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General Information

Location: PAVLODAR KAZ
ICAO/IATA: UASP / PWQ
Lat/Long: N52° 11.72', E077° 04.40'
Elevation: 411 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = 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: 2247 Z
Sunset: 1450 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

ATIS: 134.600
ATIS: 133.600 Non-English
Pavlodar Tower: 119.800

UASP/PWQ
PAVLODAR

 **JEPPESEN PAVLODAR, KAZAKHSTAN**
18 OCT 24 **(10-1P)** **Eff 31 Oct** **AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

ATIS 134.6
133.6 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVPs are applied when RVR is less than 550m.

ATC Tower should report when the LVP are in force by the phrase: "Low visibility procedures in operation".

ACFT should follow after the Follow-me car equipped with lighting equipment from the established point to the stand upon arrival and from the stand to the established point upon departure.

1.3. TAXI PROCEDURES

1.3.1. TAXIING (TOWING) PRECAUTIONS

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

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

Taxiing out of stands under its own engines power and by towing and taxiing into stands under its own engines power and by towing is performed according to the signals of the person in charge of the ACFT operational maintenance area.

Taxiing of YAK-42 ACFT into/out of stand 12 under own engines power is prohibited. Parking of the YAK-42 ACFT at the stand 12 shall be carried out by towing.

1.3.3. TAXIING IN WINTER CONDITIONS

In case if some TWYs are not equipped with centerline lights, they may not be visible due to snow.

In case of low visibility of marking lines for ACFT movement at the apron (due to snow cover and other reasons), the escorting of ACFT shall be carried out by the Follow-me car.

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

ACFT movement in the critical area shall be carried out with the increased attention of the crew and caution.

Flight crew shall vacate the critical area as soon as possible, without exceeding recommended speed by the flight manual of this ACFT. Flight crew shall immediately report to the Tower ATC after vacating the critical area.

Crossing of critical areas of radio-beacon landing system by ACFT, vehicles and other mobile facilities shall be carried out with the clearance of the ATC Tower.

"Stop" and "ILS critical area" signs are installed on the intersection of the APT roads and the critical area of the radio-beacon system. Movement after these signs without ATC clearance is prohibited; driver must stop and request clearance to cross this area. Vacating of this area shall be made rapidly with a further report to the ATC.

When the ACFT performing a U-turn to the final approach and before landing, crossing these areas by the mentioned vehicles is prohibited.

1.3.5. LARGE ACFT RESTRICTIONS

ACFT with a weight of 30000kg and more shall make turns in turning bays (widening of the RWY) on RWY 03/21 only.

1.4. OTHER INFORMATION

Stands 1 thru 4 are designated as deviation areas.

Birds.

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 **JEPPESSEN PAVLODAR, KAZAKHSTAN**

18 OCT 24

(10-1P1)

Eff 31 Oct

AIRPORT BRIEFING

2. DEPARTURE

2.1. DE-ICING

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

2.2. START-UP PROCEDURES

Main engine start-up is permitted at all stands.

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4 NOV 22 (10-1R)

PAVLODAR, KAZAKHSTAN
RADAR MINIMUM ALTITUDES

Apt Elev
411

Alt Set: hPa (MM on request)

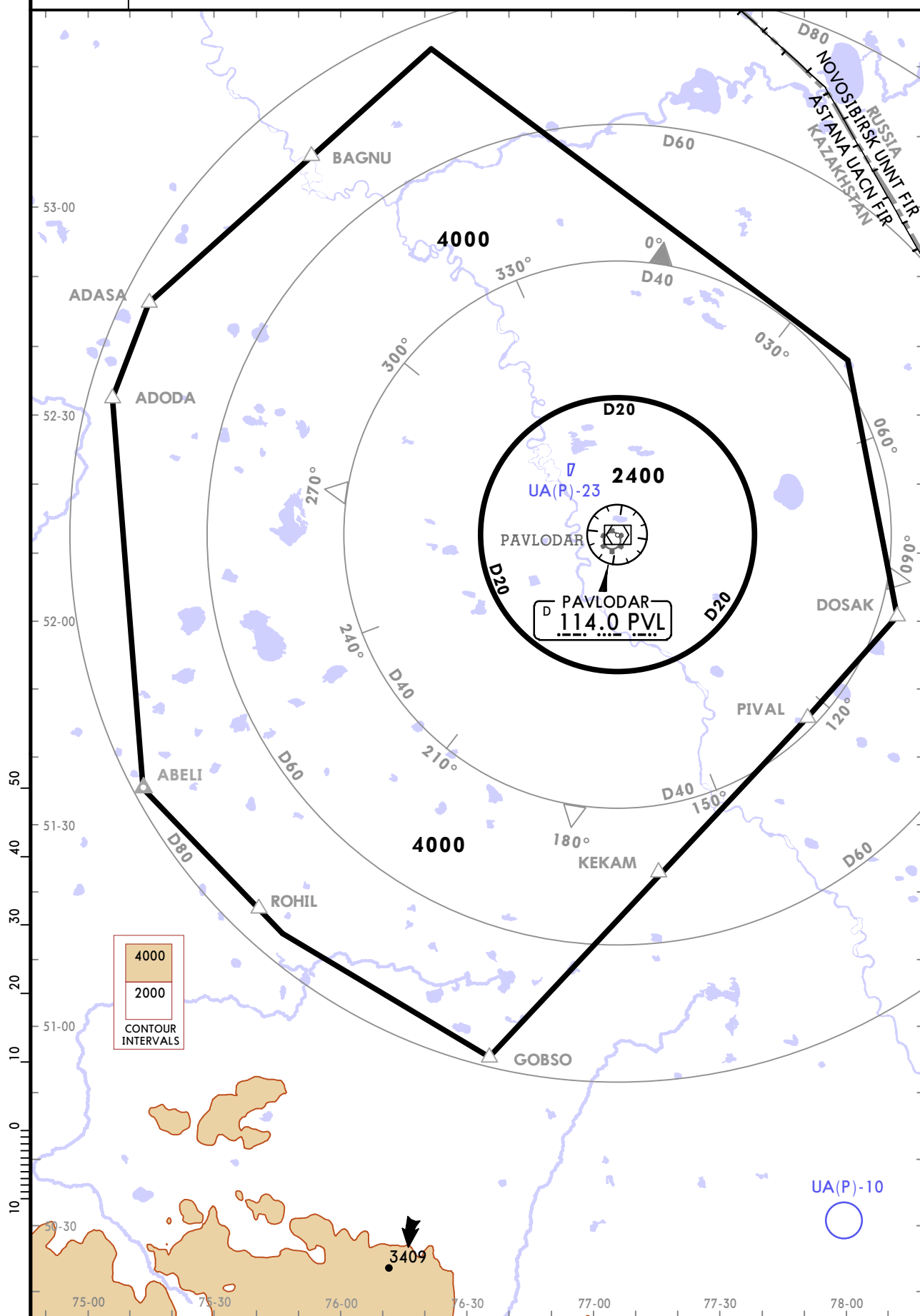
Trans level: FL120

FL130 if pressure is less than 977.2 hPa

Trans alt: 10000

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.



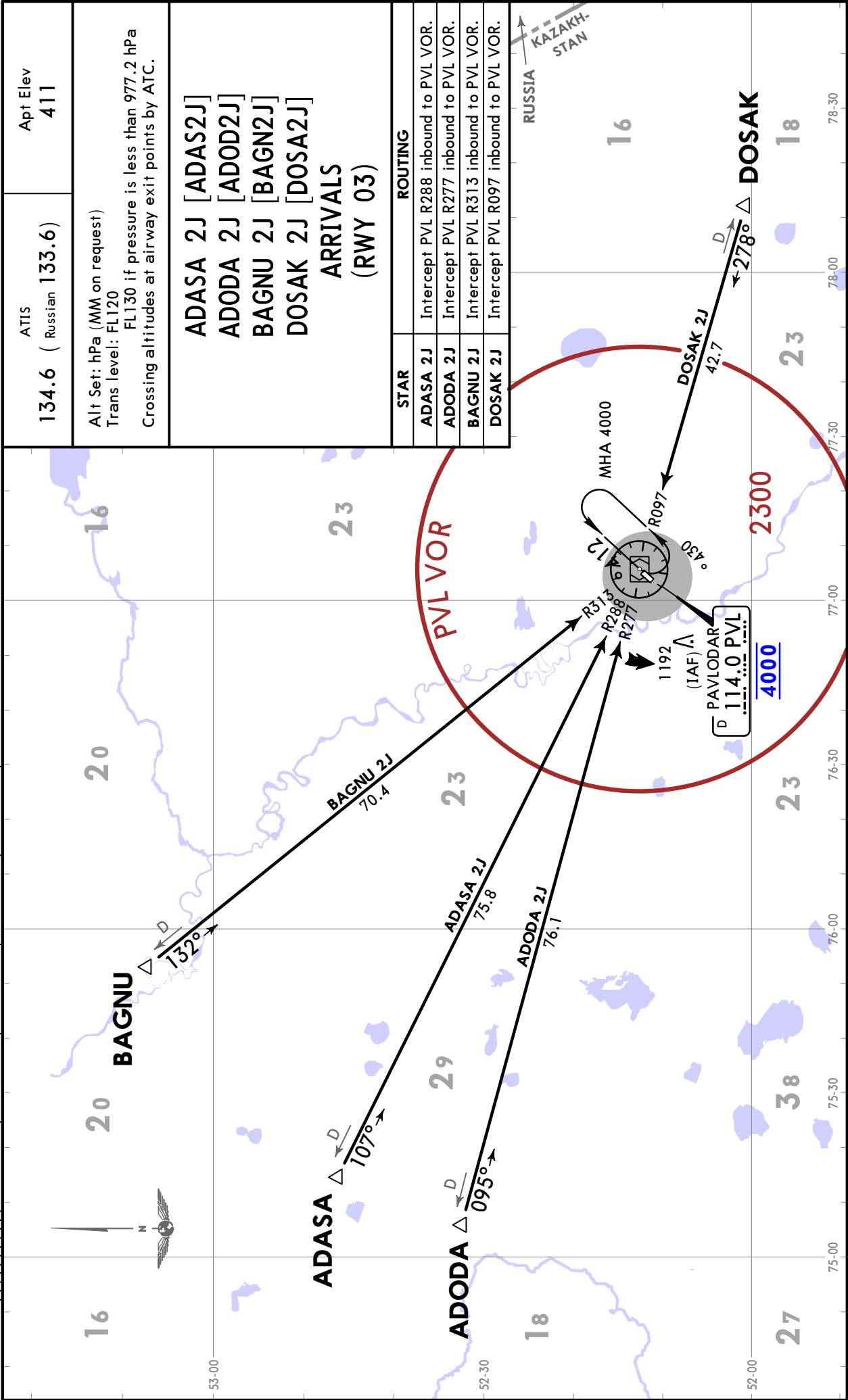
CHANGES: Trans level, FIR name.

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16 AUG 24 10-2

PAVLODAR, KAZAKHSTAN
STAR

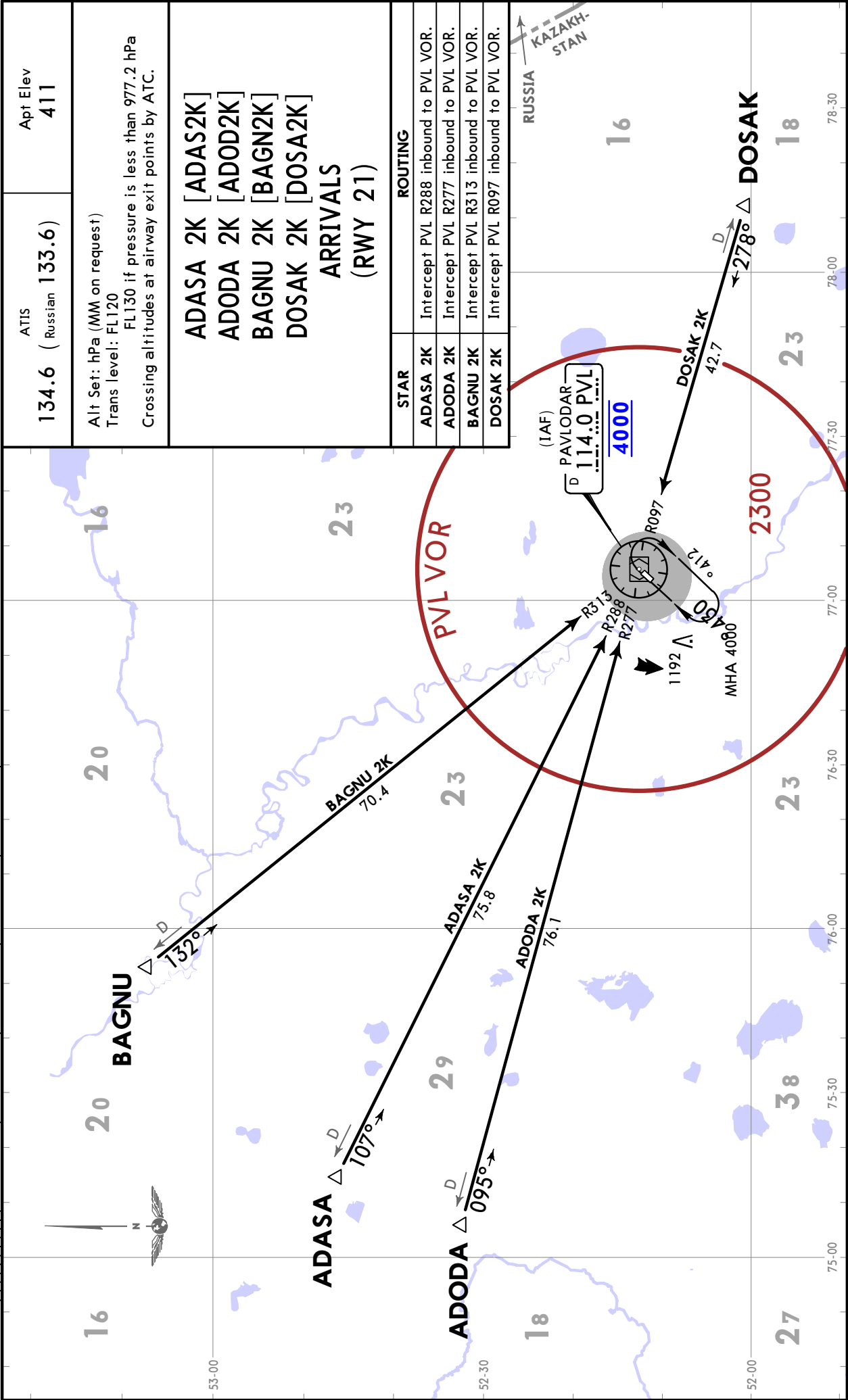


UASP/PWQ
PAVLODAR

16 AUG 24 10-2B

PAVLODAR, KAZAKHSTAN

STAR

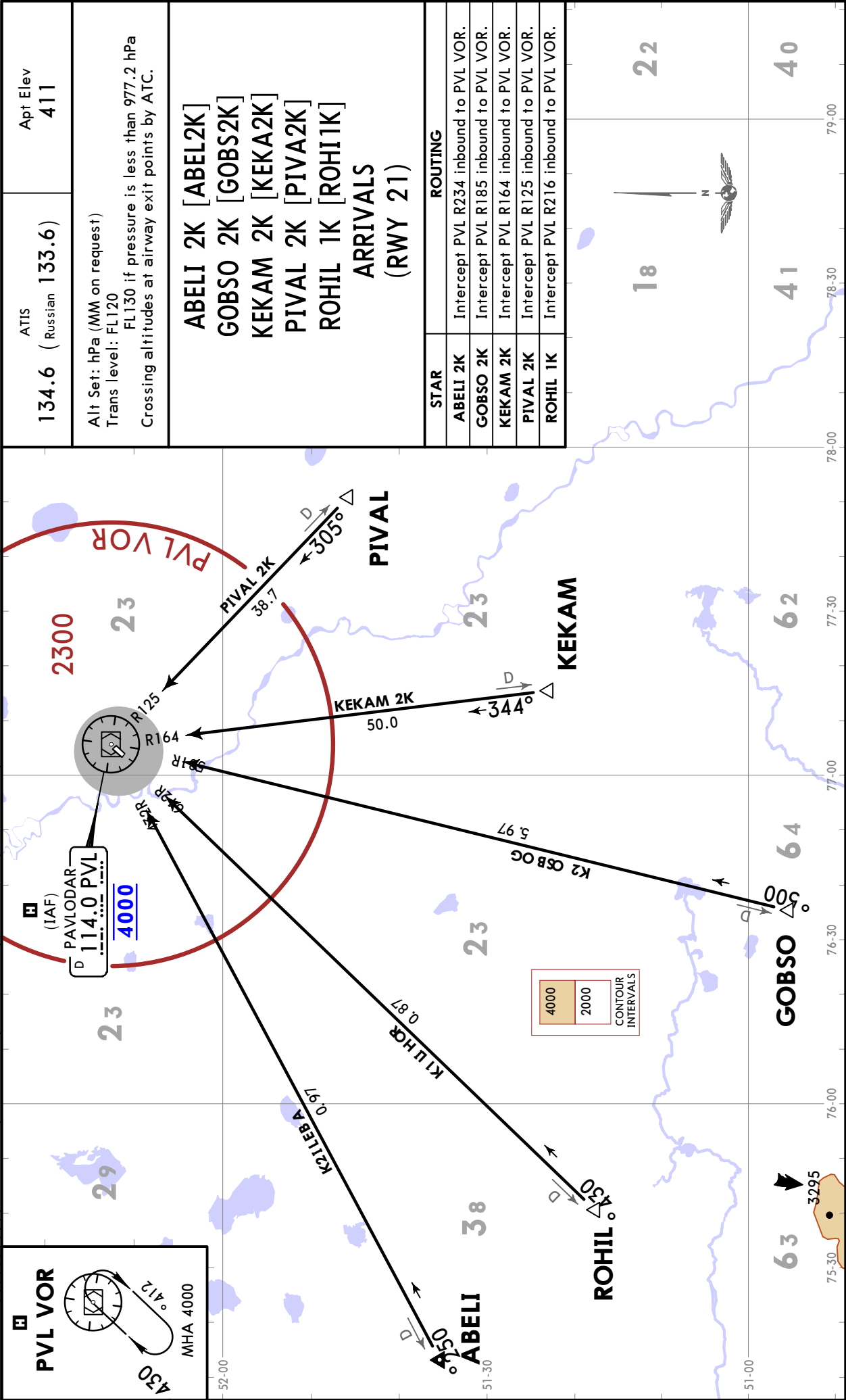


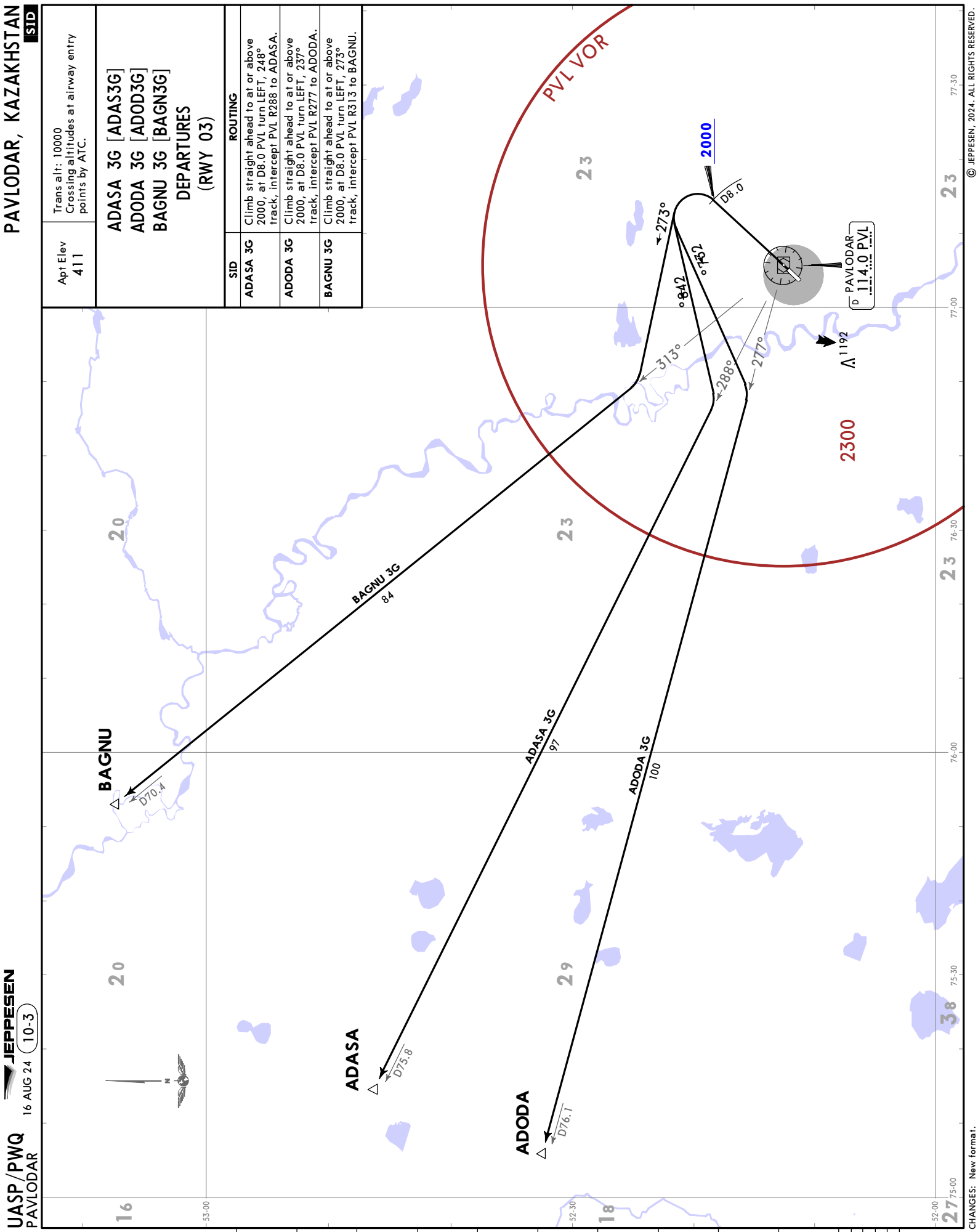
UASP/PWQ
PAVLODAR

16 AUG 24
10-2C

PAVLODAR, KAZAKHSTAN

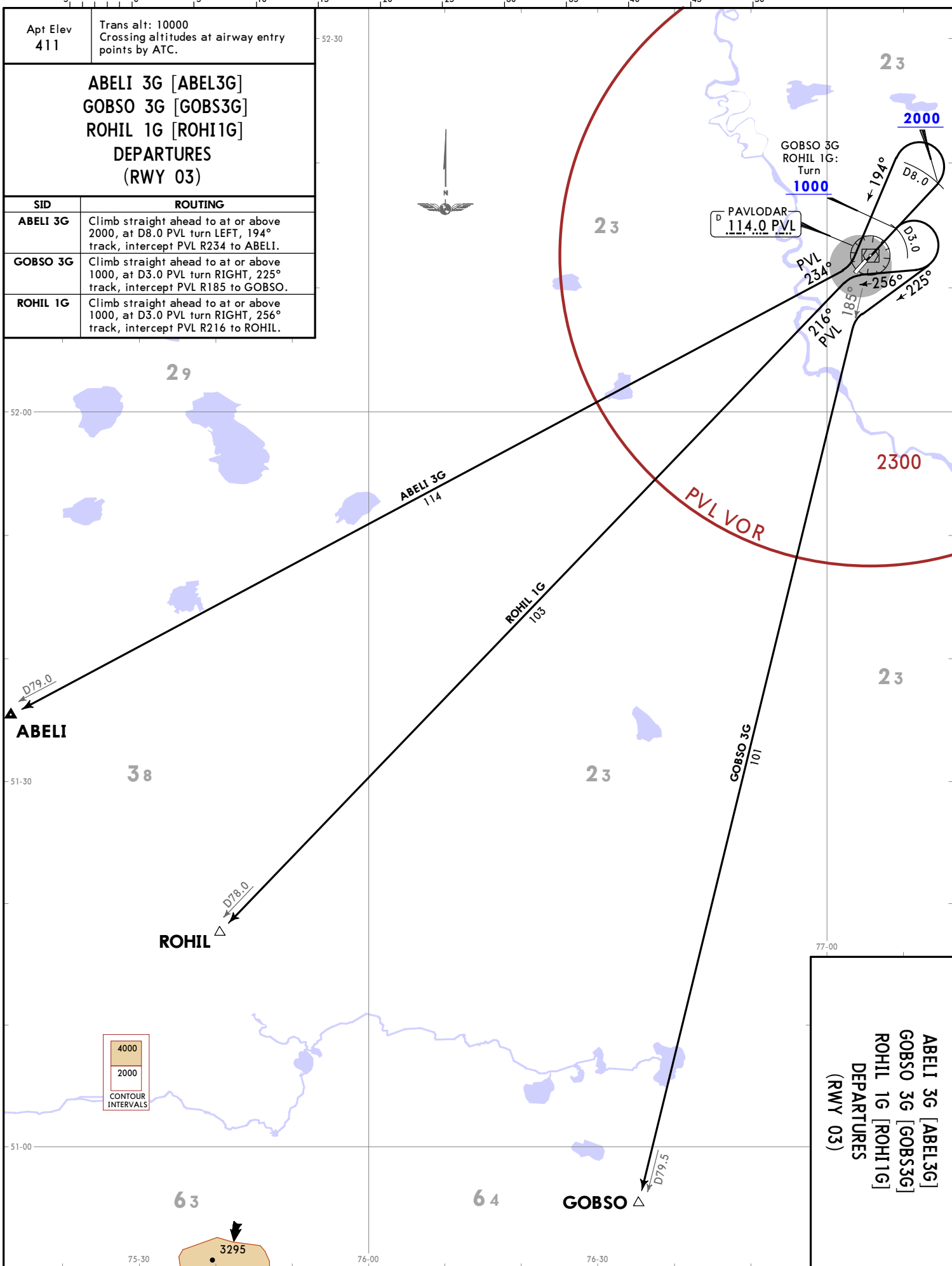
STAR







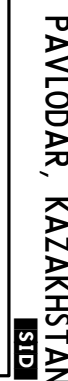
Apt Elev 411	Trans alt: 10000 Crossing altitudes at airway entry points by ATC.
ABELI 3G [ABEL3G] GOBSO 3G [GOBS3G] ROHIL 1G [ROHI1G] DEPARTURES (RWY 03)	
SID	ROUTING
ABELI 3G	Climb straight ahead to at or above 2000, at D8.0 PVL turn LEFT, 194° track, intercept PVL R234 to ABELI.
GOBSO 3G	Climb straight ahead to at or above 1000, at D3.0 PVL turn RIGHT, 225° track, intercept PVL R185 to GOBSO.
ROHIL 1G	Climb straight ahead to at or above 1000, at D3.0 PVL turn RIGHT, 256° track, intercept PVL R216 to ROHIL.







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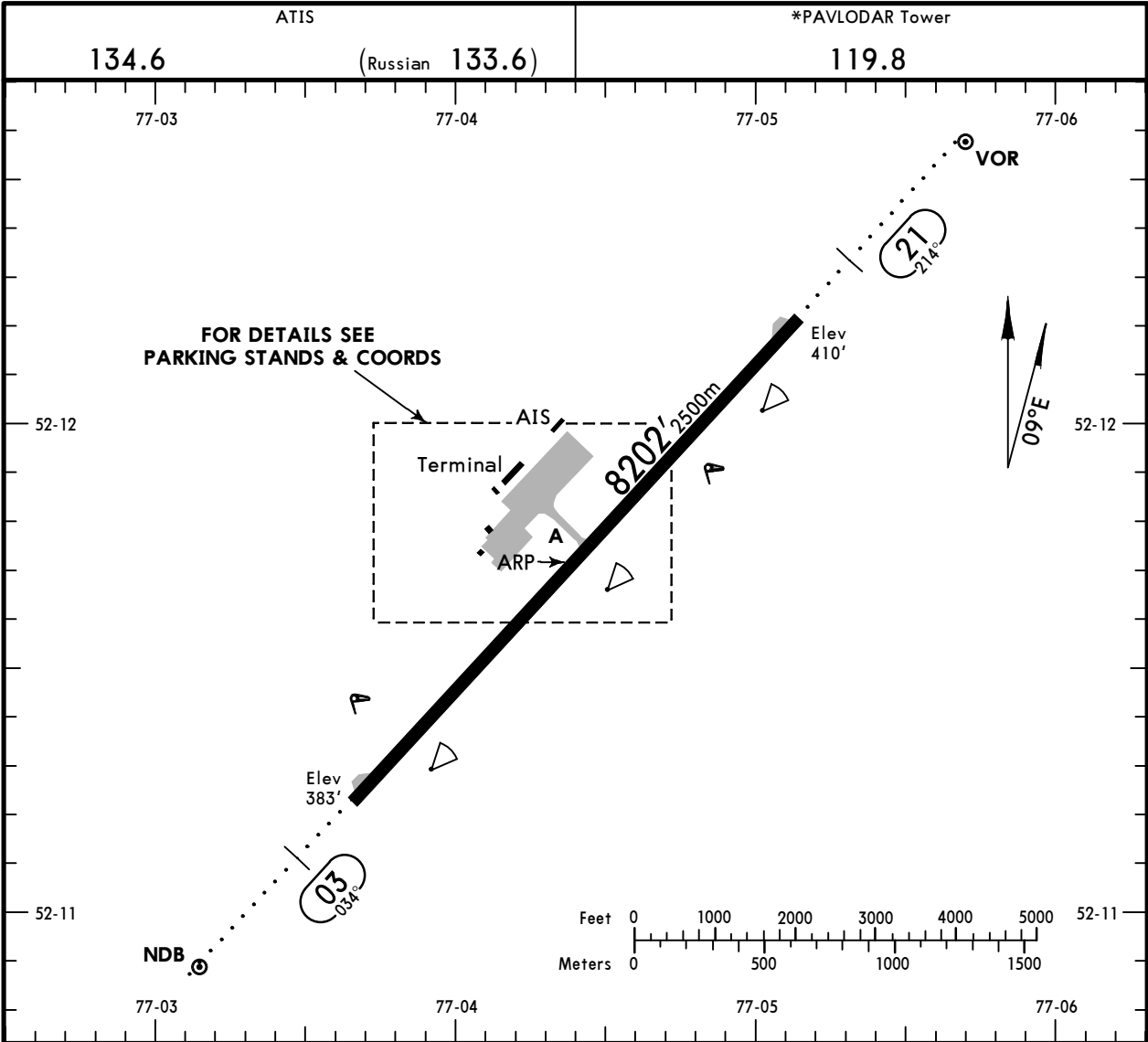
Apt Elev 411'
N52 11.7 E077 04.4



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16 DEC 22 (10-9)

PAVLODAR



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

1 TAKE-OFF RUN AVAILABLE

RWY 03:

From Rwy head 8202' (2500m)
twy A int 3858' (1176m)

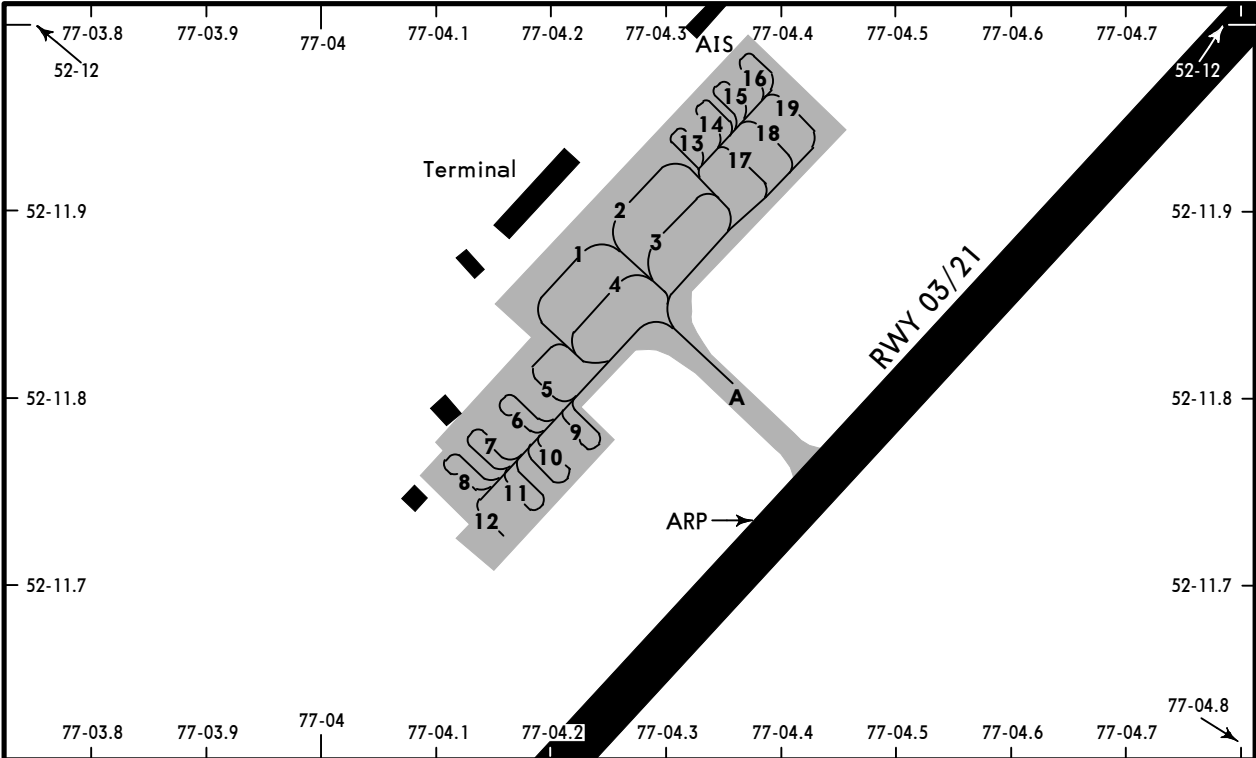
RWY 21:

From Rwy head 8202' (2500m)
twy A int 4344' (1324m)

TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	NIGHT
R300m		R400m	NA

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JEPPesen PAVLODAR, KAZAKHSTAN
16 DEC 22 (10-9A) PAVLODAR



PARKING STAND 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

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EASA AIR OPS

PAVLODAR, KAZAKHSTAN
PAVLODAR

STRAIGHT-IN RWY		A	B	C	D
03	① VOR DME Z or Y	710' (327')	710' (327')	710' (327')	710' (327')
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
21	ILS DME Z or Y	610' (200')	610' (200')	610' (200')	610' (200')
		② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	① VOR DME	820' (409')	820' (409')	820' (409')	820' (409')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m

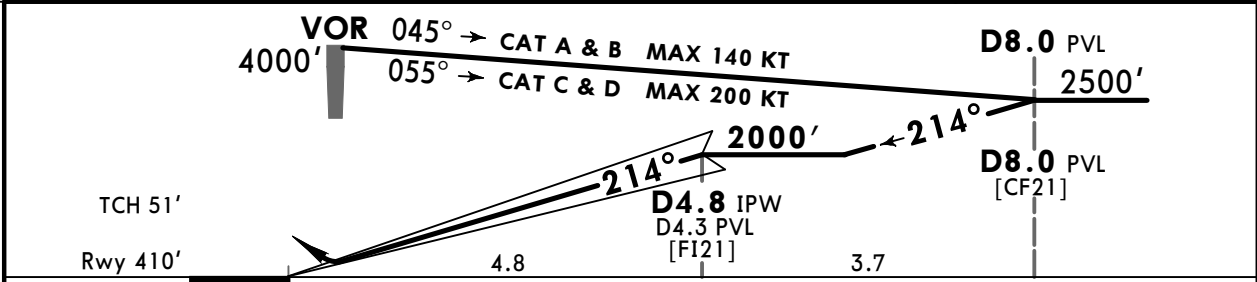
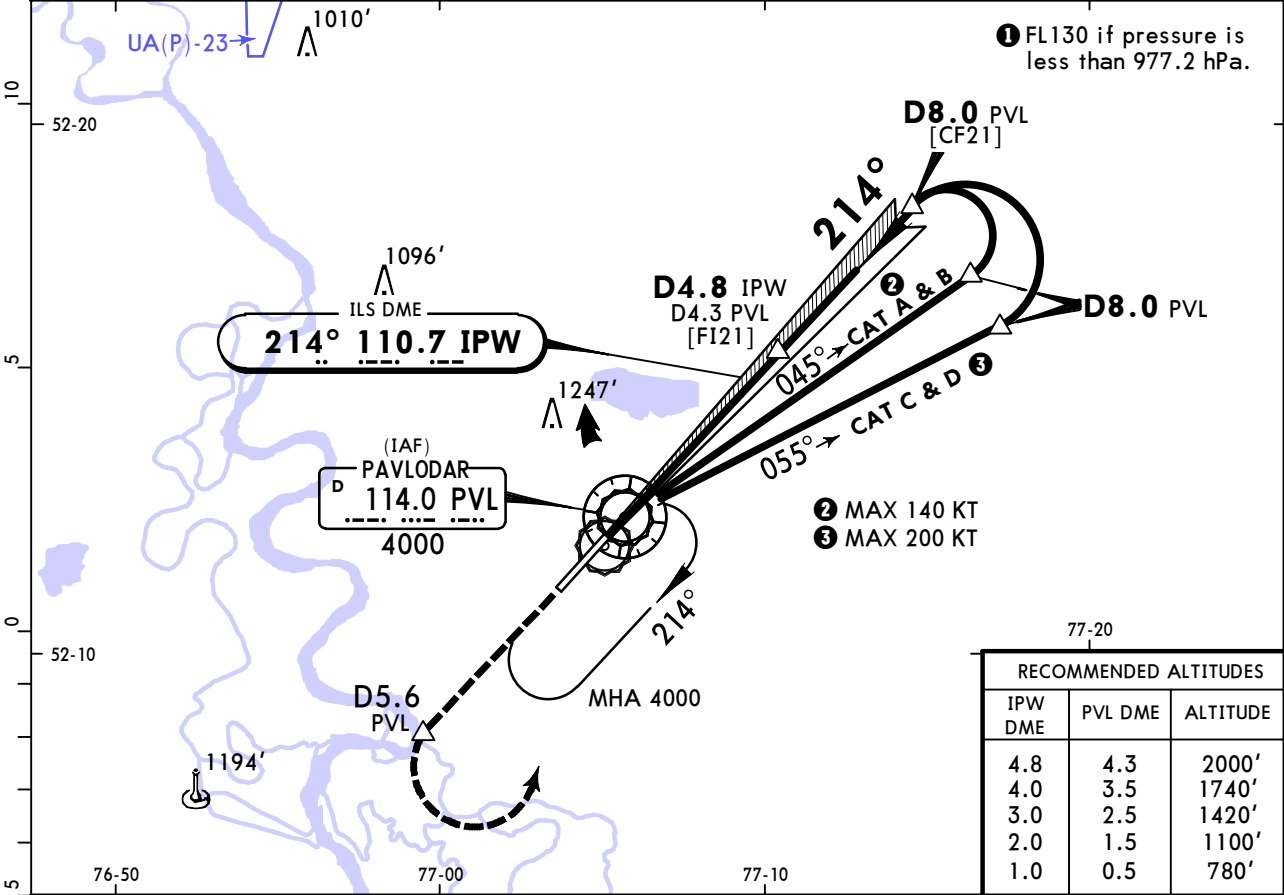
- ① Continuous Descent Final Approach.
② R750m when a Flight Director or Autopilot or HUD to DA is not used.

TAKE-OFF					
Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
29 SEP 23 (11-1) Eff 5 Oct ILS DME Z Rwy 21

ATIS			*PAVLODAR Tower		
134.6			119.8		
(Russian 133.6)					
LOC IPW 110.7	Final Apch Crs 214°	D4.8 IPW 2000' (1590')	DA(H) 610' (200')	Apt Elev 411' Rwy 410'	2300 MSA PVL VOR
MISSED APCH: Climb on track 214° to 1500' or above outbound to D5.6 PVL. Turn LEFT (MAX 240 KT) to VOR. Climb initially to 2500', then as directed by ATC.					
MISSED APCH WITH COMM FAILURE: Climb to 4000' to VOR and join holding. Missed apch turn speed MAX 240 KT.					
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa		Trans level: FL120 ①	Trans alt: 10000'
ILS DME reads zero at Rwy 21 threshold.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS		1500'	on 214°	D5.6 PVL
GS	3.00°	372	478	531	637	743	849	PAPI	↑		

Std		STRAIGHT-IN LANDING	
		ILS	
		DA(H) 610' (200')	
		ALS out	
A	1 R550m	R1200m	
B			
C			
D			
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.			

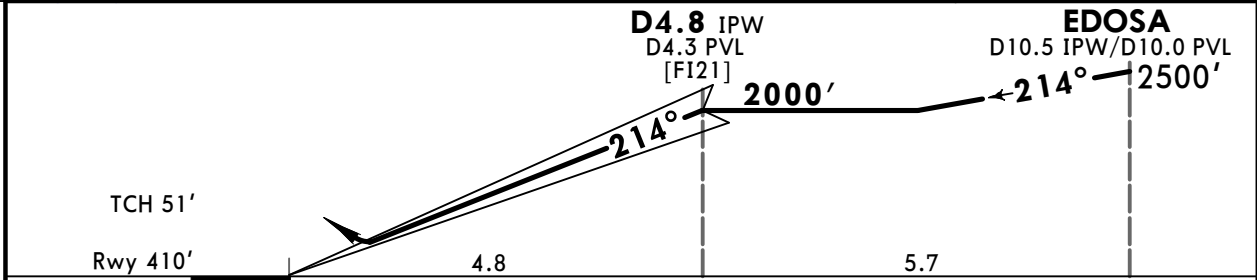
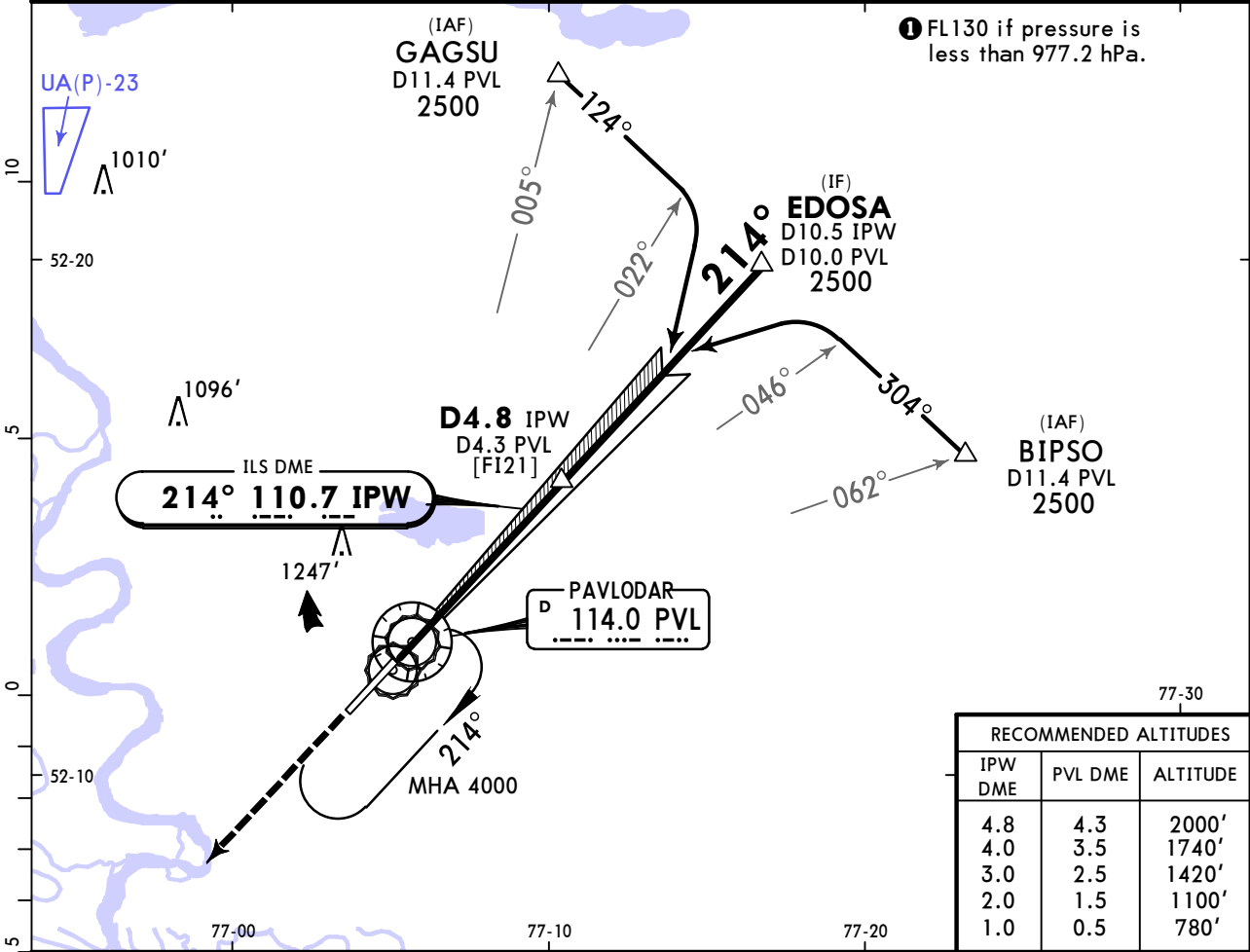
UASP/PWQ
PAVLODAR

29 SEP 23 11-2 Eff 5 Oct

PAVLODAR, KAZAKHSTAN
ILS DME Y Rwy 21

134.6 ATIS (Russian 133.6)		*PAVLODAR Tower 119.8			2300 MSA PVL VOR
LOC IPW 110.7	Final Apch Crs 214°	D4.8 IPW 2000' (1590')	DA(H) 610' (200')	Apt Elev 411' Rwy 410'	
MISSED APCH: Climb on track 214° to 2500'. After passing 1500' radar vectoring will be provided.					

Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: FL120 1 Trans alt: 10000'
1. RADAR required. 2. ILS DME reads zero at Rwy 21 threshold.



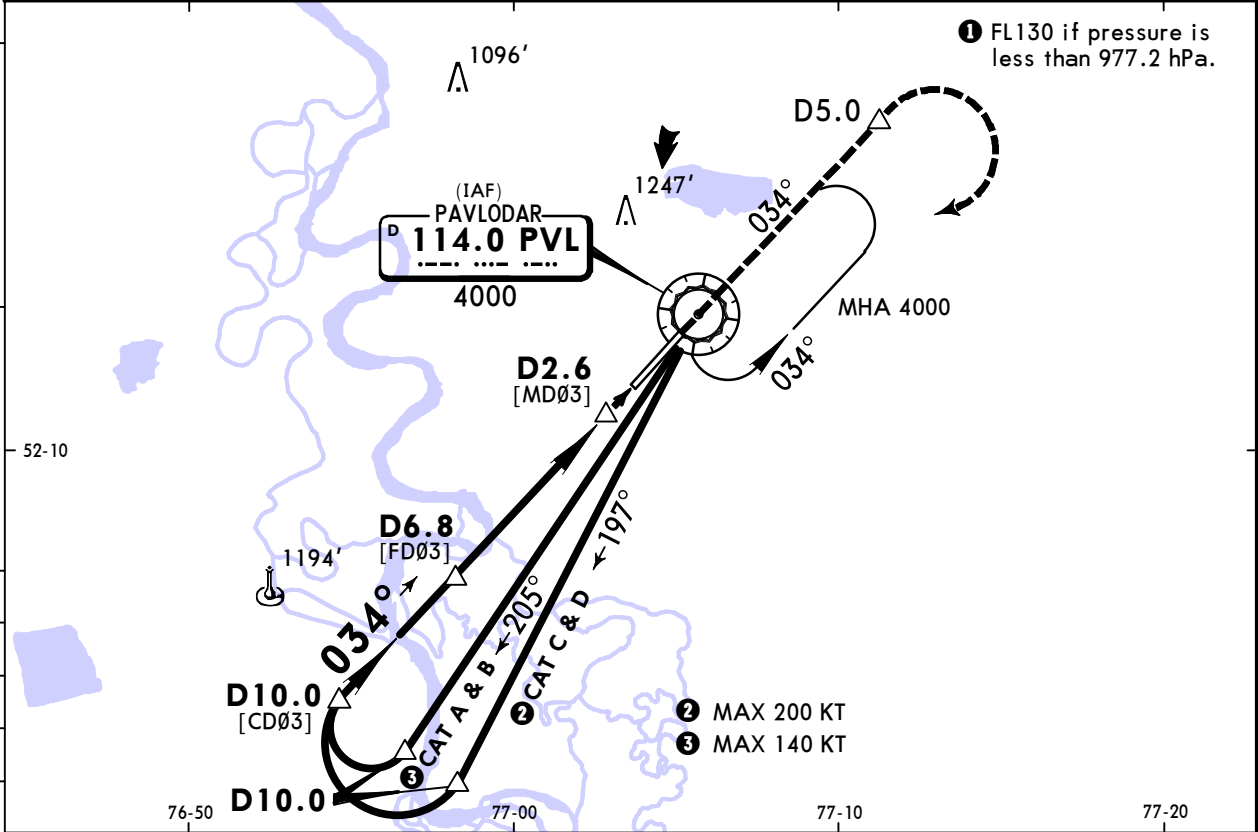
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2500' on 214°
GS	3.00°	372	478	531	637	743		

Std		STRAIGHT-IN LANDING	
		ILS	
		DA(H) 610' (200')	
		ALS out	
A	1 R550m	R1200m	
B			
C			
D			
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.			

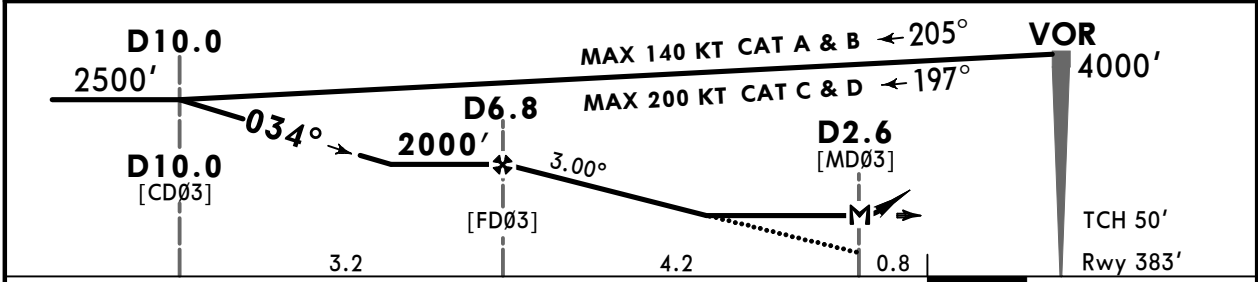
UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
29 SEP 23 (13-1) Eff 5 Oct VOR DME Z Rwy 03

ATIS			*PAVLODAR Tower		
134.6		(Russian 133.6)	119.8		
VOR PVL 114.0	Final Apch Crs 034°	D6.8 2000' (1617')	DA/MDA(H) 710' (327')	Apt Elev 411' Rwy 383'	2300 MSA PVL VOR
MISSED APCH: Climb on track 034° to 1500' or above, outbound to D5.0, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 2500', then as directed by ATC.					
MISSED APCH WITH COMM FAILURE: Climb to 4000' to VOR and join holding. Missed apch turn speed MAX 240 KT.					
Alt Set: hPa (MM on req)					
Rwy Elev: 14 hPa		Trans level: FL120 ❶		Trans alt: 10000'	



DIST to THR	4.0	3.0	2.0	1.0
PVL DME	5.8	4.8	3.8	2.8
ALTITUDE	1720'	1396'	1073'	752'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.6						
D6.8 to MAP	4.2	3:36	2:48	2:31	2:06	1:35

Std		STRAIGHT-IN LANDING	
		CDFA	
		❶ DA/MDA(H) 710' (327')	
		ALS out	

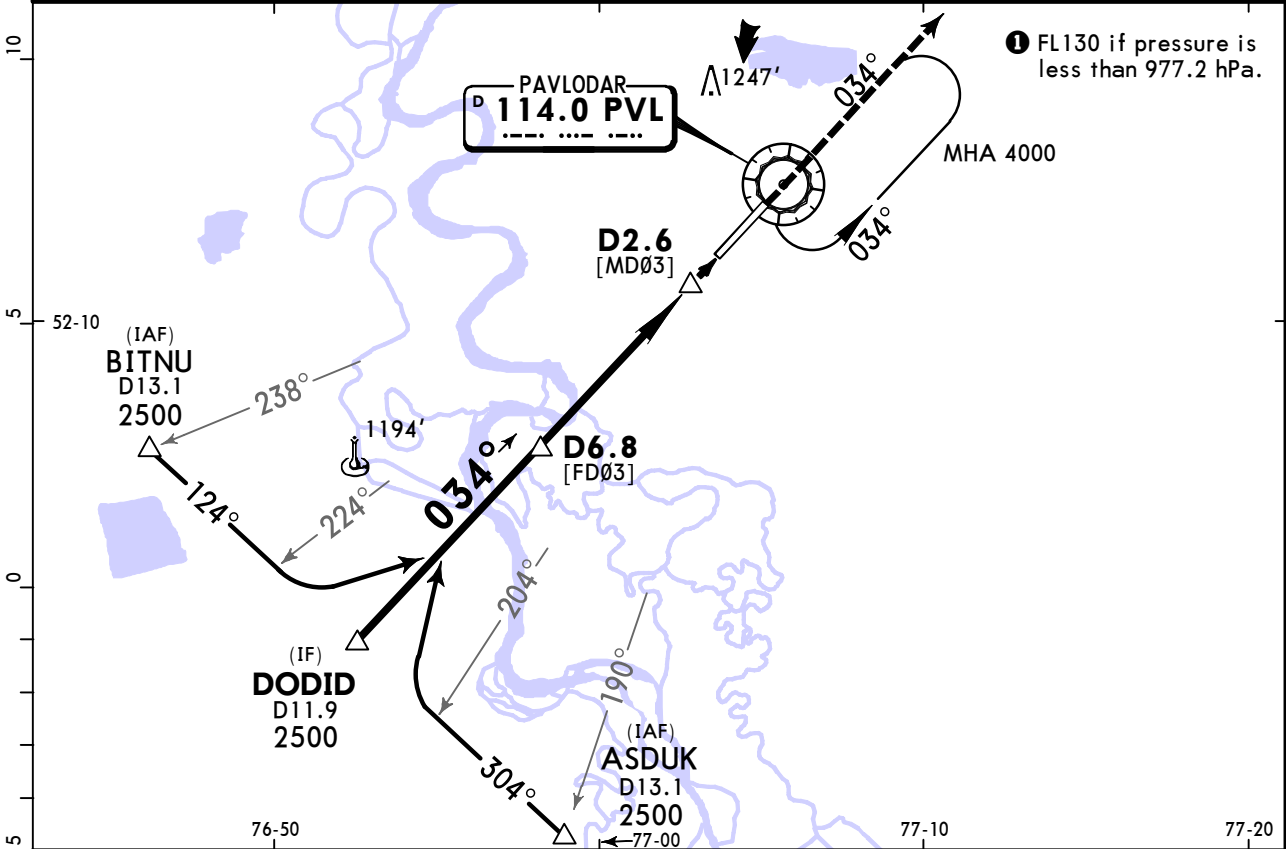
A	R800m	R1500m
B		
C		
D		

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

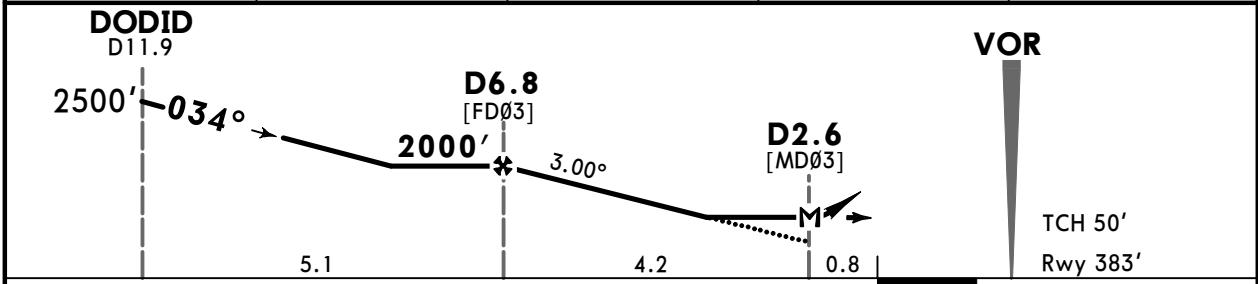
UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
29 SEP 23 (13-2) Eff 5 Oct VOR DME Y Rwy 03

ATIS			*PAVLODAR Tower		
134.6		(Russian 133.6)	119.8		
VOR PVL 114.0	Final Apch Crs 034°	D6.8 2000'(1617')	DA/MDA(H) 710'(327')	Apt Elev 411' Rwy 383'	2300 MSA PVL VOR
MISSED APCH: Climb on track 034° to 2500'. After passing 1500' radar vectoring will be provided.					
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa	Trans level: FL120 ①	Trans alt: 10000'	
RADAR required.					



DIST to THR	4.0	3.0	2.0	1.0
PVL DME	5.8	4.8	3.8	2.8
ALTITUDE	1720'	1396'	1073'	752'



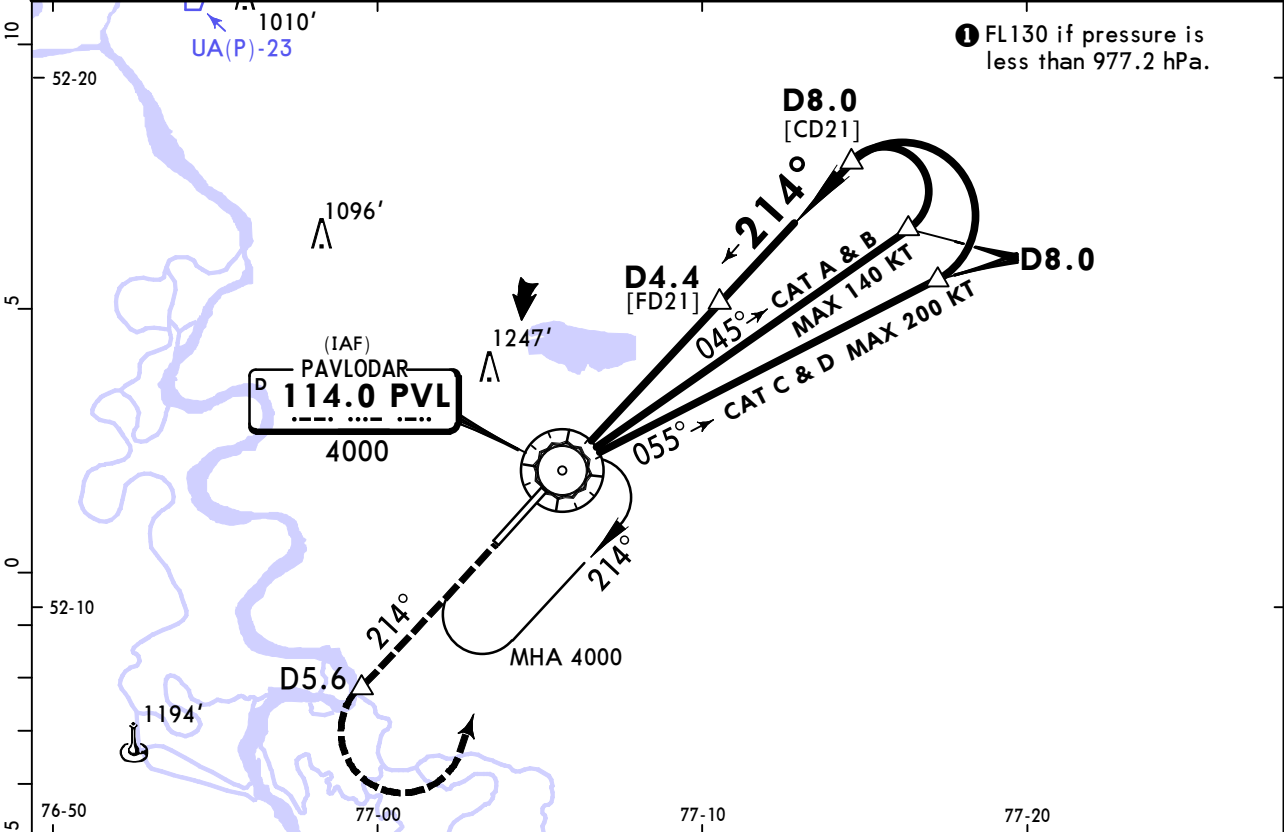
Gnd speed-Kts	70	90	100	120	140	160	HTALS PAPI 2500' on 034°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.6							
D6.8 to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 710' (327')	
		ALS out	
A	R800m	R1500m	
B			
C			
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

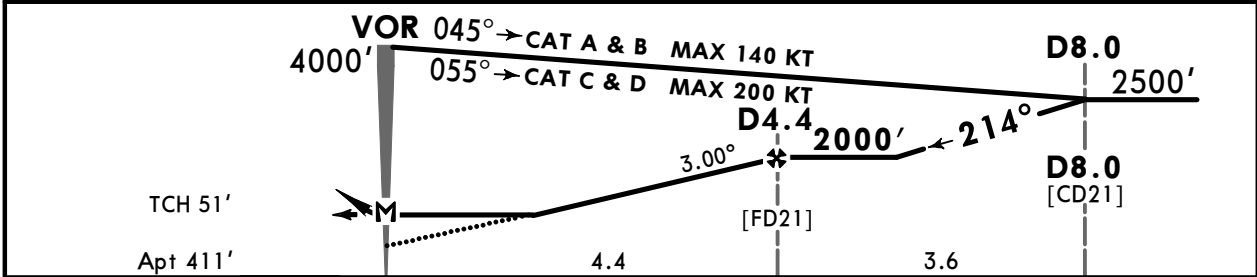
UASP/PWQ
PAVLODAR

JEPPESSEN PAVLODAR, KAZAKHSTAN
29 SEP 23 (13-3) Eff 5 Oct
VOR DME Rwy 21

ATIS			*PAVLODAR Tower		
134.6		(Russian 133.6)	119.8		
VOR PVL 114.0	Final Apch Crs 214°	D4.4 2000'(1589')	DA/MDA(H) 820'(409')	Apt Elev 411'	2300 MSA PVL VOR
MISSED APCH: Climb on track 214° to 1500' or above, outbound to D5.6, then turn LEFT (MAX 240 KT) to VOR. Climb initially to 2500', then as directed by ATC. MISSED APCH WITH COMM FAILURE: Climb to 4000' to VOR and join holding. Missed apch turn speed MAX 240 KT.					
Alt Set: hPa (MM on req)		Apt Elev: 15 hPa		Trans level: FL120 ①	



DIST to THR	2.0	3.0	4.0
PVL DME	1.5	2.5	3.5
ALTITUDE	1099'	1422'	1746'



Gnd speed-Kts	70	90	100	120	140	160	HTALS PAPI 1500' on 214° D5.6
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							
D4.4 to MAP	4.4	3:46	2:56	2:38	2:12	1:53	

Std		STRAIGHT-IN LANDING	
		CDFA ① DA/MDA(H) 820' (409')	
		ALS out	
A	R1200m	R1500m	
B			
C		R1900m	
D			

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Chart changes since cycle 04-2025

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

Chart Change Notices for Country KAZ

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Transition level for all charts should read: FL120 with QNH values at the aerodrome (along the flight route / in the area) 977.2 hPa and higher, FL130 at values QNH at the aerodrome (along the flight route / in the area) below 977.1 hPa (Based on ENR 1.7, AIRAC AMDT 001/2020)