

VA1-6

*HUE/PHU BAI 1624N 10742E (YD887148)

VFR1/ NE48 -16/J11D (VVSH/HUI)
VDCA 49 B L4 H55 (ASP) 130' 09-27
JASU - A-1

Fuel - J-4, A+ emerg

Remarks: R/W and F/W use same rwy.

Unlgt'd watch twr lctd left and
rgt side apch end Rwy 27.

Unlgt'd ant 326' AGL 297⁰ 8.0
NM fr arld.

Traffic Pattern: All tfc ptns N of afld,
F/W 1000' MSL and R/W 500'
MSL.

Communications: APP CON- 315.5 274.1
125.5

Hue Tower- 241.0 118.3
41.3

(E) Gnd Con- 230.3 131.1

Opr 0001-0800Z

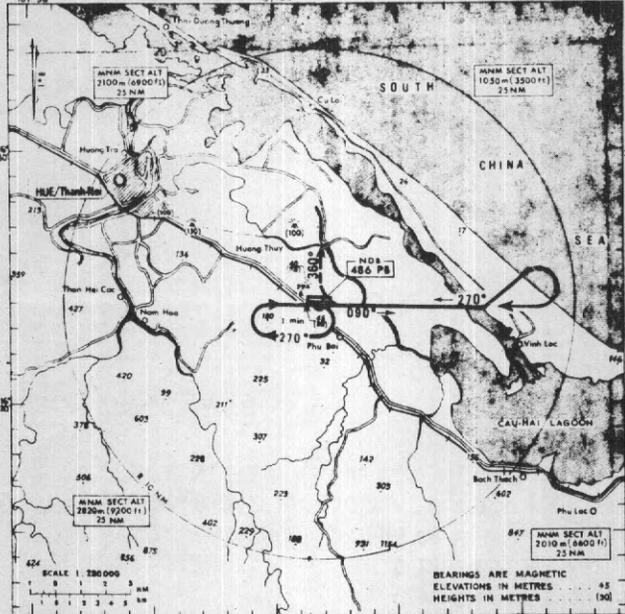
Dep Con/Clnc Delivery-
315.5 125.5 119.3 44.85

HUE TACAN HUE Chan 69 at Field MP
0800-0900Z Sat and Sun. See ES
HUE NDB PN 486 at Fld, HU 393.

*ICCS/VTB

INSTRUMENT APPROACH CHART - ICAO ELEV 15 m
 107°32' 107°30' 107°28' 107°26' 107°24' 107°22' 107°20' 107°18' 107°16' 107°14' 107°12' 107°10' 107°08' 107°06' 107°04' 107°02' 107°00'

HUE / FRR-001
 VIET-NAM
 LOW ALT APCH (RWY 27) PS



QNH MISSED APPROACH
 If not visual contact at authorized minimums, right turn climbing to 1050 m (3500 ft) QNH on 360° from PS. Contact HUE APP for instructions.

QNH 1050 m (3500 ft) PS

QFE 150 m (500 ft) PS

QDM 270°

QDR 090°

QDZ 150 m (500 ft) PS

QDZ 450 m (1500 ft) PS

QDZ 1050 m (3500 ft) PS

BEARINGS ARE MAGNETIC
 ELEVATIONS IN METRES 45
 HEIGHTS IN METRES 50

TRANSITION LEVEL : FL70
 TRANSITION ALTITUDE: 1800 m (6000 ft)

VISUAL APPROACH	ACFT	COMMON MINIMA				TIME TO THE OF RWY 27 FM "PS" NDB DIST : NM
		LANDING		TAKE OFF		
CEILING VIS Q88 Q87	CAT	CEILING VIS M: and Q88 Q87	CEILING VIS Q88 Q87	CEILING VIS Q88 Q87	CEILING VIS Q88 Q87	
240m (800ft) 3200 m	I	240m (800ft) 2800 m	150m (500ft) 1200 m			
240m (800ft) 3200 m	II	240m (800ft) 3200 m	150m (500ft) 1800 m			
300m (1000ft) 3600 m	III	300m (1000ft) 3600 m	180m (600ft) 2400 m			

1 Mar. 1973 / 105 AERONAUTICAL INFORMATION SERVICE HUE-IFR 3.2

VA2-7

*NHA TRANG 1214N 10912E (CP039520)

VFR3/ND 49-13/K10D (VVSN/NHA)

VNAF 16 L 4, 5 H61 (ASP) 144' 12-30

Fuel: A+J4

Remarks: Rwy 05-23 clsd to F/W acft.

R/W ldg and tkof fr Rwy 05-23
are not controlled by twr due
to ltd vis. Convl and turbo-prop
acft roll out on final apch at or
below 1000' MSL due to jet tfc
on initial at 1300' MSL. Do not
land on ovrn. Use caution when
taxiing, control twr has ltd vis
due to revetments. R/W will
not overfly U-17 prk area.

See ES.

Traffic Pattern: Left tfc Rwy 12, rgt tfc

Rwy 30. Ptn alt-500' R/W,
700' lt acft, 1000' convl acft,
1300' A-37 acft, 1600' other jet
and turbo-prop acft. R/W appr.
twy 30 parallel to rwy 30/12 and
maintain 50' AGL when flying
over jet ramp. Do not overfly
rwy 23 inbound to AAM area.

Communications:

Radio: 295.9 122.5 36.1 Opr SR-SS

App Con: 256.0 135.9

Tower: 295.7 236.6 118.7 34.2 (E)

Gnd Con: 275.8

Dust-Off Ops-46.9

TACAN AGT Chan 105 at field out
0100-0200Z Sat and Sun.

NDB KH 400 at field. Std broadcast
station 570kc. 5 NM N of rwy 12.

Radar: Call TOWER 335.8x 289.4x 286.6x
270.6x 134.1x 125.1x (Ex)

(See ES)

*ICCS/VTB

1 April 1973

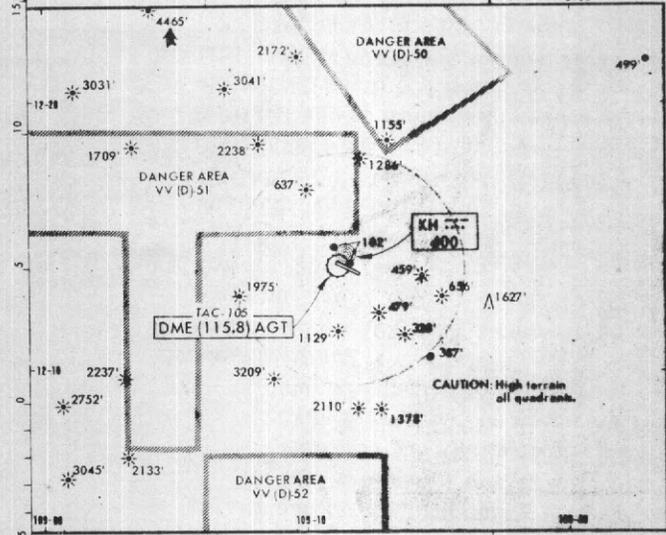
31

SVN/CAMBI

NHA TRANG Tower 118.7
VA2-7
 Apt. Elev 16'
 Var 01° E

NHA TRANG AERO
 NHA TRANG, VIET-NAM
 RADAR
 PAR Rwy 30
 ASR Rwy 30
 MSA from KH NDB
 6900'

ALICE 140.4
 Approach 135.9



TRANS LEVEL BY ATC
 TRANS ALT: 5000' (4984')

Scale

Altitude Setting in MILLIBARS
 (INCHES on Request)

PULL UP: As directed by RADAR CONTROLLER. Required rate of climb to provide 500' clearance over 1234' obstruction in feet per minute; 60 kt/350', 120 kt/700', 180 kt/1050', 240 kt/1400', 300 kt/1750'.

STRAIGHT-IN LANDING		CIRCLE-TO-LAND
PAR 30 DH 266' (250')	ASR 30 MDA 920' (904')	NA Southwest of Rwy
A	1/4	A 920' (904') - 1/4
B	1/2	B 920' (904') - 1/2
C	3/4	C 920' (904') - 3/4
D	2	D 920' (904') - 2
All Eng Jet	MDA 920' (904') A: 1/4 B: 1/2 C: 3/4 D: 2	920' (904') - 2 Eng Jet

Jeppesen Approach Chart

VA2-7

NHA TRANG AERO

NHA TRANG Tower 118.7

Apt. Elev 16'

NHA TRANG, VIET-NAM

ALCE 140.4

Var 01° E

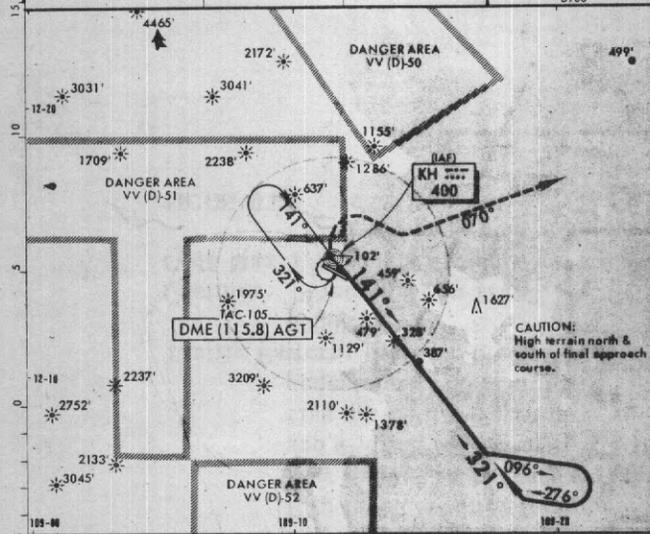
NDB Rwy 30

Class HW

NDB 400 KH

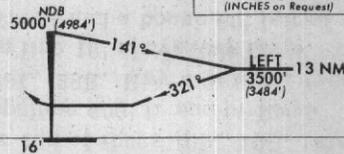
Approach 135.9

MSA 6900



Altimeter Setting in MILLIBARS (INCHES on Request)

TRANS LEVEL BY ATC
TRANS ALT: 5000' (4984')



PULL UP: RIGHT turn, climb on 070° to 2500 feet within 10 NM.

STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
MDA 1420' (1404')		NA Southwest of Rwy	
A	2	A	MDA 1420' (1404') - 2
B	2 1/4	B	1420' (1404') - 2 1/4
C	2 1/2	C	1420' (1404') - 2 1/2
D	2 3/4	D & 3 Eng Jet	1420' (1404') - 2 3/4
ALL Non Jet MDA 1420' (1404') A: 2 B: 2 1/4 C: 2 1/2 D: 2 3/4			
Gnd speed- Kts 60 80 100 120 140 160			
MAP at NDB			

VA2-8

*DALAT/CAM-LY 1157N 10825E
(BP185220)

VFR3 NC49-1 K-10D (VVCL/DLI)
VDCA 4931 L H44 (ASP) 60' 10L-28R
Fuel: A+J4 (JP-4 for PC-6 and 204B only)
Remarks: Security poor at ngt. Rwy 10R-
28L fair cond. 100' ovrns
Rwy 10L-28R. Depart NLT 1000Z.

Hazards: Mts in all quads. Pilots may
experience moderate to severe
downdrafts and turbulence on
apch to all Rwys. Hills $\frac{1}{2}$ mile
prior to Rwys 10L, 10R. Deep
ravine with steep upslope 110'
fr end of Rwys 10L, 10R. Steep
upslope 600' fr end of Rwys
28L, 28R. Rwy 28R has a tree
in line 10' above Rwy level.
Trees and a house 60' left of
Rwy 28R centerline, 50' above
Rwy level. 4' ditch in slope below
Rwy level. Ditch btn Rwy E 500'
and 4' ditch 53' rgt of Rwy. Hi
risk ngt OPS. Watch for
pedestrians and vehicles.

Traffic Pattern: R/W tfc ptn 5500', F/W
6000'.

Custmer: "Victor 08" on 129.3
C-46 Max T/O weight 44,000L

*ICCS/VTB

VA2-9

DALAT/LIEN KHUONG 1145N 10823E
(BP142001)

VFR3 ND49-1 K-10D (VVSL/DLK)

CIV 3156 H48 (ASD) 125' 09-27

Fuel: A

Remarks: Opr 2300-0900Z. Rwy good cond,
some patches. High grass around
Rwy. No ovrns. No touchdown
mkr.

Hazards: Opposite end of Rwy not visible
fr touchdown pt. Apch Rwy 27
over river and abrupt upslope
300' prior to Rwy. 3686' hill 1
mile prior to thld and 0.5 mile S
of extended conterline. Drainage
ditch 2' deep 5' fr W side of twy
and ramp. Sod/gravel shoulders
soft when wet. Lateral clnc good.

Dalat Tower: 118.7

DALAT NDB DL 385 at fld. Opr
2300-0700Z. Unrel.

DALAT NDB HYD 350 1145N
10821E 085° 1.1 NM to field

Custmer: "VICTOR 09" on 129.3

DALAT Tower 118.7

(OP NOT CONTINUOUS)

Approach

118.7

(OP NOT CONTINUOUS)

Departure

VA2-9

Apt. Elev 3155'

Var 01 E

Class HW

DALAT, VIET-NAM

LIEN KHUONG

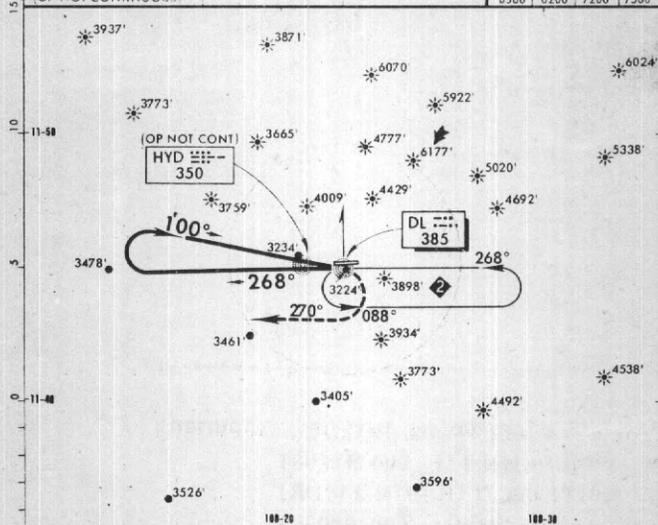
DL NDB Rwy 9

NDB 385 DL

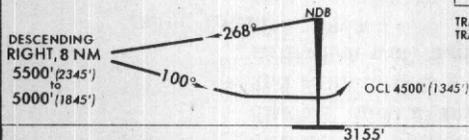
(OP NOT CONTINUOUS)

MSA 360° 090° 180° 270° 360°

8500 6200 7200 7500



DESCENDING
RIGHT, 8 NM
5500' (2345')
to
5000' (1845')



Altimeter Setting In MILLIBARS
(INCHES on Request)

TRANS LEVEL FL 80
TRANS ALT: 7000 (3845')

PULL UP: turn RIGHT to 7000 feet on 270° and contact TOWER/APPROACH.

STRAIGHT-IN RWY 9		LANDING MINIMA AIRCRAFT CATEGORY	CIRCLING	
DAY	NIGHT		DAY	NIGHT
1500-2 450-3200m	NA	less than 170 kg/m ² less than 35 lb/ft ²	1500-2 450-3200m	NA
1500-2 1/2 450-4000m	NA	170 to 250 kg/m ² 35 to 50 lb/ft ²	1500-2 1/2 450-4000m	NA

Ground speed - knots	60	80	100	120	140	160	180	200	CENTIMETER ALTIITUDE CONVERSION OFF 1500
MAP of NDB									GNM 4655

VA4-10

*QUAN LONG 0911N 10511E (WR196142)

VFR4/NC48-10/K10D (VVAX/VLJ)

VDCA 16 H32 (ASP) 60' 09-27

Fuel: A+J4

Remarks: AFLD UNCONTROLLED.

Hazards: Short fence 200' fr thld Rwy 09.

Reful pads 60' fr S edge E end.

Inadequate clnc with R/W on

pads. Uncontrolled vehicles and

debris near Rwy.

CLOSED TO C-46, C-47

*ICCS/VTB

1 April 1973

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SVN/CAMBI

VA2-11 * PHAN THIET 1054N 10804E (AN801068)

VFR3/NC48-8/K10D (VVPT/PHH)

VDCA 203 36 (MBAL) 60' 07-25

Fuel: J4 (for R/W and PC-6)

Remarks: Opr 2300-1100Z.

Hazards: Apch Rwy 07 btn 12' bunkers
100' either side of centerline
200', 15' grd twr 50' N of Rwy
edge 500' and 1000' fr thld. Apch
Rwy 25 over 200' cliff and 12'
bunker 520' fr thld (possible
downdrafts). Road and fence
360', 40' bldg 55' rgt of apch
centerline 360' prior to thld.
3' deep ditch 10' fr Rwy edge S
side. Copter pad lctd 500' N
of Rwy midfield. 300' twr 325'
S of Rwy E end.

Traffic Patter: Recommend land Rwy 07,
tkof Rwy 25 wind permitting.

App Con: Ctc SAIGON CONTROL 353.7
255.4 125.9 120.1

Broadcast on 118.1 when arriving
and departing Fld.

NDB PT 355 254 2.1NM to end Rwy 25

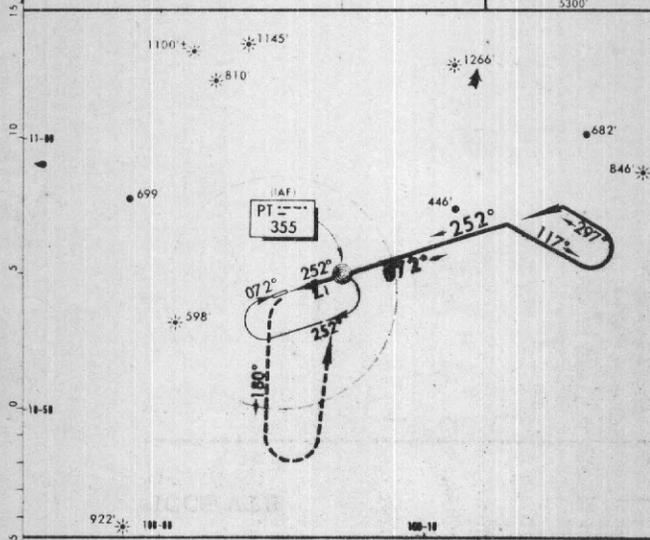
*ICCS(HQ)/VTB
CLOSED TO C-46

VA2-11 PHAN THIET, VIET-NAM

Apt. Elev 203'
 Var 01° E
 Class HHW NDB 355 PT ---

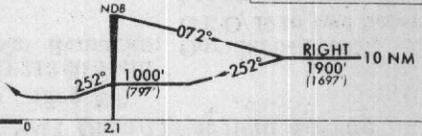
SIGON Control R.
 120.1

MSA
 5300



Altimeter Setting in MILLIBARS
 (INCHES on Request)

TRANS LEVEL BY ATC
 TRANS ALT: 4500' (4297')



PULL UP: turn LEFT to 1800 feet on 180°, then turn LEFT to 2500 feet to PT NDB.

STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND																																																													
MDA 580' (377')		MDA																																																													
A	1	A	660' (457') -1																																																												
B	1	B	660' (457') -1 1/2																																																												
C	1	C	760' (557') -2																																																												
D	1	D & 3	Non-Skid																																																												
All Type 544	MDA 580' (377')	Eng In	860' (657') -2																																																												
<table border="1"> <tr> <td>NDB</td> <td>80</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> </tr> <tr> <td>to MDA 2</td> <td>1.35</td> <td>1.16</td> <td>1.03</td> <td>0.54</td> <td>0.47</td> </tr> <tr> <td>to MDA 420</td> <td>1.40</td> <td>1.21</td> <td>1.08</td> <td>0.59</td> <td>0.52</td> </tr> <tr> <td>to MDA 510</td> <td>1.45</td> <td>1.26</td> <td>1.13</td> <td>0.64</td> <td>0.57</td> </tr> <tr> <td>to MDA 600</td> <td>1.50</td> <td>1.31</td> <td>1.18</td> <td>0.69</td> <td>0.62</td> </tr> <tr> <td>to MDA 690</td> <td>1.55</td> <td>1.36</td> <td>1.23</td> <td>0.74</td> <td>0.67</td> </tr> <tr> <td>to MDA 780</td> <td>1.60</td> <td>1.41</td> <td>1.28</td> <td>0.79</td> <td>0.72</td> </tr> <tr> <td>to MDA 870</td> <td>1.65</td> <td>1.46</td> <td>1.33</td> <td>0.84</td> <td>0.77</td> </tr> <tr> <td>to MDA 960</td> <td>1.70</td> <td>1.51</td> <td>1.38</td> <td>0.89</td> <td>0.82</td> </tr> <tr> <td>to MDA 1050</td> <td>1.75</td> <td>1.56</td> <td>1.43</td> <td>0.94</td> <td>0.87</td> </tr> </table>				NDB	80	100	120	140	160	to MDA 2	1.35	1.16	1.03	0.54	0.47	to MDA 420	1.40	1.21	1.08	0.59	0.52	to MDA 510	1.45	1.26	1.13	0.64	0.57	to MDA 600	1.50	1.31	1.18	0.69	0.62	to MDA 690	1.55	1.36	1.23	0.74	0.67	to MDA 780	1.60	1.41	1.28	0.79	0.72	to MDA 870	1.65	1.46	1.33	0.84	0.77	to MDA 960	1.70	1.51	1.38	0.89	0.82	to MDA 1050	1.75	1.56	1.43	0.94	0.87
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VA2-12 *BAN ME THUOT EAST 1040N 10807E
(AQ799023)

VFR3, ND49-13/K10A (VVSB/BMV)

VDCA 1759 H59 (ASP) 102' 09-27

Fuel - A+ No transit fuel

Remarks: Opr SR-SS. Laterite ovrn 744'
W and 470' E end. Livestock on
Rwy.

Tower: 283.1 118.3 46.5 Call on 118.1
arriving and departing.

Gnd Con: 297.0 Opr SR-SS.

Aerial Port: 47.3 VNAF

TACAN BMT Chan 117 at field enroute
aid only (See ES)

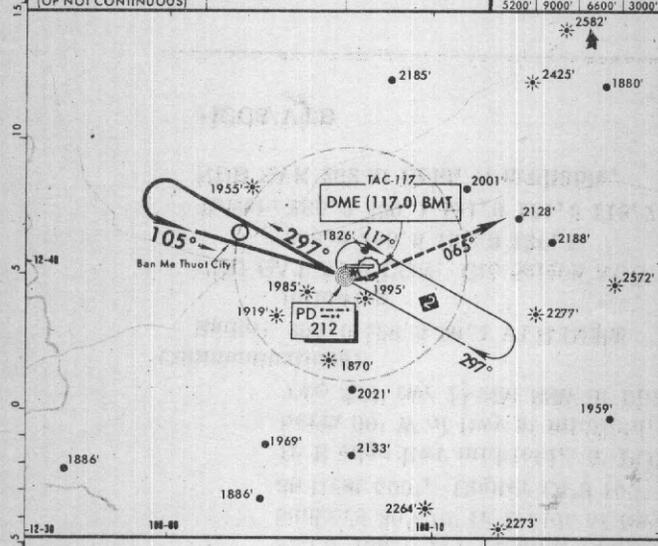
NDB PD 212 at field

Radio/Nav Remarks: Opr 2300-1100Z,
OT O/R to twr before
1000Z.

*ICCS/VTB

VA2-12 BAN ME THUOT, VIET-NAM

BAN ME THUOT Tower 118.3
 (OP NOT CONTINUOUS)
 Approach 118.3 (OP NOT CONTINUOUS)
 Departure (OP NOT CONTINUOUS)
 Ground (OP NOT CONTINUOUS)
 Agt. Elev 1759'
 Var 01° E
 Class HW
 PHUNG-DUC
 NDB Rwy 9
 NDB 212 PD
 MSA 360° 090° 180° 270° 360°
 3200' 9000' 6600' 3000'



Scale 5
 10
 15
 12-48
 12-30
 188-40
 188-10
 Allimeter Setting in MILLIBARS (INCHES on Request)
 TRANS LEVEL: FL60
 TRANS ALT: 5300' (3541')
 OCL 2290' (531')
 1759'
 DESCENDING LEFT 8 NM
 4000' (2241')
 to
 3500' (1741')
 297°
 105°
 NDB
 OCL 2290' (531')

PULL UP: turn LEFT to 4300 feet on 065° from PD NDB and contact TOWER/APPROACH.

STRAIGHT-IN RWY 9	LANDING MINIMA	CIRCLING
	AIRCRAFT	
790-1 3/4 240-2800m	less than 170 kg/m ² less than 35 lb/ft ²	790-1 3/4 240-2800m
790-2 240-3200m	170 to 250 kg/m ² 35 to 50 lb/ft ²	790-2 240-3200m

Ground speed - knots											CEILING/ALTITUDE CONVERSION	
	60	80	100	120	140	160	180	200	QFE	790	QNH	2549
MAP of 7900												

VA2-13

*QUI NHON 1346N 10914E (CR082225)

VFR2/ND49-9/K10B (VVQN/VIH)

VDCA 25 BL4, 9, 10 H51 (ASP) 98' 18-36

Fuel: (NC-A1) 100/130 AVGAS only avail
AVN Ramp via Shell.

Remarks: Opr 2300-1100Z. Acft may be
subject to high cross wind
component and turbulence on
final both Rwys. Ck windsock
N and E side and S midfield W
side.

Hazards: High terrain S, W, and NM of
fld. 965' hills W apch end Rwy
18. Apch Rwy 18 over bldg,
roads, and a 5' fence 225' prior to
thld. 28' unlgtd grd twr at N end
129' fr cntr twy. Apch Rwy 36
over water, abrupt upslope, road,
and 5' fence 174' fr thld. Two 4'
bunkers 30'-70' fr E side of Rwy
36 first 500'. Copter OPS 100'
fr E edge Rwy midfield. 5' POL
berm 60' W of Rwy at midfield.
Two 320' twr 1½ NM SSW of Fld.

Communications:

Radio: 293.0 122.5 36.1 VFR flight
following

PHU CAT APP CON: Ctc Saigon ACC
308.4 265.9 125.3 120.7

Tower: 285.9 309.1 121.9 124.3 118.7
NDB XVK 262 at field. Unreliable.

*ICCS/VTB

VA4-14

TRUC GIANG 1016N 10621E (XS480347)

VFR4/NC48-7/K-10D (VVTG/BEM)

VNA 10 L 28 (AM-2) 60' 10-28

Remarks: Opr SR-SS

Hazards: Apch Rwy 28 over 15' bunker 60'
S of centerline 280' prior to thld.
20' bunkers 42' S of Rwy, mid-
field. 9' revetments 42' S of
Rwy W end. Uncontrolled
pedestrians and vehicles on
Rwy. Loose planking on approach

end Rwy 10, left of centerline.
Traffic Pattern: Recommend ldg Rwy 28,
wind permitting.

CLOSED TO C-46

1 April 1973

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SVN/CAMBI

VA2-15

*KONTUM 1421N 10801E (AR790890)

VFR2/ND49-5/K10A (VVKT/KON)
VDCA 1804 H36 (ASP) 85' 09-27
Fuel: J4

Remarks: Opr SR-SS. West ovrn ruf,
unusable.

Hazards: Apch Rwy 09 over ditch 350',
fence 250' fr thld. Apch Rwy 27
over river, road 300' two C-47
wrecks (N of centerline) 230'
fr thld and 6' fence 100' prior
to thld. Watch for vehicles
crossing west ovrn. R/W prk
S of E end of Rwy, E of twy.

Traffic Pattern - Caution: Tfc ptn over
high trees and populated areas.
Descend and Climbout over the
City.

Customer on 129.3

*ICCS/VTB

VA4-16 SOC TRANG 0935N 10558E (XR058591)

VFR4/NC48-7/K10D (VVBX/SOA)
VNAF 13 14 H31 (ASP) 60' 04-22
Fuel: A+J4

Remarks: Opr SR-SS. Extv R/W tfc.
Do not land on Rwy 22 if acft
parked adj to rwy.

Hazards: Apch Rwy 04 over trees, bldgs,
30' pole 600', 15' fence 500', 4'
concertina wire 20' SE of rwy
edge 140' prior to thld. Acft
may be parked in clear zone
near approach to Rwy 22.
Rqr lateral clnc may not be
provided when F/W and R/W
acft are parked on either side
of Rwy. 130' twr 482' fr NM
edge behind ctl twr. 165' unlgtd
twr 1 $\frac{1}{4}$ NM NE and 1000' rgt of
apch end Rwy 22. 341' unlgtd
twr 1 $\frac{1}{2}$ NM SE of fld. Not
recommended for ngt F/W ops.

Communications:

Radio: 255.0 within 20 NM, or ctc
DELTA RADIO. VFR flt flw.

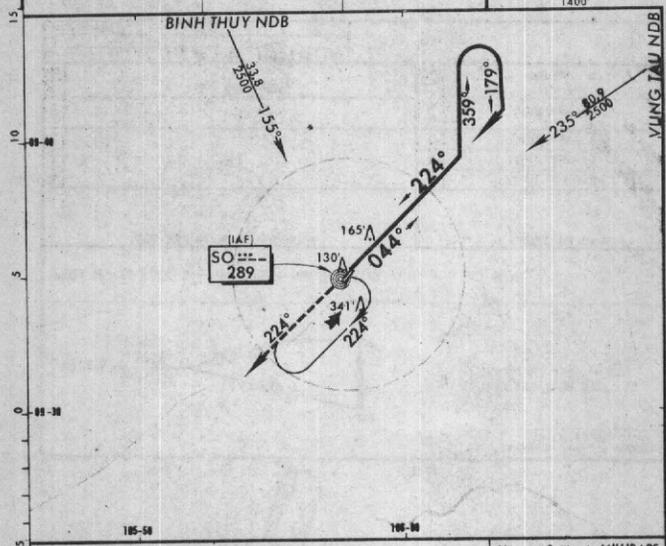
Tower: 282.9 255.0 122.6 (E)
NDB SO 289 at Fld. Inop.

CLOSED TO C-46

APR 23 71

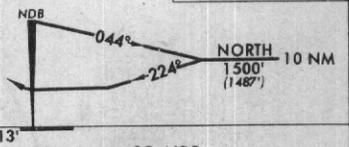
VA-16 SOC TRANG, VIET-NAM

SOC TRANG Tower 122.6
 Apt. Elev 13'
 Var 01°E
 Class HW
 NDB 289 SO ---
 SOC TRANG
 NDB Rwy 22
 MSA 1400'



Altimeter Setting in MILLIBARS
(INCHES on Request)

TRANS LEVEL BY ATC
 TRANS ALT: 4500' (4487')



PULL UP to 1500 feet on 224° from SO NDB, return to SO NDB.

STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND	
MDA 520' (507')		MDA	
A		A	520' (507') - 1
B	1	B	
C		C	660' (647') - 1 1/2
D	1 1/4	D & 3	660' (647') - 2
ALL Non Std	MDA 520' (507') A, B, C: 1 D: 1 1/4	Eng Jet	Non Std 680' (667') - 2
Grnd speed - Kts	60 80 100 120 140 160		
TEMP at NDB			

Jeppesen Approach Chart

VAA-16 SOC TRANG, VIET-NAM

SOC TRANG Tower 122.6

Apt. Elev 13'

SOC TRANG

Var 01°E

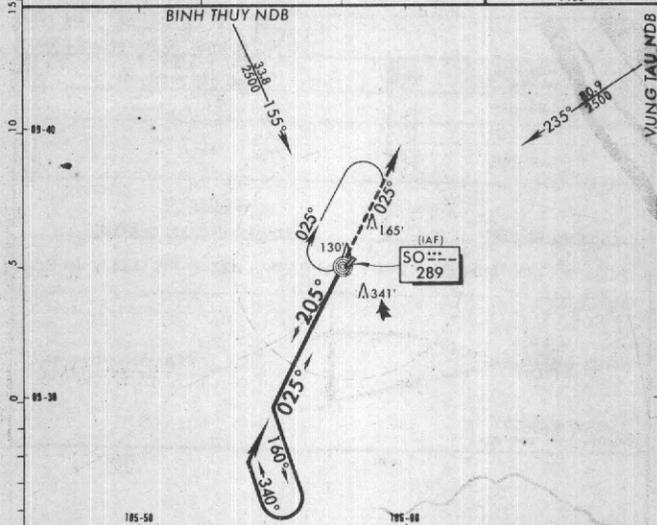
NDB Rwy 4

Class HW

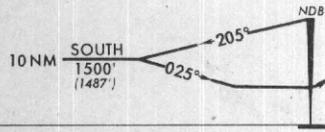
NDB 289 SO

Approach	Departure	Ground
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MSA
1400



Altimeter Setting in MILLIBARS
(INCHES on Request)



TRANS LEVEL BY ATC
TRANS ALT: 4500' (4487')

PULL UP to 1500 feet on 025° from SO NDB, return to SO NDB.

STRAIGHT-IN LANDING RWY 4		CIRCLE-TO-LAND	
MDA 440' (427')		MDA	
A		A	440' (427') - 1
B	1	B	480' (467') - 1
C		C	660' (647') - 1 1/2
D	1	D & 3	660' (647') - 2
ALL Non Std	MDA 440' (427')	Eng Jet	Non-Std 680' (667') - 2

Gnd speed - Kts	60	80	100	120	140	160
MAP at NDB						

VA4-17 *CAN THO 1003N 10546E (WS840108)

VFR4/NC487/K10D (VVCT/VCA)

A 7 L4 H39 (ASP) 60' 08-26

Fuel-J4

Remarks: Opr 2300-1000Z. PPR F/W
acft dur hr of darkness. 200'
ASP ovrn ea end. First 150'
of ea end of Rwy is 150' wide and
is used as turnaround. No down
wind dep under 1000'.

Hazards: Apch Rwy 08 over 12' bunkers
25' N 400', 5' fence 375', 20'
bunker 50' S 275' prior to thld.
Twr has limited vis on str-in
apch Rwy 26. Apch Rwy 26
over road 425' 6' bunker 63' N
75' prior to thld. 432' unlgtd twr
1.6 NM SE WS84211. 394' lgtd
twr 173⁰ 2.00NM fr fld,
WS844072 - 160' lgtd twr 2 NM
fr fld. R/W pads N edge E side
of Rwy. Unctl vehicles and
pedestrians have access to Rwy.

Communications: ICCS Frequencies 68.0
68.2 6710

App Con: Call SAIGON ACC - 331.8
120.9

Tower: No twr call on 120.2. Announce
all landings and departures on
120.0

Radio Aids to Navigation: None.

Radar: Call GCA 357.9 269.2 266.3
142.2 64.75 58.15

Remarks: Climb to 1000' before
commencing a turn.

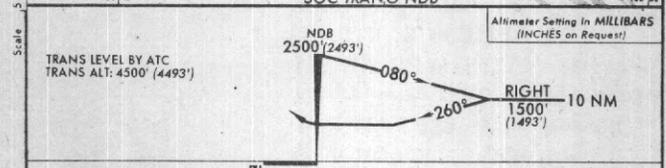
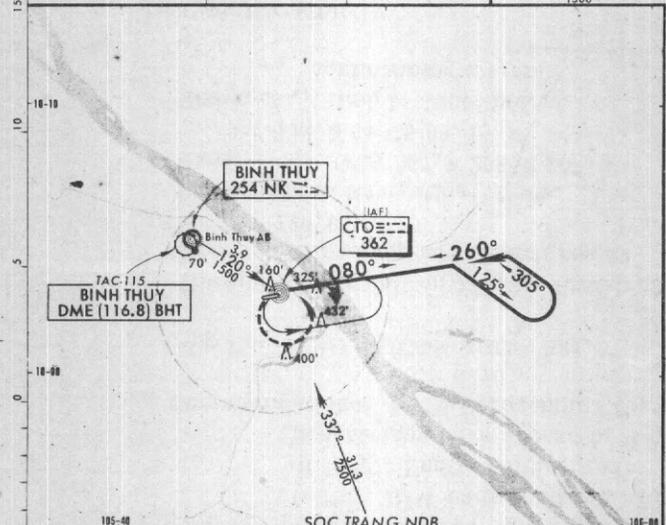
*ICCS/(HQ)/VTB

1 April 1973

49

SVN/CAMBI

CAN THO Tower 120.2
 SAIGON Control (R) 120.9
 VA4-17
 Apt. Elev 7'
 Var. 01°E
 Class HW
 CAN THO, VIET-NAM
 CAN THO
 NDB Rwy 26
 NDB 362 CTO



PULL UP: LEFT climbing turn to 2500 feet to CTO NDB and hold EAST, LEFT turns.

STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
MDA 800' (793')				MDA 800' (793') - 1			
A	1			A	800' (793') - 1		
B	1/4			B	800' (793') - 1/4		
C	1/2			C	800' (793') - 1/2		
D	3/4			D & 3 Eng Jet	800' (793') - 2		
All High Sea MDA 800' (793')							
A 1 B 1/4 C 1/2 D 3/4							
Grnd speed - Kts	60	80	100	120	140	160	
MAP of NDB							

VA2-18 SONG MAO 1115N 10830E (BN264456)

VFR3/NC49-1/K10C (VVSM)
VNA 85 35 (M8A1) 60' 09-27
Fuel: J4

Remarks: Opr SR-SS. Peneprime/Laterite
ovrns 325' E end, poor cond.
Std Rwy mrk with 500' touchdown
mkr missing. No windsock.

Hazards: Road crosses clear zone to E.
3' ditches 45' fr N side and 70'
fr S side. Bldg 70' fr Rwy edge,
N side W twy. Uncontrolled
personnel and animals have
access to Rwy.

Radio: 47.3 Ctc early to allow time to
reach fld. 75 HOTEL 41.30 tfc
advsy.

CLOSED TO C-46

VA2-19 TUY HOA NORTH 1306N 10918E (CQ154481)

VFR2/ND49-9/K10B

VNAF 30 37 (M8A1) 70' 16-34

Remarks: Opr SR-SS. No fuel. R/W use
Rwy for helipad. Rwy, ovrn
(PSP) ruf.

Hazards: Possible turbulence on final.
Apch Rwy 16 over road and 20'
dirt piles 260' fr thld. 1283'
hill W of apch. Two 25' bunkers
34' and 75' fr W edge of Rwy.
5' fence, road 45' fr E edge of
Rwy. Houses and 40' TV
antenna 100 feet to the south can
present problem when landing
Rwy 34. Road 5' fence, and 5'
fill 30' fr edge of Rwy. Unctl
pedestrians and vehicles crossing
Rwy.

CLOSED TO C-46, C-47 when wet.

VA4-20 *VINH LONG 1015N 10557E (XS040331)

VFR4/NC48-7/K10D (VVVL/XVL)

VDCA (A) 10 L H30 (ASP) 80' 08-26

Remarks: Extv R/W tfc.

Hazards: Apch Rwy 08 over 25' bunker
1500', 20' hill N side 1000' prior
to thld. Apch Rwy 26 over 50'
trees, 20' power lines, road $\frac{1}{4}$
mile, and 4' ditch 160' prior to
thld. Inadequate clnc when R/W
pads 50' fr N edge Rwy in use.
Power pole and flag poles E of
Ramp.

Traffic Pattern: Small F/W acft maintain
Rwy hdg til 700' AGL.

*ICCS/VTB

VA2-21 NHON CO 1159N 10734E (YU800261)

VFR3/NC48-4/K10D (VVNC/HOO)

VDCA 2230 H42 (ASP) 110' 08-26

Remarks: Opr 0030-0830Z. First 500' of
Rwy 08 breaking up. Std Rwy
mkr E end only.

Hazards: Opposite end of Rwy not visible
fr touchdown pt. Low ridge with
trees and shallow ravine 1500'
out; sharp upslope prior to Rwy
08. Slight upslope to Rwy 26.
5 inch lip btn Rwy and ovrn E
end. Pedestrians and vehicles
have free access to Rwy.

Radio: Ctc Gia Nghia 66.20 for advsy and

VA1-22 DONG HA 1649N 10706E (YD243597)

(VVDH/VDH)

VNA 82 37 (AM-2) 60' 07-25

CLOSED UNFRIENDLY

VA1-23

QUANG NGAI 1507N 10847E (BS610720)

VFR1/ND49-1/K10A (VVQG/XNG)

VNA 36 H49 (ASP) 100' 10-28

Fuel: J4

Remarks: Afld uncontrolled. Opr 2300-1000Z. PSP Sticking up at entrance to ramp.

Caution: Rwy dist remaining mkr marked in Masters. R/W refuel area N of Rwy midfield.

Hazards: Apch Rwy 10 over 6' drop-off 160' fr thld. Apch Rwy 28 over 2' lip 150', road and 3' fence 200', 50' trees aprx 700' prior to thld. One 25' lgtd pwr pole 107' rgt side apch end Rwy 10; two 45' lgtd antennas 137' rgt side Rwy 10. Unlgtd 358' twr 060° 1.5 NM fr ctl twr. Watch for pedestrians on Rwy.

Traffic Pattern: F/W South, R/W North

Radio: 46.55 Advsy svc contact customers on 129.3

NDB QG 227 15° 08'N 108° 49'E Opr 0001-1200Z On Test

VA1-24 RED BEACH 1606N 10809E (AT946812)

VNA 3 18 (M8A1) 100' 14-32
16 (M8A1) 100' 05-23

CLOSED

VA2-25 HOLLOWAY 1359N 10802E (AR804470)

VFR2/ND49-9/K-10A (VVPK/HLL)

A 2460 L4 41 (PSP) 141' 05-23

Fuel: A+J4

Remarks: Caution- R/W and F/W
tfc in area not under twr ctl.
Non-std rwy mkr.

Hazards: Ltd lateral cnc. R/W revetments
55' fr Rwy edge, 8' bunkers 36'
fr edge, and 3' ditch 10' fr edge
of Rwy. Shoulders unusable.
Twin unlgtd twr 2630' (50' AGL),
guy wires extend 300', 247° 1.1
NM fr Rwy 05, partially absconded
by trees.

Traffic Pattern: Recommend F/W land Rwy
23, tkof Rwy 05, wind permitting.

Communications

PLEIKU FOC: 260.0 122.6 36.1 VFR
flt flw.

TOWER: 285.1 260.0 122.6 56.9
36.65 (E)

VFR ADVISORY SVC: Call PLEIKU
TWR

NDB OR 282 at Field

VA4-26 BEN TRANH 1025N 10620E (XS463523)

VFR4/NC48-7/K10D (VBE)
16 19 (LATERITE) 90' 10-28

Remarks: Prior Security arrangements
required. Customer will
provide smoke. Rwy fair
condition, 2' diameter hole
150' fr apch end Rwy 10.
Rough grass ovrns 250' E
end, 300' W end.

Hazards: CONEX bin 30' left of Rwy
edge, 100' fr thld. Cattle
on Rwy.

OPEN TO STOL

VA2-27

*CHEO REO 1324N 10827E (BQ233818)

VFR2/ND49-9/K10A

VVCH/HBN

VNA 525 41 (M8A1/ASP) 90' 07-25

FUEL-A+J4 JP-4 emergency only for
R/W

Remarks: Opr SR-SS. 500' gravel/sod
ovrn E end. 465' W end.
Recommend E connecting twy
for turnaround/offload.

Hazards: Apch Rwy 07 over 3' fence 600'
prior to thld. Apch Rwy 25
over river, dirt road, and bldg area
area aprx 2000' prior to thld.
Three 100 ft twrs $\frac{1}{4}$ mile from
apch end Rwy 25. Shoulders
laterite/peneprime in excellent
cond. Unctl vehicles, livestock
and pedestrians on afld. R/W
reful area btn Rwy E end.

Radio: Ctc as per CORDS S01 - 47.3

*ICCS/VTB

1 April 1973

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SVN/CAMBI

VA2-28

*PHAN RANG 1138N 10857E (BN772862)

VFR3/NC49-1/K10C (VVPA/PHA)
VNAF 102 L6, 8, 9 H100 (CON) 150'
04L-22R

Fuel: A+J4

Remarks: All R/W acft will call Phan
Rang Gnd Con for ldg instr.
AM-2 Rwy clsd. Obst lgt out
on 600' hill 1 mile NW of afd.

Traffic Pattern: Tfc ptn alt 1100' convl
and turbo-prop, 800' lt convl.
Turbo-prop and lt acft rgt
to Rwy 04, left to Rwy 22.

Communications

Tower: 265.6 ~~124.7~~ 47.25 (E)

Gnd Con: 305.9 131.0

TACAN PRG Chan 75 at Fld MP 0500-0600Z

Sat-Sun (See ES)

NDB AV 202 at Fld

Radio/Nav Remarks: In case of airborne
com failure, tune LF revr to
202 and listen for instr.

ICCS acft refuel on AVN ramp SE side of
Fld. JP4 only

*ICCS/VTB
