

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UASP

Terminal Charts For UASP

Revision Letter For Cycle 01-2014

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: 0300 Z
Sunset: 1055 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

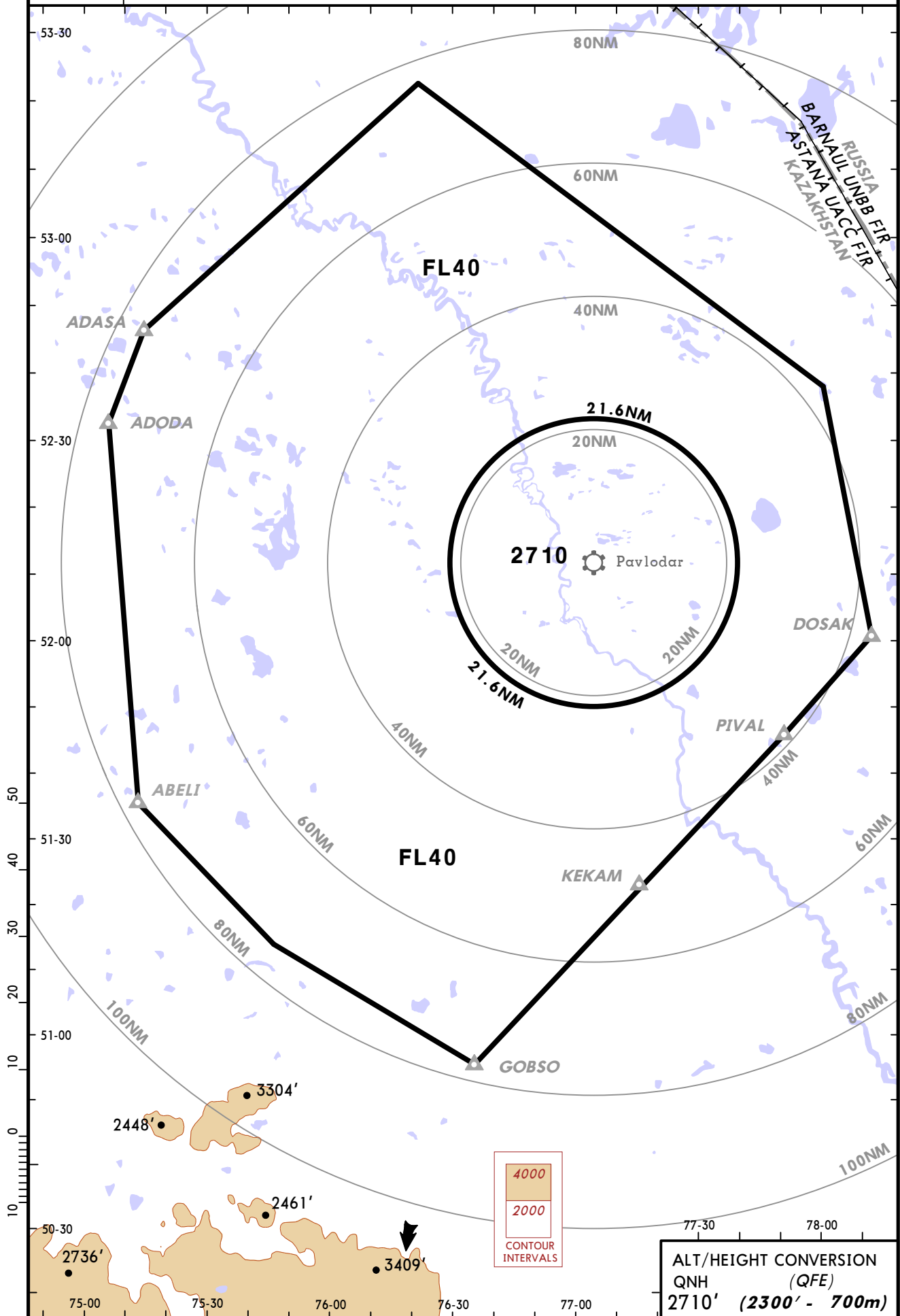
JEPPESEN PAVLODAR, KAZAKHSTAN
4 NOV 11 (10-1R) Eff 17 Nov RADAR MINIMUM ALTITUDES

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.



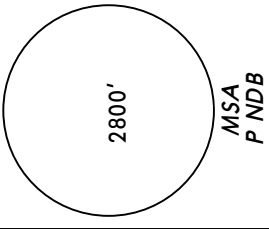
CHANGES: Sectors & altitudes revised; trans level.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

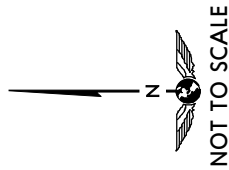
44
DOSAK 2A
← 275° Δ

Apt Elev
410'

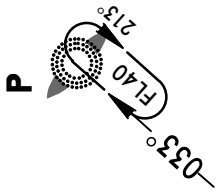
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2710' (2300')
Crossing altitudes at airway exit points by ATC.



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

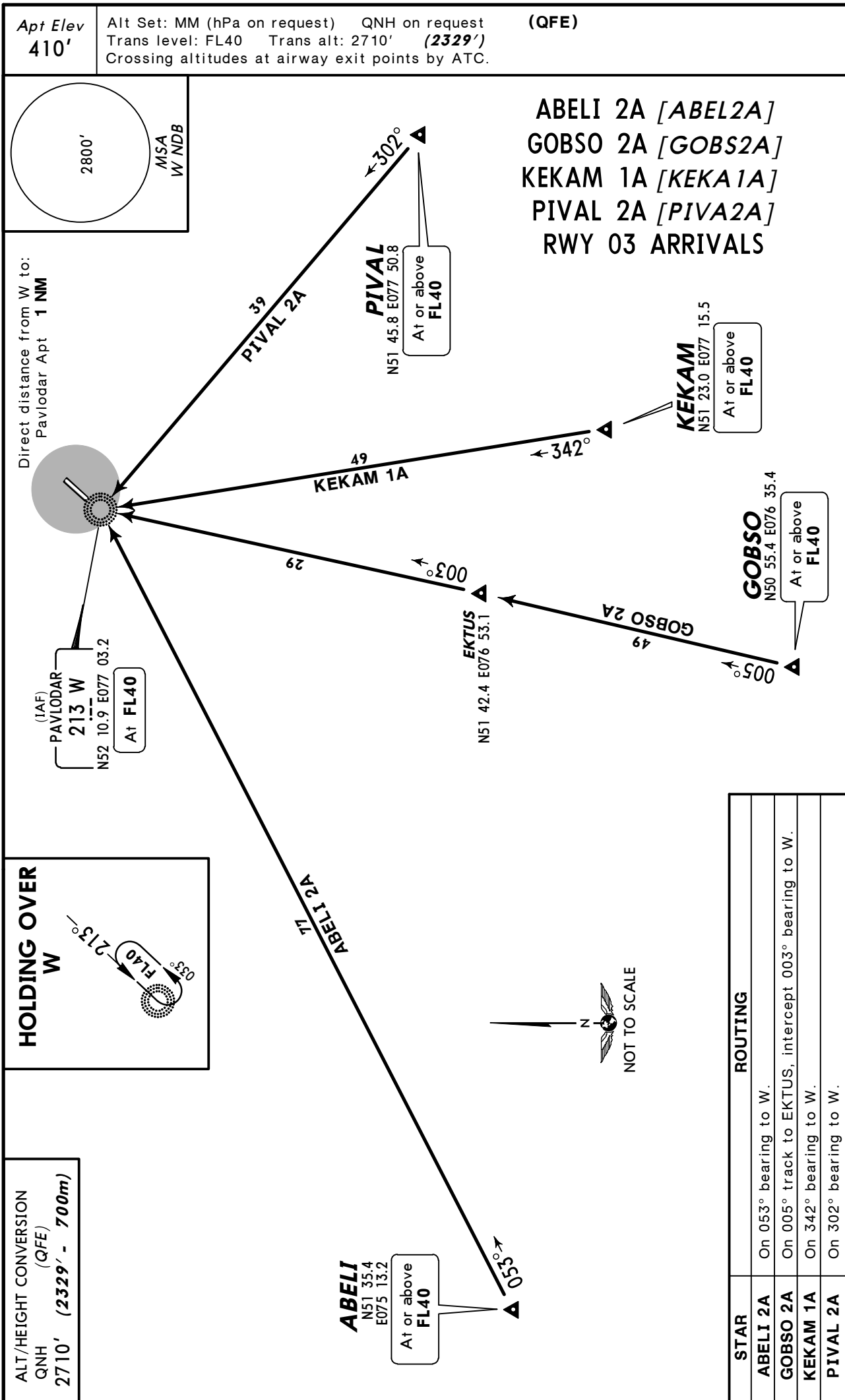
ADODA
N52 32.5 E075 05.9
At or above
FL40

At or above
FL40

DOSAK
N52 00.7 E078 12.2
At or above
FL40

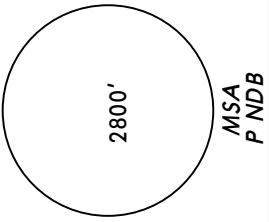
Direct distance from P to:
Pavlodar Apt 1 NM

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

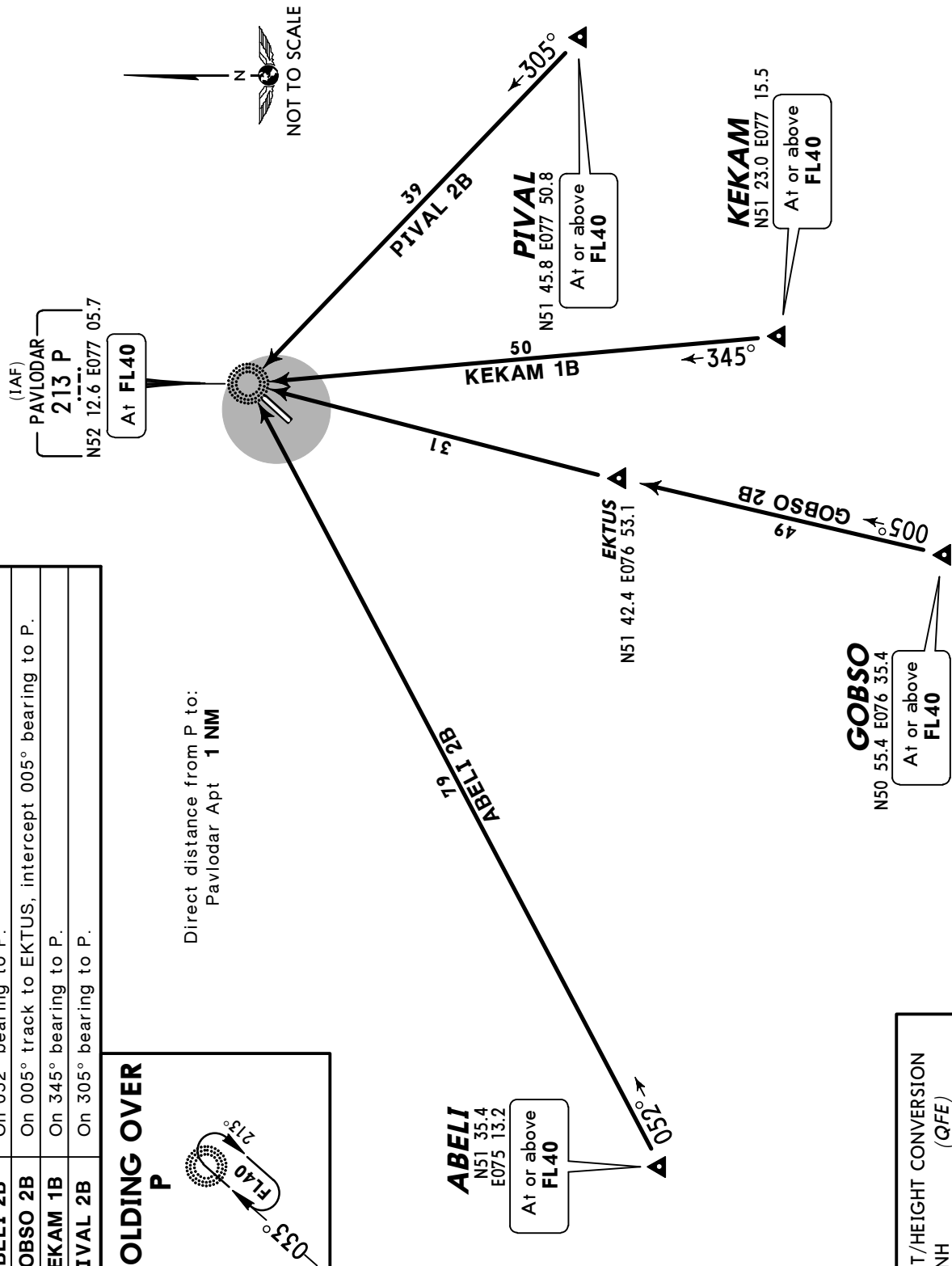


Apt Elev
410'

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

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

ADASA 1E [ADAS1E]
ADODA 1E [ADOD1E]
DOSAK 1E [DOSAK1E]
RWY 21 ARRIVALS

MSA W NDB
2800'

HOLDING OVER W
033°
213°
FL40

NOT TO SCALE

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

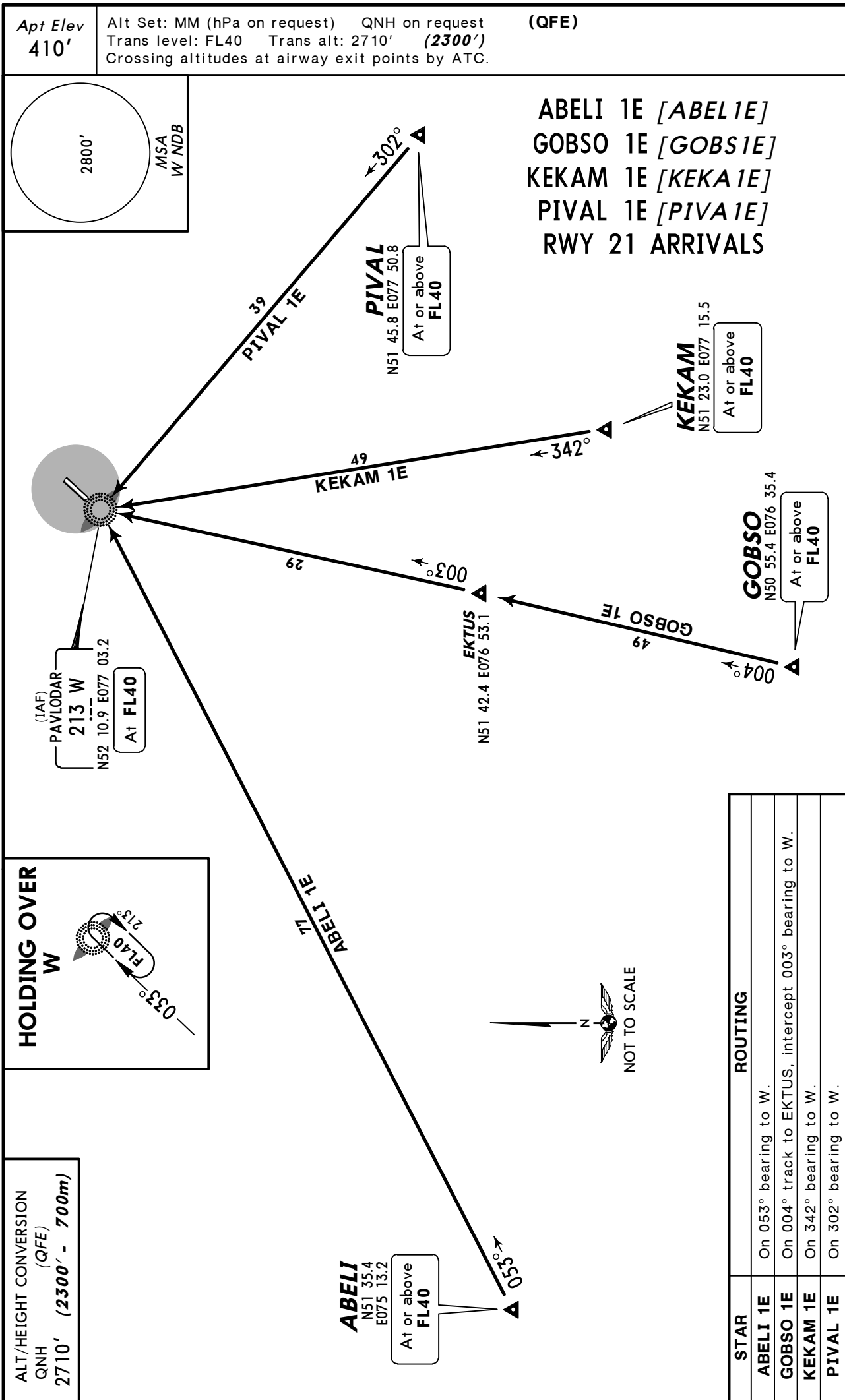
ADASA 1E
N52 46.3 E075 14.6
At or above FL40

ADODA 1E
N52 32.5 E075 05.9
At or above FL40

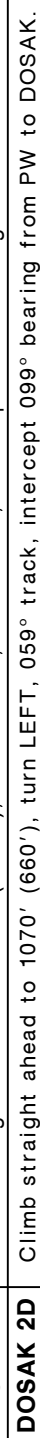
DOSAK 1E
N52 00.7 E078 12.2
At or above FL40

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



Crossing altitudes at airway entry points by ATC.

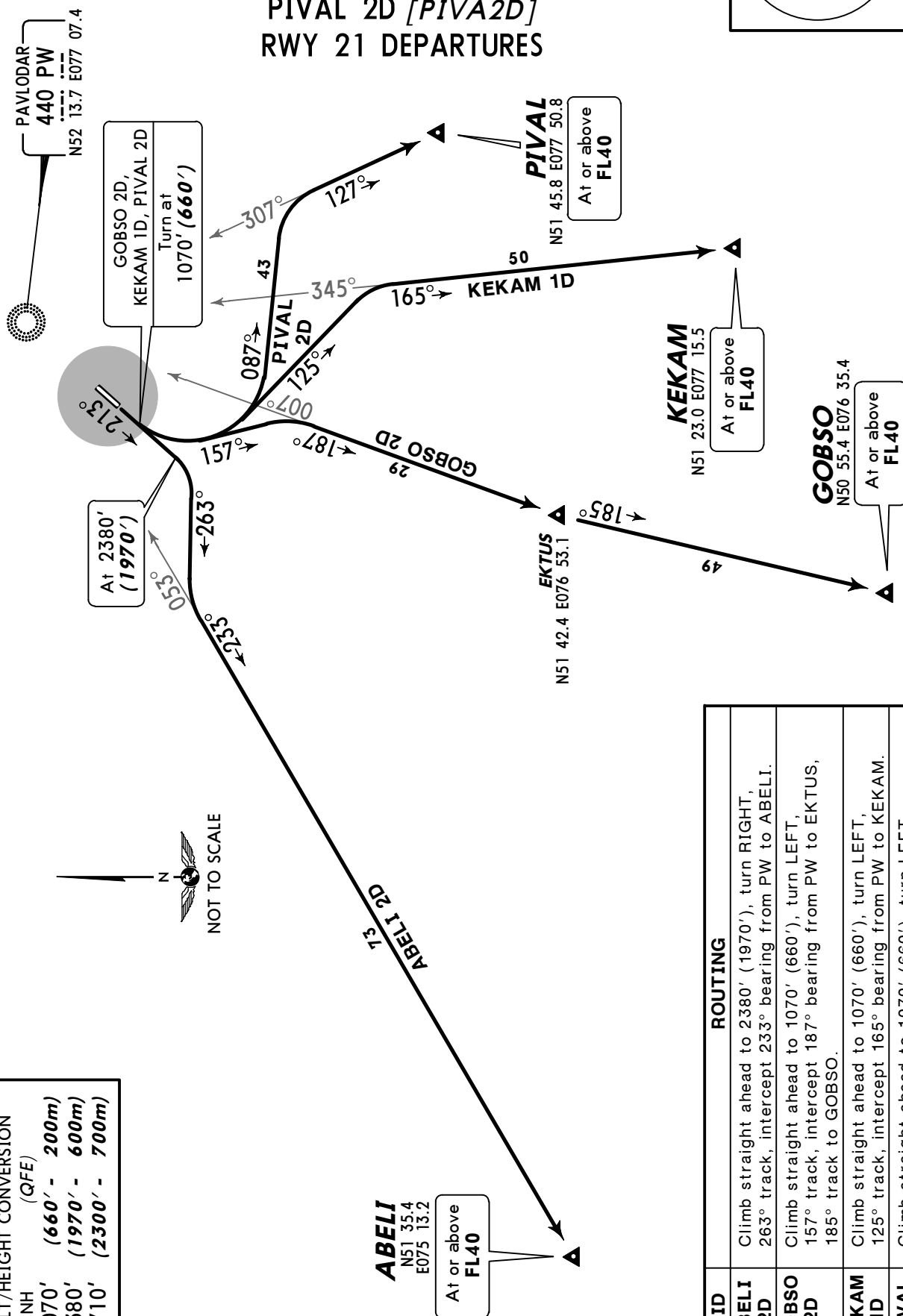


© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

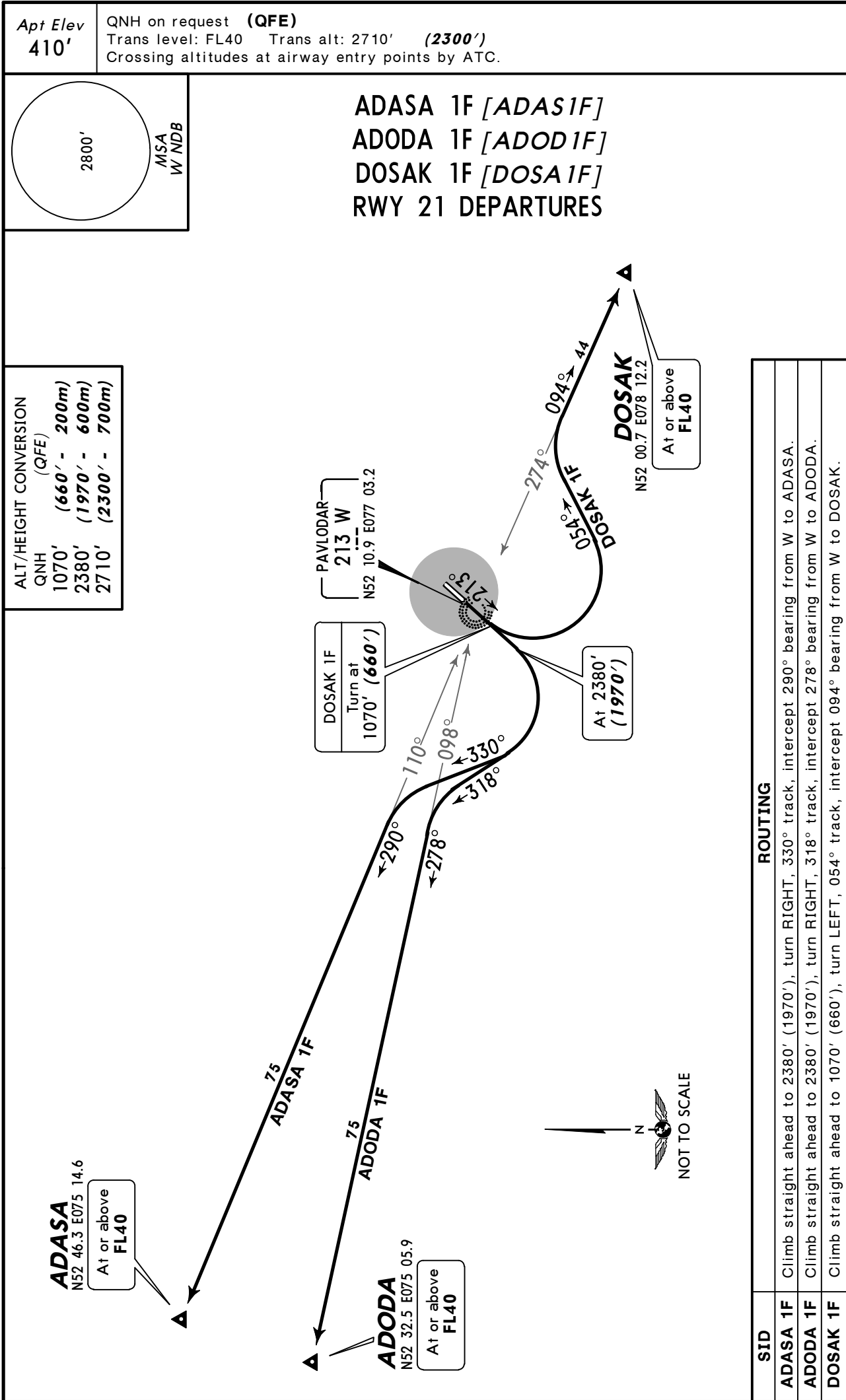
QNH on request **(QFE)**
Trans level: FL40 Trans alt: 2710' **(2300')**
Crossing altitudes at airway entry points by ATC.

2800'

MSA
PW NDB

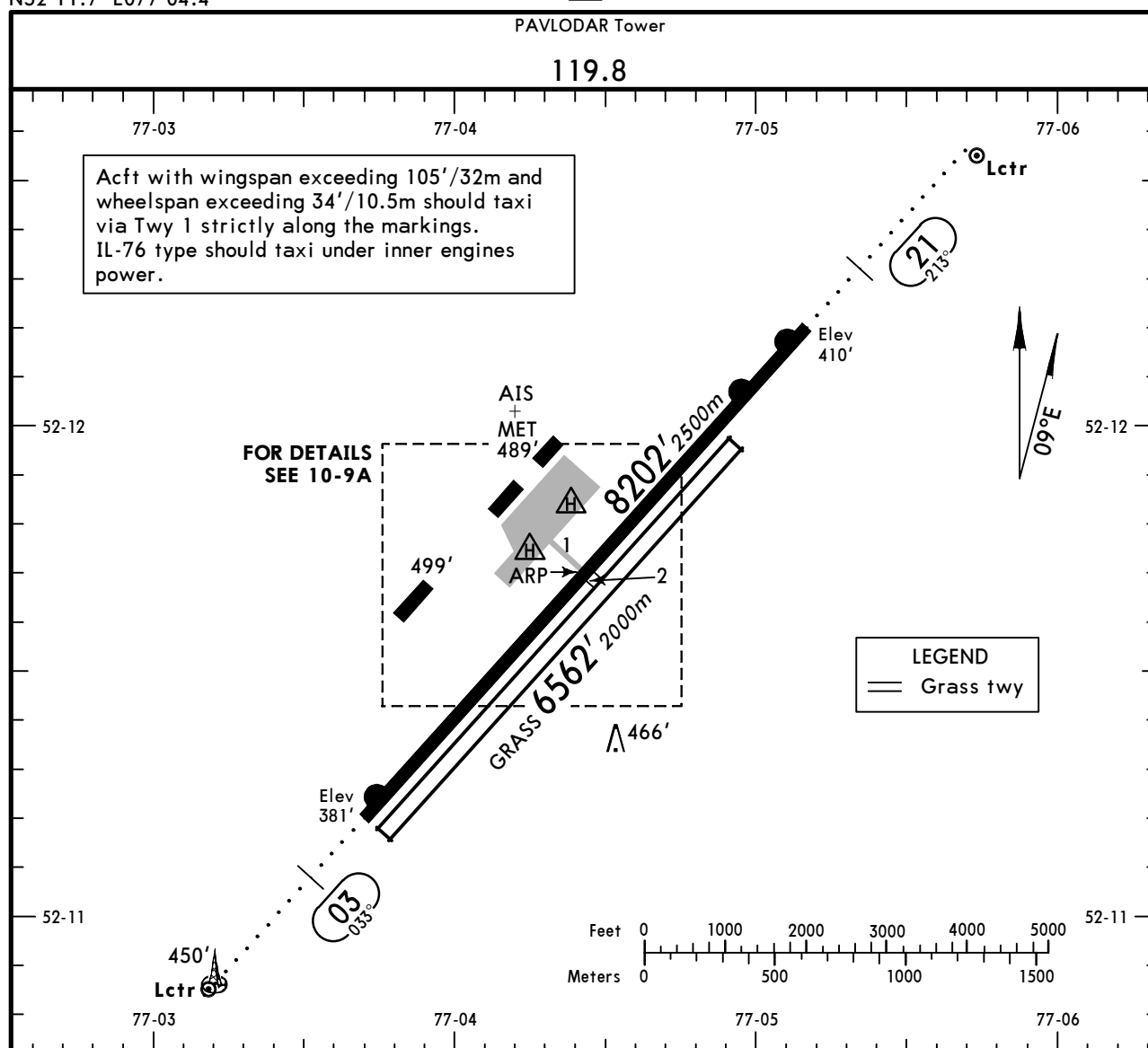


SID	ROUTING
ABELI 2D	Climb straight ahead to 2380' (1970'), turn RIGHT, 263° track, intercept 233° bearing from PW to ABELI.
GOBSO 2D	Climb straight ahead to 1070' (660'), turn LEFT, 157° track, intercept 187° bearing from PW to EKTUS, 185° track to GOBSO.
KEKAM 1D	Climb straight ahead to 1070' (660'),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



MSA
W NDB

BELI 1F	Climb straight ahead to 2380' (1970'), turn RIGHT, 274° track, intercept 234° bearing from W to ABELI.
OBBSO 1F	Climb straight ahead to 1070' (660'), turn LEFT, 154° track, intercept 184° bearing from W to GOBSO.
EEKAM 1F	Climb straight ahead to 1070' (660'), turn LEFT, 122° track, intercept 162° bearing from W to KEKAM.
IVAL 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.

GRASS
RWY 03/21

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

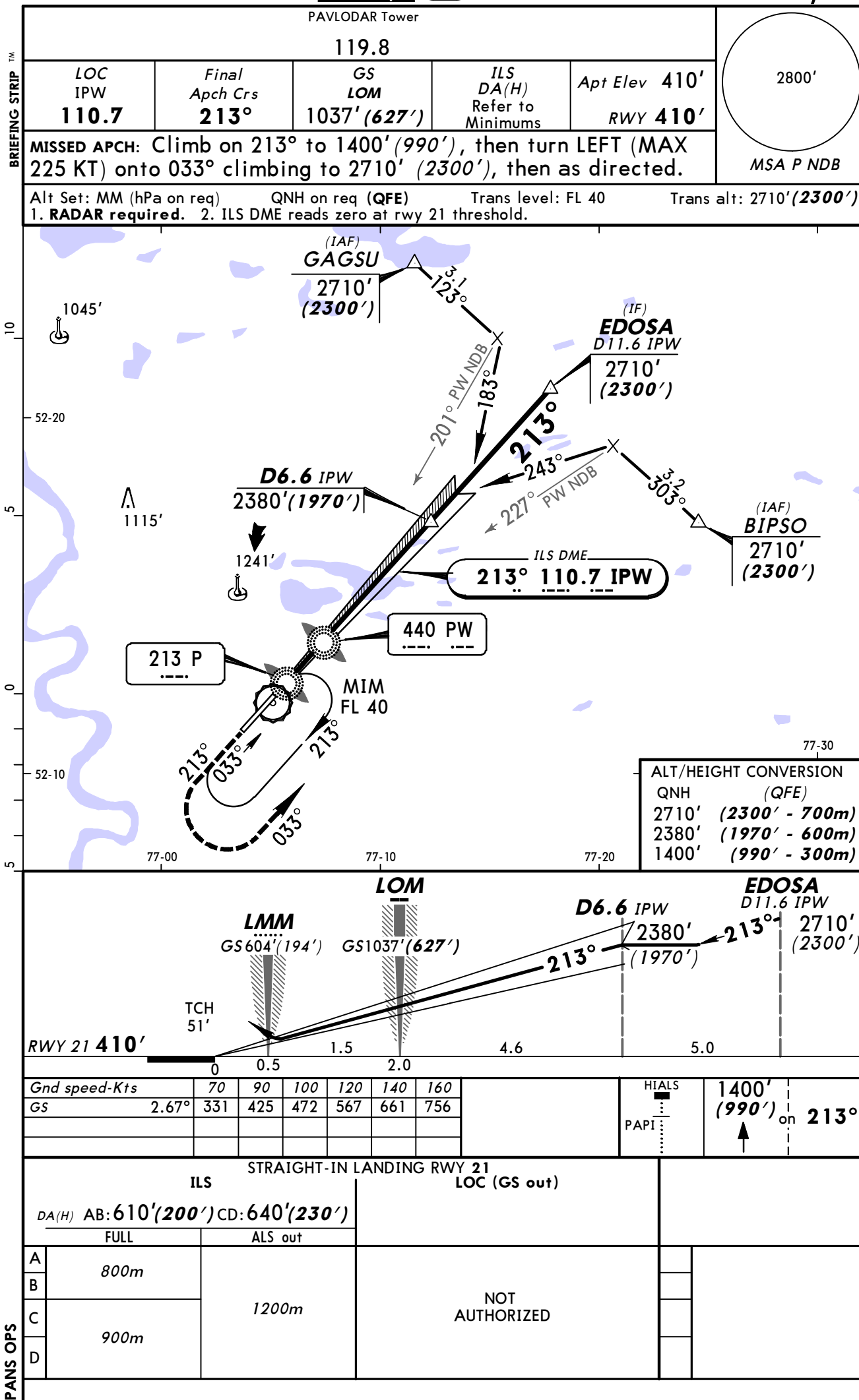
❶ Continuous Descent Final Approach.

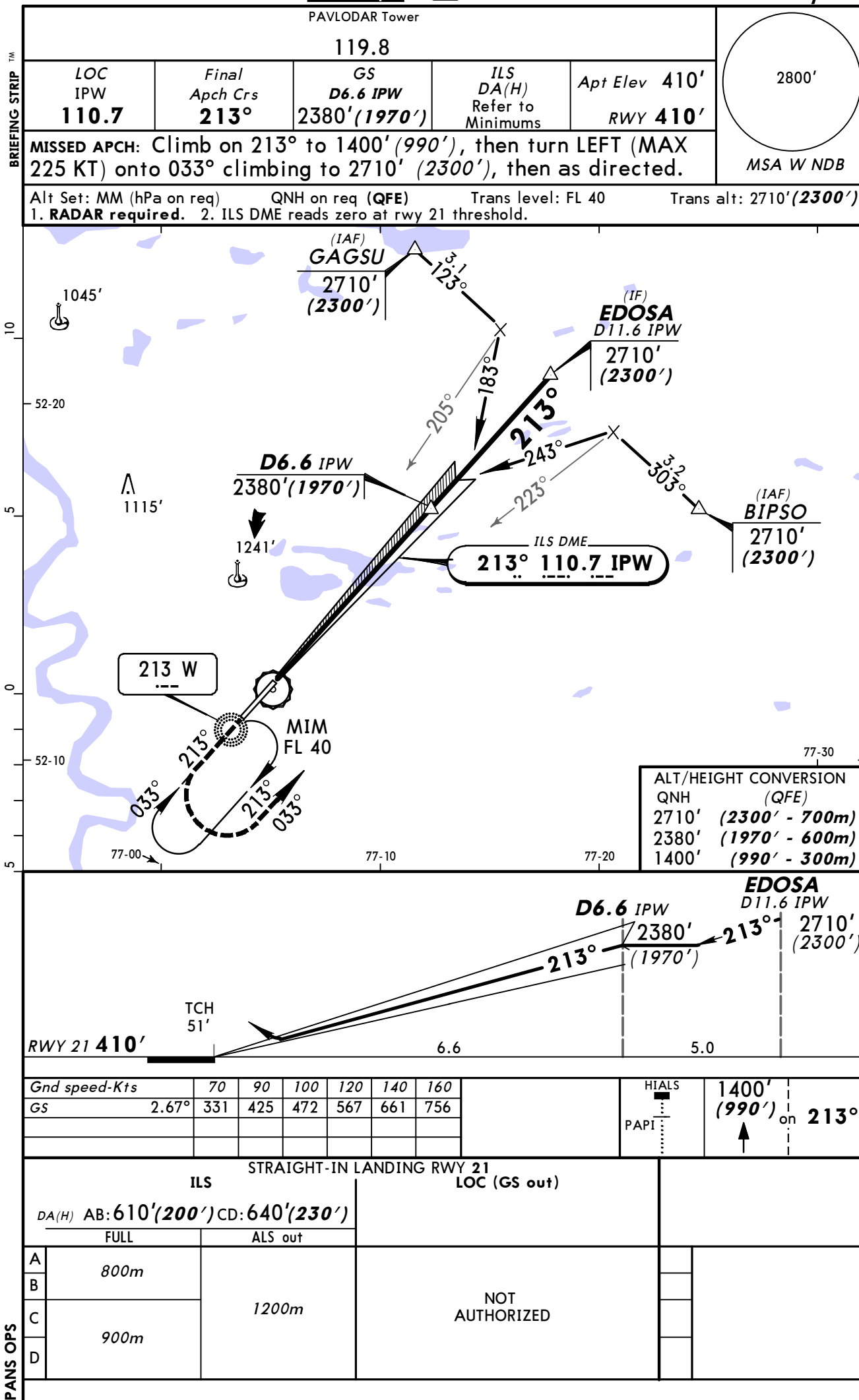
❷ with FMS.

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					





Eff 5 Apr

ILS DME X Rwy 21

119.8

110.7

*Final
Apch Crs*
213°

GS
LOM
7' (627')

ILS
DA(H)
Refer to
Minimums

Apt Elev 410'
RWY 410'

2800'

MISSED APCH: Climb on 213° to 1400'(990') or above. After passing P NDB maintain 213° for 1 Min 50 Sec, then turn LEFT to P NDB. Climb initially to 2710'(2300'), then as directed.

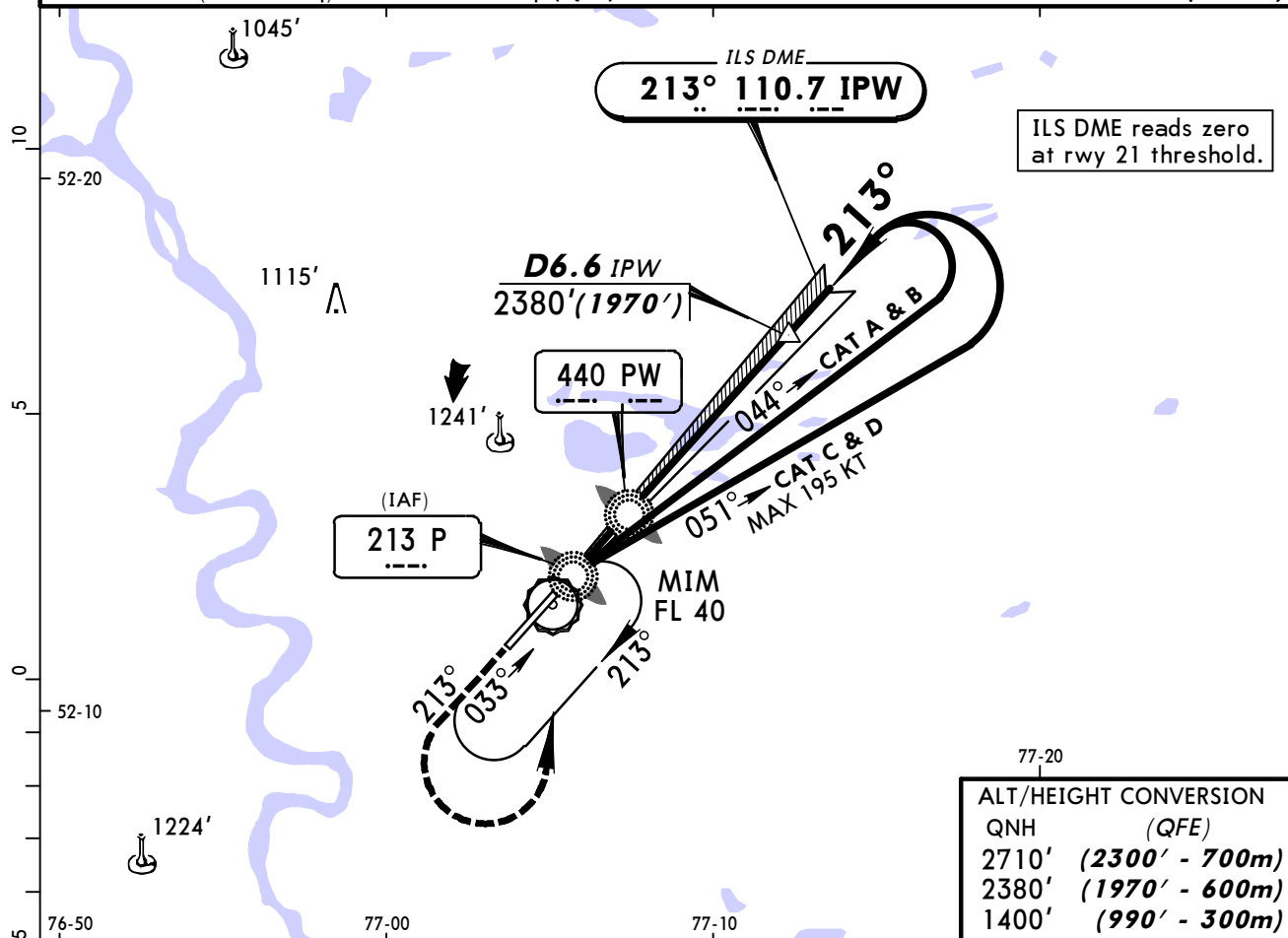
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to P NDB and join holding.
Missed approach turn restricted to MAX 225 KT.

MSA P NDB

Alt Set: MM (hPa on req)

QNH on req (**QFE**)

Trans level: FL 40

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

77-20

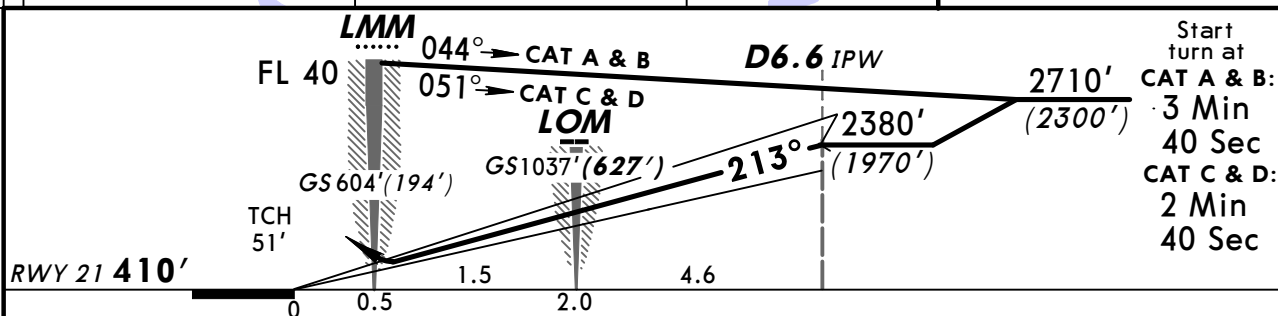
ALT/HEIGHT CONVERSION

QNH (QFE)

2710' (2300' - 700m)

2380' (1970' - 600m)

1400' (990' - 300m)



Start
turn at
CAT A & B:
3 Min
40 Sec
CAT C & D:
2 Min
40 Sec

<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 2.67°	331	425	472	567	661	756

HIALS

PAPI

Refer to
Missed Apch
above

ILS

STRAIGHT-IN LANDING RWY 21

LOC (GS out)

$DA(H)$ AB: 610' (200') CD: 640' (230')

FULL

ALS out

A

	B
--	---

800m

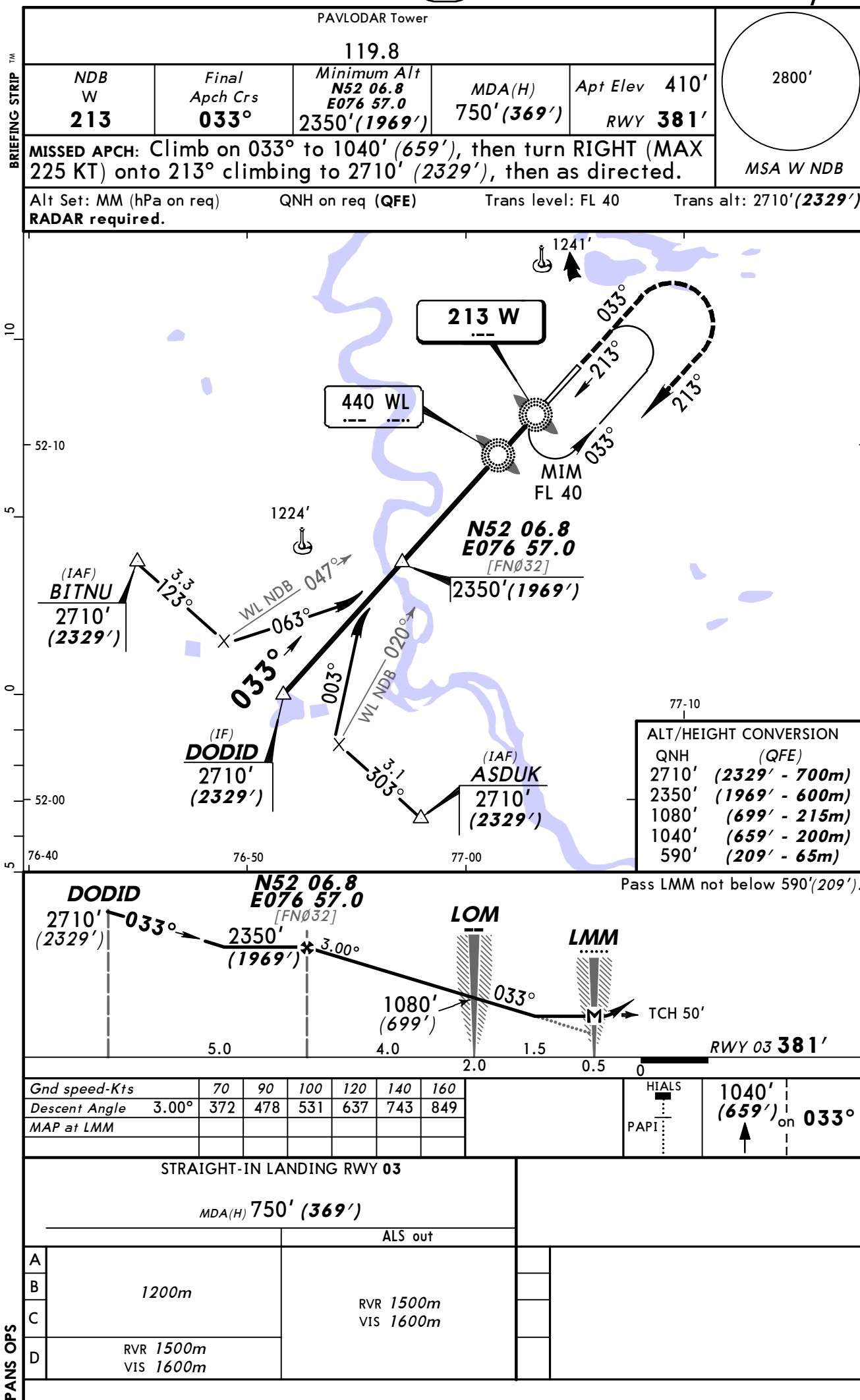
	c
--	---

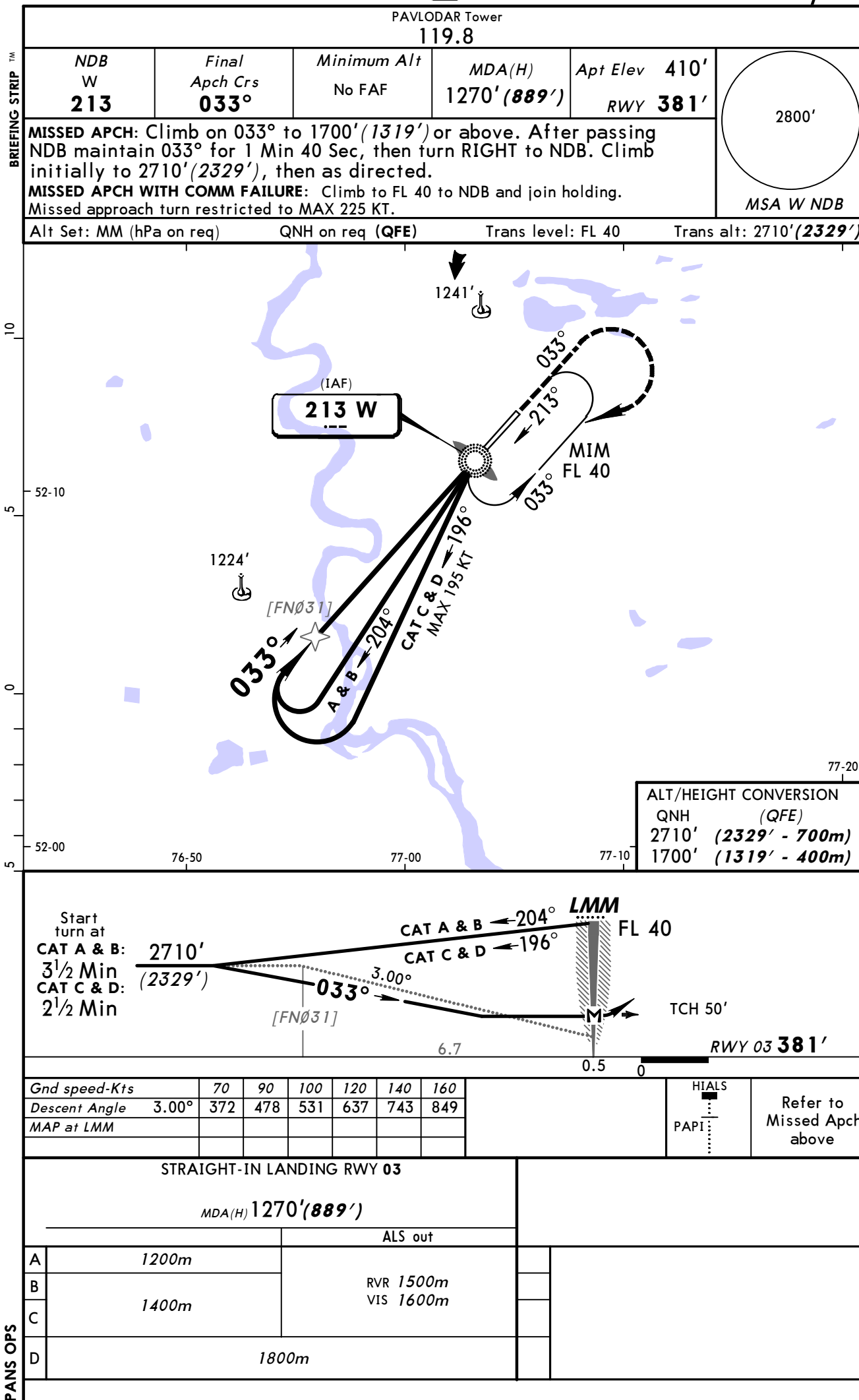
900m

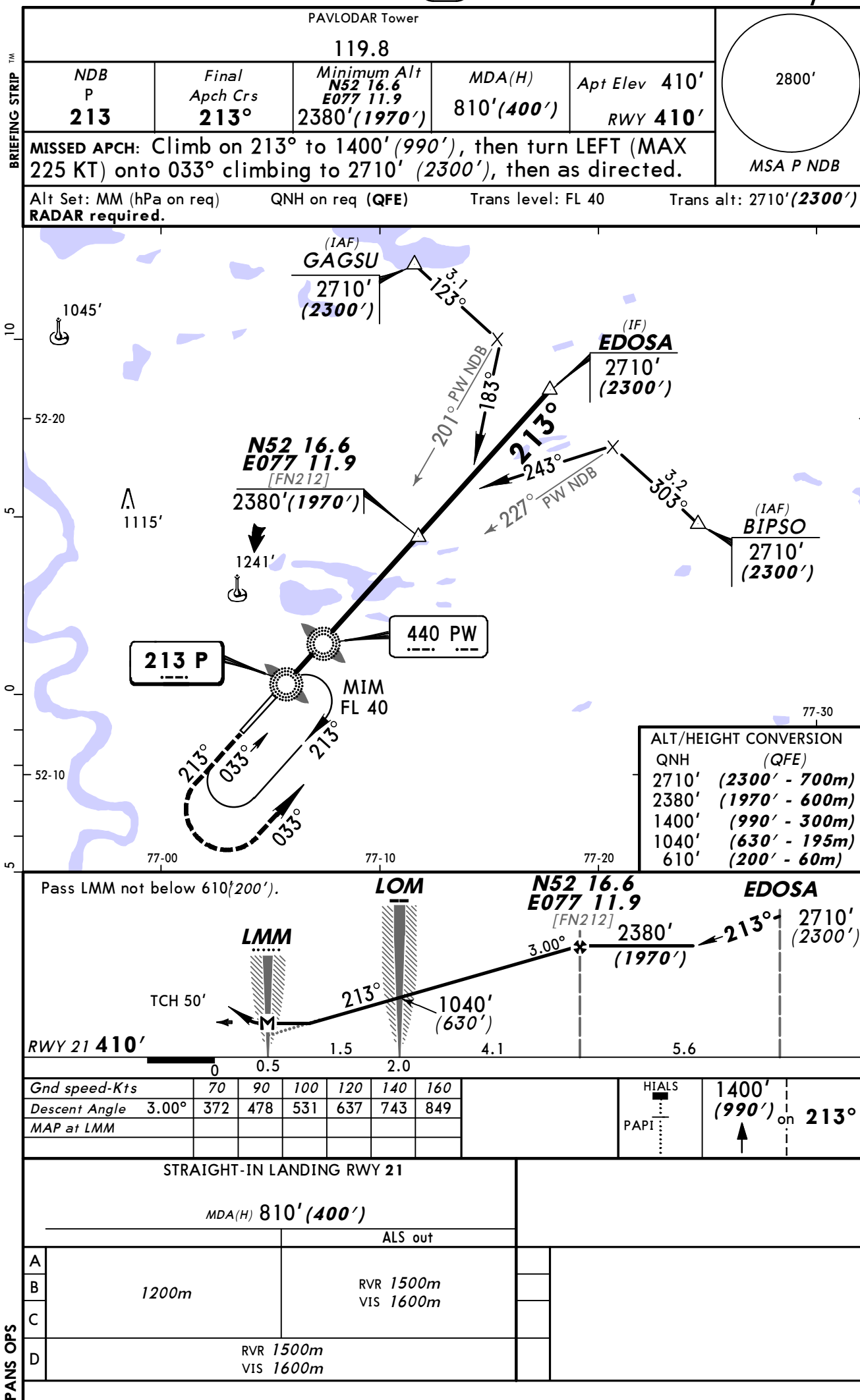
D

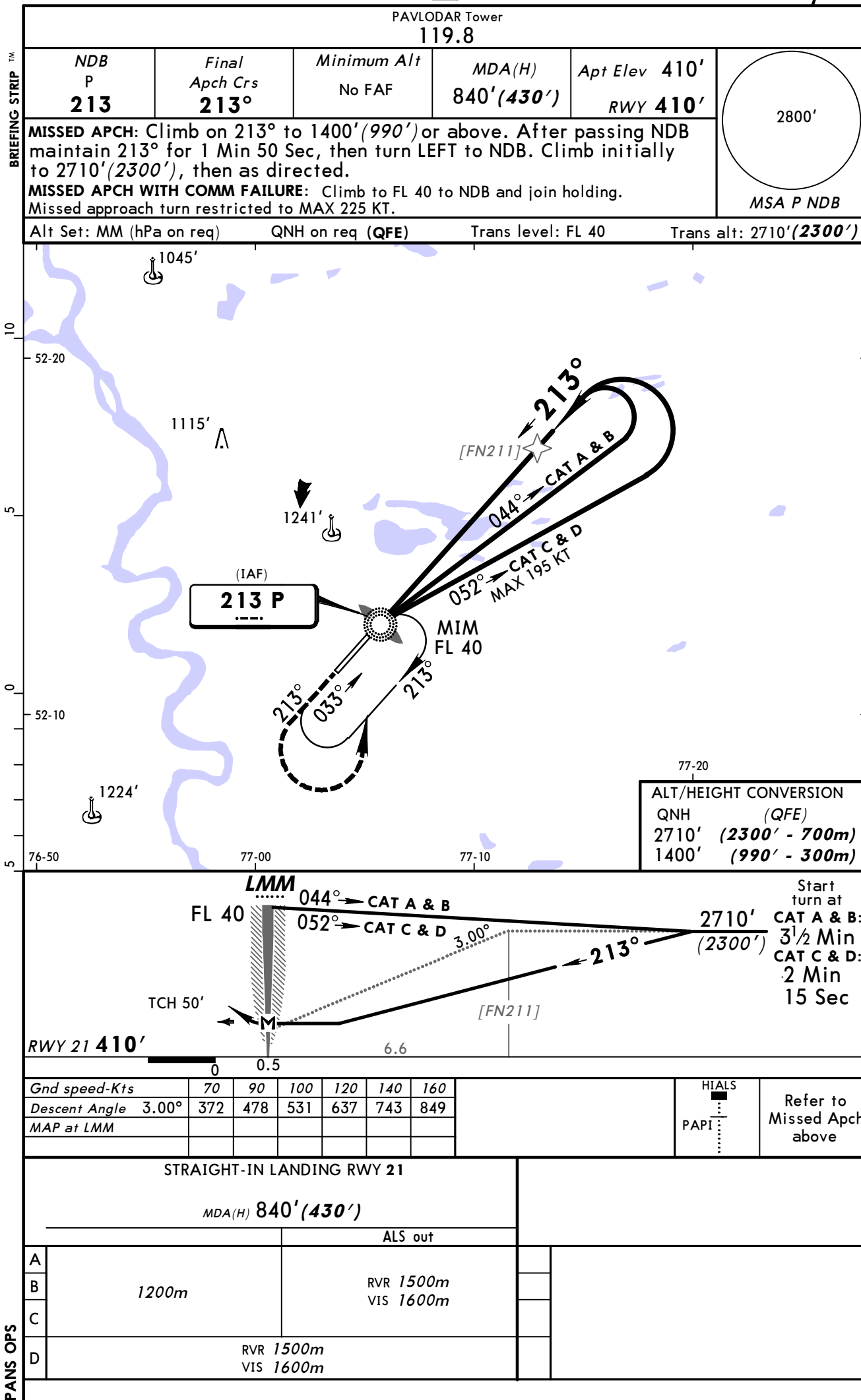
1200m

NOT
AUTHORIZED









Eff 5 Apr

via W NDB **NDB** Rwy 21

119.8

*Final
Apch Crs*
213°

Minimum Alt

MDA(H)
840' (430')

Apt Elev 410'
RWY 410'

2800'

MISSED APCH: Climb on 213° to 1400'(990') or above. After passing NDB maintain 213° for 1 Min 50 Sec, then turn LEFT to NDB. Climb initially to 2710'(2300'), then as directed.

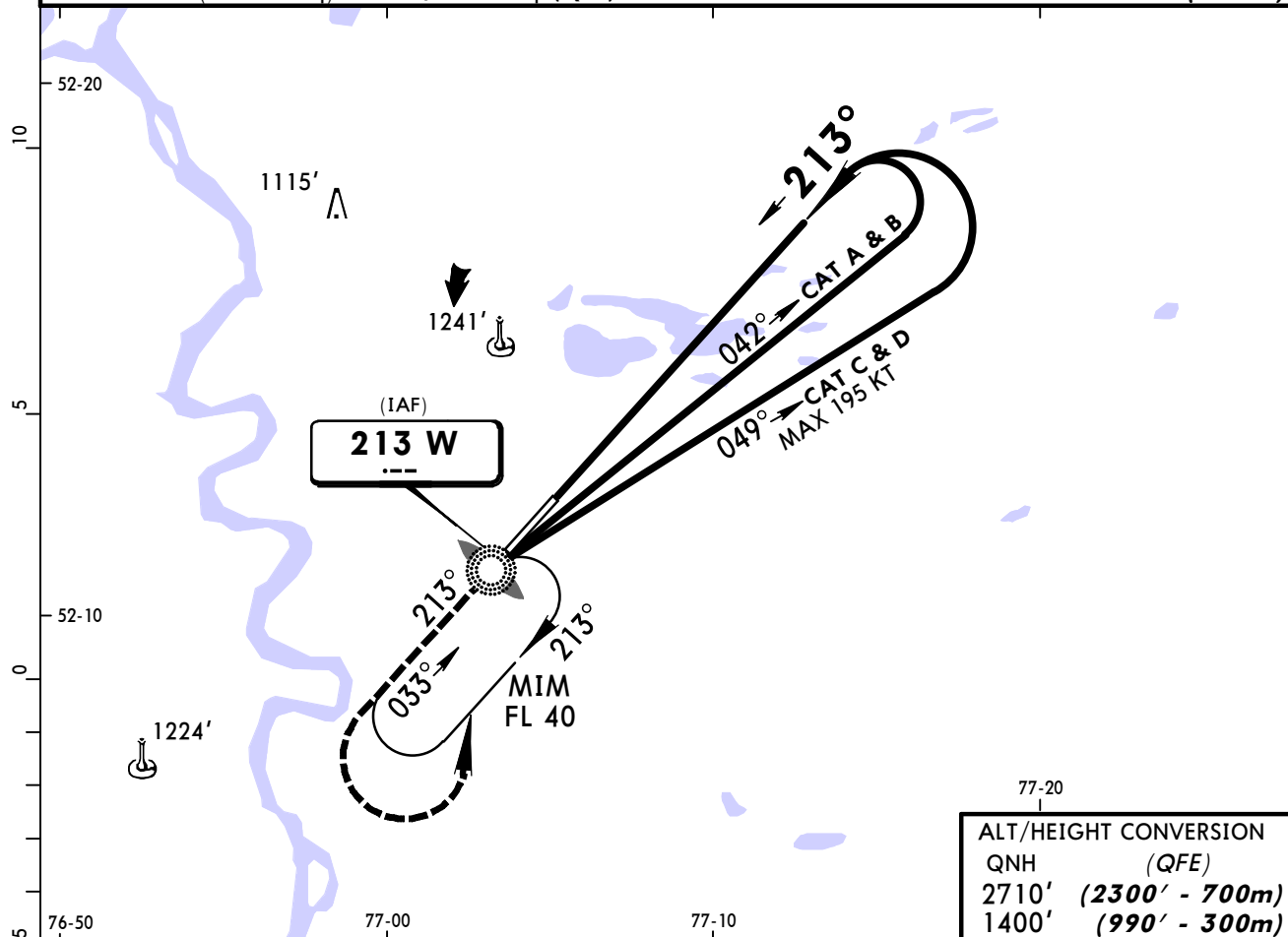
TO 2710 (2000) / when as directed:
Missed APCH WITH COMM FAILURE: Climb to FL 40 to NDB and join holding.
 Missed approach turn restricted to MAX 225 KT.

MSA W NDB

Alt Set: MM (hPa on req)

QNH on req (**QFE**)

Trans level: FL 40

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

ALT/HEIGHT CONVERSION

QNH (QFE)

2710' (2300' - 700m)

1400' (990' - 300m)

LMM
.....
FL 40
042° → CAT A & B
049° → CAT C & D

Start
turn at
CAT A & B:
4½ Min
CAT C & D:
3 Min

RWY 21 410'

MAP at LMM						

HIALS
PAPI

Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY 21

MDA(H) 840' (430')

ALS out

A	1200m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	

PANS OPS

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

Chart changes since cycle 26-2013

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UASP