

UASS AD 2

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.16, AD-2.21, AD-2.25

UASS AD 2.1 Aerodrome Location Indicator And Name

UASS - SEMEY

UASS AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	502106N 0801402E At the centre of RWY
2	Direction and distance from (city)	190°, 3.3 NM from Semey center
3	Elevation/Reference temperature	759 FT/27° C
4	Geoid undulation at AD ELEV PSN	-145 FT
5	MAG VAR/Annual Change	7° E (2018) / 0.03°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport JSC "Semey International Airport" 071410 Semey, Republic of Kazakhstan Phone: +7 (7222) 360033 Phone: +7 (7222) 443951 Fax: +7 (7222) 360033 AFS: UASSAPDU AFS: UASSAPZT Email: airportsemey@mail.ru
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UASS AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone: +7 (7222) 360033
2	Customs and immigration	AVBL
3	Health and sanitation	As AD Phone: +7 (7222) 360033
4	AIS Briefing Office	ANY 03:00 - 13:00 UTC
5	ATS Reporting Office (ARO)	ANY 00:30 - 14:00 UTC Phone: +7 (7222) 569134 AFS: UASSZTZX
6	MET Briefing Office	ANY 00:30 - 14:00 UTC Phone: +7 (7222) 565117 Fax: +7 (7222) 565117 AFS: UASSYMYX
7	ATS	See NOTAM Phone: +7 (7222) 569034
8	Fuelling	As AD Phone: +7 (7222) 443951

9	Handling	As AD Phone: +7 (7222) 443951
10	Security	H24 Phone: +7 (7222) 363702
11	De-icing	As AD Phone: +7 (7222) 443951
12	Remarks	Another time by request

UASS AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Nil
2	Fuel/oil types	TS, RT/Nil
3	Fuelling facilities/capacity	AVBL without limitation
4	De-icing facilities	AVBL
5	Hangar space for visiting aircraft	NOT AVBL
6	Repair facilities for visiting aircraft	Minor repairs in the engineering and aviation service
7	Remarks	Nil

UASS AD 2.5 Passenger Facilities

1	Hotels	In the city Semey
2	Restaurants	Available at the airport
3	Transportation	Buses, taxis
4	Medical facilities	Aid post at Airport Terminal, ambulance service, hospitals in Semey
5	Bank and Post Office	In the city Semey, ATMs at the airport
6	Tourist Office	In the city Semey
7	Remarks	Nil

UASS AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A6
2	Rescue equipment	AVBL
3	Capability for removal of disabled aircraft	AVBL: Up to 90 tons Phone: +7 (7222) 443951
4	Remarks	Nil

UASS AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	2 wide snow plow, 1 rotor, 1 loader, 2 tractor
2	Clearance priorities	1. RWY 2. TWY A 3. Stands
3	Remarks	Nil

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

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1 - 2 ACFT "C"		CONC+REINF	PCN 17/R/B/X/T
		3 - 4 ACFT "D"		CONC+ASPH	PCN 45/R/B/X/T
		5 - 7 ACFT "D"		CONC+ASPH	PCN 14/F/C/Y/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		2	22	CONC+ASPH	PCN 19/F/C/Y/T
		A	23	CONC+ASPH	PCN 45/R/B/X/T
		8	16	CONC+ASPH	PCN 19/F/C/Y/T
		9	18	CONC+ASPH	PCN 19/F/C/Y/T
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Stand 1-2 - for ACFT with wing span not more than 32m. Stands 3-4 - for ACFT with wing span not more than 52m. Stands 5-7 - for ACFT with wing span not more than 32m TWY 1,2,3,4,5,6,8, 9 - closed. RWY 02/20 - closed Helicopters are not allowed to take off/land from/to taxiway A and parking stands 1-7; take-off/landing are performed on the runway. Taxiing on TWY A is performed on both the ground and in the air, along the center line.			

UASS 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	Nil
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 Approach lighting system, runway edge lights, runway turning lights, taxiway edge lights.
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Recessed approach lights are available on the displaced THR.

UASS AD 2.10 Aerodrome Obstacles

NIL

UASS AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Semey Phone: +7 (7222) 565117 Fax: +7 (7222) 565117 AFS: UASSYMYX
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2	Hours of service MET Office outside hour	HO
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Semey, 9HR (0209, 0312, 0615, 0918, 1221)
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	Nil
9	ATS units provided with information	Briefing, TWR
10	Additional information	Nil

UASS 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
08	83,68°	3099 X 45	47/R/B/X/T CEMENT/ CONC	502100.82N 0801243.63E - -145.3 FT	THR 759.2 FT	See AOC type A
26	263,71°	3099 X 45	47/R/B/X/T CEMENT/ CONC	502111.84N 0801519.49E - -145.3 FT	THR 674.9 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 150	3399 X 300	90 X 150	Nil	AVBL	Turn Pad LEN 130 m, the total width of the turn pad and runway 100 m. REF.AD 2.12

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 150	3399 X 300	90 X 150	Nil	AVBL	Turn Pad LEN 130 m, the total width of the turn pad and runway 100 m. REF.AD 2.12 Displaced THR 372 M (DTHR 502110.52N 0801500.79E) - elev. 675,2 FT

UASS AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	3099	3249	3099	3099	Nil
26	3099	3249	3099	2727	Nil
TWY A - 08	2504	2654	2504	Nil	Nil

UASS 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
08	(SALS) 420 M LIL	GRN Nil	PAPI LEFT/3°	Nil	Nil	3099m, spacing 60m, 0-2499m white, last 600m yellow LIL	RED Nil	Nil	Nil
26	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2727m, spacing 60m, 0-2127m white, last 600m yellow LIH	RED Nil	Nil	Nil

UASS AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: Nil IBN: Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil
3	TWY edge and centre line lighting	TWY A Edge: blue
4	Secondary power supply/switch-over time	AVBL, 1 sec
5	Remarks	Turning bay lights - green

UASS AD 2.16 Helicopter Landing Area

NIL

UASS AD 2.17 ATS Airspace

1	Designation and lateral limits	SEMEY CTR A circle radius 20 NM centered on 502059N 0801438E
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	C
4	ATS unit call sign Language(s)	SEMEY TOWER EN SEMEY VYSHKA RU
5	Transition altitude	10000 FT
6	Hours of applicability	See NOTAM
7	Remarks	Nil

UASS 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
RADAR	SEMEY TOWER (EN) SEMEY VYSHKA (RU)	128 MHZ	Nil	Nil	See NOTAM	Nil
SMC	SEMEY TOWER (EN) SEMEY VYSHKA (RU)	128 MHZ	Nil	Nil	See NOTAM	Nil
TWR	SEMEY TOWER (EN) SEMEY VYSHKA (RU)	128 MHZ	Nil	Nil	See NOTAM	Nil
Production and dispatcher service	SEMEY TRANZIT (EN) SEMEY TRANZIT (RU)	131.9 MHZ	Nil	Nil	As AD	Nil

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
ATIS	SEMEY ATIS (EN) SEMEY ATIS (RU)	118,5 MHZ 122,4 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UASS 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
ILS LOC 26 I/D/2	ISP	110,3 MHZ	H24	502058.8N 0801214.2E		Nil	Nil
GP 26 I/C/2		335 MHZ		502104.5N 0801445.3E			
DME 26	ISP	CH 40X		502104.5N 0801445.3E	700 FT		
DVOR/DME (7°E/2014)	SEM	115,3 MHZ CH 100X	H24	502058.7N 0801437.5E	700 FT	Nil	Nil

UASS AD 2.20 Local Aerodrome Regulations

When visibility 550 m or less TKOF should be carried out from RWY 26 DTHR.

Takeoff from RWY 26 THR available

UASS AD 2.21 Noise Abatement Procedures

NIL

UASS AD 2.22 Flight procedures**1. Flight and ground movement procedures.**

Aircraft movement on the aerodrome is carried out by taxiing. Taxiing is carried out along centre lines of taxiway, apron and stands.

The aircraft is not towed on the aerodrome.

TWY 2 are designated for taxiing of State aviation aircraft into/out of stands.

TWY A is designated for taxiing of Civil aviation aircraft into/out of stands.

TWY A is designated for taxiing of ICAO 6 aircraft.

Aircraft following shall be carried out by specially intended for this purpose follow-me vehicle. Aircraft following shall be carried out in IMC when visibility is less than 400 m or in case if markings on maneuvering area are not visible (due to packed snow or in other cases), or by flight crew's request. In that case engineer of airfield service works as aircraft follower on duty.

Two-way radio communication shall be established on 166,350 MHz during aircraft following.

Taxiing out of stands shall be carried out by marshaller's signals, in case of his absence – by decision of pilot-in-command.

Aircraft following shall be carried out:

- by flight crew request;
- in IMC when visibility is less than 400 m.

Taxiing speed shall be chosen by pilot in-command of the aircraft depending on condition of taxing surface, the presence of obstacles and visibility.

Crossing the ILS critical areas by aircraft, ground vehicles and other vehicles shall be carried out by the clearance of ATC Tower. If an aircraft is entering the final approach track or it's finally approaching, crossing the ILS critical areas on the manoeuvring area is prohibited.

Taxiing into/out from aircraft stand №3 to aircraft stand №4 allowed via markings on apron

Taxiing into/out from aircraft stand №4 to aircraft stand №3 allowed via markings on apron

Taxiing of index 6 aircraft is restricted on the apron between the taxi route centre line and a fixed obstacle (passenger terminal building)

2. Low Visibility Procedures.

Low Visibility Procedures (LVP) are effected in IMC, during nighttime, which includes:

- engaging of aerodrome lighting facilities: during night flights – 15 minutes before sunset or estimated time of aircraft arrival, during aircraft departure after request for engine start-up.
- in daytime – when visibility less than 2000 m.
- in other cases – by flight crew request.
- During flights of general aviation RWY inspection shall be carried out by engineer of airfield service with further report about obstacle presence (absence) to controller of "Semey Tower" control centre.

When visibility 550 m or less TKOF should be carried out from RWY 26 DTHR

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 4000 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 2000 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	N504042 E0801943	002° 20.0 nm SEM DVOR/DME	Exit
2	BRAVO	N503645 E0803352	031° 20.0 nm SEM DVOR/DME	Entrance
3	CHARLIE	N503046 E0804157	053° 20.0 nm SEM DVOR/DME	Exit
4	DELTA	N502627 E0804442	067° 20.0 nm SEM DVOR/DME	Entrance
5	ECHO (East side of Topkashi)	N502251 E0804545	077° 20.0 nm SEM DVOR/DME	Exit
6	FOXTROT (visual reference – P-24 highway)	N502010 E0804551	085° 20.0 nm SEM DVOR/DME	Entrance
7	GOLF (SW side of Kerevankol lake)	N500934 E0804015	117° 20.0 nm SEM DVOR/DME	Exit
8	HOTEL (visual reference – west of the railroad, M-38 highway)	N500637 E0803618	129° 20.0 nm SEM DVOR/DME	Entrance
9	INDIA (South side of Karakol)	N500250 E0800134	198° 20.0 nm SEM DVOR/DME	Exit
10	JULIET	N500740 E0795124	221° 20.0 nm SEM DVOR/DME	Entrance
11	KILO	N501711 E0794359	252° 20.0 nm SEM DVOR/DME	Exit
12	LIMA (visual reference - railway)	N502525 E0794410	276° 20.0 nm SEM DVOR/DME	Entrance
13	MIKE (east side of Bokenshi)	N502924 E0794616	288° 20.0 nm SEM DVOR/DME	Exit
14	TANGO (SE side of Zhylandy)	N503632 E0795457	314° 20.0 nm SEM DVOR/DME	Entrance
15	STARAIK KREPOST (Northern outskirts of StaraiK Krepst)	N503013 E0800558	322° 10.8 nm SEM VOR/DME	Holding, circle and absolute altitudes by "Tower" ATC instructions

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
16	Ferma KERNEI	N501655 E0802746	109° 9.4 nm SEM DVOR/DME	Holding, circle and absolute altitudes by "Tower" ATC instructions
17	Zimovka STARIY KULTOBE	N501414 E0800601	212° 8.7 nm SEM DVOR/DME	Holding, circle and absolute altitudes by "Tower" ATC instructions

UASS 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. Bird concentration near airport.

The main migration direction in spring: from south-east to north-west; in autumn: in the counterdirection.

Morning migration from 05.00 to 09.00, evening migration from 17.00 to 20.00. Bird species include crows, jackdaws, sparrows, pigeons, kites. The flight altitudes varies from 100 to 400 m above ground level.

In case of necessity, the aerodrome control point informs pilots about bird flights and approximate heights above ground level.

The mentioned above time intervals pilots are recommended, if design characteristics of airborne equipment allows, to switch on landing lights during the flights in aerodrome area, during takeoff, approach, climbing, descent.

Bird concentration scattering measures include: periodical bird deterrence, effective measures regarding to scattering, removal of green plantations and ground covering, abandon of agricultural activity within the airport area.

3. Ornithological situation.

Seasonal migrations:

- Spring – the beginning of the first half of April - the end of May. Morning flights are from 6:00 to 10:00. Evening flights from 17:00 to 21:00
- Autumn – the beginning of the end of August and the second half of October. Morning flights are from 6:00 to 10:00. Evenings from 16:00 to 20:00

Species of migratory birds:

- Ducks - 131 FT to 1312 FT
- geese – grey goose, whooping swan, hissing swan, pelicans – pink and curly pelicans, great cormorant, beauty crane – 229 FT and more.
- Birds of prey – eagle, common kestrel, sparrowhawk, grouse, eared owl, rooks, crows, black crow, magpie, gray crow, jackdaw, silver gull – 164 FT to 1312 FT
- Nomadic species: pink and common starlings, larks, sparrows, jyrkas etc. the period of migrations begins from the second half of June and lasts until the first middle of September, the flight altitude during

migrations ranges from 3 FT to 328 FT, mainly in the morning from 7:00 to 10:00 and evening from 16:00 to 20:00 hours.

- Sedentary species: rook, black crow, gray crow, magpie, jackdaw, blue pigeon, gray partridge – constantly located in the vicinity of the airfield, and crossing it.
- The intensity of local bird flights increases during the departure of young birds from the beginning of July to the second middle of September, the activity time is in the morning from 5:00 to 11:00 and in the evening from 16:30 to 21:00.

Migration directions:

- Massive seasonal migrations occur from the southwest to the North and northeast
- The daily flights of birds are due to their location to the west of the landfill (7.2 km from the KTA), to the east and northeast of the Irtysh River (4 km from the KTA) and to the south of Lake SOR (7 km from the KTA). The airport is an object on the way for birds to fly to the landfill in the early morning and late evening hours along the entire length of the runway. During the daytime, the common eagle is observed in the form of single circling at altitudes from 50 to 100 meters and in the form of funnels at altitudes from 50 to 450 meters, consisting of 10-50 individuals or more. The trajectory of the funnel is observed on the Irtysh River through the airfield to the MSW and back. On the island sections of the Irtysh River, there is a massive nesting of silver gulls (more than 800 individuals), with the release of young birds, the intensity of flights of flocks to the urban garbage through the airfield increases from July to mid-September. The open space above the airfield and the surrounding area is also a place for training flights of young eagles.
- Crows (rook, black crow, gray crow, jackdaw), predatory (eagle) and nomadic species (silver gull, starlings: pink, common, at dusk and at night – long-eared owls, nightjars) pose an increased danger of bird collisions with the sun.

The airfield service informs air traffic controllers about such bird flights and approximate heights above ground level, and the controllers, in turn, transmit this information to the pilots.

During the specified time periods, pilots are advised, if the design features of the on-board equipment allow, to turn on the landing lights when flying near the airfield, during takeoff, landing, as well as climbing and descending.

Measures to minimize bird concentrations include: periodic bird scaring, the prevention of unauthorized landfills and waste disposal, the removal of green spaces and ground coverings, as well as the cessation of agricultural activities at the airport.

UASS AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UASS AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UASS AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO – Type A	UASS AD 2.24.4-1
Standard Departure Chart Instrument (SID) RWY 08 ICAO	UASS AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 26 ICAO	UASS AD 2.24.7-2-1
Standard Arrival Chart Instrument (STAR) RWY 08 ICAO	UASS AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 26 ICAO	UASS AD 2.24.9-2-1
ATC Surveillance Minimum Altitude Chart ICAO	UASS AD 2.24.10-1
Instrument Approach Chart – ILS/DME RWY 26 ICAO	UASS AD 2.24.11-1-1
Instrument Approach Chart - VOR/DME - Y RWY 08 ICAO	UASS AD 2.24.11-2-1
Instrument Approach Chart – VOR/DME RWY 26 ICAO	UASS AD 2.24.11-3-1
Instrument Approach Chart - VOR/DME - Z RWY 08 ICAO	UASS AD 2.24.11-4-1
Visual Approach chart – ICAO	UASS AD 2.24.12-1
VFR Departure/Arrival Chart	UASS AD 2.24.14-1

UASS AD 2.25 Visual segment surface (VSS) penetrations

No penetrations