

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UASP

Terminal Charts For UASP

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: PAVLODAR KAZ
ICAO/IATA: UASP / PWQ
Lat/Long: N52° 11.7', E077° 04.4'
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
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2306 Z
Sunset: 1430 Z

Runway Information

Runway: 03
Length x Width: 8202 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 383 ft
Lighting: Edge, ALS

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

Communication Information

Pavlodar Tower: 119.800

UASP/PWQ
PAVLODAR**JEPPESEN**

24 MAR 17

10-1P

PAVLODAR, KAZAKHSTAN

Eff 30 Mar

AIRPORT BRIEFING

1. GENERAL

1.1. LOW VISIBILITY PROCEDURES (LVP)

LVPs are effected when RVR is less than 550m.

The operation of LVP shall be reported by Tower ATC phrase: 'LOW VISIBILITY PROCEDURES IN OPERATION'.

ACFT following from TWY to stands and from stands to departure point shall be carried out after follow-me vehicle equipped with lighting equipment.

1.2. TAXI PROCEDURES**1.2.1. TAXIING (TOWING) PRECAUTIONS**

Taxiing (towing) shall be carried out by clearance of Tower ATC. Taxiing speed shall be chosen by pilot-in-command of the ACFT depending on condition of RWY, the presence of obstacles, ACFT weight, taxiing conditions.

1.2.2. TAXIING OUT OF STANDS UNDER ITS OWN ENGINES POWER AND BY TOWING

Taxiing out of stands under its own engines power and by towing shall be carried out by the signals of responsible person of the operational maintenance section of the ACFT. Taxiing of YAK-42 ACFT into/out of stand 12 under own engines power is prohibited. Parking for the ACFT YAK-42 shall be carried out by towing to the stand 12.

1.2.3. TAXIING IN WINTER CONDITIONS

In case of low visibility of marking lines due to some TWYs being not equipped with centerline lights, or other reasons, movement of ACFT on the apron shall be carried out by special vehicle.

1.2.4. THE MOVEMENT PROCEDURE OF ACFT IN CRITICAL AND SENSITIVE ZONES OF ILS DURING AERODROME OPERATION ON THE MINIMA I, II AND III ICAO CATEGORY

Movement of the ACFT in the critical area shall be carried out with special care and caution. Flight crew shall vacate the critical area as soon as possible, without exceeding recommended speed by Flight Crew Operational Manual.

Flight crew shall immediately make report to Tower air traffic controller after vacating the critical area. Intersection of critical zones of radio beacon landing system with ACFT shall be carried out with the clearance of the Tower air traffic controller.

Stop and ILS critical area signs are set on the intersection of the APT roads and the critical area of the radio beacon system. Movement after these signs without air traffic controller clearance is prohibited. Vacation of this area shall be made rapidly with further report to air traffic controller. Intersection of these areas with mentioned facilities during landing approach till landing is prohibited.

1.2.5. LARGE ACFT RESTRICTIONS

ACFT with a weight of 30000 KGS and more shall make turns in pockets (RWY spreading) on RWY 03/21 only. For other procedures dimensions of artificial runway and stands are OK, without any restriction.

1.3. OTHER INFORMATION

Stands 1-4 are designated as deviation areas.

UASP/PWQ
PAVLODAR

JEPPESEN

24 MAR 17

10-1P1

Eff 30 Mar

PAVLODAR, KAZAKHSTAN

AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

During approach and landing:

- Maintain assigned level until final approach.
- Maintain the program of deceleration; to extend landing gear and wing devices so, that the approach speed should be reached 5.4 nm from THR; to descend not below the GS.

3. DEPARTURE

3.1. DE-ICING

Stands 2, 3, 17 are designated for de-icing.

3.2. START-UP PROCEDURES

Main engine start-up is allowed on the stands.

3.3. NOISE ABATEMENT PROCEDURES

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

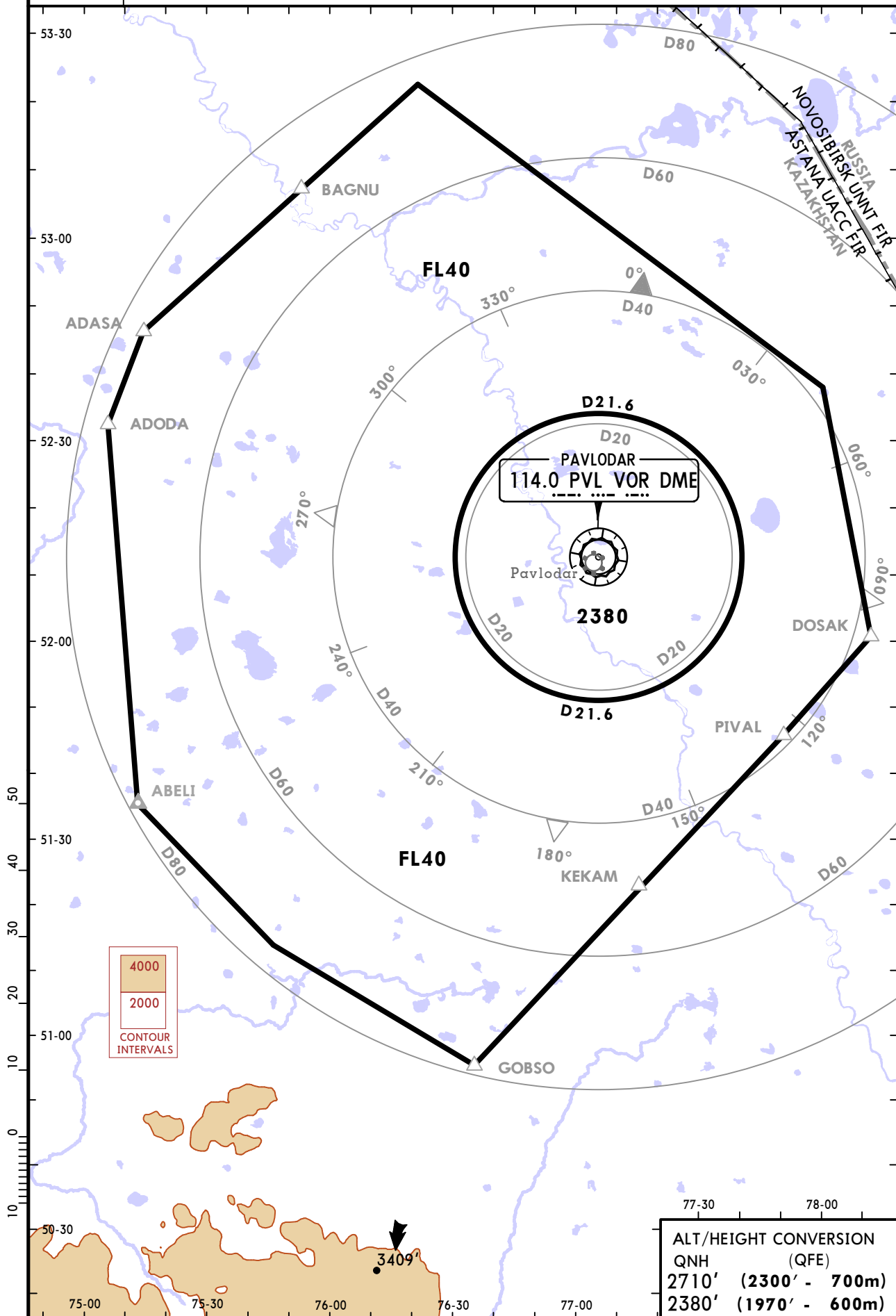
- From take-off to 1890' (1480'): Take-off engine power, flaps in take-off position, $V_2 + 10$ KT.
- From 1890' (1480') thru 3370' (2960'): Climbing at $V_2 + 10$ KT.
- At 3370' (2960'): Adjust normal climb rate with retracted flaps.

UASP/PWQ PAVLODAR

JEPPesen **PAVLODAR, KAZAKHSTAN**
22 APR 16 **(10-1R)** **Eff 28 Apr** **RADAR MINIMUM ALTITUDES**

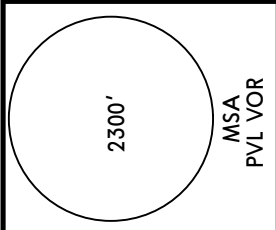
Apt Elev
410'

- 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.

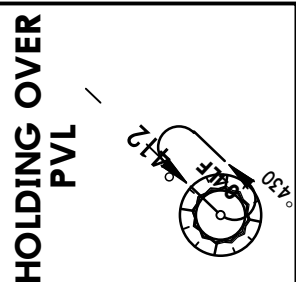


Apt Elev
410'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2710' (2326')
Crossing altitudes at airway exit points by ATC.



ADASA 1J [ADAS1J]
ADODA 1J [ADOD1J]
BAGNU 1J [BAGN1J]
DOSAK 1J [DOSA1J]



(IAF)
PAVLODAR
D 114.0 PVL
N52 12.6 E077 05.7

$$\left\{ \text{A}^+ \text{FL40} \right\}$$


ADASA
N52 46.3 E075 14.6

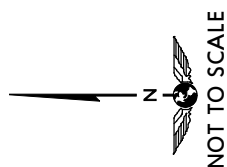
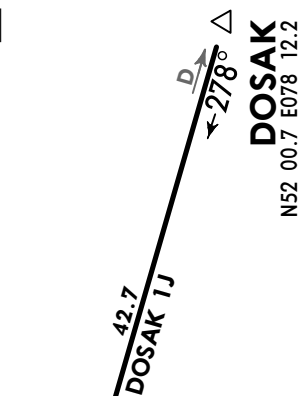
ADODA
N52 32.5 E075 05.9



ADODA 1J
76.0

75.8
ADASA 1J

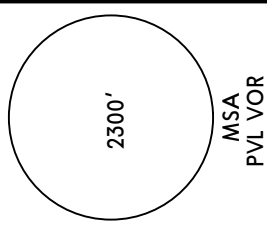
70.4
BAGNU 1 J



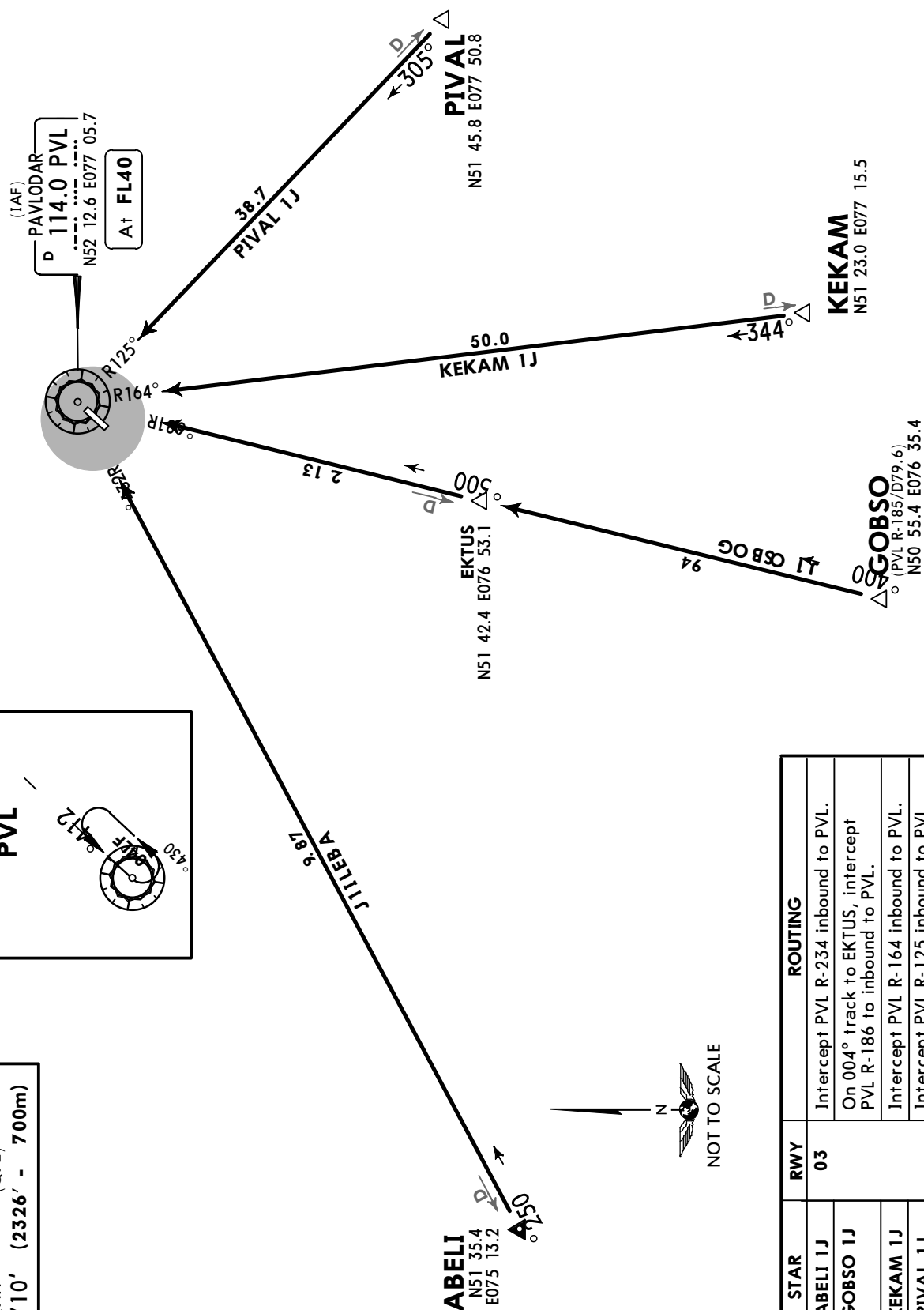
STAR	RWY	ROUTING
ADASA 1J	03	Intercept PVL R-288 inbound to PVL.
ADODA 1J		Intercept PVL R-277 inbound to PVL.
BAGNU 1J		Intercept PVL R-313 inbound to PVL.
DOSAK 1J		Intercept PVL R-097 inbound to PVL.

Apt Elev
410'

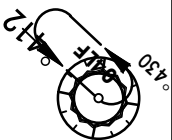
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2710' (2326')
Crossing altitudes at airway exit points by ATC.



ABELI 1J [ABEL1J]
GOBSO 1J [GOBS1J]
KEKAM 1J [KEKA1J]
PIVAL 1J [PIVA1J]



HOLDING OVER



ALT/HEIGHT CONVERSION
QNH (QFE)

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.

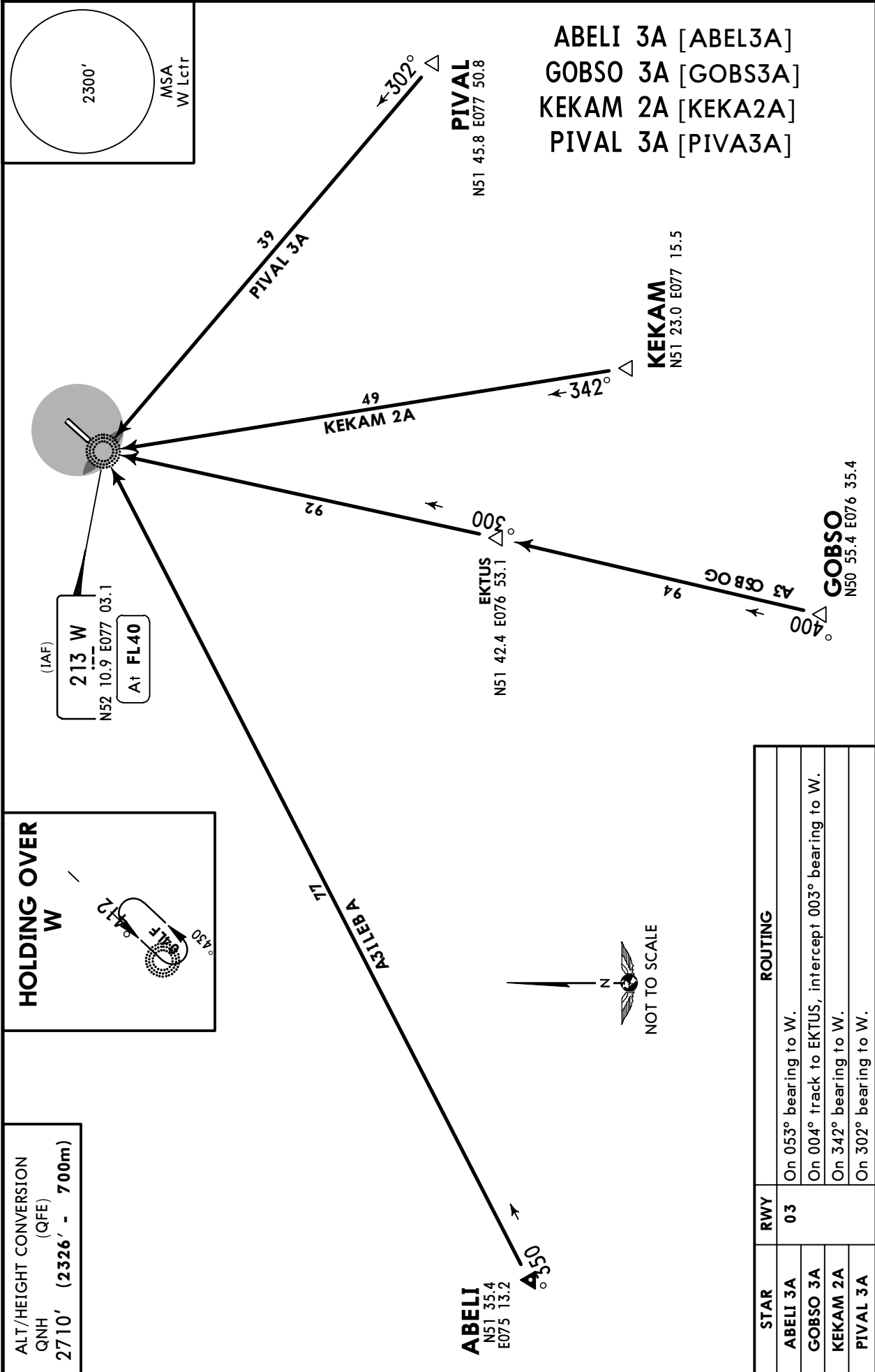
© JEPPESEN, 2016. ALL RIGHTS RESERVED.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

UASP/PWQ
PAVLODAR

JEPPESEN PAVLODAR, KAZAKHSTAN
22 APR 16 **10-2E** **Eff 28 Apr** **STAR**

Apt Elev **410'** Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2710' (**2326'**)
Crossing altitudes at airway exit points by ATC.



(IAF)
213 W
N52 10.9 E077 03.1
A† FL40

STAR	RWY	ROUTING
ADASA 2E	21	On 108° bearing to W.
ADODA 2E		On 097° bearing to W.
BAGNU 2E		On 133° bearing to W.
DOSAK 2E		On 275° bearing to W.

UASP/PWQ
PAVLODAR

JEPPESEN

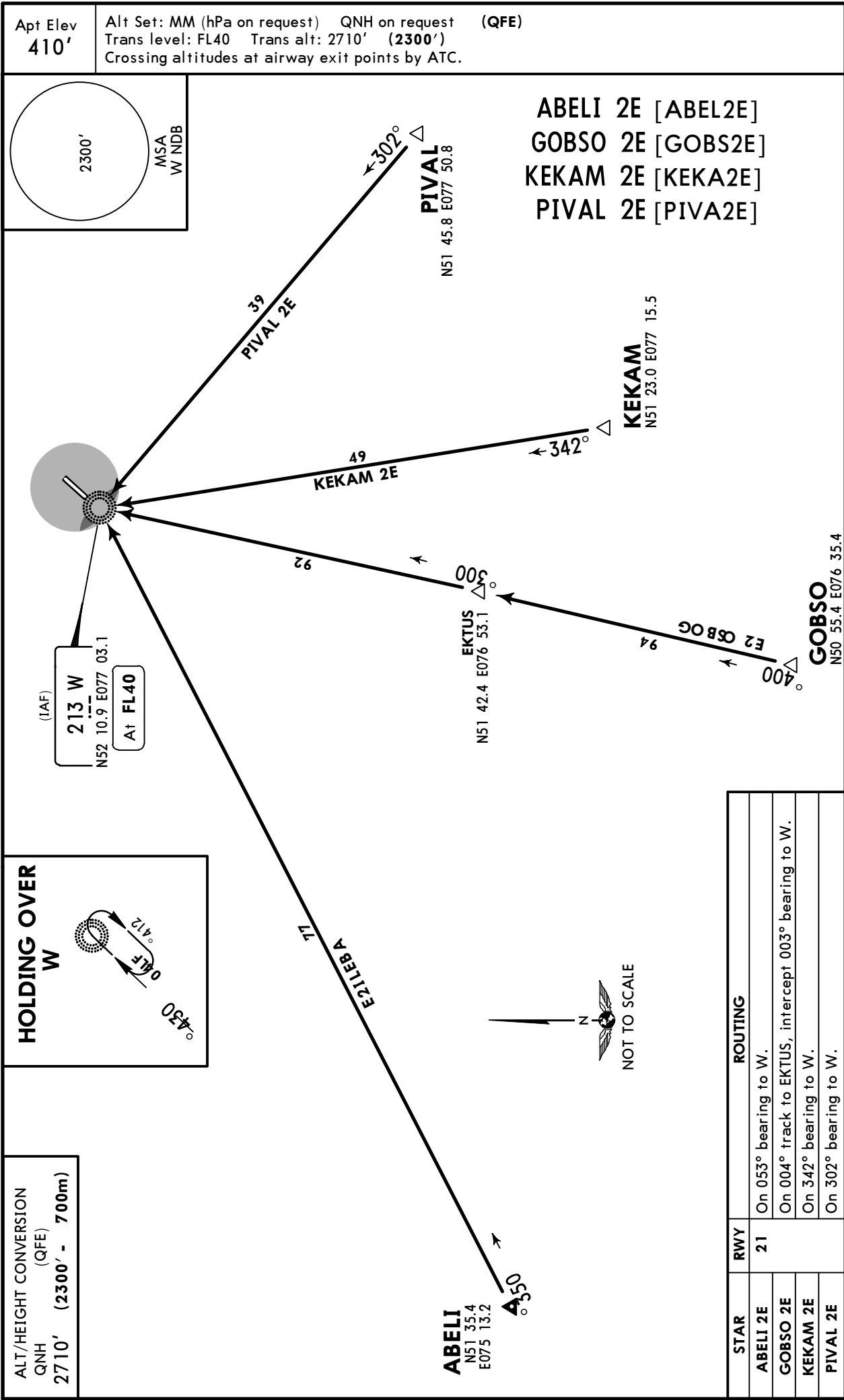
PAVLODAR, KAZAKHSTAN

22 APR 16

10-2G

Eff 28 Apr

STAR



© JEPPESEN, 2016. ALL RIGHTS RESERVED.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

Climb straight ahead to at or above 1070' (660'), at D5.6 PVL turn LEFT, 057° track, intercept PVL R-097 to DOSAK.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

UASP/PWQ

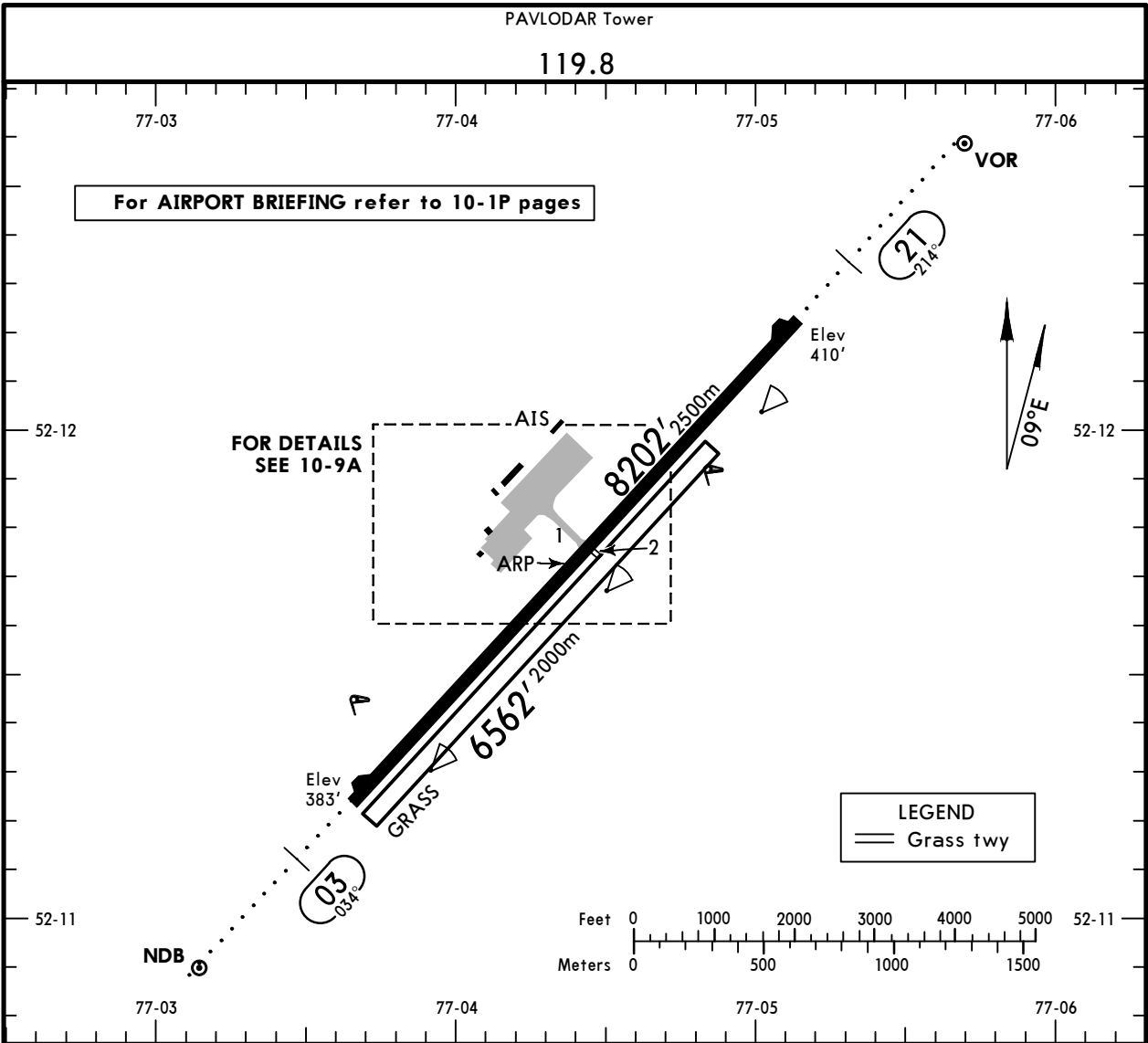
Apt Elev 410'
N52 11.7 E077 04.4



JEPPESSEN PAVLODAR, KAZAKHSTAN

22 MAR 19 (10-9) Eff 28 Mar

PAVLODAR



ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
					Threshold	Glide Slope	
03	HIRL (60m)	HIALS	PAPI-L (3.0°)	RVR			148'
21	HIRL (60m)	HIALS	PAPI-L (2.7°)	RVR		7169' 2185m	45m
03 ②	21	Grass runway					246'
							75m

① TAKE-OFF RUN AVAILABLE

RWY 03:

From rwy head 8202' (2500m)
twy 1 int 3858' (1176m)

RWY 21:

From rwy head 8202' (2500m)
twy 1 int 4344' (1324m)

② Alternate unpaved rwy suitable for landing and take-off of the CAT A, B ACFT only in the daytime.

TAKE-OFF		
Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL
A		Adequate vis ref (Day only)
B		
C	300m	400m
D		500m

UASP/PWQ



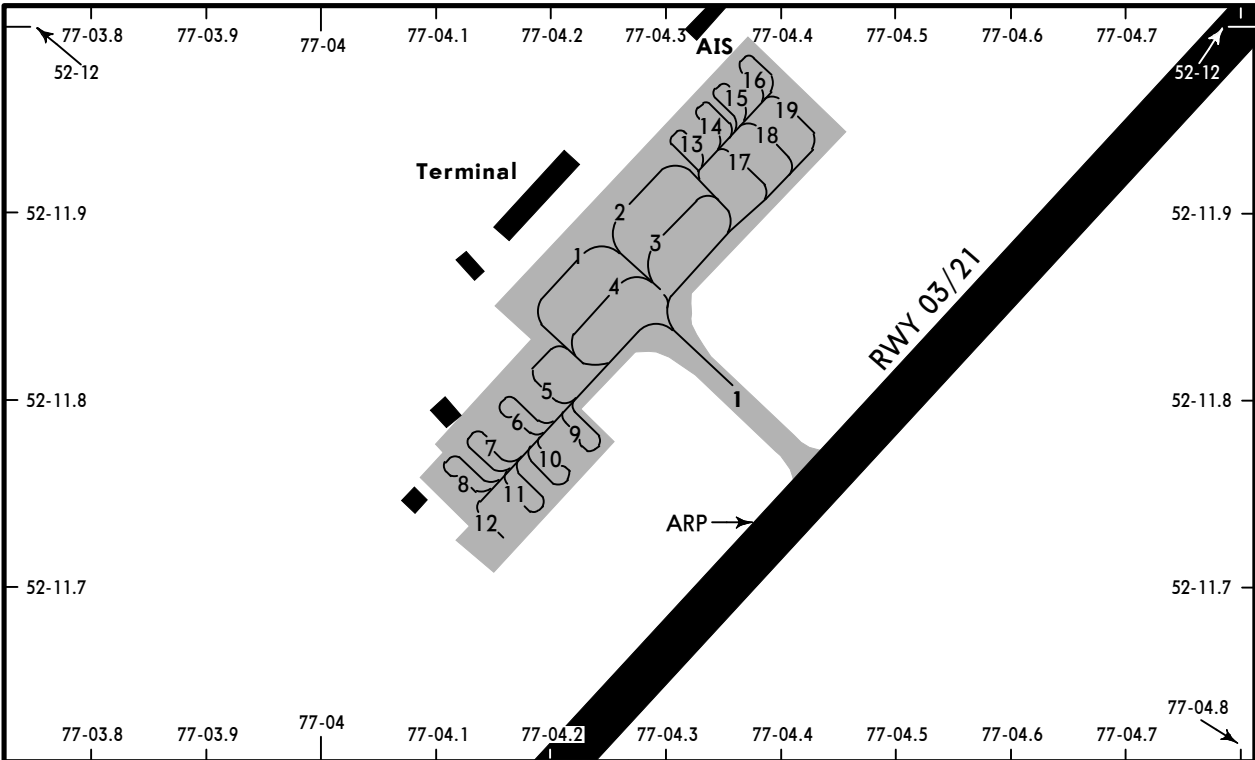
JEPPESSEN PAVLODAR, KAZAKHSTAN

22 MAR 19

10-9A

Eff 28 Mar

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 MAR 19

Eff 28 Mar

10-9S

Standard

PAVLODAR, KAZAKHSTAN

PAVLODAR

STRAIGHT-IN RWY		A	B	C	D
03	① VOR DME Y or X ALS out	700'(317')	700'(317')	700'(317')	700'(317')
		900m	1000m	1000m	1400m
		1400m	1400m	1400m	1400m
	① NDB NDB ALS out	1260'(877')	1260'(877')	1260'(877')	1260'(877')
		1500m	1500m	2400m	2400m
		1260'(877')	1260'(877')	1260'(877')	1260'(877')
21	ILS DME Y or X FULL TDZ or CL out ALS out	610'(200')	610'(200')	610'(200')	610'(200')
		550m	550m	550m	550m
		② 550m	② 550m	② 550m	② 550m
	LOC NOT AUTH	1200m	1200m	1200m	1200m
		NOT	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
	① VOR DME ALS out	760'(350')	760'(350')	760'(350')	760'(350')
		900m	1000m	1000m	1400m
		1500m	1500m	1600m	1600m
	① NDB NDB	840'(430')	840'(430')	840'(430')	840'(430')
		2800m	2800m	2800m	2800m
		840'(430')	840'(430')	840'(430')	840'(430')
		2800m	2800m	2800m	2800m

- ① Continuous Descent Final Approach.
- ② W/o HUD/AP/FD: RVR 750m.

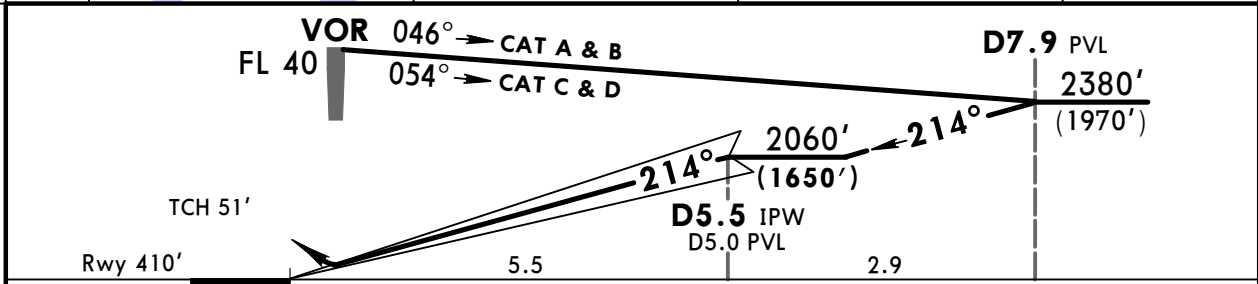
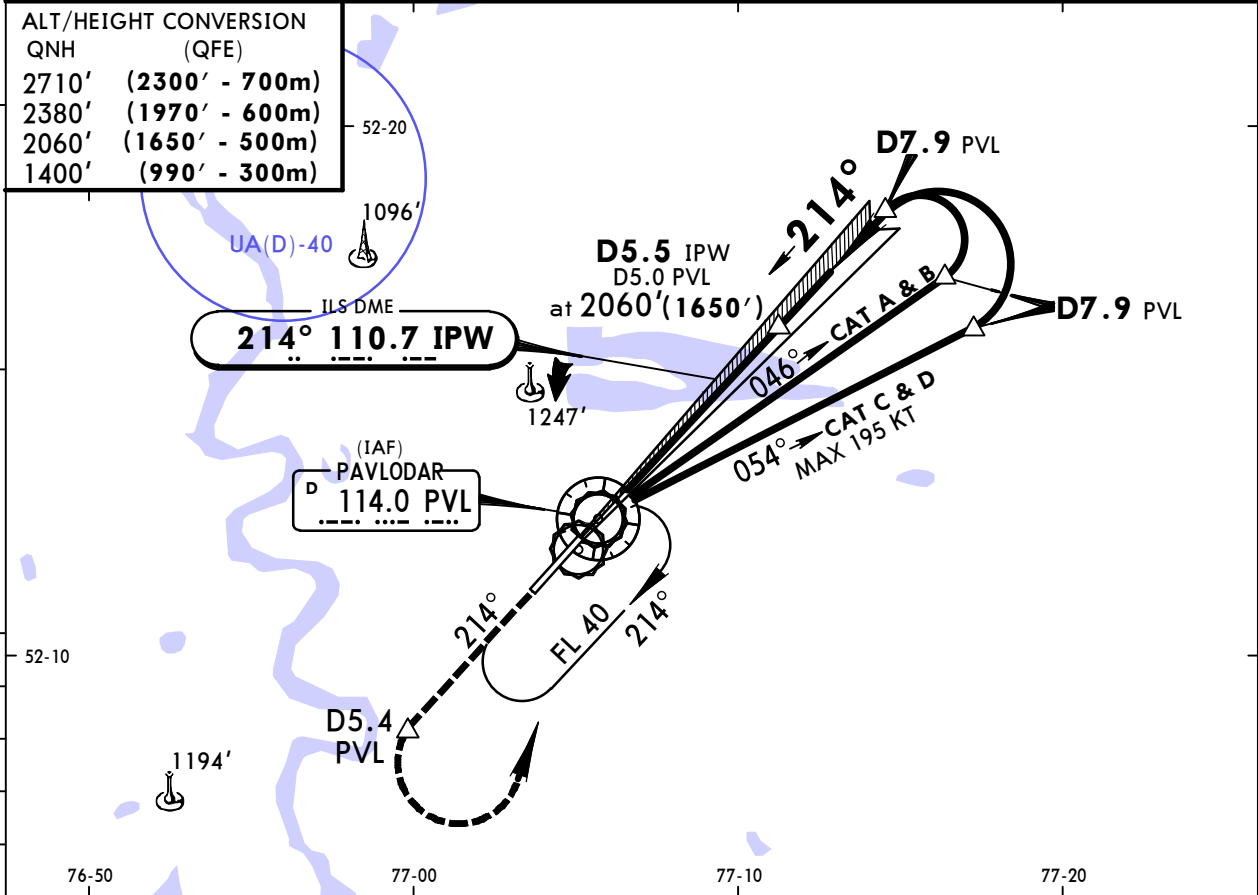
TAKE-OFF			
A B C D	Low Visibility Take-off		
	Day: RL & RCLM Night: RL		
	Day: RL or RCLM Night: RL		Adequate vis ref (Day only)
	300m		500m
	400m		

UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
26 JAN 18 11-2 Eff 1 Feb ILS DME X Rwy 21

PAVLODAR Tower					
119.8					
LOC IPW 110.7	Final Apch Crs 214°	GS D5.5 IPW 2060'(1650')	ILS DA(H) 610'(200')	Apt Elev 410' Rwy 410'	2300 MSA PVL VOR
MISSED APCH: Climb on 214° to 1400'(990') or above to D5.4 PVL, then turn LEFT to VOR, climb initially to 2380'(1970'), then as directed.					
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR 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')					
ILS DME reads zero at rwy 21 threshold.					

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2710'	(2300' - 700m)
2380'	(1970' - 600m)
2060'	(1650' - 500m)
1400'	(990' - 300m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above
GS	2.70°	334	430	478	573	764	

STRAIGHT-IN LANDING RWY 21			
ILS		LOC (GS out)	
DA(H) 610'(200')			
FULL		ALS out	
A			
B			
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
D			

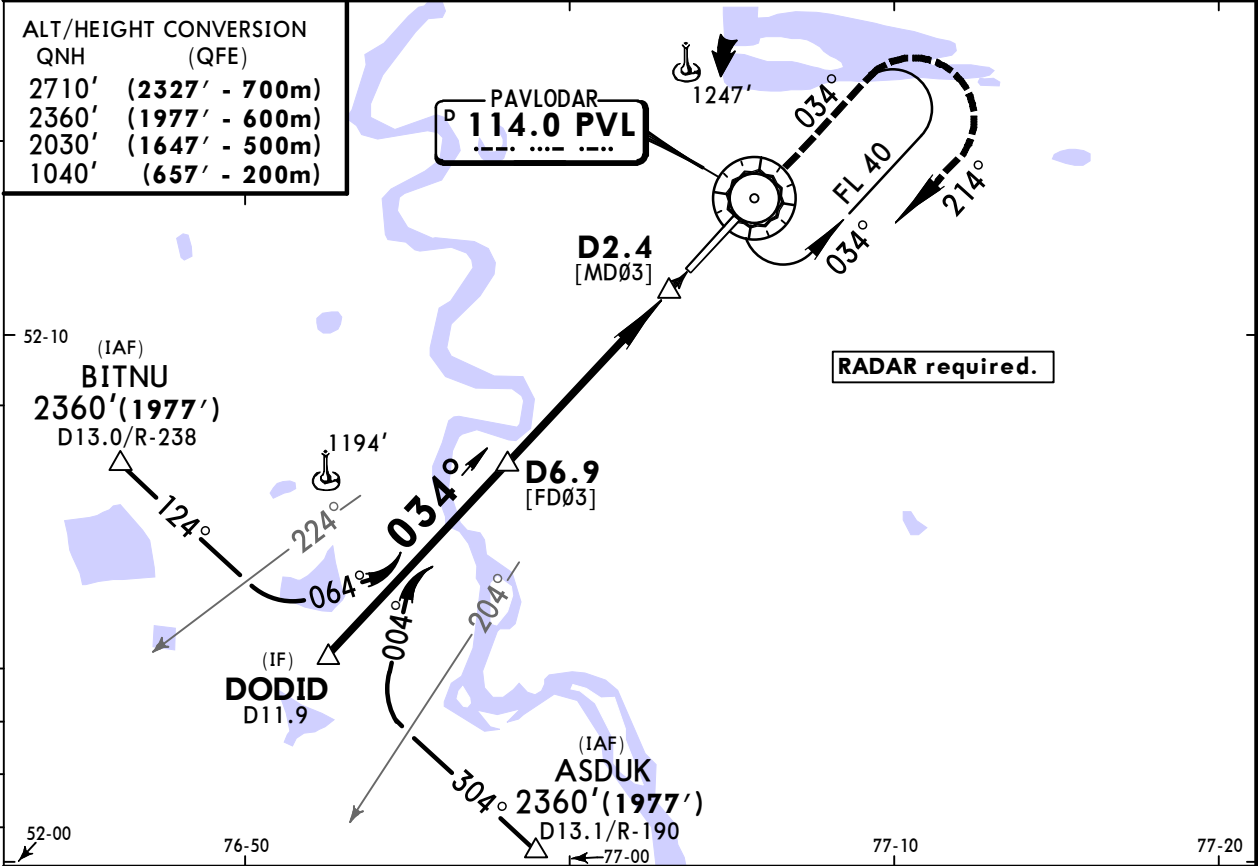
UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
26 JAN 18 (13-1) Eff 1 Feb VOR DME Y Rwy 03

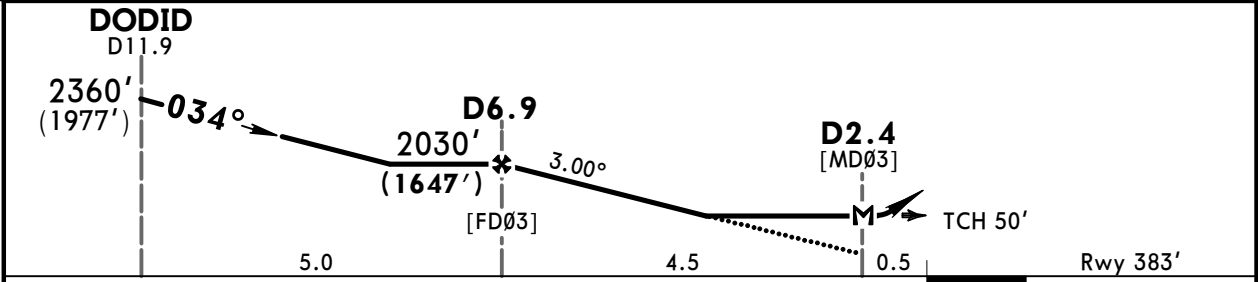
PAVLODAR Tower
119.8

VOR PVL 114.0	Final Apch Crs 034°	Minimum Alt D6.9 2030'(1647')	MDA(H) 700'(317')	Appt Elev 410' Rwy 383'	2300 MSA PVL VOR
MISSED APCH: Climb on 034° to 1040'(657') or above, then turn RIGHT on track 214° climbing to 2360'(1977'), then as directed.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2710' (2327')



PVL DME	6.9	5.8	4.9	3.8	2.9
ALTITUDE (HAT)	2030'(1647')	1710'(1327')	1400'(1017')	1070'(687')	770'(387')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1040'(657') or above on 034° 214° RT
Descent Angle	3.00°	372	478	531	637	743	
MAP at D2.4							

STRAIGHT-IN LANDING RWY 03		
MDA(H) 700'(317')		
ALS out		
A	900m	RVR 1500m VIS 1600m
B		
C	1000m	
D	RVR 1500m VIS 1600m	

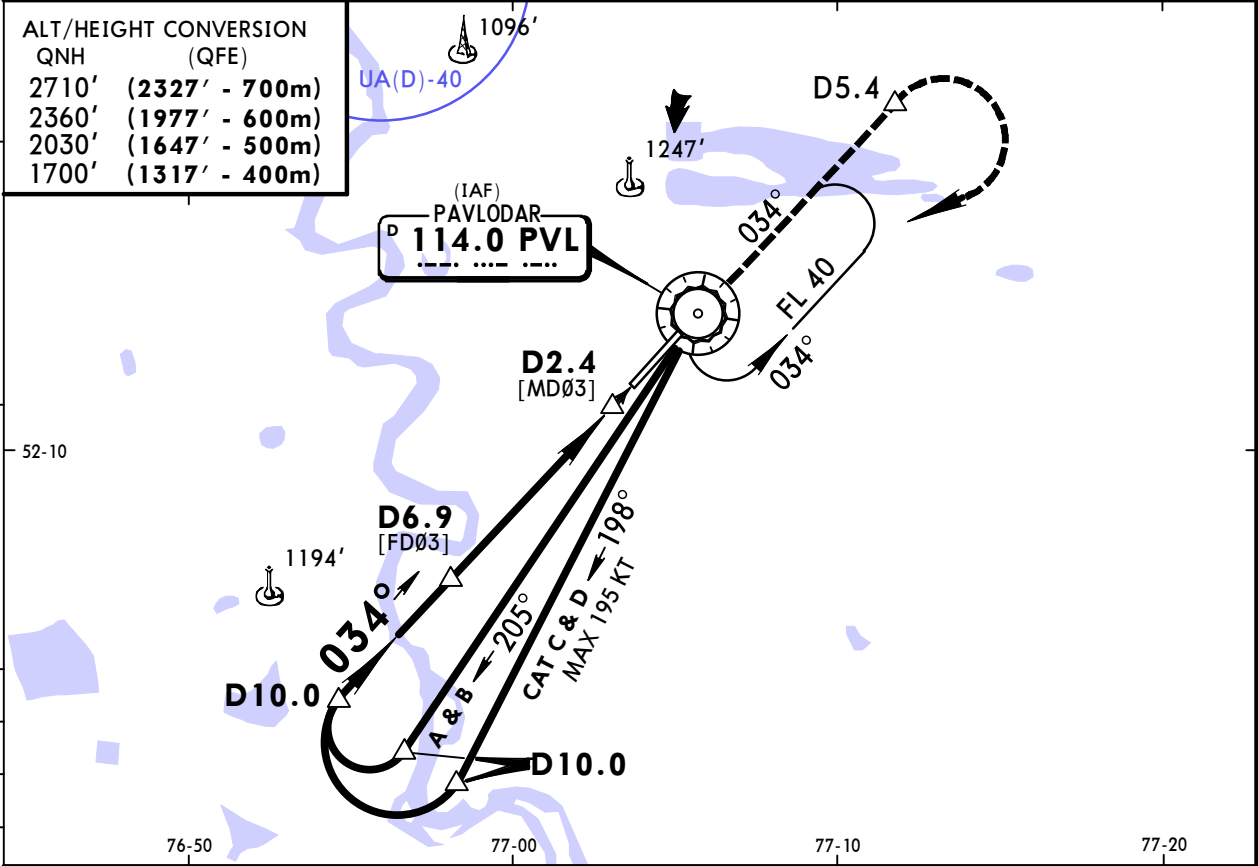
UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
26 JAN 18 13-2 Eff 1 Feb VOR DME X Rwy 03

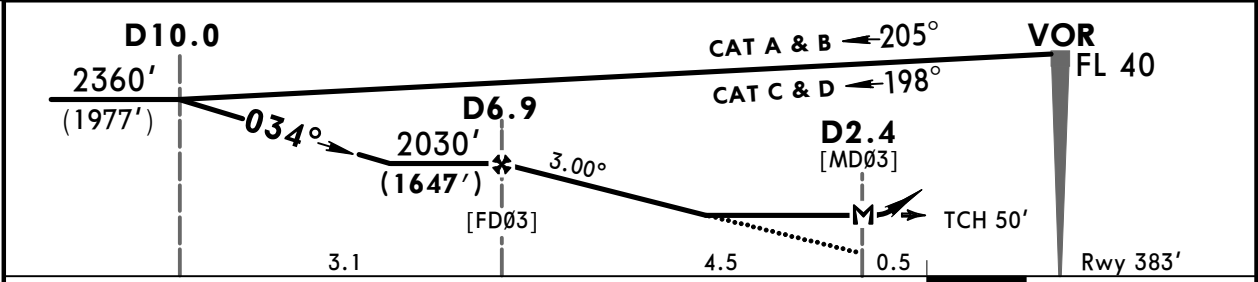
PAVLODAR Tower
119.8

VOR PVL 114.0	Final Apch Crs 034°	Minimum Alt D6.9 2030'(1647')	MDA(H) 700'(317')	Apt Elev 410' Rwy 383'	2300' MSA PVL VOR
MISSED APCH: Climb on 034° to 1700'(1317') or above to D5.4, then turn RIGHT to VOR climbing initially to 2360'(1977'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR 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' (2327')



PVL DME	6.9	5.8	4.9	3.8	2.9
ALTITUDE (HAT)	2030'(1647')	1710'(1327')	1400'(1017')	1070'(687')	770'(387')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed Apch above
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D2.4								

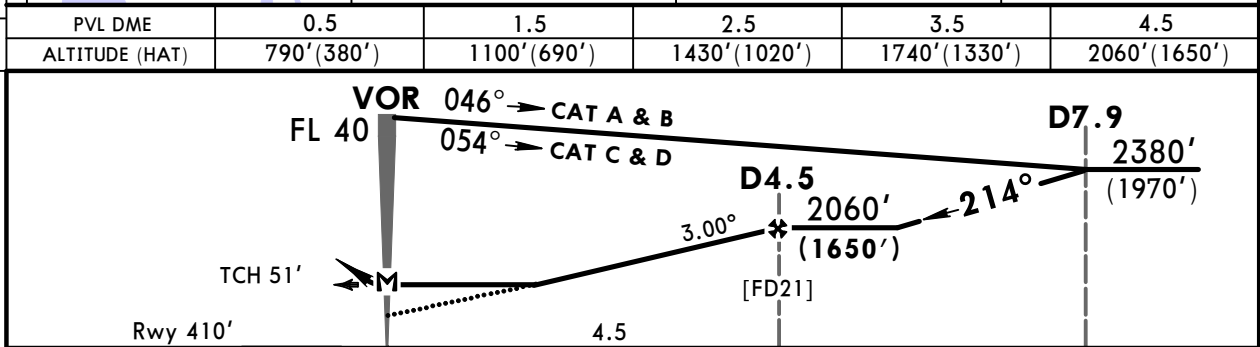
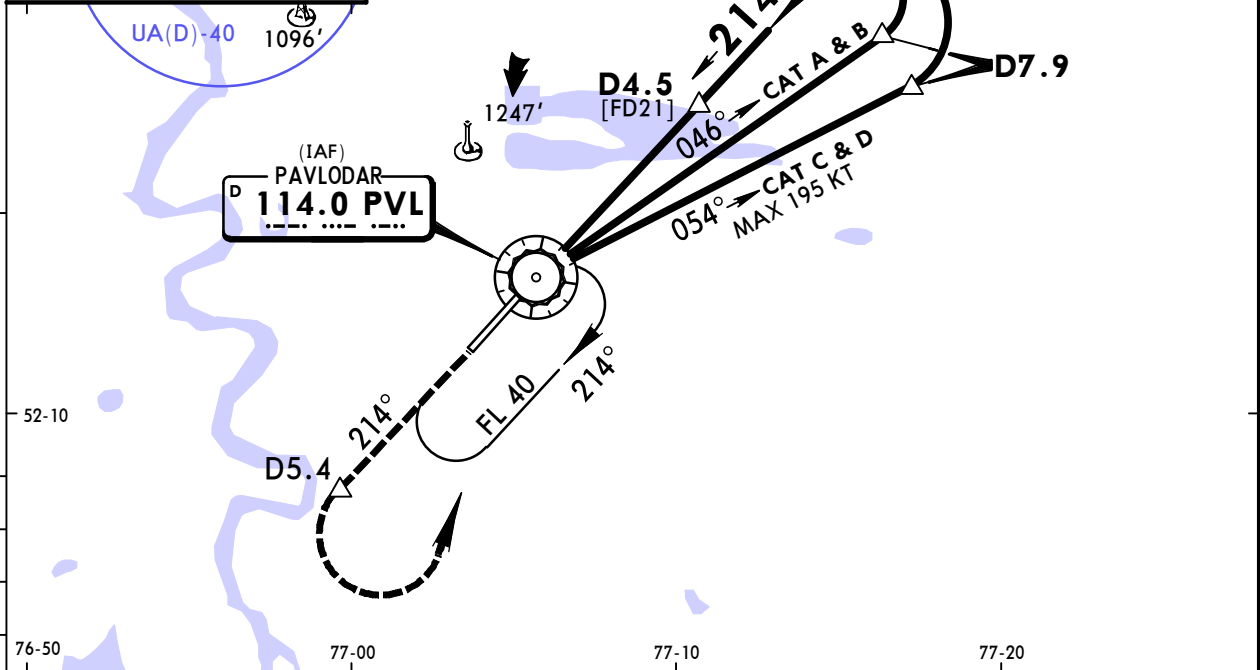
STRAIGHT-IN LANDING RWY 03			
MDA(H) 700'(317')			
ALS out			
A	900m	RVR 1500m VIS 1600m	
B			
C	1000m		
D	RVR 1500m VIS 1600m		

UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
26 JAN 18 13-3 Eff 1 Feb VOR DME Rwy 21

PAVLODAR Tower 119.8					
VOR PVL 114.0	Final Apch Crs 214°	Minimum Alt D4.5 2060'(1650')	MDA(H) 760'(350')	Apt Elev 410' Rwy 410'	2300' MSA PVL VOR
MISSED APCH: Climb on 214° to 1400'(990') or above to D5.4, then turn LEFT to VOR climbing initially to 2380'(1970'), then as directed.					
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR 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')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2710'	(2300' - 700m)
2380'	(1970' - 600m)
2060'	(1650' - 500m)
1400'	(990' - 300m)



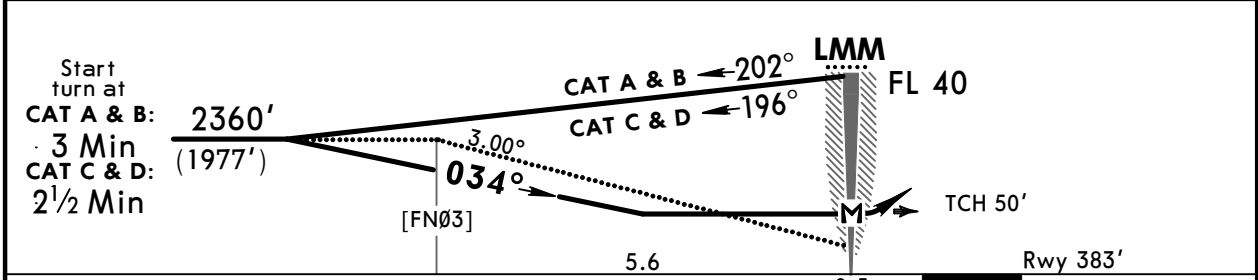
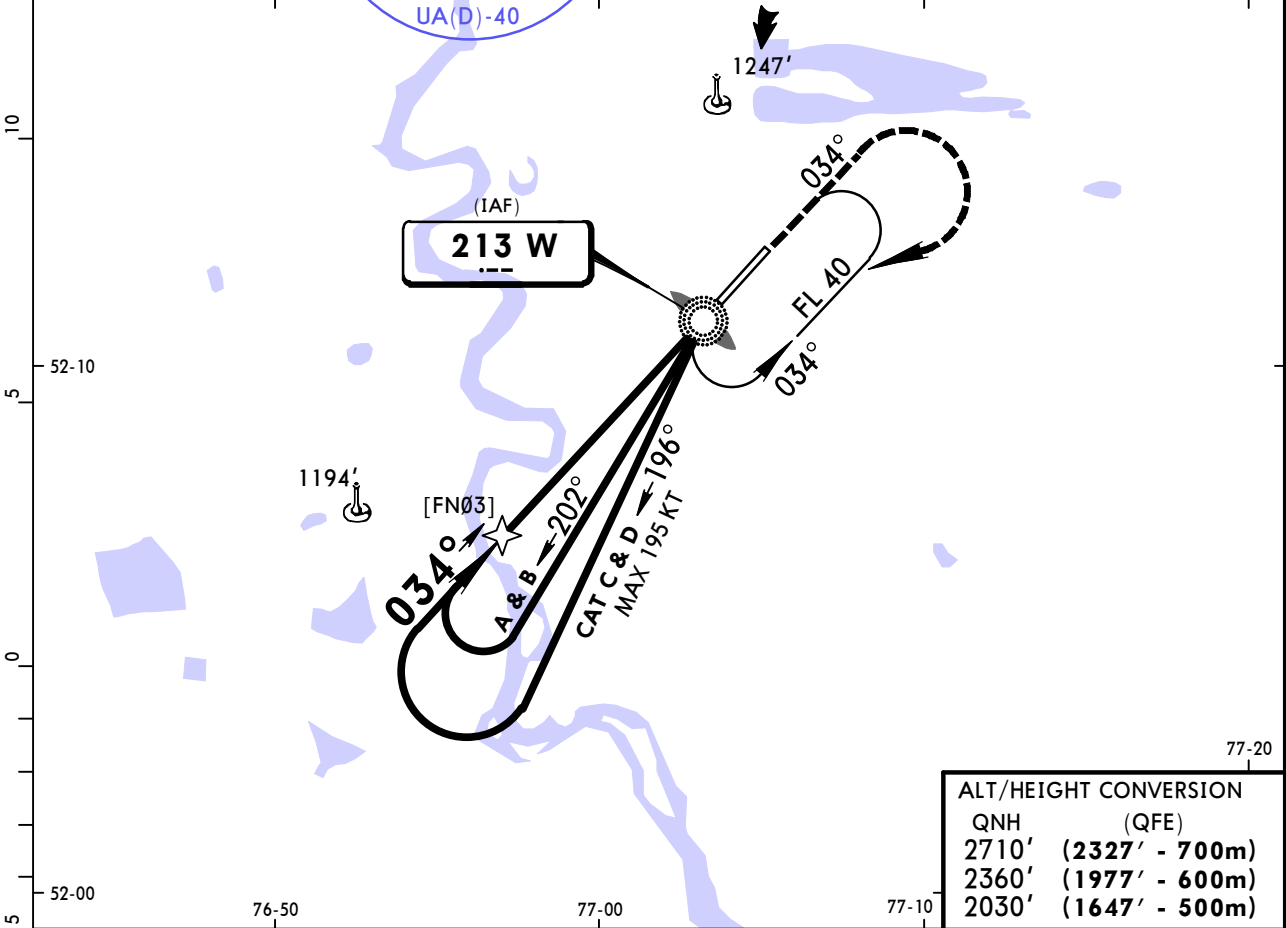
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743	
MAP at VOR							

STRAIGHT-IN LANDING RWY 21				
MDA(H) 760'(350')				
		ALS out		
A	900m	RVR 1500m VIS 1600m		
B	1000m			
C				
D	RVR 1500m VIS 1600m			

UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
26 JAN 18 (16-1) Eff 1 Feb
NDB Rwy 03

PAVLODAR Tower 119.8					
NDB W 213	Final Apch Crs 034°	No FAF	MDA(H) 1260'(877')	Apt Elev 410' Rwy 383'	2300' MSA W NDB
MISSED APCH: Climb on 034° to 2030'(1647') or above. After passing NDB maintain 034° for 1 Min 40 Sec, then turn RIGHT to NDB. Climb initially to 2360'(1977'), 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' (2327')	



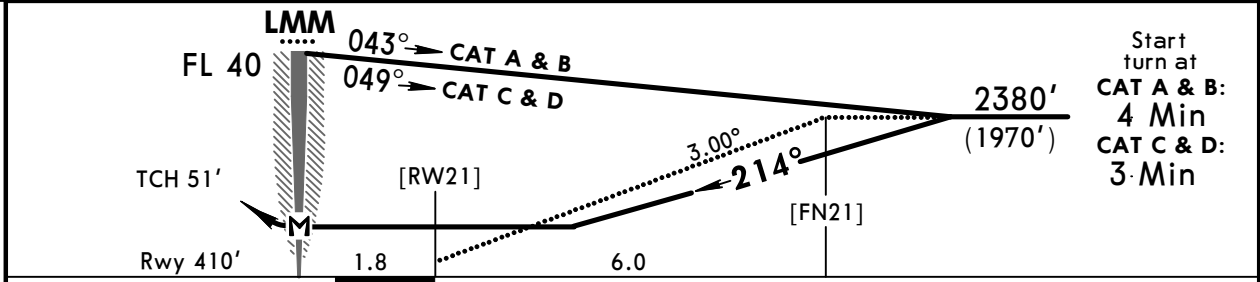
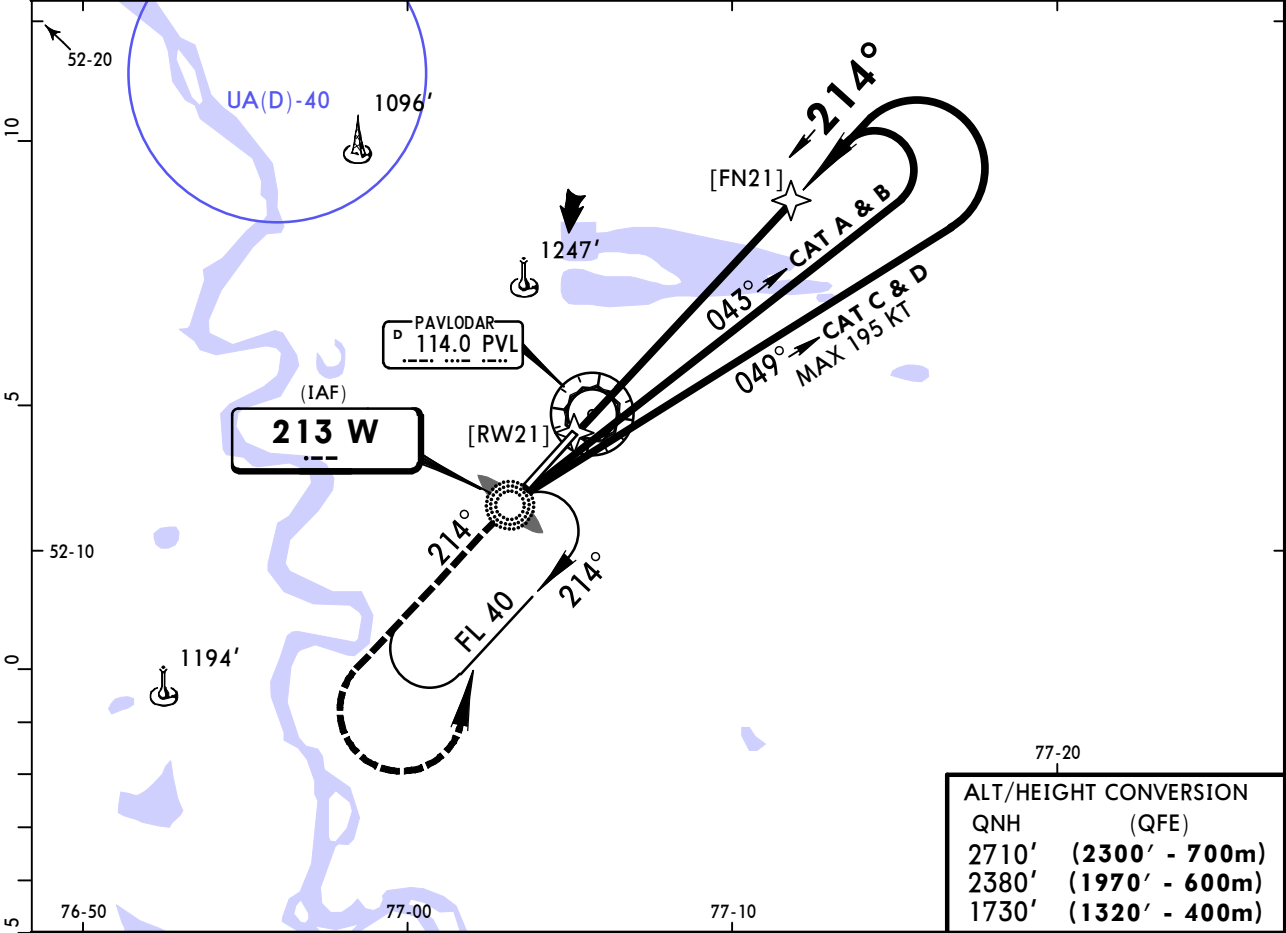
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743	
MAP at LMM							

STRAIGHT-IN LANDING RWY 03							
MDA(H) 1260' (877')							
ALS out							
A	1200m	RVR 1500m VIS 1600m					
B							
C	1400m						
D	1800m						

UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
5 MAY 17 (16-2)
NDB Rwy 21

PAVLODAR Tower					
119.8			129.0		
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	HIALS PAPI Refer to Missed Apch above
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

STRAIGHT-IN LANDING RWY 21	
MDA(H) 840'(430')	
ALS out	
A	2800m
B	
C	
D	

Chart changes since cycle 08-2019

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