

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UASP

Terminal Charts For UASP

Revision Letter For Cycle 23-2013

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: 0208 Z
Sunset: 1104 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

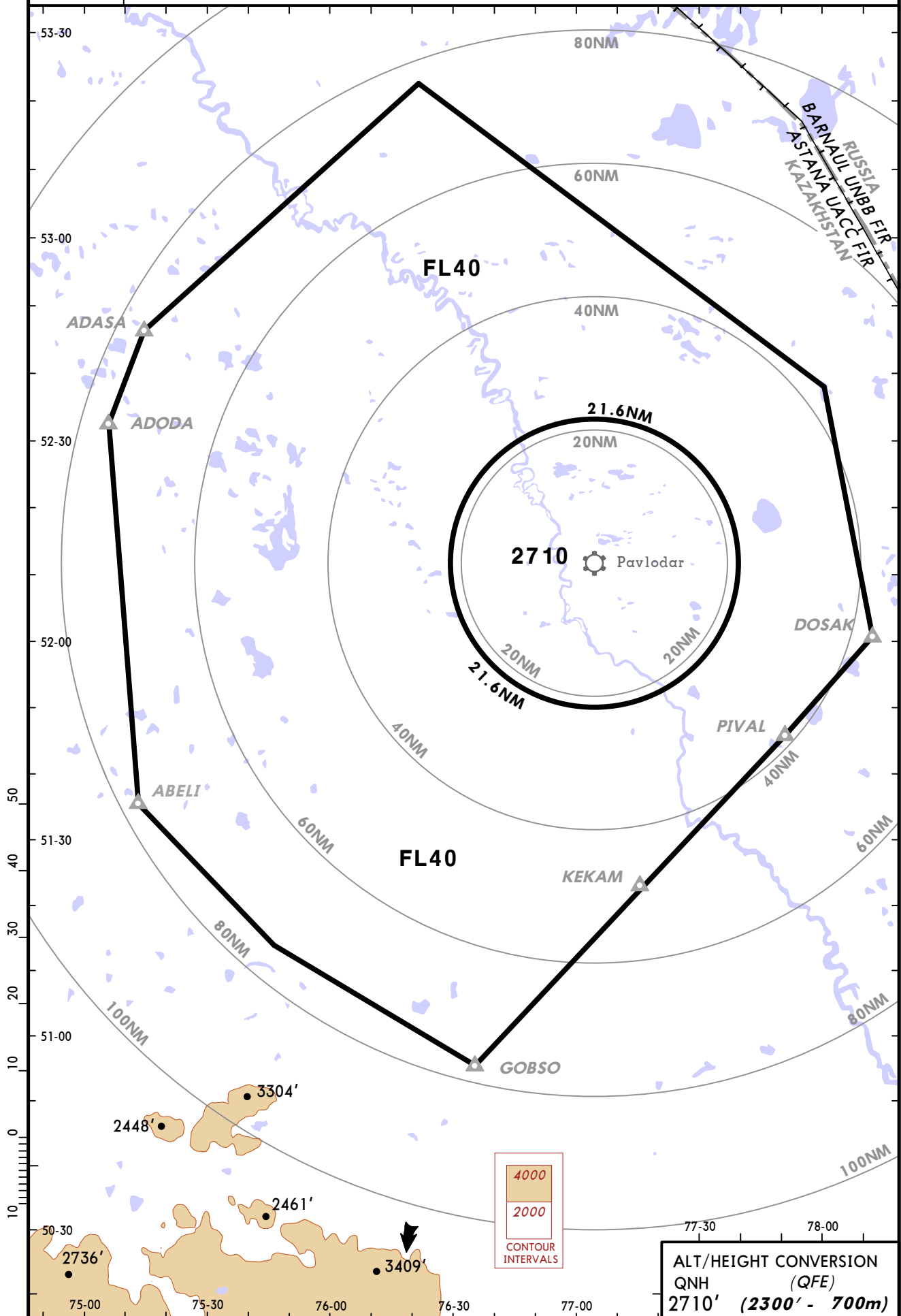
Apt Elev
410'

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.

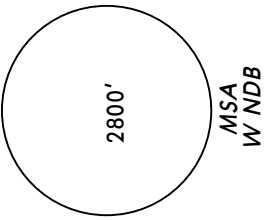


CHANGES: Sectors & altitudes revised; trans level.

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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.

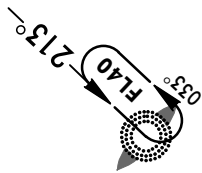


ADASA 2A [ADAS2A]
ADODA 2A [ADOD2A]
DOSAK 2A [DOSAK2A]
RWY 03 ARRIVALS

DOSAK
N52 00.7 E078 12.2
At or above
FL40

Direct distance from W to:
Pavlodar Apt **1 NM**

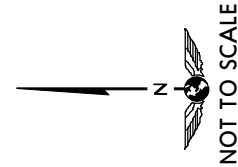
HOLDING OVER
W



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**

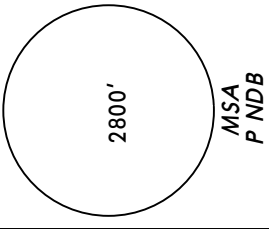


ALT/HEIGHT CONVERSION
QNH
2710' (**2329'** - 700m)

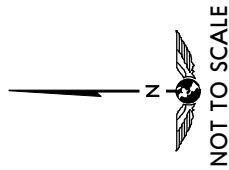
STAR	ROUTING
ADASA 2A	On 108° bearing to W.
ADODA 2A	On 097° bearing to W.
DOSAK 2A	On 275° bearing to W.

Apt Elev
410'

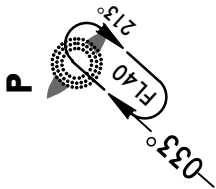
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2710' (2300')
Crossing altitudes at airway exit points by ATC.



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

At or above
FL40

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

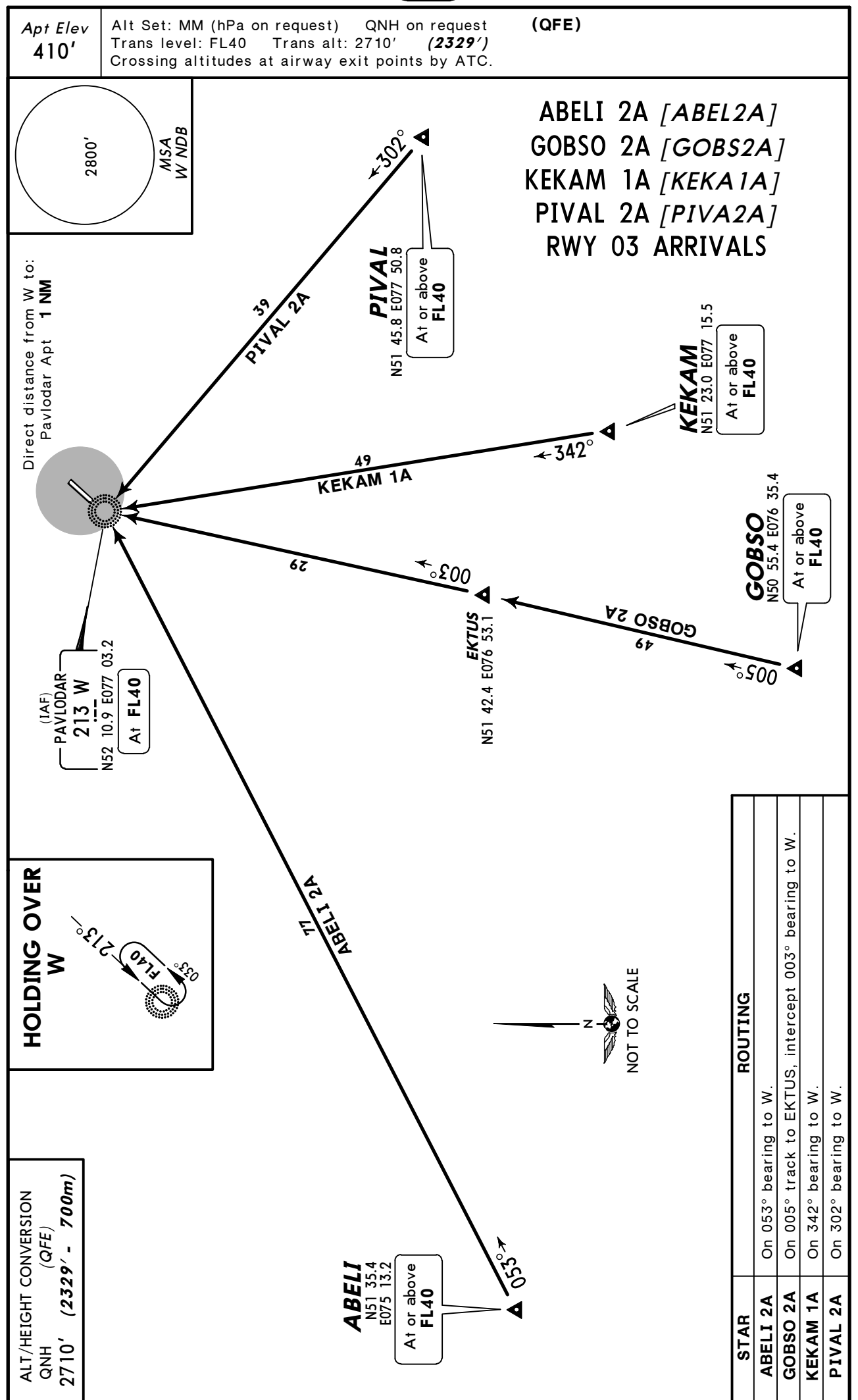
ADODA
N52 32.5 E075 05.9
At or above
FL40

At or above
FL40

DOSAK
N52 00.7 E078 12.2
At or above
FL40

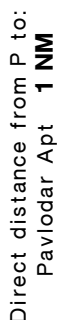
Direct distance from P to:
Pavlodar Apt 1 NM

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



(QFE)

MSA
P NDB



৯

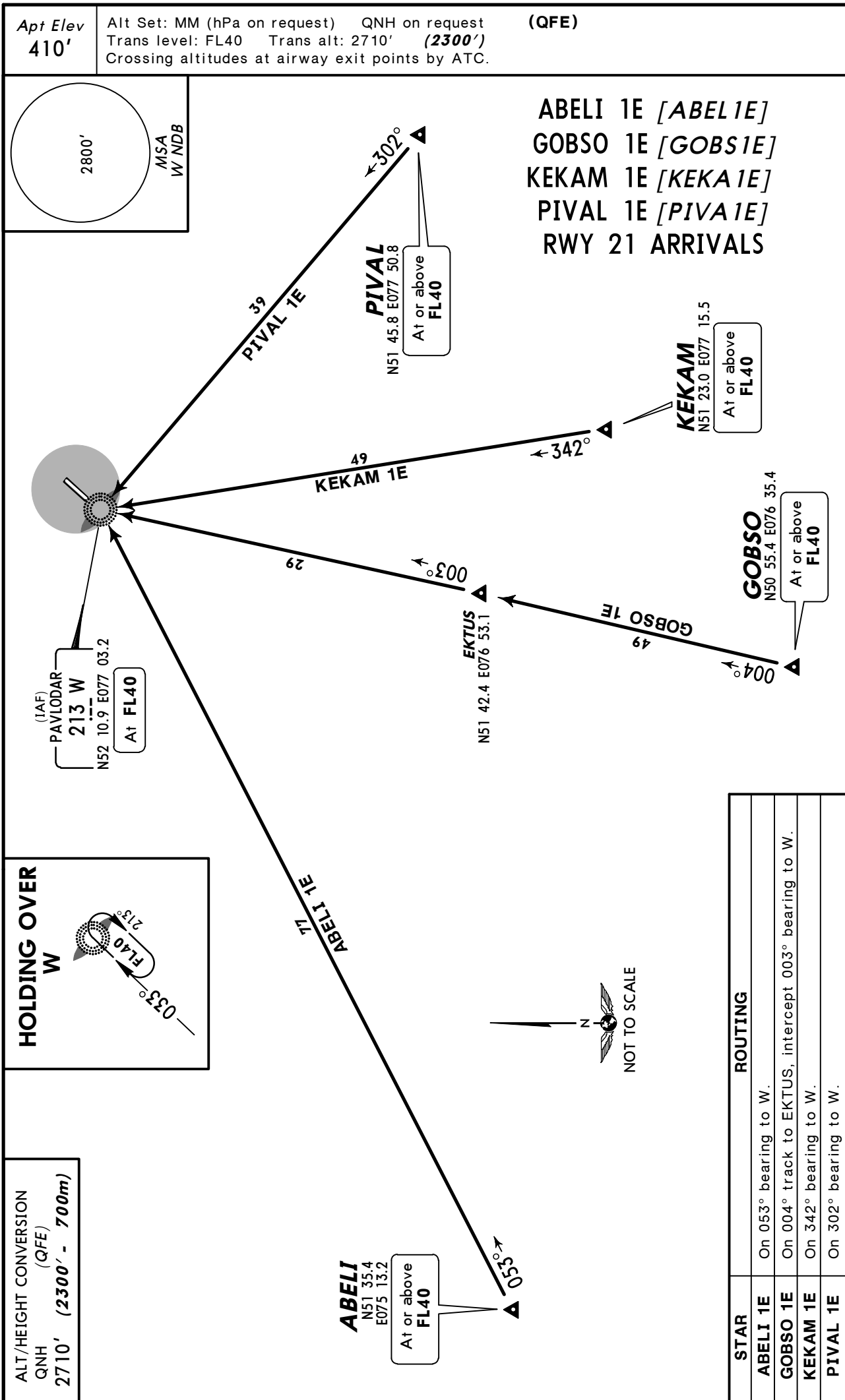
At or above

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

(QFE)

On 275° bearing to W.

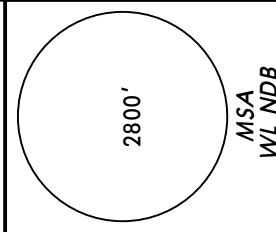
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Apt Elev
410'

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

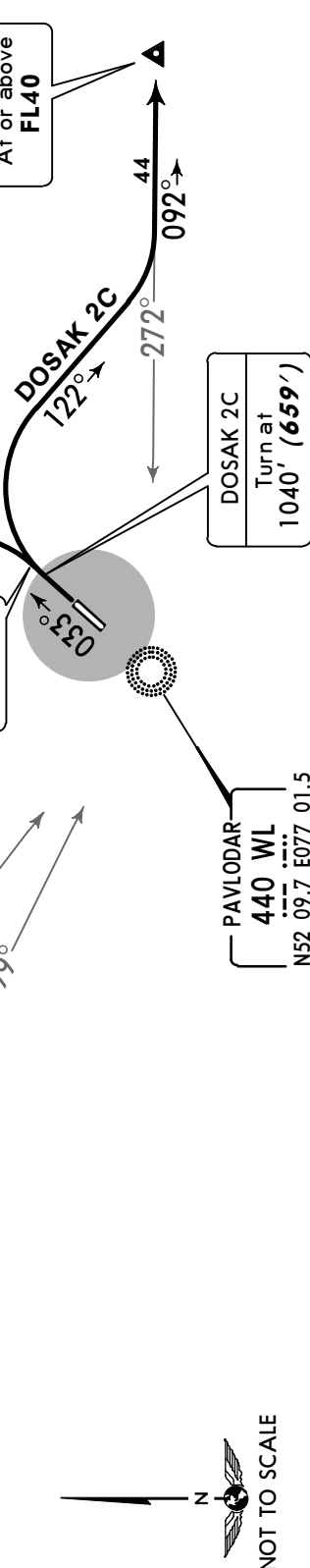
At or above
FL40

ADODA
N52 32.5 E075 05.9

At or above
FL40

DOSAK
N52 00.7 E078 12.2

At or above
FL40



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.

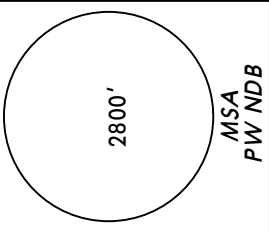


Apt Elev
410'

QNH on request (QFE)

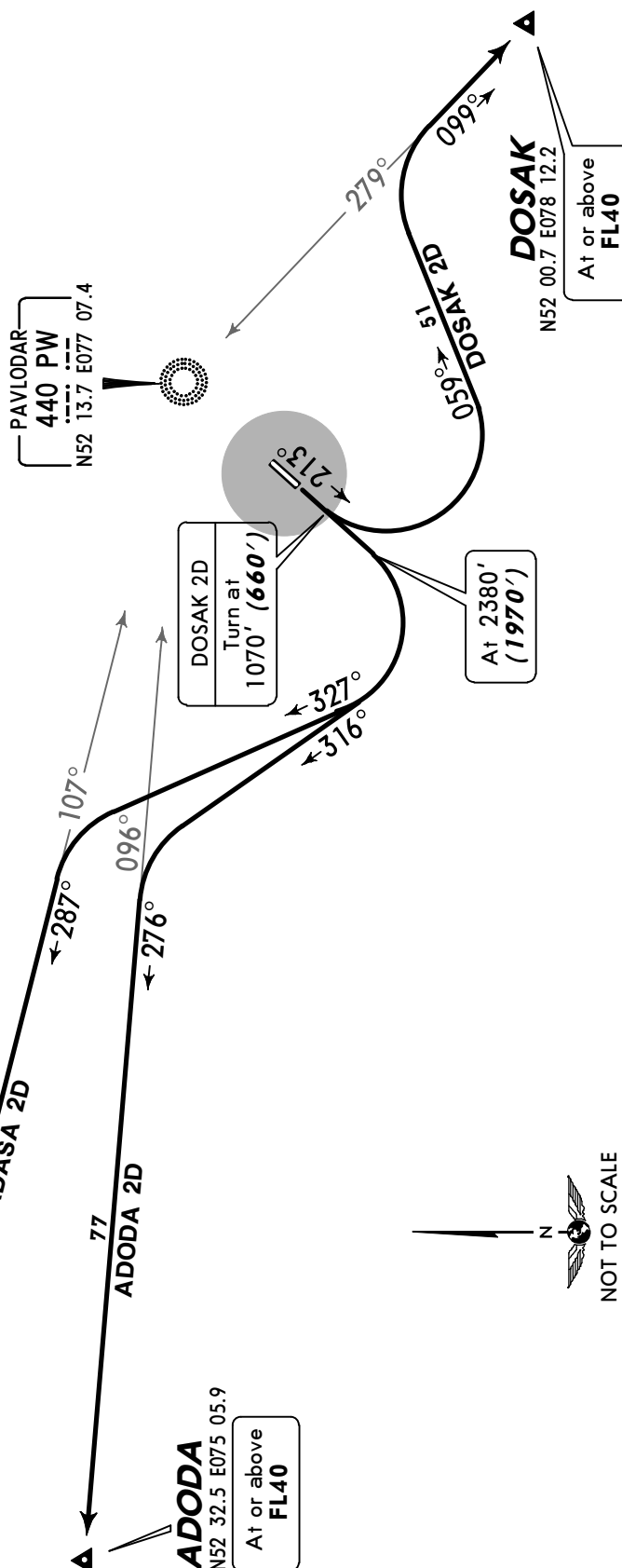
Trans level: FL40 Trans alt: 2710' (2300')

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

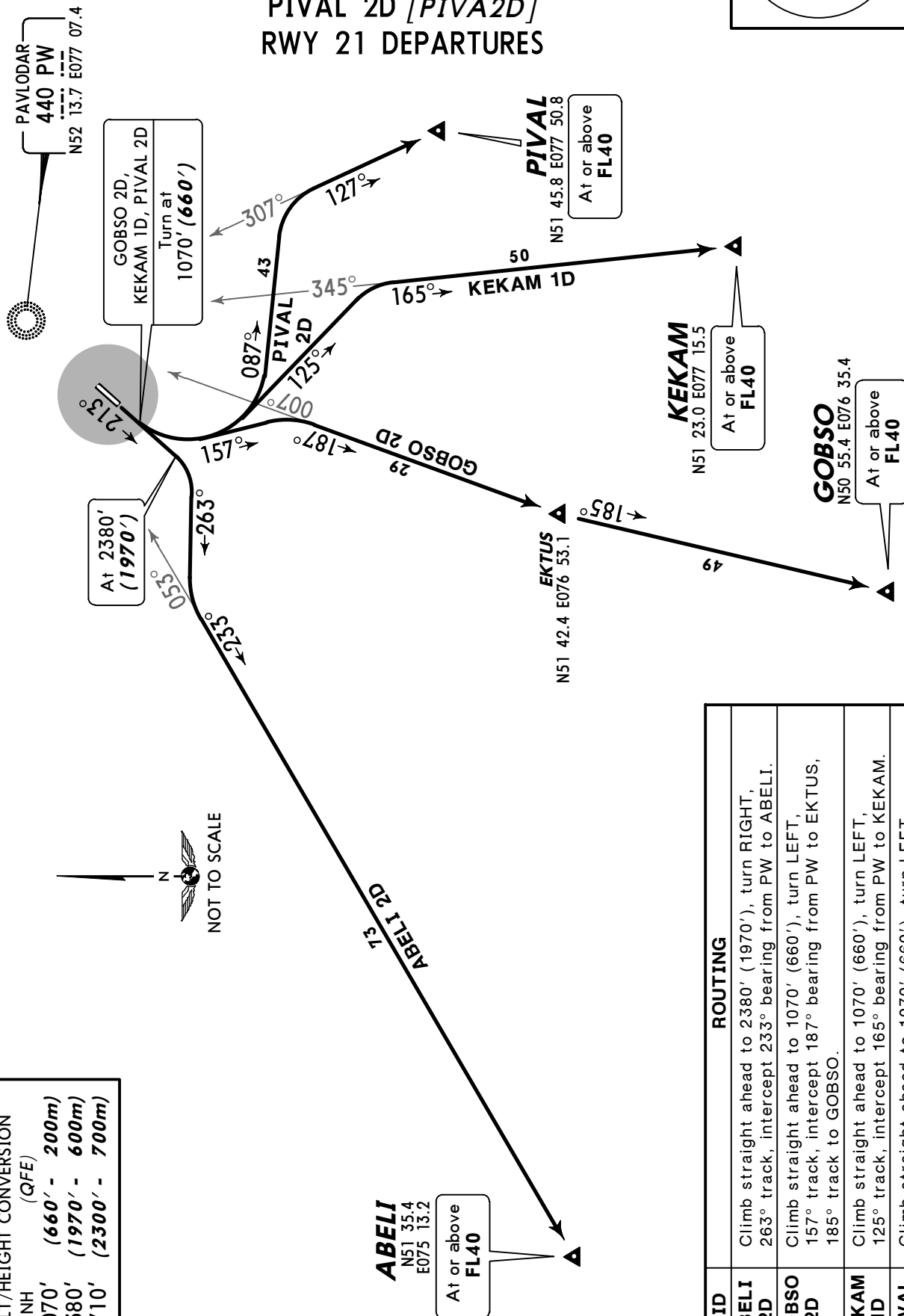
SID	ROUTING
ADASA 2D	Climb straight ahead to 2380' (1970'), turn RIGHT, 327° track, intercept 287° bearing from PW to ADASA.
ADODA 2D	Climb straight ahead to 2380' (1970'), turn RIGHT, 316° track, intercept 276° bearing from PW to ADODA.
DOSAK 2D	Climb straight ahead to 1070' (660'), turn LEFT, 059°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

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

ABELI 2D [*ABEL2D*]
GOBSO 2D [*GOBS2D*]
KEKAM 1D [*KEKA1D*]
PIVAL 2D [*PIVA2D*]
RWY 21 DEPARTURES

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.

ALT/HEIGHT CONVERSION
QNH (QFE)

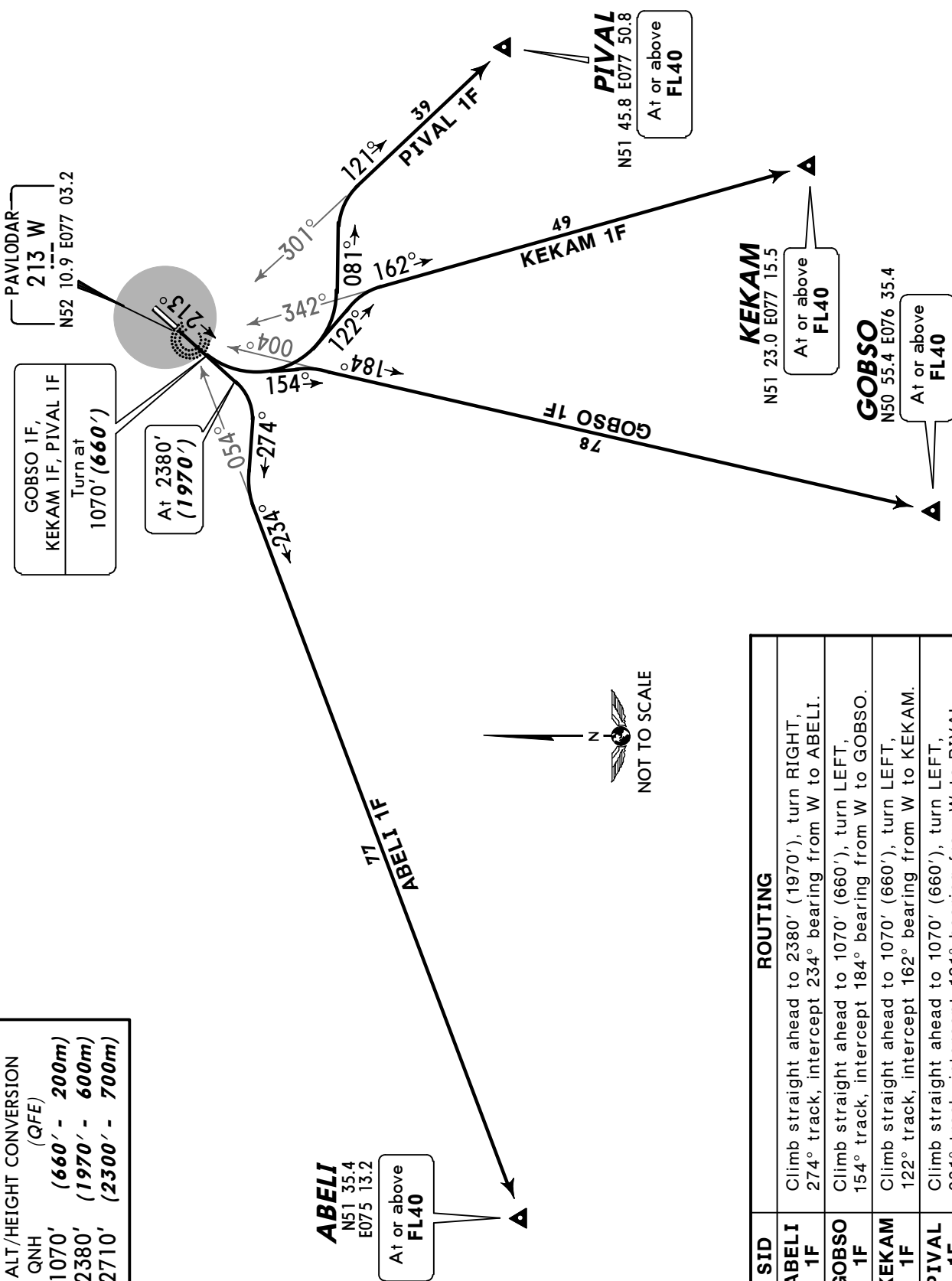
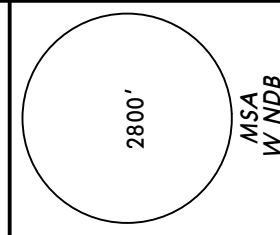
CHANGES: Trans level & crossings.

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Apt Elev
410'

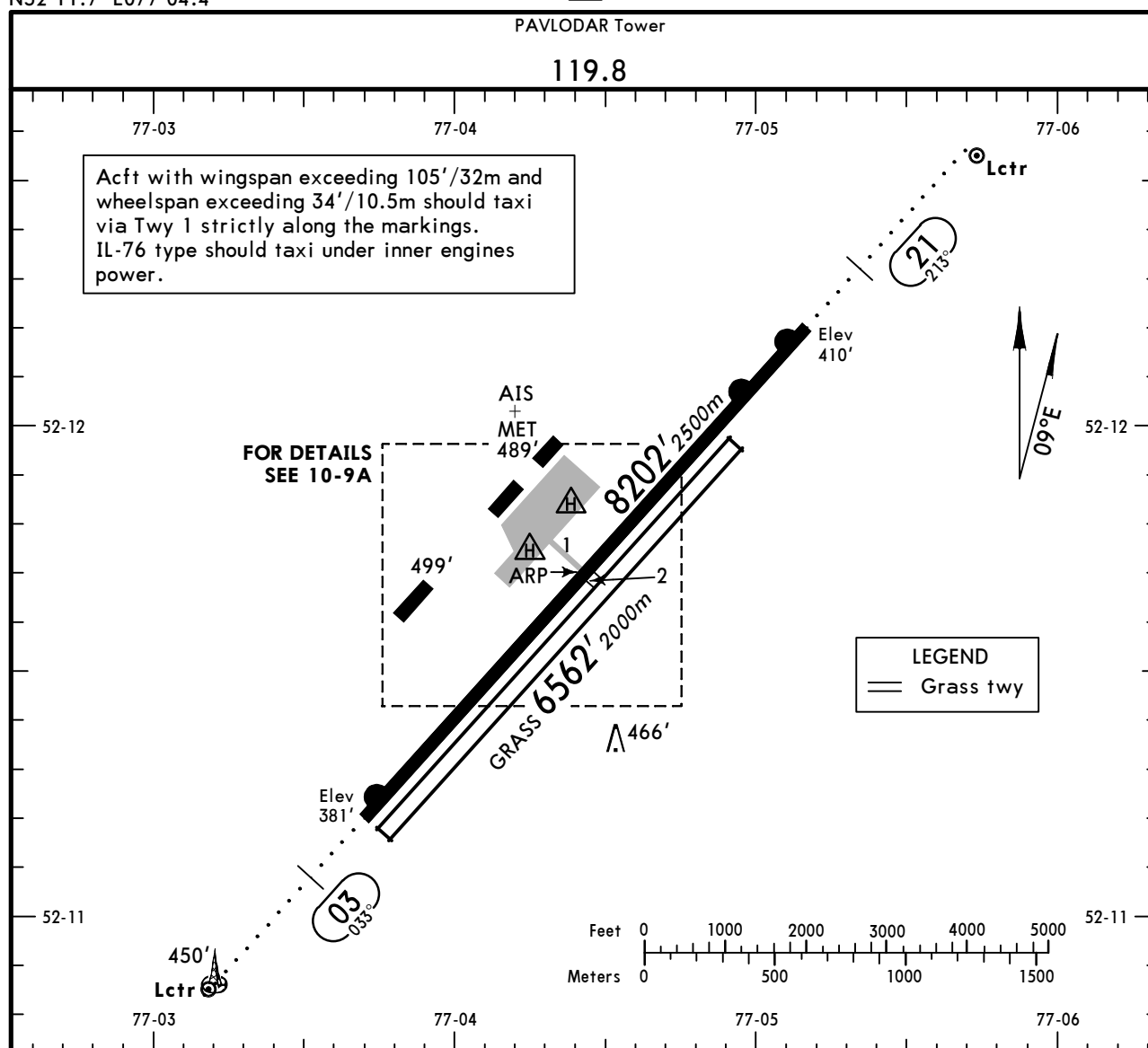
QNH on request (QFE)
Trans level: FL40 Trans alt: 2710' (2300')
Crossing altitudes at airway entry points by ATC.

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



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

SID	ROUTING
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		TAKE-OFF	WIDTH
						LANDING	BEYOND		
03	21	HIRL (60m) HIALS TDZ PAPI-L (2.67°)	RVR						148' 45m
03	21	Grass runway							246' 75m

TAKE-OFF

AIR CARRIER (JAA) All Rwy's

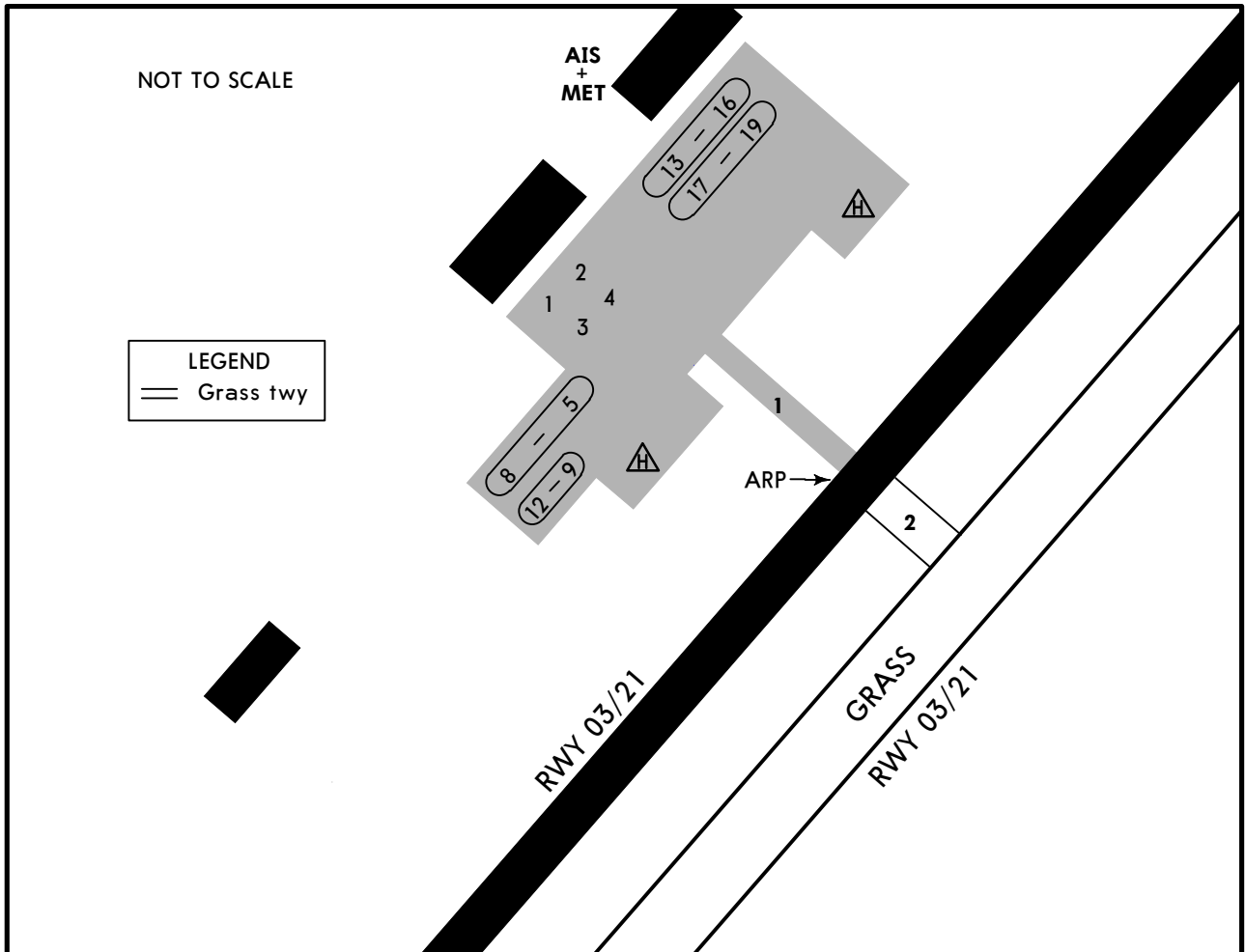
	DAY		NIGHT
	RL	RCLM	RL
A		400m I	400m I
B	400m I		
C		500m	400m
D			

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

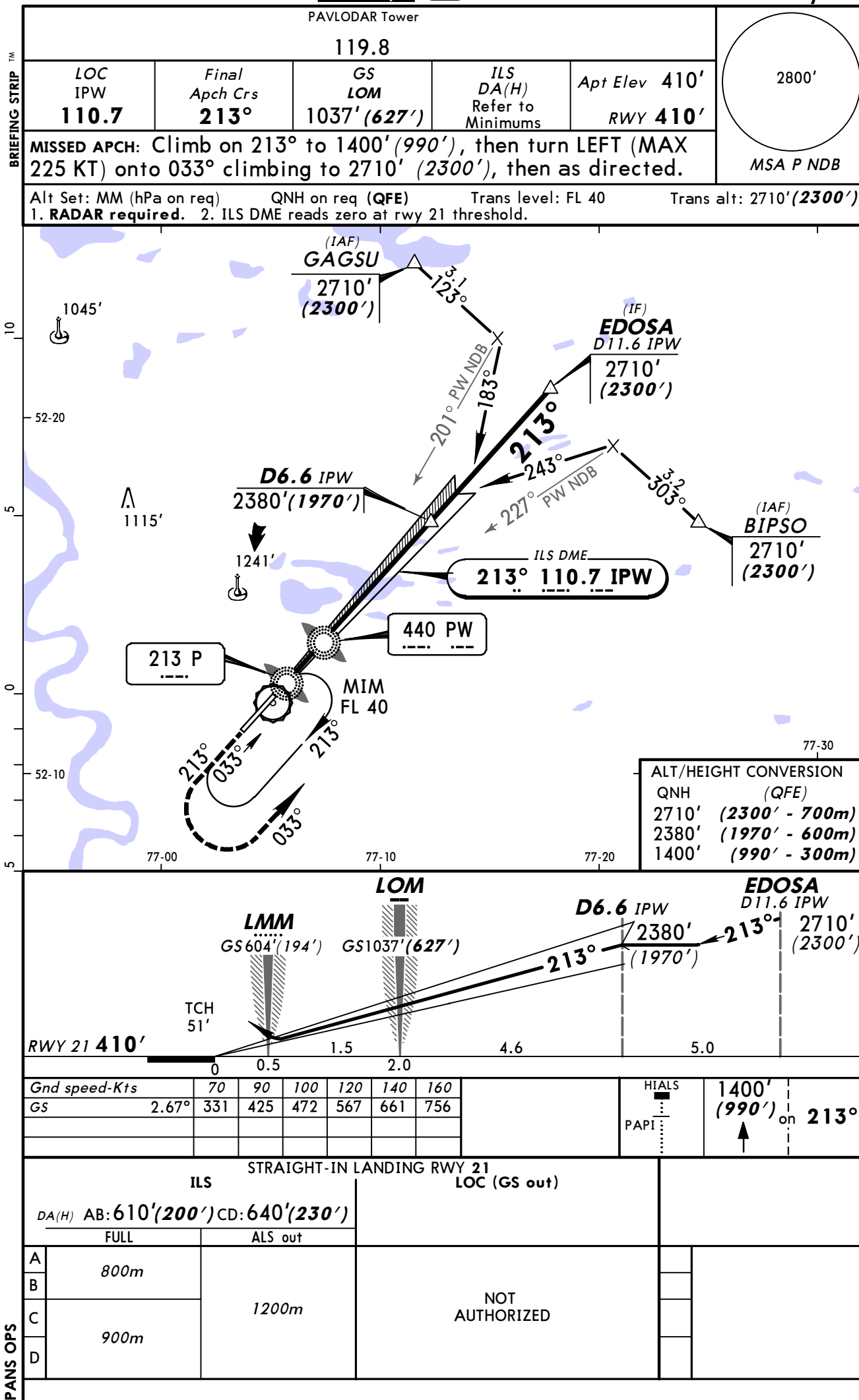
❶ Continuous Descent Final Approach.

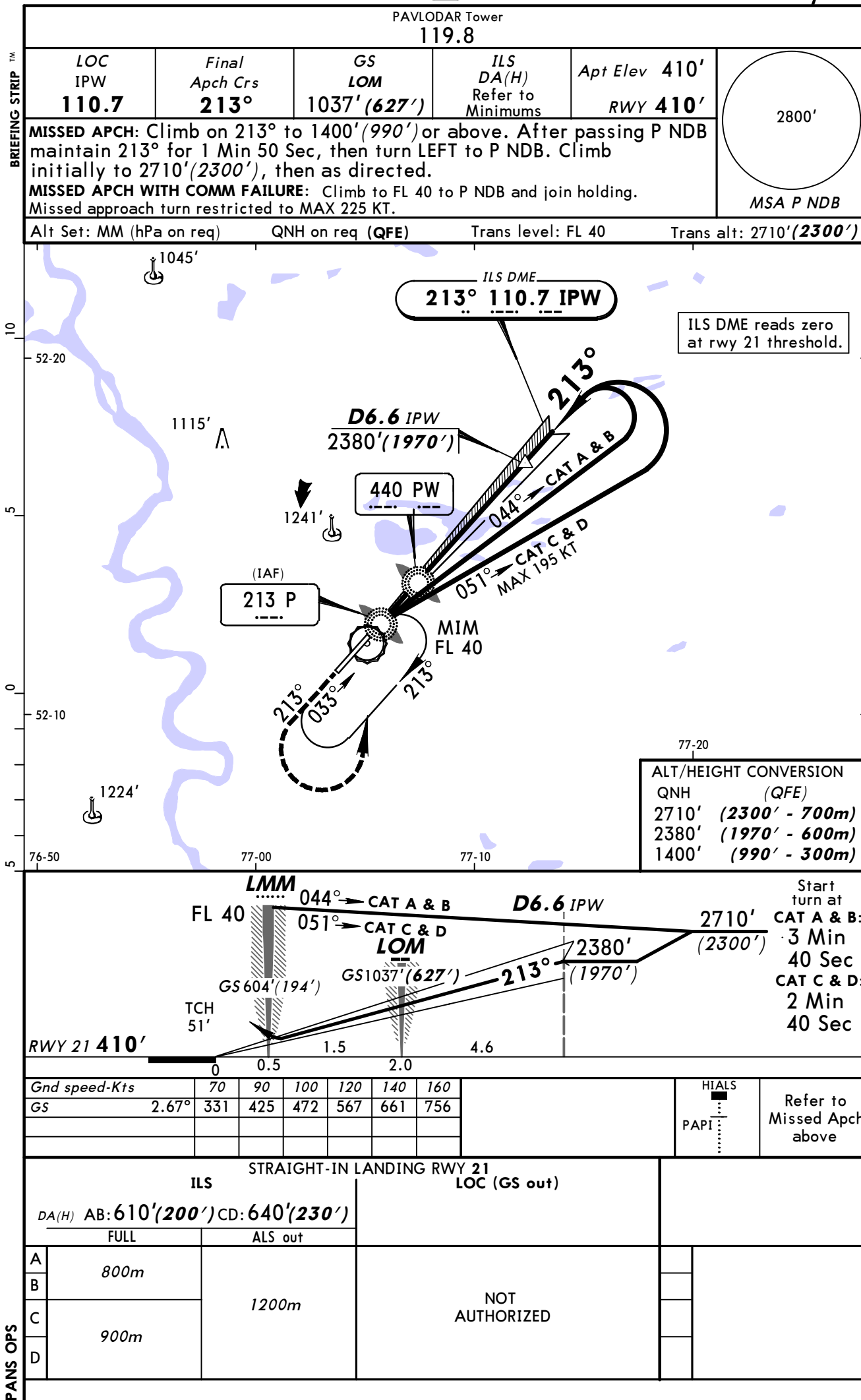
❷ with FMS.

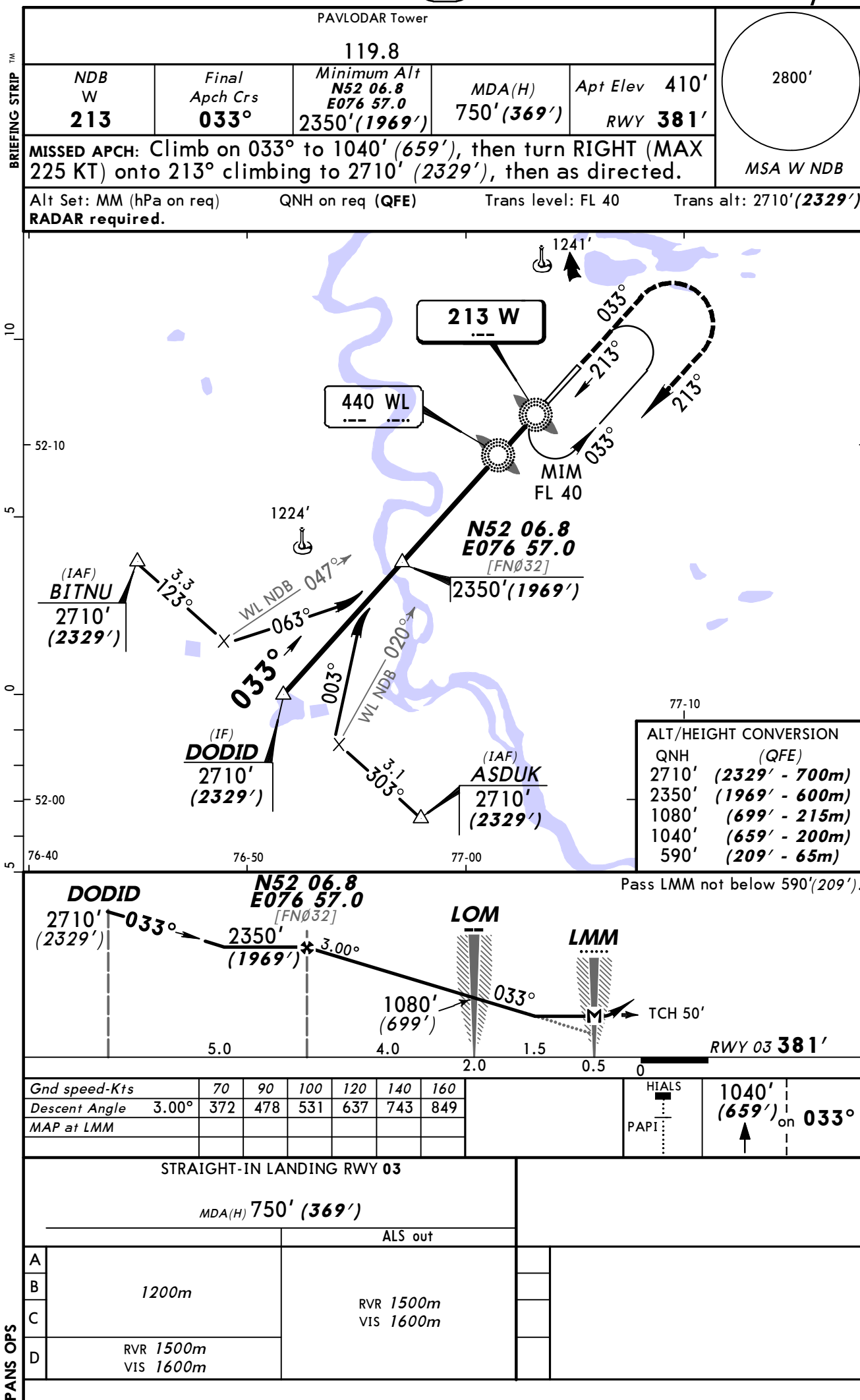
❸ w/o FMS.

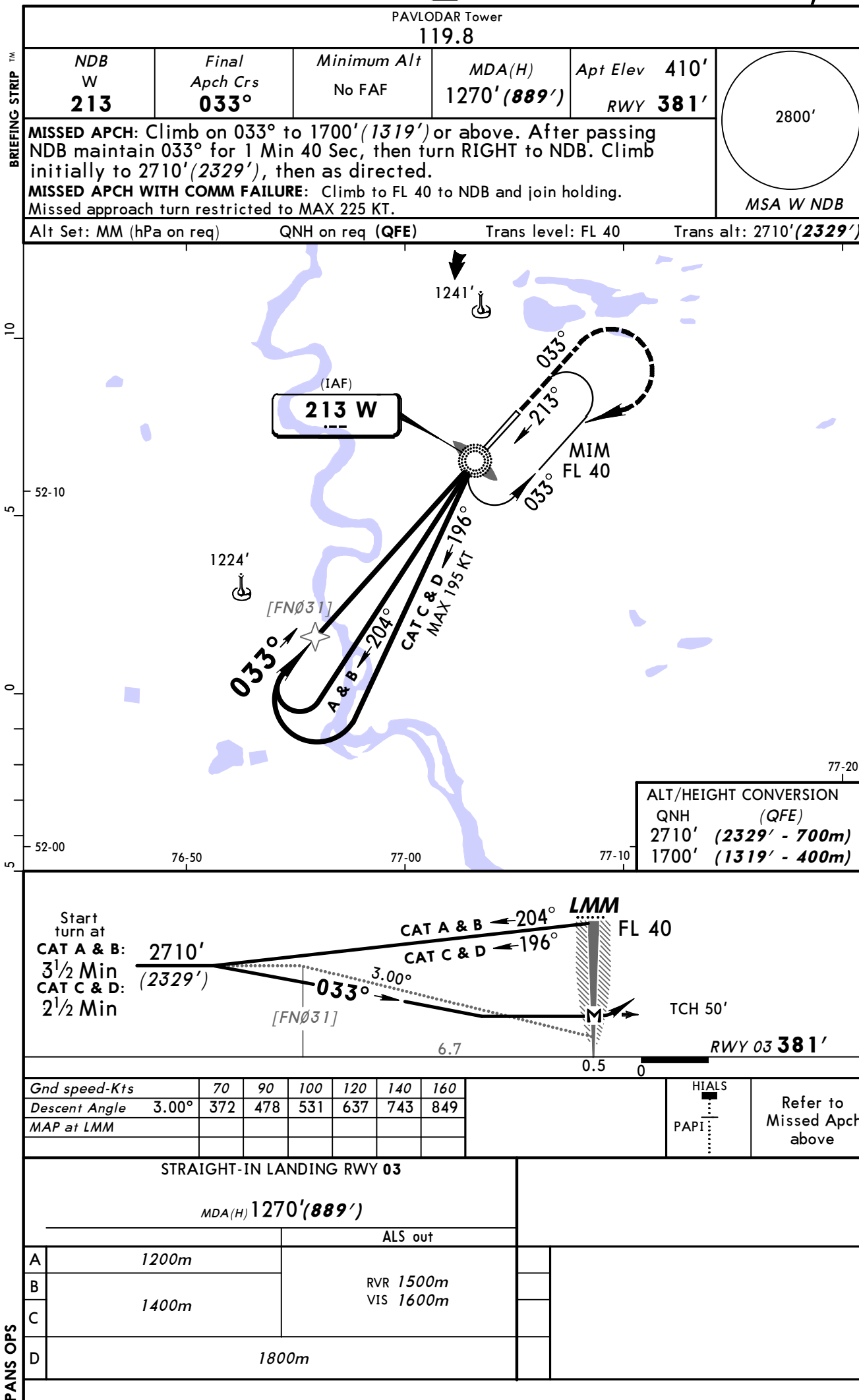
TAKE-OFF RWY 03, 21

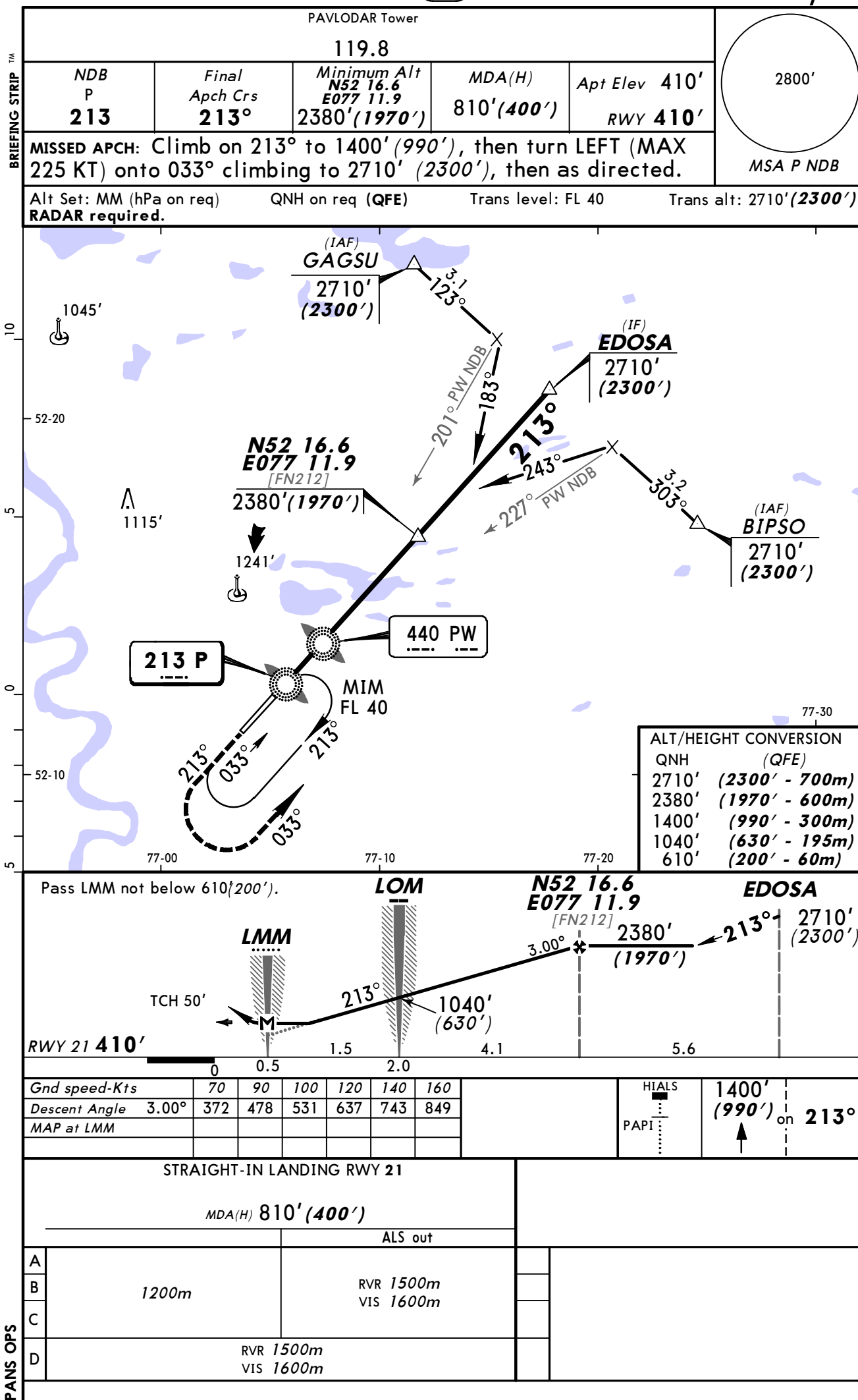
	DAY			NIGHT	
	LVP must be in Force RL	RCLM or RL	NIL	LVP must be in Force RL	RL
A	300m	400m	500m	300m	400m
B					
C				400m	
D					

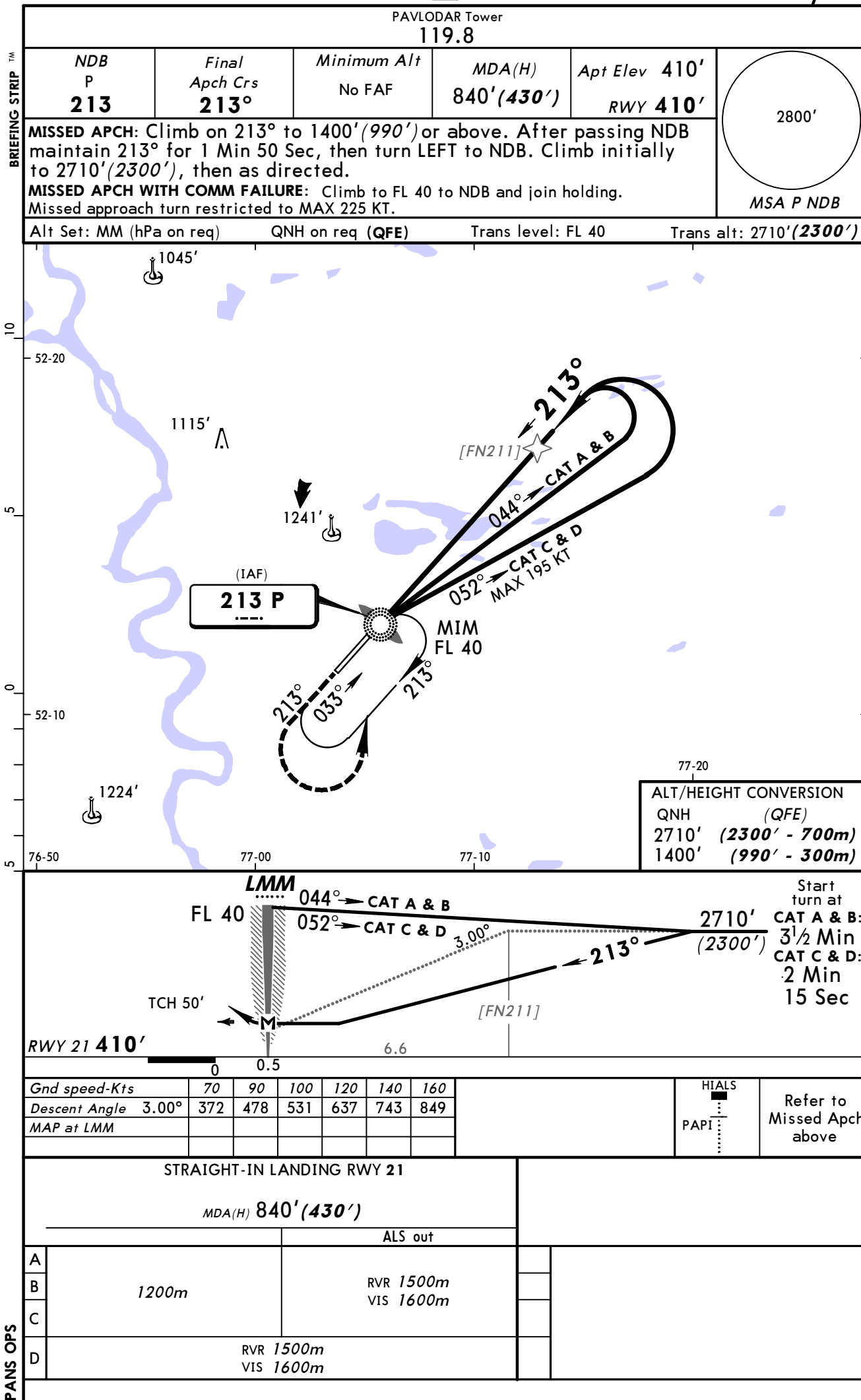


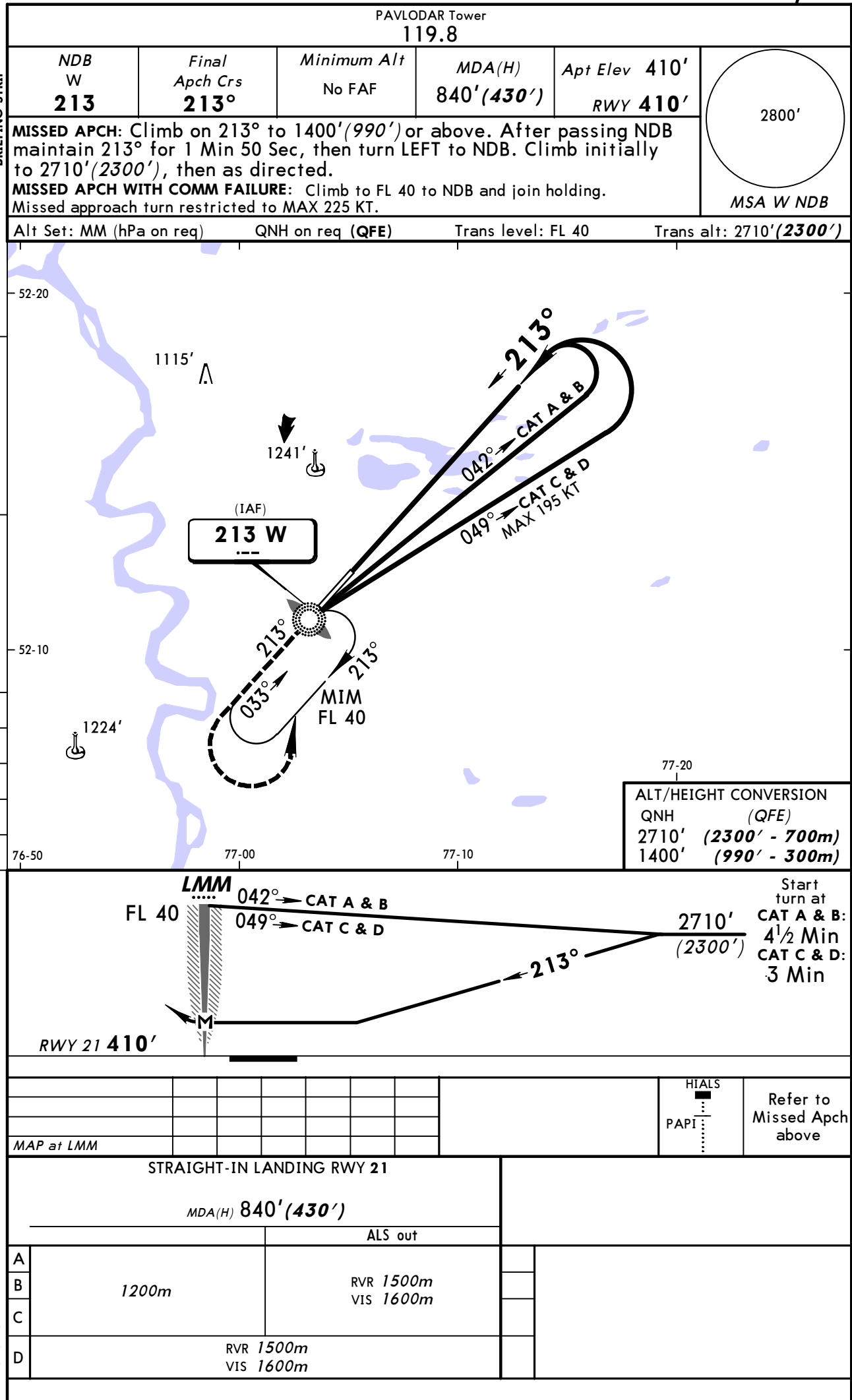












PAVLODAR, (PAVLODAR - UASP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UASP