

**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.

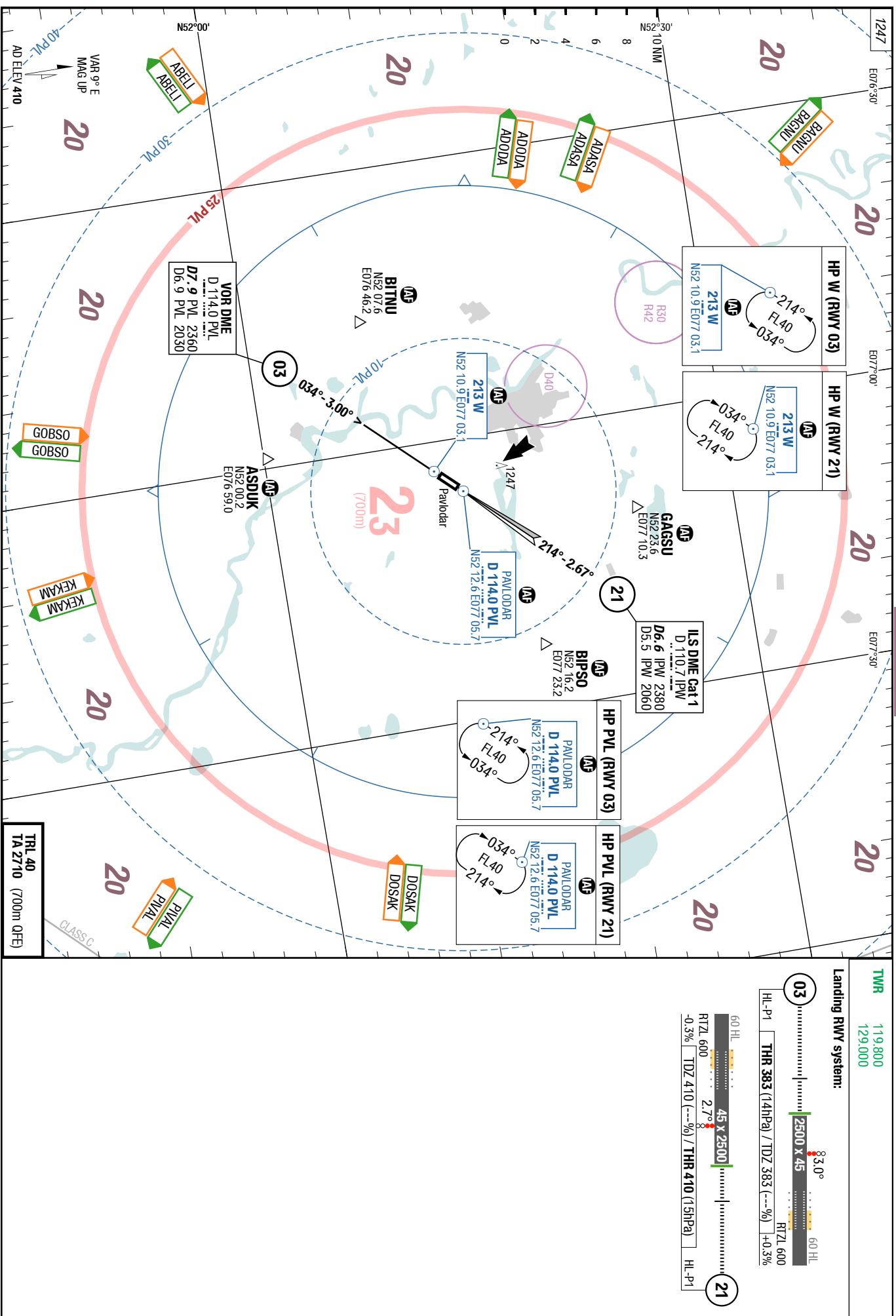
Remaining LDG DIST beyond GP is 2167m / 7108ft.

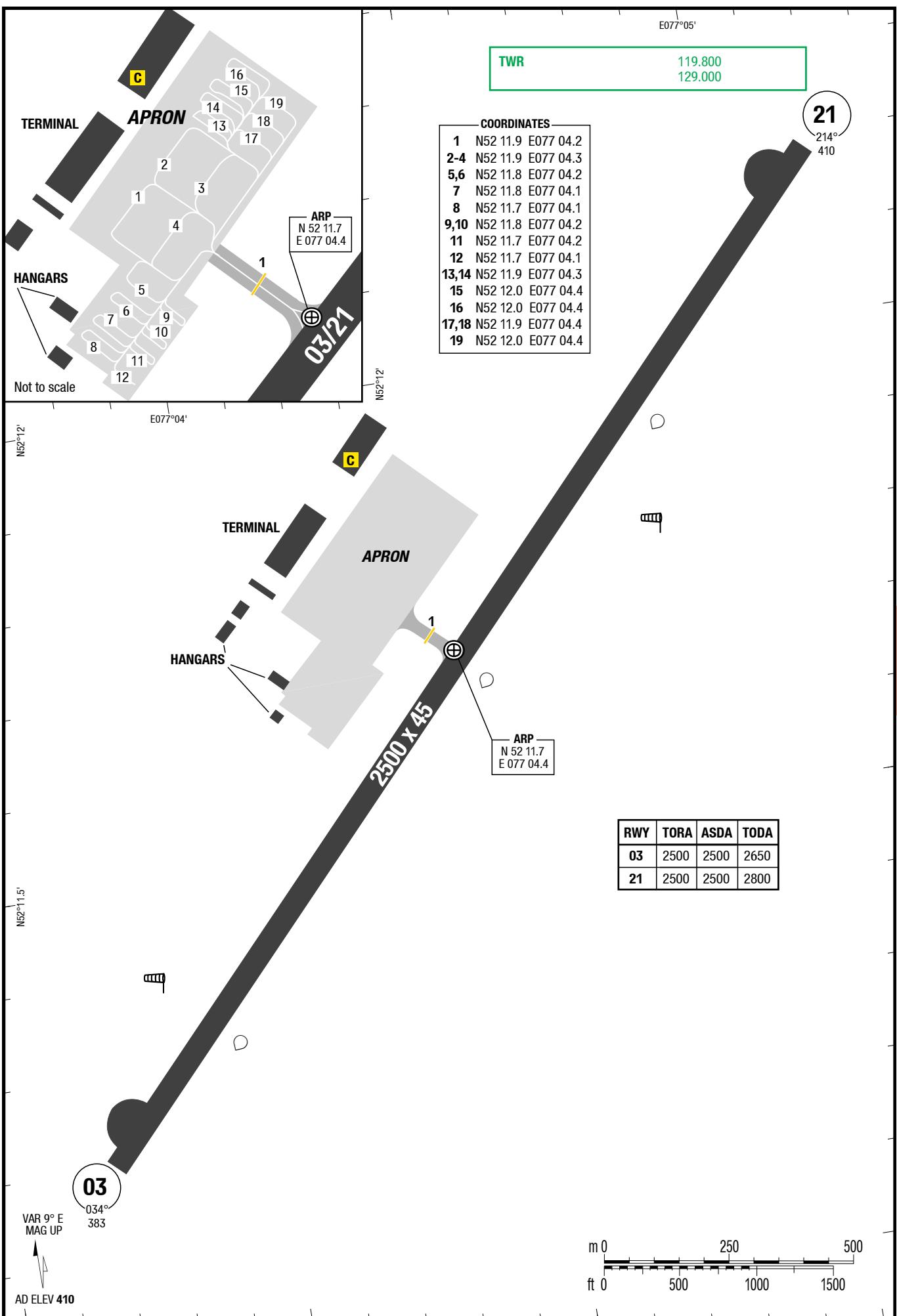
**DEPARTURE****Take-off Minima**

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.





Effective 30-MAR-2017

23-MAR-2017

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4-10

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SIDs RWY 03 G DEPs

SIDs RWY 03 C DEPs

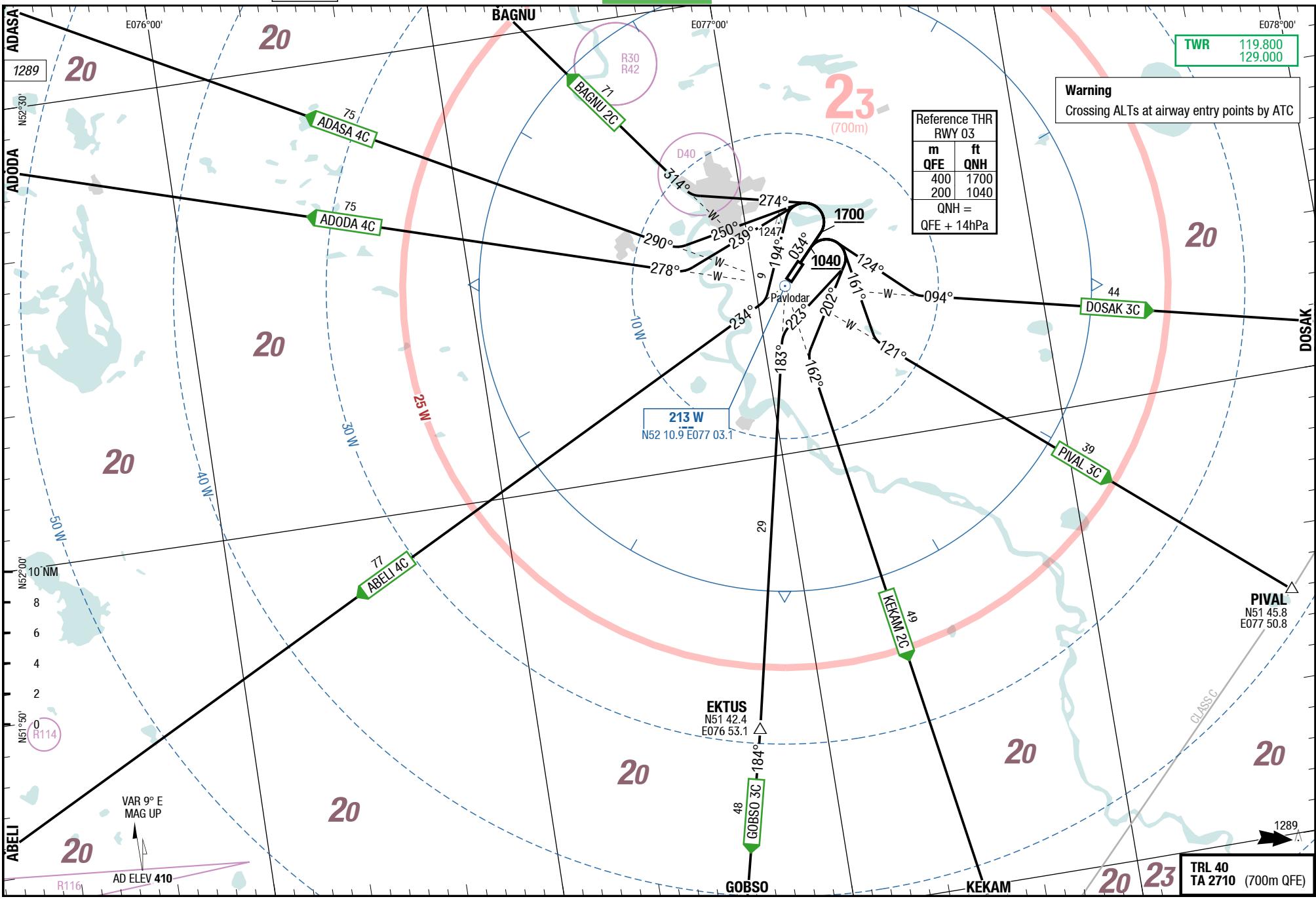
SID

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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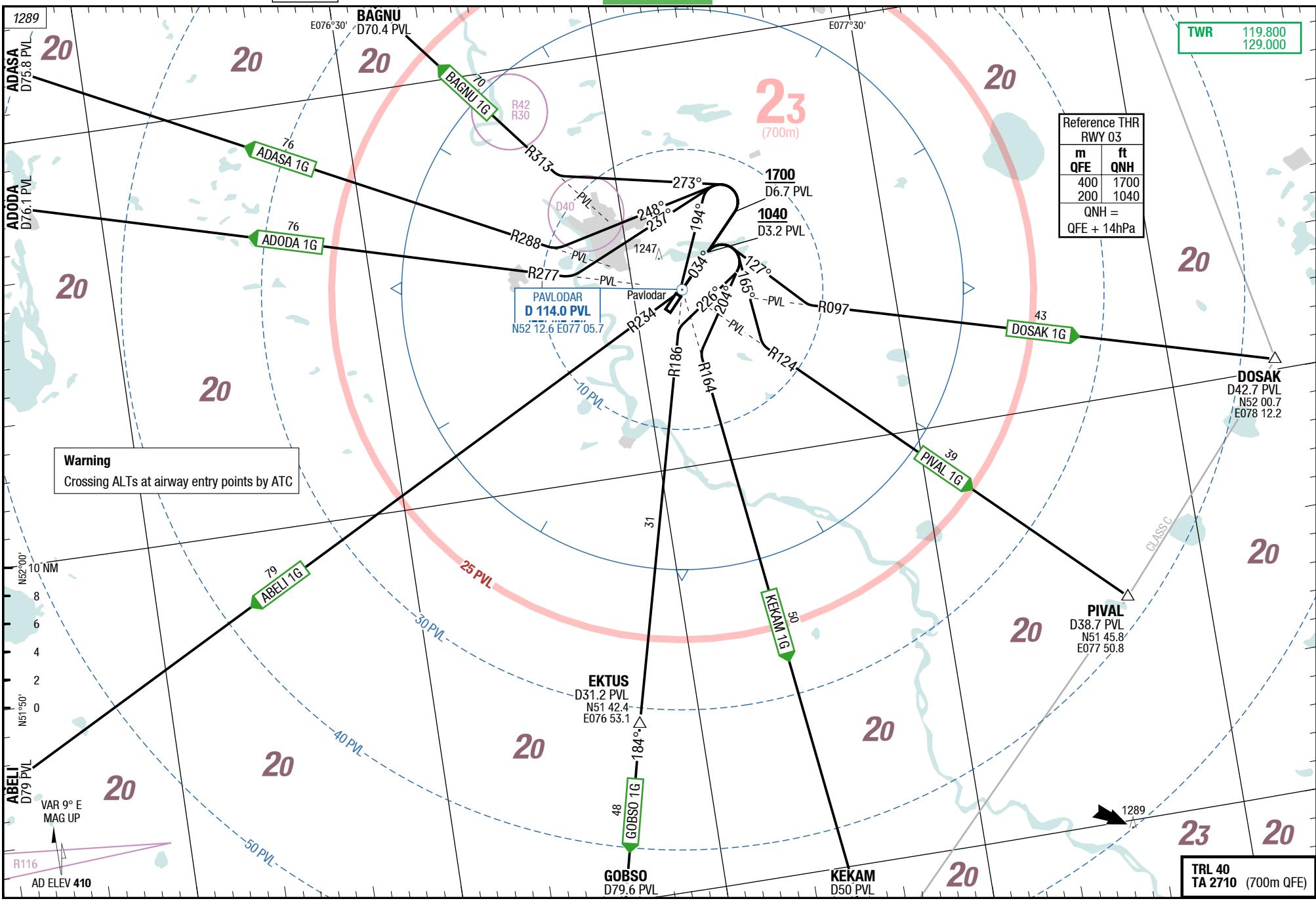
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SIDs RWY 03 G DEPs

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SIDs RWY 03 G DEPs

4-20



Effective 30-MAR-2017

23-MAR-2017

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SIDs RWY 21 H DEPs

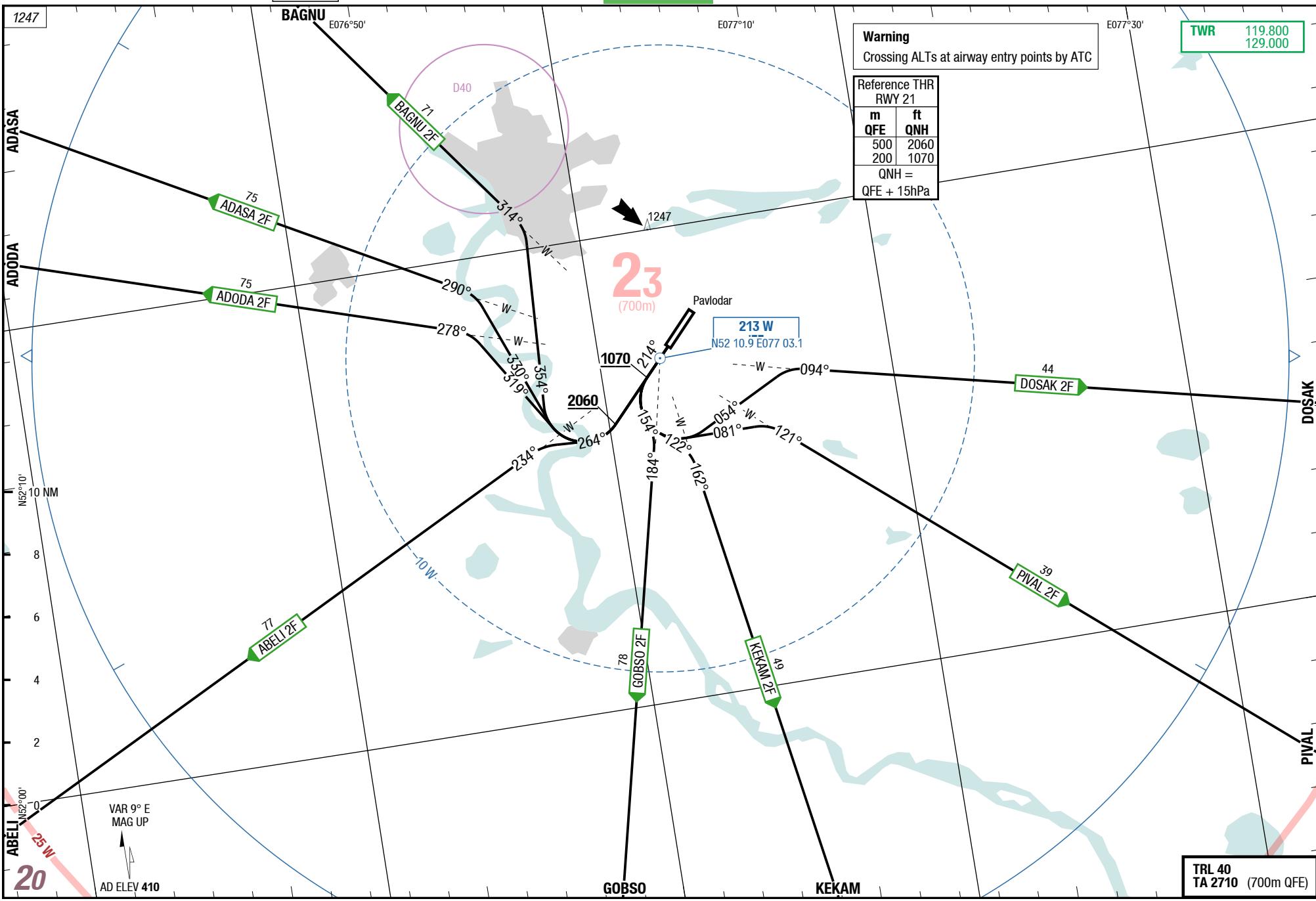
SIDs RWY 21 F DEPs

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SIDs RWY 21 H DEPs

SIDs RWY 21 F DEPs

4-30



Effective 30-MAR-2017

23-MAR-2017

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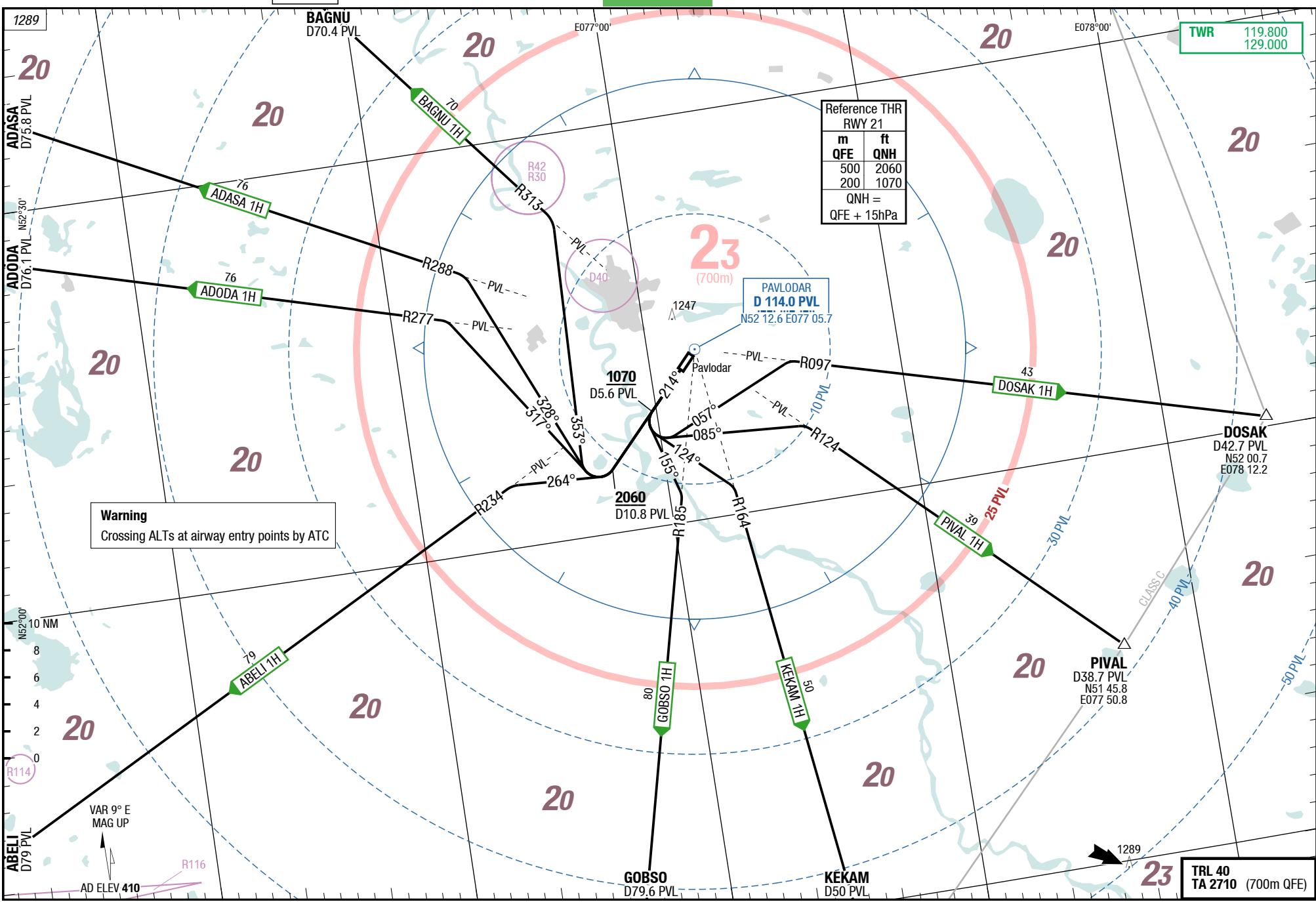
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SIDs RWY 21 H DEPs

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SIDs RWY 21 H DEPs

4-40



## PWQ-UASP

5-10

## SIDs RWY 03 C DEPs

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

**RWY 03 (034°)**

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

**ABELI 1G / ADASA 1G / ADODA 1G / BAGNU 1G / DOSAK 1G / GOBSO 1G / KEKAM 1G /  
PIVAL 1G**  
**RWY 03 (034°)**

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

**ABELI 2F / ADASA 2F / ADODA 2F / BAGNU 2F / DOSAK 2F / GOBSO 2F / KEKAM 2F / PIVAL 2F**  
**RWY 21 (214°)**

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

**ABELI 1H / ADASA 1H / ADODA 1H / BAGNU 1H / DOSAK 1H / GOBSO 1H / KEKAM 1H /  
PIVAL 1H**  
**RWY 21 (214°)**

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

**Effective 30-MAR-2017**

23-MAR-2017

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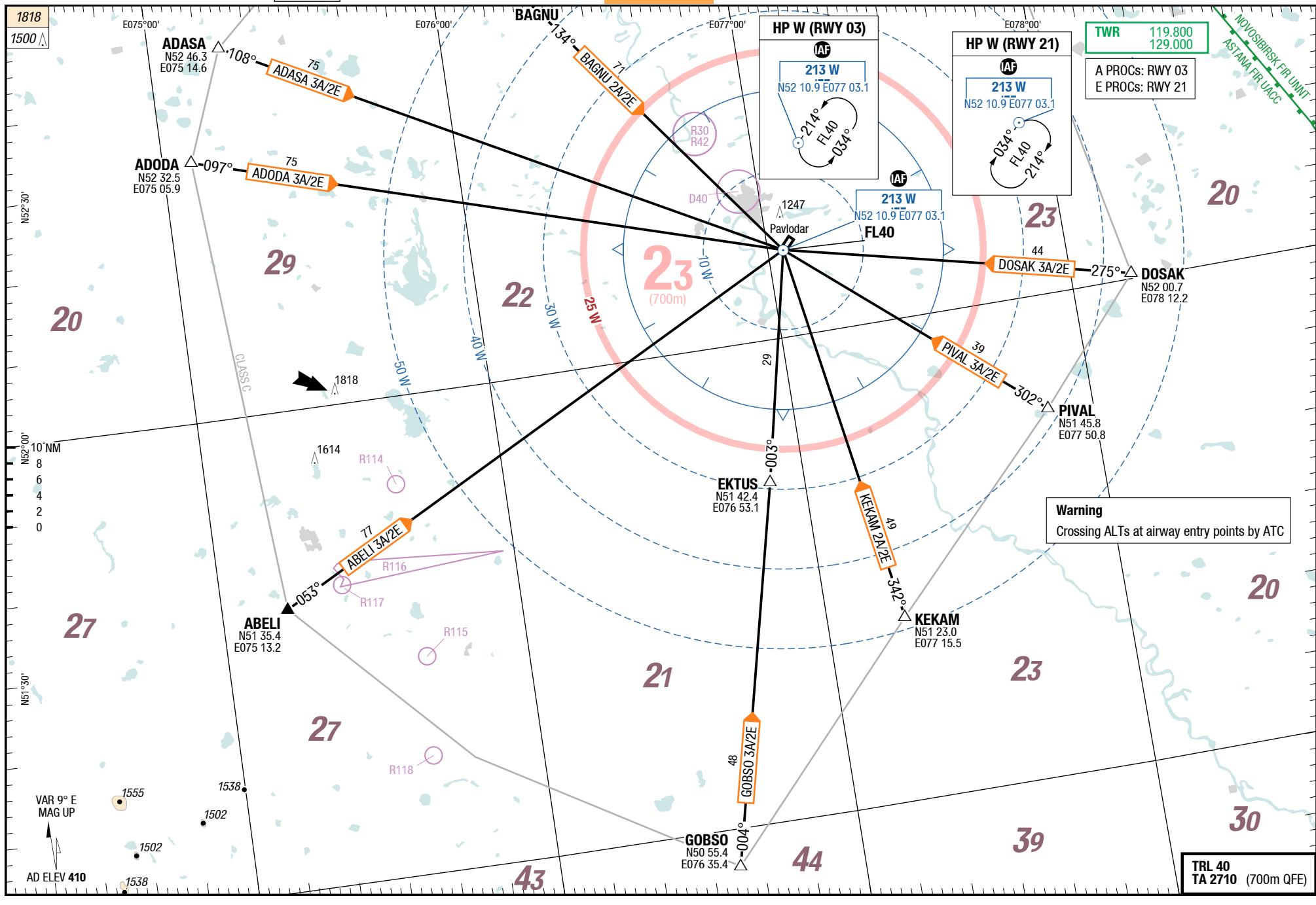
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**STARs J/K ARR**

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## **STARs A/E ARRs**

6-10



**Effective 30-MAR-2017**

23-MAR-2017

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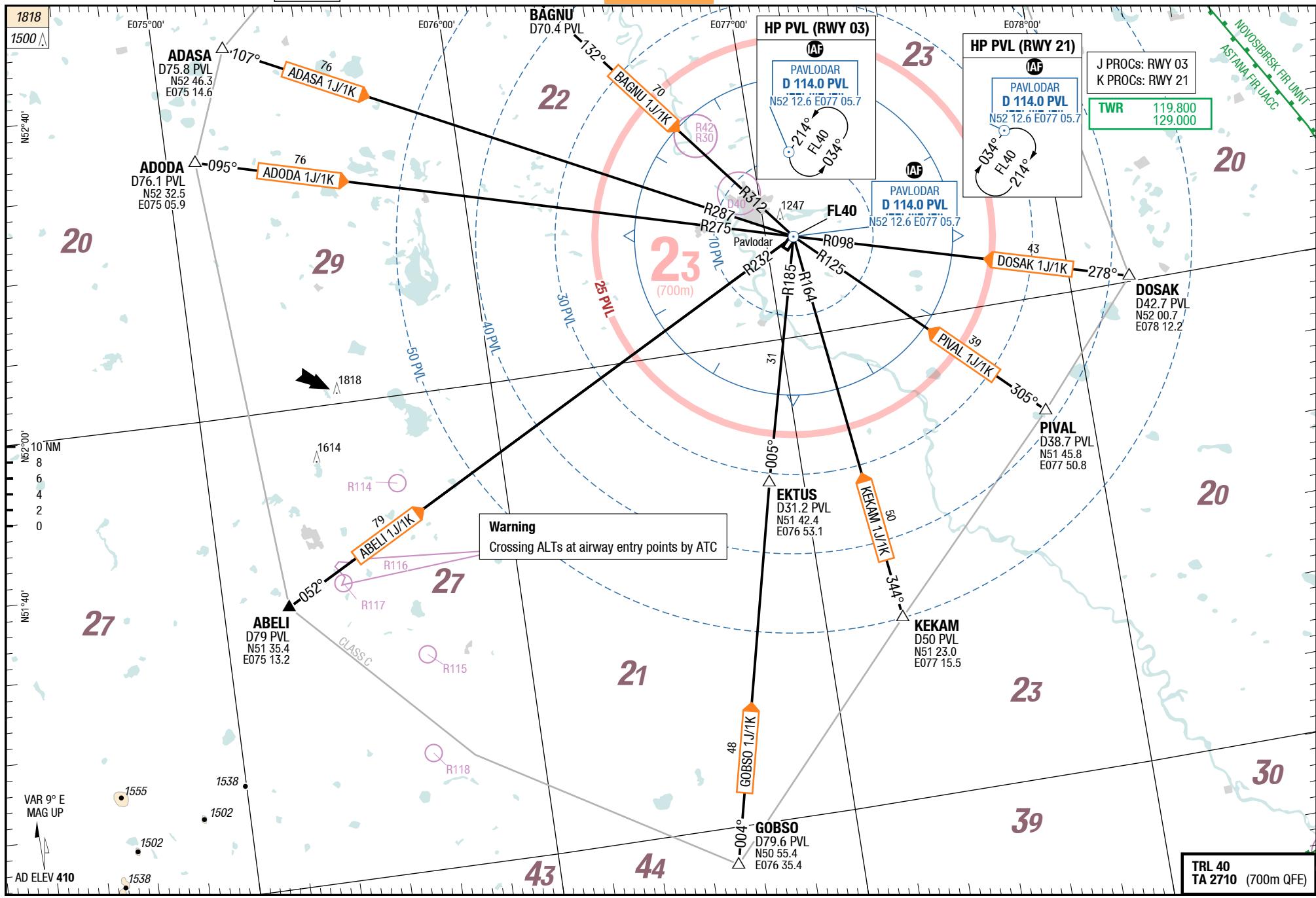
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6-20

STARs J/K ARRs

STARs J/K ARR

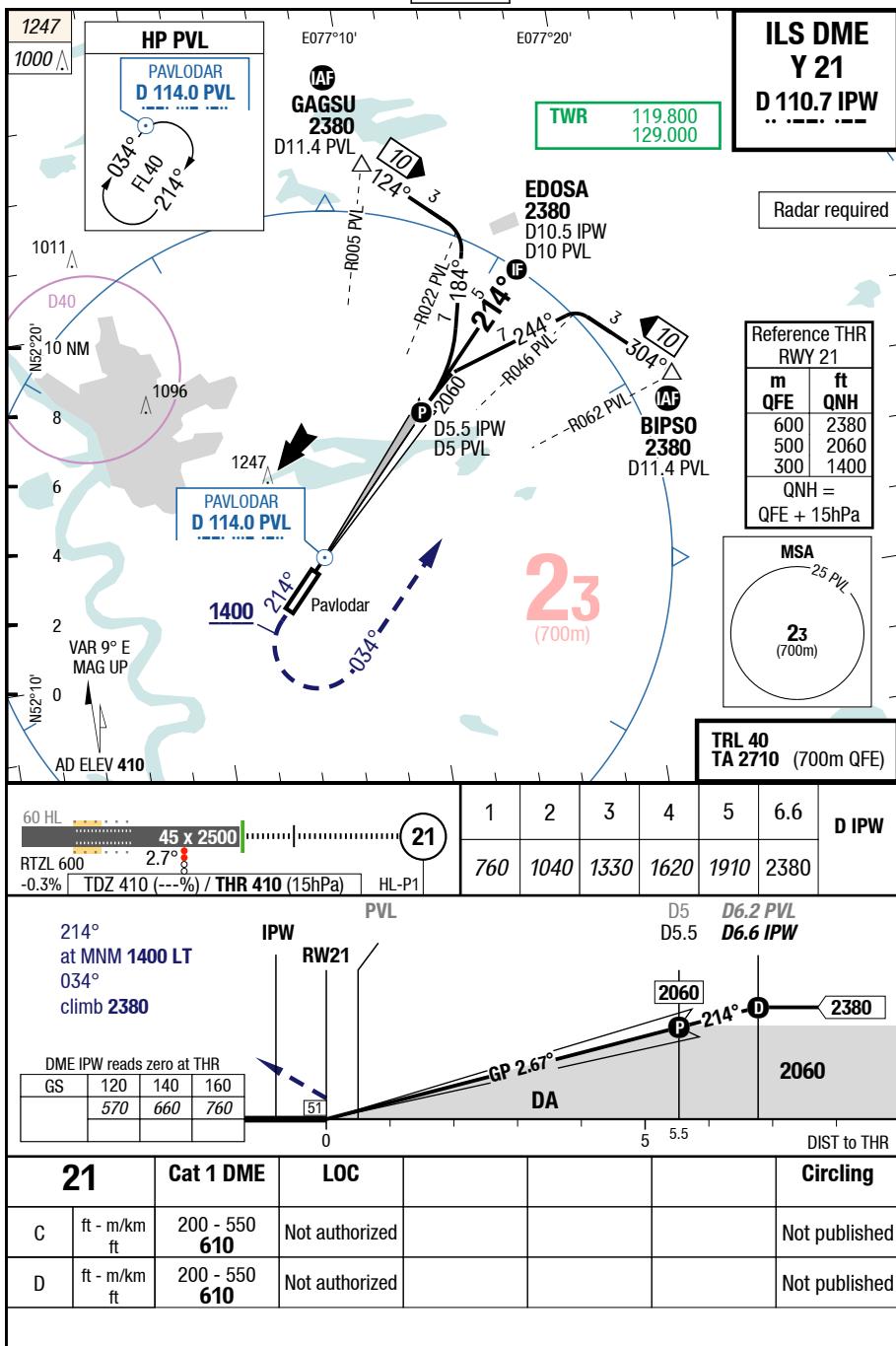


## PWQ-UASP

7-10

ILS DME Y 21

IAC

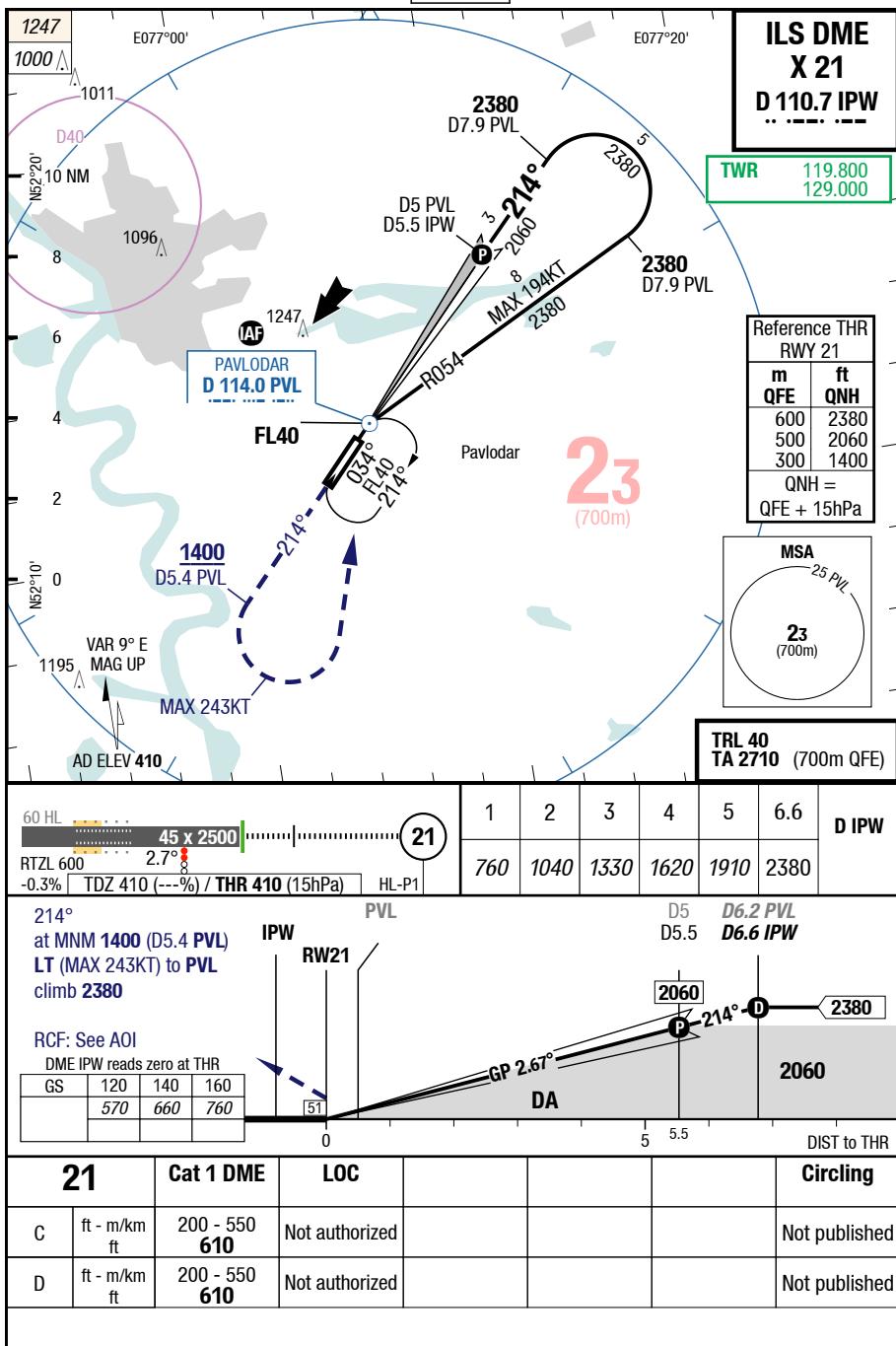


Changes: PROC renamed, DIST ALT table, OBST, Profile

## PWQ-UASP

7-20

ILS DME X 21

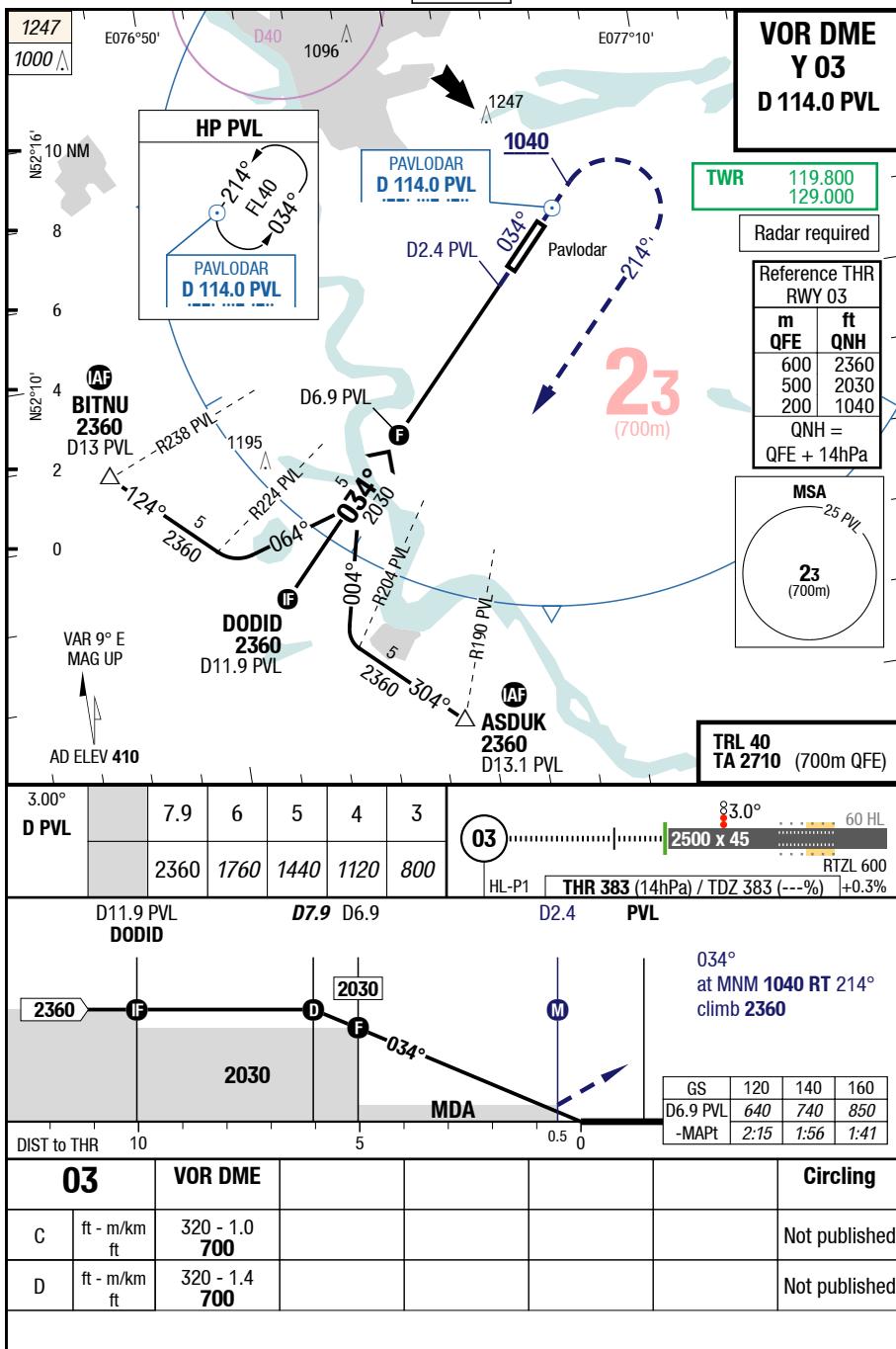


Changes: new

## PWQ-UASP

7-30

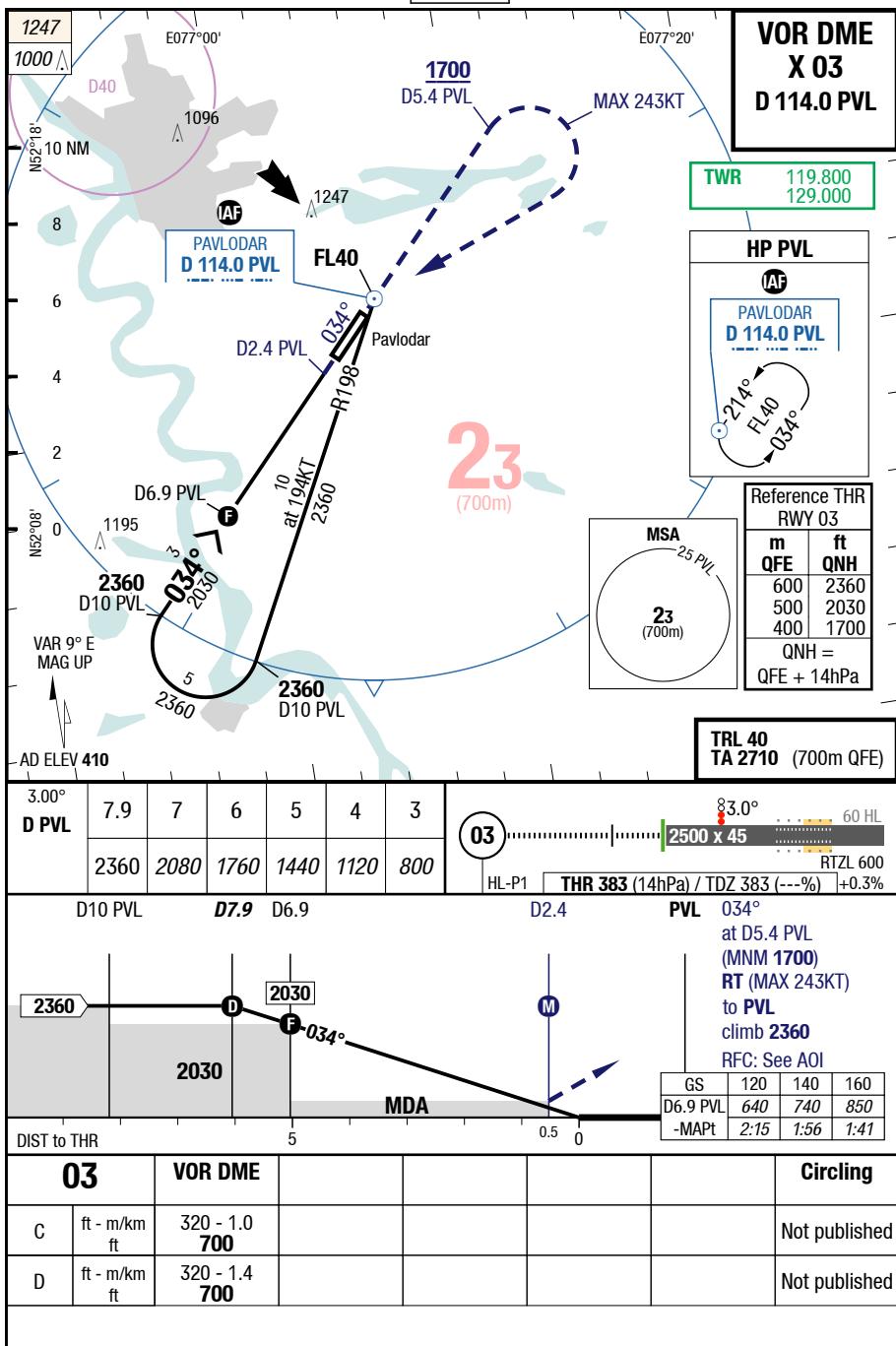
VOR DME Y 03



## PWQ-UASP

7-40

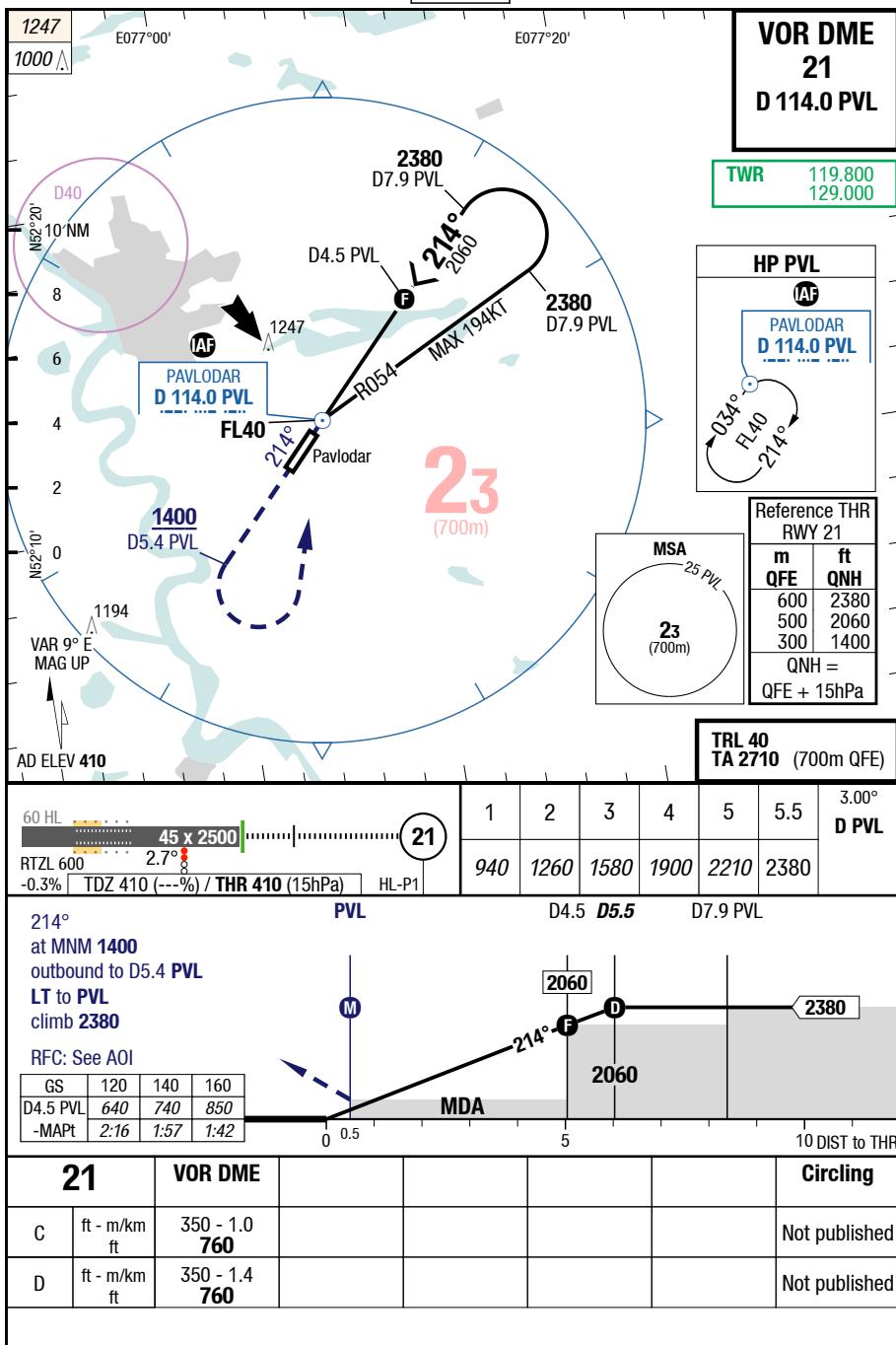
VOR DME X 03



## PWQ-UASP

7-50

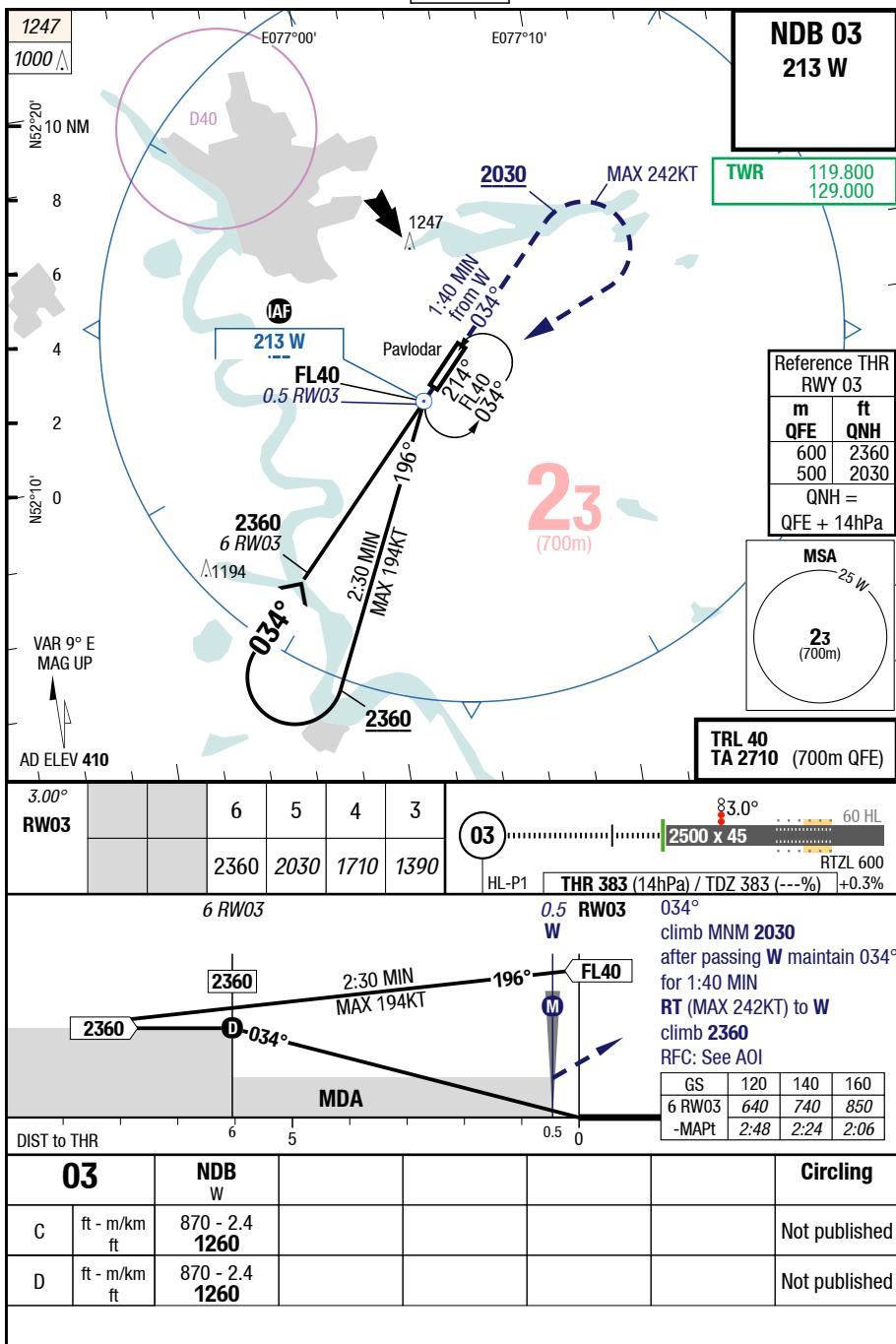
VOR DME 21



## PWQ-UASP

7-60

NDB 03



25-JAN-2018

## PWQ-UASP

7-70

## NDB Back CRS 21

