

## List of pages in this Trip Kit

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Airport Information For UTSA

Terminal Charts For UTSA

Revision Letter For Cycle 25-2012

Change Notices

Notebook

## General Information

Location: Navoi Uzb  
IATA Code: NVI  
Lat/Long: N40° 07.0' E065° 10.3'  
Elevation: 1142 ft

Airport Use: Public  
Magnetic Variation: 5.0°E

Fuel Types: Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0301 Z  
Sunset: 1223 Z,

## Runway Information

Runway: 07  
Length x Width: 13123 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1119 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 246 ft

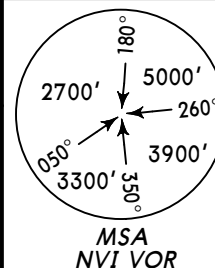
Runway: 25  
Length x Width: 13123 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1141 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 246 ft

## Communication Information

Navoi Tower 132.0  
Bukhara Approach Control 124.6  
Navoi Transit Operations 131.2 Non-English

Apt Elev  
1140'

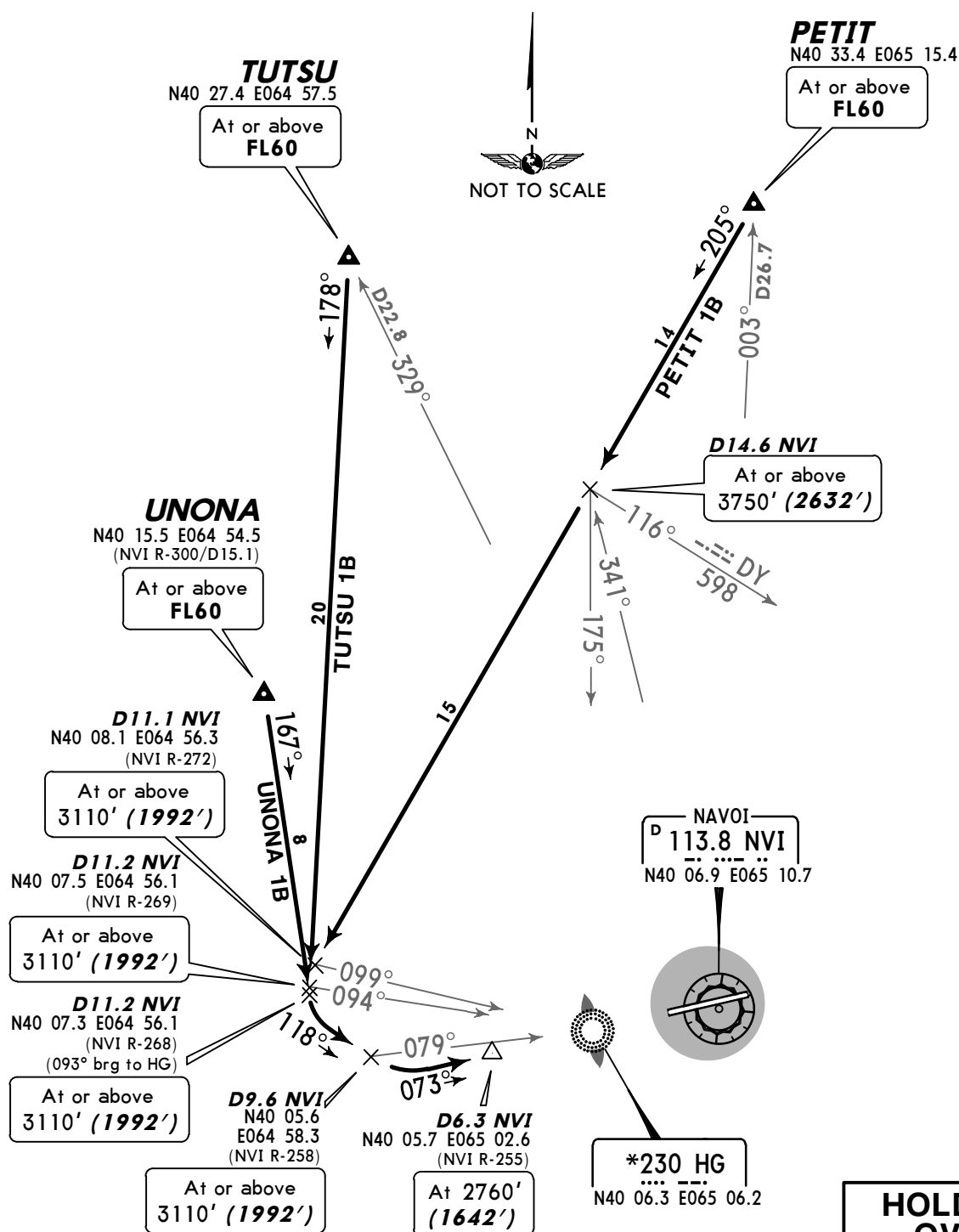
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1992')  
Mountainous terrain.



PETIT 1B [PETI1B]  
TUTSU 1B [TUTS1B], UNONA 1B [UNON1B]  
RWY 07 ARRIVALS  
WITH RADAR CONTROL ONLY

CAT C & D

**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**



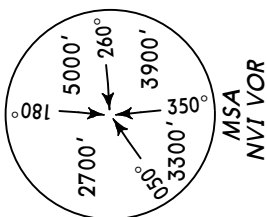
**HOLDING  
OVER  
HG**

ALT/HEIGHT CONVERSION

| QNH   | (QFE)          |
|-------|----------------|
| 3750' | (2632' - 800m) |
| 3110' | (1992' - 600m) |
| 2760' | (1642' - 500m) |

Apt Elev  
1140'

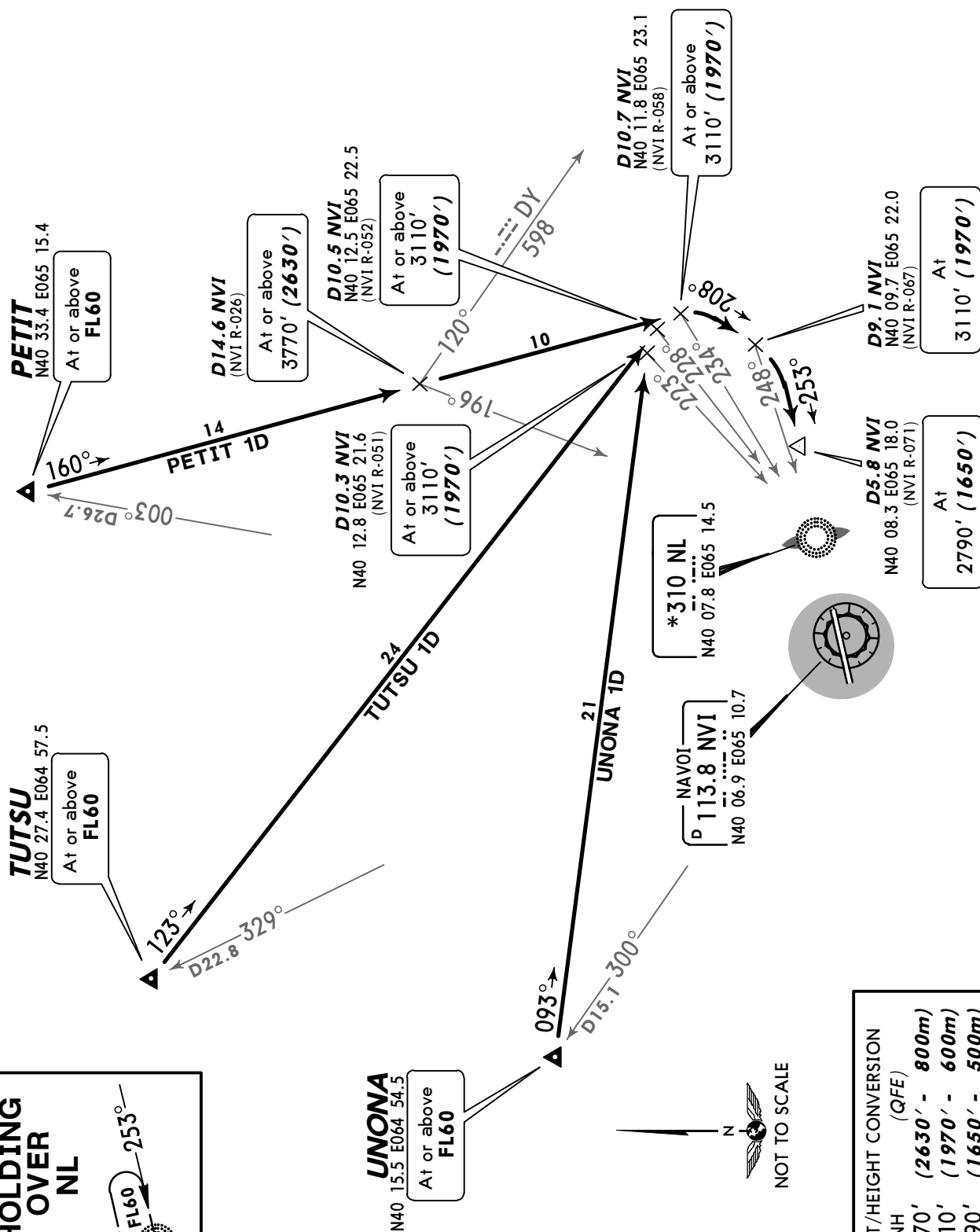
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1970')  
Mountainous terrain.



PETIT 1D [PETI1D]  
TUTSU 1D [TUTS1D], UNONA 1D [UNON1D]  
RWY 25 ARRIVALS

CAT C & D

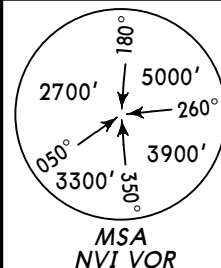
**~~SPEED~~ MAX 250 KT BELOW FL100 OR BY ATC**



| ALT/HEIGHT CONVERSION |
|-----------------------|
| QNH (QFE)             |
| 3770' (2630' - 800m)  |
| 3110' (1970' - 600m)  |
| 2790' (1650' - 500m)  |

Apt Elev  
1140'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1992')  
Mountainous terrain.



PETIT 1A [PETI1A]  
TUTSU 1A [TUTS1A], UNONA 1A [UNON1A]  
RWY 07 ARRIVALS  
WITHOUT RADAR CONTROL

CAT C & D

**SPEED** MAX 250 KT BELOW FL100 OR BY ATC

**TUTSU**  
N40 27.4 E064 57.5

At or above  
FL60

**UNONA**  
N40 15.5 E064 54.5  
(NVI R-300/D15.1)

At or above  
FL60

**D10.4 NVI**  
N40 08.7 E064 57.4  
(NVI R-275)

At or above  
3110' (1992')

**D9.6 NVI**  
N40 05.6 E064 58.3  
(NVI R-258)

At  
3110' (1992')

**D6.3 NVI**  
N40 05.7 E065 02.6  
(NVI R-255)

At 2760'  
(1642')

**D5.3 NVI**  
(NVI R-301)

At or above  
3110'  
(1992')

**PETIT**  
N40 33.4 E065 15.4

At or above  
FL60

**NAVOI**  
D 113.8 NVI  
N40 06.9 E065 10.7

**NAVOI**  
\*230 HG  
N40 06.3 E065 06.2

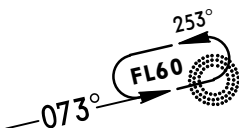
PETIT 1A

Descend via  
holding pattern  
to FL60

TUTSU 1A  
UNONA 1A

At FL60

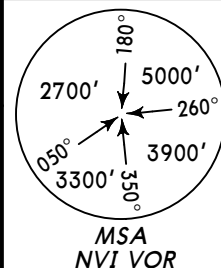
**HOLDING  
OVER  
HG**



| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3110'                 | (1992' - 600m) |
| 2760'                 | (1642' - 500m) |

Apt Elev  
1140'

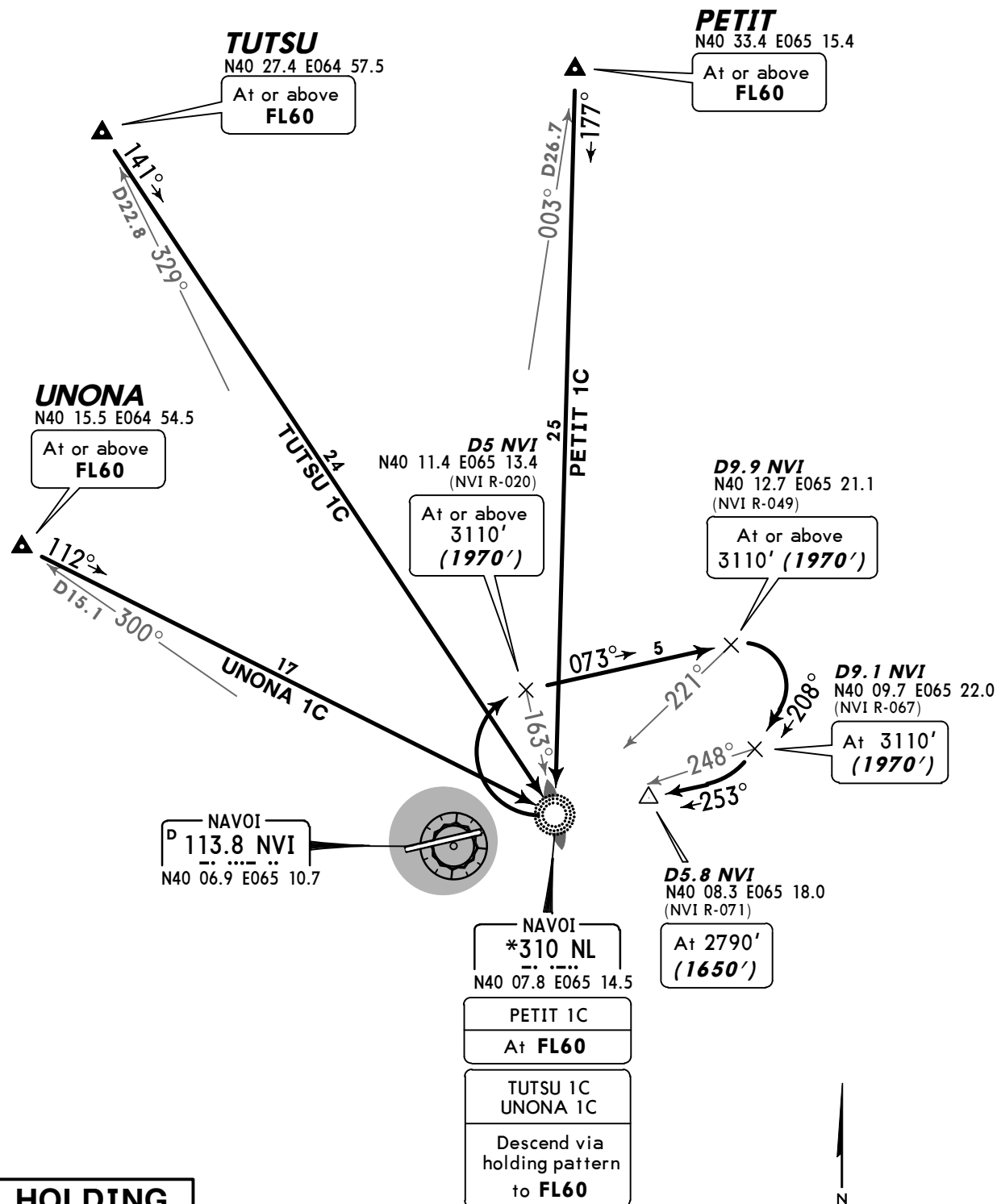
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1970')  
Mountainous terrain.



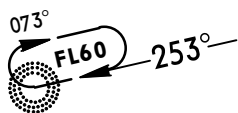
PETIT 1C [PETI1C]  
TUTSU 1C [TUTS1C], UNONA 1C [UNON1C]  
RWY 25 ARRIVALS  
WITHOUT RADAR CONTROL

CAT C & D

**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**



**HOLDING OVER NL**

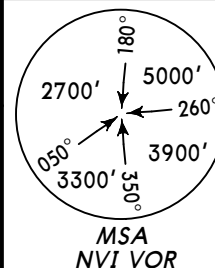


| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3110'                 | (1970' - 600m) |
| 2790'                 | (1650' - 500m) |



Apt Elev  
1140'

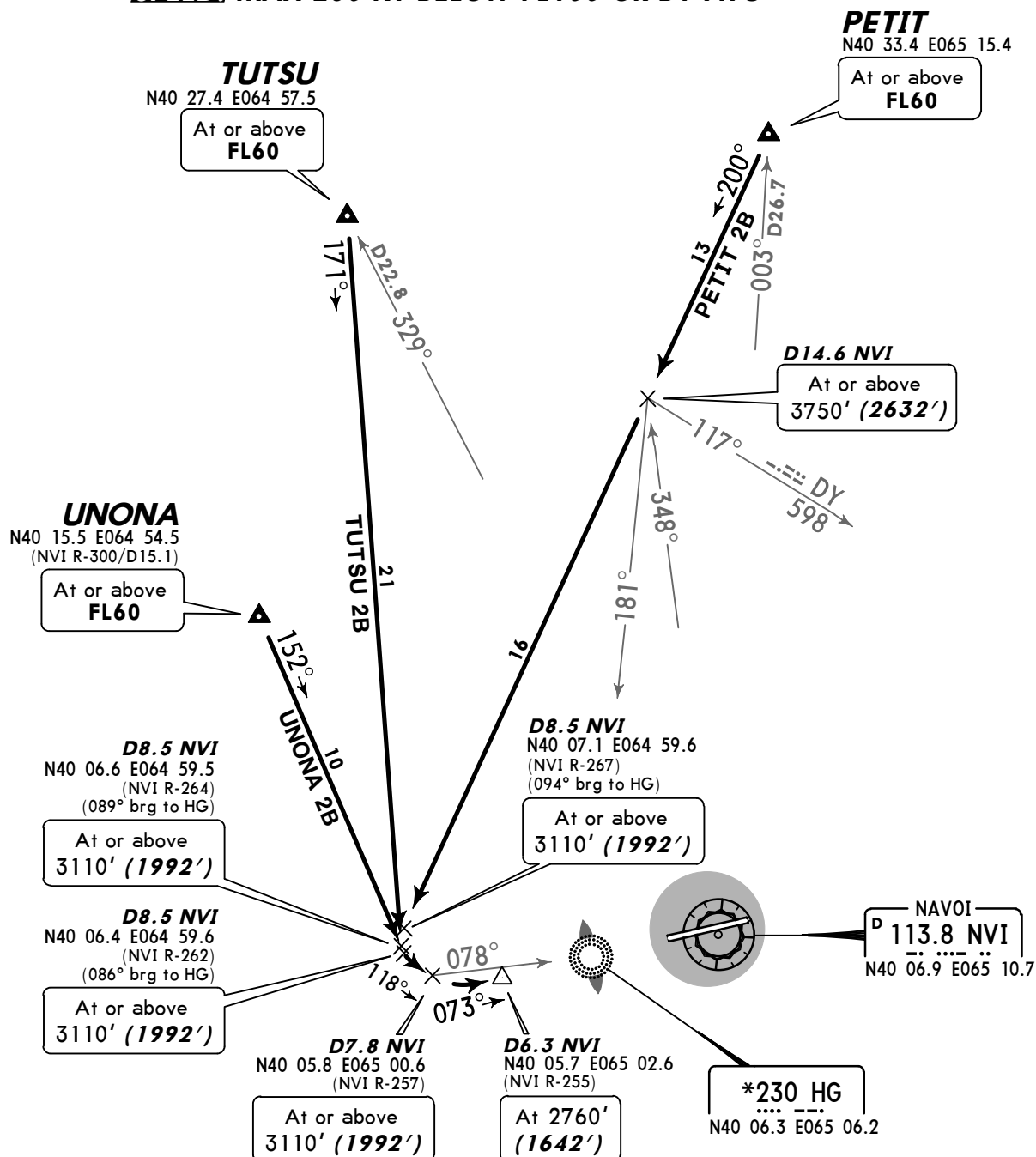
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1992')  
Mountainous terrain.



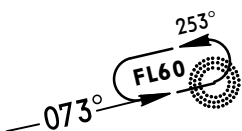
PETIT 2B [PETI2B]  
TUTSU 2B [TUTS2B], UNONA 2B [UNON2B]  
RWY 07 ARRIVALS  
WITH RADAR CONTROL ONLY

CAT A & B

**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**



**HOLDING  
OVER  
HG**



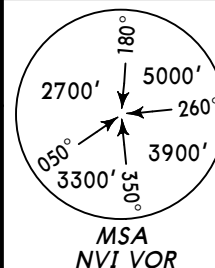
ALT/HEIGHT CONVERSION

| QNH   | (QFE)          |
|-------|----------------|
| 3750' | (2632' - 800m) |
| 3110' | (1992' - 600m) |
| 2760' | (1642' - 500m) |



Apt Elev  
1140'

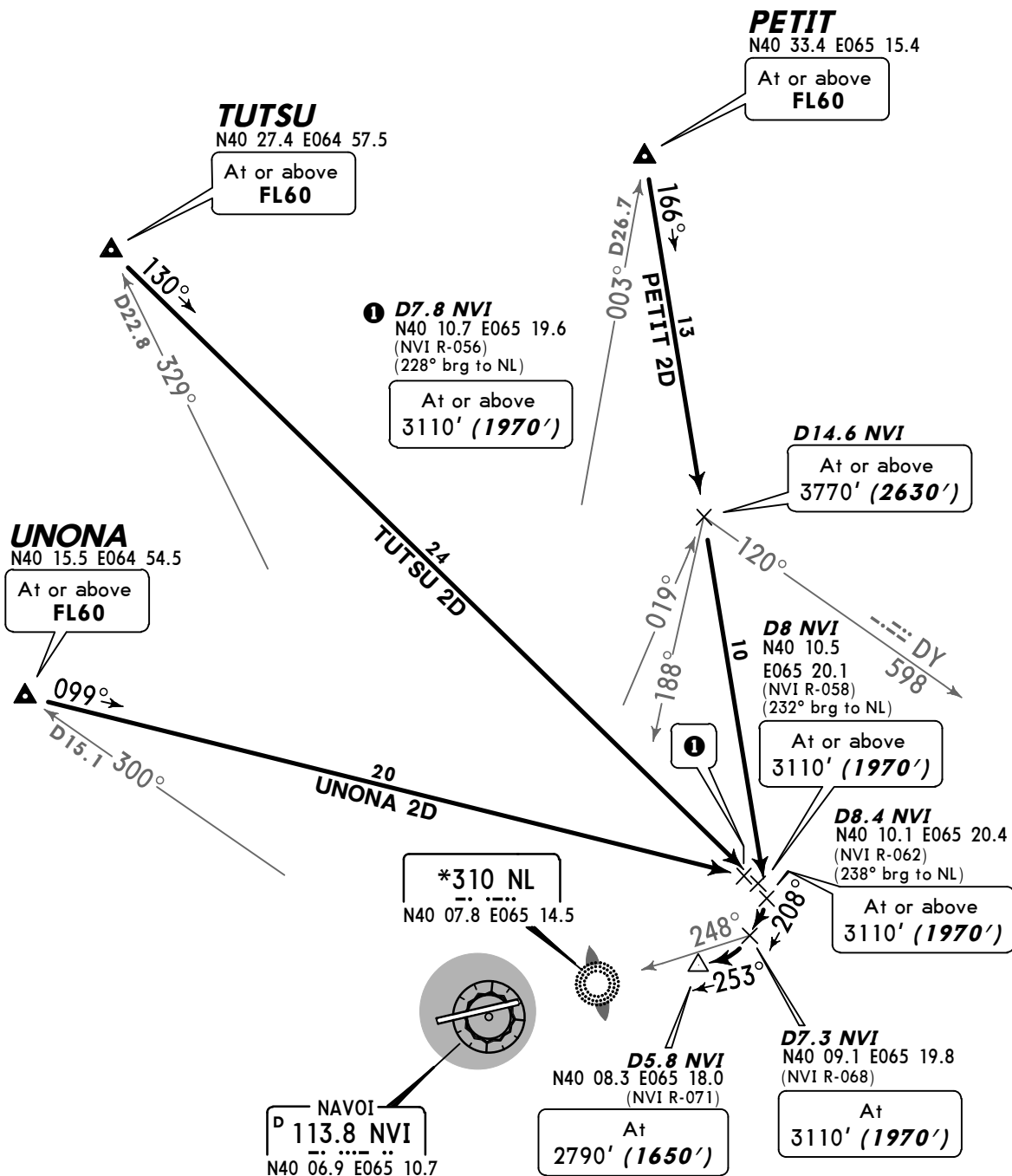
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1970')  
Mountainous terrain.



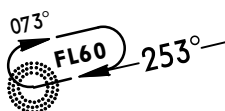
PETIT 2D [PETI2D]  
TUTSU 2D [TUTS2D], UNONA 2D [UNON2D]  
RWY 25 ARRIVALS

CAT A & B

**~~SPEED~~ MAX 250 KT BELOW FL100  
OR BY ATC**



**HOLDING  
OVER  
NL**



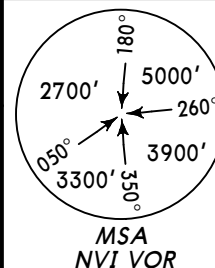
ALT/HEIGHT CONVERSION

| QNH   | (QFE)          |
|-------|----------------|
| 3770' | (2630' - 800m) |
| 3110' | (1970' - 600m) |
| 2790' | (1650' - 500m) |



Apt Elev  
1140'

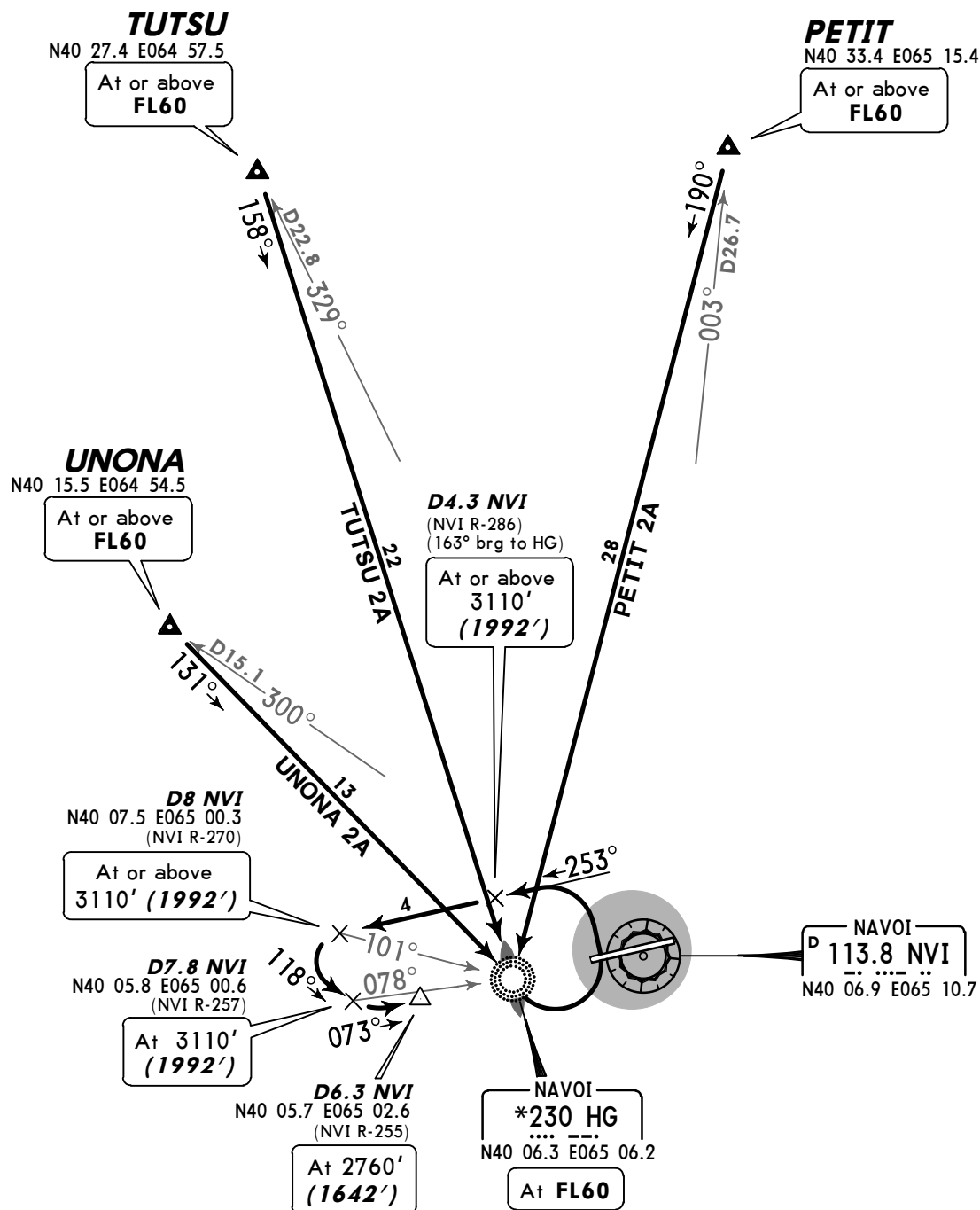
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1992')  
Mountainous terrain.



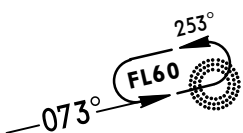
PETIT 2A [PETI2A]  
TUTSU 2A [TUTS2A], UNONA 2A [UNON2A]  
RWY 07 ARRIVALS  
WITHOUT RADAR CONTROL

CAT A & B

**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**



HOLDING  
OVER  
HG



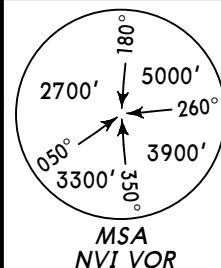
ALT/HEIGHT CONVERSION

QNH (QFE)  
3110' (1992' - 600m)  
2760' (1642' - 500m)



Apt Elev  
1140'

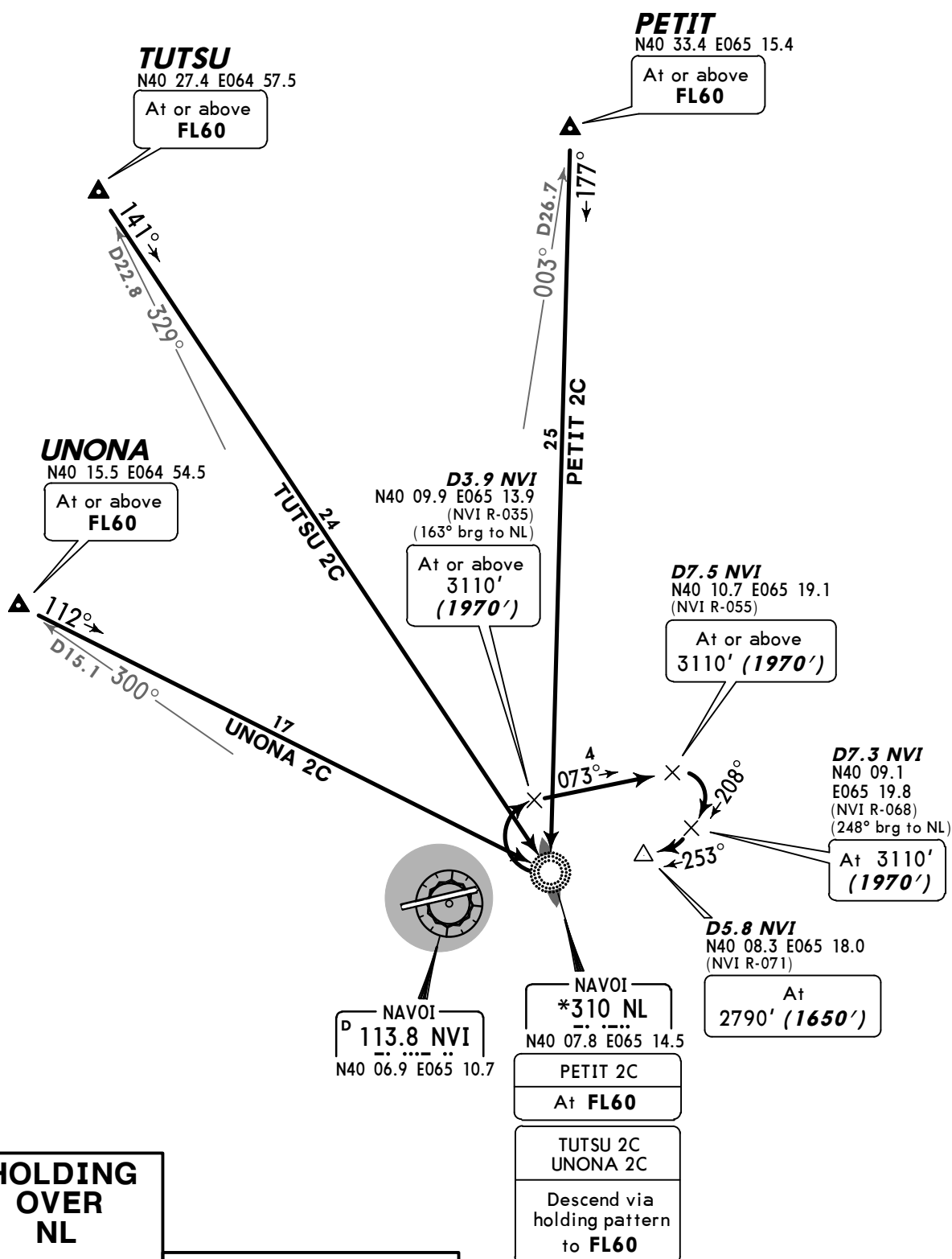
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1970')  
Mountainous terrain.



PETIT 2C [PETI2C]  
TUTSU 2C [TUTS2C], UNONA 2C [UNON2C]  
RWY 25 ARRIVALS  
WITHOUT RADAR CONTROL

CAT A & B

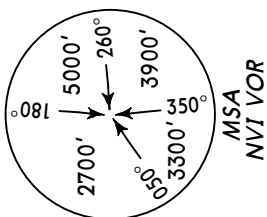
**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**





Apt Elev  
1140'

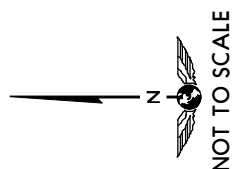
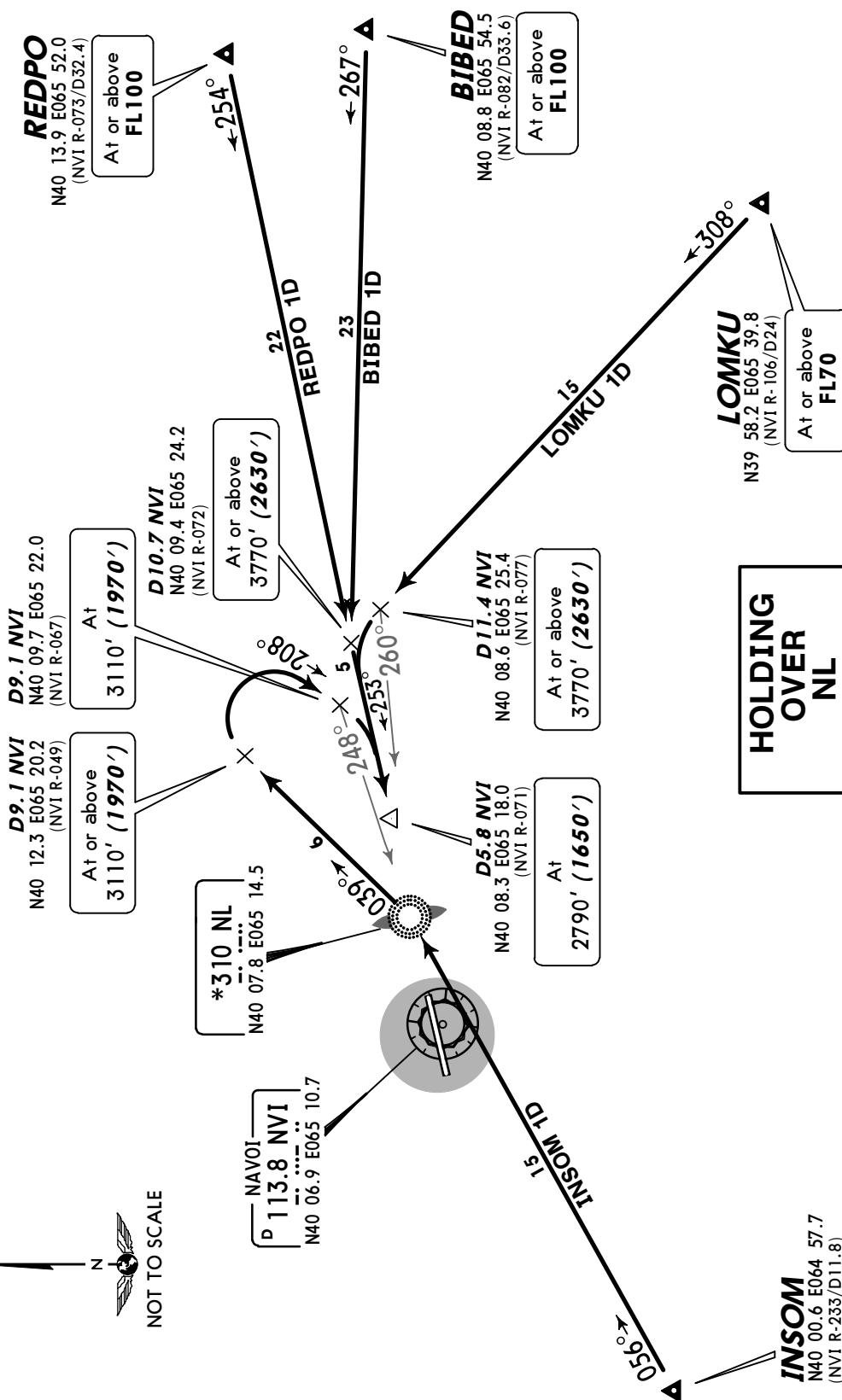
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1970')  
Mountainous terrain.



BIBED 1D [BIBE1D], INSOM 1D [INSO1D]  
LOMKU 1D [LOMK1D], REDPO 1D [REDP1D]  
RWY 25 ARRIVALS

CAT C & D

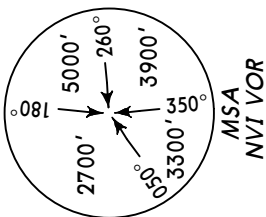
**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**





Apt Elev  
1140'

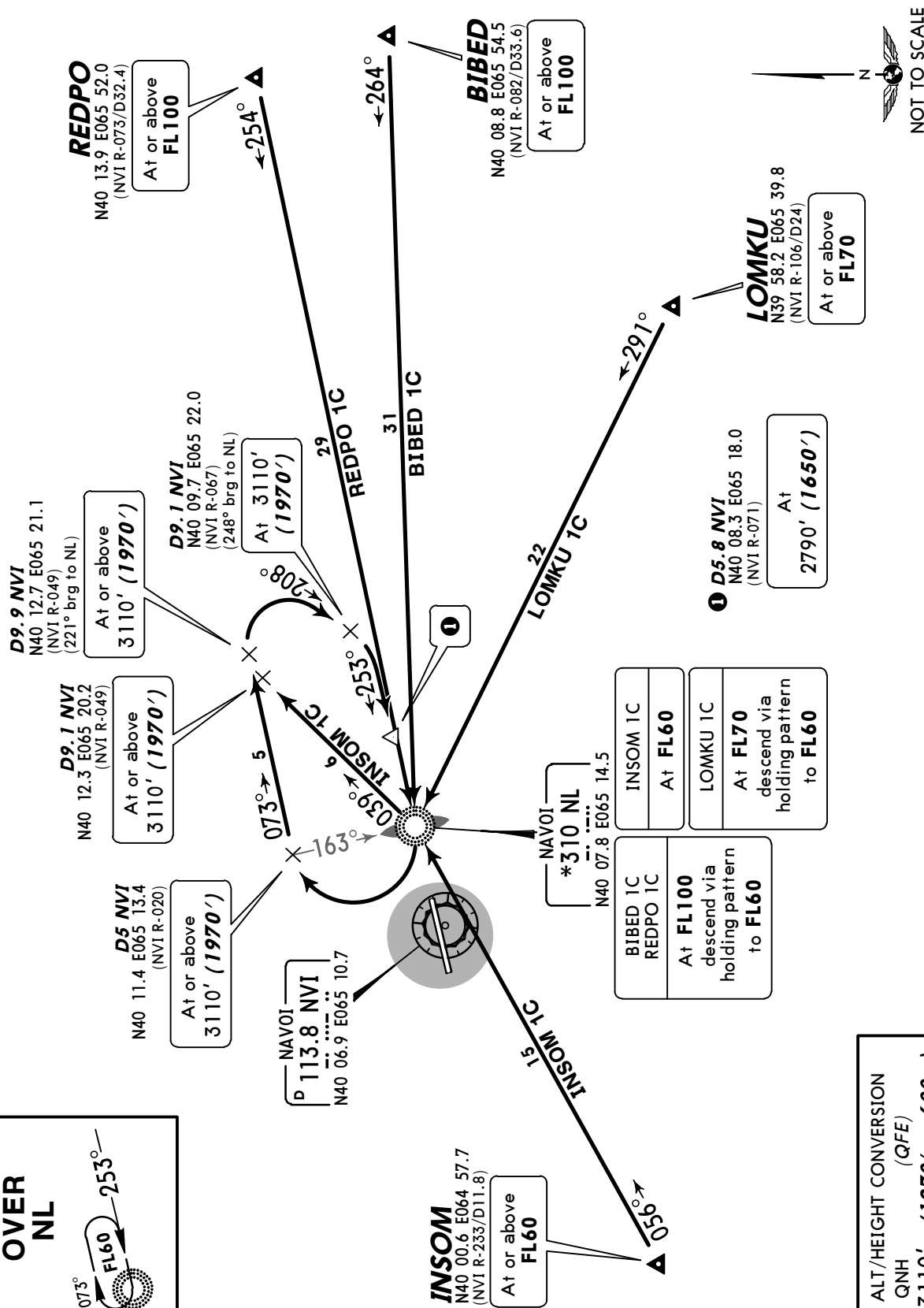
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1970')  
Mountainous terrain.



**BIBED 1C [BIBE1C], INSOM 1C [INSO1C]  
LOMKU 1C [LOMK1C], REDPO 1C [REDP1C]  
RWY 25 ARRIVALS  
WITHOUT RADAR CONTROL**

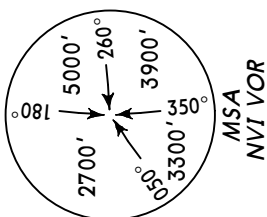
CAT C & D

**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**



Apt Elev  
1140'

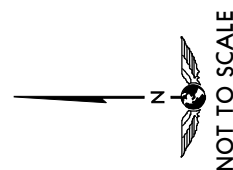
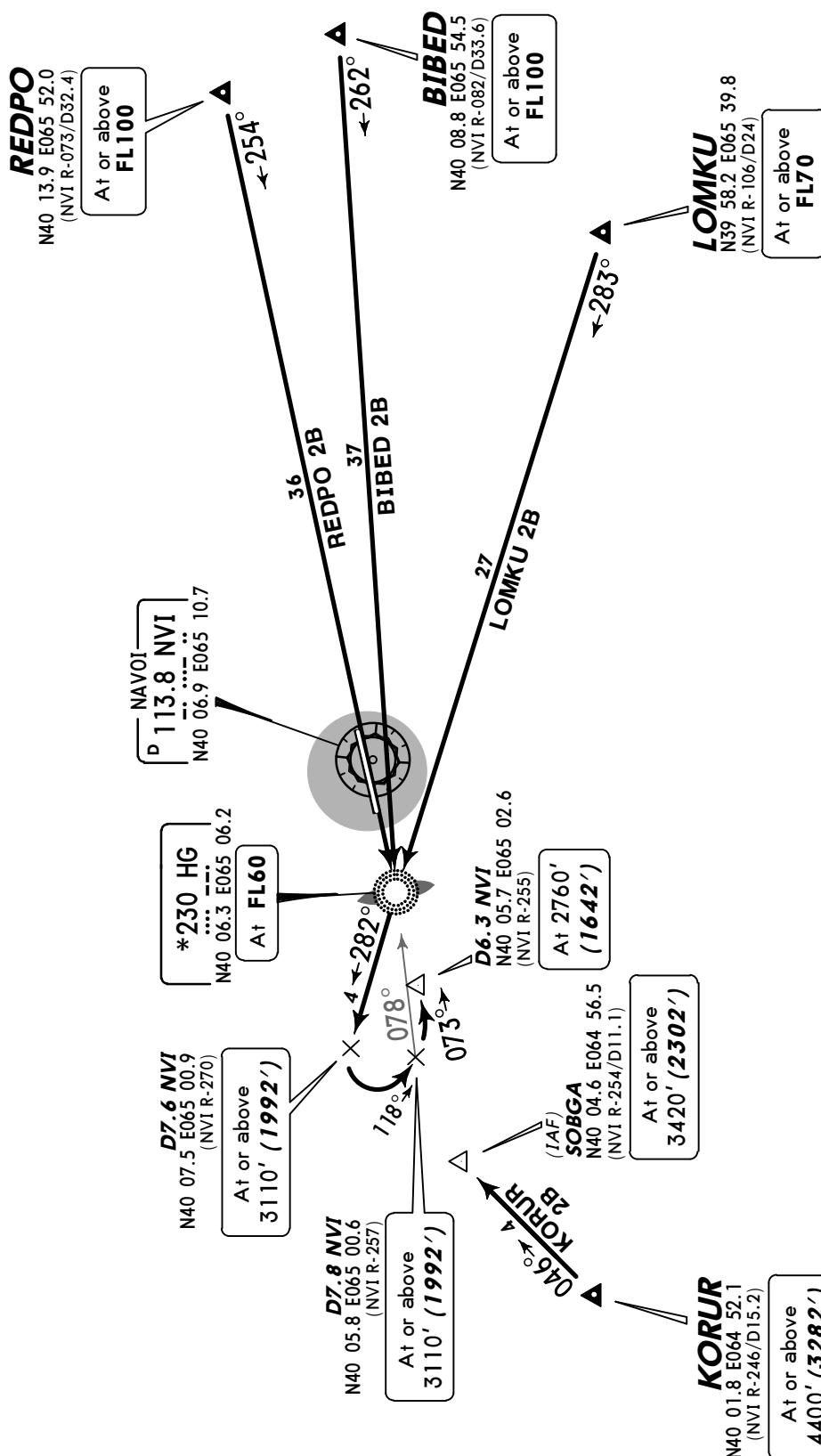
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1992')  
Mountainous terrain.



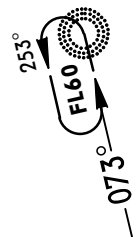
**BIBED 2B [BIBE2B], KORUR 2B [KORU2B]  
LOMKU 2B [LOMK2B], REDPO 2B [REDP2B]  
RWY 07 ARRIVALS  
WITH RADAR CONTROL ONLY**

CAT A & B

**~~SPEED~~ MAX 250 KT BELOW FL100 OR BY ATC**



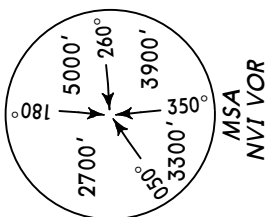
**HOLDING OVER  
HG**



| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 4400'                 | (3282' - 1000m) |
| 3420'                 | (2302' - 700m)  |
| 3110'                 | (1992' - 600m)  |
| 2760'                 | (1642' - 500m)  |

Apt Elev  
1140'

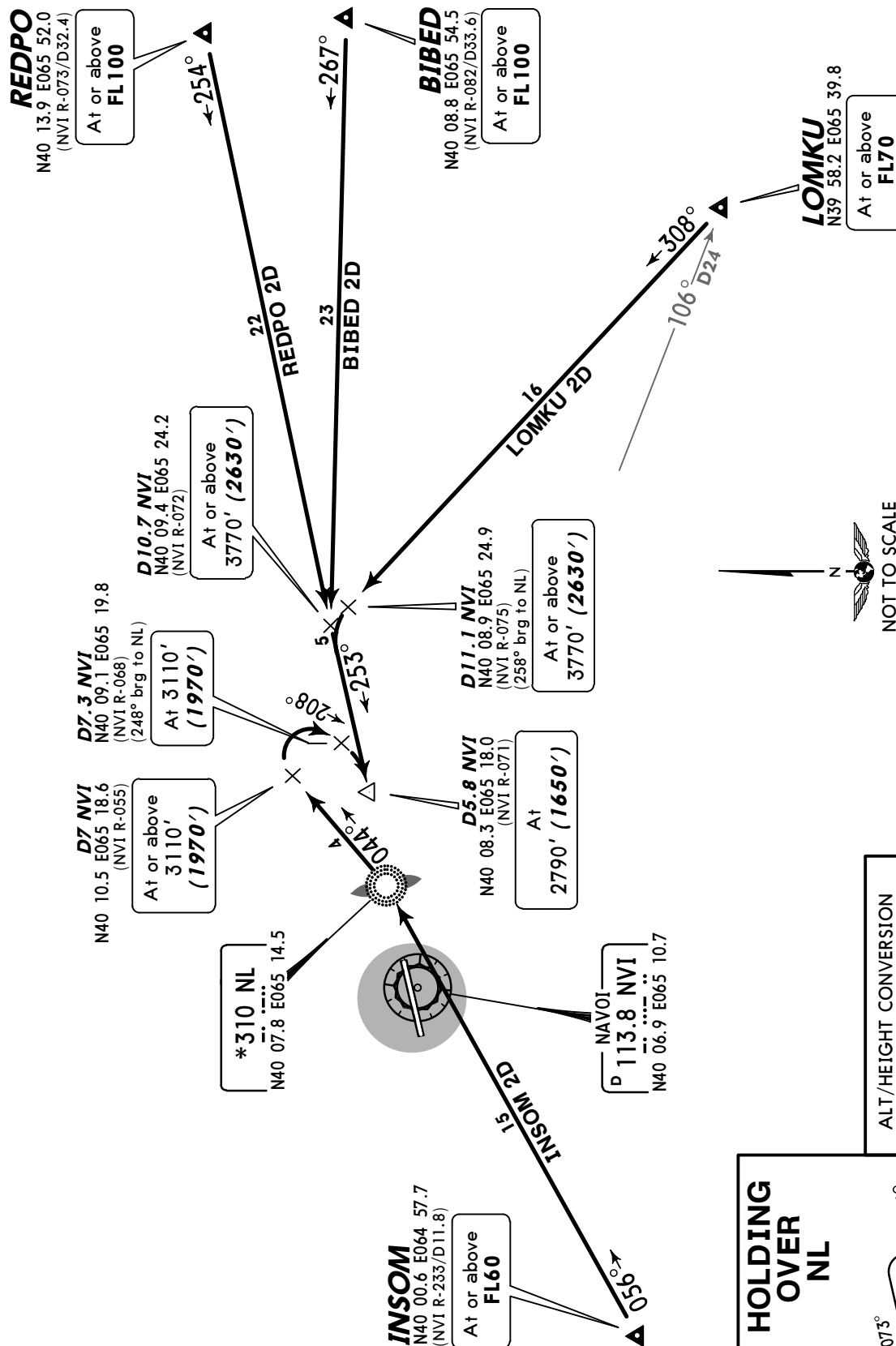
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1970')  
Mountainous terrain.



BIBED 2D [BIBE2D], INSOM 2D [INSO2D]  
LOMKU 2D [LOMK2D], REDPO 2D [REDP2D]  
RWY 25 ARRIVALS

CAT A & B

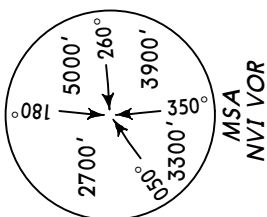
**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**



| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3770'                 | (2630' - 800m) |
| 3110'                 | (1970' - 600m) |
| 2790'                 | (1650' - 500m) |

Apt Elev  
1140'

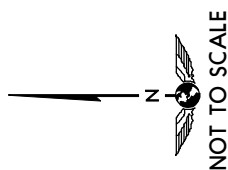
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1992')  
Mountainous terrain.



BIBED 2A [BIBE2A], INSOM 2A [INSO2A]  
LOMKU 2A [LOMK2A], REDPO 2A [REDP2A]  
RWY 07 ARRIVALS  
WITHOUT RADAR CONTROL

CAT A & B

**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**



**REDPO**  
N40 13.9 E065 52.0  
(NVI R-073/D32.4)

At or above  
FL100

**BIBED**  
N40 08.8 E065 54.5  
(NVI R-082/D33.6)

At or above  
FL100

**LOMKU**  
N39 58.2 E065 39.8  
(NVI R-106/D24)

At or above  
FL70

**D6.3 NVI**  
N40 05.7 E065 02.6  
(NVI R-255)

At 2760'  
(1642')

**NAVOI**  
D 113.8 NVI  
N40 06.9 E065 10.7

**D4.3 NVI**  
N40 08.4 E065 05.5  
(NVI R-286)  
(163° brg to HG)

At or above  
3110' (1992')

**D8 NVI**  
N40 07.5 E065 00.3  
(NVI R-270)

At or above  
3110' (1992')

**D7.8 NVI**  
N40 05.8 E065 00.6  
(NVI R-257)

At 3110'  
(1992')

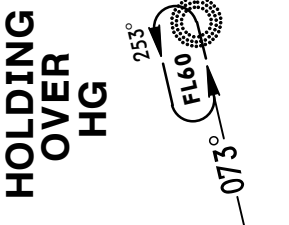
**INSOM**  
N40 00.6 E064 57.7  
(NVI R-233/D11.8)

At or above  
FL60

**NAVOI**  
\*230 HG  
N40 06.3 E065 06.2

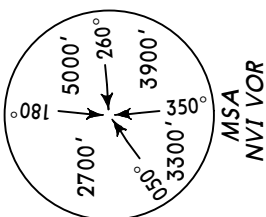
|                      |                                                       |
|----------------------|-------------------------------------------------------|
| INSOM 2A             | At FL60                                               |
| BIBED 2A<br>REDPO 2A | At FL100<br>descend via<br>holding pattern<br>to FL60 |
| LOMKU 2A             | At FL70<br>descend via<br>holding pattern<br>to FL60  |

ALT/HEIGHT CONVERSION  
(QFE)  
QNH  
3110' (1992') - 600m  
2760' (1642') - 500m



Apt Elev  
1140'

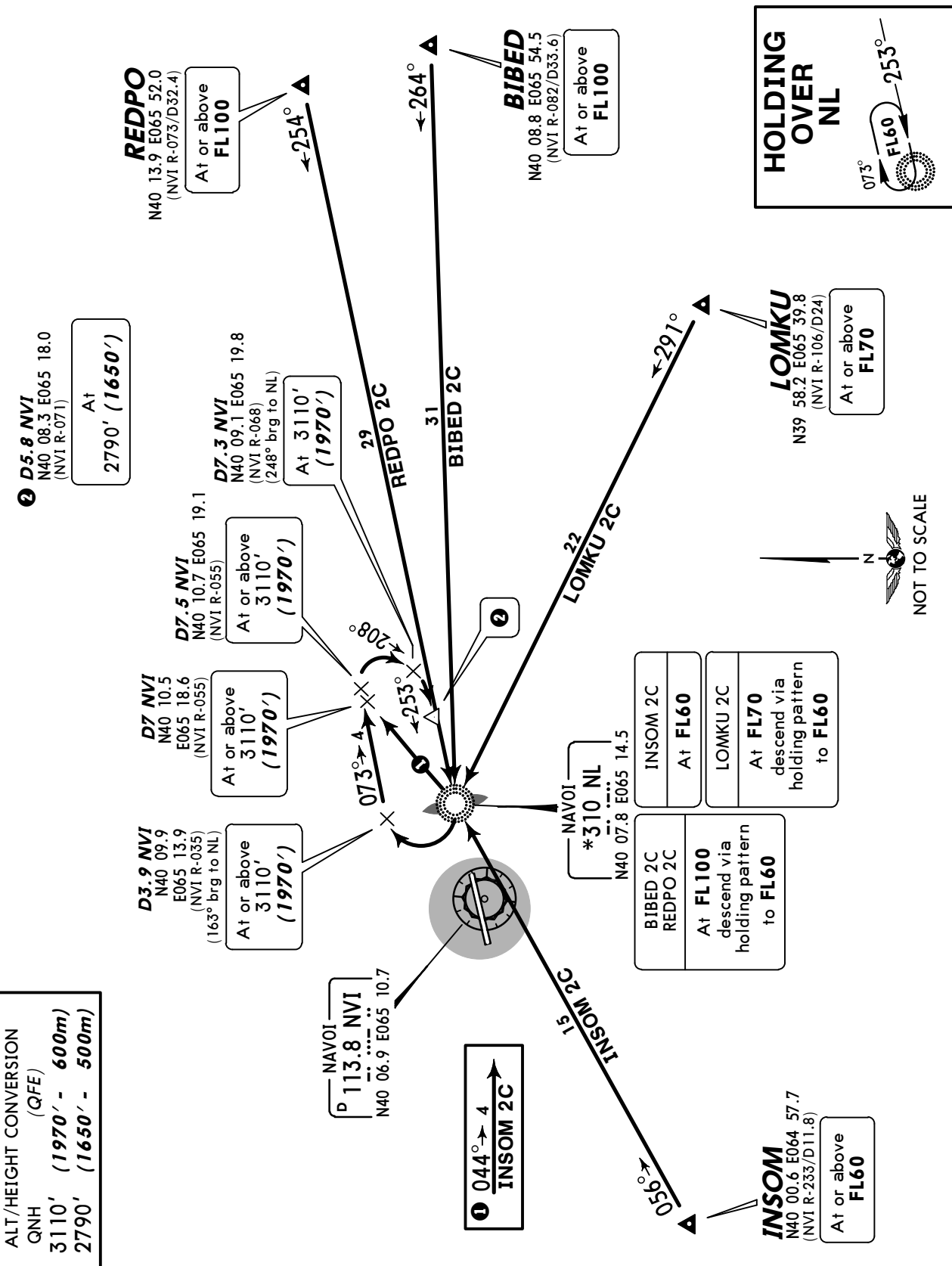
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1970')  
Mountainous terrain.



**BIBED 2C [BIBE2C], INSOM 2C [INSO2C]  
LOMKU 2C [LOMK2C], REDPO 2C [REDP2C]  
RWY 25 ARRIVALS  
WITHOUT RADAR CONTROL**

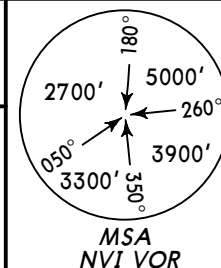
CAT A & B

**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**



Apt Elev  
1140'

QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1992')  
Mountainous terrain.



**PETIT 1E [PET11E]**  
**RWY 07 DEPARTURE**  
**~~SPEED~~ MAX 250 KT BELOW FL100 OR BY ATC**



**PETIT**  
N40 33.4 E065 15.4

At or above  
**FL60**



11

003°

D26.7

**D16.2 NVI**

At or above  
**FL40**

120°

010°

358°

190°

310°

073°

598

DY

At 2110' (992')

NAVOI

\*230 HG

N40 06.3 E065 06.2

NAVOI

P 113.8 NVI

N40 06.9 E065 10.7

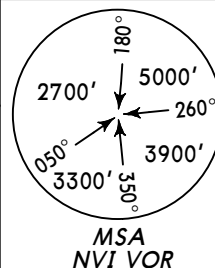
| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 2110'                 | (992' - 300m)  |
| 3110'                 | (1992' - 600m) |

**ROUTING**

Climb on 073° track to 2110' (992'), turn LEFT, 310° track, turn RIGHT, intercept 010° bearing from HG to PETIT.

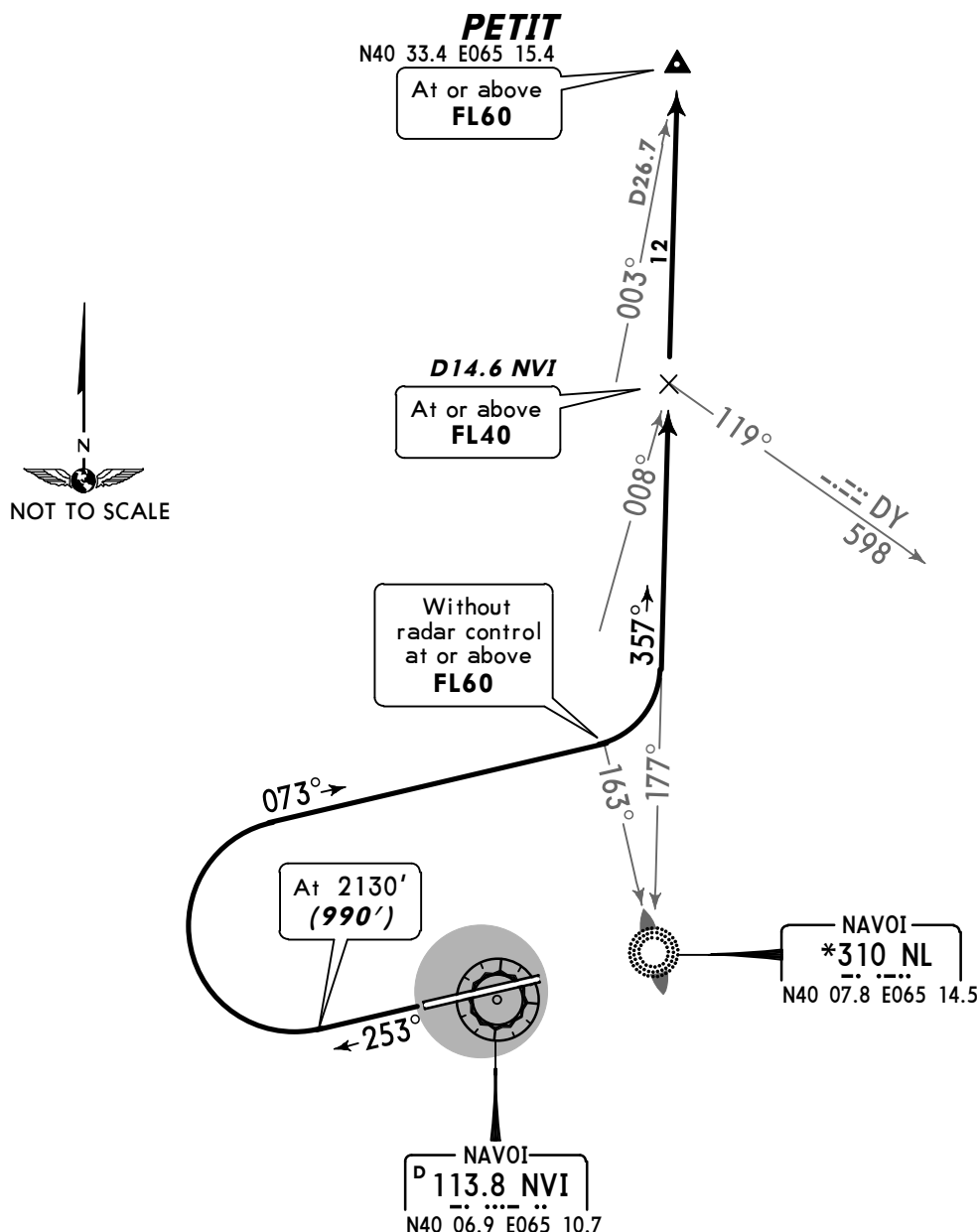
Apt Elev  
1140'

QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1970')  
Mountainous terrain.



# PETIT 1F [PETI1F] RWY 25 DEPARTURE

**~~SPEED~~ MAX 250 KT BELOW FL100 OR BY ATC**



| ALT/HEIGHT CONVERSION |          |       |
|-----------------------|----------|-------|
| QNH                   | (QFE)    |       |
| 2130'                 | (990' -  | 300m) |
| 3110'                 | (1970' - | 600m) |

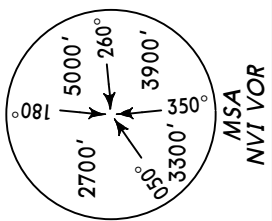
## ROUTING

Climb on 253° track to 2130' (990'), turn RIGHT, 073° track, when passing 163° bearing to NL turn LEFT, intercept 357° bearing from NL to PETIT.

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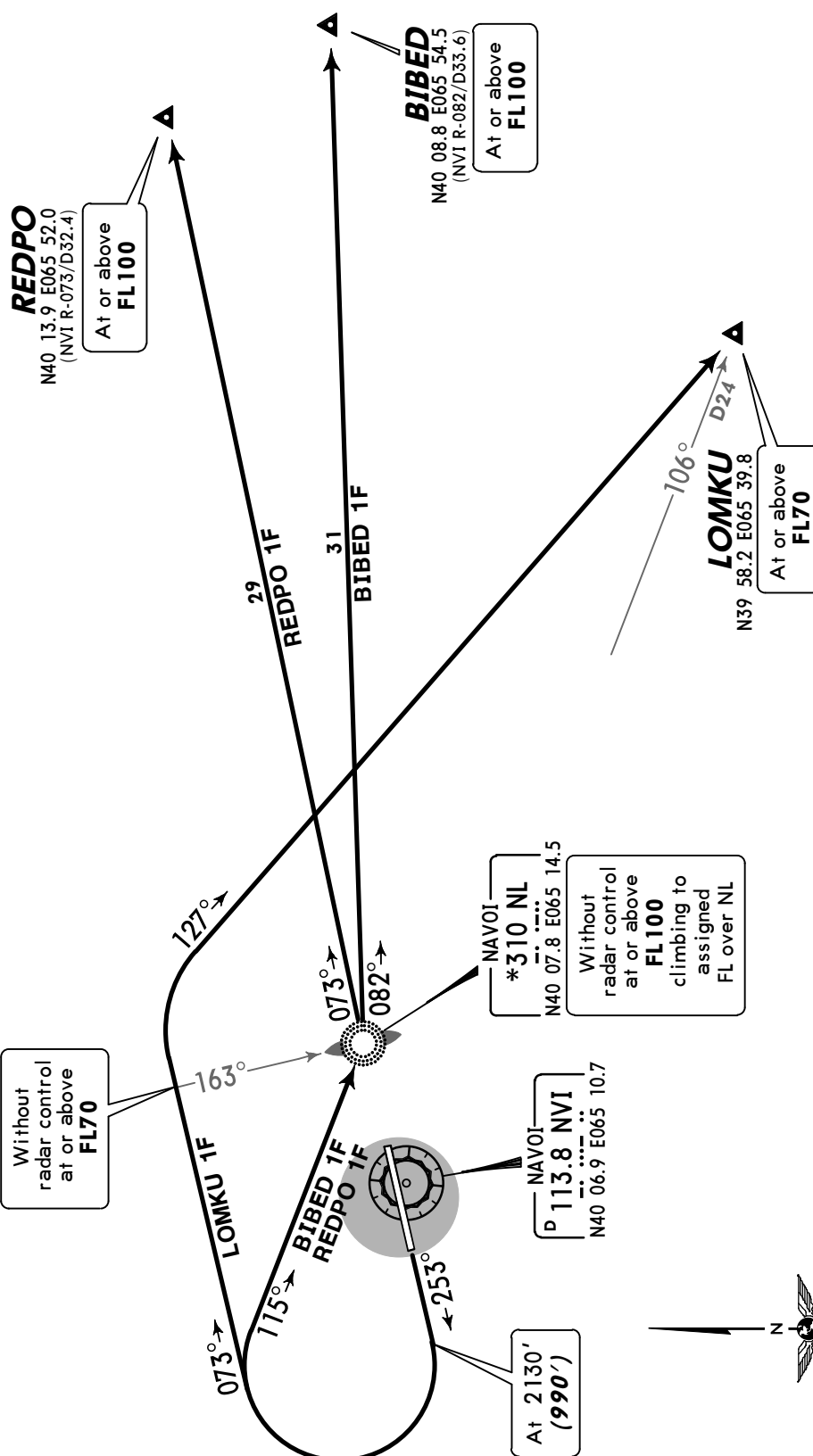
Apt Elev  
1140'

QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1970')  
Mountainous terrain.



BIBED 1F [BIBE1F]  
LOMKU 1F [LOMK1F]  
REDPO 1F [REDP1F]  
RWY 25 DEPARTURES

**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**

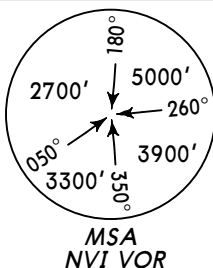


ALT/HEIGHT CONVERSION  
(QFE)

QNH  
2130' (990') - 300m  
3110' (1970') - 600m

# ROUTING

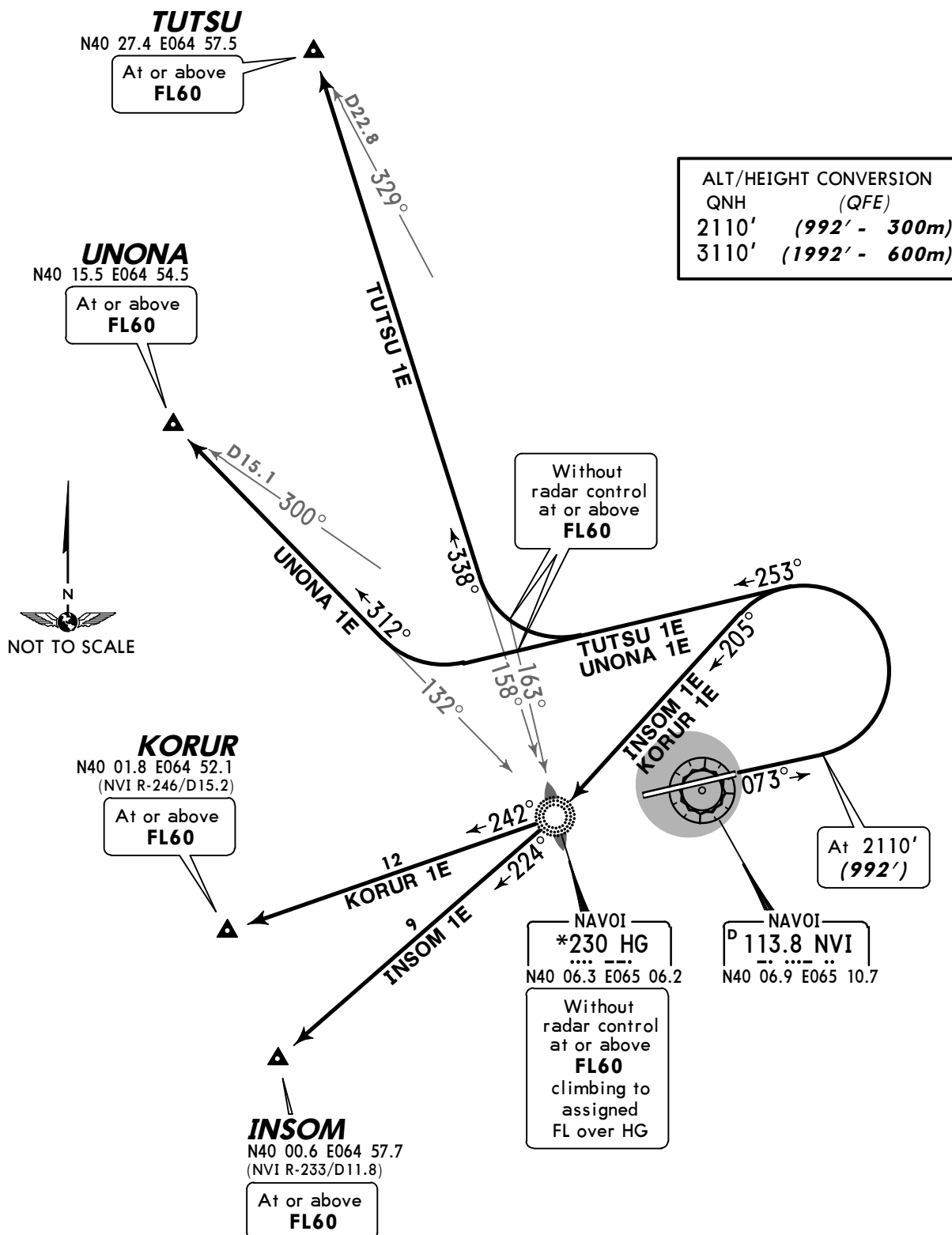
| SID      | ROUTING                                                                                                                       |
|----------|-------------------------------------------------------------------------------------------------------------------------------|
| BIBED 1F | Climb on 253° track to 2130' (990'), turn RIGHT to NL, turn LEFT, 082° bearing to BIBED.                                      |
| LOMKU 1F | Climb on 253° track to 2130' (990'), turn RIGHT, 073° track, when passing 163° bearing to NL turn RIGHT, 127° track to LOMKU. |
| REDPO 1F | Climb on 253° track to 2130' (990'), turn RIGHT to NL, turn LEFT, 073° bearing to REDPO.                                      |

Apt Elev  
1140'

QNH on request (QFE)

Trans level: FL60 Trans alt: 3110' (1992')

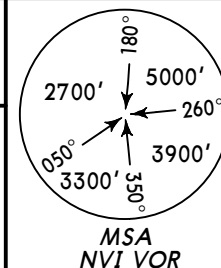
Mountainous terrain.

**INSOM 1E [INSO1E], KORUR 1E [KORU1E]  
TUTSU 1E [TUTS1E], UNONA 1E [UNON1E]  
RWY 07 DEPARTURES****SPEED MAX 250 KT BELOW FL100 OR BY ATC**

| SID             | ROUTING                                                                                                          |
|-----------------|------------------------------------------------------------------------------------------------------------------|
| <b>INSOM 1E</b> | Climb on 073° track to 2110' (992'), turn LEFT to HG, 224° bearing to INSOM.                                     |
| <b>KORUR 1E</b> | Climb on 073° track to 2110' (992'), turn LEFT to HG, 242° bearing to KORUR.                                     |
| <b>TUTSU 1E</b> | Climb on 073° track to 2110' (992'), turn LEFT, 253° track, turn RIGHT, intercept 338° bearing from HG to TUTSU. |
| <b>UNONA 1E</b> | Climb on 073° track to 2110' (992'), turn LEFT, 253° track, turn RIGHT, intercept 312° bearing from HG to UNONA. |

Apt Elev  
1140'

QNH on request (QFE)  
Trans level: FL60 Trans alt: 3110' (1970')  
Mountainous terrain.

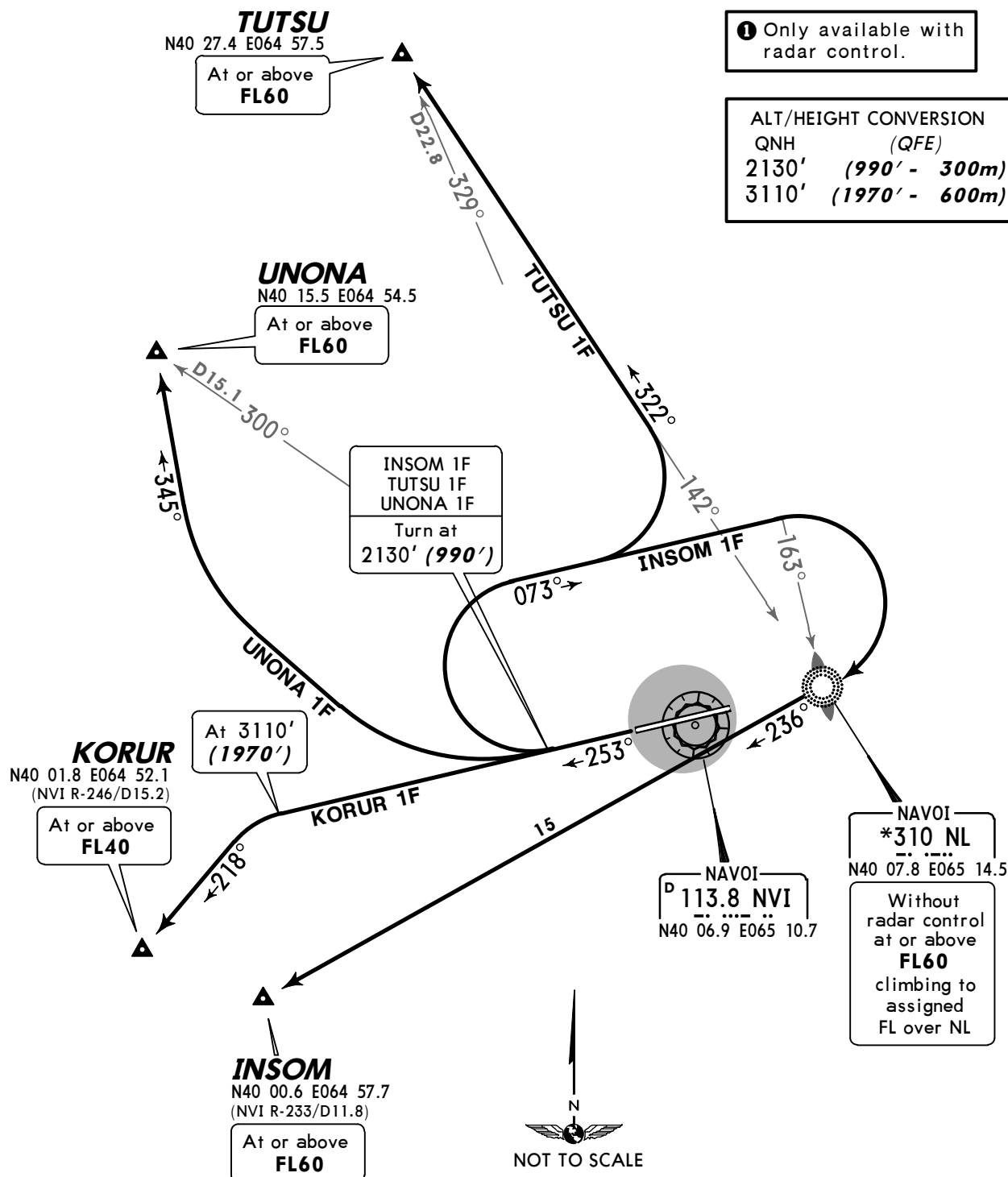


INSOM 1F [INSO1F], KORUR 1F [KORU1F]  
TUTSU 1F [TUTS1F], UNONA 1F [UNON1F]  
RWY 25 DEPARTURES

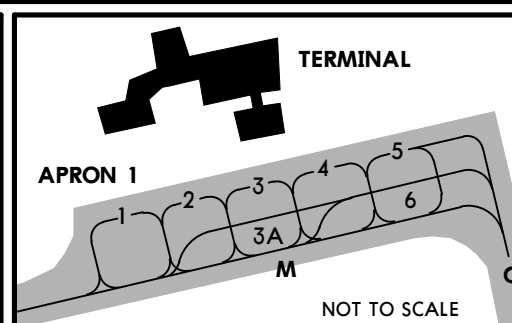
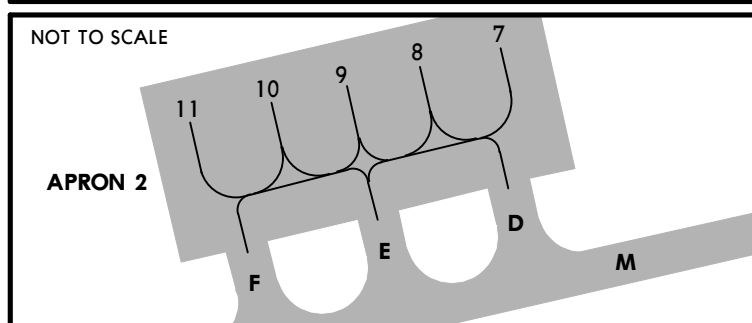
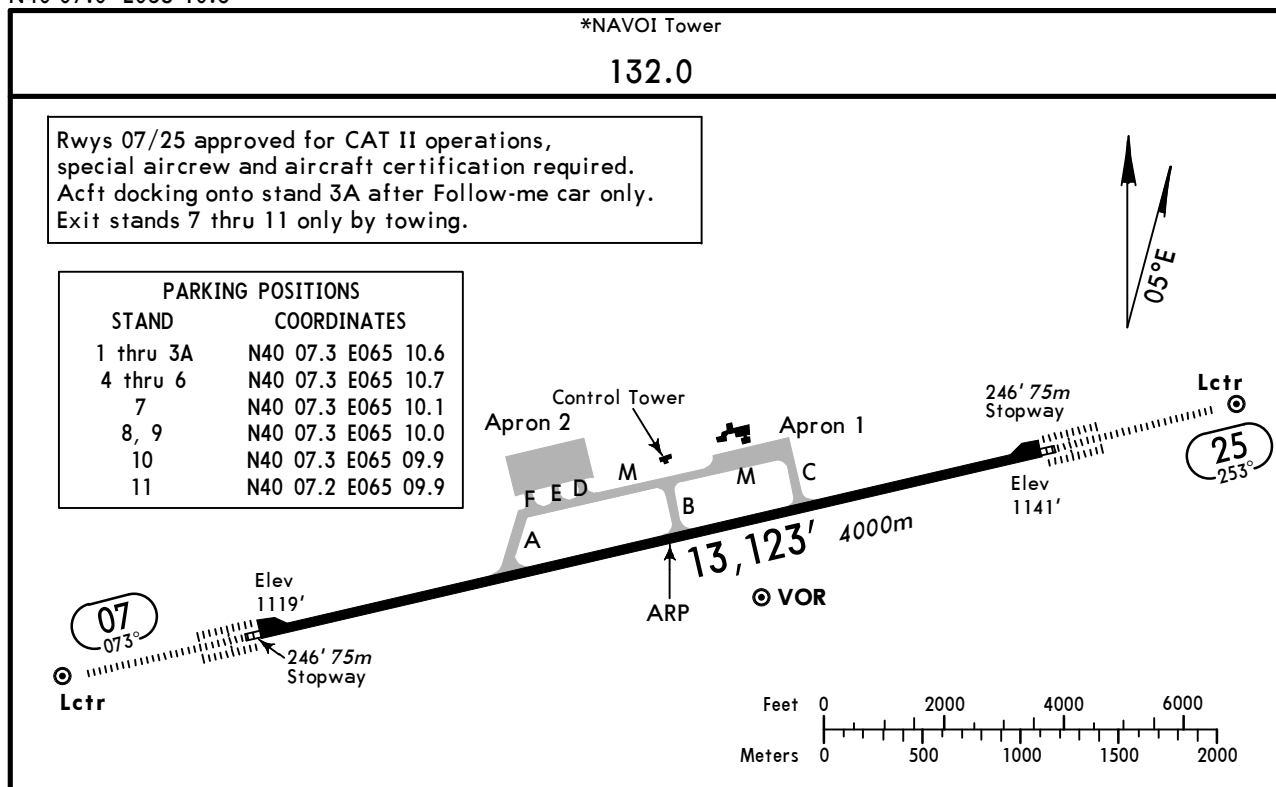
**SPEED: MAX 250 KT BELOW FL100 OR BY ATC**

① Only available with radar control.

ALT/HEIGHT CONVERSION  
QNH (QFE)  
2130' (990' - 300m)  
3110' (1970' - 600m)



| SID      | ROUTING                                                                                                                                           |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| INSOM 1F | Climb on 253° track to 2130' (990'), turn RIGHT, 073° track, when passing 163° bearing to NL, turn RIGHT to NL, turn LEFT, 236° bearing to INSOM. |
| KORUR 1F | Climb on 253° track to 3110' (1970'), turn LEFT to KORUR.                                                                                         |
| TUTSU 1F | Climb on 253° track to 2130' (990'), turn RIGHT, 073° track, turn LEFT, intercept 322° bearing from NL to TUTSU.                                  |
| UNONA 1F | Climb on 253° track to 2130' (990'), turn RIGHT, 345° track to UNONA.                                                                             |



| ADDITIONAL RUNWAY INFORMATION |    |            |          |          |                |             |          |       |
|-------------------------------|----|------------|----------|----------|----------------|-------------|----------|-------|
| RWY                           |    |            |          |          | USABLE LENGTHS |             | TAKE-OFF | WIDTH |
|                               |    |            |          |          | Threshold      | Glide Slope |          |       |
| 07                            | 25 | HIRL (60m) | CL (15m) | HIALS-II | TDZ            | PAPI-L      |          | 148'  |
|                               |    |            |          |          |                |             |          |       |
|                               |    |            |          |          |                |             |          | 45m   |
|                               |    |            |          |          |                |             |          |       |

**① TAKE-OFF RUN AVAILABLE**

**RWY 07:**

|               |                 |
|---------------|-----------------|
| From rwy head | 13,123' (4000m) |
| twy A int     | 9022' (2750m)   |
| twy B int     | 6070' (1850m)   |
| twy C int     | 4101' (1250m)   |

**RWY 25:**

|               |                 |
|---------------|-----------------|
| From rwy head | 13,123' (4000m) |
| twy C int     | 9022' (2750m)   |
| twy B int     | 7054' (2150m)   |
| twy A int     | 4101' (1250m)   |

**LOW VISIBILITY PROCEDURES (LVP)**

Low Visibility Procedures are used if visibility is

- 400m or less for NIGHT time;
- 800m or less for DAY light time.

Pilots will be informed about beginning of procedures by ATC.

ARRIVAL: Pilots must advise Twr when landing is fully completed.

| TAKE-OFF                      |         |                   |             |                                   |                      |
|-------------------------------|---------|-------------------|-------------|-----------------------------------|----------------------|
| AIR CARRIER (JAA)<br>All Rwys |         |                   |             | AIR CARRIER (FAR 121)<br>All Rwys |                      |
| A                             | RL & CL | DAY<br>RCLM or RL | NIGHT<br>RL | RCLM (DAY only)<br>or RL          | Adequate Vis Ref     |
|                               |         |                   |             |                                   |                      |
| B                             | 200m ①  | 300m              | 300m        | 400m                              | RVR 500m<br>VIS 400m |
| C                             |         |                   |             |                                   |                      |
| D                             | 250m ①  |                   | 400m        |                                   |                      |

① Minimums are used if braking coefficient is not less than 0.5 and cross wind component is not more than half of maximum allowed for acft type.

| STRAIGHT-IN RWY |           | A                                                         | B                                                         | C                                                         | D                                                         |
|-----------------|-----------|-----------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------|
| 07              | CAT 2 ILS | 1219'(100')<br>RA102' R300m                               | 1219'(100')<br>RA102' R300m                               | 1219'(100')<br>RA102' R300m                               | 1224'(105')<br>RA108' R300m                               |
|                 | ILS       | 1319'(200')                                               | 1319'(200')                                               | 1319'(200')                                               | 1319'(200')                                               |
|                 | FULL      | R550m                                                     | R550m                                                     | R550m                                                     | R550m                                                     |
|                 | Limited   | R750m                                                     | R750m                                                     | R750m                                                     | R750m                                                     |
|                 | ALS out   | R1200m                                                    | R1200m                                                    | R1200m                                                    | R1200m                                                    |
|                 | LOC       | NOT AUTH                                                  | NOT AUTH                                                  | NOT AUTH                                                  | NOT AUTH                                                  |
|                 | 2 NDB ①   | 1420'(301')③<br>ceiling 90m- 1400m                        | 1420'(301')③<br>ceiling 100m- 1500m                       | 1420'(301')③<br>ceiling 100m- 1500m                       | 1420'(301')③<br>ceiling 100m- 1500m                       |
|                 | HG NDB ①  | 1420'(301')③<br>ceiling 200m- 2500m                       | 1420'(301')③<br>ceiling 200m- 2500m                       | 1420'(301')③<br>ceiling 250m- 4000m                       | 1420'(301')③<br>ceiling 250m- 4000m                       |
|                 | H Lctr ①  | 1500'(381')<br>ceiling 200m- 2500m                        | 1500'(381')<br>ceiling 200m- 2500m                        | 1500'(381')<br>ceiling 300m- 5000m                        | 1500'(381')<br>ceiling 300m- 5000m                        |
|                 | H Lctr ②  | 1750'(631')<br>ceiling 200m- 2500m<br>ceiling 200m- 3100m | 1750'(631')<br>ceiling 200m- 2500m<br>ceiling 200m- 3100m | 1750'(631')<br>ceiling 300m- 5000m<br>ceiling 300m- 5000m | 1750'(631')<br>ceiling 300m- 5000m<br>ceiling 300m- 5000m |
| 25              | CAT 2 ILS | 1241'(100')<br>RA105' R300m                               | 1241'(100')<br>RA105' R300m                               | 1241'(100')<br>RA105' R300m                               | 1256'(115')<br>RA122' R300m                               |
|                 | ILS       | 1341'(200')                                               | 1341'(200')                                               | 1341'(200')                                               | 1341'(200')                                               |
|                 | FULL      | R550m                                                     | R550m                                                     | R550m                                                     | R550m                                                     |
|                 | Limited   | R750m                                                     | R750m                                                     | R750m                                                     | R750m                                                     |
|                 | ALS out   | R1200m                                                    | R1200m                                                    | R1200m                                                    | R1200m                                                    |
|                 | LOC       | NOT AUTH                                                  | NOT AUTH                                                  | NOT AUTH                                                  | NOT AUTH                                                  |
|                 | 2 NDB ①   | 1490'(349')④<br>ceiling 105m- 1500m                       | 1490'(349')④<br>ceiling 105m- 1500m                       | 1490'(349')④<br>ceiling 105m- 1500m                       | 1490'(349')④<br>ceiling 105m- 1500m                       |
|                 | ALS out   | ceiling 105m- 1500m                                       | ceiling 105m- 1500m                                       | ceiling 105m- 1600m                                       | ceiling 105m- 1600m                                       |
|                 | 2 NDB ②   | 2190'(1049')<br>ceiling 320m- 4300m                       | 2190'(1049')<br>ceiling 320m- 4300m                       | 2190'(1049')<br>ceiling 320m- 5000m                       | 2190'(1049')<br>ceiling 320m- 5000m                       |
|                 | ALS out   | ceiling 320m- 5000m                                       | ceiling 320m- 5000m                                       | ceiling 320m- 5000m                                       | ceiling 320m- 5000m                                       |
|                 | NL NDB ①  | 1470'(329')④<br>ceiling 200m- 2500m                       | 1470'(329')④<br>ceiling 200m- 2500m                       | 1470'(329')④<br>ceiling 250m- 4000m                       | 1470'(329')④<br>ceiling 250m- 4000m                       |
|                 | NL NDB ②  | 2190'(1049')<br>ceiling 320m- 4300m                       | 2190'(1049')<br>ceiling 320m- 4300m                       | 2190'(1049')<br>ceiling 320m- 5000m                       | 2190'(1049')<br>ceiling 320m- 5000m                       |
|                 | ALS out   | ceiling 320m- 5000m                                       | ceiling 320m- 5000m                                       | ceiling 320m- 5000m                                       | ceiling 320m- 5000m                                       |
|                 | N Lctr ①  | 1540'(399')<br>ceiling 200m- 2500m                        | 1540'(399')<br>ceiling 200m- 2500m                        | 1540'(399')<br>ceiling 300m- 5000m                        | 1540'(399')<br>ceiling 300m- 5000m                        |
|                 | N Lctr ②  | 2520'(1380')<br>ceiling 420m- 5000m                       | 2520'(1380')<br>ceiling 420m- 5000m                       | 2520'(1380')<br>ceiling 420m- 5000m                       | 2520'(1380')<br>ceiling 420m- 5000m                       |

① Continuous Descent Final Approach.

② w/o FAF.

③ with Radar Control: 1470'(351).

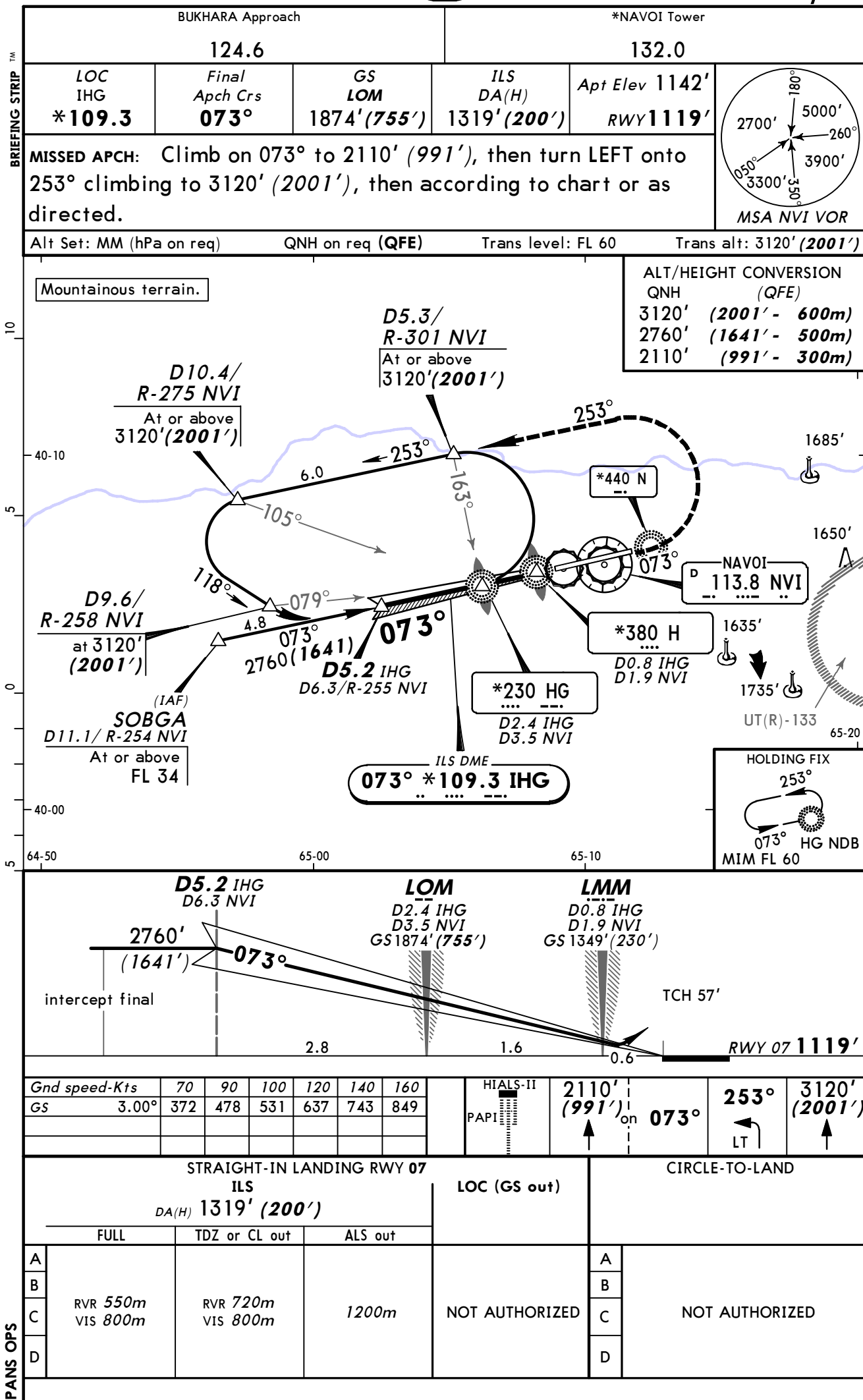
④ with Radar Control: 1500'(359).

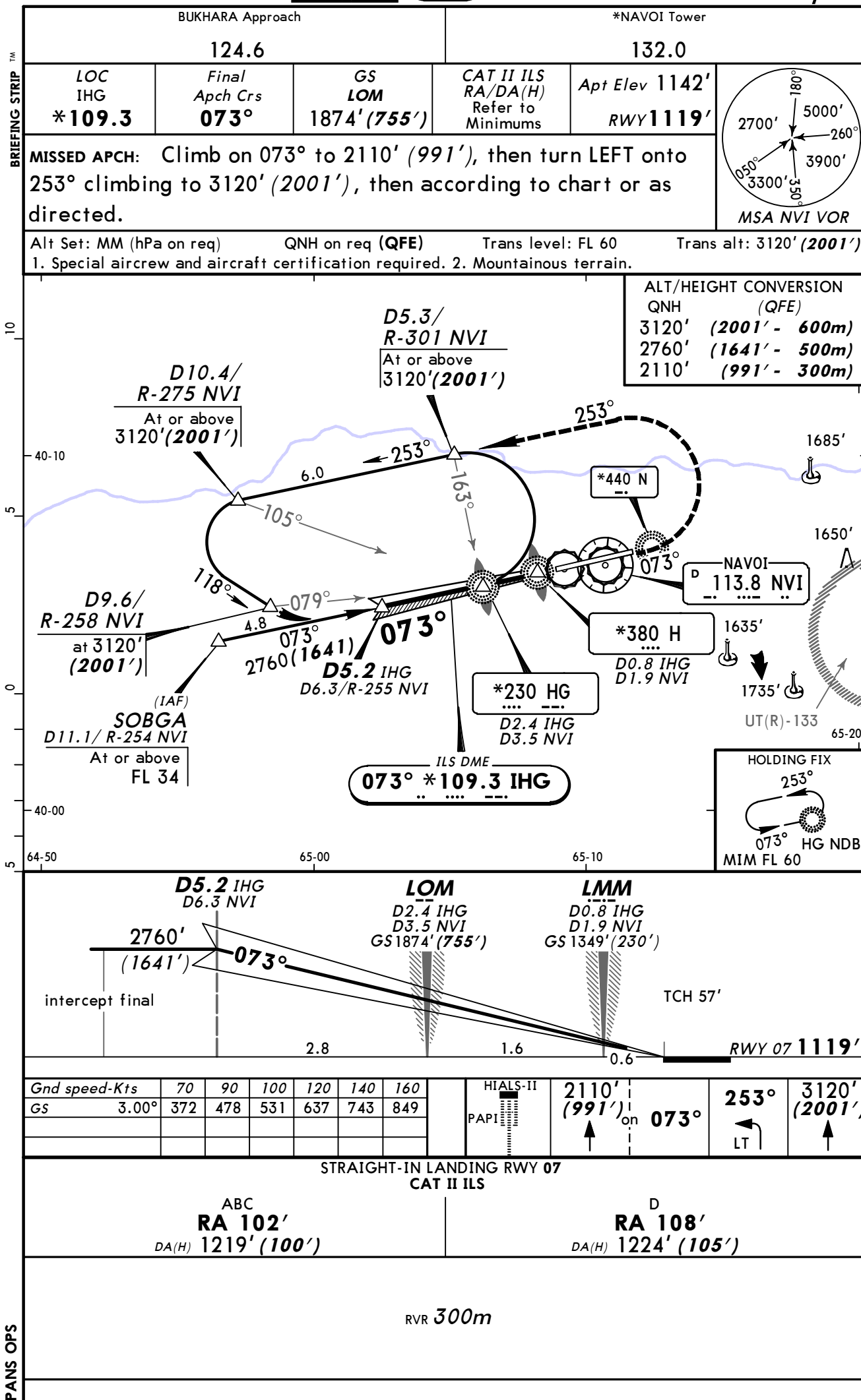
| CIRCLE-TO-LAND | A        | B        | C        | D        |
|----------------|----------|----------|----------|----------|
|                | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |

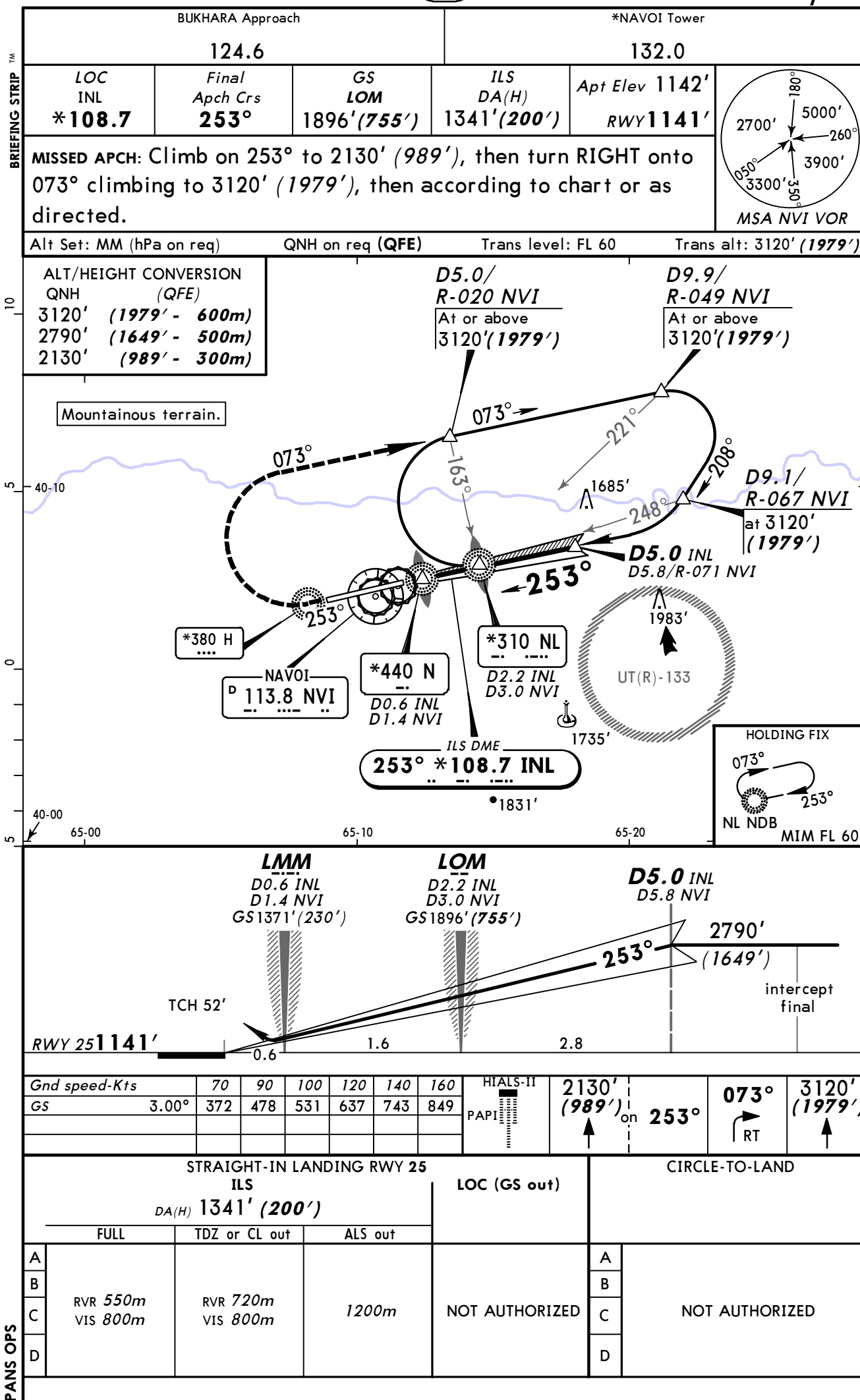
TAKE-OFF RWY 07, 25

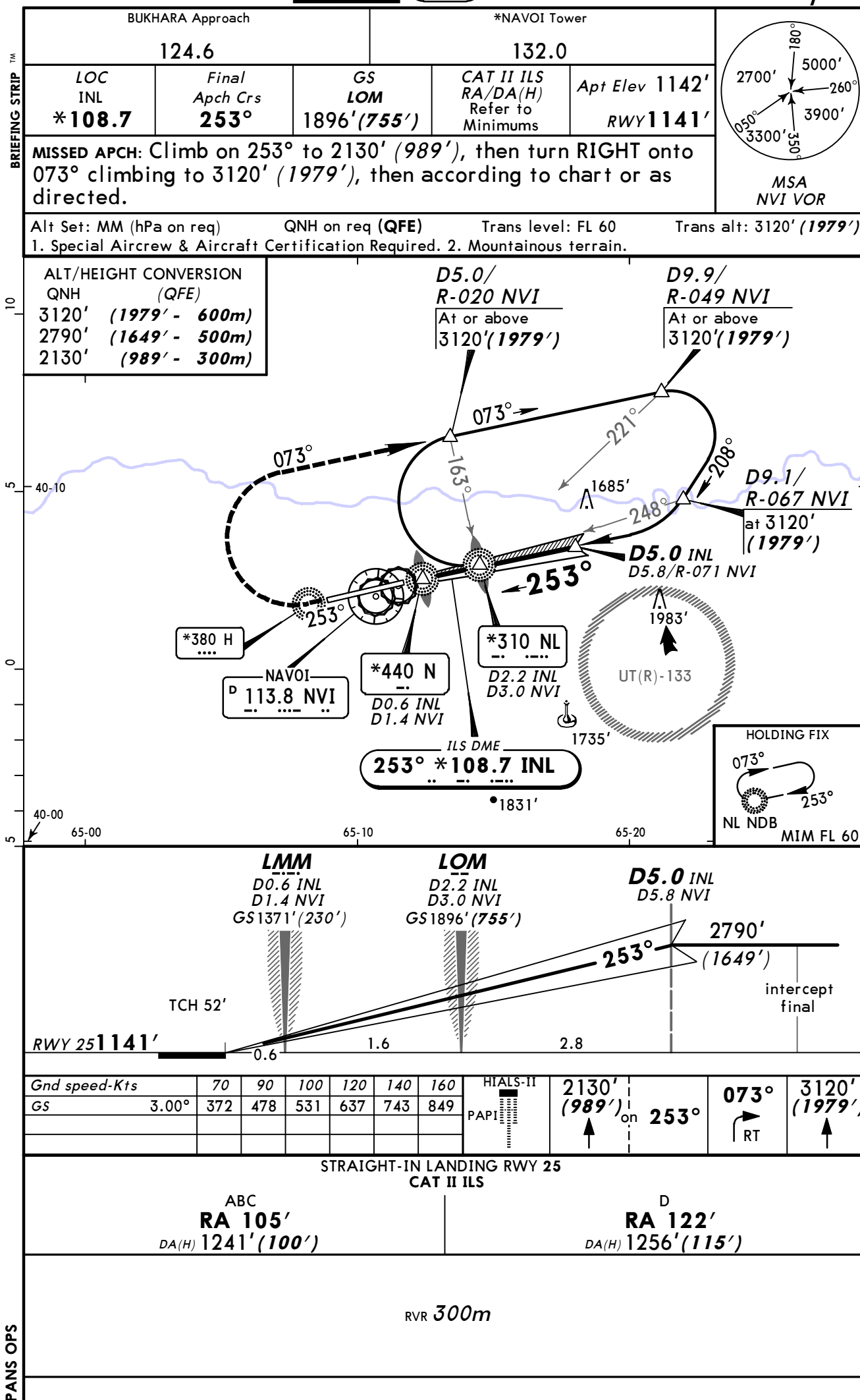
| LVP must be in Force |                                |              |                   |             |                          |                   |
|----------------------|--------------------------------|--------------|-------------------|-------------|--------------------------|-------------------|
|                      | ①<br>RL, CL<br>& mult. RVR req | ①<br>RL & CL | DAY<br>RCLM or RL | NIGHT<br>RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                    | 200m                           | 200m         | 300m              | 300m        | 400m                     | 500m              |
| B                    |                                |              |                   |             |                          |                   |
| C                    |                                |              |                   |             |                          |                   |
| D                    |                                | 250m         |                   |             |                          |                   |

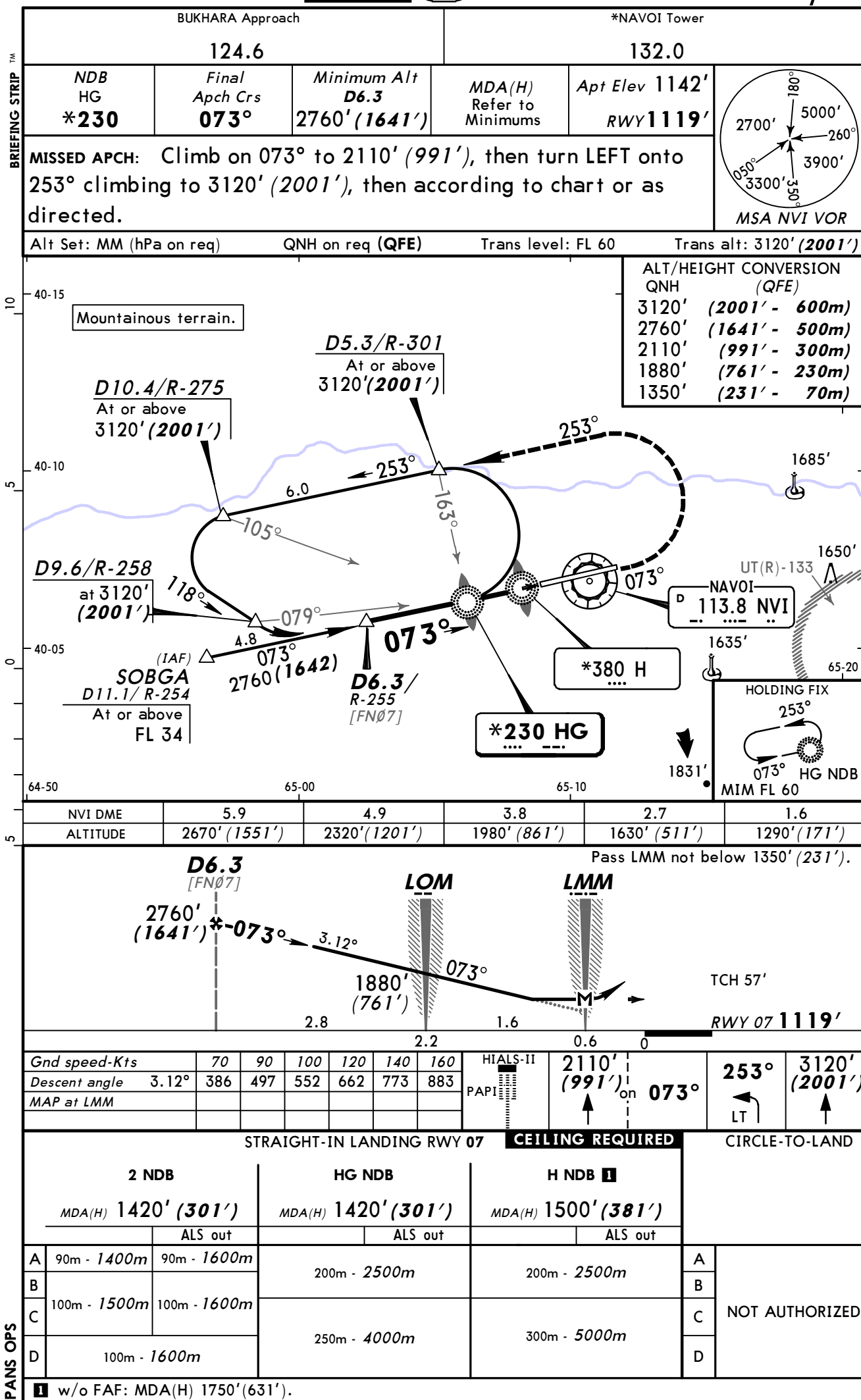
① Braking coefficient not less than 0.5 and cross wind component not more than half of maximum allowed for aircraft type.











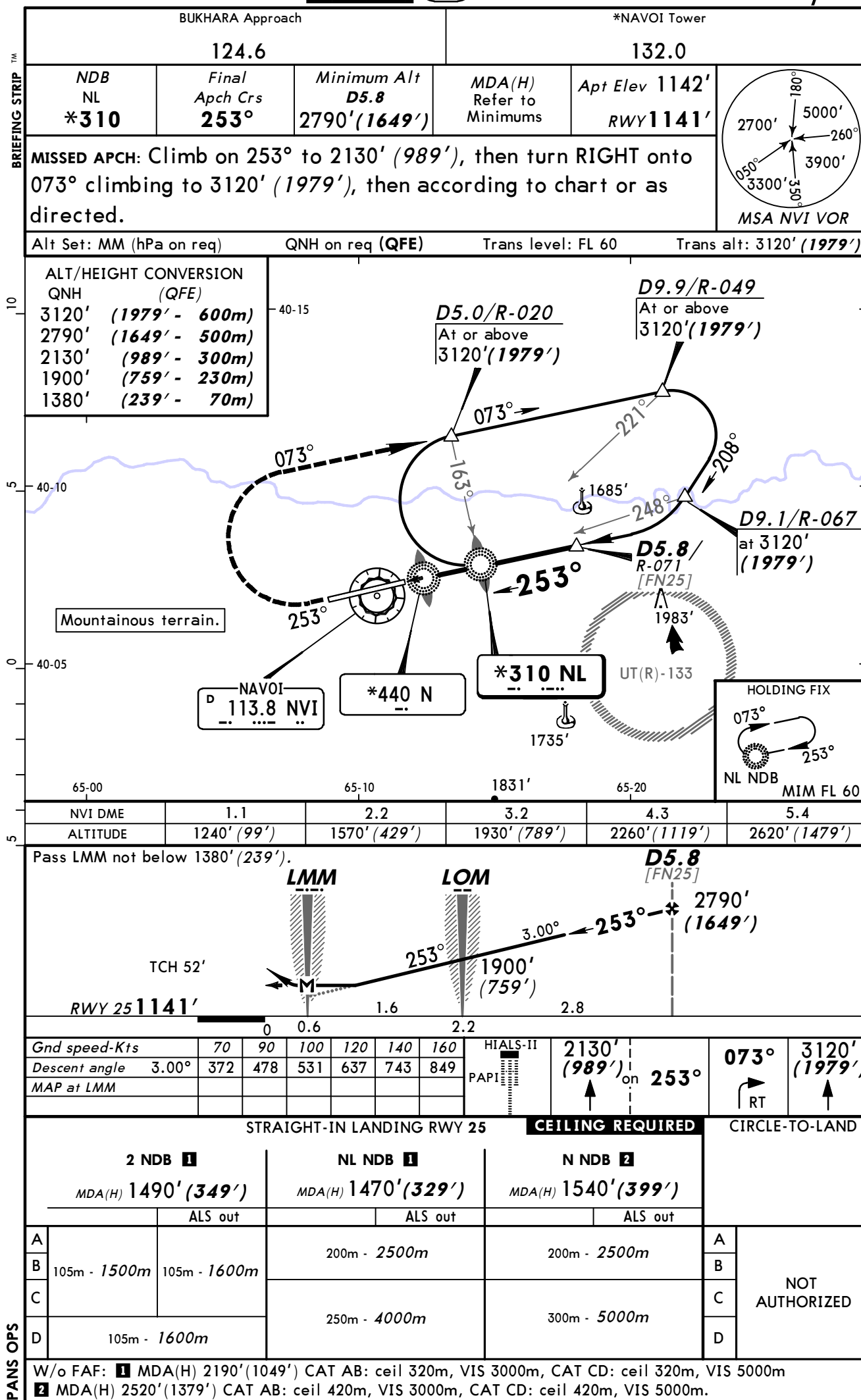


Chart changes since cycle 24-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT                   | PROCEDURE IDENT              | INDEX  | REV DATE    | EFF DATE    |
|-----------------------|------------------------------|--------|-------------|-------------|
| NAVOI, (NAVOI - UTSA) |                              |        |             |             |
| REV                   | AIRPORT, PARKING, AIRPORT... | 10-9   | 30 Nov 2012 | 13 Dec 2012 |
| REV                   | STANDARD MNMS                | 10-9S  | 30 Nov 2012 | 13 Dec 2012 |
| REV                   | STANDARD MNMS CONTD          | 10-9S1 | 30 Nov 2012 | 13 Dec 2012 |
| REV                   | ILS DME RWY 07               | 11-1   | 30 Nov 2012 | 13 Dec 2012 |
| REV                   | CAT II ILS DME RWY 07        | 11-1A  | 30 Nov 2012 | 13 Dec 2012 |
| REV                   | ILS DME RWY 25               | 11-2   | 30 Nov 2012 | 13 Dec 2012 |
| REV                   | CAT II ILS DME RWY 25        | 11-2A  | 30 Nov 2012 | 13 Dec 2012 |
| REV                   | 2 NDB OR NDB RWY 07          | 16-1   | 30 Nov 2012 | 13 Dec 2012 |
| REV                   | 2 NDB OR NDB RWY 25          | 16-2   | 30 Nov 2012 | 13 Dec 2012 |

## **TERMINAL CHART CHANGE NOTICES**

### **Chart Change Notices for Airport UTSA**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(10-3E) Eff 13 DEC 12 SID KORUR 1F crossing before turning to 218° track changed from "At 3110' (1970)" to "At or above 3110' (1970)".

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(10-2A, 10-2B/2C) Eff 13 DEC 12 crossings at x-breaks for turning onto final changed from "At" to "At or above".