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Terminal Charts For UTTT
Revision Letter For Cycle 05-2025
Change Notices
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General Information

Location: TASHKENT UZB
ICAO/IATA: UTTT / TAS
Lat/Long: N41° 15.40', E069° 16.90'
Elevation: 1417 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 5.0° E

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

Sunrise: 0010 Z
Sunset: 1449 Z

Runway Information

Runway: 08L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1369 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 820 ft

Runway: 08R
Length x Width: 12812 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1369 ft
Lighting: Edge, ALS
Displaced Threshold: 656 ft

Runway: 26L
Length x Width: 12812 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1412 ft
Lighting: Edge, ALS
Displaced Threshold: 673 ft

Runway: 26R
Length x Width: 13123 ft x 197 ft

Surface Type: asphalt
TDZ-Elev: 1414 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 820 ft

Communication Information

ATIS: 126.800
Tashkent Tower: 120.400
Tashkent Ground: 121.700
Tashkent Clearance Delivery: 129.400
Tashkent Approach: 119.400
Tashkent Radar: 122.900
Tashkent Transit Operations: 131.800

UTTT/TAS
ISLAM KARIMOV

JEPPESEN

21 FEB 25

10-1P

TASHKENT, UZBEKISTAN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 126.8

1.2. SPEED RESTRICTION

MAX 250 KT below FL100 or as by ATC.

1.3. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure over the Republic of Uzbekistan choose between following options:

- Continue flight according FPL until destination;
- Deviate to one of the alternates in the Republic of Uzbekistan indicated in the flight plan;
- Return to origin in the Republic of Uzbekistan.

The decision should be made with respect to flight safety primarily.

1.3.1. MANDATORY PROCEDURES FOR RETURNING, DEVIATION, ARRIVAL APPROACH AND LANDING AT TASHKENT

- Set transponder code 7600 immediately;
- Call ATS unit or another ACFT on last frequency, on 121.5 or other VHF/HF frequencies available in the current area;
- Follow via SID, STAR, AIRWAY or as cleared;
- Reach and maintain last cleared flight level or minimum safe level for the sector/airway segment whichever is higher;
- Avoid any deviation from prescribed track and do not initiate level change within 3 minutes after:
 1. the reaching of last cleared flight level; or
 2. transponder code 7600 activation; or
 3. failed position report, whichever occurred later;
- Make turn and proceed direct to SR NDB (when from the North proceed initially to DODUR then to SR NDB);

Note: Avoid penetration of UT(P)-101.

- Maintain last cleared flight level (change to respective east/westbound flight level as necessary). Keep under consideration the minimum safe level for the sector;
- Identify active RWY for landing as practicable (consider RWYs 08L/R are priority RWYs for landing);
- Join holding pattern and descent to 6000' over SR NDB as published;
- Make approach and landing according to published approach procedures.

Note: Initiate go-around if unacceptable conditions occur during approach (tail wind, windshear, RWY occupation, etc.). After go-around, it is recommended to make another instrument or visual approach for the opposite RWY.

1.4. LOW VISIBILITY PROCEDURES (LVP)

1.4.1. GENERAL

LVP will be used if visibility is

- 400m or less at NIGHT;
- 800m or less at DAY.

The flight crew will be informed by ATIS by phrase: "Low visibility procedure in progress."

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10-1P1

TASHKENT, UZBEKISTAN
AIRPORT BRIEFING

1. GENERAL

1.4.2. ARRIVAL

The crew must advise TWR when landing is fully completed and when RWY vacated.

This can be done when ACFT completely leaves the RWY and is positioned on TWY not closer than 394'/120m from RWY centerline. ACFT must wait for Follow-me car.

Follow-me car will be available from TWYs 1, 2, 2A, 3, 4 and 5.

1.4.3. DEPARTURE

Taxiing via apron and TWYs must be conducted behind Follow-me car via taxi routes assigned by ATC.

1.5. TAXI PROCEDURES

CAT C and D ACFT have to use stands with two engines IDLE power only and IDLE engines power is required when ACFT is turning out when leaving parking positions.

Taxiing ACFT with four engines on TWY 13 only under inner engines power.

Pilots must contact Delivery controller not earlier than 15 minutes before start-up for ATC clearance.

TWY B segment between stands B11 and B17, Main TWY segment behind stands B11 and B12 and TWY H segment between stands B17 and H43 are restricted for taxi of ACFT with wingspan more than 157'/48,06m.

Taxiing into stand B11A from TWY 2 via MAIN TWY strictly along the dashed line with MAX wingspan of 198'/60.3m. MAX ACFT length 208.6'/63.6m.

Taxiing from stand B11A by own power to TWY B then along the dashed line to TWY 1 and TWY 2 without ACFT on stand B8A. Stand B18 is prohibited for ACFT to stand during taxiing into stand B11A.

1.6. PARKING INFORMATION

Stands B1, B2, B5 and B6 equipped with docking guidance system AGNIS.

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8 DEC 23

10-1P2

TASHKENT, UZBEKISTAN
AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 08L approved for CAT II operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

2.2.1. STANDARD TAXI ROUTES

Taxi Route Designator	ACFT Stands	Taxi Route Details
A 01	Stands B1, B3 thru B5	TWY 4, MAIN TWY, TWY H, TWY B
A 02	Stands B1, B3 thru B5	TWY 5, TWY 6, MAIN TWY, TWY H, TWY B
A 03	Stands B8 thru B17, B19	TWY 4, MAIN TWY
A 04	Stands C15 thru C41, H48 thru H52, B6	TWY 5, TWY 6, MAIN TWY, TWY H
A 05	Stands C15 thru C41, H48 thru H52, B6	TWY 4, MAIN TWY, TWY H
A 06	Stands B8 thru B17, B19	TWY 5, TWY 6, MAIN TWY
A 07	Stands H43 thru H47	TWY 4, MAIN TWY, TWY H, TWY H1
A 08	Stands H43 thru 47	TWY 5, TWY 6, MAIN TWY, TWY H, TWY H1

3. DEPARTURE

3.1. TAXI PROCEDURES

3.1.1. STANDARD TAXI ROUTES

Taxi Route Designator	ACFT Stands and Engine Start-up Points	Taxi Route Details
EAST 01	Stands C15 thru C41, B6, H43 thru H52, start-up point 11	TWY H, MAIN TWY, TWY 6, TWY 5
EAST 02	Stands B1, B3 thru B5, B8 thru B17, start-up points 2, 3	TWY B, TWY H, MAIN TWY, TWY 6, TWY 5
EAST 03	Stands C15 thru C41, B6, H43 thru H52, start-up point 11	TWY H, MAIN TWY, TWY 4
EAST 04	Stands B18 thru B20, start-up points 4, 5	MAIN TWY, TWY 6, TWY 5
EAST 05	Stands B1, B3 thru B5, B8 thru B17, start-up points 2, 3	TWY B, TWY H, MAIN TWY, TWY 4
WEST 01	Stands C15 thru C41, B6, H43 thru H52, start-up point 11	TWY H, TWY B, TWY 1
WEST 02	Stands C15 thru C41, B6, H43 thru H52, start-up point 11	TWY H, MAIN TWY, TWY 2
WEST 03	Stands C15 thru C41, B6, H43 thru H52, start-up point 11	TWY H, TWY B, TWY 2

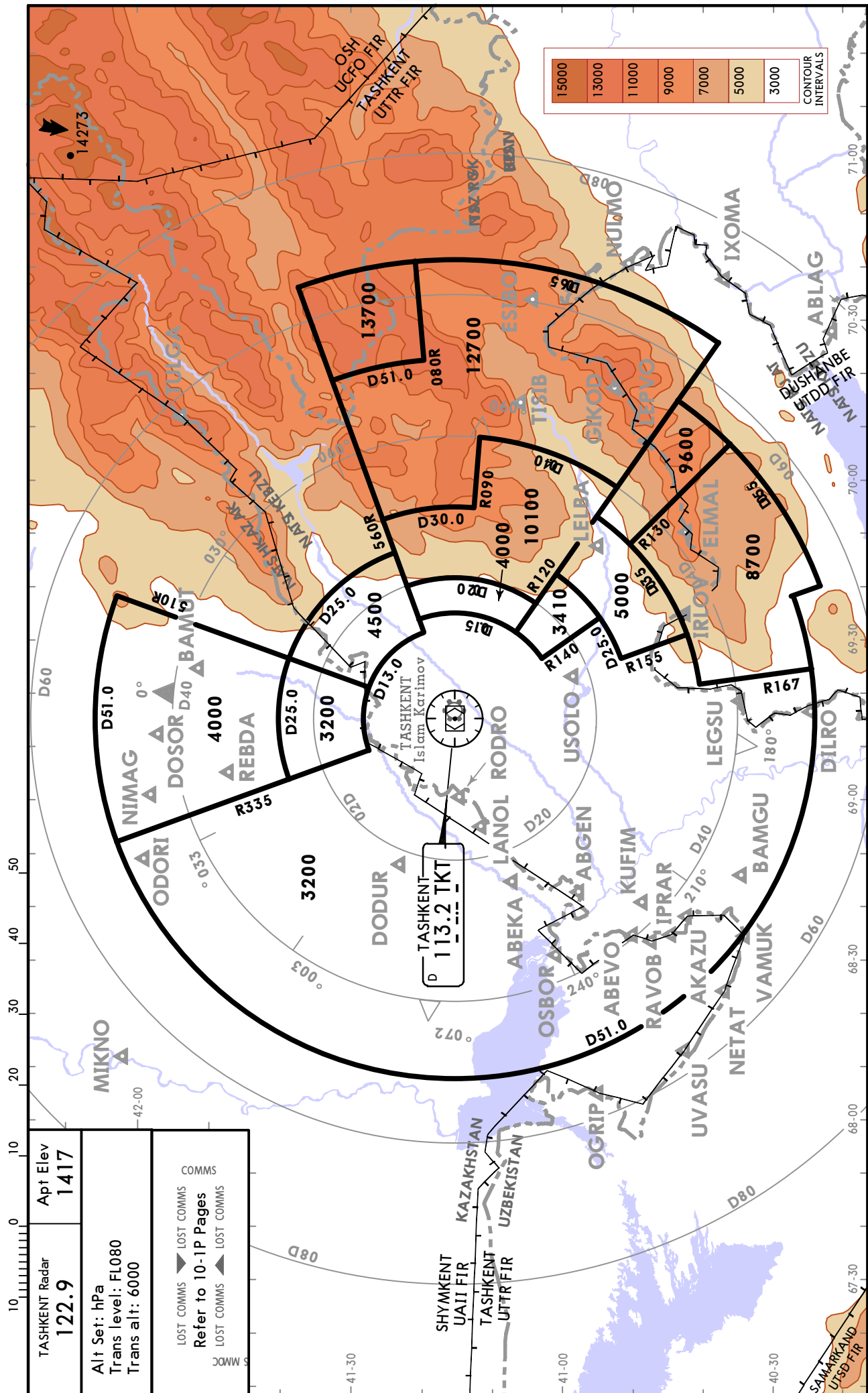
3.2. ENGINE FAILURE PROCEDURE DURING TAKE-OFF AND INITIAL CLIMB

ACFT operators must not plan engine failure procedures with ACFT deviation to the North of extended RCL. Do not plan to penetrate prohibited areas in all cases.

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16 FEB 24 10-1R

TASHKENT, UZBEKISTAN RADAR MINIMUM ALTITUDES



TASHKENT Radar	Apt Elev
122.9	1417
Alt Set: hPa	
Trans level: FL080	
Trans alt: 6000	
LOST COMMS	LOST COMMS
Refer to 10-1P Pages	COMMS
LOST COMMS	LOST COMMS

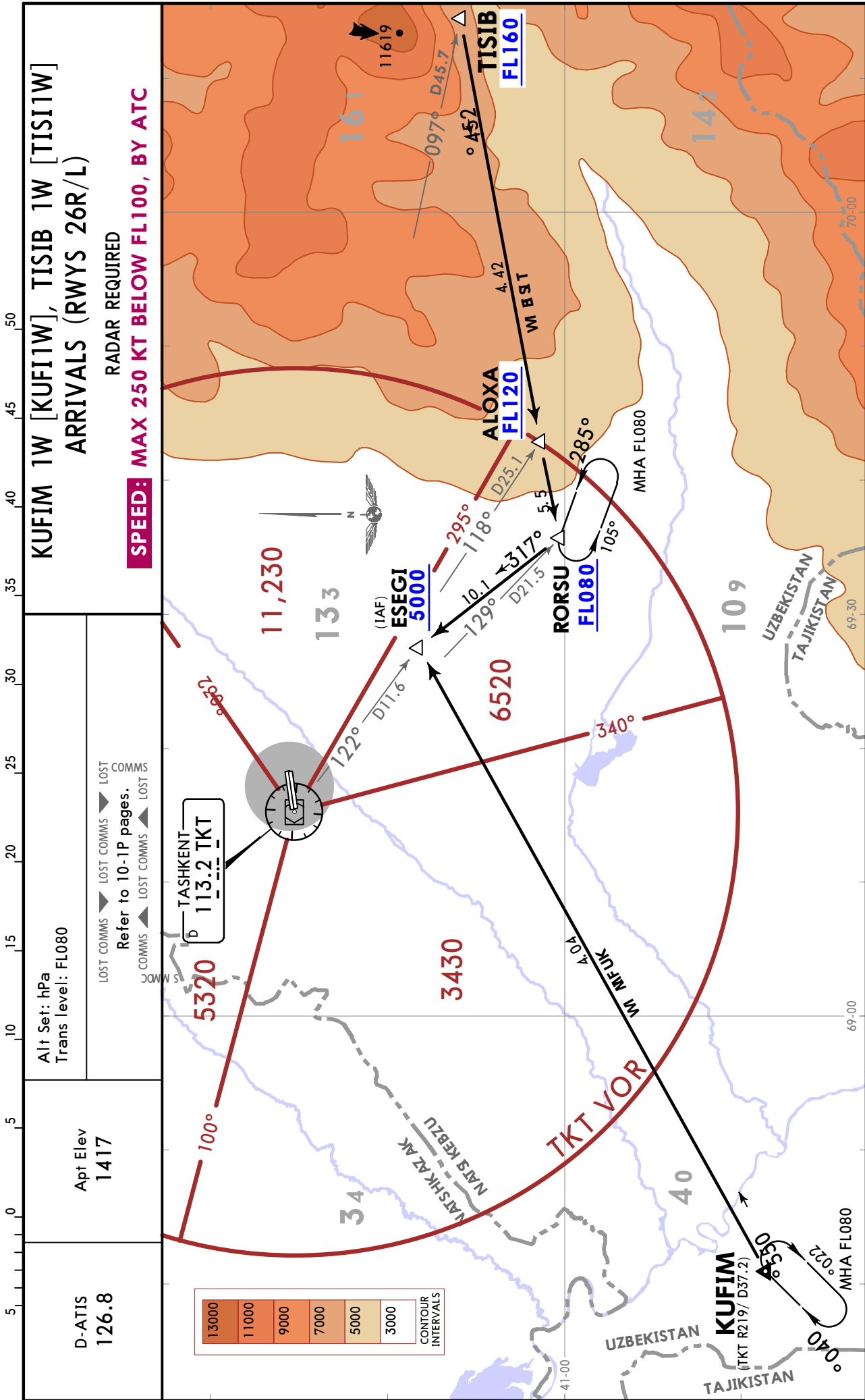
CHANGES: RADAR frequency.

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29 NOV 24 10-2

JEPPESSEN TASHKENT, UZBEKISTAN

STAR

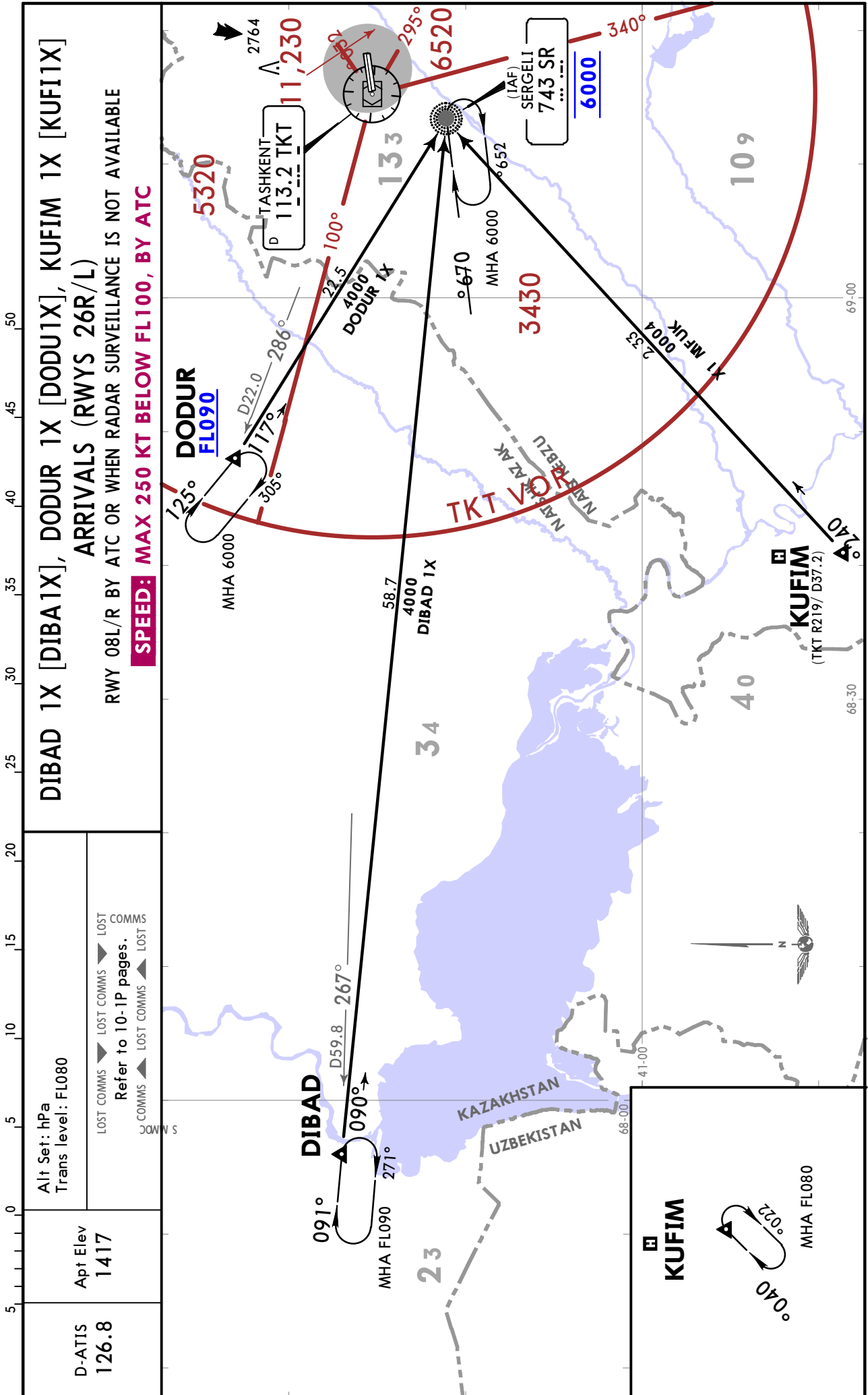


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29 NOV 24 10-2A

JEPPESSEN TASHKENT, UZBEKISTAN

STAR

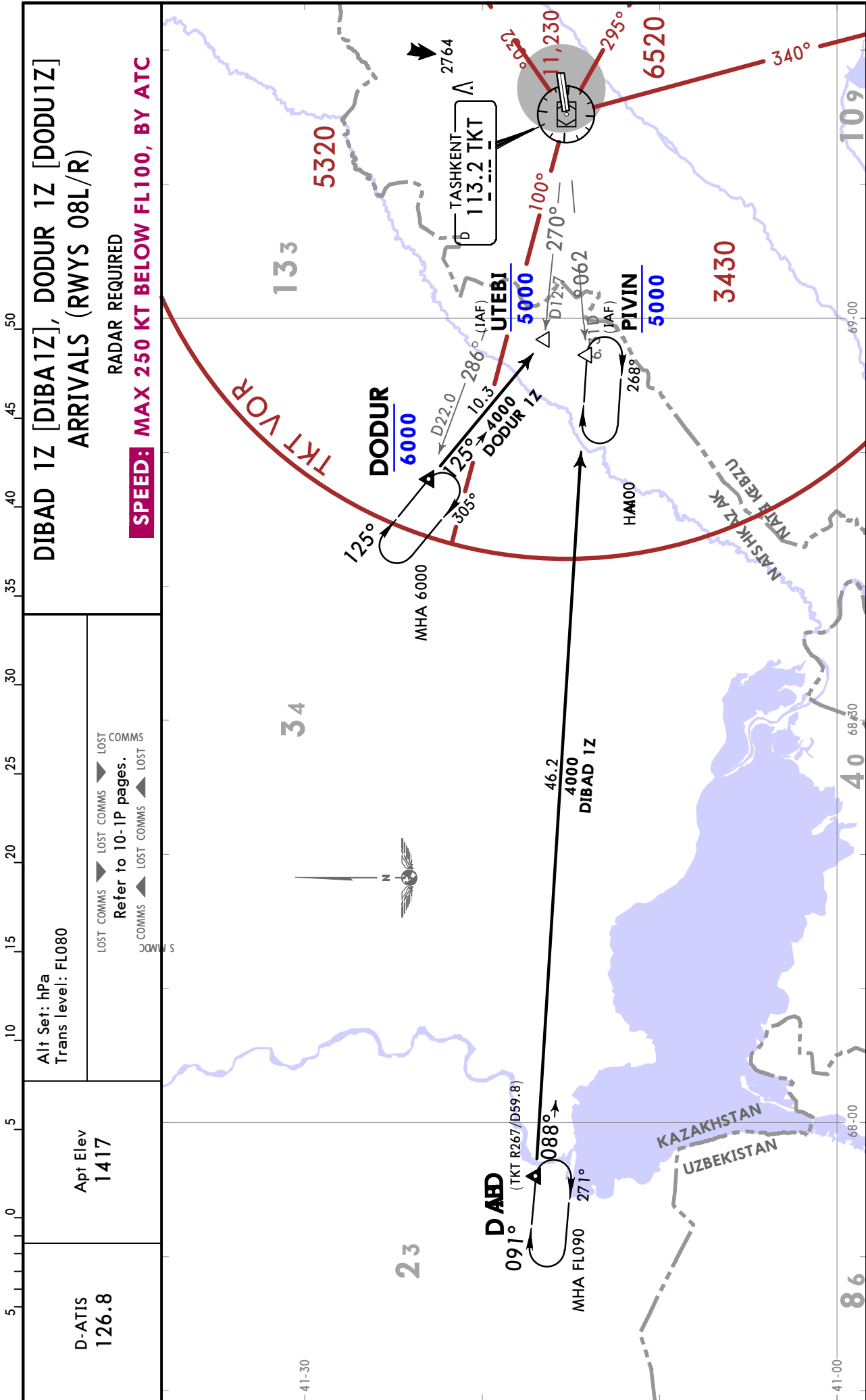


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29 NOV 24 (10-2C)

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STAR



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19 JAN 24 (10-3)

JEPPESEN TASHKENT, UZBEKISTAN

SID

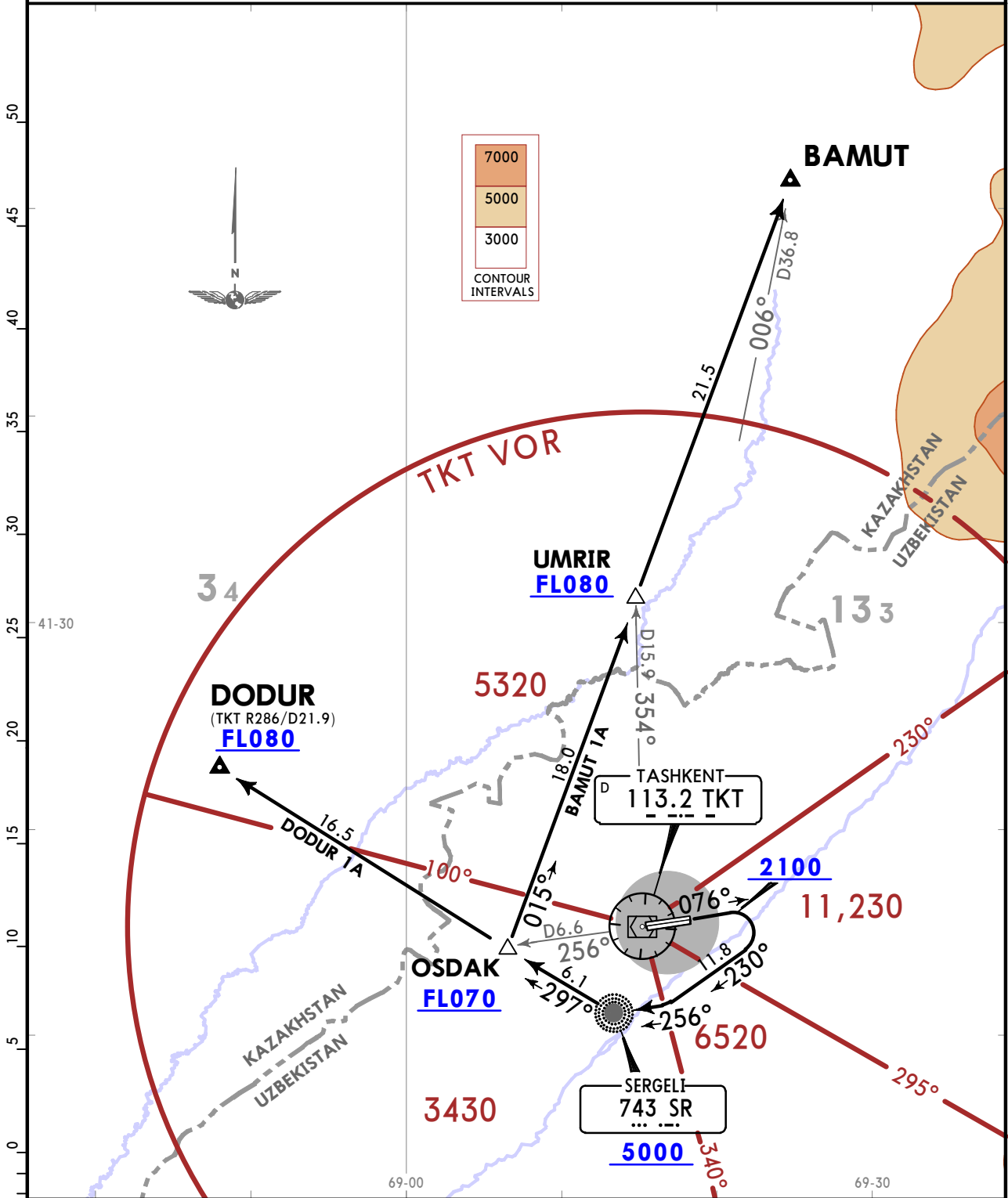
Apt Elev
1417

Trans alt: 6000

**BAMUT 1A [BAMU1A], DODUR 1A [DODU1A]
DEPARTURES (RWYS 08L/R)**

RADAR REQUIRED

SPEED: MAX 250 KT BELOW FL100, BY ATC



Initial climb clearance FL 80 or By ATC

INITIAL CLIMB

Climb on 076° track to at or above 2100, turn RIGHT, 230° track, intercept 256° bearing to SR NDB.

SID	ROUTING
BAMUT 1A	297° bearing to OSDAK, turn RIGHT, 015° track to UMRIR, then to BAMUT.
DODUR 1A	297° bearing to OSDAK, then to DODUR.

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19 JAN 24 (10-3A)

JEPPESEN TASHKENT, UZBEKISTAN

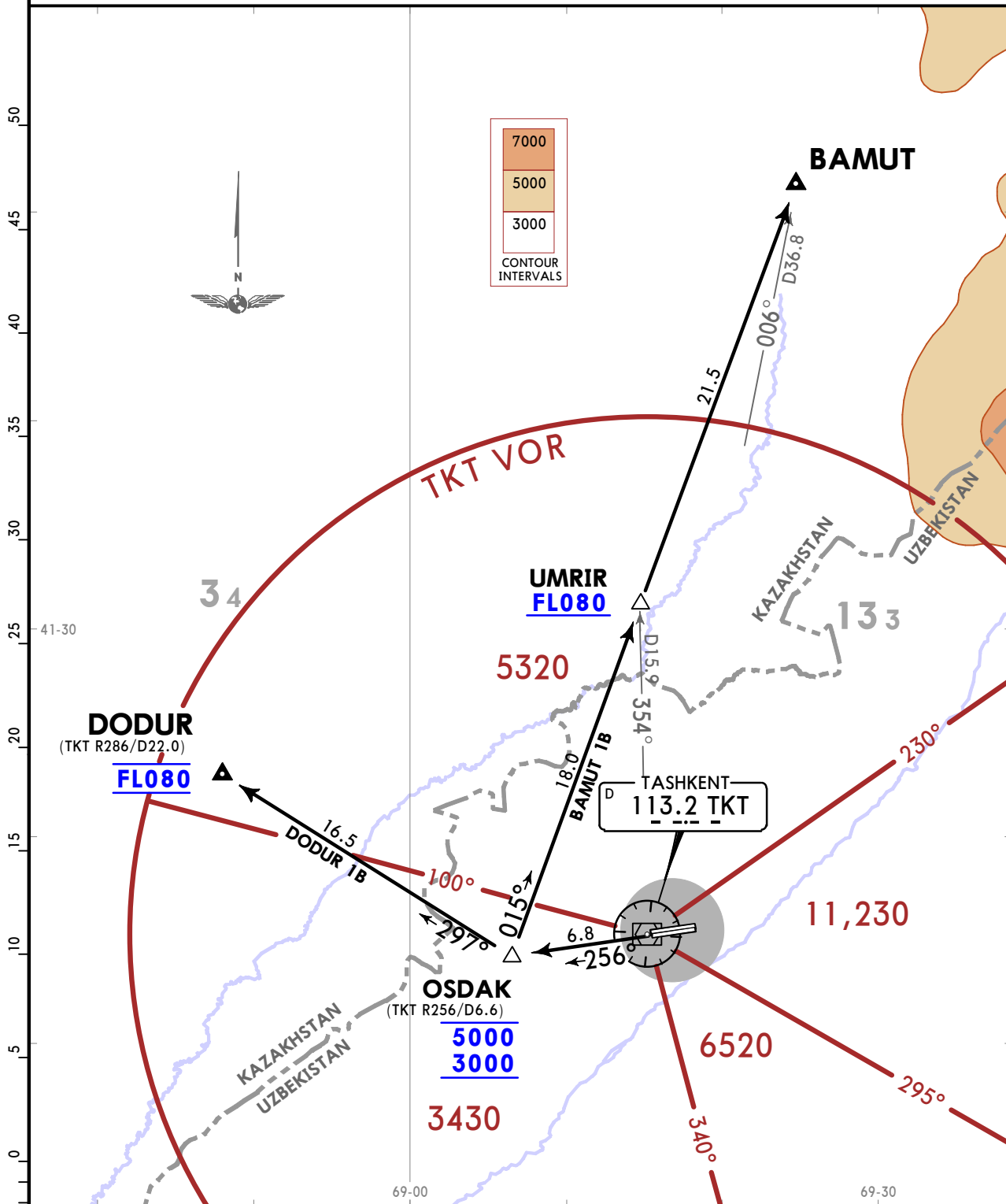
SID

Apt Elev 1417
Trans alt: 6000

BAMUT 1B [BAMU1B], DODUR 1B [DODU1B]
DEPARTURES (RWYS 26R/L)

RADAR REQUIRED

SPEED: MAX 250 KT BELOW FL100, BY ATC



Initial climb clearance FL080 or By ATC

INITIAL CLIMB

Climb on 256° track to OSDAK,

SID	ROUTING
BAMUT 1B	turn RIGHT, 015° track to BAMUT.
DODUR 1B	turn RIGHT, 297° track to DODUR.

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19 JAN 24 10-3B

JEPPESSEN TASHKENT, UZBEKISTAN

SID

Trans alt: 6000

Apt Elev
1417

TISIB 1A [TISI1A]
DEPARTURE (RWYS 08L/R)
RADAR REQUIRED

SPEED: MAX 250 KT BELOW FL100, BY ATC

Initial climb clearance FL150 or By ATC

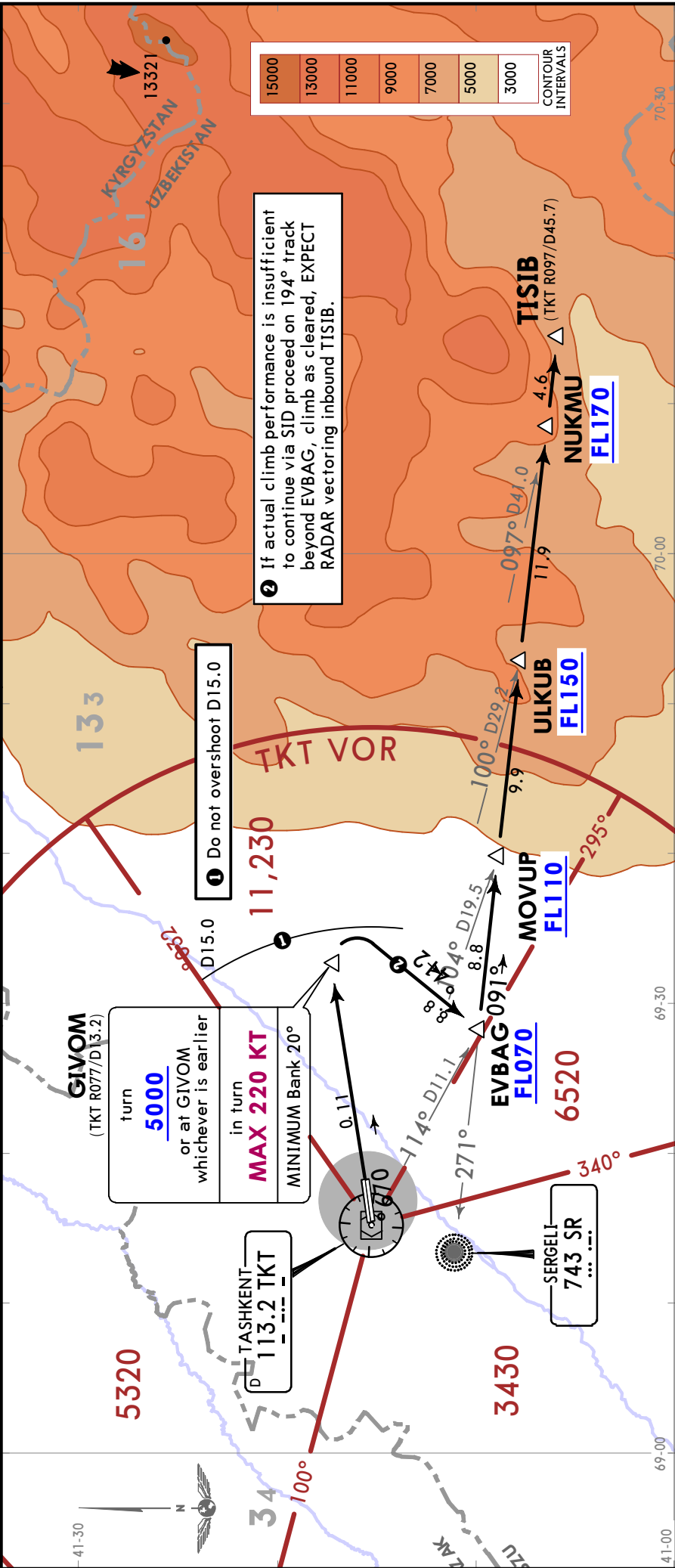
INITIAL CLIMB/ROUTING

Climb on 076° track, at or above 5000 or at GIVOM whichever is earlier turn RIGHT to EVBAG, turn LEFT, intercept 091° bearing from SR NDB to TISIB.

This SID requires a minimum climb gradient of 5.7% up to FL150 due to mountainous terrain

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

If unable to comply, advise ATC before start-up.



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19 JAN 24 (10-3C)

JEPPESSEN TASHKENT, UZBEKISTAN

SID

Initial climb clearance **FL150 or By ATC**
INITIAL CLIMB/ROUTING

Apt Elev **1417** Trans alt: **6000**

TISIB 1B [TISI1B]
DEPARTURE (RWYS 26R/L)
 RADAR REQUIRED

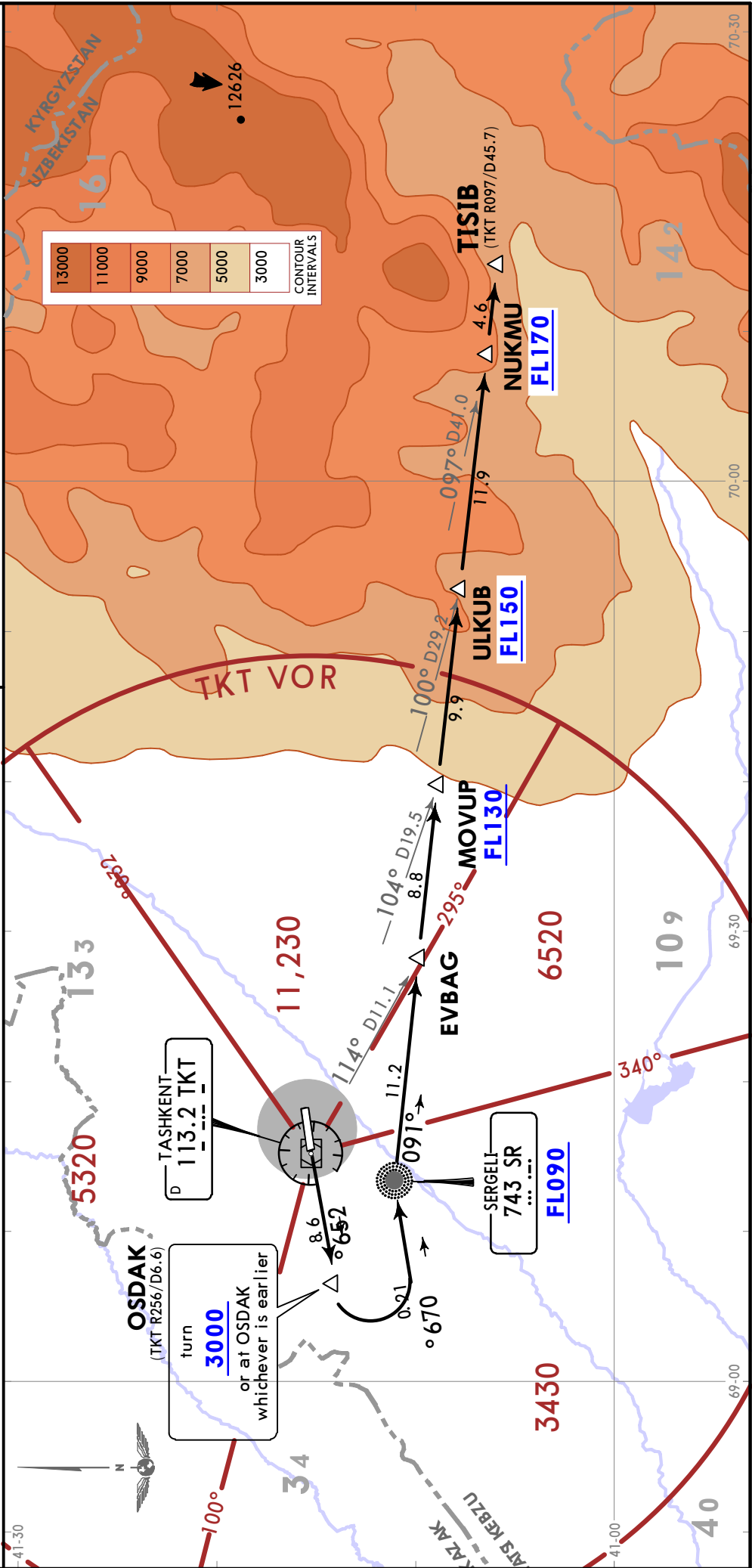
SPEED: MAX 250 KT BELOW FL100, BY ATC

Climb on 256° track, at or above 3000 or at OSDAK whichever is earlier, turn LEFT, intercept 076° bearing to SR NDB, turn RIGHT, 091° bearing to TISIB.

OSDAK (TKT R256/D6.6)
 turn **3000** or at OSDAK whichever is earlier

TASHKENT 113.2 TKT

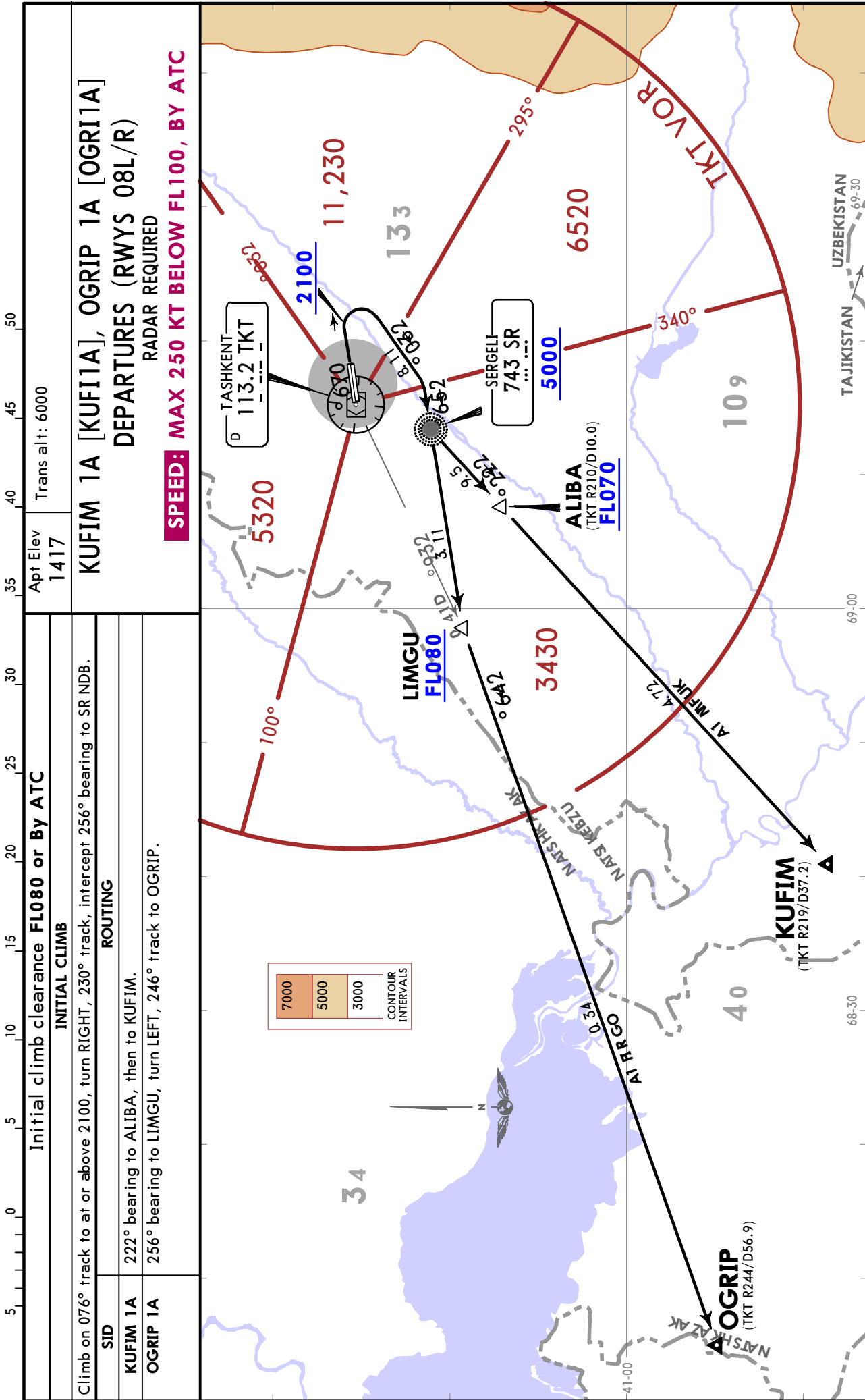
SERGEI 743 SR



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JEPPESSEN TASHKENT, UZBEKISTAN
19 JAN 24 (10-3D)

SID



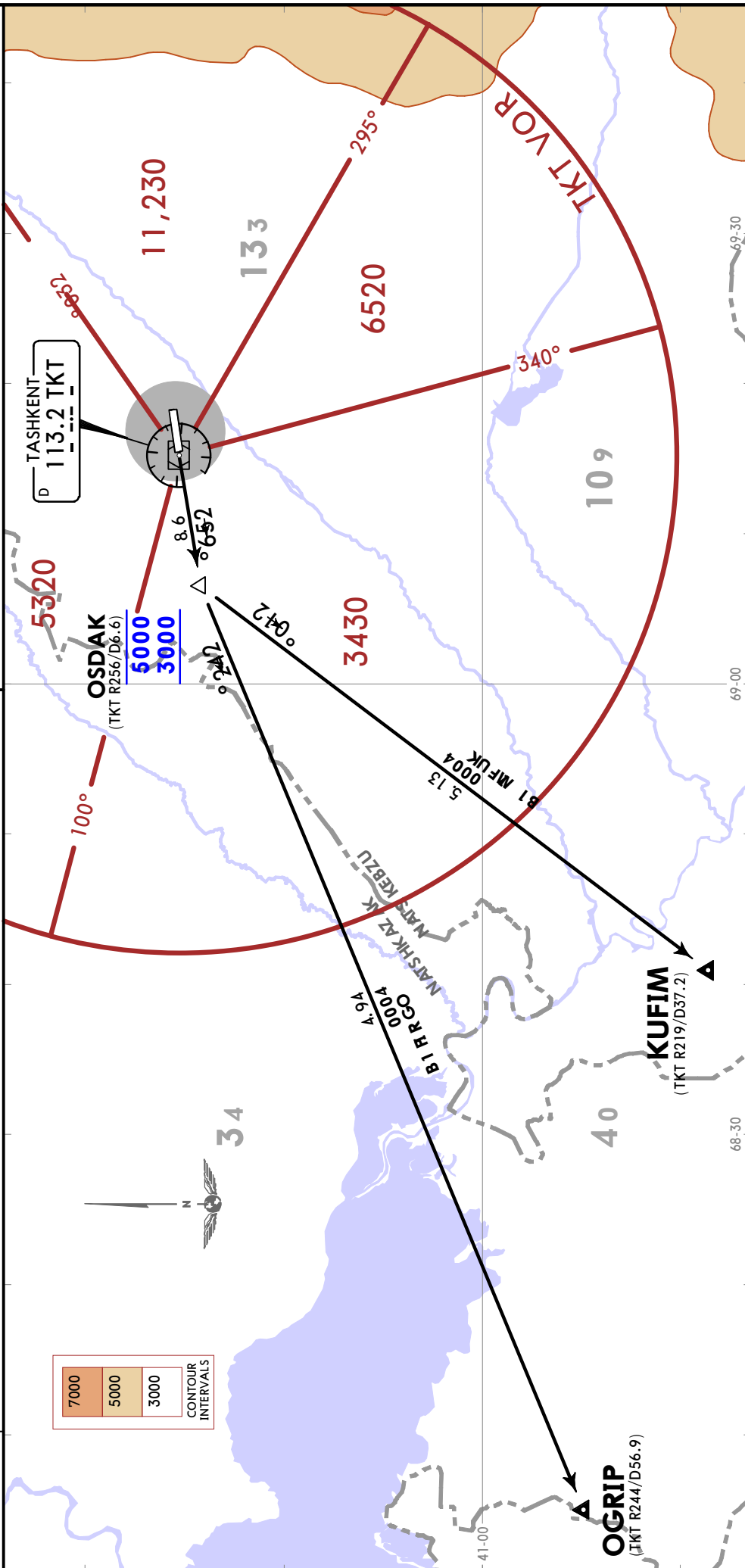
UTTT/TAS ISLAM KARIMOV

19 JAN 24 (10-3E)

JEPPESSEN TASHKENT, UZBEKISTAN

SID

5	0	5	10	15	20	25	30	35	40	45	50
Initial climb clearance FL080 or By ATC											
INITIAL CLIMB											
Climb on 256° track to OSDAK,											
SID											
KUFIM 1B											
OGRIP 1B											
ROUTING											
turn LEFT, 210° track to KUFIM.											
turn LEFT, 242° track to OGRIP.											
RADAR REQUIRED											
SPEED: MAX 250 KT BELOW FL100, BY ATC											
Apt Elev 1417 Trans alt: 6000											
KUFIM 1B [KUF11B], OGRIP 1B [OGR11B] DEPARTURES (RWYS 26R/L)											



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19 JAN 24 (10-3F)

JEPPESSEN TASHKENT, UZBEKISTAN

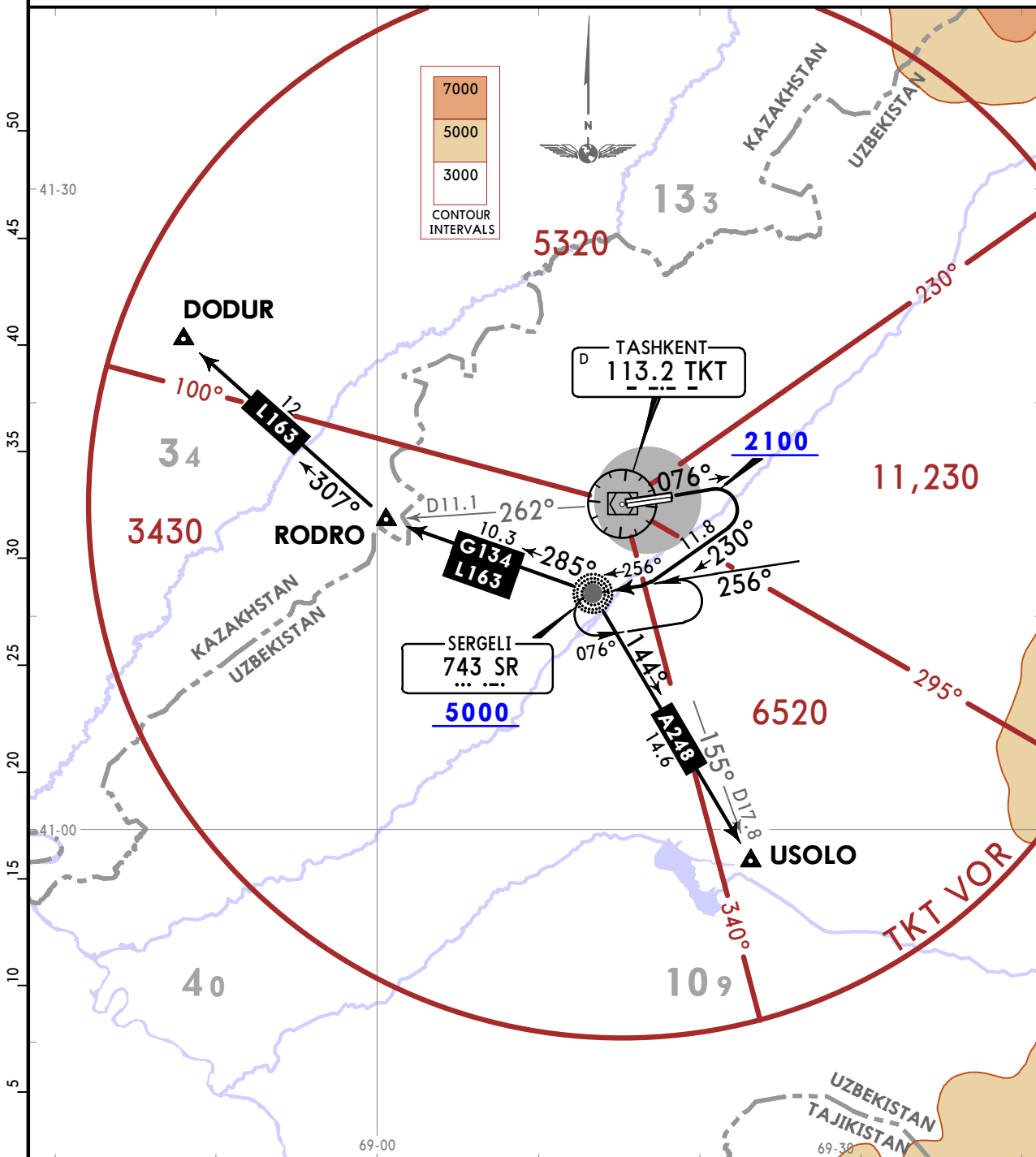
SID

Apt Elev 1417
Trans alt: 6000

SR 08 SPECIAL [SR08]
DEPARTURES (RWYS 08L/R)

BY ATC OR WHEN RADAR SURVEILLANCE NOT AVAILABLE

SPEED: MAX 250 KT BELOW FL100, BY ATC



Initial climb clearance **FL080** or **By ATC**

INITIAL CLIMB

Climb on 076° track to at or above 2100, turn RIGHT, 230° track, intercept 256° bearing to SR NDB.

ROUTING

To DODUR	At SR NDB join airway G-134/L-163 to RODRO then join airway L-163 to DODUR, then join any convenient airway at or above MEA for respective airway segment. Note: Climb in holding over SR NDB to MEA for further airway segments.
To USOLO	At SR NDB join airway A-248 to USOLO, then join any convenient airway at or above MEA for respective airway segment. Note: Climb in holding over SR NDB to MEA for further airway segments.

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JEPPESSEN TASHKENT, UZBEKISTAN
19 JAN 24 (10-3G)

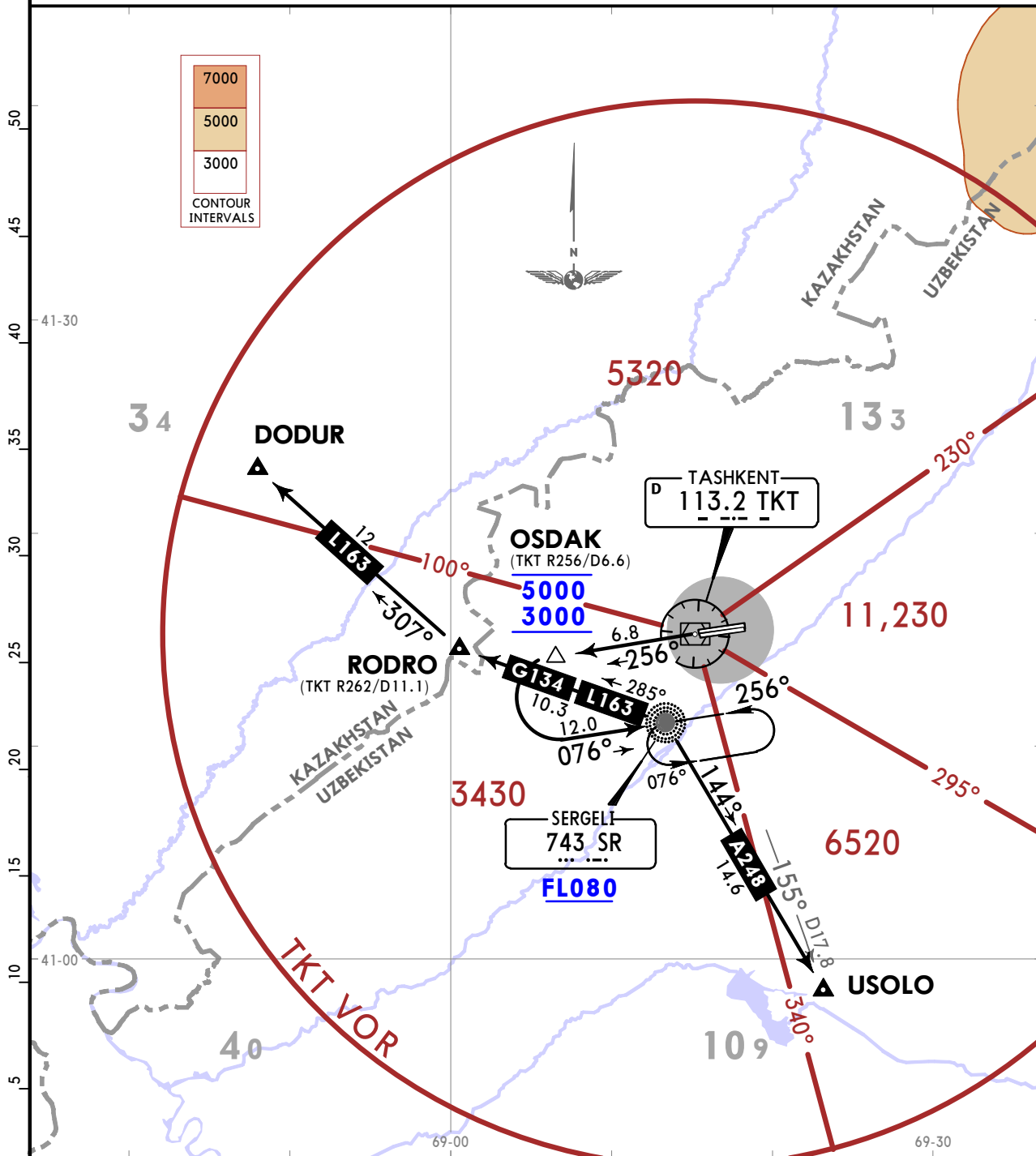
SID

Apt Elev 1417
Trans alt: 6000

SR 26 SPECIAL [SR26]
DEPARTURES (RWYS 26R/L)

BY ATC OR WHEN RADAR SURVEILLANCE NOT AVAILABLE

SPEED: MAX 250 KT BELOW FL100, BY ATC



Initial climb clearance **FL080** or By ATC

INITIAL CLIMB

Climb on 256° track to OSDAK, turn LEFT, intercept 076° bearing to SR NDB.

ROUTING

<p>To DODUR</p>	<p>At SR NDB join airway G-134/L-163 to RODRO, then join airway L-163 to DODUR, then join any convenient airway at or above MEA for respective airway segment. Note: Climb in holding over SR NDB to MEA for further airway segments.</p>
<p>To USOLO</p>	<p>AT SR NDB, then join airway A-248 to USOLO, then join any convenient airway at or above MEA for respective airway segment. Note: Climb in holding over SR NDB to MEA for further airway segments.</p>

UTTT/TAS

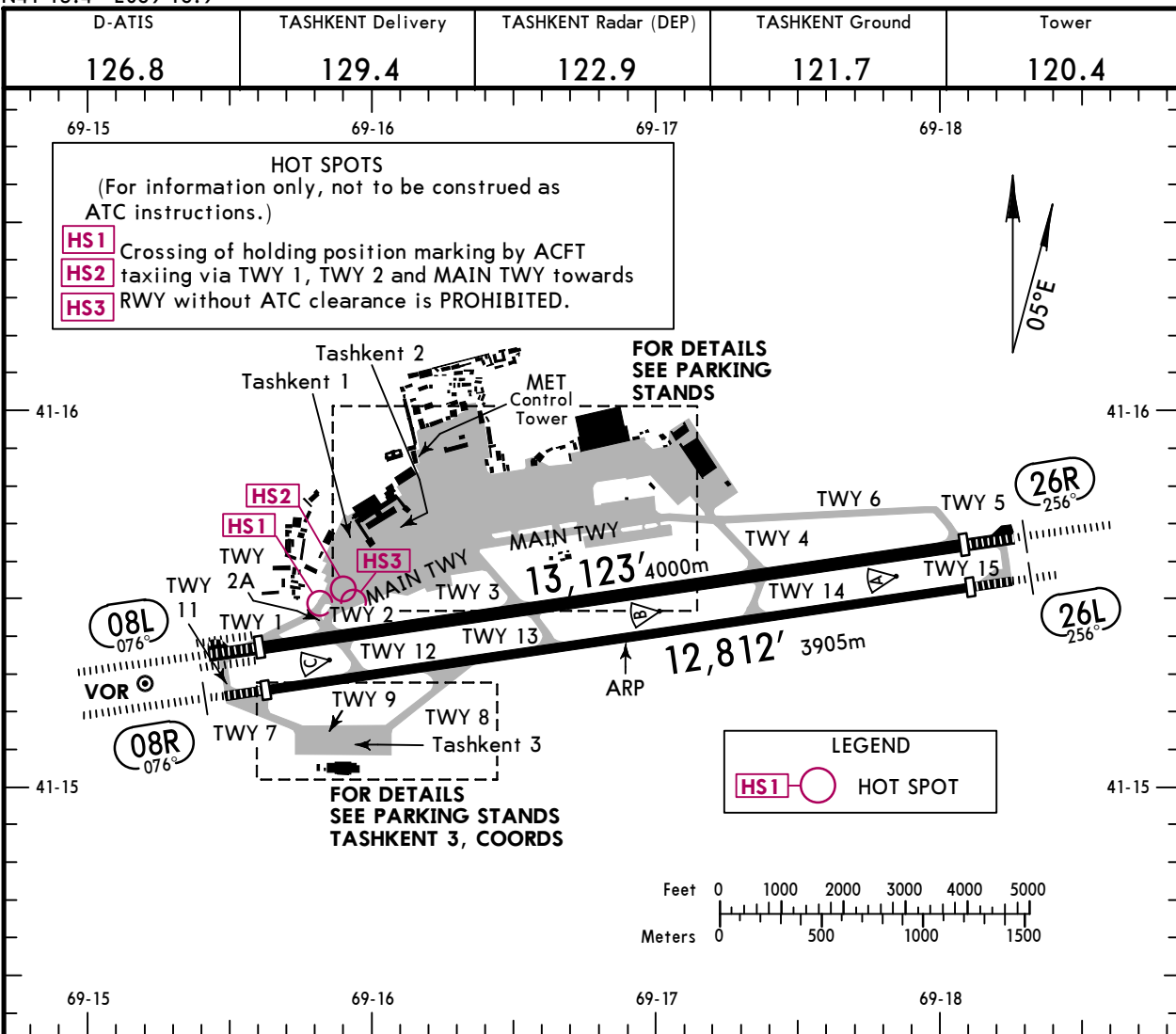
Apt Elev **1417'**
N41 15.4 E069 16.9



21 FEB 25 **(10-9)**

TASHKENT, UZBEKISTAN

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RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m)	CL (15m)	HIALS	PAPI-L (3.0°)	Threshold	Glide Slope		
08L	HIRL (60m)	CL (15m)	HIALS-II	PAPI-L (3.0°)	TDZ	RVR		
26R	HIRL (60m)	CL (15m)	HIALS	PAPI-L (3.0°)		RVR	①	197' 60m

① TAKE-OFF RUN AVAILABLE

RWY 08L: From rwy head 13,123' (4000m) twy 2 int 11,352' (3460m) twy 3 int 7956' (2425m)	RWY 26R: From rwy head 13,123' (4000m) twy 4 int 8940' (2725m)
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08R	HIRL (60m)	HIALS	PAPI-L (3.0°)	RVR	11,663' 3555m	10,692' 3259m	②	148' 45m
26L	HIRL (60m)	MIALS	PAPI-L (3.0°)	RVR	12,139' 3700m			

② TAKE-OFF RUN AVAILABLE

RWY 08R: From rwy head 12,320' (3755m) twy 12 int 10,089' (3075m) twy 8 int 8268' (2520m) twy 13 int 6890' (2100m)	RWY 26L: From rwy head 12,812' (3905m) twy 14 int 7710' (2350m)
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State	TAKE-OFF		
	HIRL, CL & mult. RVR req	HIRL, RCLM & RVR req.	RCLM (DAY only)
A			R500m
B	R150m	R250m	
C			
D	R200m	R300m	

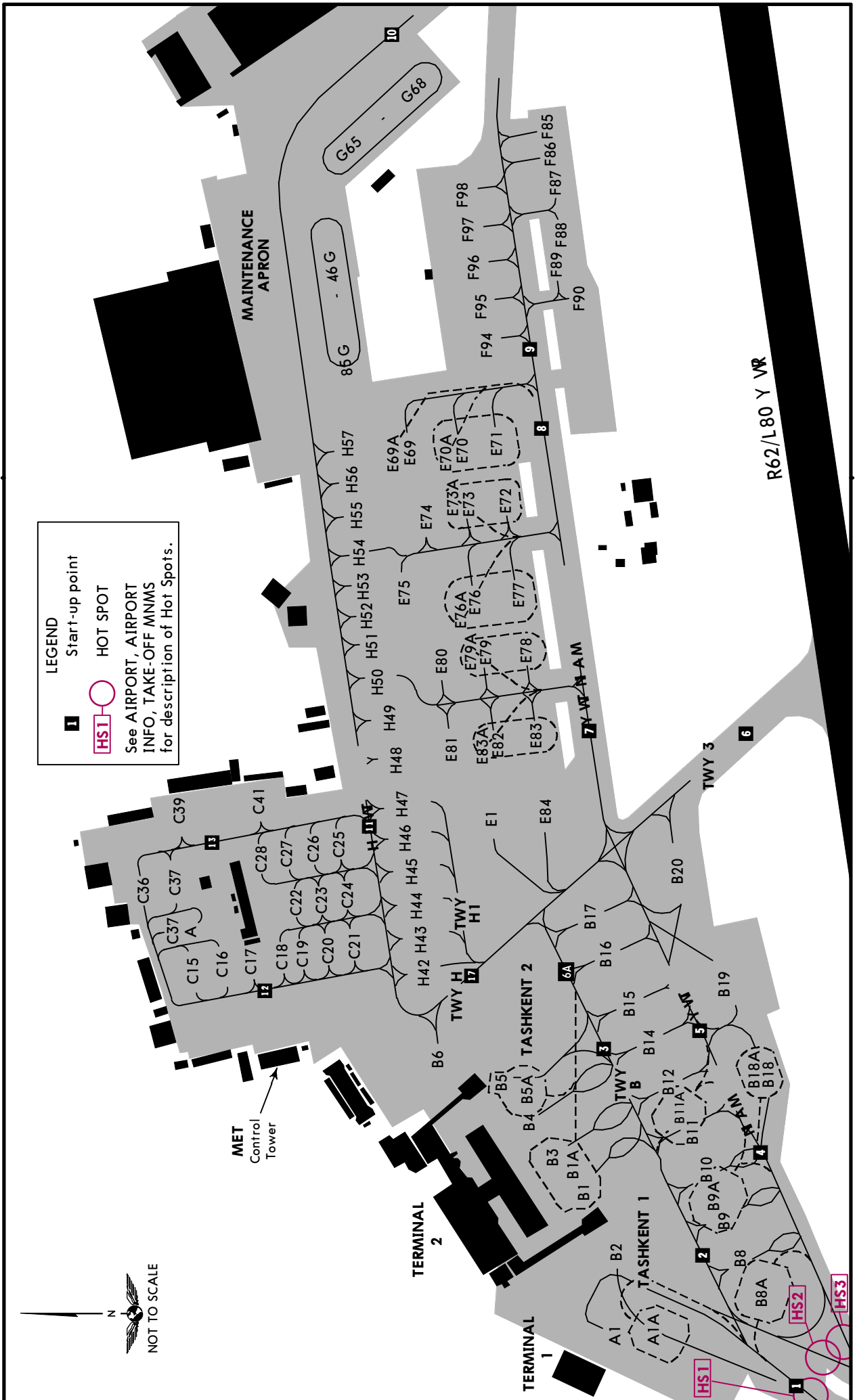
UTTT/TAS



TASHKENT, UZBEKISTAN

21 FEB 25 10-9A

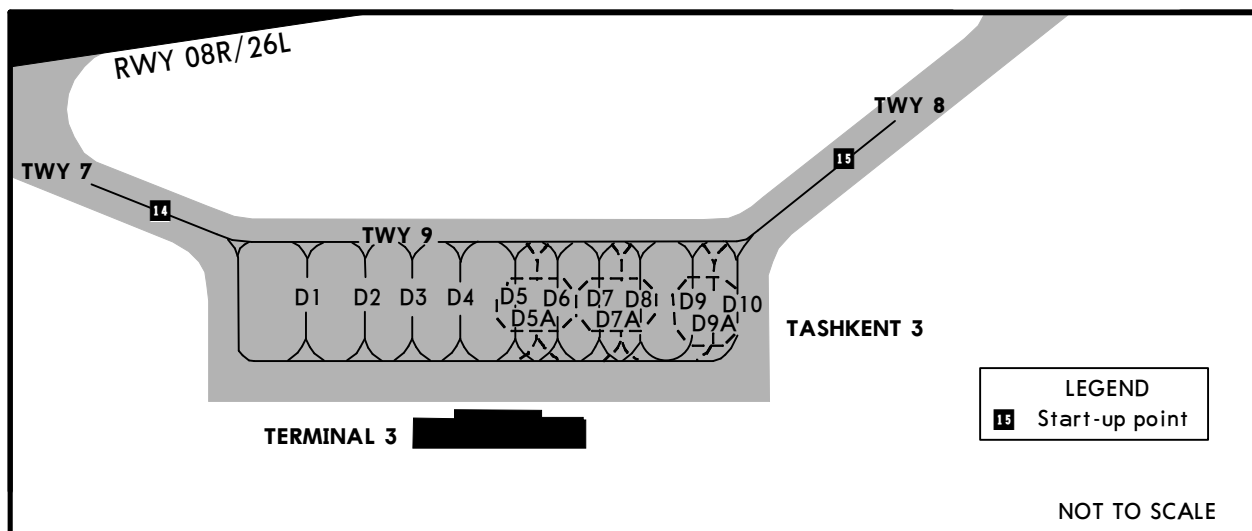
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21 FEB 25 (10-9B)

TASHKENT, UZBEKISTAN
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INS COORDINATES		INS COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
A1, A1A	N41 15.6 E069 15.9	D2 thru D4	N41 15.1 E069 15.8
B1, B1A	N41 15.7 E069 16.0	D5 thru D8	N41 15.1 E069 15.9
B2	N41 15.6 E069 16.0	D9 thru D10	N41 15.1 E069 16.0
B3 thru B5A	N41 15.7 E069 16.1	E1	N41 15.7 E069 16.4
B6	N41 15.8 E069 16.1	E69, E69A	N41 15.8 E069 16.7
B8	N41 15.6 E069 16.0	E70	N41 15.7 E069 16.7
B8A	N41 15.5 E069 15.9	E70A	N41 15.8 E069 16.7
B9 thru B10	N41 15.6 E069 16.0	E71 thru E73A	N41 15.7 E069 16.7
B11 thru B12	N41 15.6 E069 16.1	E74	N41 15.8 E069 16.7
B14 thru B16	N41 15.6 E069 16.2	E75	N41 15.8 E069 16.6
B17	N41 15.7 E069 16.3	E76 thru E79A	N41 15.7 E069 16.6
B18 thru B19	N41 15.5 E069 16.2	E80	N41 15.8 E069 16.5
B20	N41 15.6 E069 16.3	E81 thru E84	N41 15.7 E069 16.4
C15 thru C17	N41 15.9 E069 16.2	F85 thru F87	N41 15.7 E069 17.0
C18, C19	N41 15.9 E069 16.3	F88 thru F90	N41 15.7 E069 16.9
C20, C21	N41 15.8 E069 16.3	F94	N41 15.7 E069 16.8
C22	N41 15.9 E069 16.3	F95 thru F97	N41 15.7 E069 16.9
C23, C24	N41 15.8 E069 16.3	F98	N41 15.7 E069 17.0
C25	N41 15.8 E069 16.4	H42	N41 15.8 E069 16.2
C26	N41 15.8 E069 16.3	H43 thru H45	N41 15.8 E069 16.3
C27, C28	N41 15.9 E069 16.3	H46 thru H48	N41 15.8 E069 16.4
C36	N41 16.0 E069 16.3	H49 thru H51	N41 15.8 E069 16.5
C37, C37A	N41 15.9 E069 16.3	H52 thru H54	N41 15.8 E069 16.6
C39, C41	N41 15.9 E069 16.4	H55 thru H57	N41 15.8 E069 16.7
D1	N41 15.1 E069 15.7		

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EASA AIR OPS
TASHKENT, UZBEKISTAN
ISLAM KARIMOV

STRAIGHT-IN RWY		A	B	C	D
08L	CAT 2 ILS	1469' (100') RA105' R300m	1469' (100') RA105' R300m	1469' (100') RA105' R300m	1469' (100') RA105' ① R300m
	ILS	1569' (200') R550m	1569' (200') R550m	1569' (200') R550m	1569' (200') R550m
	TDZ or CL out ALS out	② R550m R1200m	② R550m R1200m	② R550m R1200m	② R550m R1200m
	③ VOR	1810' (441') R2000m	1810' (441') R2000m	1810' (441') R2200m	1810' (441') R2200m
08R	ILS	1569' (200') R750m	1569' (200') R750m	1569' (200') R750m	1570' (201') R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	③ VOR	2120' (751') R3800m	2120' (751') R3800m	2120' (751') R4000m	2120' (751') R4000m
26L	③ VOR	1990' (573') R3100m	1990' (573') R3100m	1990' (573') R3300m	1990' (573') R3300m
26R	ILS	1614' (200') R750m	1614' (200') R750m	1614' (200') R750m	1614' (200') R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	③ VOR	1990' (573') R2600m	1990' (573') R2600m	1990' (573') R3000m	1990' (573') R3000m

- ① without autoland or HUDLS: R350m.
- ② RVR 750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ Continuous Descent Final Approach.

CIRCLE-TO-LAND ④⑤	100 KT	135 KT	180 KT	205 KT
to rwy 26L	2390' (973') 2490' (1073') ceil 2300' - V5000m	2390' (973') 2490' (1073') ceil 2300' - V5000m	2490' (1073') 2590' (1173') ceil 2300' - V5000m	2490' (1073') 2590' (1173') ceil 2300' - V5000m

- ④ VPT.
- ⑤ DAY only.

TAKE-OFF

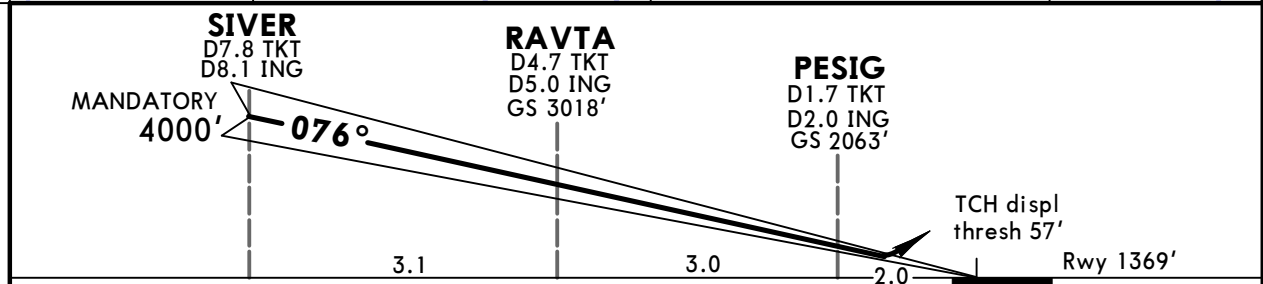
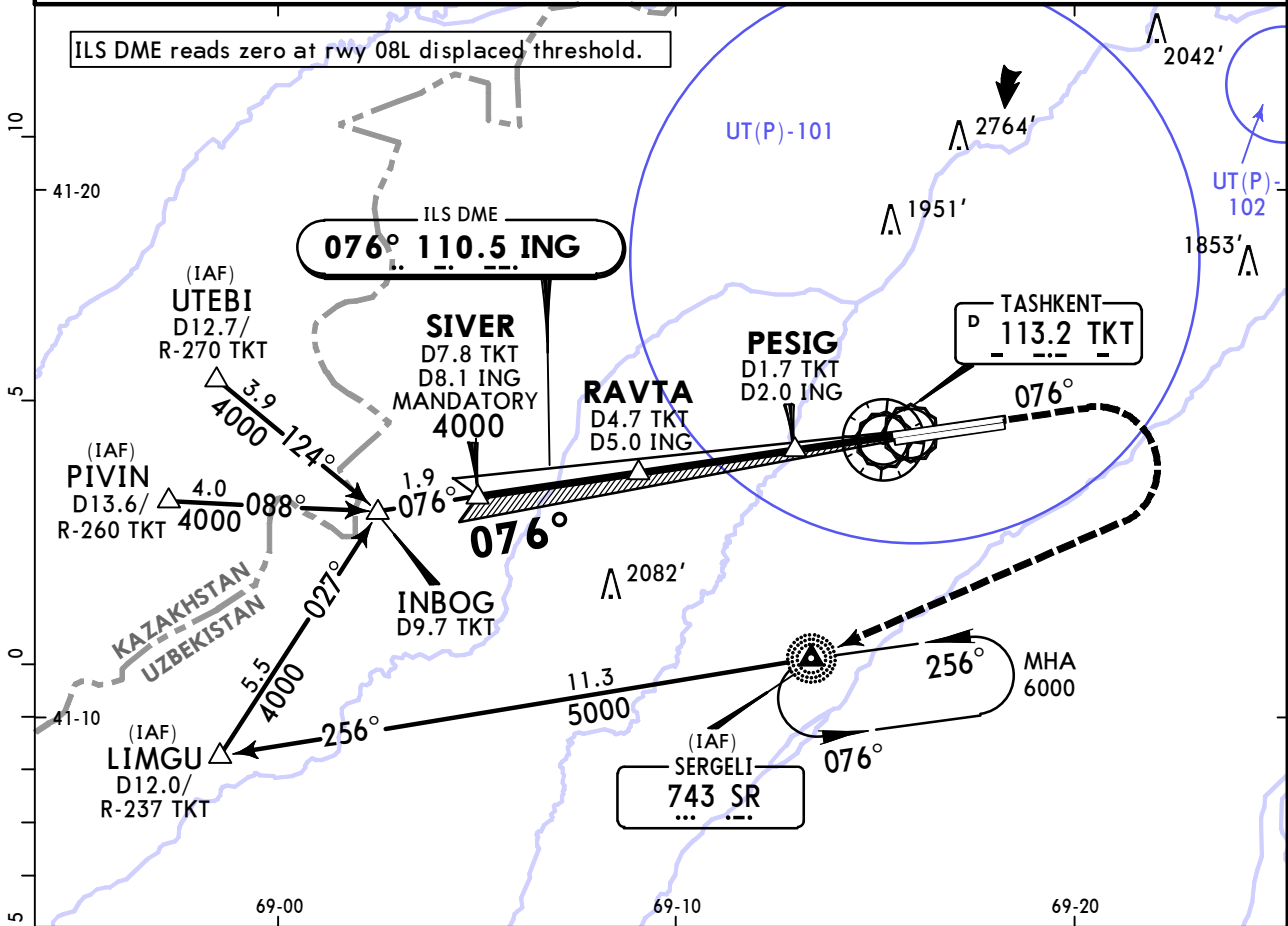
Low Visibility Procedures required		RCLM or RL	RL or CL	RCLM		
Approval for Low Visibility Take-off required				DAY	NIGHT	
HIRL & CL & RVR	HIRL & RCLM & RVR	DAY	NIGHT	DAY	NIGHT	
A	R300m	R/V400m	R/V500m	NA	NA	
B						R150m
C						R200m
D						

**UTTT/TAS
ISLAM KARIMOV**

JEPPESEN
21 FEB 25 (11-1)

**TASHKENT, UZBEKISTAN
ILS Rwy 08L**

D-ATIS	TASHKENT Radar (ARR)	TASHKENT Approach	TASHKENT Tower	Ground
126.8	122.9	119.4	120.4	121.7
LOC ING 110.5	Final Apch Crs 076°	SIVER MANDATORY 4000' (2631')	ILS DA(H) 1569' (200')	Apt Elev 1417' Rwy 1369'
MISSED APCH: Climb on 076° to 2100' or above, then turn RIGHT to SR NDB climbing to 5000' and contact ATC.				
Alt Set: hPa		Rwy Elev: 49 hPa	Trans level: FL080	Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI	MIN 2100' on 076°	SR 743 RT
GS	3.00°	372	478	531	637	743			

State			STRAIGHT-IN LANDING		
			ILS		
			DA(H) 1569' (200')		
		TDZ or CL out		ALS out	
A	R550m	R550m	R550m	R1200m	R1200m
B					
C					
D					

■ R750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: D-ATIS commissioned. © JEPPESEN, 2000, 2025. ALL RIGHTS RESERVED.

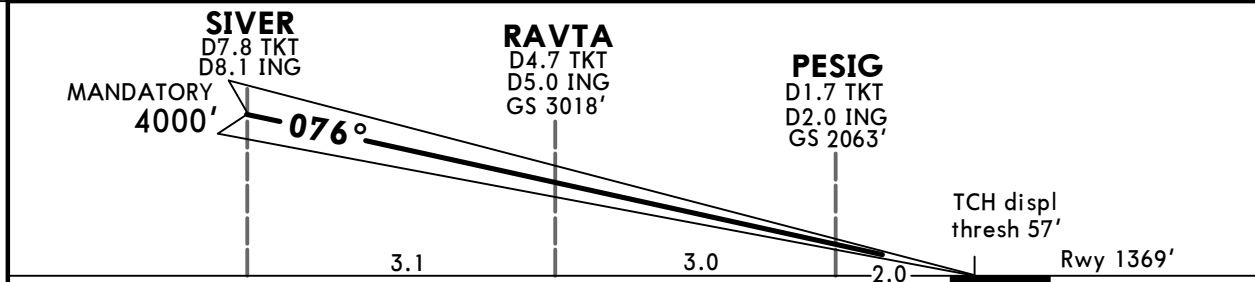
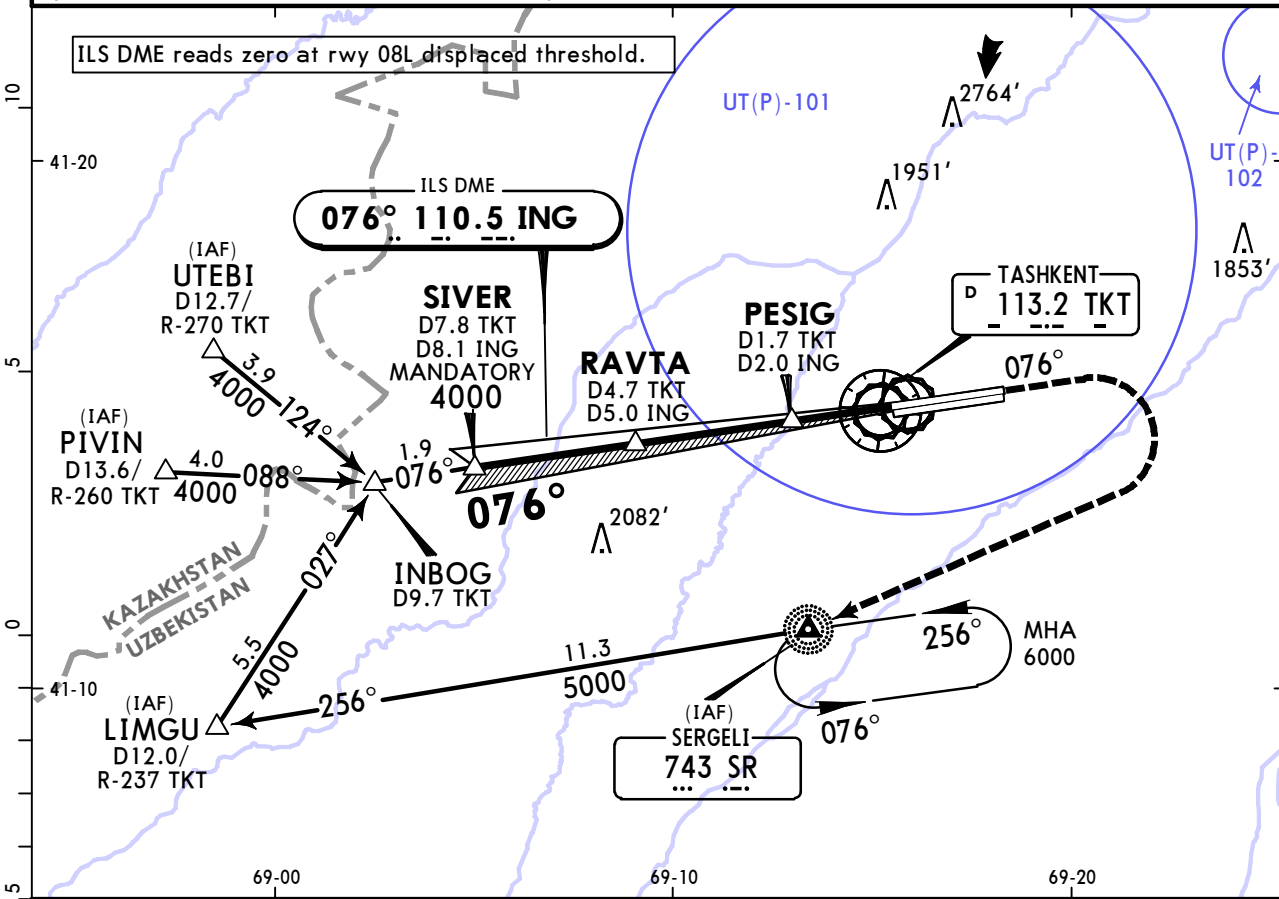
UTTT/TAS
ISLAM KARIMOV

JEPPESEN
21 FEB 25 **(11-1A)**

TASHKENT, UZBEKISTAN
CAT II ILS Rwy 08L

BRIEFING STRIP™

D-ATIS 126.8	TASHKENT Radar (ARR) 122.9	TASHKENT Approach 119.4	TASHKENT Tower 120.4	Ground 121.7
LOC ING 110.5	Final Apch Crs 076°	SIVER MANDATORY 4000' (2631')	CAT II ILS RA 105' DA(H) 1469' (100')	Apt Elev 1417' Rwy 1369'
MISSED APCH: Climb on 076° to 2100' or above, then turn RIGHT to SR NDB climbing to 5000' and contact ATC.				
Alt Set: hPa		Rwy Elev: 49 hPa	Trans level: FL080	Trans alt: 6000'
Special aircrew and aircraft certification required.				



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II	MIN 2100' on 076°	SR 743
GS	3.00°	372	478	531	637	743			
							PAPI	RT	

State STRAIGHT-IN LANDING
CAT II ILS
RA 105'
DA(H) **1469'** (100')

R300m

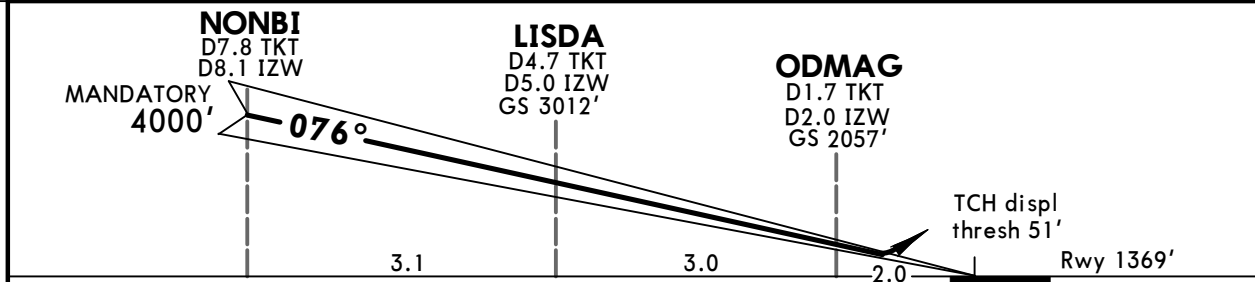
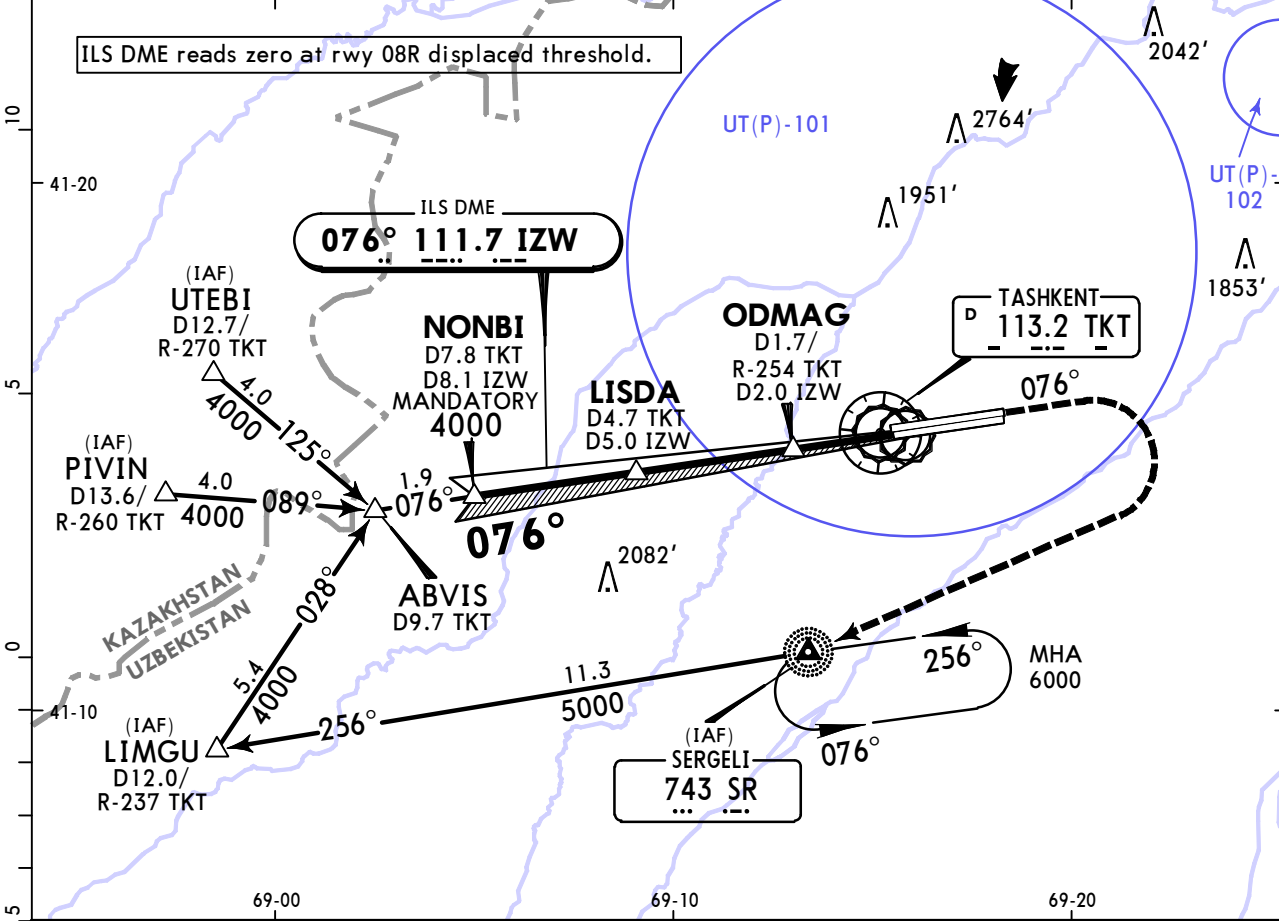
PANS OPS

UTTT/TAS
ISLAM KARIMOV

JEPPESEN
21 FEB 25 **(11-2)**

TASHKENT, UZBEKISTAN
ILS Rwy 08R

BRIEFING STRIP™	D-ATIS	TASHKENT Radar (ARR)	TASHKENT Approach	TASHKENT Tower	Ground
	126.8	122.9	119.4	120.4	121.7
	LOC IZW 111.7	Final Apch Crs 076°	NONBI MANDATORY 4000' (2631')	ILS DA(H) Refer to Minimums	Apt Elev 1417' Rwy 1369'
MISSED APCH: Climb on 076° to 2100' or above, then turn RIGHT to SR NDB climbing to 5000' and contact ATC.					
Alt Set: hPa		Rwy Elev: 49 hPa	Trans level: FL080		Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160		MIN 2100' on 076°	SR 743 RT
GS	3.00°	372	478	531	637	743			

State		STRAIGHT-IN LANDING ILS	
		DA(H) ABC: 1569' (200') D: 1570' (201')	
		ALS out	
A			
B	R750m		
C			
D		R1200m	

PANS OPS

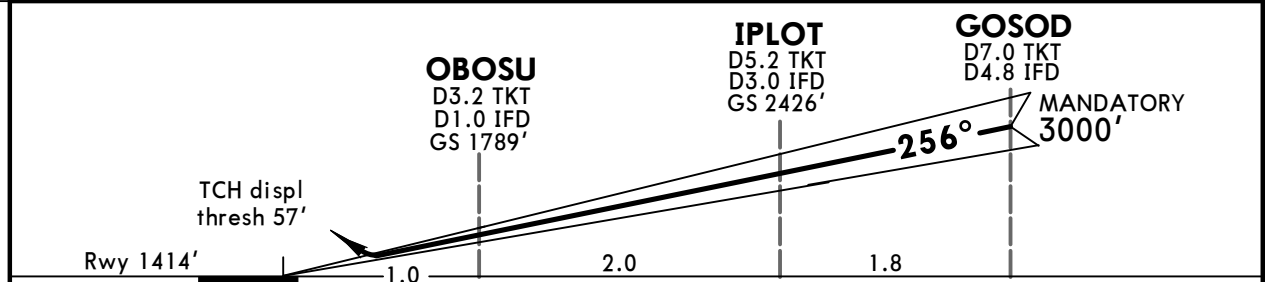
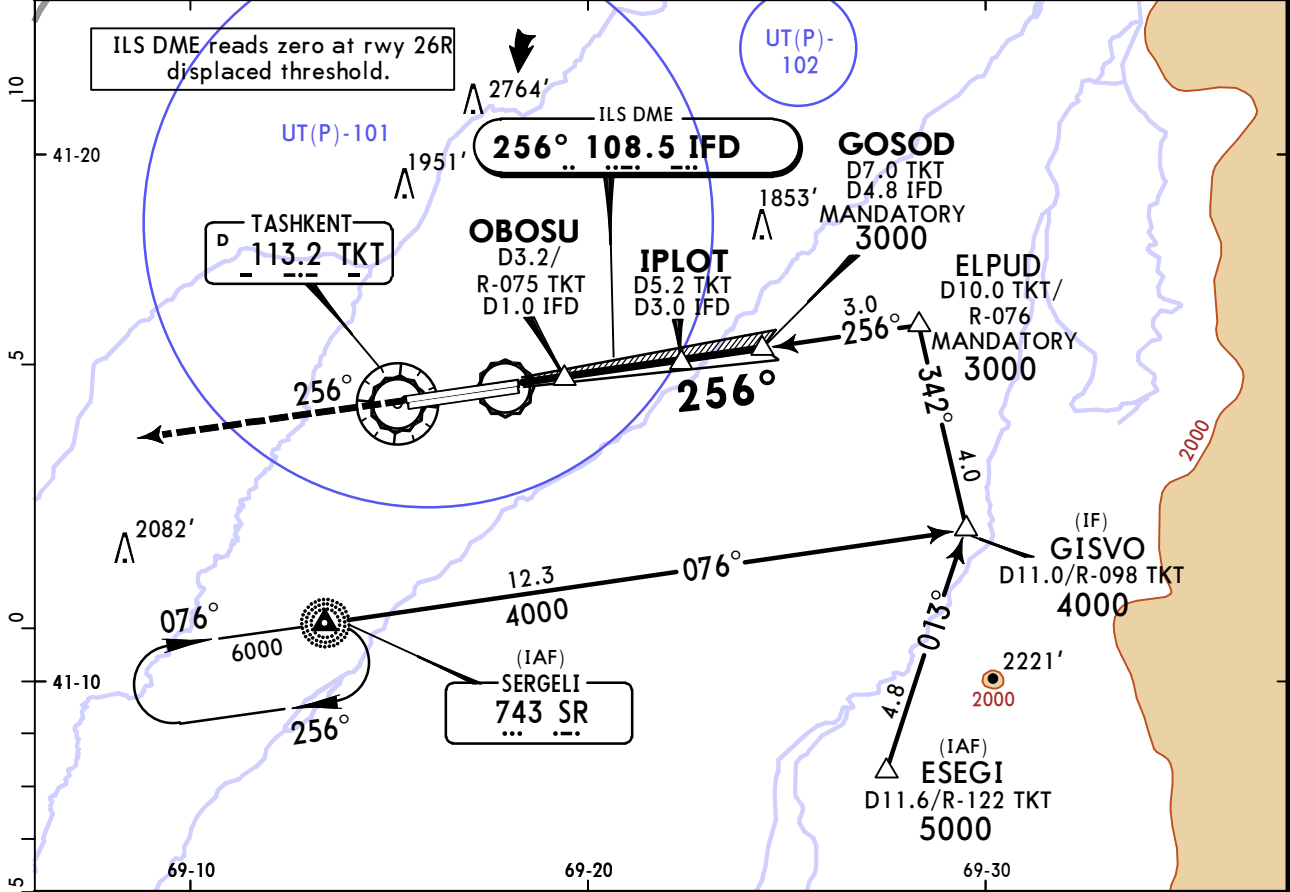
UTTT/TAS ISLAM KARIMOV

JEPPESSEN
21 FEB 25 (11-3)

TASHKENT, UZBEKISTAN ILS Rwy 26R

D-ATIS 126.8	TASHKENT Radar (ARR) 122.9	TASHKENT Approach 119.4	TASHKENT Tower 120.4	Ground 121.7
LOC IFD 108.5	Final Apch Crs 256°	GOSOD MANDATORY 3000' (1586')	ILS DA(H) 1614' (200')	Apt Elev 1417' Rwy 1414'
MISSED APCH: Climb on 256° to 4000'. Contact ATC as soon as possible.				

Alt Set: hPa Rwy Elev: 51 hPa Trans level: FL080 Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN 4000' on 256°
GS	3.02°	374	481	534	641	748		

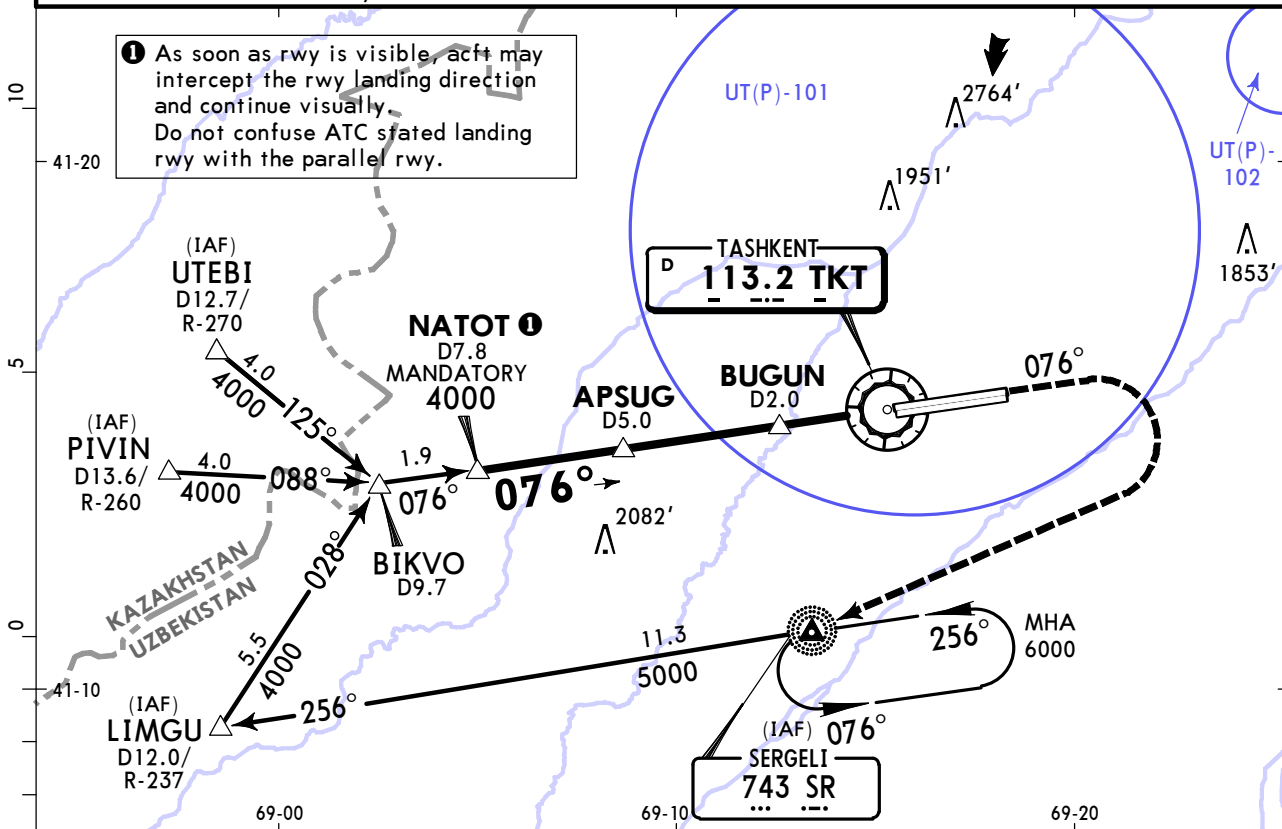
State		STRAIGHT-IN LANDING ILS	
		DA(H) 1614' (200')	
		ALS out	
A			
B	R750m		R1200m
C			
D			

UTTT/TAS ISLAM KARIMOV

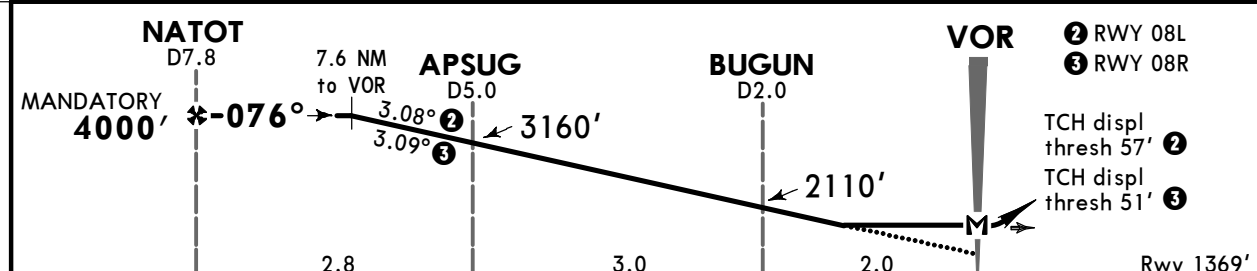
JEPPESSEN
21 FEB 25 **(13-1)**

TASHKENT, UZBEKISTAN VOR DME Rwy 08L/R

D-ATIS	TASHKENT Radar (ARR)	TASHKENT Approach	TASHKENT Tower	Ground
126.8	122.9	119.4	120.4	121.7
VOR TKT 113.2	Final Apch Crs 076°	NATOT MANDATORY 4000' (2631')	RWY 08L MDA(H) 1810' (441')	RWY 08R MDA(H) 2120' (751')
Apt Elev 1417'				Rwy 1369'
<p>MISSED APCH: Climb on 076° to 2100' or above, then turn RIGHT to SR NDB climbing to 5000' and contact ATC.</p>				
Alt Set: hPa				Rwy Elev: 49 hPa
Trans level: FL080			Trans alt: 6000'	



TKT DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3700'	3380'	3160'	2740'	2420'	2110'	1790'



TO DISPLACED THRESHOLD							0.3	0	Rwy 1369'
Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	MIN 2100' on 076°	SR 743 RT
RWY 08L: Descent Angle 3.08°	381	490	545	654	763	872			
RWY 08R: Descent Angle 3.09°	383	492	547	656	765	875			

State		STRAIGHT-IN LANDING I			
RWY 08L		RWY 08R			
MDA(H) 1810' (441')		MDA(H) 2120' (751')			
ALS out		ALS out			
A	R2000m	R2100m	R3800m		
B	R2200m		R4000m		
C	R2200m		R4000m		
D	R2200m		R4000m		

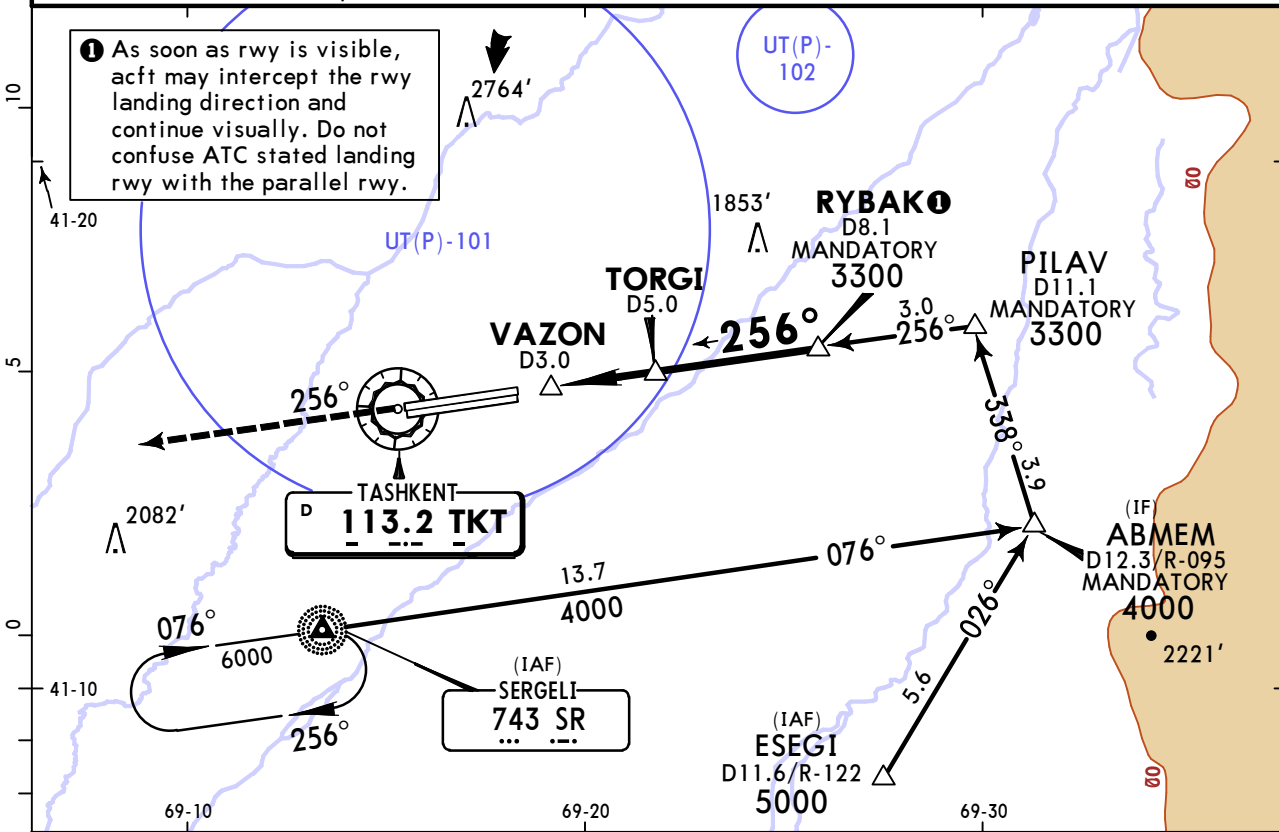
I PAPI must be operative.
CHANGES: D-ATIS commissioned. © JEPPESSEN, 2012, 2025. ALL RIGHTS RESERVED.

UTTT/TAS ISLAM KARIMOV

JEPPESEN
21 FEB 25 **(13-2)**

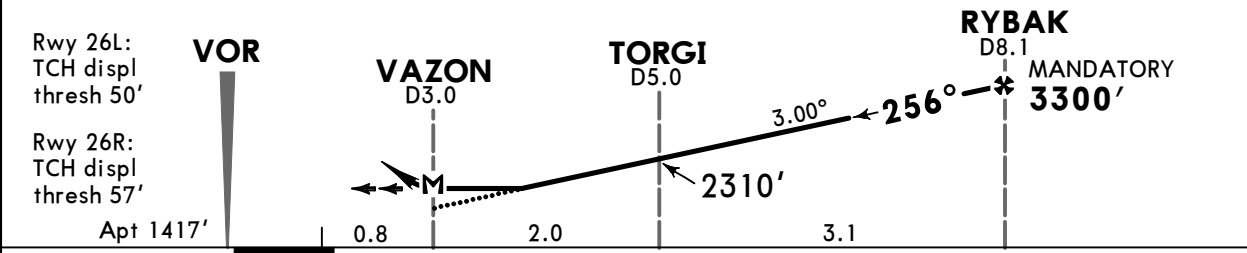
TASHKENT, UZBEKISTAN VOR DME Rwy 26L/R

BRIEFING STRIP™	D-ATIS	TASHKENT Radar (ARR)	TASHKENT Approach	TASHKENT Tower	Ground
	126.8	122.9	119.4	120.4	121.7
VOR TKT	Final Apch Crs	RYBAK MANDATORY	MDA(H)	Apt Elev 1417'	
113.2	256°	3300' (1883')	1990' (573')		
MISSED APCH: Climb on 256° to 4000' or above. Contact ATC as soon as possible.					MSA TKT VOR
Alt Set: hPa		Apt Elev: 51 hPa		Trans level: FL080	
				Trans alt: 6000'	



TKT DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1670'	1990'	2310'	2630'	2950'	3270'

Pass VAZON not below 1670'.



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	MIN 4000' on 256°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VAZON								

PANS OPS	State		STRAIGHT-IN LANDING I			
	RWY 26L			RWY 26R		
	MDA(H) 1990' (573')			MDA(H) 1990' (573')		
	ALS out			ALS out		
	A	R3100m			R2600m	
B	R3300m			R3000m		
C	R3300m			R3000m		
D	R3300m			R3000m		

I PAPI must be operative.

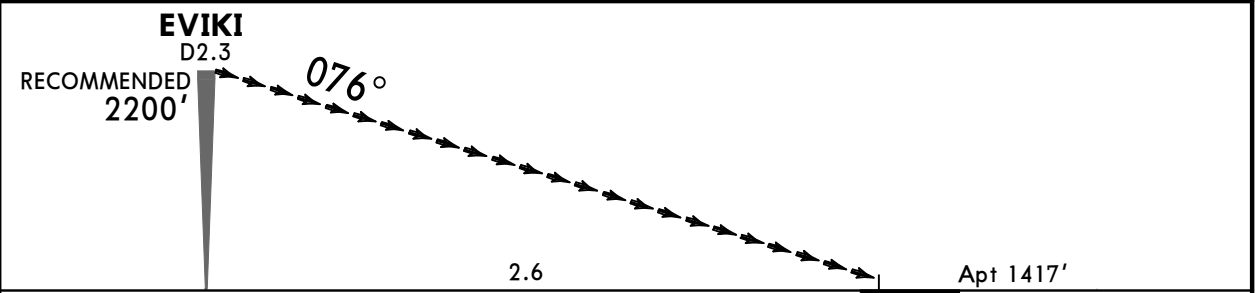
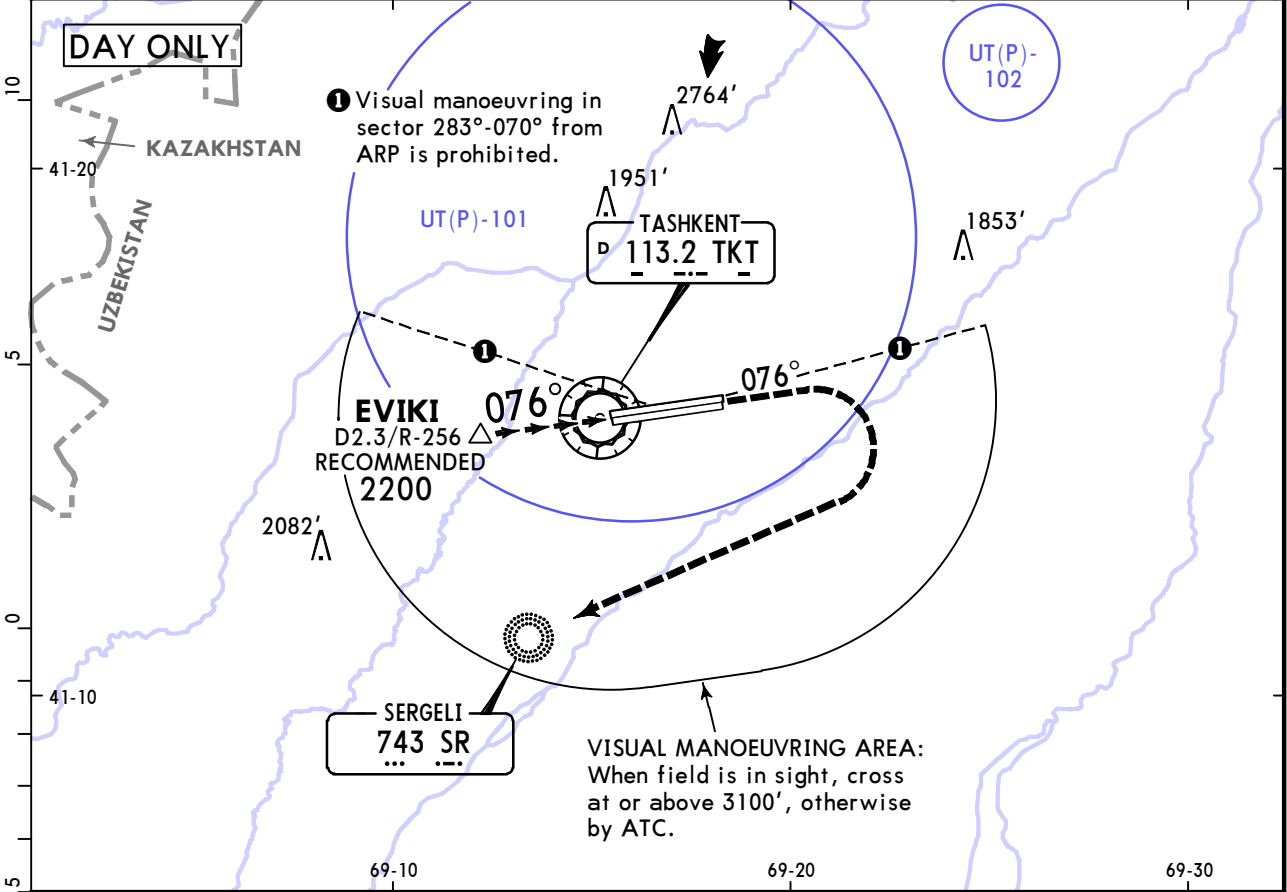
UTTT/TAS
ISLAM KARIMOV

JEPPESEN
21 FEB 25 **(19-10)**

TASHKENT, UZBEKISTAN
Circling Rwy 08L/R

BRIEFING STRIP™	D-ATIS	TASHKENT Radar (ARR)	TASHKENT Approach	TASHKENT Tower	Ground
	126.8	122.9	119.4	120.4	121.7
VISUAL	Final Apch Crs 076°	No FAF	MDA(H) Refer to Minimums	Apt Elev 1417'	<p>MSA TKT VOR</p>
<p>MISSED APCH: Climb on 076° to 2100', then turn RIGHT to SR NDB climbing to 5000' and contact ATC.</p>					

Alt Set: hPa Apt Elev: 51 hPa Trans level: FL080 Trans alt: 6000'



Lighting - Refer to Airport Chart	2100' on 076°	SR 743 RT
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State **LANDING** **CEILING REQUIRED**

PANS OPS	Max Kts	MDA(H)	
	A 100	2390' (973')	2300' - V5000m
	B 135		
	C 180	2490' (1073')	2300' - V5000m
D 205			

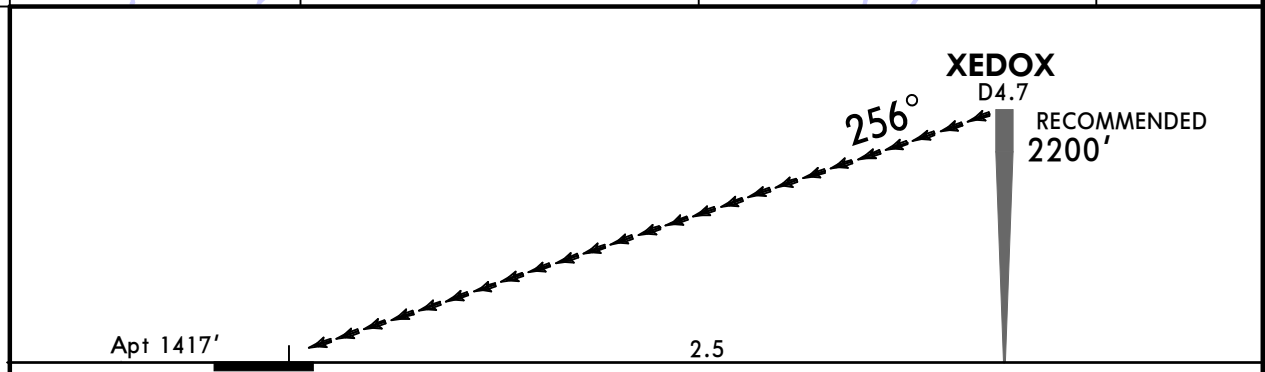
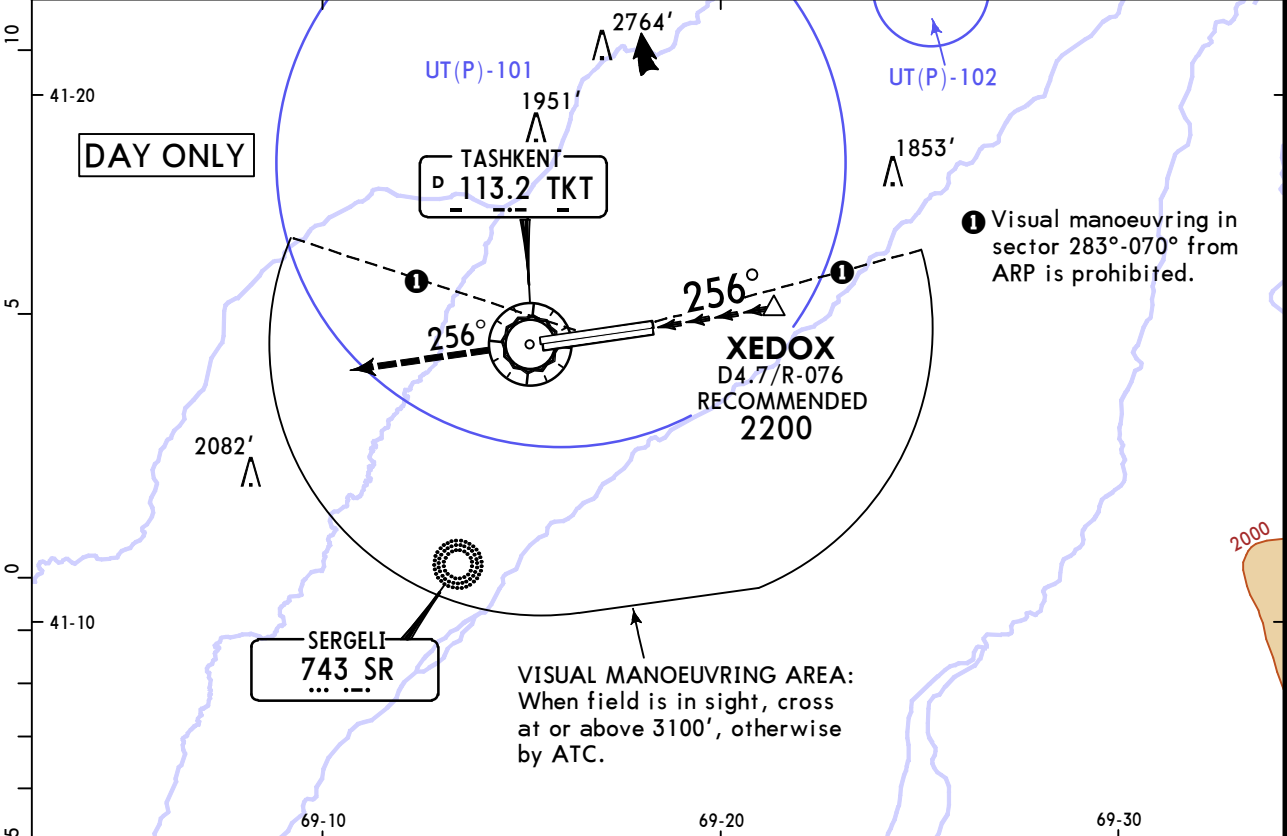
UTTT/TAS ISLAM KARIMOV

JEPPESEN
21 FEB 25 **19-11**

TASHKENT, UZBEKISTAN Circling Rwy 26L/R

D-ATIS 126.8	TASHKENT Radar (ARR) 122.9	TASHKENT Approach 119.4	TASHKENT Tower 120.4	Ground 121.7
VISUAL	Final Apch Crs 256°	No FAF	MDA(H) Refer to Minimums	Apt Elev 1417'
MISSED APCH: Climb on 256° to 4000'. Contact ATC as soon as possible.				

Alt Set: hPa Apt Elev: 51 hPa Trans level: FL080 Trans alt: 6000'



									Lighting - Refer to Airport Chart	4000' ↑ on 256°
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State		LANDING				CEILING REQUIRED
		RWY 26L		RWY 26R		
Max Kts	MDA(H)	MDA(H)		MDA(H)		
A 100	2490' (1073')	2300' - V5000m	2390' (973')	2300' - V5000m		
B 135	2590' (1173')	2300' - V5000m	2490' (1073')	2300' - V5000m		
C 180						
D 205						

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TASHKENT, (ISLAM KARIMOV - UTTT)				
REV	AIRPORT BRIEFING (GEN)	10-1P	21 Feb 2025	
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	21 Feb 2025	
REV	AIRPORT, AIRPORT INFO, TA...	10-9	21 Feb 2025	
REV	PARKING STANDS	10-9A	21 Feb 2025	
REV	PARKING STANDS TASHKENT 3...	10-9B	21 Feb 2025	
REV	ILS RWY 08L	11-1	21 Feb 2025	
REV	CAT II ILS RWY 08L	11-1A	21 Feb 2025	
REV	ILS RWY 08R	11-2	21 Feb 2025	
REV	ILS RWY 26R	11-3	21 Feb 2025	
REV	VOR DME RWY 08L/R	13-1	21 Feb 2025	
REV	VOR DME RWY 26L/R	13-2	21 Feb 2025	
REV	CIRCLING RWY 08L/R	19-10	21 Feb 2025	
REV	CIRCLING RWY 26L/R	19-11	21 Feb 2025	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTTT