

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTTT

Terminal Charts For UTTT

Revision Letter For Cycle 09-2019

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: 0010 Z
Sunset: 1428 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

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JEPPESEN

23 MAR 18

10-1P

TASHKENT, UZBEKISTAN

Eff 29 Mar

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.

1.5. PARKING INFORMATION

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

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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

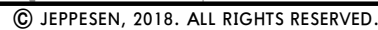
Taxi Route Designator	ACFT Stands	Taxi Route Details
A 01	Stands B1, B3 thru B5	TWY 4, MAIN TWY, TWY H, TWY B
A 02	Stands B1, B3 thru B5	TWY 5, TWY 6, MAIN TWY, TWY H, TWY B
A 03	Stands B8 thru B17, B19	TWY 4, MAIN TWY
A 04	Stands C8 thru C41, H48 thru H52, B6	TWY 5, TWY 6, MAIN TWY, TWY H
A 05	Stands C8 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 C8 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 C8 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 C8 thru C41, B6, H43 thru H52, start-up point 11	TWY H, TWY B, TWY 1
WEST 02	Stands C8 thru C41, B6, H43 thru H52, start-up point 11	TWY H, MAIN TWY, TWY 2
WEST 03	Stands C8 thru C41, B6, H43 thru H52, start-up point 11	TWY H, TWY B, TWY 2



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16 MAR 18 10-2A Eff 29 Mar

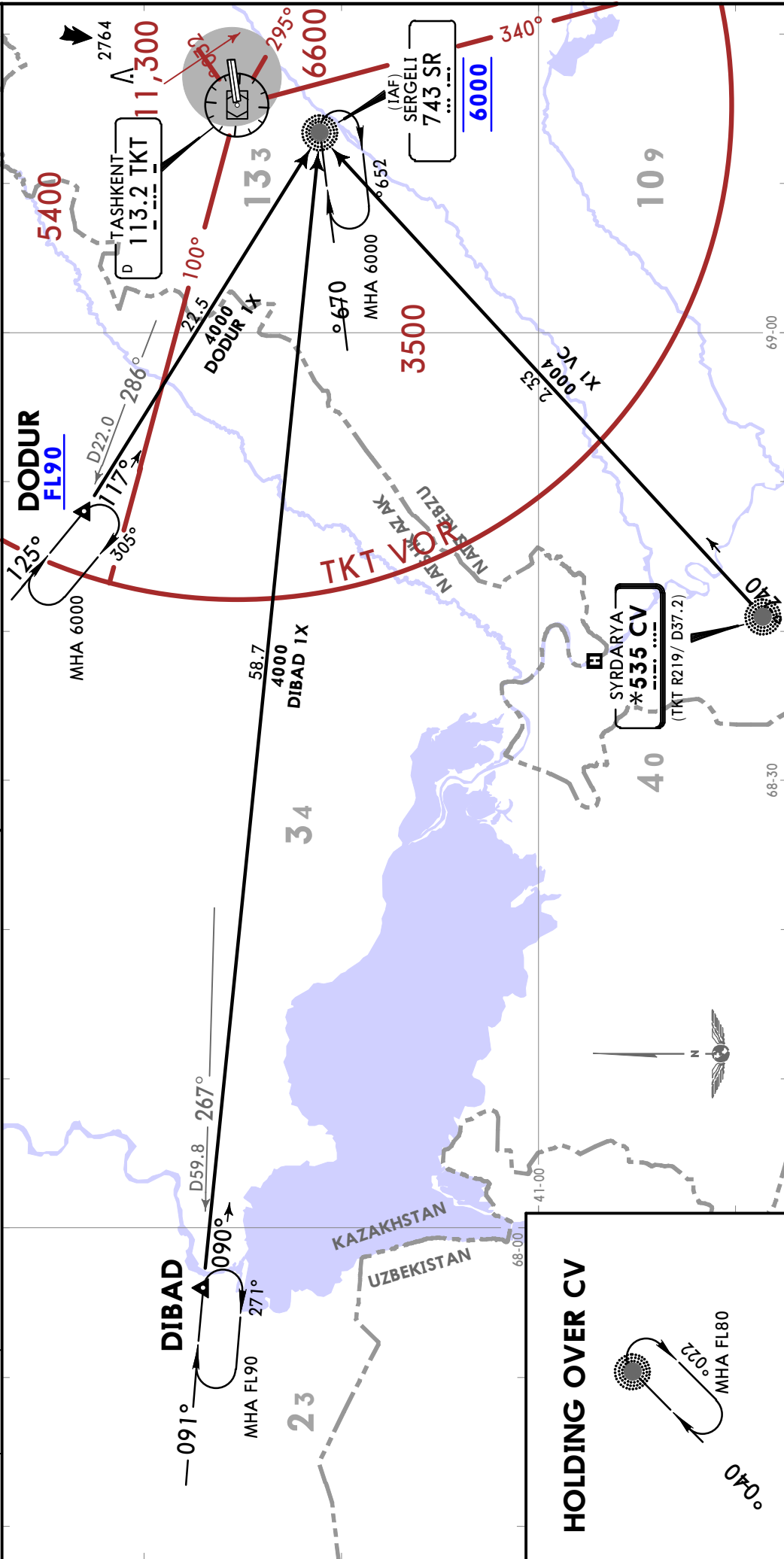
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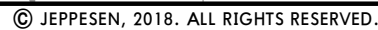
CV 1X [CV1X], DIBAD 1X [DIBA1X], DODUR 1X [DODU1X]
RWYS 26R/L ARRIVALS
RWY 08L/R BY ATC OR WHEN RADAR SURVEILLANCE IS NOT AVAILABLE
SPEED: MAX 250 KT BELOW FL100, BY ATC

Alt Set: hPa
Trans level: FL80

Apt Elev
1417

ATIS
126.8



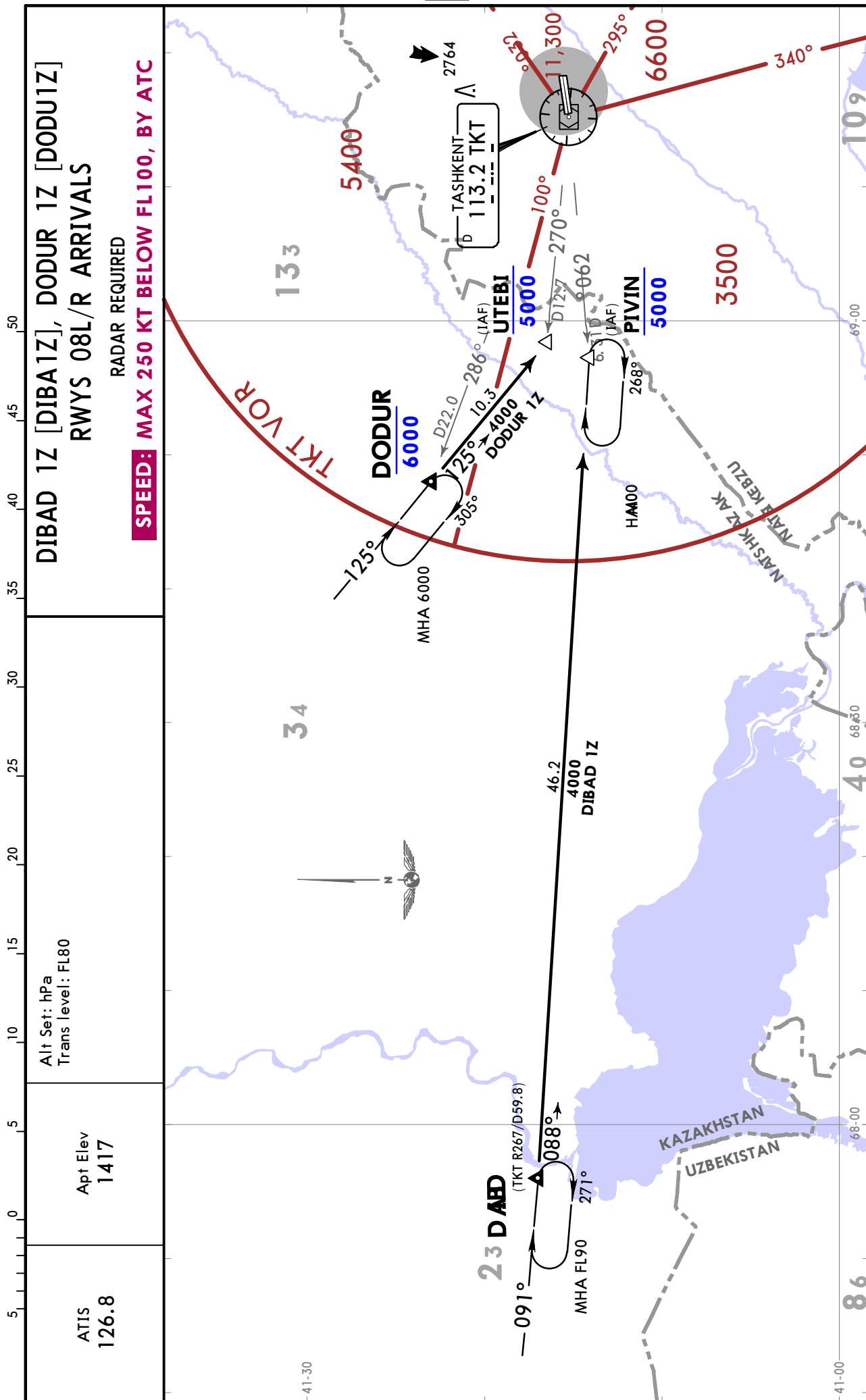


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20 APR 18 10-2C Eff 26 Apr

TASHKENT, UZBEKISTAN

STAR



CHANGES: None.

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

SID

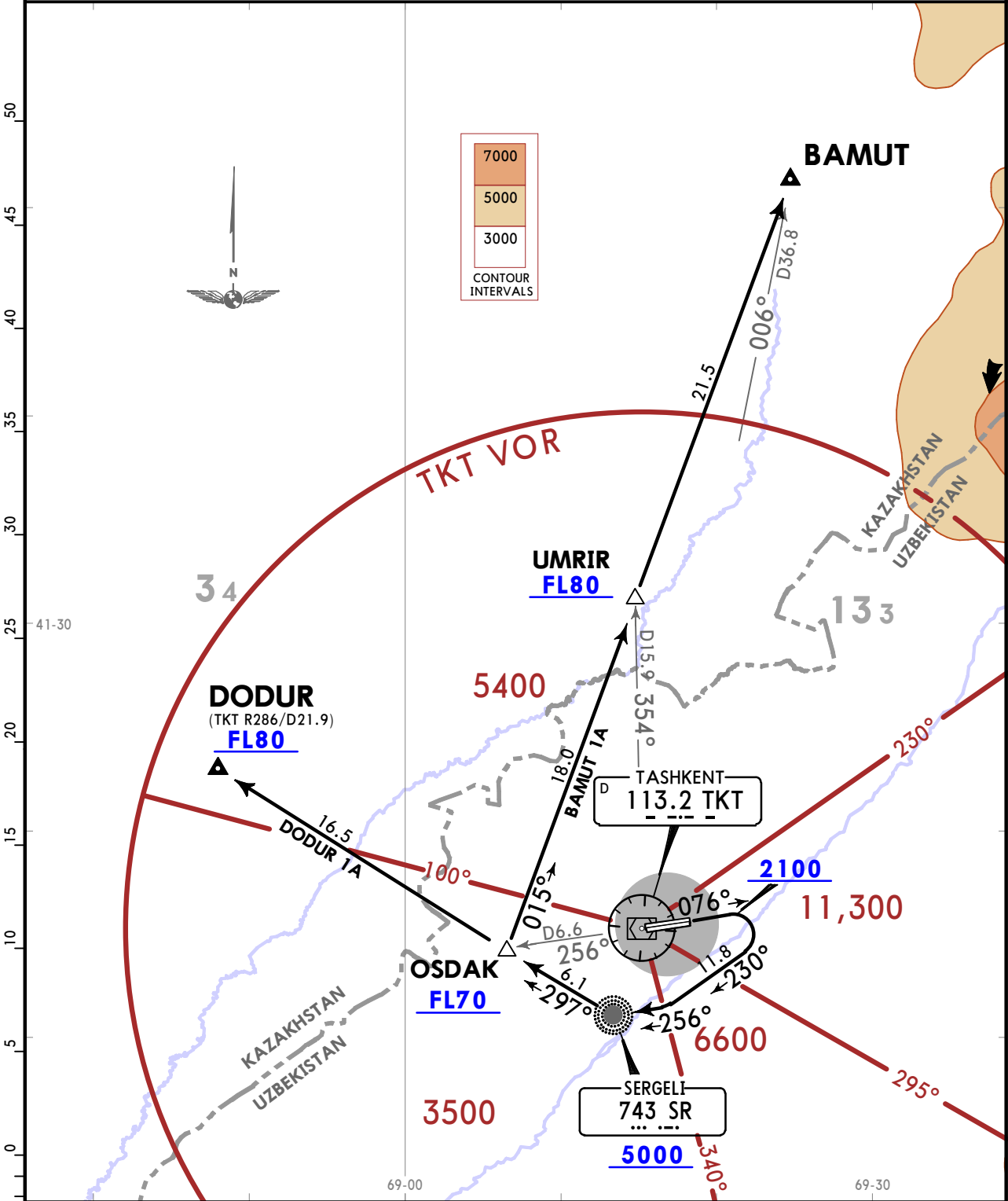
Apt Elev
1417

Trans alt: 6000

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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20 APR 18 10-3A Eff 26 Apr

TASHKENT, UZBEKISTAN

SID

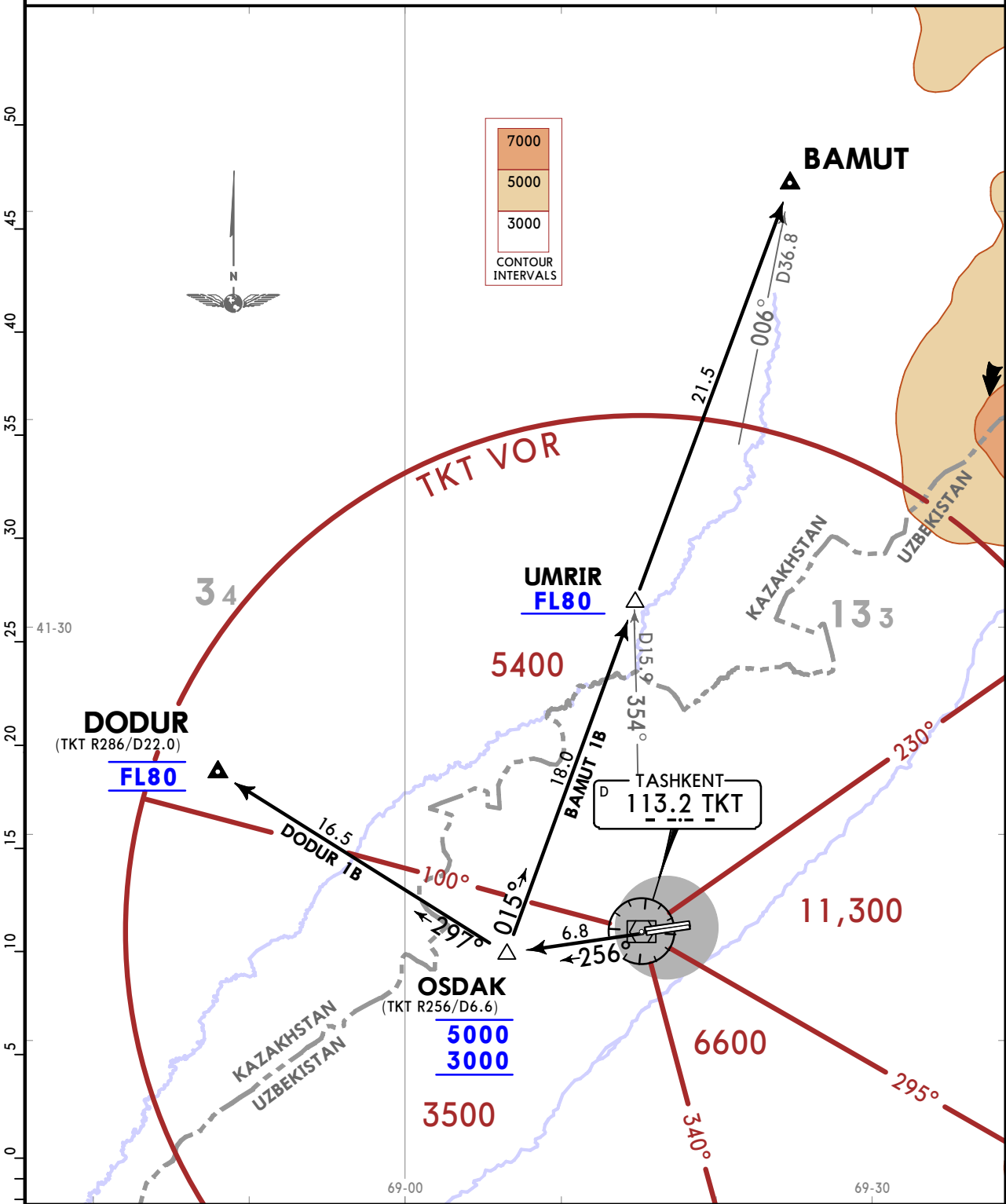
Apt Elev
1417

Trans alt: 6000

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

RADAR REQUIRED

SPEED: MAX 250 KT BELOW FL100, BY ATC



Initial climb clearance **FL80 or By ATC**

INITIAL CLIMB

Climb on 256° track to OSDAK,

SID

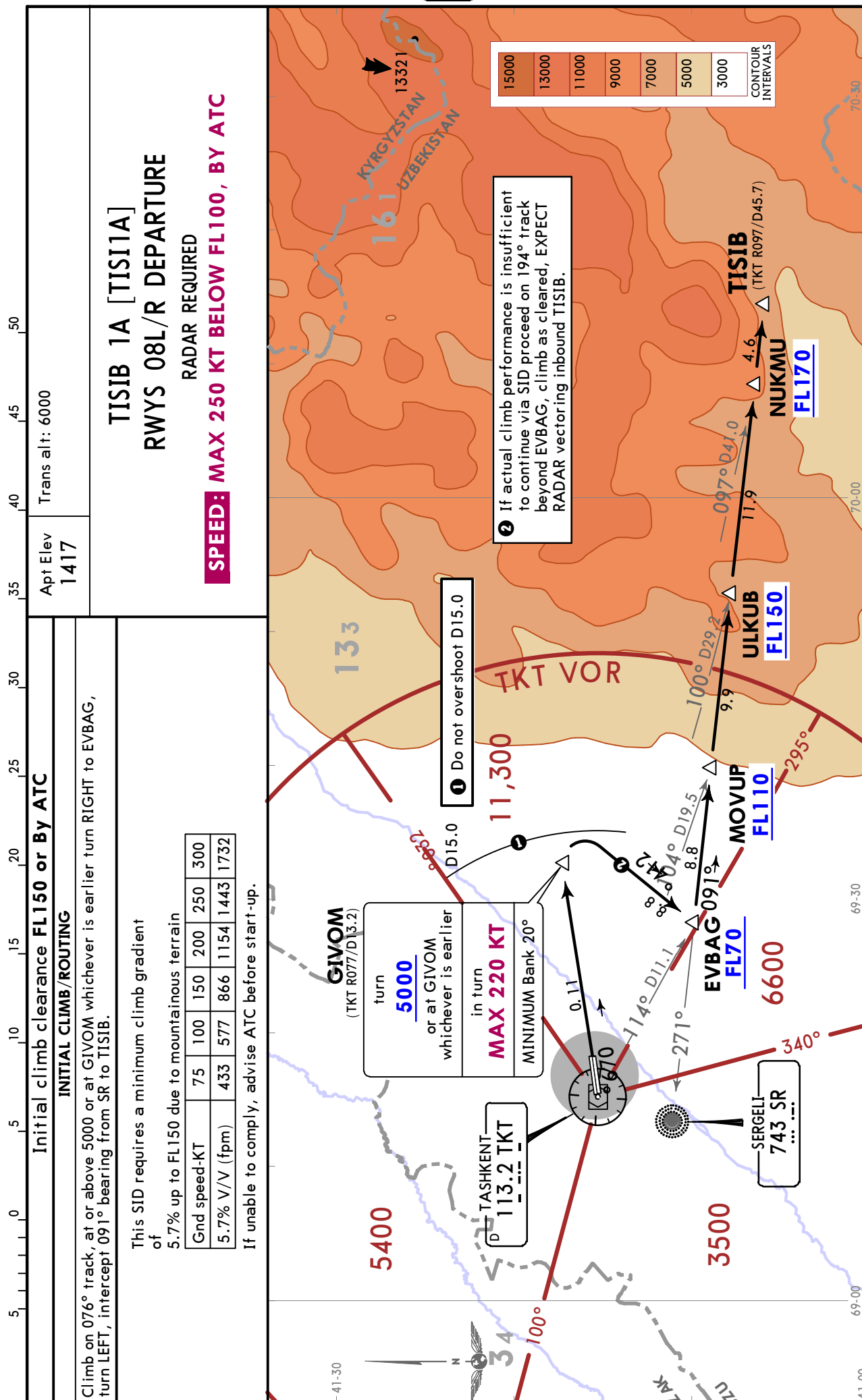
ROUTING

BAMUT 1B

turn RIGHT, 015° track to BAMUT.

DODUR 1B

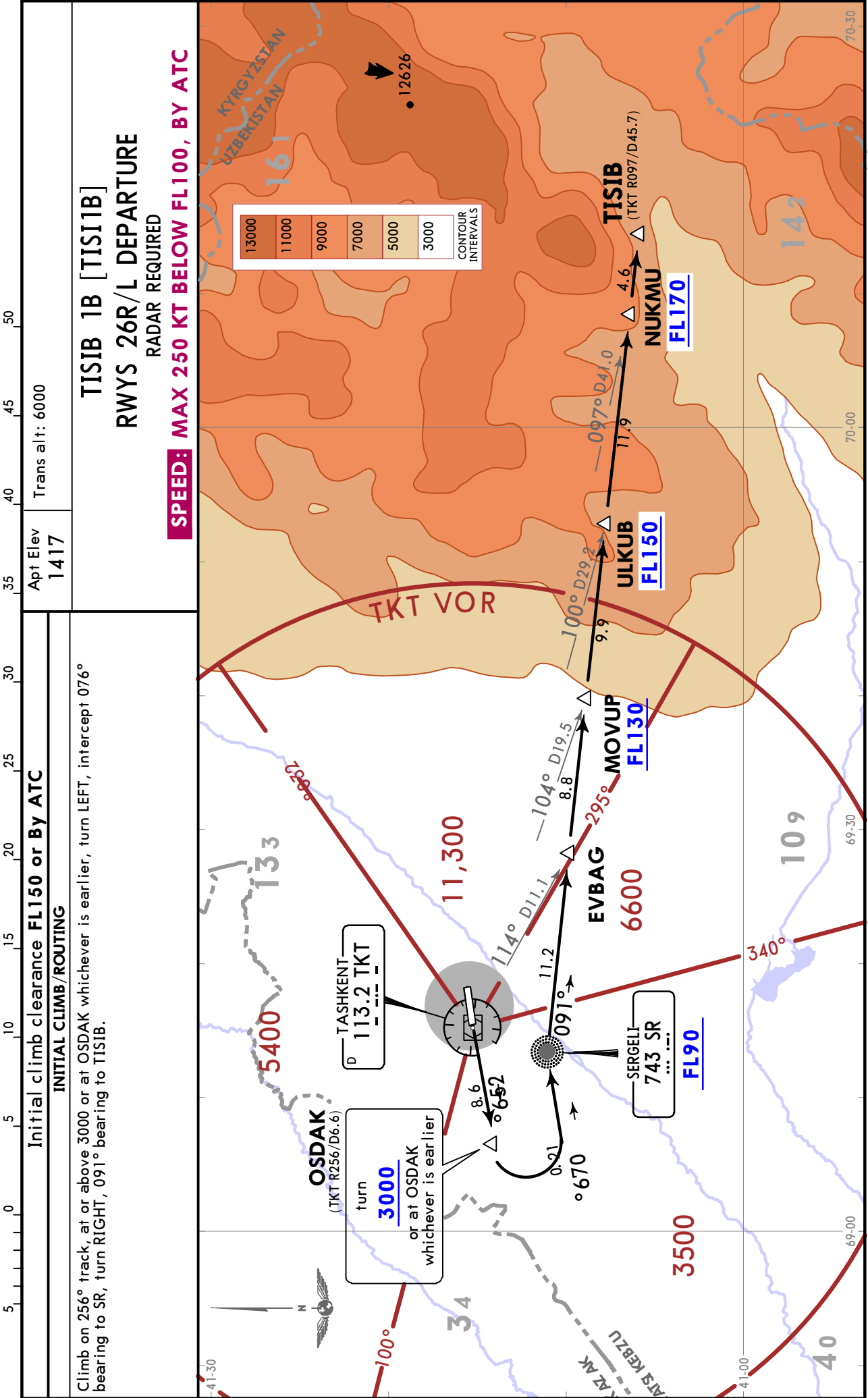
turn RIGHT, 297° track to DODUR.



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4 MAY 18 (10-3C)

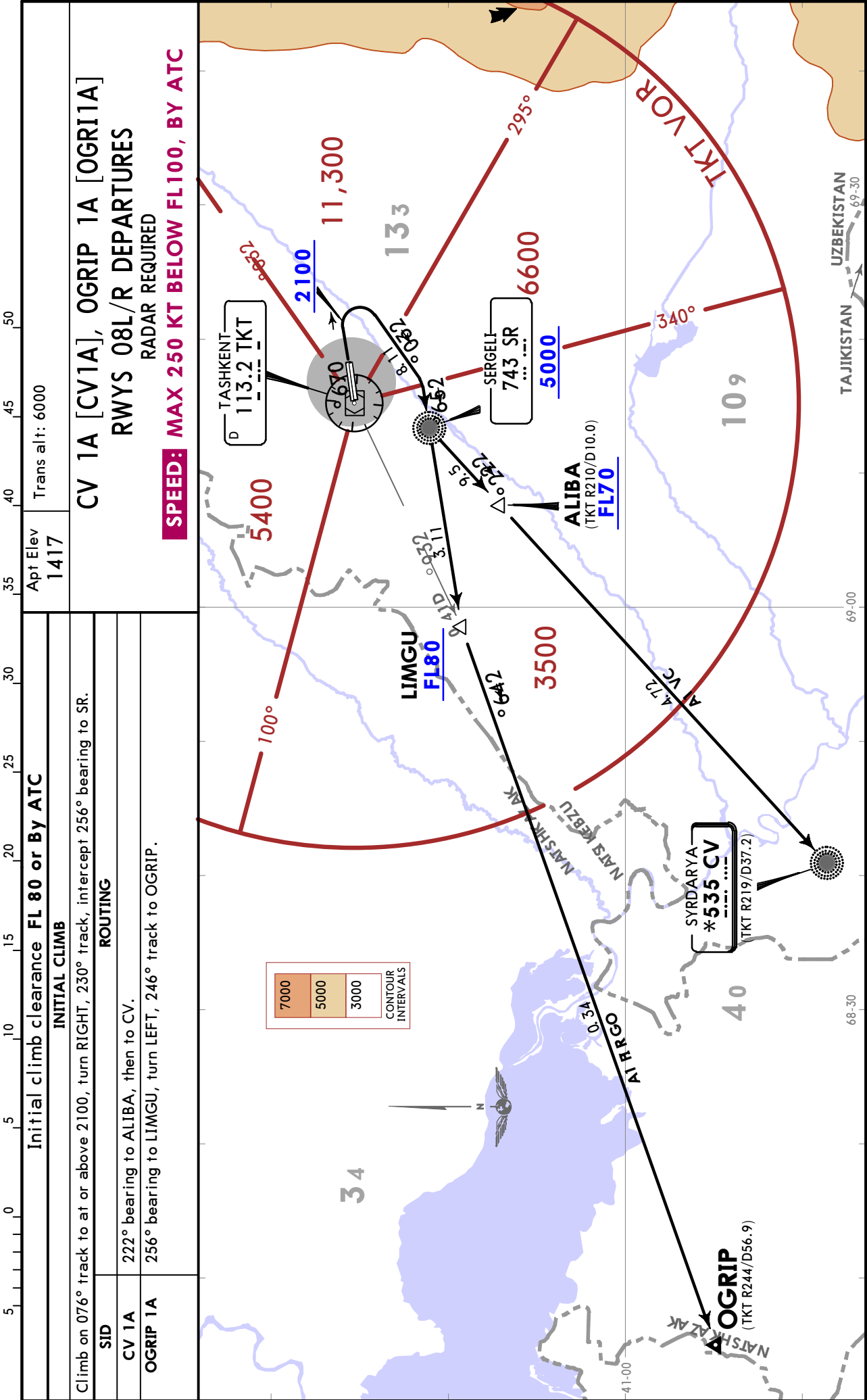
TASHKENT, UZBEKISTAN
SID



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JEPPESSEN
27 APR 18 10-3D

TASHKENT, UZBEKISTAN
SID





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JEPPESSEN TASHKENT, UZBEKISTAN
20 APR 18 10-3F Eff 26 Apr

SID

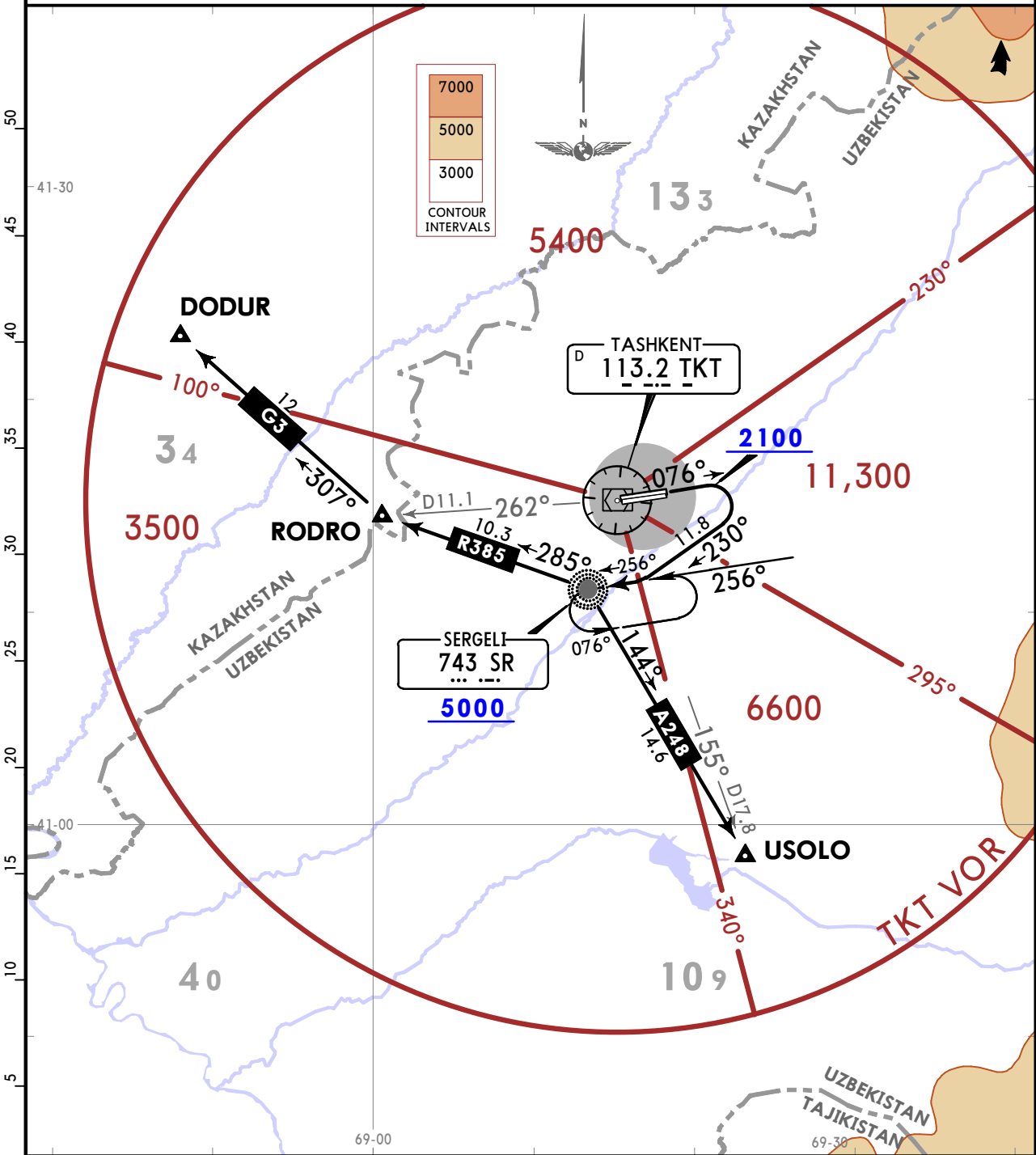
Apt Elev
1417

Trans alt: 6000

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

BY ATC OR WHEN RADAR SURVEILLANCE NOT AVAILABLE

SPEED: MAX 250 KT BELOW FL100, BY ATC



Initial climb clearance **FL80 or By ATC**

INITIAL CLIMB

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

ROUTING

To DODUR

At SR join airway R385 to RODRO then join airway G3 to DODUR, then join any convenient airway at or above MEA for respective airway segment.
Note: Climb in holding over SR to MEA for further airway segments.

To USOLO

At SR join airway A248 to USOLO, then join any convenient airway at or above MEA for respective airway segment.
Note: Climb in holding over SR to MEA for further airway segments.

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20 APR 18 (10-3G) Eff 26 Apr

SID

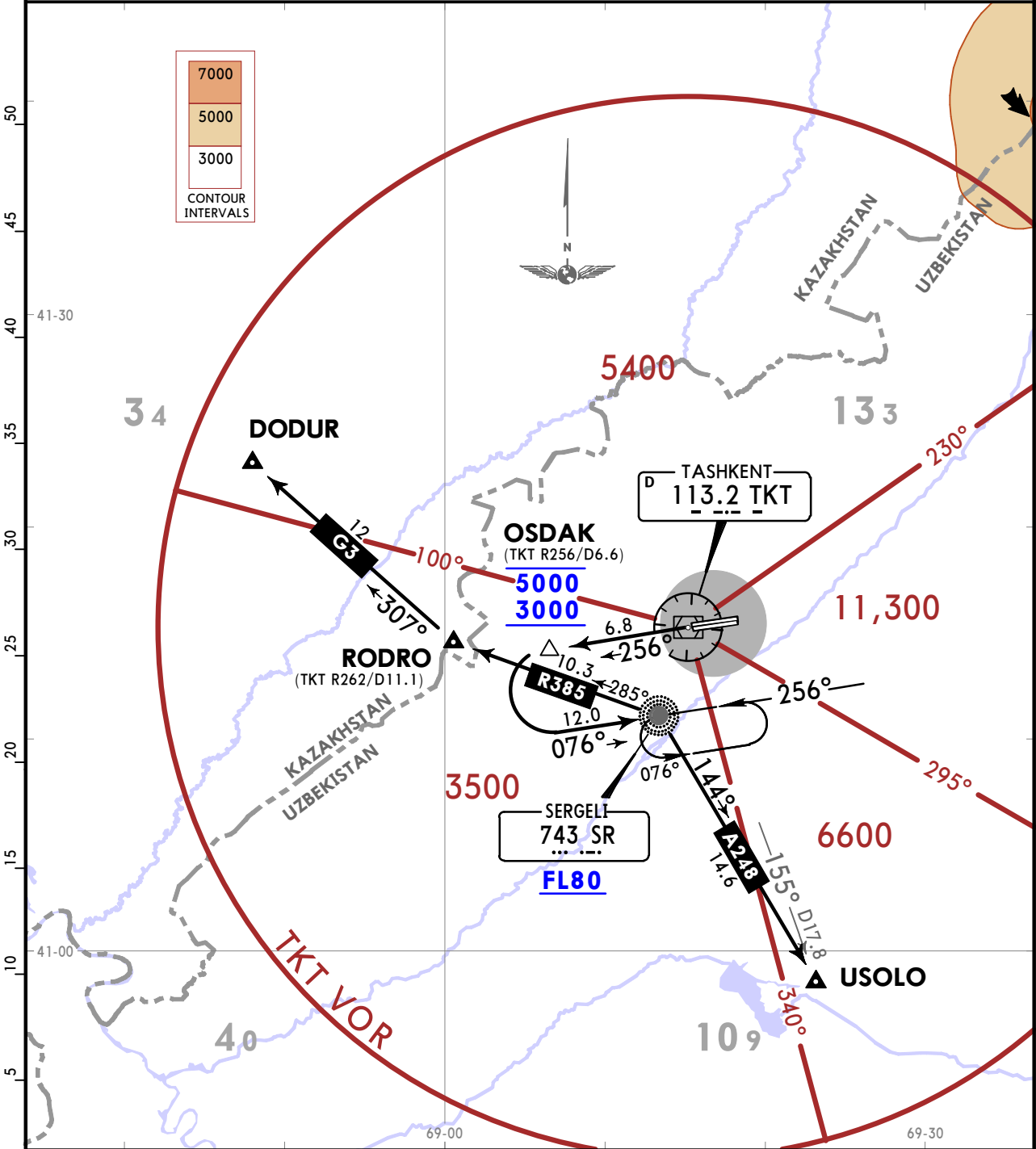
Apt Elev
1417

Trans alt: 6000

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

BY ATC OR WHEN RADAR SURVEILLANCE NOT AVAILABLE

SPEED: MAX 250 KT BELOW FL100, BY ATC



Initial climb clearance **FL80 or By ATC**

INITIAL CLIMB

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

ROUTING

To DODUR	At SR join airway R385 to RODRO, then join airway G3 to DODUR, then join any convenient airway at or above MEA for respective airway segment. Note: Climb in holding over SR to MEA for further airway segments.
To USOLO	AT SR, then join airway A248 to USOLO, then join any convenient airway at or above MEA for respective airway segment. Note: Climb in holding over SR to MEA for further airway segments.

UTTT/TAS

Apt Elev 1417'

N41 15.4 E069 16.9



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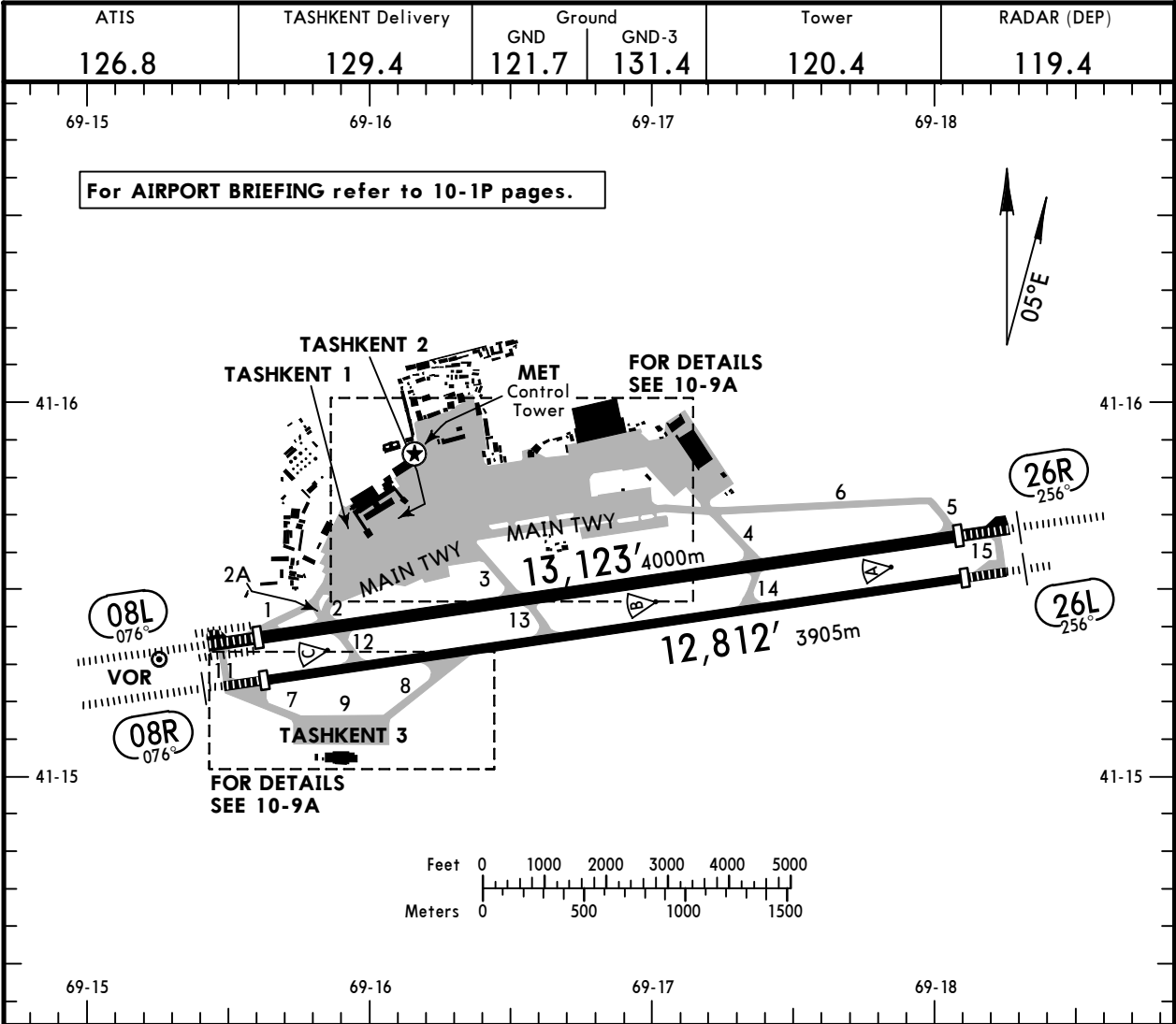
TASHKENT, UZBEKISTAN

23 MAR 18

10-9

Eff 29 Mar

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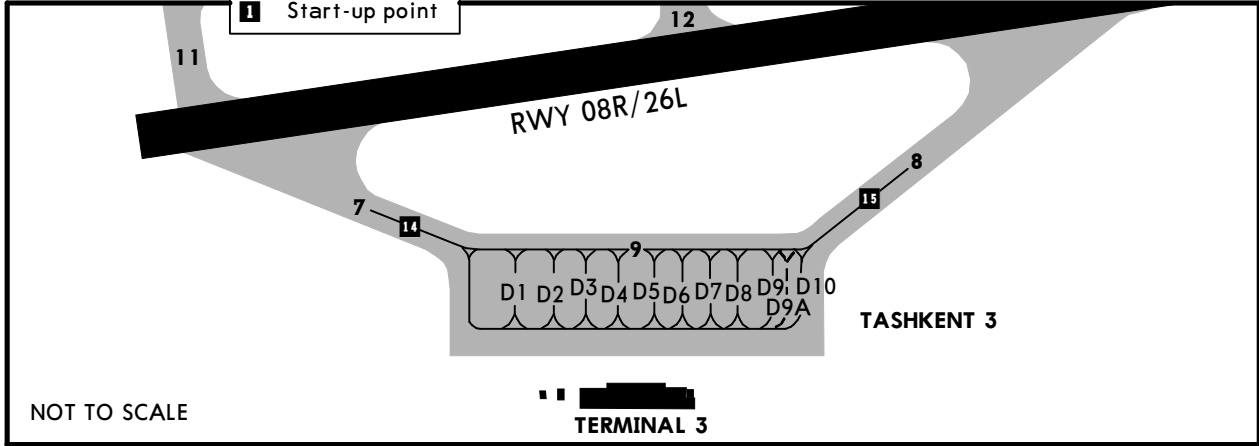
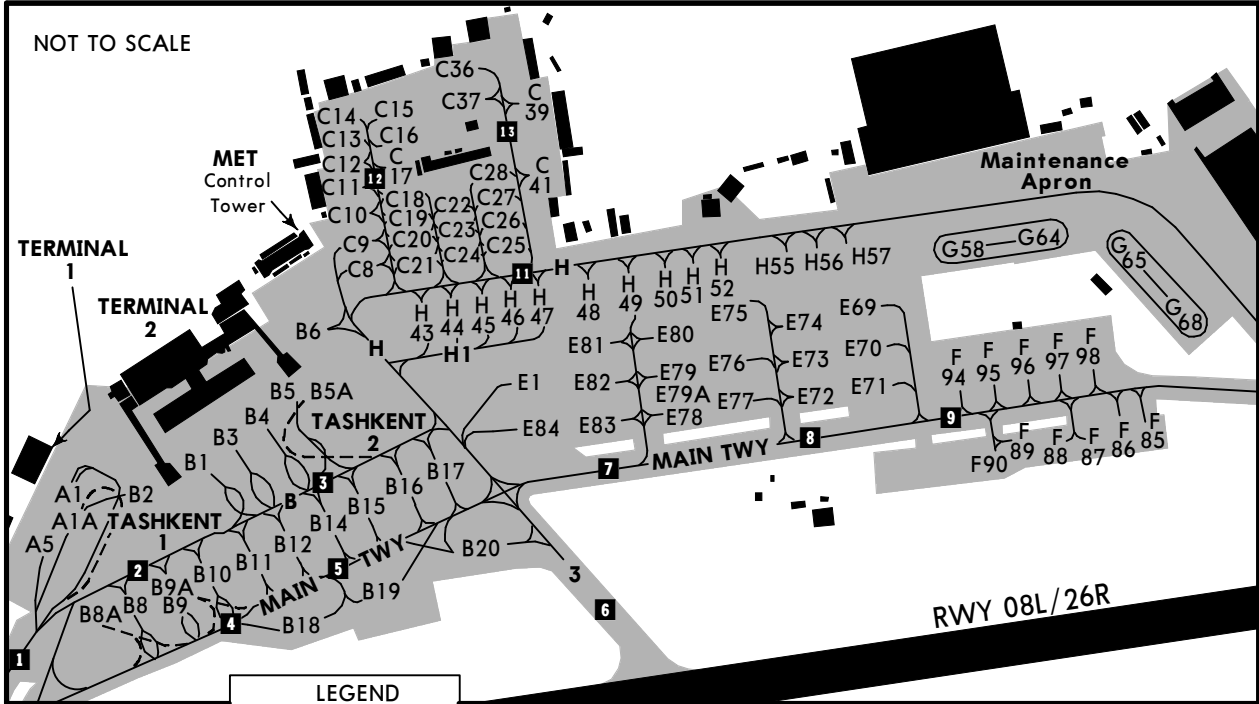
ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		
					LANDING BEYOND	TAKE-OFF	WIDTH
					Threshold	Glide Slope	
08L	HIRL (60m)	CL ①	HIALS-II	PAPI-L(3.0°)	TDZ	RVR	
26R	HIRL (60m)	CL ②	HIALS	PAPI-L(3.0°)	RVR		
① Between displ thresholds (30W, 21R&W, 8R / spacing 15m). ② Between displ thresholds (86W, 18R&W, 11R / spacing 15m). ③ 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)							
08R	HIRL (60m)	HIALS	PAPI-L(3.0°)	RVR	11,663' 3555m	10,692' 3259m	
26L	HIRL (60m)	MIALS	PAPI-L(3.0°)	RVR	12,139' 3700m		
④ 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)							

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

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23 MAR 18 10-9A Eff 29 Mar

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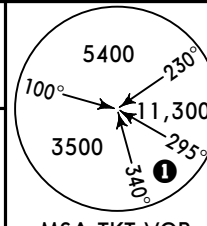
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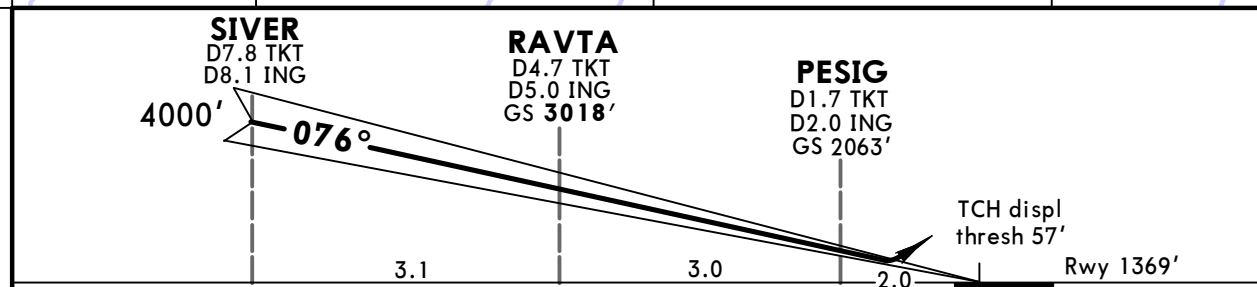
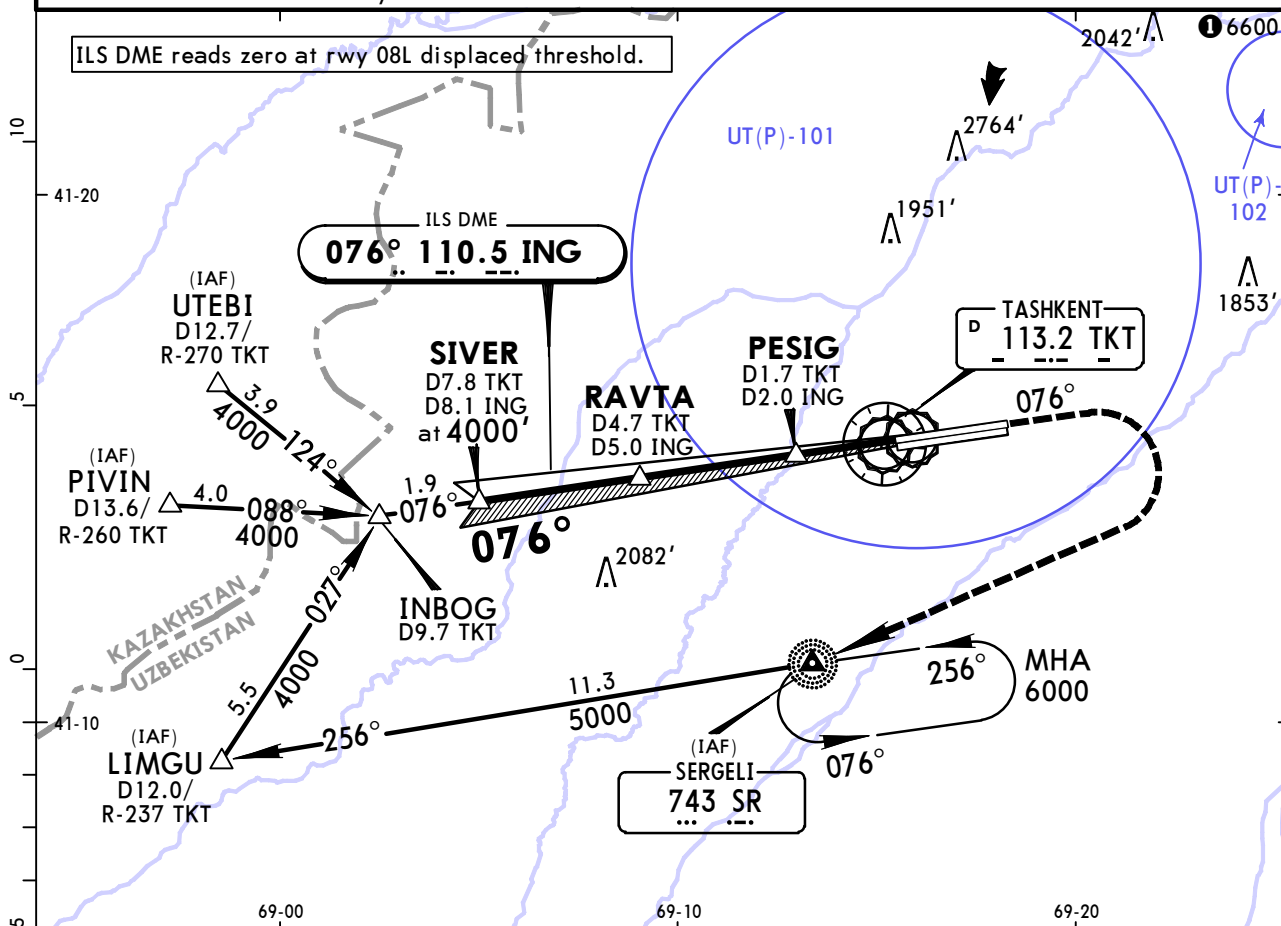
INS COORDINATES		INS COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
A1 thru A5	N41 15.6 E069 15.9	E1	N41 15.7 E069 16.4
B1	N41 15.7 E069 16.0	E69	N41 15.8 E069 16.7
B2	N41 15.6 E069 16.0	E70 thru E73	N41 15.7 E069 16.7
B3 thru B5A	N41 15.7 E069 16.1	E74	N41 15.8 E069 16.7
B6	N41 15.8 E069 16.1	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 E-79A	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
B19	N41 15.6 E069 16.2	F88 thru F90	N41 15.7 E069 16.9
B20	N41 15.6 E069 16.3	F94	N41 15.7 E069 16.8
C8, C9	N41 15.8 E069 16.2	F95 thru F97	N41 15.7 E069 16.9
C10 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 thru H48	N41 15.8 E069 16.4
C22	N41 15.9 E069 16.3	H49, H50	N41 15.8 E069 16.5
C23, C24	N41 15.8 E069 16.3	H51 thru H55	N41 15.8 E069 16.6
C25, C26	N41 15.8 E069 16.4	H56, H57	N41 15.8 E069 16.7
C27	N41 15.9 E069 16.4		
C28	N41 15.9 E069 16.3		
C36	N41 16.0 E069 16.3		
C37	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		
D10	N41 15.1 E069 16.1		

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27 APR 18 11-1

TASHKENT, UZBEKISTAN
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')	ILS DA(H) 1569' (200')	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-II	2100'		SR
GS	3.00°	372	478	531	637	743	849	PAPI	on 076°		743
											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					
A	RVR 550m	RVR 550m 1	RVR 1200m	NOT AUTHORIZED		Max Kts.	MDA(H) CEIL-VIS.		
B						100	2390' (973') 2300' -5000m		
C						135			
D						180	2490' (1073') 2300' -5000m		
						205			
1 W/o HUD/AP/FD: RVR 750m									

CHANGES: Fix name.

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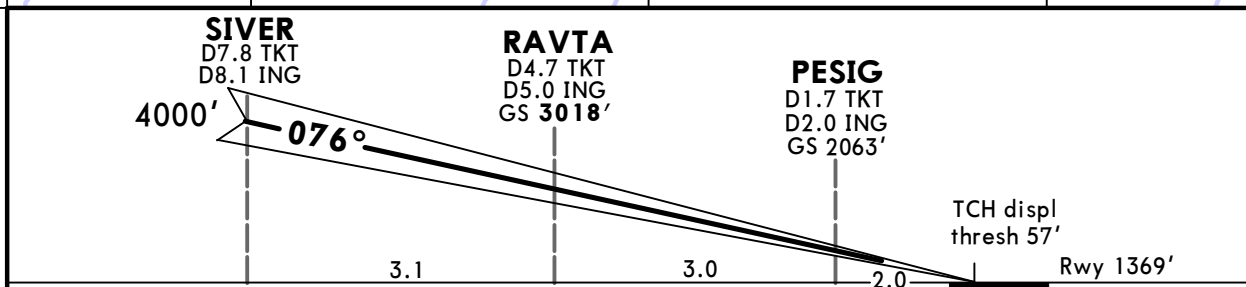
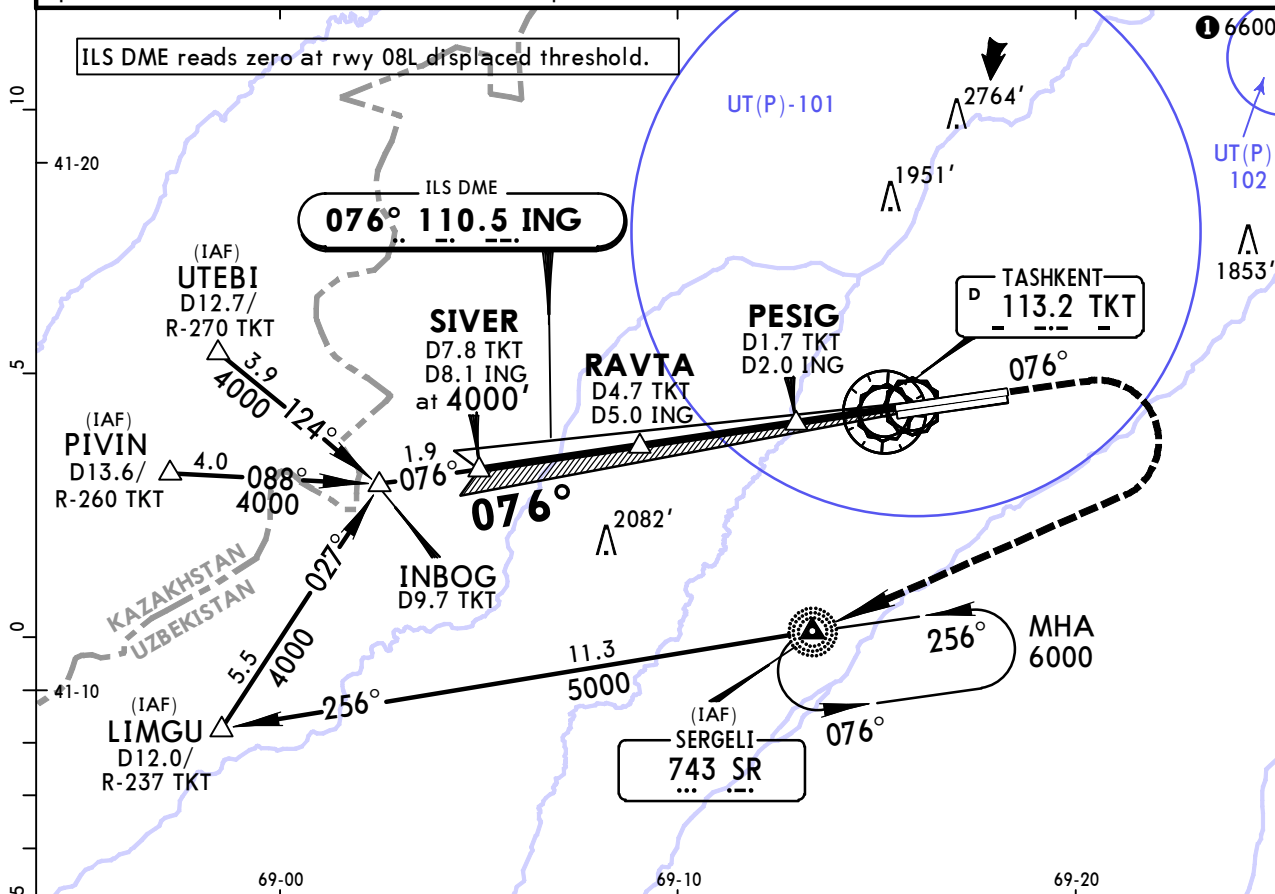
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27 APR 18

11-1A

TASHKENT, UZBEKISTAN
CAT II 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')	CAT II ILS RA 105' DA(H) 1469' (100')	Apt Elev 1417' Rwy 1369'
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				MSA TKT VOR
Special aircrew and aircraft certification required.				



Gnd speed-Kts	70	90	100	120	140	160		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'

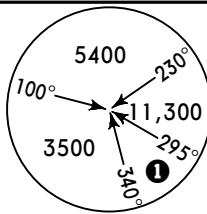
DA(H) **1469'** (100')

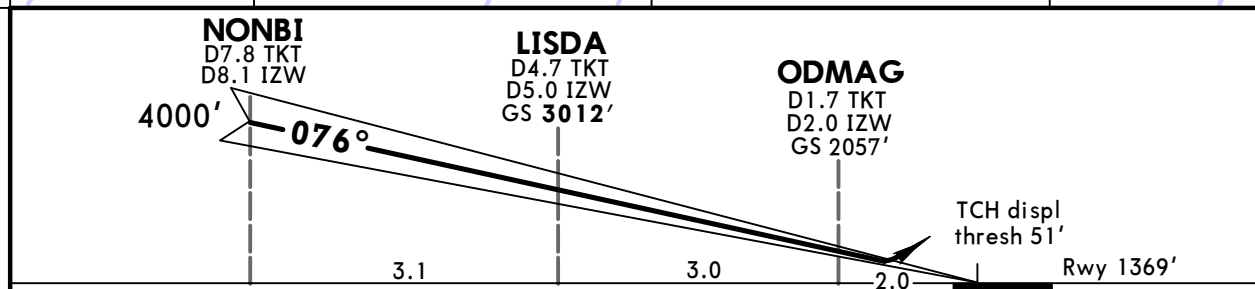
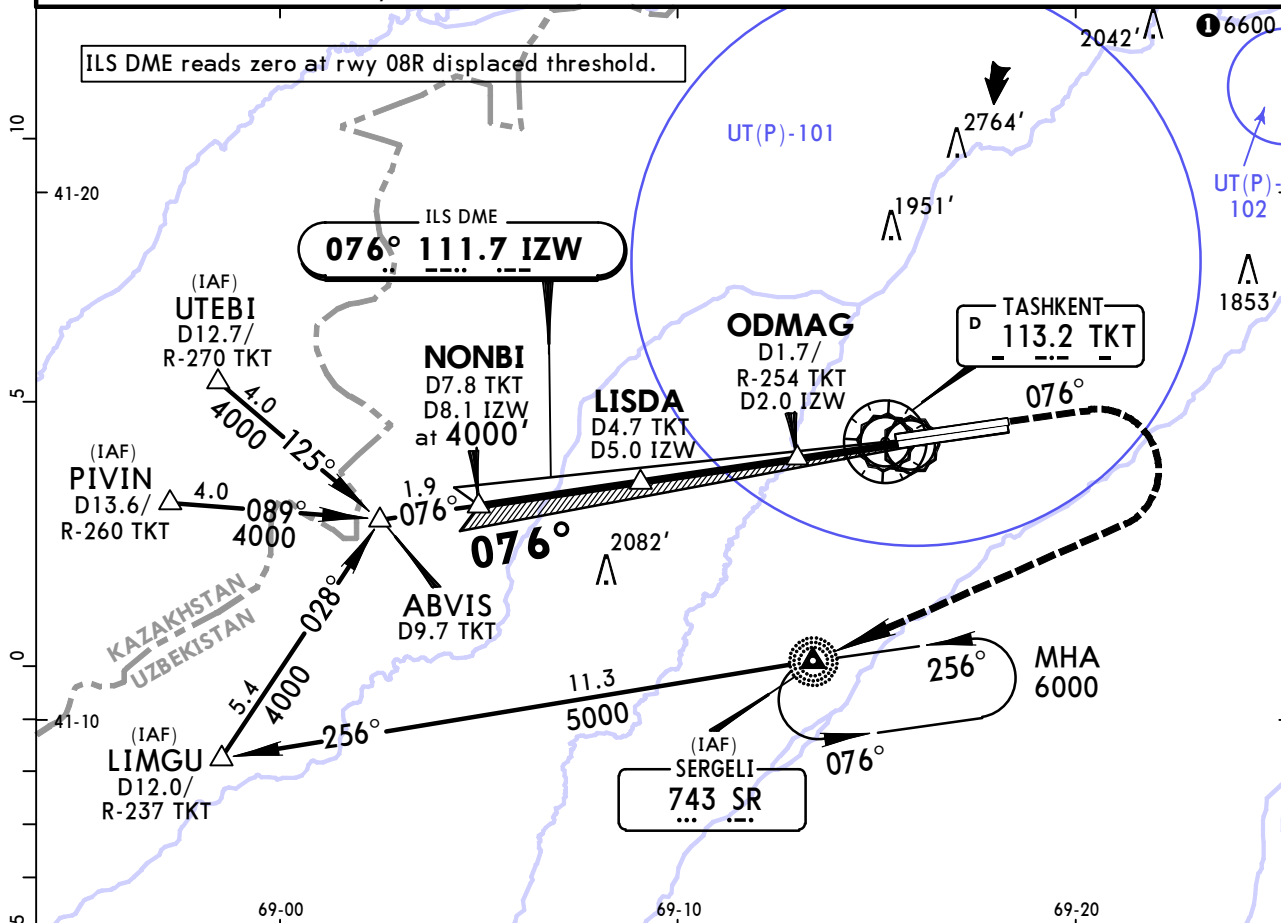
RVR 300m

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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'	on 076°	SR 743
GS	3.00°	372	478	531	637	743	PAPI	↑		RT

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

CHANGES: IZW morse code.

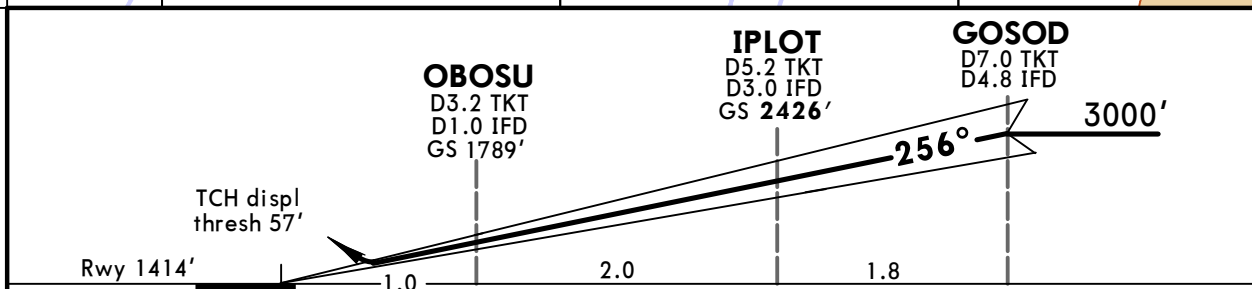
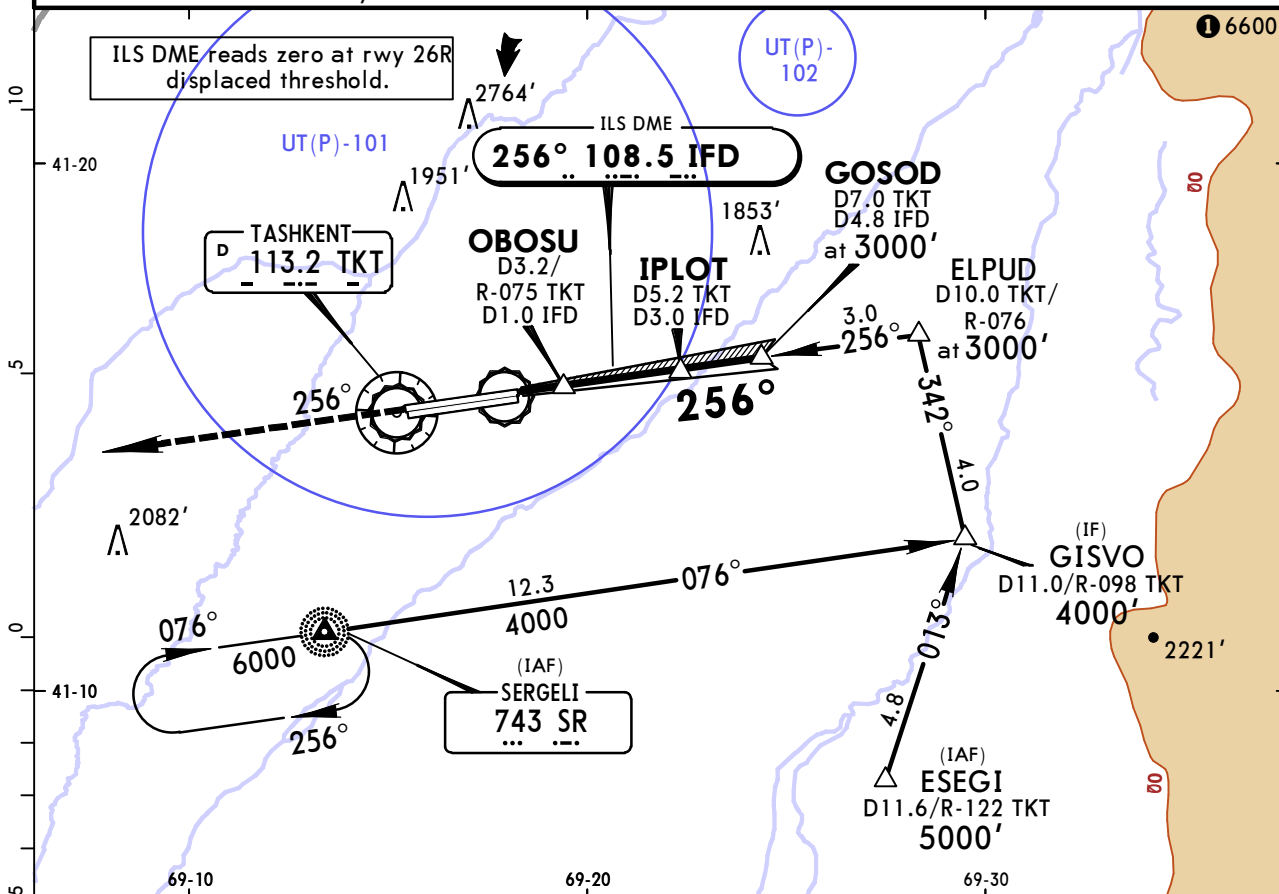
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25 MAY 18 11-3

TASHKENT, UZBEKISTAN
ILS Rwy 26R

ATIS 126.8	TASHKENT Radar (ARR) 119.4	TASHKENT Approach (APP) 125.2	TASHKENT Tower 120.4	Ground 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.				MSA TKT VOR
Alt Set: hPa		Rwy Elev: 51 hPa		Trans level: FL 80
				Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	4000'	
GS	3.00°	372	478	531	637	743	849	PAPI	↑	256°

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

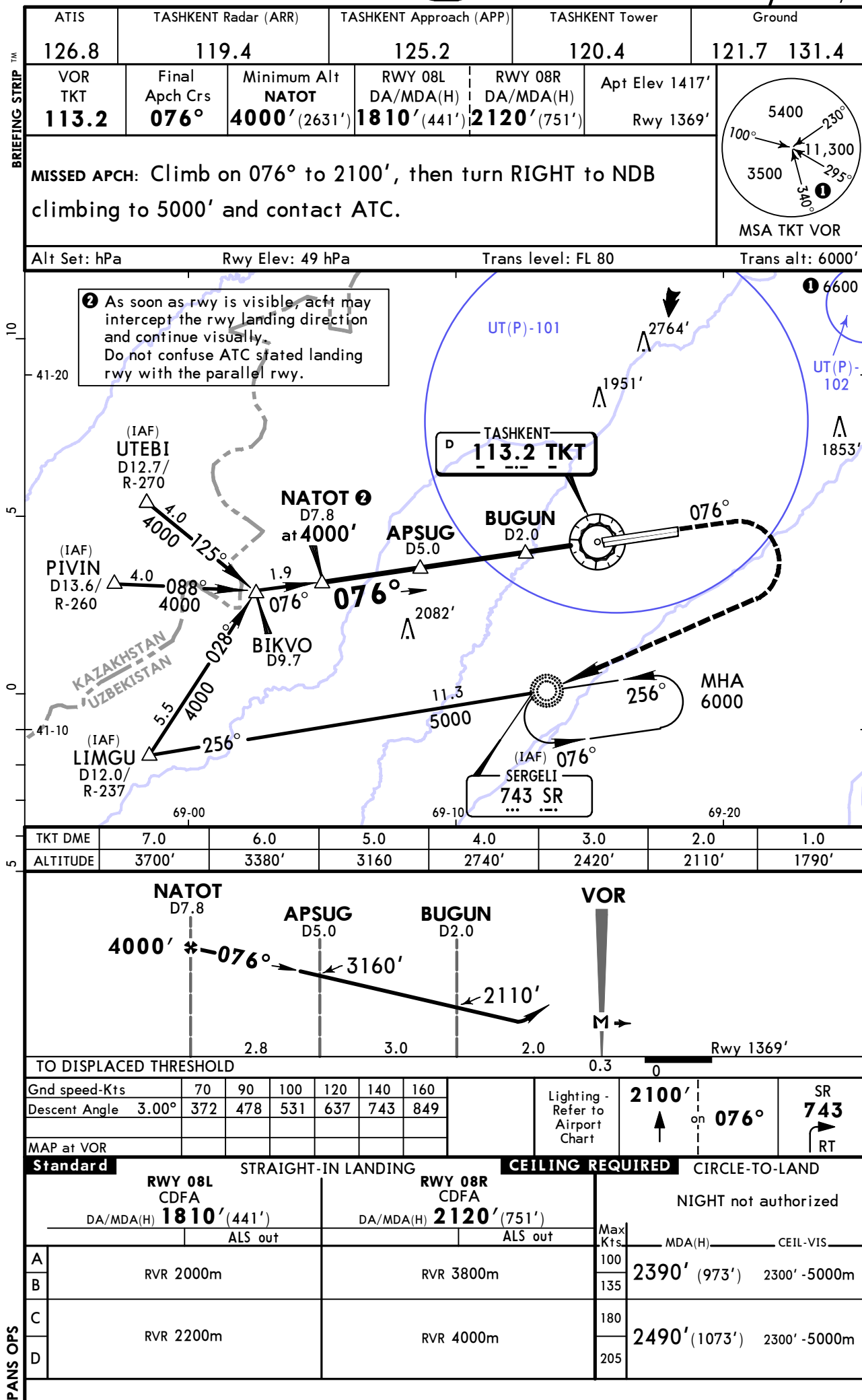
CHANGES: Note.

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UTTT/TAS
ISLAM KARIMOV

JEPPESSEN
23 MAR 18 (13-1) Eff 29 Mar

TASHKENT, UZBEKISTAN
VOR DME Rwy 08L/R



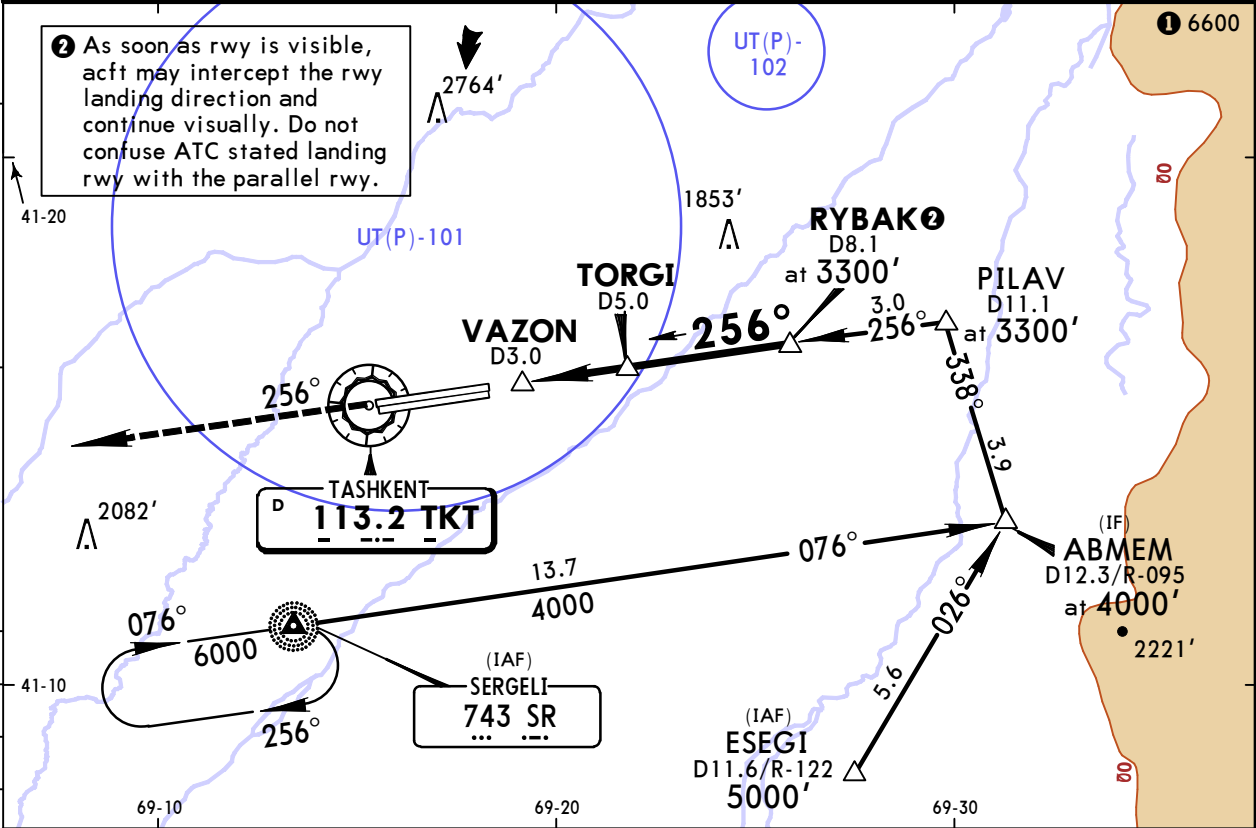
UTTT/TAS
ISLAM KARIMOV

JEPPESEN
23 MAR 18 (13-2) Eff 29 Mar

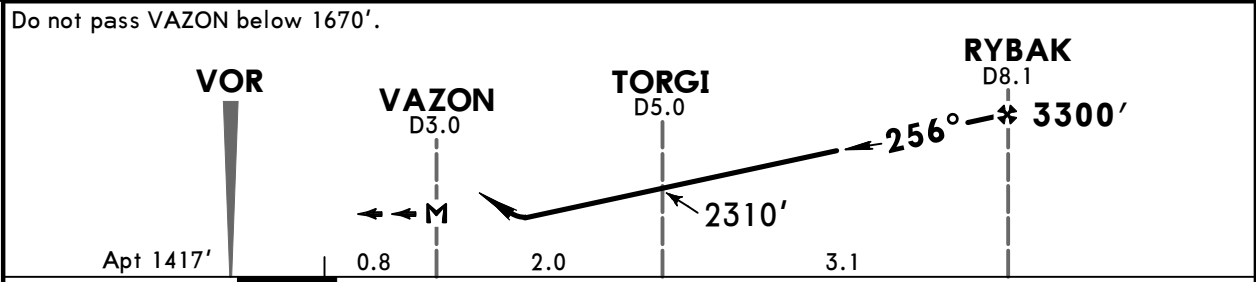
TASHKENT, UZBEKISTAN
VOR DME Rwy 26L/R

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'

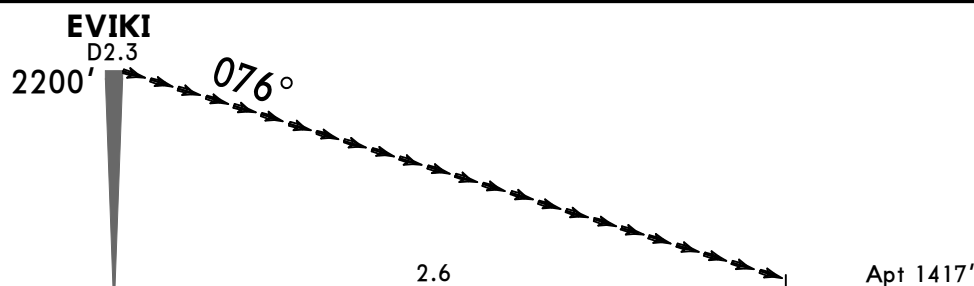


Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	4000' ↑ on 256°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VAZON								

Standard		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	
A		RVR 3100m		RVR 2600m		Max Kts 100	MDA(H) 2490' (1073')
B		RVR 3100m		RVR 2600m		135	CEIL-VIS 2300' - 5000m
C		RVR 3300m		RVR 3000m		180	MDA(H) 2390' (973')
D		RVR 3300m		RVR 3000m		205	CEIL-VIS 2300' - 5000m

MSA TKT VOR

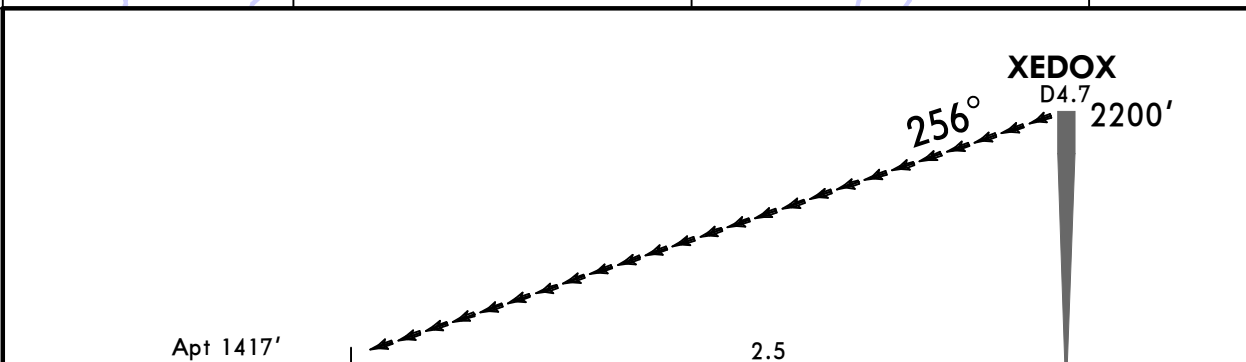
Trans alt: 6000'



Standard	LANDING RWY 08L/R	CEILING REQUIRED
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PANS OPS

Alt Set: hPa	Apt Elev: 51 hPa	Trans level: FL 80	Trans alt: 6000'
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Standard	LANDING	CEILING REQUIRED
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PANS OPS

TASHKENT, (ISLAM KARIMOV - UTTT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTTT