

**UATZ AD 2**

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

**UATZ AD 2.1 Aerodrome Location Indicator And Name**

UATZ - TENGIZ

**UATZ AD 2.2 Aerodrome Geographical And Administrative Data**

|   |  |  |
|---|--|--|
| 1 | ARP coordinates and site at AD                             | 461807N 0532539E<br>At the centre of RWY   |
| 2 | Direction and distance from (city)                         | 212°, 86 km of Kulsary center  |
| 3 | Elevation/Reference temperature                            | -78 FT/33° C   |
| 4 | Geoid undulation at AD ELEV PSN                            | -53 FT   |
| 5 | MAG VAR/Annual Change                                      | 9° E ( 2021 ) / 0.07°  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Post: Authority of Airport<br>060106 Atyrau region, Zhylyoi district, Karaton-1, TSO,<br>Tengiz airport, JSC "PrimeAviation"<br>Republic of Kazakhstan<br>Phone: +7 (712302) 3370<br>Phone: +7 (777) 552 6195<br>AFS: UATZPKZX<br>Email: opstng@tengizchevroil.com |
| 7 | Types of traffic permitted (IFR/VFR)                       | IFR-VFR  |
| 8 | Remarks  | Nil  |

**UATZ AD 2.3 Operational Hours**

|   |   |   |
|---|---|---|
| 1 | AD Operator   | MON-SAT - 01:30 - 13:00 UTC<br>SUN - 01:30 - 13:00 UTC only by request<br>Phone: +7 (712302) 3370                       |
|   | Office of the aerodrome operator in the city Atyrau | ANY 04:00 - 13:00 UTC<br>Phone: +7 (712302) 6065  |
| 2 | Customs and immigration                             | Nil   |
| 3 | Health and sanitation                               | H24<br>Tel: +7-701-0075555  |
| 4 | AIS Briefing Office                                 | Nil   |
| 5 | ATS Reporting Office (ARO)                          | ANY 01:30 - 13:00 UTC<br>Phone: +7(712302) 4828<br>Fax: +7(712302) 4828<br>AFS: UATZYKYZ<br>Email: atc.tengiz@gmail.com |
| 6 | MET Briefing Office                                 | ANY 01:30 - 13:00 UTC<br>Phone: +7 (712302) 3864<br>Email: wxtng@tengizchevroil.com                                     |
| 7 | ATS   | MON-SAT - 01:30 - 13:00 UTC<br>SUN - NOT AVBL   |
| 8 | Fuelling  | Nil   |
| 9 | Handling  | ANY 01:30 - 13:00 UTC   |

|    |          |                       |
|----|----------|-----------------------|
| 10 | Security | ANY 01:30 - 13:00 UTC |
| 11 | De-icing | ANY 01:30 - 13:00 UTC |
| 12 | Remarks  | Nil                   |

#### UATZ AD 2.4 Handling Services And Facilities

|   |   |  |
|---|---|--|
| 1 | Cargo-handling facilities               | Nil  |
| 2 | Fuel/oil types                          | Nil  |
| 3 | Fuelling facilities/capacity            | Nil  |
| 4 | De-icing facilities                     | Special Vehicle MAZ 53402 KO-806-20 (1 unit) for treating runways, taxiways, and aprons with the formate-based granular de-icing agent "NORDWAY NF". Special De/Anti-Icing Vehicle GS800 with a lifting platform with a maximum height of 9.8 meters (1 unit) for treating aircraft with de-icing fluids "KILFROST DF PLUS" Type I and "KILFROST ABC-S PLUS" Type IV. Parking apron No. 3, equipped with a drainage system, is used for aircraft de-icing. |
| 5 | Hangar space for visiting aircraft      | Nil  |
| 6 | Repair facilities for visiting aircraft | Nil  |
| 7 | Remarks                                 | Nil  |

#### UATZ AD 2.5 Passenger Facilities

|   |                      |  |
|---|----------------------|--|
| 1 | Hotels               | Nil  |
| 2 | Restaurants          | Nil  |
| 3 | Transportation       | There is a bus for transporting passengers, a car for transporting luggage |
| 4 | Medical facilities   | There is a medical center in the TCO village                               |
| 5 | Bank and Post Office | In Atyrau, in Kulsary  |
| 6 | Tourist Office       | In Atyrau, in Kulsary  |
| 7 | Remarks              | Nil  |

#### UATZ AD 2.6 Rescue And Fire Fighting Services

|   |   |   |
|---|---|---|
| 1 | AD category for fire fighting               | CAT A5  |
| 2 | Rescue equipment                            | Modern rescue and firefighting equipment. 3 fire trucks. Total volume of fire extinguishant is 17876,8 liters (water – 16261 liters, foaming agent – 1615,8 liters)   |
| 3 | Capability for removal of disabled aircraft | It is possible to evacuate aircraft up to 20 tons (DASH -8 mod. 315).<br>Special equipment (special vehicles, mule, semitrailers, tow trucks, tractors, excavators, cranes, lifts, loaders, etc.).<br>Phone: +7 (712302) 3370<br>Phone: +7 777 552 6195<br>Email: opstng@tengizchevroil.com |

|   |         |   |
|---|---------|---|
| 4 | Remarks | Total amount and means of delivery of the extinguishant complies with category 5 of LRFP.<br>To provide standard time of deployment to 18 and 36 thresholds, firefighting crews of TCO emergency response teams arrive to fire post №1 on the closed taxiway 15 minutes prior to ETA of aircraft. |
|---|---------|---|

**UATZ AD 2.7 Seasonal Availability - Clearing**

|   |                             |   |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | To clean the artificial coatings of the airfield from precipitation, a WAUSAU SD3131 snowblower (1 unit) with a brush coverage of 6 m is used, a special vehicle MAZ 53402 KO-806-20 (1 unit) is used to apply the anti-icing reagent. Anti-icing reagent applied by Aerodrome operator is «Greenway SFU». Airport runway friction tester Skidometer BV 11 and brake cart ATT-2 (1 unit) with a BRIZ-KS devices (2 units) are used to measure the friction coefficient on the runway. |
| 2 | Clearance priorities        | 1. RWY, TWY 1, Stand 2<br>2. Stand 1, Stand 3, TWY 2  |
| 3 | Remarks                     | Nil   |

**UATZ AD 2.8 Aprons, Taxiways And Check Locations/Positions Data**

| 1 | Apron surface and strength                  | STANDS   |           | SURFACE   | STRENGTH       |
|---|---|--|-----------|-----------|----------------|
|   |   | 1 - 3  |           | CONC+ASPH | PCN 15/F/C/Y/T |
| 2 | Taxiway width, surface and strength         | TWY  | WIDTH (M) | SURFACE   | STRENGTH       |
|   |   | 1  | 15        | CONC+ASPH | PCN 15/F/C/Y/T |
|   |   | 2  | 8         | CONC+ASPH | PCN 15/F/C/Y/T |
| 3 | Altimeter checkpoint location and elevation | Nil  |           |           |                |
| 4 | VOR checkpoints                             | Nil  |           |           |                |
| 5 | INS checkpoints                             | Nil  |           |           |                |
| 6 | Remarks                                     | TWY 2 is intended only for taxiing helicopters |           |           |                |

**UATZ 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 board at entrance of RWYs, guidance sign designating taxiways   |
| 2 | RWY and TWY markings and LGT  | Designation of threshold, touchdown, centre line, fixed distance, edge, RWY designation, taxi holding position, taxiway centre line |
| 3 | Stop bars   | Nil   |
| 4 | Other runway protection measures  | Nil   |
| 5 | Remarks   | Nil   |

**UATZ AD 2.10 Aerodrome Obstacles**

NIL

## UATZ AD 2.11 Meteorological Information Provided

|    |  |  |
|----|--|--|
| 1  | Associated MET Office  | Meteorological service Tengiz<br>Phone: +7 (712302) 3864                                       |
| 2  | Hours of service MET Office outside hour                       | ANY 01:30 - 13:00 UTC  |
| 3  | Office responsible for TAF preparation: Periods of validity    | Meteorological service Atyrau, H24 (0024, 0606, 1212, 1818)<br>Phone: +7 (7122) 209402, 983178 |
| 4  | Trend forecast Interval of issuance                            | TREND 30 min, draws up by Meteorological service Atyrau,                                       |
| 5  | Briefing/consultation provided                                 | Personal consultation (Russian) Meteorological service Tengiz                                  |
| 6  | Flight documentation/languages used                            | TAF, METAR, SPECI, SIGMET, GAMET, AIRMET<br>English  |
| 7  | Charts and other information AVBL for briefing or consultation | Nil  |
| 8  | Supplementary equipment AVBL for providing information         | Nil  |
| 9  | ATS units provided with information                            | TWR  |
| 10 | Additional information   | Nil  |

## UATZ AD 2.12 Runway Physical Characteristics

| Designation<br>s<br>RWY<br>NR | TRUE BRG | Dimensions<br>of<br>RWY (M) | Strength<br>(PCN) and<br>surface of<br>RWY and SWY | THR<br>coordinates<br>RWY end<br>coordinates<br>THR geoid<br>undulation | THR elevation<br>and highest<br>elevation of<br>TDZ of<br>precision APP<br>RWY | Slope of<br>RWY-SWY |
|-------------------------------|----------|-----------------------------|--|---|--|---------------------|
| 1                             | 2        | 3                           | 4  | 5   | 6  | 7                   |
| 18                            | 188.00°  | 1400 X 30                   | 15/F/C/Y/T<br>CONC+ASPH                            | 461829.01N<br>0532543.11E<br>-<br>-53 FT                                | THR -76.8 FT   | 0.08%               |
| 36                            | 008.00°  | 1400 X 30                   | 15/F/C/Y/T<br>CONC+ASPH                            | 461744.11N<br>0532534.00E<br>-<br>-53 FT                                | THR -80.0 FT   |                     |

| SWY<br>dimensions<br>(M) | CWY<br>dimensions<br>(M) | Strip<br>dimensions<br>(M) | RESA<br>dimensions<br>(M) | Location and<br>description of<br>arresting<br>system | OFZ | Remarks  |
|--------------------------|--------------------------|----------------------------|---------------------------|---|-----|--|
| 8                        | 9                        | 10                         | 11                        | 12  | 13  | 14   |
| Nil                      | 150 x 150                | 1700 X 150                 | 90 X 80                   | Nil   | NIL | RWY 18 has a<br>turn pad with a<br>length of 80 m<br>and a width of<br>45 m. |

| 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          | 1700 X 150           | 90 X 80             | Nil  | NIL | RWY 36 has a turn pad with a length of 51 m and a width of 45 m. |

**UATZ AD 2.13 Declared Distances**

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|---------|
| 1              | 2        | 3        | 4        | 5       | 6       |
| 18             | 1400     | 1550     | 1400     | 1400    | Nil     |
| 36             | 1400     | 1550     | 1400     | 1400    | Nil     |

**UATZ 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      |
| 18             | (SALS)<br>420 M<br>LIL    | GRN<br>Nil           | PAPI<br>LEFT/3°     | Nil          | Nil  | 1400m, spacing 60m, 0-920m white, last 480m yellow | RED<br>Nil               | Nil                 | Nil     |
| 36             | (SALS)<br>420 M<br>LIL    | GRN<br>Nil           | PAPI<br>LEFT/3°     | Nil          | Nil  | 1400m, spacing 60m, 0-920m white, last 480m yellow | RED<br>Nil               | Nil                 | Nil     |

**UATZ AD 2.15 Other Lighting, Secondary Power Supply**

|   |  |  |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | Nil  |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | Anemometer: 185m from RWY 18, 257m from RWY 36 |
| 3 | TWY edge and centre line lighting                        | TWY 1 EDGE: BLU<br>TWY 2 EDGE: BLU             |
| 4 | Secondary power supply/switch-over time                  | Available, 1 sec                               |
| 5 | Remarks  | Nil  |

## UATZ AD 2.16 Helicopter Landing Area

|   |   |  |
|---|---|--|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation       | 461745,75N 0532546,90E<br>-49 FT   |
| 2 | TLOF and/or FATO elevation                                | -61 FT   |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | TLOF / FATO - the shape of a circle with a diameter of 30 m, the marking is made in the form of a white solid line, in the center there is a white sighting circle with a diameter of 13 m with a yellow letter H, the supporting surface is CONC+ASPH   |
| 4 | True BRG of FATO  | 098,01° / 278,01°  |
| 5 | Declared distance available                               | Nil  |
| 6 | APP and FATO lighting                                     | The THORN F2.1 approach lighting system is positioned in a straight line along the direction of the approach.<br>The system consists of three lights arranged in a row at 30 m intervals with an 18 m long light horizon located 90 m from the perimeter of the zone. System lights are omnidirectional white lights.<br>The perimeter lights of the helipad (heliport) are installed at a distance of 1 meter from the edge of the artificial surface of the helipad, at the junction of the helipad and taxiway No. 2 there is one in-depth light, the total number of lights is 14, the colour of the lights is green.<br>Searchlights for illumination (general lighting) of the helipad (heliport), installed on 4 sides of the heliport, the total number of spotlights is 4, the colour of the lights is white. |
| 7 | Remarks   | Type of visual approach slope indicator (HAPI):<br>HAPI THORN HBAs are installed from both landing courses at a distance of 45 m from the perimeter of the landing zone.   |

## UATZ AD 2.17 ATS Airspace

|   |                                   |  |
|---|-----------------------------------|--|
| 1 | Designation and lateral limits    | TENGIZ CTR<br>A circle radius 16.2 NM centered on 461807N 0532539E |
| 2 | Vertical limits                   | 4000 FT ALT / GND  |
| 3 | Airspace classification           | C  |
| 4 | ATS unit call sign<br>Language(s) | TENGIZ TOWER (EN)<br>TENGIZ VYSHKA (RU)                            |
| 5 | Transition altitude               | 10000 FT   |
| 6 | Hours of applicability            | MON-SAT - 01:30 - 13:00 UTC<br>SUN - NOT AVBL                      |
| 7 | Remarks                           | Nil  |

**UATZ 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                 | TENGIZ TOWER (EN)<br>TENGIZ VYSHKA (RU) | 119,2 MHZ | Nil                | Nil           | Sat 01:30 - 13:00<br>Working day 01:30 - 13:00 UTC | Nil     |

**UATZ 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       |
| VOR/DME (9°E/2021)   | TGZ | 113.9 MHZ<br>CH 86X        | Sat 01:30 - 13:00<br>Working day 01:30 - 13:00 UTC | 461723.9N 0532529.9E                         | 0 FT                                  | Nil   | Nil     |
| NDB  | KI  | 660 KHZ                    | Sat 01:30 - 13:00<br>Working day 01:30 - 13:00 UTC | 461854.1N 0532548.1E                         | Nil                                   | Nil   | Nil     |

**UATZ AD 2.20 Local Aerodrome Regulations****1. Taxiing**

Aircraft taxiing on the aerodrome should be carried out by its own thrust, and by towing if it is necessary.

Taxiing and towing should be carried out according to the marking.

Engine start, towing and taxiing should be carried out by ATC clearance of "Tengiz-Tower". Aircraft stand number and parking procedure should be assigned by shift chief of "Tengiz" aerodrome by agreement of "Tengiz-Tower" ATC, based on actual situation on the apron, short-term restrictions, prohibitions for parking procedures and movement on the apron and aerodrome maneuvering area.

Taxiing should be carried out on minimal engine thrust.

In order to reduce runway use, «Tengiz-Tower» ATC has the right to expedite the taxiing for taking line-up position, and runway vacation after landing as well. If it is impossible to perform required action, the crew reports ATC immediately.

Taxiway 2 should be used only for helicopter taxiing.

**2. Take-off and landing**

Before the flight, the crew should establish radio communication with «Tengiz-Tower» ATC on 119.2 MHz

frequency, report aircraft stand number, receive actual information about weather and ATC clearance for take-off.

Take-off should be carried out from the start of the runway only.

Take-off and landing with tailwind, considering wind speed restrictions, should be cleared if it requested by crew or initiated by ATC. Captain is responsible for take-off or landing decision in such cases.

Runway is usually assigned by «Tengiz-Tower» ATC considering take-off or landing against the wind.

Aircraft crew should take-off immediately after take-off clearance is obtained. If the crew is not able to execute the command, it is necessary to report it and expected delay time «Tengiz-Tower» ATC before taxiing to line-up.

When weather conditions are out of aerodrome operational minima, final decision for take-off and landing should be taken by captain. In this case, ATC clearance for take-off or landing is not compulsory to perform it, and captain is responsible for final decision and result of take-off and landing.

Take-off and landing should be carried out only on runway-in-use.

### 3. Helicopters flights

Takeoff with running and landing with rolling, takeoff and landing of helicopters under IFR (special IFR at night) should be carried out from/to runway only.

When meteorological conditions or smoke reduce visibility on the part of the runway to values below the specified weather minima for VFR flights (special VFR), it is allowed to perform landing onto that part of the runway, where weather conditions correspond to minima (start / end). In this cases helicopter captain is responsible for landing.

Helicopter takeoff and landing from heliport that equipped for night start are allowed vertically only.

Air taxiing of helicopters with skid landing gear from parking stand to take-off position and backward should be carried out according to the marking via route instructed by "Tengiz tower" ATC, in compliance with the established distances to obstacles, under the responsibility of the helicopter captain.

### 4. Low visibility procedures

Not applicable

### 5. Training flights, check-test and check flights (flyover)

IFR training and check flights should be carried out according to established procedures for instrumental takeoff and landing approach. After takeoff, crew should maintain ATC instructions of entry to approach procedure.

Depending on intensity of flights and actual restrictions, supervisor has the right to restrict the number of training aircraft and allow only one aircraft on the altitude or flight level, and to suspend or prohibit training flights.

Flight checks of ground radio facilities should be carried out according to established programs at any time and minima, which provides the flight check of the facilities and not below established aerodrome minima.

Area, located south-east of ARP, is available for helicopter trainings, by agreement of flight supervisor and if no aircraft take-off and land on the runway, according to aerodrome minima:

- cloud ceiling – 500 FT;
- visibility – 2000 m, in accordance with established intervals and distances to obstacles.

Movement (hover taxiing) to (from) the pad, hovering training (height) and take-off and landing from (to) the pad should be performed with clearance of "Tengiz-Tower" controller only. Helicopter pilot is responsible for safety during movement (taxiing) to (from) the pad, hovering training (height maintenance), takeoff and landing from (to) the pad.



## 6. Runway and helipad use at Tengiz aerodrome

Except for emergency, runway and helipad use is allowed at Tengiz aerodrome for other airlines if preliminary agreement with Tengiz aerodrome operator administration is obtained:  
Prime Aviation JSC

Phone:+7 (712302) 3370  
Phone:+7 (777) 552 6195  
AFS:UATZPKZX  
Email:opstng@tengizchevroil.com

### UATZ AD 2.21 Noise Abatement Procedures

NIL

### UATZ AD 2.22 Flight procedures

#### GENERAL PROVISIONS

IFR and VFR flights are allowed in Tengiz aerodrome area.

When flying under IFR and VFR in Atyrau aerodrome control area, it is necessary to:

- have permission from ATC unit received prior to entering the area of responsibility
- report the location if requested by ATC
- follow the ATS instructions
- have and continuously maintain two-way radio communication in VHF range.

IFR and VFR flights should be carried out at assigned flight levels (heights) in accordance with rules of vertical separation, and only one aircraft is allowed to be on the flight level (height).

IFR flights have an advantage over VFR flights.

If it is necessary, arriving aircrafts can be sent to holding area in order to ensure time separation.

In case of flight safety hazard, it is allowed to change assigned altitude (flight level) and deviate from the line of the route. When aircraft deviates from assigned route or flight level (altitude), captain should immediately report it ATC, under whose control the aircraft is.

Information about activities of restricted, prohibited and danger areas, within the area of the aerodrome in real time, permission to overfly or bypass route should be given by «Tengiz Tower».

#### IFR FLIGHTS WITHIN AERODROME CONTROL ZONE

Take-off and initial climb should be carried out according to standard routes indicated on Standard Instrument Departure Chart (SID) Runway 18/ Runway 36.

Arrival should be carried out according to standard routes indicated on Standard Instrument arrival Chart Runway 18/ Runway 36 or via routes assigned by ATC.

Aircraft crew must maintain established Standard Departure (SID) and arrival (STAR) routes and in case of deviation return to assigned route immediately.

The crew must maintain the established speed limit, unless otherwise instructed by ATC. Aircraft indicated airspeed control can be applied to control air traffic flows in order to ensure intervals, required for landing, considering aircraft characteristics.

#### VFR FLIGHTS WITHIN AERODROME CONTROL ZONE

Permission for departing and arriving aircraft for entry to aerodrome control zone, route and altitude, holding area until the aircraft receives permission for entry to flight circle is given by Tengiz Tower.

Aerodrome traffic circuit is established for VFR flights: Runway 18 — right circle, Runway 36 – left circle.

Traffic circuit altitude is instructed by “Tengiz Tower” ATC.

IFR minima for runway 18/36 take-offs and landings:

- cloud ceiling: 500 FT (true airspeed 162 Kt and less), 1000 FT (true airspeed 163-243 Kt runway 18/36)
- meteorological visibility range: 2000 meters (true speed 162 Kt and less), 5000 meters (163-243 Kt runway 18/36)

Minima for runway 18/36 take-offs and landings under special VFR and IFR at daytime:

- cloud ceiling – 330 FT;
- meteorological visibility range – 1000 meters.

Minima for runway 18/36 take-offs and landings under special VFR and IFR at nighttime for healthcare organizations flights, search and rescue, emergency works and training flights:

- cloud ceiling – 1000 FT;
- meteorological visibility range – 4000 meters.

## **RADAR PROCEDURES IN AERODROME CONTROL ZONE**

Not applicable

## **RADIOCOMMUNICATION LOSS (FAILURE)**

Warning: procedures for radio communication loss (failure) have differences with standards recommended by practice and rules of the ICAO (ICAO Appendix 2).

In case of radio communication loss, crew must:

- turn on the “Distress” signal, set code 7600;
- use emergency frequency of 121.5 MHz, radio communication with other aircrafts and ATC units;
- listen to DVOR TGZ frequency (113.9 MHz) for information and ATC instructions;
- in case of communication loss after take-off, the aircraft must land or proceed to destination aerodrome in accordance with ATC instructions or fly on flight levels FL140, FL150 or FL240, FL250 specially established for flights without radio communication, depending on direction of flight;
- approach and landing should be carried out according to established approach scheme;
- in case of flight without radio communication at night, the aircraft must indicate the location by periodically turning on the landing lights or by flashing side lights.

## **EMERGENCY LANDING PROCEDURE**

In case of emergency on aircraft at take-off stage, the aircraft captain is responsible for necessary maneuver in order to ensure safety.

## **GROUND MOVEMENT PROCEDURES**

### **The order of aircraft movement on the aerodrome**

Taxiing to/from parking stand should be carried out according to signals of responsible person of aerodrome operator service.

Taxiing speed should be set up by aircraft captain depending on airfield surface condition, obstacle presence, aircraft weight, winds and visibility conditions.

In case of visibility less than 2 kilometers, aircraft towing should be carried out at reduced speed with switched

on marker and aeronautical lights and with compliance with increased precautionary measures.

Removal of disabled aircraft from aerodrome maneuvering area

Removal of disabled aircraft is carried out by aerodrome owner and aerodrome and aircraft operators as well.

Information about technical means and equipment used in rescue and fire fighting.

Fire and rescue crews have a fire equipment provided in table 1.

**Table 1: Available fire-fighting equipment at Tengiz airport**

| Name, type of fire truck                   | Quantity | Main location of basing                     | Remark   |
|--|----------|---|--|
| "DARLEY CHALLENGER"<br>fire truck          | 1        | TCO fire and emergency<br>service garage №3 | Used for duty at collecting<br>point №3 of TCO fire and<br>emergency service |
| "E-ONE" RESCUE-3 fire<br>truck             | 1        | TCO fire and emergency<br>service garage №3 | Used for duty at collecting<br>point №3 of TCO fire and<br>emergency service |
| Iveco-Magirus (AVIA)<br>Impact×6ARFF 12000 | 1        | TCO fire and emergency<br>service garage №3 | Used for duty at the airport   |

## **UATZ AD 2.23 Additional Information**

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

| Regulatory reference | Requirement of<br>regulations | Description of exceptions,<br>exemptions and<br>restrictions | Measures taken and<br>validity period |
|----------------------|-------------------------------|--|---------------------------------------|
| Nil                  | Nil                           | Nil  | Nil                                   |

### **2. Ornithological situation**

The ornithological situation in the Tengiz aerodrome area is significantly influenced by the proximity of the north-eastern coast of the Caspian Sea.

The spring and autumn seasons are characterized by migration of various species of migratory birds, as well as the beginning of nesting period. The main directions of spring and autumn migrations of birds are northern and north-eastern directions and back.

Bird migrations take place at altitudes of 200 meters or above. The greatest activity of birds is observed in the period from 06:00 to 10:00 in the morning, and in the afternoon from 16:00 to 19:00.

The winter period is characterized by a low presence and poor species variety of birds.

#### **Information about bird flocks and their flight direction.**

Bird migrations take place at altitudes of 200 meters or above. The greatest activity of birds is observed in the period from 06:00 to 10:00 in the morning, and in the afternoon from 16:00 to 19:00. Distinctive flight direction from northeast to southwest in the aerodrome area in the period from 10:00 to 12:00 and from 16:00 to 17:00 in back direction is shown by grey doves in flocks with from 7 to 12 birds, at height up to 50 meters.

Sometimes in winter period, flocks of grey doves with up to 50 birds are detected in aerodrome area, and flocks of herring gulls with up to 50 birds as well.

## UATZ AD 2.24 Charts Related To An Aerodrome

| Name  | Page                |
|---|---------------------|
| Aerodrome Chart - ICAO                                | UATZ AD 2.24.1-1    |
| Aerodrome Ground Movement and Parking Chart - ICAO    | UATZ AD 2.24.3-1    |
| Standard Departure Chart Instrument (SID) RWY 18 ICAO | UATZ AD 2.24.7-1-1  |
| Standard Departure Chart Instrument (SID) RWY 36 ICAO | UATZ AD 2.24.7-2-1  |
| Standard Departure Chart Instrument (SID) RWY 18 ICAO | UATZ AD 2.24.7-3-1  |
| Standard Departure Chart Instrument (SID) RWY 36 ICAO | UATZ AD 2.24.7-4-1  |
| Standard Arrival Chart Instrument (STAR) RWY 18 ICAO  | UATZ AD 2.24.9-1-1  |
| Standard Arrival Chart Instrument (STAR) RWY 36 ICAO  | UATZ AD 2.24.9-2-1  |
| Standard Arrival Chart Instrument (STAR) RWY 18 ICAO  | UATZ AD 2.24.9-3-1  |
| Standard Arrival Chart Instrument (STAR) RWY 36 ICAO  | UATZ AD 2.24.9-4-1  |
| Standard Arrival Chart Instrument (STAR) RWY 18 ICAO  | UATZ AD 2.24.9-5-1  |
| Standard Arrival Chart Instrument (STAR) RWY 36 ICAO  | UATZ AD 2.24.9-6-1  |
| Instrument Approach Chart – VOR/DME RWY 18 ICAO       | UATZ AD 2.24.11-1-1 |
| Instrument Approach Chart – VOR/DME RWY 36 ICAO       | UATZ AD 2.24.11-2-1 |
| Instrument Approach Chart – NDB RWY 18 ICAO           | UATZ AD 2.24.11-3-1 |
| Instrument Approach Chart – BC NDB RWY 36 ICAO        | UATZ AD 2.24.11-4-1 |
| Instrument Approach Chart – RNP RWY 18 ICAO           | UATZ AD 2.24.11-5-1 |
| Instrument Approach Chart – RNP RWY 36 ICAO           | UATZ AD 2.24.11-6-1 |
| Visual Approach chart – ICAO                          | UATZ AD 2.24.12-1   |

## UATZ AD 2.25 Visual segment surface (VSS) penetrations

No penetrations