

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTSA

Terminal Charts For UTSA

Revision Letter For Cycle 23-2013

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: 0222 Z
Sunset: 1225 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

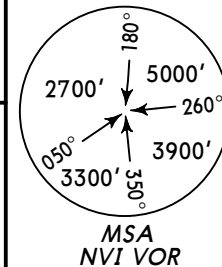
Communication Information

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

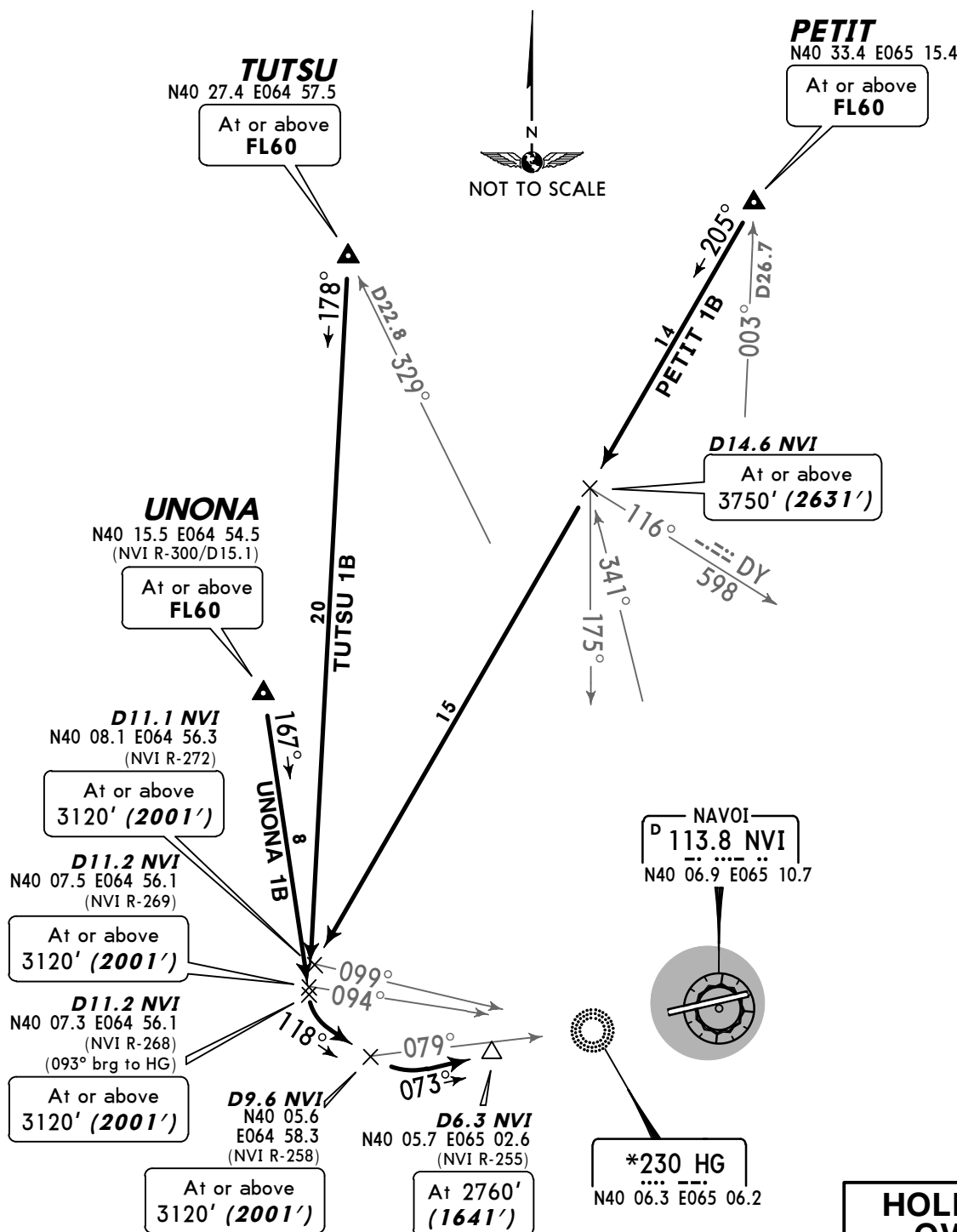
Apt Elev
1142'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 3120' (2001')
Mountainous terrain.

(QFE)



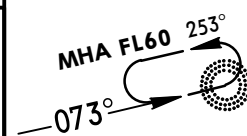
PETIT 1B [PETI1B]
TUTSU 1B [TUTS1B], UNONA 1B [UNON1B]
RWY 07 ARRIVALS
WITH RADAR CONTROL ONLY
SPEED MAX 250 KT BELOW FL100 OR BY ATC



ALT/HEIGHT CONVERSION

QNH	(QFE)
3750'	(2631' - 800m)
3120'	(2001' - 600m)
2760'	(1641' - 500m)

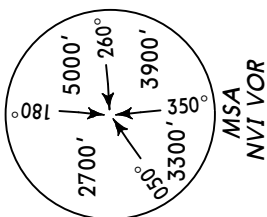
HOLDING OVER HG



Apt Elev
1142'

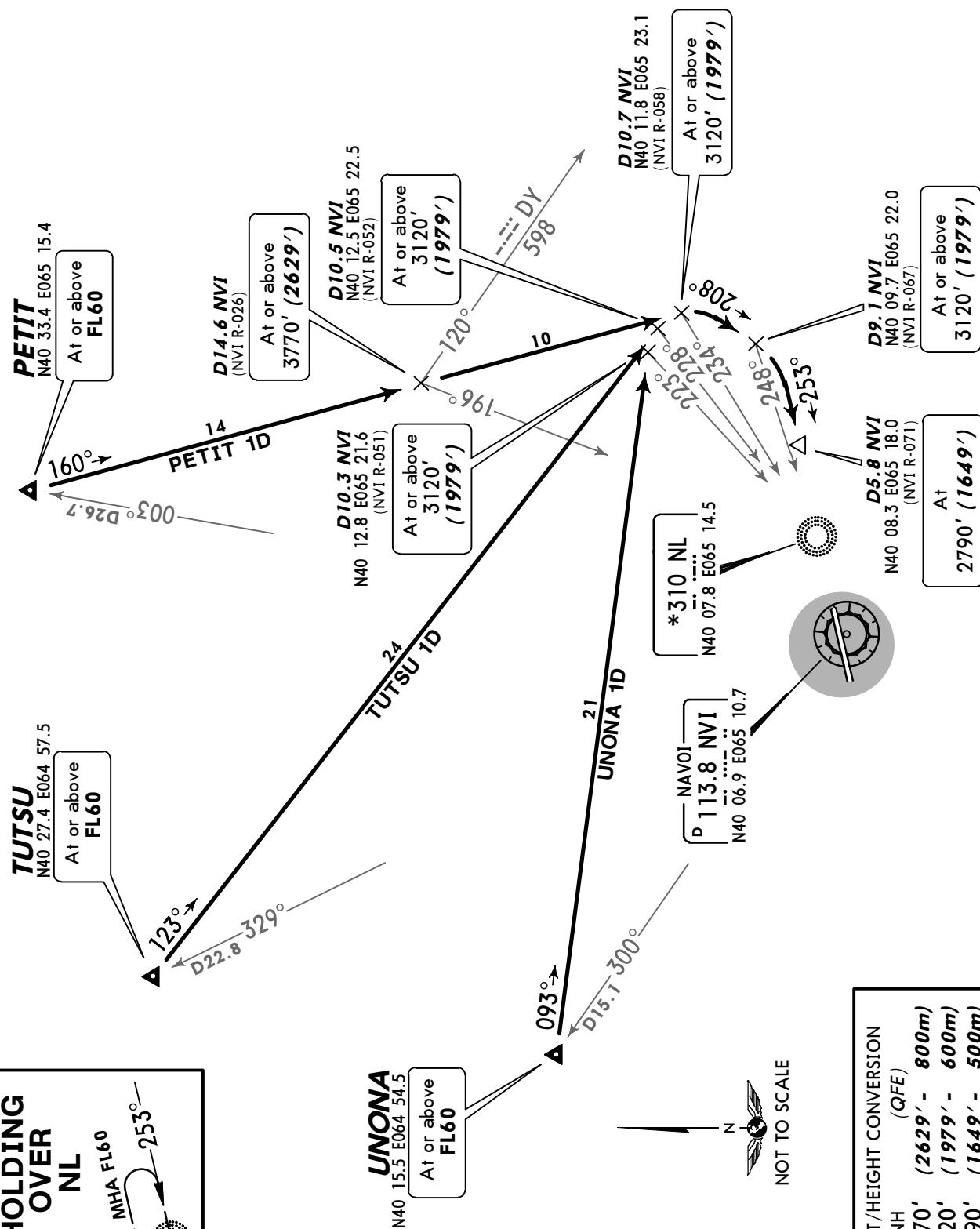
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 3120' (1979')
Mountainous terrain.

(QFE)



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

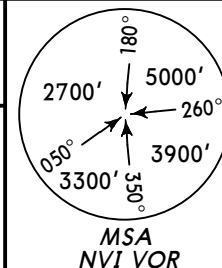
~~SPEED~~ MAX 250 KT BELOW FL100 OR BY ATC



Apt Elev
1142'

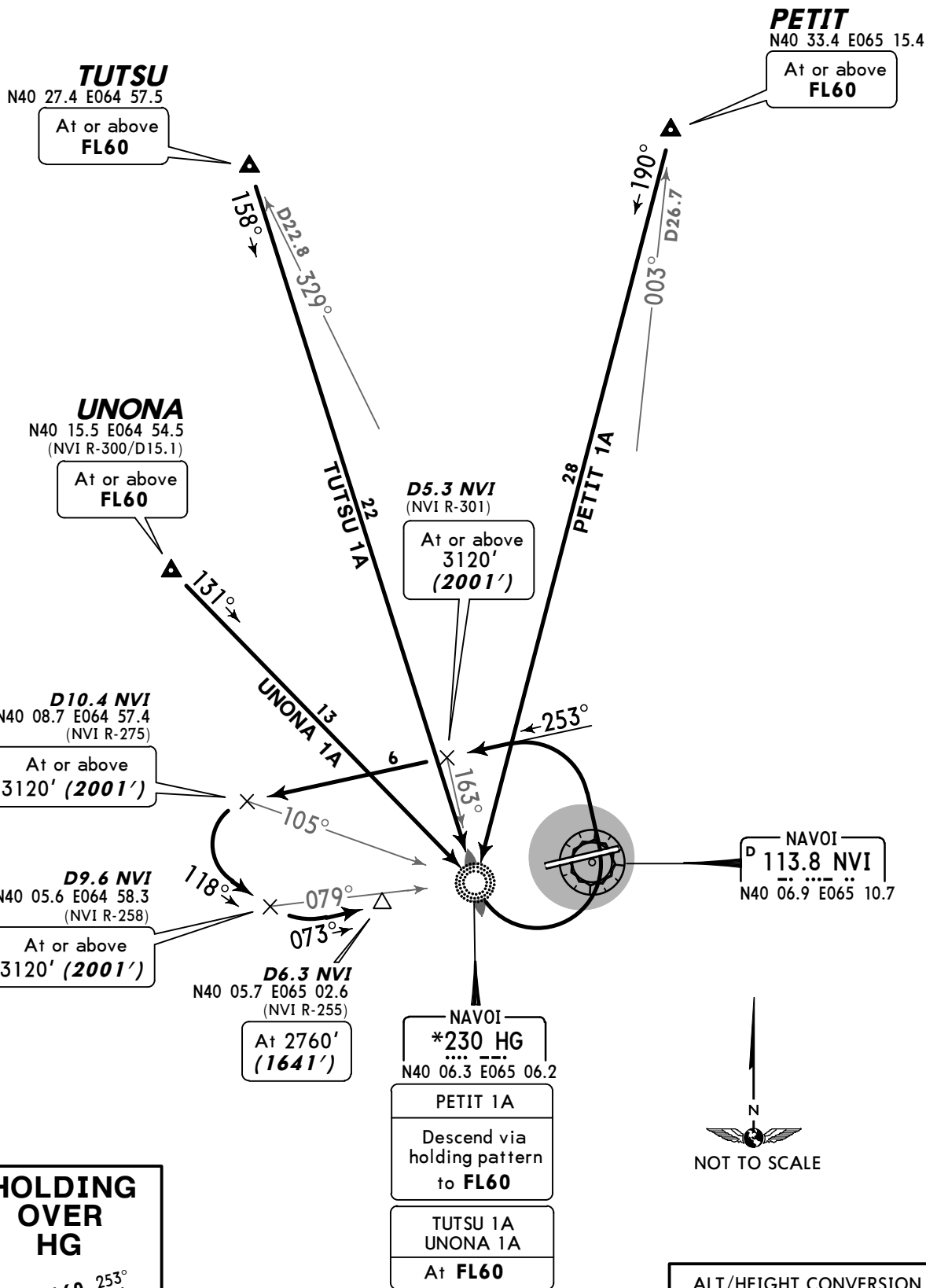
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 3120' (2001')
Mountainous terrain.

(QFE)



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

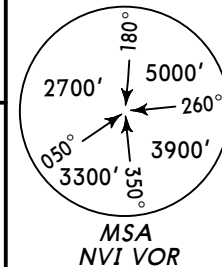
SPEED: MAX 250 KT BELOW FL100 OR BY ATC



Apt Elev
1142'

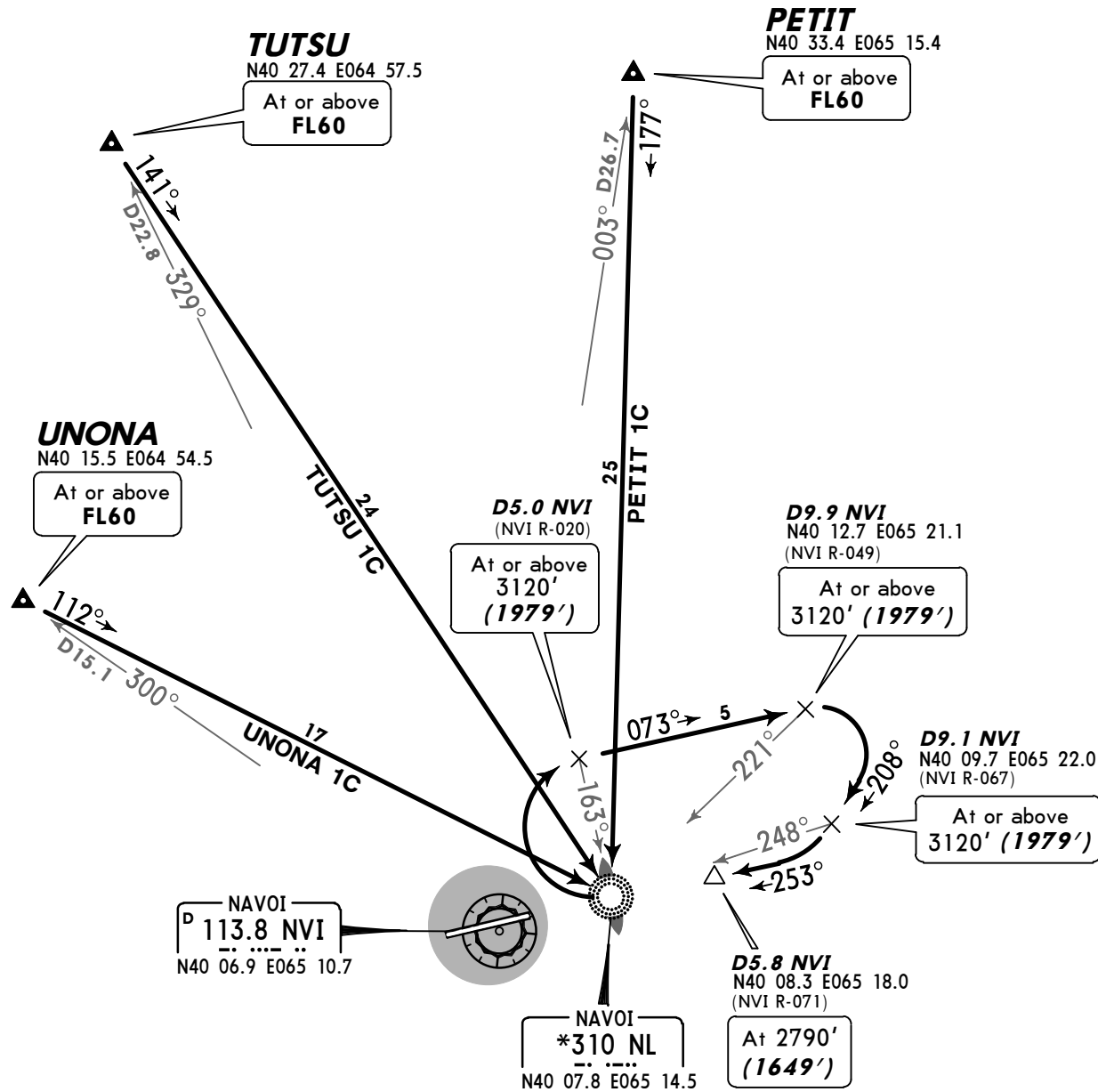
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 3120' (1979')
Mountainous terrain.

(QFE)

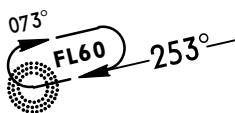


PETIT 1C [PETI1C]
TUTSU 1C [TUTS1C], UNONA 1C [UNON1C]
RWY 25 ARRIVALS
WITHOUT RADAR CONTROL

SPEED: MAX 250 KT BELOW FL100 OR BY ATC



**HOLDING
OVER
NL**



ALT/HEIGHT CONVERSION

QNH (QFE)
3120' (1979' - 600m)
2790' (1649' - 500m)

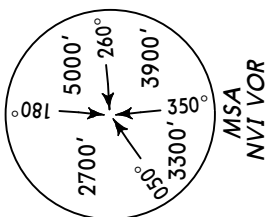
PETIT 1C
At FL60
TUTSU 1C
UNONA 1C
Descend via
holding pattern
to FL60



Apt Elev
1142'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 3120' **(2001')**
Mountainous terrain.

(QFE)

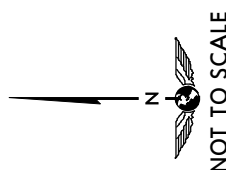
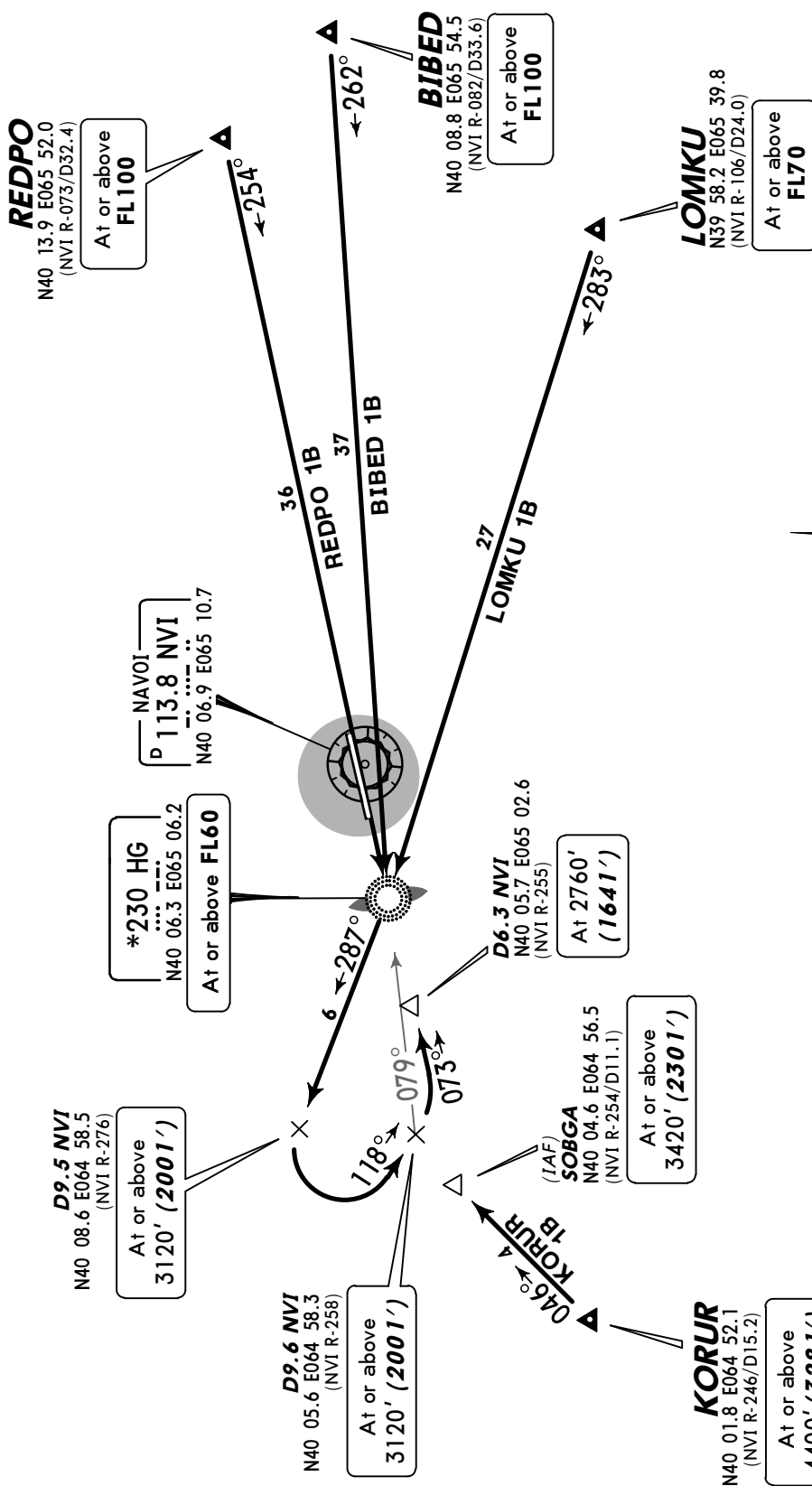


**BIBED 1B [BIBE1B], KORUR 1B [KORU1B]
LOMKU 1B [LOMK1B], REDPO 1B [REDP1B]**

RWY 07 ARRIVALS

WITH RADAR CONTROL ONLY

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



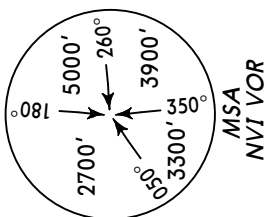
ALT/HEIGHT CONVERSION (QFE)	
QNH	
4400'	(3281' - 1000m)
3420'	(2301' - 700m)
3120'	(2001' - 600m)
2760'	(1641' - 500m)

**HOLDING OVER
HG**

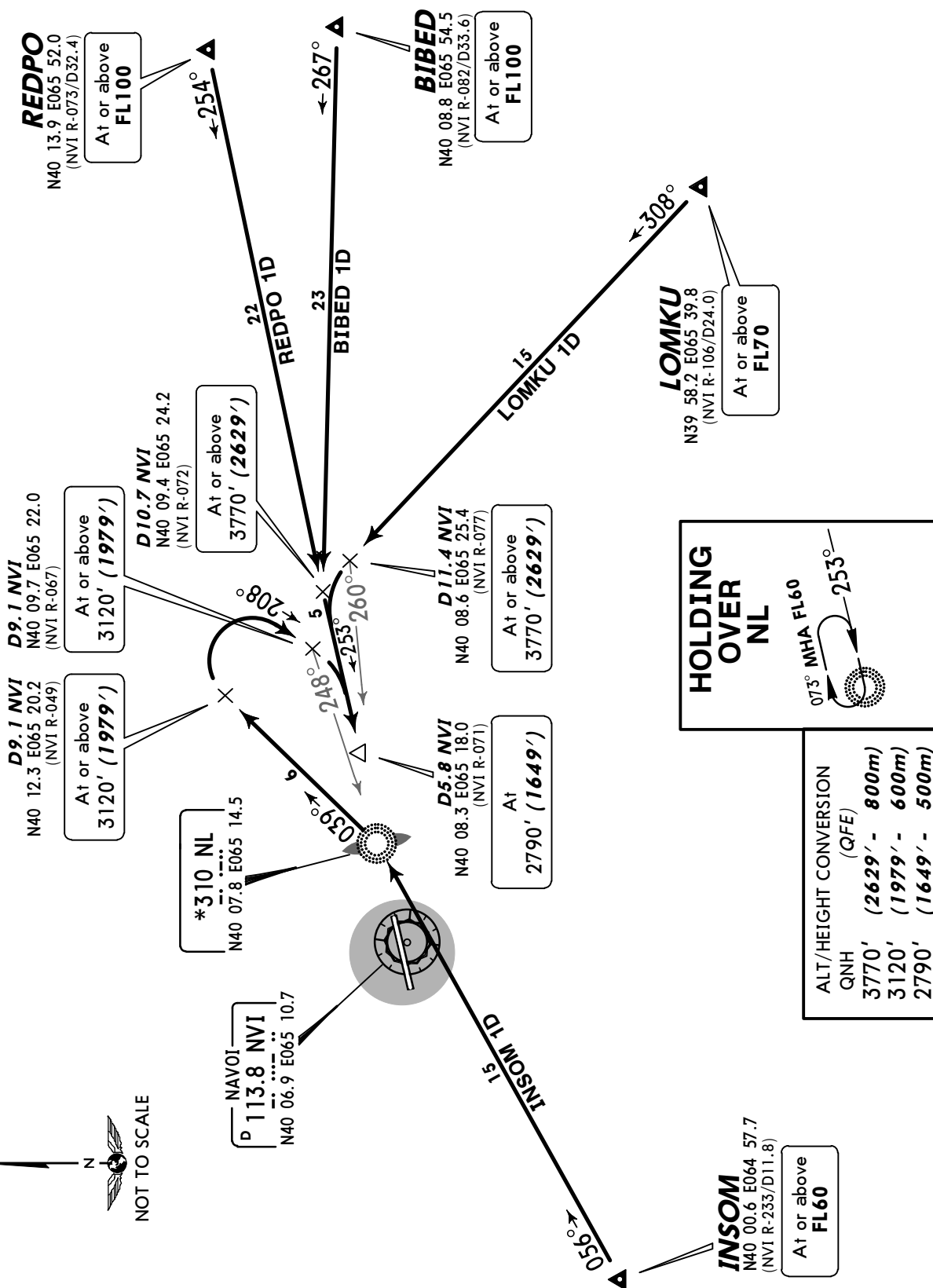


Apt Elev
1142'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 3120' (1979')
Mountainous terrain.

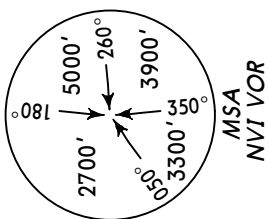


BIBED 1D [BIBE1D], INSOM 1D [INSO1D]
LOMKU 1D [LOMK1D], REDPO 1D [REDP1D]
RWY 25 ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL100 OR BY ATC



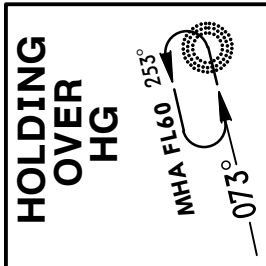
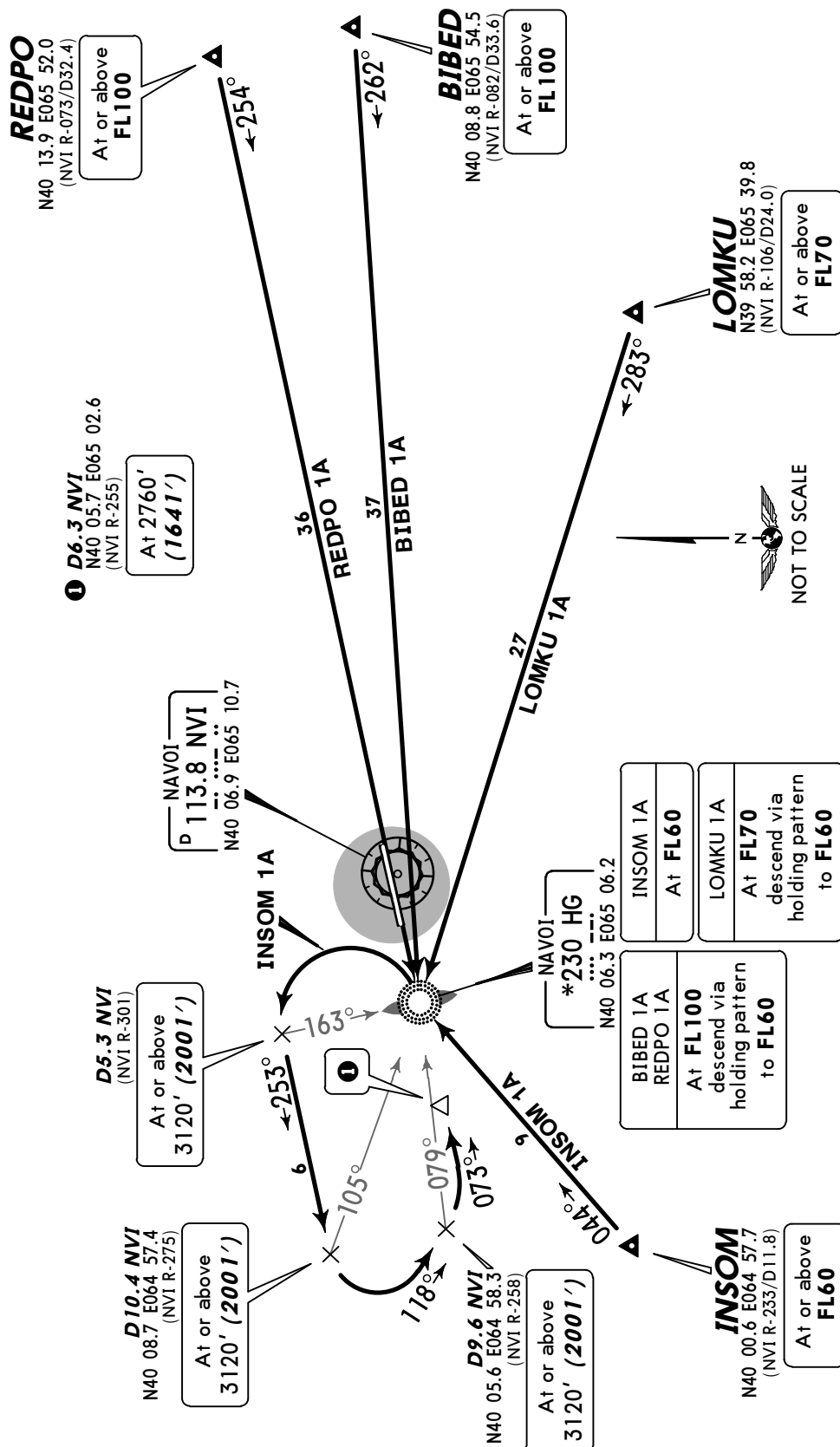
Apt Elev
1142'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 3120' (2001')
Mountainous terrain.



**BIBED 1A [BIBE1A], INSOM 1A [INSO1A]
LOMKU 1A [LOMK1A], REDPO 1A [REDP1A]
RWY 07 ARRIVALS
WITHOUT RADAR CONTROL**

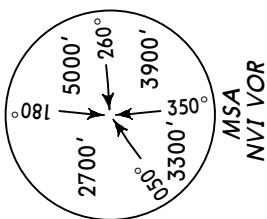
SPEED: MAX 250 KT BELOW FL100 OR BY ATC



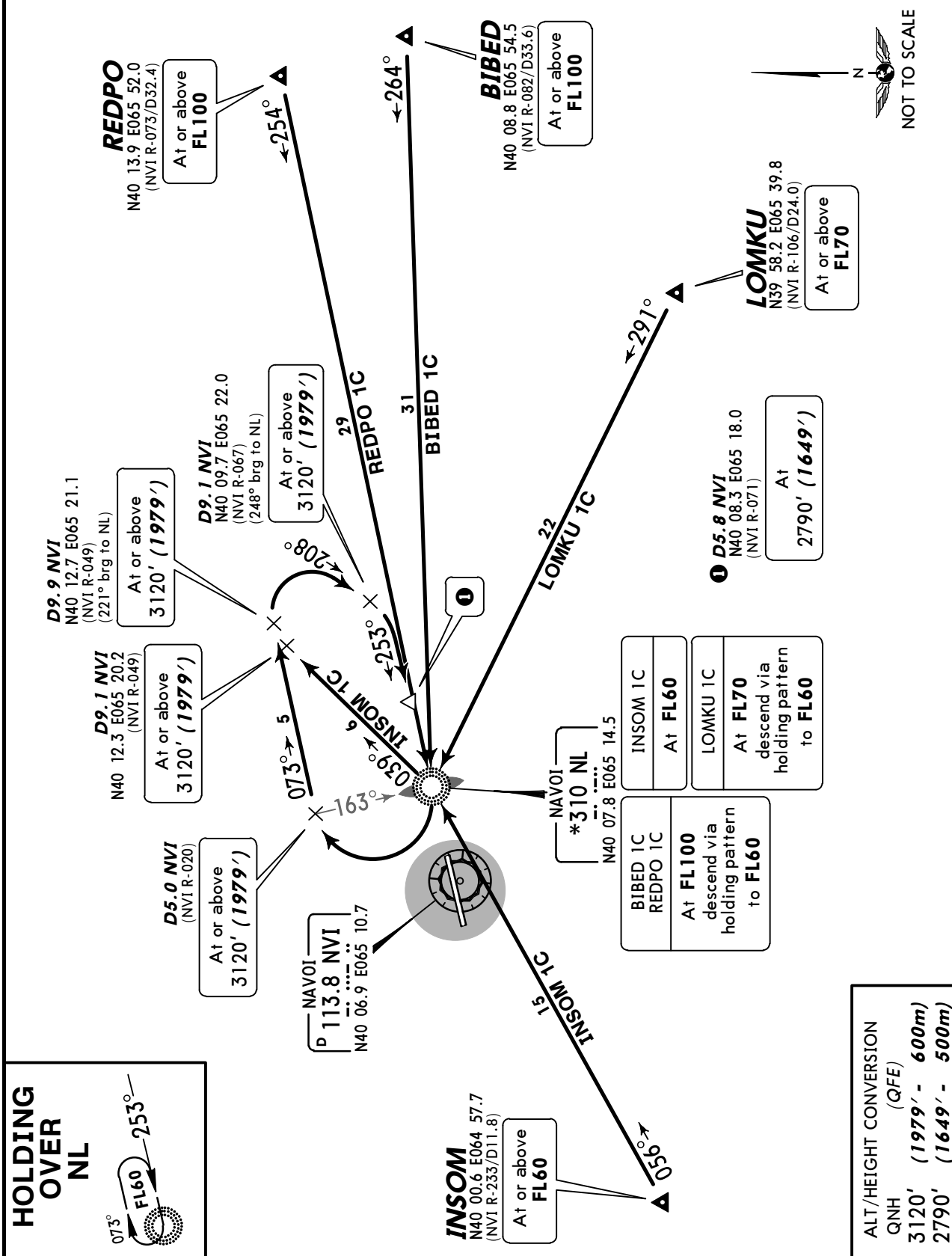
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3120'	(2001' - 600m)
2760'	(1641' - 500m)

Apt Elev
1142'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 3120' (1979')
Mountainous terrain.

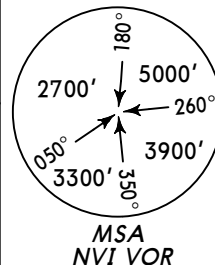


BIBED 1C [BIBE1C], INSOM 1C [INSO1C]
LOMKU 1C [LOMK1C], REDPO 1C [REDP1C]
RWY 25 ARRIVALS
WITHOUT RADAR CONTROL
~~SPEED~~ MAX 250 KT BELOW FL100 OR BY ATC



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

D16.2 NVI

At or above
FL40

010°

190°

11

D26.7

003°

120°

DY
598

310°

At 2110'
(992')

073°

NAVOI
*230 HG
N40 06.3 E065 06.2

NAVOI
P 113.8 NVI
N40 06.9 E065 10.7

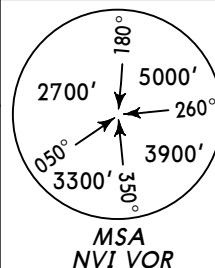
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2110'	(992' - 300m)
3110'	(1992' - 600m)

ROUTING

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

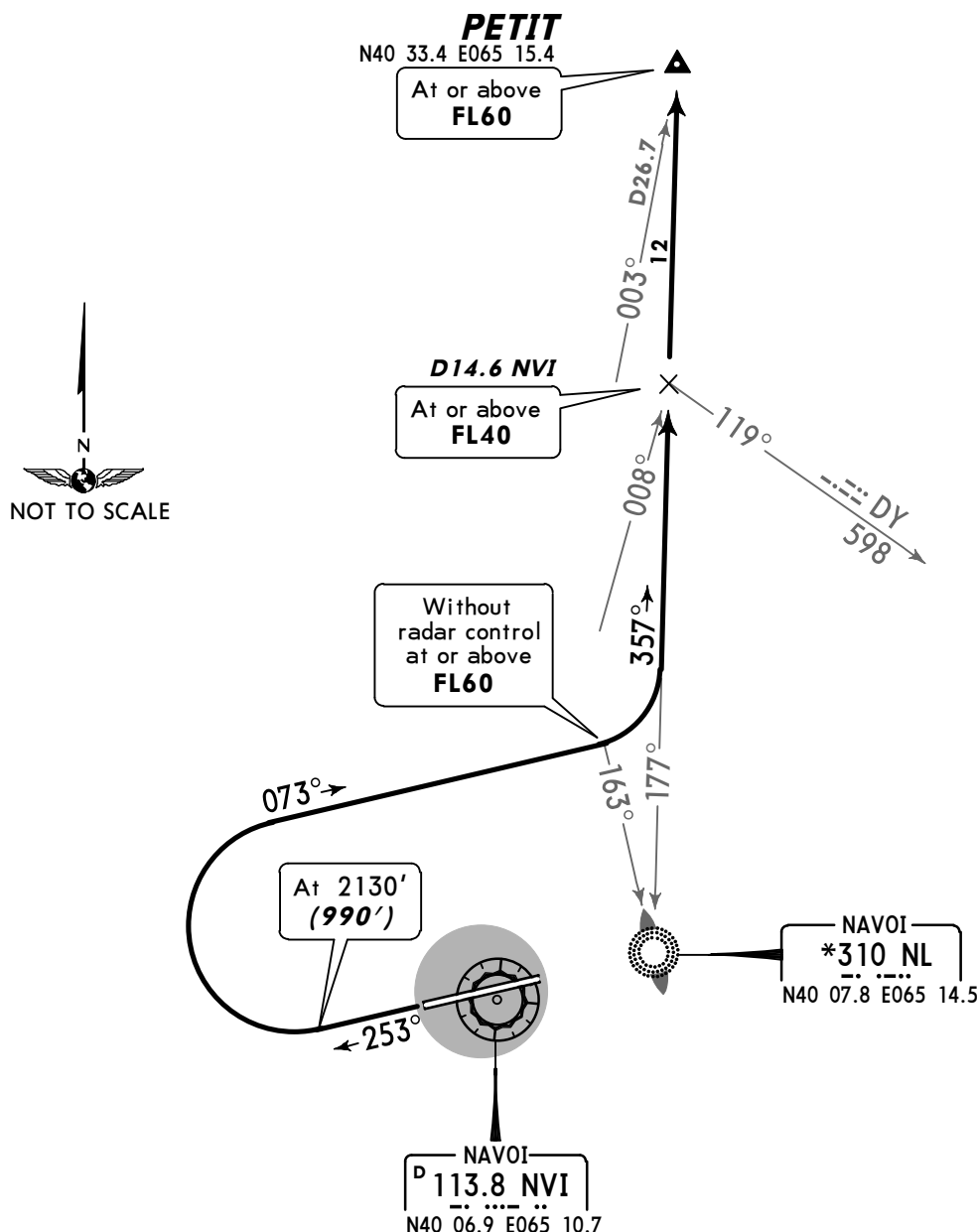
Apt Elev
1140'

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



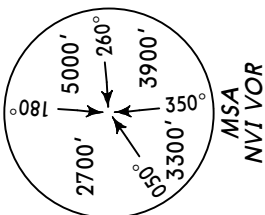
ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2130'	(990' -	300m)
3110'	(1970' -	600m)

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.

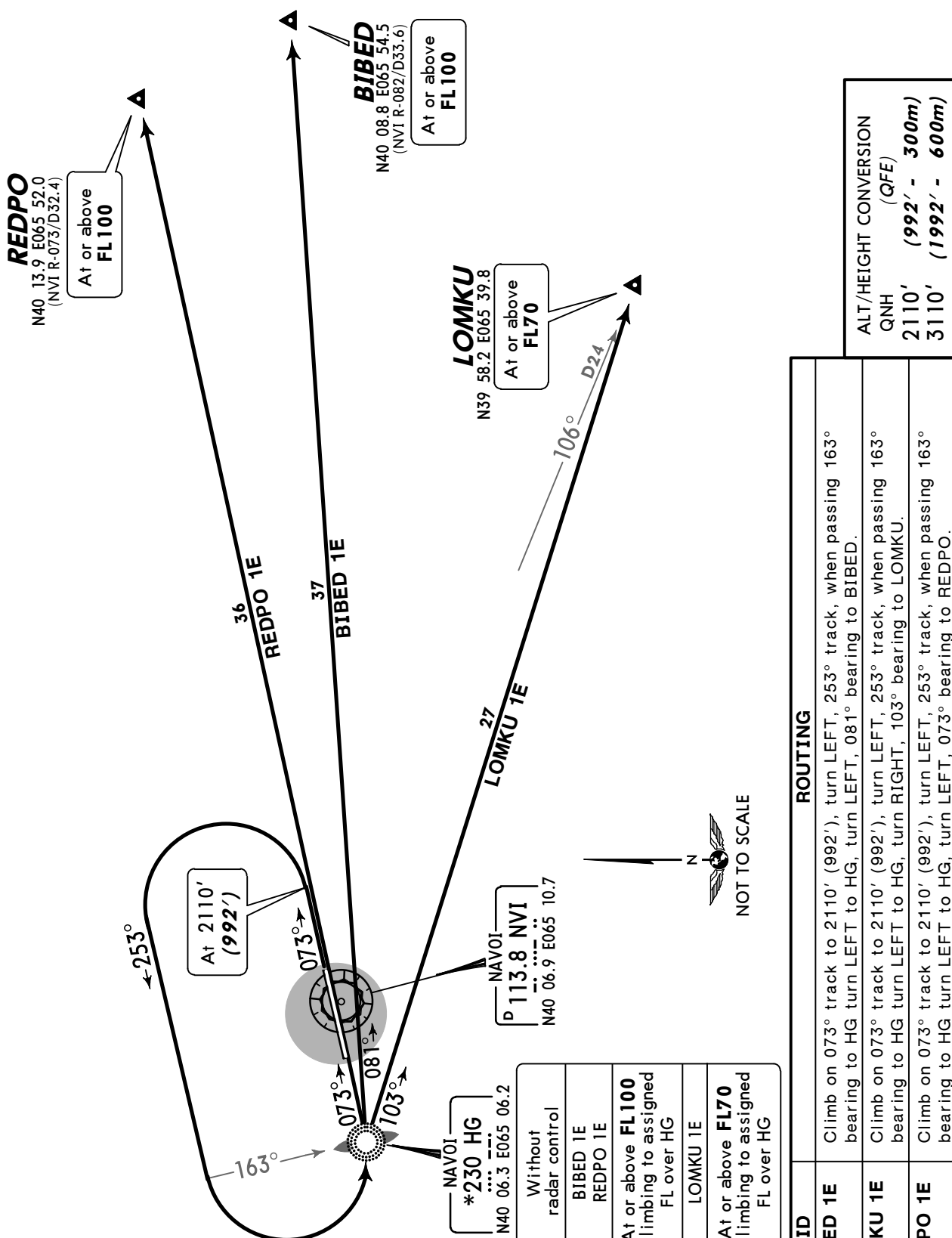
Apt Elev
1140'

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



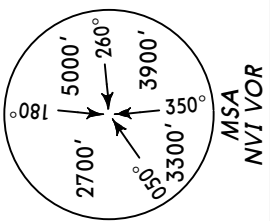
BIBED 1E [BIBE1E]
LOMKU 1E [LOMK1E]
REDPO 1E [REDP1E]
RWY 07 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR BY ATC



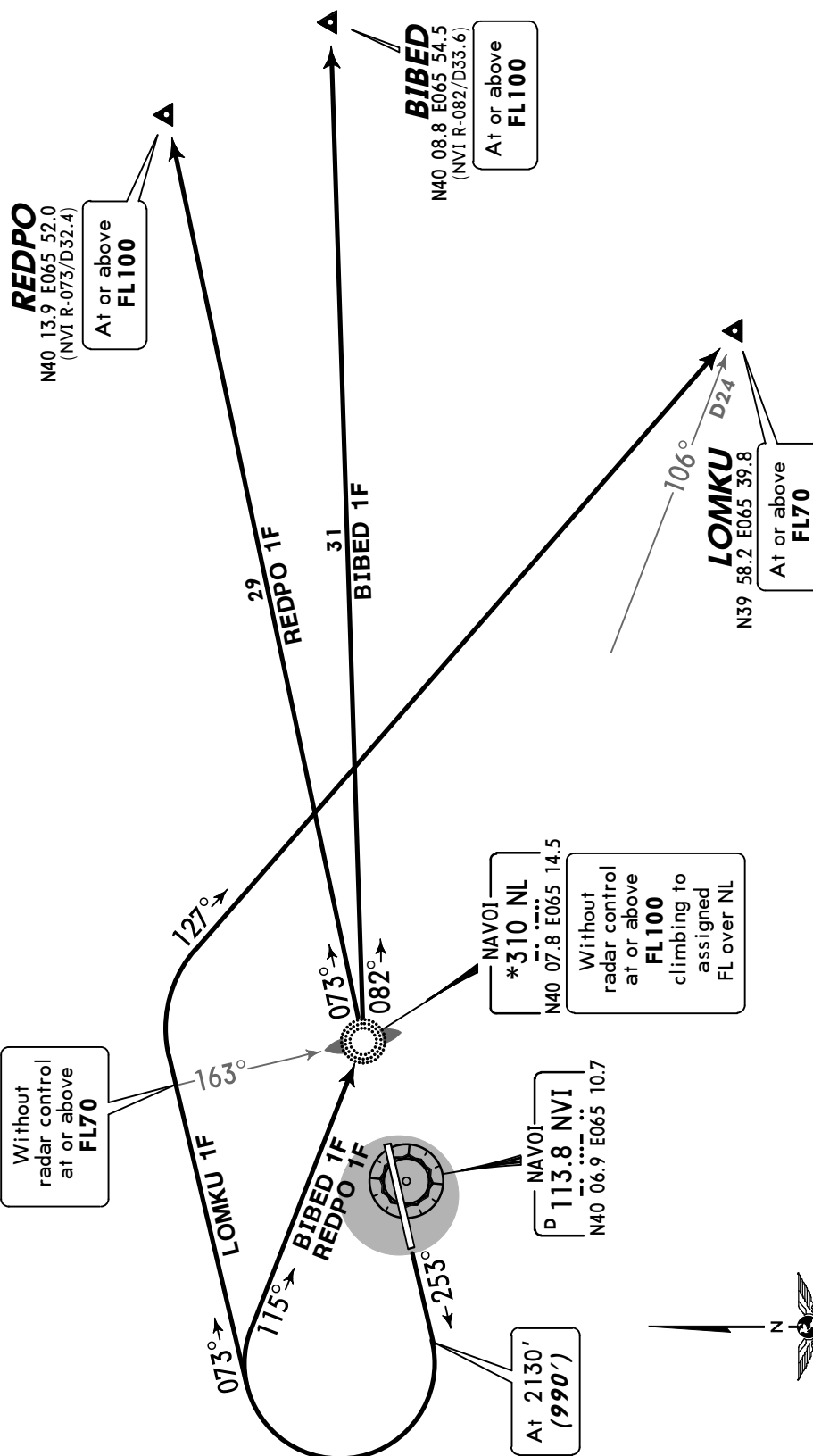
Apt Elev
1140'

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

ROUTING

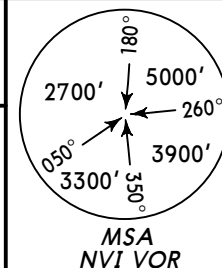
SID

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.

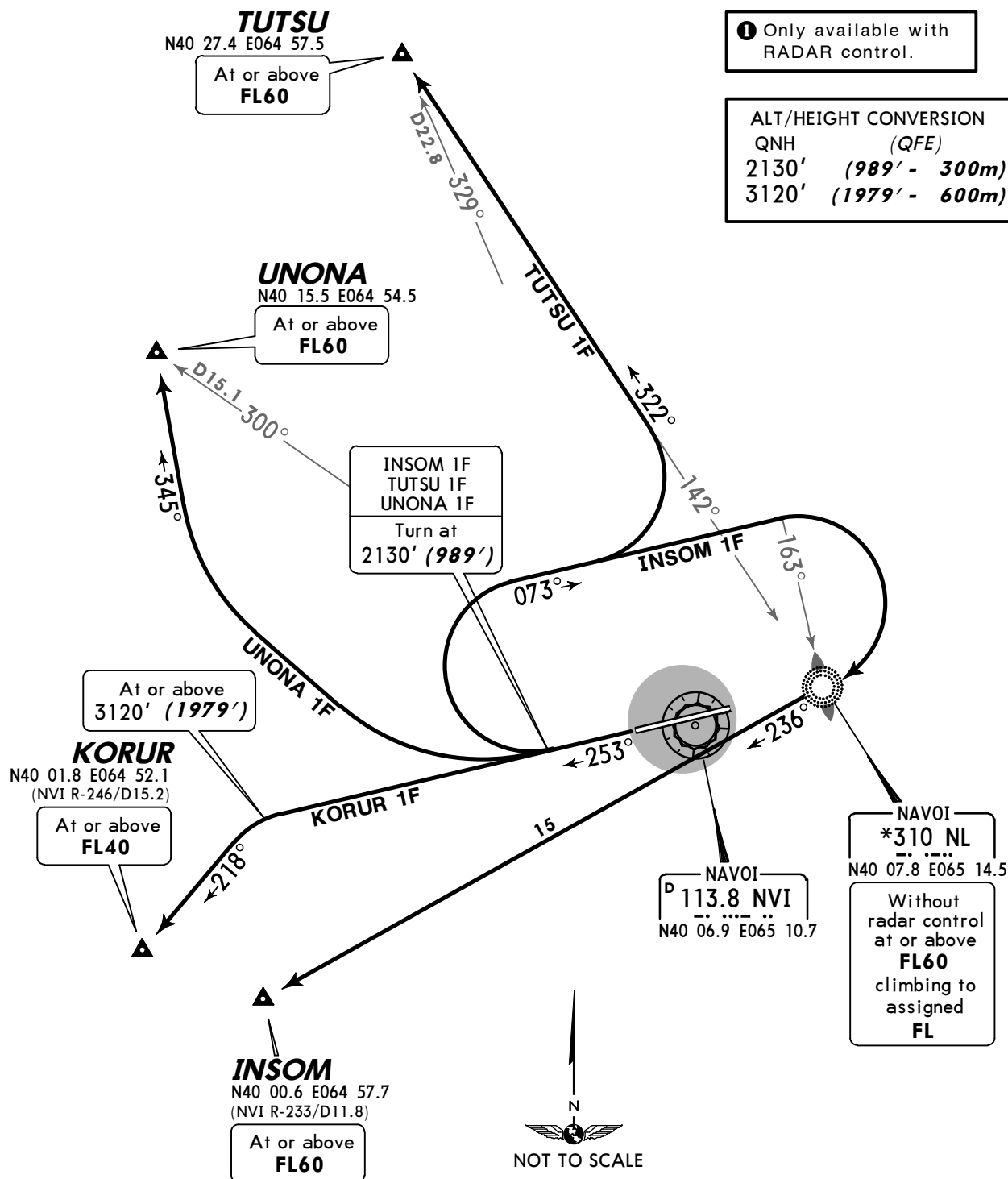
10-3D



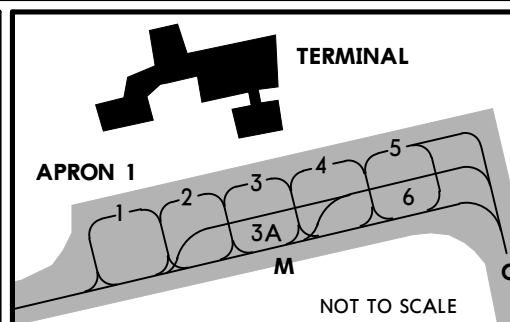
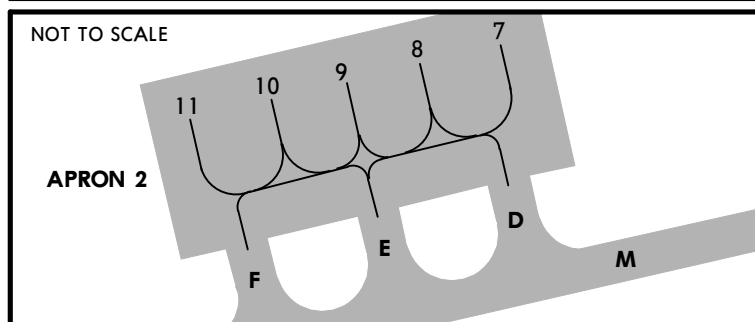
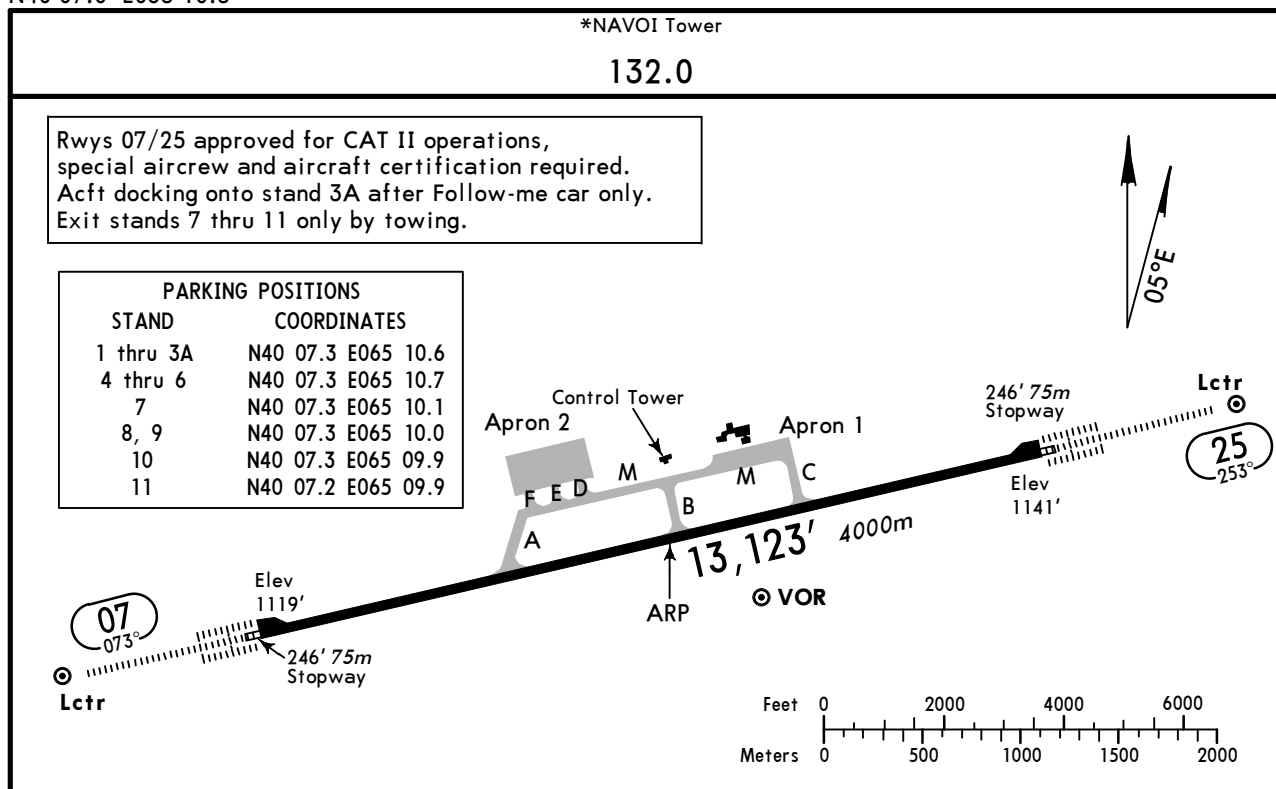
SID	ROUTING
INSOM 1E	Climb on 073° track to 2110' (991'), turn LEFT to HG, 224° bearing to INSOM.
KORUR 1E	Climb on 073° track to 2110' (991'), turn LEFT to HG, 242° bearing to KORUR.
TUTSU 1E	Climb on 073° track to 2110' (991'), turn LEFT, 253° track, intercept 338° bearing from HG to TUTSU.
UNONA 1E	Climb on 073° track to 2110' (991'), turn LEFT, 253° track, intercept 312° bearing from HG to UNONA.

Apt Elev
1142'QNH on request (QFE)
Trans level: FL60 Trans alt: 3120' (1979')
Mountainous terrain.INSOM 1F [INSO1F], KORUR 1F [KORU1F]①
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' (989' - 300m)
3120' (1979' - 600m)

SID	ROUTING
INSOM 1F	Climb on 253° track to 2130' (989'), 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 at or above 3120' (1979'), turn LEFT to KORUR.
TUTSU 1F	Climb on 253° track to 2130' (989'), turn RIGHT, 073° track, intercept 322° bearing from NL to TUTSU.
UNONA 1F	Climb on 253° track to 2130' (989'), turn RIGHT, 345° track to UNONA.



ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		Threshold	Landing Beyond			
07 25	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L		11,729' 3575m	①	148' 45m	
			12,090' 3685m			

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) All Rwys				AIR CARRIER (FAR 121) All Rwys	
A	RL & CL	DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	Adequate Vis Ref
B	200m 1	300m	300m	400m	2 Eng RVR 500m 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') RA 102' R300m	1219'(100') RA 102' R300m	1219'(100') RA 102' R300m	1224'(105') RA 108' 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 ceil 90m- 1400m	1420'(301')③ ceil 100m- 1500m	1420'(301')③ ceil 100m- 1500m	1420'(301')③ ceil 100m- 1500m
	HG NDB ①	1420'(301')③ ceil 200m- 2500m	1420'(301')③ ceil 200m- 2500m	1420'(301')③ ceil 250m- 4000m	1420'(301')③ ceil 250m- 4000m
	H Lctr ①	1500'(381') ceil 200m- 2500m	1500'(381') ceil 200m- 2500m	1500'(381') ceil 300m- 5000m	1500'(381') ceil 300m- 5000m
	H Lctr ②	1750'(631') ceil 200m- 2500m ceil 200m- 3100m	1750'(631') ceil 200m- 2500m ceil 200m- 3100m	1750'(631') ceil 300m- 5000m ceil 300m- 5000m	1750'(631') ceil 300m- 5000m ceil 300m- 5000m
25	CAT 2 ILS	1241'(100') RA 105' R300m	1241'(100') RA 105' R300m	1241'(100') RA 105' R300m	1256'(115') RA 122' 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 ceil 105m- 1500m	1490'(349')④ ceil 105m- 1500m	1490'(349')④ ceil 105m- 1500m	1490'(349')④ ceil 105m- 1500m
	ALS out	ceil 105m- 1500m	ceil 105m- 1500m	ceil 105m- 1600m	ceil 105m- 1600m
	2 NDB ②	2190'(1049') ceil 320m- 4300m	2190'(1049') ceil 320m- 4300m	2190'(1049') ceil 320m- 5000m	2190'(1049') ceil 320m- 5000m
	ALS out	ceil 320m- 5000m	ceil 320m- 5000m	ceil 320m- 5000m	ceil 320m- 5000m
	NL NDB ①	1470'(329')④ ceil 200m- 2500m	1470'(329')④ ceil 200m- 2500m	1470'(329')④ ceil 250m- 4000m	1470'(329')④ ceil 250m- 4000m
	NL NDB ②	2190'(1049') ceil 320m- 4300m	2190'(1049') ceil 320m- 4300m	2190'(1049') ceil 320m- 5000m	2190'(1049') ceil 320m- 5000m
	ALS out	ceil 320m- 5000m	ceil 320m- 5000m	ceil 320m- 5000m	ceil 320m- 5000m
	N Lctr ①	1540'(399') ceil 200m- 2500m	1540'(399') ceil 200m- 2500m	1540'(399') ceil 300m- 5000m	1540'(399') ceil 300m- 5000m
	N Lctr ②	2520'(1380') ceil 420m- 5000m	2520'(1380') ceil 420m- 5000m	2520'(1380') ceil 420m- 5000m	2520'(1380') ceil 420m- 5000m

① Continuous Descent Final Approach.

② w/o FAF.

③ with Radar Control: 1470'(351).

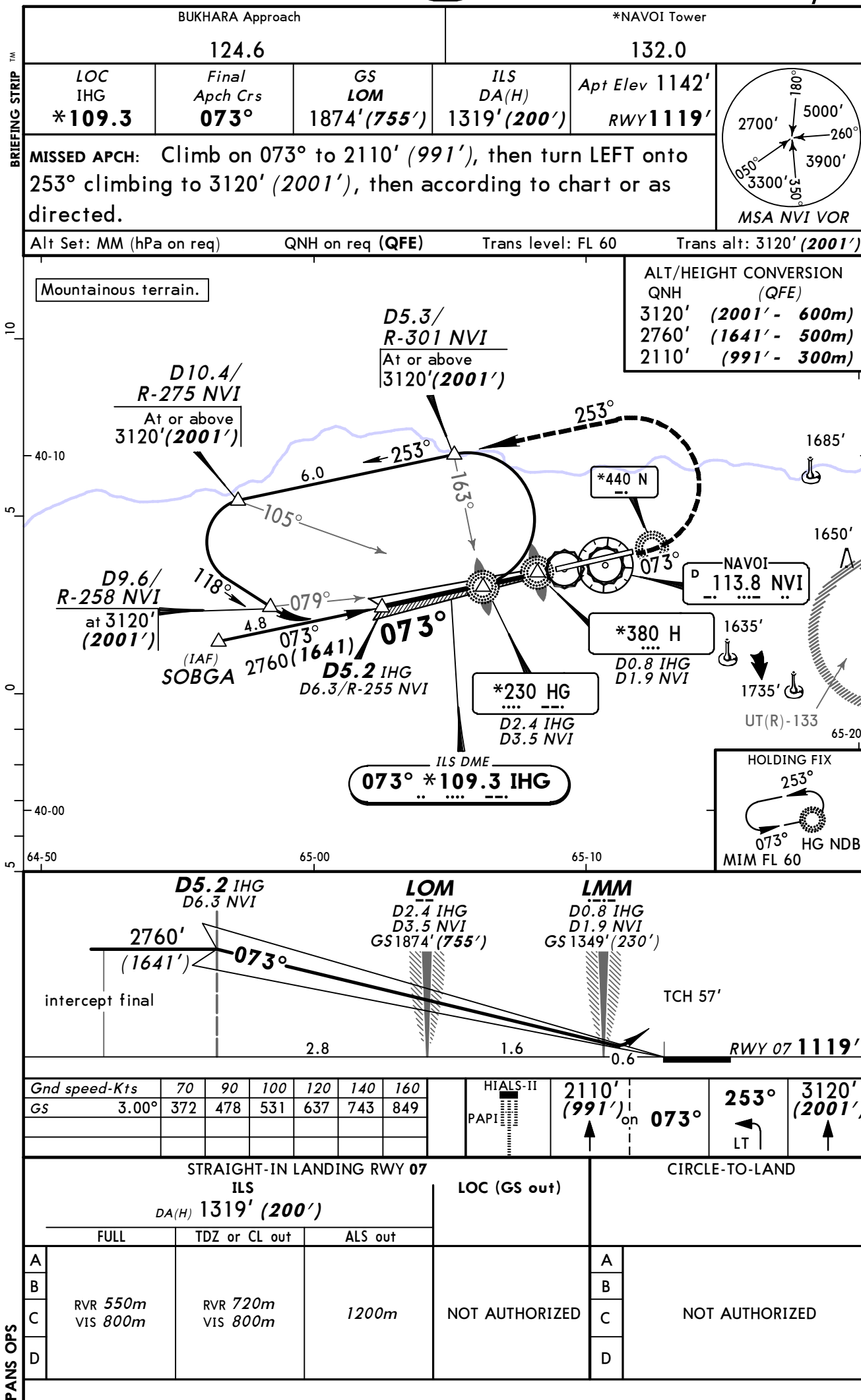
④ with Radar Control: 1500'(359).

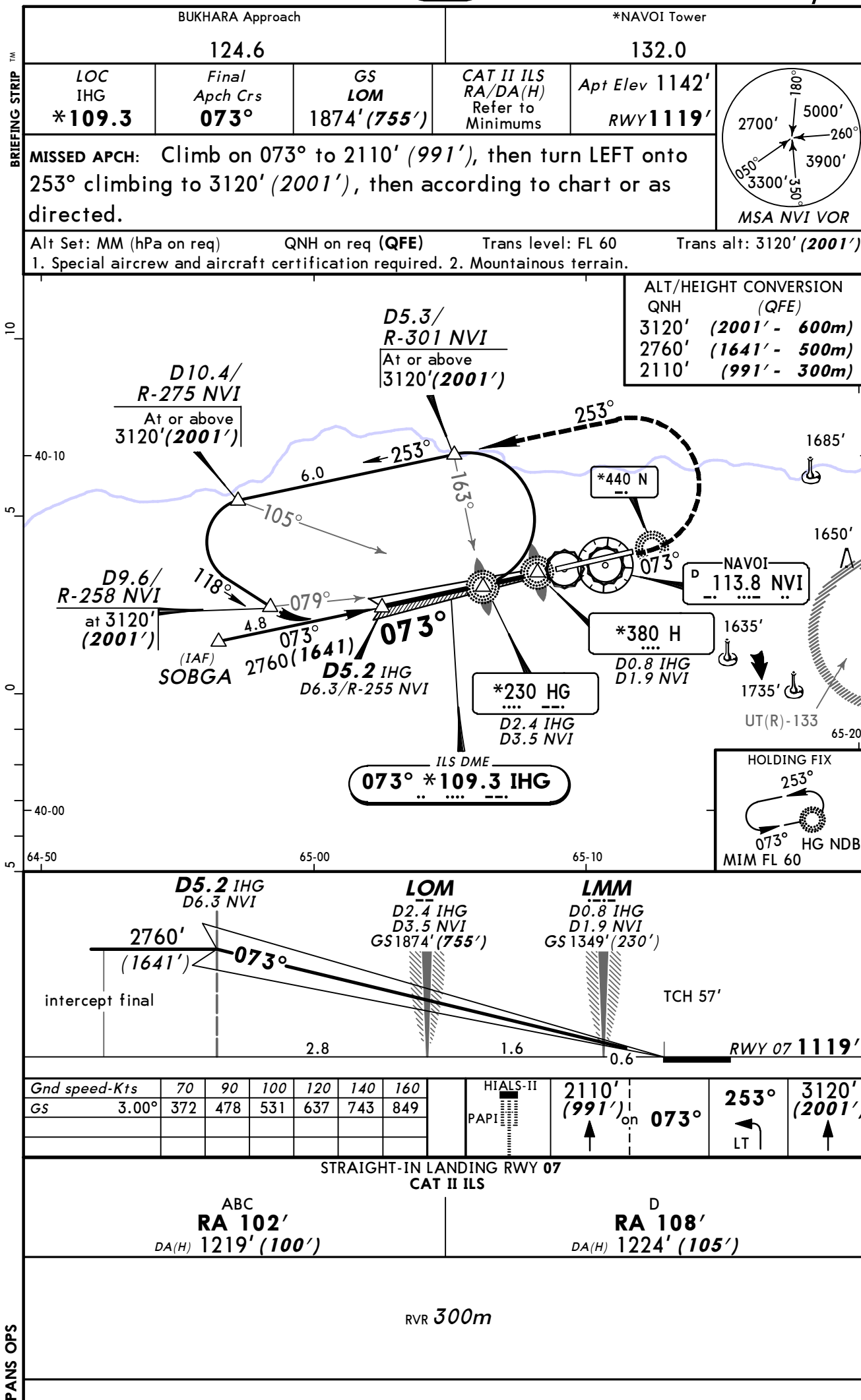
CIRCLE-TO-LAND	A	B	C	D
	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH

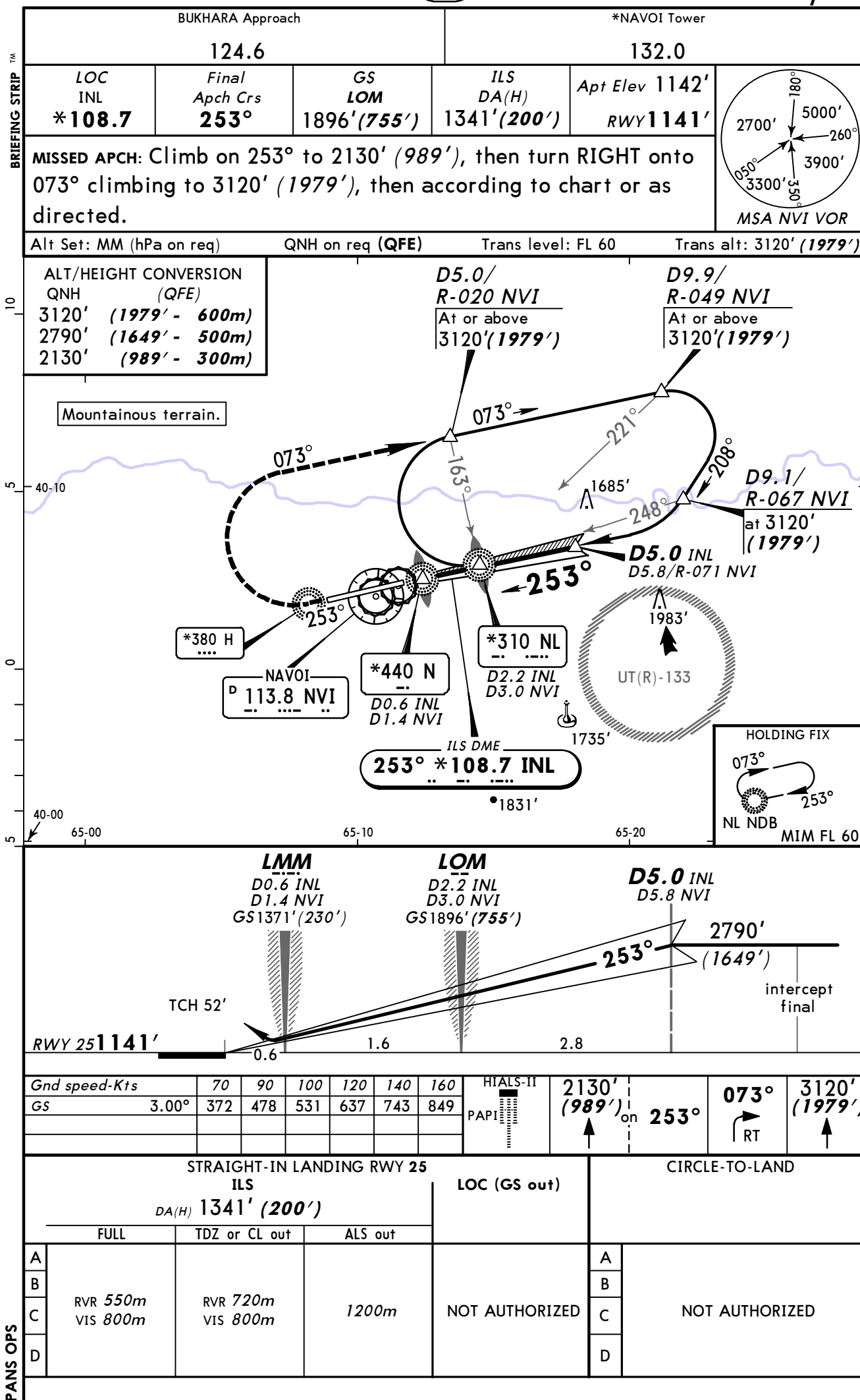
TAKE-OFF RWY 07, 25

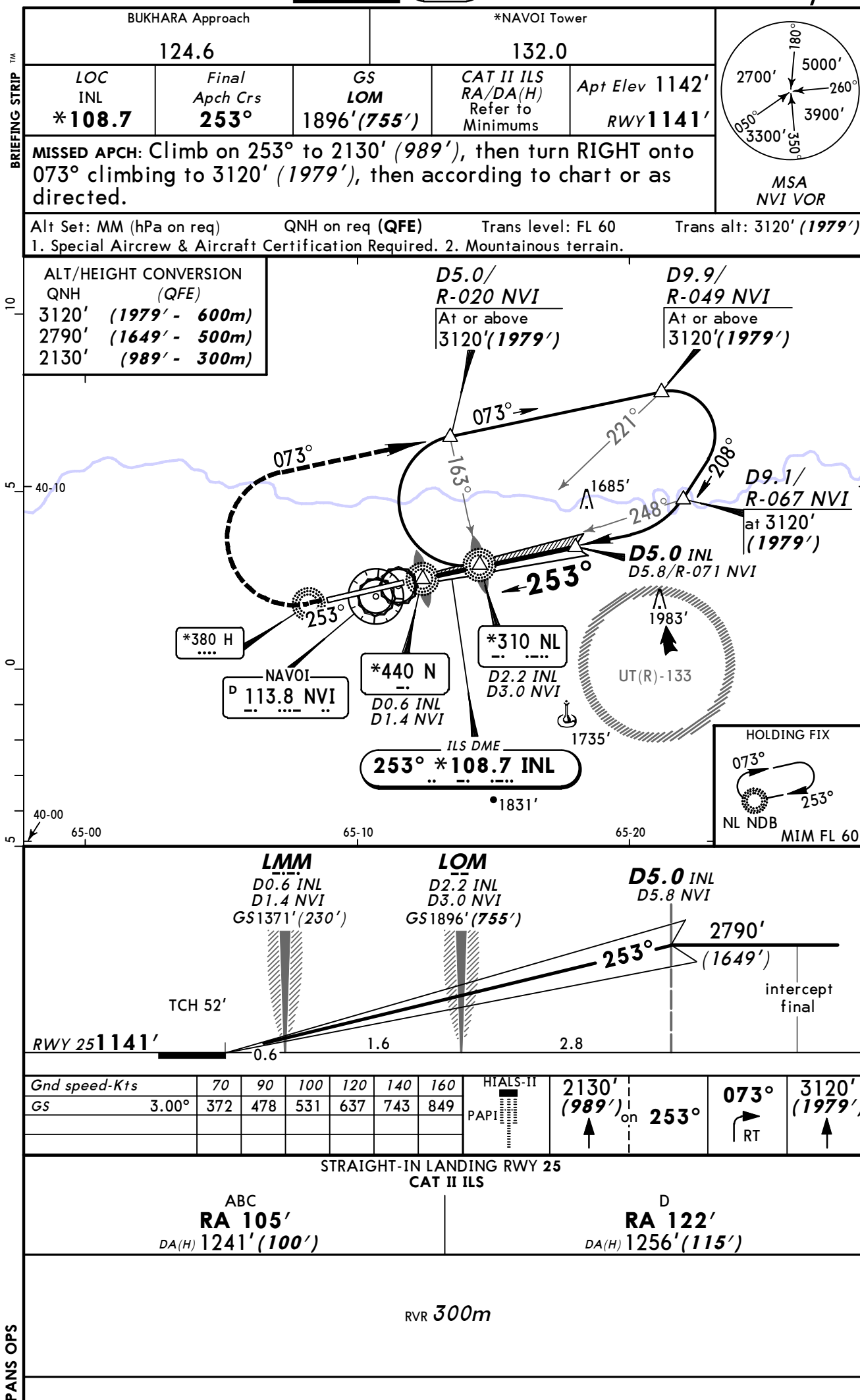
LVP must be in Force					
① RL, CL & mult. RVR req	① RL & CL	DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	300m	300m	400m	500m
B					
C					
D	250m		400m		

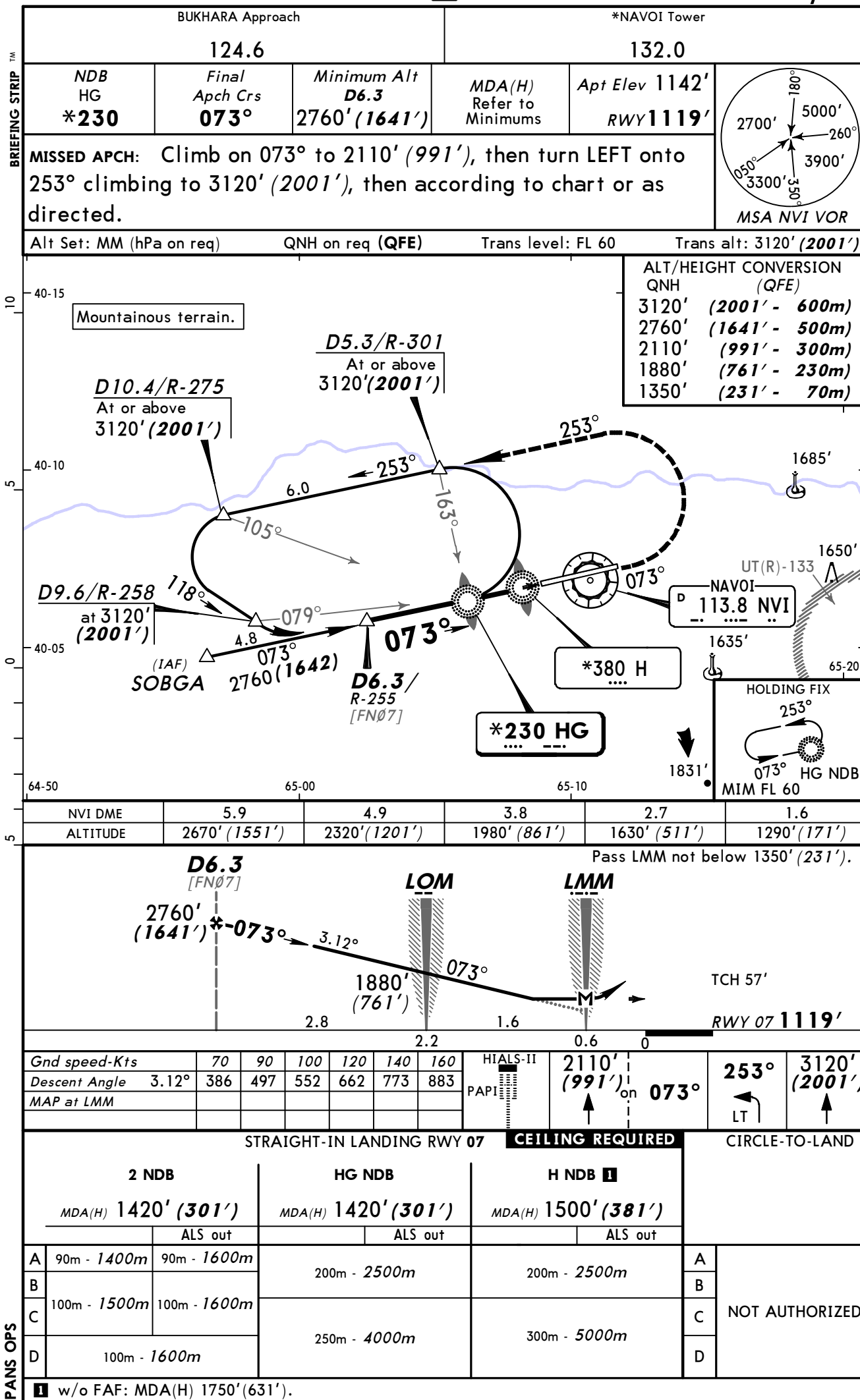
① Braking coefficient not less than 0.5 and cross wind component not more than half of maximum allowed for aircraft type.

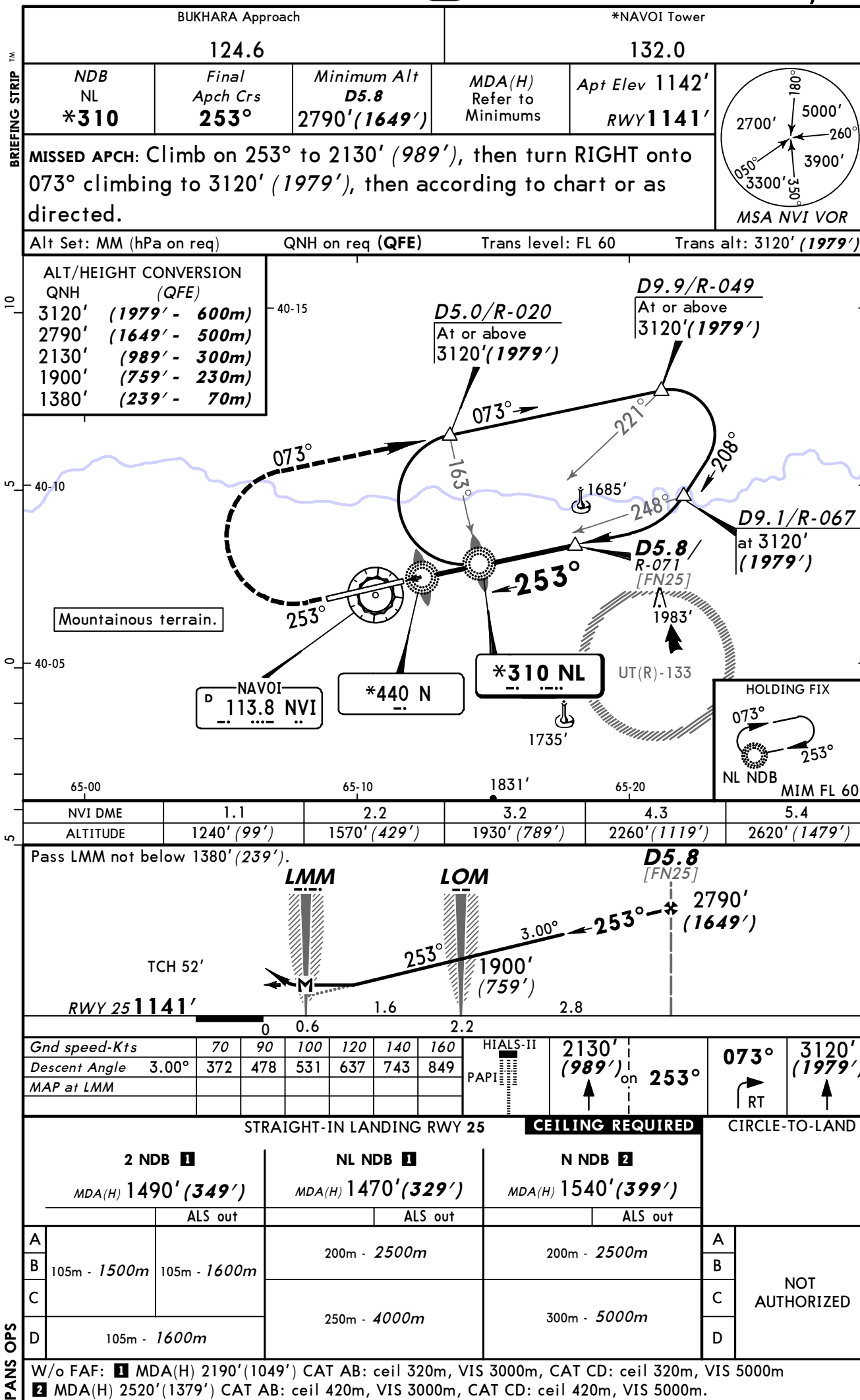












NAVOI, (NAVOI - UTSA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTSA