

## List of pages in this Trip Kit

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Airport Information For UASP

Terminal Charts For UASP

Revision Letter For Cycle 08-2013

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: 2356 Z  
Sunset: 1348 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

# UASP/PWQ PAVLODAR

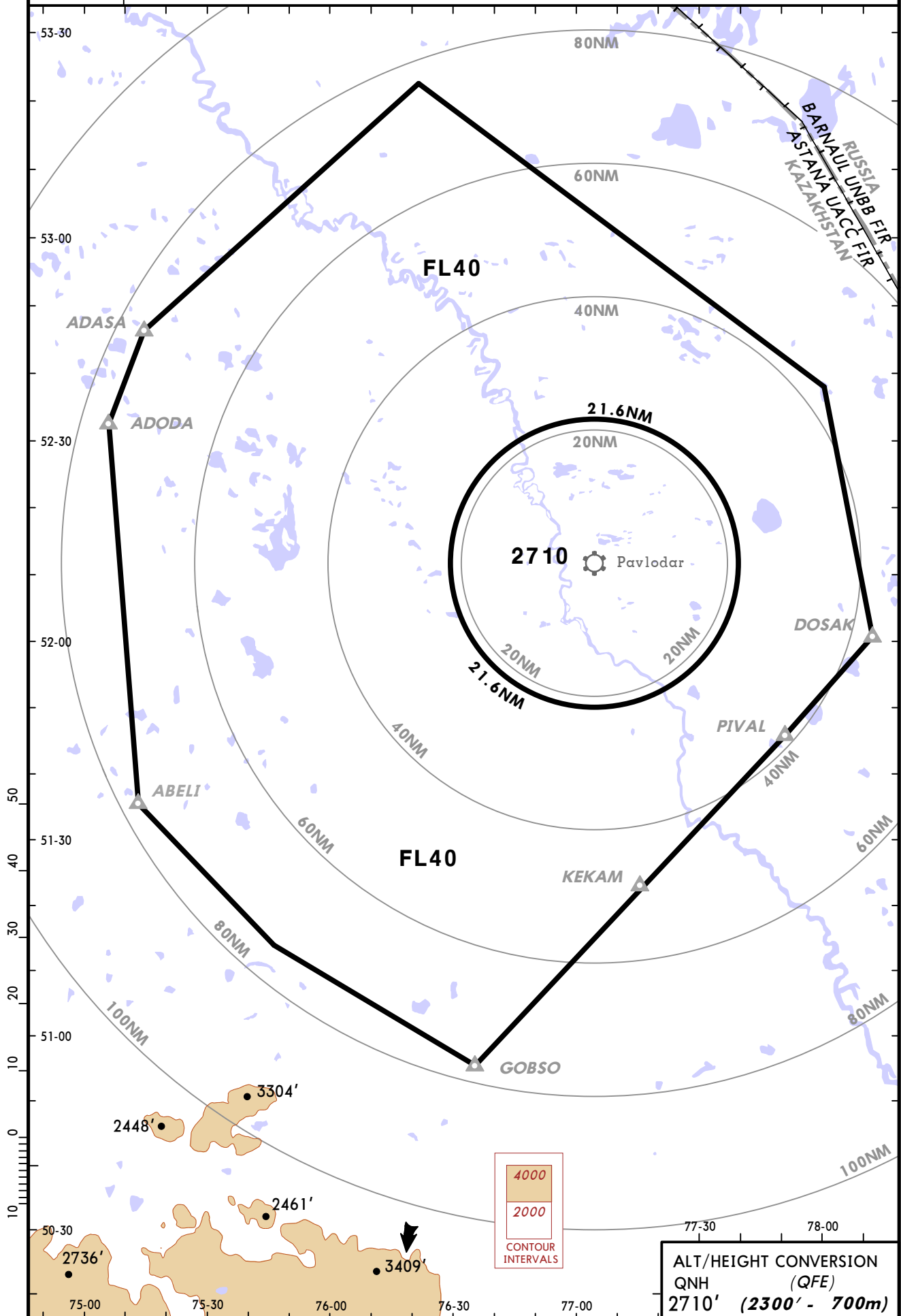
JEPPESEN PAVLODAR, KAZAKHSTAN  
4 NOV 11 (10-1R) Eff 17 Nov RADAR MINIMUM ALTITUDES

Apt Elev  
410'

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

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

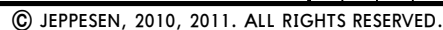
1. Chart only to be used for cross-checking of altitudes assigned while under radar control.
2. Levels assigned by ATC include a correction for low temperature effect when necessary.



CHANGES: Sectors & altitudes revised; trans level.

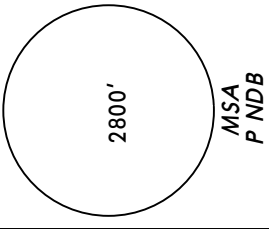
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**(QFE)**

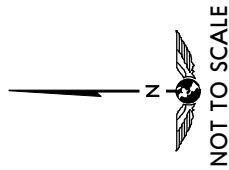


Apt Elev  
410'

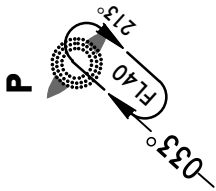
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 2710' (2300')  
Crossing altitudes at airway exit points by ATC.



ADASA 2B [ADAS2B]  
ADODA 2B [ADOD2B]  
DOSAK 2B [DOSA2B]  
RWY 21 ARRIVALS



HOLDING OVER  
P



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

ADASA  
N52 46.3 E075 14.6  
At or above  
FL40

107°

(IAF)  
PAVLODAR  
213 P  
N52 12.6 E077 05.7  
At FL40

095°

ADODA  
N52 32.5 E075 05.9  
At or above  
FL40

ADODA 2B

ADASA 2B

DOSAK 2B

278°

DOSAK  
N52 00.7 E078 12.2  
At or above  
FL40

Direct distance from P to:  
Pavlodar Apt 1 NM

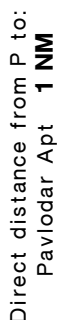
| STAR     | ROUTING               |
|----------|-----------------------|
| ADASA 2B | On 107° bearing to P. |
| ADODA 2B | On 095° bearing to P. |
| DOSAK 2B | On 278° bearing to P. |

**(QFE)**

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**(QFE)**

MSA  
P NDB



**உ**

ALT/HEIGHT CONVERSION  
QNH (QFE)  
22710' (2300' - 700m)

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

**HOLDING OVER W**  
033°  
213°  
FL40

**ADASA 1E**  
7.5  
108°

**ADODA 1E**  
7.5  
097°

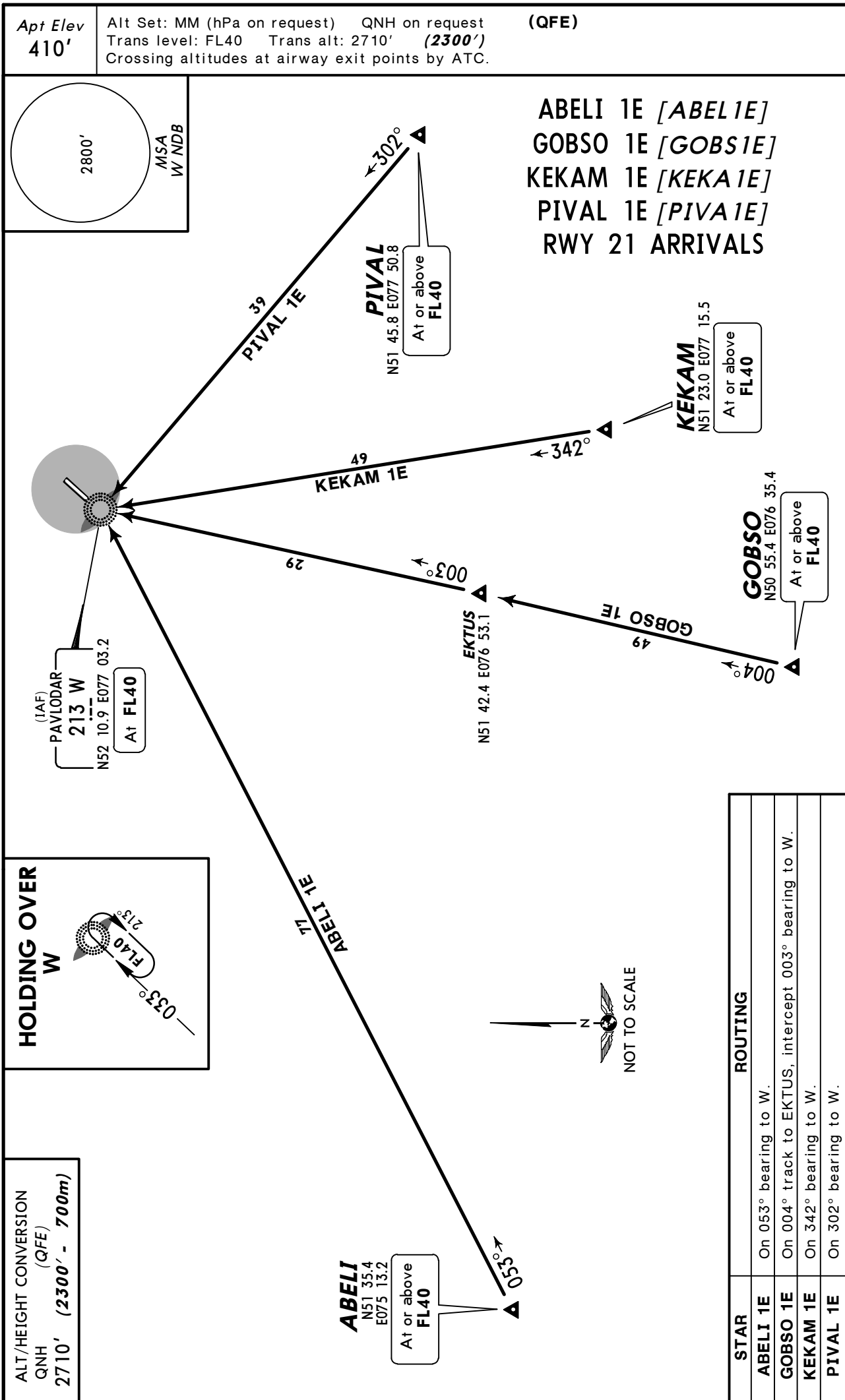
**DOSAK 1E**  
4.4  
275°

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

**NOT TO SCALE**

| STAR            | ROUTING               |
|-----------------|-----------------------|
| <b>ADASA 1E</b> | On 108° bearing to W. |
| <b>ADODA 1E</b> | On 097° bearing to W. |
| <b>DOSAK 1E</b> | On 275° bearing to W. |

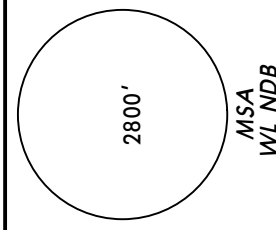
| STAR     | ROUTING               |
|----------|-----------------------|
| ADASA 1E | On 108° bearing to W. |
| ADODA 1E | On 097° bearing to W. |
| DOSAK 1E | On 275° bearing to W. |



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°

44  
092°

**DOSAK 2C**  
Turn at  
1040' (659')

At 1370'  
(989')

**ADASA 2C**  
251°

**ADODA 2C**  
239°

82

84

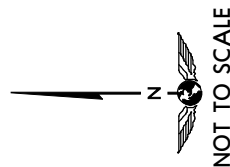
291°

279°

117°

099°

**PAVLODAR**  
440 WL  
N52 09.7 E077 01.5



# ROUTING

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

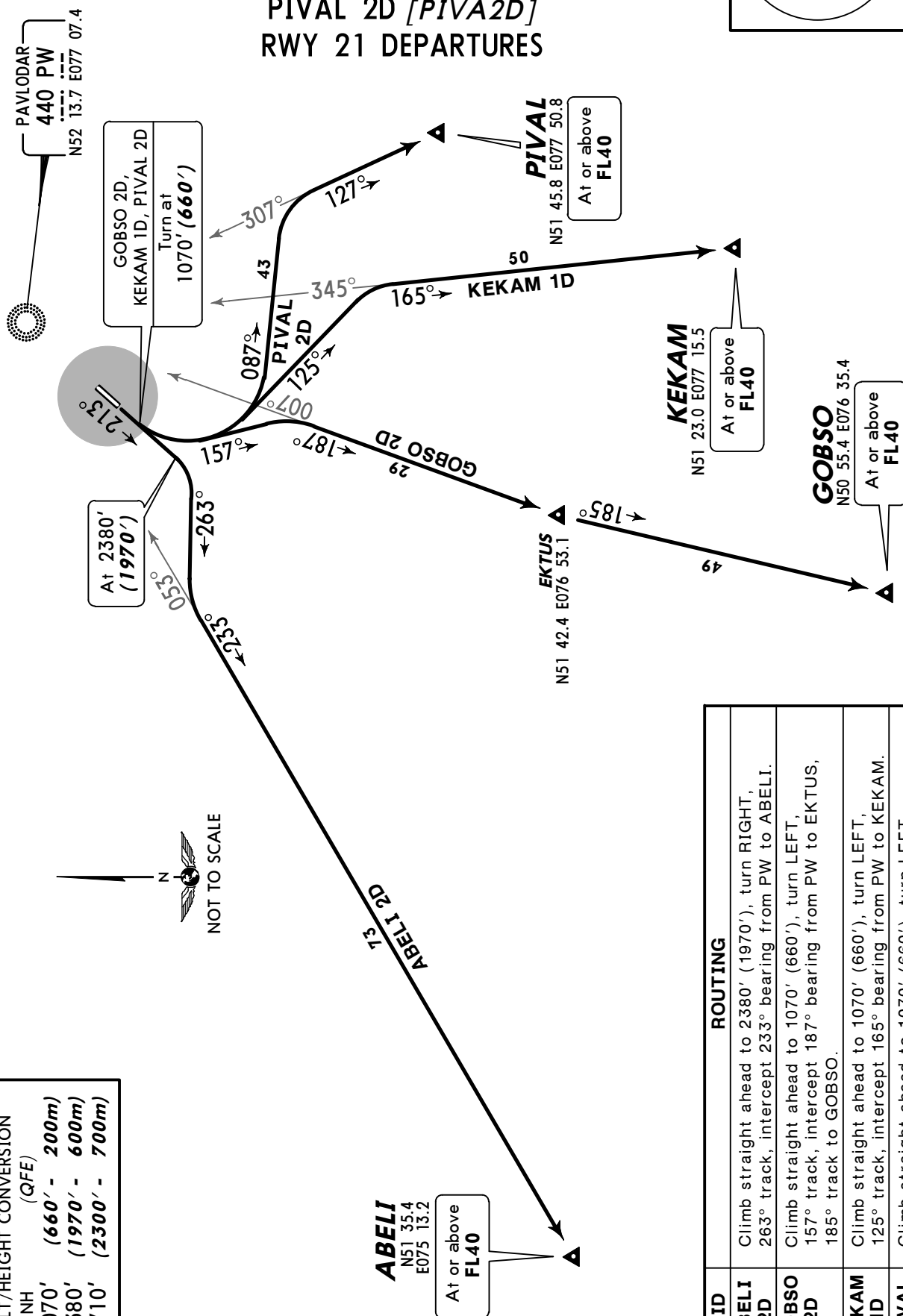
|                 |                                                                                                       |
|-----------------|-------------------------------------------------------------------------------------------------------|
| <b>DOSAK 2D</b> | Climb straight ahead to 1070' (660'), turn LEFT, 059° track, intercept 099° bearing from PW to DOSAK. |
|-----------------|-------------------------------------------------------------------------------------------------------|

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

QNH on request **(QFE)**  
Trans level: FL40    Trans alt: 2710' **(2300')**  
Crossing altitudes at airway entry points by ATC.

2800'

MSA  
PW NDB



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

| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 1070'                 | (660' - 200m)  |
| 22380'                | (1970' - 600m) |
| 2710'                 | (2300' - 700m) |

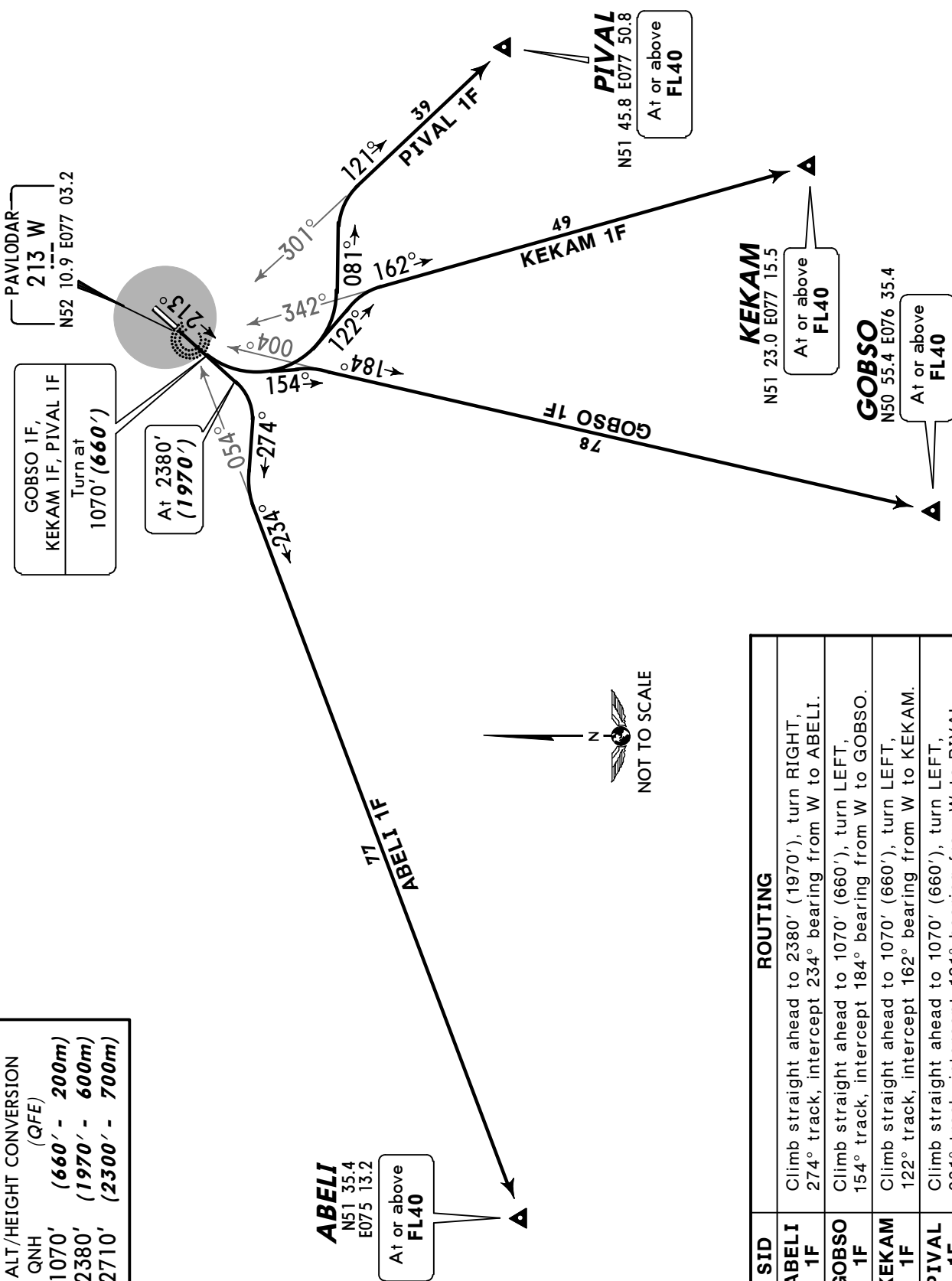
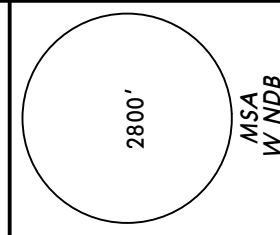
At or above  
**FL40**

Climb straight ahead to 1070' (660'), turn LEFT, 054° track, intercept 094° bearing from W to DOSAK.

Apt Elev  
410'

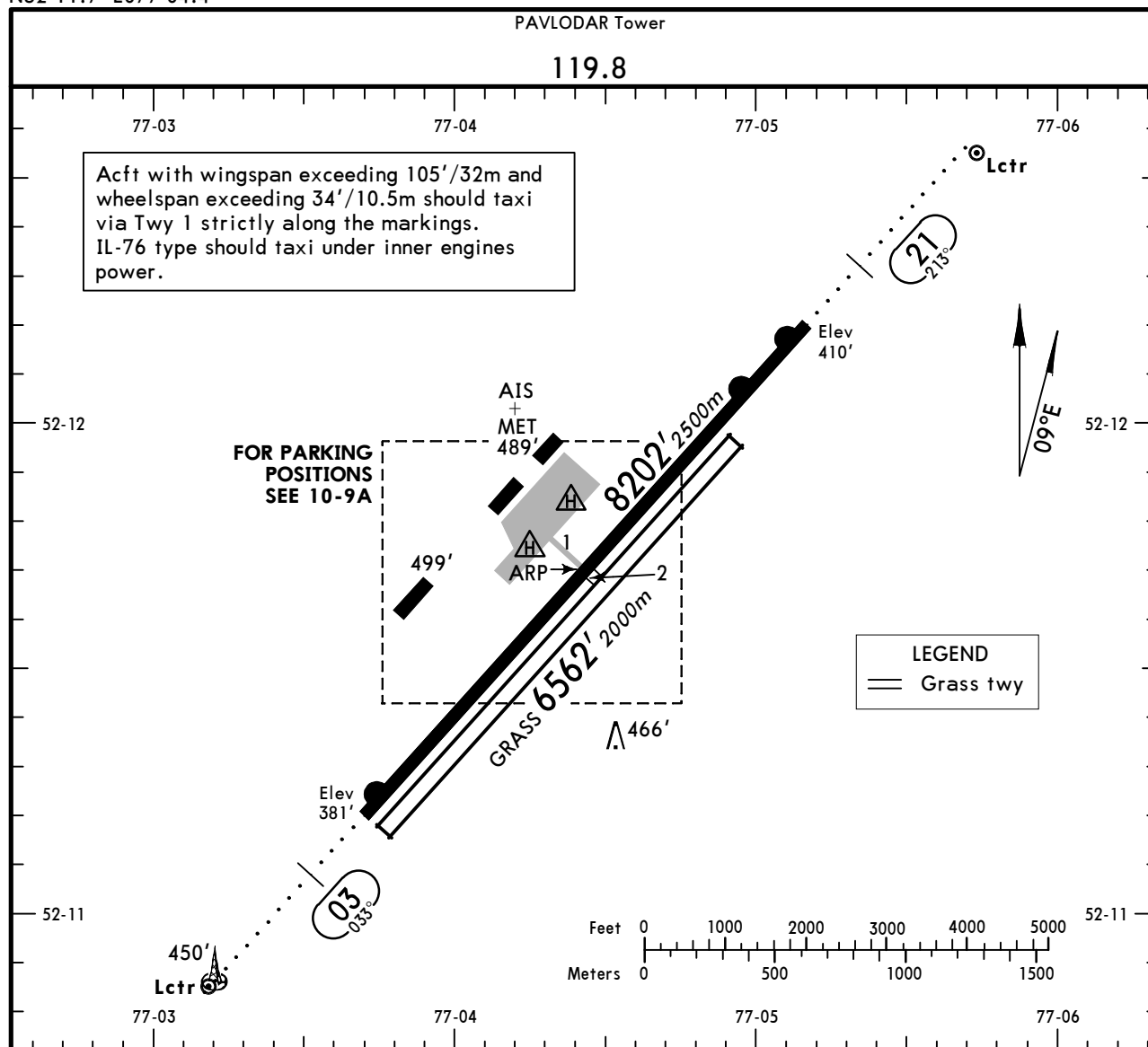
QNH on request (QFE)  
Trans level: FL40 Trans alt: 2710' (2300')  
Crossing altitudes at airway entry points by ATC.

ABELI 1F [ABEL1F]  
GOBSO 1F [GOBS1F]  
KEKAM 1F [KEKA1F]  
PIVAL 1F [PIVA1F]  
RWY 21 DEPARTURES



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

| ROUTING  |                                                                                                        |
|----------|--------------------------------------------------------------------------------------------------------|
| SID      |                                                                                                        |
| ABELI 1F | Climb straight ahead to 2380' (1970'), turn RIGHT, 274° track, intercept 234° bearing from W to ABELI. |
| GOBSO 1F | Climb straight ahead to 1070' (660'), turn LEFT, 154° track, intercept 184° bearing from W to GOBSO.   |
| KEKAM 1F | Climb straight ahead to 1070' (660'), turn LEFT, 122° track, intercept 162° bearing from W to KEKAM.   |
| PIVAL 1F | Climb straight ahead to 1070' (660'), turn LEFT, 081° track, intercept 121° bearing from W to PIVAL.   |



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'<br>45m |
| 03  | 21 | Grass runway   |                      |     |                |             | 246'<br>75m |

TAKE-OFF

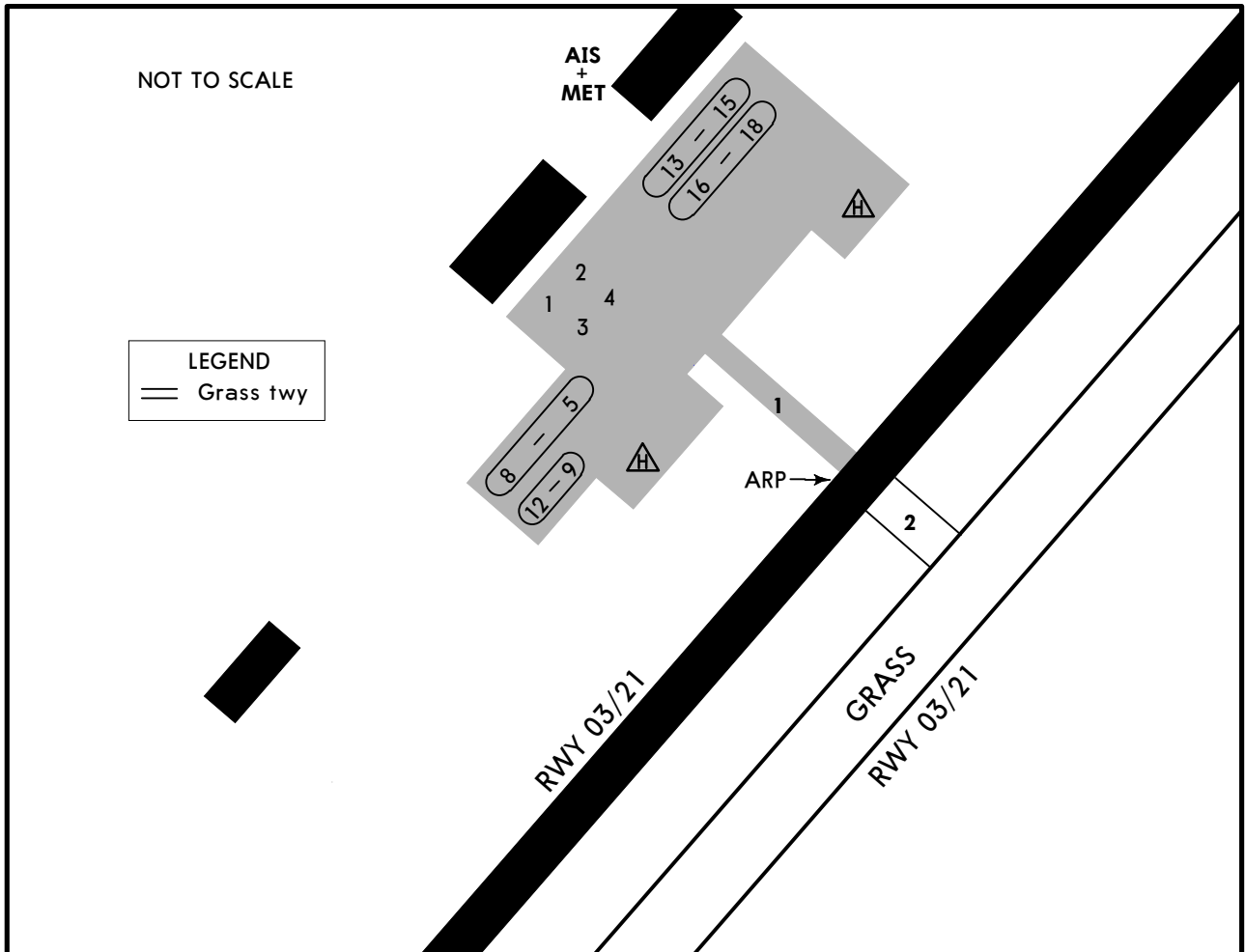
|   | AIR CARRIER (JAA)<br>All Rwys |               |
|---|-------------------------------|---------------|
|   | DAY                           | NIGHT         |
|   | RL                            | RCLM          |
| A |                               | RL            |
| B | 400m <b>I</b>                 | 400m <b>I</b> |
| 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, V<sub>2</sub> + 10 KT.
- from 1890'(1480') thru 3370'(2960'): Climbing at V<sub>2</sub> + 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                   |
|-----------------|----------------|---------------------|---------------------|---------------------|---------------------|
| <b>03</b>       | 2 NDB ❶        | <b>750'</b> (369')  | <b>750'</b> (369')  | <b>750'</b> (369')  | <b>750'</b> (369')  |
|                 |                | <b>1000m</b>        | <b>1000m</b>        | <b>1000m</b>        | <b>1400m</b>        |
|                 | <i>ALS out</i> | 1500m               | 1500m               | 1700m               | 1700m               |
|                 | NDB ❶ ❷        | <b>1270'</b> (889') | <b>1270'</b> (889') | <b>1270'</b> (889') | <b>1270'</b> (889') |
|                 |                | <b>1500m</b>        | <b>1500m</b>        | <b>2400m</b>        | <b>2400m</b>        |
|                 | NDB ❸          | <b>1270'</b> (889') | <b>1270'</b> (889') | <b>1270'</b> (889') | <b>1270'</b> (889') |
|                 |                | <b>3500m</b>        | <b>3500m</b>        | <b>3700m</b>        | <b>3700m</b>        |
|                 | <i>ALS out</i> | 4200m               | 4200m               | 4400m               | 4400m               |
| <b>21</b>       | ILS            | <b>610'</b> (200')  | <b>610'</b> (200')  | <b>640'</b> (230')  | <b>640'</b> (230')  |
|                 |                | <b>800m</b>         | <b>800m</b>         | <b>900m</b>         | <b>900m</b>         |
|                 | <i>ALS out</i> | 1200m               | 1200m               | 1200m               | 1200m               |
|                 | LOC            | NOT AUTH            | NOT AUTH            | NOT AUTH            | NOT AUTH            |
|                 | 2 NDB ❶        | <b>810'</b> (400')  | <b>810'</b> (400')  | <b>810'</b> (400')  | <b>810'</b> (400')  |
|                 |                | <b>1100m</b>        | <b>1100m</b>        | <b>1100m</b>        | <b>1400m</b>        |
|                 | <i>ALS out</i> | 1500m               | 1500m               | 1800m               | 1800m               |
|                 | NDB ❶ ❷        | <b>840'</b> (430')  | <b>840'</b> (430')  | <b>840'</b> (430')  | <b>840'</b> (430')  |
|                 |                | <b>1300m</b>        | <b>1300m</b>        | <b>1300m</b>        | <b>1400m</b>        |
|                 | <i>ALS out</i> | 1500m               | 1500m               | 2000m               | 2000m               |
|                 | NDB ❸          | <b>840'</b> (430')  | <b>840'</b> (430')  | <b>840'</b> (430')  | <b>840'</b> (430')  |
|                 |                | <b>1500m</b>        | <b>1500m</b>        | <b>2200m</b>        | <b>2200m</b>        |
|                 | <i>ALS out</i> | 1700m               | 1700m               | 2400m               | 2400m               |

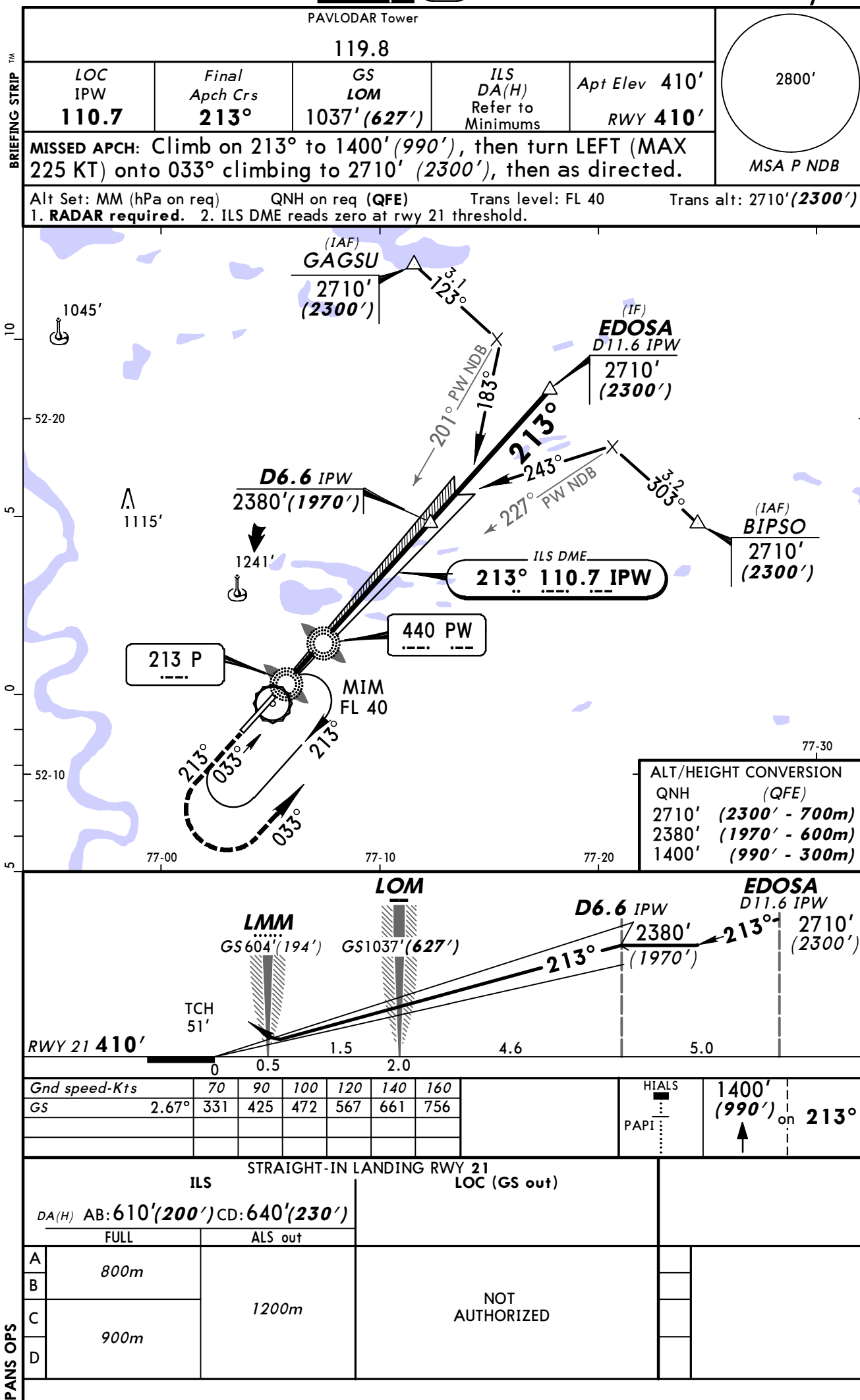
❶ Continuous Descent Final Approach.

❷ with FMS.

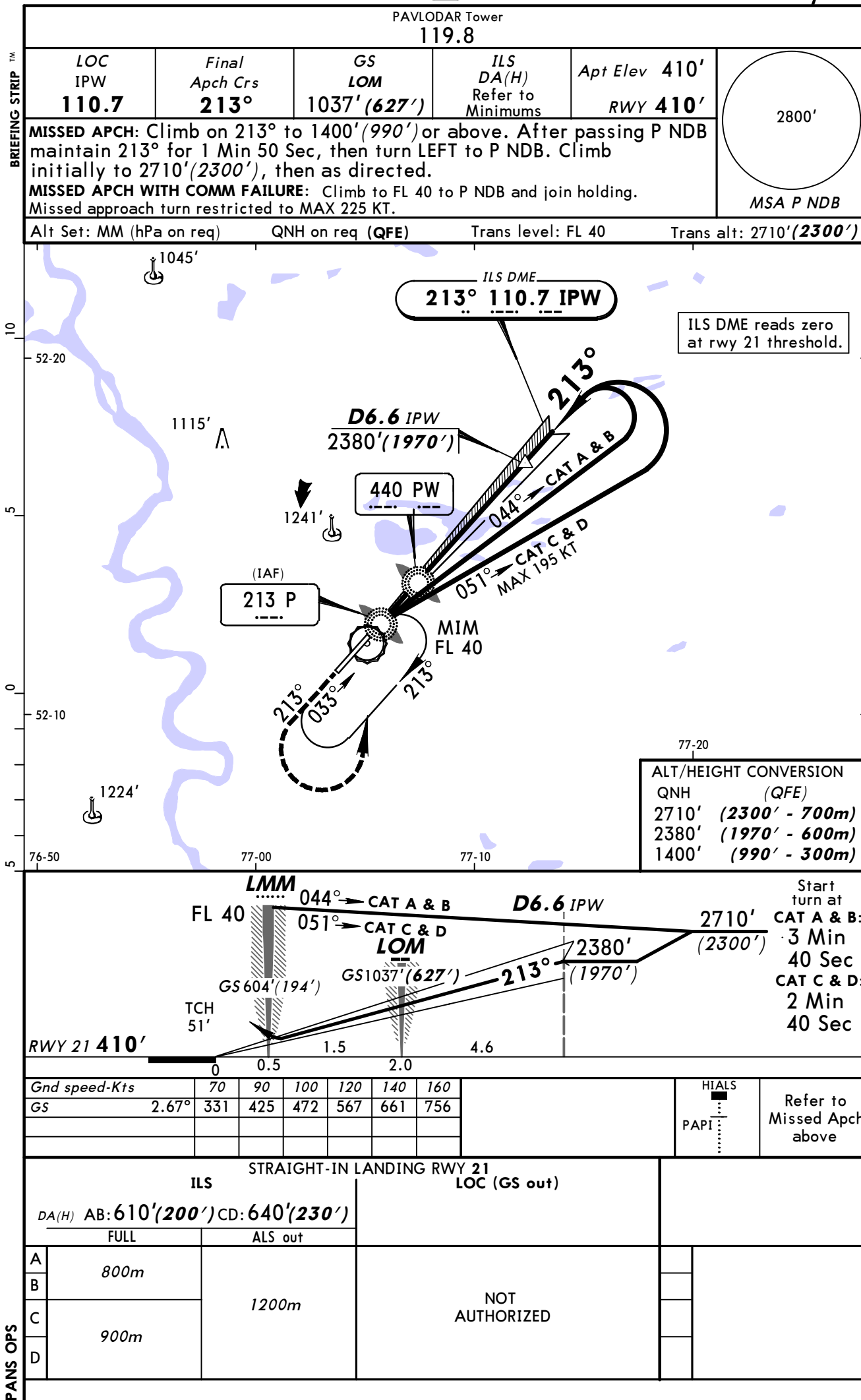
❸ w/o FMS.

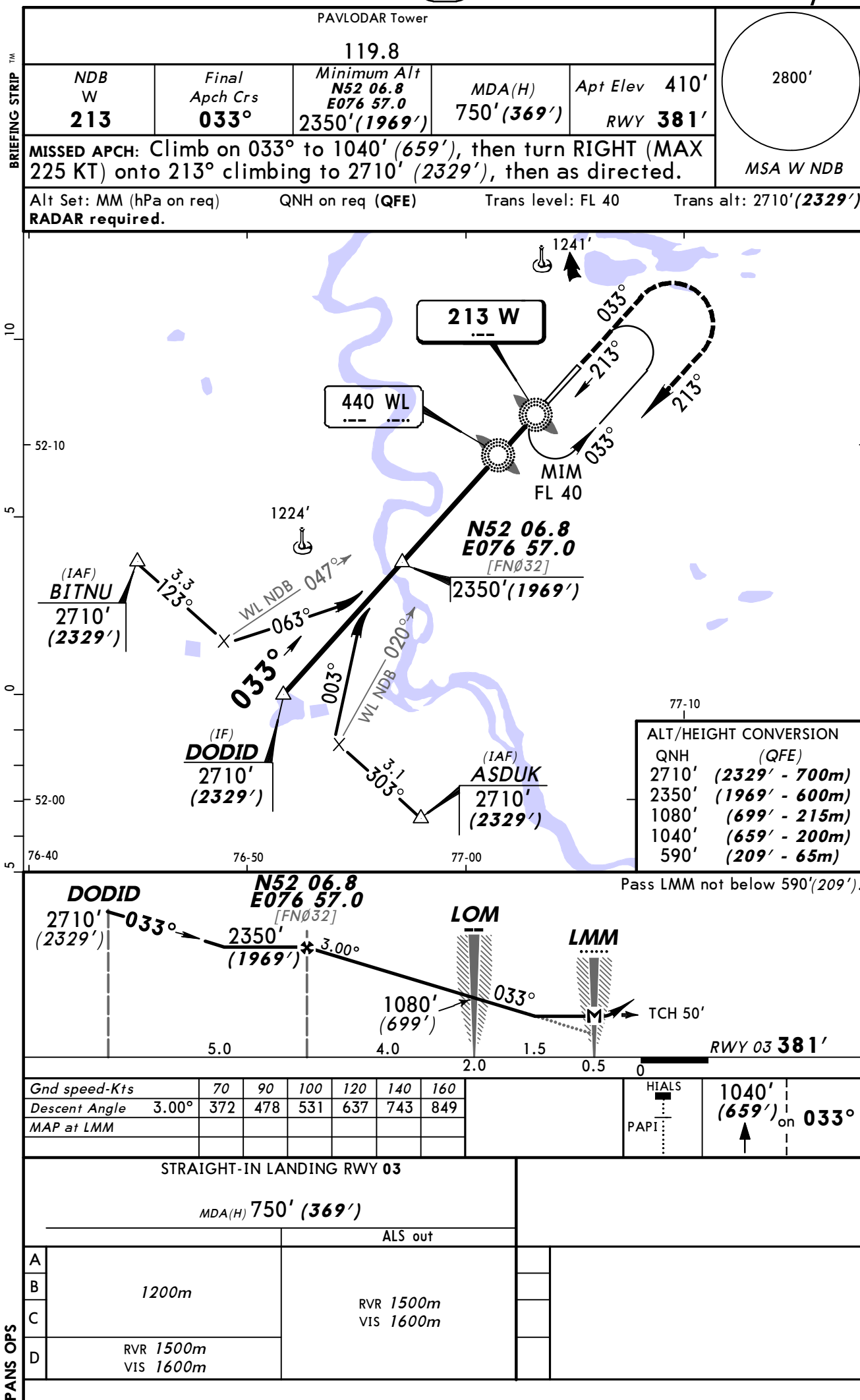
**TAKE-OFF RWY 03, 21**

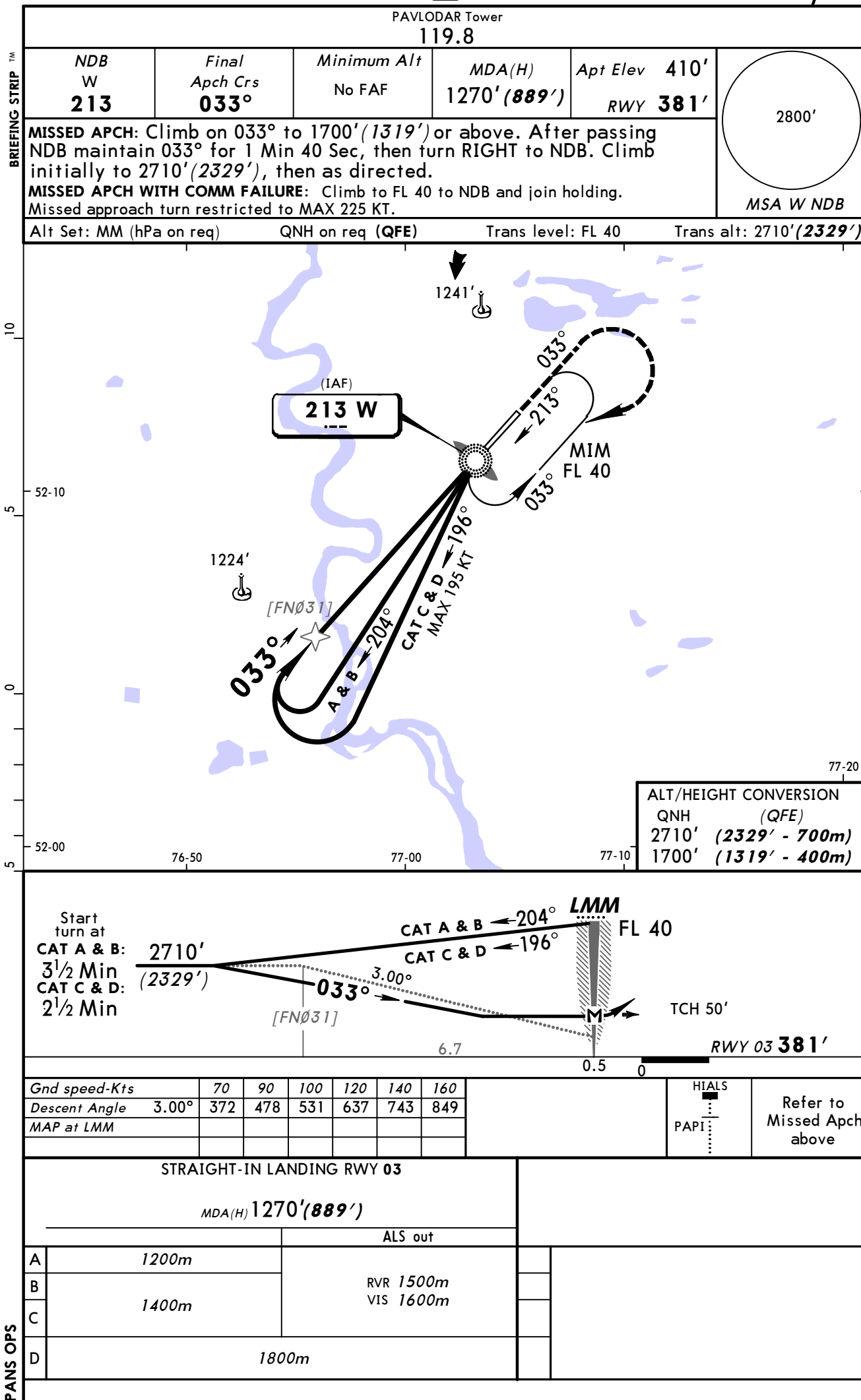
|   | DAY                        |             |             | NIGHT                      |             |
|---|----------------------------|-------------|-------------|----------------------------|-------------|
|   | LVP must be in Force<br>RL | RCLM or RL  | NIL         | LVP must be in Force<br>RL | RL          |
| A | <b>300m</b>                | <b>400m</b> | <b>500m</b> | <b>300m</b>                | <b>400m</b> |
| B |                            |             |             |                            |             |
| C |                            |             |             | <b>400m</b>                |             |
| D |                            |             |             |                            |             |

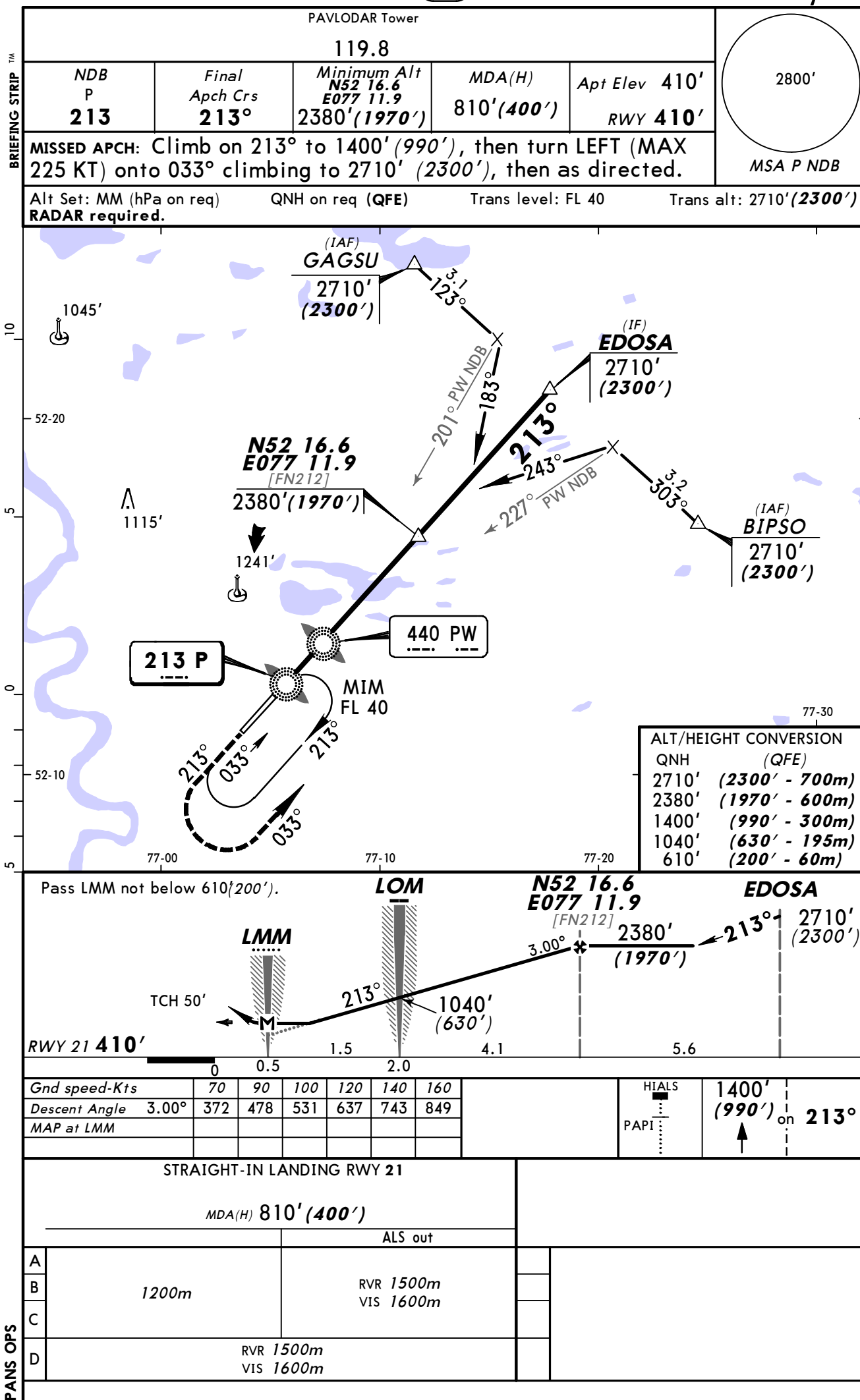


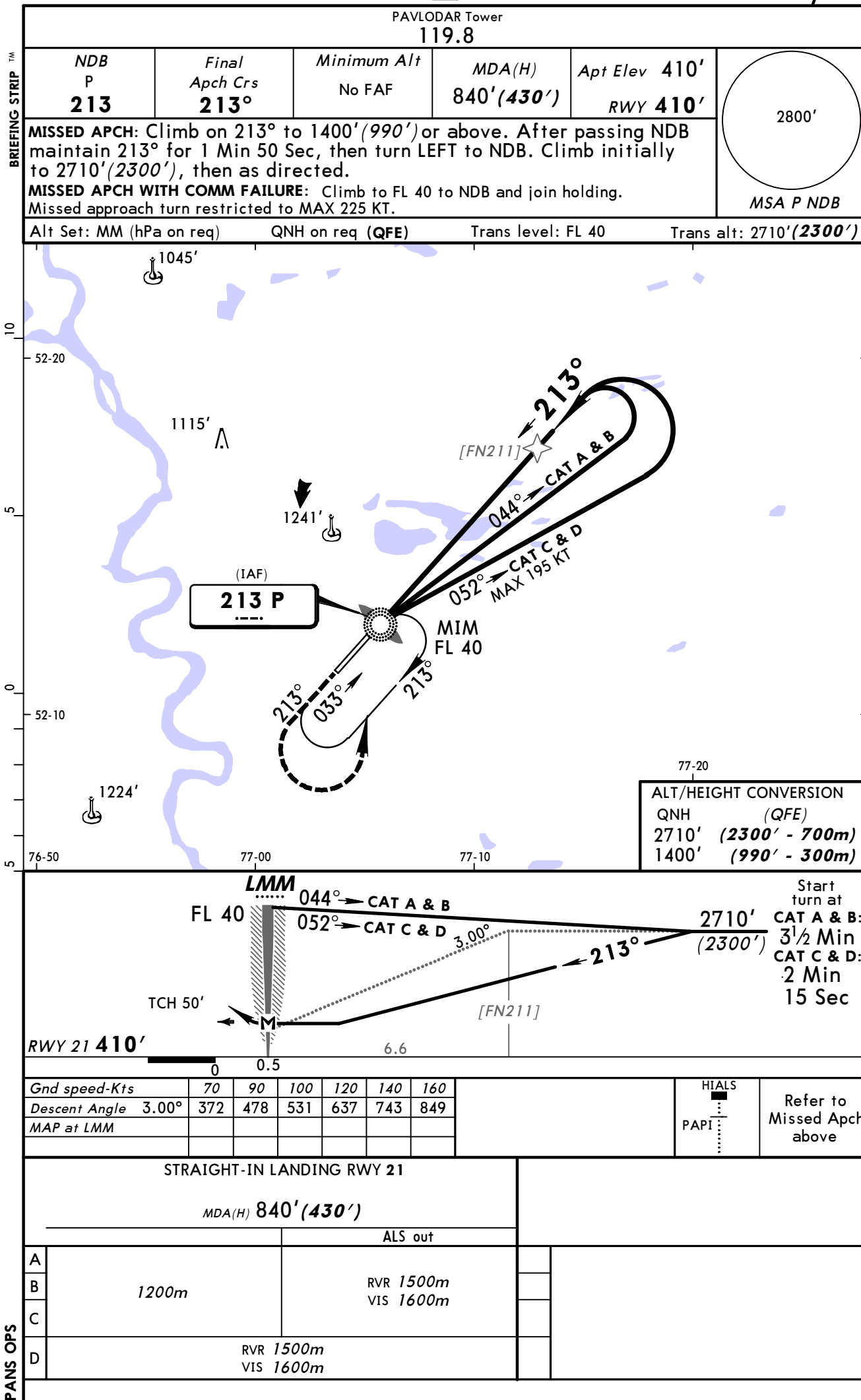


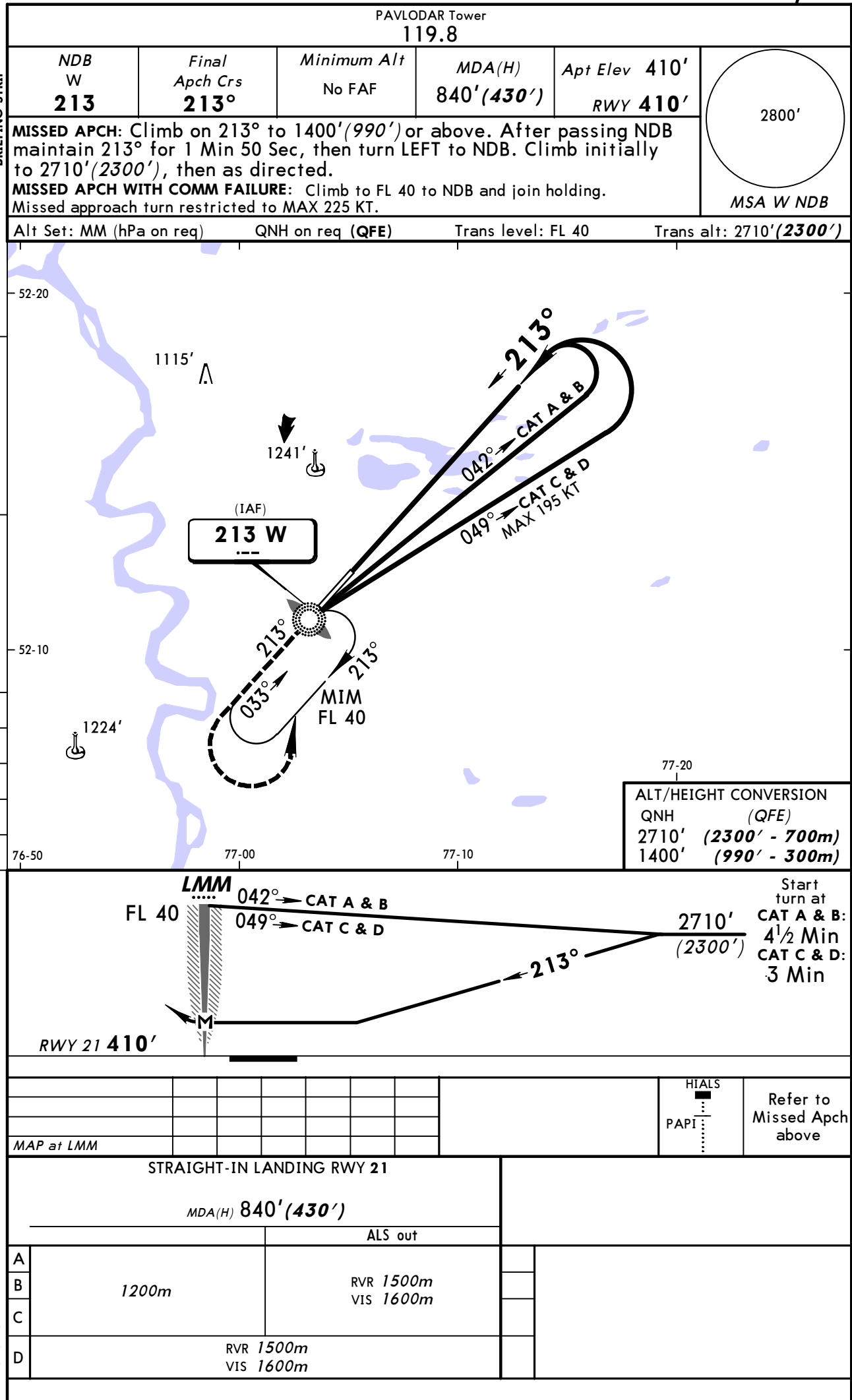












**PAVLODAR, (PAVLODAR - UASP)**

## **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).