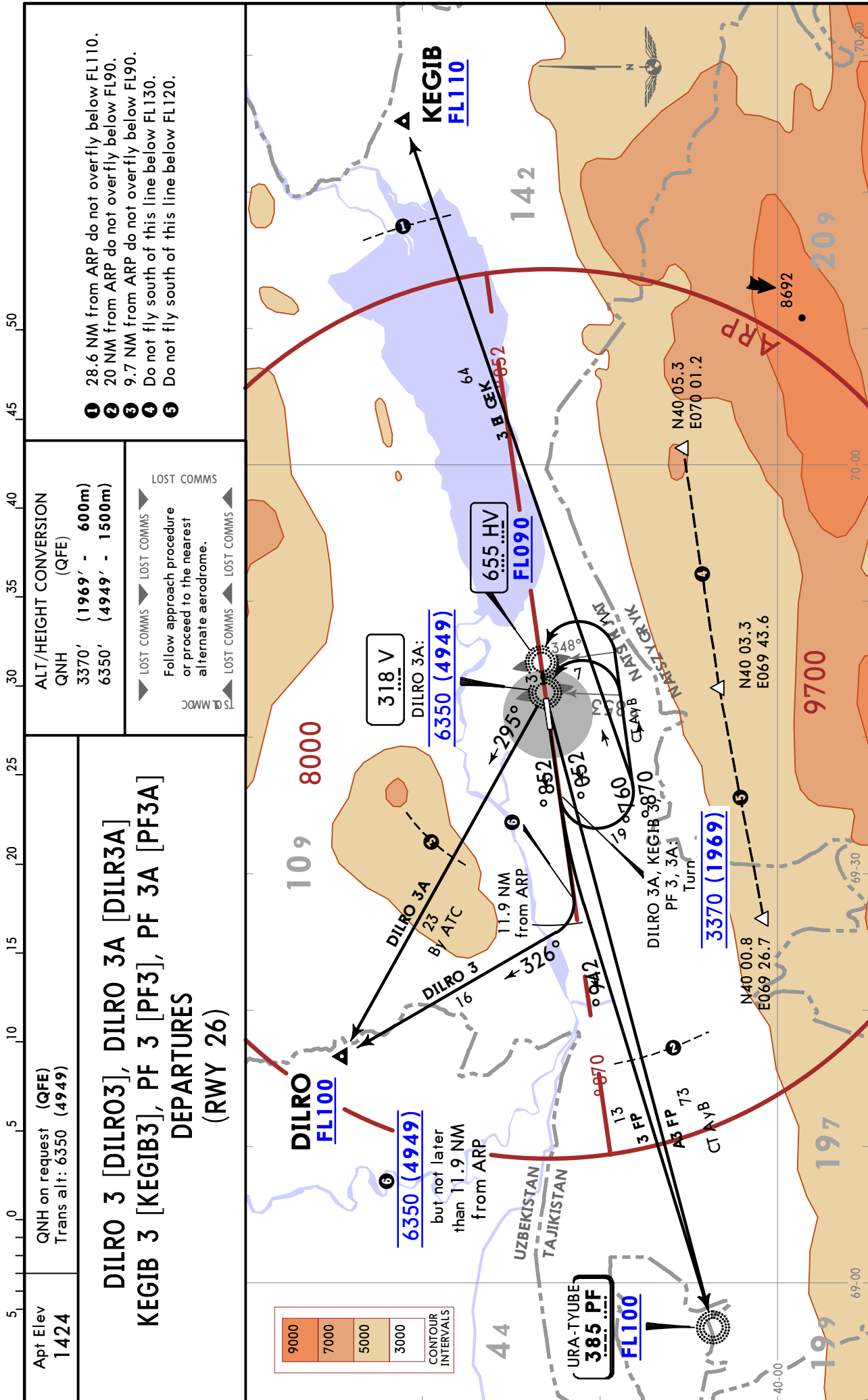
Maintain listening watch on LOM frequency for information and instructions of the ATC controller.

If, due to weather conditions, landing cannot be carried out, the lower safe FL must be reached in the holding area and decision must be made to proceed along the route to the nearest alternate aerodrome at the lower safe FL or at one of the flight levels FL140, FL150 or FL240, FL250 established for these flights depending on flight direction.

UTDL/LBD
KHUJAND

8 SEP 23 **10-3A**

KHUJAND, TAJIKISTAN
SID



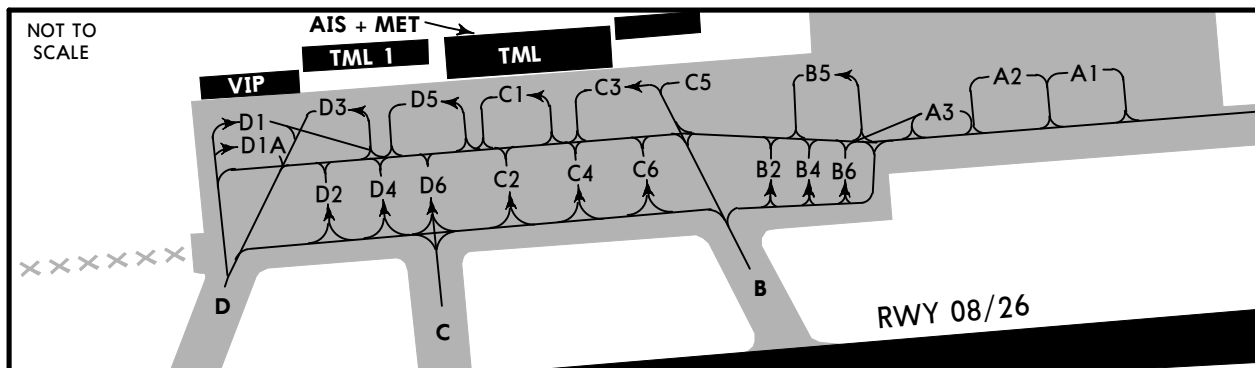
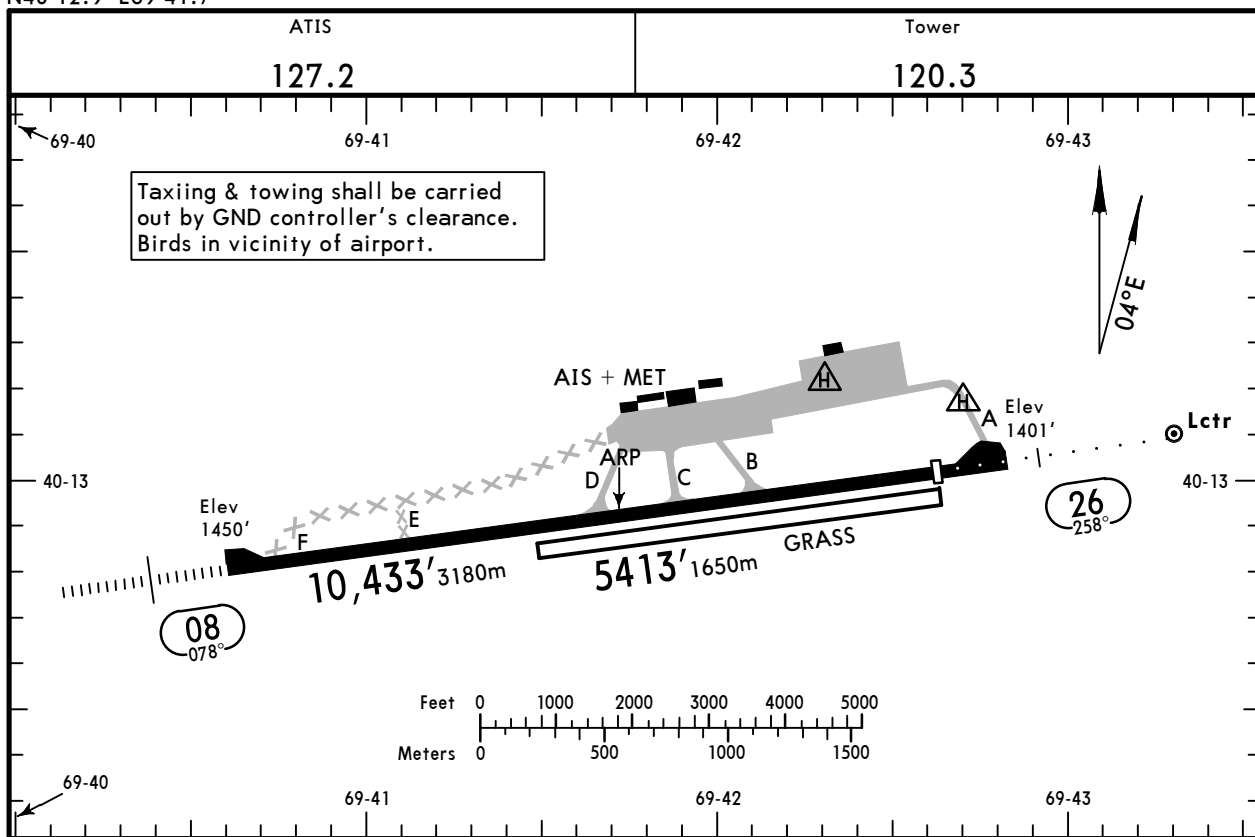
CHANGES: New format.

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UTDL/LBD
 Apt Elev **1424'**
 N40 12.9 E69 41.7

JEPPesen **KHUJAND, TAJIKISTAN**
 18 OCT 24 **(10-9)** Eff 31 Oct

KHUJAND



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
	RL (60m)	ALS	PAPI-L (3.00°)	Threshold	Glide Slope		
08	RL (60m)	HIALS	PAPI-L (3.00°)		9219' 2810m		164'
26	RL (60m)	ALS	PAPI-L (2.67°)	9475' 2888m	8320' 2536m		50m
08	Grass runway						197'
26							60m

TAKE-OFF			
1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

1 For NIGHT operations, at least RL and RENL are required.

UTDL/LBD



EASA AIR OPS

KHUJAND, TAJIKISTAN
KHUJAND

STRAIGHT-IN RWY		A	B	C	D
08	ILS FULL	1650' (200') ① R550m	1650' (200') ① R550m	1650' (200') ① R550m	1650' (200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	②③ NDB	1970' (520') R1500m	1970' (520') R1500m	1970' (520') R1600m	1970' (520') R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	②④ NDB	2340' (890') R1500m	2340' (890') R1500m	2340' (890') R2400m	2340' (890') R2400m
26	ILS FULL	1601' (200') R1000m	1601' (200') R1000m	1601' (200') R1000m	1601' (200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	② NDB	1760' (359') R1400m	1760' (359') R1400m	1760' (359') R1400m	1760' (359') R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m

- ① R750m when a Flight Director or Autopilot or HUD to DA is not used.
- ② Continuous Descent Final Approach.
- ③ with Radar.
- ④ w/o Radar.

TAKE-OFF

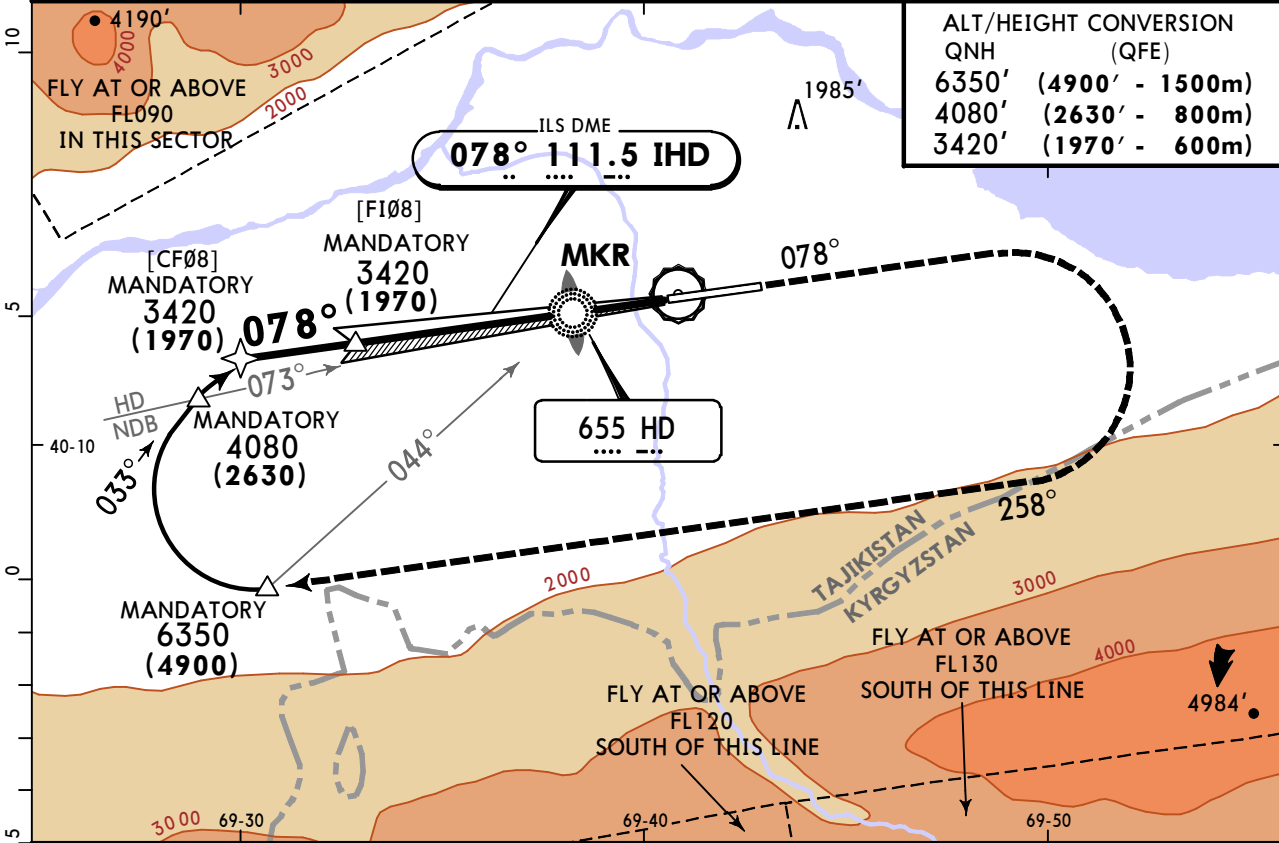
Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref	
RL & RCLM	RL			DAY	NIGHT
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

UTDL/LBD KHUJAND

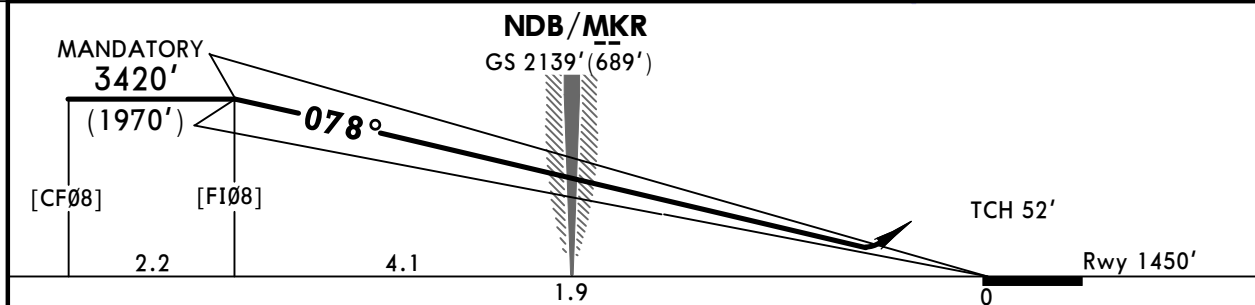
JEPPESSEN
3 MAR 23 (11-1)

KHUJAND, TAJIKISTAN ILS Rwy 08

ATIS 127.2		KHUJAND Radar 120.3		KHUJAND Tower 120.3	
LOC IHD 111.5	Final Apch Crs 078°	[F108] MANDATORY 3420' (1970')	ILS DA(H) 1650' (200')	Apt Elev 1424' Rwy 1450'	<p>MSA ARP</p>
MISSED APCH: Climb on 078° to 3420' (1970'), then turn RIGHT onto 258° climbing to 6350' (4900'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL080	
				Trans alt: 6350' (4900')	



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6350'	(4900' - 1500m)
4080'	(2630' - 800m)
3420'	(1970' - 600m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3420' (1970') on 078° 258° RT 6350' (4900')
GS	3.00°	372	478	531	637	743	

PANS OPS	Std	STRAIGHT-IN LANDING ILS	
		DA(H) 1650' (200')	
		FULL	ALS out
	A	R550m	R1200m
B			
C			
D			
R750m when a Flight Director or Autopilot or HUD to DA is not used.			

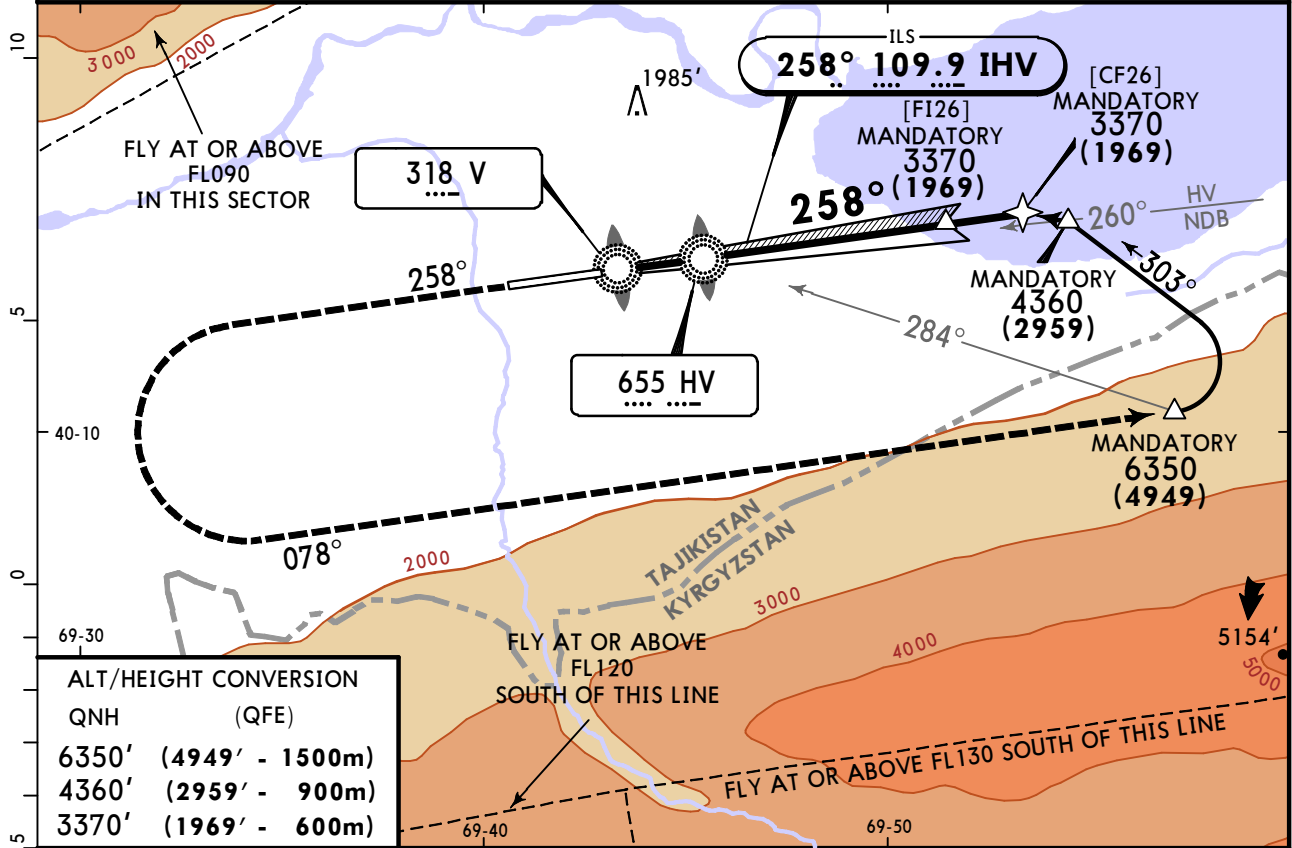
UTDL/LBD KHUJAND

JEPESEN
3 MAR 23 (11-2)

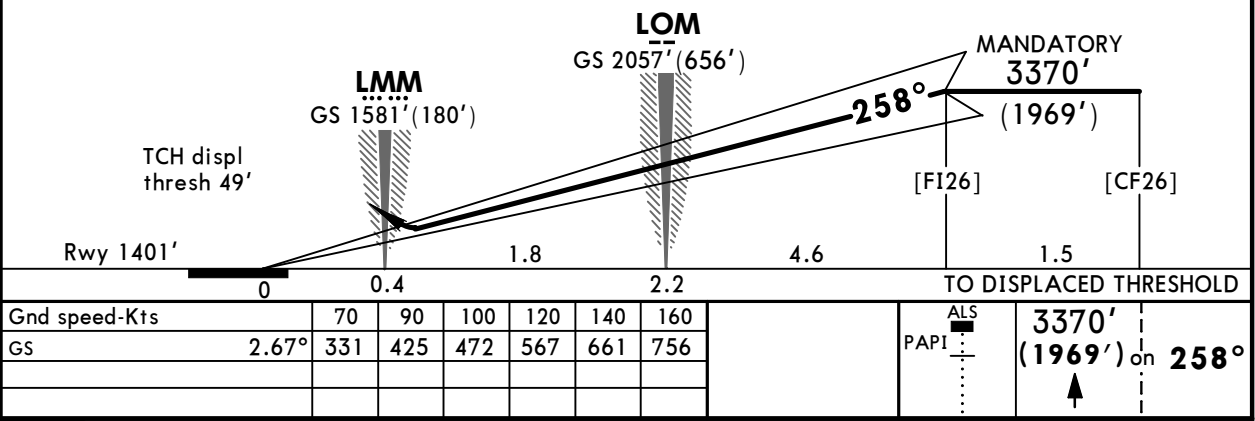
KHUJAND, TAJIKISTAN ILS Rwy 26

ATIS 127.2		KHUJAND Radar 120.3		KHUJAND Tower 120.3	
LOC IHV 109.9	Final Apch Crs 258°	[FI26] MANDATORY 3370' (1969')	ILS DA(H) 1601' (200')	Apt Elev 1424' Rwy 1401'	
MISSED APCH: Climb on 258° to 3370' (1969'), then turn LEFT onto 078° climbing to 6350' (4949'), then according to chart.					MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL080 Trans alt: 6350' (4949')



QNH	(QFE)
6350'	(4949' - 1500m)
4360'	(2959' - 900m)
3370'	(1969' - 600m)



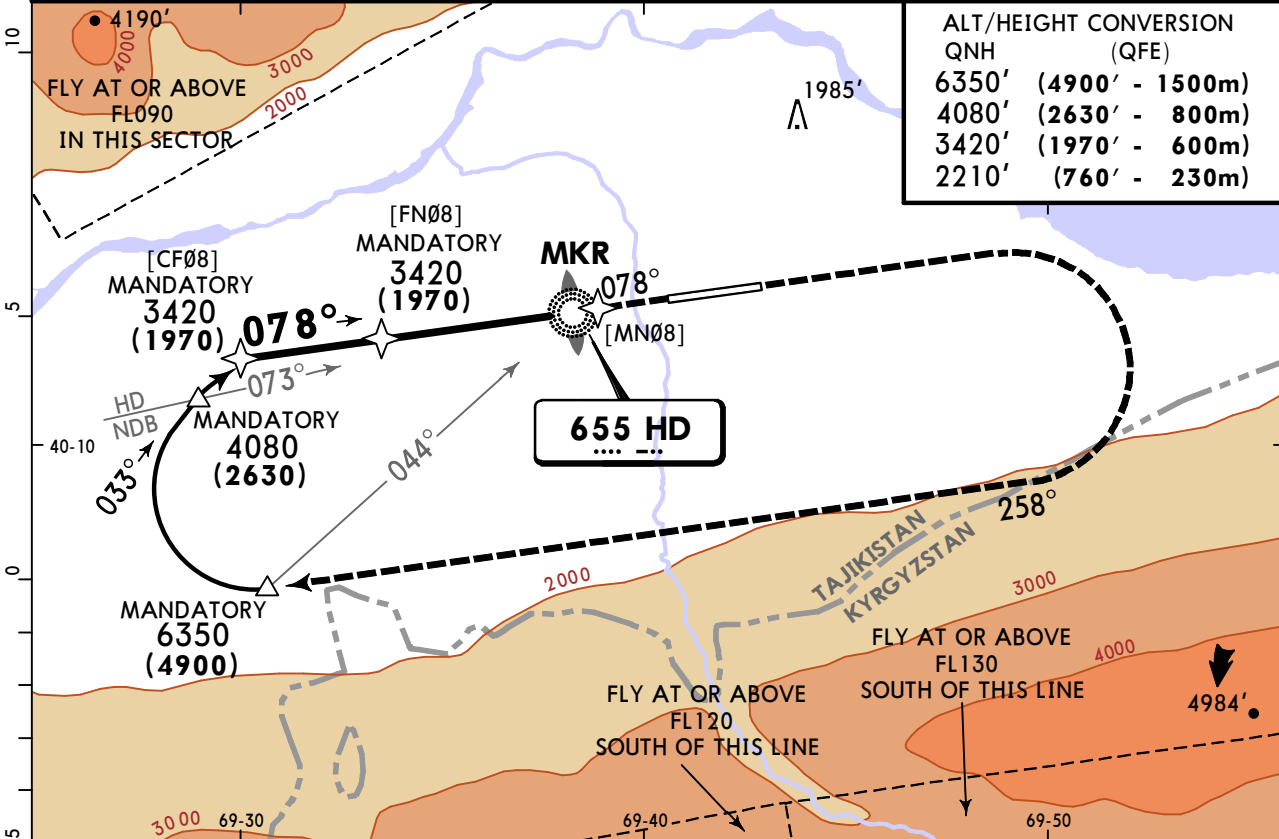
PANS OPS	Std STRAIGHT-IN LANDING	
	ILS	
	DA(H) 1601' (200')	
	FULL	ALS out
A		
B		
C	R1000m	R1200m
D		

UTDL/LBD
KHUJAND

JEPPESSEN
3 MAR 23 (16-1)

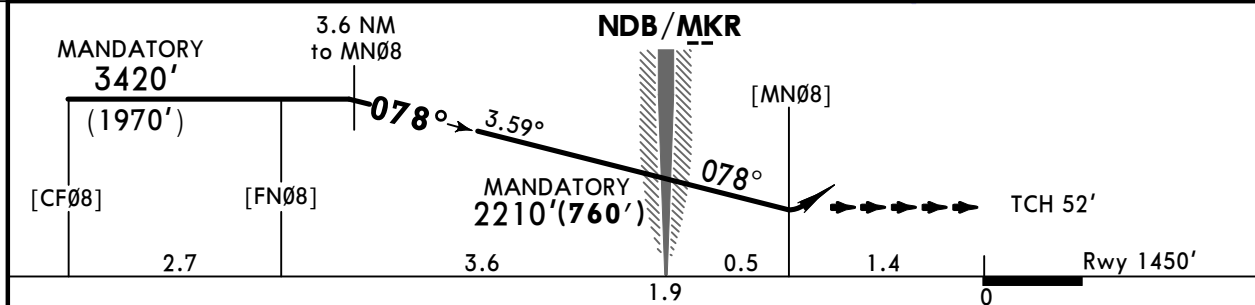
KHUJAND, TAJIKISTAN
NDB Rwy 08

ATIS 127.2		KHUJAND Radar 120.3		KHUJAND Tower 120.3	
NDB HD 655	Final Apch Crs 078°	[FNØ8] MANDATORY 3420' (1970')	DA/MDA(H) (CONDITIONAL) 1970' (520')	Apt Elev 1424' Rwy 1450'	<p>MSA ARP</p>
<p>MISSED APCH: Climb on 078° to 3420' (1970'), then turn RIGHT onto 258° climbing to 6350' (4900'), then according to chart.</p>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL080	
				Trans alt: 6350' (4900')	



ALT/HEIGHT CONVERSION

QNH	(QFE)
6350'	(4900' - 1500m)
4080'	(2630' - 800m)
3420'	(1970' - 600m)
2210'	(760' - 230m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3420' (1970') on 078° 258° RT 6350' (4900')
Descent Angle	3.59°	445	572	635	762	889	

PANS OPS	Std				STRAIGHT-IN LANDING			
	with Radar CDFA		w/o Radar CDFA		with Radar CDFA		w/o Radar CDFA	
	DA/MDA(H) 1970' (520')		DA/MDA(H) 2340' (890')		DA/MDA(H) 1970' (520')		DA/MDA(H) 2340' (890')	
	ALS out		ALS out		ALS out		ALS out	
A	R1500m				R1500m			
B	R1500m				R1500m			
C	R1600m		R2400m		R1600m		R2400m	
D	R1600m		R2400m		R1600m		R2400m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

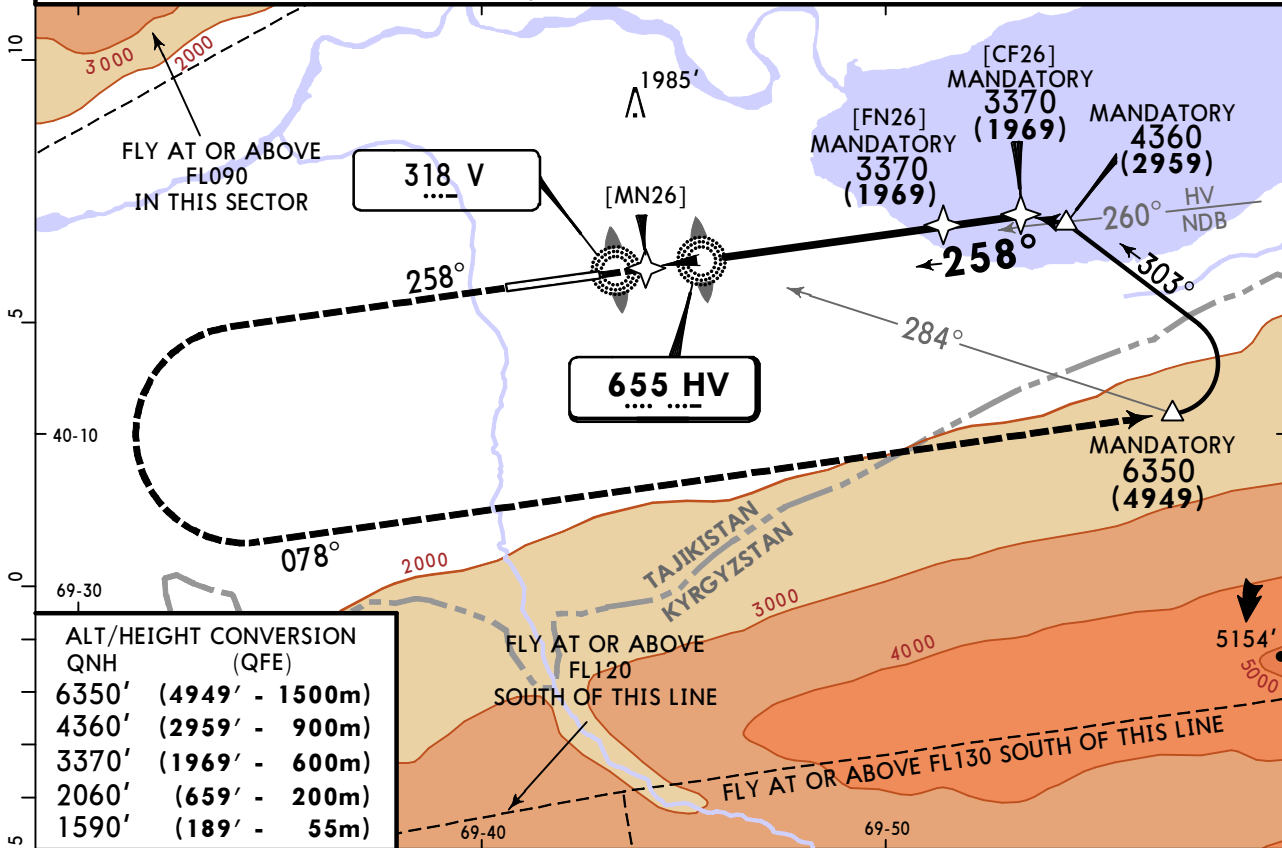
UTDL/LBD
KHUJAND

JEPPESEN
3 MAR 23 (16-2)

KHUJAND, TAJIKISTAN
2 NDB Rwy 26

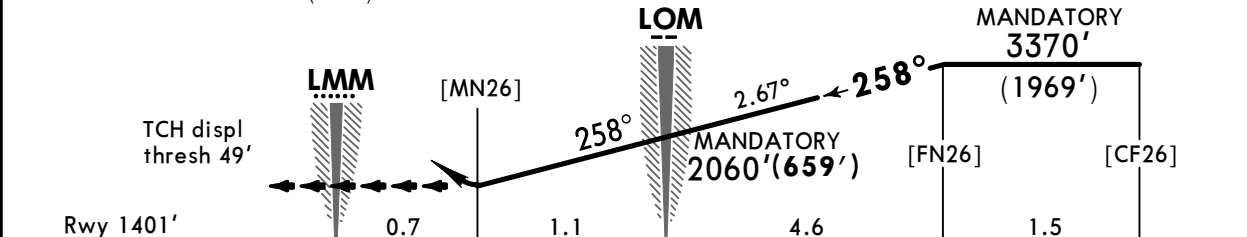
ATIS 127.2		KHUJAND Radar 120.3		KHUJAND Tower 120.3	
NDB HV 655	Final Apch Crs 258°	[FN26] MANDATORY 3370' (1969')	DA/MDA(H) 1760' (359')	Apt Elev 1424' Rwy 1401'	
MISSED APCH: Climb on 258° to 3370' (1969'), then turn LEFT onto 078° climbing to 6350' (4949'), then according to chart.					MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL080 Trans alt: 6350' (4949')



QNH	(QFE)
6350' (4949' - 1500m)	
4360' (2959' - 900m)	
3370' (1969' - 600m)	
2060' (659' - 200m)	
1590' (189' - 55m)	

Pass LMM not below 1590' (189').



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	3370' (1969') on 258°
Descent Angle	2.67°	331	425	472	567	756		

Std STRAIGHT-IN LANDING
CDFA
DA/MDA(H) **1760' (359')**

PANS OPS	A	R1400m	ALS out
	B		R1500m
	C	R1600m	
	D		

■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KHUJAND, (KHUJAND - UTDL)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTDL