**INSTRUMENT APPROACH CHART – ICAO**

AERODROME ELEV 30 m
HEIGHTS RELATED TO
THR RWY 33 – ELEV 26.0 m

TWR 118.6

**GIA LAI/PHU CAT DOM (VVPC)**
**ILS Z RWY 33**

109°00'E 109°30'E

14° 15' N

13° 45' N

ELEV, ALT, HGT IN METRES
DIST IN KILOMETRES
DME DIST (D) IN NM
BRG ARE MAG
VAR 1°W

MSA 46 km
ARP
1500 1200 1800
170° 090° 350°

PC801
PC821
PC800
PC901
1200 (1174)
PC731 ❶
IAF
1200
PC700
FAP/FAF
13°51'47"N
109°06'15"E
D5.9 IPC
PC701
IF
D10.9 IPC
PC711 ❶
IAF
2150
1500
PC721
IAF
2150
1500
SDF
6.5 km TO PC701
1200

092° TF 15.4
110° TF 21.8
030° TF 11.7
328° CF
328° TF 9.3
237° TF 13.0
057° TF 13.0
010° TF 13.0
190°

MNM ALT 1200 1 MIN 217° 037°
MNM ALT 1200 1 MIN 237° 057°
MNM ALT 1850 1 MIN 057° 237°
MNM ALT 1500 1 MIN 010° 190°

MAPT
D1.4 IPC

ILS/DME 110.1
IPC

REQUIRED: RNP 1 (GNSS) FOR INITIAL APPROACH AND MISSED APPROACH SEGMENT

NOTE: ATC MUST PROVIDE VERTICAL SEPARATION BETWEEN AIRCRAFT HOLDING AT PC711, PC721, PC731 AND PC901.

USAGE CONDITION: THIS PROCEDURE IS ONLY USED IN CASE OF NO MILITARY FLIGHT OPERATION IN RELATED AREAS OR HAVING COMPLETED COORDINATION WITH MILITARY AIR COMMANDER AT PHU CAT TWR.

❶ MAX IAS 390 km/h

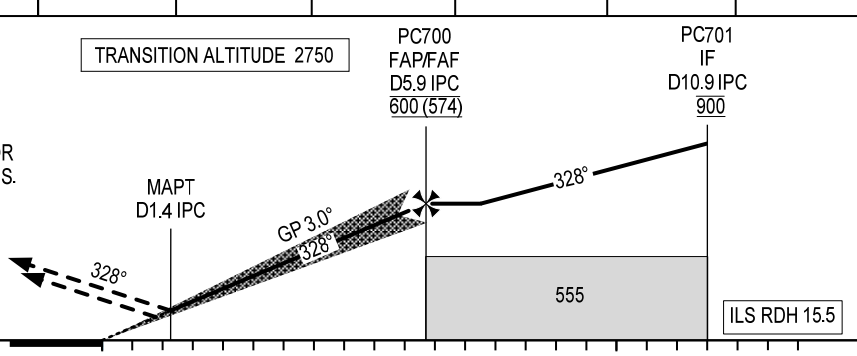
1100
700
300
CONTOUR INTERVALS

SCALE 1 : 500 000
2 0 5 10 KILOMETRES
1 0 1 2 3 4 5 NM

| DME DISTANCE | IPC | 1.4 | 2 | 3 | 4 | 5 | 5.9 |
|---|---|---|---|---|---|---|---|
| ALT (3.0°) | | 160 | 220 | 320 | 415 | 510 | 600 |

TRANSITION ALTITUDE 2750

MISSED APPROACH:
CLIMB ON COURSE 328° TO PC800,
TURN RIGHT TO PC801, PC821, PC901
AT 1200 m, JOIN HOLDING PATTERN OR
FOLLOW PHU CAT TWR INSTRUCTIONS.




| OCA (H) | | A | B | C | D |
|---|---|---|---|---|---|
| STRAIGHT-IN APPROACH | CAT I | 109 (83) | 112 (86) | 115 (89) | 118 (92) |
| | GP INOP | 160 (134) | | | |
| CIRCLING | | NOT APPLICABLE | | | |

| GS | km/h | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|
| RATE OF DESCENT | m/s | 2.2 | 2.9 | 3.6 | 4.4 |
| FAF - MAPT 8.4 km | min:s | 3:22 | 2:31 | 2:01 | 1:41 |

CHANGE: LOCATION NAME.