

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UASP

Terminal Charts For UASP

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Pavlodar Kaz
IATA Code: PWQ
Lat/Long: N52° 11.7' E077° 04.4'
Elevation: 410 ft

Airport Use: Public
Magnetic Variation: 9.0°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: 0301 Z
Sunset: 1048 Z,

Runway Information

Runway: 03
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 381 ft
Lighting: Edge, ALS, TDZ

Runway: 21
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 410 ft
Lighting: Edge, ALS, TDZ

Communication Information

Pavlodar Tower Tower 119.8

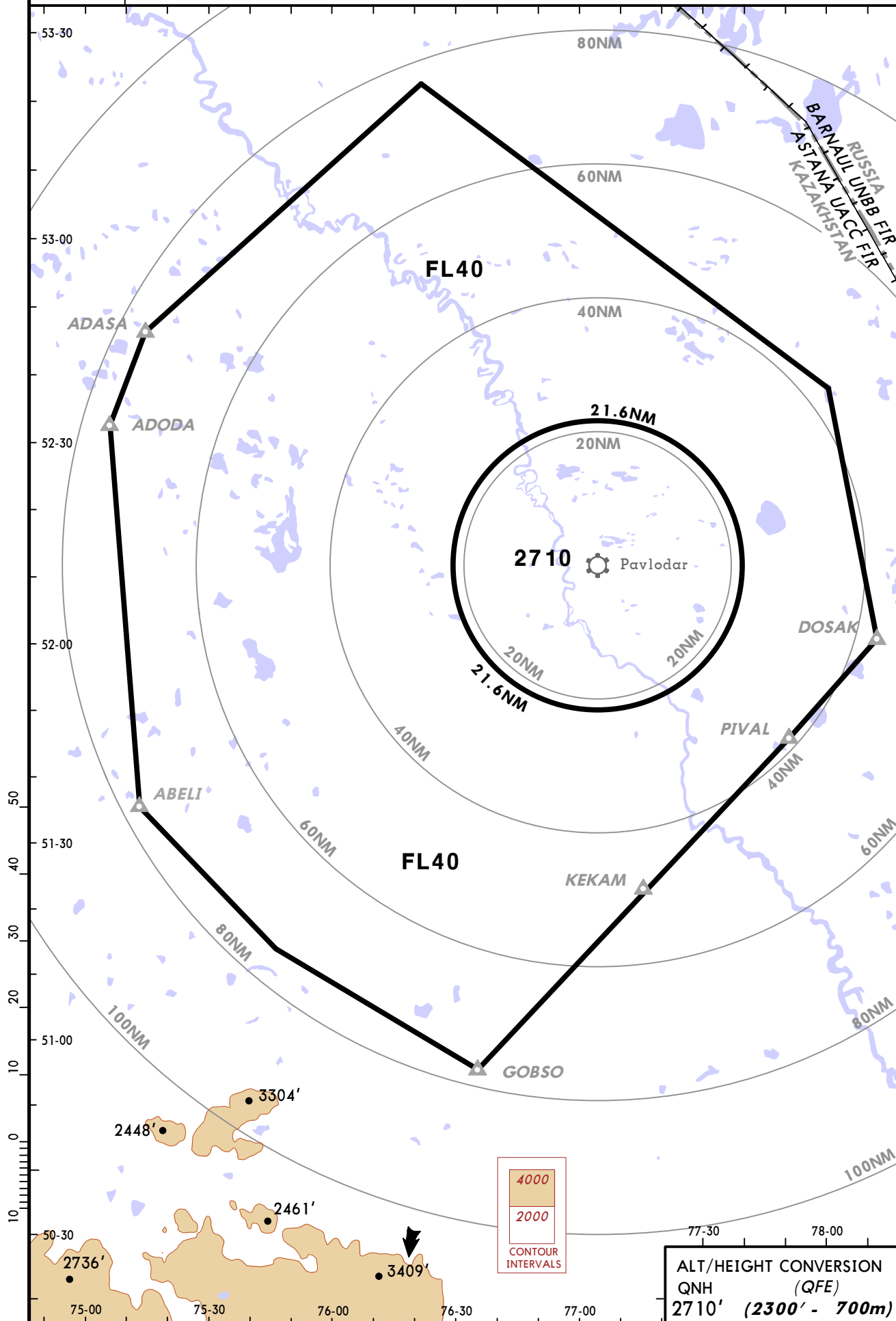
Apt Elev
410'

Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL40 Trans alt: 2710' (2300')

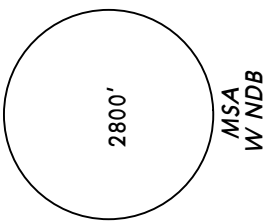
1. Chart only to be used for cross-checking of altitudes assigned while under radar control.

2. Levels assigned by ATC include a correction for low temperature effect when necessary.



Apt Elev
410'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2710' (2329')
Crossing altitudes at airway exit points by ATC.

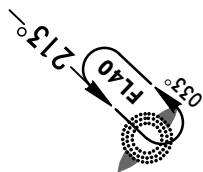


ADASA 2A [ADAS2A]
ADODA 2A [ADOD2A]
DOSAK 2A [DOSAK2A]
RWY 03 ARRIVALS

DOSAK
N52 00.7 E078 12.2
At or above
FL40

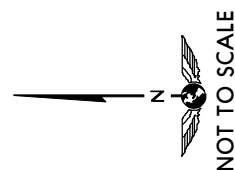
Direct distance from W to:
Pavlodar Apt 1 NM

**HOLDING OVER
W**



ADASA
N52 46.3 E075 14.6
At or above
FL40

ADODA
N52 32.5 E075 05.9
At or above
FL40



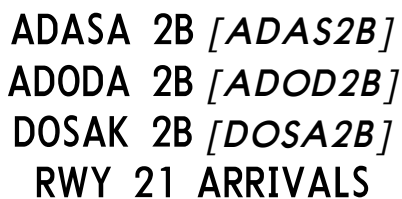
(IAF)
PAVLODAR
213 W
N52 10.9 E077 03.2
At **FL40**

ALT/HEIGHT CONVERSION
QNH
2710' (2329' - 700m)

STAR	ROUTING
ADASA 2A	On 108° bearing to W.
ADODA 2A	On 097° bearing to W.
DOSAK 2A	On 275° bearing to W.

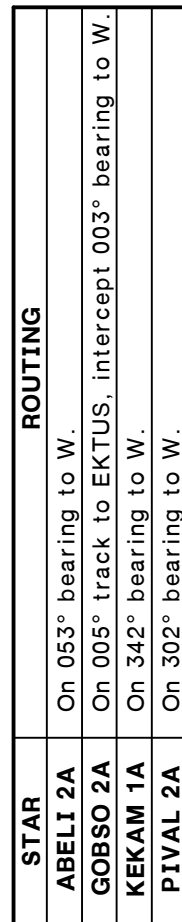
DOSAK
N52 00.7 E078 12.2

At or above
FL40



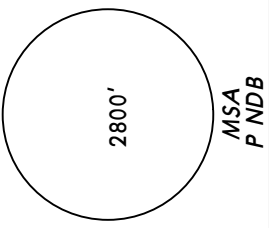
STAR	ROUTING
ADASA 2B	On 107° bearing to P.
ADODA 2B	On 095° bearing to P.
DOSAK 2B	On 278° bearing to P.

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40 Trans alt: 2710' **(2329')**
Crossing altitudes at airway exit points by ATC.

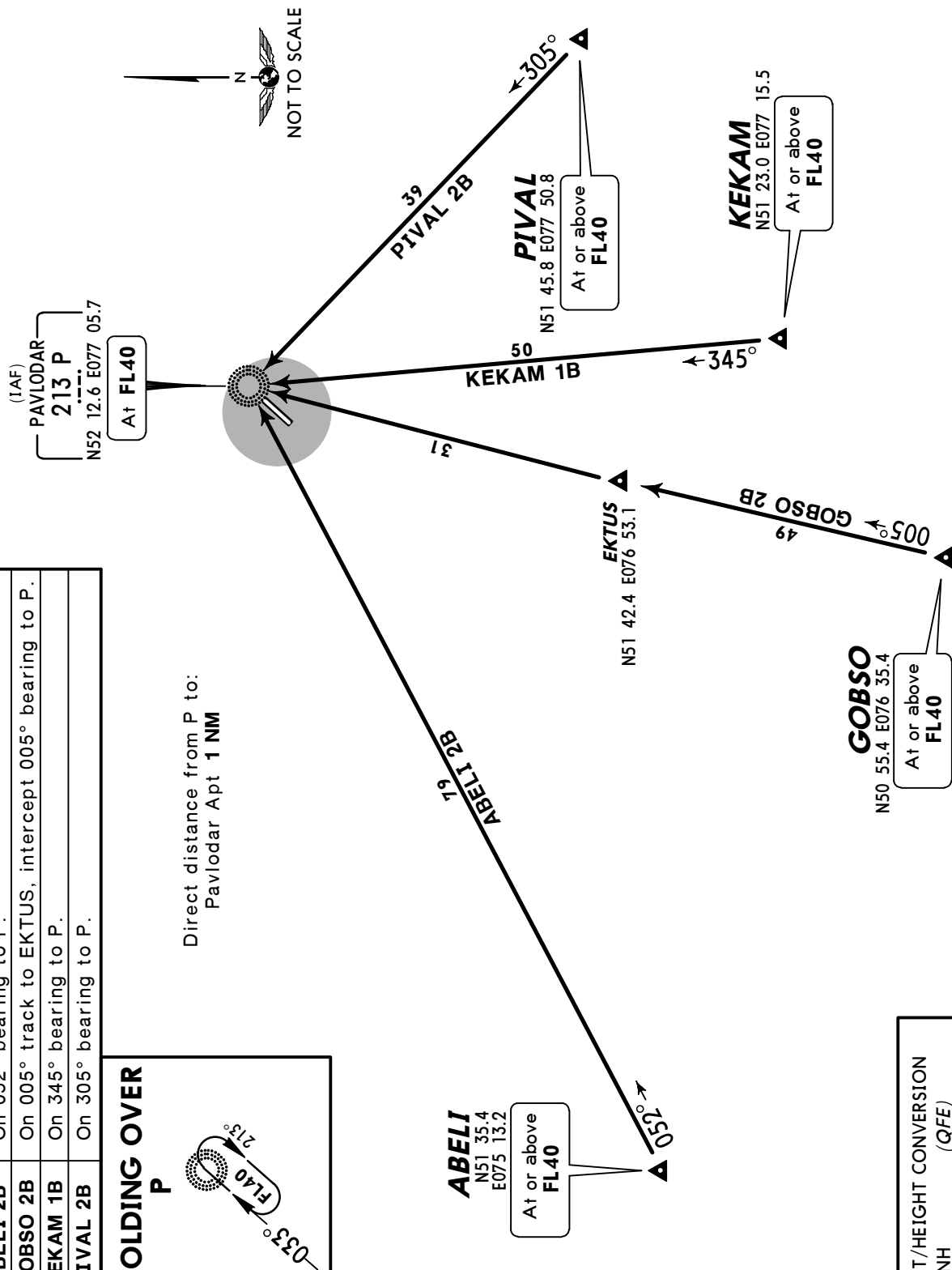


Apt Elev
410'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2710' (2300')
Crossing altitudes at airway exit points by ATC.



ABELI 2B [ABEL2B]
GOBSO 2B [GOBS2B]
KEKAM 1B [KEKA1B]
PIVAL 2B [PIVA2B]
RWY 21 ARRIVALS



Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40 Trans alt: 2710' **(2300')**
Crossing altitudes at airway exit points by ATC.

MSA
W NDB

ADASA 1E [ADAS1E]
ADODA 1E [ADOD1E]
DOSAK 1E [DOSA1E]
RWY 21 ARRIVALS

DOSAK

N52 00.7 E078 12.2

At or above

HOLDING OVER

W

ADASA
N52 46.3 E075 14.6

At or above

FL40

ADODA

N52 32.5 E075 05.9

or above

(IAF)

— PAVLODAR—

213 W	
N52 10.9 E077 03.2	

A+ FL40

ROUTING

STAR

On 108° bearing to W.

ODA 1E

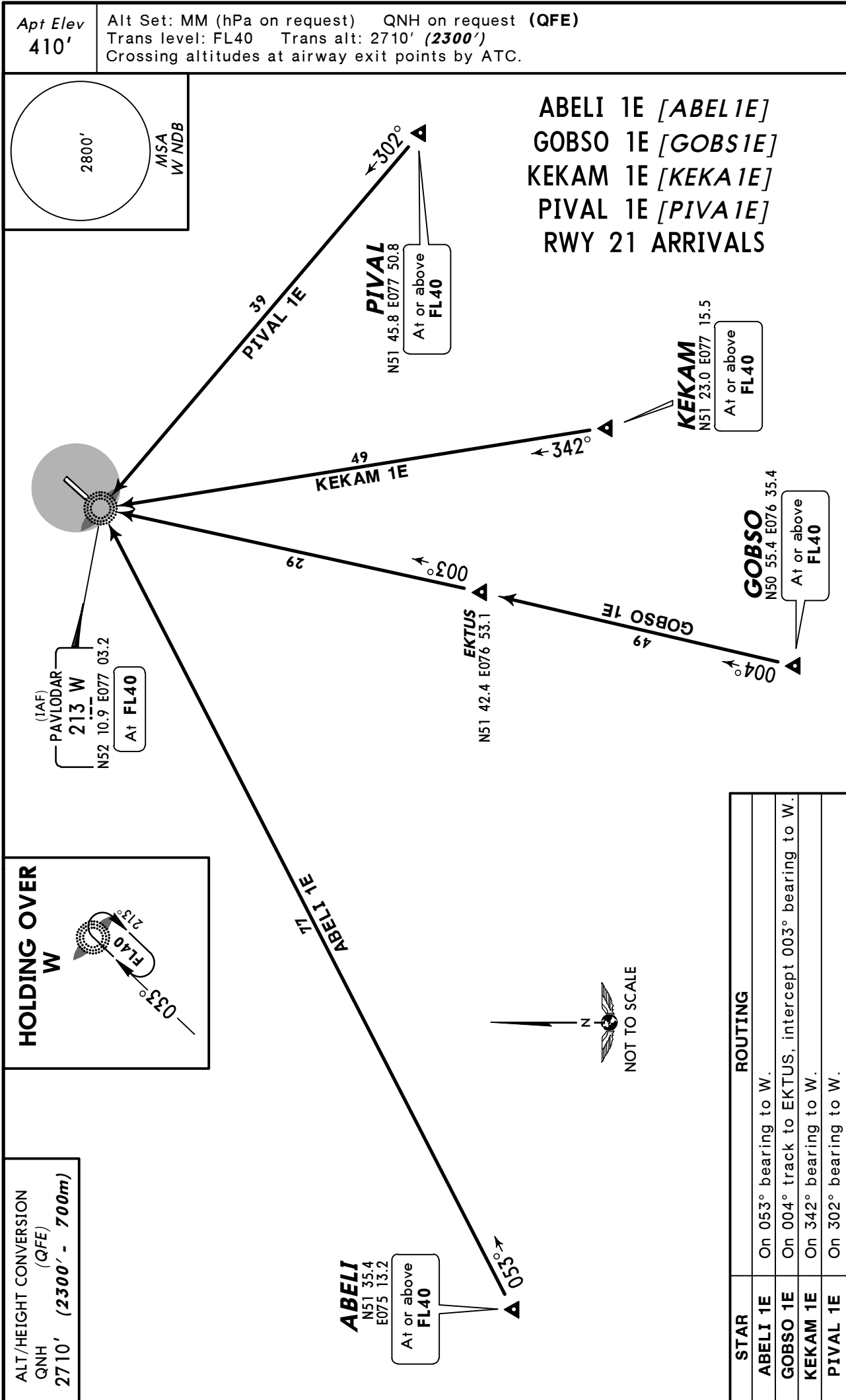
On 275° bearing to W.

1

ALT/HEIGHT CONVERSION
QNH (QFE)
2710' (2300' - 700m)

CHANGES: New chart.

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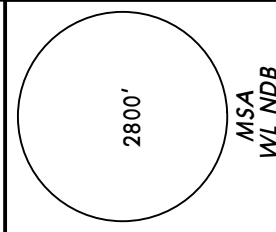
Apt Elev
410'

QNH on request (QFE)

Trans level: FL40 Trans alt: 2710' (2329')

Crossing altitudes at airway entry points by ATC.

ADASA 2C [ADAS2C]
ADODA 2C [ADOD2C]
DOSAK 2C [DOSA2C]
RWY 03 DEPARTURES



ALT/HEIGHT CONVERSION
(QFE)

QNH
1040' (659' - 200m)
1370' (989' - 300m)
2710' (2329' - 700m)

ADASA
N52 46.3 E075 14.6

At or above
FL40

ADODA
N52 32.5 E075 05.9

At or above
FL40

DOSAK
N52 00.7 E078 12.2

At or above
FL40

DOSAK 2C
122°

DOSAK 2C
Turn at
1040' (659')

PAVLODAR
440 WL
N52 09.7 E077 01.5

NOT TO SCALE

ROUTING

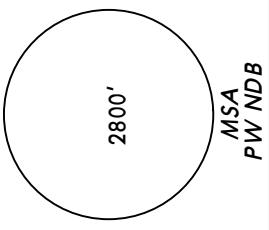
SID	ROUTING
ADASA 2C	Climb straight ahead to 1370' (989'), turn LEFT, 251° track, intercept 291° bearing from WL to ADASA.
ADODA 2C	Climb straight ahead to 1370' (989'), turn LEFT, 239° track, intercept 279° bearing from WL to ADODA.
DOSAK 2C	Climb straight ahead to 1040' (659'), turn RIGHT, 122° track, intercept 092° bearing from WL to DOSAK.

Apt Elev
410'

QNH on request (QFE)

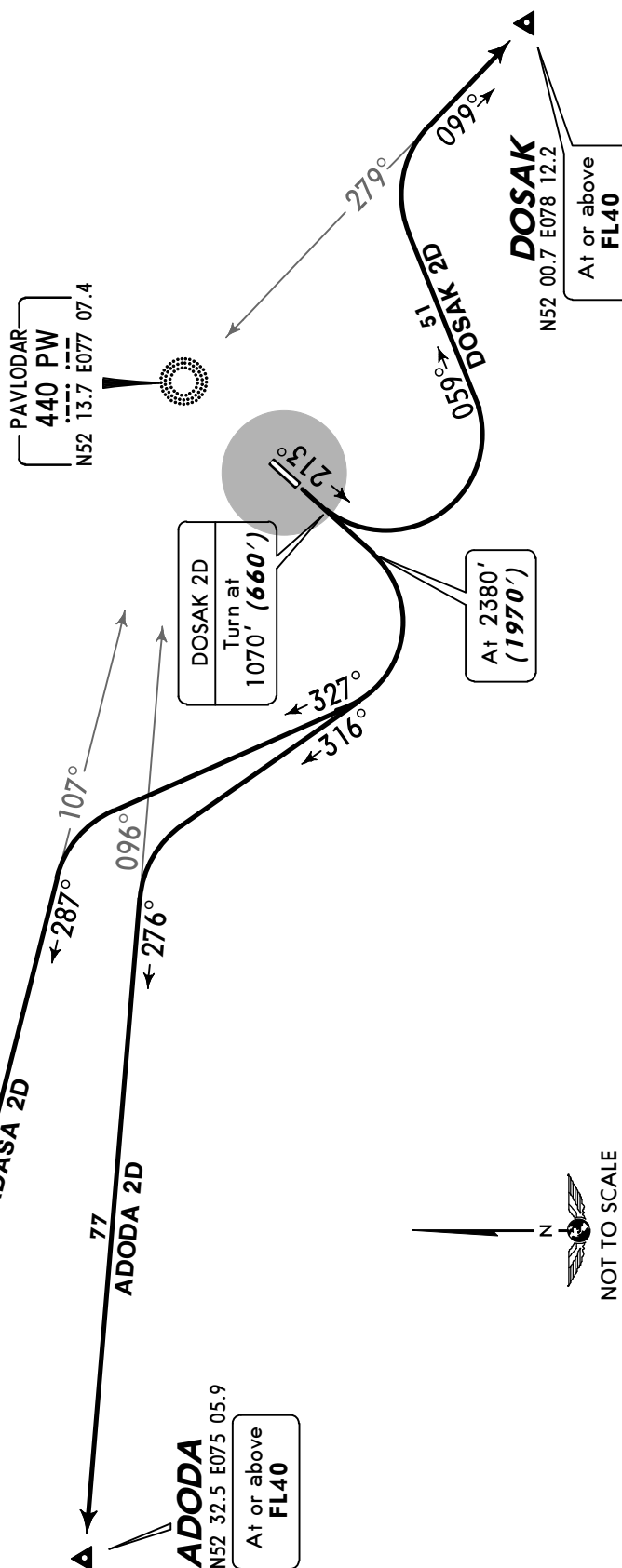
Trans level: FL40 Trans alt: 2710' (2300')

Crossing altitudes at airway entry points by ATC.



ADASA 2D [ADAS2D]
ADODA 2D [ADOD2D]
DOSAK 2D [DOSA2D]
RWY 21 DEPARTURES

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1070'	(660' - 200m)
2380'	(1970' - 600m)
2710'	(2300' - 700m)

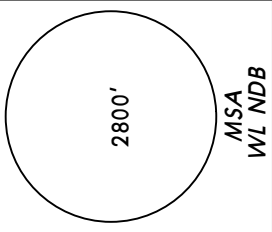


ROUTING

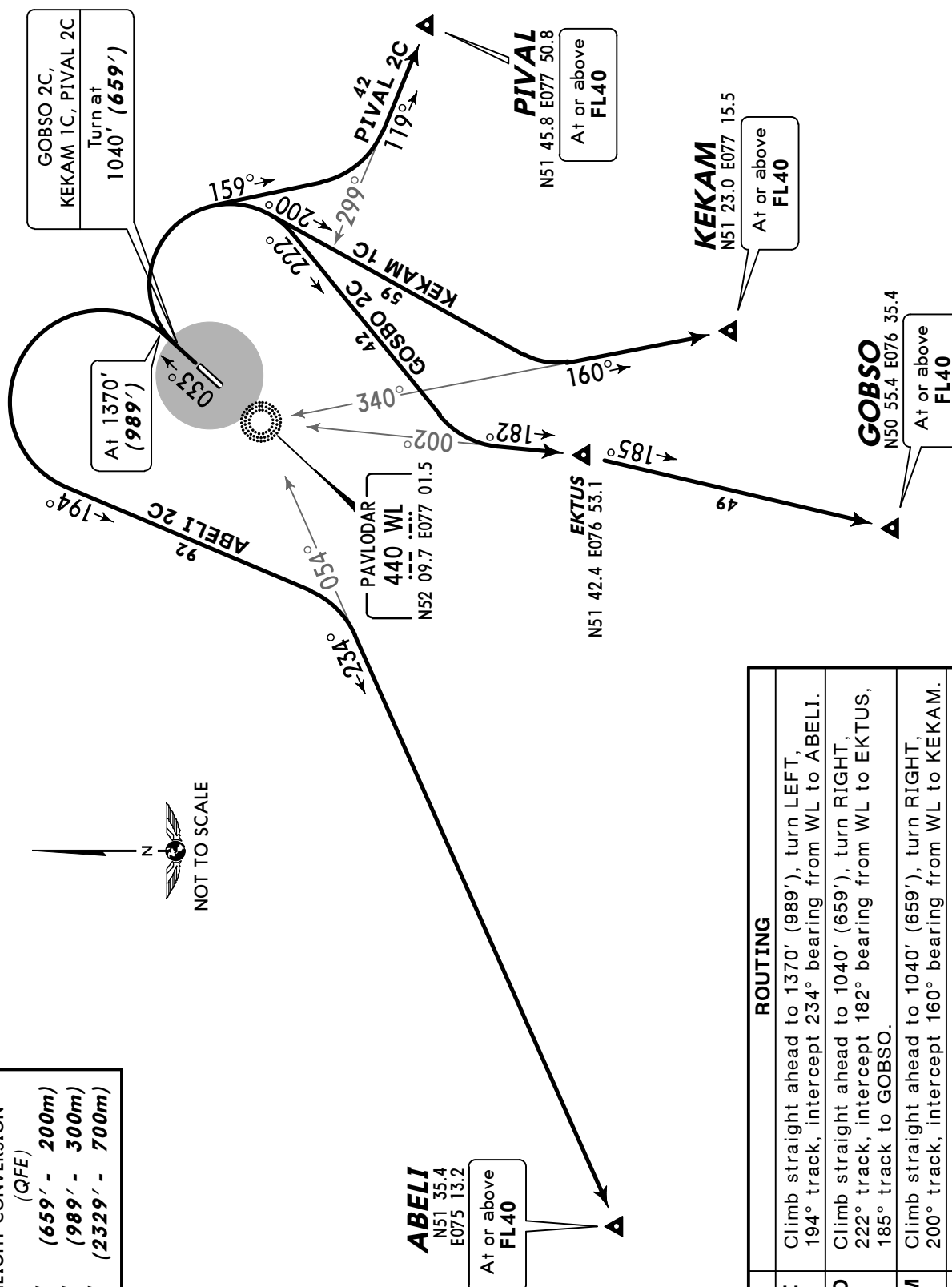
SID	ROUTING
ADASA 2D	Climb straight ahead to 2380' (1970'), turn RIGHT, 327° track, intercept 287° bearing from PW to ADASA.
ADODA 2D	Climb straight ahead to 2380' (1970'), turn RIGHT, 316° track, intercept 276° bearing from PW to ADODA.
DOSAK 2D	Climb straight ahead to 1070' (660'), turn LEFT, 059° track, intercept 099° bearing from PW to DOSAK.

Apt Elev
410'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2710' (2329')
Crossing altitudes at airway entry points by ATC.



ABELI 2C [ABEL2C]
GOBSO 2C [GOBS2C]
KEKAM 1C [KEKA1C]
PIVAL 2C [PIVA2C]
RWY 03 DEPARTURES

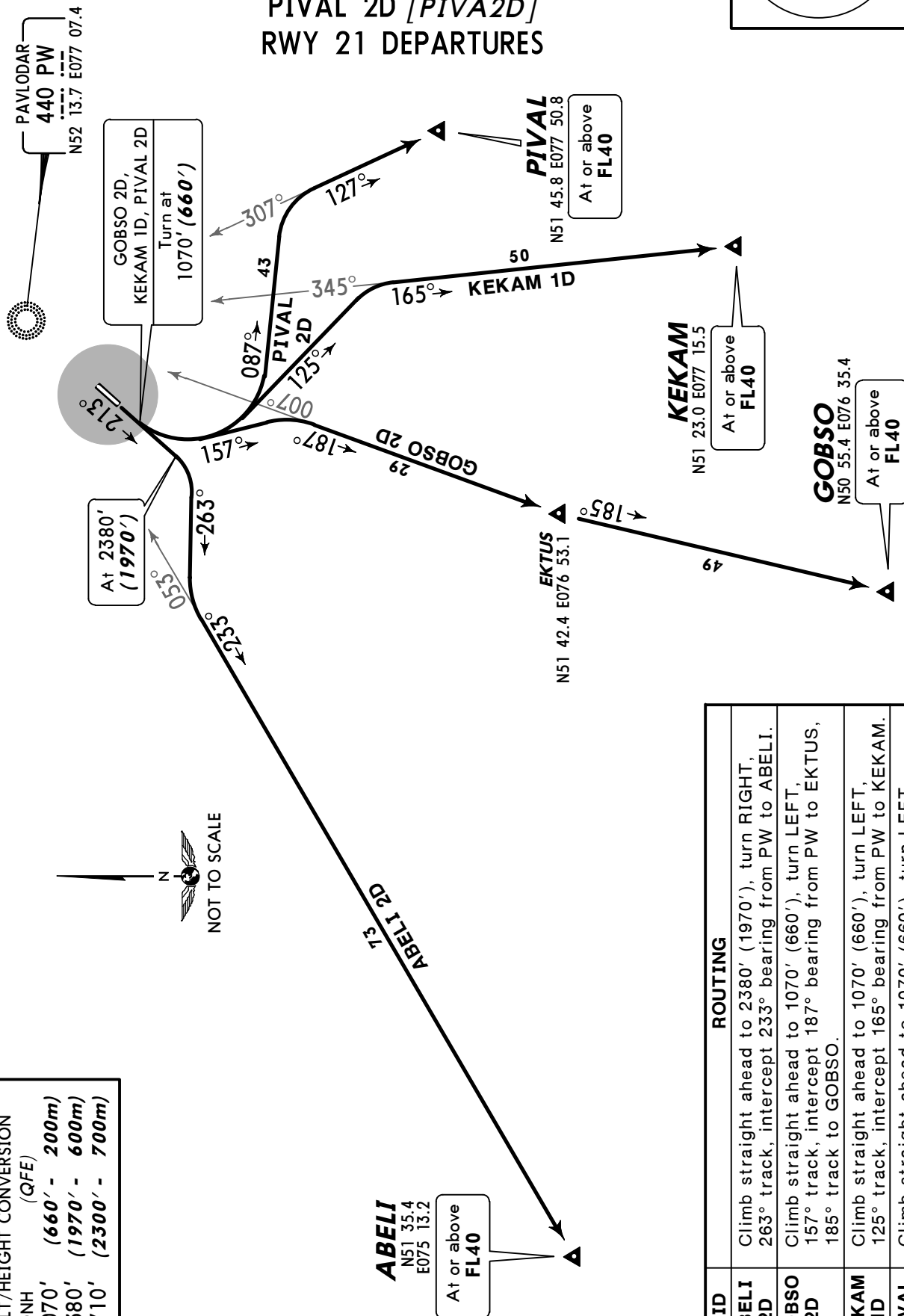


ALT/HEIGHT CONVERSION (QFE)
1040' (659' - 200m)
1370' (989' - 300m)
2710' (2329' - 700m)

SID	ROUTING
ABELI 2C	Climb straight ahead to 1370' (989'), turn LEFT, 194° track, intercept 234° bearing from WL to ABELI.
GOBSO 2C	Climb straight ahead to 1040' (659'), turn RIGHT, 222° track, intercept 182° bearing from WL to EKTUS, 185° track to GOBSO.
KEKAM 1C	Climb straight ahead to 1040' (659'), turn RIGHT, 200° track, intercept 160° bearing from WL to KEKAM.
PIVAL 2C	Climb straight ahead to 1040' (659'), turn RIGHT, 159° track, intercept 119° bearing from WL to PIVAL.

Crossing altitudes at airway entry points by ATC.

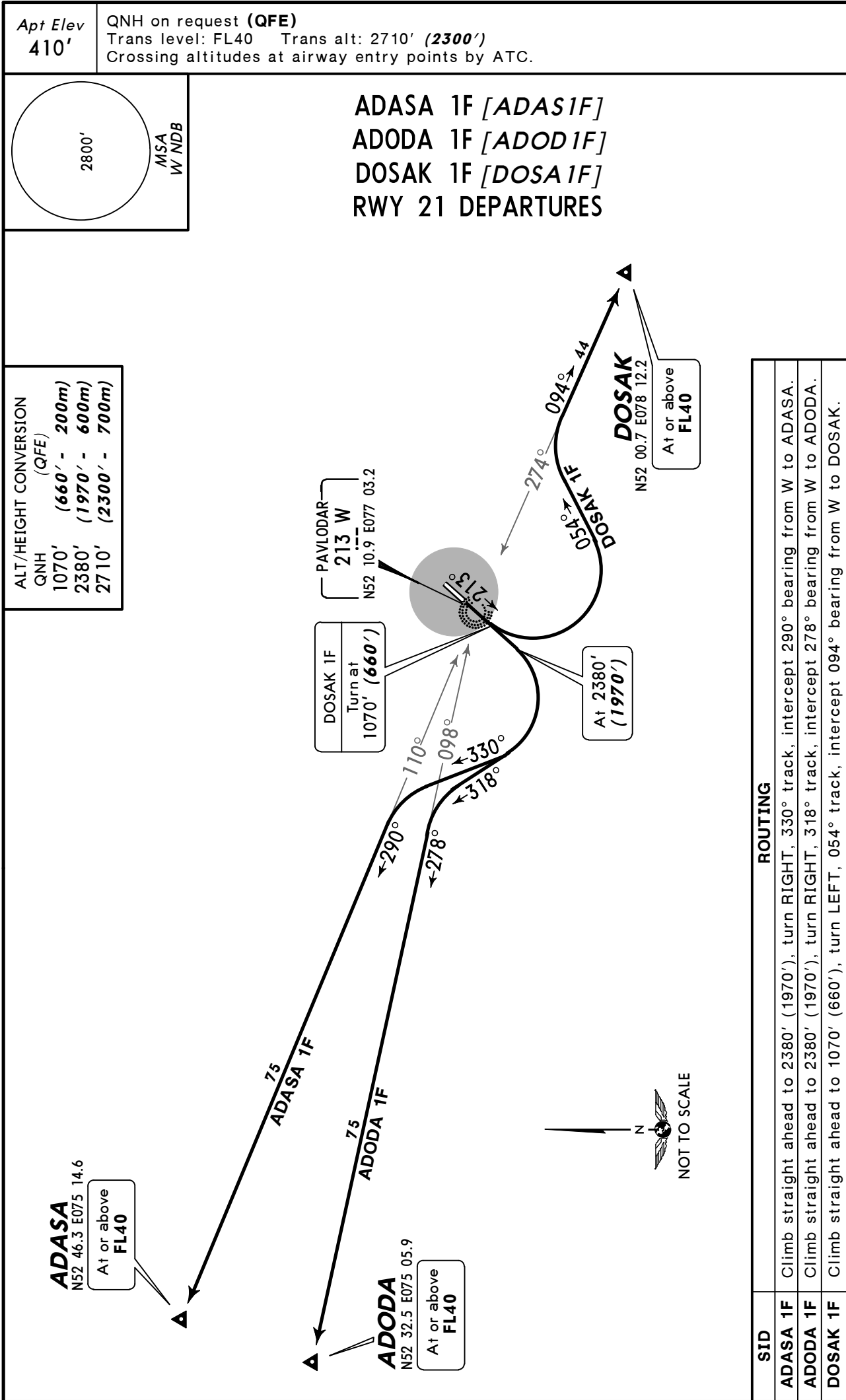
MSA
PW NDB



SID	ROUTING
ABELI 2D	Climb straight ahead to 2380' (1970'), turn RIGHT, 263° track, intercept 233° bearing from PW to ABELI.
GOBSO 2D	Climb straight ahead to 1070' (660'), turn LEFT, 157° track, intercept 187° bearing from PW to EKTUS, 185° track to GOBSO.
KEKAM 1D	Climb straight ahead to 1070' (660'), turn LEFT, 125° track, intercept 165° bearing from PW to KEKAM.
PIVAL 2D	Climb straight ahead to 1070' (660'), turn LEFT, 087° track intercept 127° bearing from PW to PIVAL.

1070' (660' - 200m)
2380' (1970' - 600m)
2710' (2300' - 700m)

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Crossing altitudes at airway entry points by ATC.

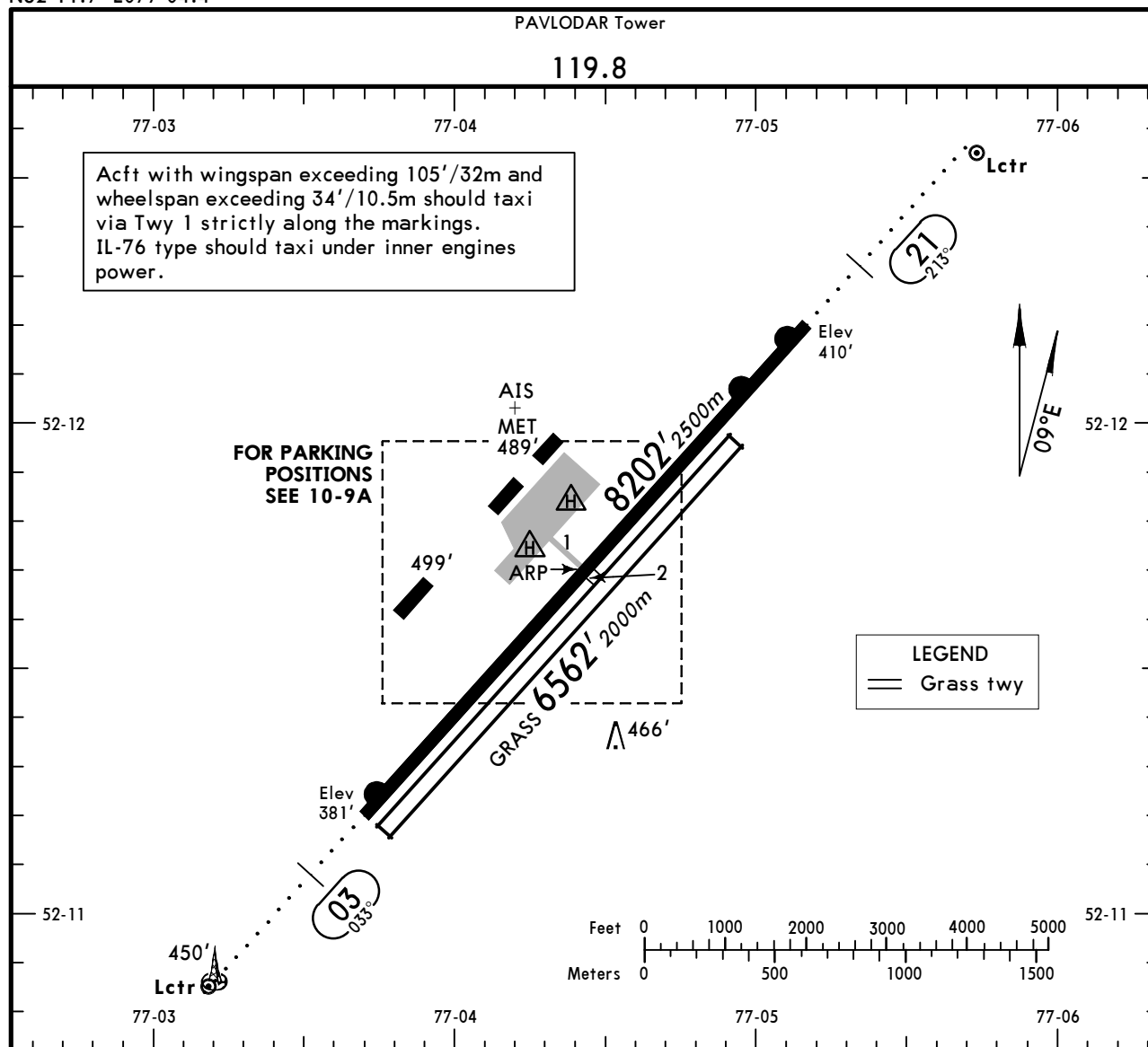
MSA
W NDB

FL40

2710' (2300' - 700m)

IVAL 1F	Climb straight ahead to 1070' (660'), turn LEFT, 081° track, intercept 121° bearing from W to PIVAL.
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NOT TO SCALE



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		WIDTH
					LANDING	BEYOND	
					Threshold	Glide Slope	TAKE-OFF
03	21	HIRL (60m) ALS PAPI-L (angle 2.67°) RVR					148' 45m
03	21	Grass runway					246' 75m

TAKE-OFF

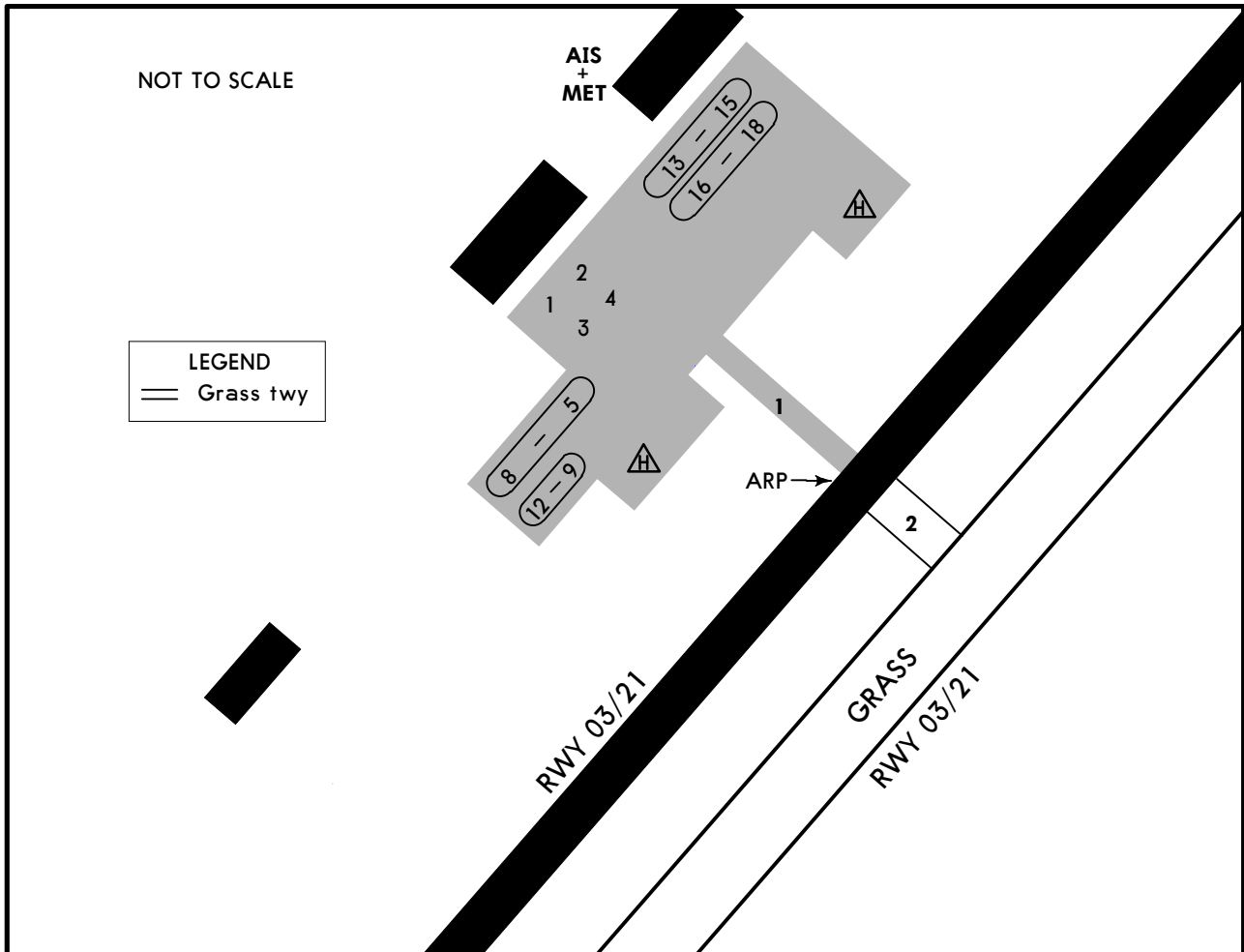
	AIR CARRIER (JAA) All Rwys	
	DAY	NIGHT
	RL	RCLM
A		RL
B	400m I	400m I
C		
D	500m	400m

I LVP must be in force: 300m.

NOISE ABATEMENT PROCEDURE

During take-off for acft CAT B, C & D the following procedures should be applied:

- from take-off to 1890'(1480'): Take-off engine power, flaps in take-off position, V₂ + 10 KT.
- from 1890'(1480') thru 3370'(2960'): Climbing at V₂ + 10 KT.
- at 3370'(2960'): Adjust normal climb rate with retracted flaps.



Parking on stand 12 is by towing only.

STRAIGHT-IN RWY		A	B	C	D
03	2 NDB ❶	750' (369')	750' (369')	750' (369')	750' (369')
		1000m	1000m	1000m	1400m
	<i>ALS out</i>	1500m	1500m	1700m	1700m
	NDB ❶ ❷	1270' (889')	1270' (889')	1270' (889')	1270' (889')
		1500m	1500m	2400m	2400m
	NDB ❸	1270' (889')	1270' (889')	1270' (889')	1270' (889')
		3500m	3500m	3700m	3700m
	<i>ALS out</i>	4200m	4200m	4400m	4400m
21	ILS	610' (200')	610' (200')	640' (230')	640' (230')
		800m	800m	900m	900m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	810' (400')	810' (400')	810' (400')	810' (400')
		1100m	1100m	1100m	1400m
	<i>ALS out</i>	1500m	1500m	1800m	1800m
	NDB ❶ ❷	840' (430')	840' (430')	840' (430')	840' (430')
		1300m	1300m	1300m	1400m
	<i>ALS out</i>	1500m	1500m	2000m	2000m
	NDB ❸	840' (430')	840' (430')	840' (430')	840' (430')
		1500m	1500m	2200m	2200m
	<i>ALS out</i>	1700m	1700m	2400m	2400m

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

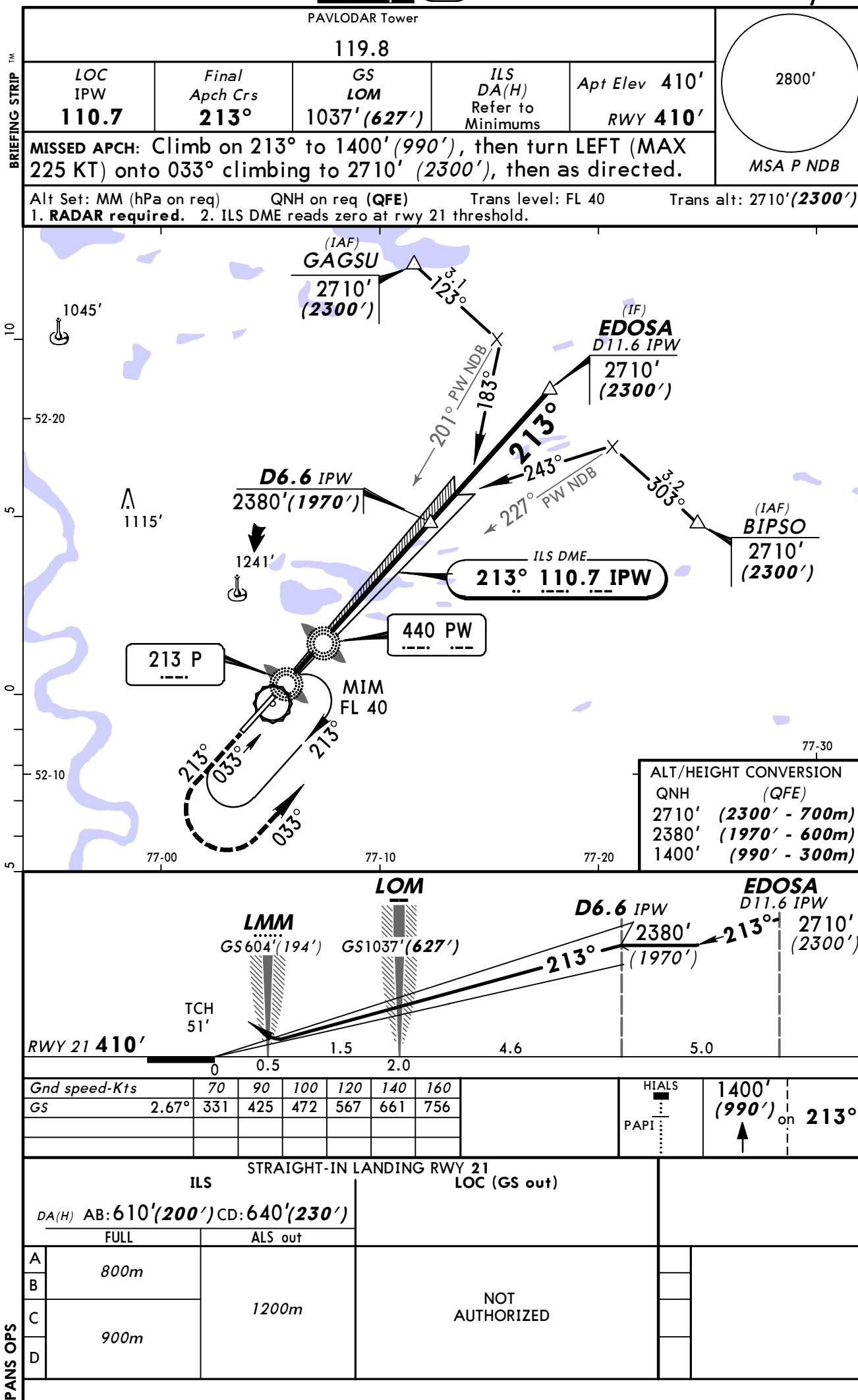
TAKE-OFF RWY 03, 21

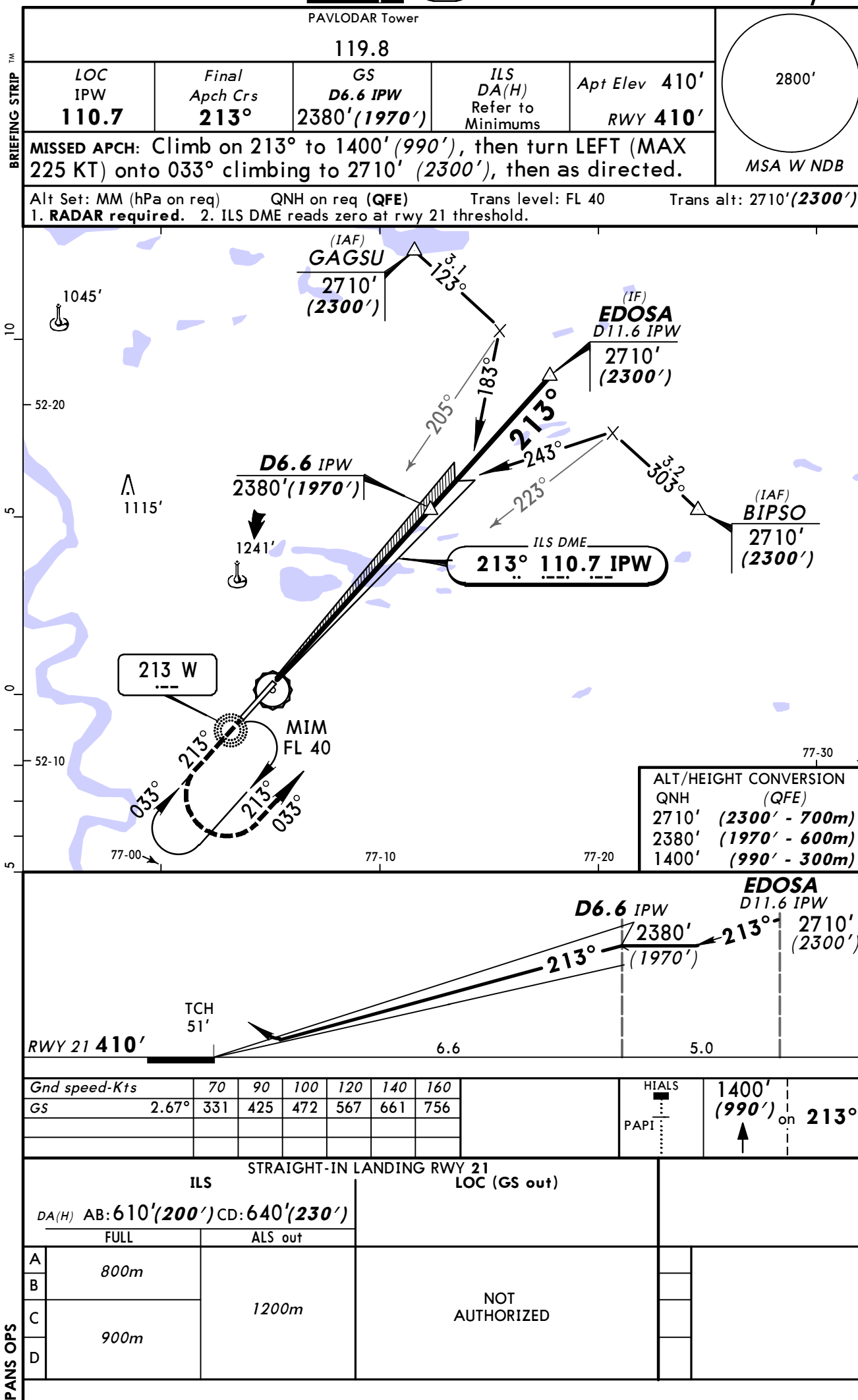
DAY			NIGHT	
LVP must be in Force			LVP must be in Force	
RL	RCLM or RL	NIL	RL	RL
A	300m	400m	500m	300m
B	300m	400m	500m	400m
C				
D				

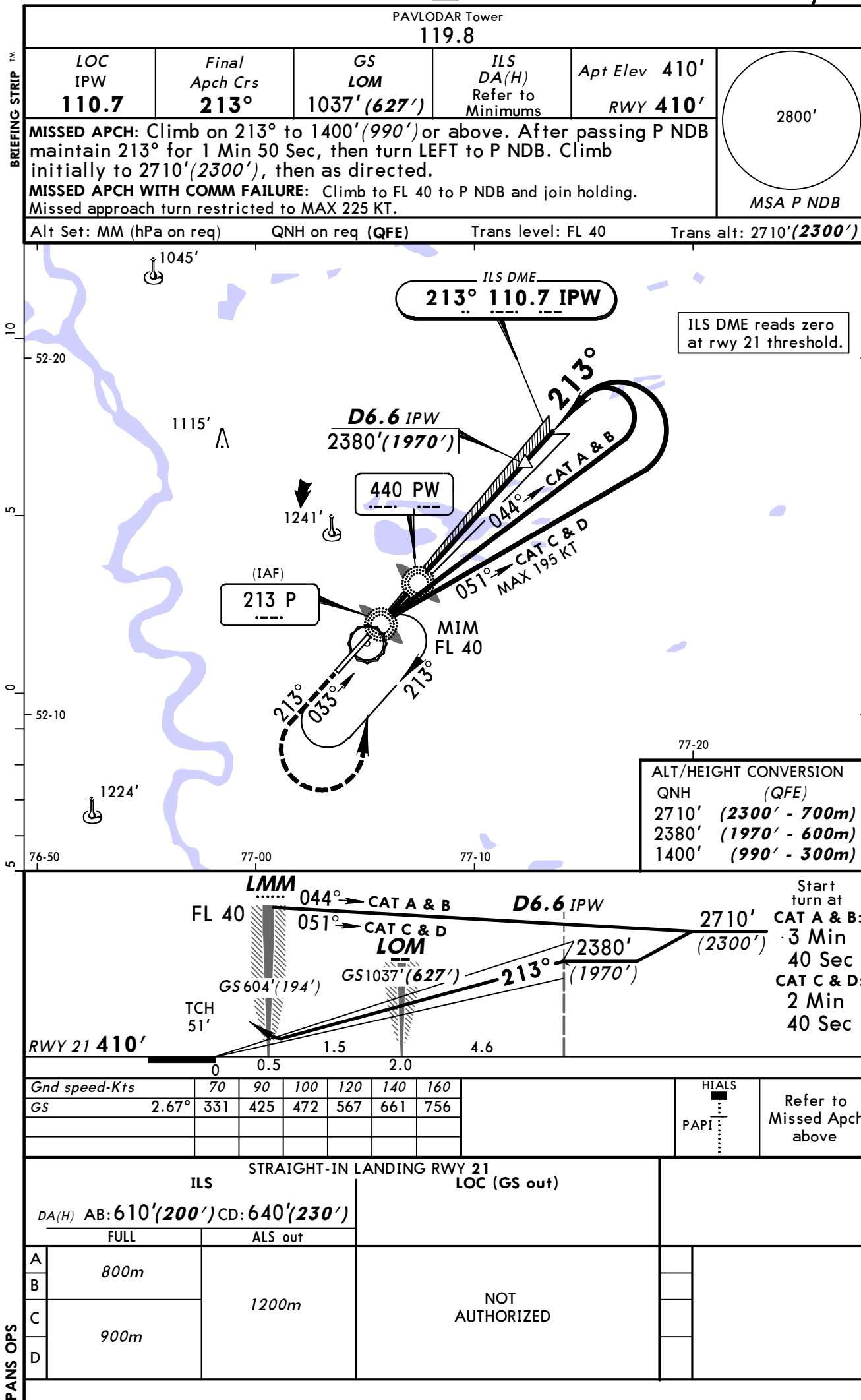
STRAIGHT-IN RWY		A	B	C	D
03	2 NDB	750' (369')	750' (369')	750' (369')	750' (369')
		900m 1500m	1000m 1500m	1000m 1800m	1400m 2000m
	ALS out	1270' (889')	1270' (889')	1270' (889')	1270' (889')
		1200m 1500m	1400m 1500m	1400m 2000m	1800m 2000m
	NDB	1270' (889')	1270' (889')	1270' (889')	1270' (889')
		1200m 1500m	1400m 1500m	1400m 2000m	1800m 2000m
21	ILS	610' (200')	610' (200')	640' (230')	640' (230')
		800m 1000m	800m 1000m	900m 1000m	900m 1000m
	ALS out	610' (200')	610' (200')	640' (230')	640' (230')
		800m 1000m	800m 1000m	900m 1000m	900m 1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
		NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB	810' (400')	810' (400')	810' (400')	810' (400')
		900m 1500m	1000m 1500m	1000m 1800m	1400m 2000m
	ALS out	810' (400')	810' (400')	810' (400')	810' (400')
		900m 1500m	1000m 1500m	1000m 1800m	1400m 2000m
	NDB	840' (430')	840' (430')	840' (430')	840' (430')
		900m 1500m	1000m 1500m	1000m 1800m	1400m 2000m
	ALS out	840' (430')	840' (430')	840' (430')	840' (430')
		900m 1500m	1000m 1500m	1000m 1800m	1400m 2000m

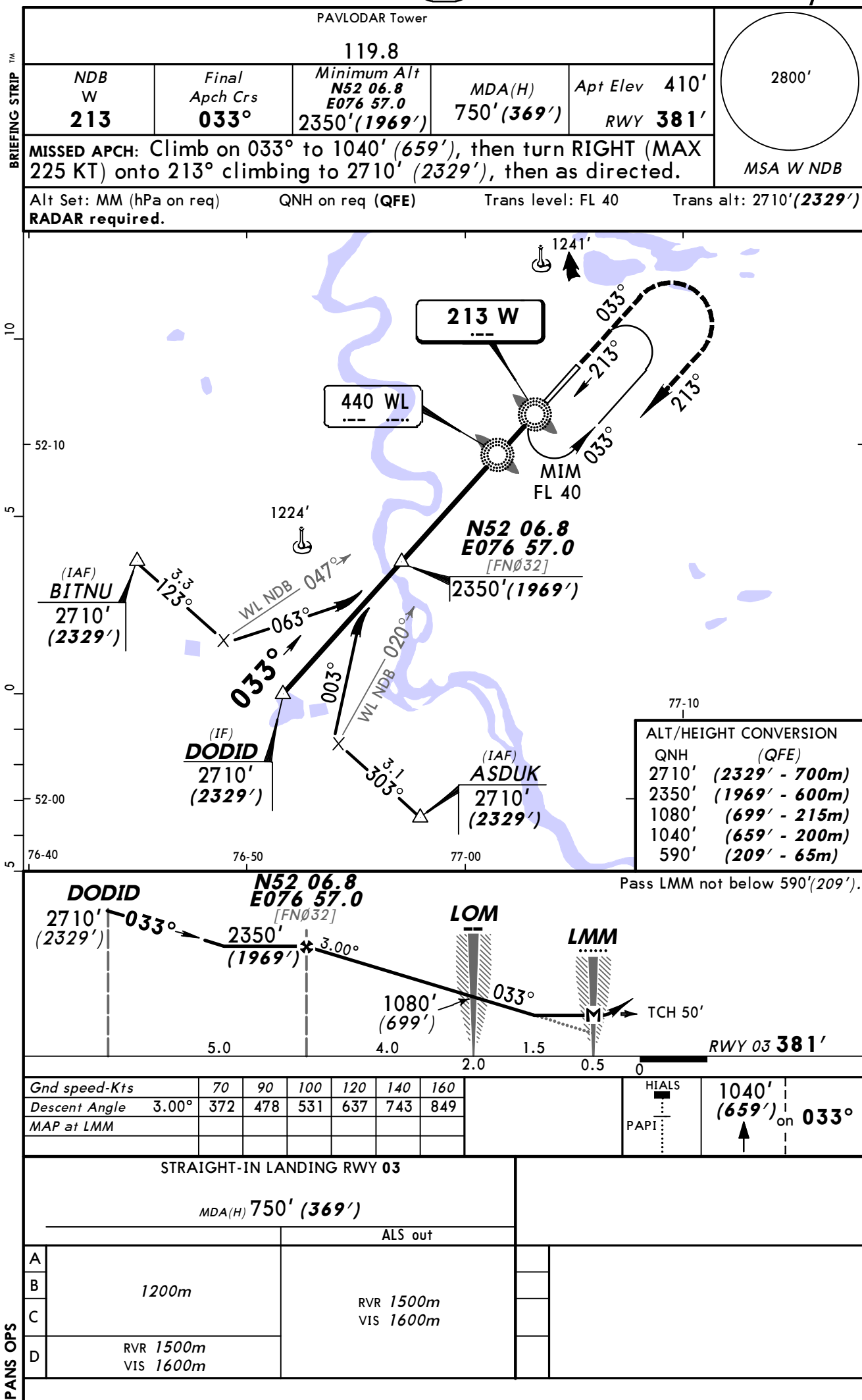
TAKE-OFF RWY 03, 21

DAY				NIGHT	
LVP must be in force		DAY	NIL	LVP must be in force	
RL		RCLM or RL		RL	
A	300m	400m	500m	300m	400m
B					
C					
D					









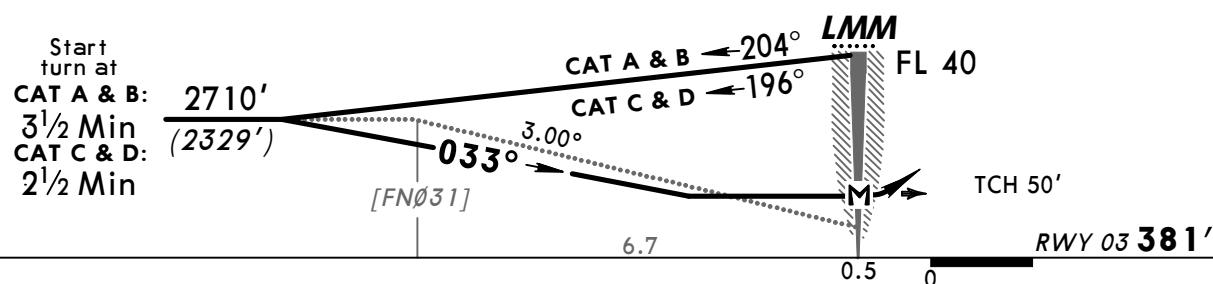
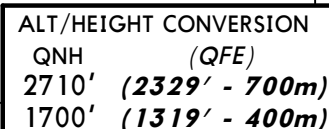
119.8

Apt Elev 410'
RWY 381'

2800'

MSA W NDB

MISSED APCH WITH COMM FAILURE: Climb to FL 40 to NDB and join holding.
Missed approach turn restricted to MAX 225 KT.

Trans alt: 2710' (**2329'**)

Refer to
Missed Apch
above

$$MDA(H) \ 1270'(889')$$

ALS out

RVR 1500m
VIS 1600m

1800m

PANS OPS

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Eff 5 Apr

2 NDB Rwy 21

119.8

NDB
P
213

Final
Apch Crs
213°

Minimum Alt
N52 16.6
E077 11.9
2380' (1970')

MDA(H)
810'(400')

Apt Elev 410'
RWY 410'

2800'

MISSED APCH: Climb on 213° to 1400' (990'), then turn LEFT (MAX 225 KT) onto 033° climbing to 2710' (2300'), then as directed.

MSA P NDB

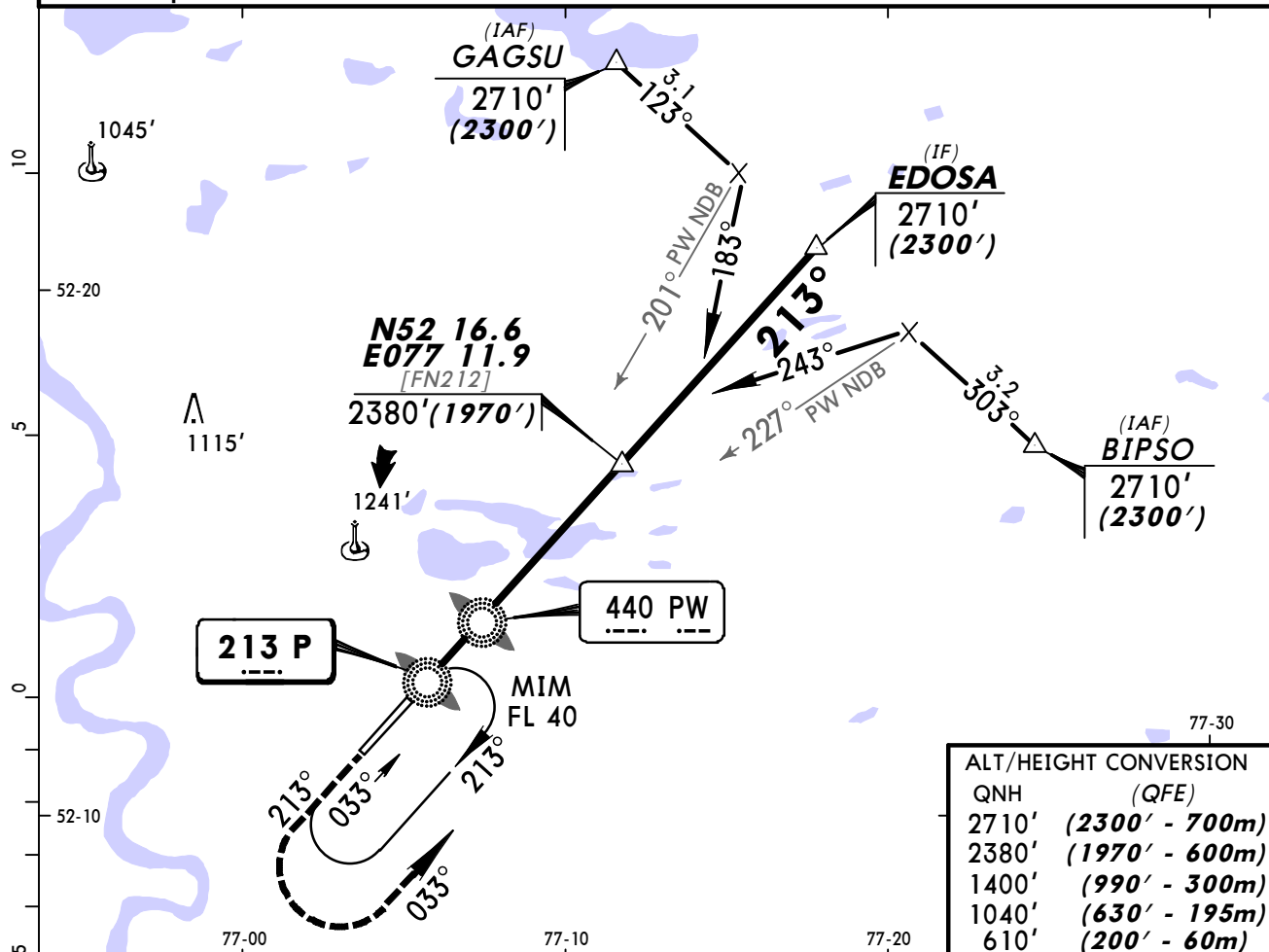
Alt Set: MM (hPa on req)

QNH on req (**QFE**)

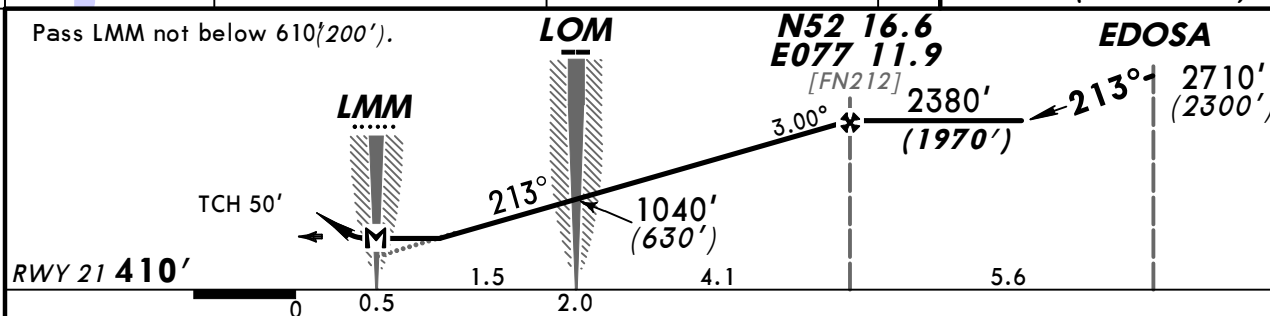
Trans level: FL 40

Trans alt: 2710' (**2300'**)

RADAR required.



Pass LMM not below 610'(200').



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849
<i>MAP at LMM</i>						

HIALS
API

1400'
(990') on 213°

STRAIGHT-IN LANDING RWY 21

MDA(H) 810' (400')

ALS out

A
B
C
D

A
B
C
D

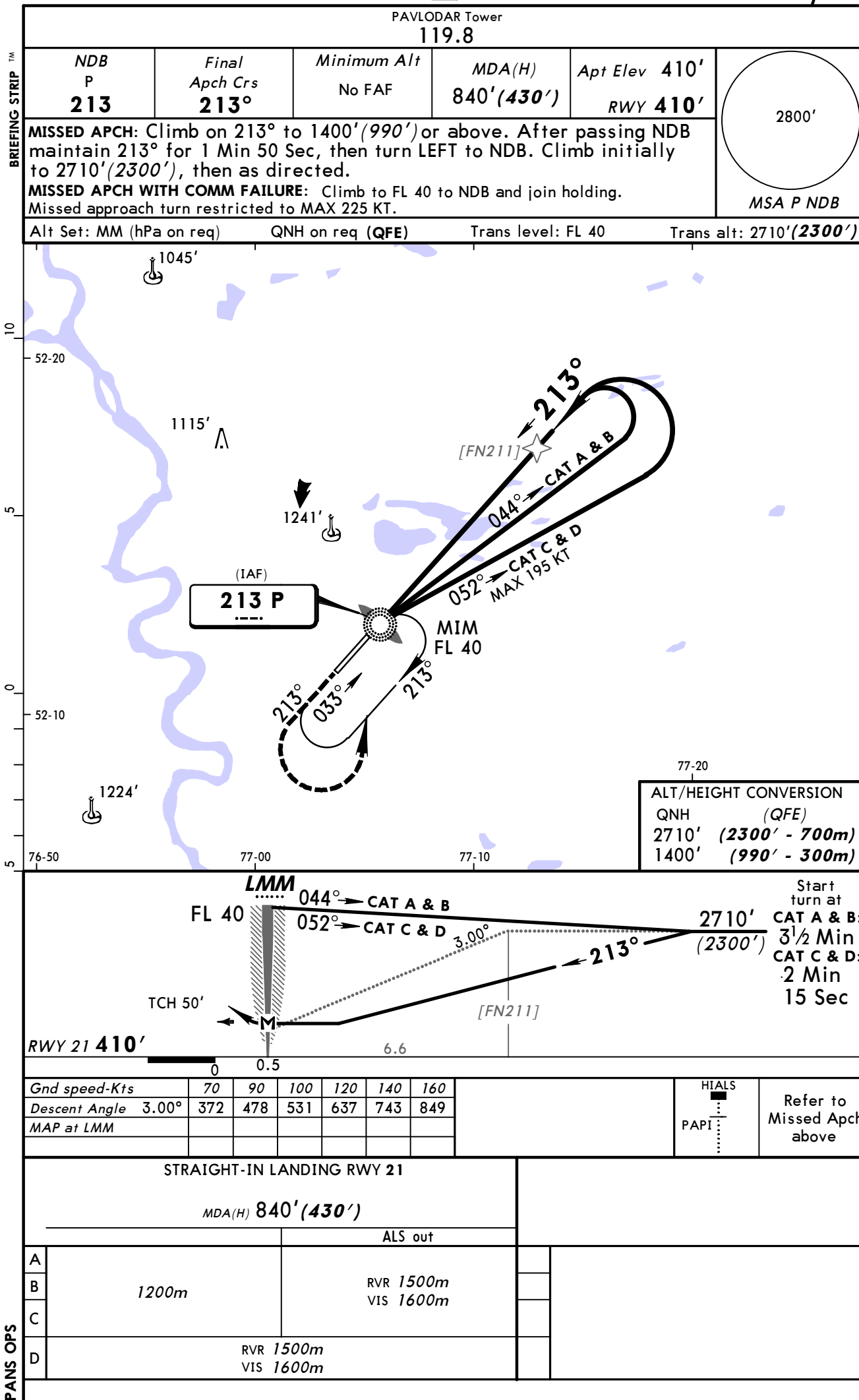
A
B
C
D

A
B
C
D

1200m

RVR 1500m
VIS 1600m

RVR	1500m
VIS	1600m



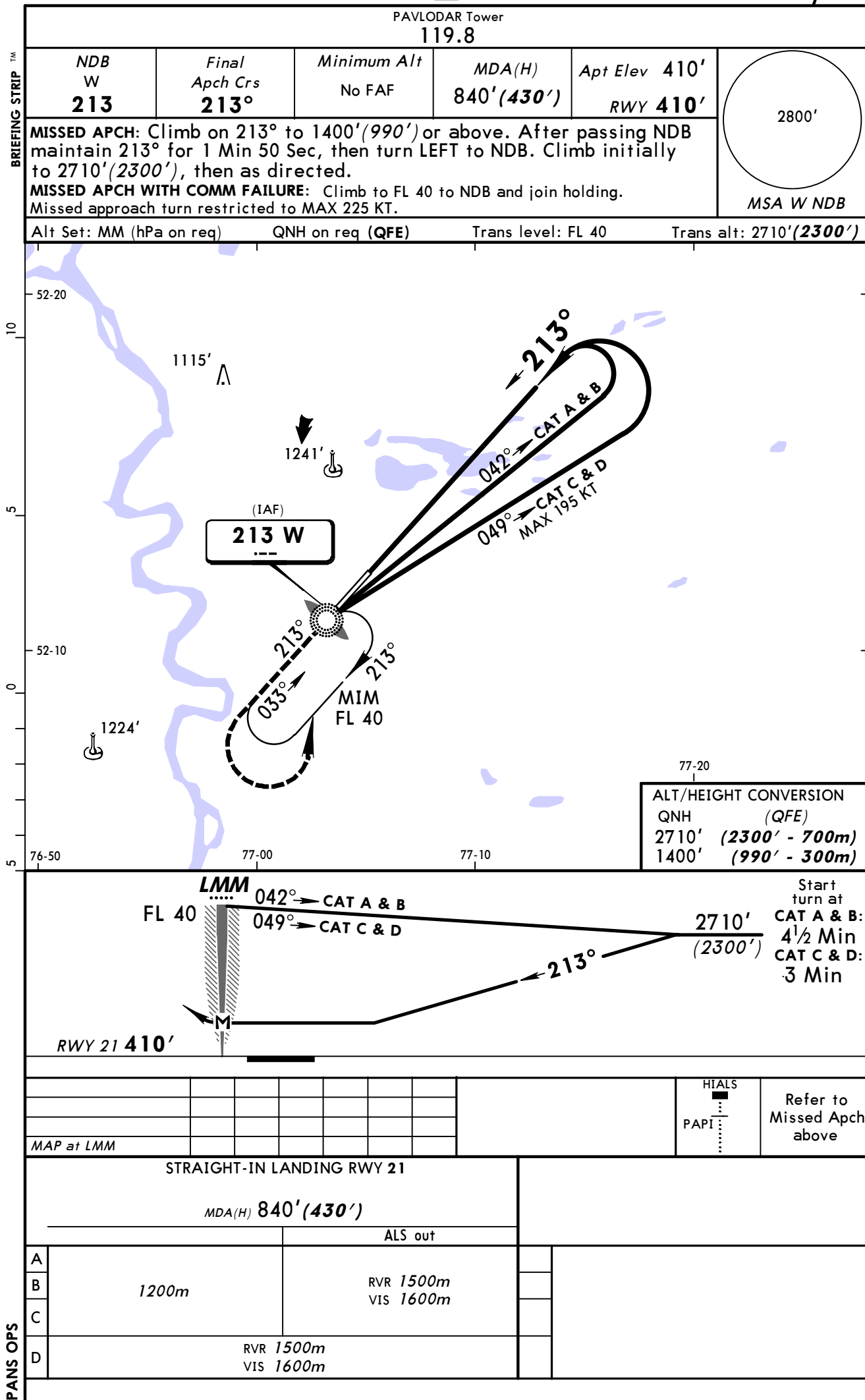


Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PAVLODAR, (PAVLODAR - UASP)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UASP

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Eff 8 MAY 08 Indg beyond GS rwy 21 chgd to 7108'(2166m).