

NVI-UTSA

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0300-1200**Airport Information****RFF:** CAT 9**Fuel:** TS-1 (equivalent Jet A-1)**PCN:** RWY 07/25: 62/R/A/X/T**Operation****Low Visibility Procedure**

LVP in force when VIS

- at or below 400m during night time.
- at or below 800m during day time.

After ARR, report when fully landed and when RWY vacated.

During LVP Follow-me mandatory.

**Taxi/Parking**

Follow-me AVBL O/R.

Stands 7-11: Taxiing out of stands by towing only.

**Warnings**

Close obstacles to RWY 07 THR.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100

**Communication****COM Failure:** See CRAR Central Asian Republics/Uzbekistan/UT.**DEPARTURE****| Take-off Minima**

RWY		07/25	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-

**Speed**

MAX IAS 250KT below FL100

**Communication****COM Failure:** See CRAR Central Asian Republics/Uzbekistan/UT.**De-Icing**

AVBL

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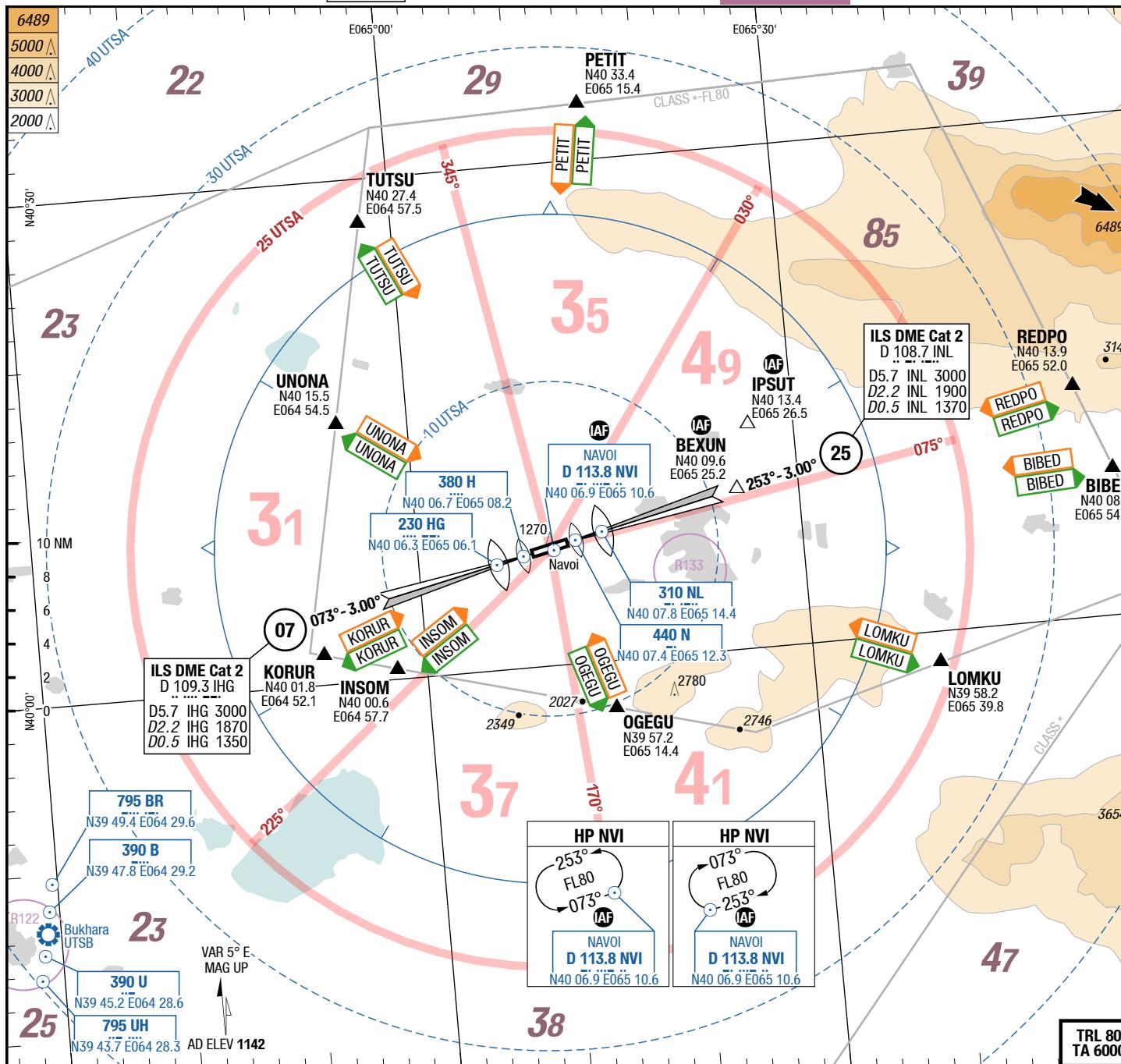
2-10

## Uzbekistan Navoi

AGC  
AFC

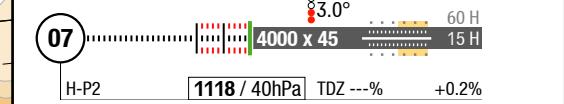
**Navoi** Uzbekista

A



Bukhara APP	124.600
TWR	132.000

### **Landing RWY system:**



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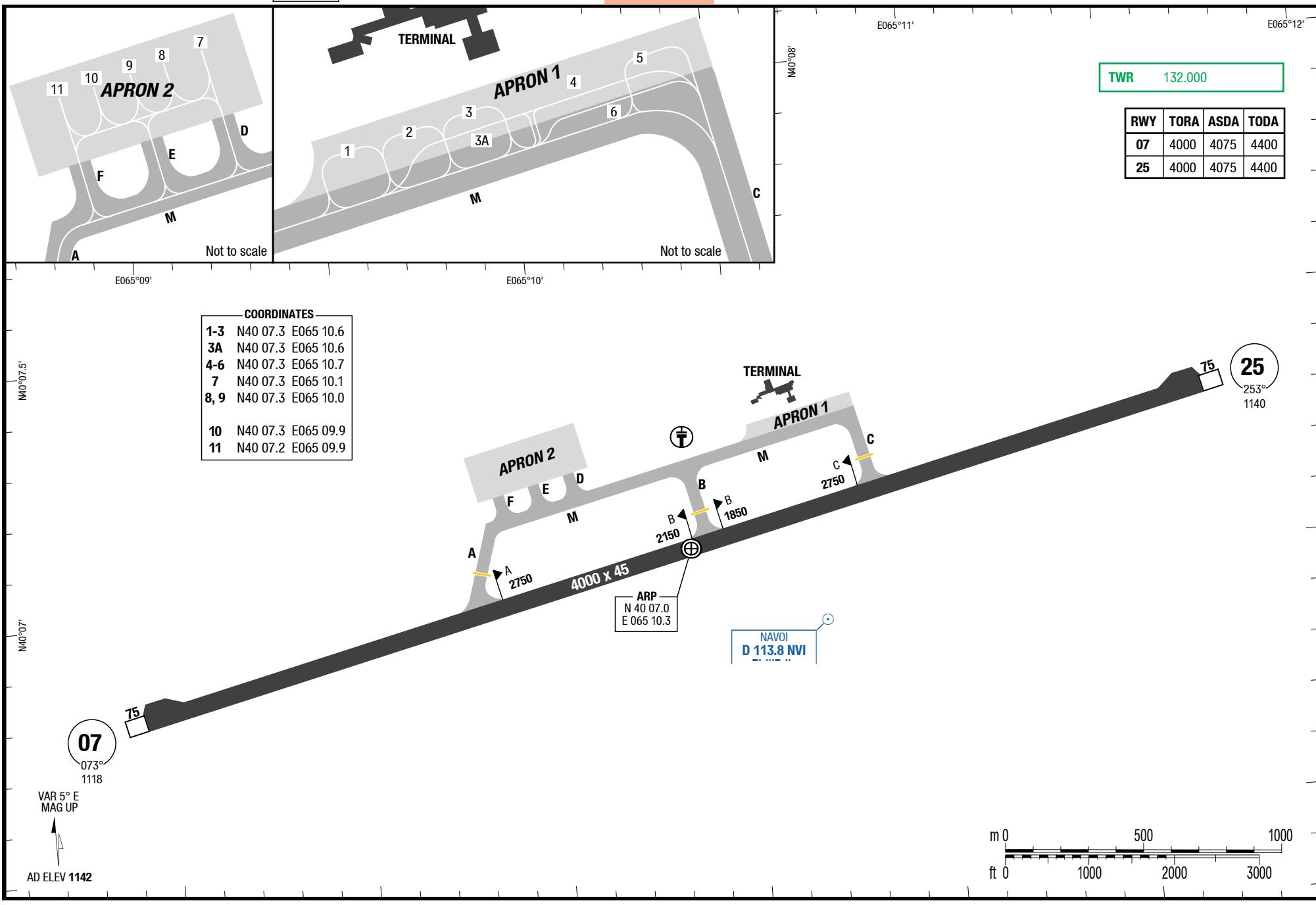
Uzbekistan Navoi

AGC

Navoi Uzbekistan

AGC

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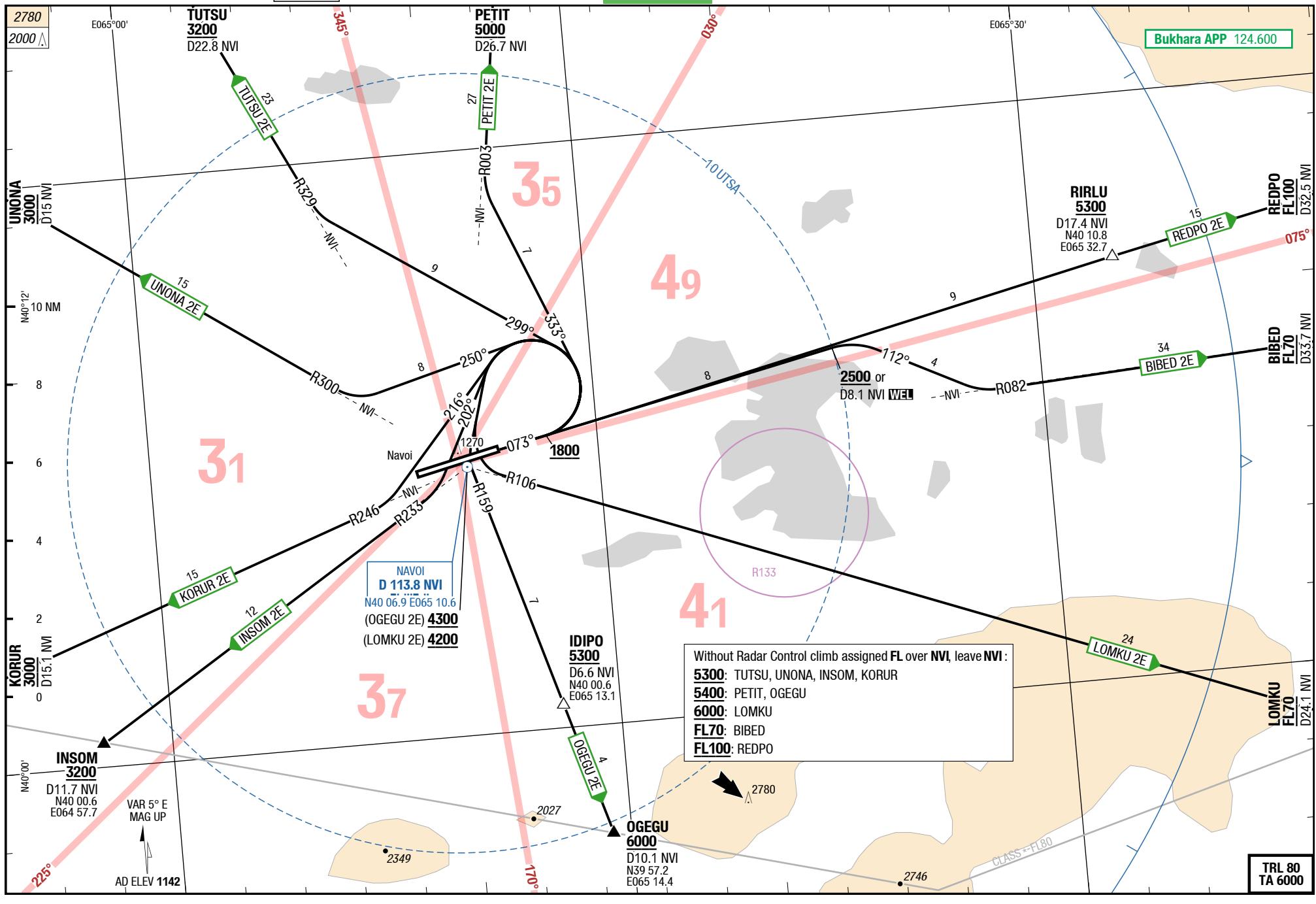
4-10

Uzbekistan Navoi

SIDs RWY 25

Navoi Uzbekistan

SIDs RWY 25  
**SIDs RWY 07**



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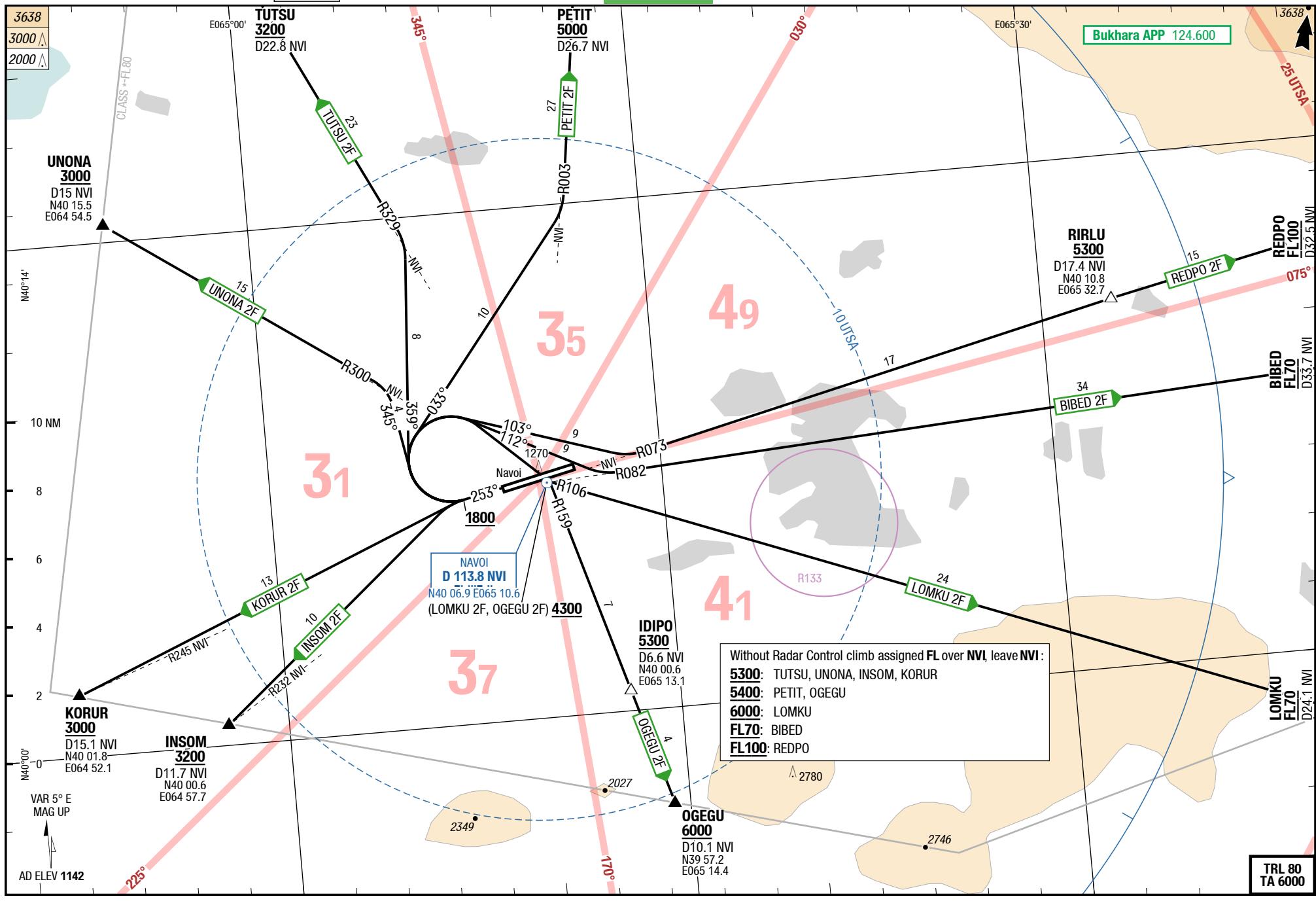
4-20

Uzbekistan Navoi

SIDs RWY 25

**Navoi** Uzbekistan

SIDs RWY 25



**BIBED 2E / INSOM 2E / KORUR 2E / LOMKU 2E / OGEGU 2E / PETIT 2E / REDPO 2E / TUTSU 2E / UNONA 2E**

RWY 07 (073°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 07</b>		
<b>BIBED 2E 124.600 ④</b>	at MNM <b>2500</b> or D8 <b>NVI</b> , whichever is later, <b>RT 112°</b> - intercept R082 <b>NVI</b> to BIBED	<b>BIBED MNM FL70</b>
<b>INSOM 2E 124.600 ①</b>	at MNM <b>1800 LT</b> <b>202°</b> - intercept R233 <b>NVI</b> to INSOM	<b>INSOM MNM 3200</b>
<b>KORUR 2E 124.600 ①</b>	at MNM <b>1800 LT</b> <b>216°</b> - intercept R246 <b>NVI</b> to KORUR	<b>KORUR MNM 3000</b>
<b>LOMKU 2E 124.600 ③</b>	at MNM <b>1800 LT</b> direct <b>NVI</b> - R106 <b>NVI</b> to LOMKU	<b>NVI MNM 4200</b> <b>LOMKU MNM FL70</b>
<b>OGEGU 2E 124.600 ②</b>	at MNM <b>1800 LT</b> direct <b>NVI</b> - R159 <b>NVI</b> to IDIPO - OGEGU	<b>NVI MNM 4300</b> <b>IDIPO MNM 5300</b> <b>OGEGU MNM 6000</b>
<b>PETIT 2E 124.600 ②</b>	at MNM <b>1800 LT</b> <b>333°</b> - intercept R003 <b>NVI</b> to PETIT	<b>PETIT MNM 5000</b>
<b>REDPO 2E 124.600 ⑤</b>	at MNM <b>2500</b> direct RIRLU - REDPO	<b>RIRLU MNM 5300</b> <b>REDPO MNM FL100</b>
<b>TUTSU 2E 124.600 ①</b>	at MNM <b>1800 LT</b> <b>299°</b> - intercept R329 <b>NVI</b> to TUTSU	<b>TUTSU MNM 3200</b>
<b>UNONA 2E 124.600 ①</b>	at MNM <b>1800 LT</b> <b>250°</b> - intercept R300 <b>NVI</b> to UNONA	<b>UNONA MNM 3000</b>

- ① Without Radar Control climb assigned FL over NVI, leave NVI at MNM 5300.
- ② Without Radar Control climb assigned FL over NVI, leave NVI at MNM 5400.
- ③ Without Radar Control climb assigned FL over NVI, leave NVI at MNM 6000.
- ④ Without Radar Control climb assigned FL over NVI, leave NVI at MNM FL70.
- ⑤ Without Radar Control climb assigned FL over NVI, leave NVI at MNM FL100.

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SIDs RWY 25

**BIBED 2F / INSOM 2F / KORUR 2F / LOMKU 2F / OGEGU 2F / PETIT 2F / REDPO 2F / TUTSU 2F / UNONA 2F**  
**RWY 25 (253°)**

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 25</b>		
<b>BIBED 2F 124.600 ④</b>	at MNM 1800 RT 112° - intercept R082 <b>NVI</b> to BIBED	BIBED MNM <b>FL70</b>
<b>INSOM 2F 124.600 ①</b>	at MNM 1800 LT direct INSOM	INSOM MNM <b>3200</b>
<b>KORUR 2F 124.600 ①</b>	at MNM 1800 LT direct KORUR	KORUR MNM <b>3000</b>
<b>LOMKU 2F 124.600 ③</b>	at MNM 1800 RT direct <b>NVI</b> - R106 <b>NVI</b> to LOMKU	<b>NVI</b> MNM <b>4300</b> LOMKU MNM <b>FL70</b>
<b>OGEGU 2F 124.600 ②</b>	at MNM 1800 RT direct <b>NVI</b> - R159 <b>NVI</b> to IDIPO - OGEGU	<b>NVI</b> MNM <b>4300</b> IDIPO MNM <b>5300</b> OGEGU MNM <b>6000</b>
<b>PETIT 2F 124.600 ②</b>	at MNM 1800 RT 033° - intercept R003 <b>NVI</b> to PETIT	PETIT MNM <b>5000</b>
<b>REDPO 2F 124.600 ⑤</b>	at MNM 1800 RT 103° - intercept R073 <b>NVI</b> to RIRLU - REDPO	RIRLU MNM <b>5300</b> REDPO MNM <b>FL100</b>
<b>TUTSU 2F 124.600 ①</b>	at MNM 1800 RT 359° - intercept R329 <b>NVI</b> to TUTSU	TUTSU MNM <b>3200</b>
<b>UNONA 2F 124.600 ①</b>	at MNM 1800 RT 345° - intercept R300 <b>NVI</b> to UNONA	UNONA MNM <b>3000</b>

- ① Without Radar Control climb assigned FL over NVI, leave NVI at MNM 5300.
- ② Without Radar Control climb assigned FL over NVI, leave NVI at MNM 5400.
- ③ Without Radar Control climb assigned FL over NVI, leave NVI at MNM 6000.
- ④ Without Radar Control climb assigned FL over NVI, leave NVI at MNM FL70.
- ⑤ Without Radar Control climb assigned FL over NVI, leave NVI at MNM FL100.

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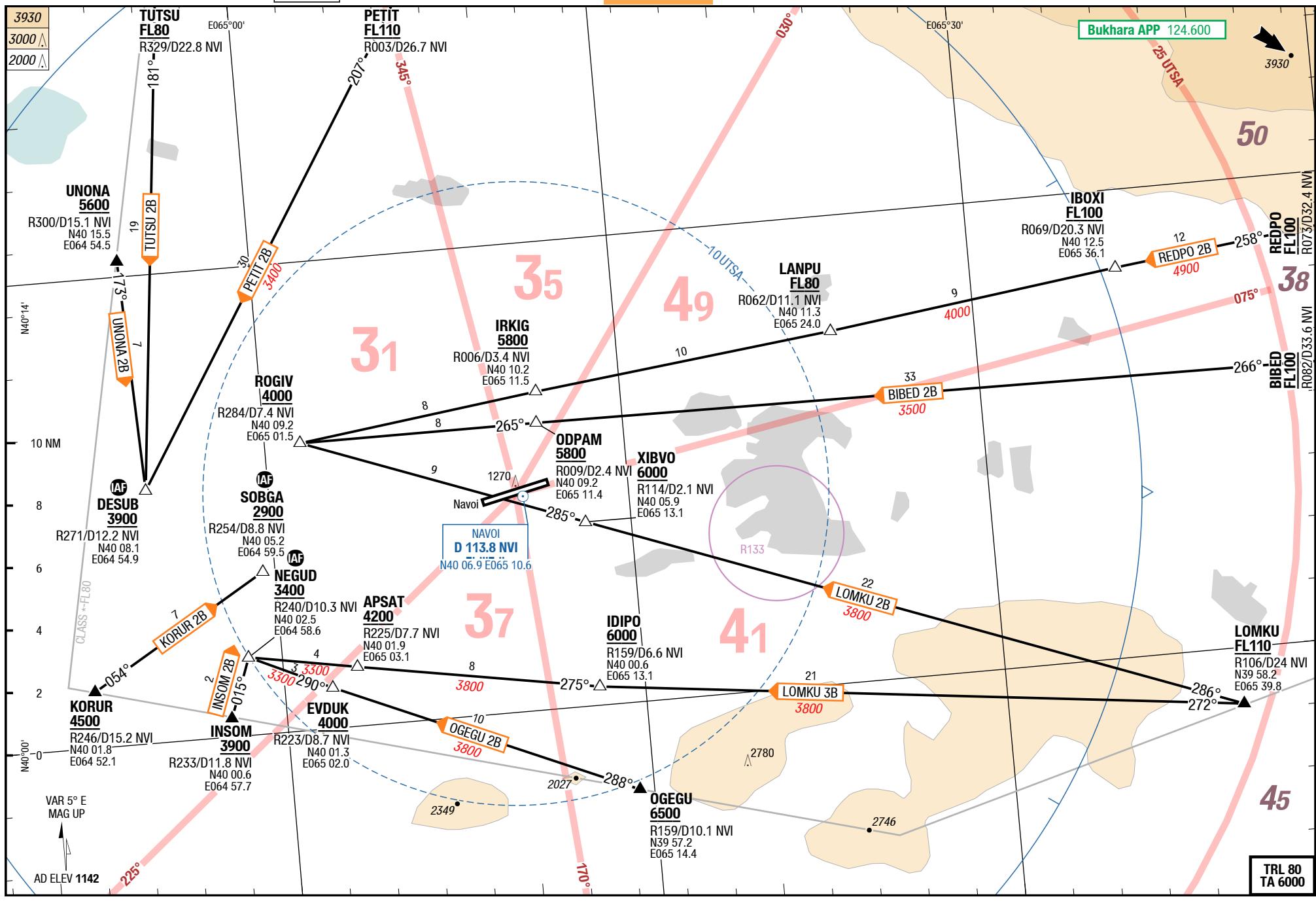
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## Uzbekistan Navoi

TARs RWY 25  
**RWY 07**

Navoi Uzbekistan

**STARs RWY 25**



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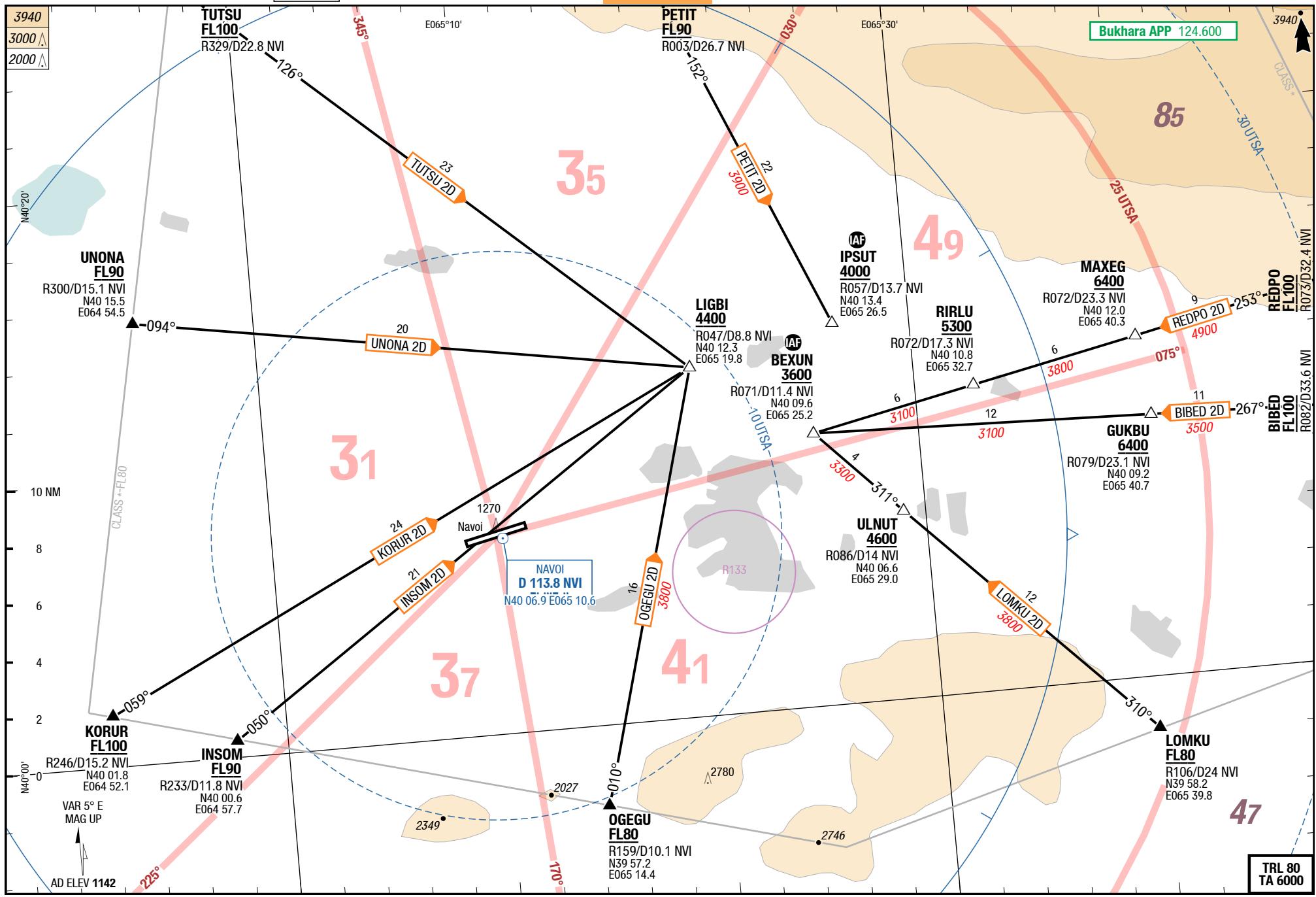
6-20

Uzbekistan Navoi

**STARs RWY 25**

Navoi Uzbekista

STARs RWY 25



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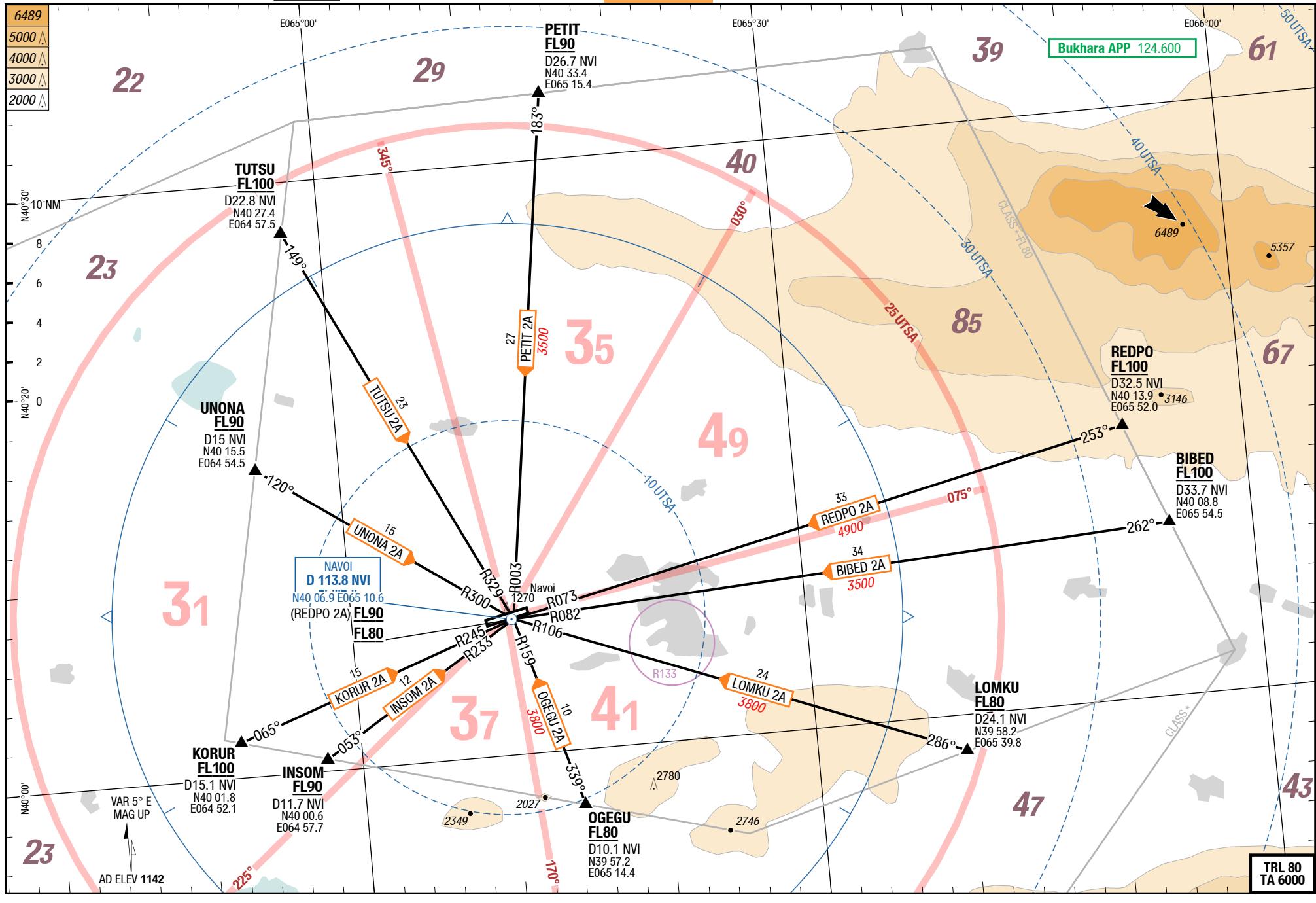
NVI-UTSA

# Uzbekistan Navoi

**Navoi** Uzbekistan

**STARs RWYs 07/25 without Radar**

## **STARs RWYs 07/25 without Radar**

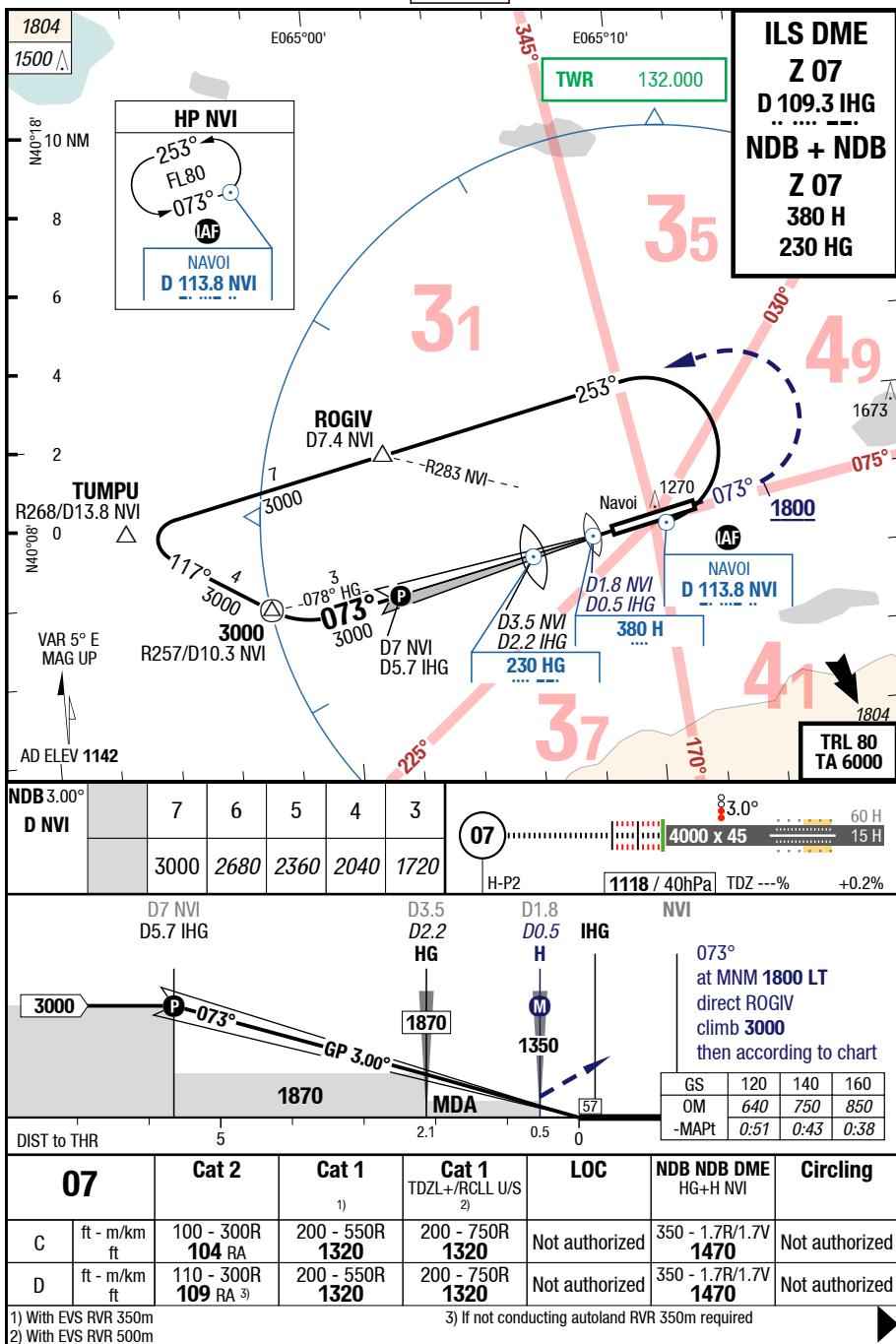


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## NVI-UTSA

7-10

ILS DME Z 07 / NDB + NDB Z 07

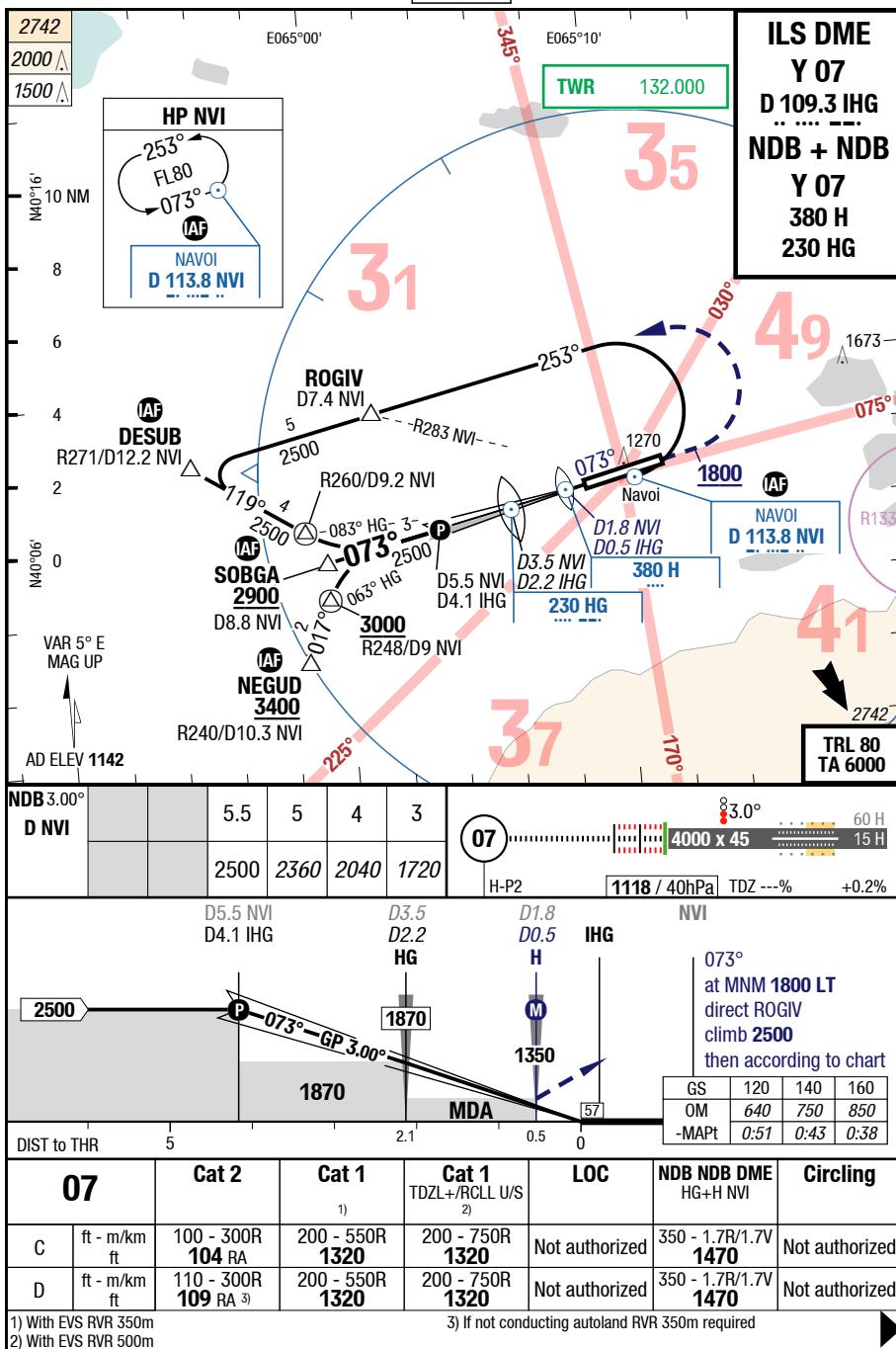


Changes: MIN, DIST ALT table, ALT, MISAP text

## NVI-UTSA

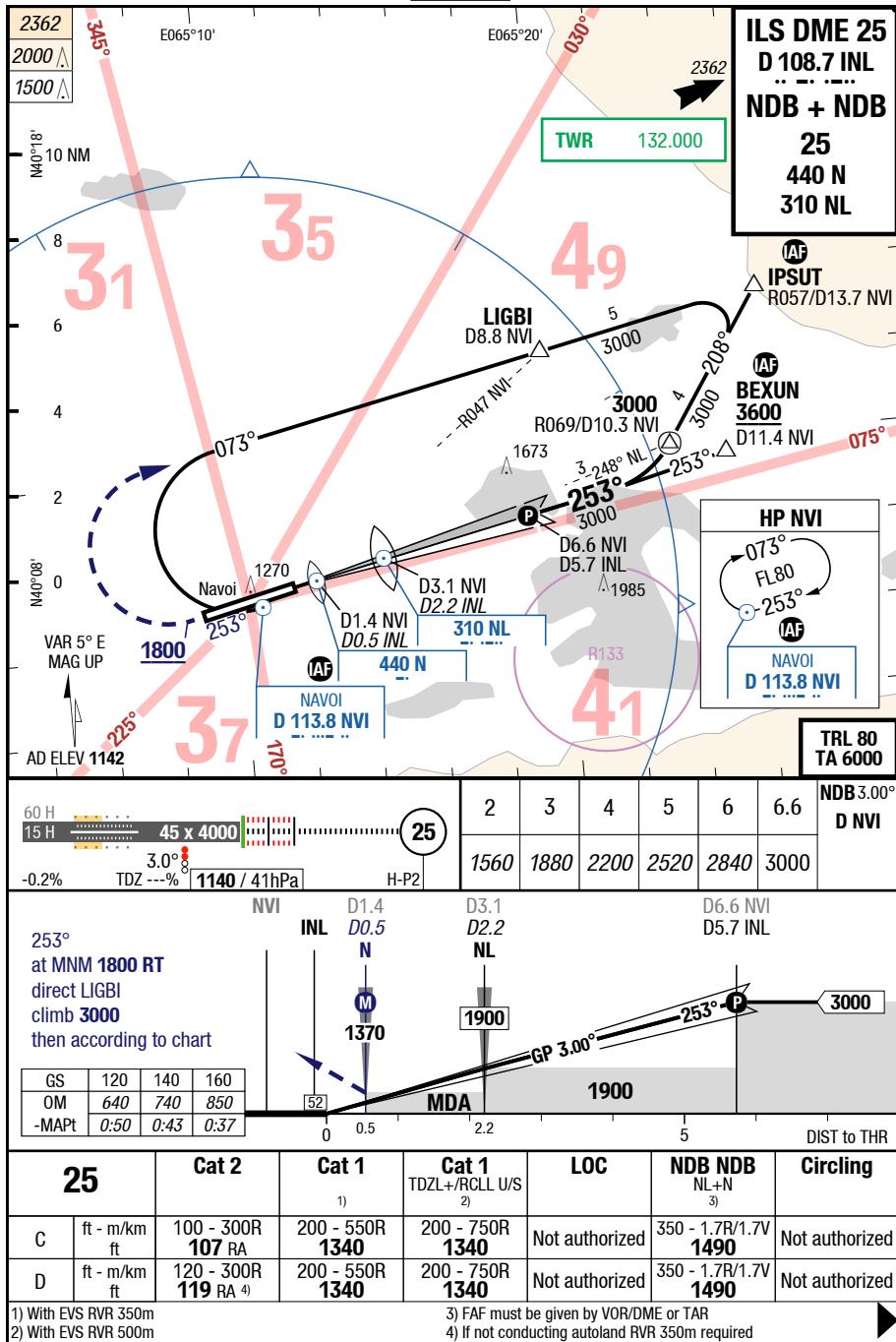
7-20

ILS DME Y 07 / NDB + NDB Y 07



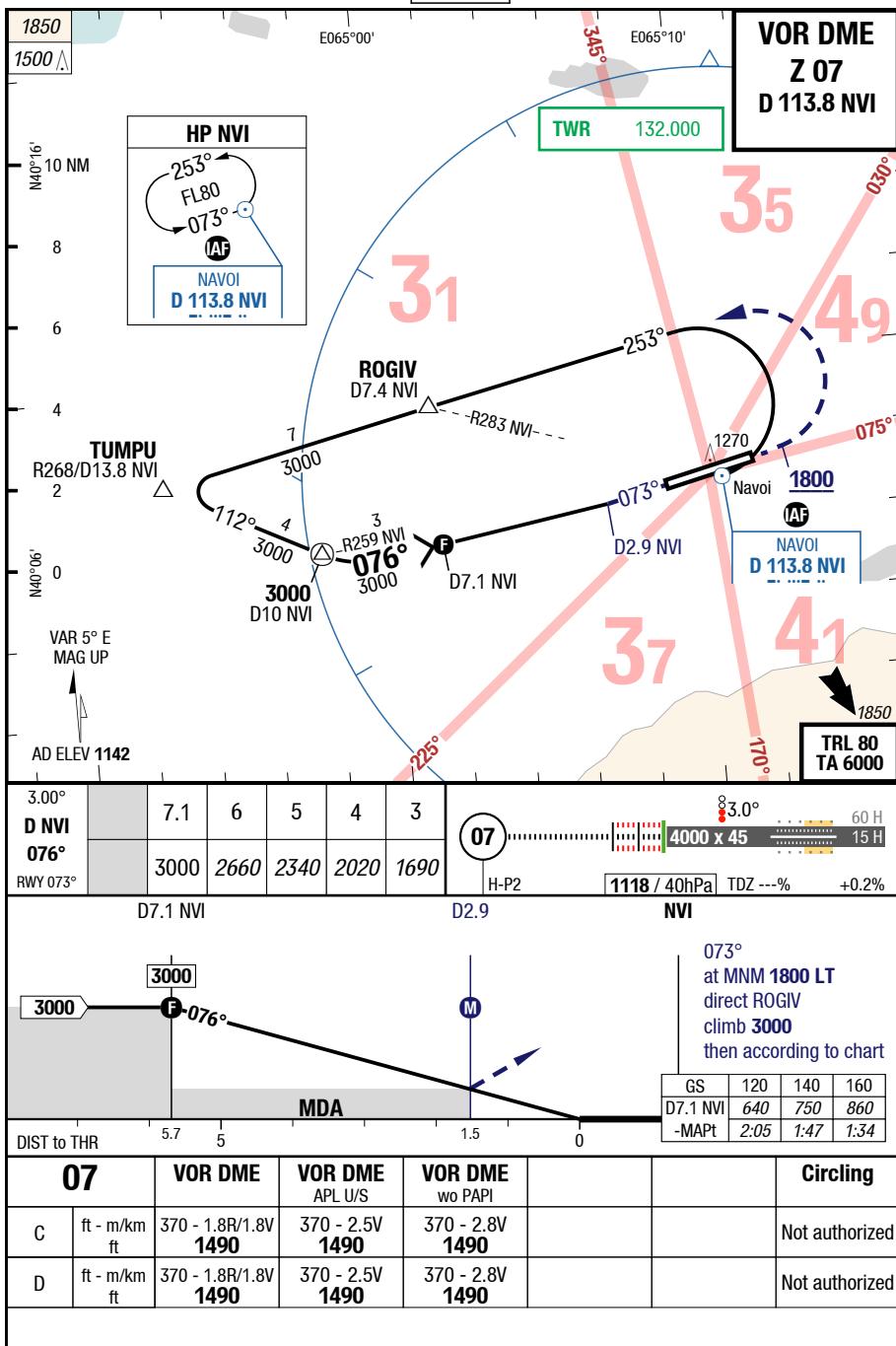
7-30

## **ILS DME 25 / NDB + NDB 25**



7-40

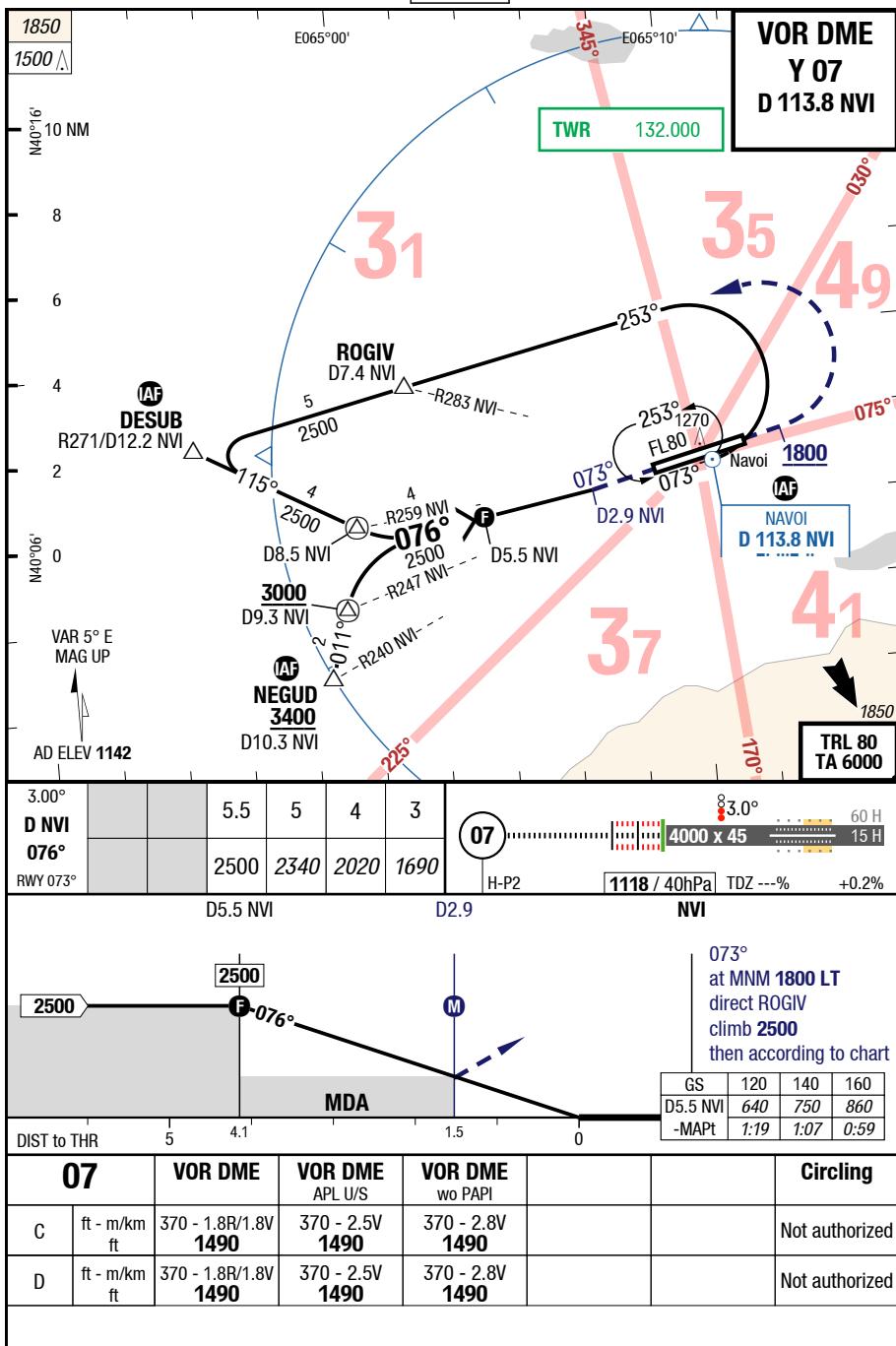
VOR DME Z 07



Changes: MIN, ALT, MISAP text

7-50

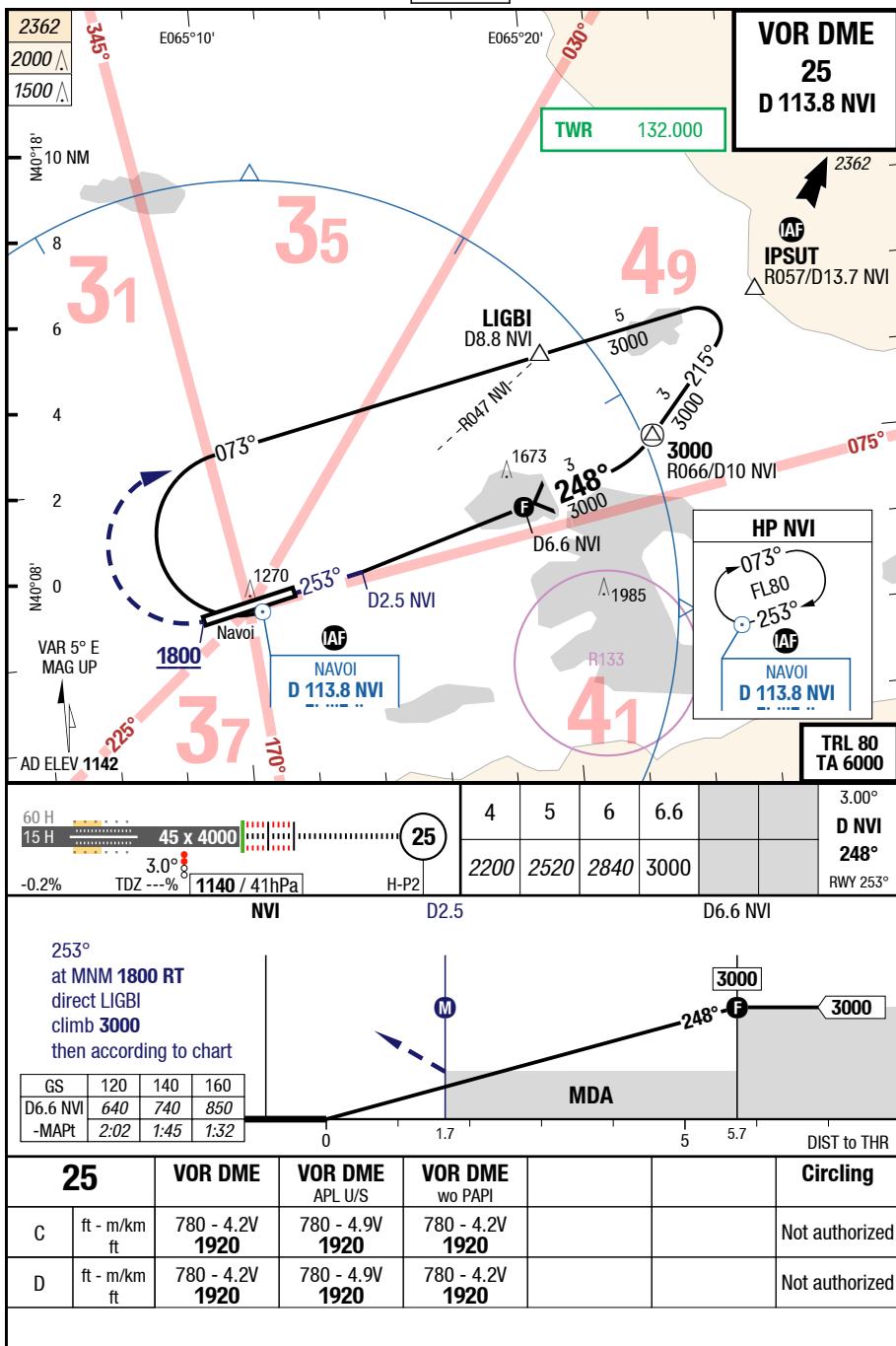
VOR DME Y 07



## NVI-UTSA

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VOR DME 25



Changes: MIN, ALT, MISAP text

**NVI-UTSA****7-70****WxMinima Overflow**

<b>07</b>		<b>NDB NDB DME</b> HG+H NVI APL U/S	<b>NDB NDB DME</b> HG+H NVI wo PAPI				
C	ft - m/km ft	350 - 2.4V <b>1470</b>	350 - 2.8V <b>1470</b>				
D	ft - m/km ft	350 - 2.4V <b>1470</b>	350 - 2.8V <b>1470</b>				

<b>25</b>		<b>NDB NDB</b> NL+N APL U/S 1)	<b>NDB NDB</b> NL+N wo PAPI 1)				
C	ft - m/km ft	350 - 2.4V <b>1490</b>	350 - 2.8V <b>1490</b>				
D	ft - m/km ft	350 - 2.4V <b>1490</b>	350 - 2.8V <b>1490</b>				

1) FAF must be given by VOR/DME or TAR