

Airport Information

VVNB (Noibai Intl)

JEPPESEN

JeppView 3.5.2.0

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**

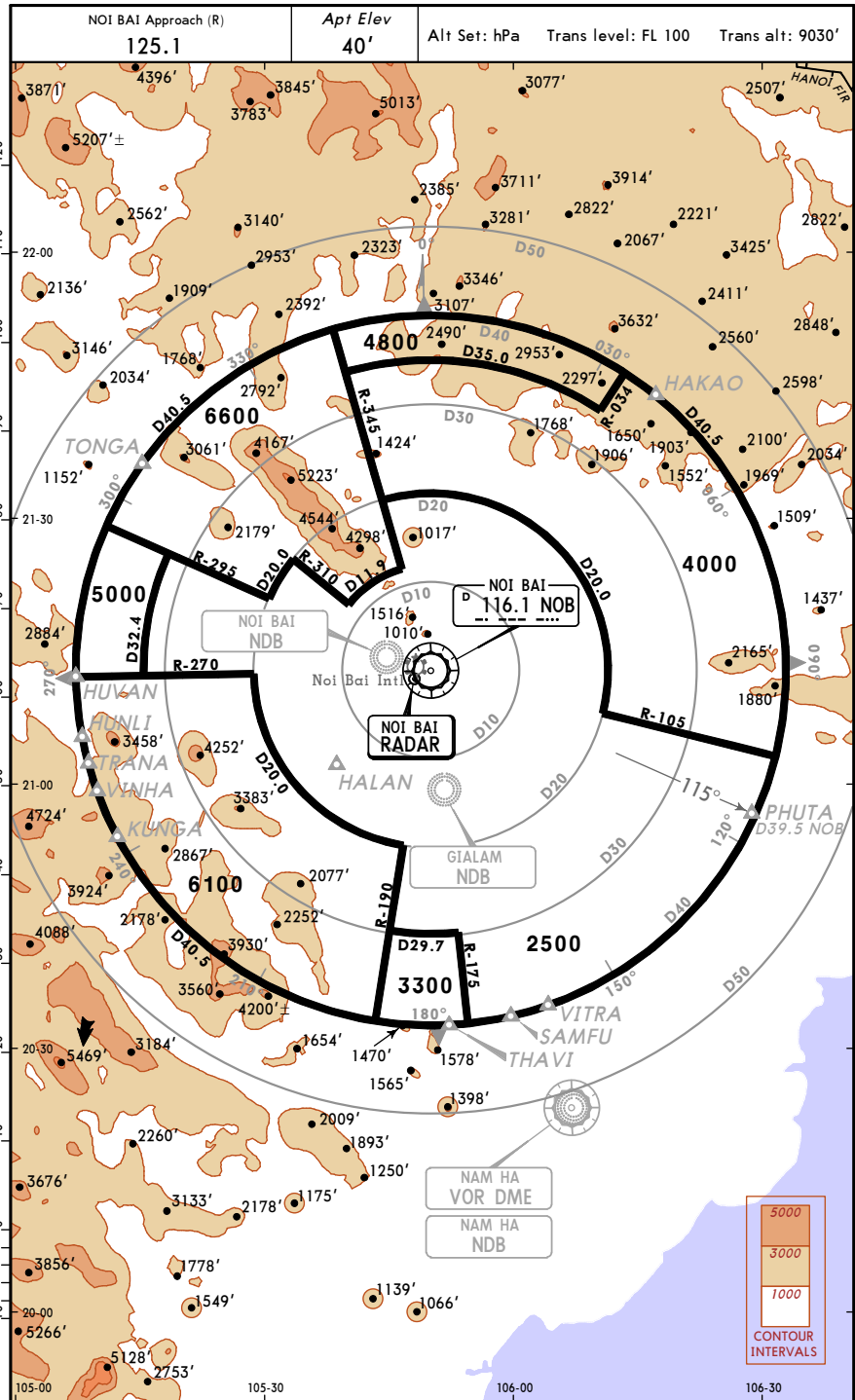
Noibai Approach Control **121.0** Secondary

Hanoi Control **132.3**

Hanoi Control **125.9**

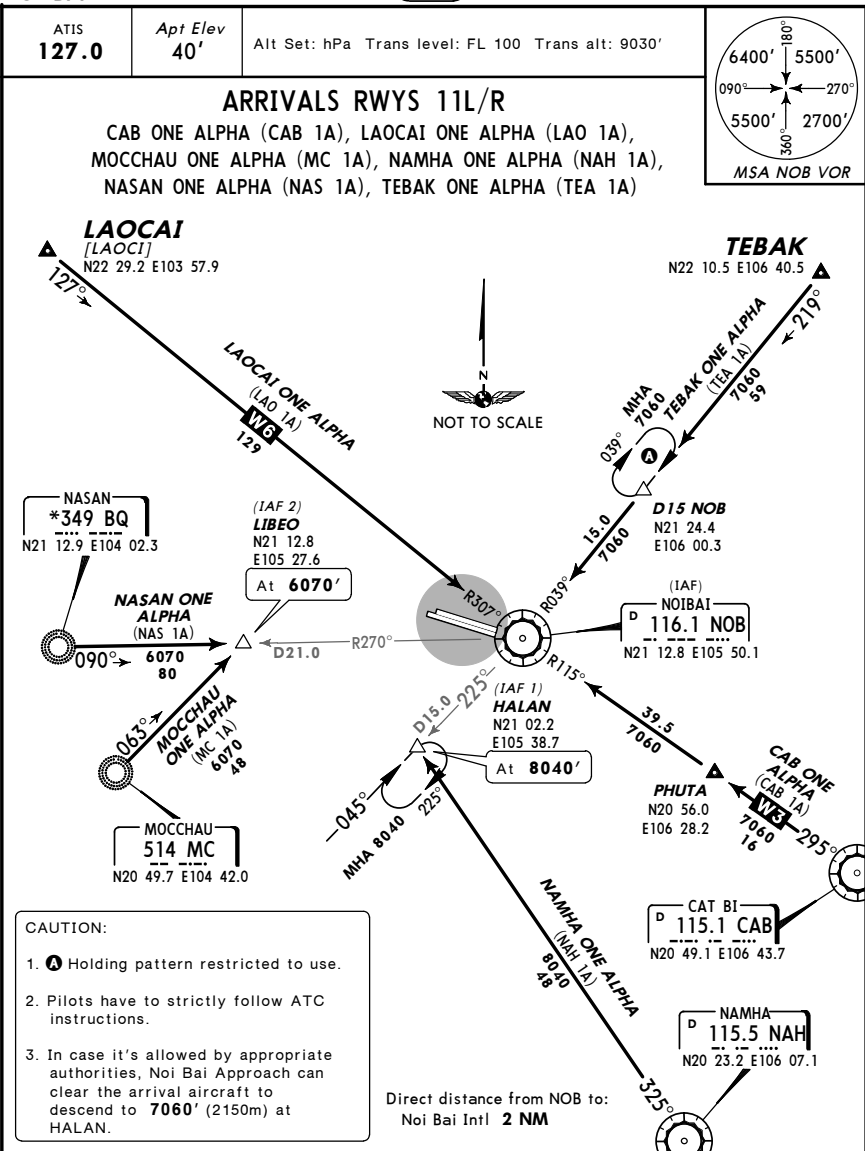
Notebook Info

VVNB/HAN HANOI, VIETNAM
 NOI BAI INTL 13 JAN 06 (10-1R) RADAR MINIMUM ALTITUDES



CHANGES: Approach frequency.
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VVNB/HAN HANOI, VIETNAM
 NOI BAI INTL 23 SEP 05 (10-2) Eff 29 Sep STAR



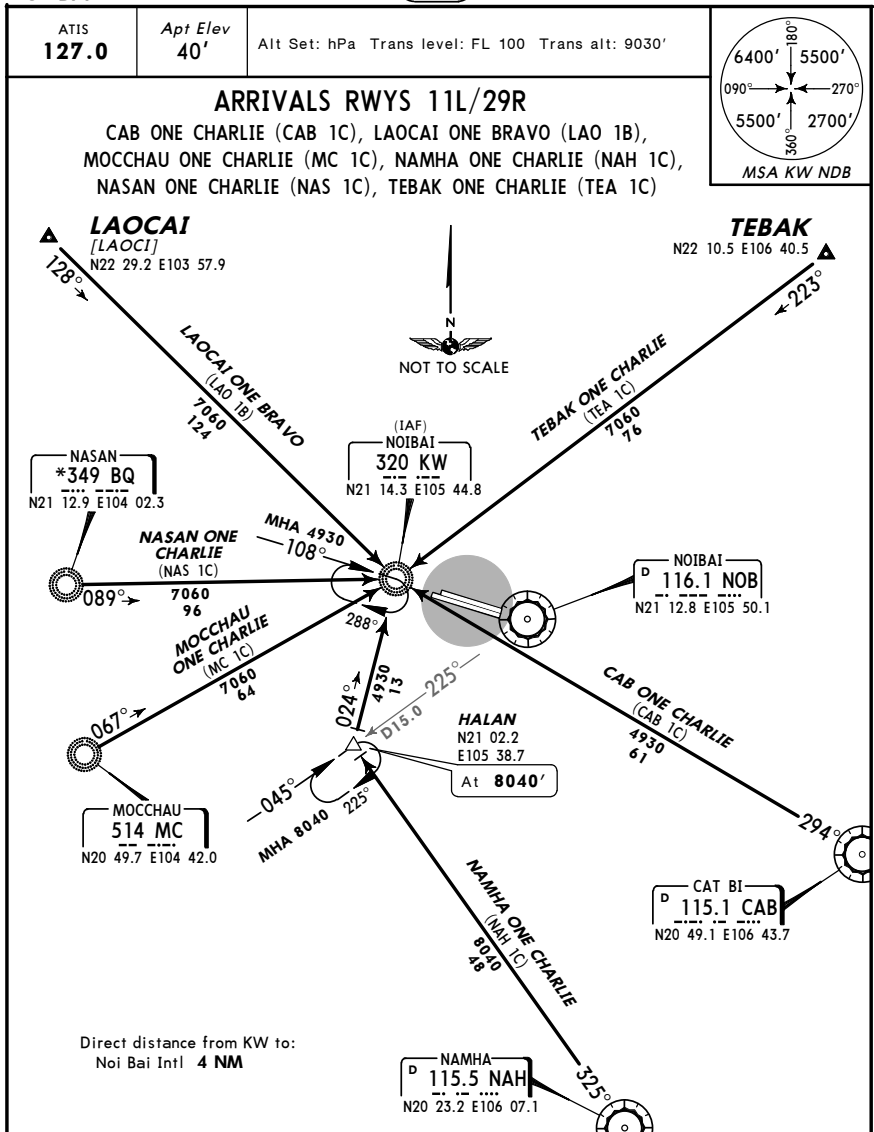
STAR	ROUTING
CAB ONE ALPHA	From CAB, proceed on NOB R-115 to NOB (IAF). NOTE: Only use for arriving traffic to VVCI (Catbi) in case of diverting to VVNB (Noi Bai Intl) alternate aerodrome.
LAOCAI ONE ALPHA	From LAOCAI, proceed on NOB R-307 to NOB (IAF) and descend according to ATC instructions.
MOCCHAU 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.	

CHANGES: CAB and NASAN arrivals added, Rwy 11R added.
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VVNB/HAN
 NOI BAI INTL

JEPPESEN
 23 SEP 05 (10-2A) Eff 29 Sep

HANOI, VIETNAM
 STAR



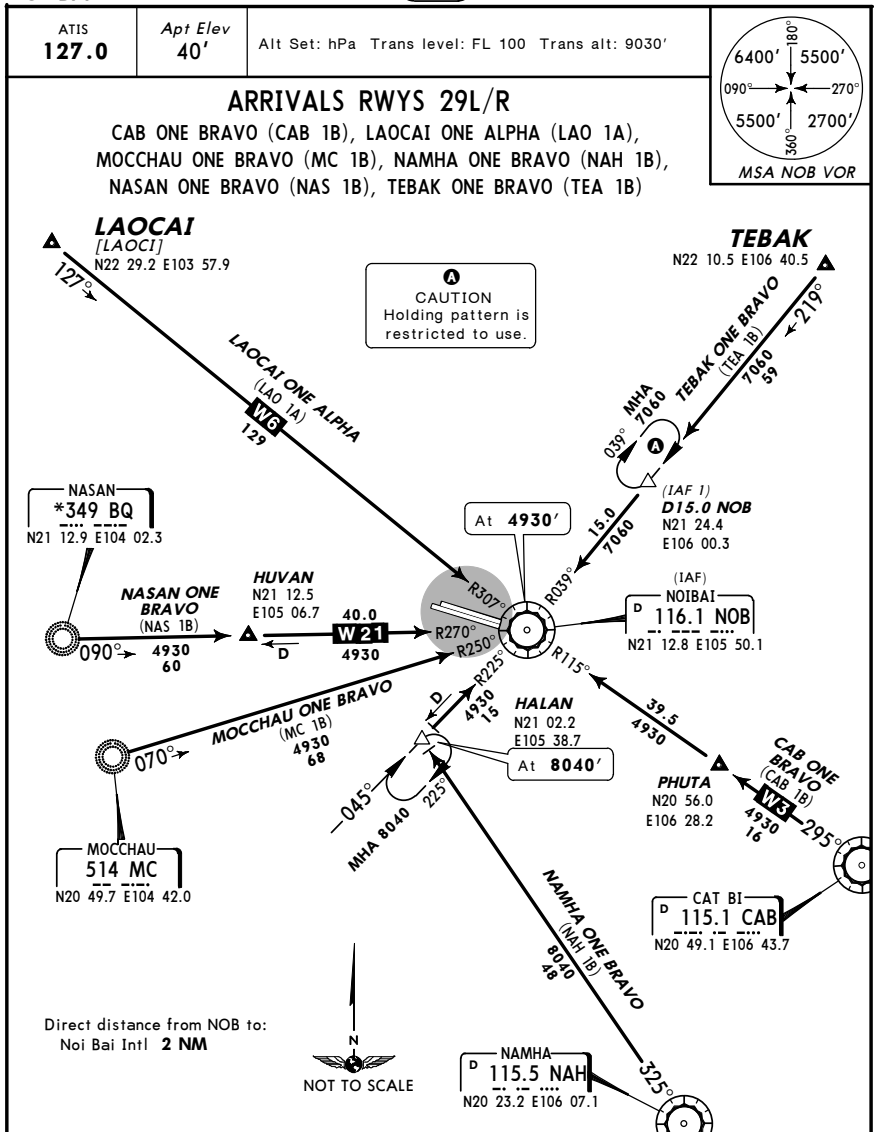
STAR	ROUTING
CAB ONE CHARLIE	From CAB, proceed on track 294° to KW (IAF). NOTE: Only use for arriving traffic to VVCI (Catbi) in case of diverting to VVNB (Noi Bai Intl) alternate aerodrome.
LAOCAI ONE BRAVO	After LAOCAI, proceed on track 128° to KW (IAF).
MOCCHAU ONE CHARLIE	After MC, proceed on track 067° to KW (IAF).
NAMHA ONE CHARLIE	After NAH, proceed on NAH R-325 to HALAN, turn RIGHT on track 024° to KW (IAF).
NASAN ONE CHARLIE	After BQ, proceed on track 089° to KW (IAF).
TEBAK ONE CHARLIE	After TEBAK, proceed on track 223° to KW (IAF) and descend according to ATC instructions.

LANDING
 Can use one of the following procedures: NDB/ILS RWY 11L; NDB RWY 11L or NDB RWY 29R.

VVNB/HAN
 NOI BAI INTL

JEPPESEN
 23 SEP 05 (10-2B) Eff 29 Sep

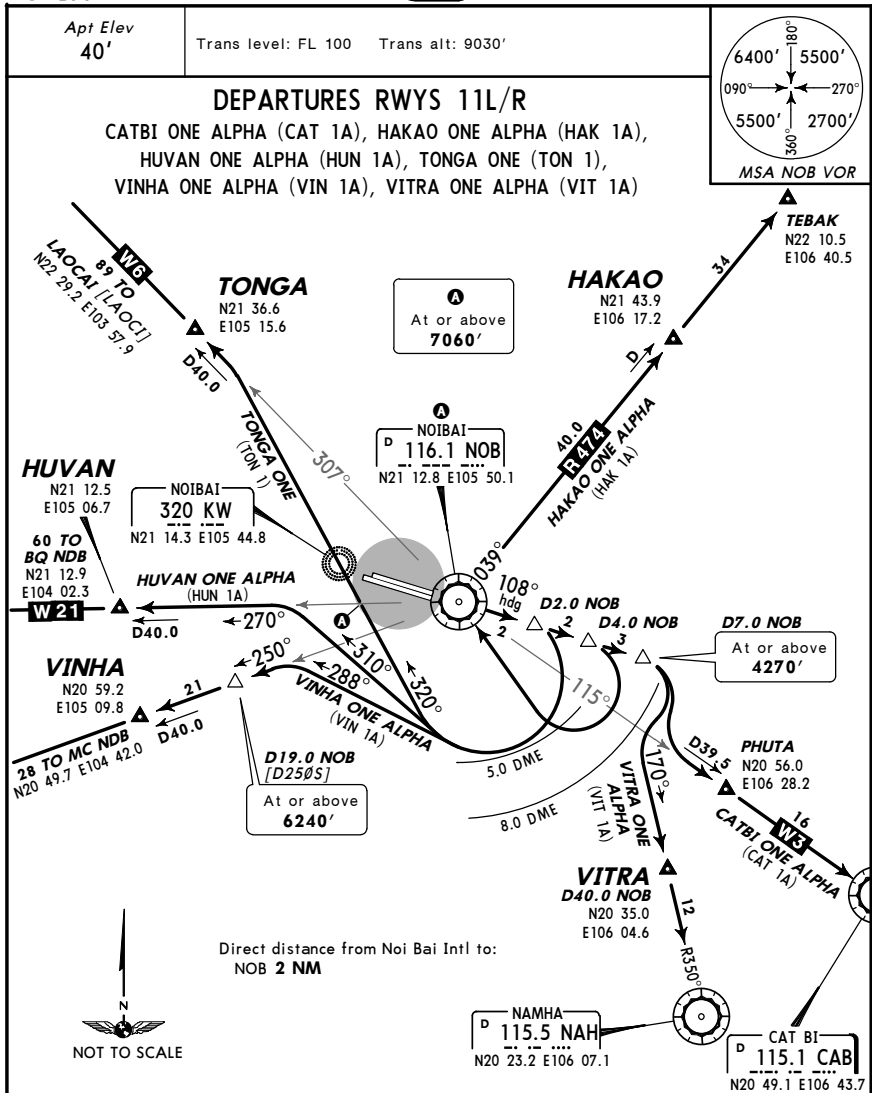
HANOI, VIETNAM
 STAR



STAR	ROUTING
CAB ONE BRAVO	From CAB, proceed on NOB R-115 to NOB (IAF). NOTE: Only use for arriving traffic to VVCI (Catbi) in case of diverting to VVNB (Noi Bai Intl) alternate.
LAOCAI ONE ALPHA	From LAOCAI, proceed on NOB R-307 to NOB (IAF) descend 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).
TEBAK ONE BRAVO	After TEBAK, proceed on NOB R-039 to D15.0 NOB (IAF 1). If not cleared for VOR/DME RWY 29L or RWY 29R, proceed to NOB (IAF).

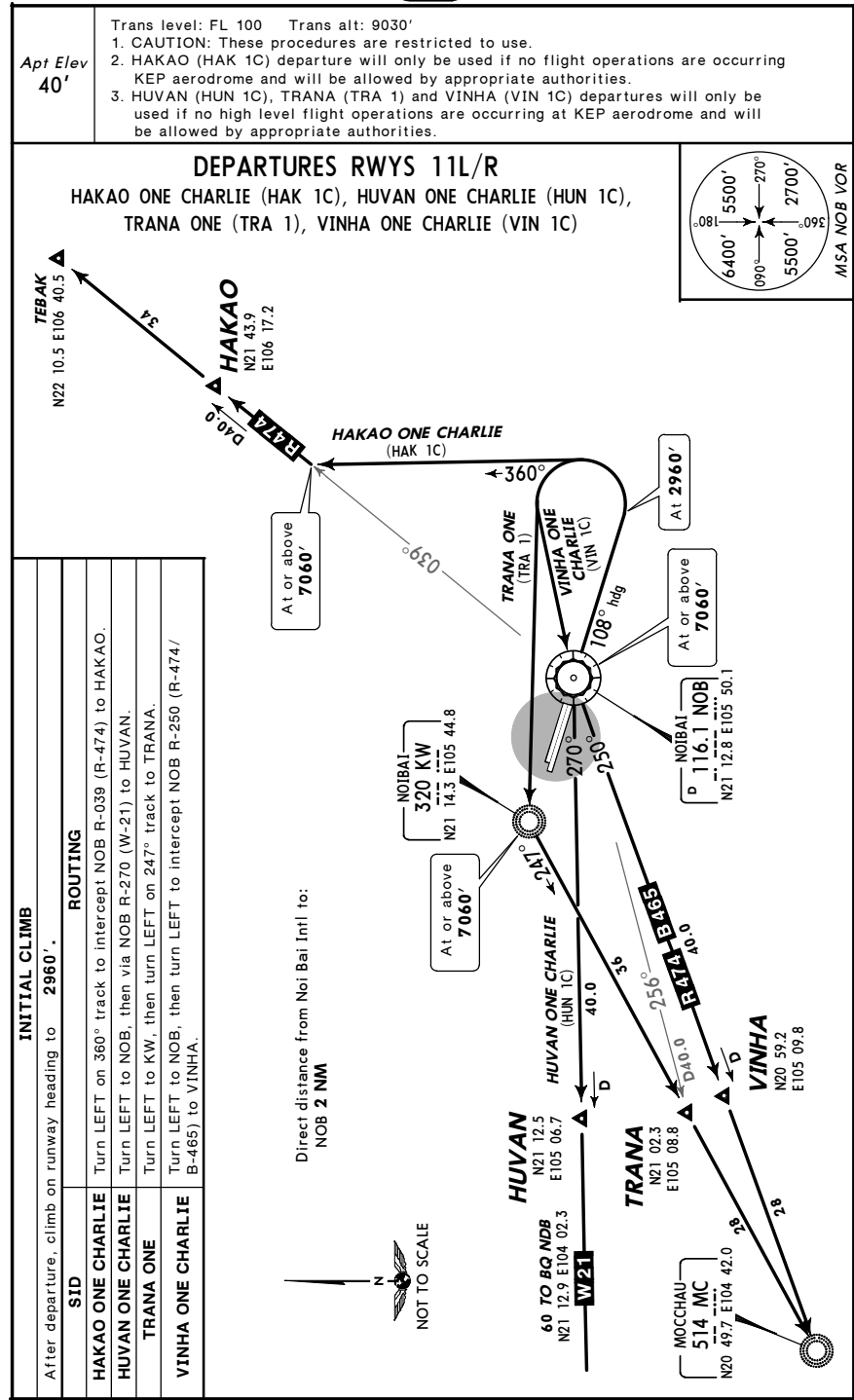
LANDING
 Can use one of the following procedures: VOR/DME RWY 29L or RWY 29R.

VVNB/HAN NOI BAI INTL HANOI, VIETNAM
 23 SEP 05 (10-3) Eff 29 Sep SID



SID	ROUTING
CATBI ONE ALPHA	After departure, continue on runway heading to D7.0 NOB, then turn RIGHT to intercept NOB R-115 (W-3) to PHUTA. NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Catbi) are alternate aerodromes for each other.
HAKAO ONE ALPHA	After departure, continue on runway heading to D4.0 NOB, then turn RIGHT within NOB 8.0 DME to NOB, then turn RIGHT to intercept R-474 on NOB R-039 to HAKAO.
HUVAN ONE ALPHA	After departure, continue on runway heading to D2.0 NOB, then turn RIGHT within NOB 5.0 DME on track 310° to intercept NOB R-270 (W-21) to HUVAN.
TONGA ONE	After departure, continue on runway heading to D2.0 NOB, then turn RIGHT within NOB 5.0 DME on track 320° to intercept NOB R-307 (W-6) to TONGA.
VINHA ONE ALPHA	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 ALPHA	After departure, continue on runway heading to D7.0 NOB, then turn RIGHT to intercept NAH R-350 to VITRA.

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



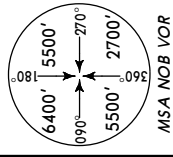
VVNB/HAN
NOI BAI INTL

JEPPESEN
23 SEP 05 (10-3B) Eff 29 Sep

HANOI, VIETNAM

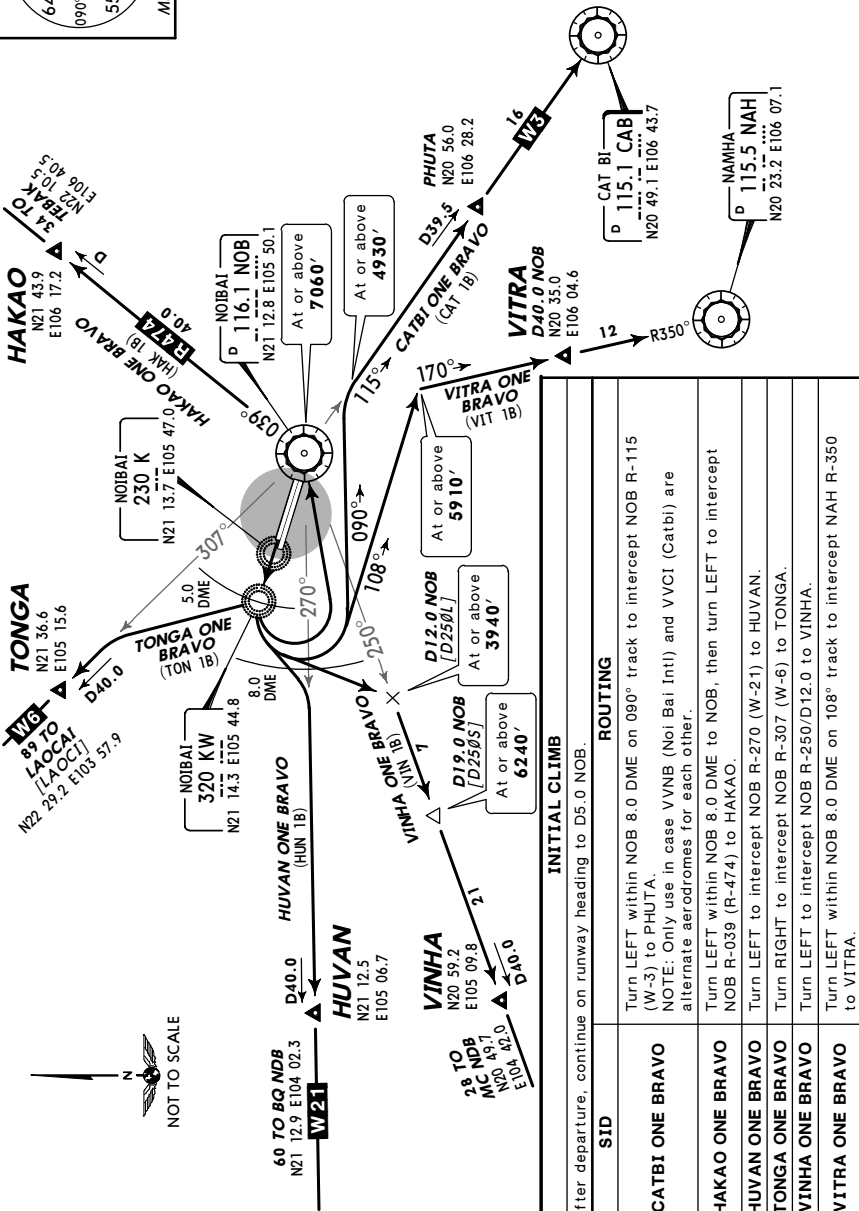
SID

Apt Elev 40'
Trans level: FL 100 Trans alt: 9030'



DEPARTURES RWYS 29L/R

CATBI ONE BRAVO (CAT 1B), HAKAO ONE BRAVO (HAK 1B),
HUVAN ONE BRAVO (HUN 1B), TONGA ONE BRAVO (TON 1B),
VINHA ONE BRAVO (VIN 1B), VITRA ONE BRAVO (VIT 1B)



INITIAL CLIMB

After departure, continue on runway heading to D5.0 NOB.

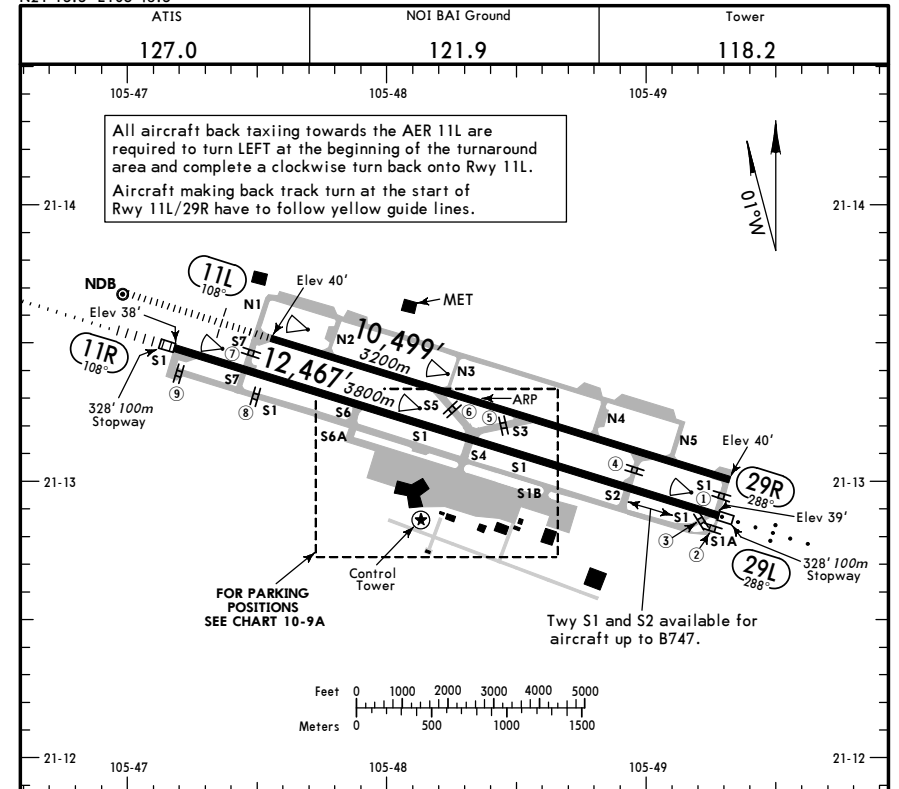
SID	ROUTING
CATBI ONE BRAVO	Turn LEFT within NOB 8.0 DME on 090° track to intercept NOB R-115 (W-3) to PHUTA. NOTE: Only use in case VVNB (Noi Bai Intl) and VVCI (Catbi) are alternate aerodromes for each other.
HAKAO ONE BRAVO	Turn LEFT within NOB 8.0 DME to NOB, then turn LEFT to intercept NOB R-039 (R-474) to HAKAO.
HUVAN ONE BRAVO	Turn LEFT to intercept NOB R-270 (W-21) to HUVAN.
TONGA ONE BRAVO	Turn RIGHT to intercept NOB R-307 (W-6) to TONGA.
VINHA ONE BRAVO	Turn LEFT to intercept NOB R-250/D12.0 to VINHA.
VITRA ONE BRAVO	Turn LEFT within NOB 8.0 DME on 108° track to intercept NAH R-350 to VITRA.

VVNB/HAN
Apt Elev 40'
N21 13.3 E105 48.3

JEPPESEN
29 DEC 06 (10-9)

HANOI, VIETNAM

NOI BAI INTL



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
11R	HIRL CL HIALS SFL REIL TDZ PAPI RVR				148' 45m
29L	HIRL CL SALS REIL PAPI-L RVR				
11L	HIRL HIALS SFL PAPI-L RVR		9462' 2884m		148' 45m
29R	HIRL				

TAKE-OFF

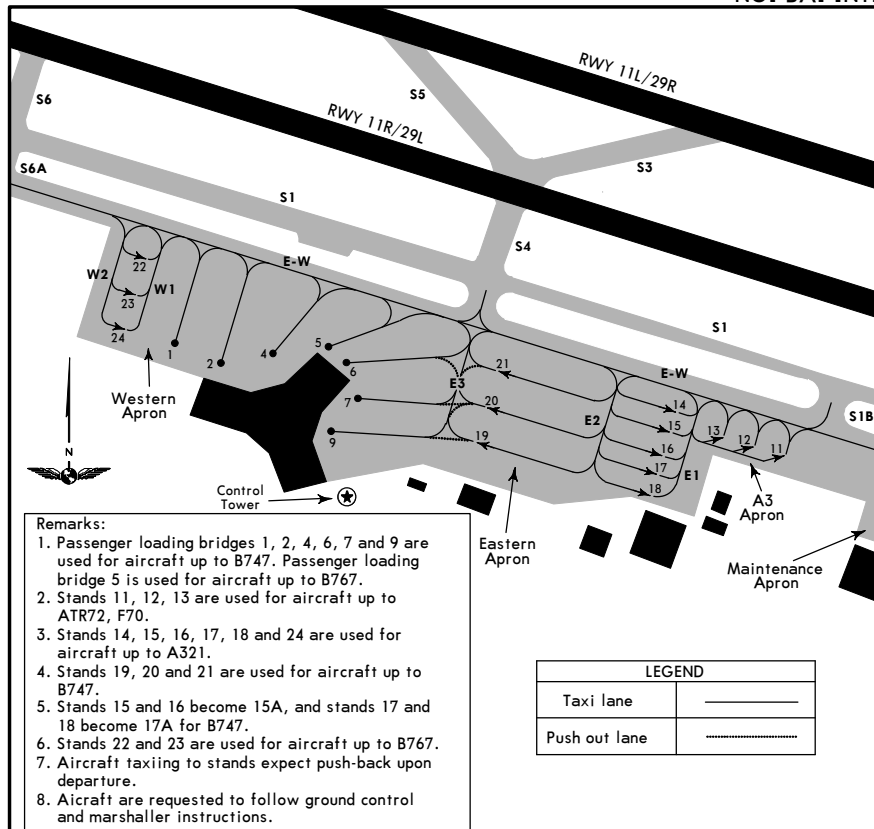
HIRL available		Available Landing Minimums
Rwys 11R, 29L	Rwys 11L, 29R	
A	RVR 300m	Available Landing Minimums
B	RVR 400m	
C	RVR 500m	
D	RVR 600m	

1 Take-off alternate airports:
For international flights: Da Nang, Cat Bi, Vientiane and other appropriate airports.
For domestic flights: Da Nang, Cat Bi, Vinh.

VVNB/HAN

JEPPesen
 29 DEC 06 (10-9A)

HANOI, VIETNAM
 NOI BAI INTL



- Remarks:
1. Passenger loading bridges 1, 2, 4, 6, 7 and 9 are used for aircraft up to B747. Passenger loading bridge 5 is used for aircraft up to B767.
 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 B747.
 5. Stands 15 and 16 become 15A, and stands 17 and 18 become 17A for B747.
 6. Stands 22 and 23 are used for aircraft up to B767.
 7. Aircraft taxiing to stands expect push-back upon departure.
 8. Aircraft are requested to follow ground control and marshaller instructions.

LEGEND	
Taxi lane	—————
Push out lane

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

VVNB/HAN
 NOI BAI INTL

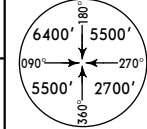
JEPPesen
 13 JAN 06 (11-1)

HANOI, VIETNAM
 ILS DME Rwy 11L

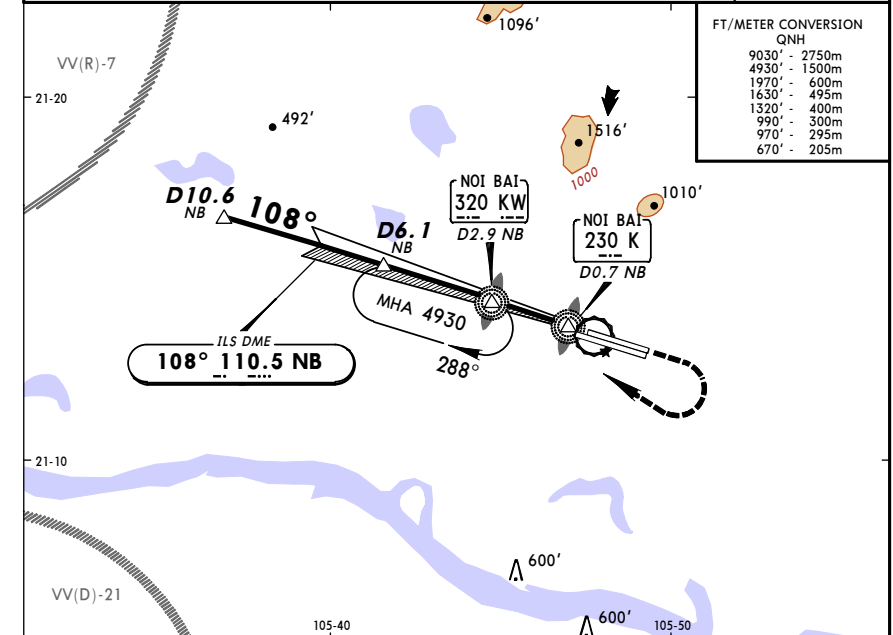
ATIS 127.0	NOI BAI Approach (R) 125.1	NOI BAI Tower 118.2	Ground 121.9
LOC NB 110.5	Final Apch Crs 108°	GS D6.1 NB 1970' (1930')	ILS DA(H) 240' (200')
		Apt Elev 40' Rwy 11L 40'	

MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT and continue climbing to 1970', join holding pattern or follow ATC instructions.

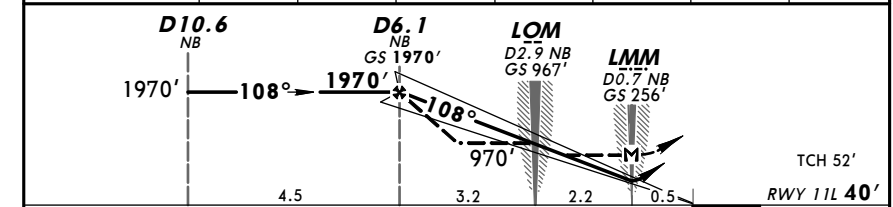
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 Trans alt: 9030' MSA KW LOM



FT/METER CONVERSION QNH	
9030'	2750m
4930'	1500m
1970'	600m
1630'	495m
1320'	400m
990'	300m
970'	295m
670'	205m



NB DME	6.1	5.0	4.0	3.0	2.0	1.0	0.7
ALTITUDE	1970'	1630'	1320'	990'	680'	370'	270'



Gnd speed-Kts	70	90	100	120	140	160	HIALS 990'	Rwy hdg
GS	3:00	3:77	4:48	5:38	6:46	7:53		
MAP at LMM or D6.1 NB to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02	

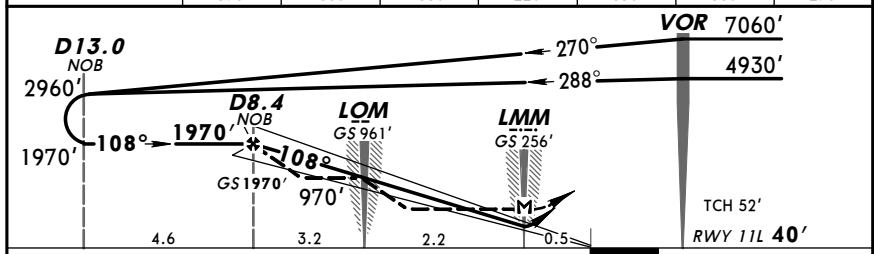
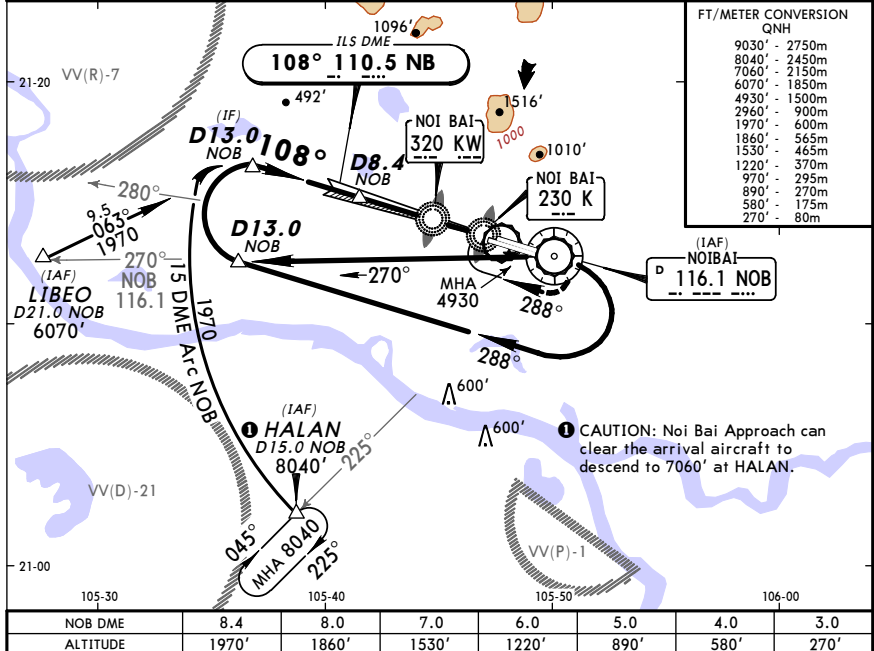
STRAIGHT-IN LANDING RWY 11L			CEILING REQUIRED		CIRCLE-TO-LAND	
ILS DA(H) 240' (200')		LOC (GS out) MDA(H) 500' (460')		Not Authorized North of Rwy		
FULL	ALS out	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS.
A				100	660' (620')	660' - 2000m
B				135	1190' (1150')	1320' - 4000m
C	200' - 800m	200' - 1200m		180	1480' (1440')	1650' - 5000m
D				205	1970' (1930')	1970' - 6000m

VVNB/HAN NOI BAI INTL **JEPPesen** **HANOI, VIETNAM**
 13 JAN 06 (11-2) **VOR DME ILS Rwy 11L**

ATIS 127.0	NOI BAI Approach (R) 125.1	NOI BAI Tower 118.2	Ground 121.9
LOC NB 110.5	Final Apch Crs 108°	GS D8.4 NOB 1970' (1930')	ILS DA(H) 240' (200')
Apt Elev 40'			Rwy 11L 40'

MISSED APCH: Maintain runway heading, climb to NOB VOR, turn RIGHT to join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 Trans alt: 9030' MSA NOB VOR



Gnd speed-Kts	70	90	100	120	140	160		HIALS		Rwy	NOB
GS	3:00°	377	484	538	646	753	861		↑	hdg	116.1
MAP at LMM or D8.4 NOB to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02				

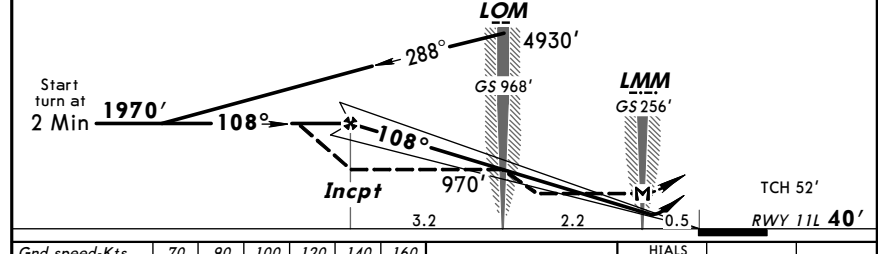
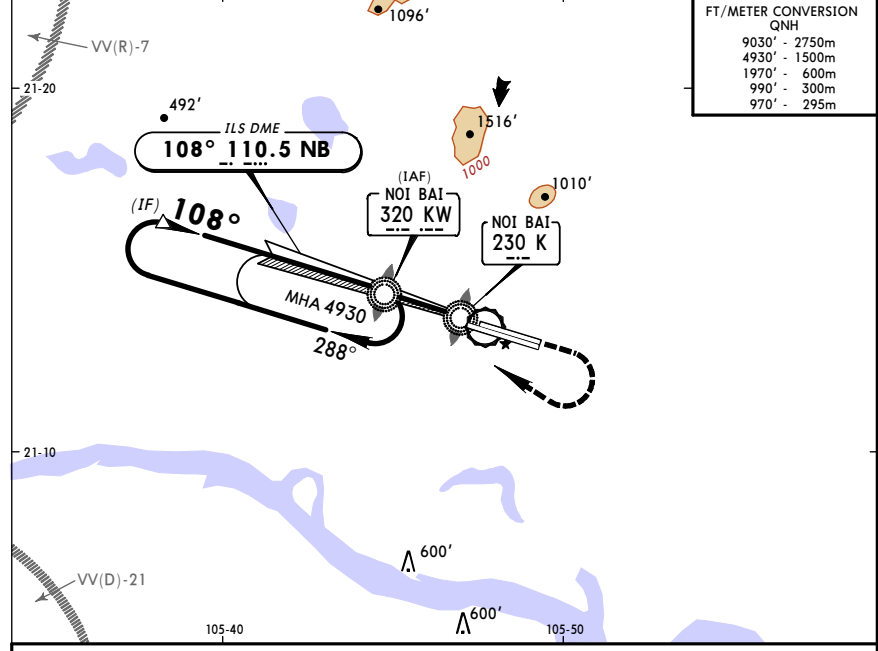
STRAIGHT-IN LANDING RWY 11L		CEILING REQUIRED		CIRCLE-TO-LAND	
ILS DA(H) 240' (200')		LOC (GS out) MDA(H) 500' (460')		Not Authorized North of Rwy	
FULL	ALS out	ALS out	Max Kts	MDA(H)	CEIL-VIS
A		460' - 1600m	100	660' (620')	660' - 2000m
B		460' - 2000m	135	1190' (1150')	1320' - 4000m
C	200' - 800m	200' - 1200m	180	1480' (1440')	1650' - 5000m
D		460' - 2400m	205	1970' (1930')	1970' - 6000m

VVNB/HAN NOI BAI INTL **JEPPesen** **HANOI, VIETNAM**
 13 JAN 06 (11-3) **NDB ILS Rwy 11L**

ATIS 127.0	NOI BAI Approach (R) 125.1	NOI BAI Tower 118.2	Ground 121.9
LOC NB 110.5	Final Apch Crs 108°	Minimum Alt Incpt 1970' (1930')	ILS DA(H) 240' (200')
Apt Elev 40'			Rwy 11L 40'

MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT and continue climbing to 1970', join holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 Trans alt: 9030' MSA KW LOM



Gnd speed-Kts	70	90	100	120	140	160		HIALS		Rwy	NOB
GS	3:00°	377	484	538	646	753	861		↑	hdg	990'
MAP at LMM											
FAF to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02				

STRAIGHT-IN LANDING RWY 11L		CEILING REQUIRED		CIRCLE-TO-LAND	
ILS DA(H) 240' (200')		LOC (GS out) MDA(H) 500' (460')		Not Authorized North of Rwy	
FULL	ALS out	ALS out	Max Kts	MDA(H)	CEIL-VIS
A		460' - 1600m	100	660' (620')	660' - 2000m
B		460' - 2000m	135	1190' (1150')	1320' - 4000m
C	200' - 800m	200' - 1200m	180	1480' (1440')	1650' - 5000m
D		460' - 2400m	205	1970' (1930')	1970' - 6000m

VVNB/HAN
NOI BAI INTL

JEPPESEN
8 SEP 06 (11-4)

HANOI, VIETNAM
ILS DME Rwy 11R

ATIS 127.0	NOI BAI Approach (R) 125.1	NOI BAI Tower 118.2	Ground 121.9
LOC NBA 108.3	Final Apch Crs 108°	GS D6.0 NBA 1970' (1932')	ILS DA(H) 238' (200')
Apt Elev 40'		Rwy 11R 38'	

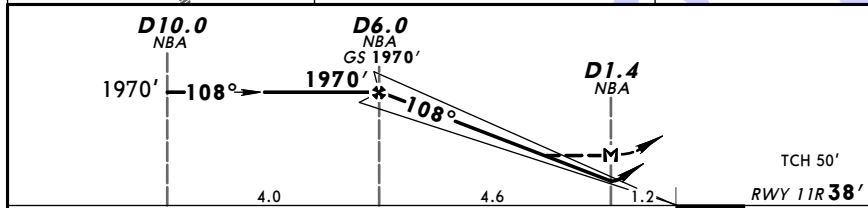
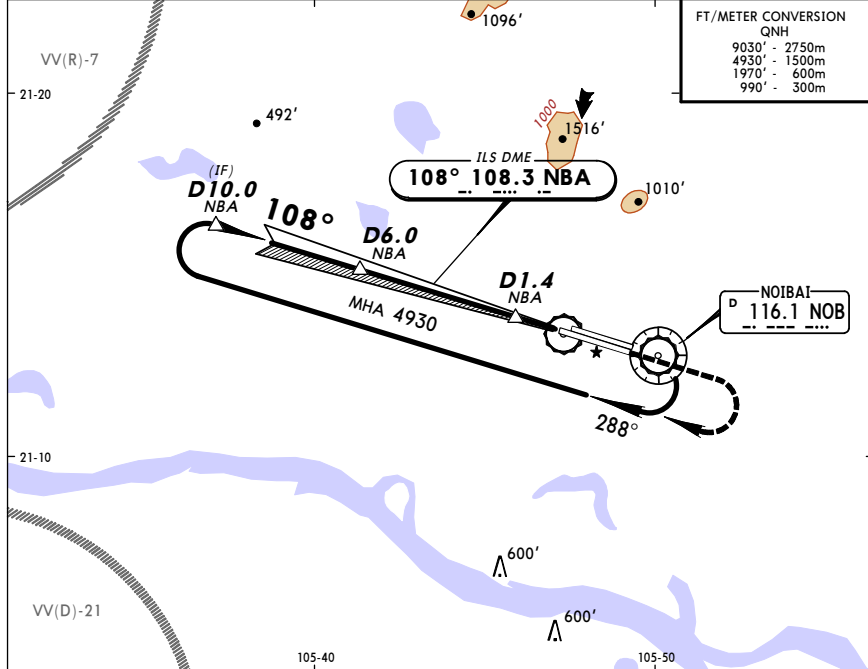
MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT then follow ATC instructions.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'
1. The use of Rwy 11R will be promulgated by NOTAM.

MSA NOB VOR

FT/METER CONVERSION
QNH

9030' - 2750m
4930' - 1500m
1970' - 600m
990' - 300m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	990'	Rwy hdg
GS	3.00°	377	484	538	646	753			
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 DA(H) 238' (200')		LOC (GS out) MDA(H) 500' (462')		Not Authorized North of Rwy	
FULL	ALS out	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H) CEIL-VIS
A				100	660' (620') 660' - 2000m
B			460' - 1600m	135	1190' (1150') 1320' - 4000m
C	200' - RVR 550m VIS 800m	200' - 1200m	460' - 2000m	180	1480' (1440') 1650' - 5000m
D			460' - 2400m	205	1970' (1930') 1970' - 6000m

VVNB/HAN
NOI BAI INTL

JEPPESEN
8 SEP 06 (11-4A)

HANOI, VIETNAM
ILS DME Rwy 11R CAT II

ATIS 127.0	NOI BAI Approach (R) 125.1	NOI BAI Tower 118.2	Ground 121.9
LOC NBA 108.3	Final Apch Crs 108°	GS D6.0 NBA 1970' (1932')	CAT II ILS DA(H) 188' (150')
Apt Elev 40'		Rwy 11R 38'	

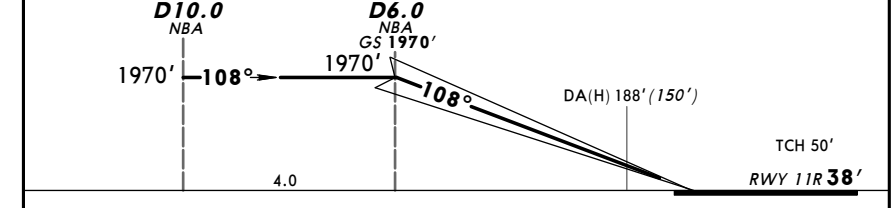
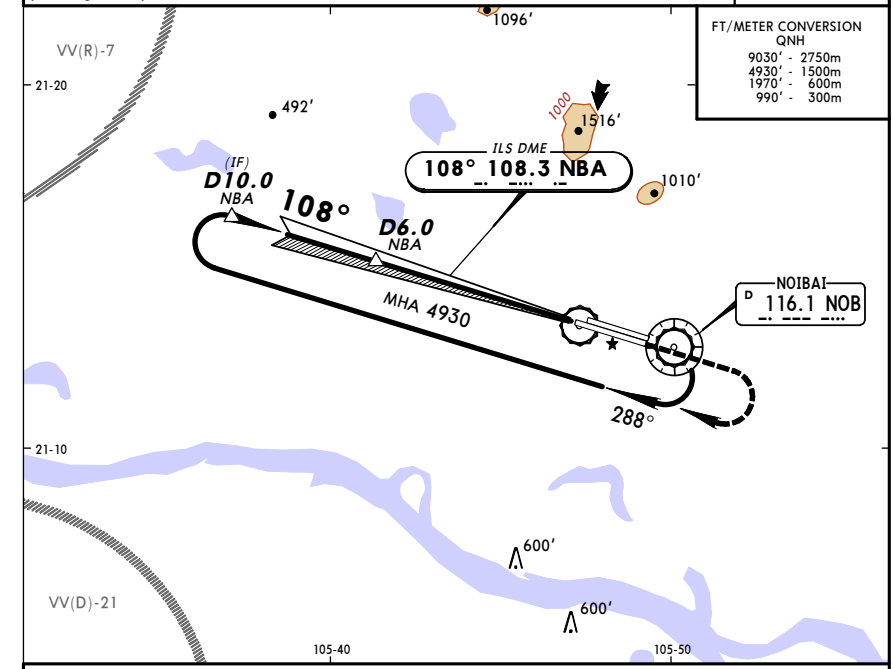
MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT then follow ATC instructions.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'
1. Special Aircrew & Acft Certification Required. 2. The use of Rwy 11R will be promulgated by NOTAM.

MSA NOB VOR

FT/METER CONVERSION
QNH

9030' - 2750m
4930' - 1500m
1970' - 600m
990' - 300m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	990'	Rwy hdg
GS	3.00°	377	484	538	646	753			

STRAIGHT-IN LANDING RWY 11R		CEILING REQUIRED	
CAT II ILS DA(H) 188' (150')		CEILING-VISIBILITY	
A			
B			
C		150' - RVR 500m	
D			

VVNB/HAN **JEPPesen** **HANOI, VIETNAM**
NOI BAI INTL 13 JAN 06 **(11-5)** **VOR DME ILS Rwy 11R**

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.2		Ground 121.9	
LOC NBA 108.3	Final Apch Crs 108°	GS D6.0 NBA 1970' (1932')	ILS DA(H) 238' (200')	Apt Elev 40'	Rwy 11R 38'		

MISSED APCH: Maintain runway heading, climb to NOB VOR, turn RIGHT to join holding pattern or follow ATC instructions.

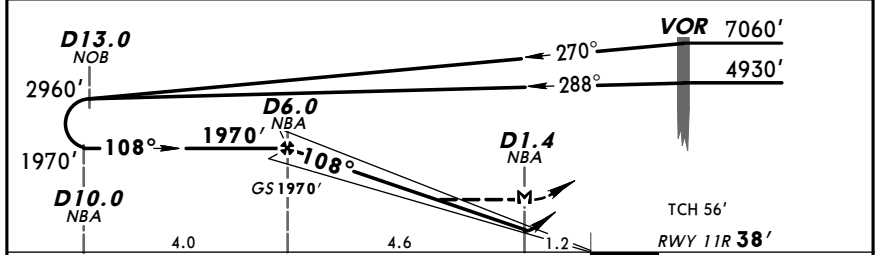
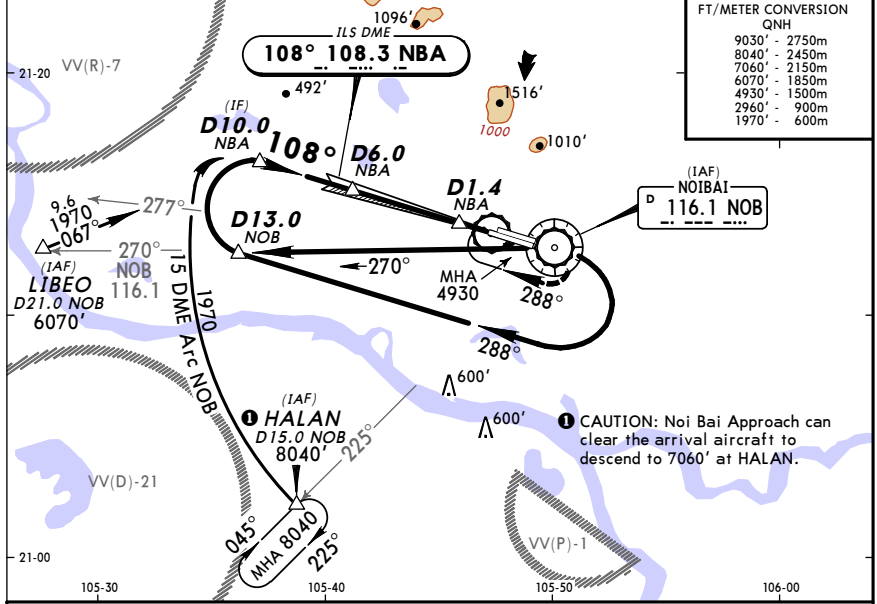
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'

1. The use of Rwy 11R will be promulgated by NOTAM.

MSA NOB VOR

FT/METER CONVERSION
 QNH

9030'	2750m
8040'	2450m
7060'	2150m
6070'	1850m
4930'	1500m
2960'	900m
1970'	600m



Gnd speed-Kts	70	90	100	120	140	160	HIALS	PAPI	Rwy hdg	NOB 116.1
GS	3.00°	377	484	538	646	753	861			
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 DA(H) 238' (200')		LOC (GS out) MDA(H) 500' (462')		Not Authorized North of Rwy	
FULL	ALS out	ALS out	Max Kts	MDA(H)	CEIL-VIS
A		460' - 1600m	100	660' (620')	660' - 2000m
B		460' - 2000m	135	1190' (1150')	1320' - 4000m
C	200' RVR 550m VIS 800m	200' - 1200m	180	1480' (1440')	1650' - 5000m
D		460' - 2400m	205	1970' (1930')	1970' - 6000m

VVNB/HAN **JEPPesen** **HANOI, VIETNAM**
NOI BAI INTL 13 JAN 06 **(11-5A)** **VOR DME ILS Rwy 11R CAT II**

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.2		Ground 121.9	
LOC NBA 108.3	Final Apch Crs 108°	GS D6.0 NBA 1970' (1932')	CAT II ILS DA(H) 188' (150')	Apt Elev 40'	Rwy 11R 38'		

MISSED APCH: Maintain runway heading, climb to NOB VOR, turn RIGHT to join holding pattern or follow ATC instructions.

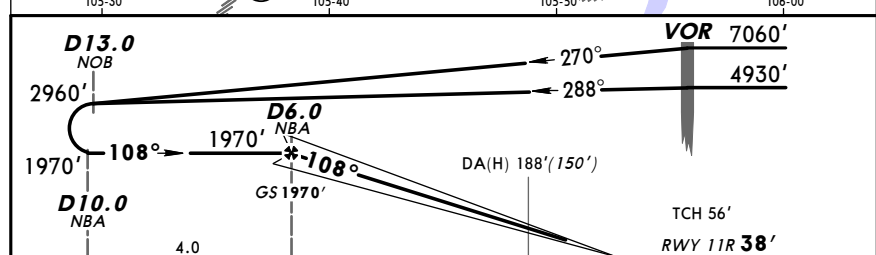
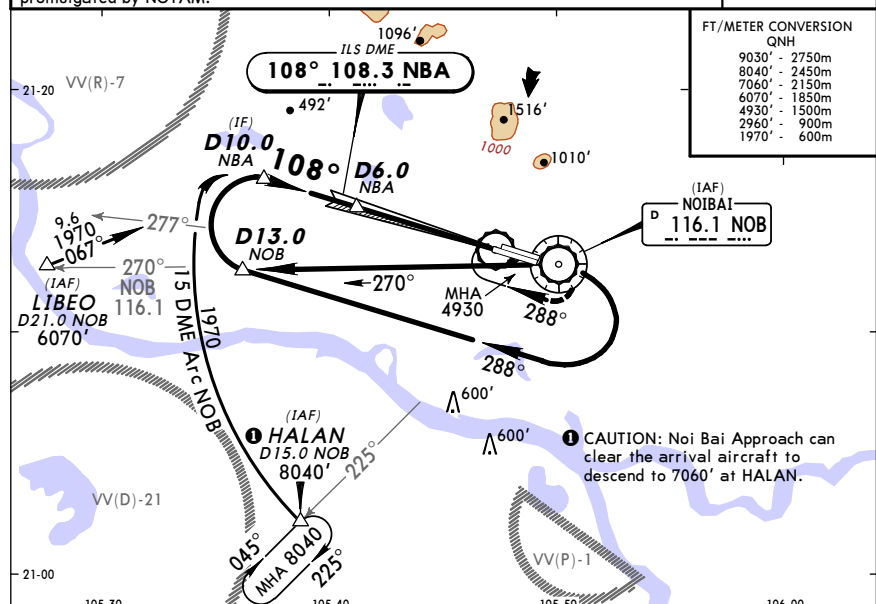
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'

1. Special Aircrew & Aircraft Certification Required. 2. The use of Rwy 11R will be promulgated by NOTAM.

MSA NOB VOR

FT/METER CONVERSION
 QNH

9030'	2750m
8040'	2450m
7060'	2150m
6070'	1850m
4930'	1500m
2960'	900m
1970'	600m



Gnd speed-Kts	70	90	100	120	140	160	HIALS	PAPI	Rwy hdg	NOB 116.1
GS	3.00°	377	484	538	646	753	861			
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	
CAT II ILS DA(H) 188' (150')				Not Authorized North of Rwy	
FULL	ALS out	ALS out	Max Kts	MDA(H)	CEIL-VIS
A		460' - 1600m	100	660' (620')	660' - 2000m
B		460' - 2000m	135	1190' (1150')	1320' - 4000m
C	150' RVR 500m	200' - 1200m	180	1480' (1440')	1650' - 5000m
D		460' - 2400m	205	1970' (1930')	1970' - 6000m

VVNB/HAN
 NOI BAI INTL
 HANOI, VIETNAM
 VOR DME Rwy 11L

JEPPesen
 13 JAN 06 (13-1)

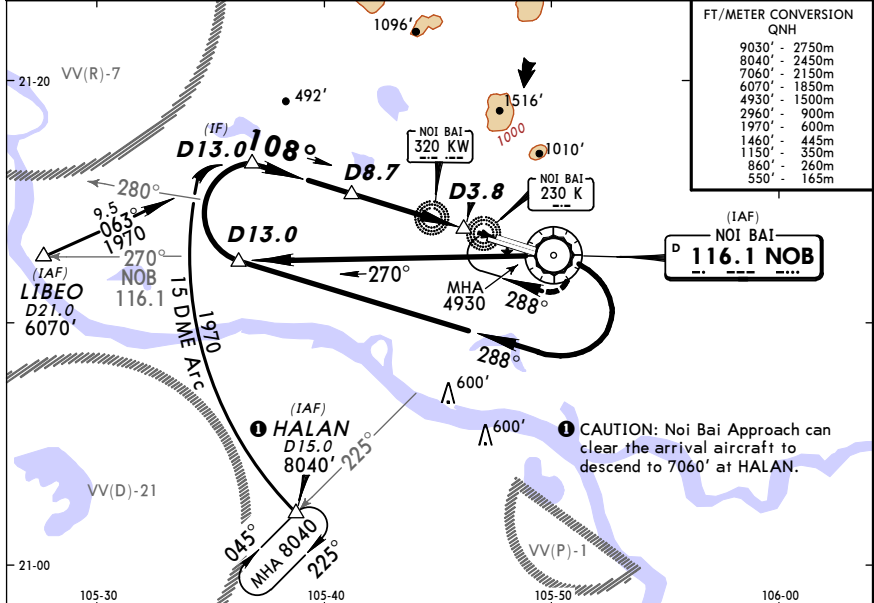
ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.2		Ground 121.9	
VOR NOB 116.1	Final Apch Crs 108°	Minimum Alt D8.7 1970' (1930')	MDA(H) 500' (460')	Apt Elev 40'	Rwy 11L 40'		

MISSED APCH: Maintain runway heading, climb to NOB VOR, turn RIGHT to join holding pattern or follow ATC instructions.

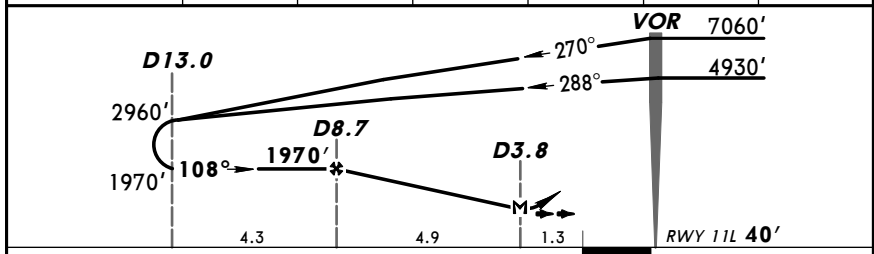
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 Trans alt: 9030' MSA NOB VOR

FT/METER CONVERSION
 QNH

9030'	2750m
8040'	2450m
7060'	2150m
6070'	1850m
4930'	1500m
2960'	900m
1970'	600m
1460'	445m
1150'	350m
860'	260m
550'	165m



NOB DME	8.7	7.0	6.0	5.0	4.0	3.8
ALTITUDE	1970'	1460'	1150'	860'	550'	500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Rwy hdg	NOB 116.1
Descent Gradient 5.0%	354	456	506	608	709	810			
MAP at D3.8 or D8.7 to MAP	4.9	4:12	3:16	2:56	2:27	2:06			

STRAIGHT-IN LANDING RWY 11L CEILING REQUIRED CIRCLE-TO-LAND			Not Authorized North of Rwy		
MDA(H) 500' (460')			Not Authorized North of Rwy		
	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	460' - 1600m		100	660' (620')	660' - 2000m
B	460' - 2000m		135	1190' (1150')	1320' - 4000m
C	460' - 2000m		180	1480' (1440')	1650' - 5000m
D	460' - 2400m		205	1970' (1930')	1970' - 6000m

VVNB/HAN
 NOI BAI INTL
 HANOI, VIETNAM
 VOR DME Rwy 11R

JEPPesen
 13 JAN 06 (13-2)

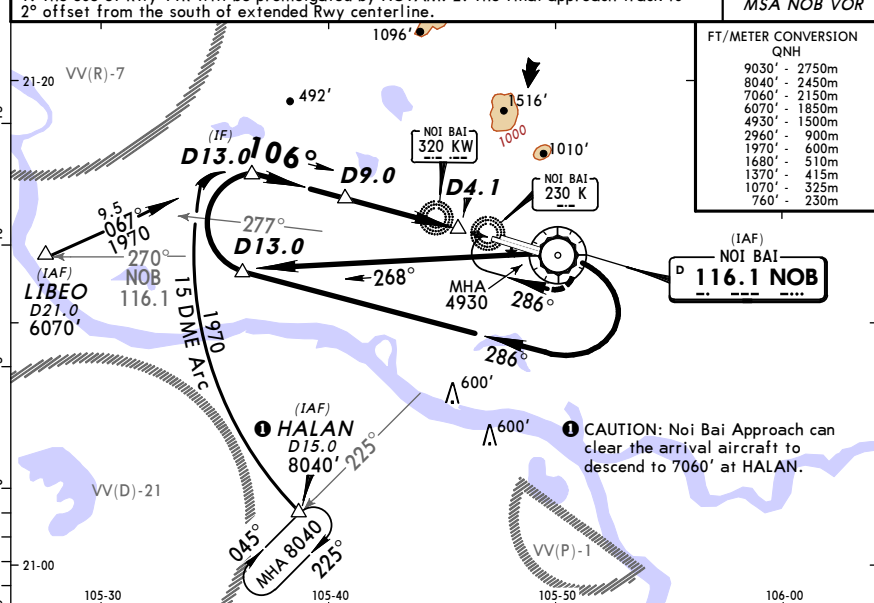
ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.2		Ground 121.9	
VOR NOB 116.1	Final Apch Crs 106°	Minimum Alt D9.0 1970' (1932')	MDA(H) 500' (462')	Apt Elev 40'	Rwy 11R 38'		

MISSED APCH: Maintain present heading, climb to NOB VOR, turn RIGHT to join holding pattern or follow ATC instructions.

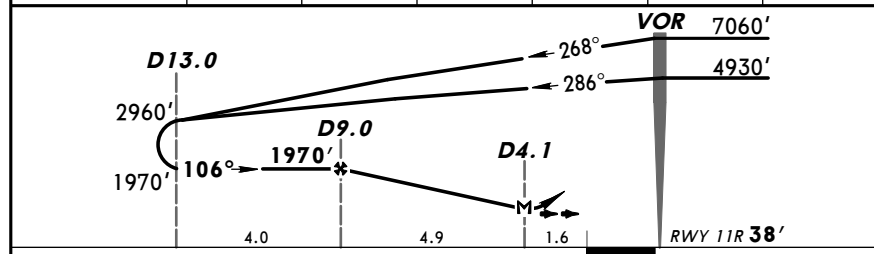
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030' MSA NOB VOR
 1. The use of Rwy 11R will be promulgated by NOTAM. 2. The final approach track is 2° offset from the south of extended Rwy centerline.

FT/METER CONVERSION
 QNH

9030'	2750m
8040'	2450m
7060'	2150m
6070'	1850m
4930'	1500m
2960'	900m
1970'	600m
1680'	510m
1370'	415m
1070'	325m
760'	230m



NOB DME	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	1970'	1680'	1370'	1070'	760'	500'



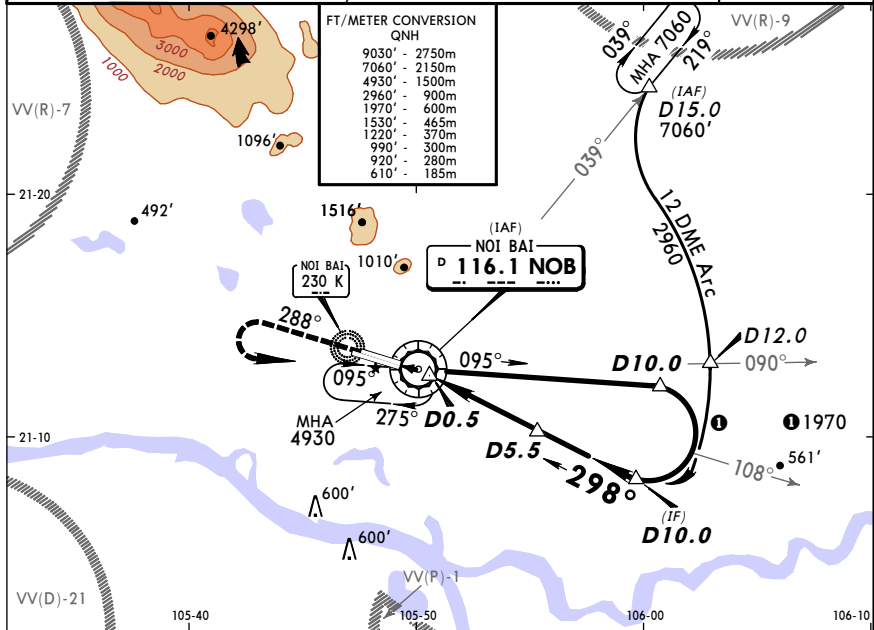
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Present Rwy hdg	NOB 116.1
Descent Gradient 5.0%	354	456	506	608	709	810			
MAP at D4.1 or D9.0 to MAP	4.9	4:12	3:16	2:56	2:27	2:06			

STRAIGHT-IN LANDING RWY 11R CEILING REQUIRED CIRCLE-TO-LAND			Not Authorized North of Rwy		
MDA(H) 500' (462')			Not Authorized North of Rwy		
	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	460' - 1600m		100	660' (620')	660' - 2000m
B	460' - 2000m		135	1190' (1150')	1320' - 4000m
C	460' - 2000m		180	1480' (1440')	1650' - 5000m
D	460' - 2400m		205	1970' (1930')	1970' - 6000m

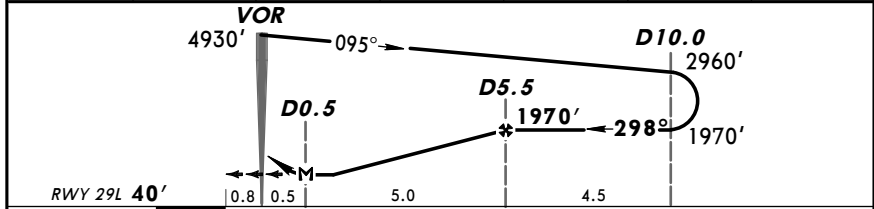
VVNB/HAN
 NOI BAI INTL
 HANOI, VIETNAM
 VOR DME Rwy 29L

JEPPesen
 13 JAN 06 (13-3)

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.2		Ground 121.9	
VOR NOB 116.1	Final Apch Crs 298°	Minimum Alt D5.5 1970' (1930')	MDA(H) 500' (460')	Apt Elev 40' Rwy 29L 40'			
MISSED APCH: Turn left via NOB VOR R-288 climb to 990', turn left and climb to NOB VOR to join holding pattern or follow ATC instructions.							
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 Trans alt: 9030' 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.							MSA NOB VOR



NOB DME	0.5	1.0	2.0	3.0	4.0	5.5
ALTITUDE	500'	610'	920'	1220'	1530'	1970'



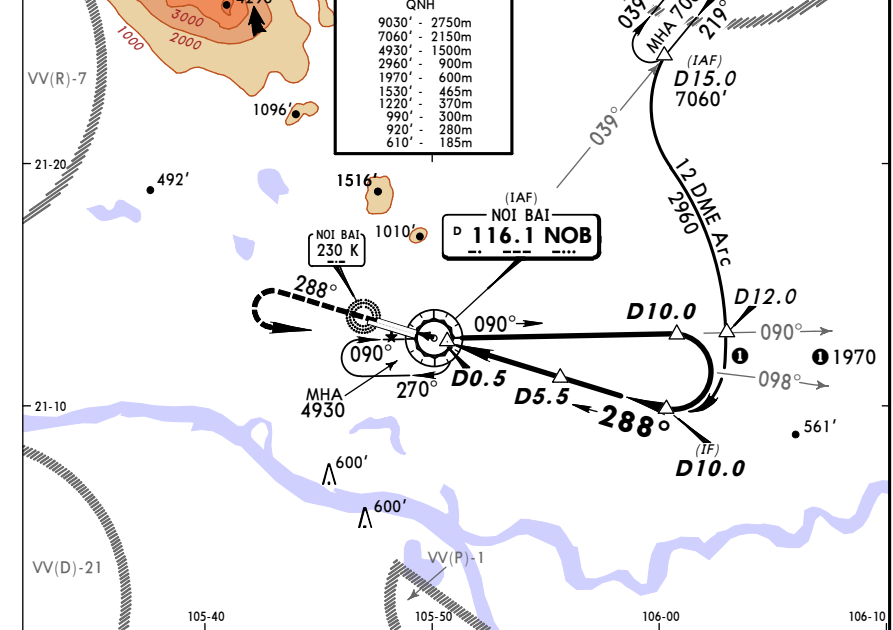
Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI 990' NOB 116.1 LT R-288
Descent Gradient 5.0%	354	456	506	608	709	810	
MAP at D0.5 or D5.5 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	

STRAIGHT-IN LANDING RWY 29L CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) 500' (460')		Not Authorized North of Rwy	
CEILING-VISIBILITY		Max Kts	CEIL-VIS
A		100	660' (620') 660'- 2000m
B	460'- 2400m	135	1190' (1150') 1320'- 4000m
C		180	1480' (1440') 1650'- 5000m
D	460'- 2800m	205	1970' (1930') 1970'- 6000m

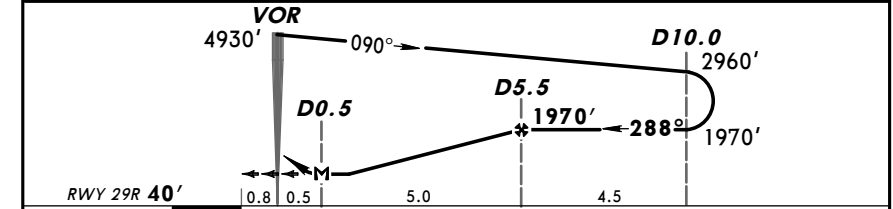
VVNB/HAN
 NOI BAI INTL
 HANOI, VIETNAM
 VOR DME Rwy 29R

JEPPesen
 13 JAN 06 (13-4)

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.2		Ground 121.9	
VOR NOB 116.1	Final Apch Crs 288°	Minimum Alt D5.5 1970' (1930')	MDA(H) 500' (460')	Apt Elev 40' Rwy 29R 40'			
MISSED APCH: Maintain runway heading, climb to NOB VOR then via NOB VOR R-288 passing 990', turn LEFT to NOB VOR and join holding pattern or follow ATC instructions.							
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 100 Trans alt: 9030' 1. The use of Rwy 29R will be promulgated by NOTAM. 2. The final approach track is 10° offset from the south of extended Rwy centerline.							MSA NOB VOR



NOB DME	0.5	1.0	2.0	3.0	4.0	5.5
ALTITUDE	500'	610'	920'	1220'	1530'	1970'



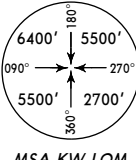
Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI 990' Rwy hdg NOB 116.1
Descent Gradient 5.0%	354	456	506	608	709	810	
MAP at D0.5 or D5.5 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	

STRAIGHT-IN LANDING RWY 29R CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) 500' (460')		Not Authorized North of Rwy	
CEILING-VISIBILITY		Max Kts	CEIL-VIS
A		100	660' (620') 660'- 2000m
B	460'- 2400m	135	1190' (1150') 1320'- 4000m
C		180	1480' (1440') 1650'- 5000m
D	460'- 2800m	205	1970' (1930') 1970'- 6000m

VVNB/HAN
NOI BAI INTL

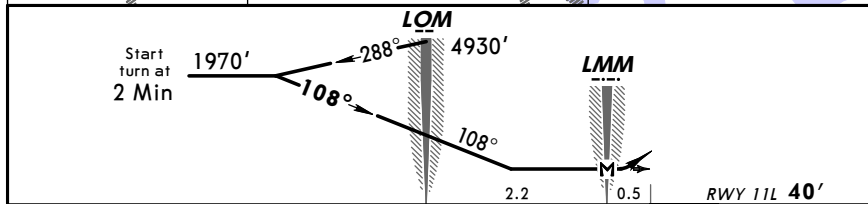
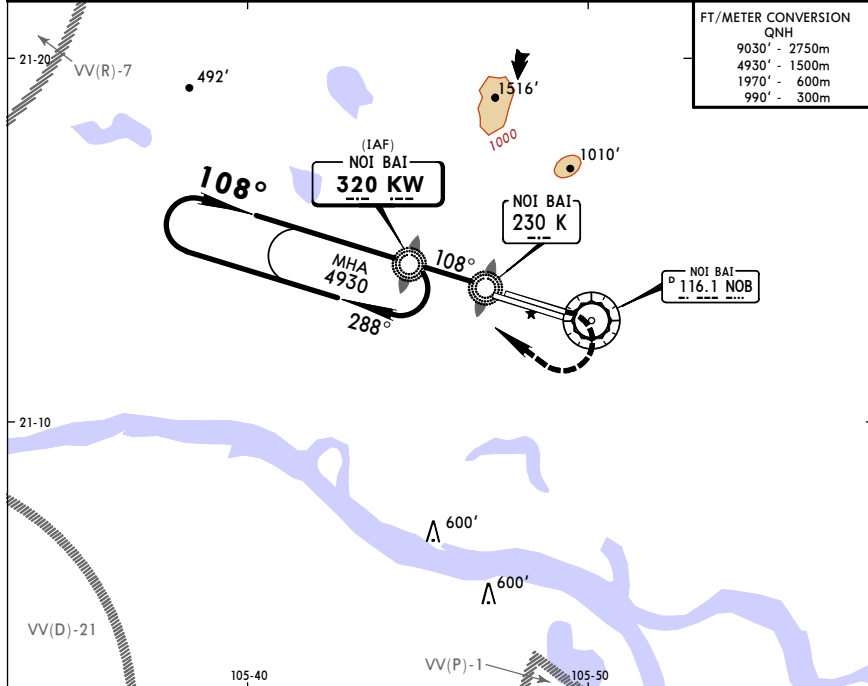
JEPPesen
13 JAN 06 (16-1)

HANOI, VIETNAM
NDB Rwy 11L

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.2		Ground 121.9	
LOM KW 320	Final Apch Crs 108°	No FAF	MDA(H) (CONDITIONAL) 530' (490')	Apt Elev 40' Rwy 11L 40'			
MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT and continue climbing to join holding pattern or follow ATC instructions.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 100		Trans alt: 9030'	

FT/METER CONVERSION
QNH

9030' - 2750m
4930' - 1500m
1970' - 600m
990' - 300m

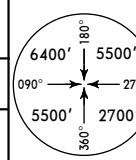


MAP at LMM		HIALS	990'	Rwy
		PAPI	↑	hdg
STRAIGHT-IN LANDING RWY 11L		CEILING REQUIRED		CIRCLE-TO-LAND
MDA(H) 530' (490')				Not Authorized North of Rwy
ALS out		L & MM out		Max Kts
CEILING-VISIBILITY				MDA(H)
A	500' - 1600m	NA		100
B	500' - 2000m			135
C	500' - 2800m			180
D	500' - 2800m			205

VVNB/HAN
NOI BAI INTL

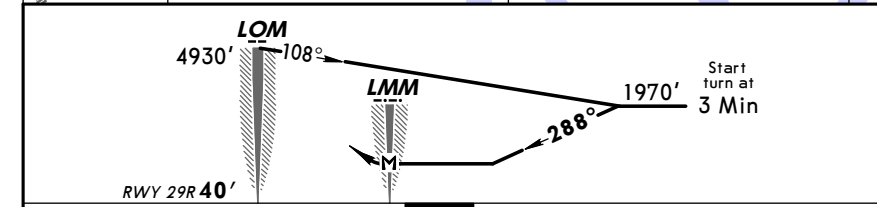
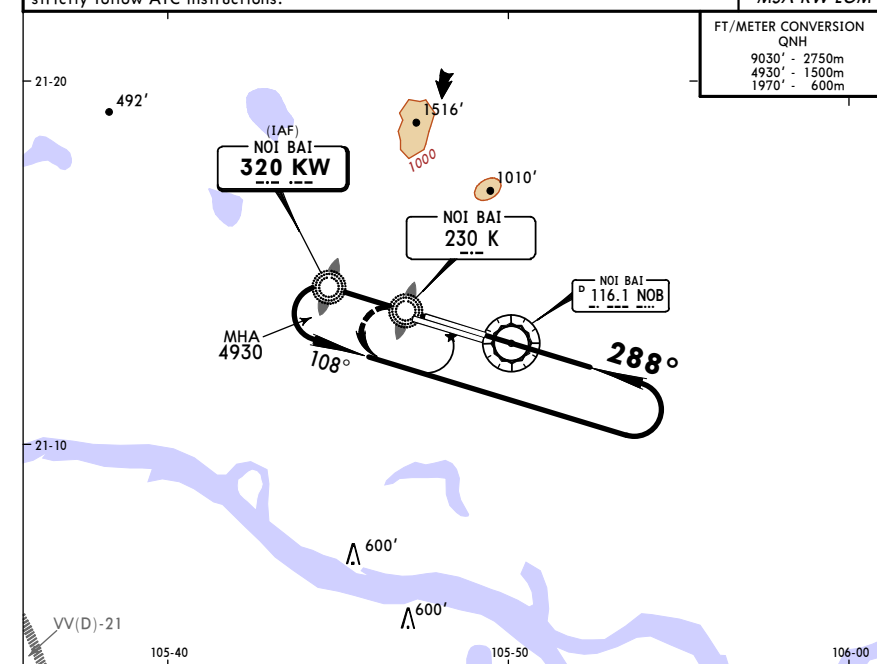
JEPPesen
13 JAN 06 (16-2)

HANOI, VIETNAM
NDB Rwy 29R

ATIS 127.0		NOI BAI Approach (R) 125.1		NOI BAI Tower 118.2		Ground 121.9	
LOM KW 320	Final Apch Crs 288°	No FAF	MDA(H) (CONDITIONAL) 630' (590')	Apt Elev 40' Rwy 29R 40'			
MISSED APCH: Turn LEFT and climb to join holding pattern or follow ATC instructions.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 100		Trans alt: 9030'	

FT/METER CONVERSION
QNH

9030' - 2750m
4930' - 1500m
1970' - 600m



MAP at LMM		HIALS	990'	Rwy
		PAPI	↑	hdg
STRAIGHT-IN LANDING RWY 29R		CEILING REQUIRED		CIRCLE-TO-LAND
MDA(H) 630' (590')				Not Authorized North of Rwy
ALS out		L & MM out		Max Kts
CEILING-VISIBILITY				MDA(H)
A	660' - 2000m	NA		100
B	830' - 3600m			135
C	830' - 4000m			180
D	830' - 4000m			205