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General Information

Location: HANOI VNM
ICAO/IATA: VVNB / HAN
Lat/Long: N21?13.3', E105?48.3'
Elevation: 40 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 1.0?W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2309 Z
Sunset: 1105 Z

Runway Information

Runway: 11L
Length x Width: 10499 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 40 ft
Lighting: Edge, ALS
Stopway: 328 ft

Runway: 11R
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 38 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 328 ft

Runway: 29L
Length x Width: 12467 ft x 148 ft
Surface Type: concrete

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TDZ-Elev: 39 ft
Lighting: Edge, ALS, Centerline
Stopway: 328 ft

Runway: 29R
Length x Width: 10499 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 41 ft
Lighting: Edge, ALS
Stopway: 328 ft

Communication Information

ATIS: 127.000
Noi Bai Tower: 118.400
Noi Bai Tower: 118.900 Secondary
Noi Bai Ground: 121.900
Noi Bai Clearance Delivery: 119.250
Noi Bai Clearance Delivery: 125.225 Secondary
Noi Bai Approach: 126.575 Secondary
Noi Bai Approach: 125.100
Noi Bai Approach: 121.000 Secondary
Noi Bai Arrival: 121.000
Noi Bai Arrival: 120.075 Secondary

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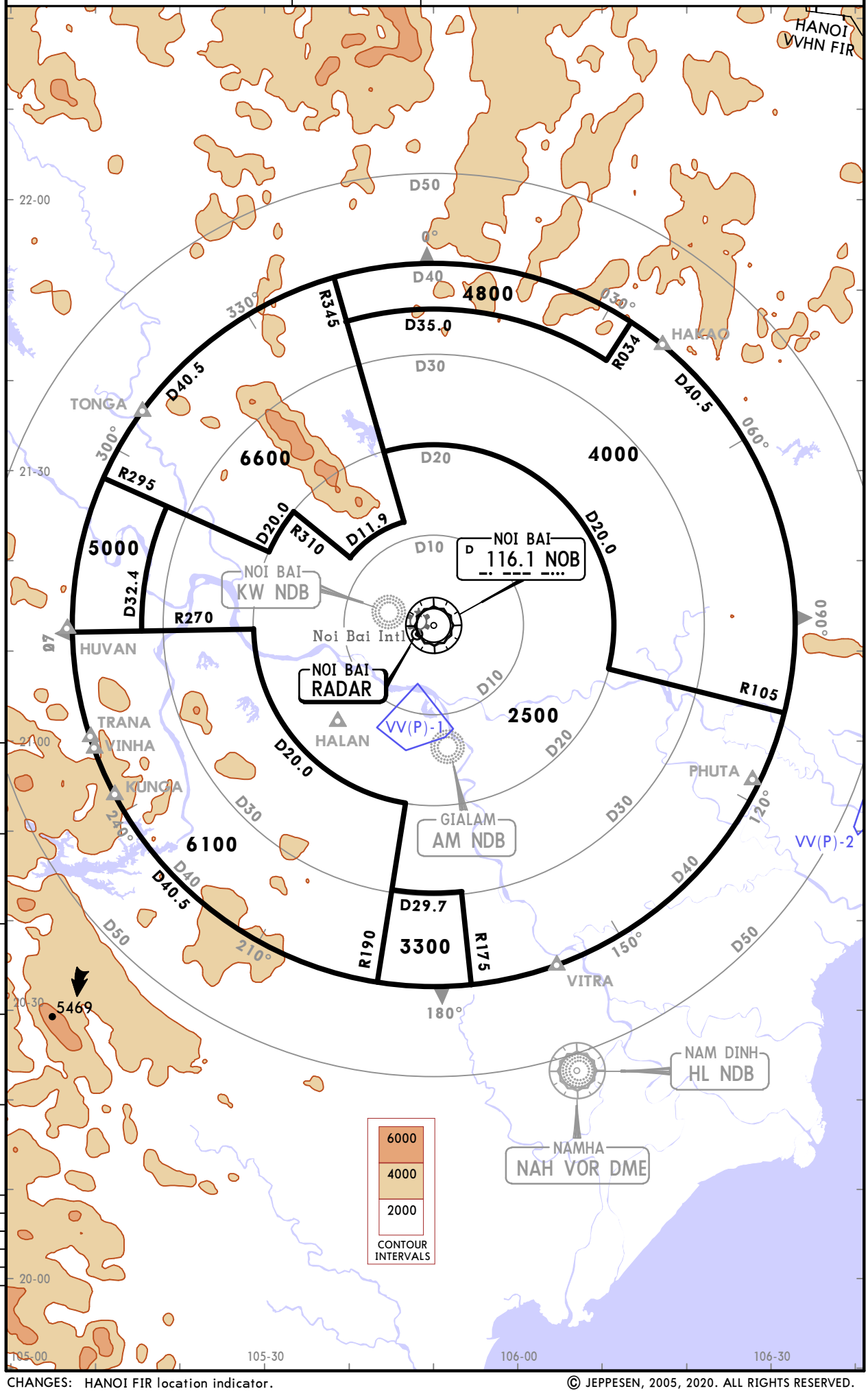
VVNB/HAN
NOI BAI INTL

JEPPESEN
2 OCT 20
Eff 8 Oct
10-1R

HANOI, VIETNAM
RADAR MINIMUM ALTITUDES

NOI BAI Approach (R)	Apt Elev	Alt Set: hPa	Trans level: FL 100	Trans alt: 9030
125.1	40			



CHANGES: HANOI FIR location indicator.

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ATIS	Apt Elev
127.0	40

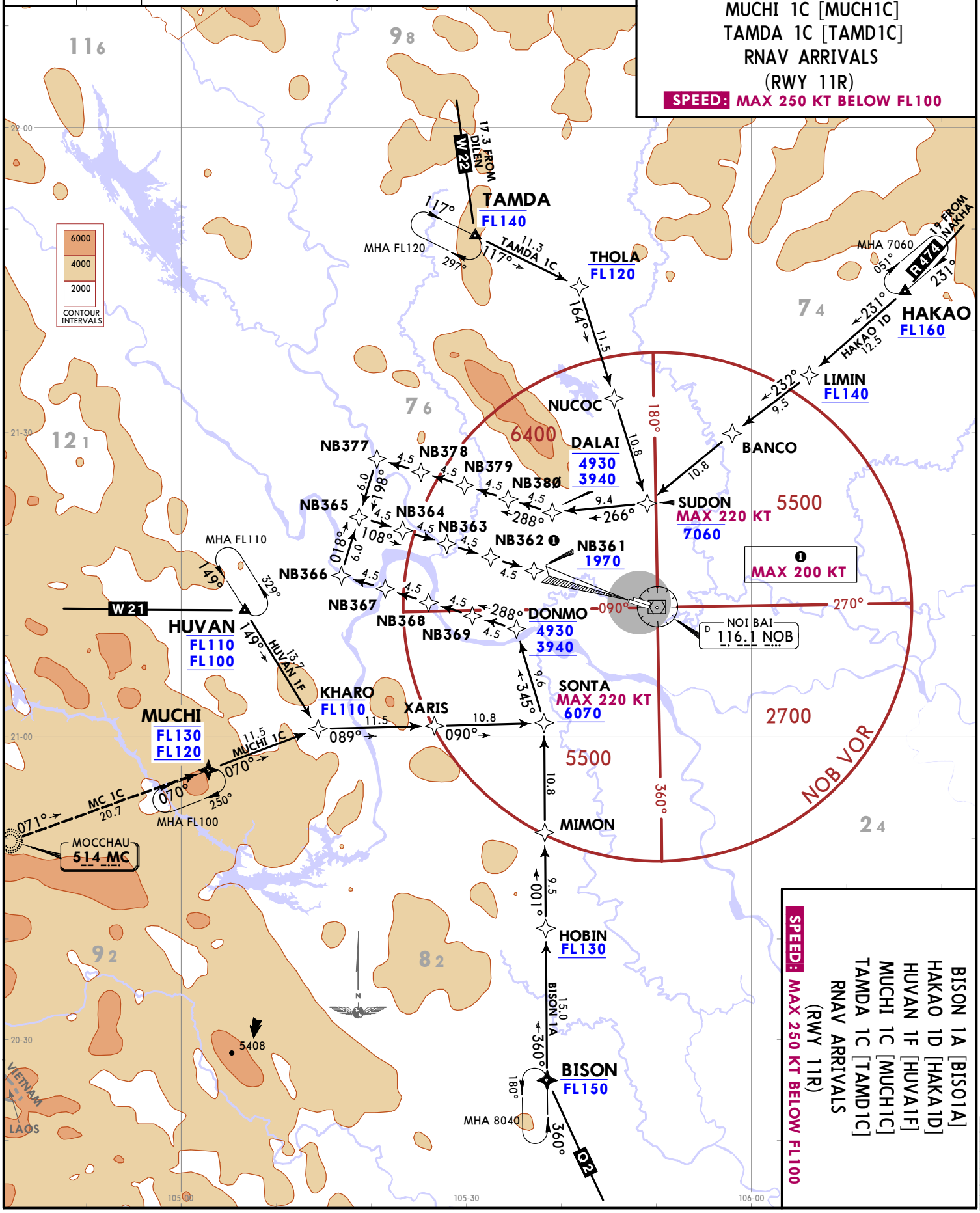
Alt Set: hPa Trans level: FL100
1. **RNAV 1 GNSS required.**
2. **RADAR required.**
3. All RNAV STAR used for ILS Z Rwy 11R.
4. 12 NM on final (or turning final) to touchdown Rwy 11R: 200 KT.
5. 5 NM on final to touchdown Rwy 11R: 160 KT.

BISON 1A [BISO1A]
HAKAO 1D [HAKA1D]
HUVAN 1F [HUVA1F]
MUCHI 1C [MUCH1C]
TAMDA 1C [TAMD1C]
RNAV ARRIVALS
(RWY 11R)

SPEED: MAX 250 KT BELOW FL100

VVNB/HAN
NOI BAI INTL

CHANGES: New format.



BISON 1A [BISO1A]
HAKAO 1D [HAKA1D]
HUVAN 1F [HUVA1F]
MUCHI 1C [MUCH1C]
TAMDA 1C [TAMD1C]
RNAV ARRIVALS
(RWY 11R)
SPEED: MAX 250 KT BELOW FL100

JEPPESEN
14 DEC 18 (10-2)
HANOI, VIETNAM
RNAV STAR

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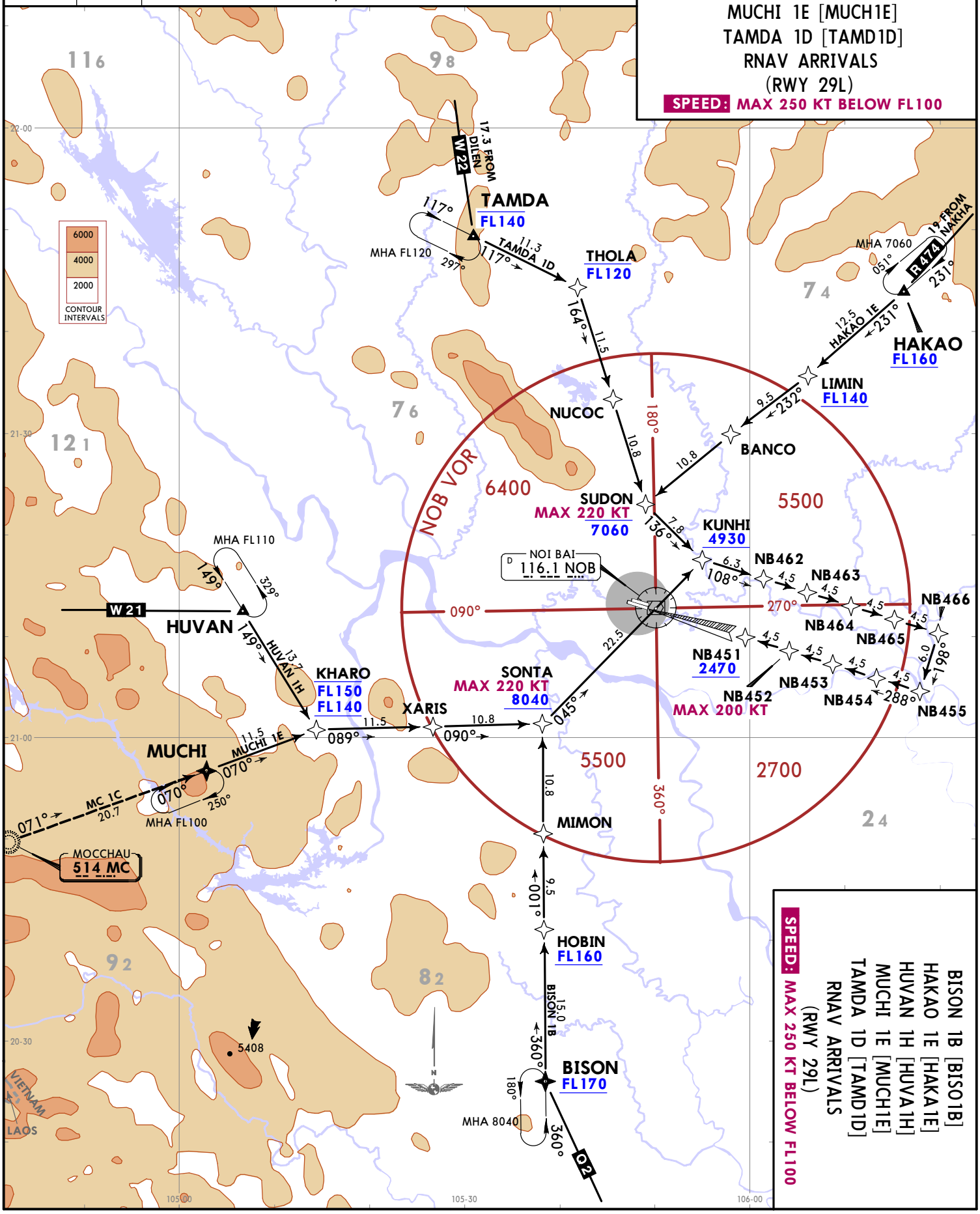
ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. **RNAV 1 GNSS required.**
2. **RADAR required.**
3. All STAR used for ILS Z Rwy 29L.
4. 12 NM on final (or turning final) to touchdown Rwy 29L: 200 KT.
5. 5 NM on final to touchdown Rwy 29L: 160 KT.

BISON 1B [BISO1B]
HAKAO 1E [HAKA1E]
HUVAN 1H [HUVA1H]
MUCHI 1E [MUCH1E]
TAMDA 1D [TAMD1D]
RNAV ARRIVALS
(RWY 29L)

SPEED: MAX 250 KT BELOW FL100



BISON 1B [BISO1B]
HAKAO 1E [HAKA1E]
HUVAN 1H [HUVA1H]
MUCHI 1E [MUCH1E]
TAMDA 1D [TAMD1D]
RNAV ARRIVALS
(RWY 29L)
SPEED: MAX 250 KT BELOW FL100

VVNB/HAN
NOI BAI INTL

HANOI, VIETNAM
RNAV STAR

JEPPESEN
14 DEC 18 (10-2A)

CHANGES: New format.

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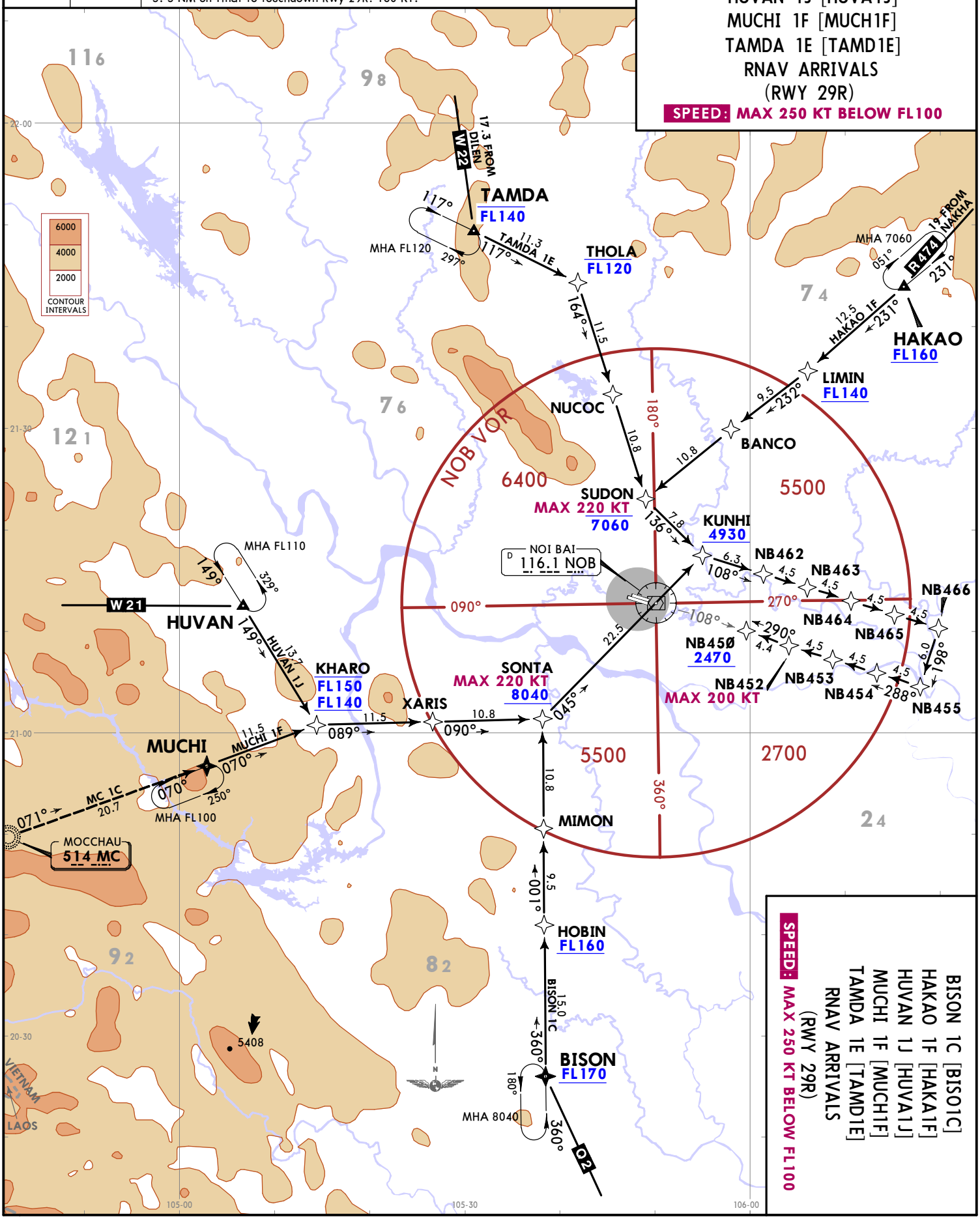
ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. **RNAV 1 GNSS required.**
2. **RADAR required.**
3. All STAR used for VOR Z Rwy 29R.
4. 12 NM on final (or turning final) to touchdown Rwy 29R: 200 KT.
5. 5 NM on final to touchdown Rwy 29R: 160 KT.

BISON 1C [BISO1C]
HAKAO 1F [HAKA1F]
HUVAN 1J [HUVA1J]
MUCHI 1F [MUCH1F]
TAMDA 1E [TAMD1E]
RNAV ARRIVALS
(RWY 29R)

SPEED: MAX 250 KT BELOW FL100

VVNB/HAN
NOI BAI INTL



BISON 1C [BISO1C]
HAKAO 1F [HAKA1F]
HUVAN 1J [HUVA1J]
MUCHI 1F [MUCH1F]
TAMDA 1E [TAMD1E]
RNAV ARRIVALS
(RWY 29R)
SPEED: MAX 250 KT BELOW FL100

JEPPESEN HANOI, VIETNAM
RNAV STAR
14 DEC 18 (10-2B)

CHANGES: New format.

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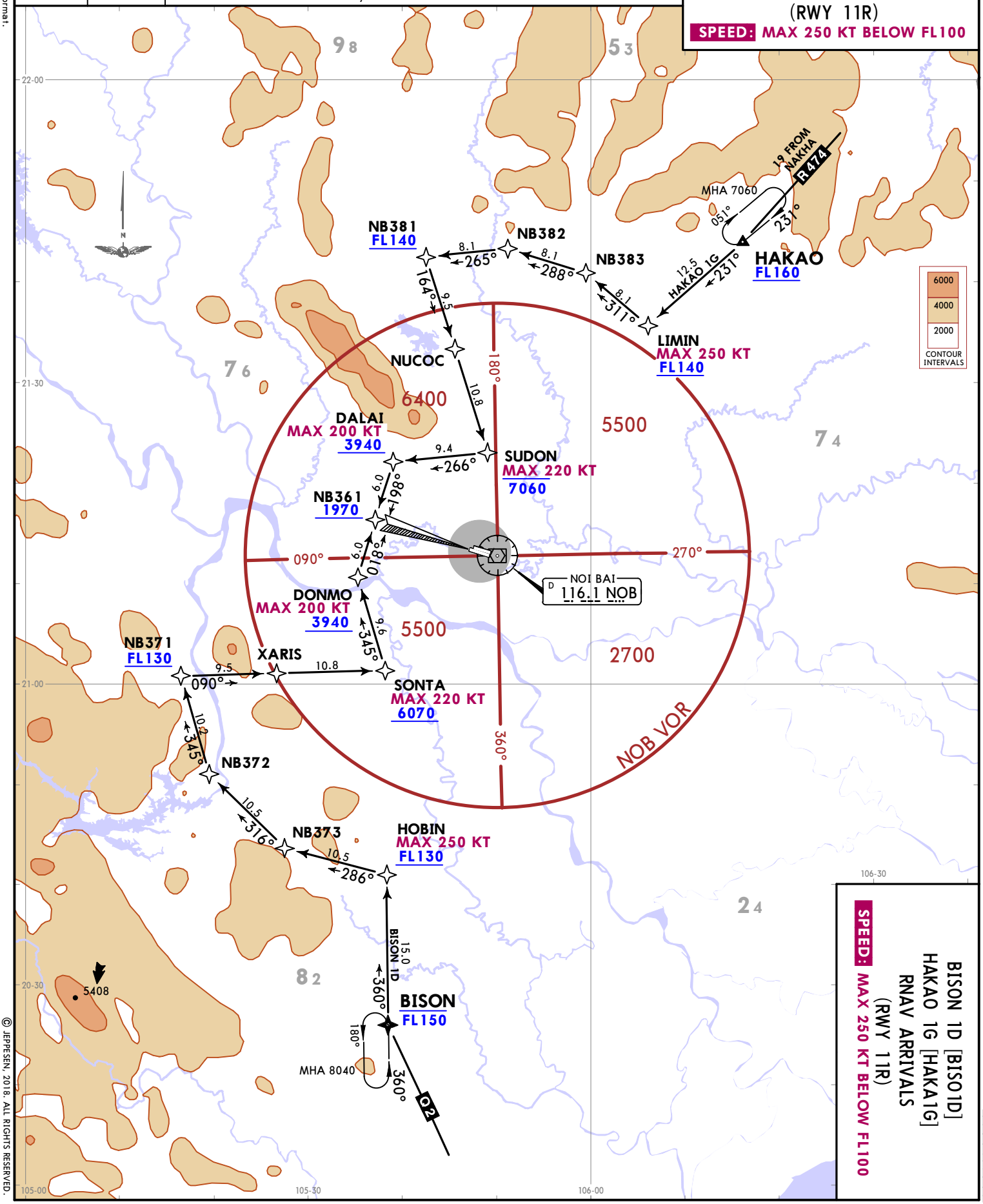
ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. **RNAV 1 GNSS required.**
2. **RADAR required.**
3. All RNAV STAR used for ILS Z Rwy 11R.
4. 12 NM on final (or turning final) to touchdown Rwy 11R: 200 KT.
5. 5 NM on final to touchdown Rwy 11R: 160 KT.

BISON 1D [BISO1D]
HAKAO 1G [HAKA1G]
RNAV ARRIVALS
(RWY 11R)

SPEED: MAX 250 KT BELOW FL100



VVNB/HAN
NOI BAI INTL

JEPPESEN
14 DEC 18 (10-2C)

HANOI, VIETNAM
RNAV STAR

BISON 1D [BISO1D]
HAKAO 1G [HAKA1G]
RNAV ARRIVALS
(RWY 11R)
SPEED: MAX 250 KT BELOW FL100

CHANGES: New format.

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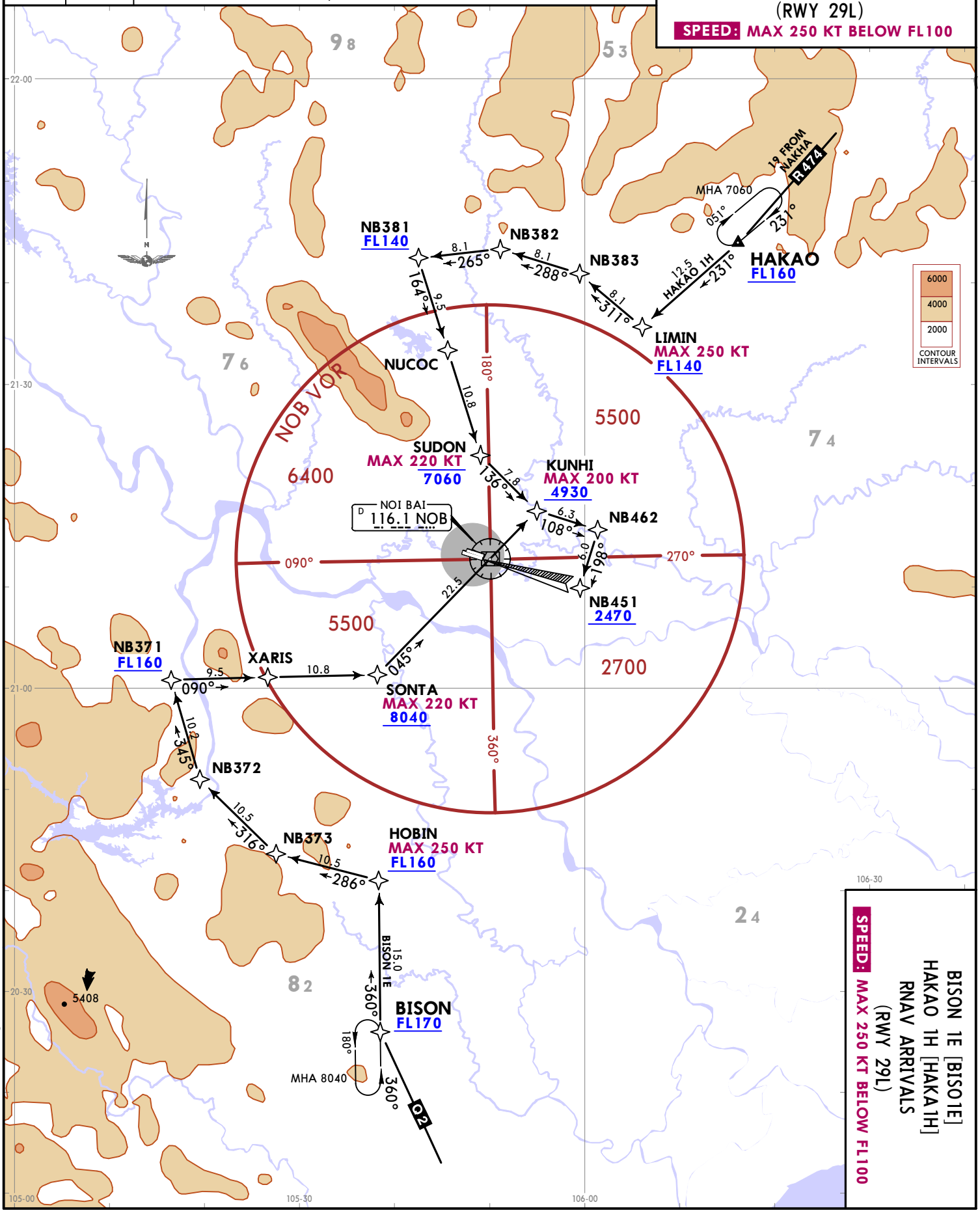
ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. **RNAV 1 GNSS required.**
2. **RADAR required.**
3. All RNAV STAR used for ILS Z Rwy 29L.
4. 12 NM on final (or turning final) to touchdown Rwy 29L: 200 KT
5. 5 NM on final to touchdown Rwy 29L: 160 KT.

BISON 1E [BISO1E]
HAKAO 1H [HAKA1H]
RNAV ARRIVALS
(RWY 29L)

SPEED: MAX 250 KT BELOW FL100

VVNB/HAN
NOI BAI INTL



BISON 1E [BISO1E]
HAKAO 1H [HAKA1H]
RNAV ARRIVALS
(RWY 29L)

SPEED: MAX 250 KT BELOW FL100

JEPPESEN HANOI, VIETNAM
14 DEC 18 (10-2D)
RNAV STAR

CHANGES: New format.

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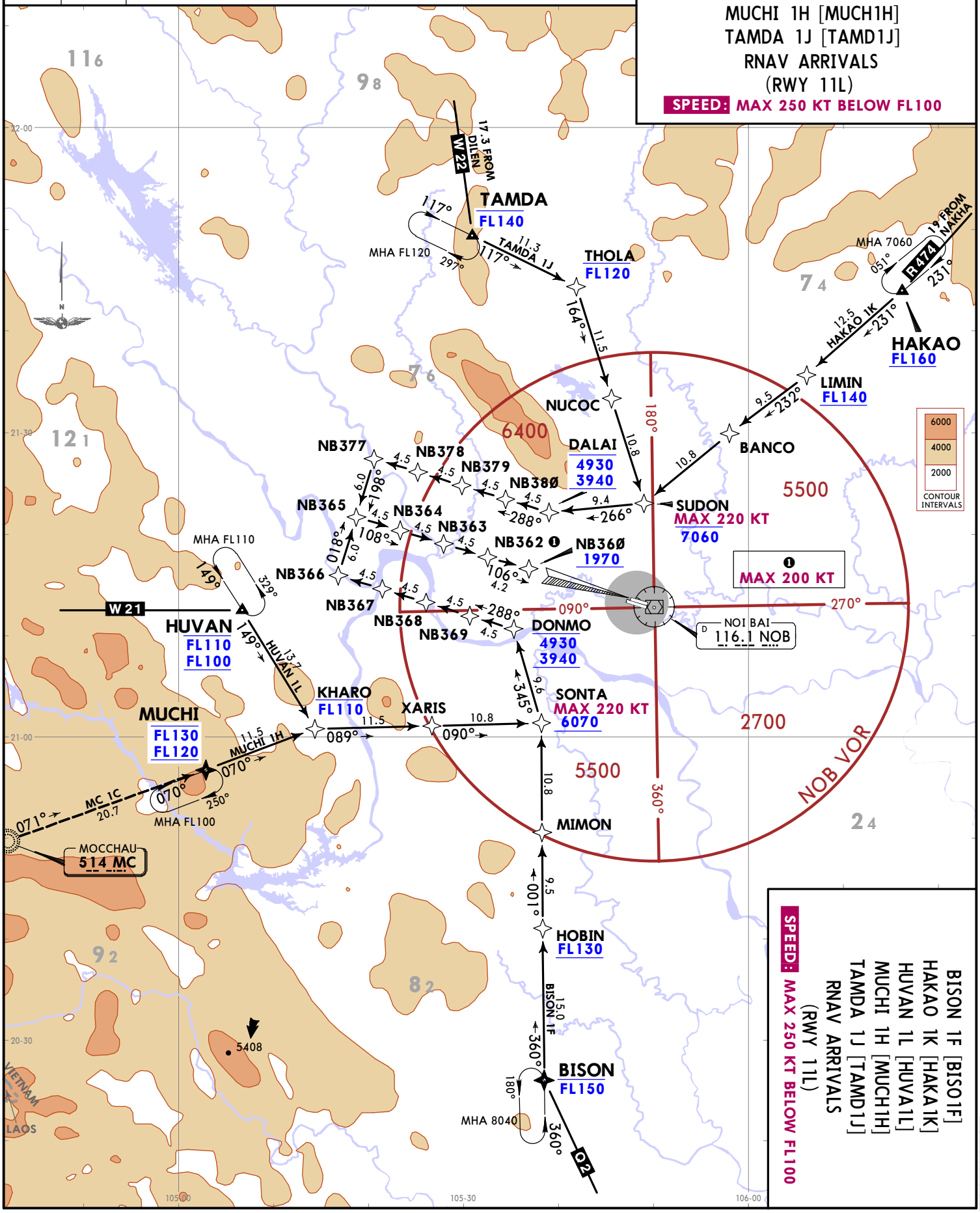
ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. **RNAV 1 GNSS required.**
2. **RADAR required.**
3. All RNAV STAR used for ILS Z Rwy 11L.
4. 12 NM on final (or turning final) to touchdown Rwy 11L: 200 KT.
5. 5 NM on final to touchdown Rwy 11L: 160 KT.

BISON 1F [BISO1F]
HAKAO 1K [HAKA1K]
HUVAN 1L [HUVA1L]
MUCHI 1H [MUCH1H]
TAMDA 1J [TAMD1J]
RNAV ARRIVALS
(RWY 11L)

SPEED: MAX 250 KT BELOW FL100



VVNB/HAN
NOI BAI INTL

JEPPESEN
14 DEC 18 (10-2E)

HANOI, VIETNAM
RNAV STAR

BISON 1F [BISO1F]
HAKAO 1K [HAKA1K]
HUVAN 1L [HUVA1L]
MUCHI 1H [MUCH1H]
TAMDA 1J [TAMD1J]
RNAV ARRIVALS
(RWY 11L)

SPEED: MAX 250 KT BELOW FL100

CHANGES: New format.

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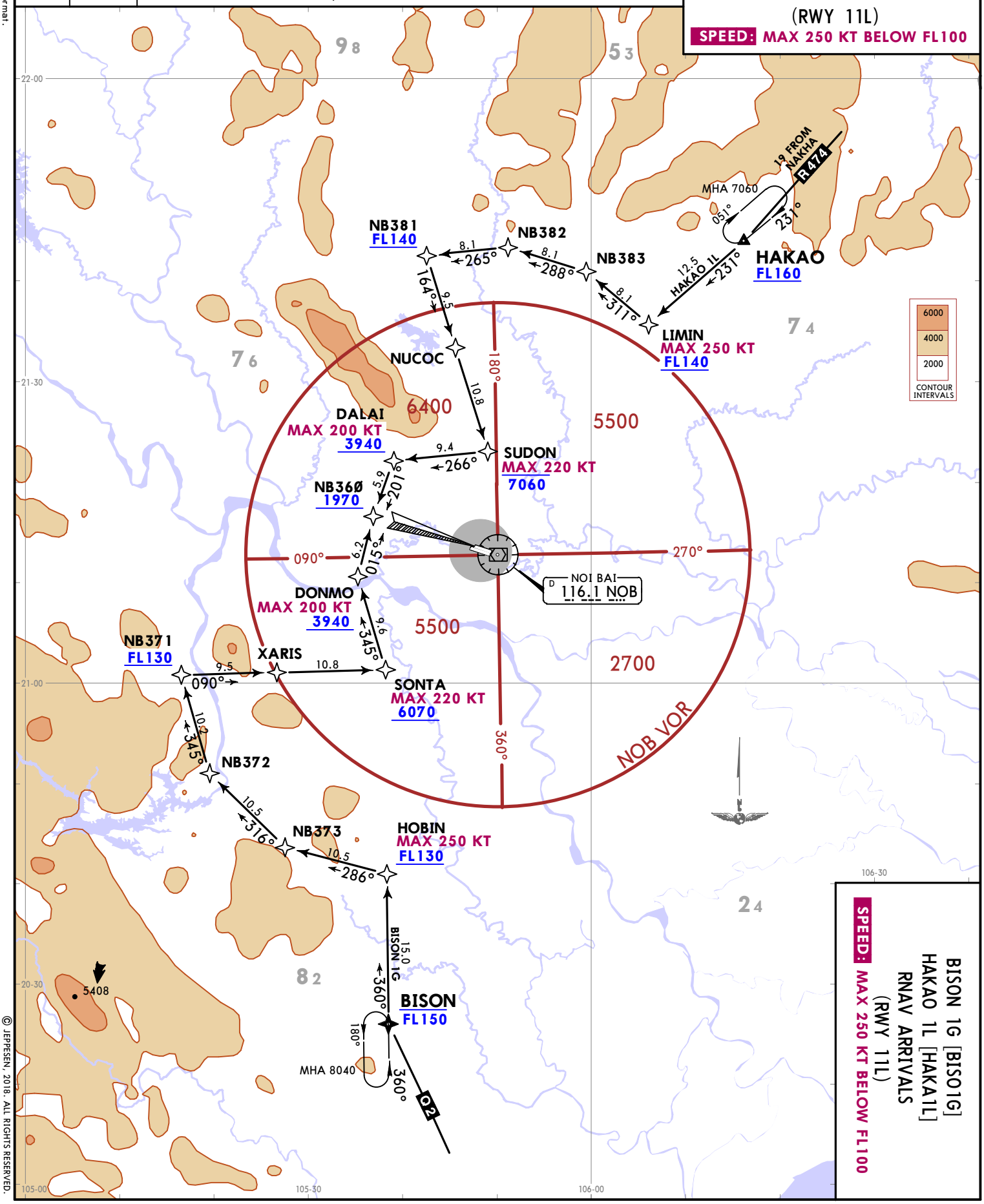
ATIS	Apt Elev	
127.0	40	Alt Set: hPa Trans level: FL100 **1. RNAV 1 GNSS required.** **2. RADAR required.** 3. All RNAV STAR used for ILS Z Rwy 11L. 4. 12 NM on final (or turning final) to touchdown Rwy 11L: 200 KT. 5. 5 NM on final to touchdown Rwy 11L: 160 KT.

BISON 1G [BISO1G]
HAKAO 1L [HAKA1L]
RNAV ARRIVALS
(RWY 11L)

SPEED: MAX 250 KT BELOW FL100



BISON 1G [BISO1G]
HAKAO 1L [HAKA1L]
RNAV ARRIVALS
(RWY 11L)
SPEED: MAX 250 KT BELOW FL100

JEPPESEN HANOI, VIETNAM
RNAV STAR
14 DEC 18 (10-2F)

VVNB/HAN
NOI BAI INTL

CHANGES: New format.

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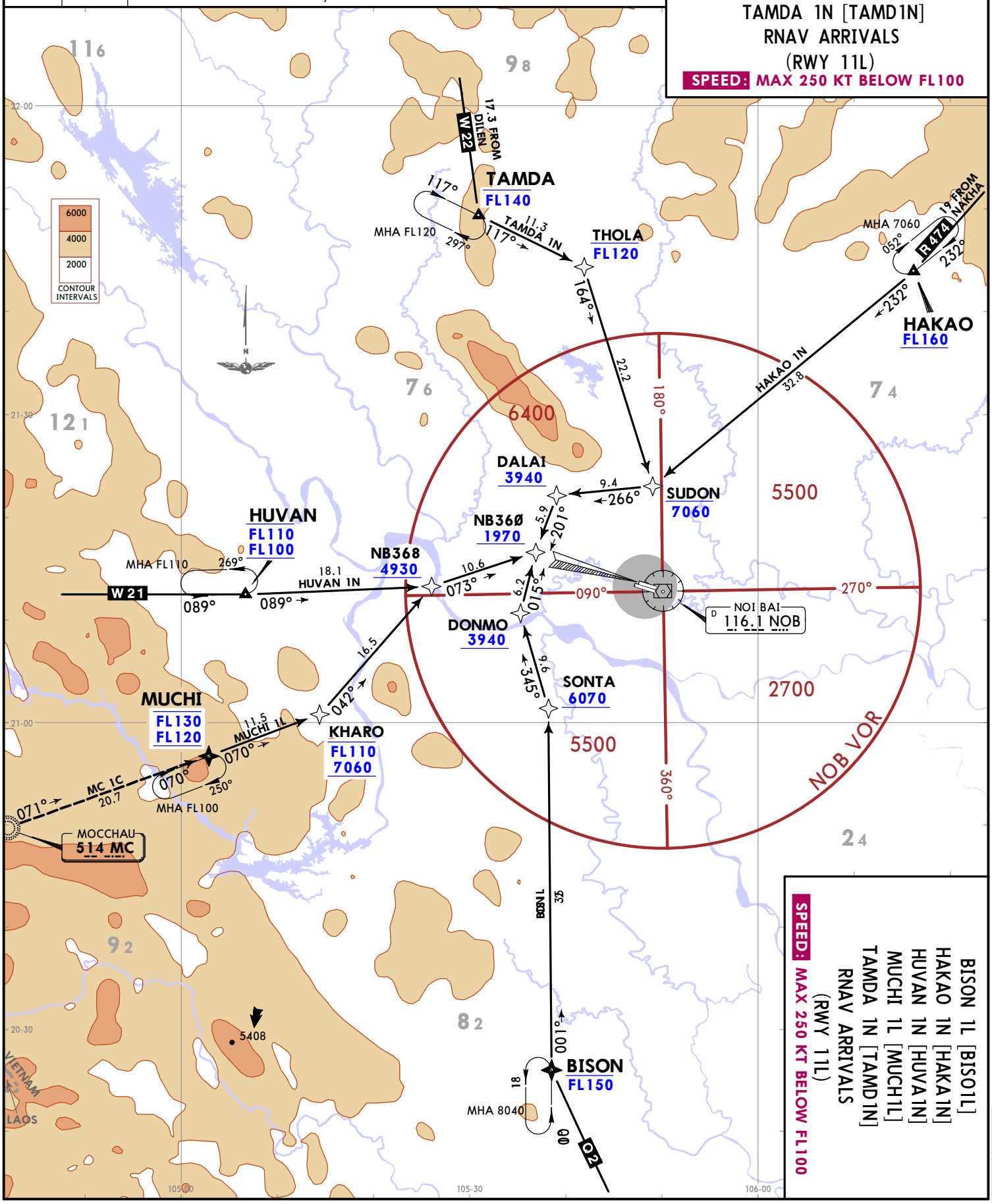
ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. **RNAV 1 GNSS required.**
2. **ATS surveillance required.**
3. These procedures are only used for VIP aircraft, for other aircraft when traffic condition permits.
4. All RNAV STAR used for ILS Z Rwy 11L.
5. 12 NM on final (or turning final) to touchdown Rwy 11L: 200 KT.
6. 5 NM on final to touchdown Rwy 11L: 160 KT.

BISON 1L [BISO1L]
HAKAO 1N [HAKA1N]
HUVAN 1N [HUVA1N]
MUCHI 1L [MUCH1L]
TAMDA 1N [TAMD1N]
RNAV ARRIVALS
(RWY 11L)

SPEED: MAX 250 KT BELOW FL100



VVNB/HAN
NOI BAI INTL

JEPPESEN
14 DEC 18 (10-2G)

HANOI, VIETNAM
RNAV STAR

BISON 1L [BISO1L]
HAKAO 1N [HAKA1N]
HUVAN 1N [HUVA1N]
MUCHI 1L [MUCH1L]
TAMDA 1N [TAMD1N]
RNAV ARRIVALS
(RWY 11L)
SPEED: MAX 250 KT BELOW FL100

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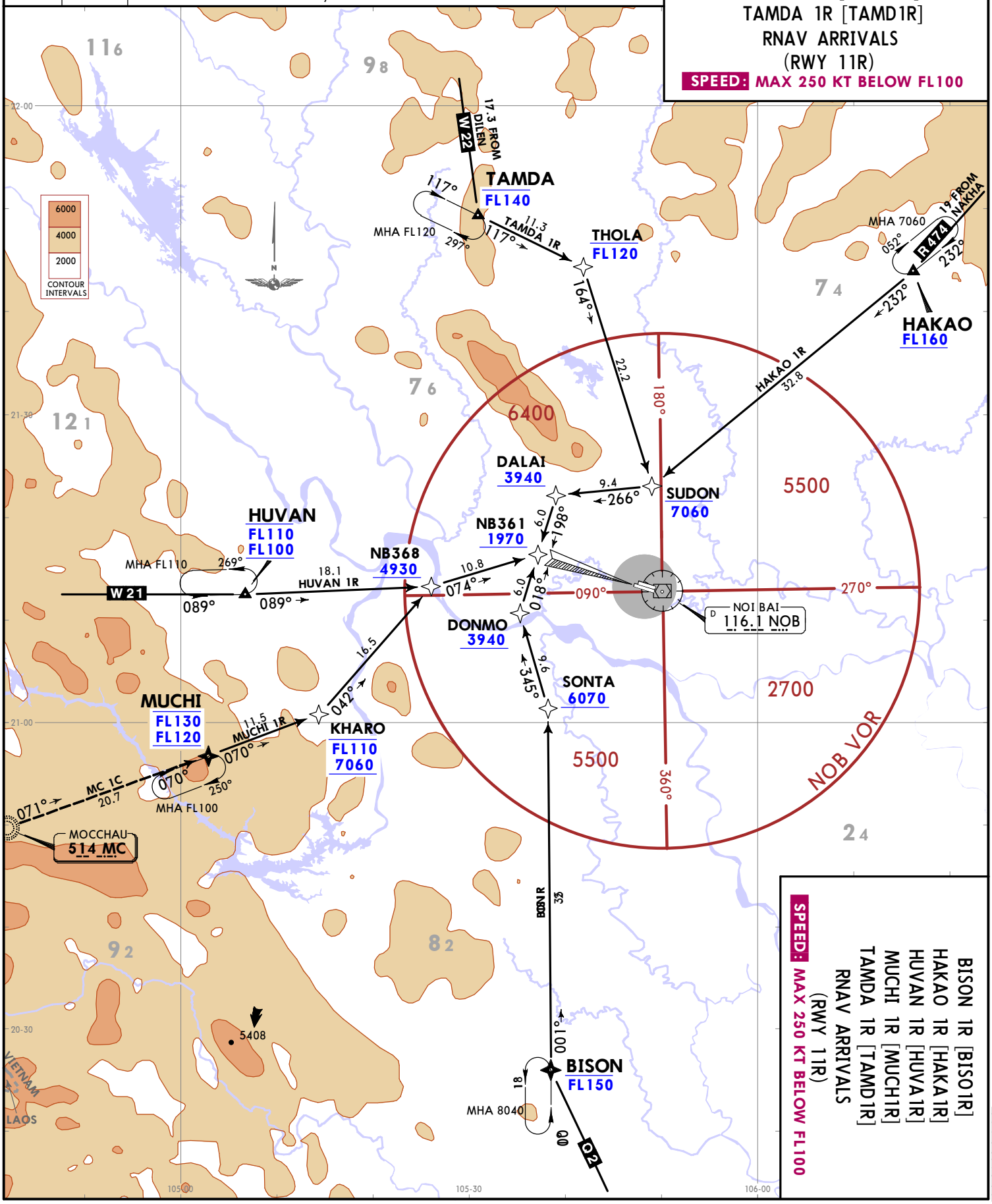
ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. **RNAV 1 GNSS required.**
2. **ATS surveillance required.**
3. These procedures are only used for VIP aircraft, for other aircraft when traffic condition permits.
4. All RNAV STAR used for ILS Z Rwy 11R.
5. 12 NM on final (or turning final) to touchdown Rwy 11R: 200 KT.
6. 5 NM on final to touchdown Rwy 11R: 160 KT.

VVNB/HAN NOI BAI INTL

BISON 1R [BISO1R]
HAKAO 1R [HAKA1R]
HUVAN 1R [HUVA1R]
MUCHI 1R [MUCH1R]
TAMDA 1R [TAMD1R]
RNAV ARRIVALS (RWY 11R)

SPEED: MAX 250 KT BELOW FL100



BISON 1R [BISO1R]
HAKAO 1R [HAKA1R]
HUVAN 1R [HUVA1R]
MUCHI 1R [MUCH1R]
TAMDA 1R [TAMD1R]
RNAV ARRIVALS (RWY 11R)
SPEED: MAX 250 KT BELOW FL100

JEPPESEN HANOI, VIETNAM
RNAV STAR
14 DEC 18 (10-2H)

CHANGES: New format, reindexed.

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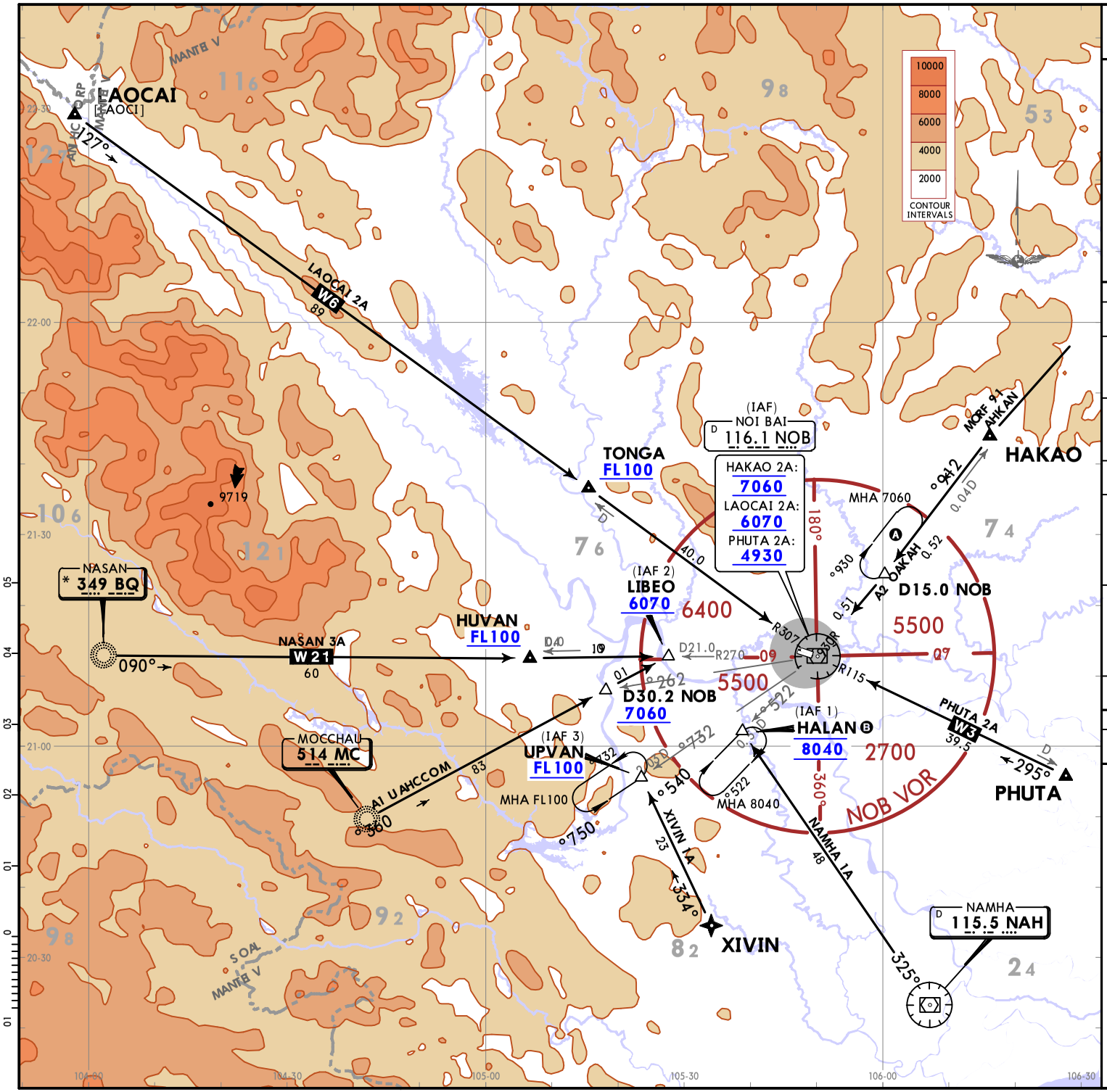

ATIS	Apt Elev	Alt Set: hPa Trans level: FL100
127.0	40	

HAKAO 2A [HAKA2A]
LAOCAI 2A (LAOCA 2A) [LAOC2A]
MOCCHAU 1A (MC 1A) [MC1A]
NAMHA 1A (NAH 1A) [NAH1A]
NASAN 3A (BQ 3A) [BQ3A]
PHUTA 2A [PHUT2A]
XIVIN 1A [XIVI1A]
ARRIVALS
(RWYS 11L/R)

STAR	ROUTING
HAKAO 2A	From HAKAO, proceed on track 219° to NOB VOR (IAF) at 7060.
LAOCAI 2A	Proceed on NOB R307 (W-6), to TONGA at or above FL100, then continue on NOB R307 to NOB VOR at or above 6070.
MOCCHAU 1A	From MC NDB, proceed on track 063°, descend to 7060 or above at D30.2 NOB, then continue to LIBEO (IAF 2) at or above 6070.
NAMHA 1A	From NAH VOR, proceed on NAH R325 to HALAN (IAF 1) at 8040.
NASAN 3A	From BQ NDB, proceed on NOB R270 (W-21) descend and MAINTAIN FL100 or above to HUVAN, then continue track 090° (NOB R270), descend and MAINTAIN 6070 or above at LIBEO (IAF2).
PHUTA 2A	From PHUTA, proceed on NOB R115 (W-3), track 295° to NOB VOR (IAF) at or above 4930. NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Cat Bi Intl) are alternate aerodromes for each other.
XIVIN 1A	From XIVIN, proceed on track 334° to UPVAN (IAF3) at or above FL100.

LANDING

Use one of the following procedures: VOR Z, ILS Y RWY 11L or VOR Z, ILS Y RWY 11R.

CAUTION:

1. Ⓐ Holding pattern restricted to use.
2. Ⓑ Noi Boi Approach may allow aircraft to descend to 7060 at HALAN when coordinated with Hoa Lac military unit and having regional ATM and command center acceptance.

CHANGES: New format, reindexed.

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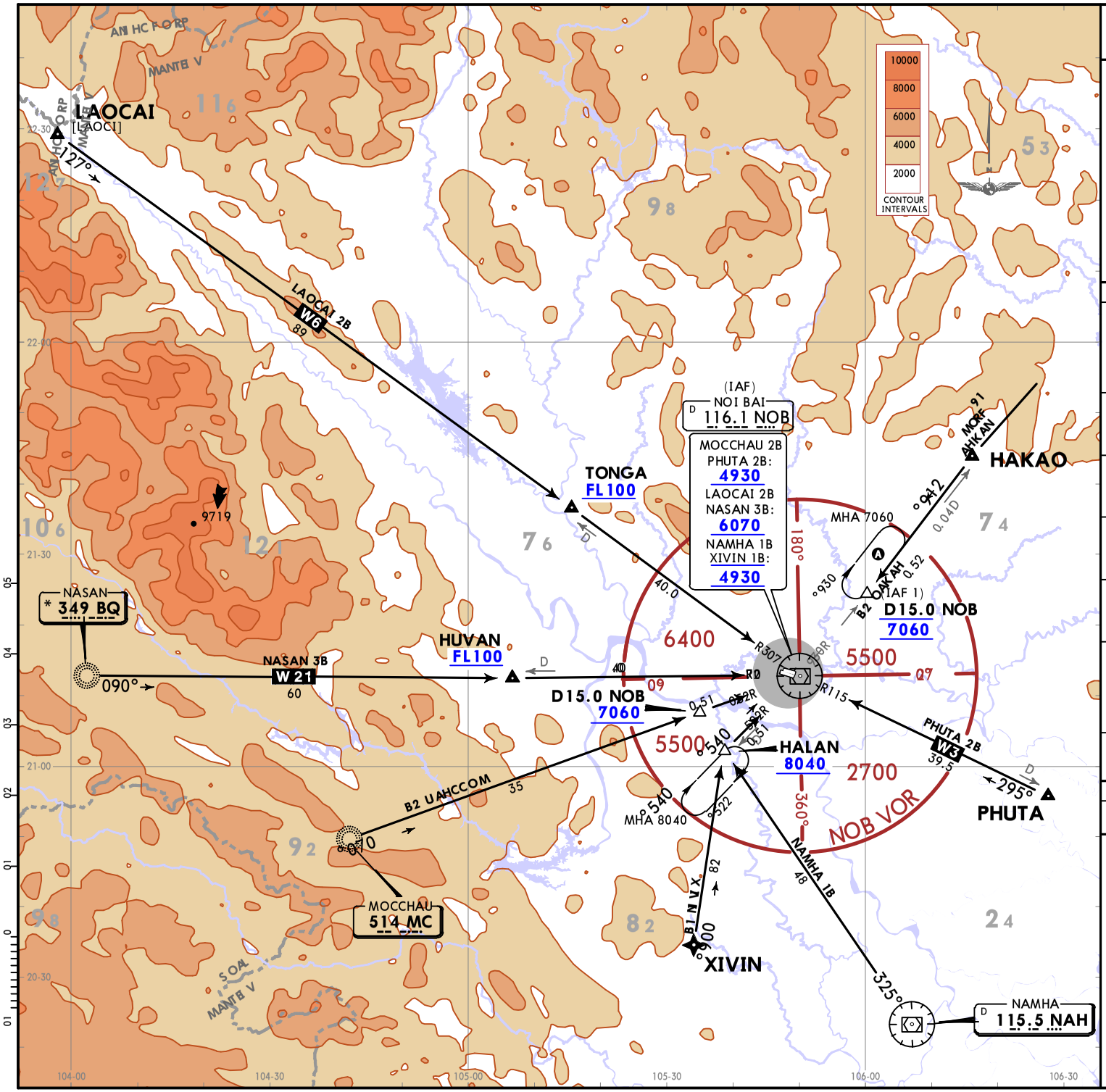
ATIS	Apt Elev	Alt Set: hPa Trans level: FL100
127.0	40	

HAKAO 2B [HAKA2B]
LAOCAI 2B (LAOCA 2B) [LAOC2B]
MOCCHAU 2B (MC 2B) [MC2B]
NAMHA 1B (NAH 1B) [NAH1B]
NASAN 3B (BQ 3B) [BQ3B]
PHUTA 2B [PHUT2B]
XIVIN 1B [XIVI1B]
ARRIVALS
(RWYS 29L/R)



STAR	ROUTING
HAKAO 2B	From HAKAO, proceed on NOB R039 to D15.0 NOB (IAF1) at 7060. If not allowed, NOB VOR at or above 7060 will be used for approach procedures VOR Y RWY 29R, VOR RWY 29L or ILS Y RWY 29L.
LAOCAI 2B	Proceed on NOB R307 (W-6) to TONGA at or above FL100, then continue on NOB R307 to NOB VOR (IAF) at or above 6070.
MOCCHAU 2B	From MC NDB, proceed on NOB R250, descend to at or above 7060 at D15.0 NOB, then continue to NOB VOR (IAF) at or above 4930.
NAMHA 1B	From NAH VOR, proceed on NAH R325 to HALAN at or above 8040, turn RIGHT on NOB R225 to NOB VOR (IAF) at 4930.
NASAN 3B	Proceed on NOB R270 (W-21), track 090° to HUVAN at or above FL100, proceed on NOB R090 to NOB VOR (IAF) at or above 6070.
PHUTA 2B	Proceed on NOB R115 (W-3), track 295° to NOB VOR (IAF) at or above 4930. NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Cat Bi Intl) are alternate aerodromes for each other.
XIVIN 1B	From XIVIN on track 009° to HALAN at or above 8040, turn RIGHT on NOB R225 to NOB VOR (IAF) at 4930.

LANDING

Use one of the following procedures: VOR Y RWY 29R or VOR RWY 29L, ILS Y RWY 29L.

CAUTION:
Ⓐ Holding pattern restricted to use.

CHANGES: New format, reindexed.

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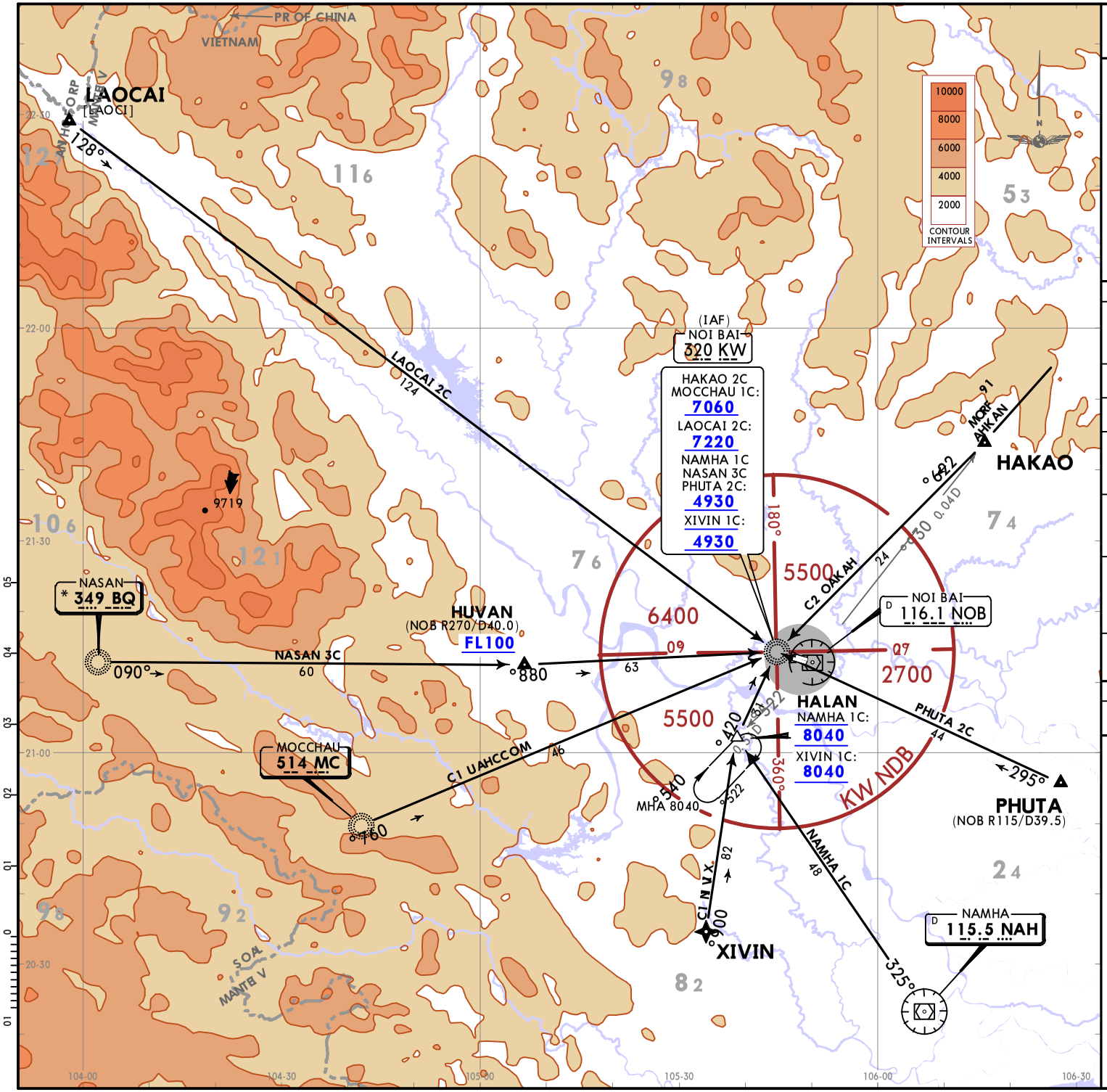

ATIS	Apt Elev	Alt Set: hPa Trans level: FL100
127.0	40	

HAKAO 2C [HAKA2C]
LAOCAI 2C (LAOCA 2C) [LAOC2C]
MOCCHAU 1C (MC 1C) [MC1C]
NAMHA 1C (NAH 1C) [NAH1C]
NASAN 3C (BQ 3C) [BQ3C]
PHUTA 2C [PHUT2C]
XIVIN 1C [XIVI1C]
ARRIVALS
(RWYS 11L/29R)

STAR	ROUTING
HAKAO 2C	From HAKAO, proceed on track 226° to KW NDB (IAF) at or above 7060, continue to descend following to ATC clearance.
LAOCAI 2C	From LAOCAI, proceed on track 128° to KW NDB (IAF) at or above 7220.
MOCCHAU 1C	From MC NDB, proceed on track 067° to KW NDB (IAF) at or above 7060.
NAMHA 1C	From NAH VOR, proceed on track 325° to HALAN at 8040, turn RIGHT on track 024° to KW NDB (IAF) at or above 4930.
NASAN 3C	From BQ NDB, proceed on track 090° to HUVAN at or above FL100, then proceed on track 088° to KW NDB (IAF) at or above 4930.
PHUTA 2C	From PHUTA, proceed on track 295° to KW NDB (IAF) at or above 4930. NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Cat Bi Intl) are alternate aerodromes for each other.
XIVIN 1C	From XIVIN proceed on track 009° to HALAN at or above 8040, turn RIGHT on track 024° to KW NDB (IAF) at 4930.

LANDING

Use one of the following procedures: ILS X, NDB RWY 11L or NDB RWY 29R.

CHANGES: New format, reindexed.

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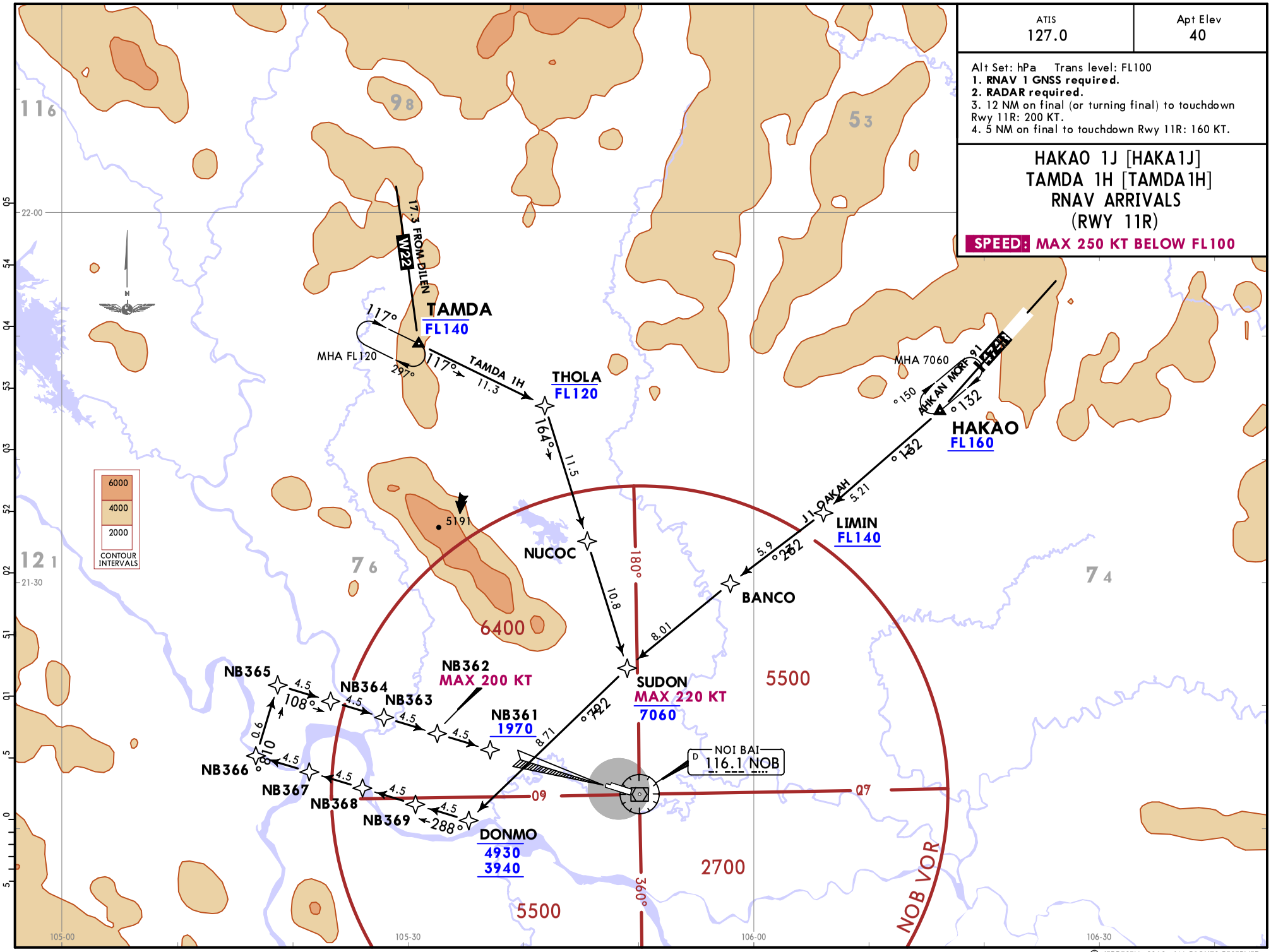
ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. **RNAV 1 GNSS required.**
2. **RADAR required.**
3. 12 NM on final (or turning final) to touchdown Rwy 11R: 200 KT.
4. 5 NM on final to touchdown Rwy 11R: 160 KT.

HAKAO 1J [HAKA1J]
TAMDA 1H [TAMDA1H]
RNAV ARRIVALS
(RWY 11R)

SPEED: MAX 250 KT BELOW FL100



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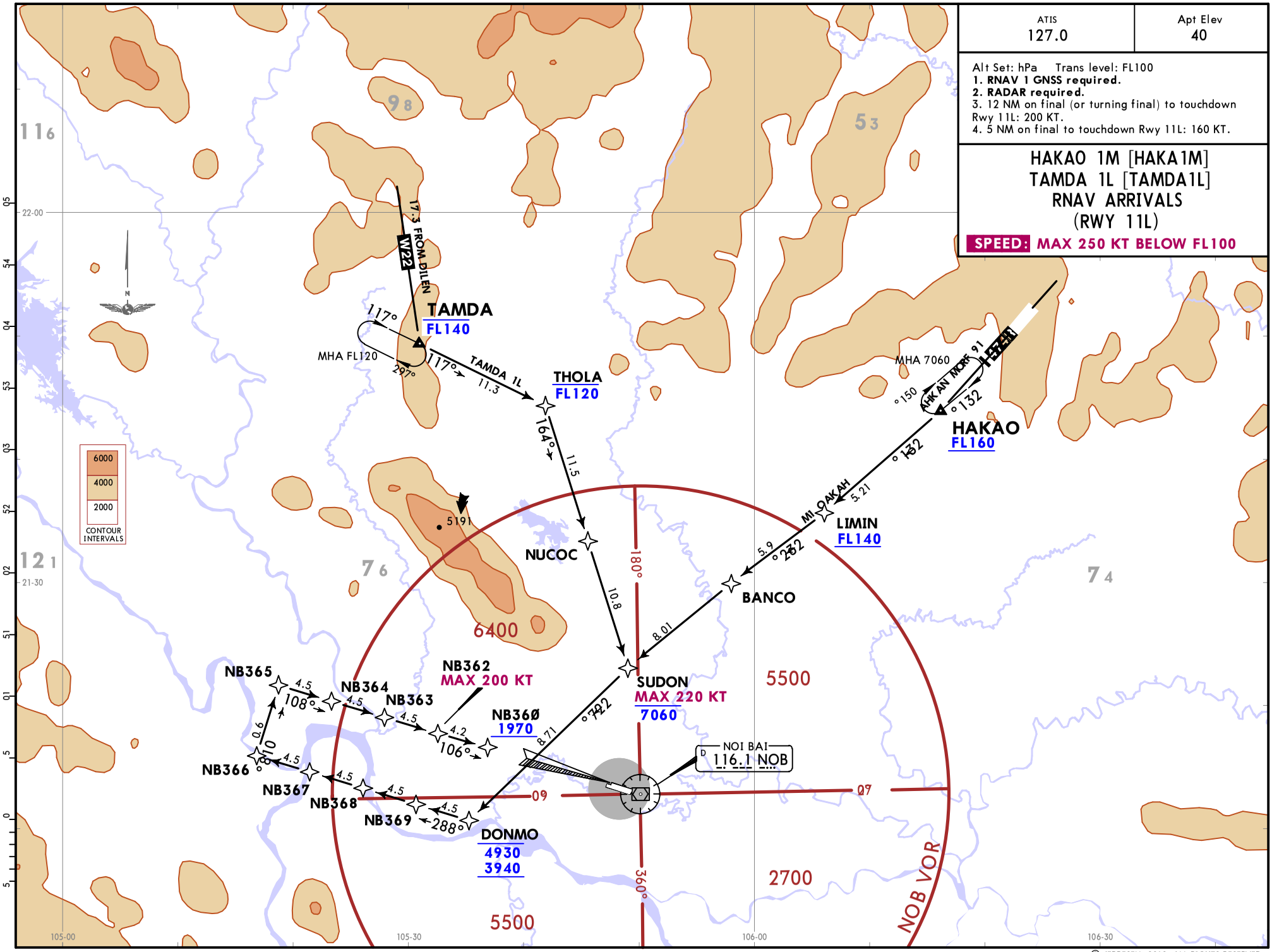
ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. **RNAV 1 GNSS required.**
2. **RADAR required.**
3. 12 NM on final (or turning final) to touchdown Rwy 11L: 200 KT.
4. 5 NM on final to touchdown Rwy 11L: 160 KT.

HAKAO 1M [HAKA1M]
TAMDA 1L [TAMDA1L]
RNAV ARRIVALS
(RWY 11L)

SPEED: MAX 250 KT BELOW FL100



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HANOI, VIETNAM

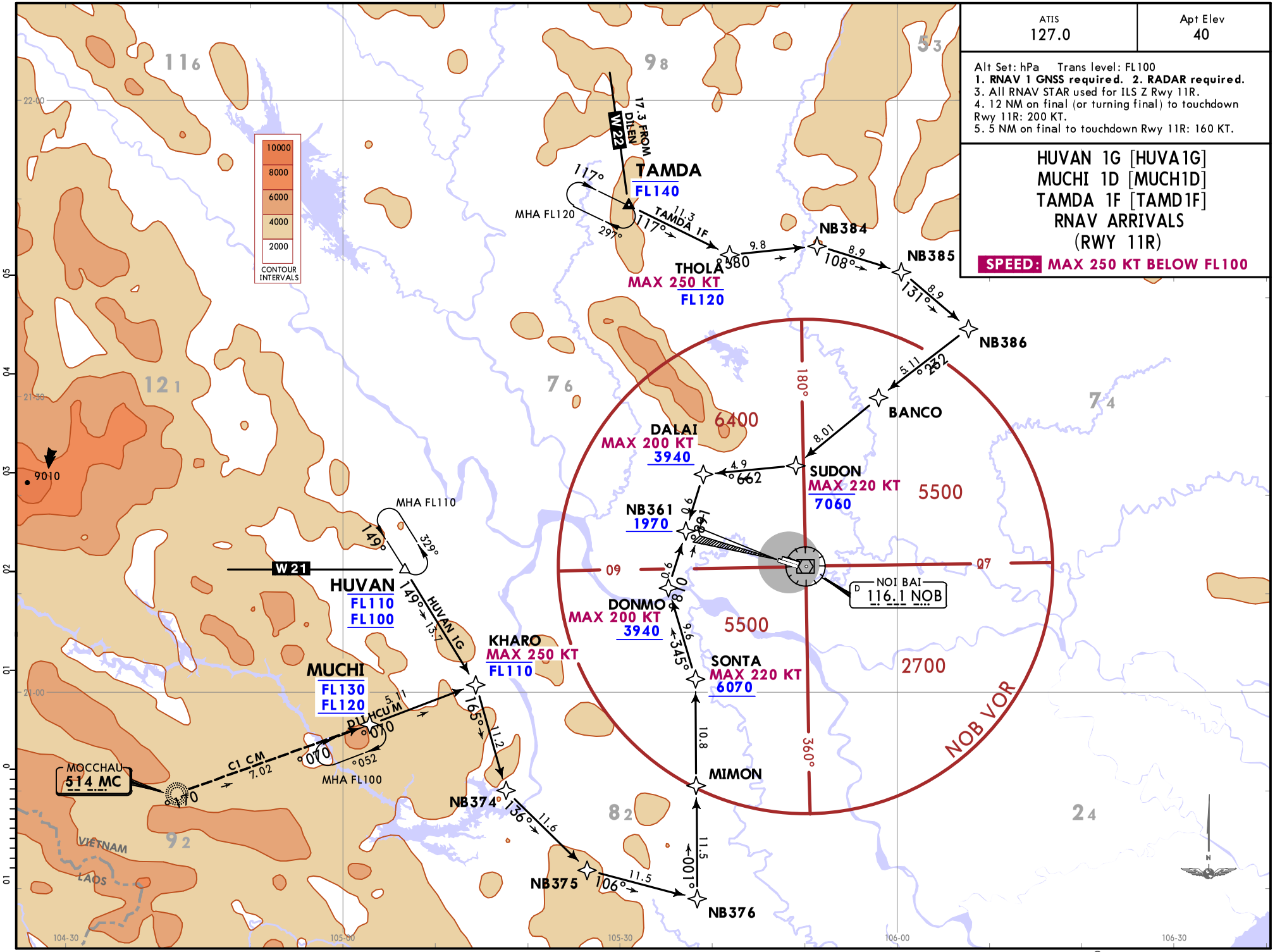
RNAV STAR

ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. RNAV 1 GNSS required. 2. RADAR required.
3. All RNAV STAR used for ILS Z Rwy 11R.
4. 12 NM on final (or turning final) to touchdown Rwy 11R: 200 KT.
5. 5 NM on final to touchdown Rwy 11R: 160 KT.

HUVAN 1G [HUVA1G]
MUCHI 1D [MUCH1D]
TAMDA 1F [TAMD1F]
RNAV ARRIVALS
(RWY 11R)

SPEED: MAX 250 KT BELOW FL100



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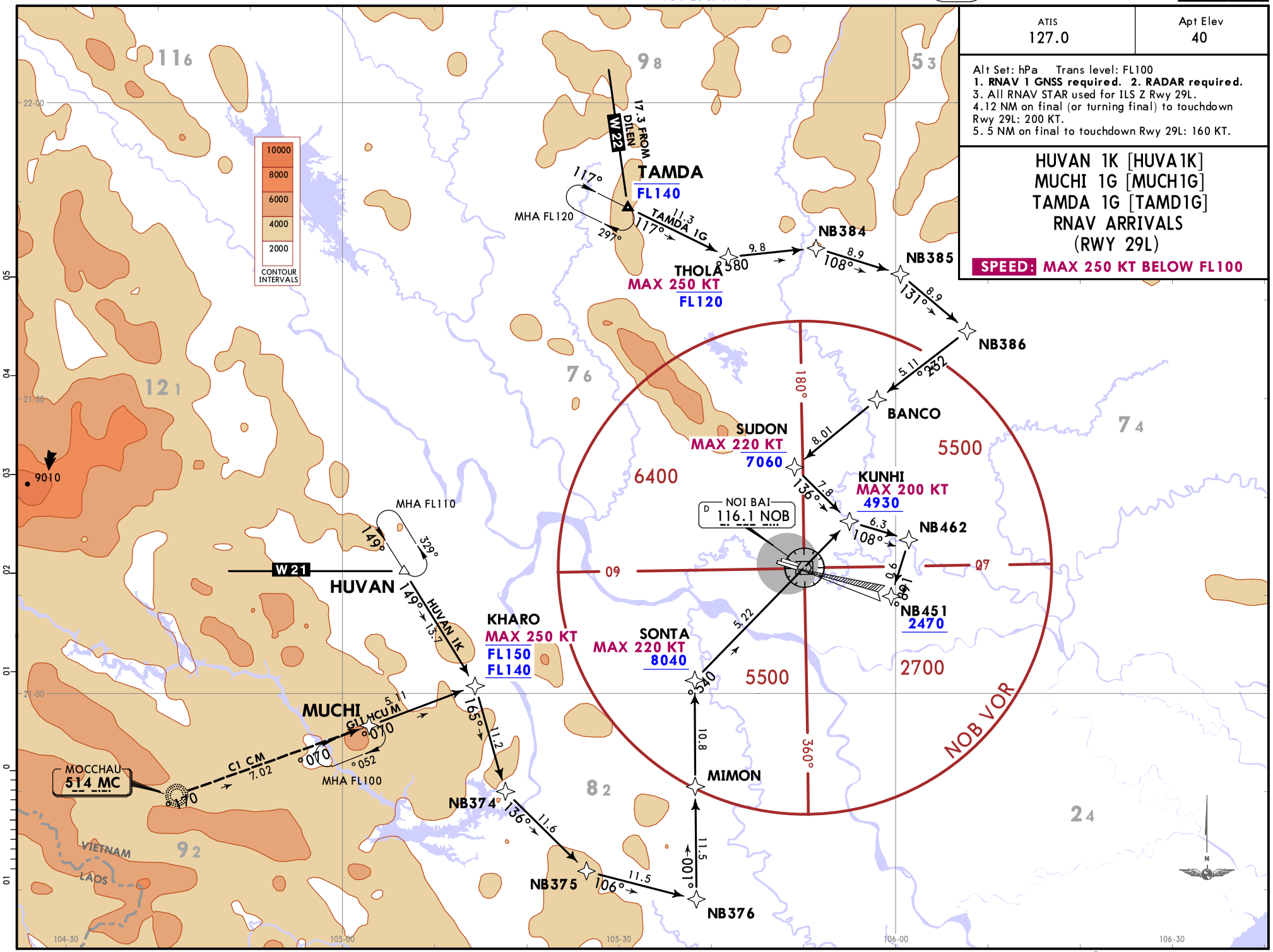
ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. RNAV 1 GNSS required. 2. RADAR required.
3. All RNAV STAR used for ILS Z Rwy 29L.
4.12 NM on final (or turning final) to touchdown Rwy 29L: 200 KT.
5. 5 NM on final to touchdown Rwy 29L: 160 KT.

HUVAN 1K [HUVA1K]
MUCHI 1G [MUCH1G]
TAMDA 1G [TAMD1G]
RNAV ARRIVALS
(RWY 29L)

SPEED: MAX 250 KT BELOW FL100



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HANOI, VIETNAM

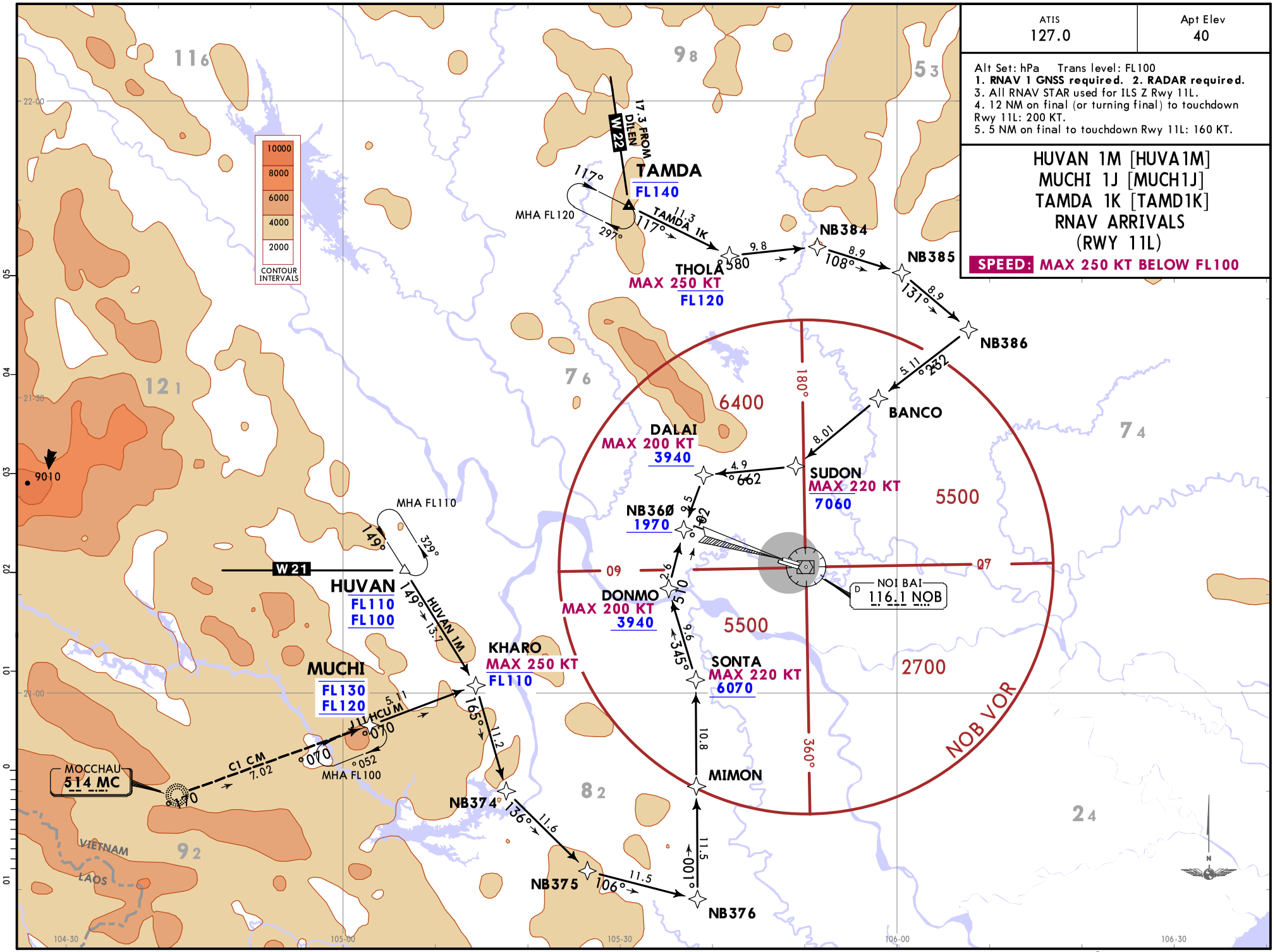
RNAV STAR

ATIS	Apt Elev
127.0	40

Alt Set: hPa Trans level: FL100
1. RNAV 1 GNSS required. 2. RADAR required.
3. All RNAV STAR used for ILS Z Rwy 11L.
4. 12 NM on final (or turning final) to touchdown Rwy 11L: 200 KT.
5. 5 NM on final to touchdown Rwy 11L: 160 KT.

HUVAN 1M [HUVA1M]
MUCHI 1J [MUCH1J]
TAMDA 1K [TAMD1K]
RNAV ARRIVALS
(RWY 11L)

SPEED: MAX 250 KT BELOW FL100



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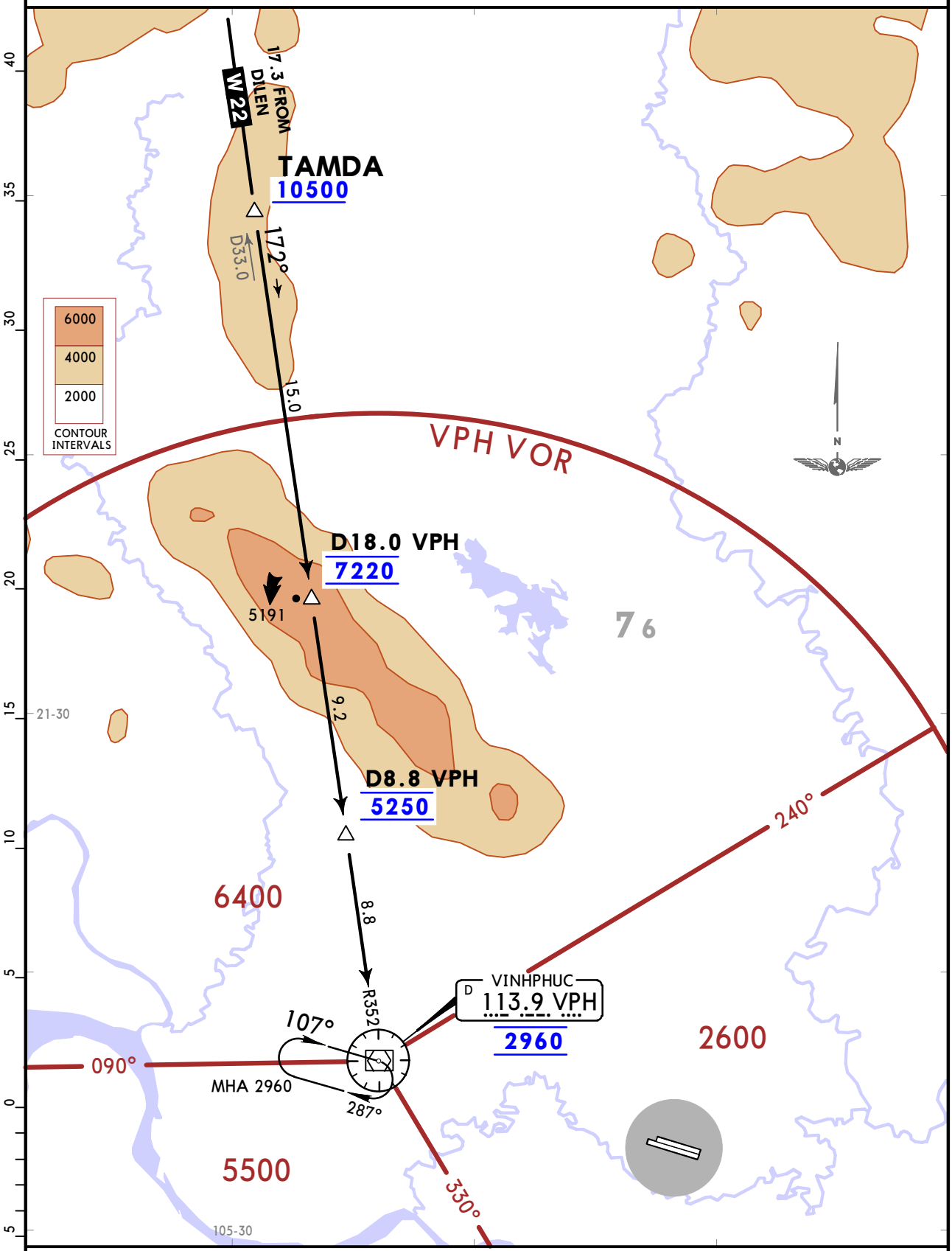
ATIS	Apt Elev	
127.0	40	Alt Set: hPa Trans level: FL100 CAUTION: ATS route W-22 can only be used for flights to NBA when having ATC approval.

TAMDA 3A [TAMD3A]
ARRIVAL
(RWYS 11L/R)



ROUTING

From TAMDA, proceed on VPH R352 descend and MAINTAIN 7220 to D18.0 VPH, continue descending and MAINTAIN 5250. Then passing D8.8 VPH, continue descending to 2960 join holding pattern or make base turn to approach procedure for landing.

CHANGES: New format, reindexed.

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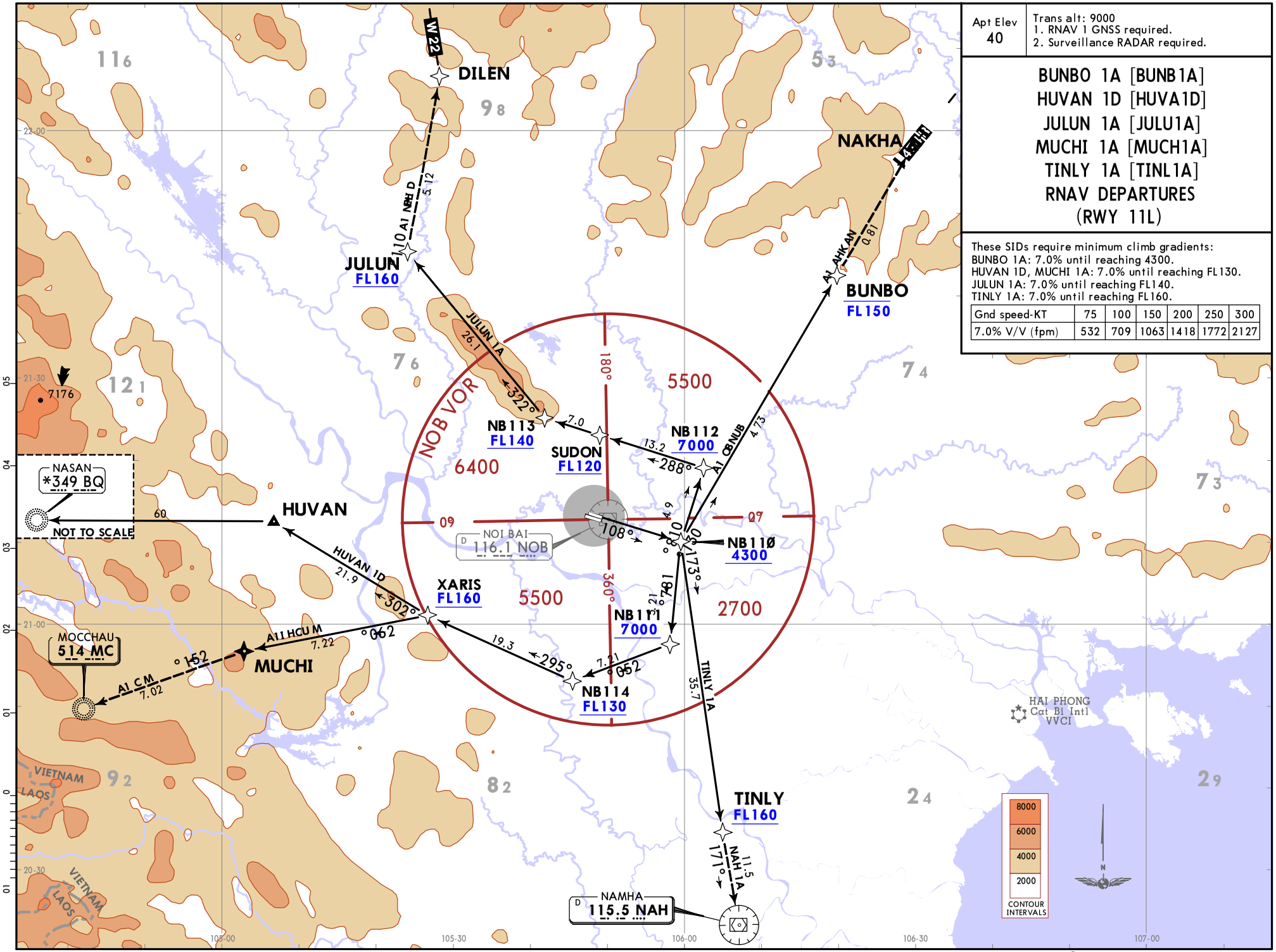
Apt Elev	Trans alt: 9000
40	1. RNAV 1 GNSS required. 2. Surveillance RADAR required.

BUNBO 1A [BUNB1A]
HUVAN 1D [HUVA1D]
JULUN 1A [JULU1A]
MUCHI 1A [MUCH1A]
TINLY 1A [TINL1A]
RNAV DEPARTURES
(RWY 11L)

These SIDs require minimum climb gradients:
BUNBO 1A: 7.0% until reaching 4300.
HUVAN 1D, MUCHI 1A: 7.0% until reaching FL130.
JULUN 1A: 7.0% until reaching FL140.
TINLY 1A: 7.0% until reaching FL160.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



CHANGES: Distance from runway to NB110 withdrawn.

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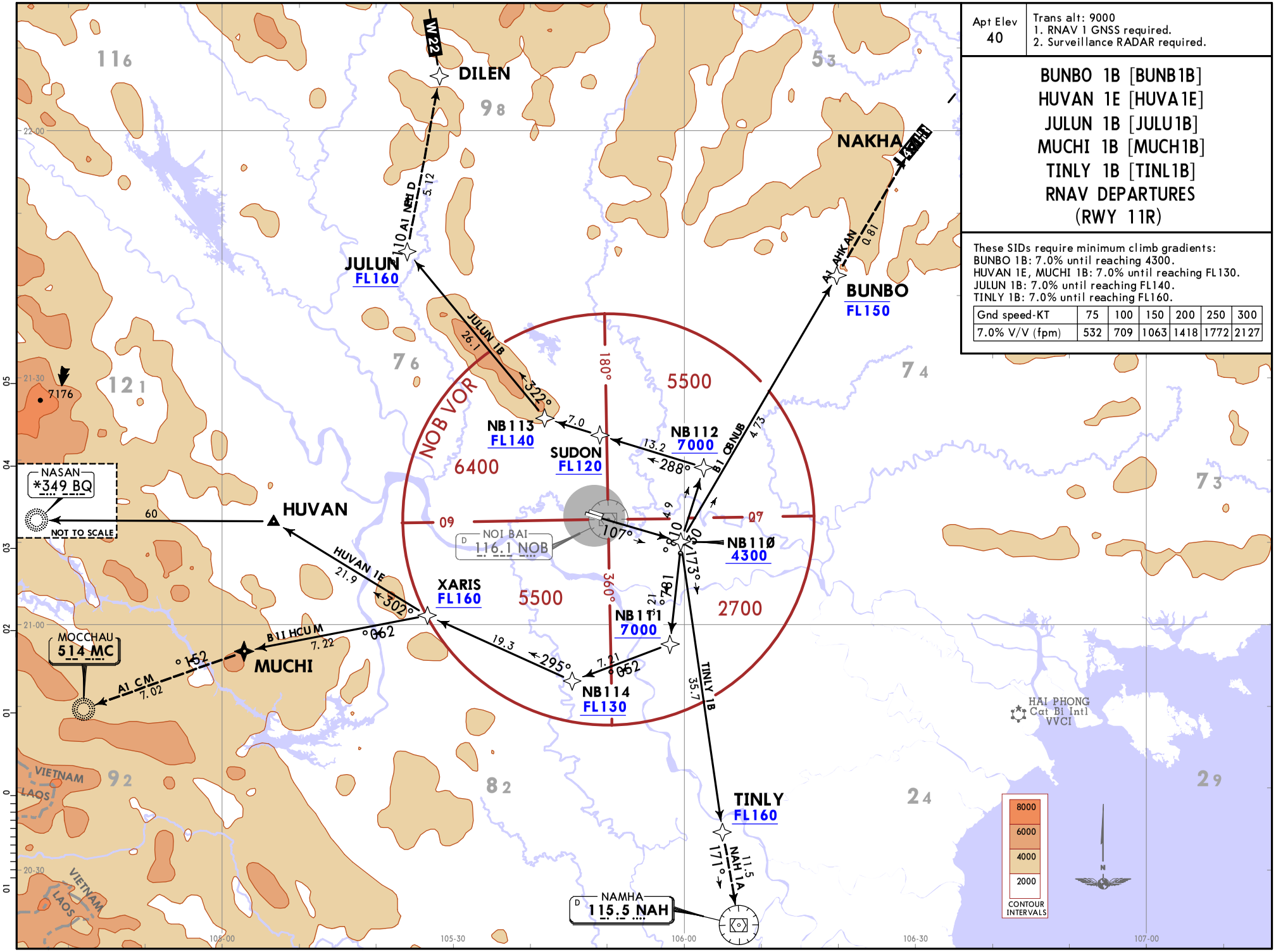
Apt Elev	Trans alt: 9000
40	1. RNAV 1 GNSS required. 2. Surveillance RADAR required.

BUNBO 1B [BUNB1B]
HUVAN 1E [HUVA1E]
JULUN 1B [JULU1B]
MUCHI 1B [MUCH1B]
TINLY 1B [TINL1B]
RNAV DEPARTURES
(RWY 11R)

These SIDs require minimum climb gradients:
BUNBO 1B: 7.0% until reaching 4300.
HUVAN 1E, MUCHI 1B: 7.0% until reaching FL130.
JULUN 1B: 7.0% until reaching FL140.
TINLY 1B: 7.0% until reaching FL160.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



CHANGES: Distance from runway to NB110 withdrawn.

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HANOI, VIETNAM

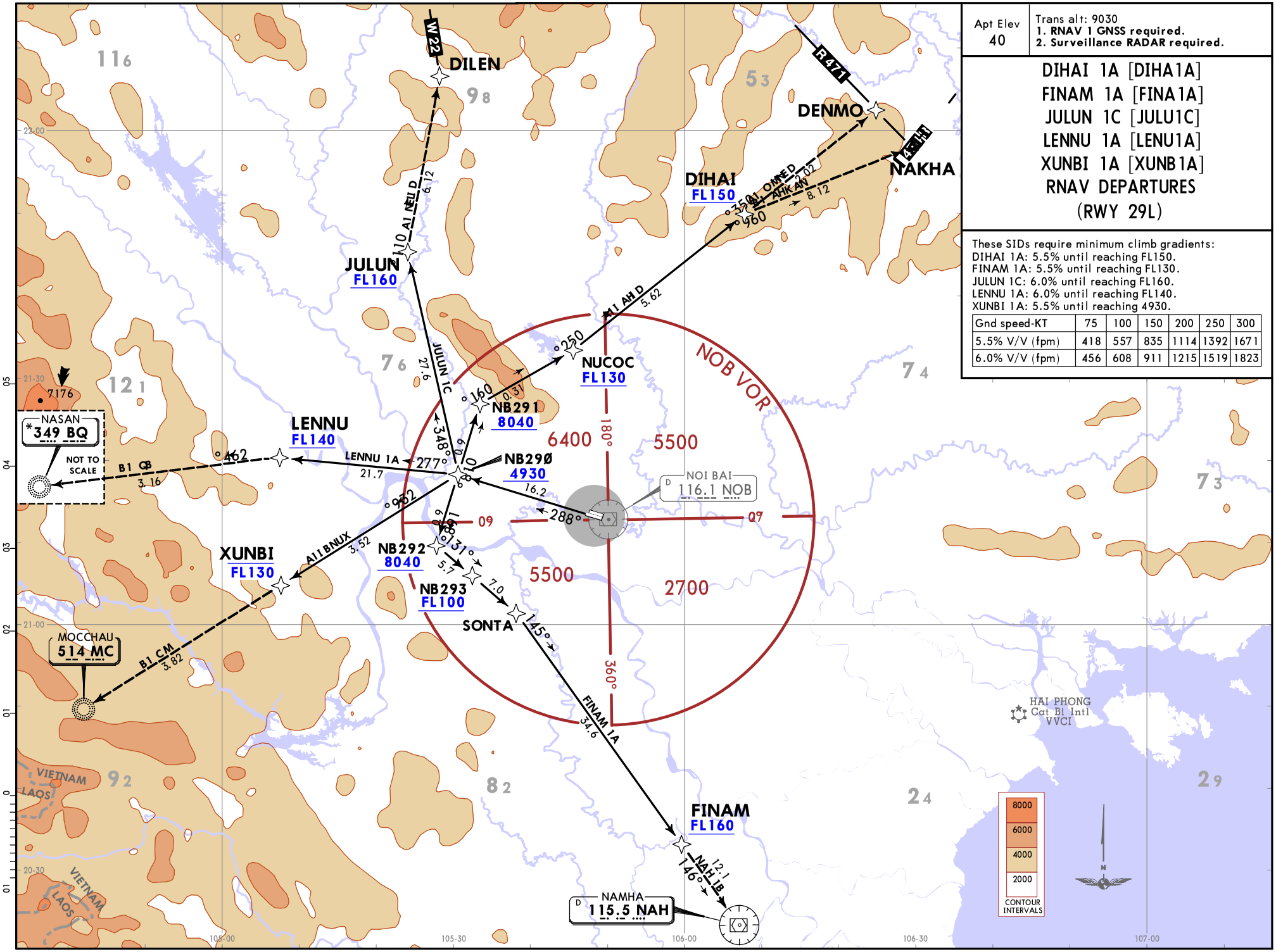
RNAV SID

Apt Elev	Trans alt: 9030
40	1. RNAV 1 GNSS required. 2. Surveillance RADAR required.

DIHAI 1A [DIHA1A]
FINAM 1A [FINA1A]
JULUN 1C [JULU1C]
LENNU 1A [LENU1A]
XUNBI 1A [XUNB1A]
RNAV DEPARTURES
(RWY 29L)

These SIDs require minimum climb gradients:
DIHAI 1A: 5.5% until reaching FL150.
FINAM 1A: 5.5% until reaching FL130.
JULUN 1C: 6.0% until reaching FL160.
LENNU 1A: 6.0% until reaching FL140.
XUNBI 1A: 5.5% until reaching 4930.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823



CHANGES: New format.

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JEPPESEN
14 DEC 18 (10-3C)

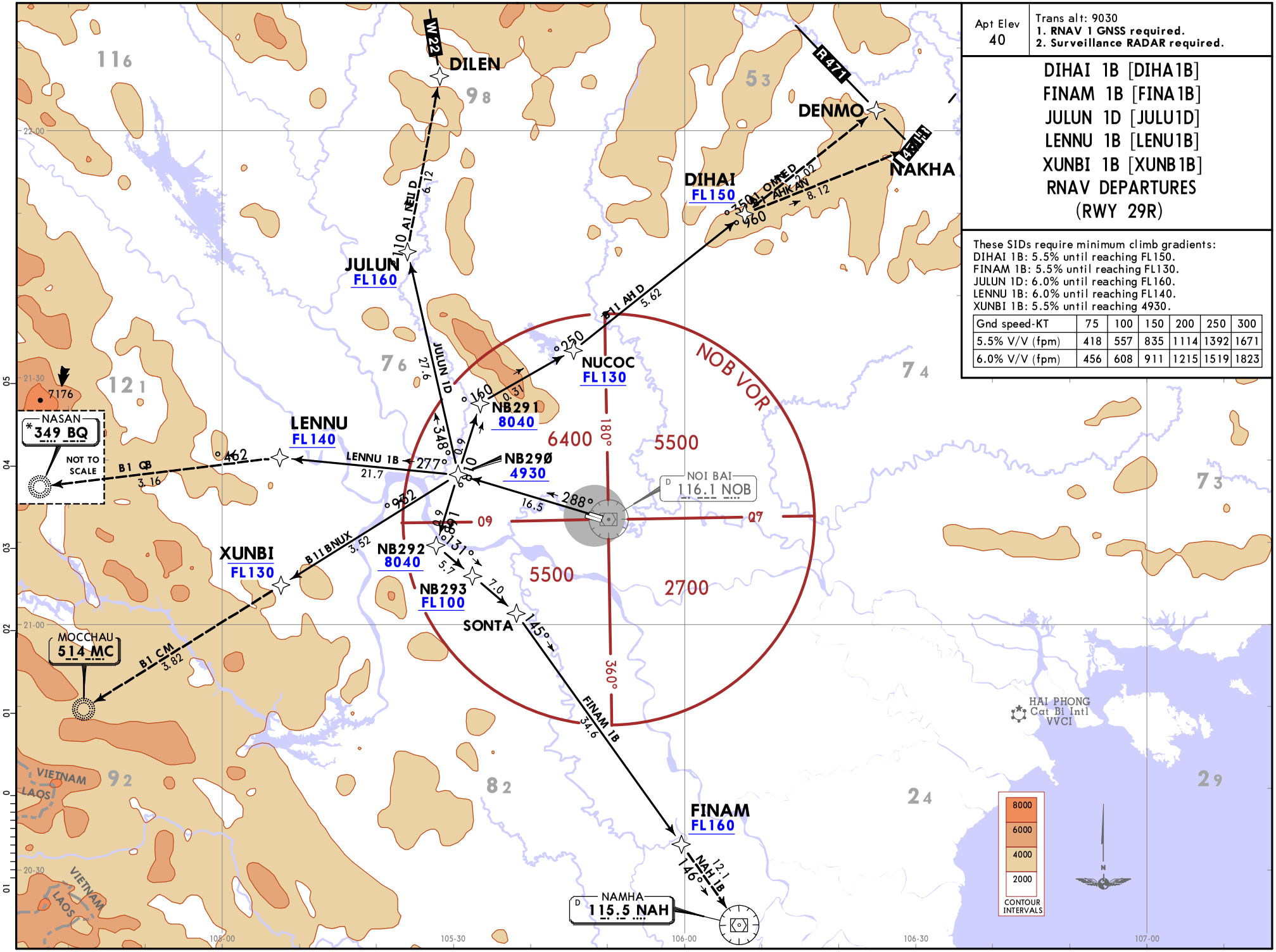
HANOI, VIETNAM
RNAV SID

Apt Elev	Trans alt: 9030
40	1. RNAV 1 GNSS required. 2. Surveillance RADAR required.

DIHAI 1B [DIHA1B]
FINAM 1B [FINA1B]
JULUN 1D [JULU1D]
LENNU 1B [LENU1B]
XUNBI 1B [XUNB1B]
RNAV DEPARTURES
(RWY 29R)

These SIDs require minimum climb gradients:
DIHAI 1B: 5.5% until reaching FL150.
FINAM 1B: 5.5% until reaching FL130.
JULUN 1D: 6.0% until reaching FL160.
LENNU 1B: 6.0% until reaching FL140.
XUNBI 1B: 5.5% until reaching 4930.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823



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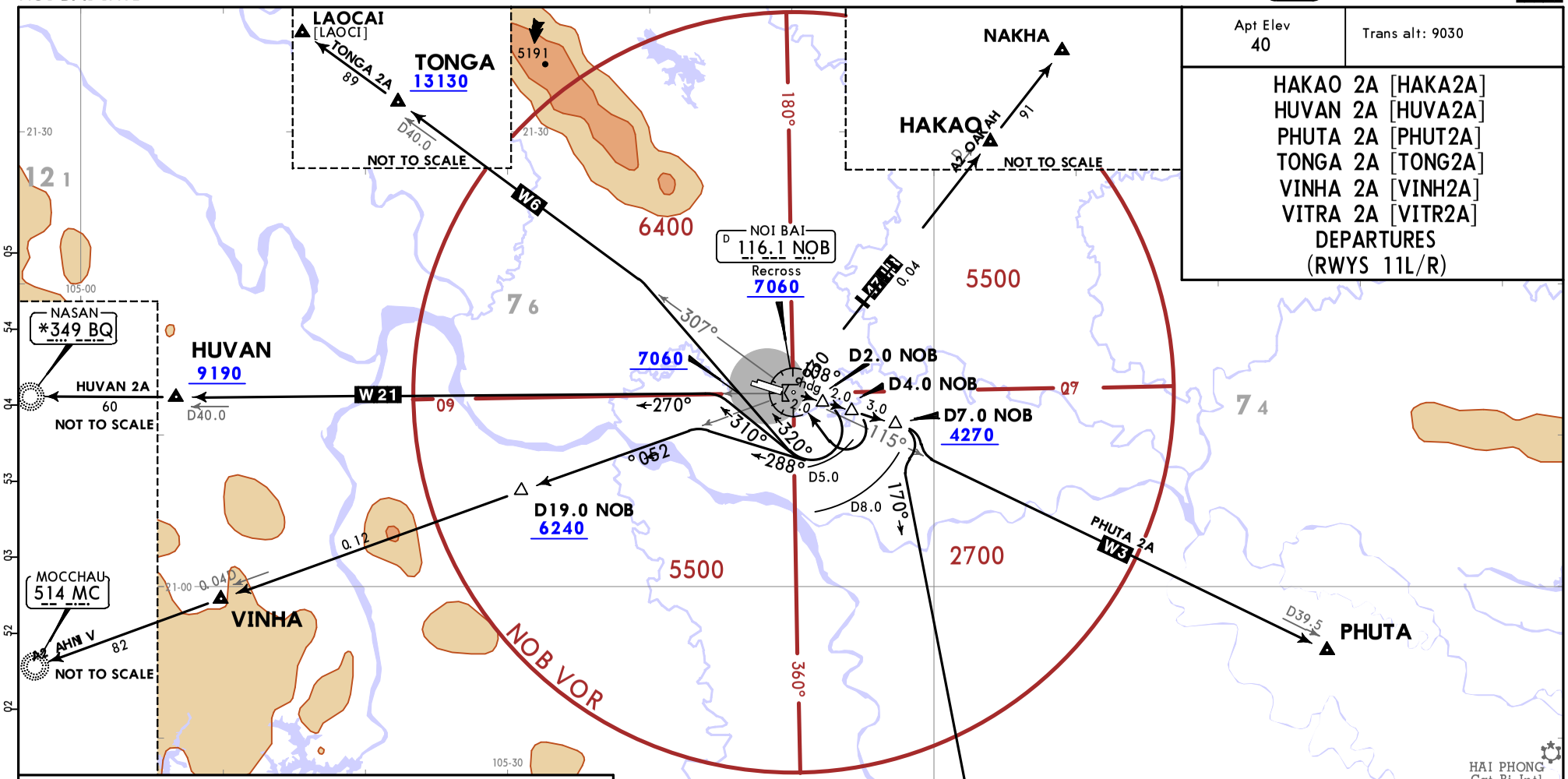
Apt Elev	Trans alt: 9030
40	

HAKAO 2A [HAKA2A]
HUVAN 2A [HUVA2A]
PHUTA 2A [PHUT2A]
TONGA 2A [TONG2A]
VINHA 2A [VINH2A]
VITRA 2A [VITR2A]
DEPARTURES
(RWYS 11L/R)



TONGA 2A:
Minimum climb gradient 6.0%.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	ROUTING
HAKAO 2A	After departure, MAINTAIN runway heading to D4.0 NOB, then turn RIGHT within D8.0 NOB to NOB VOR, then turn RIGHT to intercept NOB R039 (R-474) to HAKAO, then NAKHA.
HUVAN 2A	After departure, MAINTAIN runway heading to D2.0 NOB, then turn RIGHT within D5.0 NOB on track 310° to intercept NOB R270 (W-21) to HUVAN, then BQ NDB.
PHUTA 2A	After departure, MAINTAIN runway heading to D7.0 NOB, then turn RIGHT to intercept NOB R115 (W-3) to PHUTA, then Cat Bi. NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Cat Bi) are alternate aerodromes for each other.
TONGA 2A	After departure, MAINTAIN runway heading to D2.0 NOB, turn RIGHT within D5.0 NOB on track 320° to intercept NOB R307 (W-6) to TONGA, then LAOCAI.
VINHA 2A	After departure, MAINTAIN runway heading to D2.0 NOB, turn RIGHT within D5.0 NOB on track 288° to intercept NOB R250 to VINHA, then MC NDB.
VITRA 2A	After departure, MAINTAIN runway heading to D7.0 NOB, then turn RIGHT to intercept NAH R350 to VITRA, then NAH VOR.

CHANGES: PHUTA SID depiction.

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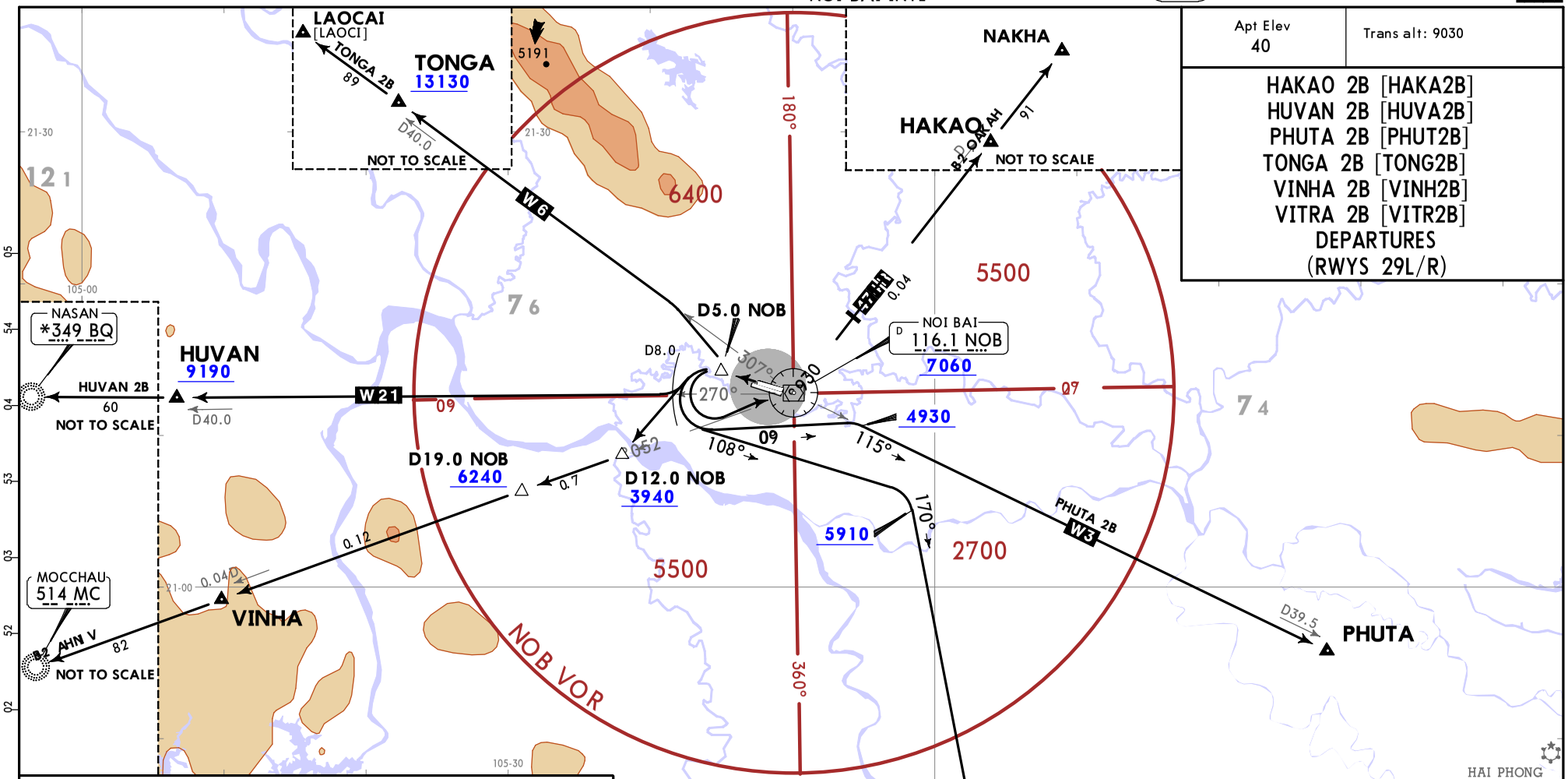
Apt Elev	Trans alt: 9030
40	

HAKAO 2B [HAKA2B]
HUVAN 2B [HUVA2B]
PHUTA 2B [PHUT2B]
TONGA 2B [TONG2B]
VINHA 2B [VINH2B]
VITRA 2B [VITR2B]
DEPARTURES
(RWYS 29L/R)



TONGA 2B:
Minimum climb gradient 6.0%.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

INITIAL CLIMB

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

SID	ROUTING
HAKAO 2B	From D5.0 NOB, turn LEFT within D8.0 NOB to NOB VOR, then turn LEFT to intercept NOB R039 (R-474) to HAKAO, then NAKHA.
HUVAN 2B	From D5.0 NOB, turn LEFT to intercept NOB R270 (W-21) to HUVAN, then BQ NDB.
PHUTA 2B	From D5.0 NOB, turn LEFT within D8.0 NOB on 090° track to intercept NOB R115 (W-3) to PHUTA. NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Catbi) are alternate aerodromes for each other.
TONGA 2B	From D5.0 NOB, turn RIGHT to intercept NOB R307 (W-6) to TONGA, then LAOCAI.
VINHA 2B	From D5.0 NOB, turn LEFT to NOB R250/D12.0 NOB, then via NOB R250 to VINHA, then MC NDB.
VITRA 2B	From D5.0 NOB, turn LEFT within D8.0 NOB on 108° track to intercept NAH R350 to VITRA, then NAH VOR.

CHANGES: None.

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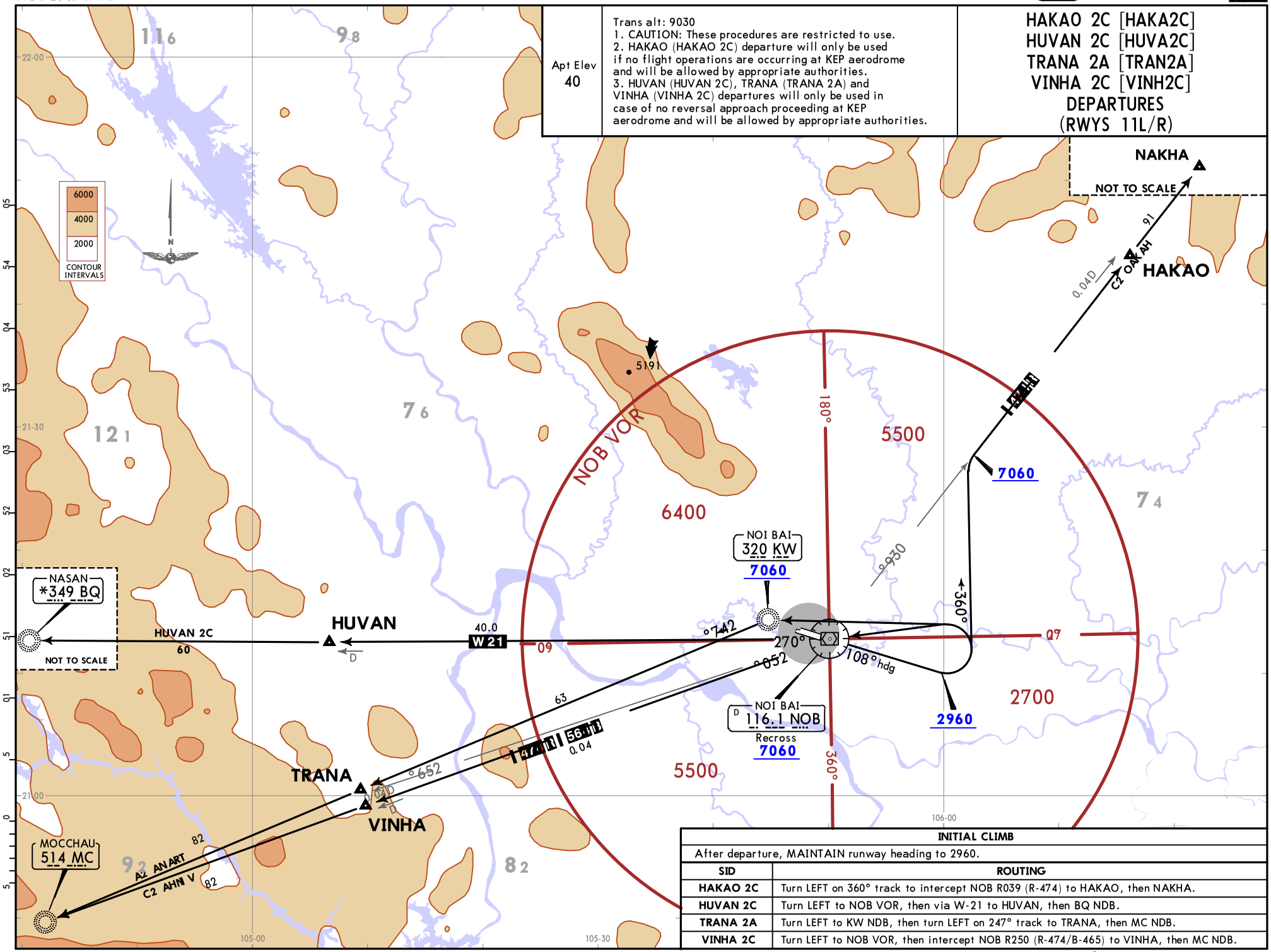
Apt Elev
40

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.

HAKAO 2C [HAKA2C]
HUVAN 2C [HUVA2C]
TRANA 2A [TRAN2A]
VINHA 2C [VINH2C]
DEPARTURES
(RWYS 11L/R)



INITIAL CLIMB	
After departure, MAINTAIN runway heading to 2960.	
SID	**ROUTING**
HAKAO 2C	Turn LEFT on 360° track to intercept NOB R039 (R-474) to HAKAO, then NAKHA.
HUVAN 2C	Turn LEFT to NOB VOR, then via W-21 to HUVAN, then BQ NDB.
TRANA 2A	Turn LEFT to KW NDB, then turn LEFT on 247° track to TRANA, then MC NDB.
VINHA 2C	Turn LEFT to NOB VOR, then intercept NOB R250 (R-474/B-465) to VINHA, then MC NDB.

CHANGES: None.

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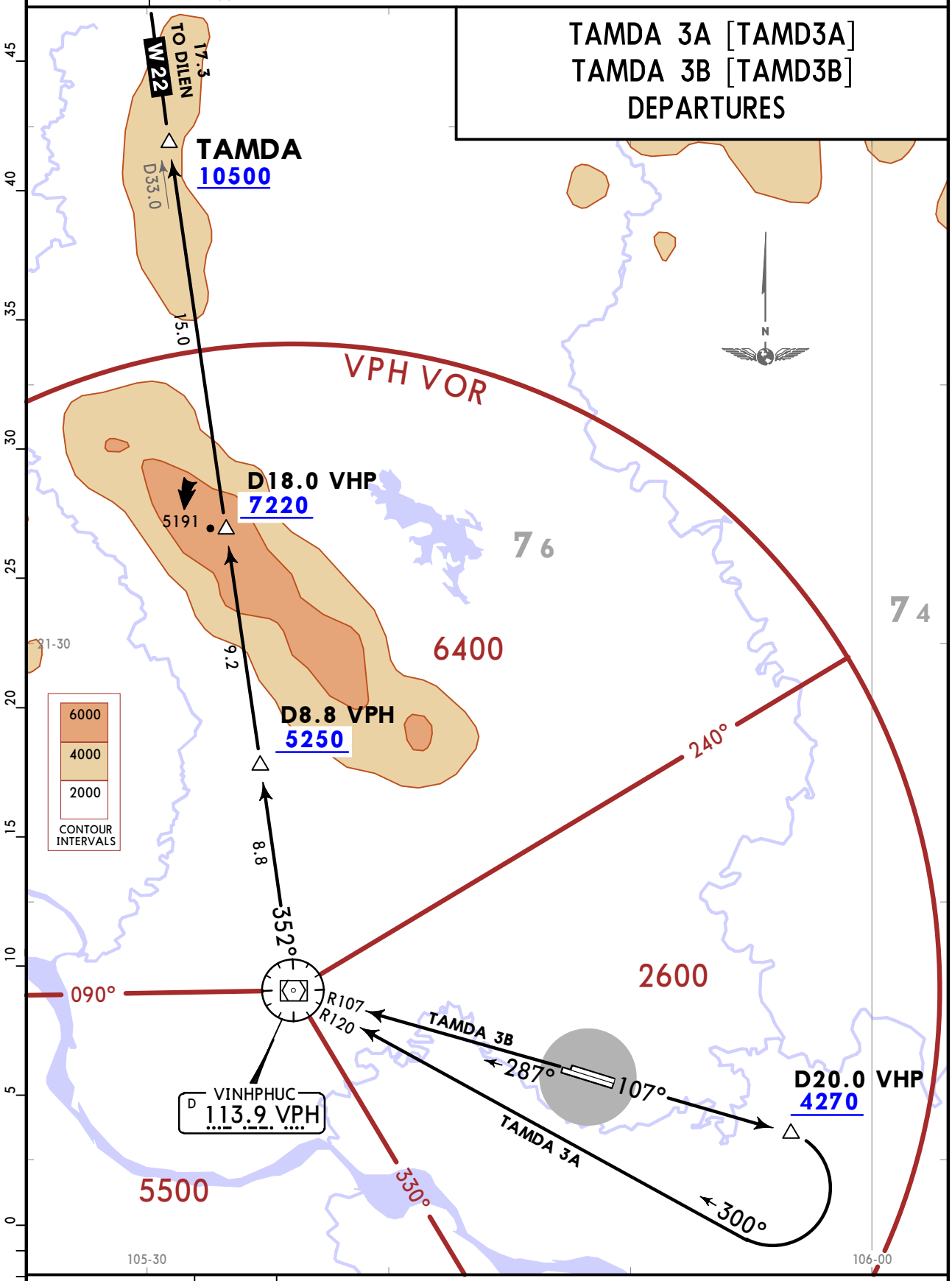
Apt Elev
40

Trans alt: 9030
CAUTION: ATS route W-22 can only be used for flights departing from NBA when having ATC approval.

TAMDA 3A [TAMD3A]
TAMDA 3B [TAMD3B]
DEPARTURES



SID	RWY	INITIAL CLIMB
TAMDA 3A	11L/R	After departure, MAINTAIN runway heading to intercept VPH R107 to D20.0 VPH, then turn RIGHT to intercept VPH R120 to VPH VOR.
TAMDA 3B	29L/R	After departure, MAINTAIN runway heading to intercept VPH R107 to VPH VOR.

ROUTING

At VPH VOR turn RIGHT to intercept VPH R352 to D8.8 VPH, then proceed to D18.0 VPH to TAMDA.

CHANGES: Crossing altitude at TAMDA.

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OPERATIONS OF TAXIWAYS S3, S4, S5, S5A, S7, S7C AND CONSTRUCTIONS OF PHASES 5,6 - PROJECT 'CONSTRUCTION AND UPGRADING RUNWAY AND TAXIWAYS AT NOI BAI INTERNATIONAL AIRPORT'

1 INTRODUCTION

Charts 10-8 to 10-8G aim at notifying the following contents:

- Characteristics of Taxiways S3, S4, S5, S5A, S7, S7C.
- Construction of phases 5, 6 with the detail as follows:

Phase 5: From 1701 on 31 DEC 2020 to 1659 on 31 JAN 2021 (UTC).

Phase 6: From 1701 on 31 JAN 2021 to 1659 on 31 MAR 2021 (UTC).

2 DETAILS

2.1 Put into operation of Taxiways S3, S4, S5, S5A,S7, S7C

2.1.1 Operation of TWY S7 with the characteristics as follows:

Taxiway S7 consists of the following portions:

a. The portions have been upgraded

Description:

- A portion from the position 460'(140.3m) from the center line of Runway 11R/29L to the south to the position 74'(22.5m) from the center line of Runway 11R/29L to the south; and
- A portion from the position 74'(22.5m) from the center line of Runway 11R/29L to the north to the position 303'(92.5m) from the center line of Runway 11R/29L to the north.

b. The portions have not been upgraded yet

Description:

- A portion from the position 561'(171m) from the center line of Runway 11R/29L to the south to the position 460'(140.3m) from the center line of Runway 11R/29L to the south; and
- A portion from the position 303'(92.5m) from the center line of Runway 11R/29L to the north to the position 74'(22.5m) from the center line of Runway 11R/29L to the south.

c. Taxiway S7 (portion converted from the intersection of Runway 11R/29L and Taxiway S7).

Description: The intersection of Runway 11R/29L and Taxiway S7

2.1.2 Operation of Taxiway S3 as follows:

Taxiway S3 consists of the following portions:

a. The portion has been upgraded

Description: A portion from the position 74'(22.5m) from the center line of Runway 11R/29L to the north to the position 377'(115m) from the center line of Runway 11R/29L to the north.

b. The portion has not been upgraded yet

Description: A portion from the position 74'(22.5m) from the center line of Runway 11L/29R to the south to the position 377'(115m) from the center line of Runway 11R/29L to the north.

2.1.3 Operation of Taxiway S4 as follows:

Taxiway S4 consists of the following portions:

a. The portion has been upgraded

Description: A portion from the position 74'(22.5m) from the center line of Runway 11R/29L to the south to the position 378'(115.3m) from the center line of Runway 11R/29L to the south.

b. The portion has not been upgraded yet

Description: A portion from the position 378'(115.3m) from the center line of Runway 11R/29L to the south to the position 561'(171m) from the center line of Runway 11R/29L to the south.

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OPERATIONS OF TAXIWAYS S3, S4, S5, S5A, S7, S7C AND CONSTRUCTIONS OF PHASES 5,6 - PROJECT 'CONSTRUCTION AND UPGRADING RUNWAY AND TAXIWAYS AT NOI BAI INTERNATIONAL AIRPORT' (CONTD.)

2.1.4 Operation of Taxiway S5 as follows:

Taxiway S5 consists of the following portions:

a. The portion has been upgraded

Description: A portion from the position 74'(22.5m) from the center line of Runway 11R/29L to the north to the position 377'(115m) from the center line of Runway 11R/29L to the north.

b. The portion has not been upgraded yet

Description: A portion from the position 377'(115m) from the center line of Runway 11R/29L to the north to the position 74'(22.5m) from the center line of Runway 11L/29R to the south.

2.1.5 Operation of Taxiway S5A as follows:

Taxiway S5A consists of the following portions:

a. The portion has been upgraded

Description: A portion from the position 74'(22.5m) from the center line of Runway 11R/29L to the south to the position 204'(62.2m) from the center line of Runway 11R/29L to the south.

b. The portion has not been upgraded yet

Description: A portion from the position 204'(62.2m) from the center line of Runway 11R/29L to the south to the position 561'(171m) from the center line of Runway 11R/29L to the south.

2.1.6 Taxiway S7C (a portion of Runway is converted to Taxiway S7C as follows:

Description: From the position 38'(11.5m) from the center line of Taxiway S7 to the east to the position 947'(288.5m) from the center line of Taxiway S7 to the east.

2.2 Construction areas of phases 5, 6

2.1.1 Phase 5

2.1.1.1 Construction period: From 1701 on 31 DEC 2020 to 1659 on 31 JAn 2021 (UTC).

2.1.1.2 Construction areas:

- Area 1.
- Area 3.
  - Northern: 295'(90m) from the centreline of Runway 11R/29L.
  - Southern: Adjacent to Taxiway S1.
  - Western: 164'(50m) from the centreline of Taxiway S7.
  - Eastern: 164'(50m) from the centreline of Taxiway S6.
  - Taxiway S6: A portion from the position 295'(90m) from the center line of Runway 11R/29L to the south to the position 164'(50m) from the center line of Taxiway S1 to the north.
  - Taxiway S5: A portion from the position 381'(116m) from the center line of Runway 11L/29R to the south to the position 164'(50m) from the center line of Taxiway S3 to the northwest.
- Area 4 (construction is only allowed during the period of temporary closure Runway 11R/29L).
- Area 8: Taxiway S1A (a portion from the position 295'(90m) from the center line of Runway 11R/29L to the position 279'(85m) from the center line of Taxiway S2B; to the position which is 164'(50m) from the center line of S1 (Runway 29L) to the southeast and parallel with Taxiway S1).

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OPERATIONS OF TAXIWAYS S3, S4, S5, S5A, S7, S7C AND CONSTRUCTIONS OF PHASES 5,6 - PROJECT 'CONSTRUCTION AND UPGRADING RUNWAY AND TAXIWAYS AT NOI BAI INTERNATIONAL AIRPORT' (CONTD.)

2.1.1.3 Temporarily closed areas:

- Runway 11R/29L: A portion from the threshold of Runway 11R to the position 164'(50m) from the center line of Taxiway S7 to the west.
- Taxiway S1:
  - A portion from the position164'(50m) from the center line of Taxiway S7 to the west to the beginning of Runway 11R.
  - A portion from the position164'(50m) from the center line of Taxiway S7 to the east to the position 164'(50m) from the center line of Taxiway S6 to the west.
- Taxiway S4: A portion from the position adjacent to Runway 11R/29L to the position 221'(67.5m) from the center line of Taxiway S1 to the north.
- Taxiways S1A, S1C, S1D, S1E, S3, S5, S5A, S6, S7B.
- Stands 25S, 26S.

2.1.1.4 Areas put into operation:

- Runway 11R/29L (a portion 9843'(3000m) from the intersection of Runway 11R/29L and Taxiway S7 to the position 656'(200m) from the threshold of Runway 29L to the west) includes:
  - Taxiway S7 (the portion converted from the intersection of Runway 11R/29L and Taxiway S7).
  - Taxiway S7C converted from a portion of Runway 11R/29L.
- Taxiway S1 (portion from Taxiway S4 to Taxiway S6).
- Taxiway S7.

2.1.1.5 Aircraft taxiing procedures during construction period:

- Runway 11L/29R is used for aircraft to take-off and land.
- Runway 11R/29L (the portion 945'(288.5m) from the center line of the Taxiway S7 to the east to the portion 656'(200m) from the threshold of Runway 29L to the west) is used for aircraft code C and equivalent (wingspan up to but not including 118'(36m).

Note: From 2201 to 1659 daily for take-off available.

- Adjustment of aircraft taxiing procedures for stands from 54 to 56:
  - Not used for commercial purpose, only used for aircraft parking/parking overnight.
  - For arrival aircraft: Aircraft are arranged in the sequence for stands 56, 55, 54.
  - For departure aircraft: Aircraft are towed/pushed back via Taxiway EW in the sequence for stands 54, 55, 56.
- Adjustment of aircraft operational procedures for stands:
  - For stands 52B, 52C: Aircraft are pushed back via Taxiway EW, the nose of aircraft is to the east and self-taxi.
  - For stands 52, 52A, 52D, 53, 53A: Aircraft are pushed back via Taxiway EW, the nose of aircraft is to the east and self-taxi when there is no aircraft parking at stands 54, 55.
- Taxiways S7, S2 are used for towing and pushing aircraft from stands at the southern apron to the northern military apron and vice versa.

For arrival aircraft:

a. Runway 11L:

- Stands from 1 to 53, 1H, 2H, 3H, 9H: After landing, aircraft → Twy S1/S2 → → cross Rwy 11R/29L → Twy S1/S2 → Twy S1 → Twy S1B/S4/S6A → apron.
- Stands from 71 to 86: After landing, aircraft → Twy S1/S2 → cross Rwy 11R/29L → → Twy S1/S2 → Twy S1 → Twy S2A/S2B → apron.

b. Runway 29R:

- Stands from 1 to 53, 1H, 2H, 3H, 9H:
  - After landing, aircraft → Twy S7 → Twy S7A → apron.
  - After landing, aircraft → Twy S7 → Twy S7A → Twy EW → Twy S4/S6A → → Twy S1 → Twy S1B/S4 → apron.
- Stands from 71 to 86: After landing, aircraft → Twy S7 → Twy S7A → Twy EW → → Twy S1B/S4/S6A → Twy S1 → Twy S2A/S2B → apron.

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OPERATIONS OF TAXIWAYS S3, S4, S5, S5A, S7, S7C AND CONSTRUCTIONS OF PHASES 5,6 - PROJECT 'CONSTRUCTION AND UPGRADING RUNWAY AND TAXIWAYS AT NOI BAI INTERNATIONAL AIRPORT' (CONTD.)

For departure aircraft:

a. Runway 11L:

- Stands from 1 to 53, 1H, 2H, 3H, 9H:
  - Aircrafts from stands ➔ Twy EW ➔ Twy S7A ➔ Twy S7 ➔ Rwy 11L for departure.
  - Aircrafts from stands ➔ Twy EW ➔ Twy S1B/S4 ➔ Twy S1 ➔ Twy S4/S6A ➔ ➔ Twy EW ➔ Twy S7A ➔ Twy S7 ➔ Rwy 11L for departure.
- Stands from 71 to 86: Aircraft from stands ➔ Twy EW ➔ Twy S2A/S2B ➔ Twy S1 ➔ ➔ Twy S1B/S4/S6A ➔ Twy EW ➔ Twy S7A ➔ Twy S7 ➔ Rwy 11L for departure.

b. Runway 29R:

- Stands from 1 to 53, 1H, 2H, 3H, 9H: Aircraft from stands ➔ Twy EW ➔ ➔ Twy S1B/S4/S6A ➔ Twy S1 ➔ cross Rwy 11R/29L ➔ Twy S1 ➔ Rwy 29R for departure.
- Stands from 71 to 86: Aircraft from stands ➔ Twy EW ➔ Twy S2A/S2B ➔ Twy S1 ➔ ➔ cross Rwy 11R/29L ➔ Twy S1 ➔ Rwy 29R for departure.

c. From the intersection of Runway 11L/29R and Taxiway S2:

- Stands from 1 to 53, 1H, 2H, 3H, 9H: Aircraft from stands ➔ Twy EW ➔ ➔ Twy S1B/S4/S6A ➔ Twy S1 ➔ Twy S2 ➔ cross Rwy 11R/29L ➔ Twy S2 ➔ ➔ the intersection of Twy S2 and Rwy 11L/29R for departure.
- Stands from 71 to 86: Aircraft from stands ➔ Twy EW ➔ Twy S2A/S2B ➔ Twy S1 ➔ ➔ Twy S2 ➔ cross Rwy 11R/29L ➔ Twy S2 ➔ the intersection of Twy S2 and Rwy 11L/29R for departure.

d. Runway 11R

- Stands from 1 to 53, 1H, 2H, 3H, 9H:
  - Aircrafts from stands ➔ Twy EW ➔ Twy S7A ➔ Twy S7 ➔ Twy S7C ➔ ➔ Rwy 11R for departure (at the take-off point).
  - Aircrafts from stands ➔ Twy EW ➔ Twy S1B/S4 ➔ Twy S1 ➔ Twy S4/S6A ➔ Twy EW ➔ ➔ Twy S7A ➔ Twy S7 ➔ Twy S7C ➔ Rwy 11R for departure (at the take-off point).
- Stands from 71 to 86: Aircraft from stands ➔ Twy EW ➔ Twy S2A/S2B ➔ Twy S1 ➔ ➔ Twy S1B/S4/S6A ➔ Twy EW ➔ Twy S7A ➔ Twy S7 ➔ Twy S7C ➔ ➔ Rwy 11R for departure (at the take-off point).

Notes:

- ATC only issue take-off clearance when the aircraft taxi to designated take-off point.
- In case aircraft can not take off, aircraft shall taxi back to the apron and strictly follow ATC's clearances.

2.1.2 Phase 6

2.1.2.1 Construction period: From 1701 on 31 JAN 2021 to 1659 on 31 MAR 2021 (UTC).

2.1.2.2 Construction areas:

- Area 1.
- Area 8: Taxiway S1A (a portion from the position 295'(90m) from the center line of 11R/29L to the position 279'(85m) from the center line of Taxiway S2B; the position which is 164'(50m) from the center line of Taxiway S1 (Runway 29L) to the southeast and parallel with Taxiway S1).

2.1.2.3 Temporarily closed areas:

- Runway 11R/29L: A portion from the threshold of Runway 11R to the position 164'(50m) from the center line of Taxiway S7 to the west.
- Taxiway S1: A portion from the position164'(50m) from the center line of Taxiway S7 to the west to the beginning of Runway 11R.
- Taxiways S1A, S1D, S1E, S6.
- Stands 25S, 26S.

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OPERATIONS OF TAXIWAYS S3, S4, S5, S5A, S7, S7C AND CONSTRUCTION OF PHASES 5,6 - PROJECT 'CONSTRUCTION AND UPGRADING RUNWAY AND TAXIWAYS AT NOI BAI INTERNATIONAL AIRPORT' (CONTD.)

2.1.2.4 Areas put into operation:

- Runway 11R/29L (a portion 9843'(3000m) from the intersection of Runway 11R/29L and Taxiway S7 to the position 656'(200m) from the threshold of Runway 29L to the west) includes:
  - Taxiway S7 (the portion converted from the intersection of Runway 11R/29L and Taxiway S7).
  - Taxiway S7C converted from a portion of Runway 11R/29L.
  - Taxiway S1 (a portion from Taxiway S6 to Taxiway S7).
  - Taxiway S4 (a portion from the position adjacent to Runway 11R/29L to the position 221'(67.5m) from the center line of Taxiway S1 to the north.
  - Taxiways: S1C, S3, S5, S5A.

2.1.2.5 Aircraft taxiing procedures during construction period:

- Runway 11L/29R is used for aircraft take-off/landing.
- Runway 11R/29L (a portion from the position 945'(288.5m) from the centreline of Taxiway S7 to the east to the position 656'(200m) from the threshold of Runway 29L to the west) is used for aircraft code C (wingspan up to but not including 118'(36m)) and equivalent for take-off.
- Adjustment of aircraft taxiing procedures for stands from 54 to 56:
  - Not used for commercial purpose, only used for aircraft parking/parking overnight.
  - For arrival aircraft: Aircraft are arranged in the sequence for stands 56, 55, 54.
  - For departure aircraft: Aircraft are towed/pushed back via Taxiway EW in the sequence for stands 54, 55, 56.
- Adjustment of aircraft operational procedures for stands:
  - For stands 52B, 52C: Aircraft are pushed back via Taxiway EW, the nose of aircraft is to the east and self-taxi.
  - For stands 52, 52A, 52D, 53, 53A: Aircraft are pushed back via Taxiway EW, the nose of aircraft is to the east and self-taxi when there is no aircraft parking at stands 54, 55.
- Taxiways S1, S2, S3, S4, S5, S5A, S7, S7A are used for towing and pushing aircraft from stands at the southern apron to the northern military apron and vice versa.

For arrival aircraft:

a. Runway 11L:

- Stands from 1 to 53, 1H, 2H, 3H, 9H: After landing, aircraft ➔Twy S1/S2/S3/S5 ➔ ➔cross Rwy 11R/29L ➔Twy S1/S2/S5A/S4 ➔Twy S1 ➔Twy S1B/S4/S6A/S1C/S7A ➔apron.
- Stands from 71 to 86: After landing, aircraft ➔Twy S1/S2/S3/S5 ➔cross Rwy 11R/29L ➔ ➔Twy S1/S2/S4/S5A ➔Twy S1 ➔ Twy S2A/S2B ➔ apron.

b. Runway 29R:

- Stands from 1 to 53, 1H, 2H, 3H, 9H: After landing, aircraft ➔Twy S3/S5/S7 ➔ ➔ cross Rwy 11R/29L ➔Twy S4/S5A/S7 ➔Twy S1 ➔Twy S1B/S4/S6A/S1C/S7A ➔apron.
- Stands from 71 to 86: After landing, aircraft ➔Twy S3/S5/S7 ➔cross Rwy 11R/29L ➔ ➔ Twy S5A/S4/S7 ➔Twy S1 ➔ Twy S2A/S2B ➔ apron.

For departure aircraft:

a. Runway 11L:

- Stands from 1 to 53, 1H, 2H, 3H, 9H: Aircraft from stands ➔ Twy EW ➔ ➔ Twy S1B/S4/S6A/S1C/S7A ➔ Twy S1 ➔Twy S7 ➔Rwy 11L for departure.
- Stands from 71 to 86: Aircraft from stands ➔ Twy EW ➔ Twy S2A/S2B ➔ Twy S1 ➔ ➔ Twy S7 ➔Rwy 11L for departure.

b. Runway 29R:

- Stands from 1 to 53, 1H, 2H, 3H, 9H: Aircraft from stands ➔Twy EW ➔ ➔ Twy S1B/S4/S6A/S1C/S7A ➔ Twy S1 ➔ cross Rwy 11R/29L ➔Twy S1 ➔ ➔ Rwy 29R for departure.
- Stands from 71 to 86: Aircraft from stands ➔Twy EW ➔ Twy S2A/S2B ➔ Twy S1 ➔ ➔ cross Rwy 11R/29L ➔Twy S1 ➔ Rwy 29R for departure.

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OPERATIONS OF TAXIWAYS S3, S4, S5, S5A, S7, S7C AND CONSTRUCTIONS OF PHASES 5,6 - PROJECT 'CONSTRUCTION AND UPGRADING RUNWAY AND TAXIWAYS AT NOI BAI INTERNATIONAL AIRPORT' (CONTD.)

c. From the intersection of Runway 11L/29R and Taxiway S2:

- Stands from 1 to 53, 1H, 2H, 3H, 9H: Aircraft from stands → Twy EW → → Twy S1B/S4/S6A/S1C/S7A → Twy S1 → Twy S2 → cross Rwy 11R/29L → Twy S2 → → the intersection of Twy S2 and Rwy 11L/29R for departure.
- Stands from 71 to 86: Aircraft from stands → Twy EW → Twy S2A/S2B → Twy S1 → → Twy S2 → cross Rwy 11R/29L → Twy S2 → the intersection of Twy S2 and Rwy 11L/29R for departure.

d. Runway 11R

- Stands from 1 to 53, 1H, 2H, 3H, 9H: Aircraft from stands → Twy EW → → Twy S1B/S4/S6A/S1C/S7A → Twy S1 → Twy S7 → Twy S7C → → Rwy 11R for departure (at the take-off point).
- Stands from 71 to 86: Aircraft from stands → Twy EW → Twy S2A/S2B → Twy S1 → → Twy S7 → Twy S7C → Rwy 11R for departure (at the take-off point).

Notes:

- When apply taxiing procedures, pilots are requested to strictly follow ATC's clearances.
- Taxiway S2A: Only used for aircraft with maximum wingspan 118'(36m).
- When there is aircraft parking at stands 52C, 52D: Only allow aircraft with maximum wingspan 118'(36m) to taxi from Taxiway EW → Twy S1D → Rwy 11R for departure.

3. CANCELLATION

Any change relating to the contents of these charts shall be notified by NOTAM.

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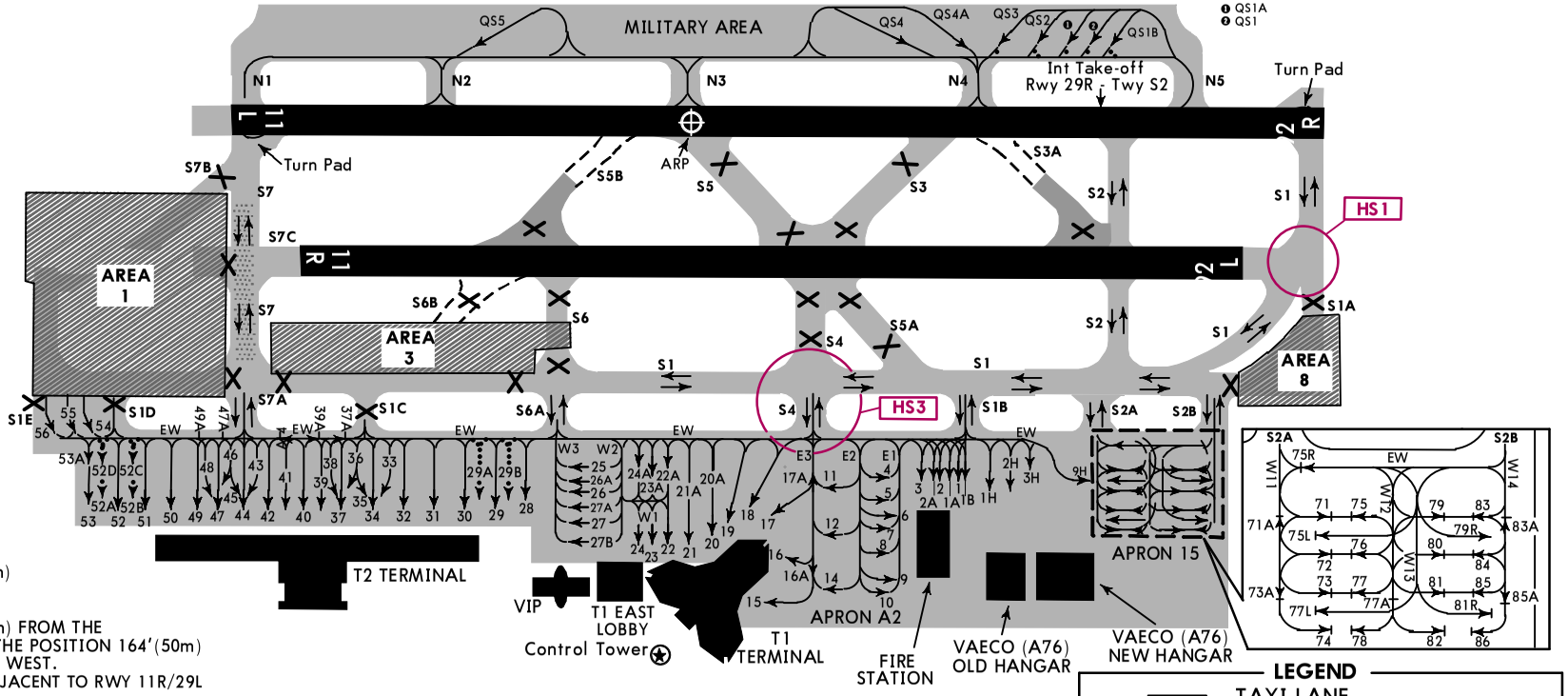
LAYOUT OF AERODROME GROUND MOVEMENT CHART DURING CONSTRUCTION OF RWY 11R/29L, TAXIWAYS AND DRAINAGE SYSTEM

PHASE 5 - FROM 1701 ON 31 DEC 2020 TO 1659 ON 31 JAN 2021 (UTC)

Refer to charts 10-8 thru 10-8E for details of construction works.



Notes:

* TEMPORARILY CLOSED AREAS:
- RWY 11R/29L: A PORTION FROM THE THRESHOLD OF RWY 11R TO THE POSITION 164'(50m) FROM THE CENTERLINE OF TWY S7 TO THE WEST.
- TWY S1:
  + A PORTION FROM THE POSITION 164'(50m) FROM THE CENTERLINE OF TWY S7 TO THE WEST TO THE BEGINNING OF RWY 11R.
  + A PORTION FROM THE POSITION 164'(50m) FROM THE CENTERLINE OF TWY S7 TO THE EAST TO THE POSITION 164'(50m) FROM THE CENTERLINE OF TWY S6 TO THE WEST.
- TWY S4: A PORTION FROM THE POSITION ADJACENT TO RWY 11R/29L TO THE POSITION 222'(67.5m) FROM THE CENTERLINE OF TWY S1 TO THE NORTH.
- TWYS S1A, S1C, S1D, S1E, S3, S5, S5A, S6, S7B.
- STANDS 25S, 26S (LOCATED ON TWY S1A).
- AREA 4: REFERS TO TEXTUAL SECTION.

* AREAS PUT INTO OPERATION:
- RWY 11R/29L (THE PORTION 9843'(3000m) FROM THE INTERSECTION OF RWY 11R/29L AND TWY S7 TO THE POSITION 656'(200m) FROM THE THRESHOLD OF RWY 29L TO THE WEST) INCLUDES:
  + TWY S7 IS A PORTION CONVERTED FROM THE INTERSECTION OF RWY 11R/29L AND TWY S7.
  + TWY S7C IS CONVERTED FROM A PORTION OF RWY 11R/29L.
- TWY S1 (PORTION FROM TWY S4 TO TWY S6).
- TWY S7 (REFERS TO TEXTUAL SECTION WITH THE CHARACTERISTICS).

* REFER TO TEXTUAL SECTION FOR AIRCRAFT OPERATIONAL PROCEDURES DURING CONSTRUCTION TIME.
* WHEN TAXIING, PILOTS ARE REQUESTED TO STRICTLY FOLLOW ATC'S CLEARANCE.
* RWY 11R/29L (THE PORTION 947' (288.5m) FROM THE CENTERLINE OF TWY S7 TO THE EAST TO THE PORTION 656' (200m) FROM THE THRESHOLD OF RWY 29L TO THE WEST) IS USED FOR AIRCRAFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 118'(36m)) AND EQUIVALENT. AVAILABLE FOR TAKEOFF FROM 2201 TO 1659 DAILY.
* AFTER LANDING, PILOTS TRY TO VACATE RWY IN USE VIA TWY S2 (IF POSSIBLE) IN ORDER TO AVOID TRAFFIC JAMS AT NOI BAI AERODROME.
* RWY 11L/29R IS USED FOR TAKE-OFF AND LANDING.

LEGEND

- TAXI LANE
- OPERATING DIRECTION OF AIRCRAFT
- TEMPORARY TAXI LANE
- X CLOSED
- A PORTION HAS BEEN UPGRADED
- 20 NUMBER OF STAND POSITION
- WORKS IN PROGRESS
- U/S (UNSERVICEABLE)
- HS1 RUNWAY INCURSION HOT SPOT

See 10-9A for description of Hot Spots.

CHANGES: New temporary chart.

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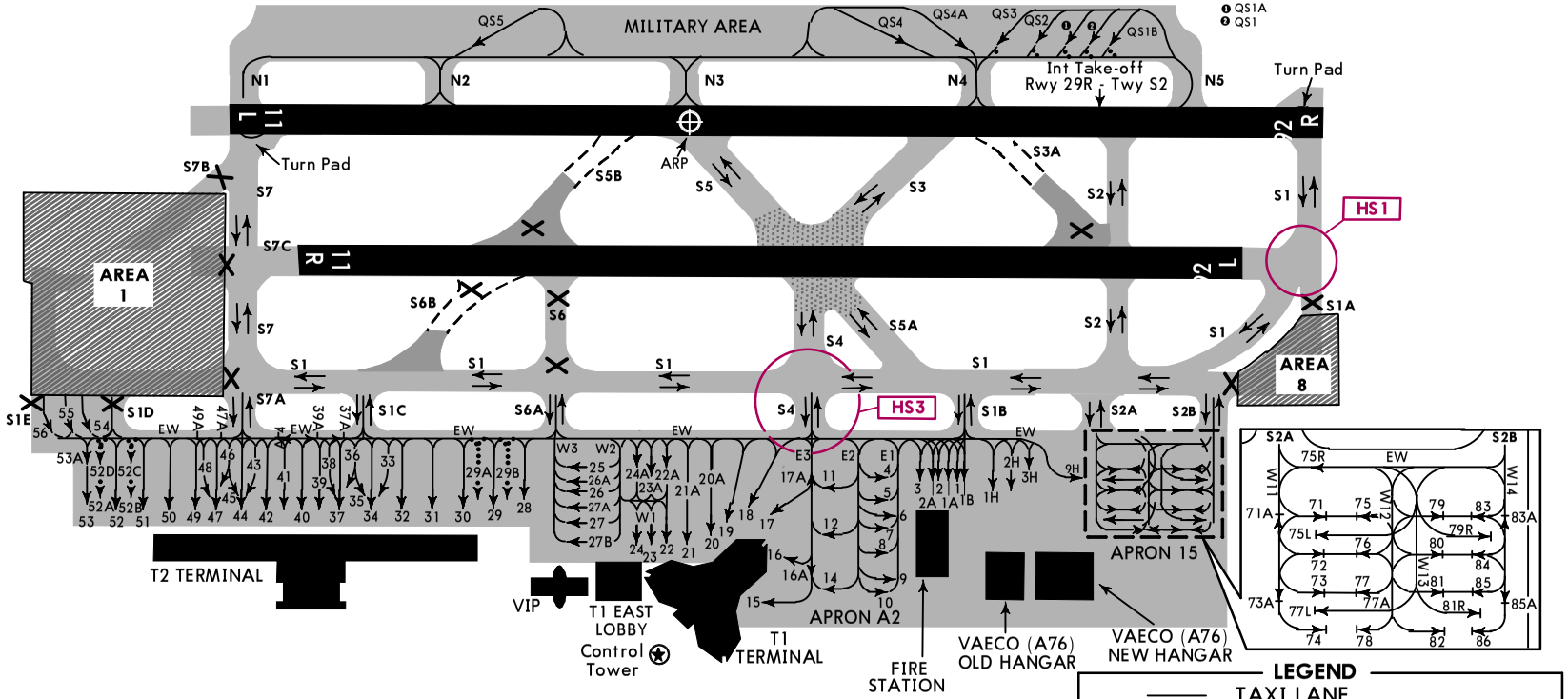
LAYOUT OF AERODROME GROUND MOVEMENT CHART DURING CONSTRUCTION OF RWY 11R/29L, TAXIWAYS AND DRAINAGE SYSTEM

PHASE 6 - FROM 1701 ON 31 JAN 2021 TO 1659 ON 31 MAR 2021 (UTC)

Refer to charts 10-8 thru 10-8E for details of construction works.



Notes:

* TEMPORARILY CLOSED AREAS:
- TWYS S1A, S1D, S1E, S6.
- STANDS 25S, 26S (LOCATED ON TWY S1A).
- TWY S1: A PORTION FROM THE POSITION 164'(50m) FROM THE CENTERLINE OF TWY S7 TO THE WEST TO THE BEGINNING OF RWY 11R.
- RWY 11R/29L: A PORTION FROM THE THRESHOLD OF RWY 11R TO THE POSITION 164'(50m) FROM THE CENTERLINE OF TWY S7 TO THE WEST.

* AREAS PUT INTO OPERATION:
- RWY 11R/29L (THE PORTION 9843'(3000m) FROM THE INTERSECTION OF RWY 11R/29L AND TWY S7 TO THE POSITION 656'(200m) FROM THE THRESHOLD OF RWY 29L TO THE WEST) INCLUDES:
  + TWY S7 IS A PORTION CONVERTED FROM THE INTERSECTION OF RWY 11R/29L AND TWY S7.
  + TWY S7C IS CONVERTED FROM A PORTION OF RWY 11R/29L.
- TWY S1 (PORTION FROM TWY S6 TO TWY S7).
- TWY S4: A PORTION FROM THE POSITION ADJACENT TO RWY 11R/29L TO THE POSITION 222'(67.5m) FROM THE CENTERLINE OF TWY S1 TO THE NORTH (REFERS TEXTUAL SECTION WITH THE CHARACTERISTICS).
- TWYS S3, S5, S5A (REFERS TO TEXTUAL SECTION WITH THE CHARACTERISTICS).
- TWY S1C.

* REFER TO TEXTUAL SECTION FOR AIRCRAFT OPERATIONAL PROCEDURES DURING CONSTRUCTION TIME.
* WHEN TAXIING, PILOTS ARE REQUESTED TO STRICTLY FOLLOW ATC'S CLEARANCE.
* RWY 11R/29L: A PORTION 947' (288.5m) FROM THE CENTERLINE OF TWY S7 TO THE EAST TO THE PORTION 656' (200m) FROM THE THRESHOLD OF RWY 29L TO THE WEST, IS USED FOR AIRCRAFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 118'(36m)) AND EQUIVALENT. AVAILABLE FOR TAKEOFF 24 HOURS.
* AFTER LANDING, PILOTS TRY TO VACATE RWY IN USE VIA TWY S2 (IF POSSIBLE) IN ORDER TO AVOID TRAFFIC JAMS AT NOI BAI AERODROME.
* RWY 11L/29R IS USED FOR TAKE-OFF AND LANDING.

LEGEND

- TAXI LANE
- OPERATING DIRECTION OF AIRCRAFT
- TEMPORARY TAXI LANE
- X CLOSED
- A PORTION HAS BEEN UPGRADED
- 20 NUMBER OF STAND POSITION
- WORKS IN PROGRESS
- U/S (UNSERVICEABLE)
- HS1 RUNWAY INCURSION HOT SPOT

See 10-9A for description of Hot Spots.

CHANGES: New temporary chart.

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ADDITION OF STANDS USED FOR AIRCRAFT PARKING/ PARKING OVERNIGHT AND ADJUSTMENT OF AIRCRAFT OPERATIONAL PROCEDURES FOR SOME STANDS AT NOI BAI INTERNATIONAL AIRPORT

1 INTRODUCTION

These charts aim at notifying the following contents:

- Addition of 5 new stands used for aircraft parking/parking overnight (without commercial purpose) on Twy EW: 37A, 39A, 41A, 47A, 49A.
- Adjustment of aircraft operational procedures for stands 21, 21A.
- Adjustment of aircraft operational procedures for stands 54, 55, 56.
- Adjustment of aircraft operational procedures in apron Nr 15: stands from 71 to 86.
- Adjustment of applicable time for aircraft parking/parking overnight: 25S, 26S, 71A, 73A, 75A, 77A, 83A, 85A, 4A, 16A, 17A, 75R.
- Cancellation of stands used for aircraft parking/parking overnight on Twy S1: 25A, 25B, 25C, 25D, 25E, 25F, 25G, 25H, 25I, 25K, 25M (from 1701 on 30 Jun 2020 UTC).
- Provision of follow-me car service free of charge at stands from 37 to 56 (from 1701 on 30 Jun 2020 to 1659 on 14 Jul 2020 UTC).

Note:

Departing and arriving aircraft are requested to follow ATC clearances.

2 DETAILS

2.1 Addition of 5 new stands used for aircraft parking/parking overnight on Twy EW:

Applicable time: from 1701 on 30 Jun 2020 to 1659 on 31 Aug 2020 (UTC).

2.1.1 Addition of 3 new stands used for aircraft parking/parking overnight: 37A, 39A, 41A (the portion from Twy S1C to Twy S7A).

2.1.2 Addition of 2 new stands used for aircraft parking/parking overnight: 47A, 49A (the portion from Twy S7A to Twy S1D).

2.1.3 Aircraft operational procedures of stands used for aircraft parking/ parking overnight on Twy EW:

Aircraft stands	Aircraft operational procedures
37A, 39A, 41A	Used for aircraft with maximum wingspan 213′ (64.8m). a. Push back procedures into stands: **- For stands from 1 to 19, 1H, 2H, 3H, 9H, 71 to 86:** Aircraft are towed/pushed from commercial stand - Twy S4/S1B/S2A/S2B - Twy S1 - -Twy S6A/S1C - stand. **- For stands from 21 to 56:** • Aircraft are pushed back from commercial stand - Twy EW - stand. • Aircraft are pushed back from commercial stand - Twy EW - Twy S1D - - Twy S1 - Twy S7A/S1C - stand. • Aircraft are towed/pushed back from commercial stand - Twy EW - - Twy S7A - Twy S1 - Twy S1C - stand. b. Push back procedures from parking/parking overnight stands to commercial stands: **- For stands from 1 to 19, 1H, 2H, 3H, 9H, 71 to 86:** Aircraft are towed/ pushed from parking/parking overnight stand - Twy EW - Twy S1D/S7A/ S1C/S6A - Twy S1 - Twy S4/S1B/S2A/S2B - stand. **- For stands from 21 to 56:** • Aircraft are pushed back from parking/parking overnight stand - - Twy EW - stand. • Aircraft are pushed back from parking/parking overnight stand - - Twy EW - Twy S1C - Twy S1 - Twy S7A/S1D- stand.
47A	Used for aircraft with maximum wingspan 213′ (64.8m). a. Push back procedures into stands: **- For stands from 1 to 19, 1H, 2H, 3H, 9H, 71 to 86:** Aircraft are pushed back from commercial stand - Twy S4/S1B/S2A/S2B - Twy S1 - -Twy S6A/S1C/S7A/S1D - stand. **- For stands from 21 to 56:** • Aircraft are pushed back from commercial stand - Twy EW - stand. • Aircraft are pushed back from commercial stand - Twy EW - - Twy S6A/S1C - Twy S1 - Twy S7A/S1D - stand. • Aircraft are pushed back from commercial stand - Twy EW - Twy S1D - Twy S1 - Twy S7A - stand. b. Push back procedures from parking/parking overnight stands to commercial stands: **- For stands from 1 to 19, 1H, 2H, 3H, 9H, 71 to 86:** Aircraft are pushed from parking/parking overnight stand - Twy EW - Twy S1D/S7A/S1C/S6A - - Twy S1 - Twy S4/S1B/S2A/S2B - stand. **- For stands from 21 to 56:** • Aircraft are pushed back from parking/parking overnight stand - Twy EW - stand. • Aircraft are pushed back from parking/parking overnight stand - - Twy EW - Twy S7A/S1D - Twy S1 - Twy S1C/S6A - stand. Aircraft are towed/pushed from parking/parking overnight stand - - Twy EW - Twy S7A - Twy S1 - Twy S1D - stand.

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ADDITION OF STANDS USED FOR AIRCRAFT PARKING/ PARKING OVERNIGHT AND ADJUSTMENT OF AIRCRAFT OPERATIONAL PROCEDURES FOR SOME STANDS AT NOI BAI INTERNATIONAL AIRPORT (contd.)

Aircraft stands	Aircraft operational procedures
49A	Used for aircraft with maximum wingspan 213′ (64.8m). a. Push back procedures into stands: **- For stands from 1 to 19, 1H, 2H, 3H, 9H, 71 to 86:** Aircraft are towed/pushed from commercial stand - Twy S4/S1B/S2A/S2B - Twy S1 - - Twy S6A/S1C/S7A/S1D - stand. **- For stands from 21 to 56:** • Aircraft are pushed back from commercial stand - Twy EW - stand. • Aircraft are pushed back from commercial stand - Twy EW - - Twy S6A/S1C - Twy S1 - Twy S7A/S1D - stand. b. Push back procedures from parking/parking overnight stands to commercial stands: **- For stands from 1 to 19, 1H, 2H, 3H, 9H, 71 to 86:** Aircraft are towed/ pushed from parking/parking overnight stand - Twy EW - Twy S1D/S7A/ S1C/S6A - Twy S1 - Twy S4/S1B/S2A/S2B - stand. **- For stands from 21 to 56:** • Aircraft are pushed back from parking/parking overnight stand - - Twy EW - stand. • Aircraft are pushed back from parking/parking overnight stand - - Twy EW - Twy S7A/S1D - Twy S1 - Twy S1C/S6A - stand.
54, 55, 56	Aircraft are not towed/pushed back from stands 54, 55, 56 to taxiway S1 for departure or to apron for parking/parking overnight. **Remarks:** - When aircraft parking at stands 54, 55: aircraft with max wingspan 92′ (28m) are permitted. - When there is no aircraft parking at stands 54, 55: aircraft with max wingspan 118′(36m) are permitted to towed/pushed back or self taxiing. - Pilots are required to follow ATC instructions strictly.

2.2 Adjustment of aircraft operational procedures of stands in apron Nr 15 (stands from 71 to 86):

Applicable time: from 1701 on 30 Jun 2020 (UTC).

- Aircraft with maximum wingspan 118′ (36m) are permitted to simultaneously operate for commercial purpose, aircraft self taxi into stands 71/72/73/74 and 75/76/77/78; 79/80/81/82 and 83/84/85/86.
- Other stands: applied the current procedures.

2.3 Adjustment of aircraft operational procedures for stands 21, 21A:

Applicable time: from 1701 on 30 Jun 2020 to 1659 on 31 Aug 2020 (UTC).

2.3.1 Adjusted areas:

- Adjusting aircraft stop line of stand 21A 30′ (9.1m) to the South.
- Extending adjusted service road R8 to the East and connecting with service road R1, two-way operation.
- Extending adjusted taxilane W1 208′ (63.25m) to the East.
- Adding taxilane from stand 21A to adjusted/extended taxilane W1.
- Adding tractor push back line from stand 21 to adjusted/extended taxilane W1.

2.3.2 Aircraft taxiing procedures:

Aircraft stands	Aircraft operational procedures
21	- For arrival aircraft: Applied the current procedures. - For departure aircraft: • For aircraft with maximum wingspan 118′ (36m): Aircraft are pushed from stand 21 to stands 21A, 22A, 23A, 24A and self taxiing via adjusted taxilane W1 - taxilane W2 - Twy EW for departure (when there is no aircraft parking at stand 21A/22A/23A/24A). • Other aircraft types: Applied the current procedures.
21A	- For arrival aircraft: Applied the current procedures. - For departure aircraft: Aircraft self taxiing from stand via adjusted taxilane W1 - taxilane W2 - Twy EW for departure.

2.4 Adjustment of applicable time of stands used for aircraft parking/parking overnight:

2.4.1 Stands: 25S, 26S (on Twy S1A); 71A, 73A, 75A, 77A, 83A, 85A (on apron Nr 15); 4A (on taxilane E1); 16A, 17A (on taxilane E3).

Applicable time: until 1659 on 30 Sep 2020 (UTC).

2.4.2 Stands: 75R (on Twy EW - apron Nr 15).

Applicable time: until 1659 on 31 Aug 2020 (UTC).

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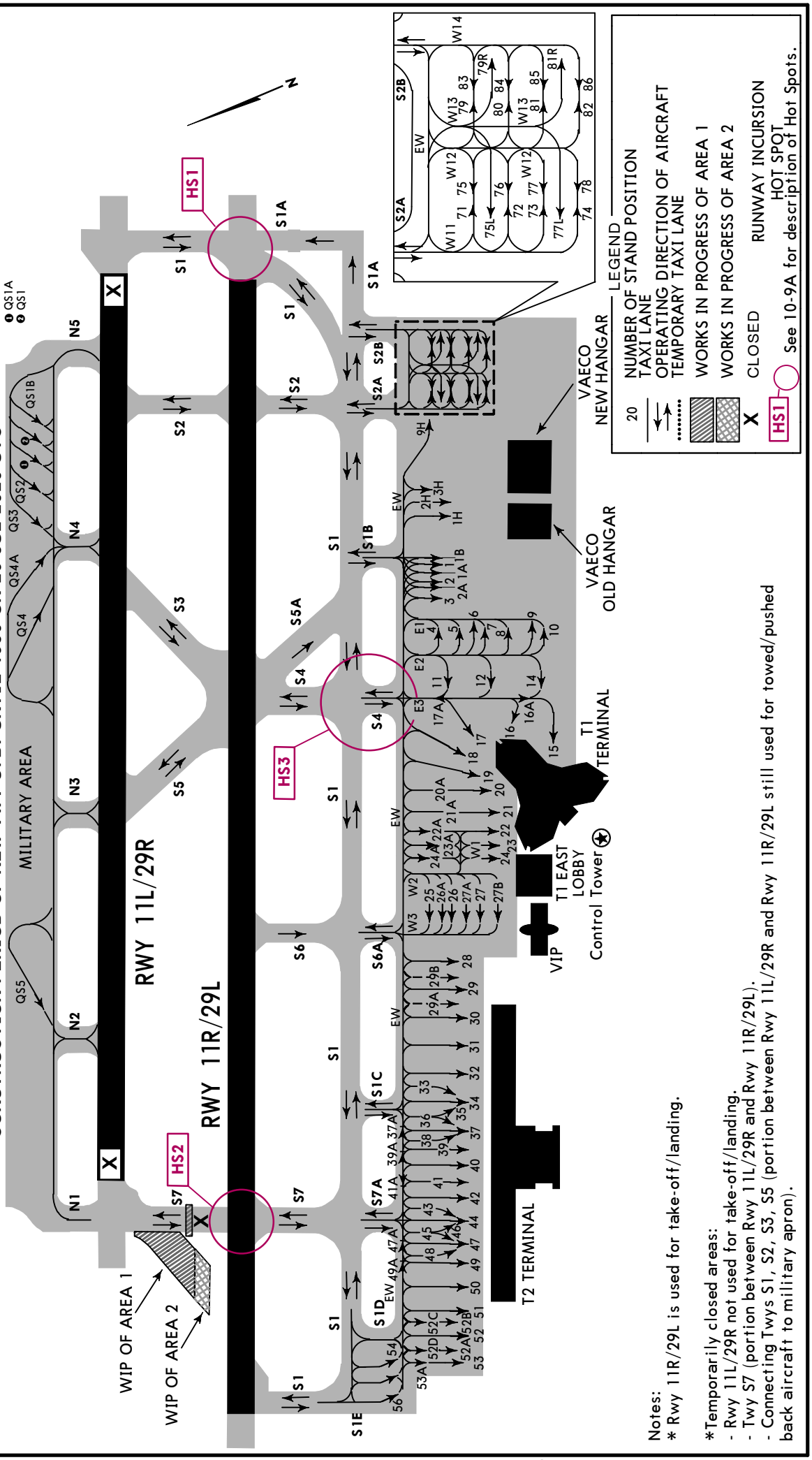
LAYOUT OF AERODROME GROUND MOVEMENT CHART DURING ADDITION OF 5 NEW STANDS USED FOR AIRCRAFT PARKING/PARKING OVERNIGHT AND ADJUSTMENT OF AIRCRAFT OPERATIONAL PROCEDURE FOR SOME STANDS

CONSTRUCTION PERIOD OF NEW TWY S7B: UNTIL 1659 ON 26 JUL 2020 UTC



Notes:
* Rwy 11R/29L is used for take-off/landing.

*Temporarily closed areas:
- Rwy 11L/29R not used for take-off/landing.
- Twy S7 (portion between Rwy 11L/29R and Rwy 11R/29L).
- Connecting Twys S1, S2, S3, S5 (portion between Rwy 11L/29R and Rwy 11R/29L still used for towed/pushed back aircraft to military apron).

CHANGES: Chart reindexed.

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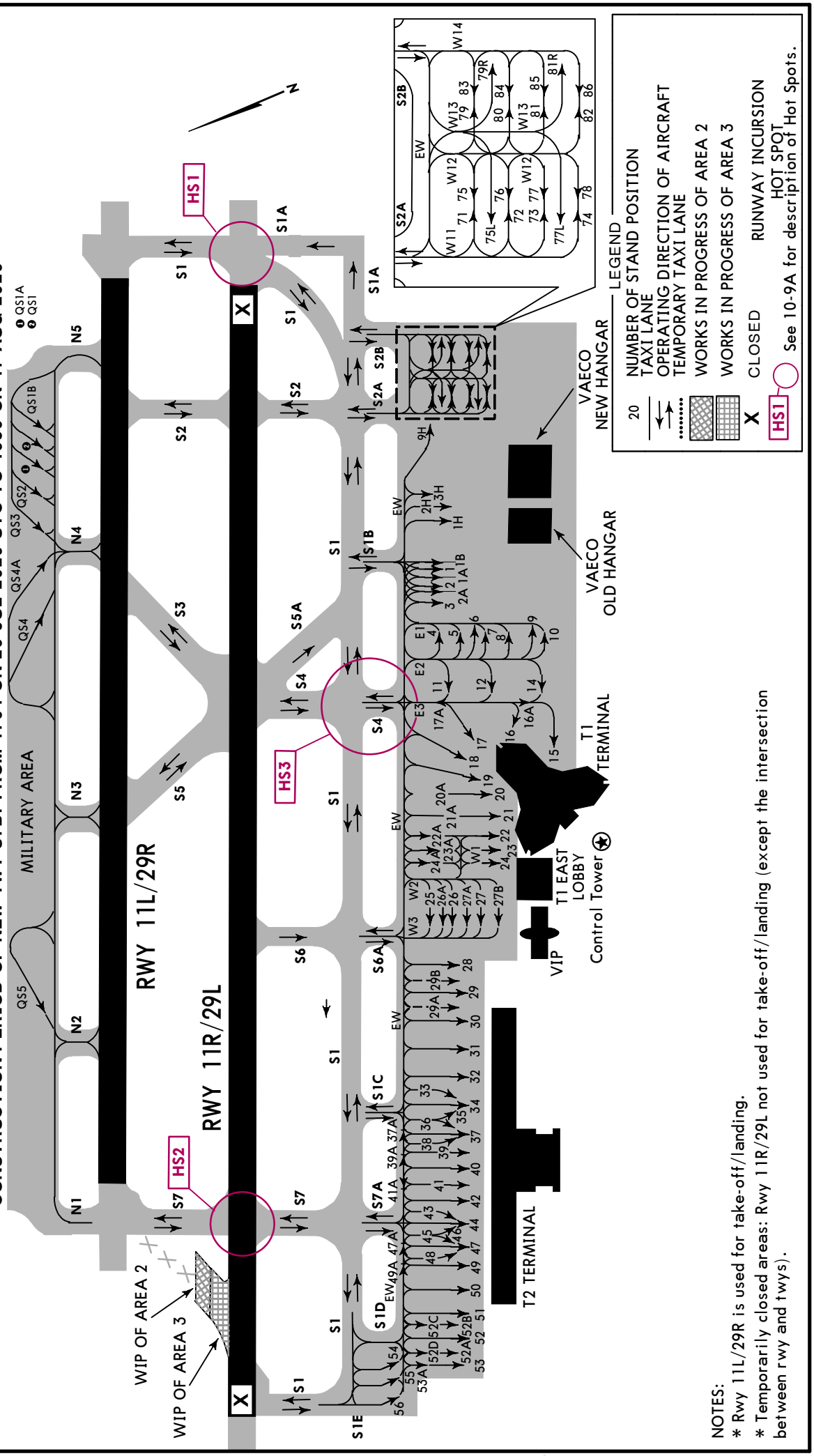
LAYOUT OF AERODROME GROUND MOVEMENT CHART DURING ADDITION OF 5 NEW STANDS USED FOR AIRCRAFT PARKING/PARKING OVERNIGHT AND ADJUSTMENT OF AIRCRAFT OPERATIONAL PROCEDURE FOR SOME STANDS

CONSTRUCTION PERIOD OF NEW TWY S7B: FROM 1701 ON 26 JUL 2020 UTC TO 1659 ON 17 AUG 2020



NOTES:

* Rwy 11L/29R is used for take-off/landing.
* Temporarily closed areas: Rwy 11R/29L not used for take-off/landing (except the intersection between rwy and twys).

CHANGES: Chart reindexed.

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OPERATION OF NEW TWY S7B AT NOI BAI INTERNATIONAL AIRPORT

1 INTRODUCTION

The construction of the new Twy S7B at Noi Bai International Airport has been completed.

This chart aims at notifying the operation of new Twy S7B at Noi Bai International Airport.

Operation time: From 1701 UTC on 15 Sep 2020 estimated to 1559 UTC on 31 Dec 2020.

2 DETAILS

2.1 Operation of new Twy S7B with details as follows:

2.1.1 Positions:

- A portion of Rwy 11R/29L is converted to a portion of temporary Twy; and
- A portion connected from Rwy 11R/29L to Rwy 11L/29R in the West.

2.1.2 Characteristics of new Twy S7B:

a. Characteristics of a portion of new Twy S7B (A portion of Rwy 11R/29L is converted to a portion of temporary Twy):

- Dimensions: 1181′ x 148′ (360m x 45m)
- Twy edge dimensions (each side): 1181′ x 25′ (360m x 7.5m)
- Surface: Cement concrete
- Strength: PCN = 60/R/B/X/T
- Longitudinal slope: 0.007%
- Transversal slope: 1%
- Equipped with lighting system and signs.

b. Characteristics of a portion of new Twy S7B (A portion connected from Rwy 11R/29L to Rwy 11L/29R in the West):

- Dimensions: 863′ x 75′ (263m x 23m)
- Twy edge dimensions (each side): 863′ x 34′ (263m x 10.5m)
- Surface: Bituminous concrete
- Strength: PCN = 71/F/B/X/T
- Longitudinal slope: 0.03%
- Transversal slope: 0.8%
- Equipped with lighting system and signs.

2.2 Aircraft taxiing procedures during operation period of new Twy S7B

Applied aircraft taxiing procedures in accordance with the construction phases of Project for upgrading Rwys and Twys at Noi Bai International Airport.

Pilot shall strictly follow ATC instructions.

3. CANCELLATION

Any change relating to the contents of this chart shall be notified by NOTAM.

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OPERATION OF NEW TWY S7B AT NOI BAI INTERNATIONAL AIRPORT (CONTD.)

LAYOUT OF OPERATION OF NEW TWY S7B
FROM 1701UTC ON 15 SEP 2020 ESTIMATED TO 1659UTC ON 31 DEC 2020.

Characteristics of a portion of new Twy S7B (A portion of Rwy 11R/29L is converted to a portion of temporary Twy):

- Dimensions: 1181′ x 148′ (360m x 45m)
- Twy edge dimensions (each side): 1181′ x 25′ (360m x 7.5m)
- Surface: Cement concrete
- Strength: PCN = 60/R/B/X/T
- Longitudinal slope: 0.007%
- Transversal slope: 1%
- Equipped with lighting system and signs.

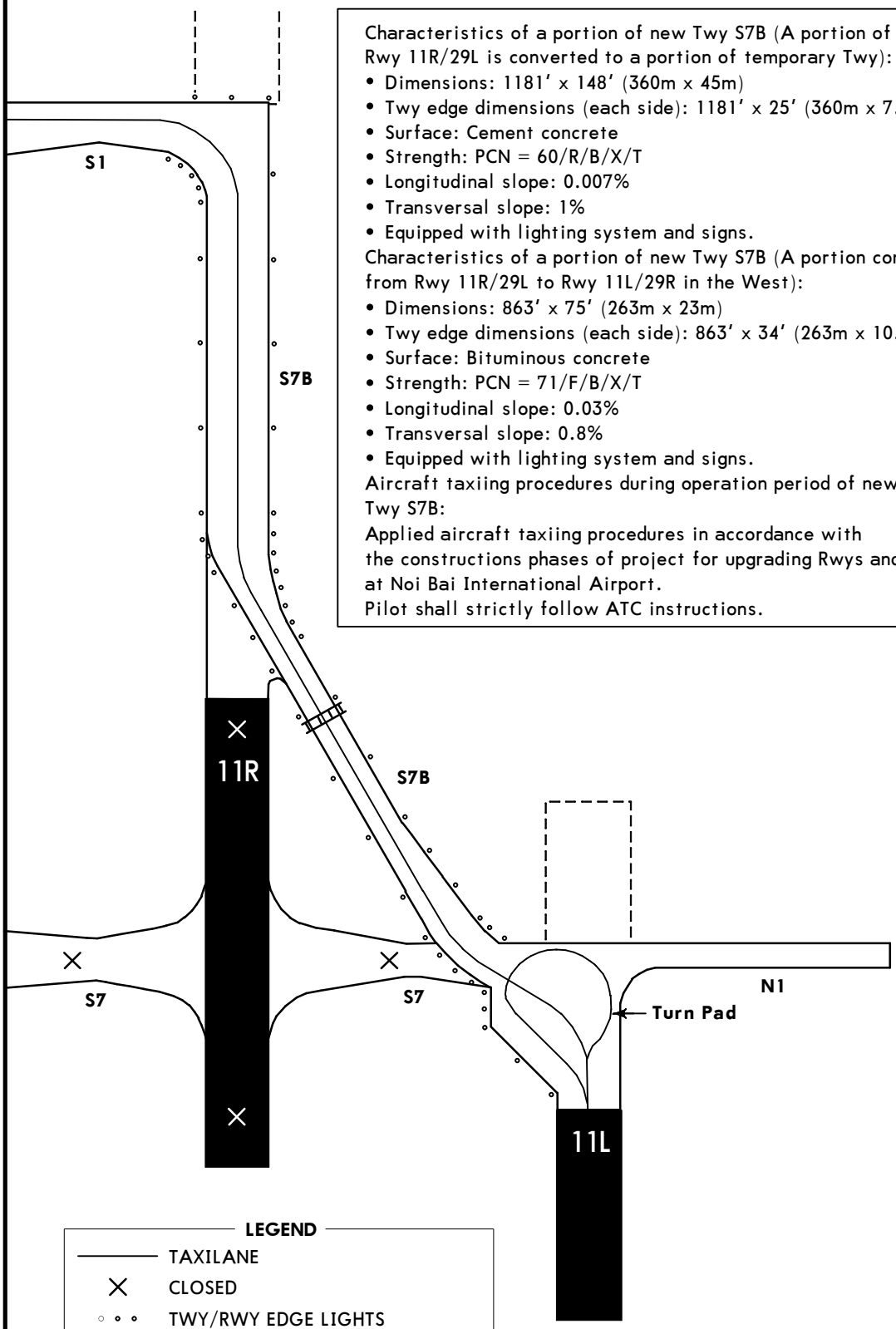
Characteristics of a portion of new Twy S7B (A portion connected from Rwy 11R/29L to Rwy 11L/29R in the West):

- Dimensions: 863′ x 75′ (263m x 23m)
- Twy edge dimensions (each side): 863′ x 34′ (263m x 10.5m)
- Surface: Bituminous concrete
- Strength: PCN = 71/F/B/X/T
- Longitudinal slope: 0.03%
- Transversal slope: 0.8%
- Equipped with lighting system and signs.

Aircraft taxiing procedures during operation period of new Twy S7B:

Applied aircraft taxiing procedures in accordance with the constructions phases of project for upgrading Rwys and Twys at Noi Bai International Airport.

Pilot shall strictly follow ATC instructions.



LEGEND

- TAXILANE
- CLOSED
- TWY/RWY EDGE LIGHTS
- TAX-HLDG POSITION PRECISION APCH RWY

CHANGES: Chart reindexed.

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ADJUSTMENT OF AIRCRAFT OPERATIONAL PROCEDURE OF SOME STANDS AT NOI BAI INTERNATIONAL AIRPORT

1 INTRODUCTION

These charts aim at notifying the following contents at Noi Bai International Airport:

- Adjustment of safety line of aircraft stands as follows:
- Addition of the stop lines on taxi lanes, taxiway.
- Addition of aircraft towing lines for stands.
- Adjustment and addition of operational procedures of stands.

2 DETAILS

2.1 Adjustment of the safety line of stand as follows:

- **Stand 18:** 148′ (45.2m) from the centerline of TWY EW to the South.

2.2 Addition of the stop lines on taxi lanes, taxiway.

- On the taxi lane W1: The position from 82′ (25m) from the centerline of taxi lane into stand 22 to the East.
- On the taxi lane W2 and W3: The position 184′ (56m) from the centerline of TWY EW to the South.
- On the TWY EW: Addition of 3 stop lines used for towing and pushing aircraft.
  - The stop line 1 is used for towing and pushing aircraft from stand 52B/52C which is 82′ (25m) from the centerline of taxi lane into stand 52B/52C to the West.
  - The stop line 2 is used for towing and pushing aircraft from stand 52/52A/52B/52C/52D which is 82′ (25m) from the centerline of taxi lane into stand 52A/52D to the West.
  - The stop line 3 is used for towing and pushing aircraft from stand 52/52A/52B/52C/52D/53/53A which is 82′ (25m) from the centerline of taxi lane into stand 53/53A to the West.

2.3 Addition of aircraft towing lines for stands:

- From stand 22 to stand 21A.
- From stand 52A/52D, 53/53A to TWY EW.

2.4 Adjustment and addition of operational procedures of stands:

Aircraft stands	Aircraft operational procedures	Note
6	Used for aircraft up to B747-8F, B777-300 and equivalent (maximum wingspan 224′ (68.4m)). **a. For arrival aircraft:** After landing, aircraft taxi via TWY S7A/S1C/S6A/S4/S1B - stands. **b. For departure aircraft:** - Stands 6, 9: Aircraft are pushed back to taxilane EW to start up for departure. - Aircraft taxi via TWY S7A/S1C/S6A/S4/S1B for departure.	Stand 6: Operated when there is no aircraft parking at stands 5,7.
9		Stand 9: Operated when there is no aircraft parking at stands 8, 10.
26A		- Stand 26A: Operated when there is no aircraft parking at stands 25, 26. - Operated for aircraft A321 and equivalent when there is aircraft A321 and equivalent being operated at stand 27A. - Operated for aircraft B747-400 and equivalent when there is aircraft ATR72 and equivalent being operated at stand 27A.
27		Stand 27: Operated when there is no aircraft parking at stands 27A and 27B.
19, 20, 20A, 21, 21A	**a. For arrival aircraft:** Applied as the current procedures. **b. For departure aircraft:** Aircraft are pushed back to taxi lane EW - taxilane W2/W3, the nose of aircraft turn to the North and self-taxi via taxi lane W2/W3 - TWY EW for departure. **- Other stands:** Applied as the current procedures.	- For aircraft stands 20, 21: Operated when there is no aircraft parking at stands 20A, 21A. - For pushed back procedures to taxi lane W2: Only used for aircraft up to code C and equivalent (wingspan up to but not including 118′ (36m)).

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ADJUSTMENT OF AIRCRAFT OPERATIONAL PROCEDURE OF SOME STANDS AT NOI BAI INTERNATIONAL AIRPORT (CONTD)

Aircraft stands	Aircraft operational procedures	Note
22, 23, 24	**a. For arrival aircraft:** Applied as the current procedures. **b. For departure aircraft:** - Stands 22/23/24: Aircraft are pushed back to stand 21A and self-taxi via taxi lane W1 - taxi lane W2 - TWY EW for departure (applied when there is no aircraft parking at stand 21A and stand 21 are used for aircraft with maximum wingspan 118′ (36m). - Stand 22: Aircraft are pushed back via taxi lane W1, the nose of aircraft turn to the West and self-taxi via taxi lane W1 - taxi lane W2 - TWY EW for departure (applied when stand 21 is used for aircraft with maximum wingspan 118′ (36m)). **- Other stands:** Applied as the current procedures.	
52, 52A, 52B, 52C, 52D, 53, 53A	**a. For arrival aircraft:** Applied as the current procedures. **b. For departure aircraft:** - Stands 52B/52C: Aircraft are pushed back to TWY EW at the stop line 1, the nose of aircraft turn to the East and self-taxi. - Stands 52A/52B/52C/52D: Aircraft are pushed back to TWY EW at the stop line 2, the nose of aircraft turn to the East for departure (applied when there is no aircraft parking at stand 54/55). - Stand 52: Aircraft are pushed back to TWY EW at the stop line 2, the nose of aircraft turn to the East for departure (applied when there is no aircraft parking at stand 54/55/56). - Stand 52/52A/52B/52C/52D/53/53A: Aircraft are pushed back to TWY EW at the stop line 3, the nose of aircraft turn to the East for departure (applied when there is no aircraft parking at stand 54/55/56). - Stand 52A/52B/52C/52D/53/53A: Aircraft are pushed back to TWY EW - stand 55 and self-taxi (applied when there is no aircraft parking at stand 54/55). **- Other stands:** Applied as the current procedures.	

Note: Except the current and additional procedures above, other operational procedures follow the ATC's clearances.

3 CANCELLATION

These charts shall remain in force until its information has been incorporated into Vietnam AIP.

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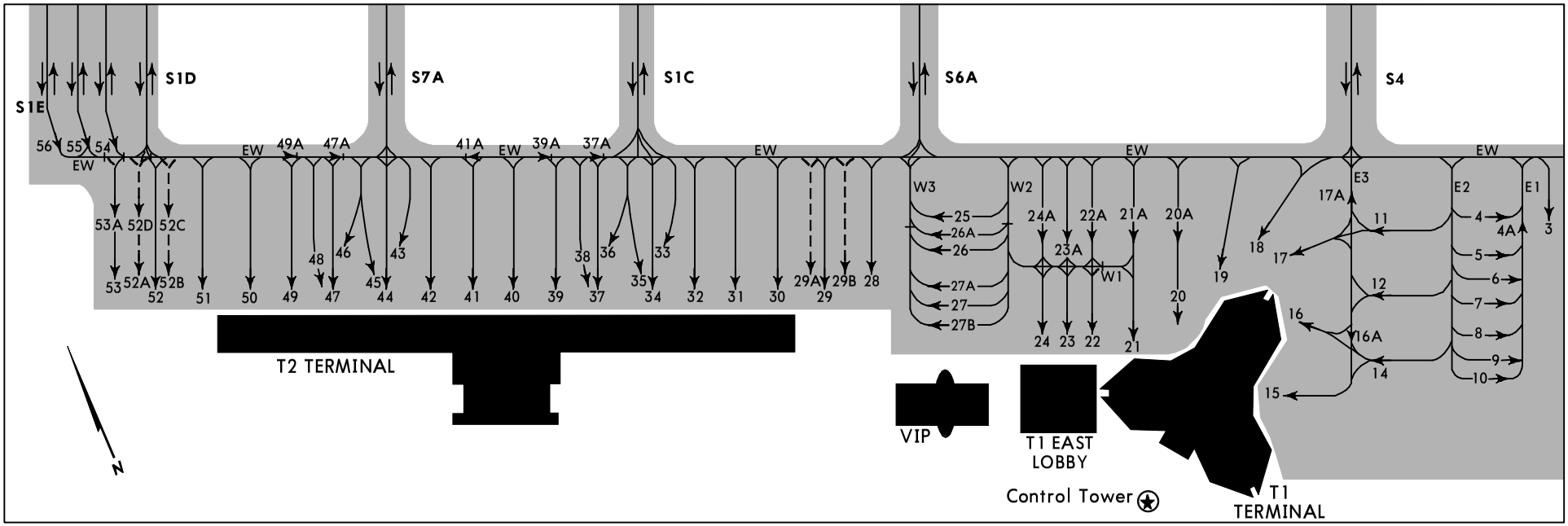
ADJUSTMENT OF AIRCRAFT OPERATIONAL PROCEDURE OF SOME STANDS AT NOI BAI INTERNATIONAL AIRPORT (CONTD 2)



NOTES:

- Adjustment of the safety line of stand 18: 148′ (45.2m) from the centerline of TWY EW to the South.
- Addition of the stop lines on taxi lanes, taxiway:
  - On the taxi lane W1: The position from 82′ (25m) from the centerline of taxi lane into stand 22 to the East.
  - On the taxi lane W2 and W3: The position 184′ (56m) from the centerline of TWY EW to the South.
  - On the TWY EW: Addition of 3 stop lines used for towing and pushing aircraft.
    - The stop line 1 is used for towing and pushing aircraft from stand 52B/52C which is 82′ (25m) the centerline of taxi lane into stand 52B/52C to the West.
    - The stop line 2 is used for towing and pushing aircraft from stand 52/52A/52B/52C/52D which is 82′ (25m) from the centerline of taxi lane into stand 52A/52D to the West.
    - The stop line 3 is used for towing and pushing aircraft from stand 52/52A/52B/52C/52D/53/53A which is 82′ (25m) from the centerline of taxi lane into stand 53/53A to the West.
- Addition of aircraft towing lines for stands:
  - From stand 22 to stand 21A.
  - From stand 52A/52D, 53/53A to TWY EW.
- Adjustment and addition of operational procedures of stands: refer to textual section for details.
- For aircraft operational procedures refer to textual section.
- Except the current and additional procedures above, other operational procedures follow the ATC's clearances.
- Refer related charts for construction areas.

LEGEND

20	NUMBER OF STAND POSITION
———	TAXI LANE
⇄	OPERATING DIRECTION OF AIRCRAFT
·····	TEMPORARY TAXI LANE

CHANGES: New temporary chart.

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VVNB/HAN

Apt Elev **40′**

N21 13.3 E105 48.3

JEPPESEN

12 JUN 20

10-9

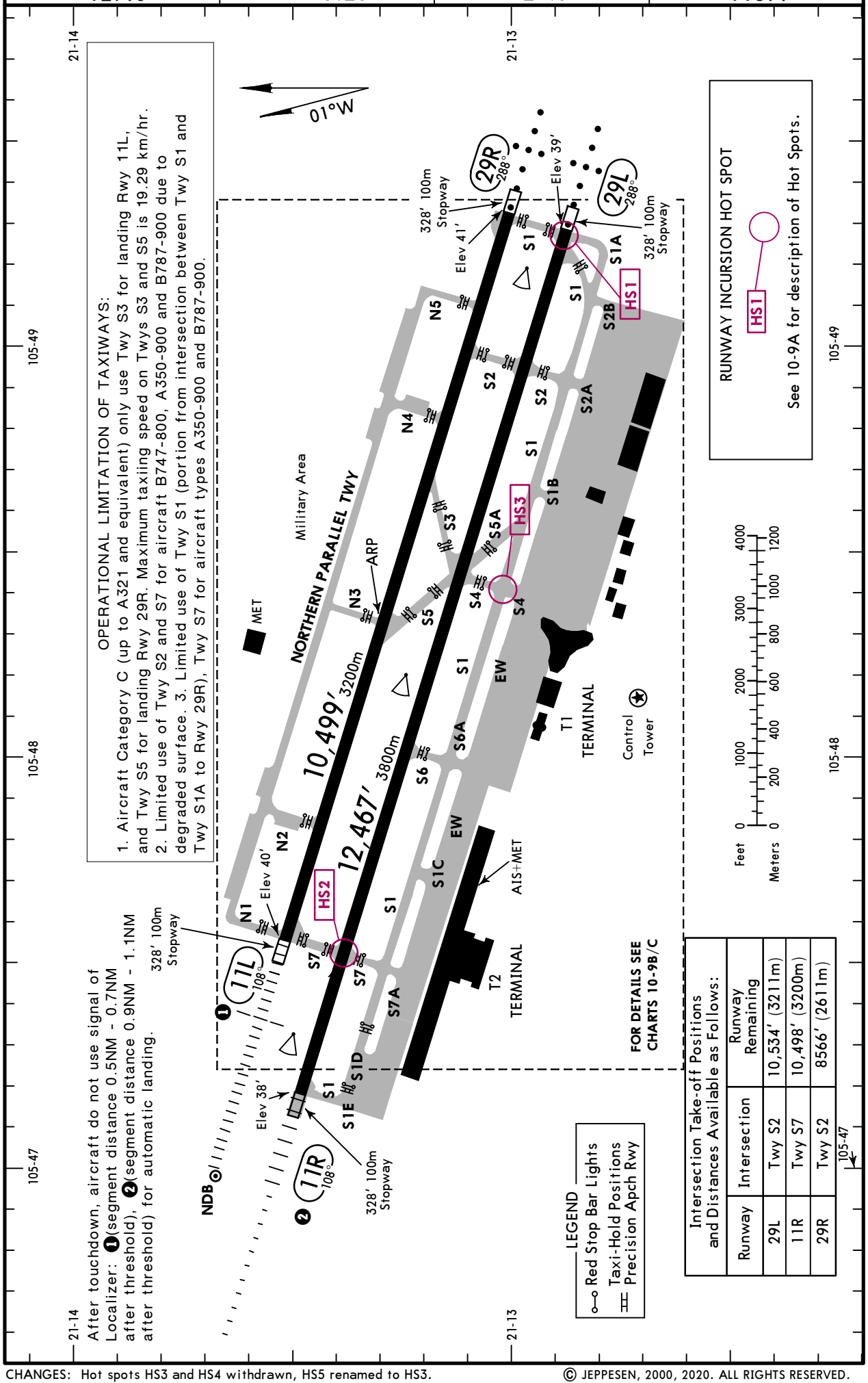
HANOI, VIETNAM

NOI BAI INTL

ATIS	NOI BAI Clearance	NOI BAI Ground	Tower
127.0	119.25	121.9	118.4

OPERATIONAL LIMITATION OF TAXIWAYS:

1. Aircraft Category C (up to A321 and equivalent) only use Twy S3 for landing Rwy 11L, and Twy S5 for landing Rwy 29R. Maximum taxiing speed on Twys S3 and S5 is 19.29 km/hr. 2. Limited use of Twy S2 and S7 for aircraft B747-800, A350-900 and B787-900 due to degraded surface. 3. Limited use of Twy S1 (portion from intersection between Twy S1 and Twy S1A to Rwy 29R), Twy S7 for aircraft types A350-900 and B787-900.



After touchdown, aircraft do not use signal of Localizer: ❶(segment distance 0.5NM - 0.7NM after threshold), ❷(segment distance 0.9NM - 1.1NM after threshold) for automatic landing.

Intersection Take-off Positions and Distances Available as Follows:

Runway	Intersection	Runway Remaining
29L	Twy S2	10,534′ (3211m)
11R	Twy S7	10,498′ (3200m)
29R	Twy S2	8566′ (2611m)

CHANGES: Hot spots HS3 and HS4 withdrawn, HS5 renamed to HS3.

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GENERAL

Aircraft are requested to strictly follow ATC instructions.
Follow-me car will be used for aircraft taxiing in/out of airport.
Birds in the vicinity of airport.
Aircraft making back track turn at the start of Rwy 11L/29R have to follow yellow guide lines.
All aircraft back taxiing towards the AER 11L are required to turn left at the beginning of the turnaround area and complete a clockwise turn back onto Rwy 11L.

RULES FOR A350-900 AND B787-9 AIRCRAFT OPERATIONS:

1. Use Rwy 11R/29L as main rwy for aircraft A350-900 and B787-9 to take off and land.
2. Limited use of Rwy 11L/29R for aircraft A350-900 and B787-9 to take off and land.

USAGE OF TWO PARALLEL RWYS:

1. Two parallel Rwys 11R/29L and 11L/29R at Noi Bai international airport are operated dependently and considered as one Rwy for flight operation.
2. At the same time, only one Rwy direction is used for take-off/landing.
3. In case of rain-storm (but still above LVP condition) Rwy 11R is priority to use for landing and RWY 11L is used for take-off with the best facilities and actual operational conditions.
4. When Rwy 29 is used for take-off/landing, Rwy 29L is priority to use for landing, RWY 29R is used for take-off.
5. Exit Twys shall be used to facilitate arriving aircraft to quickly vacate sensitive area of ILS/LLZ; aircraft is not allowed to hold on holding positions in sensitive area.

Notes:

1. Pilots are requested to comply with ATC's clearances/instructions strictly and timely; expedite vacate Rwy or rolling to take-off after receiving take-off clearance.
2. Before landing, lining up or crossing RWYs, pilots must pay attention and concentrate on observing and only conducting actions after adequately receiving and reading back ATC's clearance.
3. For ready take-off aircraft, pilots shall ensure that aircraft start rolling for take-off within 30 seconds from receiving take off clearance; For landing aircraft, aircraft expedite vacating Rwys within 45 seconds after deceleration. If aircraft is unable to take-off/decelerate and vacate Rwy at the time mentioned above, pilots shall inform Noi Bai TWR.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11R	HIRL CL HIALS SFL REIL TDZ ❶PAPI-B RVR		11,356' 3461m		148' 45m
29L	HIRL CL SALS REIL PAPI-L (angle 3.0°) RVR		11,467' 3495m		
11L	HIRL HIALS SFL REIL PAPI-L (angle 3.0°)		9462' 2884m		148' 45m
29R	HIRL SALS REIL PAPI				

❶ Angle 3.0°.

RUNWAY INCURSION HOT SPOTS HS1

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

HS1 Intersection of RWY 29L, TWY S1 and TWY S1A.

HS2 From holding point of RWY 11R to intersection of TWY S7 and RWY 11R/29L.

HS3 Intersection of TWY S4, TWY S1 and taxi-lane EW.

TAKE-OFF

	HIRL available			
	❶ Take-Off Alternate Apt. Filed			Take-Off Alternate Apt. not Filed
	❷ Rwy 11R	Rwy 29L	Rwys 11L, 29R	
A B	RVR 300m/ VIS 400m	RVR 300m/ VIS 400m	400m	Available Landing Minimums
C	RVR 400m/ VIS 500m	RVR 400m/ VIS 500m	500m	
D	RVR 400m/ VIS 600m	RVR 500m/ VIS 600m	600m	

❶ Take-off alternate airports: For international flights: Da Nang, Cat Bi, Vientiane and other appropriate airports. For domestic flights: Da Nang, Cat Bi, Vinh.

❷ RVR 300m during Low Visibility Operations.

CHANGES: Hot spots HS3 and HS4 withdrawn, HS5 renamed to HS3.

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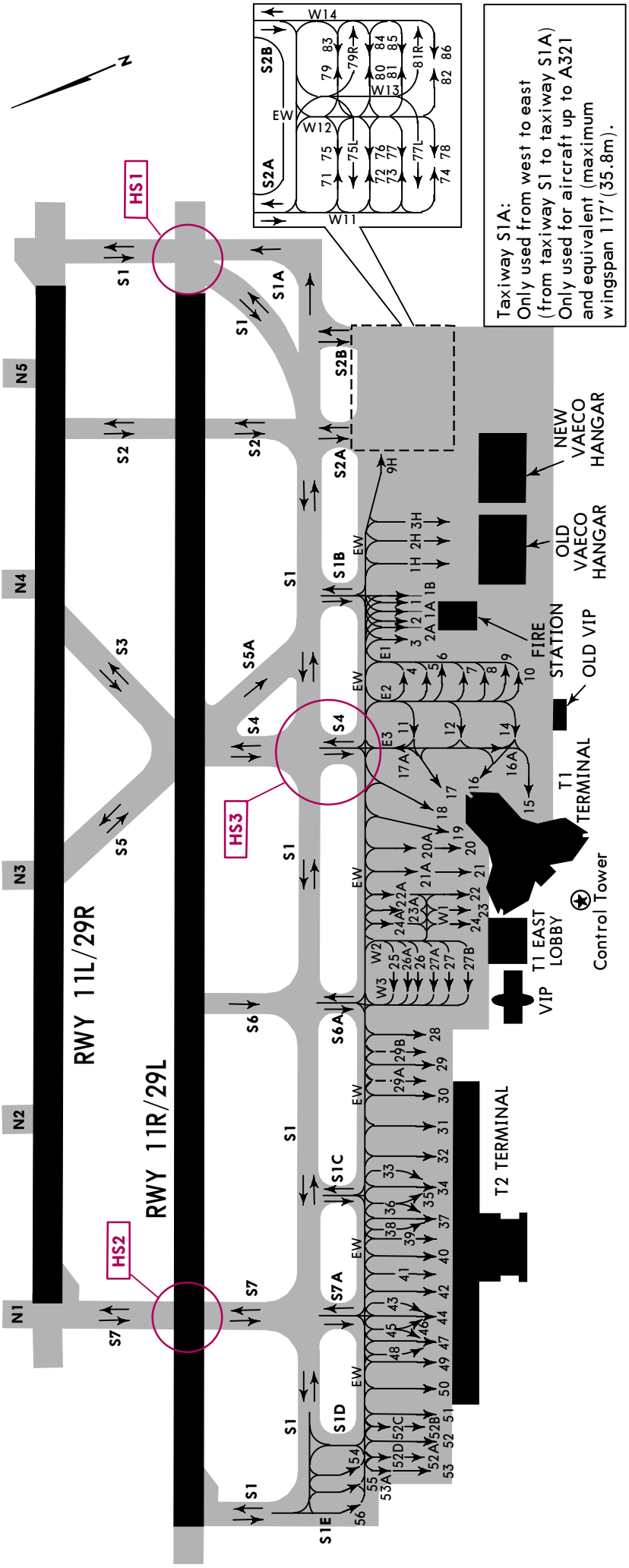
Aircraft B747-8F and equivalent: only taxi via taxiways S1B, S4 for departures/to the aircraft stands 6 and 9.
Aircraft B747-8F and equivalent: only taxi via taxiways S6A, S1C and S7A for departures/to the aircraft stands 26A and 27.
Aircrafts with wingspan more than 118'(36m) are only allowed to taxi in/out stands 75L, 77L, 79R, 81R via taxiway S2B.



Taxiway S1A:
Only used from west to east (from taxiway S1 to taxiway S1A)
Only used for aircraft up to A321 and equivalent (maximum wingspan 117'(35.8m).

RUNWAY INCURSION HOT SPOT

HS1

See 10-9A for description of Hot Spots.

All aircraft are requested to follow ATC instructions strictly.

In case of LVP operations, twy S1D not operational.
When aircraft park at stands 54-56, aircraft taxi from taxiway S1D to taxiway S1 turn LEFT only.

CHANGES: Notes removed.

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PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A, 1B, 2, 2A, 3	N21 12.9 E105 48.6	44 thru 49	N21 13.2 E105 47.4
4 thru 7	N21 12.9 E105 48.5	50, 51	N21 13.2 E105 47.3
8, 9, 10	N21 12.8 E105 48.5	52, 52A, 52B, 52C	N21 13.2 E105 47.2
11, 12, 14, 16A, 17A	N21 12.9 E105 48.4	52D, 53, 53A	N21 13.2 E105 47.2
15, 16, 17	N21 12.9 E105 48.3	54, 55, 56	N21 13.3 E105 47.2
18	N21 13.0 E105 48.3	1H	N21 12.8 E105 48.6
19, 20, 20A	N21 12.9 E105 48.2	2H, 3H	N21 12.8 E105 48.7
21, 21A, 22	N21 12.9 E105 48.1	9H	N21 12.8 E105 48.9
22A, 23, 23A	N21 13.0 E105 48.1	71, 72, 75, 75L, 76	N21 12.8 E105 48.9
24, 24A	N21 13.0 E105 48.1	73, 74, 77, 77L, 78	N21 12.7 E105 48.9
25	N21 13.1 E105 48.0	79	N21 12.8 E105 49.0
25, 26, 26A	N21 13.0 E105 48.0	79R, 83	N21 12.7 E105 49.1
27, 27A, 27B	N21 13.0 E105 48.0	80, 81, 81R	N21 12.7 E105 49.0
28, 29, 29B	N21 13.0 E105 47.9	82, 84, 85, 86	N21 12.7 E105 49.0
29A	N21 13.1 E105 47.9		
30, 31	N21 13.1 E105 47.8		
32 thru 36	N21 13.1 E105 47.7		
37 thru 40	N21 13.1 E105 47.6		
41	N21 13.1 E105 47.5		
42, 43	N21 13.2 E105 47.5		

1, 2, 3, 25, 26: For aircraft up to ATR72, F70 and equivalent (maximum wingspan 92'(28.1m)).
1A, 1B, 2A: For aircraft up to Cesna 208A and equivalent (maximum wingspan 52'(16m)).
1H: For aircraft up to B767 and equivalent.
2H: For aircraft up to B747 and equivalent.
4, 22, 22A, 23, 23A, 24, 24A, 55, 56: For aircraft up to Code C and equivalent (maximum wingspan 118'(36m)).
55: For aircraft with wingspan up to but not including 92' (28m), when there is aircraft at 54.
56: For aircraft with wingspan not wider than 92' (28m), when there is no aircraft at 54 and 55
For aircraft with wingspan up to but not including 92' (28m), when there is aircraft at 54 and there is no aircraft at 55.
3H, 5, 7, 8, 9H, 10, 18, 20A, 21A, 27A, 27B, 28, 29A, 29B, 33, 35, 36, 38, 43, 45, 46, 48, 52A, ,52B 52C, 52D, 53, 53A: For aircraft up to A321 and equivalent (maximum wingspan 117'(35.8m)).
6, 9: For aircraft B747-8F, B777-300 and equivalent (maximum wingspan 224'(68.4m)).
6: Used when there are no aicraft parking at stands 5, 7.
33, 35: Used when there are no aicraft parking at stand 34.
36, 38: Used when there are no aicraft parking at stand 37.
43, 45: Used when there are no aicraft parking at stand 44.
46, 48: Used when there are no aicraft parking at stand 47.
11: For aircraft up to B767-400 and equivalent (maximum wingspan 171'(52m)).
12, 14, 15, 17: For aircraft up to A350-900, B787-9, B747-400 and equivalent (maximum wingspan 213'(64.9m)).
16, 19, 21, 32, 34, 37, 44, 47: For aircraft up to B787-10 and equivalent.
20: For aircraft up to B787-10, B747-400 and equivalent (maximum wingspan 213'(64.9m)).
26A, 27: For aircraft B747-8F, B777-300 and equivalent (maximum wingspan 224'(68.4m)).
26A: Used when there are no aicraft parking at stands 25, 26, for aircraft A321 and equivalent when stand 27A used for A321 and equivalent, for aicraft B747-400 and equivalent when stand 27A used for ATR72 and equivalent.
27: Used when there are no aicraft parking at stands 27A and 27B.
29, 51: For aircraft up to A350-900, B787-9, B777-300; A380 and equivalent (maximum wingspan 262'(80m)).
30, 31, 32, 39, 40, 41, 42, 49, 50: For aircraft up to A350-900, B787-9, B777-300, B787-10, B747-400 and equivalent (maximum wingspan 213'(64.9m)).
52: For aircraft up to A350-900, B787-9, B777-300, B747-400 and equivalent (maximum wingspan 213'(64.9m)).
54: For aircraft with wingspan not wider than 95' (29m).
71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86: For aircraft up to A321 and equivalent (maximum wingspan 118'(36m)).
Flexible stands 75L, 79R: For aircraft up to Code F and equivalent (maximum wingspan 262'(80m)).
Flexible stands 77L, 81R: For aircraft up tp B747-800 and equivalent (maximum wingspan 224'(68.4m)).

Stands equipped with passenger bridge:
15, 16, 17, 18, 19, 20, 21, 30, 31, 32, 34, 37, 39, 40, 41, 42, 44, 47, 49, 50, 51.

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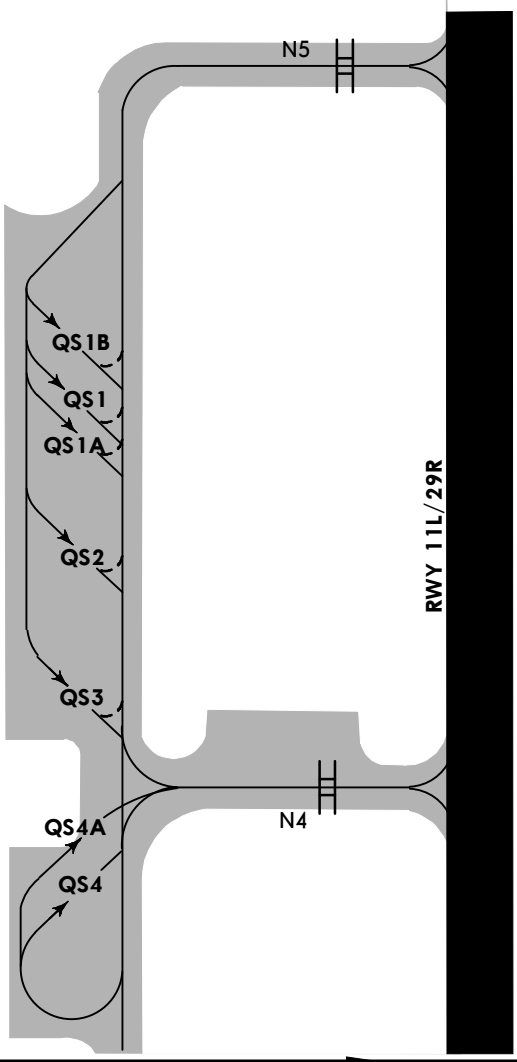
LEGEND

Taxi-Hold Positions
Precision Apch Rwy

PARKING STAND COORDINATES	
STAND NO.	COORDINATES
Military Apron	
QS1B, QS1	N21 13.2 E105 49.1
QS1A	N21 13.2 E105 49.0
QS2	N21 13.3 E105 49.0
QS3	N21 13.3 E105 48.9
QS4A, QS4	N21 13.3 E105 48.8



Aircraft with wingspan smaller than 33'(10m) can taxi out from stands QS1A, QS1B, QS1, QS2, QS3, QS4, QS4A for departure.

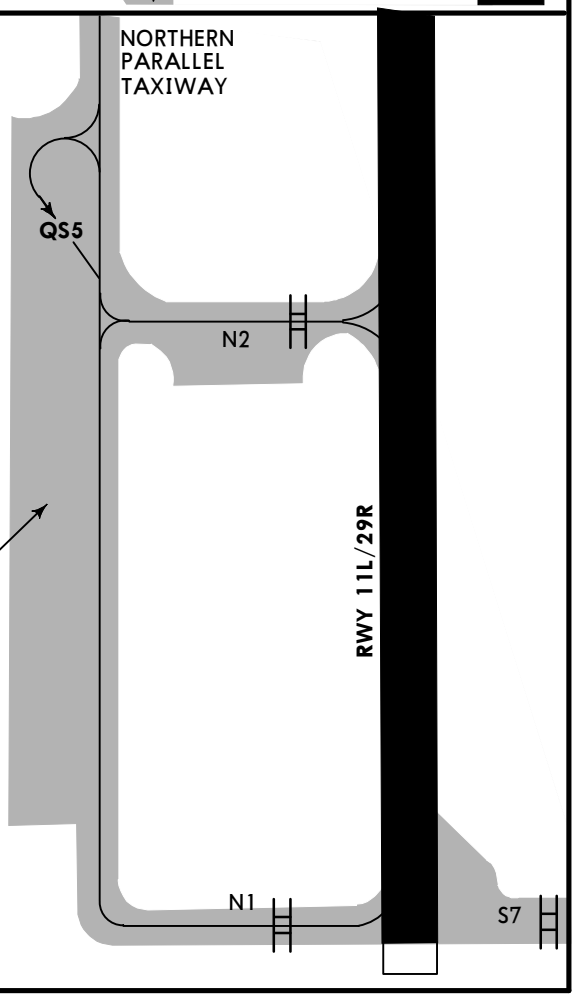
QS1: For aircraft up to B747-400 and equivalent (maximum wingspan 213'(64.9m)).
Flexible stands QS1A, QS1B: For aircraft up to A321 and equivalent (maximum wingspan 117'(35.8m)).
QS2, QS3: For aircraft up to A321 and equivalent (maximum wingspan 117'(35.8m)).
QS4, QS4A: For aircraft up to ATR72 and equivalent (maximum wingspan 92'(28.1m)).

All stands are used for aircraft parking (without commercial purpose).

PARKING STAND COORDINATES	
STAND NO.	COORDINATES
Military Apron	
QS5	N21 13.6 E105 47.9

LEGEND

Taxi-Hold Positions
Precision Apch Rwy



QS5: For aircraft up to ATR72 and equivalent (maximum wingspan 92'(28.1m)).

Stand is used for aircraft parking (without commercial purpose).

CHANGES: Notes.

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SAFEDOCK VISUAL DOCKING GUIDANCE SYSTEM (VDGS) AT NOI BAI INTL AIRPORT

1. INTRODUCTION

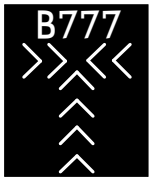
Operational procedure of the Visual Docking Guidance System (VDGS) at Noi Bai Intl Airport.

2. DESCRIPTION OF SYSTEM

VDGS provides both pilots with guidance for maneuvering the aircraft into the gate to the correct centerline and stop-position under all operational conditions.

A single cabinet houses a number of units: display (including LEDs), a laser scanner, control and power units and it is installed at the fixed gates in terminals of the airport.

VDGS at Noi Bai Intl airport is Safedock type T3-9 (T-types), available at stand number 15, 16, 17, 19, 20, 21, 30, 31, 32, 34, 37, 39, 40, 41, 42, 44, 47, 49, 50 and 51.



Note: In order to avoid aircraft overshooting the stop-position, pilots are requested to comply with limitations of speed during entry into stand using VDGS as follows:

Distance from stop-position of stand:	10-3m	20-10m	20m or greater
Taxi speed of aircraft:	2m/s*	3m/s	4m/s

*Within remaining distance, reduce speed and stop at stop-position of stand. Max distance between the center of the nose wheel of aircraft, and the center of the stop-position of stand: +0.5m or -0.5m.

The unit is mounted 4-8m above ground and provides multiple functionality. For example, clear pilot instructions, accurate aircraft identification and tracking, as well as quick and easy access to this low maintenance unit.

3. SAFETY PROCEDURE

The Safedock has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

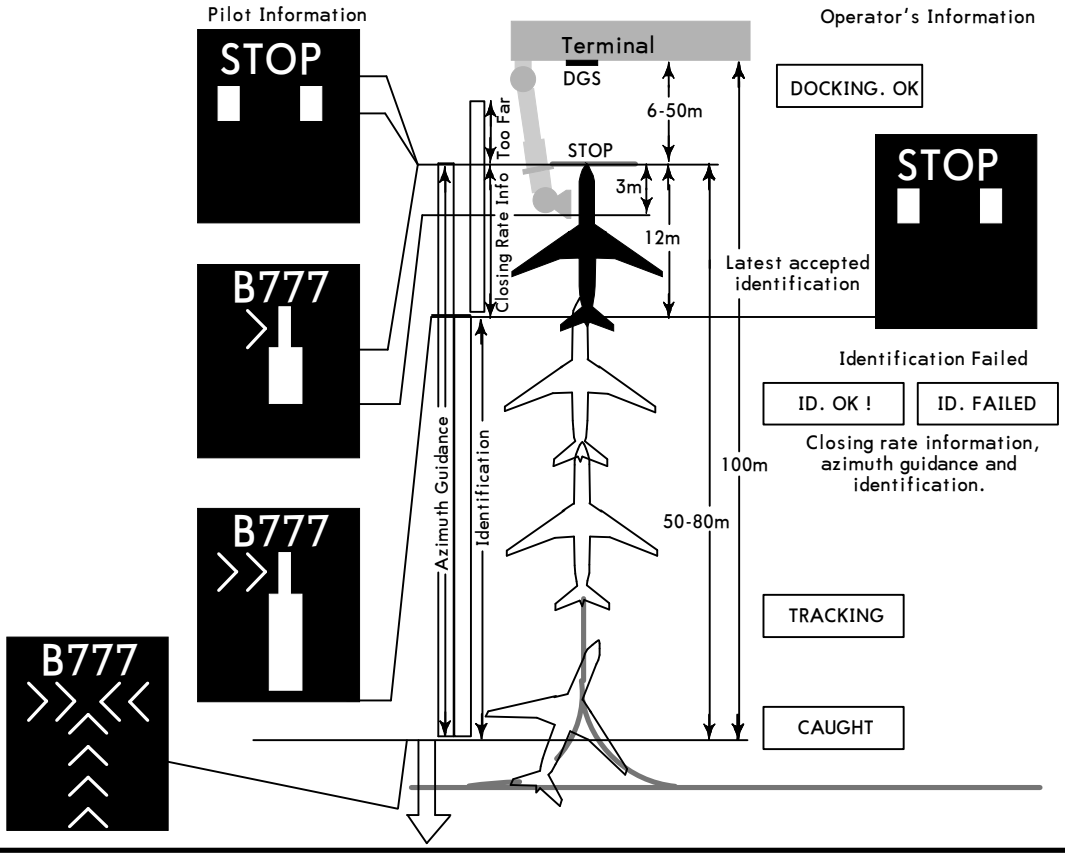
WARNING: If the pilot is unsure of the information being shown on the Safedock Display Unit, he must immediately stop the aircraft and obtain further information for clearance.

WARNING: The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

WARNING: The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft. The accuracy of other information, such as "DOOR 2" shall also be checked.

The message "STOP SBU" means that docking has been interrupted and has to be resumed only by manual guidance.

4. DOCKING PROCEDURES



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4.1 START OF DOCKING

The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, "WAIT" will be displayed.

4.2 CAPTURE

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed.

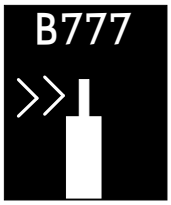
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.

4.3 TRACKING

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.

A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.



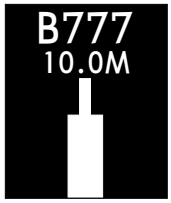
4.4 CLOSING RATE

When the aircraft is less than 12m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per half a meter of the distance, covered by the aircraft toward the stop position of the stand.

The picture illustrates the aircraft 10m from stop position, slightly left of the center line. The red arrow indicates the direction to steer.

4.5 ALIGNED TO CENTER

The aircraft is 10m from the stop position.
The absence of any direction arrow indicates an aircraft on the centerline.



4.6 SLOW DOWN (DECREASE SPEED)

If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning to the pilot.

CHANGES: None.

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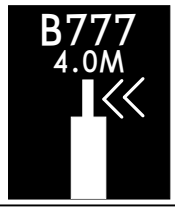
4.7 AZIMUTH GUIDANCE

The aircraft is 4m from the stop position.
The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.



4.8 STOP POSITION REACHED

When the correct stop-position is reached, the display will show "STOP" with red lights.

4.9 DOCKING COMPLETE

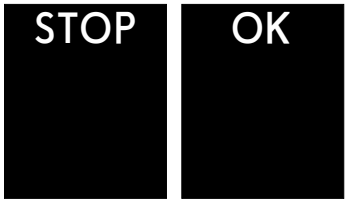
When the aircraft has parked, "OK" will be displayed.

4.10 OVERSHOOT

If the aircraft overshoots the stop-position, "TOO FAR" will be displayed.

4.11 STOP SHORT

If the aircraft is found standing still but has not reached the intended stop-position, the message "STOP OK" will be shown after a pre-configured time.



4.12 WAIT

If there is an object blocking the view toward the approaching aircraft or the detected aircraft is lost during docking, close to STOP, before 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.

4.13 BAD WEATHER CONDTION

During heavy fog, rain, the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will disable the floating arrows and display SLOW and the aircraft type.
As soon as the system detects the approaching aircraft, the vertical closing-rate bar will appear.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING RATE BAR IS SHOWN.

CHANGES: Chart reindexed.

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4.14 AIRCRAFT VERIFICATION FAILURE

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 meters before the stop-position, the display will first show WAIT and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

STOP ID FAIL

4.15 GATE BLOCKED

If an object is found blocking the approach to gate/apron view from the Safedock to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

WAIT GATE BLOCK

4.16 VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for instance dirt on the window, the Safedock will report a view blocked condition.

Once the system is able to see the aircraft, the message will be replaced with a closing rate display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

WAIT VIEW BLOCK

4.17 SBU-STOP

Any unrecoverable error during the docking procedure will generate an SBU (safety back-up) condition. The display will show the text STOP SBU.

A manual backup procedure must be used for docking guidance.

STOP SBU

4.18 TOO FAST

If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP TOO FAST" will be displayed.

The docking system must be re-started or docking procedure completed by manual guidance.

STOP TOO FAST

4.19 EMERGENCY STOP

When the emergency stop button is pressed, "STOP" is displayed.

STOP

CHANGES: Chart reindexed.

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4.20 CHOCKS ON

CHOCKS ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "CHOCKS ON" button on the operator panel.

4.21 ERROR

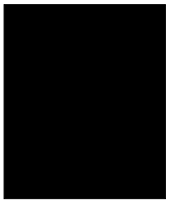
If a system error occurs, the message "ERROR" is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.

4.22 SYSTEM BREAKDOWN

In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

4.23 POWER FAILURE

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.



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LOW VISIBILITY PROCEDURES

Low Visibility Procedures (LVP) are applied to ensure the safety, regularity and efficiency of air traffic at Noi Bai international airport in low visibility conditions.

1. GENERAL REGULATIONS

1.1 APPLICABLE STANDARDS OF LOW VISIBILITY CONDITIONS

a. Preparation of LVP application: When the weather condition at Noi Bai international airport meet at least one of the followings:
- RVR at RWY touchdown zone (11R station), RWY Mid-point (MID station) fall at 1200m or less and tends to decrease; and/or
- Ceiling (BKN or above) at measuring station of RWY 11R (11R station) fall at 300 ft (90 m) or below.

b. Operations of LVP application: When the weather condition at Noi Bai international airport meet at least one of the followings:
- RVR at touchdown zone (11R station), RWY Mid-point (MID-station) fall at 900 m or less; and/or
- Ceiling (BKN or above) at measuring station of RWY 11R (11R station) is below 250 ft (75 m).

c. Termination of LVP: This is established when the weather conditions at Noi Bai international airport are higher than values specified in 1.1a. and stable in 15 minutes tends to be improved.

2. OPERATING PROCEDURES IN LVP

2.1 APPROACH PROCEDURES

a. During the implementation of LVP, Noi Bai APP/TWR shall continuously update the following information:
- Operational status of ILS system;
- Operational status of visual aids system;
- RVR at 11R station and MID-station;
- Ceiling at THR of RWY 11R (11R station).

b. In addition to schedule information, on initial contact or as soon as possible thereafter, Noi Bai APP shall provide to arriving aircraft the following information:
- Current RVR RWY 11R (11R station);
- RVR at MID point if RVR RWY 11R is below 550m;
- Ceiling at THR of RWY 11R (11R station) is below 200ft (60m);
- Unserviceable status of any component of equipments serving CAT II operation, which is not notified in the previous ATIS broadcast.

c. Aircraft is cleared for approach procedures to establish ILS or vectored to intercept LLZ at least not less than 9 NM from touchdown.

d. The appropriate separation must be applied between landing aircraft to ensure that landing clearance can be passed to the aircraft before it reaches 2 NM from touchdown. In case of departing aircraft taking-off between two landing aircrafts, the separation need to be increased appropriately.

e. Speed control shall not be applied to aircraft which is conducting intermediate or final approach for ILS CAT II RWY 11R.

f. 8 NM minima separation shall be applied between a preceding departing aircraft and a succeeding landing aircraft, in example a departing aircraft starts rolling for take-off before to the other landing one reaches 8 NM from touchdown.

2.2 AERODROME CONTROL PROCEDURES

a. Landing clearance should be passed to the aircraft before it reaches a distance of 2 NM from touchdown, in case of an unsuccessful approach, ATC advise aircraft to execute a missed approach.

b. Using appropriate taxiways to quickly vacate sensitive area of ILS/LLZ. Landing clearance shall not be issued until:
- Preceding landing aircraft has vacated LLZ sensitive area;
- Preceding departure aircraft has airborned and passed the LLZ antenna peak.

c. Personnel, aircraft and vehicles shall not permit to enter LLZ critical/sensitive area facing the approaching aircraft while the aircraft is within a distance of 2 NM from touchdown until the deceleration is completed.

d. For departing aircraft in CAT II conditions: Personnel, aircraft and vehicles shall not permit to enter LLZ critical/sensitive area in front of departing aircraft when aircraft is received the take-off clearance until its airborned and passed the LLZ antenna peak.

e. Departure and arrival aircraft shall not be cleared to stop, hold or move into the ILS critical/sensitive area when there is an aircraft is approaching to land.

f. Taxi tracks are used in LVP in order to support pilots in verification of aircraft's position on the ground during LVP operation.

2.3 AERODROME CONTROL MOVEMENT PROCEDURES

a. Taxiing instructions and information related to air traffic operation shall be provided to pilots briefly, sufficiently and clearly; pilots shall read back taxiing clearance, avoid hearing unclearly or misunderstanding the clearance.

b. Monitoring aircraft approaching to land and requesting aircraft quickly vacating RWY and ensure that aircraft do not stop within LLZ sensitive area that causes downgrade ILS CAT operation.

c. During LVP operation, follow-me car service shall be provided for landing aircraft and for taking-off aircraft (on request).

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LOW VISIBILITY PROCEDURES (cont.)

d. Aircraft taxiing procedures
- For departure aircraft:
  - RWY 11R:
    - Departure aircraft are allowed to taxi from apron to TWY S2B/S2A/S1B/S4/S6A/S1C/S7A then follow TWY S1 to CAT II holding point RWY 11R; except for aircraft taxi via TWY S1D, holding on taxi-lane EW in front of TWY S1D, aircraft is only allowed to taxi on TWY S1D when it is ready for take-off and follow Noi Bai TWR clearance.
    - Departure aircraft taxiing via TWY S7 for departure on RWY 11R (taking-off from intersection between RWY 11R and TWY S7): Taxi from apron via TWY S2B/S2A/S1B/S4/S6A/S1C/S7A to TWY S1, TWY S7 to holding point RWY 11R.
  - RWY 11L: Taxi from apron to TWY S2B/S2A/S1B/S4/S6A/S1C/S7A via TWY S1, TWY S7 to holding point RWY 11R;
  - RWY 29L/29R: Taxi from apron to TWY S2B/S2A/S1B/S4/S6A/S1C/S7A via TWY S1 to holding point RWY 29L.

Note: Aircraft are not allowed to hold at holding points closer to RWY than CAT II holding points/stop bars.

- For arrival aircraft:
  - RWY 11R: After landing, aircraft vacates RWY via TWY S6/S4/S5A/S2/S1/S1A (if allowed), and then taxi to apron via TWY S2B/S2A/S1B/S4/S6A/S1C/S7A/S1D;
  - RWY 11L: After landing, aircraft vacates RWY via S3/S5/S2/S1, cross RWY 11R via TWY S1/S1A (if allowed)/S2/S5A/S4, then taxi to apron via TWY S2B/S2A/S1B/S4/S6A/S1C/S7A/S1D;
  - RWY 29R: After landing, aircraft vacates RWY via TWY S5/S7/S1/S4, then taxi to apron via TWY S2B/S2A/S1B/S4/S6A/S1C/S7A/S1D;
  - RWY 29L: After landing, aircraft vacates RWY via TWY S7/S1/S4, then taxi to apron via TWY S2B/S2A/S1B/S4/S6A/S1C/S7A/S1D.

3. IMPLEMENTATIONS OF LVP

3.1 WHEN WEATHER CONDITION DECREASES TO LVP:

a. Timely inform to pilots to suspend or do not apply ILS CAT II approach procedures;

b. Ensure to broadcast the phrase "LOW VISIBILITY PROCEDURES IN OPERATION" on ATIS.

3.2 WHEN APPEAR "DECREASE" COMPONENT IN ILS CAT II OPERATION STANDARD:

a. When ILS CAT II can not be applied, Noi Bai TWR must immediately inform to related aircraft, Noi Bai APP and apply appropriate flight operation procedures in accordance with regulations.

b. Noi Bai APP/TWR unit reports to related aircraft and apply appropriate flight operation procedures in accordance with regulations.

c. Timely inform to pilots about applying or do not applying ILS CAT II approach procedures.

4. LVP APPLICATION CONDITION

LVP application will be implemented if there are requirements for flight operations, with standard weather conditions in 1.1b of these procedures and the operational components in LVP at Noi Bai international airport meet minimum standards as follows:

4.1 FOR ILS/DME SYSTEM:

a. Primary and secondary of Localizer (LLZ), Glidepath (GP), DME are normally operated;

b. All of Localizer (LLZ), Glidepath (GP) and DME monitors are normally operated;

c. ILS/DME remote system is normally operated.

4.2 FOR LIGHTING SYSTEM:

a. Approach lighting systems:
- Within the range of 450 m (from RWY 11R THR): More than 95% of approach lighting systems are operated, and not any two consecutive lights are unserviceable;
- Outside the range of 450 m (from RWY 11R THR): More than 85% of approach lighting systems are operated, and not any two consecutive lights are unserviceable.

b. RWY centre line lights, RWY edge lights, THR of RWY lights: More than 95% of lights are operated, and not any two consecutive lights are unserviceable;

c. Touchdown zone lights system: More than 90% of lights are operated, and any two consecutive lights are unserviceable;

d. RWY end lights system: More than 70% of lights are operated, and any two consecutive lights are unserviceable;

e. Stop bars lights system: More than 95% of lights are operated, and any two consecutive lights are unserviceable;

4.3 FOR RVR SYSTEM, CEILING MEASURING CEILOMETERS: RVR system and ceiling measuring ceilometers operate normally; RVR values at RWY 11R station, mid station and ceiling shall be directly indicated at working position of Noi Bai APP/TWR.

4.4 FOR POWER SUPPLY SYSTEM: Electric power source for lighting system shall be provided by UPS - or by using electric generator as the primary source of power supply, using the grid supply as the secondary power supply.

4.5 FOR ILS CRITICAL/SENSITIVE AREA: Personnel and vehicles are not allowed to operate within ILS critical and sensitive areas.

4.6 FOR AIRPORT EMERGENCY FORCES: Airport emergency services, facilities and equipments ensure meeting CAT 9 requirements for rescue and firefighting and are available to cope with urgency following the current emergency procedures.

Note: In case LVP is applied and weather conditions are good enough to operate ILS CAT I but ILS CAT II does not meet the standards (due to technical or facilities failure and maintenance team can immediately revert to normal operation), LVP application is continued.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

25 APR 14 (11-1) **Eff 1 May**

HANOI, VIETNAM
ILS X Rwy 11L

ATIS	NOI BAI Approach (R)	NOI BAI Tower	Ground
127.0	125.1	118.4	121.9

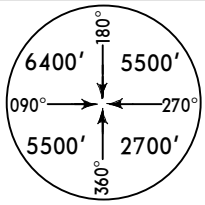
BRIEFING STRIP ™

LOC NB	Final Apch Crs	GS D6.1 NB	ILS DA(H)	Apt Elev 40′
110.5	108°	1970′ (1930′)	240′ (200′)	Rwy 11L 40′

MISSED APCH: Maintain runway heading, climb to 4930′, when passing 990′, turn RIGHT to KW NDB to join holding pattern or follow ATC instructions.

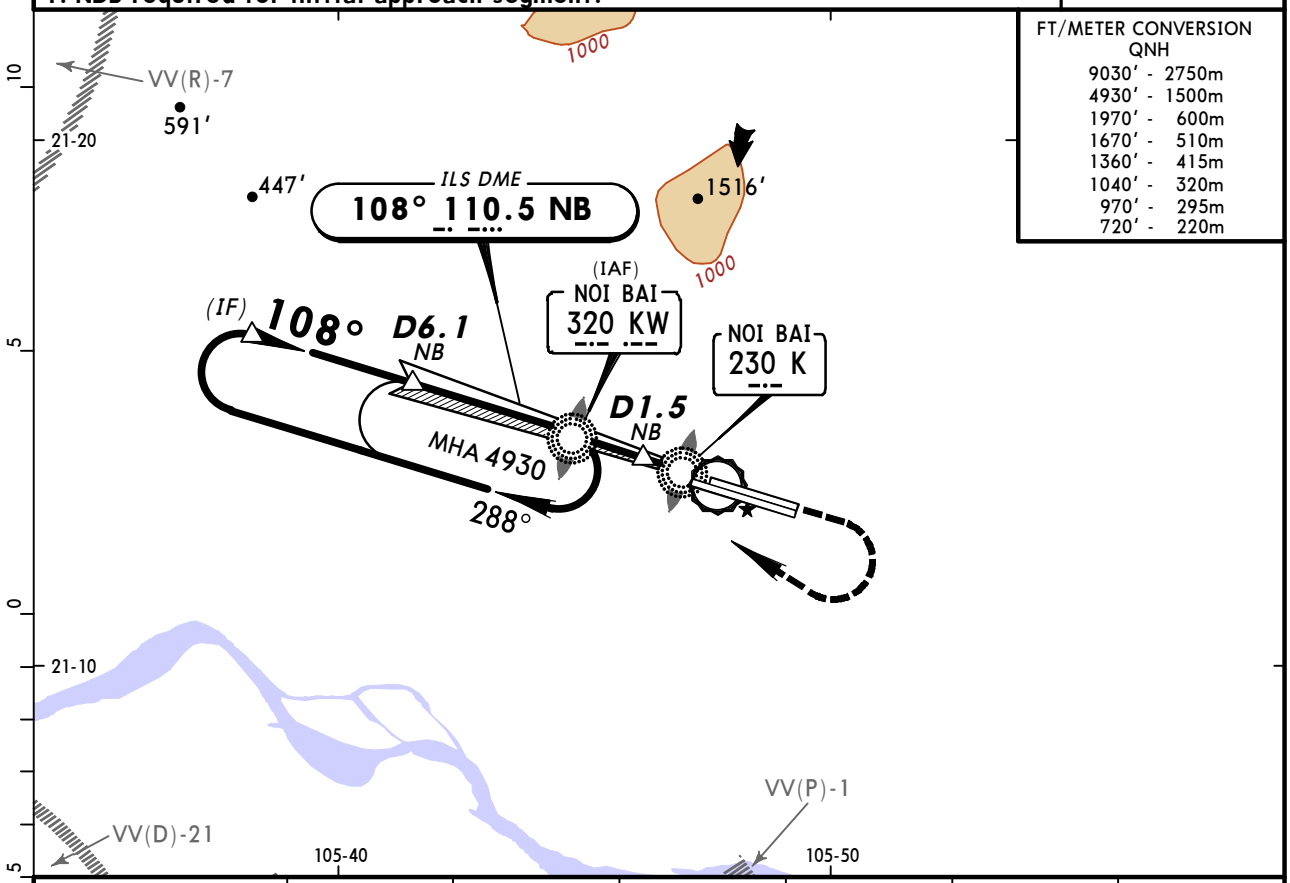
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. NDB required for initial approach segment.

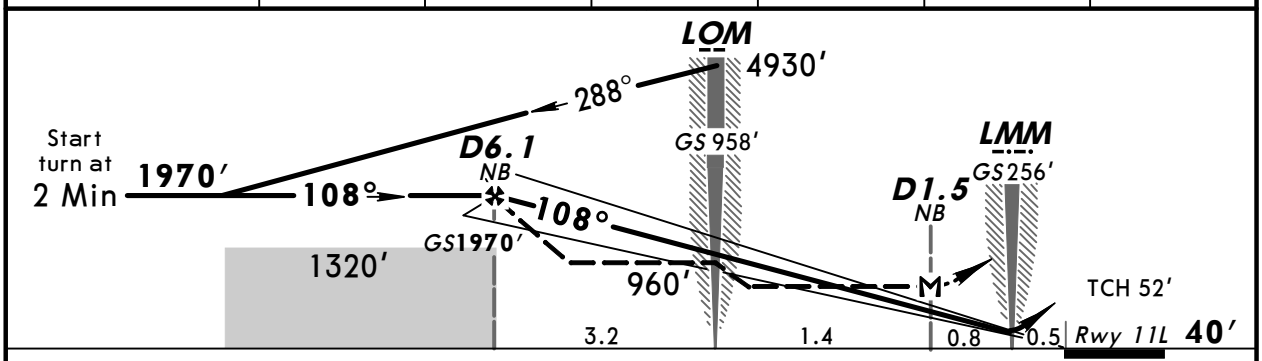


MSA KW LOM

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



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



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.5 NB or FAF to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

HIALS
PAPI

4930′

Rwy hdg

STRAIGHT-IN LANDING RWY 11L **CEILING REQUIRED** CIRCLE-TO-LAND

PANS OPS

	ILS DA(H) 240′ (200′) FULL	ILS DA(H) 240′ (200′) ALS out	LOC (GS out) MDA(H) 500′ (460′) ALS out
	CEILING-VISIBILITY		
A	200′ -800m	200′ -1200m	460′ -1600m
B			
C			460′ -2000m
D			460′ -2400m

Not Authorized North of Rwy

Max Kts	MDA(H)	CEIL-VIS
100	660′ (620′)	660′ - 2000m
135	1190′ (1150′)	1320′ - 4000m
180	1480′ (1440′)	1650′ - 5000m
205	1970′ (1930′)	1970′ - 6000m

CHANGES: Missed approach, notes, SMSA added, ALT at LOM.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

17 MAY 19 (11-2)

HANOI, VIETNAM
ILS Y Rwy 11L

ATIS	NOI BAI Approach (R)	NOI BAI Tower	Ground
127.0	125.1	118.4	121.9

BRIEFING STRIP ™

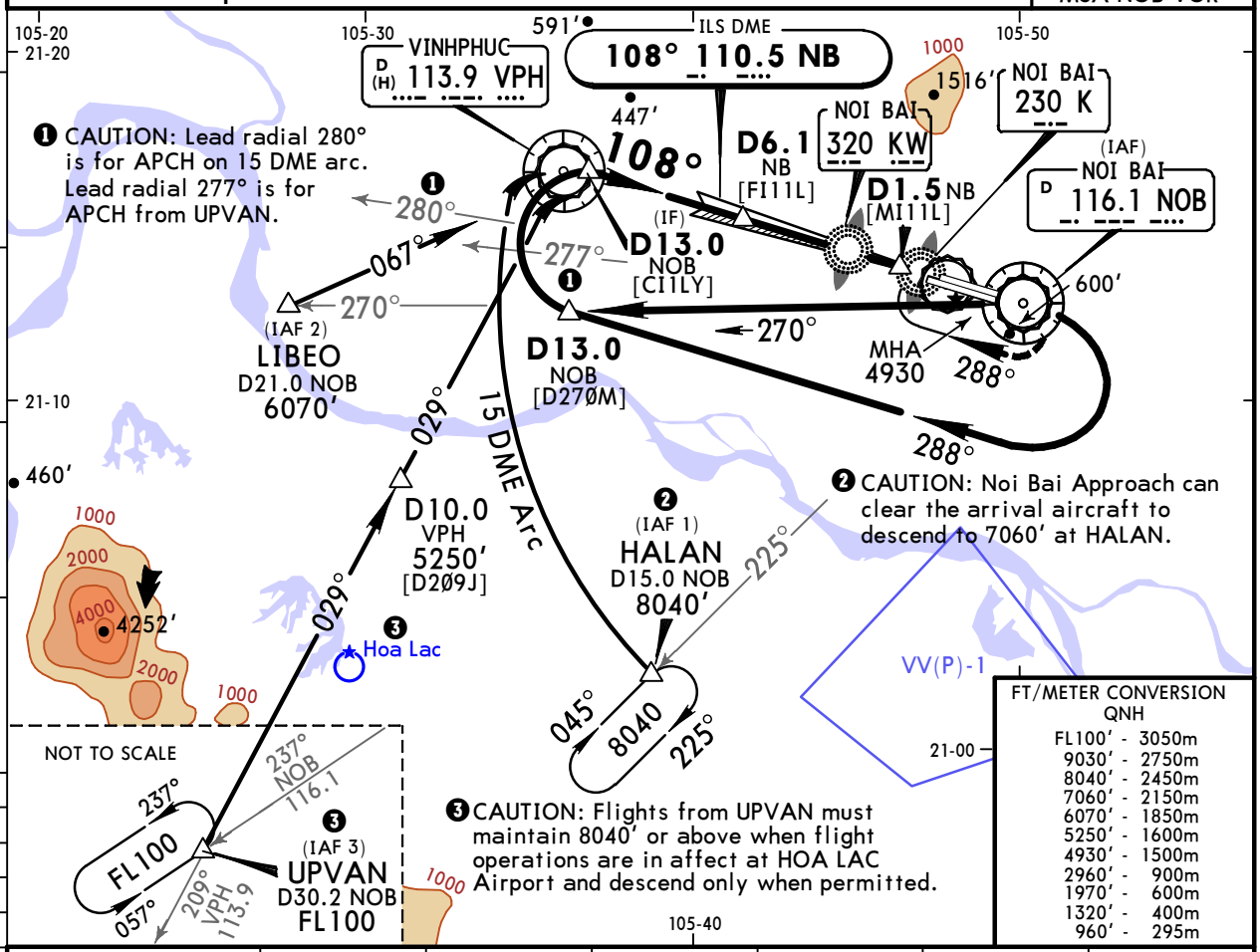
LOC NB	Final Apch Crs	GS D6.1 NB	ILS DA(H)	Apt Elev 40′ Rwy 40′
110.5	108°	1970′(1930′)	240′(200′)	

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. VOR & DME required.

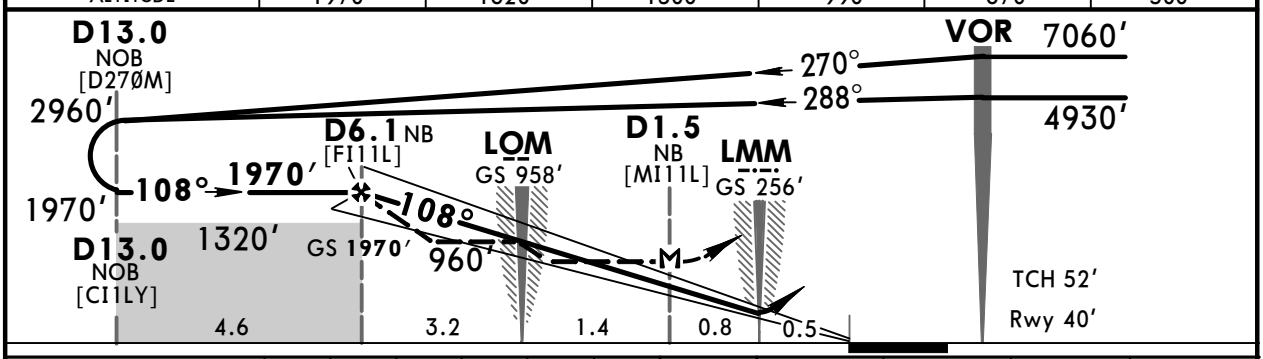
MSA NOB VOR: 6400′ (090°), 5500′ (180°), 5500′ (270°), 2700′ (360°)



FT/METER CONVERSION
QNH

FL100′	3050m
9030′	2750m
8040′	2450m
7060′	2150m
6070′	1850m
5250′	1600m
4930′	1500m
2960′	900m
1970′	600m
1320′	400m
960′	295m

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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 NB or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

HIALS PAPI 4930′ Rwy hdg NOB 116.1

STRAIGHT-IN LANDING RWY 11L — **CEILING REQUIRED** — CIRCLE-TO-LAND

	ILS DA(H) 240′(200′) FULL	ILS DA(H) 240′(200′) ALS out	LOC (GS out) MDA(H) 500′(460′) ALS out	Max Kts	MDA(H)	CEIL-VIS
	CEILING-VISIBILITY					
A	200′ -800m	200′-1200m	460′-1600m	100	660′(620′)	660′- 2000m
B				135	1190′(1150′)	1320′- 4000m
C			460′-2000m	180	1480′(1440′)	1650′- 5000m
D			460′-2400m	205	1970′(1930′)	1970′- 6000m

Not Authorized North of Rwy

PANS OPS

CHANGES: None.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

17 MAY 19 (11-3)

HANOI, VIETNAM
ILS Z Rwy 11L

BRIEFING STRIP ™

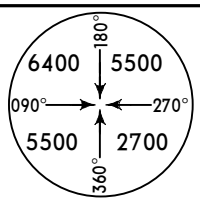
ATIS	NOI BAI Arrival (APP)	NOI BAI Terminal (APP)	NOI BAI Tower	Ground
127.0	121.0	125.1	118.4	121.9

LOC NB	Final Apch Crs	GS D6.1 NB	ILS DA(H)	Apt Elev 40′ Rwy 40′
110.5	108°	1970′(1930′)	240′(200′)	

MISSED APCH: Maintain runway heading, climb to 4930′, when passing 990′ turn RIGHT to KW NDB to join holding pattern or follow ATC instructions.

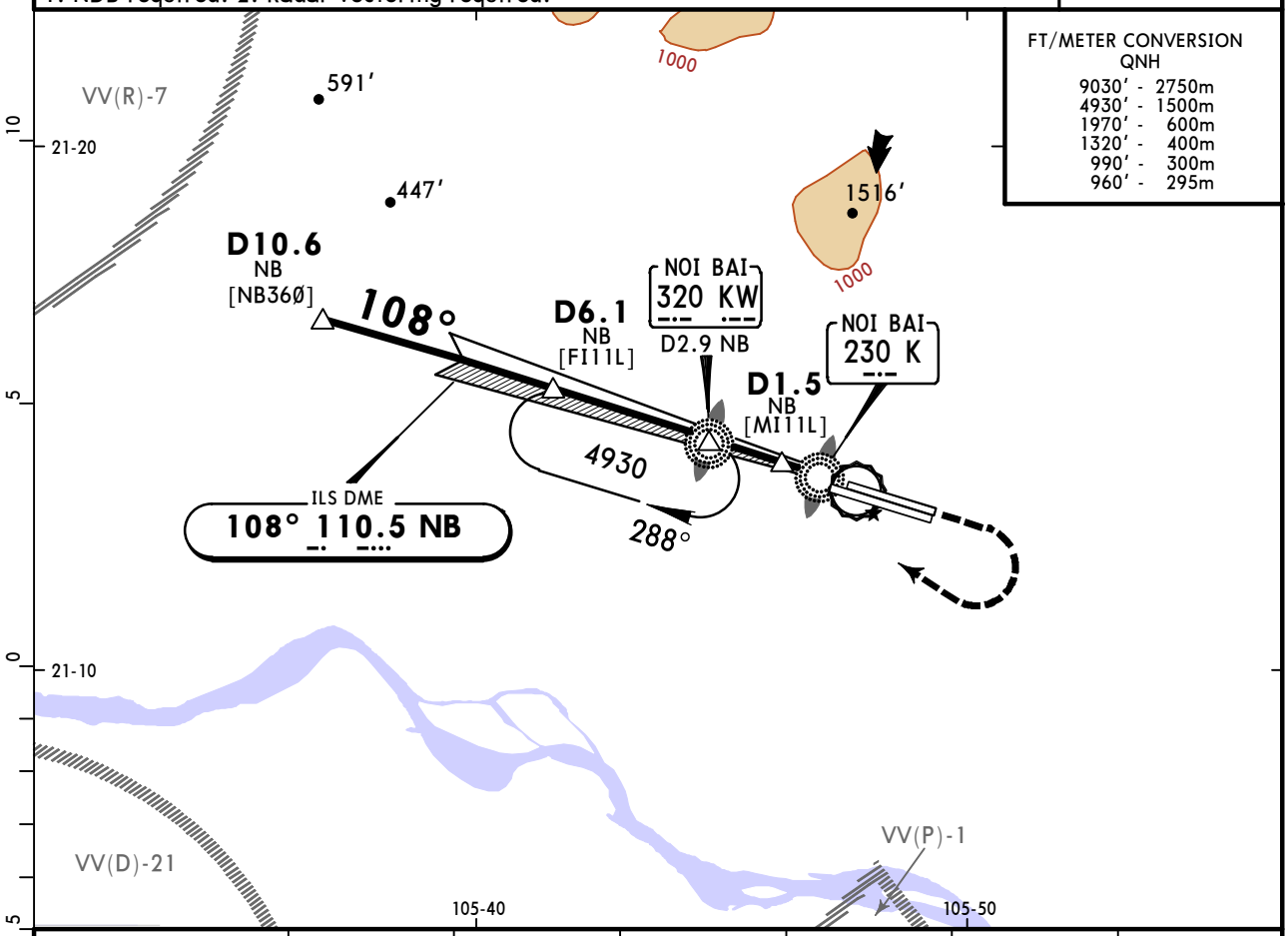
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. NDB required. 2. Radar vectoring required.

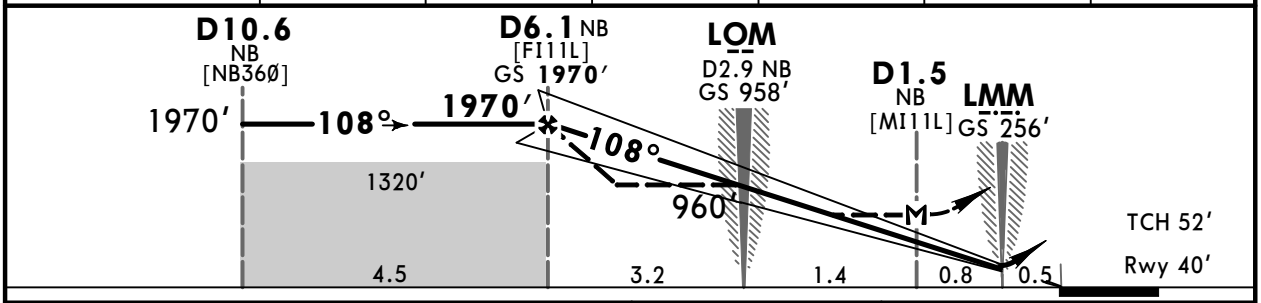


MSA KW LOM

FT/METER CONVERSION
QNH
9030′ - 2750m
4930′ - 1500m
1970′ - 600m
1320′ - 400m
990′ - 300m
960′ - 295m



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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 NB or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

HIALS
PAPI
4930′
Rwy hdg

STRAIGHT-IN LANDING RWY 11L **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 240′(200′) FULL	ILS DA(H) 240′(200′) ALS out	LOC (GS out) MDA(H) 500′(460′) ALS out	Max Kts	MDA(H)	CEIL-VIS
	CEILING-VISIBILITY					
A	200′ -800m	200′-1200m	460′-1600m	100	660′(620′)	660′- 2000m
B				135	1190′(1150′)	1320′- 4000m
C			460′-2000m	180	1480′(1440′)	1650′- 5000m
D			460′-2400m	205	1970′(1930′)	1970′- 6000m

Not Authorized North of Rwy

PANS OPS

CHANGES: Coded navigation fix.

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VVNB/HAN
NOI BAI INTL

JEPPESEN
24 MAR 17 (11-4)

HANOI, VIETNAM
ILS Y Rwy 11R

ATIS	NOI BAI Arrival	NOI BAI Terminal	NOI BAI Tower	Ground
127.0	121.0	125.1	118.4	121.9

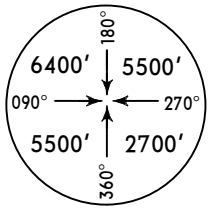
BRIEFING STRIP™

LOC NBA	Final Apch Crs	GS D6.0 NBA	ILS DA(H)	Apt Elev 40′ Rwy 38′
108.3	108°	1970′(1932′)	238′(200′)	

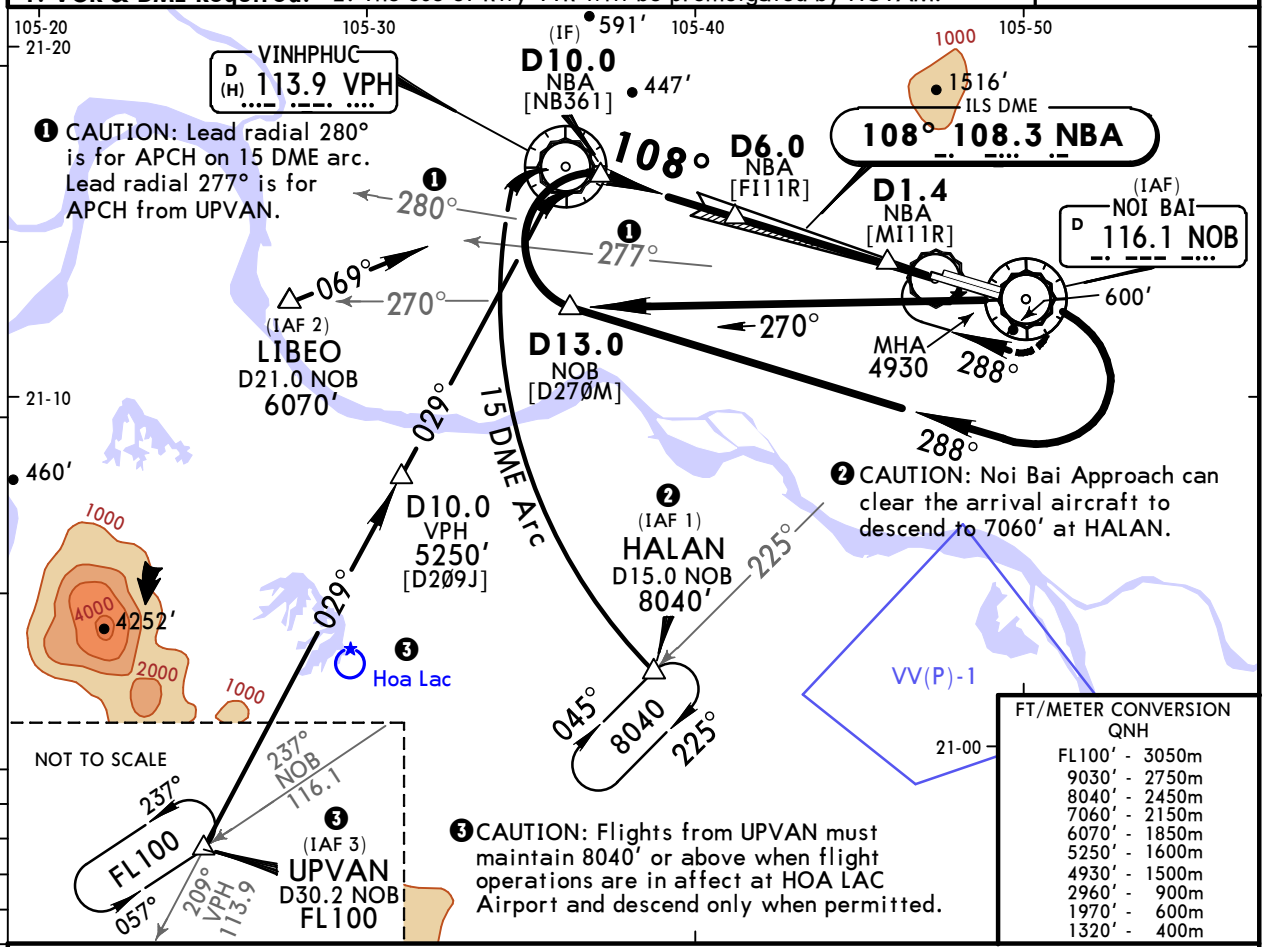
MISSED APCH: Maintain runway heading, climb to 4930′, when passing NOB VOR turn RIGHT to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. VOR & DME Required. 2. The use of Rwy 11R will be promulgated by NOTAM.

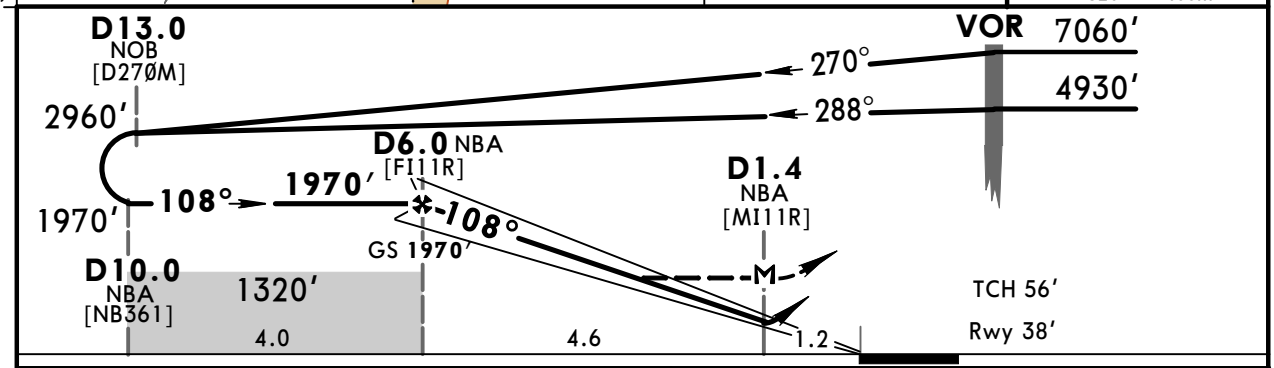


MSA NOB VOR



FT/METER CONVERSION
QNH

FL100′	3050m
9030′	2750m
8040′	2450m
7060′	2150m
6070′	1850m
5250′	1600m
4930′	1500m
2960′	900m
1970′	600m
1320′	400m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	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
REIL PAPI PAPI

4930′ | Rwy hdg | NOB 116.1

STRAIGHT-IN LANDING RWY 11R — **CEILING REQUIRED** — CIRCLE-TO-LAND

PANS OPS

	ILS DA(H) 238′(200′) FULL	ILS DA(H) 238′(200′) ALS out	LOC (GS out) MDA(H) 500′(462′)	LOC (GS out) MDA(H) 500′(462′) ALS out
	CEILING-VISIBILITY			
A	200′ - RVR 550m VIS 800m	200′ - 1200m	460′ - 1600m	
B				
C			460′ - 2000m	
D			460′ - 2400m	

Not Authorized North of Rwy

Max Kts	MDA(H)	CEIL-VIS
100	660′(620′)	660′ - 2000m
135	1190′(1150′)	1320′ - 4000m
180	1480′(1440′)	1650′ - 5000m
205	1970′(1930′)	1970′ - 6000m

CHANGES: Arrival frequency, D10.0/NBA database ident.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

24 MAR 17 (11-4A)

HANOI, VIETNAM
ILS Y Rwy 11R CAT II

ATIS	NOI BAI Arrival	NOI BAI Terminal	NOI BAI Tower	Ground
127.0	121.0	125.1	118.4	121.9

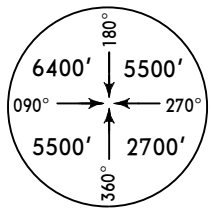
BRIEFING STRIP ™

LOC NBA	Final Apch Crs	GS	CAT II ILS	Apt Elev 40′
108.3	108°	D6.0 NBA 1970′ (1932′)	RA 136′ DA(H) 170′ (132′)	Rwy 38′

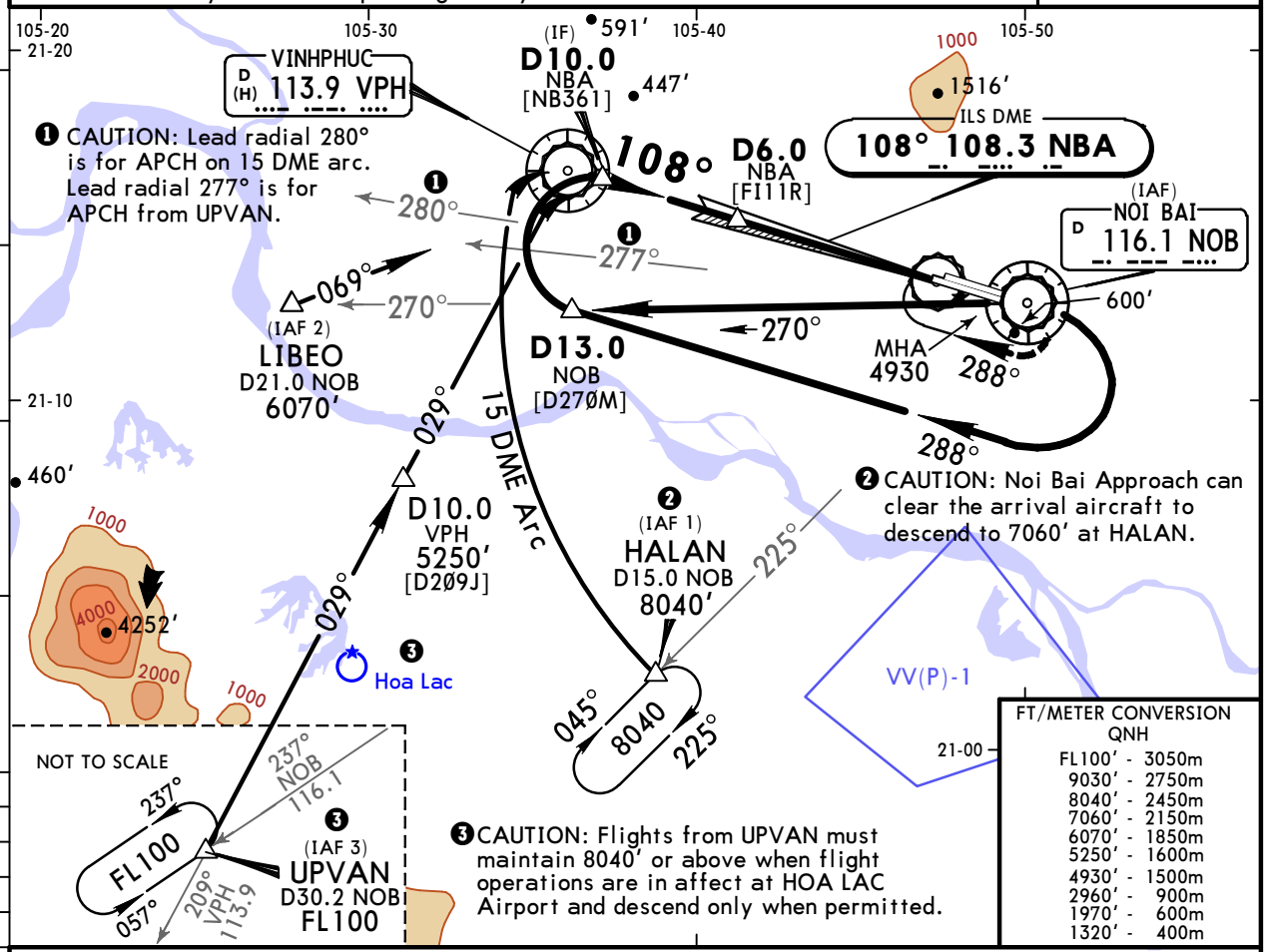
MISSED APCH: Maintain runway heading, climb to 4930′, when passing NOB VOR turn RIGHT to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. Special Aircrew & Aircraft Certification Required. 2. VOR & DME required.
3. The use of Rwy 11R will be promulgated by NOTAM.

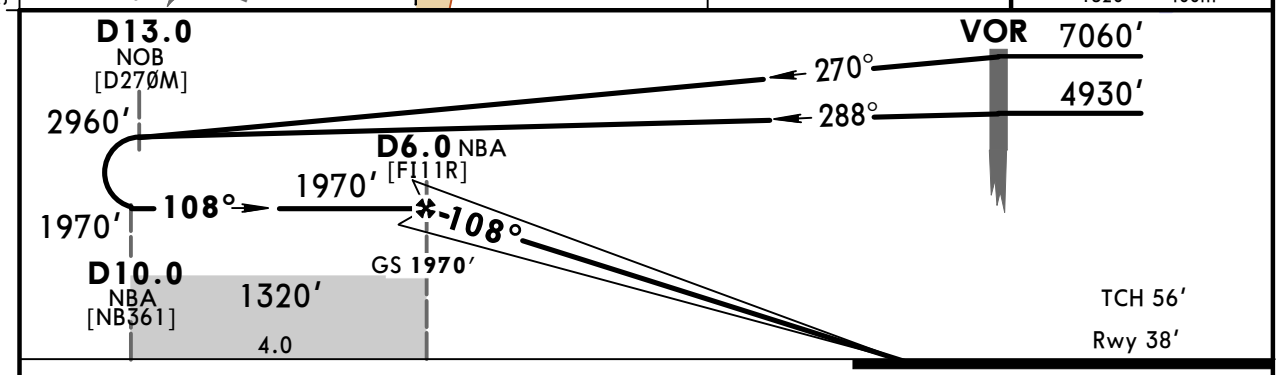


MSA NOB VOR



FT/METER CONVERSION
QNH

FL100′	3050m
9030′	2750m
8040′	2450m
7060′	2150m
6070′	1850m
5250′	1600m
4930′	1500m
2960′	900m
1970′	600m
1320′	400m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
REIL PAPI PAPI

4930′

Rwy hdg

NOB 116.1

CEILING REQUIRED

STRAIGHT-IN LANDING RWY **11R**
CAT II ILS
RA 136′
DA(H) **170′** (132′)

PANS OPS

CEILING-VISIBILITY

140′- RVR 400m

CHANGES: Arrival frequency, D10.0/NBA database ident.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

24 MAR 17 (11-5)

HANOI, VIETNAM
ILS Z Rwy 11R

ATIS	NOI BAI Arrival	NOI BAI Terminal	NOI BAI Tower	Ground
127.0	121.0	125.1	118.4	121.9

BRIEFING STRIP ™

LOC NBA	Final Apch Crs	GS D6.0 NBA	ILS DA(H)	Apt Elev 40′
108.3	108°	1970′(1932′)	238′(200′)	Rwy 11R 38′

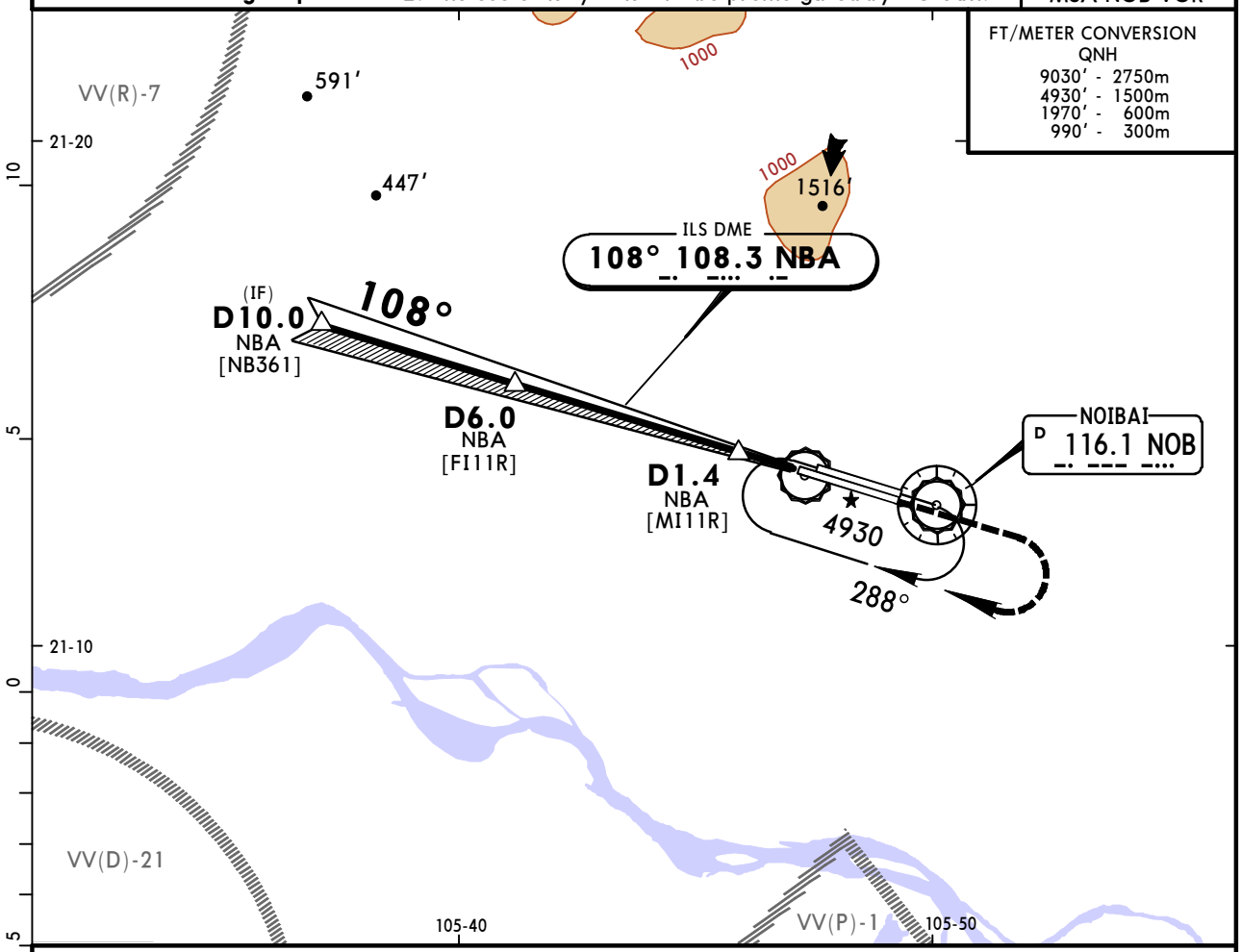
MISSED APCH: Maintain runway heading climb to 4930′, when passing 1480′ turn RIGHT to join holding pattern at NOB VOR follow ATC instructions.

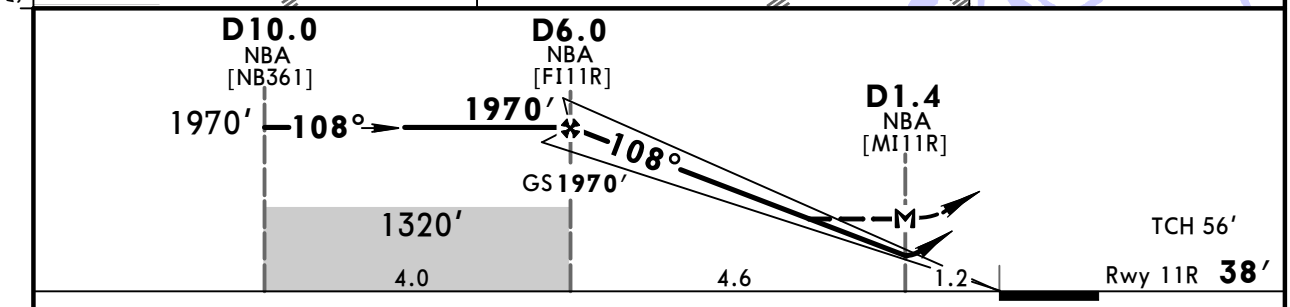
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. Radar vectoring required. 2. The use of Rwy 11R will be promulgated by NOTAM.

MSA NOB VOR: 6400′ 5500′ 5500′ 2700′ (090°, 180°, 270°, 360°)

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





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	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
REIL PAPI PAPI

4930′

Rwy hdg

STRAIGHT-IN LANDING RWY 11R **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 238′(200′) FULL	ILS DA(H) 238′(200′) ALS out	LOC (GS out) MDA(H) 500′(462′) ALS out
CEILING-VISIBILITY			
A	200′ - RVR 550m VIS 800m	200′ - 1200m	460′ - 1600m
B			
C			460′ - 2000m
D			460′ - 2400m

Not Authorized North of Rwy

Max Kts	MDA(H)	CEIL-VIS
100	660′(620′)	660′ - 2000m
135	1190′(1150′)	1320′ - 4000m
180	1480′(1440′)	1650′ - 5000m
205	1970′(1930′)	1970′ - 6000m

PANS OPS

CHANGES: Arrival frequency, database idents.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

24 MAR 17 (11-5A)

HANOI, VIETNAM
ILS Z Rwy 11R CAT II

BRIEFING STRIP ™

ATIS	NOI BAI Arrival	NOI BAI Terminal	NOI BAI Tower	Ground
127.0	121.0	125.1	118.4	121.9

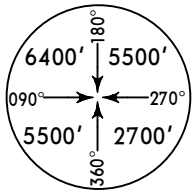
LOC NBA	Final Apch Crs	GS	CAT II ILS	Apt Elev 40′
108.3	**108°**	**D6.0 NBA** **1970′** (1932′)	**RA 136′** DA(H) **170′** (132′)	Rwy 11R **38′**

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′

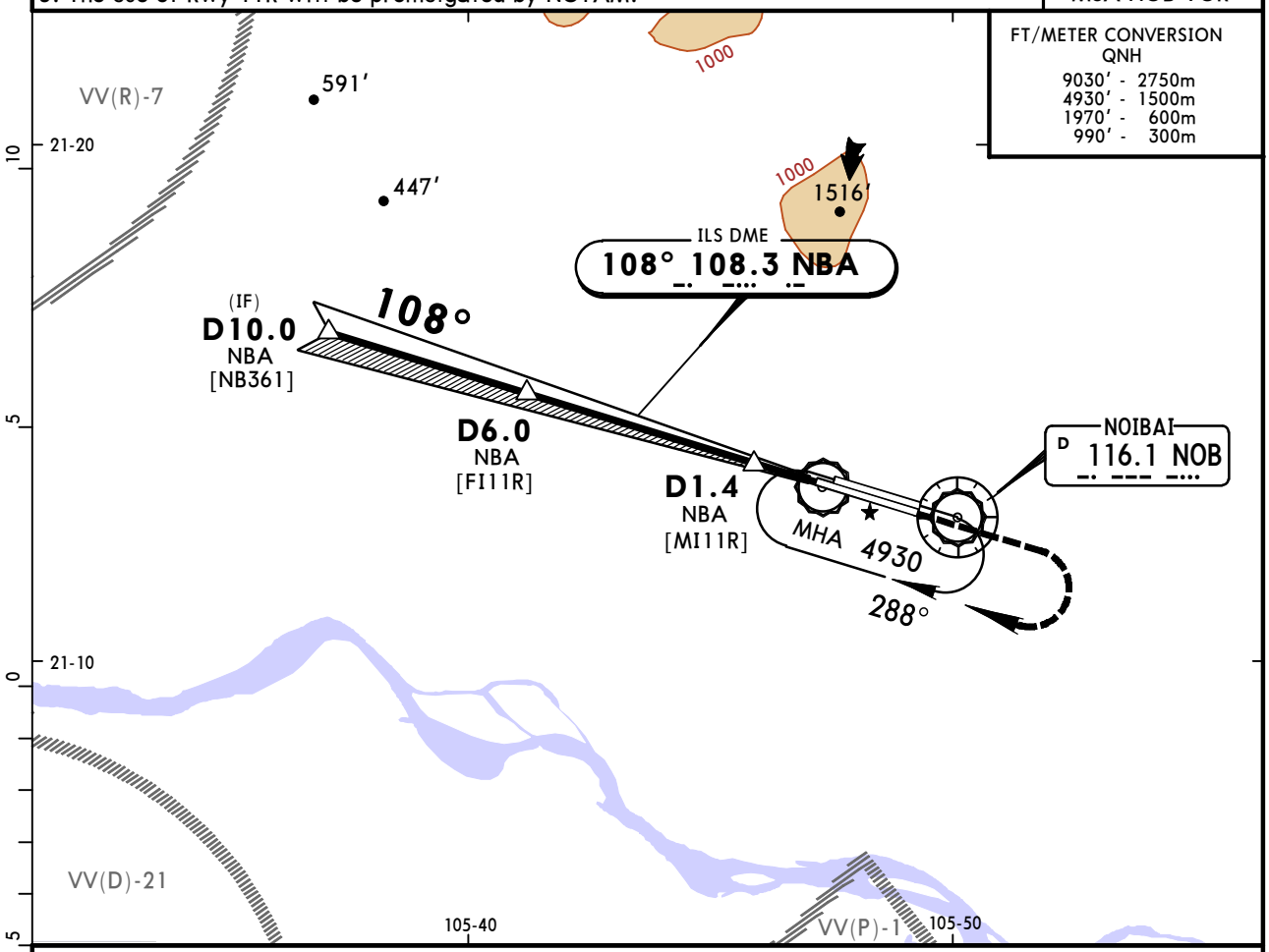
1. Special Aircrew & Acft Certification Required. 2. Radar vectoring required.

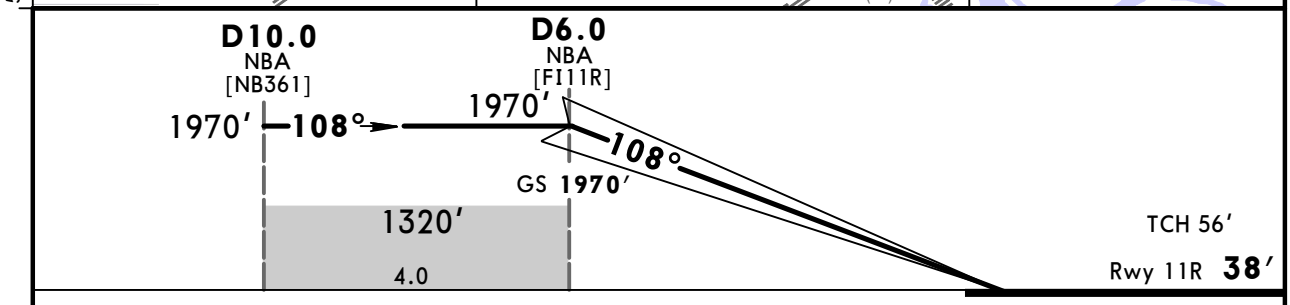
3. The use of Rwy 11R will be promulgated by NOTAM.



MSA NOB VOR

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





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
REIL
PAPI PAPI

4930′

Rwy hdg

CEILING REQUIRED

STRAIGHT-IN LANDING RWY **11R**
CAT II ILS
RA 136′
DA(H) **170′** (132′)
CEILING-VISIBILITY

PANS OPS

140′ - RVR 400m

CHANGES: Arrival frequency, database idents.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

18 OCT 19 (11-6)

HANOI, VIETNAM
ILS X Rwy 29L

BRIEFING STRIP ™

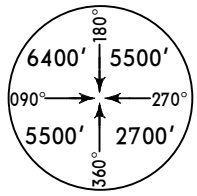
ATIS	NOI BAI Arrival	NOI BAI Terminal	NOI BAI Tower	Ground
127.0	121.0	125.1	118.4	121.9

LOC INB	Final Apch Crs	GS D6.2 INB	ILS DA(H) Refer to Minimums	Apt Elev 40′ Rwy 39′
111.9	288°	2010′ (1971′)		

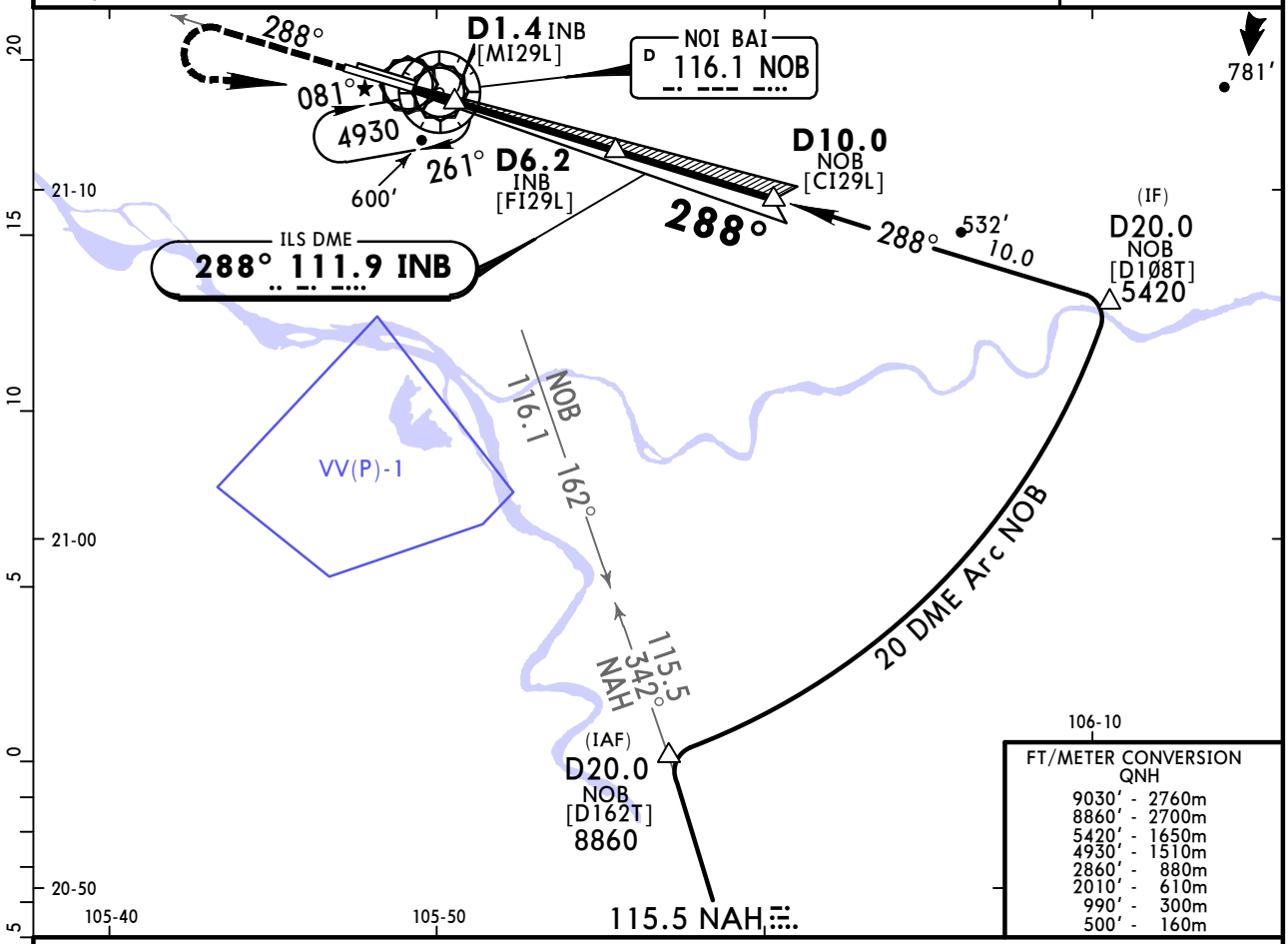
MISSED APCH: Maintain runway heading, climb to 4930′, when passing 990′ turn LEFT to NOB VOR to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. VOR DME required. 2. CAUTION: This procedure can only be used when no military operating at NOI BAI, KEP Airport and having the regional ATM and command center acceptance.

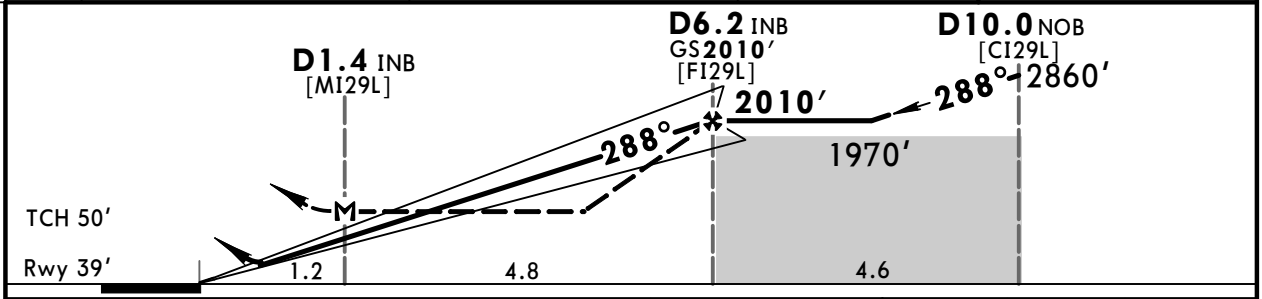


MSA NOB VOR



FT/METER CONVERSION
QNH

9030′ -	2760m
8860′ -	2700m
5420′ -	1650m
4930′ -	1510m
2860′ -	880m
2010′ -	610m
990′ -	300m
500′ -	160m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.4 INB or D6.2 INB to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

REIL SALS PAPI — 4930′ — Rwy hdg

STRAIGHT-IN LANDING RWY 29L — **CEILING REQUIRED** — CIRCLE-TO-LAND

	ILS	LOC (GS out)
DA(H)	A: 289′ (250′) C: 308′ (269′) B: 289′ (260′) D: 318′ (279′)	MDA(H) 500′ (461′)

Not Authorized North of Rwy

PANS OPS	FULL	ALS out	ALS out
	CEILING-VISIBILITY		
A	270′-1100m	270′-1200m	460′-2000m
B			
C	280′-1100m	280′-1200m	460′-2400m
D			460′-2800m

Max Kts	MDA(H)	CEIL-VIS
100	660′ (620′)	660′- 2000m
135	1190′ (1150′)	1320′- 4000m
180	1480′ (1440′)	1650′- 5000m
205	1970′ (1930′)	1970′- 6000m

CHANGES: Communications, coded navigation fixes.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

18 OCT 19 (11-7)

HANOI, VIETNAM
ILS Y Rwy 29L

BRIEFING STRIP ™

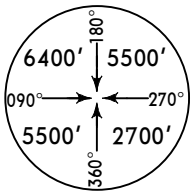
ATIS	NOI BAI Arrival	NOI BAI Terminal	NOI BAI Tower	Ground
127.0	121.0	125.1	118.4	121.9

LOC INB	Final Apch Crs	GS D6.2 INB	ILS DA(H) Refer to Minimums	Apt Elev 40′ Rwy 39′
111.9	288°	2010′(1971′)		

MISSED APCH: Maintain runway heading, climb to 4930′, when passing 990′ turn LEFT to NOB VOR to join holding pattern or follow ATC instructions.

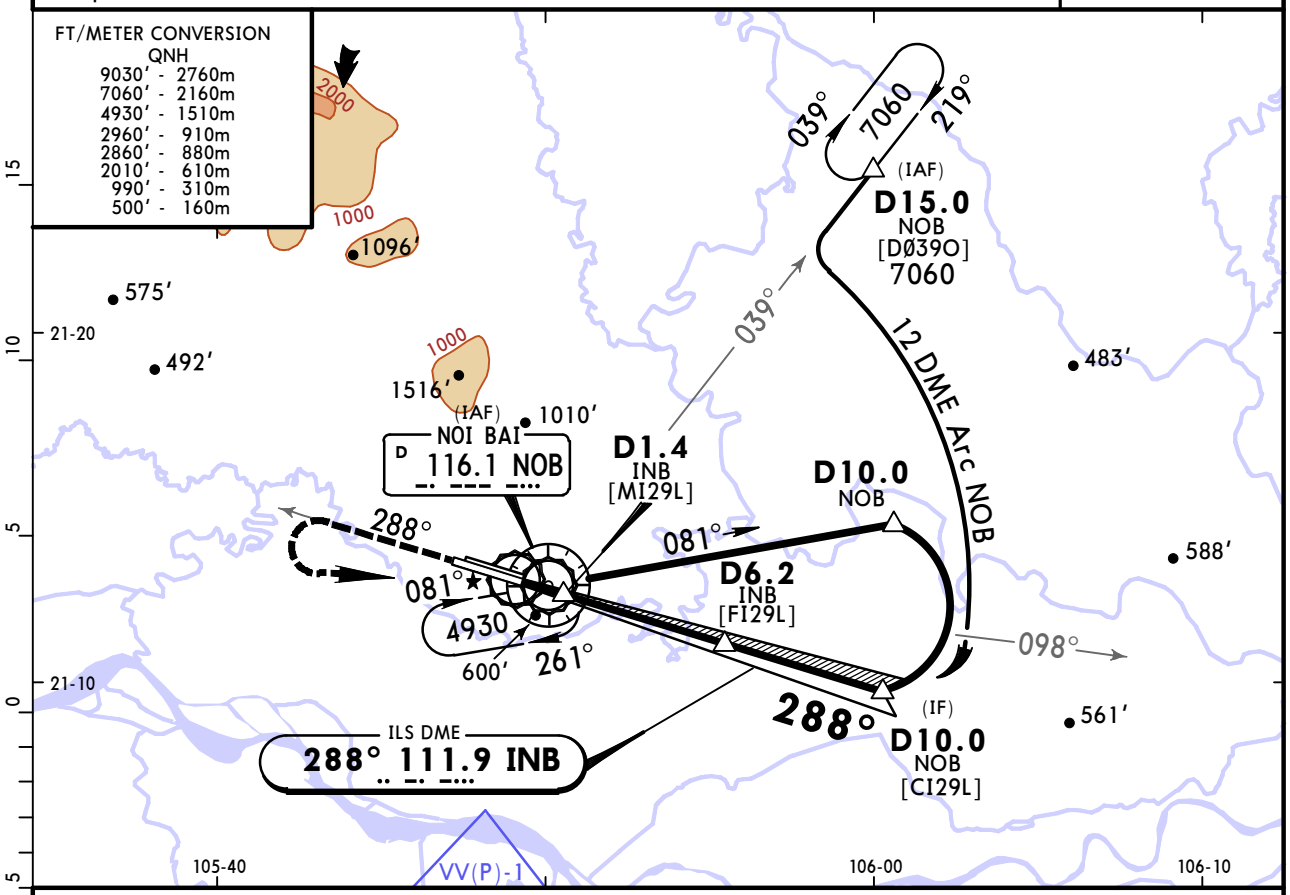
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

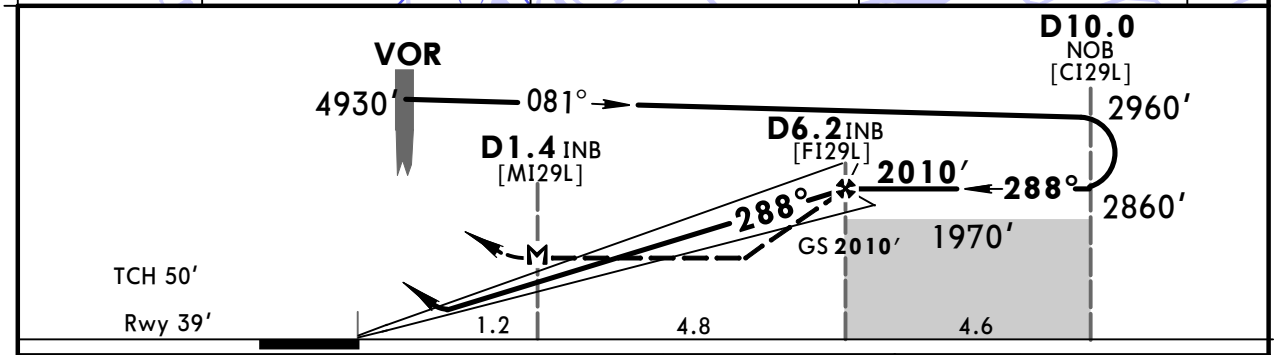
1. VOR DME required. 2. CAUTION: This procedure can only be used when no military operating at NOI BAI, KEP Airport and having the regional ATM and command center acceptance.



MSA NOB VOR

FT/METER CONVERSION
QNH
9030′ - 2760m
7060′ - 2160m
4930′ - 1510m
2960′ - 910m
2860′ - 880m
2010′ - 610m
990′ - 310m
500′ - 160m





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.4 INB or D6.2 INB to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

REIL PAPI SALS — 4930′ — Rwy hdg

STRAIGHT-IN LANDING RWY 29L — **CEILING REQUIRED** — CIRCLE-TO-LAND

	ILS		LOC (GS out)	
DA(H)	A: 289′(250′)	C: 308′(269′)	MDA(H) 500′(461′)	
	B: 299′(260′)	D: 318′(279′)		

Not Authorized North of Rwy

	FULL	ALS out	ALS out	Max Kts	MDA(H)	CEIL-VIS
	CEILING-VISIBILITY					
A	270′-1100m	270′-1200m	460′-2000m	100	660′(620′)	660′- 2000m
B				135	1190′(1150′)	1320′- 4000m
C	280′-1100m	280′-1200m	460′-2400m	180	1480′(1440′)	1650′- 5000m
D			460′-2800m	205	1970′(1930′)	1970′- 6000m

PANS OPS

CHANGES: Communications, prohibited area VV(P)-1.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

24 MAR 17 (11-8) **Eff 30 Mar**

HANOI, VIETNAM
ILS Z Rwy 29L

BRIEFING STRIP ™

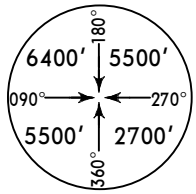
ATIS	NOI BAI Arrival	NOI BAI Terminal	NOI BAI Tower	Ground
127.0	121.0	125.1	118.4	121.9

LOC INB	Final Apch Crs	GS D6.2 INB	ILS DA(H) Refer to Minimums	Apt Elev 40′ Rwy 39′
111.9	**288°**	**2010′** (1971′)		

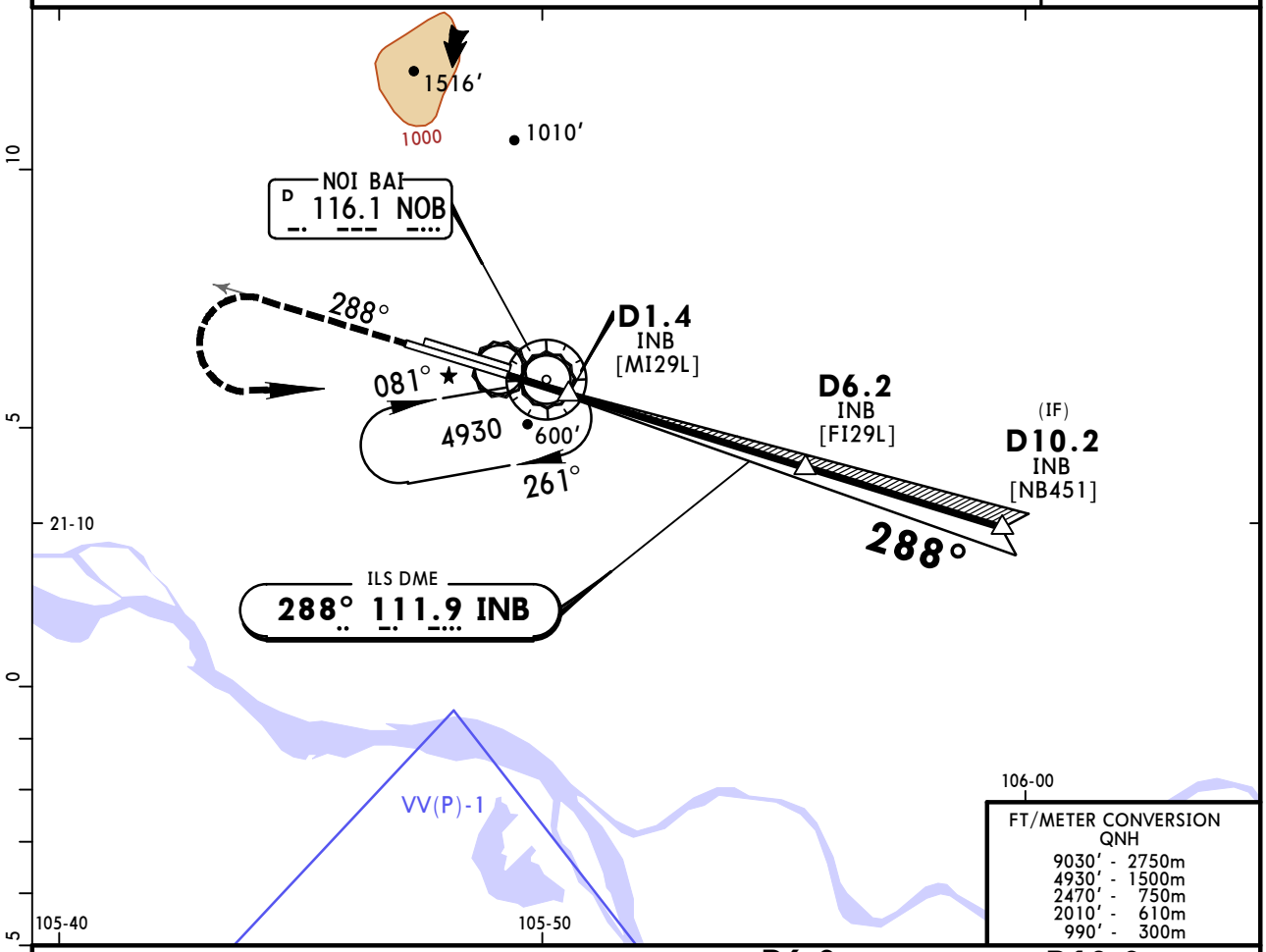
MISSED APCH: Maintain present heading, climb to 4930′, when passing 990′ turn LEFT to NOB VOR to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. VOR DME required. 2. Used for RNAV1 Arrivals.

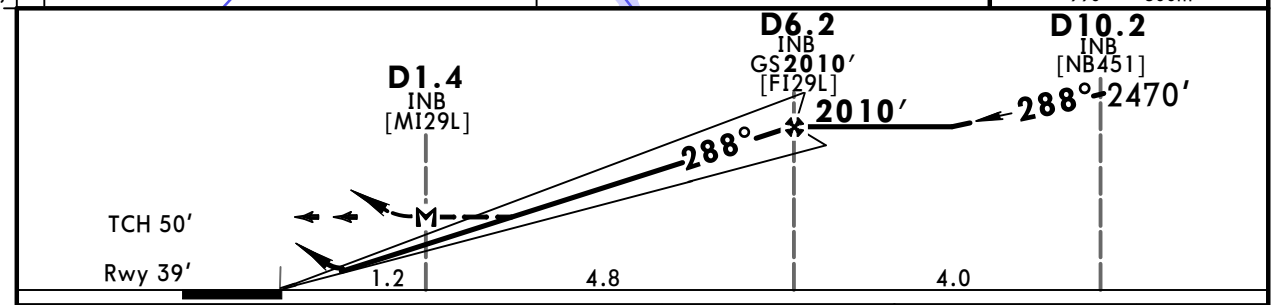


MSA NOB VOR



FT/METER CONVERSION
QNH

9030′ -	2750m
4930′ -	1500m
2470′ -	750m
2010′ -	610m
990′ -	300m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.4 INB or D6.2 INB to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

SALS
REIL
PAPI

4930′

STRAIGHT-IN LANDING RWY **29L** — **CEILING REQUIRED** — CIRCLE-TO-LAND

	ILS		LOC (GS out)
DA(H)	A: **289′** (250′)	C: **308′** (269′)	MDA(H) **500′** (461′)
	B: **299′** (260′)	D: **318′** (279′)	

Not Authorized North of Rwy

PANS OPS

	FULL	ALS out	ALS out
	CEILING-VISIBILITY		
A	270′-1100m	270′-1200m	460′-2000m
B			
C	280′-1100m	280′-1200m	460′-2400m
D			460′-2800m

Max Kts	MDA(H)	CEIL-VIS
100	**660′** (620′)	660′- 2000m
135	**1190′** (1150′)	1320′- 4000m
180	**1480′** (1440′)	1650′- 5000m
205	**1970′** (1930′)	1970′- 6000m

CHANGES: New procedure.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

12 AUG 16 (13-1) **Eff 18 Aug**

HANOI, VIETNAM
VOR Y Rwy 11L

ATIS	NOI BAI Approach (R)	NOI BAI Tower	Ground
127.0	125.1	118.4	121.9

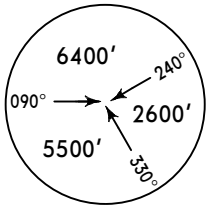
BRIEFING STRIP ™

VOR VPH	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 40'
113.9	**106°**	**D4.8** **2100'** (2060')	**520'** (480')	Rwy 40'

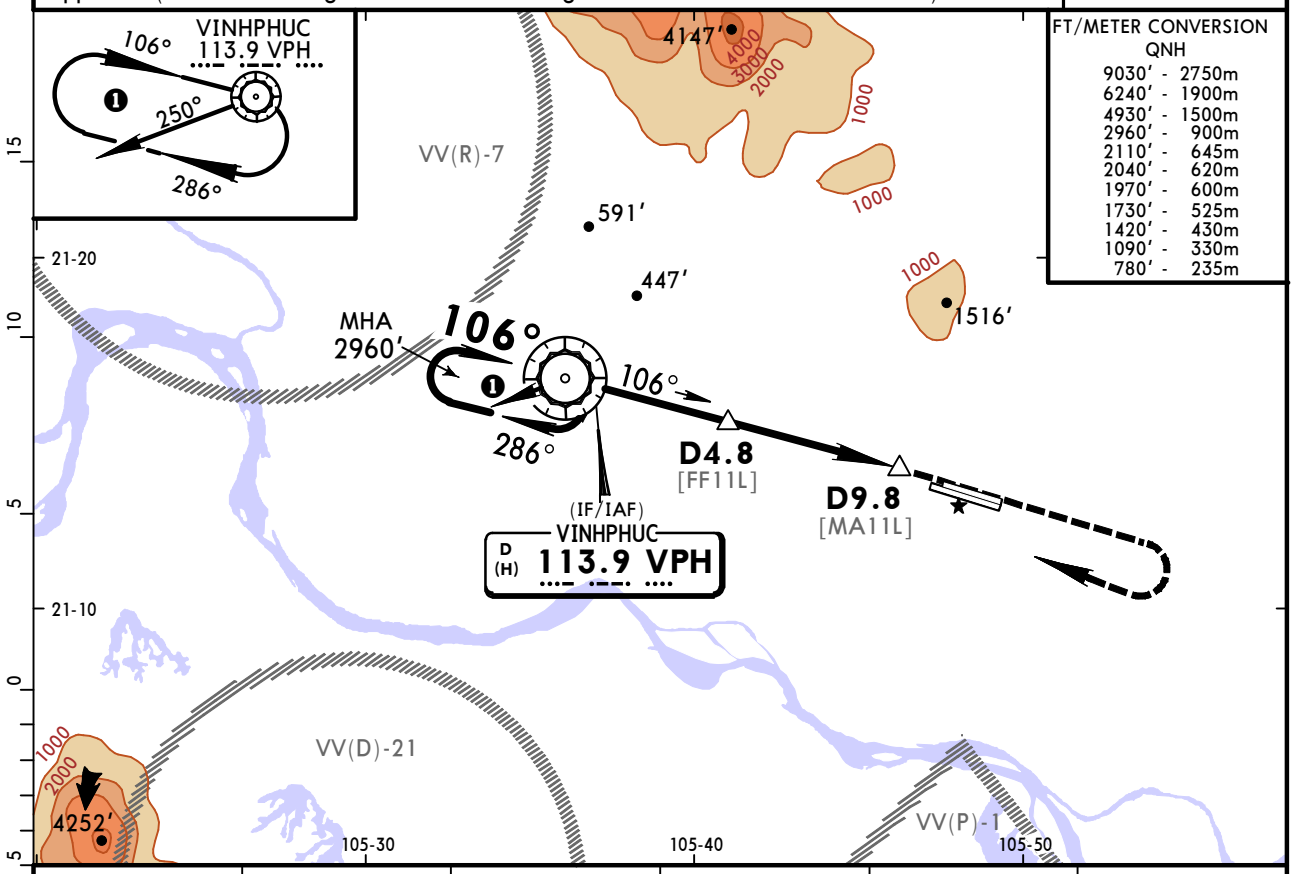
MISSED APCH: Maintain runway heading, climb to 2960', when passing 1970' turn RIGHT to VPH VOR to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'

1. DME required. 2. CAUTION: This procedure can only be used when having ATC approval (based on the agreement with the Regional ATM and Command Center).



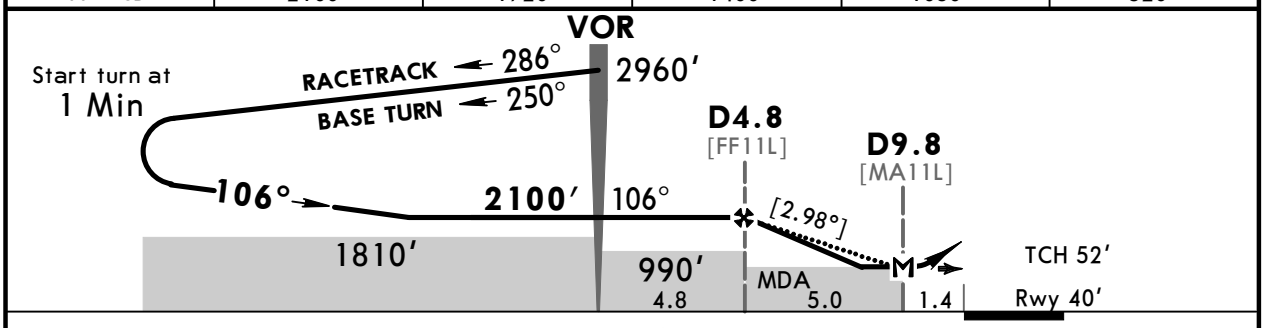
MSA VPH VOR



FT/METER CONVERSION
QNH

9030'	2750m
6240'	1900m
4930'	1500m
2960'	900m
2110'	645m
2040'	620m
1970'	600m
1730'	525m
1420'	430m
1090'	330m
780'	235m

VPH DME	4.8	6.0	7.0	8.0	9.8
ALTITUDE	2100'	1720'	1400'	1080'	520'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	[2.98°]	369	474	527	633	738	843
MAP at D9.8 or D4.8 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS PAPI | **2960'** | **Rwy** hdg | **1970'** RT | VPH **113.9**

STRAIGHT-IN LANDING RWY 11L **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) **520'** (480')

ALS out

PANS OPS

	CEILING-VISIBILITY
A	500'-2400m
B	500'-2400m
C	500'-2400m
D	500'-2800m

Not Authorized North of Rwy

Max Kts	MDA(H)	CEIL-VIS
100	660' (620')	660'-2000m
135	1190' (1150')	1320'-4000m
180	1480' (1440')	1650'-5000m
205	1970' (1930')	1970'-6000m

CHANGES: None.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

12 AUG 16 (13-2) Eff 18 Aug

HANOI, VIETNAM
VOR Z Rwy 11L

ATIS	NOI BAI Approach (R)	NOI BAI Tower	Ground
127.0	125.1	118.4	121.9

BRIEFING STRIP™

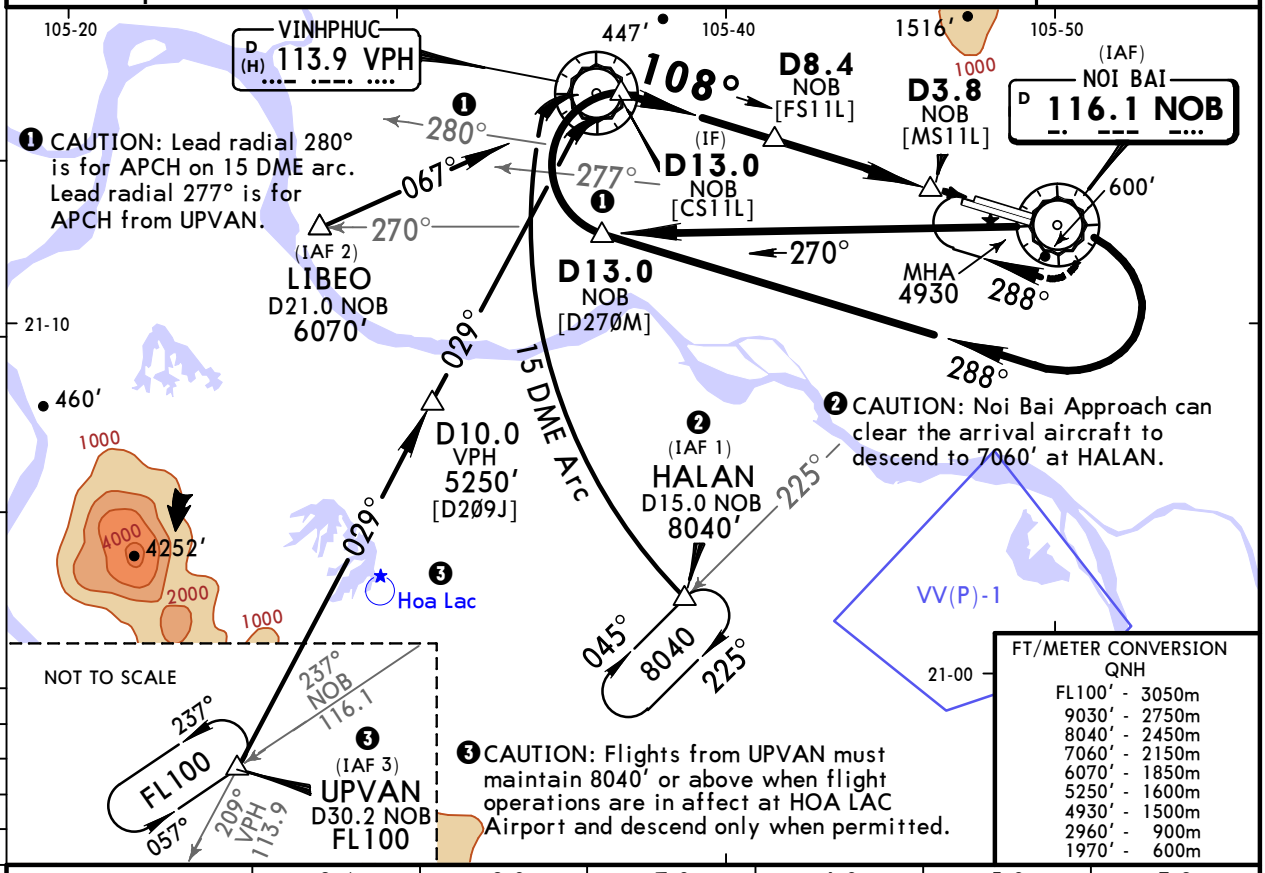
VOR NOB	Final Apch Crs	Minimum Alt D8.4	MDA(H)	Apt Elev 40′ Rwy 40′
116.1	108°	1970′ (1930′)	500′ (460′)	

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. DME required.

MSA NOB VOR: 6400′ (090°–180°), 5500′ (180°–270°), 5500′ (270°–360°), 2700′ (360°–090°)



❶ CAUTION: Lead radial 280° is for APCH on 15 DME arc. Lead radial 277° is for APCH from UPVAN.

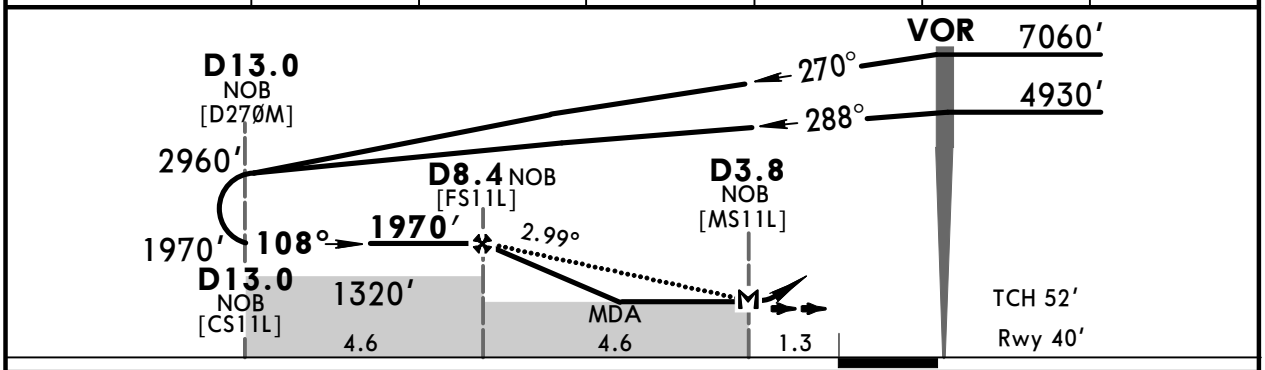
❷ CAUTION: Noi Bai Approach can clear the arrival aircraft to descend to 7060′ at HALAN.

❸ CAUTION: Flights from UPVAN must maintain 8040′ or above when flight operations are in affect at HOA LAC Airport and descend only when permitted.

FT/METER CONVERSION QNH

FL100′	3050m
9030′	2750m
8040′	2450m
7060′	2150m
6070′	1850m
5250′	1600m
4930′	1500m
2960′	900m
1970′	600m

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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.99°	370	476	529	635	741	846
MAP at D3.8 or D8.4 to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

HIALS PAPI | 4930′ | Rwy hdg | NOB 116.1

STRAIGHT-IN LANDING RWY 11L **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) 500′ (460′)

Not Authorized North of Rwy

PANS OPS

	CEILING-VISIBILITY ALS out	Max Kts	MDA(H)	CEIL-VIS
A	460′ - 1600m	100	660′ (620′)	660′ - 2000m
B		135	1190′ (1150′)	1320′ - 4000m
C	460′ - 2000m	180	1480′ (1440′)	1650′ - 5000m
D	460′ - 2400m	205	1970′ (1930′)	1970′ - 6000m

CHANGES: Transition from UPVAN, notes.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

12 AUG 16 (13-3) **Eff 18 Aug**

HANOI, VIETNAM
VOR Y Rwy 11R

BRIEFING STRIP™

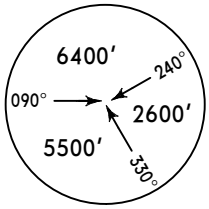
ATIS	NOI BAI Approach (R)	NOI BAI Tower	Ground
127.0	125.1	118.4	121.9

VOR VPH	Final Apch Crs	Minimum Alt D4.5	MDA(H)	Apt Elev 40′ Rwy 38′
113.9	**106°**	**2100′** (2062′)	**520′** (482′)	

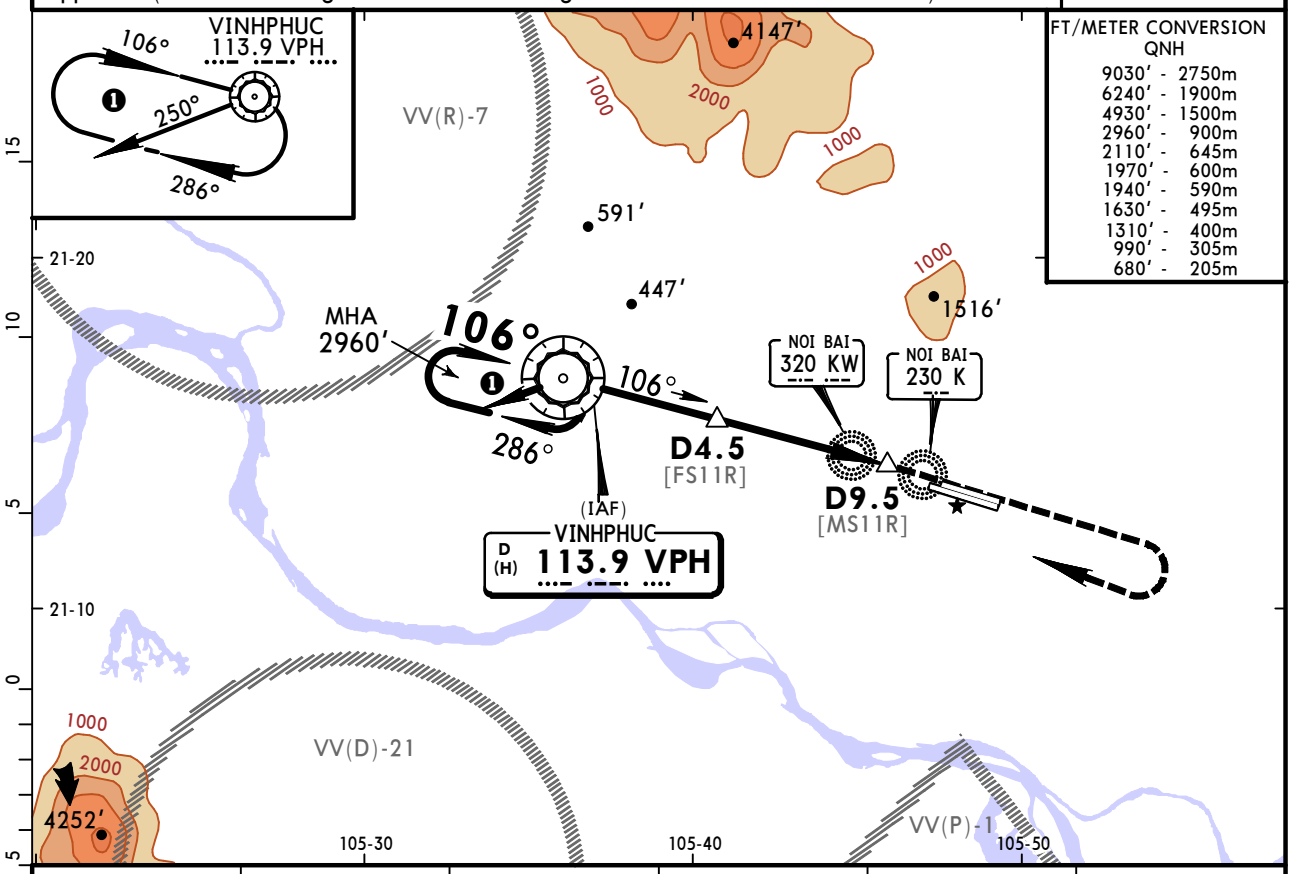
MISSED APCH: Maintain runway heading, climb to 2960′, when passing 1970′, turn RIGHT to VPH VOR to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. DME required. 2. CAUTION: This procedure can only be used when having ATC approval (based on the agreement with the Regional ATM and Command Center).



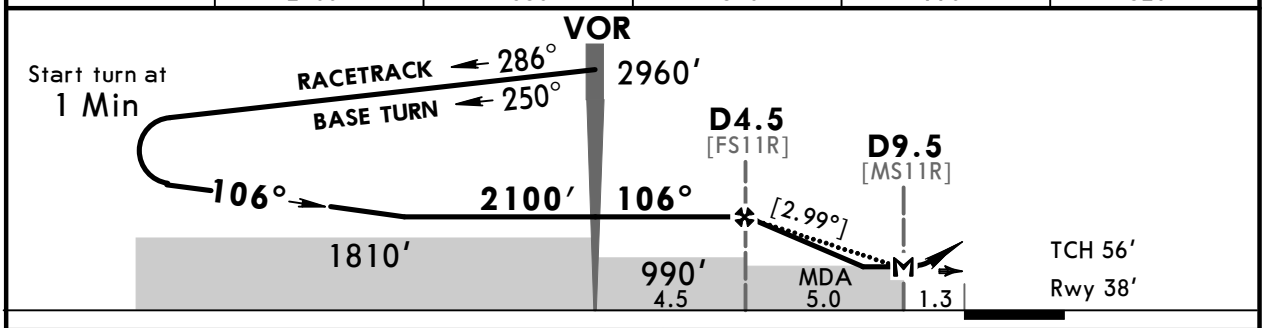
MSA VPH VOR



FT/METER CONVERSION
QNH

9030′	2750m
6240′	1900m
4930′	1500m
2960′	900m
2110′	645m
1970′	600m
1940′	590m
1630′	495m
1310′	400m
990′	305m
680′	205m

VPH DME	4.5	6.0	7.0	8.0	9.5
ALTITUDE	2100′	1630′	1310′	990′	520′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	[2.99°]	370	476	529	635	741	846
MAP at D9.5 or D4.5 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS
REIL PAPI PAPI

2960′	Rwy hdg	1970′ RT	VPH 113.9

STRAIGHT-IN LANDING RWY 11R **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) **520′** (482′)

ALS out

PANS OPS

	CEILING-VISIBILITY
A	500′ - 2400m
B	500′ - 2400m
C	500′ - 2400m
D	500′ - 2800m

Not Authorized North of Rwy

Max Kts	MDA(H)	CEIL-VIS
100	660′ (620′)	660′ - 2400m
135	1190′ (1150′)	1320′ - 4000m
180	1480′ (1440′)	1650′ - 5000m
205	1970′ (1930′)	1970′ - 6000m

CHANGES: None.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

12 AUG 16 (13-4) **Eff 18 Aug**

HANOI, VIETNAM
VOR Z Rwy 11R

BRIEFING STRIP ™

ATIS	NOI BAI Approach (R)	NOI BAI Tower	Ground
127.0	125.1	118.4	121.9

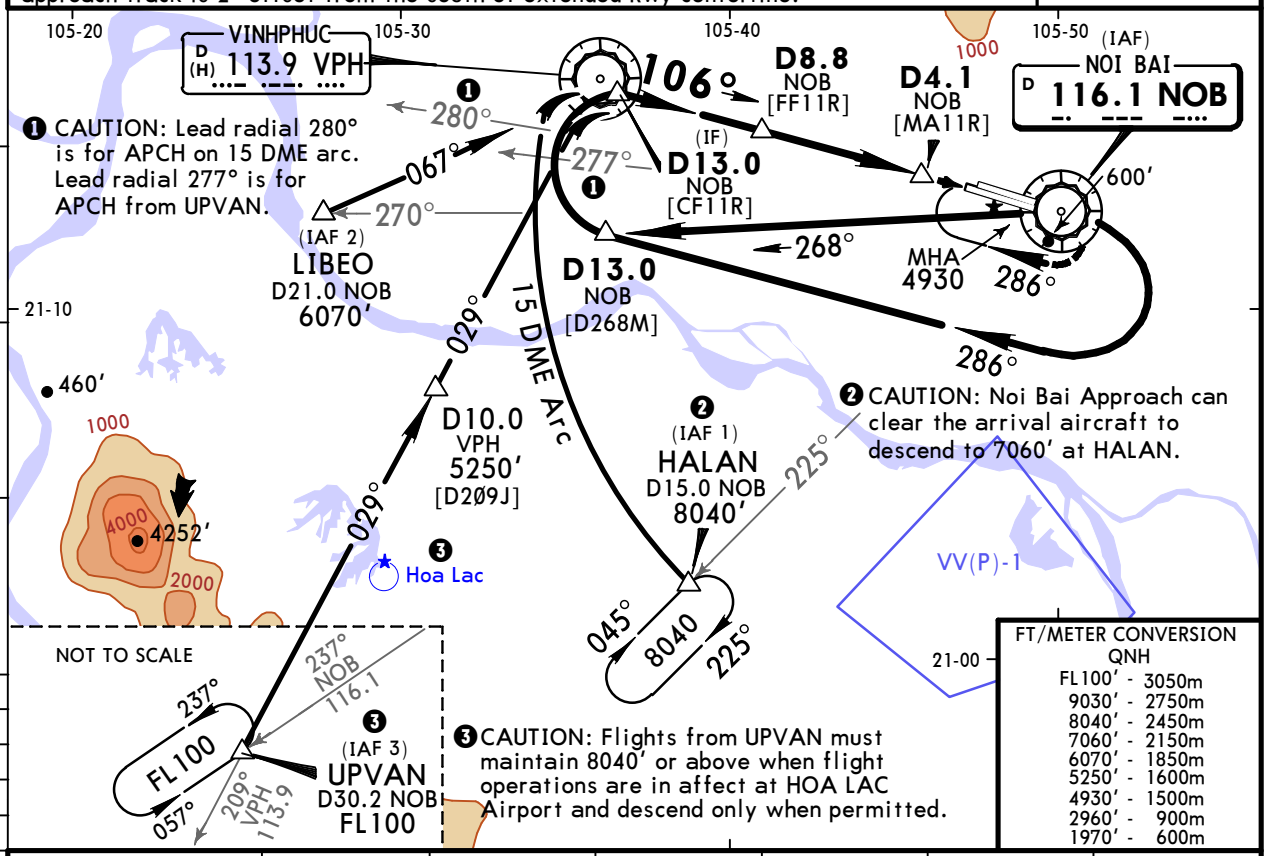
VOR NOB	Final Apch Crs	Minimum Alt D8.8	MDA(H)	Apt Elev 40′ Rwy 38′
116.1	106°	1970′(1932′)	500′(462′)	

MISSED APCH: Maintain runway heading, climb to 4930′, when passing NOB VOR turn RIGHT to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. DME required. 2. The use of Rwy 11R will be promulgated by NOTAM. 3. The final approach track is 2° offset from the south of extended Rwy centerline.

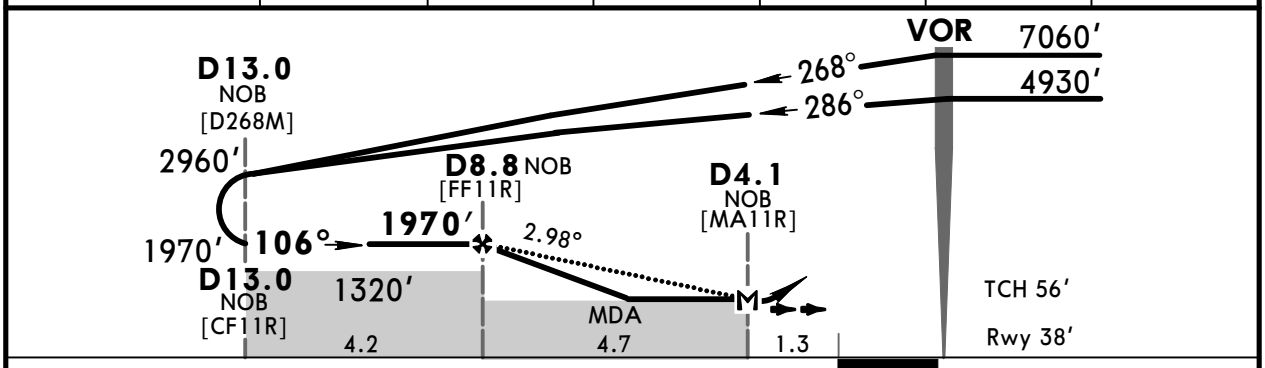
MSA NOB VOR: 180°, 6400′, 5500′, 090°, 270°, 5500′, 2700′, 360°



FT/METER CONVERSION
QNH

FL100′	3050m
9030′	2750m
8040′	2450m
7060′	2150m
6070′	1850m
5250′	1600m
4930′	1500m
2960′	900m
1970′	600m

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

HIALS REIL PAPI PAPI | 4930′ | Rwy hdg | NOB 116.1

STRAIGHT-IN LANDING RWY 11R **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) 500′(462′)

Not Authorized North of Rwy

PANS OPS

	CEILING-VISIBILITY	ALS out
A	460′ - 1600m	
B		
C	460′ - 2000m	
D	460′ - 2400m	

Max Kts	MDA(H)	CEIL-VIS
100	660′(620′)	660′ - 2000m
135	1190′(1150′)	1320′ - 4000m
180	1480′(1440′)	1650′ - 5000m
205	1970′(1930′)	1970′ - 6000m

CHANGES: Transition from UPVAN, notes.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

7 APR 17 (13-5)

HANOI, VIETNAM
VOR Rwy 29L

ATIS	NOI BAI Arrival	NOI BAI Terminal	NOI BAI Tower	Ground
127.0	121.0	125.1	118.4	121.9

BRIEFING STRIP ™

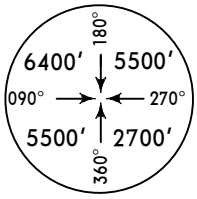
VOR NOB	Final Apch Crs	Minimum Alt D5.4	MDA(H)	Apt Elev 40' Rwy 40'
116.1	298°	1970' (1930')	500' (460')	

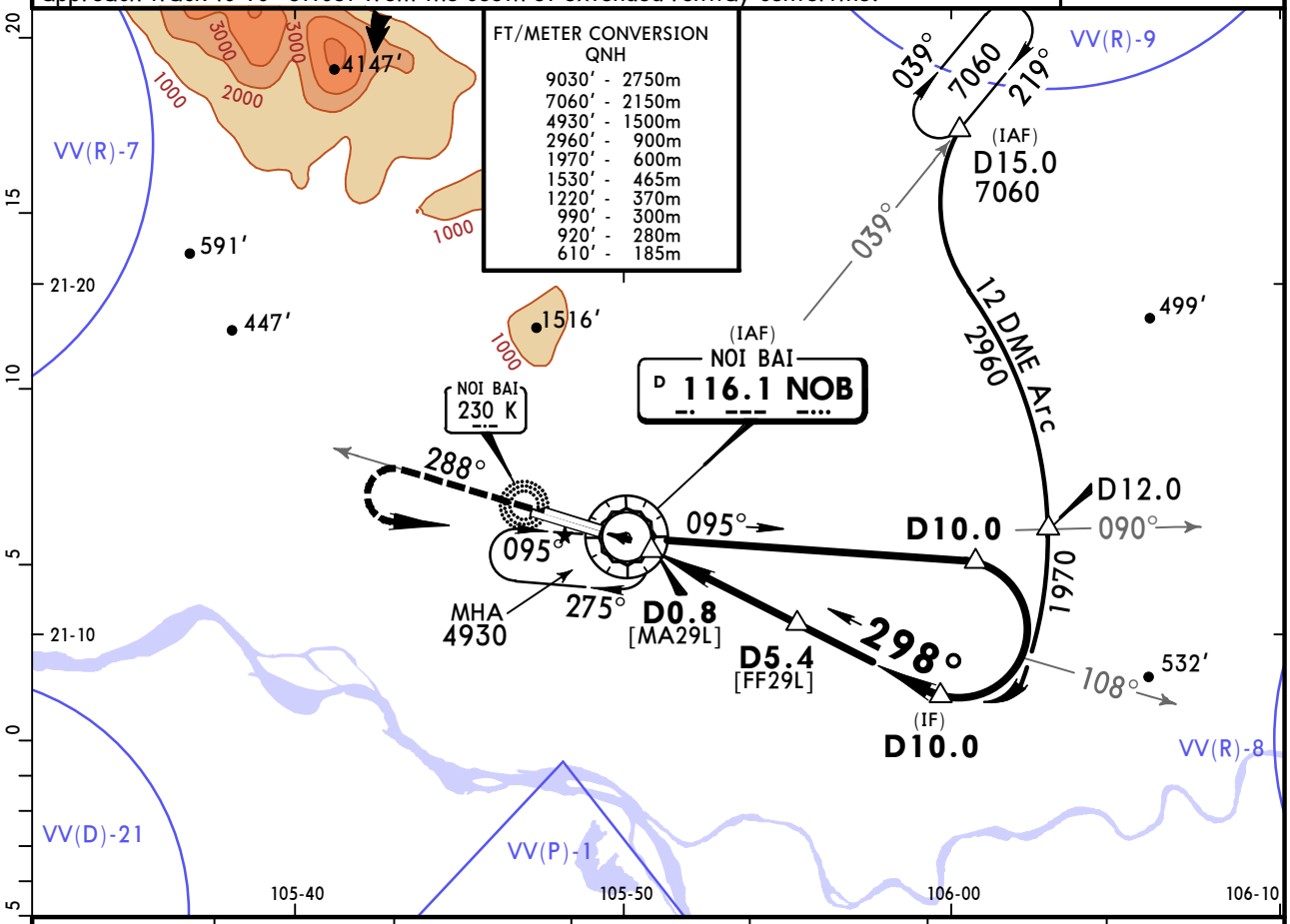
MISSED APCH: Maintain present heading, climb to 4930', over NOB VOR intercept R-288 outbound, when passing 990', turn LEFT to NOB VOR to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 Trans alt: 9030'

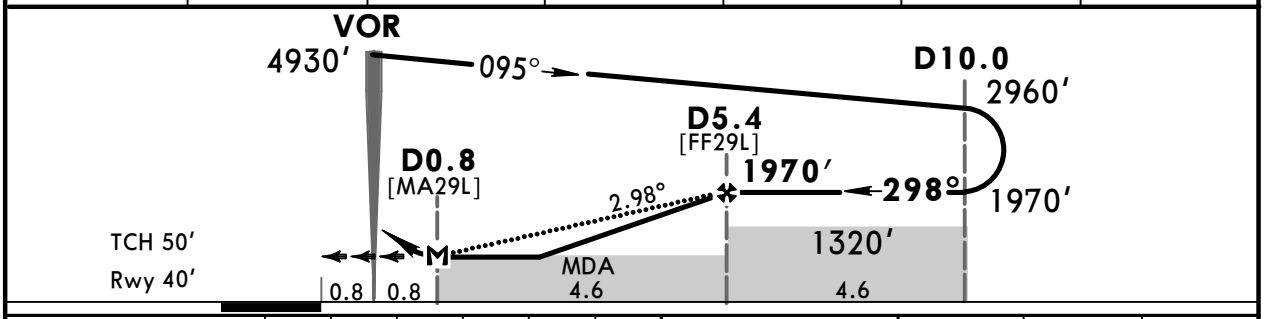
1. DME required. 2. The use of Rwy 29L will be promulgated by NOTAM. 3. The final approach track is 10° offset from the south of extended runway centerline.

MSA NOB VOR





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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at D0.8 or D5.4 to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

SALS
REIL
PAPI

4930'

NOB
116.1

STRAIGHT-IN LANDING RWY 29L **CEILING REQUIRED**

MDA(H) **500'** (460')

	CEILING-VISIBILITY (ALS out)
A	460'- 2000m
B	460'- 2000m
C	460'- 2400m
D	460'- 2800m

CIRCLE-TO-LAND

Not Authorized North of Rwy

Max Kts	MDA(H)	CEIL-VIS
100	660' (620')	660'- 2000m
135	1190' (1150')	1320'- 4000m
180	1480' (1440')	1650'- 5000m
205	1970' (1930')	1970'- 6000m

PANS OPS

CHANGES: Communications.

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VVNB/HAN
NOI BAI INTL

JEPPESEN
7 APR 17 (13-6)

HANOI, VIETNAM
VOR Y Rwy 29R

BRIEFING STRIP ™

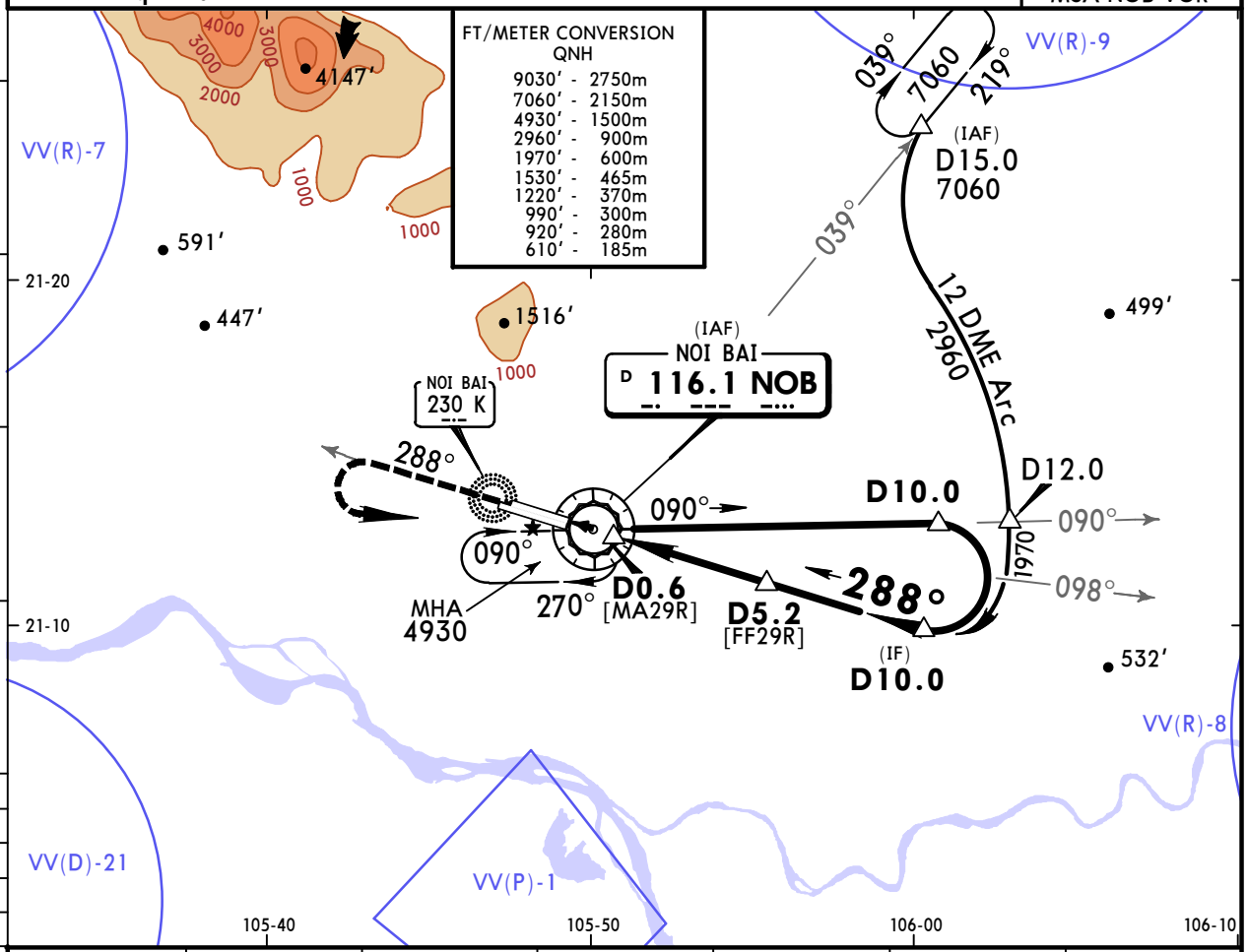
ATIS	NOI BAI Arrival	NOI BAI Terminal	NOI BAI Tower	Ground
127.0	121.0	125.1	118.4	121.9

VOR NOB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 40′
116.1	288°	D5.2 1970′(1930′)	500′(460′)	Rwy 40′

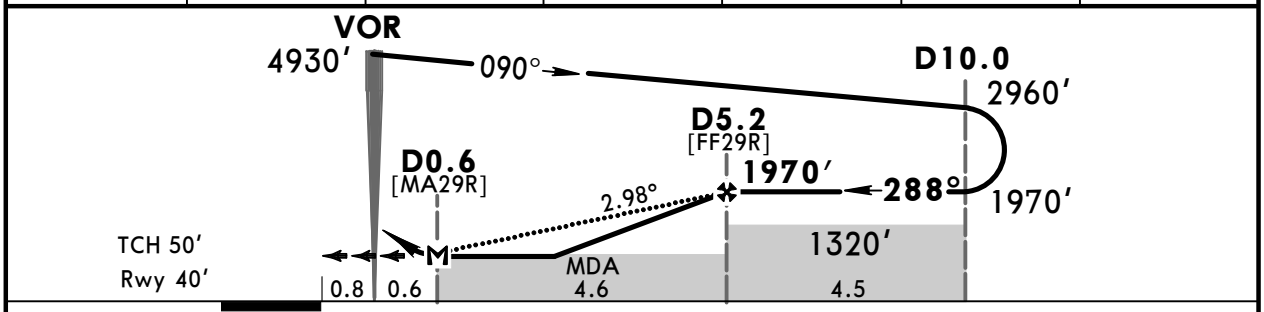
MISSED APCH: Maintain runway heading climb to 4930,′ over NOB VOR intercept outbound NOB VOR R-288, when passing 990′, turn LEFT to NOB VOR to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 Trans alt: 9030′
1. DME required.

MSA NOB VOR
180°
6400′ 5500′
090° 270°
5500′ 2700′
360°



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
Descent Angle	2.98°	369	474	527	633	738	843
MAP at D0.6 or D5.2 to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

SALS
REIL
PAPI

4930′

Rwy hdg

NOB 116.1

STRAIGHT-IN LANDING RWY 29R **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) **500′** (460′)

Not Authorized North of Rwy

PANS OPS

	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	460′- 2000m		100	660′(620′)	660′- 2000m
B			135	1190′(1150′)	1320′- 4000m
C	460′- 2400m		180	1480′(1440′)	1650′- 5000m
D	460′- 2800m		205	1970′(1930′)	1970′- 6000m

CHANGES: Procedure name, communications.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

24 MAR 17 (13-7) **Eff 30 Mar**

HANOI, VIETNAM
VOR Z Rwy 29R

BRIEFING STRIP ™

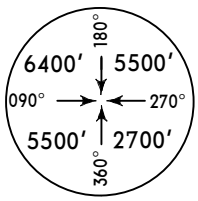
ATIS	NOI BAI Arrival	NOI BAI Terminal	NOI BAI Tower	Ground
127.0	121.0	125.1	118.4	121.9

VOR NOB	Final Apch Crs	Minimum Alt D5.2	MDA(H)	Apt Elev 40′ Rwy 41′
116.1	**288°**	**1970′** (1929′)	**500′** (459′)	

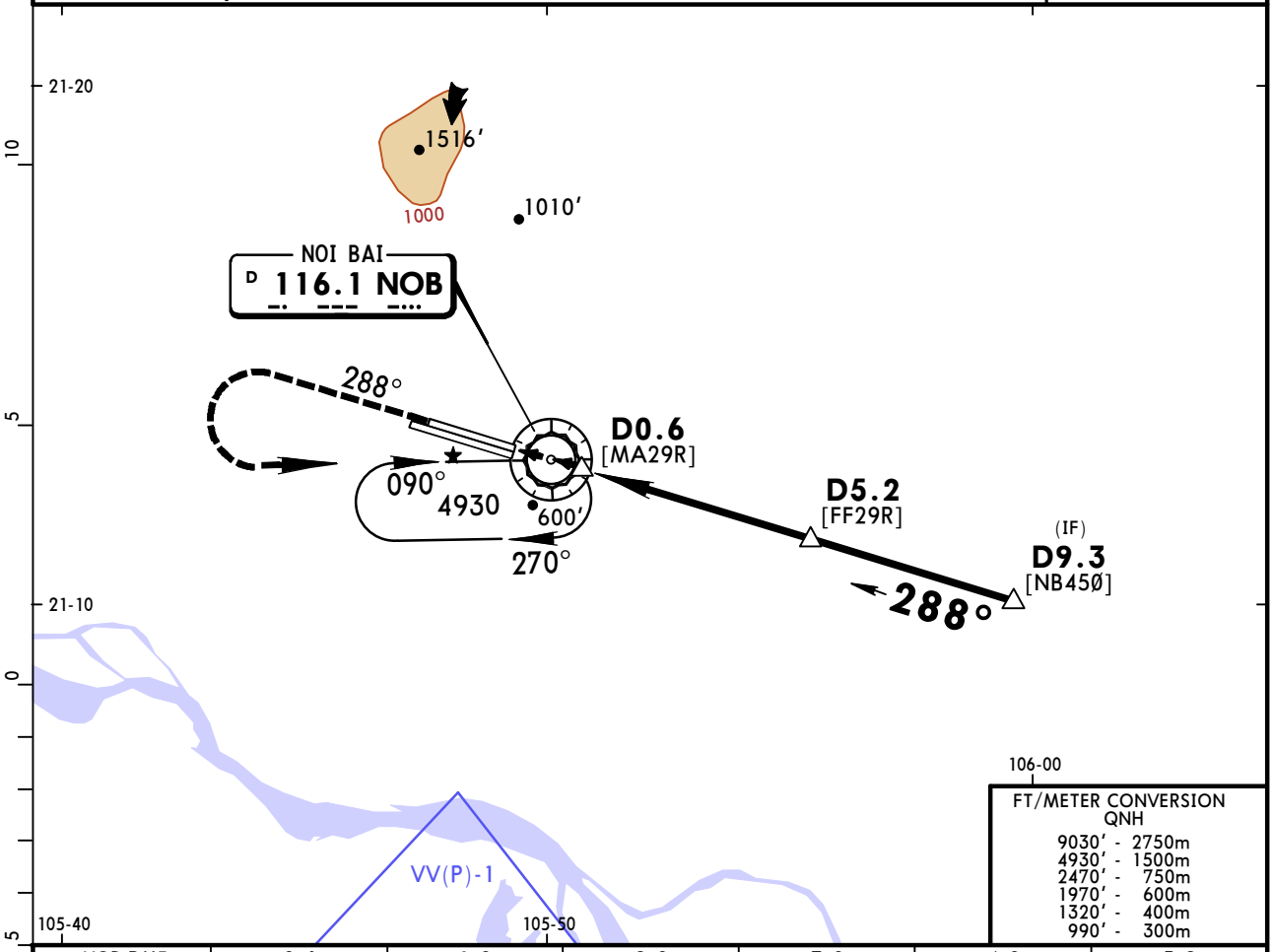
MISSED APCH: Maintain present heading, climb to 4930′, when passing 990′, turn LEFT to NOB VOR to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 Trans alt: 9030′

1. VOR DME required. 2. Used for RNAV1 Arrivals.



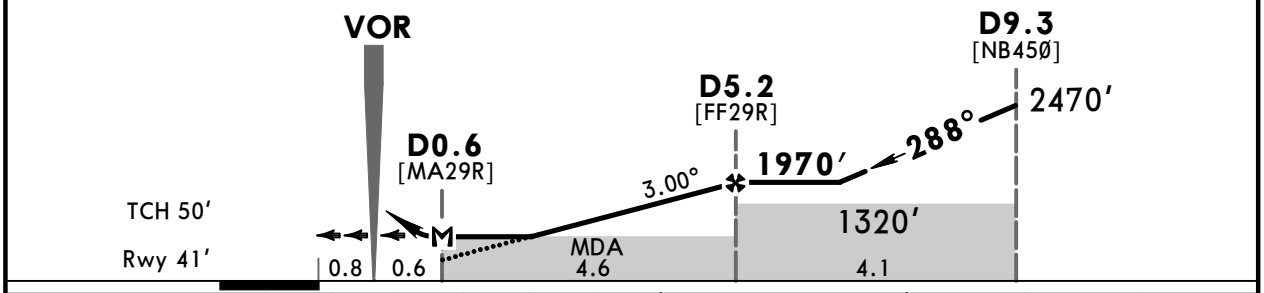
MSA NOB VOR



FT/METER CONVERSION
QNH

9030′ -	2750m
4930′ -	1500m
2470′ -	750m
1970′ -	600m
1320′ -	400m
990′ -	300m

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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.6 or D5.2 to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

SALS
REIL
PAPI

4930′

STRAIGHT-IN LANDING RWY **29R** **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) **500′** (459′)

Not Authorized North of Rwy

PANS OPS

	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	460′- 2000m		100	660′ (620′)	660′- 2000m
B			135	1190′ (1150′)	1320′- 4000m
C	460′- 2400m		180	1480′ (1440′)	1650′- 5000m
D	460′- 2800m		205	1970′ (1930′)	1970′- 6000m

CHANGES: New procedure.

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VVNB/HAN
NOI BAI INTL

JEPPESEN
18 DEC 15 (16-1)

HANOI, VIETNAM
NDB Rwy 11L

ATIS	NOI BAI Approach (R)	NOI BAI Tower	Ground
127.0	125.1	118.4	121.9

BRIEFING STRIP ™

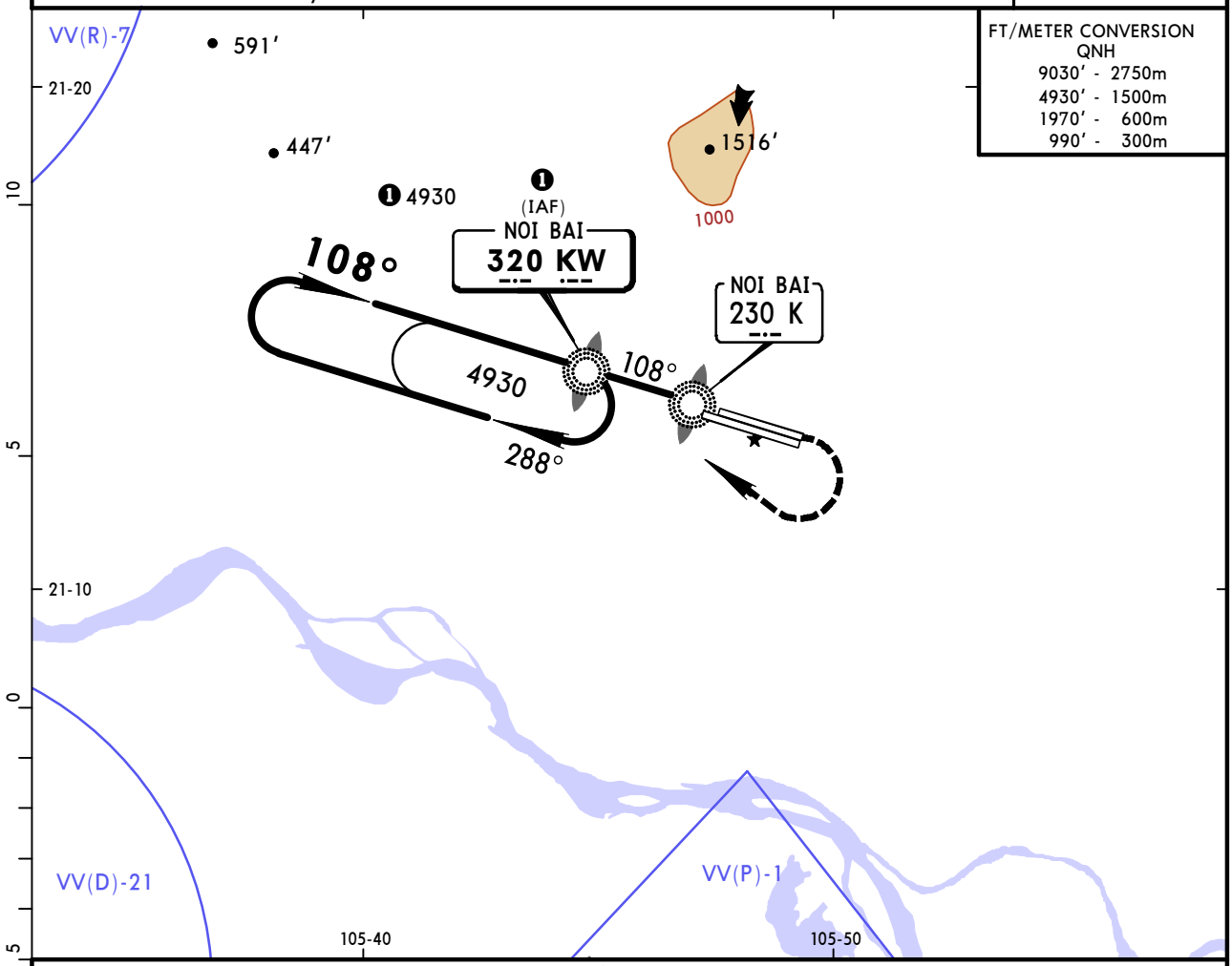
LOM KW	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 40′
320	108°		530′(490′)	Rwy 40′

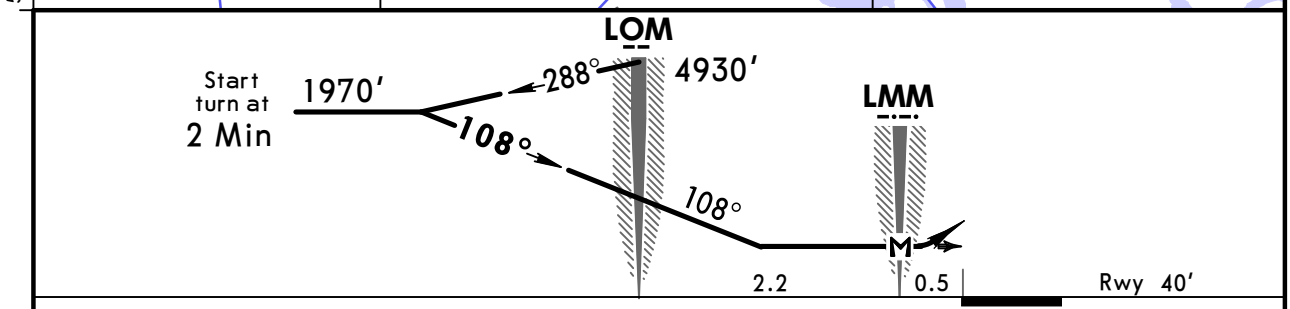
MISSED APCH: Maintain runway heading climb to 4930′, when passing 990′, turn RIGHT to KW NDB to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

MSA KW LOM
180°
6400′ 5500′
090° 270°
5500′ 2700′
360°

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**
MDA(H) 530′(490′)

	ALS out	L & MM out
	CEILING-VISIBILITY	
A	500′- 1600m	NA
B		
C	500′- 2000m	
D	500′- 2800m	

CIRCLE-TO-LAND
Not Authorized North of Rwy

Max Kts	MDA(H)	CEIL-VIS
100	660′(620′)	660′- 2000m
135	1190′(1150′)	1320′- 4000m
180	1480′(1440′)	1650′- 5000m
205	1970′(1930′)	1970′- 6000m

PANS OPS

CHANGES: Topography.

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VVNB/HAN
NOI BAI INTL

JEPPESEN

18 DEC 15 (16-2)

HANOI, VIETNAM
NDB Rwy 29R

BRIEFING STRIP ™

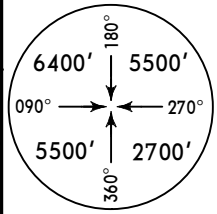
ATIS	NOI BAI Approach (R)	NOI BAI Tower	Ground
127.0	125.1	118.4	121.9

LOM KW	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 40′ Rwy 40′
320	**288°**		**660′**(620′)	

MISSED APCH: Turn LEFT and climb to join holding pattern or follow ATC instructions.

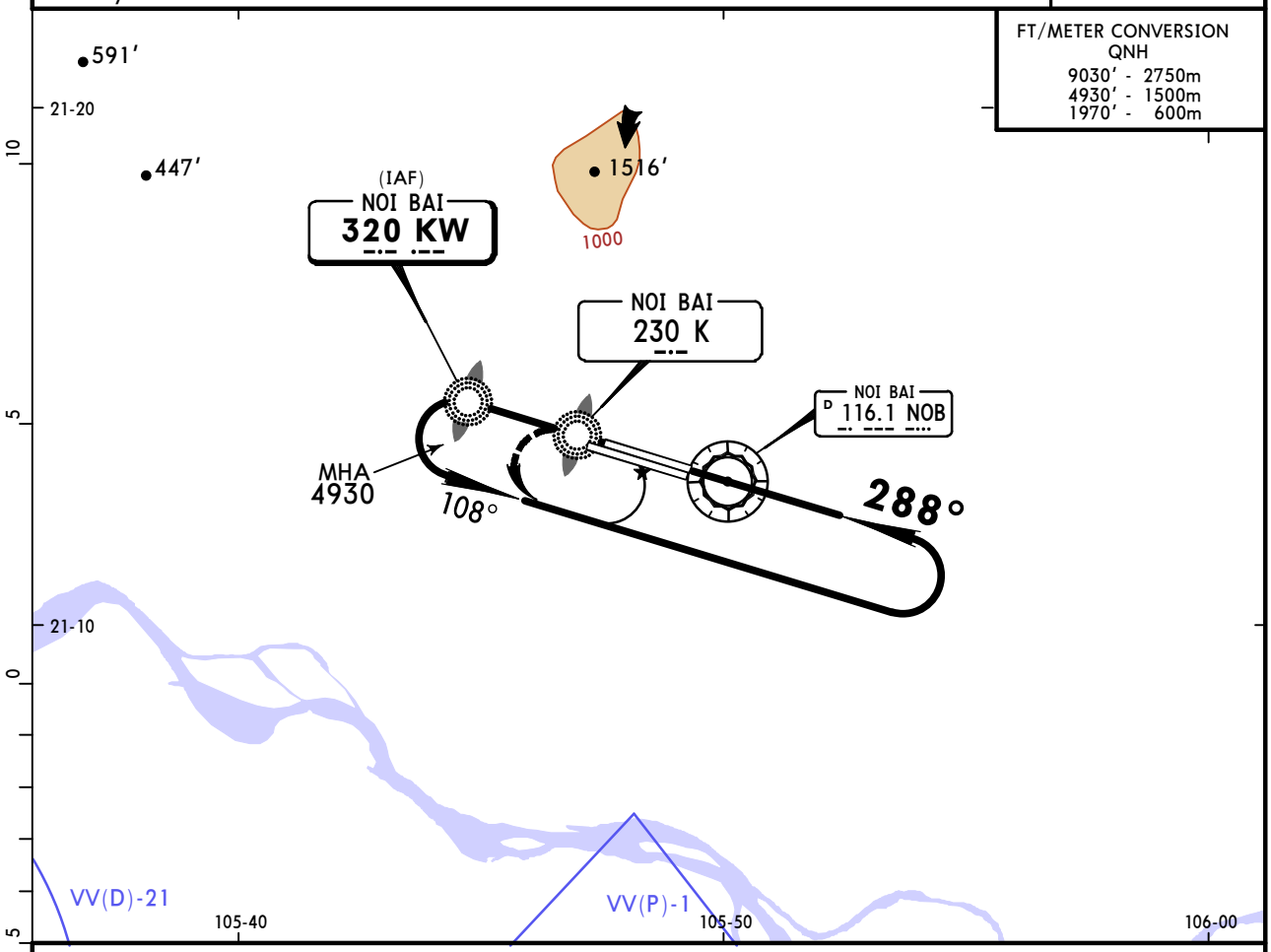
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

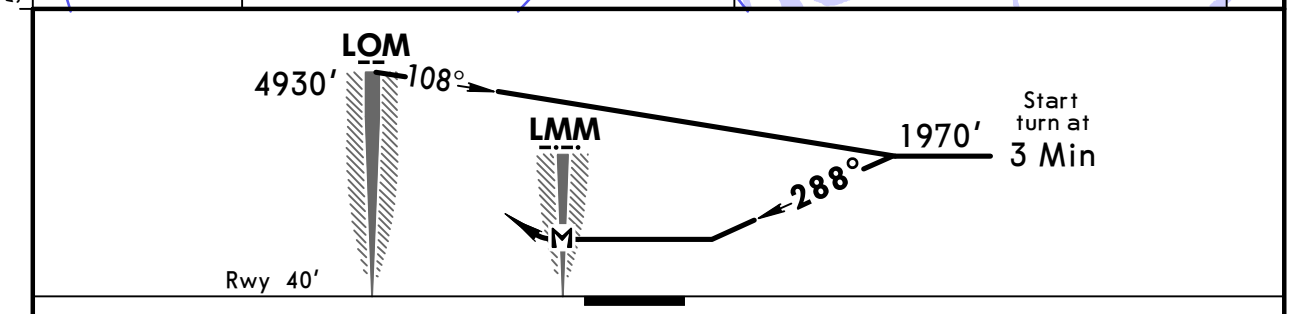
1. CAUTION: This procedure is restricted to use (only use in case the NOB VOR is inoperative and not able to make approach to Rwy 11L). 2. CAUTION: Pilots have to strictly follow ATC instructions.



MSA KW LOM

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





								SALS REIL PAPI	LT and ↑ in	KW **320** HOLDING PATTERN
MAP at LMM										

STRAIGHT-IN LANDING RWY **29R** — **CEILING REQUIRED** — CIRCLE-TO-LAND

MDA(H) **660′**(620′)

PANS OPS

CEILING-VISIBILITY	ALS out	L & MM out	CIRCLE-TO-LAND
A	660′ - 2000m	NA	NA
B			
C	820′ - 3600m		
D	820′ - 4000m		

CHANGES: Topography, lighting.

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Chart changes since cycle 02-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HANOI, (NOI BAI INTL - VVNB)				
REV	PARKING STANDS	10-9B	05 Feb 2021	
REV	PARKING STAND COORDS	10-9B-1	05 Feb 2021	

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport VVNB

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1 thru 11-7, 13-1 thru 13-6, 16-1, 16-2) Add NOI BAI Arrival Frequency 121.0 and NOI BAI Terminal frequency 125.1.

Type: Terminal
Effectivity: Temporary
Begin Date: 20201231
End Date: Until Further Notice

A portion of Runway 11R/29L is used for aircraft code C and equivalent for take-off (from position 947' (288.5m) from the center line of Twy S7 to the East to the position 656' (200m) from the threshold of Runway 29L to the West). Runway 11R/29L dimensions: 8858' (2700m) x 148' (45m). Runway 11R/29L not available for landing.