

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UASP

Terminal Charts For UASP

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: PAVLODAR KAZ
ICAO/IATA: UASP / PWQ
Lat/Long: N52° 11.72', E077° 04.40'
Elevation: 410 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -6:00 = UTC
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: 2230 Z
Sunset: 1516 Z

Runway Information

Runway: 03
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 383 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

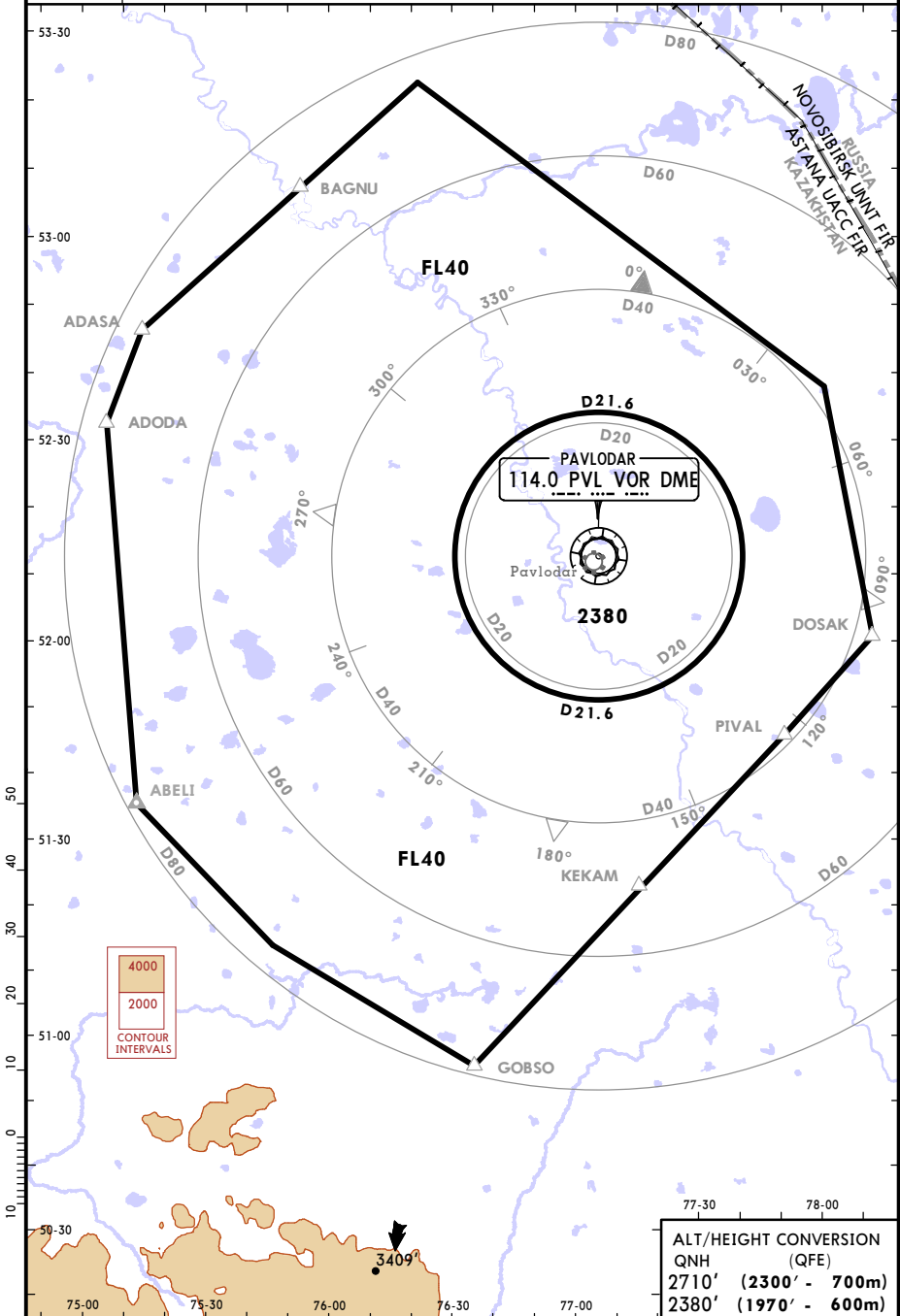
Pavlodar Tower: 119.800

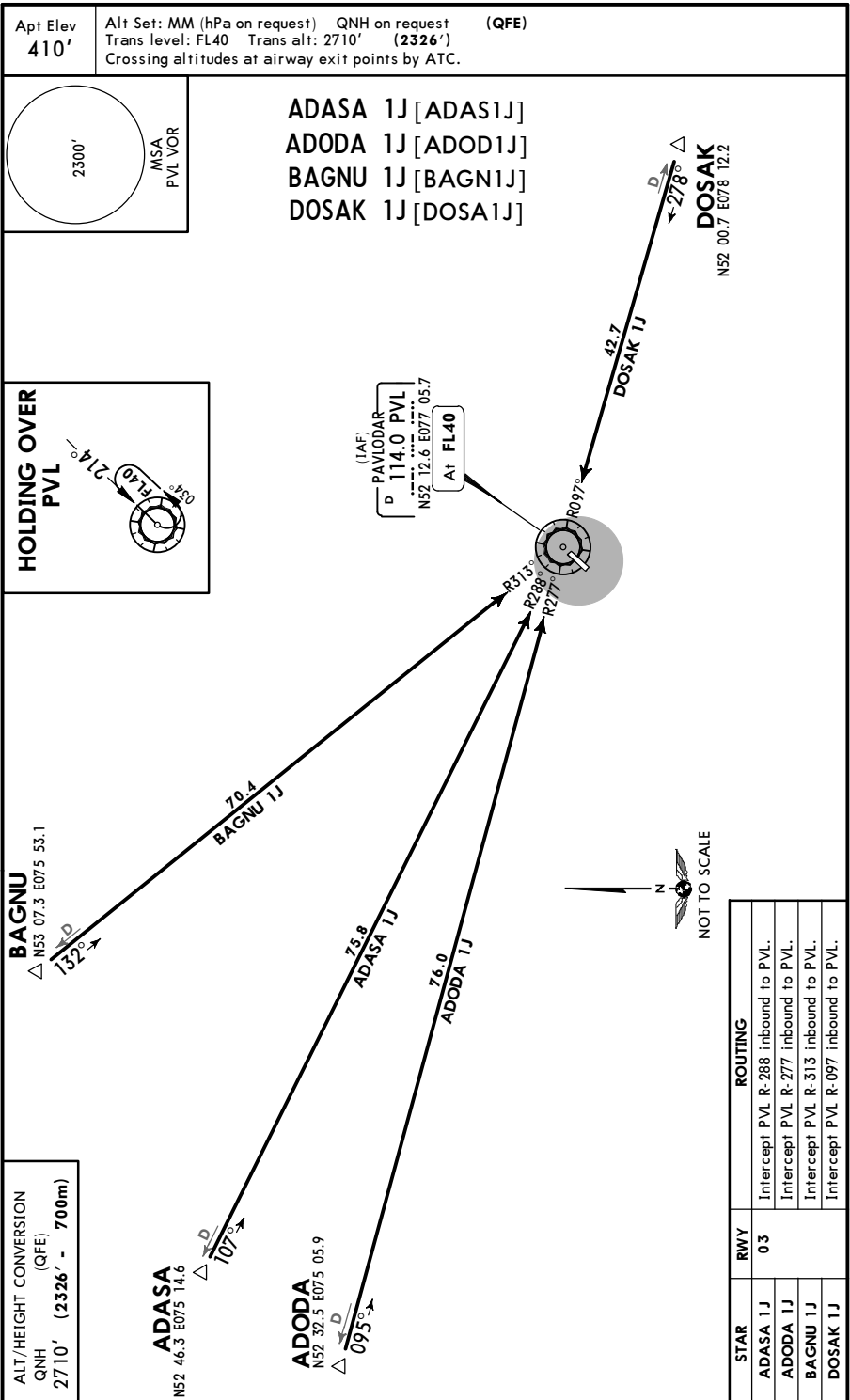
UASP/PWQ
PAVLODAR

JEPPesen PAVLODAR, KAZAKHSTAN
22 APR 16 (10-1R) Eff 28 Apr 2016 **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.

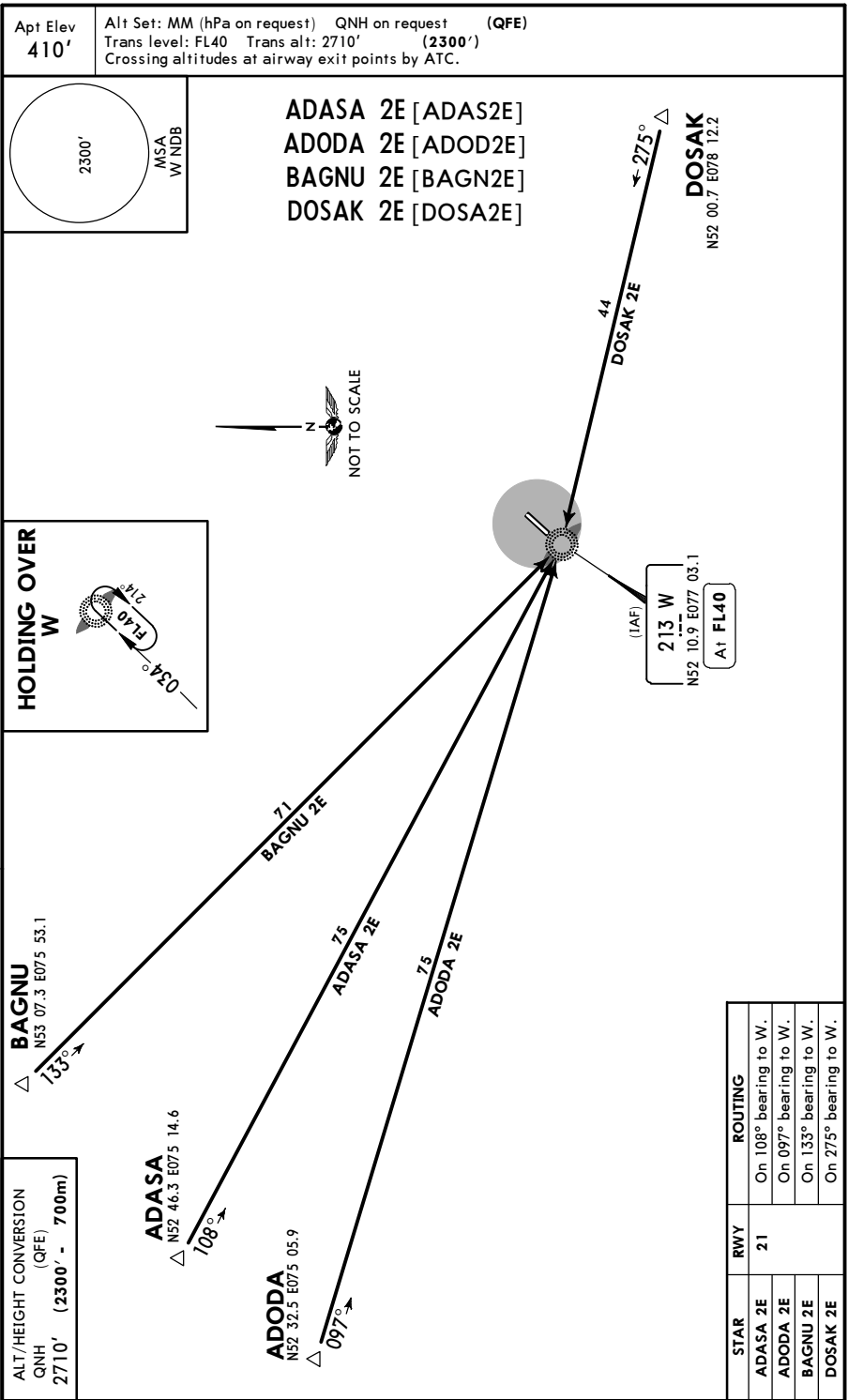




STAR	RWY	ROUTING
ABELI 1J	03	Intercept PVL R-234 inbound to PVL.
GOBSO 1J		On 004° track to EKTUS, intercept PVL R-186 to inbound to PVL.
KEKAM 1J		Intercept PVL R-164 inbound to PVL.
PIVAL 1J		Intercept PVL R-125 inbound to PVL.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

UASP/PWQ
PAVLODAR



UASP/PWQ
PAVLODAR

JEPPESSEN

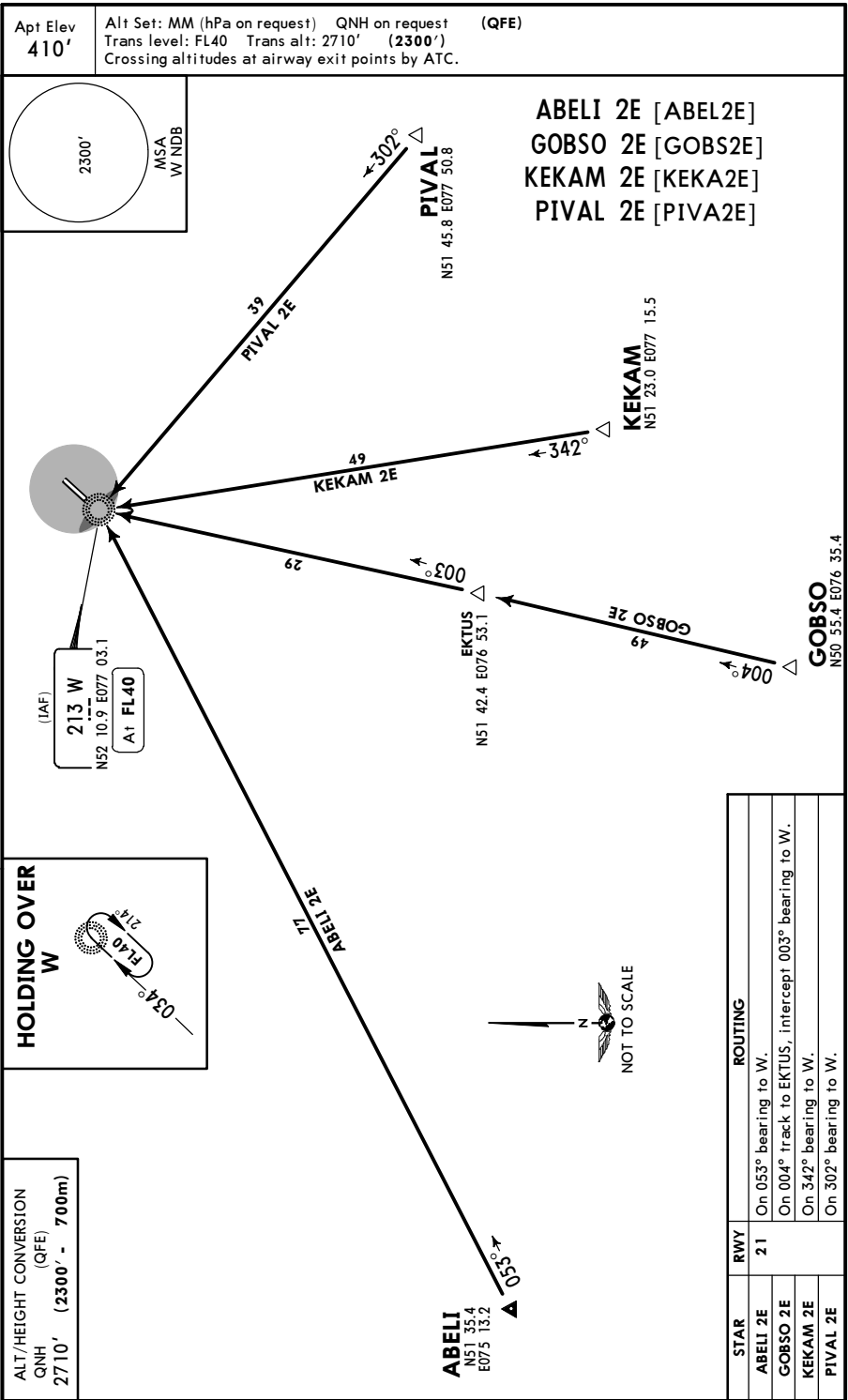
PAVLODAR, KAZAKHSTAN

22 APR 16

10-2G

Eff 28 Apr

STAR



SID	RWY	ROUTING
ADASA 1G	03	Climb straight ahead to at or above 1700' (1316'), at D6.7 PVL turn LEFT, 248° track, intercept PVL R-288 to ADASA.
ADODA 1G		Climb straight ahead to at or above 1700' (1316'), at D6.7 PVL turn LEFT, 237° track, intercept PVL R-277 to ADODA.
BAGNU 1G		Climb straight ahead to at or above 1700' (1316'), at D6.7 PVL turn LEFT, 273° track, intercept PVL R-313 to BAGNU.
DOSAK 1G		Climb straight ahead to at or above 1050' (666'), at D3.2 PVL turn RIGHT, 127° track, intercept PVL R-097 to DOSAK.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

UASP/PWQ
PAVLODAR

22 APR 16

10-3A

Eff 28 Apr

SID

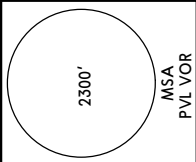
**JEPPESEN**

PAVLODAR, KAZAKHSTAN

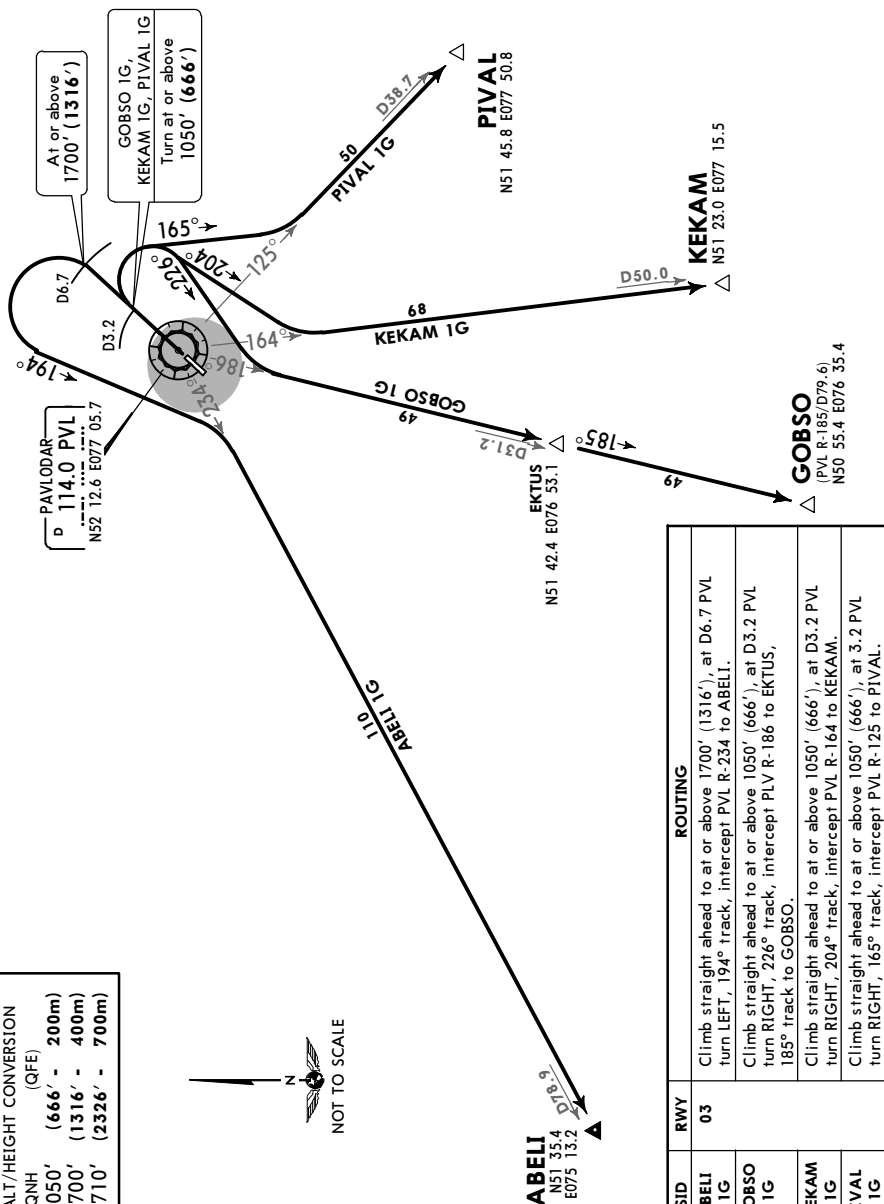
Apt Elev
410'

QNH on request (QFE)

Trans level: FL40 Trans alt: 2710' (2326')
Crossing altitudes at airway entry points by ATC.



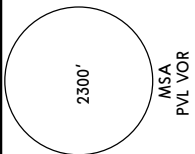
ABELI 1G [ABEL1G]
GOBSO 1G [GOBS1G]
KEKAM 1G [KEKA1G]
PIVAL 1G [PIVA1G]



SID	RWY	ROUTING
ABELL 1G	03	Climb straight ahead to at or above 1700' (1316'), at D6.7 PVL turn LEFT, 194° track, intercept PVL R-234 to ABELL.
GOB 1G		Climb straight ahead to at or above 1050' (666'), at D3.2 PVL turn RIGHT, 226° track, intercept PLV R-186 to EKTUS, 185° track to GOBSO.
KEKAM 1G		Climb straight ahead to at or above 1050' (666'), at D3.2 PVL turn RIGHT, 204° track, intercept PVL R-164 to KEKAM.
PIVAL 1G		Climb straight ahead to at or above 1050' (666'), at 3.2 PVL turn RIGHT, 165° track, intercept PVL R-125 to PIVAL.

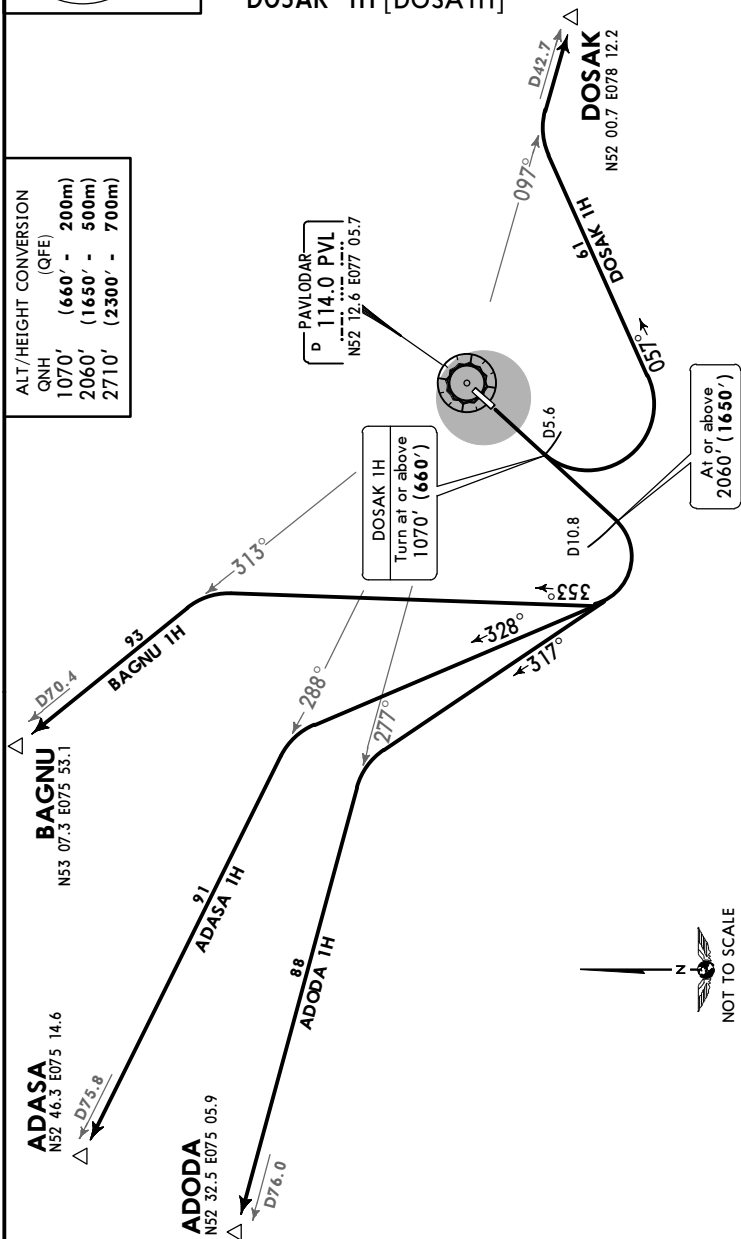
Apt Elev
410'

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



ADASA 1H [ADAS1H]
ADODA 1H [ADOD1H]
BAGNU 1H [BAGN1H]
DOSAK 1H [DOSA1H]

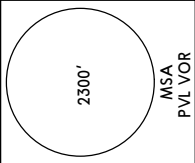
ALT/HEIGHT CONVERSION	(QFE)
QNH	
1070'	(660' - 200m)
2060'	(1650' - 500m)
2710'	(2300' - 700m)



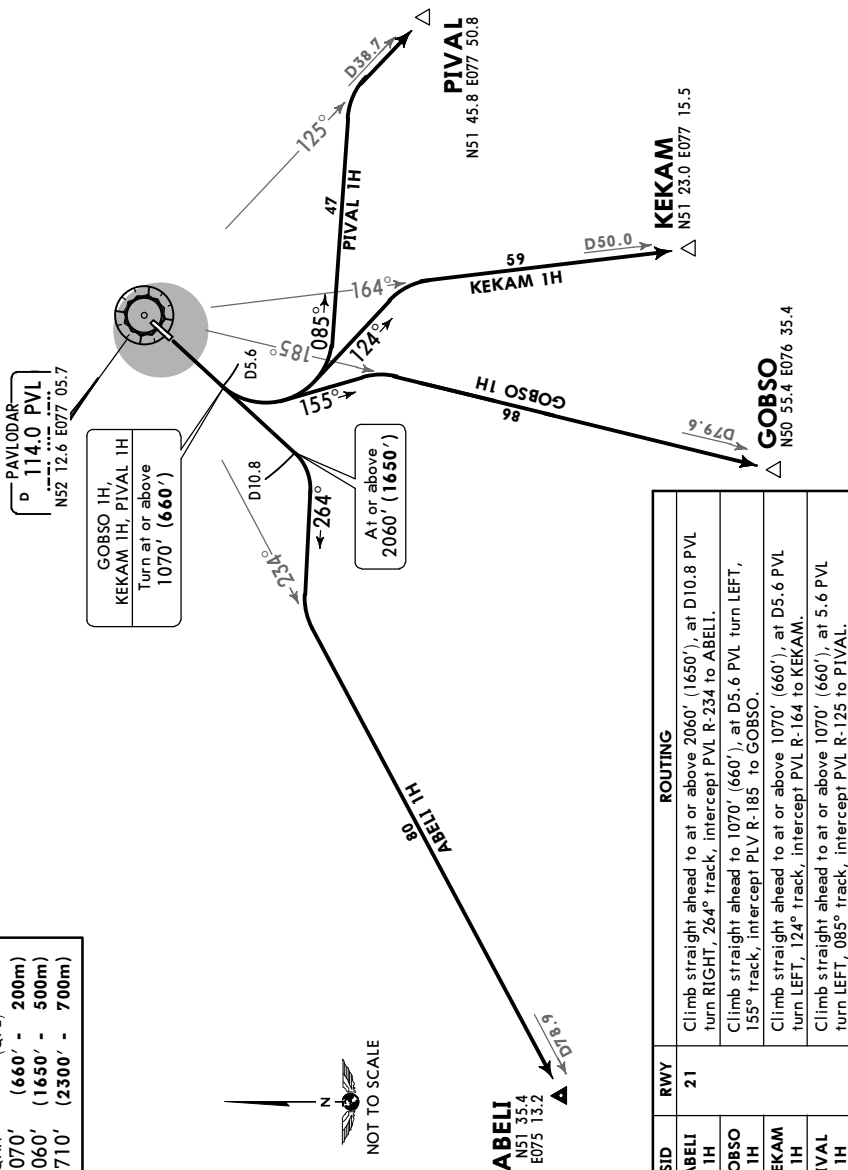
SID	RWY	ROUTING
ADASA IH	21	Climb straight ahead to at or above 2060' (1650'), at D10.8 PVL turn RIGHT, 328° track, intercept PVL R-288 to ADASA.
ADODA IH		Climb straight ahead to at or above 2060' (1650'), at D10.8 PVL turn RIGHT, 317° track, intercept PVL R-277 to ADODA.
BAGNU IH		Climb straight ahead to at or above 2060' (1650'), at D10.8 PVL turn RIGHT, 353° track, intercept PVL R-313 to BAGNU.
DOSAK IH		Climb straight ahead to at or above 1070' (660'), at D5.6 PVL turn LEFT, 057° track, intercept PVL R-097 to DOSAK.

Apt Elev
410'

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



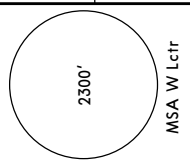
ABELI 1H [ABEL1H]
GOBSO 1H [GOBS1H]
KEKAM 1H [KEKA1H]
PIVAL 1H [PIVA1H]



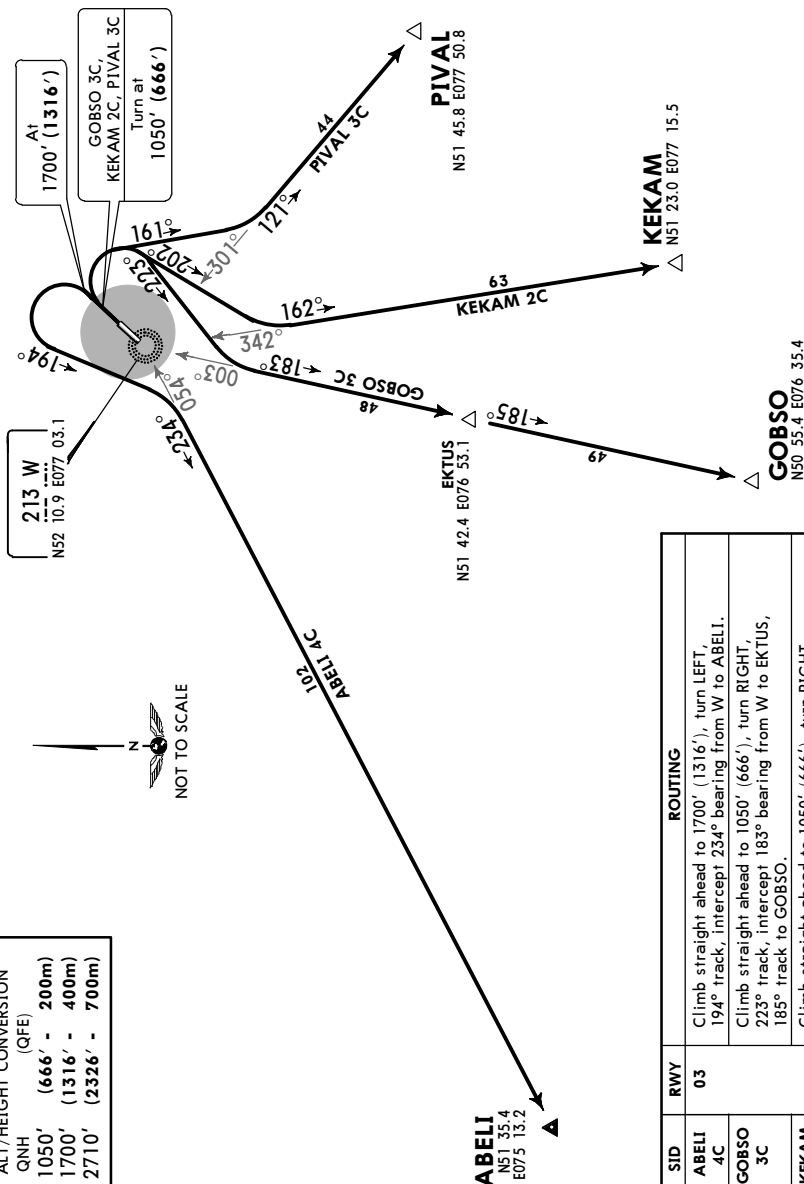
SID	RWY	ROUTING
ABELI 1H	21	Climb straight ahead to at or above 2060' (1650'), at D10.8 PVL turn RIGHT, 264° track, intercept PVL R-234 to ABELI.
GOBSO 1H		Climb straight ahead to 1070' (660'), at D5.6 PVL turn LEFT, 155° track, intercept PVL R-185 to GOBSO.
KEKAM 1H		Climb straight ahead to at or above 1070' (660'), at D5.6 PVL turn LEFT, 124° track, intercept PVL R-164 to KEKAM.
PIVAL 1H		Climb straight ahead to at or above 1070' (660'), at 5.6 PVL turn LEFT, 085° track, intercept PVL R-125 to PIVAL.

Apt Elev
410'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2710' (2326')
Crossing altitudes at airway entry points by ATC.



ABELI 4C [ABEL4C]
GOBSO 3C [GOBS3C]
KEKAM 2C [KEKA2C]
PIVAL 3C [PIVA3C]



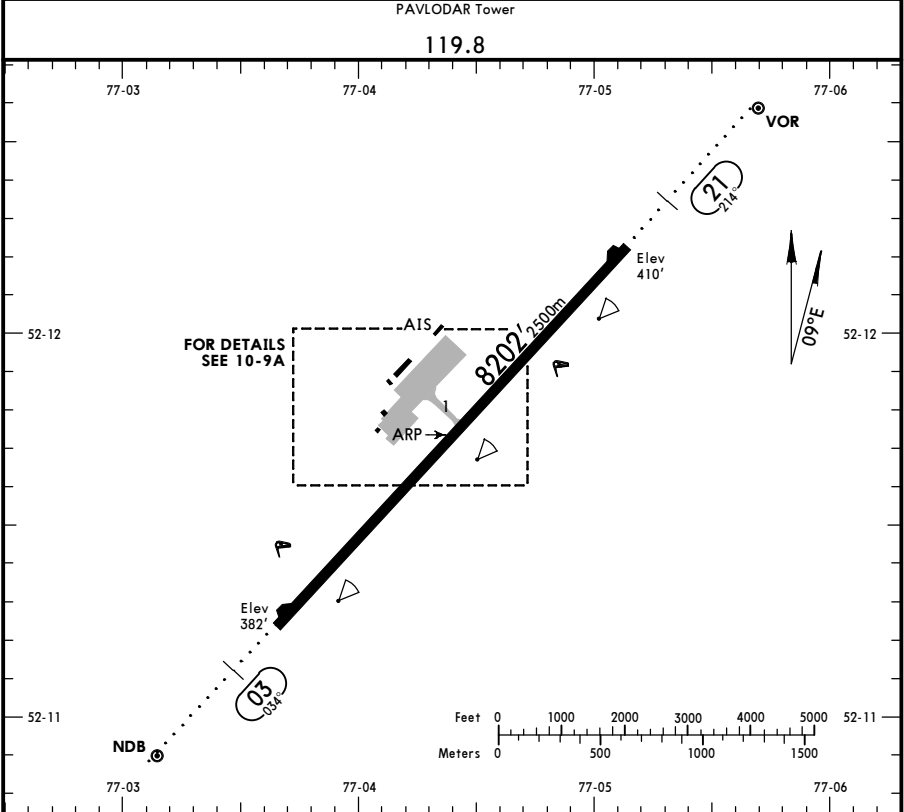
SID	RWY	ROUTING
ABELL 03		Climb straight ahead to 1700' (1316'), turn LEFT, 194° track, intercept 234° bearing from W to ABELL.
GOBS 3C		Climb straight ahead to 1050' (666'), turn RIGHT, 223° track, intercept 183° bearing from W to EKTUS, 185° track to GOBSO.
KEKAM 2C		Climb straight ahead to 1050' (666'), turn RIGHT, 202° track, intercept 162° bearing from W to KEKAM.
PIVAL 3C		Climb straight ahead to 1050' (666'), turn RIGHT, 161° track, intercept 121° bearing from W to PIVAL.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

UASP/PWQ

Apt Elev **410'**
N52 11.7 E077 04.4

JEPPESSEN PAVLODAR, KAZAKHSTAN
22 APR 16 **(10-9)** Eff **28 Apr**
PAVLODAR



ADDITIONAL RUNWAY INFORMATION							
RWY						USABLE LENGTHS	
						LANDING BEYOND	
						Threshold	TAKE-OFF
03	HIRL (60m)	HIALS	TDZ	PAPI-L (3.00°)	RVR		
21	HIRL (60m)	HIALS	TDZ	PAPI-L (2.67°)	RVR	7169' 2185m	

--	--	--	--	--	--	--	--

TAKE-OFF		
AIR CARRIER (JAA)		
All Rwys		
	DAY	NIGHT
	RL	RL
A		
B	400m 1	400m 1
C		
D	500m	400m

1 LVP must be in force: 300m.

NOISE ABATEMENT PROCEDURE

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

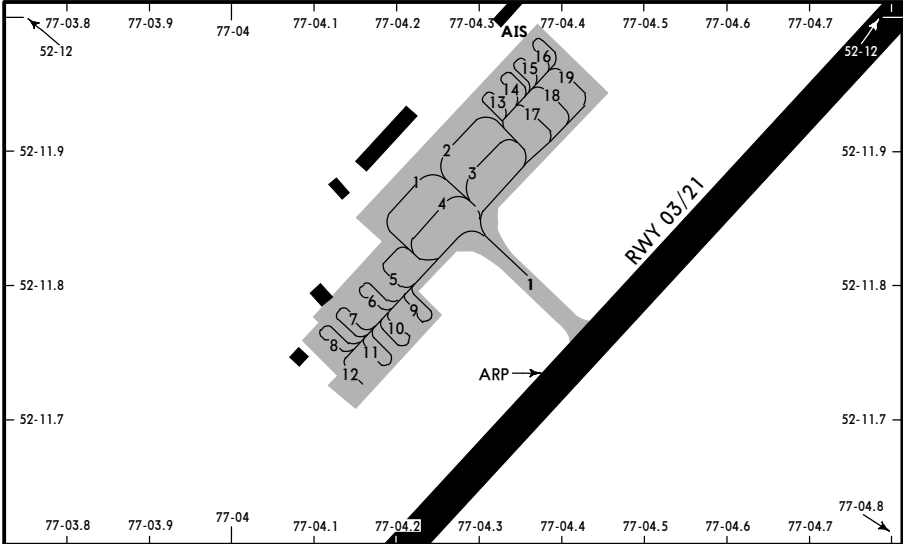
- from take-off to 1890'(1480'): Take-off engine power, flaps in take-off position, V₂ + 10 KT.
- from 1890'(1480') thru 3370'(2960'): Climbing at V₂ + 10 KT.
- at 3370'(2960'): Adjust normal climb rate with retracted flaps.

UASP/PWQ

 **JEPPESSEN** PAVLODAR, KAZAKHSTAN

22 APR 16 **10-9A** **Eff 28 Apr**

PAVLODAR



INS COORDINATES	
STAND No.	COORDINATES
1	N52 11.9 E077 04.2
2 thru 4	N52 11.9 E077 04.3
5, 6	N52 11.8 E077 04.2
7	N52 11.8 E077 04.1
8	N52 11.7 E077 04.1
9, 10	N52 11.8 E077 04.2
11	N52 11.7 E077 04.2
12	N52 11.7 E077 04.1
13, 14	N52 11.9 E077 04.3
15, 16	N52 12.0 E077 04.4
17, 18	N52 11.9 E077 04.4
19	N52 12.0 E077 04.4

UASP/PWQ

 **JEPPESSEN**

22 APR 16
Eff 28 Apr

10-9S

Standard

PAVLODAR, KAZAKHSTAN

PAVLODAR

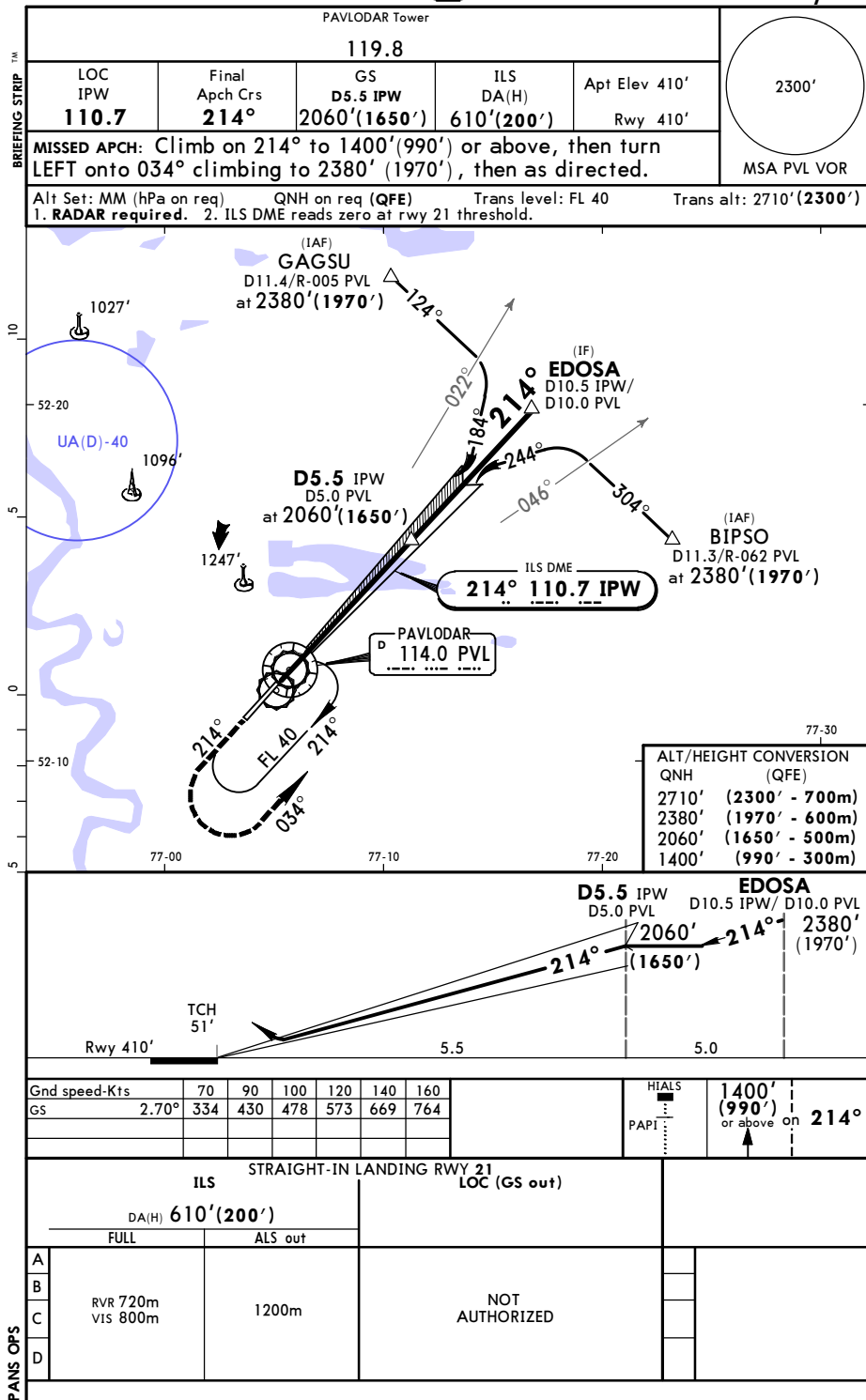
STRAIGHT-IN RWY		A	B	C	D
03	VOR ⓘ	700' (316')	700' (316')	700' (316')	700' (316')
		900m	1000m	1000m	1400m
	ALS out	1400m	1400m	1400m	1400m
	2 NDB ⓘ	740' (356')	740' (356')	740' (356')	740' (356')
		900m	1000m	1000m	1400m
	ALS out	1500m	1500m	1600m	1600m
	NDB	1260' (876')	1260' (876')	1260' (876')	1260' (876')
		3500m	3500m	3700m	3700m
21	ALS out	4200m	4200m	4400m	4400m
	ILS	610' (200')	610' (200')	610' (200')	610' (200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
	VOR ⓘ	760' (350')	760' (350')	760' (350')	760' (350')
		900m	1000m	1000m	1400m
	ALS out	1500m	1500m	1600m	1600m
	NDB	840' (430')	840' (430')	840' (430')	840' (430')
		2800m	2800m	2800m	2800m

ⓘ Continuous Descent Final Approach.

TAKE-OFF RWY 03, 21					
LVP must be in Force RL		DAY		NIGHT	
		RCLM or RL	NIL	LVP must be in Force RL	RL
A	300m	400m	500m	300m	400m
B					
C					
D					
				400m	

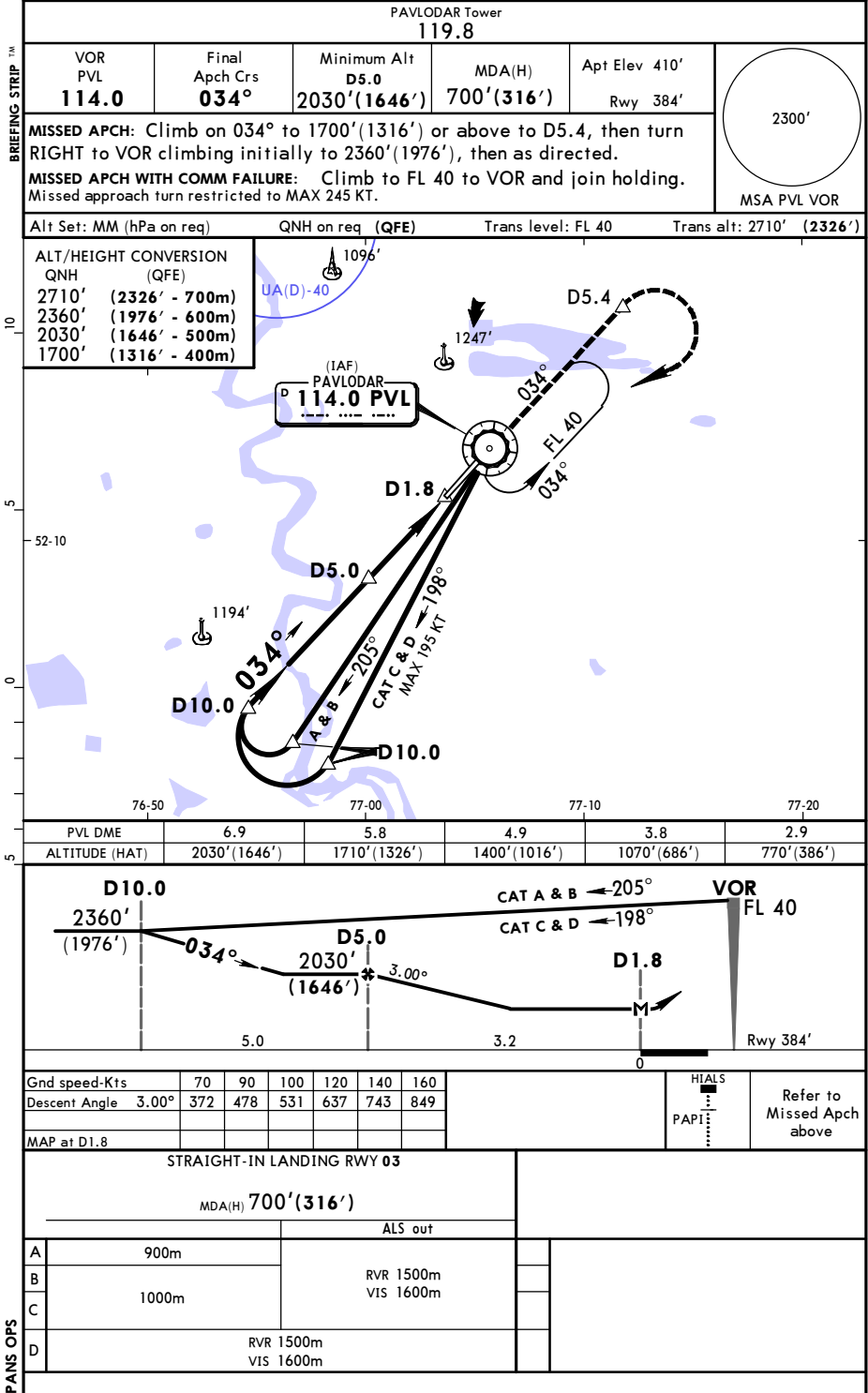
UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
22 APR 16 **(11-1)** Eff 28 Apr **ILS DME Rwy 21**



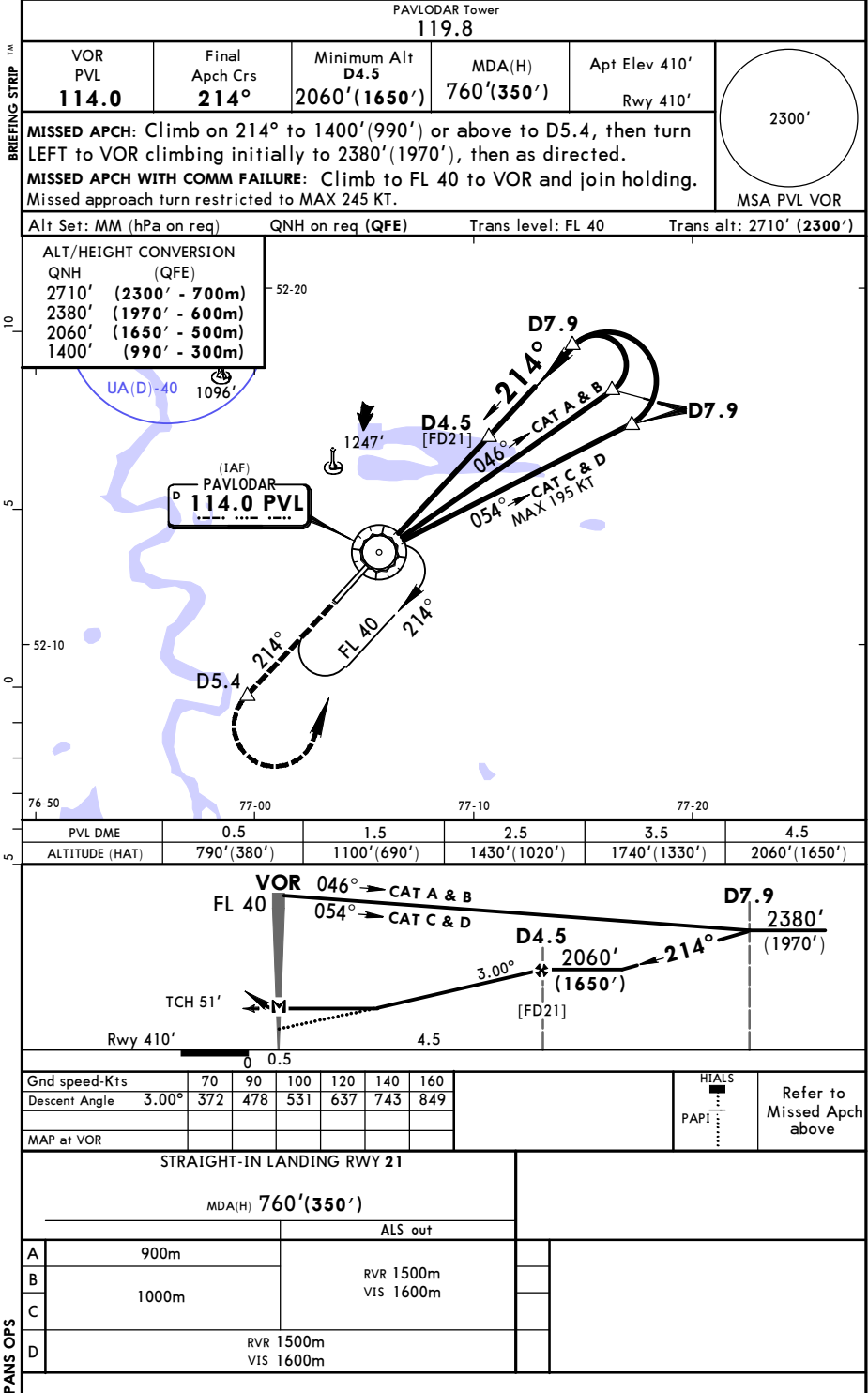
UASP/PWQ
PAVLODAR

JEPPesen PAVLODAR, KAZAKHSTAN
22 APR 16 **13-1** Eff 28 Apr VOR DME Rwy 03



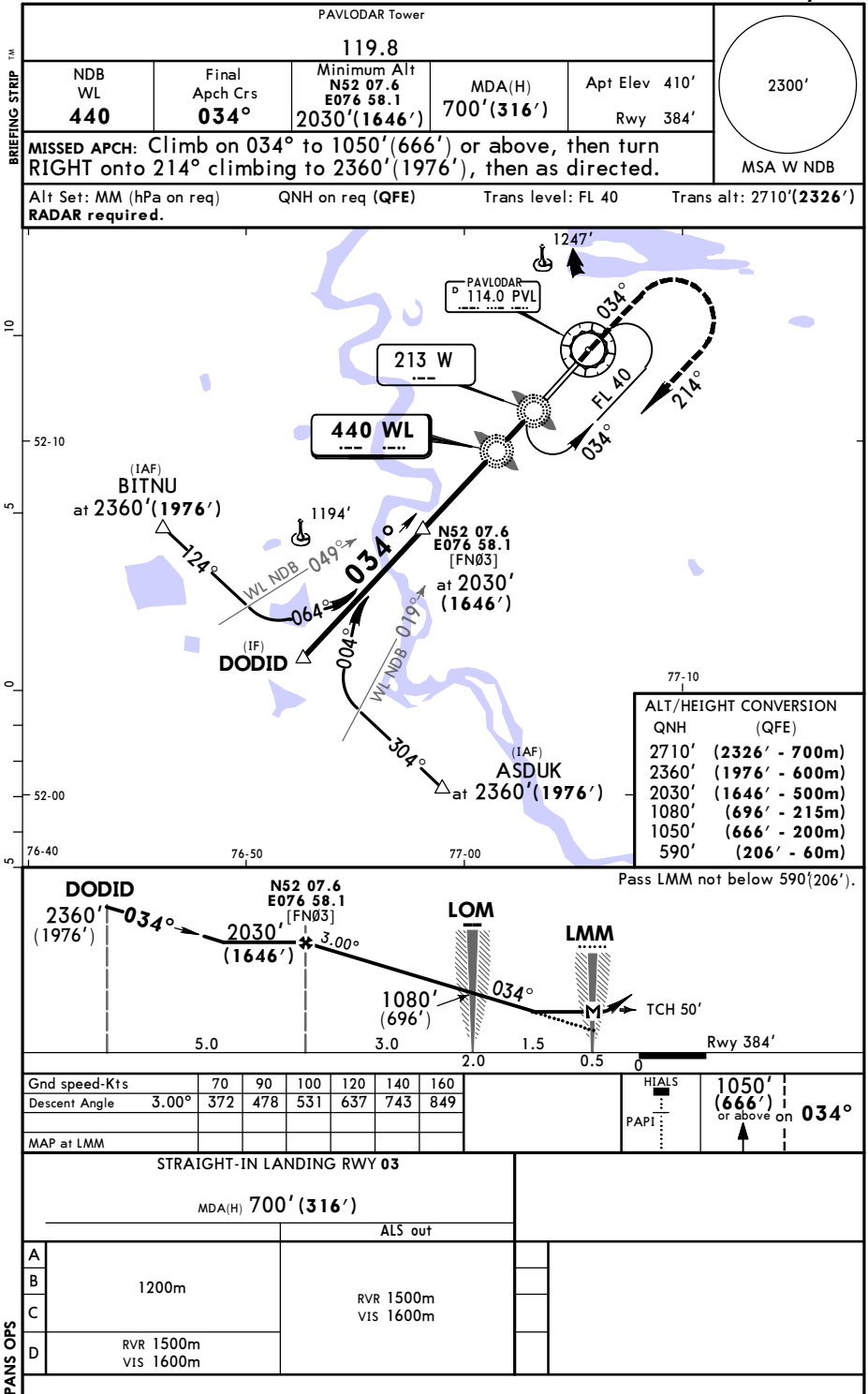
UASP/PWQ
PAVLODAR

JEPPesen PAVLODAR, KAZAKHSTAN
22 APR 16 (13-2) Eff 28 Apr VOR DME Rwy 21



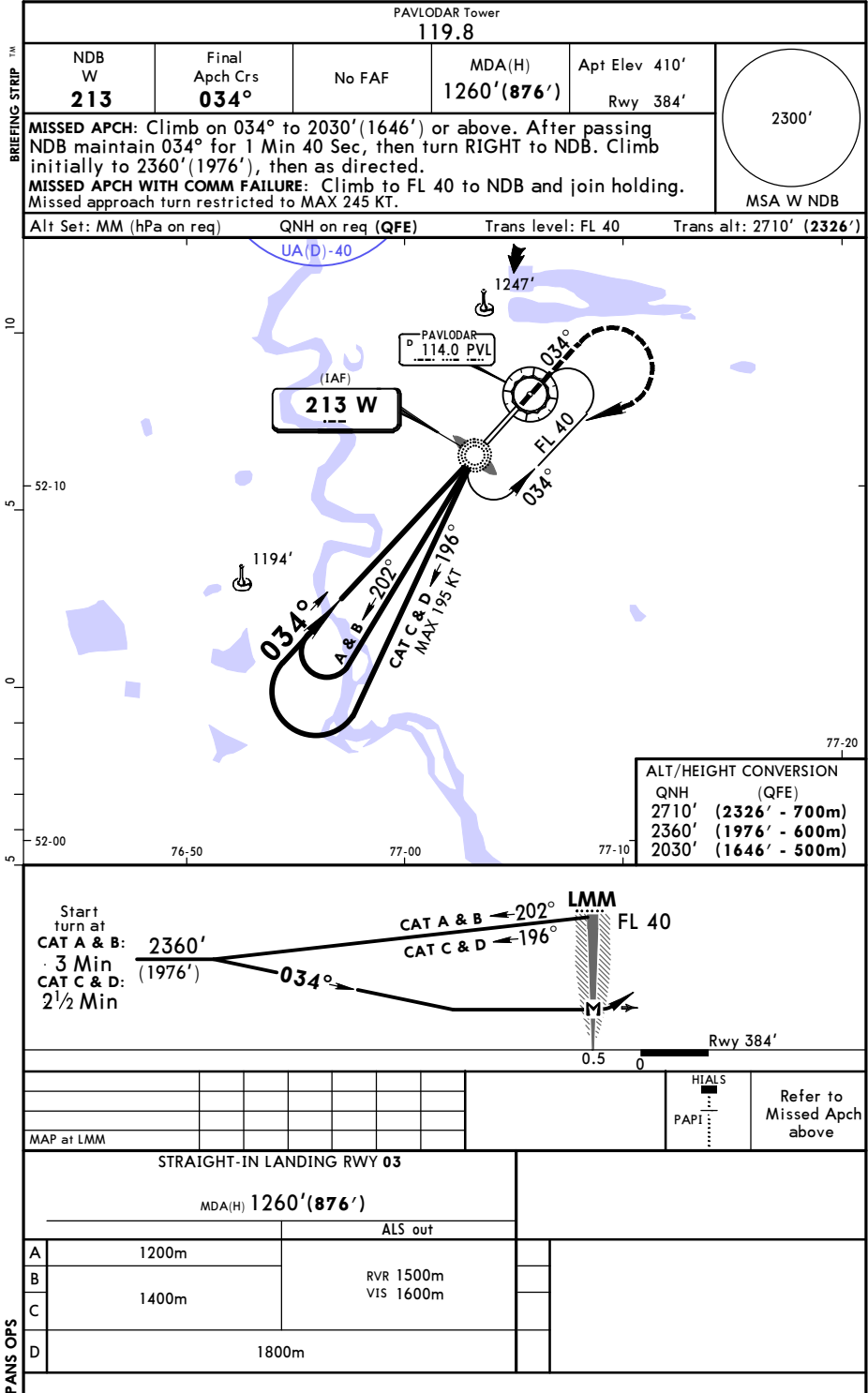
UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
22 APR 16 (16-1) Eff 28 Apr 2 NDB Rwy 03



UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
22 APR 16 16-2 Eff 28 Apr
NDB Rwy 03



UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
22 APR 16 (16-3) Eff 28 Apr
NDB Rwy 21

PAVLODAR Tower
119.8

NDB
W
213

Final
Apch Crs
214°

No FAF

MDA(H)
840'(430')

Apt Elev 410'
Rwy 410'

2300'

MSA W NDB

MISSED APCH: Climb on 214° to 1730'(1320') or above. After passing NDB maintain 214° for 1 Min 30 Sec, then turn LEFT to NDB. Climb initially to 2380'(1970'), then as directed.

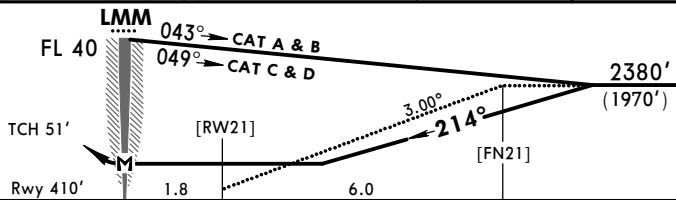
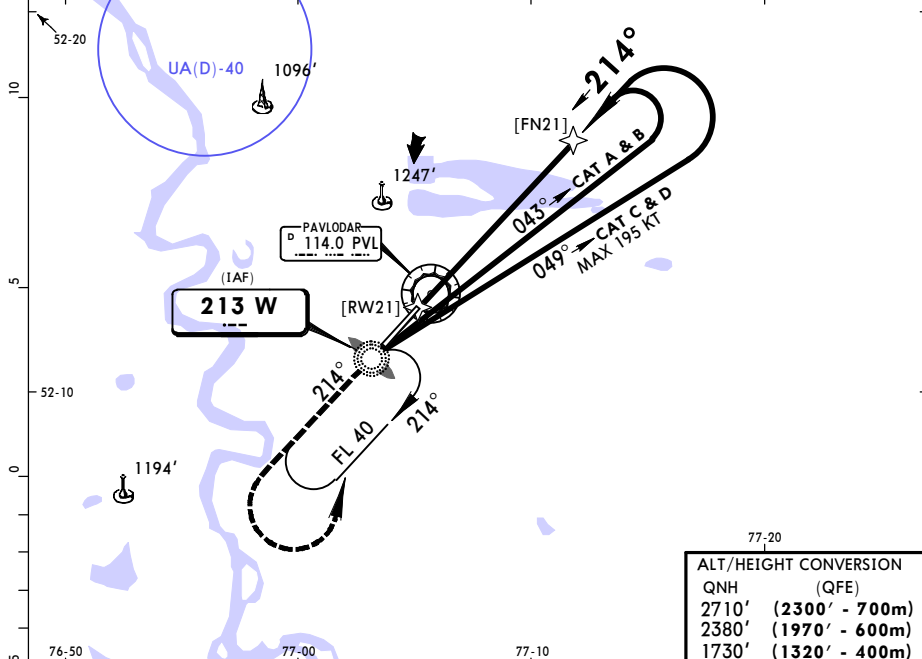
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to NDB and join holding. Missed approach turn restricted to MAX 245 KT.

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 40

Trans alt: 2710' (2300')



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

HIALS
PAPI

Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY 21

MDA(H) 840'(430')

ALS out

2800m



Chart changes since cycle 12-2016

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