

## List of pages in this Trip Kit

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Terminal Charts For UTDT

Revision Letter For Cycle 05-2025

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## General Information

Location: BOKHTAR TJK  
ICAO/IATA: UTDT / KQT  
Lat/Long: N37° 52.03', E068° 51.87'  
Elevation: 1480 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -5:00 = UTC  
Magnetic Variation: 4.0° 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: 0006 Z  
Sunset: 1438 Z

## Runway Information

Runway: 17  
Length x Width: 8038 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 1473 ft  
Lighting: Edge

Runway: 35  
Length x Width: 8038 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 1476 ft  
Lighting: Edge, ALS  
Displaced Threshold: 246 ft

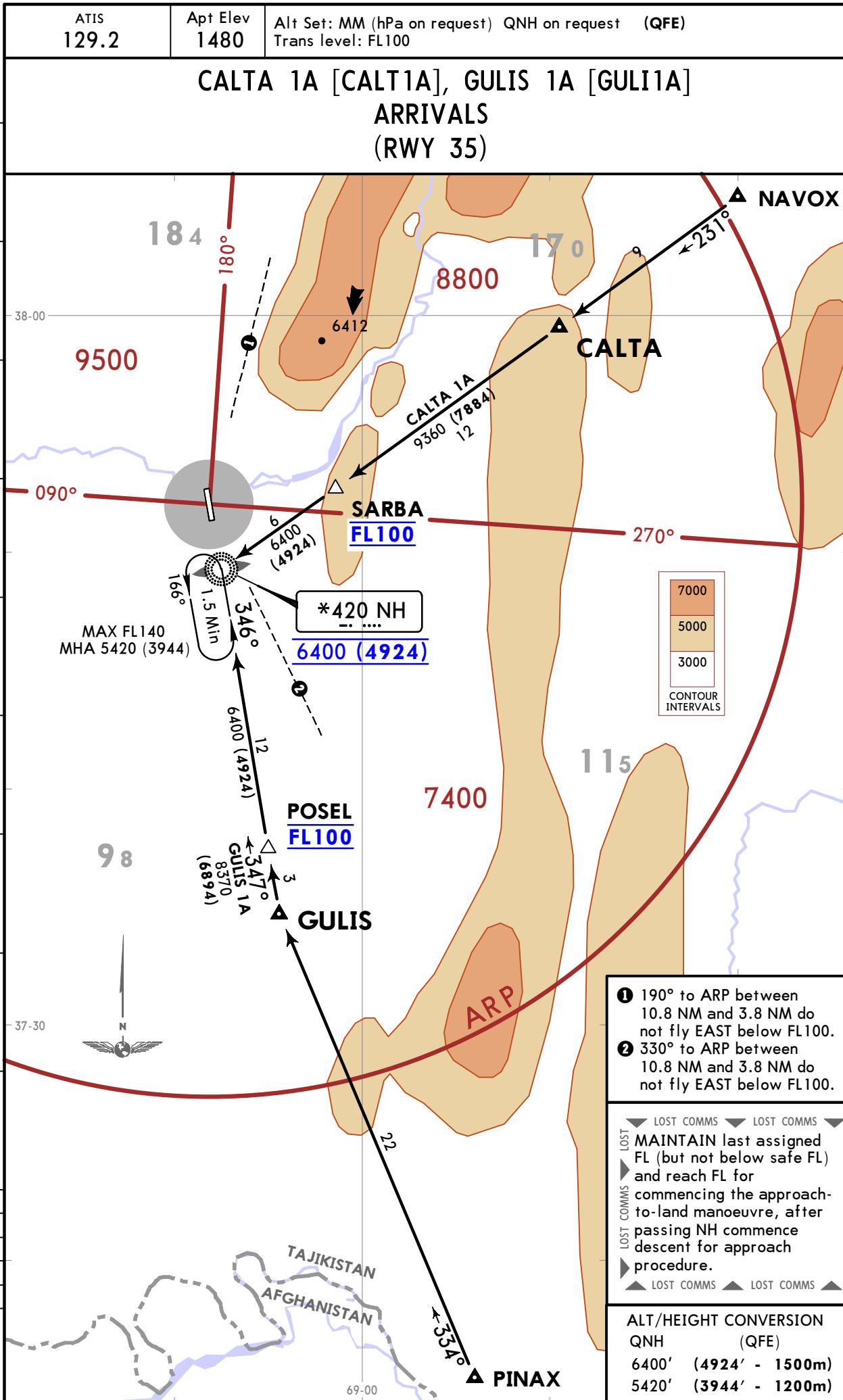
## Communication Information

ATIS: 129.200  
Bokhtar Tower: 129.700 Secondary  
Bokhtar Tower: 122.200

UTDT/KQT  
BOKHTAR

JEPPESEN  
8 SEP 23 10-2

BOKHTAR, TAJIKISTAN  
STAR





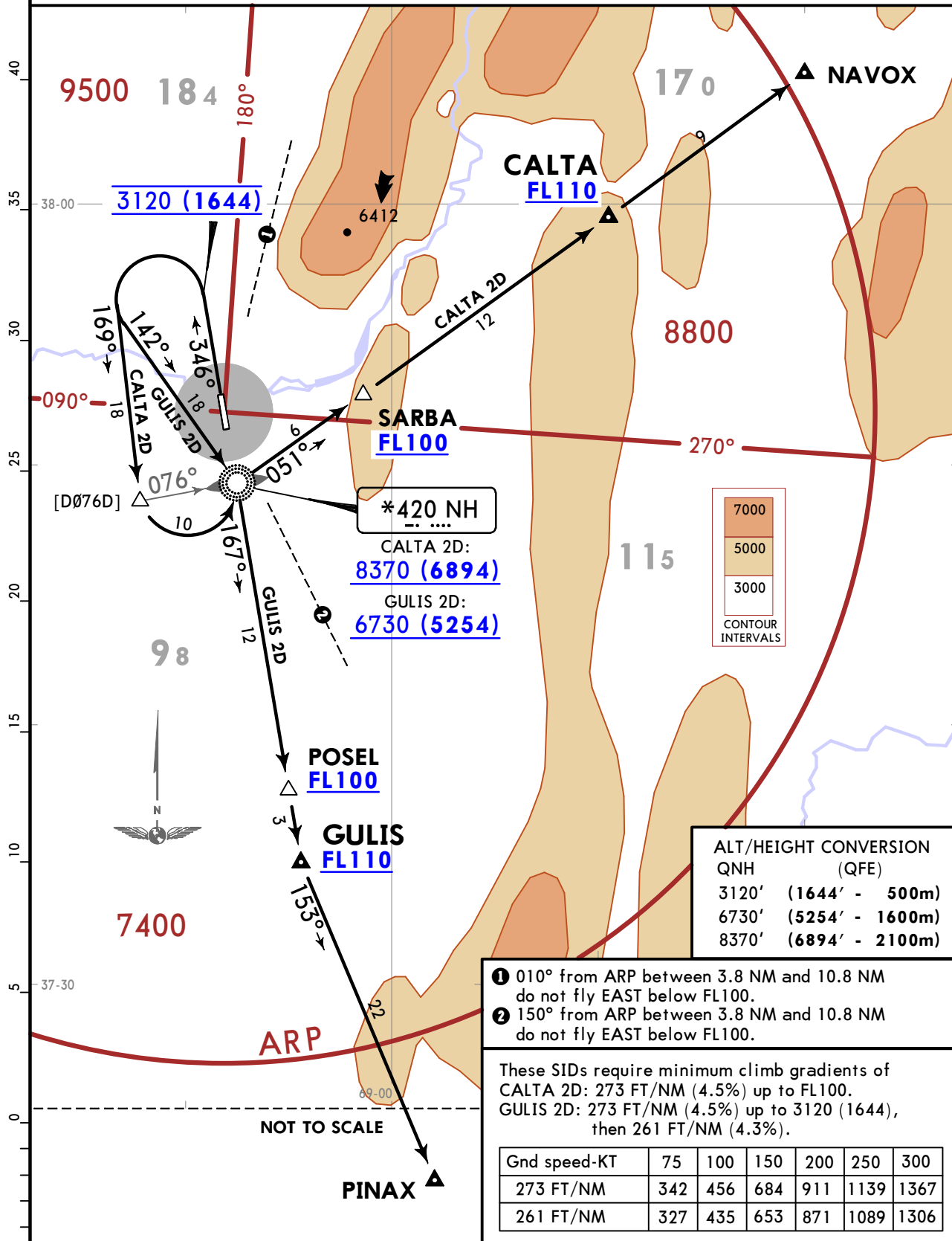
UTDT/KQT  
BOKHTAR

JEPPESEN  
8 SEP 23 10-3

BOKHTAR, TAJIKISTAN  
SID

Apt Elev 1480  
QNH on request (QFE)  
Trans alt: 8370 (6894)

CALTA 2D [CALT2D], GULIS 2D [GULI2D]  
DEPARTURES  
(RWY 35)



SID	ROUTING
<b>CALTA 2D</b>	Climb straight ahead to 3120 (1644), turn LEFT, 169° track to [DØ76D], turn LEFT to NH, 051° track via SARBA to CALTA.
<b>GULIS 2D</b>	Climb straight ahead to 3120 (1644), turn LEFT, 142° track to NH, 167° track via POSEL to GULIS.

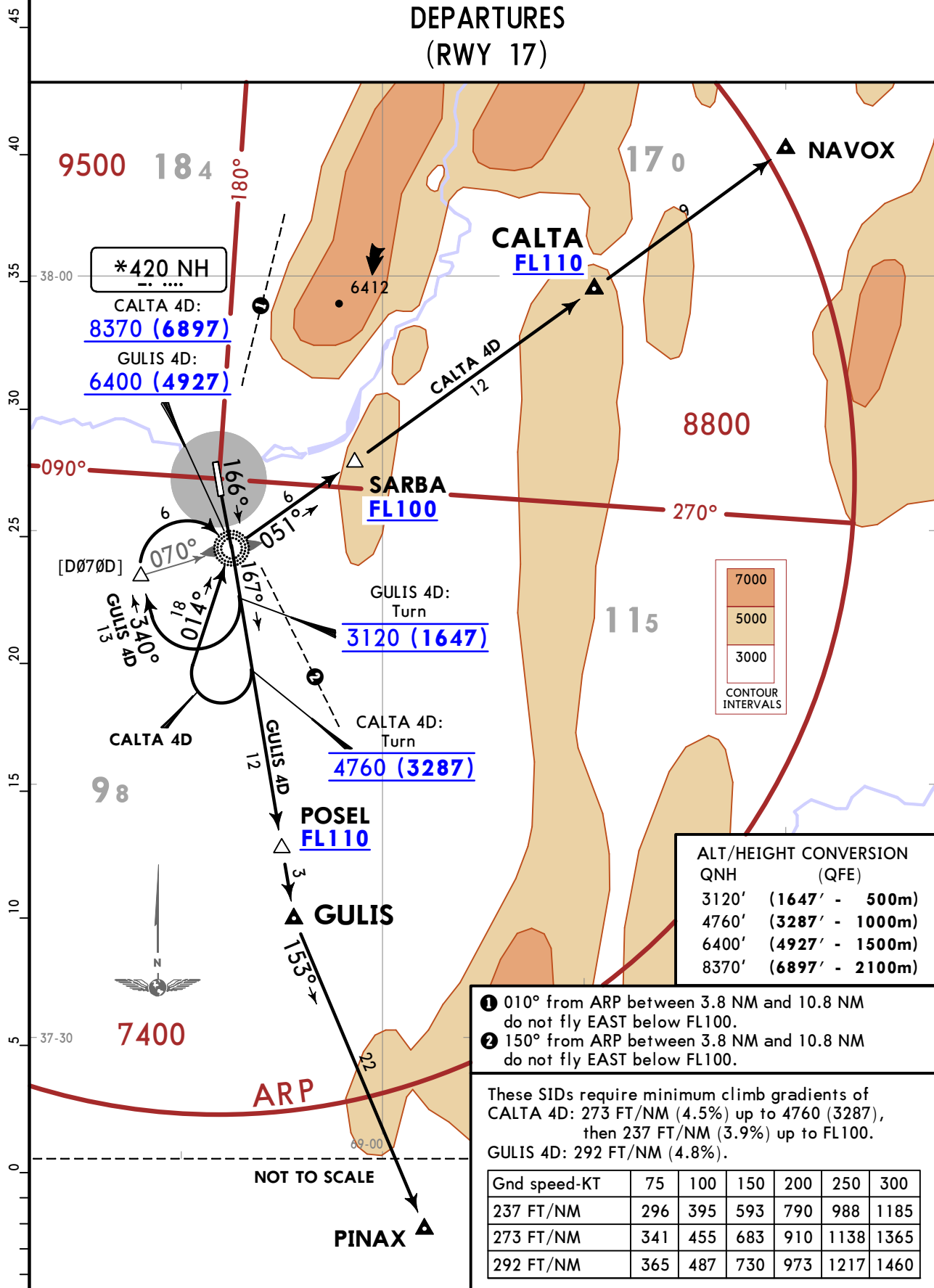
UTDT/KQT  
BOKHTAR

JEPPESEN  
8 SEP 23 (10-3A)

BOKHTAR, TAJIKISTAN  
SID

Apt Elev 1480  
QNH on request (QFE)  
Trans alt: 8370 (6897)

CALTA 4D [CALT4D], GULIS 4D [GULI4D]  
DEPARTURES  
(RWY 17)



\*420 NH  
CALTA 4D:  
**8370 (6897)**  
GULIS 4D:  
**6400 (4927)**

7000  
5000  
3000  
CONTOUR INTERVALS

ALT/HEIGHT CONVERSION  
QNH (QFE)

3120'	(1647' - 500m)
4760'	(3287' - 1000m)
6400'	(4927' - 1500m)
8370'	(6897' - 2100m)

- ① 010° from ARP between 3.8 NM and 10.8 NM do not fly EAST below FL100.
- ② 150° from ARP between 3.8 NM and 10.8 NM do not fly EAST below FL100.

These SIDs require minimum climb gradients of  
CALTA 4D: 273 FT/NM (4.5%) up to 4760 (3287), then 237 FT/NM (3.9%) up to FL100.  
GULIS 4D: 292 FT/NM (4.8%).

Gnd speed-KT	75	100	150	200	250	300
237 FT/NM	296	395	593	790	988	1185
273 FT/NM	341	455	683	910	1138	1365
292 FT/NM	365	487	730	973	1217	1460

SID	ROUTING
<b>CALTA 4D</b>	Climb straight ahead to 4760 (3287), turn RIGHT, 014° track to NH, 051° track via SARBA to CALTA.
<b>GULIS 4D</b>	Climb straight ahead to 3120 (1647), turn RIGHT, 340° track to [DØ7ØD], turn RIGHT to NH, 167° track via POSEL to GULIS.

**UTDI/KQT**  
BOKHTAR

8 SEP 23 (10-3B) **SID**

**JEPPESEN BOKHTAR, TAJIKISTAN**

Apt Elev  
1480

QNH on request (QFE)  
Trans alt: 8370 (6894)

**LIVDI 2D [LIVD2D]  
OKTAB 2D [OKTA2D]  
OKTAB 21D [OKT21D]  
SAMBA 2D [SAMB2D]  
DEPARTURES  
(RWY 35)**

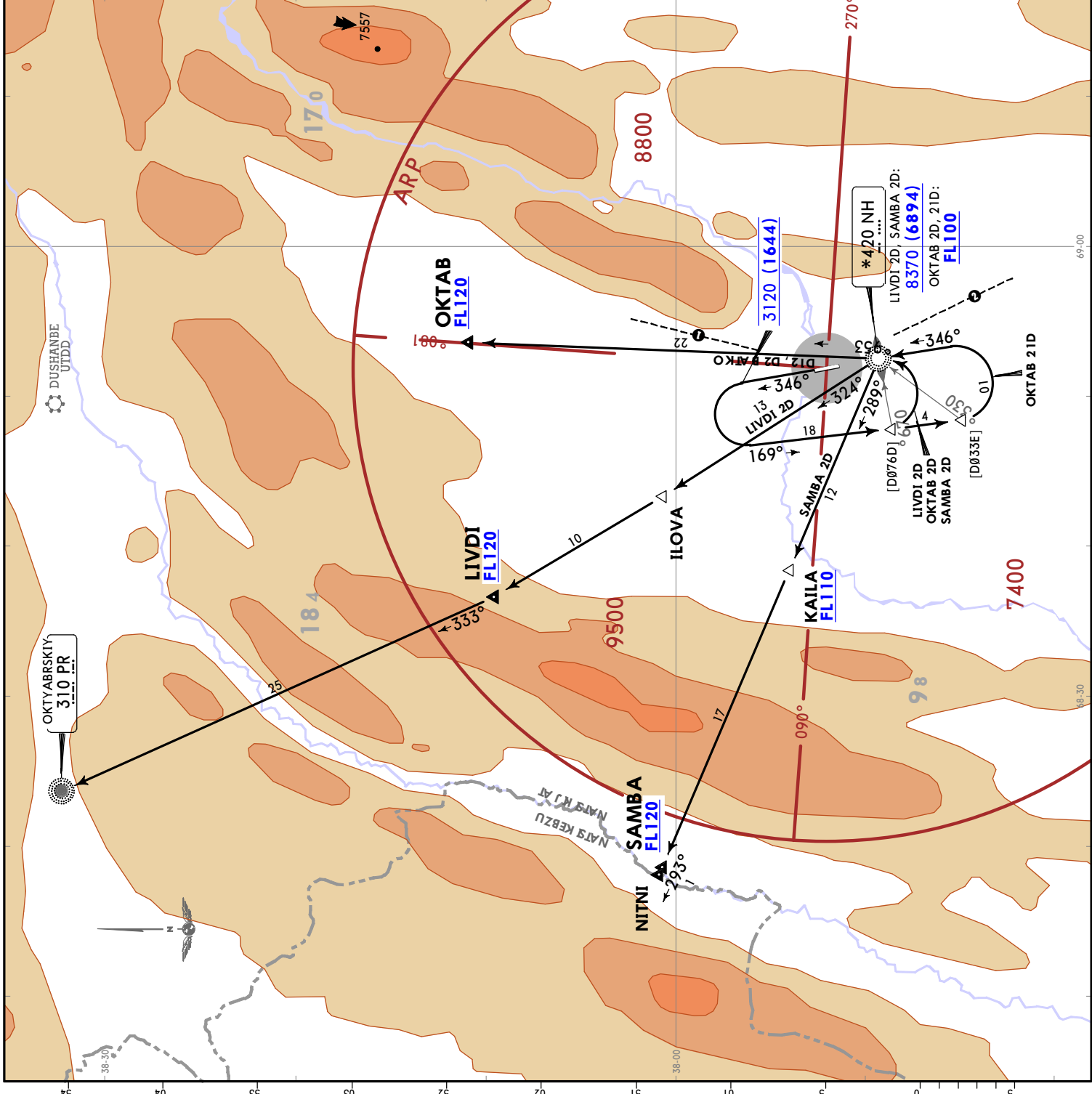
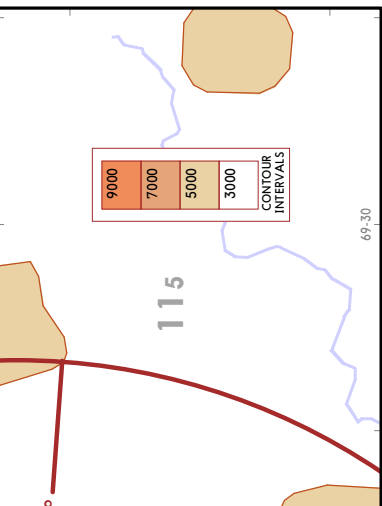
- ① 010° from ARP between 3.8 NM and 10.8 NM do not fly EAST below FL100.
- ② 150° from ARP between 3.8 NM and 10.8 NM do not fly EAST below FL100.

These SID's require minimum climb gradients of  
LIVDI 2D, SAMBA 2D: 273 FT/NM (4.5%) up to 8370 (6894).  
OKTAB 2D: 340 FT/NM (5.6%) up to FL100.  
OKTAB 21D: 273 FT/NM (4.5%) up to 3120 (1644), then 243 FT/NM (4.0%) up to FL100.

Grnd speed-KT	75	100	150	200	250	300
243 FT/NM	304	405	608	810	1013	1215
273 FT/NM	341	455	683	910	1138	1365
340 FT/NM	425	567	850	1133	1417	1700

SID	ROUTING
LIVDI 2D	Climb straight ahead to 3120 (1644), turn LEFT, 169° track to [D076D], turn LEFT to NH, 324° track to LIVDI.
OKTAB 2D	Climb straight ahead to 3120 (1644), turn LEFT, 169° track to [D076D], turn LEFT to NH, 359° track to OKTAB.
OKTAB 21D	Climb straight ahead to 3120 (1644), turn LEFT, 169° track to [D033E], turn LEFT, 346° track to NH, 359° track to OKTAB.
SAMBA 2D	Climb straight ahead to 3120 (1644), turn LEFT, 169° track to [D076D], turn LEFT to NH, 289° track via KAILA to SAMBA.

ALT/HEIGHT CONVERSION  
QNH (QFE)  
3120' (1644' - 500m)  
8370' (6894' - 2100m)



**UTDT/KQT**  
BOKHTAR

**JEYPESEN**  
8 SEP 23 (10-3C)

**BOKHTAR, TAJIKISTAN**  
SID

Apt Elev  
1480

QNH on request (QFE)  
Trans alt: 8370 (6897)

**LIVDI 4D [LIVD4D]**  
**LIVDI 41D [LIV41D]**  
**OKTAB 4D [OKTA4D]**  
**SAMBA 4D [SAMB4D]**

**DEPARTURES**  
**(RWY 17)**

- ① 010° from ARP between 3.8 NM and 10.8 NM do not fly EAST below FL100.
- ② 150° from ARP between 3.8 NM and 10.8 NM do not fly EAST below FL100.

These SIDs require minimum climb gradients of

LIVDI 4D: 273 FT/NM (4.5%) up to 4760 (3287), then 231 FT/NM (3.8%) up to 8370 (6897).

LIVDI 41D: 322 FT/NM (5.3%)

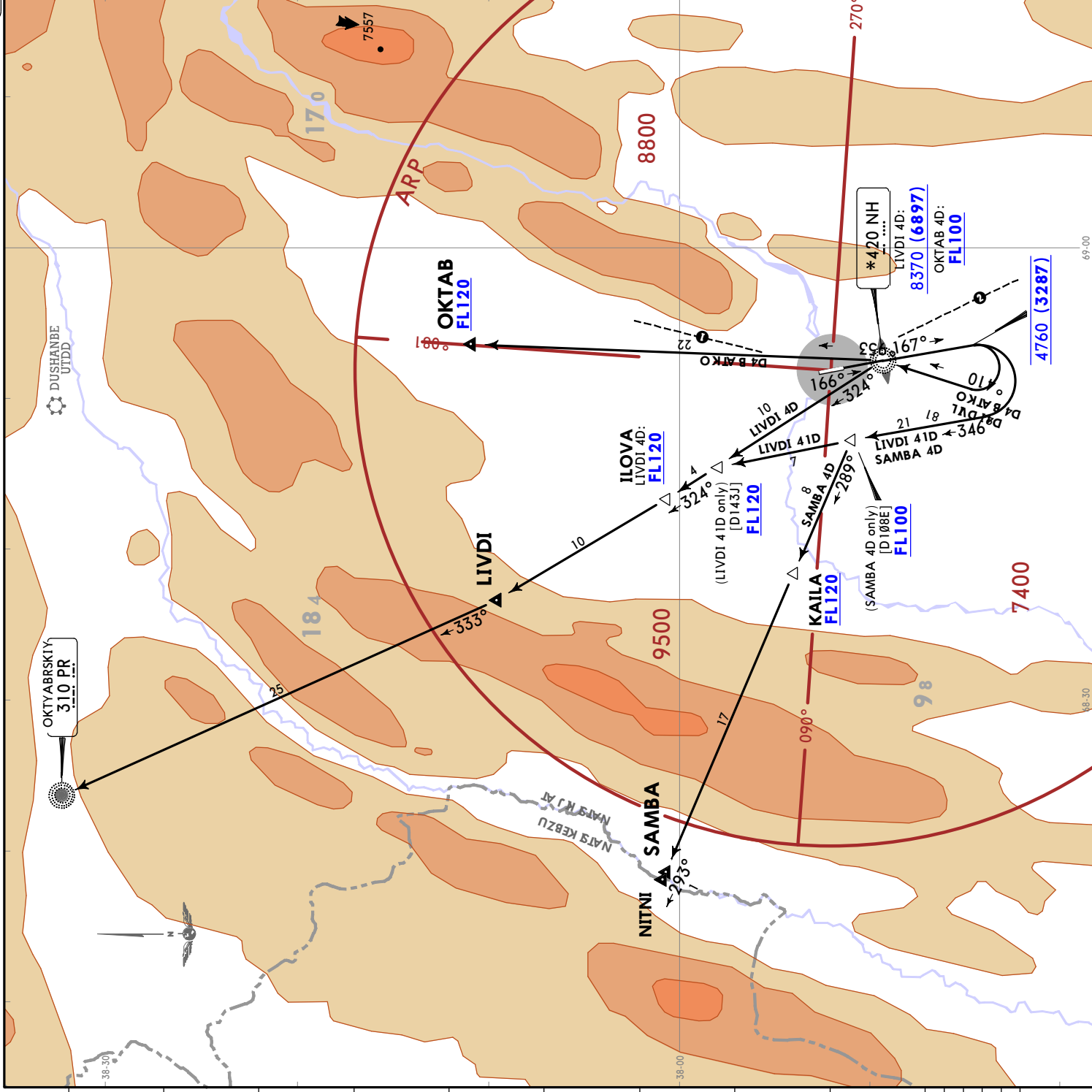
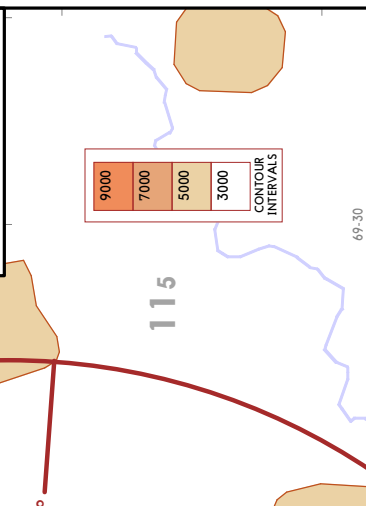
OKTAB 4D: 340 FT/NM (5.6%) up to FL100.

SAMBA 4D: 292 FT/NM (4.8%) up to FL100.

Grnd speed-KT	75	100	150	200	250	300
231 FT/NM	289	385	578	770	963	1155
273 FT/NM	341	455	683	910	1138	1365
292 FT/NM	365	487	730	973	1217	1460
322 FT/NM	402	537	805	1073	1342	1610
340 FT/NM	425	567	850	1133	1417	1700

SID	ROUTING
LIVDI 4D	Climb straight ahead to 4760 (3287), turn RIGHT, 014° track to NH, 324° track via ILOVA to LIVDI.
LIVDI 41D	Climb straight ahead to 4760 (3287), turn RIGHT, 346° track to [D143J], 324° track to LIVDI.
OKTAB 4D	Climb straight ahead to 4760 (3287), turn RIGHT, 014° track to NH, 359° track to OKTAB.
SAMBA 4D	Climb straight ahead to 4760 (3287), turn RIGHT, 346° track to [D108E], 289° track via KAILA to SAMBA.

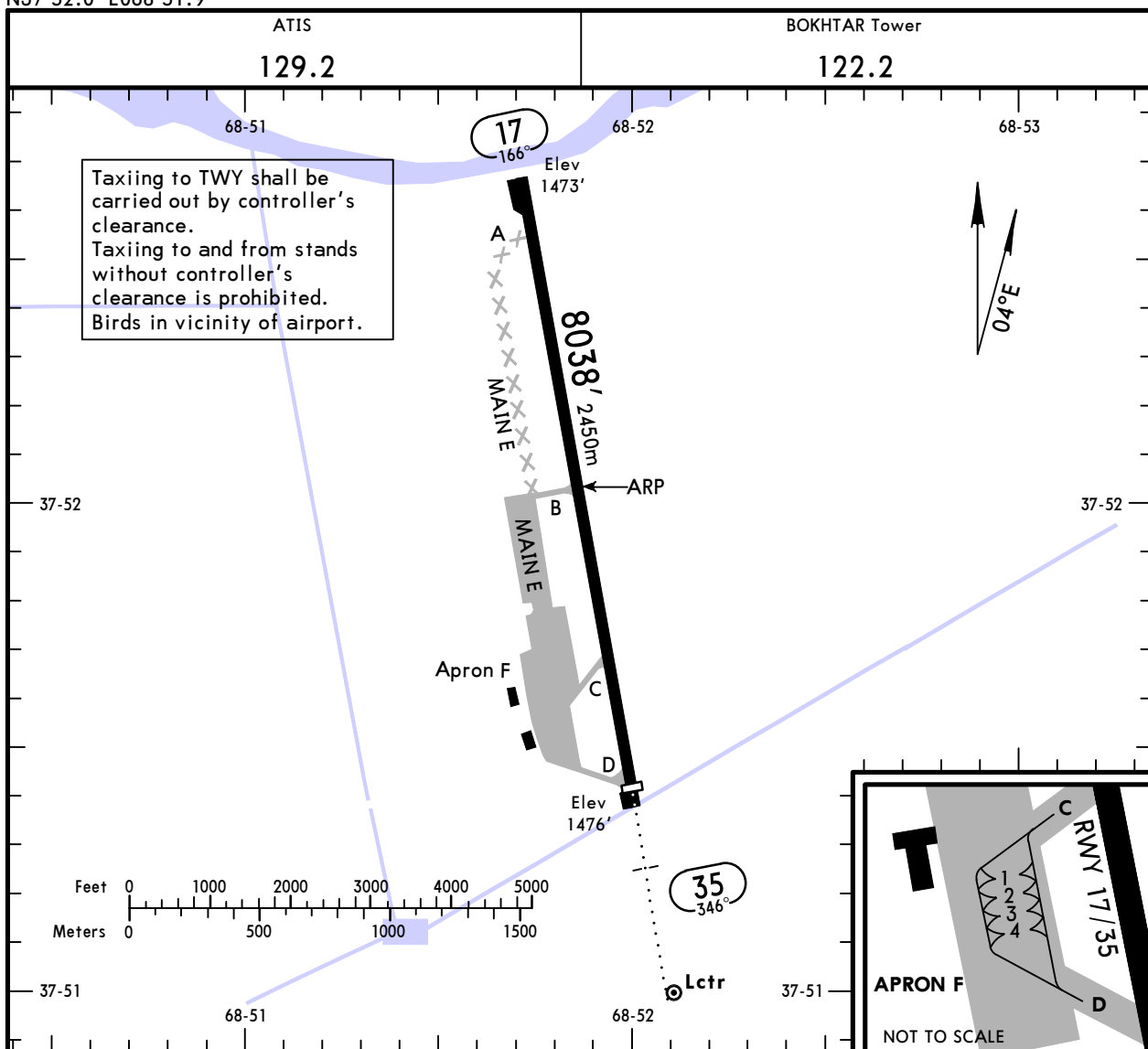
**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
4760' (3287' - 1000m)  
8370' (6897' - 2100m)



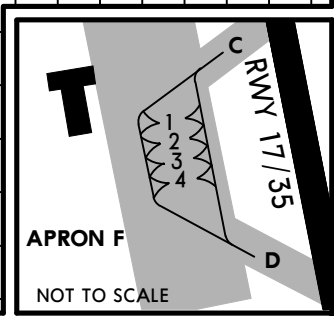
**UTDT/KQT**  
 Apt Elev **1480'**  
 N37 52.0 E068 51.9

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

**BOKHTAR, TAJIKISTAN**  
**BOKHTAR**



Taxiing to TWY shall be carried out by controller's clearance.  
 Taxiing to and from stands without controller's clearance is prohibited.  
 Birds in vicinity of airport.



**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS		LANDING BEYOND		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
17	35	RL (60m) ALS	7792' 2375m			138' 42m

Std		TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref		
DAY	NIGHT	DAY	DAY	NIGHT	
R300m		R400m	R/V500m	NA	

UTDT/KQT



EASA AIR OPS

BOKHTAR, TAJIKISTAN  
BOKHTAR

STRAIGHT-IN RWY		A	B	C	D
35	① 2 NDB with RADAR ALS out	1830'(354') R1400m R1500m	1830'(354') R1400m R1500m	1830'(354') R1400m R1600m	1830'(354') R1400m R1600m
	① 2 NDB w/o RADAR	2580'(1104') R1500m	2580'(1104') R1500m	2580'(1104') R2400m	2580'(1104') R2400m

① Continuous Descent Final Approach.

**TAKE-OFF**

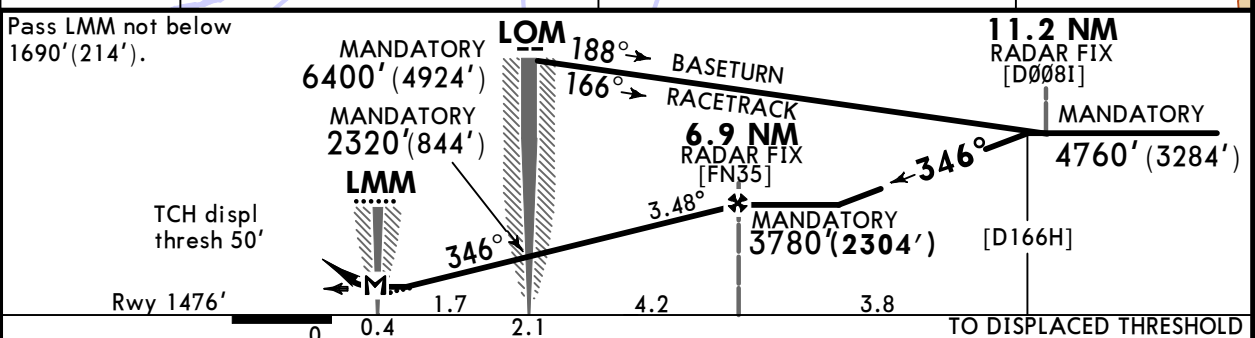
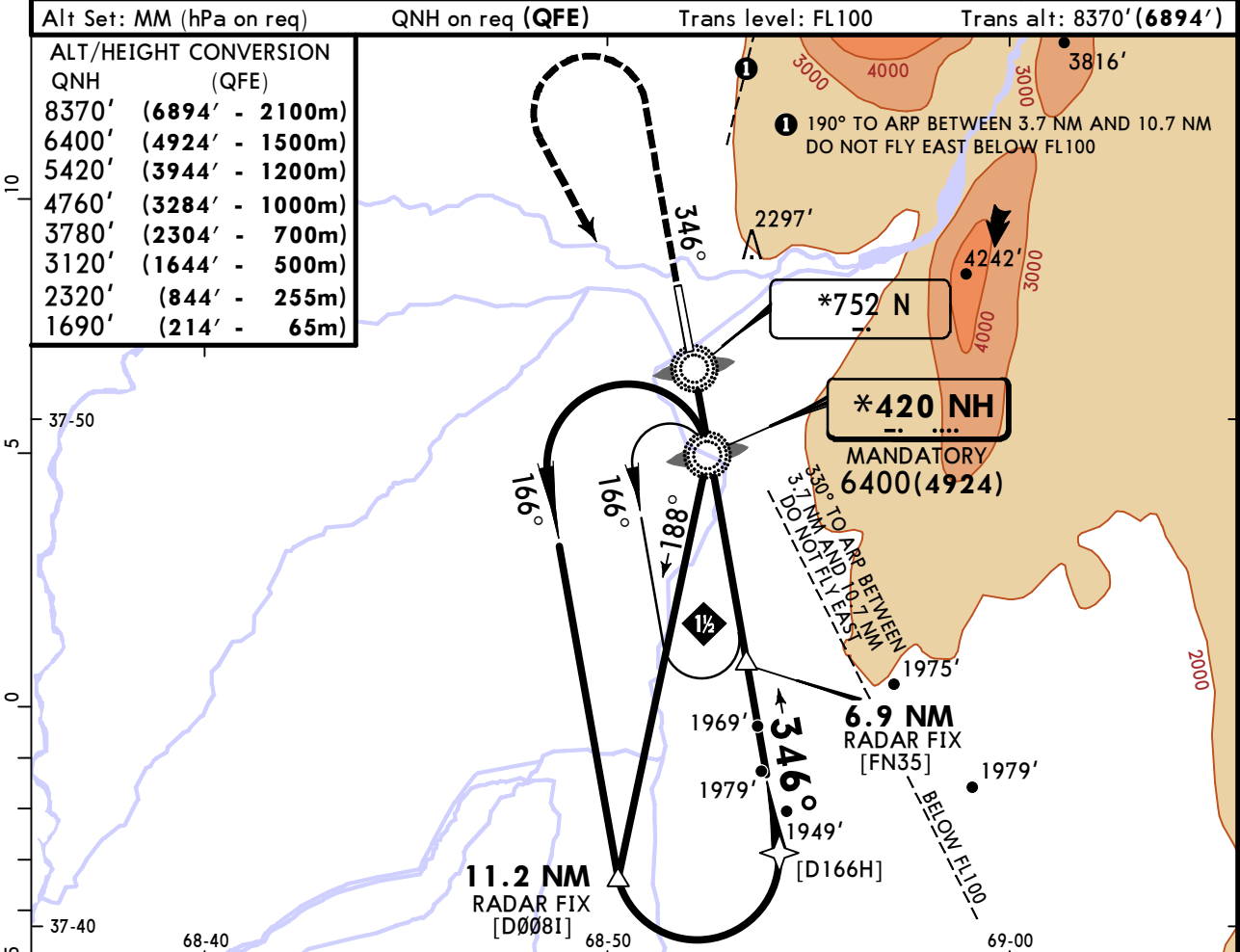
Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref	
RL & RCLM	RL			DAY	NIGHT
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

# UTDT/KQT BOKHTAR

**JEPPESSEN**  
10 MAR 23 (16-1) Eff 23 Mar

# BOKHTAR, TAJIKISTAN 2 NDB Rwy 35

ATIS <b>129.2</b>		BOKHTAR Tower <b>122.2</b>			<p>MSA ARP</p>
NDB NH <b>*420</b>	Final Apch Crs <b>346°</b>	6.9 NM RADAR FIX <b>3780'(2304')</b>	DA/MDA(H) (CONDITIONAL) <b>1830'(354')</b>	Apt Elev 1480'  Rwy 1476'	
<b>MISSED APCH: Climb on 346° to 3120'(1644'), then turn LEFT to NH NDB climbing to 5420'(3944') and enter holding.</b>					



Gnd speed-Kts	70	90	100	120	140	160	ALS 	
Descent Angle	3.48°	431	554	616	739	862		985
MAP at LMM								

STRAIGHT-IN LANDING	
with RADAR CDFA <b>DA/MDA(H) 1830'(354')</b>	w/o RADAR CDFA <b>DA/MDA(H) 2580'(1104')</b>
ALS out	ALS out
A	R1500m
B	R1500m
C	R1400m
D	R1600m
R1400m	R2400m

**V** 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
<b>BOKHTAR, (BOKHTAR - UTDT)</b>				

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTDT