

UASP AD 2

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.16, AD-2.21

UASP AD 2.1 Aerodrome Location Indicator And Name

UASP - PAVLODAR

UASP AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	521143N 0770424E At the centre of RWY
2	Direction and distance from (city)	138°, 7.6 NM of Pavlodar center
3	Elevation/Reference temperature	411 FT/21,5° C
4	Geoid undulation at AD ELEV PSN	-125 FT
5	MAG VAR/Annual Change	9° E (2013)/ 0°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 140001 Pavlodar, JSC "Pavlodar International Airport" Republic of Kazakhstan Phone: +7 (7182) 663511 Fax: +7 (7182) 663526 AFS: UASPAPDU Email: kense@airportpavlodar.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UASP AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone: +7 (7182) 663511
2	Customs and immigration	HO Phone: +7 (7182) 663543
3	Health and sanitation	HO Phone: +7 (7182) 663503
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO Phone: +7 (7182) 301436
6	MET Briefing Office	H24 Phone: +7 (7182) 491373
7	ATS	See NOTAM
8	Fuelling	Phone: +7 (7182) 663553
9	Handling	Phone: +7 (7182) 663553
10	Security	Phone: +7 (7182) 661059
11	De-icing	Phone: +7 (7182) 663553
12	Remarks	Nil

UASP AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 5 tonnes weight
2	Fuel/oil types	TS-1
3	Fuelling facilities/capacity	3 tankers, without limitation
4	De-icing facilities	AVBL
5	Hangar space for visiting aircraft	Not AVBL for visiting aircraft
6	Repair facilities for visiting aircraft	Nil
7	Remarks	(Maintenance service of aircraft AN-24, YAK-40 not provided)

UASP AD 2.5 Passenger Facilities

1	Hotels	In the city Pavlodar
2	Restaurants	AVBL in airport terminal
3	Transportation	Buses, taxis
4	Medical facilities	Aid post at Airport Terminal, ambulance service, hospitals in Pavlodar
5	Bank and Post Office	In the city Pavlodar, in the airport- bank ATM
6	Tourist Office	In the city Pavlodar
7	Remarks	Nil

UASP AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A7
2	Rescue equipment	AVBL
3	Capability for removal of disabled aircraft	There are tow driver of type Aircraft: YAK-40, YAK-42, AN-24, TU-134, TU-154, B-737, A-320(319, 321). Phone: +7 (7182) 601098 (ext. 420) Email: pochinok.f@airportpavlodar.kz
4	Remarks	Nil

UASP AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	4 plow brush machines, 1 rotor, 1 wind machine, 1 heat engine, 1 tractor for cleaning shafts of snow
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	(Seasonal availability: All seasons, caution advised in winter during snow conditions)

UASP AD 2.8 Aprons, Taxiways And Check Locations/Positions Data

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1,4		CONC+ASPH	PCN 51/F/C/X/T
		2,3		CONC+ASPH	PCN 32/F/C/X/T
		5		CONC+ASPH	PCN 26/F/C/Y/T
		9		CONC+ASPH	PCN 28/F/C/Y/T
		6-8		CONC	PCN 14/R/B/X/T
		10-12		CONC+ASPH	PCN 14/R/B/X/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	23	CONC+ASPH	PCN 53/F/C/X/T
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

UASP AD 2.9 Surface Movement Guidance And Control System And Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guidance sign-boards at entrance of RWYs, guidance sign designating taxiways
2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations, taxi holding positions, taxiway centre lines
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Nil

UASP AD 2.10 Aerodrome Obstacles

NIL

UASP AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Pavlodar Phone: +7 (7182) 491373
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Pavlodar, 9HR (0009, 0312, 0615, 0918, 1221, 1524, 1803, 2106)
4	Trend forecast Interval of issuance	TREND 30 min
5	Briefing/consultation provided	Personal consultation (Russian)
6	Flight documentation/languages used	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English

7	Charts and other information AVBL for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;
8	Supplementary equipment AVBL for providing information	Doppler weather radar (WRM-200)
9	ATS units provided with information	Briefing, TWR
10	Additional information	Nil

UASP AD 2.12 Runway Physical Characteristics

Designation s RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
03	42,66°	2500 X 45	66/F/C/X/T CONC+ASPH	521113.50N 0770339.41E - -125.7 FT	THR 382.9 FT	See AOC type A
21	222.68°	2500 X 45	66/F/C/X/T CONC+ASPH	521212.95N 0770508.58E - -125.7 FT	THR 410.4 FT	See AOC type A

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	150 X 160	2620 X 300	90 X 150	Nil	Nil	Nil
Nil	300 X 160	2620 X 300	90 X 150	Nil	Nil	Nil

UASP AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	2500	2650	2500	2500	Nil
21	2500	2800	2500	2500	Nil
TWY A - 03	1176	1326	1176	Nil	Nil
TWY A - 21	1324	1624	1324	Nil	Nil

UASP AD 2.14 Approach And Runway Lighting

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	CAT I (HIALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2500m, spacing 60m, 0-1900m white, last 600m yellow LIH	RED Nil	Nil	Nil
21	CAT I (HIALS) 870 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2500m, spacing 60m, 0-1900m white, last 600m yellow LIH	RED Nil	Nil	Nil

UASP AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: 300m from RWY03, 400m from RWY21 The main point of observation, Auxiliary observation point, Lighting: Nil
3	TWY edge and centre line lighting	TWY A EDGE: BLU
4	Secondary power supply/switch-over time	AVAILABLE, 1sec
5	Remarks	Turning Bay Lights (U-turn) - Blue

UASP AD 2.16 Helicopter Landing Area

NIL

UASP AD 2.17 ATS Airspace

1	Designation and lateral limits	PAVLODAR CTR A circle radius 20 NM centered on 521235N 0770542E
2	Vertical limits	3000 FT ALT / GND
3	Airspace classification	C
4	ATS unit call sign Language(s)	PAVLODAR TOWER EN PAVLODAR VYSHKA RU
5	Transition altitude	10000 FT
6	Hours of applicability	See NOTAM
7	Remarks	Nil

UASP AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	PAVLODAR TOWER (EN) PAVLODAR VYSHKA (RU)	119,8 MHZ	Nil	Nil	See NOTAM	Nil
ATIS	PAVLODAR ATIS (EN) PAVLODAR ATIS (RU)	134,6 MHZ 133,6 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UASP AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency, Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME (9°E/2013)	PVL	114 MHZ CH 87X	H24	521234.6N 0770542.1E	500 FT	Nil	Nil
ILS LOC 21 I/D/2	IPW	110.7 MHZ	H24	521054.5N 0770310.8E		Nil	Nil
GP 21 I/C/2		330.2 MHZ		521201.7N 0770504.4E			
DME	IPW	CH 44X		521201.7N 0770504.4E	400 FT		

UASP AD 2.20 Local Aerodrome Regulations

1. Movement procedure (towing, taxiing) of aircraft on the airfield.

Movement of the aircraft on the aerodrome is carried out by taxiing or towing by special vehicles. Taxiing and towing are performed along the centerline of runway, taxiways and stands.

2. Precautions for taxiing and towing aircraft, with regard to the visibility conditions and the condition of apron pavement, parking areas, taxiways.

Taxiing (towing) shall be carried out by clearance of the "Tower" air traffic controller. The pilot-in-command depending on the taxiway conditions, obstacles presence, aircraft weight, taxiing conditions, shall select the taxiing speed. In all cases, it must not exceed the speed established by the Flight Crew Operational Manual.

3. 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 aircraft operational maintenance area. Stands separation for arriving aircraft shall be carried out by the Operation and Dispatch service followed by informing the Engineering and Technical Service, not later than 20 minutes before landing. Engineering and Technical Service is responsible for the aircraft movement safety from stands and to the stands. There are no restrictions on the procedure for taxiing and parking aircraft.

Taxiing of YAK-42 aircraft into/out of stand №12 under its own engines power is prohibited. Parking of the YAK-42 aircraft at the stand №12 shall be carried out by towing.

4. Parking area for small aircraft (general aviation), in case, if such stands are available.

NIL

5. Aircraft de-icing areas, main engines start up areas, deviation areas.

Stands №2, №3 are designated for de-icing.
Main engines start-up is permitted at all stands.
Stands №1-№4 are designated as deviation areas.

6. The movement procedure of aircraft and vehicles in critical and sensitive areas of ILS during aerodrome operation on the minima I, II and III ICAO category.

Aircraft 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 aircraft. Flight crew shall immediately report to the "Tower" air traffic controller after vacating the critical area.

Intersection of critical areas of radio-beacon landing system by aircraft, vehicles and other mobile facilities shall be carried out with the clearance of the "Tower" air traffic controller.

"Stop" and "ILS critical area" signs are installed on the intersection of the airport roads and the critical area of the radio-beacon system. Movement after these signs without air traffic controller 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 air traffic controller.

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

7. Restrictions in the operation of large aircraft including restrictions on the use of its own power for taxiing (in cases, if such restrictions are available).

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

For other aircraft the geometric dimensions of the runway and parking areas are suitable according to the Tactical and technical data, no restrictions.

8. Taxiing in winter conditions (apron), in case if some taxiways are not equipped with centerline lights, they are may not be visible due to snow.

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

9. Removal of disabled aircraft from runways.

JSC "Pavlodar airport" can provide the activities of evacuation:

- In the standard form of towing (towing by the nose gear with a tow bar) from runway (in the absence of snow and ice) – YAK-40, YAK-42, AN-24, TU-134, TU-154, A-320, B-737. From soft surfaces of runway shoulder and stopway – YAK-40, AN-24.
- In the non-standard form of towing (towing by the main landing gear with ropes) from runway. From soft surfaces of runway shoulder and stopway – YAK-42.
- Transportation of aircraft with damaged nose gear or main gear due to belly landing is impossible due to the lack of necessary equipment.

UASP AD 2.21 Noise Abatement Procedures

NIL

UASP AD 2.22 Flight Procedures

1. Flight and ground movement procedures.

There are no deviations from the requirements and flight rules operating in the territory of the Republic of Kazakhstan.

Take-off not from the runway beginning shall be performed upon flight crew request, if according to the flight crew's calculations, the available runway length, depending on the actual take-off weight of the aircraft and take-off conditions, corresponds to the required length. Pilot-in-command is responsible for this decision. Tailwind take-off and landing in regard of braking action coefficient is permitted, if the tailwind speed component comply with the standards established by the Flight Operations Manual for each aircraft type.

Movement of aircraft on the aerodrome shall be carried out by taxiing or towing by special vehicles. Taxiing and towing shall be carried out along centerlines of runway, taxiways and stands. Taxiing from/into the stands is performed by the signals of the responsible person in charge of the aircraft operational maintenance area. Taxiing of aircraft, as well as the placement of aircraft on the apron and stands shall be carried out by the engineering and technical personnel of the Aviation Engineering Service in accordance with the instructions of the Operation and Dispatch Service, in conformity with the inflicted markings on the aerodrome pavement, as provided by the ground movement chart. Taxiing (towing) shall be carried out by the clearance of "Tower" air traffic controller. The pilot-in-command depending on the taxiway conditions, obstacles presence, aircraft weight, taxiing conditions, selects taxiing speed. In all cases, it must not exceed the speed established by the Flight Crew Operational Manual.

Helicopter taxiing shall be carried out with regard of limitations to the wind, according to the Flight Operational manual, with constant visibility of landmarks located in front. Pilot-in-command is responsible for taxiing rules compliance; the person in charge of taxiing in the assigned area is responsible for the safety of taxiing.

Heliport pad is not available. Helicopter take-off and landing area located over the ARP. Helicopter take-off and landing shall be carried out from the runway. Helicopter take-off and landing in the sector 260°-360° from ARP is prohibited. Helicopter take-off and landing equipped with a skid landing gear is allowed from stands №3, №4, №9 with observance of safety distance between the main rotor blades and aircraft on the stand (not less than two main rotor diameter). Helicopter landing at the designated stands is permitted by the clearance of the "Tower" air traffic controller in coordination with the Operation and Dispatch Service.

The movement of all types of special vehicles at the airport shall be carried out along the marked routes only, according to the "Aircraft, special vehicles and mechanical equipment placement and movement chart".

2. Low Visibility Procedures.

Low Visibility Procedures (LVP) are applied when RVR is less than 550 m, when all the manoeuvring area or part of it is not controlled visually from the "Tower" control centre.

Low Visibility Procedures are initiated by the Air traffic Manager (Tower ATC) after received information from

the meteorological service about the RVR values less than 550 m.

Air traffic controller "Tower" should report when the Low Visibility Procedures are in force by the phrase: "LOW VISIBILITY PROCEDURES IN OPERATION". The air traffic controller "Tower" informs flight crew about any changes in the operational radio status and lighting equipment, also, restricts the movement of airport service vehicles on the aprons and manoeuvring area during Low Visibility Procedures.

Aircraft 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. Air Traffic Controller "Tower" monitors aircraft movement along the taxi route by the visual observing within the visibility limits, according to the reports of crew and aerodrome service specialist reports.

3. VFR procedures within the aerodrome control zone (CTR)

Air traffic service in the control zone of the aerodrome is carried out by the controller of the "Tower" ATC unit. Flight altitudes are calculated by the aircraft crew in accordance with the Civil Aviation Flight Rules of the Republic of Kazakhstan. The functions of Air traffic service does not include ground collision avoidance. The aircraft crew shall ensure that the clearance issued by the ATS unit in this regard is safe. VFR flights at altitudes below 3000 feet in the control zone are performed at the altitudes indicated in the flight plan or requested by the aircraft crew.

Flights must not be performed over populated areas within the control zone.

For VFR flights, the aerodrome has a flight circle (left / right) at an altitude of 900 feet. The air traffic controller of the "Tower" ATC unit is determine and report which flight circle is in use.

Entering the flight circle, crossing the runway alignment is made only with the permission of the air traffic controller of the "Tower" ATC unit.

The aircraft crew preliminarily agrees with the ATS unit the flight area and altitude range during aerial work in the control zone at absolute altitudes.

When entering the control zone (CTR) from uncontrolled airspace, the aircraft crew must obtain an air traffic control clearance 5 minutes before the estimated time of entering the controlled airspace.

Entry / exit of aircraft of category A and helicopters flying in VFR to / from the control zone (CTR) is carried out at the shortest distance through the corresponding point.

If the air situation requires the holding procedure, the air traffic controller of the "Tower" ATC unit gives the instructions to the aircraft crew to follow to one of the holding points.

No	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
1	ALPHA (Northern side of Berezovka)	N523133 E0765528	333° 20.0 nm PVL DVOR/DME	Exit
2	BRAVO (SW side of Efremovka, A-17 Highway)	N523053 E0771848	015° 20.0 nm PVL DVOR/DME	Entry/exit
3	CHARLIE (A-18 highway, railroad)	N522325 E0773305	048° 20.0 nm PVL DVOR/DME	Entry/exit
4	DELTA (SE outskirts of Novoyamyshevo, M-38 highway)	N515456 E0772051	143° 20.0 nm PVL DVOR/DME	Exit
5	ECHO (Western outskirts of Donentayev)	N515237 E0770445	173° 20.0 nm PVL DVOR/DME	Entry
6	FOXTROT (NE side of Bolshoy Kalkaman lake)	N520333 E0763645	234° 20.0 nm PVL DVOR/DME	Exit
7	GOLF (A-18 highway, railroad)	N520916 E0763339	252° 20.0 nm PVL DVOR/DME	Entry

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
8	HOTEL (southern side of Kyzylzhar)	N522538 E0764101	302° 20.0 nm PVL DVOR/DME	Entry
9	INDIA (Western side of Muyaldy)	N522341 E0770258	342° 11.2 nm PVL DVOR/DME	Exit
10	JULIET (Northern outskirts of Shandy)	N522043 E0771455	026° 9.9 nm PVL DVOR/DME	Entry/exit/ holding (circle and absolute altitudes by "Tower" ATC instructions)
11	KILO (Northern outskirts of Birlik)	N520726 E0770518	174° 5.2 nm PVL DVOR/DME	Exit
12	PAPA (SE outskirts of Aksu)	N520144 E0765742	195° 11.9 nm PVL DVOR/DME	Entry, holding (circle and absolute altitudes by "Tower" ATC instructions)
13	LIMA (Northern outskirts of Aksu)	N520859 E0765105	239° 9.7 nm PVL DVOR/DME	Exit
14	MIKE (NW outskirts of Karabay)	N521036 E0765029	249° 9.6 nm PVL DVOR/DME	Entry, holding (circle and absolute altitudes by "Tower" ATC instructions)
15	NOVEMBER (Western outskirts of Leninskiy)	N521359 E0764416	267° 13.3 nm PVL DVOR/DME	Entry, holding (circle and absolute altitudes by "Tower" ATC instructions)

UASP AD 2.23 Additional Information

1. Accepted exceptions, exemptions and restrictions in aerodrome certificate.

Regulatory reference	Requirement of regulations	Description of exceptions, exemptions and restrictions	Measures taken and validity period
Nil	Nil	Nil	Nil

2. The bird aggregations in the vicinity of the airport

Intensive flights of flocks of gulls, starlings, ducks, crows, pigeons, etc. occur daily in the morning (23.00 - 03.00) and evening (10.00 - 02.00) hours. The altitude of the bird flights varies from 0 to 400 m. above ground level.

The main directions of bird migration in spring are from the south-west to the north-east, in autumn in the opposite direction.

As required, the aerodrome control unit inform pilots of such bird migration and approximate heights above ground level.

Measures to disperse of the bird aggregations include periodic scaring of birds, effective measures against the

garbage, removal of green spaces, as well as the installation of scaring objects (silhouettes of hunters, sparkling balls, "scaring eyes", etc).

UASP AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UASP AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UASP AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO – Type A	UASP AD 2.24.4-1
Standard Departure Chart Instrument (SID) - RWY 03 ICAO	UASP AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) - RWY 21 ICAO	UASP AD 2.24.7-2-1
Standard Arrival Chart Instrument (STAR) - RWY 03 ICAO	UASP AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) - RWY 21 ICAO	UASP AD 2.24.9-2-1
ATC Surveillance Minimum Altitude Chart - ICAO	UASP AD 2.24.10-1
Instrument Approach Chart - ILS/DME - Y RWY 21 ICAO	UASP AD 2.24.11-1-1
Instrument Approach Chart - ILS/DME - Z RWY 21 ICAO	UASP AD 2.24.11-2-1
Instrument Approach Chart - VOR/DME - Y RWY 03 ICAO	UASP AD 2.24.11-3-1
Instrument Approach Chart - VOR/DME - Z RWY 03 ICAO	UASP AD 2.24.11-4-1
Instrument Approach Chart - VOR/DME RWY 21 ICAO	UASP AD 2.24.11-5-1
Visual Approach chart – ICAO	UASP AD 2.24.12-1
VFR Departure/Arrival Chart	UASP AD 2.24.14-1

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