

List of pages in this Trip Kit

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General Information

Location: QUETTA PAK
ICAO/IATA: OPQT / UET
Lat/Long: N30° 15.1', E066° 56.3'
Elevation: 5268 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 2.0° E

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

Sunrise: 0034 Z
Sunset: 1424 Z

Runway Information

Runway: 13L
Length x Width: 11962 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5187 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 804 ft

Runway: 13R
Length x Width: 9022 ft x 110 ft
Surface Type: asphalt
TDZ-Elev: 5192 ft
Lighting: Edge, ALS
Stopway: 1001 ft

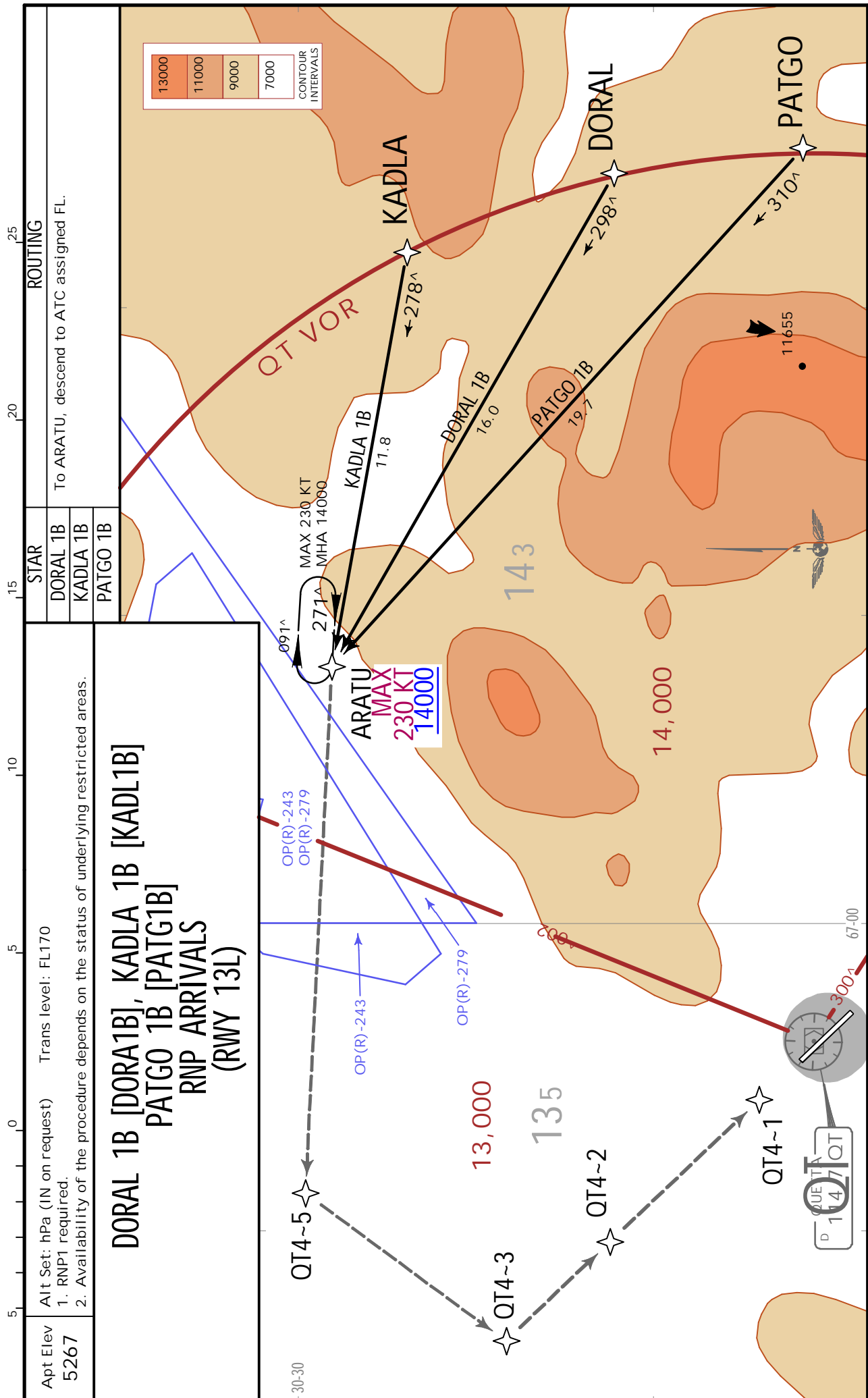
Runway: 31L
Length x Width: 9022 ft x 110 ft
Surface Type: asphalt
TDZ-Elev: 5247 ft
Lighting: Edge
Stopway: 1001 ft

Runway: 31R
Length x Width: 11962 ft x 150 ft
Surface Type: concrete

TDZ-Elev: 5268 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 702 ft

Communication Information

Quetta Tower: 118.500 Secondary
Quetta Tower: 118.050
Quetta Tower Ground: 121.800
Quetta Radio: 560.100
Quetta Radio: 292.300



OPQT/UT
SAMUNGLI INTL

JEPPESEN
2 JUL 21 (10-2A) .Eff.15.Jul.

QUETTA, PAKISTAN
.RNAV.STAR.

Apt Elev
5267

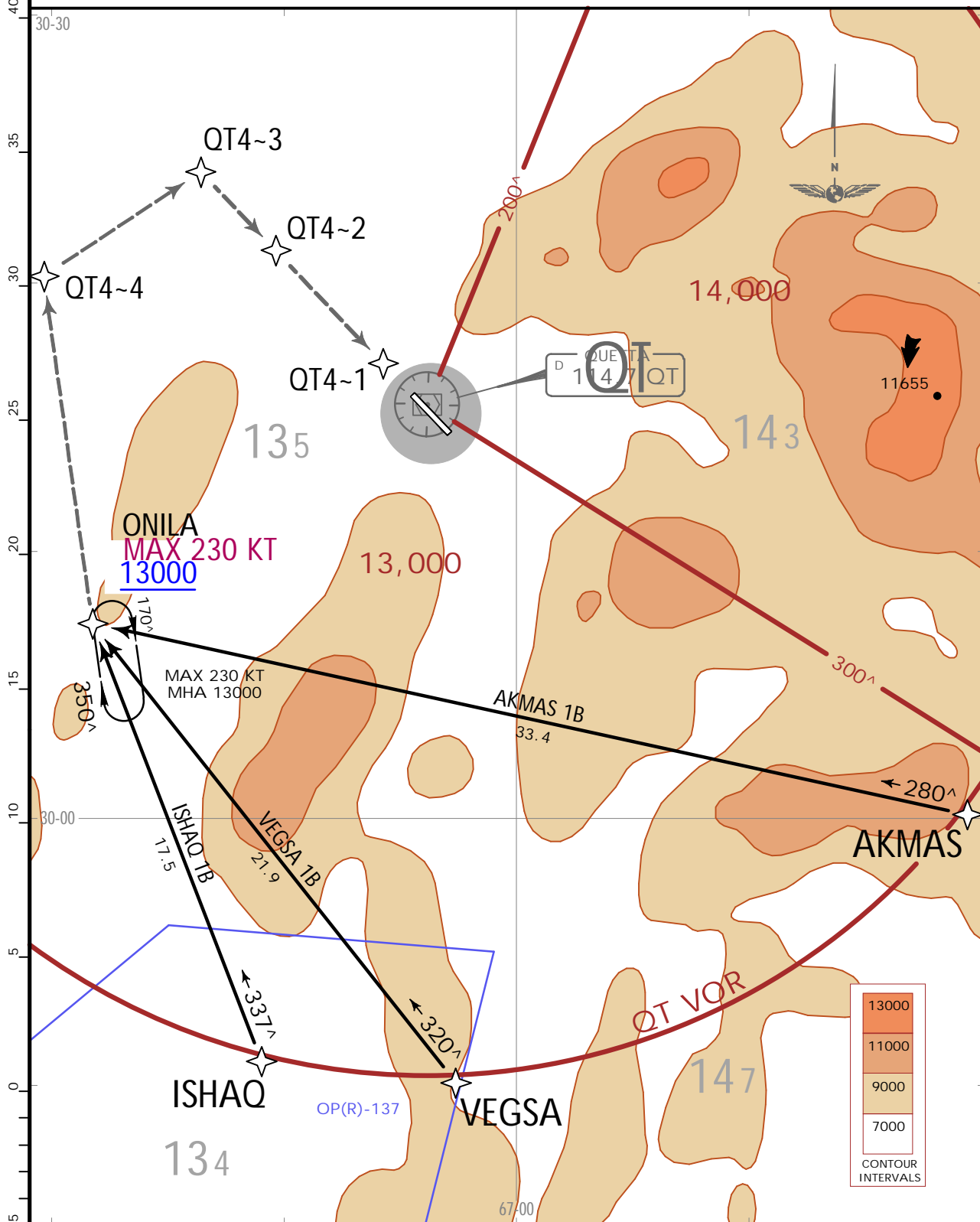
Alt Set: hPa (IN on request)

Trans level: FL170

1. RNP1 required.

2. Availability of the procedure depends on the status of underlying restricted areas.

AKMAS 1B [AKMA1B], ISHAQ 1B [ISHA1B]
VEGSA 1B [VEGS1B]
RNP ARRIVALS
(RWY 13L)

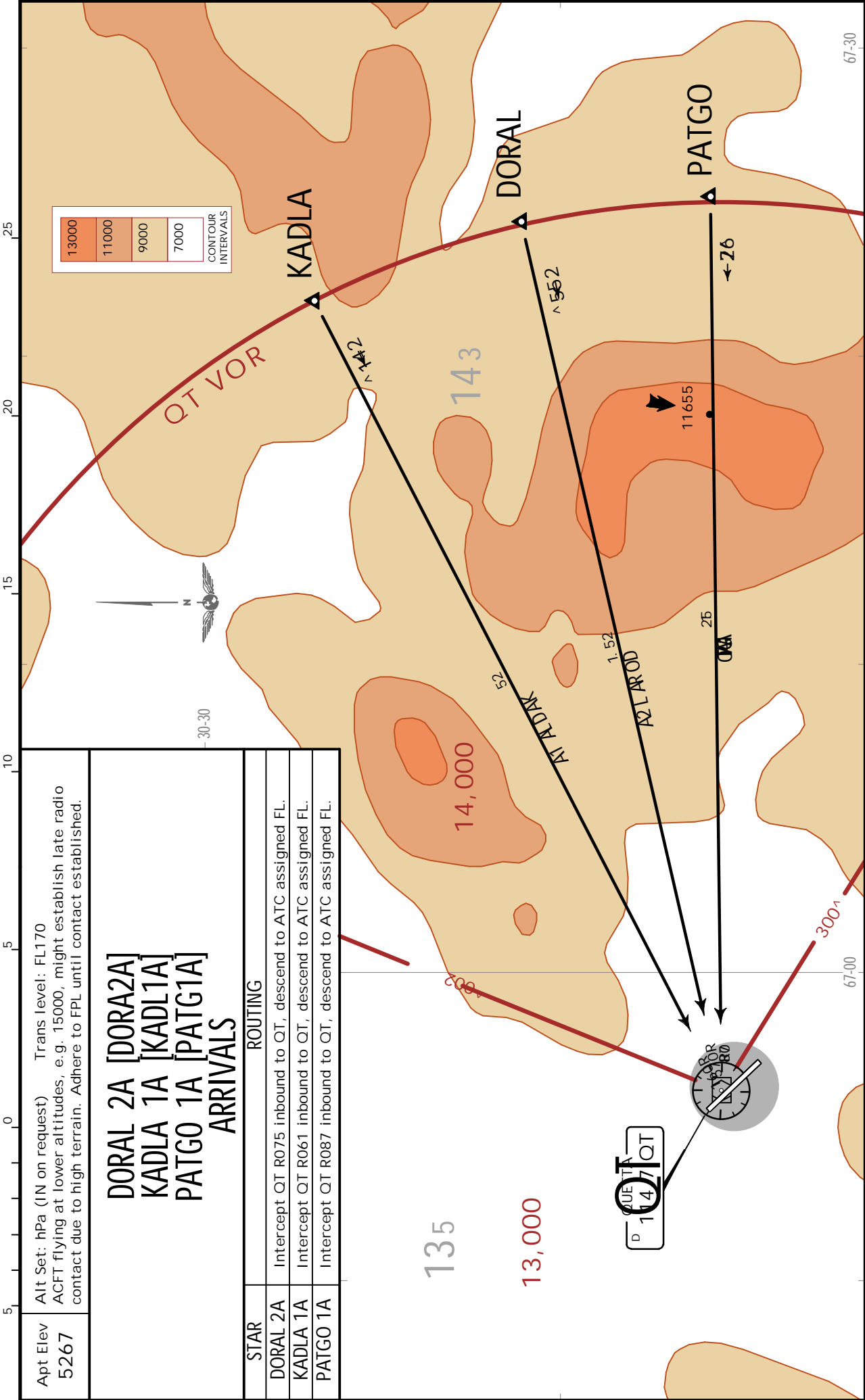


STAR	ROUTING
AKMAS 1B	To ONILA, descend to ATC assigned FL.
ISHAQ 1B	
VEGSA 1B	

OPQT/UT
SAMUNGLI INTL

JEPPESSEN
2 JUL 21 10-2B .Eff.15.Jul.

QUETTA, PAKISTAN
.STAR.

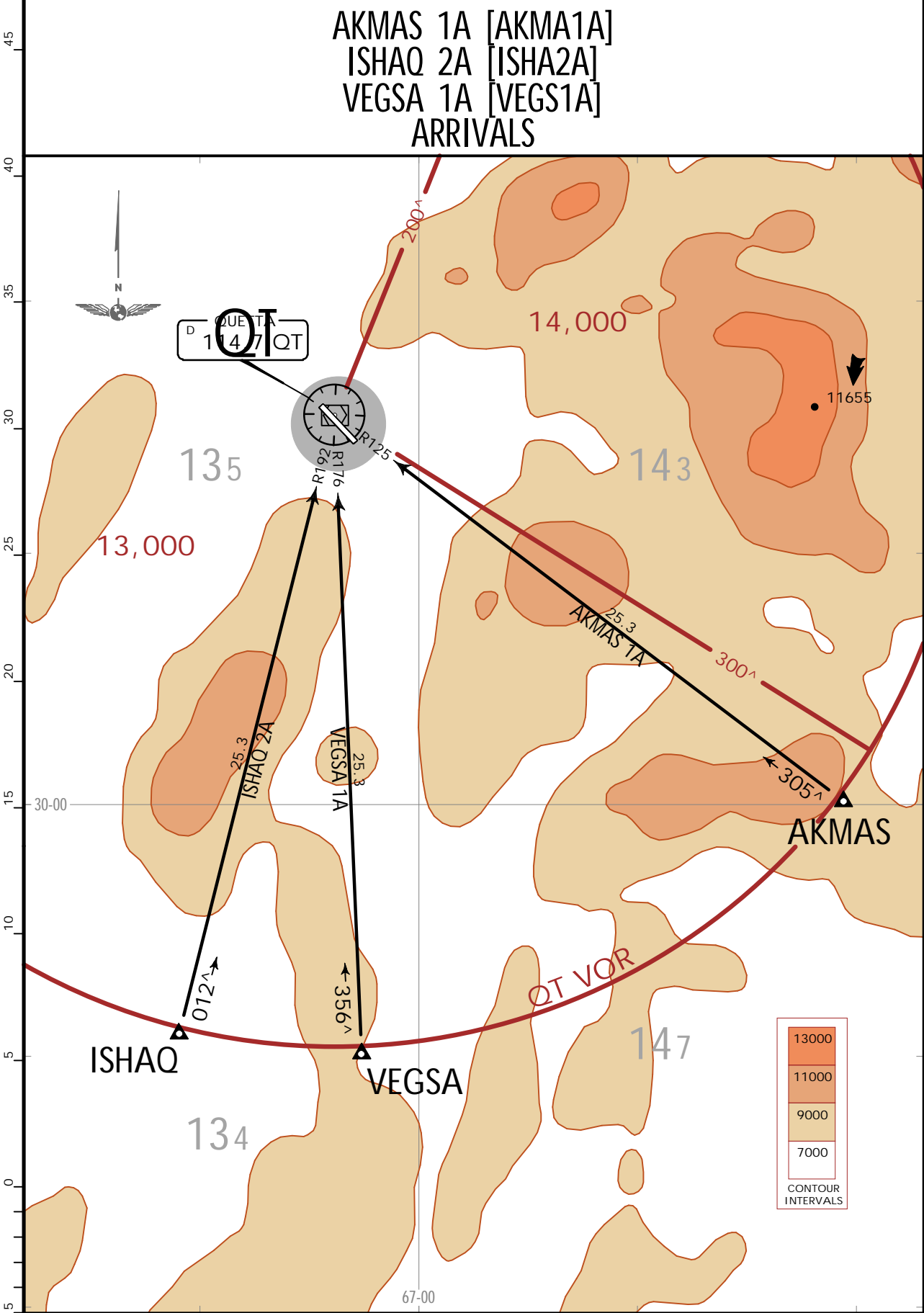


OPQT/UT
SAMUNGLI INTL

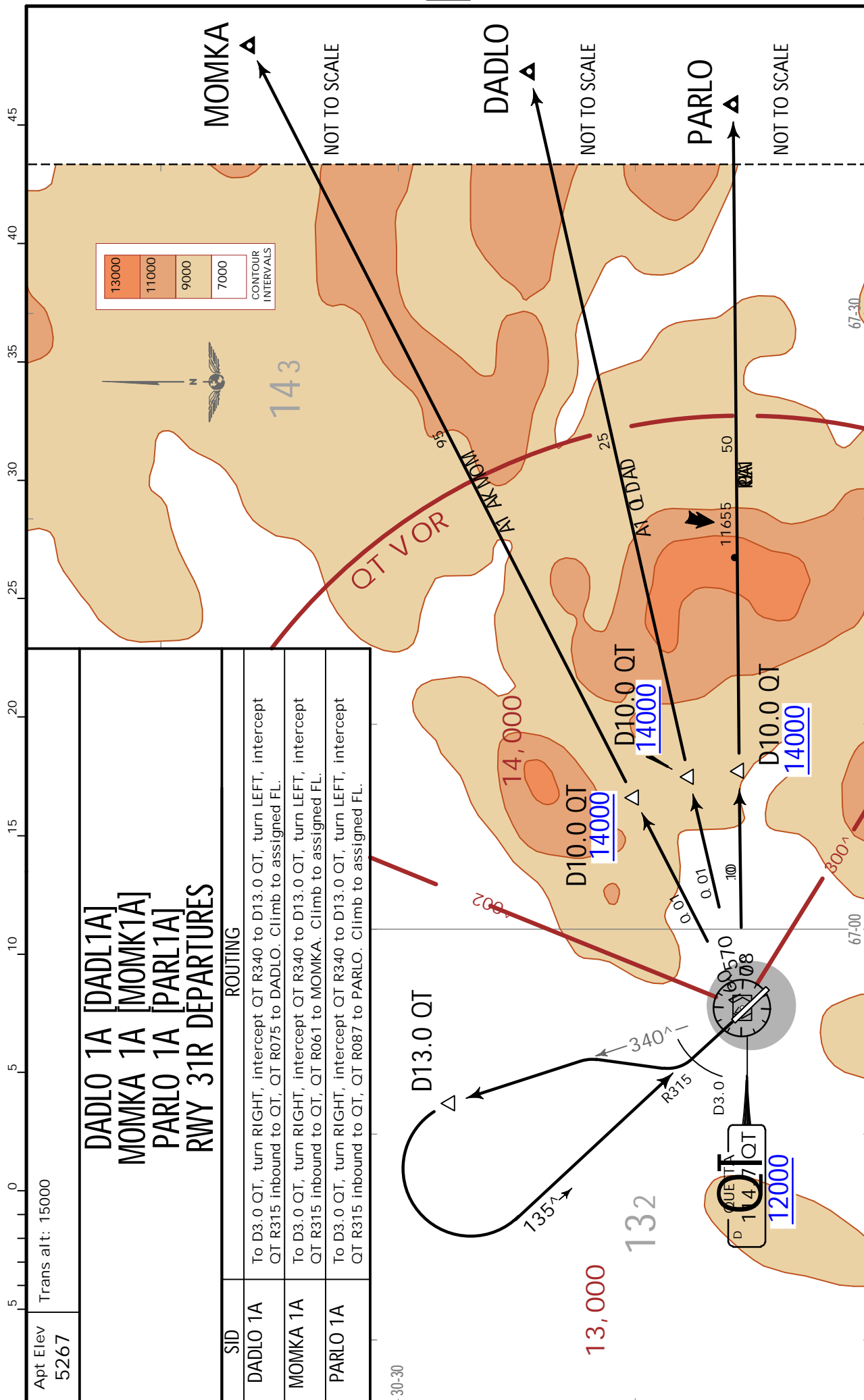
2 JUL 21
10-2C
.Eff.15.Jul.

QUETTA, PAKISTAN
.STAR.

Apt Elev 5267	Alt Set: hPa (IN on request) ACFT flying at lower altitudes, e.g. 15000, might establish late radio contact due to high terrain. Adhere to FPL until contact established.	Trans level: FL170
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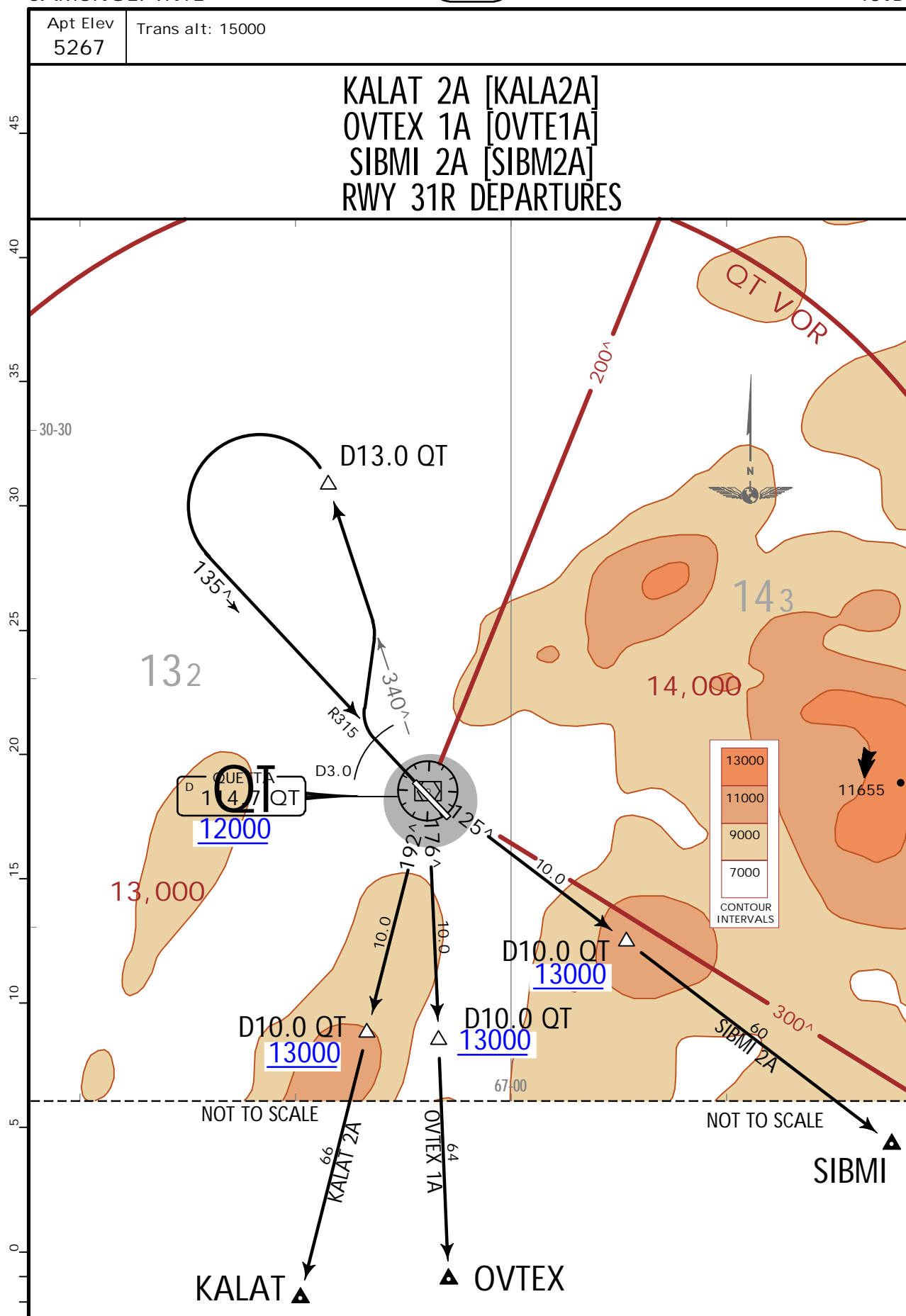
STAR	ROUTING
AKMAS 1A	Intercept QT R125 inbound to QT, descend to ATC assigned FL.
ISHAQ 2A	Intercept QT R192 inbound to QT, descend to ATC assigned FL.
VEGSA 1A	Intercept QT R176 inbound to QT, descend to ATC assigned FL.



OPQT/UET
SAMUNGLI INTL

JEPPESSEN
15 JUN 18 (10-3A) .Eff.21.Jun.

QUETTA, PAKISTAN
SID.



SID	ROUTING
KALAT 2A	To D3.0 QT, turn RIGHT, intercept QT R340 to D13.0 QT, turn LEFT, intercept QT R315 inbound to QT, QT R192 to D10.0, climb to ATC assigned FL.
OVTEX 1A	To D3.0 QT, turn RIGHT, intercept QT R340 to D13.0 QT, turn LEFT, intercept QT R315 inbound to QT, QT R176 to D10.0, climb to ATC assigned FL.
SIBMI 2A	To D3.0 QT, turn RIGHT, intercept QT R340 to D13.0 QT, turn LEFT, intercept QT R315 inbound to QT, QT R125 to D10.0, climb to ATC assigned FL.

OPQT/UT

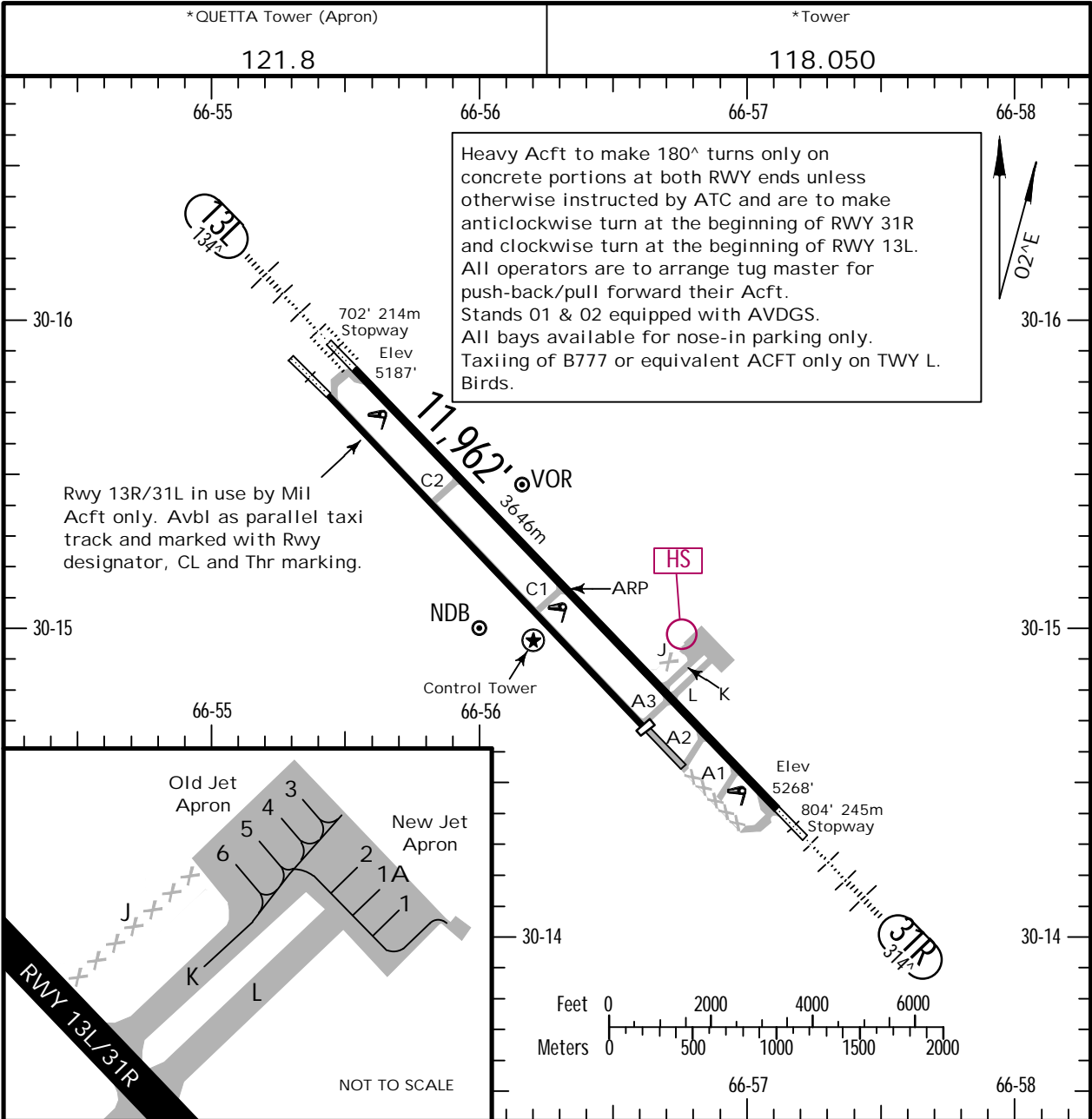
Apt Elev 5268'
N30 15.1 E066 56.3

JEPPESEN

12 JAN 24 (10-9)

QUETTA, PAKISTAN

SAMUNGLI INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
13L	HIRL (60m) CL(30m) HIALS-II TDZ PAPI-L (3.00°) REIL		10,996' 3352m		150'
31R	HIRL (60m) CL(30m) HIALS PAPI-L (3.00°) REIL				45.6m

HOT SPOT

(For information only, not to be construed as ATC instructions.)

HS

All pilots to exercise caution while crossing the vehicular track.

Std.

TAKE-OFF

RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT	DAY	DAY	NIGHT
TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

OPQT/UET



JEPPesen

9 JUN 23

10-9S

.Eff.15.Jun.

EASA AIR OPS
QUETTA, PAKISTAN
SAMUNGLI INTL

STRAIGHT-IN RWY	A	B	C	D
13L ILS 1	5395' (208') R550m	5395' (208') R550m	5557' (370') R1000m	5772' (585') R2000m
TDZ or CL out	2 R550m	2 R550m	R1000m	R2000m
ALS out	R1200m	R1200m	R1700m	R2400m
ILS 3	5395' (208') R550m	5395' (208') R550m	5557' (370') R1000m	6121' (934') R2400m
TDZ or CL out	2 R550m	2 R550m	R1000m	R2400m
ALS out	R1200m	R1200m	R1700m	R2400m
ILS 4	5395' (208') R550m	5395' (208') R550m	5557' (370') R1000m	6551' (1364') R2400m
TDZ or CL out	2 R550m	2 R550m	R1000m	R2400m
ALS out	R1200m	R1200m	R1700m	R2400m
ILS 5	5464' (277') R600m	5464' (277') R600m	5711' (524') R1700m	6814' (1627') R2400m
TDZ or CL out	2 R600m	2 R600m	R1700m	R2400m
ALS out	R1300m	R1300m	R2400m	R2400m
LOC 1 6	5750' (563') R1500m	5750' (563') R1500m	5750' (563') R1900m	6000' (813') R2400m
ALS out	R1500m	R1500m	R2400m	R2400m
LOC 3 6	5750' (563') R1500m	5750' (563') R1500m	5750' (563') R1900m	6540' (1353') R2400m
ALS out	R1500m	R1500m	R2400m	R2400m
LOC 4 6	5750' (563') R1500m	5750' (563') R1500m	5750' (563') R1900m	7080' (1893') R2400m
ALS out	R1500m	R1500m	R2400m	R2400m
LOC 5 6	5750' (563') R1500m	5750' (563') R1500m	5750' (563') R1900m	7340' (2153') R2400m
ALS out	R1500m	R1500m	R2400m	R2400m
RNP 6 7 LNAV	5780' (593') R1500m	5780' (593') R1500m	5780' (593') R2000m	5780' (593') R2000m
ALS out	R1500m	R1500m	R2400m	R2400m
RNP 6 LNAV	5890' (703') R1500m	5890' (703') R1500m	5890' (703') R2400m	5890' (703') R2400m
ALS out	R1500m	R1500m	R2400m	R2400m
VOR 1 6	5780' (593') R1500m	5780' (593') R1500m	5780' (593') R2000m	6080' (893') R2400m
ALS out	R1500m	R1500m	R2400m	R2400m
VOR 3 6	5780' (593') R1500m	5780' (593') R1500m	5950' (763') R2400m	6590' (1403') R2400m
VOR 4 6	5780' (593') R1500m	5780' (593') R1500m	6400' (1213') R2400m	7140' (1953') R2400m
VOR 5 6	5780' (593') R1500m	5780' (593') R1500m	6680' (1493') R2400m	7450' (2263') R2400m

- 1 Missed approach climb gradient MIN 5.0%.
- 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- 3 Missed approach climb gradient MIN 4.0%.
- 4 Missed approach climb gradient MIN 3.0%.
- 5 Missed approach climb gradient MIN 2.5%.
- 6 Continuous Descent Final Approach.
- 7 Missed approach climb gradient 3.0% until QT5-2.

OPQT/UET



9 JUN 23

.Eff.15.Jun.

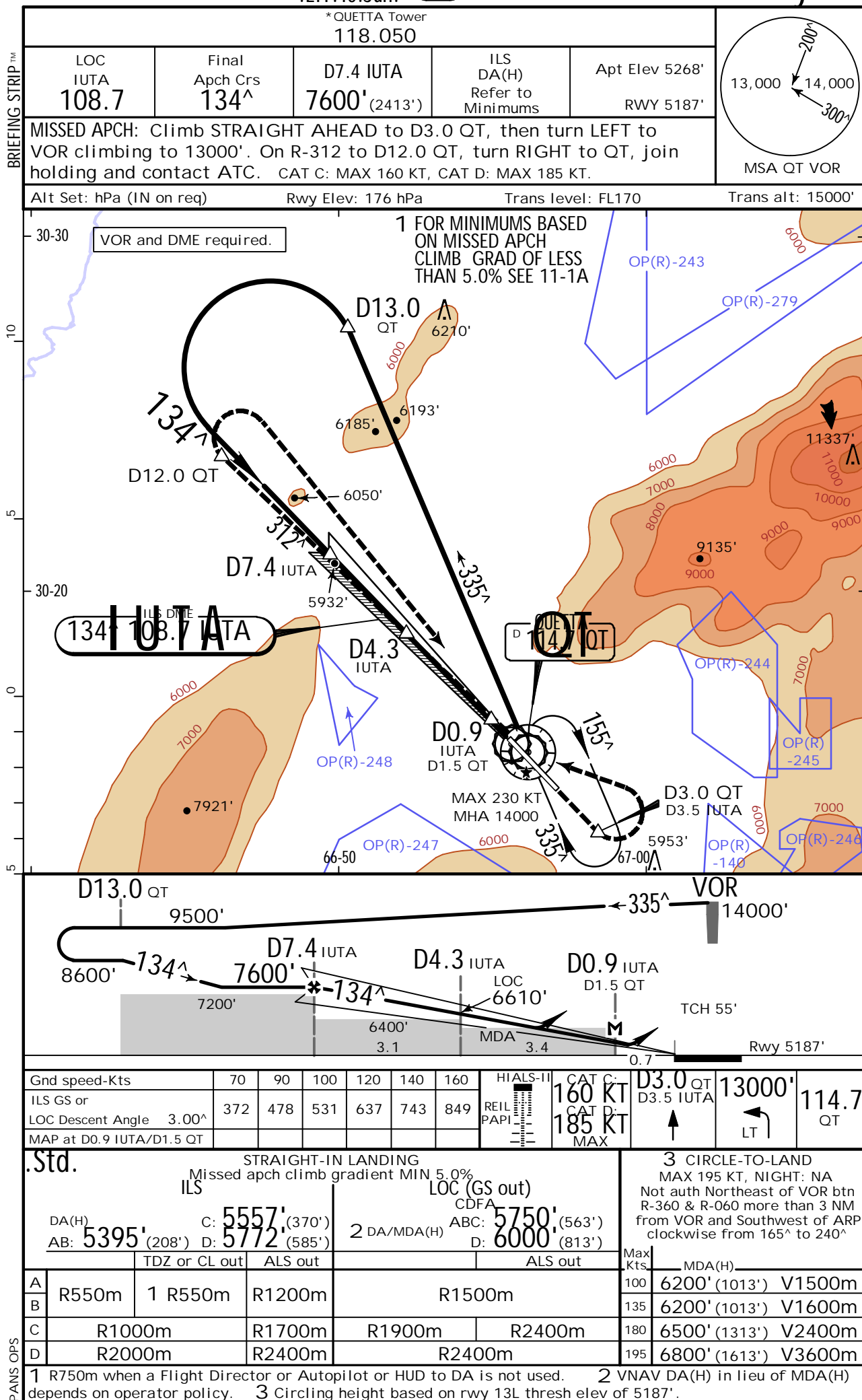
EASA AIR OPS
QUETTA, PAKISTAN
SAMUNGLI INTL

CIRCLE-TO-LAND 1 2	100 KT	135 KT	180 KT	195 KT
	6200' (1013') V1500m	6200' (1013') V1600m	3 6500' (1313') V2400m	3 6800' (1613') V3600m

- 1 MAX 195 KT.
NIGHT: NA.
Not authorized Northeast of VOR between R-360 & R-060 more than 3 NM from VOR and Southwest of ARP clockwise from 165^ to 240^.
- 2 Circling height based on rwy 13L thresh elev of 5187'.
- 3 or higher minimums of preceding straight-in approach.

TAKE-OFF						
Low Visibility Procedures required			RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required						
RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
	DAY	NIGHT				
R150m	R300m		R/V400m		R/V500m	NA

QUETTA, PAKISTAN
1 ILS or LOC Rwy 13L



OPQT/UET
SAMUNGLI INTL

 **JEPPESSEN**
9 JUN 23 **(11-1A)** .Eff.15.Jun.

QUETTA, PAKISTAN

ILS or LOC RWY 13L MINIMUMS

MISSED APCH CLIMB GRADIENT MIN 4.0%

.Std.		STRAIGHT-IN LANDING				3 CIRCLE-TO-LAND MAX 195 KT, NIGHT: NA Not auth Northeast of VOR btn R-360 & R-060 more than 3 NM from VOR and Southwest of ARP clockwise from 165^ to 240^	
		ILS		LOC (GS out) CDFA			
		AB: 5395' (208')		2 DA/MDA(H)			
		DA(H) C: 5557' (370')		ABC: 5750' (563')			
		D: 6121' (934')		D: 6540' (1353')			
			TDZ or CL out	ALS out		Max Kts.	MDA(H)
A	R550m	1 R550m	R1200m	R1500m		100	6200' (1013') V1500m
B						135	6200' (1013') V1600m
C	R1000m		R1700m	R1900m	R2400m	180	6500' (1313') V2400m
D	R2400m			R2400m		195	6800' (1613') V3600m

- 1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 Circling height based on rwy 13L thresh elev of 5187'.

MISSED APCH CLIMB GRADIENT MIN 3.0%

.Std.		STRAIGHT-IN LANDING				3 CIRCLE-TO-LAND MAX 195 KT, NIGHT: NA Not auth Northeast of VOR btn R-360 & R-060 more than 3 NM from VOR and Southwest of ARP clockwise from 165^ to 240^	
		ILS		LOC (GS out) CDFA			
		AB: 5395' (208')		2 DA/MDA(H)			
DA(H)		C: 5557' (370')		ABC: 5750' (563')			
		D: 6551' (1364')		D: 7080' (1893')			
		TDZ or CL out	ALS out		ALS out	Max Kts.	MDA(H)
A	R550m	1 R550m	R1200m	R1500m		100	6200' (1013') V1500m
B						135	6200' (1013') V1600m
C	R1000m		R1700m	R1900m	R2400m	180	6500' (1313') V2400m
D	R2400m			R2400m		195	6800' (1613') V3600m

- 1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 Circling height based on rwy 13L thresh elev of 5187'.

MISSED APCH CLIMB GRADIENT MIN 2.5%

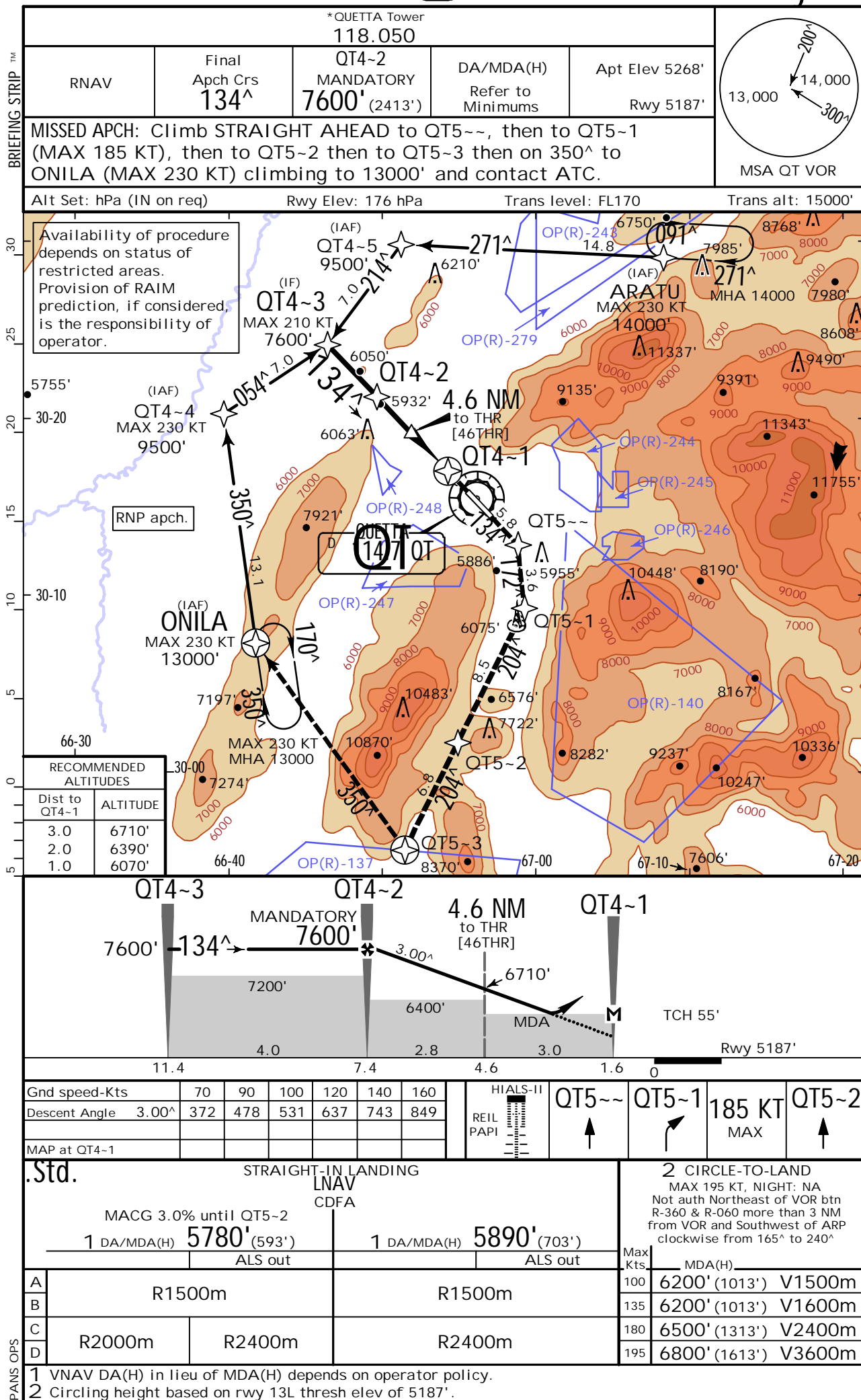
.Std.		STRAIGHT-IN LANDING				3 CIRCLE-TO-LAND MAX 195 KT, NIGHT: NA Not auth Northeast of VOR btn R-360 & R-060 more than 3 NM from VOR and Southwest of ARP clockwise from 165^ to 240^	
		ILS		LOC (GS out) CDFA			
		AB: 5464' (277')		2 DA/MDA(H)			
DA(H)		C: 5711' (524')		ABC: 5750' (563')			
		D: 6814' (1627')		D: 7340' (2153')			
		TDZ or CL out	ALS out		ALS out	Max Kts.	MDA(H)
A	R600m	1 R600m	R1300m	R1500m		100	6200' (1013') V1500m
B						135	6200' (1013') V1600m
C	R1700m		R2400m	R1900m	R2400m	180	6500' (1313') V2400m
D	R2400m			R2400m		195	6800' (1613') V3600m

- 1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 Circling height based on rwy 13L thresh elev of 5187'.

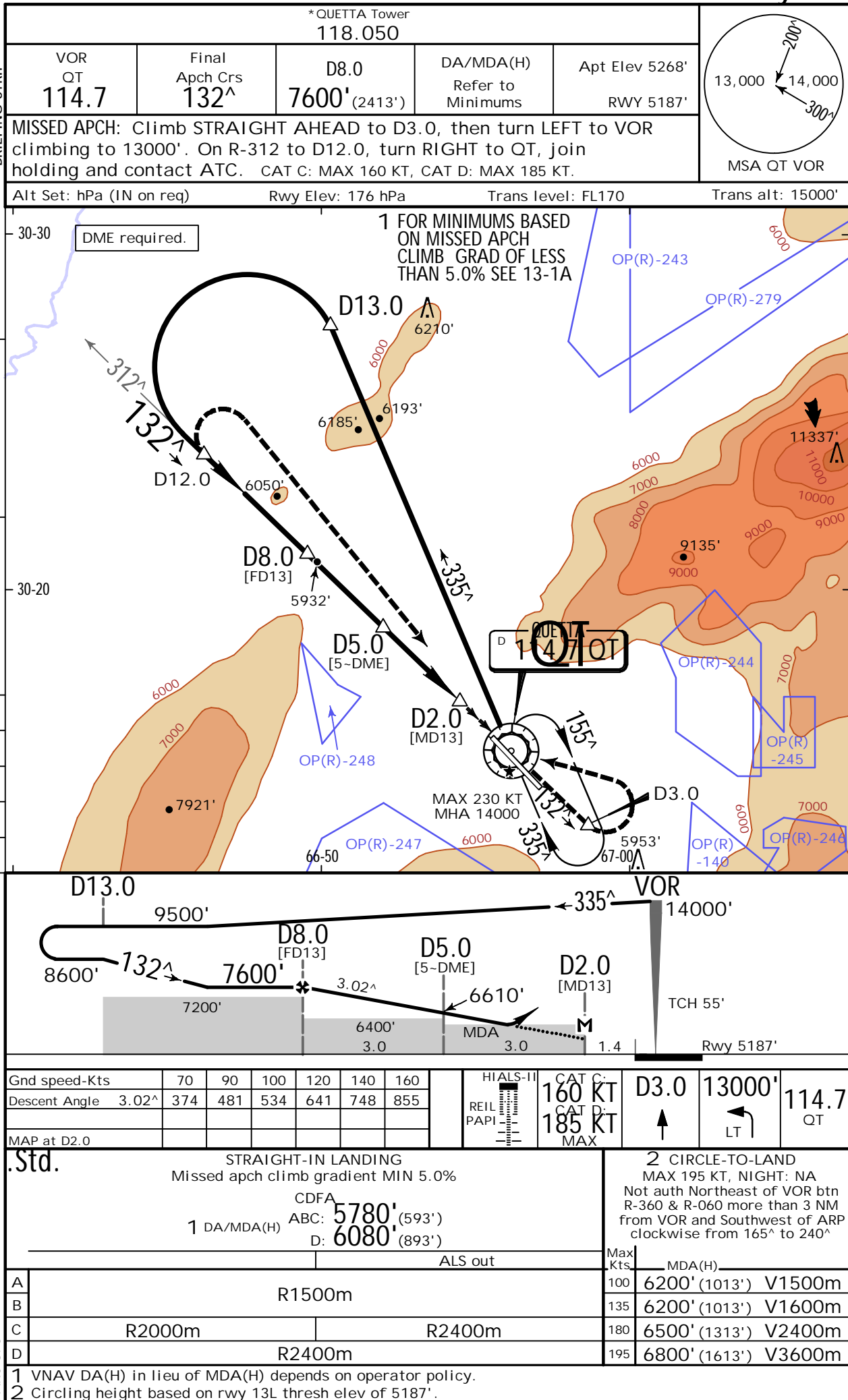
OPQT/UT SAMUNGLI INTL

12 MAY 23 (12-1).Eff.18.May.

QUETTA, PAKISTAN
RNP Rwy 13L



QUETTA, PAKISTAN
1 VOR Rwy 13L



PANS OPS

CHANGES: Apt & RWY elev, procedure, minimums.

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OPQT/UET
SAMUNGLI INTL

 **JEPPesen**
12 MAY 23 **13-1A** .Eff.18.May.

QUETTA, PAKISTAN

VOR RWY 13L MINIMUMS

MISSED APCH CLIMB GRADIENT MIN 4.0%

.Std.		STRAIGHT-IN LANDING	2 CIRCLE-TO-LAND
		CDFA	MAX 195 KT, NIGHT: NA
		AB: 5780' (593')	Not auth Northeast of VOR
1 DA/MDA(H)		C: 5950' (763')	btn R-360 & R-060 more
		D: 6590' (1403')	than 3 NM from VOR and
			Southwest of ARP clockwise
			from 165^ to 240^
		ALS out	Max Kts. MDA(H)
A	R1500m		100 6200' (1013') V1500m
B			135 6200' (1013') V1600m
C	R2400m		180 6500' (1313') V2400m
D			195 6800' (1613') V3600m

- 1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 13L thresh elev of 5187'.

MISSED APCH CLIMB GRADIENT MIN 3.0%

.Std.		STRAIGHT-IN LANDING	2 CIRCLE-TO-LAND
		CDFA	MAX 195 KT, NIGHT: NA
		AB: 5780' (593')	Not auth Northeast of VOR
1 DA/MDA(H)		C: 6400' (1213')	btn R-360 & R-060 more
		D: 7140' (1953')	than 3 NM from VOR and
			Southwest of ARP clockwise
			from 165^ to 240^
		ALS out	Max Kts. MDA(H)
A	R1500m		100 6200' (1013') V1500m
B			135 6200' (1013') V1600m
C	R2400m		180 6500' (1313') V2400m
D			195 6800' (1613') V3600m

- 1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 13L thresh elev of 5187'.

MISSED APCH CLIMB GRADIENT MIN 2.5%

.Std.		STRAIGHT-IN LANDING	2 CIRCLE-TO-LAND
		CDFA	MAX 195 KT, NIGHT: NA
		AB: 5780' (593')	Not auth Northeast of VOR
1 DA/MDA(H)		C: 6680' (1493')	btn R-360 & R-060 more
		D: 7450' (2263')	than 3 NM from VOR and
			Southwest of ARP clockwise
			from 165^ to 240^
		ALS out	Max Kts. MDA(H)
A	R1500m		100 6200' (1013') V1500m
B			135 6200' (1013') V1600m
C	R2400m		180 6500' (1313') V2400m
D			195 6800' (1613') V3600m

- 1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 13L thresh elev of 5187'.

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

QUETTA, (SAMUNGLI INTL - OPQT)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OPQT

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250619

Based on SUP 104-23 (from Eff 20 JUN 24: SUP 032-24), TORA and LDA for RWY 13L/31R both changed to 11,962'/3646m due to the installation of arresting barriers at 250' distance from RWY 31R THR and 262' distance from RWY 13L THR. All pilots to exercise caution while landing and take-off RWY 13L/31R.

Type: Terminal
Effectivity: Temporary
Begin Date: 20240104
End Date: 20250203

(Based on SUP 2-24) Water twister barrier installed in the middle of RWY13L/31R on RWY shoulders on both sides at a distance of 6.24 feet from RWY edge. MAX height of assembly is 2 feet. All pilots to exercise CAUTION while landing and take-off on RWY 13L/31R.