INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 6M
HEIGHTS RELATED TO
THR RWY 17 - ELEV **6.1M**

TWR 118.3

NGHE AN/VINH DOM (VVVH)
ILS V RWY 17

105°30'E 105°45'E 106°00'E

19° 00' N

18° 45' N

18° 30' N

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

LR-347 VIN

LR-001 VIN

195° 1 MIN MNM ALT 1200M 015°

DALAN
18°59'41"N
105°44'19"E
IAF 2
D16.0/R-015 VIN
1200 (1194)

850M
100°
1800M
300°
020°
1050M
MSA 46KM
VIN

IF
D12.0 VIN
D11.3 IVH
900(894)

ARC 14NM VIN

FAP/FAF
D6.2 IVH
600(594)

SDF GP INOP
D4.1 IVH
400(394)

VOR/DME REQUIRED

MAPT GP INOP
D1.3 IVH
135(129)

083° 1 MIN MNM ALT 1200M 263°

IAF 1
D14.0/R-083 VIN
1200(1194)

CAURO
18°42'46"N
105°23'16"E
IAF 3
D16.0/R-266 VIN
2750 (2744)

GP/DME 334.1
CH 20X

LLZ 108.3
IVH

45 (39)
CHURCH

200(194)

R-083 VIN

MAX IAS 390KM/H

VINH
DVOR/DME 113.1
VIN
18°44'03"N
105°40'06"E

117 (111)
ANTENA

20 KM
FROM VIN

NOTE: THIS PROCEDURE IS USED BASED ON CLOSE COORDINATION WITH MILITARY AIR COMMANDER AT THO XUAN AIRPORT.

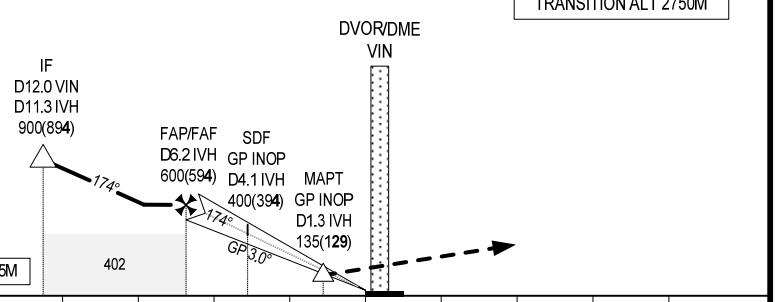
ALT / HGT 600 (594)

CONTOUR INTERVALS 500 200

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

MISSED APPROACH:
CLIMB TO 200M (194M), TURN LEFT TO INTERCEPT R-083 VIN (MAX SPEED 390KM/H) TO D14.0/R-083 VIN AT 1200M, JOIN HOLDING PATTERN OR FOLLOW VINH TWR INSTRUCTIONS.

TRANSITION ALT 2750M



OCA(H)		A	B	C	D
STRAIGHT-IN APPROACH	CAT I	**85 (79)**			
	GP INOP	135**(129)**			
CIRCLING		210(204)		**430(424)**	

FAF - MAPT: 4.9NM (9.1KM)

GS	KM/H	100	150	200	250	300	350
TIME	MIN : SEC	5:26	3:38	2:43	2:11	1:49	1:34
RATE OF DESCENT 3.0°	M/S	1.5	2.2	2.9	3.6	4.4	5.1

CHANGES: ELEV OF THR RWY 17, OCA(H).