

**List of pages in this Trip Kit**

- Trip Kit Index
- Airport Information For UASS
- Terminal Charts For UASS
- Revision Letter For Cycle 05-2025
- Change Notices
- Notebook

General Information

Location: SEMEY KAZ  
ICAO/IATA: UASS / PLX  
Lat/Long: N50° 21.10', E080° 14.03'  
Elevation: 759 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -5:00 = UTC  
Magnetic Variation: 7.0° E

Fuel Types: Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 2242 Z  
Sunset: 1429 Z

Runway Information

Runway: 08  
Length x Width: 10167 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 759 ft  
Lighting: Edge, ALS

Runway: 26  
Length x Width: 10167 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 675 ft  
Lighting: Edge, ALS  
Displaced Threshold: 1220 ft

Communication Information

ATIS: 122.400 Non-English  
ATIS: 118.500  
Semey Tower: 128.000  
Semey Ground: 128.000  
Semey Radar: 128.000  
Semey Tranzit Operations: 131.900

UASS/PLX  
SEMEY

 **JEPPESSEN**  
18 OCT 24    **10-1P**

**Eff 31 Oct**

**SEMEY, KAZAKHSTAN**  
**AIRPORT BRIEFING**

**1. GENERAL**

**1.1. ATIS**

\*ATIS 118.5  
122.4 (Russian)

**1.2. LOW VISIBILITY PROCEDURES (LVP)**

LVP are effected in Instrument Meteorological Conditions (IMC), during night-time, which includes:

- Engaging of aerodrome lighting facilities: during NIGHT flights - 15 minutes before sunset or estimated time of ACFT arrival, during ACFT departure after request for engine start-up.
- In DAYTIME - when visibility less than 2000m.
- In other cases - by crew request.

**1.3. TAXI PROCEDURES**

ACFT movement on the aerodrome is carried out by taxiing. Taxiing is carried out along centerlines of TWY, apron and stands.

The ACFT is not towed on the aerodrome.

ACFT following shall be carried out when visibility is less than 400m or in case if markings on maneuvering area are not visible, or by crew's request.

Crossing the ILS critical areas by ACFT shall be carried out by the clearance of TWR.

If an ACFT is entering the final approach track or it's finally approaching, crossing the ILS critical areas on the maneuvering area is prohibited.

**1.4. OTHER INFORMATION**

Birds.

UASS/PLX  
SEMEY

JEPPESEN  
4 NOV 22 (10-1R)

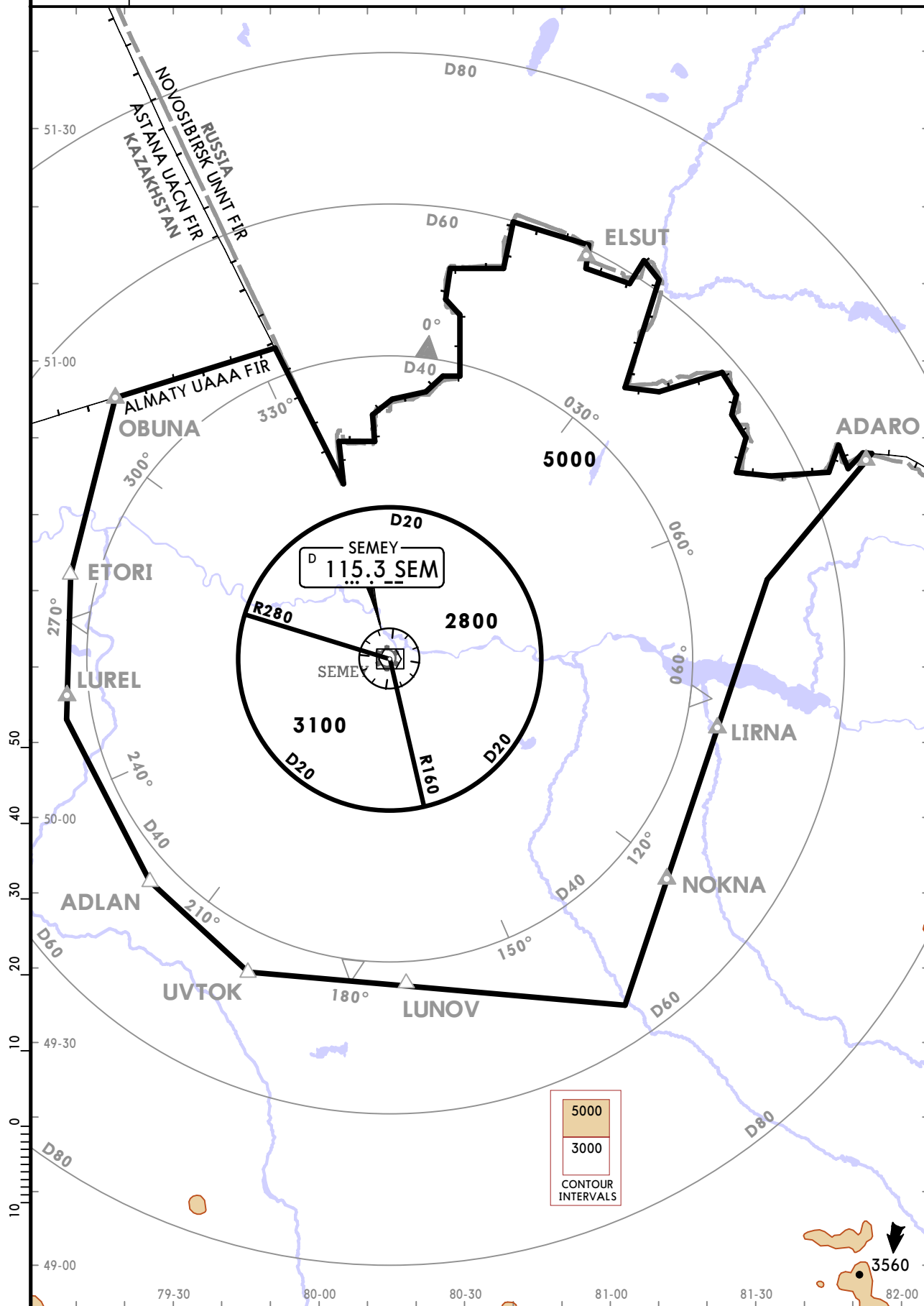
SEMEY, KAZAKHSTAN  
RADAR MINIMUM ALTITUDES

SEMEY  
Tower (R)  
128.0

Alt Set: hPa (MM on request)  
Trans level: FL120  
FL130 if pressure is less than 977.2 hPa  
Trans alt: 10000

Apt Elev  
759

1. This chart may only 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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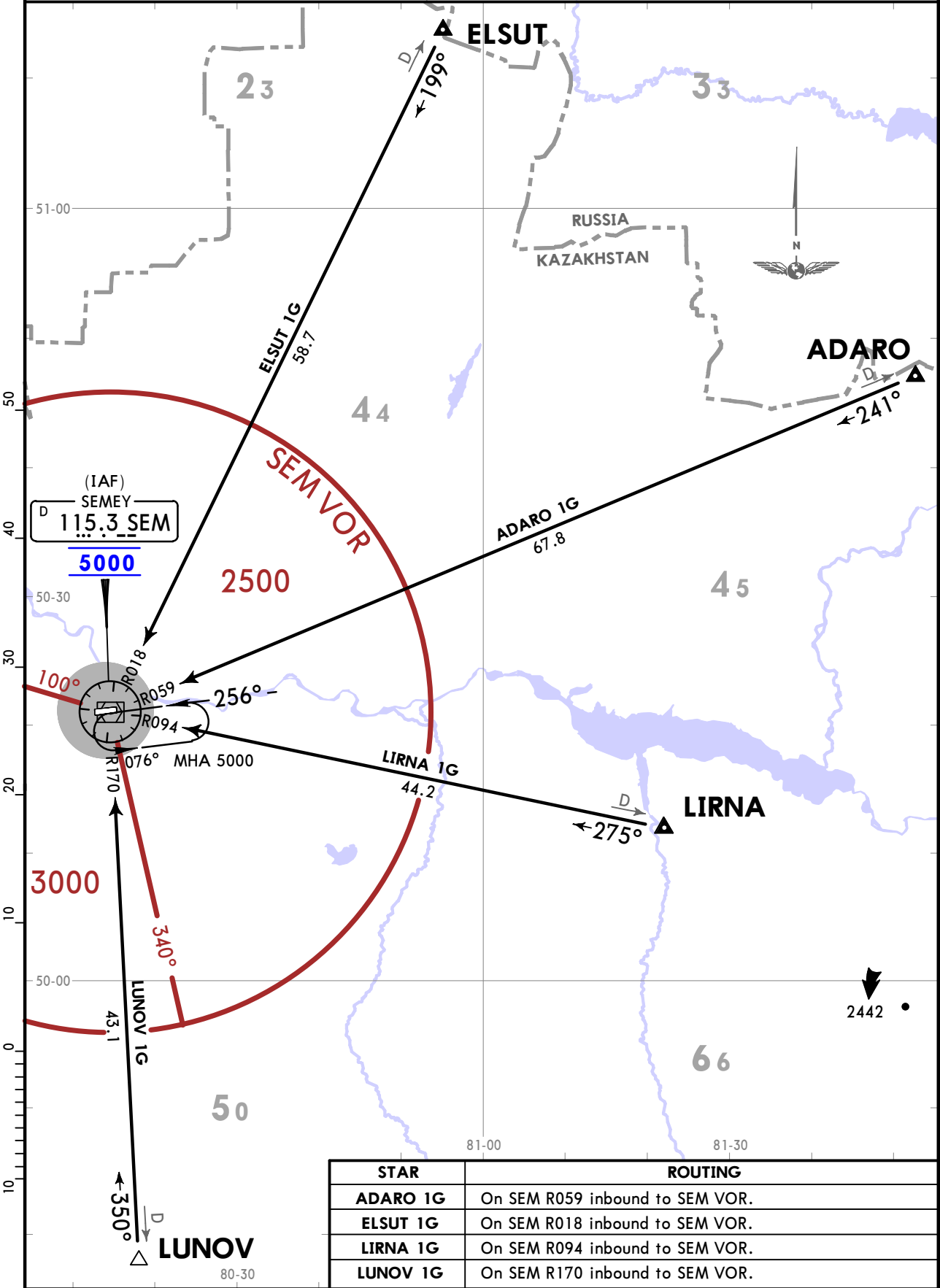
UASS/PLX  
SEMEY

JEPPESEN  
20 AUG 21 10-2

SEMEY, KAZAKHSTAN  
STAR

|                                |                 |                                                                                                |
|--------------------------------|-----------------|------------------------------------------------------------------------------------------------|
| *ATIS<br>118.5 (Russian 122.4) | Apt Elev<br>759 | Alt Set: hPa (MM on request)<br>Trans level: FL120<br>FL130 if pressure is less than 977.2 hPa |
|--------------------------------|-----------------|------------------------------------------------------------------------------------------------|

ADARO 1G [ADAR1G], ELSUT 1G [ELSU1G]  
LIRNA 1G [LIRN1G], LUNOV 1G [LUNO1G]  
ARRIVALS  
(RWY 08)



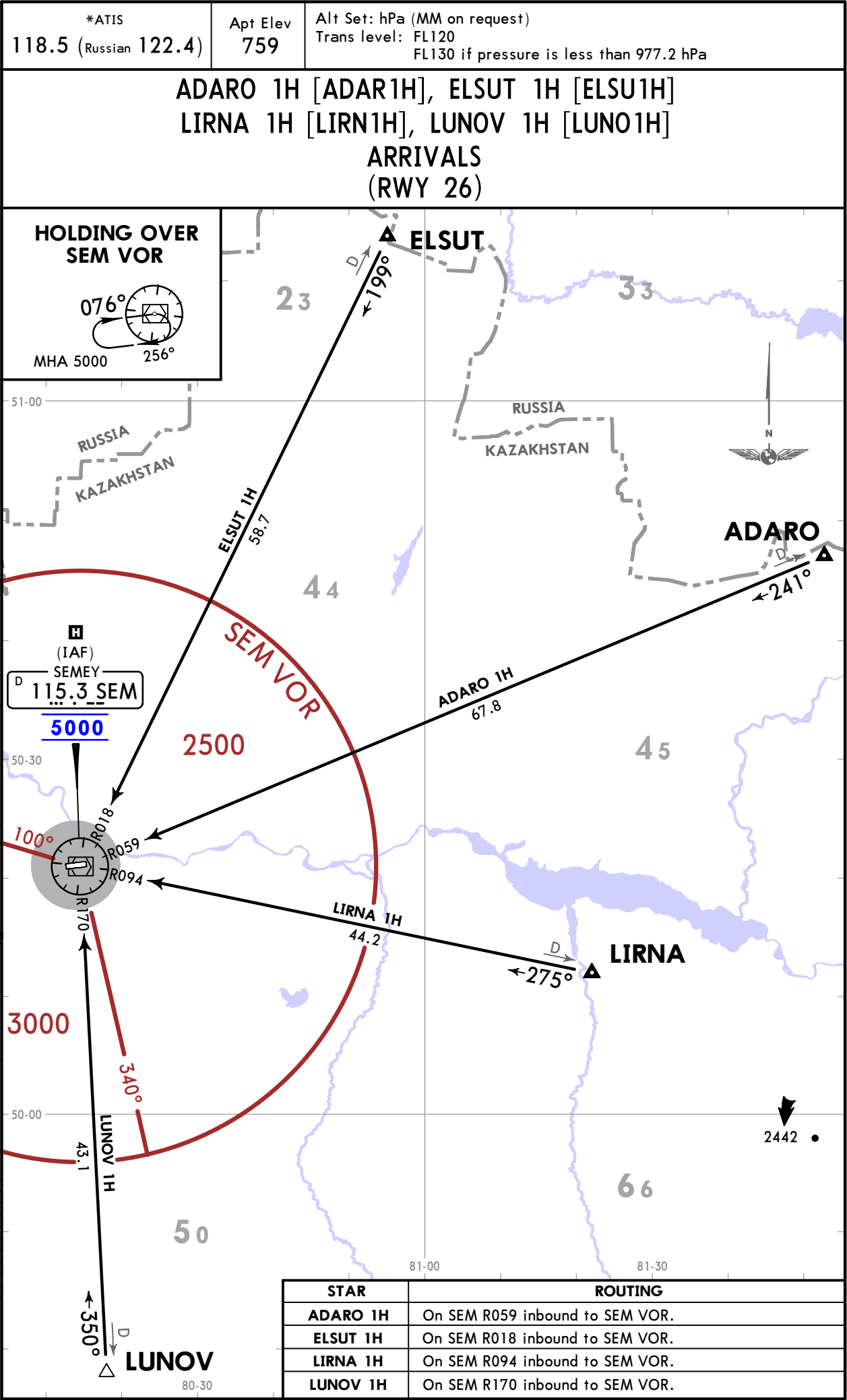
CHANGES: ATIS established.

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20 AUG 21 (10-2A)

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CHANGES: ATIS established.

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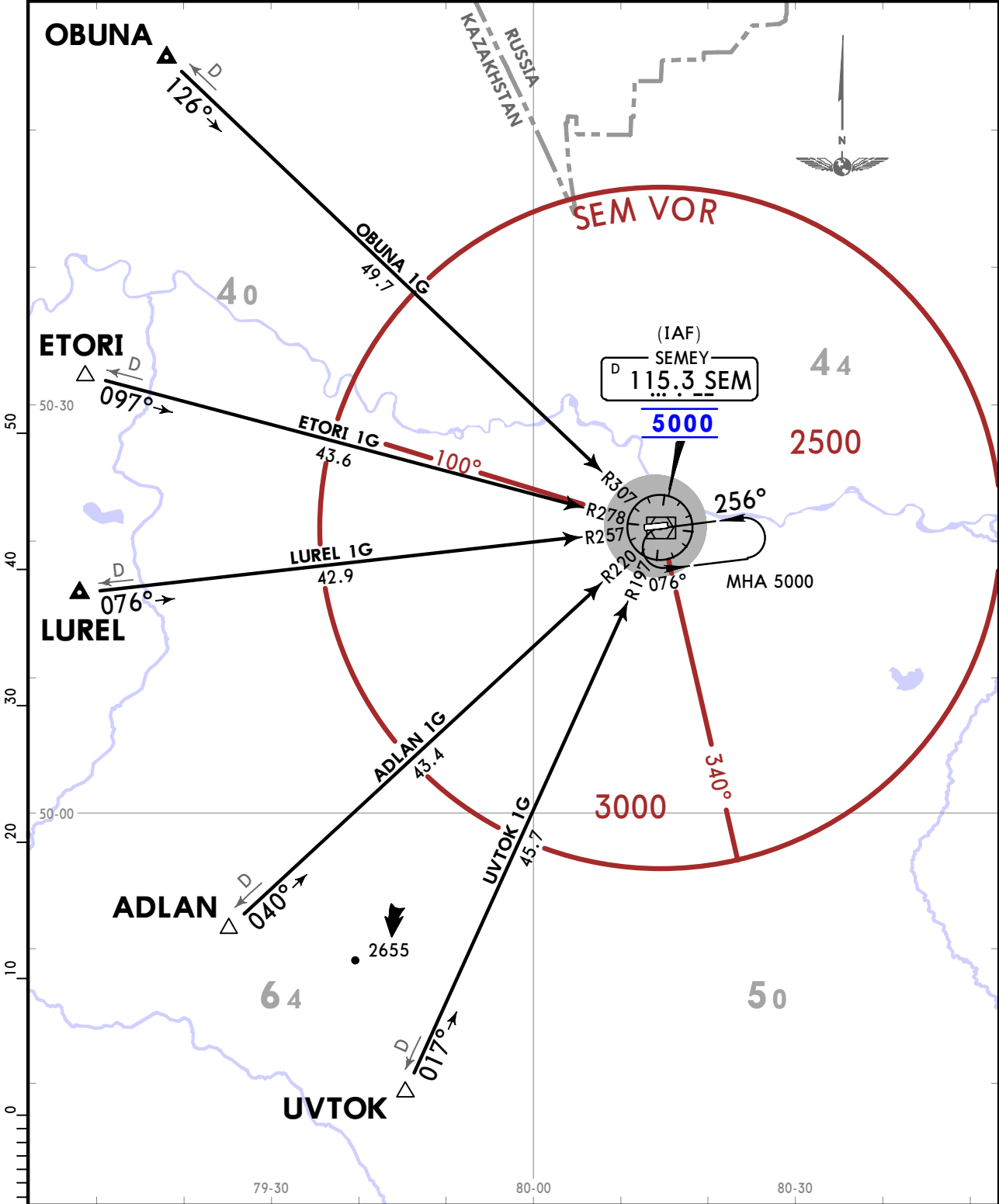
UASS/PLX  
SEMEY

20 AUG 21 10-2B

SEMEY, KAZAKHSTAN  
STAR

|                                |                 |                                                                                                |
|--------------------------------|-----------------|------------------------------------------------------------------------------------------------|
| *ATIS<br>118.5 (Russian 122.4) | Apt Elev<br>759 | Alt Set: hPa (MM on request)<br>Trans level: FL120<br>FL130 if pressure is less than 977.2 hPa |
|--------------------------------|-----------------|------------------------------------------------------------------------------------------------|

ADLAN 1G [ADLA1G], ETORI 1G [ETOR1G], LUREL 1G [LURE1G]  
OBUNA 1G [OBUN1G], UVTOK 1G [UVT01G]  
ARRIVALS  
(RWY 08)



| STAR     | ROUTING                         |
|----------|---------------------------------|
| ADLAN 1G | On SEM R220 inbound to SEM VOR. |
| ETORI 1G | On SEM R278 inbound to SEM VOR. |
| LUREL 1G | On SEM R257 inbound to SEM VOR. |
| OBUNA 1G | On SEM R307 inbound to SEM VOR. |
| UVTOK 1G | On SEM R197 inbound to SEM VOR. |

CHANGES: ATIS established.

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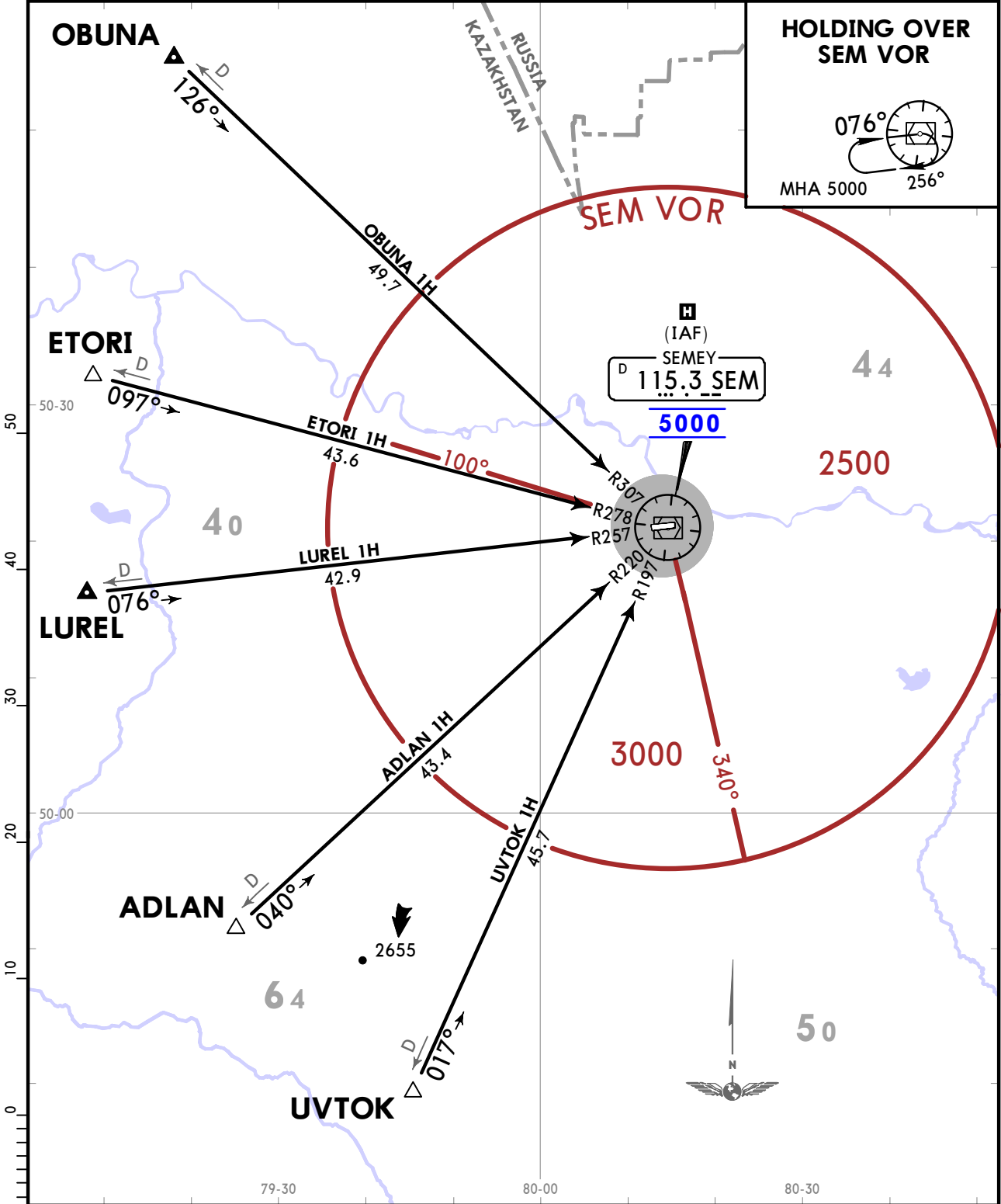
UASS/PLX  
SEMEY

JEPPESSEN  
20 AUG 21 10-2C

SEMEY, KAZAKHSTAN  
STAR

|                                |                 |                                                                                                |
|--------------------------------|-----------------|------------------------------------------------------------------------------------------------|
| *ATIS<br>118.5 (Russian 122.4) | Apt Elev<br>759 | Alt Set: hPa (MM on request)<br>Trans level: FL120<br>FL130 if pressure is less than 977.2 hPa |
|--------------------------------|-----------------|------------------------------------------------------------------------------------------------|

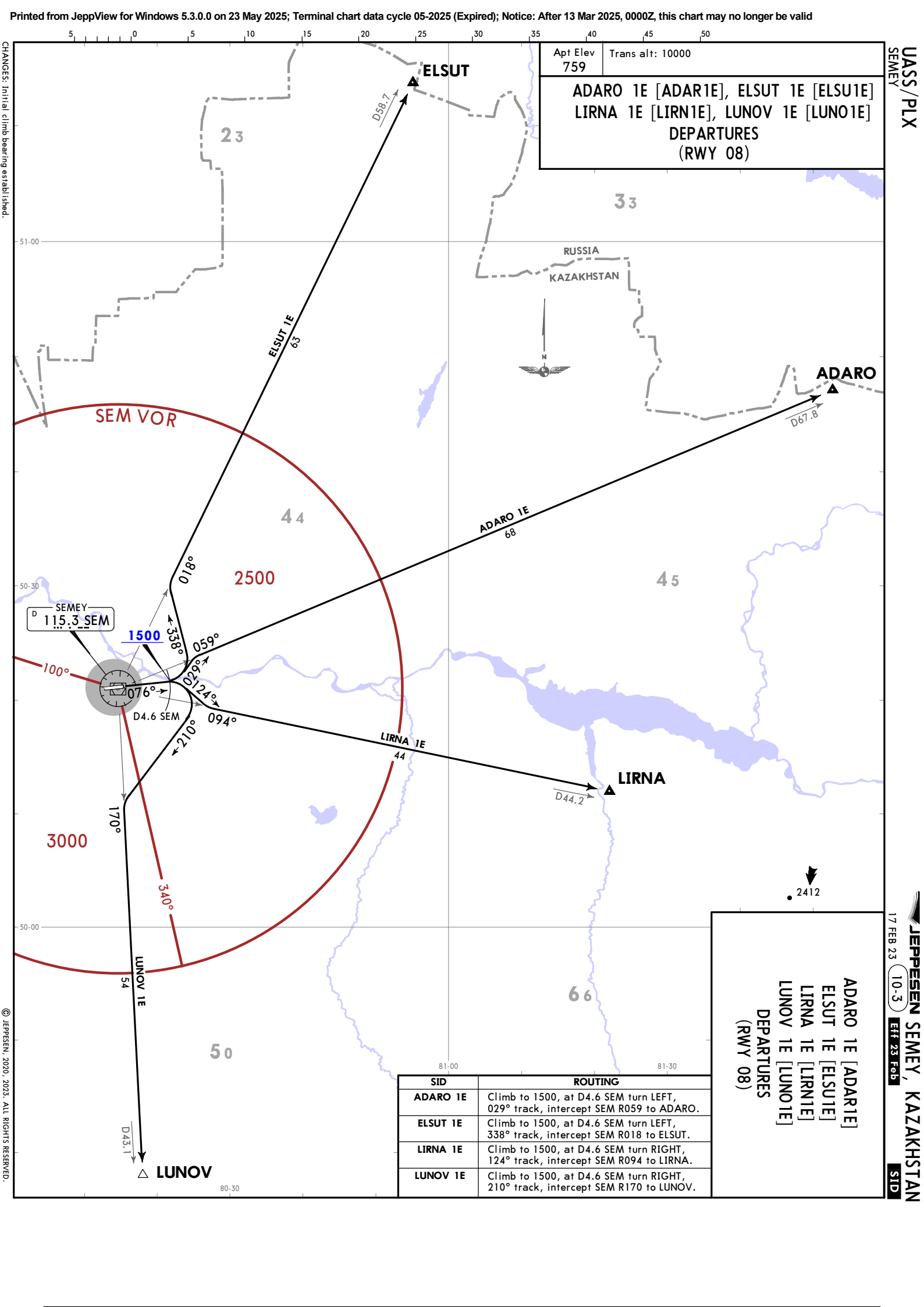
ADLAN 1H [ADLA1H], ETORI 1H [ETOR1H], LUREL 1H [LURE1H]  
OBUNA 1H [OBUN1H], UVTOK 1H [UVT01H]  
ARRIVALS  
(RWY 26)



| STAR     | ROUTING                         |
|----------|---------------------------------|
| ADLAN 1H | On SEM R220 inbound to SEM VOR. |
| ETORI 1H | On SEM R278 inbound to SEM VOR. |
| LUREL 1H | On SEM R257 inbound to SEM VOR. |
| OBUNA 1H | On SEM R307 inbound to SEM VOR. |
| UVTOK 1H | On SEM R197 inbound to SEM VOR. |

CHANGES: ATIS established.

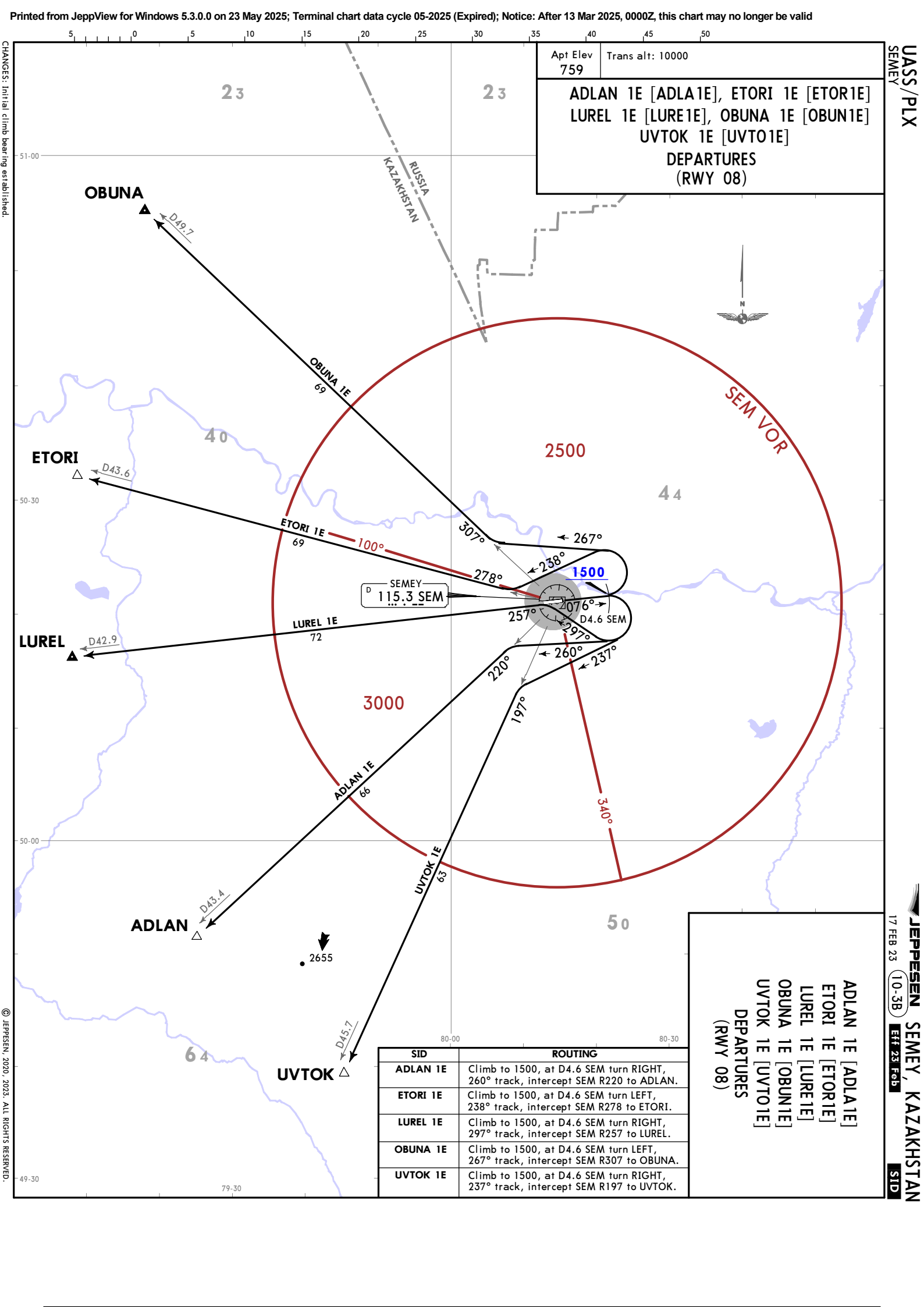
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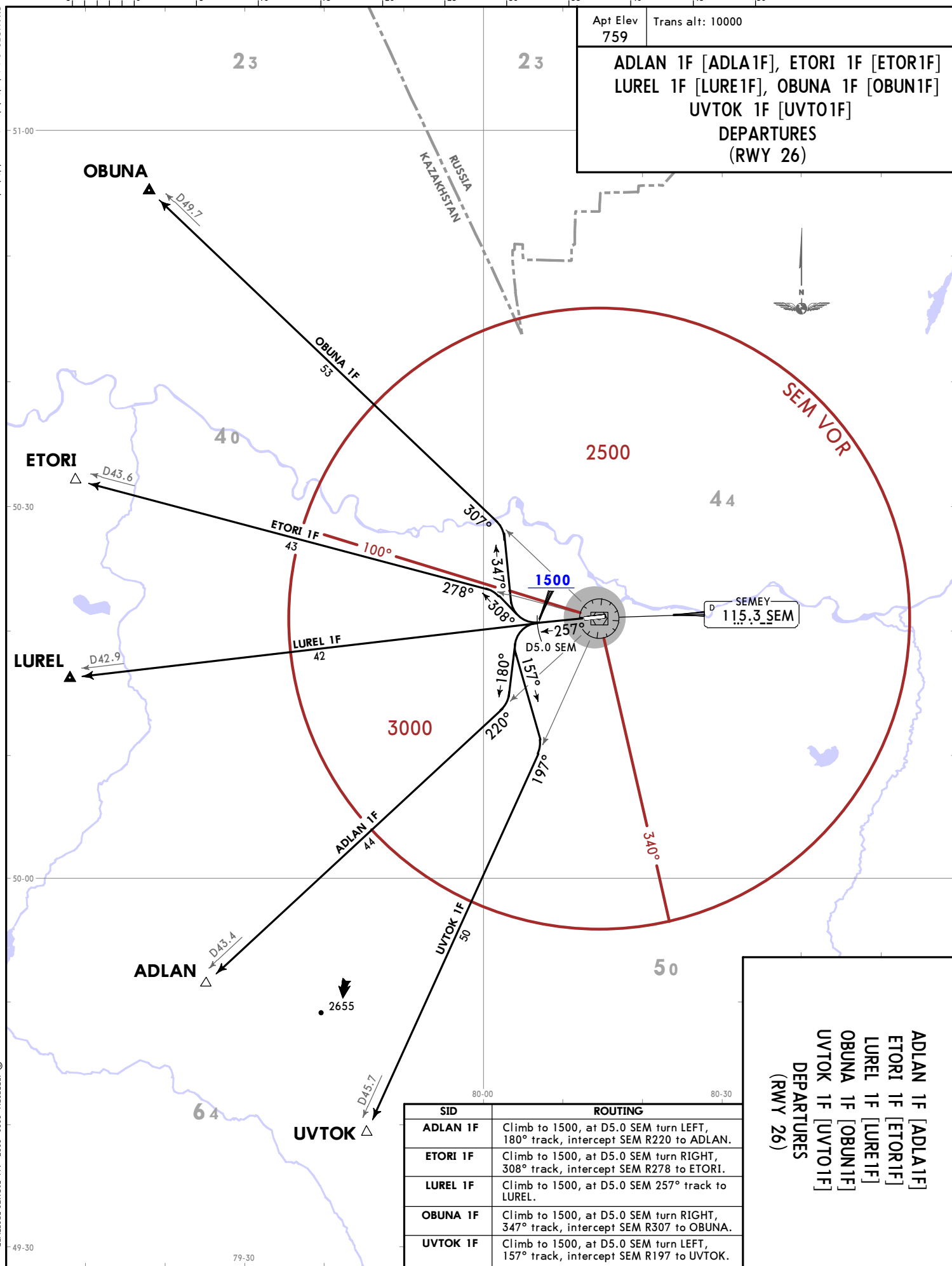
JEPPESSEN  
17 FEB 23 10-3A Eff 23 Feb

SEMİY, KAZAKHSTAN  
SID



CHANGES: Initial climb bearing established.

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UASS/PLX  
SEMEY

JEPPESSEN  
17 FEB 23 10:30  
EFT 23 Feb

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SID

UASS/PLX

Apt Elev 759'

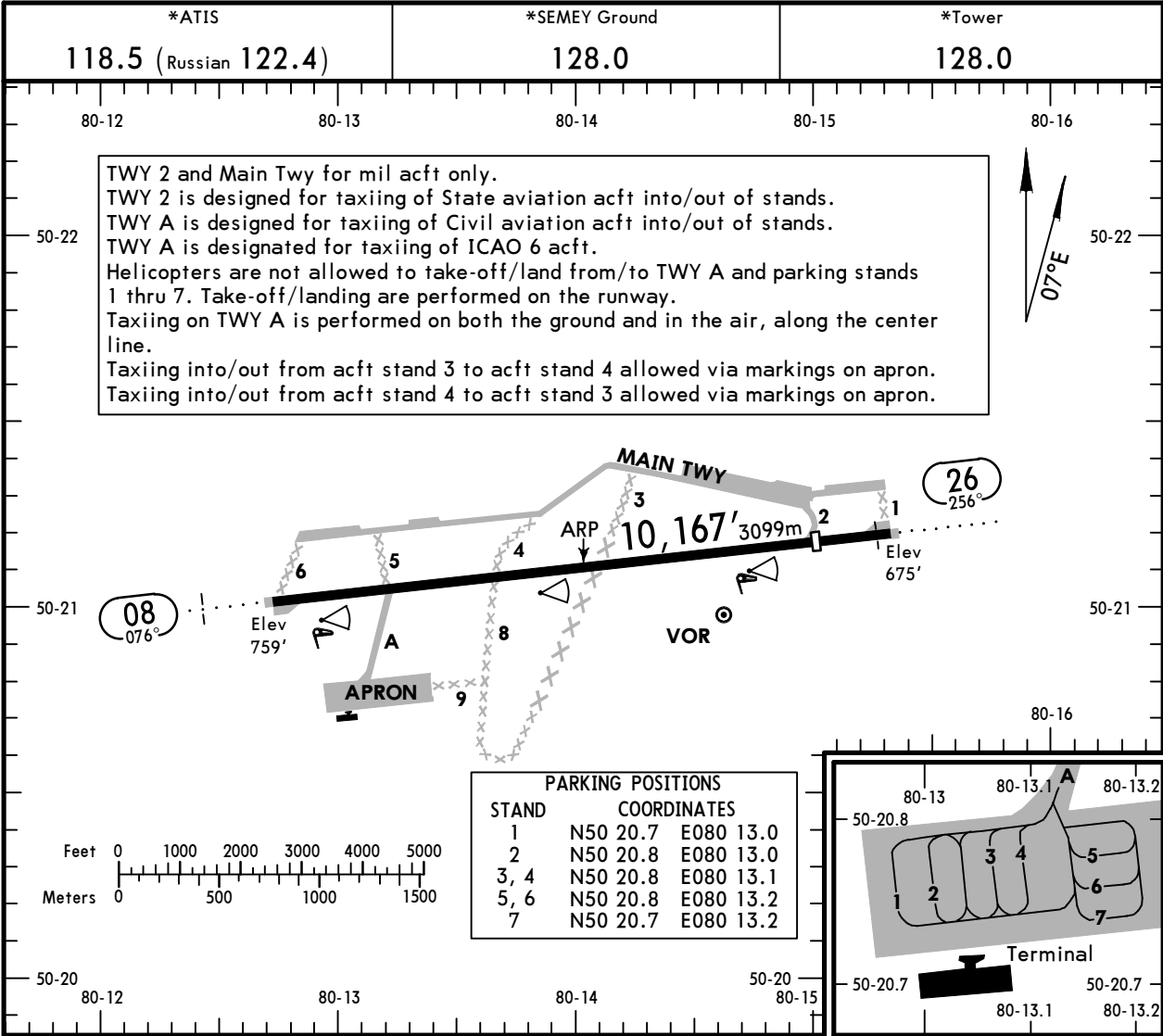
N50 21.1 E080 14.0

JEPPESSEN

1 NOV 24 (10-9)

SEMEY, KAZAKHSTAN

SEMEY



| ADDITIONAL RUNWAY INFORMATION |                |                |                     |          |          |       |     |
|-------------------------------|----------------|----------------|---------------------|----------|----------|-------|-----|
| RWY                           | USABLE LENGTHS |                |                     |          | TAKE-OFF | WIDTH |     |
|                               | Threshold      | Landing Beyond | Glide Slope         | TAKE-OFF |          |       |     |
| 08                            | RL (60m)       | ALS            | PAPI-L (angle 3.0°) | RVR      | ③        | 148'  | 45m |
| 26                            | HIRL (60m)     | ② HIALS        | PAPI-L (angle 3.0°) | RVR      |          |       |     |

- ① Take-off from rwy 26 THR available. When visibility is 550m or less, take-off should be carried out from rwy 26 DTHR.
- ② Recessed approach lights are available on the displaced threshold.
- ③ TAKE-OFF RUN AVAILABLE
- RWY 08:
- From rwy head 10,167' (3099m)
- twy A int 8215' (2504m)

| TAKE-OFF                                                   |              |                  |       |
|------------------------------------------------------------|--------------|------------------|-------|
| 1 RL & RCLM                                                | 1 RL or RCLM | Adequate Vis Ref |       |
|                                                            |              | DAY              | NIGHT |
| R/V300m                                                    | R/V400m      | R/V500m          | NA    |
| 1 For NIGHT operations, at least RL and RENL are required. |              |                  |       |

UASS/PLX



EASA AIR OPS

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SEMEY

| STRAIGHT-IN RWY |           | A                     | B                     | C                     | D                     |
|-----------------|-----------|-----------------------|-----------------------|-----------------------|-----------------------|
| 08              | ① VOR DME | 1060'(301')<br>R1200m | 1060'(301')<br>R1200m | 1100'(341')<br>R1400m | 1100'(341')<br>R1400m |
|                 | ALS out   | R1400m                | R1400m                | R1600m                | R1600m                |
|                 |           |                       |                       |                       |                       |
| 26              | ILS DME   | 912'(237')            | 912'(237')            | 912'(237')            | 912'(237')            |
|                 | FULL ②    | R550m                 | R550m                 | R550m                 | R550m                 |
|                 | ALS out   | R1200m                | R1200m                | R1200m                | R1200m                |
|                 | ① VOR DME | 1090'(415')<br>R1200m | 1090'(415')<br>R1200m | 1130'(455')<br>R1400m | 1130'(455')<br>R1400m |
|                 | ALS out   | R1500m                | R1500m                | R2100m                | R2100m                |
|                 |           |                       |                       |                       |                       |

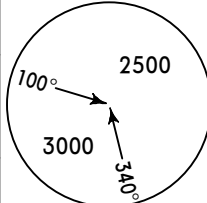
- ① Continuous Descent Final Approach.
- ② R750m when a Flight Director or Autopilot or HUD to DA is not used.

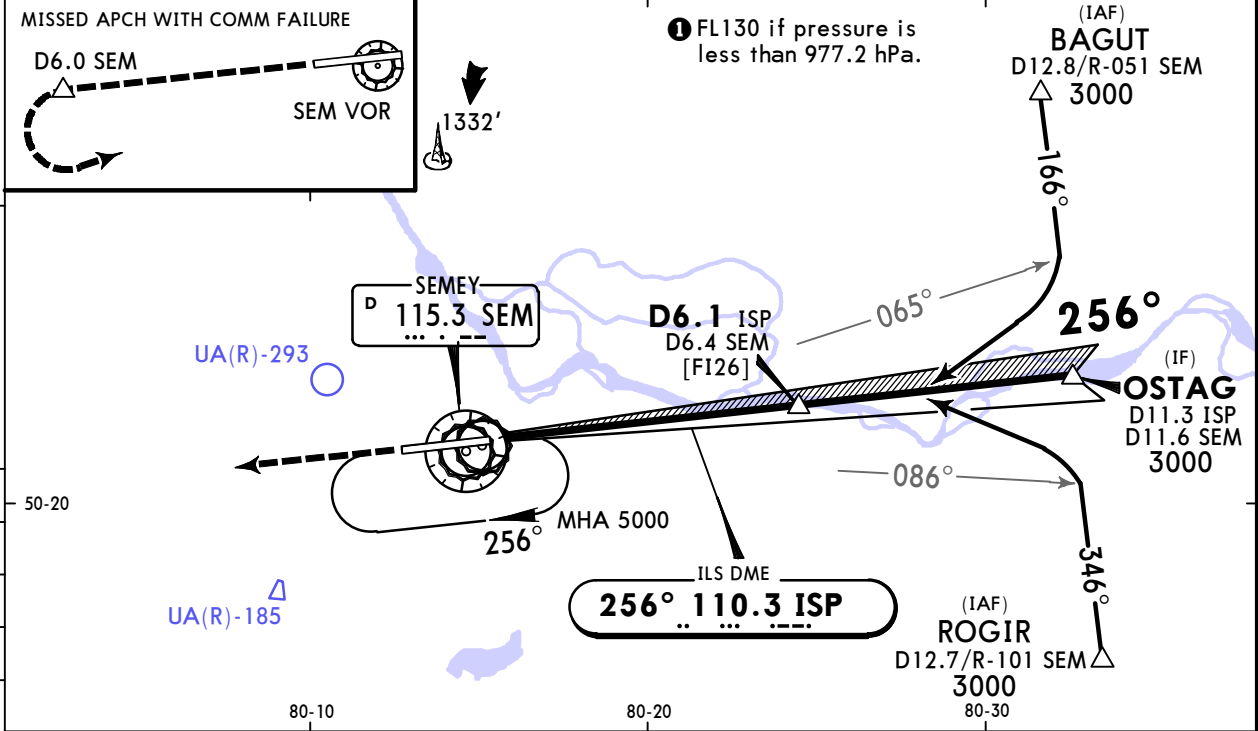
| TAKE-OFF                |       |            |       |                  |       |
|-------------------------|-------|------------|-------|------------------|-------|
| Low Visibility Take-off |       | RL or RCLM | RL    | Adequate Vis Ref |       |
| RL & RCLM               | RL    |            |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

UASS/PLX  
SEMEY

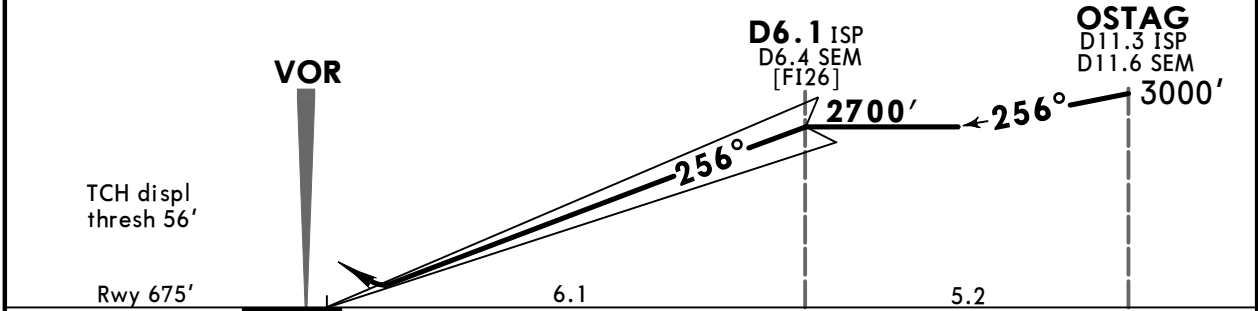
JEPPESSEN  
2 JUN 23 11-1 Eff 15 Jun

SEMEY, KAZAKHSTAN  
ILS DME Rwy 26

|                                                                                                                                                |                           |                                |                     |                           |                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------|---------------------|---------------------------|----------------------------------------------------------------------------------------------------|
| *ATIS<br>118.5 (Russian 122.4)                                                                                                                 |                           | SEMEY Tower (TWR/RDR)<br>128.0 |                     | Ground<br>128.0           |                                                                                                    |
| LOC<br>ISP<br>110.3                                                                                                                            | Final<br>Apch Crs<br>256° | D6.1 ISP<br>2700'(2025')       | DA(H)<br>912'(237') | Apt Elev 759'<br>Rwy 675' | <br>MSA SEM VOR |
| MISSED APCH: Climb on track 256° to 3000'. After passing 1500' radar vectoring will be provided.                                               |                           |                                |                     |                           |                                                                                                    |
| MISSED APCH WITH COMM FAILURE: Climb on track 256° to 2000' or above. Outbound to D6.0 SEM, turn LEFT to VOR. Climb to 5000' and join holding. |                           |                                |                     |                           |                                                                                                    |
| Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL120 1 Trans alt: 10000'                                                               |                           |                                |                     |                           |                                                                                                    |
| 1. RADAR required. 2. ILS DME reads zero at Rwy 26 displ threshold.                                                                            |                           |                                |                     |                           |                                                                                                    |



|          |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|
| ISP DME  | 1.0   | 2.0   | 3.0   | 4.0   | 5.0   | 6.1   |
| SEM DME  | 1.3   | 2.3   | 3.3   | 4.3   | 5.3   | 6.4   |
| ALTITUDE | 1050' | 1371' | 1694' | 2018' | 2345' | 2700' |



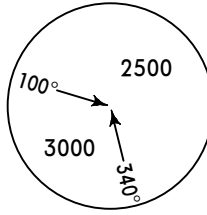
|               |       |     |     |     |     |     |               |                                  |
|---------------|-------|-----|-----|-----|-----|-----|---------------|----------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI | Refer to<br>Missed Apch<br>above |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |               |                                  |
|               |       |     |     |     |     |     |               |                                  |

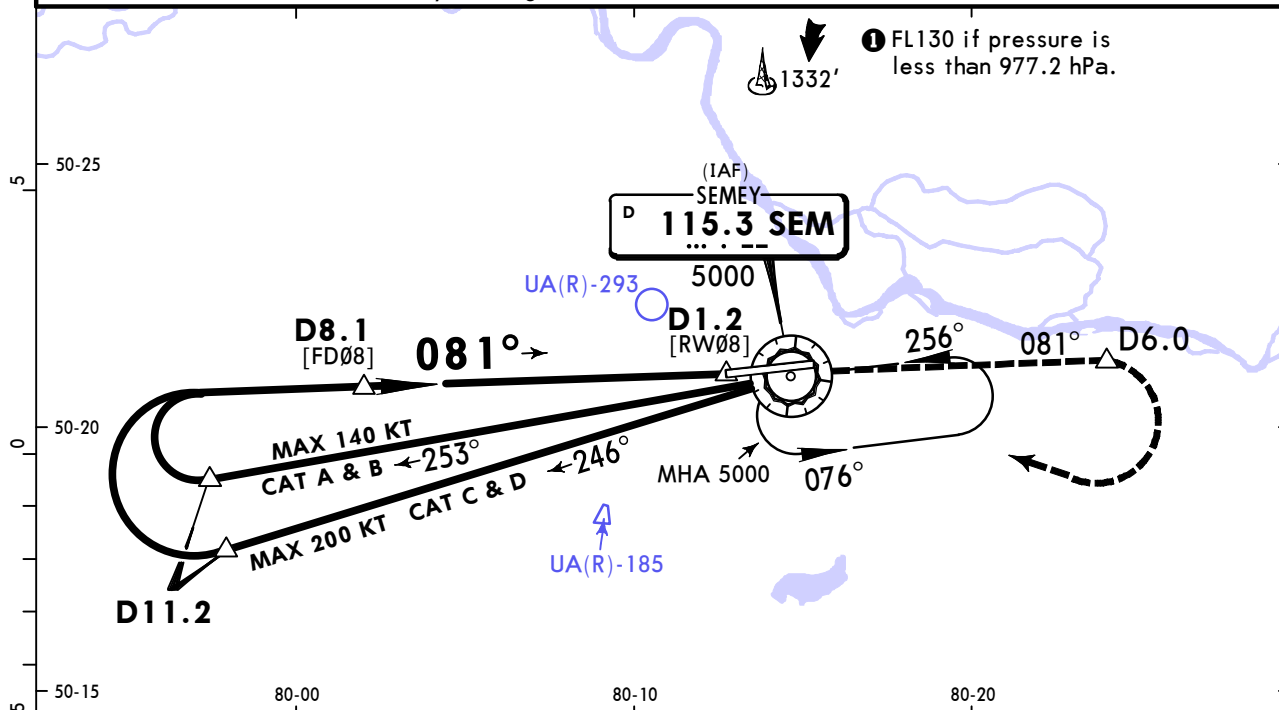
|                                                                       |         |                            |        |
|-----------------------------------------------------------------------|---------|----------------------------|--------|
| Std                                                                   |         | STRAIGHT-IN LANDING<br>ILS |        |
|                                                                       |         | DA(H) 912' (237')          |        |
| FULL                                                                  |         | ALS out                    |        |
| A                                                                     | 1 R550m |                            | R1200m |
| B                                                                     |         |                            |        |
| C                                                                     |         |                            |        |
| D                                                                     |         |                            |        |
| 1 R750m when a Flight Director or Autopilot or HUD to DA is not used. |         |                            |        |

UASS/PLX  
SEMEY

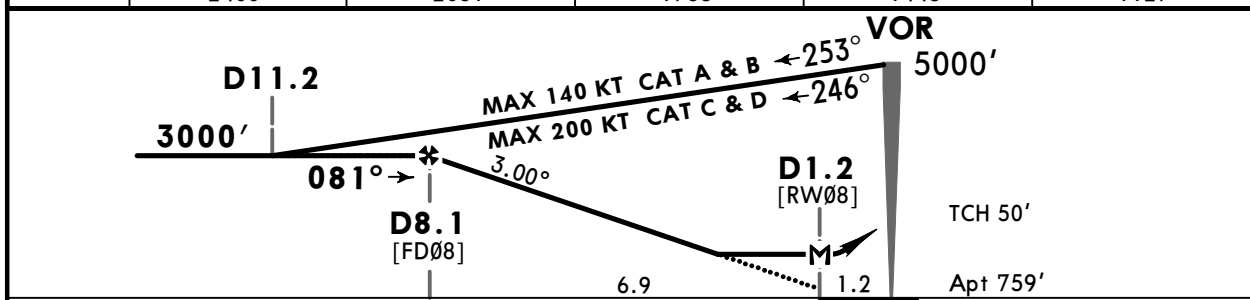
JEPPESEN  
10 FEB 23 13-1 Eff 23 Feb

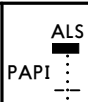
SEMEY, KAZAKHSTAN  
VOR DME Rwy 08

|                                              |                                                                                                                                                  |                        |                       |                                |                      |                                                                                     |
|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------|--------------------------------|----------------------|-------------------------------------------------------------------------------------|
| BRIEFING STRIP<br>TM                         | *ATIS                                                                                                                                            |                        | SEMEY Tower (TWR/RDR) |                                | Ground               |                                                                                     |
|                                              | 118.5 (Russian 122.4)                                                                                                                            |                        | 128.0                 |                                | 128.0                |                                                                                     |
|                                              | VOR SEM<br>115.3                                                                                                                                 | Final Apch Crs<br>081° | D8.1<br>3000' (2241') | DA/MDA(H)<br>Refer to Minimums | Apt Elev 759'        |  |
|                                              | MISSED APCH: Climb on track 081° to 2000' or above outbound to D6.0. Turn RIGHT to VOR (MAX 240 KT). Climb initially to 3000', then as directed. |                        |                       |                                |                      |                                                                                     |
|                                              | MISSED APCH WITH COMM FAILURE: Climb to 5000' to VOR and join holding.                                                                           |                        |                       |                                |                      |                                                                                     |
|                                              | Alt Set: hPa (MM on req)                                                                                                                         |                        | Apt Elev: 27 hPa      |                                | Trans level: FL120 ❶ |                                                                                     |
|                                              | Trans alt: 10000'                                                                                                                                |                        |                       |                                |                      |                                                                                     |
| Inbound track is offset 5° from Rwy bearing. |                                                                                                                                                  |                        |                       |                                |                      |                                                                                     |



|             |       |       |       |       |       |
|-------------|-------|-------|-------|-------|-------|
| DIST to THR | 5.0   | 4.0   | 3.0   | 2.0   | 1.0   |
| SEM DME     | 6.2   | 5.2   | 4.2   | 3.2   | 2.2   |
| ALTITUDE    | 2400' | 2081' | 1763' | 1445' | 1127' |



|               |       |      |      |      |      |      |                                                                                      |               |      |
|---------------|-------|------|------|------|------|------|--------------------------------------------------------------------------------------|---------------|------|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  |  | 2000' on 081° | D6.0 |
| Descent Angle | 3.00° | 372  | 478  | 531  | 637  | 743  |                                                                                      |               |      |
| MAP at D1.2   |       |      |      |      |      |      |                                                                                      |               |      |
| D8.1 to MAP   | 6.9   | 5:55 | 4:36 | 4:08 | 3:27 | 2:57 | 2:35                                                                                 |               |      |

|            |  |                                                  |  |
|------------|--|--------------------------------------------------|--|
| <b>Std</b> |  | STRAIGHT-IN LANDING                              |  |
|            |  | CDFA                                             |  |
|            |  | ① DA/MDA(H) AB: 1060' (301')<br>CD: 1100' (341') |  |

|          |   |        |  |         |  |
|----------|---|--------|--|---------|--|
| PANS OPS | A | R1200m |  | ALS out |  |
|          | B |        |  | R1400m  |  |
|          | C |        |  |         |  |
|          | D | R1400m |  | R1600m  |  |

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

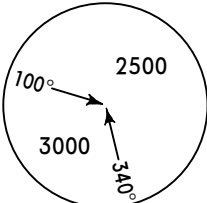
CHANGES: UA(R)-293 added.

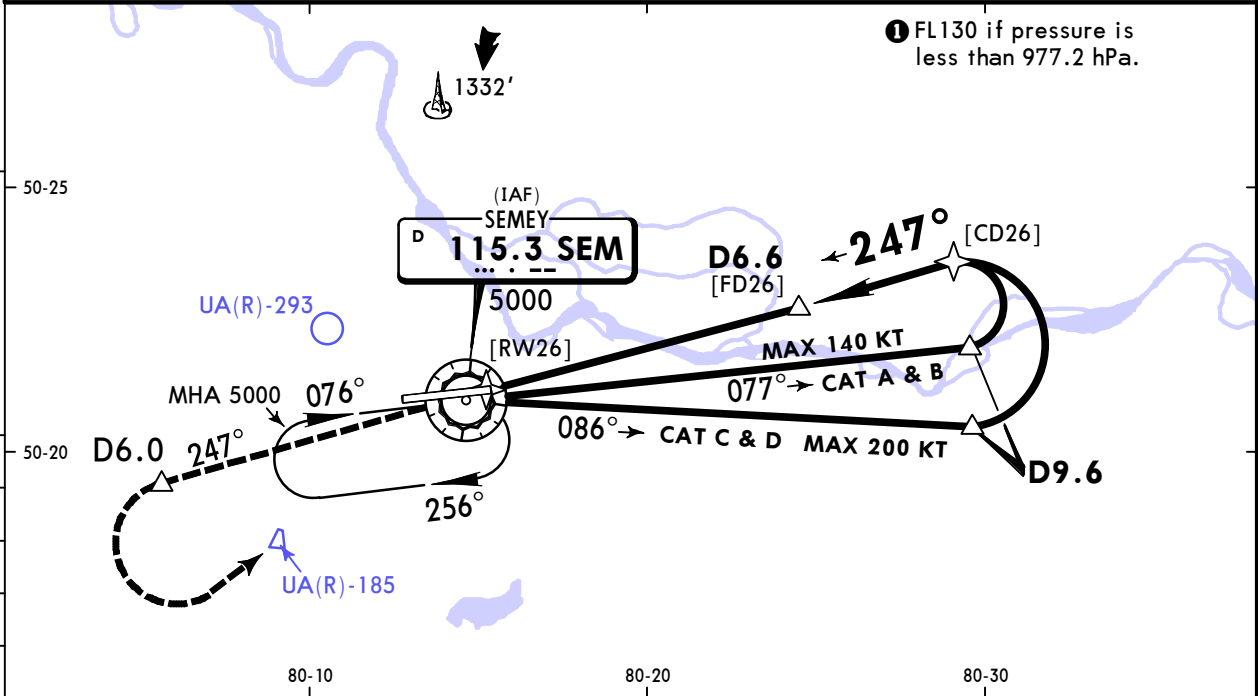
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UASS/PLX  
SEMEY

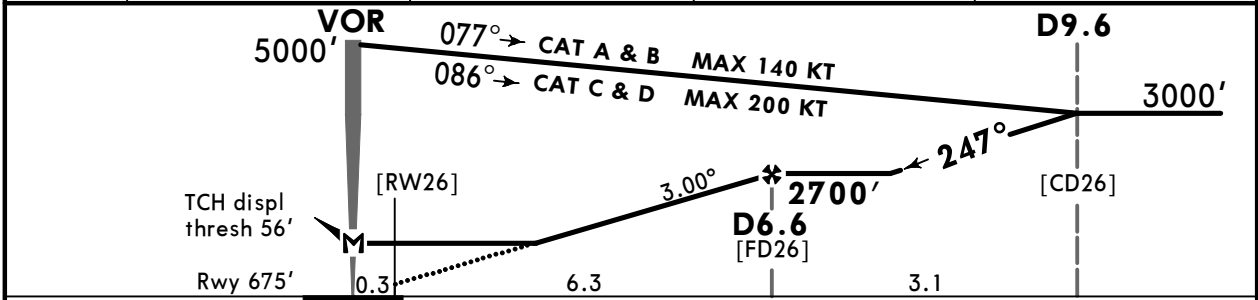
JEPPESSEN  
10 FEB 23 13-2 Eff 23 Feb

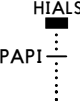
SEMEY, KAZAKHSTAN  
VOR DME Rwy 26

|                                                                                                                                                        |                           |                       |                                   |                           |                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------|-----------------------------------|---------------------------|----------------------------------------------------------------------------------------------------|
| *ATIS                                                                                                                                                  |                           | SEMEY Tower (TWR/RDR) |                                   | Ground                    |                                                                                                    |
| 118.5 (Russian 122.4)                                                                                                                                  |                           | 128.0                 |                                   | 128.0                     |                                                                                                    |
| VOR SEM<br>115.3                                                                                                                                       | Final<br>Apch Crs<br>247° | D6.6<br>2700' (2025') | DA/MDA(H)<br>Refer to<br>Minimums | Apt Elev 759'<br>Rwy 675' | <br>MSA SEM VOR |
| <b>MISSED APCH:</b> Climb on track 247° to 1800' or above outbound to D6.0. Turn LEFT (MAX 240 KT) to VOR. Climb initially to 3000', then as directed. |                           |                       |                                   |                           |                                                                                                    |
| <b>MISSED APCH WITH COMM FAILURE:</b> Climb to 5000' to VOR and join holding.                                                                          |                           |                       |                                   |                           |                                                                                                    |
| Alt Set: hPa (MM on req)                                                                                                                               |                           | Rwy Elev: 24 hPa      |                                   | Trans level: FL120 ❶      | Trans alt: 10000'                                                                                  |
| Inbound track is offset 9.3° from Rwy bearing.                                                                                                         |                           |                       |                                   |                           |                                                                                                    |



|             |       |       |       |       |
|-------------|-------|-------|-------|-------|
| DIST to THR | 2.0   | 3.0   | 4.0   | 5.0   |
| SEM DME     | 2.3   | 3.3   | 4.3   | 5.3   |
| ALTITUDE    | 1361' | 1679' | 1998' | 2316' |



|               |       |      |      |      |      |      |                                                                                      |               |      |
|---------------|-------|------|------|------|------|------|--------------------------------------------------------------------------------------|---------------|------|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  |  | 1800' on 247° | D6.0 |
| Descent Angle | 3.00° | 372  | 478  | 531  | 637  | 743  |                                                                                      |               |      |
| MAP at VOR    |       |      |      |      |      |      |                                                                                      |               |      |
| D6.6 to MAP   | 6.6   | 5:39 | 4:24 | 3:58 | 3:18 | 2:50 |                                                                                      |               |      |

|                                                                   |        |                         |        |
|-------------------------------------------------------------------|--------|-------------------------|--------|
| <b>Std</b>                                                        |        | STRAIGHT-IN LANDING     |        |
|                                                                   |        | CDFA                    |        |
|                                                                   |        | AB: <b>1090'</b> (415') |        |
|                                                                   |        | CD: <b>1130'</b> (455') |        |
|                                                                   |        | ALS out                 |        |
| A                                                                 | R1200m |                         | R1500m |
| B                                                                 |        |                         |        |
| C                                                                 | R1400m |                         | R2100m |
| D                                                                 |        |                         |        |
| <b>1</b> 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 |
|-----------------------|-----------------|-------|----------|----------|
| SEMEY, (SEMEY - UASS) |                 |       |          |          |

**TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport UASS**

**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)