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**CỤC HÀNG KHÔNG VIỆT NAM**  
**CIVIL AVIATION AUTHORITY OF VIET NAM**



**AIP SUP**  
**21/24**  
**Có hiệu lực từ**  
**Effective from**  
**16 MAY 2024**  
**Được xuất bản vào**  
**Published on**  
**18 APR 2024**

**THIẾT LẬP CẢN CẦU VÀ ĐIỀU CHỈNH CÁC SƠ ĐỒ PHƯƠNG THỨC BAY, TIÊU CHUẨN THỜI TIẾT TỐI THIỂU LIÊN QUAN TẠI SÂN BAY TÂN SƠN NHẤT (VVTS)**

**1 GIỚI THIỆU**

Tập bổ sung AIP này nhằm thông báo các nội dung sau tại sân bay Tân Sơn Nhất (VVTS):

- 1.1 Thiết lập các cản cầu phục vụ thi công nhà ga T3 theo các giai đoạn nêu tại mục 2.1 dưới đây.
- 1.2 Điều chỉnh 16 sơ đồ phương thức bay, bao gồm:
  - Bổ sung chướng ngại vật;
  - Sửa OCA/OCH và tiêu chuẩn khai thác tối thiểu liên quan;
  - Các dữ liệu khác không thay đổi.

Chi tiết xem tại các mục 2.2, 2.3 dưới đây.

1.3 Các sơ đồ phương thức bay khác: Tham chiếu AIP Việt Nam, mục VVTS AD 2.24 và các tập bổ sung AIP khác còn hiệu lực có liên quan.

**2 CHI TIẾT**

**2.1 Việc thiết lập cản cầu để thi công nhà ga T3 tại sân bay Tân Sơn Nhất được chia thành 4 giai đoạn, chi tiết như sau:**

**2.1.1 Giai đoạn 1**

- a) Thời gian thi công: Từ 16/5/2024 đến 21/7/2024
- b) Khu vực triển khai cản cầu

**ESTABLISHMENT OF CRANES AND ADJUSTMENT OF RELATED AD OPERATING MINIMA, FLIGHT PROCEDURES CHARTS AT TAN SON NHAT AERODROME (VVTS)**

**1 INTRODUCTION**

This AIP Supplement aims at notifying the following contents at Tan Son Nhat Aerodrome (VVTS):

- 1.1 Establishment of cranes to serve construction of T3 terminal according to the phases specified in item 2.1 below.
- 1.2 Adjustment of 16 flight procedures charts, including:
  - Addition of obstacle;
  - Adjustment of OCA/OCH and AD operating minima;
  - Other data remain unchanged.

See items 2.2 and 2.3 below for details.

1.3 The other flight procedures charts: Refer to Viet Nam AIP, item VVTS AD 2.24 and the other related AIP Supplements.

**2 DETAILS**

**2.1 Establishment of cranes for the construction of T3 terminal at Tan Son Nhat aerodrome are divided into 4 phases, detailed as follows:**

**2.1.1 Phase 1**

- a) Construction period: From 16 MAY 2024 to 21 JUL 2024
- b) Construction area

Cản cầu số Crane number	Tọa độ Coordinates	Vị trí (Giới hạn quay của cầu cách tim đường CHC 25L/07R (M)) Position (Rotation limit of crane is from CL of crane to CL of RWY 25L/07R (M))	Mức cao (M) ELEV (M)	Ghi chú Notes
1	104839.89N 1063912.62E	669.7	127	Được lắp đặt biển báo, đèn, cờ cảnh báo Installed signs, lights, warning flags
2	104843.60N 1063911.19E	546.0	127	
3	104840.97N 1063915.80E	669.7	127	
4	104845.14N 1063914.61E	546.0	127	
5	104844.14N 1063912.67E	546.0	92	

**2.1.2 Giai đoạn 2**

- a) Thời gian thi công: Từ 22/7/2024 đến 5/10/2024
- b) Khu vực triển khai cản cầu

**2.1.2 Phase 2**

- a) Construction period: From 22 JUL 2024 to 5 OCT 2024
- b) Construction area

Cần cầu số Crane number	Tọa độ Coordinates	Vị trí (Giới hạn quay của cầu cách tim đường CHC 25L/07R (M)) Position (Rotation limit of crane is from CL of crane to CL of RWY 25L/07R (M))	Mức cao (M) ELEV (M)	Ghi chú Notes
1	104839.06N 1063910.40E	546.0	127	Được lắp đặt biển báo, đèn, cờ cảnh báo Installed signs, lights, warning flags
2	104842.37N 1063907.86E	669.7	127	
3	104841.80N 1063918.01E	546.0	127	
4	104845.98N 1063916.83E	669.7	127	
5	104843.32N 1063910.45E	546.0	92	

**2.1.3 Giai đoạn 3**

- a) Thời gian thi công: Từ 6/10/2024 đến 20/12/2024  
b) Khu vực triển khai cần cầu

**2.1.3 Giai đoạn 3**

- a) Construction period: From 06 OCT 2024 to 20 DEC 2024  
b) Construction area

Cần cầu số Crane number	Tọa độ Coordinates	Vị trí (Giới hạn quay của cầu cách tim đường CHC 25L/07R (M)) Position (Rotation limit of crane is from CL of crane to CL of RWY 25L/07R (M))	Mức cao (M) ELEV (M)	Ghi chú Notes
1	104841.82N 1063906.38E	546.0	92	Được lắp đặt biển báo, đèn, cờ cảnh báo Installed signs, lights, warning flags
2	104847.21N 1063920.58E	546.0	92	

**2.1.4 Giai đoạn 4**

- a) Thời gian thi công: Từ 21/12/2024 đến 31/12/2024  
b) Khu vực triển khai cần cầu

**2.1.4 Giai đoạn 4**

- a) Construction period: From 21 DEC 2024 to 31 DEC 2024  
b) Construction area

Cần cầu số Crane number	Tọa độ Coordinates	Vị trí (Giới hạn quay của cầu cách tim đường CHC 25L/07R (M)) Position (Rotation limit of crane is from CL of crane to CL of RWY 25L/07R (M))	Mức cao (M) ELEV (M)	Ghi chú Notes
1	104842.37N 1063907.86E	546.0	92	Được lắp đặt biển báo, đèn, cờ cảnh báo Installed signs, lights, warning flags
2	104846.51N 1063918.73E	546.0	92	

**2.2 Điều chỉnh các sơ đồ phương thức bay liên quan trong thời gian thi công, chi tiết như sau:**

- a) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS Y đường CHC 25L  
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-11  
Chi tiết xem tại trang 6
- b) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP đường CHC 07R

**2.2 Adjustment of related flight procedure charts during construction period, detailed as follows:**

- a) Instrument Approach Chart – ICAO: ILS Y RWY 25L  
Refer to AIP Viet Nam, page AD 2-VVTS-13-11  
See page 6 for details
- b) Instrument Approach Chart – ICAO: RNP RWY 07R

Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-13	Refer to AIP Viet Nam, page AD 2-VVTS-13-13
Chi tiết xem tại trang 7	See page 7 for details
– Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP đường CHC 07R (Bảng mã hóa phương thức tiếp cận bằng thiết bị - RNP đường CHC 07R)	– Instrument Approach Chart – ICAO: RNP RWY 07R (APCH procedure and TRANSITION coding of RNP RWY 07R)
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-14	Refer to AIP Viet Nam, page AD 2-VVTS-13-14
Chi tiết xem tại trang 8	See page 8 for details
c) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS X đường CHC 25L RNAV chuyển tiếp	c) Instrument Approach Chart – ICAO: ILS X RWY 25L RNAV Transition
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-15	Refer to AIP Viet Nam, page AD 2-VVTS-13-15
Chi tiết xem tại trang 9	See page 9 for details
– Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS X đường CHC 25L RNAV chuyển tiếp (Bảng mã hóa phương thức tiếp cận bằng thiết bị ILS X đường CHC 25L)	– Instrument Approach Chart – ICAO: ILS X RWY 25L RNAV Transition (APCH procedure and Transition coding ILS X RWY 25L)
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-16	Refer to AIP Viet Nam, page AD 2-VVTS-13-16
Chi tiết xem tại trang 10	See page 10 for details
d) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP đường CHC 25L	d) Instrument Approach Chart – ICAO: RNP RWY 25L
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-17	Refer to AIP Viet Nam, page AD 2-VVTS-13-17
Chi tiết xem tại trang 11	See page 11 for details
– Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP đường CHC 25L (Bảng mã hóa phương thức)	– Instrument Approach Chart – ICAO: RNP RWY 25L (Procedure coding)
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-18	Refer to AIP Viet Nam, page AD 2-VVTS-13-18
Chi tiết xem tại trang 12	See page 12 for details
e) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS X đường CHC 25R RNAV chuyển tiếp	e) Instrument Approach Chart – ICAO: ILS X RWY 25R RNAV Transition
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-19	Refer to AIP Viet Nam, page AD 2-VVTS-13-19
Chi tiết xem tại trang 13	See page 13 for details
– Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS X đường CHC 25R RNAV chuyển tiếp (Bảng mã hóa phương thức tiếp cận bằng thiết bị ILS X đường CHC 25R)	– Instrument Approach Chart – ICAO: ILS X RWY 25R RNAV Transition (APCH procedure and Transition coding ILS X RWY 25R)
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-20	Refer to AIP Viet Nam, page AD 2-VVTS-13-20
Chi tiết xem tại trang 14	See page 14 for details
f) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP đường CHC 25R	f) Instrument Approach Chart – ICAO: RNP RWY 25R
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-21	Refer to AIP Viet Nam, page AD 2-VVTS-13-21
Chi tiết xem tại trang 15	See page 15 for details
– Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP đường CHC 25R (Bảng mã hóa phương thức tiếp cận bằng thiết bị – RNP đường CHC 25R)	– Instrument Approach Chart – ICAO: RNP RWY 25R (APCH procedure and TRANSITION coding of RNP RWY 25R)
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-22	Refer to AIP Viet Nam, page AD 2-VVTS-13-22
Chi tiết xem tại trang 16	See page 16 for details
g) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP đường CHC 07L	g) Instrument Approach Chart – ICAO: RNP RWY 07L
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-23	Refer to AIP Viet Nam, page AD 2-VVTS-13-23
Chi tiết xem tại trang 17	See page 17 for details
– Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP đường CHC 07L (Bảng mã hóa phương thức)	– Instrument Approach Chart – ICAO: RNP RWY 07L (Procedure coding)
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-24	Refer to AIP Viet Nam, page AD 2-VVTS-13-24
Chi tiết xem tại trang 18	See page 18 for details
h) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS Z đường CHC 07R	h) Instrument Approach Chart – ICAO: ILS Z RWY 07R
Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-25	Refer to AIP Viet Nam, page AD 2-VVTS-13-25

	Chi tiết xem tại trang 19		See page 19 for details
i)	Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS Y đường CHC 07R  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-27  Chi tiết xem tại trang 20	i)	Instrument Approach Chart – ICAO: ILS Y RWY 07R  Refer to AIP Viet Nam, page AD 2-VVTS-13-27  See page 20 for details
j)	Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS X đường CHC 07R RNAV chuyển tiếp  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-29  Chi tiết xem tại trang 21  – Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS X đường CHC 07R RNAV chuyển tiếp (Bảng mã hóa phương thức)  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-30  Chi tiết xem tại trang 22	j)	Instrument Approach Chart – ICAO: ILS X RWY 07R RNAV Transition  Refer to AIP Viet Nam, page AD 2-VVTS-13-29  See page 21 for details  – Instrument Approach Chart – ICAO: ILS X RWY 07R RNAV Transition (Procedure coding)  Refer to AIP Viet Nam, page AD 2-VVTS-13-30  See page 22 for details
k)	Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS W đường CHC 07R RNAV chuyển tiếp  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-31  Chi tiết xem tại trang 23  – Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS W đường CHC 07R RNAV chuyển tiếp (Bảng mã hóa phương thức)  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-32  Chi tiết xem tại trang 24	k)	Instrument Approach Chart – ICAO: ILS W RWY 07R RNAV Transition  Refer to AIP Viet Nam, page AD 2-VVTS-13-31  See page 23 for details  – Instrument Approach Chart – ICAO: ILS W RWY 07R RNAV Transition (Procedure coding)  Refer to AIP Viet Nam, page AD 2-VVTS-13-32  See page 24 for details
l)	Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS W đường CHC 25L RNAV chuyển tiếp  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-33  Chi tiết xem tại trang 25  – Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS W đường CHC 25L RNAV chuyển tiếp (Bảng mã hóa phương thức)  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-34  Chi tiết xem tại trang 26	l)	Instrument Approach Chart – ICAO: ILS W RWY 25L RNAV Transition  Refer to AIP Viet Nam, page AD 2-VVTS-13-33  See page 25 for details  – Instrument Approach Chart – ICAO: ILS W RWY 25L RNAV Transition (Procedure coding)  Refer to AIP Viet Nam, page AD 2-VVTS-13-34  See page 26 for details
m)	Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 07L  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-37  Chi tiết xem tại trang 27  – Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 07L (Bảng mã hóa phương thức)  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-38  Chi tiết xem tại trang 28	m)	Instrument Approach Chart – ICAO: RNP Y RWY 07L  Refer to AIP Viet Nam, page AD 2-VVTS-13-37  See page 27 for details  – Instrument Approach Chart – ICAO: RNP Y RWY 07L (Procedure coding)  Refer to AIP Viet Nam, page AD 2-VVTS-13-38  See page 28 for details
n)	Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 07R  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-39  Chi tiết xem tại trang 29  – Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 07R (Bảng mã hóa phương thức)  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-40  Chi tiết xem tại trang 30	n)	Instrument Approach Chart – ICAO: RNP Y RWY 07R  Refer to AIP Viet Nam, page AD 2-VVTS-13-39  See page 29 for details  – Instrument Approach Chart – ICAO: RNP Y RWY 07R (Procedure coding)  Refer to AIP Viet Nam, page AD 2-VVTS-13-40  See page 30 for details
o)	Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 25L  Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-41  Chi tiết xem tại trang 31	o)	Instrument Approach Chart – ICAO: RNP Y RWY 25L  Refer to AIP Viet Nam, page AD 2-VVTS-13-41  See page 31 for details

- Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 25L (Bảng mã hóa phương thức)

Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-42

Chi tiết xem tại trang 32

- p) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 25R

Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-43

Chi tiết xem tại trang 33

- Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 25R (Bảng mã hóa phương thức)

Tham chiếu AIP Việt Nam, trang AD 2-VVTS-13-44

Chi tiết xem tại trang 34

### **2.3 Sửa đổi tiêu chuẩn khai thác tối thiểu**

Tham chiếu AIP Việt Nam, các trang AD 2-VVTS-3-1, AD 2-VVTS-3-2, AD 2-VVTS-3-3.

Chi tiết xem tại trang 35, 36.

## **3 HIỆU LỰC**

Tập bổ sung AIP này sẽ có hiệu lực từ 0000 ngày 16/05/2024 đến 1659 ngày 31/12/2024.

## **4 HỦY BỎ**

Bất kỳ thay đổi nào liên quan đến Tập bổ sung AIP này sẽ được thông báo bằng NOTAM.

- HẾT -

- Instrument Approach Chart – ICAO: RNP Y RWY 25L (Procedure coding)

Refer to AIP Viet Nam, page AD 2-VVTS-13-42

See page 32 for details

- p) Instrument Approach Chart – ICAO: RNP Y RWY 25R

Refer to AIP Viet Nam, page AD 2-VVTS-13-43

See page 33 for details

- Instrument Approach Chart – ICAO: RNP Y RWY 25R (Procedure coding)

Refer to AIP Viet Nam, page AD 2-VVTS-13-44

See page 34 for details

### **2.3 Revision of AD Operating minima**

Refer to AIP Viet Nam, pages AD 2-VVTS-3-1, AD 2-VVTS-3-2, AD 2-VVTS-3-3.

See page 35, 36 for details

## **3 EFFECT**

This AIP Supplement shall become effective from 0000 on 16 MAY 2024 to 1659 on 31 DEC 2024.

## **4 CANCELLATION**

Any change relating to this AIP Supplement shall be notified by NOTAM.

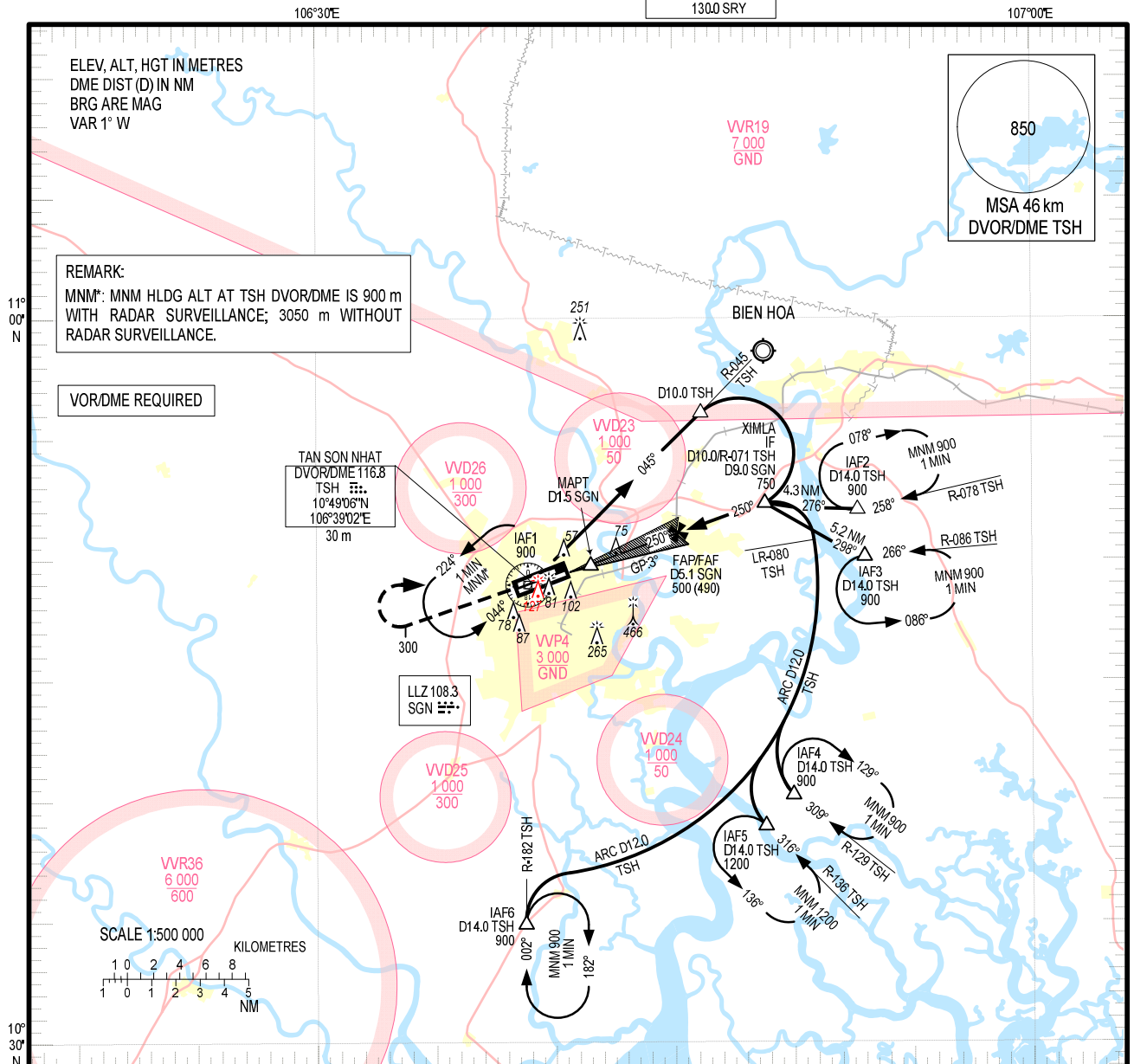
- END -

**INSTRUMENT APPROACH CHART – ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO THR RWY 25L – ELEV 10 m

TMC: 125.5 PRI  
124.075 SRY  
ARR: 126.35 PRI  
127.725 SRY  
TWR: 118.7 PRI  
130.0 SRY

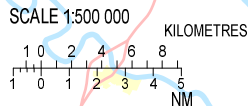
**HO CHI MINH/TAN SON NHAT INTL (VVTS) ILS Y RWY 25L**



**REMARK:**  
MNM: MNM HLDG ALT AT TSH DVOR/DME IS 900 m WITH RADAR SURVEILLANCE; 3050 m WITHOUT RADAR SURVEILLANCE.

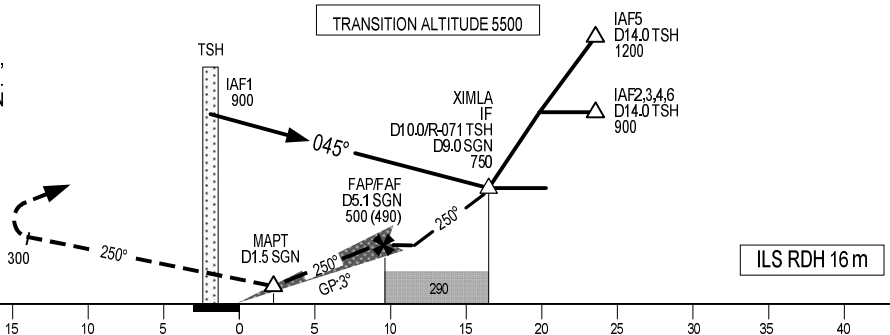
**VOR/DME REQUIRED**

**TAN SON NHAT**  
DVOR/DME 116.8  
TSH  
10°49'06"N  
106°39'02"E  
30 m



**MISSED APPROACH:**  
MAINTAIN FINAL APCH TRACK CLIMB TO 300 m, TURN RIGHT TO TSH DVOR/DME AT 900 m. JOIN HOLDING PATTERN OR FOLLOW TAN SON NHAT TWR INSTRUCTIONS.

THR ELEV 10 m



KILOMETRES TO/FM THR RWY 25L

OCA/H		A	B	C	D
STRAIGHT-IN APCH	CAT I	113 (103)	116 (106)	119 (109)	122 (112)
	GP INOP	155 (145)			
CIRCLING		200 (190)		300 (290)	

GS	km/h	150	200	250	300	350
FAP - MAPT 3.6 NM	min:s	2:38	1:58	1:35	1:19	1:08
ROD	m/s	2.2	2.9	3.6	4.4	5.1

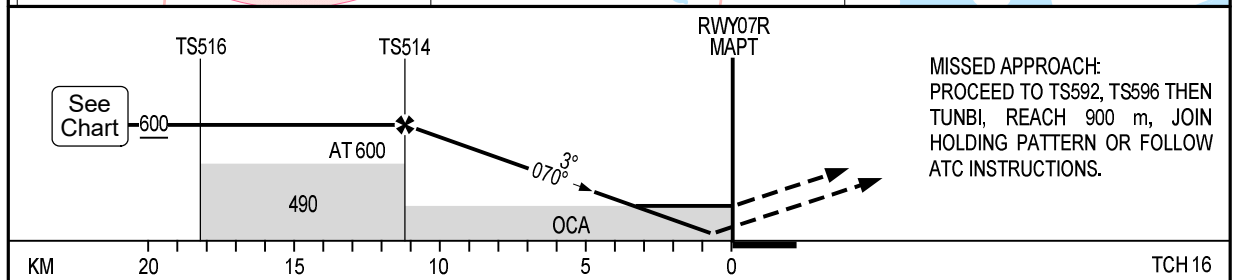
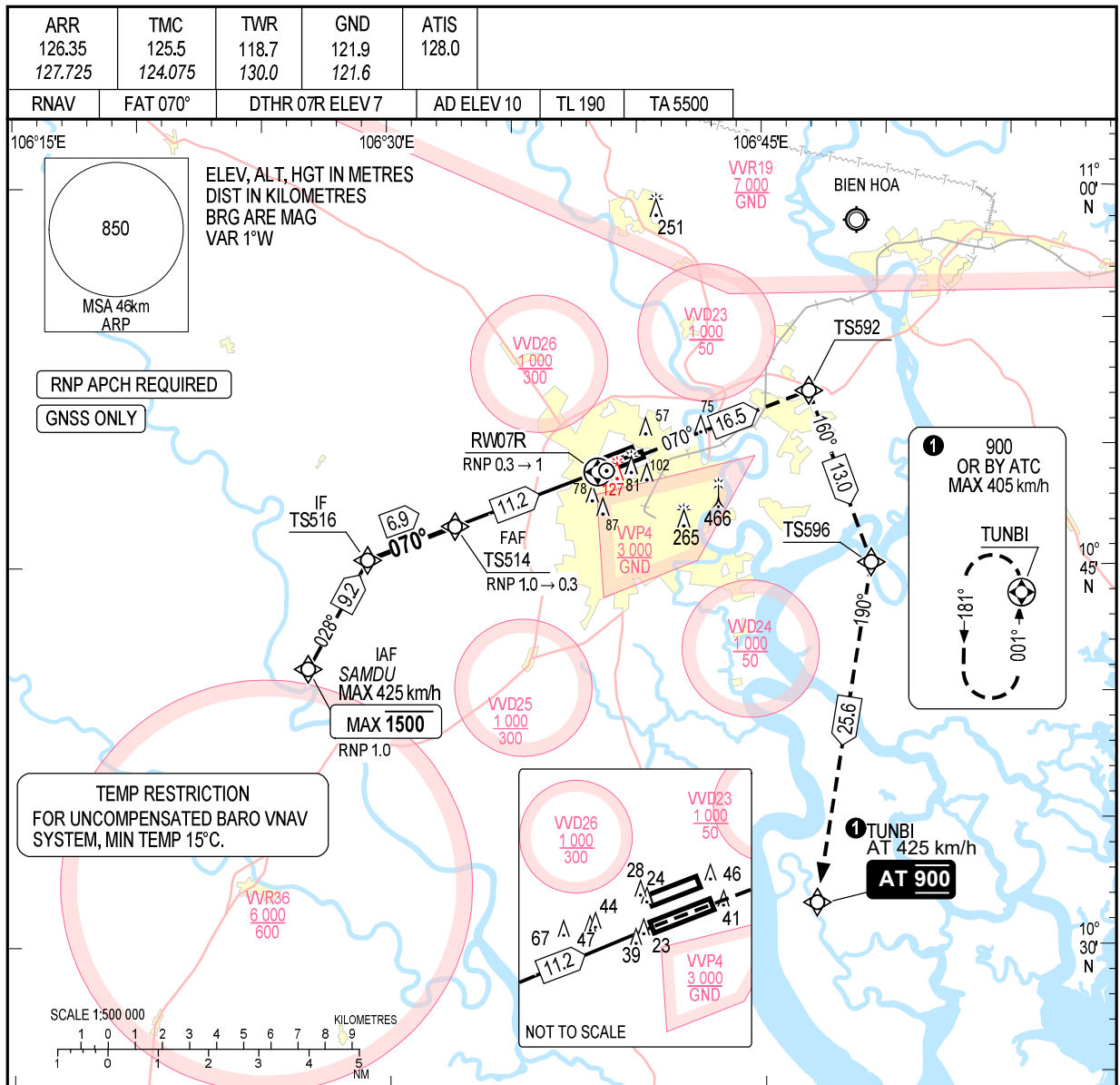
CIRCLING IS ONLY IN THE NORTH OF RWY.

CHANGES: OCA/H CAT I, ADDITION OF OBSTACLE.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
DTHR RWY 07R - ELEV 7 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP RWY 07R**



CHANGE: OCA/H, ADDITION OF OBSTACLE.

<b>STATE</b>	ACFT	LNAV/VNAV (OCA/H)	LNAV (OCA/H)							
	A	127 (120)	180 (173)					THR 07R	3.0° ALT	LDA 3059X45 P 3° IALS 420
	B	130 (123)						11.2	600	
	C	133 (126)	10	550						
	D	136 (129)	8	445						
		6	340							
		4	235							
		3.0	180							
	GS (km/h)	100	150	200	250	300				
	ROD 3.0° (m/s)	1.46	2.18	2.91	3.64	4.37				
	FAF-MAPT (m:s)	6:43	4:29	3:21	2:41	2:14				

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
DTHR RWY 07R - ELEV 7 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP RWY 07R**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SAMDU	-	-	+1	-	-	-1500	-425	-	RNP APCH
020	TF	TS516	-	028 (026.9)	+1	9.2	-	+600	-	-	RNP APCH
030	TF	TS514	-	070 (069.1)	+1	6.9	-	@600	-	-	RNP APCH
040	TF	RW07R	Y	070 (069.1)	+1	11.2	-	-	-	-3°	RNP APCH
050	CF	TS592	-	070	+1	16.5	-	-	-	-	RNP APCH
060	TF	TS596	-	160 (159.1)	+1	13.0	-	-	-	-	RNP APCH
070	TF	TUNBI	-	190 (188.8)	+1	25.6	-	@900	-425	-	RNP APCH
080	HM	TUNBI	-	001 (360.0)	+1	-	L	@900	-405	-	RNP APCH

**2. HOLDING PROCEDURE**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TUNBI	001 (360.0)	+1	60	L	@900	-405	RNAV 1

**3. WAYPOINT LIST**

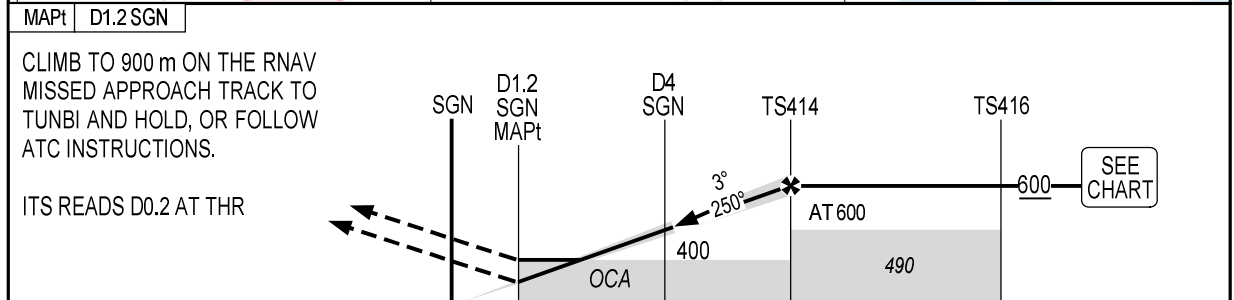
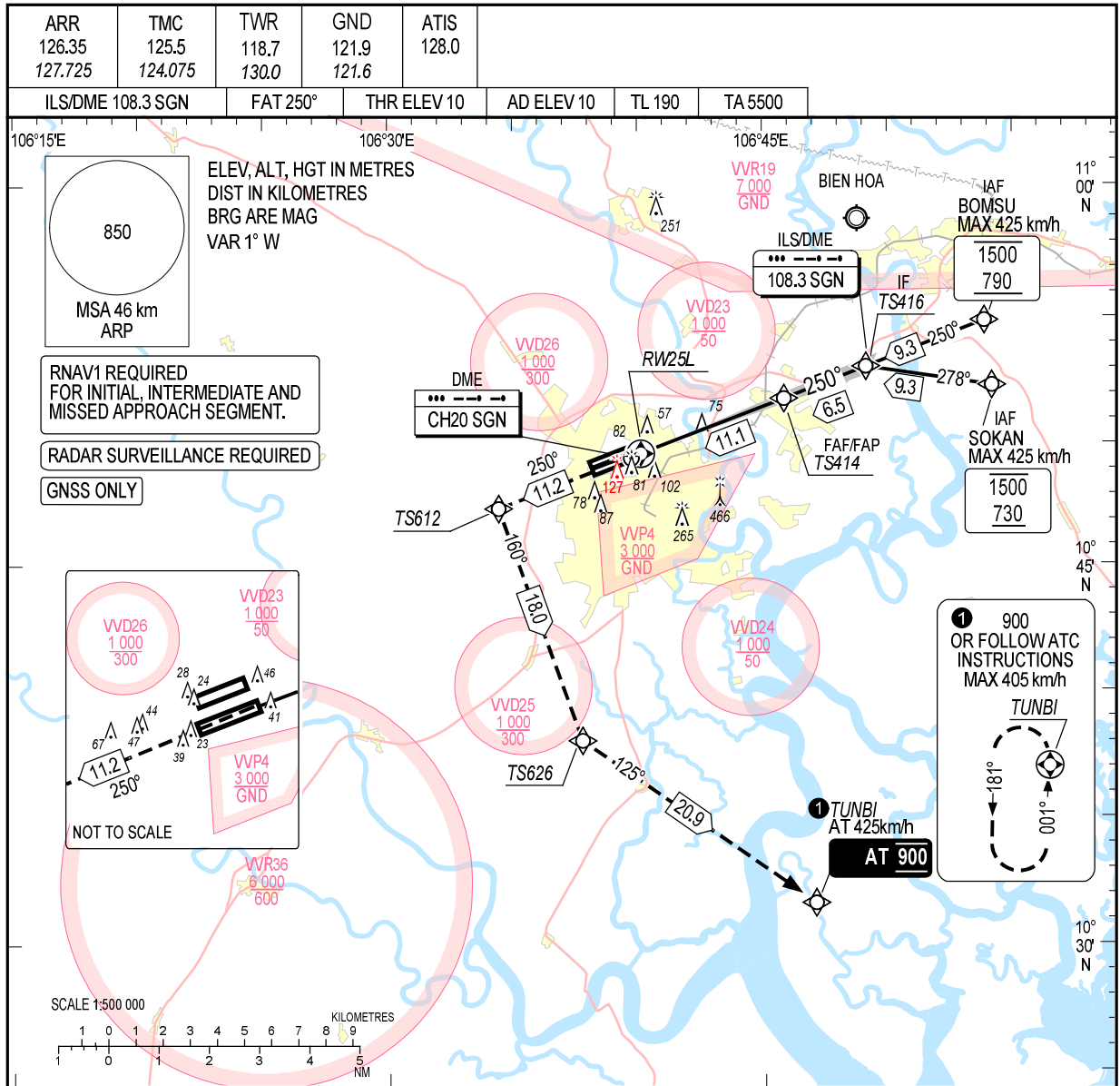
WAYPOINT ID	COORDINATES (WGS-84)	
SAMDU	10°40'53.045"N	106°27'04.614"E
TS516	10°45'20.380"N	106°29'21.829"E
TS514	10°46'40.025"N	106°32'52.503"E
RW07R	10°48'49.856"N	106°38'36.223"E
TS592	10°52'00.943"N	106°47'02.741"E
TS596	10°45'26.705"N	106°49'34.789"E
TUNBI	10°31'44.264"N	106°47'26.259"E



**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25L - ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
ILS X RWY 25L  
RNAV TRANSITION**



OCA/H		A	B	C	D	GS (km/h)								
STRAIGHT-IN APCH	CAT I	113 (103)	116 (106)	119 (109)	122 (112)	100	150	200	250	300				
	GP INOP	175 (165)				ROD 3.0° (m/s)		1.46	2.18	2.91	3.64	4.37		
CIRCLING		NOT APPLICABLE				FAF-MAPt (m:s)		6:30	4:20	3:15	2:36	2:10		

CHANGE: OCA/H, ADDITION OF OBSTACLE.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25L - 10 m**

**HO CHI MINH/TAN SON NHAT INTL (VVTG)  
ILS X RWY 25L  
RNAV TRANSITION**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SOKAN	-	-	+1	-	-	-1500 +730	-425	-	RNAV 1
020	TF	TS416	-	278 (277.0)	+1	9.3	-	+600	-	-	RNAV 1
010	IF	BOMSU	-	-	+1	-	-	-1500 +790	-425	-	RNAV 1
020	TF	TS416	-	250 (249.1)	+1	9.3	-	+600	-	-	RNAV 1
010	IF	TS416	-	-	+1	-	-	+600	-	-	RNAV 1
020	TF	TS414	-	250 (249.1)	+1	6.5	-	@600	-	-	RNAV 1
030	TF	RW25L	Y	250 (249.1)	+1	11.1	-	-	-	-3°	X
040	CF	TS612	-	250	+1	11.2	-	-	-	-	RNAV 1
050	TF	TS626	-	160 (159.1)	+1	18.0	-	-	-	-	RNAV 1
060	TF	TUNBI	-	125 (124.4)	+1	20.9	-	@900	-425	-	RNAV 1
070	HM	TUNBI	-	001 (360.0)	+1	-	L	@900	-405	-	RNAV 1

**2. HOLDING PROCEDURES**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TUNBI	001 (360.0)	+1	60	L	@900	-405	RNAV 1

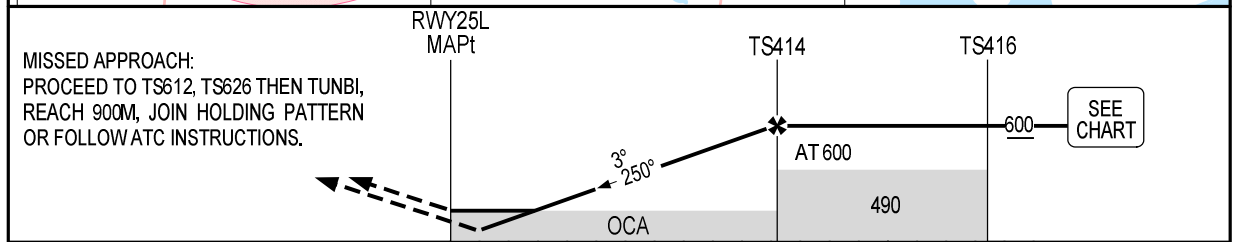
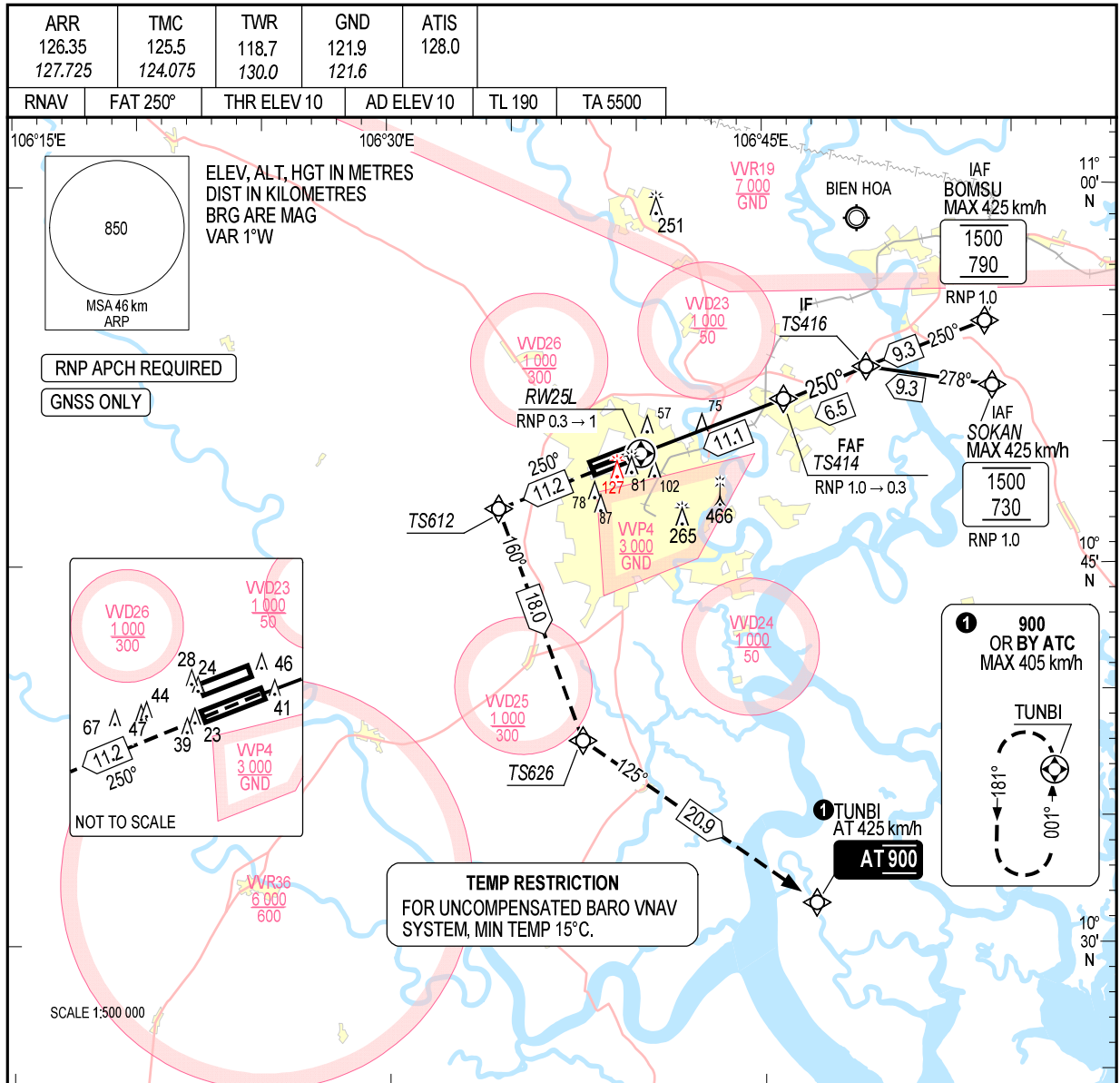
**3. WAYPOINT LIST**

WAYPOINT ID/FIX	COORDINATES (WGS-84)	
SOKAN	10°52'13.005"N	106°54'17.156"E
BOMSU	10°54'37.875"N	106°53'59.311"E
TS416	10°52'49.791"N	106°49'12.348"E
TS414	10°51'34.623"N	106°45'52.927"E
RW25L	10°49'25.371"N	106°40'10.310"E
TS612	10°47'15.699"N	106°34'26.946"E
TS626	10°38'09.532"N	106°37'57.938"E
TUNBI	10°31'44.264"N	106°47'26.259"E
SGN GP/DME	10°49'25.3"N	106°39'59.8"E
SGN LLZ	10°48'37.8"N	106°38'04.3"E

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25L - ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTZ)  
RNP RWY 25L**



CHANGE: OCA/H LNAV, ADDITION OF OBSTACLE.	ACFT	LNAV/VNAV (OCA/H)	LNAV (OCA/H)				THR 25L	3.0° ALT	LDA 3828x45 P 3°  FALS	
	STATE	A	114 (104)	170 (160)				11.1		600
		B	118 (108)					10		550
		C	121 (111)	170 (160)				8		445
		D	124 (114)					6		340
GS (km/h)		100	150	200	250	300	4	235		
ROD 3.0° (m/s)		1.46	2.18	2.91	3.64	4.37	2.8	170		
FAF-MAPT (m:s)		6:43	4:29	3:21	2:41	2:14				

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25L – ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTG)  
RNP RWY 25L**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SOKAN	–	–	+1	–	–	-1500 +730	-425	–	RNP APCH
020	TF	TS416	–	278 (277.0)	+1	9.3	–	+600	–	–	RNP APCH
010	IF	BOMSU	–	–	+1	–	–	-1500 +790	-425	–	RNP APCH
020	TF	TS416	–	250 (249.1)	+1	9.3	–	+600	–	–	RNP APCH
010	IF	TS416	–	–	+1	–	–	+600	–	–	RNP APCH
020	TF	TS414	–	250 (249.1)	+1	6.5	–	@600	–	–	RNP APCH
030	TF	RW25L	Y	250 (249.1)	+1	11.1	–	–	–	-3°	RNP APCH
040	CF	TS612	–	250	+1	11.2	–	–	–	–	RNP APCH
050	TF	TS626	–	160 (159.1)	+1	18.0	–	–	–	–	RNP APCH
060	TF	TUNBI	–	125 (124.4)	+1	20.9	–	@900	-425	–	RNP APCH
070	HM	TUNBI	–	001 (360.0)	+1	–	L	@900	-405	–	RNP APCH

**2. HOLDING PROCEDURES**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TUNBI	001 (360.0)	+1	60	L	@900	-405	RNAV 1

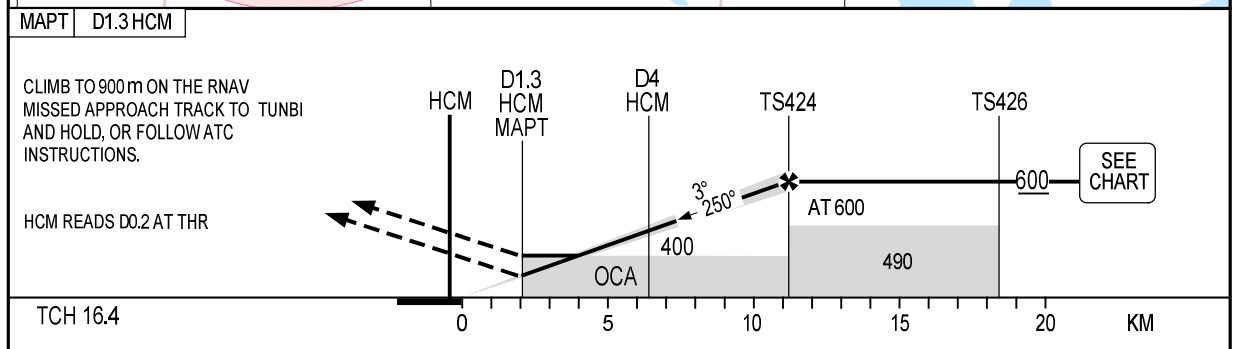
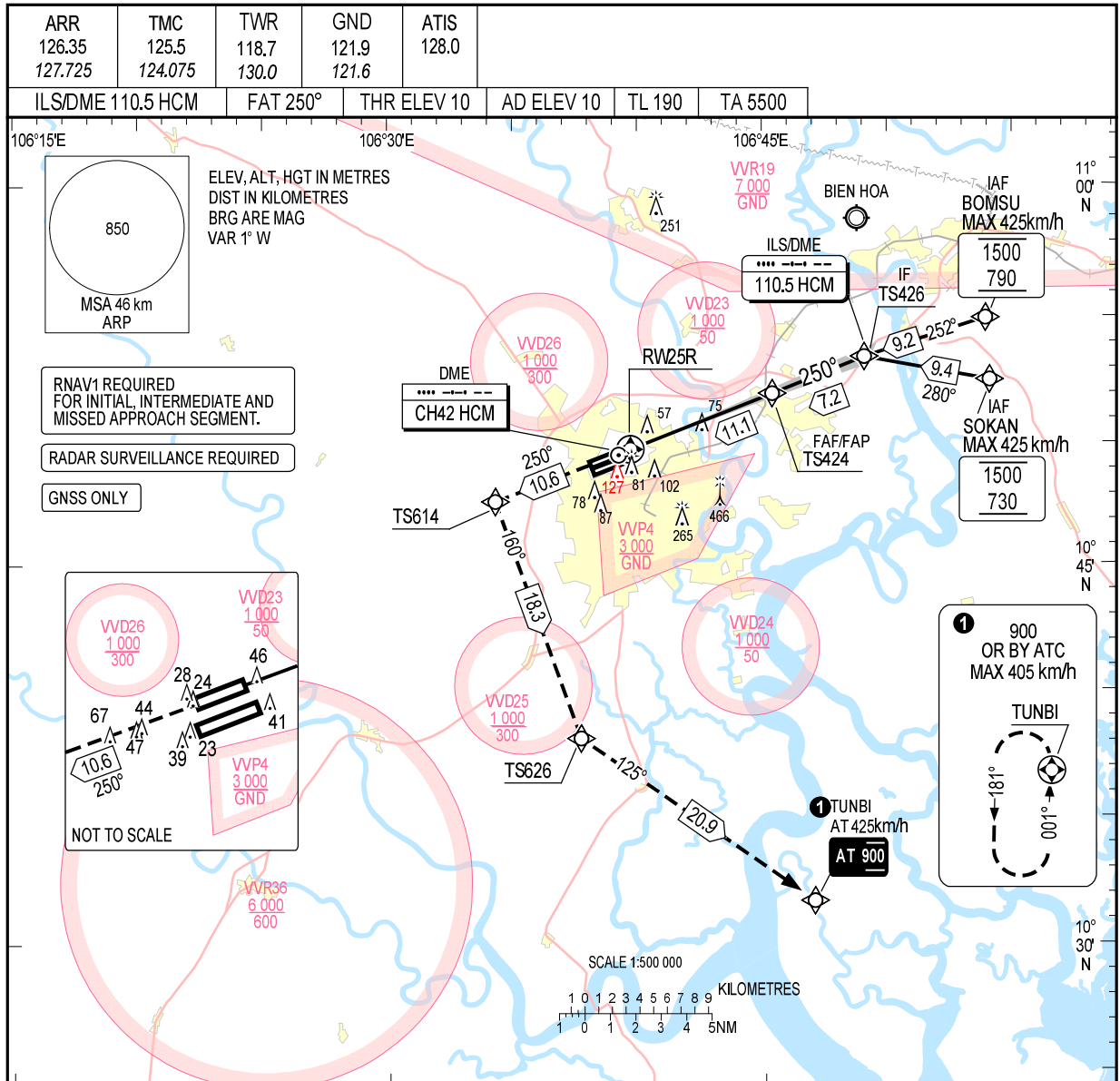
**3. WAYPOINT LIST**

WAYPOINT ID/FIX	COORDINATES (WGS-84)	
SOKAN	10°52'13.005"N	106°54'17.156"E
BOMSU	10°54'37.875"N	106°53'59.311"E
TS416	10°52'49.791"N	106°49'12.348"E
TS414	10°51'34.623"N	106°45'52.927"E
RW25L	10°49'25.371"N	106°40'10.310"E
TS612	10°47'15.699"N	106°34'26.946"E
TS626	10°38'09.532"N	106°37'57.938"E
TUNBI	10°31'44.264"N	106°47'26.259"E

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25R - ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
ILS X RWY 25R  
RNAV TRANSITION**



OCA/H		A	B	C	D						
STRAIGHT-IN APCH	CAT I	82 (72)	85 (75)	88 (78)	91 (81)	GS (KMH)	100	150	200	250	300
	GP INOP	160 (150)				ROD 3.0° (M/S)	1.46	2.18	2.91	3.64	4.37
CIRCLING		NOT APPLICABLE				FAF-MAPT (M:S)	6:20	4:13	3:10	2:32	2:07

CHANGE: OCA/HGP INOP, ADDITION OF OBSTACLE.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25R - ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTG)  
ILS X RWY 25R  
RNAV TRANSITION**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	BOMSU	-	-	+1	-	-	-1500 +790	-425	-	RNAV 1
020	TF	TS426	-	252 (251.4)	+1	9.2	-	+600	-	-	RNAV 1
010	IF	SOKAN	-	-	+1	-	-	-1500 +730	-425	-	RNAV 1
020	TF	TS426	-	280 (279.3)	+1	9.4	-	+600	-	-	RNAV 1
010	IF	TS426	-	-	+1	-	-	+600	-	-	RNAV 1
020	TF	TS424	-	250 (249.1)	+1	7.2	-	@600	-	-	RNAV 1
030	TF	RW25R	Y	250 (249.1)	+1	11.1	-	-	-	-3°	X
040	CF	TS614	-	250	+1	10.6	-	-	-	-	RNAV 1
050	TF	TS626	-	160 (159.1)	+1	18.3	-	-	-	-	RNAV 1
060	TF	TUNBI	-	125 (124.4)	+1	20.9	-	@900	-425	-	RNAV 1
070	HM	TUNBI	-	001 (360.0)	+1	-	L	@900	-405	-	RNAV 1

**2. HOLDING PROCEDURES**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TUNBI	001 (360.0)	+1	60	L	@900	-405	RNAV 1

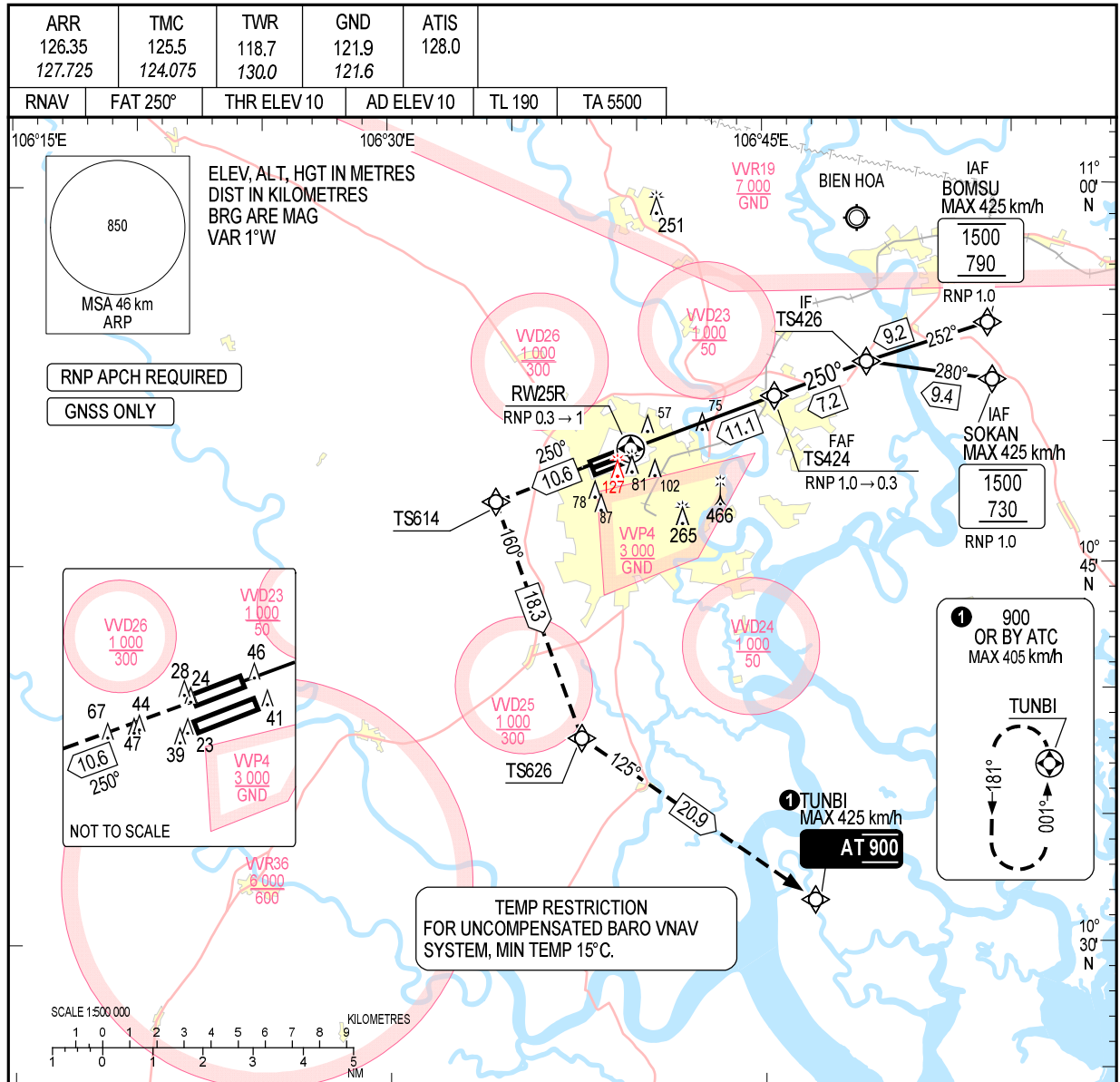
**3. WAYPOINT LIST**

WAYPOINT ID/FIX	COORDINATES (WGS-84)	
BOMSU	10°54'37.875"N	106°53'59.311"E
SOKAN	10°52'13.005"N	106°54'17.156"E
TS426	10°53'02.523"N	106°49'12.337"E
TS424	10°51'38.765"N	106°45'30.124"E
RW25R	10°49'29.480"N	106°39'47.432"E
TS614	10°47'26.829"N	106°34'22.644"E
TS626	10°38'09.532"N	106°37'57.938"E
TUNBI	10°31'44.264"N	106°47'26.259"E
HCM GP/DME	10°49'29.5"N	106°39'36.4"E
HCM LLZ	10°48'49.9"N	106°38'02.7"E

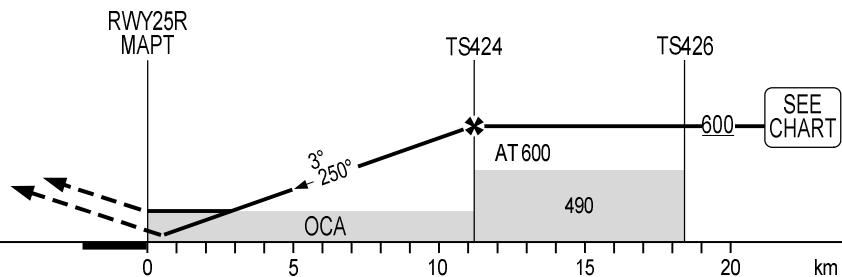
**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25R - ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP RWY 25R**



**MISSED APPROACH**  
PROCEED TO TS614, TS626  
THEN TUNBI, REACH 900 m,  
JOIN HOLDING PATTERN OR  
FOLLOW ATC INSTRUCTIONS.



OCA(H)	A	B	C	D
LNAV/NAV	132(122)	135(125)	138(128)	141(131)
LNAV	185(175)			
CIRCLING	NOT APPLICABLE			

GS (km/h)	100	150	200	250	300
ROD 3.0° (m/s)	1.46	2.18	2.91	3.64	4.37
FAF-MAPT (m:s)	6:43	4:29	3:21	2:41	2:14

CHANGE: OCAPI, ADDITION OF OBSTACLE.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25R - ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP RWY 25R**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SOKAN	-	-	+1	-	-	-1500 +730	-425	-	RNP APCH
020	TF	TS426	-	280 (279.3)	+1	9.4	-	+600	-	-	RNP APCH
010	IF	BOMSU	-	-	+1	-	-	-1500 +790	-425	-	RNP APCH
020	TF	TS426	-	252 (251.4)	+1	9.2	-	+600	-	-	RNP APCH
010	IF	TS426	-	-	+1	-	-	+600	-	-	RNP APCH
020	TF	TS424	-	250 (249.1)	+1	7.2	-	@600	-	-	RNP APCH
030	TF	RW25R	Y	250 (249.1)	+1	11.1	-	-	-	-3°	RNP APCH
040	CF	TS614	-	250	+1	10.6	-	-	-	-	RNP APCH
050	TF	TS626	-	160 (159.1)	+1	18.3	-	-	-	-	RNP APCH
060	TF	TUNBI	-	125 (124.4)	+1	20.9	-	@900	-425	-	RNP APCH
070	HM	TUNBI	-	001 (360.0)	+1	-	L	@900	-405	-	RNP APCH

**2. HOLDING PROCEDURES**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TUNBI	001 (360.0)	+1	60	L	@900	-405	RNP APCH

**3. WAYPOINT LIST**

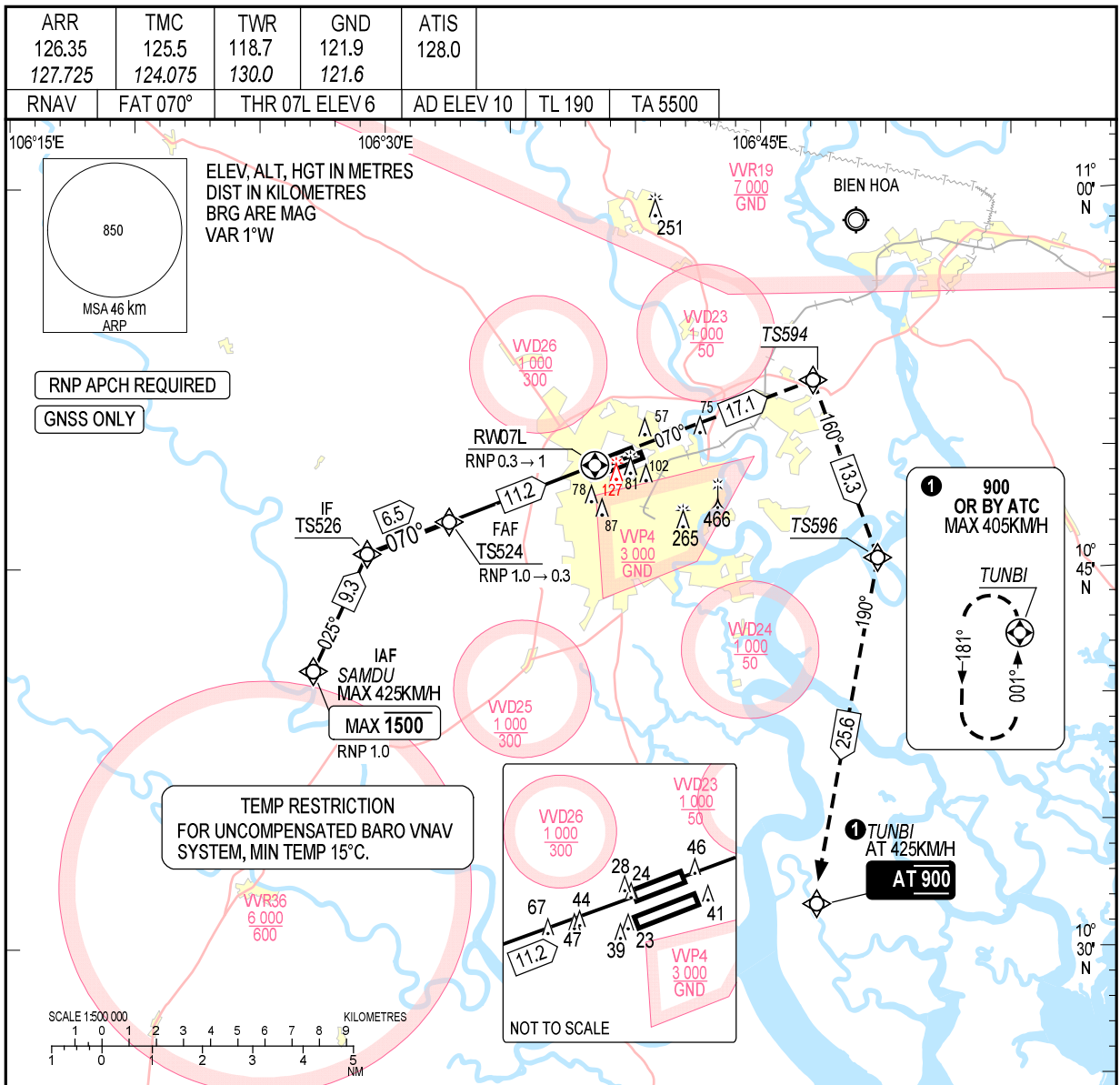
WAYPOINT ID	COORDINATES (WGS-84)	
BOMSU	10°54'37.875"N	106°53'59.311"E
SOKAN	10°52'13.005"N	106°54'17.156"E
TS426	10°53'02.523"N	106°49'12.337"E
TS424	10°51'38.765"N	106°45'30.124"E
RW25R	10°49'29.480"N	106°39'47.432"E
TS614	10°47'26.829"N	106°34'22.644"E
TS626	10°38'09.532"N	106°37'57.938"E
TUNBI	10°31'44.264"N	106°47'26.259"E



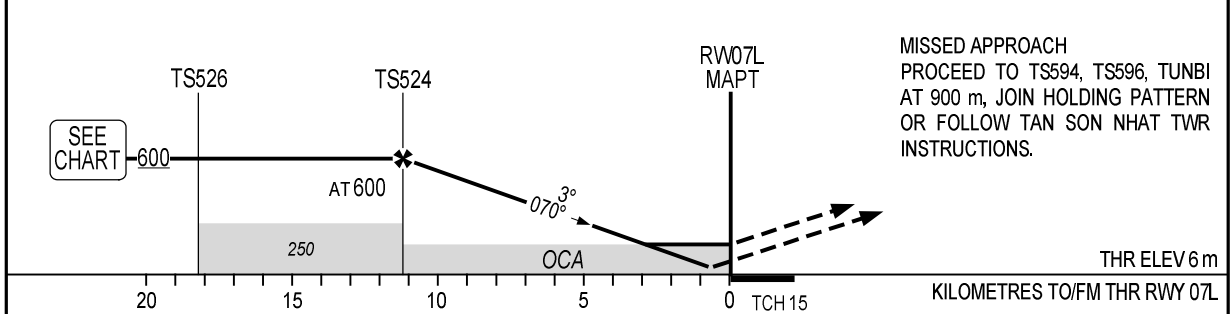
INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 07L - ELEV 6 m

HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP RWY 07L



KM TO NEXT WPT	RW07L	3.1	4	6	8	10	11.2
ALTITUDE		185	230	335	440	545	600



OCA(H)	A	B	C	D	GS (km/h)	100	150	200	250	300
LNAV/VNAV	129 (123)	132 (126)	135 (129)	138 (132)	ROD 3.0° (m/s)	1.46	2.18	2.91	3.64	4.37
LNAV	185 (179)				FAF-MAPT (m/s)	6:43	4:29	3:21	2:41	2:14
CIRCLING	NOT APPLICABLE									

CHANGE: OCA(H), ADDITION OF OBSTACLE.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 07L - ELEV 6 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP RWY 07L**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SAMDU	-	-	+1	-	-	-1500	-425	-	RNP APCH
020	TF	TS526	-	025 (024.1)	+1	9.3	-	+600	-	-	RNP APCH
030	TF	TS524	-	070 (069.1)	+1	6.5	-	@600	-	-	RNP APCH
040	TF	RW07L	Y	070 (069.1)	+1	11.2	-	-	-	-3°	RNP APCH
050	CF	TS594	-	070	+1	17.1	-	-	-	-	RNP APCH
060	TF	TS596	-	160 (159.1)	+1	13.3	-	-	-	-	RNP APCH
070	TF	TUNBI	-	190 (188.8)	+1	25.6	-	@900	-425	-	RNP APCH
080	HM	TUNBI	-	001 (360.0)	+1	-	L	@900	-405	-	RNP APCH

**2. HOLDING PROCEDURE**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TUNBI	001 (360.0)	+1	60	L	@900	-405	RNAV 1

**3. WAYPOINT LIST**

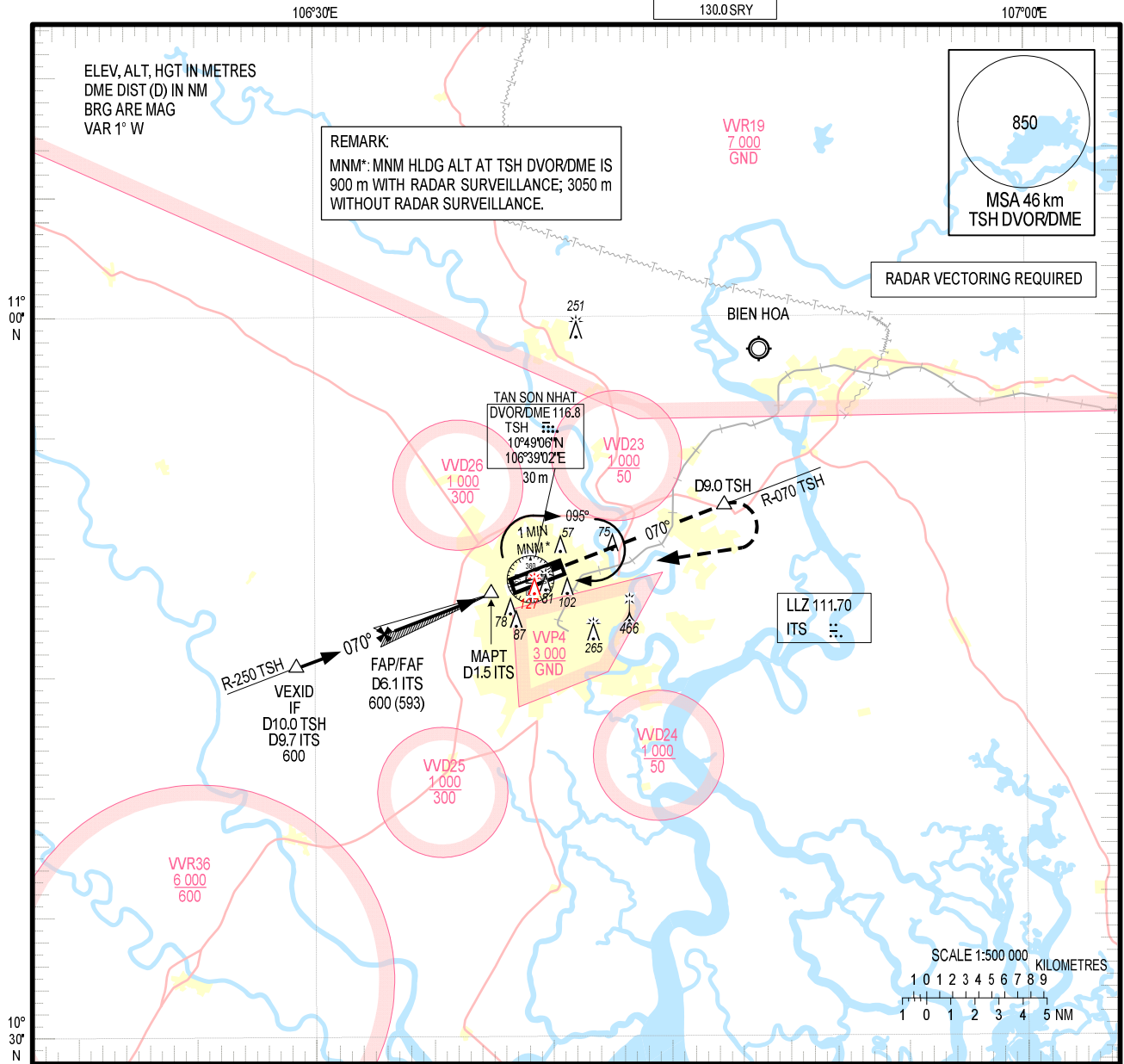
WAYPOINT ID	COORDINATES (WGS-84)	
SAMDU	10°40'53.045"N	106°27'04.614"E
TS526	10°45'28.224"N	106°29'08.887"E
TS524	10°46'43.570"N	106°32'28.172"E
RW07L	10°48'54.074"N	106°38'13.648"E
TS594	10°52'12.064"N	106°46'58.450"E
TS596	10°45'26.705"N	106°49'34.789"E
TUNBI	10°31'44.264"N	106°47'26.259"E

**INSTRUMENT  
APPROACH  
CHART – ICAO**

**AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
DTHR RWY 07R - ELEV 7 m**

TMC: 125.5 PRI  
124.075 SRY  
ARR: 126.35 PRI  
127.725 SRY  
TWR: 118.7 PRI  
130.0 SRY

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
ILS Z RWY 07R**

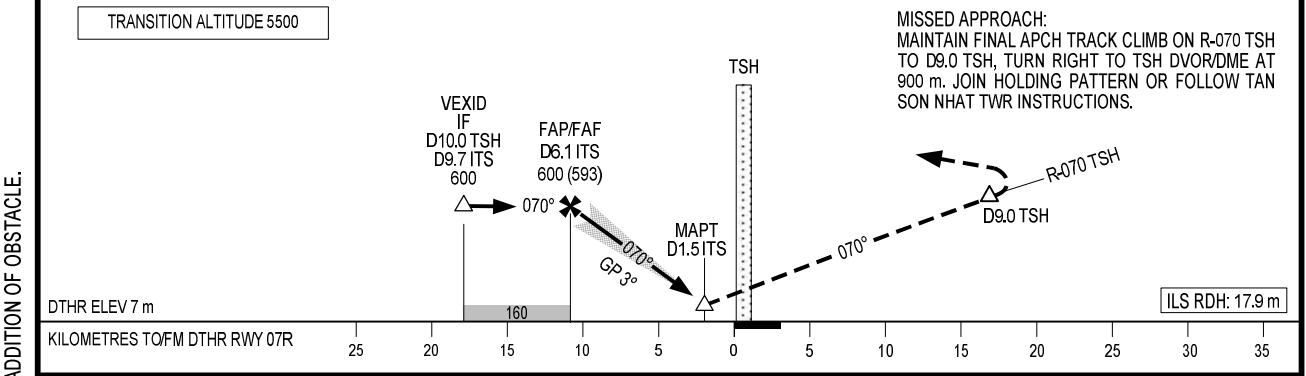


**REMARK:**  
MNM\*: MNM HLDG ALT AT TSH DVOR/DME IS 900 m WITH RADAR SURVEILLANCE; 3050 m WITHOUT RADAR SURVEILLANCE.

850  
MSA 46 km  
TSH DVOR/DME

RADAR VECTORING REQUIRED

SCALE 1:500 000  
KILOMETRES  
1 0 1 2 3 4 5 6 7 8 9  
1 0 1 2 3 4 5 NM



CHANGE: OCAH CAT I, ADDITION OF OBSTACLE.

OCAH		A	B	C	D
STRAIGHT-IN APCH	CAT I	132 (125)	135 (128)	138 (131)	141 (134)
	GP INOP	150 (143)			
CIRCLING		200 (190)		300 (290)	

GS	km/h	150	200	250	300	350
FAF - MAPT 4.6 NM	min:s	3:24	2:33	2:02	1:42	1:27
ROD	m/s	2.2	2.9	3.6	4.4	5.1

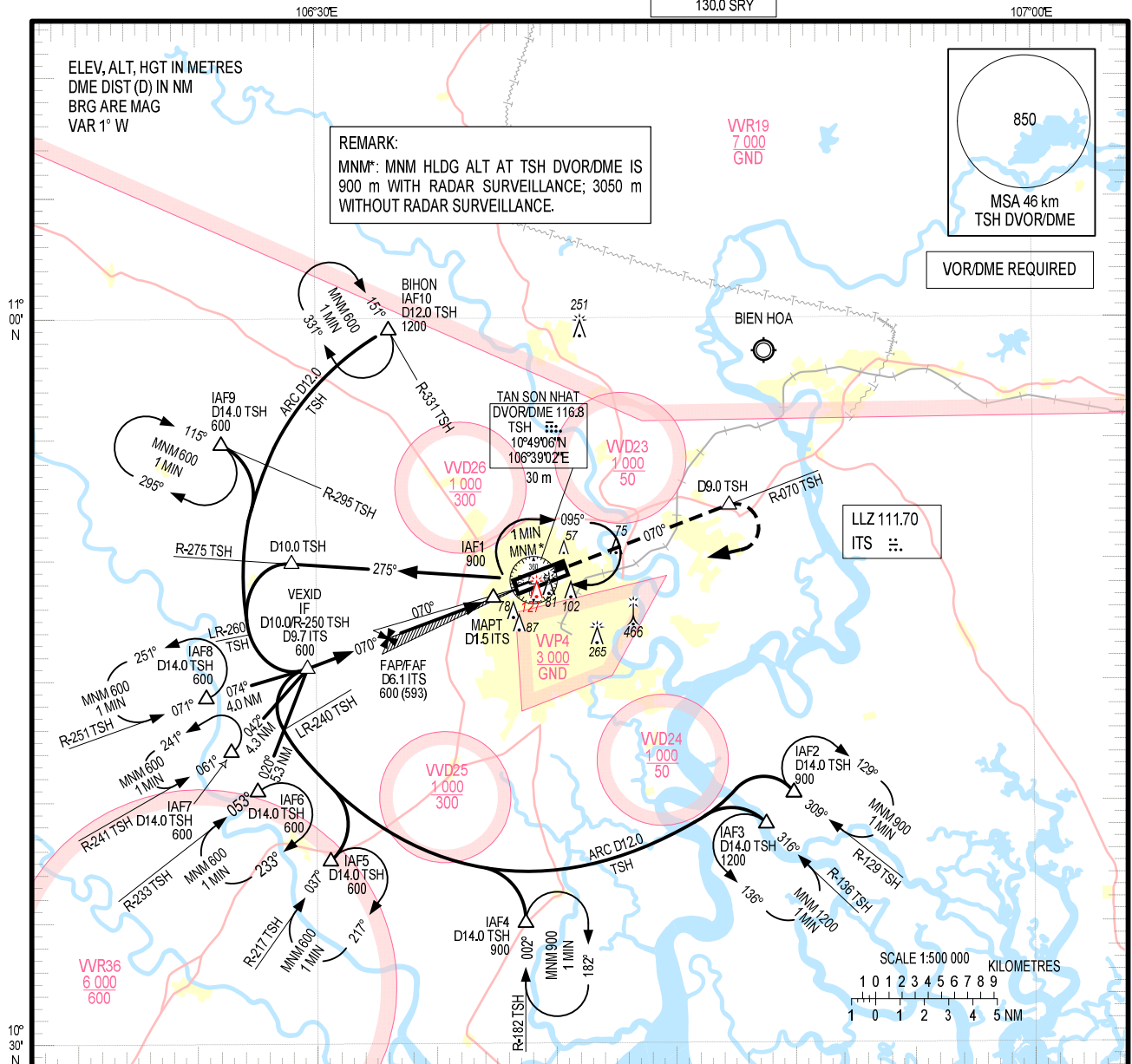
CIRCLING IS ONLY IN THE NORTH OF RWY.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

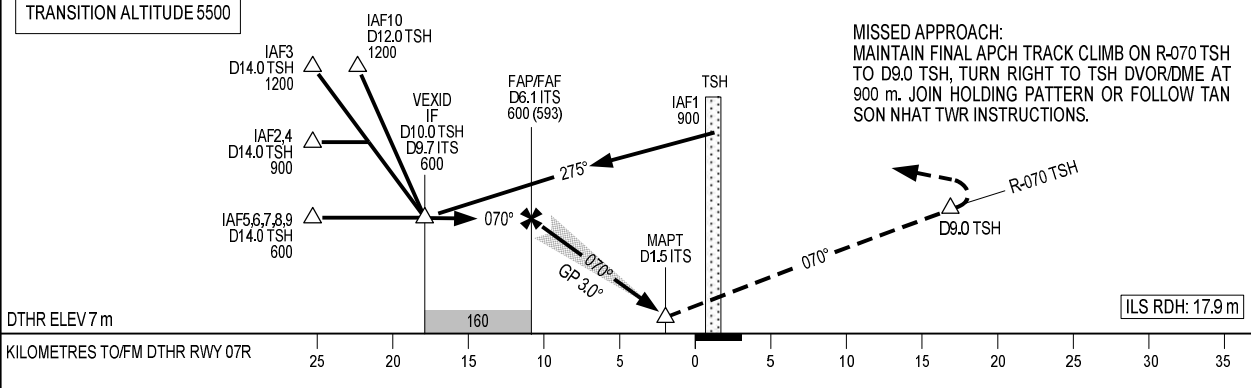
AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
DTHR RWY 07R - ELEV 7 m

TMC: 125.5 PRI  
124.075 SRY  
ARR: 126.35 PRI  
127.725 SRY  
TWR: 118.7 PRI  
130.0 SRY

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
ILS Y RWY 07R**



**TRANSITION ALTITUDE 5500**



CHANGE: OCA/H CAT I, ADDITION OF OBSTACLE.

OCA/H	A	B	C	D	
STRAIGHT-IN	CAT I	132 (125)	135 (128)	138 (131)	141 (134)
APCH	GP INOP	150 (143)			
CIRCLING		200 (190)	300 (290)		

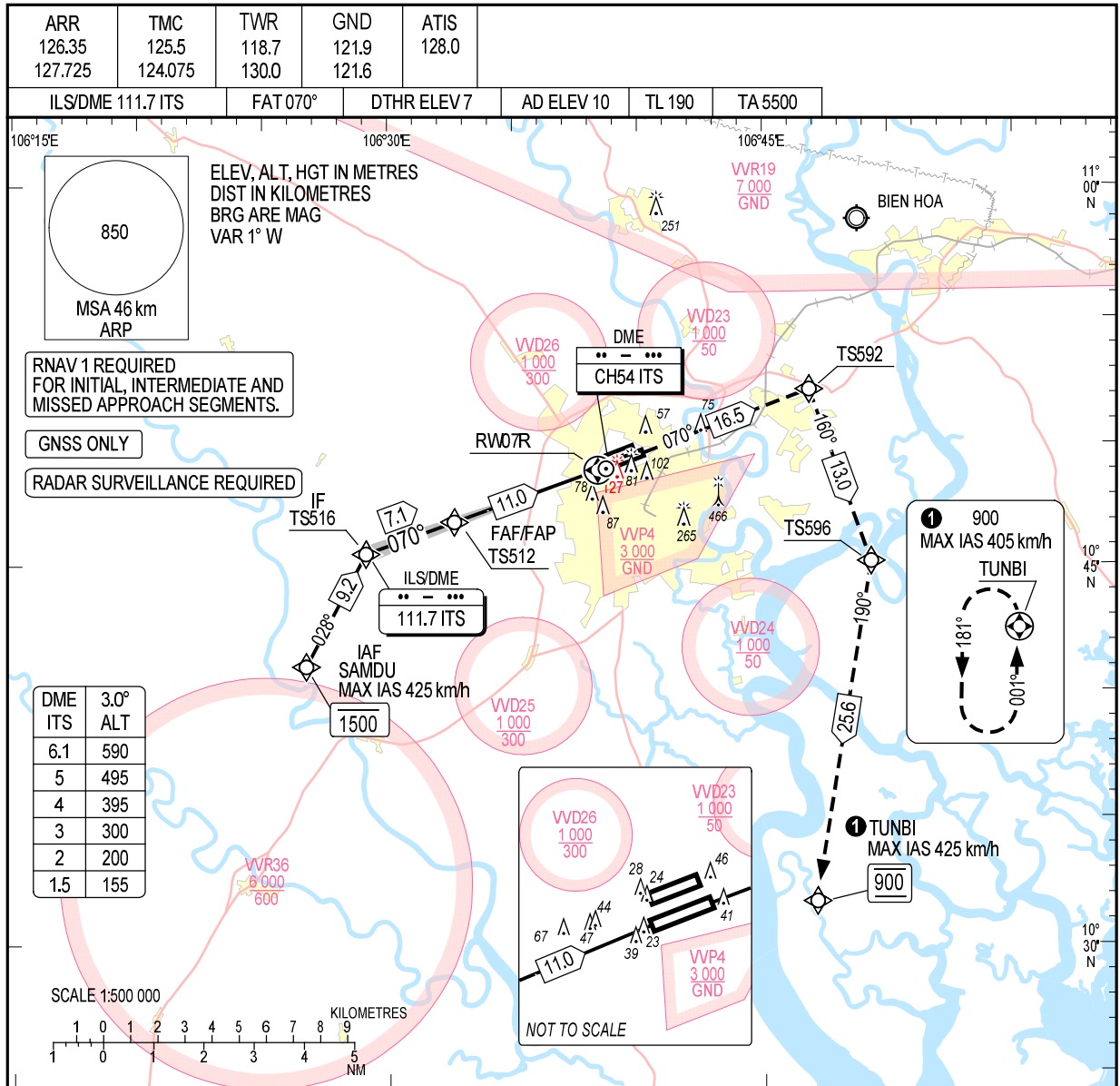
CIRCLING IS ONLY IN THE NORTH OF RWY.

GS	km/h	150	200	250	300	350
FAF - MAPT 4.6 NM	min:s	3:24	2:33	2:02	1:42	1:27
ROD	m/s	2.2	2.9	3.6	4.4	5.1

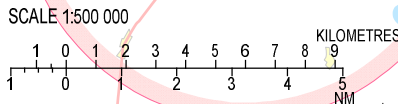
**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
DTHR RWY 07R - ELEV 7 m

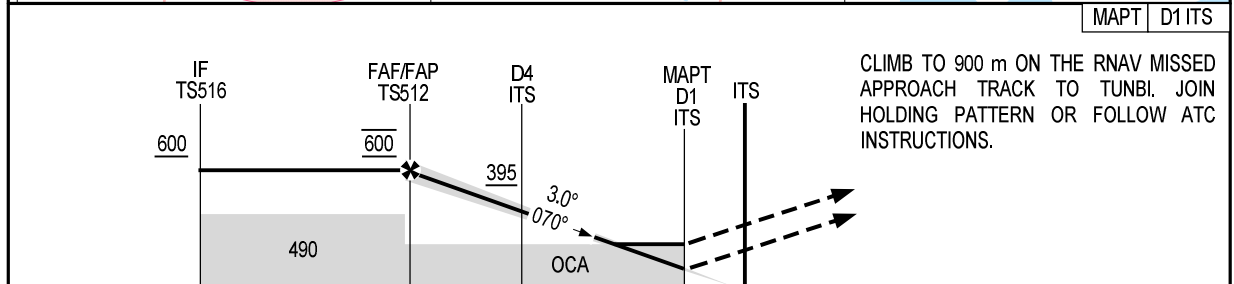
**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
ILS X RWY 07R  
RNAV TRANSITION**



DME ITS	3.0° ALT
6.1	590
5	495
4	395
3	300
2	200
1.5	155



MAPT D1 ITS



ILS RDH 17.9 m

CHANGE: OCAH, ADDITION OF OBSTACLE.

OCAH		A	B	C	D
STRAIGHT-IN APCH	CAT I	132 (125)	135 (128)	138 (131)	141 (134)
	GP INOP	155 (148)			
CIRCLING		NOT APPLICABLE			

GS (km/h)	100	150	200	250	300
ROD 3.0° (m/s)	1.46	2.18	2.91	3.64	4.37
FAF-MAPt (m:s)	6:34	4:22	3:17	2:37	2:11

**INSTRUMENT**  
**APPROACH**  
**CHART - ICAO**

AERODROME ELEV 10 m  
 HEIGHTS RELATED TO  
 DTHR RWY 07R - ELEV 7 m

**HO CHI MINH/TAN SON NHAT INTL (VVTG)**  
**ILS X RWY 07R**  
**RNAV TRANSITION**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SAMDU	-	-	+1	-	-	-1500	-425	-	RNAV 1
020	TF	TS516	-	028 (026.9)	+1	9.2	-	+600	-	-	RNAV 1
030	TF	TS512	-	070 (069.1)	+1	7.1	-	@600	-	-	RNAV 1
040	TF	RW07R	Y	070 (069.1)	+1	11.0	-	-	-	-3.0°	X
050	CF	TS592	-	070	+1	16.5	-	-	-	-	RNAV 1
060	TF	TS596	-	160 (159.1)	+1	13.0	-	-	-	-	RNAV 1
070	TF	TUNBI	-	190 (188.8)	+1	25.6	-	@900	-425	-	RNAV 1
080	HM	TUNBI	-	001 (360.0)	+1	-	L	@900	-405	-	RNAV 1

**2. HOLDING PROCEDURES**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TUNBI	001 (360.0)	+1	60	L	@900	-405	RNAV 1

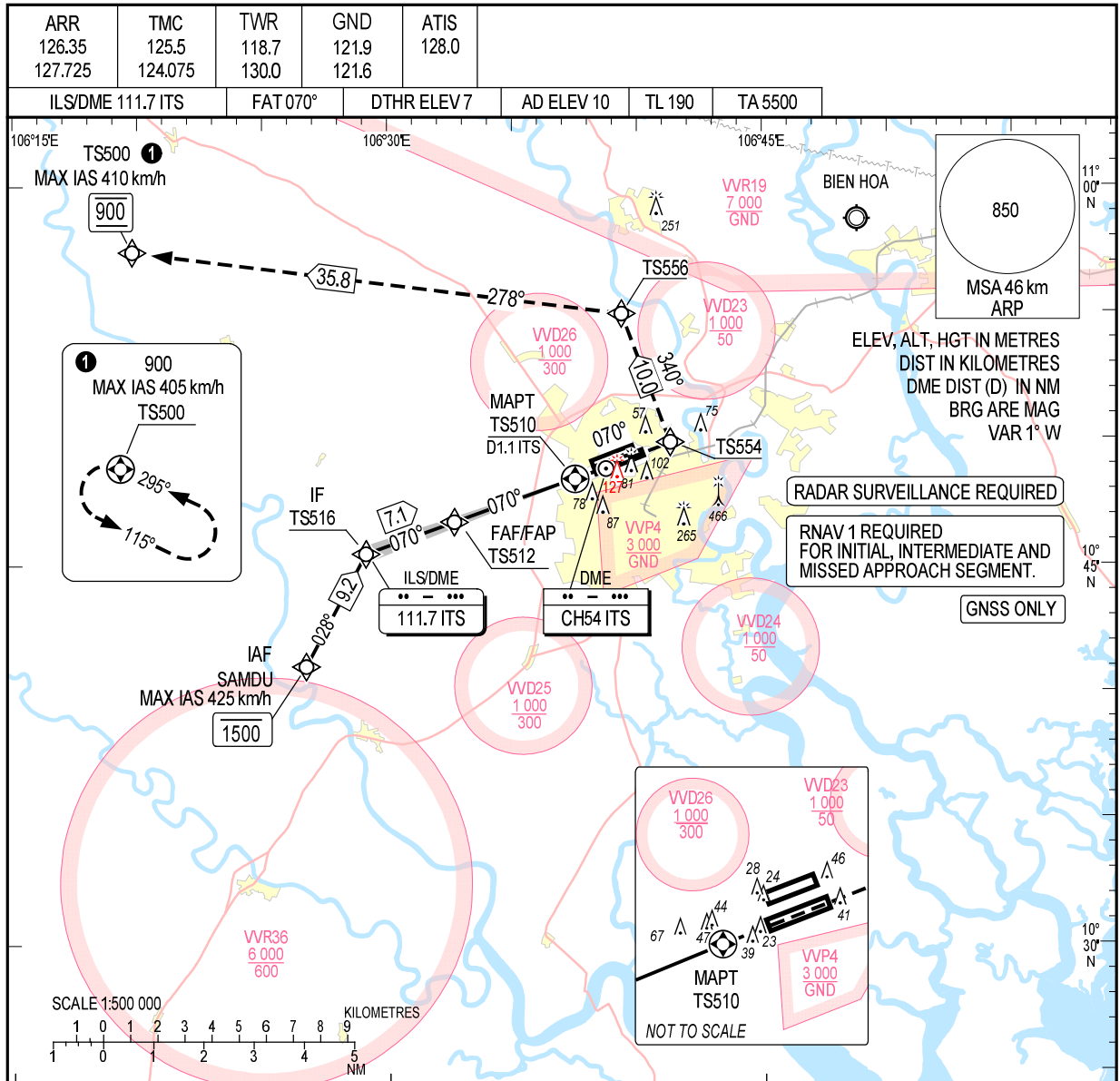
**3. WAYPOINT LIST**

WAYPOINT ID/FIX	COORDINATES (WGS-84)	
SAMDU	10°40'53.045"N	106°27'04.614"E
TS516	10°45'20.380"N	106°29'21.829"E
TS512	10°46'42.463"N	106°32'58.886"E
RW07R	10°48'49.856"N	106°38'36.223"E
TS592	10°52'00.943"N	106°47'02.741"E
TS596	10°45'26.705"N	106°49'34.789"E
TUNBI	10°31'44.264"N	106°47'26.259"E
ITS GP/DME	10°48'49.7"N	106°38'46.8"E
ITS LLZ	10°49'29.1"N	106°40'20.3"E

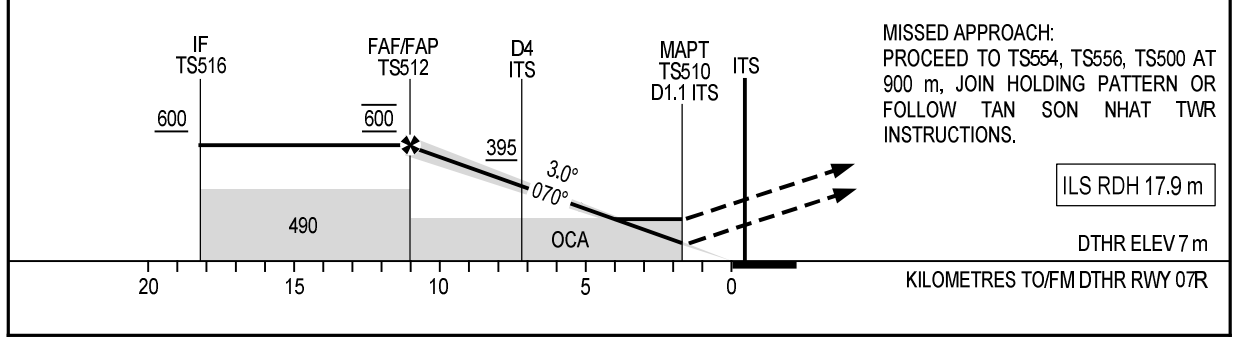
**INSTRUMENT  
APPROACH  
CHART – ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
DTHR RWY 07R – ELEV 7 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
ILS W RWY 07R  
RNAV TRANSITION**



DME DIST (NM)	ITS	1.4	2	3	4	5	6.1
ALT		150	200	300	395	495	600



OCA/H		A	B	C	D
STRAIGHT-IN APCH	CAT I	132 (125)	135 (128)	138 (131)	141 (134)
	GP INOP	150 (143)			
CIRCLING		NOT APPLICABLE			

GS	km/h	100	150	200	250	300
ROD 3.0°	m/s	1.46	2.18	2.91	3.64	4.37
FAF-MAPT 9.2 km	min:s	5:32	3:42	2:46	2:13	1:51

CHANGE: OCA/H CAT I, ADDITION OF OBSTACLE.

**INSTRUMENT**  
**APPROACH**  
**CHART - ICAO**

AERODROME ELEV 10 m  
 HEIGHTS RELATED TO  
 DTHR RWY 07R - ELEV 7 m

**HO CHI MINH/TAN SON NHAT INTL (VVTG)**  
**ILS W RWY 07R**  
**RNAV TRANSITION**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SAMDU	-	-	+1	-	-	-1500	-425	-	RNAV 1
020	TF	TS516	-	028 (026.9)	+1	9.2	-	+600	-	-	RNAV 1
030	TF	TS512	-	070 (069.1)	+1	7.1	-	@600	-	-	RNAV 1
040	CF	RW07R	Y	070 (069.1)	+1	-	-	@25	-	-3.0°	X
050	CF	TS554	-	070 (069.1)	+1	-	-	-	-	-	RNAV 1
060	TF	TS556	-	340 (339.1)	+1	10.0	-	-	-	-	RNAV 1
070	TF	TS500	-	278 (276.7)	+1	35.8	-	@900	-410	-	RNAV 1
080	HM	TS500	-	295 (294.0)	+1	-	L	@900	-405	-	RNAV 1

**2. HOLDING PROCEDURES**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TS500	295 (294.0)	+1	60	L	@900	-405	RNAV 1

**3. WAYPOINT LIST**

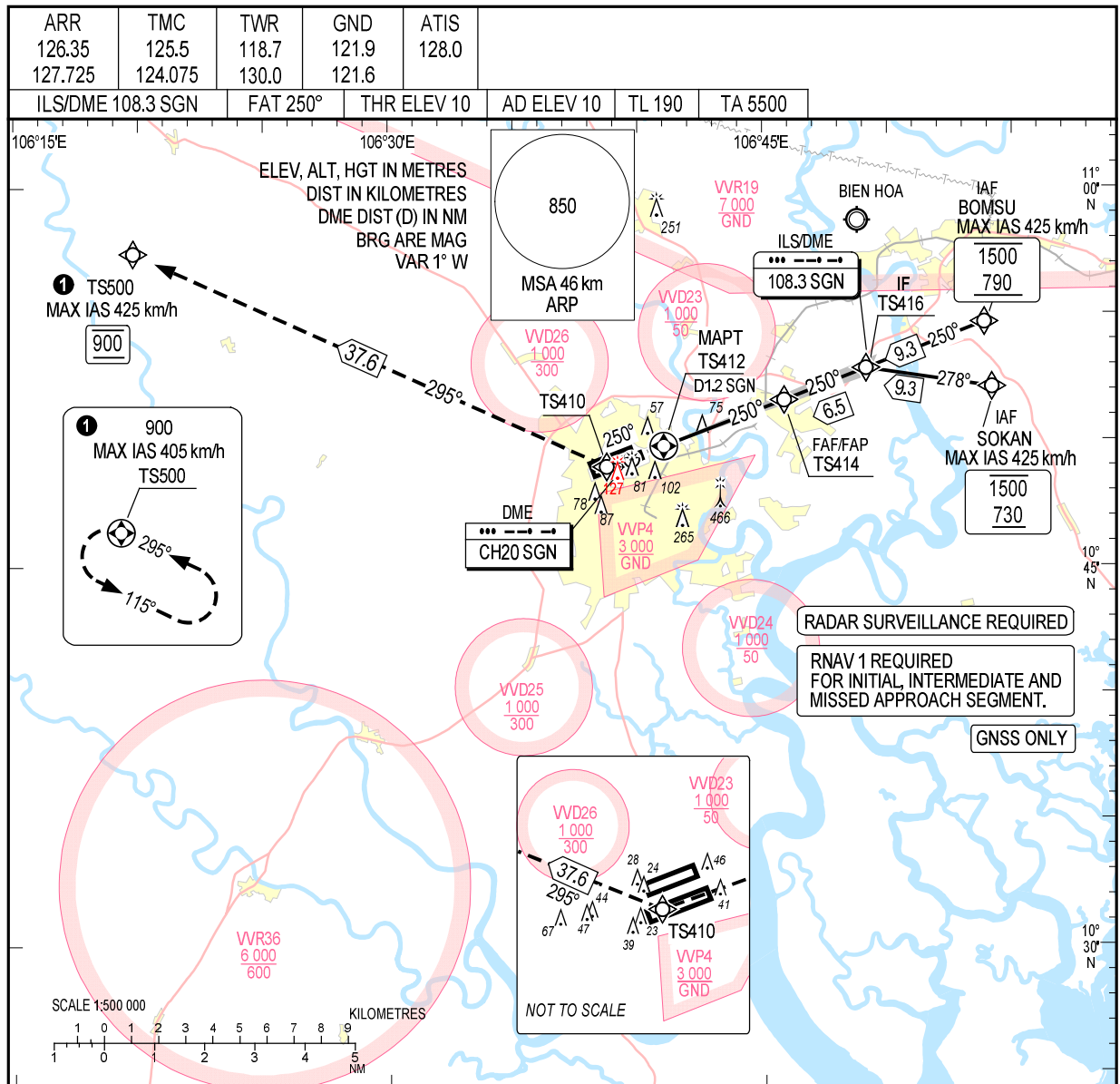
WAYPOINT ID/FIX	COORDINATES (WGS-84)	
RW07R	10°48'49.856"N	106°38'36.223"E
SAMDU	10°40'53.045"N	106°27'04.614"E
TS500	10°57'14.000"N	106°20'00.000"E
TS510	10°48'29.700"N	106°37'42.900"E
TS512	10°46'42.463"N	106°32'58.886"E
TS516	10°45'20.380"N	106°29'21.829"E
TS554	10°49'55.430"N	106°41'29.990"E
TS556	10°54'59.520"N	106°39'32.560"E
ITS GP/DME	10°48'49.7"N	106°38'46.8"E
ITS LLZ	10°49'29.1"N	106°40'20.3"E



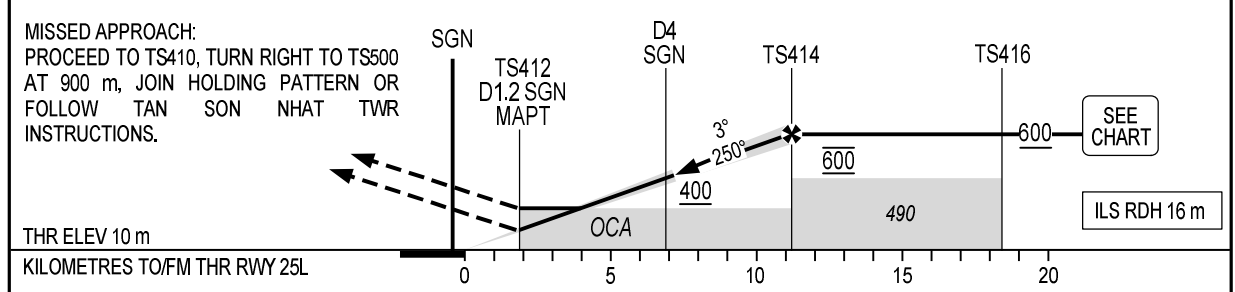
**INSTRUMENT  
APPROACH  
CHART – ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25L – ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
ILS W RWY 25L  
RNAV TRANSITION**



DMEDIST (NM)	SGN	1.5	2	3	4	5	6.2
ALT		155	200	295	390	490	600



OCA/H		A	B	C	D								
STRAIGHT-IN APCH	CAT I	113 (103)	116 (106)	119 (109)	122 (112)	GS	km/h	100	150	200	250	300	
	GP INOP	155 (145)				ROD 3.0°	m/s	1.46	2.18	2.91	3.64	4.37	
CIRCLING		NOT APPLICABLE					FAF-MAPT 9.2 km	min:s	5:32	3:41	2:46	2:13	1:51

CHANGE: OCA/H CAT I, ADDITION OF OBSTACLE.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25L - ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTG)  
ILS W RWY 25L  
RNAV TRANSITION**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SOKAN	-	-	+1	-	-	-1500 +730	-425	-	RNAV 1
020	TF	TS416	-	278 (277.0)	+1	9.3	-	+600	-	-	RNAV 1
010	IF	BOMSU	-	-	+1	-	-	-1500 +790	-425	-	RNAV 1
020	TF	TS416	-	250 (249.1)	+1	9.3	-	+600	-	-	RNAV 1
010	IF	TS416	-	-	+1	-	-	+600	-	-	RNAV 1
020	TF	TS414	-	250 (249.1)	+1	6.5	-	@600	-	-	RNAV 1
030	CF	RW25L	Y	250 (249.1)	+1	-	-	@26	-	-3°	X
040	CF	TS410	-	250 (249.1)	+1	-	-	-	-	-	RNAV 1
050	TF	TS500	-	295 (294.1)	+1	37.6	-	@900	-425	-	RNAV 1
060	HM	TS500	-	295 (294.0)	+1	-	L	@900	-405	-	RNAV 1

**2. HOLDING PROCEDURES**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TS500	295 (294.0)	+1	60	L	@900	-405	RNAV 1

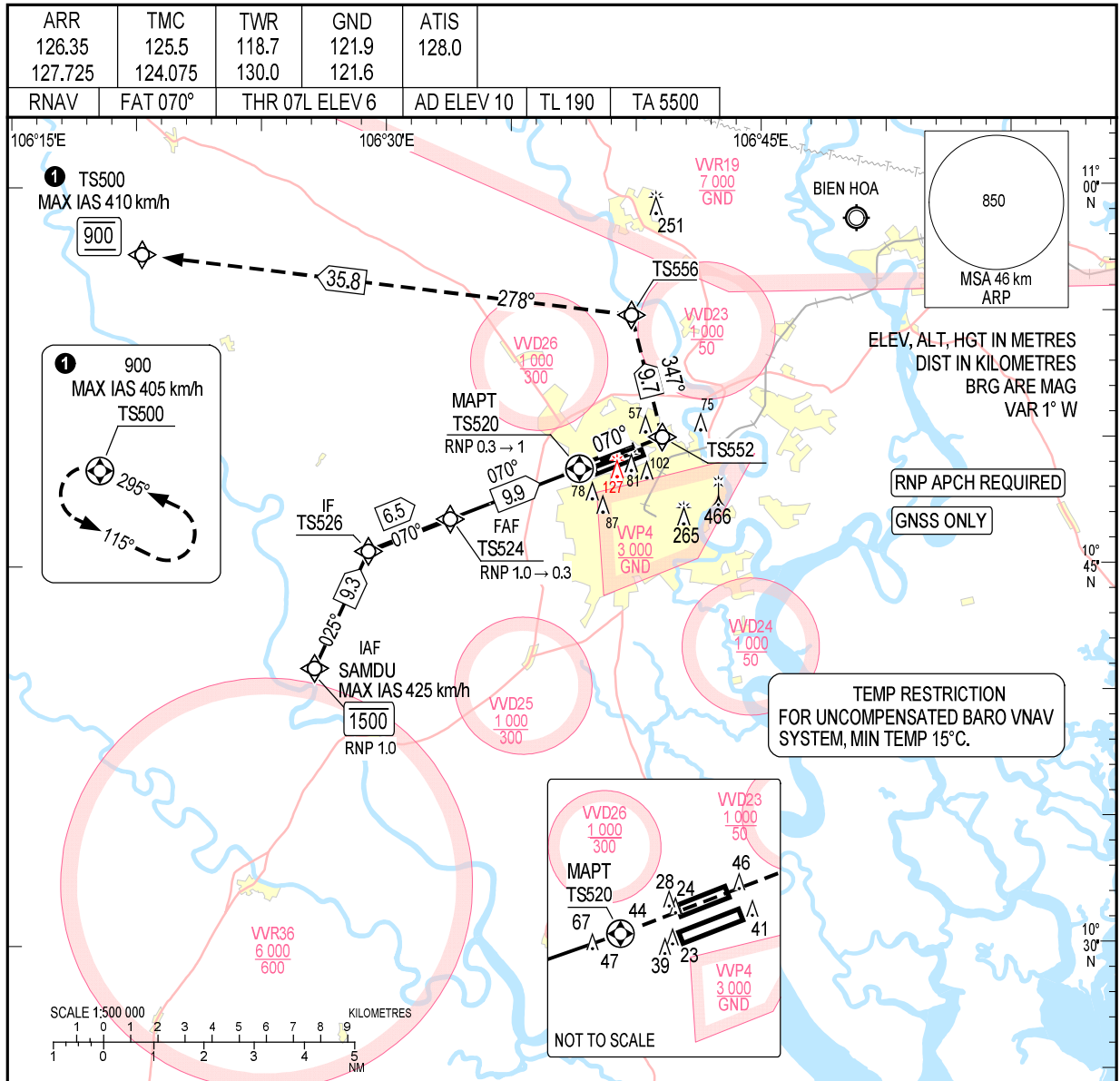
**3. WAYPOINT LIST**

WAYPOINT ID/FIX	COORDINATES (WGS-84)	
BOMSU	10°54'37.875"N	106°53'59.311"E
RW25L	10°49'25.371"N	106°40'10.310"E
SOKAN	10°52'13.005"N	106°54'17.156"E
TS410	10°48'54.900"N	106°38'49.500"E
TS412	10°49'47.600"N	106°41'09.300"E
TS414	10°51'34.623"N	106°45'52.927"E
TS416	10°52'49.791"N	106°49'12.348"E
TS500	10°57'14.000"N	106°20'00.000"E
SGN GP/DME	10°49'25.3"N	106°39'59.8"E
SGN LLZ	10°48'37.8"N	106°38'04.3"E

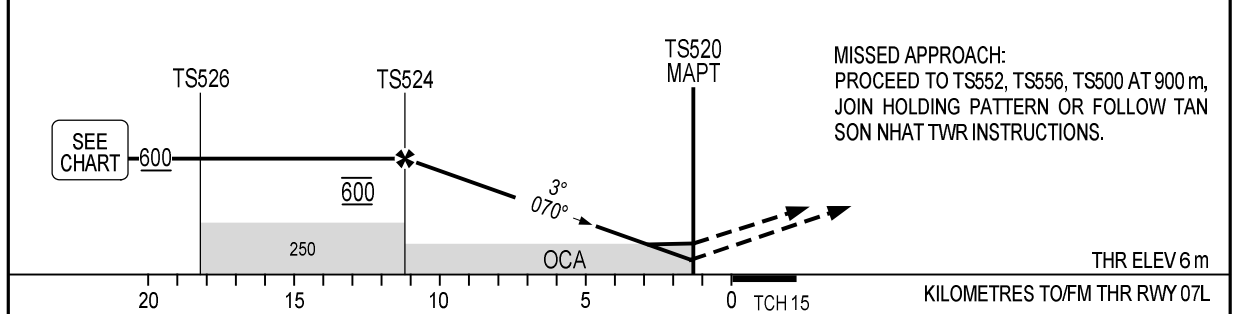
**INSTRUMENT  
APPROACH  
CHART – ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 07L – ELEV 6m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP Y RWY 07L**



KILOMETRES TO NEXT WPT	TS520	1.1	2	4	6	8	9.9
ALT		150	195	300	405	510	600



OCA(H)	A	B	C	D
LNAV/VNAV	129 (123)	132 (126)	135 (129)	138 (132)
LNAV	150 (144)			
CIRCLING	NOT APPLICABLE			

GS	km/h	100	150	200	250	300
ROD 3.0°	m/s	1.46	2.18	2.91	3.64	4.37
FAF-MAPT 9.9 km	min:s	5:56	3:57	2:58	2:22	1:59

CHANGE: OCA(H), ADDITION OF OBSTACLE.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 07L - ELEV 6 m

**HO CHI MINH/TAN SON NHAT INTL (VVTG)  
RNP Y RWY 07L**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SAMDU	-	-	+1	-	-	-1500	-425	-	RNP APCH
020	TF	TS526	-	025 (024.1)	+1	9.3	-	+600	-	-	RNP APCH
030	TF	TS524	-	070 (069.1)	+1	6.5	-	@600	-	-	RNP APCH
040	TF	TS520 (MAPT)	Y	070 (069.1)	+1	9.9	-	@92	-	-3°	RNP APCH
050	CF	TS552	-	070 (069.1)	+1	-	-	-	-	-	RNP APCH
060	TF	TS556	-	347 (345.8)	+1	9.7	-	-	-	-	RNP APCH
070	TF	TS500	-	278 (276.7)	+1	35.8	-	@900	-410	-	RNP APCH
080	HM	TS500	-	295 (294.0)	+1	-	L	@900	-405	-	RNP APCH

**2. HOLDING PROCEDURE**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TS500	295 (294.0)	+1	60	L	@900	-405	RNP APCH

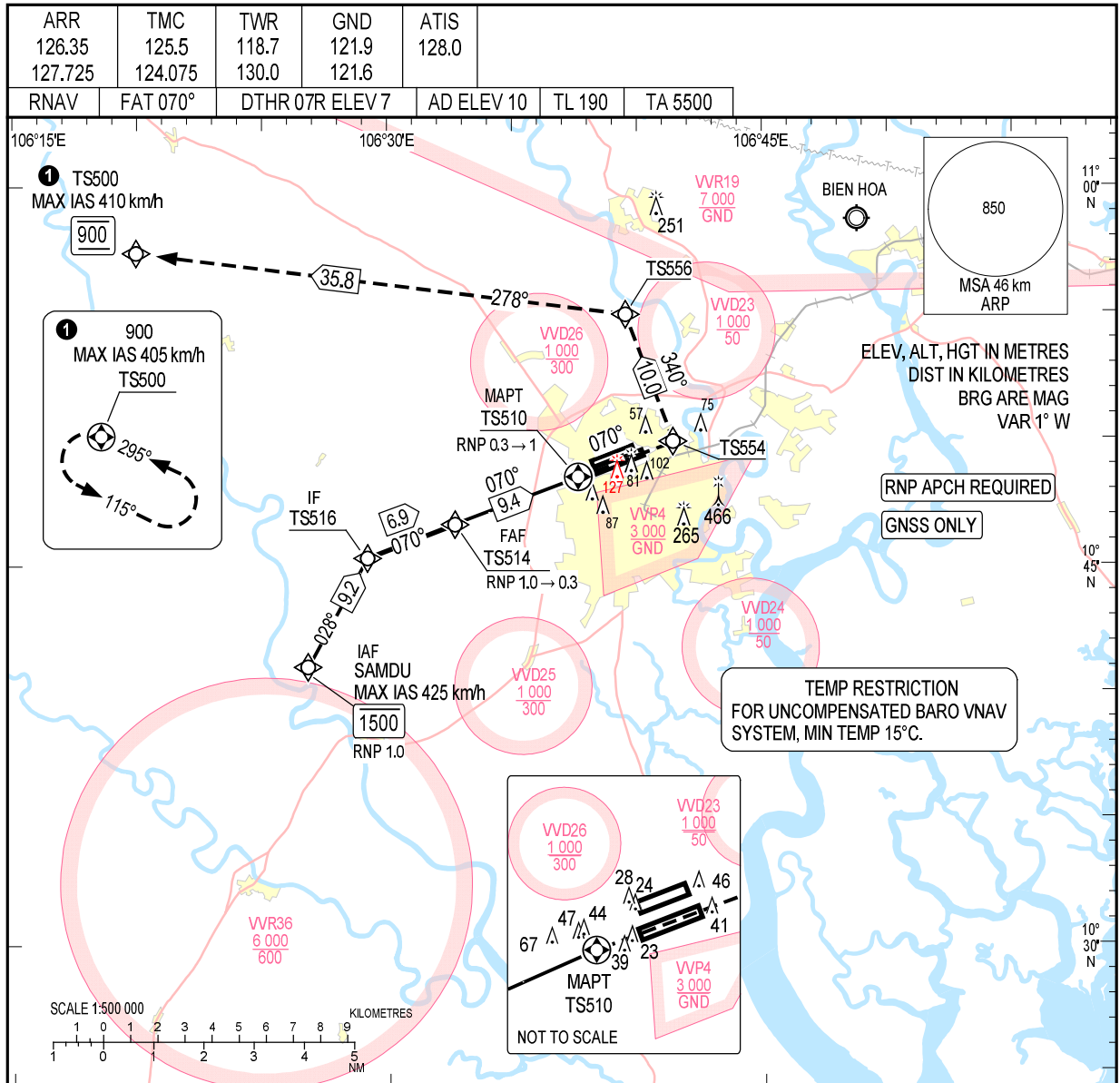
**3. WAYPOINT LIST**

WAYPOINT ID	COORDINATES (WGS-84)	
RW07L	10°48'54.074"N	106°38'13.648"E
SAMDU	10°40'53.045"N	106°27'04.614"E
TS500	10°57'14.000"N	106°20'00.000"E
TS520	10°48'38.400"N	106°37'32.000"E
TS524	10°46'43.570"N	106°32'28.172"E
TS526	10°45'28.224"N	106°29'08.887"E
TS552	10°49'53.430"N	106°40'50.720"E
TS556	10°54'59.520"N	106°39'32.560"E

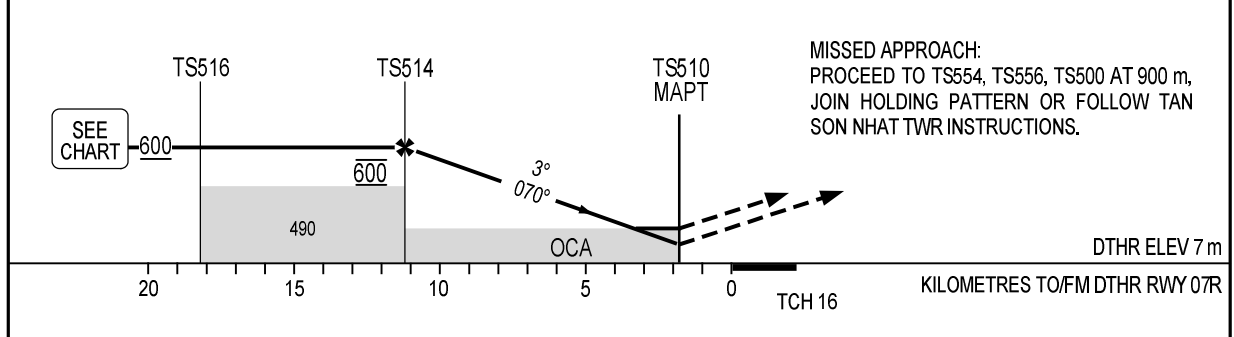
**INSTRUMENT  
APPROACH  
CHART – ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
DTHR RWY 07R – ELEV 7 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP Y RWY 07R**



KILOMETRES TO NEXT WPT	TS510	0.8	2	4	6	8	9.4
ALT		155	215	320	425	530	600



OCA/H	A	B	C	D
LNAV/VNAV	138 (131)	141 (135)	144 (137)	147 (140)
LNAV	155 (148)			
CIRCLING	NOT APPLICABLE			

GS	km/h	100	150	200	250	300
ROD 3.0°	m/s	1.46	2.18	2.91	3.64	4.37
FAF-MAPT 9.4 km	mins	5:40	3:47	2:50	2:16	1:53

CHANGE: OCA/H, ADDITION OF OBSTACLE.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
DTHR RWY 07R - ELEV 7 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP Y RWY 07R**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SAMDU	-	-	+1	-	-	-1500	-425	-	RNP APCH
020	TF	TS516	-	028 (026.9)	+1	9.2	-	+600	-	-	RNP APCH
030	TF	TS514	-	070 (069.1)	+1	6.9	-	@600	-	-	RNP APCH
040	TF	TS510 (MAPT)	Y	070 (069.1)	+1	9.4	-	@115	-	-3°	RNP APCH
050	CF	TS554	-	070 (069.1)	+1	-	-	-	-	-	RNP APCH
060	TF	TS556	-	340 (339.1)	+1	10.0	-	-	-	-	RNP APCH
070	TF	TS500	-	278 (276.7)	+1	35.8	-	@900	-410	-	RNP APCH
080	HM	TS500	-	295 (294.0)	+1	-	L	@900	-405	-	RNP APCH

**2. HOLDING PROCEDURES**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TS500	295 (294.0)	+1	60	L	@900	-405	RNP APCH

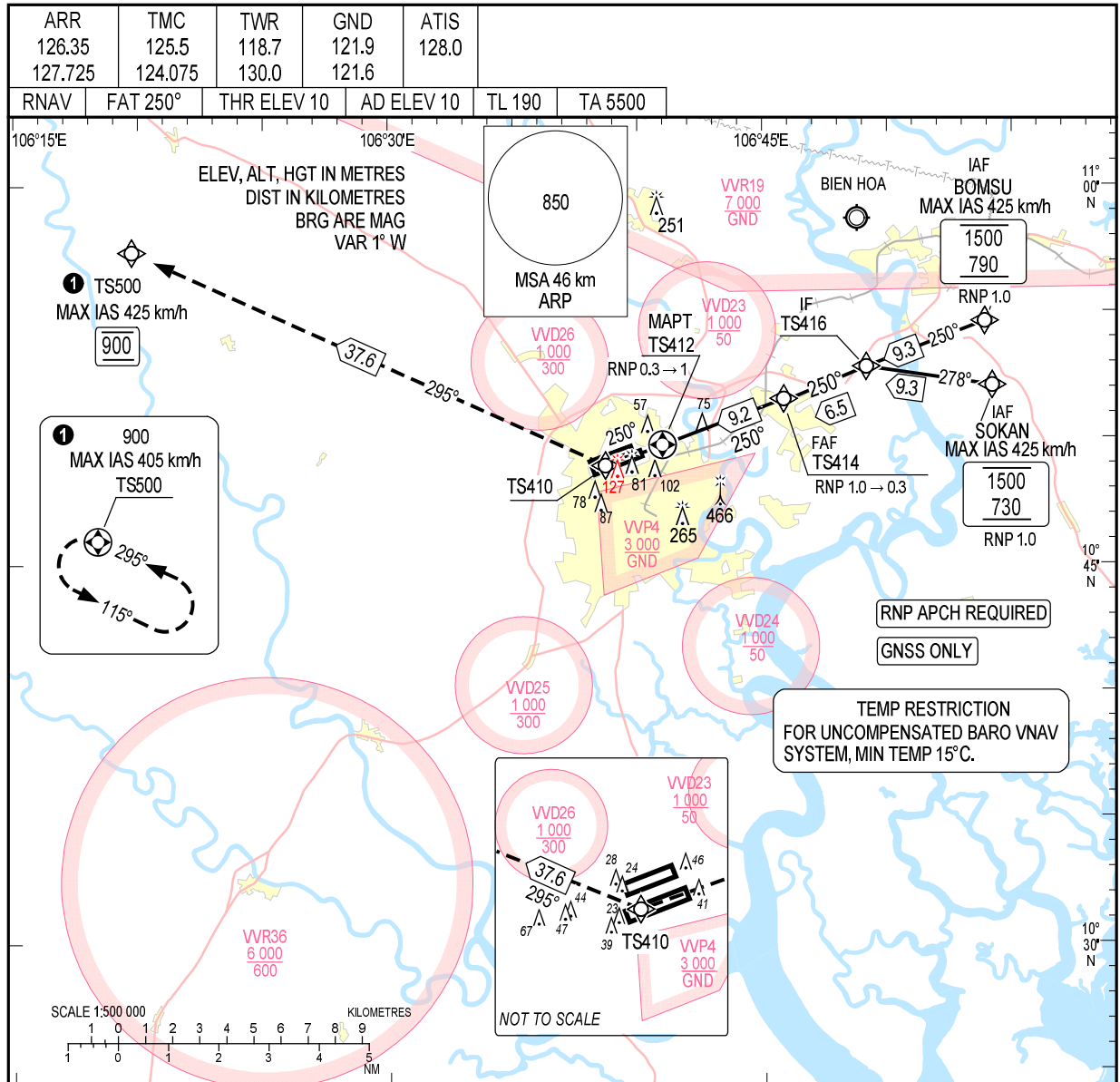
**3. WAYPOINT LIST**

WAYPOINT ID	COORDINATES (WGS-84)	
RW07R	10°48'49.856"N	106°38'36.223"E
SAMDU	10°40'53.045"N	106°27'04.614"E
TS500	10°57'14.000"N	106°20'00.000"E
TS510	10°48'29.700"N	106°37'42.900"E
TS514	10°46'40.025"N	106°32'52.503"E
TS516	10°45'20.380"N	106°29'21.829"E
TS554	10°49'55.430"N	106°41'29.990"E
TS556	10°54'59.520"N	106°39'32.560"E

**INSTRUMENT  
APPROACH  
CHART – ICAO**

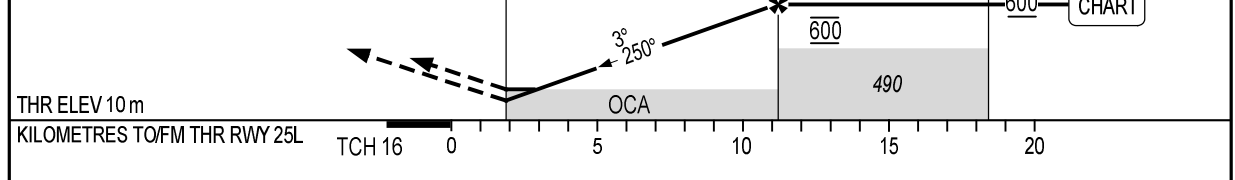
AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25L – ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP Y RWY 25L**



KILOMETRES TO NEXT WPT	TS412	0.5	2	4	6	8	9.2
ALT		155	240	335	440	545	600

MISSED APPROACH:  
PROCEED TO TS412, TURN RIGHT TO  
TS500 AT 900 m, JOIN HOLDING  
PATTERN OR FOLLOW TAN SON NHAT  
TWR INSTRUCTIONS.



OCA(H)	A	B	C	D	GS	km/h	100	150	200	250	300
LNAV/VNAV	127 (117)	130 (120)	133 (123)	136 (126)	ROD 3.0°	m/s	1.46	2.18	2.91	3.64	4.37
LNAV	155 (145)				FAF-MAPT 9.2 km	min:s	5:32	3:41	2:46	2:13	1:51
CIRCLING	NOT APPLICABLE										

CHANGE: OCA/H LNAV/VNAV, ADDITION OF OBSTACLE.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25L - ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP Y RWY 25L**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SOKAN	-	-	+1	-	-	-1500 +730	-425	-	RNP APCH
020	TF	TS416	-	278 (277.0)	+1	9.3	-	+600	-	-	RNP APCH
010	IF	BOMSU	-	-	+1	-	-	-1500 +790	-425	-	RNP APCH
020	TF	TS416	-	250 (249.1)	+1	9.3	-	+600	-	-	RNP APCH
010	IF	TS416	-	-	+1	-	-	+600	-	-	RNP APCH
020	TF	TS414	-	250 (249.1)	+1	6.5	-	@600	-	-	RNP APCH
030	TF	TS412 (MAPT)	Y	250 (249.1)	+1	9.2	-	@126	-	-3°	RNP APCH
040	CF	TS410	-	250 (249.1)	+1	-	-	-	-	-	RNP APCH
050	TF	TS500	-	295 (294.1)	+1	37.6	-	@900	-425	-	RNP APCH
060	HM	TS500	-	295 (294.0)	+1	-	L	@900	-405	-	RNP APCH

**2. HOLDING PROCEDURES**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TS500	295 (294.0)	+1	60	L	@900	-405	RNP APCH

**3. WAYPOINT LIST**

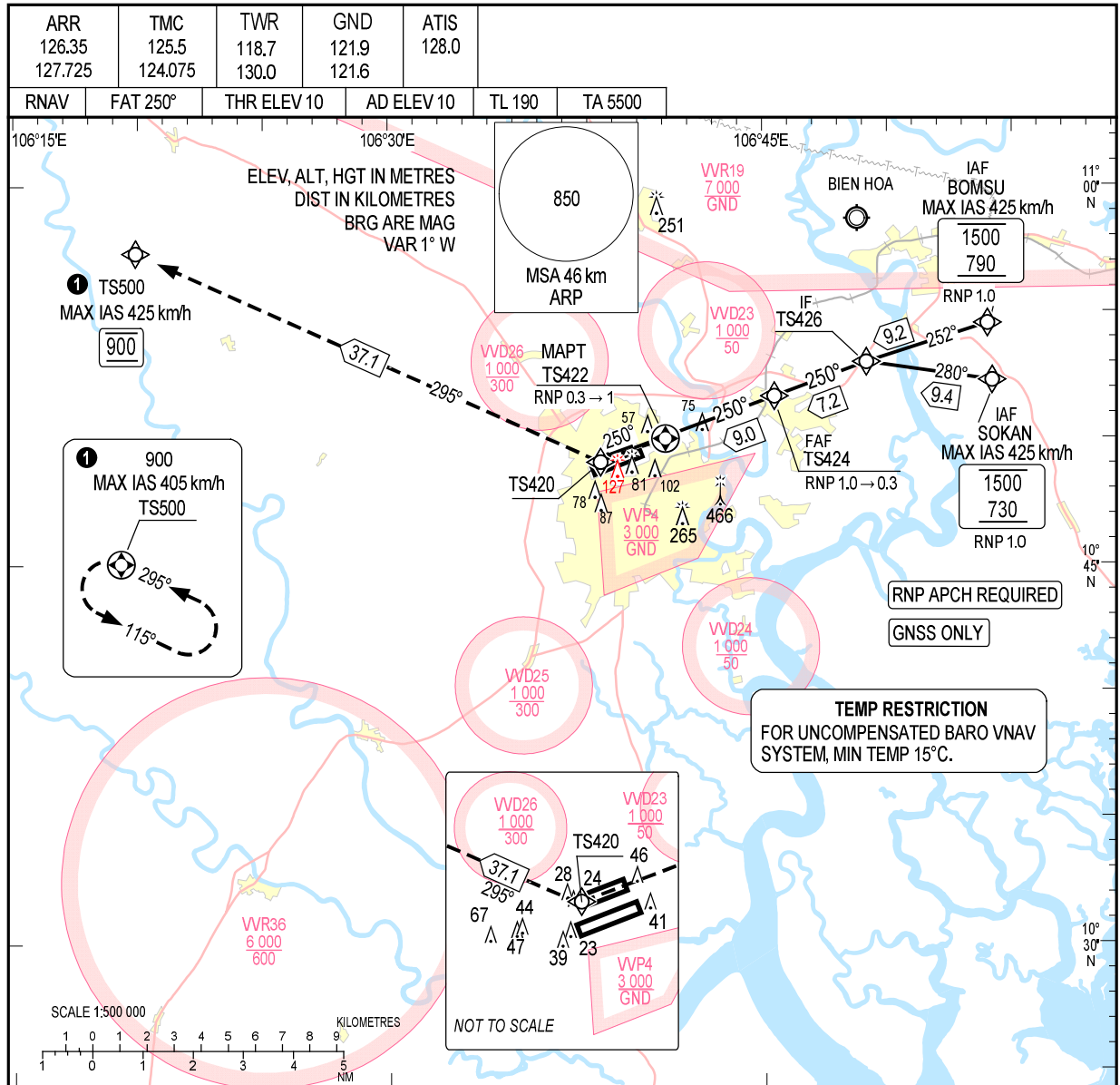
WAYPOINT ID	COORDINATES (WGS-84)	
BOMSU	10°54'37.875"N	106°53'59.311"E
RW25L	10°49'25.371"N	106°40'10.310"E
SOKAN	10°52'13.005"N	106°54'17.156"E
TS410	10°48'54.900"N	106°38'49.500"E
TS412	10°49'47.600"N	106°41'09.300"E
TS414	10°51'34.623"N	106°45'52.927"E
TS416	10°52'49.791"N	106°49'12.348"E
TS500	10°57'14.000"N	106°20'00.000"E



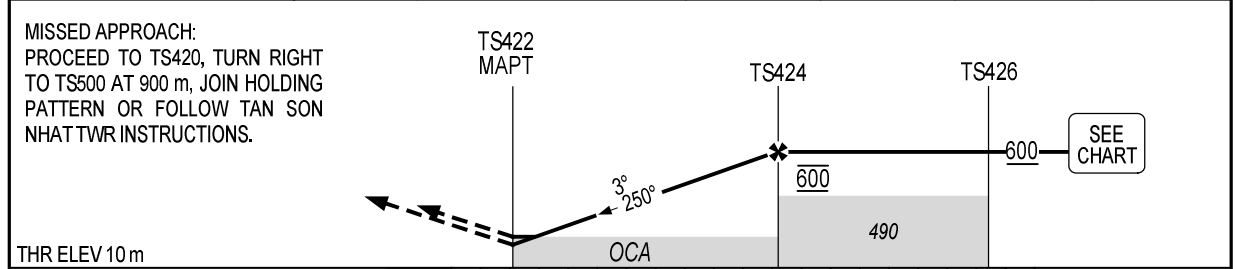
**INSTRUMENT  
APPROACH  
CHART – ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25R - ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP Y RWY 25R**



KILOMETRES TO NEXT WPT	TS422	0.5	2	4	6	8	9.0
ALT		160	240	345	450	555	600



OCA(H)	A	B	C	D	GS	km/h	100	150	200	250	300
LNAV/VNAV	132 (122)	135 (125)	138 (128)	141 (131)	ROD 3.0°	m/s	1.46	2.18	2.91	3.64	4.37
LNAV	160 (150)				FAF-MAPT 9.0 km	mins	5:26	3:37	2:43	2:10	1:49
CIRCLING	NOT APPLICABLE										

CHANGE: OCA/H LNAV/VNAV, ADDITION OF OBSTACLE.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 10 m  
HEIGHTS RELATED TO  
THR RWY 25R - ELEV 10 m

**HO CHI MINH/TAN SON NHAT INTL (VVTS)  
RNP Y RWY 25R**

**1. TABULAR DESCRIPTION**

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (km)	Turn Direction	Altitude (m)	Speed limit (km/h)	VPA	Nav Spec
010	IF	SOKAN	-	-	+1	-	-	-1500 +730	-425	-	RNP APCH
020	TF	TS426	-	280 (279.3)	+1	9.4	-	+600	-	-	RNP APCH
010	IF	BOMSU	-	-	+1	-	-	-1500 +790	-425	-	RNP APCH
020	TF	TS426	-	252 (251.4)	+1	9.2	-	+600	-	-	RNP APCH
010	IF	TS426	-	-	+1	-	-	+600	-	-	RNP APCH
020	TF	TS424	-	250 (249.1)	+1	7.2	-	@600	-	-	RNP APCH
030	TF	TS422 (MAPT)	Y	250 (249.1)	+1	9.0	-	@136	-	-3°	RNP APCH
040	CF	TS420	-	250 (249.1)	+1	-	-	-	-	-	RNP APCH
050	TF	TS500	-	295 (294.1)	+1	37.1	-	@900	-425	-	RNP APCH
060	HM	TS500	-	295 (294.0)	+1	-	L	@900	-405	-	RNP APCH

**2. HOLDING PROCEDURES**

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (s)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
TS500	295 (294.0)	+1	60	L	@900	-405	RNP APCH

**3. WAYPOINT LIST**

WAYPOINT ID	COORDINATES (WGS-84)	
BOMSU	10°54'37.875"N	106°53'59.311"E
RW25R	10°49'29.480"N	106°39'47.432"E
SOKAN	10°52'13.005"N	106°54'17.156"E
TS420	10°49'01.800"N	106°38'34.000"E
TS422	10°49'53.800"N	106°40'51.800"E
TS424	10°51'38.765"N	106°45'30.124"E
TS426	10°53'02.523"N	106°49'12.337"E
TS500	10°57'14.000"N	106°20'00.000"E

**LANDING MINIMA****1. ILS approach procedures**

ILS z, ILS y, ILS x, ILS w approach procedure for RWY 07R	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	130	1 600	1 800
	C, D	135	1 700	1 900

ILS x approach procedure for RWY 25R	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B, C	80	800	1 000
	D	85	900	1 200

ILS z, ILS y, ILS w approach procedure for RWY 07R in case of GP unserviceable	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B, C, D	145		2 400

ILS y, ILS x, ILS w approach procedure for RWY 25L	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B, C	110	900	1 200
	D	115	1 000	1 300

ILS x approach procedure for RWY 07R in case of GP unserviceable	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B, C, D	150		2 500

ILS y, ILS w approach procedure for RWY 25L in case of GP unserviceable	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B, C, D	145		2 100

ILS x approach procedure for RWY 25L in case of GP unserviceable	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B, C, D	170		2 400

ILS x approach procedure for RWY 25R in case of GP unserviceable	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	150		2 200
	C, D	150		2 800

**2. RNP approach procedures**

RNP, RNP y approach procedure (LNAV/VNAV) for RWY 07L	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	130	1 600	1 900
	C, D	135	1 700	2 200

RNP approach procedure (LNAV) for RWY 07L	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	180		2 400
	C, D	180		3 000

RNP y approach procedure (LNAV) for RWY 07L	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	150		2 200
	C, D	150		2 500

RNP approach procedure (LNAV/VNAV) for RWY 07R	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	125	1 500	1 800
	C, D	135	1 600	2 000

RNP approach procedure (LNAV) for RWY 07R	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	175		2 400
	C, D	175		3 000
RNP y approach procedure (LNAV/VNAV) for RWY 07R	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	135	1 700	2 000
	C, D	140	1 800	2 200
RNP y approach procedure (LNAV) for RWY 07R	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	150		2 100
	C, D	150		2 500
RNP approach procedure (LNAV/VNAV) for RWY 25L	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	110	900	1 100
	C, D	115	1 000	1 400
RNP approach procedure (LNAV) for RWY 25L	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	160		2 200
	C, D	160		2 400
RNP y approach procedure (LNAV/VNAV) for RWY 25L	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	125	1 200	1 500
	C, D	130	1 300	1 600
RNP y approach procedure (LNAV) for RWY 25L	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	150	1 500	2 200
	C, D	150	1 800	2 600
RNP approach procedure (LNAV/VNAV) for RWY 25R	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	130	1 300	1 500
	C, D	135	1 400	2 000
RNP approach procedure (LNAV) for RWY 25R	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	175		2 400
	C, D	175		2 800
RNP y approach procedure (LNAV/VNAV) for RWY 25R	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	130	1 200	1 600
	C, D	135	1 300	1 800
RNP y approach procedure (LNAV) for RWY 25R	<b>ACFT CAT</b>	<b>Ceiling (M)</b>	<b>RVR (M)</b>	<b>Visibility (M)</b>
	A, B	150	1 500	2 200
	C, D	150	1 800	2 600