

**AIR FACILITY DATA PAMPHLET
REVISION RECORD**

Maintaining an accurate record of revisions is the responsibility of individual pamphlet holder. Check list of current pages will be maintained and distributed by area Flight Information Center.

Revisions will be distributed by area Flight Information Center to authorized pamphlet holders.

* Revised Pages

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FOREWORD

PURPOSE

- A. This publication is to be used as a Company supplement to civil or military flight information publications. Since airfield and site status is subject to change, the Flight Information Center - Saigon coordinates with all interested agencies in maintaining the most current information available on Vietnam and Cambodia. AAM operations staffs at DAD, NHA, VCA and PNH are to monitor their operating areas and furnish revised site information to FIC SGN. This FIC will be contacted as the primary source and/or final Company authority whenever airfield or site status is in doubt.
- B. Adherence to instructions contained in the Air Facility Data pamphlet, its Addenda and NOTAMs is mandatory for Company flying and ground personnel concerned (see Air America Operators Manual - Southeast Asia, Section 4.70).

REVISIONS

Revised pages will be issued by FIC SGN when necessary to update coverage. FIC SGN will publish and distribute local Addenda or NOTAMs to all pamphlet holders for interim pen and ink correction pending publication and distribution of revised pages.

SUBMISSION OF INFORMATION

Company personnel or Customer and associated agencies should submit any pertinent or new information to FIC at the Air America operating base in their respective area.

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Consult FIC SGN Briefing Sheets for upgrading information and changes to the content of this pamphlet.

I. COMPANY PROCEDURES

BRIEFING AND DEBRIEFING

Briefing:

All PICs are required to receive a briefing and briefing sheet covering the area of flight prior to the initial departure from SGN, NHA and DAD daily. This includes test hops, training and company directed flights. When operating from out-stations where no OM or FIC is available, the PIC will sign the "briefed by" portion of the Flight/Dispatch Release indicating he has obtained required information for safe conduct of the ensuing flight.

Debriefing:

PICs will turn in the Flight Dispatch/Release to FIC upon termination of the flight at SGN. If flying a split schedule with another PIC, debrief with FIC prior to turning the clipboard over to the next scheduled PIC. If terminating at other than SGN, the PIC will debrief with the OM on duty, or, in the absence of an OM, include any debriefing information in his radio "Securing" message.

SPECIAL REPORTS

PICs will report all Airfield Status changes, ground fire incidents and items affecting the Safety of Flight to FIC by radio ASAP. If unable to contact FIC, request the nearest Company Radio Station or another Company Aircraft to relay the information to FIC. Upon termination of the flight, the PIC will provide FIC with any additional information required. If at an out station, relay by message to FIC.

AIRCRAFT REPORTING PROCEDURES

Departures: Departures will be promptly reported after each take-off to the Operational FWC, giving de-

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parture point, actual time airborne, ETA at next point of landing, routing if other than a direct flight, and total number of persons aboard including crew.

Enroute: All aircraft will report position, destination and ETA at intervals not exceeding 30 minutes. If direct communication is impossible, request a relay by other aircraft or broadcast in the blind. Aircraft will report inbound and departing DZs.

Arrivals: All aircraft will report inbound to any destination airfield or landing site to the nearest FWC with ETA and also ETD if ground time is expected to exceed 30 minutes. Actual landing time will be reported when feasible. Should ground time at any airfield or site exceed 30 minutes or ETD given, transmit prompt notification to the nearest FWC. If extended ground time information cannot be communicated directly or relayed thru the local AFWC, FWS or customer communication facility, attempt contact by phone or any other means available. When an aircraft is scheduled or required to RON at any station where there is no company radio station, the pilot will close his flight plan with the nearest FWC by the fastest means available.

Airground Communications:

<u>Country</u>	<u>HF</u>	<u>VHF</u>
Vietnam	6682	129.1
Laos	5568 8765	119.1, 123.6 (position reports)
Thailand (Udorn)	5568 2300Z- 0200Z	119.1, 123.6 (position reports)
Thailand (Bangkok)		127.3
Cambodia	6682 AM only 11271 AM + SSB	129.1 call sign CHOCOLATE BAR

Common air-to-ground VHF freq. in RVN is 118.1 and 257.8 which can be used to contact stations when freq. is not published.

AFD - Vietnam & Cambodia

II FACILITY INFORMATION - GENERAL

1. Use of DOD Flight Information Publications (FLIPs)

- a. Company flight crewmembers must be familiar with the ENROUTE SUPPLEMENT - PACIFIC AND SOUTH ASIA (ES) and current issues of these FLIP pamphlets will be carried on all flights for ready reference.
- b. The last issue of the TACTICAL AERODROME DIRECTORY - SOUTH VIETNAM (TAD) was published 1 February 1973. This very handy reference must be used with caution since contained information will become progressively less accurate and complete.
- c. Refer to the Enroute Supplement (ES) for:
 - (1) Aerodrome/Facility information whenever the ES is cross-referenced
 - (2) Aerodrome/Facility legend data
 - (3) Definitions and Abbreviations
 - (4) Radio Navigational data
 - (5) Radar information and procedures
 - (6) TERPs - Radar minima
 - (7) Special Notices
 - (8) Weather/NOTAM procedures
 - (9) Approach/Departure and ADIZ procedures
 - (10) UHF/DF procedures
 - (11) IFF/SIF and Radar Beacon Codes
 - (12) Emergency Procedures

2. Use of the Air Facilities Data Pamphlet - Vietnam and Cambodia (AFD - V/C)

Facilities data presented in the AFD - V/C conforms wherever practical to the format and style of applicable FLIPs. Layout, however, is necessarily brief and aligned to suit Company contract operations. Additional information in the AFD - V/C includes:

- (1) Company established operational guidelines and restrictions.
- (2) Company/Customer information, including Flight Watch instructions and communications data.
- (3) JOG and ONC chart references.
- (4) UTM grid locator index.

Airfield/site listings for principal airports may reference the ENROUTE SUPPLEMENT (ES) where this publication contains more comprehensive aerodrome information.

3. Company operational restrictions are prescribed by listing the most performance limited aircraft that may be flown into a specific facility. This restriction will stipulate a maximum operational take-off weight (OTOW) and/or operational land weight (OLW) where the authorized MTOW/MLW exceeds the capacity of that facility. Field elevation, runway factors (dimensions/gradient/surface/condition), proximate obstructions, etc. are considered in establishing facility restrictions. The PIC, however, must always be alert to physical changes and weather conditions that may adversely affect aircraft performance. Consult the applicable aircraft flight or operations manual for accurate determination of safe operational parameters.

4. Guideline runway dimensions for general reference are listed below:

<u>Type Aircraft</u>	<u>Runway</u>	
	<u>Length</u>	<u>Width</u>
C-46	3,000'	77'
C-47	2,000'	56'
C-123K	1,700'	75' (54,000L)
	2,600'	75' (60,000L)
Ten-Two	2,000'	39'
VTB	1,500'	39'
DHC-4/C-7A	1,000'	35'
DHC-6	750'	50'
PC-6/C	500'	30'

Chief Pilot approval must be obtained prior to operation into runways that do not meet these basic minimum criteria.

5. Airfield/Site Status Designators

Airfield/site status designators where noted in facility listings include:

"OPEN TO (type aircraft)" - Restricts operation of more performance limited aircraft.

"CLOSED" - Closed for physical reasons or for lack of current information.

"CLOSED UNFRIENDLY" (abbrev. CLSD UNF) - Closed to avoid hostile activity or threat.

Omission of any status designator indicates that the facility was open to all aircraft without restriction at the time this issue of the AFD - V/C was prepared for publication. Since

facility status is always subject to change, please assure that revisions are promptly entered in your AFDP and that you have received/observed all NOTAMs and current briefings. If in doubt, stay clear and contact FIC SGN.

III

PART A

VIETNAM (VICTOR SITES)

1. Airfield/Site Index-Alphabetical
2. Airfield/Site Information
3. Heliport Index-Alphabetical
4. Heliport Information
5. ICCS Regional Sites

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1. AIRFIELD/SITE INDEX - ALPHABETICAL

An Thoi	VA4-264	Cung Son	VA2-46
Bac Lieu	VA4-58	Dak Pek	VA2-42
Bac Don	VA2-39	Dak Seang	VA2-283
Ban Me Thuot	VA2-86	Dak To 1	VA2-110
City		Dak To 2	VA2-34
Ban Me Thuot	VA2-12	Dalat/Cam-Ly	VA2-8
East		Dalat/Lien	VA2-9
Bao Loc	VA2-260	Khuong	
Bao Loc	VA2-37	Danang	VA1-3
Plantation		Dau Tieng	VA3-129
Ba Ria	VA3-216	Di An	VA3-278
Ba To New	VA1-272	Dinh Quan	VA3-289
Ben Het	VA2-179	Djamap	VA3-130
Ben Tranh	VA4-26	Dong Ba Thin	VA2-198
Bien Hoa	VA3-2	Dong Ha	VA1-22
Binh Duc	NA4-183	Dong Tam	VA4-295
Binh Gia	VA3-258	Dong Tre	VA2-199
Binh Thanh Thon	VA4-186	Dong Xoai	VA3-149
Binh Thuy	VA4-187	Don Phuoc	VA4-197
Blackhorse	VA3-240	Duc Co	VA2-91
Bu Dop	VA3-121	Duc Hoa	VA3-200
Bunard	VA3-297	Duc Hue	VA3-94
Buon Blech	VA2-104	Duc Lap 2	VA2-293
Buon Tsuke	VA2-89	Duc My	VA2-96
Bu Prang New	VA4-191	Duc Pho	VA1-201
Caicai	VA4-191	Duc Phong	VA3-269
Camp Evans	VA1-143	Duc Xuyen	VA2-97
Cam Ranh	VA2-54	Duong Dong	VA4-165
Cam Ranh Bay	VA2-192	English	VA2-232
Can Tho	VA4-17	Gia Nghia	VA2-202
Cao Lanh	VA4-53	Gia Ray	VA3-131
Cement Plant	VA4-166	Gia Vuc	VA1-43
Chau Duc	VA4-193	Go Cong	VA4-203
Cheo Reo	VA2-27	Ham Tan	VA3-132
Chon Thanh	VA3-126	Ha Tan	VA1-68
Chu Lai	VA1-194	Ha Thanh	VA1-204
Con Son	VA4-32	Ha Tien	VA4-36
Cu Chi AAF	VA3-207	Ha Tien South	VA4-273
Cu Lao Re Island	VA1-93		

Hau Nghia	VA3-182	Plateau Gi	VA2-92
Hensel	VA2-219	Plet Djereng	VA2-285
Hoi An	VA1-206	New	
Holloway	VA2-25	Plei Do Lim	VA2-221
Hon Quan	VA3-133	Pklku	VA2-4
Hue Citadel	VA1-70	Pleiku/	VA2-229
Hue/Phu Bai	VA1-6	Nansteph	
Katum	VA3-387	Plei Me	VA2-218
Kham Duc	VA1-45	Plei Mrong	VA2-106
Khanh Duong New	VA2-291	Polei Kleng	VA2-241
Kien Giang	VA4-167	Quang Tri	VA1-78
Kien Long	VA4-236	Quang Tri/La	VA1-263
Kontum	VA2-15	Vang	
Lai Khe	VA3-135	Quan Loi	VA3-147
Lam Son	VA3-214	Quan Long	VA4-10
Loc Ninh	VA3-31	Quang Ngai	VA1-23
Long An	VA3-247	Qui Nhon	VA2-13
Long Hai	VA3-274	Rach Gia City	VA4-56
Long Khot 2	VA4-262	Red Beach	VA1-24
Long Thanh	VA3-136	Rok AAF	VA2-279
Long Thanh	VA3-137	Sadek	VA4-242
North		Sanford AAF	VA3-61
Long Xuyen	VA4-169	Soc Trang	VA4-16
Luscombe	VA3-284	Song Be	VA3-30
Mai Loc	VA1-72	Song Be City	VA3-243
Mang Buk	VA2-41	Song Cau	VA2-108
Marble Mountain	VA1-195	Song Mao	VA2-18
Minh Long	VA1-102	Tam Ky	VA1-40
Minh Thanh	VA3-139	Tam Ky Alt	VA1-246
Moc Hoa	VA4-51	Tan Linh	VA3-248
Nam Can	VA4-302	Tan My	VA1-62
Nha Trang	VA2-7	Tan Phat	VA2-301
Nhon Co	VA2-21	Tan Son Nhut	VA3-1
Ninh Hoa	VA2-103	Tay Ninh City	VA3-151
Oasis	VA2-252	Tay Ninh West	VA3-256
Phan Rang	VA2-28	That Son	VA4-173
Phan Thiet	VA2-11	Thien Ngon	VA3-35
Phu Cat	VA2-213	Thuy Dong	VA4-38
Phu Loi	VA3-153	Tien Phuoc	VA1-239
Phuoc Vinh	VA3-50	Tieu Atar	VA2-265
Phu Tuc	VA2-215	Tonle Cham	VA3-292

(Cont'd)

Saigon Control: 353.7 331.8 255.4
234.4 231.2 125.9
125.7 125.3 120.9
120.7 120.1 (E)

Saigon App Con: 363.8 134.1

Saigon Tower: 236.6 118.7 (E)

Saigon Gnd Con: 275.8 121.9

Saigon Dep Con: 261.4 125.5

Cinc Delivery: 369.1 123.6 Use is
mandatory

VOR XVH 115.5 1050N 10640E at field.

Unreliable below 5000'

TACAN ASM CHAN 102 at field MP 0200-
0300Z dly

NDB SV 305 1044N 10639E 004⁰. 4NM
to field

NDB GN 343 1050N 10640E at field

NDB SG 326 1051N 10645E 249⁰ 5.2NM
to field

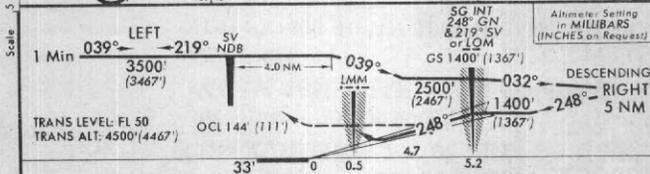
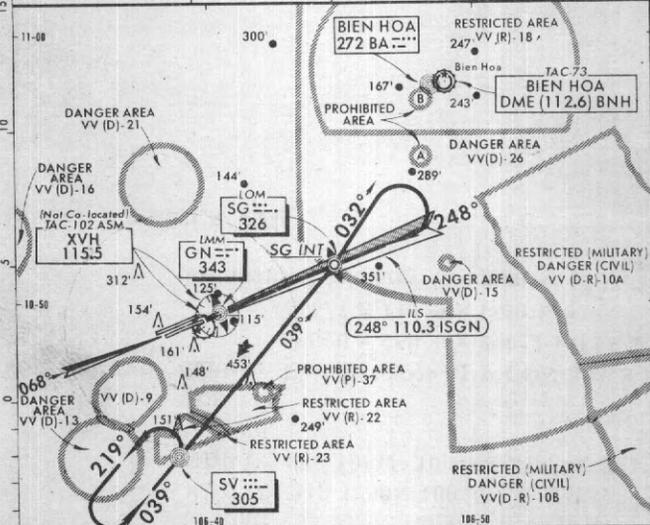
ILS

Radar: Call SAIGON APP CON 335.8 x
266.0 x 263.6 x 260.1 x 127.1 x
124.7 x 119.9 x (See ES)

Company Secondary Frequency: 133, 15

*ICCS/VTB

VA3-1 SAIGON, VIET-NAM
 Apt. Elev 33' TAN SON NHUT
 Var 01° E LOW ALTITUDE NDB ILS Rwy 25L
 GS 335.0 LOC 110.3 ISGN



STRAIGHT-IN RWY 25L		LANDING MINIMA		CIRCLING		NON-SCHEDULED ST-IN RWY 25L	
ILS	GS only out	AIRCRAFT		ILS	Comp's Out		
200-1/2	270-1/4	P 1 & 2 to 65 Kt		600-2	350-3/4	350-1/4	
		R 100 over 65 Kt					
		P 3 & 4 Engine					
		J 1 & 2 Engine					
		K 3 Engine					
		E 4 Engine					
Non-Sched all Jet 650.2							

PRIVATE PILOTS OPERATORS SEE REVERSE SIDE

Ground speed - knots	CEILING/ALTITUDE CONVERSION												
	60	80	100	120	140	160	180	200	270	350	500	600	650
G.S.	2° 30'	2° 30'	2° 30'	2° 30'	2° 30'	2° 30'	2° 30'	2° 30'	2° 30'	2° 30'	2° 30'	2° 30'	2° 30'
INT/LOM to MAP 5.2	5:12	3:54	3:07	2:36	2:14	1:57	1:44	1:34	QNH	233	303	383	533
													633
													683

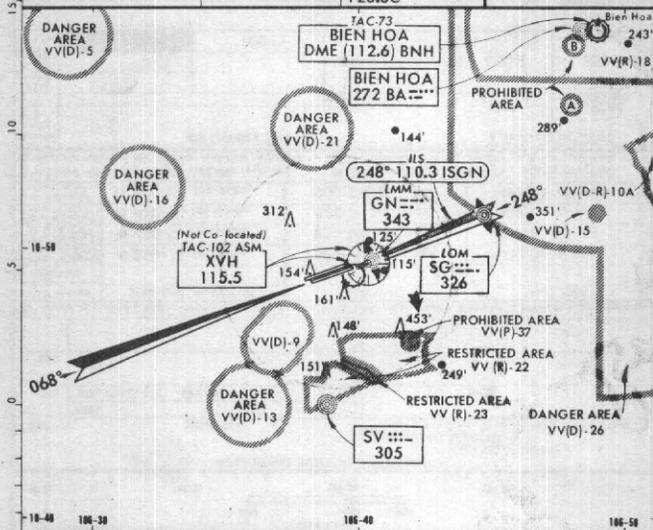
VA3-1

SAIGON, VIET-NAM

SAIGON Tower 118.7		
ACP 128.0		
Approach (R) 134.1	Departure (R) 125.5	Ground 121.9 123.6C

Apt. Elev 33'
Var 01°E

TAN SON NHUT
RADAR
PAR Rwy 25L/R
ASR ALL Rwy



TRANS LEVEL: FL 50
TRANS ALT: 4500' (4467')

Altimeter Setting in MILLIBARS
(INCHES on Request)

PULL UP: As directed by RADAR CONTROLLER.

PAR STRAIGHT-IN		ASR STRAIGHT-IN	LANDING MINIMA	CIRCLING	NON-SCHEDULED	
Rwy 25L	Rwy 25R	All Rwy			PAR ST-IN	ASR ST-IN
200-1/2	250-3/4	400-1	P 182 to 65 ft R 60 over 65 ft G P 3 & 4 Engine J 1 & 2 Engine 3 Engine T 4 Engine	600-2	350-3/4	400-1

PRIVATE OPERATORS SEE REVERSE SIDE

Ground speed - knots	CEILING/ALTITUDE CONVERSION							
	0FE	200	250	350	400	600	650	
	233	283	383	433	633	683		

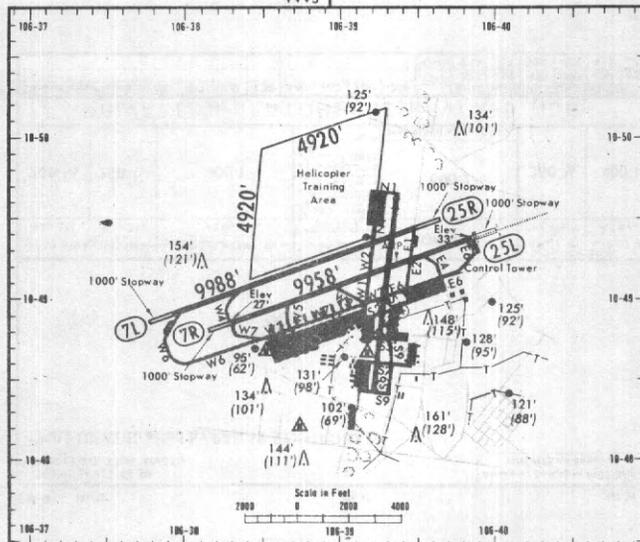
SAIGON, VIET-NAM
 TAN SON NHUT AERO
 Elev 33' N 10 49.2 E 106 39.4

11-1 NOV 10 72

Jeppesen Approach Chart

NOTE: Two-way radio required.
 Aerodrome of entry.

VVVS



ADDITIONAL RUNWAY INFORMATION

RWY	LIGHTING	USEABLE LENGTHS		WIDTH
		LANDING Threshold	BEYOND Glide Slope TAKE-OFF	
7R 25L	HIRL HIRL MIALS SFL ● VASI		8958'	150'
7L 25R	HIRL			150'

⊙ Night operations and instrument meteorological conditions: Not visible beyond 2.5 NM at high intensity.

STATE MINIMA AIRCRAFT WING LOADING	STRAIGHT-IN RWY 25L	CIRCLING	TAKE-OFF
	less than 170 kg/m ² less than 35 lb/ft ²	■ 350-1/2 105-950m	■ 800-1 1/2 240-2400m
170 to 250 kg/m ² 35 to 50 lb/ft ²	■ 400-3/4 120-1100m	■ 800-1 3/4 240-2800m	■ 200-1 60-1600m
250 to 450 kg/m ² 50 to 90 lb/ft ²	■ 450-3/4 135-1350m	■ 800-2 240-3200m	■ 300-1 1/4 90-2000m
over 450 kg/m ² over 90 lb/ft ²	■ 500-1 1/2 150-2600m	■ 900-2 1/2 280-4000m	■ 400-1 1/2 120-2400m

■ Without ALS 1/4 mi, 1550m visibility required. ■ Without ALS 1 1/2 mi, 2400m visibility required.
 ■ Without ALS 1 1/4 mi, 1900m visibility required. ■ Without ALS 3/4 mi, 3000m visibility required.

MINIMA PROP & JET	AIR CARRIER TAKE-OFF		ALTERNATE LANDING	
		NON SCHED	PAR Approach	Other Approach
2 Eng to 65 ft				
2 Eng over 65 ft		300-1	600-2	800-2
3 & 4 Eng	100-1/2			

VA3-2

*BIEN HOA 1058N 10649E (XT988129).

VFR3/NC48-7/K10D (VVBH/HOA)
VNAF 55 L4, 6, 7, 8, 9, H100 (CON)
150' 09R-27L H100 (CON) 150' 09L-27R
Fuel: A+J4

Remarks: Rwy 09R-27L grooved. Unmarked
earth mound 50' high 600' S of
ovrn app end Rwy 09R, 10' ditch
btwn rwys runs entire length.
Acft on downwind for 09R-27L
and on break for 27L are not
vis fr twr at all times. Bien Hoa
tfc app fr W or dep to W maintain
2000' or above beyond 4, 5 NM fr
BNH TACAN. Acft flying 1000'
rectangular ptn use caution
entering on downwind. SEE
VIETNAM SPECIAL NOTICES.
All ICCS flights park east ramp.

Traffic Pattern: Left tfc ptn for Rwy 09L,
27L; rgt tfc ptn for Rwy
09R, 27R. Penetration alt
1000'.

Communications

Saigon App Con: 239.2 126.5 (E)
Tower: 341.4 118.3 (E) Gnd Con: 274.1
131.0 Saigon Dep Con: 261.4
125.5

TACAN BNH Chan 73 at field MP 0300-
0400Z Tue and Fri.

NDB BA 272 at field

Radar: Call SAIGON APP CON 239.2
126.5 GCA-364.1x 316.0x
273.1x 254.8x 122.8x 139.4x (Ex)

Radio/Nav Remarks: PAR may be
unusable dur hvy rain. Pilots
must be alert for possible loss
of radar ctc and missed apch on
final. (See ES)

*ICCS(HQ)/VTB

1 April 1973

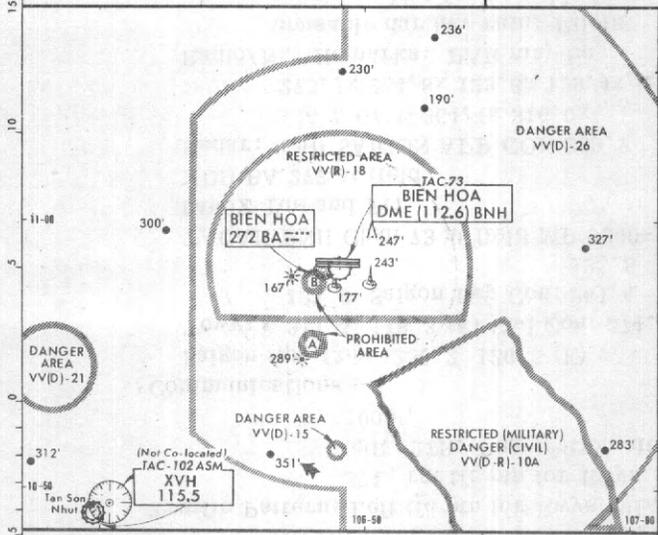
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SVN/CAMBI

VA3-2
BIEN HOA AERO
 SAIGON, VIET-NAM
RADAR
PAR Rwy 9L, 27R
ASR ALL Rwy

BIEN HOA Tower 118.3
 Apt. Elev 55'
 Var 01° E

AICE 140.4 (OP NOT CONTINUOUS)
 SAIGON Approach (R) 126.5
 Departure (R) 125.5
 Ground 131.0



Scale 1:50,000
 Altitude Setting in MILLIBARS (INCHES on Request)

PULL UP: As directed by RADAR CONTROLLER.
 TRANS LEVEL BY ATC
 TRANS ALT: 4500' (4445')

TDZ RWY 9L: 37' TDZ RWY 9R, 27L: 35' TDZ RWY 27R: 55'

STRAIGHT-IN LANDING						CIRCLE-TO-LAND			
PAR 9L	PAR 27R	ASR 9L/R	ASR 27L	ASR 27R	To North Only				
DH 287' (250')	DH 255' (200')	MDA 440' (403')	MDA 500' (465')	MDA 500' (445')	MDA				
	ALS out			ALS out					
A	3/4	1/2	3/4	1	1	1/2	1	A	540' (485') - 1
B						3/4		B	540' (485') - 1 1/2
C	3/4	1/2	3/4	1	1	1		C	620' (565') - 2
D								D & 3	Non-Skid
ALL DH 387' (350')	DH 405' (350')	MDA 440' (403')	MDA 500' (465')	MDA 500' (445')	Enc 1			Enc 1	720' (665') - 2

■ ASR 9R: MDA 440' (405') (Air Carrier: Jets: HIRL out: not less than 3/4)

VA3-2

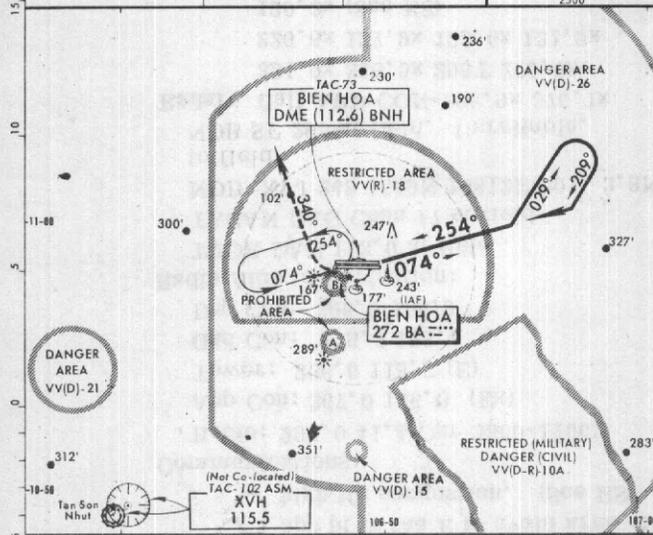
BIEN HOA AERO

SAIGON, VIET-NAM

NDB Rwy 27R

NDB 272 BA

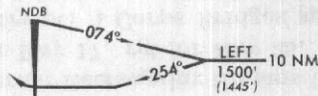
Bif Tower 118.3	Apt. Elev 55'	MSA 2500'
ALCE 140.4 (OP NOT CONTINUOUS)	Var 01° E	
SAIGON Approach (R) 126.5	Class HW	
Departure (R) 125.5	Ground 131.0	



NOTE: For use by U.S. aircraft only.

Altimeter Setting in MILLIBARS (INCHES on Request)

TRANS LEVEL BY ATC
TRANS ALT: 4500' (4445')



55'

PULL UP: RIGHT turn, climb on 340° to 1500 feet within 15 NM.

STRAIGHT-IN LANDING RWY 27R		CIRCLE-TO-LAND	
MDA 700' (645')		NA South of Rwy 9L 27R	
A	1	A	700' (645')-1
B		B	
C	1 1/4	C	700' (645')-1 1/2
D	1 1/2	D	700' (645')-2
ALL Non-Skd MDA 700' (645') A: 1 C: 1 1/4 D: 1 1/2		D & 3 Eng Set	Non-Skd 720' (665')-2
Grd speed - Kts	60 80 100 120 140 160		
MAP of NDB			

VA1-3 * DANANG 1603N 10812E (BT008 754)

VFR1/NE49-13/K-10A (VVSD/DAD)

VNAF 30 BL5, 6, 7, 8, 9

H100 (ASP/CON) 150' 17R-35L

H100 (ASP/CON) 150' 17L-35R

Fuel: A+J4

Remarks: Base Ops Opr 2200-1400Z.

CAUTION-Rwy is extremely slippery when wet due to rubber deposits on a smooth sfc and a hi crown; Portions of downwind leg to E not visible fr twr; Twr has rstd vis to N and S ramp areas. 2-360' twrs 200' apart approx 3½ NM NE of fld. (See ES)

Traffic Patterns: Rectangular tfc ptns left for Rwy 17, rgt for Rwy 35. Ptn entry pt: 1 Corps Bridges aprx 2 mi E of fld. at 1000'. CAUTION- app pt fr the E to avoid area of high tfc congestion. (See ES)

Communications:

Radio: 297.0 41.4 Opr 2300-1100Z

App Con: 367.0 126.3 (Ex)

Tower: 236.6 118.7 (E)

Gnd Con: 275.8 128.8

Dep Con: 305.9 135.9

Radio Aids to Navigation:

TVOR DAN 113.0 at field

TACAN DAG Chan 77 at field

NDB XVJ 248 1559N 10812E 001⁰ 3.8NM to field

NDB SF 295 at field. Unreliable.

Radar: Call APP CON-398.9x 376.1x

324.0x 316.5x 295T 279.0x

226.6x 127.9x 123.6x 121.9x

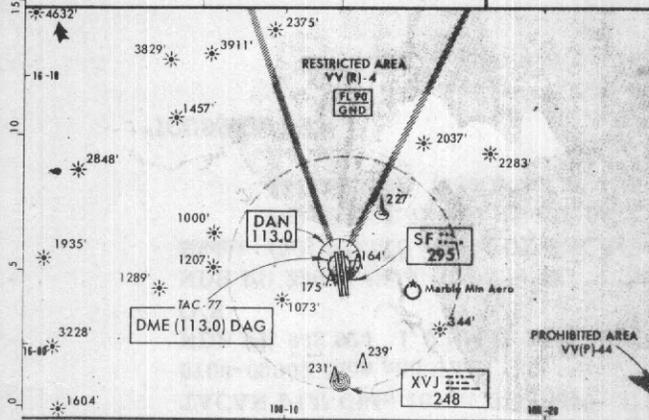
120.3x (See ES)

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VA1-3

DANANG AB

DANANG Tower 118.7
 ACP 128.0
 Approach (R) 126.3
 Departure (R) 135.9
 Ground 128.8
 Apt. Elev 30'
 DANANG, VIET-NAM
 Var 01°E
 RADAR
 PAR ALL Rws
 ASR ALL Rws



TRANS LEVEL BY AIC
 TRANS ALT: 6000' (5970')
 PULL UP: As directed by RADAR CONTROLLER. Required rate of climb rwy 35L/R to provide 500' clearance over 2037' obstruction in feet per minute; 60 kt/455', 120 kt/910', 180 kt/1365', 240 kt/1820', 300 kt/2275'.
 Altimeter Setting in INCHES

TDZ RWY 17L: 22' TDZ RWY 17R: 23' TDZ RWY 35L: 25' TDZ RWY 35R: 28'

Scale	STRAIGHT-IN LANDING							
	PAR 17L		PAR 17R		PAR 35L		PAR 35R	
	DH 222' (200')	DH 272' (250')	DH 223' (200')	DH 273' (250')	DH 225' (200')	DH 275' (250')	DH 228' (200')	DH 278' (250')
	ALS out		ALS out		ALS out		ALS out	
A	1/2	3/4	1/2	3/4	1/2	3/4	1/2	3/4
B								
C								
D	DH 272' (250') 3/4	3/4	1/2	3/4	1/2	3/4	1/2	3/4
All Non Std	DH 372' (350') 3/4	1	DH 373' (350') 3/4	1	DH 375' (350') 3/4	1	DH 378' (350') 3/4	1

	STRAIGHT-IN LANDING				CIRCLE TO LAND To East Only Within 2.5 NM	
	ASR 17L MDA 300' (278')	ASR 17R MDA 300' (277')	ASR 35L MDA 500' (475')	ASR 35R MDA 500' (472')	PAR & ASR 17L/R MDA	PAR & ASR 35L/R MDA
A						
B	1	1	1	1	480' (450') -1	500' (470') -1
C					480' (450') -1 1/2	500' (470') -1 1/2
D	1	1	1	1	580' (550') -2	600' (570') -2
All Non Std	MDA 380' (358') 1	MDA 380' (357') 1	MDA 500' (475') 1	MDA 500' (472') 1	Non-Std 680' (650') -2	Non-Std 680' (650') -2

Air Carrier Jets: HIRL out not less than 3/4.

VA2-4 *PLEIKU 1400N 10801E (AR783500)

VFR2/ND49-9/K10A (VVPC/PXU)
VNAF 2436 B L4, 10 H60 (ASP) 120' 09-27
Fuel: A+J4

Remarks: Park at civil terminal. Cross
Pleiku Area (Holloway) at or
above 4500' due to R/W tfc.

Caution: Bright lgt 3/4 mile prior and 1/4
mile to left apch end Rwy 27
could be mistaken for Rwy 27
dur low vis apchs. Two 150' red
and white twrs connected by
bi-polar antenna 1.7 NM NW of
fld.

Traffic Pattern: Rwy 09 left, Rwy 27 rgt,
360° overhead app at 4000' all acft.

Communications

Radio: 260.0 122.6 36.1 Opr 2300-1100Z.
VFR flt flw.

App Con: 232.4 124.7 (E)

Tower: 286.6 118.3 (E)

Gnd Con: 227.4 121.7

Dep Con: 232.4 124.7 (E)

TACAN PLU Chan 107 at field MP

0700-0900Z Mon and Thu

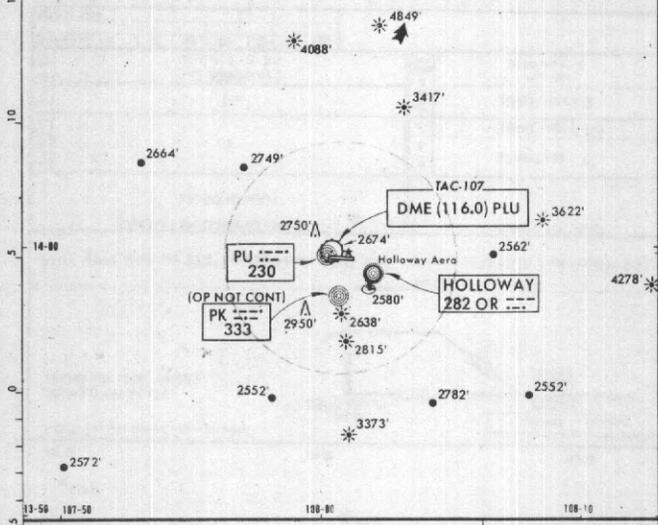
NDB PK 333 074° 1.0 NM to Holloway
O/S

NDB PU 230 at field. Unreliable.

Radar: Call PIEIKU APP CON 335.8x
289.4x 259.7x 236.4x 131.0x
127.2x (Ex) (See ES)

*ICCS(HQ)/VTB

VA2-4 **PLEIKU AERO**
 PLEIKU Tower 118.3 Apt. Elev 2436' PLEIKU, VIET - NAM
 Var 01° E RADAR
 PAR Rwy 27
 ASR Rwy 9 27
 MSA from PU ND 6
 290' 120' 290'
 6100' 4500'

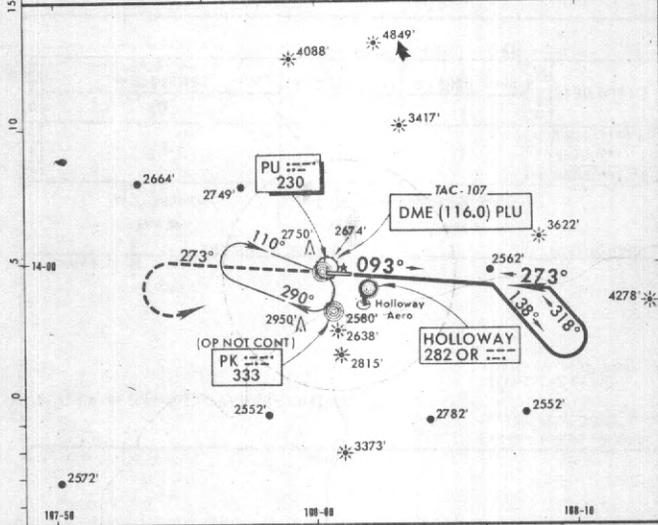


Scale 1:50,000
 Allimeter Setting in MILLIBARS (INCHES on Request)
 PULL UP: As directed by RADAR CONTROLLER.
 TRANS LEVEL BY ATC
 TRANS ALI: 6000' (3564')
 TDZ RWY 27: 2434'

STRAIGHT-IN LANDING				CIRCLE-TO-LAND
PAR 27 DH 2734'(300')	ASR 27 MDA 2820'(384')	ASR 9 MDA 2880'(444')	MDA	
A			A 2920'(484') - 1	
B	3/4	1	B 2980'(544') - 1	
C			C 2980'(544') - 1/2	
D	3/4	1	D & 3180'(744') - 2	
ALL Non Std	DH 2784'(350')	MDA 2820'(384')	MDA 2880'(444')	
	1	1	1	

VA2-4 **PLEIKU AERO**
 PLEIKU, VIET-NAM
 NDB Rwy 27
 NDB 230 PU

Approach (R) 119.7 Departure (R) 124.7 Ground 121.7
 MSA 290° 6100' 120° 4500' 290° 4500'



NOTE: For use by U.S. aircraft only. Altimeter Setting in MILLIBARS (INCHES on Request)

TRANS LEVEL BY ATC NDB 4500' (2064') RIGHT 10 NM 4500' (2064')
 TRANS ALT: 6000' (3564')

PULL UP: Climb on 273° to 4500 feet, LEFT turn, return to PU NDB and hold WEST.

STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
MDA 3040' (604')		MDA	
A	1	A	3040' (604') - 1
B		B	3040' (604') - 1 1/2
C		C	3040' (604') - 2
D	1 1/4	D	3100' (664') - 2
Min	MDA 3040' (604')	Eng	Non-Stk
Sta	A, B, C: 1 D: 1 1/4	Jet	3100' (664') - 2
Grnd speed - Kts	60 80 100 120 140 160		
MAP at NDB			

VA3-5

*VUNG TAU 1022N 10706E (YS300473)

VFR4/NC48-7/K10D (VVVT/VUN)

VNAF 13 L4 H49 (ASP) 60' 18-36

18 (PSP) 60' 12-30

Remarks: Opr SR-SS. Extv R/W t/c. Flying over beaches below 500' is proh. Ldg of copter at any lctn on beaches, or in proximity other than R/W pads is proh. All turns into prk areas E of twr will be CW. End mkr only Rwy 18/36.

Hazards: Rwy 12-30 has burbles and possible wind shear fr SW due to hgr. Rwy 12 has 40' twr rgt of centerline, 30' trees 600', 20' pwr line 400' 7' fence 482', 6' fence 382' fr thld. Rwy 30 has 10' pwr line 600' fr thld. 150' lgtd twr 3 NM S. 340' unlgtd antenna 049° 4.2 NM fr thld. VTB max cross component Rwy 30L 8kts. Rwy 12/30 CLOSED TO C-46. Erosion midfld C/L Rwy 36.

Traffic Pattern: If Rwy 18-36 is not avbl, land Rwy 30, tkof Rwy 12 wind permitting.

Communications:

Saigon Acc: 353.7 331.8 255.4 234.4
231.2 120.9 120.1

Saigon Dep Con: 261.4 125.5

NDB XVL 235 10° 22'N 107° 05'E at fld

*ICCS/VTB

1 April 1973

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SVN/CAMBI

