

## List of pages in this Trip Kit

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Revision Letter For Cycle 25-2012

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## General Information

Location: Qurgonteppa Tjk  
IATA Code: KQT  
Lat/Long: N37° 52.0' E068° 51.9'  
Elevation: 1472 ft

Airport Use: Public  
Magnetic Variation: 3.9°E

Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: No  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0240 Z  
Sunset: 1215 Z,

## Runway Information

Runway: 17  
Length x Width: 7497 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 1472 ft  
Lighting: Edge

Runway: 35  
Length x Width: 7497 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 1470 ft  
Lighting: Edge, ALS  
Displaced Threshold: 443 ft

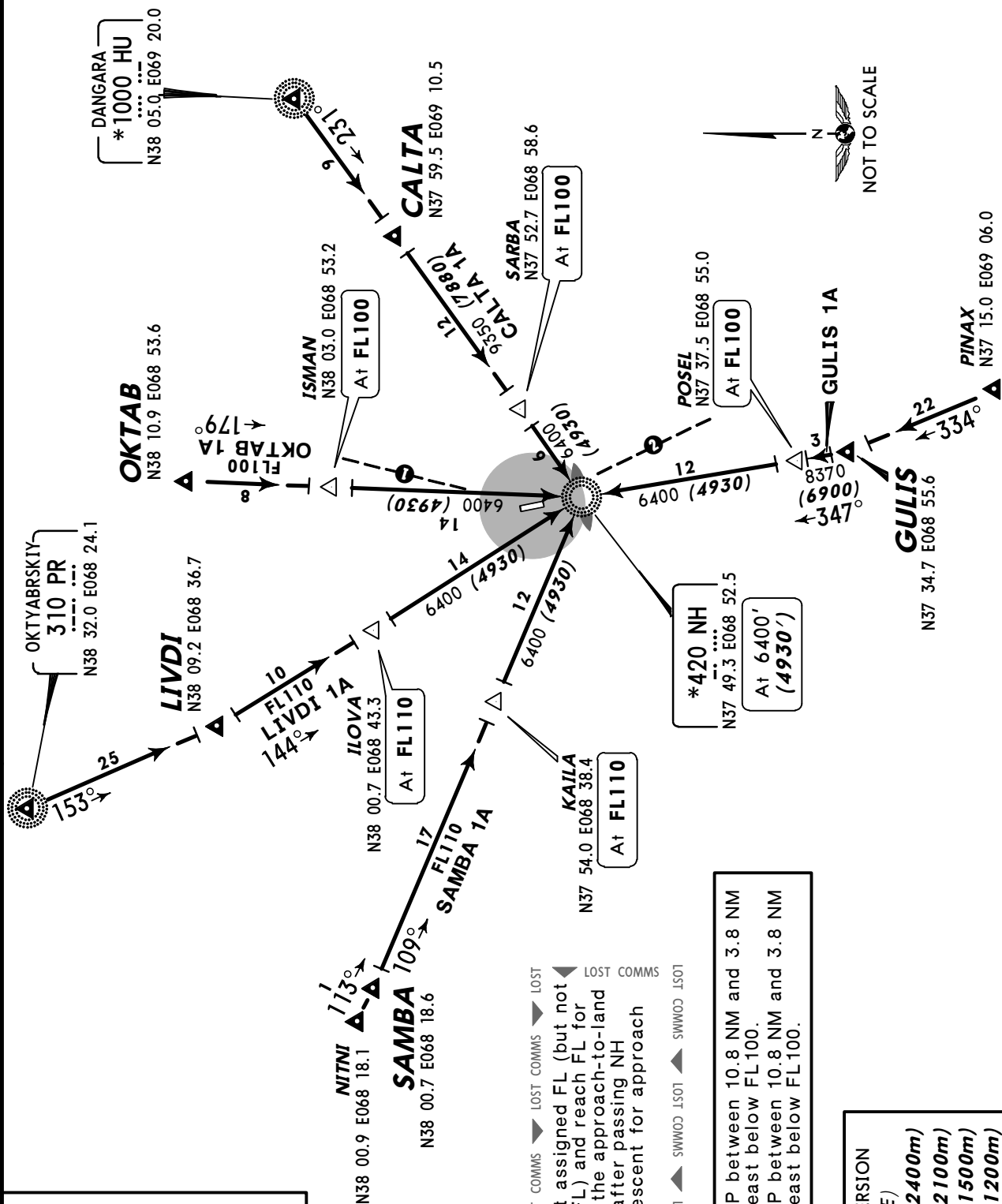
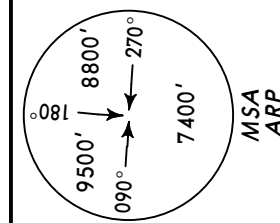
## Communication Information

Qurgonteppa Tower Approach Control 122.2

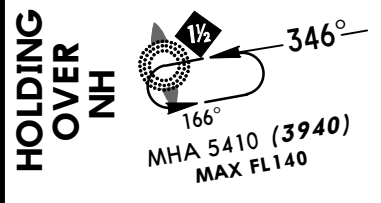
Apt Elev  
1472'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL100 Trans alt: 8370' (6900')

CALTA 1A, GULIS 1A, LIVDI 1A  
OKTAB 1A, SAMBA 1A  
RWY 35 ARRIVALS



NOT TO SCALE



LOST COMMS  
Maintain last assigned FL (but not below safe FL) and reach FL for commencing the approach-to-land manoeuvre, after passing NH commence descent for approach procedure.

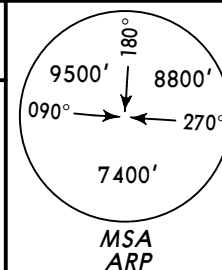
- 1 190° to ARP between 10.8 NM and 3.8 NM do not fly east below FL100.
- 2 330° to ARP between 10.8 NM and 3.8 NM do not fly east below FL100.

| ALT/HEIGHT CONVERSION | QNH             | (QFE) |
|-----------------------|-----------------|-------|
| 9350'                 | (7880' - 2400m) |       |
| 8370'                 | (6900' - 2100m) |       |
| 6400'                 | (4930' - 1500m) |       |
| 5410'                 | (3940' - 1200m) |       |

Apt Elev  
1472'

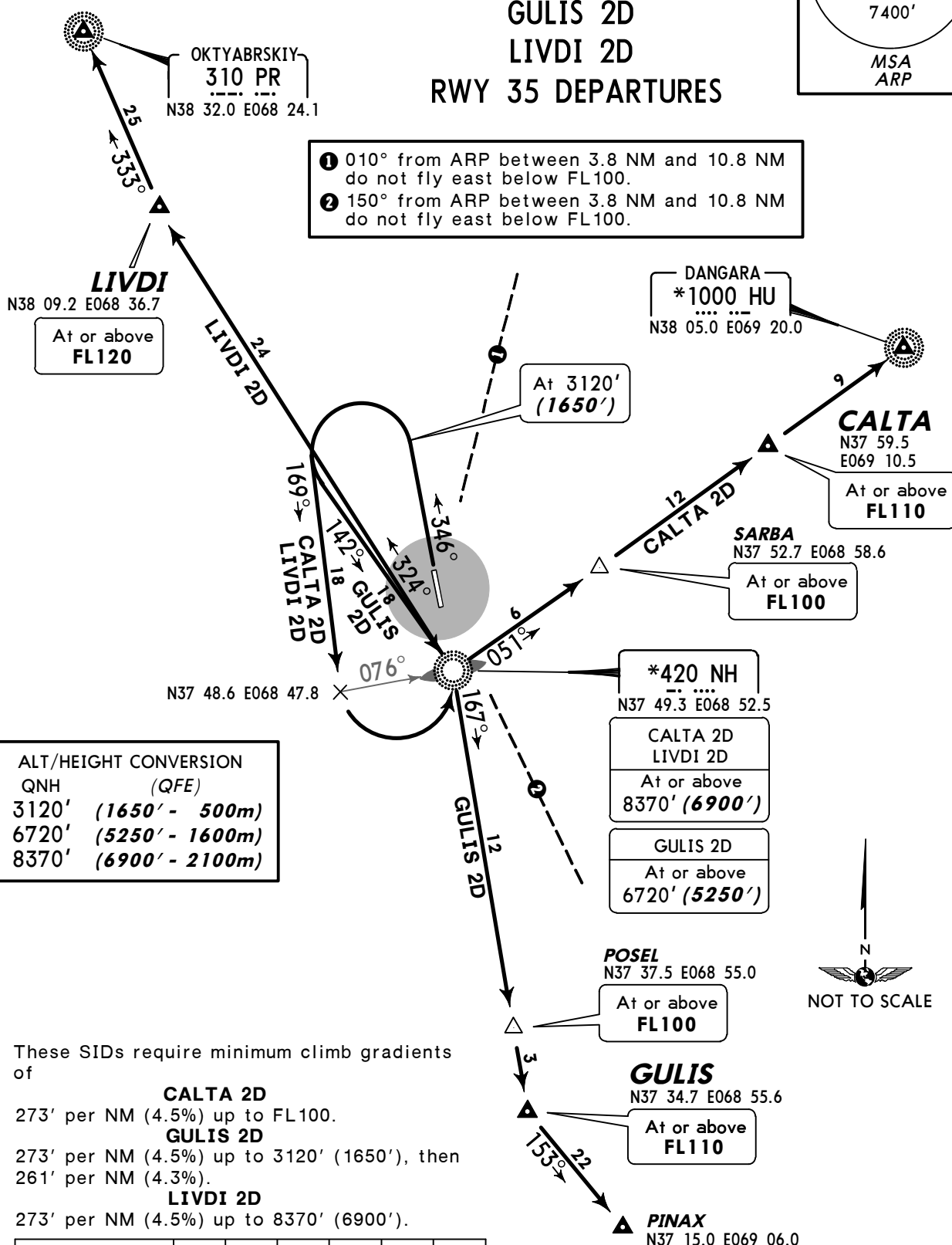
QNH on request (QFE)

Trans level: FL100 Trans alt: 8370' (6900')



## CALTA 2D GULIS 2D LIVDI 2D RWY 35 DEPARTURES

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



| Gnd speed-KT | 75  | 100 | 150 | 200 | 250  | 300  |
|--------------|-----|-----|-----|-----|------|------|
| 273' per NM  | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 261' per NM  | 327 | 435 | 653 | 871 | 1089 | 1306 |

### SID

### ROUTING

|                 |                                                                                                                                     |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------|
| <b>CALTA 2D</b> | Climb straight ahead to 3120' (1650'), turn LEFT, 169° track to N37 48.6 E068 47.8, turn LEFT to NH, 051° track via SARBA to CALTA. |
| <b>GULIS 2D</b> | Climb straight ahead to 3120' (1650'), turn LEFT, 142° track to NH, 167° track via POSEL to GULIS.                                  |
| <b>LIVDI 2D</b> | Climb straight ahead to 3120' (1650'), turn LEFT, 169° track to N37 48.6 E068 47.8, turn LEFT to NH, 324° track to LIVDI.           |

A circular diagram representing a Mobile Substation Area (MSA) for an Air Route Port (ARP). The circle has a diameter of 7400 feet. Four bearings are indicated: 180° at the top, 090° on the left, 270° on the right, and 180° at the bottom. The distances from the center to the edges are labeled: 9500' at the top, 8800' on the right, and 7400' at the bottom. The text "MSA ARP" is written below the circle.

- ❶ 010° from ARP between 3.8 NM and 10.8 NM do not fly east below FL100.
- ❷ 150° from ARP between 3.8 NM and 10.8 NM do not fly east below FL100.

**OKTAB**  
N38 10.9 E068 53.6  
At or above  
**FL120**

**SAMBA**  
N38 00.7 E068 18.6

At or above  
**FL120**

**KAILA**  
N37 54.0 E068 38.4  
At or above  
**FL110**

**NITNI**  
N38 00.9 E068 18.1

**ALT/HEIGHT CONVERSION**  
**QNH (QFE)**  
**3120' (1650' - 500m)**  
**8370' (6900' - 2100m)**

~~12~~  
~~SAMBA 2D~~

N37 48.6 E068 47.8

\*420 NH  
N37 49.3 E068 52.5

OKTAB  
2D, 21D

At or above  
**FL100**

|                                       |
|---------------------------------------|
| SAMBA 2D                              |
| At or above<br>8370' ( <b>6900'</b> ) |

OKTAB 2D  
SAMBA 2D

OKTAB 21D

273' per NM (4.5%) up to 8370' (6900').

|              |     |     |     |      |      |      |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
| 340' per NM  | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 273' per NM  | 342 | 456 | 684 | 911  | 1139 | 1367 |
| 243' per NM  | 304 | 405 | 608 | 810  | 1013 | 1215 |



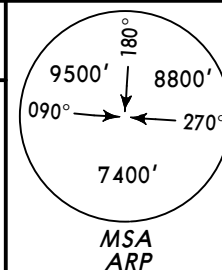
NOT TO SCALE

| SID              | ROUTING                                                                                                                               |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| <b>OKTAB 2D</b>  | Climb straight ahead to 3120' (1650'), turn LEFT, 169° track to N37 48.6 E068 47.8, turn LEFT to NH, 359° track to OKTAB.             |
| <b>OKTAB 21D</b> | Climb straight ahead to 3120' (1650'), turn LEFT, 169° track to N37 44.9 E068 48.4, turn LEFT, 346° track to NH, 359° track to OKTAB. |
| <b>SAMBA 2D</b>  | Climb straight ahead to 3120' (1650'), turn LEFT, 169° track to N37 48.6 E068 47.8, turn LEFT to NH, 289° track via KAILA to SAMBA.   |

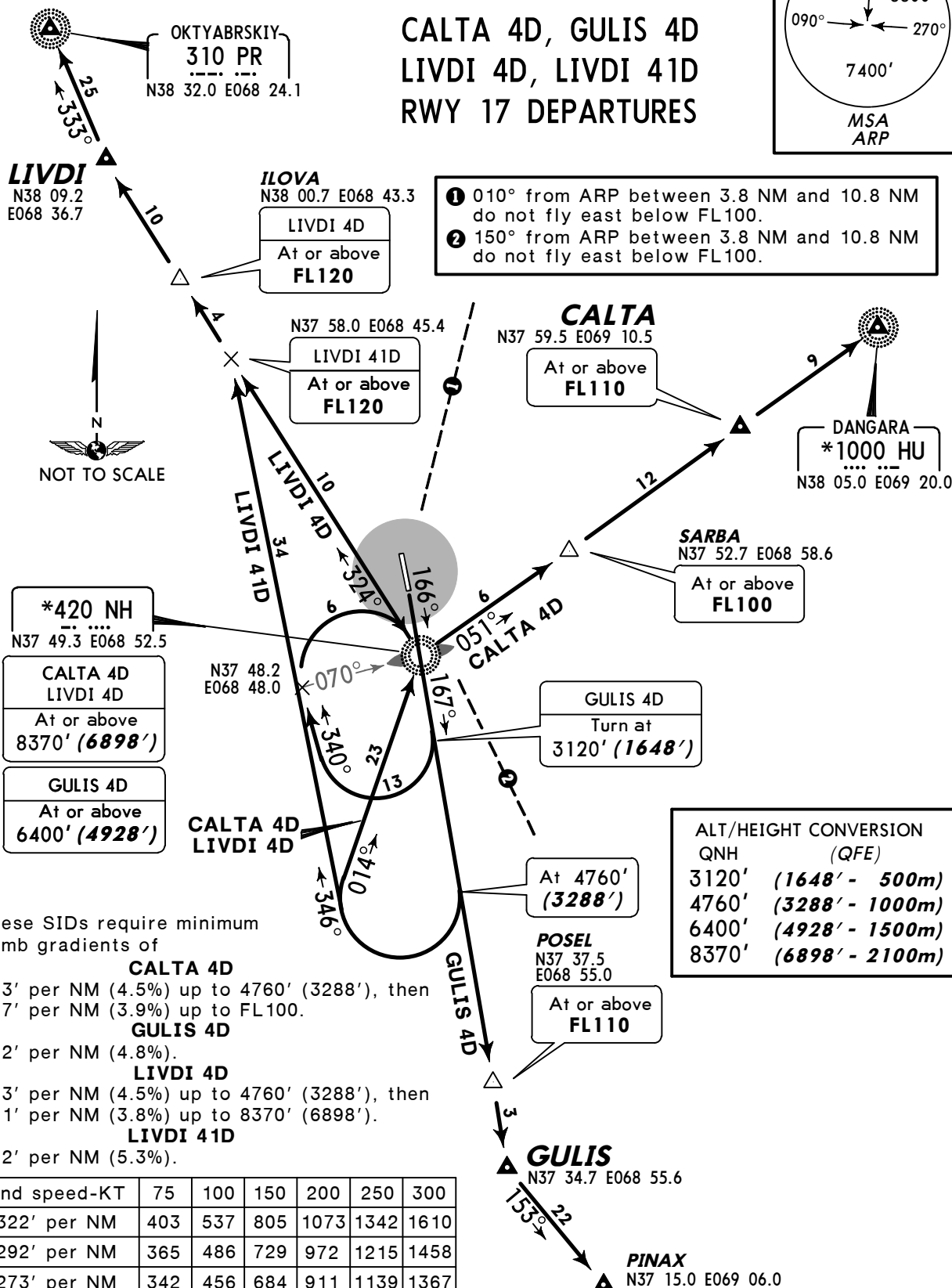
Apt Elev  
1472'

QNH on request (QFE)

Trans level: FL100 Trans alt: 8370' (6898')



## CALTA 4D, GULIS 4D LIVDI 4D, LIVDI 41D RWY 17 DEPARTURES



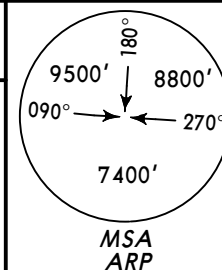
### SID

### ROUTING

|                  |                                                                                                                                        |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| <b>CALTA 4D</b>  | Climb straight ahead to 4760' (3288'), turn RIGHT, 014° track to NH, 051° track via SARBA to CALTA.                                    |
| <b>GULIS 4D</b>  | Climb straight ahead to 3120' (1648'), turn RIGHT, 340° track to N37 48.2 E068 48.0, turn RIGHT to NH, 167° track via POSSEL to GULIS. |
| <b>LIVDI 4D</b>  | Climb straight ahead to 4760' (3288'), turn RIGHT, 014° track to NH, 324° track via ILOVA to LIVDI.                                    |
| <b>LIVDI 41D</b> | Climb straight ahead to 4760' (3288'), turn RIGHT, 014° track to NH, 324° track to LIVDI.                                              |

Apt Elev  
1472'

QNH on request (QFE)  
Trans level: FL100    Trans alt: 8370' (6898')



OKTAB 4D

SAMBA 4D

RWY 17 DEPARTURES

OKTAB

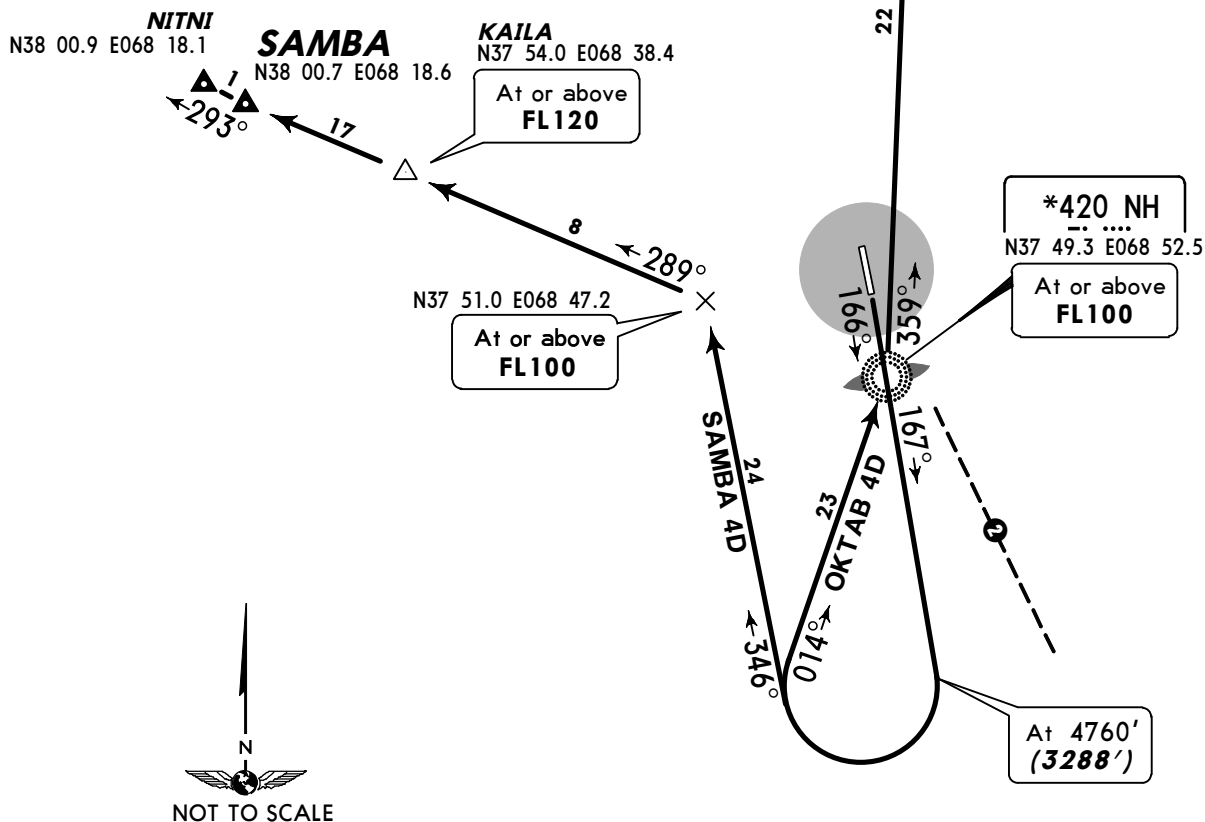
N38 10.9 E068 53.6

At or above  
FL120

- 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

**OKTAB 4D**  
340' per NM (5.6%) up to FL100.

**SAMBA 4D**  
292' per NM (4.8%) up to FL100.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 340' per NM  | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 292' per NM  | 365 | 486 | 729 | 972  | 1215 | 1458 |

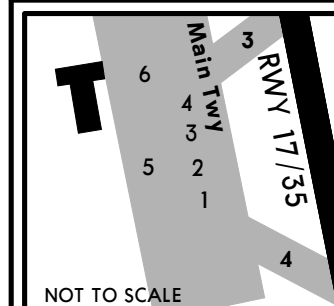
ALT/HEIGHT CONVERSION

QNH (QFE)

4760' (3288' - 1000m)

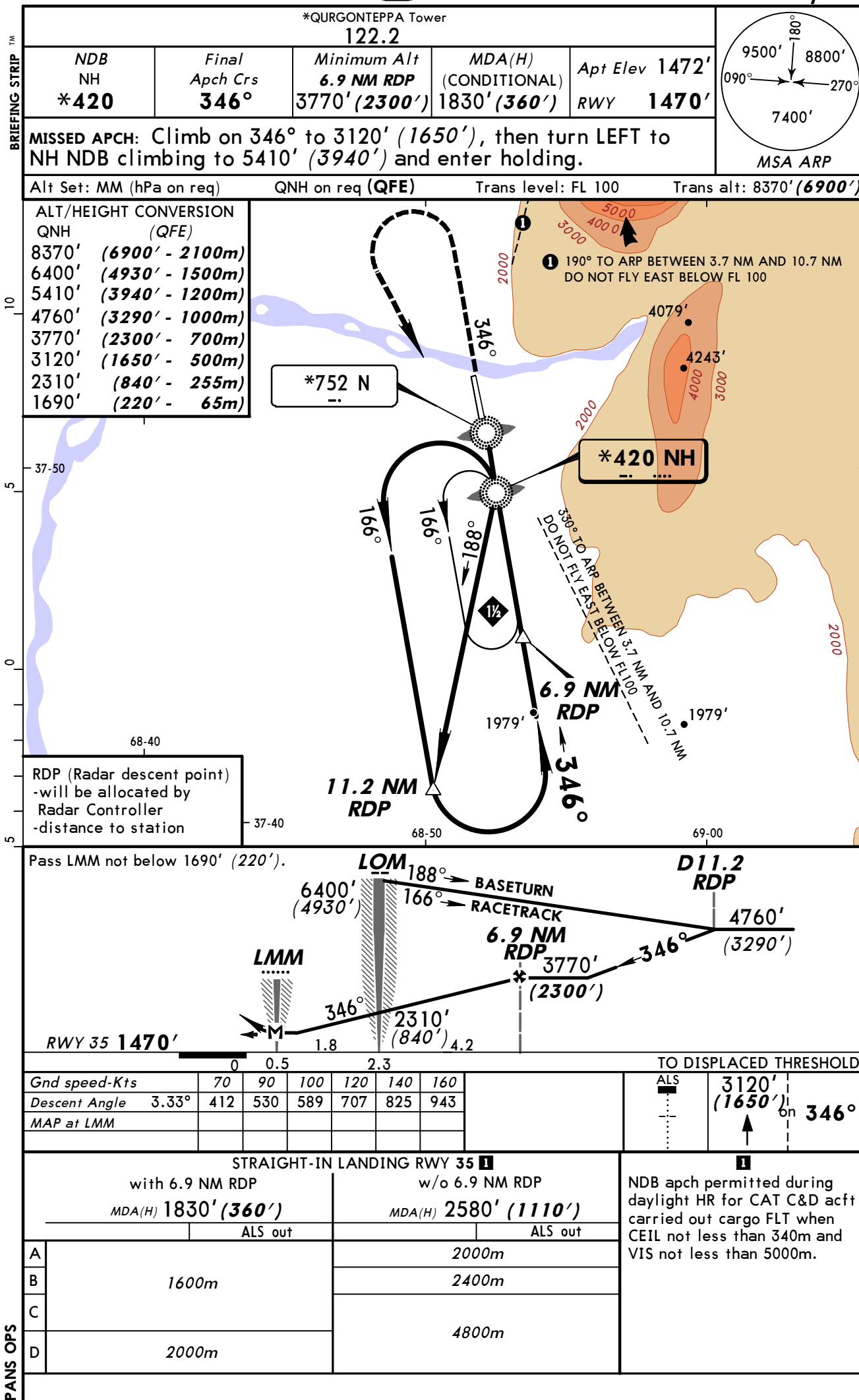
8370' (6898' - 2100m)

| SID      | ROUTING                                                                                                             |
|----------|---------------------------------------------------------------------------------------------------------------------|
| OKTAB 4D | Climb straight ahead to 4760' (3288'), turn RIGHT, 014° track to NH, 359° track to OKTAB.                           |
| SAMBA 4D | Climb straight ahead to 4760' (3288'), turn RIGHT, 346° track to N37 51.0 E068 47.2, 289° track via KAILA to SAMBA. |



| ADDITIONAL RUNWAY INFORMATION |              |                |                               |             |       |
|-------------------------------|--------------|----------------|-------------------------------|-------------|-------|
| RWY                           |              | USABLE LENGTHS |                               | TAKE-OFF    | WIDTH |
|                               |              | Threshold      | Landing Beyond<br>Glide Slope |             |       |
| 17                            | RL (60m)     | NA             |                               |             | 138'  |
| 35                            | RL (60m) ALS | 6562' 2000m    |                               | 7005' 2135m | 42m   |
|                               |              |                |                               |             |       |
|                               |              |                |                               |             |       |
|                               |              |                |                               |             |       |
|                               |              |                |                               |             |       |

|   | TAKE-OFF                                         |                          |
|---|--------------------------------------------------|--------------------------|
|   | AIR CARRIER (JAA)                                |                          |
|   | All Rwys                                         |                          |
|   | LVP must be in force<br>RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL |
| A | 250m                                             | 400m                     |
| B |                                                  |                          |
| C |                                                  |                          |
| D | 300m                                             |                          |



**QURGONTEPPA, (QURGONTEPPA - UTDT)**

**TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport UTDI**