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

**AIRAC**
**AIP SUP**
**A21/21**
**Có hiệu lực từ**
***Effective from***
**09 SEP 2021**
**Được xuất bản vào**
***Published on***
**29 JUL 2021**

# SỬA ĐỔI CÁC SƠ ĐỒ PHƯƠNG THỨC BAY VÀ TIÊU CHUẨN KHAI THÁC TỐI THIỂU TẠI SÂN BAY NỘI BÀI

# *REVISION OF FLIGHT PROCEDURE CHARTS AND AERODROME OPERATING MINIMA AT NOI BAI AERODROME*

## 1 GIỚI THIỆU

Tập bổ sung AIP theo chu kỳ AIRAC này nhằm thông báo về việc sửa đổi các sơ đồ phương thức bay và tiêu chuẩn khai thác tối thiểu tại sân bay Nội Bài.

Tập bổ sung AIP theo chu kỳ AIRAC này sẽ có hiệu lực từ **00h00 ngày 9/9/2021 (giờ quốc tế).**

## 2 CHI TIẾT

**Sửa đổi các sơ đồ phương thức bay và tiêu chuẩn khai thác tối thiểu, cụ thể như sau:**

a. Tiêu chuẩn khai thác tối thiểu.
(Tham chiếu AIP Việt Nam, các trang VVNB AD 2.24-2 ngày 30/7/2021 và VVNB AD 2.24-2a ngày 30/7/2017).

b. Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) RNAV và bảng mã hóa phương thức đường CHC 29L/R: JULUN 1C/1D, DIHAI 1A/1B, FINAM 1A/1B, XUNBI 1A/1B, LENNU 1A/1B.
(Tham chiếu AIP Việt Nam, các trang VVNB AD 2.24-8e, VVNB AD 2.24-8e-1, VVNB AD 2.24-8e-1a, VVNB AD 2.24-8e-2, VVNB AD 2.24-8e-2a ngày 30/7/2017).

c. Sơ đồ phương thức tiếp cận bằng thiết bị VOR Z đường CHC 11R.
(Tham chiếu AIP Việt Nam, trang VVNB AD 2.24-11f ngày 30/7/2017).

d. Sơ đồ phương thức tiếp cận bằng thiết bị ILS Y (CAT I) đường CHC 11R.
(Tham chiếu AIP Việt Nam, trang VVNB AD 2.24-11g (ILS Y (CAT I, CAT II) đường CHC 11R) ngày 30/7/2017).

e. Sơ đồ phương thức tiếp cận bằng thiết bị ILS Z (CAT I) đường CHC 11R.
(Tham chiếu AIP Việt Nam, trang VVNB AD 2.24-11h (ILS Z (CAT I, CAT II) đường CHC 11R) ngày 30/7/2017).

f. Sơ đồ phương thức tiếp cận bằng thiết bị VOR Y đường CHC 11R.
(Tham chiếu AIP Việt Nam, trang VVNB AD 2.24-11i ngày 30/7/2017).

## *1 INTRODUCTION*

*This AIRAC AIP Supplement aims at notifying the revision of flight procedure chats and AD operating minima at Noi Bai Aerodrome.*

*This AIRAC AIP Supplement shall become effective from **0000 on 9 SEP 2021 (UTC).***

## *2 DETAILS*

***Revision of flight procedure chats and aerodrome operating minima with details as follows:***

*a. AD operating minima.*
*(Refer to AIP Viet Nam, pages VVNB AD 2.24-2 dated 30 JUL 2021 and VVNB AD 2.24-2a dated 30 JUL 2017).*

*b. Standard Departure Chart – Instrument (SID) RNAV and procedure coding RWY 29L/R: JULUN 1C/1D, DIHAI 1A/1B, FINAM 1A/1B, XUNBI 1A/1B, LENNU 1A/1B.*

*(Refer to AIP Viet Nam, pages VVNB AD 2.24-8e, VVNB AD 2.24-8e-1, VVNB AD 2.24-8e-1a, VVNB AD 2.24-8e-2, VVNB AD 2.24-8e-2a dated 30 JUL 2017).*

*c. Instrument Approach Chart – VOR Z RWY 11R.*

*(Refer to AIP Viet Nam, page VVNB AD 2.24-11f dated 30 JUL 2017).*

*d. Instrument Approach Chart – ICAO – ILS Y (CAT I) RWY 11R.*
*(Refer to AIP Viet Nam, page VVNB AD 2.24-11g (ILS Y (CAT I, CAT II) RWY 11R) dated 30 JUL 2017).*

*e. Instrument Approach Chart – ILS Z (CAT I) RWY 11R.*

*(Refer to AIP Viet Nam, page VVNB AD 2.24-11h (ILS Z (CAT I, CAT II) RWY 11R) dated 30 JUL 2017).*

*f. Instrument Approach Chart – VOR Y RWY 11R.*

*(Refer to AIP Viet Nam, page VVNB AD 2.24-11i dated 30 JUL 2017).*

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g. Sơ đồ phương thức tiếp cận bằng thiết bị VOR đường CHC 29L.
(Tham chiếu AIP Việt Nam, trang VVNB AD 2.24-11l ngày 30/7/2017).

*g. Instrument Approach Chart – VOR RWY 29L.*

*(Refer to AIP Viet Nam, page VVNB AD 2.24-11l dated 30 JUL 2017).*

h. Sơ đồ phương thức tiếp cận bằng thiết bị ILS X đường CHC 29L.
(Tham chiếu AIP Việt Nam, trang VVNB AD 2.24-11m ngày 30/7/2017).

*h. Instrument Approach Chart – ILS X RWY 29L.*

*(Refer to AIP Viet Nam, page VVNB AD 2.24-11m dated 30 JUL 2017).*

i. Sơ đồ phương thức tiếp cận bằng thiết bị ILS Y đường CHC 29L.
(Tham chiếu AIP Việt Nam, trang VVNB AD 2.24–11n ngày 30/7/2017).

*i. Instrument Approach Chart – ILS Y RWY 29L.*

*(Refer to AIP Viet Nam, page VVNB AD 2.24-11n dated 30 JUL 2017).*

k. Sơ đồ phương thức tiếp cận bằng thiết bị ILS Z đường CHC 29L.
(Tham chiếu AIP Việt Nam, trang VVNB AD 2.24-11o ngày 30/7/2017).

*k. Instrument Approach Chart – ILS Z RWY 29L.*

*(Refer to AIP Viet Nam, page VVNB AD 2.24-11o dated 30 JUL 2017).*

## 3 HIỆU LỰC

Tập bổ sung AIP theo chu kỳ AIRAC này sẽ có hiệu lực từ **00h00 ngày 9/9/2021 (giờ quốc tế).**

## *3 EFFECT*

*This AIRAC AIP Supplement shall become effective from **0000 on 9 SEP 2021 (UTC)**.*

## 4 HỦY BỎ

Tập bổ sung AIP theo chu kỳ AIRAC này sẽ còn hiệu lực cho đến khi các thông tin được đưa vào AIP Việt Nam.

Tập bổ sung AIP theo chu kỳ AIRAC này gồm 14 phụ đính như sau:

## *4 CANCELLATION*

*This AIRAC AIP Supplement shall remain in force until its information has been incorporated into AIP Viet Nam.*

*This AIRAC AIP Supplement consists of 14 attachments as follows:*

| | | |
|---|---|---|
| Tiêu chuẩn khai thác tối thiểu | AIRAC AIP SUP A23/21-3 | AD Operating Minima |
| Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNAV Đường CHC 29L/R: JULUN 1C/1D, DIHAI 1A/1B, FINAM 1A/1B, XUNBI 1A/1B, LENNU 1A/1B | AIRAC AIP SUP A23/21-4 | Standard Departure Chart – Instrument (SID) – ICAO – RNAV RWY 29L/R: JULUN 1C/1D, DIHAI 1A/1B, FINAM 1A/1B, XUNBI 1A/1B, LENNU 1A/1B |
| Bảng mã hóa phương thức – Đường CHC 29L | AIRAC AIP SUP A23/21-4a | Procedure coding – RWY 29L |
| Bảng mã hóa phương thức – Đường CHC 29L | AIRAC AIP SUP A23/21-4a-1 | Procedure coding – RWY 29L |
| Bảng mã hóa phương thức – Đường CHC 29R | AIRAC AIP SUP A23/21-4b | Procedure coding – RWY 29R |
| Bảng mã hóa phương thức – Đường CHC 29R | AIRAC AIP SUP A23/21-4b-1 | Procedure coding – RWY 29R |
| Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO – Đường CHC 11R: VOR Z | AIRAC AIP SUP A23/21-5 | Instrument Approach chart – ICAO – VOR Z RWY 11R |
| Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO – Đường CHC 11R: ILS Y CAT I | AIRAC AIP SUP A23/21-6 | Instrument Approach chart – ICAO – ILS Y (CAT I) RWY 11R |
| Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO – Đường CHC 11R: ILS Z CAT I | AIRAC AIP SUP A23/21-7 | Instrument Approach Chart – ICAO – ILS Z (CAT I) RWY 11R |
| Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO – Đường CHC 11R: VOR Y | AIRAC AIP SUP A23/21-8 | Instrument Approach Chart – ICAO – VOR Y RWY 11R |
| Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO – Đường CHC 29L: VOR | AIRAC AIP SUP A23/21-9 | Instrument Approach Chart – ICAO – VOR RWY 29L |
| Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO – Đường CHC 29L: ILS X | AIRAC AIP SUP A23/21-10 | Instrument Approach Chart – ICAO – ILS X RWY 29L |
| Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO – Đường CHC 29L: ILS Y | AIRAC VVNB AD 2.24-11 | Instrument Approach Chart – ICAO – ILS Y RWY 29L |
| Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO – Đường CHC 29L: ILS Z | AIRAC VVNB AD 2.24-12 | Instrument Approach Chart – ICAO – ILS Z RWY 29L |

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**AD OPERATING MINIMA** **NOI BAI WEATHER MNM**

**VVNB**

**Take-off minima for RWY 11L/29R and 11R/29L**

| RWY | ACFT CAT | RVR (M) | Visibility (M) |
|---|---|---|---|
| **11L/29R** | A, B | | 400 |
| | C | | 500 |
| | D | | 600 |
| **11R** | A, B | 300 | **400** |
| | C | 400 | **500** |
| | **D** | **500** | **600** |
| **29L** | A, B | 300 | **400** |
| | C | 400 | **500** |
| | D | 500 | **600** |

***Notes:*** *1. Take-off alternate aerodromes:*

- *For international flights: Da Nang, Cat Bi, **Van Don**, Vientiane and other appropriate aerodromes.*
- *For domestic flights: Da Nang, Cat Bi, **Van Don, Tho Xuan**, Vinh, **Dong Hoi**.*

*2. When take-off alternate aerodrome cannot be chosen, the operational minima for take-off will be the value for landing as appropriate.*

**Landing minima for RWY 11R/29L**

| ILS Y, ILS Z approach procedures for RWY 11R (CAT I) | ACFT CAT | Ceiling (M) | RVR (M) | Visibility (M) |
|---|---|---|---|---|
| | A, B, C, D | 60 | 550 | 800 |

| ILS Y, ILS Z approach procedures for RWY 11R (in case of GP unserviceable) | ACFT CAT | Ceiling (M) | RVR (M) | Visibility (M) |
|---|---|---|---|---|
| | A, B | 140 | | 1 600 |
| | C | 140 | | 2 000 |
| | D | 140 | | 2 400 |

| ILS X, ILS Y, ILS Z approach procedures for RWY 29L | ACFT CAT | Ceiling (M) | RVR (M) | Visibility (M) |
|---|---|---|---|---|
| | A, B, | 80 | **900** | **1 200** |
| | C, D | 85 | **900** | **1 300** |

| ILS X, ILS Y, ILS Z approach procedures for RWY 29L (in case of GP unserviceable) | ACFT CAT | Ceiling (M) | RVR (M) | Visibility (M) |
|---|---|---|---|---|
| | A, B | 140 | | 2 000 |
| | C | 140 | | 2 400 |
| | D | 140 | | 2 800 |

***Notes:*** *1. Changed values are bold.*

*2. CAT II for RWY 11R is temporarily not applied during this period, after completing all related new equipment systems, CAAV will promulgate CAT II operation for RWY 11R.*

*Operating minima values related to RWY 11L/29R remain unchanged.*

*Operating minima values of VOR, NDB for RWY 11R/29L remain unchanged.*

*Operating minima values of circling for RWY 11L/29R and RWY 11R/29L remain unchanged.*

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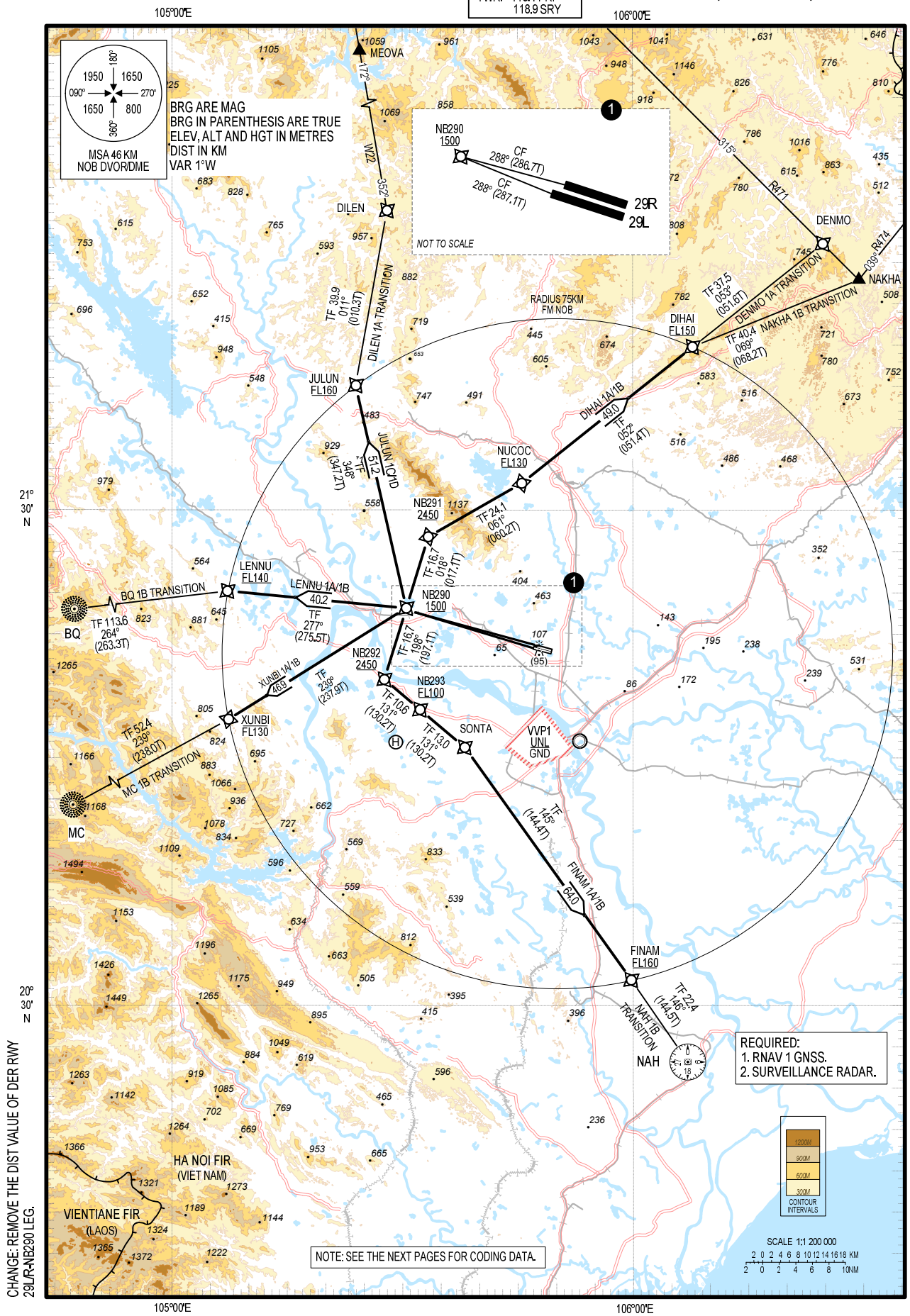
**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE 2750M

TMC: 125.1 PRI 126.575 SRY
ARR: 121.0 PRI 120.075 SRY
TWR: 118.4 PRI 118.9 SRY

# HA NOI/NOI BAI INTL (VVNB)
## RNAV RWY 29L/R
## JULUN 1C/1D, DIHAI 1A/1B, FINAM 1A/1B, XUNBI 1A/1B, LENNU 1A/1B




CHANGE: REMOVE THE DIST VALUE OF DER RWY 29L/R-NB290 LEG.

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# Procedure coding

**1. RNAV RWY 29L: DIHAI ONE ALPHA DEPARTURE (DIHAI 1A)**

| Serial number | PathDescriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | TurnDirection | Altitude(m) | Speed (km/h) | VPA/ TCH | NAVSpec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CF | NB290 | - | 288°(287.1°) | 01°W | - | - | +1500 | - | - | RNAV1 |
| 2 | TF | NB291 | - | 018°(017.1°) | 01°W | 16.7 | - | +2450 | - | - | RNAV1 |
| 3 | TF | NUCOC | - | 061°(060.2°) | 01°W | 24.1 | - | +FL130 | - | - | RNAV1 |
| 4 | TF | DIHAI | - | 052°(051.4°) | 01°W | 49.0 | - | +FL150 | - | - | RNAV1 |

**NOTE: MINIMUM PDG OF 5.5% UNTIL REACHING FL150.**

**DENMO 1A TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | DIHAI | - | - | 01°W | - | - | +FL150 | - | - | RNAV1 |
| 2 | TF | DENMO | - | 053°(051.6°) | 01°W | 37.5 | - | - | - | - | RNAV1 |

**NAKHA 1B TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | DIHAI | - | - | 01°W | - | - | +FL150 | - | - | RNAV1 |
| 2 | TF | NAKHA | - | 069°(068.2°) | 01°W | 40.4 | - | - | - | - | RNAV1 |

**2. RNAV RWY 29L: FINAM ONE ALPHA DEPARTURE (FINAM 1A)**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CF | NB290 | - | 288°(287.1°) | 01°W | - | - | +1500 | - | - | RNAV1 |
| 2 | TF | NB292 | - | 198°(197.1°) | 01°W | 16.7 | - | +2450 | - | - | RNAV1 |
| 3 | TF | NB293 | - | 131°(130.2°) | 01°W | 10.6 | - | +FL100 | - | - | RNAV1 |
| 4 | TF | SONTA | - | 131°(130.2°) | 01°W | 13.0 | - | - | - | - | RNAV1 |
| 5 | TF | FINAM | - | 145°(144.4°) | 01°W | 64.0 | - | +FL160 | - | - | RNAV1 |

**NOTE: MINIMUM PDG OF 5.5% UNTIL REACHING FL130.**

**NAH 1B TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | FINAM | - | - | 01°W | - | - | +FL160 | - | - | RNAV1 |
| 2 | TF | NAH | - | 146°(144.5°) | 01°W | 22.4 | - | - | - | - | RNAV1 |

**3. RNAV RWY 29L: XUNBI ONE ALPHA DEPARTURE (XUNBI 1A)**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CF | NB290 | - | 288°(287.1°) | 01°W | - | - | +1500 | - | - | RNAV1 |
| 2 | TF | XUNBI | - | 239°(237.9°) | 01°W | 46.9 | - | -FL130 | - | - | RNAV1 |

**NOTE: MINIMUM PDG OF 5.5% UNTIL REACHING 1500M.**

**MC 1B TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | XUNBI | - | - | 01°W | - | - | -FL130 | - | - | RNAV1 |
| 2 | TF | MC | - | 239°(238.0°) | 01°W | 52.4 | - | - | - | - | RNAV1 |

**4. RNAV RWY 29L: LENNU ONE ALPHA DEPARTURE (LENNU 1A)**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CF | NB290 | - | 288°(287.1°) | 01°W | - | - | +1500 | - | - | RNAV1 |
| 2 | TF | LENNU | - | 277°(275.5°) | 01°W | 40.2 | - | +FL140 | - | - | RNAV1 |

**NOTE: MINIMUM PDG OF 6% UNTIL REACHING FL140.**

**BQ 1B TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | LENNU | - | - | 01°W | - | - | +FL140 | - | - | RNAV1 |
| 2 | TF | BQ | - | 264°(263.3°) | 01°W | 113.6 | - | - | - | - | RNAV1 |

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# Procedure coding

**5. RNAV RWY 29L: JULUN ONE CHARLIE DEPARTURE (JULUN 1C)**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CF | NB290 | - | 288°(287.1°) | 01°W | - | - | +1500 | - | - | RNAV1 |
| 2 | TF | JULUN | - | 348°(347.2°) | 01°W | 51.2 | - | +FL160 | - | - | RNAV1 |

**NOTE: MINIMUM PDG OF 6% UNTIL REACHING FL160.**

**DILEN 1A TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | JULUN | - | - | 01°W | - | - | +FL160 | - | - | RNAV1 |
| 2 | TF | DILEN | - | 011°(010.3°) | 01°W | 39.9 | - | - | - | - | RNAV1 |

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# Procedure coding

**1. RNAV RWY 29R: DIHAI ONE BRAVO DEPARTURE (DIHAI 1B)**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CF | NB290 | - | 288°(286.7°) | 01°W | - | - | +1500 | - | - | RNAV1 |
| 2 | TF | NB291 | - | 018°(017.1°) | 01°W | 16.7 | - | +2450 | - | - | RNAV1 |
| 3 | TF | NUCOC | - | 061°(060.2°) | 01°W | 24.1 | - | +FL130 | - | - | RNAV1 |
| 4 | TF | DIHAI | - | 052°(051.4°) | 01°W | 49.0 | - | +FL150 | - | - | RNAV1 |

**NOTE: MINIMUM PDG OF 5.5% UNTIL REACHING FL150.**

**DENMO 1A TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | DIHAI | - | - | 01°W | - | - | +FL150 | - | - | RNAV1 |
| 2 | TF | DENMO | - | 053°(051.6°) | 01°W | 37.5 | - | - | - | - | RNAV1 |

**NAKHA 1B TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | DIHAI | - | - | 01°W | - | - | +FL150 | - | - | RNAV1 |
| 2 | TF | NAKHA | - | 069°(068.2°) | 01°W | 40.4 | - | - | - | - | RNAV1 |

**2. RNAV RWY 29R: FINAM ONE BRAVO DEPARTURE (FINAM 1B)**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CF | NB290 | - | 288°(286.7°) | 01°W | - | - | +1500 | - | - | RNAV1 |
| 2 | TF | NB292 | - | 198°(197.1°) | 01°W | 16.7 | - | +2450 | - | - | RNAV1 |
| 3 | TF | NB293 | - | 131°(130.2°) | 01°W | 10.6 | - | +FL100 | - | - | RNAV1 |
| 4 | TF | SONTA | - | 131°(130.2°) | 01°W | 13.0 | - | - | - | - | RNAV1 |
| 5 | TF | FINAM | - | 145°(144.4°) | 01°W | 64.0 | - | +FL160 | - | - | RNAV1 |

**NOTE: MINIMUM PDG OF 5.5% UNTIL REACHING FL130.**

**NAH 1B TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | FINAM | - | - | 01°W | - | - | +FL160 | - | - | RNAV1 |
| 2 | TF | NAH | - | 146°(144.5°) | 01°W | 22.4 | - | - | - | - | RNAV1 |

**3. RNAV RWY 29R: XUNBI ONE BRAVO DEPARTURE (XUNBI 1B)**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CF | NB290 | - | 288°(286.7°) | 01°W | - | - | +1500 | - | - | RNAV1 |
| 2 | TF | XUNBI | - | 239°(237.9°) | 01°W | 46.9 | - | -FL130 | - | - | RNAV1 |

**NOTE: MINIMUM PDG OF 5.5% UNTIL REACHING 1500M.**

**MC 1B TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | XUNBI | - | - | 01°W | - | - | -FL130 | - | - | RNAV1 |
| 2 | TF | MC | - | 239°(238.0°) | 01°W | 52.4 | - | - | - | - | RNAV1 |

**4. RNAV RWY29R: LENNU ONE BRAVO DEPARTURE (LENNU 1B)**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CF | NB290 | - | 288°(286.7°) | 01°W | - | - | +1500 | - | - | RNAV1 |
| 2 | TF | LENNU | - | 277°(275.5°) | 01°W | 40.2 | - | +FL140 | - | - | RNAV1 |

**NOTE: MINIMUM PDG OF 6% UNTIL REACHING FL140.**

**BQ 1B TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | LENNU | - | - | 01°W | - | - | +FL140 | - | - | RNAV1 |
| 2 | TF | BQ | - | 264°(263.3°) | 01°W | 113.6 | - | - | - | - | RNAV1 |

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# Procedure coding

**5. RNAV RWY 29R: JULUN ONE DELTA DEPARTURE (JULUN 1D)**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CF | NB290 | - | 288°(286.7°) | 01°W | - | - | +1500 | - | - | RNAV1 |
| 2 | TF | JULUN | - | 348°(347.2°) | 01°W | 51.2 | - | +FL160 | - | - | RNAV1 |

**NOTE: MINIMUM PDG OF 6% UNTIL REACHING FL160.**

**DILEN 1A TRANSITION**

| Serial number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Magnetic Variation | Distance (km) | Turn Direction | Altitude(m) | Speed (km/h) | VPA/ TCH | NAV Spec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | IF | JULUN | - | - | 01°W | - | - | +FL160 | - | - | RNAV1 |
| 2 | TF | DILEN | - | 011°(010.3°) | 01°W | 39.9 | - | - | - | - | RNAV1 |

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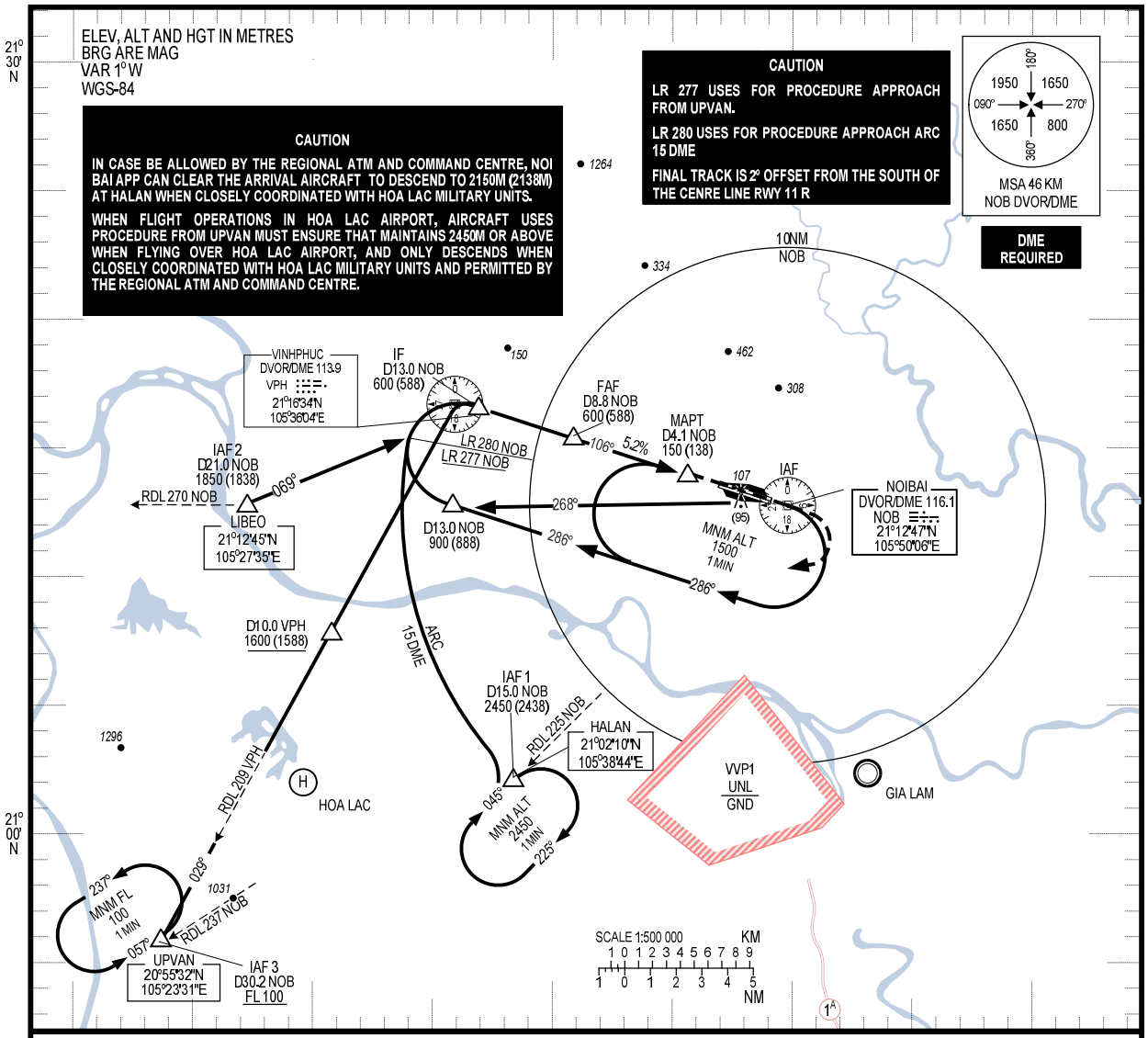
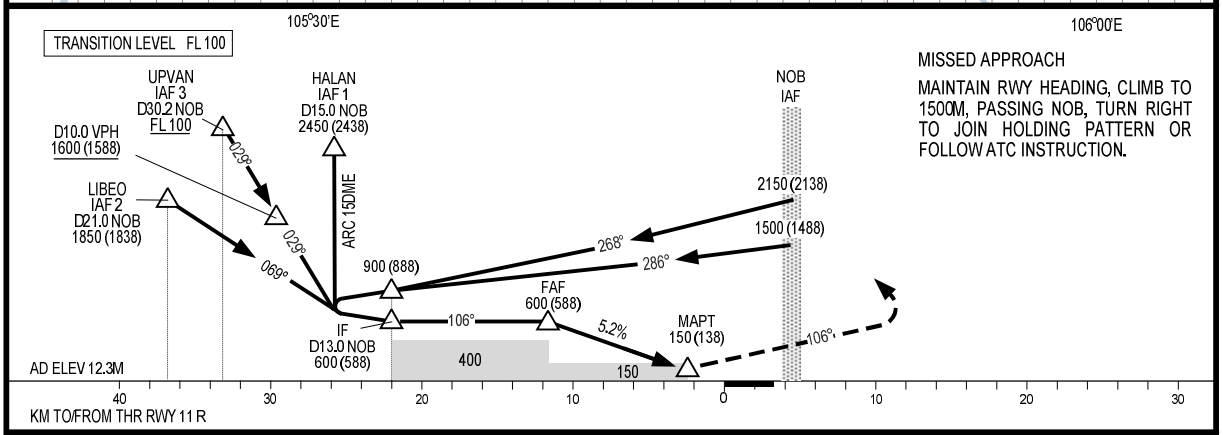
**INSTRUMENT APPROACH CHART - ICAO**

AERODROME ELEV 12.3M
HEIGHTS RELATED TO AERODROME ELEV

TMC: 125.1 PRI 126.575 SRY
ARR: 121.0 PRI 120.075 SRY
TWR: 118.4 PRI 118.9 SRY

**HA NOI/NOI BAI INTL (VVNB)**
**VOR Z RWY 11 R**




| | | | | | | GS | KM/H | 100 | 150 | 200 | 250 | 300 | 350 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | FAF-MAPT 8.704KM (4.7NM) | MIN:SEC | 5:33 | 3:58 | 2:40 | 2:08 | 1:46 | 1:31 |
| OCA (H) | A | B | C | D | | RATE OF DESCENT | M/S | 1.46 | 2.18 | 2.91 | 3.64 | 4.39 | 5.09 |
| STRAIGHT-IN APPROACH | 150 (138) | | | | | DISTANCE | DME | 8.8 | 8 | 7 | 6 | 5 | 4.1 |
| CIRCLING | 200 (188) | 360 (348) | 450 (438) | 600 (588) | | HEIGHT (QFE) | M | 588 | 510 | 413 | 316 | 219 | 138 |

*CIRCLING ONLY USE IN THE SOUTH OF RWY*

CHANGE: HEIGHT REFERENCE DATUM.

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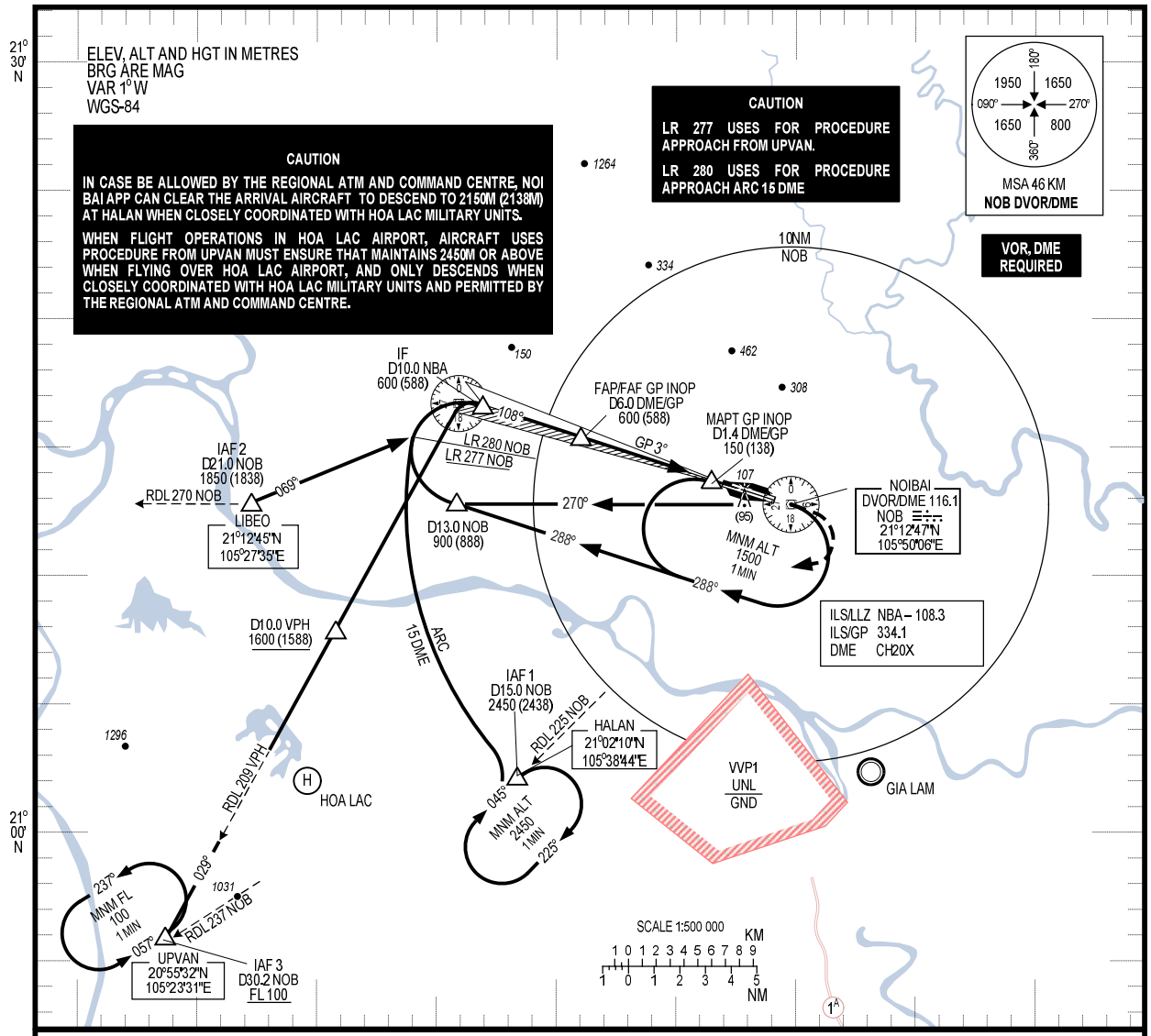
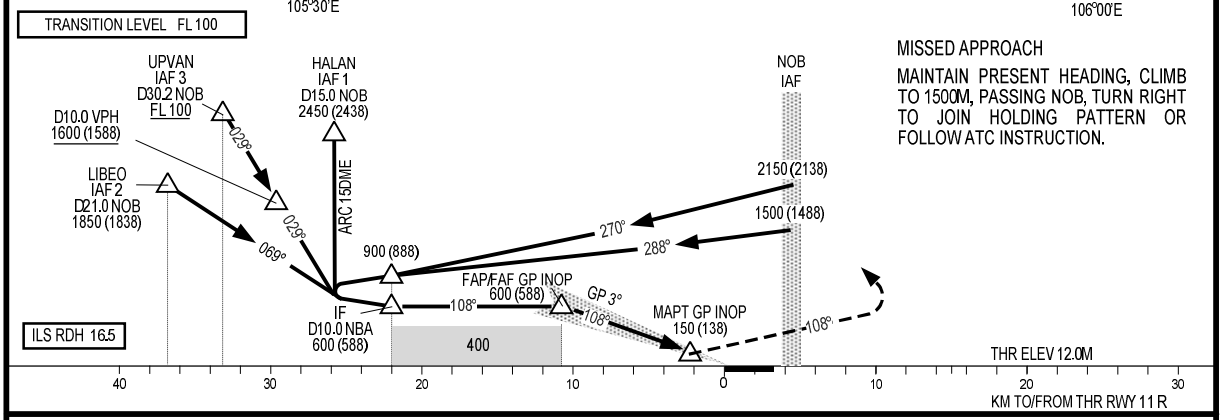
**INSTRUMENT APPROACH CHART - ICAO**

AERODROME ELEV 12.3M
HEIGHTS RELATED TO
THR RWY 11R - ELEV 12.0M

TMC: 125.1 PRI 126.575 SRY
ARR: 121.0 PRI 120.075 SRY
TWR: 118.4 PRI 118.9 SRY

**HA NOI/NOI BAI INTL (VVNB)**
**ILS Y (CAT I) RWY 11R**




| | DA/H | VIS | RVR |
|---|---|---|---|
| ILS CAT I | 72(60) | 800 | 550 |

| OCA/H | | | | | |
|---|---|---|---|---|---|
| OCA/H | | A | B | C | D |
| STRAIGHT-IN APPROACH | CAT I | 63(51) | 66(54) | 69(57) | 72(60) |
| | GP INOP | 150(138) | | | |
| CIRCLING | | 200 (188) | 360 (348) | 450 (438) | 600 (588) |

*CIRCLING ONLY USE IN THE SOUTH OF RWY*

| DISTANCE FROM FAF TO MAPT (GP INOP) = 4.6NM (8519M) | | | | | | | |
|---|---|---|---|---|---|---|---|
| GS | KM/H | 100 | 150 | 200 | 250 | 300 | 350 |
| TIME | MIN:SEC | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 | 1:27 |
| RATE OF DESCENT | M/S | 1.46 | 2.20 | 2.93 | 3.66 | 4.40 | 5.13 |

CHANGES: THR ELEV, RDH.

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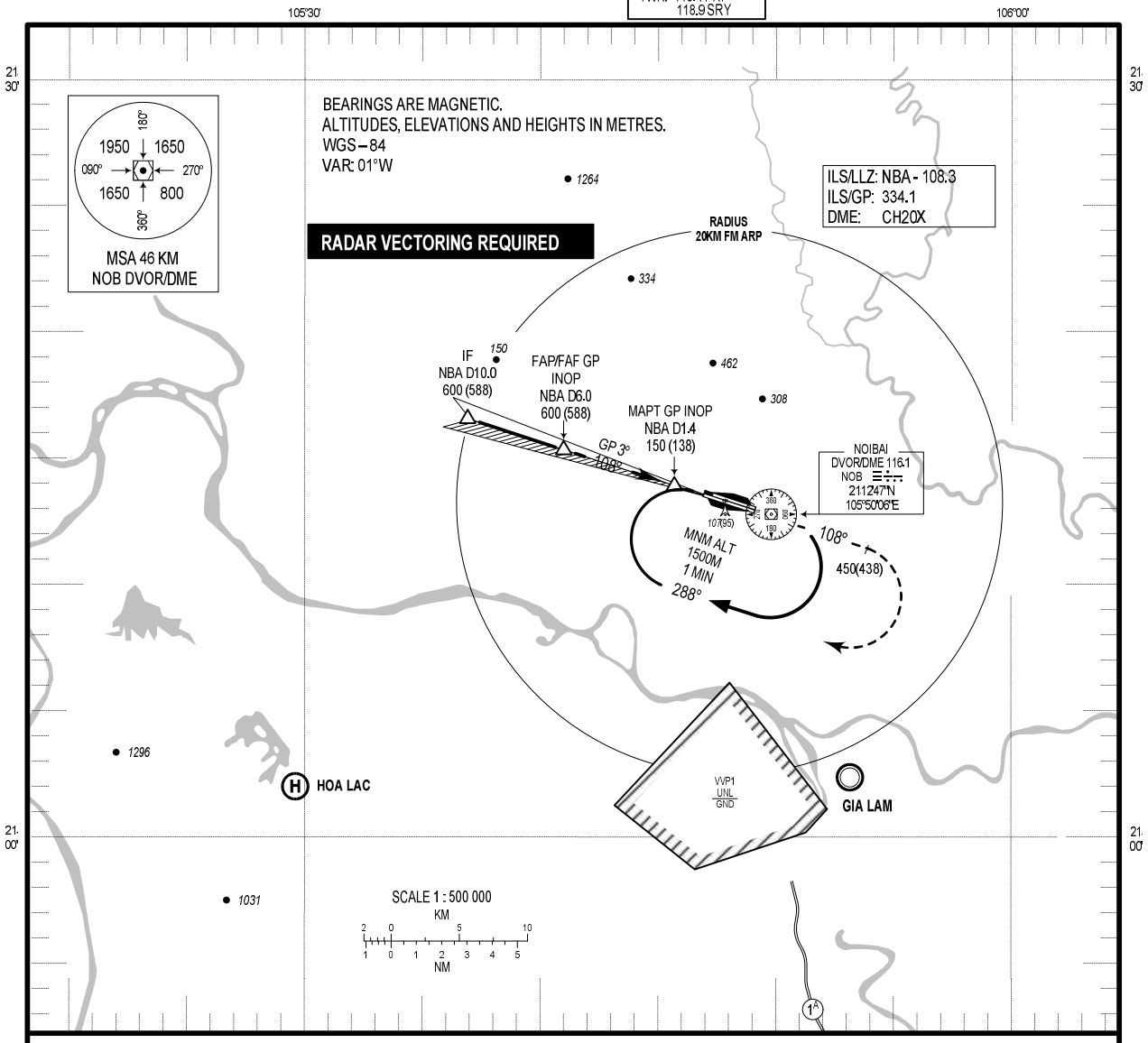
**INSTRUMENT APPROACH CHART - ICAO**

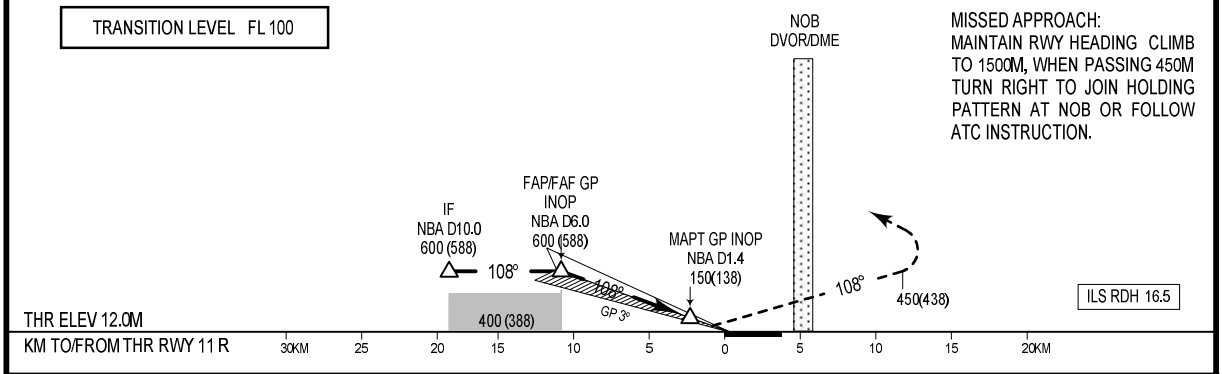
AERODROME ELEV 12.3M
HEIGHTS RELATED TO
THR RWY 11R - ELEV 12.0M

TMC: 125.1 PRI 126.575 SRY
ARR: 121.0 PRI 120.075 SRY
TWR: 118.4 PRI 118.9 SRY

**HA NOI/NOI BAI INTL (VVNB)**
**ILS Z (CAT I) RWY 11R**




TRANSITION LEVEL FL 100




MISSED APPROACH:
MAINTAIN RWY HEADING CLIMB TO 1500M, WHEN PASSING 450M TURN RIGHT TO JOIN HOLDING PATTERN AT NOB OR FOLLOW ATC INSTRUCTION.

ILS RDH 16.5

| | DA/H | VIS | RVR |
|---|---|---|---|
| ILS CAT I | 72(60) | 800 | 550 |

| OCA/H | | | | | |
|---|---|---|---|---|---|
| OCA/H | | A | B | C | D |
| STRAIGHT-IN APPROACH | CAT I | 63(51) | 66(54) | 69(57) | 72(60) |
| | GP INOP | 150(138) | | | |
| CIRCLING | | 200 (188) | 360 (348) | 450 (438) | 600 (588) |

*CIRCLING IS ONLY IN THE SOUTH OF RWY*

| DISTANCE FROM FAF TO MAPT (GP INOP) = 4.6NM (8519M) | | | | | | | |
|---|---|---|---|---|---|---|---|
| GS | KM/H | 100 | 150 | 200 | 250 | 300 | 350 |
| TIME | MIN:SEC | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 | 1:27 |
| RATE OF DESCENT | M/S | 1.46 | 2.20 | 2.93 | 3.66 | 4.40 | 5.13 |

CHANGES: THR ELEV, RDH.

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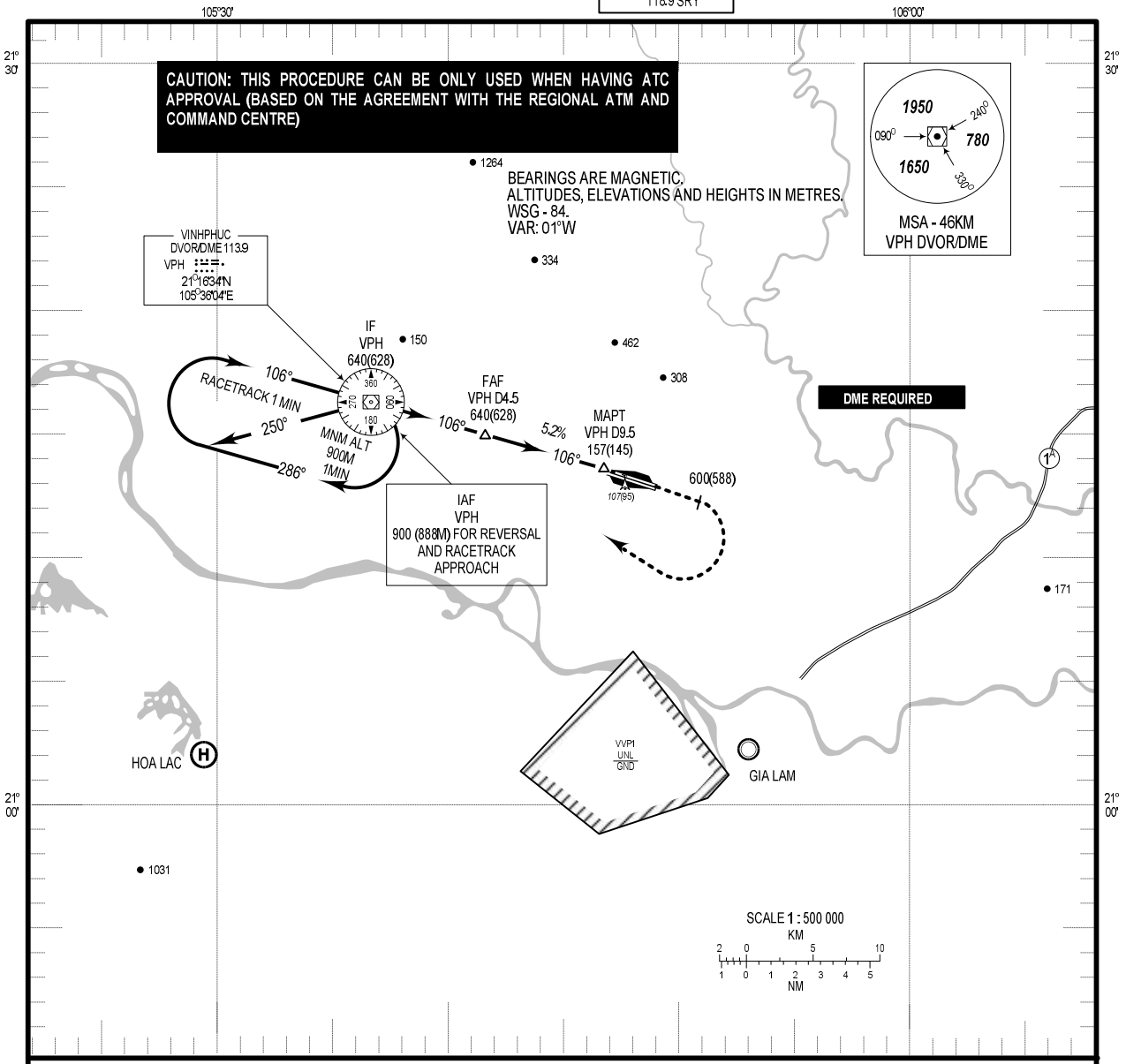
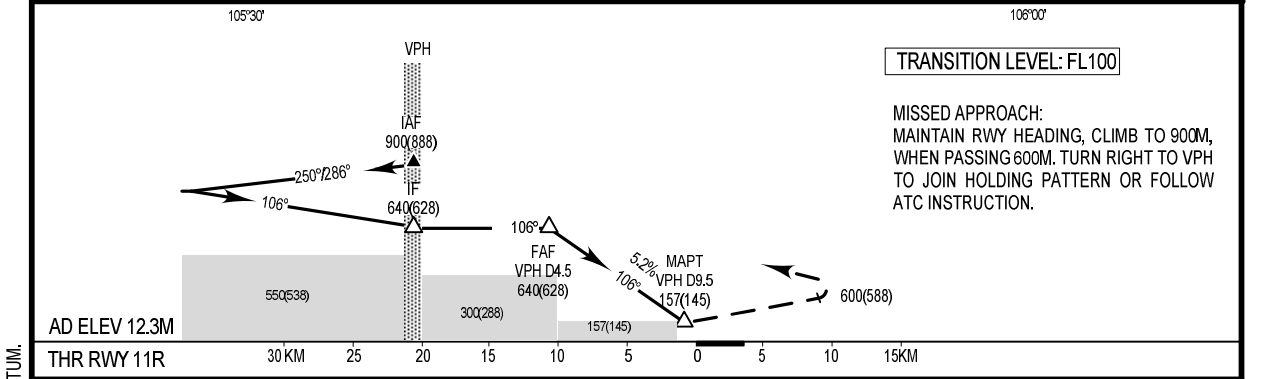
**INSTRUMENT APPROACH CHART - ICAO**

AERODROME ELEV 12.3M
HEIGHTS RELATED TO AERODROME ELEV

TMC: 125.1 PRI 126.575 SRY
ARR: 121.0 PRI 120.075 SRY
TWR: 118.4 PRI 118.9 SRY

**HA NOI/NOI BAI INTL (VVNB)**
**VOR Y RWY 11R**




**TRANSITION LEVEL: FL100**

MISSED APPROACH:
MAINTAIN RWY HEADING, CLIMB TO 900M, WHEN PASSING 600M. TURN RIGHT TO VPH TO JOIN HOLDING PATTERN OR FOLLOW ATC INSTRUCTION.

| OCA/H | A | B | C | D |
|---|---|---|---|---|
| STRAIGHT-IN APPROACH | 157(145) | | | |
| CIRCLING | 200(188) | 360(348) | 450(438) | 600(588) |

DISTANCE FROM FAF TO MAPT = 5 NM (9.260KM)

| SPEED (GS) | KM/H | 100 | 140 | 160 | 180 | 200 | 220 |
|---|---|---|---|---|---|---|---|
| TIME | MIN | 5:33 | 3:58 | 3:28 | 3:05 | 2:46 | 2:31 |
| RATE OF DESCENT | M/S | 1.46 | 2.04 | 2.33 | 2.62 | 2.91 | 3.2 |

| DME | 4.5 | 6 | 7 | 8 | 9.5 |
|---|---|---|---|---|---|
| HEIGHT | 628 | 482 | 385 | 288 | 145 |

CIRCLING ONLY IN THE SOUTH OF RWY

CHANGE: HEIGHT REFERENCE DATUM.

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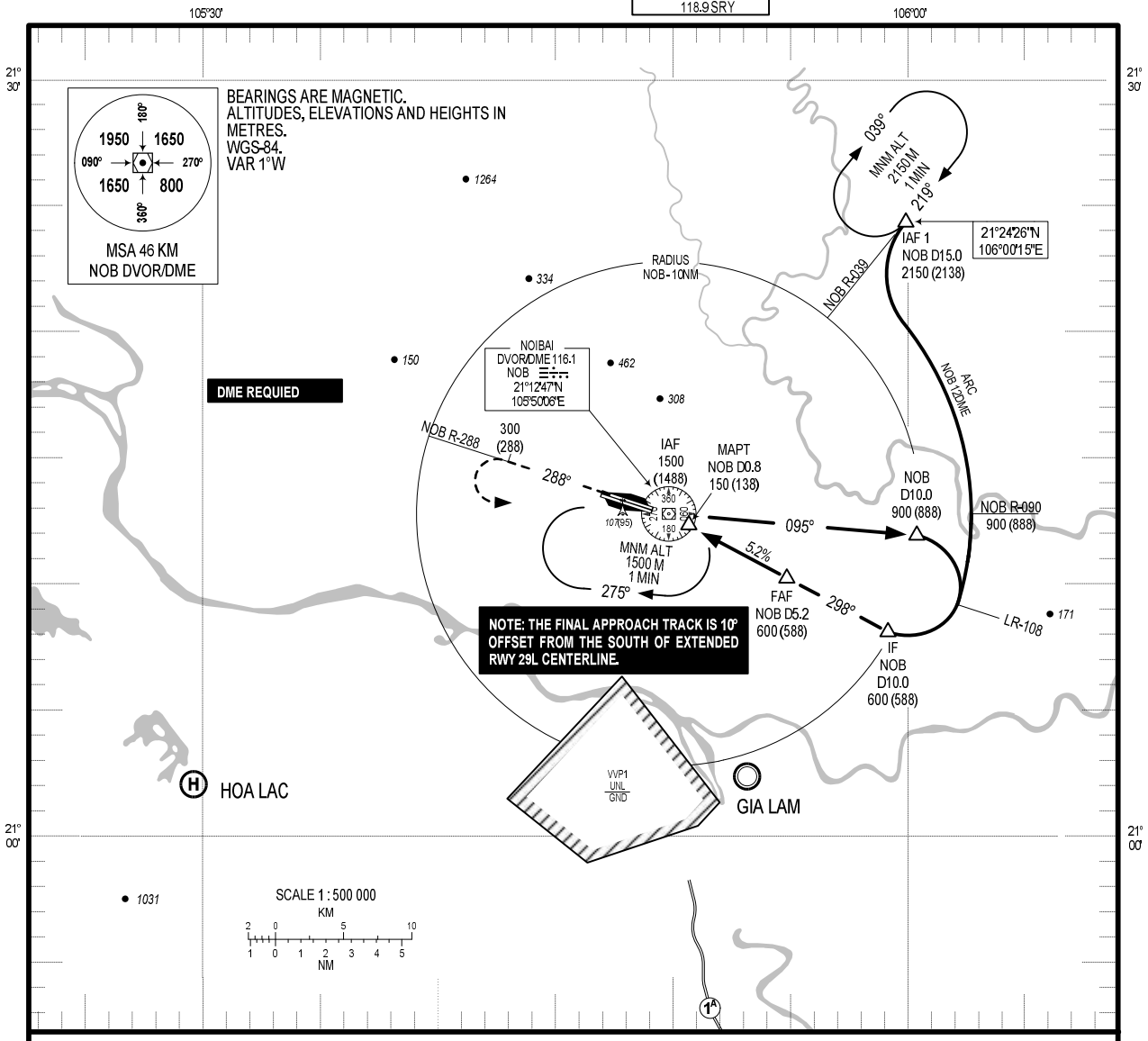
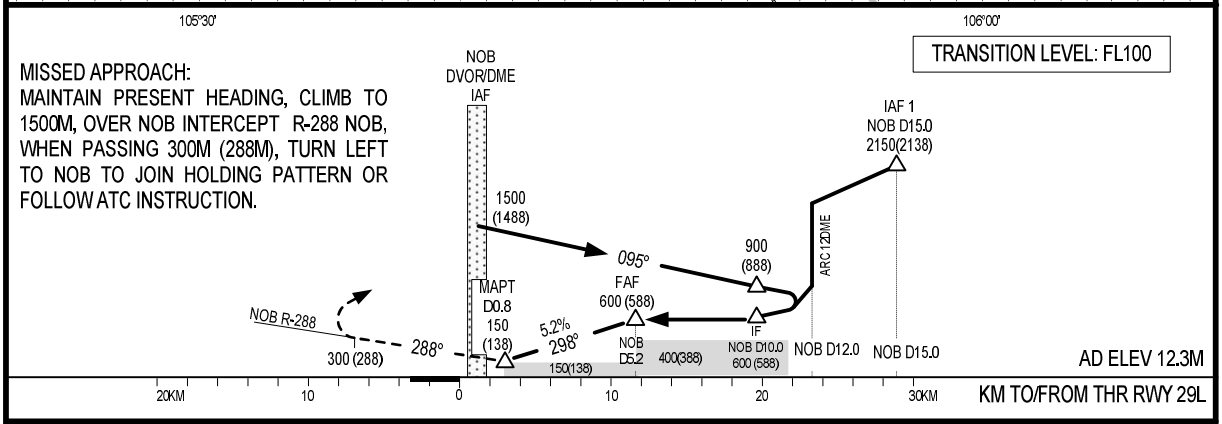
**INSTRUMENT APPROACH CHART - ICAO**

AERODROME ELEV 12.3M
HEIGHTS RELATED TO AERODROME ELEV

TMC: 125.1 PRI 126.575 SRY
ARR: 121.0 PRI 120.075 SRY
TWR: 118.4 PRI 118.9 SRY

**HA NOI/NOI BAI INT(VVNB) VOR RWY 29L**




DISTANCE FAF TO MAPT = 4.4NM (8.2KM)

| OCA/H | | | | |
|---|---|---|---|---|
| OCA/H | A | B | C | D |
| STRAIGHT-IN APPROACH | 150 (138) | | | |
| CIRCLING | 200 (188) | 360 (348) | 450 (438) | 600 (588) |

*CIRCLING ONLY IN THE SOUTH OF RWY.*

| GS | KM/H | 100 | 150 | 200 | 250 | 300 | 350 |
|---|---|---|---|---|---|---|---|
| TIME | MIN:SEC | 4:53 | 3:216 | 2:327 | 1:57 | 1:438 | 1:274 |
| RATE OF DESCENT | M/S | 1.45 | 2.18 | 2.91 | 3.63 | 4.36 | 5.09 |
| DISTANCE | DME | 5.2 | 4.0 | 3.0 | 2.0 | 1.0 | 0.8 |
| HEIGHT (QFE) | M | 588 | 452 | 355 | 258 | 161 | 138 |

CHANGES: HEIGHT REFERENCE DATUM, FAF, FAF-MAPT DIST AND TIME.

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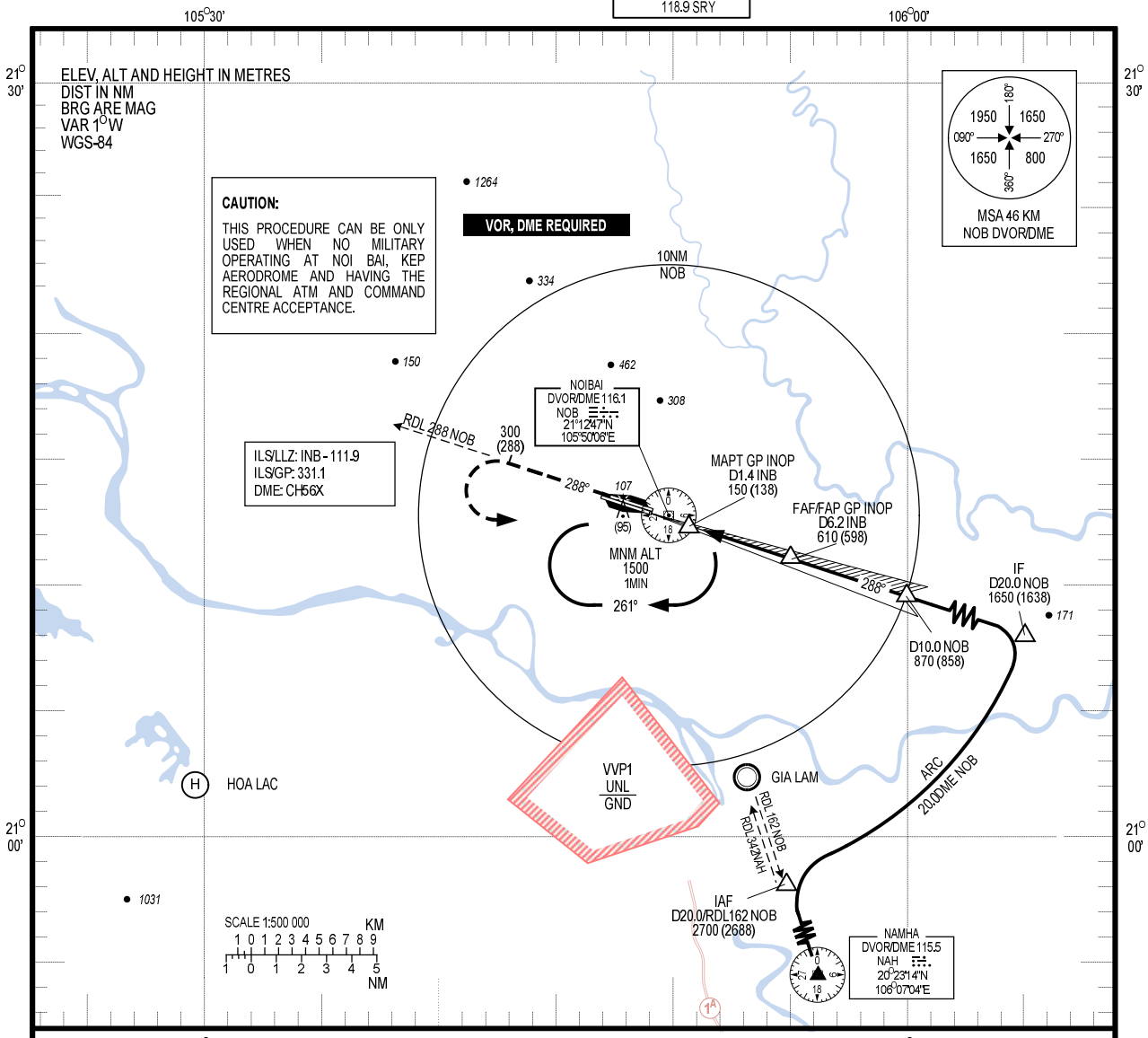
**INSTRUMENT APPROACH CHART – ICAO**

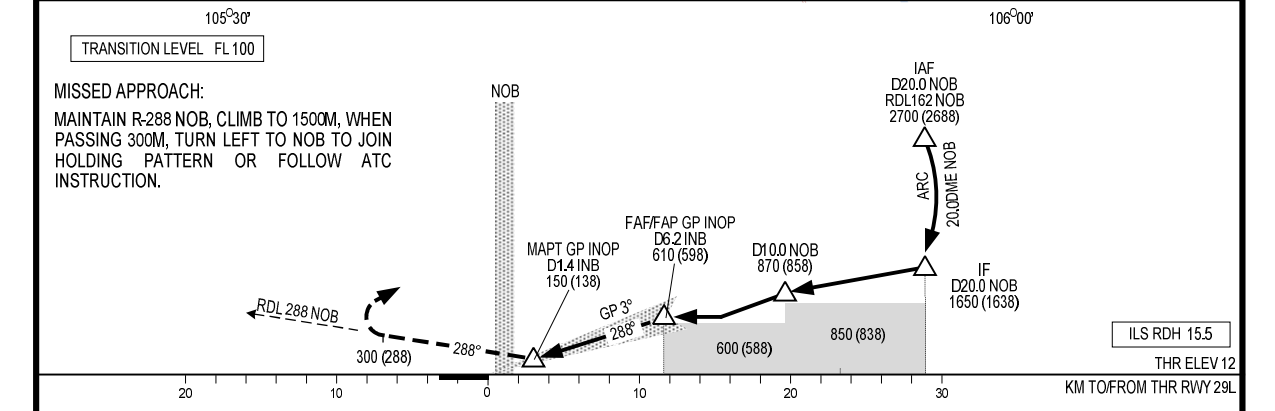
AERODROME ELEV 12.3M
HEIGHTS RELATED TO
THR RWY 29L - ELEV 12M

TMC: 125.1 PRI
126.575 SRY
ARR: 121.0 PRI
120.075 SRY
TWR: 118.4 PRI
118.9 SRY

**HA NOI/NOI BAI INTL (VVNB)**

**ILS X RWY 29L**




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| STRAIGHT-IN APPROACH | 88 (76) | 91 (79) | 94 (82) | 97 (85) |
| GP INOP | 150 (138) | | | |
| CIRCLING | 200 (188) | 360 (348) | 450 (438) | 600 (588) |

FAF-MAPT 8.8896KM (4.8NM)

| GS | KM/H | 100 | 150 | 200 | 250 | 300 | 350 |
|---|---|---|---|---|---|---|---|
| TIME | MIN:S | 5:33 | 3:33 | 2:40 | 2:08 | 1:47 | 1:31 |
| RATE OF DESCENT | M/S | 1.45 | 2.18 | 2.91 | 3.64 | 4.37 | 5.09 |

*CIRCLING AUTHORIZED IN THE SOUTH OF RWY*

CHANGES: THR ELEV, ILS RDH.

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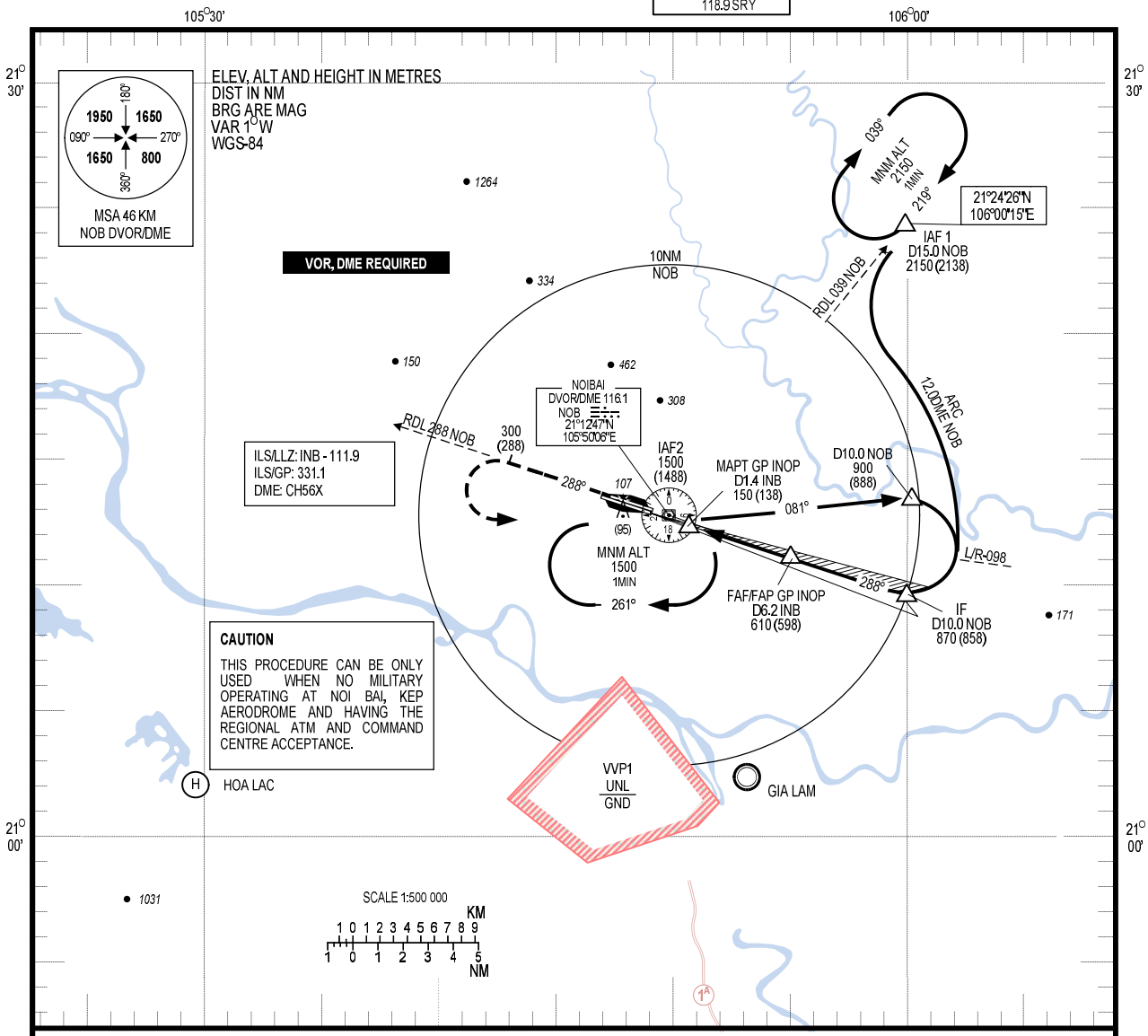
**INSTRUMENT APPROACH CHART – ICAO**

AERODROME ELEV 12.3M
HEIGHTS RELATED TO
THR RWY 29L - ELEV 12M

TMC: 125.1 PRI 126.575 SRY
ARR: 121.0 PRI 120.075 SRY
TWR: 118.4 PRI 118.9 SRY

**HA NOI/NOI BAI INTL (VVNB)**

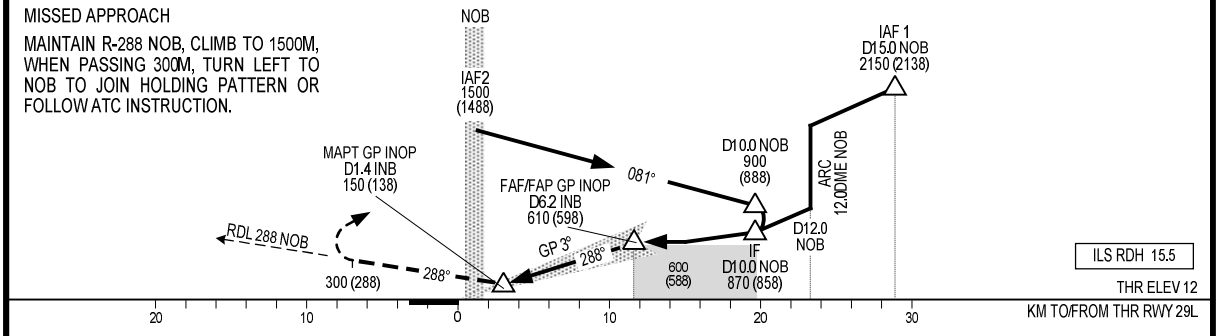
**ILS Y RWY 29L**




TRANSITION LEVEL FL100

MISSED APPROACH

MAINTAIN R-288 NOB, CLIMB TO 1500M, WHEN PASSING 300M, TURN LEFT TO NOB TO JOIN HOLDING PATTERN OR FOLLOW ATC INSTRUCTION.




| OCA (H) | A | B | C | D | FAF-MAPT 8.8896KM (4.8NM) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRAIGHT-IN APPROACH | 88 (76) | 91 (79) | 94 (82) | 97 (85) | GS | KM/H | 100 | 150 | 200 | 250 | 300 | 350 |
| GP INOP | 150 (138) | | | | TIME | MIN:S | 5:33 | 3:33 | 2:40 | 2:08 | 1:47 | 1:31 |
| CIRCLING | 200 (188) | 360 (348) | 450 (438) | 600 (588) | RATE OF DESCENT | M/S | 1.45 | 2.18 | 2.91 | 3.64 | 4.37 | 5.09 |

*CIRCLING AUTHORIZED IN THE SOUTH OF RWY*

CHANGES: THR ELEV, ILS RDH.

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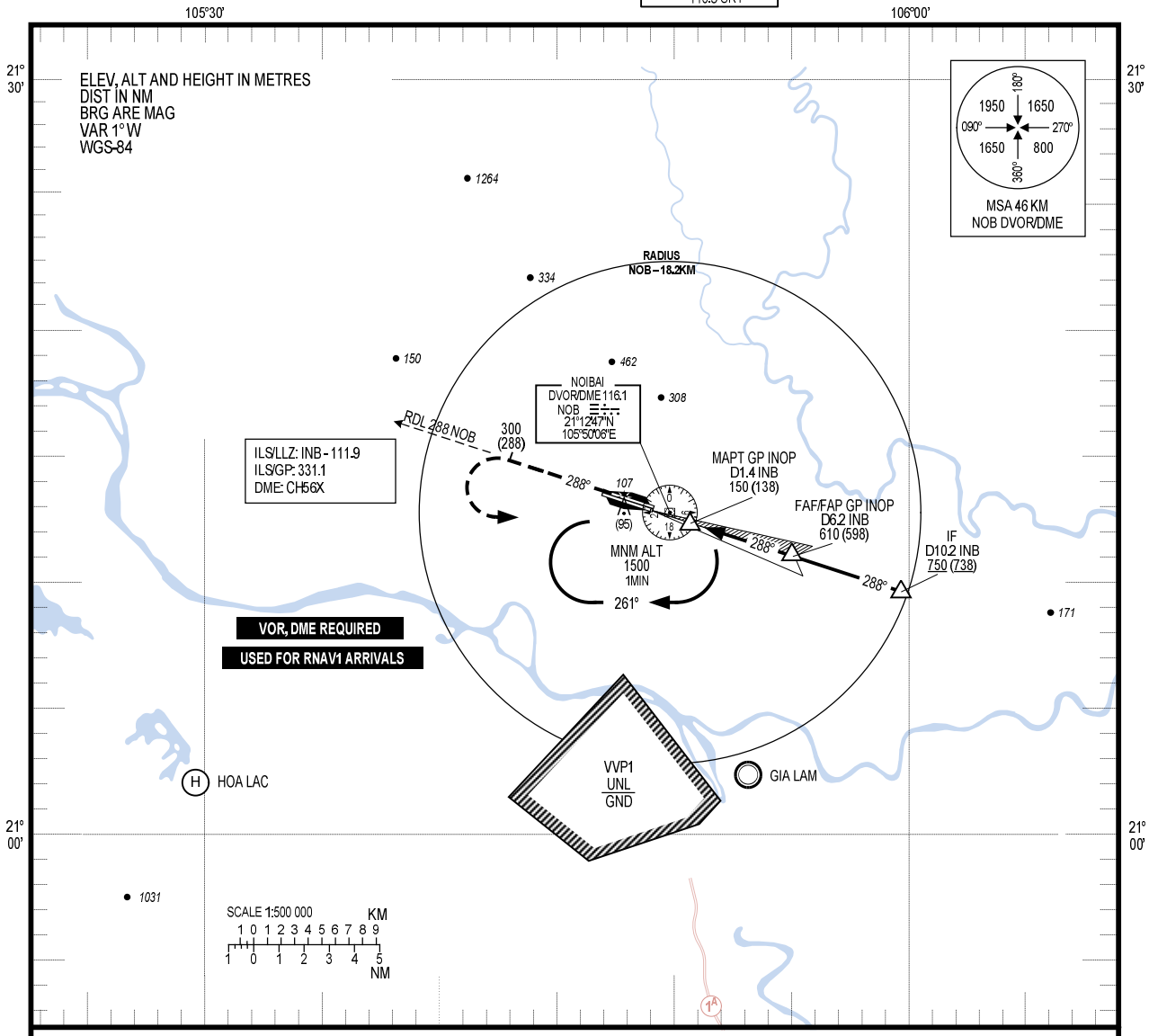
**INSTRUMENT APPROACH CHART – ICAO**

AERODROME ELEV 12.3M
HEIGHTS RELATED TO
THR RWY 29L - ELEV 12M

TMC: 125.1 PRI
126.575 SRY
ARR: 121.0 PRI
120.075 SRY
TWR: 118.4 PRI
118.9 SRY

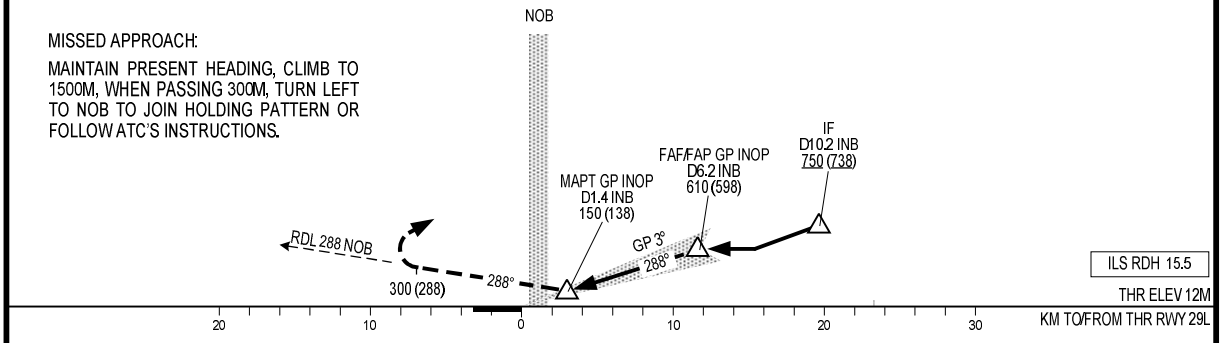
**HA NOI/NOI BAI INTL (VVNB)**

**ILS Z RWY 29L**




TRANSITION LEVEL FL100

MISSED APPROACH:
MAINTAIN PRESENT HEADING, CLIMB TO 1500M, WHEN PASSING 300M, TURN LEFT TO NOB TO JOIN HOLDING PATTERN OR FOLLOW ATC'S INSTRUCTIONS.




| OCA (H) | A | B | C | D | FAF-MAPT 8.8896KM (4.8NM) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRAIGHT-IN APPROACH | 88 (76) | 91 (79) | 94 (82) | 97 (85) | GS | KM/H | 100 | 150 | 200 | 250 | 300 | 350 |
| GP INOP | 150 (138) | | | | TIME | MIN:S | 5:33 | 3:33 | 2:40 | 2:08 | 1:47 | 1:31 |
| CIRCLING | 200 (188) | 360 (348) | 450 (438) | 600 (588) | RATE OF DESCENT | M/S | 1.45 | 2.18 | 2.91 | 3.64 | 4.37 | 5.09 |

*CIRCLING AUTHORIZED IN THE SOUTH OF RWY*

CHANGES: THR ELEV, ILS RDH.

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