

GENERAL**Operational Hours****ATS Hours:** TWR H24**AD OPS Hours:** See NOTAM**AD Operator Hours:** HO**Airport Information****RFF:** CAT 7**Fuel:** TS-1**PCN:** RWY 03/21: 66/F/C/X/T**Customs:** HO**Operation****Low Visibility Procedure**

LVP in force when RVR below 550m.

Follow-me is mandatory.

RWY Restriction

180° turn for ACFT with weight 30t / 66140lbs and above on RWY turn pads only.

Taxi/Parking

ACFT with wingspan 52m / 171ft or more should taxi via TWY 1 strictly along the markings.

ARRIVAL**Communication****COM Failure:** See CRAR and in addition;**By MISAP**

ILS/DME X RWY 21, DVOR/DME X RWY 03, DVOR/DME RWY 21

Climb to FL40 to PVL and join HLDG pattern.

NDB RWY 03/21

Climb to FL40 to W NDB and join HLDG pattern.

Arrival Procedure**Noise Abatement Procedure**

During APCH and LDG:

- Maintain assigned LVL until final APCH.
- Extend gear and wing devices, that APCH speed is reached 5.4NM from THR.
- Do not descend below GP.

Non-standard GP Intercept Position on RWY 21

GP intercepts RWY 21 at 333m / 1094ft after landing threshold.

Remaining LDG DIST beyond GP is 2167m / 7108ft.

DEPARTURE

Take-off Minima

RWY		03/21	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
C, D		0 - 500R/500V	HJ only, wo LGTs
All ACFT		0 - 800R/800V	HN

Communication

COM Failure: See CRAR.

Departure Procedure

Noise Abatement Procedure: Use TKOF-PROC A.

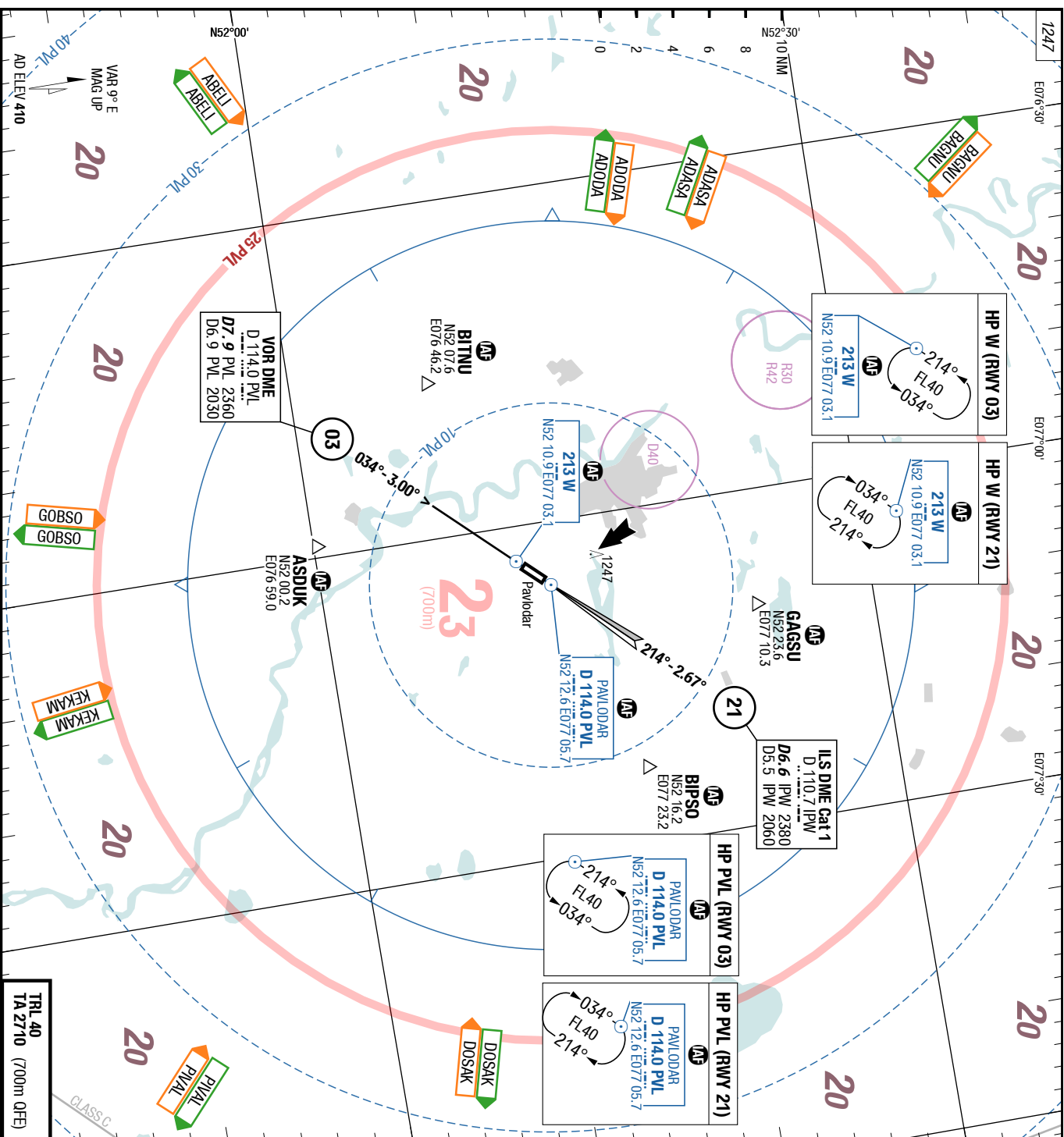
De-Icing

AVBL.

Pavlodar Kazakhstan

AGC

AFC



119.800
129.000

RWY system:

RTZL 600	
THR 383 (14hPa) / TDZ 383 (---%)	+0.3%

60 HL

45 x 2500

2.7°

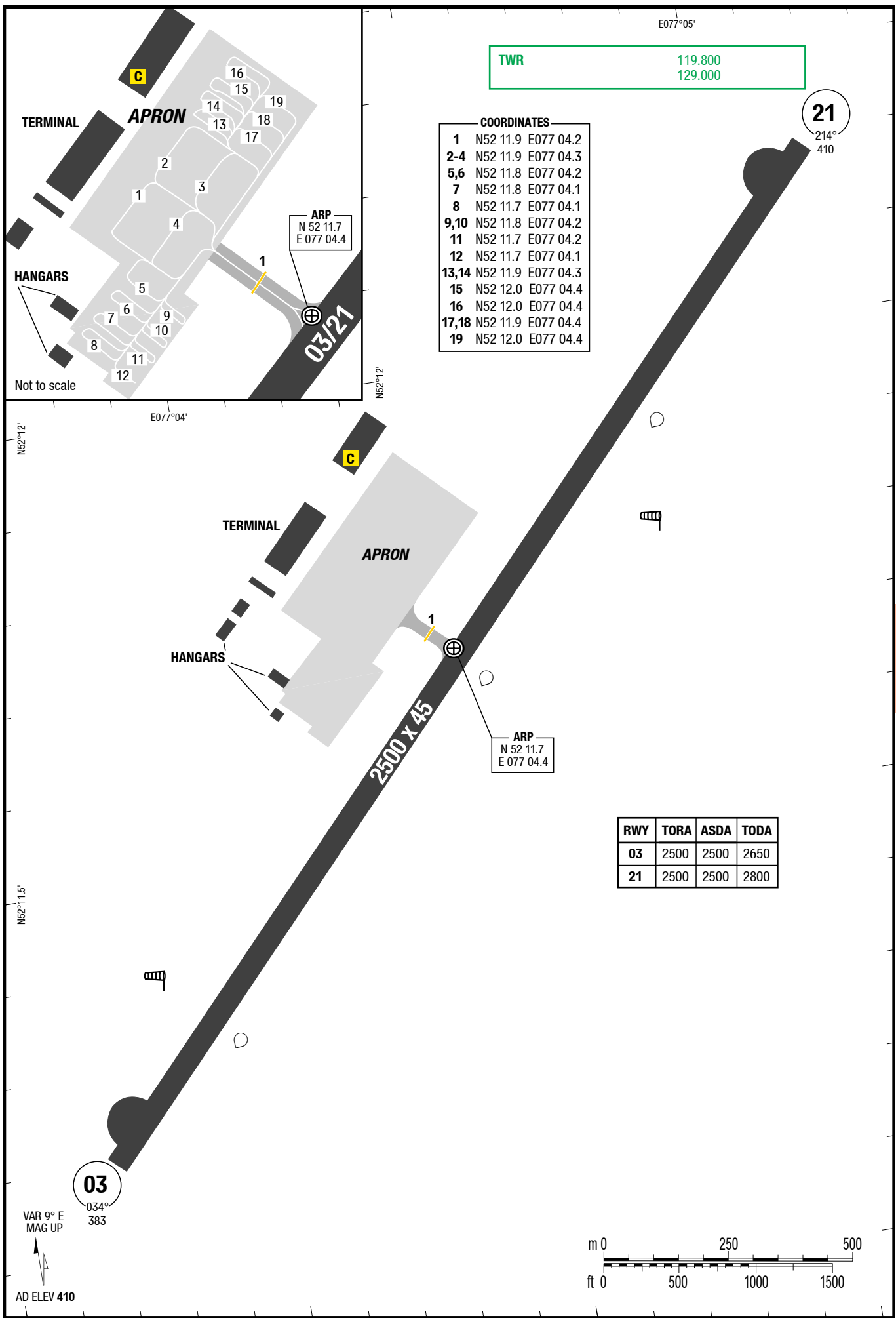
RTZL 600

0.3%

TDZ 410 (---%) / THR 410 (15HPa)

HL-P1

2



Effective 30-MAR-2017

23-MAR-2017

PWQ-UASP

4-10

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SIDs RWY 03 G DEPs

SIDs RWY 03 C DEPs

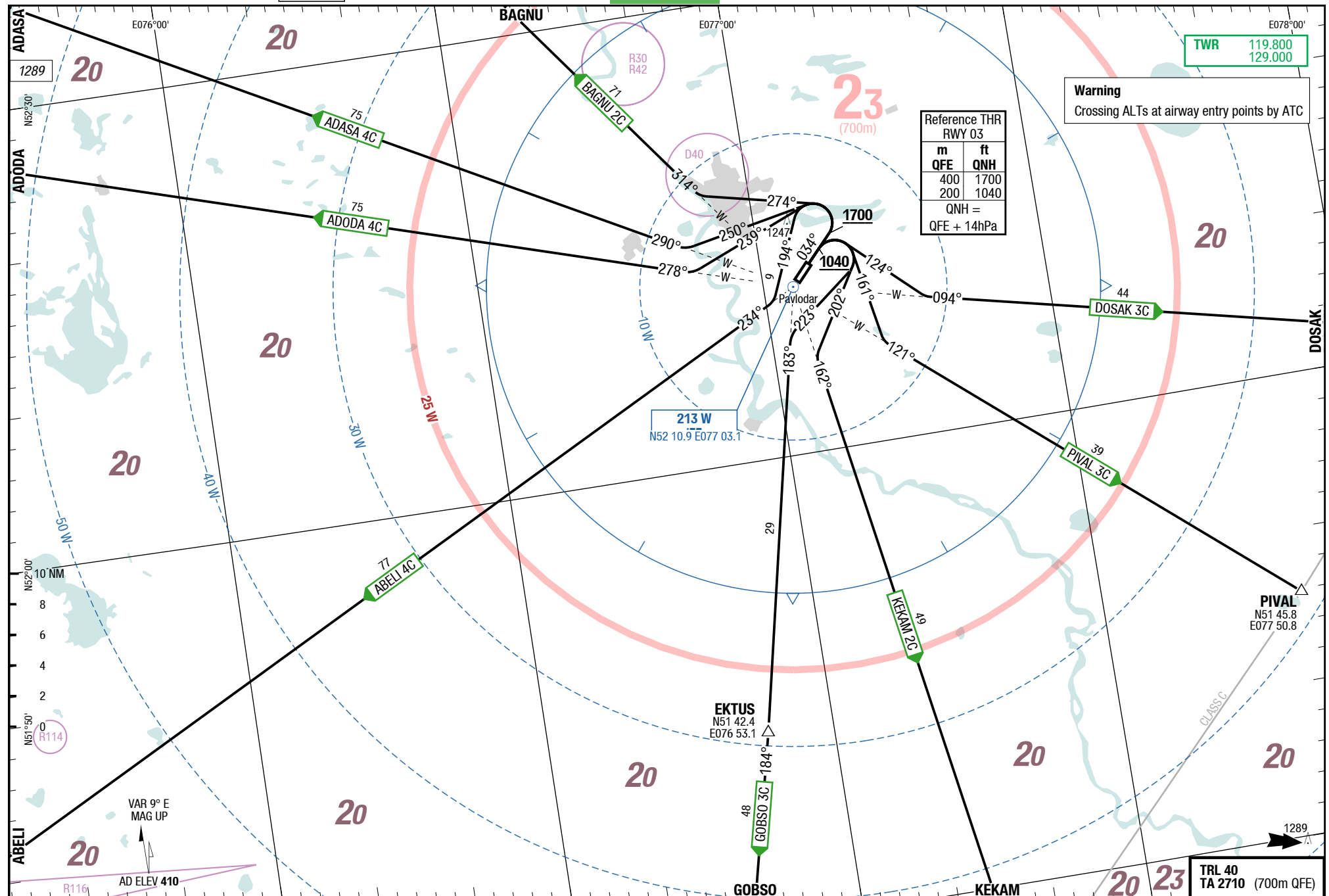
SID

SID

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SIDs RWY 03 G DEPs

SIDs RWY 03 C DEPs



Changes: FREQ, ALT, SUAS

Effective 30-MAR-2017

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SIDs RWY 03 G DEPs

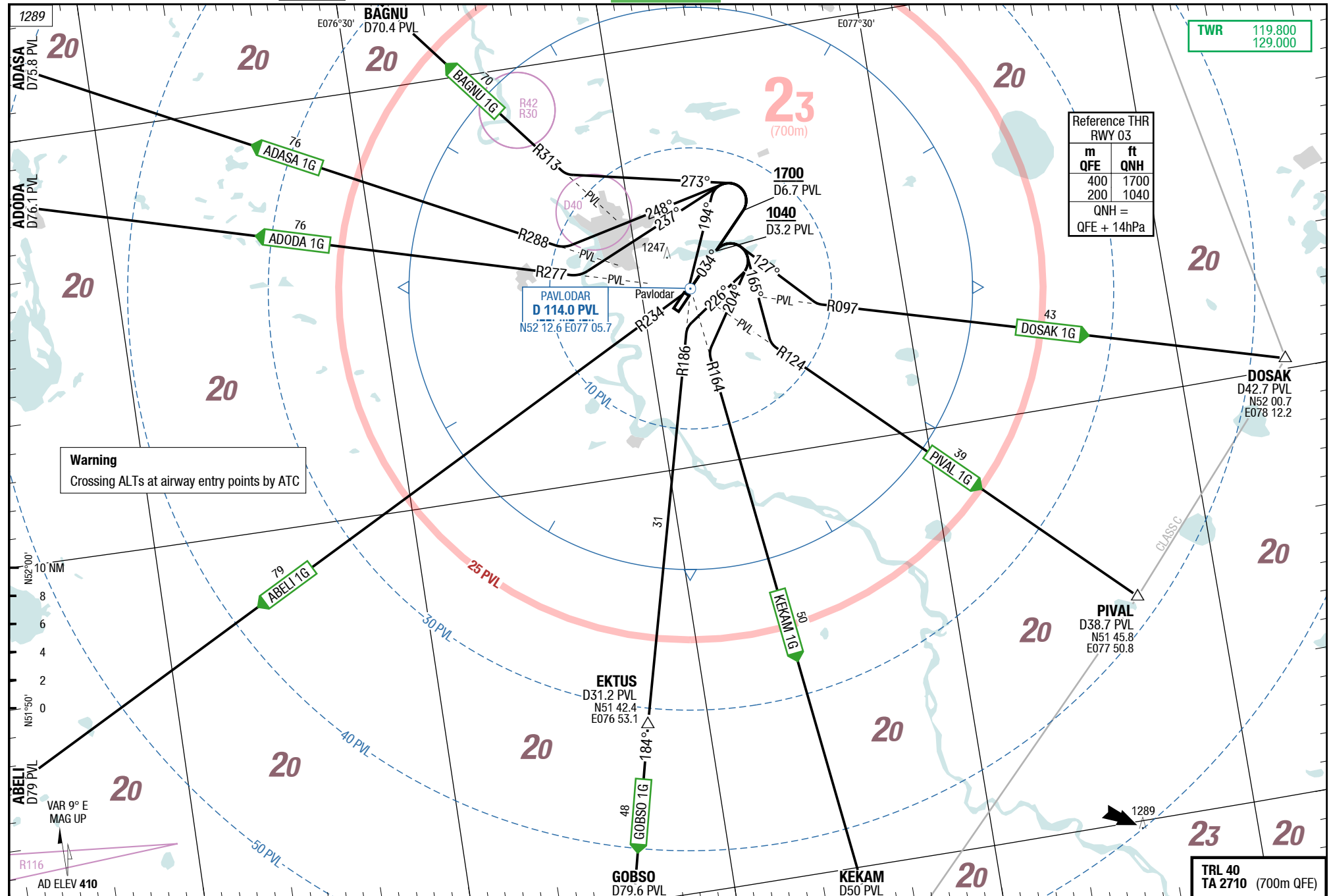
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SIDs RWY 03 G DEPs

4-20



Changes: FREQ, SUAs

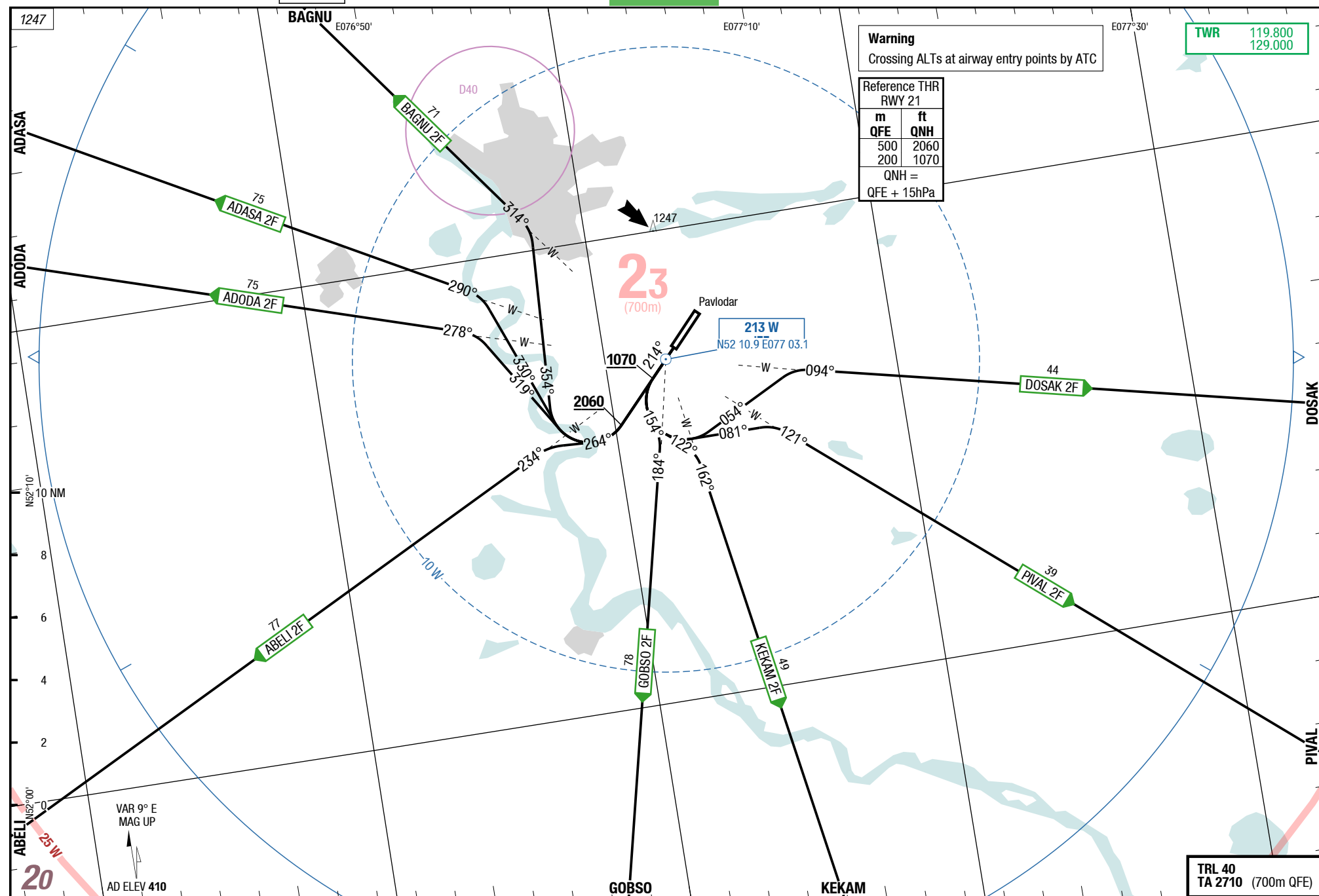
PWQ-UASP

SIDs RWY 21 F DEPs

SID

SID

SIDs RWY 21 F DEPs



Changes: ALT, FREQ

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23-MAR-2017

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SIDs RWY 21 H DEPs

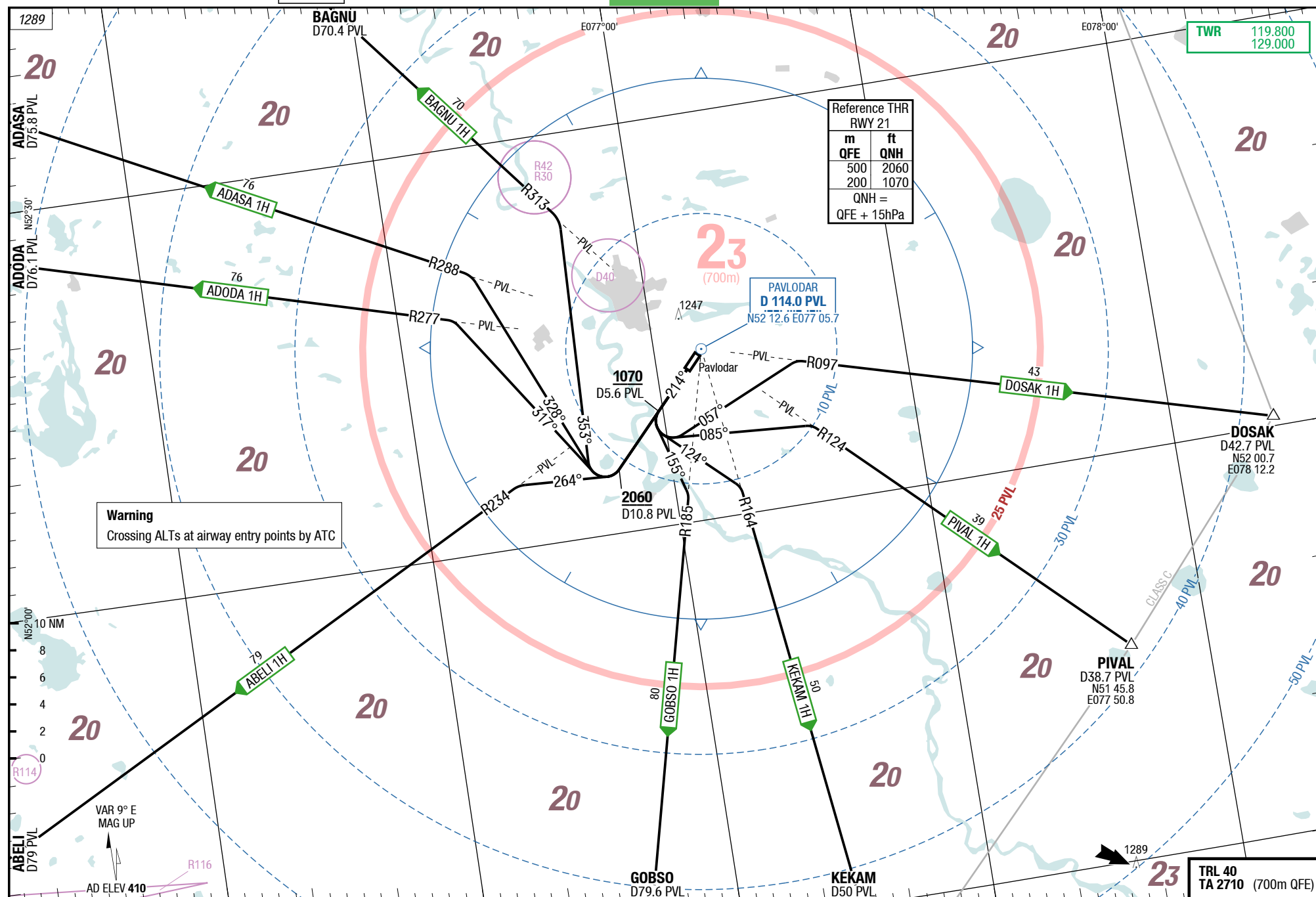
SID

SID

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SIDs RWY 21 H DEPs

4-40



Changes: FREQ, SUAs

PWQ-UASP

5-10

SIDs RWY 03 C DEPs

SIDPT

ABELI 4C / ADASA 4C / ADODA 4C / BAGNU 2C / DOSAK 3C / GOBSO 3C / KEKAM 2C / PIVAL 3C

RWY 03 (034°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
ABELI 4C 119.800	at MNM 1700 LT 194° - intercept QDR 234 W to ABELI	
ADASA 4C 119.800	at MNM 1700 LT 250° - intercept QDR 290 W to ADASA	
ADODA 4C 119.800	at MNM 1700 LT 239° - intercept QDR 278 W to ADODA	
BAGNU 2C 119.800	at MNM 1700 LT 274° - intercept QDR 314 W to BAGNU	
DOSAK 3C 119.800	at MNM 1040 RT 124° - intercept QDR 094 W to DOSAK	
GOBSO 3C 119.800	at MNM 1040 RT 223° - intercept QDR 183 W to EKTUS - 184° to GOBSO	
KEKAM 2C 119.800	at MNM 1040 RT 202° - intercept QDR 162 W to KEKAM	
PIVAL 3C 119.800	at MNM 1040 RT 161° - intercept QDR 121 W to PIVAL	

PWQ-UASP

5-20

SIDs RWY 03 G DEPs

SIDPT

ABELI 1G / ADASA 1G / ADODA 1G / BAGNU 1G / DOSAK 1G / GOBSO 1G / KEKAM 1G / PIVAL 1G

RWY 03 (034°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
ABELI 1G 119.800	at D6.7 PVL LT 194° to PVL - R234 PVL to ABELI	D6.7 PVL MNM 1700
ADASA 1G 119.800	At D6.7 PVL LT 248° - intercept R288 PVL to ADASA	D6.7 PVL MNM 1700
ADODA 1G 119.800	at D6.7 PVL LT 237° - intercept R277 PVL to ADODA	D6.7 PVL MNM 1700
BAGNU 1G 119.800	at D6.7 PVL LT 273° - intercept R313 PVL to BAGNU	D6.7 PVL MNM 1700
DOSAK 1G 119.800	at D3.2 PVL RT 127° - intercept R097 PVL to DOSAK	D3.2 PVL MNM 1040
GOBSO 1G 119.800	at D3.2 PVL RT 226° - intercept R186 PVL to EKTUS - 184° to GOBSO	D3.2 PVL MNM 1040
KEKAM 1G 119.800	at D3.2 PVL RT 204° - intercept R164 PVL to KEKAM	D3.2 PVL MNM 1040
PIVAL 1G 119.800	at D3.2 PVL RT 165° - intercept R124 PVL to PIVAL	D3.2 PVL MNM 1040

PWQ-UASP

5-30

SIDs RWY 21 F DEPs

SIDPT

ABELI 2F / ADASA 2F / ADODA 2F / BAGNU 2F / DOSAK 2F / GOBSO 2F / KEKAM 2F / PIVAL 2F

RWY 21 (214°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
ABELI 2F 119.800	at MNM 2060 RT 264° - intercept QDR 234 W to ABELI	
ADASA 2F 119.800	at MNM 2060 RT 330° - intercept QDR 290 W to ADASA	
ADODA 2F 119.800	at MNM 2060 RT 319° - intercept QDR 278 W to ADODA	
BAGNU 2F 119.800	at MNM 2060 RT 354° - intercept QDR 314 W to BAGNU	
DOSAK 2F 119.800	at MNM 1070 LT 054° - intercept QDR 094 W to DOSAK	
GOBSO 2F 119.800	at MNM 1070 LT 154° - intercept QDR 184 W to GOBSO	
KEKAM 2F 119.800	at MNM 1070 LT 122° - intercept QDR 162 W to KEKAM	
PIVAL 2F 119.800	at MNM 1070 LT 081° - intercept QDR 121 W to PIVAL	

PWQ-UASP

5-40

SIDs RWY 21 H DEPs

ABELI 1H / ADASA 1H / ADODA 1H / BAGNU 1H / DOSAK 1H / GOBSO 1H / KEKAM 1H / PIVAL 1H

RWY 21 (214°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
ABELI 1H 119.800	at D10.8 PVL RT 264° - intercept R234 PVL to ABELI	D10.8 PVL MNM 2060
ADASA 1H 119.800	at D10.8 PVL RT 328° - intercept R288 PVL to ADASA	D10.8 PVL MNM 2060
ADODA 1H 119.800	at D10.8 PVL RT 317° - intercept R277 PVL to ADODA	D10.8 PVL MNM 2060
BAGNU 1H 119.800	at D10.8 PVL RT 353° - intercept R313 PVL to BAGNU	D10.8 PVL MNM 2060
DOSAK 1H 119.800	at D5.6 PVL LT 057° - intercept R097 PVL to DOSAK	D5.6 PVL MNM 1070
GOBSO 1H 119.800	at D5.6 PVL LT 155° - intercept R185 PVL to GOBSO	D5.6 PVL MNM 1070
KEKAM 1H 119.800	at D5.6 PVL LT 124° - intercept R164 PVL to KEKAM	D5.6 PVL MNM 1070
PIVAL 1H 119.800	at D5.6 PVL LT 085° - intercept R124 PVL to PIVAL	D5.6 PVL MNM 1070

PWQ-UASP

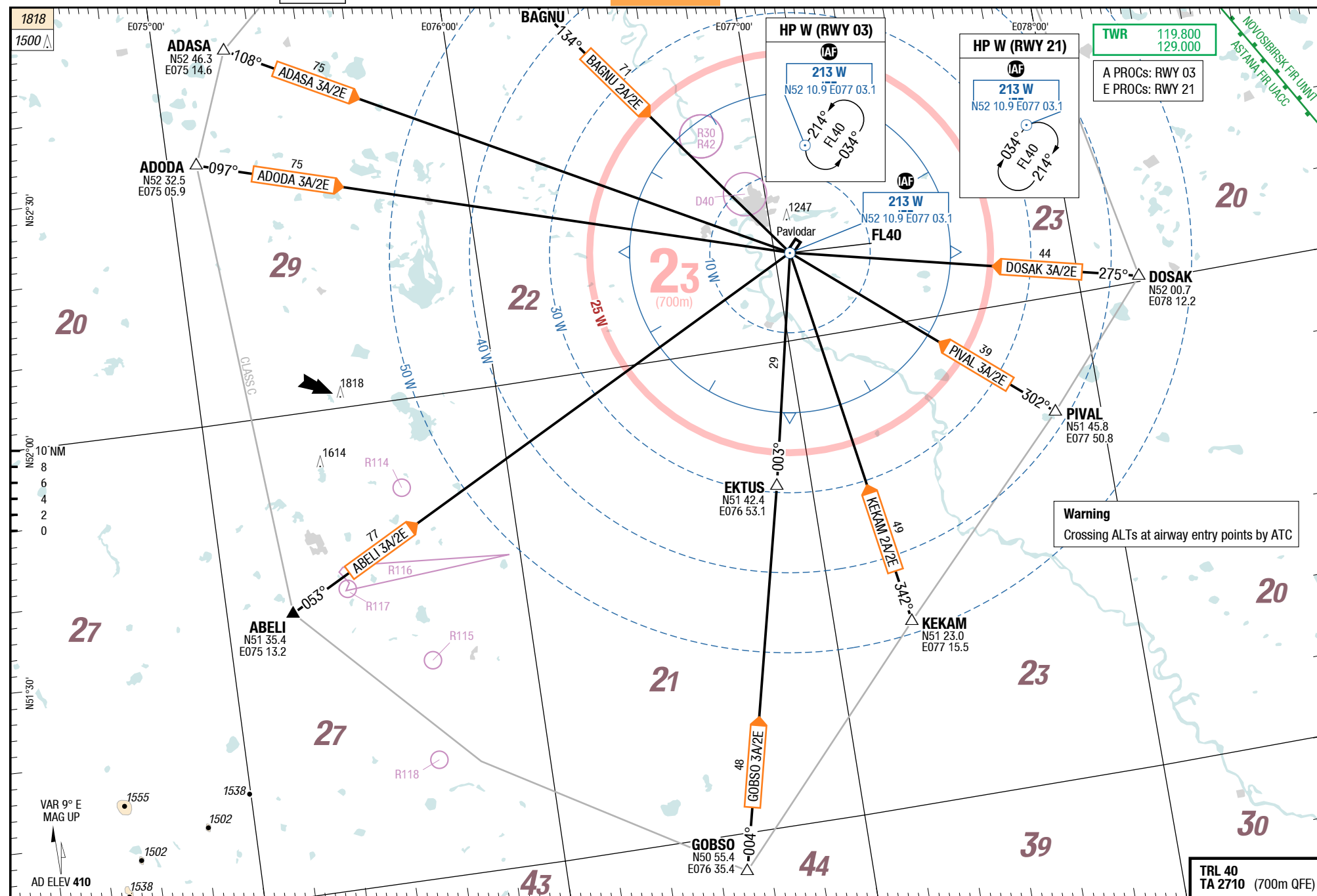
STARs A/E ARRs

STAR

STAR

STARs A/E ARRs

6-10



Changes: FREQ, SUAs

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STAR

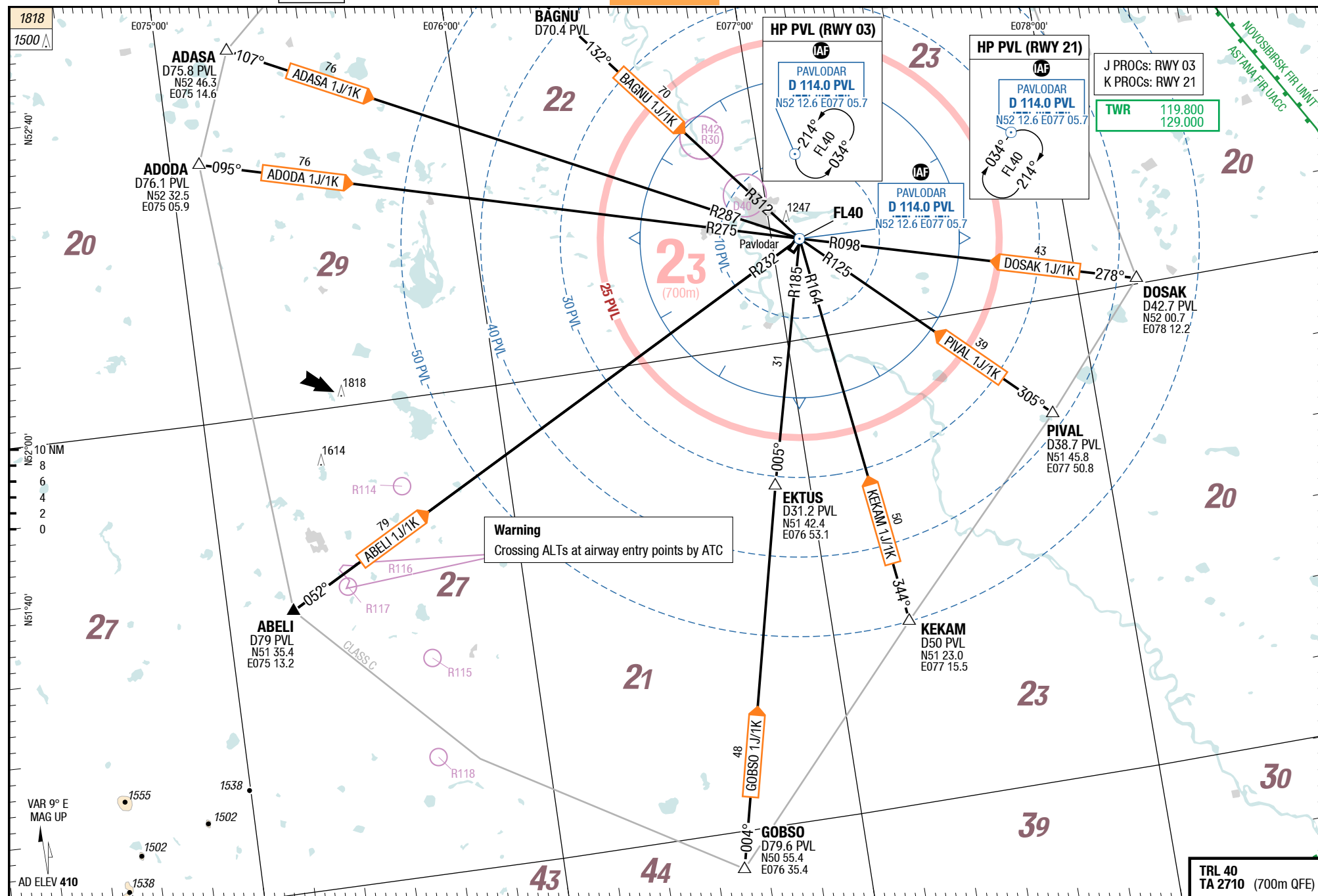
STAR

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STARs J/K ARRs

6-20

STARs J/K ARRs



Changes: FREQ, SUAs

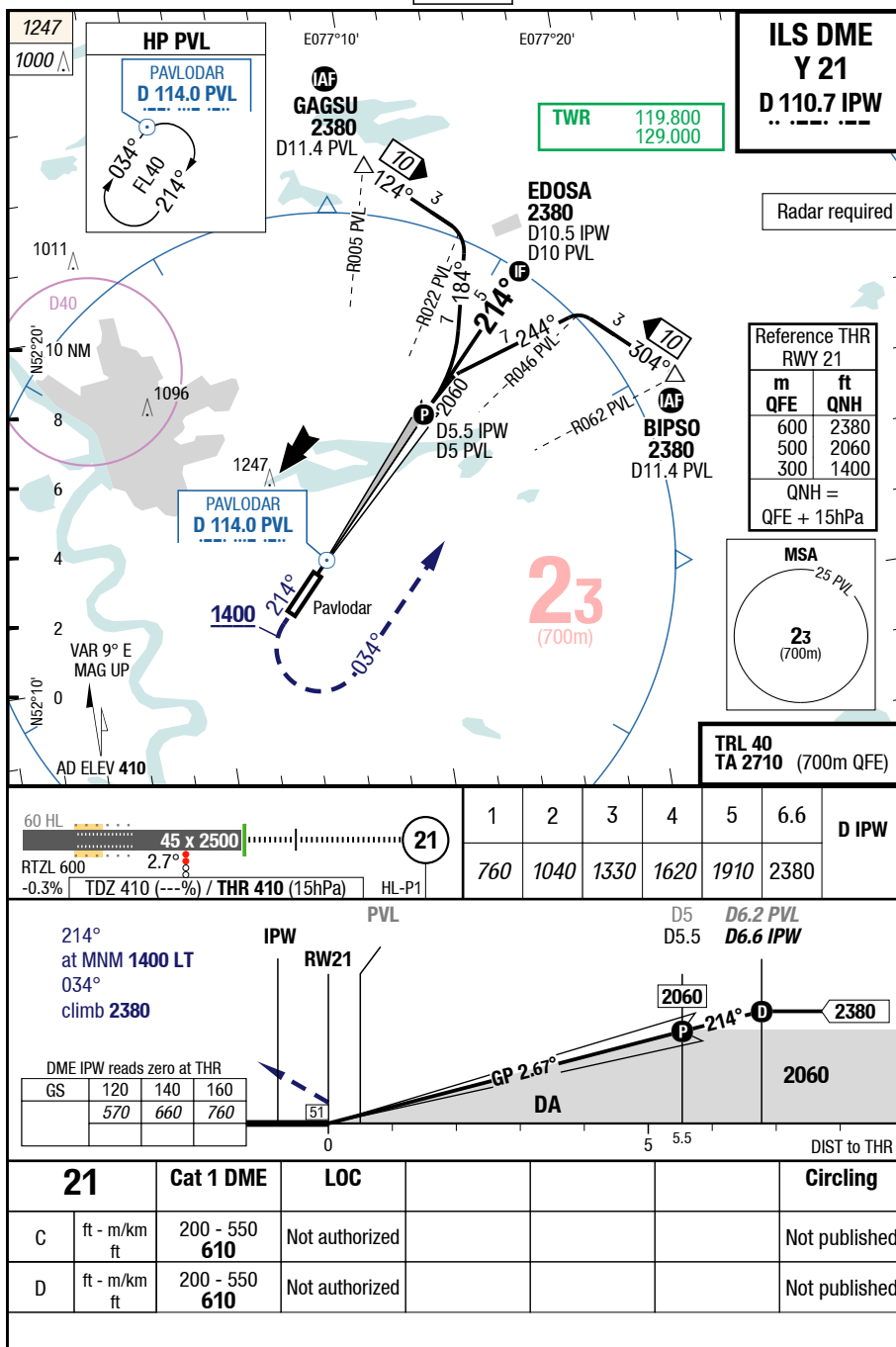
TRL 40
TA 2710 (700m QFE)

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7-10

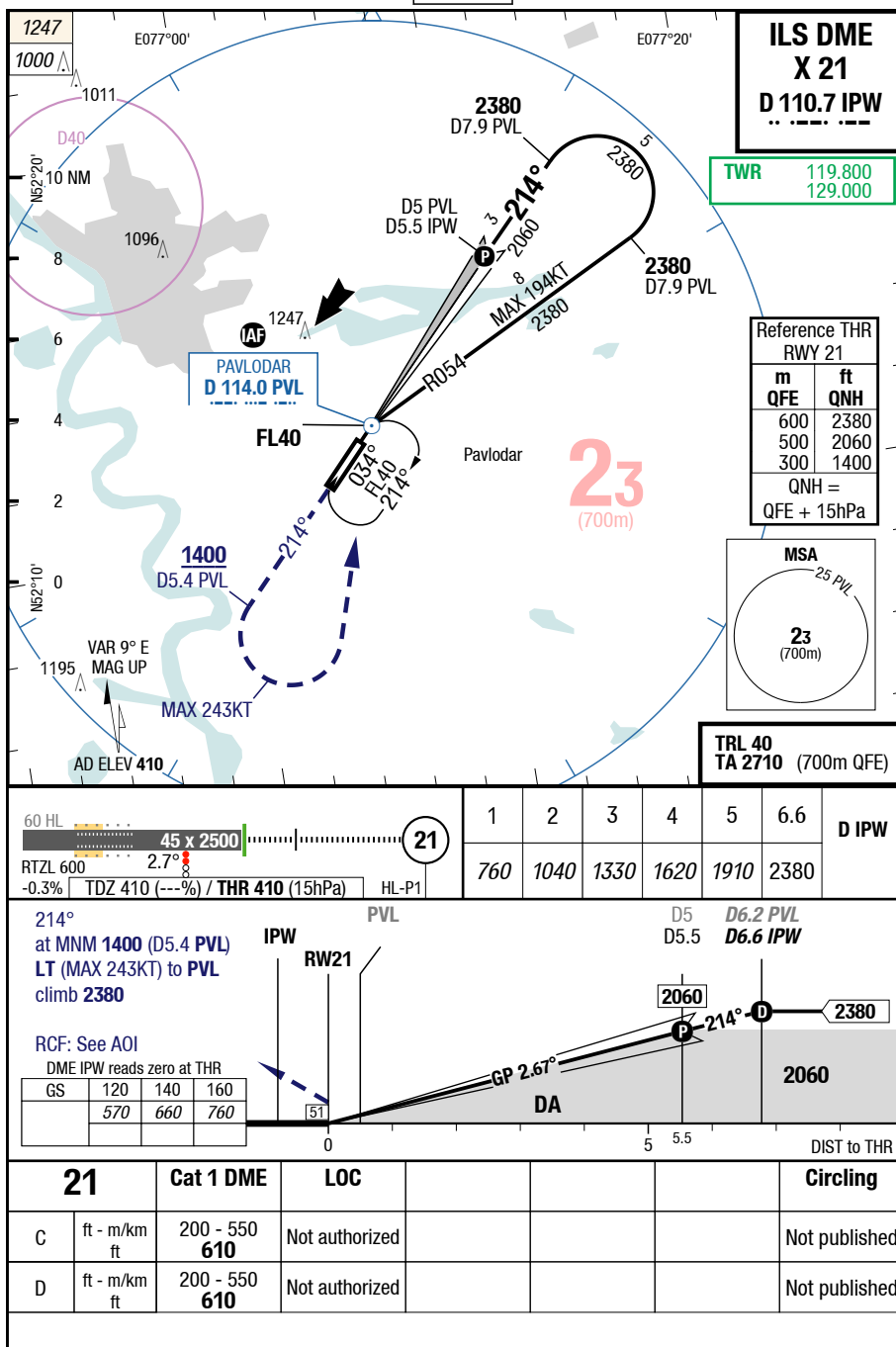
ILS DME Y 21



PWQ-UASP

7-20

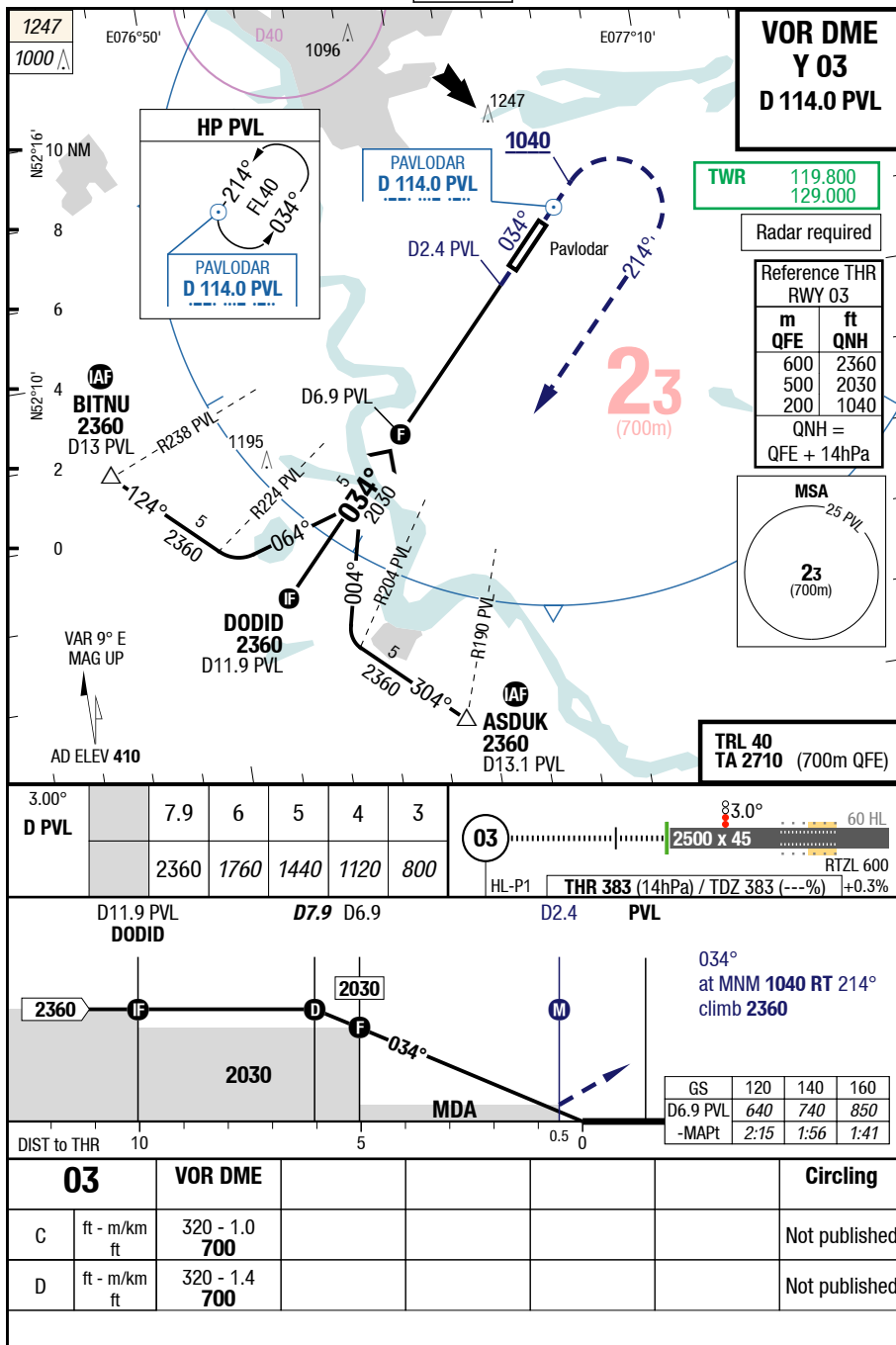
ILS DME X 21



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7-30

VOR DME Y 03

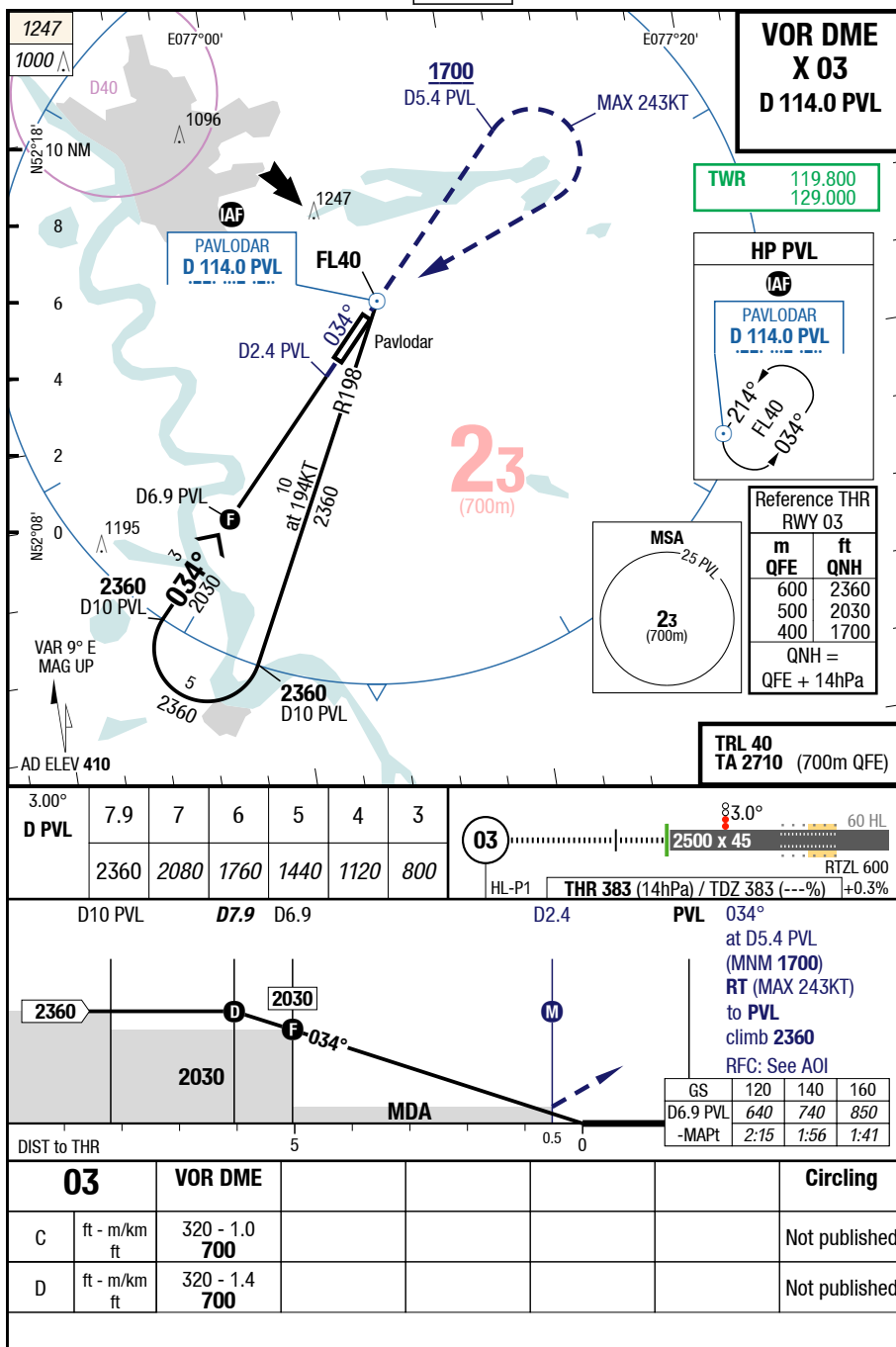


Changes: new

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7-40

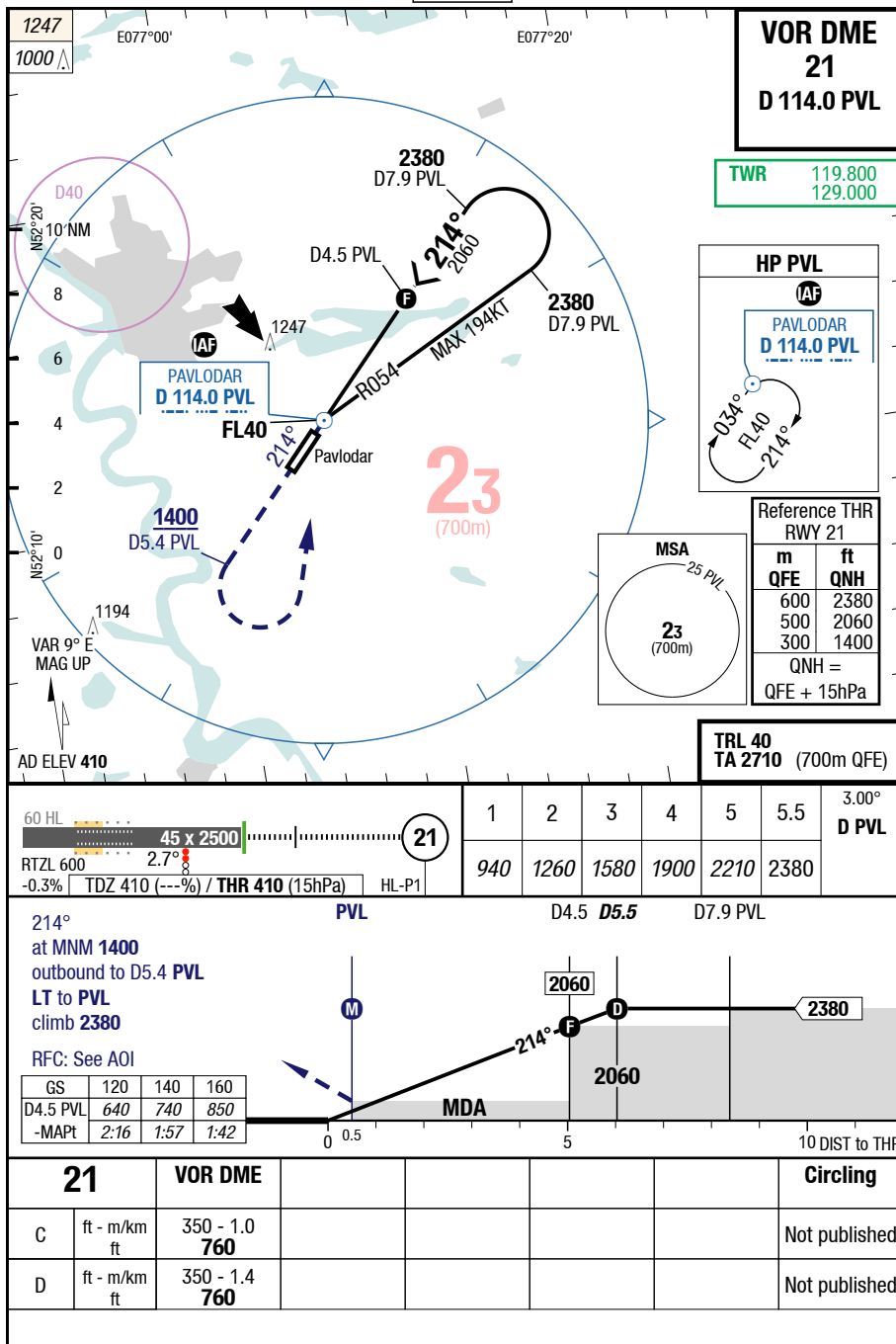
VOR DME X 03



PWQ-UASP

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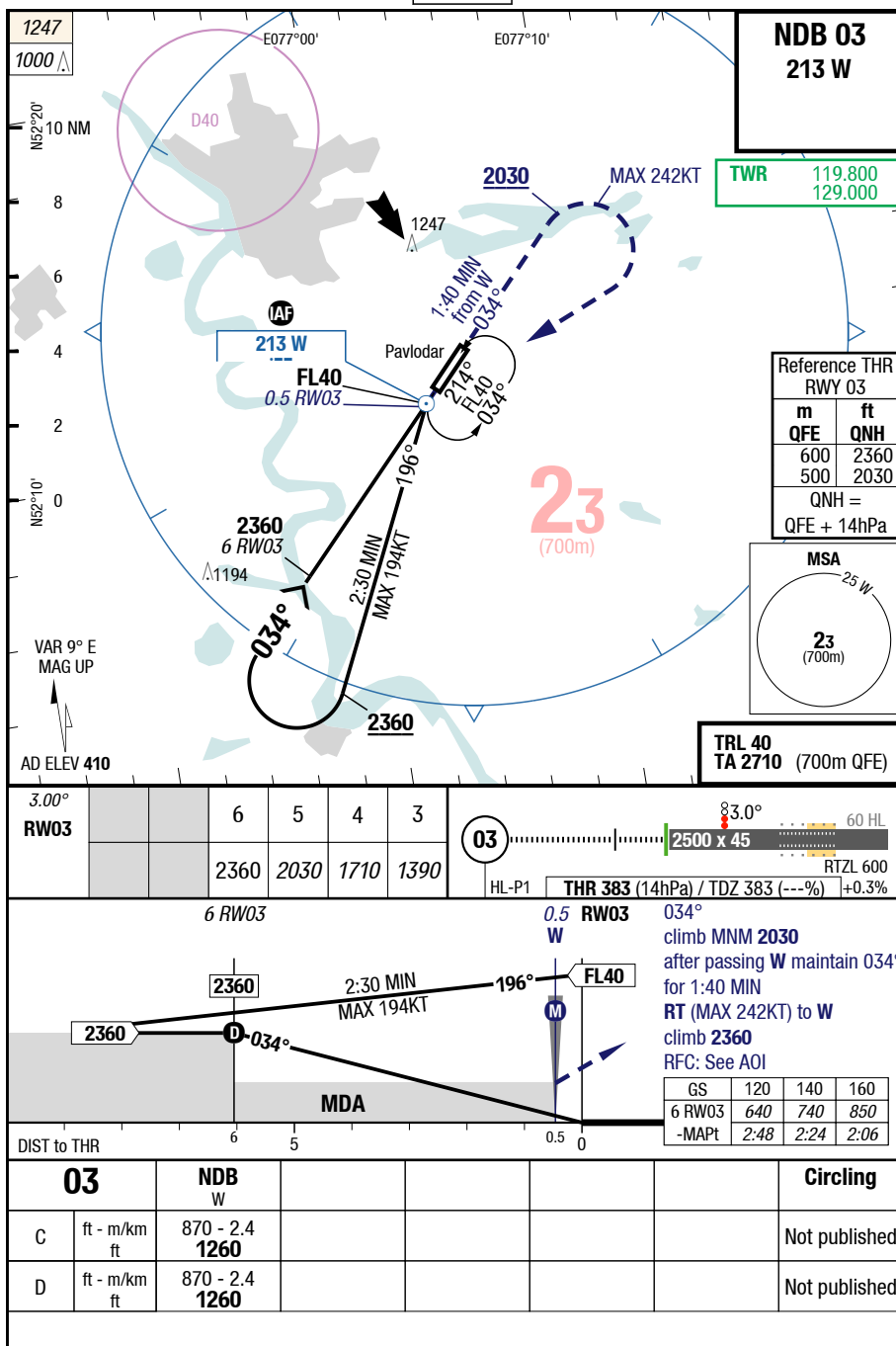
VOR DME 21



PWQ-UASP

7-60

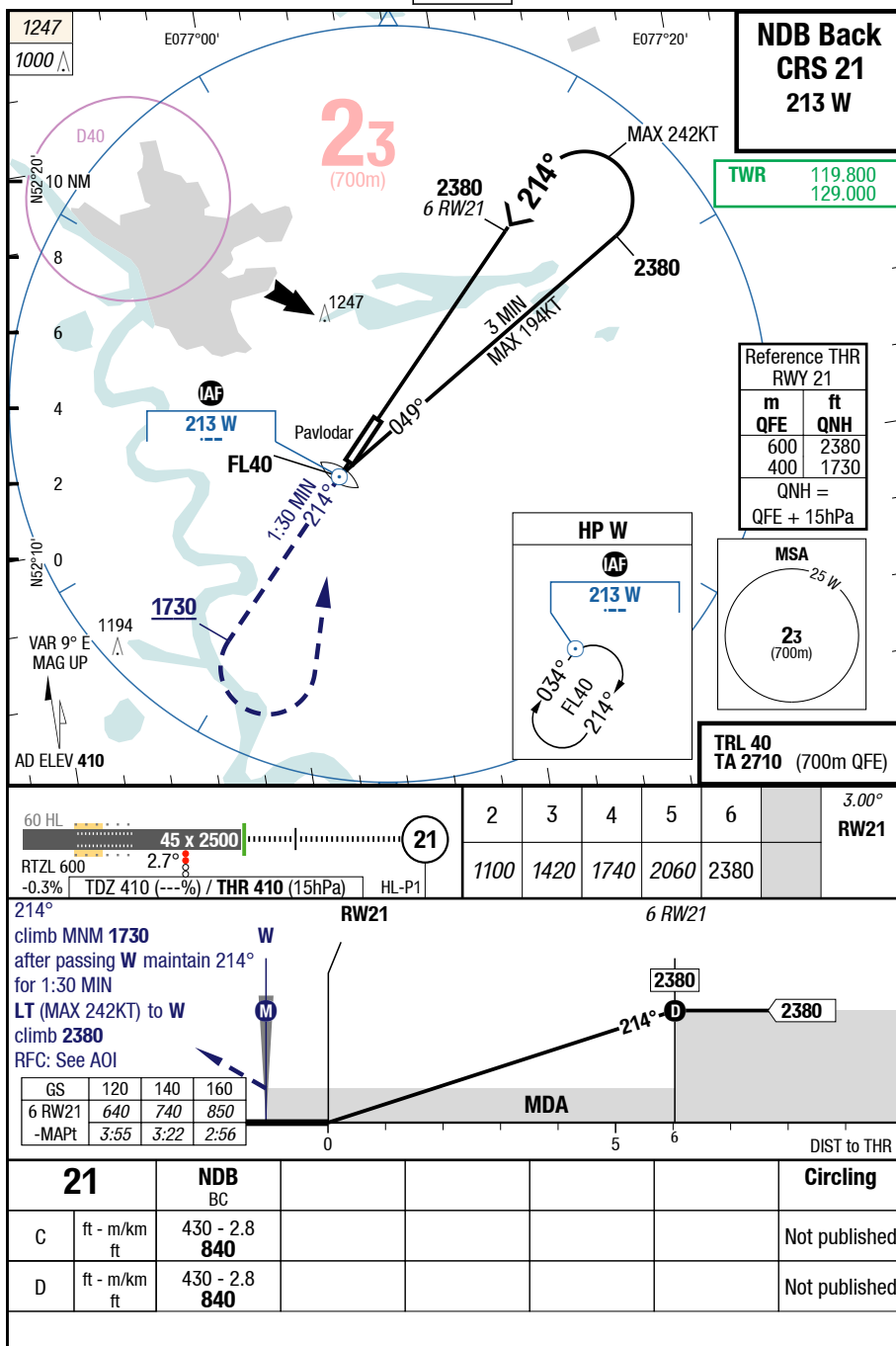
NDB 03



PWQ-UASP

7-70

NDB Back CRS 21



8-10

