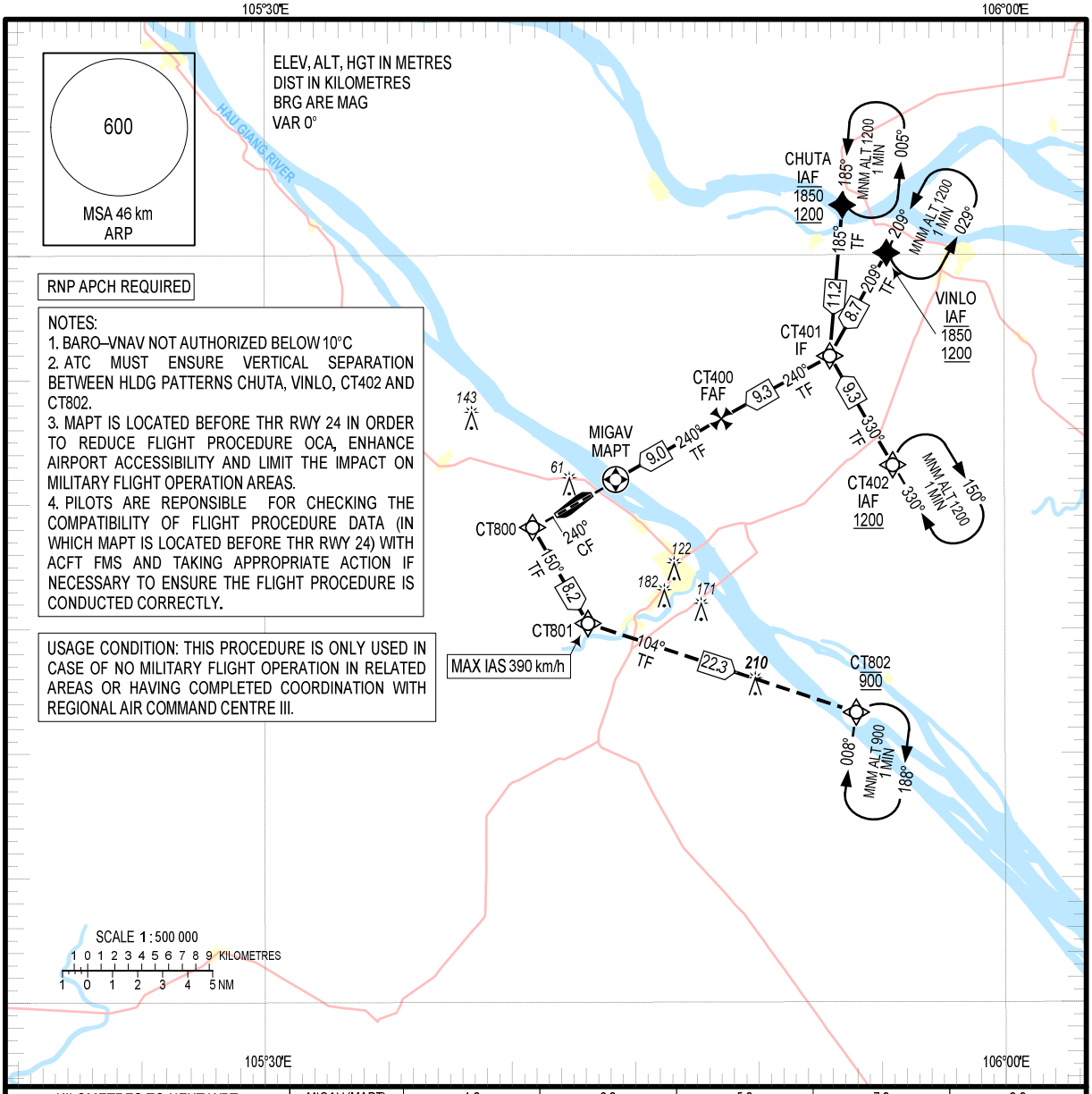
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 3 m
HEIGHTS RELATED TO
THR RWY 24 - ELEV 3 m

TWR 118.8

CAN THO/CAN THO INTL (VVCT)
RNP Z RWY 24



RNP APCH REQUIRED

NOTES:
1. BARO–VNAV NOT AUTHORIZED BELOW 10°C
2. ATC MUST ENSURE VERTICAL SEPARATION BETWEEN HLDG PATTERNS CHUTA, VINLO, CT402 AND CT802.
3. MAPT IS LOCATED BEFORE THR RWY 24 IN ORDER TO REDUCE FLIGHT PROCEDURE OCA, ENHANCE AIRPORT ACCESSIBILITY AND LIMIT THE IMPACT ON MILITARY FLIGHT OPERATION AREAS.
4. PILOTS ARE REPONSIBLE FOR CHECKING THE COMPATIBILITY OF FLIGHT PROCEDURE DATA (IN WHICH MAPT IS LOCATED BEFORE THR RWY 24) WITH ACFT FMS AND TAKING APPROPRIATE ACTION IF NECESSARY TO ENSURE THE FLIGHT PROCEDURE IS CONDUCTED CORRECTLY.

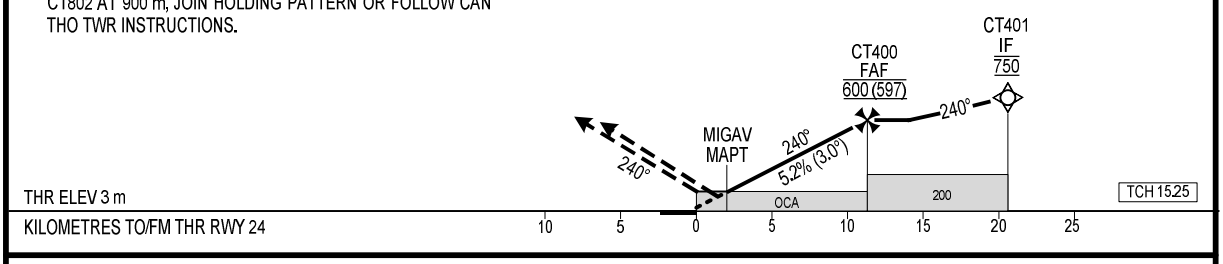
USAGE CONDITION: THIS PROCEDURE IS ONLY USED IN CASE OF NO MILITARY FLIGHT OPERATION IN RELATED AREAS OR HAVING COMPLETED COORDINATION WITH REGIONAL AIR COMMAND CENTRE III.

MAX IAS 390 km/h

KILOMETRES TO NEXT WPT	MIGAV (MAPT)	1.0	3.0	5.0	7.0	9.0
ALT		180	285	390	495	600

MISSED APPROACH:
CLIMB ON COURSE 240° TO CT800, TURN LEFT TO CT801, CT802 AT 900 m, JOIN HOLDING PATTERN OR FOLLOW CAN THO TWR INSTRUCTIONS.

TRANSITION ALTITUDE 2750



OCA(H)	A	B	C	D
LNAV/VNAV	110 (107)			
LNAV	130 (127)			
CIRCLING	200 (197)		310 (307)	

CIRCLING IS ONLY IN THE NORTH OF RWY

FAF - MAPT: 9 km

GS	km/s	150	200	250	300	350
RATE OF DESCENT FAF-MAPT 3.0°(5.2%)	m/s	2.2	2.9	3.6	4.4	5.1

CHANGE: NEW CHART.

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