

◆ NHA TRANG,

VIETM CP039520 12°14'N 109°11'E (AOE)
 VNAF (AF) (A) 16 L4, 7② H61(ASP) (VVSN)

144 12-30 Type 3 C-130

JASU - 6(A-1), 4(A-3), 3(MD-3), 3(MD-3M),
 2(MA-1A)

FUEL ③ - A+, J4①, 0-123, 0-128, 0-148, SP, ADI

AERODROME REMARKS - Non-US controllers aval 24 hrs. dly. US controllers are aval in event instr are not understood 24 hrs dly. CAUTION: Reduced rwy separation standards are in effect. Use caution when ldg Rwy 12-30, hvy veh tfc on perimeter road.

PPR for C-124, C-133 and C-141 24 hrs dly. PPR for RON. Tran maint not aval. C-130 maint ltd. Heavy stu tng in progress 2330-0330Z, 0630-0830Z Mon-Fri, expect 30 min delay in tkof and ldg. Left traffic to Rwy 12, right traffic to Rwy 30. Pattern altitude: 500' Heli, 700' light acft, 1000' convl acft, 1300' A37 acft, 1600' other jet and turbo-prop acft. Convl and turbo-prop acft roll out on final app at or below 1000' MSL due to jet tfc on initial at 1300' MSL. No revetted prkg for tran acft. Do not land on ovrrns. All acft require Customs will call Base Ops prior to ldg. Use caution when taxiing, con twr has ltd vis due to revetments. Heli will not overfly U-17 prkg area. CH-47 and CH-54 helis will fly app to and land on the active rwy.
 ① No icing inhibitors. ② 30 min ntc rqrd. App end Rwy 30 only. ③ Expect refueling delays btwn 0300-0500Z. Ltd fuel oval, tran acft plan to arr with sufficient fuel to dep.

COMMUNICATIONS (PTD - 372.2) VIP acft ctc 10 min prior to ldg

⑧CAM RANH BAY APP CON - 241.2 135.9 ⑧CAM RANH BAY DEP CON - 273.3 119.0

TOWER ⑧ - 259.7 236.6 118.7 34.2 (E) GND CON - 275.8

⑧PORTCALL - N-342.4 133.2 S-378.9 133.2 Recovery - 2332

ALCE ⑧ - 311.9 140.4 8134 USB **ARMY OPERATIONS** - Call BARON OPS 62.3

TACAN⑧ AGT Chan 105 At Field

RbN①(HW) (AO/A2) KH 400 At Field

RADAR ⑧ - VFR Call NHA TRANG TOWER, IFR Call CAM RANH BAY APP CON - 335.8x 289.4x
 286.6x 270.6x 134.1x 125.1x (Ex)

ASR	RWY	CATEGORY	MDA RVR	HAA	CEIL-VIS
	30	A	920	904	(1000-1 ¼)
	30	B	920	904	(1000-1 ½)
	30	C	920	904	(1000-1 ¾)
	30	D	920	904	(1000-2)
PAR	RWY	CATEGORY	DH RVR	HAT	CEIL-VIS
	30	A, B, C, D	216	200	(200-¾) G.S. 3°
CIRC	RWY	CATEGORY	MDA VIS	HAA	CEIL-VIS
	30	A	920	904	(1000-1 ¼)
	30	B	920	904	(1000-1 ½)
	30	C	920	904	(1000-1 ¾)
	30	D	920	904	(1000-2)

RADIO/NAV REMARKS - ⑧ Unusable as follows: 350°-025° beyond 13 NM below 12,000'; 025°-040° beyond 34 NM below 8000'; 090°-105° beyond 16 NM below 11,000'; 125°-160° beyond 25 NM below 11,000'; 160°-220° beyond 9 NM below 28,000'; 220°-260° beyond 8 NM below 20,000'; 260°-275° beyond 9 NM below 24,000'; 275°-285° beyond 21 NM below 12,000'; 285°-315° beyond 13 NM below 10,000'; 315°-325° beyond 20 NM below 16,000'; 325°-350° beyond 12 NM below 16,000'. ⑧ CAUTION: High terrain all quadrants. Possible loss of Radar ctc on final dur hvy rain, pilots must be alert for poss missed app. MP 0400-0800Z dly. ⑧ 1234' obst lctd 353° 4.9 NM from missed approach point and .6 NM left of missed app course. Rate of climb to provide 500' clnc is: KIAS 60, V/V FPM 350; KIAS 120, V/V FPM 700; KIAS 180, V/V PPM 1050; KIAS 240, V/V FPM 1400; KIAS 300, V/V FPM 1750. PAR rstd to 500' deviation rgt of centerline. ⑧ Airlift acft ctc 15 min prior to ldg. ⑧ CIRCLING not auth SW of Rwy 12-30 ① Restricted beyond 40 NM as follows: 150°-230° MRA 8500'; 230°-270° MRA 11,500'; 270°-300° MRA 11,000'. ⑧ Acft dual equipped with UHF and VHF radios utilize 259.7 for VFR tfc control.

