

**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

**NVI-UTSA**

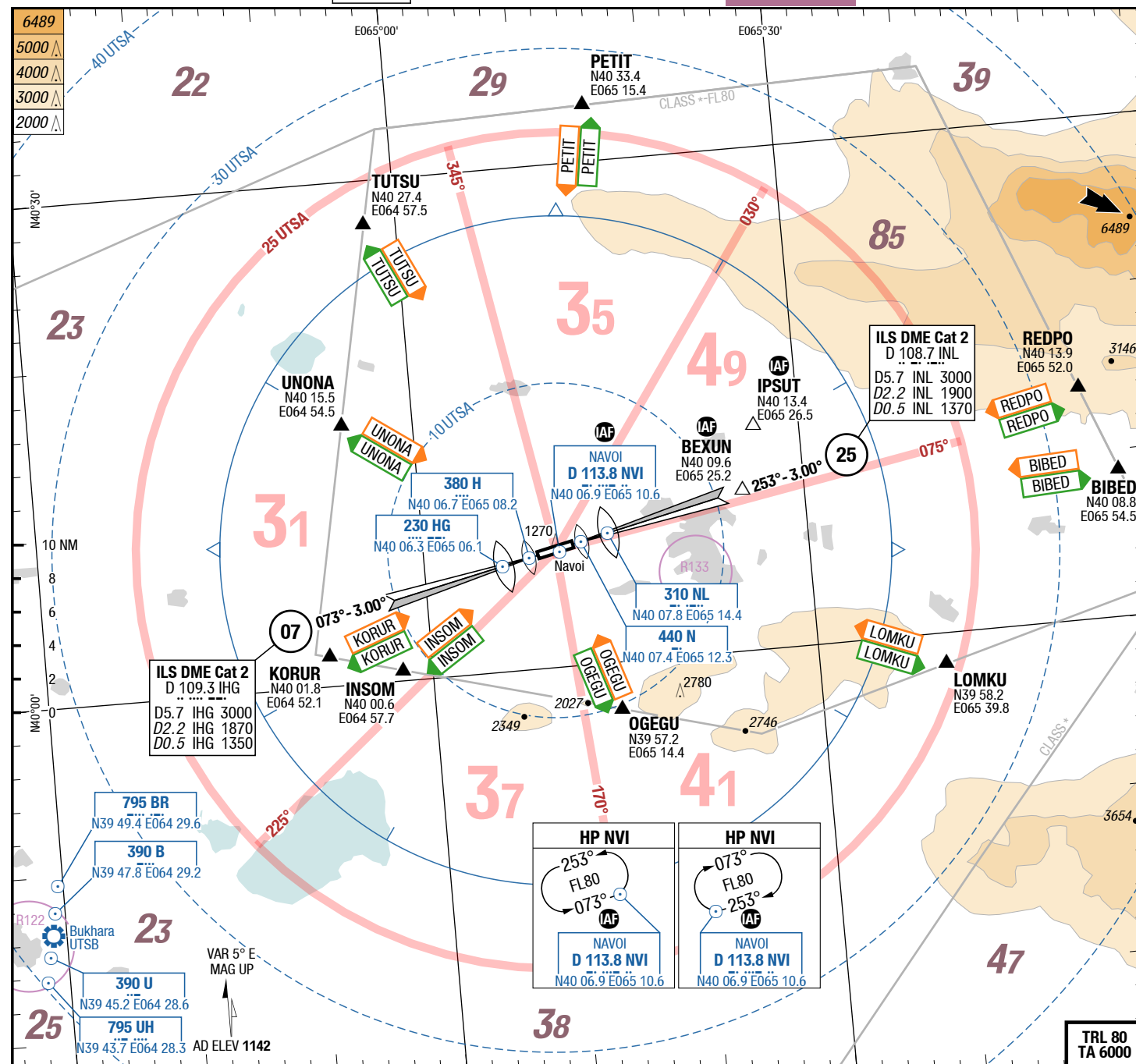
**AFC**

# AFC

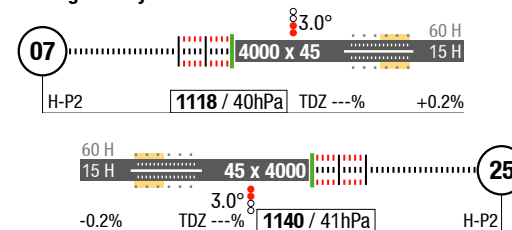
# AFC

**AFC**

2-10



**Landing RWY system:**



Changes: FREQ, Navaid

Effective 10-NOV-2016

03-NOV-2016

NVI-UTSA

Uzbekistan Navoi

AGC

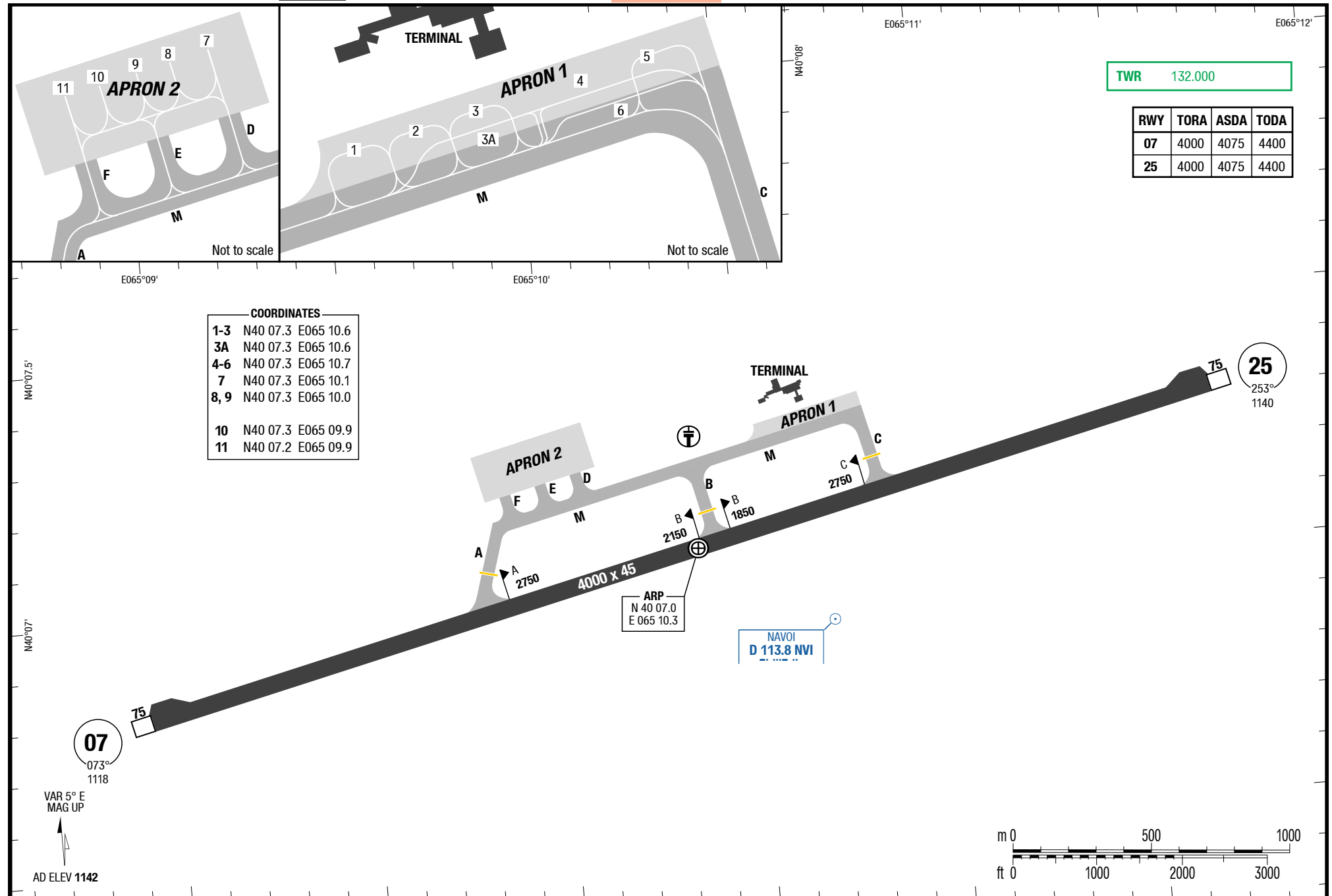
AGC

AGC

Navoi Uzbekistan

AGC

3-20



Changes: FREQ

Effective 10-NOV-2016

03-NOV-2016

NVI-UTSA

4-10

Uzbekistan Navoi

SIDs RWY 25

SIDs RWY 07

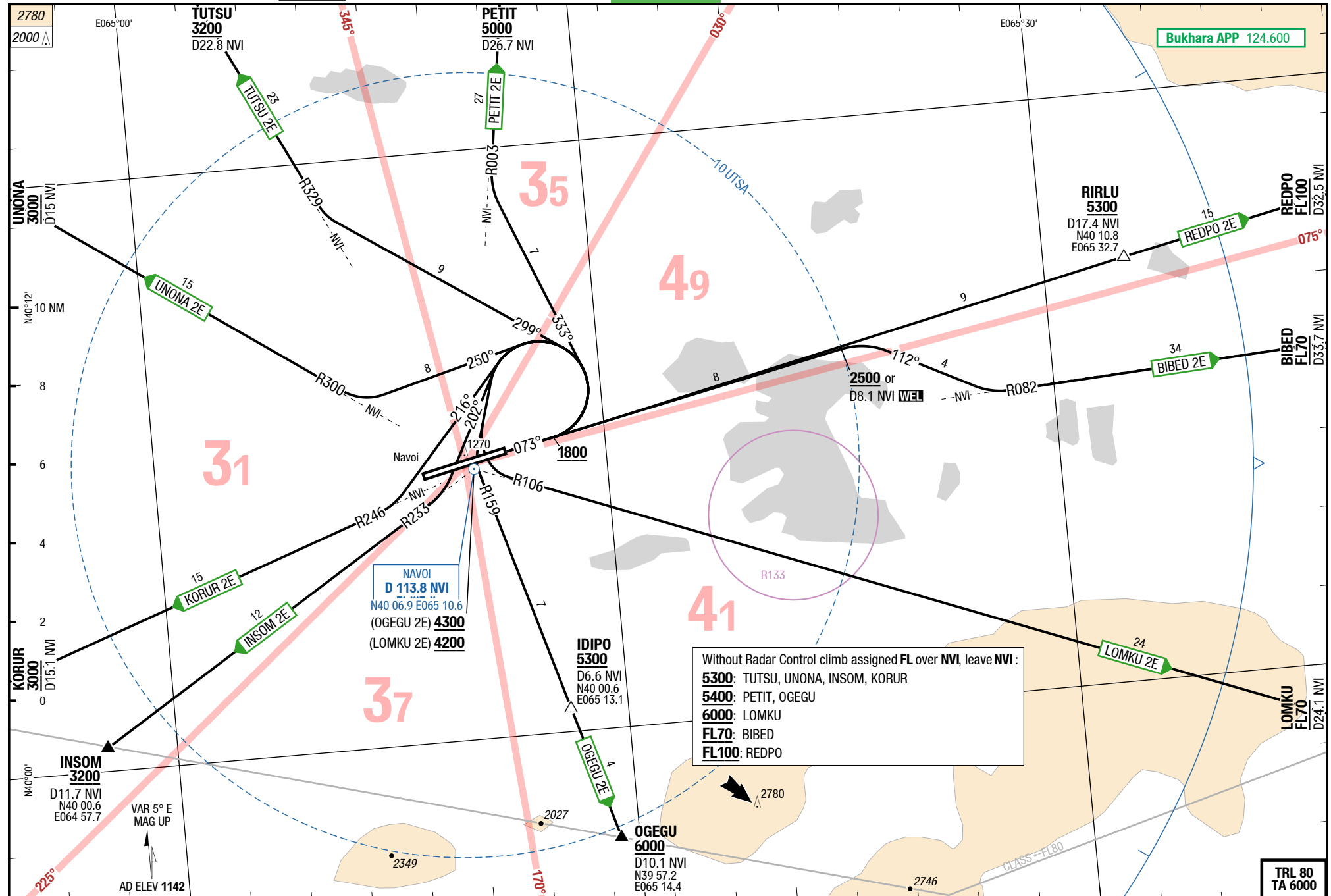
SID

SID

Navoi Uzbekistan

SIDs RWY 25

SIDs RWY 07



Changes: ALT, NAVAI

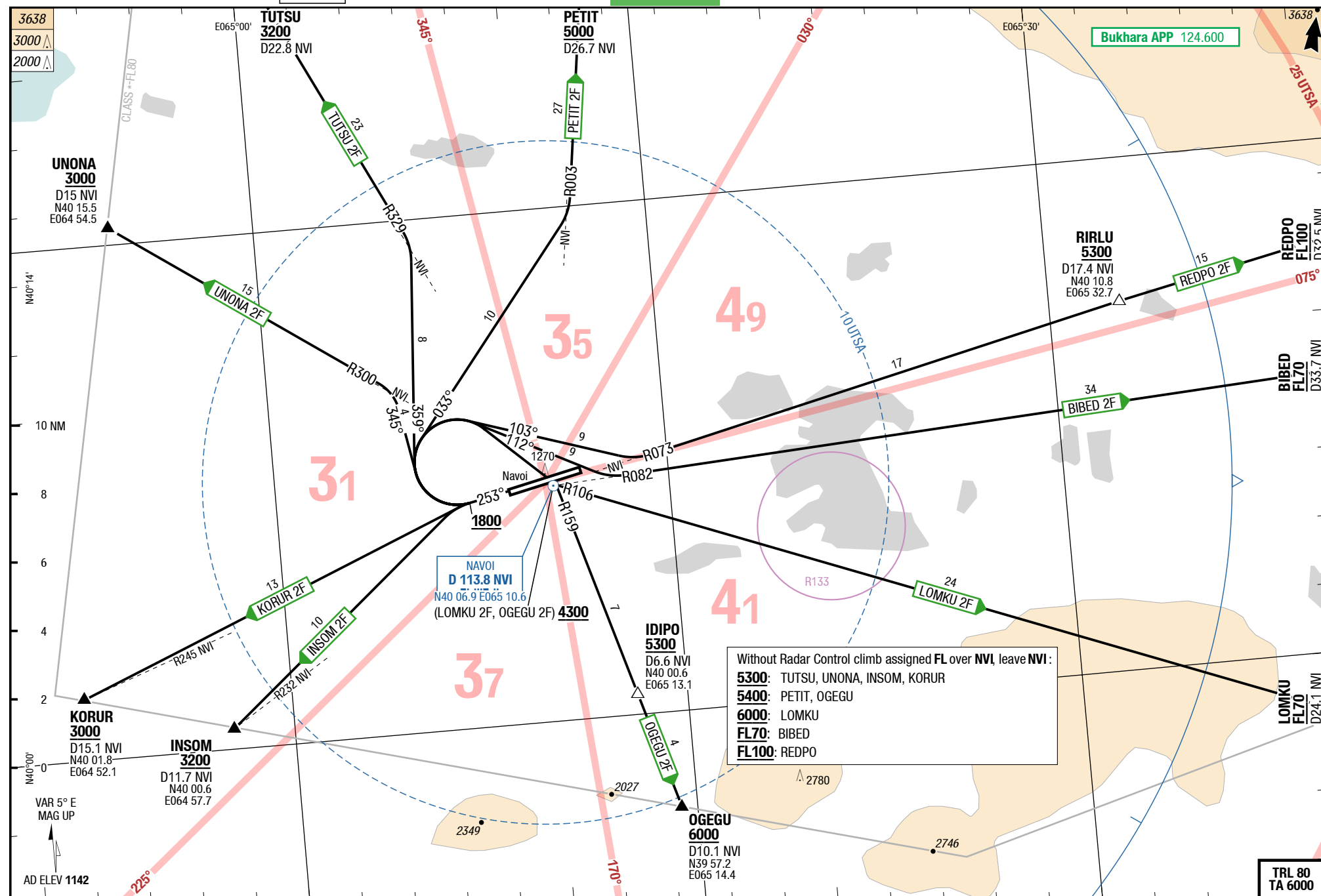
**NVI-UTSA**

## SIDs RWY 25

SID

SID

## SIDs RWY 25



Changes: ALT, NAVAID

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## NVI-UTSA

5-10

## SIDs RWY 07

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

RWY 07 (073°)

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

## NVI-UTSA

5-20

## SIDs RWY 25

BIBED 2F / INSOM 2F / KORUR 2F / LOMKU 2F / OGEГУ 2F / PETIT 2F / REDPO 2F / TUTSU 2F / UNONA 2F

RWY 25 (253°)

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

03-NOV-2016

**NVI-UTSA**Uzbekistan **Navoi**

STARs RWY 25

## STARs RWY 07

# STAR

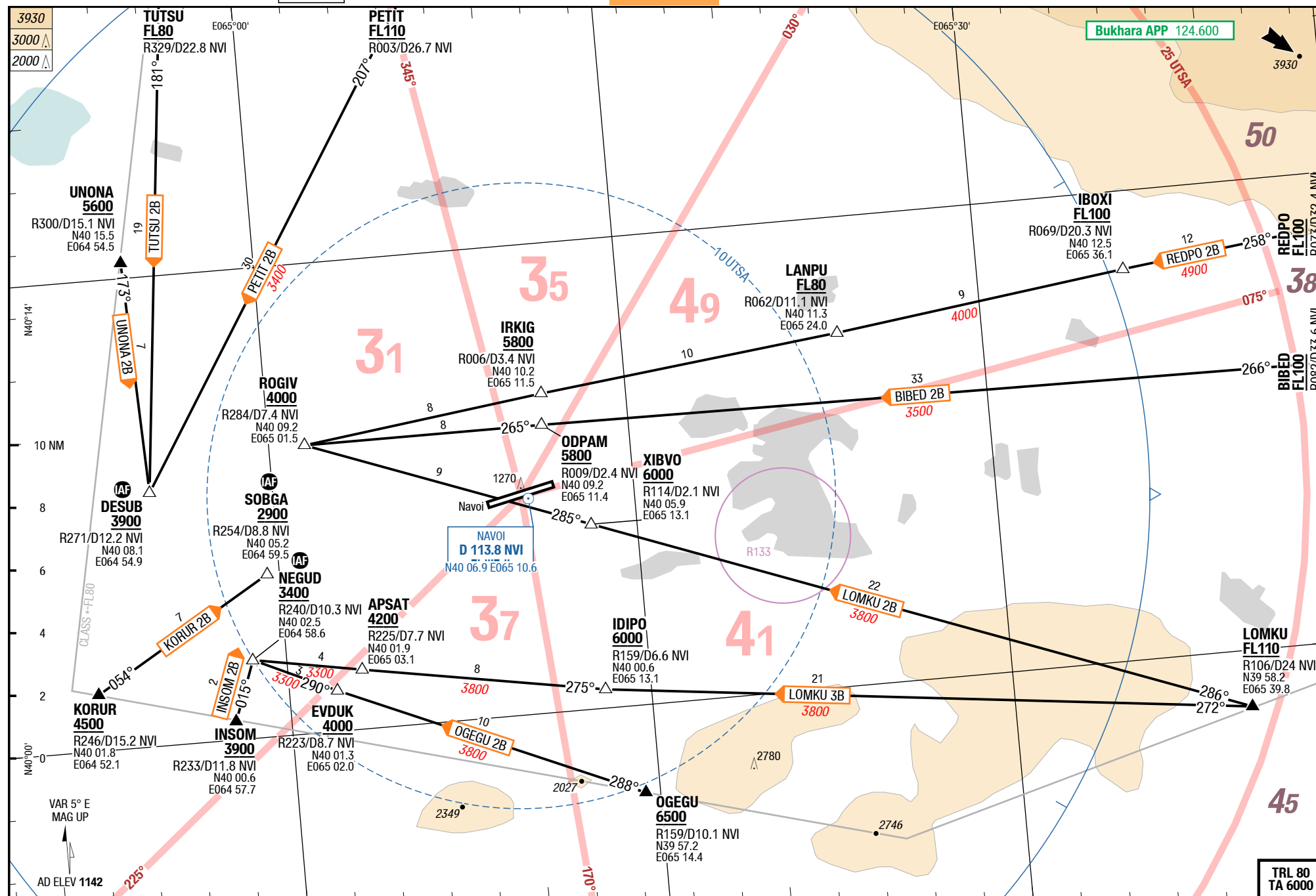
# STAR

## Navoi Uzbekistan

STARs RWY 25

## STARs RWY 07

6-10



Changes: NAVAID

TRL 80  
TA 6000

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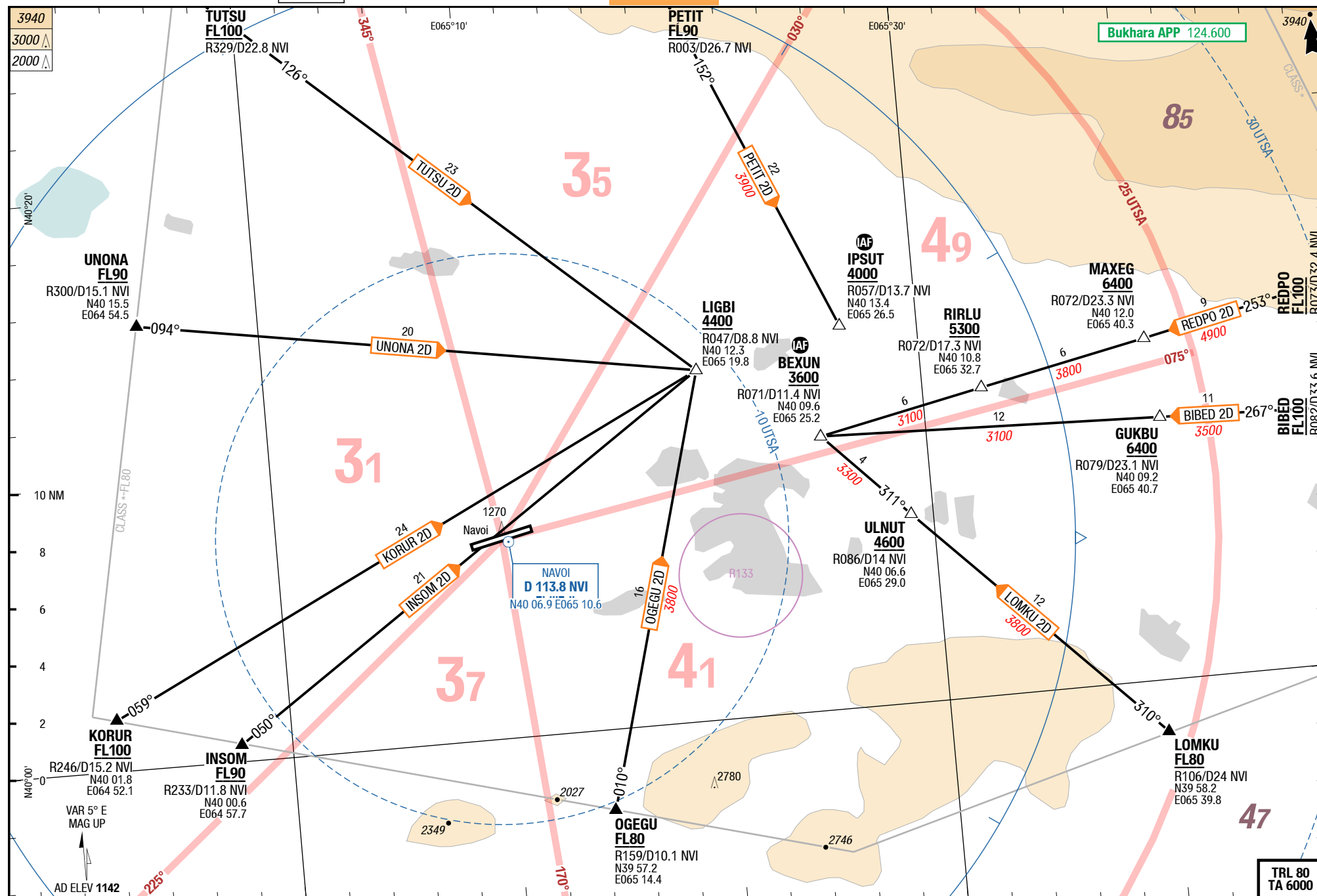
**NVI-UTSA**

## STARs RWY 25

# STAR

# STAR

## STARs RWY 25



Changes: NAVAID

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Effective 10-NOV-2016

03-NOV-2016

NVI-UTSA

Uzbekistan Navoi

NIL

STAR

STAR

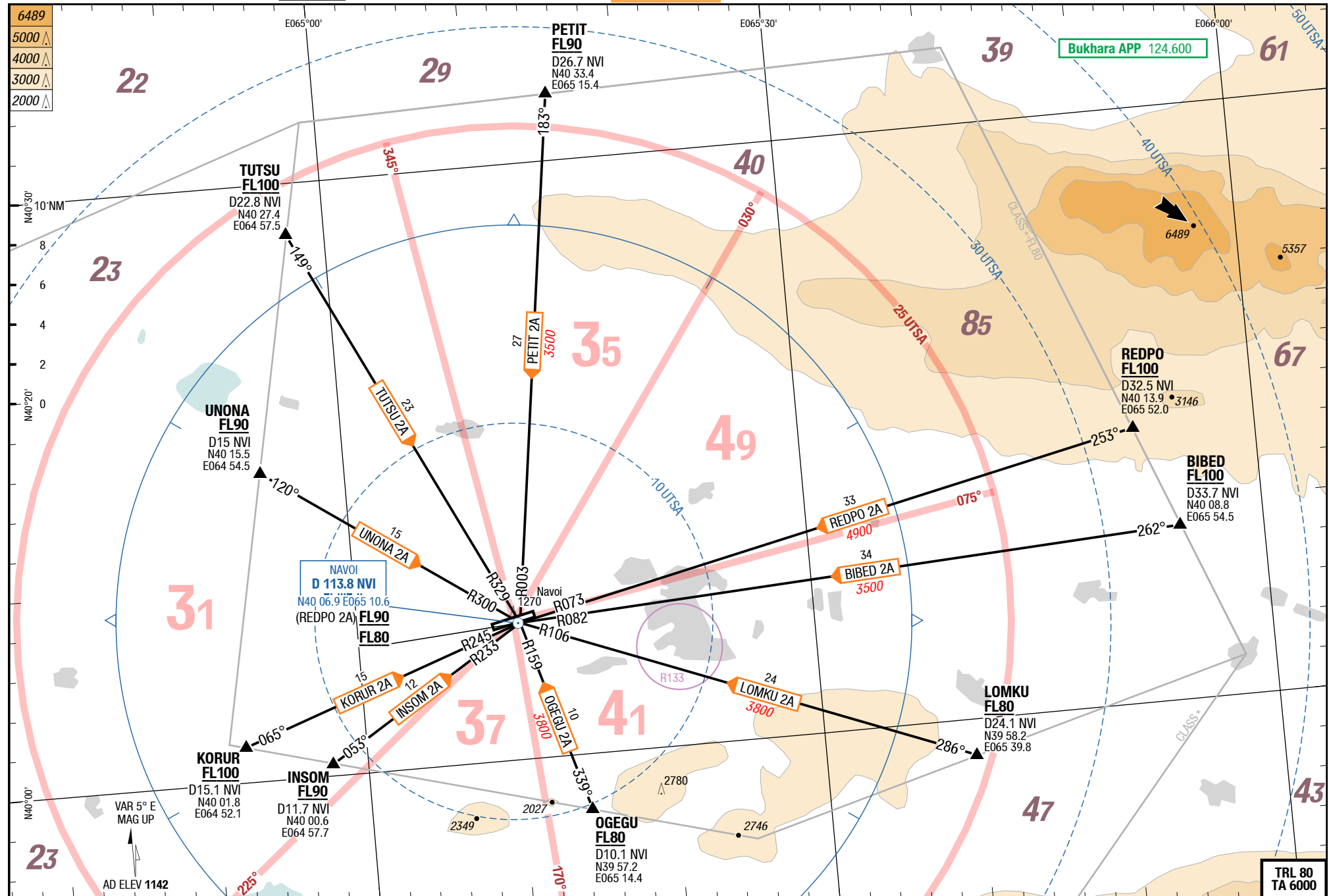
Navoi Uzbekistan

NIL

STARs RWYs 07/25 without Radar

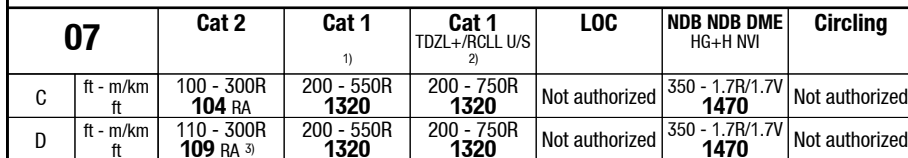
6-30

STARs RWYs 07/25 without Radar

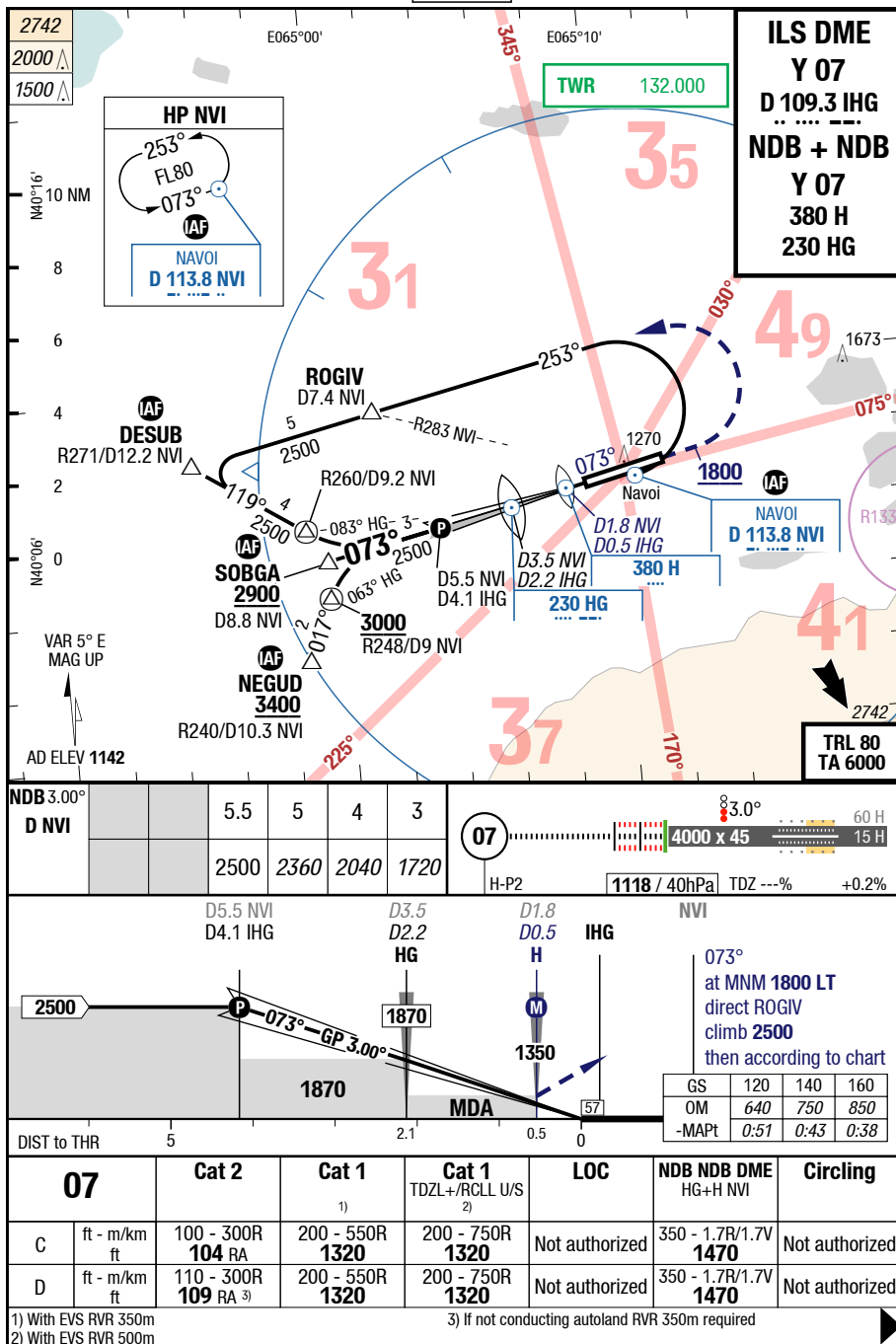


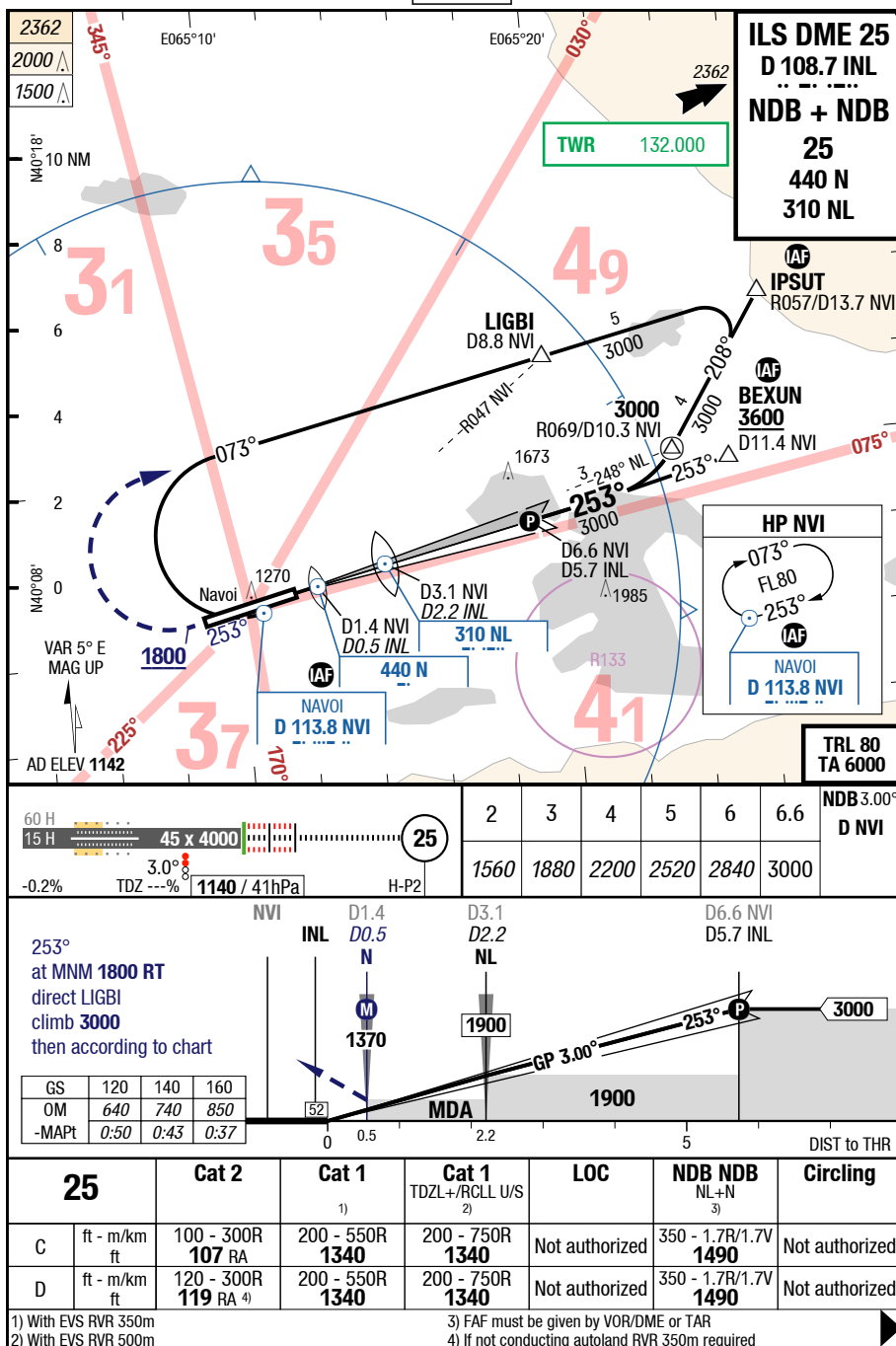
Changes: NAVAI

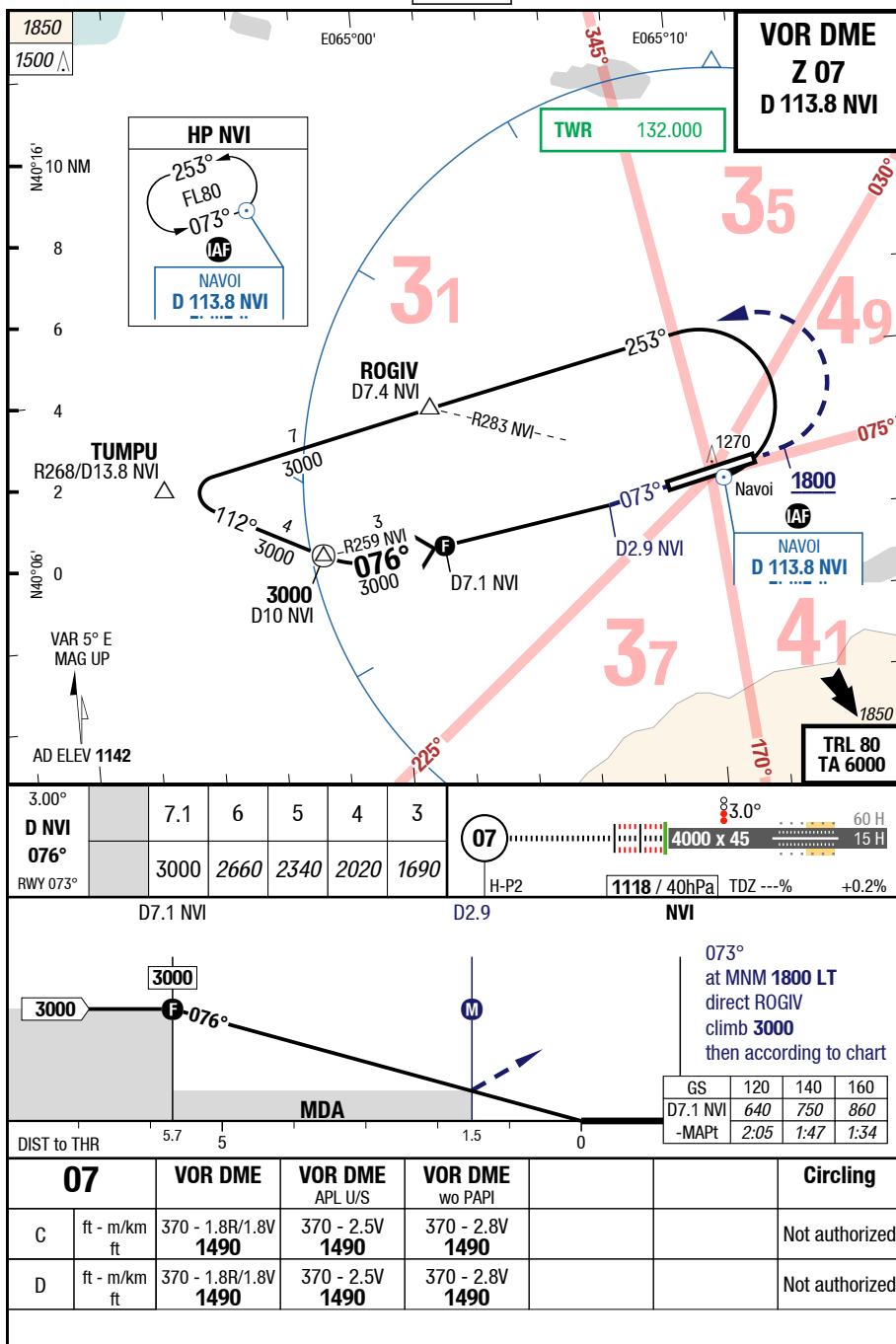
**ILS DME Z 07 / NDB + NDB Z 07**

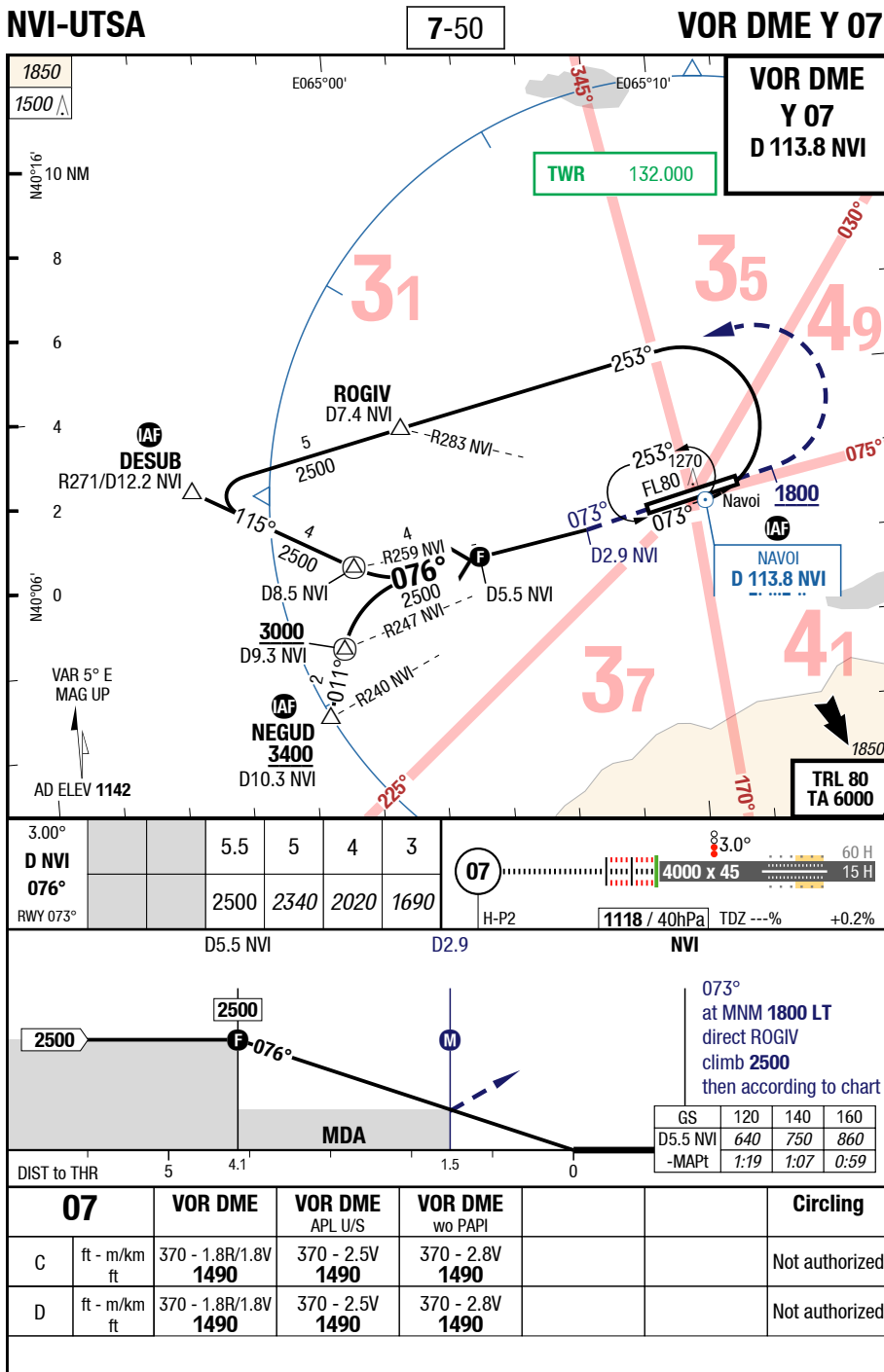


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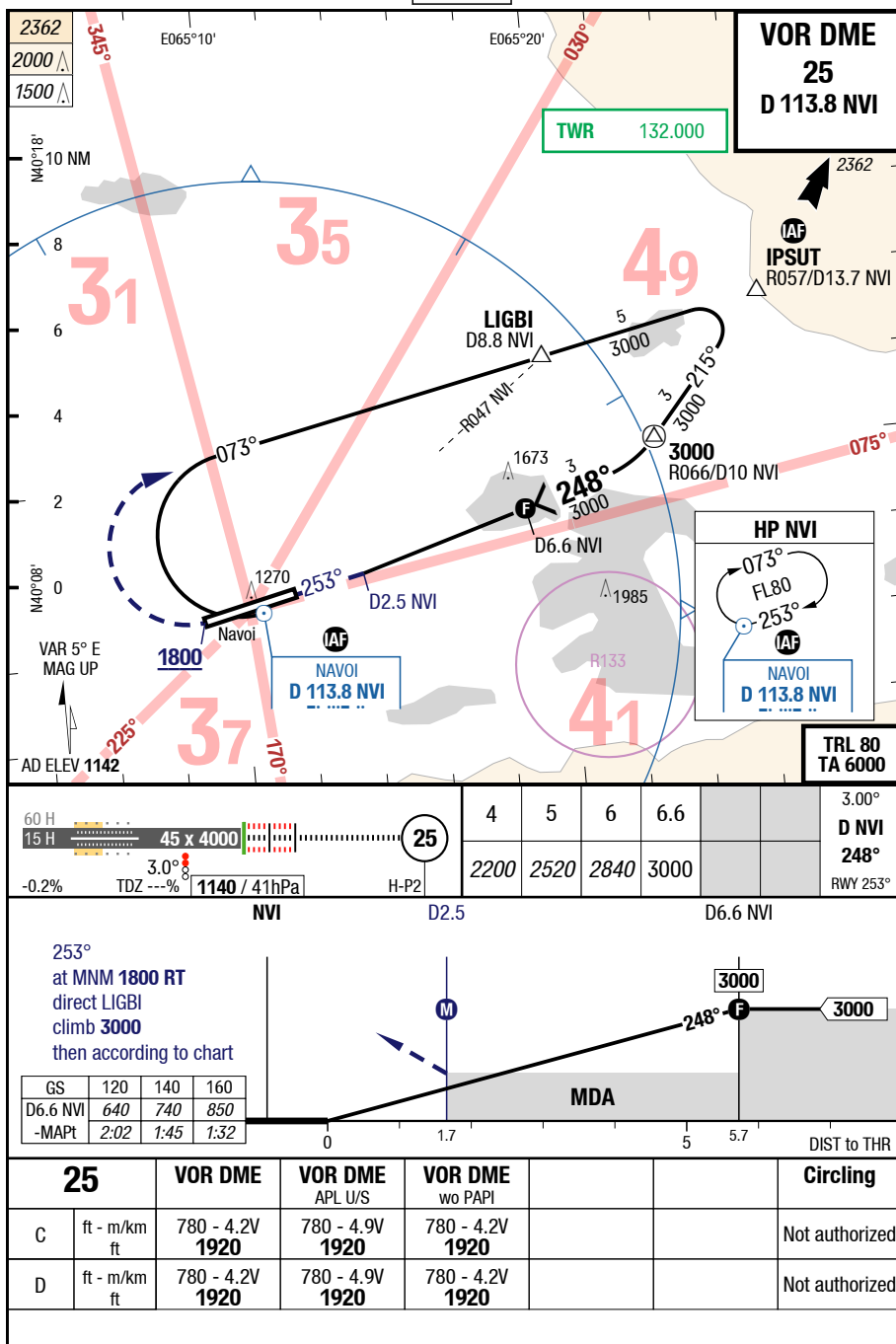






**7-60**

## VOR DME 25





## 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 <sup>1)</sup>	<b>NDB NDB</b> NL+N wo PAPI <sup>1)</sup>				
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