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



**AIRAC**  
**AIP SUP**  
**22/26**  
**Có hiệu lực từ**  
**Effective from**  
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**Được xuất bản vào**  
**Published on**  
**02 APR 2026**

**TỔ CHỨC VÙNG TRỜI KHU VỰC SÂN BAY CÁT BI**  
**- VÂN ĐỒN (VVCi - VVVD)**

**1 GIỚI THIỆU**

Ngày 05/3/2026, Tập bổ sung AIP theo chu kỳ AIRAC 16/26 đã được phát hành để thông báo về việc tổ chức vùng trời khu vực sân bay Cát Bi - Vân Đồn. Trong đó thời gian áp dụng từ 0000 ngày 16/4/2026.

Tuy nhiên, thời gian áp dụng được điều chỉnh lại từ **0000 ngày 16/4/2026 thành 0000 ngày 14/5/2026**.

Các NOTAM A0809/26, A0810/26 đã được phát hành để thông báo về nội dung này.

Ghi chú: Nội dung không thay đổi so với AIRAC AIP SUP 16/26.

**2 CHI TIẾT**

**2.1 Thiết lập khu vực trung tâm và kiểm soát tại sân**

**2.1.1 Khu vực kiểm soát tiếp cận tại sân bay Cát Bi (TMA Cát Bi)**

- Giới hạn ngang: Hai nửa cung tròn bán kính 55 KM (30 NM), tâm là điểm quy chiếu sân bay Cát Bi và DVOR/DME Vân Đồn nối với hai tiếp tuyến hai nửa cung tròn nêu trên, trừ vùng trời TMA Nội Bài.
- Giới hạn cao: 4 100 M (FL 135)
- Giới hạn thấp: 600 M

**2.1.2 Khu vực kiểm soát tại sân bay Cát Bi (CTR Cát Bi)**

- Giới hạn ngang: Là vòng tròn có bán kính 10 KM (5 NM), tâm là điểm quy chiếu sân bay Cát Bi (trừ phần vùng cấm VVP2).
- Giới hạn cao: 600 M (AMSL).
- Giới hạn thấp: Mặt đất/mặt nước.

**2.1.3 Khu vực kiểm soát tại sân bay Vân Đồn (CTR Vân Đồn)**

- Giới hạn ngang: Vòng tròn có bán kính 10 KM (5 NM), tâm là tọa độ đài DVOR/DME Vân Đồn.
- Giới hạn cao: 600 M (AMSL).
- Giới hạn thấp: Mặt đất/mặt nước.

**2.2 Khu vực trách nhiệm cung cấp dịch vụ của APP Cát Bi, TWR Cát Bi, TWR Vân Đồn**

**2.2.1 Khu vực trách nhiệm APP Cát Bi**

- a) Giới hạn khu vực trách nhiệm:
- Giới hạn ngang: Hai nửa cung tròn bán kính 55 KM (30 NM), tâm là điểm quy chiếu sân bay Cát Bi và DVOR/DME Vân Đồn nối với hai tiếp tuyến hai nửa cung tròn nêu trên, trừ khu vực trách nhiệm của APP Nội Bài, TWR Cát Bi, TWR Vân Đồn.

**AIRSPACE ORGANIZATION OF CAT BI - VAN DON**  
**AERODROME (VVCi - VVVD)**

**1 INTRODUCTION**

On 05 MAR 2026, AIRAC AIP Supplement 16/26 was issued to announce the airspace organization of Cat Bi - Van Don aerodrome. Applicable period is from 0000 on 16 APR 2026.

However, the applicable period has been adjusted **from 0000 on 16 APR 2026 to 0000 on 14 MAY 2026**.

NOTAMs A0809/26, A0810/26 were issued to announce this information.

Note: The contents remain unchanged compared to AIRAC AIP SUP 16/26.

**2 DETAILS**

**2.1 Establishment of TMA and CTR**

**2.1.1 The Terminal Control Area of Cat Bi aerodrome (Cat Bi TMA)**

- Lateral limits: Two semicircles with a radius of 55 KM (30 NM) centred at Cat Bi ARP and Van Don DVOR/DME, connected by tangent lines to the two semicircles, except the airspace of Noi Bai TMA.
- Upper limit: 4 100 M (FL 135)
- Lower limit: 600 M

**2.1.2 The control zone of Cat Bi aerodrome (Cat Bi CTR)**

- Lateral limits: A circle with radius of 10 KM (5 NM), centred at Cat Bi ARP (except prohibited area VVP2).
- Upper limit: 600 M (AMSL).
- Lower limit: GND/Water.

**2.1.3 The control zone of Van Don aerodrome (Van Don CTR)**

- Lateral limits: A circle with radius of 10 KM (5 NM), centred at Van Don DVOR/DME.
- Upper limit: 600 M (AMSL).
- Lower limit: GND/Water.

**2.2 Responsibility areas of Cat Bi APP, Cat Bi TWR, Van Don TWR**

**2.2.1 Responsibility area of Cat Bi APP**

- a) Limits of responsibility area:
- Lateral limits: Two semicircles with a radius of 55 KM (30 NM) centred at Cat Bi ARP and Van Don DVOR/DME, connected by tangent lines to the two semicircles, except the responsibility areas of Noi Bai APP, Cat Bi TWR and Van Don TWR.

- Giới hạn cao: Từ mặt đất/mặt nước đến 4 100 M (FL 135)
- b) Tần số điều hành bay
- Tần số chính: 126.525 MHz
  - Tần số phụ: 124.825 MHz
  - Tần số khẩn nguy: 121.5 MHz

### 2.2.2 Khu vực trách nhiệm TWR Cát Bi

- a) Giới hạn khu vực trách nhiệm: Được mô tả tại mục 2.1.2 trên
- b) Tần số điều hành bay
- Tần số chính: 118.5 MHz
  - Tần số khẩn nguy: 121.5 MHz

### 2.2.3 Khu vực trách nhiệm TWR Vân Đồn

- a) Giới hạn khu vực trách nhiệm: Được mô tả tại mục 2.1.3 trên
- b) Tần số điều hành bay
- Tần số chính: 118.1 MHz
  - Tần số phụ: 118.85 MHz
  - Tần số khẩn nguy: 121.5 MHz

## 2.3 Phân loại vùng trời

(Chi tiết xem tại trang 7)

- a) TMA Cát Bi: Vùng trời loại C
- Cho phép thực hiện chuyến bay IFR và chuyến bay VFR; Các chuyến bay được cung cấp dịch vụ điều hành bay; chuyến bay IFR được điều hành phân cách với chuyến bay IFR khác và chuyến bay VFR; chuyến bay VFR được điều hành phân cách với chuyến bay IFR và được thông báo về chuyến bay VFR khác.
- b) CTR Cát Bi, CTR Vân Đồn: Vùng trời loại D
- Cho phép thực hiện chuyến bay IFR và chuyến bay VFR; Các chuyến bay được cung cấp dịch vụ điều hành bay; chuyến bay IFR được điều hành phân cách với chuyến bay IFR khác và được thông báo về chuyến bay VFR; chuyến bay VFR được thông báo về các chuyến bay khác.
- c) Phần vùng trời còn lại (do APP Cát Bi cung cấp dịch vụ: từ mặt đất/mặt nước đến độ cao 600 m (AMSL), trừ khu vực trách nhiệm của TWR Cát Bi, TWR Vân Đồn): Vùng trời loại G
- Cho phép thực hiện chuyến bay IFR và chuyến bay VFR; các chuyến bay được cung cấp dịch vụ thông báo bay nếu có yêu cầu.

## 2.4 Bổ sung các sơ đồ sau

- Khu vực trách nhiệm TWR/APP Cát Bi - Vân Đồn (mặt cắt dọc)  
(Chi tiết xem tại trang 8)
- Khu vực trách nhiệm APP Cát Bi (mặt cắt ngang)  
(Chi tiết xem tại trang 9)

## 2.5 Điều chỉnh các sơ đồ sau

### 2.5.1 Sân bay Cát Bi

Ghi chú: Cập nhật độ cao tối thiểu khu vực (AMA) trong các sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) và sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR)

- a) Sơ đồ khu vực – ICAO
- Tham chiếu AIP Việt Nam, trang AD 2-VVCI-8-1
- Chi tiết xem tại trang 10

- Vertical limits: From GND/water up to 4 100 M (FL 135)
- b) ATC frequencies:
- Primary: 126.525 MHz
  - Secondary: 124.825 MHz
  - Emergency: 121.5 MHz

### 2.2.2 Responsibility area of Cat Bi TWR

- a) Limits of responsibility area: As described in Item 2.1.2 above.
- b) ATC frequencies
- Primary: 118.5 MHz
  - Emergency: 121.5 MHz

### 2.2.3 Responsibility area of Van Don TWR

- a) Limits of responsibility area: As described in Item 2.1.3 above.
- b) ATC Frequencies
- Primary: 118.1 MHz
  - Secondary: 118.85 MHz
  - Emergency: 121.5 MHz

## 2.3 Airspace classification

(See page 7 for details)

- a) Cat Bi TMA: Class C
- IFR and VFR flights are permitted. All flights are subject to air traffic control service. IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.
- b) Cat Bi CTR and Van Don CTR: Class D
- IFR and VFR flights are permitted. All flights are subject to air traffic control service; IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights; VFR flights receive traffic information in respect of all other flights.
- c) Remaining airspace (where ATS is provided by Cat Bi APP: from GND/water up to 600 m AMSL, except responsibility areas of Cat Bi TWR and Van Don TWR): Class G
- IFR and VFR flights are permitted; all flights receive flight information service if requested.

## 2.4 Addition of the following charts

- Responsibility area of Cat Bi - Van Don TWR/APP (Profile view)  
(See page 8 for details)
- Responsibility area of Cat Bi APP (Plan view)  
(See page 9 for details)

## 2.5 Revision of the following charts

### 2.5.1 Cat Bi aerodrome

Note: Update the Area Minimum Altitude (AMA) in Standard Departure Charts – Instrument (SID) and Standard Arrival Charts – Instrument (STAR)

- a) Area Chart – ICAO
- Refer to AIP Viet Nam, page AD 2-VVCI-8-1
- See page 10 for details

- |                                                                                                                                                                                                                               |                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>b) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) - ICAO - Đường CHC 07: PHUTA 1A, VIBAO 1A, VANUC 1A, LOCHA 1A</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-9-1</p> <p>Chi tiết xem tại trang 11</p>       | <p>b) Standard Departure Chart – Instrument (SID) – ICAO – RWY 07: PHUTA 1A, VIBAO 1A, VANUC 1A, LOCHA 1A</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-9-1</p> <p>See page 11 for details</p>       |
| <p>c) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) - ICAO - Đường CHC 25: VIBAO 1B, VANUC 1B, PHUTA 1B, LOCHA 1B</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-9-3</p> <p>Chi tiết xem tại trang 12</p>       | <p>c) Standard Departure Chart – Instrument (SID) – ICAO – RWY 25: VIBAO 1B, VANUC 1B, PHUTA 1B, LOCHA 1B</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-9-3</p> <p>See page 12 for details</p>       |
| <p>d) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – Đường CHC 07: TUCHA 1A</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-9-5</p> <p>Chi tiết xem tại trang 13</p>                                     | <p>d) Standard Departure Chart – Instrument (SID) – ICAO – RWY 07: TUCHA 1A</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-9-5</p> <p>See page 13 for details</p>                                     |
| <p>e) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – Đường CHC 25: TUCHA 1B</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-9-7</p> <p>Chi tiết xem tại trang 14</p>                                     | <p>e) Standard Departure Chart – Instrument (SID) – ICAO – RWY 25: TUCHA 1B</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-9-7</p> <p>See page 14 for details</p>                                     |
| <p>f) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNAV đường CHC 07: TUCHA 1C</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-9-9</p> <p>Chi tiết xem tại trang 15</p>                                | <p>f) Standard Departure Chart – Instrument (SID) – ICAO – RNAV RWY 07: TUCHA 1C</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-9-9</p> <p>See page 15 for details</p>                                |
| <p>g) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNAV đường CHC 25: TUCHA 1D</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-9-11</p> <p>Chi tiết xem tại trang 16</p>                               | <p>g) Standard Departure Chart – Instrument (SID) – ICAO – RNAV RWY 25: TUCHA 1D</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-9-11</p> <p>See page 16 for details</p>                               |
| <p>h) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNAV đường CHC 07: LOCHA 1C</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-9-13</p> <p>Chi tiết xem tại trang 17</p>                               | <p>h) Standard Departure Chart – Instrument (SID) – ICAO – RNAV RWY 07: LOCHA 1C</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-9-13</p> <p>See page 17 for details</p>                               |
| <p>i) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNAV đường CHC 07: GASSO 1A, PHUTA 1C, VIBAO 1C, VIBAO 1D</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-9-15</p> <p>Chi tiết xem tại trang 18</p> | <p>i) Standard Departure Chart – Instrument (SID) – ICAO – RNAV RWY 07: GASSO 1A, PHUTA 1C, VIBAO 1C, VIBAO 1D</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-9-15</p> <p>See page 18 for details</p> |
| <p>j) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNAV đường CHC 25: ADMAM 1A, DOKLA 1A, VANUC 1C, VIBAO 1E</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-9-19</p> <p>Chi tiết xem tại trang 19</p> | <p>j) Standard Departure Chart – Instrument (SID) – ICAO – RNAV RWY 25: ADMAM 1A, DOKLA 1A, VANUC 1C, VIBAO 1E</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-9-19</p> <p>See page 19 for details</p> |
| <p>k) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – Đường CHC 07/25: PHUTA 1H, VANUC 1F, NAH 1C</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-11-1</p> <p>Chi tiết xem tại trang 20</p>                    | <p>k) Standard Arrival Chart – Instrument (STAR) – ICAO – RWY 07/25: PHUTA 1H, VANUC 1F, NAH 1C</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-11-1</p> <p>See page 20 for details</p>                |
| <p>l) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – Đường CHC 07: NOB 1A, NAH 1D</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-11-3</p> <p>Chi tiết xem tại trang 21</p>                                   | <p>l) Standard Arrival Chart – Instrument (STAR) – ICAO – RWY 07: NOB 1A, NAH 1D</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-11-3</p> <p>See page 21 for details</p>                               |
| <p>m) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – RNAV đường CHC 07: BATOT 1A, NAH 1J</p> <p>Tham chiếu AIP Việt Nam, trang AD 2-VVCI-11-5</p> <p>Chi tiết xem tại trang 22</p>                            | <p>m) Standard Arrival Chart – Instrument (STAR) – ICAO – RNAV RWY 07: BATOT 1A, NAH 1J</p> <p>Refer to AIP Viet Nam, page AD 2-VVCI-11-5</p> <p>See page 22 for details</p>                        |
| <p>n) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – RNAV đường CHC 07: BATOT 1B, PHUTA 1D</p>                                                                                                                | <p>n) Standard Arrival Chart – Instrument (STAR) – ICAO – RNAV RWY 07: BATOT 1B, PHUTA 1D</p>                                                                                                       |

Tham chiếu AIP Việt Nam, trang AD 2-VVCI-11-9	Refer to AIP Viet Nam, page AD 2-VVCI-11-9
Chi tiết xem tại trang 23	See page 23 for details
o) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – RNAV đường CHC 07: BATOT 1C, PHUTA 1E	o) Standard Arrival Chart – Instrument (STAR) – ICAO – RNAV RWY 07: BATOT 1C, PHUTA 1E
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-11-13	Refer to AIP Viet Nam, page AD 2-VVCI-11-13
Chi tiết xem tại trang 24	See page 24 for details
p) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – RNAV đường CHC 25: BATOT 1D, NAH 1L	p) Standard Arrival Chart – Instrument (STAR) – ICAO – RNAV RWY 25: BATOT 1D, NAH 1L
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-11-17	Refer to AIP Viet Nam, page AD 2-VVCI-11-17
Chi tiết xem tại trang 25	See page 25 for details
q) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – RNAV đường CHC 25: PHUTA 1F, VANUC 1D, VIBAO 1F	q) Standard Arrival Chart – Instrument (STAR) – ICAO – RNAV RWY 25: PHUTA 1F, VANUC 1D, VIBAO 1F
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-11-21	Refer to AIP Viet Nam, page AD 2-VVCI-11-21
Chi tiết xem tại trang 26	See page 26 for details
r) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – RNAV đường CHC 25: PHUTA 1G, VANUC 1E, VIBAO 1H	r) Standard Arrival Chart – Instrument (STAR) – ICAO – RNAV RWY 25: PHUTA 1G, VANUC 1E, VIBAO 1H
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-11-23	Refer to AIP Viet Nam, page AD 2-VVCI-11-23
Chi tiết xem tại trang 27	See page 27 for details
s) Sơ đồ độ cao tối thiểu giám sát không lưu	s) ATC Surveillance Minimum Altitude Chart
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-12-1	Refer to AIP Viet Nam, page AD 2-VVCI-12-1
Chi tiết xem tại trang 28	See page 28 for details
t) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: VOR đường CHC 25	t) Instrument Approach Chart – ICAO: VOR RWY 25
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-1	Refer to AIP Viet Nam, page AD 2-VVCI-13-1
Chi tiết xem tại trang 29	See page 29 for details
u) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: VOR Y đường CHC 07	u) Instrument Approach Chart – ICAO: VOR Y RWY 07
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-3	Refer to AIP Viet Nam, page AD 2-VVCI-13-3
Chi tiết xem tại trang 30	See page 30 for details
v) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: VOR Z đường CHC 07	v) Instrument Approach Chart – ICAO: VOR Z RWY 07
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-5	Refer to AIP Viet Nam, page AD 2-VVCI-13-5
Chi tiết xem tại trang 31	See page 31 for details
w) Sơ đồ phương thức tiếp cận bằng mắt - ICAO	w) Visual Approach Chart - ICAO
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-14-1	Refer to AIP Viet Nam, page AD 2-VVCI-14-1
Chi tiết xem tại trang 32	See page 32 for details

### 2.5.2 Sân bay Vân Đồn

**Ghi chú:** Cập nhật độ cao tối thiểu khu vực (AMA) trong các sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) và sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR)

- a) Sơ đồ khu vực tiếp cận – ICAO
- Tham chiếu AIP Việt Nam, trang AD 2-VVVD-8-1
- Chi tiết xem tại trang 33
- b) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – Đường CHC 03: BACHE 1A, DOCHU 1A, HALAM 1A, CATBA 1A
- Tham chiếu AIP Việt Nam, trang AD 2-VVVD-9-1
- Chi tiết xem tại trang 34
- c) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – Đường CHC 21: BACHE 1B, DOCHU 1B, HALAM 1B, CATBA 1B
- Tham chiếu AIP Việt Nam, trang AD 2-VVVD-9-3

### 2.5.2 Van Don Aerodrome

**Note:** Update the Area Minimum Altitude (AMA) in Standard Departure Charts – Instrument (SID) and Standard Arrival Charts – Instrument (STAR)

- a) Area Chart – ICAO
- Refer to AIP Viet Nam, page AD 2-VVVD-8-1
- See page 33 for details
- b) Standard Departure Chart – Instrument (SID) – ICAO – RWY 03: BACHE 1A, DOCHU 1A, HALAM 1A, CATBA 1A
- Refer to AIP Viet Nam, page AD 2-VVVD-9-1
- See page 34 for details
- c) Standard Departure Chart – Instrument (SID) – ICAO – RWY 21: BACHE 1B, DOCHU 1B, HALAM 1B, CATBA 1B
- Refer to AIP Viet Nam, page AD 2-VVVD-9-3

Chi tiết xem tại trang 35	See page 35 for details
d) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNP đường CHC 03: SAMSU 1A, CATBA 1C, HALAM 1D, DOCHU 1D Tham chiếu AIP Việt Nam, trang AD 2-VVVD-9-5 Chi tiết xem tại trang 36	d) Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 03: SAMSU 1A, CATBA 1C, HALAM 1D, DOCHU 1D Refer to AIP Viet Nam, page AD 2-VVVD-9-5 See page 36 for details
e) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNP đường CHC 21: CATBA 1D, HALAM 1E, DOCHU 1E Tham chiếu AIP Việt Nam, trang AD 2-VVVD-9-7 Chi tiết xem tại trang 37	e) Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 21: CATBA 1D, HALAM 1E, DOCHU 1E Refer to AIP Viet Nam, page AD 2-VVVD-9-7 See page 37 for details
f) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – Đường CHC 03/21: BACHE 1C, DOCHU 1C, HALAM 1C Tham chiếu AIP Việt Nam, trang AD 2-VVVD-11-1 Chi tiết xem tại trang 38	f) Standard Arrival Chart – Instrument (STAR) – ICAO – RWY 03/21: BACHE 1C, DOCHU 1C, HALAM 1C Refer to AIP Viet Nam, page AD 2-VVVD-11-1 See page 38 for details
g) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – Đường CHC 03: VAMAP 1A, DOCHU 1F, BACHE 1D Tham chiếu AIP Việt Nam, trang AD 2-VVVD-11-3 Chi tiết xem tại trang 39	g) Standard Arrival Chart – Instrument (STAR) – ICAO – RWY 03: VAMAP 1A, DOCHU 1F, BACHE 1D Refer to AIP Viet Nam, page AD 2-VVVD-11-3 See page 39 for details
h) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – Đường CHC 21: HALAM 1F, DOCHU 1G, NAKHA 1A Tham chiếu AIP Việt Nam, trang AD 2-VVVD-11-5 Chi tiết xem tại trang 40	h) Standard Arrival Chart – Instrument (STAR) – ICAO – RWY 21: HALAM 1F, DOCHU 1G, NAKHA 1A Refer to AIP Viet Nam, page AD 2-VVVD-11-5 See page 40 for details
i) Sơ đồ độ cao tối thiểu giám sát không lưu – ICAO Tham chiếu AIP Việt Nam, trang AD 2-VVVD-12-1 Chi tiết xem tại trang 41	i) ATC Surveillance Minimum Altitude Chart – ICAO Refer to AIP Viet Nam, page AD 2-VVVD-12-1 See page 41 for details
j) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: VOR Y đường CHC 03 Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-1 Chi tiết xem tại trang 42	j) Instrument Approach Chart – ICAO: VOR Y RWY 03 Refer to AIP Viet Nam, page AD 2-VVVD-13-1 See page 42 for details
k) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: VOR Z đường CHC 03 CAT A, B Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-3 Chi tiết xem tại trang 43	k) Instrument Approach Chart – ICAO: VOR Z RWY 03 CAT A, B Refer to AIP Viet Nam, page AD 2-VVVD-13-3 See page 43 for details
l) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: VOR Z đường CHC 03 CAT C, D Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-5 Chi tiết xem tại trang 44	l) Instrument Approach Chart – ICAO: VOR Z RWY 03 CAT C, D Refer to AIP Viet Nam, page AD 2-VVVD-13-5 See page 44 for details
m) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: VOR Z đường CHC 21 CAT A, B Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-7 Chi tiết xem tại trang 45	m) Instrument Approach Chart – ICAO: VOR Z RWY 21 CAT A, B Refer to AIP Viet Nam, page AD 2-VVVD-13-7 See page 45 for details
n) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: VOR Z đường CHC 21 CAT C, D Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-9 Chi tiết xem tại trang 46	n) Instrument Approach Chart – ICAO: VOR Z RWY 21 CAT C, D Refer to AIP Viet Nam, page AD 2-VVVD-13-9 See page 46 for details
o) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS Z đường CHC 03 CAT A, B Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-11 Chi tiết xem tại trang 47	o) Instrument Approach Chart – ICAO: ILS Z RWY 03 CAT A, B Refer to AIP Viet Nam, page AD 2-VVVD-13-11 See page 47 for details
p) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS Z đường CHC 03 CAT C, D Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-13	p) Instrument Approach Chart – ICAO: ILS Z RWY 03 CAT C, D Refer to AIP Viet Nam, page AD 2-VVVD-13-13

Chi tiết xem tại trang 48	See page 48 for details
q) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS Y đường CHC 03 Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-15 Chi tiết xem tại trang 49	q) Instrument Approach Chart – ICAO: ILS Y RWY 03 Refer to AIP Viet Nam, page AD 2-VVVD-13-15 See page 49 for details
r) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 03 Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-17 Chi tiết xem tại trang 50	r) Instrument Approach Chart – ICAO: RNP Z RWY 03 Refer to AIP Viet Nam, page AD 2-VVVD-13-17 See page 50 for details
s) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 03 Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-19 Chi tiết xem tại trang 51	s) Instrument Approach Chart – ICAO: RNP Y RWY 03 Refer to AIP Viet Nam, page AD 2-VVVD-13-19 See page 51 for details
t) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS W đường CHC 03 Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-21 Chi tiết xem tại trang 52	t) Instrument Approach Chart – ICAO: ILS W RWY 03 Refer to AIP Viet Nam, page AD 2-VVVD-13-21 See page 52 for details
u) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS X đường CHC 03 Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-23 Chi tiết xem tại trang 53	u) Instrument Approach Chart – ICAO: ILS X RWY 03 Refer to AIP Viet Nam, page AD 2-VVVD-13-23 See page 53 for details
v) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 21 Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-25 Chi tiết xem tại trang 54	v) Instrument Approach Chart – ICAO: RNP Z RWY 21 Refer to AIP Viet Nam, page AD 2-VVVD-13-25 See page 54 for details
w) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 21 Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-27 Chi tiết xem tại trang 55	w) Instrument Approach Chart – ICAO: RNP Y RWY 21 Refer to AIP Viet Nam, page AD 2-VVVD-13-27 See page 55 for details
x) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS V đường CHC 03 Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-29 Chi tiết xem tại trang 56	x) Instrument Approach Chart – ICAO: ILS V RWY 03 Refer to AIP Viet Nam, page AD 2-VVVD-13-29 See page 56 for details
y) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS U đường CHC 03 Tham chiếu AIP Việt Nam, trang AD 2-VVVD-13-31 Chi tiết xem tại trang 57	y) Instrument Approach Chart – ICAO: ILS U RWY 03 Refer to AIP Viet Nam, page AD 2-VVVD-13-31 See page 57 for details
z) Sơ đồ phương thức tiếp cận bằng mắt – ICAO Tham chiếu AIP Việt Nam, trang AD 2-VVVD-14-1 Chi tiết xem tại trang 58	z) Visual Approach Chart – ICAO Refer to AIP Viet Nam, page AD 2-VVVD-14-1 See page 58 for details

### **3 HIỆU LỰC**

Tập bổ sung AIP theo chu kỳ AIRAC này sẽ có hiệu lực từ 0000 ngày 14/05/2026.

### **4 HỦY BỎ**

Tập bổ sung AIP theo chu kỳ AIRAC này sẽ hủy bỏ AIRAC AIP SUP 16/26.

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

### **3 EFFECT**

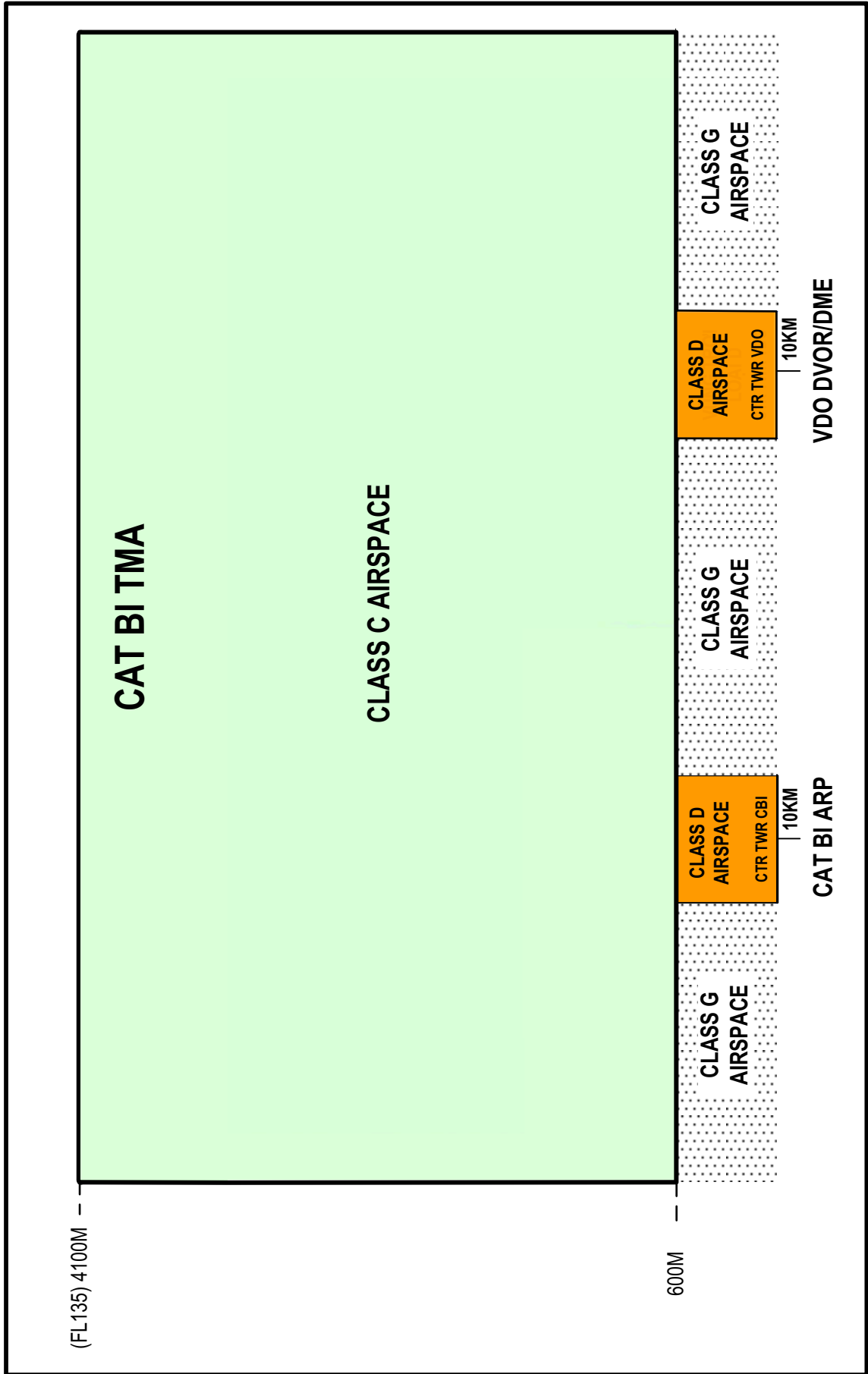
This AIRAC AIP Supplement shall become effective from 0000 on 14 MAY 2026.

### **4 CANCELLATION**

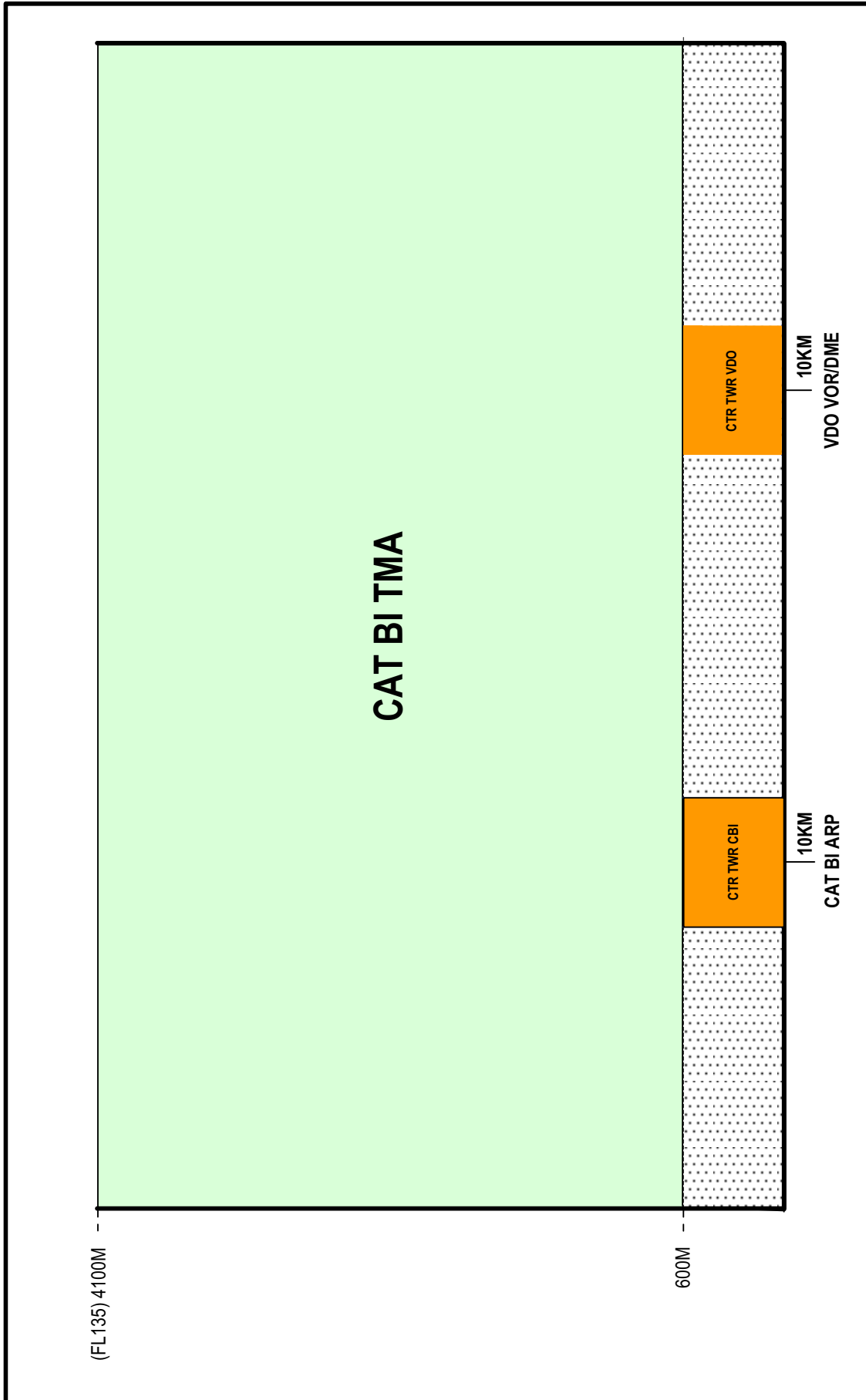
This AIRAC AIP Supplement shall supersede AIRAC AIP SUP 16/26.

This AIRAC AIP Supplement shall remain in force until its contents have been incorporated into AIP Viet Nam.

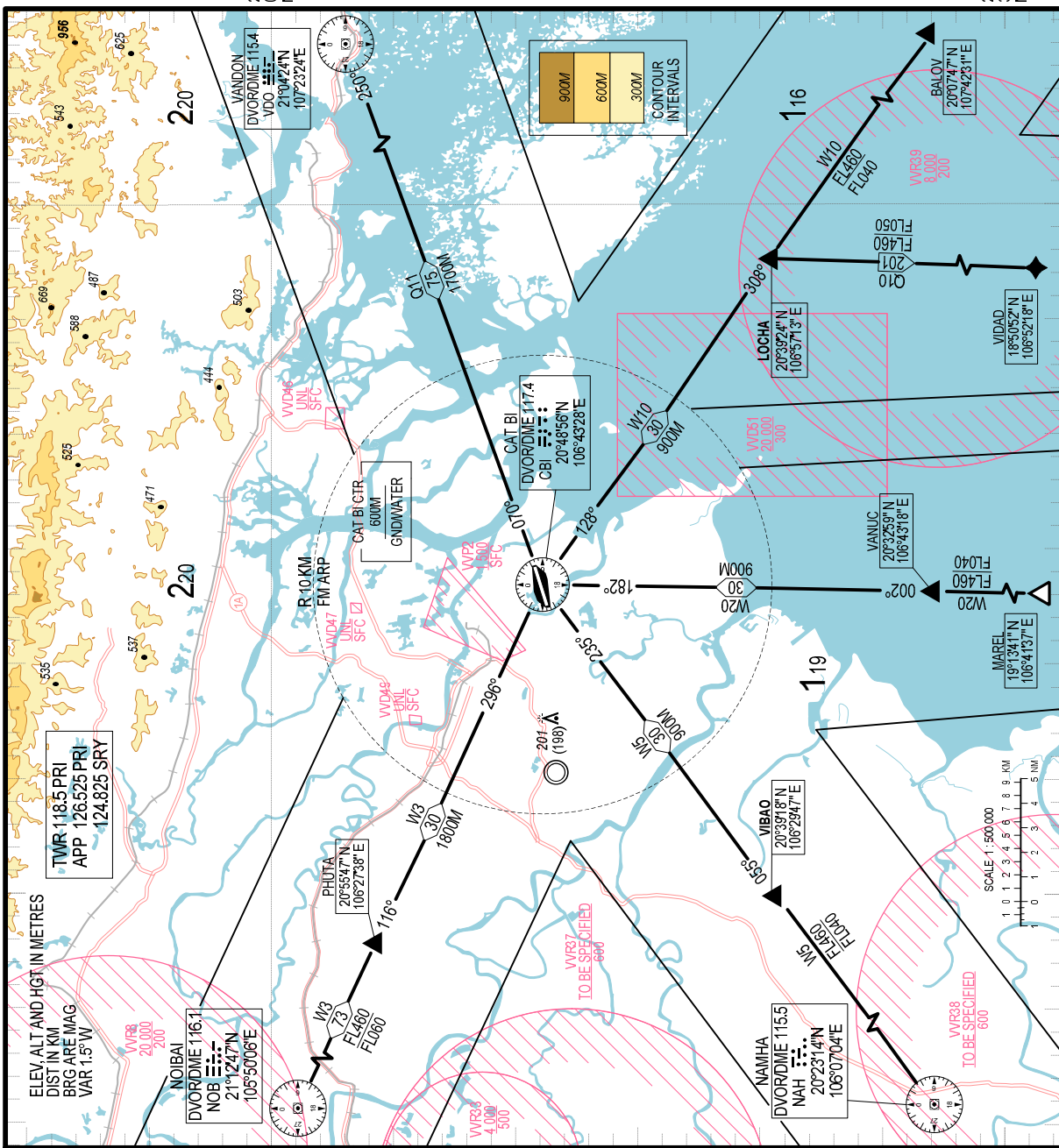
AIRSPACE CLASSIFICATION OF THE CAT BI-VAN DON AREA



RESPONSIBILITY AREA OF CAT BI - VAN DON TWR/APP (PROFILE VIEW)







CHANGE: ADDITION OF APP FREQUENCY.

LEGEND	
CONTROL AREA	(TMA) (AWY)
CONTROL ZONE	(CTR)
REPORTING POINT	(COMPULSORY)
DEPARTURE/ARRIVAL ROUTING	W3
DISTANCE IN KILOMETRES	73
MAGNETIC BEARING	126°
MINIMUM FLIGHT ALTITUDE	900M
RADIO NAVIGATION AIDS	NAME NAVAID TYPE AND FREQUENCY IDENTIFICATION COORDINATES
	CAT BI DVOR/DME 117.4 CBI 20°48'56"N 106°43'28"E

AREA MINIMUM ALTITUDE (AMA)  
EACH 1° QUADRANTAL CONTAINS AN AREA MINIMUM ALTITUDE (AMA) WHICH REPRESENTS THE LOWEST ALTITUDE WHICH MAY BE USED UNDER INSTRUMENT METEOROLOGICAL CONDITIONS (IMC). THE AMA PROVIDES A MINIMUM CLEARANCE OF 300 METRES (600 M) IN THE MOUNTAINOUS AREAS ABOVE ALL OBSTACLES IN THE QUADRANTAL. IT IS REPRESENTED IN THOUSANDS AND TENS OF METRES ABOVE MEAN SEA LEVEL (MSL).

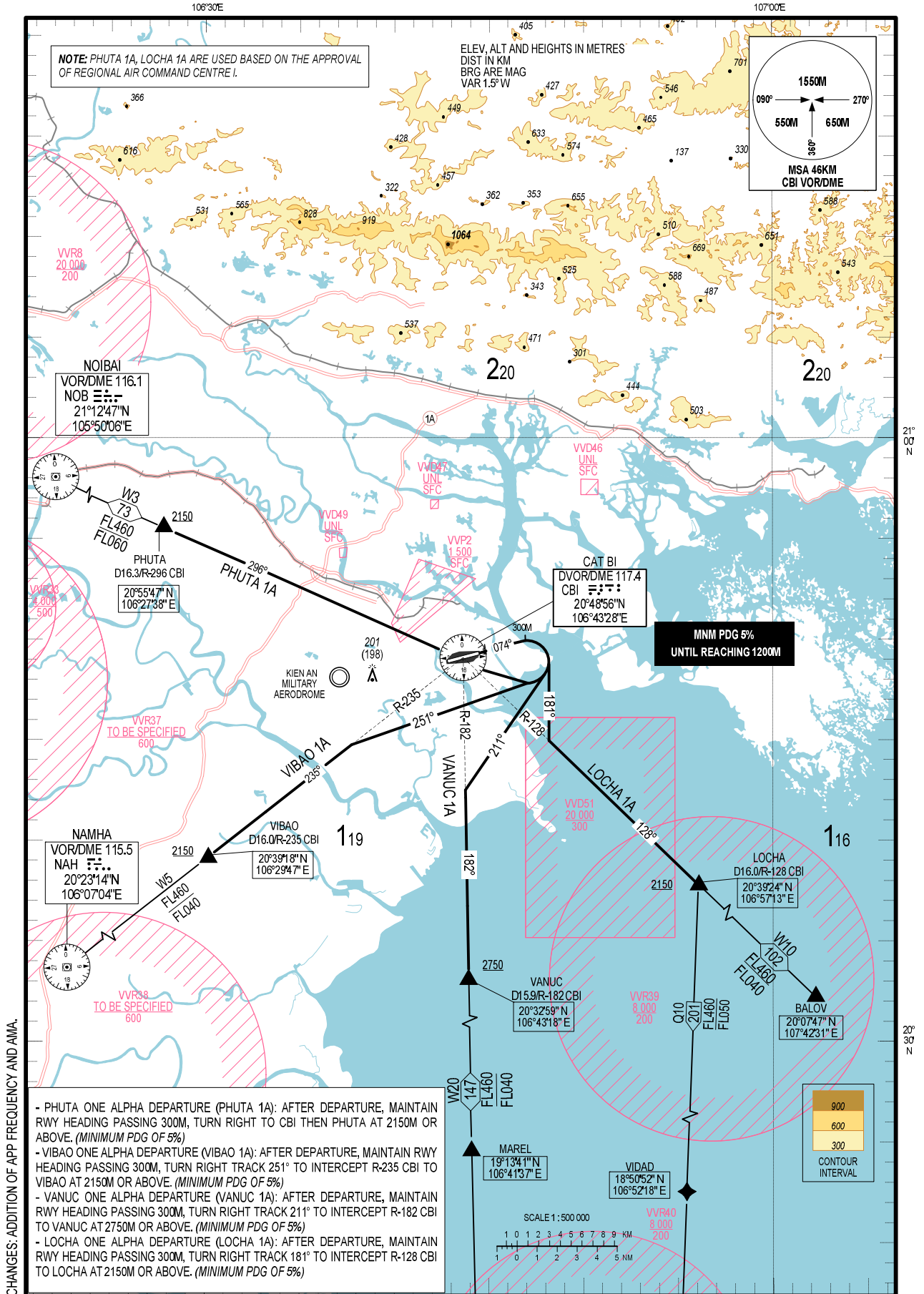
EXAMPLE: 2 200 METRES 220

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

TRANSITION ALTITUDE  
2750 M

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

**HAI PHONG/CAT BI INTL (VVC)  
RWY 07  
PHUTA 1A, VIBAO 1A, VANUC 1A, LOCHA 1A.**



STANDARD DEPARTURE CHART –  
INSTRUMENT (SID) – ICAO

TRANSITION ALTITUDE  
2750 M

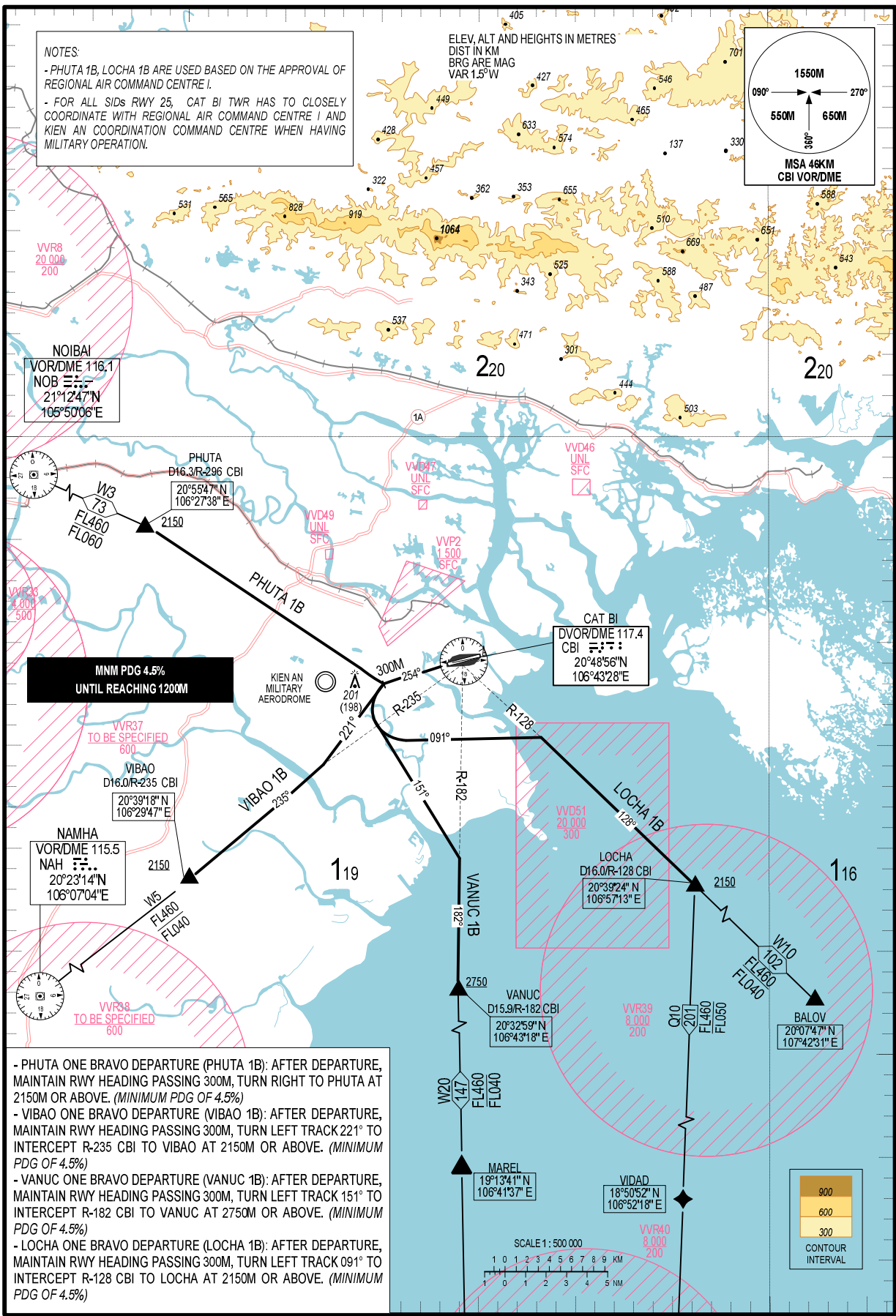
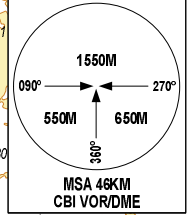
TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

HAI PHONG/CAT BI INTL (VVC)  
RWY 25  
VIBAO 1B, VANUC 1B, PHUTA 1B, LOCHA 1B.

NOTES:

- PHUTA 1B, LOCHA 1B ARE USED BASED ON THE APPROVAL OF REGIONAL AIR COMMAND CENTRE I.
- FOR ALL SIDs RWY 25, CAT BI TWR HAS TO CLOSELY COORDINATE WITH REGIONAL AIR COMMAND CENTRE I AND KIEN AN COORDINATION COMMAND CENTRE WHEN HAVING MILITARY OPERATION.

ELEV, ALT AND HEIGHTS IN METRES  
DIST IN KM  
BRG ARE MAG  
VAR 1.5° W

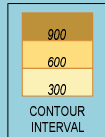
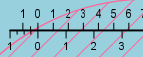


**MINM PDG 4.5%  
UNTIL REACHING 1200M**

- PHUTA ONE BRAVO DEPARTURE (PHUTA 1B): AFTER DEPARTURE, MAINTAIN RWY HEADING PASSING 300M, TURN RIGHT TO PHUTA AT 2150M OR ABOVE. (MINIMUM PDG OF 4.5%)
- VIBAO ONE BRAVO DEPARTURE (VIBAO 1B): AFTER DEPARTURE, MAINTAIN RWY HEADING PASSING 300M, TURN LEFT TRACK 221° TO INTERCEPT R-235 CBI TO VIBAO AT 2150M OR ABOVE. (MINIMUM PDG OF 4.5%)
- VANUC ONE BRAVO DEPARTURE (VANUC 1B): AFTER DEPARTURE, MAINTAIN RWY HEADING PASSING 300M, TURN LEFT TRACK 151° TO INTERCEPT R-182 CBI TO VANUC AT 2750M OR ABOVE. (MINIMUM PDG OF 4.5%)
- LOCHA ONE BRAVO DEPARTURE (LOCHA 1B): AFTER DEPARTURE, MAINTAIN RWY HEADING PASSING 300M, TURN LEFT TRACK 091° TO INTERCEPT R-128 CBI TO LOCHA AT 2150M OR ABOVE. (MINIMUM PDG OF 4.5%)

CHANGES: ADDITION OF APP FREQUENCY AND AMA.

SCALE 1 : 500 000

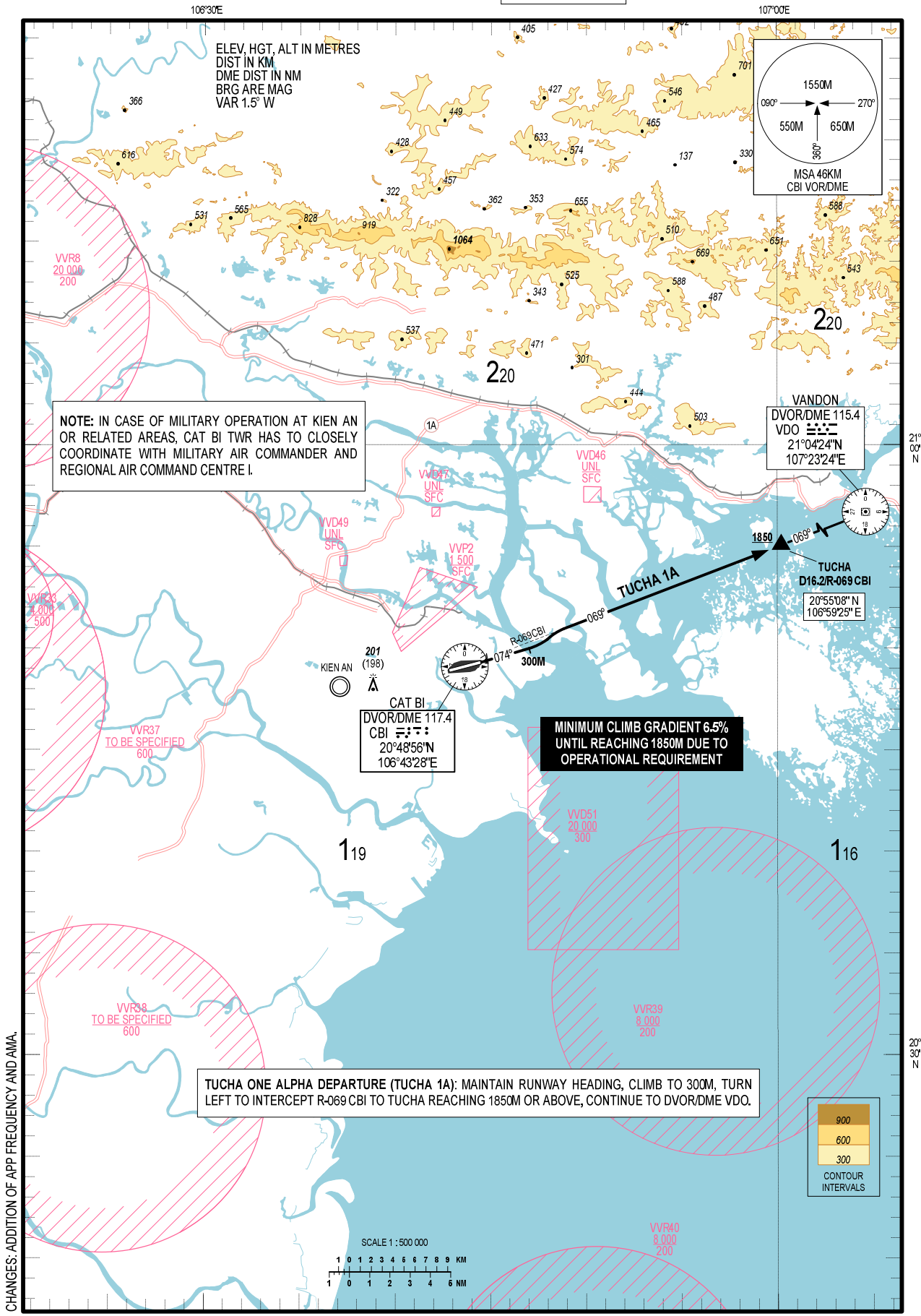


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE  
2750 M

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

HAI PHONG/CAT BI INTL (VVC)  
RWY 07  
TUCHA 1A



STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE  
2750 M

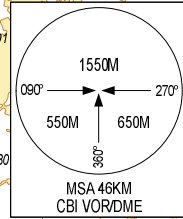
TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

HAI PHONG/CAT BI INTL (VVCJ)  
RWY 25  
TUCHA 1B

106°30'E

107°00'E

ELEV. HGT, ALT IN METRES  
DIST IN KM  
DME DIST IN NM  
BRG ARE MAG  
VAR 1.5° W



NOTE: THIS PROCEDURE IS ONLY USED IN CASE OF NO MILITARY OPERATION AT KIEN AN OR RELATED AREAS.

220

220

VANDON  
DVOR/DME 115.4  
VDO  
21°04'24"N  
107°23'24"E



21° 00' N

TUCHA  
D16.2/R-069 CBI  
20°55'08"N  
106°59'25"E

CAT BI  
DVOR/DME 117.4  
CBI  
20°48'56"N  
106°43'28"E



TUCHA 1B  
R-069 CBI

1850

116

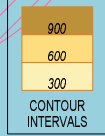
119

VVR37  
TO BE SPECIFIED  
600

VVR38  
TO BE SPECIFIED  
600

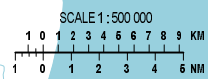
VVR39  
8,000  
200

TUCHA ONE BRAVO DEPARTURE (TUCHA 1B): MAINTAIN RUNWAY HEADING, CLIMB TO 300M, TURN LEFT TO INTERCEPT R-200 CBI TO DVOR/DME CBI, INTERCEPT R-069 CBI TO TUCHA REACHING 1850M OR ABOVE, CONTINUE TO DVOR/DME VDO.



20° 30' N

CHANGES: ADDITION OF APP FREQUENCY AND AMA.



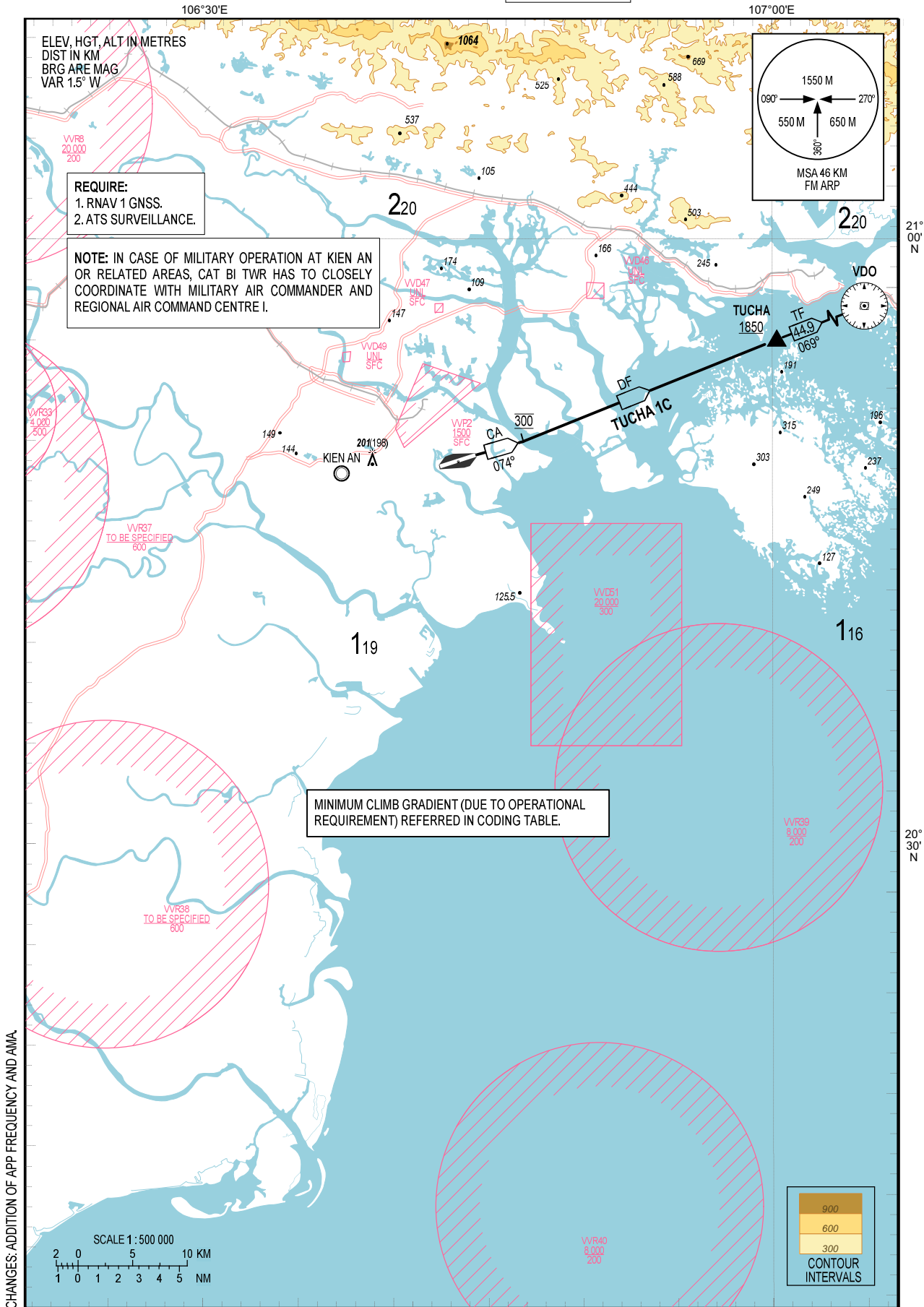
VVR40  
8,000  
200

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

**TRANSITION ALTITUDE  
2750 M**

**TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY**

**HAI PHONG/CAT BI INTL (VVC)  
RNAV RWY 07  
TUCHA 1C**

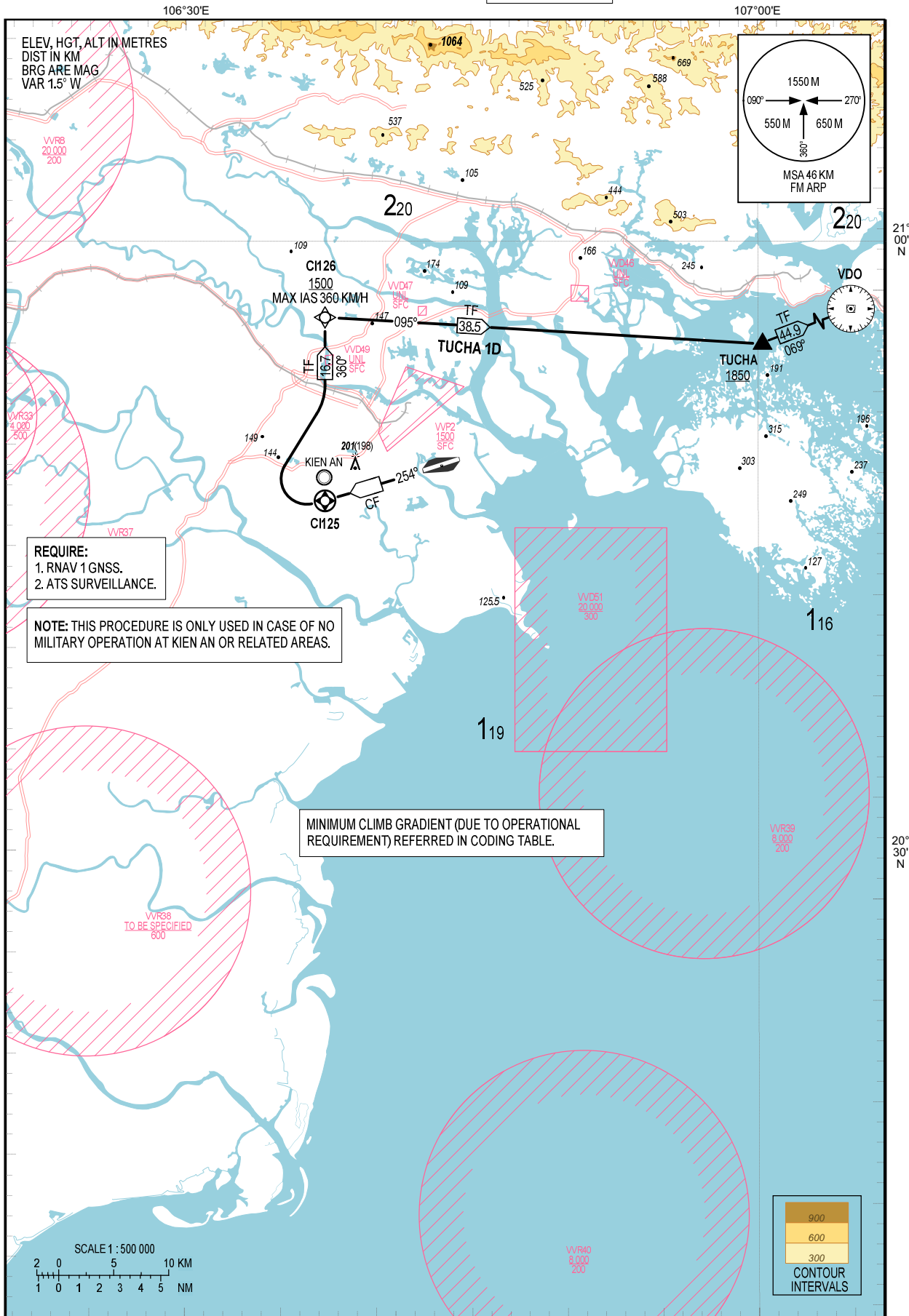


**STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE  
2750 M

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

**HAI PHONG/CAT BI INTL (VVC)  
RNAV RWY 25  
TUCHA 1D**



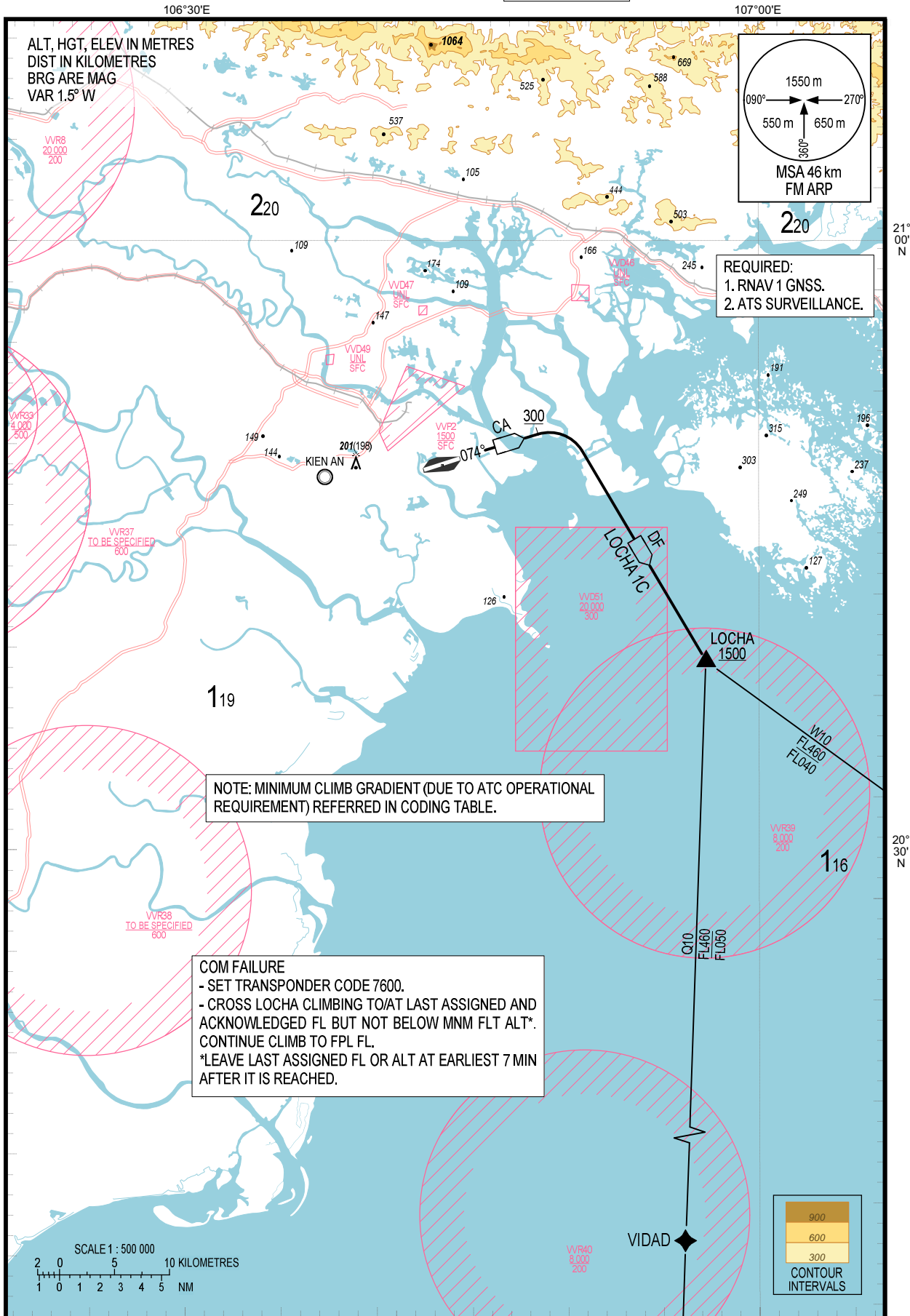
CHANGES: ADDITION OF APP FREQUENCY AND AMA

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE  
2750 m

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

HAI PHONG/CAT BI INTL (VVC)  
RNAV RWY 07  
LOCHA 1C

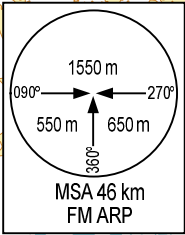
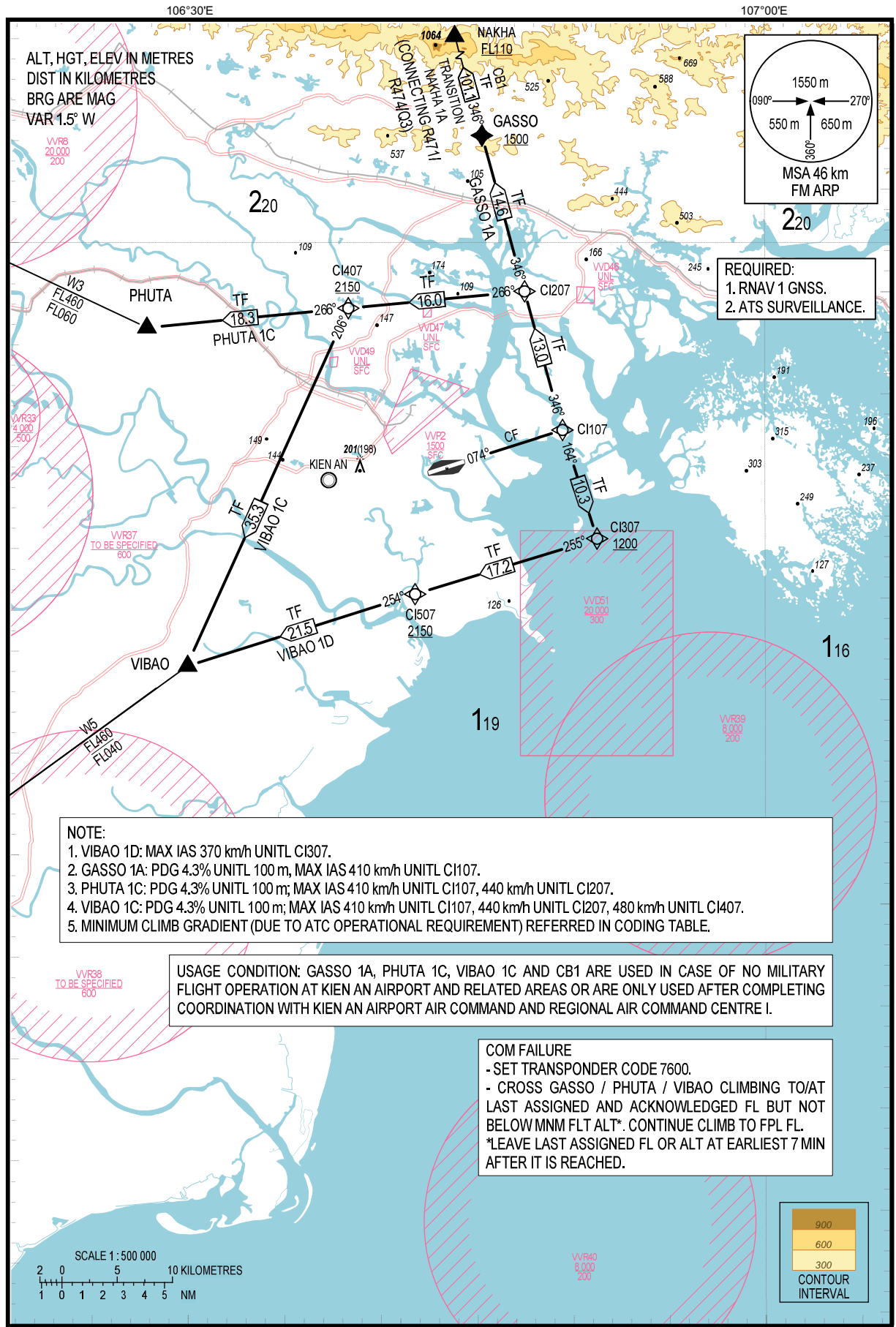


**STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE  
2750 m

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

**HAI PHONG/CAT BI INTL (VVC)  
RNAV Rwy 07  
GASSO 1A, PHUTA 1C, VIBAO 1C, VIBAO 1D**



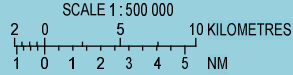
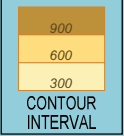
**REQUIRED:**  
1. RNAV 1 GNSS.  
2. ATS SURVEILLANCE.

- NOTE:**
- VIBAO 1D: MAX IAS 370 km/h UNITL CI307.
  - GASSO 1A: PDG 4.3% UNITL 100 m, MAX IAS 410 km/h UNITL CI107.
  - PHUTA 1C: PDG 4.3% UNITL 100 m; MAX IAS 410 km/h UNITL CI107, 440 km/h UNITL CI207.
  - VIBAO 1C: PDG 4.3% UNITL 100 m; MAX IAS 410 km/h UNITL CI107, 440 km/h UNITL CI207, 480 km/h UNITL CI407.
  - MINIMUM CLIMB GRADIENT (DUE TO ATC OPERATIONAL REQUIREMENT) REFERRED IN CODING TABLE.

**USAGE CONDITION:** GASSO 1A, PHUTA 1C, VIBAO 1C AND CB1 ARE USED IN CASE OF NO MILITARY FLIGHT OPERATION AT KIEN AN AIRPORT AND RELATED AREAS OR ARE ONLY USED AFTER COMPLETING COORDINATION WITH KIEN AN AIRPORT AIR COMMAND AND REGIONAL AIR COMMAND CENTRE I.

**COM FAILURE**

- SET TRANSPONDER CODE 7600.
- CROSS GASSO / PHUTA / VIBAO CLIMBING TO/AT LAST ASSIGNED AND ACKNOWLEDGED FL BUT NOT BELOW MNM FLT ALT\*. CONTINUE CLIMB TO FPL FL.
- \*LEAVE LAST ASSIGNED FL OR ALT AT EARLIEST 7 MIN AFTER IT IS REACHED.



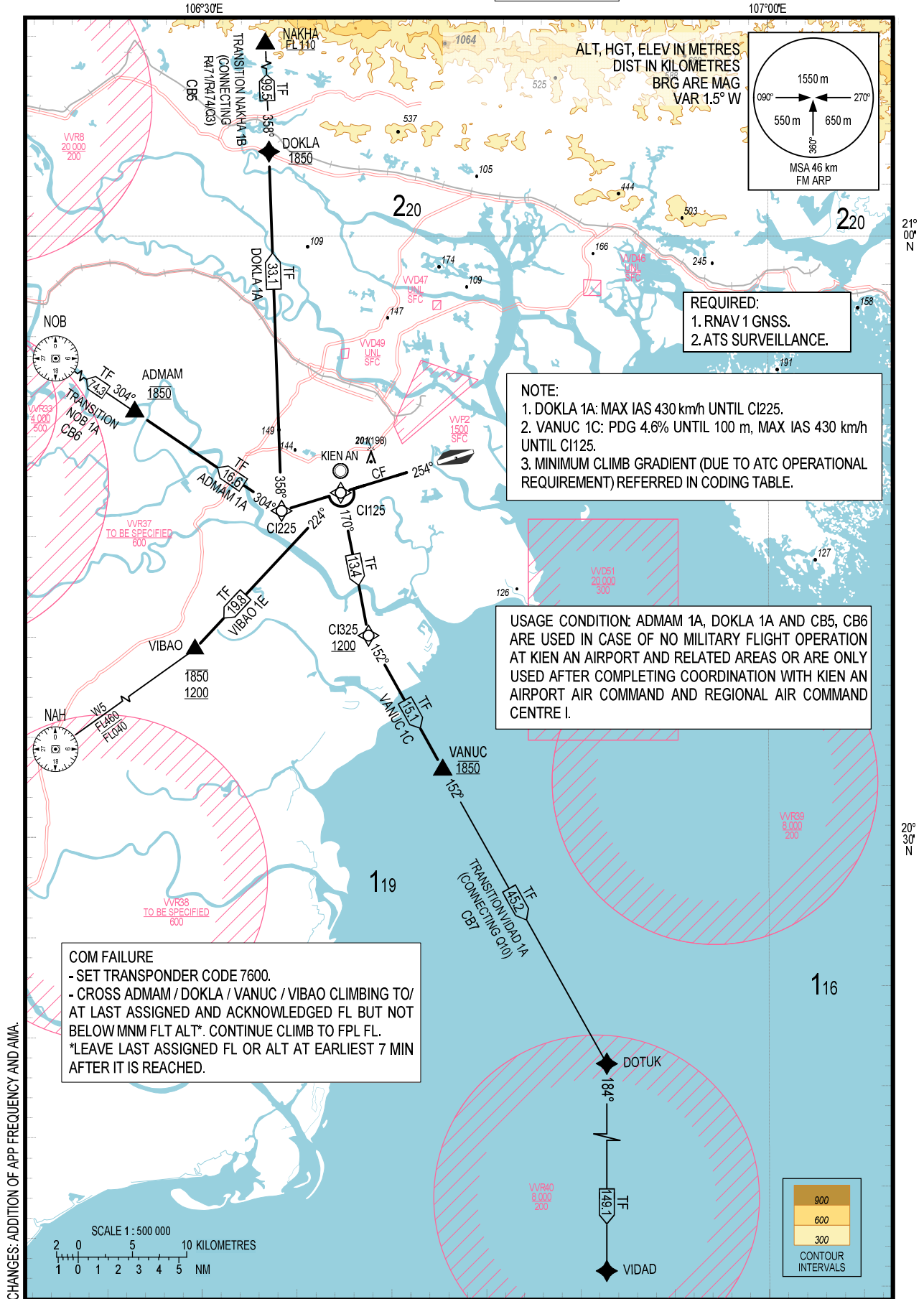
CHANGES: ADDITION OF APP FREQUENCY AND AMA

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

TRANSITION ALTITUDE  
2750 m

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

**HAI PHONG/CAT BI INTL (VVIC)  
RNAV Rwy 25**  
ADMAM 1A, DOKLA 1A, VANUC 1C, VIBAO 1E



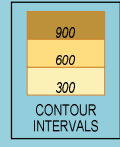
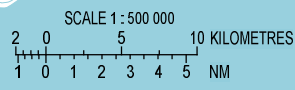
**REQUIRED:**  
1. RNAV 1 GNSS.  
2. ATS SURVEILLANCE.

**NOTE:**  
1. DOKLA 1A: MAX IAS 430 km/h UNTIL CI225.  
2. VANUC 1C: PDG 4.6% UNTIL 100 m, MAX IAS 430 km/h UNTIL CI125.  
3. MINIMUM CLIMB GRADIENT (DUE TO ATC OPERATIONAL REQUIREMENT) REFERRED IN CODING TABLE.

**USAGE CONDITION:** ADMAM 1A, DOKLA 1A AND CB5, CB6 ARE USED IN CASE OF NO MILITARY FLIGHT OPERATION AT KIEN AN AIRPORT AND RELATED AREAS OR ARE ONLY USED AFTER COMPLETING COORDINATION WITH KIEN AN AIRPORT AIR COMMAND AND REGIONAL AIR COMMAND CENTRE I.

**COM FAILURE**  
- SET TRANSPONDER CODE 7600.  
- CROSS ADMAM / DOKLA / VANUC / VIBAO CLIMBING TO/ AT LAST ASSIGNED AND ACKNOWLEDGED FL BUT NOT BELOW MNM FLT ALT\*. CONTINUE CLIMB TO FPL FL.  
\*LEAVE LAST ASSIGNED FL OR ALT AT EARLIEST 7 MIN AFTER IT IS REACHED.

CHANGES: ADDITION OF APP FREQUENCY AND AMA.

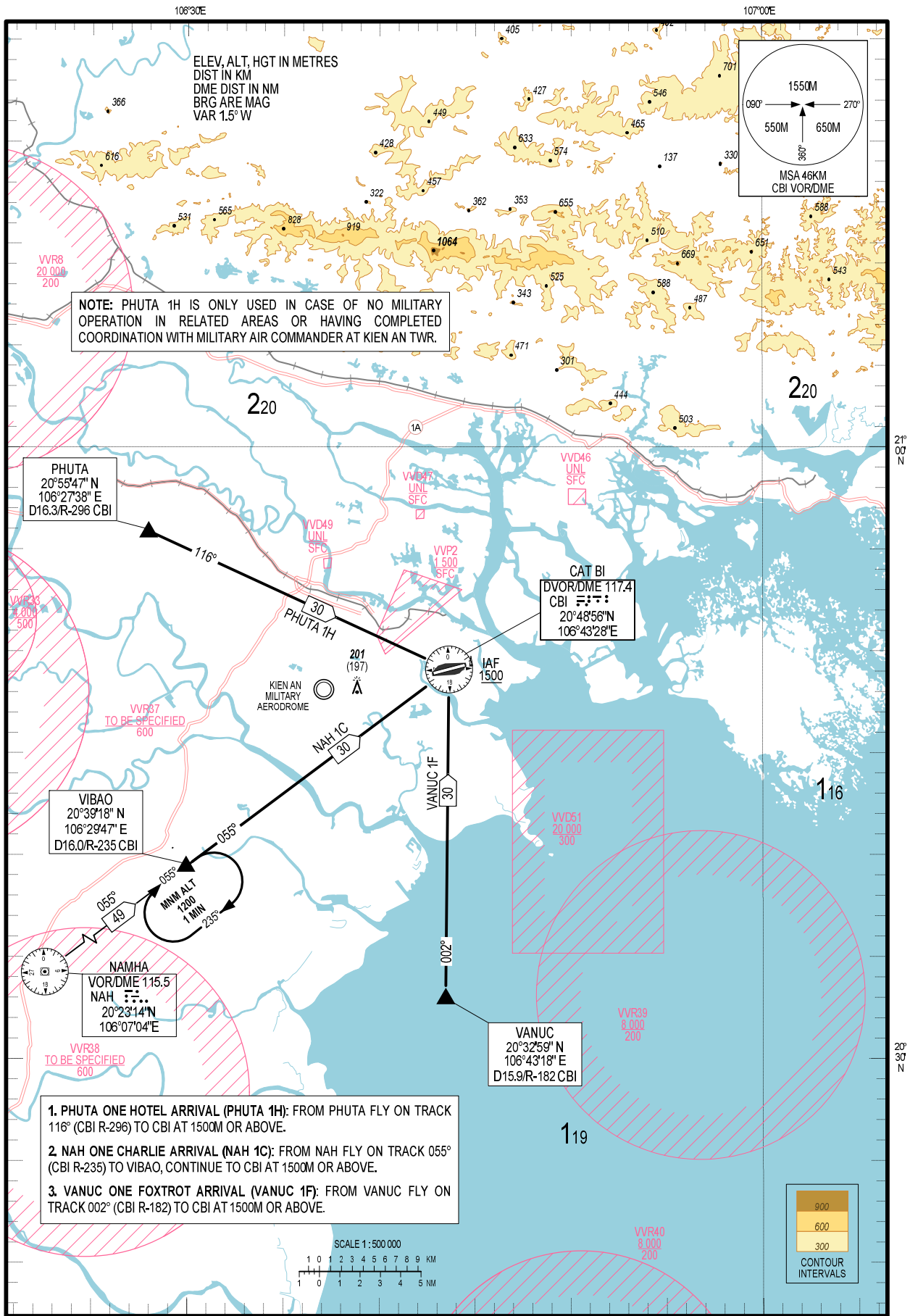


**STANDARD ARRIVAL CHART –  
INSTRUMENT (STAR) – ICAO**

**TRANSITIONAL ALTITUDE  
2750 M**

**TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY**

**HAI PHONG/CAT BI INTL (VVC)  
RWY 07/25  
PHUTA 1H, VANUC 1F, NAH 1C**

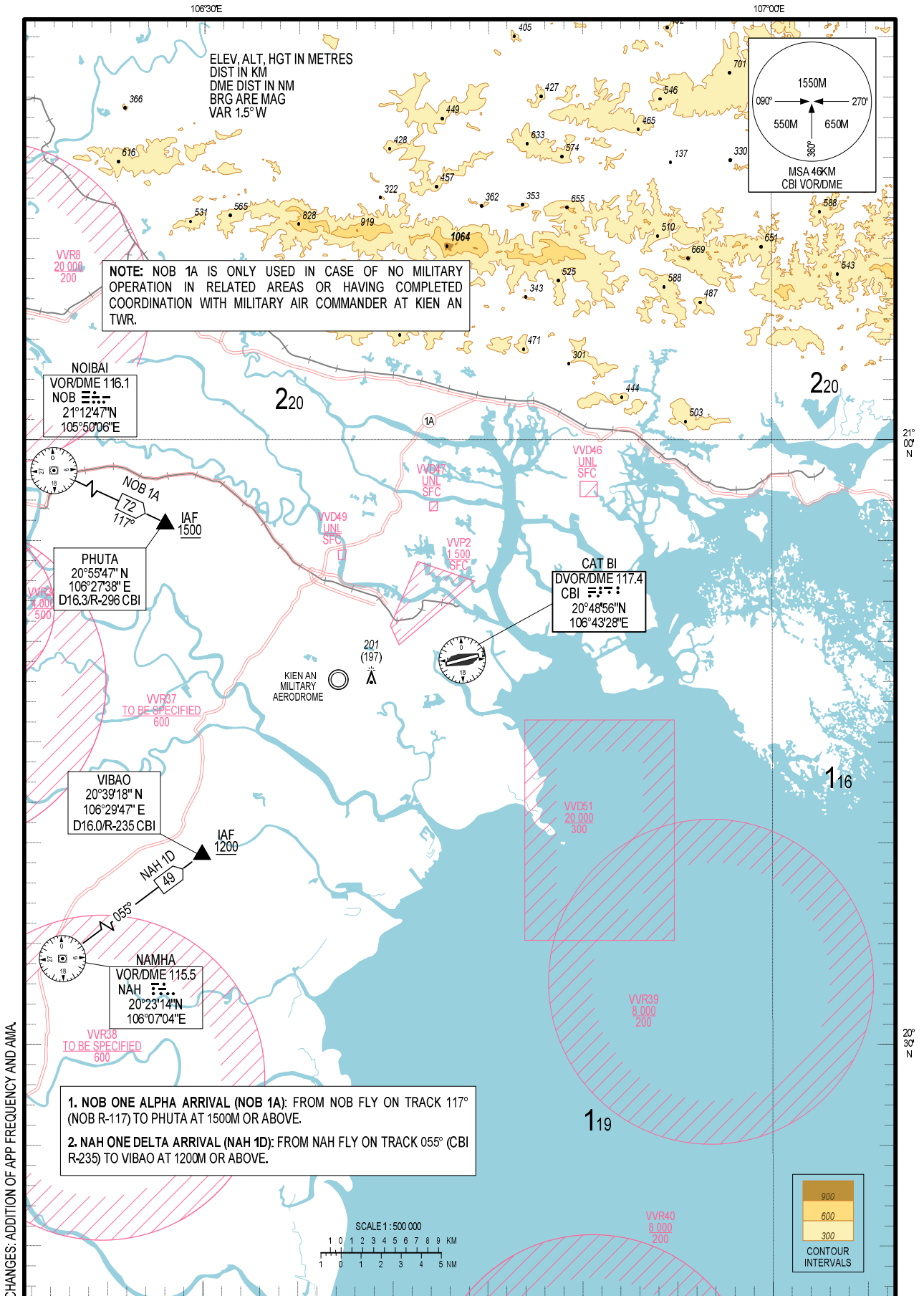


STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

TRANSITIONAL ALTITUDE  
2750 M

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

HAI PHONG/CAT BI INTL (VVC)  
RWY 07  
NOB 1A, NAH 1D



STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE  
2750 m

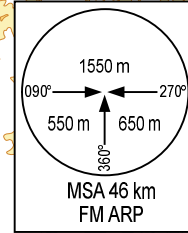
TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

HAI PHONG/CAT BI INTL (VVCJ)  
RNAV RWY 07  
BATOT 1A, NAH 1J

106°30'E

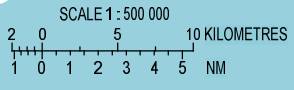
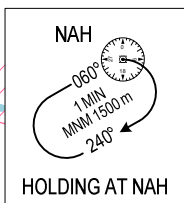
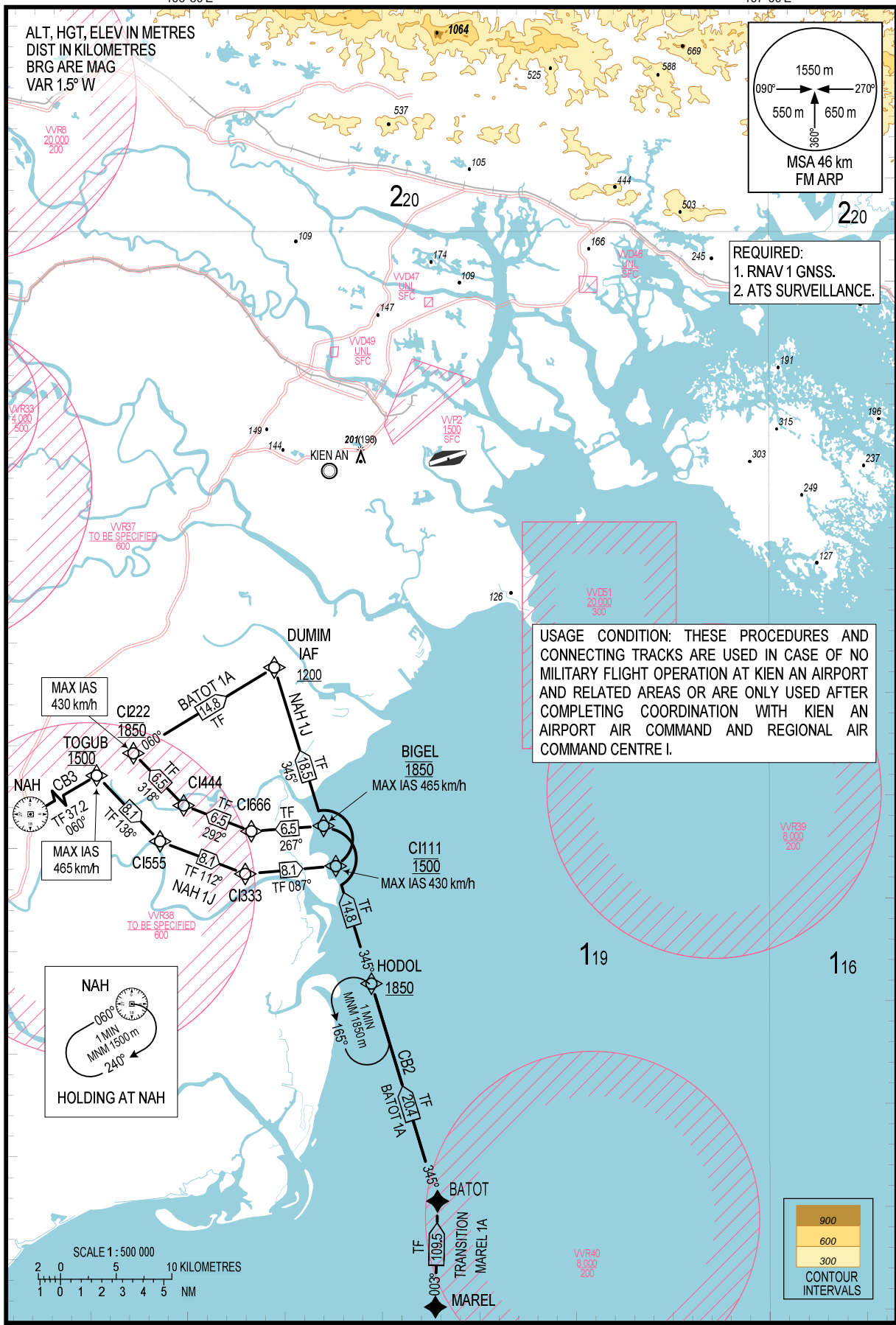
107°00'E

ALT, HGT, ELEV IN METRES  
DIST IN KILOMETRES  
BRG ARE MAG  
VAR 1.5° W



- REQUIRED:  
1. RNAV 1 GNSS.  
2. ATS SURVEILLANCE.

USAGE CONDITION: THESE PROCEDURES AND  
CONNECTING TRACKS ARE USED IN CASE OF NO  
MILITARY FLIGHT OPERATION AT KIEN AN AIRPORT  
AND RELATED AREAS OR ARE ONLY USED AFTER  
COMPLETING COORDINATION WITH KIEN AN  
AIRPORT AIR COMMAND AND REGIONAL AIR  
COMMAND CENTRE I.



900
600
300
CONTOUR INTERVALS

CHANGES: ADDITION OF APP FREQUENCY AND AIMA

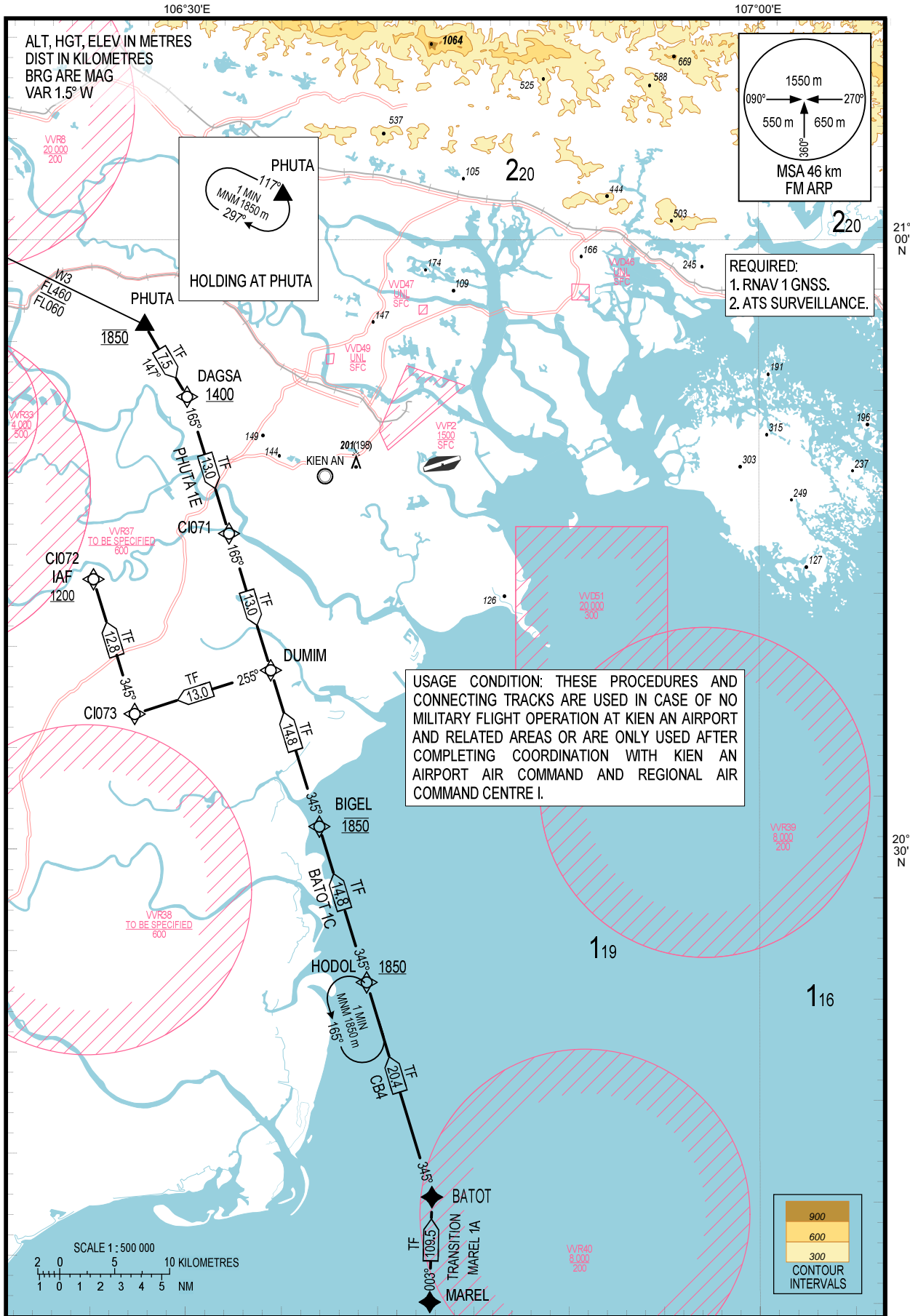


STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE  
2750 m

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

HAI PHONG/CAT BI INTL (VVC)  
RNAV Rwy 07  
BATOT 1C, PHUTA 1E



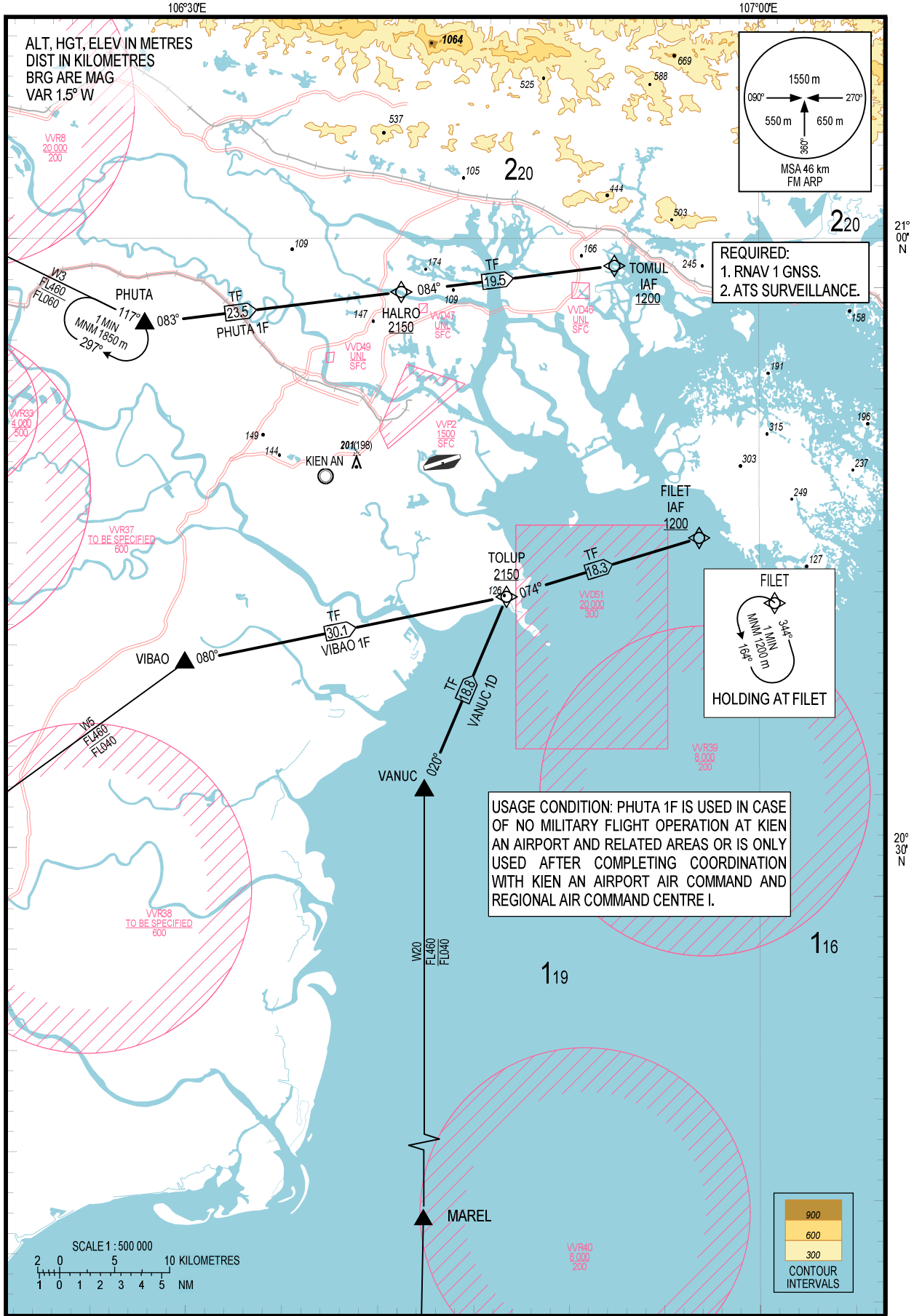


**STANDARD ARRIVAL CHART –  
INSTRUMENT (STAR) – ICAO**

TRANSITION ALTITUDE  
2750 m

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

**HAI PHONG/CAT BI INTL (VVC)**  
**RNAV RWY 25**  
**PHUTA 1F, VANUC 1D, VIBAO 1F**

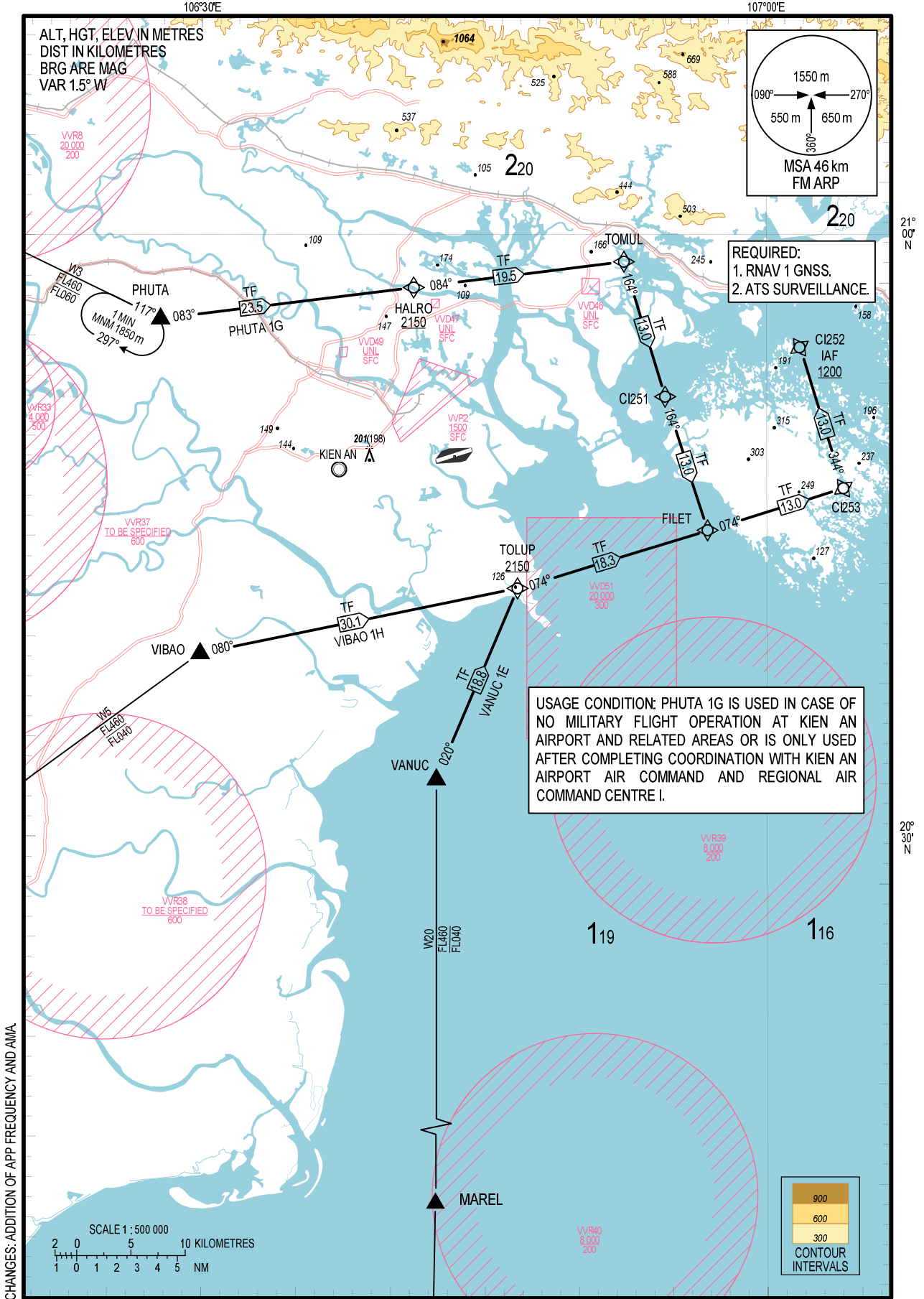


STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE  
2750 m

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

HAI PHONG/CAT BI INTL (VVIC)  
RNAV RWY 25  
PHUTA 1G, VANUC 1E, VIBAO 1H



CHANGES: ADDITION OF APP FREQUENCY AND AMA

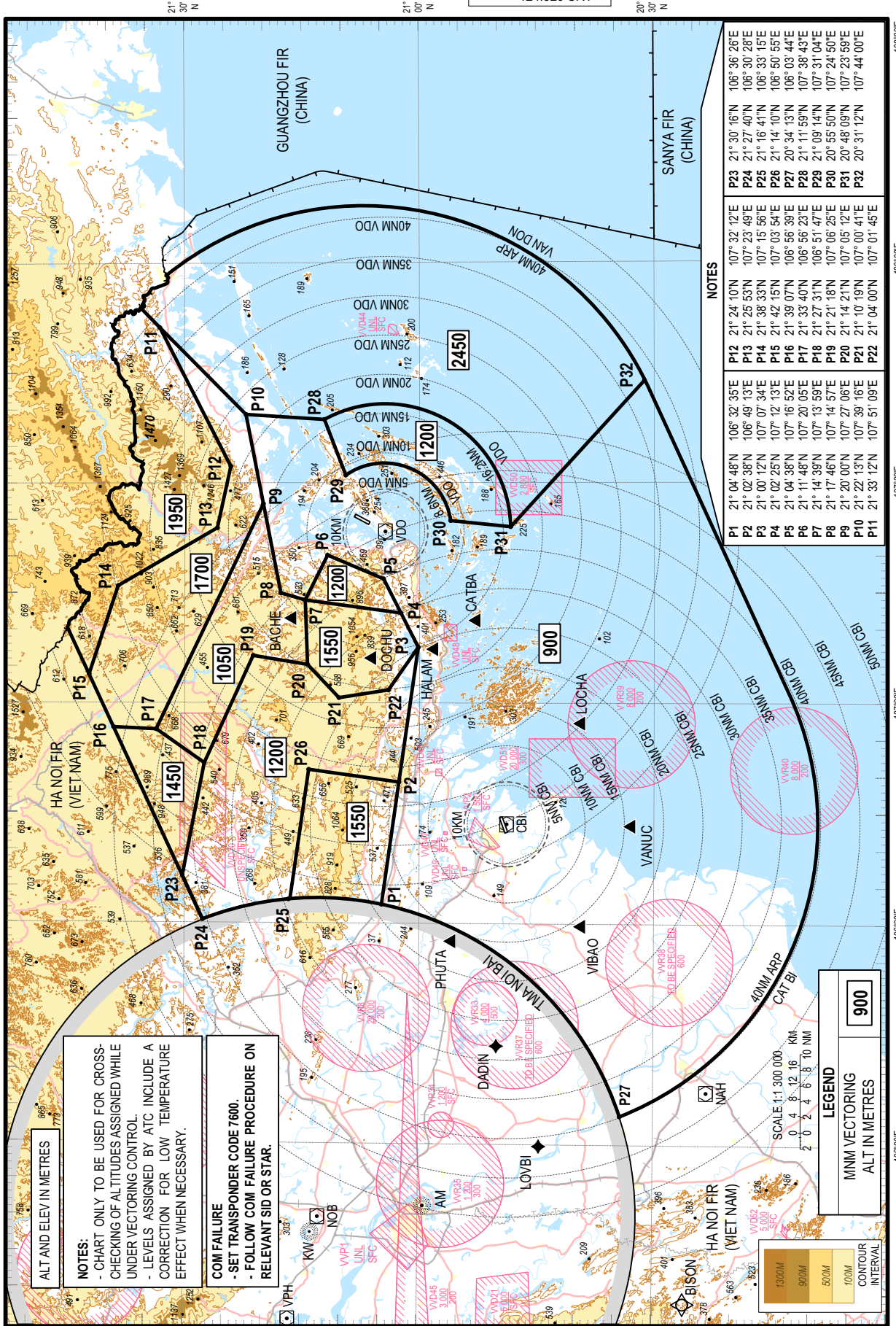
ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAO

AERODROME ELEV CAT BI 3M  
TRANSITION ALT 2750M

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

HAI PHONG/CAT BI INTL (VVC)

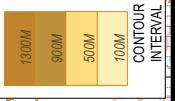
CHANGE: ADDITION OF APP FREQUENCY.



ALT AND ELEV IN METRES

**NOTES:**  
- CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER VECTORING CONTROL.  
- LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT WHEN NECESSARY.

**COM FAILURE**  
- SET TRANSPONDER CODE 7600.  
- FOLLOW COM FAILURE PROCEDURE ON RELEVANT SID OR STAR.



**LEGEND**  
MNM VECTORING  
ALT IN METRES

900

NOTES

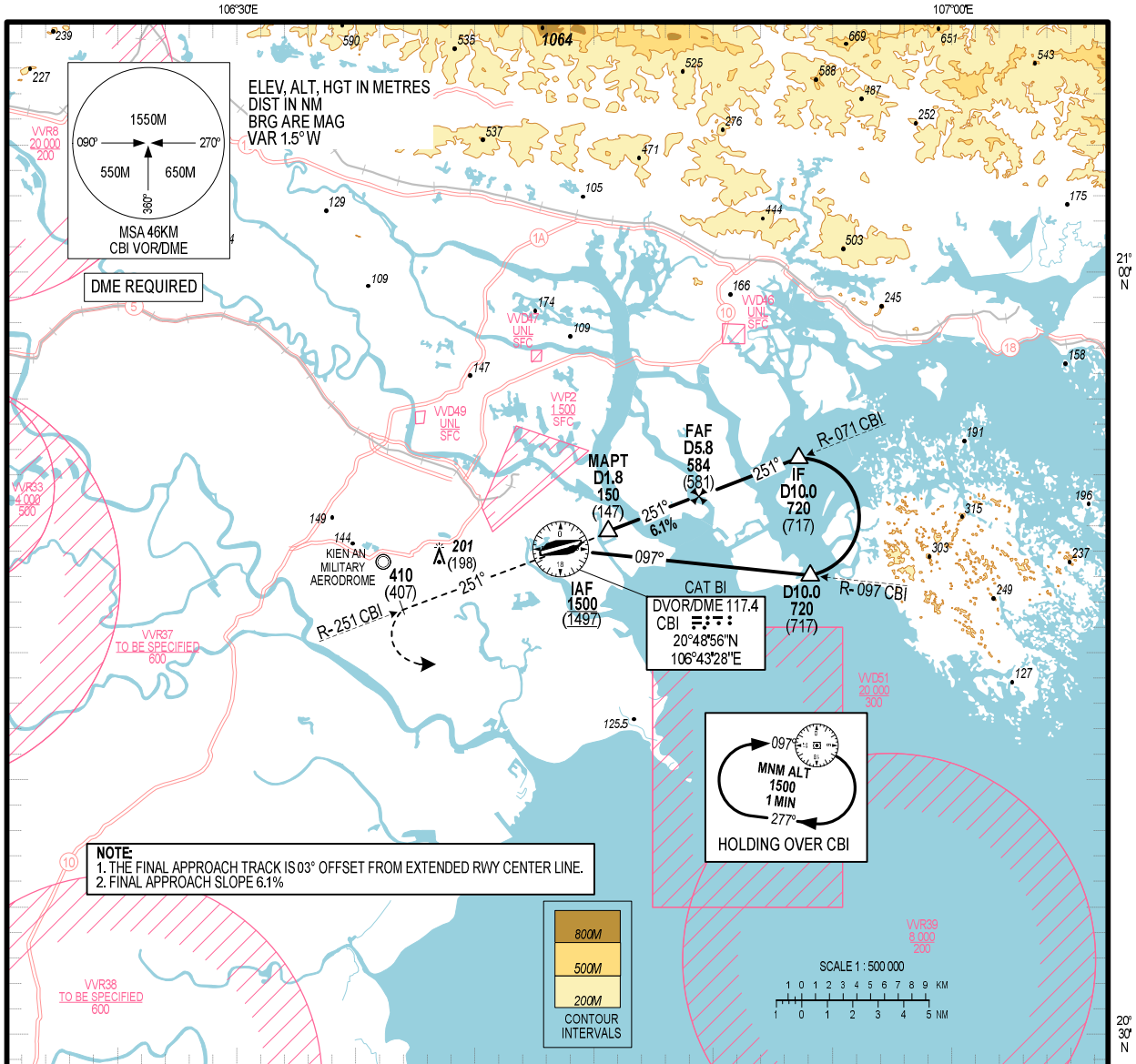
P1	21° 04' 48" N	106° 32' 35" E	P12	21° 24' 10" N	107° 32' 12" E	P23	21° 30' 16" N	106° 36' 26" E
P2	21° 02' 38" N	106° 49' 13" E	P13	21° 25' 53" N	107° 23' 49" E	P24	21° 27' 40" N	106° 30' 28" E
P3	21° 00' 12" N	107° 07' 34" E	P14	21° 38' 33" N	107° 15' 56" E	P25	21° 16' 41" N	106° 33' 15" E
P4	21° 02' 25" N	107° 12' 13" E	P15	21° 42' 15" N	107° 03' 54" E	P26	21° 14' 10" N	106° 50' 55" E
P5	21° 04' 38" N	107° 16' 52" E	P16	21° 39' 07" N	106° 56' 39" E	P27	20° 34' 13" N	106° 03' 44" E
P6	21° 11' 48" N	107° 20' 05" E	P17	21° 33' 40" N	106° 56' 23" E	P28	21° 11' 59" N	107° 38' 43" E
P7	21° 14' 39" N	107° 13' 59" E	P18	21° 27' 31" N	106° 51' 47" E	P29	21° 09' 14" N	107° 31' 04" E
P8	21° 17' 46" N	107° 14' 57" E	P19	21° 21' 18" N	107° 06' 25" E	P30	20° 55' 50" N	107° 24' 50" E
P9	21° 20' 00" N	107° 27' 06" E	P20	21° 14' 21" N	107° 05' 12" E	P31	20° 48' 09" N	107° 23' 59" E
P10	21° 22' 13" N	107° 39' 16" E	P21	21° 10' 19" N	107° 00' 41" E	P32	20° 31' 12" N	107° 44' 00" E
P11	21° 33' 12" N	107° 51' 09" E	P22	21° 04' 00" N	107° 01' 45" E			

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 3M  
HEIGHTS RELATED TO  
THR RWY 25 - ELEV 3M

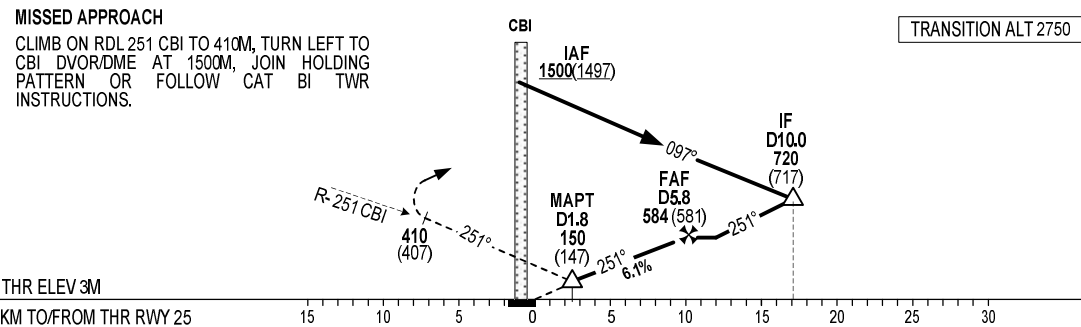
TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

**HAI PHONG/CAT BI INTL (VVC)  
VOR  
RWY 25**



**MISSED APPROACH**

CLIMB ON RDL 251 CBI TO 410M, TURN LEFT TO CBI DVOR/DME AT 1500M, JOIN HOLDING PATTERN OR FOLLOW CAT BI TWR INSTRUCTIONS.



THR ELEV 3M

KM TO/FROM THR RWY 25

OCA(H)	A	B	C	D
STRAIGHT-IN APPROACH	150 (147)			
CIRCLING	250	350		

CIRCLING IN THE SOUTH OF RUNWAY ONLY

FAF TO MAPT: 7.4KM (4.0NM)

GS	100	150	200	250	280
RATE OF DESCENT (M/S)	1.46	2.18	2.91	3.63	4.07
DME	5.8	5	4	3	1.8
HEIGHT	581	491	378	265	147

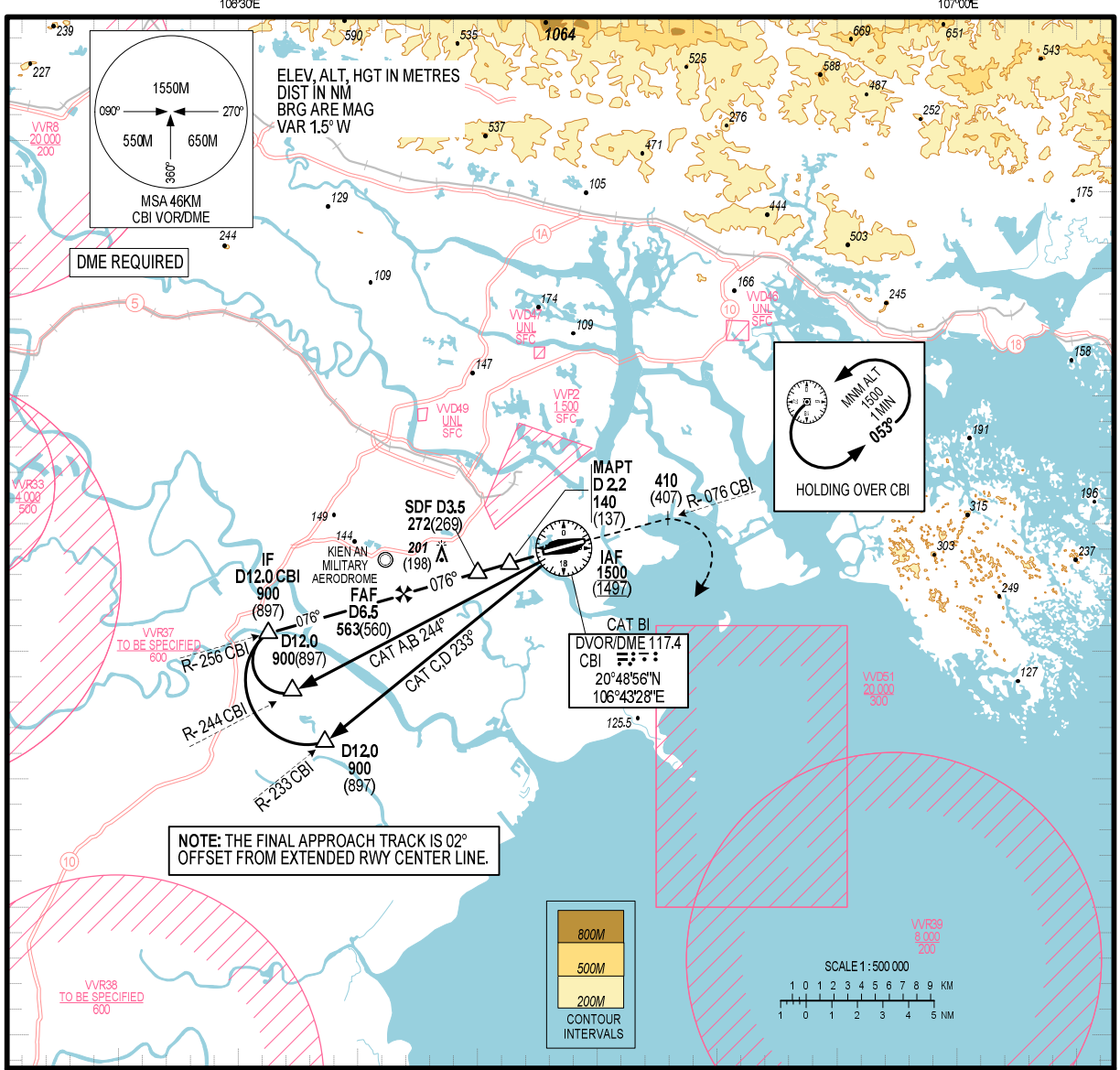
CHANGE ADDITION OF APP FREQUENCY.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

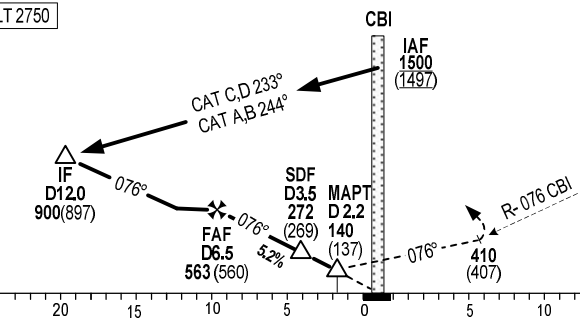
**AERODROME ELEV 3M  
HEIGHTS RELATED TO  
THR RWY 07 – ELEV 3M**

**TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY**

**HAI PHONG/CAT BI INTL (VVC)  
VOR Y  
RWY 07**



**TRANSITION ALT 2750**



**MISSED APPROACH**  
CLIMB ON RDL 076 CBI TO 410M, TURN RIGHT TO CBI DVOR/DME AT 1500M, JOIN HOLDING PATTERN OR FOLLOW CAT BI TWR INSTRUCTIONS.

OCA(H)	A	B	C	D
STRAIGHT-IN APPROACH	140 (137)			
CIRCLING	250	350		

**CIRCLING IN THE SOUTH OF RUNWAY ONLY**

**FAF TO MAPT: 8.0KM (4.3NM)**

GS	100	150	200	250	280
RATE OF DESCENT (MS)	1.46	2.18	2.91	3.63	4.07
DME	6.5	6	5	3.5	2.2
HEIGHT	560	511	415	277	137

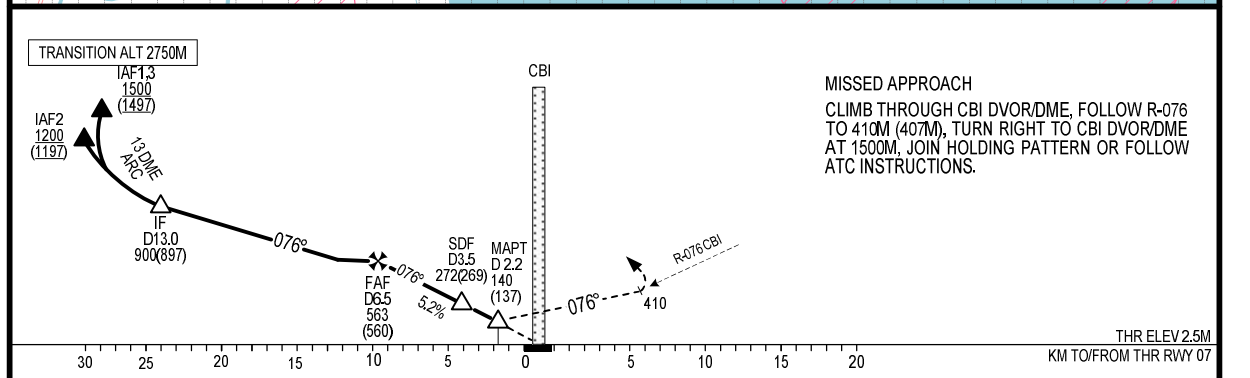
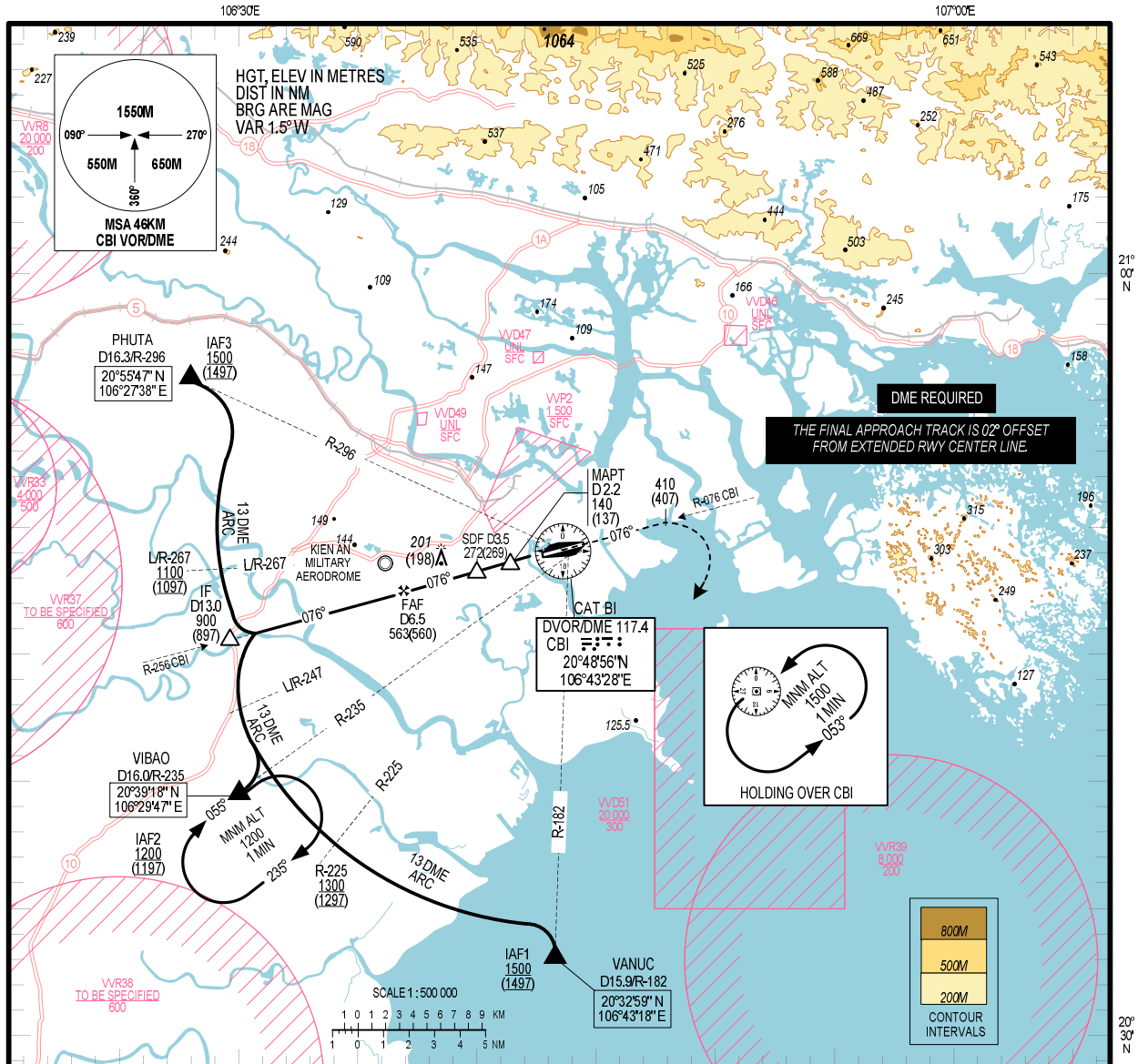
CHANGE: ADDITION OF APP FREQUENCY.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 3M  
HEIGHTS RELATED TO  
THR RWY 07 - ELEV 2.5M**

**TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY**

**HAI PHONG/CAT BI INTL (VVC)  
VOR Z  
RWY 07**



CHANGE: ADDITION OF APP FREQUENCY.

OCA(H)	A	B	C	D
STRAIGHT-IN APPROACH	140 (137)			
CIRCLING	250		350	

CIRCLING IN THE SOUTH OF RUNWAY ONLY

FAF TO MAPT: 8.0KM (4.3NM)

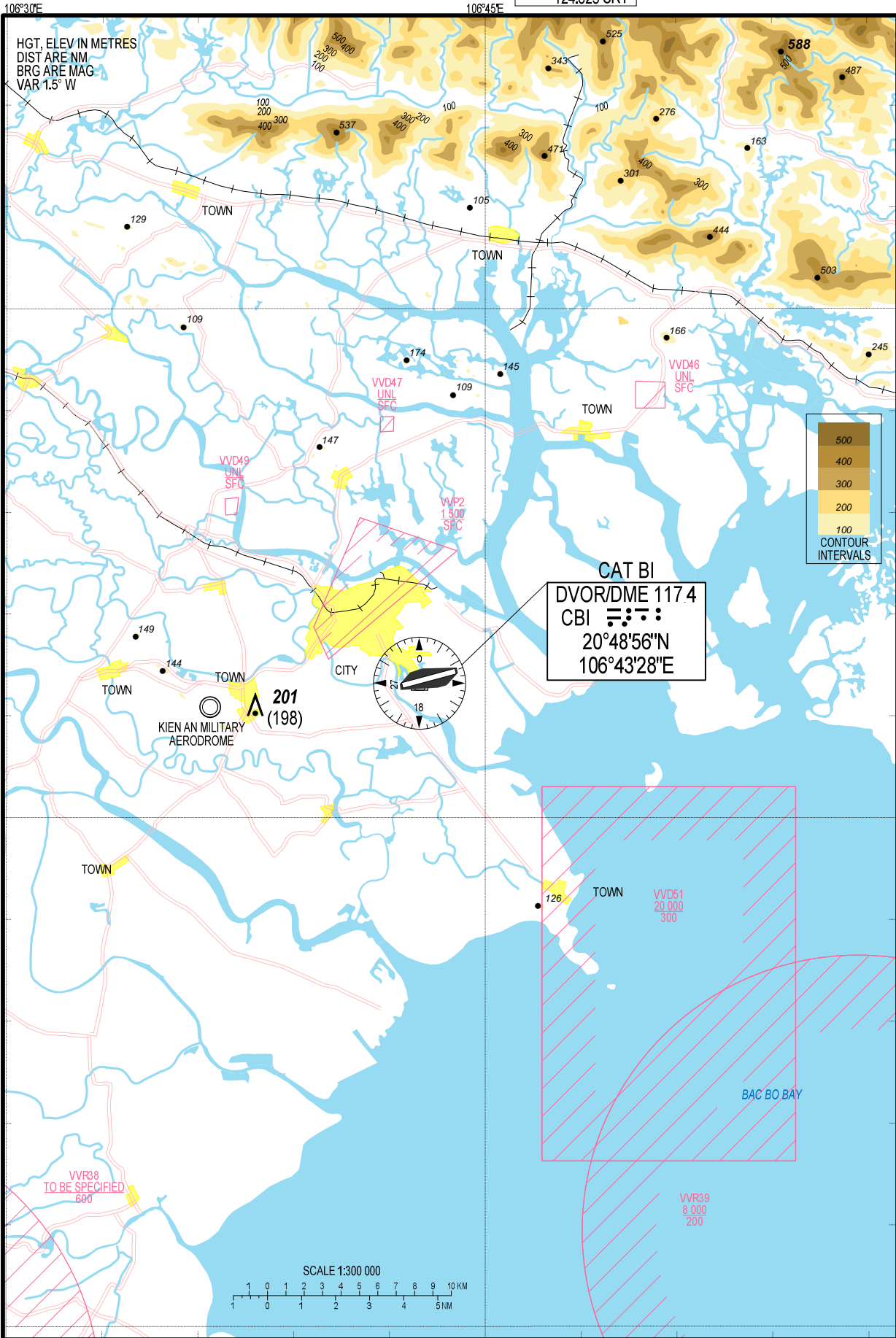
GS	100	150	200	250	280
RATE OF DESCENT (M/S)	1.46	2.18	2.91	3.63	4.07
DME	6.5	6	5	3.5	2.2
HEIGHT	560	511	415	277	137

**VISUAL  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 3M  
HEIGHTS RELATED  
TO AD ELEV**

TWR 118.5 PRI  
APP 126.525 PRI  
124.825 SRY

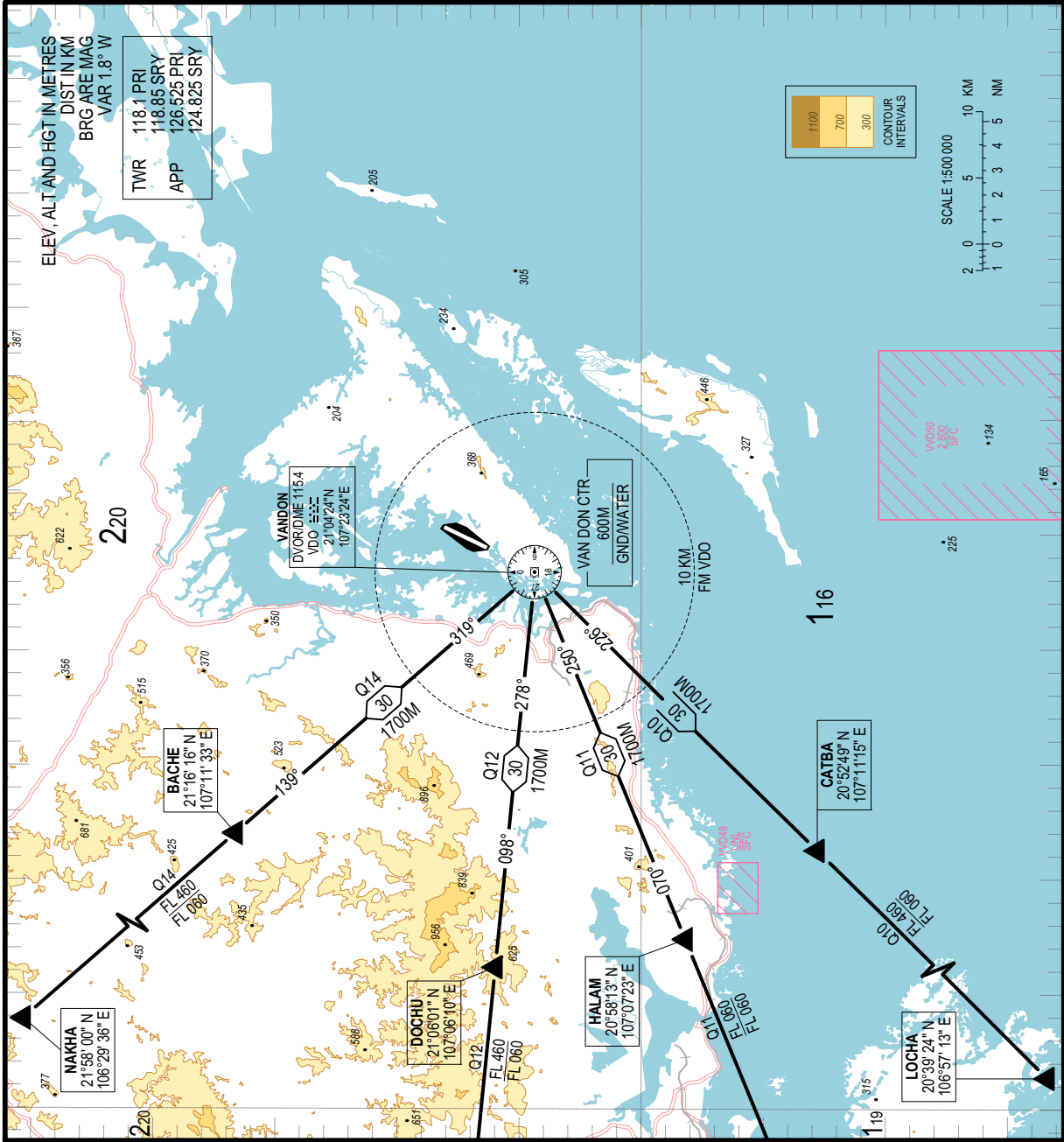
**HAI PHONG/CAT BI INTL (VVC)**



AREA CHART – ICAO

QUANG NINH/VAN DON INTL (VVVD)

LEGEND	
CONTROL AREA (TMA) (AWY)	—
CONTROL ZONE (CTR)	---
REPORTING POINT (COMPULSORY)	▲
DEPARTURE/ARRIVAL ROUTING	Q11
DISTANCE IN KILOMETRES	30
MAGNETIC BEARING	070°
MINIMUM FLIGHT ALTITUDE	1700M
RADIO NAVIGATION AIDS	NAME: VADON NAVAID TYPE AND FREQUENCY IDENTIFICATION: DVOR/DME 115.4 VDO 555.2 COORDINATES: 21°04'24"N 107°23'24"E
AREA MINIMUM ALTITUDE (AMA)	EACH 1° QUADRANTAL CONTAINS AN AREA MINIMUM ALTITUDE (AMA) WHICH REPRESENTS THE LOWEST ALTITUDE WHICH MAY BE USED UNDER INSTRUMENT METEOROLOGICAL CONDITIONS (IMC). THE AMA PROVIDES A MINIMUM CLEARANCE OF 300 METRES (600 M. IN MOUNTAINOUS AREAS) ABOVE ALL OBSTACLES IN THE QUADRANTAL. IT IS REPRESENTED IN THOUSANDS AND TENS OF METRES ABOVE MEAN SEA LEVEL (MSL).  EXAMPLE: 2200 METRES <b>220</b>
NOTES:	<ul style="list-style-type: none"> <li>- OPERATIONAL LIMITATION OF VOR/DME VDO:                             <ul style="list-style-type: none"> <li>+ COVERAGE OF VOR/DME VDO IS LIMITED FROM RDL125 TO RDL152 WHEN MAKING AN ORBIT 37 KM AT 2200 M ALT.</li> <li>+ COVERAGE OF VOR/DME VDO IS LIMITED FROM RDL135 TO RDL160, RDL237 TO RDL243 AND FROM RDL295 TO RDL305 WHEN MAKING AN ORBIT 74 KM AT 2750 M ALT.</li> </ul> </li> <li>- MILITARY TRAINING AREAS AT CAT BI AIRPORT INCLUDING 7 AREAS NUMBERED FROM 1 TO 7 ARE REFER TO CATBI AERODROME OPERATION REGULATION.</li> </ul>

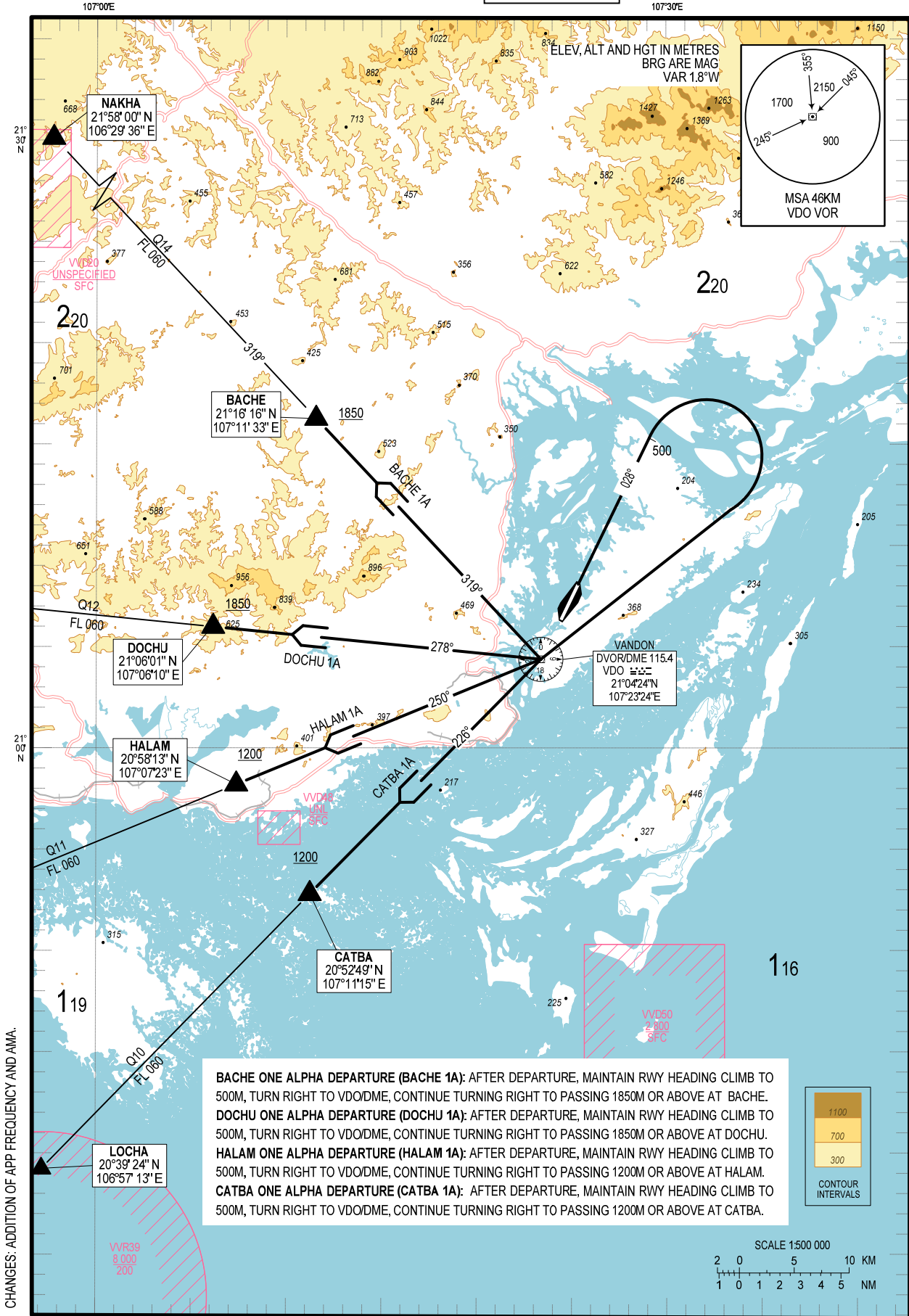


**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE  
2750M

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)**  
**RWY 03**  
BACHE 1A, DOCHU 1A,  
HALAM 1A, CATBA 1A.



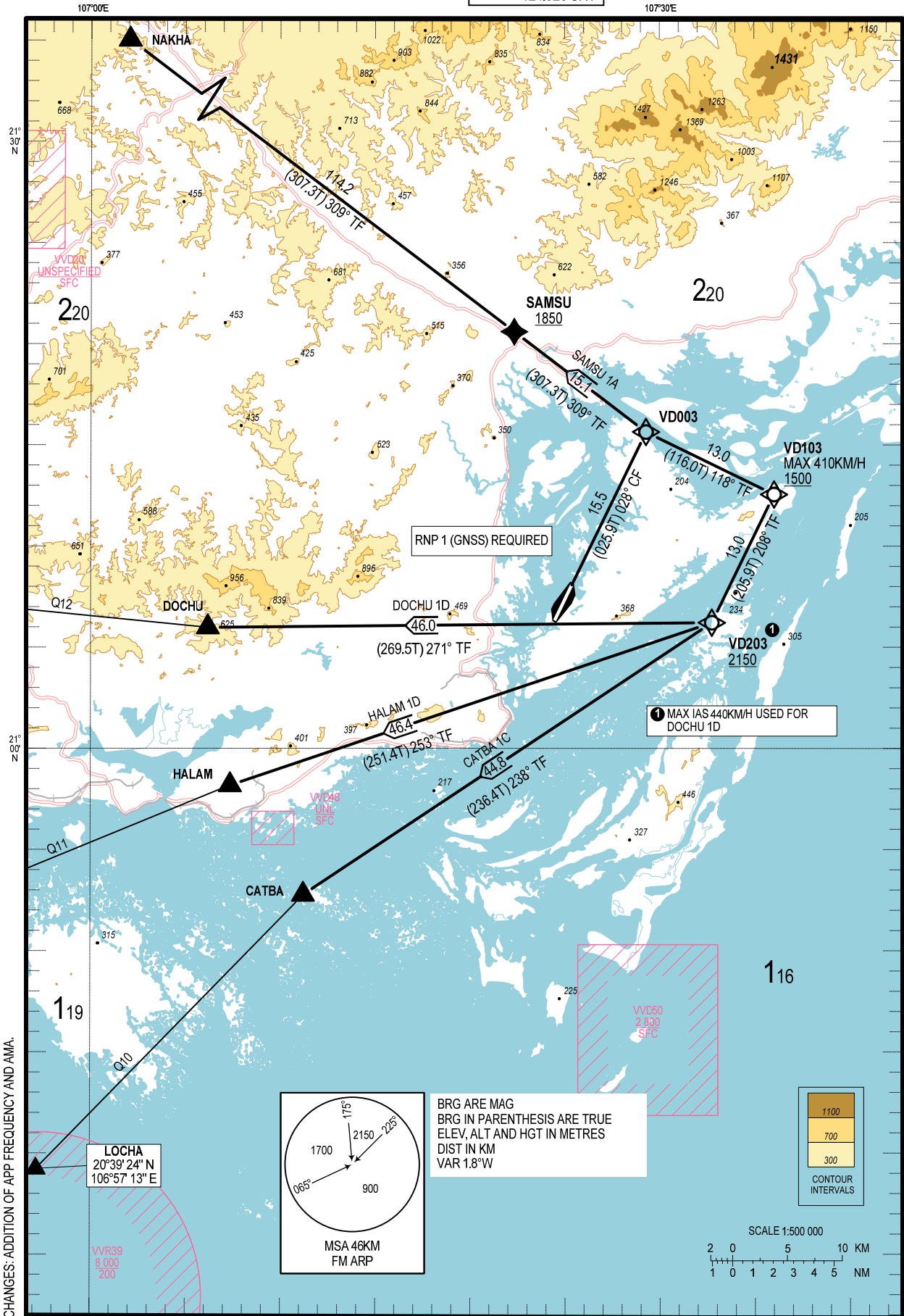


**STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE  
2750M

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH VAN DON INTL (VVVD)  
RNP RWY 03**  
SAMSU 1A, CATBA 1C, HALAM 1D, DOCHU 1D

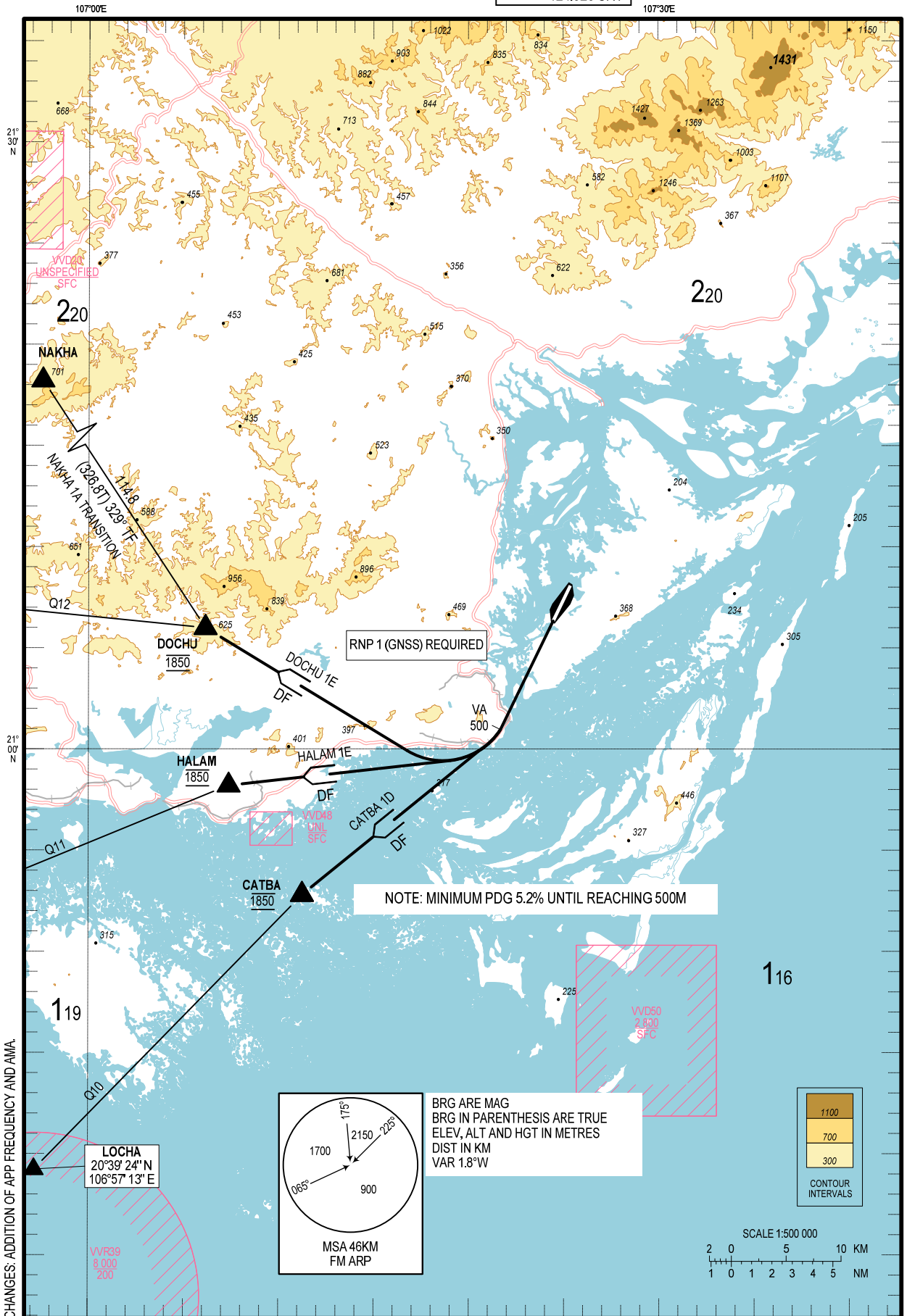


**STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE  
2750M

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVDV)  
RNP RWY 21  
CATBA 1D, HALAM 1E, DOCHU 1E**

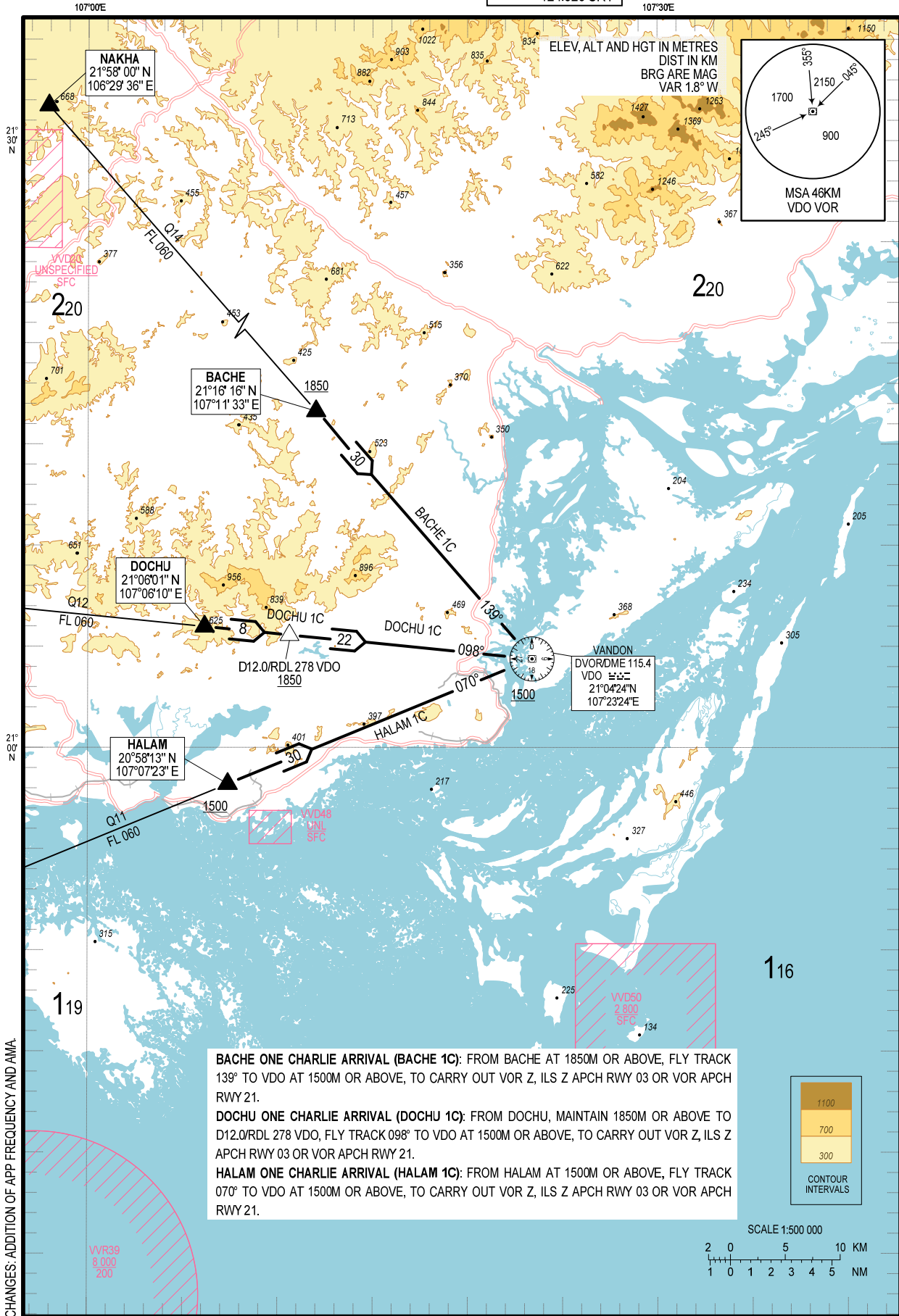


**STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE  
2750M

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
RWY 03/21**  
BACHE 1C, DOCHU 1C, HALAM 1C



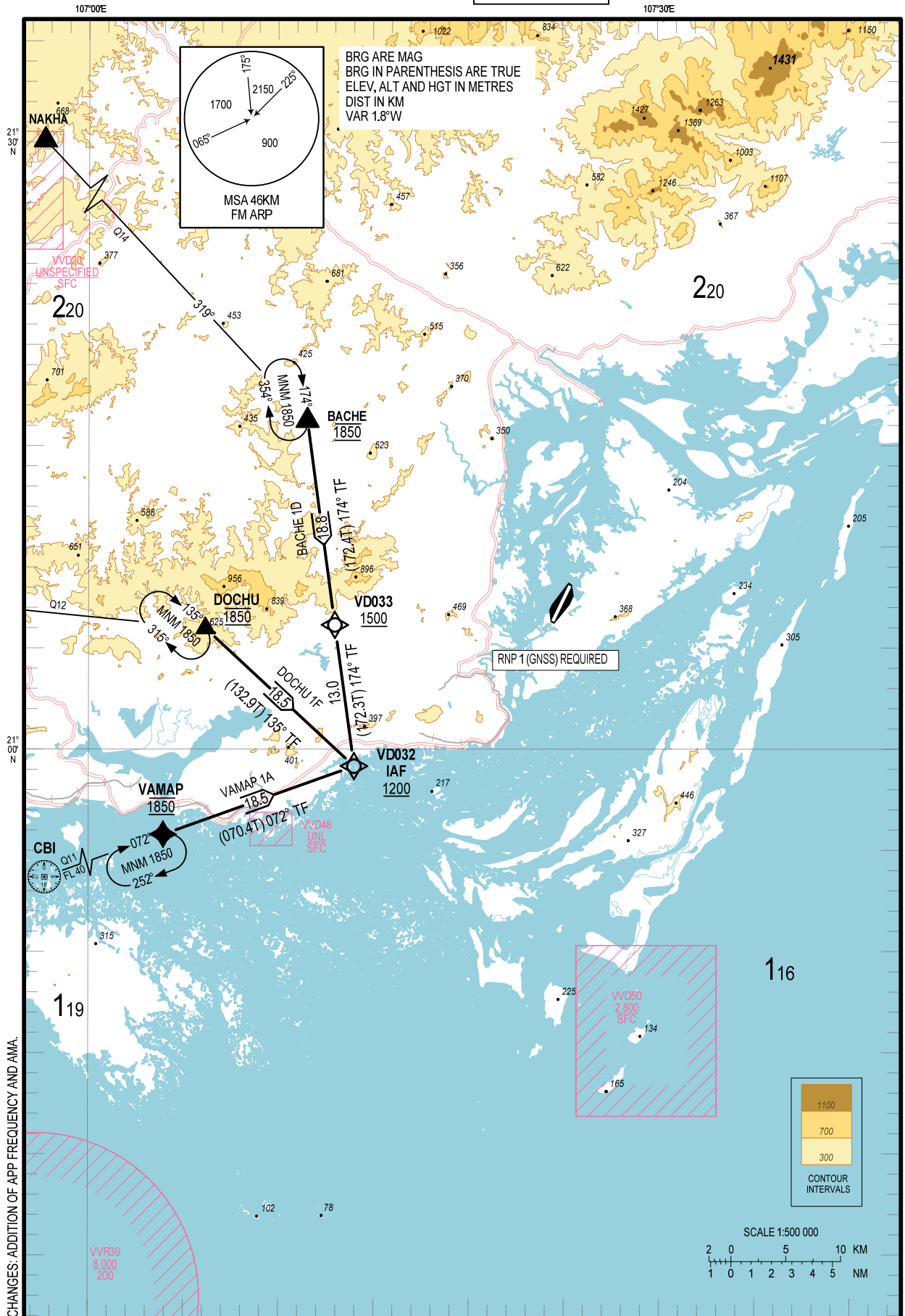
CHANGES: ADDITION OF APP FREQUENCY AND AMA

**STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE  
2750M

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
RNP RWY 03**  
VAMAP 1A, DOCHU 1F, BACHE 1D

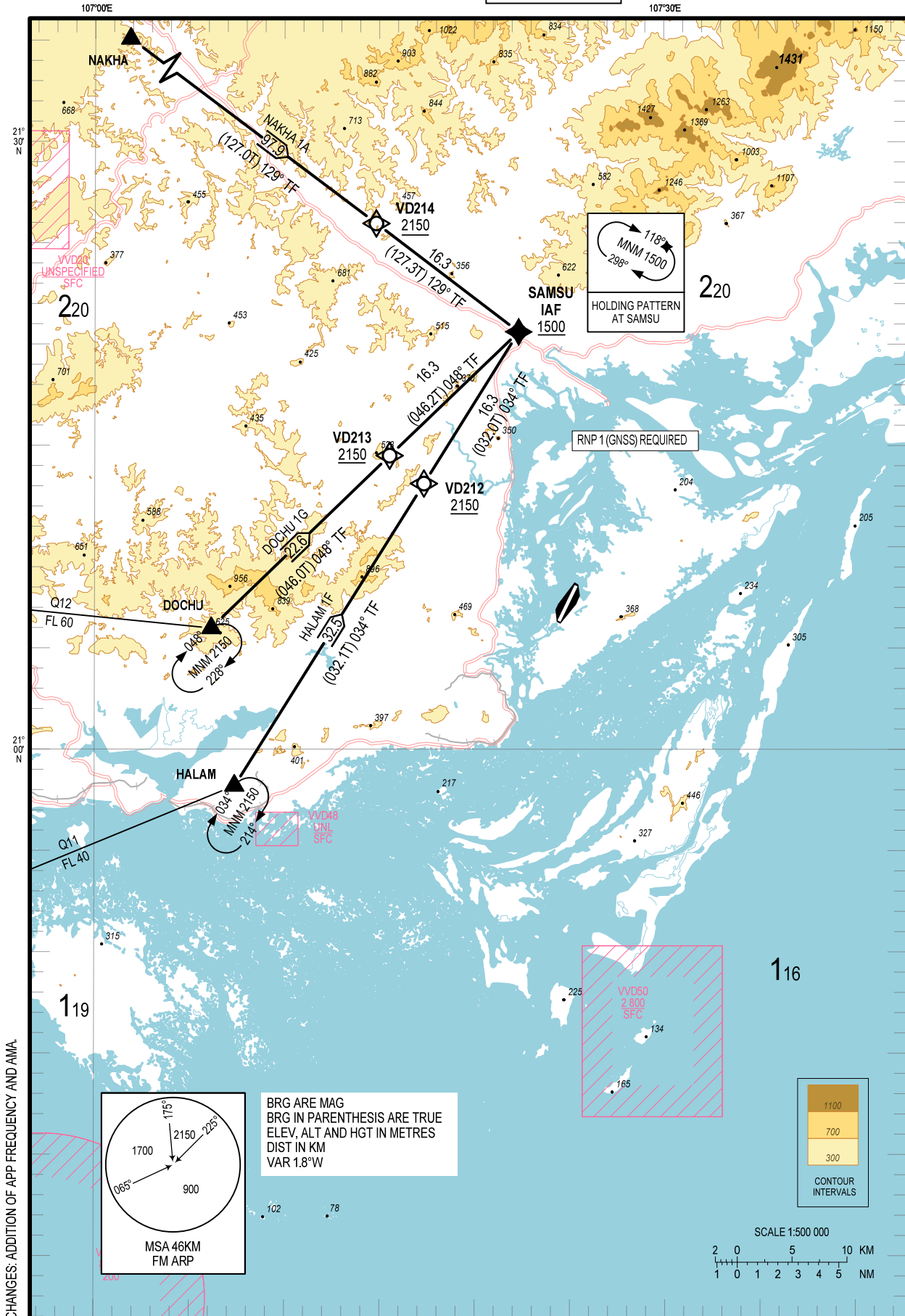


**STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE  
2750M

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)**  
**RNP RWY 21**  
HALAM 1F, DOCHU 1G, NAKHA 1A



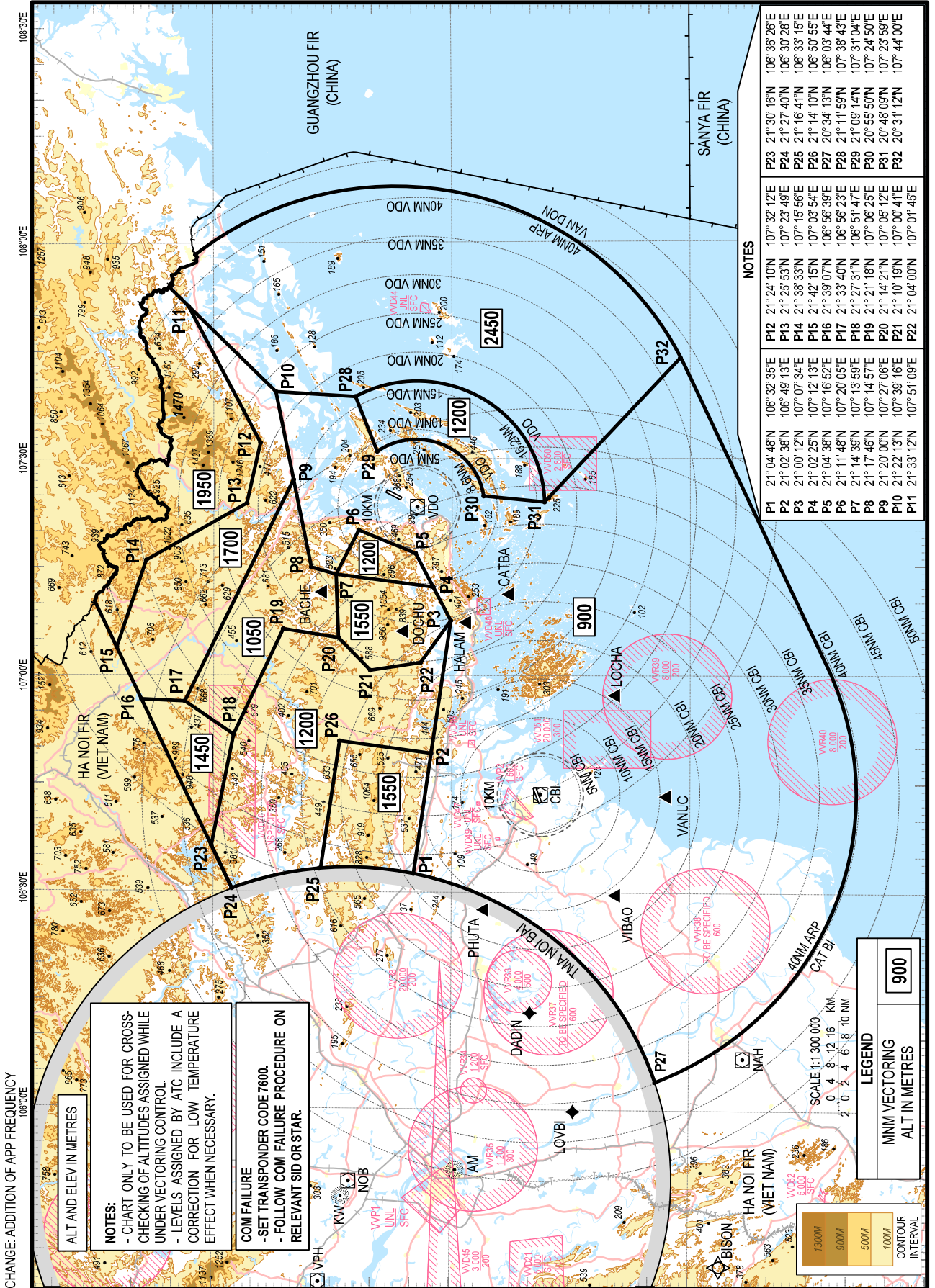
CHANGES: ADDITION OF APP FREQUENCY AND AMA.

**ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAO**

**AERODROME ELEV VAN DON 8M  
TRANSITION ALT 2750M**

TWR	118.1 PRI
	118.85 SRY
APP	126.525 PRI
	124.825 SRY

**QUANG NINH/VAN DON INTL (VVDV)**



CHANGE-ADDITION OF APP FREQUENCY  
106°00E

106°30E 107°00E 107°30E 108°00E  
21° 30' N 21° 00' N 20° 30' N

**ALT AND ELEV IN METRES**

**NOTES:**  
 - CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER VECTORING CONTROL  
 - LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT WHEN NECESSARY.

**COM FAILURE**  
 - SET TRANSPONDER CODE 7600.  
 - FOLLOW COMI FAILURE PROCEDURE ON RELEVANT SID OR STAR.

**NOTES**

P1	21° 04' 48" N	106° 32' 35" E	P23	21° 30' 16" N	106° 36' 26" E
P2	21° 02' 38" N	106° 49' 13" E	P24	21° 27' 40" N	106° 30' 28" E
P3	21° 00' 12" N	107° 07' 34" E	P25	21° 16' 41" N	106° 33' 15" E
P4	21° 02' 25" N	107° 12' 13" E	P26	21° 14' 10" N	106° 50' 55" E
P5	21° 04' 38" N	107° 16' 52" E	P27	20° 34' 13" N	106° 03' 44" E
P6	21° 11' 48" N	107° 20' 05" E	P28	21° 11' 59" N	107° 38' 43" E
P7	21° 14' 39" N	107° 13' 59" E	P29	20° 55' 50" N	107° 31' 04" E
P8	21° 17' 46" N	107° 14' 57" E	P30	20° 48' 09" N	107° 23' 59" E
P9	21° 20' 00" N	107° 27' 06" E	P31	20° 48' 09" N	107° 23' 59" E
P10	21° 22' 13" N	107° 39' 16" E	P32	20° 31' 12" N	107° 44' 00" E
P11	21° 33' 12" N	107° 51' 09" E			

SCALE 1:1 300 000  
 0 4 8 12 16 KM  
 2 0 2 4 6 8 10 NM

**LEGEND**  
 MNM VECTORING  
 ALT IN METRES

**900**

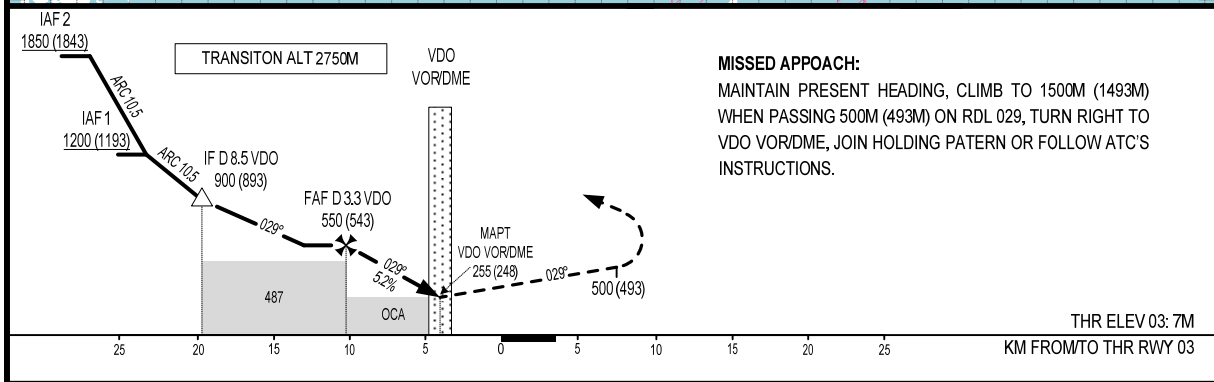
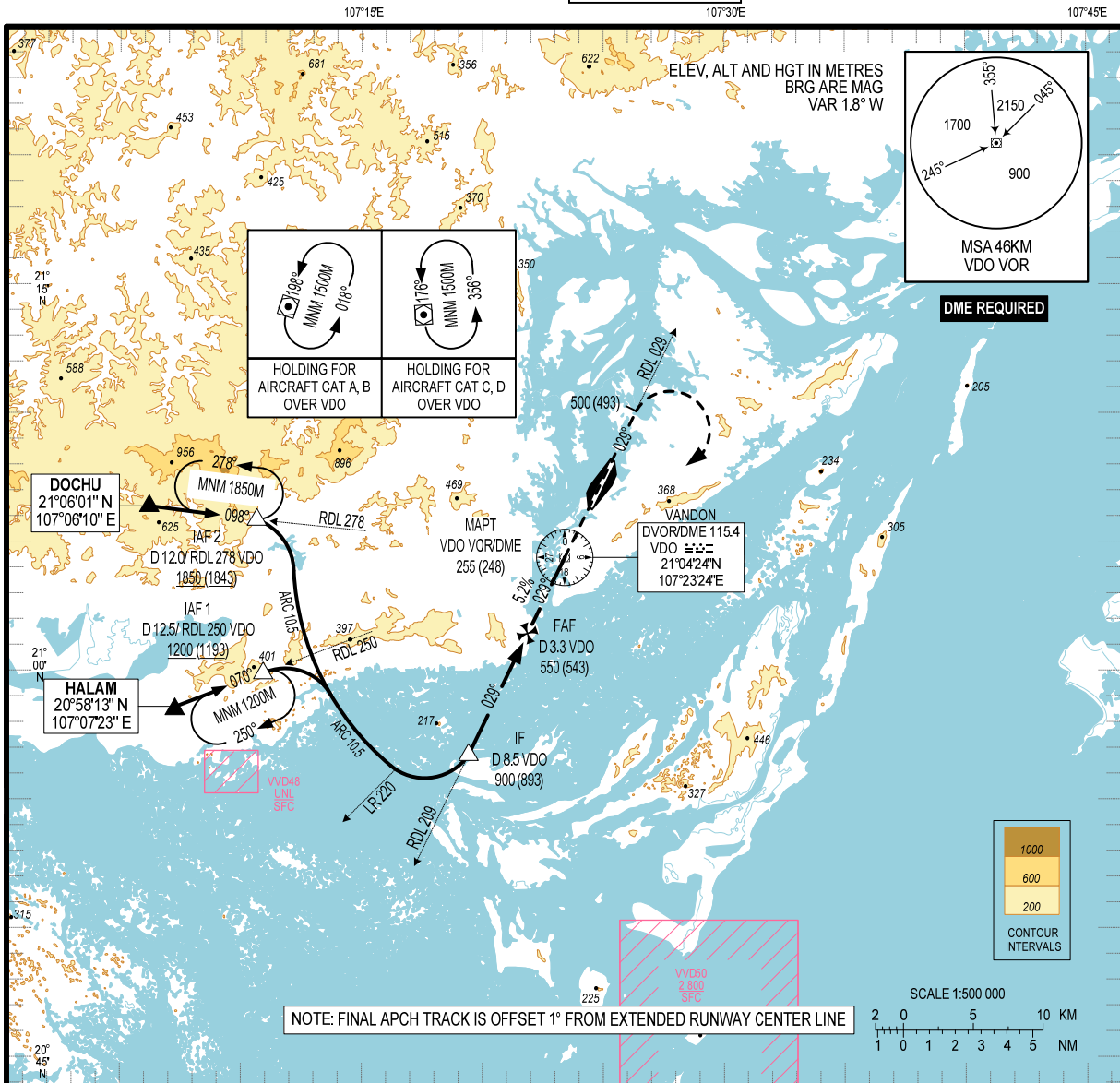
1300M  
 900M  
 500M  
 100M  
 CONTOUR  
 INTERVAL

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR 03 - ELEV 7M

TWR	118.1 PRI 118.85 SRY
APP	126.525 PRI 124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
VOR Y  
RWY 03**



CHANGE: ADDITION OF APP FREQUENCY.

FAF - MAPT 3.3 NM (6112M)

	OCA (H)	A	B	C	D	GS	KMH	100	150	200	250	300	300
STRAIGHT-IN APCH		255 (248)				TIME	MINS	3:40	2:26	1:50	1:28	1:13	1:03
CIRCLING		480 (472)		600 (592)		RATE OF DESCENT FAF - MAPT (5.2%)	M/S	1.5	2.2	2.9	3.6	4.4	5.1

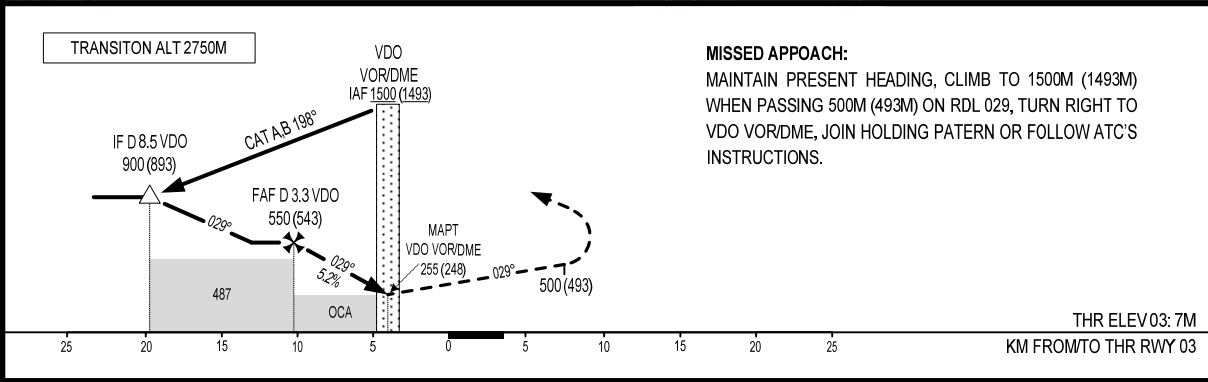
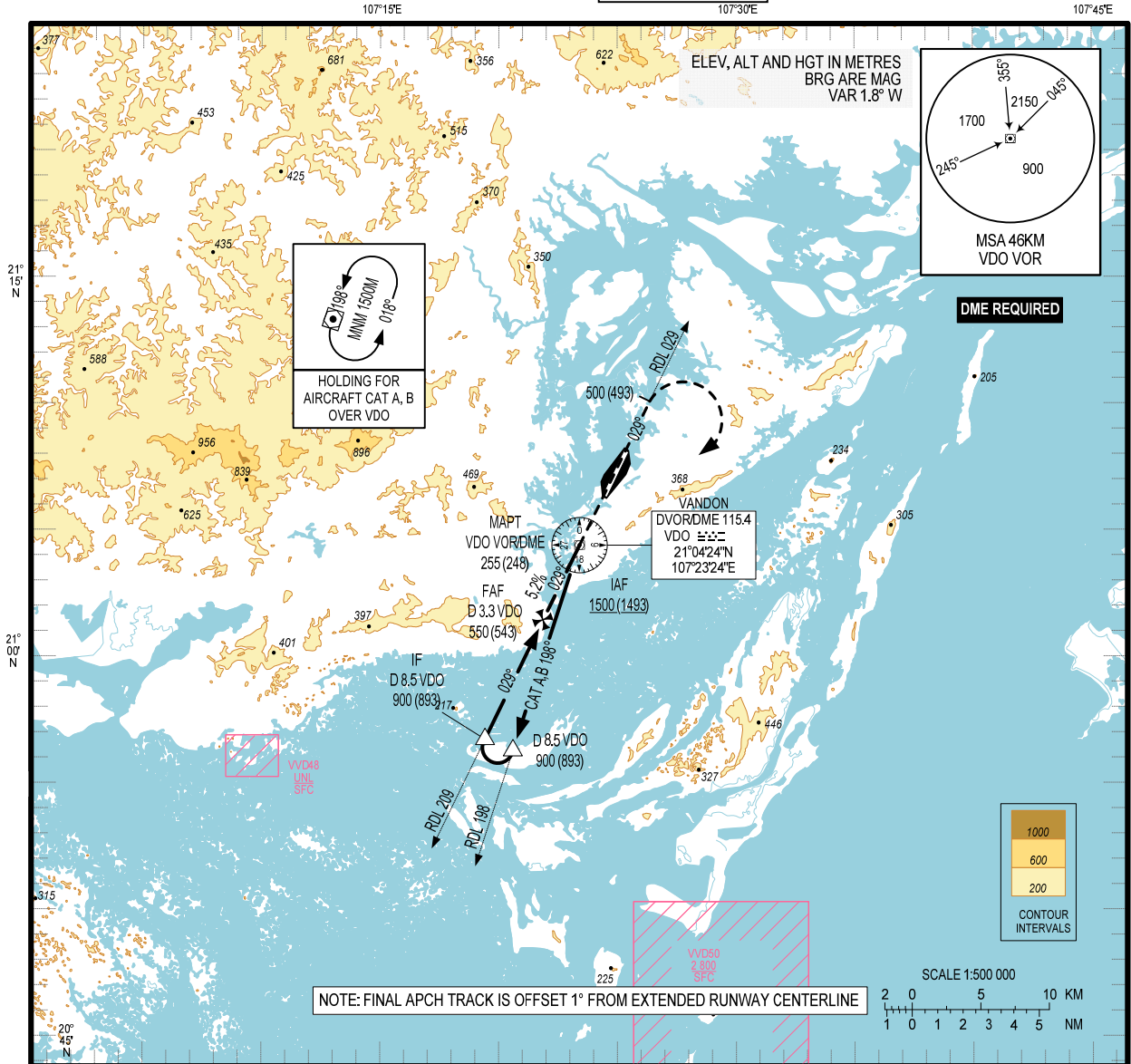
CIRCLING ONLY IN DAYTIME AND NOT BELOW VMC.

**INSTRUMENT  
APPROACH  
CHART – ICAO**

**AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR 03 - ELEV 7M**

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
VOR Z  
RWY 03  
CAT A, B**



CHANGE: ADDITION OF APP. FREQUENCY.

OCA (H)	A	B
STRAIGHT-IN APCH	255 (248)	
CIRCLING	480 (472)	

CIRCLING ONLY IN DAYTIME AND NOT BELOW VMC.

FAF - MAPT 3.3 NM (6112M)

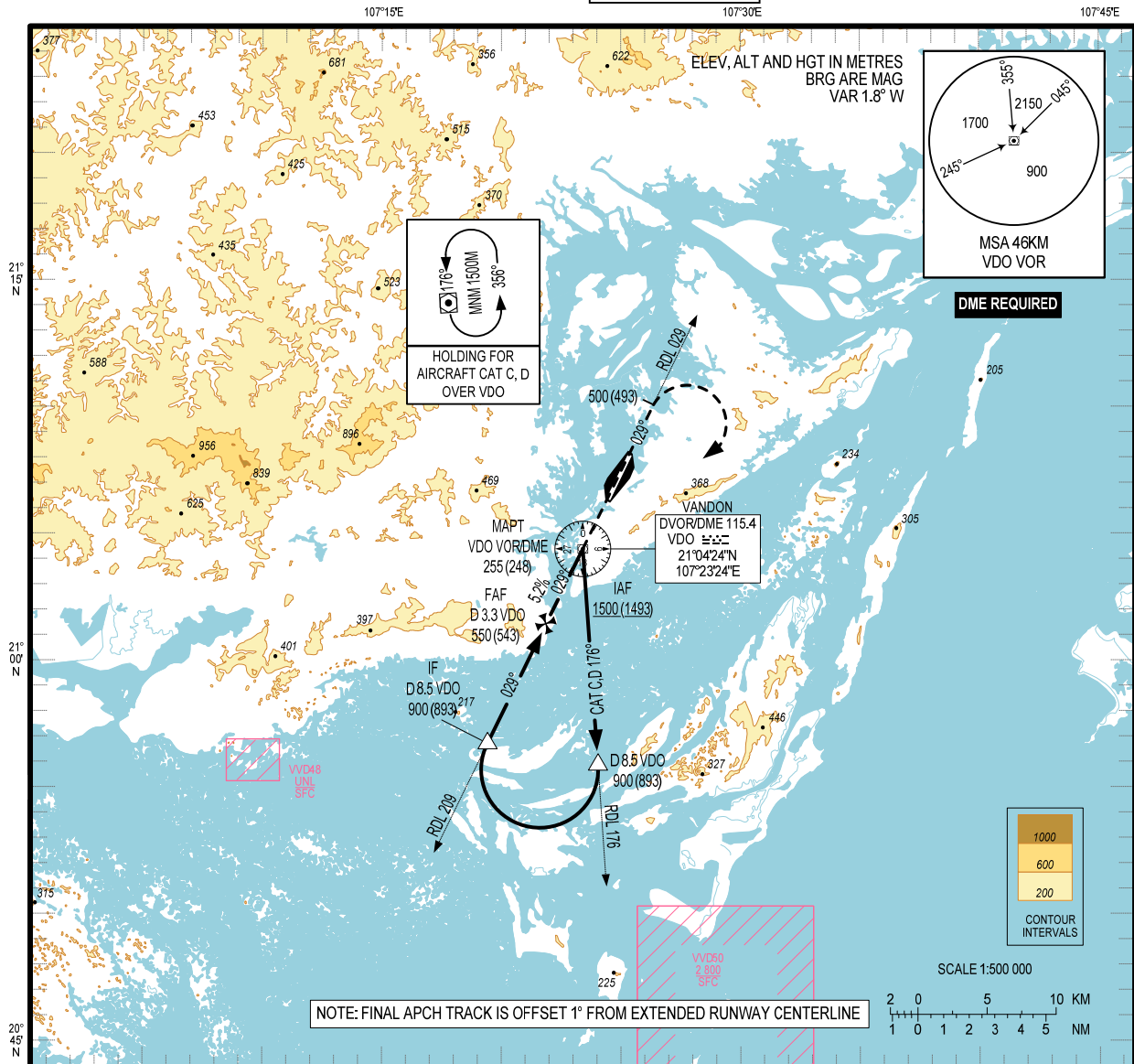
GS	KMH	100	150	200	250	300	300
TIME	MIN/S	3:40	2:26	1:50	1:28	1:13	1:03
RATE OF DESCENT FAF - MAPT (5.2%)	M/S	1.5	2.2	2.9	3.6	4.4	5.1

**INSTRUMENT  
APPROACH  
CHART – ICAO**

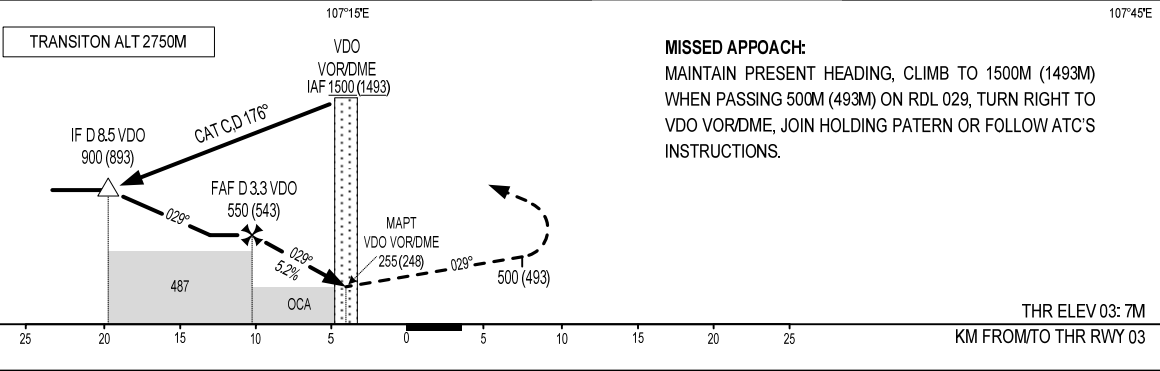
**AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR 03 - ELEV 7M**

TWR 118.1 PRI  
118.85 SRY  
  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVDV)  
VOR Z  
RWY 03  
CAT C, D**



NOTE: FINAL APCH TRACK IS OFFSET 1° FROM EXTENDED RUNWAY CENTERLINE



**MISSED APPROACH:**  
MAINTAIN PRESENT HEADING, CLIMB TO 1500M (1493M)  
WHEN PASSING 500M (493M) ON RDL 029, TURN RIGHT TO  
VDO VOR/DME, JOIN HOLDING PATTERN OR FOLLOW ATC'S  
INSTRUCTIONS.

THR ELEV 03: 7M  
KM FROM/TO THR RWY 03

CHANGE: ADDITION OF APP FREQUENCY.

FAF - MAPT 3.3 NM (6112M)

OCA (H)	C	D
STRAIGHT-IN APCH	255 (248)	
CIRCLING	600 (592)	

GS	KMH	100	150	200	250	300	300
TIME	MIN/S	3:40	2:26	1:50	1:28	1:13	1:03
RATE OF DESCENT FAF - MAPT (5.2%)	M/S	1.5	2.2	2.9	3.6	4.4	5.1

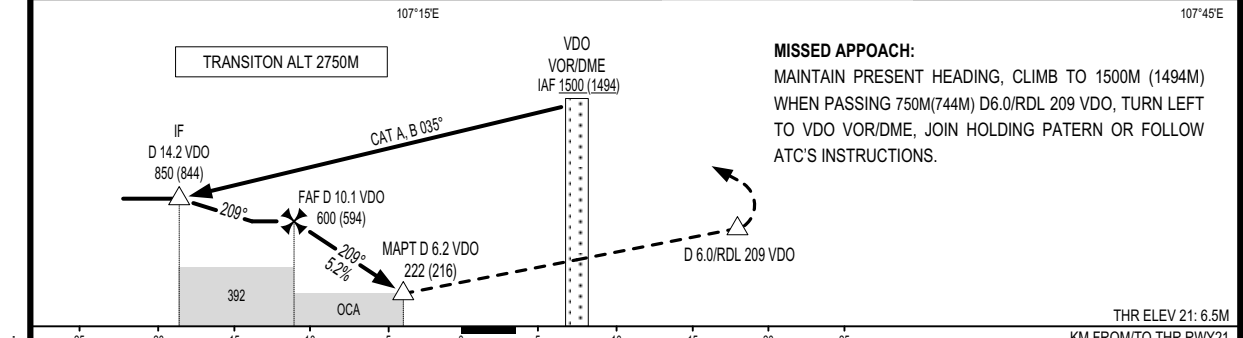
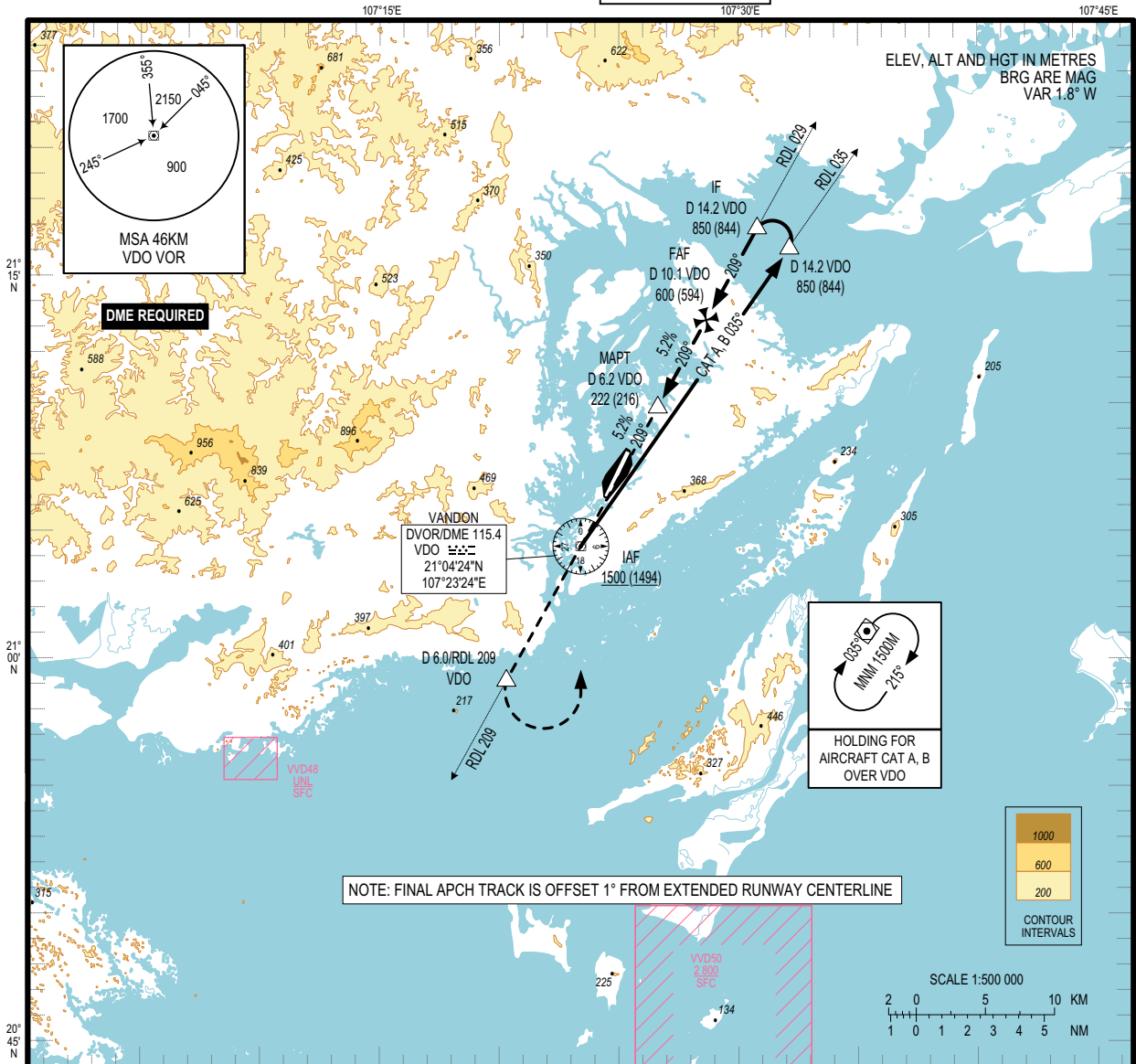
CIRCLING ONLY IN DAYTIME AND NOT BELOW VMC.

**INSTRUMENT  
APPROACH  
CHART – ICAO**

AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR 21 - ELEV 6.5M

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON (VVVD)**  
**VOR Z**  
**RWY 21**  
**CAT A, B**



**MISSED APPROACH:**  
MAINTAIN PRESENT HEADING, CLIMB TO 1500M (1494M) WHEN PASSING 750M(744M) D6.0/RDL 209 VDO, TURN LEFT TO VDO VOR/DME, JOIN HOLDING PATTERN OR FOLLOW ATC'S INSTRUCTIONS.

CHANGE: ADDITION OF APP FREQUENCY.

OCA (H)	A	B
STRAIGHT-IN APCH	222 (216)	
CIRCLING	480 (472)	

FAF - MAPT 3.9 NM (7223M)

GS	KM/H	100	150	200	250	300	350
TIME	MIN/S	4:20	2:53	2:10	1:44	1:26	1:14
RATE OF DESCENT FAF - MAPT (5.2%)	M/S	1.5	2.2	2.9	3.6	4.4	5.1

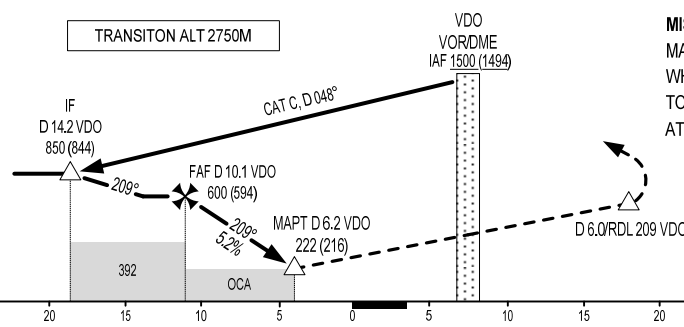
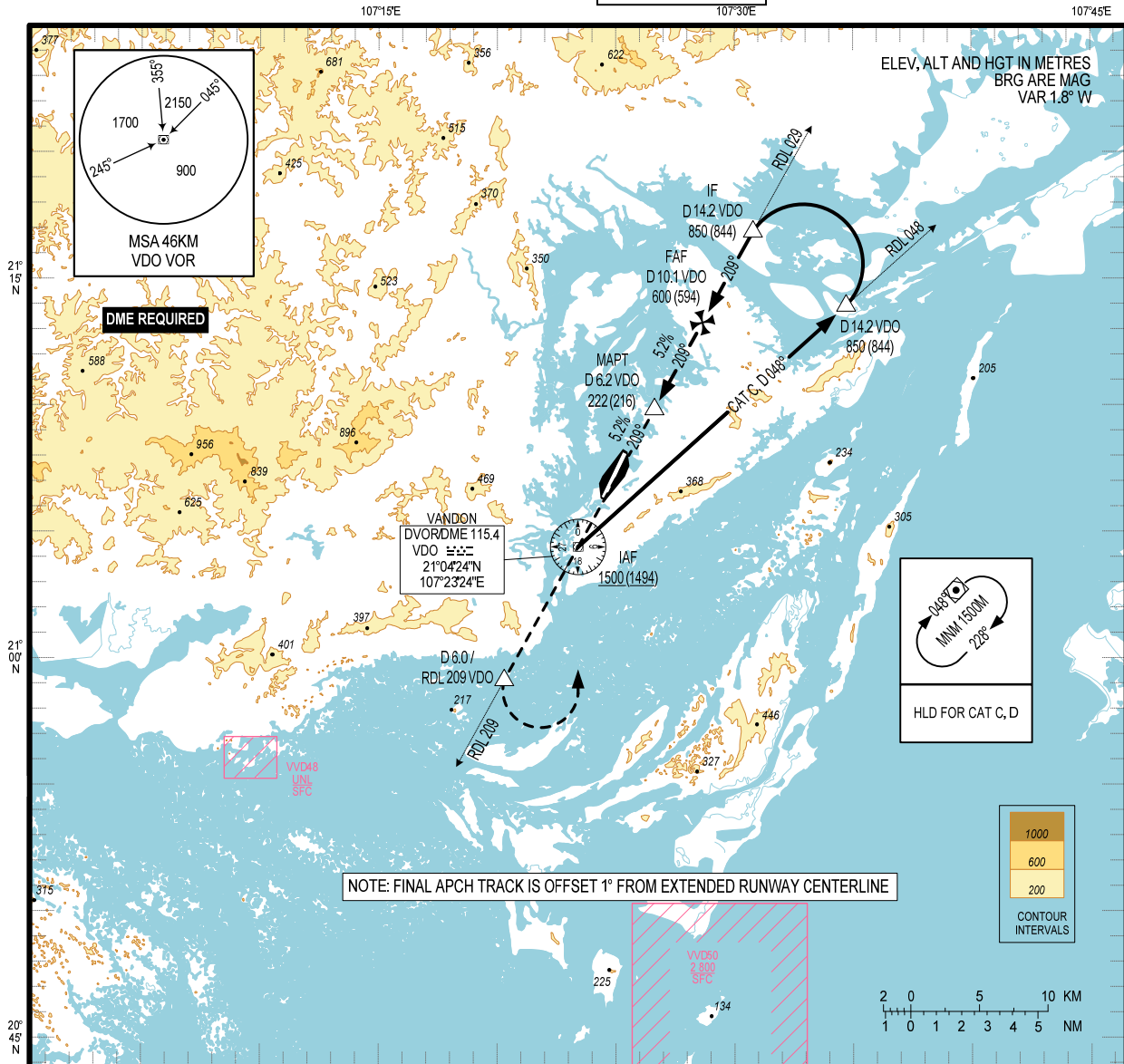
CIRCLING ONLY IN DAYTIME AND NOT BELOW VMC.

**INSTRUMENT  
APPROACH  
CHART – ICAO**

**AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR 21 - ELEV 6.5M**

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH VAN DON (VVVD)  
VOR Z  
RWY 21  
CAT C, D**



**MISSED APPROACH:**  
MAINTAIN PRESENT HEADING, CLIMB TO 1500M (1494M) WHEN PASSING 750M (744M) D6.0/RDL 209 VDO, TURN LEFT TO VDO VOR/DME, JOIN HOLDING PATTERN OR FOLLOW ATC'S INSTRUCTIONS.

CHANGE: ADDITION OF APP FREQUENCY.

OCA (H)	C	D
STRAIGHT-IN APCH	222 (216)	
CIRCLING	600 (592)	

**FAF - MAPT 3.9 NM (7223M)**

GS	KM/H	100	150	200	250	300	350
TIME	MIN/S	4:20	2:53	2:10	1:44	1:26	1:14
RATE OF DESCENT FAF-MAPT (5.2%)	M/S	1.5	2.2	2.9	3.6	4.4	5.1

**CIRCLING ONLY IN DAYTIME AND NOT BELOW VMC**

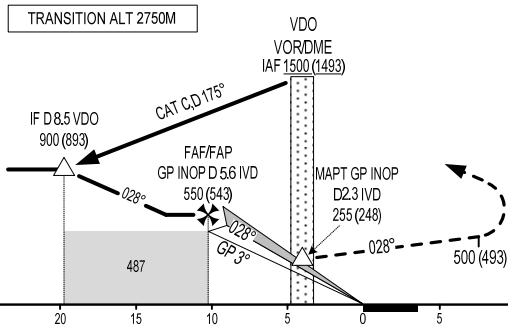
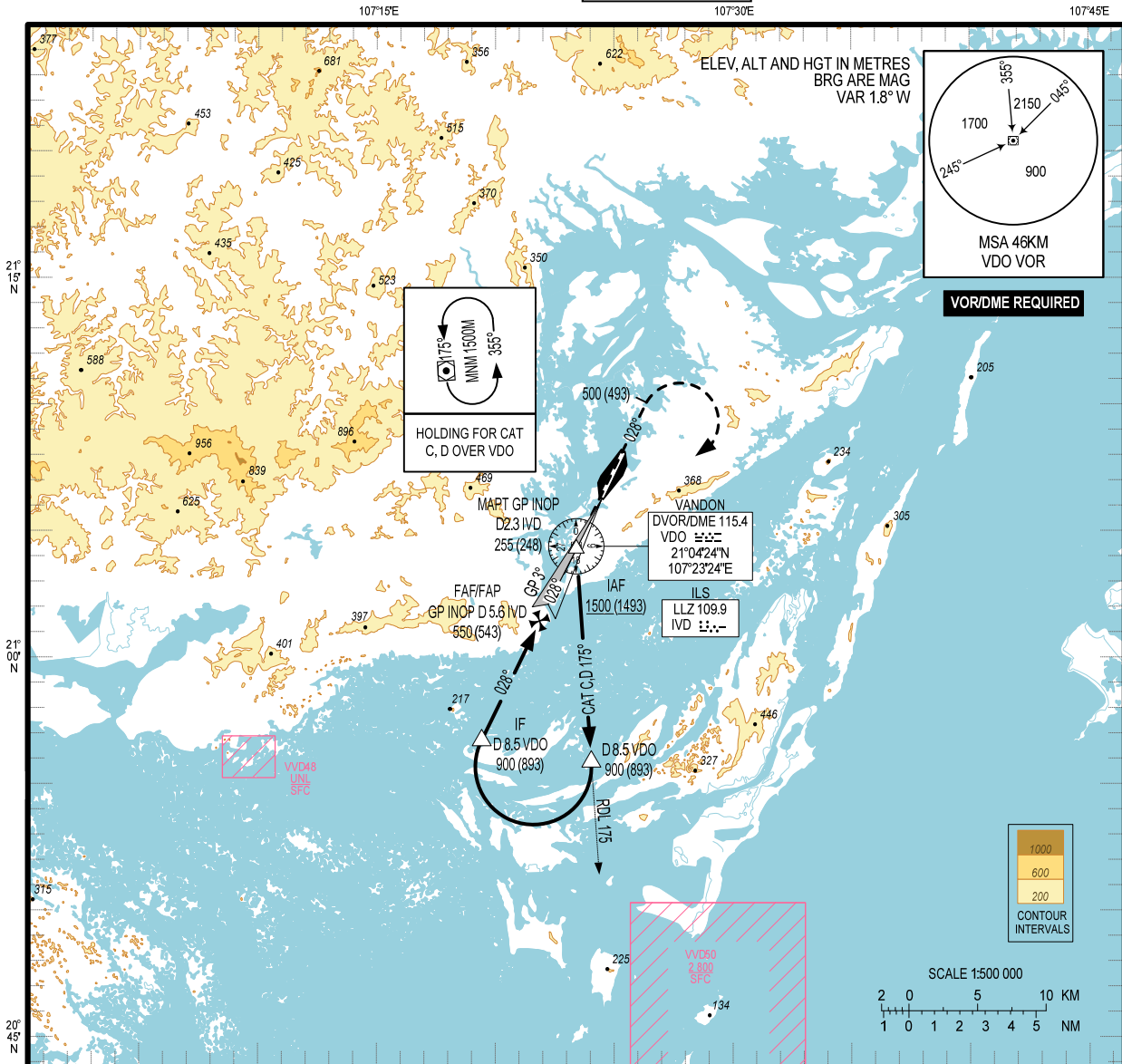


**INSTRUMENT  
APPROACH  
CHART – ICAO**

**AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR 03 - ELEV 7M**

TWR 118.1 PRI  
118.85 SRY  
  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
ILS Z  
RWY 03  
CAT C, D**



**MISSED APPROACH:**  
MAINTAIN PRESENT HEADING, CLIMB TO 1500M (1493M) WHEN PASSING 500M (493M), TURN RIGHT TO VDO VOR/DME, JOIN HOLDING PATTERN OR FOLLOW ATC'S INSTRUCTIONS.

CHANGE: ADDITION OF APP FREQUENCY.

FAF - MAPT 3.3 NM (6112M)

OCA (H)		C	D
STRAIGHT-IN APCH	CAT I	103 (96)	106 (99)
	GP INOP	255 (248)	
CIRCLING		600 (592)	

GS	KMH	100	150	200	250	300	300
TIME	MINS	3:40	2:26	1:50	1:28	1:13	1:03
RATE OF DESCENT FAF - MAPT 3° (5.2%)	M/S	1.5	2.2	2.9	3.6	4.4	5.1

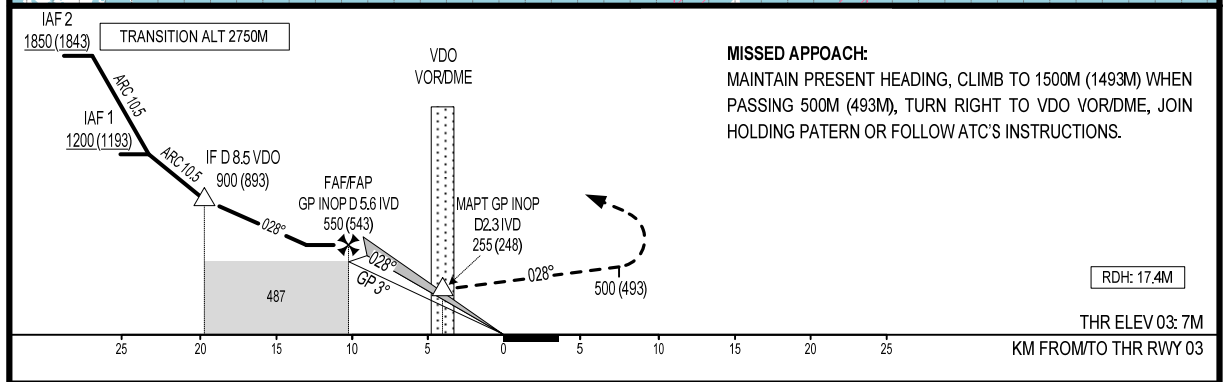
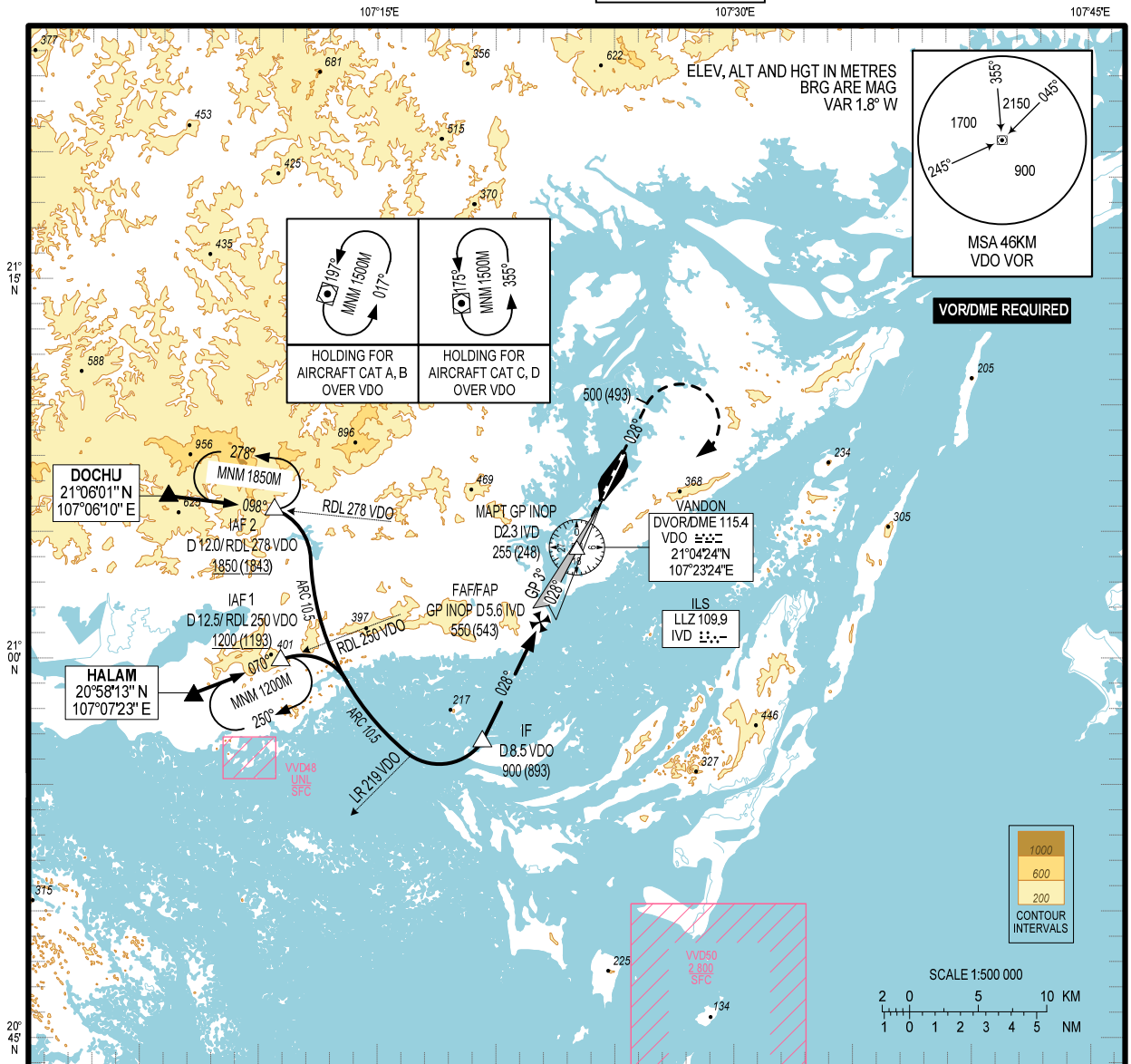
CIRCLING ONLY IN DAYTIME AND NOT BELOW VMC.

**INSTRUMENT  
APPROACH  
CHART – ICAO**

ADRODROME ELEV 8M  
HEIGHTS RELATED TO  
THR 03 - ELEV 7M

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
ILS Y  
RWY 03**



**MISSED APPROACH:**  
MAINTAIN PRESENT HEADING, CLIMB TO 1500M (1493M) WHEN PASSING 500M (493M), TURN RIGHT TO VDO VORDME, JOIN HOLDING PATTERN OR FOLLOW ATC'S INSTRUCTIONS.

CHANGE: ADDITION OF APP FREQUENCY.

FAF - MAPT 3.3 NM (6112M)				
OCA (H)	A	B	C	D
STRAIGHT-IN APCH	CAT I 97 (90)	100 (93)	103 (96)	106 (99)
	GP INOP 255 (248)			
CIRCLING	480 (472)		600 (592)	

GS	KM/H	100	150	200	250	300	300
TIME	MIN/S	3:40	2:26	1:50	1:28	1:13	1:03
RATE OF DESCENT	M/S	1.5	2.2	2.9	3.6	4.4	5.1

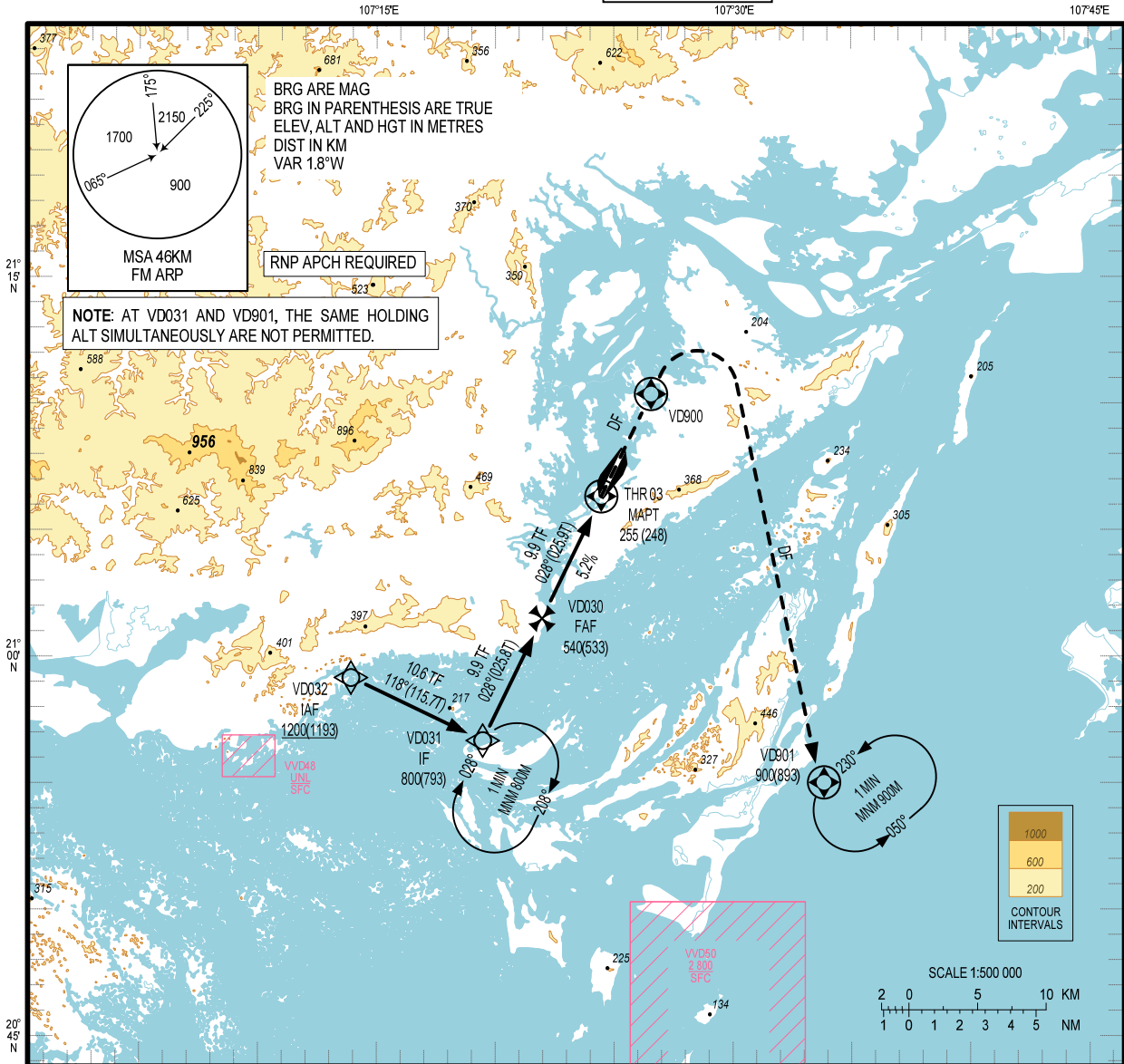
CIRCLING ONLY IN DAYTIME AND NOT BELOW VMC.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR RWY 03 - ELEV 7M

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

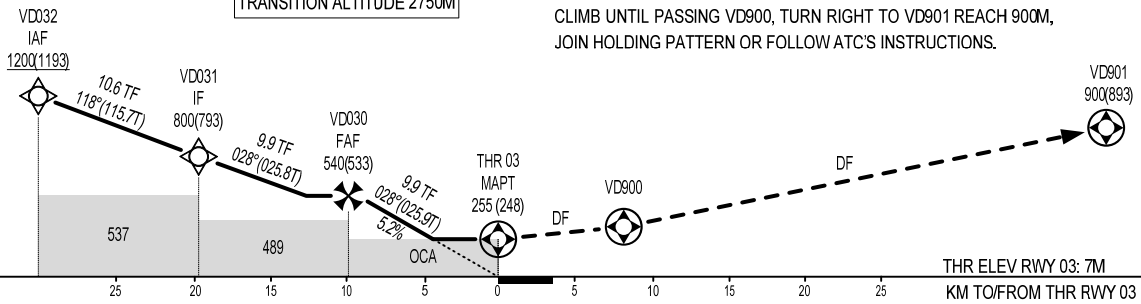
**QUANG NINH/VAN DON INTL (VVVD)**  
RNP Z  
RWY 03



TRANSITION ALTITUDE 2750M

**MISS APPROACH**

CLIMB UNTIL PASSING VD900, TURN RIGHT TO VD901 REACH 900M,  
JOIN HOLDING PATTERN OR FOLLOW ATC'S INSTRUCTIONS.



KM TO NEXT WPT	RWY 03	4.4	6	8	9.9
ALTITUDE		255	336	441	541

OCA (H)	A	B	C	D
LNAV	255 (248)			
CIRCLING	480 (472)		600 (592)	

GS	KM/H	100	150	200	250	300	350
RATE OF DESCENT FAF-MAPT 5.2%	M/S	1.5	2.2	2.9	3.6	4.4	5.1

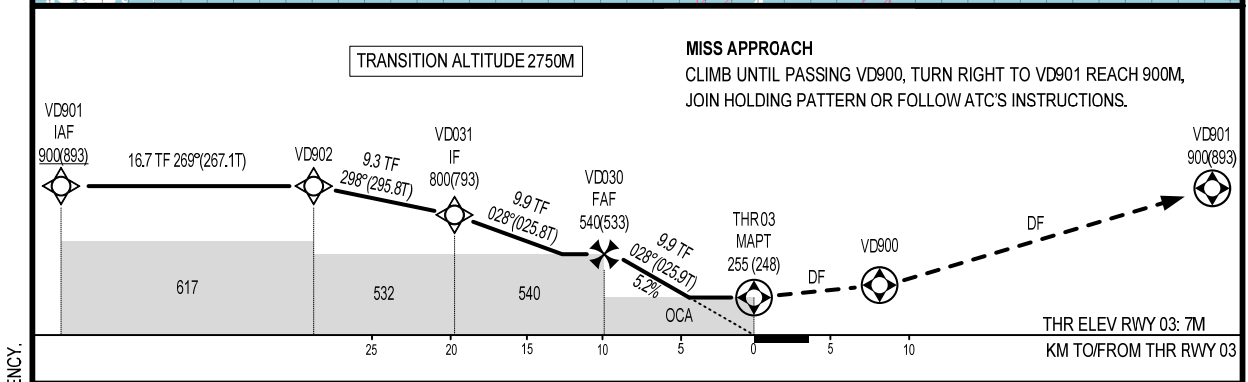
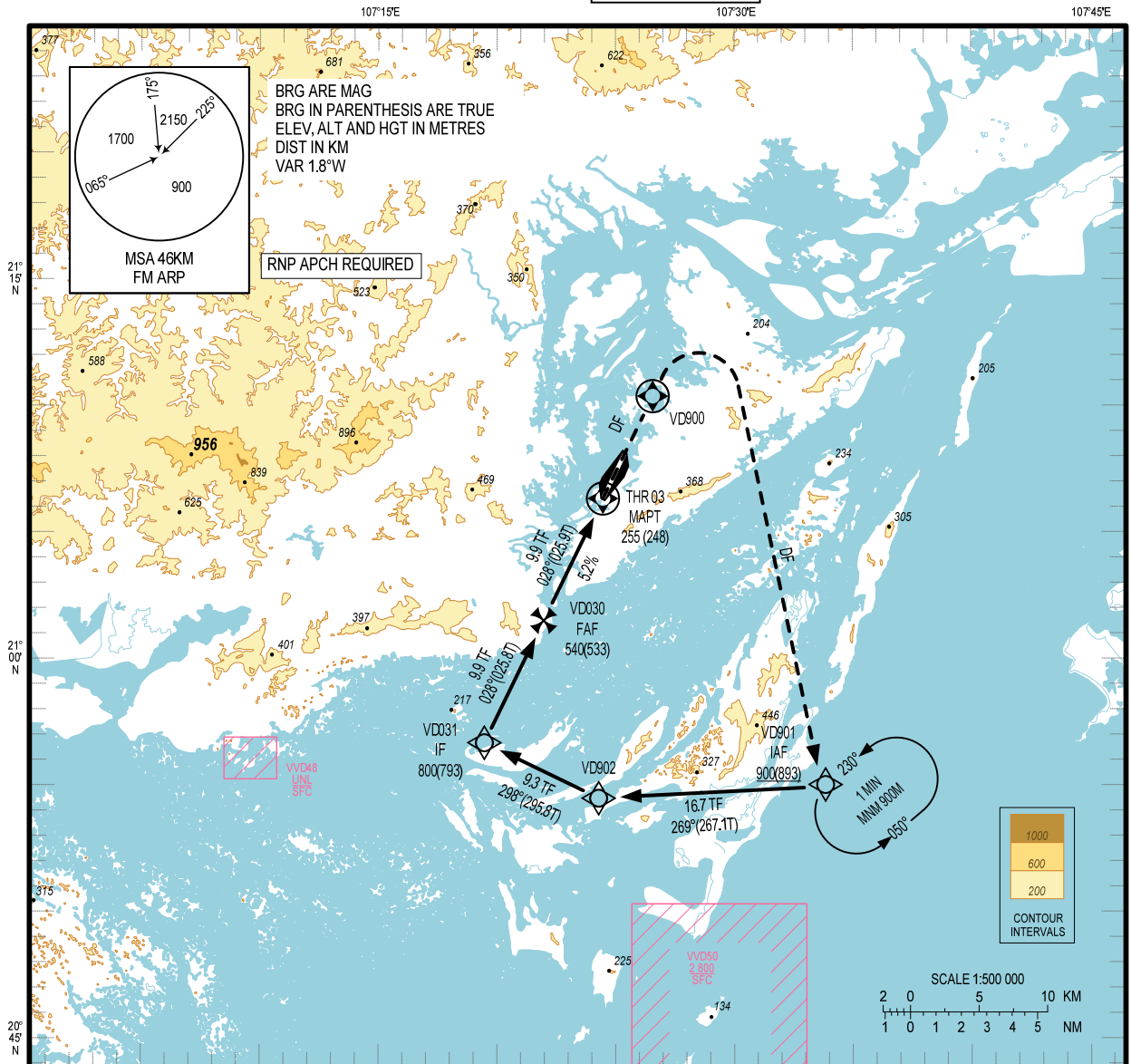
CHANGE: ADDITION OF APP FREQUENCY..

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR RWY 03 - ELEV 7M

TWR 118.1 PRI  
118.85 SRY  
  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
RNP Y  
RWY 03**



CHANGE: ADDITION OF APP FREQUENCY.

KM TO NEXT WPT	RWY 03	4.4	6	8	9.9
ALTITUDE		255	336	441	541

OCA (H)	A	B	C	D
LNAV	255 (248)			
CIRCLING	480 (472)		600 (592)	

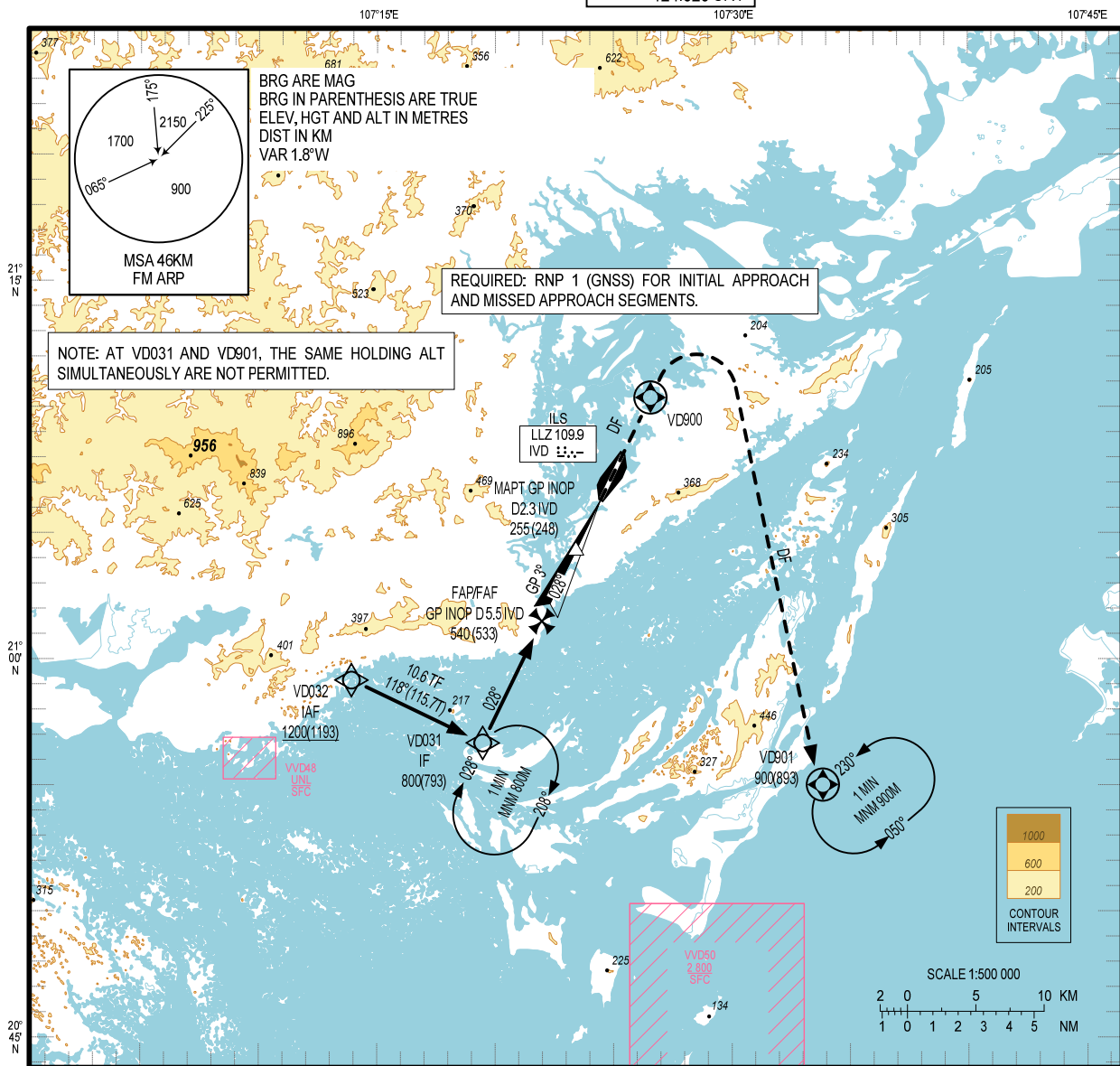
GS	KMH	100	150	200	250	300	350
RATE OF DESCENT FAF-MAPT 5.2%	M/S	1.5	2.2	2.9	3.6	4.4	5.1

**INSTRUMENT APPROACH CHART - ICAO**

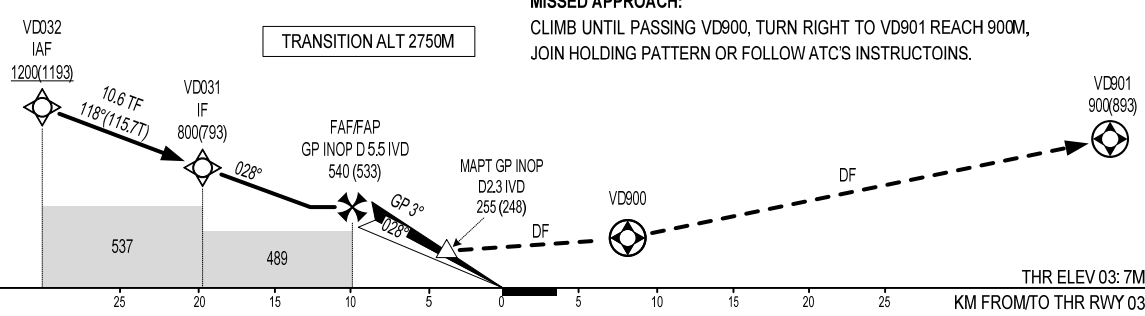
AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR RWY 03 - ELEV 7M

TWR 118.1 PRI  
118.85 SRY  
  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
ILS W  
RWY 03**



**MISSED APPROACH:**  
CLIMB UNTIL PASSING VD900, TURN RIGHT TO VD901 REACH 900M,  
JOIN HOLDING PATTERN OR FOLLOW ATC'S INSTRUCTIONS.



CHANGE: ADDITION OF APP FREQUENCY.

DME	1	2	3	4	5.5
HGT	103	200	297	394	540

OCA (H)		A	B	C	D
STRAIGHT-IN APCH	CAT I	97 (90)	100 (93)	103 (96)	106 (99)
	GP INOP	255 (248)			
CIRCLING		480 (472)		600 (592)	

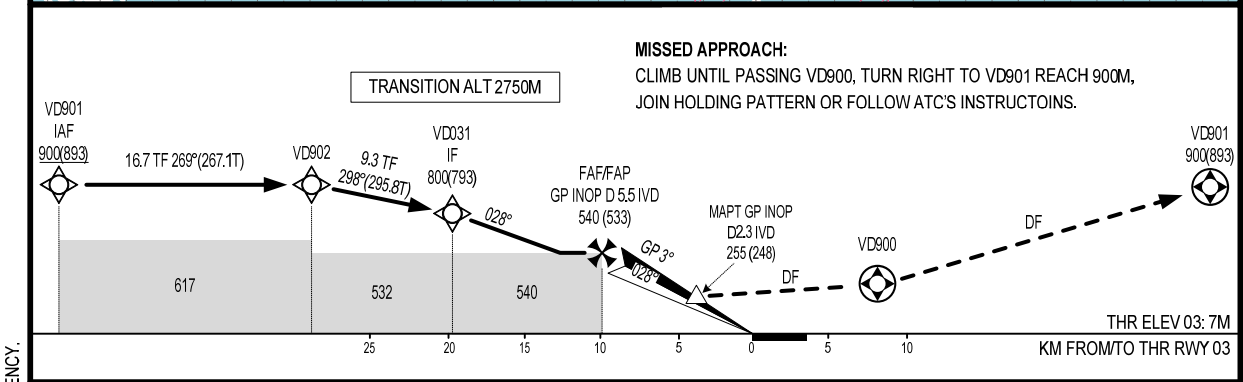
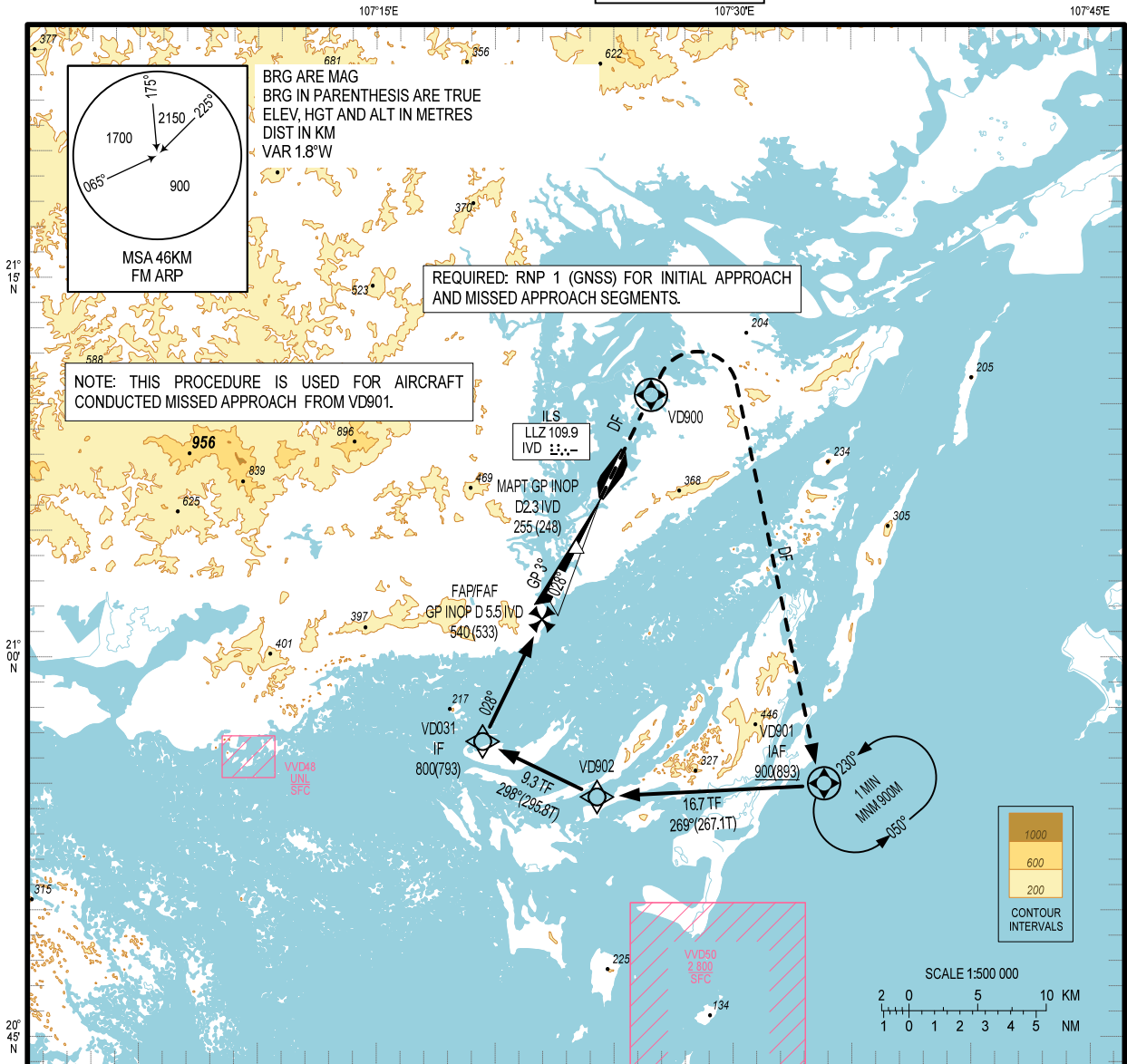
GS	KM/H	100	150	200	250	300	300
TIME	MIN/S	3:34	2:22	1:47	1:25	1:11	1:01
RATE OF DESCENT FAF-MAPT 3.0°	M/S	1.5	2.2	2.9	3.6	4.4	5.1

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR RWY 03 - ELEV 7M

TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
ILS X  
RWY 03**



CHANGE: ADDITION OF APP FREQUENCY.

DME	1	2	3	4	5.5
HGT	103	200	297	394	540

OCA (H)		A	B	C	D
STAIQT -IN APCH	CAT I	97 (90)	100 (93)	103 (96)	106 (99)
	GP INOP	255 (248)			
CIRCLING		480 (472)		600 (592)	

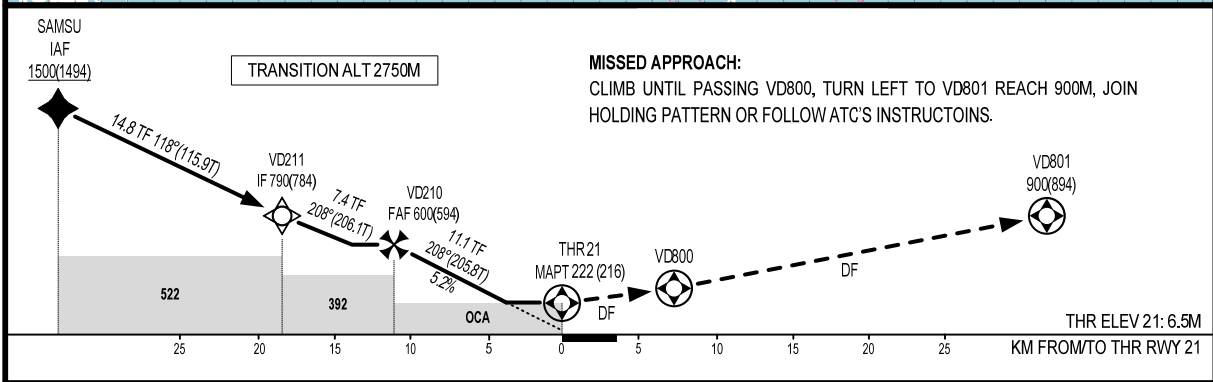
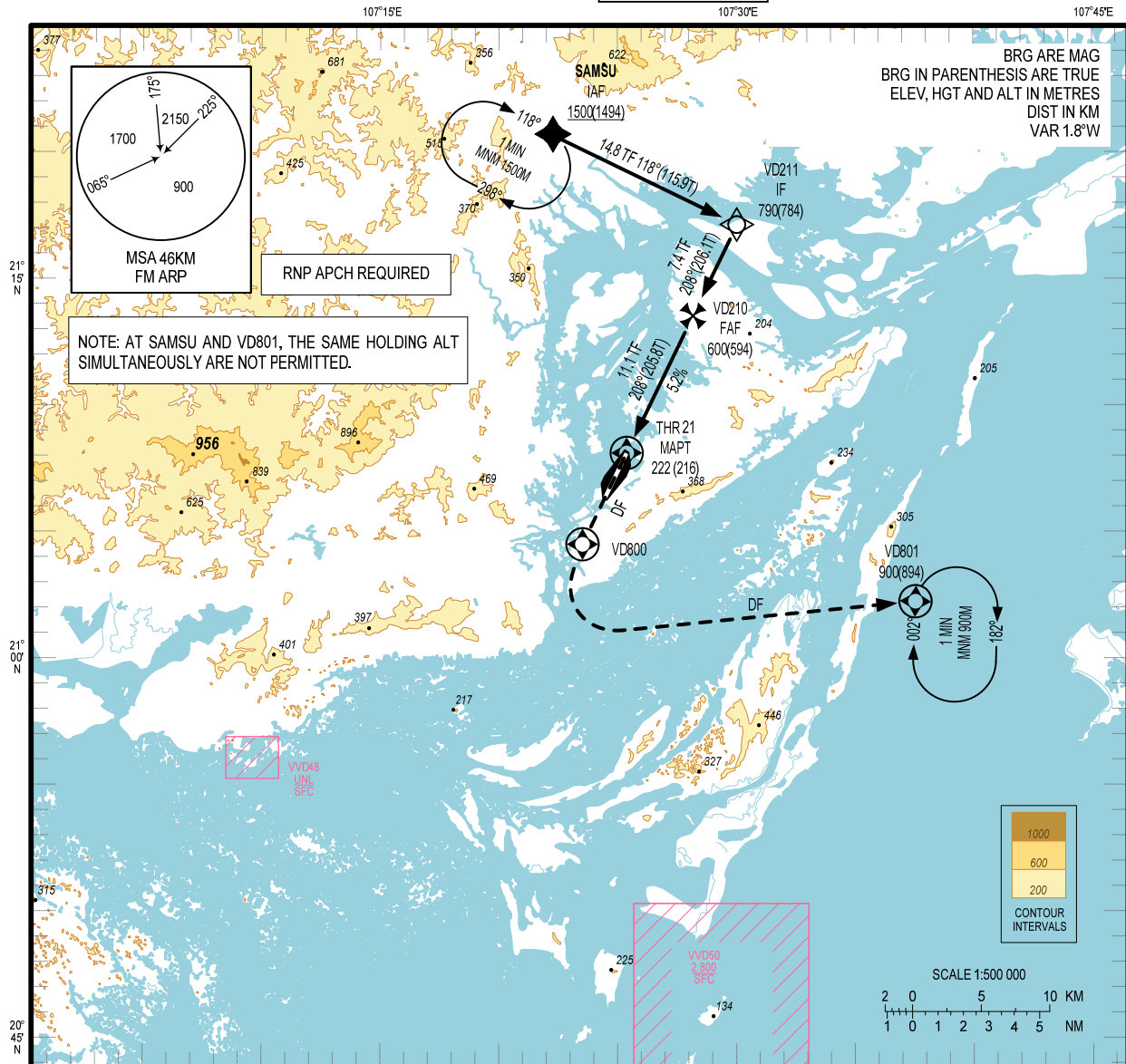
GS	KM/H	100	150	200	250	300	300
TIME	MIN/S	3:34	2:22	1:47	1:25	1:11	1:01
RATE OF DESCENT FAF-MAPT 3.0°	M/S	1.5	2.2	2.9	3.6	4.4	5.1

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR RWY 21 - ELEV 6.5M

TWR 118.1 PRI  
118.85 SRY  
  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
RNP Z  
RWY 21**



KM TO NEXT WPT	RWY 21	3.8	4	6	8	10	11.1
ALTITUDE		222	231	336	441	546	600

OCA (H)	A	B	C	D								
LNAV	222 (216)				GS	KMH	100	150	200	250	300	350
CIRCLING	480 (472)		600 (592)		RATE OF DESCENT FAF-MAPT (5.2%)	M/S	1.5	2.2	2.9	3.6	4.4	5.1

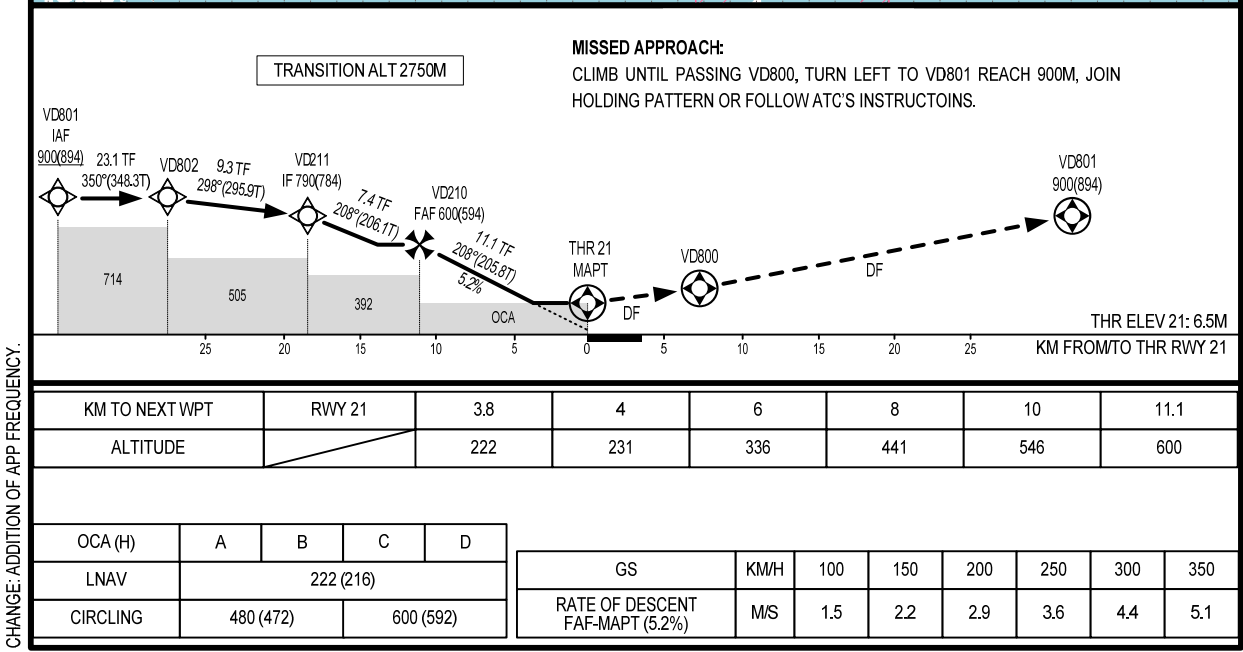
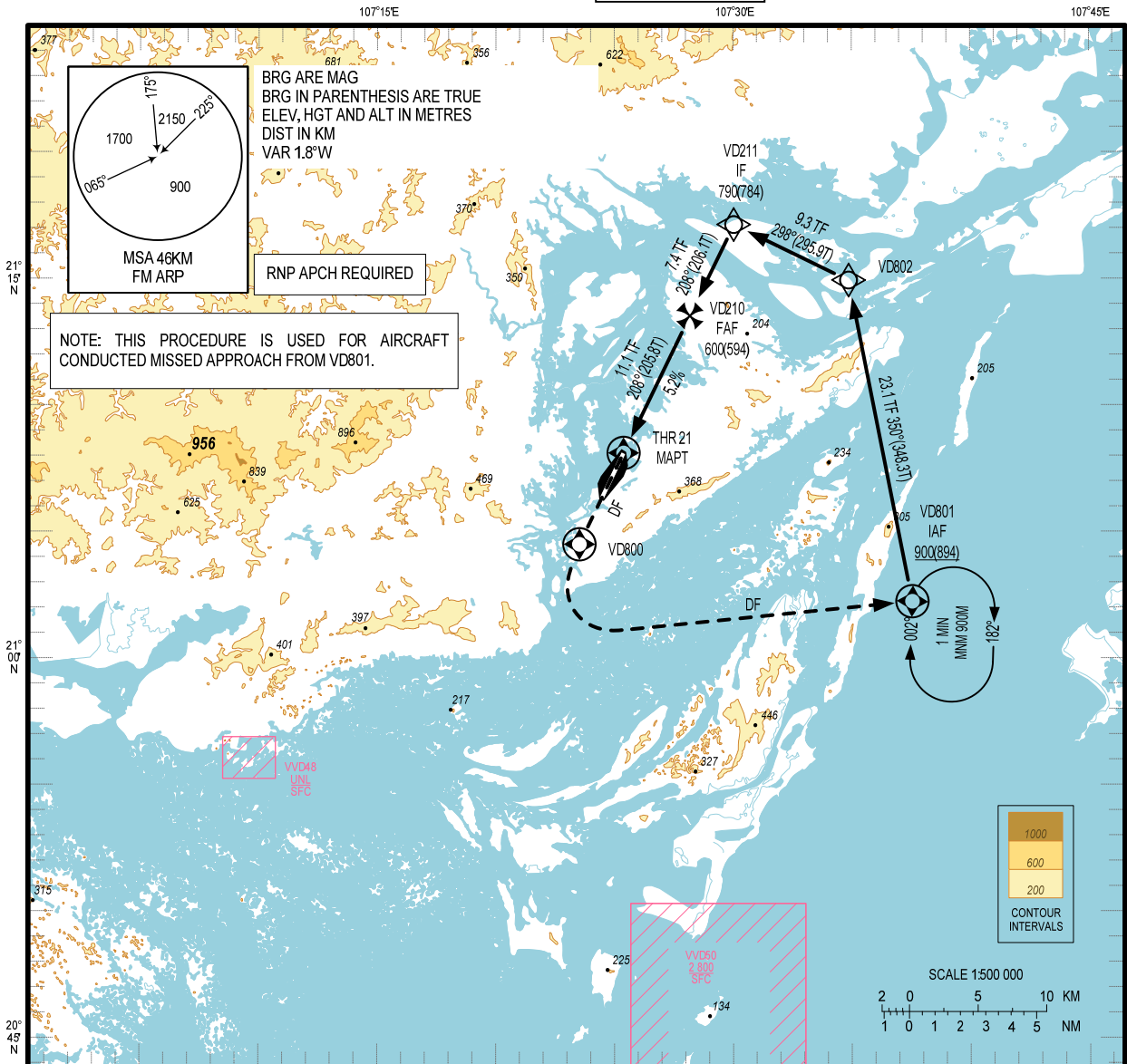
CHANGE: ADDITION OF APP FREQUENCY.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 8M  
HEIGHTS RELATED TO  
THR RWY 21 – ELEV 6.5M

TWR 118.1 PRI  
118.85 SRY  
  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
RNP Y  
RWY 21**

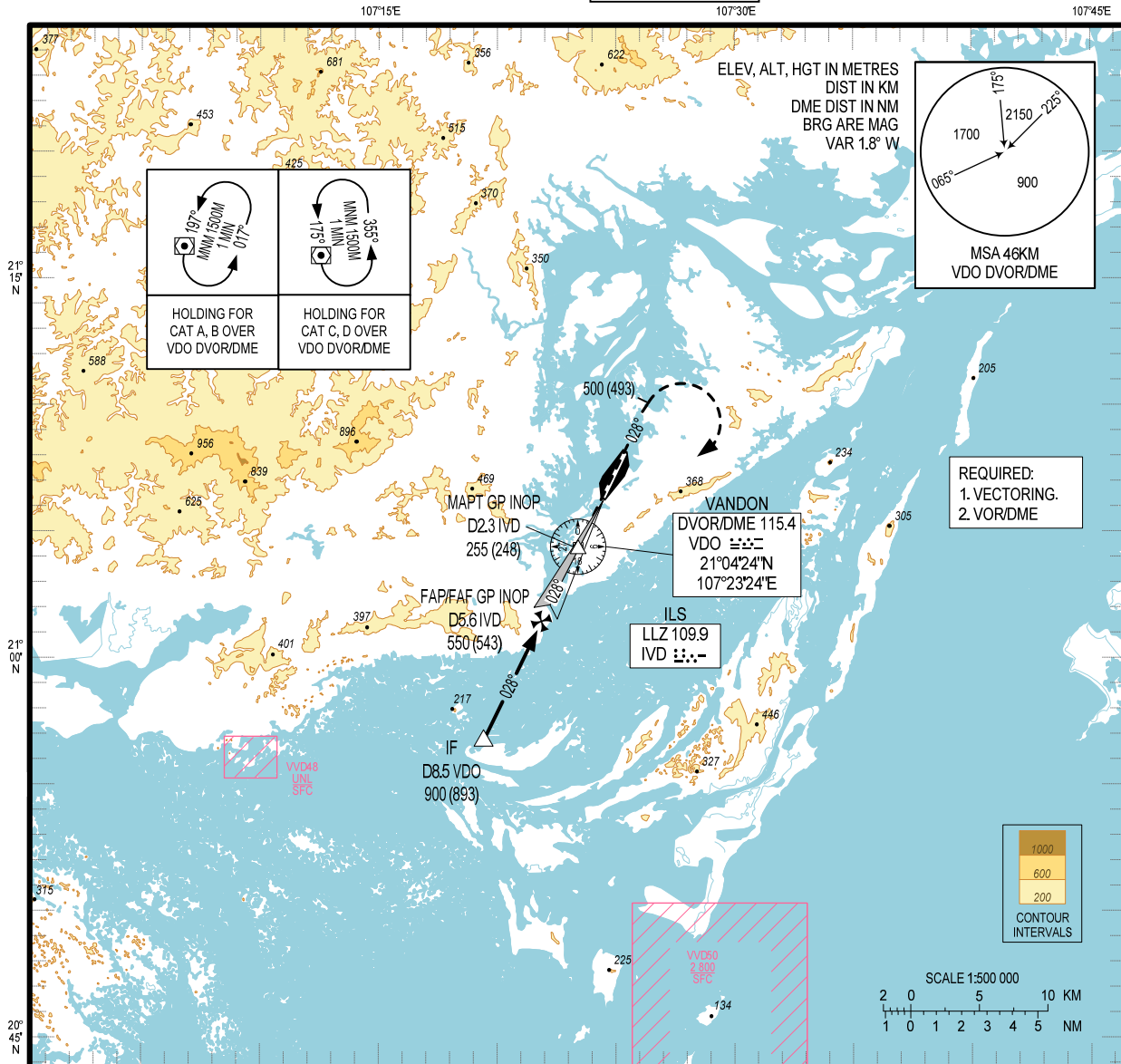


**INSTRUMENT  
APPROACH  
CHART – ICAO**

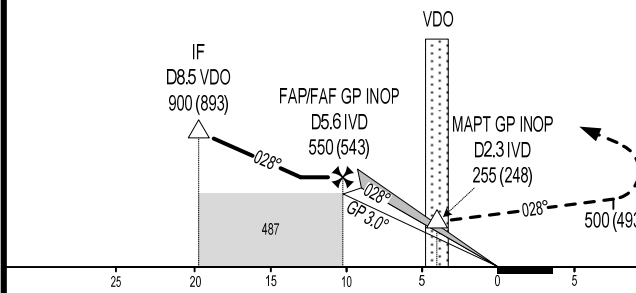
ADRODROME ELEV 8M  
HEIGHTS RELATED TO  
THR 03 - ELEV 7M

TWR	118.1 PRI 118.85 SRY
APP	126.525 PRI 124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
ILS V RWY 03**



TRANSITION ALT 2750M



**MISSED APPROACH:**

MAINTAIN FINAL APPROACH TRACK, CLIMB TO 500M, TURN RIGHT TO VDO DVOR/DME AT 1500M, JOIN HOLDING PATTERN OR FOLLOW VAN DON TWR INSTRUCTIONS.

FAF - MAPT 3.3 NM (6.1KM)

OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	CAT I	97 (90)	100 (93)	103 (96)	106 (99)
	GP INOP	255 (248)			
CIRCLING		480 (472)		600 (592)	

GS	KMH	100	150	200	250	300	300
TIME	MINS	3:40	2:26	1:50	1:28	1:13	1:03
RATE OF DESCENT FAF - MAPT 3.0°	M/S	1.5	2.2	2.9	3.6	4.4	5.1

CIRCLING ONLY IN DAYTIME AND NOT BELOW VMC.

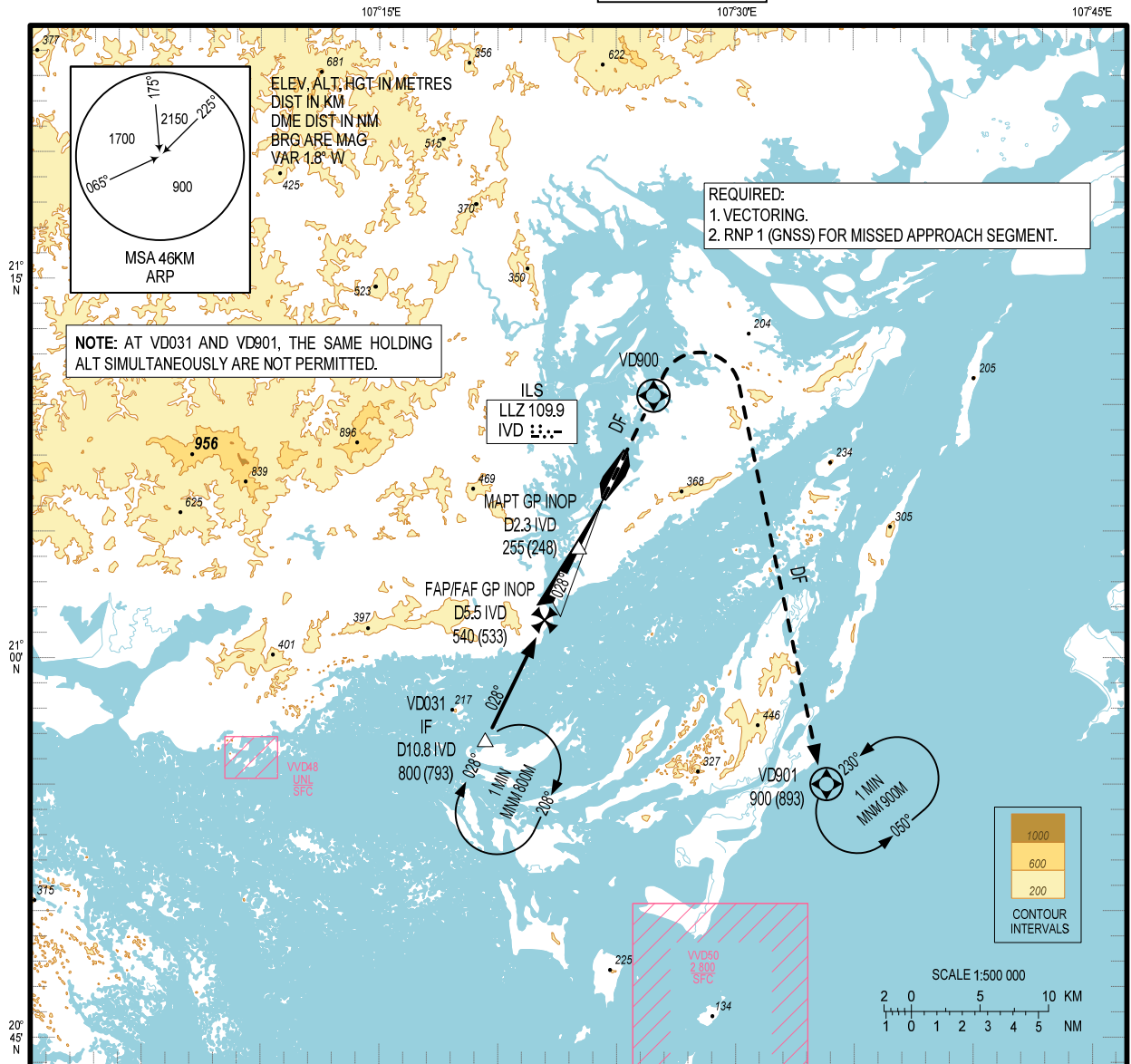
CHANGE: ADDITION OF APP FREQUENCY.

**INSTRUMENT APPROACH CHART – ICAO**

ADRODROME ELEV 8M  
HEIGHTS RELATED TO  
THR 03 - ELEV 7M

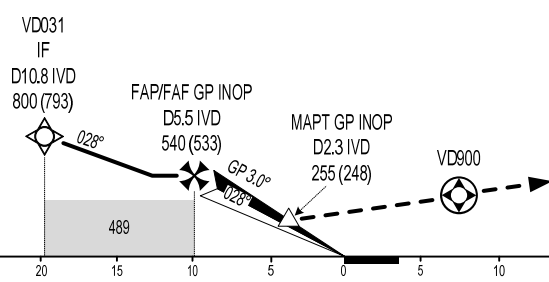
TWR 118.1 PRI  
118.85 SRY  
APP 126.525 PRI  
124.825 SRY

**QUANG NINH/VAN DON INTL (VVVD)  
ILS U RWY 03**



TRANSITION ALT 2750M

**MISSED APPROACH:**  
DIRECT TO VD900, TURN RIGHT DIRECT TO VD901 AT 900M, JOIN HOLDING PATTERN OR FOLLOW VAN DON TWR INSTRUCTIONS.



THR RWY 03 ELEV: 7M  
KM TO/FM THR RWY 03

CHANGE: ADDITION OF APP FREQUENCY.

DME DIST	1	2	3	4	5.5
ALT	103	200	297	394	540

OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	CAT I	97 (90)	100 (93)	103 (96)	106 (99)
	GP INOP	255 (248)			
CIRCLING		480 (472)		600 (592)	

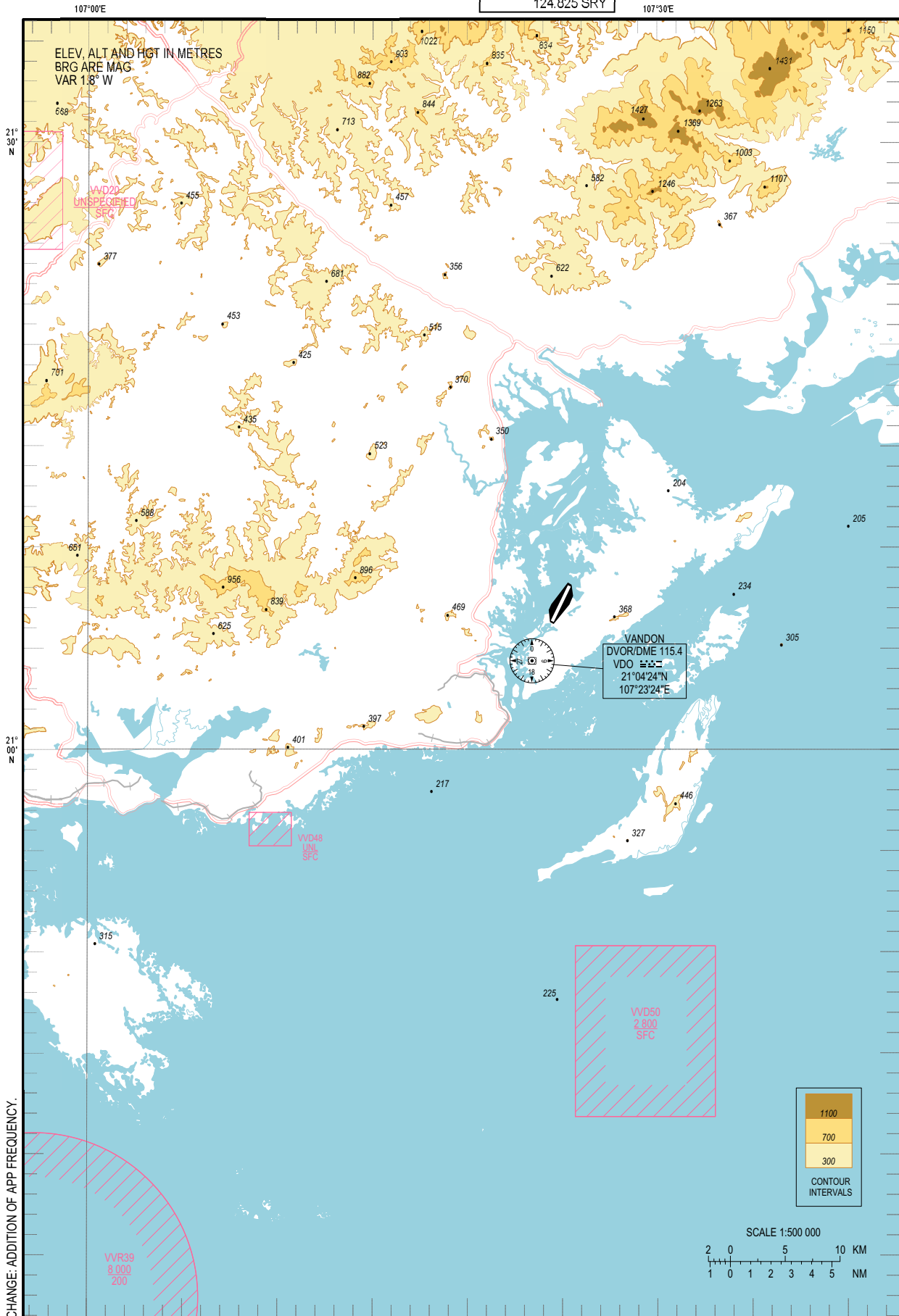
FAF - MAPT 3.2NM (5.9KM)		GS	KMH	100	150	200	250	300	300
		TIME	MIN/S	3:34	2:22	1:47	1:25	1:11	1:01
		RATE OF DESCENT FAF-MAPT 3.0°	M/S	1.5	2.2	2.9	3.6	4.4	5.1

**VISUAL APPROACH  
CHART – ICAO**

**AERODROME ELEV 8M  
HEIGHTS RELATED TO  
AERODROME ELEV**

TWR	118.1 PRI 118.85 SRY
APP	126.525 PRI 124.825 SRY

**QUANG NINH/VAN DON INTL (VVDV)**



- HÉT -

- END -