

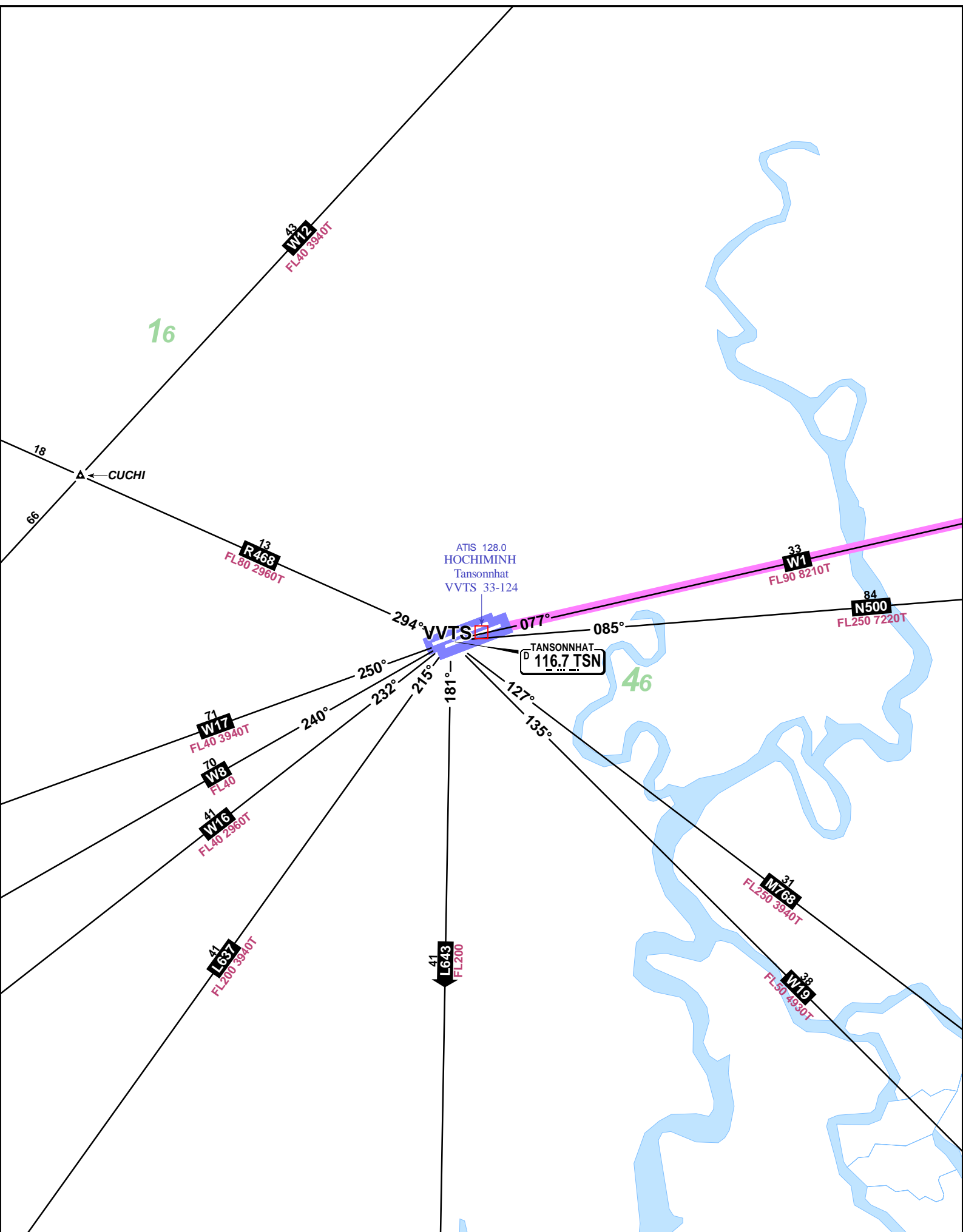
DESTINATION (VVNB -> VVTS): VVTS (Tansonnhat)

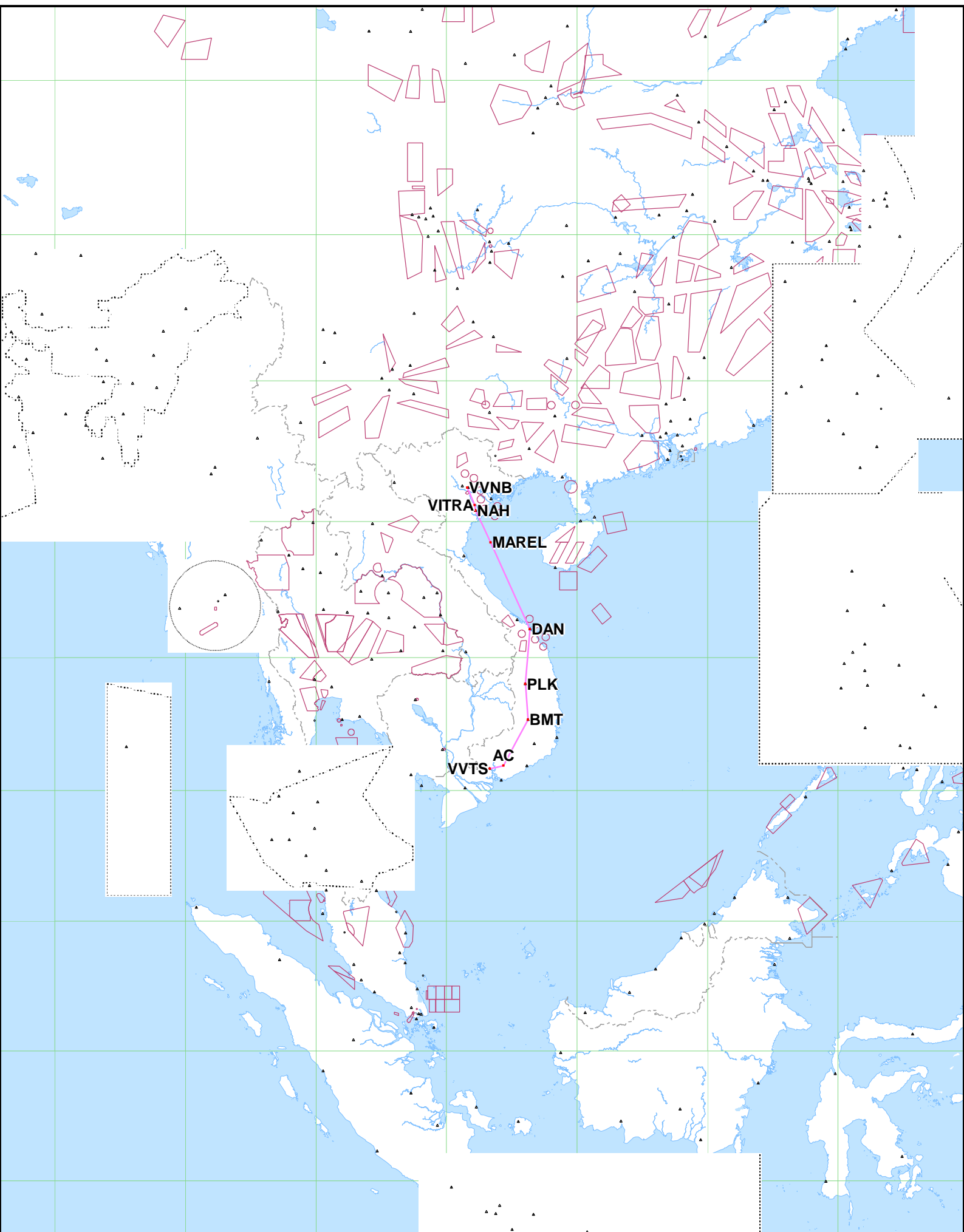
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0



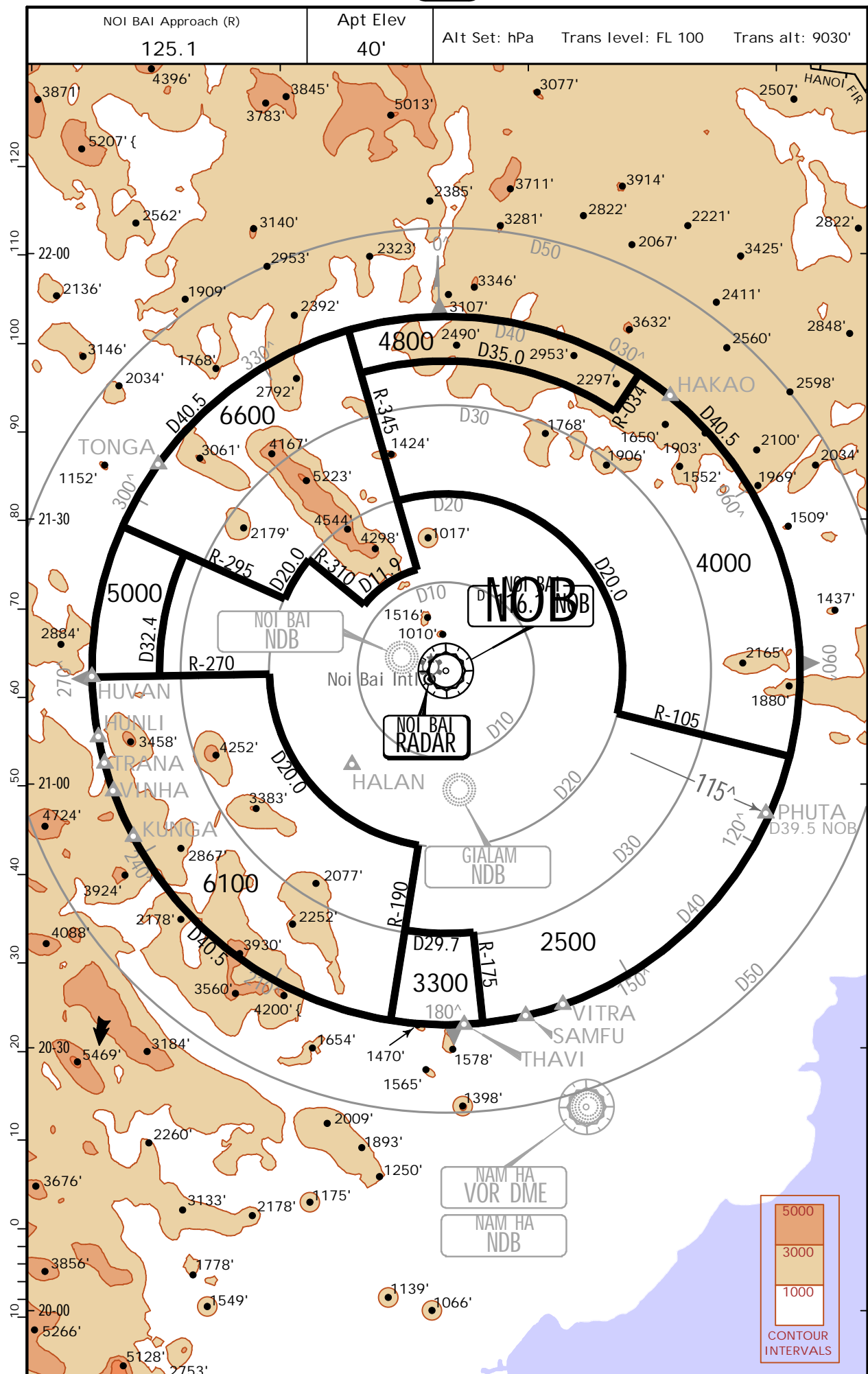


VVNB/HAN
NOI BAI INTL

JEPPESSEN
13 JAN 06 (10-1R)

HANOI, VIETNAM

RADAR MINIMUM ALTITUDES



JEPPESSEN HANOI, VIETNAM
25 APR 14 (10-2)
Eff. 1 May .STAR.

1. A Holding pattern restricted to use.
2. In case it's allowed by appropriate authorities, Noi Bai Approach can clear the arrival aircraft to descend to 7060' at HALAN.
3. In case of arriving aircraft having altitude higher than altitude at IAF, aircraft shall enter the holding pattern to descend then carry out the instrument approach procedure.

LAOCAI TWO ALPHA
(LAOCA 2A)
116
88

HAKAO TWO ALPHA (HAKAO 2A) [HAKA2A],
LAOCAI TWO ALPHA (LAOCA 2A) [LAOC2A],
MOCCHAU ONE ALPHA (MC 1A) [MC1A],
NAMHA ONE ALPHA (NAH 1A) [NAH1A],
NASAN THREE ALPHA (BO 3A) [BO3A],
PHUTA TWO ALPHA (PHUTA 2A) [PHUT2A] ARRIVALS
(RWYS 11L/R)

19
FROM
NAKHA

HAKAO
N21 43 9 E106 16

TONGA
N21 36.6 E105 15.6
At 9850'

HAKAO TWO ALPHA	At 7060'
LAOCAI TWO ALPHA	At 6070'
PHUTA TWO ALPHA	At 4930'

Direct distance from NOB to:
Noi Bai Intl 2 NM



 N21 12.9 E104 02.3

NASAN THREE ALPHA

N21 12.5 E105 06.7 HUVAN

(IAF 2)
LIBEO
N21 12.8 E105 27.6
At 6070'

(IAF)
NOT BAL
D-6.4 NOB
N21 12.8 F105 50.1


 MOCCHA
 514 MC
 N20 49.7 F104 42.0

At 7060'

(IAF 1)
HALAN
N21 02.2 E105
At 8040'

PHUTA TWO ALPHA
(PHUTA 2A)
383

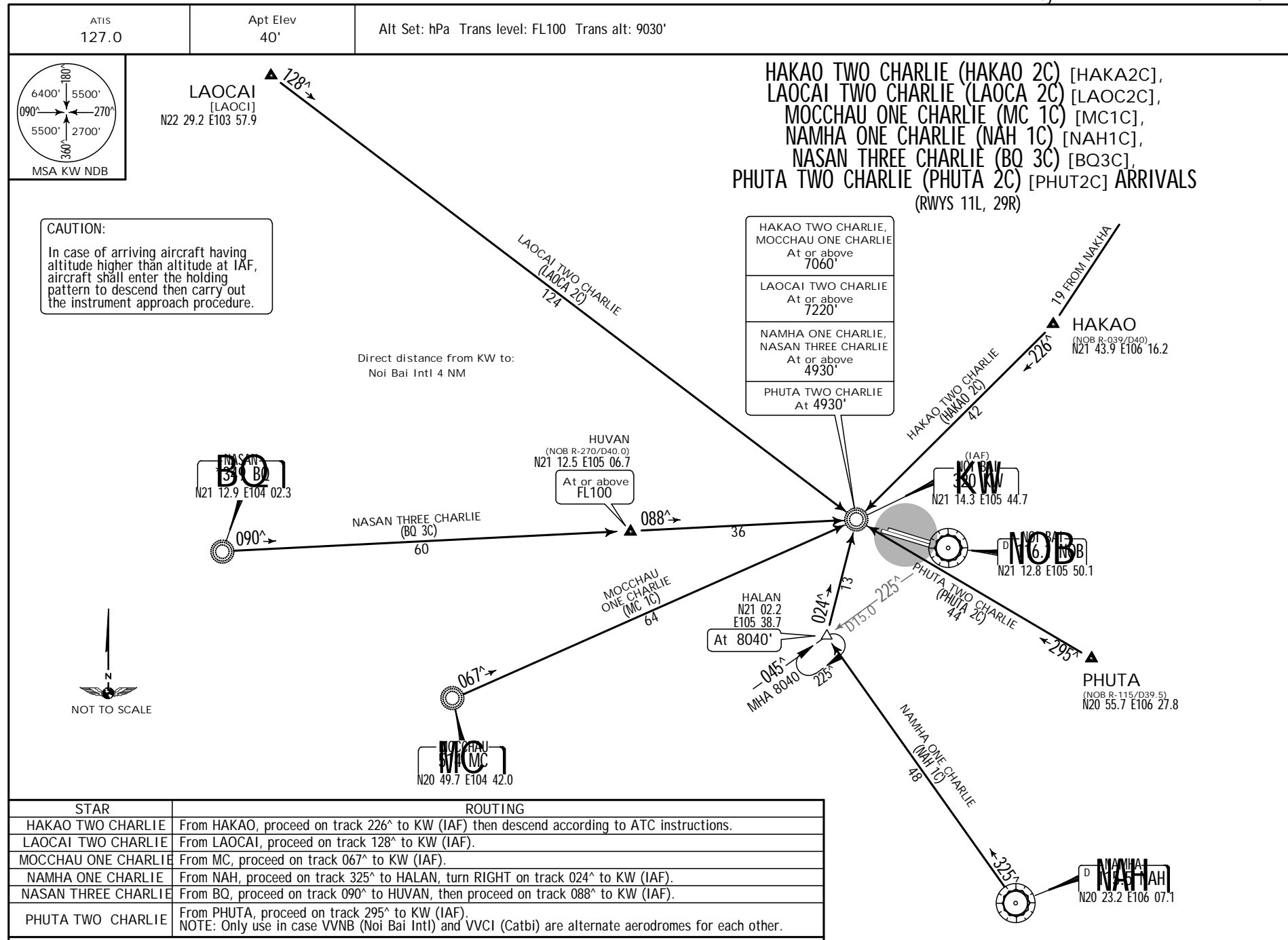
PHUTA
N20 55.7
E106 27.8

N20 23.2 E106 07.1

STAR	ROUTING
HAKAO TWO ALPHA	After HAKAO, proceed on track 219° to NOB (IAF).
LAOCAI TWO ALPHA	Proceed on NOB R-307 (W-6), descend to and MAINTAIN 9850' to TONGA, then continue on NOB R-307° to NOB.
MOCCHAU ONE ALPHA	From MC, proceed on track 063°, descend to 7060' at D30.2 NOB, then continue to LIBEO (IAF 2).
NAMHA ONE ALPHA	After NAH, via NAH R-325 to HALAN (IAF 1).
NASAN THREE ALPHA	From BQ, proceed on NOB R-270 (W-21) to HUVAN, then continue track 090° (NOB R-270) to LIBEO.
PHUTA TWO ALPHA	From PHUTA, proceed on NOB R-115 (W-3), track 295° to NOB (IAF). NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Catbi) are alternate aerodromes for each other.

VVNB/HAN
NOI BAI INTL

25 APR 14
Eff. 1 May 10-2B
HANOI, VIETNAM
.STAR.



VVNB/HAN
NOI BAI INTL

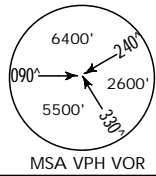
JEPPESEN
25 APR 14 10-2C .Eff.1.May.

JEPPESEN
JeppView 3.6.2.0
HANOI, VIETNAM
.STAR.

ATIS
127.0

Apt Elev
40'

Alt Set: hPa Trans level: FL100 Trans alt: 9030'

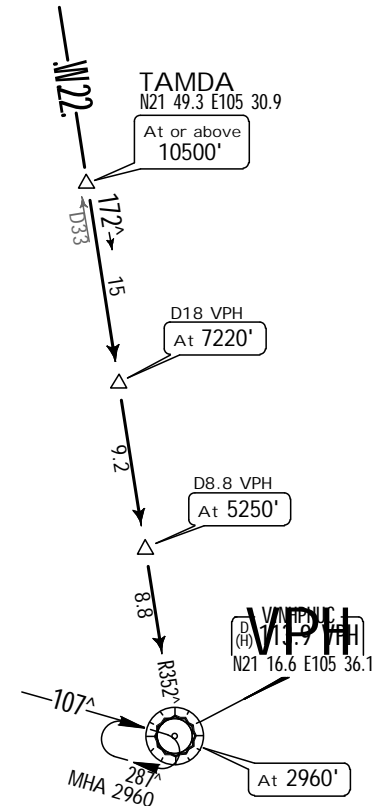


CAUTION:
ATS route W-22 can only be
used for flights to NBA when
having ATC approval.



TAMDA THREE ALPHA (TAMDA 3A) ARRIVAL

[TAMD3A]
(RWYS 11L/R)



Direct distance from VPH to:
Noi Bai Intl 12 NM

ROUTING

From TAMDA, proceed on VPH R-352 descend and MAINTAIN 7220' to D18 VPH, continue

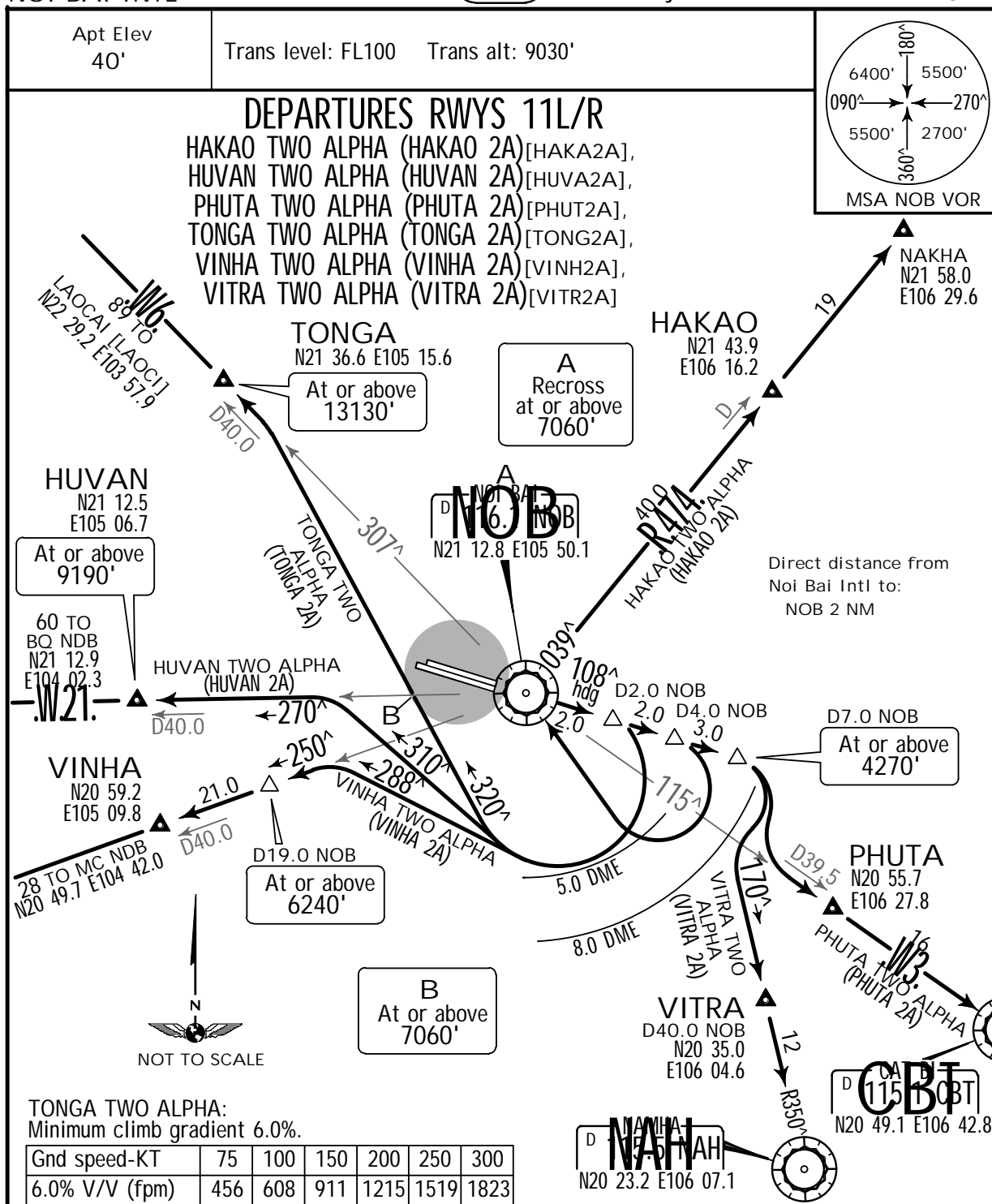
VVNB/HAN
NOI BAI INTL

25 APR 14

JEPPESEN

10-3

.Eff.1.May.

HANOI, VIETNAM
.SID.

SID	ROUTING
HAKAO TWO ALPHA	After departure, MAINTAIN runway heading to D4.0 NOB, then turn RIGHT within NOB 8.0 DME to NOB, then turn RIGHT to intercept NOB R-039 (airway R-474) to HAKAO, then NAKHA.
HUVAN TWO ALPHA	After departure, MAINTAIN runway heading to D2.0 NOB, then turn RIGHT within NOB 5.0 DME on track 310° to intercept NOB R-270 (W-21) to HUVAN, then BQ.
PHUTA TWO ALPHA	After departure, MAINTAIN runway heading to D7.0 NOB, then turn RIGHT to intercept NOB R-115 (W-3) to PHUTA, then CBT. NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Catbi) are alternate aerodromes for each other.
TONGA TWO ALPHA	After departure, MAINTAIN runway heading to D2.0 NOB, turn RIGHT within NOB 5.0 DME on track 320° to intercept NOB R-307 (W-6) to TONGA, then LAOCAI.
VINHA TWO ALPHA	After departure, MAINTAIN runway heading to D2.0 NOB, turn RIGHT within NOB 5.0 DME on track 288° to intercept NOB R-250 to VINHA, then MC.
VITRA TWO	After departure, MAINTAIN runway heading to D7.0 NOB, then turn RIGHT

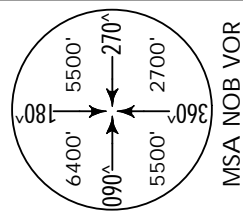
VVNB/HAN
NOI BAI INTL

JEPPESSEN
25 APR 14 10-3A Eff.1.May.

HANOI, VIETNAM
.SID.

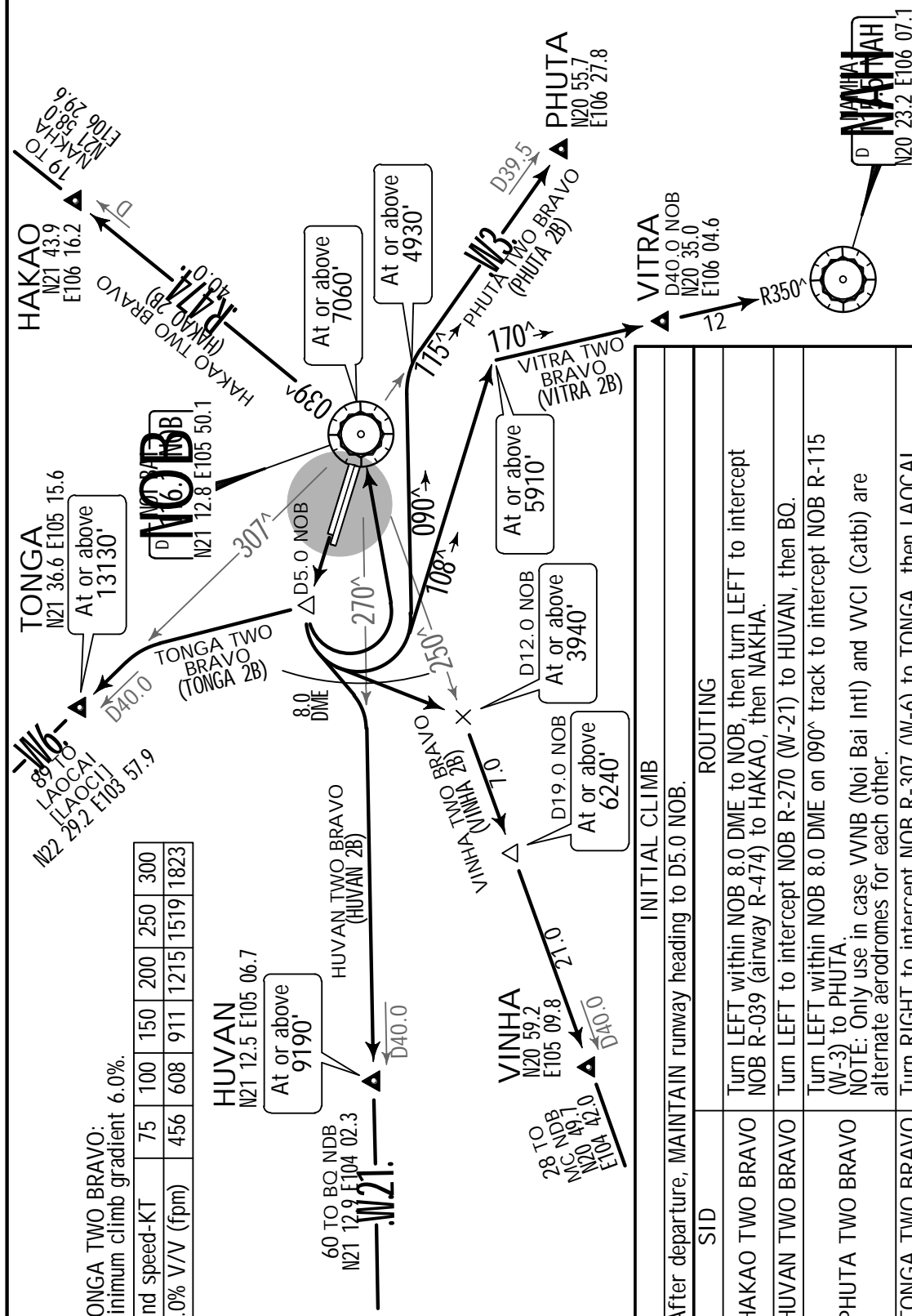
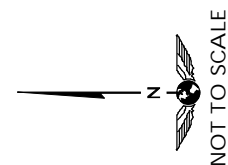
Apt Elev
40'

Trans level: FL100 Trans alt: 9030'



DEPARTURES RWYS 29L/R

HAKAO TWO BRAVO (HAKAO 2B) [HAKA2B],
HUVAN TWO BRAVO (HUVAN 2B) [HUA2B],
PHUTA TWO BRAVO (PHUTA 2B) [PHUT2B],
TONGA TWO BRAVO (TONGA 2B) [TONG2B],
VINHA TWO BRAVO (VINHA 2B) [VINH2B],
VITRA TWO BRAVO (VITRA 2B) [VITR2B]



ONGA TWO BRAVO:
minimum climb gradient 6.0%.

Ind speed-KT	75	100	150	200	250	300
0% V/V (fpm)	456	608	911	1215	1519	1823

INITIAL CLIMB

After departure, MAINTAIN runway heading to D5.0 NOB.

ROUTING

SID	ROUTING
HAKAO TWO BRAVO	Turn LEFT within NOB 8.0 DME to NOB, then turn LEFT to intercept NOB R-039 (airway R-474) to HAKAO, then NAKHA.
HUVAN TWO BRAVO	Turn LEFT to intercept NOB R-270 (W-21) to HUVAN, then BO.
PHUTA TWO BRAVO	Turn LEFT within NOB 8.0 DME on 090° track to intercept NOB R-115 (W-3) to PHUTA. NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Catbi) are alternate aerodromes for each other.
TONGA TWO BRAVO	Turn RIGHT to intercept NOB R-307 (W-6) to TONGA, then LAOCAI.
VINHA TWO BRAVO	Turn LEFT to NOB R-250/D12.0, then via NOB R-250 to VINHA, then MC.
VITRA TWO BRAVO	Turn LEFT within NOB 8.0 DME on 108° track to intercept NAH R-350 to VITRA, then NAH.

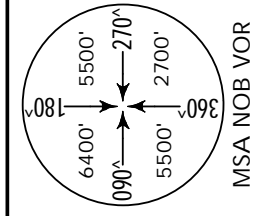
VVNB/HAN
NOI BAI INTLJEPPESEN
25 MAY 12 10-3BHANOI, VIETNAM
.SID.Apt Elev
40'

Trans level: FL 100 Trans alt: 9030'

1. CAUTION: These procedures are restricted to use.
2. HAKAO (HAKAO 2C) departure will only be used if no flight operations are occurring at KEP aerodrome and will be allowed by appropriate authorities.
3. HUVAN (HUVAN 2C), TRANA (TRANA 2A) and VINHA (VINHA 2C) departures will only be used in case of no reversal approach proceeding at KEP aerodrome and will be allowed by appropriate authorities.

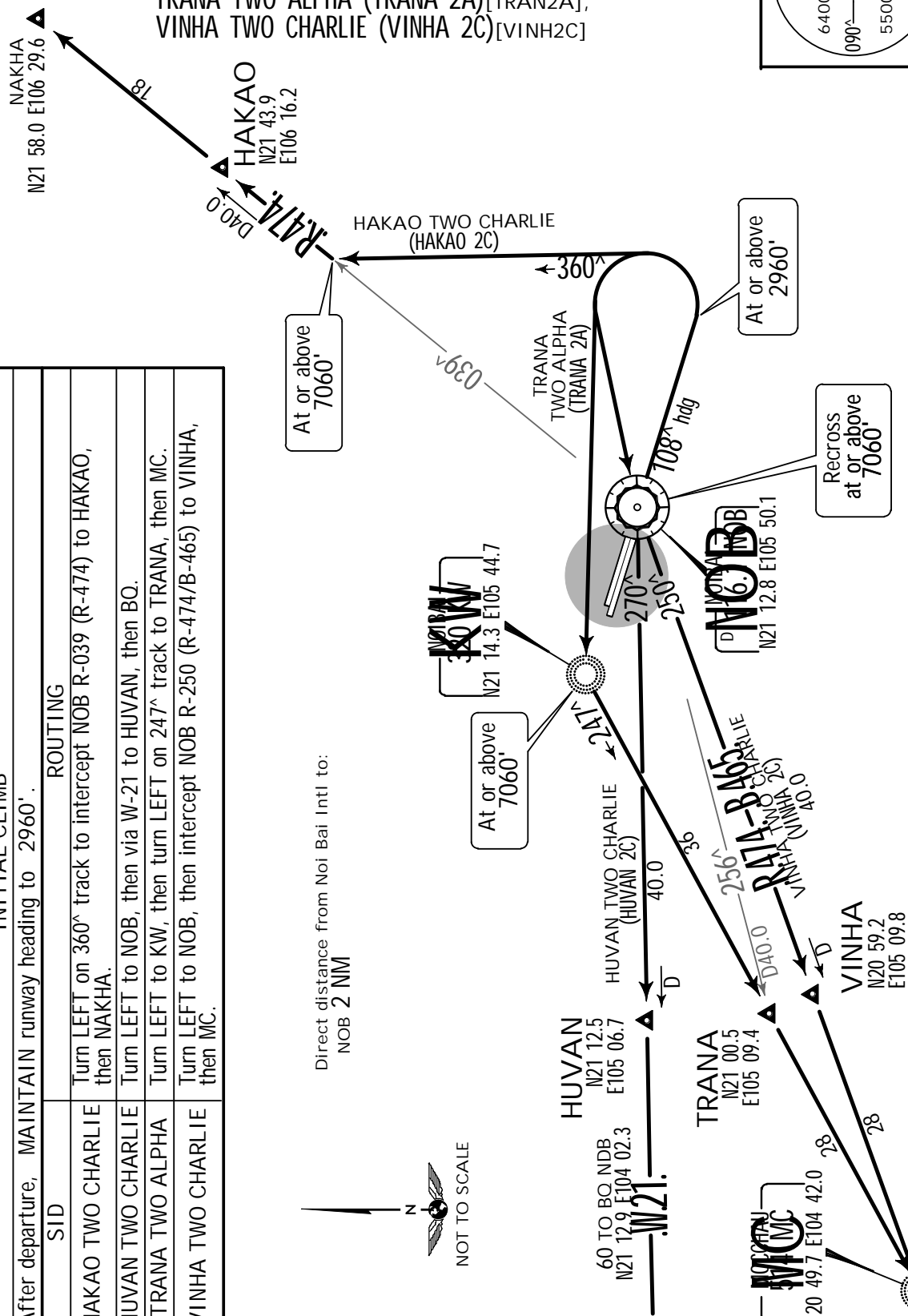
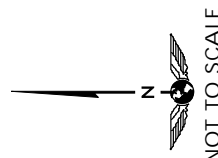
DEPARTURES RWYS 11L/R

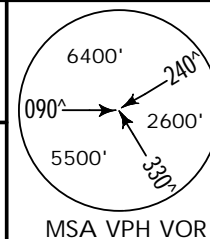
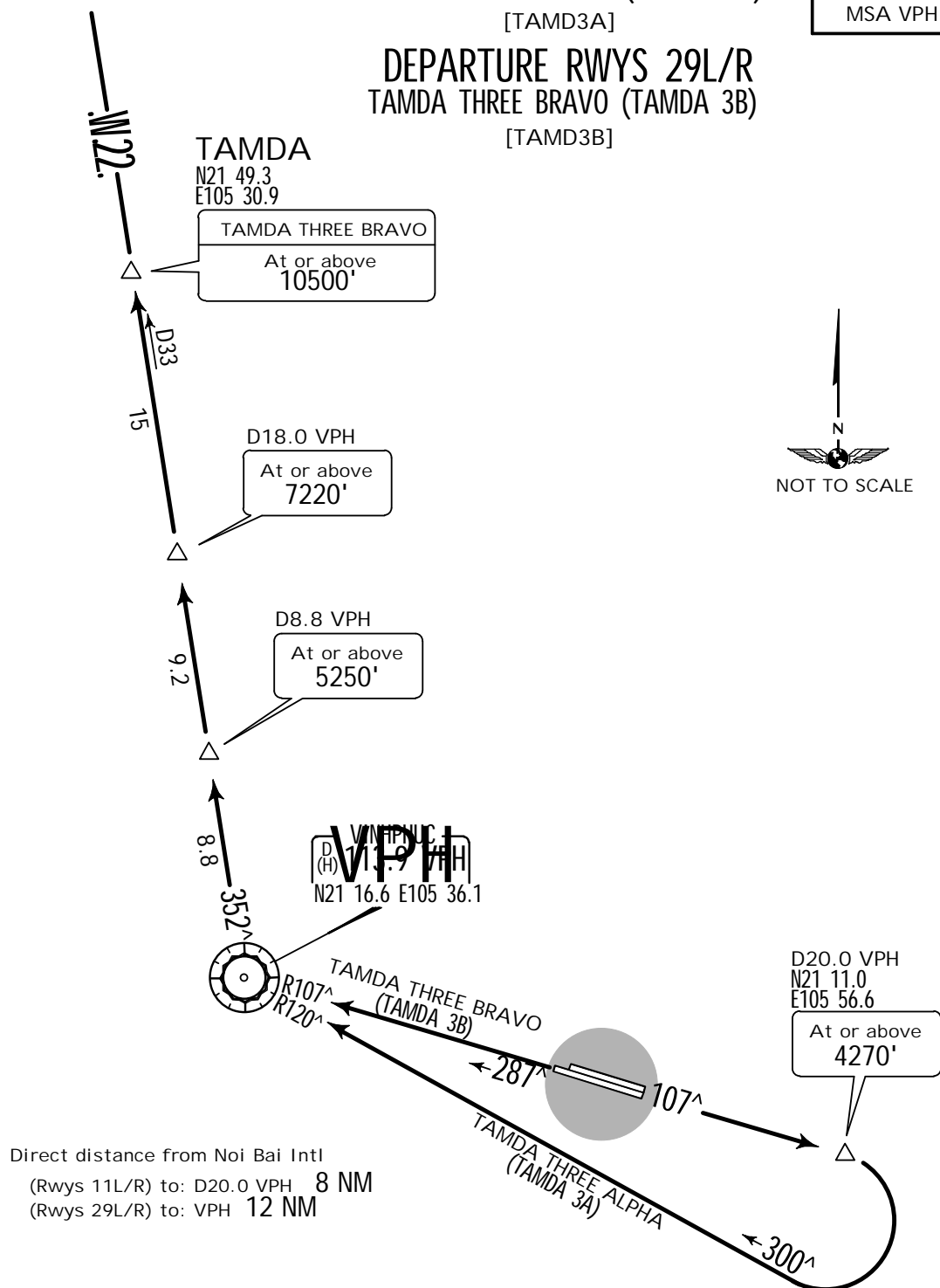
HAKAO TWO CHARLIE (HAKAO 2C)[HAKA2C],
HUVAN TWO CHARLIE (HUVAN 2C)[HUV2C],
TRANA TWO ALPHA (TRANA 2A)[TRAN2A],
VINHA TWO CHARLIE (VINHA 2C)[VINH2C]



INITIAL CLIMB	
After departure, MAINTAIN runway heading to 2960°.	ROUTING
SID	
HAKAO TWO CHARLIE	Turn LEFT on 360° track to intercept NOB R-039 (R-474) to HAKAO, then NAKHA.
HUVAN TWO CHARLIE	Turn LEFT to NOB, then via W-21 to HUVAN, then BO.
TRANA TWO ALPHA	Turn LEFT to KW, then turn LEFT on 247° track to TRANA, then MC.
VINHA TWO CHARLIE	Turn LEFT to NOB, then intercept NOB R-250 (R-474/B-465) to VINHA, then MC.

Direct distance from Noi Bai Intl to:
NOB 2 NM



VVNB/HAN
NOI BAI INTLJEPPESEN
25 MAY 12 (10-3C)HANOI, VIETNAM
.SID.Apt Elev
40'Trans level: FL 100 Trans alt: 9030'
CAUTION: ATS route W-22 can only be used for flights
departing from NBA when having ATC approval.DEPARTURE RWYS 11L/R
TAMDA THREE ALPHA (TAMDA 3A)
[TAMD3A]DEPARTURE RWYS 29L/R
TAMDA THREE BRAVO (TAMDA 3B)
[TAMD3B]

SID	INITIAL CLIMB
TAMDA THREE ALPHA	Rwys 11L/R: After departure, MAINTAIN runway heading to intercept VPH R-107 to D20.0 VPH, then turn RIGHT to intercept VPH R-120 to VPH.
TAMDA THREE BRAVO	Rwys 29L/R: After departure, MAINTAIN runway heading to intercept VPH R-107 to VPH.
ROUTING	

VVNB/HAN



JEPPESEN

15 AUG 14

(10-8)

.Eff.21.Aug.

HANOI, VIETNAM

NOI BAI INTL

CLOSURE OF RWY 11L/29R FOR REPAIR AT NOI BAI INTERNATIONAL AIRPORT

1. Introduction

This serves to inform of the closure of Rwy 11L/29R for runway repair at Noi Bai International Airport.

All Flight Procedures for Rwy 11L/29R will temporarily not be used.

Rwy 11R/29L remains in normal operation.

2. Details

2.1. Construction Period

With effect from 0000 UTC 21 Aug 2014 to 31 Dec 2014.

During the construction period, the construction area shall be surrounded by fences, signs/markings, and will be lighted at night. All activities shall strictly follow ATC instructions.

2.2. Construction Areas

A. Rwy 11L/29R.

B. Stopways of Rwy 11L and 29R.

C. Twys S1, S2, S3, S5 and S7 (conjunction between Rwy 11L/29R and 11R/29L).

Note: See 10-8A diagram for details.

PILOTS SHALL STRICTLY FOLLOW ATC INSTRUCTIONS FOR
TAXI PROCEDURES DURING THE CONSTRUCTION PERIOD.

VVNB/HAN

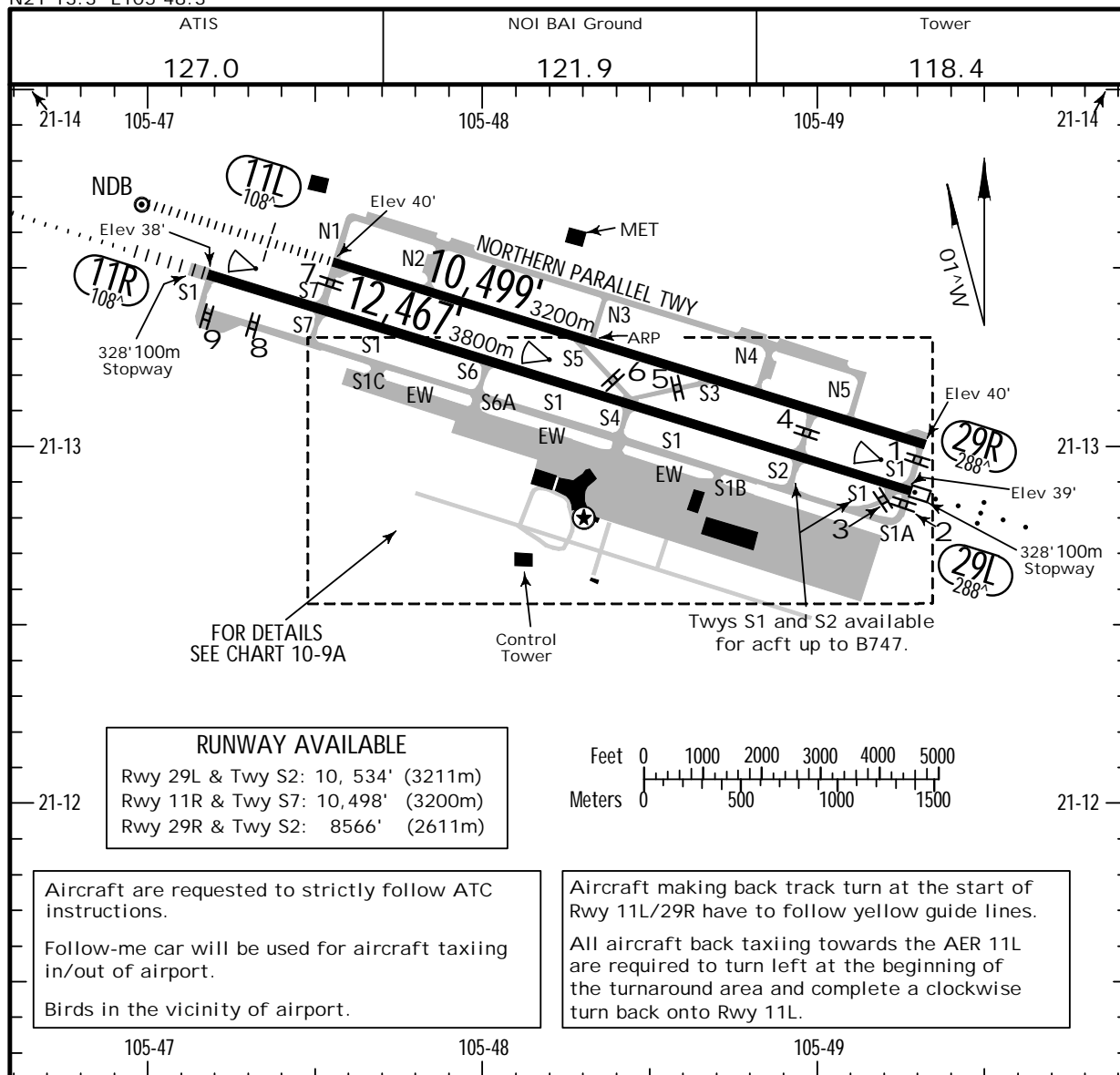
Apt Elev 40'
N21 13.3 E105 48.3

JEPPESEN

26 SEP 14 (10-9)

HANOI, VIETNAM

NOI BAI INTL



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
			Threshold	Glide Slope	
11R	HIRL CL HIALS SFL REIL TDZ 1 PAPI-B RVR			11,355' 3461m	148' 45m
29L	HIRL CL SALS REIL PAPI-L (angle 3.0°) RVR				
11L	HIRL HIALS SFL PAPI-L (angle 3.0°)			9462' 2884m	148' 45m
29R	HIRL				

1 Angle 3.0°.

TAKE-OFF			
HIRL available			
1 Take-Off Alternate Apt. Filed			Take-Off Alternate Apt. not Filed
2 Rwy 11R	Rwy 29L	Rwys 11L, 29R	Available Landing Minimums
A RVR 300m/ vis 400m	RVR 300m/ vis 400m	400m	
C RVR 400m/ vis 500m	RVR 400m/ vis 500m	500m	
D RVR 400m/ vis 600m	RVR 500m/ vis 600m	600m	

1 Take-off alternate airports:

For international flights: Da Nang, Cat Bi, Vientiane and other appropriate airports.

For domestic flights: Da Nang, Cat Bi, Vinh.

VVNB/HAN

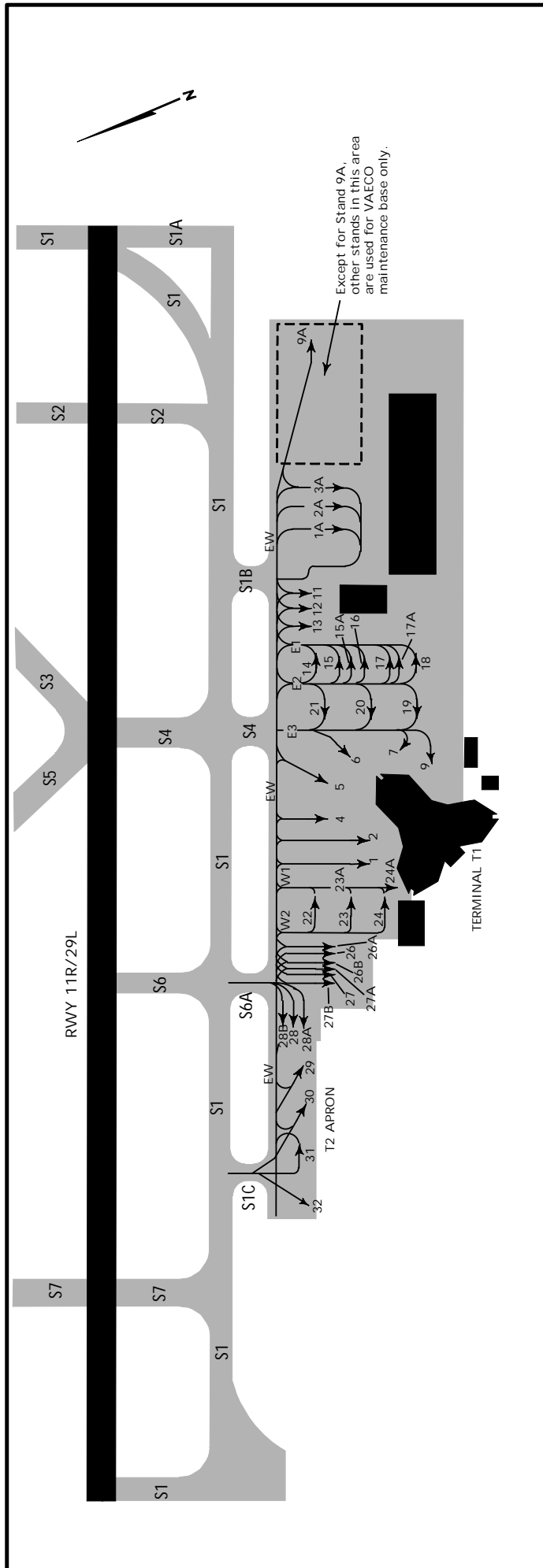
JEPPESEN

26 SEP 14

10-9A

HANOI, VIETNAM

NOI BAI INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2 1A, 2A 3A 4 5 6, 7, 9 9A 11 thru 13 14 thru 16 17, 17A, 18	N21 12.9 E105 48.2 N21 12.8 E105 48.7 N21 12.8 E105 48.8 N21 13.0 E105 48.2 N21 13.0 E105 48.3 N21 12.9 E105 48.3 N21 12.8 E105 49.0 N21 12.9 E105 48.6 N21 12.9 E105 48.5 N21 12.8 E105 48.5	19 20, 21 22 thru 24A 26A thru 27B 28, 28A, 28B 29, 30 31 32	N21 12.8 E105 48.4 N21 12.9 E105 48.4 N21 13.0 E105 48.1 N21 13.0 E105 48.0 N21 13.1 E105 47.9 N21 13.1 E105 47.8 N21 13.1 E105 47.7 N21 13.2 E105 47.7

VVNB/HAN



26 SEP 14 (10-9B)

HA NOI, VIETNAM

NOI BAI INTL

AIRPORT INFORMATION

Aircraft are required to strictly follow ATC ground movement instructions.

Follow-me car will be used for aircraft taxiing in/out of airport.

Rules for B747-800 aircraft operations at Noi Bai Intl Airport are as follows:

Noi Bai Intl Airport is available for not more than 4 flights per day. Maximum takeoff weight: 406 tons for Rwy 11R/29L and 373.6 tons for Rwy 11L/29R. Aircraft stands available: Stands 26 and 27.

Aircraft shall have to control their speed and will need a small amount of judgmental oversteering to maintain ICAO recommended 15' (4.5m) clearance of outside main gear track and pavement edge while taxiing on the intersections of runways and taxiways, on parallel taxiways and on the apron.

Da Nang Intl Airport will be used as an alternate airport for B747-800.

Operation of Aircraft Stands:

Stands 11, 12 and 13 used for aircraft up to ATR72, F70 (max wingspan: 92'/28.1m).

Stands 3A, 9A, 14, 15, 16, 17 and 18 used for aircraft up to A321 and equivalent.

Stands 1, 2, 4, 6, 7, 9, 19, 20 and 21 used for aircraft up to B747.

Stands 5, 22 and 23 used for aircraft up to B767.

Stand 1A used for aircraft up to B767 and equivalent.

Stand 2A used for aircraft up to B747 and equivalent.

Stands 24, 29, 30 and 32 used for aircraft up to A321 and equivalent (max wingspan: 117'/35.8m).

Stand 31 used for aircraft up to F70 and equivalent (max wingspan: 98'/30m).

Stand 15A used for aircraft up to B747 (used in case of having no aircraft parking at Stands 15 and 16).

Stands 23A and 24A used for aircraft up to A321 and equivalent, parking aircraft only.

Stand 17A used for aircraft up to B747 (used in case of having no aircraft parking at Stands 17 and 18).

Stand 26 used for aircraft up to B747-800 and equivalent (used in case of having no aircraft parking at Stands 26A or 26B).

Stands 26A and 26B used for aircraft up to A321 and equivalent (used in case of having no aircraft parking at Stand 26).

Stand 27 used for aircraft up to B747-800 and equivalent (used in case of having no aircraft parking at Stands 27A or 27B).

Stands 27A and 27B used for aircraft up to A321 and equivalent (used in case of having no aircraft parking at Stand 27).

Stand 28 used for aircraft up to B747-400 and equivalent (used in case of having no aircraft parking at Stands 28A or 28B).

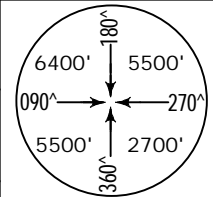
Stands 28A and 28B used for aircraft up to A321 and equivalent (used in case of having no aircraft parking at Stand 28).

Stand 25S used for aircraft up to B747-400 and equivalent for parking overnight only.

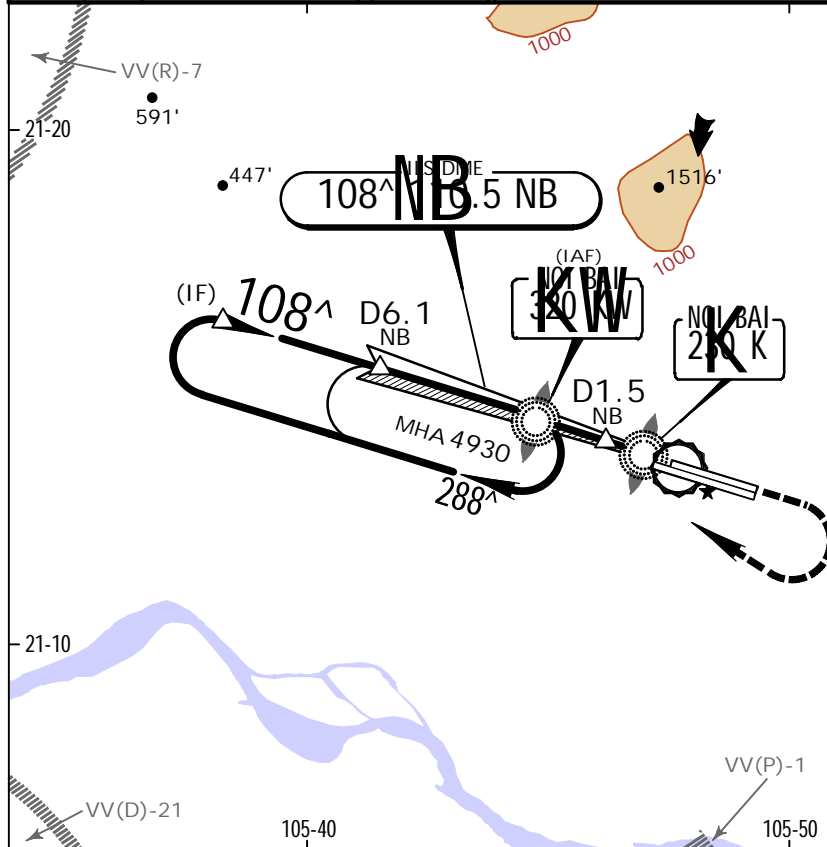
VVNB/HAN
NOI BAI INTLJEPPESEN
25 APR 14 (11-1) .Eff.1.May.HANOI, VIETNAM
ILS X Rwy 11L

BRIEFING STRIP™

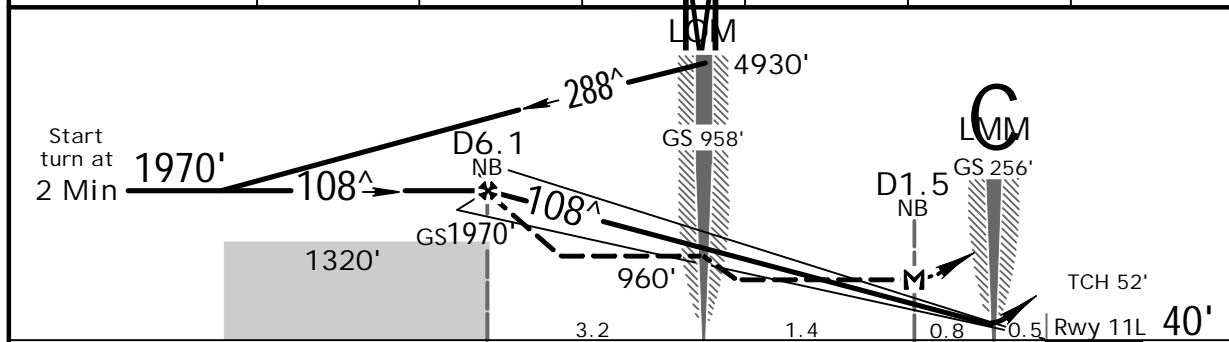
ATIS 127.0	NOI BAI Approach (R) 125.1	NOI BAI Tower 118.4	Ground 121.9
LOC NB 110.5	Final Apch Crs 108 [^]	GS D6.1 NB 1970' (1930')	ILS DA(H) 240' (200')
Apt Elev 40' Rwy 11L 40'			
MISSED APCH: Maintain runway heading, climb to 4930', when passing 990', turn RIGHT to KW NDB to join holding pattern or follow ATC instructions.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 100	Trans alt: 9030'
1. NDB required for initial approach segment.			



FT/METER CONVERSION QNH	
9030' -	2750m
4930' -	1500m
1970' -	600m
1670' -	510m
1360' -	415m
1040' -	320m
970' -	295m
720' -	220m



NB DME	6.1	5.0	4.0	3.0	2.0	1.5
ALTITUDE	1970'	1620'	1300'	990'	670'	500'



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 [^]	372	478	531	637	743
MAP at D1.5 NB or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58
		1:43				

STRAIGHT-IN LANDING RWY 11L				.CEILING REQUIRED.		CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not Authorized North of Rwy		
DA(H) 240' (200')			MDA(H) 500' (460')				
FULL		ALS out		ALS out		Max Kts	MDA(H) CEIL-VIS
		CEILING-VISIBILITY					
A	200' -800m	200' -1200m	460' -1600m		100	660' (620')	660' - 2000m
B					135	1190' (1150')	1320' - 4000m
C			460' -2000m		180	1480' (1440')	1650' - 5000m

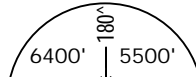
IS OPS

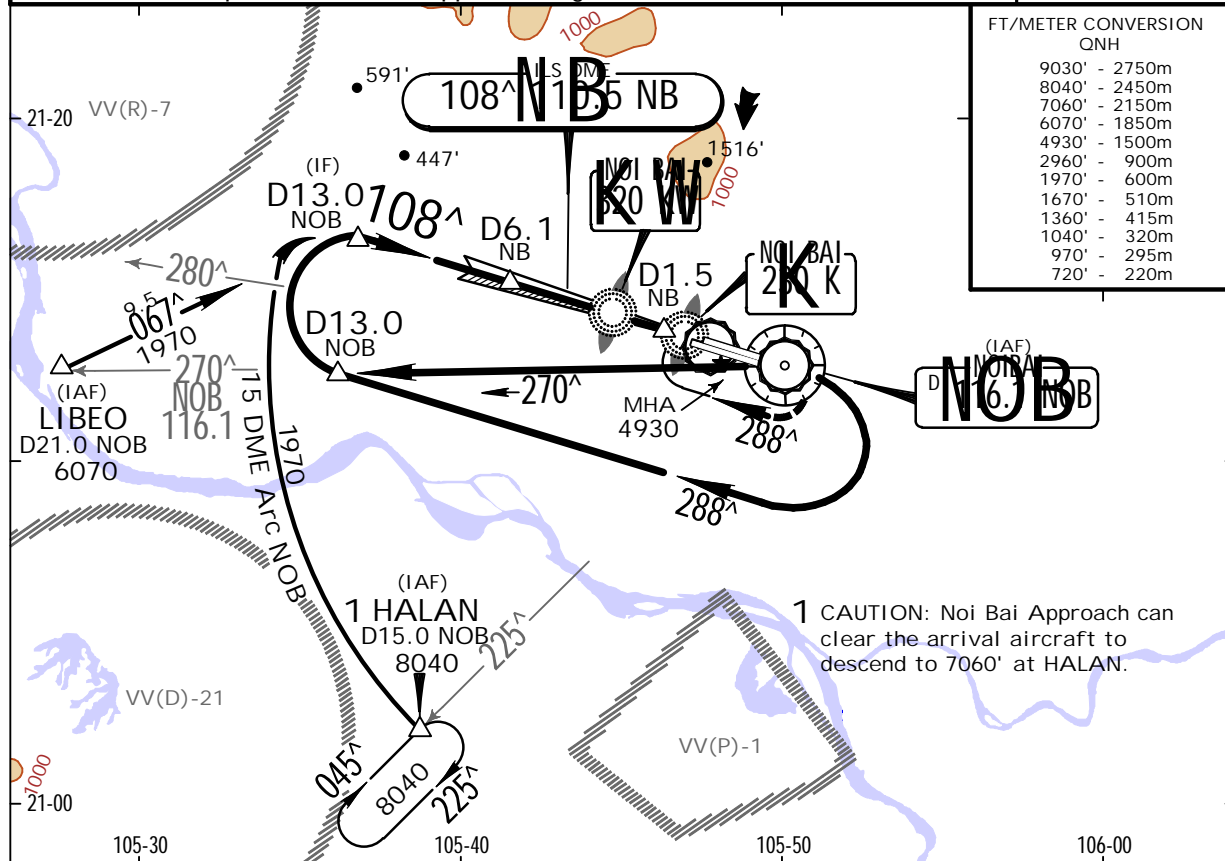
VVNB/HAN
NOI BAI INTL

JEPPESSEN
25 APR 14 (11-2) .Eff.1.May.

HANOI, VIETNAM
ILS Y Rwy 11L

BRIEFING STRIP

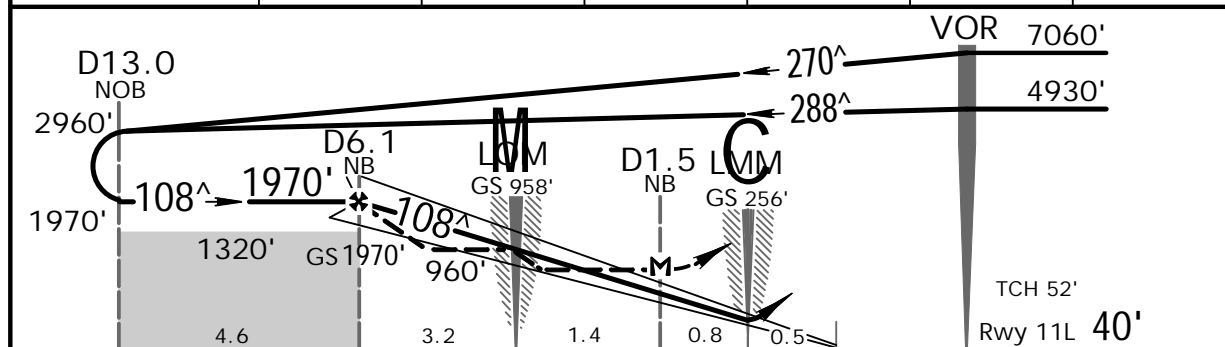
ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.4		Ground 121.9	
LOC NB 110.5	Final Appch Crs 108 [^]	GS D6.1 NB 1970' (1930')	ILS DA(H) 240' (200')	Apt Elev 40' Rwy 11L 40'		 MSA NOB VOR	
MISSED APCH: Maintain runway heading, climb to 4930', when passing NOB VOR turn RIGHT to join holding pattern at NOB VOR or follow ATC instructions.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'							
1. VOR & DME required for initial approach segment.							



FT/METER CONVERSION
QNH

9030'	- 2750m
8040'	- 2450m
7060'	- 2150m
6070'	- 1850m
4930'	- 1500m
2960'	- 900m
1970'	- 600m
1670'	- 510m
1360'	- 415m
1040'	- 320m
970'	- 295m
720'	- 220m

NB DME	6.1	5.0	4.0	3.0	2.0	1.5
ALTITUDE	1970'	1620'	1300'	990'	670'	500'



Gnd speed-Kts	70	90	100	120	140	160		4930'	Rwy hdg	NOB 116.1
GS	3.00 [^]	372	478	531	637	743				
MAP at D1.5 NB or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58				

STRAIGHT-IN LANDING RWY 11L				CEILING REQUIRED.		CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not Authorized North of Rwy		
DA(H) 240'(200')			MDA(H) 500'(460')				
FULL		ALS out	ALS out		Max Kts.	MDA(H)	CEIL-VIS
A	200' -800m	200'-1200m			100	660'(620')	660' - 2000m
B					135	1190'(1150')	1320' - 4000m
C					180	1480'(1440')	1650' - 5000m

IS OPS

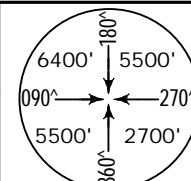
VVNB/HAN
NOI BAI INTL

JEPPESSEN
25 APR 14 (11-3) .Eff.1.May.

HANOI, VIETNAM
ILS Z Rwy 11L

BRIEFING STRIP™

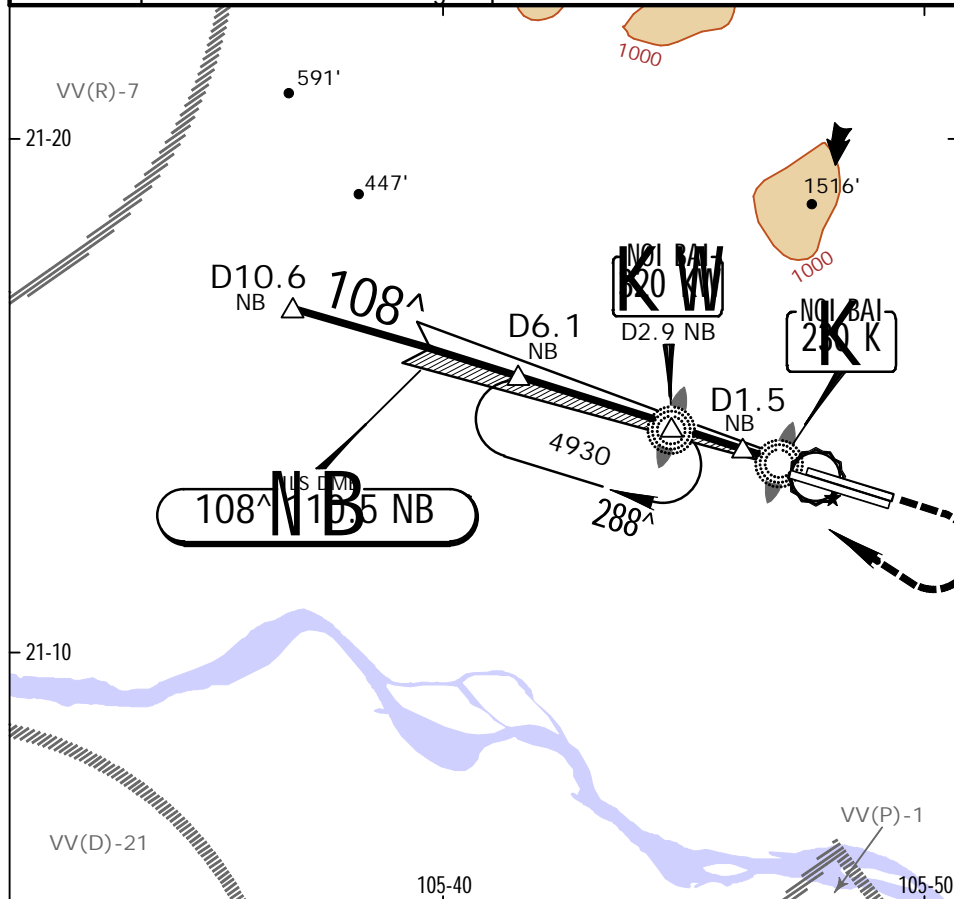
ATIS 127.0	NOI BAI Approach (R) 125.1	NOI BAI Tower 118.4	Ground 121.9
LOC NB 110.5	Final Apch Crs 108 [^]	GS D6.1 NB 1970' (1930')	ILS DA(H) 240' (200')
Apt Elev 40' Rwy 11L 40'			
MISSED APCH: Maintain runway heading, climb to 4930', when passing 990' turn RIGHT to KW NDB to join holding pattern or follow ATC instructions.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 100	Trans alt: 9030'
1. NDB required. 2. Radar vectoring required.			



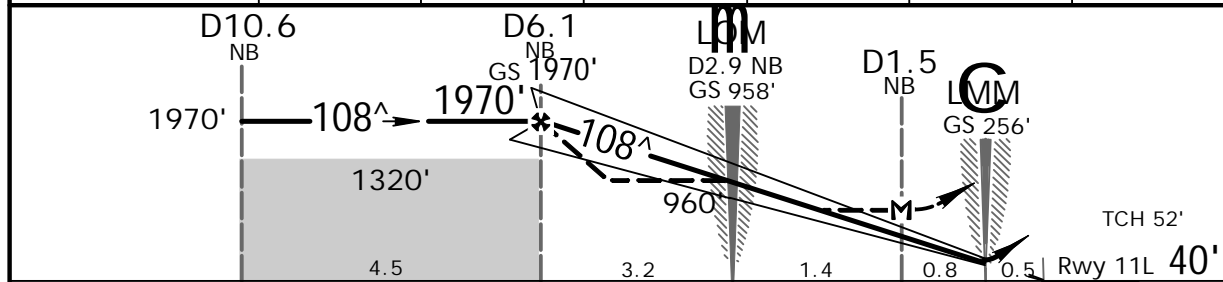
MSA KW LOM

FT/METER CONVERSION
QNH

9030'	- 2750m
4930'	- 1500m
1970'	- 600m
1670'	- 510m
1360'	- 415m
1040'	- 320m
990'	- 300m
970'	- 295m
720'	- 220m



NB DME	6.1	5.0	4.0	3.0	2.0	1.5
ALTITUDE	1970'	1620'	1300'	990'	670'	500'



Gnd speed-Kts	70	90	100	120	140	160
GS	3:00 [^]	3:72	4:78	5:31	6:37	7:43
MAP at D1.5 NB or						
FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58

STRAIGHT-IN LANDING RWY 11L			CEILING REQUIRED.		CIRCLE-TO-LAND	
ILS DA(H) 240' (200')			LOC (GS out) MDA(H) 500' (460')		Not Authorized North of Rwy	
FULL			ALS out		ALS out	
CEILING-VISIBILITY			Max Kts		MDA(H)	
A			100		660' (620')	
B			135		1190' (1150')	
C			180		1480' (1440')	

NS OPS

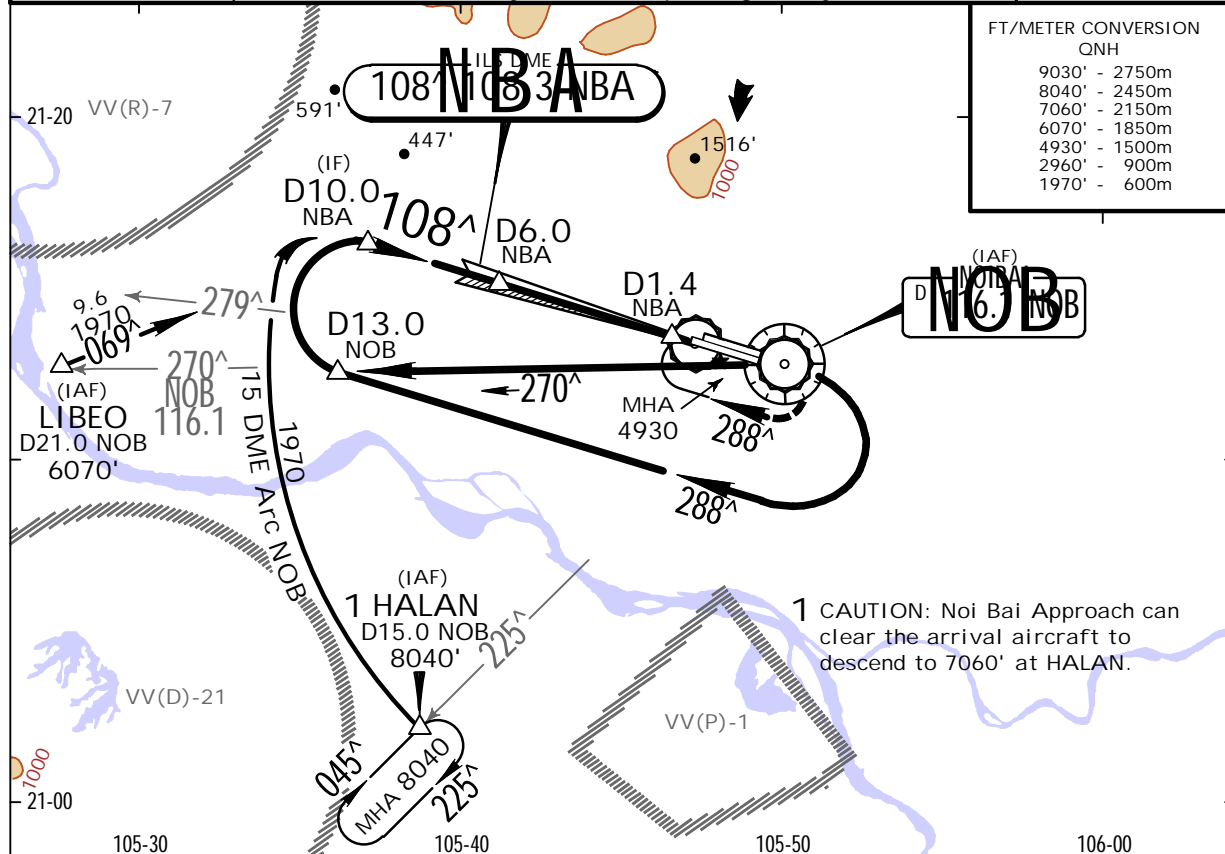
VVNB/HAN
NOI BAI INTL

JEPPESSEN
25 APR 14 (11-4) .Eff.1.May.

HANOI, VIETNAM
ILS Y Rwy 11R

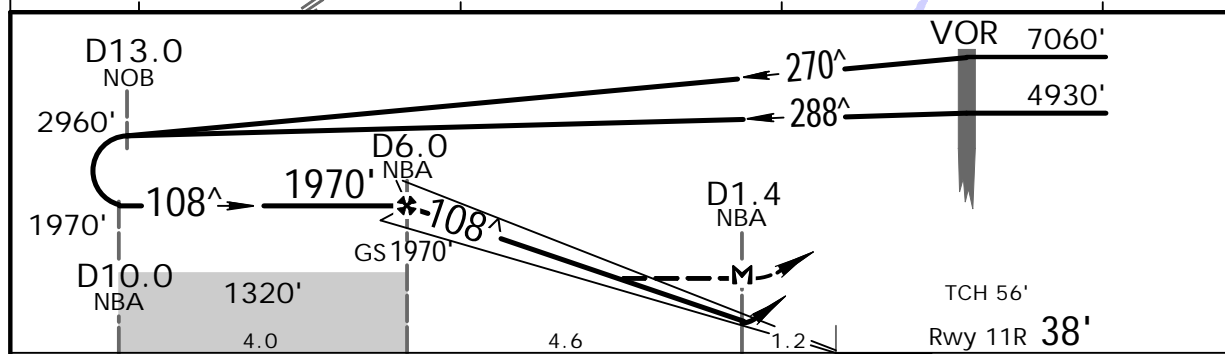
BRIEFING STRIP™

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.4		Ground 121.9	
LOC NBA 108.3	Final Apch Crs 108^	GS D6.0 NBA 1970' (1932')	ILS DA(H) 238' (200')	Apt Elev 40' Rwy 11R 38'		<div></div> <div>MSA NOB VOR</div>	
MISSED APCH: Maintain runway heading, climb to 4930', when passing NOB VOR turn RIGHT to join holding pattern at NOB VOR or follow ATC instructions.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'							
1. VOR & DME Required. 2. The use of Rwy 11R will be promulgated by NOTAM.							



FT/METER CONVERSION
QNH

9030'	-	2750m
8040'	-	2450m
7060'	-	2150m
6070'	-	1850m
4930'	-	1500m
2960'	-	900m
1970'	-	600m



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 4930' Rwy hdg NOB 116.1
GS	3.00 [^]	372	478	531	637	849	
MAP at D1.4 NBA or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	

STRAIGHT-IN LANDING RWY 11R				.CEILING REQUIRED.		CIRCLE-TO-LAND		
ILS DA(H) 238' (200')			LOC (GS out) MDA(H) 500' (462')		Not Authorized North of Rwy			
FULL		ALS out		ALS out		Max Kts	MDA(H) CEIL-VIS	
A	200' - RVR 550m VIS 800m		200' - 1200m		CEILING-VISIBILITY		100	660' (620') 660' - 2000m
B							135	1190' (1150') 1320' - 4000m
C							180	1480' (1440') 1650' - 5000m

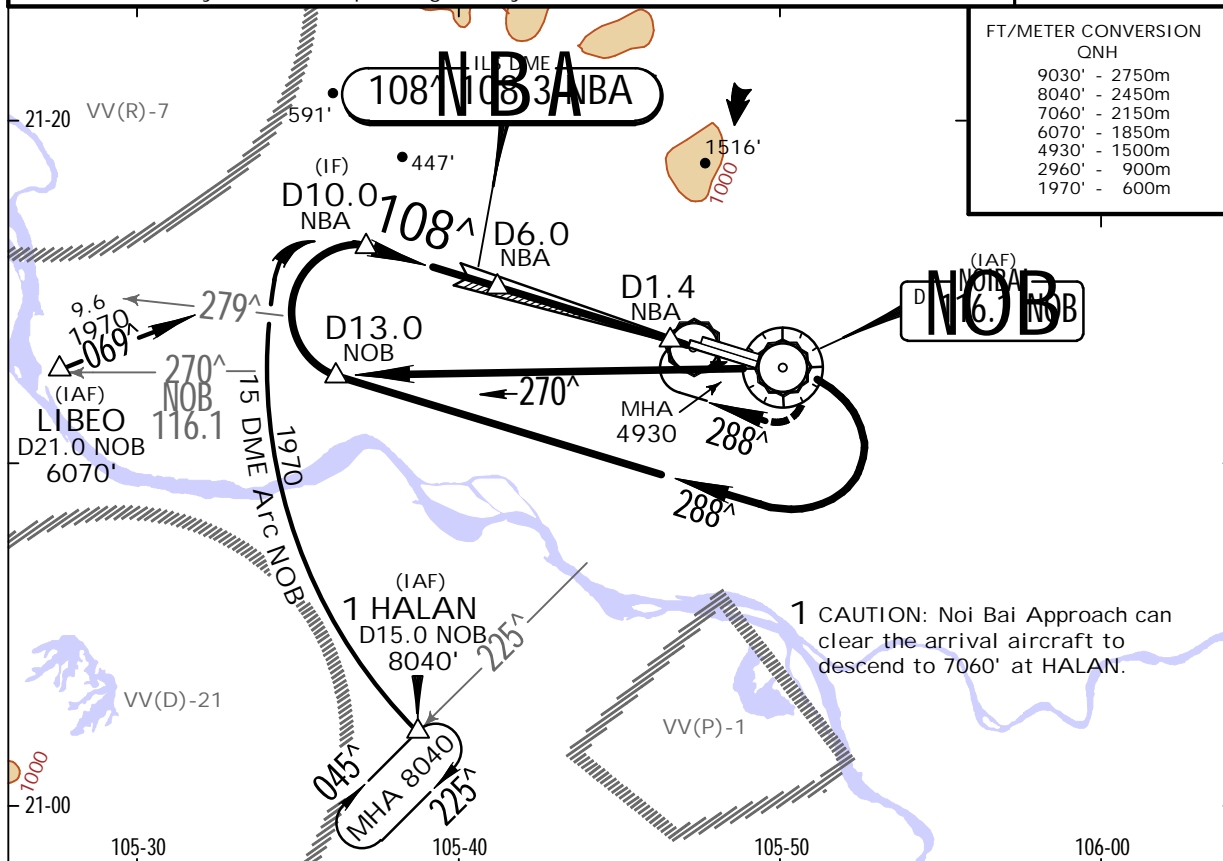
VVNB/HAN
NOI BAI INTL

JEPPESSEN
25 APR 14
Eff. 1 May. (11-4A)

HANOI, VIETNAM
ILS Y Rwy 11R CAT II

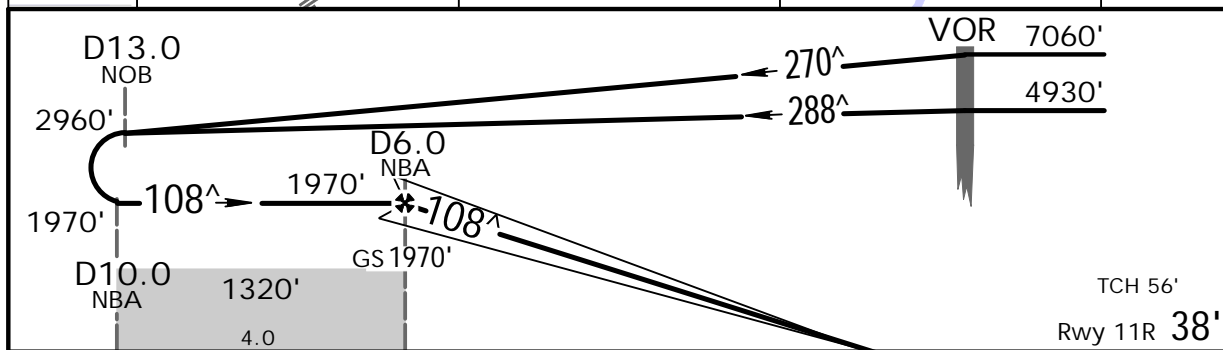
BRIEFING STRIP

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.4		Ground 121.9	
LOC NBA 108.3	Final Apch Crs 108^	GS D6.0 NBA 1970' (1932')	CAT II ILS DA(H) 170' (132')	Apt Elev 40' Rwy 11R 38'		 MSA NOB VOR	
MISSED APCH: Maintain runway heading, climb to 4930', when passing NOB VOR turn RIGHT to join holding pattern at NOB VOR or follow ATC instructions.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'							
1. Special Aircrew & Aircraft Certification Required. 2. VOR & DME required. 3. The use of Rwy 11R will be promulgated by NOTAM.							



FT/METER CONVERSION
QNH

9030'	-	2750m
8040'	-	2450m
7060'	-	2150m
6070'	-	1850m
4930'	-	1500m
2960'	-	900m
1970'	-	600m



Gnd speed-Kts	70	90	100	120	140	160		Rwy hdg	NOB 116.1
GS	3.00 [^]	372	478	531	637	743			

CEILING REQUIRED.
STRAIGHT-IN LANDING RWY 11R
CAT II ILS
DA(H) 170' (132')
CEILING-VISIBILITY

VS OPS

140' - RVR 400m

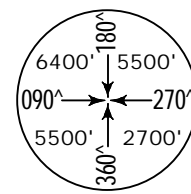
VVNB/HAN
NOI BAI INTL

JEPPESSEN
25 APR 14 (11-5) .Eff.1.May.

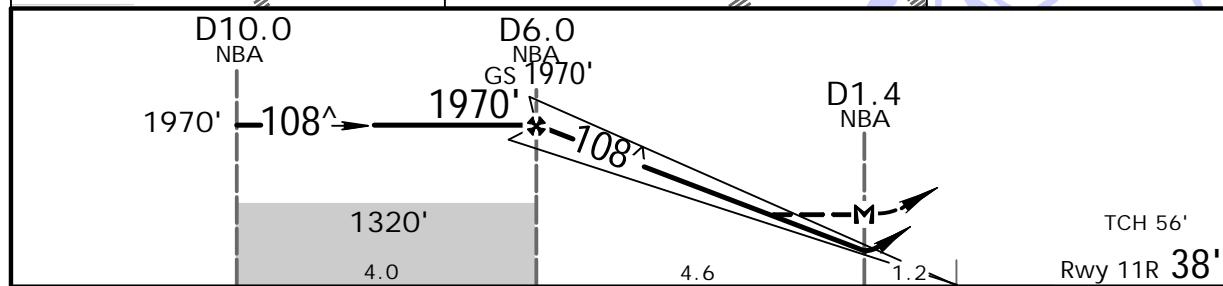
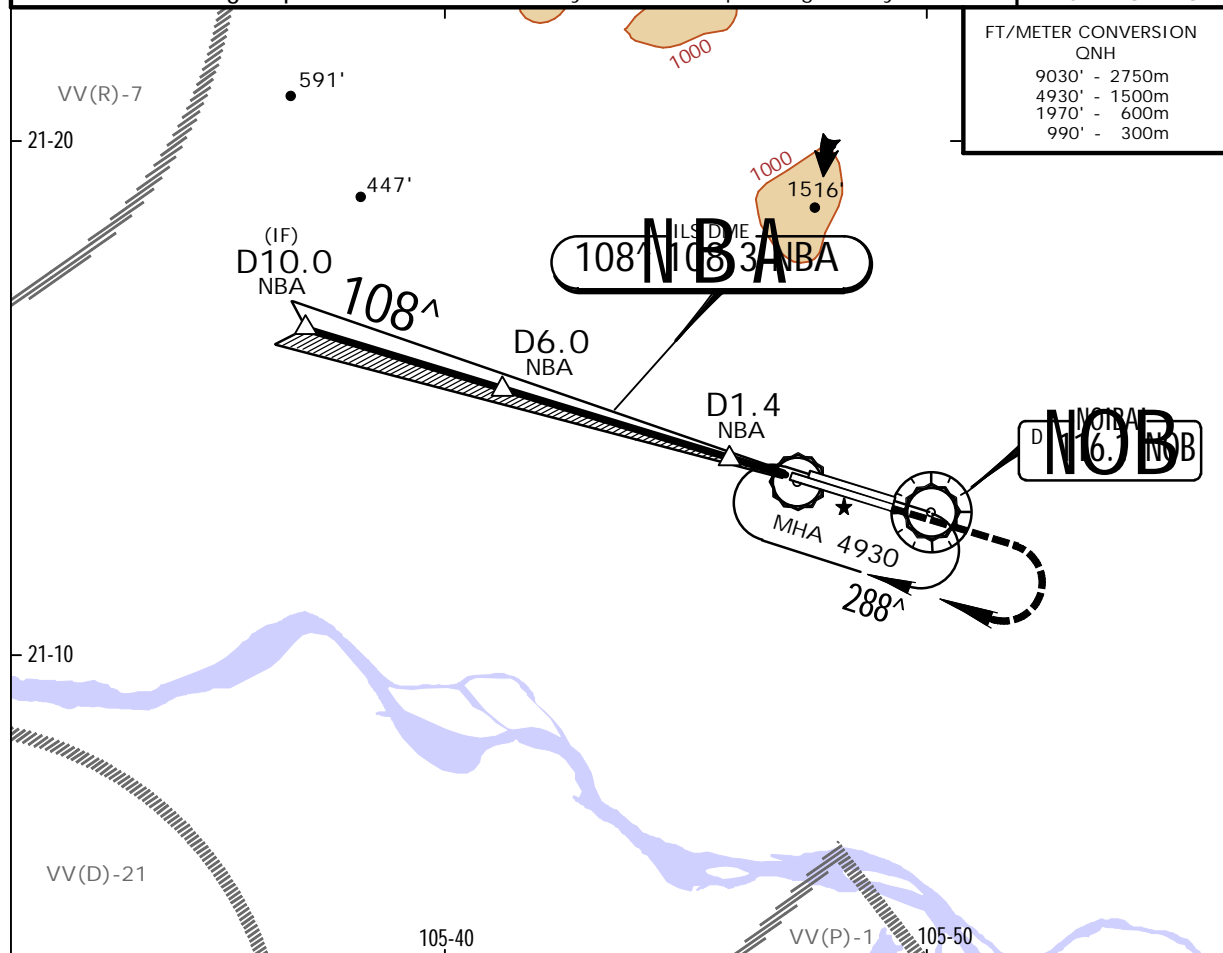
HANOI, VIETNAM
ILS Z Rwy 11R

BRIEFING STRIP™

ATIS 127.0	NOI BAI Approach (R) 125.1	NOI BAI Tower 118.4	Ground 121.9
LOC NBA 108.3	Final Apch Crs 108 [^]	GS D6.0 NBA 1970' (1932')	ILS DA(H) 238' (200')
Apt Elev 40' Rwy 11R 38'			
MISSED APCH: Maintain runway heading climb to 4930', when passing 1480' turn RIGHT to join holding pattern at NOB VOR or follow ATC instructions.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 100	Trans alt: 9030'
1. Radar vectoring required. 2. The use of Rwy 11R will be promulgated by NOTAM.			
MSA NOB VOR			



FT/METER CONVERSION	QNH
9030' - 2750m	
4930' - 1500m	
1970' - 600m	
990' - 300m	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	4930'	Rwy
GS	3.00 [^]	372	478	531	637	743	REIL	↑	hdg
MAP at D1.4 NBA or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	PAPI		

STRAIGHT-IN LANDING RWY 11R .CEILING.REQUIRED.				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized North of Rwy	
DA(H) 238' (200')		MDA(H) 500' (462')			
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) CEIL-VIS
A				100	660' (620') 660' - 2000m
B				135	1190' (1150') 1320' - 4000m
C				180	1480' (1440') 1650' - 5000m

NS OPS

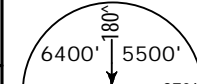
VVNB/HAN
NOI BAI INTL

25 APR 14
Eff. 1 May

JEPPESSEN
(11-5A)

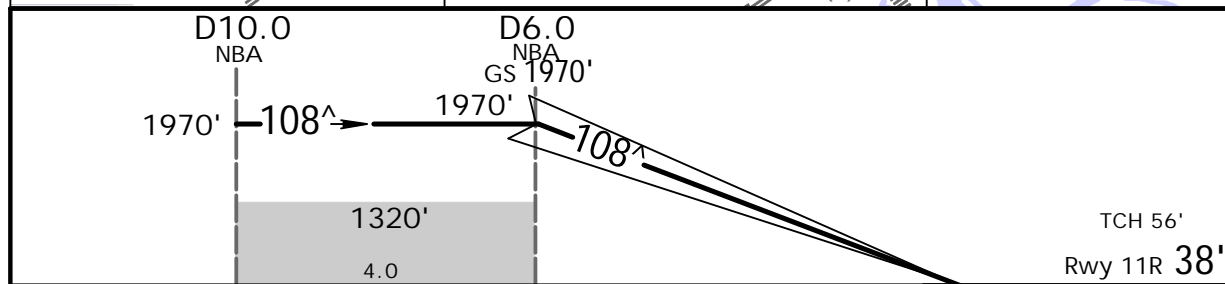
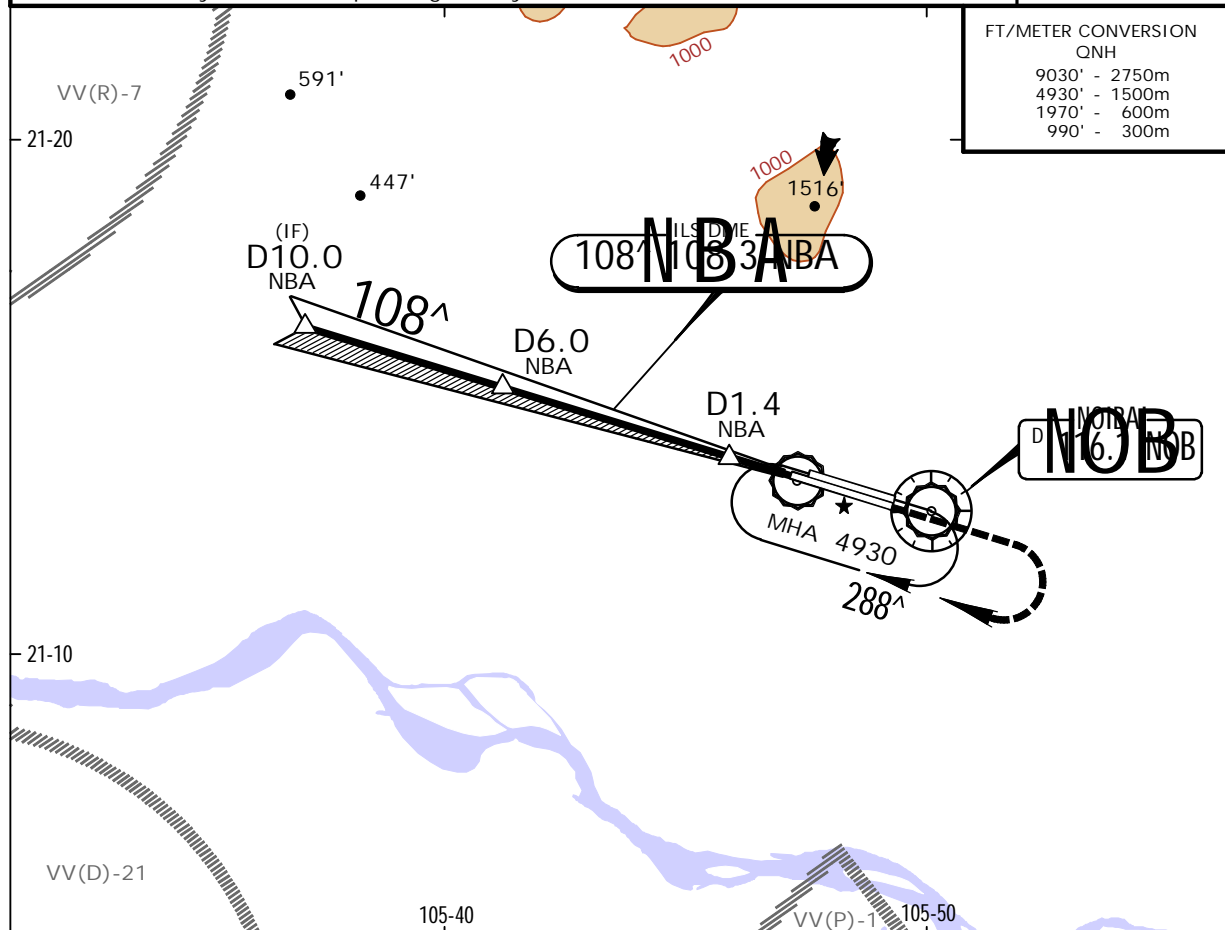
HANOI, VIETNAM
ILS Z Rwy 11R CAT II

BRIEFING STRIP™

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.4		Ground 121.9	
LOC NBA 108.3	Final Apch Crs 108^	GS D6.0 NBA 1970' (1932')	CAT II ILS DA(H) 170' (132')	Apt Elev 40' Rwy 11R 38'		 MSA NOB VOR	
MISSED APCH: Maintain runway heading climb to 4930', when passing 1480' turn RIGHT to join holding pattern at NOB VOR or follow ATC instructions.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'							
1. Special Aircrew & Acft Certification Required. 2. Radar vectoring required. 3. The use of Rwy 11R will be promulgated by NOTAM.							

FT/METER CONVERSION
QNH

9030'	-	2750m
4930'	-	1500m
1970'	-	600m
990'	-	300m

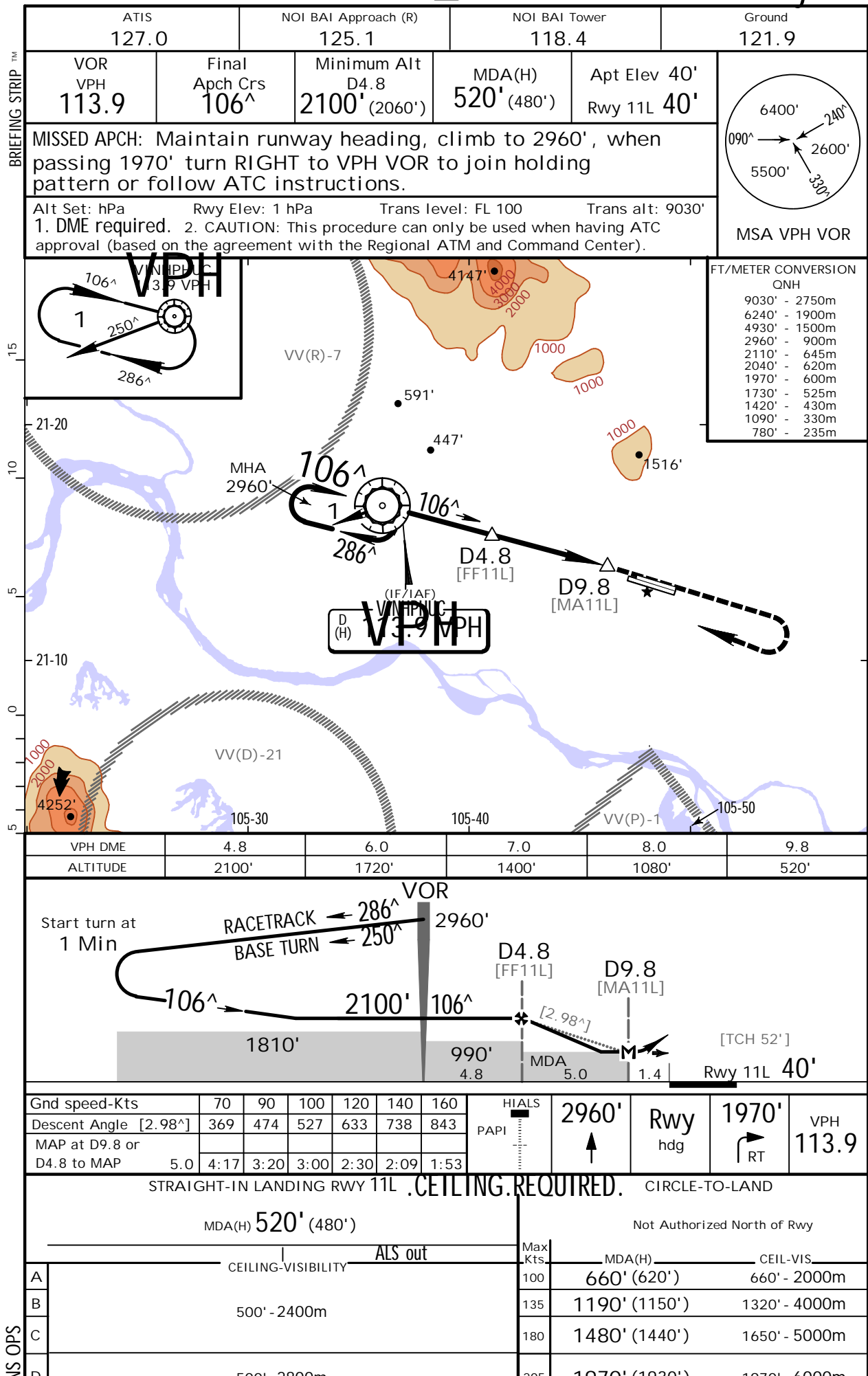


Gnd speed-Kts	70	90	100	120	140	160		4930'	Rwy hdg
GS	3.00°	372	478	531	637	743			

CEILING REQUIRED.
STRAIGHT-IN LANDING RWY 11R
CAT II ILS
DA(H) 170' (132')

CEILING-VISIBILITY
140' - RVR 400m

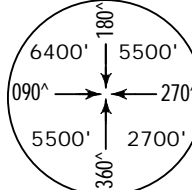
VS OPS

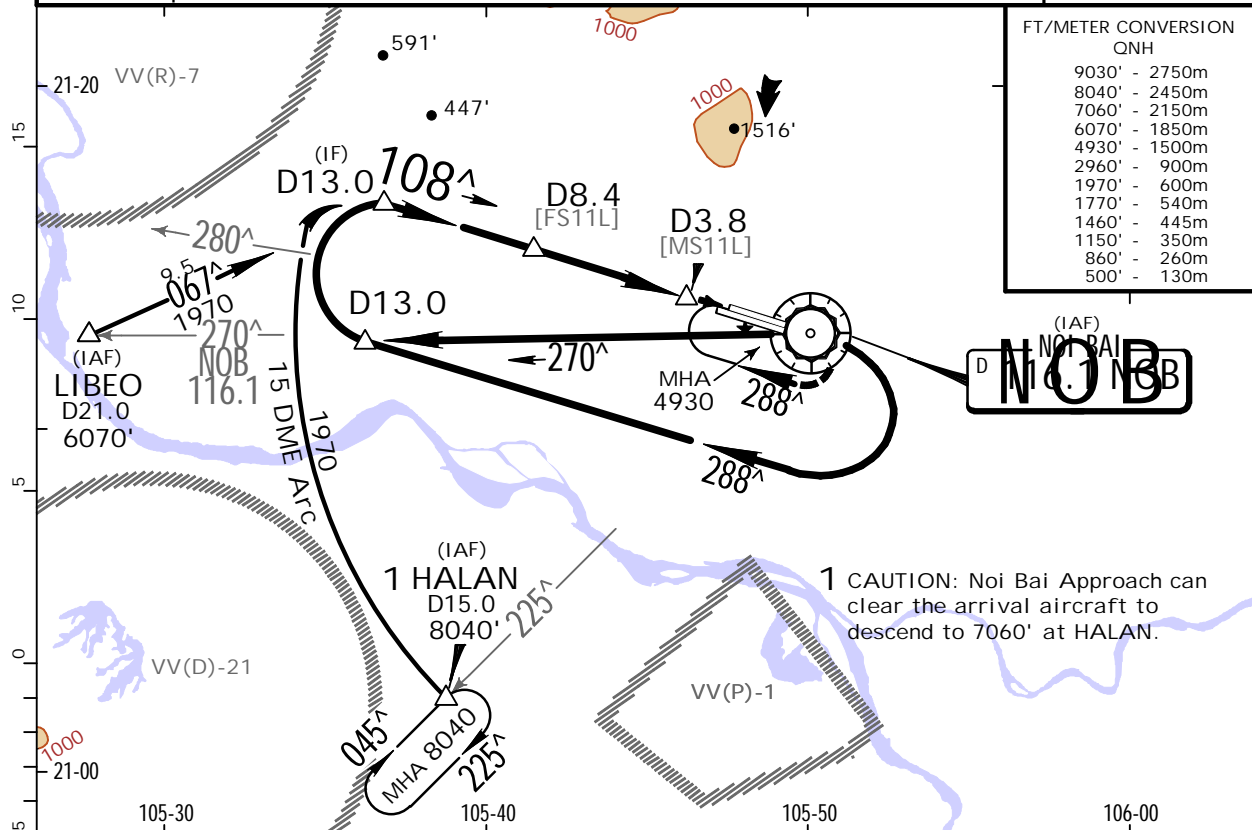
VVNB/HAN
NOI BAI INTLJEPPESSEN
25 APR 14 (13-1) .Eff.1.May.HANOI, VIETNAM
VOR Y Rwy 11L

VVNB/HAN
NOI BAI INTL

JEPPESEN
25 APR 14 (13-2) .Eff.1.May.

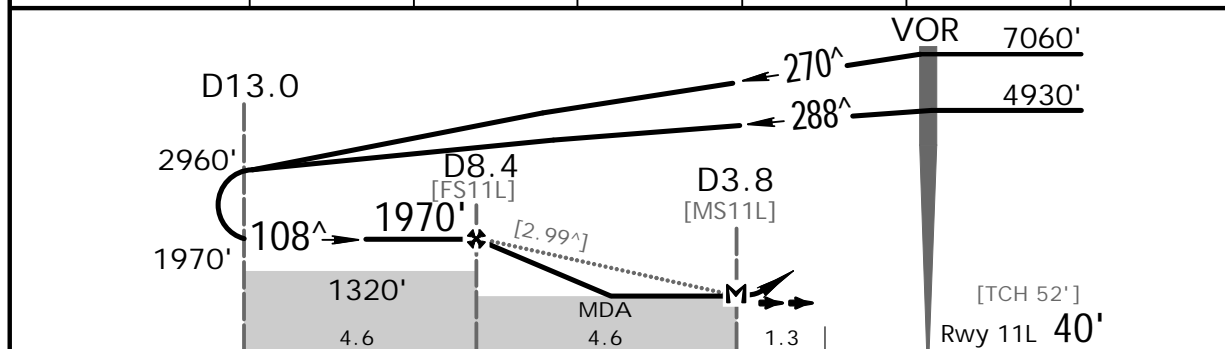
HANOI, VIETNAM
VOR Z Rwy 11L

BRIEFING STRIP™	ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.4		Ground 121.9	
	VOR NOB 116.1	Final Apch Crs 108 [^]	Minimum Alt D8.4 1970' (1930')	MDA(H) 500' (460')	Apt Elev 40' Rwy 11L 40'			
	MISSED APCH: Maintain runway heading, climb to 4930', when passing NOB VOR turn RIGHT to join holding pattern at NOB VOR or follow ATC instructions.							
	Alt Set: hPa 1. DME required.		Rwy Elev: 1 hPa		Trans level: FL 100			
MSA NOB VOR								



FT/METER CONVERSION QNH	
9030'	2750m
8040'	2450m
7060'	2150m
6070'	1850m
4930'	1500m
2960'	900m
1970'	600m
1770'	540m
1460'	445m
1150'	350m
860'	260m
500'	130m

NOB DME	8.4	8.0	7.0	6.0	5.0	3.8
ALTITUDE	1970'	1850'	1530'	1210'	890'	500'



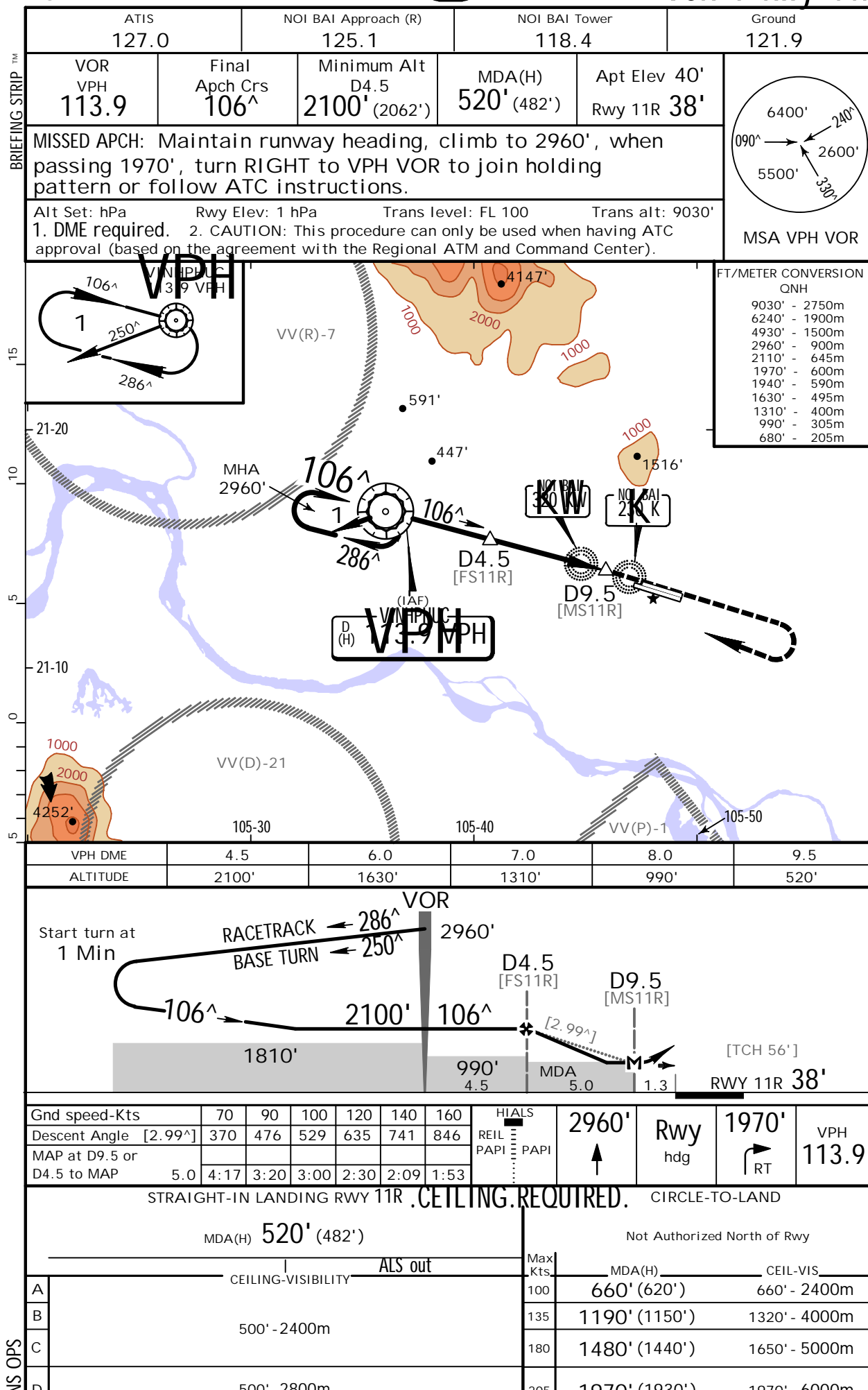
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.99°]	370	476	529	635	741	846
MAP at D3.8 or D8.4 to MAP	4.6	3:57	3:04	2:46	2:18	1:58

STRAIGHT-IN LANDING RWY 11L .CEILING REQUIRED.			CIRCLE-TO-LAND	
MDA(H) 500' (460')			Not Authorized North of Rwy	
ALS out			Max Kts	MDA(H) CEIL-VIS
A	CEILING-VISIBILITY		100	660' (620') 660' - 2000m
B	460' - 1600m		135	1190' (1150') 1320' - 4000m
C	460' - 2000m		180	1480' (1440') 1650' - 5000m
D	460' - 2400m		205	1970' (1930') 1970' - 6000m

VVNB/HAN
NOI BAI INTL

JEPPESEN
25 APR 14 (13-3) .Eff.1.May.

HANOI, VIETNAM
VOR Y Rwy 11R



VVNB/HAN
NOI BAI INTL

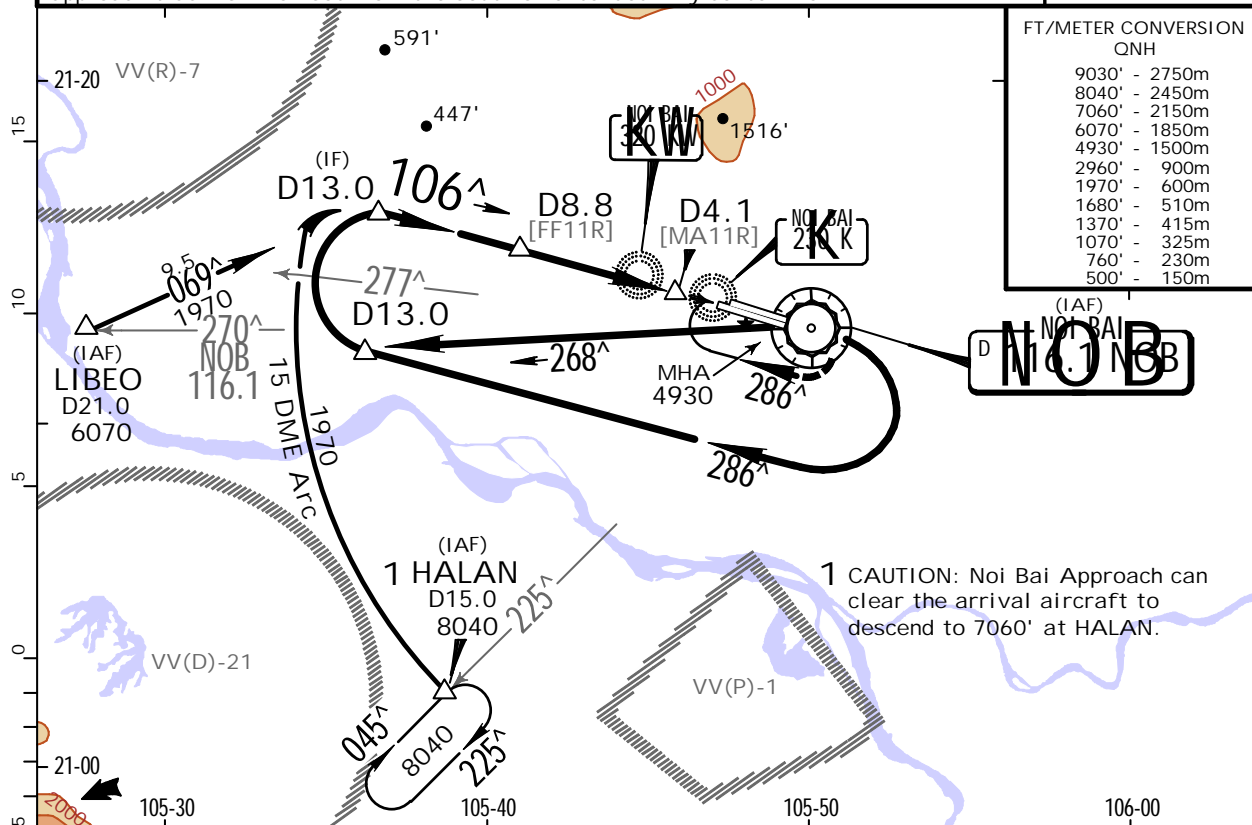
JEPPESEN
25 APR 14 (13-4) .Eff.1.May.

HANOI, VIETNAM
VOR Z Rwy 11R

BRIEFING STRIP™

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.4		Ground 121.9			
VOR NOB 116.1		Final Apch Crs 106 [^]		Minimum Alt D8.8 1970' (1932')		MDA(H) 500' (462')		Apt Elev 40' Rwy 11R 38'	
MISSED APCH: Maintain runway heading, climb to 4930', when passing NOB VOR turn RIGHT to join holding pattern or follow ATC instructions.									
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'									
1. DME required. 2. The use of Rwy 11R will be promulgated by NOTAM. 3. The final approach track is 2° offset from the south of extended Rwy centerline.									

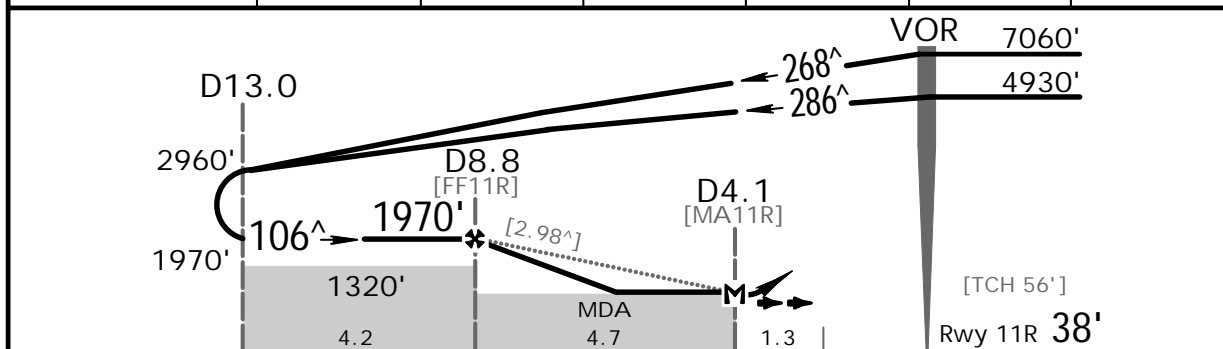
MSA NOB VOR



FT/METER CONVERSION
QNH

9030'	-	2750m
8040'	-	2450m
7060'	-	2150m
6070'	-	1850m
4930'	-	1500m
2960'	-	900m
1970'	-	600m
1680'	-	510m
1370'	-	415m
1070'	-	325m
760'	-	230m
500'	-	150m

NOB DME	8.8	8.0	7.0	6.0	5.0	4.1
ALTITUDE	1970'	1720'	1400'	1080'	760'	500'



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div>REIL</div><div>PAPI</div><div>PAPI</div></div>	4930'	Rwy hdg	NOB 116.1
Descent Angle [2.98°]	369	474	527	633	738	843				
MAP at D4.1 or D8.8 to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46			

STRAIGHT-IN LANDING RWY 11R .CEILING REQUIRED.			CIRCLE-TO-LAND		
MDA(H) 500' (462')			Not Authorized North of Rwy		
ALS out			Max Kts	MDA(H)	CEIL-VIS
A	CEILING-VISIBILITY		100	660' (620')	660' - 2000m
B	460' - 1600m		135	1190' (1150')	1320' - 4000m
C	460' - 2000m		180	1480' (1440')	1650' - 5000m
D	460' - 2400m		205	1970' (1920')	1970' - 6000m

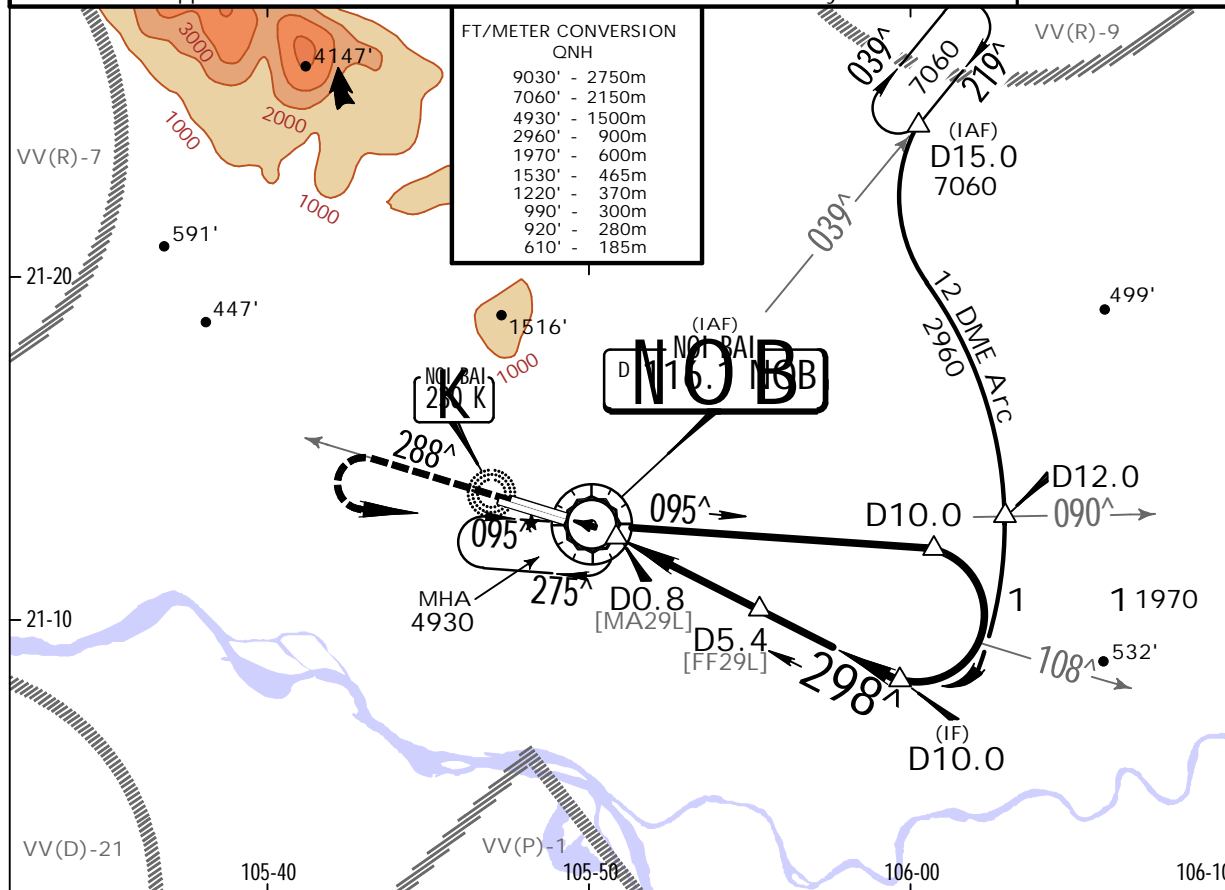
VVNB/HAN
NOI BAI INTL

JEPPESSEN
25 APR 14 (13-5) .Eff.1.May.

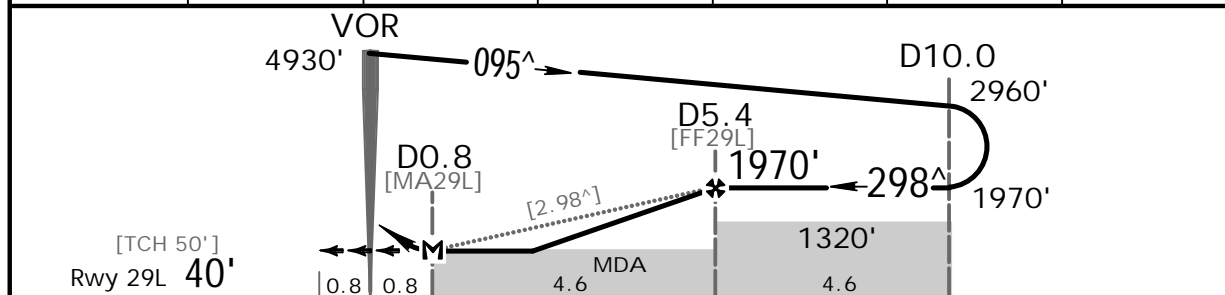
HANOI, VIETNAM
VOR Rwy 29L

BRIEFING STRIP

ATIS 127.0	NOI BAI Approach (R) 125.1	NOI BAI Tower 118.4	Ground 121.9
VOR NOB 116.1	Final Apch Crs 298°	Minimum Alt D5.4 1970' (1930')	MDA(H) 500' (460')
Apt Elev 40' Rwy 29L 40'			
MISSED APCH: Maintain present heading, climb to 4930', over NOB VOR intercept R-288 outbound, when passing 990', turn LEFT to NOB VOR to join holding pattern or follow ATC instructions.			
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 Trans alt: 9030'			
1. DME required. 1. The use of Rwy 29L will be promulgated by NOTAM. 2. The final approach track is 10° offset from the south of extended Rwy centerline.			
MSA NOB VOR			



NOB DME	0.8	1.0	2.0	3.0	4.0	5.4
ALTITUDE	500'	570'	890'	1210'	1530'	1970'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.98°]	369	474	527	633	738	843
MAP at D0.8 or D5.4 to MAP	4.6	3:57	3:04	2:46	2:18	1:43

STRAIGHT-IN LANDING RWY 29L .CEILING REQUIRED.			CIRCLE-TO-LAND		
MDA(H) 500' (460')			Not Authorized North of Rwy		
ALS out			Max Kts		
CEILING-VISIBILITY			MDA(H) CEIL-VIS		
A	460' - 2000m		100	660' (620')	660' - 2000m
B	460' - 2400m		135	1190' (1150')	1320' - 4000m
C	460' - 2800m		180	1480' (1440')	1650' - 5000m
D	460' - 2800m		205	1970' (1930')	1970' - 6000m

IS OPS

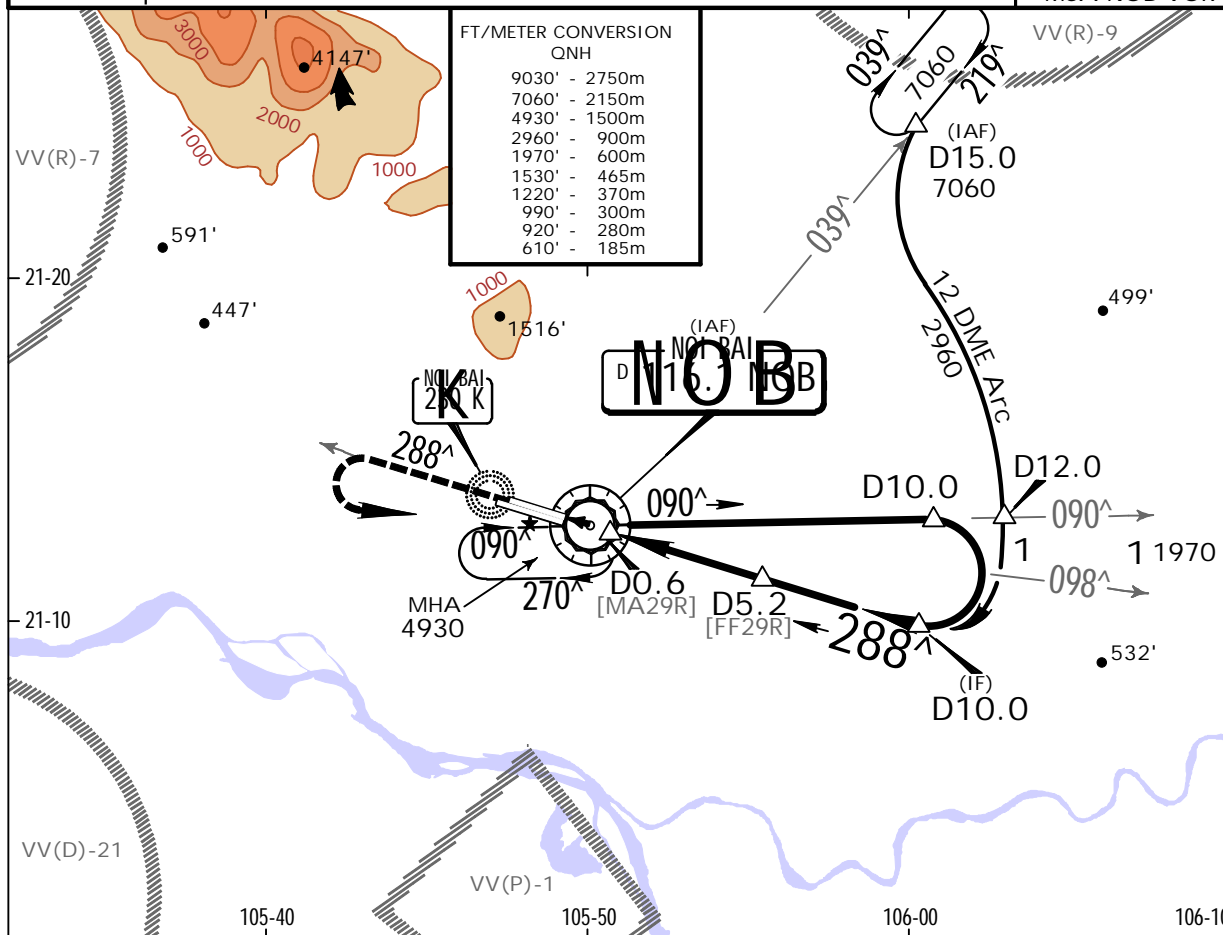
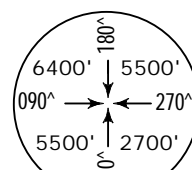
VVNB/HAN
NOI BAI INTL

JEPPESSEN
25 APR 14 (13-6) .Eff.1.May.

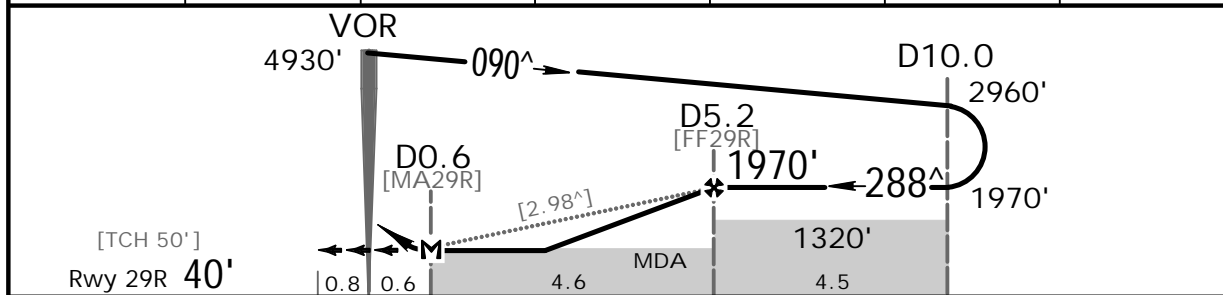
HANOI, VIETNAM
VOR Rwy 29R

BRIEFING STRIP™

ATIS 127.0	NOI BAI Approach (R) 125.1	NOI BAI Tower 118.4	Ground 121.9
VOR NOB 116.1	Final Apch Crs 288°	Minimum Alt D5.2 1970' (1930')	MDA(H) 500' (460')
Apt Elev 40' Rwy 29R 40'			
MISSED APCH: Maintain runway heading climb to 4930,' over NOB VOR intercept outbound NOB VOR R-288, when passing 990', turn LEFT to NOB VOR to join holding pattern or follow ATC instructions.			
Alt Set: hPa 1. DME required.	Rwy Elev: 2 hPa	Trans level: FL 100	Trans alt: 9030'



NOB DME	0.6	1.0	2.0	3.0	4.0	5.2
ALTITUDE	500'	630'	950'	1270'	1590'	1970'



Gnd speed-Kts	70	90	100	120	140	160	4930'	Rwy	NOB
Descent Angle [2.98°]	369	474	527	633	738	843	↑	hdg	116.1
MAP at D0.6 or D5.2 to MAP	4.6	3:57	3:04	2:46	2:18	1:58			

STRAIGHT-IN LANDING RWY29R .CEILING REQUIRED.			CIRCLE-TO-LAND	
MDA(H) 500' (460')			Not Authorized North of Rwy	
CEILING-VISIBILITY			Max Kts	MDA(H) CEIL-VIS
A	460' - 2000m		100	660' (620') 660' - 2000m
B	460' - 2400m		135	1190' (1150') 1320' - 4000m
C	460' - 2800m		180	1480' (1440') 1650' - 5000m
D	460' - 2800m		205	1970' (1930') 1970' - 6000m

VS OPS

VVNB/HAN
NOI BAI INTL

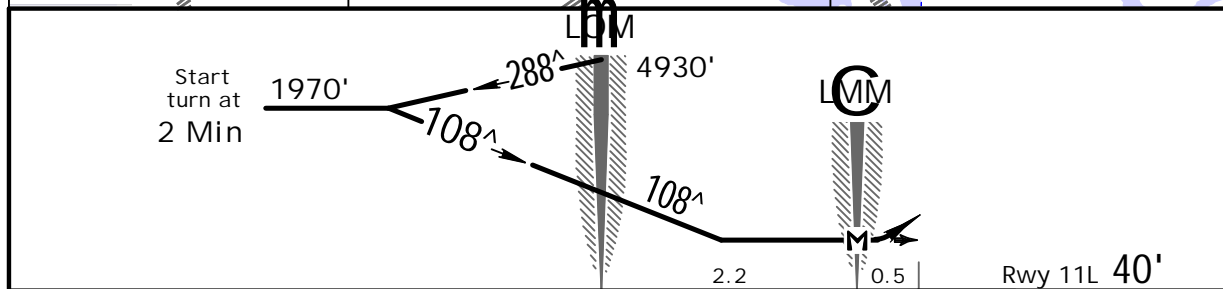
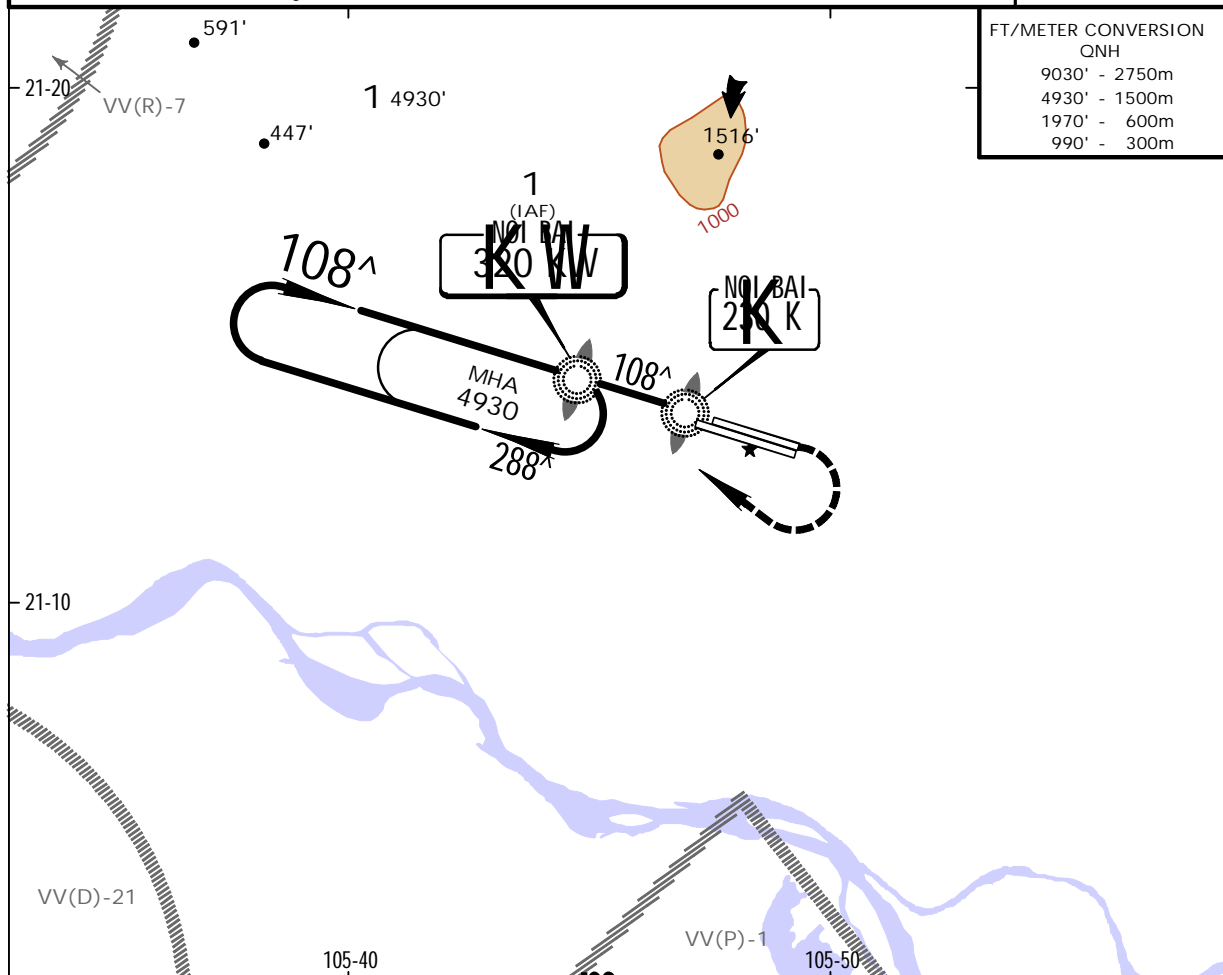
JEPPESSEN
25 APR 14 16-1 .Eff.1.May.

HANOI, VIETNAM
NDB Rwy 11L

BRIEFING STRIP™

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.4		Ground 121.9	
LOM KW 320	Final Apch Crs 108^	No FAF		MDA(H) (CONDITIONAL) 530' (490')	Apt Elev 40' Rwy 11L 40'		
MISSED APCH: Maintain runway heading climb to 4930', when passing 990', turn RIGHT to KW NDB to join holding pattern or follow ATC instructions.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 100		Trans alt: 9030'	
MSA KW LOM							

FT/METER CONVERSION QNH	
9030' -	2750m
4930' -	1500m
1970' -	600m
990' -	300m



						HIALS	4930'	Rwy
						PAPI	↑	hdg
MAP at LMM								

STRAIGHT-IN LANDING RWY 11L .CEILING REQUIRED.				CIRCLE-TO-LAND Not Authorized North of Rwy	
MDA(H) 530' (490')				Max Kts	CEIL-VIS
ALS out		L & MM out		100	660' (620') 660' - 2000m
CEILING-VISIBILITY		NA		135	1190' (1150') 1320' - 4000m
A	500' - 1600m			180	1480' (1440') 1650' - 5000m
B	500' - 2000m			205	1970' (1930') 1970' - 6000m
C	500' - 2800m				
D	500' - 2800m				

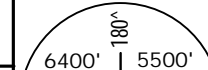
IS OPS

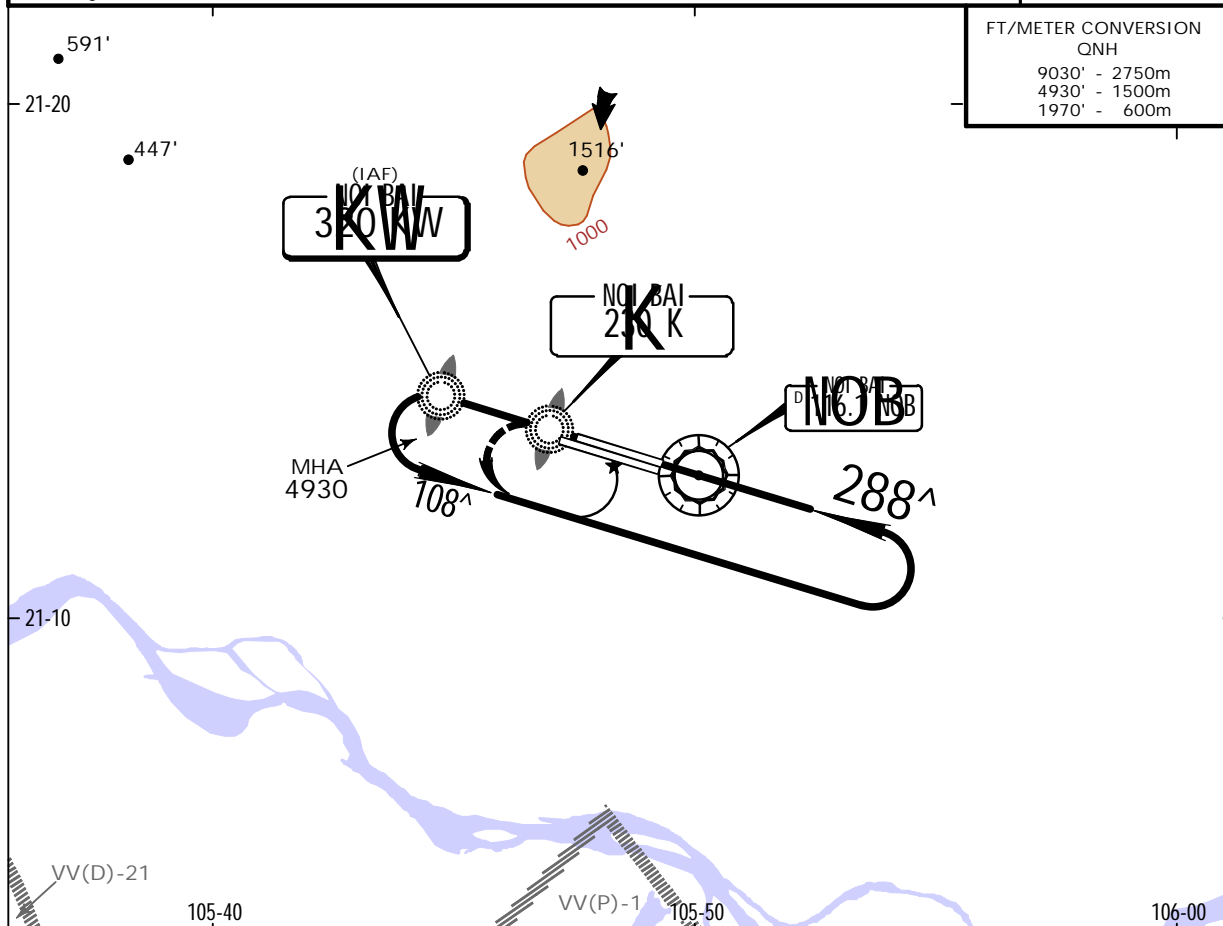
VVNB/HAN
NOI BAI INTL

JEPPESEN
25 APR 14 (16-2) .Eff.1.May.

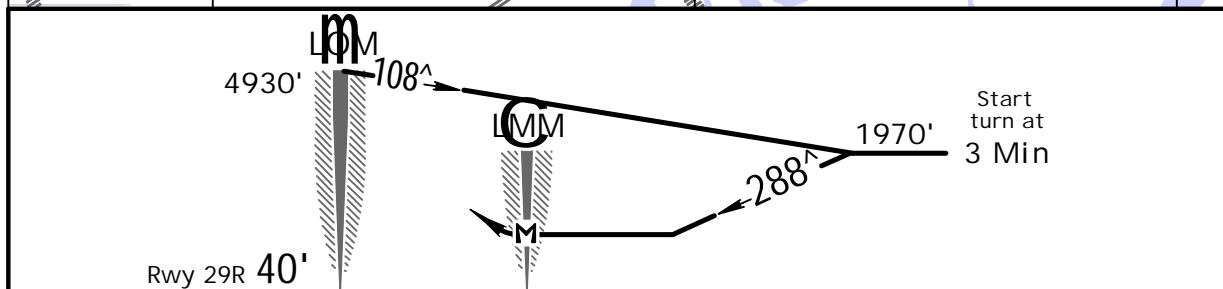
HANOI, VIETNAM
NDB Rwy 29R

BRIEFING STRIP™

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.4		Ground 121.9	
LOM KW 320	Final Apch Crs 288^	No FAF		MDA(H) (CONDITIONAL) 660' (620')	Apt Elev 40' Rwy 29R 40'		 MSA KW LOM
MISSED APCH: Turn LEFT and climb to join holding pattern or follow ATC instructions.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'							
1. CAUTION: This procedure is restricted to use (only use in case the NOB VOR is inoperative and not able to make approach to Rwy 11L). 2. CAUTION: Pilots have to strictly follow ATC instructions.							



FT/METER CONVERSION	
QNH	
9030'	- 2750m
4930'	- 1500m
1970'	- 600m



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STRAIGHT-IN LANDING RWY 29R				.CEILING.REQUIRED.		CIRCLE-TO-LAND	
MDA(H) 660' (620')							
				L & MM out			
CEILING-VISIBILITY							
A	660' - 2000m			NA		A	NA
B						B	
C	820' - 3600m					C	
D	820' - 4000m					D	

VS OPS

VVTS/SGN

TANSONNHAT INTL



31 JAN 14

(10-2)

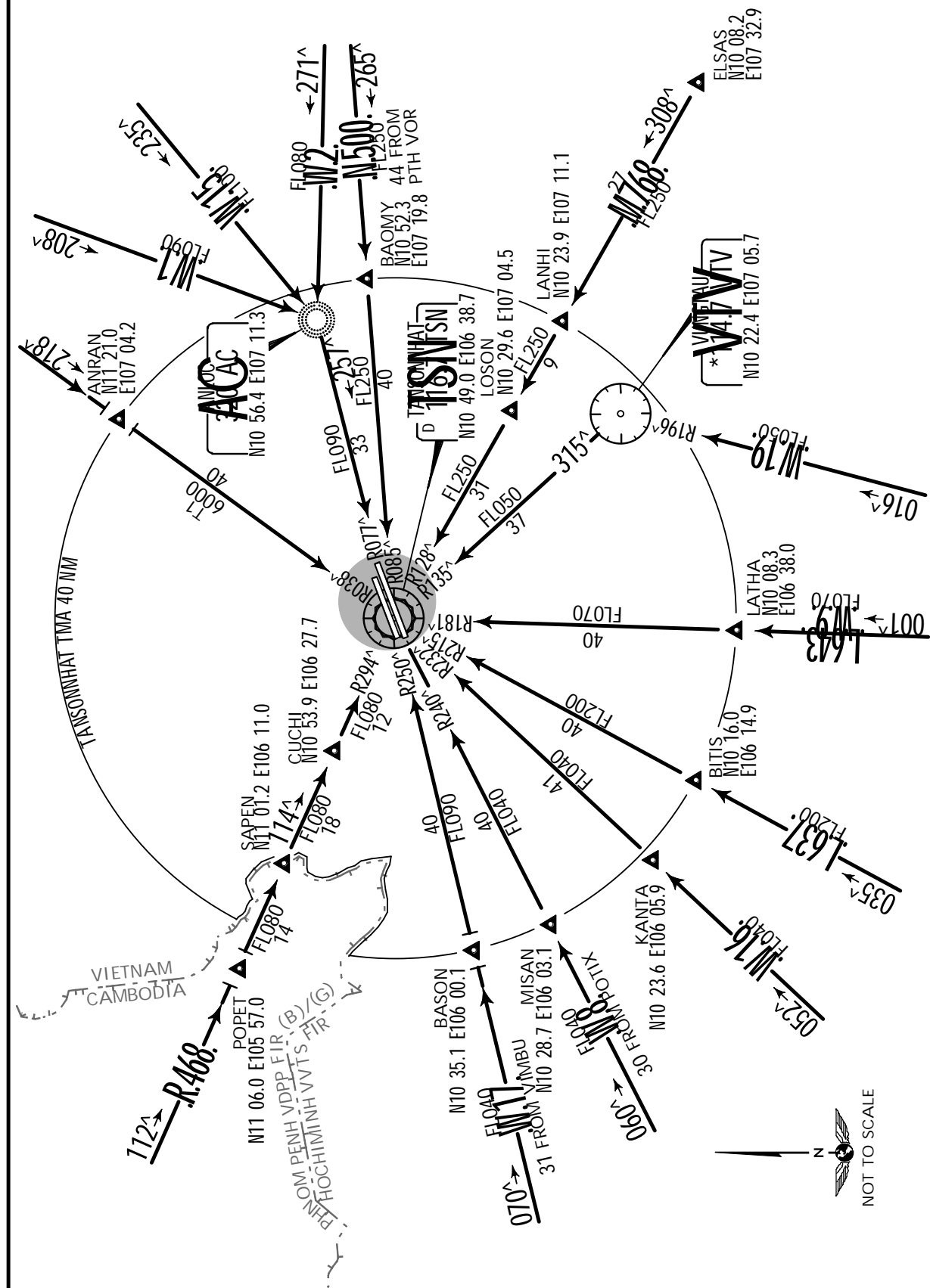
.Eff.6.Feb.

HOCHIMINH, VIETNAM

.ARRIVAL.

ATIS 128.0	Apt Elev 33'	Alt Set: hPa Trans level: FL 100 Trans alt: 9030'
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ARRIVAL AND TRANSIT ROUTES



VVTS/SGN

TANSONNHAT INTL

JEPPESSEN

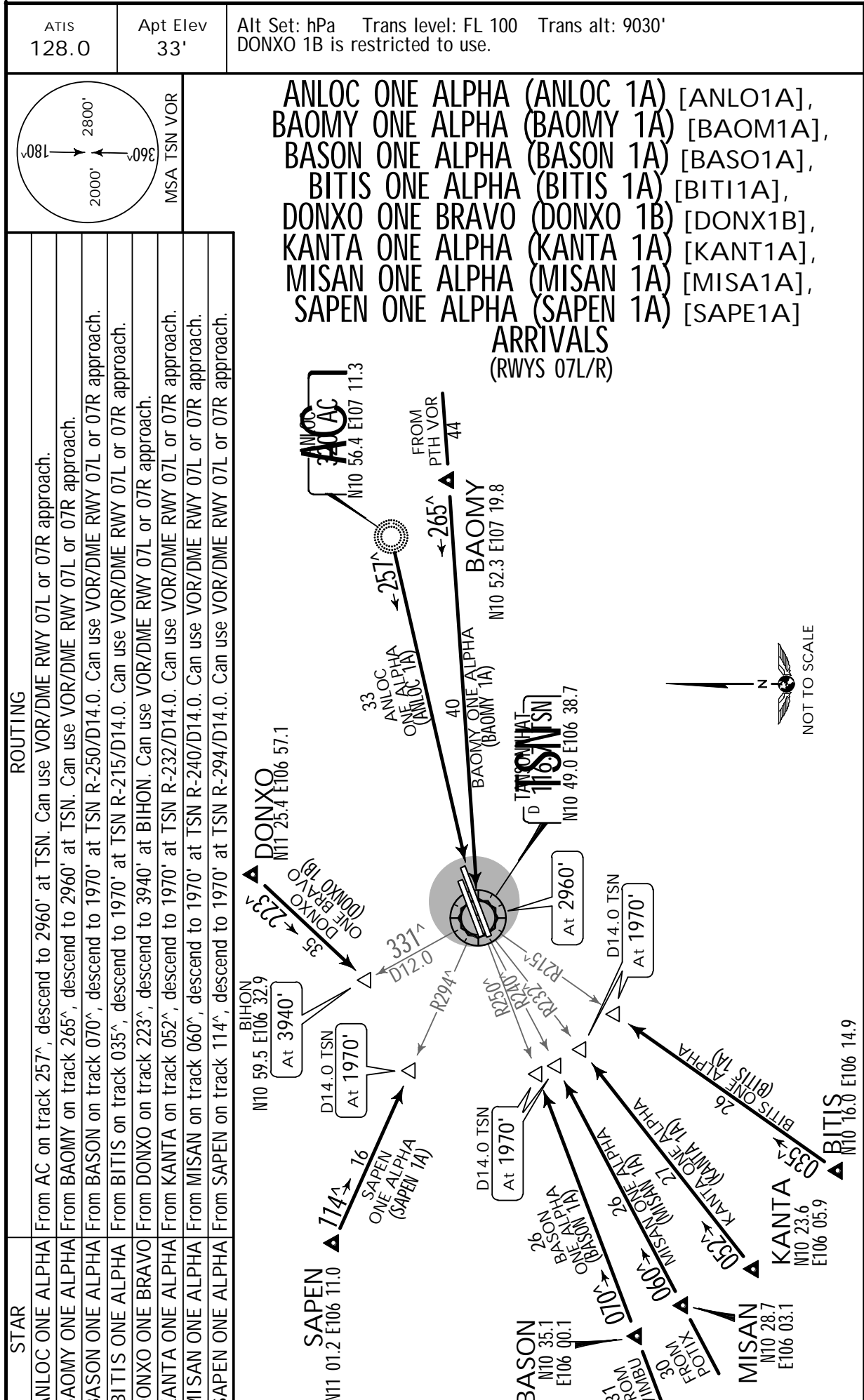
31 JAN 14

10-2A

Eff. 6.Feb.

HOCHIMINH, VIETNAM

.STAR.



VVTs/SGN

TANSONNHAT INTL



9 DEC 11

10-2B

HOCHIMINH, VIETNAM

.STAR.

STAR

From AC on track 257°, descend to 2960' at TSN R-077/D14.0. Can use VOR/DME, VOR/DME/ILS RWY 25L or 25R approach.

From BAOMY on track 265°, descend to 2960' at TSN R-085/D14.0. Can use VOR/DME, VOR/DME/ILS RWY 25L or 25R approach.

From BASON on track 070°, descend to 2960' at TSN. Can use VOR/DME, VOR/DME/ILS RWY 25L or 25R approach.

From BITIS on track 035°, descend to 2960' at TSN. Can use VOR/DME, VOR/DME/ILS RWY 25L or 25R approach.

From KANTA on track 052°, descend to 2960' at TSN. Can use VOR/DME, VOR/DME/ILS RWY 25L or 25R approach.

From MISAN on track 060°, descend to 2960' at TSN. Can use VOR/DME, VOR/DME/ILS RWY 25L or 25R approach.

From SAPEN on track 114°, descend to 2960' at TSN. Can use VOR/DME, VOR/DME/ILS RWY 25L or 25R approach.

ARRIVALS (RWYS 25L/R)

ANLOC ONE BRAVO (ANLOC 1B) [ANLO1B],
 BAOMY ONE BRAVO (BAOMY 1B) [BAOM1B],
 BASON ONE BRAVO (BASON 1B) [BASO1B],
 BITIS ONE BRAVO (BITIS 1B) [BITI1B],
 KANTA ONE BRAVO (KANTA 1B) [KANT1B],
 MISAN ONE BRAVO (MISAN 1B) [MISA1B],
 SAPEN ONE BRAVO (SAPEN 1B) [SAPE1B]

Diagram Details:

- TSN VOR:** N10 49.0 E106 38.7
- STAR Routes:**
 - SAPEN: N11 01.2 E106 11.0, 174°
 - BASON: N10 35.1 E106 00.1, 070°
 - MISAN: N10 28.7 E106 03.1, 060°
 - KANTA: N10 23.6 E106 05.9, 052°
 - BITIS: N10 16.0 E106 14.9, 035°
- ARRIVAL Routes:**
 - ANLOC: N10 56.3 E107 11.3, 257°
 - BAOMY: N10 52.3 E107 19.8, 265°
- Intermediate Points:**
 - At 2960' (D14.0 TSN)
 - At 2960' (D14.0 TSN)
 - At 2960' (D14.0 TSN)
- Scale:** 0 to 2800'
- Compass:** NOT TO SCALE

VVTS/SGN

TANSONNHAT INTL

JEPPESEN

9 DEC 11

10-2C

HOCHIMINH, VIETNAM

.STAR.

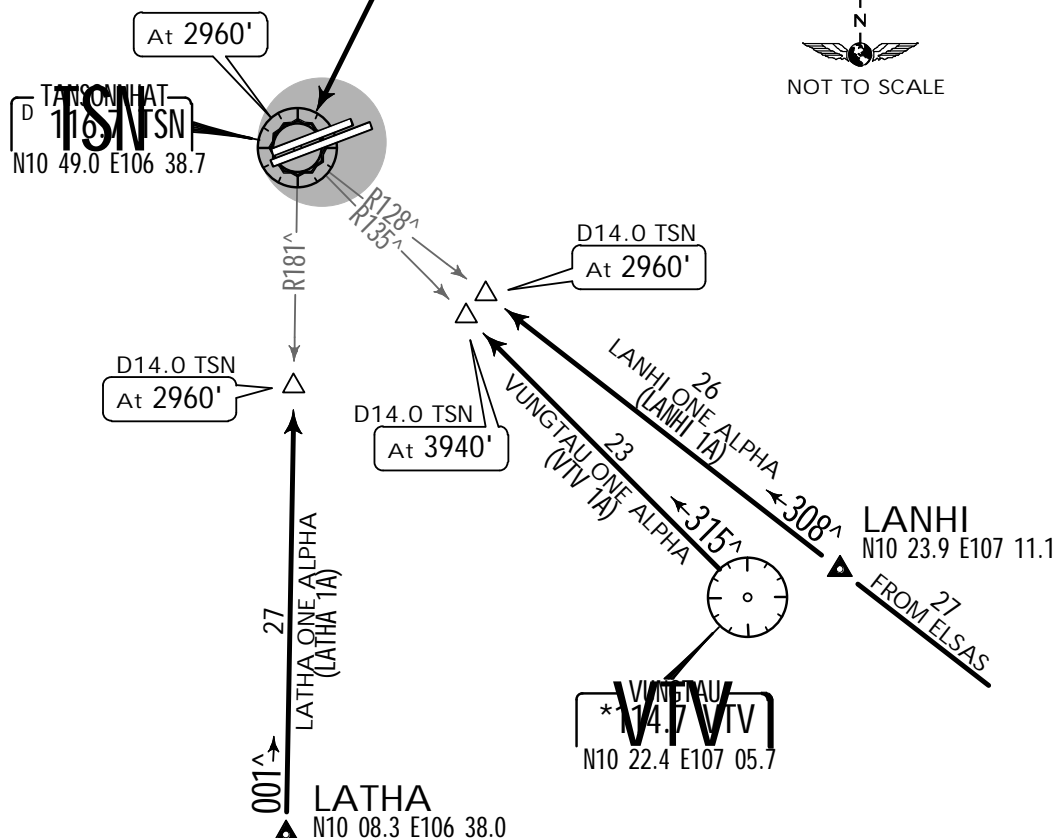
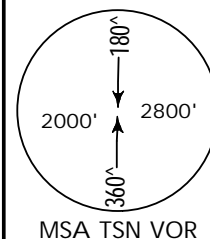
ATIS
128.0

Apt Elev
33'

Alt Set: hPa Trans level: FL 100 Trans alt: 9030'
DONXO 1A is restricted to use.

DONXO ONE ALPHA (DONXO 1A) [DONX1A],
LANHI ONE ALPHA (LANHI 1A) [LANH1A],
LATHA ONE ALPHA (LATHA 1A) [LATH1A],
VUNGTAU ONE ALPHA (VTV 1A) [VTV1A]
ARRIVALS

DONXO
N11 25.4 E106 57.1



STAR	ROUTING
DONXO ONE ALPHA	From DONXO on track 207^, descend to 2960' at TSN. Can use VOR/DME, VOR/DME/ILS RWY 07L, 07R, 25L or 25R approach.
LANHI ONE ALPHA	From LANHI on track 308^, descend to 2960' at TSN R-128/D14.0. Can use VOR/DME, VOR/DME/ILS RWY 07L, 07R, 25L or 25R approach.
LATHA ONE ALPHA	From LATHA on track 001^, descend to 2960' at TSN R-181/D14.0. Can use VOR/DME, VOR/DME/ILS RWY 07L, 07R, 25L or 25R approach.
VUNGTAU	From VTV on track 315^, descend to 3940' at TSN R-135/D14.0. Can use

VVTS/SGN
TANSONNHAT INTL

JEPPESEN

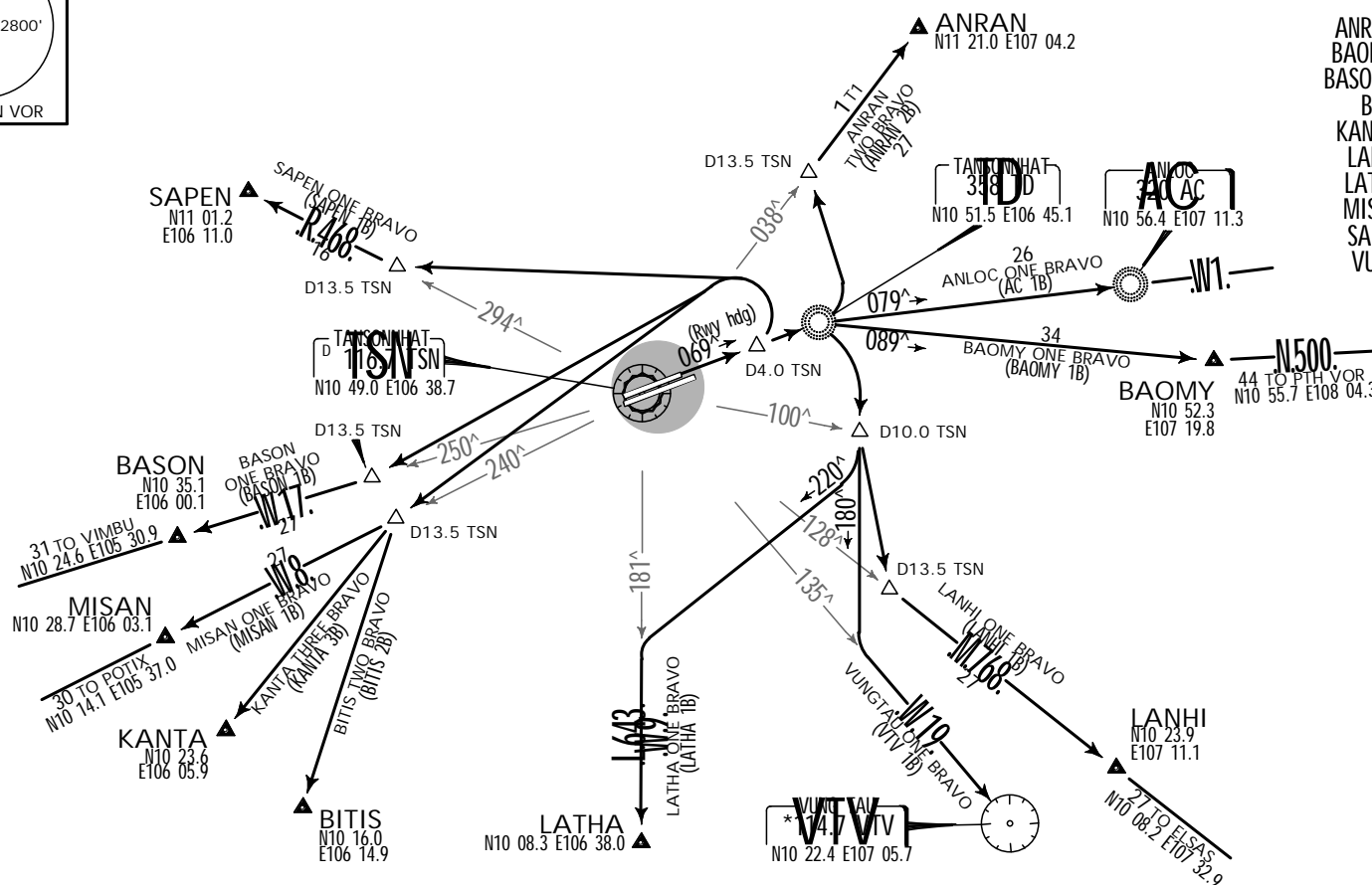
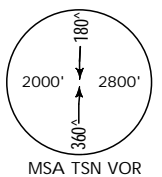
21 JUN 13 10-3 Eff. 27 Jun.

HOCHIMINH
VIETNAM
.SID.

Apt Elev
33'

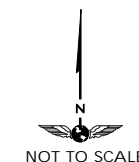
Trans level: FL100 Trans alt: 9030'

1 Track T1 is only used if approved by ATC.



RWY 07L DEPARTURES

ANLOC ONE BRAVO (AC 1B) [AC1B],
ANRAN TWO BRAVO (ANRAN 2B) [ANRA2B],
BAOMY ONE BRAVO (BAOMY 1B) [BAOM1B],
BASON ONE BRAVO (BASON 1B) [BASO1B],
BITIS TWO BRAVO (BITIS 2B) [BITI2B],
KANTA THREE BRAVO (KANTA 3B) [KANT3B],
LANHI ONE BRAVO (LANHI 1B) [LANH1B],
LATHA ONE BRAVO (LATHA 1B) [LATH1B],
MISAN ONE BRAVO (MISAN 1B) [MISA1B],
SAPEN ONE BRAVO (SAPEN 1B) [SAPE1B],
VUNGTAU ONE BRAVO (VTV 1B) [VTV1B]



SID	INITIAL CLIMB
ANLOC ONE BRAVO	After take-off, MAINTAIN runway heading. Over TD fly on track 079° to AC.
ANRAN TWO BRAVO	After take-off, MAINTAIN runway heading. Over TD turn LEFT to intercept T1 (TSN R-038) at D13.5 TSN, continue to ANRAN.
BAOMY ONE BRAVO	After take-off, MAINTAIN runway heading. Over TD fly on track 089° to BAOMY.
BASON ONE BRAVO	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-17 (TSN R-250) at D13.5 TSN, continue to BASON.
BITIS TWO BRAVO	After take-off, MAINTAIN runway heading until D4.0 TSN, turn LEFT to TSN R-240/D13.5, continue to BITIS.
KANTA THREE BRAVO	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-240/D13.5, continue to KANTA.
LANHI ONE BRAVO	After take-off, MAINTAIN runway heading. Over TD turn RIGHT to TSN R-100/D10.0, intercept M-768 (TSN R-128) at D13.5 TSN, continue to LANHI.
LATHA ONE BRAVO	After take-off, MAINTAIN runway heading. Over TD turn RIGHT to TSN R-100/D10.0, fly on track 220° to intercept W-9/L-643 (TSN R-181), continue to LATHA.
MISAN ONE BRAVO	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-8 (TSN R-240) at D13.5 TSN, continue to MISAN.
SAPEN ONE BRAVO	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-10 (TSN R-240) at D13.5 TSN, continue to SAPEN.
VUNGTAU ONE BRAVO	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-10 (TSN R-240) at D13.5 TSN, continue to VTV.

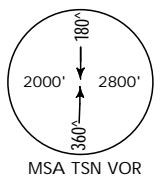
VVTS/SGN
TANSONNHAT INTL

JEPPesen HOCHIMINH, VIETNAM
21 JUN 13 10-3A Eff. 27 Jun. .SID.

Apt Elev
33'

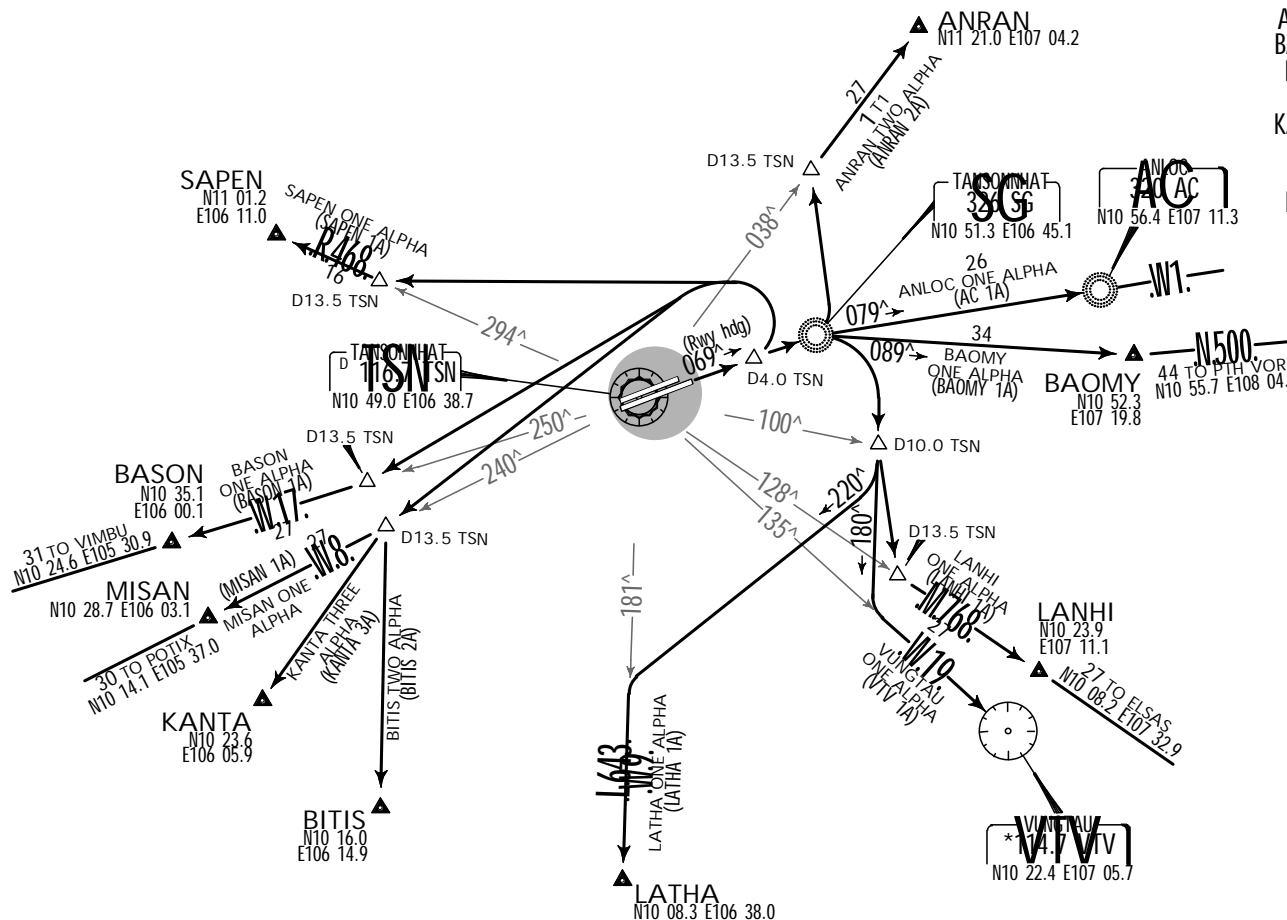
Trans level: FL100 Trans alt: 9030'

1 Track T1 is only used if approved by ATC.



RWY 07R DEPARTURES

ANLOC ONE ALPHA (AC 1A) [AC1A],
ANRAN TWO ALPHA (ANRAN 2A) [ANRA2A],
BAOMY ONE ALPHA (BAOMY 1A) [BAOM1A],
BASON ONE ALPHA (BASON 1A) [BASO1A],
BITIS TWO ALPHA (BITIS 2A) [BITI2A],
KANTA THREE ALPHA (KANTA 3A) [KANT3A],
LANHI ONE ALPHA (LANHI 1A) [LANH1A],
LATHA ONE ALPHA (LATHA 1A) [LATH1A],
MISAN ONE ALPHA (MISAN 1A) [MISA1A],
SAPEN ONE ALPHA (SAPEN 1A) [SAPE1A],
VUNGTAU ONE ALPHA (VTV 1A) [VTV1A]



SID	INITIAL CLIMB
ANLOC ONE ALPHA	After take-off, MAINTAIN runway heading. Over SG fly on track 079° to AC.
ANRAN TWO ALPHA	After take-off, MAINTAIN runway heading. Over SG turn LEFT to intercept T1 (TSN R-038) at D13.5 TSN, continue to ANRAN.
BAOMY ONE ALPHA	After take-off, MAINTAIN runway heading. Over SG fly on track 089° to BAOMY.
BASON ONE ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-17 (TSN R-250) at D13.5 TSN to BASON.
BITIS TWO ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-240/D13.5, continue to BITIS.
KANTA THREE ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-240/D13.5, continue to KANTA.
LANHI ONE ALPHA	After take-off, MAINTAIN runway heading. Over SG turn RIGHT to TSN R-100/D10.0, intercept M-768 (TSN R-128) at D13.5 TSN, continue to LANHI.
LATHA ONE ALPHA	After take-off, MAINTAIN runway heading. Over SG turn RIGHT to TSN R-100/D10.0, fly on track 220° to intercept W-9/L-643 (TSN R-181), continue to LATHA.
MISAN ONE ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-8 (TSN R-240) at D13.5 TSN to MISAN.
SAPEN ONE ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-16 (TSN R-294) at D13.5 TSN, continue to SAPEN.
VUNGTAU ONE ALPHA	After take-off, MAINTAIN runway heading. Over SG turn RIGHT to TSN R-100/D10.0, intercept W-9/L-643 (TSN R-181), continue to VTV.

VVTS/SGN
TANSONNHAT INTL

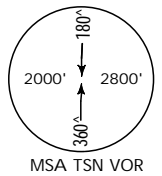
JEPPESSEN
31 JAN 14 (10-3B) .Eff.6.Feb.

HOCHIMINH
VIETNAM
.SID.

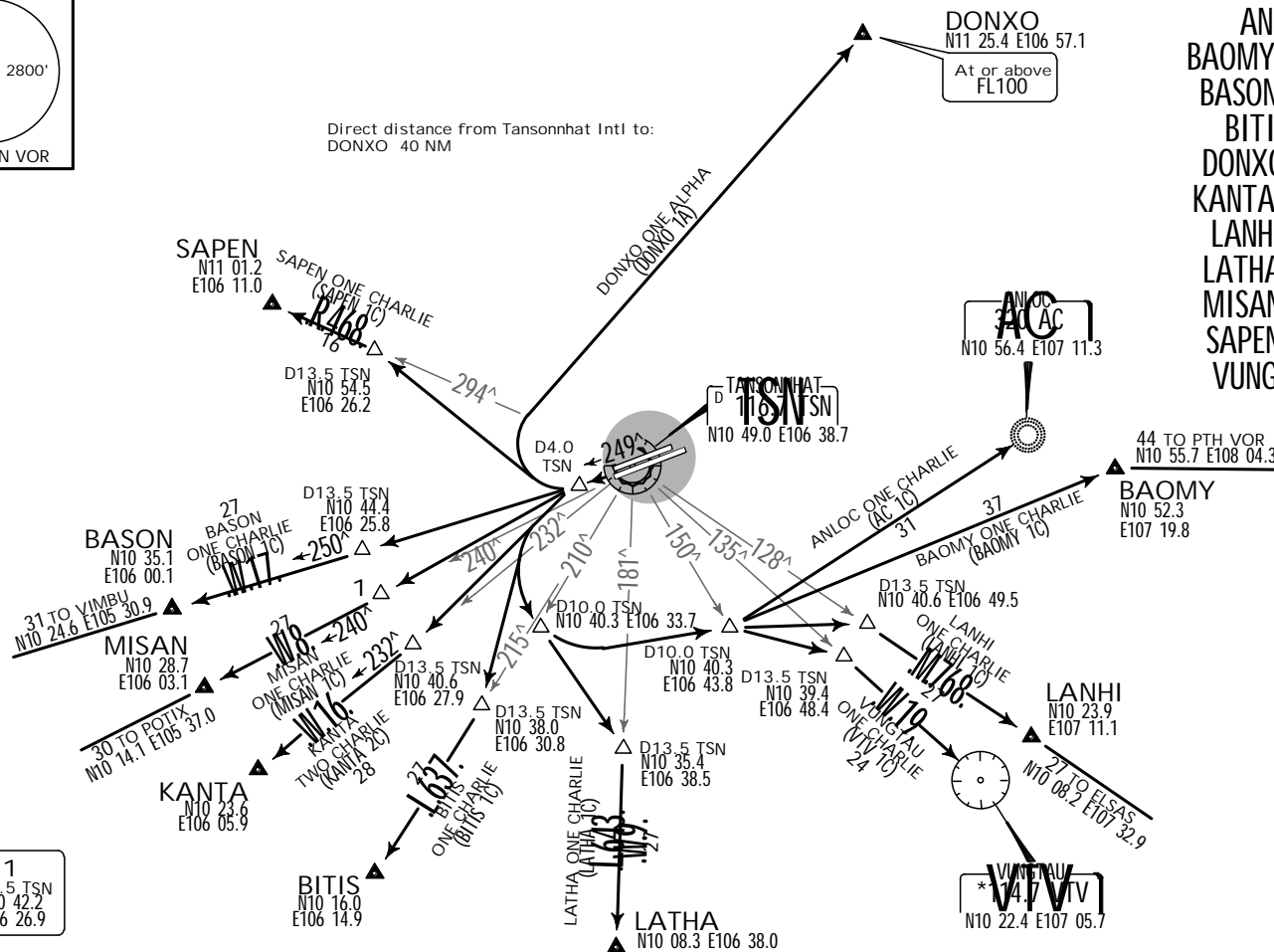
Apt Elev
33'

Trans level: FL 100 Trans alt: 9030'

DONXO 1A is only used if approved by ATC (based on agreement of FLT OPS Management Unit Area III).



Direct distance from Tansonnhat Intl to:
DONXO 40 NM



ANLOC ONE CHARLIE (AC 1C) [AC1C],
BAOMY ONE CHARLIE (BAOMY 1C) [BAOM1C],
BASON ONE CHARLIE (BASON 1C) [BASO1C],
BITIS ONE CHARLIE (BITIS 1C) [BITI1C],
DONXO ONE ALPHA (DONXO 1A) [DONX1A],
KANTA TWO CHARLIE (KANTA 2C) [KANT2C],
LANHI ONE CHARLIE (LANHI 1C) [LANH1C],
LATHA ONE CHARLIE (LATHA 1C) [LATH1C],
MISAN ONE CHARLIE (MISAN 1C) [MISA1C],
SAPEN ONE CHARLIE (SAPEN 1C) [SAPE1C],
VUNGTAU ONE CHARLIE (VTV 1C) [VTV1C]
DEPARTURES
(RWYS 25L/R)



1
D13.5 TSN
N10 42.2
E106 26.9

SID

INITIAL CLIMB

ANLOC ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-210/D10.0, continue turn LEFT to TSN R-150/D10.0, to AC.
BAOMY ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-210/D10.0, continue turn LEFT to TSN R-150/D10.0, to BAOMY.
BASON ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn RIGHT to intercept W-17 (TSN R-250) at D13.5 TSN, to BASON.
BITIS ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept L-637 (TSN R-215) at D13.5 TSN, to BITIS.
DONXO ONE ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn RIGHT to DONXO.
KANTA TWO CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-16 (TSN R-232) at D13.5 TSN, to KANTA.
LANHI ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-210/D10.0, continue turn LEFT to TSN R-150/D10.0, intercept M-768 (TSN R-128) at D13.5 TSN, to LANHI.
LATHA ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-210/D10.0, intercept W-9/L-643 (TSN R-181) at D13.5 TSN, to LATHA.
MISAN ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-8 (TSN R-240) at D13.5 TSN, to MISAN.
SAPEN ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn RIGHT to intercept R-468 (TSN R-294) at D13.5 TSN, to SAPEN.

I.O.O, intercept W-19 (TSN R-135) at D13.5 TSN, to VTV.

VVTG/SGN

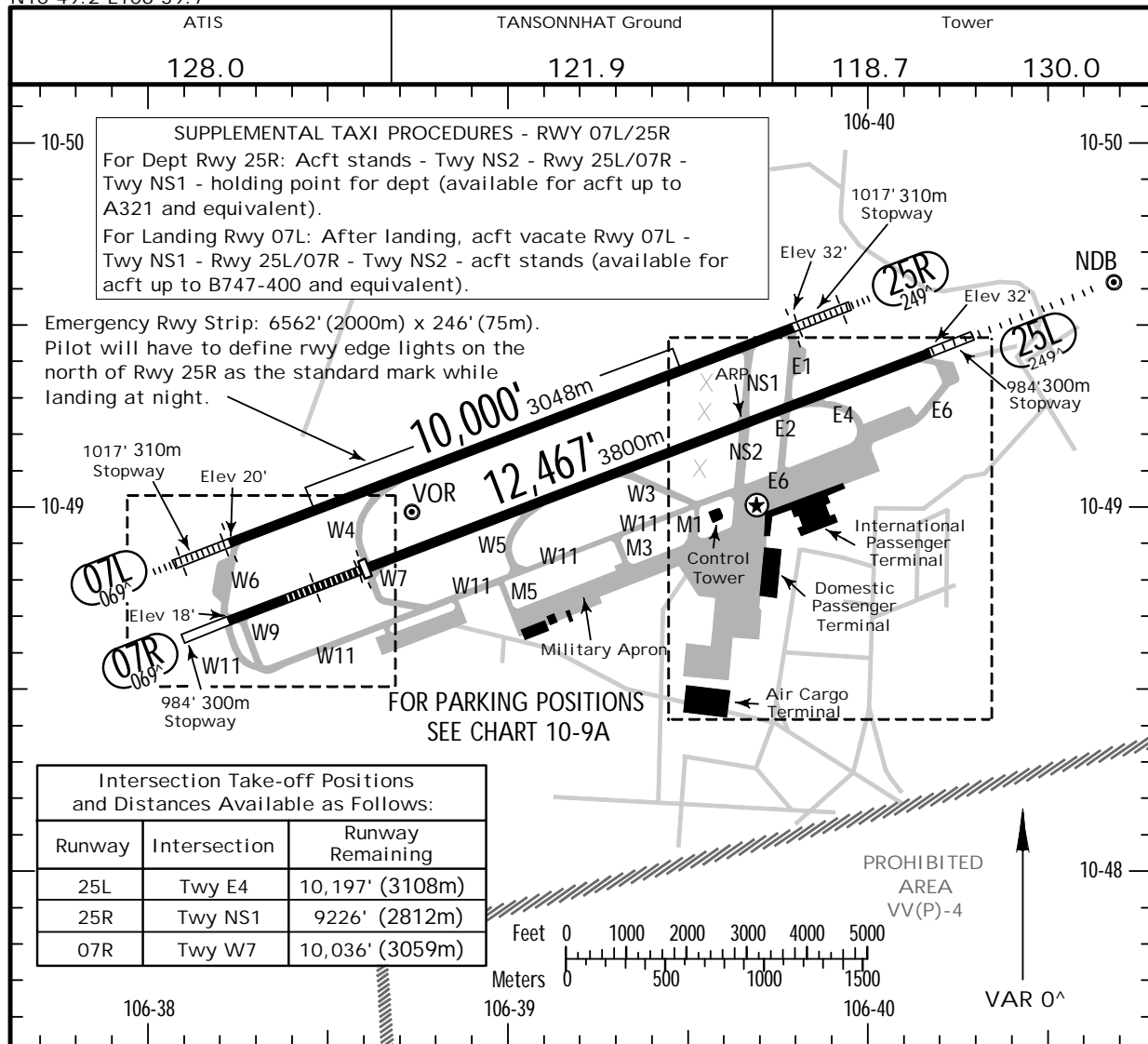
Apt Elev 33'
N10 49.2 E106 39.7

JEPPESEN

26 SEP 14 (10-9)

HOCHIMINH, VIETNAM

TANSONNHAT INTL



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond		
07R	HIRL CL SALS PAPI-L (angle 3.0°)		10,036' 3059m			150'
25L	HIRL CL ALS TDZ PAPI-L (angle 3.0°)	RVR		11,460' 3493m		46m
07L	HIRL SALS PAPI-L (angle 3.0°)					150'
25R	HIRL SALS PAPI-L (angle 3.0°)	RVR		8970' 2734m		46m

TAKE-OFF		
1 2 All Rwys		
HIRL available		
Take-Off Alternate Apt. Filed	Take-Off Alternate Apt. Not Filed	
A	400m	Available Landing Minimums
B		
C	500m	
D	600m	

1 Take-off Alternate Airports:

- For international flights: Da Nang, Noi Bai, Bangkok, Phnom Penh and other appropriate airports.
- For domestic flights: Da Nang, Noi Bai, Buon Ma Thuot, Rach Gia, Cam Ranh.

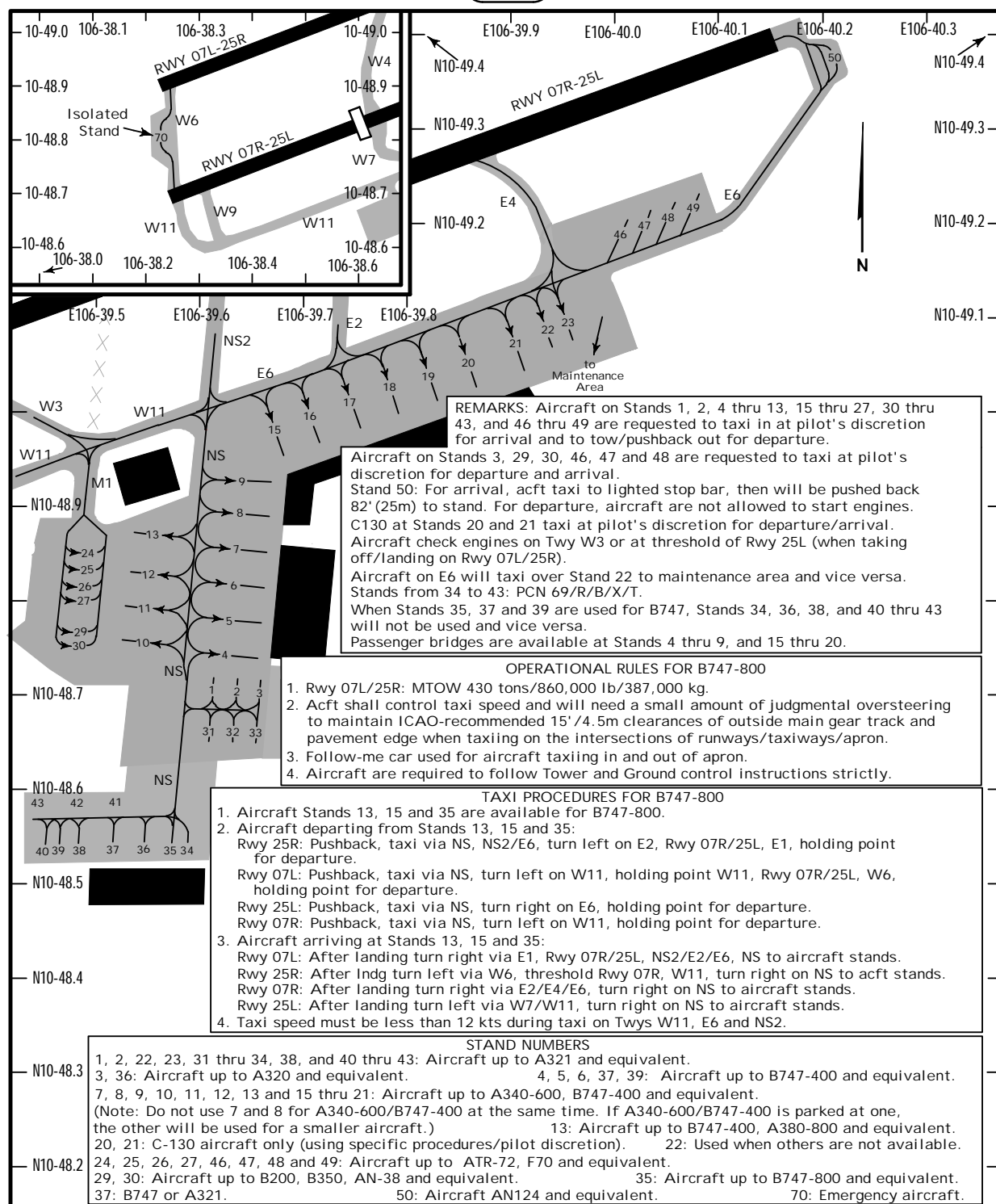
2 When the aircraft cannot choose any take-off alternate airports as mentioned above, lowest weather minima for take-off will equal landing minima for an available instrument approach procedure.

VVT/SGN

JEPPESEN
26 SEP 14 (10-9A)

HOCHIMINH, VIETNAM

TANSONNHAT INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N10 48.7 E106 39.6	29' (9m)	22, 23	N10 49.1 E106 40.0	30' (9m)
2	N10 48.7 E106 39.7	32' (10m)	24 thru 26	N10 48.9 E106 39.5	25' (8m)
3	N10 48.7 E106 39.7	31' (10m)	27, 29, 30	N10 48.8 E106 39.5	25' (8m)
4	N10 48.8 E106 39.7	31' (9m)	31	N10 48.7 E106 39.6	27' (8m)
5, 6	N10 48.8 E106 39.7	30' (9m)	32	N10 48.7 E106 39.7	29' (9m)
7	N10 48.9 E106 39.7	30' (9m)	33	N10 48.6 E106 39.7	30' (9m)
8	N10 48.9 E106 39.7	29' (9m)	34 thru 37	N10 48.5 E106 39.6	29' (9m)
9	N10 49.0 E106 39.7	29' (9m)	38 thru 40	N10 48.5 E106 39.5	30' (9m)
10, 11	N10 48.8 E106 39.6	26' (8m)	41	N10 48.6 E106 39.6	26' (8m)
12, 13	N10 48.9 E106 39.6	26' (8m)	42, 43	N10 48.6 E106 39.5	27' (8m)
15	N10 49.0 E106 39.7	29' (9m)	46	N10 49.2 E106 40.0	26' (8m)
16	N10 49.0 E106 39.8	30' (9m)	47	N10 49.2 E106 40.1	27' (8m)
17, 18	N10 49.0 E106 39.8	31' (9m)	48	N10 49.3 E106 40.1	28' (9m)
19, 20	N10 49.1 E106 39.9	31' (9m)	49	N10 49.3 E106 40.1	27' (8m)
21	N10 49.1 E106 40.0	31' (9m)	50	N10 49.4 E106 40.2	30' (9m)

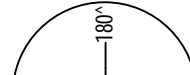
VVTS/SGN TANSONNHAT INTL

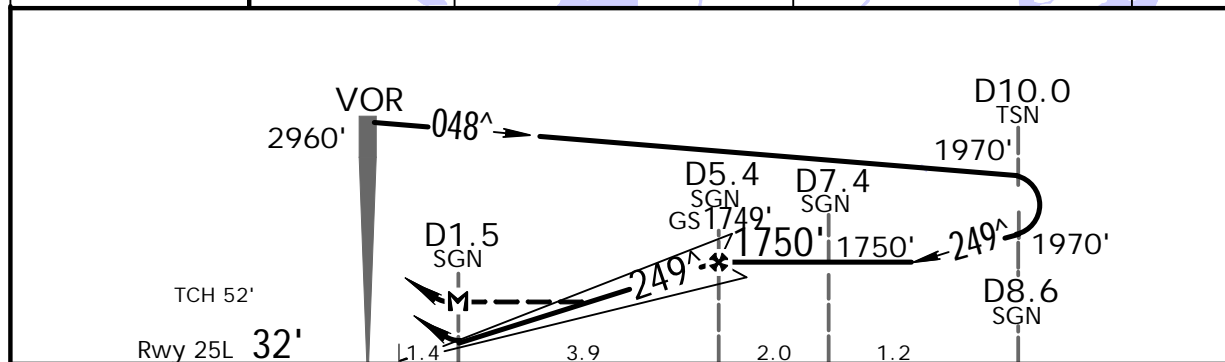
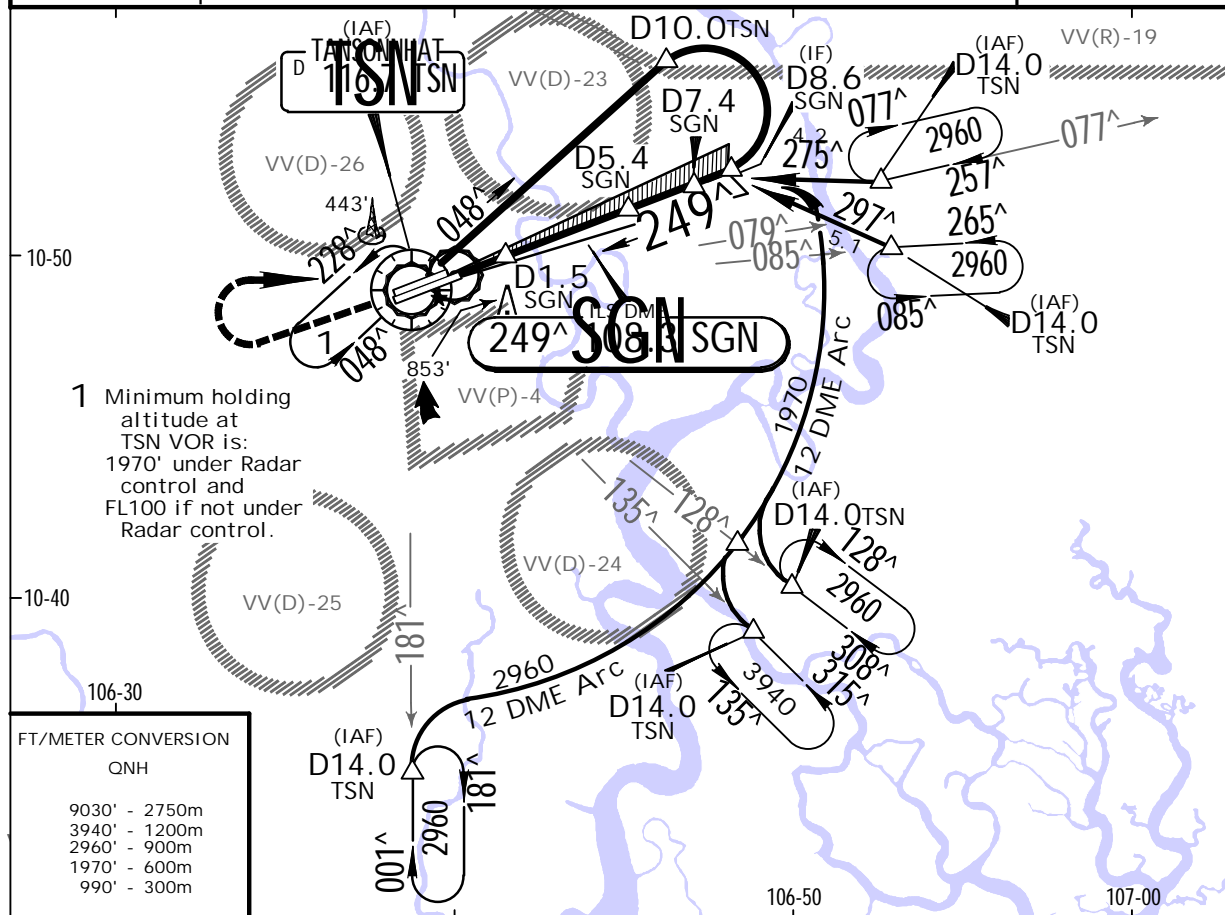
JEPPESSEN
21 JUN 13 (11-1)

Eff. 27 Jun. 0001Z.

HOCHIMINH, VIETNAM ILS Y Rwy 25L

BRIEFING STRIP™

ATIS 128.0		TANSONNHAT Approach 125.5		TANSONNHAT Tower 118.7 130.0		Ground 121.9	
LOC SGN 108.3	Final Apch Crs 249^	GS D5.4 SGN 1749' (1717')	ILS DA(H) Refer to Minimums	Apt Elev 33'	Rwy 25L 32'		
MISSED APCH: Maintain runway heading, climb to 2960', when passing 990' turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 100			
1. VOR/DME required.						MSA TSN VOR	



ALS	990'	2960'	TSN
PAPI	↑	RT	116.7

STRAIGHT-IN LANDING RWY 25L		CEILING REQUIRED. CIRCLE-TO-LAND	
DA(H)	A: 299' (267') B: 308' (276')	C: 318' (286') D: 328' (296')	LOC (GS out) MDA(H) 510' (478')
CEIL-VIS	300' - 1000m	300' - 1200m	480' - 2000m
Max Kts	100	135	180
MDA(H)	660' (627')	630' - 2400m	990' (957')
CEIL-VIS	960' - 4400m		

VVTS/SGN

TANSONNHAT INTL

JEPPESSEN

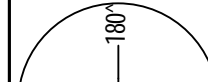
21 JUN 13

11-2

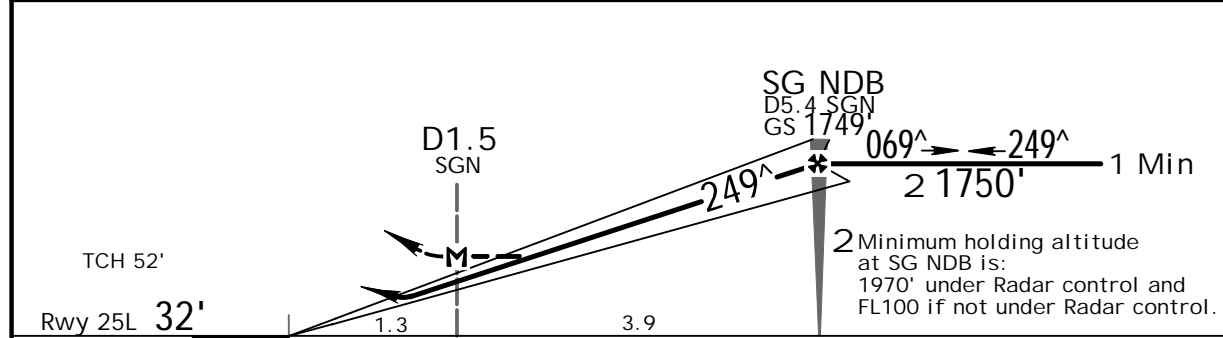
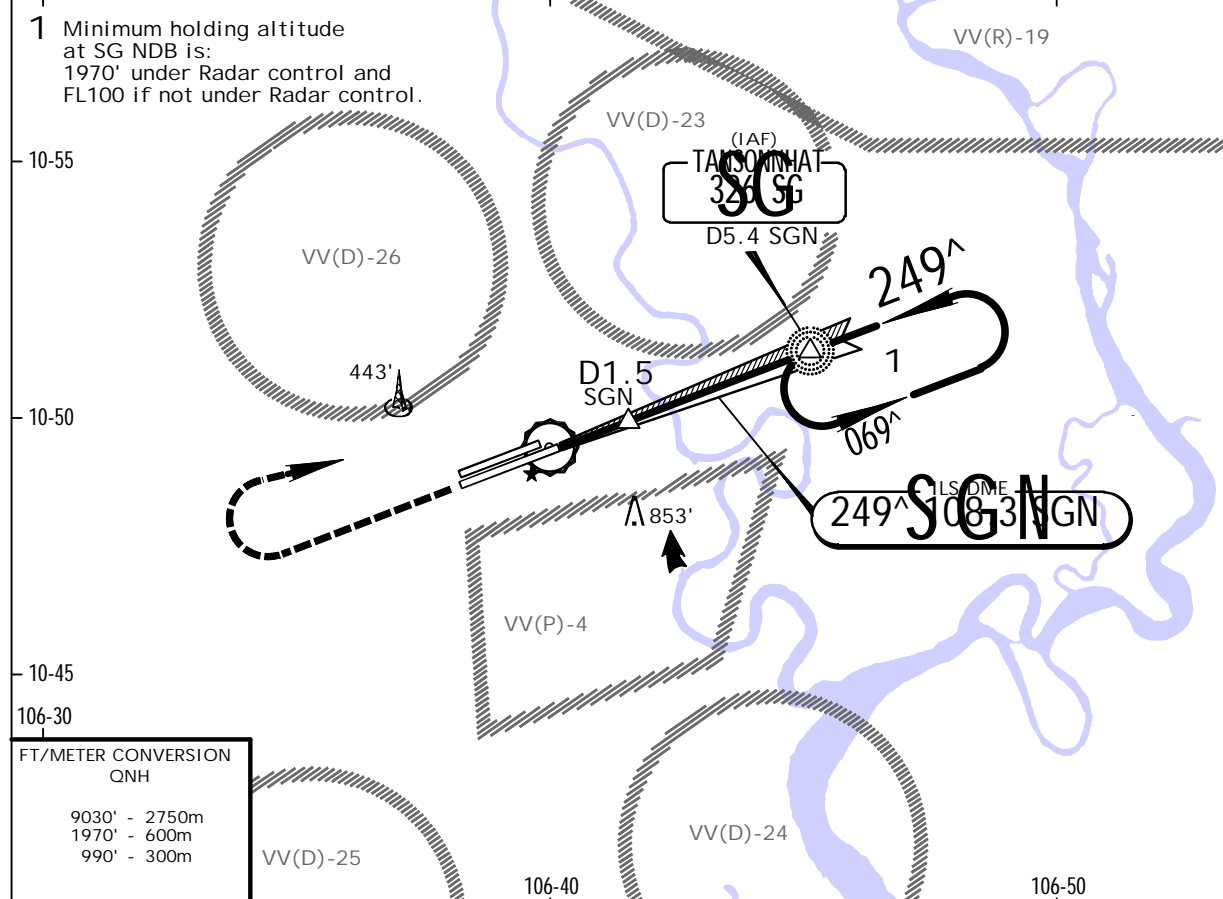
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HOCHIMINH, VIETNAM
ILS Z Rwy 25L

BRIEFING STRIP™

ATIS		TANSONNHAT Approach		TANSONNHAT Tower		Ground
128.0		125.5		118.7	130.0	121.9
LOC SGN 108.3	Final Apch Crs 249^	GS SG NDB 1749' (1717')	ILS DA(H) Refer to Minimums	Apt Elev 33' Rwy 25L 32'		 MSA SG NDB
MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT to SG NDB, continue climbing to 1970' to join holding pattern or follow ATC instructions.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'						

1. DME, NDB required. 2. Radar vectoring required.



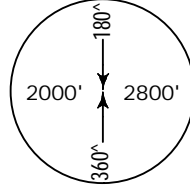
Gnd speed-Kts		70	90	100	120	140	160		ALS PAPI	990' ↑	1970' RT	SG 326
GS 3.00^		372	478	531	637	743	849					
MAP at D1.5 SGN or FAF to MAP 3.9		3:21	2:36	2:20	1:57	1:40	1:28					
STRAIGHT-IN LANDING RWY 25L .CEILING REQUIRED.												
DA(H) A: 299' (267') B: 308' (276')		C: 318' (286') D: 328' (296')		LOC (GS out) MDA(H) 510' (478')		CIRCLE-TO-LAND Not Authorized South of Rwy						
FULL		ALS out		ALS out		Max Kts						
A	CEIL-VIS		CEIL-VIS		CEIL-VIS		MDA(H) CEIL-VIS					
B	300' - 1000m		300' - 1200m		480' - 2000m		100 660'(627') 630' - 2400m					
C							135 990'(957') 960' - 4400m					
D							180					

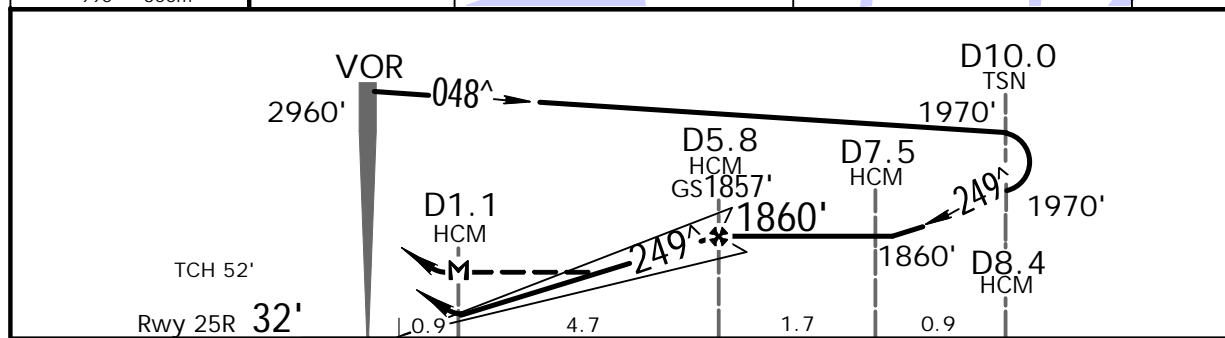
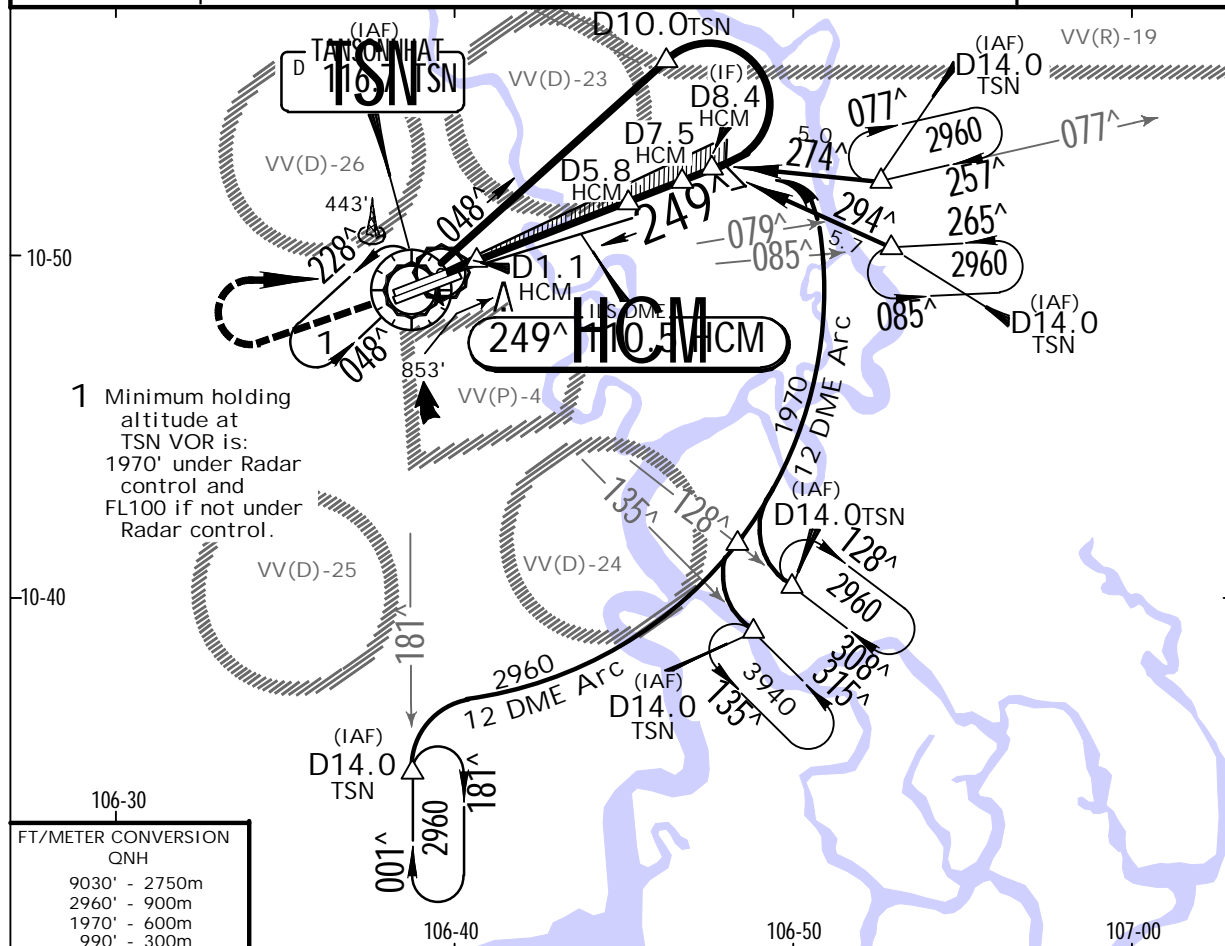
VVTS/SGN TANSONNHAT INTL

JEPPESSEN
21 JUN 13 (11-3) .Eff.27.Jun.0001Z.

HOCHIMINH, VIETNAM ILS Y Rwy 25R

BRIEFING STRIP™

ATIS 128.0		TANSONNHAT Approach 125.5		TANSONNHAT Tower 118.7 130.0		Ground 121.9	
LOC HCM 110.5	Final Apch Crs 249^	GS D5.8 HCM 1857' (1825')	ILS DA(H) 232' (200')	Apt Elev 33'	Rwy 25R 32'		
MISSED APCH: Maintain runway heading and climb to 2960', when passing 990' turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 100			
1. VOR/DME required.						MSA TSN VOR	



Gnd speed-Kts	70	90	100	120	140	160		990'	2960'	TSN 116.7
GS	3.00°	372	478	531	637	849				
MAP at D1.1 HCM or FAF to MAP	4.7	4:02	3:08	2:49	2:21	2:01				

STRAIGHT-IN LANDING RWY 25R				CEILING REQUIRED. CIRCLE-TO-LAND			
ILS DA(H) 232' (200')				LOC (GS out) MDA(H) 430' (398')			
FULL CEIL-VIS ALS out				ALS out CEIL-VIS			
A 200' - 800m				400' - 2000m			
B							
C							
				Max Kts			
				100			
				135			
				180			
				MDA(H) CEIL-VIS			
				660' (627') 630' - 2400m			
				990' (957') 960' - 4400m			

MS OPS

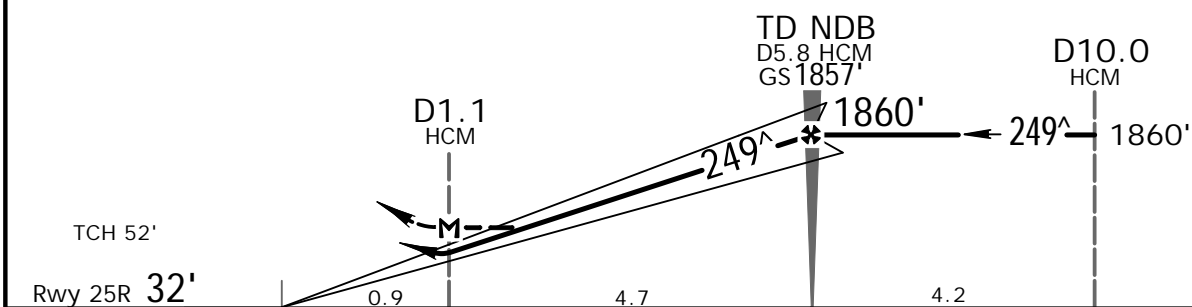
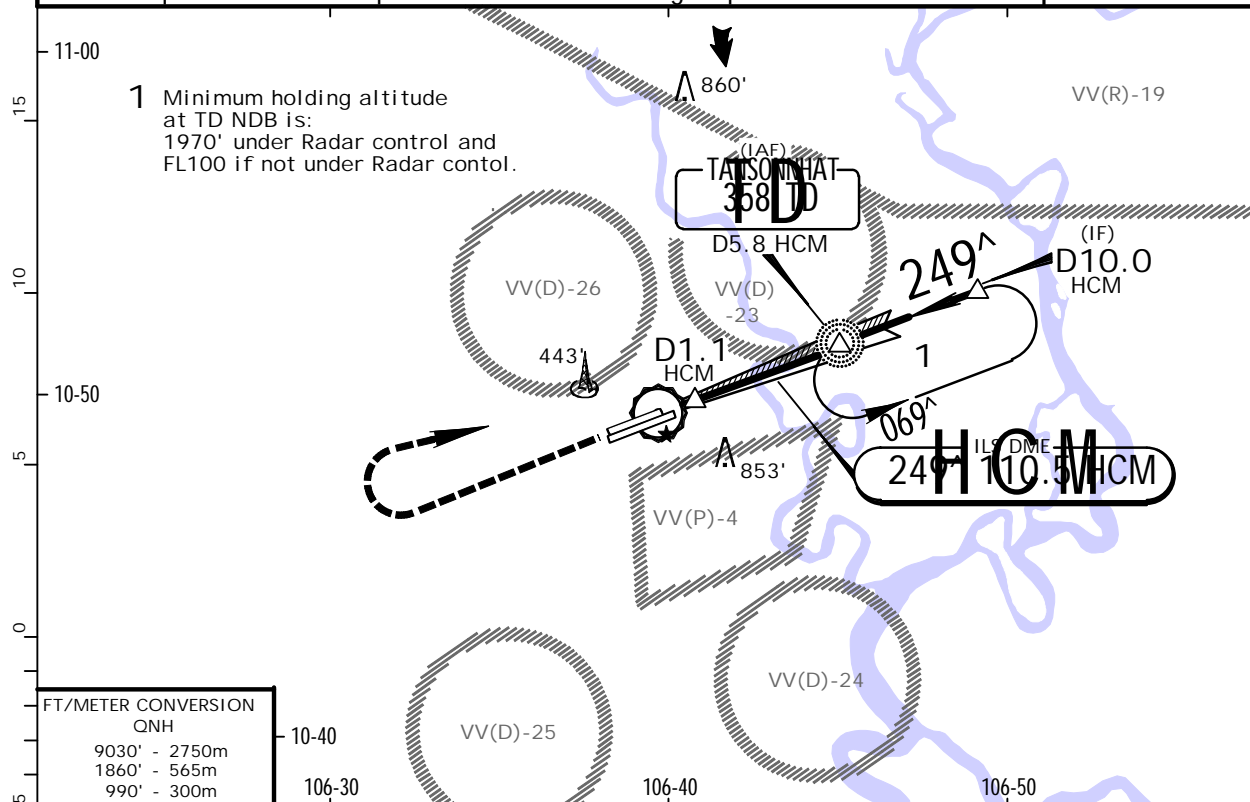
VVTS/SGN
TANSONNHAT INTL





JEPPESSEN

21 JUN 13 (11-4) .Eff.27.Jun.0001Z.

HOCHIMINH, VIETNAM
n.0001Z. ILS Z Rwy 25R

ATIS 128.0		TANSONNHAT Approach 125.5		TANSONNHAT Tower 118.7 130.0		Ground 121.9	
LOC HCM 110.5	Final Apch Crs 249^	GS TD NDB 1857' (1825')	ILS DA(H) 232' (200')	Apt Elev 33' Rwy 25R 32'			
<p>MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT to TD NDB, continue climbing to 1970' to join holding pattern or follow ATC instructions.</p>							
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'</p> <p>1. DME required. 2. NDB required. 3. Radar vectoring required.</p>							



Gnd speed-Kts	70	90	100	120	140	160				
GS 3.00^	372	478	531	637	743	849				
MAP at D1.1 HCM or NDB to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46				

STRAIGHT-IN LANDING RWY 25R .CEILING.REQUIRED.				CIRCLE-TO-LAND	
ILS DA(H) 232' (200') FULL CEIL-VIS ALS out		LOC (GS out) MDA(H) 430' (398') CEIL-VIS ALS out		Not Authorized South of Rwy	
A	200' - 800m	200' - 1200m	400' - 2000m	Max Kts 100	MDA(H) CEIL-VIS 660'(627') 630' - 2400m
B				135	
C				180	990'(957') 960' - 4400m
D				205	990'(957') 960' - 4800m

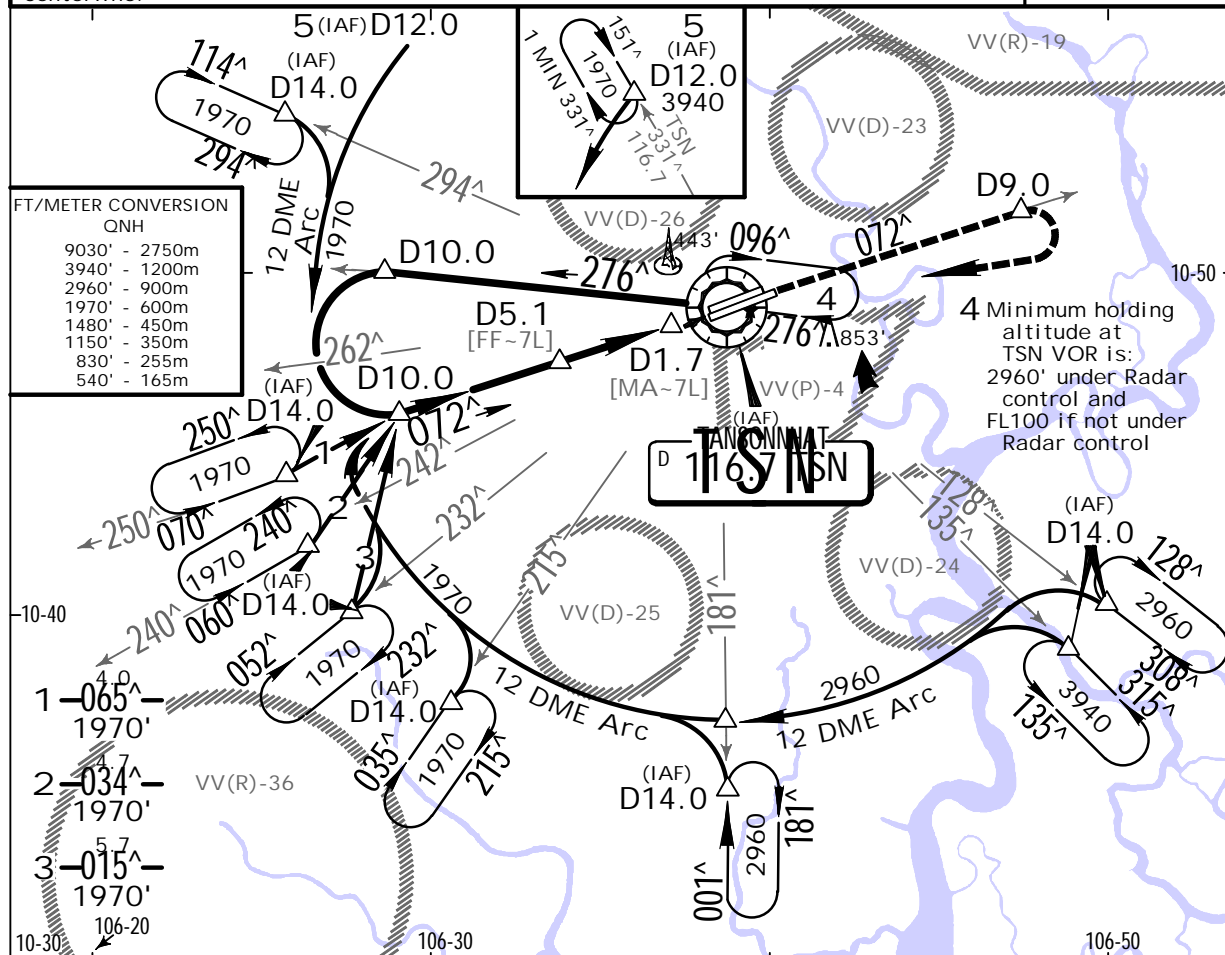
VVTS/SGN TANSONNHAT INTL

JEPPESSEN
31 JAN 14 (13-1) .Eff.6.Feb.

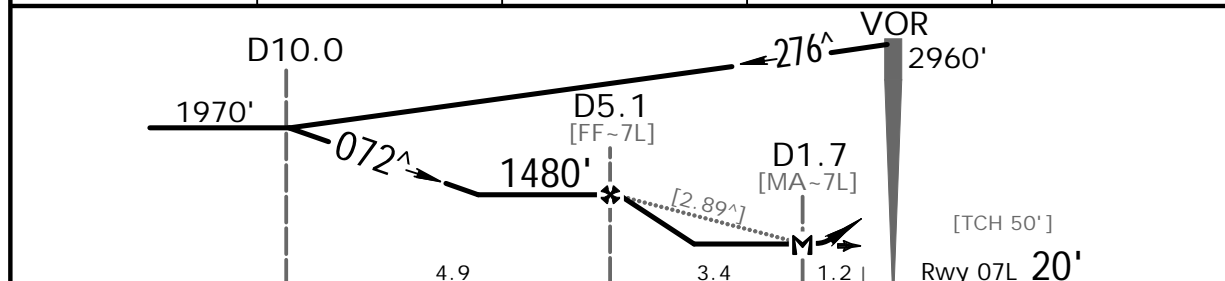
HOCHIMINH, VIETNAM VOR Rwy 07L

BRIEFING STRIP™

ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
VOR TSN 116.7	Final Apch Crs 072°	Minimum Alt D5.1 1480' (1460')	MDA(H) 450' (430')
		Apt Elev 33'	Rwy 07L 20'
MISSED APCH: Maintain final apch track, climb to 2960', passing TSN VOR intercept TSN VOR R-072 to D9.0, turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 100	Trans alt: 9030'
1. DME Required. 2. Final approach track is 3° offset from north of the runway centerline.			MSA TSN VOR



TSN DME	5.1	4.0	3.0	2.0
ALTITUDE	1480'	1150'	830'	540'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	[2.89°]	358	460	511	613	716
MAP at D1.7 or FAF to MAP	3.4	2:55	2:16	2:02	1:42	1:16

STRAIGHT-IN LANDING RWY07L		CEILING REQUIRED.		CIRCLE-TO-LAND	
MDA(H) 450' (430')		ALS out		Not Authorized South of Rwy	
CEIL-VIS		Max Kts		MDA(H) CEIL-VIS	
A 430' - 1600m		100		660' (627') 630' - 2400m	
B 430' - 2000m		135		990' (957') 960' - 4400m	
C 430' - 2000m		180			

NS OPS

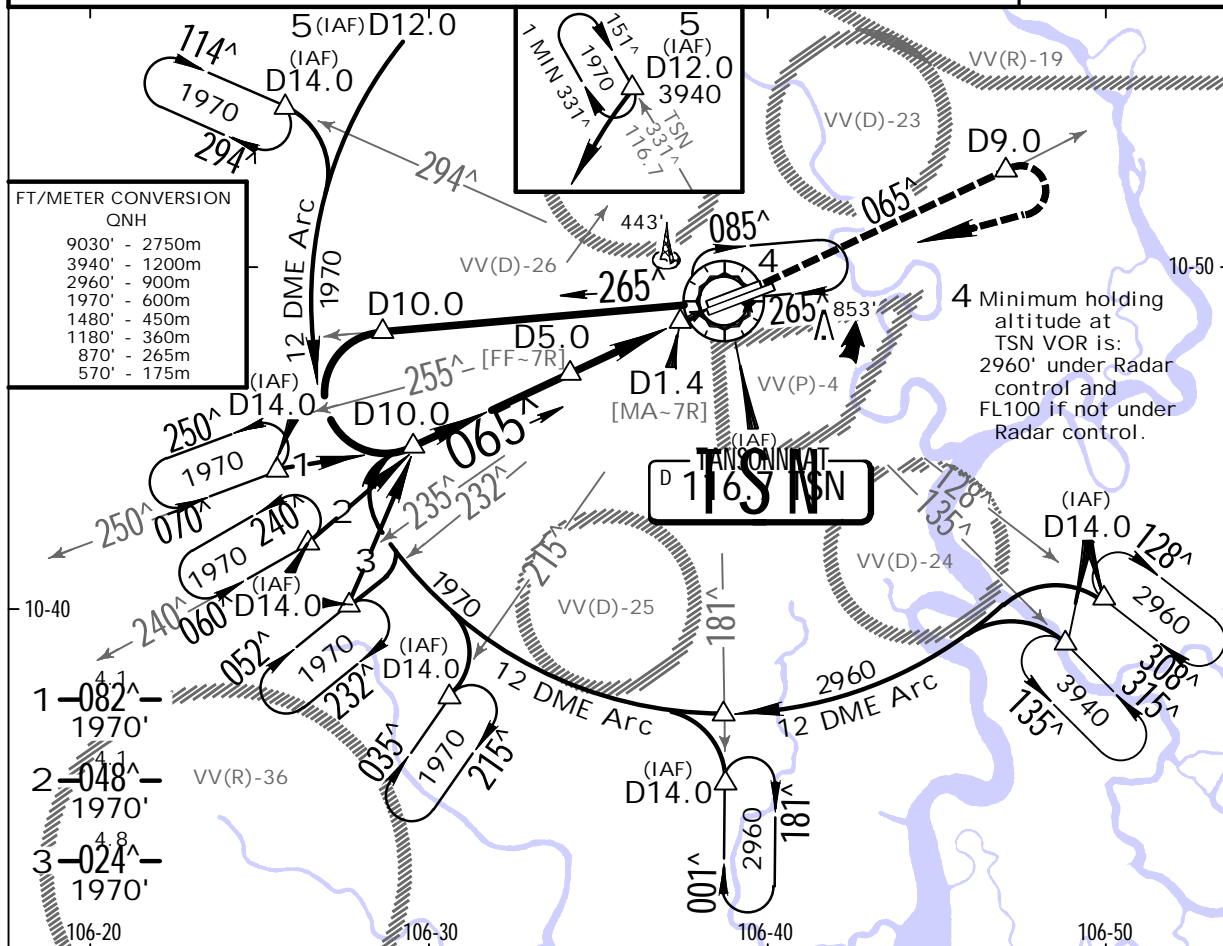
VVTS/SGN TANSONNHAT INTL

JEPPESSEN
31 JAN 14 (13-2) .Eff.6.Feb..

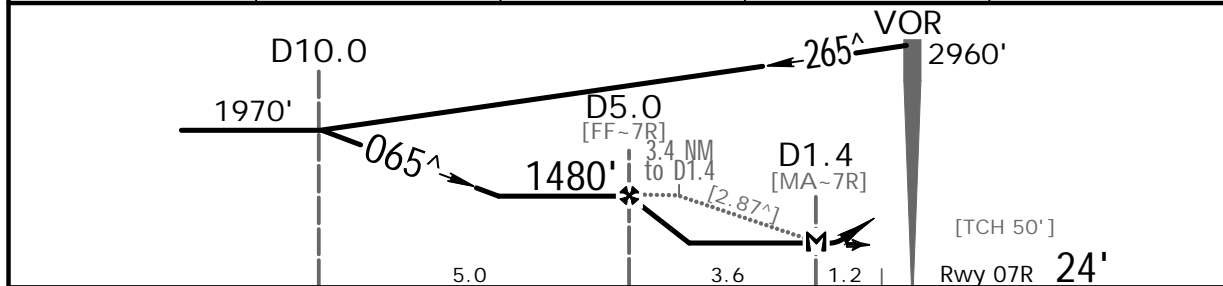
HOCHIMINH, VIETNAM VOR Rwy 07R

BRIEFING STRIP™

ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
VOR TSN 116.7	Final Apch Crs 065°	Minimum Alt D5.0 1480' (1456')	MDA(H) 450' (426')
		Apt Elev 33'	Rwy 07R 24'
<p>MISSED APCH: Maintain final apch track, climb to 2960', passing TSN VOR intercept TSN VOR R-065 to D9.0, turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.</p> <p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'</p> <p>1. DME required. 2. Final approach track is 4° offset from the south of runway centerline.</p>			
			MSA TSN VOR



TSN DME	5.0	4.0	3.0	2.0
ALTITUDE	1480'	1180'	870'	570'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.87°]	355	457	508	609	711	812
MAP at D1.4 or FAF to MAP	3.6	3:05	2:24	2:10	1:48	1:33

STRAIGHT-IN LANDING RWY 07R .CEILING REQUIRED.		CIRCLE-TO-LAND Not Authorized South of Rwy	
MDA(H) 450' (426')			
CEIL-VIS		Max Kts	
ALS out		MDA(H)	
A 420' - 1600m		100 660' (627')	
B 420' - 2000m		135 630' - 2400m	
C 420' - 2000m		180 990' (957')	

NS OPS

VVTS/SGN

TANSONNHAT INTL

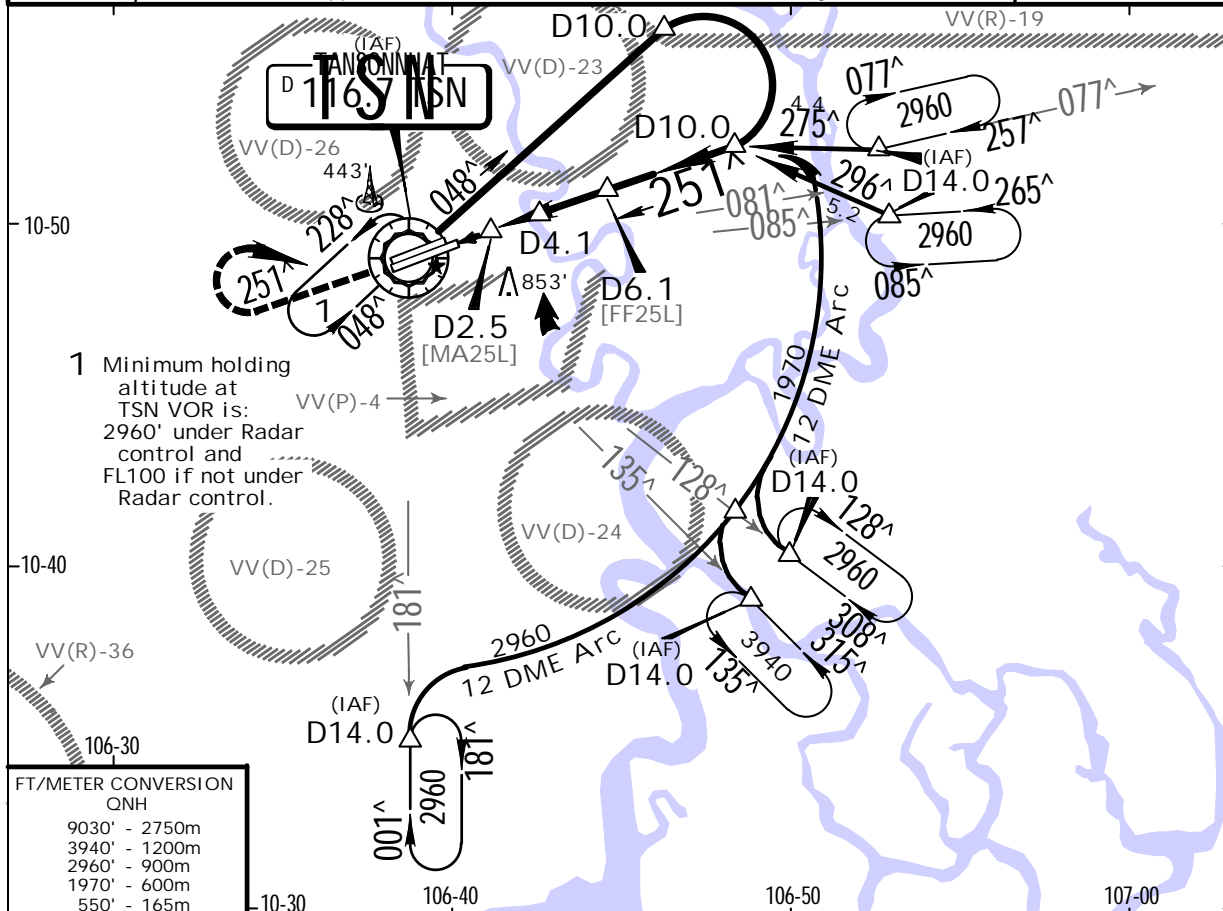
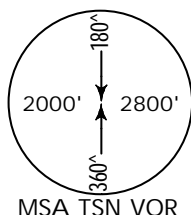
JEPPESEN
21 JUN 13 (13-3) .Eff.27.Jun.0001Z.

HOCHIMINH, VIETNAM

VOR Rwy 25L

BRIEFING STRIP™

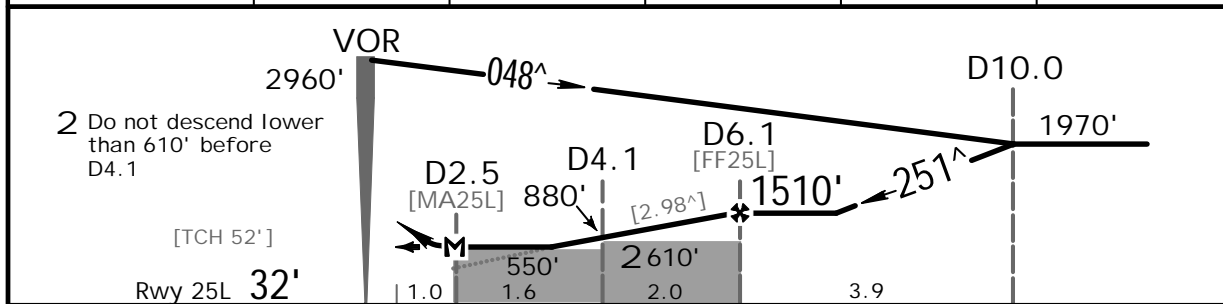
ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
VOR TSN 116.7	Final Apch Crs 251 [^]	Minimum Alt D6.1 1510' (1478')	MDA(H) 550' (518')
	Apt Elev 33' Rwy 25L 32'		
MISSED APCH: Maintain final apch track until passing TSN VOR, intercept TSN VOR R-251 and climb to 2960', turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.			
Alt Set: hPa 1. DME required.	Rwy Elev: 1 hPa 2. Final approach track is 2 [^] offset from the south of rwy centerline.	Trans level: FL 100	Trans alt: 9030'



FT/METER CONVERSION
QNH

9030'	- 2750m
3940'	- 1200m
2960'	- 900m
1970'	- 600m
550'	- 165m

TSN DME	2.5	3.0	4.1	5.0	6.1
ALTITUDE	550'	550'	880'	1160'	1610'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle	[2.98 [^]]	369	474	527	633	738
MAP at D2.5 or FAF to MAP	3.6	3:05	2:24	2:10	1:48	1:21

STRAIGHT-IN LANDING RWY 25L			CEILING REQUIRED.			CIRCLE-TO-LAND		
MDA(H) 550' (518')			Not Authorized South of Rwy					
CEIL-VIS			ALS out			Max Kts		
A			510' - 2000m			100		
B			510' - 2000m			135		
C			510' - 2400m			180		

VS OPS

VVTS/SGN

TANSONNHAT INTL

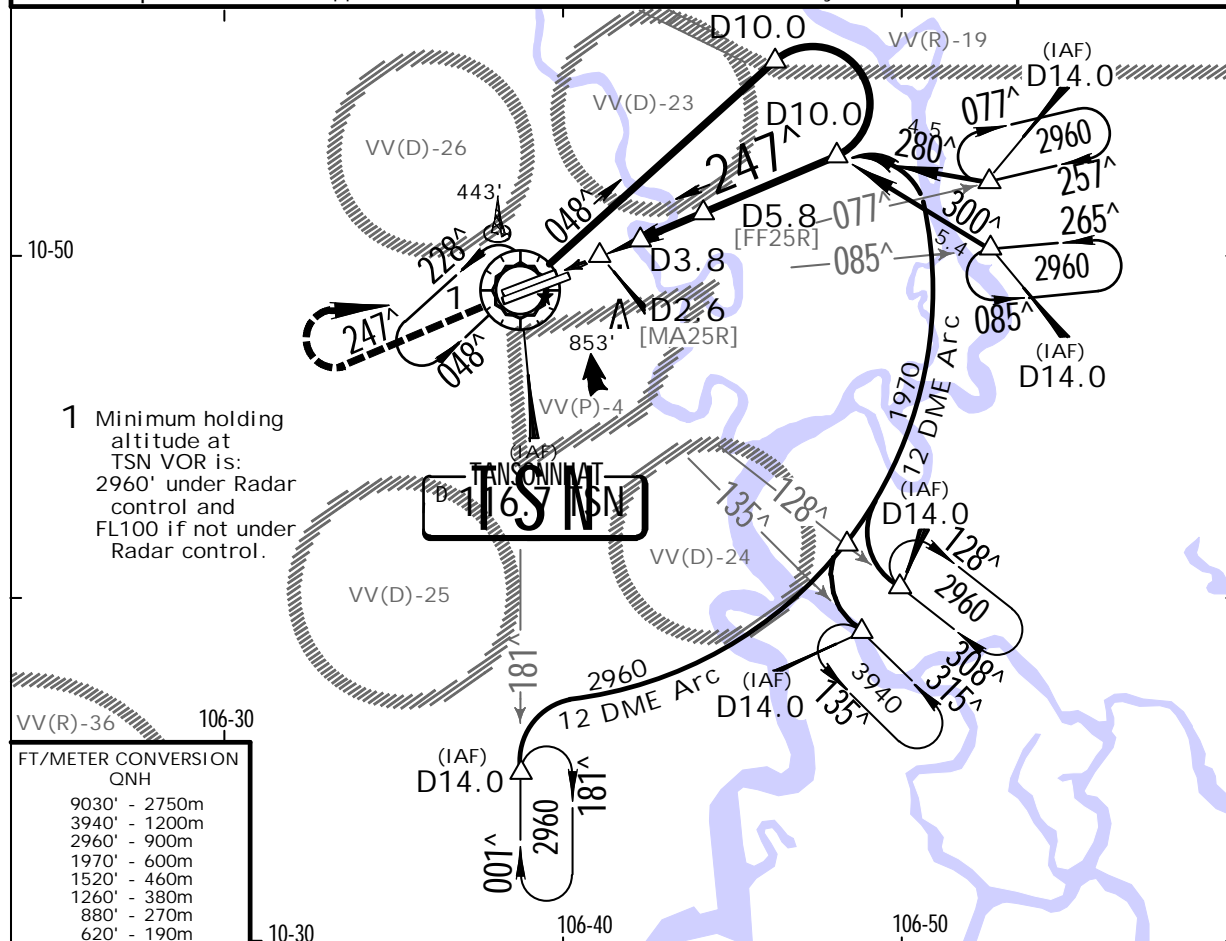
JEPPESSEN

21 JUN 13 (13-4) Eff. 27 Jun. 0001Z.

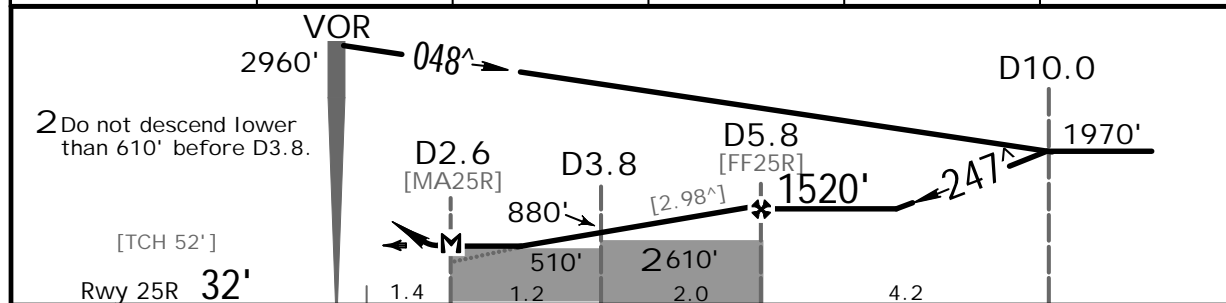
HOCHIMINH, VIETNAM
VOR Rwy 25R

BRIEFING STRIP™

ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
VOR TSN 116.7	Final Apch Crs 247°	Minimum Alt D5.8 1520' (1488')	MDA(H) 510' (478') Apt Elev 33' Rwy 25R 32'
MISSED APCH: Maintain final apch track passing TSN VOR, intercept TSN VOR R-247 and climb to 2960', turn to join holding pattern at TSN VOR or follow ATC instructions.			
Alt Set: hPa 1. DME required.	Rwy Elev: 1 hPa 2. Final approach track is 2° offset from the north of rwy centerline.	Trans level: FL 100	Trans alt: 9030'
			MSA TSN VOR



TSN DME	2.6	3.0	3.8	5.0	5.8
ALTITUDE	510'	620'	880'	1260'	1520'



Gnd speed-Kts	70	90	100	120	140	160	<div>SALS</div> <div>PAPI</div>	<div>2960'</div> <div>↑</div> <div>on</div> <div>TSN 116.7</div> <div>R-247</div>
Descent angle [2.98^]	369	474	527	633	738	843		
MAP at D2.6 or FAF to MAP 3.2	2:45	2:08	1:55	1:36	1:22	1:12		

STRAIGHT-IN LANDING RWY 25R .CEILING REQUIRED.				CIRCLE-TO-LAND			
MDA(H) 510' (478')				Not Authorized South of Rwy			
CEIL-VIS				Max Kts			
ALS out				MDA(H)			
480' - 2800m				100			
				135			
				180			

NS OPS

VVTS/SGN
TANSONNHAT INTL



21 JUN 13

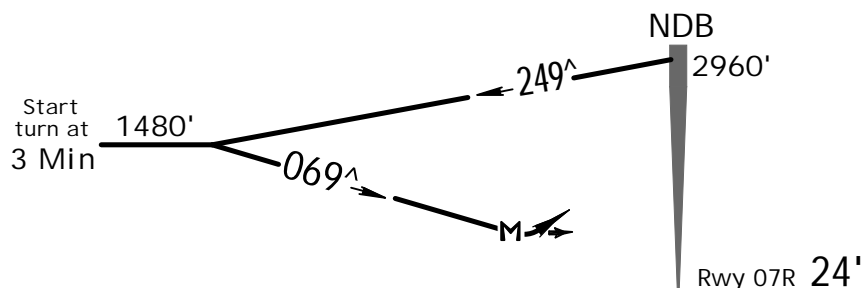
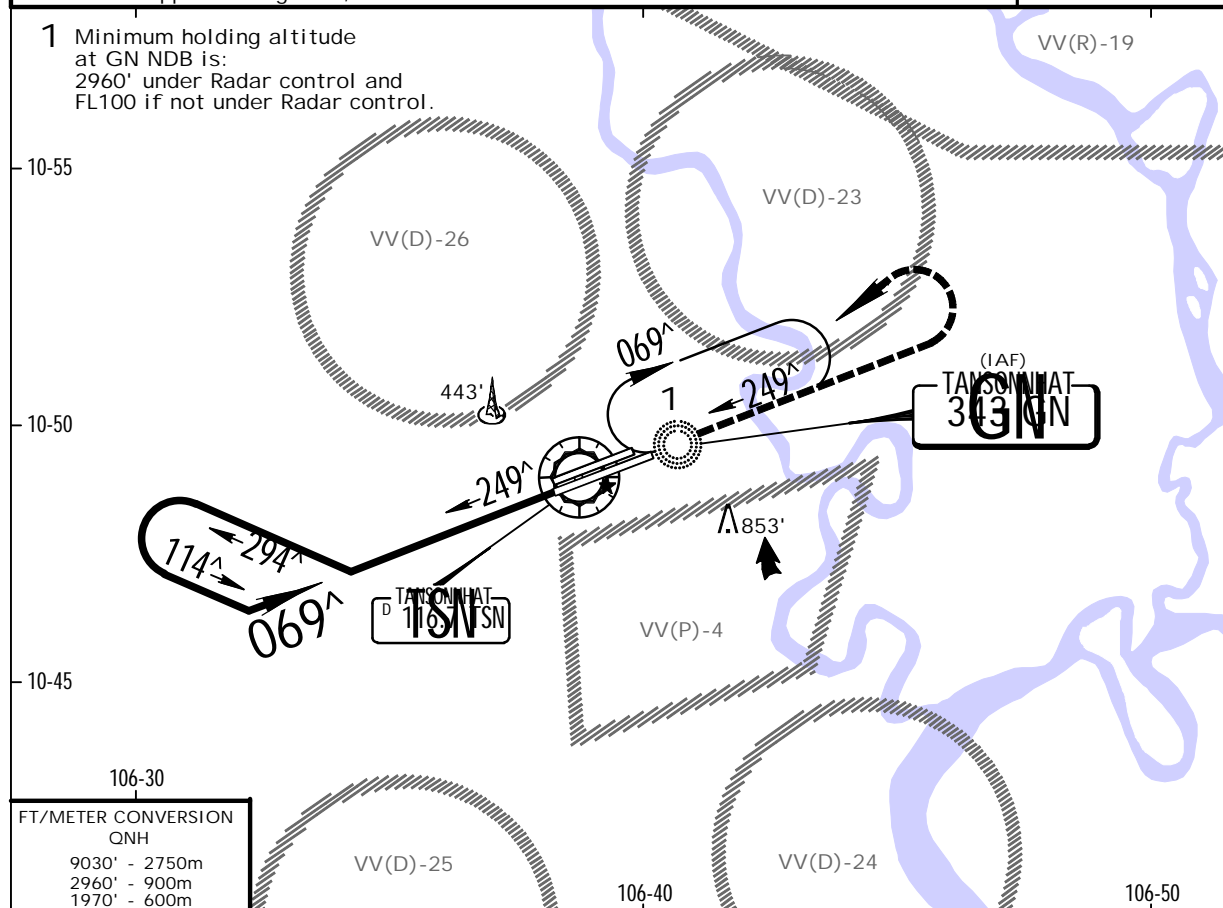
16-1

.Eff.27.Jun.0001Z.

HOCHIMINH, VIETNAM
1.0001Z. NDB Rwy 07R

ATIS 128.0		TANSONNHAT Approach 125.5		TANSONNHAT Tower 118.7 130.0		Ground 121.9	
NDB GN 343	Final ApcH Crs 069 [^]	No FAF		MDA(H) 560' (536')	Apt Elev 33' Rwy 07R 24'		
<p>MISSED APCH: Maintain runway heading, climb to 2960', passing 1970' turn LEFT to GN NDB and join holding pattern or follow ATC instructions.</p>							
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'</p> <p>1. Radar vectoring required.</p> <p>2. In final approach segment, aircraft can descend with normal rate.</p>							
						MSA GN NDB	

- 1 Minimum holding altitude
at GN NDB is:
2960' under Radar control and
FL100 if not under Radar control.



								SALS	1970'	2960'	GN 343
								PAPI	↑	↩ LT	
MAP at MDA											

STRAIGHT-IN LANDING RWY07R

.CEILING REQUIRED.

CIRCLE-TO-LAND

MDA(H) 560' (536')			Not Authorized South of Rwy	
CEIL-VIS ALS out			Max Kts.	
A			100	
B	540' - 1600m	540' - 1600m	135	660' (627') 630' - 2400m
C	540' - 2000m	540' - 2400m	180	990' (957') 960' - 4400m
D		540' - 2800m	205	990' (957') 960' - 4800m

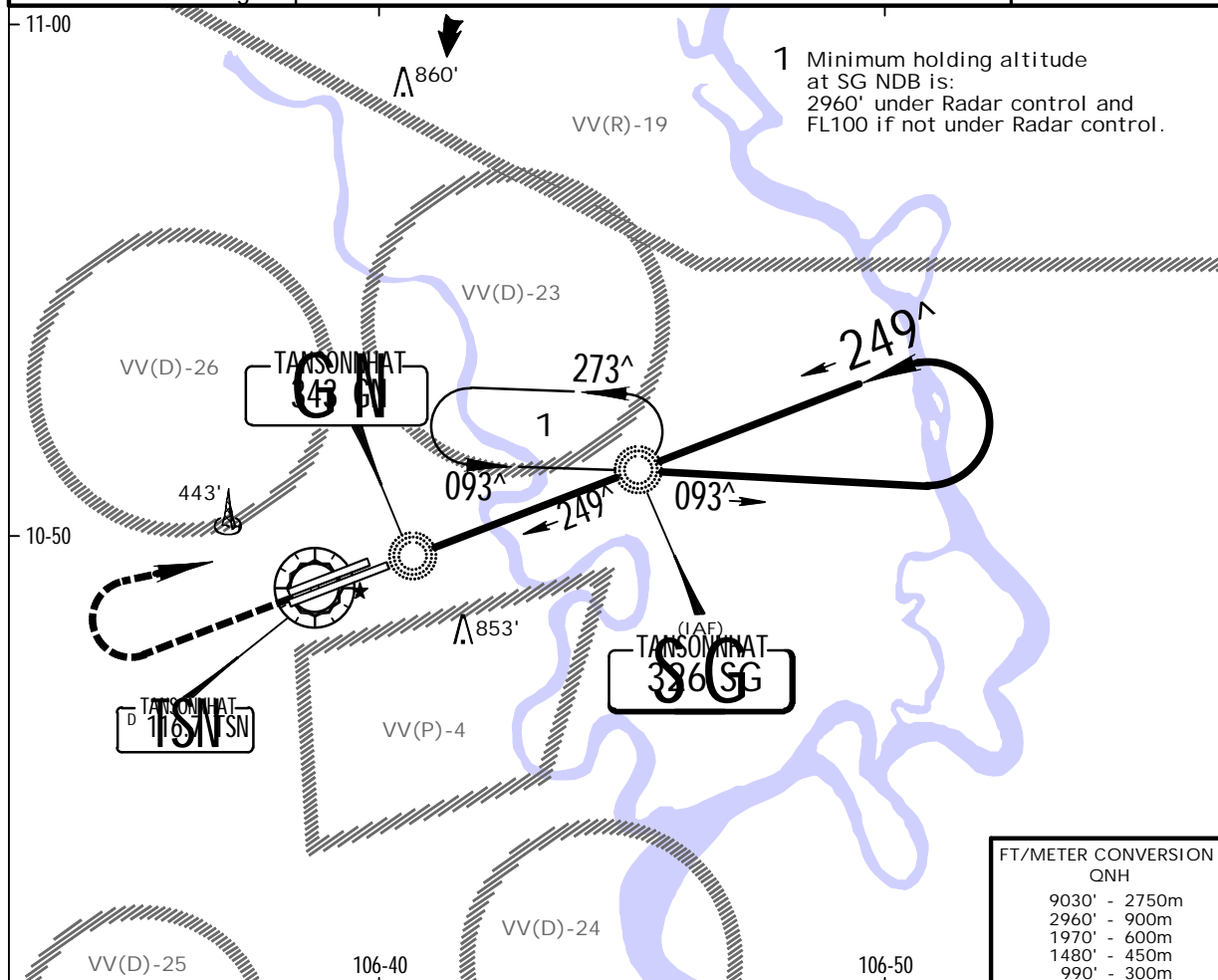
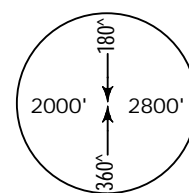
VVTS/SGN
TANSONNHAT INTL

JEPPESSEN
21 JUN 13 (16-2) .Eff.27.Jun.0001Z.

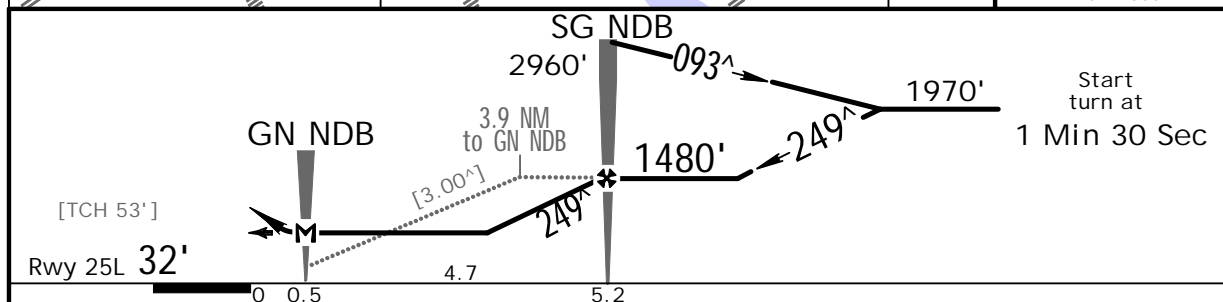
HOCHIMINH, VIETNAM
NDB Rwy 25L

BRIEFING STRIP™

ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
NDB SG 326	Final Apch Crs 249°	Minimum Alt SG NDB 1480' (1448')	MDA(H) 430' (398')
		Apt Elev 33'	Rwy 25L 32'
MISSED APCH: Maintain rwy heading, climb to 990', turn RIGHT to SG NDB, continue climbing to 2960' to join holding pattern or follow ATC instructions.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 100	Trans alt: 9030'
1. Radar vectoring required.			MSA SG NDB



FT/METER CONVERSION QNH
9030' - 2750m
2960' - 900m
1970' - 600m
1480' - 450m
990' - 300m



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at GN NDB						

STRAIGHT-IN LANDING RWY 25L .CEILING REQUIRED.			CIRCLE-TO-LAND		
MDA(H) 430' (398')			Not Authorized South of Rwy		
CEIL-VIS			Max Kts		
ALS out			MDA(H) CEIL-VIS		
A			100		
B			135		
C			180		
D			205		

NS OPS

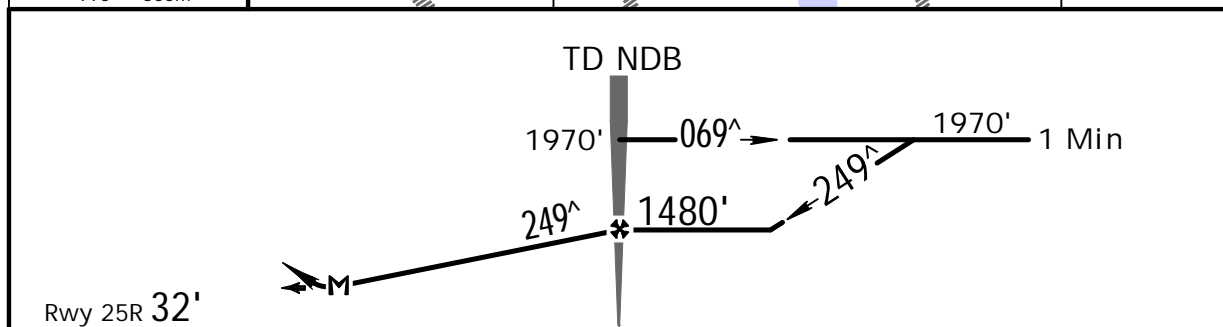
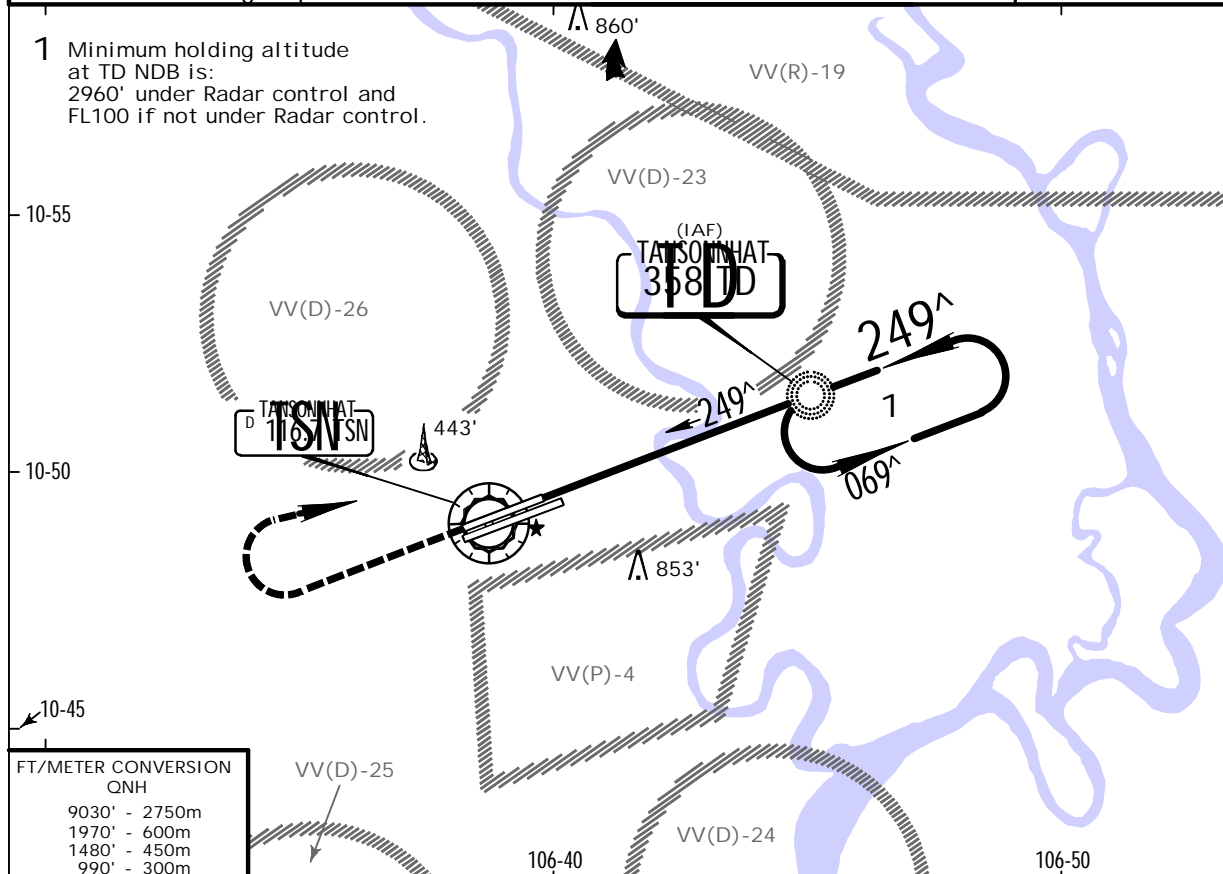
VVTS/SGN
TANSONNHAT INTL

JEPPESEN
21 JUN 13 (16-3) .Eff.27.Jun.0001Z.

HOCHIMINH, VIETNAM
NDB Rwy 25R

BRIEFING STRIP™

ATIS 128.0		TANSONNHAT Approach 125.5		TANSONNHAT Tower 118.7 130.0		Ground 121.9
NDB TD 358	Final Apch Crs 249^	Minimum Alt TD NDB 1480' (1448')	MDA(H) 510' (478')	Apt Elev 33' Rwy 25R 32'		 MSA TD NDB
MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT to TD NDB, continue climbing to 1970' and join holding pattern or follow ATC instructions.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 100		
1. Radar vectoring required.						
Trans alt: 9030'						



					SALS	990'	1970'	TD
					PAPI	↑	RT	358
MAP at MDA								

STRAIGHT-IN LANDING RWY25R			CEILING REQUIRED.	CIRCLE-TO-LAND	
MDA(H) 510' (478')				Not Authorized South of Rwy	
CEIL-VIS			ALS out	Max Kts	
A				100	
B	480' - 1600m			135	660' (627') 630' - 2400m
C				180	990' (957') 960' - 4400m
D	480' - 2000m			205	990' (957') 960' - 4800m

NS OPS