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Airport Information For UTTT
Terminal Charts For UTTT
Revision Letter For Cycle 03-2020
Change Notices
Notebook

General Information

Location: TASHKENT UZB
ICAO/IATA: UTTT / TAS
Lat/Long: N41° 15.4', E069° 16.9'
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: 0231 Z
Sunset: 1243 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: 125.200



Tashkent Radar: 119.400

UTTT/TAS
ISLAM KARIMOV

24 JAN 20

JEPPESEN
10-1P

Eff 30 Jan

TASHKENT, UZBEKISTAN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.8

1.2. SPEED RESTRICTION

MAX 250 KT below FL 100 or as by ATC.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. 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."

1.3.2. ARRIVAL

The crew must advise Tower 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.

When LVP are in force, taxi routes will be assigned by ATS.

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

1.3.3. DEPARTURE

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

1.4. TAXI PROCEDURES

CAT C & 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 TASHKENT Delivery 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).

1.5. PARKING INFORMATION

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

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10-1P1

Eff 30 Jan

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

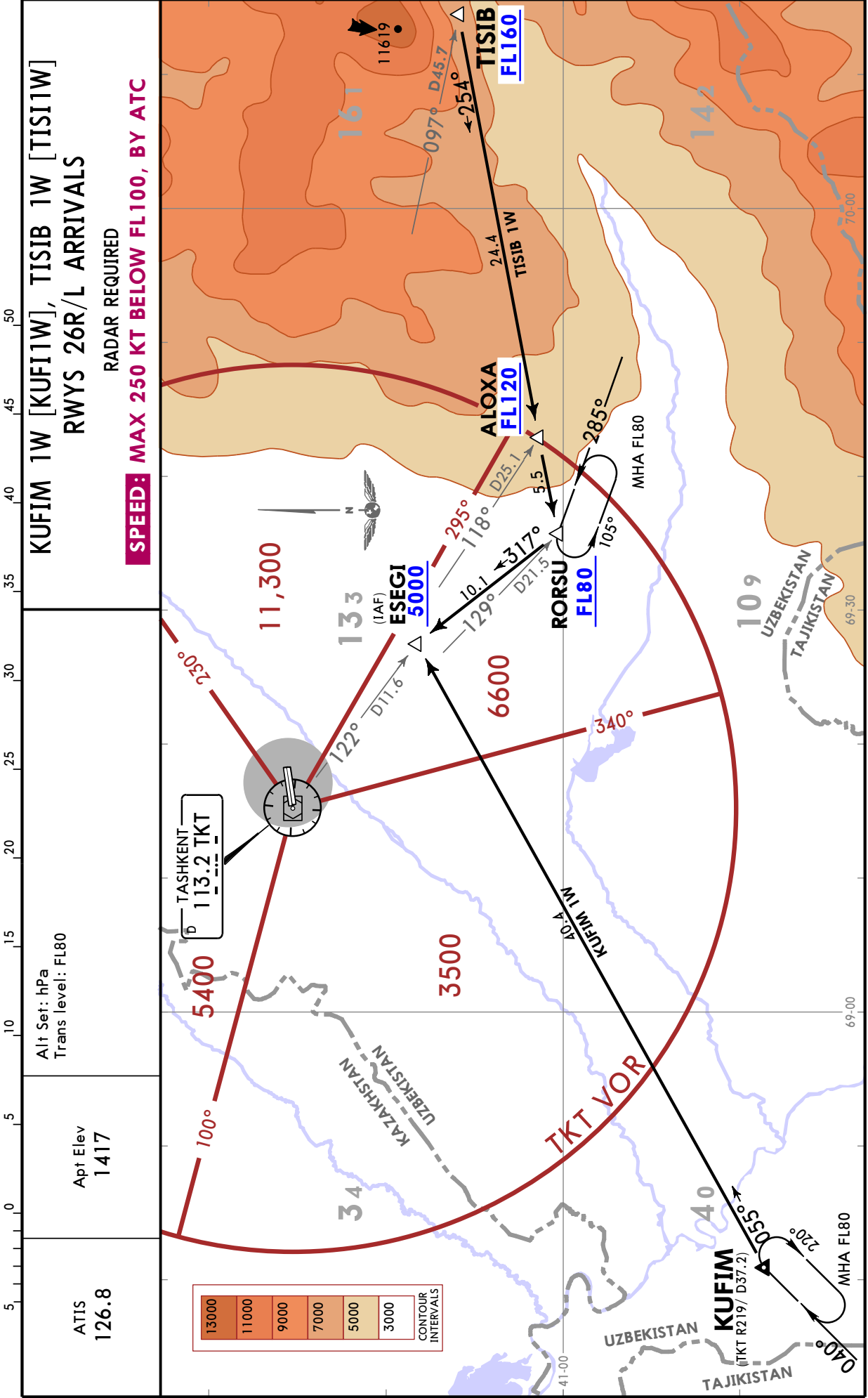
3.1. TAXI PROCEDURES

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

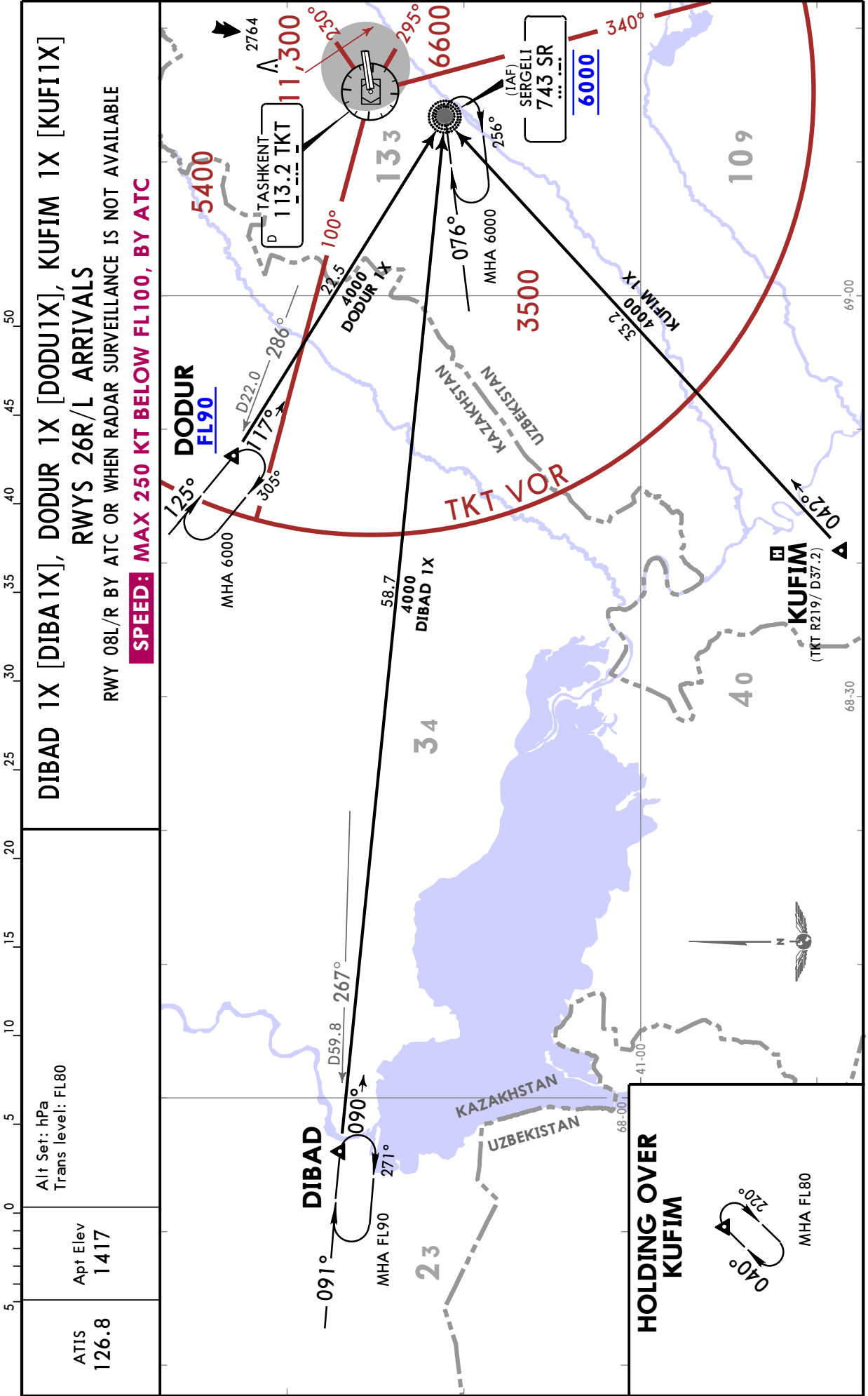
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JEPPESSEN TASHKENT, UZBEKISTAN
24 JAN 20 10-2 Eff 30 Jan STAR



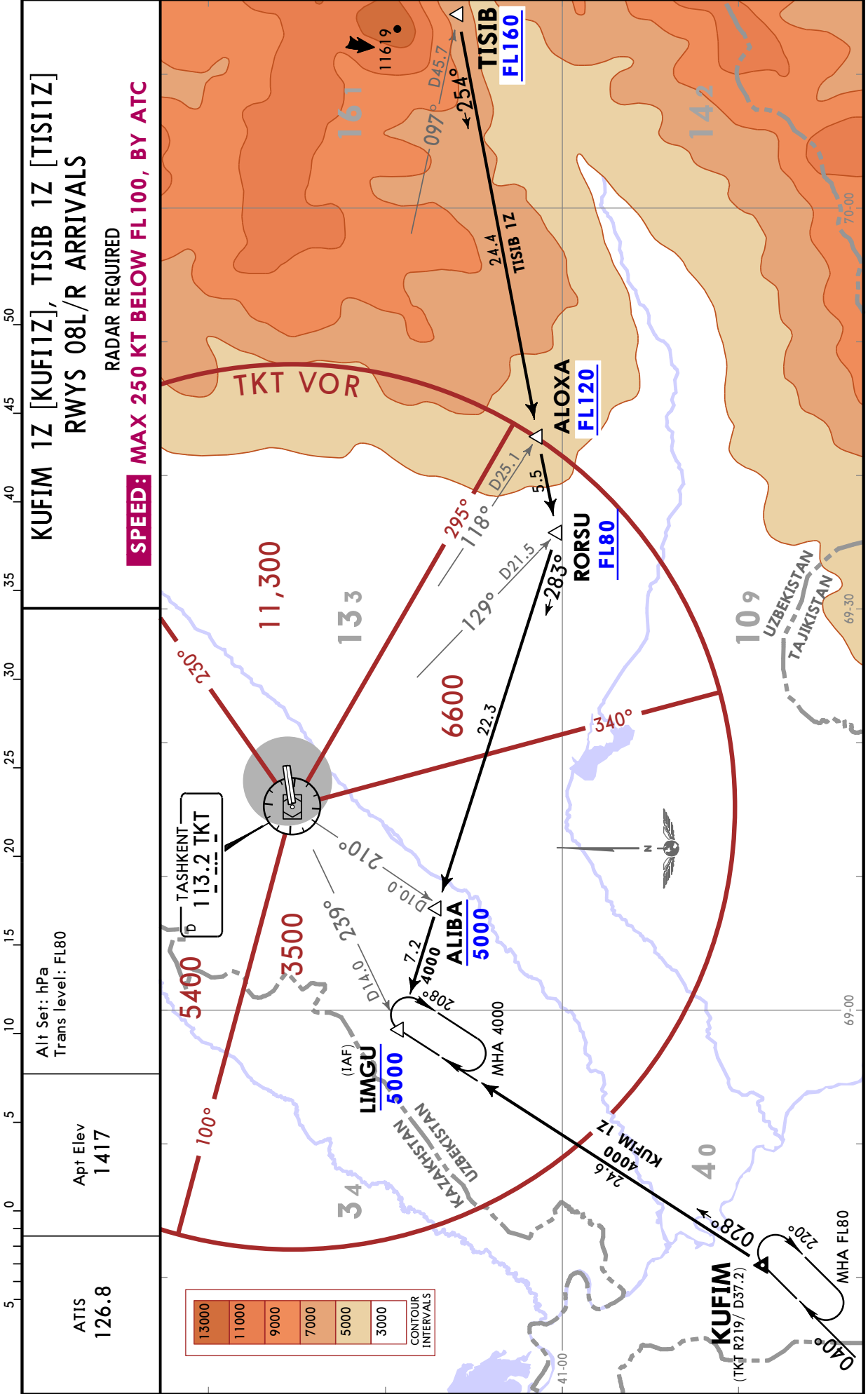
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24 JAN 20 10-2A Eff 30 Jan STAR



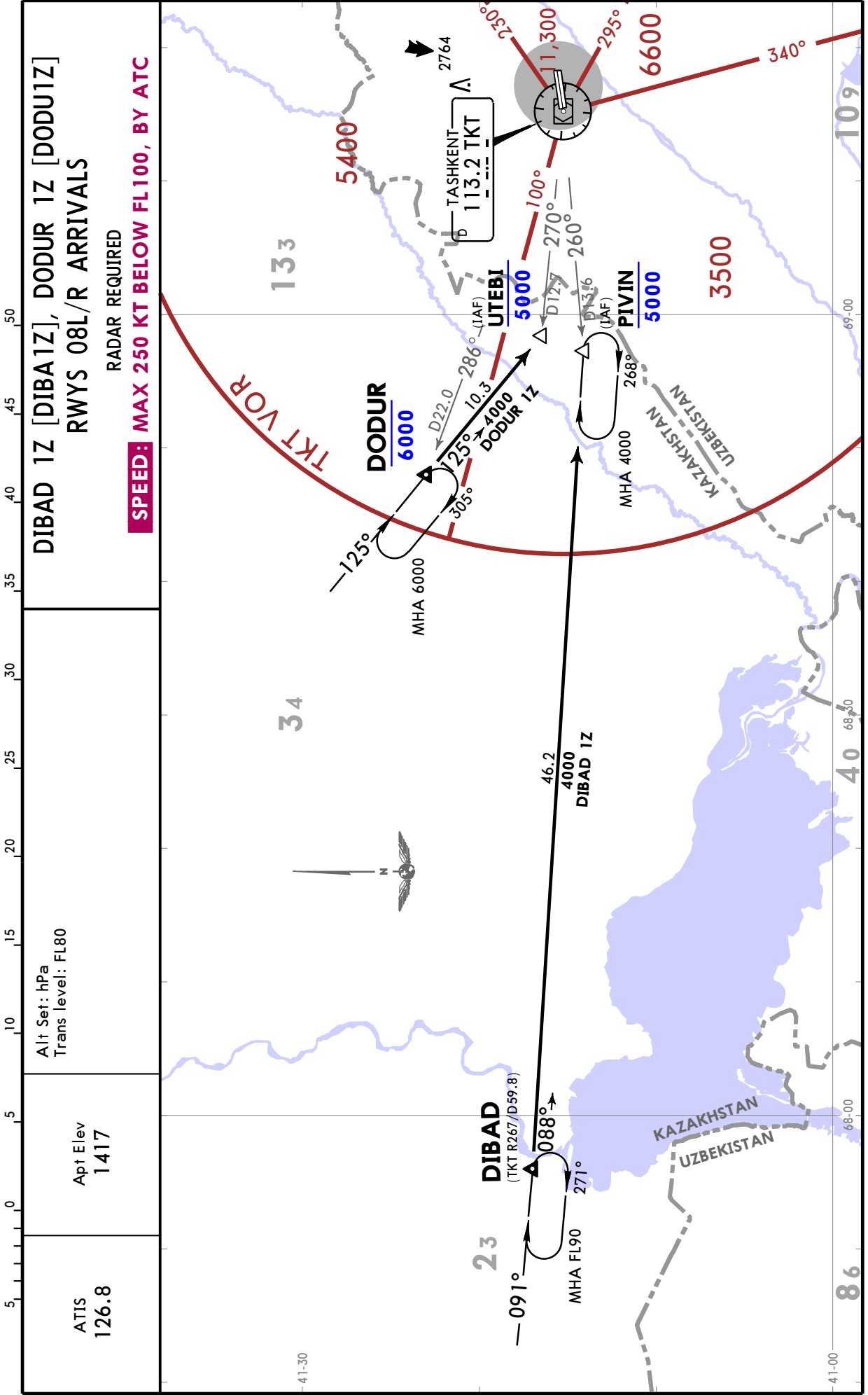
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JEPPESSEN TASHKENT, UZBEKISTAN
24 JAN 20 10-2B Eff 30 Jan STAR



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JEPPESSEN TASHKENT, UZBEKISTAN
24 JAN 20 10-2C Eff 30 Jan STAR



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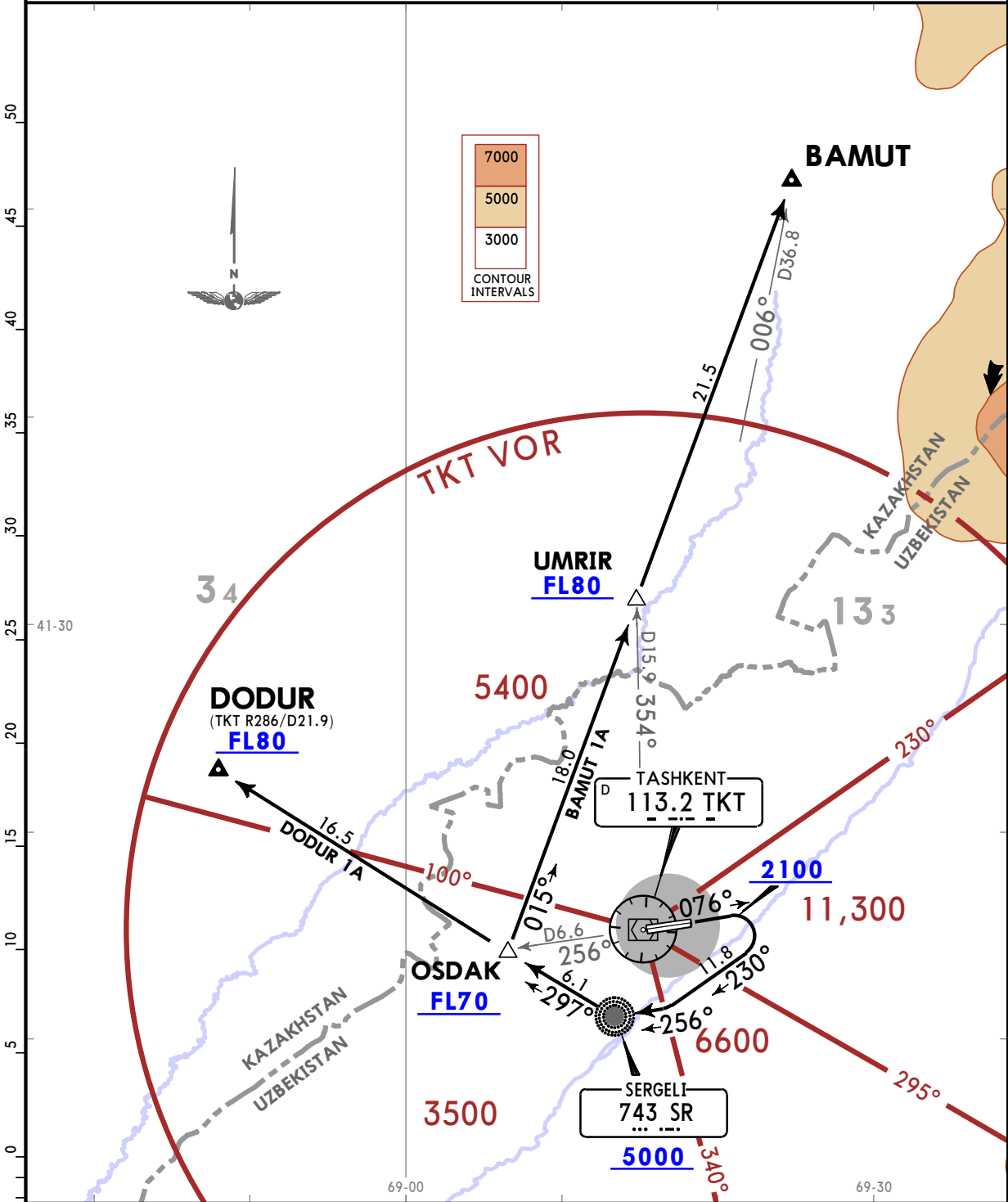
JEPPESEN TASHKENT, UZBEKISTAN
20 APR 18 10-3 Eff 26 Apr SID

Apt Elev 1417	Trans alt: 6000
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BAMUT 1A [BAMU1A], DODUR 1A [DODU1A]
RWYS 08L/R DEPARTURES

RADAR REQUIRED

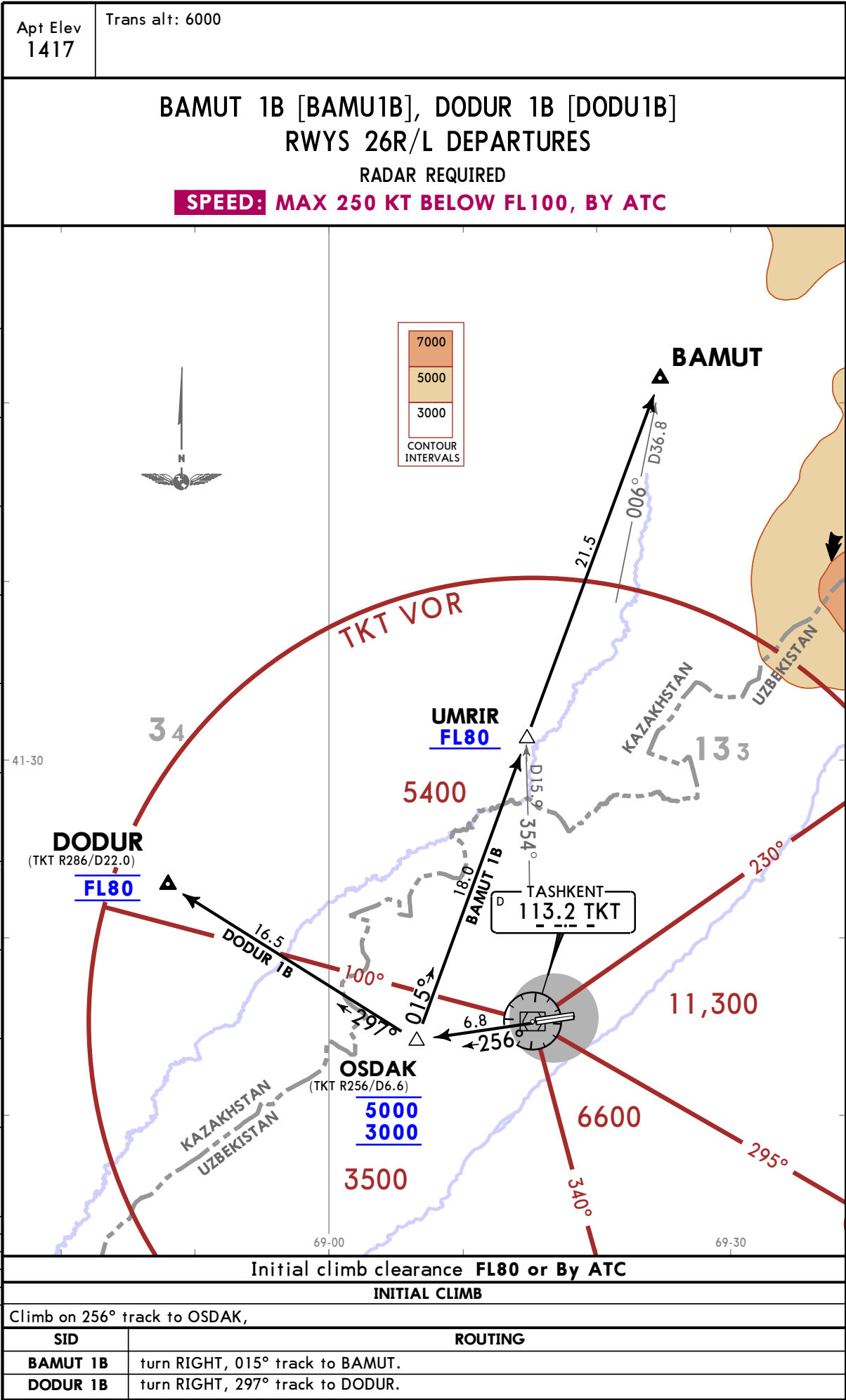
SPEED: MAX 250 KT BELOW FL100, BY ATC



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.	
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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JEPPESSEN TASHKENT, UZBEKISTAN
20 APR 18 10-3A Eff 26 Apr SID



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JEPPesen
4 MAY 18 10-3B

TASHKENT, UZBEKISTAN
SID

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 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

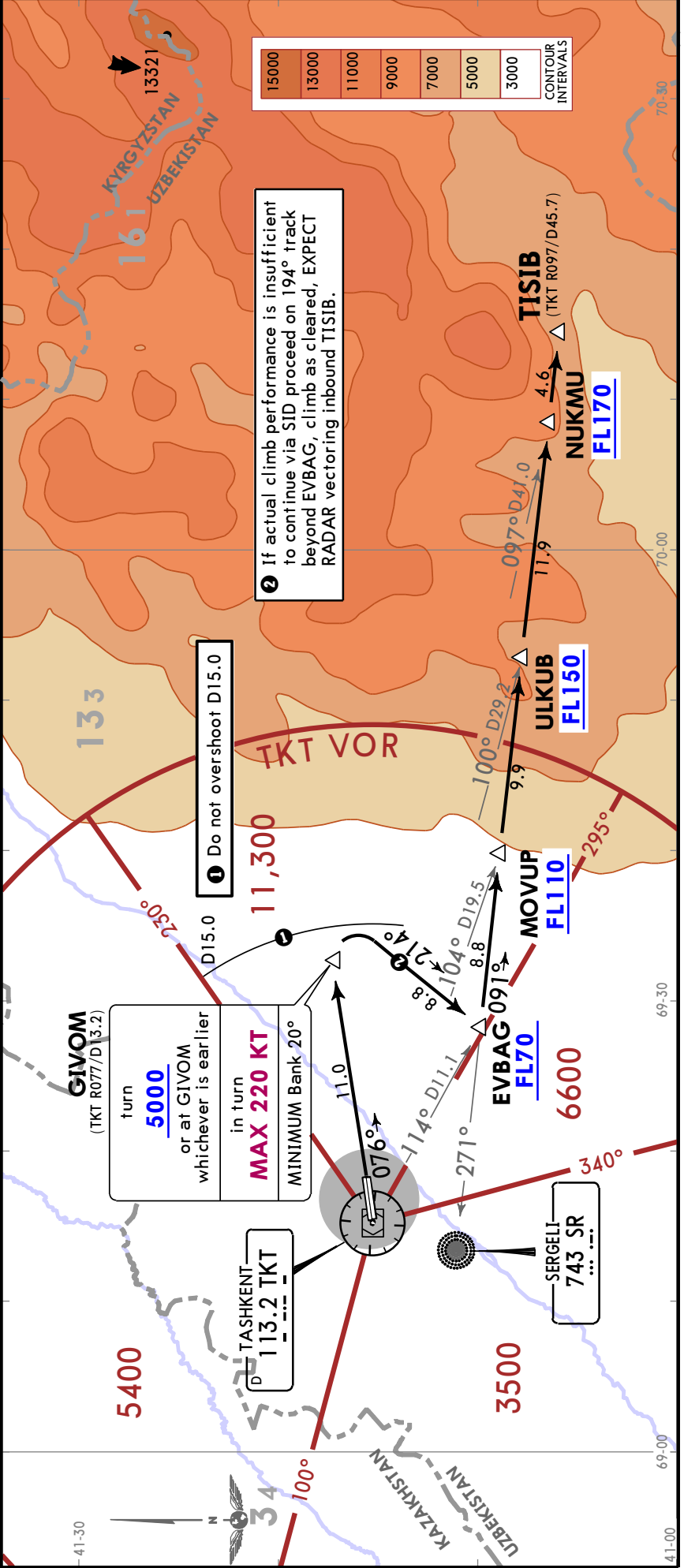
If unable to comply, advise ATC before start-up.

Apt Elev
1417

Trans alt: 6000

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

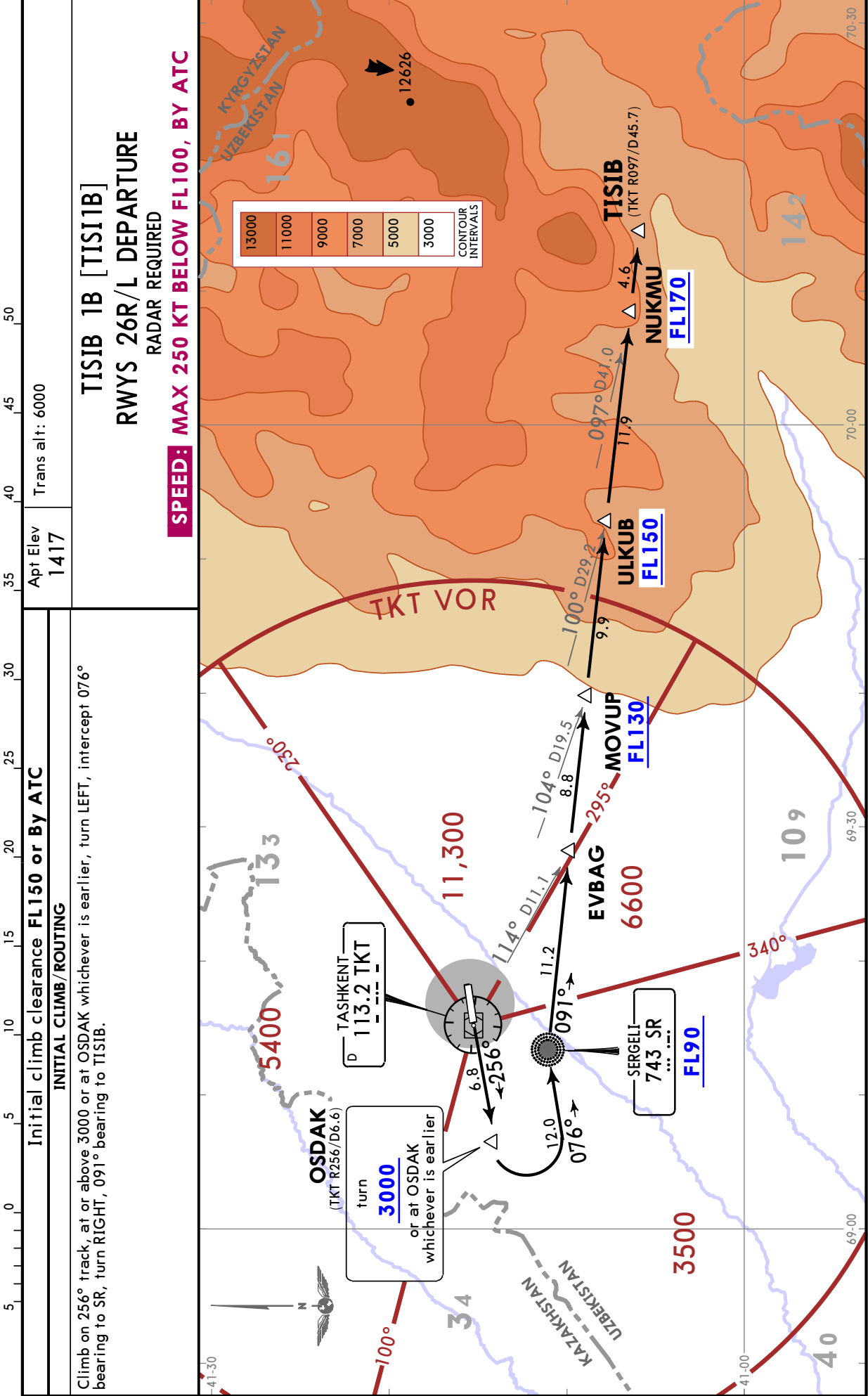
SPEED: MAX 250 KT BELOW FL100, BY ATC



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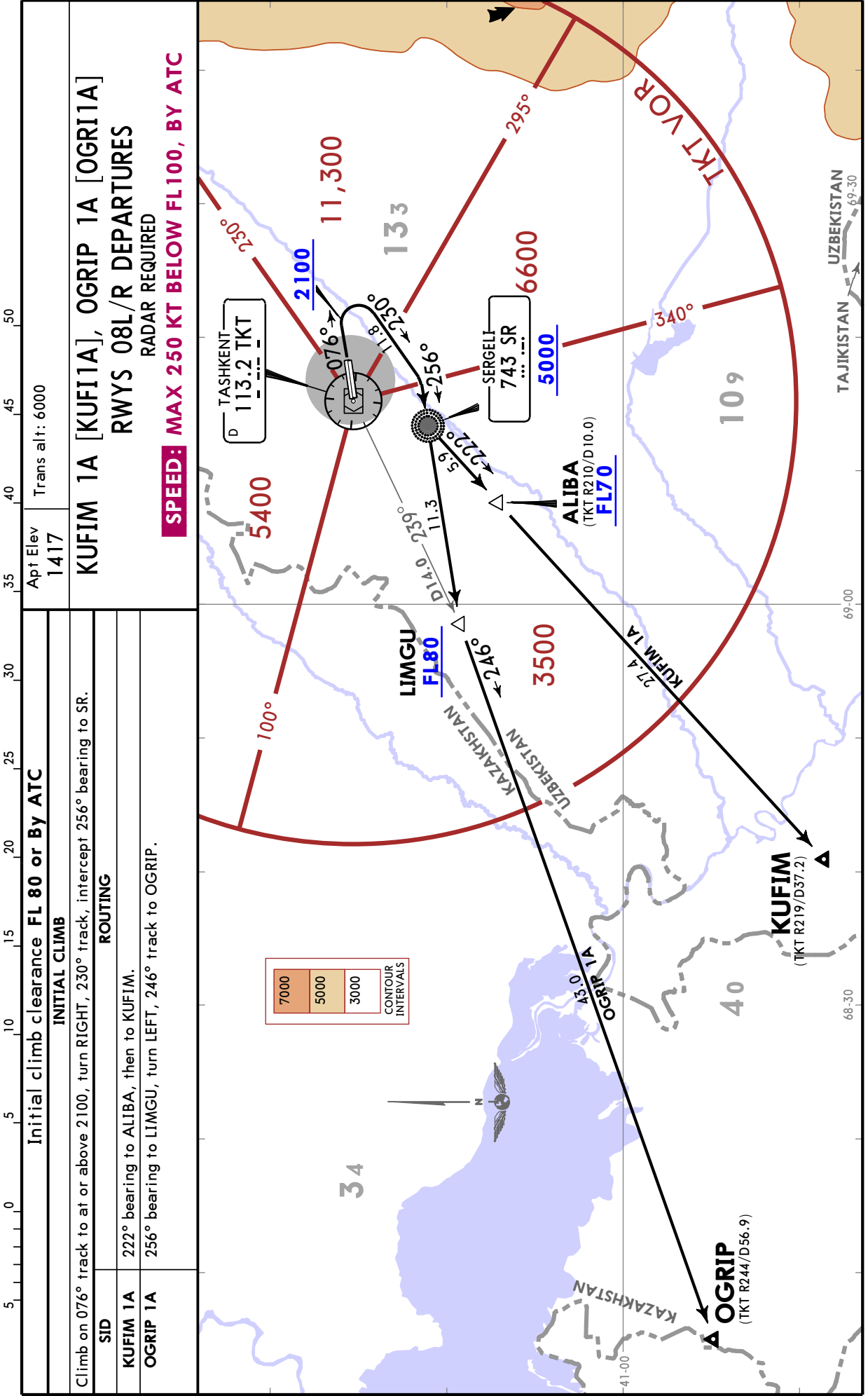
JEPPesen
4 MAY 18 10-3C

TASHKENT, UZBEKISTAN
SID



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JEPPESEN TASHKENT, UZBEKISTAN
24 JAN 20 10-3D Eff 30 Jan SID



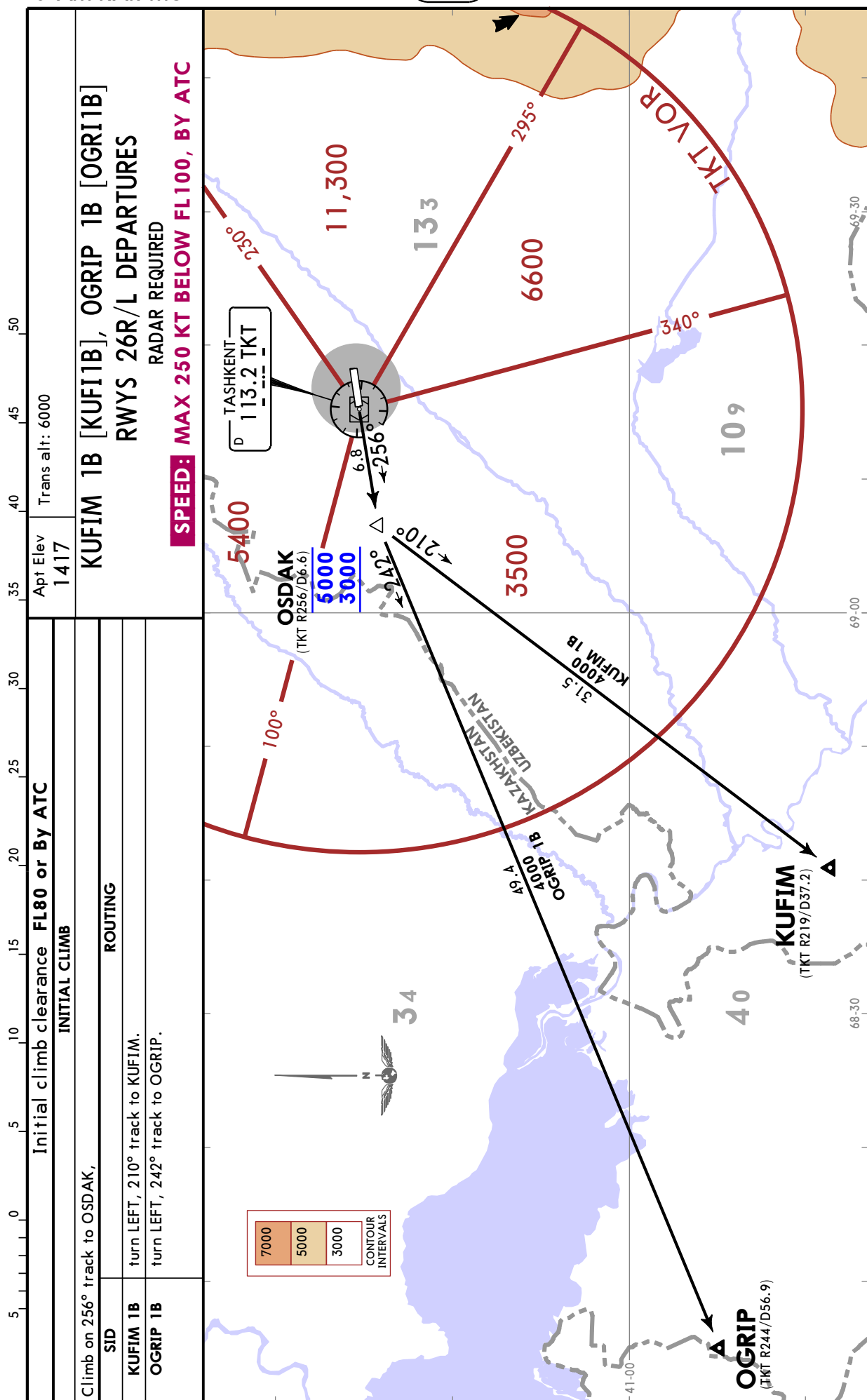
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24 JAN 20

10-3E

Eff 30 Jan

TASHKENT, UZBEKISTAN

SID

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Apt Elev 1417'
N41 15.4 E069 16.9



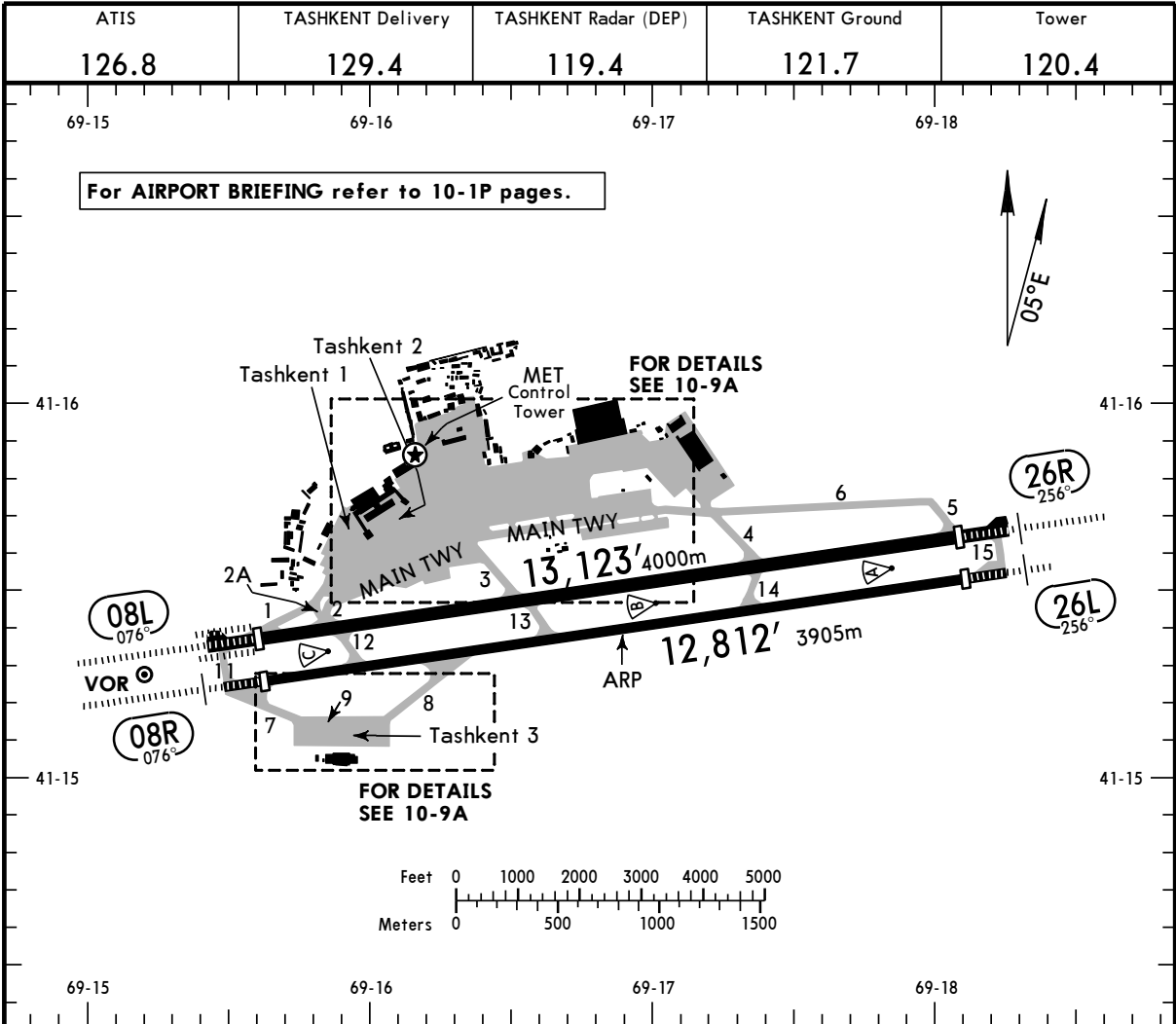
JEPPESSEN

TASHKENT, UZBEKISTAN

24 JAN 20 10-9

Eff 30 Jan

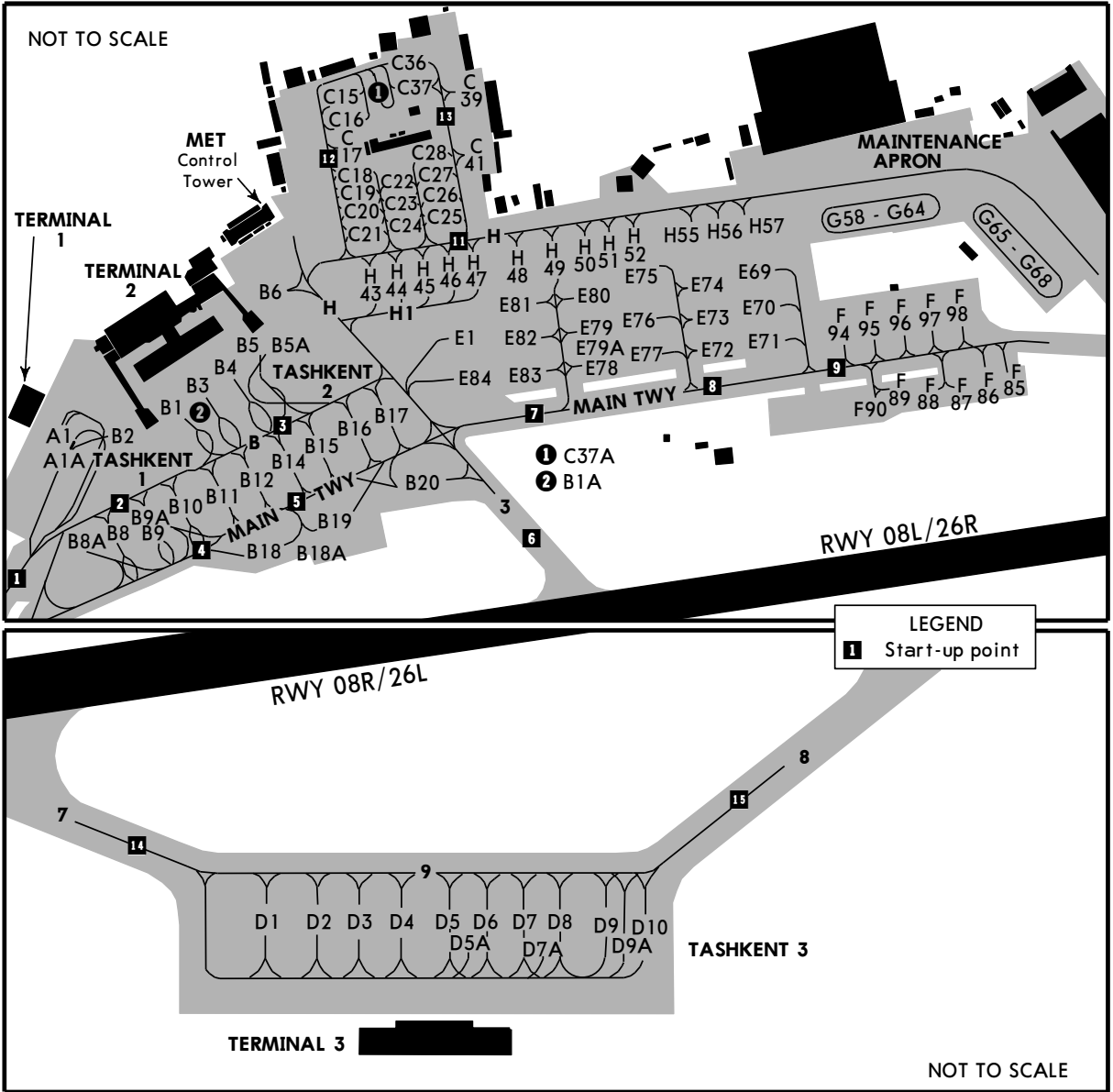
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ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
08L	HIRL (60m) CL ❶ HIALS-II PAPI-L(3.0°) TDZ RVR				12,303' 3750m	11,270' 3435m	❸	197' 60m
26R	HIRL (60m) CL ❷ HIALS PAPI-L(3.0°) RVR					10,784' 3287m		
❶ Between displ thresholds (30W, 21R&W, 8R / spacing 15m).								
❷ Between displ thresholds (86W, 18R&W, 11R / spacing 15m).								
❸ TAKE-OFF RUN AVAILABLE								
RWY 08L:					RWY 26R:			
From rwy head 13,123'(4000m)					From rwy head 13,123'(4000m)			
twy 2 int 11,352'(3460m)					twy 4 int 8940'(2725m)			
twy 3 int 7956'(2425m)								
08R	HIRL (60m) HIALS PAPI-L(3.0°) RVR				11,663' 3555m	10,692' 3259m	❹	148' 45m
26L	HIRL (60m) MIALS PAPI-L(3.0°) RVR				12,139' 3700m			
❹ TAKE-OFF RUN AVAILABLE								
RWY 08R:					RWY 26L:			
From rwy head 12,320'(3755m)					From rwy head 12,812'(3905m)			
twy 12 int 10,089'(3075m)					twy 14 int 7710'(2350m)			
twy 8 int 8268'(2520m)								
twy 13 int 6890'(2100m)								

Standard TAKE-OFF		
Low Visibility Take-off		
	HIRL, CL & mult. RVR req	HIRL, RCLM & RVR req.
A		RCLM (DAY only)
B	150m	250m
C		500m
D	200m	300m

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TASHKENT, UZBEKISTAN

24 JAN 20

10-9B Eff 30 Jan

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INS COORDINATES		INS COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
A1, A1A	N41 15.6 E069 15.9	D10	N41 15.1 E069 16.1
B1, BLA	N41 15.7 E069 16.0	EL	N41 15.7 E069 16.4
B2	N41 15.6 E069 16.0	E69	N41 15.8 E069 16.7
B3	N41 15.7 E069 16.0	E70 thru E73	N41 15.7 E069 16.7
B4 thru B5A	N41 15.7 E069 16.1	E74	N41 15.8 E069 16.7
B6	N41 15.8 E069 16.1	E75	N41 15.8 E069 16.6
B8	N41 15.5 E069 16.0	E76, E77	N41 15.7 E069 16.6
B8A	N41 15.5 E069 15.9	E78 thru E79A	N41 15.7 E069 16.5
B9 thru B10	N41 15.6 E069 16.0	E80	N41 15.8 E069 16.5
B11, B12	N41 15.6 E069 16.1	E81	N41 15.7 E069 16.4
B14, B15	N41 15.6 E069 16.2	E82, E83	N41 15.7 E069 16.5
B16, B17	N41 15.6 E069 16.3	E84	N41 15.7 E069 16.4
B18	N41 15.5 E069 16.1	F85 thru F87	N41 15.7 E069 17.0
B18A	N41 15.5 E069 16.2	F88 thru F90	N41 15.7 E069 16.9
B19	N41 15.6 E069 16.2	F94	N41 15.7 E069 16.8
B20	N41 15.6 E069 16.3	F95 thru F97	N41 15.7 E069 16.9
C15 thru C18	N41 15.9 E069 16.2	F98	N41 15.7 E069 17.0
C19	N41 15.9 E069 16.3	H43 thru H45	N41 15.8 E069 16.3
C20, C21	N41 15.8 E069 16.3	H46	N41 15.8 E069 16.4
C22	N41 15.9 E069 16.3	H47	N41 15.9 E069 16.4
C23, C24	N41 15.8 E069 16.3	H48	N41 15.8 E069 16.4
C25, C26	N41 15.8 E069 16.4	H49, H50	N41 15.8 E069 16.5
C27	N41 15.9 E069 16.4	H51 thru H55	N41 15.8 E069 16.6
C28	N41 15.9 E069 16.3	H56, H57	N41 15.8 E069 16.7
C36	N41 16.0 E069 16.3		
C37, C37A	N41 15.9 E069 16.3		
C39, C41	N41 15.9 E069 16.4		
D1, D2	N41 15.1 E069 15.8		
D3 thru D6	N41 15.1 E069 15.9		
D7 thru D9A	N41 15.1 E069 16.0		

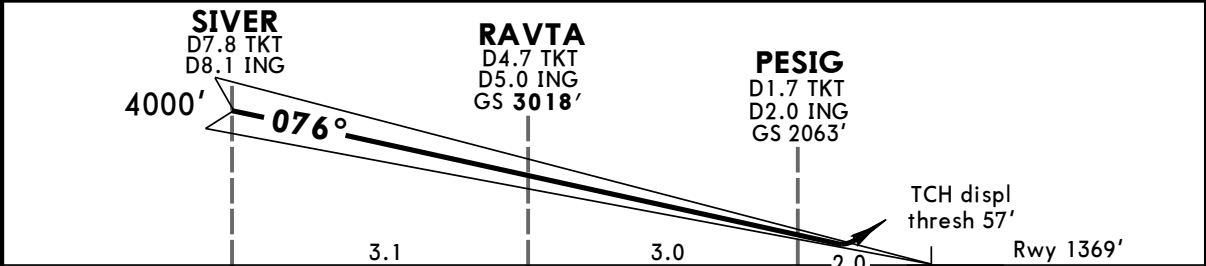
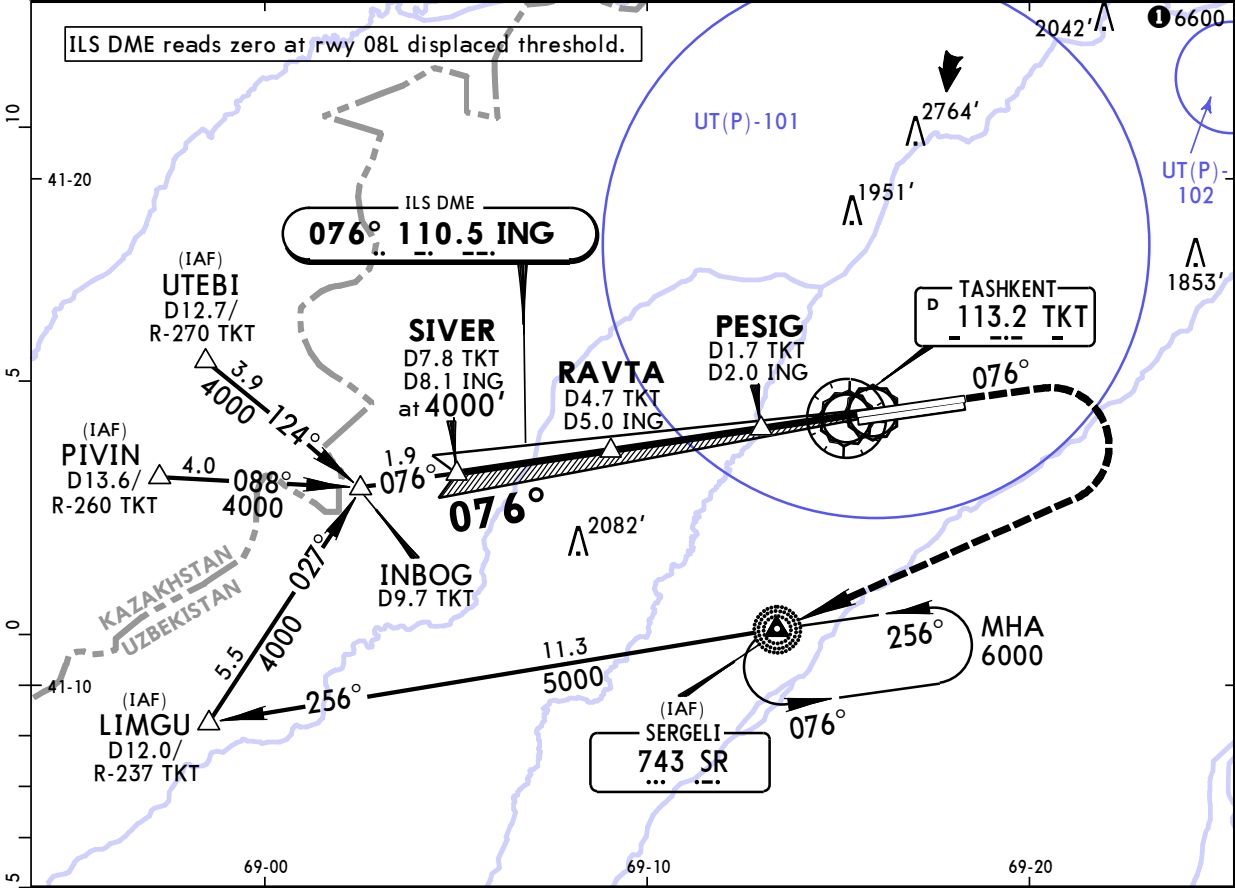
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JEPPESSEN
27 APR 18 11-1

TASHKENT, UZBEKISTAN
ILS Rwy 08L

ATIS	TASHKENT Radar (ARR)	TASHKENT Approach	TASHKENT Tower	Ground
126.8	119.4	125.2	120.4	121.7 131.4
LOC ING 110.5	Final Apch Crs 076°	GS RAVTA 3018' (1649')	ILS DA(H) 1569' (200') Apt Elev 1417' Rwy 1369'	5400 100° 230° 11,300 3500 295° 340° 1 MSA TKT VOR
MISSED APCH: Climb on 076° to 2100', then turn RIGHT to NDB climbing to 5000' and contact ATC.				

Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 80 Trans alt: 6000'



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

Standard		STRAIGHT-IN LANDING RWY 08L			CEILING REQUIRED	CIRCLE-TO-LAND	
ILS				LOC (GS out)	NIGHT not authorized		
DA(H) 1569' (200')							
FULL		TDZ or CL out	ALS out		Max Kts	MDA(H)	CEIL-VIS
A	RVR 550m	RVR 550m 1	RVR 1200m	NOT AUTHORIZED	100	2390' (973')	2300' -5000m
B					135		
C					180	2490' (1073')	2300' -5000m
D					205		

W/o HUD/AP/FD: RVR 750m

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JEPPESSEN
27 APR 18 11-1A

TASHKENT, UZBEKISTAN
CAT II ILS Rwy 08L

ATIS
126.8

TASHKENT Radar (ARR)
119.4

TASHKENT Approach
125.2

TASHKENT Tower
120.4

Ground
121.7 131.4

LOC
ING
110.5

Final
Apch Crs
076°

GS
RAVTA
3018' (1649')

CAT II ILS
RA 105'
DA(H)
1469' (100')

Apt Elev 1417'
Rwy 1369'

5400
230°
100°
3500
295°
340°
11,300
1

MSA TKT VOR

MISSED APCH: Climb on 076° to 2100', then turn RIGHT to NDB climbing to 5000' and contact ATC.

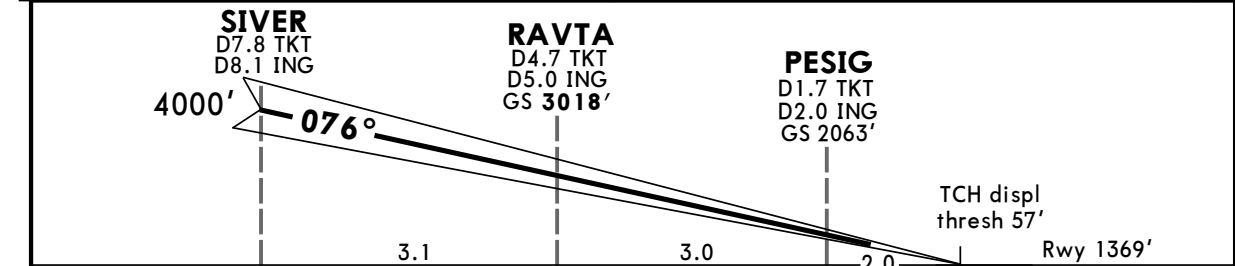
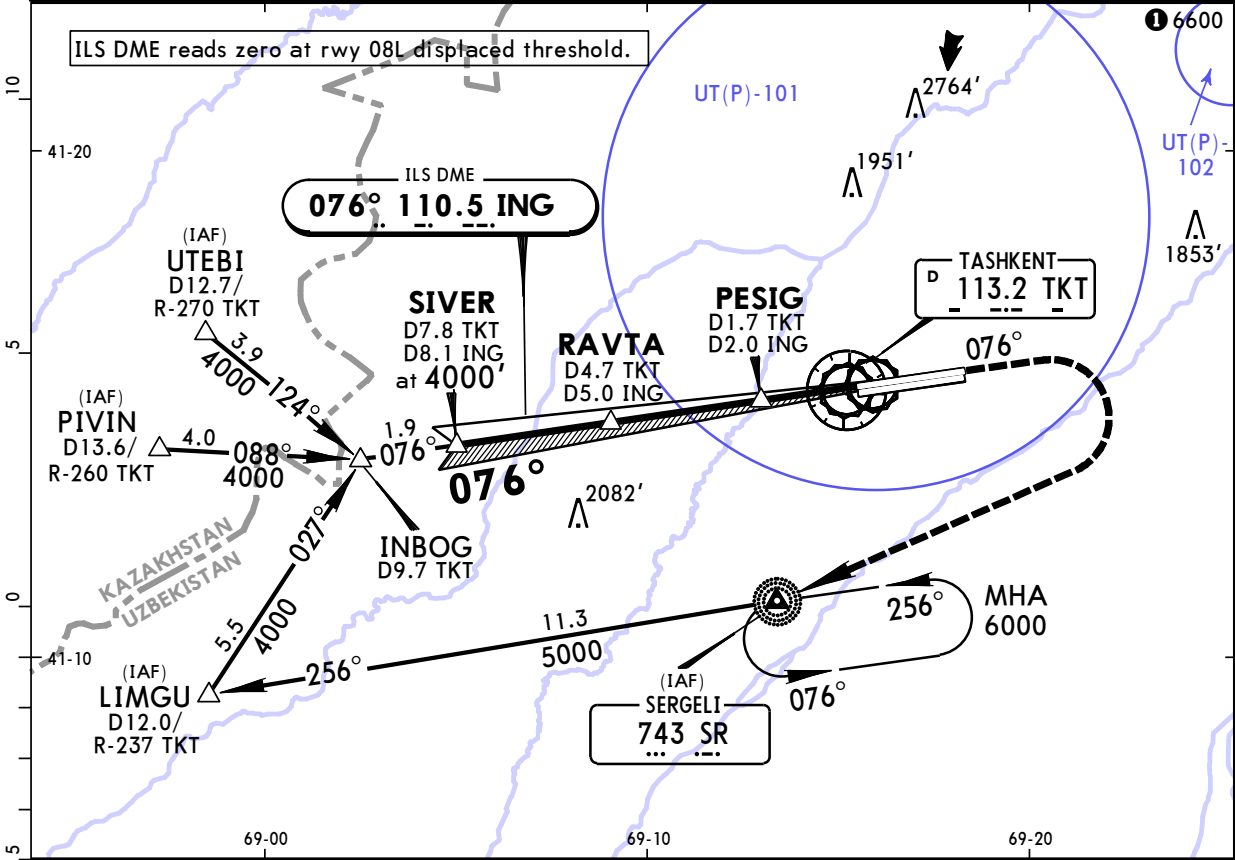
Alt Set: hPa

Rwy Elev: 49 hPa

Trans level: FL 80

Trans alt: 6000'

Special aircrew and aircraft certification required.



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

Standard

STRAIGHT-IN LANDING RWY 08L
CAT II ILS
RA 105'
DA(H) 1469' (100')
RVR 300m

PANS OPS

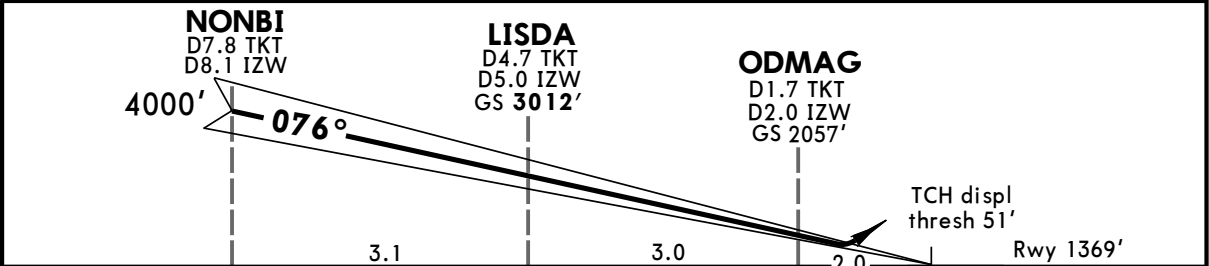
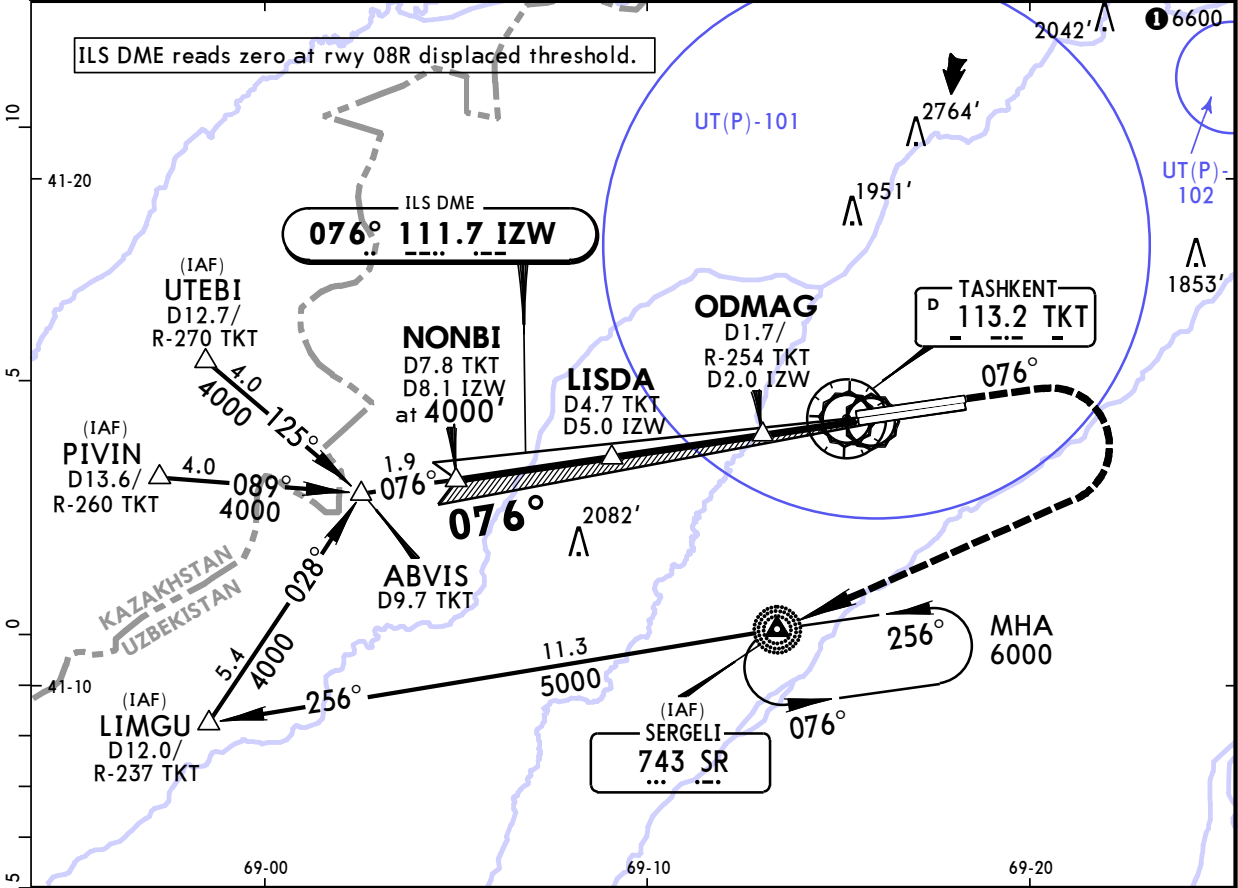
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JEPPESSEN
25 MAY 18 (11-2)

TASHKENT, UZBEKISTAN
ILS Rwy 08R

ATIS	TASHKENT Radar (ARR)	TASHKENT Approach	TASHKENT Tower	Ground
126.8	119.4	125.2	120.4	121.7 131.4
LOC IZW 111.7	Final Apch Crs 076°	GS LISDA 3012' (1643')	ILS DA(H) Refer to Minimums	Apt Elev 1417' Rwy 1369'
MISSED APCH: Climb on 076° to 2100', then turn RIGHT to NDB climbing to 5000' and contact ATC.				MSA TKT VOR

Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 80 Trans alt: 6000'



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

Standard		STRAIGHT-IN LANDING RWY 08R		CEILING REQUIRED		CIRCLE-TO-LAND	
ILS ABC: 1569' (200')		LOC (GS out)		NIGHT not authorized			
DA(H) D: 1570' (201')							
FULL		ALS out					
A						Max Kts	
B	RVR 750m	RVR 1200m				100	2390' (973') 2300' - 5000m
C						135	
D						180	2490' (1073') 2300' - 5000m
						205	

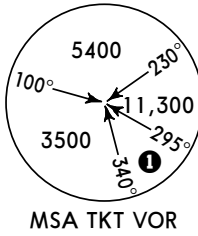
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JEPPESSEN
25 MAY 18 (11-3)

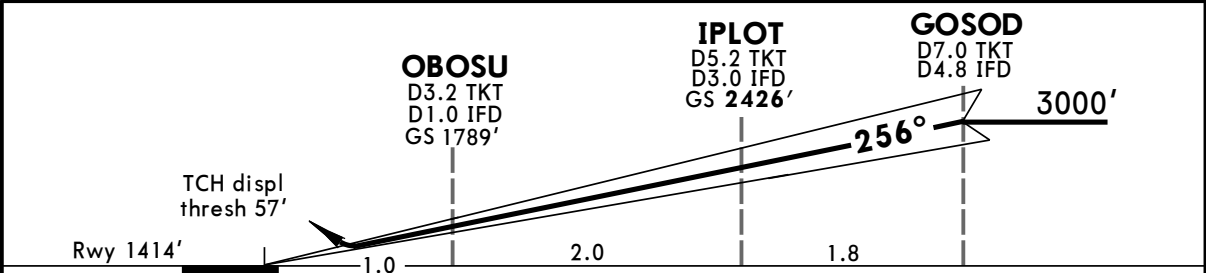
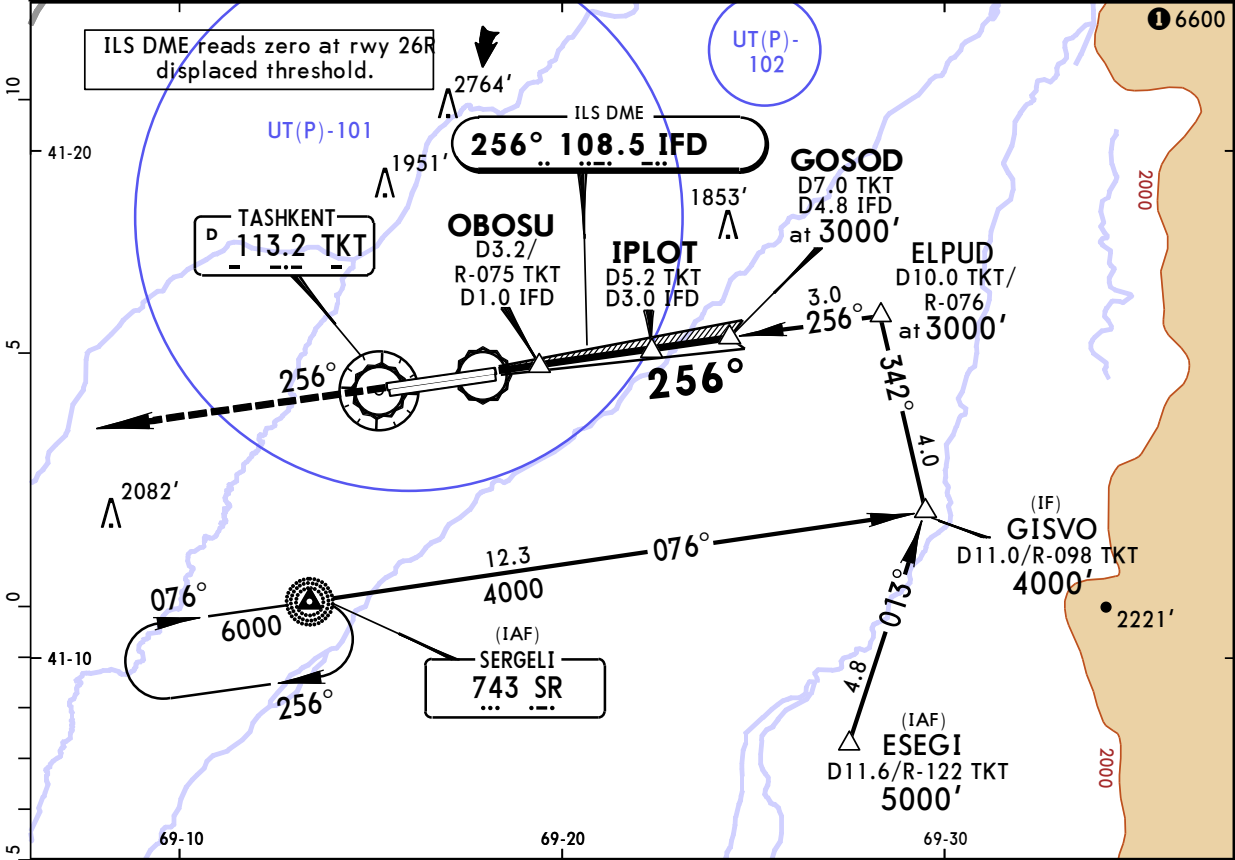
TASHKENT, UZBEKISTAN
ILS Rwy 26R

ATIS	TASHKENT Radar (ARR)	TASHKENT Approach (APP)	TASHKENT Tower	Ground
126.8	119.4	125.2	120.4	121.7 131.4
LOC IFD 108.5	Final Apch Crs 256°	GS IPLOT 2426' (1012')	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: FL 80 Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS

PAPI

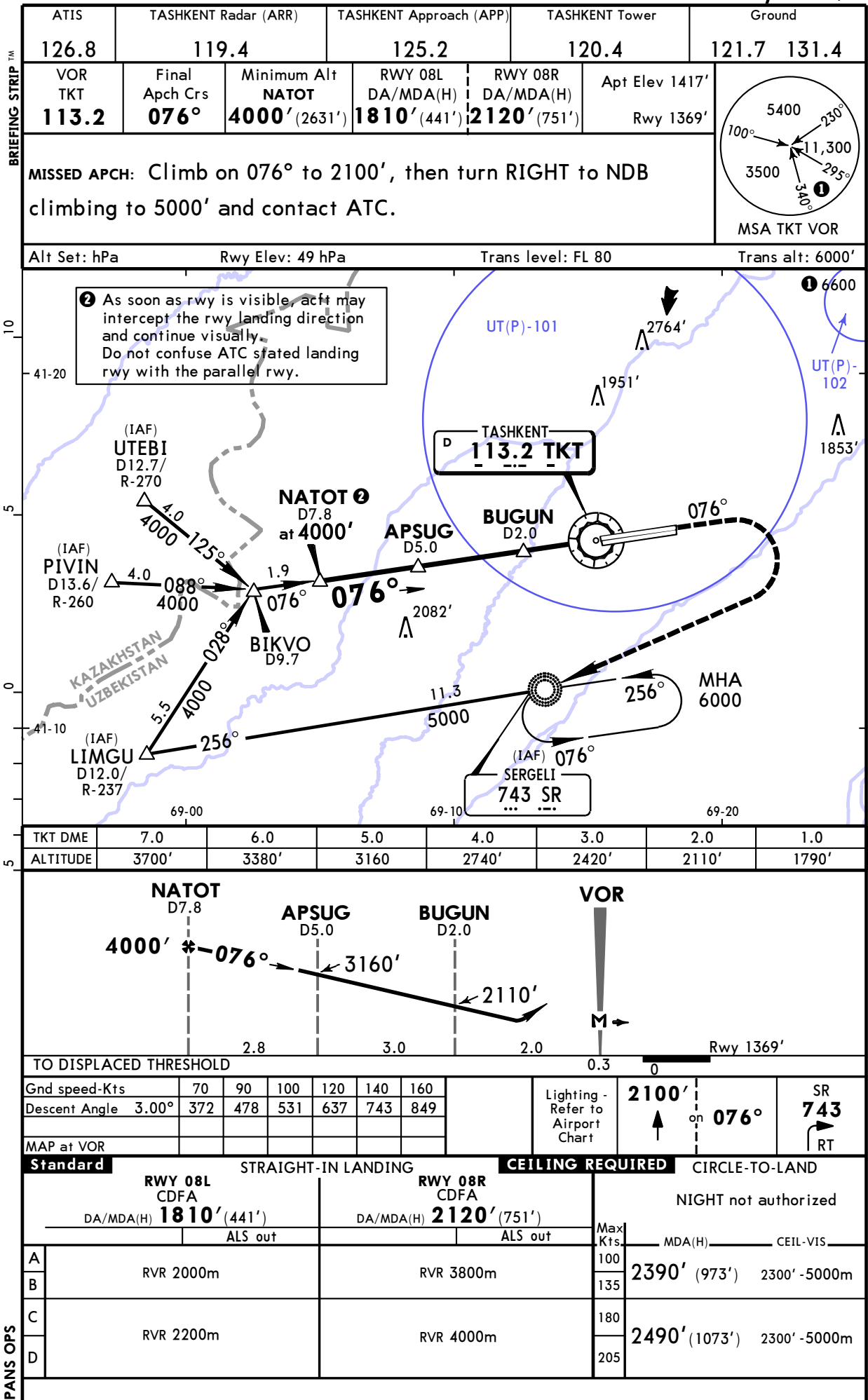
4000' on 256°

Standard		STRAIGHT-IN LANDING RWY 26R		CEILING REQUIRED	CIRCLE-TO-LAND	
ILS			LOC (GS out)		NIGHT not authorized	
DA(H) 1614' (200')						
FULL		ALS out			Max Kts	MDA(H) CEIL-VIS
A					100	2390' (973') 2300' -5000m
B					135	
C	RVR 750m	RVR 1200m	NOT AUTHORIZED		180	2490' (1073') 2300' -5000m
D					205	

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JEPPESSEN
23 MAR 18 13-1 Eff 29 Mar

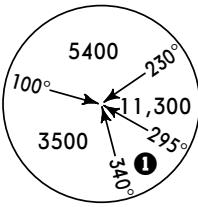
TASHKENT, UZBEKISTAN
VOR DME Rwy 08L/R



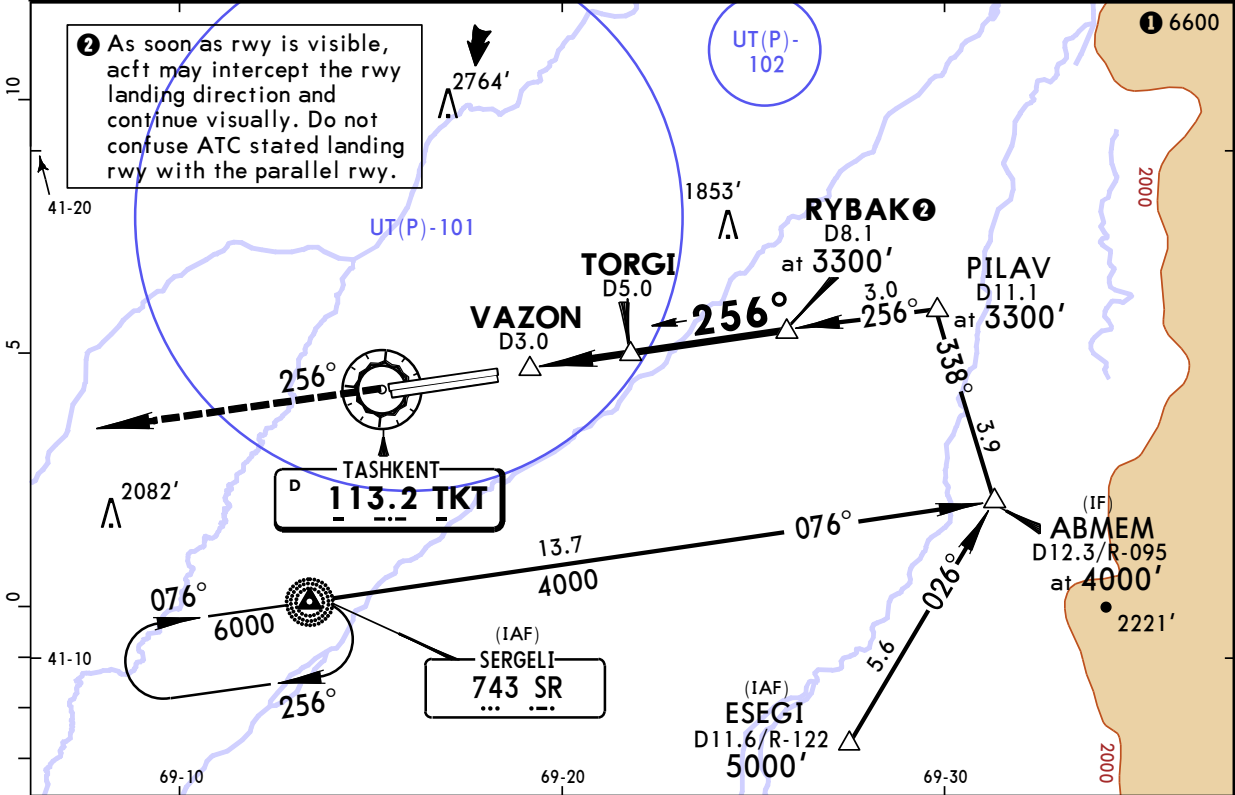
UTTT/TAS
ISLAM KARIMOV

JEPPESSEN
23 MAR 18 13-2 Eff 29 Mar

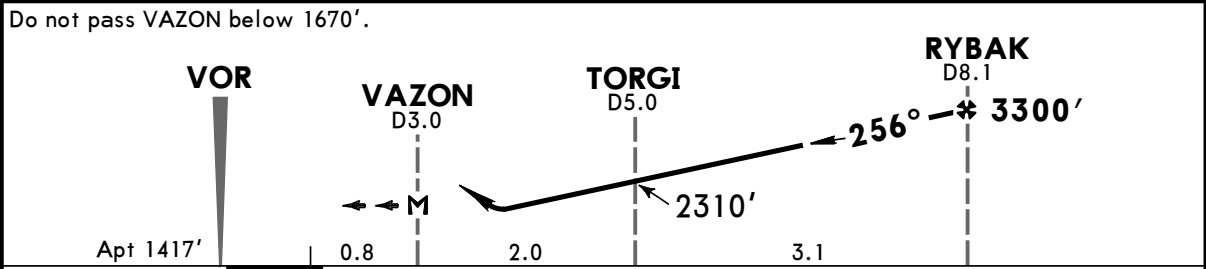
TASHKENT, UZBEKISTAN
VOR DME Rwy 26L/R

ATIS	TASHKENT Radar (ARR)	TASHKENT Approach (APP)	TASHKENT Tower	Ground
126.8	119.4	125.2	120.4	121.7 131.4
VOR TKT 113.2	Final Apch Crs 256°	Minimum Alt RYBAK 3300' (1883')	DA/MDA(H) 1990' (573')	Apt Elev 1417'
MISSED APCH: Climb on 256° to 4000'. Contact ATC as soon as possible.				 MSA TKT VOR

Alt Set: hPa Rwy Elev: 51 hPa Trans level: FL 80 Trans alt: 6000'



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



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

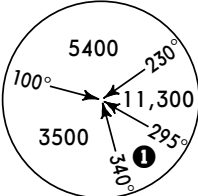
PANS OPS	STRAIGHT-IN LANDING		CEILING REQUIRED		CIRCLE-TO-LAND	
	RWY 26L CDFA		RWY 26R CDFA		NIGHT not authorized	
	DA/MDA(H) 1990' (573')		DA/MDA(H) 1990' (573')		RWY 26L	
	ALS out		ALS out		RWY 26R	
	Max Kts		Max Kts		MDA(H) CEIL-VIS	
A	RVR 3100m		RVR 2600m		2490 (1073') 2300' -5000m	
B	RVR 3300m		RVR 3000m		2590' (1173') 2300' -5000m	
C					2490' (1073') 2300' -5000m	
D						

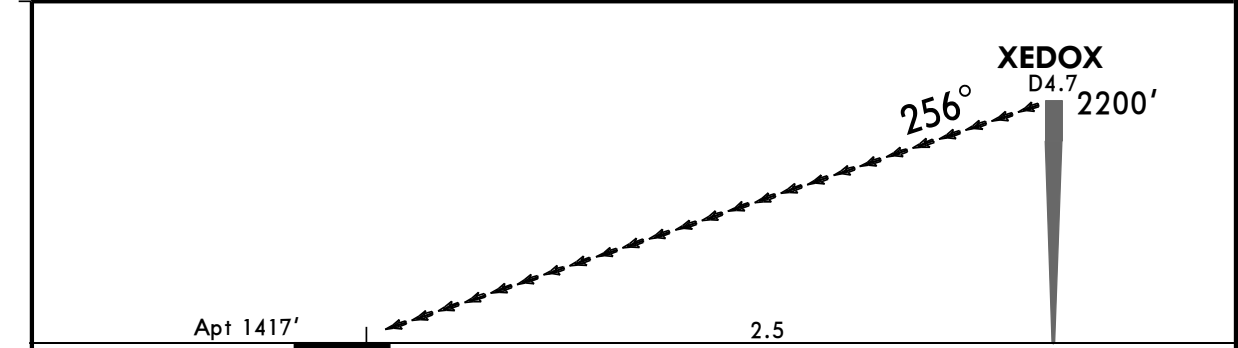
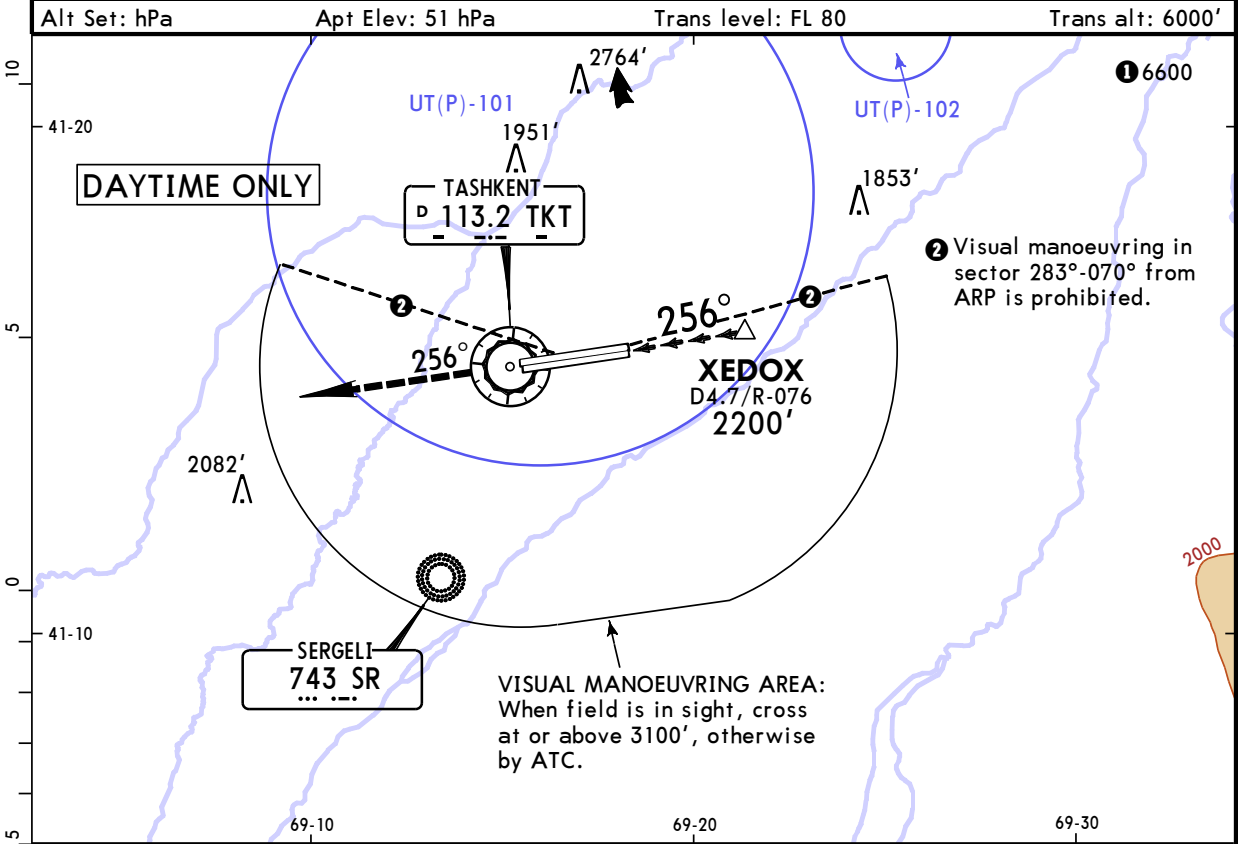
PANS OPS

UTTT/TAS
ISLAM KARIMOV

JEPPESSEN
24 JAN 20 19-11 Eff 30 Jan

TASHKENT, UZBEKISTAN
Circling Rwy 26L/R

BRIEFING STRIP TM	ATIS	TASHKENT Radar (ARR)	TASHKENT Approach	TASHKENT Tower	Ground
	126.8	119.4	125.2	120.4	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.					



						Lighting - Refer to Airport Chart	4000' on 256°
Standard						CEILING REQUIRED	
LANDING							
RWY 26L			RWY 26R				
Max Kts	MDA(H)		CEIL-VIS		MDA(H)		CEIL-VIS
A 100	2490' (1073')		2300' - 5000m		2390' (973')		2300' - 5000m
B 135							
C 180	2590' (1173')		2300' - 5000m		2490' (1073')		2300' - 5000m
D 205							

PANS OPS

TASHKENT, (ISLAM KARIMOV - UT TT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTTT