

GENERAL**Operational Hours****ATS Hours / AD OPS Hours:** HO**AD ADMIN Hours:** MON-FRI 0200-1100. SAT, SUN, HOL CLSD**Airport Information****RFF:** CAT 6**Fuel:** TS-1**PCN:** RWY 17/35: 22/F/A/X/T**Operation****Geodetic Reference Datum**

Non-WGS-84 compliant airport.

Traffic Notes

Bearing strength of RWY, TWY and APN allows OPS of ACFT up to 70.3t / 155000lbs AUW.

TWY Restrictions

TWY 1, 4, Main 5 width 16m / 52ft.

TWY 2 width 18m / 59ft.

TWY 3 width 20m / 66ft.

TWY 1 CLSD.

Noise Abatement Procedure

NAP shall be carried out in accordance with the Aeroplane Flight Manual.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure:** See CRAR Tajikistan and in addition;**Within Kurgan-Tyube TMA**

- Take measures to restore the radio COM with the controller using all facilities and channels.
- Then switch on a distress call. At night also switch on LDG lights periodically.
- Transmit the established reports on ACFT PSN, flight ALT and actions by PAN, PAN, PAN signal without confirmation from controller.
- Assess the MET conditions and possibility to change to VFR FLT and make a decision to continue or abort the FLT.
- If unable to change to a VFR FLT, proceed under IFR to AD according navigation calculation at the assigned FL.
- Proceed to LOM, carry out the manoeuvre of APCH procedure by out-of-sequence leaving the HLDG area and carry out LDG.
- During APCH, on final turn or after passing LOM, identify and request LDG by flashing and then by switching on LDG lights and launching signal flares of any color.

If MET conditions are below LDG MNM, the pilot has the right to make a decision to land under these conditions.

RWY 35

Maintain the last assigned FL (but not below the safe FL) and reach FL for commencing APCH. After passing LOM NH commence descending and start APCH according IAC.

DEPARTURE**Take-off Minima**

RWY		17/35	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Communication

COM Failure: See CRAR Tajikistan and in addition;

In case of COM Failure after TKOF abort the flight and carry out LDG at the AD of departure.

If MET conditions are below LDG MNM, climb to lower safe FL of the same direction or FL 4200m / 13780ft, 4500m / 14760ft depending on the FLT direction.

De-Icing

AVBL HO

KQT-UTDT

2-10

AFC

AFC

AGC
AFC



Landing RWY system:

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not usable for landing

17

2285 x 42

1472 / 52hPa	TDZ ---%	0.0%
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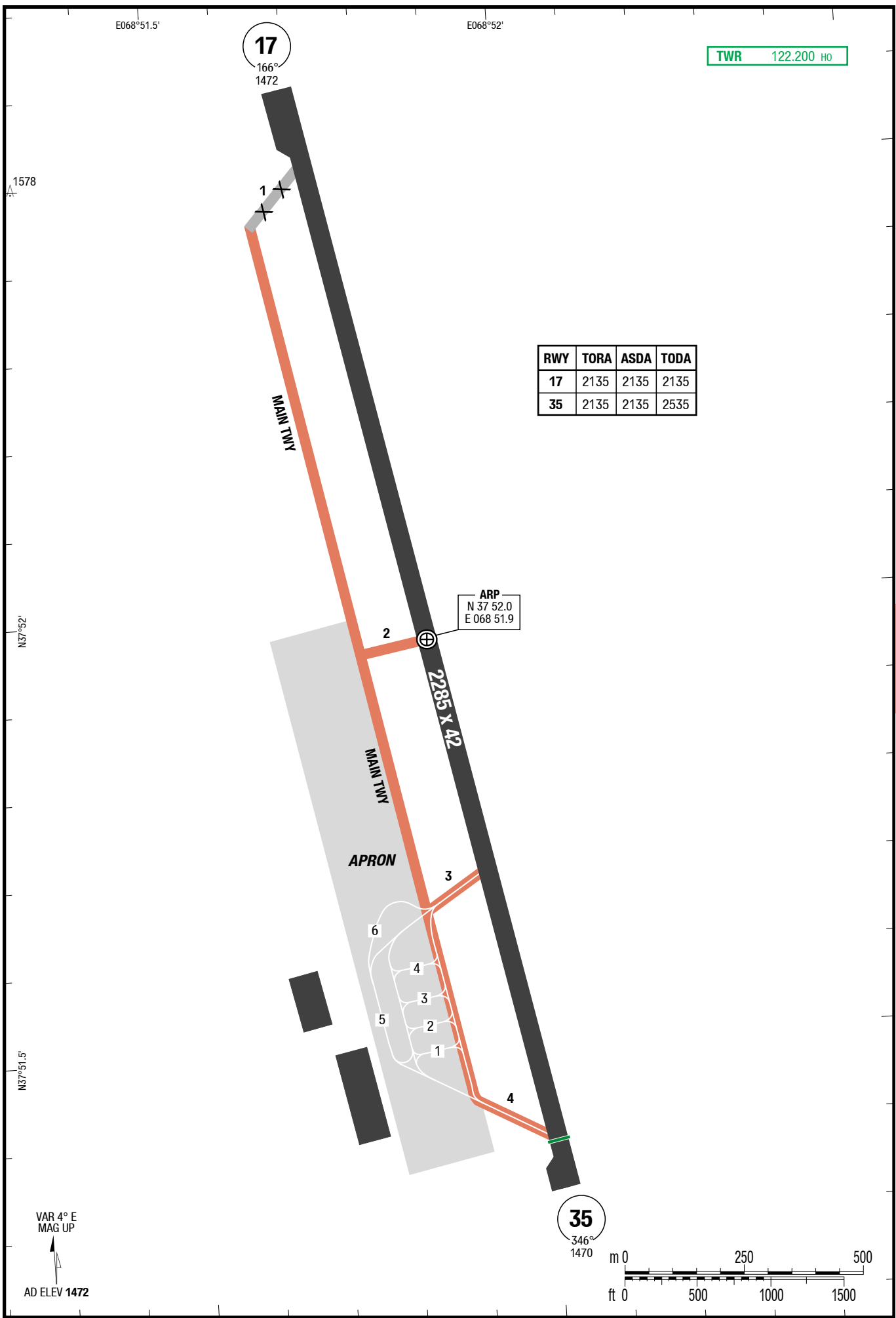
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2071	0/0/0	0/0/0
2072	0/0/0	0/0/0
2073	0/0/0	0/0/0
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60L 43F

35

0.0%	TDZ ---%	1470 / 52hPa
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S-T



Changes: new

KQT-UTDT

SIDS RWY 17

SIDS Rwy 17

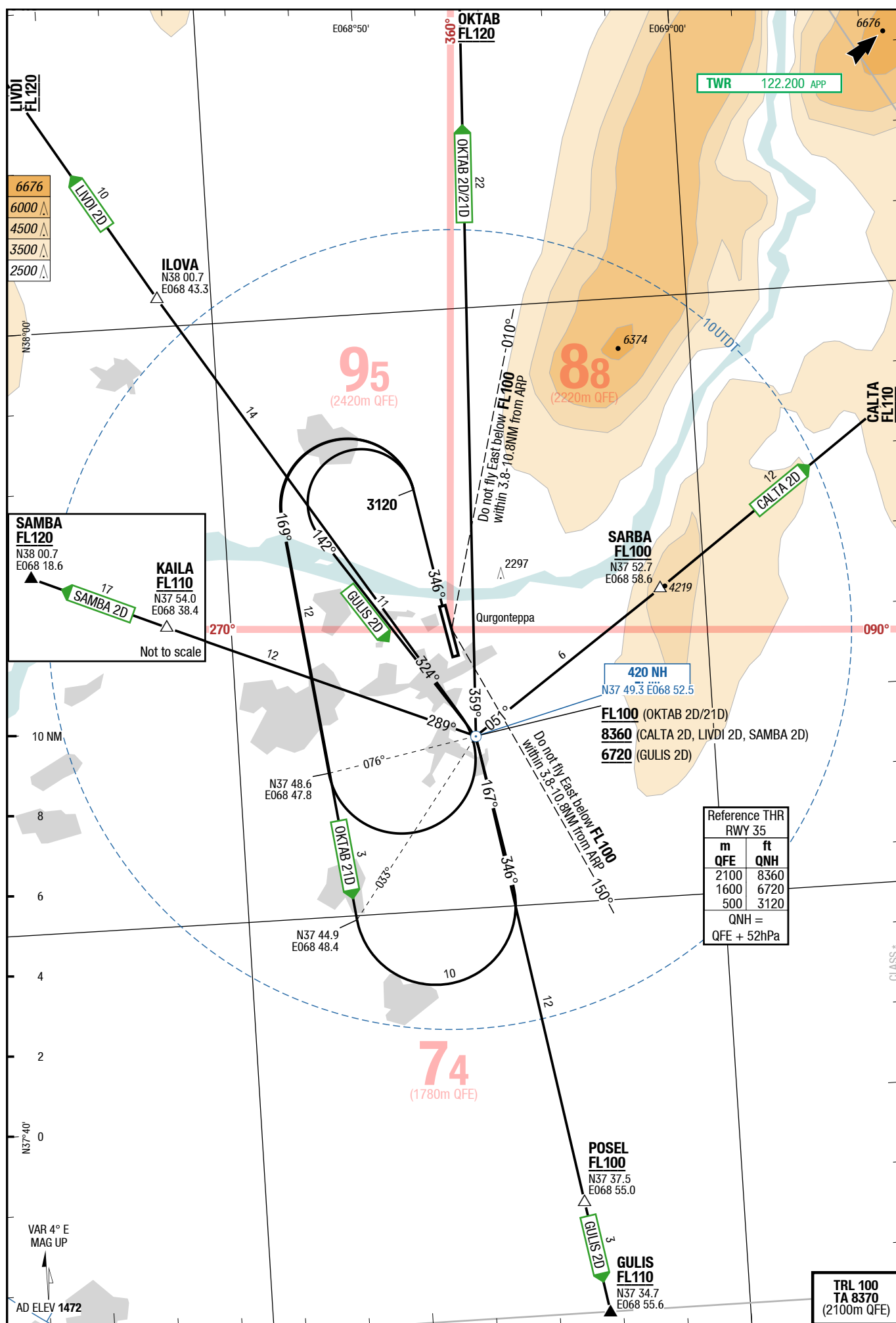
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SIDS Rwy 17

SIDS Rwy 17





01-JAN-2015

KQT-UTDT

5-10

SIDs RWY 17

CALTA 4D / GULIS 4D / LIVDI 41D / LIVDI 4D / OKTAB 4D / SAMBA 4D

RWY 17 (166°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
3.9%	ft/MIN	500	600	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500
5.6%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
CALTA 4D 4.5% to 4760 3.9% to FL100 122.200	at 4760 RT 014° to NH - 051° to SARBA - CALTA	NH MNM 8370 SARBA MNM FL100 CALTA MNM FL110
GULIS 4D 4.5% to 3120 4.8% 122.200	at 3120 RT 340° - at N37 48.2 E068 48.0 (QDM 070 NH) RT direct NH - 167° to POSEL - GULIS	NH MNM 6400 POSEL MNM FL110
LIVDI 41D 4.5% to 4760 5.3% 122.200	at 4760 RT 346° - at N37 58.0 E068 45.4 LT 324° to LIVDI	N37 58.0 E068 45.4 MNM FL120
LIVDI 4D 4.5% to 4760 3.8% to 8370 122.200	at 4760 RT 014° to NH - 324° to ILOVA - LIVDI	NH MNM 8370 ILOVA MNM FL120
OKTAB 4D 4.5% to 4760 5.6% to FL100 122.200	at 4760 RT 014° to NH - 359° to OKTAB	NH MNM FL100 OKTAB MNM FL120
SAMBA 4D 4.5% to 4760 4.8% to FL100 122.200	at 4760 RT 346° - at N37 51.0 E068 47.2 LT 289° to KAILA - SAMBA	N37 51.0 E068 47.2 MNM FL100 KAILA MNM FL120

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5-20

SIDs RWY 35

CALTA 2D / GULIS 2D / LIVDI 2D / OKTAB 21D / OKTAB 2D / SAMBA 2D

RWY 35 (346°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.6%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
CALTA 2D 4.5% to FL100 122.200	at 3120 LT 169° - at N37 48.6 E068 47.8 (QDM 076 NH) LT direct NH - 051° to SARBA - CALTA	NH MNM 8360 SARBA MNM FL100 CALTA MNM FL110
GULIS 2D 4.5% to 3120 4.3% 122.200	at 3120 LT 142° to NH - 167° to POSEL - GULIS	NH MNM 6720 POSEL MNM FL100 GULIS MNM FL110
LIVDI 2D 4.5% to 8370 122.200	at 3120 LT 169° - at N37 48.6 E068 47.8 (QDM 076 NH) LT direct NH - 324° to ILOVA - LIVDI	NH MNM 8360 LIVDI MNM FL120
OKTAB 21D 4.5% to 3120 4.0% to FL100 122.200	at 3120 LT 169° - at N37 44.9 E068 48.4 (QDM 033 NH) LT 346° to NH - 359° to OKTAB	NH MNM FL100 OKTAB MNM FL120
OKTAB 2D 4.5% to 3120 5.6% to FL100 122.200	at 3120 LT 169° - at N37 48.6 E068 47.8 (QDM 076 NH) LT direct NH - 359° to OKTAB	NH MNM FL100 OKTAB MNM FL120
SAMBA 2D 4.5% to 8370 122.200	at 3120 LT 169° - at N37 48.6 E068 47.8 (QDM 076 NH) LT direct NH - 289° to KAILA - SAMBA	NH MNM 8360 KAILA MNM FL110 SAMBA MNM FL120

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NIL

STARs RWY 35

STAR

STAR

NIL

STARs RWY 35



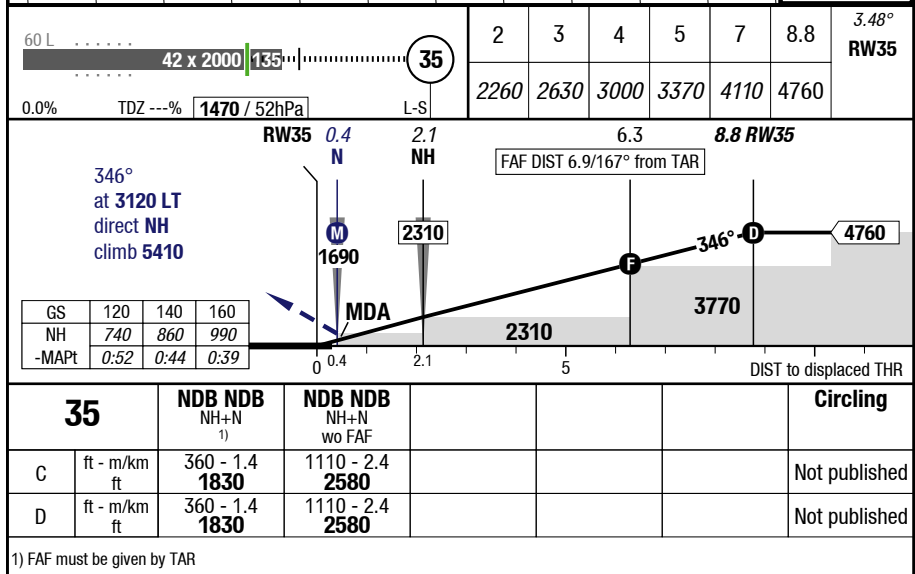
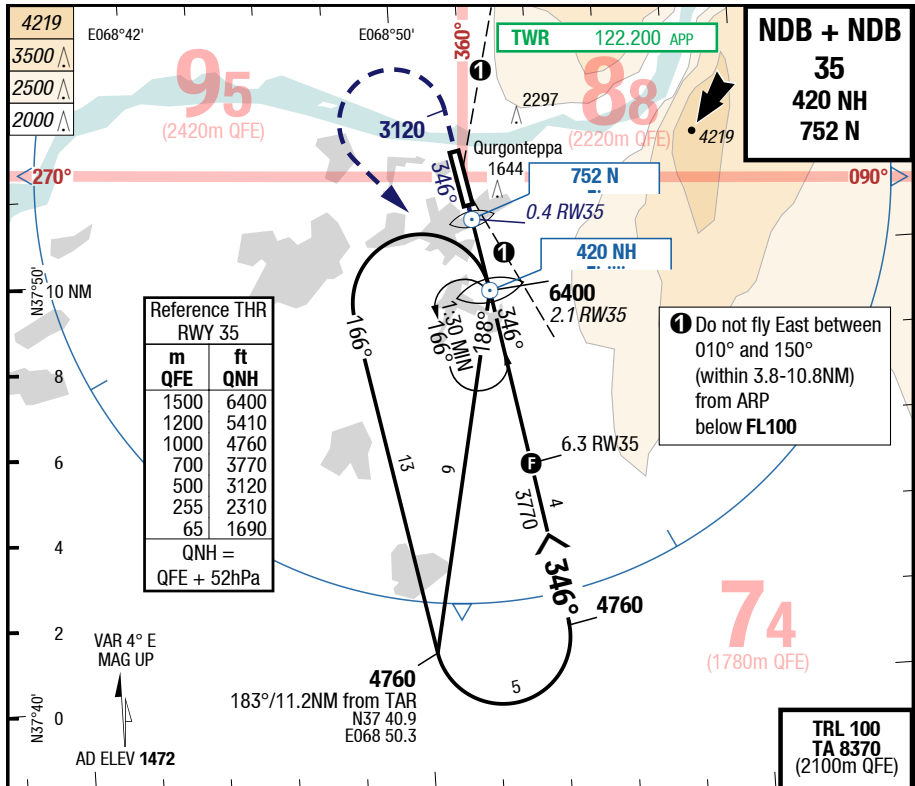
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NDB + NDB 35



Changes: new