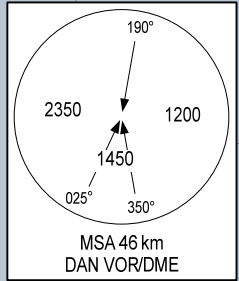


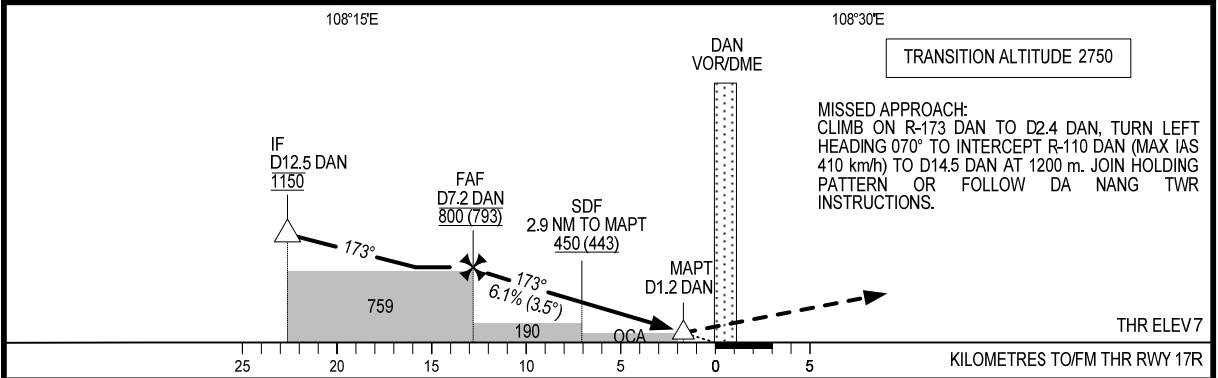
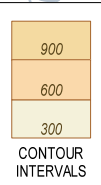
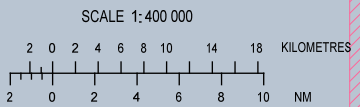
**NOTES:**

- AIR OPERATORS SHALL ENSURE THAT PILOTS SHALL BE TRAINED IN SIMULATOR (SIM) AND REPORT THE RESULT TO CAAV BEFORE OPERATING FLIGHT.
- CAAV WILL CHECK SIM TRAINING FOR THE FIRST TIME FOR EACH AIRCRAFT TYPE.
- ATC SHALL CONFIRM THAT PILOTS ARE QUALIFIED FOR THIS PROCEDURE ON RADIO FREQUENCY.
- FINAL APPROACH SEGMENT DESCENT GRADIENT 6.1%.
- DO NOT DESCEND BELOW ALTITUDE AT SDF.



**DME REQUIRED**

**USAGE CONDITION: IN CASE OF MILITARY FLIGHT OPERATION, THIS PROCEDURE IS ONLY USED WHEN HAVING CLOSELY COORDINATED AND AGREED BY MILITARY AIR COMMANDER AT DA NANG AERODROME OR REGIONAL AIR COMMAND CENTRE II.**



**MISSED APPROACH:**  
CLIMB ON R-173 DAN TO D2.4 DAN, TURN LEFT HEADING 070° TO INTERCEPT R-110 DAN (MAX IAS 410 km/h) TO D14.5 DAN AT 1200 m. JOIN HOLDING PATTERN OR FOLLOW DA NANG TWR INSTRUCTIONS.

OCA (H)	A	B	C	D
STRAIGHT-IN APCH	110 (103)			
CIRCLING	310 (301)	420 (411)	490 (481)	720 (711)

GS	km/h	150	200	250	300
FAF-MAPT 6.0 NM (11.1 km)	min:s	4:27	3:20	2:40	2:13
RATE OF DESCENT 6.1% (3.5°)	m/s	2.5	3.4	4.2	5.1

CIRCLING IS ONLY IN THE EAST OF RWY.