flycentralasia

Central Asian aviation intelligence

ANALYTICAL REPORT · SPECIAL ISSUE 01

102

years of production history

Uzbekistan Airways Technics

History, capabilities and the aircraft maintenance market in Uzbekistan

November 2026 Data as of 12 November 2026

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NAVIGATION

Contents

Executive summary . . . 3

1. From workshops to an MRO enterprise . . . 4

2. Company profile . . . 5

3. Approvals and certificates . . . 6

4. Technology milestone: GEnx-1B . . . 7

5. Customers and partners . . . 8

6. Output and finances . . . 9

7. Infrastructure and investment . . . 9

8. Outlook . . . 10

Sources . . . 11

SPECIAL ISSUE 01

About this report

flycentralasia Special Issue 01 marks the 102nd anniversary of the production history of Uzbekistan Airways Technics (UAT) on 12 November 2026. The report covers the enterprise's history, approvals and capabilities, technology projects, customers and partners, production figures and investment plans.

The report draws on open sources: regulator registers, legal acts, publications by the company and the Uzbekistan Airways group, group business plans and industry media. Numbered references in the text lead to the list of sources at the end of the report. Data are presented as of 12 November 2026.

KEY FINDINGS

Executive summary

Uzbekistan Airways Technics (UAT) is a member of the Uzbekistan Airways group that performs maintenance, repair and overhaul of aircraft, engines and components. The enterprise traces its history to repair workshops opened on 12 November 1924 and is now expanding its capabilities on wide-body aircraft and engines.[1,2,4]

102 years
since the repair workshops opened on 12.11.1924

183
A–C checks in 2024, +21% vs 2023

473.3 bn
2024 revenue in UZS, +6% vs 2023

8 May 2026
GEnx-1B engine tested on a Boeing 787 wing after repair

Production and financial figures are from the Uzbekistan Airways group business plan for 2025.[22]

1 **A century of continuity.**
UAT traces its history from workshops at the Dobrolet society through Aircraft Repair Plant No. 243 (1937) and the UAT enterprise (2002) to a limited liability company created under a 2018 decree.[1,2,3]

2 **The approval covers seven aircraft families.**
The CAAU register under certificate UzCAA.145.001, valid until 10 April 2028, lists the Airbus A320 family, Boeing 737, 757, 767, 787, Il-114-100 and Boeing 747. The EASA Part-145 approval number is EASA.145.0007; in September 2026 UAT reported passing an EASA surveillance audit.[4,10,11]

3 **The technology milestone is the GEnx-1B engine.**
On 8 May 2026 UAT carried out an on-wing test of a GEnx-1B engine on a Boeing 787 after repair work, under the supervision of a General Electric representative. The project started in 2023.[8,9]

4 **The enterprise is reaching beyond the home market.**
In 2025–2026 UAT reported work for the Georgian airlines Geosky and Airline Geo Sky and for Turkey's Mavi Gök Havacılık.[12,13,14]

5 **The indicators are rising.**
A–C checks grew from 151 to 183 (+21%), revenue from UZS 445.2 bn to 473.3 bn (+6%), and the financial result from UZS 2.8 bn to 3.5 bn.[22]

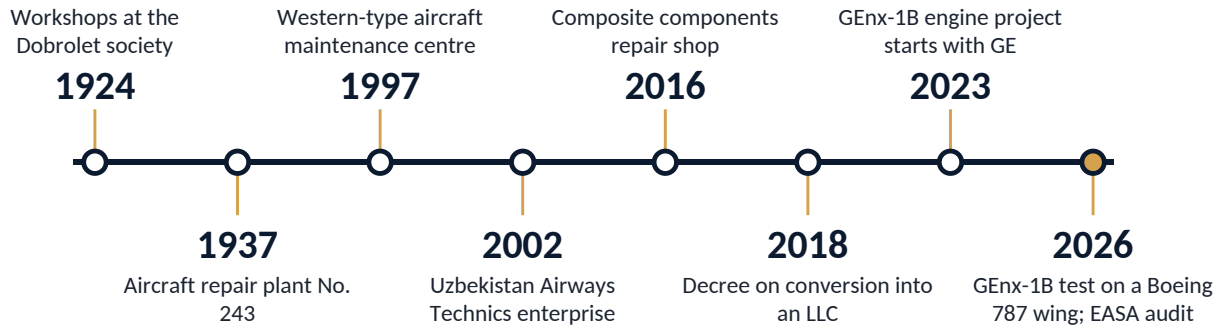
6 **The next milestone is the hangar project.**
The group business plan provides for two new hangars for heavy maintenance, including wide-body aircraft. There are no reports of the hangars being commissioned as of the report date.[16,22,23]

HISTORY

From workshops to an MRO enterprise

01

UAT's history spans three linked organisational stages: the repair workshops of 1924, an aircraft repair plant, and a modern maintenance enterprise.



The beginning

On 12 November 1924 the first aircraft repair workshops opened under the Dobrolet society. In 1937 they became the basis of Civil Aviation Aircraft Repair Plant No. 243. In the Soviet period the enterprise, according to the company, repaired TB-3, Li-2, Il-12, Il-14, Yak-12, Il-62, Il-76 and Il-86 aircraft, M-17, M-34, ASh-62IR and AI-25 engines, and TA-6, TA-6A and TA-8 auxiliary power units.[1]

The move to Western-type aircraft

In 1997 the plant became the basis of a maintenance centre for Western-built aircraft, after Western-manufactured aircraft joined the Uzbekistan Airways fleet.[2] A C-check on an Airbus A310 was performed in 1998, on a Boeing 767 and a BAe 146/Avro RJ in 1999, and on a Boeing 757 in 2000. The first Airbus A320 A-check took place in November 2010, and the C-check in 2011. A composite components repair shop, including for the Boeing 787, opened in 2016, and base maintenance of the Boeing 737 Classic/NG was mastered in 2019.[1,2]

Corporate form

In 2002 Plant No. 243 was converted into Uzbekistan Airways Technics, and in 2006 the state unitary enterprise Aviation Technical Complex, which maintained Eastern-built aircraft, joined it.[1] Decree No. UP-5584 of 27 November 2018 provided for converting the state unitary enterprise "Aviation Enterprise Uzbekistan Airways Technics" into a limited liability company; the new company became its legal successor.[3] By November 2019 Uzbekistan Airways was describing UAT as its LLC.[6]

Note on the anniversary

The figure of 102 years reflects historical continuity from the workshops of 1924. The present-day LLC was created in 2018–2019, so the accurate wording is "the enterprise traces its history to 12 November 1924". For its 100th anniversary UAT published material using the same starting date.[5]

STRUCTURE AND CAPABILITIES

Company profile

02

UAT is part of the Uzbekistan Airways group: 100% of the company's shares are held by JSC Uzbekistan Airways.[25]

Name	Uzbekistan Airways Technics LLC (UAT)
Group	Uzbekistan Airways. Official group pages also describe UAT as a structural unit[25]
History counted from	12 November 1924
Profile	Maintenance, repair and overhaul of aircraft, engines and components[1,7]
Location	Next to Islam Karimov Tashkent International Airport; hangar aprons are linked to the airport taxiways[27]
Hangar capacity	Working area of more than 17,000 m², with room for three wide-body aircraft at once (according to the company)[7]
Regulatory basis	Certificate UzCAA.145.001 valid to 10.04.2028; EASA Part-145 approval EASA.145.0007[4,10]

Capabilities

The company states the following lines of work.[1,7]

Line and base maintenance

Line and base maintenance shops; scheduled and non-routine maintenance under the CAAU approval.

Airframe and structures

Diagnostics, defect rectification, structural repair, inspections, corrosion protection.

Engines

Engine changes, borescope inspection, engine runs; in 2026 — Engine Split and the GEnx-1B on-wing test.

Composites

Composite components repair shop since 2016, including for the Boeing 787.

Components and laboratory

Component maintenance and repair shop; laboratory and metrology centre; non-destructive testing.

Landing gear, paint, cabin

Landing gear replacement, paint shop, cabin refurbishment and maintenance.

REGULATORY BASIS

Approvals and certificates

03

UAT's regulatory basis is a maintenance organisation certificate from the Uzbek regulator and an EASA Part-145 approval.

Approval of the Uzbek regulator

In the CAAU register of maintenance organisations UAT appears under certificate UzCAA.145.001, valid until 10 April 2028. The register lists the following aircraft types.[4]

Aircraft	Engines	Scope per register
Airbus A318 / A319 / A320 / A321	CFM56	Scheduled and non-routine maintenance
Airbus A319 / A320 / A321	CFM LEAP-1A; IAE V2500	Scheduled and non-routine maintenance
Boeing 737-300 / 400 / 500; 737-600 / 700 / 800 / 900	CFM56	Scheduled and non-routine maintenance
Boeing 757-200 / 300	PW2000; RR RB211	Scheduled and non-routine maintenance
Boeing 767-200 / 300	PW4000; GE CF6	Scheduled and non-routine maintenance
Boeing 787-8 / 9	GEnx-1B	Scheduled and non-routine maintenance
Il-114-100	PW127H	Scheduled and non-routine maintenance
Boeing 747-200 / 300	GE CF6	Tasks under the approved maintenance programme up to C-check; defect rectification

Source: CAAU register.[4] An approval to maintain an aircraft with a given engine concerns maintenance of the aircraft and is not equivalent to an approval for full engine overhaul.

EASA Part-145

UAT's EASA Part-145 approval number is EASA.145.0007. In September 2026 UAT reported passing an EASA surveillance audit and confirming compliance with Part-145 requirements.[10,11] The same number appears in the CAA Kazakhstan list of maintenance organisations approved by foreign states (entry dated 21.09.2022, scope A1).[26]

Other recognitions and standards

The company also lists recognitions and certificates: Bermuda (BDA/AMO/225), Kuwait (DGCA/AMO/118), Russia (No. 285-22-017), Kyrgyzstan (No. 344), Georgia (GE.VAL.013) and ISO 9001:2015 (UZ.SMT.04.008.04473).[7]

ENGINES

Technology milestone: GEnx-1B

04

Work on an engine on the wing is UAT's most visible technology step in 2026.

On 8 May 2026 UAT, as reported by the company, carried out an on-wing test of a GEnx-1B engine on a Boeing 787 after repair work. The test was supervised by a General Electric representative. Specialists mastered Engine Split and the joining and separating of engine sections, having first completed training and received international certificates.[8,9]

UAT director Farkhod Ibragimov linked the project to the start of cooperation with GE in 2023 and to staff training in Doha.[8]

Context

The CAAU approval covers maintenance of the Boeing 787-8/9 with GEnx-1B engines.[4] In 2025 Uzbekistan Airways signed a contract for 22 Boeing 787-9 aircraft.[9] At a press conference on 28 January 2026, as reported by Gazeta, the airline's chairman of the board Shukhrat Khudaykulov spoke about training UAT technical staff under this contract.[15]

PROJECT TIMELINE

2023
GEnx-1B project starts in partnership with General Electric

During the project
Three-month training of specialists in Doha

08.05.2026
GEnx-1B on-wing test on a Boeing 787 under supervision of a GE representative

15.05.2026
UAT publishes the results

27.08.2026
Uzbekistan Airways reports an expanded scope of in-house work on the aircraft, systems, components and engines

flycentralasia assessment

Work on the GEnx-1B engine may widen the range of tasks performed in Tashkent. The scale of the effect will depend on order volumes and on which types of work receive formal approval.

MARKET

Customers and partners

05

UAT's public materials name customers from several countries; in 2025–2026 the company reported work for carriers from Georgia and Turkey.

External customers in 2025–2026

Customer	Country	Work	Announced
Geosky	Georgia	Maintenance of a Boeing 767-300 at UAT[12]	24.12.2025
Airline Geo Sky	Georgia	Engine change on a Boeing 767-300ER[13]	19.05.2026
Mavi Gök Havacılık	Turkey	Maintenance of a Boeing 757-300 at UAT[14]	19.05.2026

Customer geography over the enterprise's history

UAT's corporate materials name airlines for which the enterprise has previously performed maintenance.[2,7]

Russia
Ural Airlines, Rossiya, VIM-Avia, Tatarstan, S7 Airlines, Yakutia, Yamal Airlines

Kazakhstan
SCAT, Air Astana

Central Asia
Tajik Air (Tajikistan), Turkmenistan Airlines (Turkmenistan)

Europe
Air Italy (Italy), Icelandair (Iceland), Aerosvit (Ukraine)

Partners and agreements

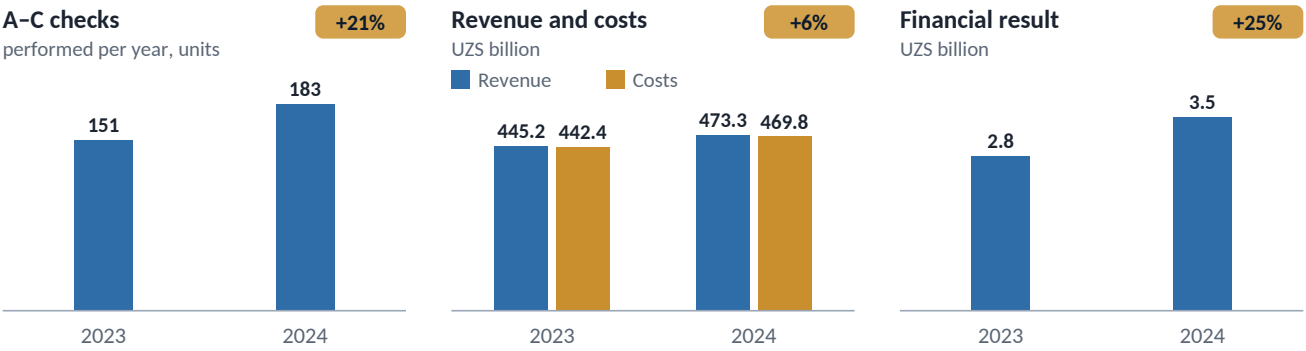
Partner	Cooperation
General Electric	GEnx-1B engine project since 2023; a GE representative took part in the 8 May 2026 test[8,9]
Airbus; Sky One FZE	Memoranda of cooperation signed at MRO Central Asia in Tashkent on 26–27 March 2024[21]
MGA (Turkey); Yuzhnoye Nebo (Kazakhstan); Victor Aviation (UAE)	A 2024 group protocol mentions contracts for heavy maintenance of a Boeing 757, a full repaint of five An-24 aircraft and restoration of an aircraft for a ferry flight to the customer's base[24]
Technical support partners	According to the company: Airbus, Boeing, Lufthansa Technik, British Aerospace, Pratt & Whitney, Safran Landing Systems, UTC Aerospace, CFM, AJW, Honeywell[28]

2023–2024 INDICATORS

Output and finances

06

In 2024 UAT performed 21% more A–C checks than a year earlier; revenue grew by 6%.[22]



Source: Uzbekistan Airways business plan for 2025 dated 28.02.2025.[22] Group figures, not separate audited UAT accounts. Bars start at zero.

What the figures show

The number of A–C checks performed rose by 32, from 151 to 183. Revenue increased by UZS 28.1 bn (+6%), costs by UZS 27.4 bn (+6%), and the financial result by UZS 0.7 bn (+25%) to UZS 3.5 bn. The growth rate in the number of checks is higher than the growth rate in revenue. By flycentralasia's calculation, the financial result was about 0.6% of revenue in 2023 and about 0.7% in 2024.[22]

HANGAR PROJECT

Infrastructure and investment

07

UAT's main investment project is the construction of two hangars that will expand heavy maintenance capability.

Parameter	Business plan 2024	Business plan 2025
Cost	USD 25–30 million	USD 20 million
Timing	—	Start in 2024, completion in the first half of 2025
Heavy maintenance checks	Up to 70 a year for Boeing 747, 777 and 787	Growth from 25 to 40 a year
Aircraft types	Wingspan over 60 m; A330/A340; Boeing 747/777/787	Wide-body aircraft

Source: Uzbekistan Airways group business plans.[22,23]

In January 2026 the Government of Karelia reported the supply of robotic fire-extinguishing systems for hangars identified as UAT hangars at Tashkent-Vostochny; the supplier and BINOKOR are named as parties to the contracts.[16] There are no reports in open sources of completion of construction and commissioning of the hangars as of the report date.

WHAT TO WATCH NEXT

Outlook

08

flycentralasia assessment

This section contains flycentralasia's conclusions. They rest on the information in the preceding sections of the report.

Six indicators will determine how far UAT's expanding capabilities turn into commercial results over the next 12 months.

Hangar commissioning
Confirmation of the timing, area and actual capacity of the two new hangars.

Approvals
Extension of the EASA Part-145 scope and of CAAU approvals by type and kind of work.

Contracts
Public contracts with external airlines and whether they repeat.

GEnx-1B
The move from a test to regular engine work orders.

Utilisation
Capacity utilisation and the share of external customers in the workload.

New types
Plans for new aircraft types and component repair.

For operators

For operators of the Boeing 757, 767 and 787 in the region and neighbouring countries, Tashkent becomes a site worth considering when choosing an MRO. The key questions in selection are approval for a specific type of work, slot availability and turnaround time.

For suppliers

For suppliers of components, equipment and training, the hangar project and the expansion of engine work are of interest.

Data and methodology

The report was prepared from open sources as of 12 November 2026. Aircraft types, approval validity and legal status are given from registers and legal acts. Information on production results, customers, equipment and technology events was published by the company itself and by the Uzbekistan Airways group and is presented as stated by them. The 2023–2024 indicators are taken from the group business plan; data for 2025 and 2026 on the volume of work, headcount and the current customer portfolio are not disclosed in open sources. Before using individual items in contracts or commercial decisions, they should be confirmed with UAT. The report is not a legal opinion, an audit or a confirmation of commercial relationships.

APPENDIX

Sources

Language of each source is shown in brackets: RU Russian, EN English, UZ Uzbek.

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