Airport Information

VVNB (Noibai Intl)

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General Info

Hanoi, VNM

N 21° 13.3' E105° 48.3' Mag Var: 0.0°W

Elevation: 40'

Public, Control Tower, IFR, No Fee, Rotating Beacon, No Customs

Fuel: Jet A-1

Time Zone Info: GMT+7:00 no DST

Runway Info

Runway 11L-29R 10499' x 148' concrete Runway 11R-29L 12468' x 148' asphalt

Runway 11L (108.1°M) TDZE 40'

Lights: Edge, ALS

Runway 11R (108.1°M) TDZE 38'

Lights: Edge, Centerline, TDZ

Stopway Distance 328'

Runway 29L (288.1°M) TDZE 39'

Lights: Edge, ALS, Centerline

Stopway Distance 328'

Runway 29R (288.1°M) TDZE 40'

Lights: Edge

Communications Info

ATIS **127.0**

Noibai Tower 118.8 Secondary

Noibai Tower 118.2

Noibai Intl Ground Control 121.9

Noibai Approach Control 125.1

Noibai Approach Control 121.0 Secondary

Hanoi Control 132.3

Hanoi Control 125.9

Notebook Info

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HANOI, VIETNAM I JEPPESEN VVNB/HAN 13 JAN 06 (10-1R) NOI BÁI INTL RADAR MINIMUM ALTITUDES Apt Elev NOI BAI Approach (R) Alt Set: hPa Trans level: FL 100 Trans alt: 9030' 40' 125.1 4396' 3845 387/1 ₆3914' **2822**′ 2221 3140 • 2067 •3425 22-00 2136 2,392' <u>~</u>3632 2848 4800 2490' 2560 2034' 6600 1424' 3061 1152 21-30 **6**1017 4000 NOI BAI 5000 116.1 NOB NOI BAI 10104 2165 1880 3458 RADAR 4252 HALAN 21-00 GIALAM NDB 6100 D29.7 2500 3300 654' SAMFU 1470' 1578′ 1565, 2009 1893 3676 VOR DME NAM HA NDB 3856 () 778′ 20-00 CONTOUR **INTERVALS** 105-30

CHANGES: Approach frequency

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HANOI, VIETNAM M JEPPESEN VVNB/HAN 23 SEP 05 (10-2) Eff 29 Sep NOI BÁI INTL Apt Elev ATIS Alt Set: hPa Trans level: FL 100 Trans alt: 9030' 127.0 6400' 5500 ARRIVALS RWYS 11L/R 5500' 2700 CAB ONE ALPHA (CAB 1A), LAOCAI ONE ALPHA (LAO 1A), MOCCHAU ONE ALPHA (MC 1A), NAMHA ONE ALPHA (NAH 1A), MSA NOB VOR NASAN ONE ALPHA (NAS 1A), TEBAK ONE ALPHA (TEA 1A) **LAOCAI TEBAK** N22 29.2 E103 57.9 N22 10.5 E106 40.5 A NOT TO SCALE (IAF 2) *349 BQ LIBEO N21 24.4 N21 12.8 N21 12.9 E104 02.3 E106 00.3 E105 27.6 At 6070' NASAN ONE NOIBAI-ALPHA 116.1 NOB (NAS 1A) N21 12.8 E105 50. 6070 (IAF 1) HALAN N21 02.2 E105 38.7 At 8040' N20 56.0 MOCCHAU-E106 28.2 514 MC N20 49.7 E104 42.0 P 115.1 CAB CAUTION: N20 49.1 E106 43.7 1. A Holding pattern restricted to use. 2. Pilots have to strictly follow ATC NAMHAinstructions D 115.5 NAH 3. In case it's allowed by appropriate N20 23.2 E106 07.1 authorities, Noi Bai Approach can clear the arrival aircraft to Direct distance from NOB to: descend to 7060' (2150m) at Noi Bai Intl 2 NM HALAN. STAR ROUTING From CAB, proceed on NOB R-115 to NOB (IAF). CAB ONE ALPHA NOTE: Only use for arriving traffic to VVCI (Catbi) in case of diverting to VVNB (Noi Bai Intl) alternate aerodrome From LAOCAI, proceed on NOB R-307 to NOB (IAF) and descend LAOCAI ONE ALPHA according to ATC instructions. MOCCHAU ONE ALPHA After MC, proceed on track 063° to LIBEO (IAF 2) NAMHA ONE ALPHA After NAH, proceed on NAH R-325 to HALAN (IAF 1) NASAN ONE ALPHA After BQ, proceed on NOB R-270 to LIBEO (IAF 2) **TEBAK ONE ALPHA** After TEBAK, proceed on NOB R-039 to NOB (IAF) LANDING Can use one of the following procedures: VOR/DME; VOR/DME/ILS RWY 11L or RWY 11R

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HANOI, VIETNAM M JEPPESEN VVNB/HAN 23 SEP 05 (10-2A) Eff 29 Sep STAR NOI BÁI INTL ATIS Apt Elev Alt Set: hPa Trans level: FL 100 Trans alt: 9030' 127.0 40' 6400' | 5500' ARRIVALS RWYS 11L/29R 5500' 2700 CAB ONE CHARLIE (CAB 1C), LAOCAI ONE BRAVO (LAO 1B), MOCCHAU ONE CHARLIE (MC 1C), NAMHA ONE CHARLIE (NAH 1C), MSA KW NDB NASAN ONE CHARLIE (NAS 1C). TEBAK ONE CHARLIE (TEA 1C) LAOCAI **TEBAK** Δ [LAOCI] N22 10.5 E106 40.5 A N22 29.2 E103 57.9 NOT TO SCALE (IAF) NOIBAI -320 KW *349 BQ N21 14 3 F105 44 8 N21 12.9 E104 02.3 MHA 4930 NASAN ONE CHARLIE NOIBAI -(NAS 1C) 116.1 NOB 7060 **√**089°<u>~</u> N21 12.8 E105 50.1 96 HALAN N21 02.2 E105 38.7 At 8040' MOCCHAU 514 MC N20 49.7 E104 42.0 115.1 CAB N20 49.1 E106 43.7 Direct distance from KW to: Noi Bai Intl 4 NM 115.5 NAH N20 23.2 E106 07 ROUTING STAR From CAB, proceed on track 294° to KW (IAF) CAB ONE CHARLIE NOTE: Only use for arriving traffic to VVCI (Catbi) in case of diverting to VVNB (Noi Bai Intl) alternate aerodrome. **LAOCAI ONE BRAVO** After LAOCAI, proceed on track 128° to KW (IAF) MOCCHAU ONE CHARLIE After MC, proceed on track 067° to KW (IAF) After NAH, proceed on NAH R-325 to HALAN, turn RIGHT on NAMHA ONE CHARLIE track 024° to KW (IAF). NASAN ONE CHARLIE After BQ, proceed on track 089° to KW (IAF) After TEBAK, proceed on track 223° to KW (IAF) and descend **TEBAK ONE CHARLIE** according to ATC instructions LANDING Can use one of the following procedures: NDB/ILS RWY 11L; NDB RWY 11L or NDB RWY 29R.

CHANGES: CAB and NASAN arrivals added.

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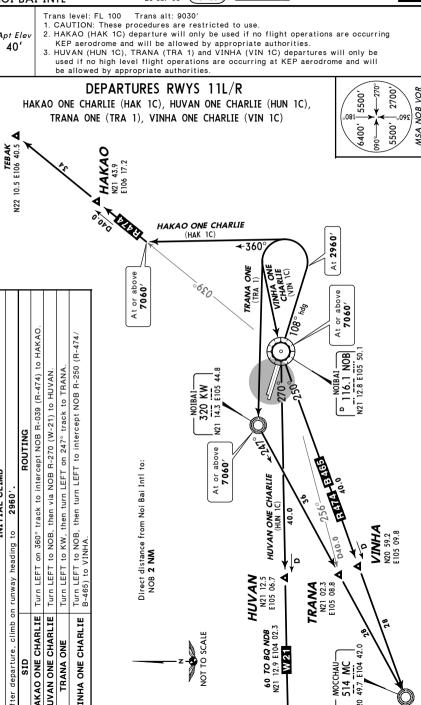
HANOI, VIETNAM M JEPPESEN VVNB/HAN 23 SEP 05 (10-2B) Eff 29 Sep NOI BÁI INTL ATIS Apt Elev Alt Set: hPa Trans level: FL 100 Trans alt: 9030' 127.0 6400' 5500 ARRIVALS RWYS 29L/R 5500' 2700 CAB ONE BRAVO (CAB 1B), LAOCAI ONE ALPHA (LAO 1A), MOCCHAU ONE BRAVO (MC 1B), NAMHA ONE BRAVO (NAH 1B), MSA NOB VOR NASAN ONE BRAVO (NAS 1B), TEBAK ONE BRAVO (TEA 1B) LAOCAI **TEBAK** Δ N22 29.2 E103 57.9 N22 10.5 E106 40.5 A CAUTION Holding pattern is restricted to use. ΝΔςΔΝ D15.0 NOB *349 BQ At 4930 N21 24.4 N21 12.9 E104 02.3 E106 00.3 HUVAN NASAN ONE N21 12.5 NOIBAI-BRAVO E105 06.7 116.1 NOB (NAS 1B) N21 12.8 E105 50.1 4930 HALAN N21 02.2 E105 38.7 At 8040' PHUTA N20 56.0 MOCCHAU-514 MC N20 49.7 E104 42.0 115.1 CAB N20 49.1 E106 43.7 Direct distance from NOB to: Noi Bai Intl 2 NM 115.5 NAH NOT TO SCALE N20 23.2 E106 07. ROUTING STAR From CAB, proceed on NOB R-115 to NOB (IAF) **CAB ONE BRAVO** NOTE: Only use for arriving traffic to VVCI (Catbi) in case of diverting to VVNB (Noi Bai Intl) alternate. From LAOCAI, proceed on NOB R-307 to NOB (IAF) descend LAOCAI ONE ALPHA according to ATC instructions. **MOCCHAU ONE BRAVO** After MC, proceed on NOB R-250 to NOB (IAF) NAMHA ONE BRAVO After NAH, proceed on NAH R-325 to HALAN. NASAN ONE BRAVO After BQ, proceed on NOB R-270 to NOB (IAF) After TEBAK, proceed on NOB R-039 to D15.0 NOB (IAF 1). If not **TEBAK ONE BRAVO** cleared for VOR/DME RWY 29L or RWY 29R, proceed to NOB (IAF) LANDING Can use one of the following procedures: VOR/DME RWY 29L or RWY 29R.

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HANOI, VIETNAM M JEPPESEN VVNB/HAN 23 SEP 05 (10-3) Eff 29 Sep SID NOI BÁI INTL Apt Elev Trans level: FL 100 Trans alt: 9030' 40' DEPARTURES RWYS 11L/R 5500' 27002 CATBI ONE ALPHA (CAT 1A), HAKAO ONE ALPHA (HAK 1A), HUVAN ONE ALPHA (HUN 1A), TONGA ONE (TON 1). MSA NOB VOR VINHA ONE ALPHA (VIN 1A). VITRA ONE ALPHA (VIT 1A) Δ TEBAK N22 10.5 E106 40.5 HAKAO **TONGA** 0 N21 43.9 At or above E106 17.2 E105 15.6 7060 NOIBAI-116.1 NOB **HUVAN** N21 12.8 E105 50.1 N21 12.5 NOTRAT-E105 06.7 320 KW N21 14.3 E105 44.8 60 TO BQ NDB N21 12.9 HUVAN ONE ALPHA E104 02.3 (HUN 1A) D4.0 NOB D7.0 NOB At or above **VINHA** 4270' N20 59.2 E105 09.8 D40.0 PHUTA D19.0 NOB N20 56.0 [D25ØS] E106 28.2 At or above 6240 D40.0 NOB N20 35.0 E106 04.6 Direct distance from Noi Bai Intl to: NOB 2 NM NAMHA-115.5 NAH CAT BI-NOT TO SCALE 115.1 CAB N20 23.2 E106 07.1 N20 49.1 E106 43. SID ROUTING After departure, continue on runway heading to D7.0 NOB, then turn RIGHT to CATBI ONE intercept NOB R-115 (W-3) to PHUTA. **ALPHA** NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Catbi) are alternate After departure, continue on runway heading to D4.0 NOB, then turn RIGHT HAKAO ONE within NOB 8.0 DME to NOB, then turn RIGHT to intercept R-474 on NOB R-039 ALPHA **HUVAN ONE** After departure, continue on runway heading to D2.0 NOB, then turn RIGHT ALPHA within NOB 5.0 DME on track 310° to intercept NOB R-270 (W-21) to HUVAN. After departure, continue on runway heading to D2.0 NOB, then turn RIGHT TONGA ONE within NOB 5.0 DME on track 320° to intercept NOB R-307 (W-6) to TONGA After departure, continue on runway heading to D2.0 NOB, then turn RIGHT within NOB 5.0 DME on track 288° to intercept NOB R-250 to VINHA VITRA ONE After departure, continue on runway heading to D7.0 NOB, then turn RIGHT

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HANOI, VIETNAM MJEPPESEN VVNB/HAN 23 SEP 05 (10-3A) Eff 29 Sep NOI BÁI INTL



to intercept NAH R-350 to VITRA.

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HANOI, VIETNAM MJEPPESEN VVNB/HAN 23 SEP 05 (10-3B) Eff 29 Sep NOI BAI INTL SID Apt Elev Trans level: FL 100 Trans alt: 9030 40' DEPARTURES RWYS 29L/R 2700/ 5500 CATBI ONE BRAVO (CAT 1B), HAKAO ONE BRAVO (HAK 1B), HUVAN ONE BRAVO (HUN 1B), TONGA ONE BRAVO (TON 1B), 2500, , 6400, VINHA ONE BRAVO (VIN 1B), VITRA ONE BRAVO (VIT 1B) NZO 23.2 E106 07.1 CAT BI 115.1 CAB N20 49.1 E106 43.7 3/1 At or above **4930** A STATE OF S At or above 7060' NOIBAI NOIBAI NZ 116.1 NOB NZ 1 12.8 E 105 50.1 HAKAO N21 43.9 E106 17.2 ON NOTE THE PROPERTY OF THE PARTY OF THE PAR VITRA ONE BRAVO (VIT 1B) to intercept NOB R-270 (W-21) to HUVAN.

T to intercept NOB R-307 (W-6) to TONGA.

to intercept NOB R-250/D12.0 to VINHA.

within NOB 8.0 DME on 108° track to intercept NAH R-350 to intercept At or abc **5910**′ within NOB 8.0 DME to NOB, then turn LEFT (R-474) to HAKAO. D12.0 NOB [D25ØL] At or above 3940' TONGA ONE BRAVO (TON 1B) Ily use in case VVNB (Noi Bai Intl) and aerodromes for each other. 320 KW N21 14.3 E105 44.8 D19.0 NOB T within NOB 8.0 DME on 090° PHUTA At or above 6240' INITIAL CLIMB HUVAN ONE BRAVO (HUN 1B) **HUVAN** N21 12.5 E105 06.7 VINHA N20 59.2 E105 09.8 040.0 NOT TO SCALE HUVAN ONE BRAVO TONGA ONE BRAVO VINHA ONE BRAVO 60 TO BQ NDB N21 12.9 E104 02.3 W 21 HAKAO ONE BRAVO VITRA ONE BRAVO CATBI ONE BRAVO

CHANGES: Departures added, Rwy 29R added.

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VNB/HAN		X JEPPE	SEIV	HAN	IOI, VIE	I IN
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ATIS		NOI BAI Gro	und		Tower	
127.0		121.9			118.2	
105-47		105-48	1 1 1 1	105-49	1 1 1 1	1
required to area and co Aircraft ma	back taxiing toward turn LEFT at the beg mplete a clockwise king back track turn R have to follow yel	inning of the turn turn back onto Rw at the start of	around		Mo10	21-
NDB@////////////////////////////////////	\$7 12,4673	S1 S4	—ARP 5 H S 3 S 1 S 1B	N4 N5 (4) 22 S1 52 S1 (3) A (2)	\$1A 32	21- v 39'
		Tower		7	288	iopwa
	FOR PARKING POSITIONS SEE CHART 10-9A	o 1000 2000 3	aircra 000 4000 5000	 and S2 availab ft up to B747.	ole for	
21-12 105-47	POSITIONS SEE CHART 10-9A	0 1000 2000 3 	aircra 000 4000 5000	ft up to B747.	ole for	21-
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105-47	POSITIONS SEE CHART 10-9A Feet Meters	0 1000 2000 3 	aircraí 000 4000 5000 1-1-1-1-1-1 1000 1500 1FORMATION U LANDING	105-49 SABLE LENGTHS	<u> </u>	
105-47	POSITIONS SEE CHART 10-9A Feet Meters ADDITI	0 1000 2000 3 10-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	aircraí 000 4000 5000 1-1-1-1-1-1 1000 1500 1FORMATION U	105-49 SABLE LENGTHS		w
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RWY TIRL CL HI	POSITIONS SEE CHART 10-9A Feet Meters ADDITIONS ALS SFL REIL TDZ	0 1000 2000 3 	aircraí 000 4000 5000 1-1-1-1-1-1 1000 1500 1FORMATION U LANDING	105-49 SABLE LENGTHS	<u> </u>	W1
RWY RWY HIRL CL HI	POSITIONS SEE CHART 10-9A Feet Meters ADDITION ALS SFL REIL TDZ LS REIL PAPI-L	0 1000 2000 3 	aircraí 000 4000 5000 1-1-1-1-1-1 1000 1500 1FORMATION U LANDING	105-49 SABLE LENGTHS BEYOND Glide Slope	<u> </u>	W1
RWY TIRL CL HI	POSITIONS SEE CHART 10-9A Feet Meters ADDITION ALS SFL REIL TDZ LS REIL PAPI-L	0 1000 2000 3 	aircraí 000 4000 5000 1-1-1-1-1-1 1000 1500 1FORMATION U LANDING	105-49 SABLE LENGTHS BEYOND Glide Slope	<u> </u>	WI
RWY TIRL CL HI	POSITIONS SEE CHART 10-9A Feet Meters ADDITION ALS SFL REIL TDZ LS REIL PAPI-L	0 1000 2000 3 	aircraí 000 4000 5000 1-1-1-1-1-1 1000 1500 1FORMATION U LANDING	105-49 SABLE LENGTHS BEYOND Glide Slope	<u> </u>	WI
RWY TIRL CL HI	POSITIONS SEE CHART 10-9A Feet Meters ADDITION ALS SFL REIL TDZ LS REIL PAPI-L	0 1000 2000 3 	aircraí 000 4000 5000 1-1-1-1-1-1 1000 1500 1FORMATION U LANDING	105-49 SABLE LENGTHS BEYOND Glide Slope	<u> </u>	W1
RWY TIRL CL HI	POSITIONS SEE CHART 10-9A Feet Meters ADDITION ALS SFL REIL TDZ LS REIL PAPI-L	0 1000 2000 3 	aircraí 000 4000 5000 1-1-1-1-1-1 1000 1500 1FORMATION U LANDING	105-49 SABLE LENGTHS BEYOND Glide Slope	<u> </u>	WI
RWY TIRL CL HI	POSITIONS SEE CHART 10-9A Feet Meters ADDITION ALS SFL REIL TDZ LS REIL PAPI-L SFL PAPI-L	0 1000 2000 3	aircraí 000 4000 5000 1-1-1-1-1-1 1000 1500 1FORMATION U LANDING	105-49 SABLE LENGTHS BEYOND Glide Slope	<u> </u>	W1
RWY IR HIRL CL HI 29L HIRL LI SA 1L HIRL HIALS 29R HIRL	POSITIONS SEE CHART 10-9A Feet Meters ADDITI ALS SFL REIL TDZ LS REIL PAPI-L SFL PAPI-L TA HIRL	0 1000 2000 3 105-48 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	aircraí 000 4000 5000 11000 1500 IFORMATION U — LANDINC Threshold	105-49 SABLE LENGTHS BEYOND Glide Slope	<u> </u>	W1
RWY IR HIRL CL HI 29L HIRL LSA IL HIRL HIALS 29R HIRL Take-Off Al-	POSITIONS SEE CHART 10-9A Feet Meters ADDITI ALS SFL REIL TDZ LS REIL PAPI-L SFL PAPI-L TA HIRL ternate Apt. Filed	0 1000 2000 3 105-48 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	aircraí 000 4000 5000 1-1-1-1-1-1 1000 1500 1FORMATION U LANDING	105-49 SABLE LENGTHS BEYOND Glide Slope	<u> </u>	W1
RWY IR HIRL CL HI 29L HIRL CL SA IL HIRL HIALS 29R HIRL Take-Off Ali Rwys 11R, 29L	POSITIONS SEE CHART 10-9A Feet Meters ADDITI ALS SFL REIL TDZ LS REIL PAPI-L SFL PAPI-L TA HIRL ternate Apt. Filed Rwys 11L, 29R	0 1000 2000 3 105-48 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	aircraí 000 4000 5000 11000 1500 IFORMATION U — LANDINC Threshold	105-49 SABLE LENGTHS BEYOND Glide Slope	<u> </u>	W1
RWY IR HIRL CL HI 29L HIRL CL SA IL HIRL HIALS 29R HIRL Take-Off Alt Rwys 11R, 29L RVR 300m	POSITIONS SEE CHART 10-9A Feet Meters ADDITION ALS SFL REIL TDZ LIS REIL PAPI-L SFL PAPI-L TA HIRL TERNALE Apt. Filed Rwys 11L, 29R 400m	0 1000 2000 3 105-48 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Alternate Apt. Available Landing	105-49 SABLE LENGTHS BEYOND Glide Slope	<u> </u>	WI
RWY IR HIRL CL HI 29L HIRL CL SA IL HIRL HIALS 29R HIRL Take-Off Ali Rwys 11R, 29L	POSITIONS SEE CHART 10-9A Feet Meters ADDITI ALS SFL REIL TDZ LS REIL PAPI-L SFL PAPI-L TA HIRL ternate Apt. Filed Rwys 11L, 29R	0 1000 2000 3 105-48 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	aircraí 000 4000 5000	105-49 SABLE LENGTHS BEYOND Glide Slope	<u> </u>	21- WI 1 4

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Na Jeppesen VVNB/HAN HANOI, VIETNAM 29 DEC 06 (10-9A) **NOI BAI INTL** RWY 11L/29R RWY 11R/29L Western Apron \rightarrow Remarks: 1. Passenger loading bridges 1, 2, 4, 6, 7 and 9 are Eastern used for aircraft up to B747. Passenger loading Maintenance bridge 5 is used for aircraft up to B767. Apron 2. Stands 11, 12, 13 are used for aircraft up to ATR72, F70. 3. Stands 14, 15, 16, 17, 18 and 24 are used for aircraft up to A321. 4. Stands 19, 20 and 21 are used for aircraft up to LEGEND Taxi lane 5. Stands 15 and 16 become 15A, and stands 17 and 18 become 17A for B747. Push out lane 6. Stands 22 and 23 are used for aircraft up to B767. 7. Aircraft taxiing to stands expect push-back upon 8. Aicraft are requested to follow ground control and marshaller instructions.

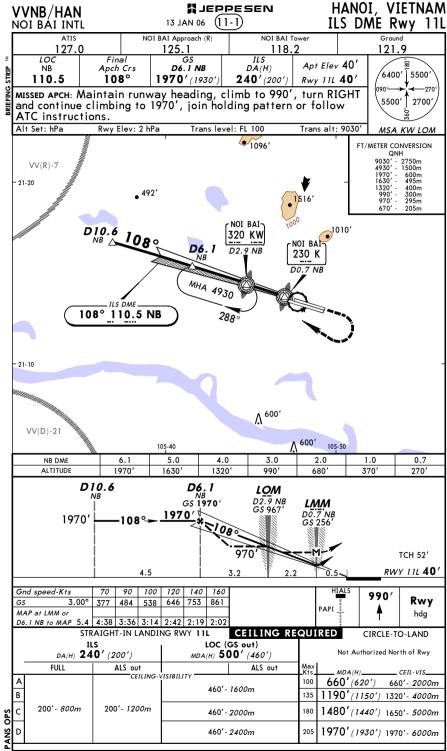
PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N21 13.0 E105 47.9	14 thru 16	N21 12.9 E105 48.5
2, 4	N21 13.0 E105 48.0	17, 18	N21 12.8 E105 48.5
5 thru 7	N21 13.0 E105 48.1	19	N21 12.8 E105 48.4
9	N21 12.9 E105 48.1	20, 21	N21 12.9 E105 48.4
11 thru 13	N21 12.9 E105 48.6	22 thru 24	N21 13.0 E105 48.1

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460' - 2000m

460' - 2400m

180 1480' (1440') 1650' - 5000m

205 1970' (1930') 1970' - 6000m

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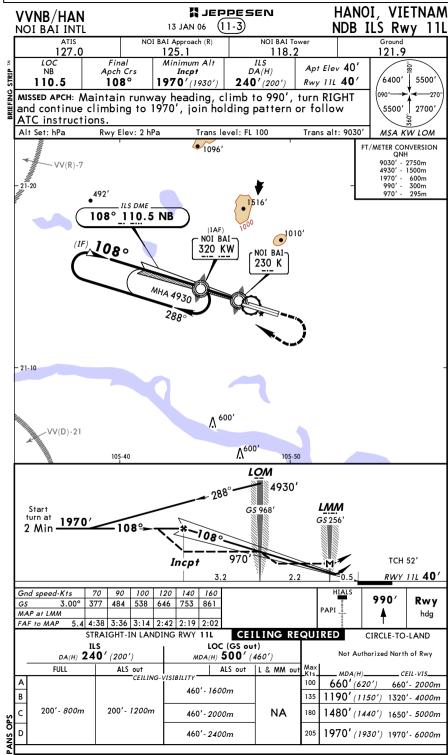
200' - 800m

CHANGES: Approach frequency

200' - 1200m

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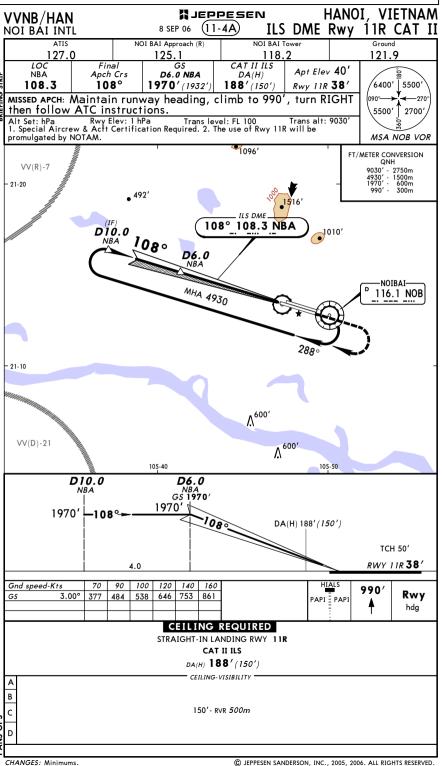
JEPPESEN Licensed to max. Printed on 22 Jun 2008. JeppView 3.5.2.0 Notice: After 4 Jul 2008 0901Z, this chart may no longer be valid. Disc 12-2008 HANOI, VIETNAM MILEPPESEN VVNB/HAN 8 SEP 06 (11-4) ILS DMÉ Rwy 11R NOI BÁI INTL ATIS NOI BAI Approach (R) NOI BAI Tower Ground 121.9 127.0 125.1 118.2 LOC Final Apt Elev 40' D6.0 NBA DA(H) NBA Apch Crs 6400' 75500' 108.3 108° 1970′ (1932′) 238'(200') Rwy 11R 38' MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT .5500′ T 2700′ then follow ATC instructions. Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 1. The use of Rwy 11R will be promulgated by NOTAM. Trans alt: 9030' MSA NOB VOR 1096 FT/METER CONVERSION 9030' - 2750m 4930' - 1500m 1970' - 600m 990' - 300m VV(R)-7 - 21-20 492 IIS DME 108° 108.3 NBA D10.0 NBA 108° D6.0 -NOIBAI-MHA 4930 116.1 NOB 21-10 ۷_{600,} VV(D)-21 600' 105-40 105-50 D10.0 D6.0 NBA GS 1970 D1.4 1970 TCH 50' RWY 11R 38 4.0 Gnd speed-Kts 70 90 100 120 140 160 990 Rwy 3.00° 377 484 538 646 753 861 PAPI - PAPI MAP at D1.4 NBA or hdg D6.0 NBA to MAP 4.6 3:57 3:04 2:46 2:18 1:58 1:43 STRAIGHT-IN LANDING RWY 11R CEILING REQUIRED CIRCLE-TO-LAND LOC (GS out) MDA(H) 500' (462' Not Authorized North of Rwy DA(H) 238' (200') FULL ALS out ALS out MDA(H)_____CEIL-VIS_ CEILING-VISIBILITY 660' (620') 660' - 2000m 460' - 1600m 1190' (1150') 1320' - 4000m 200' - RVR 550m VIS 800m 200' - 1200m 1480' (1440') 1650' - 5000m 460' - 2000m 1970' (1930') 1970' - 6000m 460' - 2400m

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CHANGES: None.

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JEPPESEN Licensed to max. Printed on 22 Jun 2008. JeppView 3.5.2.0 Notice: After 4 Jul 2008 0901Z, this chart may no longer be valid. Disc 12-2008 HANOI VIETNAM M JEPPESEN VVNB/HAN 13 JAN 06 (11-5) VOR DME ILS Rwy 11R NOI BÁI INTL ATIS NOI BAI Approach (R) NOI BAI Tower Ground 127.0 121.9 125.1 118.2 LOC Final ILS Apt Elev 40' NBA Apch Crs D6.0 NBA DA(H) 6400' | 5500' 108° 1970'(1932') 238'(200') 108.3 Rwy 11R 38' MISSED APCH: Maintain runway heading, climb to NOB VOR, turn 5500' 2700' RIGHT to join holding pattern or follow ATC instructions. Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 MSA NOB VOR 1. The use of Rwy 11R will be promulgated by NOTAM. FT/METER CONVERSION 1096' 9030' - 2750m 8040' - 2450m 7060' - 2150m 6070' - 1850m 4930' - 1500m 108° 108.3 NBA 1-21-20 VV(R)-7 **5**16′ 2960' - 900m 1970' - 600m D10.0 NBA 108 0 D6.0 1000 @1010⁴ (IAF) - NOIBAI— 116.1 NOB D13.0 LIBEO 116.1 MOB 1070' MOB 4930 V_{e00}, O HALAN O CAUTION: Noi Bai Approach can D15.0 NOB clear the arrival aircraft to descend to 7060' at HALAN. VV(D)-21 21-00 105-30 105-50 106-00 **VOR** 7060' D13.0 4930' D6.0 1970 GS 1970' D10.0 TCH 56' RWY 11R 38' Gnd speed-Kts 70 90 100 120 140 160 Rwy NOB 3.00° 377 484 538 646 753 861 116.1 MAP at D1.4 NBA or D6.0 NBA to MAP 4.6 3:57 3:04 2:46 2:18 1:58 1:43 STRAIGHT-IN LANDING RWY 11R CEILING REQUIRED CIRCLE-TO-LAND ILS LOC (GS out) DA(H) 238' (200') Not Authorized North of Rwy MDA(H) 500' (462') FULL ALS out ALS out __ CEIL-VIS_ CEILING-VISIBILITY 660' (620') 660' - 2000m 460' - 1600m 1190'(1150') 1320'- 4000m

CHANGES: Approach frequency. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

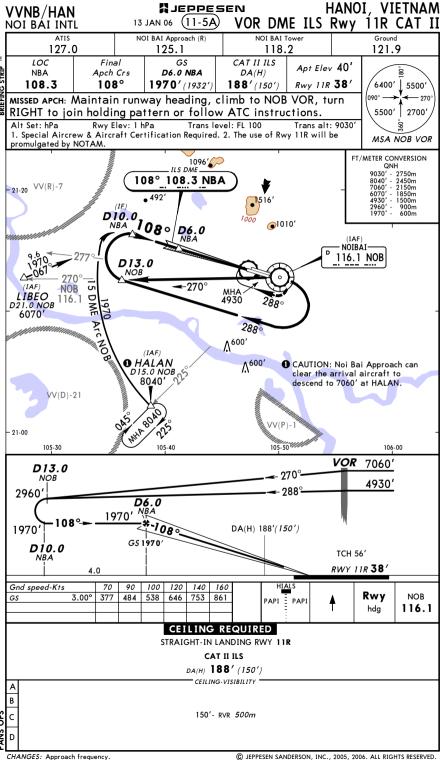
460' - 2000m 460' - 2400m 1480' (1440') 1650' - 5000m

205 1970' (1930') 1970' - 6000m

200' - RVR 550m VIS 800m

200' - 1200m

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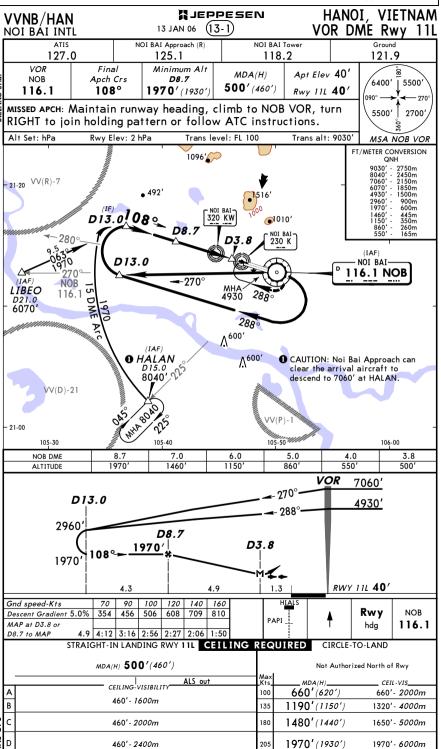


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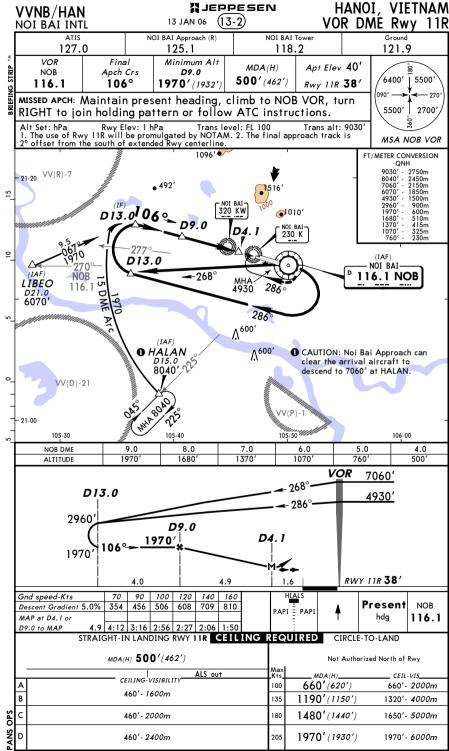


CHANGES: Approach frequency

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JEPPESEN Licensed to max. Printed on 22 Jun 2008. JeppView 3.5.2.0 Notice: After 4 Jul 2008 0901Z, this chart may no longer be valid. Disc 12-2008 HANOI. VIETNAM MJEPPESEN VVNB/HAN 13 JAN 06 (13-3) VOR DME Rwy 29L NOI BÁI INTI ATIS NOI BAI Approach (R) NOI BAI Tower Ground 127.0 121.9 125.1 118.2 VOR Final Minimum Alt D5.5 MDA(H) Apt Elev 40 NOR Apch Crs 500' (460') 298° Rwv 29L 40' 116. 1970'(1930') 6400' | 5500' MISSED APCH: Turn left via NOB VOR R-288 climb to 990', turn

Trans level: FL 100

NOI BAI

^D 116.1 NOB

FT/METER CONVERSION 9030' - 2750m

> 4930' 2960' 1970' 1500m 900m 600m

1010

230 K

4930

V₆₀₀,

1.0

610'

D0.5

90 | 100 | 120 | 140 | 160

STRAIGHT-IN LANDING RWY 29L CEILING REQUIRED

354 456 506 608 709 810

5.0 4:17 3:20 3:00 2:30 2:09 1:53

MDA(H) 500' (460')

CEILING-VISIBILITY

460' - 2400m

460' - 2800m

VOR

V₆₀₀,

VV(P)

105-50

2.0

920'

left and climb to NOB VOR to join holding pattern or follow

1. The use of Rwy 29L will be promulgated by NOTAM. 2. The final approach track is 10° offset from the south of extended Rwy centerline.

Rwy Elev: 2 hPa

1096

ATC instructions. Alt Set: hPa

VV(R)-7

- 21-10

VV(D)-21

NOB DME

ALTITUDE

RWY 29L 40'

Descent Gradient 5.0%

CHANGES: Approach frequency

Gnd speed-Kts

MAP at D0.5 or

D5.5 to MAP

105-40

500

0.5

4930'

090° →

(IAF)

D15.0

7060

D10.0

D10.0

1530

2960

1970'

CIRCLE-TO-LAND

Not Authorized North of Rwy

990'

LT

CEIL-VIS

660' - 2000m

1320' - 4000m

1650' - 5000m

1970' - 6000m

D10.0

106-00

1220

1970'

135

180

205

4.5

660' (620')

1190' (1150')

1480′ (1440′)

1970′ (1930′)

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D5.5

.5500' T 2700'

MSA NOB VOR

D12.0

090°→

1970

106-

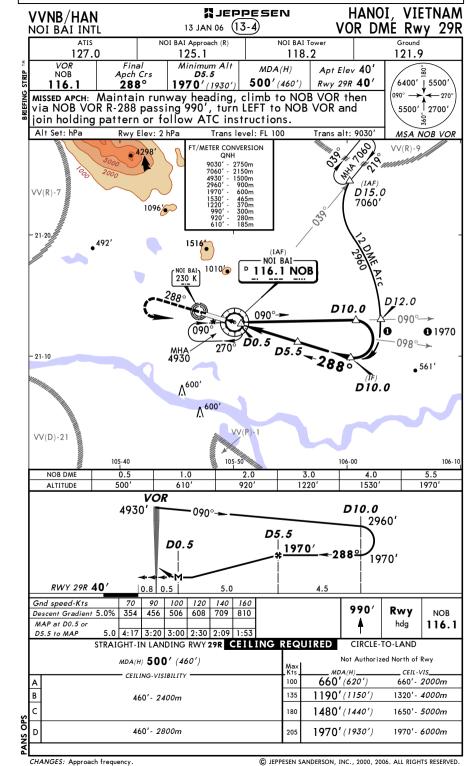
1970

NOB

116.1

R-288

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JEPPESEN Licensed to max. Printed on 22 Jun 2008. JeppView 3.5.2.0 Notice: After 4 Jul 2008 0901Z, this chart may no longer be valid. Disc 12-2008 HANOI, VIETNAM MJEPPESEN VVNB/HAN 13 JAN 06 (16-1) NDB Rwv 11L NOI BÁI INTL NOI BAI Approach (R) NOI BAI Tower ATIS Ground 127.0 121.9 125.1 118.2 LOM Final MDA(H) Apt Elev 40 (CONDITIONAL) Apch Crs ΚW No FAF 6400' | 5500' Rwy 11L 40' 320 108° 530'(490') MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT 5500' 2700' and continue climbing to join holding pattern or follow ATC instructions. Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 MSA KW LOM Trans alt: 9030' FT/METER CONVERSION QNH 9030' - 2750m 4930' - 1500m 1970' - 600m 990' - 300m NOI BAI-108° 320 KW NOI BAI 230 K — NOI BAI— □ 116.1 NOB - 21-10 V 600, V_{e00}, VV(D)-21 105-40 LOM -288°----4930 Start 1970 **LMM** turn at -108° 2 Min M <u>RWY</u> 11L 40' 0.5 2.2 990' Rwy PAPI MAP at LMM STRAIGHT-IN LANDING RWY 11L CEILING REQUIRED CIRCLE-TO-LAND MDA(H) 530'(490') Not Authorized North of Rwy L & MM out ALS out CEIL-VIS_ CEILING-VISIBILITY 660'(620') 660'- 2000m 500' - 1600m 1190'(1150') 1320'- 4000m NA 500' - 2000m 180 1480'(1440') 1650'- 5000m 1970' (1930') 1970'- 6000m 500' - 2800m

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CHANGES: Approach frequency

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