

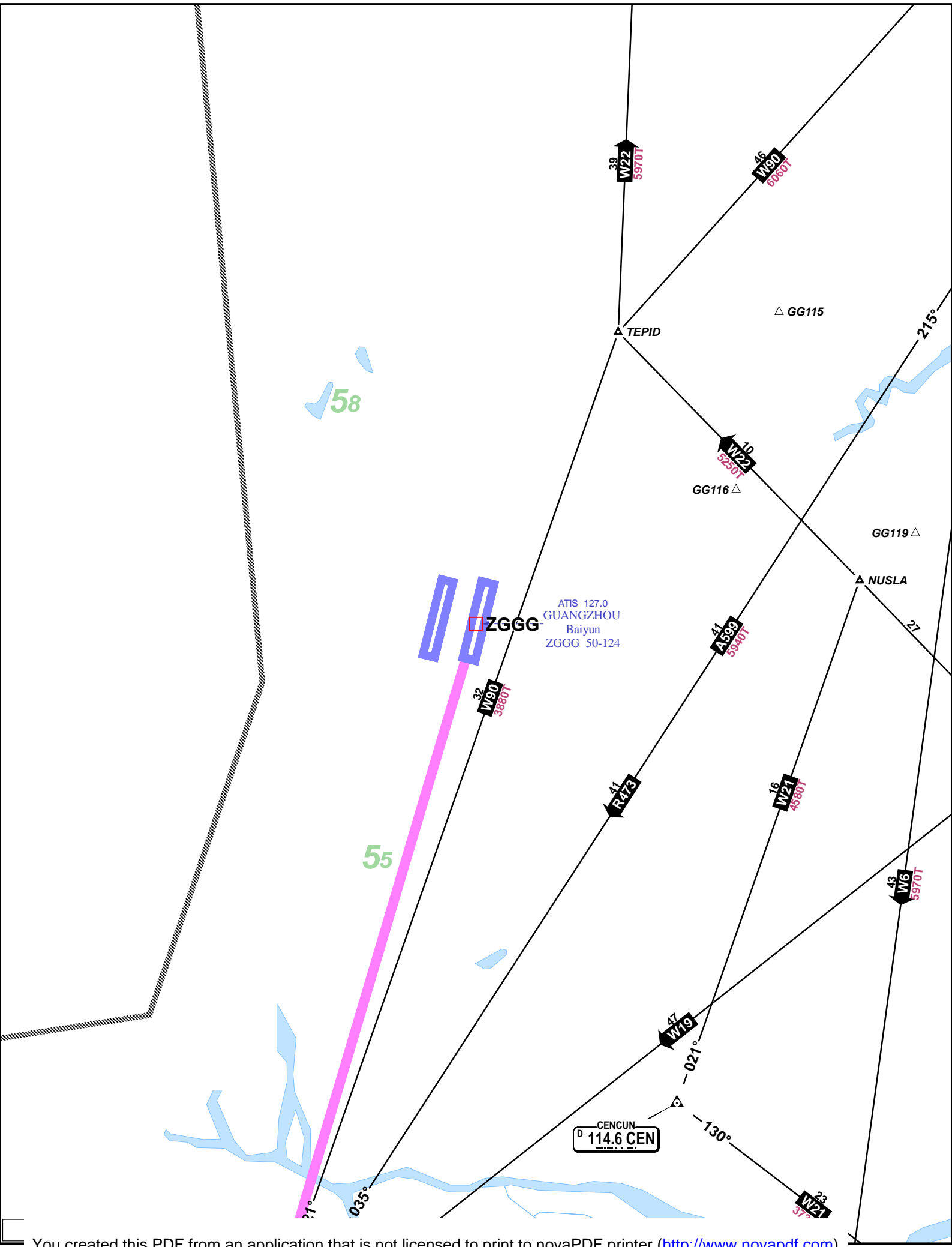
# DEPARTURE (ZGGG -> VVNB): ZGGG (Baiyun)

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*



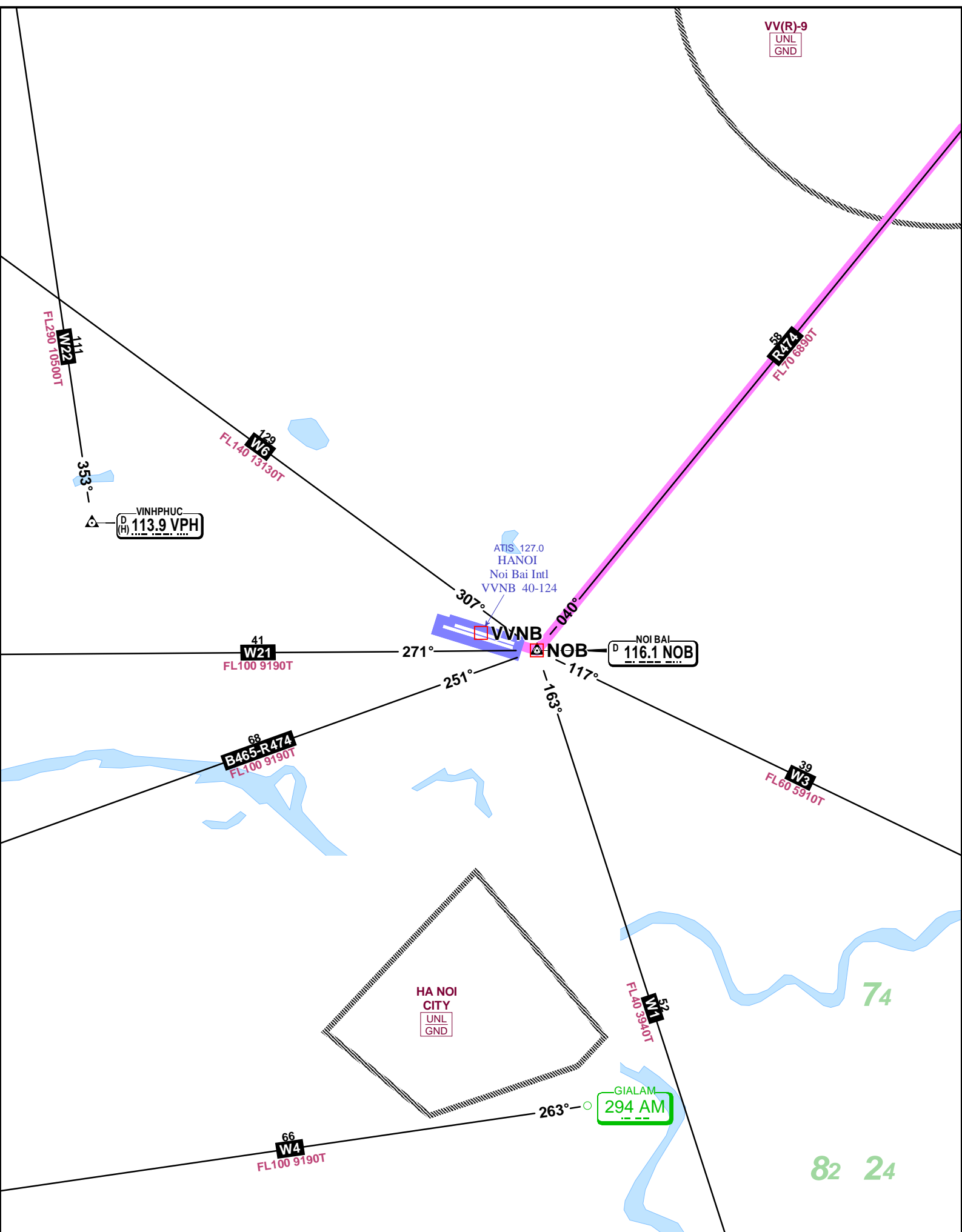
DESTINATION (ZGGG -> VVNB): VVNB (Noi Bai Intl)

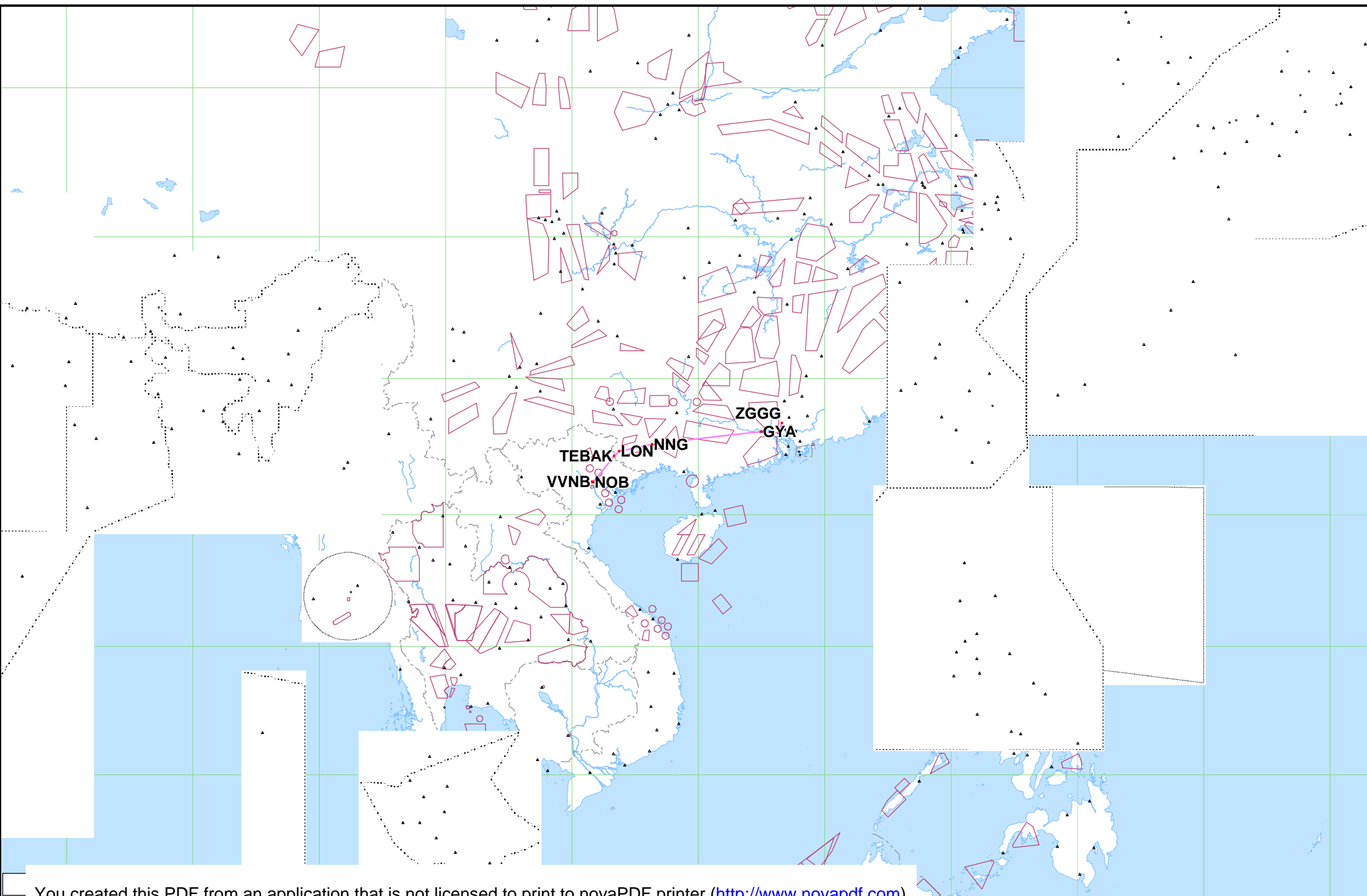
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

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

JEPPESEN

JeppView 3.6.2.0





ZGGG/CAN

BAIYUN

18 JUL 14

JEPPESEN

GUANGZHOU, PR OF CHINA

(20-1R)

.Eff.24.Jul..RADAR.MINIMUM.ALTITUDES.

GUANGZHOU  
Arrival (R)  
126.55

Apt Elev  
50'

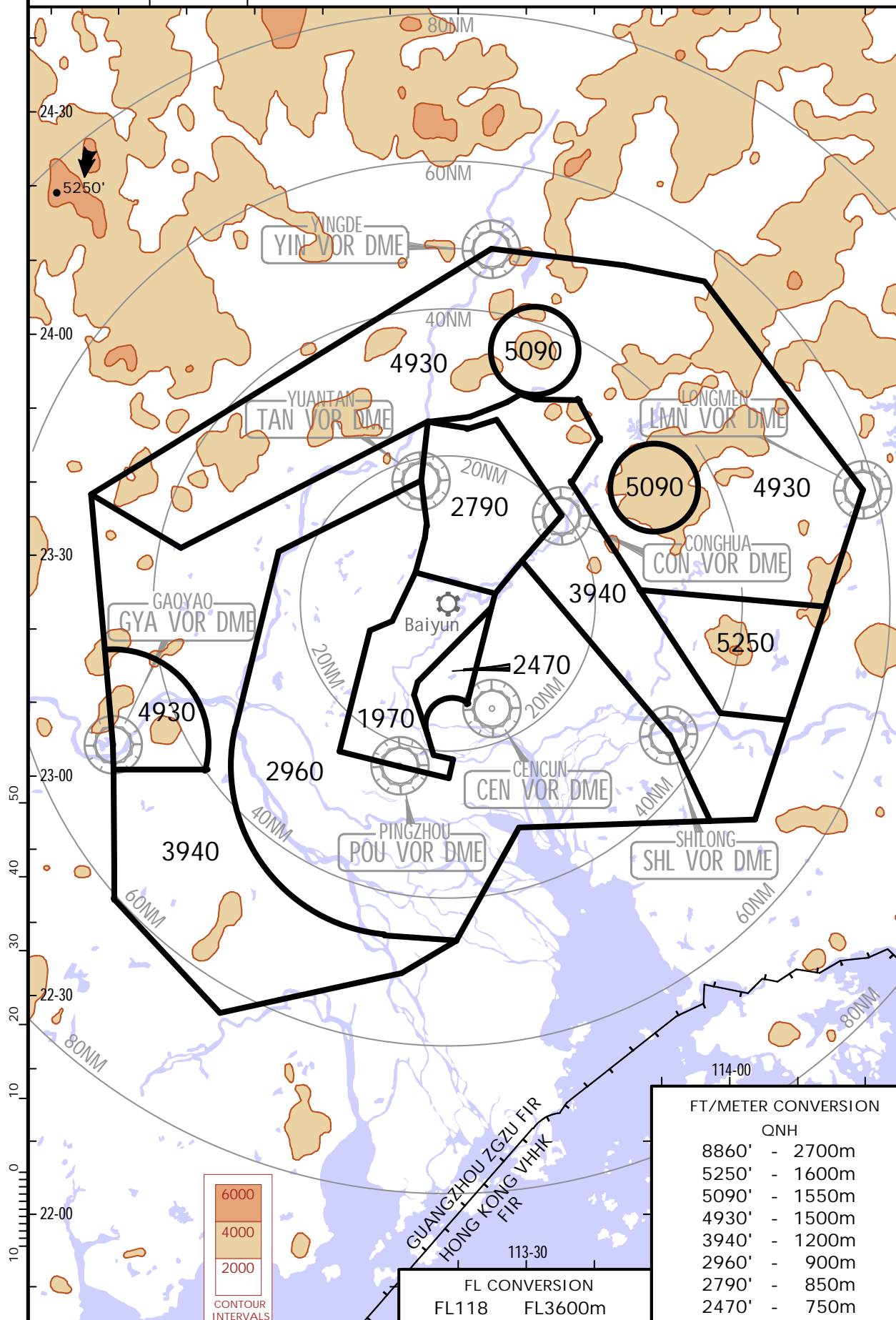
Alt Set: hPa

Trans level: FL118 below 980 hPa

FL108 980 hPa or above

Trans alt: 8860'

Chart only to be used for cross-checking of altitudes assigned while under RADAR control.



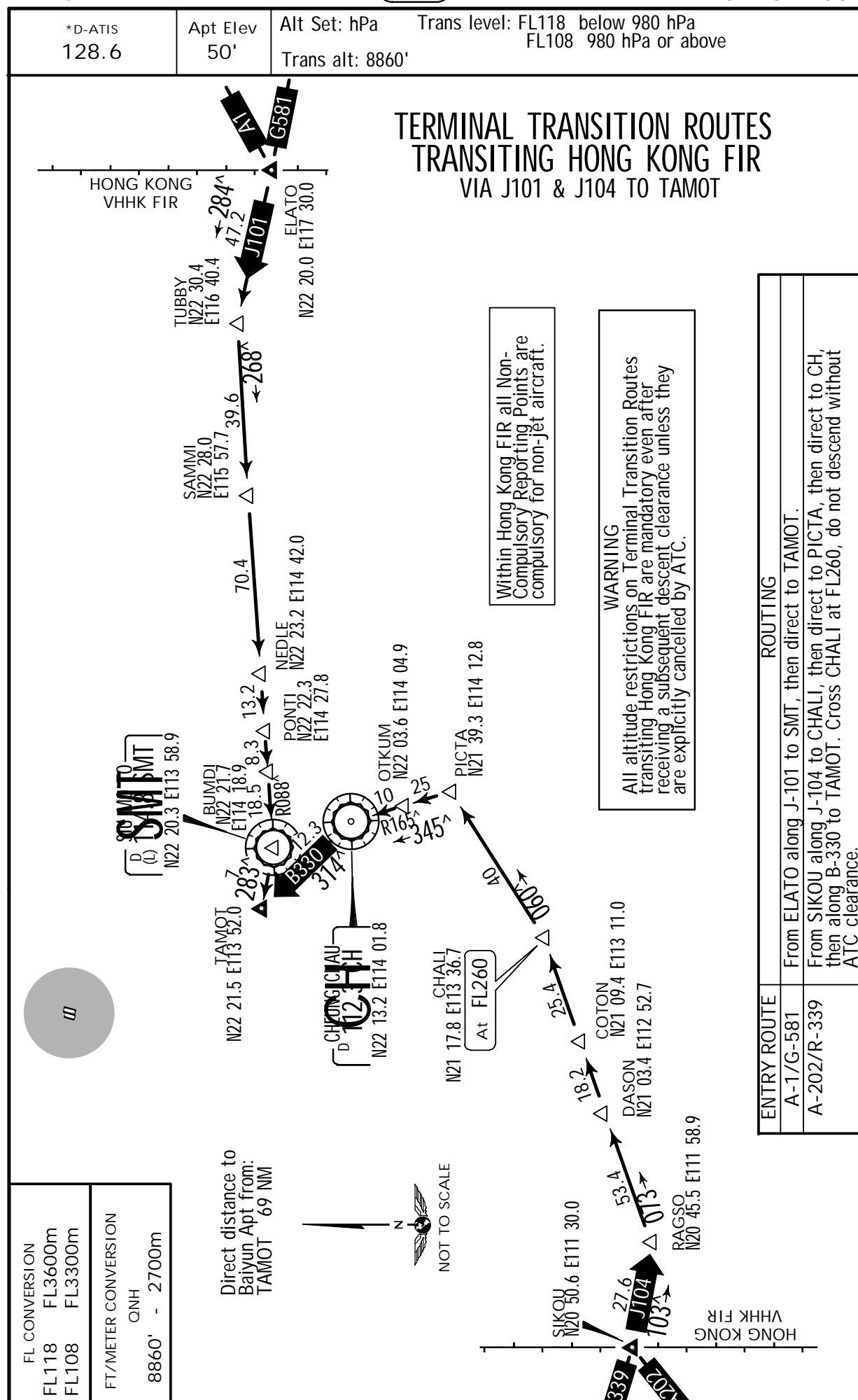
ZGGG/CAN  
BAIYUN

6 JUN 14

20-2

JEPPESEN

GUANGZHOU, PR OF CHINA  
TERMINAL TRANSITION ROUTE



ZGGG/CAN

BAIYUN

6 JUN 14

(20-2A)

JEPPESEN

GUANGZHOU, PR OF CHINA  
TERMINAL TRANSITION ROUTE.\*D-ATIS  
128.6Apt Elev  
50'Alt Set: hPa  
Trans alt: 8860'Trans level: FL118 below 980 hPa  
FL108 980 hPa or aboveTERMINAL TRANSITION ROUTES  
TRANSITING HONG KONG FIR  
VIA J103 TO TAMOT

## WARNING

All altitude restrictions on Terminal Transition Routes transiting Hong Kong FIR are mandatory even after receiving a subsequent descent clearance unless they are explicitly cancelled by ATC.

## FL CONVERSION

FL118 FL3600m

FL108 FL3300m

## FT/METER CONVERSION

QNH

8860' - 2700m

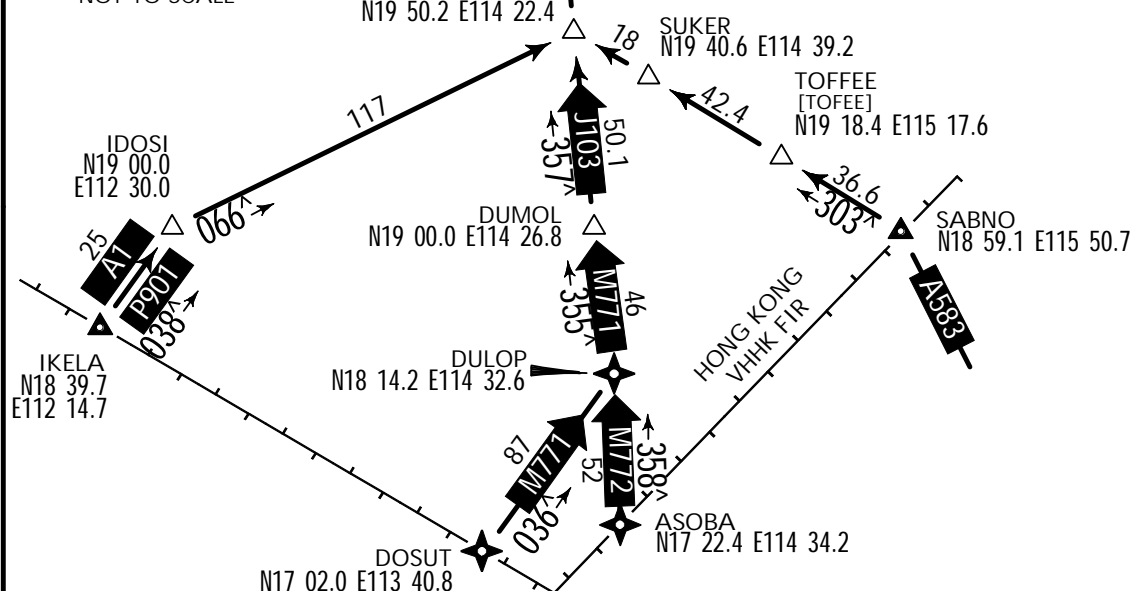
CH  
N22 13.2 E114 01.8

Direct distance to  
Baiyun Apt from:  
TAMOT 69 NM

ISBAN  
N20 49.6 E114 17.2  
At FL260

Within Hong Kong FIR all Non-Compulsory Reporting Points are compulsory for non-jet aircraft.

NOT TO SCALE



## ENTRY ROUTE

## ROUTING

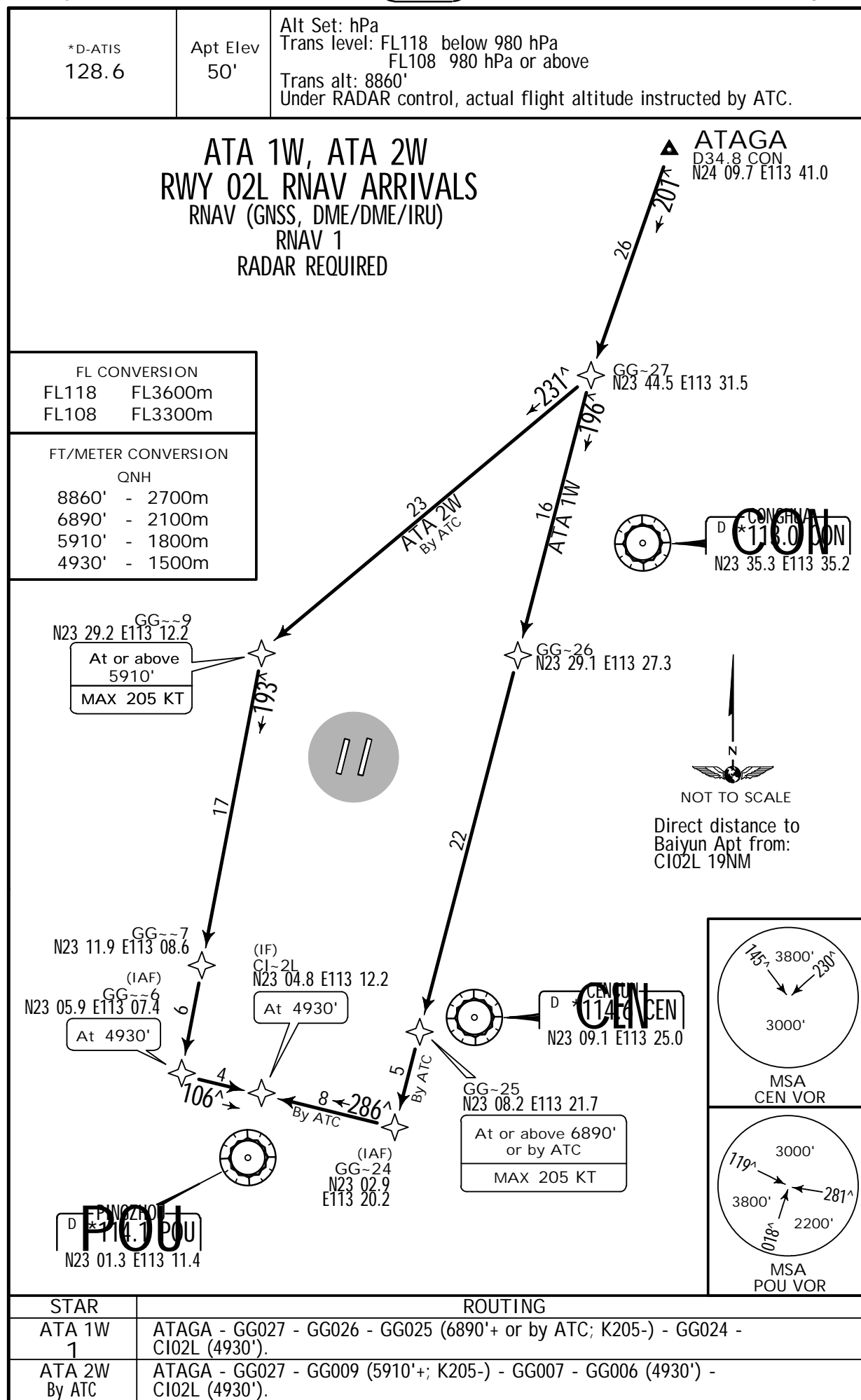
A-1	From IKELA along A-1/P-901 to IDOSI, then direct to ARROW, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.
A-583	From SABNO direct via TOFFEE and SUKER to ARROW, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.
M-771	From DOSUT along M-771 to DUMOL, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.
M-772	From ASOBA along M-772 to DULOP, then along M-771 to DUMOL, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.



ZGGG/CAN  
BAIYUN

6 JUN 14 (20-2A1)

GUANGZHOU, PR OF CHINA  
.RNAV.STAR.



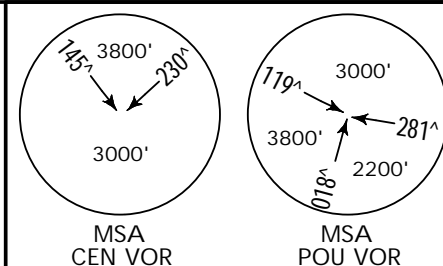
ZGGG/CAN  
BAIYUN

6 JUN 14 (20-2A2)

GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

*D-ATIS 128.6	Apt Elev 50'	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above Trans alt: 8860' Under RADAR control, actual flight altitude instructed by ATC.
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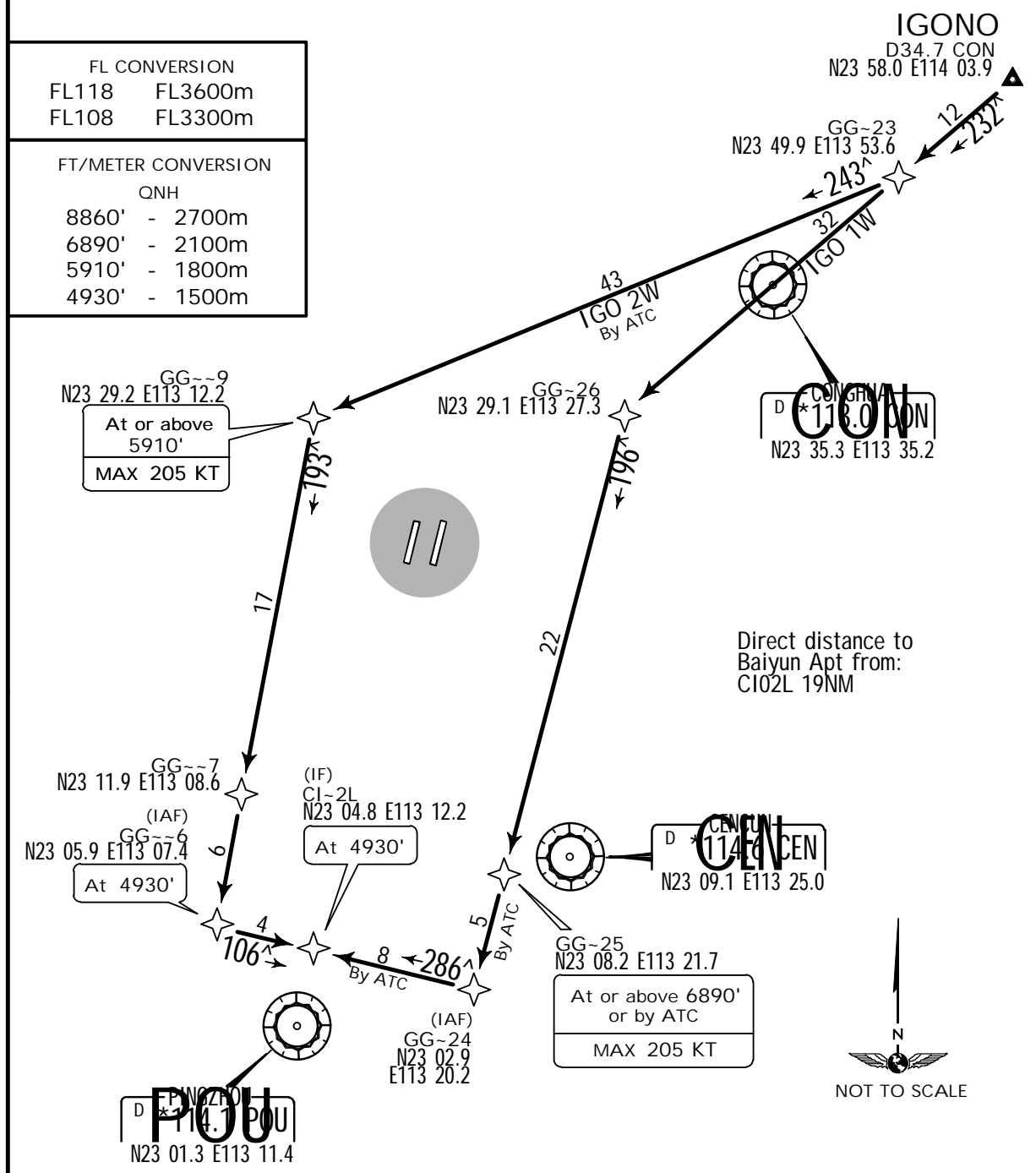
IGO 1W, IGO 2W  
RWY 02L RNAV ARRIVALS  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m



STAR	ROUTING
IGO 1W 1	IGONO - GG023 - GG026 - GG025 (6890'+ or by ATC; K205-) - GG024 - C102L (4930').
IGO 2W By ATC	IGONO - GG023 - GG009 (5910'+; K205-) - GG007 - GG006 (4930') - C102L (4930').



ZGGG/CAN

BAIYUN

25 JUL 14

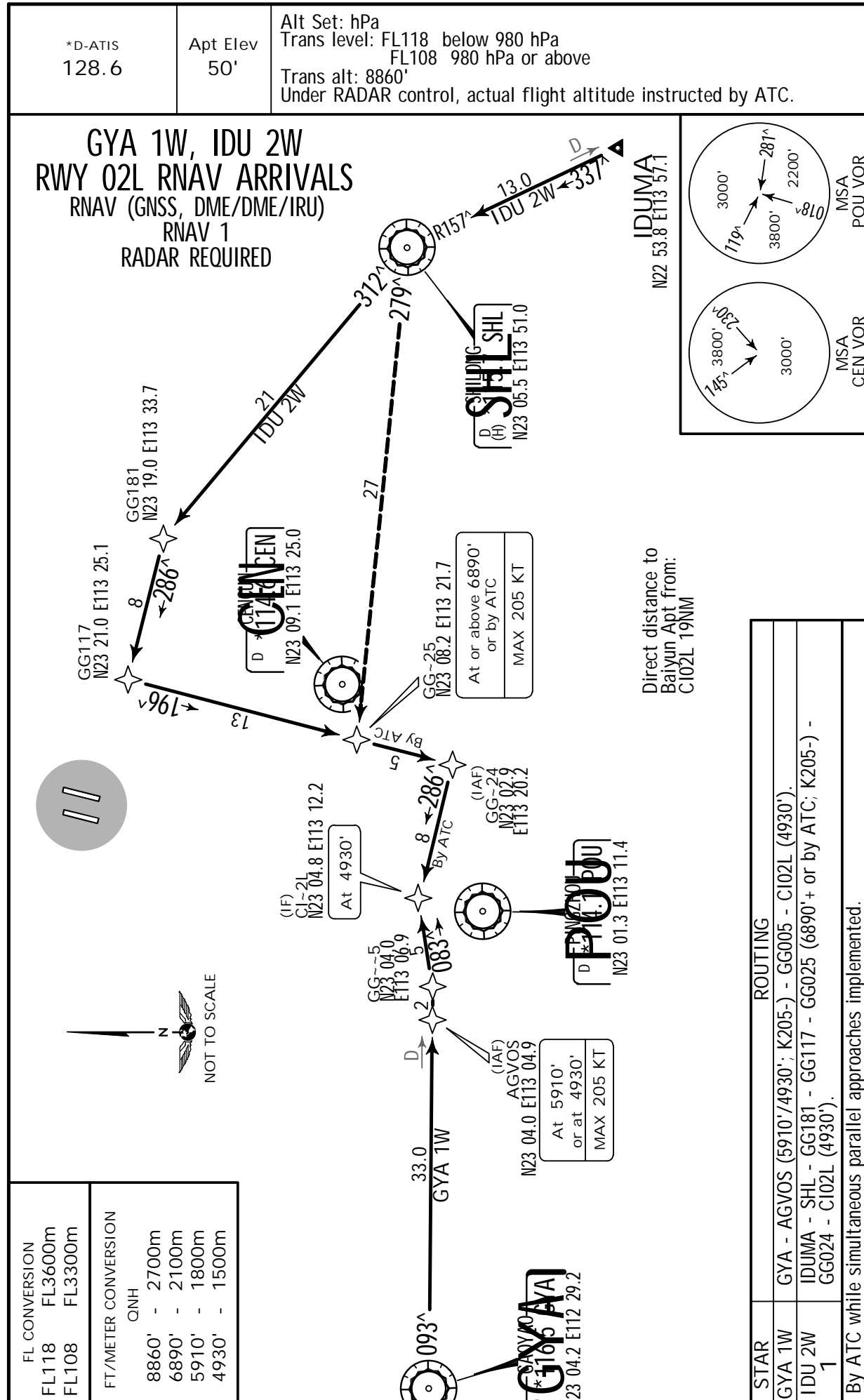
20-2B



JEPPESEN

GUANGZHOU, PR OF CHINA

.RNAV.STAR.



ZGGG/CAN  
BAIYUN

25 JUL 14

(20-2C)



JEPPesen

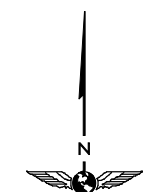
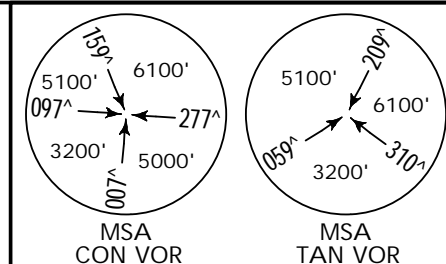
GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

\*D-ATIS  
128.6

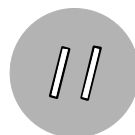
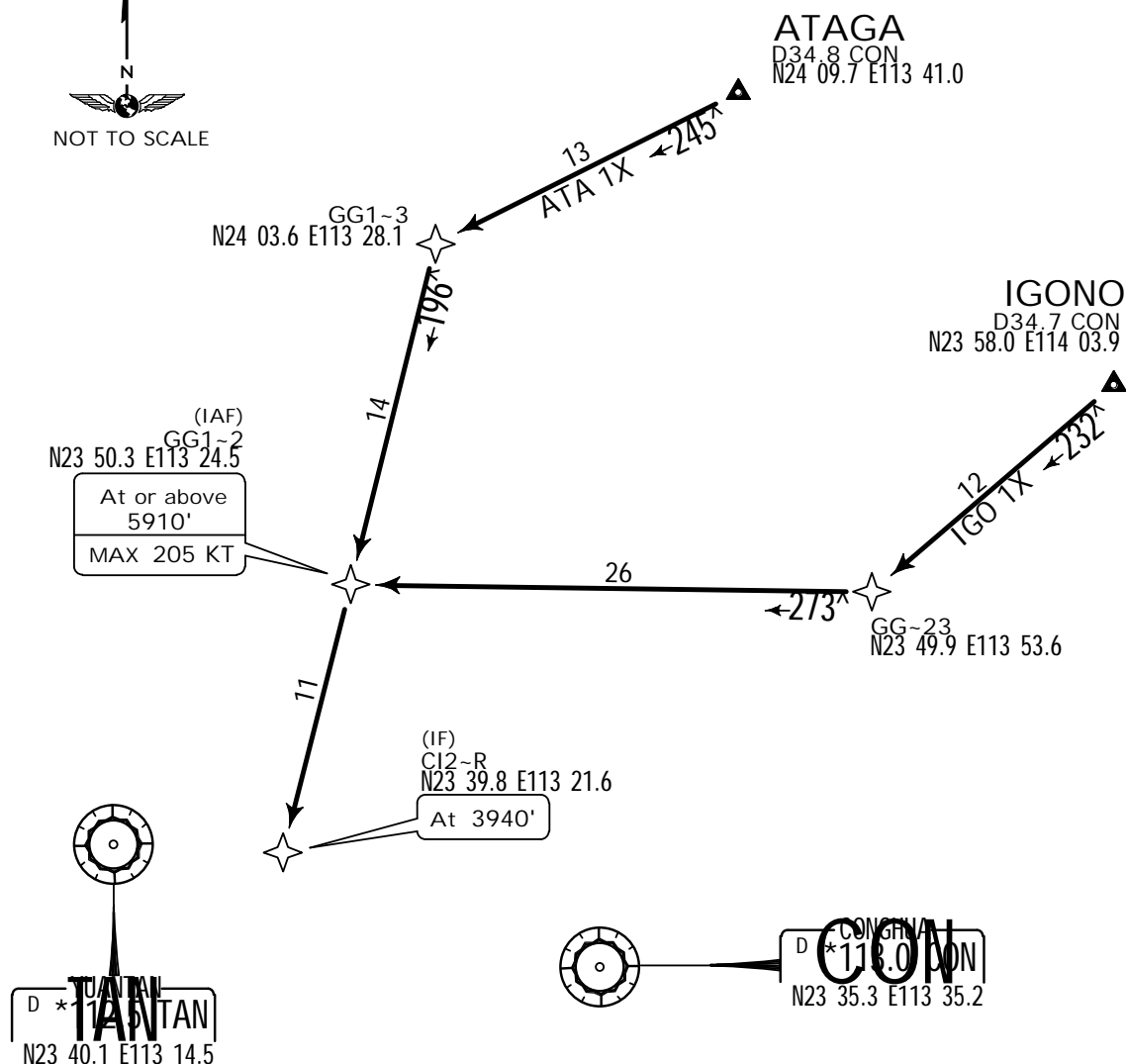
Apt Elev  
50'

Alt Set: hPa  
Trans level: FL118 below 980 hPa  
FL108 980 hPa or above  
Trans alt: 8860'  
Under RADAR control, actual flight altitude instructed by ATC.

ATA 1X, IGO 1X  
RWY 20R RNAV ARRIVALS  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



NOT TO SCALE



Direct distance to  
Baiyun Apt from:  
CI20R 17NM

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m
FT/METER CONVERSION	
QNH	
8860'	- 2700m
5910'	- 1800m
3940'	- 1200m

STAR  
ATA 1X

ROUTING  
ATAGA - GG103 - GG102 (5910'+; K205-) - CI20R (3940').

ZGGG/CAN  
BAIYUN

25 JUL 14

(20-2D)

JEPPESEN

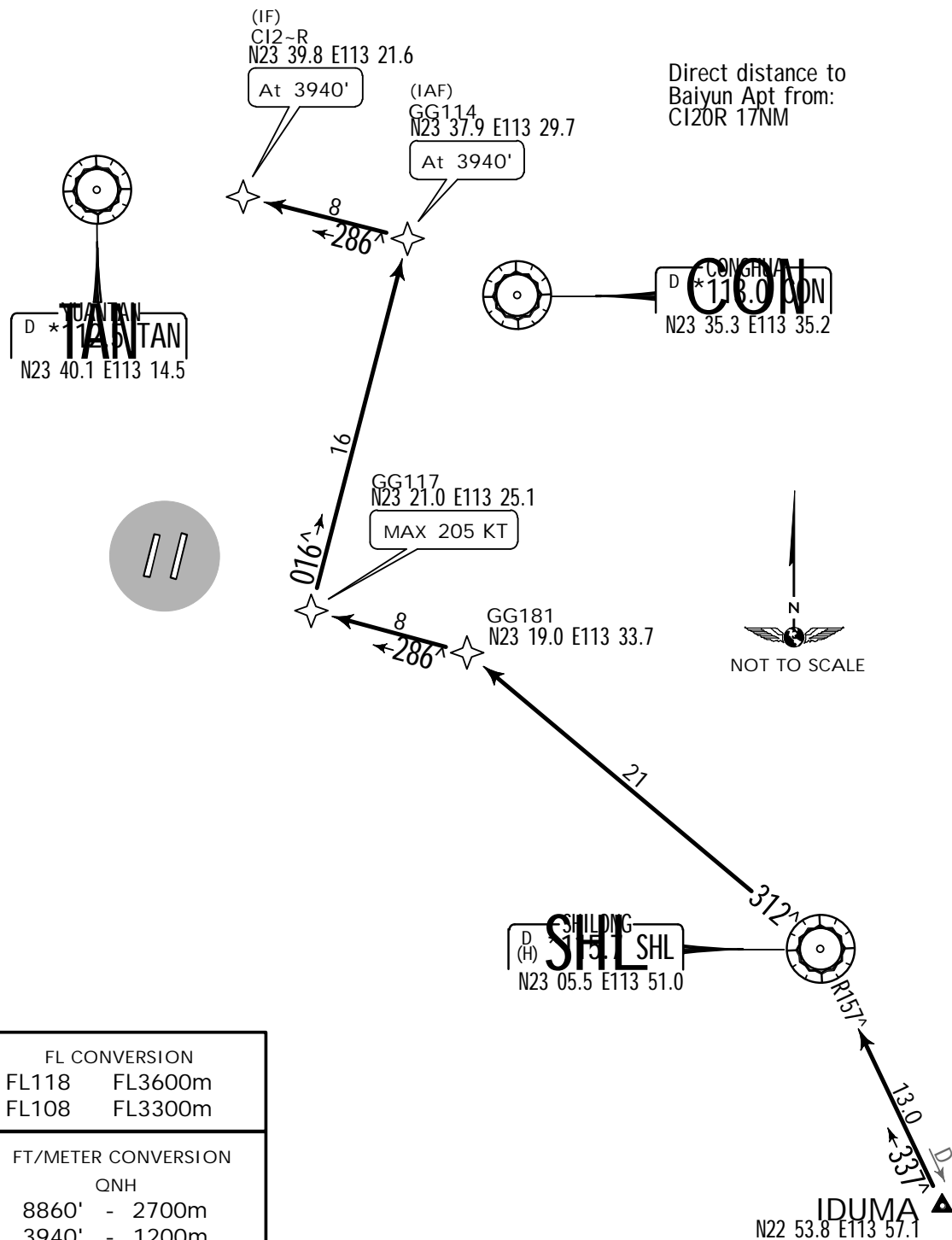
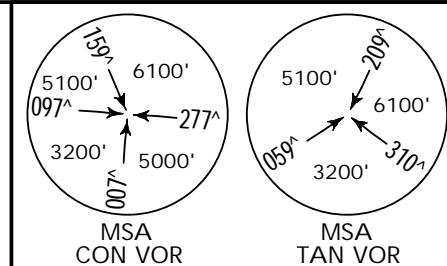
GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

\*D-ATIS  
128.6

Apt Elev  
50'

Alt Set: hPa  
Trans level: FL118 below 980 hPa  
FL108 980 hPa or above  
Trans alt: 8860'  
Under RADAR control, actual flight altitude instructed by ATC.

IDU 2X  
RWY 20R RNAV ARRIVAL  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED  
BY ATC WHILE SIMULTANEOUS PARALLEL  
APPROACHES IMPLEMENTED



FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

FT/METER CONVERSION  
QNH  
8860' - 2700m  
3940' - 1200m

ROUTING

ZGGG/CAN

BAIYUN

25 JUL 14

20-2E



JEPPESEN

GUANGZHOU, PR OF CHINA

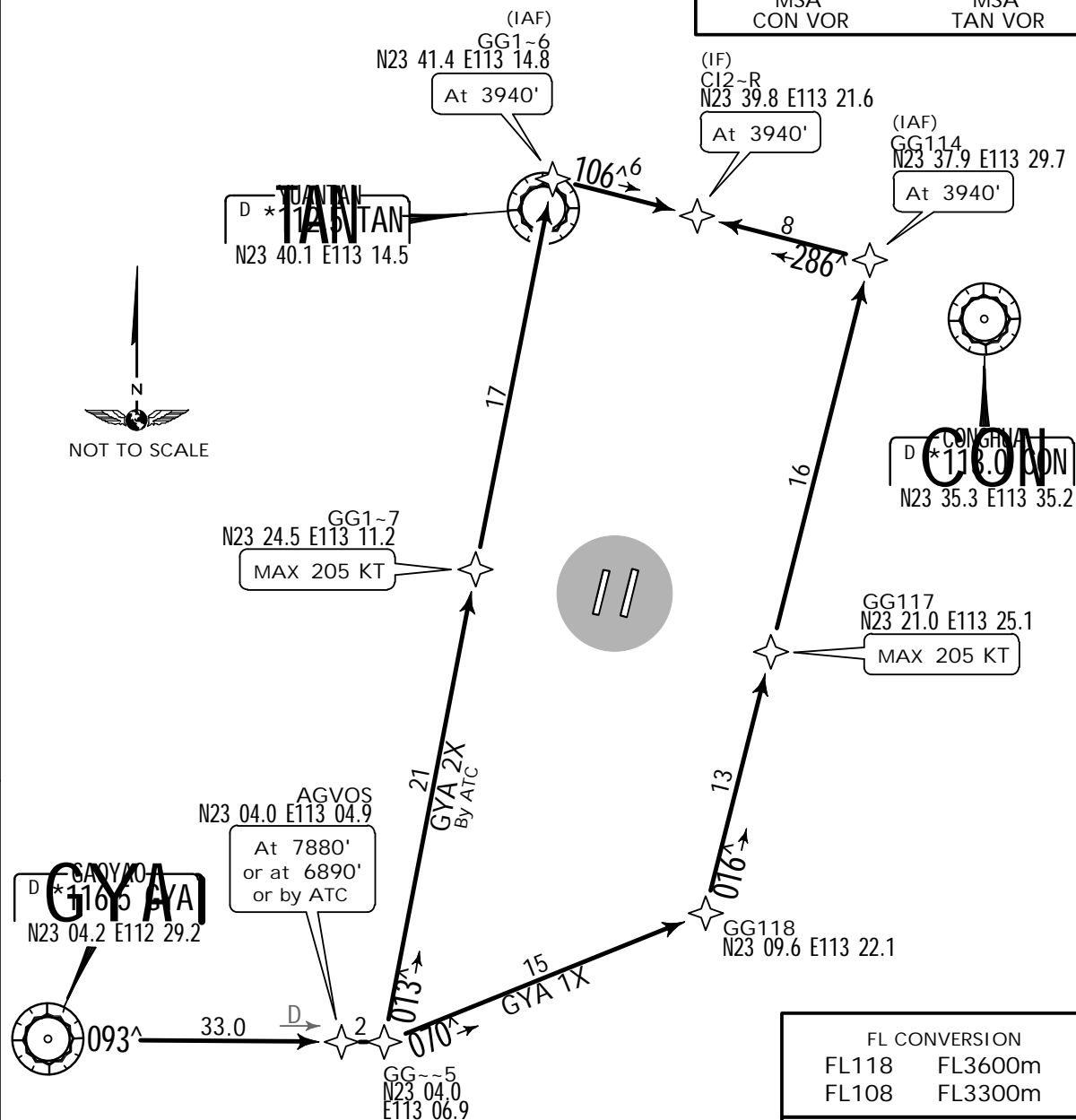
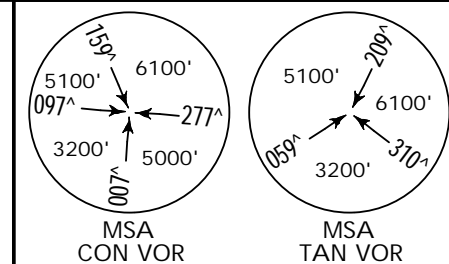
.RNAV.STAR.

\*D-ATIS  
128.6Apt Elev  
50'

Alt Set: hPa  
Trans level: FL118 below 980 hPa  
FL108 980 hPa or above  
Trans alt: 8860'

Under RADAR control, actual flight altitude instructed by ATC.

GYA 1X, GYA 2X  
RWY 20R RNAV ARRIVALS  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



Direct distance to  
Baiyun Apt from:  
CI20R 17NM

FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

FT/METER CONVERSION  
QNH  
8860' - 2700m  
7880' - 2400m  
6890' - 2100m  
3940' - 1200m

STAR	ROUTING
GYA 1X 1	GYA - AGVOS (7880'/6890' or by ATC) - GG005 - GG118 - GG117 (K205-) - GG114 (3940') - CI20R (3940').
GYA 2X By ATC	GYA - AGVOS (7880'/6890' or by ATC) - GG005 - GG107 (K205-) - GG106 (3940') - CI20R (3940').

ZGGG/CAN

BAIYUN

31 JAN 14

(20-2F)

.Eff.6.Feb.



JEPPESEN

GUANGZHOU, PR OF CHINA

.RNAV.STAR.

\*D-ATIS  
128.6

Apt Elev  
50'

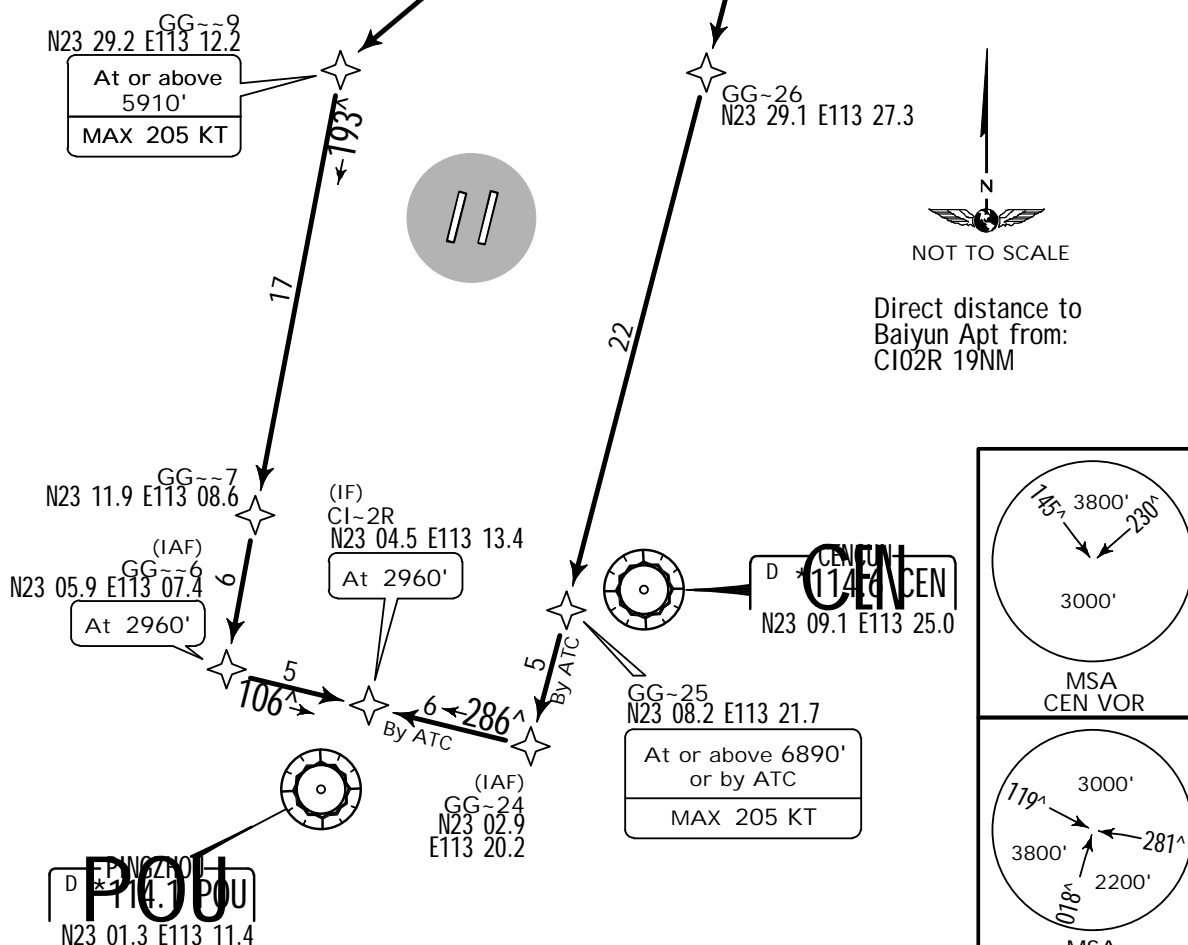
Alt Set: hPa  
Trans level: FL118 below 980 hPa  
FL108 980 hPa or above  
Trans alt: 8860'  
Under RADAR control, actual flight altitude instructed by ATC.

ATA 1Y, ATA 2Y  
RWY 02R RNAV ARRIVALS  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED

ATAGA  
D34.8 CON  
N24 09.7 E113 41.0

FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

FT/METER CONVERSION  
QNH  
8860' - 2700m  
6890' - 2100m  
5910' - 1800m  
2960' - 900m



STAR

ROUTING

ATA 1Y	ATAGA - GG027 - GG026 - GG025 (6890'+ or by ATC; K205-) - GG024 - CI02R (2960').
ATA 2Y By ATC 1	ATAGA - GG027 - GG009 (5910'+; K205-) - GG007 - GG006 (2960') - CI02R (2960').

ZGGG/CAN

BAIYUN

**JEPPESEN**

GUANGZHOU, PR OF CHINA

31 JAN 14

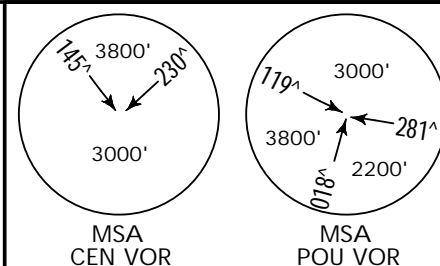
20-2G

.Eff.6.Feb.

.RNAV.STAR.

*D-ATIS 128.6	Apt Elev 50'	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above Trans alt: 8860' Under RADAR control, actual flight altitude instructed by ATC.
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IGO 1Y, IGO 2Y  
RWY 02R RNAV ARRIVALS  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



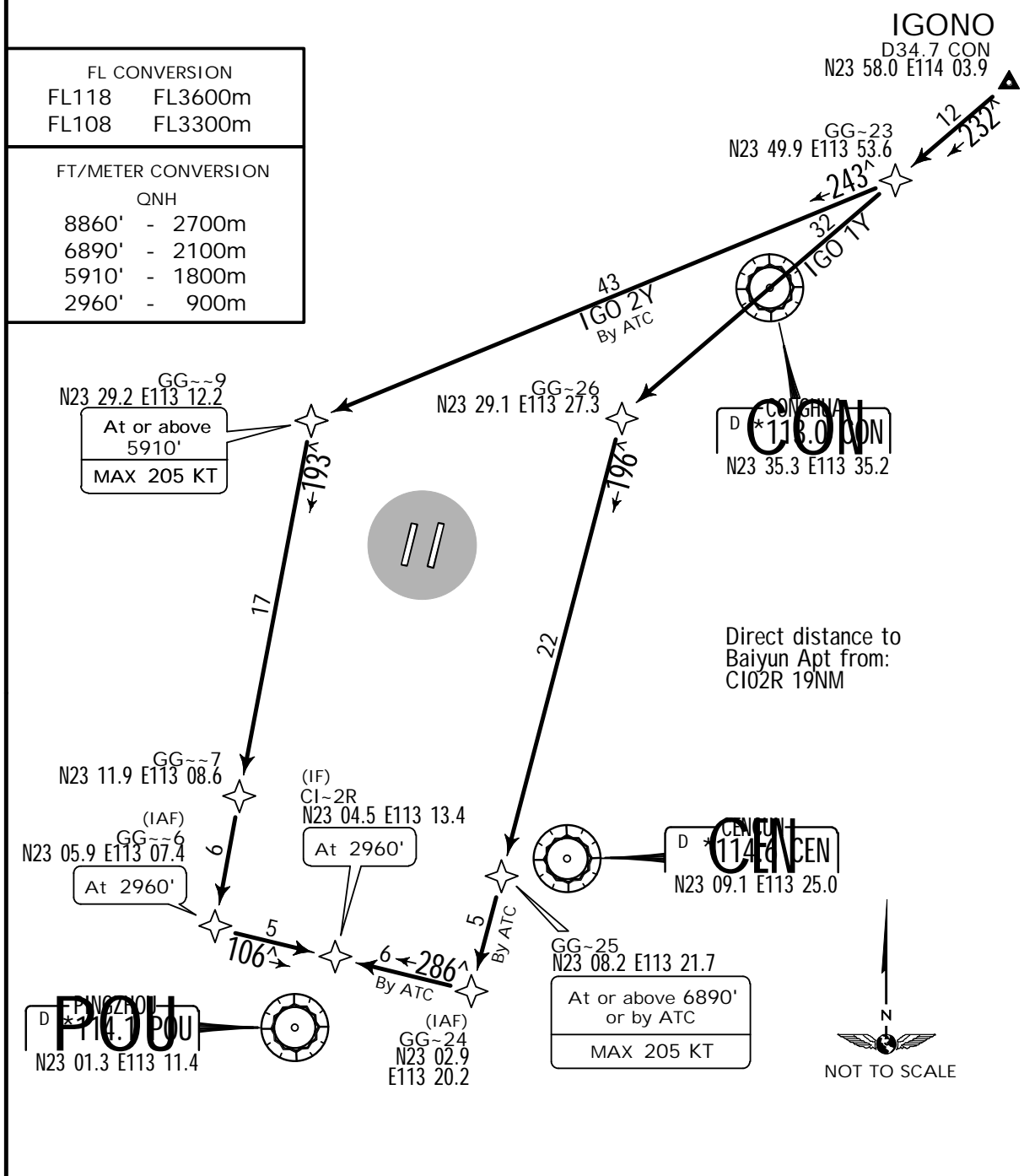
FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
2960'	- 900m

IGONO

D34.7 CON  
N23 58.0 E114 03.9



STAR	ROUTING
IGO 1Y	IGONO - GG023 - GG026 - GG025 (6890'+ or by ATC; K205-) - GG024 - CI02R (2960').
IGO 2Y By ATC 1	IGONO - GG023 - GG009 (5910'+; K205-) - GG007 - GG006 (2960') - CI02R (2960').



ZGGG/CAN

BAIYUN

25 JUL 14

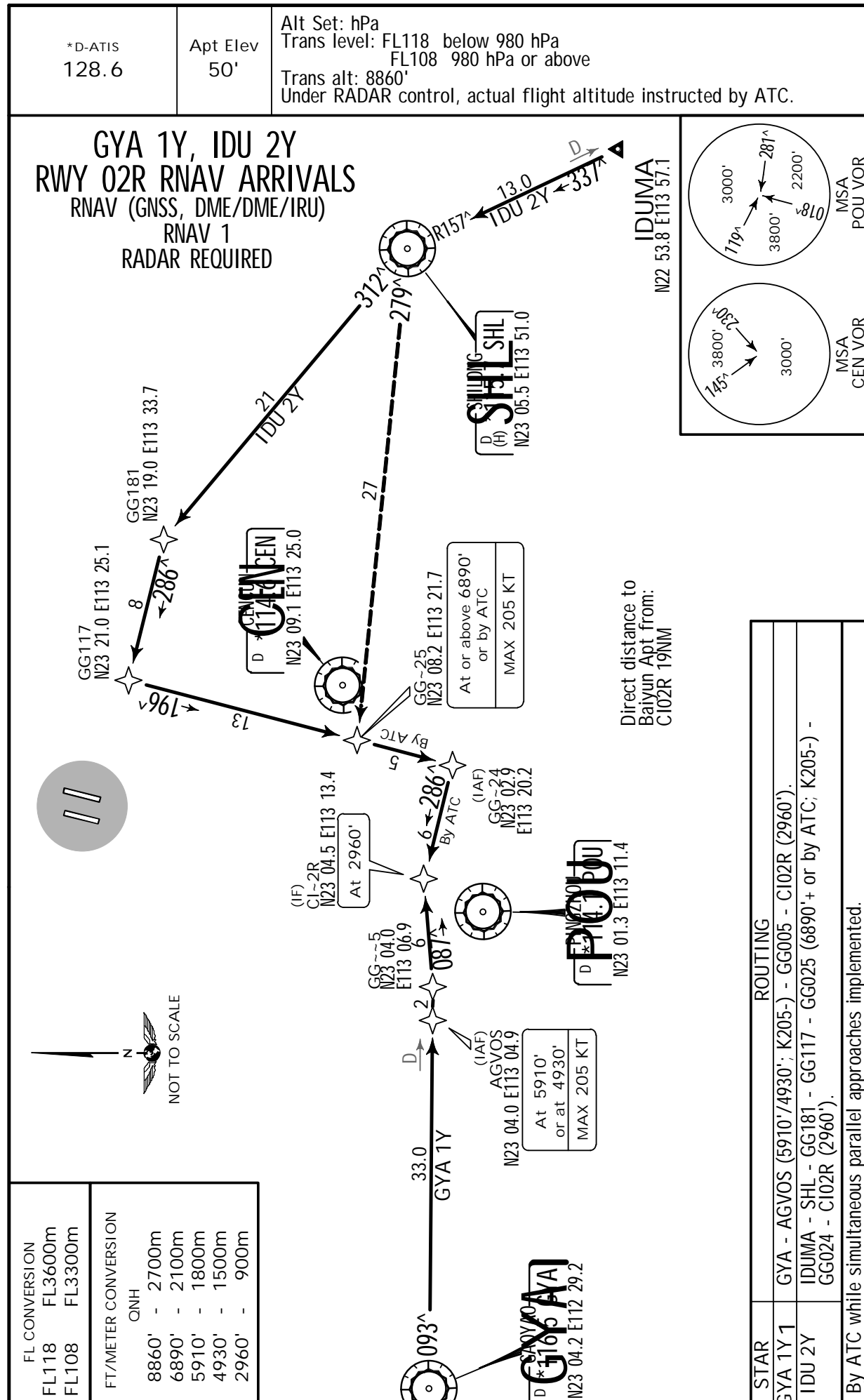
(20-2H)



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GUANGZHOU, PR OF CHINA

.RNAV.STAR.



ZGGG/CAN  
BAIYUN

25 JUL 14

(20-2J)

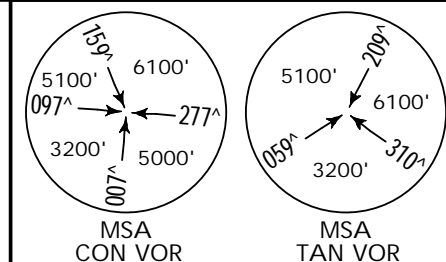
JEPPESEN GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

\*D-ATIS  
128.6

Apt Elev  
50'

Alt Set: hPa  
Trans level: FL118 below 980 hPa  
FL108 980 hPa or above  
Trans alt: 8860'  
Under RADAR control, actual flight altitude instructed by ATC.

ATA 1Z, IGO 1Z  
RWY 20L RNAV ARRIVALS  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



NOT TO SCALE

ATAGA  
D34.8 CON  
N24 09.7 E113 41.0

IGONO  
D34.7 CON  
N23 58.0 E114 03.9

GG124  
N23 52.4 E113 39.7

GG-23  
N23 49.9 E113 53.6

(IF)  
CI2-L  
N23 39.5  
E113 22.9

At 2960'

(IAF)  
GG114  
N23 37.9  
E113 29.7

At 2960'

GG121  
N23 36.6 E113 35.4

At or above 4930'  
MAX 205 KT

D \*  
TAN  
N23 40.1 E113 14.5

D \*  
CON  
N23 35.3 E113 35.2

HOLDING  
OVER CON



FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

FT/METER CONVERSION  
QNH  
8860' - 2700m  
4930' - 1500m  
2960' - 900m

Direct distance to  
Baiyun Apt from:  
CI20L 17NM

STAR

ROUTING

ATA 1Z ATAGA - GG124 - GG121 (4930'+; K205-) - GG114 (2960') - CI20L (2960').

ZGGG/CAN  
BAIYUN

25 JUL 14

(20-2K)



JEPPESEN

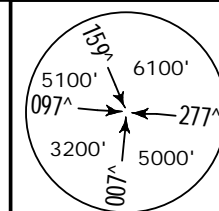
GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

\*D-ATIS  
128.6

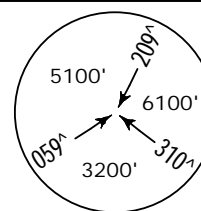
Apt Elev  
50'

Alt Set: hPa  
Trans level: FL118 below 980 hPa  
FL108 980 hPa or above  
Trans alt: 8860'  
Under RADAR control, actual flight altitude instructed by ATC.

IDU 2Z  
RWY 20L RNAV ARRIVAL  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED

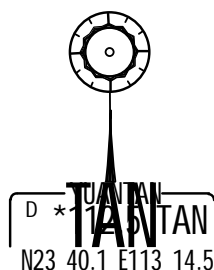


MSA  
CON VOR



MSA  
TAN VOR

Direct distance to  
Baiyun Apt from:  
C120L 17NM



(IF)  
C12-L  
N23 39.5 E113 22.9  
At 2960'

(IAF)  
GG114  
N23 37.9 E113 29.7  
At 2960'

CON VOR  
D \*113.0  
N23 35.3 E113 35.2

GG117  
N23 21.0 E113 25.1  
MAX 205 KT

GG181  
N23 19.0 E113 33.7



SHL SHL  
D (H)  
N23 05.5 E113 51.0

IDUMA  
N22 53.8 E113 57.1

FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

FT/METER CONVERSION  
QNH  
8860' - 2700m  
2960' - 900m

ROUTING

ZGGG/CAN  
BAIYUN

25 JUL 14

(20-2L)

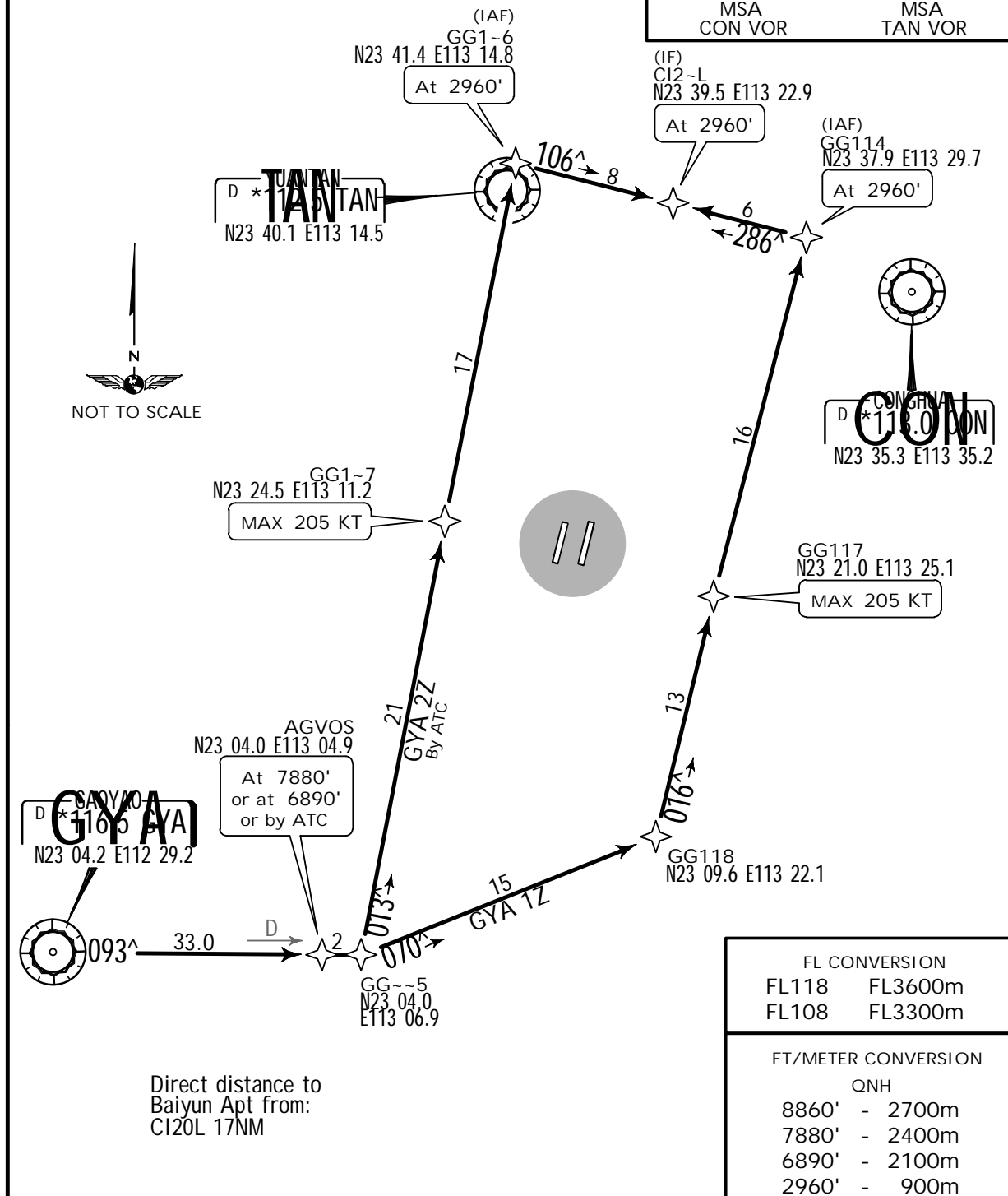
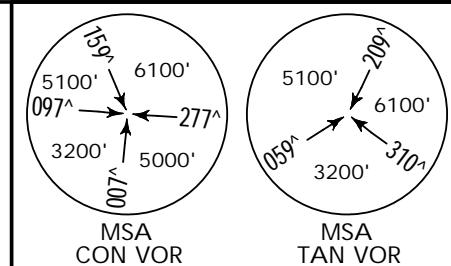


JEPPESEN

GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

*D-ATIS 128.6	Apt Elev 50'	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above Trans alt: 8860' Under RADAR control, actual flight altitude instructed by ATC.
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GYA 1Z, GYA 2Z  
RWY 20L RNAV ARRIVALS  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

FT/METER CONVERSION  
QNH  
8860' - 2700m  
7880' - 2400m  
6890' - 2100m  
2960' - 900m

STAR	ROUTING
GYA 1Z	GYA - AGVOS (7880'/6890' or by ATC) - GG005 - GG118 - GG117 (K205-) - GG114 (2960') - CI20L (2960').
GYA 2Z By ATC 1	GYA - AGVOS (7880'/6890' or by ATC) - GG005 - GG107 (K205-) - GG106 (2960') - CI20L (2960').

ZGGG/CAN

BAIYUN

25 JUL 14

(20-2M)



JEPPESEN

GUANGZHOU, PR OF CHINA

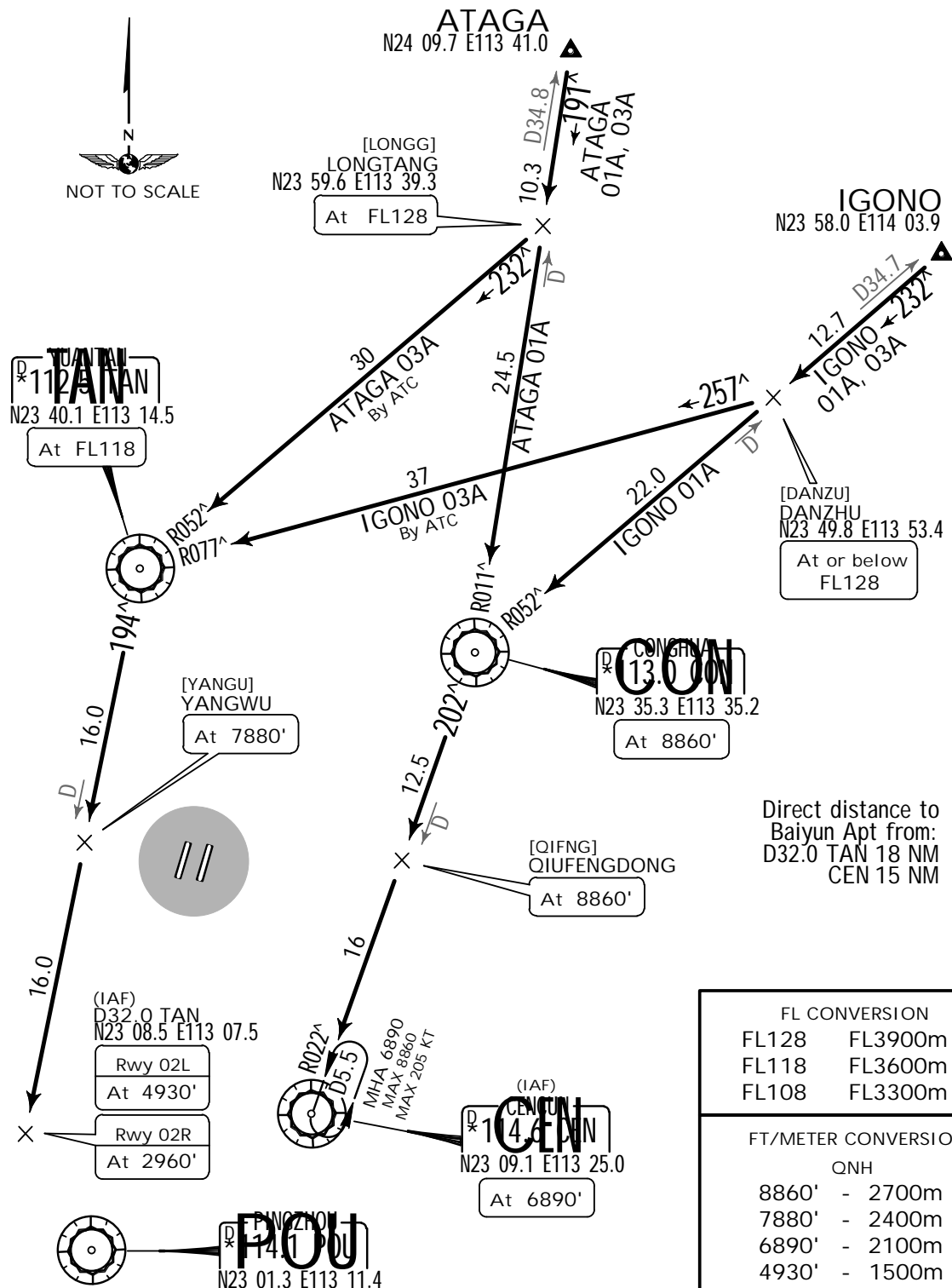
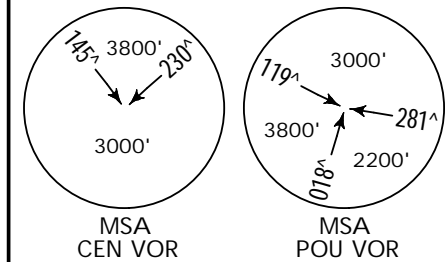
.STAR.

\*D-ATIS  
128.6Apt Elev  
50'Alt Set: hPa  
Trans level: FL118 below 980 hPa  
FL108 980 hPa or above  
Trans alt: 8860'

Under radar control, actual flight altitude instructed by ATC.

ATAGA 01A [ATA01A], IGONO 01A [IGO01A]  
 ATAGA 03A [ATA03A], IGONO 03A [IGO03A]  
 BY ATC

RWYS 02L/R ARRIVALS

**SPEED:** INITIAL APPROACH MAX 205 KT

ZGGG/CAN

BAIYUN

25 JUL 14

(20-2N)



JEPPESEN

GUANGZHOU, PR OF CHINA

.STAR.

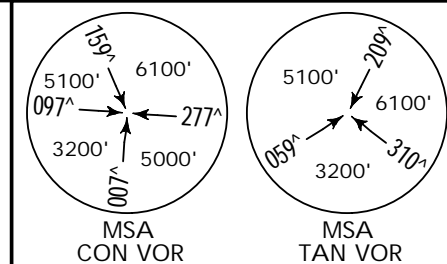
\*D-ATIS  
128.6

Apt Elev  
50'

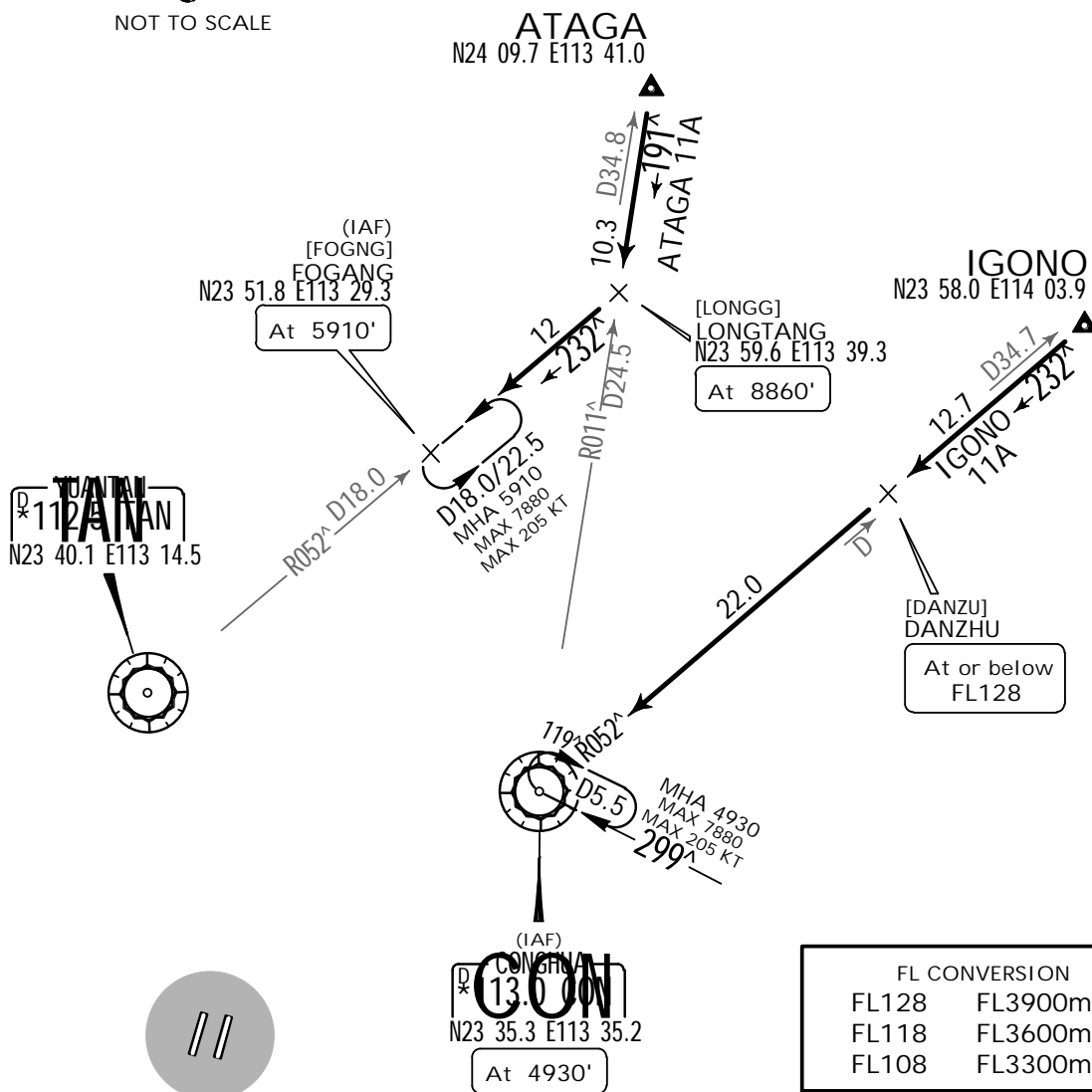
Alt Set: hPa  
Trans level: FL118 below 980 hPa  
FL108 980 hPa or above  
Trans alt: 8860'  
Under radar control, actual flight altitude instructed by ATC.

ATAGA 11A [ATA11A]  
IGONO 11A [IGO11A]  
RWYS 20L/R ARRIVALS

**SPEED:** INITIAL APPROACH MAX 205 KT



NOT TO SCALE



FL CONVERSION	
FL128	FL3900m
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
5910'	- 1800m

Direct distance to Baiyun Apt from:  
FOGANG 30 NM  
CON 19 NM



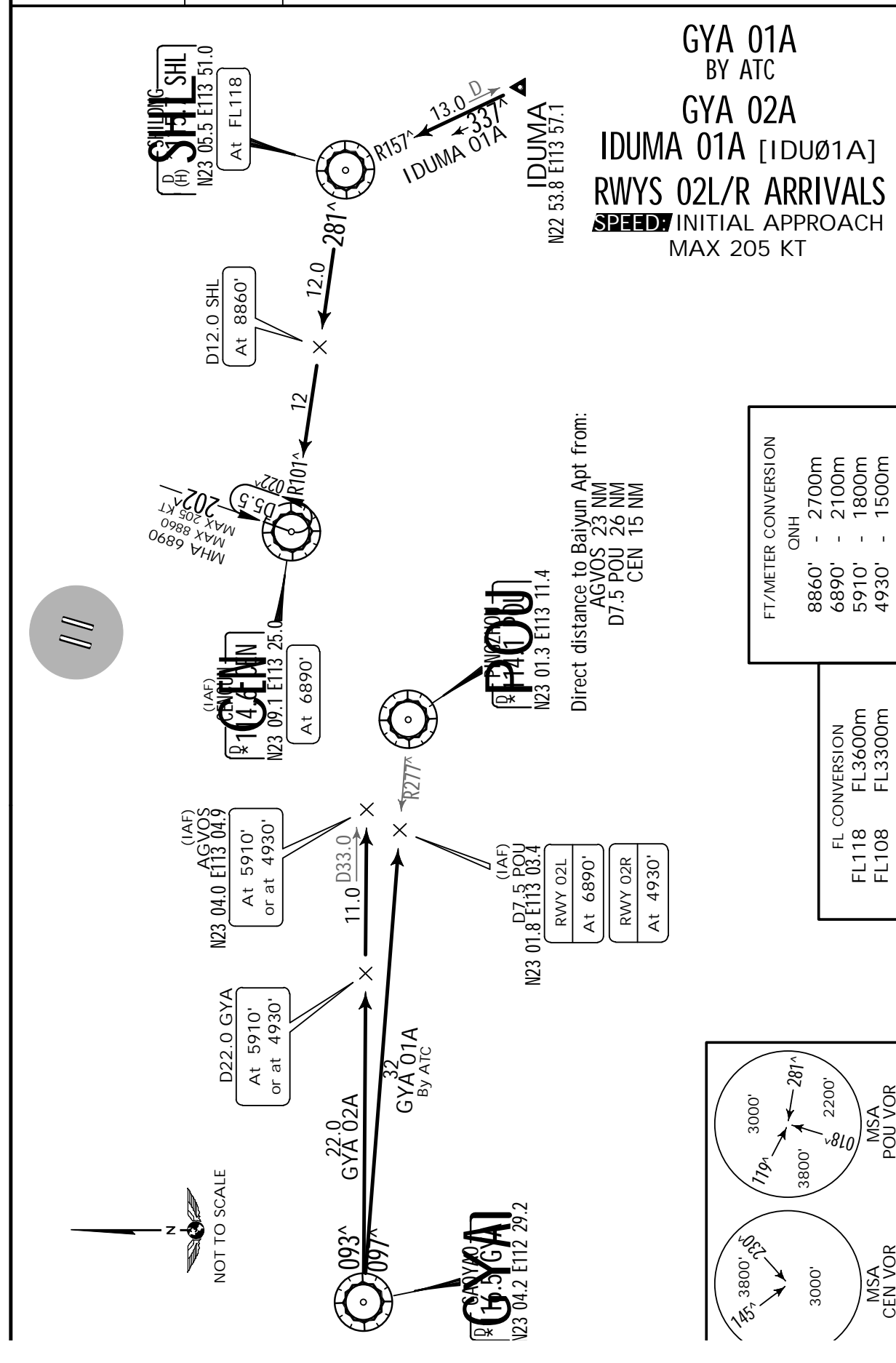
ZGGG/CAN  
BAIYUN

25 JUL 14

20-2P

JEPPESSEN GUANGZHOU, PR OF CHINA  
25 JUL 14 (20-2P) .STAR.

*D-ATIS 128.6	Apt Elev 50'	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above Trans alt: 8860' Under radar control, actual flight altitude instructed by ATC.
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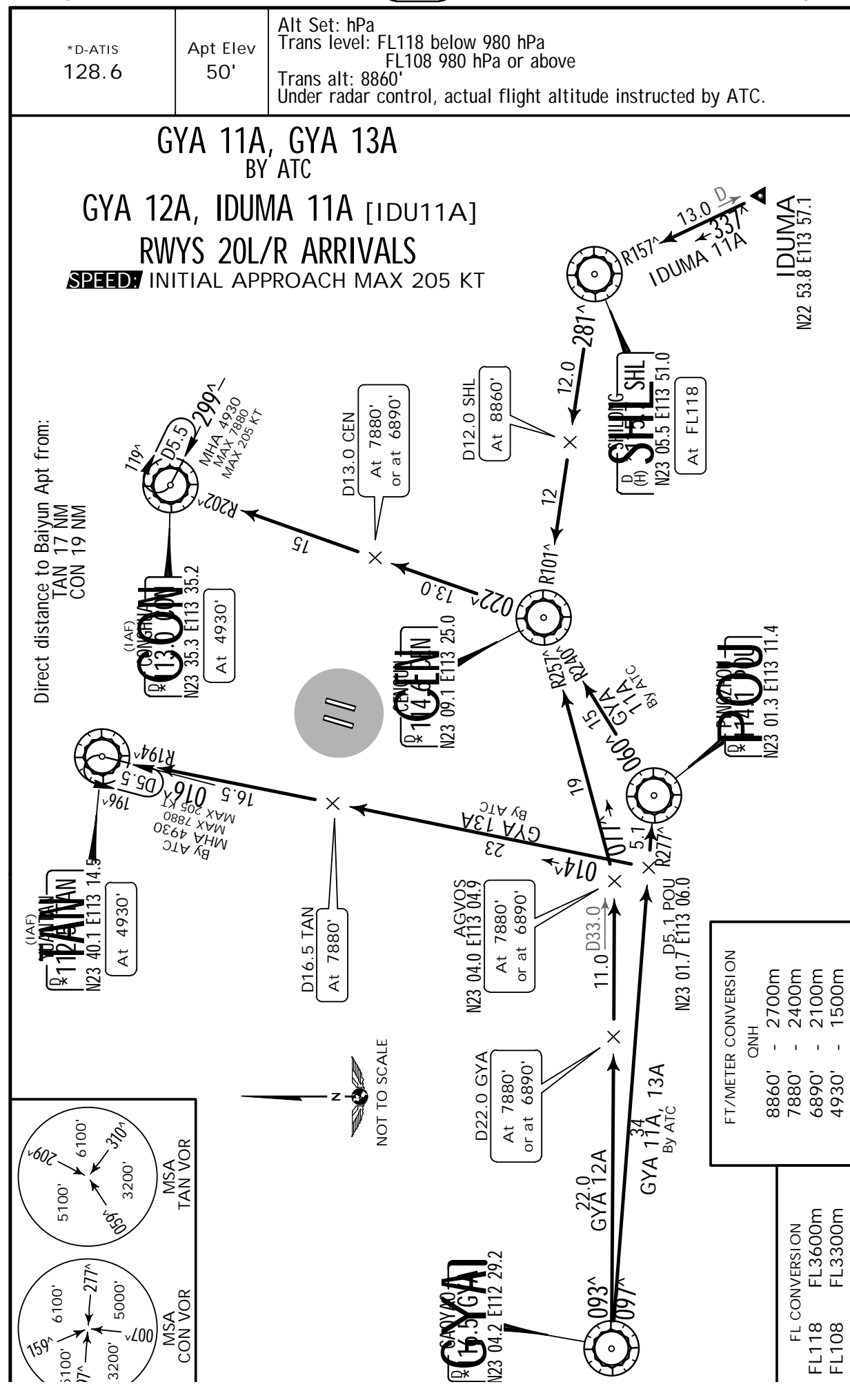


ZGGG/CAN  
BAIYUN

25 JUL 14

(20-20)

JEPPESSEN GUANGZHOU, PR OF CHINA  
.STAR.



ZGGG/CAN

BAIYUN

25 JUL 14

20-3



JEPPESEN

GUANGZHOU, PR OF CHINA

.RNAV.SID.

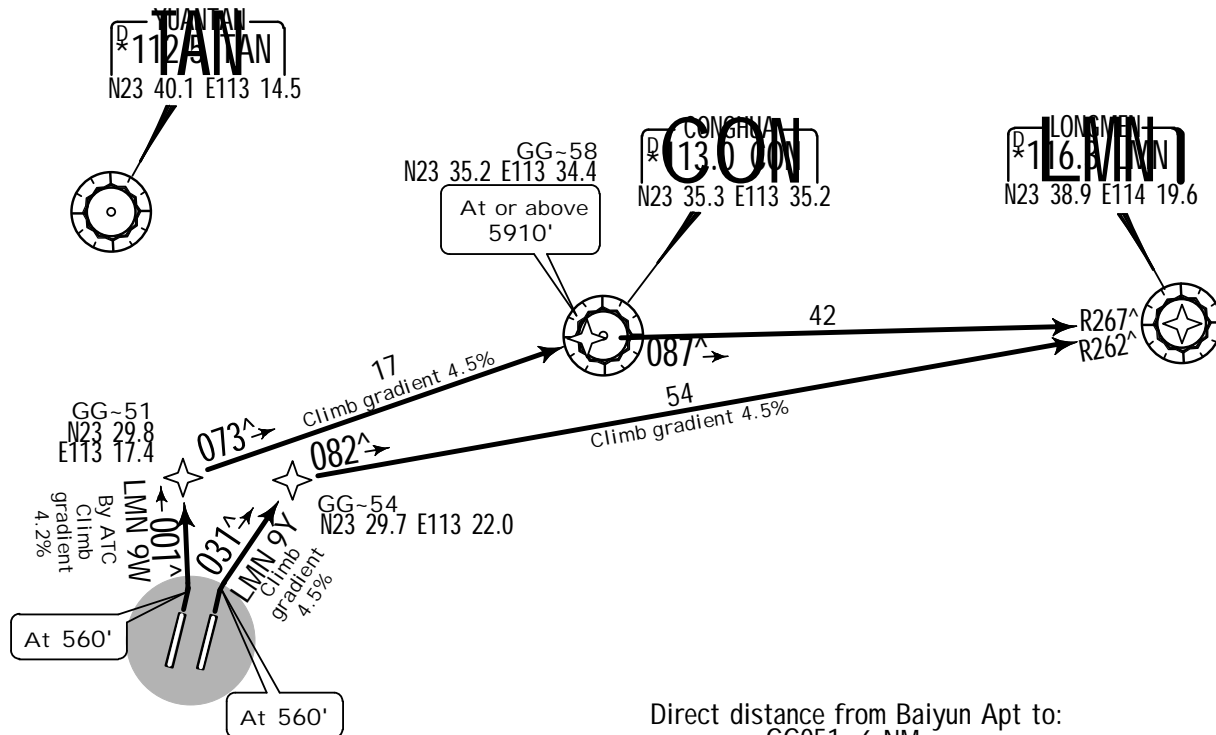
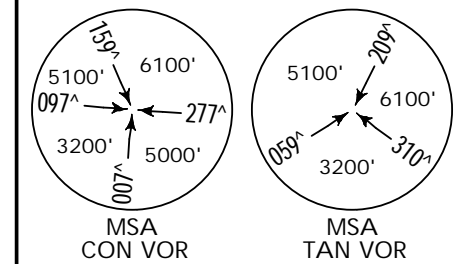
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 02L:  
While simultaneous operation implemented, RIGHT turn after take-off  
shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

LMN 9W, LMN 9Y  
RWYS 02L/R RNAV DEPARTURES  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



Direct distance from Baiyun Apt to:  
GG051 6 NM  
GG054 7 NM



Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.2% V/V (fpm)	319	425	638	851	1063	1276

FT/METER CONVERSION

QNH

560'	-	170m
3940'	-	1200m
5910'	-	1800m
8860'	-	2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m

SID	RWY	ROUTING
LMN 9W By ATC	02L	(560') - GG051 - GG058 (5910'+) - LMN.

ZGGG/CAN

BAIYUN

25 JUL 14

(20-3A)

GUANGZHOU, PR OF CHINA

.RNAV.SID.

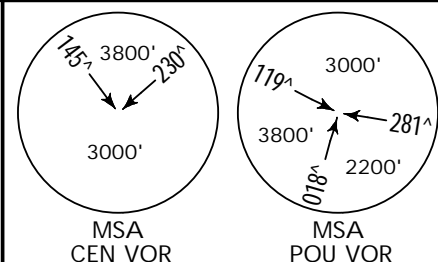
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

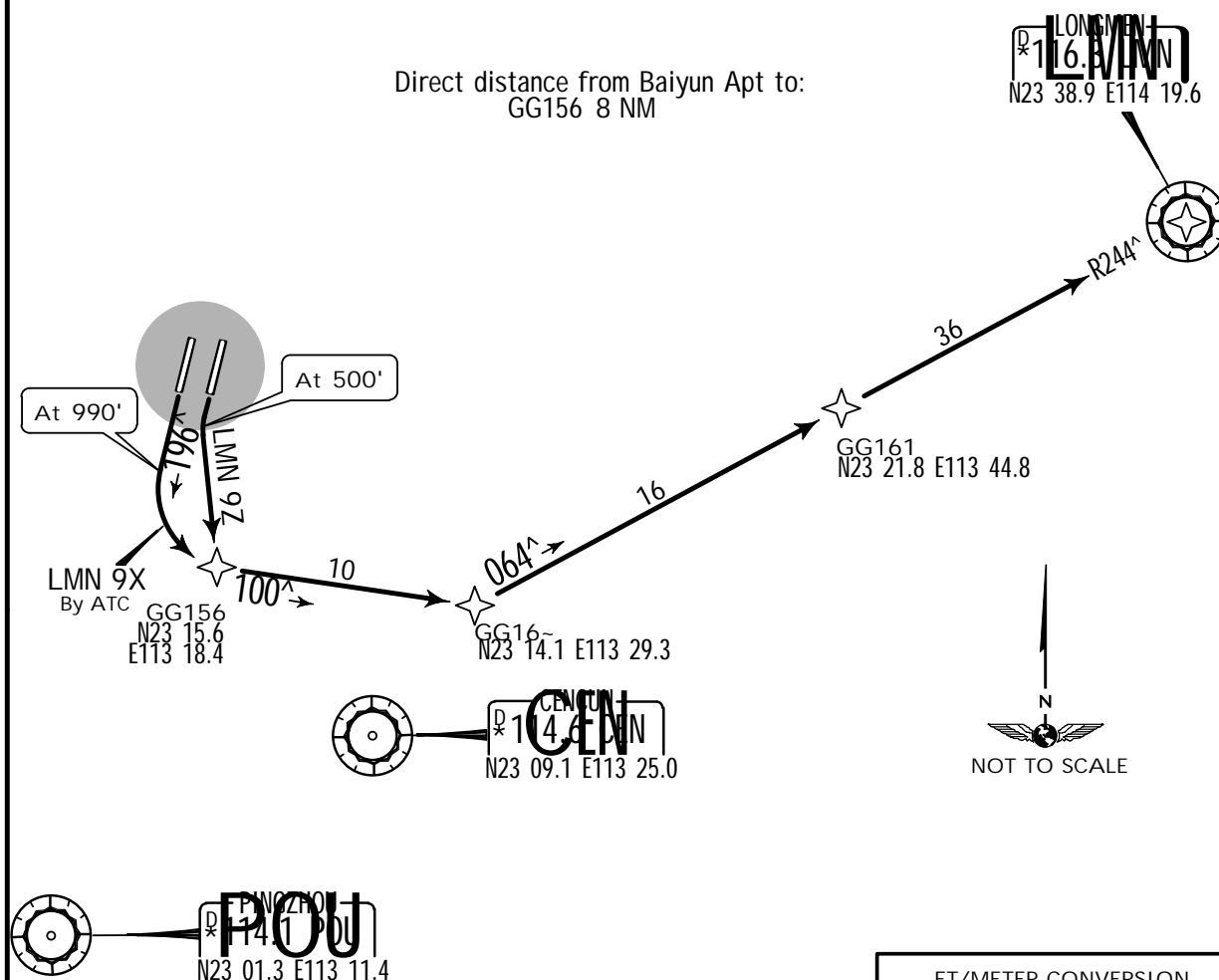
Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 20R: While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

LMN 9X, LMN 9Z  
RWYS 20R/L RNAV DEPARTURES  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



Direct distance from Baiyun Apt to:  
GG156 8 NM



FT/METER CONVERSION

QNH

500' - 150m  
990' - 300m  
3940' - 1200m  
8860' - 2700m

FL CONVERSION

FL108 FL3300m  
FL118 FL3600m

SID

RWY

ROUTING

LMN 9X By ATC 20R (990') - GG156 - GG160 - GG161- LMN.

ZGGG/CAN  
BAIYUN

25 JUL 14

(20-3B)



JEPPESEN

GUANGZHOU, PR OF CHINA  
.RNAV.SID.

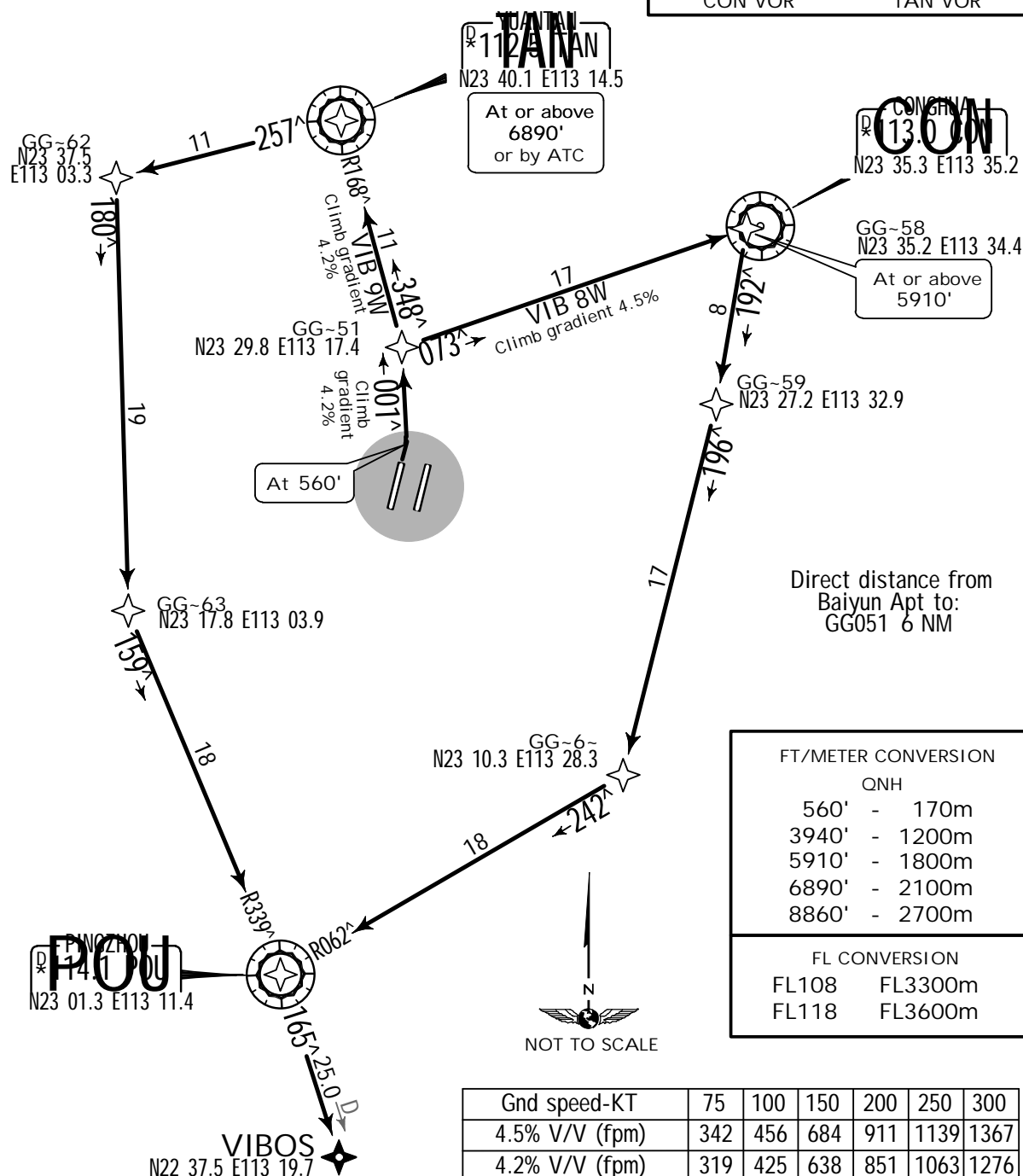
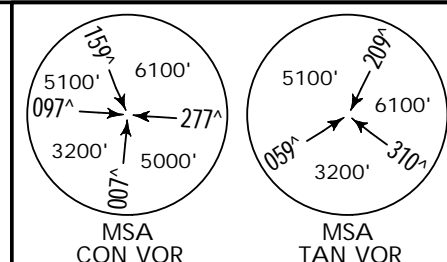
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, RIGHT turn shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

VIB 8W, VIB 9W  
RWY 02L RNAV DEPARTURES  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED  
BY ATC



SID

ROUTING

VIB 8W (560')- GG051 - GG058 (5910'+) - GG059 - GG060 - POU - VIBOS.

ZGGG/CAN  
BAIYUN

25 JUL 14

20-3C



**JEPPESSEN**

GUANGZHOU, PR OF CHINA  
RNAV.SID.

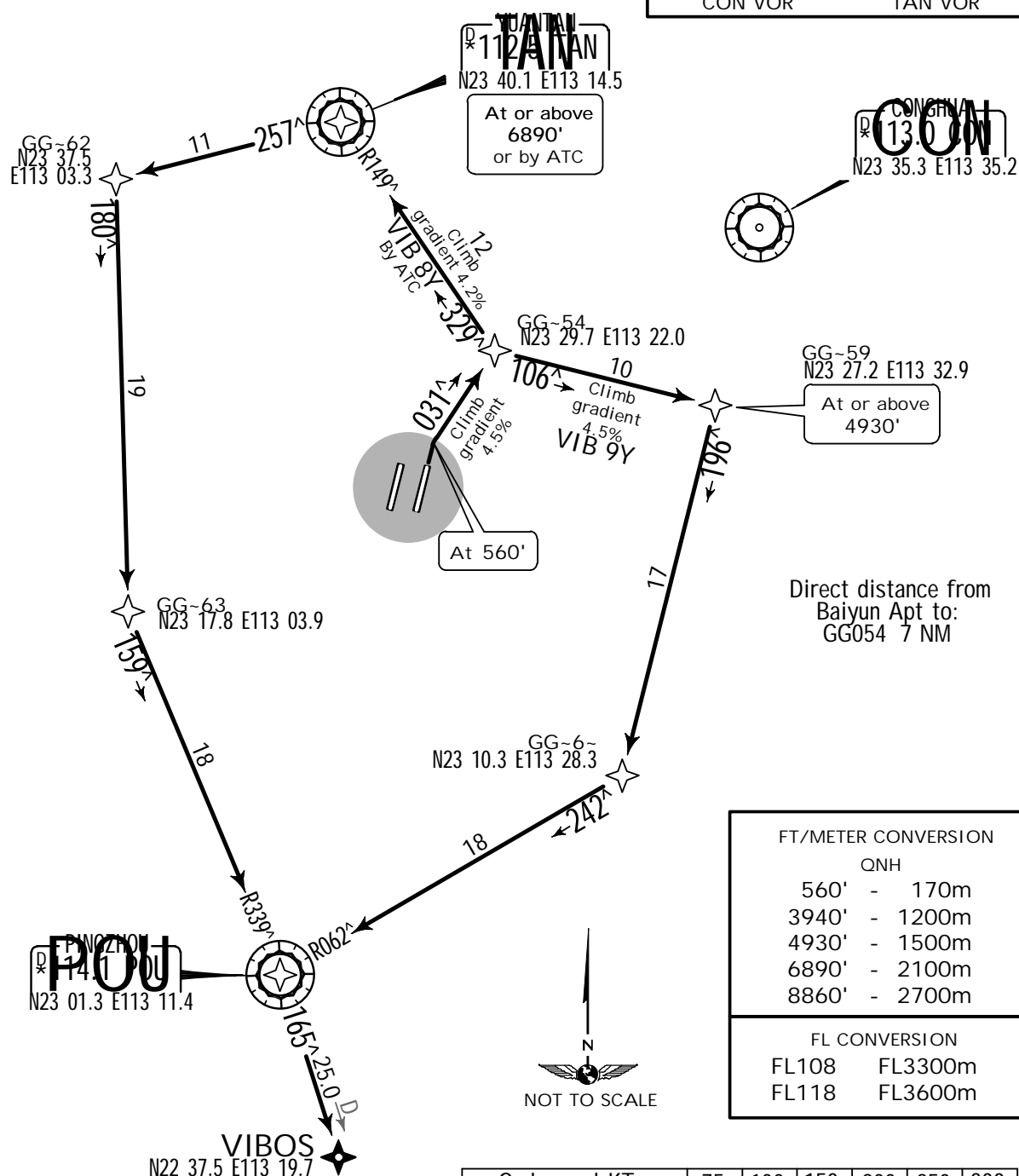
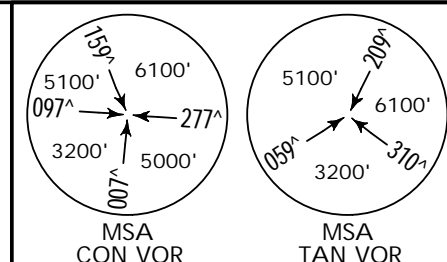
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, LEFT turn shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

VIB 8Y, VIB 9Y  
RWY 02R RNAV DEPARTURES  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



FT/METER CONVERSION

QNH	
560'	- 170m
3940'	- 1200m
4930'	- 1500m
6890'	- 2100m
8860'	- 2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.2% V/V (fpm)	319	425	638	851	1063	1276

SID

## ROUTING

VIB 8Y By ATC	(560') - GG054 - TAN (6890'+ or by ATC) - GG062 - GG063 - POU - VIBOS.
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ZGGG/CAN  
BAIYUN

25 JUL 14

(20-3D)



JEPPESEN

GUANGZHOU, PR OF CHINA  
.RNAV.SID.

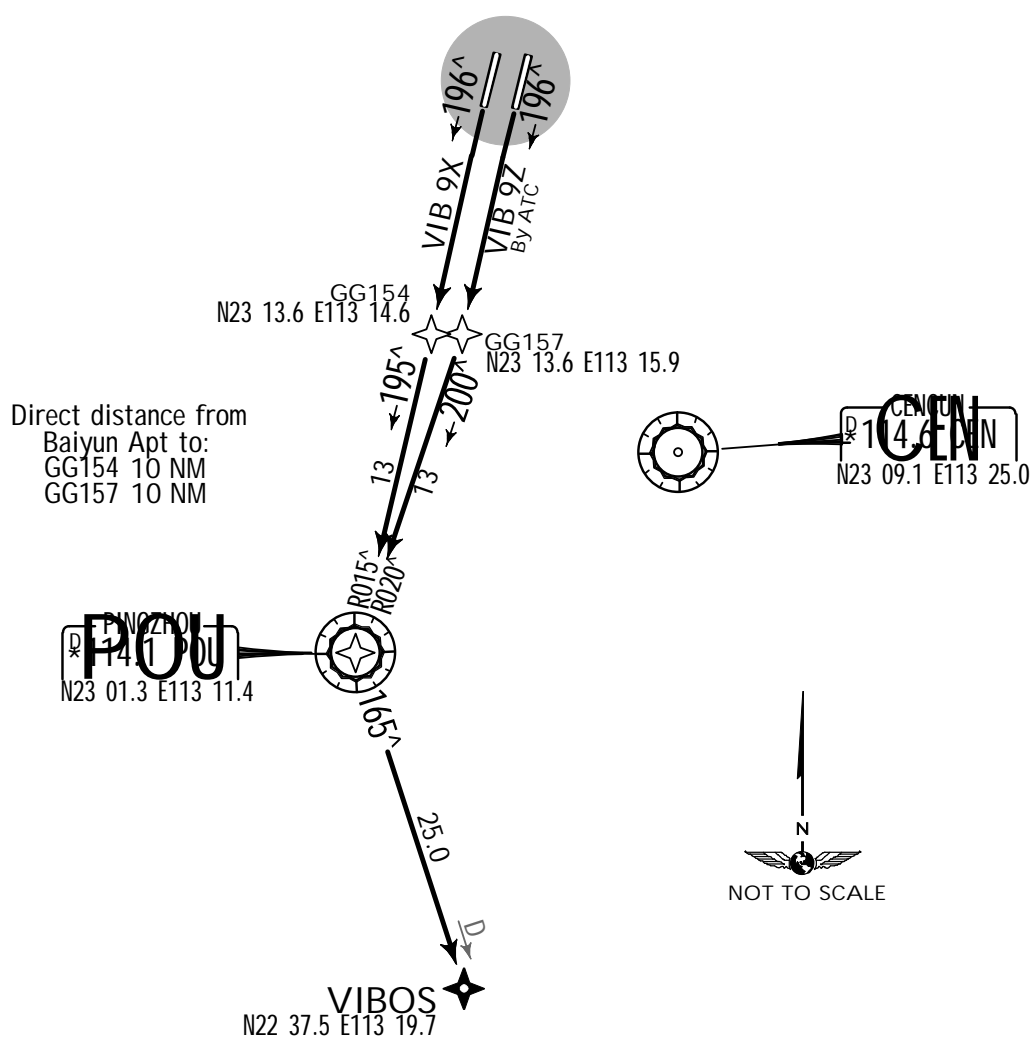
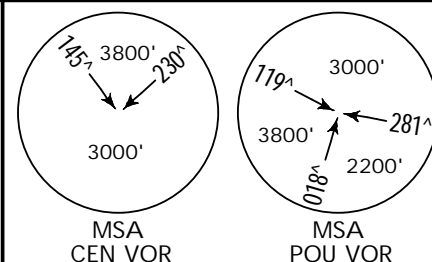
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. While simultaneous operation implemented, RIGHT turn (RWY 20L)/LEFT turn (RWY 20R) shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

VIB 9X, VIB 9Z  
RWYS 20R/L RNAV DEPARTURES  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



FT/METER CONVERSION

QNH

560' - 170m

990' - 300m

3940' - 1200m

8860' - 2700m

FL CONVERSION

FL108 FL3300m

FL118 FL3600m

SID	RWY	ROUTING
VIB 9X	20R	(560') - GG154 - POU - VIBOS.

ZGGG/CAN  
BAIYUN

25 JUL 14

(20-3E)

GUANGZHOU, PR OF CHINA  
.RNAV.SID.

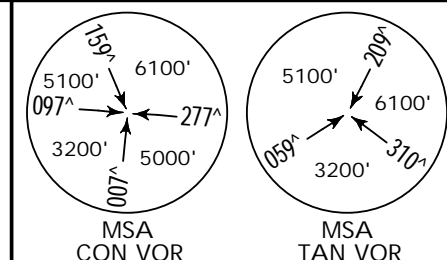
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 02R: While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

YIN 9W, YIN 9Y  
RWYS 02L/R RNAV DEPARTURES  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



Direct distance from Baiyun Apt to:  
GG051 6 NM  
GG054 7 NM



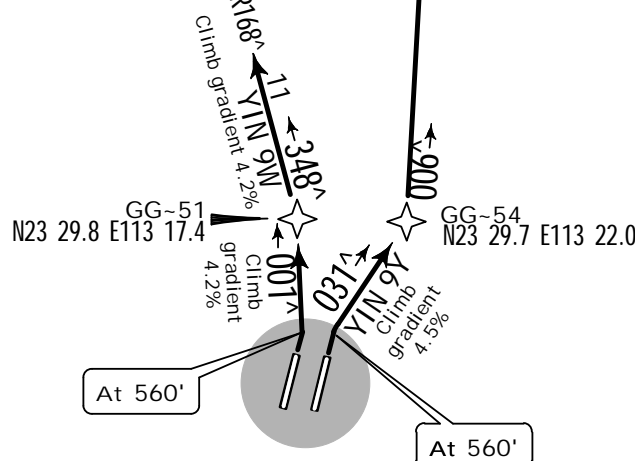
FT/METER CONVERSION

QNH

560' - 170m  
3940' - 1200m  
8860' - 2700m

FL CONVERSION

FL108 FL3300m  
FL118 FL3600m



Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.2% V/V (fpm)	319	425	638	851	1063	1276

SID	RWY	ROUTING
YIN 9W	02L	(560') - GG051 - TAN - YIN.

ZGGG/CAN  
BAIYUN

8 MAR 13

(20-3F)

GUANGZHOU, PR OF CHINA  
.RNAV.SID.

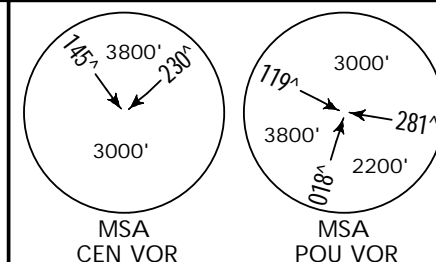
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, LEFT turn shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

YIN 8X, YIN 9X  
RWY 20R RNAV DEPARTURES  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED  
BY ATC



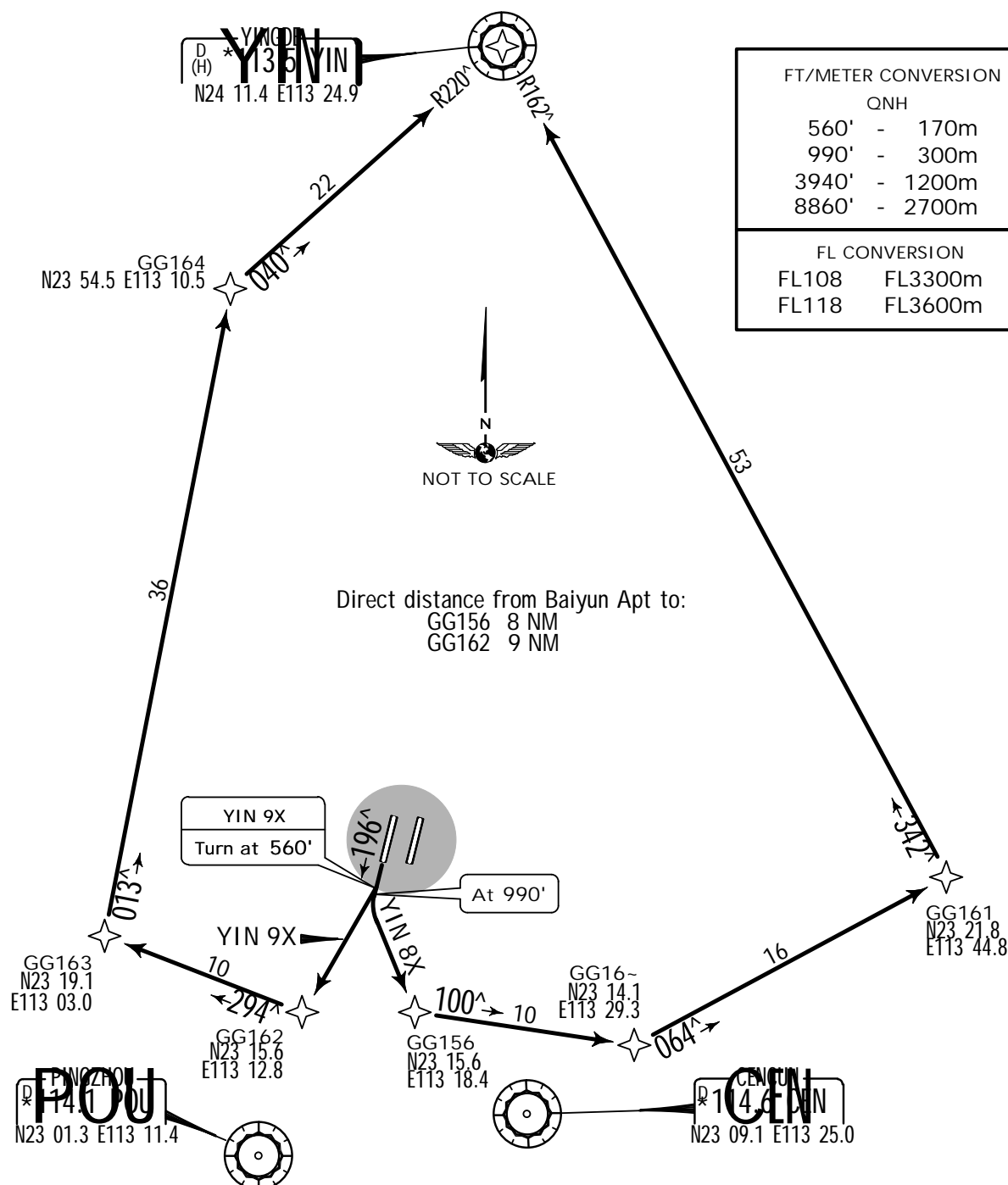
FT/METER CONVERSION

QNH

560'	-	170m
990'	-	300m
3940'	-	1200m
8860'	-	2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m



SID

ROUTING

YIN 8X

(990') - GG156 - GG160 - GG161 - YIN.

ZGGG/CAN

BAIYUN

8 MAR 13

(20-3G)

GUANGZHOU, PR OF CHINA

.RNAV.SID.

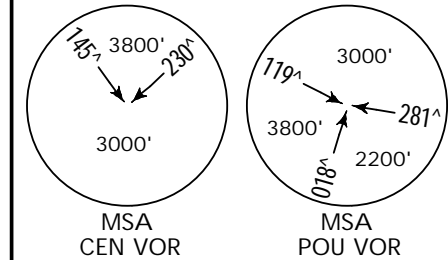
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, RIGHT turn shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

**YIN 8Z, YIN 9Z**  
**RWY 20L RNAV DEPARTURES**  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



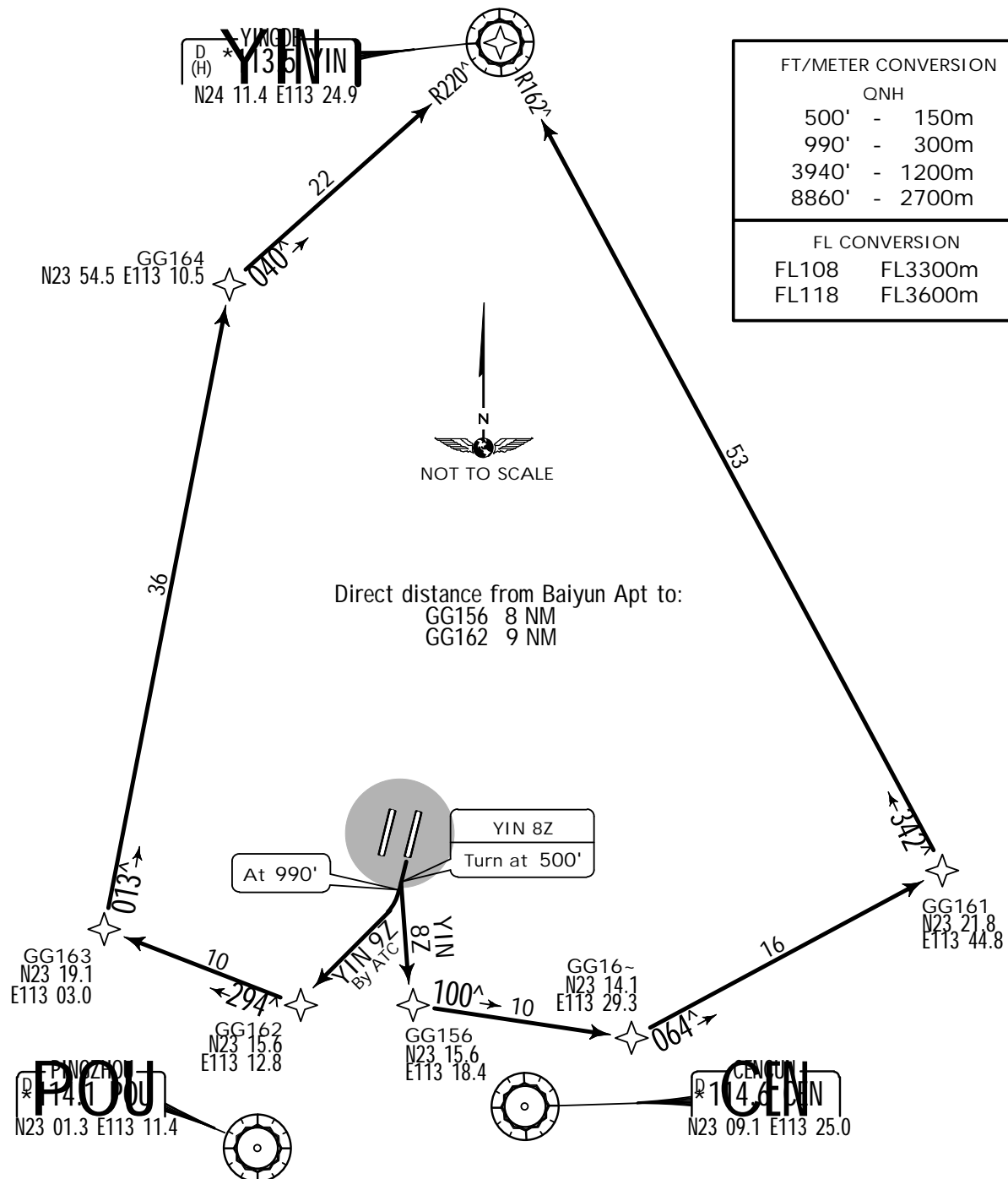
FT/METER CONVERSION

QNH

500'	-	150m
990'	-	300m
3940'	-	1200m
8860'	-	2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m



SID

ROUTING

YIN 8Z

(500') - GG156 - GG160 - GG161 - YIN.

ZGGG/CAN

BAIYUN

25 JUL 14

(20-3H)



JEPPESEN

GUANGZHOU, PR OF CHINA

.SID.

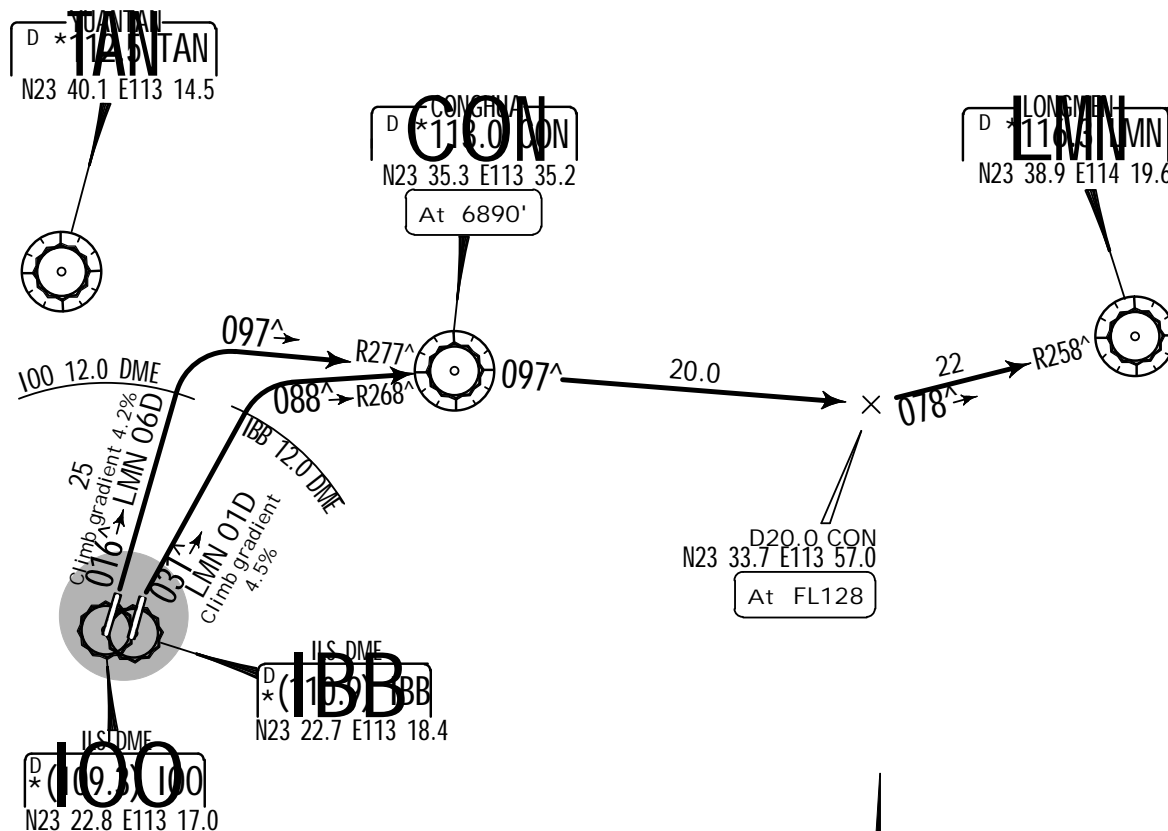
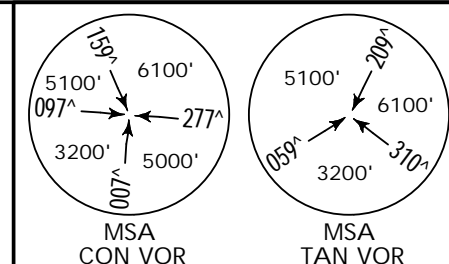
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 02L: While simultaneous operation implemented, RIGHT turn after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

LMN 01D  
RWY 02R DEPARTURE  
LMN 06D  
RWY 02L DEPARTURE



Direct distance from  
Baiyun Apt to:  
CON 19NM

FT/METER CONVERSION

QNH

3940' - 1200m

6890' - 2100m

8860' - 2700m

FL CONVERSION

FL108 FL3300m

FL118 FL3600m

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.2% V/V (fpm)	310	425	638	851	1063	1276

ZGGG/CAN

BAIYUN

25 JUL 14

(20-3J)

GUANGZHOU, PR OF CHINA

.SID.

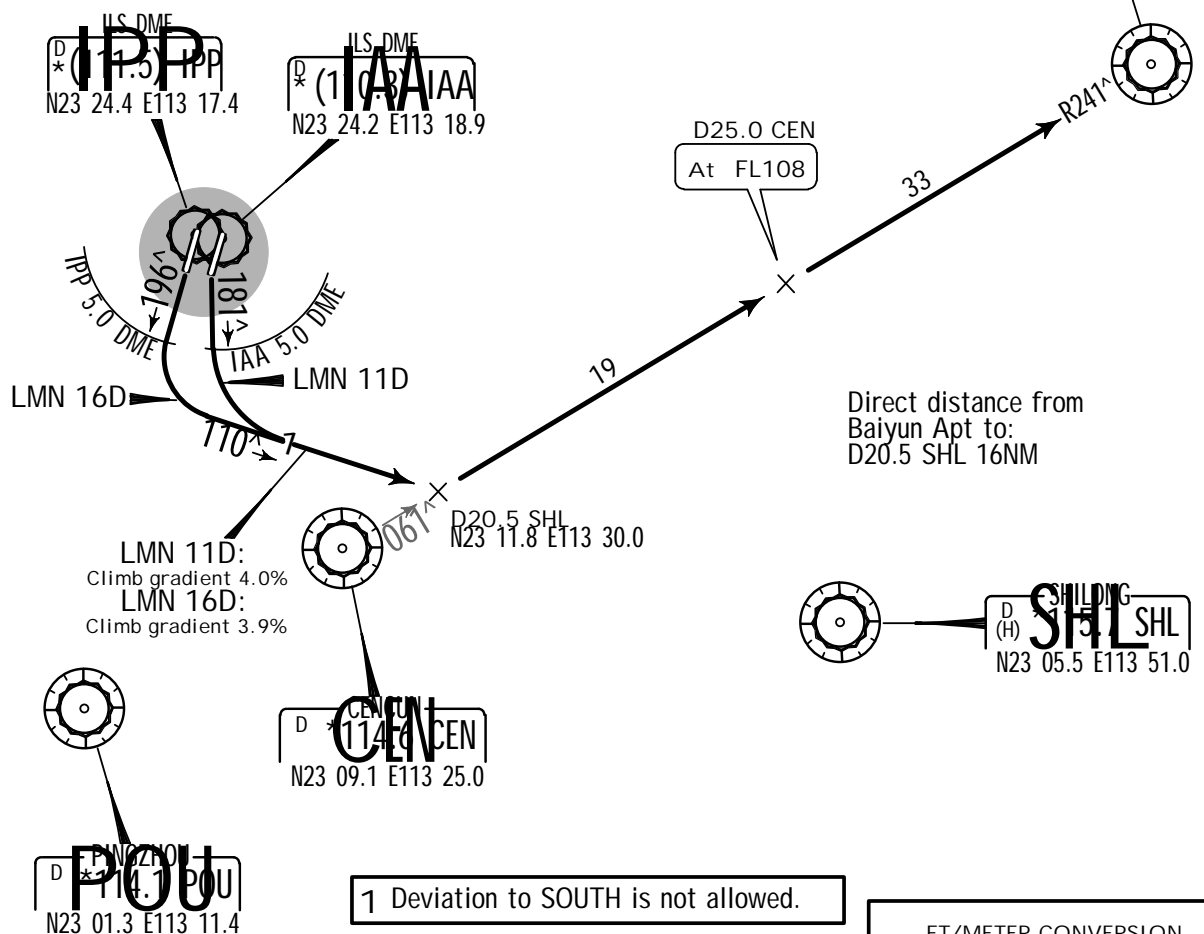
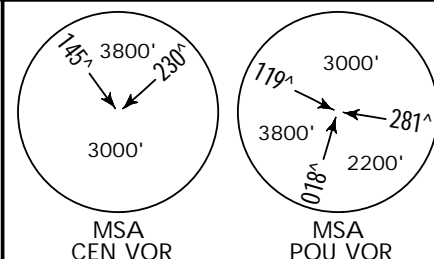
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 20R: While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

LMN 11D  
RWY 20L DEPARTURE  
LMN 16D  
RWY 20R DEPARTURE



Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
3.0% V/V (fpm)	206	295	502	700	907	1185

FT/METER CONVERSION

QNH

3940' - 1200m

8860' - 2700m

FL CONVERSION

FL108 FL3300m



ZGGG/CAN

BAIYUN

25 JUL 14

(20-3K)



JEPPESEN

GUANGZHOU, PR OF CHINA

.SID.

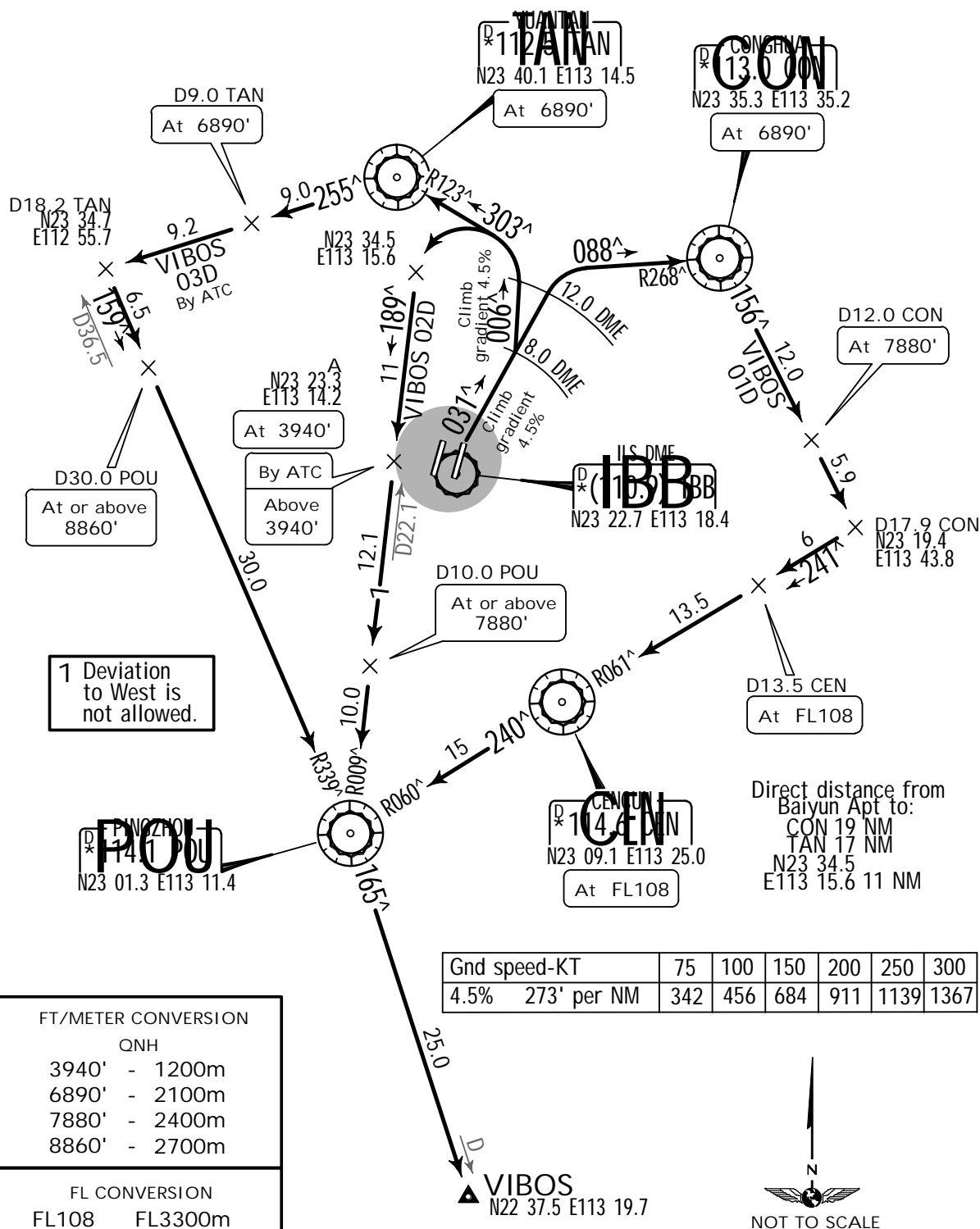
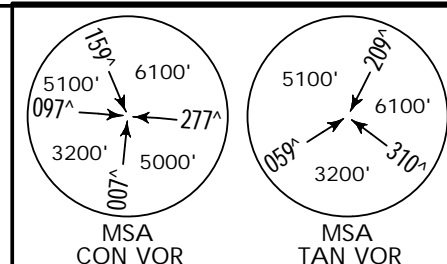
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

VIBOS 01D [VIB~1D]  
VIBOS 02D [VIB~2D]  
VIBOS 03D [VIB~3D]  
BY ATC  
RWY 02R DEPARTURES



ZGGG/CAN

BAIYUN

25 JUL 14

20-3L

GUANGZHOU, PR OF CHINA

.SID.

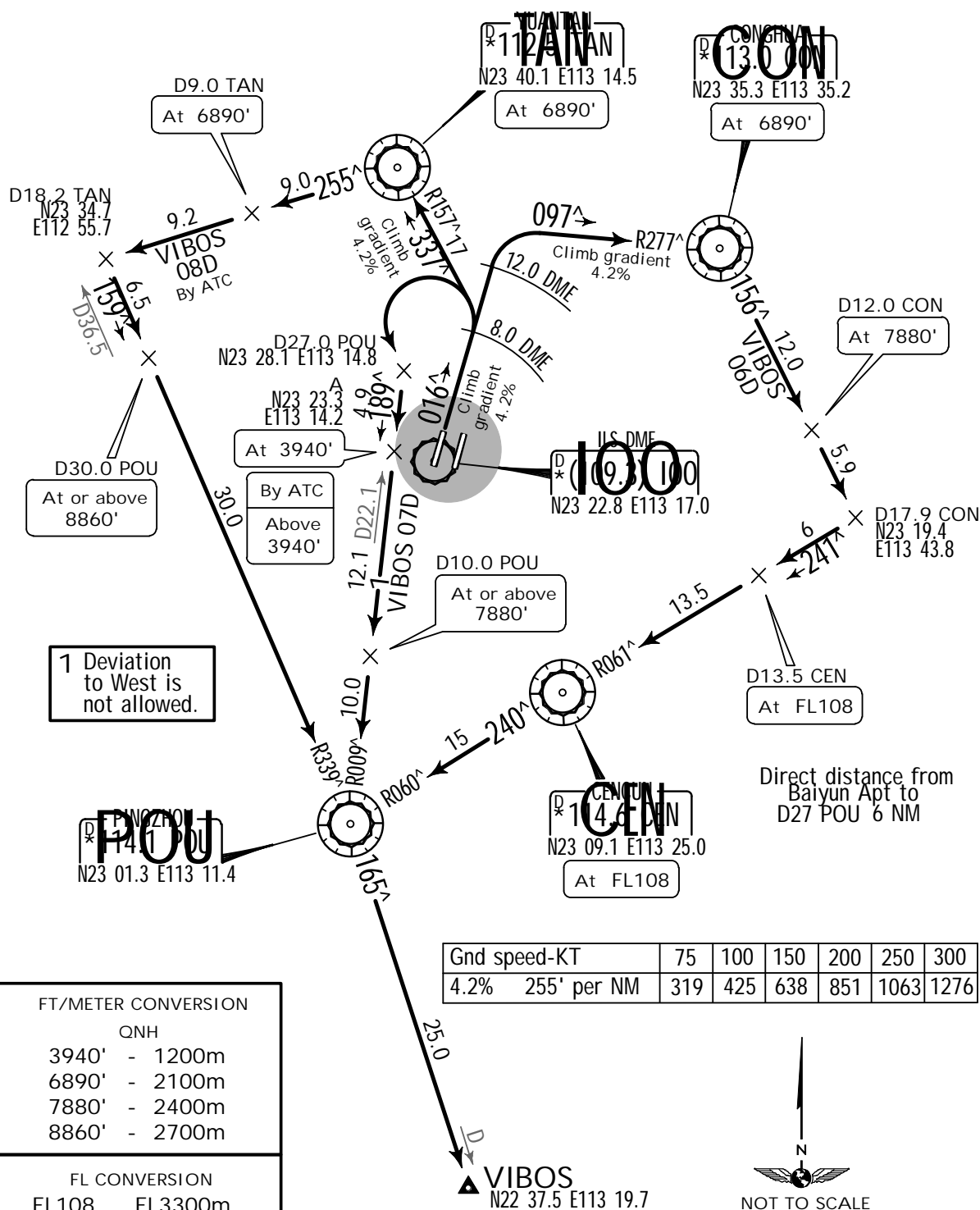
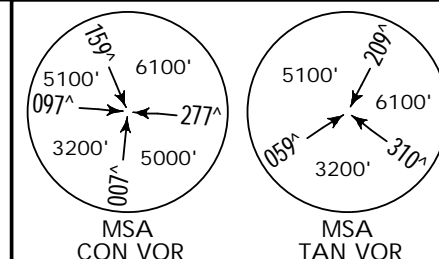
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, RIGHT turn after take-off shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

VIBOS 06D [VIB~6D]  
VIBOS 07D [VIB~7D]  
VIBOS 08D [VIB~8D]  
BY ATC  
RWY 02L DEPARTURES



FT/METER CONVERSION

QNH

3940' - 1200m  
6890' - 2100m  
7880' - 2400m  
8860' - 2700m

FL CONVERSION

FL108 FL3300m



ZGGG/CAN

BAIYUN

25 JUL 14

(20-3M)



JEPPESEN

GUANGZHOU, PR OF CHINA

.SID.

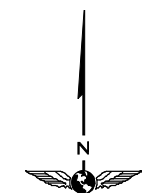
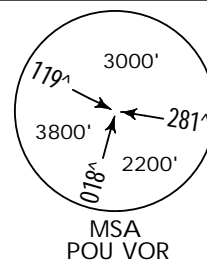
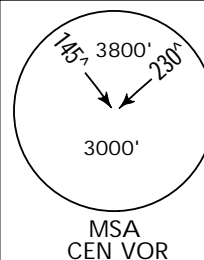
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

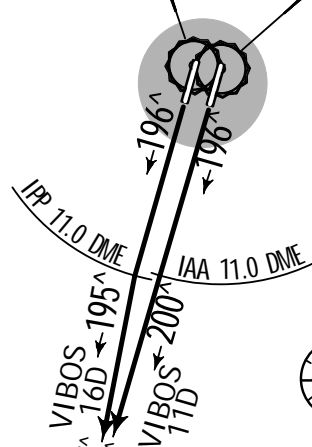
1. Under RADAR control, actual flight altitude instructed by ATC. 2. While simultaneous operation implemented, RIGHT turn (RWY 20L)/LEFT turn (RWY 20R) after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT.  
4. No turns before DER.

VIBOS 11D [VIB11D]  
RWY 20L DEPARTURE  
VIBOS 16D [VIB16D]  
RWY 20R DEPARTURE



ILS DME  
D \* (11.5) IPP  
N23 24.4 E113 17.4

ILS DME  
D \* (11.8) IAA  
N23 24.2 E113 18.9



CEN  
D \* 14.4  
N23 09.1 E113 25.0

POU  
D \* 14.6  
N23 01.3 E113 11.4

At 5910'

Direct distance from  
Baiyun Apt to:  
POU 23 NM

FT/METER CONVERSION

QNH

3940' - 1200m  
5910' - 1800m  
8860' - 2700m

FL CONVERSION

FL108 FL3300m

VIBOS  
N22 37.5 E113 19.7

ZGGG/CAN

BAIYUN

25 JUL 14

(20-3N)

GUANGZHOU, PR OF CHINA

.SID.

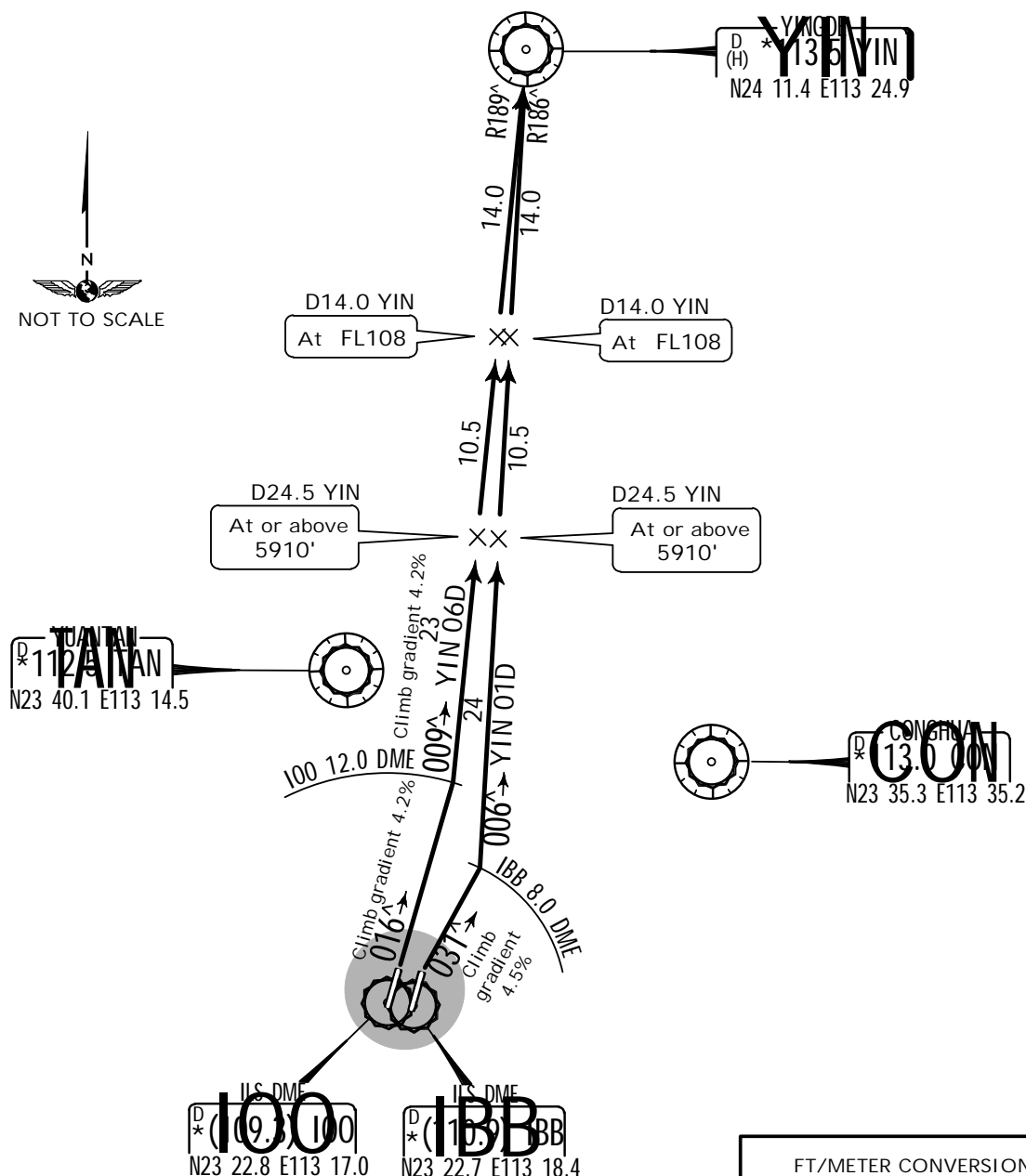
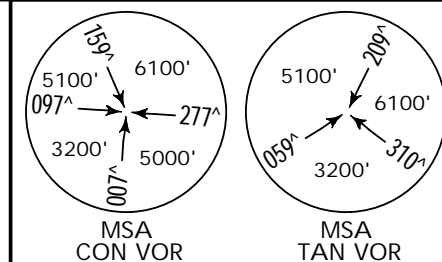
Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 02R: While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

YIN 01D  
RWY 02R DEPARTURE  
YIN 06D  
RWY 02L DEPARTURE



D \* (109.5) 100  
N23 22.8 E113 17.0

D \* (109.5) 100  
N23 22.7 E113 18.4

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.2% V/V (fpm)	310	425	638	851	1063	1276

FT/METER CONVERSION	
QNH	
3940'	1200m
5910'	1800m
8860'	2700m

FL CONVERSION	
FL108	FL3300m

ZGGG/CAN

BAIYUN

25 JUL 14

(20-3P)

GUANGZHOU, PR OF CHINA

.SID.

Apt Elev  
50'

Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

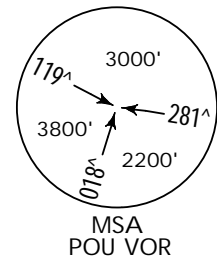
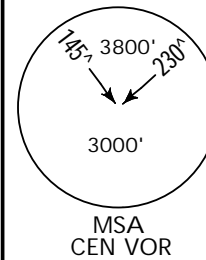
Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, RIGHT turn after take-off shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

YIN 11D, YIN 12D  
YIN 13D  
BY ATC  
RWY 20L  
DEPARTURES



D \* YIN 13D  
(H) N24 11.4 E113 24.9



FT/METER CONVERSION

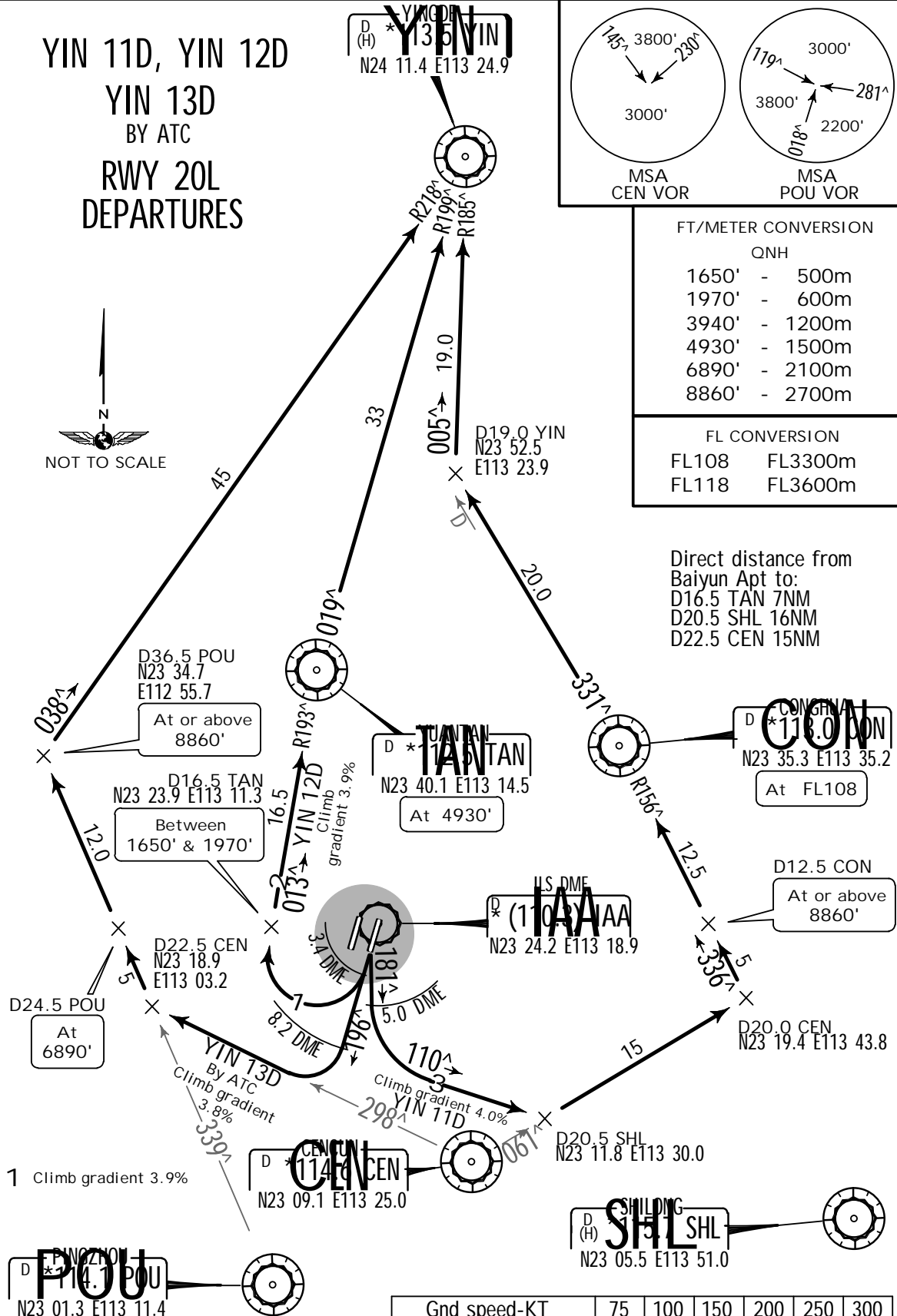
QNH

1650'	-	500m
1970'	-	600m
3940'	-	1200m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m

Direct distance from  
Baiyun Apt to:  
D16.5 TAN 7NM  
D20.5 SHL 16NM  
D22.5 CEN 15NM



Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
3.9% V/V (fpm)	296	395	592	790	987	1185
3.8% V/V (fpm)	288	385	577	770	963	1155

ZGGG/CAN

BAIYUN

25 JUL 14

(20-30)

JEPPESEN

GUANGZHOU, PR OF CHINA

.SID.

Apt Elev  
50'

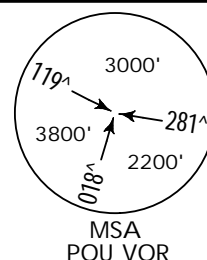
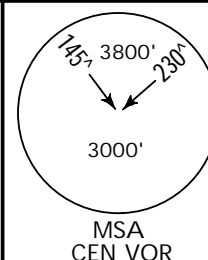
Trans level: FL118 below 980 hPa  
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC.
3. Departure turn MAX 205 KT.
4. No turns before DER.

YIN 16D, YIN 17D  
YIN 18D  
BY ATC  
RWY 20R  
DEPARTURES

D \* 113.5 YIN  
(H) N24 11.4 E113 24.9



FT/METER CONVERSION

QNH

450'	-	135m
1650'	-	500m
1970'	-	600m
3940'	-	1200m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m

Direct distance from  
Baiyun Apt to:  
D16.5 TAN 7NM  
D20.5 SHL 16NM

D36.5 POU  
N23 34.7  
E112 55.7

At or above  
8860'

D16.5 TAN  
N23 23.9 E113 11.3

Between  
1650' & 1970'

D \* 113.5 TAN  
(H) N23 40.1 E113 14.5

At 4930'

D \* 113.5 IPP  
(H) N23 24.4 E113 17.4

D \* 113.5 CON  
(H) N23 35.3 E113 35.2

At FL108

D12.5 CON  
At or above  
8860'

D24.5 POU  
At  
6890'

D22.5 CEN  
N23 18.9  
E113 03.2

By ATC  
Climb gradient  
4.2%

YIN 17D  
Turn at 450'

YIN 18D  
By ATC  
Climb gradient  
3.9%

YIN 16D  
Climb gradient  
3.9%

YIN 17D  
Turn at 450'

YIN 18D  
By ATC  
Climb gradient  
3.9%

YIN 16D  
Climb gradient  
3.9%

YIN 17D  
Turn at 450'

YIN 18D  
By ATC  
Climb gradient  
3.9%

YIN 16D  
Climb gradient  
3.9%

YIN 17D  
Turn at 450'

YIN 18D  
By ATC  
Climb gradient  
3.9%

YIN 16D  
Climb gradient  
3.9%

YIN 17D  
Turn at 450'

YIN 18D  
By ATC  
Climb gradient  
3.9%

YIN 16D  
Climb gradient  
3.9%

YIN 17D  
Turn at 450'

YIN 18D  
By ATC  
Climb gradient  
3.9%

YIN 16D  
Climb gradient  
3.9%

YIN 17D  
Turn at 450'

YIN 18D  
By ATC  
Climb gradient  
3.9%

YIN 16D  
Climb gradient  
3.9%

YIN 17D  
Turn at 450'

YIN 18D  
By ATC  
Climb gradient  
3.9%

YIN 16D  
Climb gradient  
3.9%

YIN 17D  
Turn at 450'

YIN 18D  
By ATC  
Climb gradient  
3.9%

1 Climb gradient 3.9%

D \* 114.0 CEN  
(H) N23 09.1 E113 25.0

D \* 114.0 SHL  
(H) N23 05.5 E113 51.0

D \* 114.0 POU  
(H) N23 01.3 E113 11.4

- 2 Deviation to WEST is not allowed.
- 3 Deviation to SOUTH is not allowed.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
3.9% V/V (fpm)	304	405	607	810	1017	1215

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BAIYUN

JEPPESEN  
9 AUG 13 (20-4) .Eff.22.Aug.

GUANGZHOU, PR OF CHINA

.NOISE.

## NOISE ABATEMENT

## DEPARTURES

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following operating procedures for the take-off climb shall be implemented. If the procedures can not be implemented due to any reason, pilot shall inform ATC before take-off:

1. Under the condition that ACFT performance allows, use the reduced thrust to take-off.
2. At 450m (1500'):
  - Climb speed of  $V_2 + 20$  km/h (10 KT);
  - Reduce engine power/thrust to climb power/thrust;
  - Maintain a speed with flaps and slats in the take-off configuration.
3. Above 900m (3000'):
  - Accelerate and retract flaps/slats on schedule;
  - Maintaining a positive rate of climb;
  - Complete the transition to normal en-route climb speed.



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Apt Elev 50'  
N23 23.4 E113 18.5

8 AUG 14

(20-9)

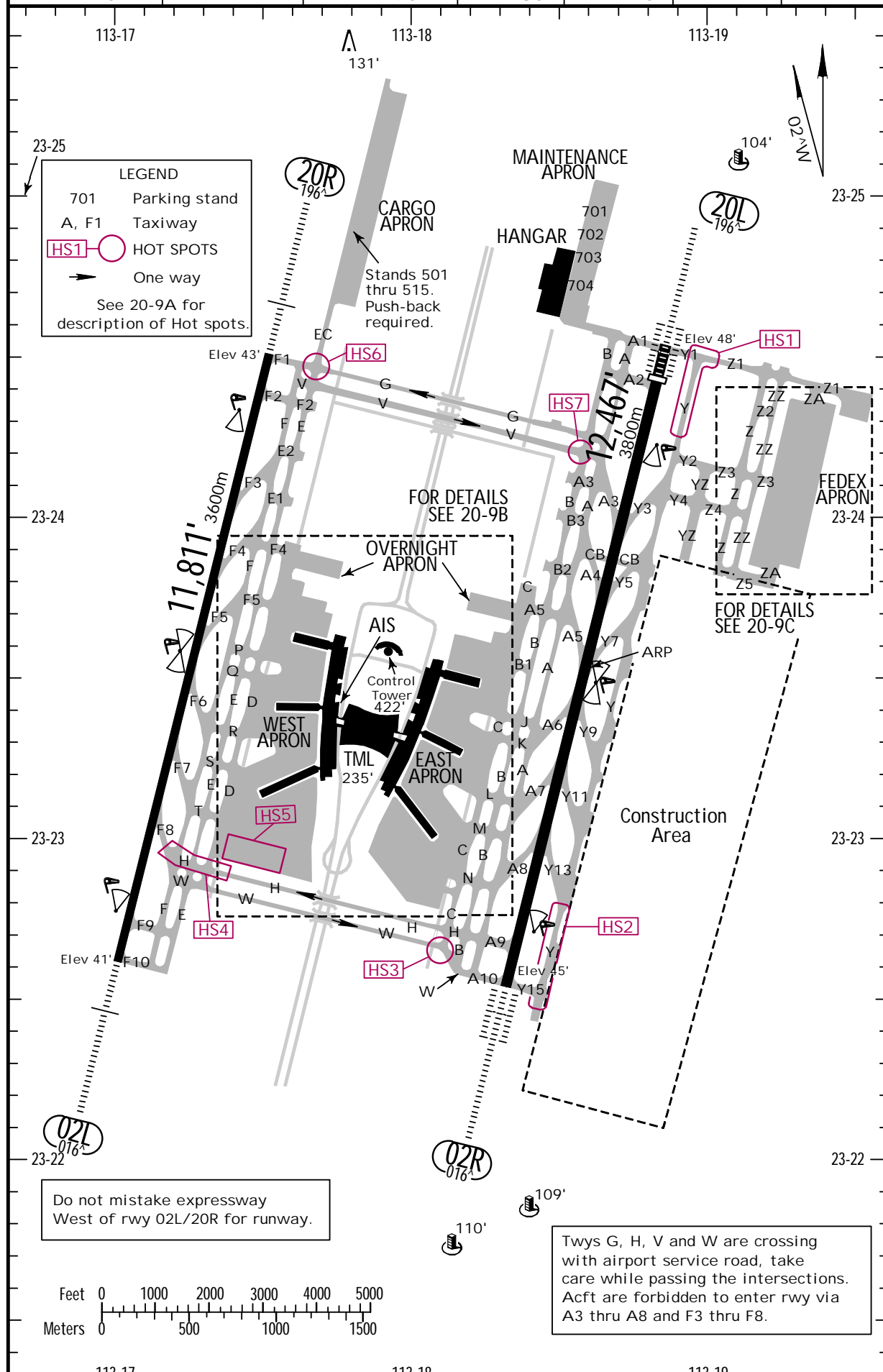
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BAIYUN

**JEPPESSEN**

GUANGZHOU, PR OF CHINA

*D-ATIS Departure	ACARS:	*BAIYUN Delivery	*Ground		*Tower	
	D-ATIS		Rwy 02L/20R	Rwy 02R/20L	Rwy 02L/20R	Rwy 02R/20L
127.0		121.95	121.85	121.75	118.8	118.1



ZGGG/CAN



JEPPESEN

GUANGZHOU, PR OF CHINA

8 AUG 14

(20-9A)

.Eff.20.Aug.1600Z.

BAIYUN

GENERAL

180° turnaround on rwy is forbidden.

Fast engine run-ups or trouble-shooting and testing of engine near boarding bridges or on apron are strictly forbidden.

Rwys 02R and 20R right-hand circuit.

Departing acft should report take-off rwy designator upon initial contact with GUANGZHOU APP.

USE OF RWY

Except when rwy is wet or contaminated, arriving acft should vacate rwy within 50 sec after touching down, departing acft shall finish rwy alignment within 60 sec after receiving instructions of entering rwy. If flight crew consider that they can not fulfil process within required time, pilot shall inform ATC before localizer is established (arriving acft) or before reaching rwy holding point (departing acft).

After vacating rwy, especially under conditions of low visibility, report the rwy and twy designation on initial contact with GND.

During change of direction of rwy in use, if downwind speed is more than 6 KT (3m/s) and not exceeding 10 KT (5m/s) for short time, ATC controller shall inform flight crew.

According to aircraft performance pilot shall decide whether aircraft will take-off or land on downwind rwy allocated, then inform ATC controller.

## ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
02L 1 20R	HIRL(60m) CL (30m) ALSF-I PAPI-L (3.0°) RVR		10,761' 3280m	2	148' 45m
02R 1 20L	HIRL(60m) CL(15m) ALSF-II TDZ PAPI-L (3.0°) RVR		11,427' 3483m	2	197' 60m
		11,811' 3600m	10,735' 3272m		

1 Rwy grooved.

## 2 TAKE-OFF RUN AVAILABLE

RWY 02L:

From rwy head 11,811' (3600m)

twy F9 int 11,089' (3380m)

RWY 02R:

From rwy head 12,467' (3800m)

twy A9 int 11,745' (3580m)

RWY 20R:

From rwy head 11,811' (3600m)

twy F2 int 11,089' (3380m)

RWY 20L:

From rwy head 12,467' (3800m)

twy A2 int 11,745' (3580m)

HOT SPOTS

For information only, not to be construed as ATC instructions.

**HS1 & 2** Acft taxiing from FedEx apron will be instructed to hold short of ILS protected area at the rwy holding positions when rwy 02R/20L is in use. In that case, acft shall not proceed beyond the rwy holding positions without ATC clearance.

**HS3** Pilot shall identify the twy sign-board, avoid missing twy H and running into twy W, finally resulting in a conflict.

**HS4** Pilot shall identify the twy sign-board, avoid running into twy H and resulting in a conflict.

Acft taxiing from twy H to twy F shall pay extremely attention and avoid taxiing into twy F8 and resulting in rwy incursion.

**HS5** Pilot shall identify the twy sign-board, avoid resulting in a conflict.

**HS6** Pilot shall identify the twy sign-board, avoid missing twy V and running into twy G, finally resulting in a conflict.

Acft coming from twy G shall avoid a conflict with acft entering/exiting Cargo apron at this intersection. Pay particular attention to the ATC holding or taxiing instructions and avoid taxiing into twy F1 to result in rwy incursion.

**HS7** Pilot shall identify the twy sign-board, avoid running into twy V and resulting in a conflict.

## TAKE-OFF

## All Rwys

	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	RVR 400m	RVR 500m
Other	VIS 1600m	

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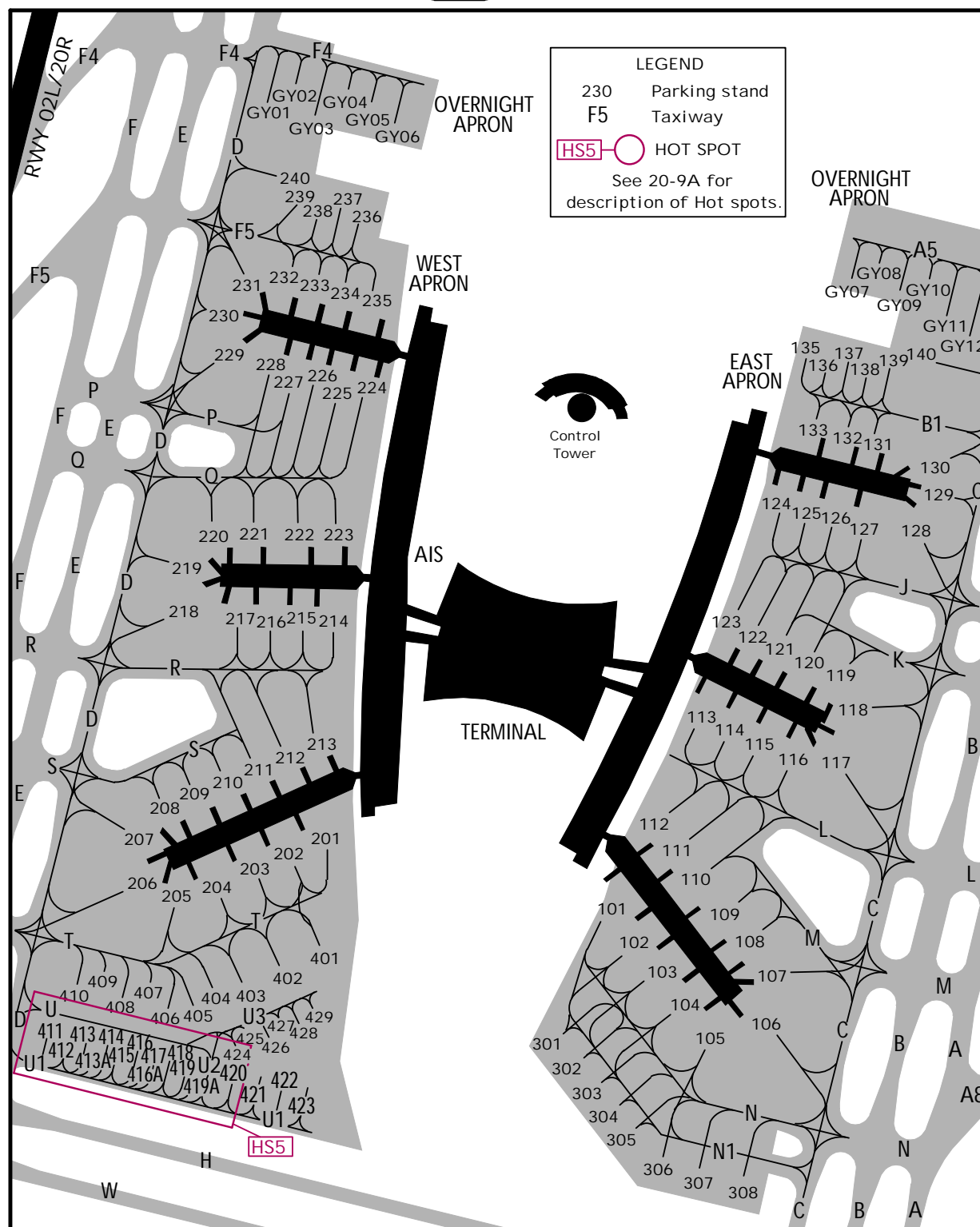
JEPPESEN

GUANGZHOU, PR OF CHINA

9 MAY 14

(20-9B)

BAIYUN



Push-back required on stands 101 thru 127, 135 thru 140, 201 thru 227, 236 thru 240, 301 thru 308, 401 thru 403, 412, 415, 418, 420 thru 429 and GY01 thru GY12.

Taxiing to stands 411 thru 429 by follow me guidance.

While pushed-back from parking stand, verify the parking direction and the approved rwy to GND.

Visual Docking Guidance System available at stand 101 thru 133 and 201 thru 235.

When A380 taxiing on twy N (west of twy C), twy N1 is forbidden to be used. Before entering twy N1, all acft should observe twy N (west of twy C) and avoid conflict with A380.

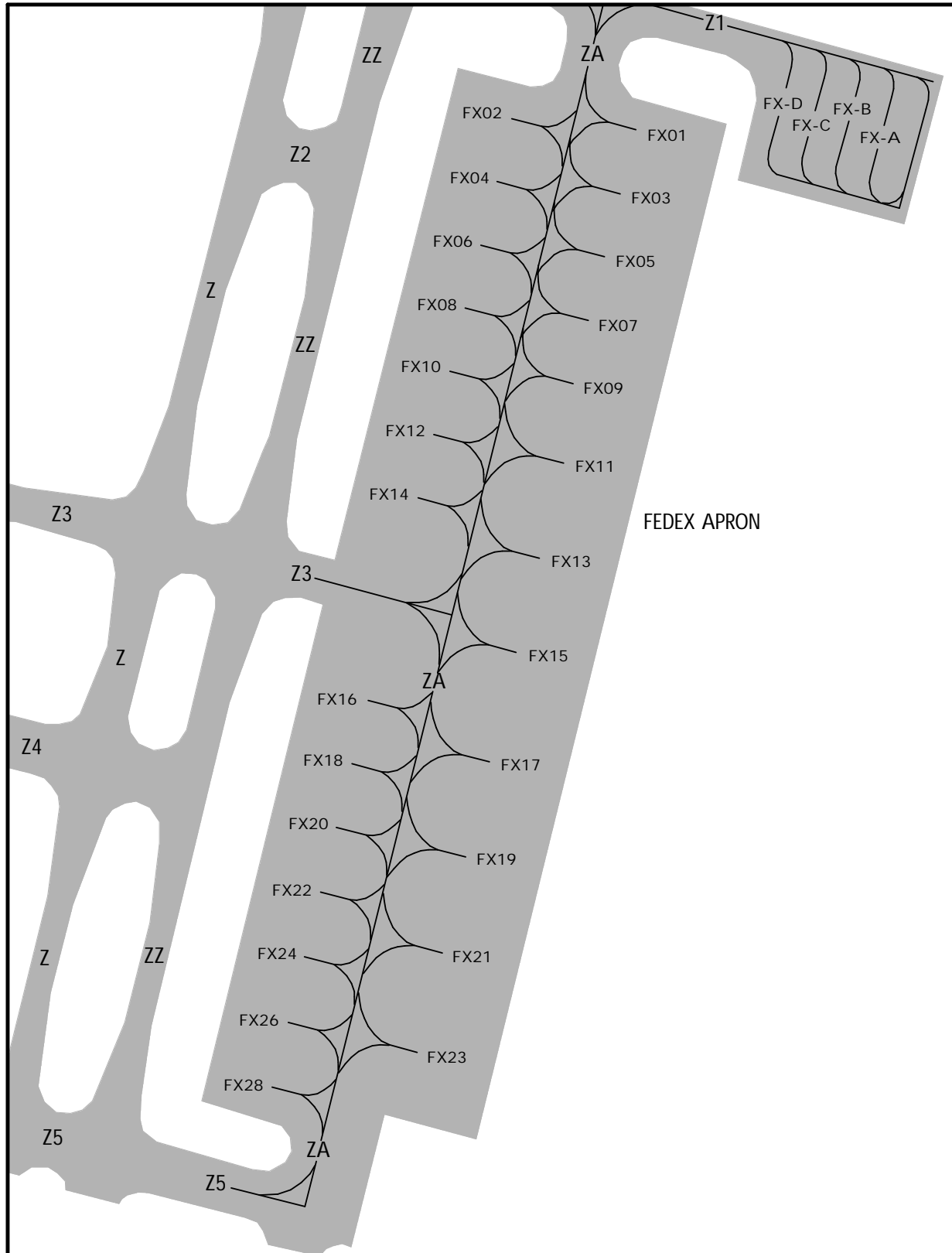
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JEPPESEN

GUANGZHOU, PR OF CHINA

9 MAY 14 (20-9C)

BAIYUN



ZGGG/CAN

17 OCT 08 **20-9D** .Eff.23.Oct.

GUANGZHOU, PR OF CHINA

BAIYUN

## VISUAL DOCKING GUIDANCE SYSTEM

The docking system is based on a video system pilot display unit (PDU). The following rules and procedures show how a pilot should use this system to dock an acft.

### 1. Gate Ready for Docking



Acft type and flight number are alternated in a flashing sequence across the top of display board.

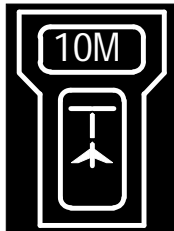
### 2. Acft detected



When the acft is detected, an acft symbol is displayed at the bottom of display board. At this point, the pilot should operate the acft as follows:

30m to 20m	5m -steps
20m to 10m	2m -steps
10m to 1m	1m -steps
1m to Stop	0.2m -steps

### 3. Acft is on centerline



10m to final stop position.  
 Important:  
 Approach slowly to final stop position.

### 4. Acft is RIGHT of centerline



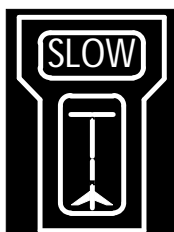
Correction LEFT is required.

### 5. Acft is LEFT of centerline



Correction RIGHT is required.

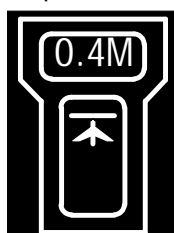
### 6. SLOW



SLOW message: If the taxiing speed is faster than a defined value, SLOW message will be displayed across the top of the display board to note pilot approaching slowly. The following table shows the details of the defined values.

Distance to stop	Defined value
> 30m	6m/s
30m - 15m	4m/s
15m - 5m	2m/s

### 7. Prepare to stop acft



0.4m to final stop position, prepare to stop the acft.

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17 OCT 08 **20-9E** .Eff.23.Oct.

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GUANGZHOU, PR OF CHINA

BAIYUN

## 8. Display indicating:



- |                 |   |
|-----------------|---|
| STOP            | - Stop now.   |
| OK              | - Docking point reached, successful docking.  |
| ONBLOCK         | - Docking procedure finished completely.  |
| STOP<br>TOO FAR | - Acft has gone beyond docking position.  |
| ESTOP           | - Emergency Stop<br>Stop acft immediately, wait for docking instructions<br>from Apron Control to resume docking procedure. |

1. Before the docking procedure is completely finished, pilot should not turn off the engine or release the brakes.
2. The recommended taxiing speed: The speed should be decreased gradually from MAX 27 KT within system detection area (80m to 65m displayed from the display screen) to MAX 3 KT (10m displayed on the display screen), then slow down to 0 KT until reaching the stop point.
3. If the following events occur, the pilot must stop the docking procedure, wait for further instructions from Apron Control.
  - a. Displayed acft type and flight number are not consistent with the incoming acft;
  - b. Display board becomes unreadable or no display at all (loss of display);
  - c. ESTOP message is displayed;
  - d. Pilot believes system is transmitting erroneous docking data;
  - e. Display board illuminates error messages.
4. If the system does not detect the acft (neither acft symbol in the lower part, nor distance information in the upper part of the display board), and the pilot does not get a steady acft type read out on the top of display unit until the acft nose reached the passengers boarding bridge, pilot must stop immediately and wait for further instructions from Apron Control.

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Standard  
GUANGZHOU, PR OF CHINA  
BAIYUN

STRAIGHT-IN RWY		A	B	C	D
02L	ILS 1	241' (200')	241' (200')	241' (200')	241' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 12	380' (339')	380' (339')	380' (339')	380' (339')
02R	ILS 1	245' (200')	245' (200')	245' (200')	245' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 12	460' (415')	460' (415')	460' (415')	460' (415')
20L	ILS 1	248' (200')	248' (200')	248' (200')	248' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 2	430' (382')	430' (382')	430' (382')	430' (382')
20R	ILS 1	243' (200')	243' (200')	243' (200')	243' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 2	500' (457')	500' (457')	500' (457')	500' (457')

1 Missed apch climb gradient min 3.0%

2 Continuous Descent Final Approach.

CIRCLE-TO-LAND 3	100 KT	135 KT	180 KT	205 KT
	730' (680')	840' (790')	1170' (1120')	1170' (1120')
	V1600m	V2000m	V4400m	V5000m

3 Rwy 02L/20R: Not authorized East of runway.

Rwy 02R/20L: Not authorized West of runway.

## TAKE-OFF RWY 02L, 02R, 20L, 20R

RL		NIL (DAY only)	
2 TURB Eng or 3 & 4 Eng	R400m	R500m	
Other	V1600m		

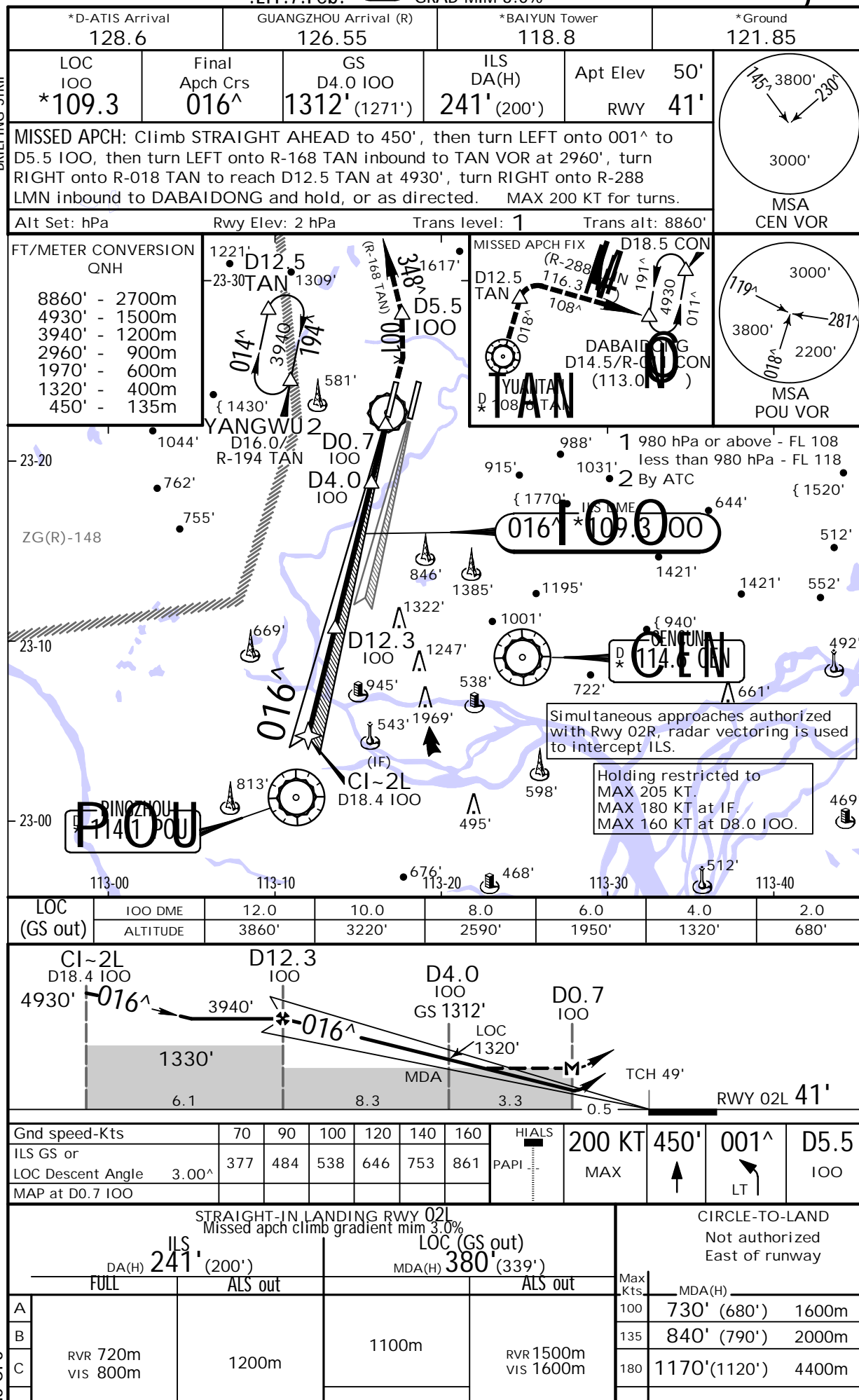


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BAIYUN

JEPPESSEN  
1 FEB 13  
Eff. 7 Feb. (21-1) MISSED APCH CLIMB  
GRAD MIM 3.0%

GUANGZHOU, PR OF CHINA  
RNAV ILS DME Rwy 02L

BRIEFING STRIP



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BAIYUN

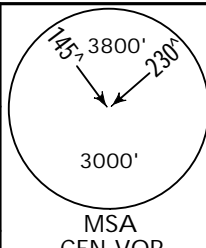
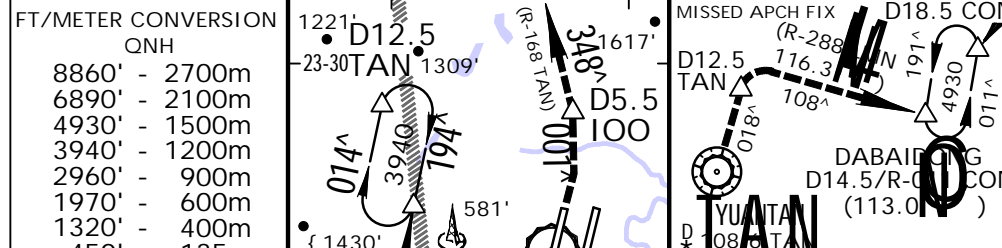
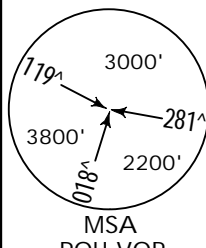
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Eff. 7 Feb.

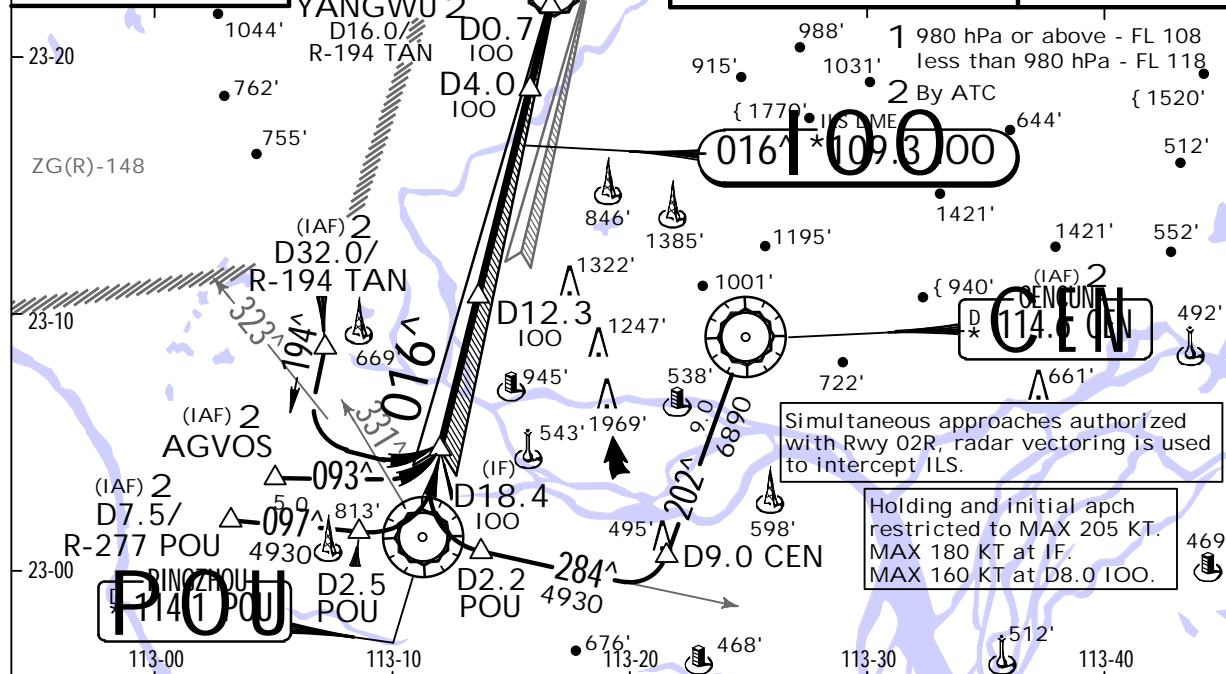
JEPPESSEN

GUANGZHOU, PR OF CHINA  
ILS' DME Rwy 02L

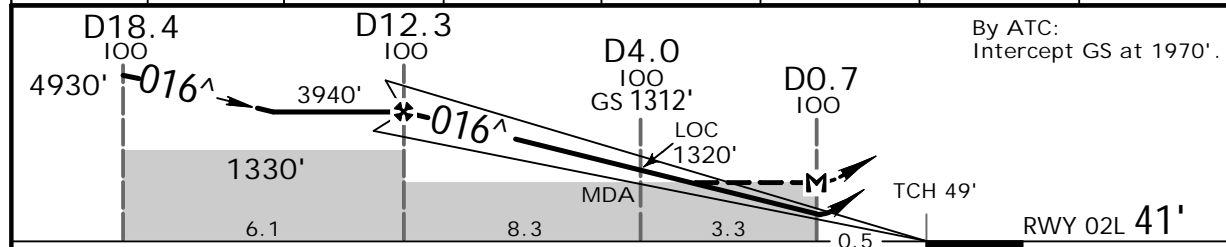
MISSED APCH CLIMB  
GRAD MIM 3.0%

BRIEFING STRIP

*D-ATIS Arrival 128.6		GUANGZHOU Arrival (R) 126.55		*BAIYUN Tower 118.8		*Ground 121.85	
LOC IOO *109.3	Final Apch Crs 016^	GS D4.0 IOO 1312' (1271')	ILS DA(H) 241' (200')	Apt Elev RWY 50' 41'			
MISSED APCH: Climb STRAIGHT AHEAD to 450', then turn LEFT onto 001^ to D5.5 IOO, then turn LEFT onto R-168 TAN inbound to TAN VOR at 2960', turn RIGHT onto R-018 TAN to reach D12.5 TAN at 4930', turn RIGHT onto R-288 LMN inbound to DABAIDONG and hold, or as directed. MAX 200 KT for turns.						MSA CEN VOR	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: 1		Trans alt: 8860'	
FT/METER CONVERSION QNH							



LOC (GS out)	IOO DME ALTITUDE	12.0	10.0	8.0	6.0	4.0	2.0
		3860'	3220'	2590'	1950'	1320'	680'



Gnd speed-Kts	70	90	100	120	140	160	HI/ALS	200 KT	450'	001^	D5.5
ILS GS or LOC Descent Angle	3.00^	377	484	538	646	753	861	PAPI	MAX	↑	IOO
MAP at D0.7 IOO											

STRAIGHT-IN LANDING RWY 02L Missed apch climb gradient mim 3.0%				CIRCLE-TO-LAND Not authorized East of runway			
ILS DA(H) FULL		LOC (GS out) MDA(H) ALS out		LOC (GS out) MDA(H) ALS out		Max Kts	
241' (200')		380' (339')		380' (339')		730' (680')	
1100m		1100m		1100m		840' (790')	
RVR 720m VIS 800m		1200m		RVR 1500m VIS 1600m		1170' (1120')	

IS OPS

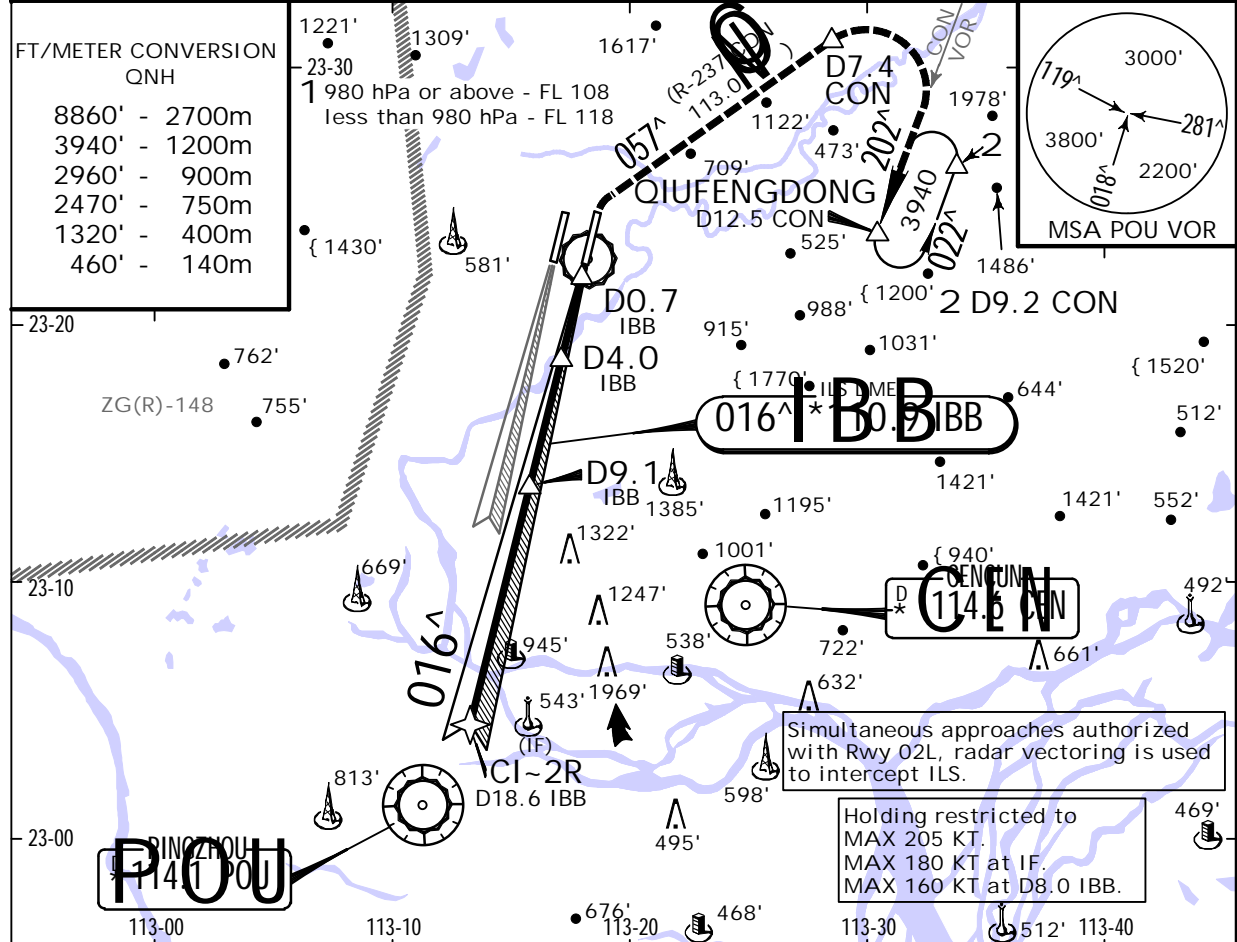
**ZGGG/CAN**  
BAIYUN

**JEPPESSEN**  
1 FEB 13  
Eff. 7.Feb. (21-3) MISSED APCH CLIMB  
GRAD MIN 3.0%

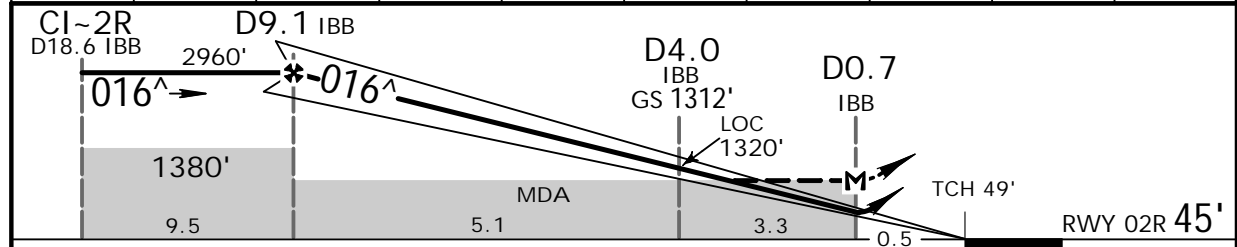
**GUANGZHOU, PR OF CHINA**  
RNAV ILS DME Rwy 02R

BRIEFING STRIP™

*D-ATIS Arrival 128.6	GUANGZHOU Arrival (R) 126.55	*BAIYUN Tower 118.1	*Ground 121.75
LOC IBB *110.9	Final Apch Crs 016^	GS D4.0 IBB 1312' (1267')	ILS DA(H) 245' (200')
Apt Elev 50'	Rwy 45'	MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn RIGHT to intercept R-237 CON inbound to reach D7.4 CON at 2470' or above, then turn RIGHT to intercept R-202 CON and hold at QIUFENG DONG at 3940', or as directed. MAX 200 KT for turns.	
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 1	Trans alt: 8860'



LOC (GS out)	IBB DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2910'	2590'	2270'	1960'	1640'	1320'	1000'	680'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	200 KT	460'	CON
ILS GS or							PAPI	MAX	RT	113.0
LOC Descent Angle	3.00^	377	484	538	646	753	861			R-237
MAP at D0.7 IBB										

STRAIGHT-IN LANDING RWY 02R					CIRCLE-TO-LAND		
Missed apch climb gradient min 3.0%					Not authorized West of runway		
FULL		IDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)	
DA(H) 245' (200')							
MDA(H) 460' (415')							
A					100	730' (680')	1600m
B					135	840' (790')	2000m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1600m	180	1170' (1120')	4400m

IS OPS

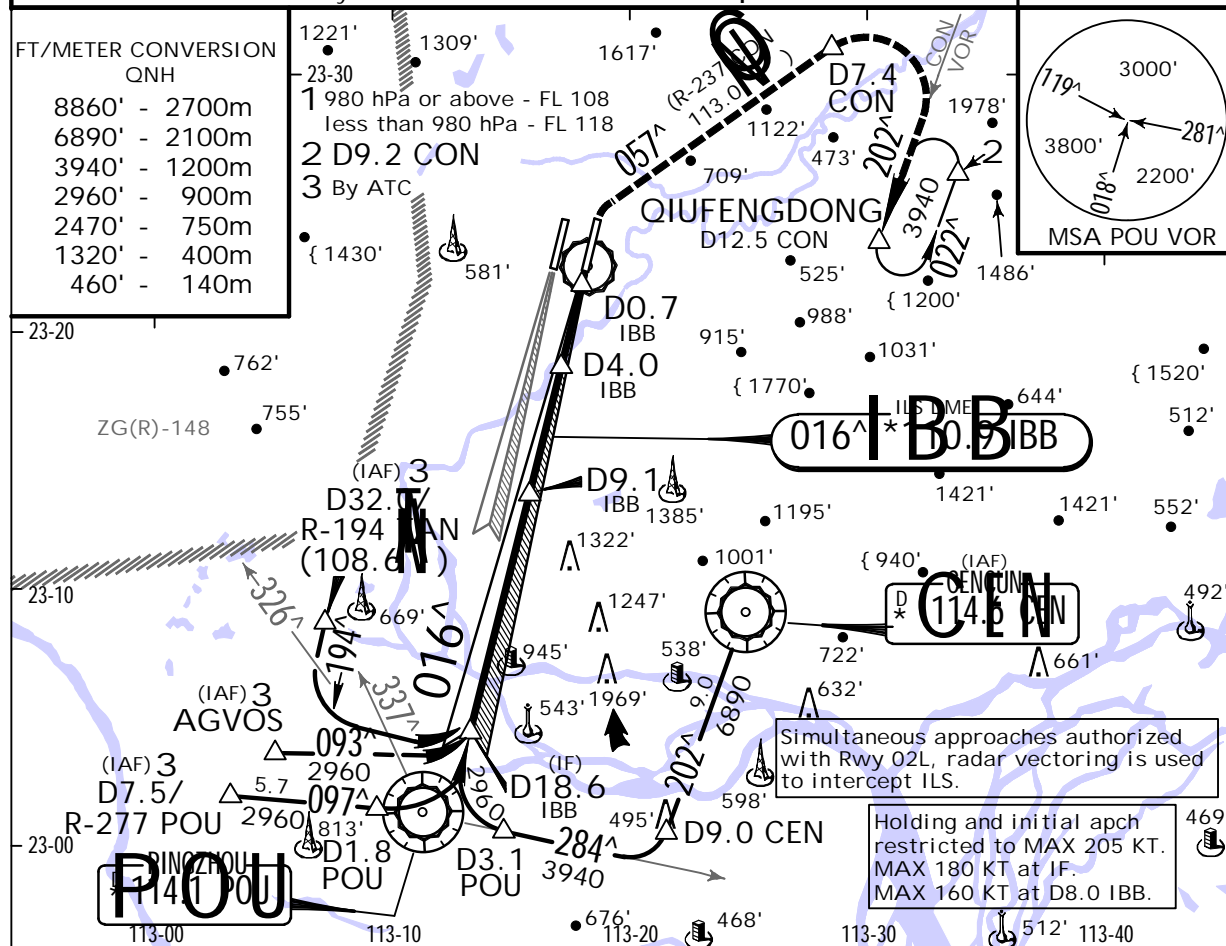
**ZGGG/CAN**  
BAIYUN

**JEPPESSEN**  
1 FEB 13  
Eff. 7 Feb. (21-4) MISSED APCH CLIMB  
GRAD MIM 3.0%

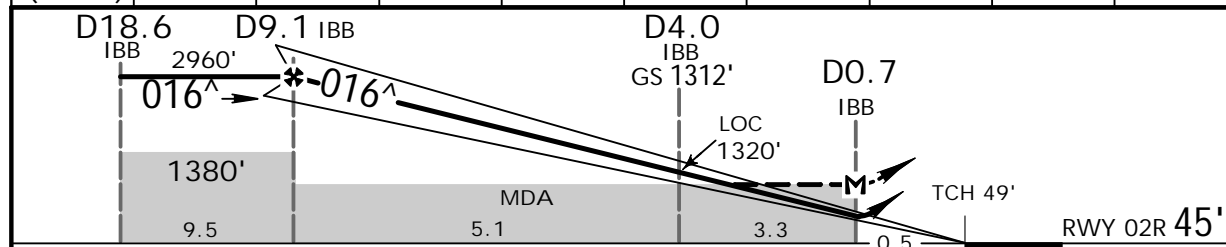
**GUANGZHOU, PR OF CHINA**  
ILS' DME Rwy 02R

BRIEFING STRIP

*D-ATIS Arrival 128.6	GUANGZHOU Arrival (R) 126.55	*BAIYUN Tower 118.1	*Ground 121.75
LOC IBB *110.9	Final Apch Crs 016^	GS D4.0 IBB 1312' (1267')	ILS DA(H) 245' (200')
Apt Elev RWY 50' 45'	MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn RIGHT to intercept R-237 CON inbound to reach D7.4 CON at 2470' or above, then turn RIGHT to intercept R-202 CON and hold at QIUFENG DONG at 3940', or as directed. MAX 200 KT for turns.		
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 1	Trans alt: 8860'



LOC (GS out)	IBB DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2910'	2590'	2270'	1960'	1640'	1320'	1000'	680'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	200 KT	460'	CON
ILS GS or							PAPI	MAX	↑	113.0
LOC Descent Angle	3.00^	377	484	538	646	861			RT	R-237
MAP at D0.7 IBB										

STRAIGHT-IN LANDING RWY 02R				CIRCLE-TO-LAND	
Missed apch climb gradient mim 3.0%				Not authorized West of runway	
DA(H) 245' (200')		LOC (GS out) 460' (415')			
FULL	IDZ or CL out	ALS out	ALS out	Max Kts.	MDA(H)
A				100	730' (680') 1600m
B				135	840' (790') 2000m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	180	1170' (1120') 4400m

IS OPS



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JEPPESSEN  
1 FEB 13  
Eff. 7.Feb. (21-5)

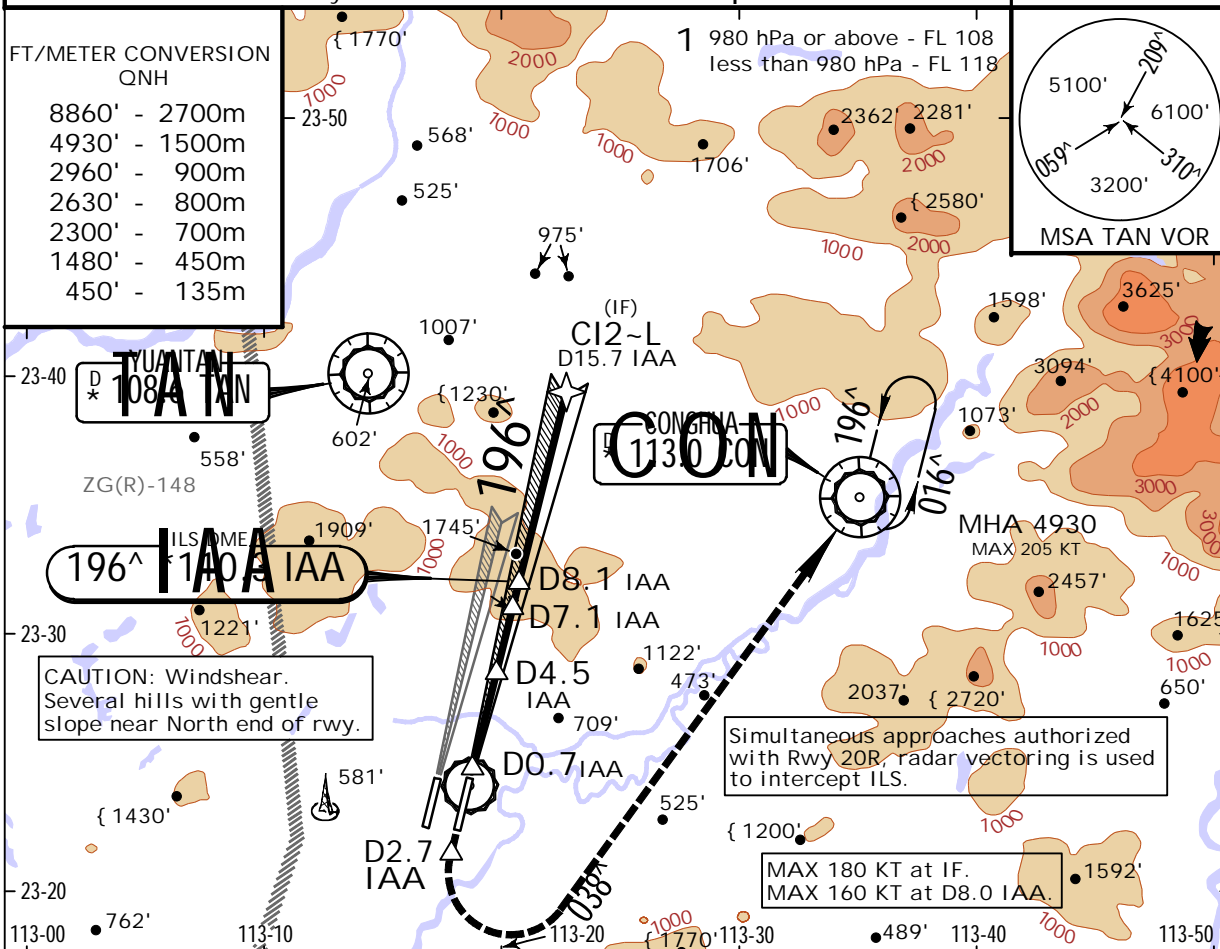
GUANGZHOU, PR OF CHINA  
RNAV ILS' DME Rwy 20L

BRIEFING STRIP

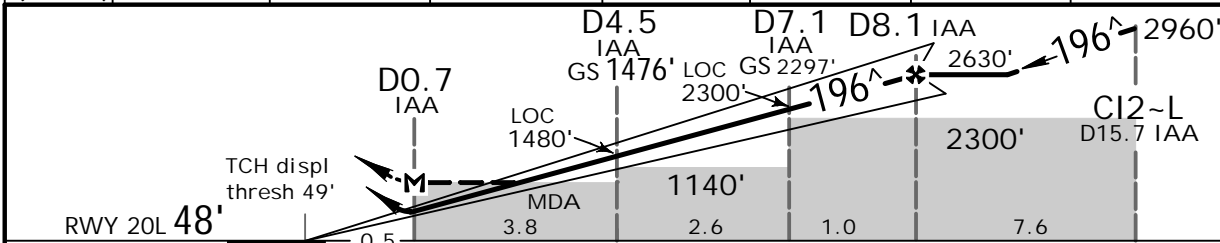
*D-ATIS Arrival 128.6	GUANGZHOU Arrival (R) 126.55	*BAIYUN Tower 118.1	*Ground 121.75
LOC IAA *110.3	Final ApcH Crs 196 <sup>^</sup>	GS D4.5 IAA 1476' (1428')	ILS DA(H) 248' (200')
Apt Elev 50'	RWY 48'	MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IAA at 450' or above, then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930' and hold, or as directed. MAX 200 KT for turns.	
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 1	Trans alt: 8860'

FT/METER CONVERSION  
QNH

8860' - 2700m
4930' - 1500m
2960' - 900m
2630' - 800m
2300' - 700m
1480' - 450m
450' - 135m



LOC (GS out)	IAA DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	680'	1000'	1320'	1640'	1960'	2280'



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	200 KT	MIM	D2.7
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	377	484	538	646	753	861	PAPI	MAX	450'
MAP at D0.7 IAA										IAA

STRAIGHT-IN LANDING RWY 20L						CIRCLE-TO-LAND		
ILS				LOC (GS out)		Not authorized		
DA(H) 248' (200')				MDA(H) 430' (382')		West of runway		
FULL		IDZ or CL out	ALS out	ALS out		Max Kts.	MDA(H)	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1300m	RVR 1500m VIS 1600m	100	730' (680')	1600m
B						135	840' (790')	2000m
C						180	1170' (1120')	4400m

IS OPS

ZGGG/CAN  
BAIYUN

1 FEB 13 (21-6) .Eff.7.Feb.

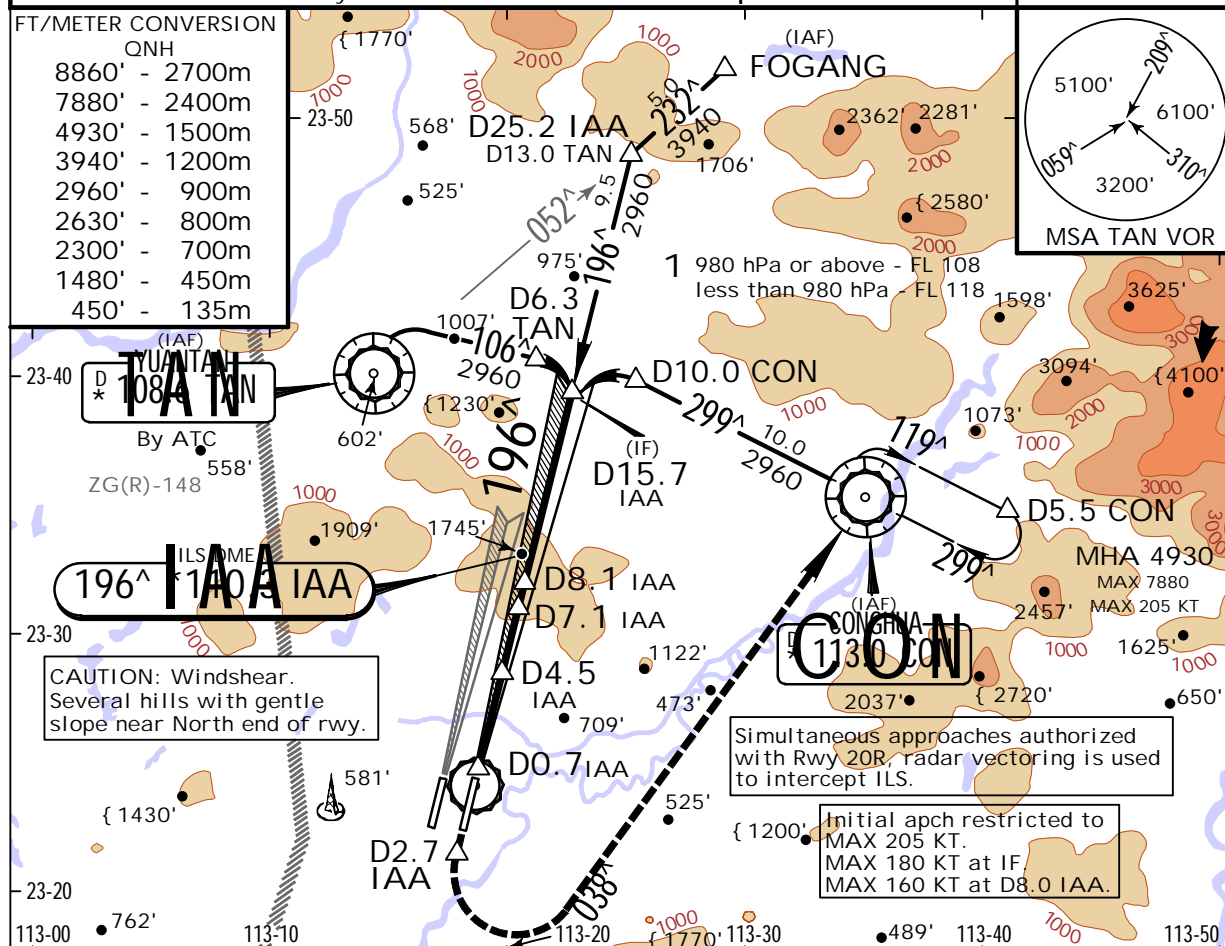
JEPPESSEN GUANGZHOU, PR OF CHINA  
ILS DME Rwy 20L

BRIEFING STRIP™

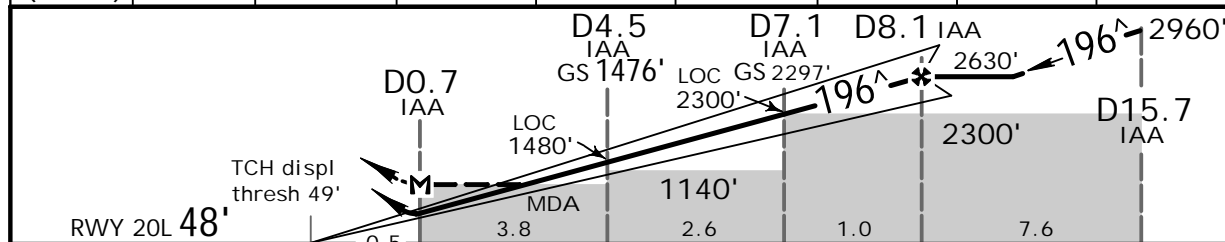
*D-ATIS Arrival 128.6		GUANGZHOU Arrival (R) 126.55		*BAIYUN Tower 118.1		*Ground 121.75	
LOC IAA *110.3	Final Apch Crs 196^	GS D4.5 IAA 1476' (1428')	ILS DA(H) 248' (200')	Apt Elev 50'	RWY 48'		
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IAA at 450' or above, then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930' and hold, or as directed. MAX 200 KT for turns.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: 1			

FT/METER CONVERSION

QNH	
8860' - 2700m	
7880' - 2400m	
4930' - 1500m	
3940' - 1200m	
2960' - 900m	
2630' - 800m	
2300' - 700m	
1480' - 450m	
450' - 135m	



LOC (GS out)	IAA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	680'	1000'	1320'	1640'	1960'	2280'	2590'



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	200 KT	MIM	D2.7
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861	PAPI	450'	IAA
MAP at D0.7 IAA										

STRAIGHT-IN LANDING RWY 20L					CIRCLE-TO-LAND Not authorized West of runway		
ILS		LOC (GS out)					
DA(H) 248' (200')		MDA(H) 430' (382')					
FULL	IDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A					100	730' (680')	1600m
B					135	840' (790')	2000m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1300m	180	1170' (1120')	4400m

IS OPS

ZGGG/CAN  
BAIYUN

1 FEB 13  
Eff. 7. Feb.

**JEPPESSEN**

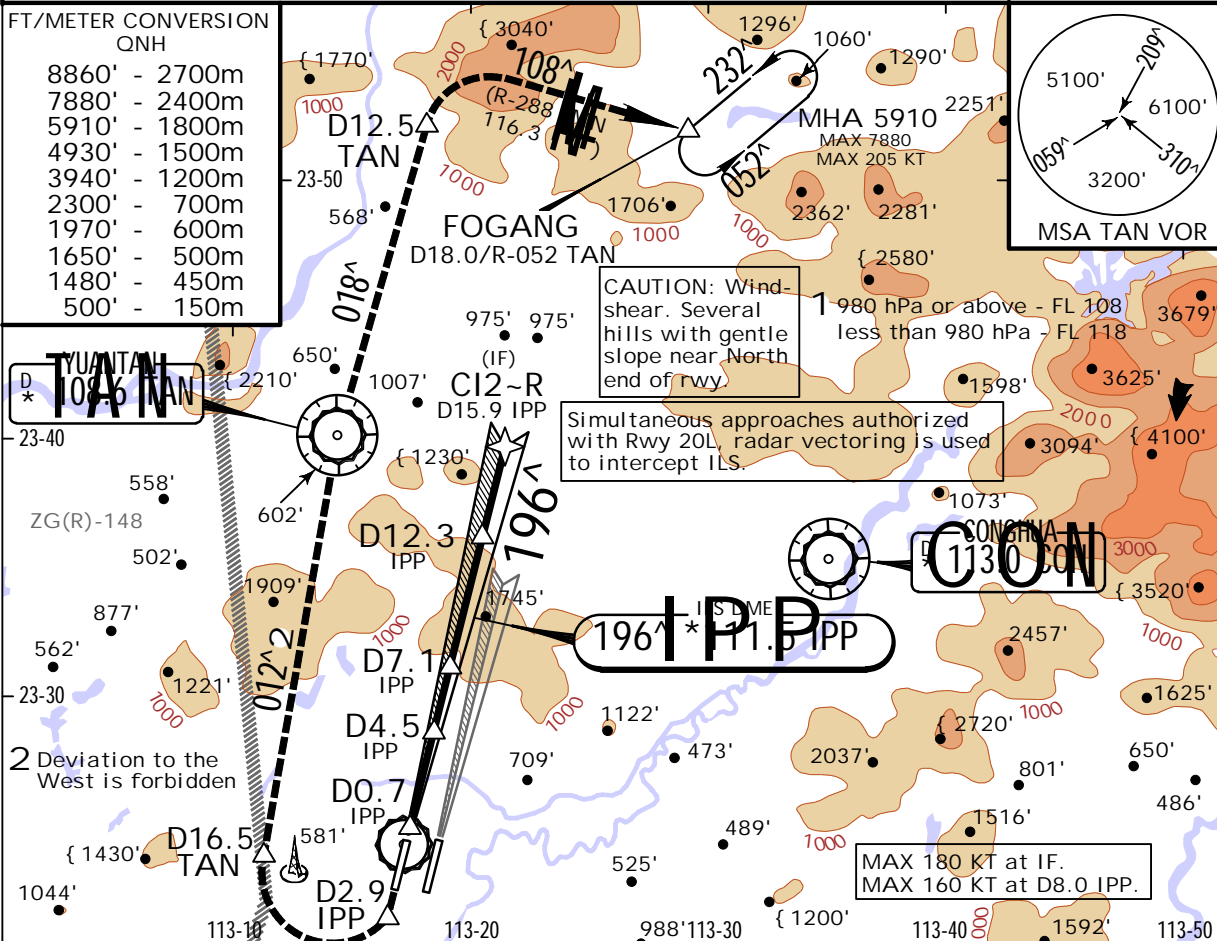
GUANGZHOU, PR OF CHINA  
RNAV ILS DME Rwy 20R

*D-ATIS Arrival 128.6		GUANGZHOU Arrival (R) 126.55		*BAIYUN Tower 118.8		*Ground 121.85	
LOC IPP *111.5	Final Apch Crs 196^	GS D4.5 IPP 1476' (1433')	ILS DA(H) 243' (200')	Apt Elev RWY	50' 43'		

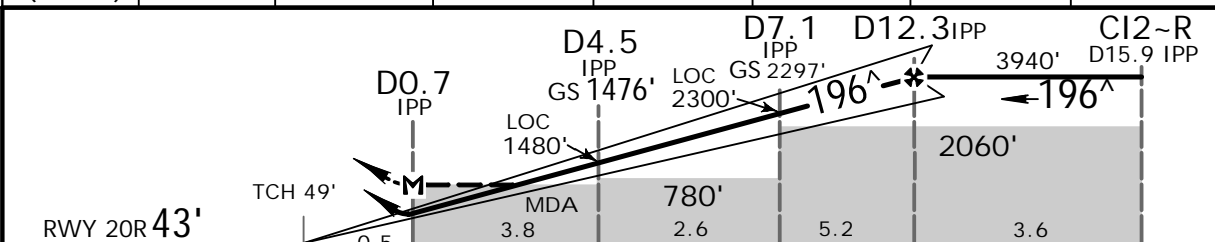
**MISSED APCH:** Climb STRAIGHT AHEAD to D2.9 IPP at 500' or above, turn RIGHT to D16.5 TAN. Pass D16.5 TAN or North between 1650' and 1970' and intercept R-192 TAN to reach TAN VOR at 4930'. Then turn RIGHT onto R-018 TAN to D12.5 TAN, turn RIGHT onto R-288 IMN inbound to reach FOGANG at 5910' and hold. MAX 190 KT for turns.


Alt Set: hPa      Rwy Elev: 2 hPa      Trans level: 1      Trans alt: 8860'

FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2300'	- 700m
1970'	- 600m
1650'	- 500m
1480'	- 450m
500'	- 150m



LOC (GS out)	IPP DME	2.0	4.0	6.0	8.0	10.0	12.0
	ALTITUDE	680'	1310'	1950'	2590'	3230'	3860'



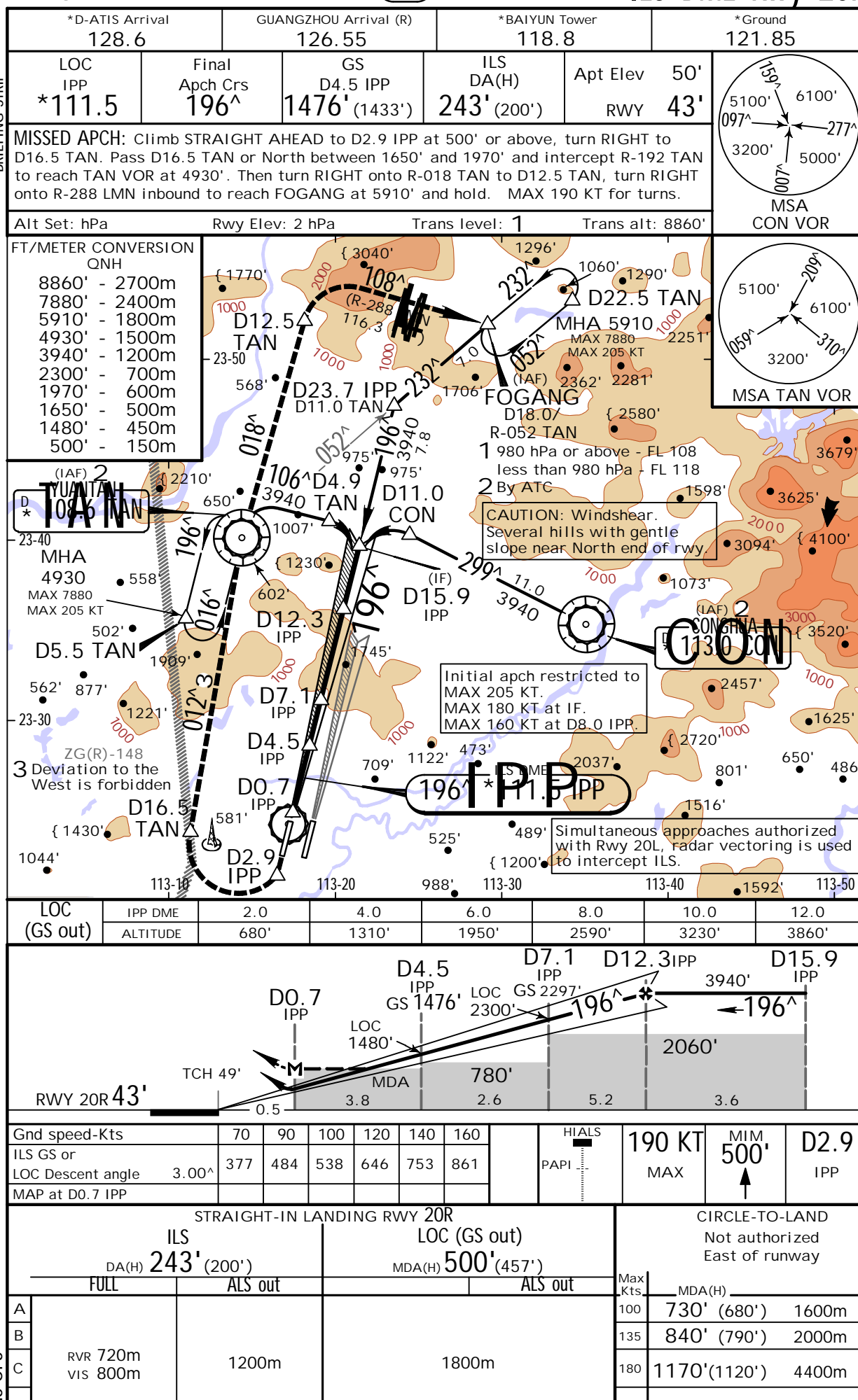
Grnd speed-Kts	70	90	100	120	140	160		190 KT	MIM	D2.9
ILS GS or LOC Descent Angle      3.00^	377	484	538	646	753	861		MAX	500'	IPP
MAP at D0.7 IPP									↑	

STRAIGHT-IN LANDING RWY 20R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized	
DA(H) 243' (200')		MDA(H) 500' (457')		East of runway	
FULL		ALS out		Max Kts.	MDA(H)
A	RVR 720m VIS 800m	1200m	1800m	100	730' (680') 1600m
B				135	840' (790') 2000m
C				180	1170' (1120') 4400m



ZGGG/CAN  
BAIYUNJEPPESSEN  
1 FEB 13 (21-8) .Eff.7.Feb.GUANGZHOU, PR OF CHINA  
ILS' DME Rwy 20R

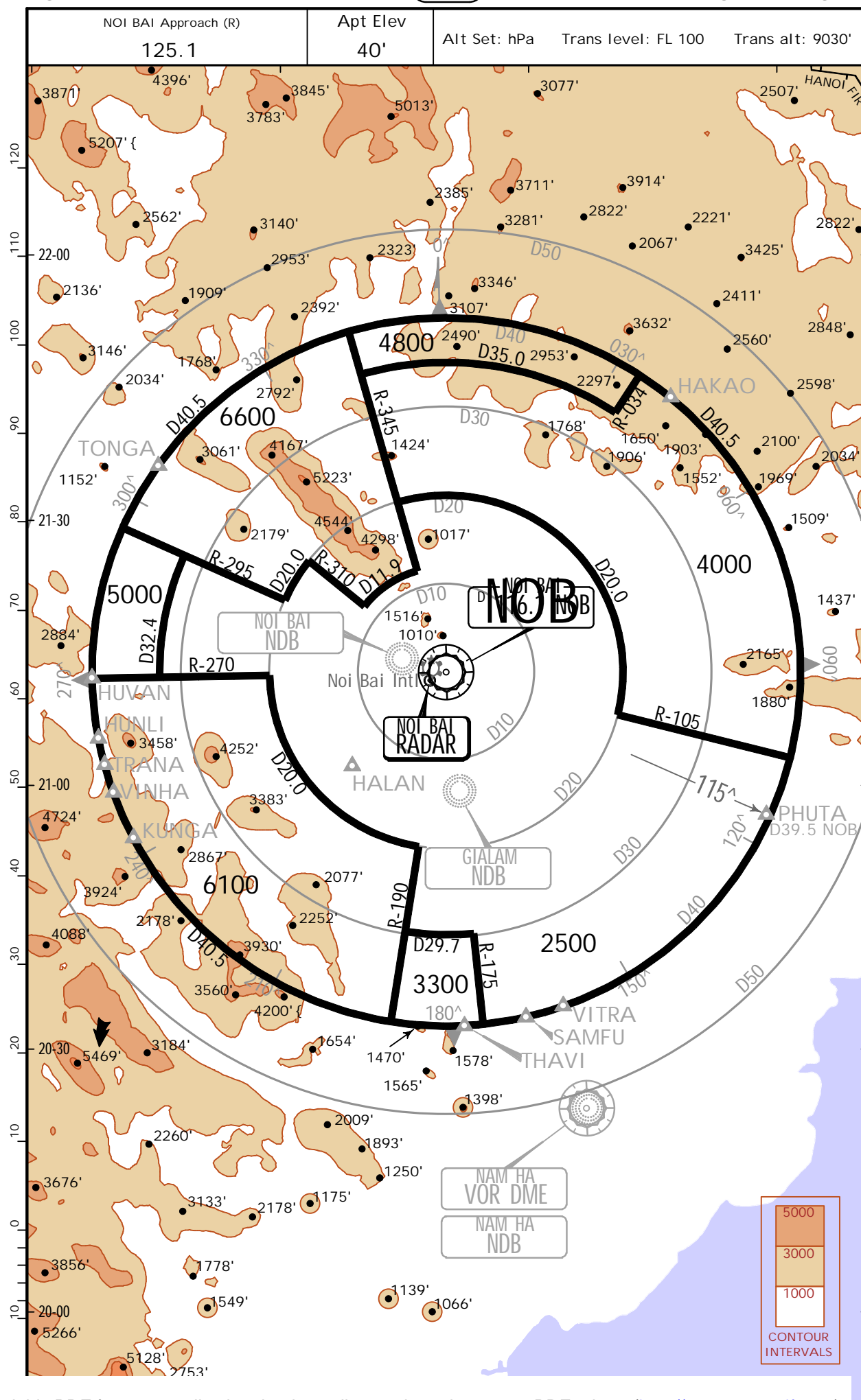
BRIEFING STRIP™



VVNB/HAN  
NOI BAI INTL

JEPPESSEN  
13 JAN 06 (10-1R)

HANOI, VIETNAM  
RADAR MINIMUM ALTITUDES



**JEPPESSEN** HANOI, VIETNAM  
25 APR 14  
Eff. 1 May. (10-2) .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  
89

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  
A+ 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

340 BQ  
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'


 D15.0 NOB  
 N21 24.4  
 E106 00.3

(IAF)  
NOT BAL  
D-16.3 NOB  
N21 12.8 F105 50.1


 MOCCHA  
 514 MC  
 N20 49.7 E104 42.0

D30.2 NOB  
At 7060'

(IAF 1)  
HALAN  
N21 02.2 E105  
At 8040'

~~PHUTA TWO ALPHA  
(PHUTA 2A)  
393~~

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

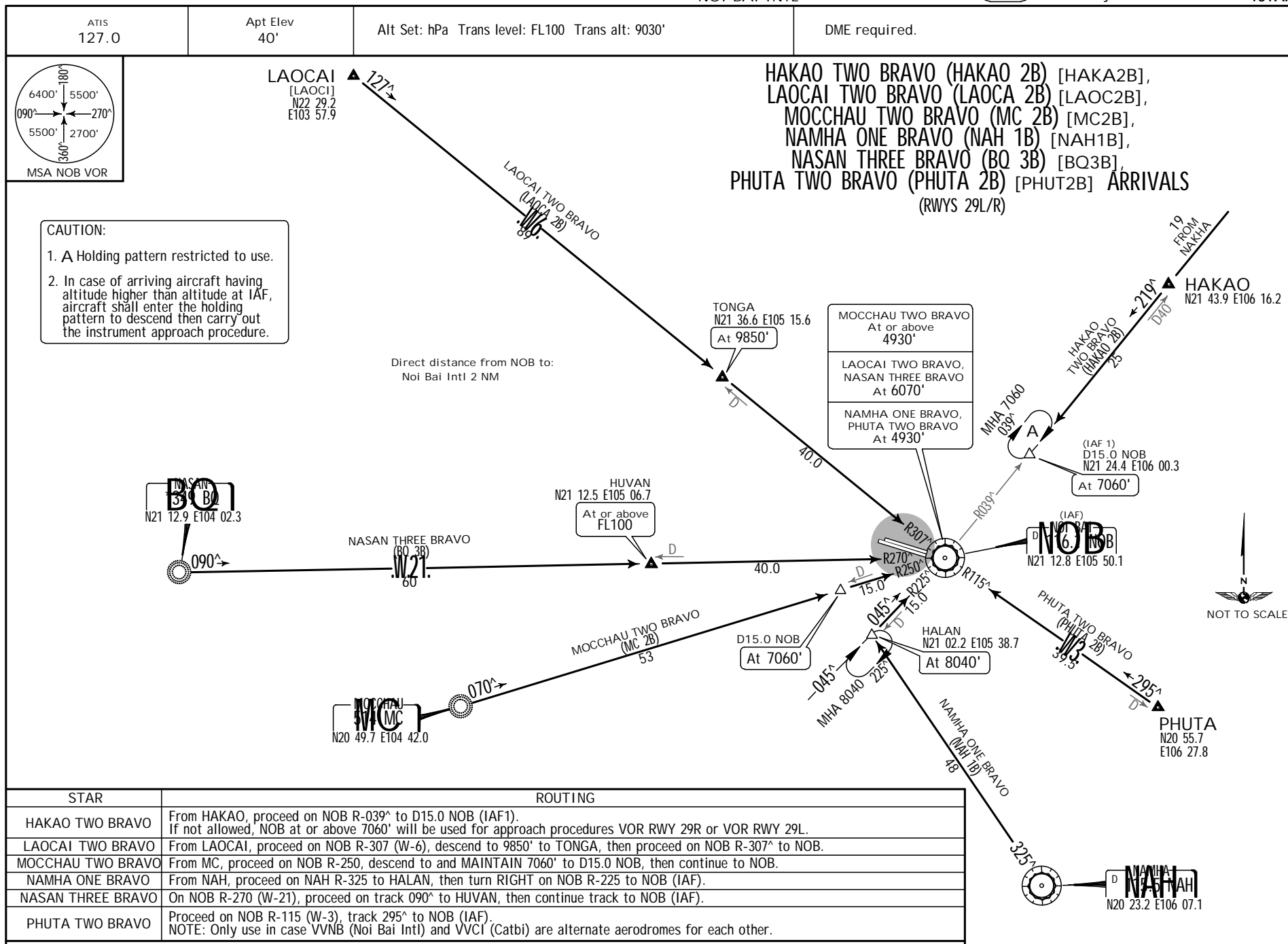
JEPPesen

25 APR 14 10-2A .Eff.1.May.

HANOI, VIETNAM

JEPPesen  
JeppView 3.6.2.0

.STAR.



**JEPPESSEN** HANOI, VIETNAM  
25 APR 14 (10-2B) .STAR.

**LAOCAI**  
[LAOCI]  
N22 29.2 E103 57.9

**LAOCAI TWO CHARLIE**  
(LAOCA 2C)  
124

**HAKAO**  
(NOB R-039/D40)  
N21 43.9 E106 16.2

**HAKAO TWO CHARLIE**  
(HAKAO 2C)  
42

**PHUTA TWO CHARLIE**  
(PHUTA 2C)  
44

**PHUTA**  
(NOB R-115/D39 5)  
N20 55.7 E106 27.8

**NAMHA ONE CHARLIE**  
(NAH 1C)  
48

**MOCCHAU ONE CHARLIE**  
(MC 1C)  
64

**NASAN THREE CHARLIE**  
(BQ 3C)  
60

**HUVAN**  
(NOB R-270/D40 0)  
N21 12.5 E105 06.7

**HALAN**  
N21 02.2 E105 38.7  
At 8040'

**LAOCAI TWO CHARLIE**  
At or above 7220'

**HAKAO TWO CHARLIE, MOCCHAU ONE CHARLIE**  
At or above 7060'

**NAMHA ONE CHARLIE, NASAN THREE CHARLIE**  
At or above 4930'

**PHUTA TWO CHARLIE**  
At 4930'

**CAUTION:**  
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.

Direct distance from KW to:  
Noi Bai Intl 4 NM

**STAR**

**ROUTING**

<b>HAKAO TWO CHARLIE</b>	From HAKAO, proceed on track 226° to KW (IAF) then descend according to ATC instructions.
<b>LAOCAI TWO CHARLIE</b>	From LAOCAI, proceed on track 128° to KW (IAF).
<b>MOCCHAU ONE CHARLIE</b>	From MC, proceed on track 067° to KW (IAF).
<b>NAMHA ONE CHARLIE</b>	From NAH, proceed on track 325° to HALAN, turn RIGHT on track 024° to KW (IAF).
<b>NASAN THREE CHARLIE</b>	From BQ, proceed on track 090° to HUVAN, then proceed on track 088° to KW (IAF).
<b>PHUTA TWO CHARLIE</b>	From PHUTA, proceed on track 295° to KW (IAF). NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Catbi) are alternate aerodromes for each other.



VVNB/HAN  
NOI BAI INTL

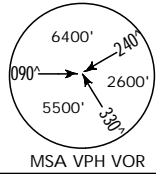
JEPPesen  
25 APR 14 10-2C .Eff.1.May.

JEPPesen  
JeppView 3.6.2.0  
HANOI, VIETNAM  
.STAR.

ATIS  
127.0

Apt Elev  
40'

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

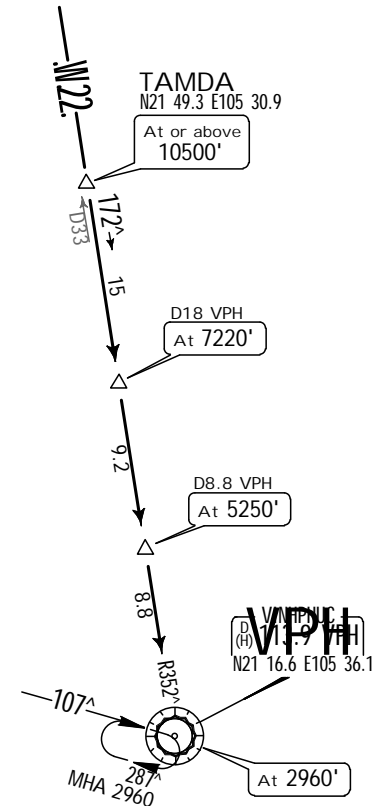


CAUTION:  
ATS route W-22 can only be  
used for flights to NBA when  
having ATC approval.



## 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

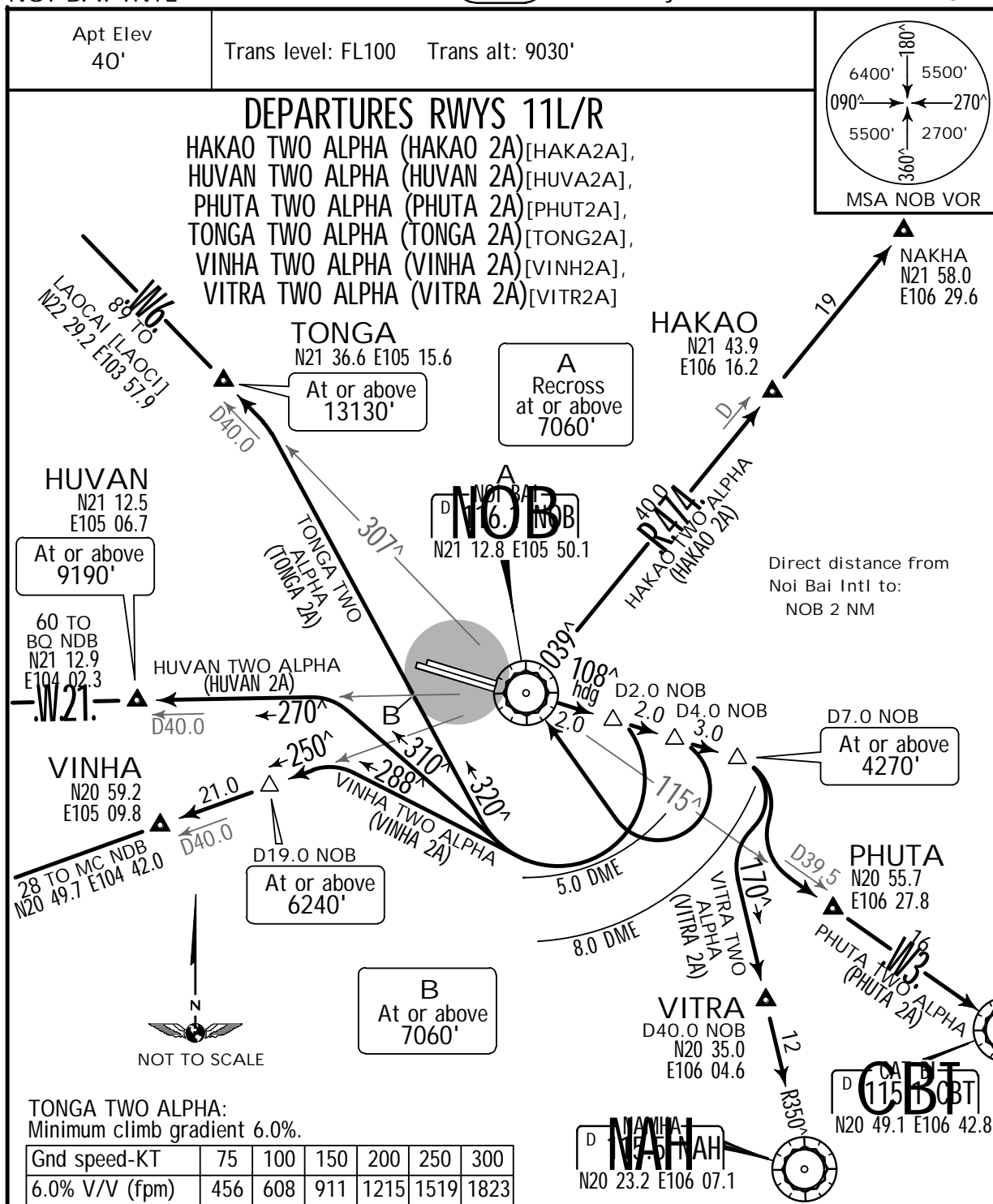
VNVB/HAN  
NOI BAI INTL

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 VNVB (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





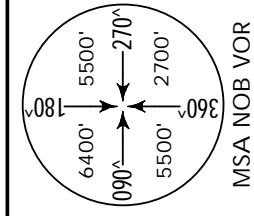
VVNB/HAN  
NOI BAI INTLJEPPESEN  
25 MAY 12 10-3BHANOI, VIETNAM  
.SID.Apt Elev  
40'

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.

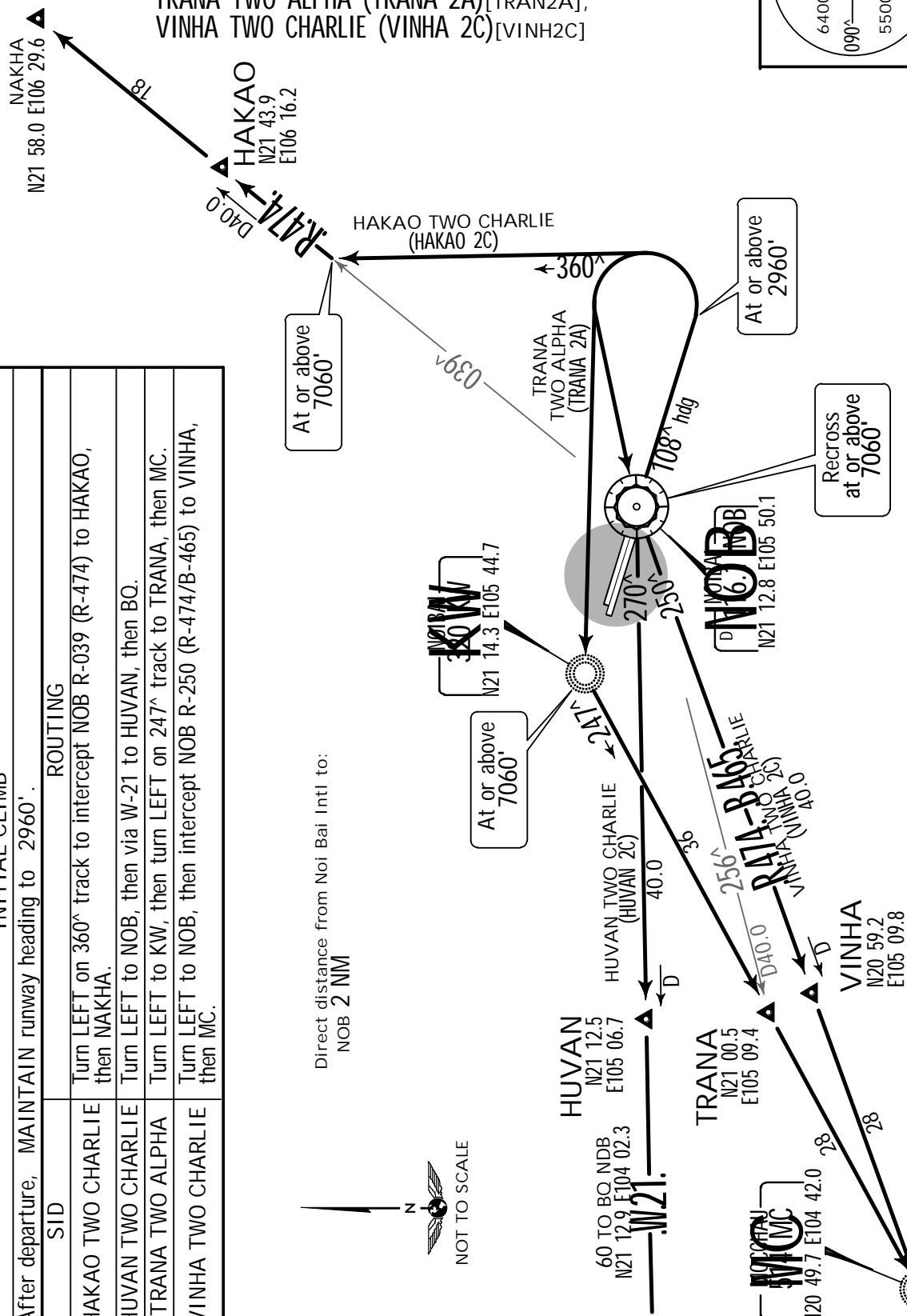
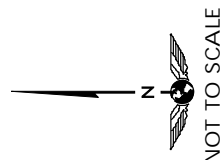
## DEPARTURES RWYS 11L/R

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



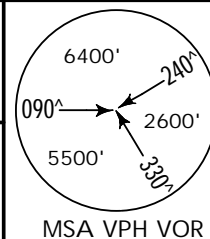
VVNB/HAN  
 NOI BAI INTL

JEPPESSEN  
 25 MAY 12 (10-3C)

HANOI, VIETNAM  
 .SID.

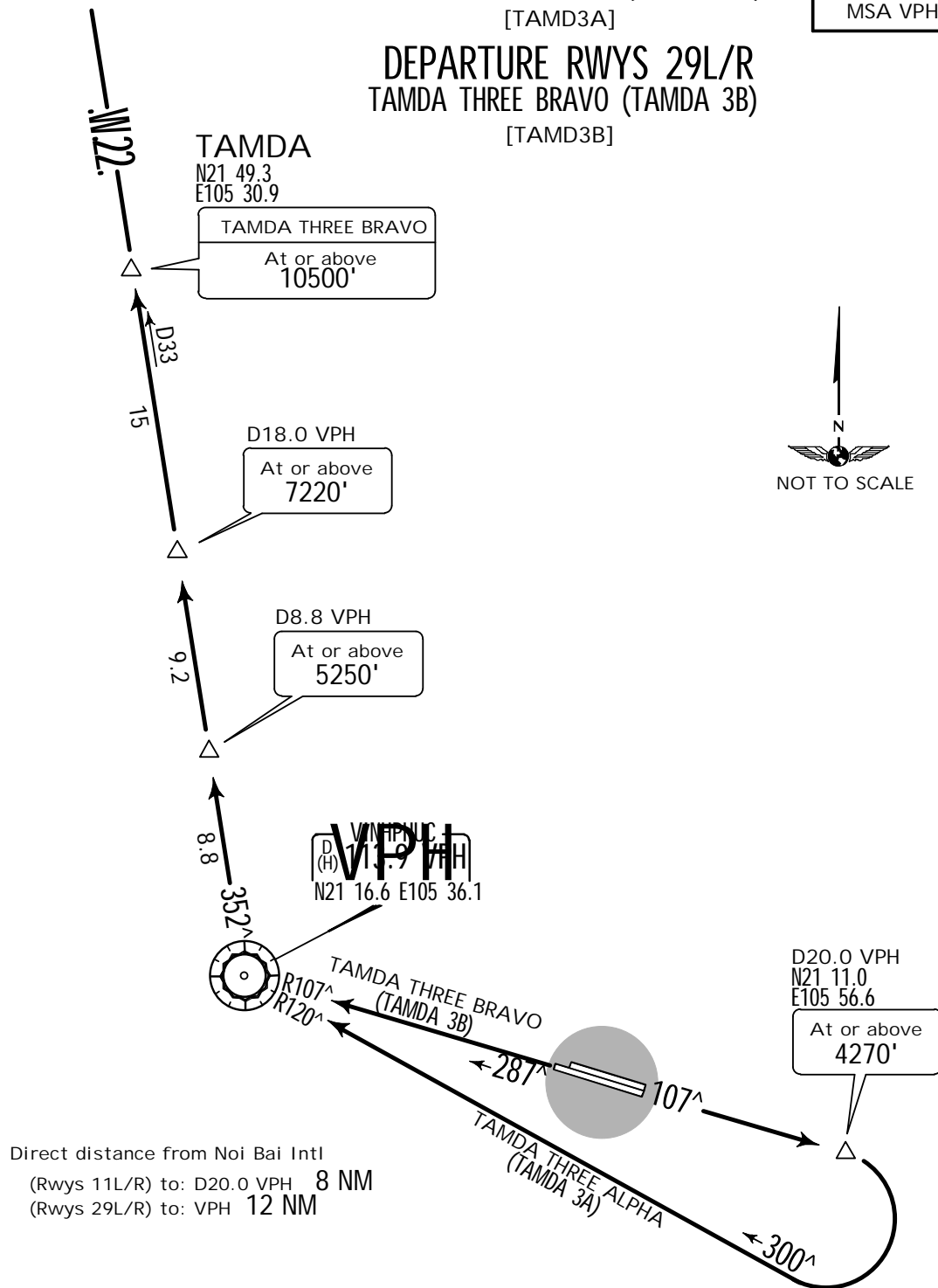
Apt Elev  
 40'

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

HANOI, VIETNAM

15 AUG 14

(10-8)

.Eff.21.Aug.

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

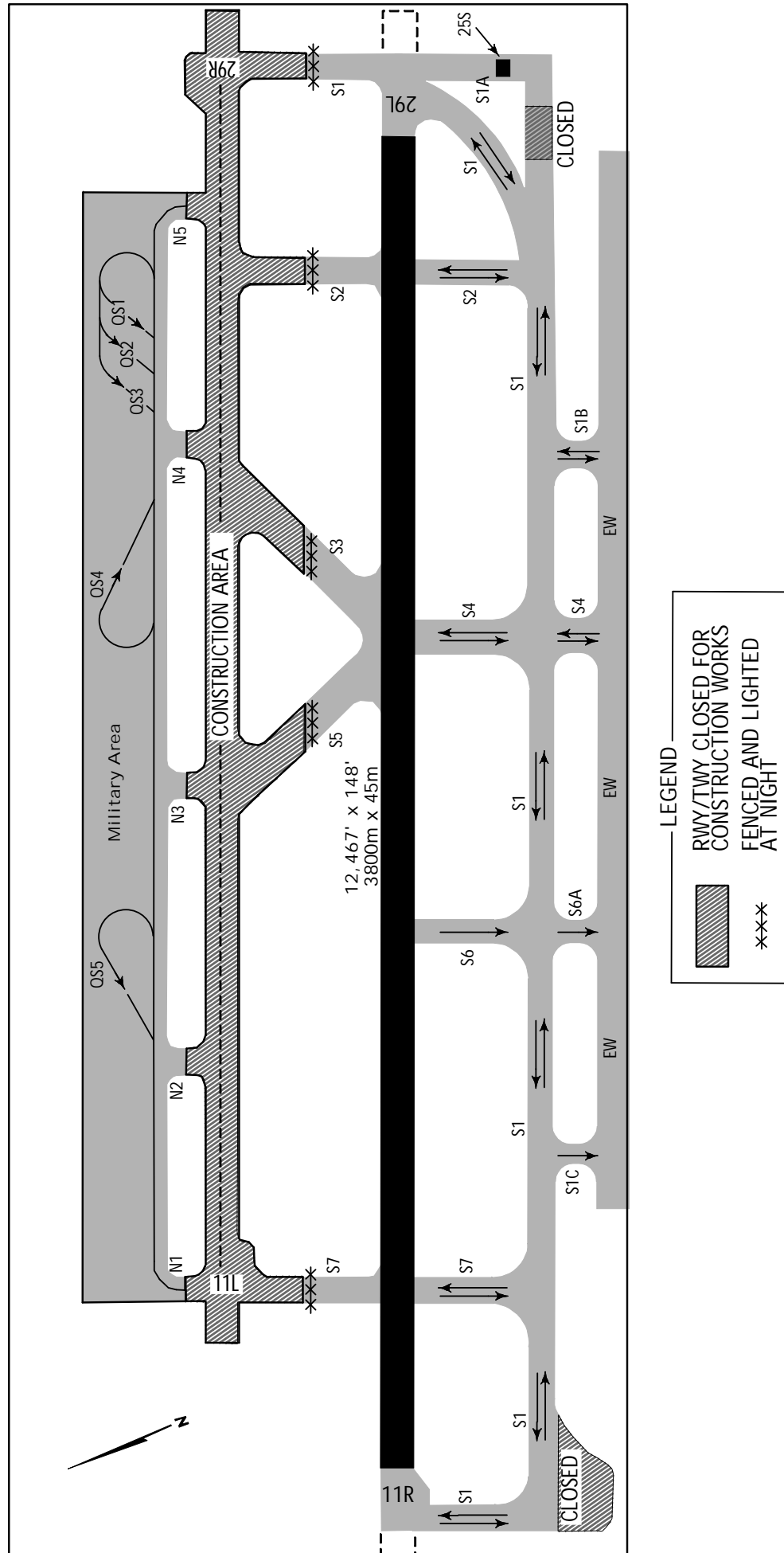
JEPPESEN

HANOI, VIETNAM

15 AUG 14 (10-8A) .Eff.21.Aug.

NOI BAI INTL

DIAGRAM OF CONSTRUCTION AREAS AND CLOSURE OF  
RWY 11L/29R AND CONJUNCTION TAXIWAYS



VVNB/HAN

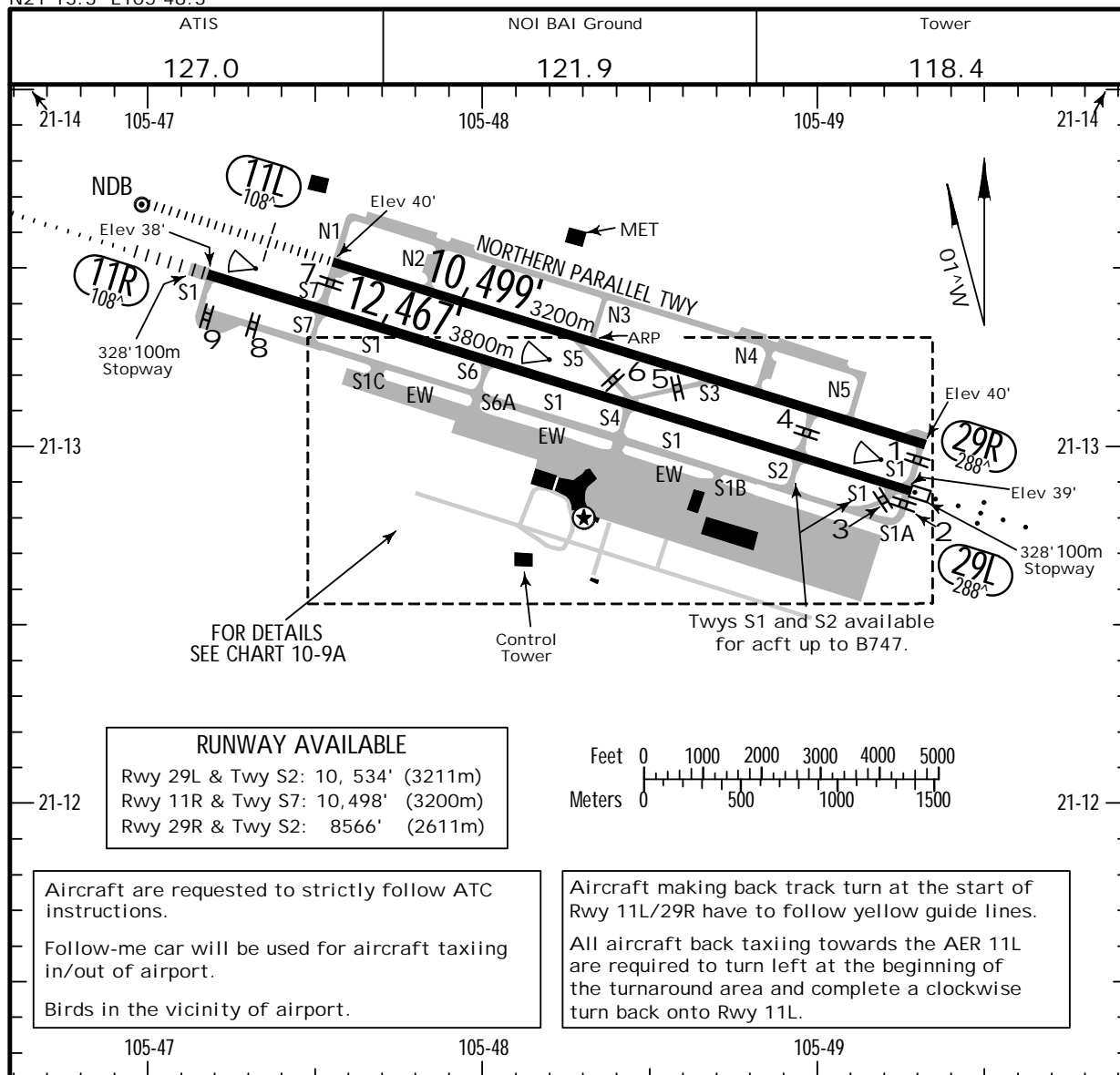
Apt Elev 40'  
N21 13.3 E105 48.3

JEPPESEN

26 SEP 14 (10-9)

HANOI, VIETNAM

NOI BAI INTL



## ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
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				Available Landing Minimums
1 Take-Off Alternate Apt. Filed			Take-Off Alternate Apt. not Filed	
2 Rwy 11R	Rwy 29L	Rwys 11L, 29R		
A RVR 300m/ vis 400m	RVR 300m/ vis 400m	400m		
B RVR 400m/ vis 500m	RVR 400m/ vis 500m	500m		
C 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

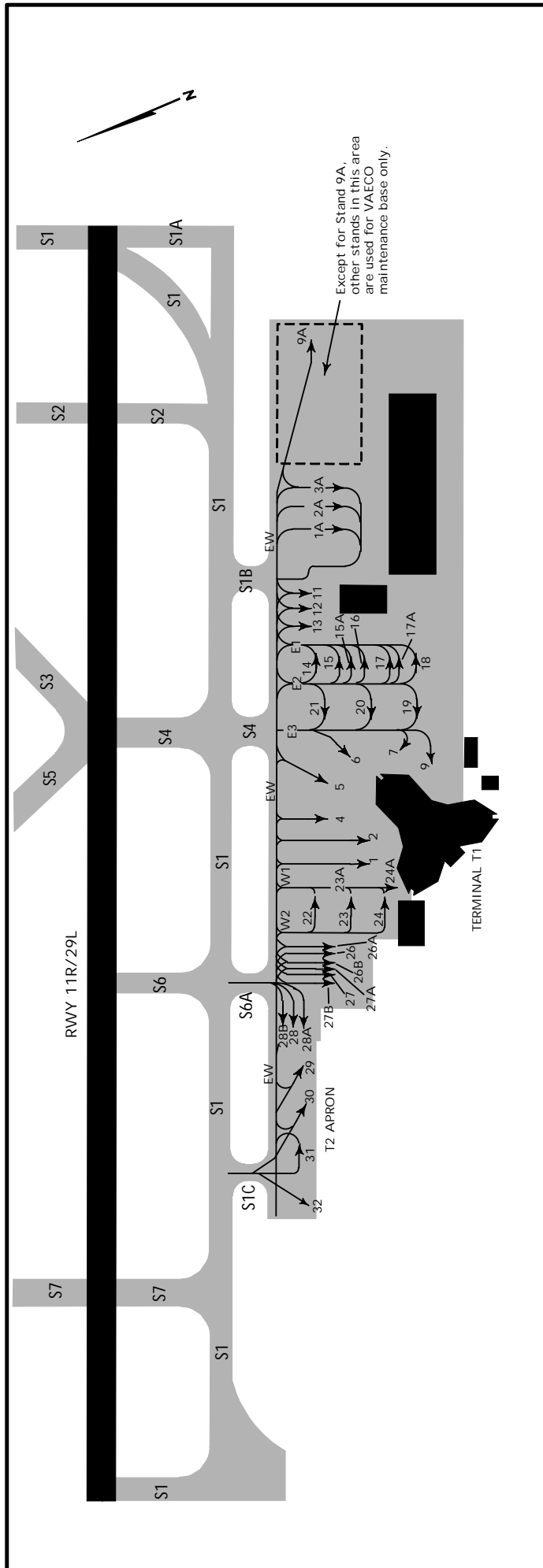
JEPPESEN

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).

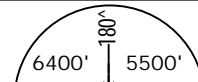
Stand 28 used for aircraft up to B747-400 and equivalent (used in case of having no aircraft parking at Stands 28A or 28B).

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.

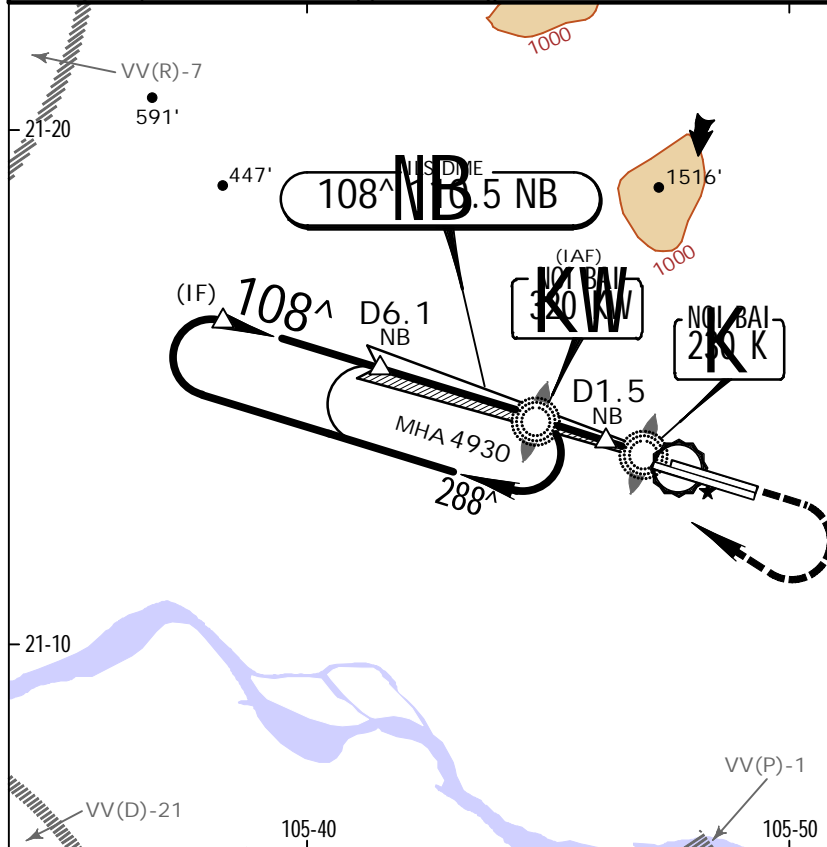
VVNB/HAN  
NOI BAI INTLJEPPESEN  
25 APR 14 (11-1) .Eff.1.May.HANOI, VIETNAM  
ILS X Rwy 11L

BRIEFING STRIP™

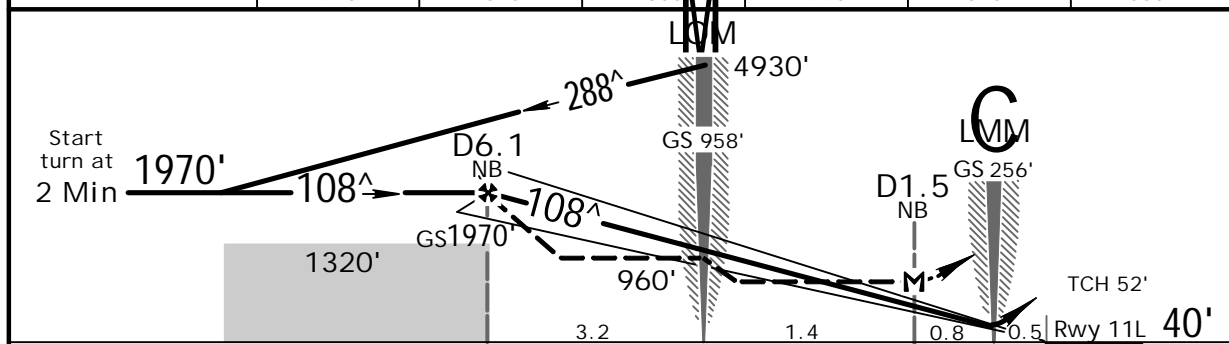
ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.4		Ground 121.9	
LOC NB 110.5	Final Apch Crs 108^	GS D6.1 NB 1970' (1930')	ILS DA(H) 240' (200')	Apt Elev 40' Rwy 11L 40'		 MSA KW LOM	
MISSED APCH: Maintain runway heading, climb to 4930', when passing 990', turn RIGHT to KW NDB to join holding pattern or follow ATC instructions.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 100			
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 <sup>^</sup>	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.	
A	200' -800m		200' -1200m		460' -1600m		100	660' (620') 660' - 2000m
B							135	1190' (1150') 1320' - 4000m
C							180	1480' (1440') 1650' - 5000m

IS OPS

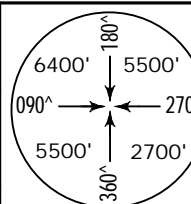
VVNB/HAN  
NOI BAI INTL

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

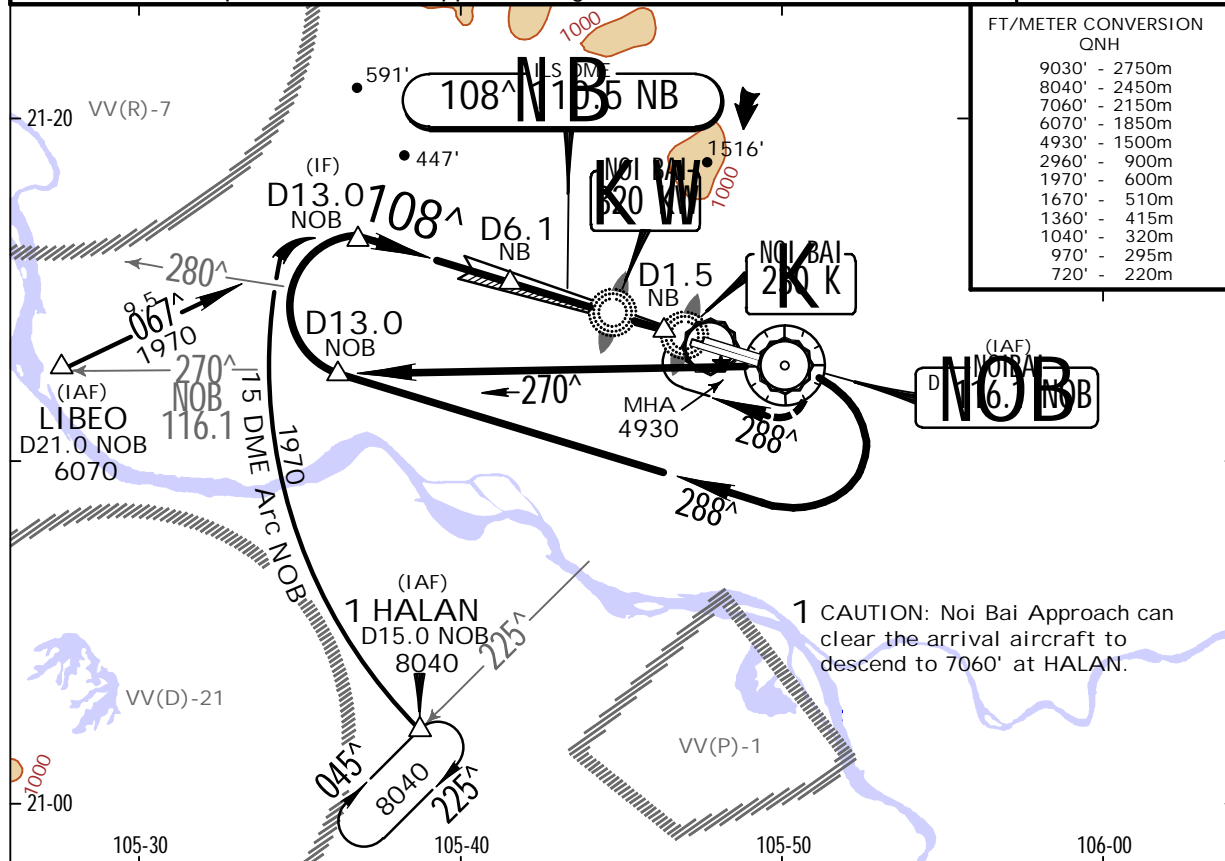
HANOI, VIETNAM  
ILS Y Rwy 11L

BRIEFING STRIP

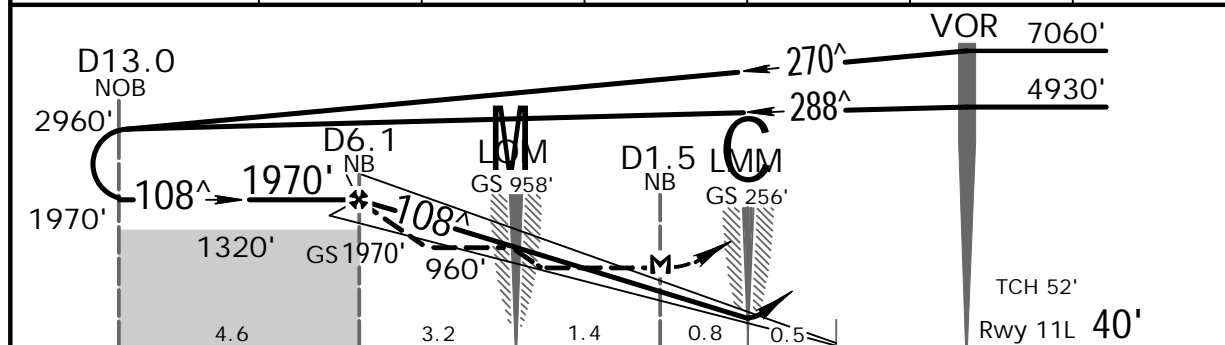
ATIS 127.0	NOI BAI Approach (R) 125.1	NOI BAI Tower 118.4	Ground 121.9
LOC NB 110.5	Final Appch Crs 108 <sup>^</sup>	GS D6.1 NB 1970' (1930')	ILS DA(H) 240' (200')
Apt Elev 40' Rwy 11L 40'			
MISSED APCH: Maintain runway heading, climb to 4930', when passing NOB VOR turn RIGHT to join holding pattern 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.			MSA NOB VOR



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
GS	3.00 <sup>^</sup>	372	478	531	637	849
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		CIRCLE-TO-LAND	
ILS	LOC (GS out)	DA(H) 240' (200')	MDA(H) 500' (460')
FULL	ALS out	CEILING-VISIBILITY	Max Kts
A	200' -800m	200'-1200m	100
B			135
C			180
			660' (620')
			1190' (1150')
			1480' (1440')

VVNB/HAN  
NOI BAI INTL

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

HANOI, VIETNAM  
ILS Z Rwy 11L

**BRIEFING STRIP™**

ATIS		NOI BAI Approach (R)		NOI BAI Tower		Ground	
127.0		125.1		118.4		121.9	
LOC NB <b>110.5</b>	Final Apch Crs <b>108<sup>^</sup></b>	GS D6.1 NB <b>1970'</b> (1930')	ILS DA(H) <b>240'</b> (200')	Apt Elev 40' Rwy 11L <b>40'</b>		 MSA KW LOM	
<b>MISSED APCH:</b> Maintain runway heading, climb to 4930', when passing 990' turn <b>RIGHT</b> 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.					

**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'

	70	90	100	120	140	160
Gnd speed-Kts						
GS	3.00 <sup>^</sup>	372	478	531	637	849
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		CIRCLE-TO-LAND	
ILS		LOC (GS out)	
DA(H) <b>240'</b> (200')		MDA(H) <b>500'</b> (460')	
FULL	ALS out	FULL	ALS out
CEILING-VISIBILITY		Max Kts	
		100	660' (620') 660' - 2000m
		135	1190' (1150') 1320' - 4000m
		180	1480' (1440') 1650' - 5000m

**IS OPS**

A	200' -800m	200' -1200m	460' -1600m
B			460' -2000m
C			

**CEILING REQUIRED.**

4930'	Rwy hdg
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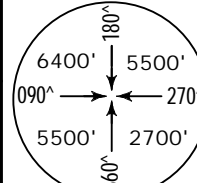
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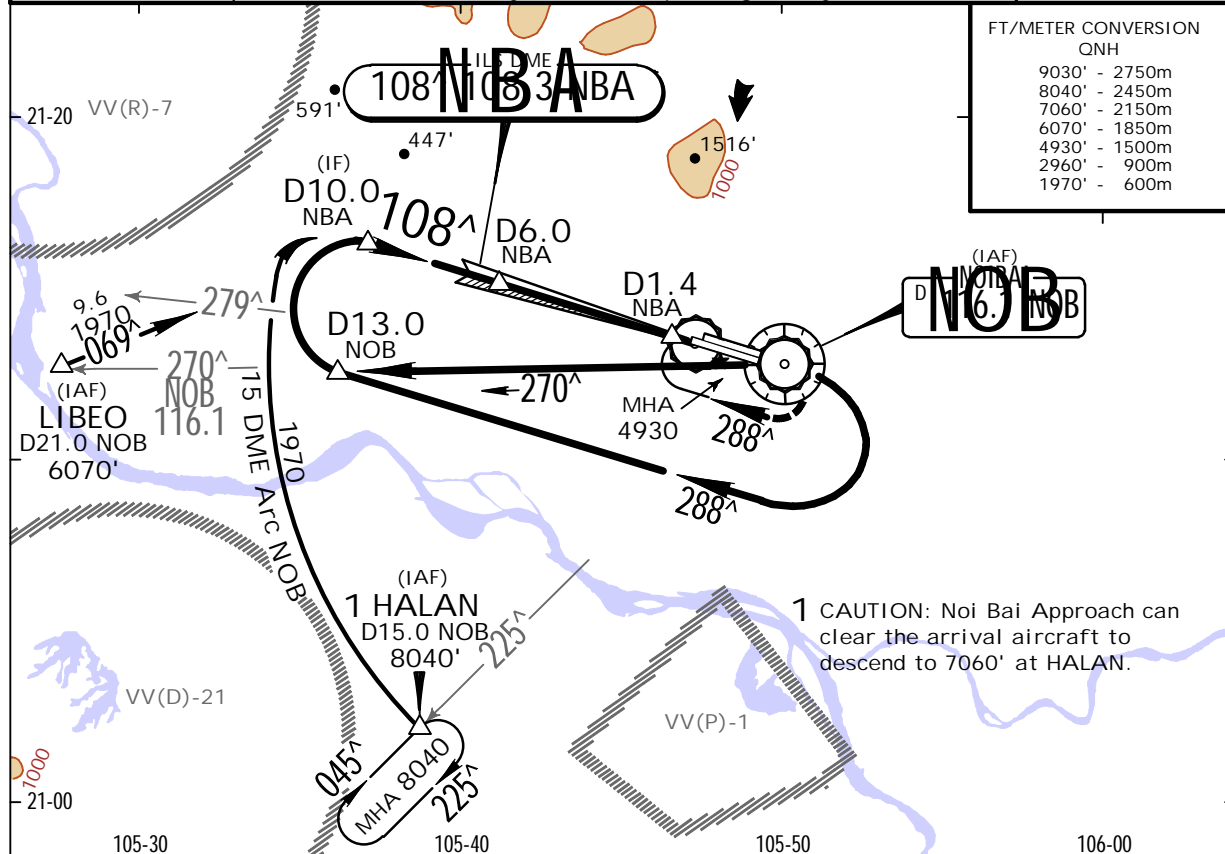
JEPPESSEN

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

HANOI, VIETNAM  
ILS Y Rwy 11R

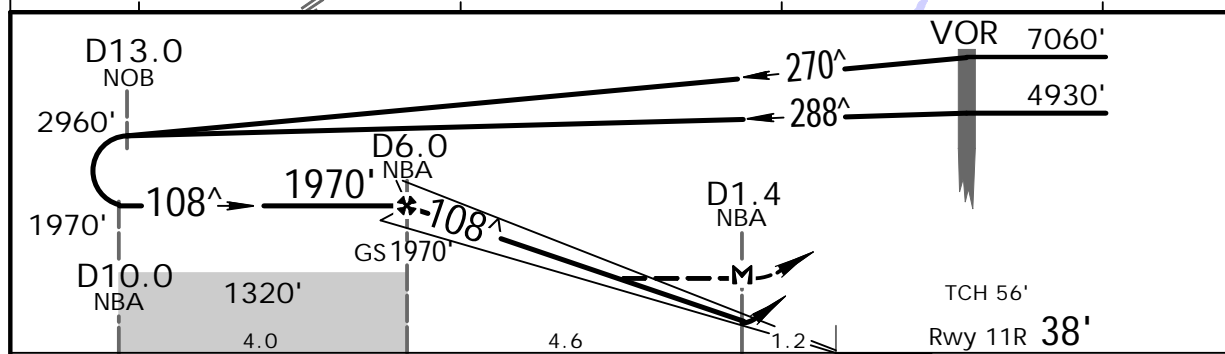
BRIEFING STRIP™

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> 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	743	
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		CEILING-VISIBILITY		ALS out		
A	200' - RVR 550m VIS 800m		200' - 1200m		Max Kts.		MDA(H)	CEIL-VIS
100					660' (620')	660' - 2000m		
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)

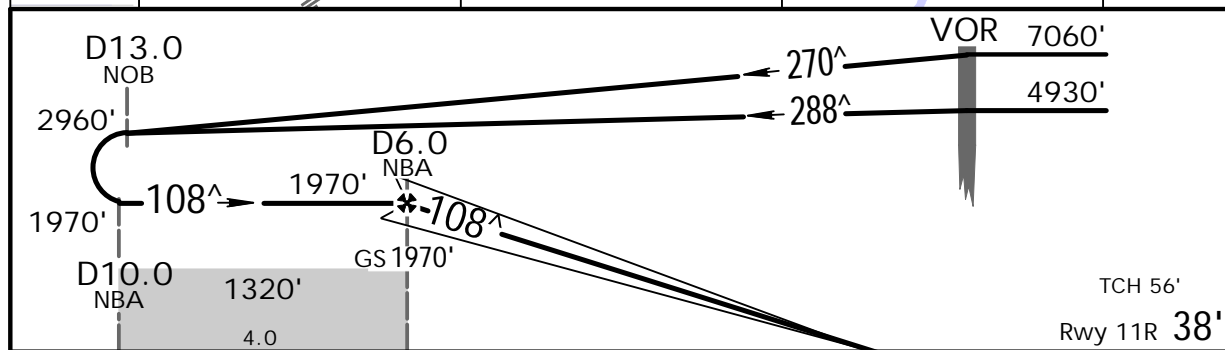
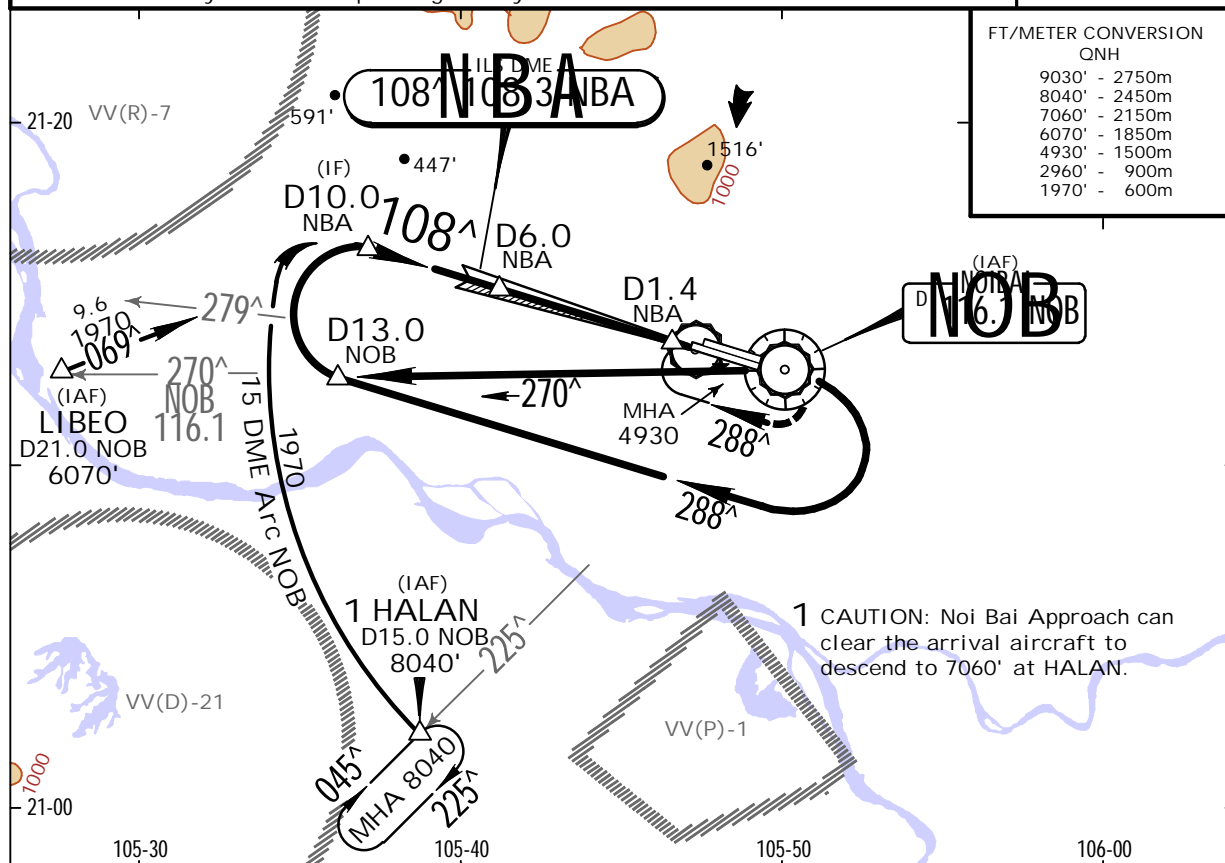
HANOI, VIETNAM  
ILS Y Rwy 11R CAT II

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	HIALS		4930'	Rwy	NOB
GS	3.00°	372	478	531	637	743	849	REIL PAPI	↑	hdg	116.1

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

140' - RVR 400m

VS OPS

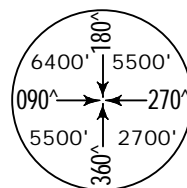
VVNB/HAN  
NOI BAI INTL

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

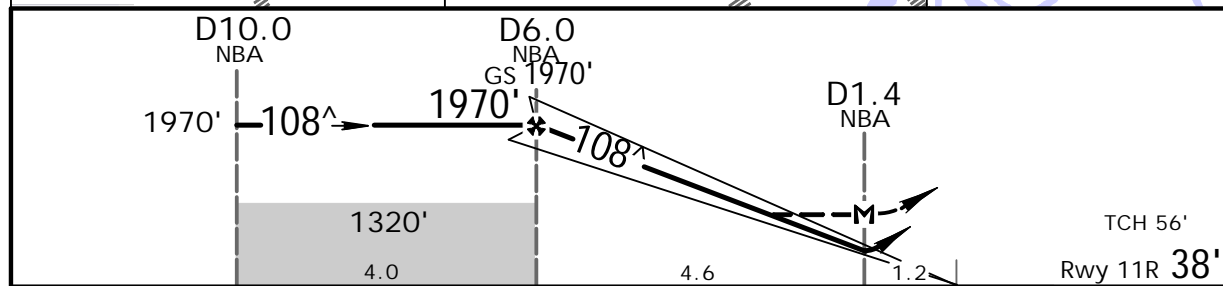
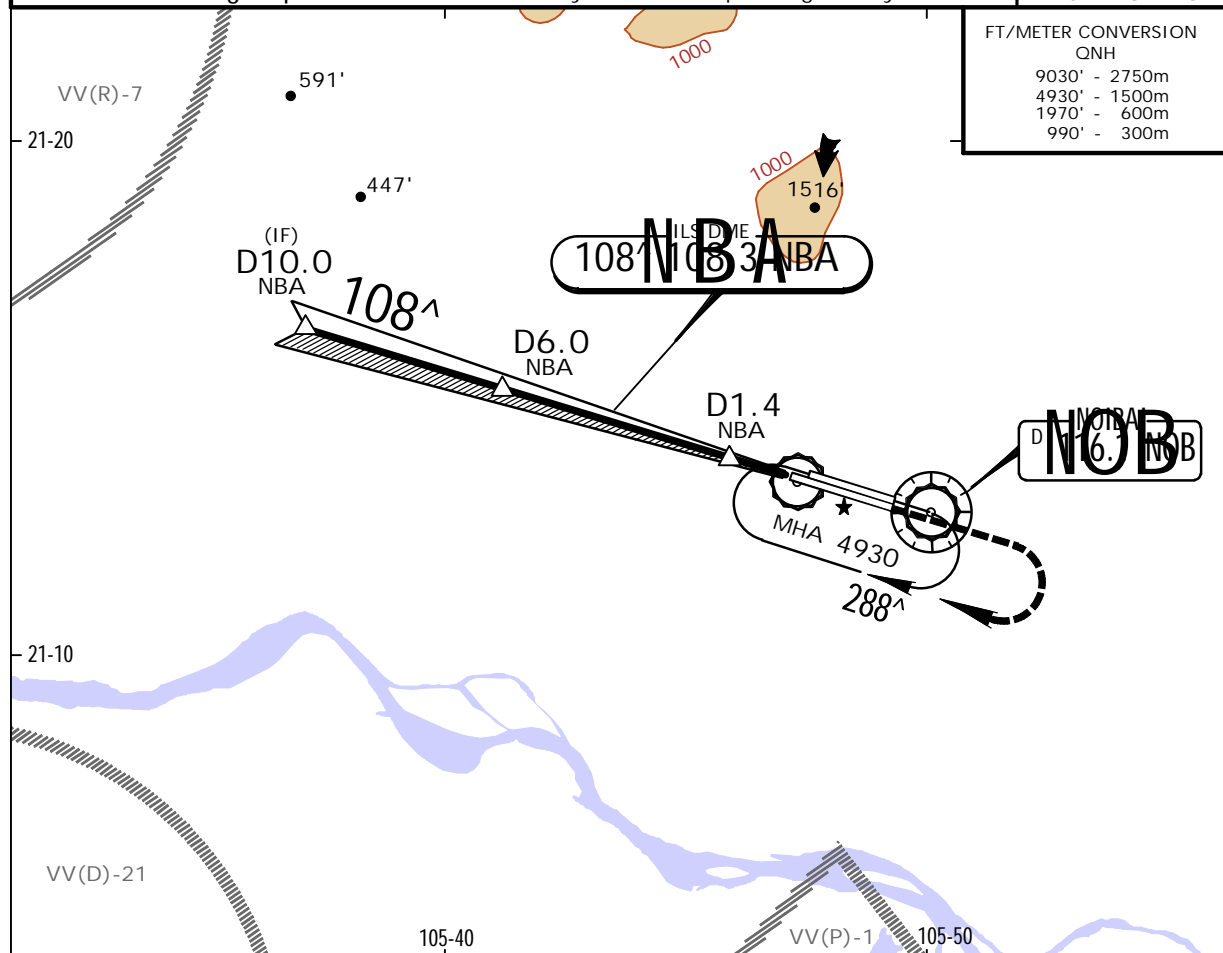
HANOI, VIETNAM  
ILS Z Rwy 11R

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 <sup>^</sup>	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			
GS	3.00 <sup>^</sup>	372	478	531	637	743	849		
MAP at D1.4 NBA or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43		

HIALS	4930'	Rwy
REIL		hdg
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	CEILING-VISIBILITY			100	660' (620') 660' - 2000m
B	460' - 1600m			135	1190' (1150') 1320' - 4000m
C	460' - 2000m			180	1480' (1440') 1650' - 5000m

NS OPS



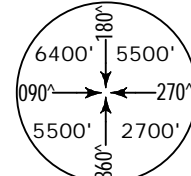
VVNB/HAN  
NOI BAI INTL

25 APR 14  
Eff. 1 May

JEPPESSEN  
(11-5A)

HANOI, VIETNAM  
ILS Z Rwy 11R CAT II

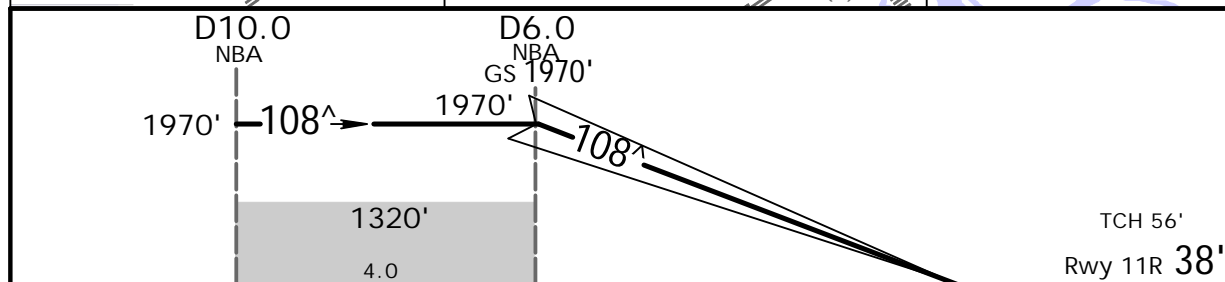
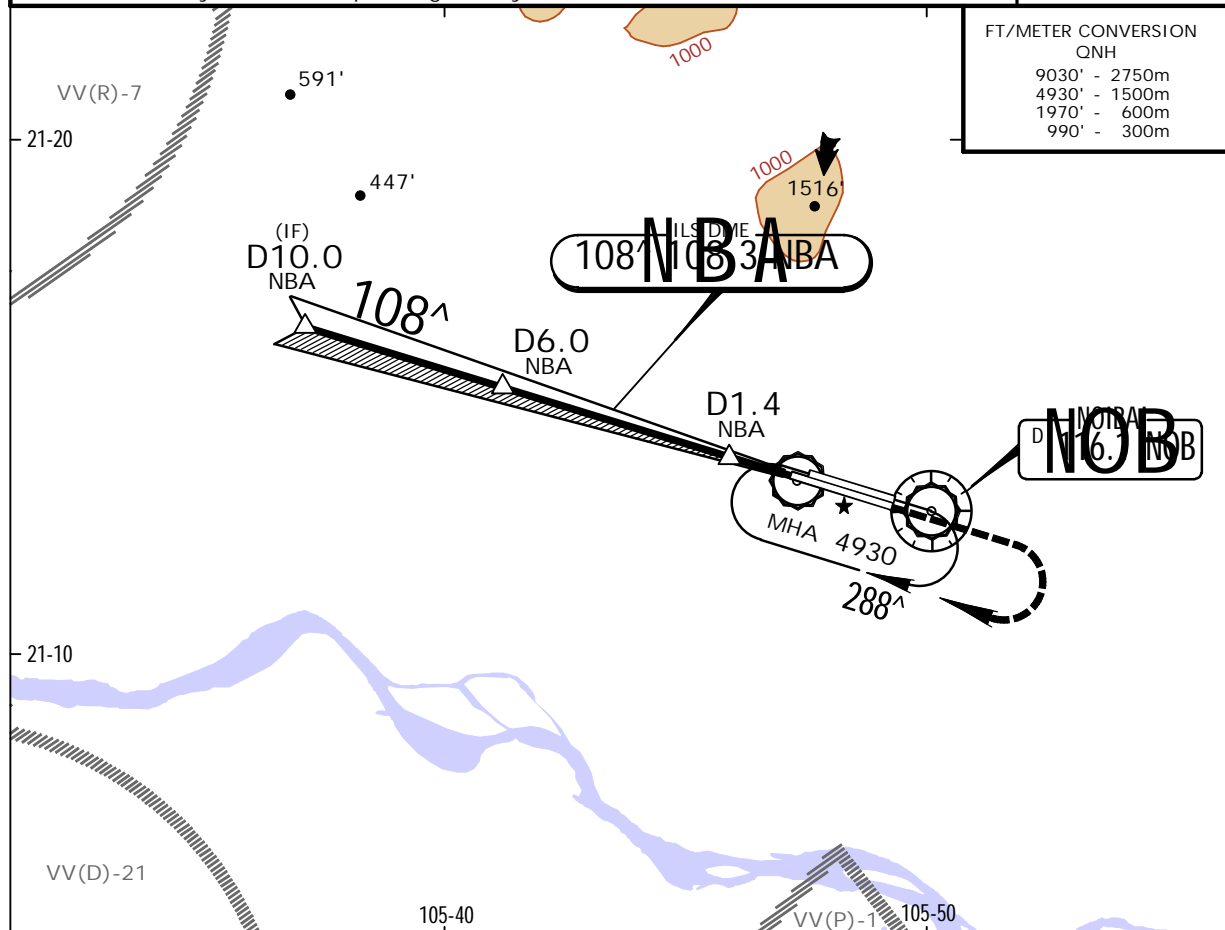
BRIEFING STRIP™

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'		
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.							

MSA NOB VOR

FT/METER CONVERSION  
QNH

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

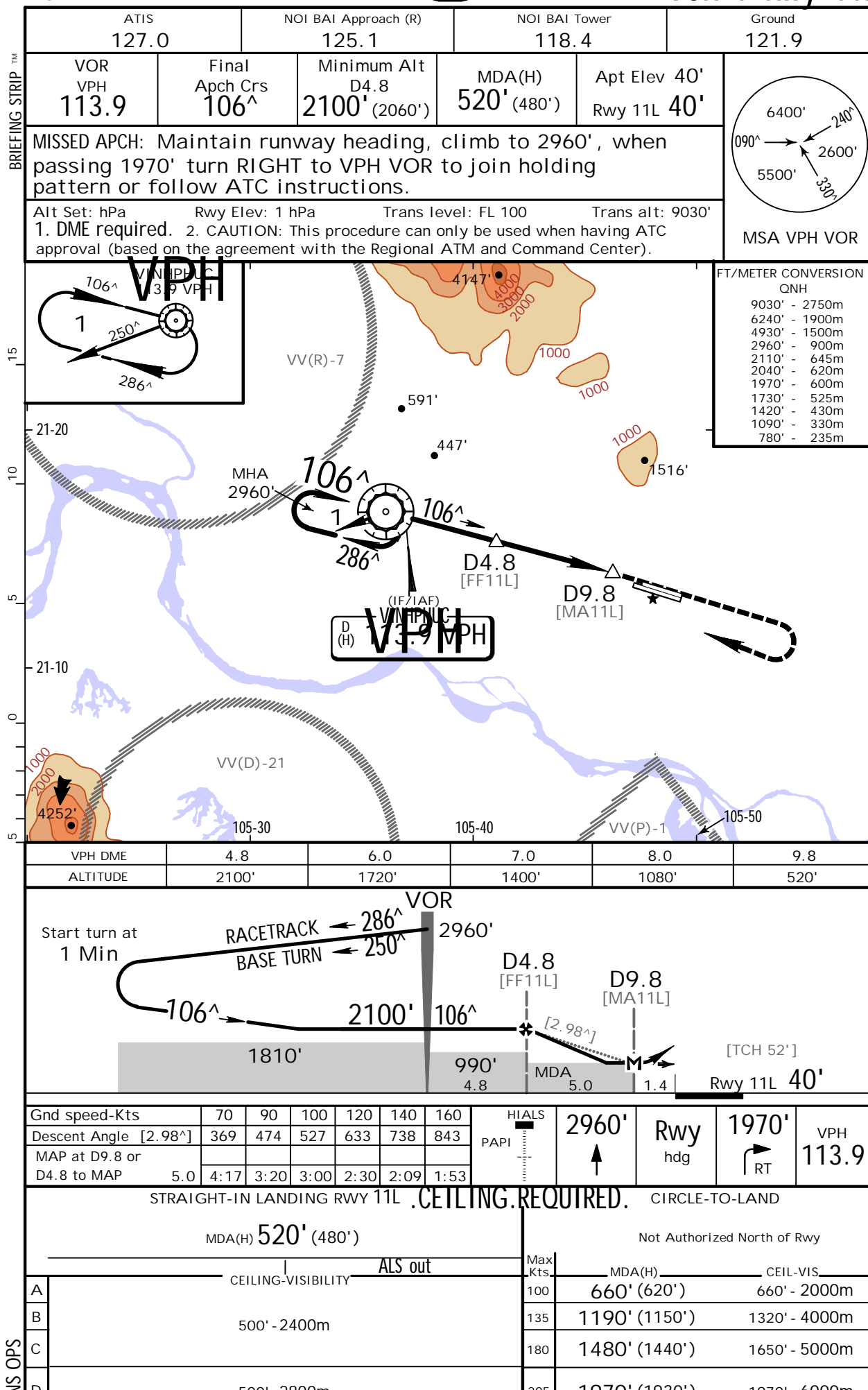


Gnd speed-Kts	70	90	100	120	140	160		4930'	Rwy hdg
GS	3.00°	372	478	531	637	743			

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

140' - RVR 400m

VS OPS

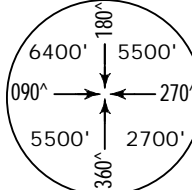
VVNB/HAN  
NOI BAI INTLJEPPESSEN  
25 APR 14 (13-1) .Eff.1.May.HANOI, VIETNAM  
VOR Y Rwy 11L

VVNB/HAN  
NOI BAI INTL

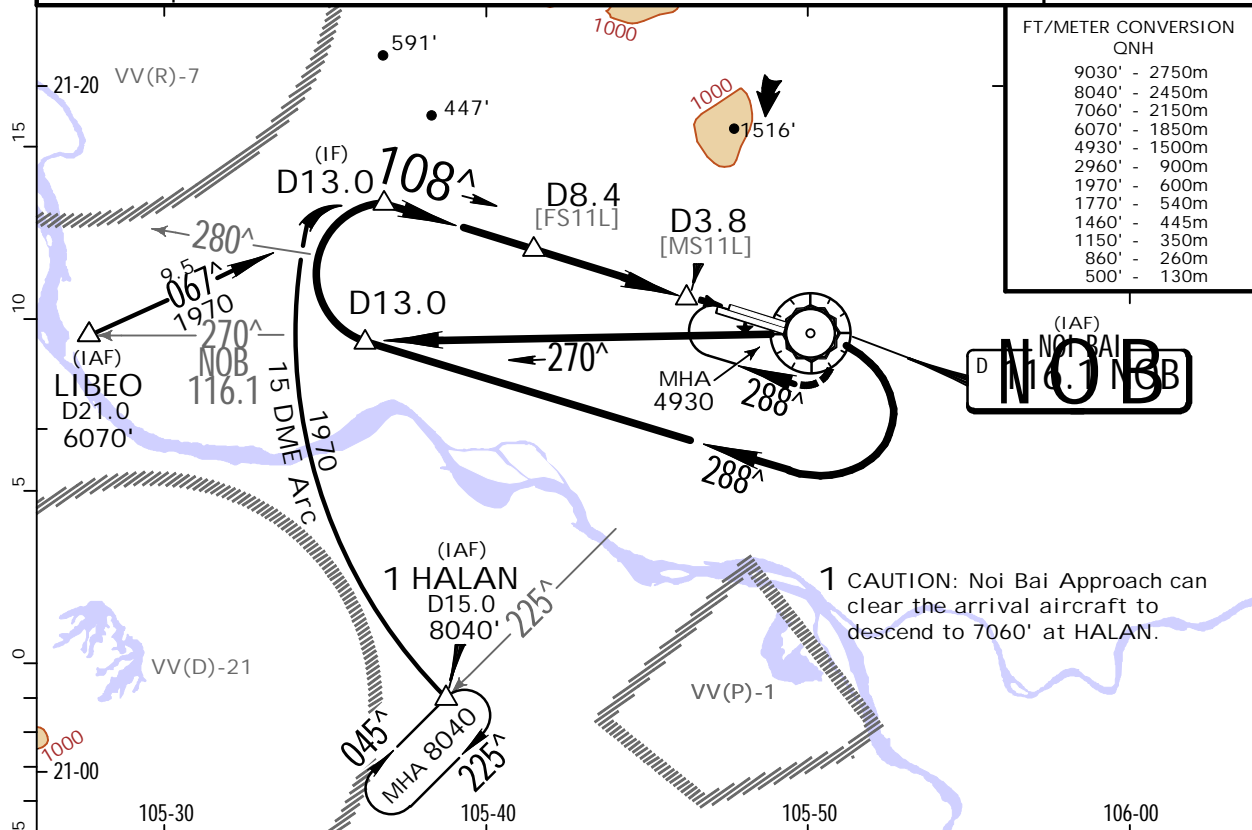
JEPPESEN  
25 APR 14 (13-2) .Eff.1.May.

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 <sup>^</sup>	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	Trans alt: 9030'		

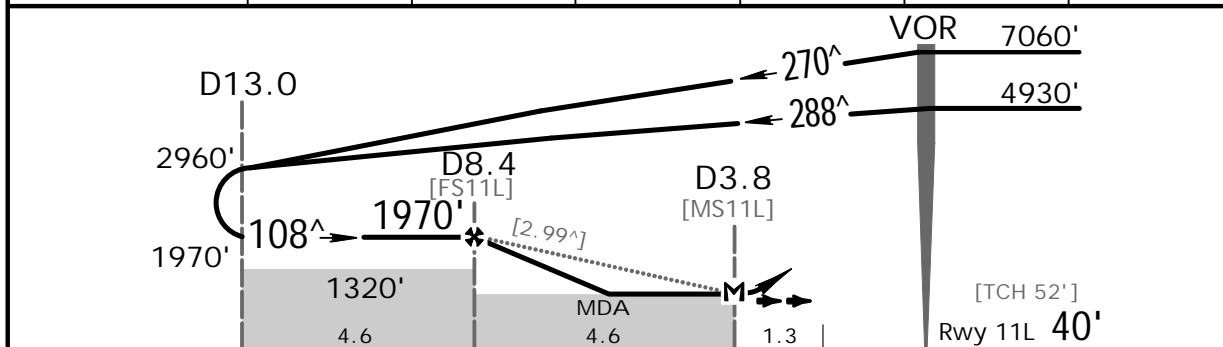
MSA NOB VOR



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'



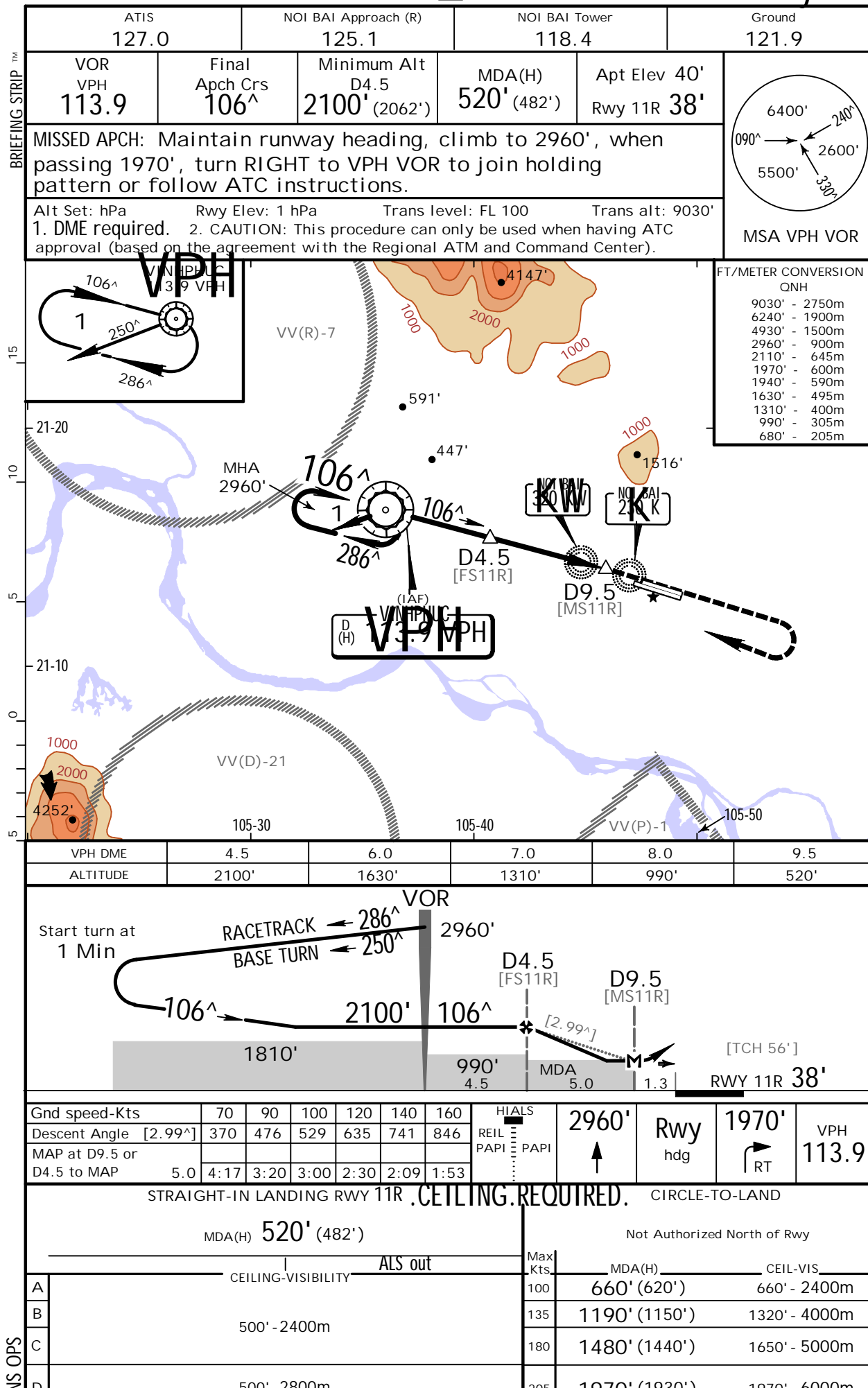
Gnd speed-Kts	70	90	100	120	140	160		4930'	Rwy hdg	NOB 116.1
Descent Angle [2.99 <sup>^</sup> ]	370	476	529	635	741	846				
MAP at D3.8 or D8.4 to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43				

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



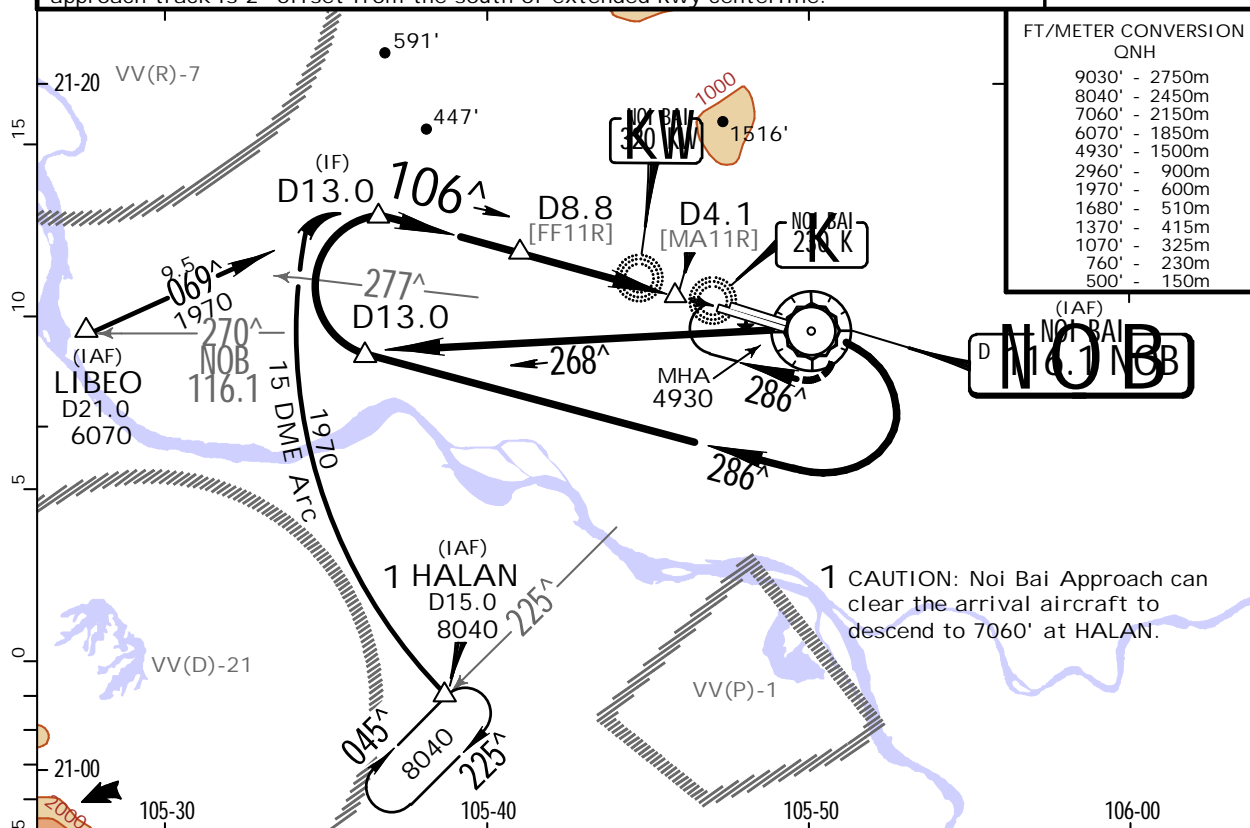
VVNB/HAN  
NOI BAI INTL

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

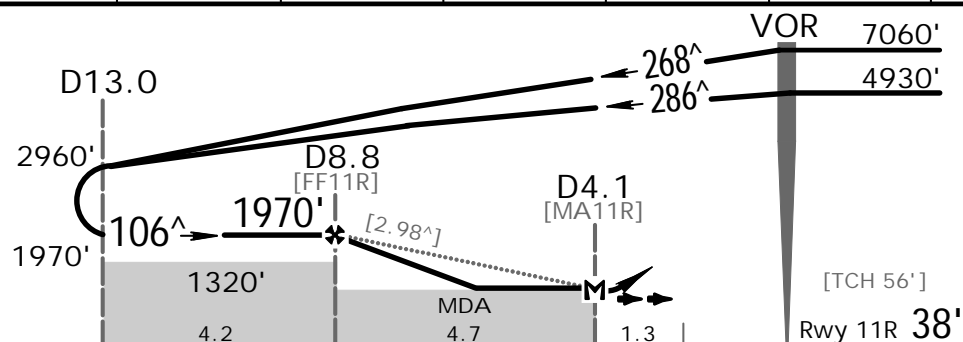
HANOI, VIETNAM  
VOR Z Rwy 11R

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 <sup>^</sup>	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.							

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	
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, ~~CETILING REQUIRED.~~ CIRCLE-TO-LAND

MDA(H) <b>500'</b> (462')		Not Authorized North of Rwy	
ALS out		Max Kts	
A	CEILING-VISIBILITY	100	MDA(H) <b>660'</b> (620') CEIL-VIS. <b>660' - 2000m</b>
B	460' - 1600m	135	<b>1190'</b> (1150') 1320' - 4000m
C	460' - 2000m	180	<b>1480'</b> (1440') 1650' - 5000m
D	460' - 2400m	205	<b>1870'</b> (1830') 1970' - 6000m



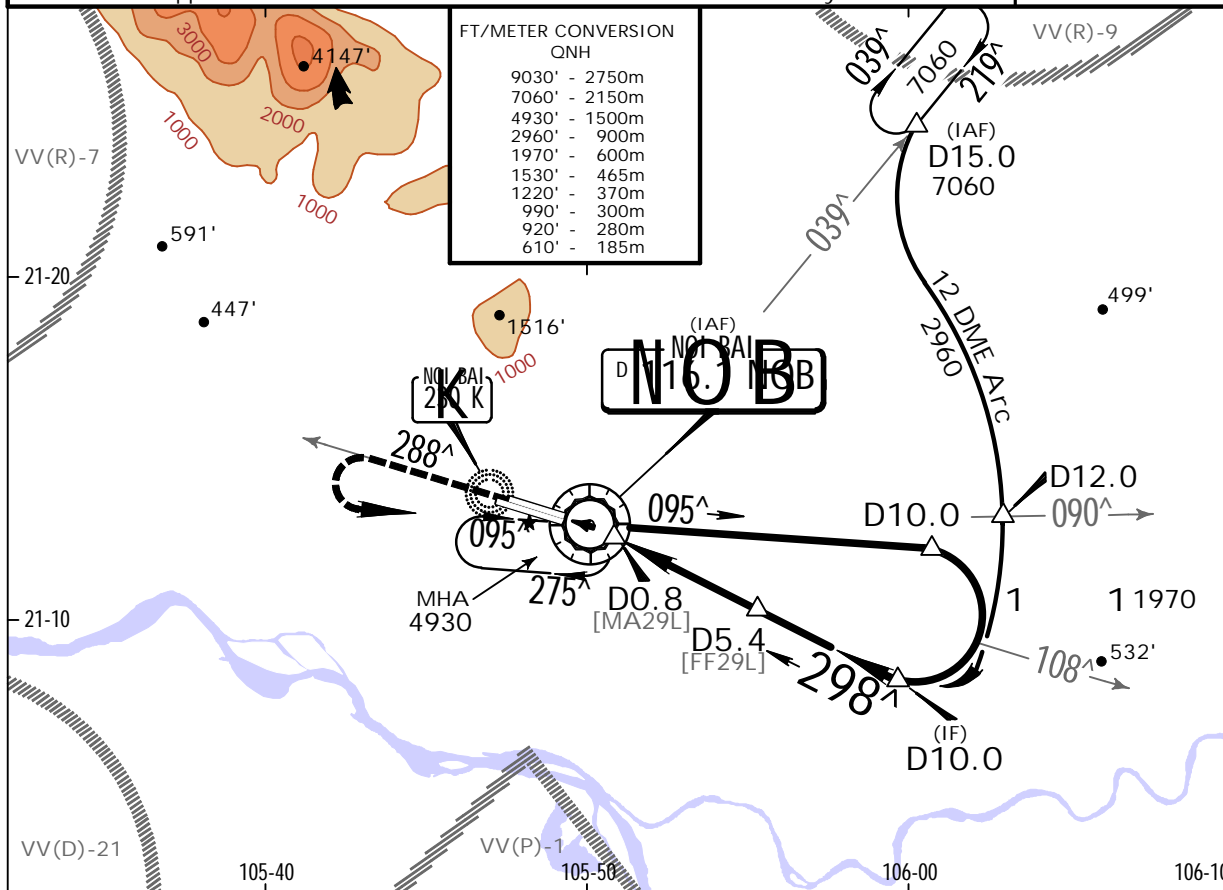
VVNB/HAN  
NOI BAI INTL

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

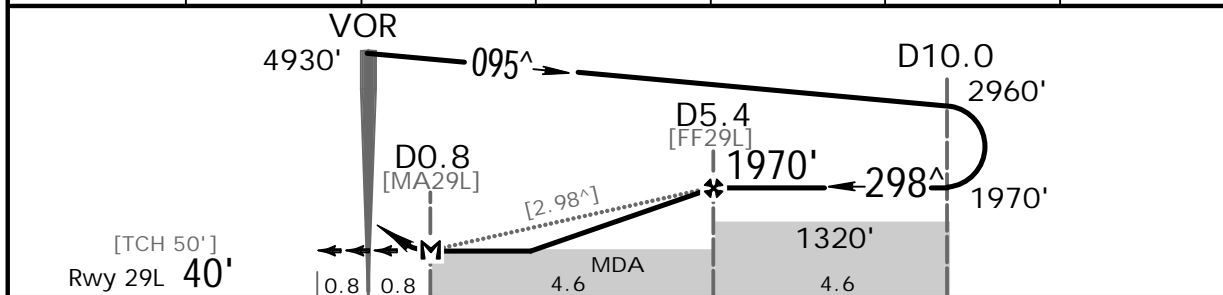
HANOI, VIETNAM  
VOR Rwy 29L

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'			
<p>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.</p> <p>Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 Trans alt: 9030'</p> <p>1. DME required. 1. The use of Rwy 29L will be promulgated by NOTAM.</p> <p>2. The final approach track is 10° offset from the south of extended Rwy centerline.</p>			
<p>MSA NOB VOR</p>			



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	SALS REIL PAPI 4930' ↑ NOB 116.1
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	1:58	

STRAIGHT-IN LANDING RWY 29L .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' - 2000m		135	1190' (1150') 1320' - 4000m
C	460' - 2400m		180	1480' (1440') 1650' - 5000m
D	460' - 2800m		205	1970' (1930') 1970' - 6000m

VS OPS



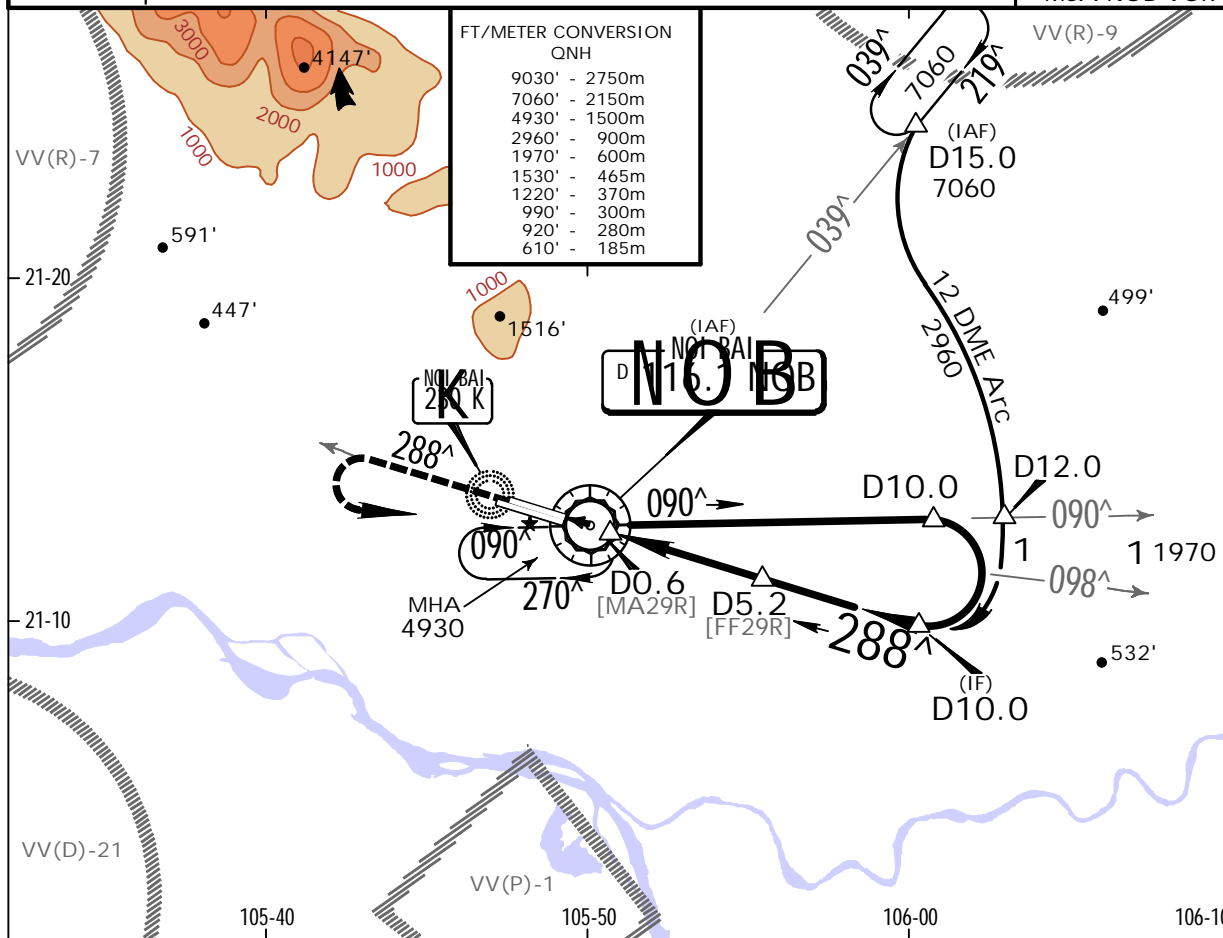
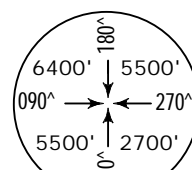
VVNB/HAN  
NOI BAI INTL

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

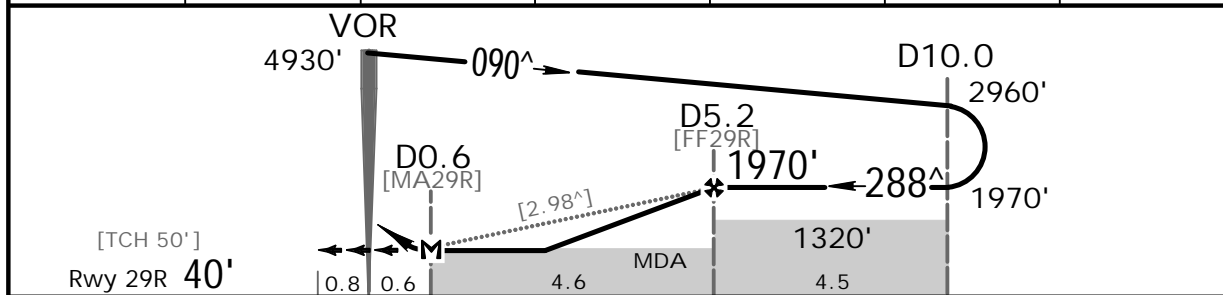
HANOI, VIETNAM  
VOR Rwy 29R

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

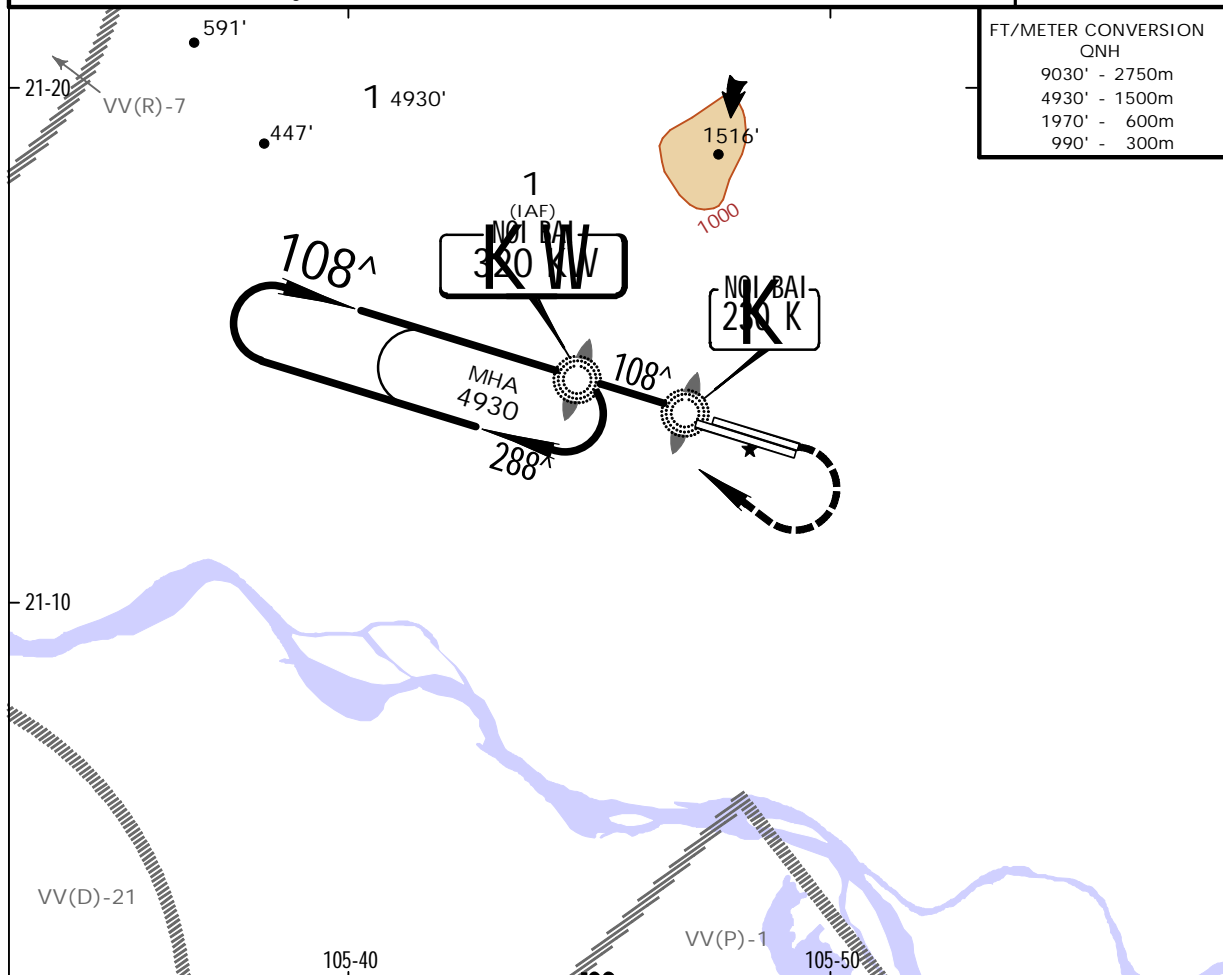
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JEPPESSEN  
25 APR 14 16-1 .Eff.1.May.

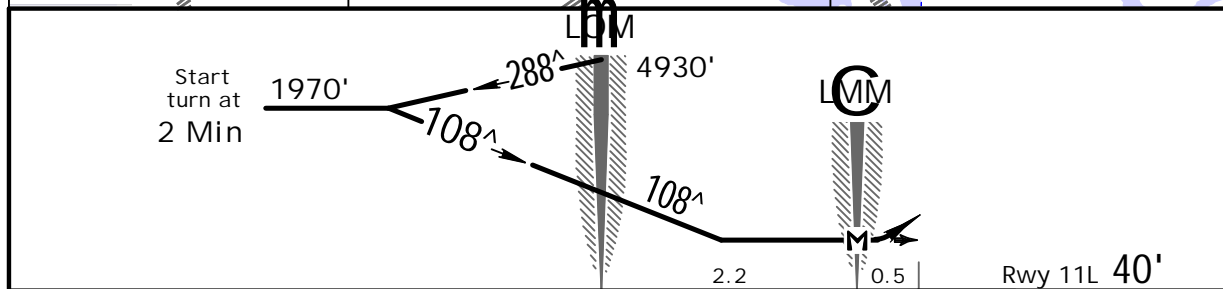
HANOI, VIETNAM  
NDB Rwy 11L

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	MDA(H) CEIL-VIS
ALS out				100	660' (620') 660' - 2000m
L & MM out				135	1190' (1150') 1320' - 4000m
CEILING-VISIBILITY				180	1480' (1440') 1650' - 5000m
NA				205	1970' (1930') 1970' - 6000m
A	500' - 1600m				
B					
C	500' - 2000m				
D	500' - 2800m				

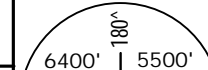
IS OPS

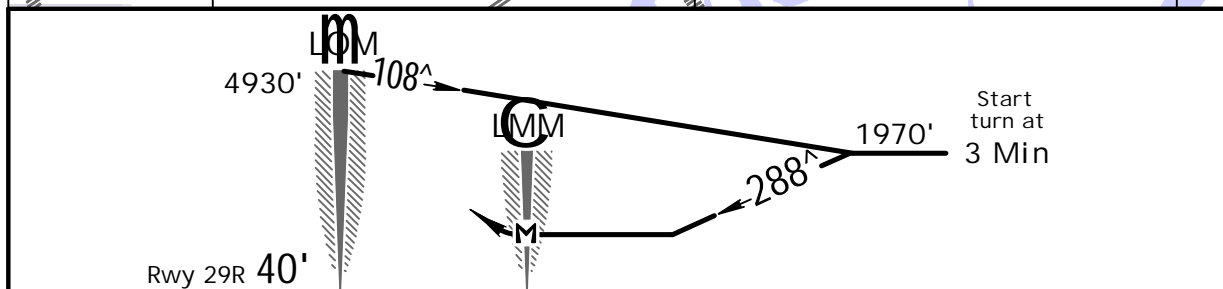
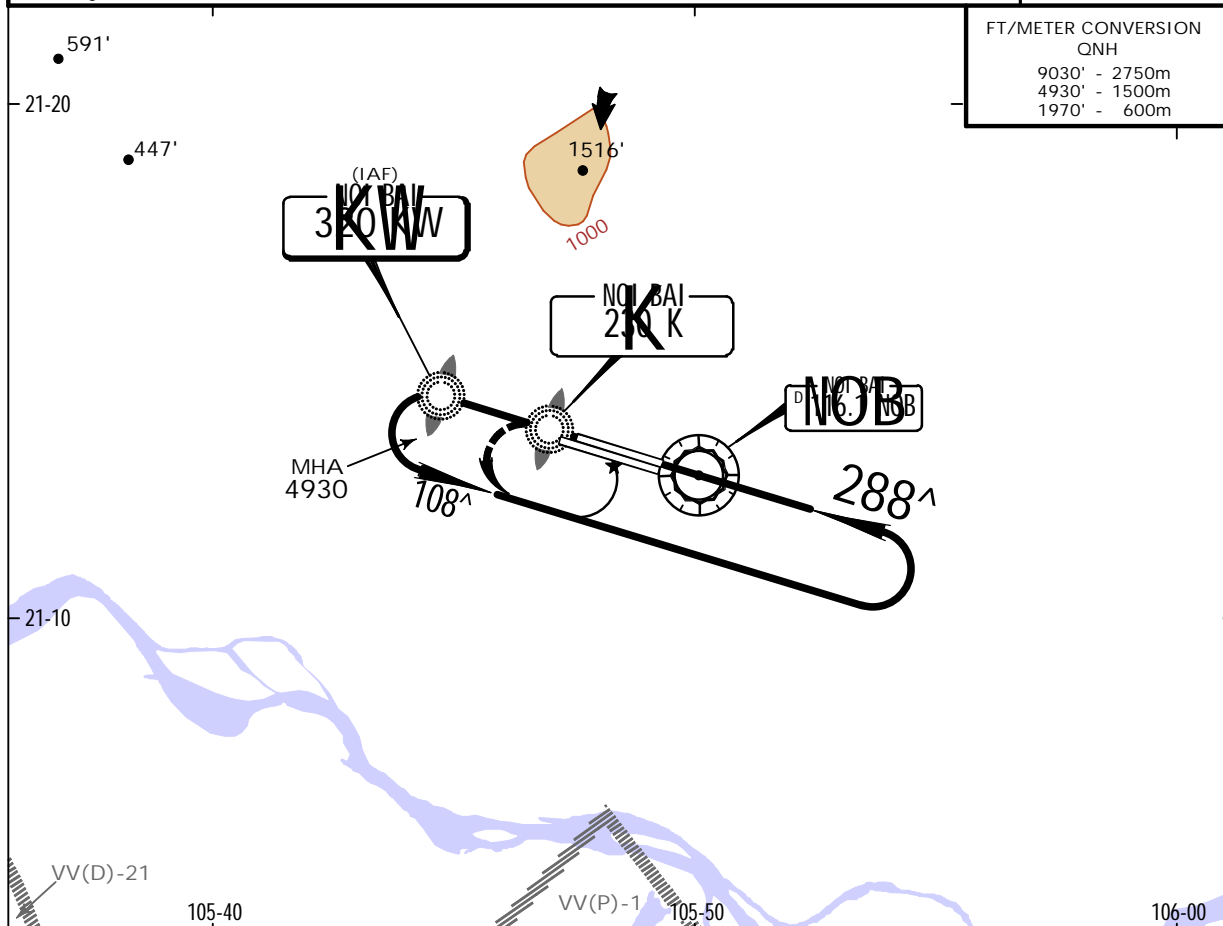
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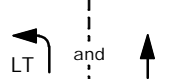
JEPPESEN  
25 APR 14 (16-2) .Eff.1.May.

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 <sup>^</sup>	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.							



MAP at LMM							KW 320 HOLDING PATTERN
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STRAIGHT-IN LANDING RWY 29R				.CEILING REQUIRED.		CIRCLE-TO-LAND	
MDA(H) 660' (620')				L & MM out			

CEILING-VISIBILITY		NA		NA	
A	660' - 2000m			A	
B				B	
C	820' - 3600m			C	
D	820' - 4000m			D	

VS OPS