

**INSTRUMENT
APPROACH
CHART - ICAO**

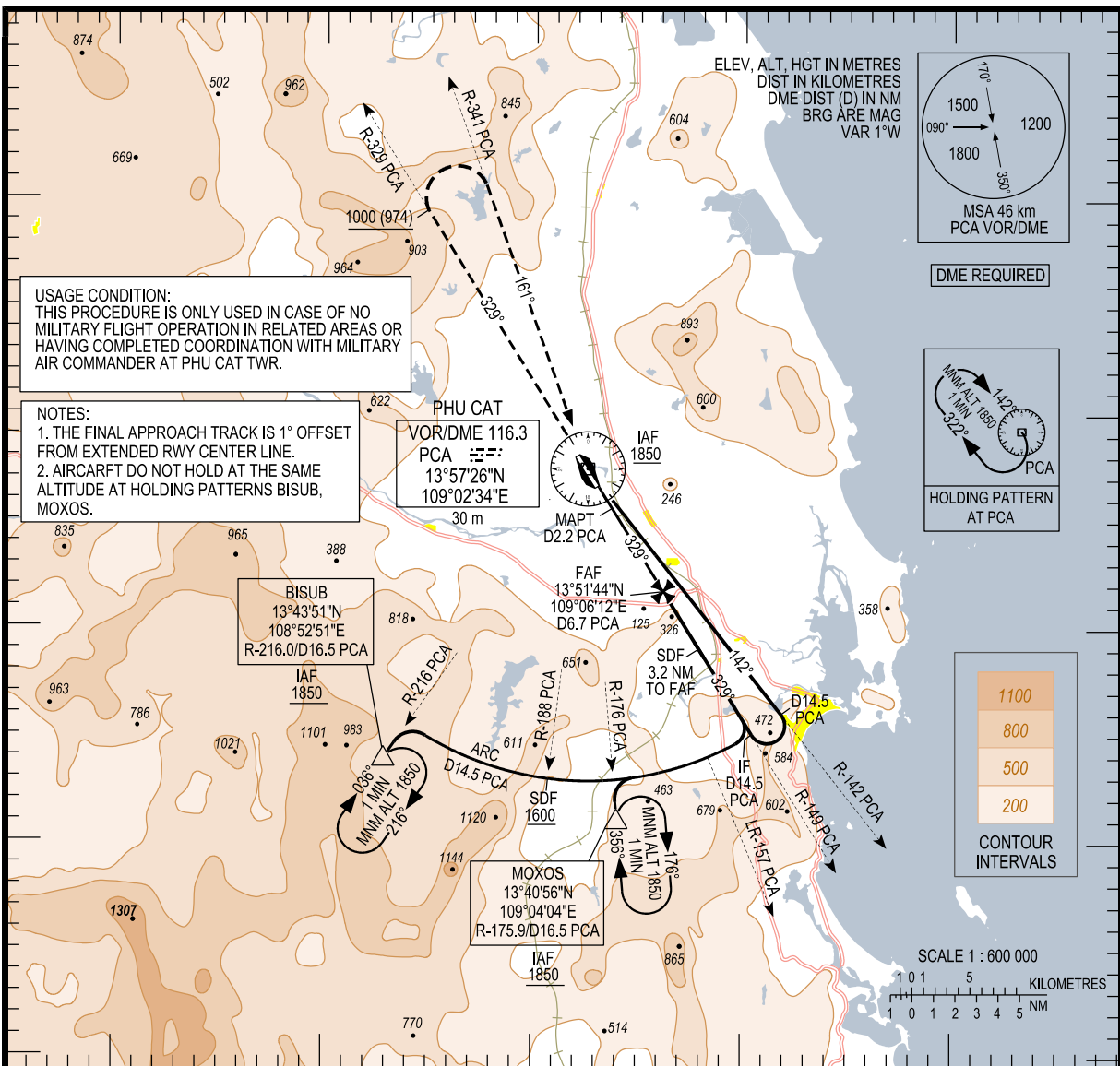
AERODROME ELEV 30 m
HEIGHTS RELATED TO
THR RWY 33 - ELEV 26 m

TWR 118.6

**BINH DINH/PHU CAT DOM (VPC)
VOR Z RWY 33
CAT A, B**

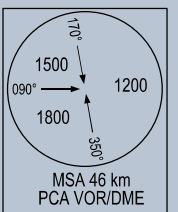
108°40'E 108°50'E 109°00'E 109°10'E 109°20'E

14°10'N
14°00'N
13°50'N
13°40'N
13°30'N

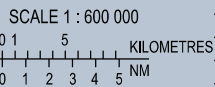
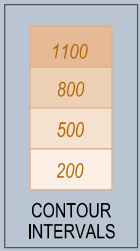
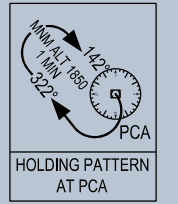


USAGE CONDITION:
THIS PROCEDURE IS ONLY USED IN CASE OF NO MILITARY FLIGHT OPERATION IN RELATED AREAS OR HAVING COMPLETED COORDINATION WITH MILITARY AIR COMMANDER AT PHU CAT TWR.

NOTES:
1. THE FINAL APPROACH TRACK IS 1° OFFSET FROM EXTENDED RWY CENTER LINE.
2. AIRCRAFT DO NOT HOLD AT THE SAME ALTITUDE AT HOLDING PATTERNS BISUB, MOXOS.

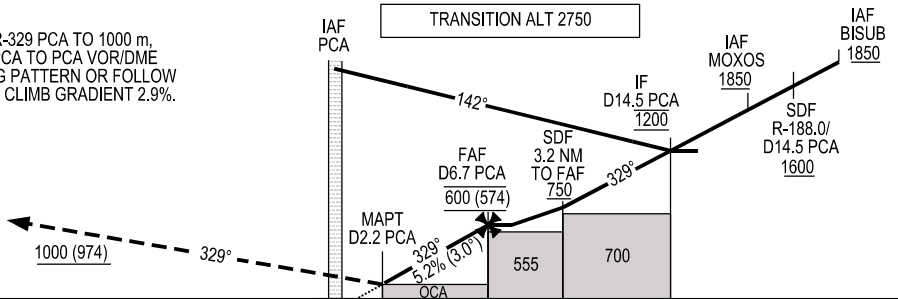


DME REQUIRED



DME DISTANCE	PCA	2.4	3	4	5	6	6.7
ALTITUDE (5.2%)		180	240	340	435	535	600

MISSED APPROACH:
PASSING PCA VOR/DME CLIMB ON R-329 PCA TO 1000 m, TURN RIGHT TO INTERCEPT R-341 PCA TO PCA VOR/DME AT 1850 m OR ABOVE. JOIN HOLDING PATTERN OR FOLLOW PHU CAT TWR INSTRUCTIONS. MNM CLIMB GRADIENT 2.9%.



THR ELEV 26 m
KILOMETRES TO/FM THR RWY 33

OCA (H)	A	B
STRAIGHT-IN APPROACH	180 (154)	
CIRCLING	300 (270)	

GS	km/h	150	200	250	300
FAF-MAPT 8.4 km	min:s	3:21	2:31	2:01	1:40
RATE OF DESCENT 5.2% (3°)	m/s	2.2	2.9	3.6	4.4