List of pages in this Trip Kit

General Information

Location: TENGIZ KAZ
ICAO: UATZ
Lat/Long: N46° 18.12', E053° 25.65'
Elevation: -78 ft

Airport Use: Private
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 9.0° E

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0045 Z
Sunset: 1601 Z

Runway Information

Runway: 18
Length x Width: 4593 ft x 98 ft
Surface Type: concrete
TDZ-Elev: -77 ft
Lighting: Edge, ALS

Runway: 36
Length x Width: 4593 ft x 98 ft
Surface Type: concrete
TDZ-Elev: -80 ft
Lighting: Edge, ALS

Communication Information

Tengiz Tower: 119.200

1. GENERAL

1.1. TAKE-OFF AND LANDING

Before the flight, the crew should establish radio communication with TENGIZ Tower on frequency 119.2 MHz, report ACFT stand number, receive actual information about weather and ATC clearance for take-off.

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

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

ACFT 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 inform TENGIZ Tower about expected delay time before taxiing to line-up.

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

1.2. COMMUNICATION FAILURE PROCEDURES

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 ACFT and ATC units;
- listen to VOR TGZ frequency 113.9 MHz for information and ATC instructions;
- in case of communication loss after take-off, the ACFT 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 ACFT must indicate the location by periodically turning on the landing lights or by flashing side lights.

1.3. TAXI PROCEDURES

ACFT 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. ACFT stand number and parking procedure should be assigned by shift chief of Tengiz aerodrome by agreement of TENGIZ Tower, 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 RWY use, TENGIZ Tower has the right to expedite the taxiing for taking line-up position, and RWY vacation after landing as well. If it is impossible to perform required action, the crew reports ATC immediately.

1.4. GROUND MOVEMENT PROCEDURES

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 ACFT captain depending on airfield surface condition, obstacle presence, ACFT weight, winds and visibility conditions.

In case of visibility less than 2km, ACFT towing should be carried out at reduced speed with switched on marker and aeronautical lights and with compliance with increased precautionary measures.

1. GENERAL

1.5. OTHER INFORMATION

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

Birds.

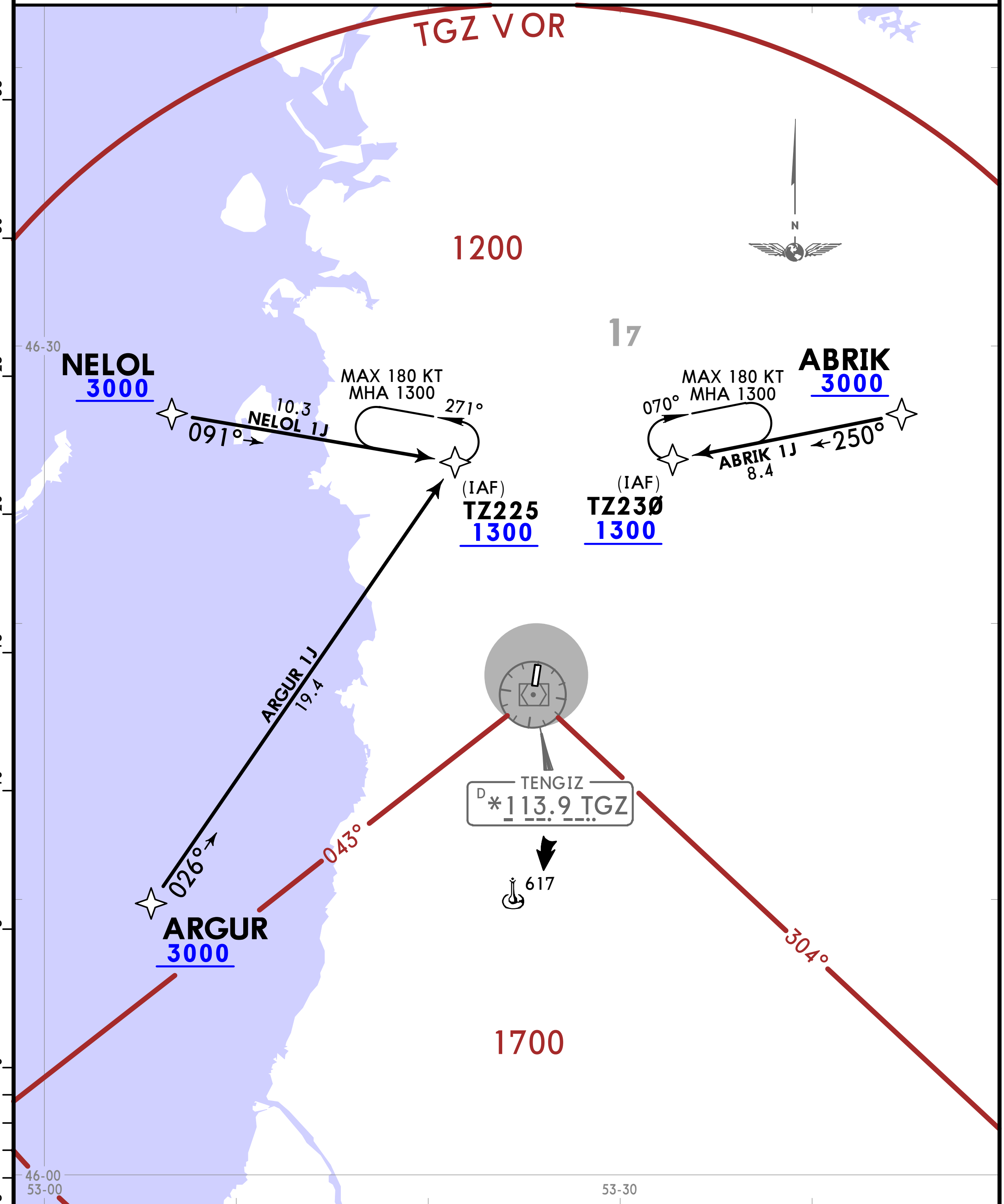
2. DEPARTURE

2.1. DE-ICING

Parking stand 3 is used for ACFT de-icing.

Apt Elev -78	Alt Set: hPa (MM on request) Trans level: FL120, FL130 if pressure is less than 977.2 hPa
	RNP 1

ABRIK 1J [ABRI1J]
ARGUR 1J [ARGU1J]
NELOL 1J [NELO1J]
RNP (GNSS) ARRIVALS
(RWY 18)

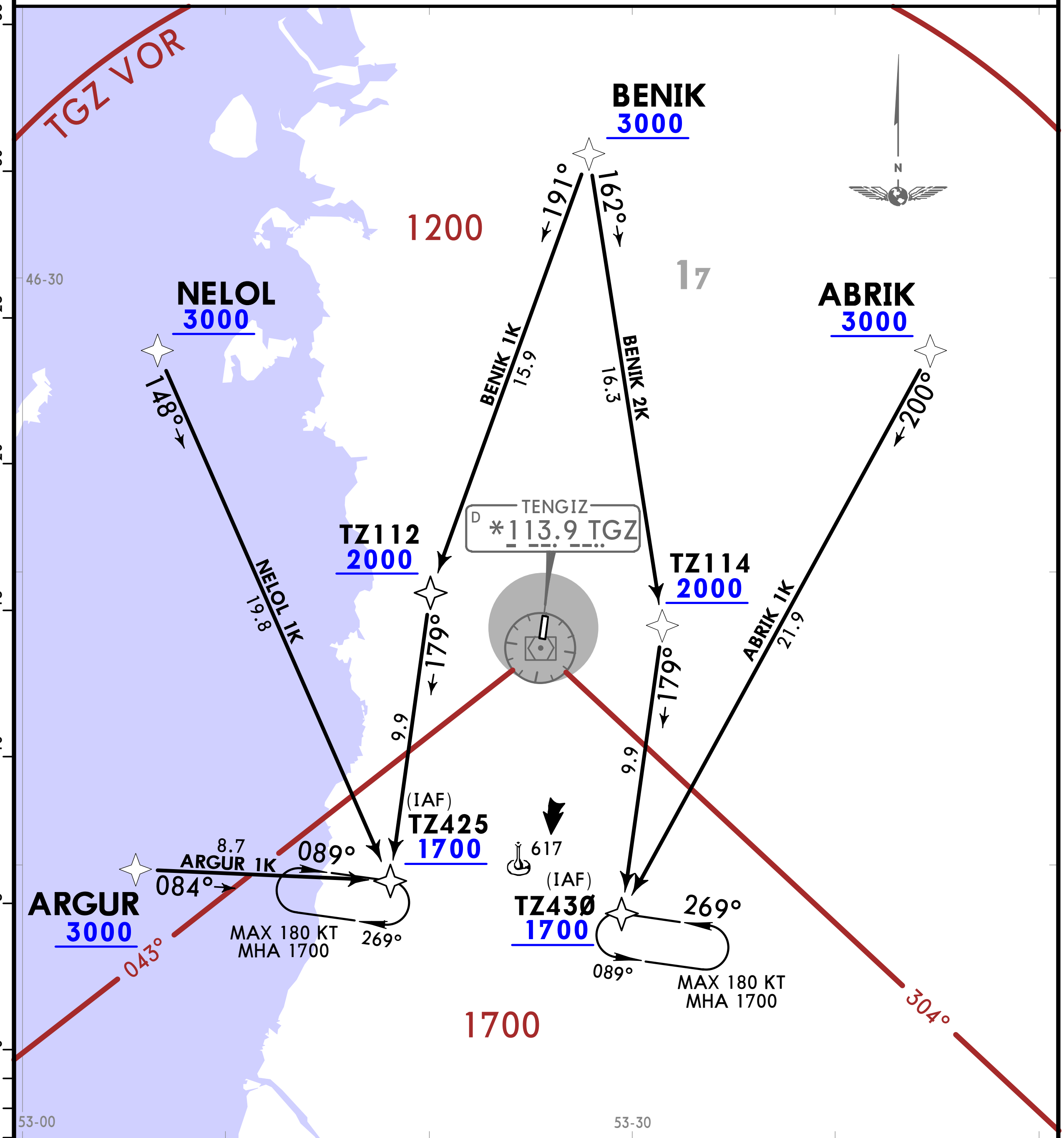


STAR	ROUTING
ABRIK 1J	ABRIK (3000+) - TZ23Ø (1300+).
ARGUR 1J	ARGUR (3000+) - TZ225 (1300+).
NELOL 1J	NELOL (3000+) - TZ225 (1300+).

CHANGES: Reissue.

Apt Elev -78	Alt Set: hPa (MM on request) Trans level: FL120, FL130 if pressure is less than 977.2 hPa
	RNP 1

ABRIK 1K [ABRI1K]
ARGUR 1K [ARGU1K]
BENIK 1K [BENI1K]
BENIK 2K [BENI2K]
NELOL 1K [NELO1K]
RNP (GNSS) ARRIVALS
(RWY 36)

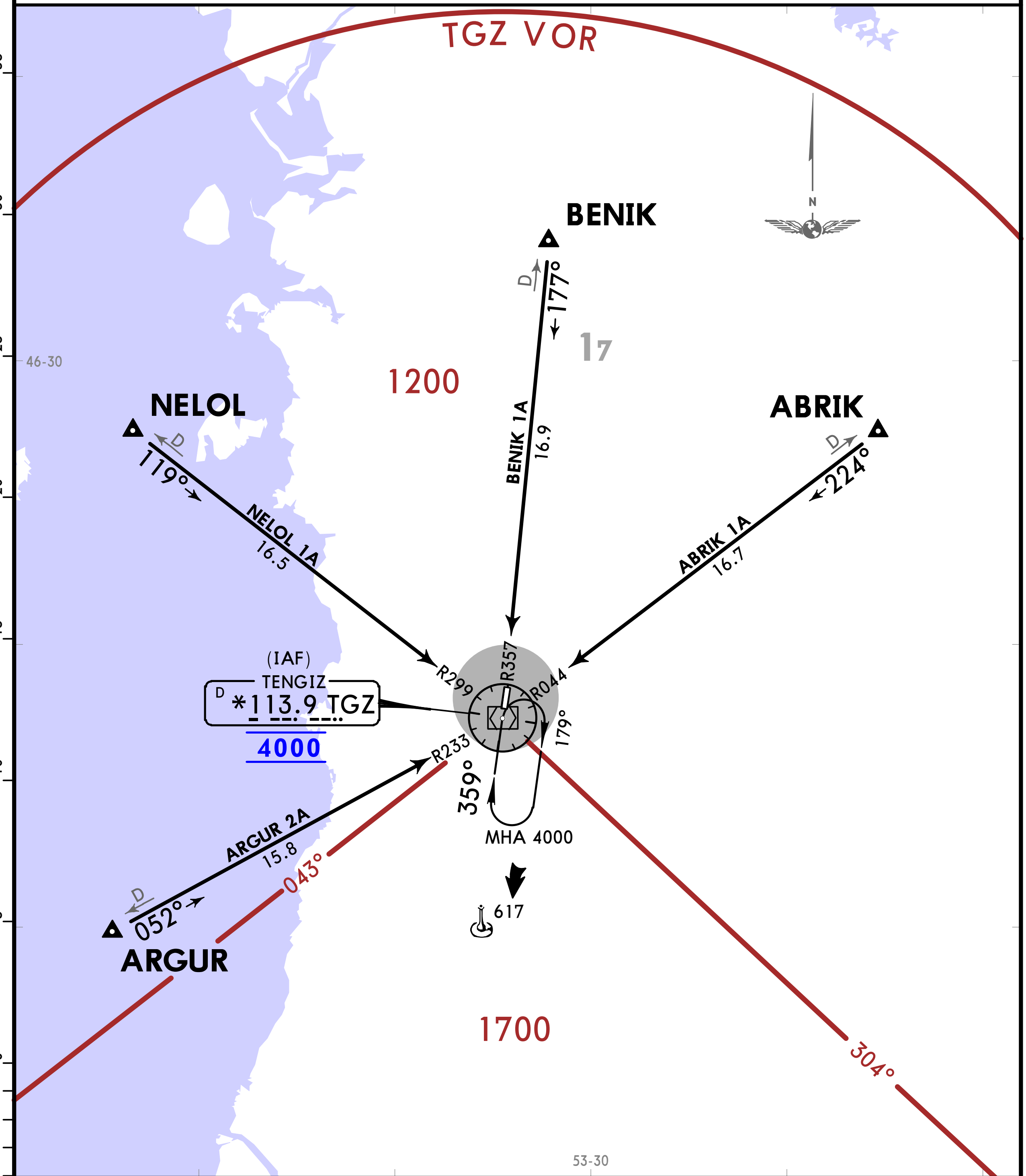


STAR	ROUTING
ABRIK 1K	ABRIK (3000+) - TZ43Ø (1700+).
ARGUR 1K	ARGUR (3000+) - TZ425 (1700+).
BENIK 1K	BENIK (3000+) - TZ112 (2000+) - TZ425 (1700+).
BENIK 2K	BENIK (3000+) - TZ114 (2000+) - TZ43Ø (1700+).
NELOL 1K	NELOL (3000+) - TZ425 (1700+).

CHANGES: Reissue.

Apt Elev	
-78	Alt Set: hPa (MM on request) Trans level: FL120, FL130 if pressure is less than 977.2 hPa WARNING: Crossing FL at airway exit points are by ATC.

ABRIK 1A [ABRI1A]
ARGUR 2A [ARGU2A]
BENIK 1A [BENI1A]
NELOL 1A [NELO1A]
ARRIVALS
(RWY 18)

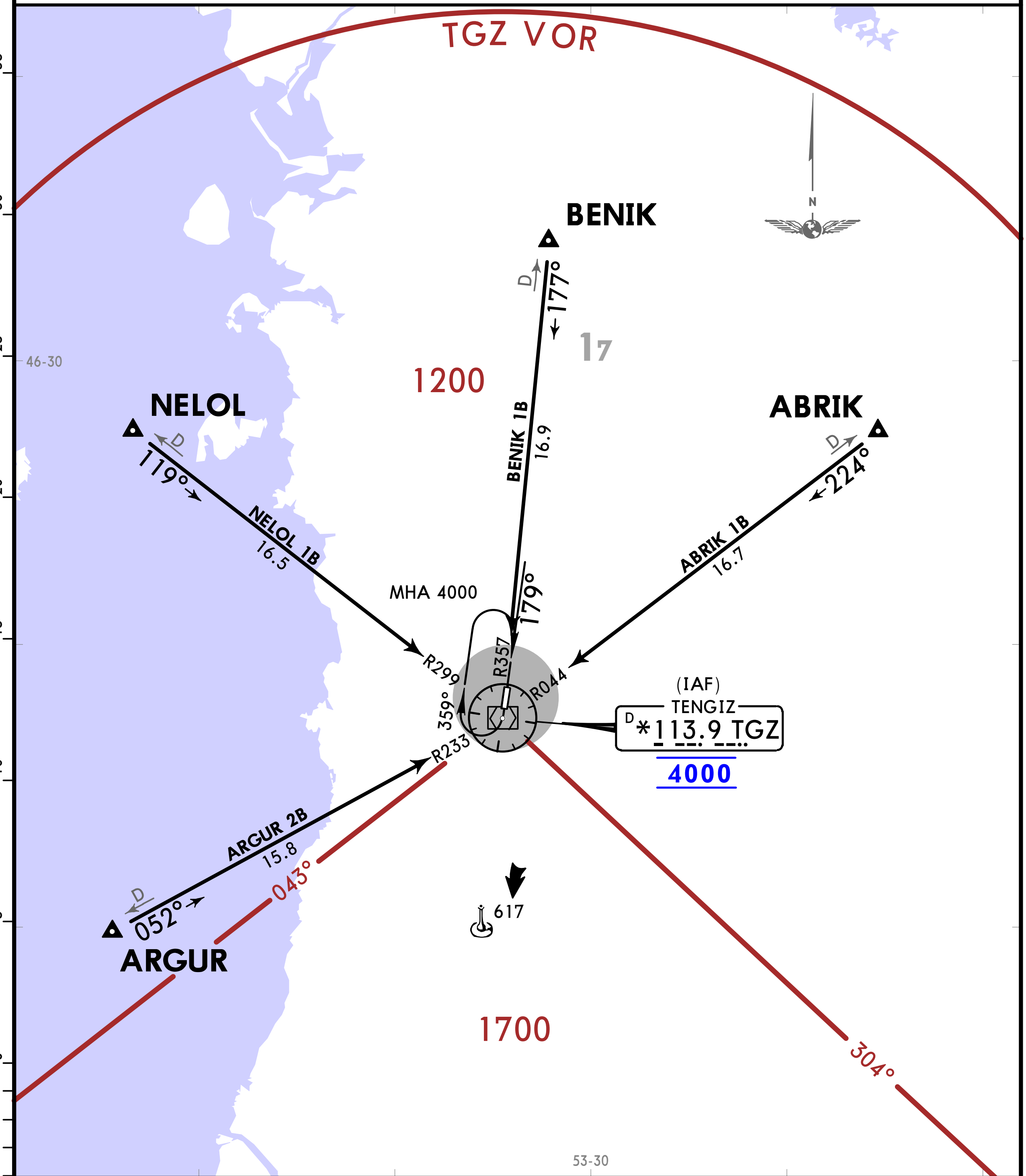


STAR	ROUTING
ABRIK 1A	Intercept TGZ R044 inbound to TGZ VOR.
ARGUR 2A	Intercept TGZ R233 inbound to TGZ VOR.
BENIK 1A	Intercept TGZ R357 inbound to TGZ VOR.
NELOL 1A	Intercept TGZ R299 inbound to TGZ VOR.

CHANGES: Reissue.

Apt Elev -78	Alt Set: hPa (MM on request) Trans level: FL120, FL130 if pressure is less than 977.2 hPa WARNING: Crossing FL at airway exit points are by ATC.

ABRIK 1B [ABRI1B]
ARGUR 2B [ARGU2B]
BENIK 1B [BENI1B]
NELOL 1B [NELO1B]
ARRIVALS
(RWY 36)

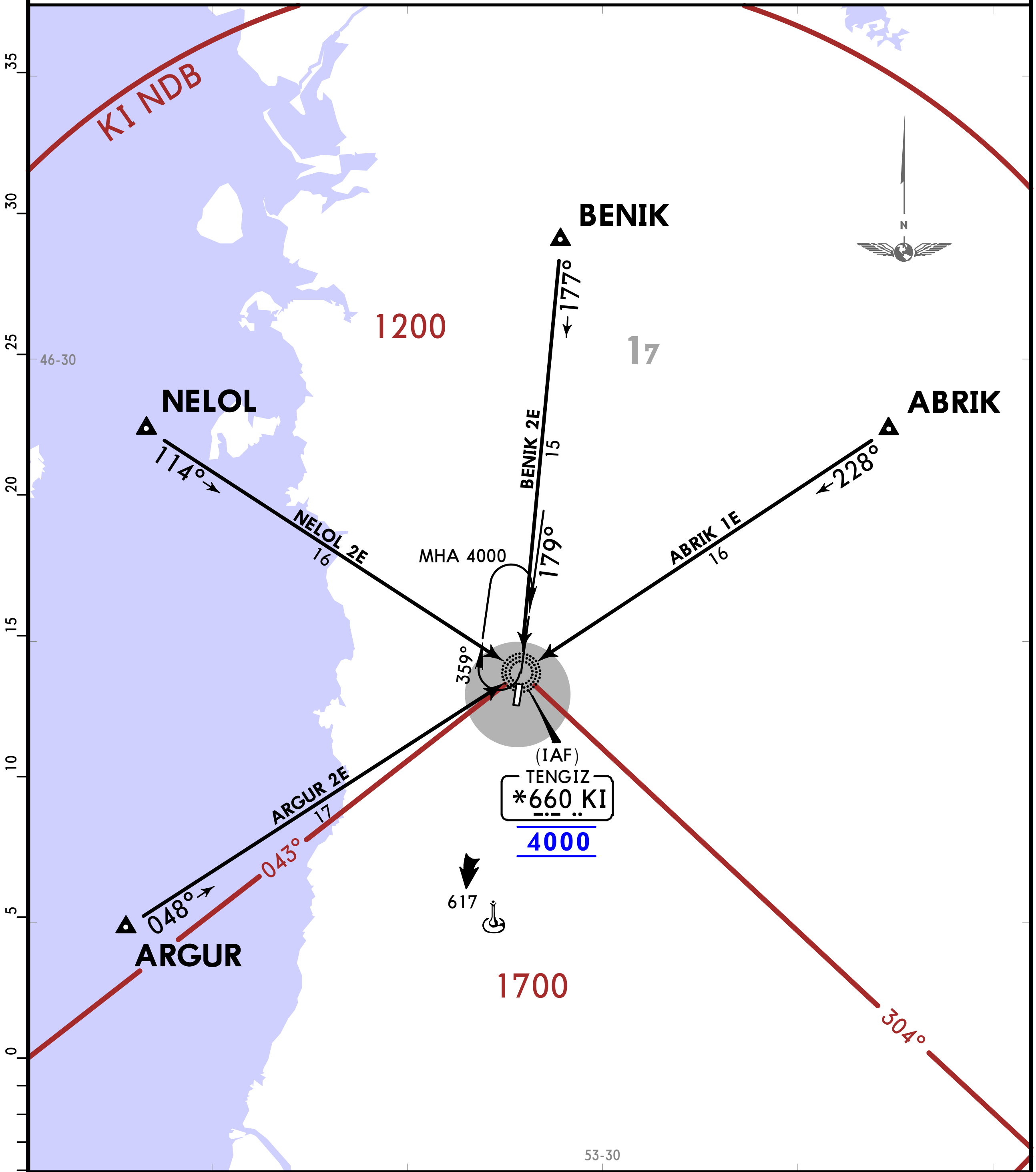


STAR	ROUTING
ABRIK 1B	Intercept TGZ R044 inbound to TGZ VOR.
ARGUR 2B	Intercept TGZ R233 inbound to TGZ VOR.
BENIK 1B	Intercept TGZ R357 inbound to TGZ VOR.
NELOL 1B	Intercept TGZ R299 inbound to TGZ VOR.

CHANGES: Reissue.

Apt Elev -78	Alt Set: hPa (MM on request) Trans level: FL120, FL130 if pressure is less than 977.2 hPa WARNING: Crossing FL at airway exit points are by ATC.

ABRIK 1E [ABRI1E]
ARGUR 2E [ARGU2E]
BENIK 2E [BENI2E]
NELOL 2E [NELO2E]
ARRIVALS
(RWY 36)

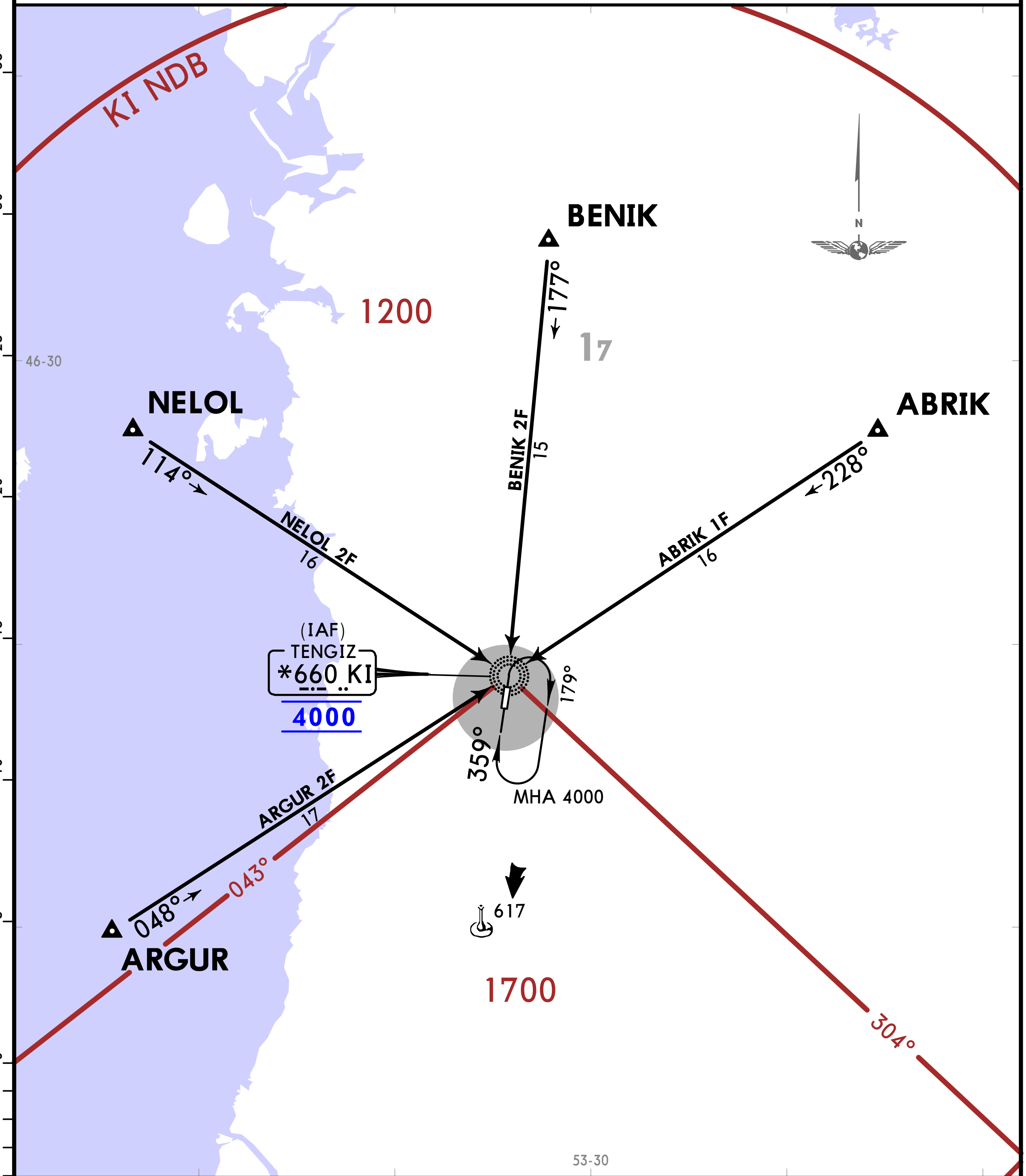


STAR	ROUTING
ABRIK 1E	On 228° bearing to KI NDB.
ARGUR 2E	On 048° bearing to KI NDB.
BENIK 2E	On 177° bearing to KI NDB.
NELOL 2E	On 114° bearing to KI NDB.

CHANGES: Reissue.

Apt Elev -78	Alt Set: hPa (MM on request) Trans level: FL120, FL130 if pressure is less than 977.2 hPa WARNING: Crossing FL at airway exit points are by ATC.

ABRIK 1F [ABRI1F]
ARGUR 2F [ARGU2F]
BENIK 2F [BENI2F]
NELOL 2F [NELO2F]
ARRIVALS
(RWY 18)

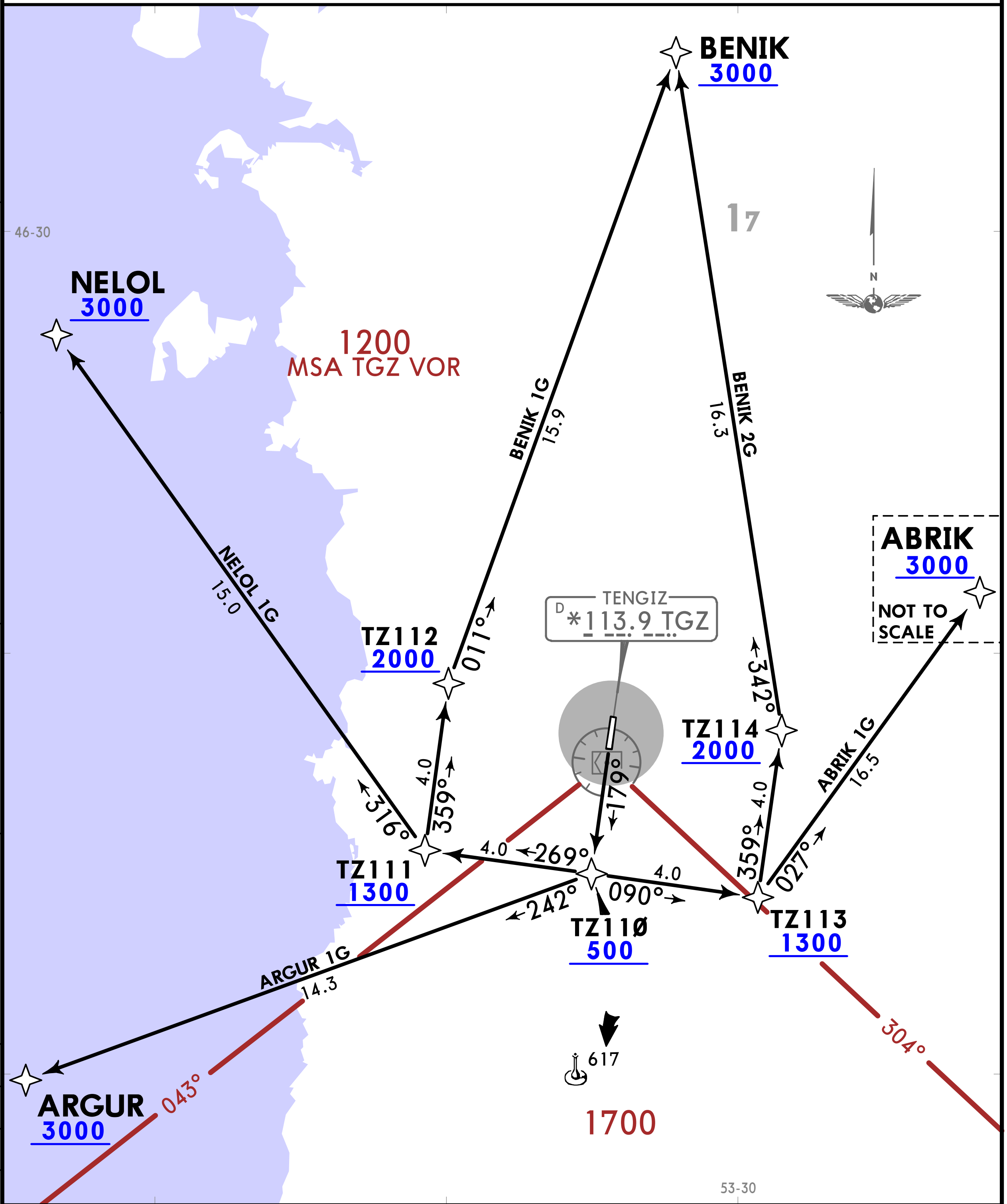


STAR	ROUTING
ABRIK 1F	On 228° bearing to KI NDB.
ARGUR 2F	On 048° bearing to KI NDB.
BENIK 2F	On 177° bearing to KI NDB.
NELOL 2F	On 114° bearing to KI NDB.

CHANGES: Reissue.

Apt Elev -78	Trans alt: 10000
	RNP 1

ABRIK 1G [ABRI1G], ARGUR 1G [ARGU1G] BENIK 1G [BENI1G], BENIK 2G [BENI2G] NELOL 1G [NELO1G] RNP (GNSS) DEPARTURES (RWY 18)

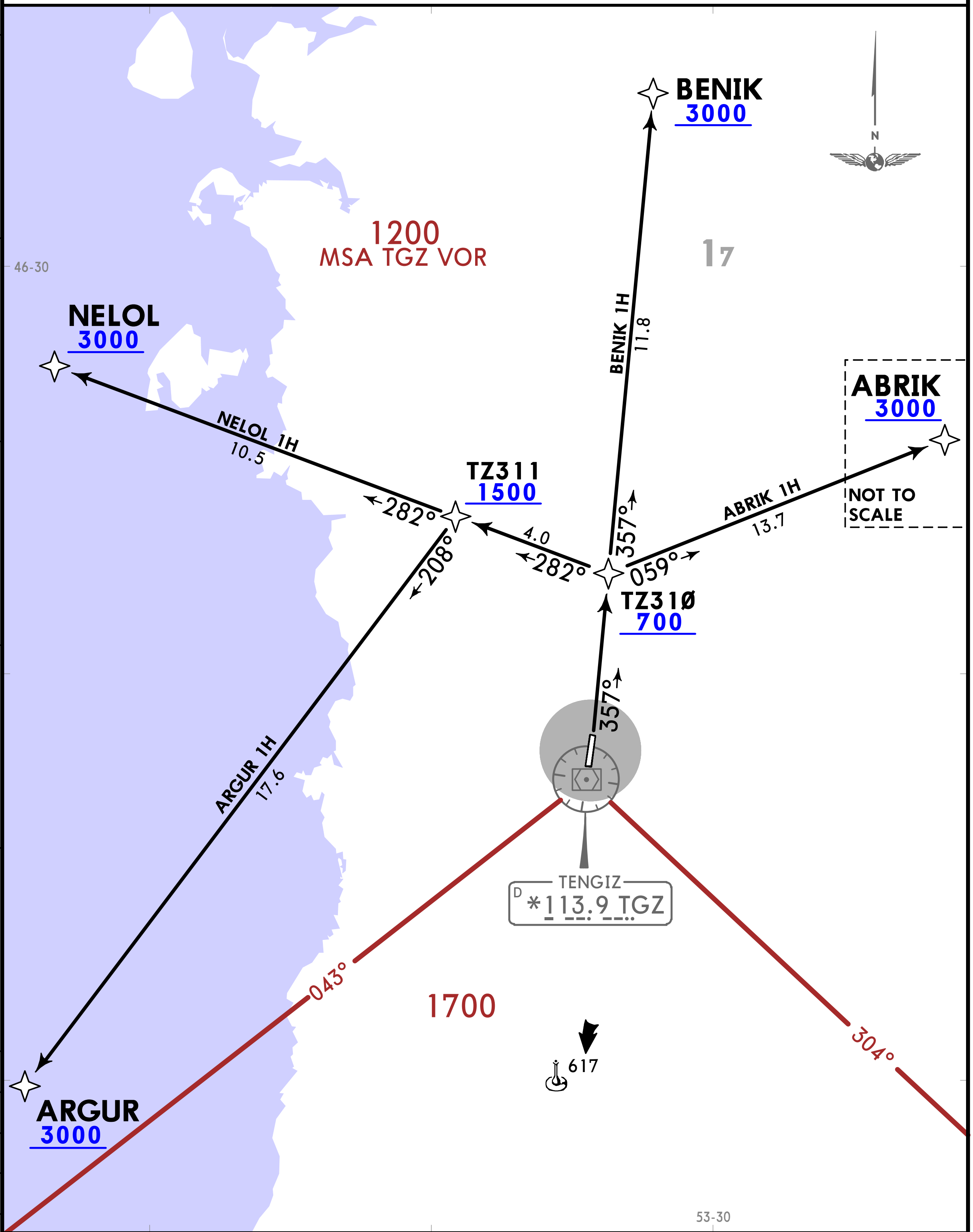


SID	ROUTING
ABRIK 1G	TZ11Ø (500+) - TZ113 (1300+) - ABRIK (3000+).
ARGUR 1G	TZ11Ø (500+) - ARGUR (3000+).
BENIK 1G	TZ11Ø (500+) - TZ111 (1300+) - TZ112 (2000+) - BENIK (3000+).
BENIK 2G	TZ11Ø (500+) - TZ113 (1300+) - TZ114 (2000+) - BENIK (3000+).
NELOL 1G	TZ11Ø (500+) - TZ111 (1300+) - NELOL (3000+).

CHANGES: Reissue.

Apt Elev	Trans alt: 10000
-78	RNP 1

ABRIK 1H [ABRI1H], ARGUR 1H [ARGU1H] BENIK 1H [BENI1H], NELOL 1H [NELO1H] RNP (GNSS) DEPARTURES (RWY 36)

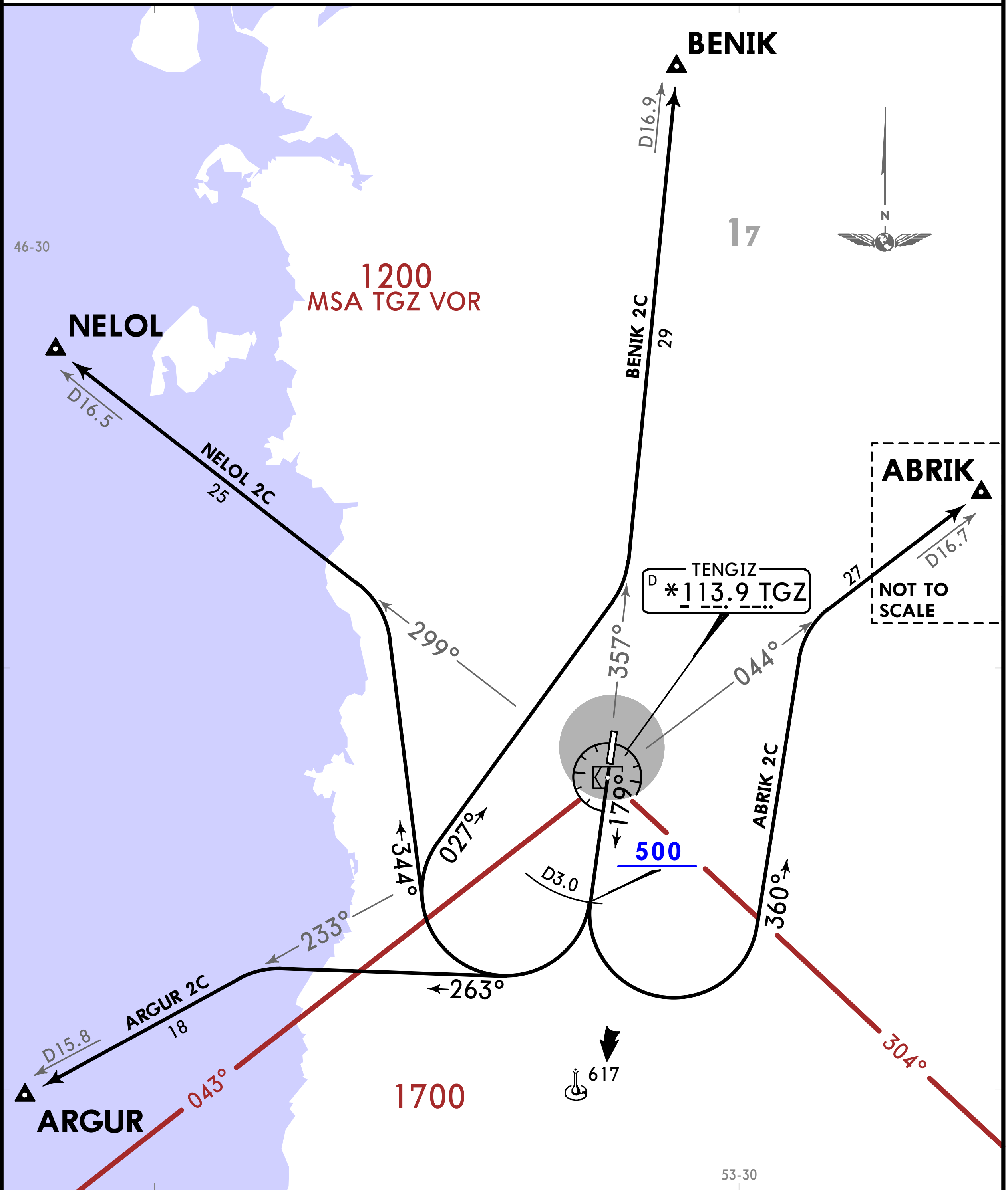


SID	ROUTING
ABRIK 1H	TZ31Ø (700+) - ABRIK (3000+).
ARGUR 1H	TZ31Ø (700+) - TZ311 (1500+) - ARGUR (3000+).
BENIK 1H	TZ31Ø (700+) - BENIK (3000+).
NELOL 1H	TZ31Ø (700+) - TZ311 (1500+) - NELOL (3000+).

CHANGES: Reissue.

Apt Elev -78	Trans alt: 10000 WARNING: Crossing FL at airway exit points are by ATC.

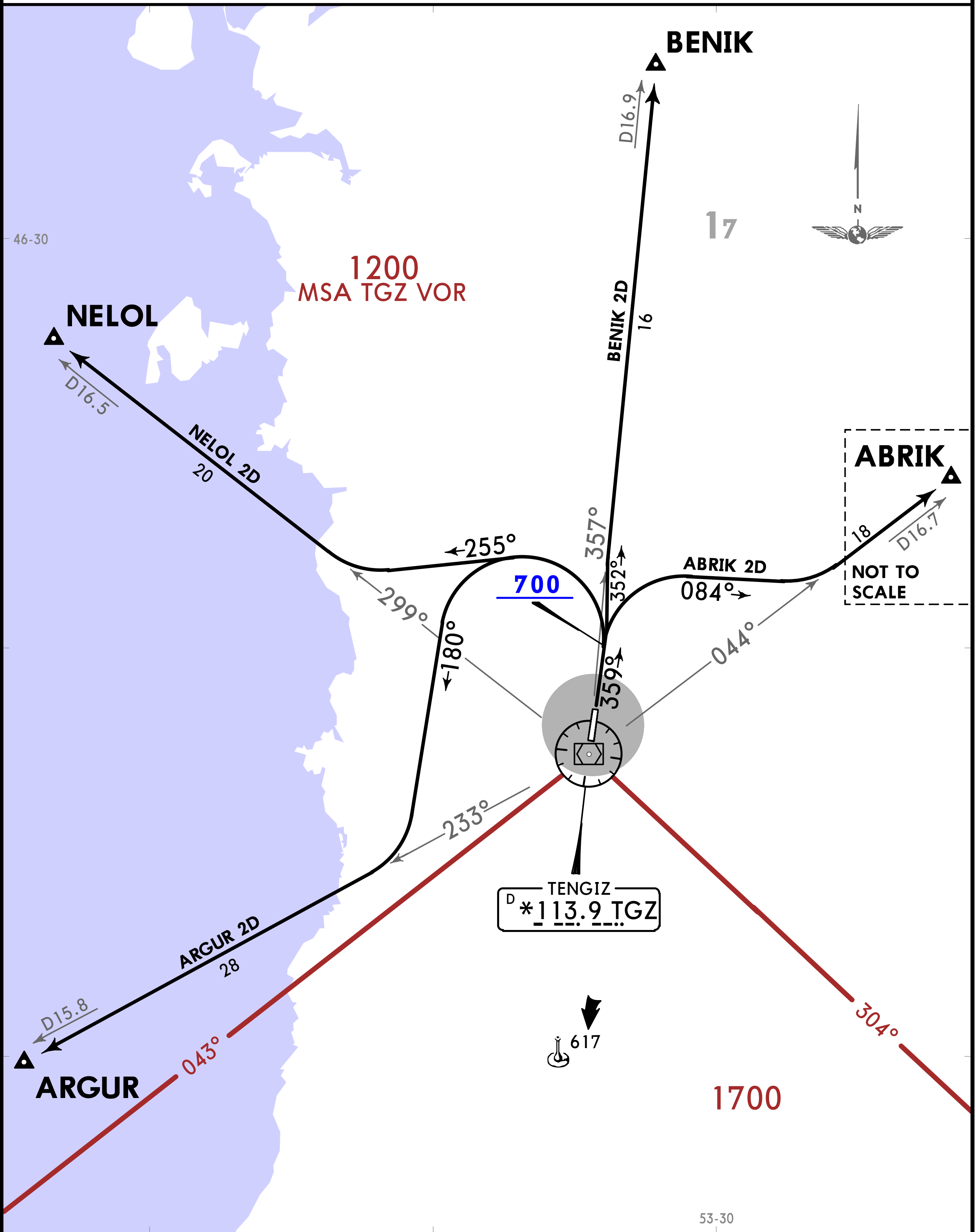
ABRIK 2C [ABRI2C], ARGUR 2C [ARGU2C] BENIK 2C [BENI2C], NELOL 2C [NELO2C] DEPARTURES (RWY 18)



SID	ROUTING
ABRIK 2C	Climb straight ahead to 500 or above, at D3.0 TGZ turn LEFT, 360° track, intercept TGZ R044 to ABRIK.
ARGUR 2C	Climb straight ahead to 500 or above, at D3.0 TGZ turn RIGHT, 263° track, intercept TGZ R233 to ARGUR.
BENIK 2C	Climb straight ahead to 500 or above, at D3.0 TGZ turn RIGHT, 027° track, intercept TGZ R357 to BENIK.
NELOL 2C	Climb straight ahead to 500 or above, at D3.0 TGZ turn RIGHT, 344° track, intercept TGZ R299 to NELOL.

Apt Elev	
-78	Trans alt: 10000 WARNING: Crossing FL at airway exit points are by ATC.

ABRIK 2D [ABRI2D], ARGUR 2D [ARGU2D] BENIK 2D [BENI2D], NELOL 2D [NELO2D] DEPARTURES (RWY 36)

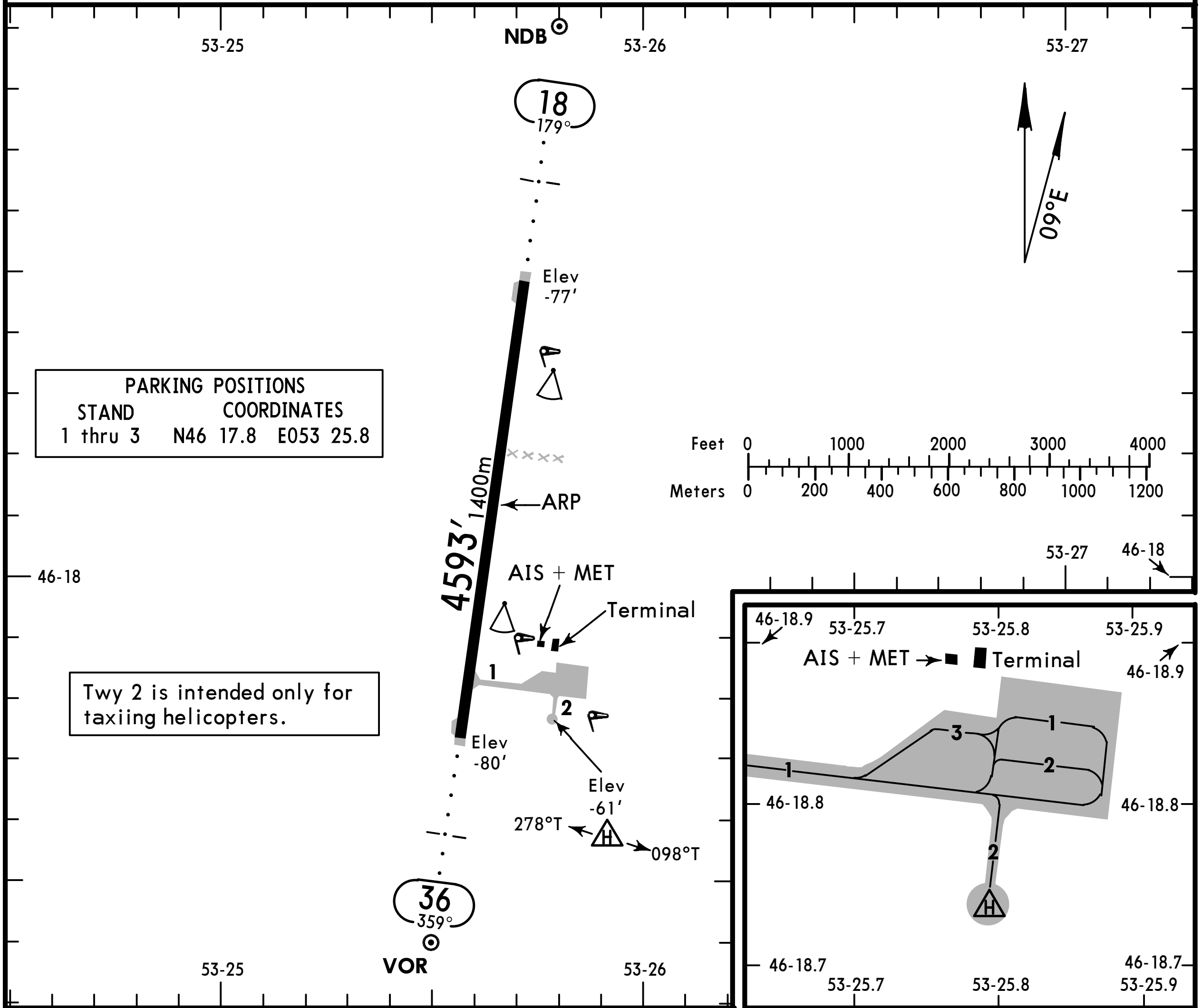


SID	ROUTING
ABRIK 2D	Climb straight ahead to 700 or above, turn RIGHT, 084° track, intercept TGZ R044 to ABRIK.
ARGUR 2D	Climb straight ahead to 700 or above, turn LEFT, 180° track, intercept TGZ R233 to ARGUR.
BENIK 2D	Climb straight ahead to 700 or above, turn LEFT, 352° track, intercept TGZ R357 to BENIK.
NELOL 2D	Climb straight ahead to 700 or above, turn LEFT, 255° track, intercept TGZ R299 to NELOL.

CHANGES: Reissue.

*TENGIZ Tower

119.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18 / 36	RL (60m) ALS PAPI-L (3.0°) RVR				98′ 30m

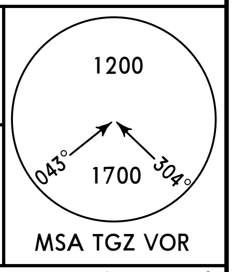
Std TAKE-OFF				
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

CHANGES: New airport chart.

BRIEFING STRIP ™

*TENGIZ Tower
119.2

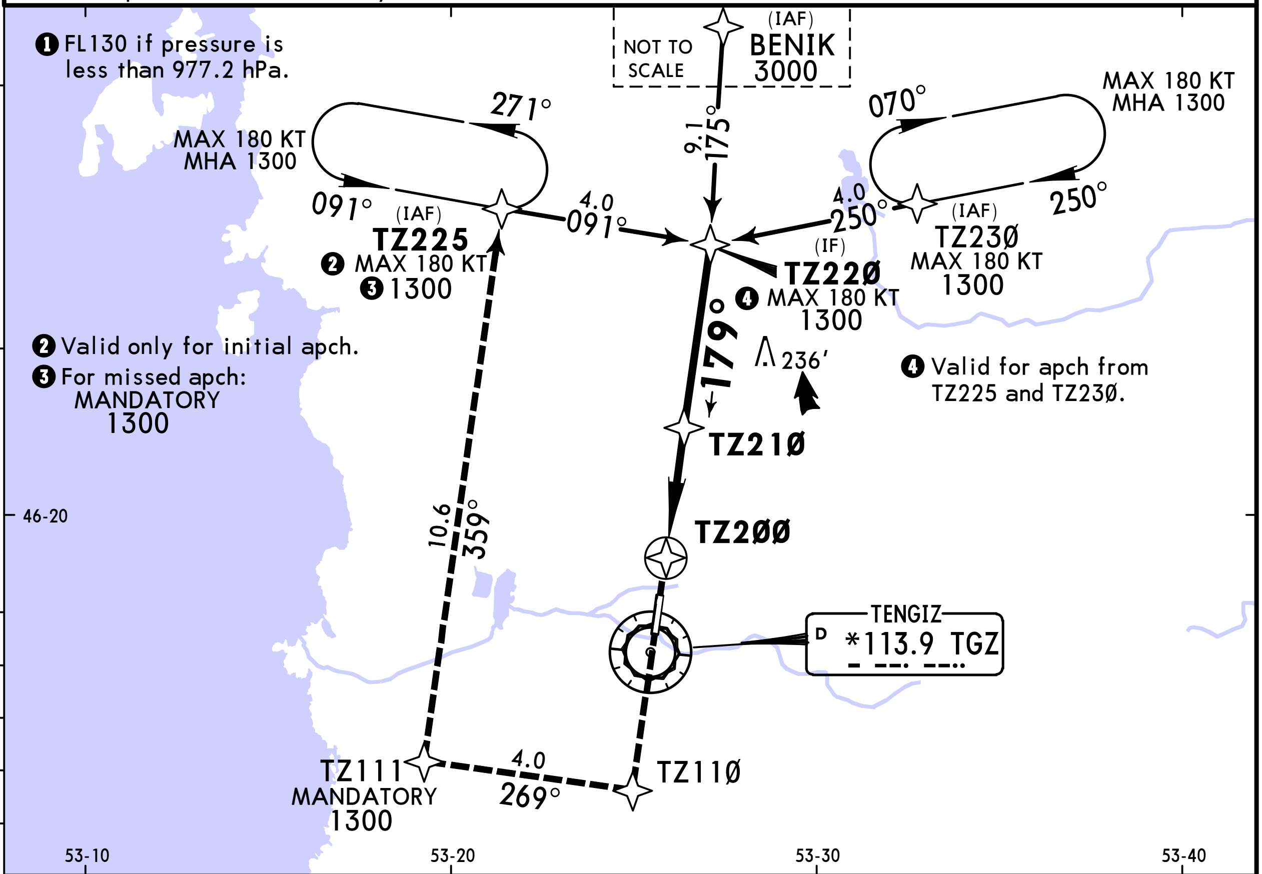
RNAV	Final Apch Crs	TZ21Ø MANDATORY	LNAV/VNAV DA(H)	Apt Elev -78'
	179°	**1000'**(1077')	Refer to Minimums	Rwy -77' (BELOW SEA LEVEL)

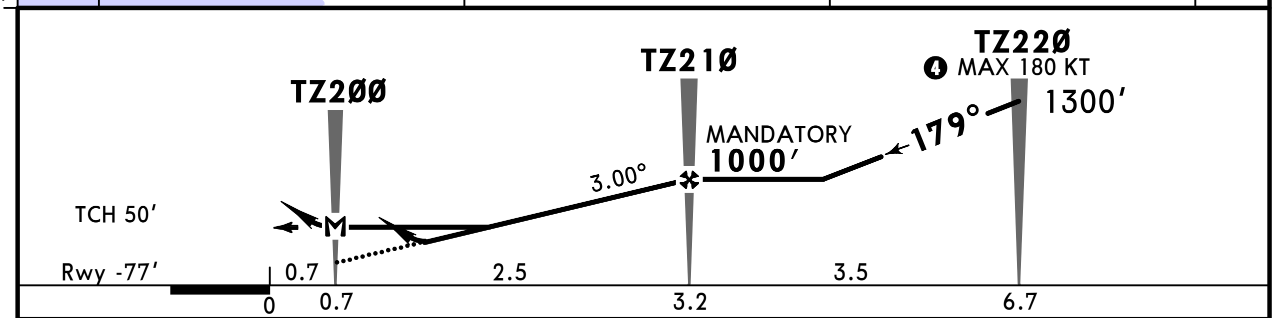


MISSED APCH: Climb to TZ11Ø to 700' or above, turn RIGHT to TZ111, continue climbing to 1300', turn RIGHT to TZ225.

Alt Set: hPa (MM on req) | Rwy Elev: -2 hPa | Trans level: FL120 ❶ | Trans alt: 10000'

For uncompensated Baro-VNAV systems, Baro-VNAV not authorized below -30°C.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at TZ2ØØ							
TZ21Ø to MAP	2.5	2:09	1:40	1:30	1:15	1:04	0:56

ALS
PAPI

700' ↑ **TZ11Ø**

Std

STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) A: **219'**(296') B: **231'**(308')		❶ DA/MDA(H) **250'**(327')	
		ALS out		ALS out
A, B	R1200m	R1400m	R1300m	R1500m
C, D	NOT APPLICABLE			

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

PANS OPS

CHANGES: New procedure.

UATZ
TENGIZ

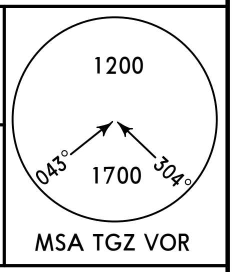
JEPPESEN
3 MAR 23 (12-2)
CAT A & B

TENGIZ, KAZAKHSTAN
RNP Rwy 36

BRIEFING STRIP ™

*TENGIZ Tower
119.2

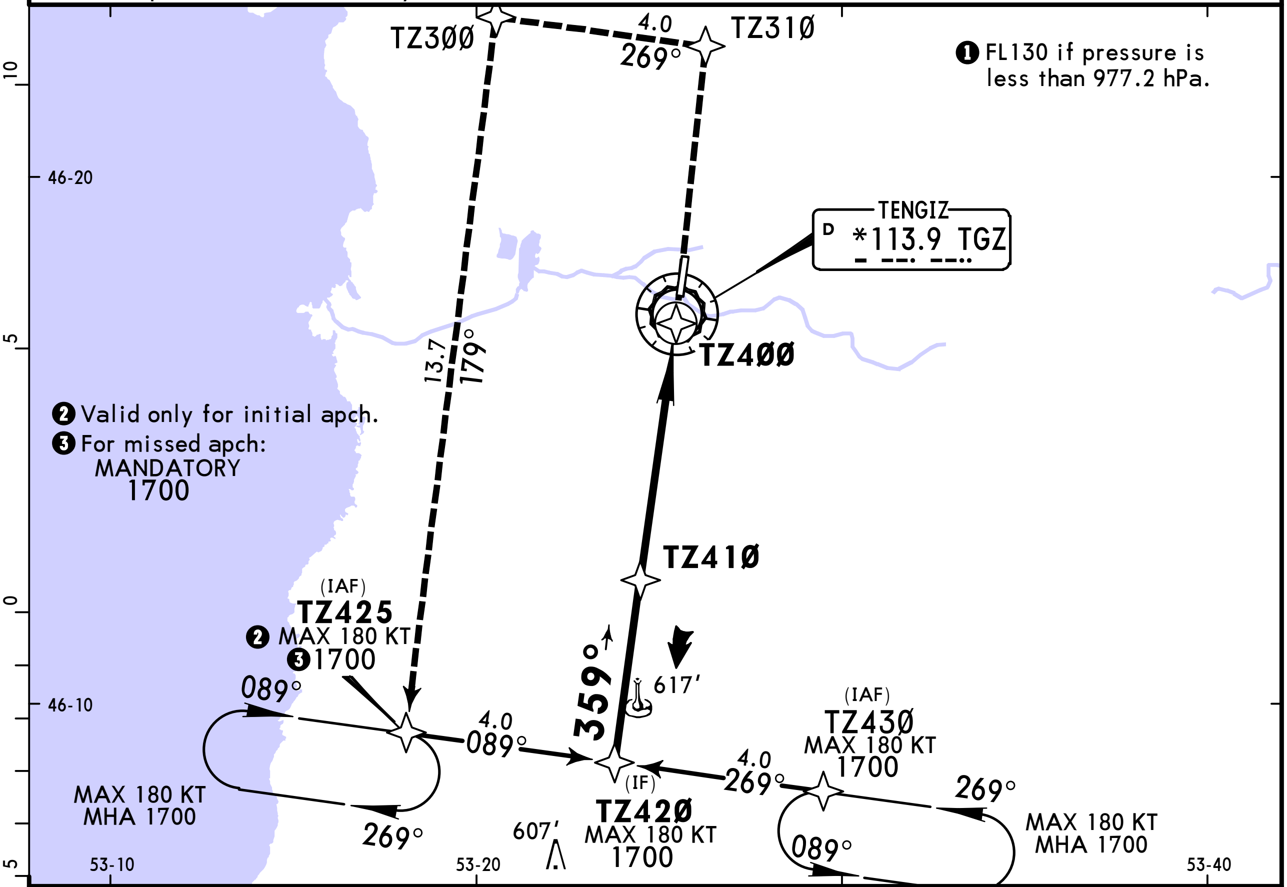
RNAV	Final Apch Crs **359°**	**TZ41Ø** MANDATORY **1700′**(1780′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev -78′ Rwy -80′ (BELOW SEA LEVEL)

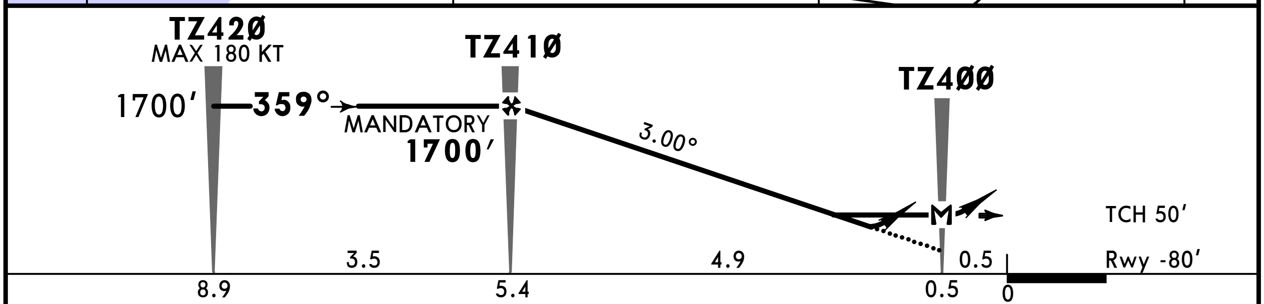


MISSED APCH: Climb to TZ31Ø to 700′ or above, turn LEFT to TZ30Ø, continue climbing to 1300′ or above, turn LEFT to TZ425 at 1700′.

Alt Set: hPa (MM on req) | Rwy Elev: -2 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

For uncompensated Baro-VNAV systems, Baro-VNAV not authorized below -30°C.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at TZ4ØØ							
TZ41Ø to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

ALS
PAPI
700′
TZ31Ø

Std

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) A: **170′**(250′) B: **182′**(262′)		LNAV CDFA ❶ DA/MDA(H) **200′**(280′)	
		ALS out		ALS out
A	R1000m	R1300m	R1100m	R1300m
B	R1100m	R1300m	R1100m	R1300m
C	NOT APPLICABLE			
D	NOT APPLICABLE			

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

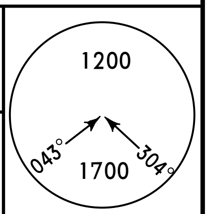
PANS OPS

CHANGES: New procedure.

BRIEFING STRIP™

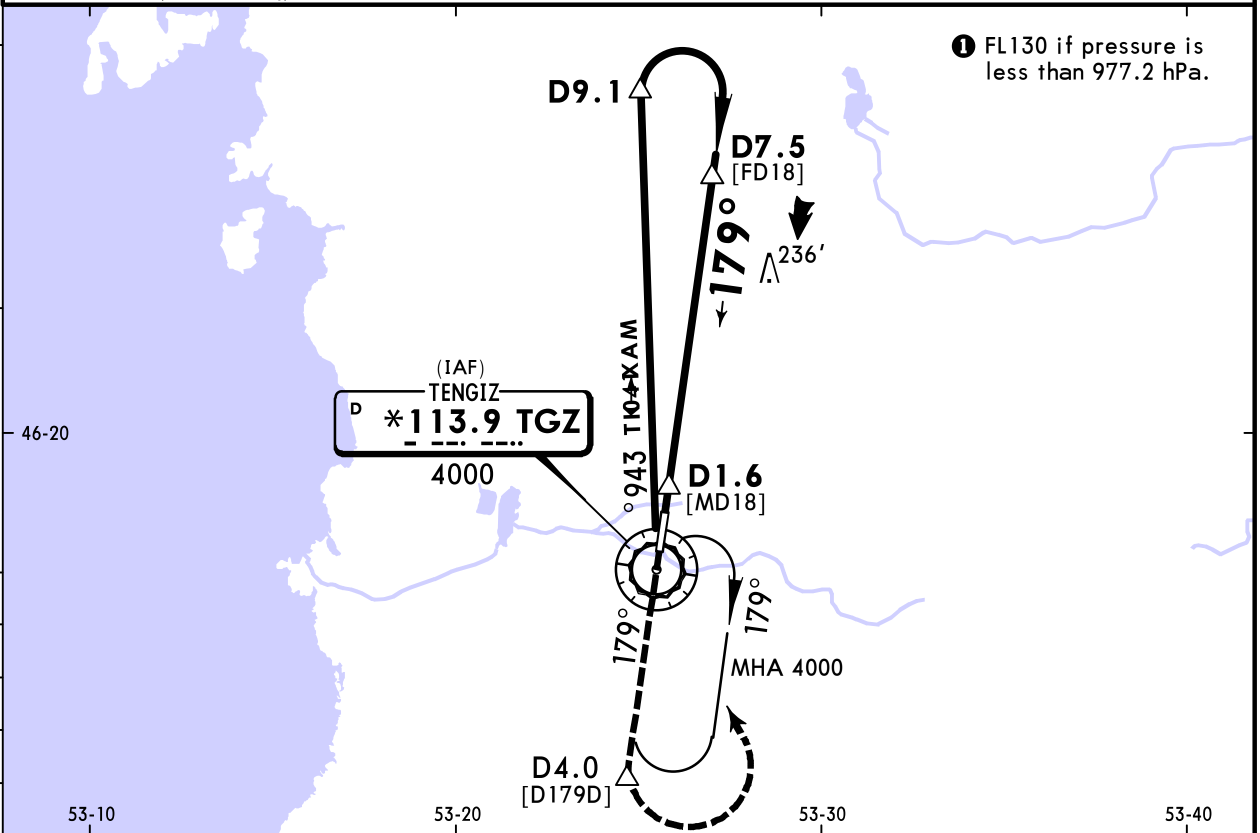
*TENGIZ Tower
119.2

VOR TGZ	Final Apch Crs	D7.5	DA/MDA(H)	Apt Elev -78′
*113.9	179°	2000′ (2078′)	320′ (398′)	(BELOW SEA LEVEL)

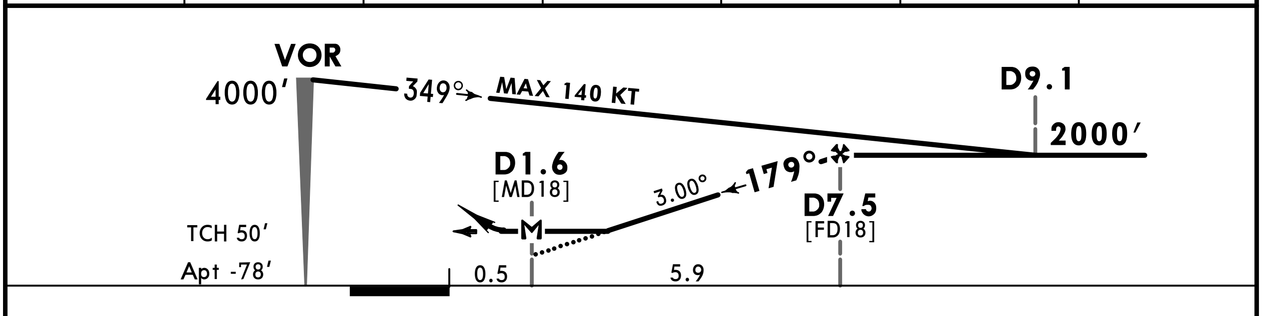


MISSED APCH: Climb on track 179° to 1000′ or above, outbound not further than D4.0 from VOR, turn LEFT (MAX 150 KT) to VOR. Climb initially to 2000′, then as directed by ATC.
MISSED APCH WITH COMM FAILURE: Climb to 4000′ to VOR and join holding.

Alt Set: hPa (MM on req) Apt Elev: -2 hPa Trans level: FL120 ❶ Trans alt: 10000′



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.4
TGZ DME	2.1	3.1	4.1	5.1	6.1	7.5
ALTITUDE	290′	608′	926′	1245′	1563′	2000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6							
D7.5 to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13

ALS
PAPI

1000′ on 179° D4.0

Std

STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 320′ (398′)

		ALS out
A		R1500m
B		
C		NOT APPLICABLE
D		

PANS OPS

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

CHANGES: New procedure.

TENGIZ, KAZAKHSTAN
CAT A & B VOR DME Rwy 36

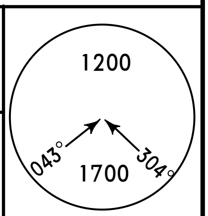
BRIEFING STRIP™

*TENGIZ Tower
119.2

VOR TGZ	Final Apch Crs	D6.1	DA/MDA(H)	Apt Elev -78′
*113.9	359°	2000′ (2078′)	200′ (278′)	(BELOW SEA LEVEL)

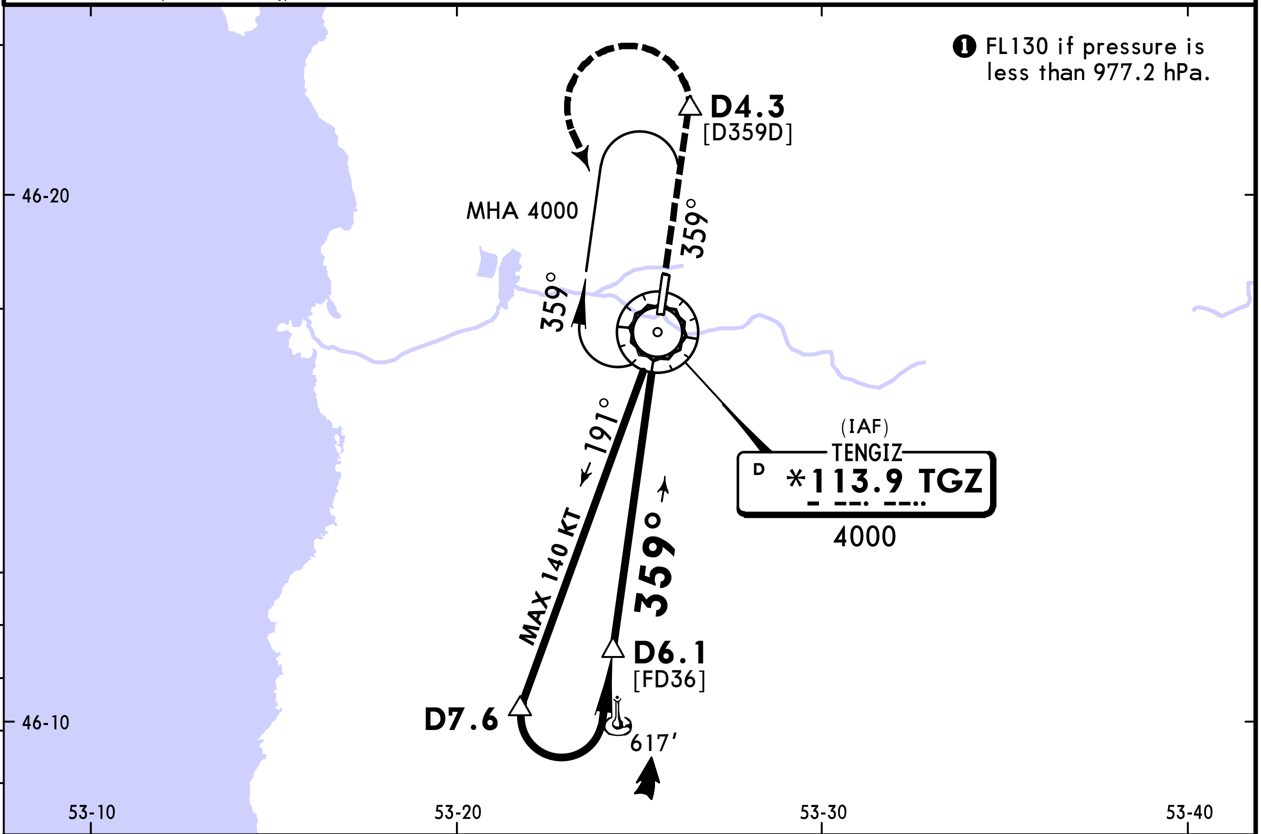
MISSED APCH: Climb on track 359° to 700′ or above, outbound to D4.3, turn LEFT (MAX 150 KT) to VOR. Climb initially to 2000′, then as directed by ATC.

MISSED APCH WITH COMM FAILURE: Climb to 4000′ to VOR and join holding.

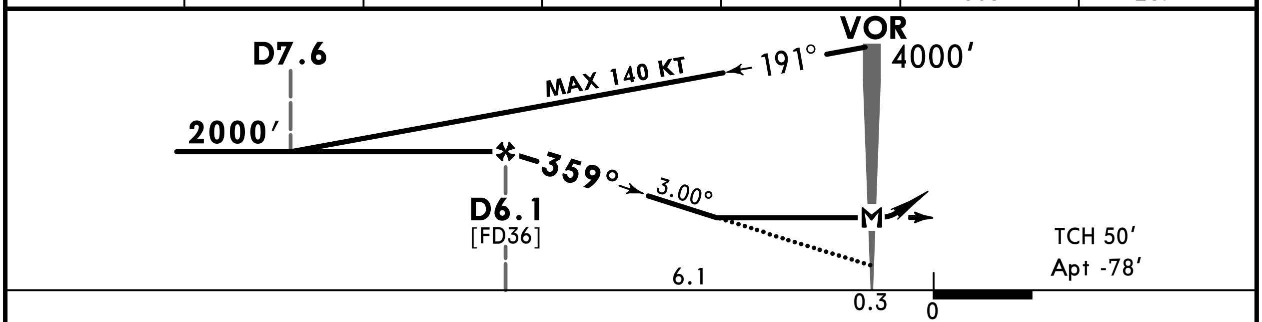


MSA TGZ VOR

Alt Set: hPa (MM on req) Apt Elev: -2 hPa Trans level: FL120 ❶ Trans alt: 10000′



DIST to THR	6.4	5.0	4.0	3.0	2.0	1.0
TGZ DME	6.1	4.7	3.7	2.7	1.7	0.7
ALTITUDE	2000′	1560′	1242′	923′	605′	287′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							
D6.1 to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

ALS
PAPI

700′ on 359° D4.3

Std

STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 200′ (278′)

		ALS out
A, B	R1100m	R1300m
C, D	NOT APPLICABLE	

PANS OPS

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

CHANGES: New procedure.

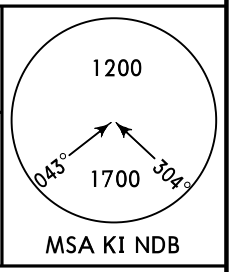
BRIEFING STRIP ™

*TENGIZ Tower
119.2

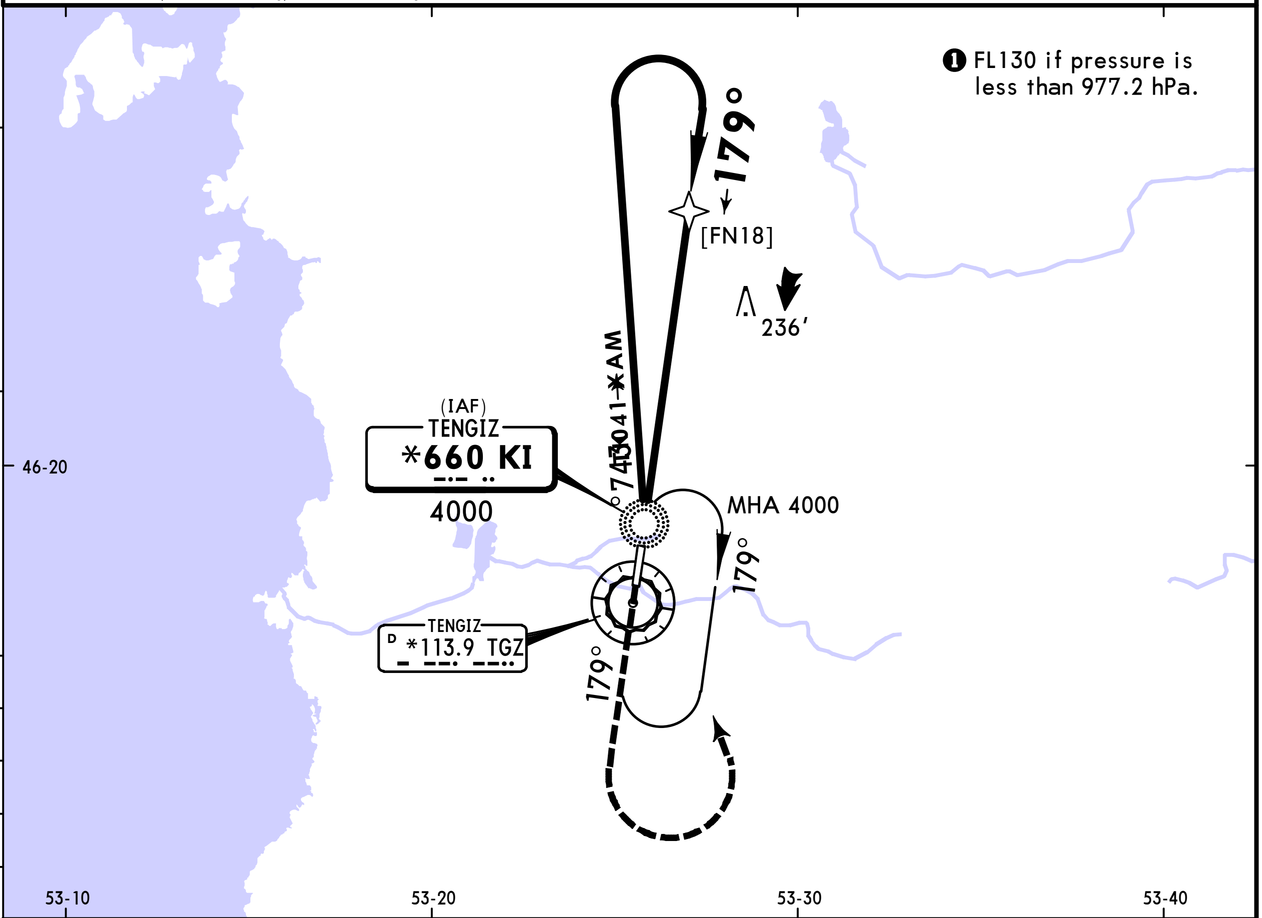
NDB KI	Final Apch Crs	[FN18]	DA/MDA(H)	Apt Elev -78′ (BELOW SEA LEVEL)
*660	179°	2000′(2078′)	410′(488′)	

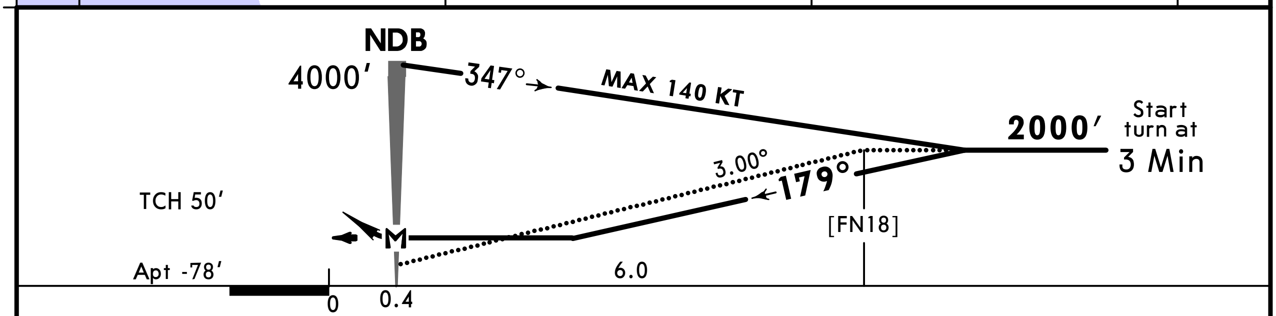
MISSED APCH: Climb on track 179° to 1000′ or above. After passing NDB maintain 179° for 1 Min 30 Sec, then turn LEFT to NDB. Climb initially to 2000′, then as directed by ATC.

MISSED APCH WITH COMM FAILURE: Climb to 4000′ to NDB and join holding.



Alt Set: hPa (MM on req) Apt Elev: -2 hPa Trans level: FL120 ❶ Trans alt: 10000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB						

ALS
PAPI

1000′ on 179°

Std

STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 410′(488′)

	ALS out
A	R1500m
B	
C	NOT APPLICABLE
D	

PANS OPS

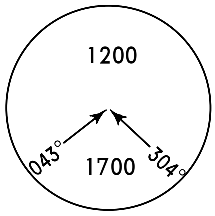
❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

BRIEFING STRIP ™

*TENGIZ Tower
119.2

NDB KI	Final Apch Crs	[FN36]	DA/MDA(H)	Apt Elev -78'
*660	359°	2000'(2078')	920'(998')	(BELOW SEA LEVEL)

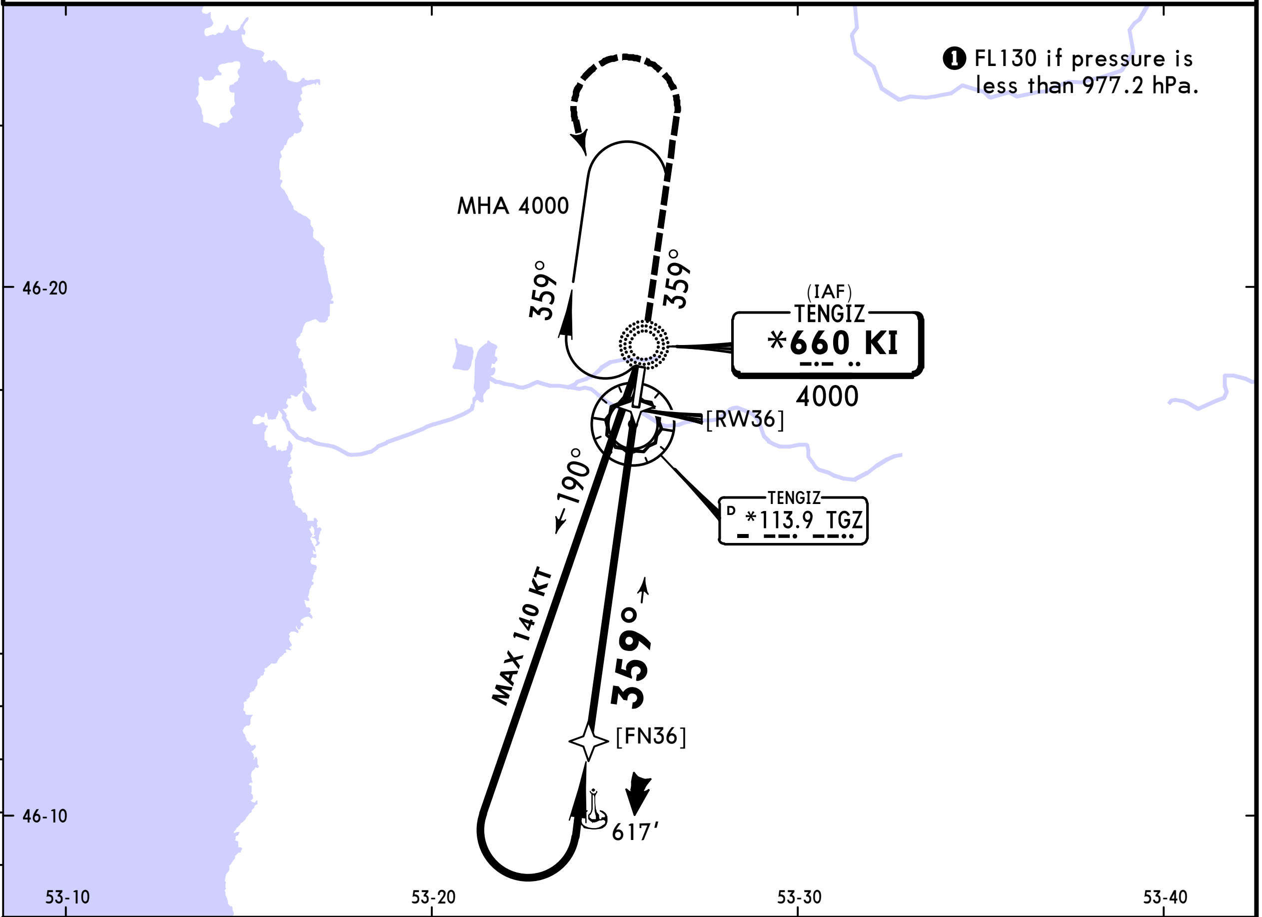


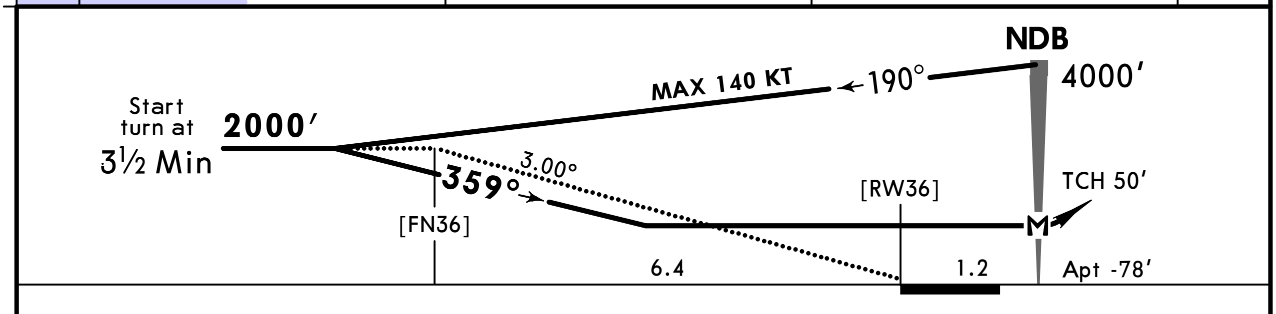
MSA KI NDB

MISSED APCH: Climb on track 359° to 1300' or above. After passing NDB maintain 359° for 1 Min 10 Sec, then turn LEFT to NDB. Climb initially to 2000', then as directed by ATC.

MISSED APCH WITH COMM FAILURE: Climb to 4000' to NDB and join holding.

Alt Set: hPa (MM on req) | Apt Elev: -2 hPa | Trans level: FL120 ❶ | Trans alt: 10000'





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB						

ALS
PAPI

1300' on 359°

Std

STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 920'(998')

		ALS out
A	R1500m	
B		
C	NOT APPLICABLE	
D		

PANS OPS

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

CHANGES: New procedure.

Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TENGIZ, (TENGIZ - UATZ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UATZ

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)