

15-FEB-2018

UET-OPQT

1-10

A0I**A0I****GENERAL****Operational Hours****ATS Hours:** HS**AD OPS Hours:** 24HR**AD ADMIN Hours:** MON-SAT**Airport Information****RFF:** CAT 9**PCN:** RWY 13L/31R: 52/F/A/X/T**Customs:** HJ**Operation****Traffic Note**

24HR PN required for non SKED FLTs. CLSD for B747 OPS.

RWY Restriction

Wide body ACFT make 180° turns anti-clockwise at beginning of RWY 31R and clockwise at beginning of RWY 13L. All ACFT avoid nose wheel lock turning.

TWY Restriction

TWY L width 15m / 49ft.

TWY J closed. Wide body ACFT to use TWY K.

Warnings

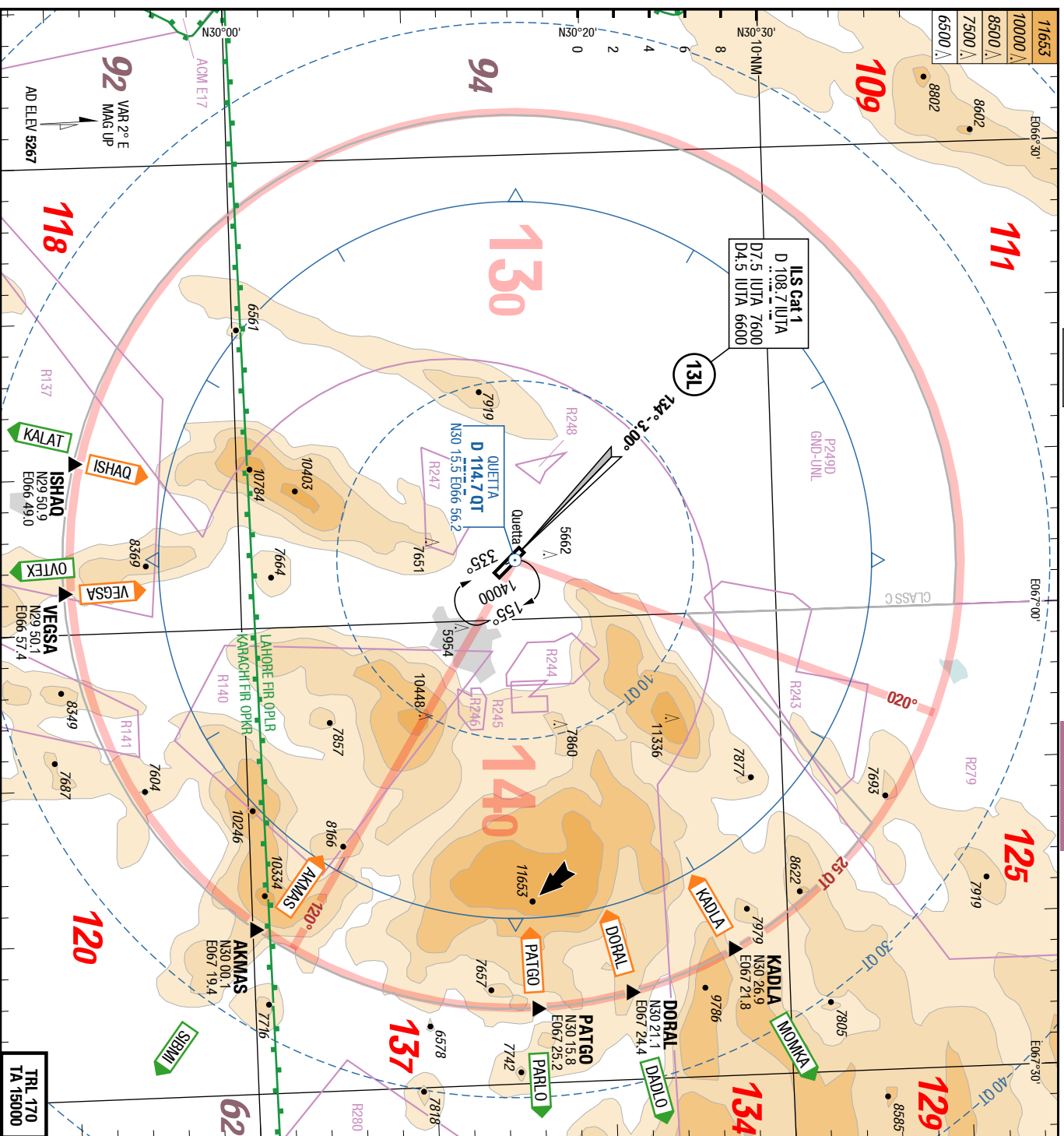
Birds in vicinity of AD.

ARRIVAL**Arrival Procedure****One ENG Out MISAP****RWY 13L:**In case ENG lost before **QT**, **LT** intercept R020 **QT**.In case ENG lost after **QT**, climb on R134 **QT** - at D5 **QT** but not later than D6 **QT**, **LT** intercept R110 **QT** to **QT**, **RT** intercept R020 **QT** - at **8500** or D10 **QT**, whichever is later, **LT** intercept R314 **QT** to **QT** - climb **14500**.**Warnings**

Do not mistake parallel TWY for RWY.

DEPARTURE**Take-off Minima**

RWY		13L/31R	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		13R/31L	
All ACFT	ft - m/km	Not applicable	MIL ACFT only



118.050 HS
121.800 HS APN

Landing RWY system:

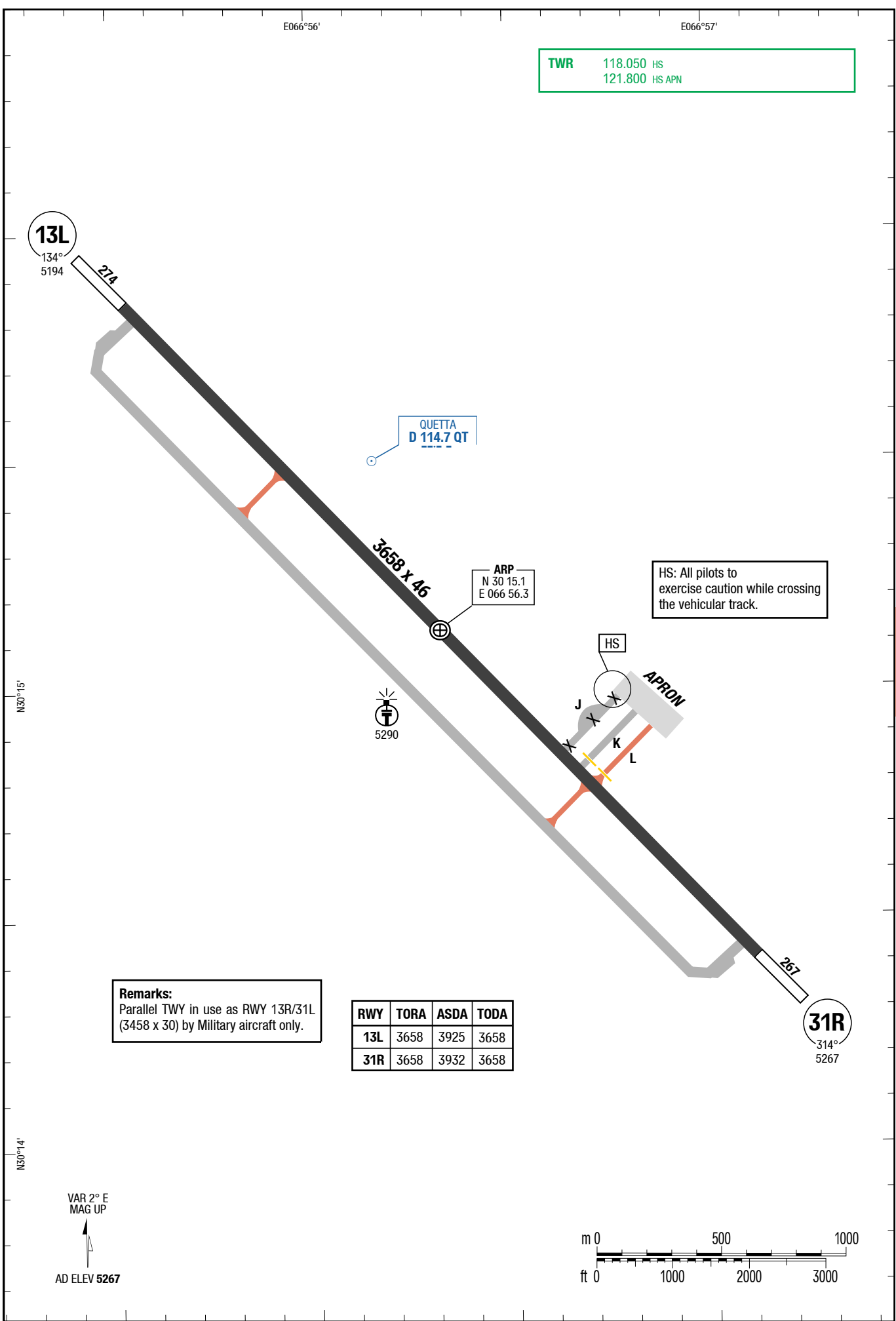
83.0°
3658 x 46
30L

HL-P1	THR 5194 (173hPa) / TDZ --- (---%)	+0.6%
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30 L

 46 x 3658

 3.0%
 TDZ --- (---%) / THR 5267 (176hPa)
 H-P1
 31R



UET-OPQT

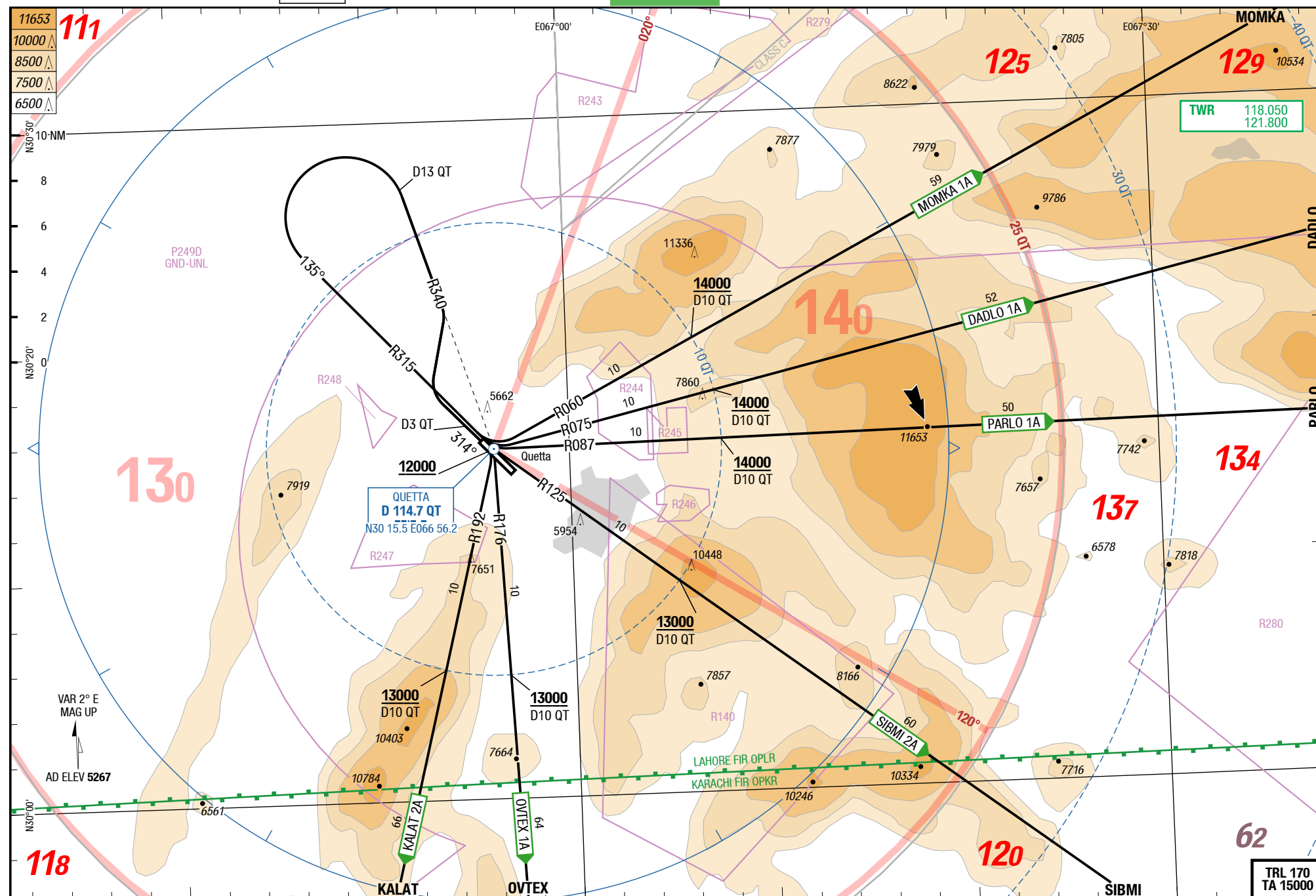
SIDs RWY 31R

SID

SID

NIL

SIDs RWY 31R



Changes: WPT , PROC renamed, OBST, SUAs, Editorial

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14-JUN-2018

UET-OPQT

5-10

SIDs RWY 31R

SIDPT

DADLO 1A / KALAT 2A / MOMKA 1A / OVTEX 1A / PARLO 1A / SIBMI 2A
RWY 31R (314°)

DESIGNATOR	ROUTING	ALTITUDES
DADLO 1A 118.050	at D3 QT RT intercept R340 QT - at D13 QT LT intercept R135 QT to QT - R075 QT to DADLO	QT MNM 12000 R075/D10 QT MNM 14000
KALAT 2A 118.050	at D3 QT RT intercept R340 QT - at D13 QT LT intercept R315 QT to QT - R192 QT to KALAT	QT MNM 12000 R192/D10 QT MNM 13000
MOMKA 1A 118.050	at D3 QT RT intercept R340 QT - at D13 QT LT intercept R135 QT to QT - R060 QT to MOMKA	QT MNM 12000 R060/D10 QT MNM 14000
OVTEX 1A 118.050	at D3 QT RT intercept R340 QT - at D13 QT LT intercept R315 QT to QT - R176 QT to OVTEX	QT MNM 12000 R176/D10 QT MNM 13000
PARLO 1A 118.050	at D3 QT RT intercept R340 QT - at D13 QT LT intercept R315 QT to QT - R087 QT to PARLO	QT MNM 12000 R087/D10 QT MNM 14000
SIBMI 2A 118.050	at D3 QT RT intercept R340 QT - at D13 QT LT intercept R315 QT to QT - R125 QT to SIBMI	QT MNM 12000 R125/D10 QT MNM 13000

Effective 21-JUN-2018

14-JUN-2018

UET-OPQT

6-10

Pakistan Quetta Samungli Intl

NIL

STARs

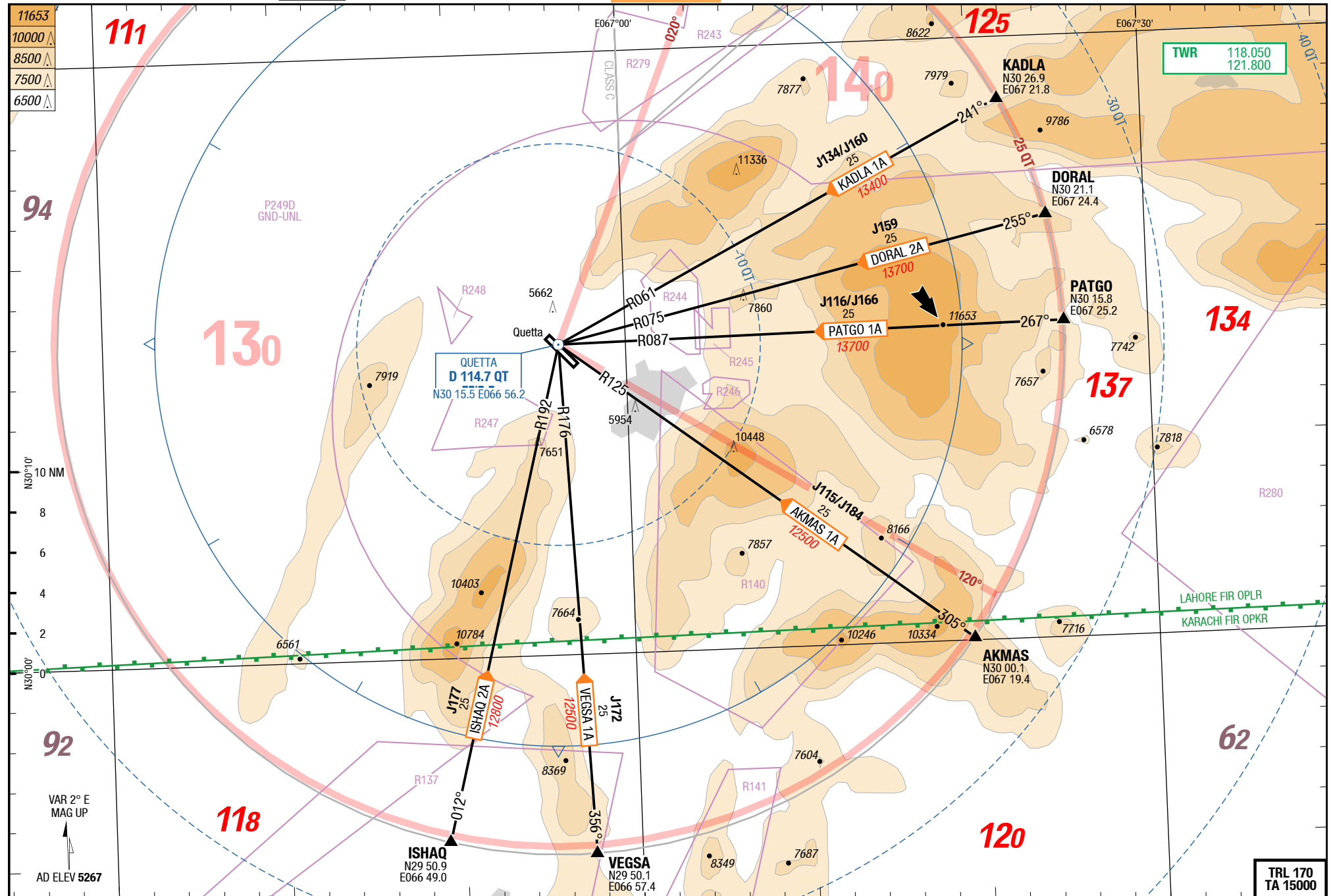
STAR

STAR

Samungli Intl Quetta Pakistan

NIL

STARs



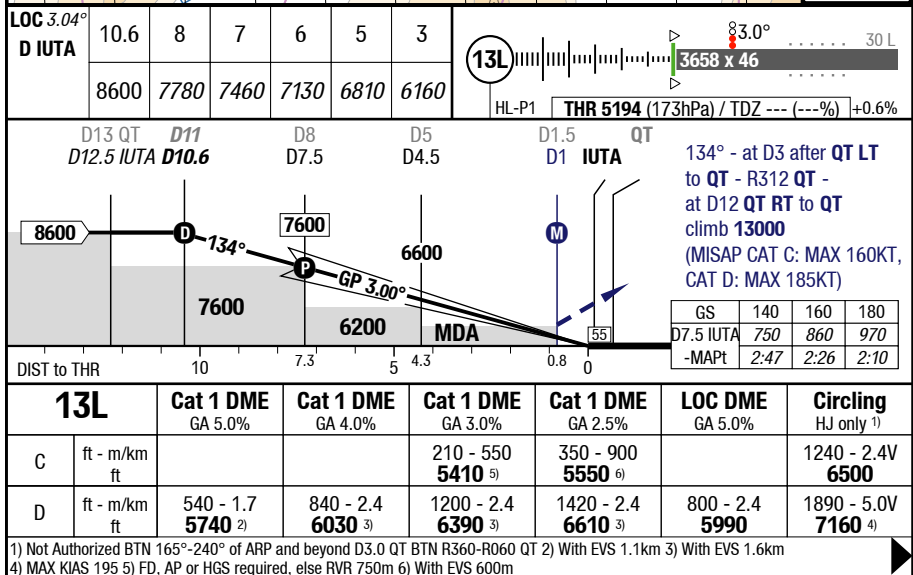
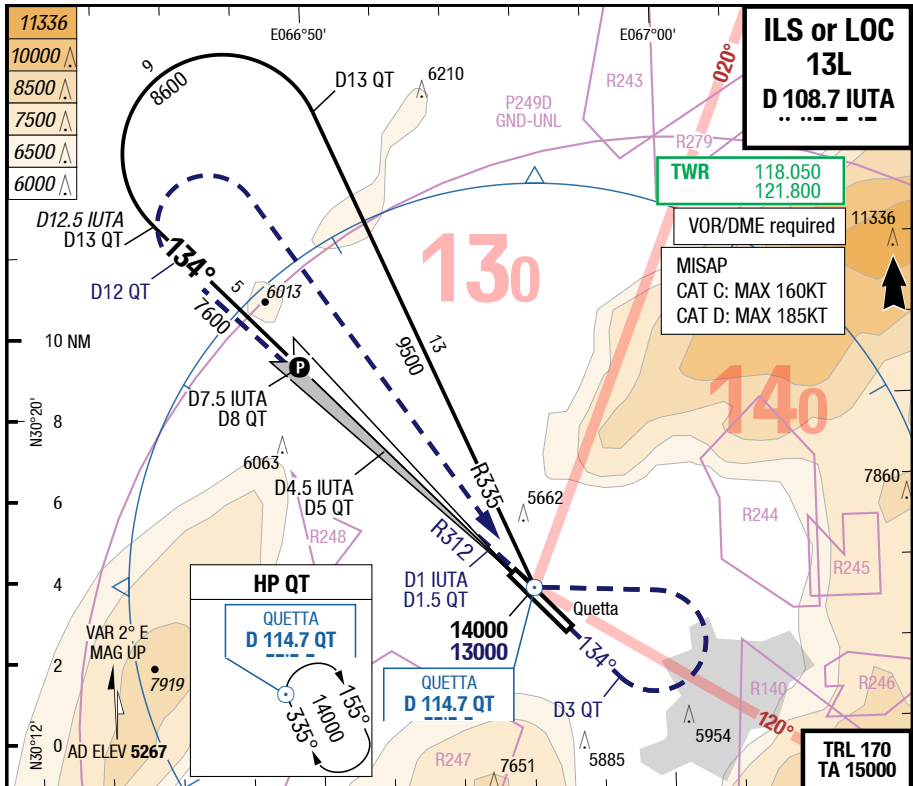
Changes: PROC renamed, WPT , OBST , SUAs

11-JAN-2018

UET-OPQT

7-10

ILS or LOC 13L



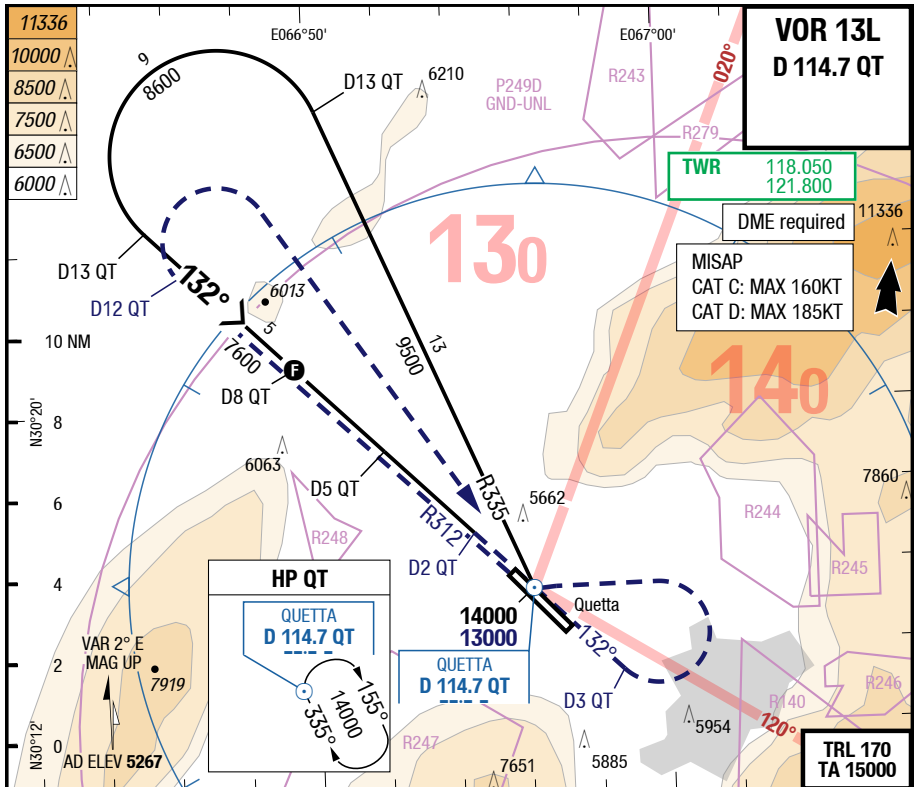
Changes: APL, SUAs, OBST

11-JAN-2018

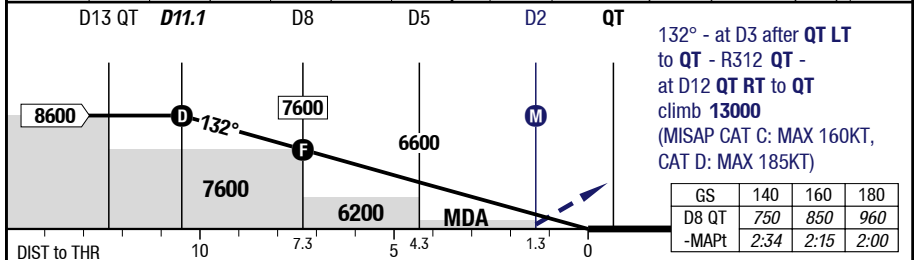
UET-OPQT

7-20

VOR 13L



3.02°	11.1	9	7	6	4	3	83.0°	30 L
D QT								
132°	8600	7920	7280	6960	6320	6000	3658 x 46	
RWY 134°								
	D13 QT	D11.1	D8	D5	D2	QT	HL-P1	THR 5194 (173hPa) / TDZ --- (---%) +0.6%



13L	VOR DME	VOR DME	VOR DME	VOR DME	Circling
	GA 5.0%	GA 4.0%	GA 3.0%	GA 2.5%	HJ only ¹⁾
C	ft - m/km ft	550 - 1.8 5740	760 - 2.4 5950	1210 - 5.0 6400	1430 - 5.0V 6700
D	ft - m/km ft	740 - 2.4 5930	1190 - 2.4 6380	1710 - 5.0 6900	1980 - 5.0V 7250 ²⁾

1) Not Authorized BTN 165°-240° of ARP and beyond D3.0 QT BTN R360-R060 QT

2) MAX KIAS 195

Changes: APL, SUAS, OBST

11-JAN-2018

UET-OPQT

7-30

WxMinima Overflow

13L		LOC DME GA 4.0%	LOC DME GA 3.0%	LOC DME GA 2.5%			
C	ft - m/km ft			440 - 1.3 5630			
D	ft - m/km ft	1240 - 5.0 6430	1670 - 5.0 6860	1890 - 5.0 7080			