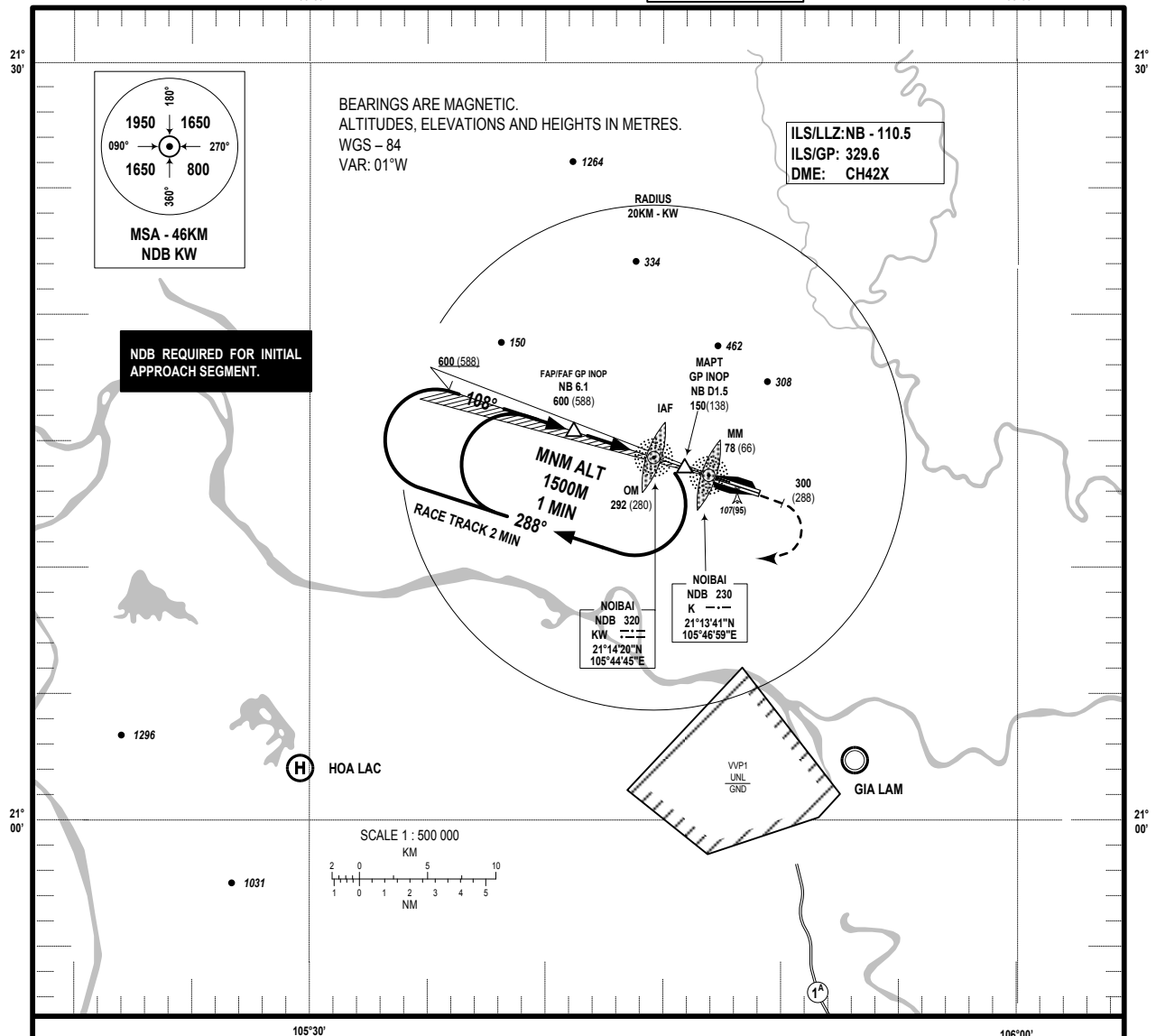
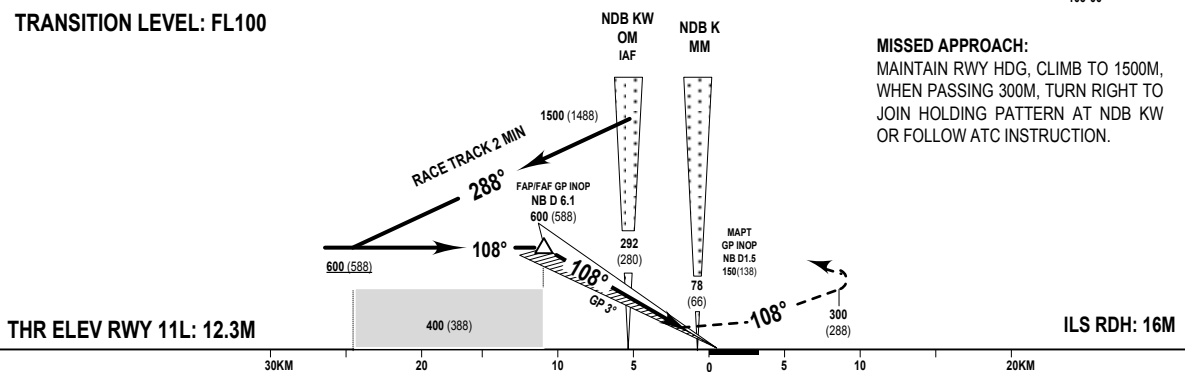


**INSTRUMENT  
APPROACH  
CHART - ICAO**
**AERODROME ELEV: 12.3M  
HEIGHT RELATED TO  
THR RWY 11L - ELEV 12.3M**
**APP 125.1 PRI  
121.0 SRY  
TWR 118.4 PRI  
118.9 SRY**
**HA NOI / NOI BAI INTL (VVNB)  
ILS x RWY 11L**

**TRANSITION LEVEL: FL100**


| DA/H: 72(60), VIS: 800M |           |           |           |           |
|-------------------------|-----------|-----------|-----------|-----------|
| OCA/H                   | A         | B         | C         | D         |
| STRAIGHT-IN (CAT I)     | 63 (51)   | 66 (54)   | 69 (57)   | 72 (60)   |
| GP INOP                 | 150 (138) |           |           |           |
| CIRCLING                | 200 (188) | 360 (348) | 450 (438) | 600 (588) |

**CIRCLING IS ONLY IN THE SOUTH OF RWY**
**DISTANCE FROM FAP/FAF TO MAPT = 4.6NM (8.519KM)**

| SPEED (GS)     | KM/H    | 100  | 150  | 200  | 250  | 300  | 350  |
|----------------|---------|------|------|------|------|------|------|
| TIME           | MIN:SEC | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 | 1:27 |
| DISTANCE TO GP | DME     | 6.1  | 5    | 4    | 3    | 2    | 1.5  |
| HEIGHT (QFE)   | M       | 588  | 481  | 384  | 287  | 190  | 138  |

CHANGE: THR RWY 11L ELEV.