INSTRUMENT APPROACH CHART – ICAO

AERODROME ELEV 14.1M
HEIGHTS RELATED TO THR RWY 02L - ELEV 6.0M

TWR: 118.2 PRI
124.35 SRY
APP: 127.9 PRI
124.35 SRY

KHANH HOA/CAM RANH INTL (VVCR)
ILS Y RWY 02L

109°00'E 109°30'E

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

NHA TRANG MIL AP

HOLDING AT CRA DVOR/DME
HLD 1 MIN
MNM 2300M
184°
004°

MSA - 46KM
DVOR/DME CRA
2300 1650
180° 360°

LOCALIZER
ICR: 110.7

CAM RANH
DVOR/DME 116.5
CRA
11°59'40"N
109°13'12"E

1200 (1194)
RDL 020 CRA
020°

IAF1
2300(2294)

MAPT
GP INOP
D2.2 (GP/DME)
250(244)

FAP/FAF
D5.9 (GP/DME)
675(669)

GP 3.5°

D7.4 (GP/DME)
675(669)

CAT A,B 194°
CAT C,D 184°

IAF3
D23.0 RDL 255 CRA
2300(2294)
RDL 255 CRA
W15
NOT TO SCALE
21.0 DME CRA ARC

IAF2
D23.0 RDL 227 CRA
2300(2294)
RDL 227 CRA
RDL 221 CRA
W2
21.0 DME CRA ARC
LR 206 CRA

NOTE
DO NOT DESCEND BELOW 2000M WHEN PASSING RDL 221 CRA

PHAN RANG MIL AP

IF
D19.5 CRA
D19.0 (GP/DME)
1790 (1784)

RDL 194 CRA
RDL 184 CRA

D19.5 CRA
1790 (1784)

D19.5 CRA
1790 (1784)

SDF3
D11.3 (GP/DME)
1050(1044)

SDF2
D13.4 (GP/DME)
1250(1244)

SDF1
D15.5 (GP/DME)
1450(1444)

REQUIREMENT:
- VOR/DME, FMS.

NOTES:
- DO NOT DESCEND BELOW THE ALTITUDE THAT INDICATED AT STEPDOWN FIXES.
- PILOTS SHOULD PAY ATTENTION TO AVOID WRONG RWY BY MISTAKEN.

ALTITUDE 2300
HEIGHT (2294)

SCALE 1:500 000
1 0 1 2 3 4 5 6 7 8 9 KM
1 0 1 2 3 4 5 NM

12° 00' N

IAF2, IAF3
2300(2294)

IF D19.5 CRA
D19.0 (GP/DME)
1790 (1784)

ARC
21.0 DME CRA

TRANSITION ALT 2750M

CAT A,B 194°
CAT C,D 184°

CRA - IAF1
2300(2294)

MISSED APPROACH:
INTERCPET RDL 020 CRA DVOR/DME, CLIMB TO 1200M, TURN RIGHT TO CRA AT 2300M. JOIN HOLDING PATTERN OR FOLLOW ATC INSTRUCTIONS.

RDL 221 CRA
2000M

020°

SDF1
D15.5
(GP/DME)
1450(1444)

SDF2
D13.4
(GP/DME)
1250(1244)

SDF3
D11.3
(GP/DME)
1050(1044)

FAP/FAF
D7.4
(GP/DME)
675(669)
D5.9
(GP/DME)
675(669)

MAPT
GP INOP
D2.2 (GP/DME)
250(244)

GP 3.5°

RDL 020 CRA
1200
(1194)

ILS RDH:16.5M

THR ELEV RWY 02L: 6.0M

35 30 25 20 15 10 5 0 5 10
KM TO/FROM THR RWY 02L

OCA(H)		A	B	C	D
STRAIGHT-IN APCH	CAT I	96(90)	99(93)	102(96)	105(99)
	GP-INOP	250(244)			
CIRCLING		400(386)		550(536)	

FAF – MAPT: 6.9KM

GS	KM/H	150	200	250	300	350
TIME	MIN/S	2:46	2:04	1:40	1:23	1:11
RATE OF DESCENT 3.5°	M/S	2.5	3.4	4.2	5.1	5.9

CIRCLING IS ONLY IN THE EAST OF RWY

CHANGE: REMOVAL OF SIM TRAINING REQUIREMENTS.