

## GENERAL

## Operational Hours

ATS Hours / AD ADMIN Hours: H24

## Airport Information

RFF: CAT 9

PCN: RWY 07L/25R: 85/R/B/W/T, RWY 07R/25L: 63/R/B/X/T

## Operation

## Preferential RWY

LDG RWY 25R/07R.

TKOF RWY 25L/07L.

A350-900, B787-900:

LDG/TKOF RWY 25L/07R.

ATC may issue LDG CLR RWY 07R when ACFT are performing TKOF run on RW 07L. Expect reduced separation on all RWYs.

## TWY Restriction

Access to Maintenance area via TWY E6 and stand 22 and vice versa.

## Hot Spots

Hot Spot No.	DESCRIPTION
HS 1	ACFT taxiing on TWY NS to intersection of TWY NS and Road A20: Should pay attention to safe distance with vehicles/facilities moving on Road A20.
HS 2	ACFT taxiing to stands from 55 to 60 to intersection of TWY NS and Road A8: Should pay attention to safe distance with vehicles/facilities moving on Road A8.
HS 3	ACFT taxiing on TWY M1 to intersection of TWY M1 and Road A6: Should pay attention to safe distance with vehicles/facilities moving on Road A6.
HS 4	ACFT taxiing to intersection of TWY M1 and Road A24: Should pay attention to safe distance with vehicles/facilities moving on Road A24.
HS 5	ACFT taxiing on TWY NS to intersection of TWY NS and Road A4-A5: Should pay attention to safe distance with vehicles/facilities moving on Road A4-A5.
HS 6	ACFT taxiing to stands from 15 to 22 or ACFT pushed-back from these stands: Should pay attention to safe distance with vehicles/facilities moving on Road A3.
HS 7	ACFT vacating RWY 07R/25L: Should pay attention to prevent the mistaken identification of TWYs E2, E4 as closing TWY.
HS 8	ACFT taxiing on TWY E6 (a portion intersecting with Road): Should pay attention to safe distance with vehicles/facilities moving from Road to stands from 66 to 68.
HS 9	Code letter E ACFT and equivalent or above taxiing on TWY E6: Should pay attention to safe distance with vehicles/facilities moving on Road.
HS 10	Code letter E ACFT and equivalent or above taxiing on TWY E6: Should pay attention to safe distance with vehicles/facilities moving on road A13.
HS 11	ACFT vacating RWY 07R taxiing to TWY NS2: Should pay attention to safe distance with ACFT taxiing on TWY NS2/TWY E8.
HS 12	ACFT vacating RWY 07R to TWY E2: Should pay attention to safe distance with ACFT taxiing on TWY E2/TWY E8.

## GENERAL

HS 13	ACFT vacating RWY 07R to TWY E4: Should pay attention to safe distance with ACFT taxiing on TWY E4/TWY E8.
HS 14	ACFT vacating RWY 07R to TWY E6: Should pay attention to intersection of TWY E6 and TWY E8 with ACFT taxiing on TWY E8.
HS 15	Before ACFT line up RWY 07R: Should pay attention to hold at holding position on TWY W11 to avoid RWY incursion.
HS 16	ACFT LDG RWY 25R: Should pay attention to hold at HLDG position on TWY W4 before crossing RWY 07R/25L.

**Standard Taxi Routes****Arrival****RWY 25R****To stands 15-23 and 46-49, after LDG:**

- Vacate RWY via TWY W4 or W6, cross RWY 07R/25L to TWY W7 or W11 and continue to taxi on TWY W11, E6 to stand.

**To stands 1-13, 31-43, 24-27, 29 and 30, after LDG:**

- Vacate RWY via TWY W4 or W6, cross RWY 07R/25L to TWY W7 or W11 and continue to taxi on TWY W11, turn right to TWY M1 or to taxi on TWY W11, turn right to TWY NS to stand.

**To stands 1E-4E, after LDG:**

- Taxi via W11-M3 to stands.

**RWY 07L****To stands 1-13, 24-27, 31-43, 29 and 30 after LDG:**

- Vacate RWY via TWY E1, cross RWY 07R/25L to TWY E2, turn right to TWY E6 or continue taxiing on TWY W11 to stand.
- Vacate RWY via TWY NS1, cross RWY 25L/07R to TWY NS2, NS to stand or turn right to TWY W11, turn left to TWY M1 to stand

**To stands 24-27, 29 and 30, after LDG:**

- Vacate RWY via TWY E1, cross RWY 07R/25L to TWY E2, turn right to TWY E6, continue to taxi on TWY W11, turn left to TWY M1 to stand; or
- Vacate RWY via TWY E1, turn right to taxi on RWY 25L, turn left to TWY NS2, turn right to TWY W11, turn left to M1 to stand.

**To stands 15, 16, after LDG:**

- Vacate RWY via TWY E1, cross RWY 25L/07R to TWY E2, turn right to TWY E6 to stand.

**To stands 17-23 and 46-49, after LDG:**

- Vacate RWY via TWY E1, cross RWY 25L/07R to TWY E2, turn left to TWY E6 to stand or:
- Vacate RWY via TWY E1, turn left to taxi on RWY 25L/07R, turn right to TWY E4, E6 to stand.

**To stands 18-23**

- Only ACFT up to A321 and equivalent, taxi on TWY E2, turn left to TWY E6 to stand.

**To stands 1E-4E, after LDG:**

- Taxi via E6-TEMPO taxilane T3-NS-M1-W15 to stands.

## GENERAL

**Departure****RWY 25R****From stands 1-13 and 31-43, after pushed back:**

- Taxi on TWY NS, turn right to TWY E6, turn left to TWY E2, cross RWY 25L/07R to TWY E1 to HLDG point for departure.
- A321 or equivalent: Taxi on TWY NS to TWY NS2, cross RWY 25L/07R TWY NS1 to TKOF from intersection of TWY NS1 and RWY 25R/07L.

**From stands 15-23 and 46-49 after pushed back:**

- Taxi to TWY E6 to TWY E2, cross RWY 25L/07R to TWY E1 to HLDG for departure.
- Taxi to TWY E6 to TWY E4, taxi on RWY 25L, turn right to TWY E1 to HLDG point for departure.

**From stands 24-27, 29 and 30, after pushed back:**

- Taxi on TWY M1, turn right to TWY W11, E6, turn left to TWY E2, cross RWY 25L/07R to TWY E1 to HLDG point for departure.
- A321 or equivalent: Taxi on TWY M1, turn right to TWY W11, turn left to TWY NS2, cross RWY 25L/07R to TWY NS1 to TKOF from intersection of TWY NS1 and RWY 25R/07L.

**From stands 1E-4E:**

- Taxi via W15-M1-NS-TEMPO taxiway T3-E6.

**RWY 07L****From stands 1-13 and 31-43, after pushed back:**

- Taxi on TWY NS, turn left to TWY W11 to HLDG point at TWY W11, cross THR RWY 07R to TWY W6 to HLDG point for departure.

**From stands 15-23 and 46-49, after pushed back:**

- Nose-wheel facing west, taxi on TWY E6, W11 to HLDG point at TWY W11, cross THR RWY THR RWY 07 to TWY W6 to HLDG point for departure.

**From stands 24-27, 29 and 30, after pushed back:**

- Taxi on TWY M1, turn left to TWY W11 to HLDG point at TWY W11, cross THR RWY 07R to TWY W6 to HLDG point for departure.

**From stands 18-23**

Only for ACFT up to A321 and equivalent, taxi on TWY E6, turn right to TWY E2 for departure.

**From stands 1E-4E**

- ACFT pushed back to M3-W11 for departure.

ACFT stands 1E-4E are pushed-back to M3, then towed to nose-wheel HLDG position abeam of stand 1E.

**Taxi/Parking**

Follow-me O/R

**Parking**

Visual Docking Guidance System (VDGS) AVBL at stands 8, 9, 15, 16, 17, 18, 19, 20.

**Engine Run-up Areas**

Engine run-ups shall be performed either on TWY W3 or at THR RWY 25L when RWY 07L/25R is in use.

**Warnings**

Avoid prohibited area VVP4 south of AD.

## ARRIVAL

## Communication

## COM Failure

## RNAV 1

Continue on the cleared procedures, comply with vertical and speed restrictions and at the end of the STAR, make appropriate APCH procedures.

## Arrival Procedure

## Non-standard GP intercept position on RWY 07R

GP intercepts RWY 07R at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *2745m / 9006ft*.

## DEPARTURE

## Take-off Minima

RWY		07L/25R, 07R/25L	
A, B	ft - m/km	0 - 400V	ALTN for Intl FLT: VDN, VNB, VTBD, VTBS, VDPP ALTN for DOM FLT: VDN, VNB, VBM, VWRG, WCR wo TKOF ALTN
C		0 - 500V	
D		0 - 600V	
All ACFT		Applicable LDG MIN	

## Communication

## COM Failure

## RNAV 1

Continue on the cleared procedures, comply with vertical and speed restrictions and further climb to cruising LVL as mentioned in the current flight plan.

## ATC Slot, Clearance

Contact Tan Son Nhat DLV for ATC CLR before start-up/push-back.

## B747-8 OPS

**TWY Restriction**

MAX taxi speed 12KT on TWY W11, E6, NS2.

**Taxi/Parking**

B747-8 must control speed and need small amount of judgement oversteering to maintain 4.5m / 15ft clearances of outside main gear track and pavement edge when taxi on the INT of RWYs and TWYs, and F TWYs and on APN.

B747-8 must use follow-me for taxi into/out of APN.

**Standard Taxi Routes****Arrival**

**To stands 13, 15 and 35, after LDG:**

**RWY 25R**

- Vacate RWY via TWY W6 to THR RWY 07R to TWY W11, turn right to TWY NS to stands.

**RWY 07L**

- Vacate RWY via TWY E1 to RWY 07R/25L to TWY NS2/E2/E6 to TWY NS to stands.

**RWY 25L**

- Vacate RWY via TWY W7/W11, turn right to TWY NS to stands.

**RWY 07R**

- Vacate RWY via TWY E2/E4/E6, turn right to TWY NS to stands.

**Departure**

**From stands 13, 15 and 35, after pushed back:**

**RWY 25R**

- Taxi to TWY NS, NS2/E6, turn left to TWY E2 to RWY 25L/07R to TWY E1 to HLDG point for departure.

**RWY 07L**

- Taxi to TWY NS, turn left to TWY W11 to HLDG point W11 to RWY 07R/25L to TWY W6 to HLDG point for departure.

**RWY 25L**

- Taxi to TWY NS, turn right to TWY E6 to HLDG point for departure.

**RWY 07R**

- Taxi to TWY NS, turn left to TWY W11 to HLDG point for departure.

## SGN-VVTS

AFC 2

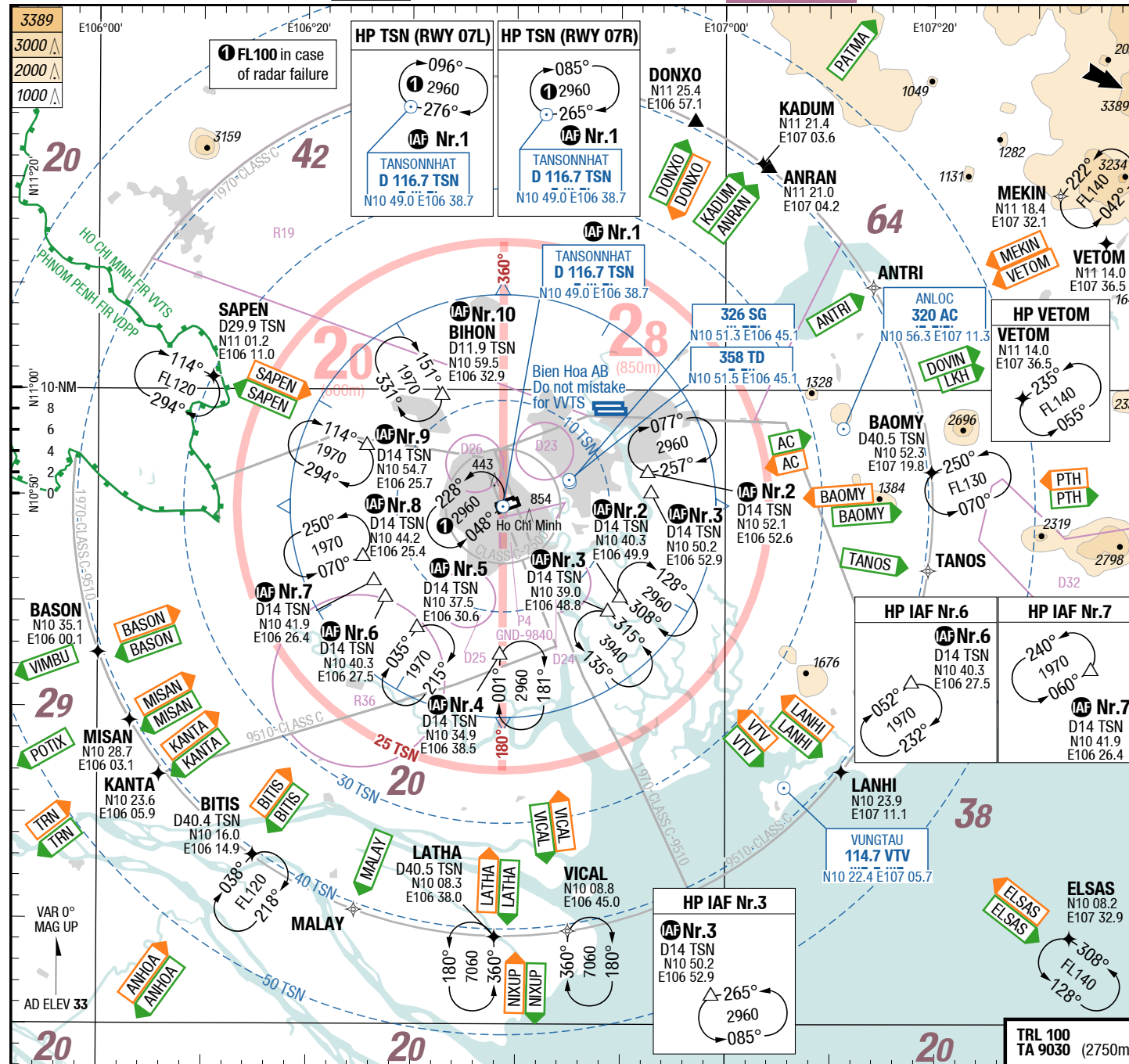
## AFC 1

# AFC

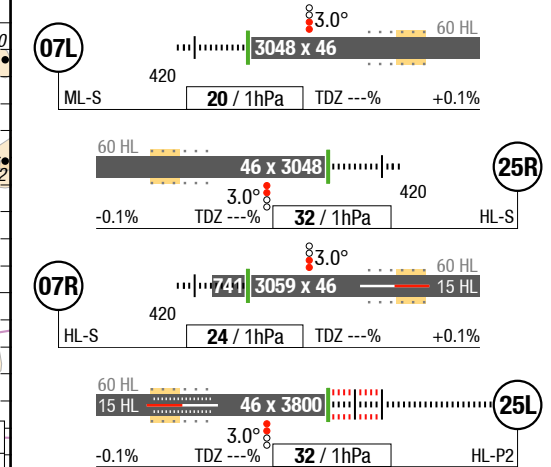
AFC

AFC 2

## AFC 1



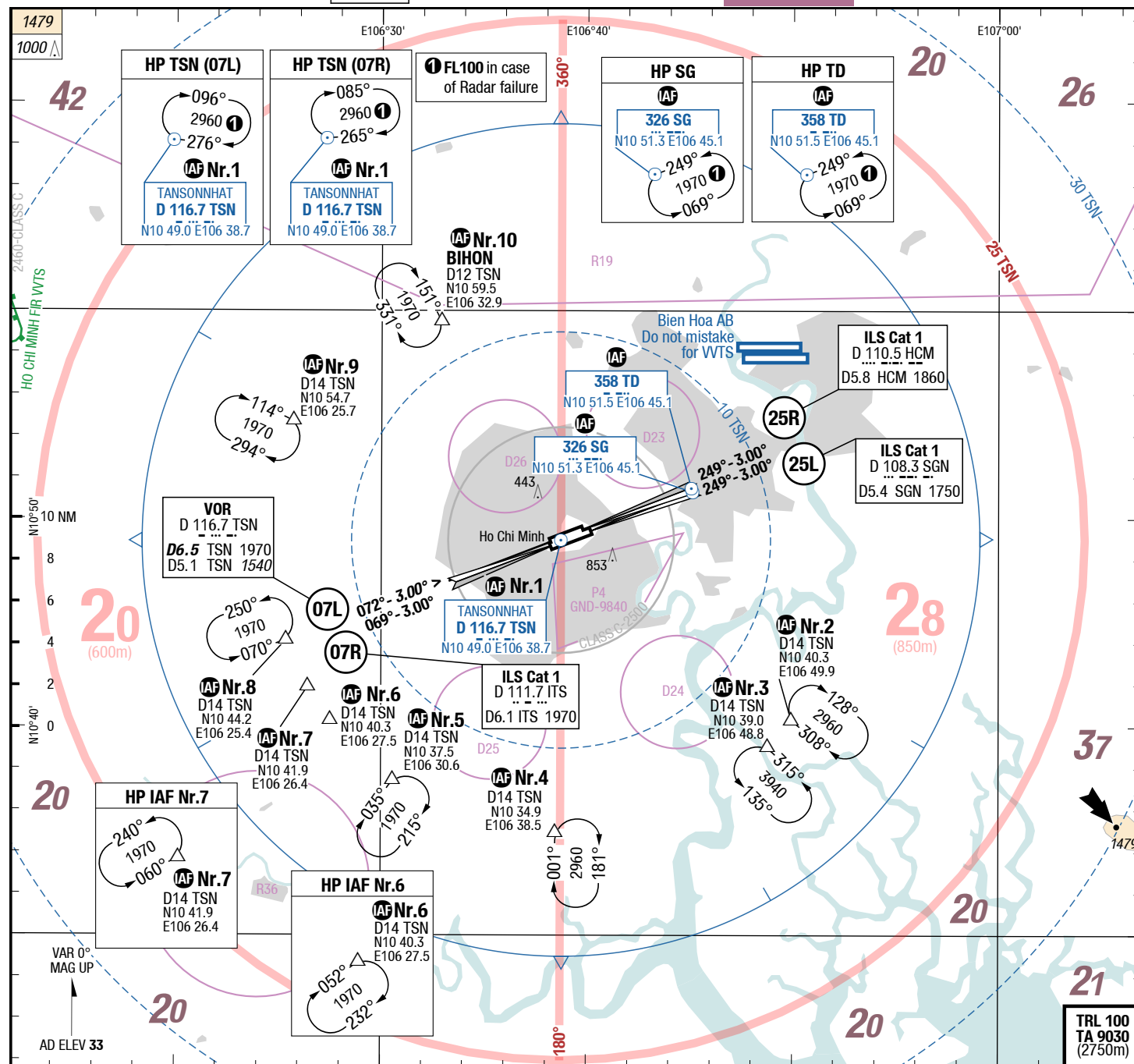
**Landing RWY system:**



Changes: **FREQ**, **ASP**, **SUAs**, **OBST**

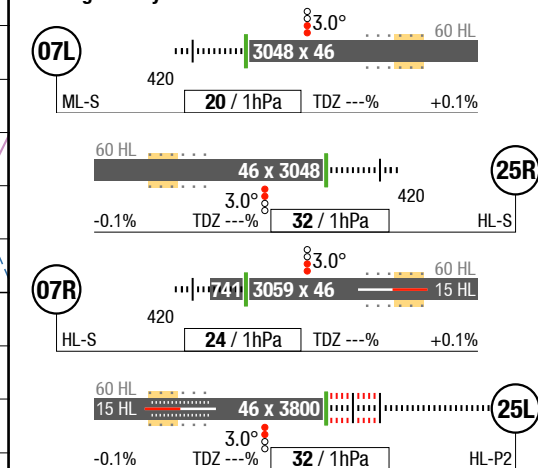
## AFC 2

## AFC 2

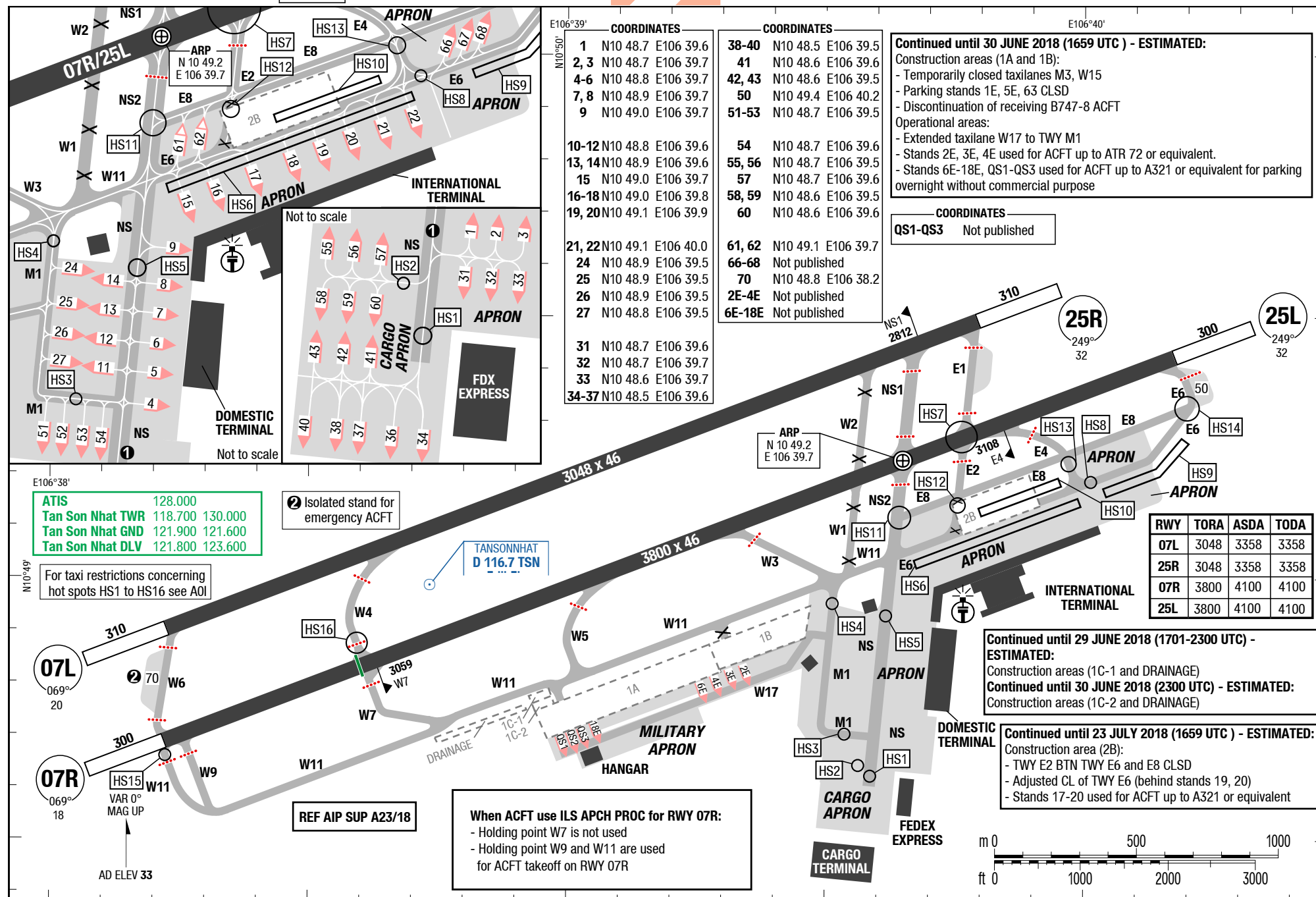


**Frequencies**  
see AFC 1

**Landing RWY system:**



3-28





Effective 21-JUN-2018

14-JUN-2018

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Vietnam Ho Chi Minh Tan Son Nhat Intl

NIL

AGC

AGC

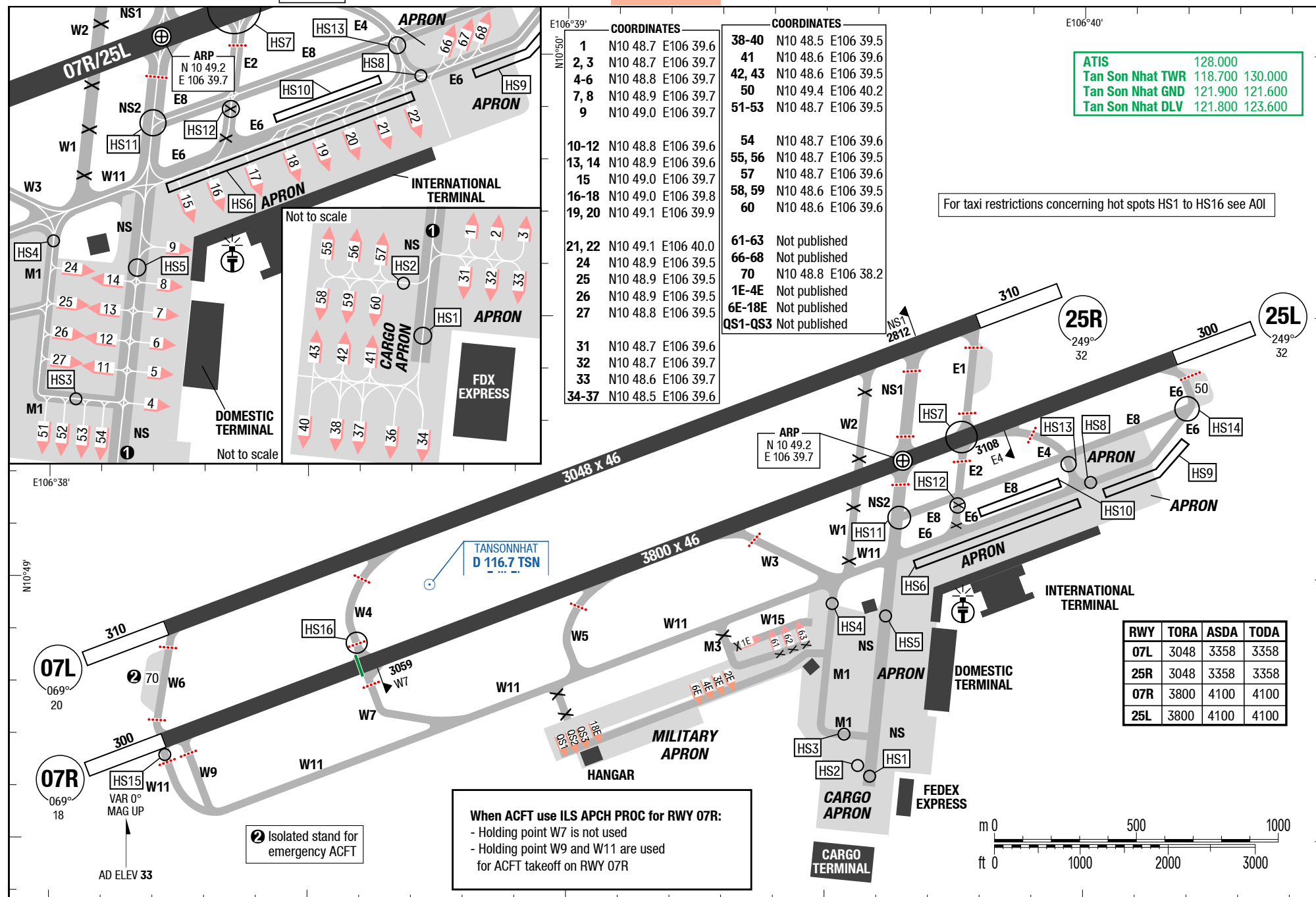
AGC

Tan Son Nhat Intl Ho Chi Minh Vietnam

NIL

AGC

3-30



Changes: TWY , APN, Note, Parking Stands , hot spots

## SGN-VVTS

## RNAV SIDs RWYs 25L/R

4-10

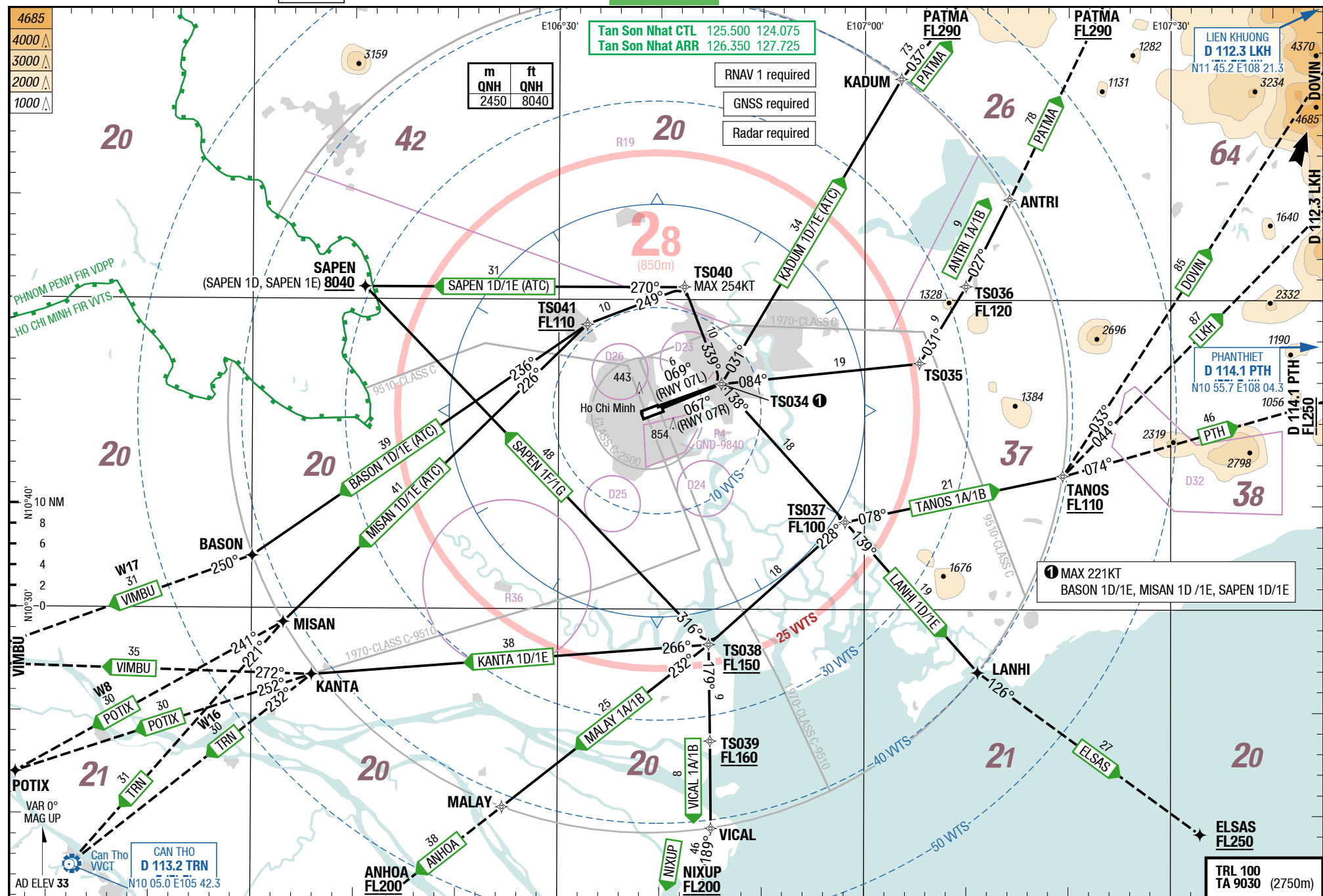
## RNAV SIDs RWYs 07L/R

SID

SID

RNAV SIDs RWYs 25L/R

## RNAV SIDs RWYs 07L/R



Changes: **FREQ**, **ASP**, **SUAs**, **OBST**

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4-20

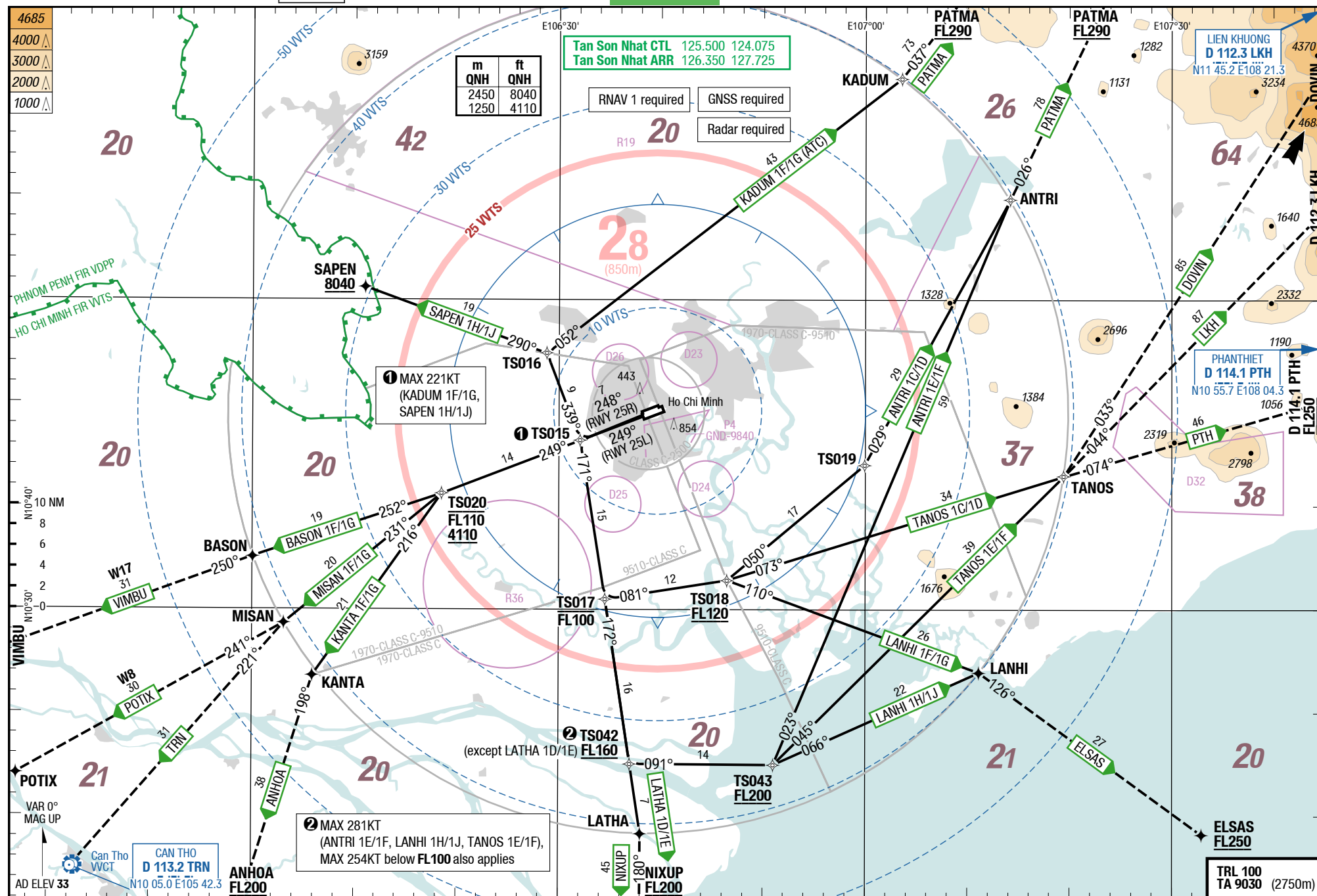
RNAV SIDs RWYs 25L/R

SID

SID

Tan Son Nhat Intl Ho Chi Minh Vietnam

RNAV SIDs RWYs 25L/R



Changes: FREQ, ASP, OBST, SUAS

## SGN-VVTS

SIDs RWY 07R

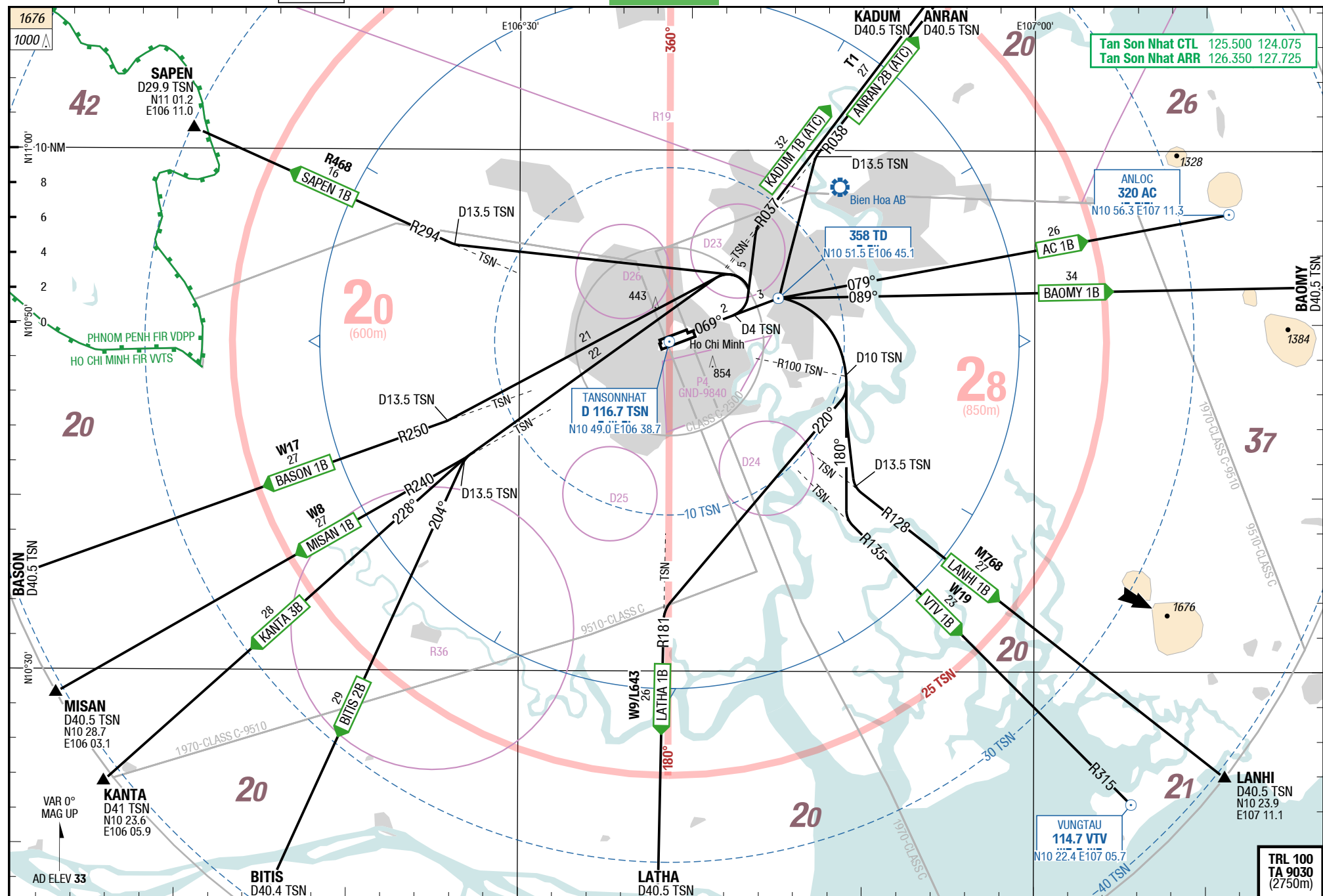
## SIDs RWY 07L

# Slits

# SII

## SIDs RWY 07R

## SIDs RWY 07L



Changes: FREQ, ASP, SUAs, OBST

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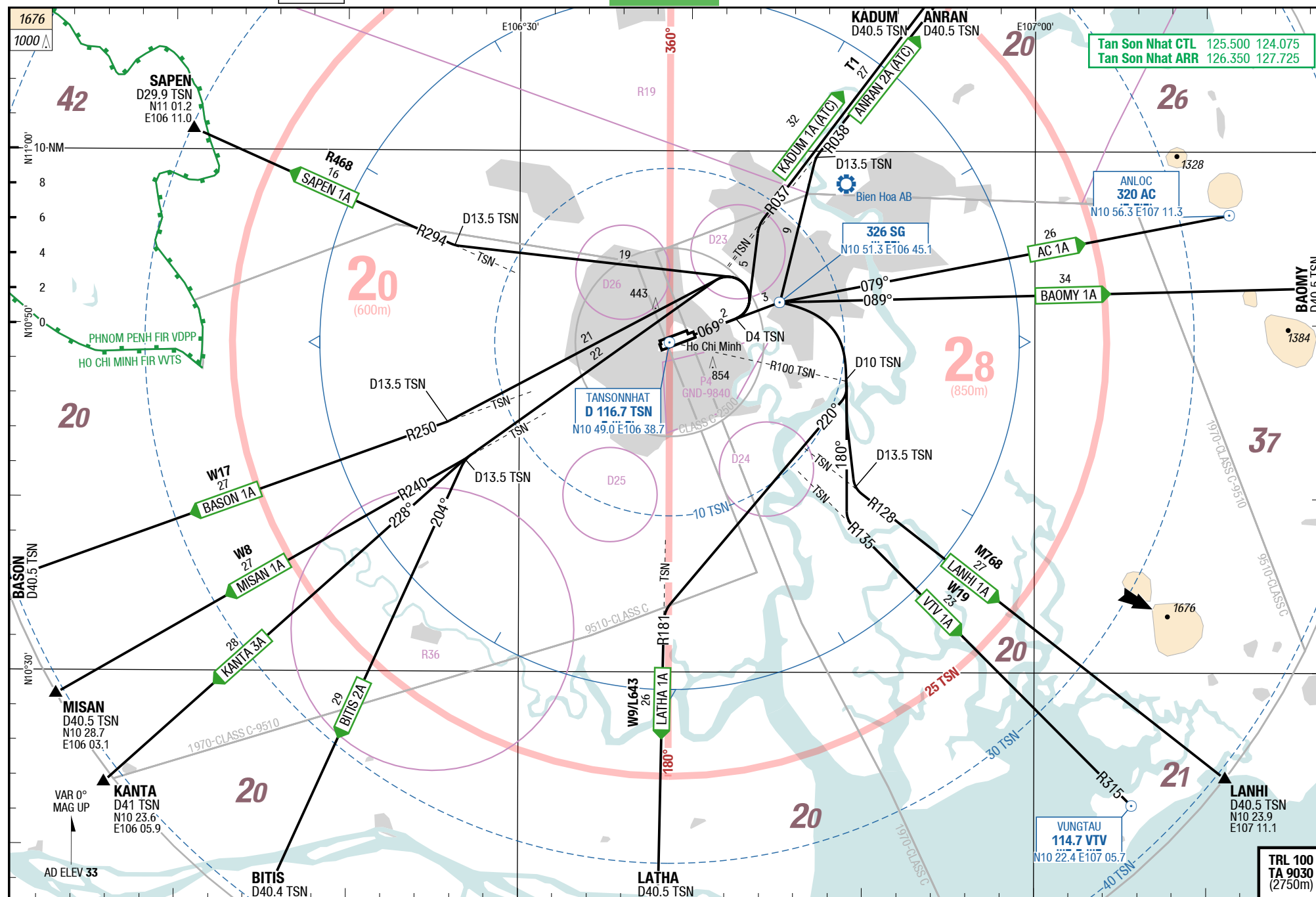
## SGN-VVTS

## SIDs RWY 07R

SID

SID

## SIDs RWY 07R



Changes: ASP, FREQ, OBST, SUAs

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## SGN-VVTS

NIL

4-50

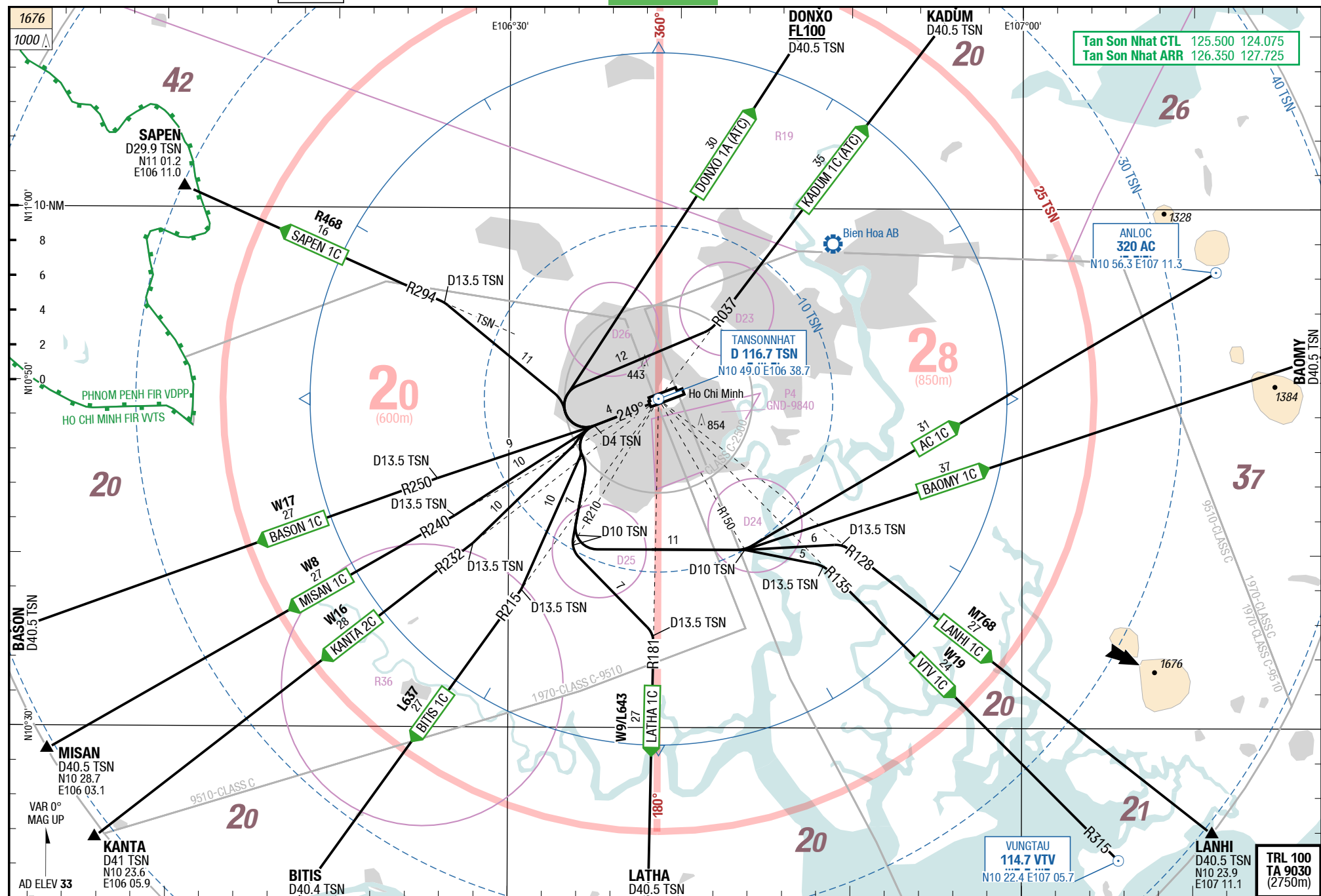
## SIDs RWYs 25L/25R

SID

SID

NIL

## SIDs RWYs 25L/25R



Changes: ASP, FREQ, OBST, SUAs

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**SGN-VVTS**

5-10

**RNAV SIDs RWYs 07L/R**
**ANTRI 1A / BASON 1D / KADUM 1D / KANTA 1D / LANHI 1D / MALAY 1A / MISAN 1D**  
 RWY 07L (069°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07L</b>	
<b>ANTRI 1A</b> <b>125.500</b>	TS034 - TS035 - TS036 - ANTRI	TS036 MAX <b>FL120</b>
	<b>TRANSITION</b>	
	<b>PATMA</b> ANTRI - PATMA	PATMA MNM <b>FL290</b>
<b>BASON 1D</b> (ATC) <b>125.500</b>	TS034 [K221-] - TS040 [K254-] - TS041 - BASON	TS041 MNM <b>FL110</b>
	<b>TRANSITION</b>	
	<b>VIMBU (AWY W17)</b> BASON - VIMBU	
<b>KADUM 1D</b> (ATC) <b>125.500</b>	TS034 - KADUM	
	<b>TRANSITION</b>	
	<b>PATMA</b> KADUM - PATMA	PATMA MNM <b>FL290</b>
<b>KANTA 1D</b> <b>125.500</b>	TS034 - TS037 - TS038 - KANTA	TS037 MAX <b>FL100</b> TS038 MNM <b>FL150</b>
	<b>TRANSITION</b>	
	<b>POTIX</b> KANTA - POTIX	
	<b>TRN (AWY W16)</b> KANTA - TRN	
	<b>VIMBU</b> KANTA - VIMBU	
<b>LANHI 1D</b> <b>125.500</b>	TS034 - TS037 - LANHI	TS037 MAX <b>FL100</b>
	<b>TRANSITION</b>	
	<b>ELSAS</b> LANHI - ELSAS	ELSAS MNM <b>FL250</b>
<b>MALAY 1A</b> <b>125.500</b>	TS034 - TS037 - TS038 - MALAY	TS037 MAX <b>FL100</b> TS038 MNM <b>FL150</b>
	<b>TRANSITION</b>	
	<b>ANHOA</b> MALAY - ANHOA	ANHOA MNM <b>FL200</b>
<b>MISAN 1D</b> (ATC) <b>125.500</b>	TS034 [K221-] - TS040 [K254-] - TS041 - MISAN	TS041 MNM <b>FL110</b>
	<b>TRANSITION</b>	
	<b>POTIX (AWY W8)</b> MISAN - POTIX	

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RNAV SIDs RWYs 07L/R

MISAN 1D / SAPEN 1D / SAPEN 1F / TANOS 1A / VICAL 1A / ANTRI 1B / BASON 1E  
RWYs 07L (069°) / 07R (069°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07L</b>	
<b>MISAN 1D</b> (ATC) <b>125.500</b>	<b>TRANSITION</b>	
	<b>TRN</b> MISAN - TRN	
<b>SAPEN 1D</b> (ATC) <b>125.500</b>	TS034 [K221-] - TS040 [K254-] - SAPEN	SAPEN MNM <b>8040</b>
<b>SAPEN 1F</b> <b>125.500</b>	TS034 - TS037 - TS038 - SAPEN	TS037 MAX <b>FL100</b> TS038 MNM <b>FL150</b>
<b>TANOS 1A</b> <b>125.500</b>	TS034 - TS037 - TANOS	TS037 MAX <b>FL100</b> TANOS MNM <b>FL110</b>
	<b>TRANSITION</b>	
	<b>DOVIN</b> TANOS - DOVIN	TANOS MNM <b>FL110</b>
	<b>LKH</b> TANOS - LKH	TANOS MNM <b>FL110</b>
	<b>PTH</b> TANOS - PTH	TANOS MNM <b>FL110</b> PTH MNM <b>FL250</b>
<b>VICAL 1A</b> <b>125.500</b>	TS034 - TS037 - TS038 - TS039 - VICAL	TS037 MAX <b>FL100</b> TS038 MNM <b>FL150</b> TS039 MNM <b>FL160</b>
	<b>TRANSITION</b>	
	<b>NIXUP</b> VICAL - NIXUP	NIXUP MNM <b>FL200</b>
	<b>Runway 07R</b>	
<b>ANTRI 1B</b> <b>125.500</b>	TS034 - TS035 - TS036 - ANTRI	TS036 MAX <b>FL120</b>
	<b>TRANSITION</b>	
	<b>PATMA</b> ANTRI - PATMA	PATMA MNM <b>FL290</b>
<b>BASON 1E</b> (ATC) 3.4% to 330 <b>125.500</b>	TS034 [K221-] - TS040 [K254-] - TS041 - BASON	TS041 MNM <b>FL110</b>
	<b>TRANSITION</b>	
	<b>VIMBU (AWY W17)</b> BASON - VIMBU	

Changes: Reprint



17-AUG-2017

**SGN-VVTS****5-30****RNAV SIDs RWYs 07L/R****KADUM 1E / KANTA 1E / LANHI 1E / MALAY 1B / MISAN 1E / SAPEN 1E**

RWY 07R (069°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07R</b>	
<b>KADUM 1E</b> (ATC) <b>125.500</b>	TS034 - KADUM	
	<b>TRANSITION</b>	
	<b>PATMA</b> KADUM - PATMA	PATMA MNM <b>FL290</b>
<b>KANTA 1E</b> <b>125.500</b>	TS034 - TS037 - TS038 - KANTA	TS037 MAX <b>FL100</b> TS038 MNM <b>FL150</b>
	<b>TRANSITION</b>	
	<b>POTIX</b> KANTA - POTIX	
	<b>TRN (AWY W16)</b> KANTA - TRN	
	<b>VIMBU</b> KANTA - VIMBU	
<b>LANHI 1E</b> <b>125.500</b>	TS034 - TS037 - LANHI	TS037 MAX <b>FL100</b>
	<b>TRANSITION</b>	
	<b>ELSAS</b> LANHI - ELSAS	ELSAS MNM <b>FL250</b>
<b>MALAY 1B</b> <b>125.500</b>	TS034 - TS037 - TS038 - MALAY	TS037 MAX <b>FL100</b> TS038 MNM <b>FL150</b>
	<b>TRANSITION</b>	
	<b>ANHOA</b> MALAY - ANHOA	ANHOA MNM <b>FL200</b>
<b>MISAN 1E</b> (ATC) 3.4% to 330 <b>125.500</b>	TS034 [K221-] - TS040 [K254-] - TS041 - MISAN	TS041 MNM <b>FL110</b>
	<b>TRANSITION</b>	
	<b>POTIX (AWY W8)</b> MISAN - POTIX	
	<b>TRN</b> MISAN - TRN	
<b>SAPEN 1E</b> (ATC) 3.4% to 330 <b>125.500</b>	TS034 [K221-] - TS040 [K254-] - SAPEN	SAPEN MNM <b>8040</b>

Changes: Reprint

17-AUG-2017

**SGN-VVTS**

5-40

**RNAV SIDs RWYs 07L/R****SIDPT****SAPEN 1G / TANOS 1B / VICAL 1B**

RWY 07R (069°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07R</b>	
<b>SAPEN 1G</b> <b>125.500</b>	TS034 - TS037 - TS038 - SAPEN	TS037 MAX <b>FL100</b> TS038 MNM <b>FL150</b>
<b>TANOS 1B</b> <b>125.500</b>	TS034 - TS037 - TANOS	TS037 MAX <b>FL100</b> TANOS MNM <b>FL110</b>
	<b>TRANSITION</b>	
	<b>DOVIN</b> TANOS - DOVIN	TANOS MNM <b>FL110</b>
	<b>LKH</b> TANOS - <b>LKH</b>	TANOS MNM <b>FL110</b>
	<b>PTH</b> TANOS - <b>PTH</b>	TANOS MNM <b>FL110</b> <b>PTH MNM FL250</b>
<b>VICAL 1B</b> <b>125.500</b>	TS034 - TS037 - TS038 - TS039 - VICAL	TS037 MAX <b>FL100</b> TS038 MNM <b>FL150</b> TS039 MNM <b>FL160</b>
	<b>TRANSITION</b>	
	<b>NIXUP</b> VICAL - NIXUP	NIXUP MNM <b>FL200</b>

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SGN-VVTS

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RNAV SIDs RWYs 25L/R

**ANTRI 1C / ANTRI 1E / BASON 1F / KADUM 1F / KANTA 1F / LANHI 1F / LANHI 1H**  
**RWY 25L (249°)**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25L</b>	
<b>ANTRI 1C</b> <b>125.500</b>	TS015 - TS017 - TS018 - TS019 - ANTRI	TS017 MAX <b>FL100</b> TS018 MNM <b>FL120</b>
	<b>TRANSITION</b>	
	<b>PATMA</b> ANTRI - PATMA	PATMA MNM <b>FL290</b>
<b>ANTRI 1E</b> <b>125.500</b>	TS015 - TS017 - TS042 [K281-] - TS043 - ANTRI	TS017 MAX <b>FL100</b> TS042 MNM <b>FL160</b> TS043 MNM <b>FL200</b>
	<b>TRANSITION</b>	
	<b>PATMA</b> ANTRI - PATMA	PATMA MNM <b>FL290</b>
<b>BASON 1F</b> <b>125.500</b>	TS015 - TS020 - BASON	TS020 between <b>4110</b> and <b>FL110</b>
	<b>TRANSITION</b>	
	<b>VIMBU (AWY W17)</b> BASON - VIMBU	
<b>KADUM 1F</b> (ATC) <b>125.500</b>	TS015 [K221-] - TS016 - KADUM	
	<b>TRANSITION</b>	
	<b>PATMA</b> KADUM - PATMA	PATMA MNM <b>FL290</b>
<b>KANTA 1F</b> <b>125.500</b>	TS015 - TS020 - KANTA	TS020 between <b>4110</b> and <b>FL110</b>
	<b>TRANSITION</b>	
	<b>ANHOA</b> KANTA - ANHOA	ANHOA MNM <b>FL200</b>
<b>LANHI 1F</b> <b>125.500</b>	TS015 - TS017 - TS018 - LANHI	TS017 MAX <b>FL100</b> TS018 MNM <b>FL120</b>
	<b>TRANSITION</b>	
	<b>ELSAS</b> LANHI - ELSAS	ELSAS MNM <b>FL250</b>
<b>LANHI 1H</b> <b>125.500</b>	TS015 - TS017 - TS042 [K281-] - TS043 - LANHI	TS017 MAX <b>FL100</b> TS042 MNM <b>FL160</b> TS043 MNM <b>FL200</b>

Changes: Reprint

17-AUG-2017

**SGN-VVTS**

5-60

**RNAV SIDs RWYs 25L/R****SIDPT****LANHI 1H / LATHA 1D / MISAN 1F / SAPEN 1H / TANOS 1C / TANOS 1E**

RWY 25L (249°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25L</b>	
<b>LANHI 1H</b> <b>125.500</b>	<b>TRANSITION</b>	
	<b>ELSAS</b> LANHI - ELSAS	ELSAS MNM <b>FL250</b>
<b>LATHA 1D</b> <b>125.500</b>	TS015 - TS017 - LATHA	TS017 MAX <b>FL100</b>
	<b>TRANSITION</b>	
	<b>NIXUP</b> LATHA - NIXUP	NIXUP MNM <b>FL200</b>
<b>MISAN 1F</b> <b>125.500</b>	TS015 - TS020 - MISAN	TS020 between <b>4110</b> and <b>FL110</b>
	<b>TRANSITION</b>	
	<b>POTIX (AWY W8)</b> MISAN - POTIX	
	<b>TRN</b> MISAN - <b>TRN</b>	
<b>SAPEN 1H</b> <b>125.500</b>	TS015 [K221-] - TS016 - SAPEN	SAPEN MNM <b>8040</b>
<b>TANOS 1C</b> <b>125.500</b>	TS015 - TS017 - TS018 - TANOS	TS017 MAX <b>FL100</b> TS018 MNM <b>FL120</b>
	<b>TRANSITION</b>	
	<b>DOVIN</b> TANOS - DOVIN	
	<b>LKH</b> TANOS - <b>LKH</b>	
	<b>PTH</b> TANOS - <b>PTH</b>	<b>PTH</b> MNM <b>FL250</b>
<b>TANOS 1E</b> <b>125.500</b>	TS015 - TS017 - TS042 [K281-] - TS043 - TANOS	TS017 MAX <b>FL100</b> TS042 MNM <b>FL160</b> TS043 MNM <b>FL200</b>
	<b>TRANSITION</b>	
	<b>DOVIN</b> TANOS - DOVIN	
	<b>LKH</b> TANOS - <b>LKH</b>	
	<b>PTH</b> TANOS - <b>PTH</b>	<b>PTH</b> MNM <b>FL250</b>

Changes: Reprint

17-AUG-2017

SGN-VVTS

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RNAV SIDs RWYs 25L/R

ANTRI 1D / ANTRI 1F / BASON 1G / KADUM 1G / KANTA 1G / LANHI 1G / LANHI 1J  
RWY 25R (249°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25R	
ANTRI 1D 125.500	TS015 - TS017 - TS018 - TS019 - ANTRI	TS017 MAX <b>FL100</b> TS018 MNM <b>FL120</b>
	TRANSITION	
	PATMA ANTRI - PATMA	PATMA MNM <b>FL290</b>
ANTRI 1F 125.500	TS015 - TS017 - TS042 [K281-] - TS043 - ANTRI	TS017 MAX <b>FL100</b> TS042 MNM <b>FL160</b> TS043 MNM <b>FL200</b>
	TRANSITION	
	PATMA ANTRI - PATMA	PATMA MNM <b>FL290</b>
BASON 1G 125.500	TS015 - TS020 - BASON	TS020 between <b>4110</b> and <b>FL110</b>
	TRANSITION	
	VIMBU (AWY W17) BASON - VIMBU	
KADUM 1G (ATC) 125.500	TS015 [K221-] - TS016 - KADUM	
	TRANSITION	
	PATMA KADUM - PATMA	PATMA MNM <b>FL290</b>
KANTA 1G 125.500	TS015 - TS020 - KANTA	TS020 between <b>4110</b> and <b>FL110</b>
	TRANSITION	
	ANHOA KANTA - ANHOA	ANHOA MNM <b>FL200</b>
LANHI 1G 125.500	TS015 - TS017 - TS018 - LANHI	TS017 MAX <b>FL100</b> TS018 MNM <b>FL120</b>
	TRANSITION	
	ELSAS LANHI - ELSAS	ELSAS MNM <b>FL250</b>
LANHI 1J 125.500	TS015 - TS017 - TS042 [K281-] - TS043 - LANHI	TS017 MAX <b>FL100</b> TS042 MNM <b>FL160</b> TS043 MNM <b>FL200</b>

Changes: Reprint

17-AUG-2017

**SGN-VVTS**

5-80

**RNAV SIDs RWYs 25L/R****SIDPT****LANHI 1J / LATHA 1E / MISAN 1G / SAPEN 1J / TANOS 1D / TANOS 1F**

RWY 25R (249°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25R	
<b>LANHI 1J</b> 125.500	TRANSITION	
	<b>ELSAS</b> LANHI - ELSAS	ELSAS MNM <b>FL250</b>
<b>LATHA 1E</b> 125.500	TS015 - TS017 - LATHA	TS017 MAX <b>FL100</b>
	TRANSITION	
	<b>NIXUP</b> LATHA - NIXUP	NIXUP MNM <b>FL200</b>
<b>MISAN 1G</b> 125.500	TS015 - TS020 - MISAN	TS020 between <b>4110</b> and <b>FL110</b>
	TRANSITION	
	<b>POTIX (AWY W8)</b> MISAN - POTIX	
	<b>TRN</b> MISAN - TRN	
<b>SAPEN 1J</b> 125.500	TS015 [K221-] - TS016 - SAPEN	SAPEN MNM <b>8040</b>
<b>TANOS 1D</b> 125.500	TS015 - TS017 - TS018 - TANOS	TS017 MAX <b>FL100</b> TS018 MNM <b>FL120</b>
	TRANSITION	
	<b>DOVIN</b> TANOS - DOVIN	
	<b>LKH</b> TANOS - LKH	
	<b>PTH</b> TANOS - PTH	PTH MNM <b>FL250</b>
<b>TANOS 1F</b> 125.500	TS015 - TS017 - TS042 [K281-] - TS043 - TANOS	TS017 MAX <b>FL100</b> TS042 MNM <b>FL160</b> TS043 MNM <b>FL200</b>
	TRANSITION	
	<b>DOVIN</b> TANOS - DOVIN	
	<b>LKH</b> TANOS - LKH	
	<b>PTH</b> TANOS - PTH	PTH MNM <b>FL250</b>

Changes: Reprint

## SGN-VVTS

5-90

## SIDs RWY 07L

**ANLOC 1B / ANRAN 2B / BAOMY 1B / BASON 1B / BITIS 2B / KADUM 1B / KANTA 3B / LANHI 1B / LATHA 1B / MISAN 1B / SAPEN 1B / VUNGTAU 1B**

RWY 07L (069°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07L</b>	
<b>ANLOC 1B</b> <b>AC 1B</b> <b>125.500</b>	at <b>TD RT 079°</b> to <b>AC</b>	
<b>ANRAN 2B</b> (ATC) <b>125.500</b>	at <b>TD LT</b> direct R038/D13.5 <b>TSN</b> - follow R038 <b>TSN</b> to ANRAN	
<b>BAOMY 1B</b> <b>125.500</b>	at <b>TD RT 089°</b> to BAOMY	
<b>BASON 1B</b> <b>125.500</b>	at D4 <b>TSN LT</b> direct R250/D13.5 <b>TSN</b> - follow R250 <b>TSN</b> to BASON	
<b>BITIS 2B</b> <b>125.500</b>	at D4 <b>TSN LT</b> direct R240/D13.5 <b>TSN</b> - 204° to BITIS	
<b>KADUM 1B</b> (ATC) 3.4% to 990 <b>125.500</b>	at D4 <b>TSN LT</b> intercept R037 <b>TSN</b> to KADUM	
<b>KANTA 3B</b> <b>125.500</b>	at D4 <b>TSN LT</b> direct R240/D13.5 <b>TSN</b> - 228° to KANTA	
<b>LANHI 1B</b> <b>125.500</b>	at <b>TD RT</b> direct R100/D10 <b>TSN</b> - direct R128/D13.5 <b>TSN</b> - follow R128 <b>TSN</b> to LANHI	
<b>LATHA 1B</b> <b>125.500</b>	at <b>TD RT</b> direct R100/D10 <b>TSN</b> - RT 220° intercept R181 <b>TSN</b> to LATHA	
<b>MISAN 1B</b> <b>125.500</b>	at D4 <b>TSN LT</b> direct R240/D13.5 <b>TSN</b> - follow R240 <b>TSN</b> to MISAN	
<b>SAPEN 1B</b> <b>125.500</b>	at D4 <b>TSN LT</b> direct R294/D13.5 <b>TSN</b> - follow R294 <b>TSN</b> to SAPEN	
<b>VUNGTAU 1B</b> <b>VTV 1B</b> <b>125.500</b>	at <b>TD RT</b> direct R100/D10 <b>TSN</b> - 180° intercept R135 <b>TSN</b> to <b>VTV</b>	

## SGN-VVTS

5-100

## SIDs RWY 07R

**ANLOC 1A / ANRAN 2A / BAOMY 1A / BASON 1A / BITIS 2A / KADUM 1A / KANTA 3A / LANHI 1A / LATHA 1A / MISAN 1A / SAPEN 1A / VUNGTAU 1A**

RWY 07R (069°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07R</b>	
<b>ANLOC 1A</b> <b>AC 1A</b> <b>125.500</b>	at <b>SG RT</b> 079° to <b>AC</b>	
<b>ANRAN 2A</b> (ATC) <b>125.500</b>	at <b>SG LT</b> direct R038/D13.5 <b>TSN</b> - follow R038 <b>TSN</b> to ANRAN	
<b>BAOMY 1A</b> <b>125.500</b>	at <b>SG RT</b> 089° to BAOMY	
<b>BASON 1A</b> <b>125.500</b>	at D4 <b>TSN LT</b> direct R250/D13.5 <b>TSN</b> - follow R250 <b>TSN</b> to BASON	
<b>BITIS 2A</b> <b>125.500</b>	at D4 <b>TSN LT</b> direct R240/D13.5 <b>TSN</b> - 204° to BITIS	
<b>KADUM 1A</b> (ATC) 3.4% to 990 <b>125.500</b>	at D4 <b>TSN LT</b> intercept R037 <b>TSN</b> to KADUM	
<b>KANTA 3A</b> <b>125.500</b>	at D4 <b>TSN LT</b> direct R240/D13.5 <b>TSN</b> - 228° to KANTA	
<b>LANHI 1A</b> <b>125.500</b>	at <b>SG RT</b> direct R100/D10 <b>TSN</b> - direct R128/D13.5 <b>TSN</b> - follow R128 <b>TSN</b> to LANHI	
<b>LATHA 1A</b> <b>125.500</b>	at <b>SG RT</b> direct R100/D10 <b>TSN</b> - RT 220° intercept R181 <b>TSN</b> to LATHA	
<b>MISAN 1A</b> <b>125.500</b>	at D4 <b>TSN LT</b> direct R240/D13.5 <b>TSN</b> - follow R240 <b>TSN</b> to MISAN	
<b>SAPEN 1A</b> <b>125.500</b>	at D4 <b>TSN LT</b> direct R294/D13.5 <b>TSN</b> - follow R294 <b>TSN</b> to SAPEN	
<b>VUNGTAU 1A</b> <b>VTV 1A</b> <b>125.500</b>	at <b>SG RT</b> direct R100/D10 <b>TSN</b> - 180° intercept R135 <b>TSN</b> to <b>VTV</b>	



## SGN-VVTS

5-110

## SIDs RWYs 25L/25R

**ANLOC 1C / BAOMY 1C / BASON 1C / BITIS 1C / DONXO 1A / KADUM 1C / KANTA 2C / LANHI 1C / LATHA 1C / MISAN 1C / SAPEN 1C / VUNGTAU 1C**

RWYs 25L/R (249°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25L/25R</b>	
<b>ANLOC 1C AC 1C 125.500</b>	at D4 <b>TSN LT</b> direct R210/D10 <b>TSN - LT</b> direct R150/D10 <b>TSN - LT</b> direct <b>AC</b>	
<b>BAOMY 1C 125.500</b>	at D4 <b>TSN LT</b> direct R210/D10 <b>TSN - LT</b> direct R150/D10 <b>TSN - LT</b> direct <b>BAOMY</b>	
<b>BASON 1C 125.500</b>	at D4 <b>TSN RT</b> direct R250/D13.5 <b>TSN - R250 TSN</b> to <b>BASON</b>	
<b>BITIS 1C 125.500</b>	at D4 <b>TSN LT</b> direct R215/D13.5 <b>TSN - R215 TSN</b> to <b>BITIS</b>	
<b>DONXO 1A (ATC) 125.500</b>	at D4 <b>TSN RT</b> direct <b>DONXO</b>	<b>DONXO MNM FL100</b>
<b>KADUM 1C (ATC) 125.500</b>	at D4 <b>TSN RT</b> intercept R037 <b>TSN</b> to <b>KADUM</b>	
<b>KANTA 2C 125.500</b>	at D4 <b>TSN LT</b> direct R232/D13.5 <b>TSN - R232 TSN</b> to <b>KANTA</b>	
<b>LANHI 1C 125.500</b>	at D4 <b>TSN LT</b> direct R210/D10 <b>TSN - LT</b> direct R150/D10 <b>TSN - direct R128/D13.5 TSN - R128 TSN</b> to <b>LANHI</b>	
<b>LATHA 1C 125.500</b>	at D4 <b>TSN LT</b> direct R210/D10 <b>TSN - direct R181/D13.5 TSN - R181 TSN</b> to <b>LATHA</b>	
<b>MISAN 1C 125.500</b>	at D4 <b>TSN LT</b> direct R240/D13.5 <b>TSN - R240 TSN</b> to <b>MISAN</b>	
<b>SAPEN 1C 125.500</b>	at D4 <b>TSN RT</b> direct R294/D13.5 <b>TSN - R294 TSN</b> to <b>SAPEN</b>	
<b>VUNGTAU 1C VTV 1C 125.500</b>	at D4 <b>TSN LT</b> direct R210/D10 <b>TSN - LT</b> direct R150/D10 <b>TSN - direct R135/D13.5 TSN - R135 TSN</b> to <b>VTV</b>	

## SGN-VVTS

RNAV STARs RWYs 25L/R

6-10

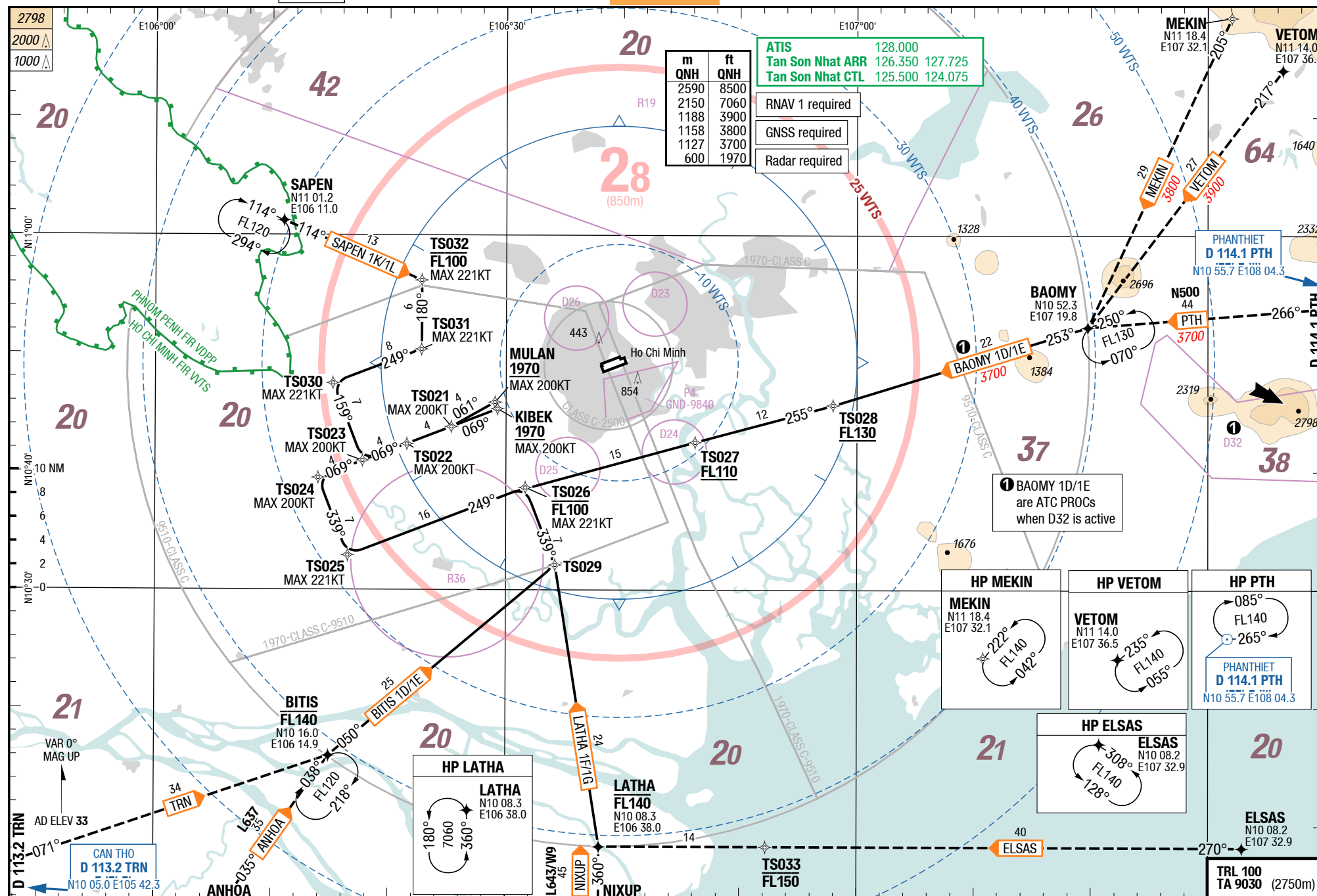
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# STAR

# STAR

RNAV STARs RWYs 25L/R

## RNAV STARs RWYs 07L/R



Changes: ASP, FREQ, OBST, SUAs

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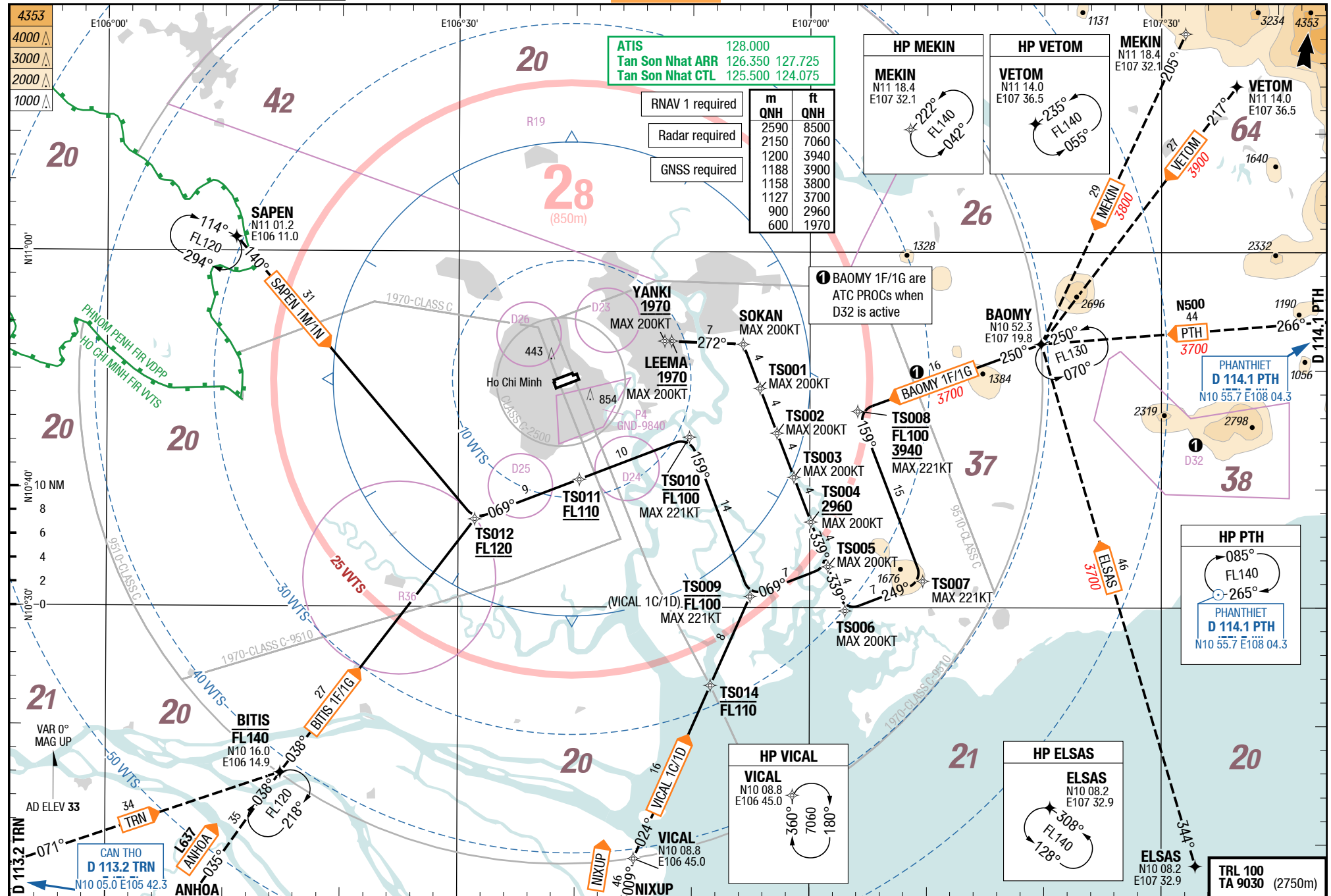
## SGN-VVTS

## 6-20 RNAV STARs RWYs 25L/R

# STAR

# STAR

## RNAV STARs RWYs 25L/R



Changes: ASP, FREQ, OBST, SUAs

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## SGN-VVTS

STARs B ARRs

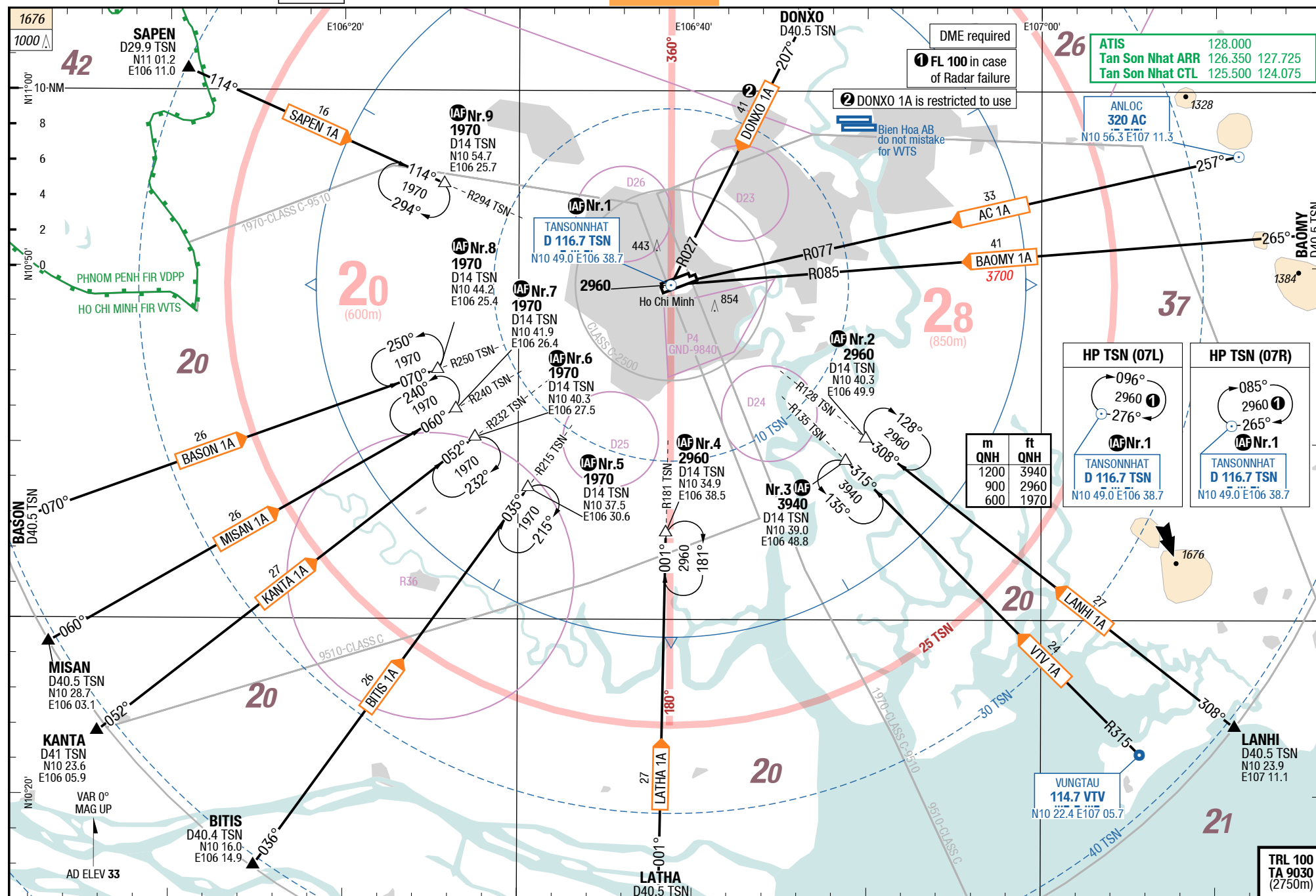
## STARs A ARRrS

# STAR

# STAR

STARs B ARRs

## STARs A ARRs



Changes: ASP, FREQ, OBST, SUAs

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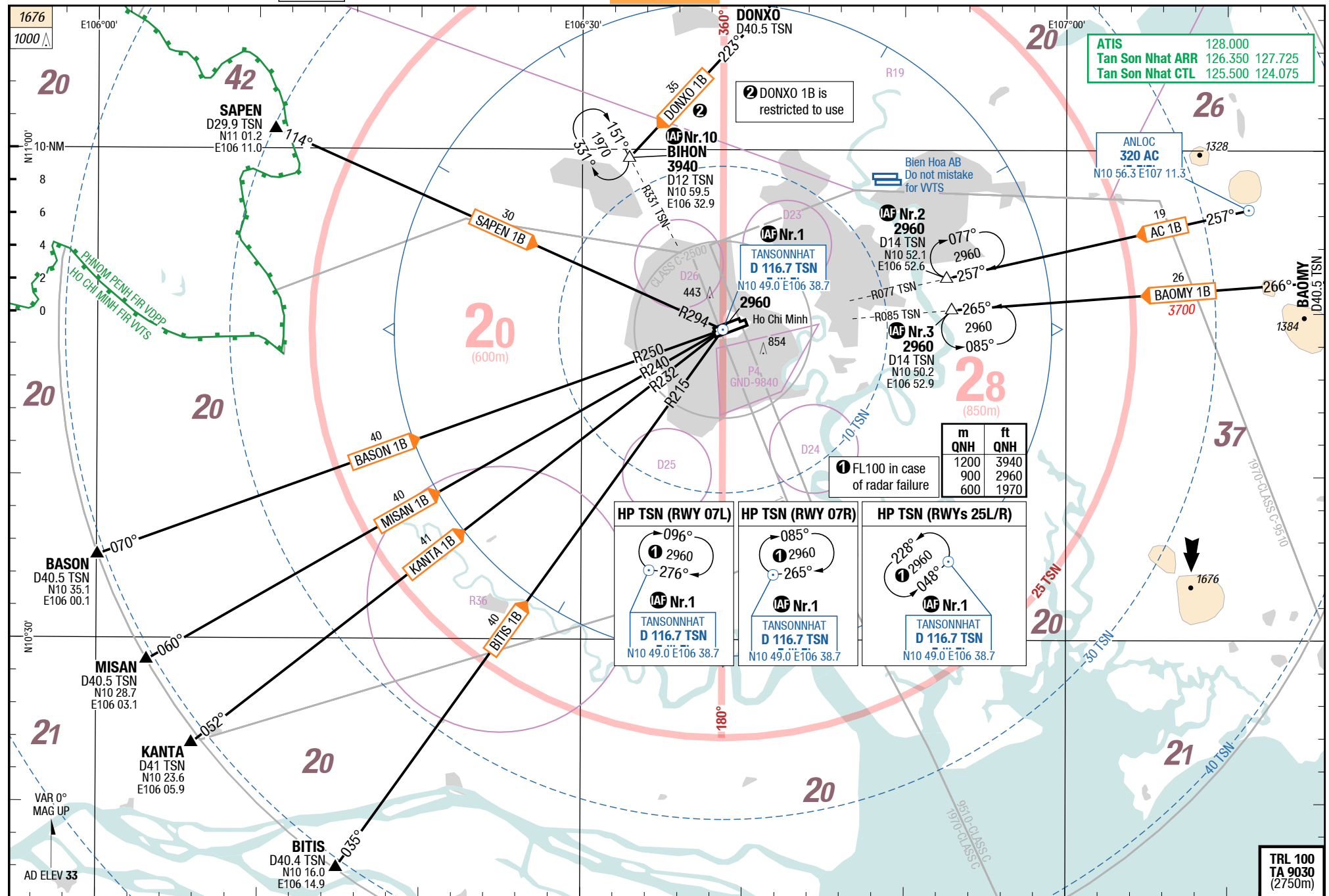
## SGN-VVTS

## STARs B ARRrS

# STAR

# STAR

## STARs B ARRs



Changes: ASP, FREQ, OBST, SUAs

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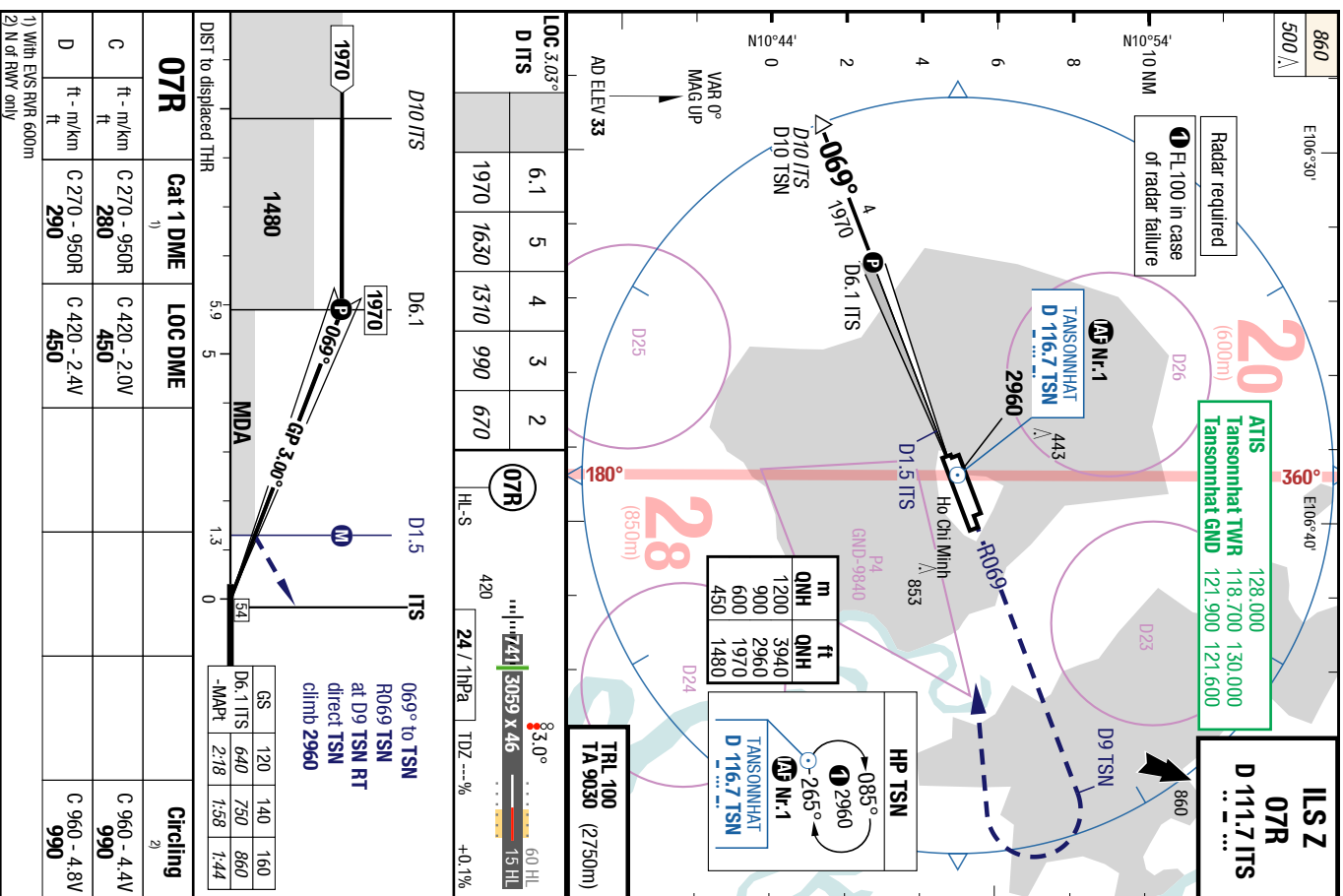
# SGN-VTS

ILS Y 07R

**IAC**

ILS Y 07R

**ILS Z 07R**



## Changes: Editorial

11-JUN-2015  
SGN-VTS

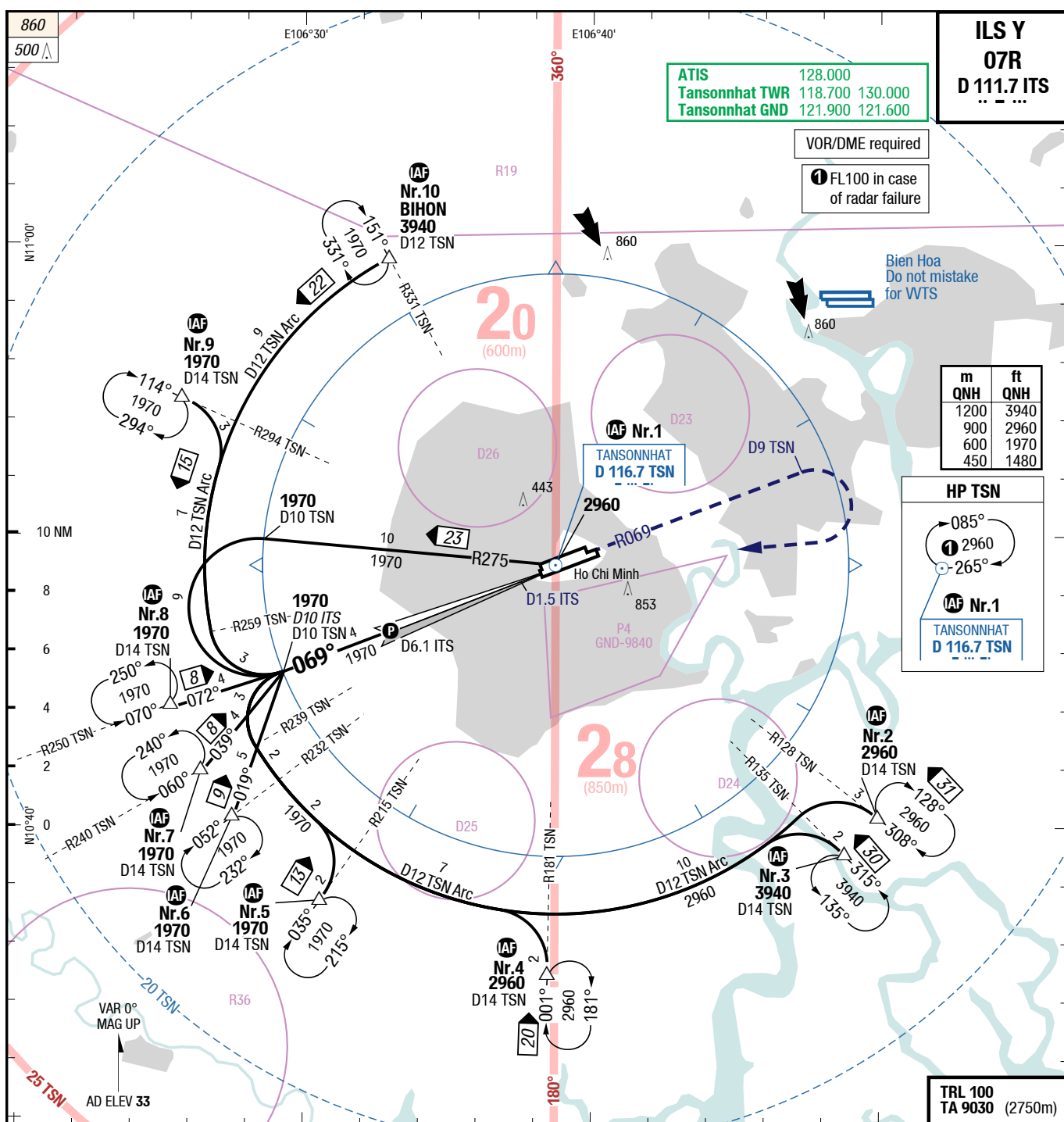
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7-20

ILS Y 07R

IAC

IAC

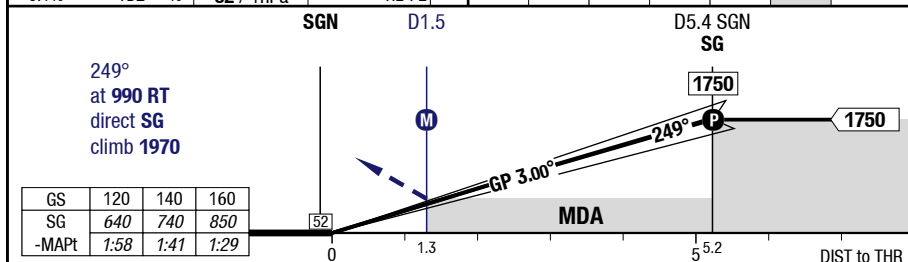
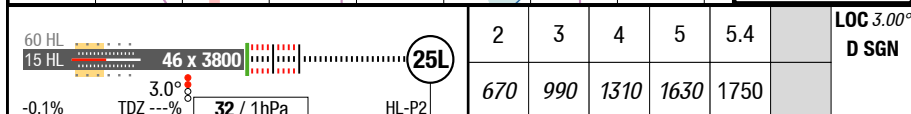
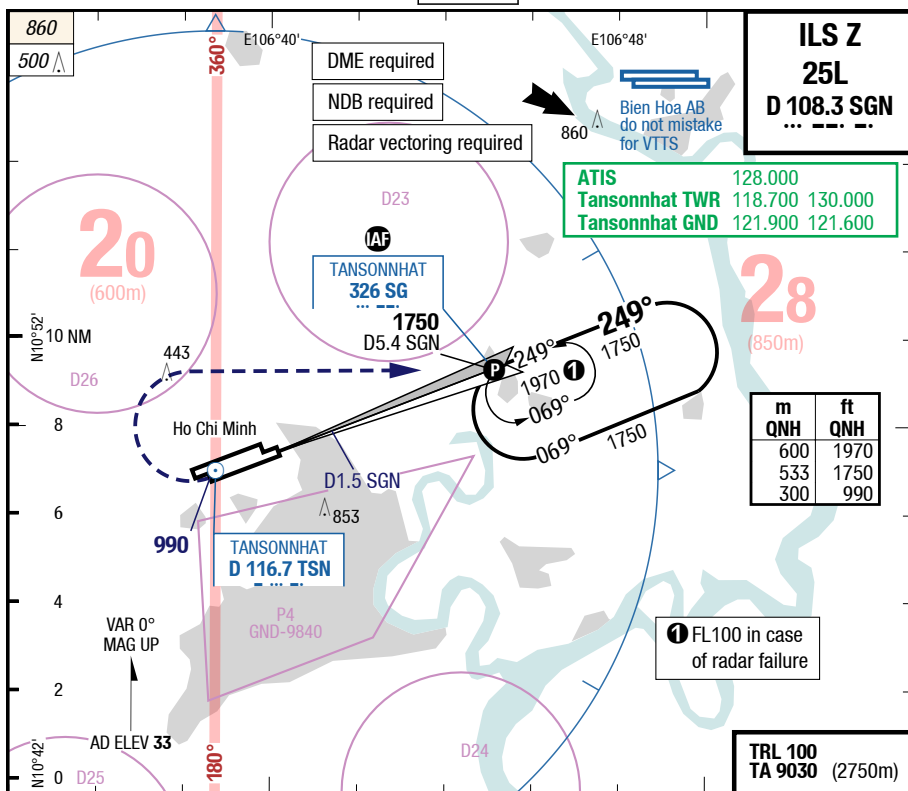
Tansonnhat Intl Ho Chi Minh Vietnam  
ILS Y 07R



LOC 3.03° D ITS		6.1	5	4	3	2	07R HL-S	<div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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7-30

ILS Z 25L



25L		Cat 1 <sup>1)</sup>	LOC			Circling <sup>2)</sup>
C	ft - m/km ft	C 300 - 1.0V 330	C 480 - 2.0V 510			C 960 - 4.4V 990
D	ft - m/km ft	C 300 - 1.2V 330	C 480 - 2.8V 510			C 960 - 4.8V 990

1) With EVS VIS 800m, wo EVS use STD

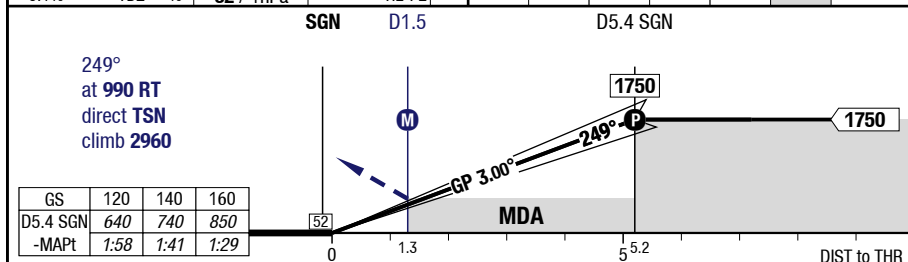
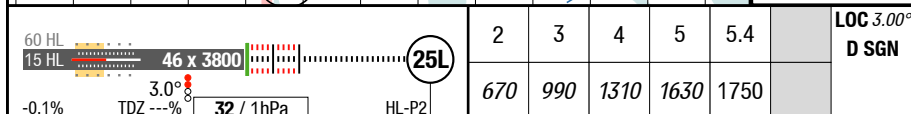
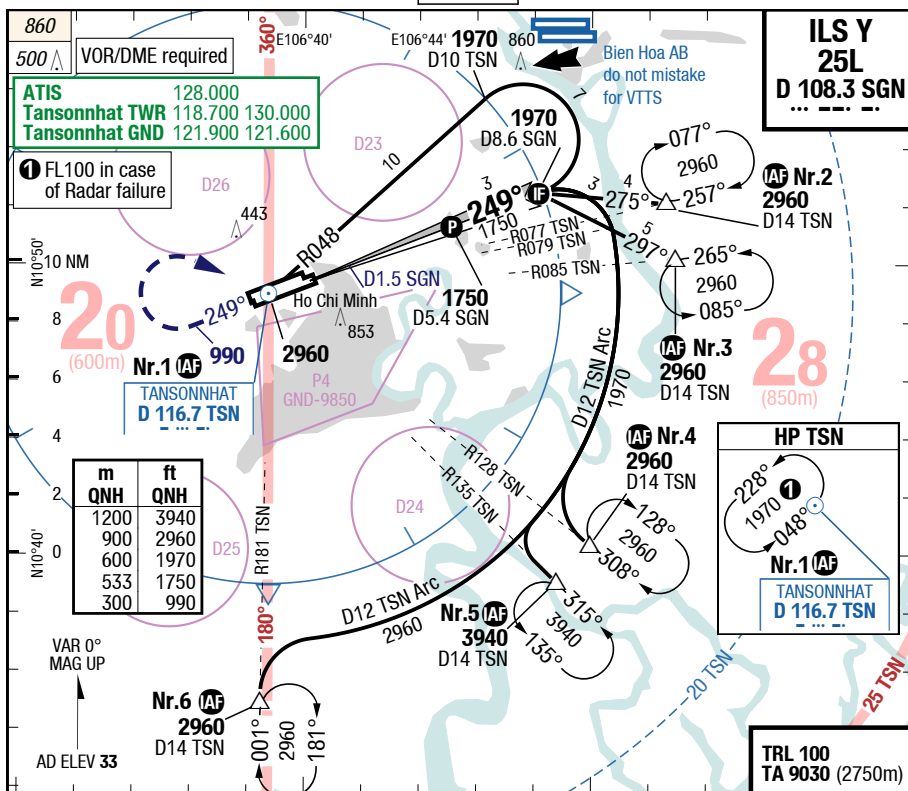
2) N of RWY only

Changes: Page Number



7-40

**ILS Y 25L**



25L		Cat 1 DME 1)	LOC DME			Circling 2)
C	ft - m/km ft	C 300 - 1.0V 330	C 480 - 2.0V 510			C 960 - 4.4V 990
D	ft - m/km ft	C 300 - 1.2V 330	C 480 - 2.8V 510			C 960 - 4.8V 990

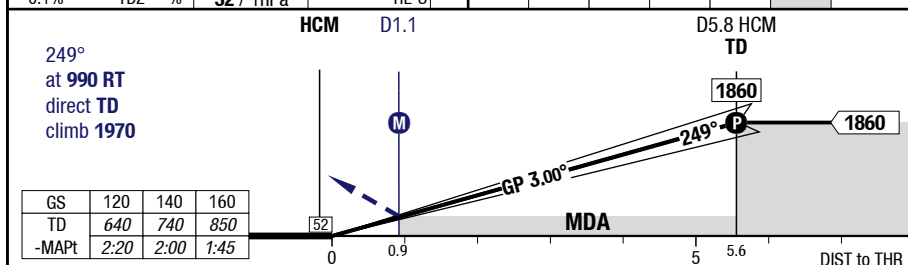
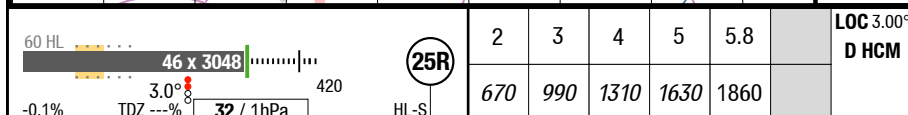
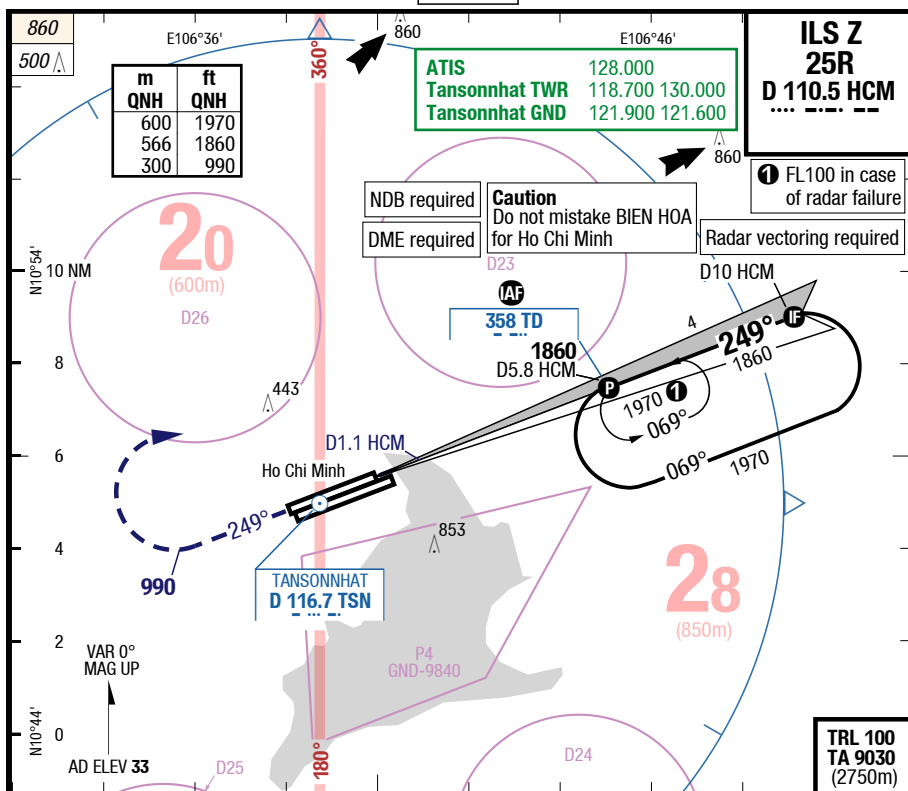
1) With EVS VIS 800m, wo EVS use STD		
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2) N of RWY only

Changes: Page Number

7-50

# ILS Z 25R



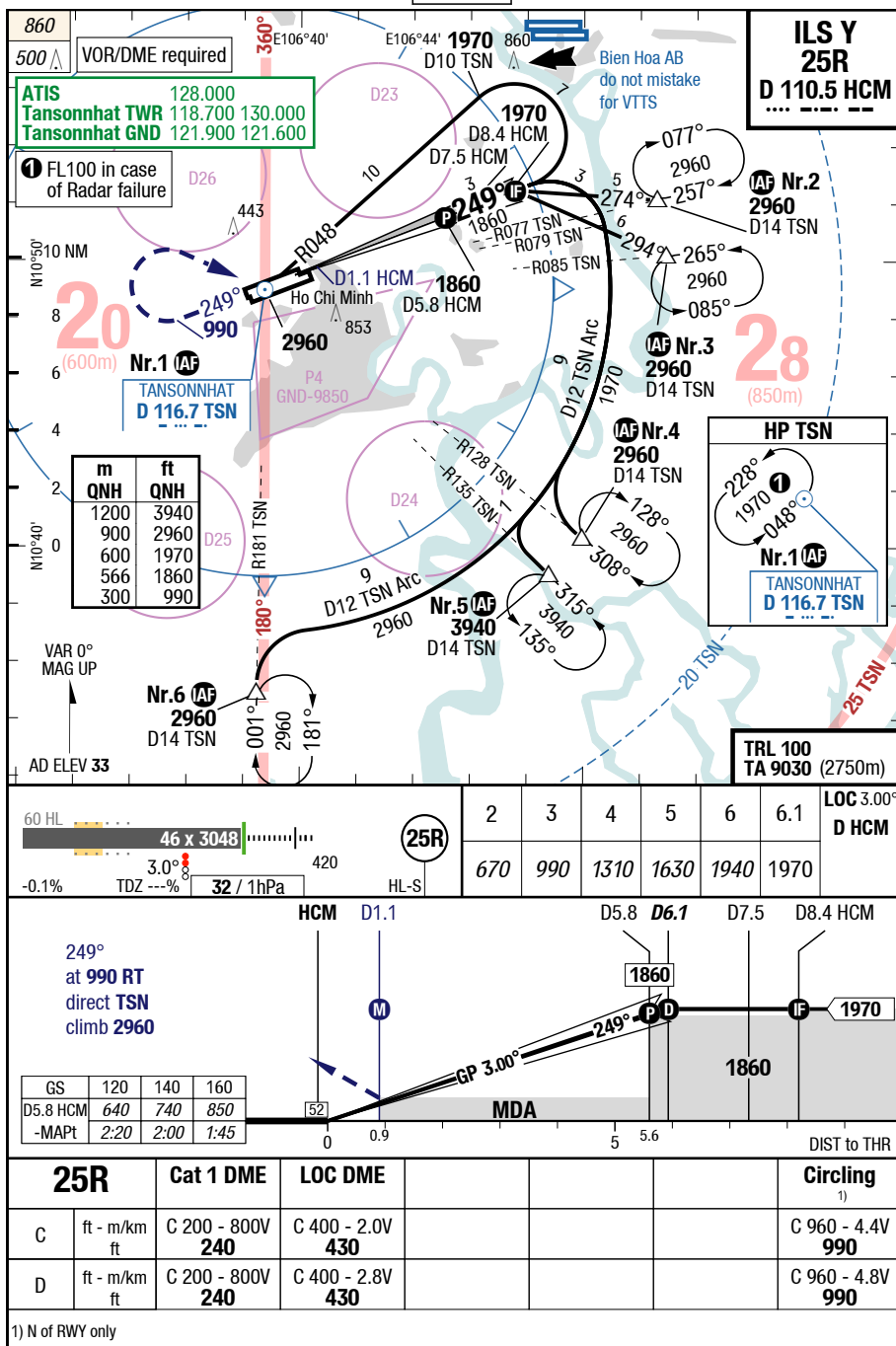
<b>25R</b>		<b>Cat 1</b>	<b>LOC DME</b>				<b>Circling</b> 1)
C	ft - m/km ft	C 200 - 800V <b>240</b>	C 400 - 2.0V <b>430</b>				C 960 - 4.4V <b>990</b>
D	ft - m/km ft	C 200 - 800V <b>240</b>	C 400 - 2.8V <b>430</b>				C 960 - 4.8V <b>990</b>

1) N of RWY only

## SGN-VVTS

7-60

ILS Y 25R

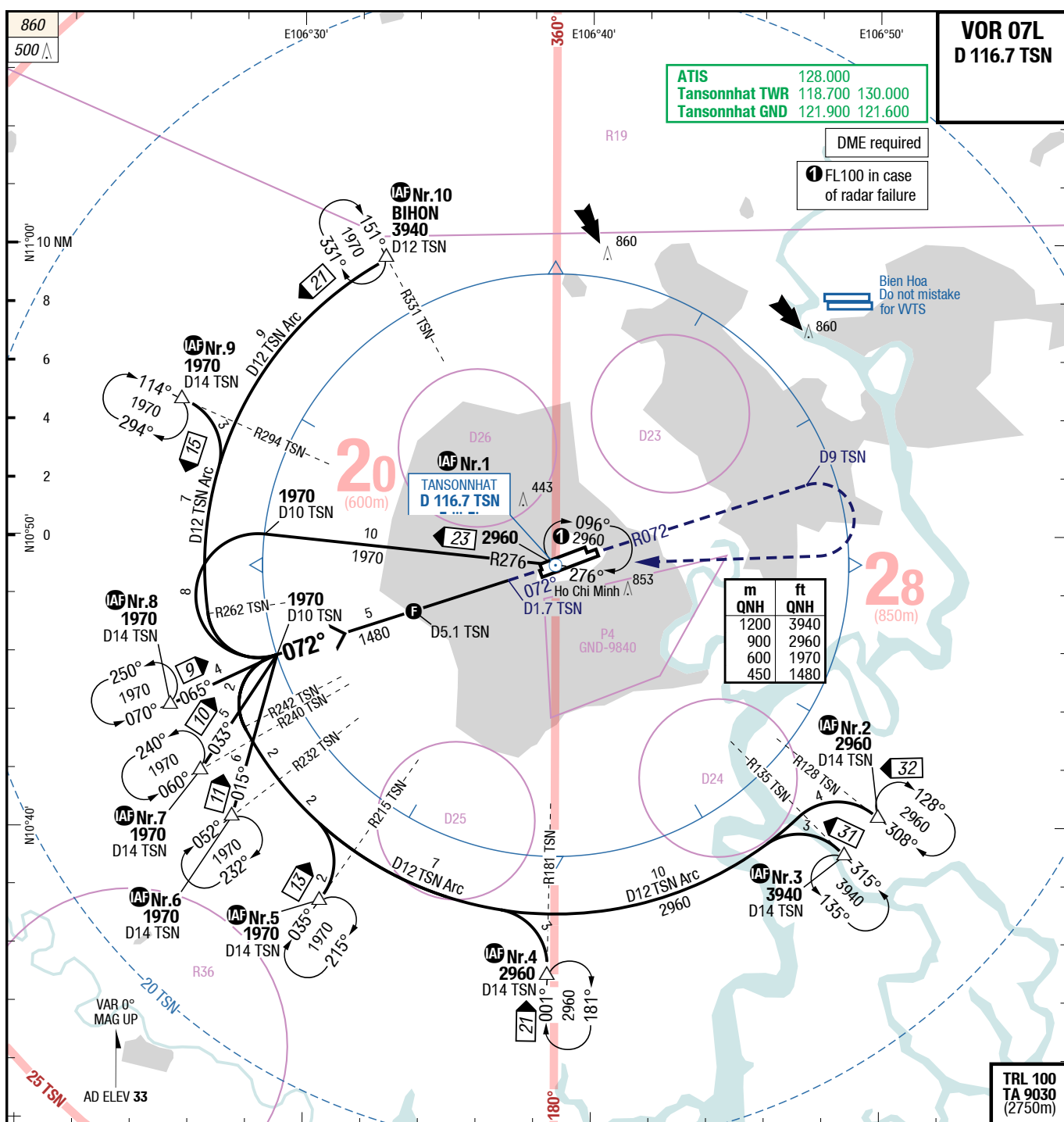


11-JUN-2015  
SGN-VTS

Vietnam Ho Chi Minh Tansonnhat Intl  
VOR 07L  
7-70

IAC  
IAC

Tansonnhat Intl Ho Chi Minh Vietnam  
VOR 07R  
VOR 07L



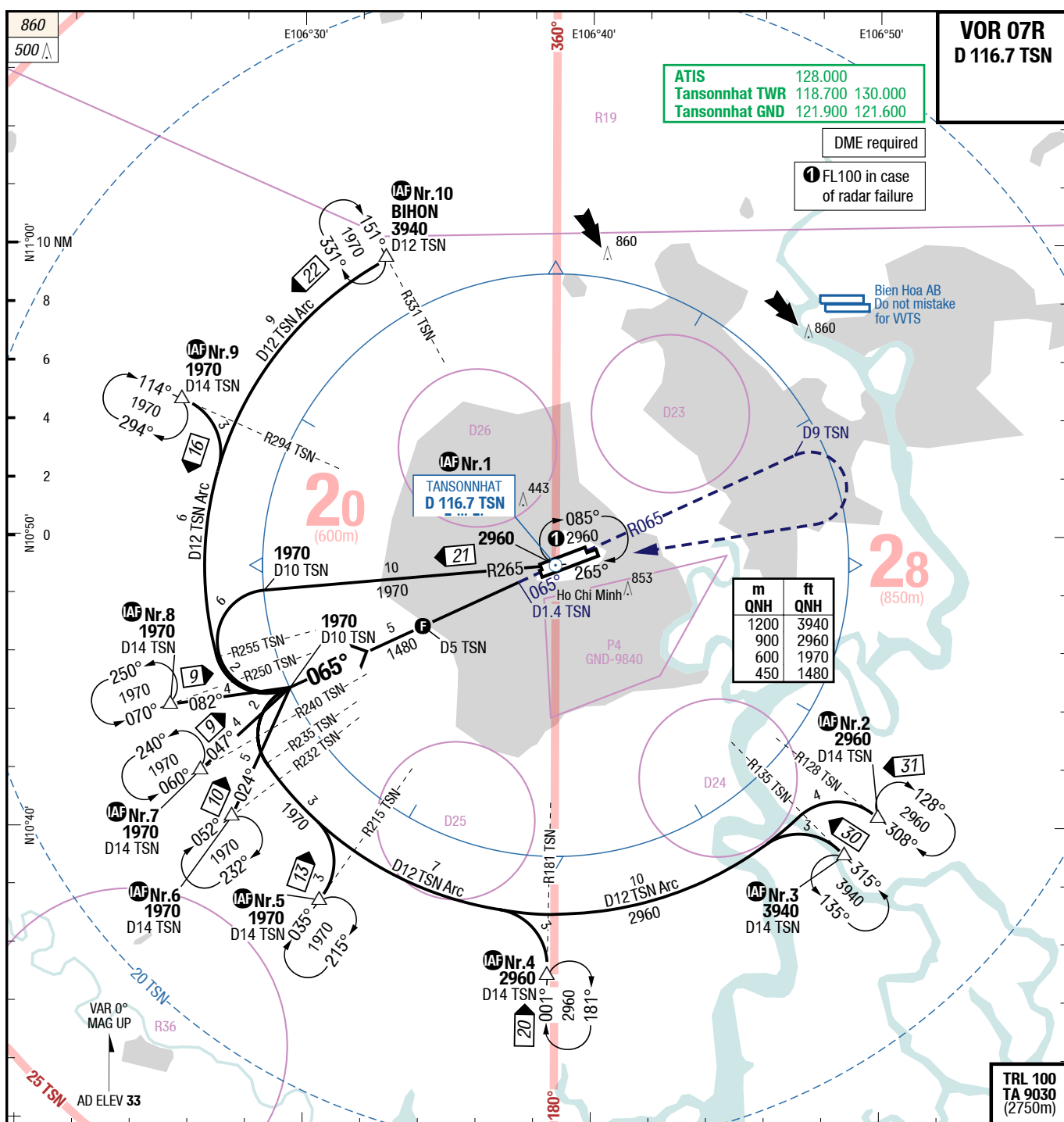
3.00° D TSN 072° RWY 069°	6.5	6	5	4	3	2	<div>07L</div> <div>ML-S</div>	<div><div><div>3.0°</div><div>60 HL</div></div><div>3048 x 46</div></div>	420	20 / 1hPa	TDZ ---%	+0.1%												
D10 TSN	D6.5			D5.1	D1.7			TSN																
<div><div><div>1970</div><div>1480</div><div>1540</div><div>MDA</div></div><div><div>D</div><div>072°</div><div>F</div><div>M</div></div><div><div>072° to TSN</div><div>R072 TSN</div><div>at D9 TSN RT</div><div>direct TSN</div><div>climb 2960</div></div></div>																								
DIST to THR10	6	5	4.6	1.2	0	<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D5.1 TSN</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-Mapt</td><td>1:42</td><td>1:27</td><td>1:16</td></tr></table>							GS	120	140	160	D5.1 TSN	640	740	850	-Mapt	1:42	1:27	1:16
GS	120	140	160																					
D5.1 TSN	640	740	850																					
-Mapt	1:42	1:27	1:16																					
07L	VOR DME											Circling <sup>1)</sup>												
C	ft - m/km ft	C 430 - 2.0V 450										C 960 - 4.4V 990												
D	ft - m/km ft	C 430 - 2.4V 450										C 960 - 4.8V 990												
1) N of RWY only																								

11-JUN-2015  
SGN-VTS

Vietnam Ho Chi Minh Tansonnhat Intl  
7-80  
VOR 07R

IAC  
IAC

Tansonnhat Intl Ho Chi Minh Vietnam  
VOR 07R

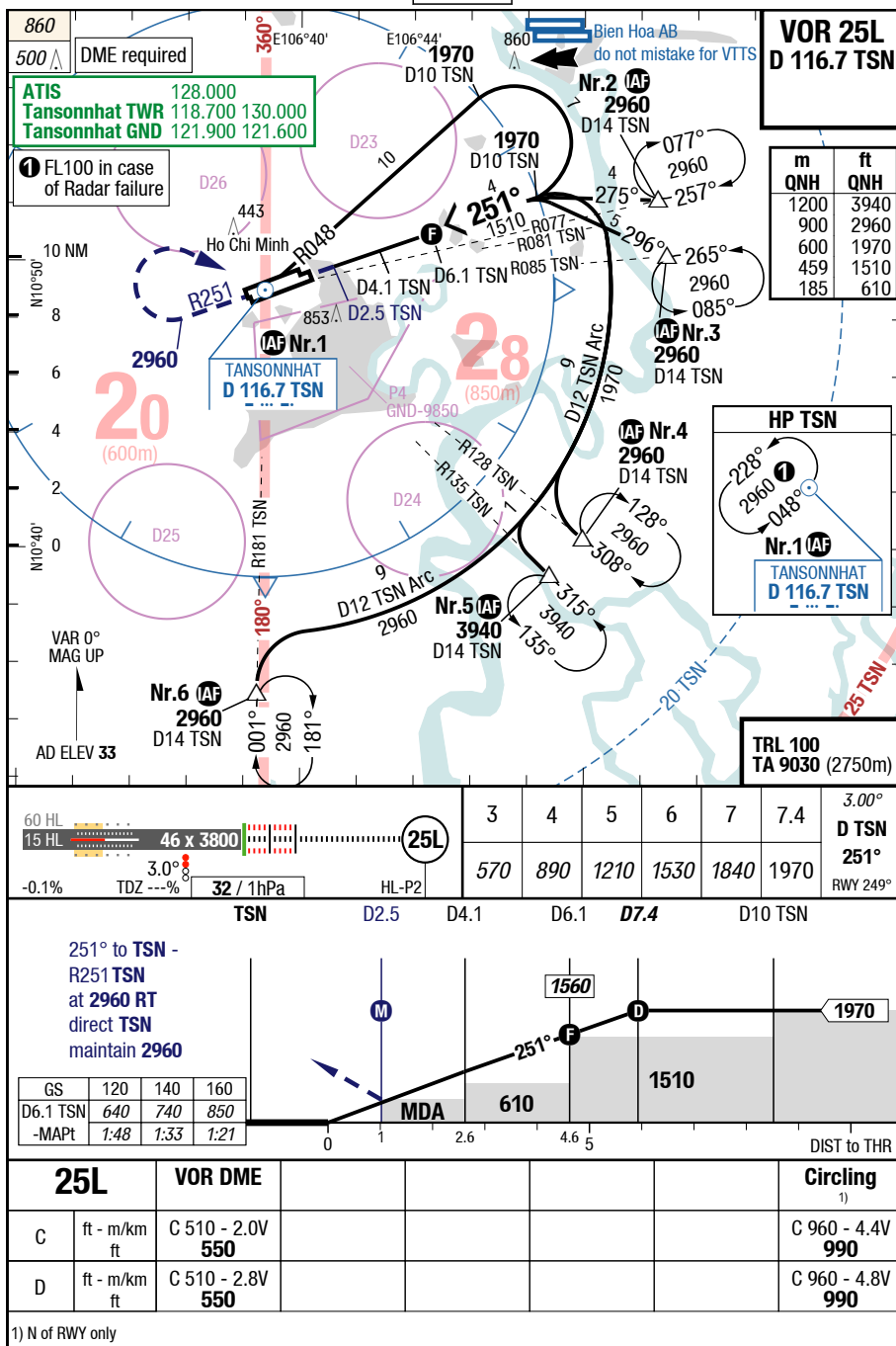


3.00° D TSN	6.1	6	4	3	2	07R	3.0°	60 HL	15 HL
065° RWY 069°	1970	1930	1290	970	660	HL-S	24 / 1hPa	TDZ ---%	+0.1%
D10 TSN	D6.1	D5	D1.4	TSN					
1970	1480	1610							
			MDA						
DIST to displaced THR	6	5.48	1.2	0					
07R	VOR DME								Circling <sup>1)</sup>
C	ft - m/km ft	C 420 - 2.0V 450							C 960 - 4.4V 990
D	ft - m/km ft	C 420 - 2.4V 450							C 960 - 4.8V 990

1) N of RWY only

7-90

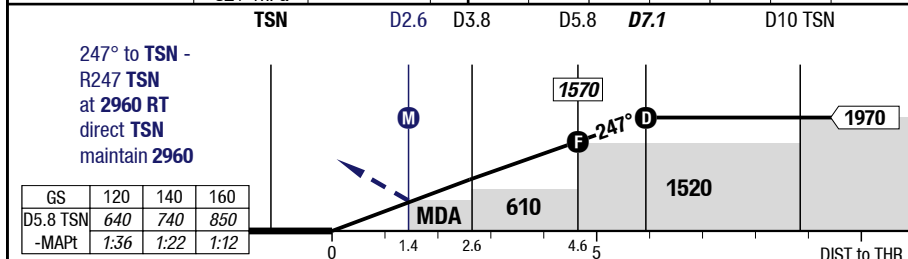
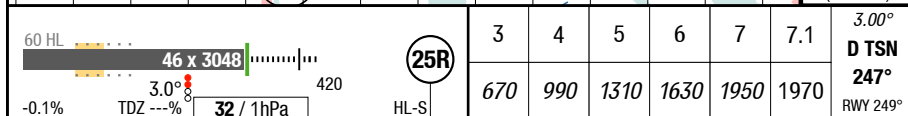
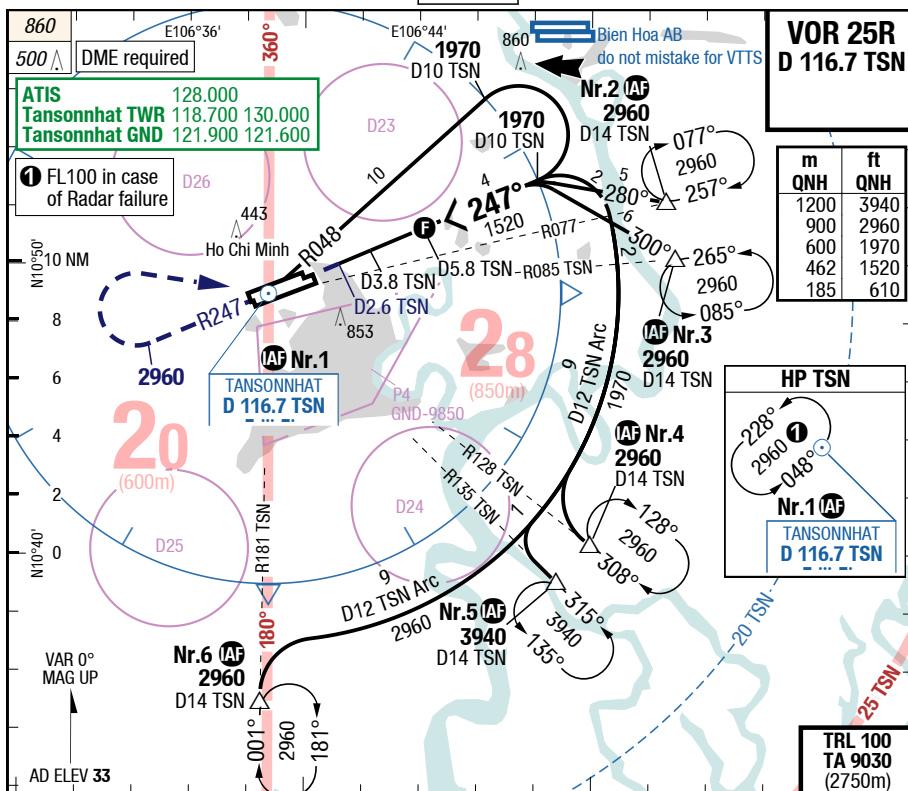
VOR 25L



## SGN-VVTS

7-100

VOR 25R



25R	VOR DME					Circling 1)
C	ft - m/km ft	C 480 - 2.8V 510				C 960 - 4.4V 990
D	ft - m/km ft	C 480 - 2.8V 510				C 960 - 4.8V 990

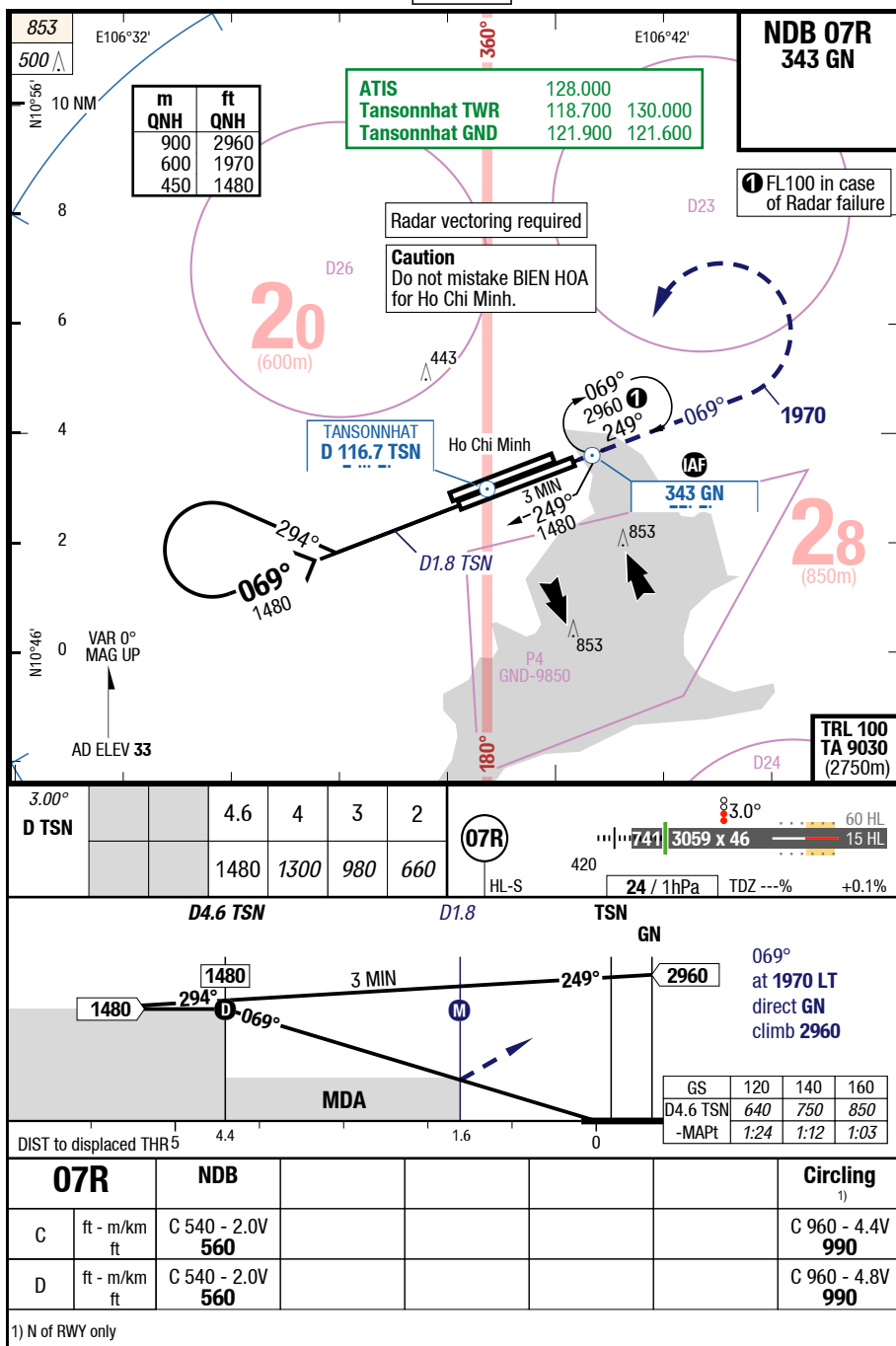
1) N of RWY only



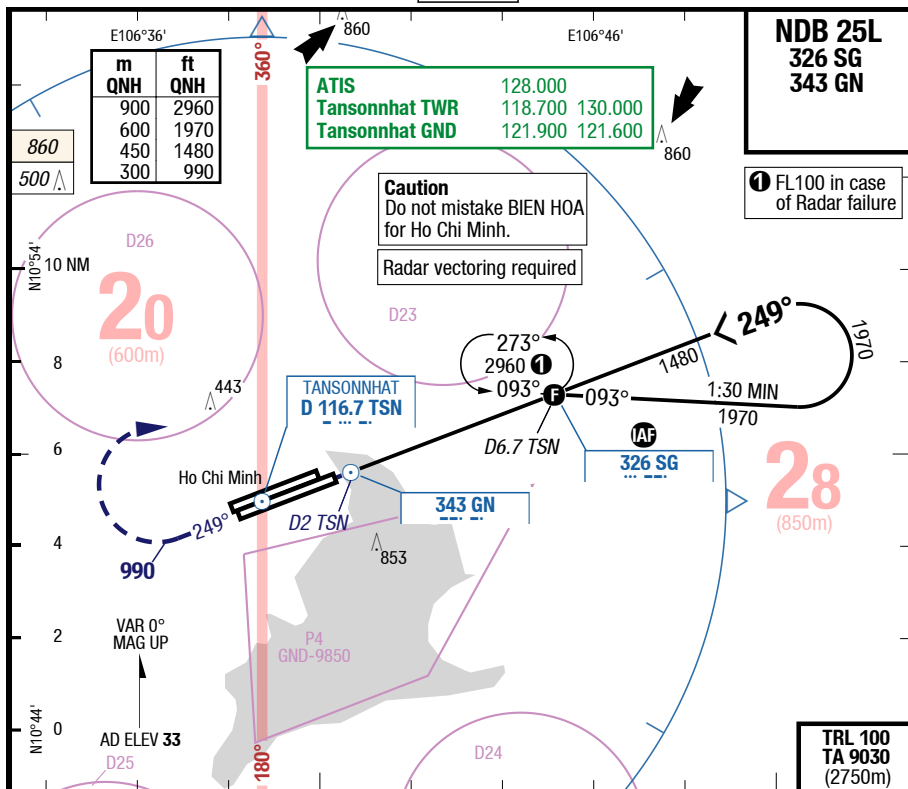
SGN-VVTS

7-110

NDB 07R







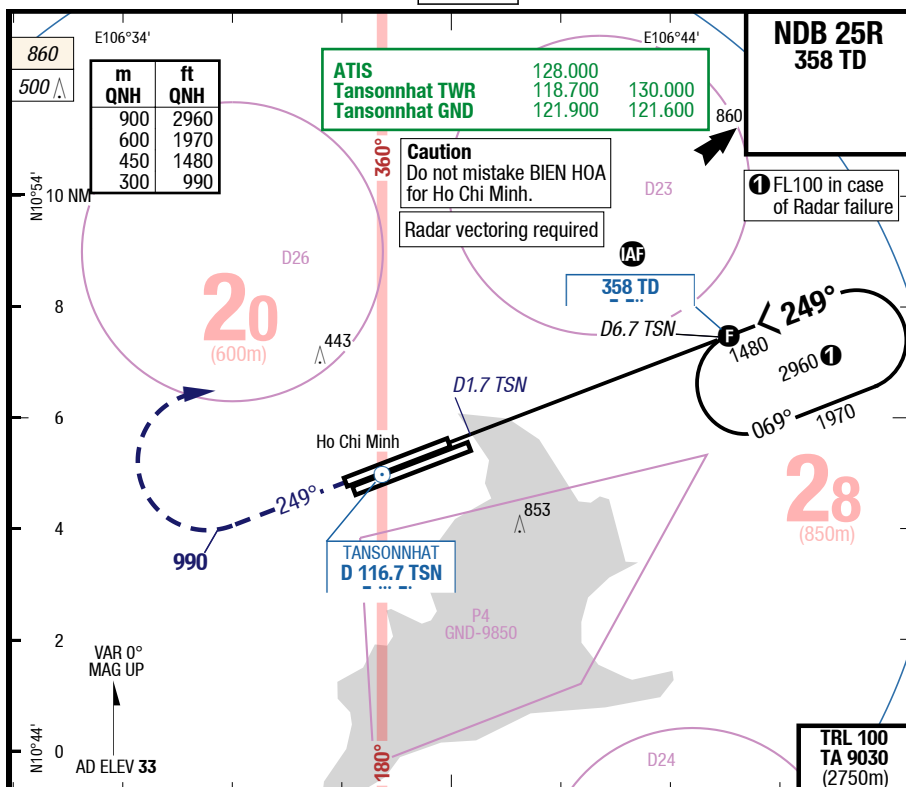
25L		NDB		Circling <sup>1)</sup>	
C	ft - m/km ft	C 400 - 1.6V 430		C 960 - 4.4V 990	
D	ft - m/km ft	C 400 - 2.0V 430		C 960 - 4.8V 990	

1) N of RWY only

SGN-VVTS

7-130

NDB 25R



1) N of RWY only

Changes: Page Number