

Post: Contact:
Air Navigation Department
119 Nguyen Son Str.,
Bo De Ward.,
Ha Noi, Viet Nam
Tel: +84 24 38274191
Fax: +84 24 38274194
E-mail: and@caa.gov.vn
Web: http://caa.gov.vn

CỤC HÀNG KHÔNG VIỆT NAM
CIVIL AVIATION AUTHORITY OF VIET NAM



AIRAC
AIP SUP
15/26
Có hiệu lực từ
Effective from
16 APR 2026
Được xuất bản vào
Published on
05 MAR 2026

ĐIỀU CHỈNH CÁC SƠ ĐỒ PHƯƠNG THỨC BAY VÀ
TIÊU CHUẨN KHAI THÁC TỐI THIỂU TẠM THỜI
TRONG THỜI GIẠN THI CÔNG TẠI SÂN BAY QUỐC
TẾ CÁT BI (VVCI)

1 GIỚI THIỆU

Tập bổ sung AIP theo chu kỳ AIRAC này nhằm thông báo về việc điều chỉnh các sơ đồ phương thức bay áp dụng tạm thời trong thời gian thi công cần cầu để thi công tại sân bay quốc tế Cát Bi (VVCI).

Tập bổ sung AIP theo chu kỳ AIRAC này có hiệu lực từ **0000 ngày 16/04/2026 đến 0000 ngày 31/12/2026**.

Ghi chú: Sau thời gian điều chỉnh áp dụng tạm thời, các sơ đồ phương thức bay bị ảnh hưởng sẽ trở lại khai thác bình thường.

2 CHI TIẾT

2.1 Điều chỉnh các sơ đồ phương thức bay:

- a) Sơ đồ phương thức tiếp cận sử dụng thiết bị – ICAO: ILS Z đường CHC 07
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-9
Chi tiết xem tại trang 3
- b) Sơ đồ phương thức tiếp cận sử dụng thiết bị – ICAO: ILS Y đường CHC 07
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-7
Chi tiết xem tại trang 4
- c) Sơ đồ phương thức tiếp cận sử dụng thiết bị – ICAO: ILS V đường CHC 07
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-11
Chi tiết xem tại trang 5
- d) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 07
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-13
Chi tiết xem tại trang 6
 - Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 07 (Bảng mã hóa phương thức)
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-14
Chi tiết xem tại trang 7
- e) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 07
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-15
Chi tiết xem tại trang 8
 - Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Y đường CHC 07 (Bảng mã hóa phương thức)
Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-16
Chi tiết xem tại trang 9

REVISION OF FLIGHT PROCEDURES CHARTS AND
AD OPERATING MINIMA TEMPORARILY APPLIED
DURING CONSTRUCTION PERIOD AT CAT BI INTER-
NATIONAL AERODROME (VVCI)

1 INTRODUCTION

This AIRAC AIP Supplement issues notification of revision of flight procedure charts and AD Operating Minima temporarily applied during the operation of construction cranes at Cat Bi International aerodrome (VVCI).

This AIRAC AIP Supplement shall become effective from **0000 on 16 APR 2026 to 0000 on 31 DEC 2026**.

Note: After completion of the adjustment period, the effected flight procedure charts resume normal operations.

2 DETAILS

2.1 Revision of flight procedure charts:

- a) Instrument Approach Chart – ICAO: ILS Z RWY 07
Refer to AIP Viet Nam, page AD 2-VVCI-13-9
See page 3 for details
- b) Instrument Approach Chart – ICAO: ILS Y RWY 07
Refer to AIP Viet Nam, page AD 2-VVCI-13-7
See page 4 for details
- c) Instrument Approach Chart – ICAO: ILS V RWY 07
Refer to AIP Viet Nam, page AD 2-VVCI-13-11
See page 5 for details
- d) Instrument Approach Chart – ICAO: RNP Z RWY 07
Refer to AIP Viet Nam, page AD 2-VVCI-13-13
See page 6 for details
 - Instrument Approach Chart – ICAO: RNP Z RWY 07 (Tabular-description)
Refer to AIP Viet Nam, page AD 2-VVCI-13-14
See page 7 for details
- e) Instrument Approach Chart – ICAO: RNP Y RWY 07
Refer to AIP Viet Nam, page AD 2-VVCI-13-15
See page 8 for details
 - Instrument Approach Chart – ICAO: RNP Y RWY 07 (Tabular-description)
Refer to AIP Viet Nam, page AD 2-VVCI-13-16
See page 9 for details

- f) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS X đường CHC 07

Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-17

Chi tiết xem tại trang 10

- Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS X đường CHC 07 (Bảng mã hóa phương thức)

Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-18

Chi tiết xem tại trang 11

- g) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS W đường CHC 07

Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-19

Chi tiết xem tại trang 12

- Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS W đường CHC 07 (Bảng mã hóa phương thức)

Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-20

Chi tiết xem tại trang 13

- h) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 25

Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-21

Chi tiết xem tại trang 14

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

Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-22

Chi tiết xem tại trang 15

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

Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-23

Chi tiết xem tại trang 16

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

Tham chiếu AIP Việt Nam, trang AD 2-VVCI-13-24

Chi tiết xem tại trang 17

2.2 Điều chỉnh tiêu chuẩn khai thác tối thiểu

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

Chi tiết xem tại trang 18

3 HIỆU LỰC

Tập bổ sung AIP theo chu kỳ AIRAC này sẽ có hiệu lực 0000 ngày 16/04/2026 đến 0000 ngày 31/12/2026.

4 HỦY BỎ

Bất kỳ thay đổi nào liên quan đến tập bổ sung AIP theo chu kỳ AIRAC này sẽ được thông báo bằng NOTAM.

- f) Instrument Approach Chart – ICAO: ILS X RWY 07

Refer to AIP Viet Nam, page AD 2-VVCI-13-17

See page 10 for details

- Instrument Approach Chart – ICAO: ILS X RWY 07 (Tabular description)

Refer to AIP Viet Nam, page AD 2-VVCI-13-18

See page 11 for details

- g) Instrument Approach Chart – ICAO: ILS W RWY 07

Refer to AIP Viet Nam, page AD 2-VVCI-13-19

See page 12 for details

- Instrument Approach Chart – ICAO: ILS W RWY 07 (Tabular description)

Refer to AIP Viet Nam, page AD 2-VVCI-13-20

See page 13 for details

- h) Instrument Approach Chart – ICAO: RNP Z RWY 25

Refer to AIP Viet Nam, page AD 2-VVCI-13-21

See page 14 for details

- Instrument Approach Chart – ICAO: RNP Z RWY 25 (Tabular description)

Refer to AIP Viet Nam, page AD 2-VVCI-13-22

See page 15 for details

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

Refer to AIP Viet Nam, page AD 2-VVCI-13-23

See page 16 for details

- Instrument Approach Chart – ICAO: RNP Y RWY 25 (Tabular description)

Refer to AIP Viet Nam, page AD 2-VVCI-13-24

See page 17 for details

2.2 Revision of AD Operating Minima

Refer to AIP Viet Nam, page AD 2-VVCI-3-1.

See page 18 for details

3 EFFECT

This AIRAC AIP Supplement shall become effective from 0000 on 16 APR 2026 to 0000 on 31 DEC 2026.

4 CANCELLATION

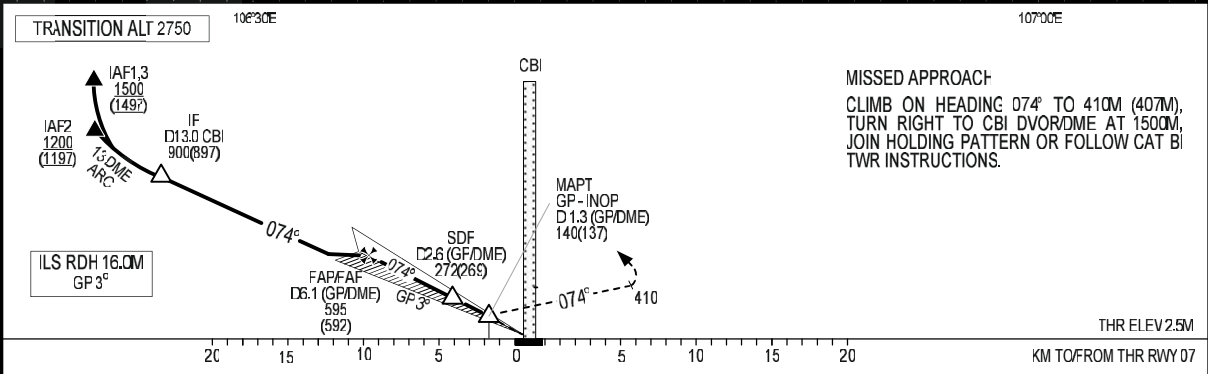
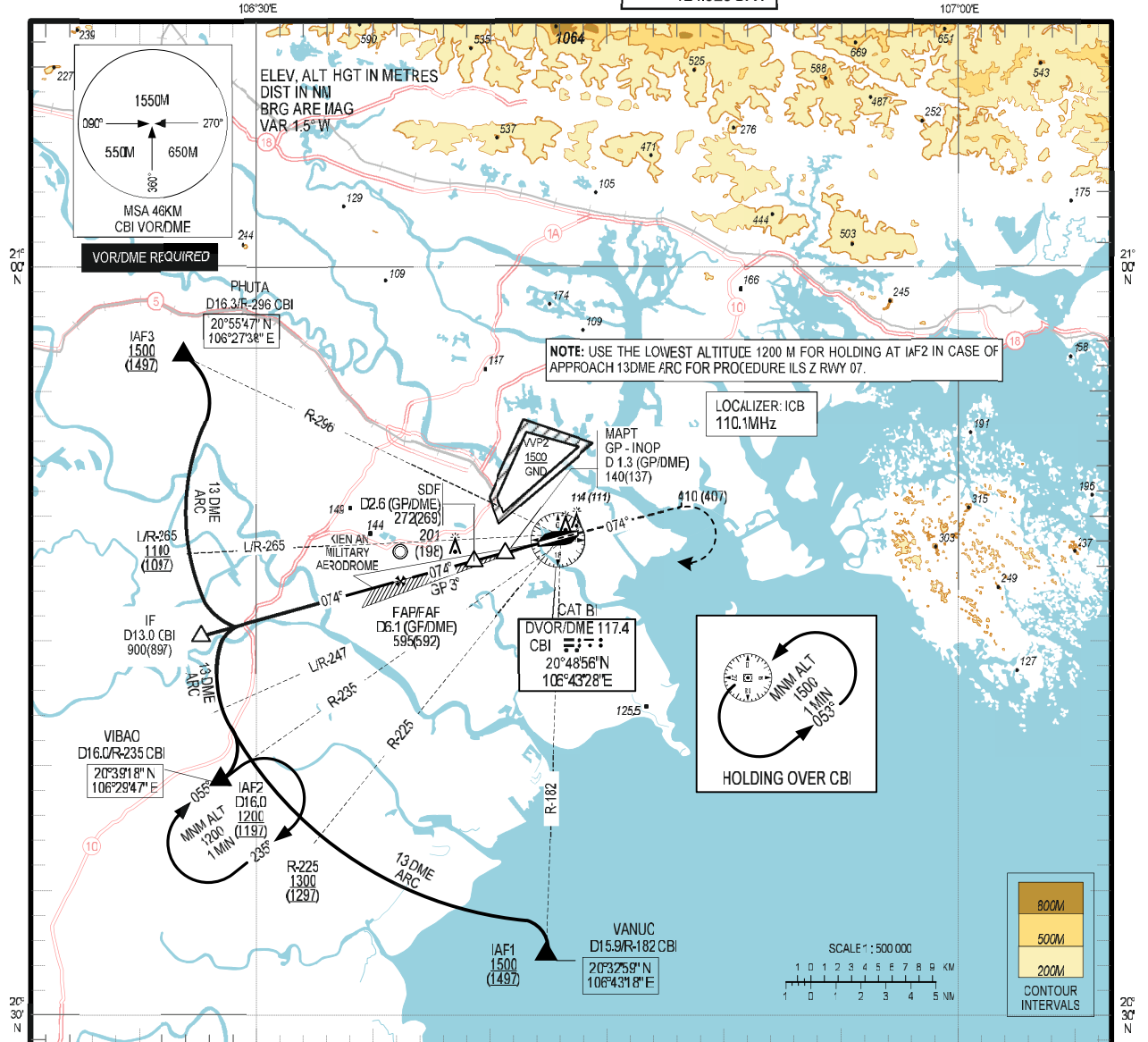
Any change relating to this AIRAC AIP Supplement shall be notified by NOTAM.

**INSTRUMENT
APPROACH
CHART - ICAO**

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

**TWR 118.5PR
APP 126.525PR
124.825SR**

**HAI PHONG/CAT BI INTL (VCI)
ILS Z
RWY 07**



CHANGES: OCA (H); ADDN OF APP FREQUENCY.

OCA/H	A	B	C	D
STRAIGHT-IN APPROACH			105 (102)	
GP IN-OPERATION			140 (137)	
CIRCLING	250			350

CIRCLING IN THE SOUTH OF RUNWAY ONLY

FAF - MAPT: 8.9KM (4.8NM)

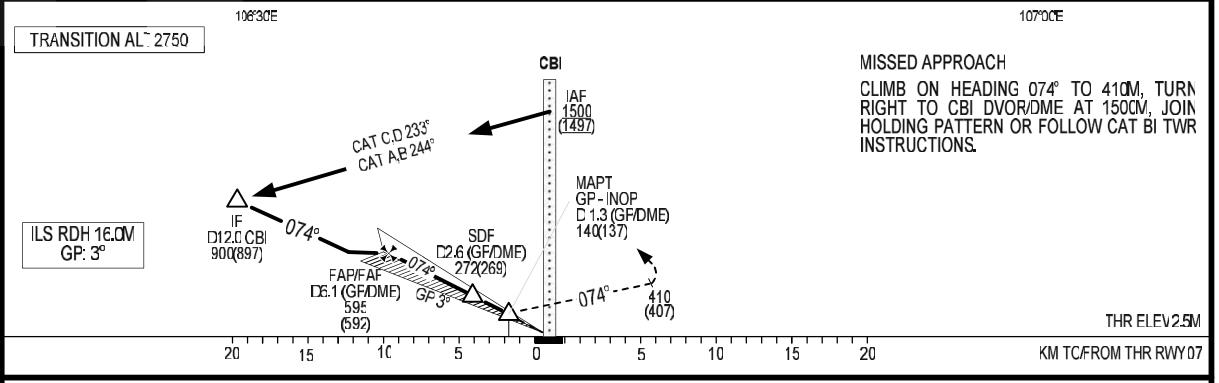
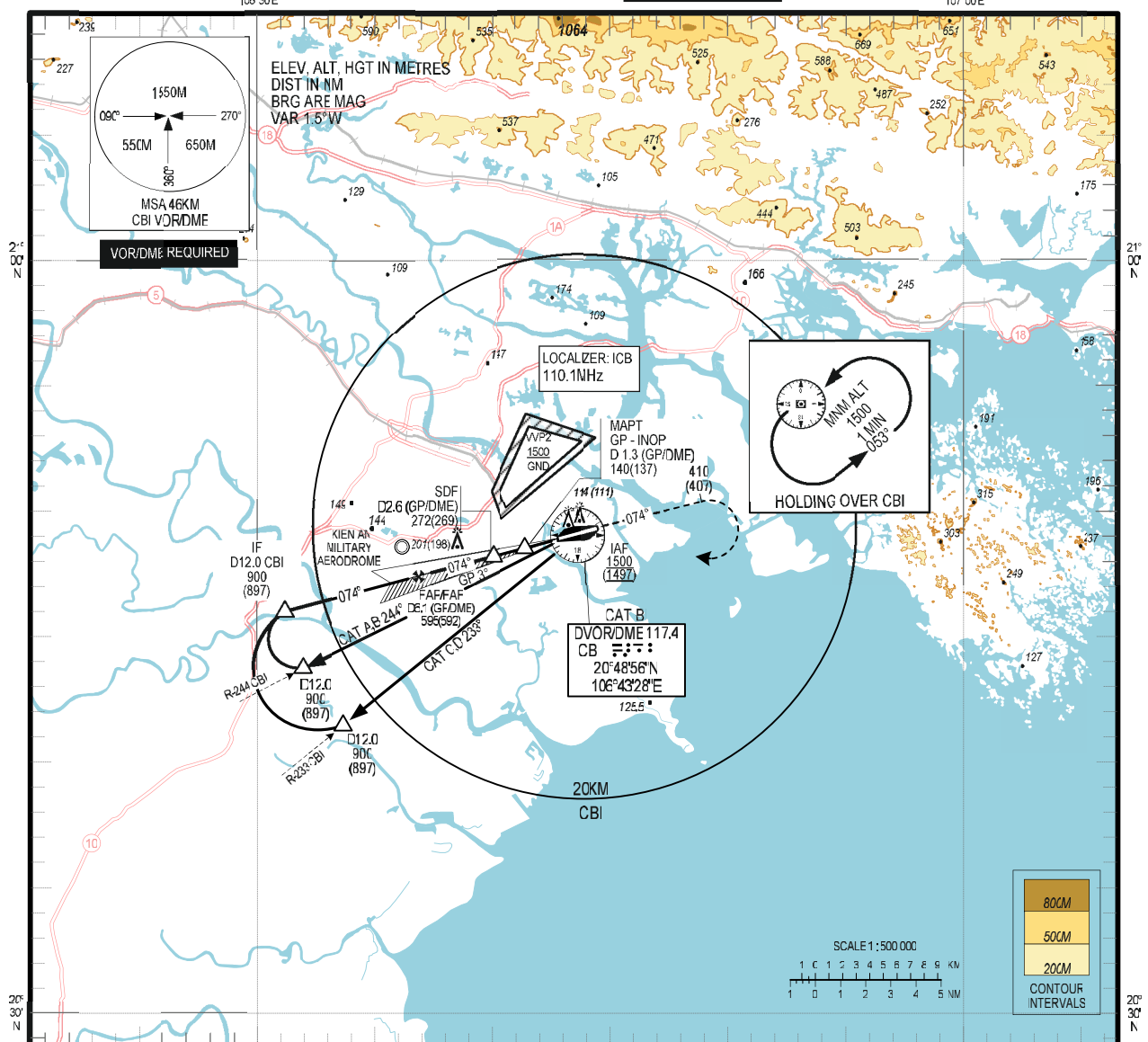
GS (KM-H)	130	150	180	220	250
RATE OF DESCENT (WS)	1.8	2.1	2.4	3.2	3.6

**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)
ILS Y
RWY 07**



CHANGES: OCA (H); ADDN OF APP FREQUENCY.

OCA/H	A	B	C	D
STRAIGHT-IN APPROACH	105 (102)			
GP IN-OPERATION	140 (137)			
CIRCLING	250		350	

FAF - MAPT: 8.9KM (4.8NM)

GS (KMH)	130	150	180	220	250
RATE OF DESCENT (MS)	1.8	2.1	2.4	3.2	3.6

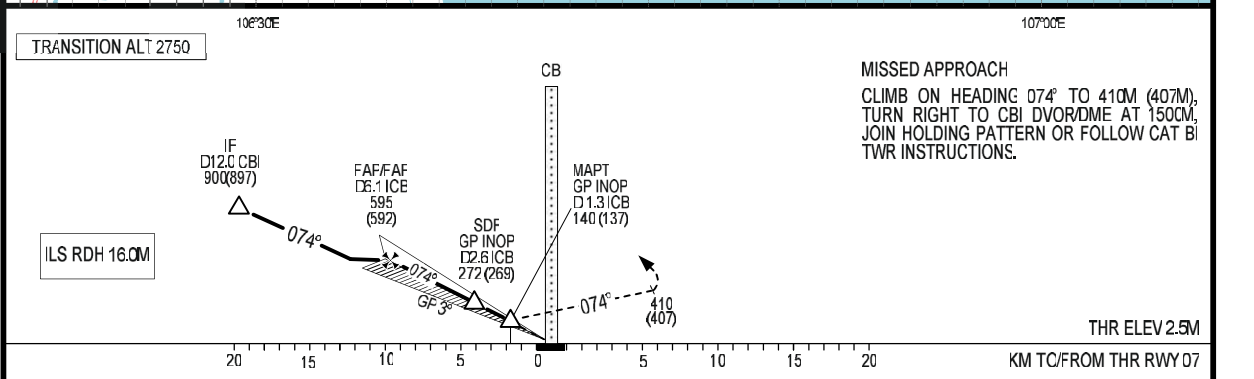
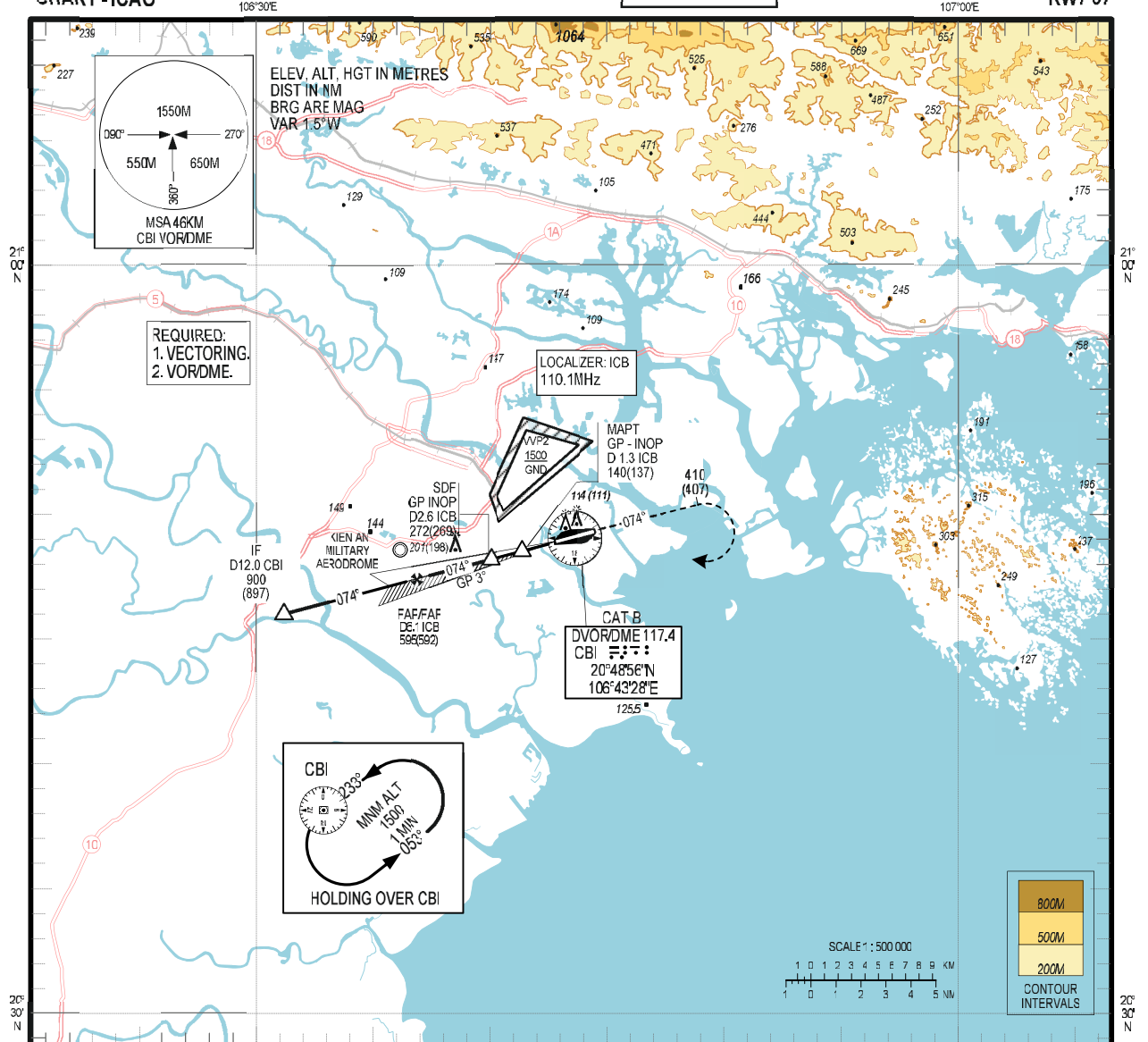
CIRCLING IN THE SOUTH OF RUNWAY ONLY

**INSTRUMENT
APPROACH
CHART - ICAO**

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

**TWR 118.5PRI
APP 126.525PRI
124.825SRV**

**HAI PHONG/CAT BI INTL (V/C)
ILS V
RWY 07**



CHANGES: OCA (H); ADDN OF APP FREQUENCY.

OCA/H	A	B	C	D
STRAIGHT-IN APPROACH	105 (102)			
GP IN-OPERATION	140 (137)			
CIRCLING	250 (247)		350 (347)	

FAF - MAPT: 8.9KM (4.8NM)

GS (KM/H)	130	150	180	220	250
RATE OF DESCENT (M/S)	1.8	2.1	2.4	3.2	3.6

CIRCLING IN THE SOUTH OF RUNWAY ONLY

PROCEDURE CODING

1. RNP Z RWY 07: APPROACH FROM VIBAO

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	VIBAO	-	-	-	-	-1500 +1200	-	-	RNP APCH
2	TF	CI071	-	022 (020.2)	12.5	-	@750	-	-	RNP APCH
3	TF	CI070	-	074 (072.3)	7.4	-	@610	-	-	RNP APCH
4	TF	RWY07 (MAPT)	Y	074 (072.3)	11.3	-	@18	-	-3.00°/ 15.25	RNP APCH
5	CA	-	-	074 (072.3)	-	-	+300	-	-	RNP APCH
6	DF	VANUC	-	-	-	R	@900	-	-	RNP APCH
7	HM	VANUC	-	307 (305.7)	-	R	+900	-	-	RNP APCH

2. RNP Z RWY 07: APPROACH FROM CI072

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	CI072	-	-	-	-	+1200	-	-	RNP APCH
2	TF	CI071	-	074 (072.2)	13.0	-	@750	-	-	RNP APCH
3	TF	CI070	-	074 (072.3)	7.4	-	@610	-	-	RNP APCH
4	TF	RWY07 (MAPT)	Y	074 (072.3)	11.3	-	@18	-	-3.00°/ 15.25	RNP APCH
5	CA	-	-	074 (072.3)	-	-	+300	-	-	RNP APCH
6	DF	VANUC	-	-	-	R	@900	-	-	RNP APCH
7	HM	VANUC	-	307 (305.7)	-	R	+900	-	-	RNP APCH

3. RNP Z RWY 07: APPROACH FROM DAGSA

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	DAGSA	-	-	-	-	+1400	-	-	RNP APCH
2	TF	CI071	-	165 (163.0)	13.0	-	@750	-	-	RNP APCH
3	TF	CI070	-	074 (072.3)	7.4	-	@610	-	-	RNP APCH
4	TF	RWY07 (MAPT)	Y	074 (072.3)	11.3	-	@18	-	-3.00°/ 15.25	RNP APCH
5	CA	-	-	074 (072.3)	-	-	+300	-	-	RNP APCH
6	DF	VANUC	-	-	-	R	@900	-	-	RNP APCH
7	HM	VANUC	-	307 (305.7)	-	R	+900	-	-	RNP APCH

4. RNP Z RWY 07: APPROACH FROM DUMIM

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	DUMIM	-	-	-	-	+1200	-	-	RNP APCH
2	TF	CI071	-	345 (343.0)	13.0	-	@750	-	-	RNP APCH
3	TF	CI070	-	074 (072.3)	7.4	-	@610	-	-	RNP APCH
4	TF	RWY07 (MAPT)	Y	074 (072.3)	11.3	-	@18	-	-3.00°/ 15.25	RNP APCH
5	CA	-	-	074 (072.3)	-	-	+300	-	-	RNP APCH
6	DF	VANUC	-	-	-	R	@900	-	-	RNP APCH
7	HM	VANUC	-	307 (305.7)	-	R	+900	-	-	RNP APCH

5. RNAV HOLDING:

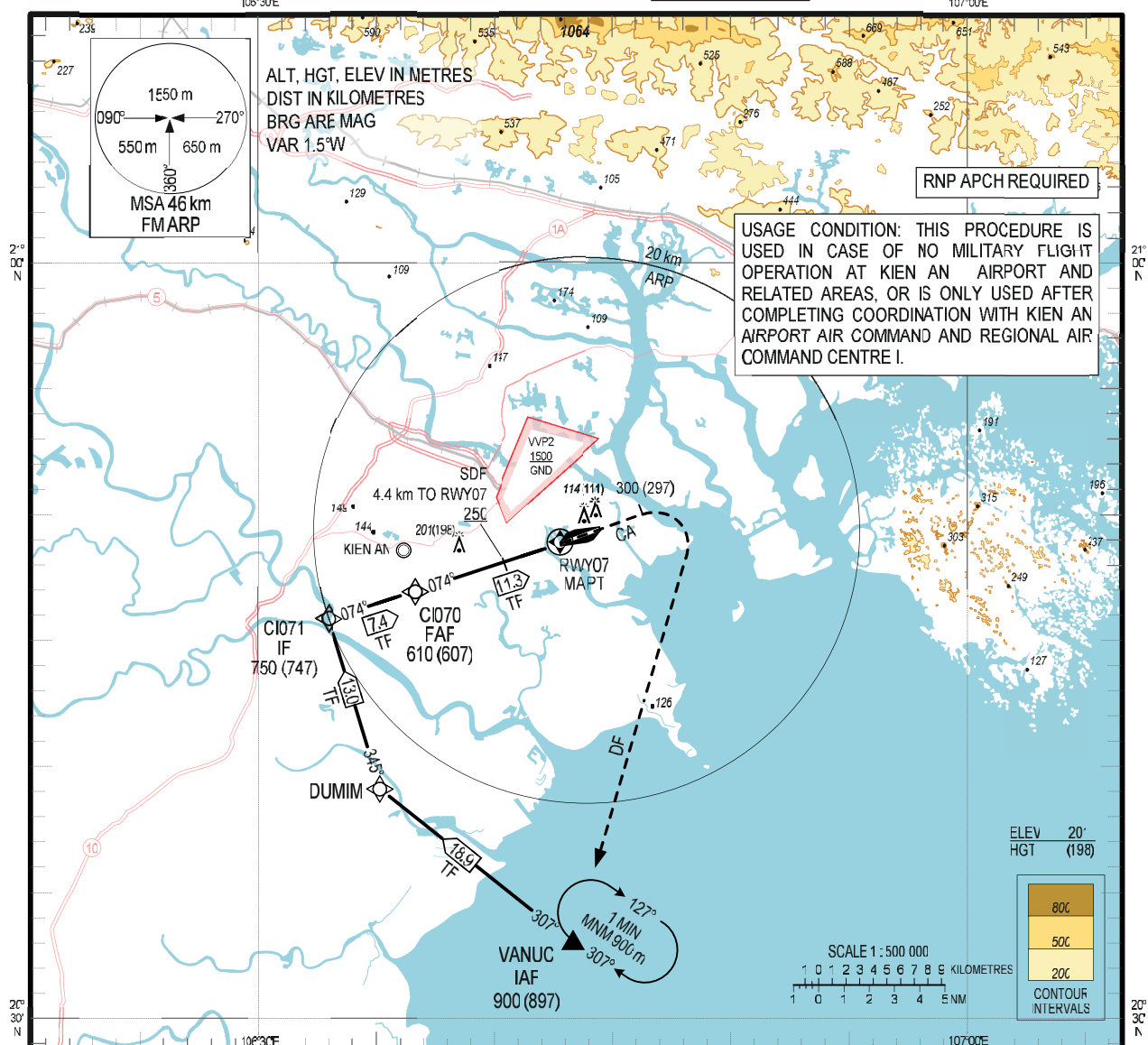
Holding Fix	Inbound Course/Track °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
VIBAO	022 (020.2)	+1.5	1 ≤ FL140 1.5 > FL140	R	+1200	-430 ≤ FL140 -445 > FL140	RNP APCH
VANUC	307 (305.7)	+1.5	1 ≤ FL140 1.5 > FL140	R	+900	-430 ≤ FL140 -445 > FL140	RNP APCH

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 3 m
HEIGHTS RELATED TO
AERODROME ELEV

TWR 118.5 PR
APP 126.525 PR
124.825 SRY

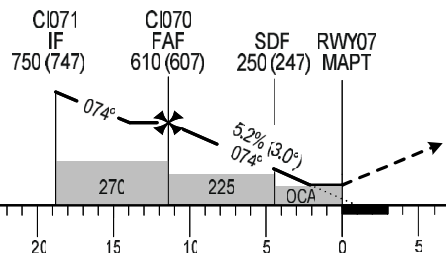
**HAI PHONG/CAT BI INTL (VVC)
RNP Y RWY 07**



KILOMETRES TO NEXT WPT	RWY07	2.6	4.4	6	8	10	11.3
ALT		150	250	330	435	540	610

TRANSITION ALTITUDE 2750

MISSED APPROACH:
CLIMB ON COURSE 074° TO 300 m, TURN RIGHT TO VANUC AT 900 m, JOIN HOLDING PATTERN OR FOLLOW CAT BI TWR INSTRUCTIONS.



CHANGES: OCA (H); ADDN OF APP FREQUENCY.

OCA (H)	A	B	C	D	GS	km/h	130	170	210	250	290
LNAV	150 (147)				RATE OF DESCENT	m/s	1.9	2.5	3.0	3.6	4.2
CIRCLING	250 (247)		350 (347)								

CIRCLING IN THE SOUTH OF RUNWAY ONLY

PROCEDURE CODING

1. RNP Y RWY 07: APPROACH FROM VANUC

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	VANUC	-	-	-	-	@900	-	-	RNP APCH
2	TF	DUMIM	-	307 (305.7)	18.9	-	-	-	-	RNP APCH
3	TF	CI071	-	345 (343.0)	13.0	-	@750	-	-	RNP APCH
4	TF	CI070	-	074 (072.3)	7.4	-	@610	-	-	RNP APCH
5	TF	RWY07 (MAPT)	Y	074 (072.3)	11.3	-	@18	-	-3.00%/15.25	RNP APCH
6	CA	-	-	074 (072.3)	-	-	+300	-	-	RNP APCH
7	DF	VANUC	-	-	-	R	@900	-	-	RNP APCH
8	HM	VANUC	-	307 (305.7)	-	R	+900	-	-	RNP APCH

2. RNAV HOLDING:

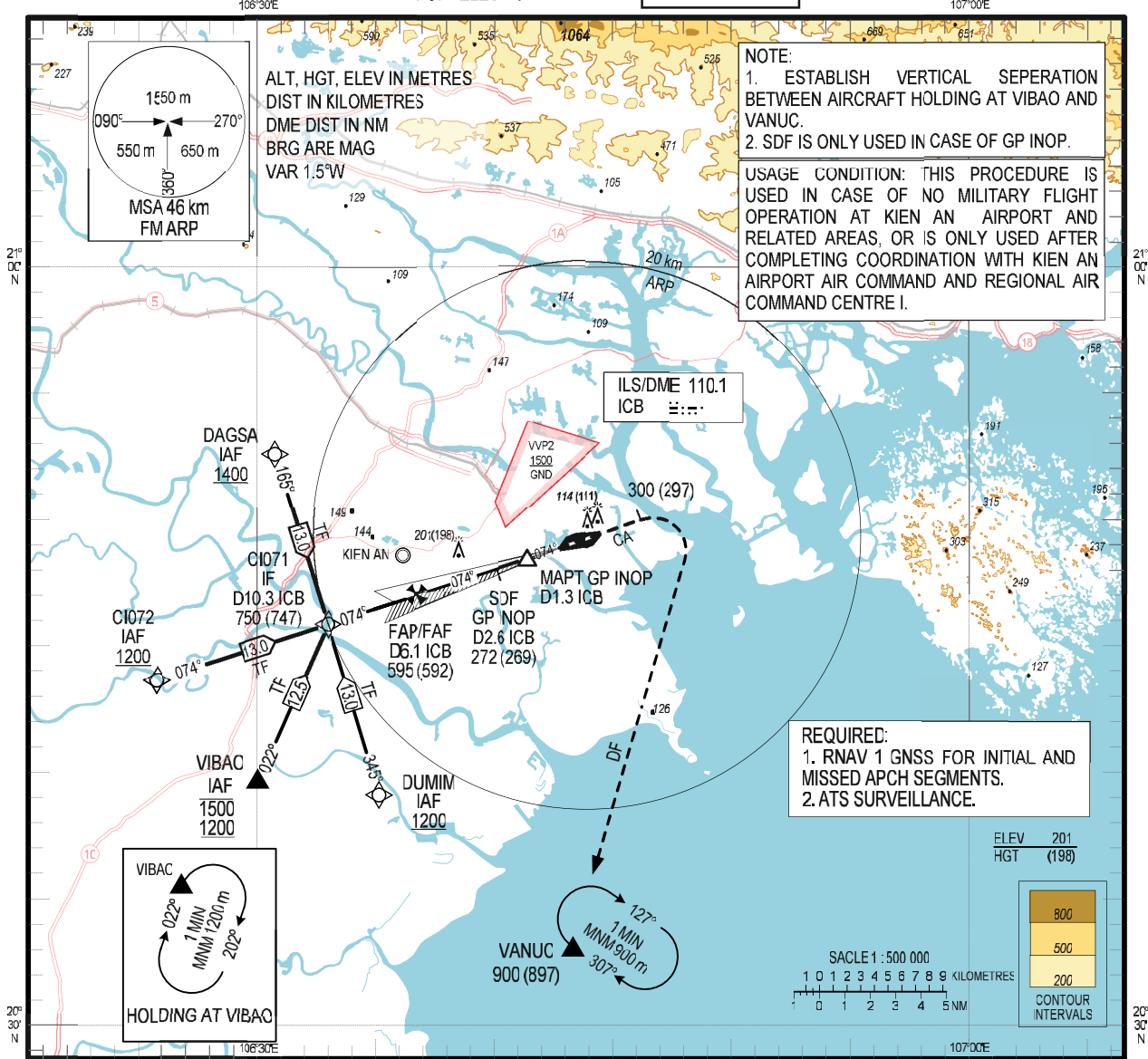
Holding Fix	Inbound Course/Track °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
VANUC	307 (305.7)	+1.5	1 ≤ FL140 1.5 > FL140	R	+900	-430 ≤ FL140 -445 > FL140	RNP APCH

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 3 m
HEIGHTS RELATED TO
THR RWY 07 - ELEV 2.5 m

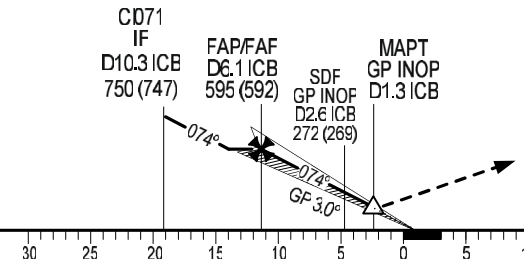
TWR 118.5 PRI
APP 126.525 PRI
124.825 SRY

HAI PHONG/CAT BI INTL (VVC)
ILS X RWY 07



TRANSITION ALTITUDE 2750

MISSED APPROACH:
CLIMB ON COURSE 074° TO 300 m, TURN RIGHT TO VANUC AT 900 m, JOIN HOLDING PATTERN OR FOLLOW CAT BI TWR INSTRUCTIONS.



CHANGES: OCA (H); ADDN OF APP FREQUENCY.

OCA (H)		A	B	C	D
STRAIGHT-IN	CAT I	105 (102)			
APCH	GP INOP	140 (137)			
CIRCLING		250 (247)		350 (347)	

CIRCLING IN THE SOUTH OF RUNWAY ONLY

GS	km/h	100	150	200	250	300	350
FAF - MAPT 8.9 km	min:s	5:20	3:33	2:40	2:08	1:47	1:31
RATE OF DESCENT	m/s	1.46	2.18	2.91	3.64	4.37	5.09

PROCEDURE CODING

1. ILS X RWY 07: INITIAL APPROACH SEGMENT FROM VIBAO

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	VIBAO	-	-	-	-	-1500 +1200	-	-	RNAV 1
2	TF	CI071	-	022 (020.2)	12.5	-	@750	-	-	RNAV 1

2. ILS X RWY 07: INITIAL APPROACH SEGMENT FROM CI072

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	CI072	-	-	-	-	+1200	-	-	RNAV 1
2	TF	CI071	-	074 (072.2)	13.0	-	@750	-	-	RNAV 1

3. ILS X RWY 07: INITIAL APPROACH SEGMENT FROM DAGSA

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	DAGSA	-	-	-	-	+1400	-	-	RNAV 1
2	TF	CI071	-	165 (163.0)	13.0	-	@750	-	-	RNAV 1

4. ILS X RWY 07: INITIAL APPROACH SEGMENT FROM DUMIM

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	DUMIM	-	-	-	-	+1200	-	-	RNAV 1
2	TF	CI071	-	345 (343.0)	13.0	-	@750	-	-	RNAV 1

5. ILS X RWY 07: MISSED APPROACH SEGMENT

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	MAPT	Y	-	-	-	-	-	-	RNAV 1
2	CA	-	-	074 (072.3)	-	-	+300	-	-	RNAV 1
3	DF	VANUC	-	-	-	R	@900	-	-	RNAV 1
4	HM	VANUC	-	307 (305.7)	-	R	+900	-	-	RNAV 1

6. RNAV HOLDING:

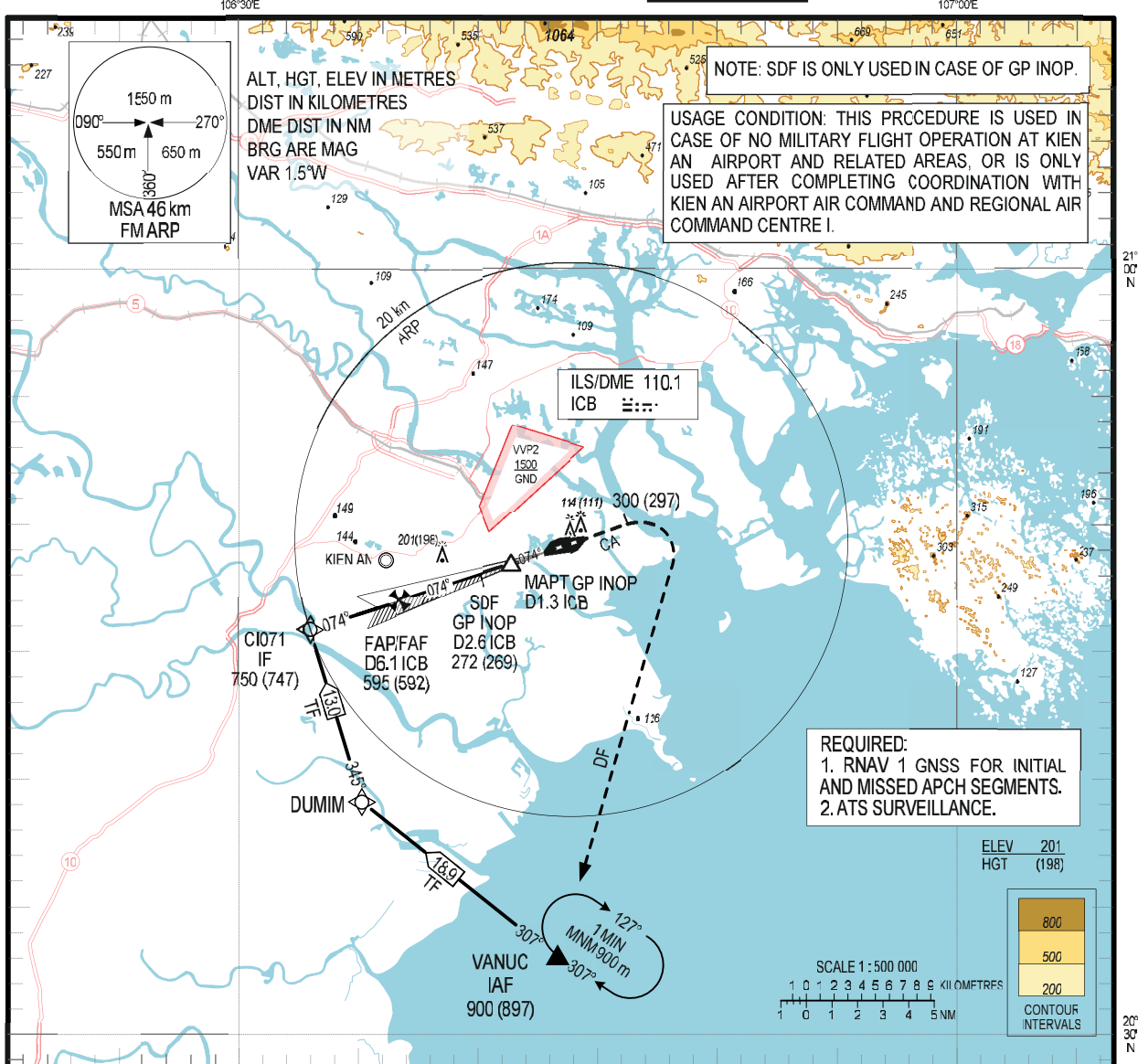
Holding Fix	Inbound Course/Track °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
VIBAO	022 (020.2)	+1.5	1 ≤ FL140 1.5 > FL140	R	+1200	-430 ≤ FL140 -445 > FL140	RNAV 1
VANUC	307 (305.7)	+1.5	1 ≤ FL140 1.5 > FL140	R	+900	-430 ≤ FL140 -445 > FL140	RNAV 1

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 3 m
HEIGHTS RELATED TO
THR RWY 07 - ELEV 2.5 m

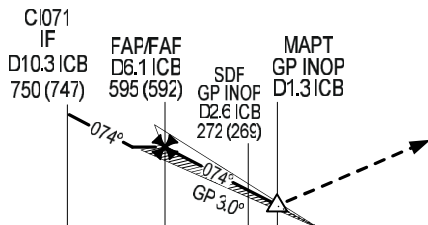
TWR 118.5 PR
APP 126.525 PR
124.825 SRY

**HAI PHONG/CAT BI INTL (VVC)
ILS W RWY 07**



TRANSITION ALTITUDE 2750

MISSED APPROACH:
CLIMB ON COURSE 074° TO 300 m, TURN RIGHT TO
VANUC AT 900 m, JOIN HOLDING PATTERN OR FOLLOW
CAT BI TWR INSTRUCTIONS.



ILS RDH 16 m
THR ELEV 2.5 m

OCA (H)		A	B	C	D
STRAIGHT-IN	CAT I			105 (102)	
APCH	GP INOP			140 (137)	
CIRCLING		250 (247)		350 (347)	

GS	km/h	100	150	200	250	300	350
FAF - MAPT 8.9 km	min:s	5:20	3:33	2:40	2:08	1:47	1:31
RATE OF DESCENT	m/s	1.46	2.18	2.91	3.64	4.37	5.09

CIRCLING IN THE SOUTH OF RUNWAY ONLY

CHANGES: OCA (H); ADDN OF APP FREQUENCY.

PROCEDURE CODING

1. ILS W RWY07: INITIAL APPROACH SEGMENT FROM VANUC

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	VANUC	-	-	-	-	@900	-	-	RNAV 1
2	TF	DUMIM	-	307 (305.7)	18.9	-	-	-	-	RNAV 1
3	TF	CI071	-	345 (343.0)	13.0	-	@750	-	-	RNAV 1

2. ILS W RWY07: MISSED APPROACH SEGMENT

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	MAPT	Y	-	-	-	-	-	-	RNAV 1
2	CA	-	-	074 (072.3)	-	-	+300	-	-	RNAV 1
3	DF	VANUC	-	-	-	R	@900	-	-	RNAV 1
4	HM	VANUC	-	307 (305.7)	-	R	+900	-	-	RNAV 1

3. RNAV HOLDING:

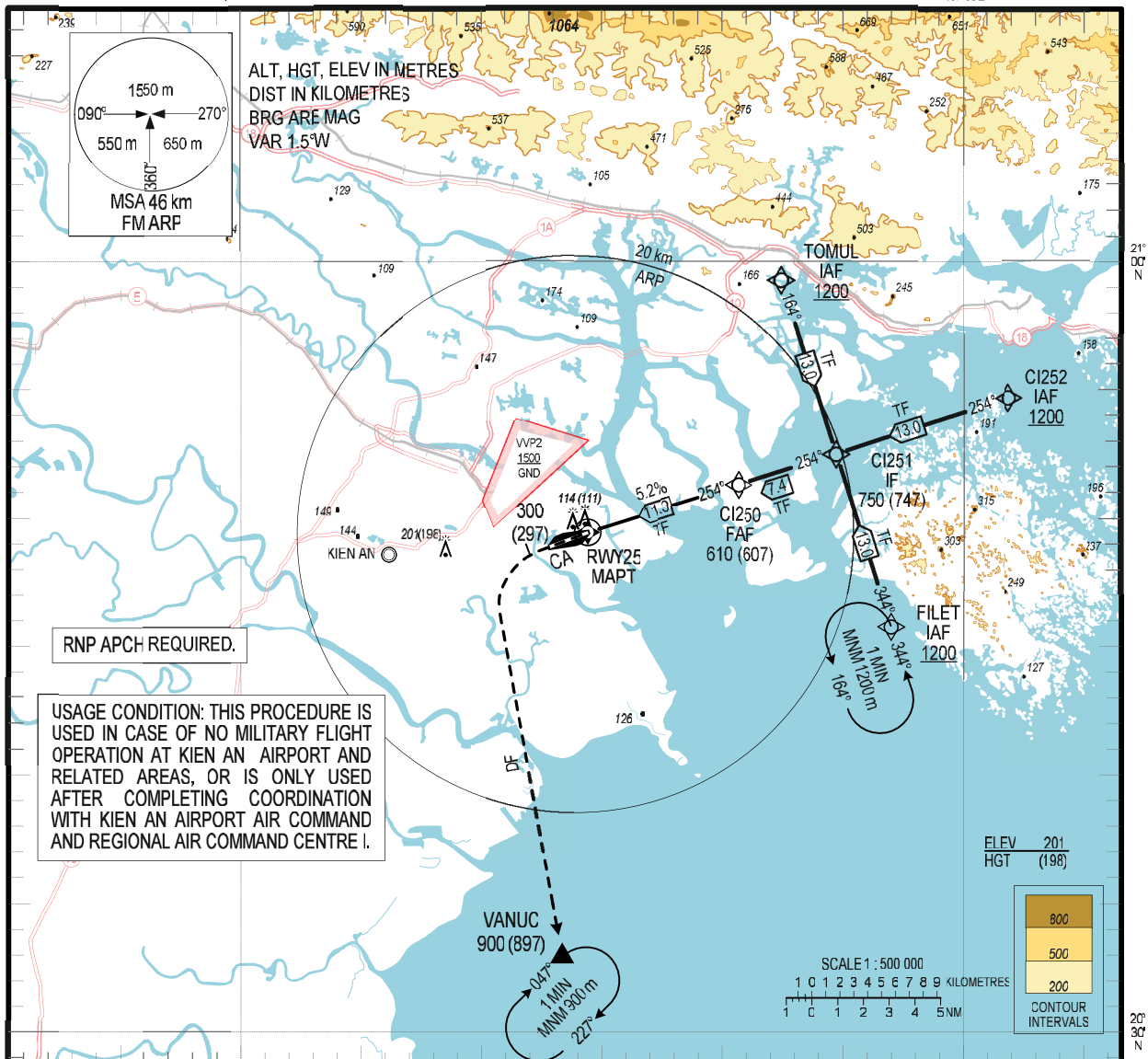
Holding Fix	Inbound Course/Track °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
VANUC	307 (305.7)	+1.5	1 ≤ FL140 1.5 > FL140	R	+900	-430 ≤ FL140 -445 > FL140	RNAV 1

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 3 m
HEIGHTS RELATED TO
AERODROME ELEV

TWR 118.5 PR
APP 126.525 PR
124.825 SRY

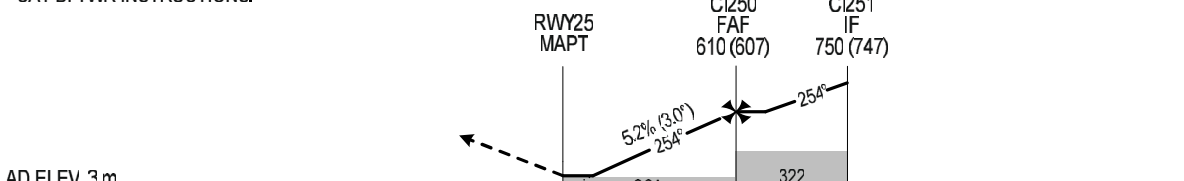
HAI PHONG/CAT BI INTL (VVC)
RNP Z RWY 25



KILOMETRES TO NEXT WPT	RWY25	3.3	4	6	8	10	11.3
ALT		190	225	330	435	540	610

MISSED APPROACH:
CLIMB ON COURSE 254° TO 300 m, TURN LEFT TO VANUC AT 900 m, JOIN HOLDING PATTERN OR FOLLOW CAT BI TWR INSTRUCTIONS.

TRANSITION ALTITUDE 2750



AD ELEV 3 m									
KILOMETRES TO/FM THR RWY 25	10	5	0	5	10	15	20	25	30

OCA (H)	A	B	C	D	GS	km/h	130	170	210	250	290
LNAV	190 (187)				RATE OF DESCENT	m/s	1.9	2.5	3.0	3.6	4.2
CIRCLING	250 (247)		350 (347)		FAF - MAPT 5.2%						

CIRCLING IN THE SOUTH OF RUNWAY ONLY

CHANGES: OCA (H), ADDN OF APP FREQUENCY.

PROCEDURE CODING

1. RNP Z RWY 25: APPROACH FROM CI252

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	CI252	-	-	-	-	+1200	-	-	RNP APCH
2	TF	CI251	-	254 (252.4)	13.0	-	@750	-	-	RNP APCH
3	TF	CI250	-	254 (252.4)	7.4	-	@610	-	-	RNP APCH
4	TF	RWY25 (MAPT)	Y	254 (252.4)	11.3	-	@18	-	-3.00°/15.25	RNP APCH
5	CA	-	-	254 (252.3)	-	-	+300	-	-	RNP APCH
6	DF	VANUC	-	-	-	L	@900	-	-	RNP APCH
7	HM	VANUC	-	047 (045.0)	-	R	+900	-	-	RNP APCH

2. RNP Z RWY25: APPROACH FROM TOMUL

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	TOMUL	-	-	-	-	+1200	-	-	RNP APCH
2	TF	CI251	-	164 (162.4)	13.0	-	@750	-	-	RNP APCH
3	TF	CI250	-	254 (252.4)	7.4	-	@610	-	-	RNP APCH
4	TF	RWY25 (MAPT)	Y	254 (252.4)	11.3	-	@18	-	-3.00°/15.25	RNP APCH
5	CA	-	-	254 (252.3)	-	-	+300	-	-	RNP APCH
6	DF	VANUC	-	-	-	L	@900	-	-	RNP APCH
7	HM	VANUC	-	047 (045.0)	-	R	+900	-	-	RNP APCH

3. RNP Z RWY25: APPROACH FROM FILET

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	FILET	-	-	-	-	+1200	-	-	RNP APCH
2	TF	CI251	-	344 (342.4)	13.0	-	@750	-	-	RNP APCH
3	TF	CI250	-	254 (252.4)	7.4	-	@610	-	-	RNP APCH
4	TF	RWY25 (MAPT)	Y	254 (252.4)	11.3	-	@18	-	-3.00°/15.25	RNP APCH
5	CA	-	-	254 (252.3)	-	-	+300	-	-	RNP APCH
6	DF	VANUC	-	-	-	L	@900	-	-	RNP APCH
7	HM	VANUC	-	047 (045.0)	-	R	+900	-	-	RNP APCH

4. RNAV HOLDING:

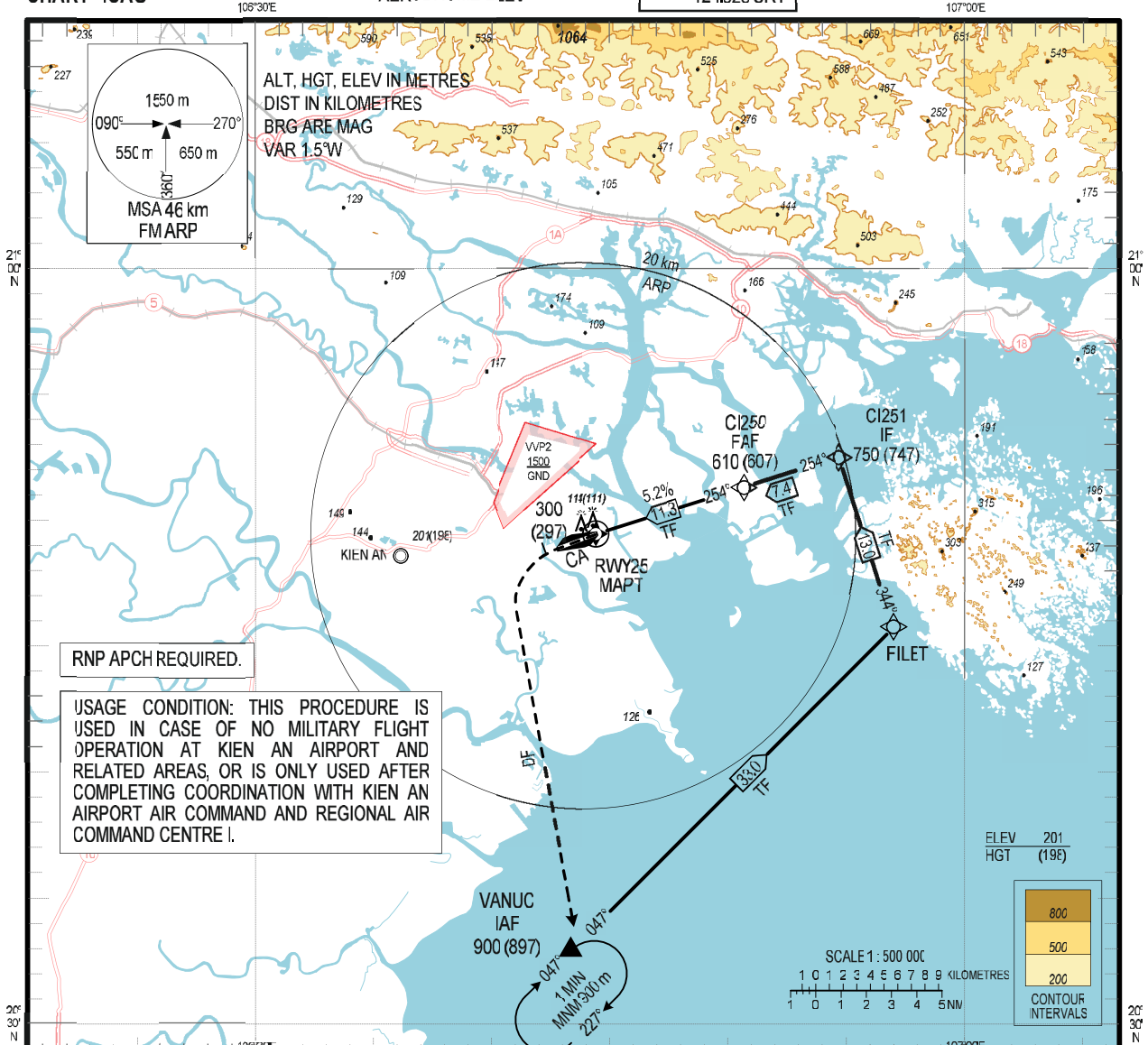
Holding Fix	Inbound Course/Track °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
FILET	344 (342.4)	+1.5	1 ≤ FL140 1.5 > FL140	L	+1200	-430 ≤ FL140 -445 > FL140	RNP APCH
VANUC	047 (045.0)	+1.5	1 ≤ FL140 1.5 > FL140	R	+900	-430 ≤ FL140 -445 > FL140	RNP APCH

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 3 m
HEIGHTS RELATED TO
AERODROME ELEV

TWR 118.5 PRI
APP 126.525 PRI
124.825 SRY

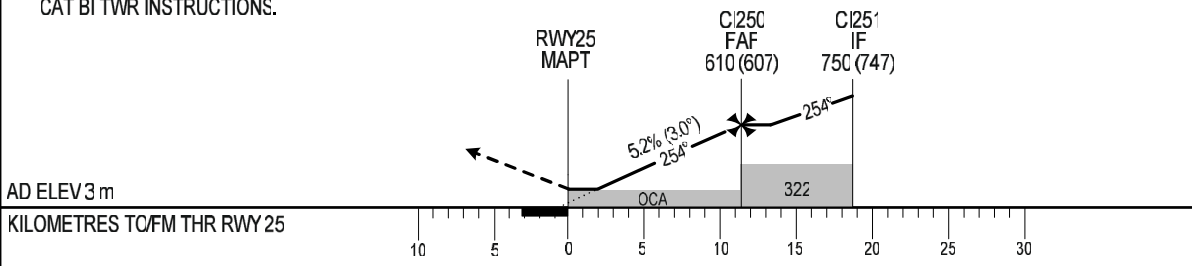
HAI PHONG/CAT BI INTL (VVC)
RNP Y RWY 25



KILOMETRES TO NEXT WPT	RWY25	3.3	4	6	8	10	11.3
ALT		190	225	330	435	540	610

MISSED APPROACH:
CLIMB ON COURSE 254° TO 300 m, TURN LEFT TO VANUC AT 900 m, JOIN HOLDING PATTERN OR FOLLOW CAT BI TWR INSTRUCTIONS.

TRANSITION ALTITUDE 275C



OCA (H)	A	B	C	D	GS	km/h	130	170	210	250	290
LNAV	190 (187)				RATE OF DESCENT	m/s	1.9	2.5	3.0	3.6	4.2
CIRCLING	250 (247)		350 (347)		FAF - MAPT 5.2%						

CIRCLING IN THE SOUTH OF RUNWAY ONLY

CHANGE: OCA (H); ADDN OF APP FREQUENCY.

PROCEDURE CODING

1. RNP Y RWY 25: APPROACH FROM VANUC

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (km)	Turn Direction	Altitude (m)	Speed (km/h)	VPA/TCH	Nav Spec
1	IF	VANUC	-	-	-	-	@900	-	-	RNP APCH
2	TF	FILET	-	047 (045.0)	33.0	-	-	-	-	RNP APCH
3	TF	CI251	-	344 (342.4)	13.0	-	@750	-	-	RNP APCH
4	TF	CI250	-	254 (252.4)	7.4	-	@610	-	-	RNP APCH
5	TF	RWY25 (MAPT)	Y	254 (252.4)	11.3	-	@18	-	-3.00°/15.25	RNP APCH
6	CA	-	-	254 (252.3)	-	-	+300	-	-	RNP APCH
7	DF	VANUC	-	-	-	L	@900	-	-	RNP APCH
8	HM	VANUC	-	047 (045.0)	-	R	+900	-	-	RNP APCH

2. RNAV HOLDING:

Holding Fix	Inbound Course/Track °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (m)	Speed (km/h)	Nav Spec
VANUC	047 (045.0)	+1.5	1 ≤ FL140 1.5 > FL140	R	+900	-430 ≤ FL140 -445 > FL140	RNP APCH

LANDING MINIMA**1. ILS approach procedures**

Procedures	ACFT CAT	MDH/DH (M)	With APCH LGT serviceable		With APCH LGT unserviceable	
			RVR (M)	VIS (M)	RVR (M)	VIS (M)
ILS Z, ILS Y, ILS V, ILS X, ILS W RWY 07	A, B, C, D	-/105	900	1 400	1 600	2 400
ILS Z, ILS Y, ILS V, ILS X, ILS W GP INOP RWY 07	A, B, C, D	140/-	-	2 100	-	3 200

2. RNP approach procedures

Procedures	ACFT CAT	MDH (M)	With APCH LGT serviceable		With APCH LGT unserviceable	
			RVR (M)	VIS (M)	RVR (M)	VIS (M)
RNP Z LNAV, RNP Y LNAV RWY 07	A, B, C, D	150	-	2 300	-	3 500
RNP Z LNAV, RNP Y LNAV RWY 25	A, B, C, D	190	-	3 300	-	4 400

Note: Use VIS values only when RVR values are not available or the RVR system is unserviceable.