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Revision Letter For Cycle 07-2023

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General Information

Location: HO CHI MINH VNM
ICAO/IATA: VVTS / SGN
Lat/Long: N10° 49.23', E106° 39.65'
Elevation: 33 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2243 Z
Sunset: 1104 Z

Runway Information

Runway: 07L
Length x Width: 10007 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge, ALS
Stopway: 1017 ft

Runway: 07R
Length x Width: 12559 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 24 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 2523 ft
Stopway: 492 ft

Runway: 25L
Length x Width: 12559 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 32 ft
Lighting: Edge, ALS, Centerline, TDZ

Stopway: 394 ft

Runway: 25R

Length x Width: 10007 ft x 148 ft

Surface Type: concrete

TDZ-Elev: 33 ft

Lighting: Edge, ALS

Stopway: 666 ft

Communication Information

ATIS: 128.000

Tan Son Nhat Tower: 130.000 Secondary

Tan Son Nhat Tower: 118.700

Tan Son Nhat Ground: 121.975 Secondary

Tan Son Nhat Ground: 121.900

Tan Son Nhat Ground: 121.750 Secondary

Tan Son Nhat Ground: 121.600 Secondary

Tan Son Nhat Clearance Delivery: 121.800

Tan Son Nhat Clearance Delivery: 123.600 Secondary

Tan Son Nhat Approach: 126.350

Tan Son Nhat Approach: 127.725 Secondary

Tan Son Nhat Terminal Control Area: 124.075 Secondary

Tan Son Nhat Terminal Control Area: 125.500

Tan Son Nhat Arrival: 126.350

Tan Son Nhat Arrival: 127.725 Secondary

Ho Chi Minh Radio: 565.500 RCO

Ho Chi Minh Radio: 1129.700 RCO

Ho Chi Minh Radio: 1139.600 RCO

Ho Chi Minh Radio: 1330.000 RCO

Ho Chi Minh Radio: 894.200 RCO

1. GENERAL

1.1 ATIS

ATIS 128.0

1.2 OPERATIONAL PROCEDURE OF TWO PARALLEL RUNWAYS

1.2.1 General rule

Two parallel Rwy at Tan Son Nhat International Airport are operated dependently and considered as one Rwy for air traffic control service.

The departing aircraft are not allowed to line up two Rwy at the same time.

Pilots are responsible for complying with ATC's clearances, instructions strictly and in a timely manner; urgently vacate Rwy or line up Rwy and take off following the issued take-off clearance.

The usage of Rwy for flight calibration of civil navigation aids, instrument procedures and for familiarisation flights have to follow the approved flight permission, ATS flight plan or training flight exercise.

These operational procedures are not applied in emergency, urgency and other necessary situations to ensure the safety and regularity of the flight operations.

1.2.2 Usage of runway

1.2.2.1 When using runways 25R/L:

a. Rwy 25R is mainly used for landing aircraft.

b. Rwy 25L is mainly used for take-off aircraft.

c. When the PSR/SSR or PSR/SSR/SMR are in normal operation and ATC is able to supervise the aircraft trajectory, the departing aircraft are allowed to line up and hold on Rwy 25L, independently from the position of aircraft approaching to land on Rwy 25R under the following conditions:

- Visibility is at or above 1200m, ceiling is at or above 430'(130m).

- The PSR/SSR or PSR/SSR/SMR are in normal operation, the targets are accurately displayed as standard requirement.

- The display of ATM system is able to fully observe the final approach segment on Rwy 25 (10NM from THR) and detect the risk of landing on the wrong Rwy at the final approach segment. The SMR system is in normal operation and the display is able to observe the last 2NM(4km) of the final approach segment;

- Aircraft trajectory is observed strictly by ATC and recommended in a timely manner when occurring the risk of landing on the wrong Rwy;

- In case when visibility is less than 3000m, ceiling is less than 600'(180m);

Tan Son Nhat Tower shift shall ensure to arrange watch-supervisor or an ATC to supervise the conduction of monitoring, supervising the aircraft trajectory on the final approach track and shall anticipate, alert for the unusual circumstances in order to facilitate ATC to handle and ensure the flight operation safety in a timely manner.

The permission for an aircraft to line up and hold on Rwy when there is a landing aircraft on the remaining Rwy shall be suspended as soon as when one of the above requirements is not met.

d. ATC can issue take-off clearance for aircraft on Rwy 25L when:

- Arriving aircraft landed on Rwy 25R; or

- Without radar surveillance: 3 minutes before estimated landing time.

- Under radar surveillance:

Landing aircraft	Take-off aircraft	Distance from THR
Heavy	Heavy, medium	4NM
	Light	4NM
Medium	Heavy	5NM
	Medium, light	4NM
Light	Heavy, medium	5NM
	Light	4NM

e. ATC can issue clearance for approaching aircraft to land on Rwy 25L when departing aircraft starts rolling on Rwy 25L.

f. When Twys P4, P5 are in normal operation, after landing on Rwy 25R, aircraft are assigned to:

- Vacate Rwy 25R via rapid exit Twys P4, P5 as soon as practicable;

- Hold short of Rwy 25L; and

- Only be allowed to cross Rwy 25L when obtained the clearance from ATC.

Notes: In case of being unable to vacate via Twys P4, P5, the pilots must early notify to ATC when the aircraft is still on the final approach track of Rwy 25R.

g. When pilots receive "Line up" clearance, if the aircraft is not fully ready, pilots shall inform ATC immediately in order to avoid Rwy occupancy that may lead to the execution of missed approach of landing aircraft.

1. INTRODUCTION

These charts aim at notifying the temporary procedure to enhance Rwy operation capacity at Tan Son Nhat Aerodrome in order to:

- Reduce Rwy occupancy time in order to enhance the capacity of Rwy use.
- Consistently operate and control aircraft from the apron to avoid the circumstance that aircraft should hold within the apron area and hold before lining up the Rwy.

This temporary procedure will be applied during 3 months from 1 DEC 2022.

2. DETAILS

2.1 Acronym explanation

- EOBT: Estimated Off Block Time. The time that an aircraft operator or ground handling agent estimates that an aircraft will be ready, all doors closed, boarding bridge removed, pushback vehicle available and ready to start-up/push-back immediately upon receipt of clearance from ATC.
- TSAT: Target Start up Approval Time. The time provided by ATC at delivery Tan Son Nhat aerodrome control tower taking into account that an aircraft can expect start-up/push-back approval.

2.2 Applicable conditions

2.2.1 For arriving aircraft

2.2.1.1 Applicable condition

- Day time, weather conditions are normal (no dangerous weather phenomena: thunderstorms, whirlwinds, etc... within the aerodrome).
- The Rwy surface is dry.

2.2.1.2 Speed restrictions for arriving aircraft (IAS)

- Between 190 and 200 kt when the aircraft is on the base leg or closing heading to final approach or at distance 25 NM from the threshold.
- Between 160 and 180 kt when the aircraft is established on final approach.
- Between 150 and 160 kt when the aircraft is approaching 5 NM from the threshold (for propeller aircraft it is 4 NM).
- It is necessary to separate from departure aircraft, ATC may require the pilots to keep the minimum approach speed.

2.2.1.3 Vacate runway

- The pilots must promptly vacate the Rwy within a maximum period of 60 seconds (from the time that the aircraft crosses the threshold to the time that it completely vacates from the Rwy (crossing the stop line of the exit Twy)). Aircraft must vacate the Rwy via the first available exit Twy corresponding to operational requirements, or as instructed by ATC. If an exit Twy other than the first available exit Twy is required, pilots shall advise ATC at Tan Son Nhat aerodrome control tower on first contact.
- Pilots can expect initial taxi instructions from ATC before clearing the exit Twy. Aircraft vacating the runway-in-use should not stop on the exit Twy until the entire aircraft has completely vacated the Rwy.
- Aircraft with the communications failure must vacate the Rwy, stop on the exit Twy and monitor the light signal from Tan Son Nhat aerodrome control tower.
- Aircraft that have been received the clearance to cross the Rwy must promptly complete this and execute it within 45 seconds (from the time the aircraft enter the Rwy to the time that aircraft vacates the Rwy).
- If the pilots are unable to comply with the above requirements, they must inform ATC immediately.

2.2.2 For departing aircraft

2.2.2.1 Receive ATC route clearances

Within 15 minutes before EOBT, the pilots contact Delivery on frequency 121.8 Mhz to be issued the clearance. If no delay is expected, the pilots can contact Ground on 121.9 Mhz (Sector 1) or 121.6 Mhz (Sector 2) to push-back/start-up when ready.

2.2.2.2 Receive TSAT

2.2.2.2.1 Applicable condition

When 5 or more aircraft have the same EOBT (may cause apron congestion).

2.2.2.2.2 Regulations on receiving TSAT

- The next departing aircraft which is pushed back will be arranged in sequence by ATC. Delivery will begin to issue TSAT to the pilots. The determination of TSAT will take into account the aircraft stands as well as the taxiing time to the stop line to the runway-in-use. 5 minutes after the TSAT, if the pilots do not contact to request the start-up/push-back instruction, it is considered to have lost the departure sequence, the pilots need to contact the Delivery again to receive a new TSAT (this is strictly implemented to avoid circumstances of the pilot asking for a departure clearance too early to get the sequence to push/start-up the engine).
- When the TSAT is issued, the pilots are requested to maintain on the Delivery frequency or watch on the Ground frequency. It should be noted that when the clearance to watch on the Ground frequency is issued, the pilots do not establish contact Tan Son Nhat Ground but must continuously watch on the assigned frequency and wait until 5 minutes before the TSAT (this is to avoid unnecessary frequency congestion, except for emergency and distress situations).
- To optimize the use of the Rwy, departure sequence will be planned on the basis of increasing Rwy capacity to improve general efficiency.

1. GENERAL (contd.)

1.2.2.2 When using runways 07L/R:

- a. Rwy 07R is mainly used for landing aircraft.
- b. Rwy 07L is mainly used for take-off aircraft.
- c. ATC can issue clearance for departing aircraft (at holding point) to cross Rwy 07R no later than the time when arriving aircraft on final approach of Rwy 07R is:
 - At least 5NM from Rwy threshold under radar surveillance; or
 - 3 minutes before estimated landing time without surveillance radar.
- d. ATC can issue clearance for departing aircraft to line up and hold on Rwy 07L to meet the requirements specified in the above mentioned point c and point c in Item 1.2.2.1
- e. ATC can issue take-off clearance for aircraft to line up Rwy 07L when:
 - Arriving aircraft landed normally on Rwy 07R; or
 - Without radar surveillance: 3 minutes before estimated landing time; or
 - Under surveillance radar:

Landing aircraft	Take-off aircraft	Distance from THR
Heavy	Heavy, medium	4NM
	Light	4NM
	Heavy	5NM
	Medium, light	4NM
Light	Heavy, medium	5NM
	Light	4NM

- f. ATC can issue clearance for approaching aircraft to land on Rwy 07R when departing aircraft starts rolling on Rwy 07L.
- g. When Twys S6, S5 are in normal operation, after landing on Rwy 07R, medium and lighter aircraft must vacate Rwy 07R via Twys S6, S5 as soon as practicable.

Notes: In case of being unable to vacate via Twys S6, S5, the pilots must early notify to ATC when aircraft is still on the final approach track of Rwy 07R.

- h. When Twy S3 is in normal operation, after landing on Rwy 07R, heavy aircraft must vacate Rwy 07R via rapid exit Twy S3 as soon as practicable.

Notes: In case of being unable to vacate via Twy S3, the pilots must early notify to ATC when aircraft is still on the final approach track of Rwy 07R.

- i. When pilots receive "Line up" clearance, if the aircraft is not fully ready, pilots shall inform ATC immediately in order to avoid Rwy occupancy that may lead to the execution of missed approach of landing aircraft.

1.2.2.3 When VIP flights are in operation:

The Rwy used for VIP flights shall be assigned on the basic of the Rwy with the best equipment system and actual operational conditions.

1.3 PLACE SAFETY CONES AROUND THE AIRCRAFT

In case of need to mark stop line, safety cones will be placed on the both sides of the stop line, 7'(2m) to 10'(3m) from the centre line of the taxilane to stand before aircraft taxi into stand.

1.4 PARKING INFORMATION

1.4.1 OPERATIONAL CAPABILITY OF AIRCRAFT STANDS

Aircraft stand	Usage
1 thru 8, 23, 41 thru 46, 51	- Used for aircraft up to A320 and equivalent
9 thru 16	- Used for aircraft up to code E and equivalent - Equipped with Visual Docking Guidance System (VDGS)
17 thru 22	- Used for aircraft up to B747-400 and equivalent - Equipped with Visual Docking Guidance System (VDGS)
24 thru 28, 37 thru 40, 47 thru 50, 52 thru 54, 71 thru 88, 91 thru 104	- Used for aircraft up to code C and equivalent
29, 34 thru 36	- Used for aircraft up to code E and equivalent
30 thru 32	- Used for aircraft up to B787 and equivalent
33	- Used for aircraft up to B747-8 and equivalent
1E, 2E	- Used for aircraft in case emergency, unlawful interference

2.2.2.2 Regulations on receiving TSAT (contd)

- In case there are many aircraft ready to arrive at an aerodrome with high density such as Phu Quoc, Con Son, Lien Khuong an ATC route clearance may require an aircraft to arrive at a reporting point at a predetermined time and level, or be required to depart some minutes after the aircraft with the same destination. This can lead to the actual aircraft's start-up time being much different from the TSAT time provided by the Delivery, in that case the pilot follows the sequence of the ATC Ground.

2.2.2.3 Push-back/start-up the engine

- The pilots must contact Ground within +/-5 minutes of TSAT to request push-back/start-up the engine. If the pilots are not ready within 5 minutes after the TSAT, they must contact the Delivery again to renew the TSAT.
- After receiving the clearance to push-back/start-up the engine, the pilots must act immediately without delay and must be ready to taxi within 5 minutes. For safety reasons, ATC may provide an estimated taxiing route to the holding position.
- Departing aircraft may have to cancel the issued ATC route clearances if, after pushing-back/starting-up or during taxiing, the pilots report a technical problem and request to return to the stand.
- Procedures for pushing abeam to the stand: In case departing aircraft is occupying the assigned stand to the arriving aircraft, in order to optimize the exploitation of the assigned stand, limit the waiting time, ATC coordinate with ground staffs to implement the pushing procedures abeam to the stand so that the aircraft may taxi into the stand without waiting outside the Twy.
- Implementation condition: When ATC issue a clearance to push abeam to the assigned stand, the aircraft shall be pushed with its nose wheel abeam the center line of this stand to ensure enough distance for arriving aircraft to taxi into the planned stand (adjacent to the assigned stand). ATC is responsible to inform the pilots and related ground staffs about this procedure.
- Instruction issued for departing aircraft is issued as follows: "Callsign" push-back and start-up approved, face "direction", push abeam parking...

2.2.2.4 Taxi

- ATC may issue a taxi clearance limit for the aircraft to hold before a Twy or at a certain point. The pilots are required to follow properly to restrict the wrong taxiing, affecting the air traffic flow.
- The issuance of taxiing route will be assigned by ATC, when there is any ambiguity in the instructions or doubts about the safe distance for the aircraft during taxiing route, the pilots should stop and confirm taxiing route with ATC before continuing to taxi.
- The pilots should always use the minimum power when starting engine, moving within the apron or moving from the apron Twy to other areas of the aerodrome. When taxiing on a straight Twy, the maximum speed is 30 kt. When making a turn with an angle less than 90 degrees, the speed is between 10 kt and 20 kt. When making turns with angles greater than or equal to 90 degrees, the speed should not exceed 10 kt in good weather conditions.
- When starting taxiing, the engine power is pushed up to help the aircraft move. Right after stably taxiing, the power should be back to a level sufficient to maintain the taxiing speed.
- The pilots must complete all mandatory pre-departure checks to ensure that aircraft taxi to the holding point of runway-in-use are ready for departure as soon as receipt of clearance from Tan Son Nhat aerodrome control tower. Pilots unable to comply with this requirement must inform aerodrome control tower before lining up Rwy.
- Aircraft up to ATR 72 or equivalent is recommended to take-off at intersection departures, other aircraft can take-off at intersection departures but need to inform ATC before taxiing.

2.2.2.5 Take-off

When an aircraft is issued a Rwy lining-up clearance and a take-off clearance at the time of holding on the Twy (before lining-up Rwy), the aircraft must take-off immediately in one continuous movement. Pilots unable to comply with this requirement must inform Tan Son Nhat aerodrome control tower before lining-up Rwy.

Aircraft issued with take-off clearance after lining-up Rwy, the aircraft must begin take-off run immediately.

Aircraft that receive a conditional clearance to line-up Rwy after another departing aircraft should remain behind that aircraft. Aircraft should start entering the Rwy after the receiving conditional line-up clearance when the departing aircraft on the Rwy passes that aircraft's position. However, the pilots must be cautious of the possible blast hazard as the aircraft on the Rwy increasing power. An example of such conditional clearance is "HVN123, behind the departing B737, line-up RWY 25L via S1 behind".

Aircraft that receive a conditional clearance to line-up or cross a Rwy after another arriving aircraft can cross the Rwy holding point as soon as the landing aircraft passes the Rwy entry point. An example of such conditional clearance is "HVN123, behind the landing B737, line-up RWY 07R via S10 behind".

After receiving a take-off clearance, the aircraft should start rolling as soon as possible.

1. GENERAL (contd.)

Stands 18, 19 are not used for two aircraft B747-400 simultaneously. In case stand 18 is used for aircraft B747-400, stand 19 is used for aircraft up to code C and equivalent and vice versa.

When aircraft code E taxi via Twy Z1 toward Twy V → Twy Z1 → Twy S5:
 - Stand 40 is normal operation;
 - Aircraft is allowed to park at stand 37.

When aircraft code E taxi via Twy Z1 toward Twy S5 → Twy Z1 → Twy V:
 - Stand 37 is normal operation;
 - Aircraft is allowed to park at stand 40.

When aircraft code E park at stand 1E (emergency), Twy S1 is only used for aircraft up to code C and equivalent.

When aircraft code E park at stand 2E (emergency), Twy P6 is only used for aircraft up to code C and equivalent.

1.4.1.1 Operation of aircraft B747-8

See operational capability of aircraft stands.

1.4.1.2 Operation of aircraft A350-900, B787-9.

Use Rwy 25L/07R as main Rwy for these aircraft types to take-off and land.
 Limited use of Rwy 25R/07L for these aircraft types to take-off and land.

1.4.1.3 Addition of stands 01VJ, 02VJ, 03VJ, 04VJ using for Viet Jet Aviation Joint Stock Company

Operational procedure:

- Serve for maintenance and aircraft parking overnight (without commercial purpose).
- Only used for aircraft up to A320/A321 and equivalent.
- Tow tractor is used for pushing aircraft from commercial stands to stand 01VJ, 02VJ, 03VJ, 04VJ and vice versa.

1.4.2 OPERATIONAL CAPABILITY OF NON-COMMERCIAL AIRCRAFT STANDS

Aircraft stand	Usage
1T, 2T, 3T	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). Suspend operation of the portion of Twy V (the portion from the intermediate holding position of Twys V and S3 to the intermediate holding position of Twys V and S) when there is aircraft parking. The intersections of Twy V and Twys S3, S remain normal operation during suspend operation of the portion of Twy V.
4T	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). Suspend operation of the portion of taxilane Z2 (the portion behind stands 23, 24 and stands 26, 27) when there is aircraft parking. The portion of taxilane Z2 (the portion from the intersection of Twy S5 to behind stands 25, 27) remains normal operation during suspend operation of the portion of taxilane Z2.
5T	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). - Suspend operation of taxilane Z2 when there is aircraft parking at this stand.
6T, 7T	- Used for aircraft code E (wingspan from 171' (52m) up to but not including 213' (65m)). Suspend operation of Twy Z1 (the portion behind stands from 37 to 40) when there is aircraft parking at these stands.
8T	- Used for aircraft code E (wingspan from 171' (52m) up to but not including 213' (65m)). - Suspend operation of Twy Z1 (the portion behind stands from 35,36) when there is aircraft parking at this stand.
9T	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). - Suspend operation of taxilane Z3 when there is aircraft parking at this stand.
10T	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). - Suspend operation of taxilane Z3 (the portion behind stands 42, 43 and 45, 46) when there is aircraft parking at this stand.

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9 DEC 22

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.AIRPORT.BRIEFING.

2.2.2.5 Take-off (contd)

When receiving the ATC instruction "cleared for immediate take-off", the aircraft is required to:

- If waiting at the runway-holding position, enter the Rwy to line-up and begin take-off run in one continuous movement;
- If already lined-up on the Rwy, take-off without delay;
- If unable to comply with the instructions, inform ATC immediately.

To maximize the Rwy capacity, departing aircraft will be sequenced for take-off based on, but not limited to, the following factors:

- Aircraft's readiness to take-off;
- Aircraft performance category;
- Track direction from the aerodrome, and;
- ATFM measures being applied.

Notes: ATC issue a take-off clearance to an aircraft on the Rwy when the landing aircraft on the remaining Rwy has landed normally (touching the nose wheel) on the Rwy.

2.3. Reduce runway separation minima within the aerodrome

2.3.1 Applicable condition

- During the time from 0000 to 1000 (UTC).
- Wake turbulence separation minima shall be applied.
- Visibility at least 5000 m and ceiling shall not be lower than 1000 ft.
- Tailwind component shall not exceed 5 kt.
- No adverse surface wind conditions (including high tailwind, wind shear, turbulence, etc.)
- The surface of the Rwy is dry, braking action shall not be adversely affected.
- Minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft.
- Traffic information shall be provided to the succeeding aircraft concerned by ATC.
- ATC base on landmarks (geographical target) to determine the distance (2400 m) to issue relevant clearances and ensure the distance between aircraft (Watch-supervisor and ATC are responsible for ensuring absolute safety for flight operations).
- ATC believe that pilots of the succeeding aircraft can continuously observe other aircraft involved.
- The pilots of the succeeding aircraft are responsible for ensuring a safe separation from the preceding aircraft.
- Applies to only one Rwy.

2.3.2 Applied separation for departing aircraft

The succeeding departing aircraft may be cleared for take-off when a preceding departing aircraft is airborne and has passed a point at least 2400 m from the position of the succeeding aircraft.

2.3.3 Applied separation for landing aircraft

A landing clearance may be issued to an arriving aircraft provided that at the time the arriving aircraft crosses the threshold, the following separation distances exist:

- Aircraft landing following landing aircraft: The preceding landing aircraft has vacated the Rwy or has touched down and is in the taxiing process to vacate the Rwy at a position at least 2400 m from the threshold.
- Aircraft landing following departing aircraft: The preceding departing aircraft is airborne and has passed a point at least 2400 m from the threshold.

3. EFFECT

These charts will remain effective until 0000 on 1 MAR 2023.

4. CANCELLATION

Any changes relating to the contents of these charts shall be notified by NOTAM.

1. GENERAL (contd.)

1.4.2 OPERATIONAL CAPABILITY OF NON-COMMERCIAL AIRCRAFT STANDS (contd.)

Aircraft stand	Usage
11T	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). - Suspend operation of taxiway Z4 (the portion behind stands from 47 to 49 and from 50 to 54) when there is aircraft parking at this stand.
12A, 12B	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). - Suspend operation of stand 12 when there is non-commercial aircraft (parking overnight).
12T	- Used for aircraft code E (wingspan from 171' (52m) up to but not including 213' (65m)). - Suspend operation of Twy S6 when there is aircraft parking at this stand. - Only applied when Rwy 25L is used for take-off/landing.
13T	- Used for aircraft code E (wingspan from 171' (52m) up to but not including 213' (65m)). - Suspend operation of Twy S7 when there is aircraft parking at this stand. - Only applied when Rwy 07R is used for take-off/landing.
14A, 14B	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). - Suspend operation of stand 14 when there is non-commercial aircraft (parking overnight).
14T, 16T, 20T	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)).
15T	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). - Suspend operation of Twy Z6 when there is aircraft parking at this stand.
16A, 16B	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). - Suspend operation of stand 16 when there is non-commercial aircraft (parking overnight).
17I	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). - Suspend operation of Twy Z7 when there is aircraft parking at this stand.
18T, 19T	- Used for aircraft code C (wingspan from 79' (24m) up to but not including 118' (36m)). - Suspend operation of Twy Z (the portion in front of stands from 84 to 88) when there is aircraft parking at these stands.

Notes:

- The above mentioned aircraft stands are not used for commercial operation, the aircraft which does not operate for commercial purpose is towed/pushed following ATC instructions into aircraft stands on Twys and into commercial stands to operate.
- In case the above mentioned Twys are not used for parking aircraft: Departing/Arriving aircraft applied the current taxiing procedures.
- Do not operate departing/arriving aircraft at stands 12, 14, 16 in case there is aircraft (non - commercial purpose) parking respectively at these stands.
- "Follow-me" car is provided for flights to/from Tan Son Nhat International Airport into parking/parking overnight stands during arrangement of parking/parking overnight stands on Twys.

1.4.3 AIRCRAFT TOWING/PUSHING PROCEDURES OUT/INTO STANDS

Stands from 1 to 8

- Aircraft self-taxi out of aircraft stand.
- Aircraft are pushed back to Twy V and taxi following the ATC clearances to the holding position for departure.

Stands from 9 to 16

From stands 9 to 16

- Aircraft are pushed back and started up the engine to Twy V and taxi following the ATC clearances to the holding position for departure.

From stand 15, 16

- Aircraft are pushed back and started up the engine to Twy S5, the nose of the aircraft face South/North or aircraft are pushed back and started up the engine to Twy V and taxi following the ATC clearances to the holding position for departure.

VVTS/SGN

TAN SON NHAT INTL



6 JAN 23

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HO CHI MINH, VIETNAM

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1. GENERAL (contd.)

From stands 9, 10, 11

- Aircraft are pushed back and started up the engine to Twy S3 and taxi following the ATC clearances to the holding position for departure.

From stands 13 to 16

- Aircraft are pushed back and started up the engine to Twy S4, aircraft are allowed to start up for departure.

Stands from 17 to 22

From stands 17 to 22

- Aircraft are pushed back and started up the engine to Twy S5, the nose of the aircraft face North/South and taxi following the ATC clearances to the holding position for departure.
- Aircraft A321 and equivalent or smaller are pushed back to the available stands 29, 30, 31, 32; continue towing aircraft to Twy S5 and taxi following the ATC clearances to the holding position for departure.

Notes:

During towing process of the aircraft from the available stands (29, 30, 31, 32) to TWY S5, the aircraft is not started up the engine.

From stands 17, 18

- Aircraft are pushed back and started up the engine to Twy S5 and out of Twy V, the nose of the aircraft face South and taxi following the ATC clearances to the holding position for departure; or aircraft are pushed back and started up the engine to Twy V, the nose of the aircraft face East and taxi following the ATC clearances to the holding position for departure; or aircraft are pushed back into Twy V, the nose of the aircraft face West and taxi following the ATC clearances to the holding position for departure.

From stands 20, 21, 22

- Aircraft are pushed back and started up the engine to Twy Z1, the nose of the aircraft face East and aircraft taxi following the ATC clearances to the holding position for departure.

This procedure is not applied to aircraft code E or bigger taxiing to Twy Z1 - Twy S5 when there are personnel, vehicles and facilities operating within the limited area of stand 37. Do not apply to push aircraft from stand 32 to Twy Z1 for aircraft code E due to sharp turns, unsafety.

Stands from 23 to 28

From stands 23 and 28

- Aircraft are pushed back to Twy S5, the nose of the aircraft face North and aircraft taxi following the ATC clearances to the holding position for departure.

At available stands 24 to 28

- Aircraft A321 and equivalent or smaller are pushed back to the available stand, continue towing the aircraft to the position DT3 on Twy S5, or the assigned position by the TWR's ATC and taxi following the ATC clearances to the holding position for departure.

From stand 25, 28

- Aircraft A321 and equivalent or smaller are pushed back, the nose of the aircraft face West, continue towing the aircraft to the position DT3 on Twy S5, or the assigned position by the TWR's ATC and taxi following the ATC clearances to the holding position for departure.

At available stand 23

- Aircraft A320 and equivalent or smaller are pushed back, continue to tow aircraft to the assigned position on Twy S5 for departure.

Stands from 29 to 32

From stands 29 to 32

- Aircraft are pushed back and started up the engine to Twy S5, the nose of the aircraft face North/South and aircraft taxi following the ATC clearances to the holding position for departure.

Notes:

Aircraft code E are only allowed to taxi via Twy S5 - Twy Z1 when there are no personnel, vehicles, or facilities operating within the limited area of stand 40.

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.AIRPORT.BRIEFING.

1. GENERAL (contd.)

From stand 29

- Aircraft are pushed back and started up the engine to Twy S5 and out of Twy V, the nose of the aircraft face South and aircraft taxi following the ATC clearances to the holding position for departure; or the aircraft are pushed back and started up the engine to Twy V the nose of the aircraft face East for departure; or aircraft are pushed back to Twy V, the nose of the aircraft face West and taxi following the ATC clearances to the holding position for departure.

From stands 31, 32

- Aircraft are pushed back and started up the engine to Twy Z1, the nose of the aircraft face East and aircraft taxi following the ATC clearances to the holding position for departure.
- This procedure is not applied for aircraft code E or larger taxiing on Twy Z1 - Twy S5 when there are personnel, vehicles, and facilities operating within the limited area of stand 37. Do not apply to push from stand 32 to Twy Z1 for aircraft code E due to sharp turns, unsafety.

Stands from 33 to 36

From stands 33, 34

- Aircraft are pushed back to Twy Z1, the nose of the aircraft face North/South and aircraft taxi following the ATC clearances to the holding position for departure.
- Or
- Aircraft are pushed back into Twy V/S6 and aircraft taxi following the ATC clearances to the holding position for departure.
- Aircraft up to A321 are pushed back to Twy Z, the nose of the aircraft face East, aircraft taxi following the ATC clearances to the holding position for departure.
- In case aircraft from stands 33, 34 are pushed back to Twy Z1, the nose of the aircraft face South, aircraft taxiing on Twy V must hold at the intermediate holding position in front of Twy Z1.

From stand 35

Aircraft code E and above are pushed back to Twy Z1, the nose of the aircraft face North, aircraft is towed to abeam the center line of stand 35 (DT6) and aircraft taxi following the ATC clearances to the holding position for departure.

Notes:

During pushing/towing process, aircraft is not started up the engine. Aircraft A321 or smaller when departing from stand 35, are not required to be towed to abeam stand 35 (DT6).

Or:

- Aircraft are pushed back to Twy Z1, the nose of the aircraft face South and aircraft taxi following the ATC clearances to the holding position for departure.
- Aircraft are pushed back to Twy V/S6 and taxi following the ATC clearances to the holding position for departure.
- Aircraft up to A321 are pushed back to Twy Z, the nose of the aircraft face East and aircraft taxi following the ATC clearances to the holding position for departure.

Aircraft code E or bigger are only allowed to taxi to Twy Z1 - Twy S5 when there are no personnel, vehicles or facilities operating within the limited area stand 37.

From stand 36

- Aircraft are pushed back to Twy Z1, the nose of the aircraft face West, and aircraft taxi following the ATC clearances to the holding position for departure. Or:
- Aircraft are pushed back to Twy Z1, the nose of the aircraft face South and aircraft taxi following the ATC clearances to the holding position for departure.
- Aircraft up to A321 are pushed back to Twy Z, the nose of the aircraft face East, and aircraft taxi following the ATC clearances to the holding position for departure.
- Aircraft are pushed back to Twy Z1, the nose of the aircraft face North, aircraft are towed to abeam the center line of stand 35 (DT6) and aircraft taxi following the ATC clearances to the holding position for departure.
- Aircraft are pushed back to TWY V/S6 and taxi following the ATC clearances to the holding position for departure.

Notes:

In case aircraft from stand 36 is towed to abeam stand 35, the aircraft is not allowed to start up the engine during the towing process.
When pushing the nose of the aircraft face West, the aircraft are only allowed to taxi when there are no personnel, vehicles or facilities operating within the limited area of stand 40.

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.AIRPORT.BRIEFING.

1. GENERAL (contd.)

Stands from 37 to 40

From stands 37 to 40

Aircraft are pushed back to Twy Z1, the nose of the aircraft face East or West, aircraft taxi following the ATC clearances to the holding position for departure.

In case aircraft from stands 37, 38 are pushed back to Twy Z1, the nose of the aircraft face West, aircraft taxiing on Twy S5 must hold at the intermediate holding position in front of Twy Z1.

Do not push aircraft at stands 39 and 40, the nose of the aircraft face East at the same time with the aircraft at stand 36, the nose of the aircraft face North when aircraft have not towed to position DT6 yet.

At available stand 37

Aircraft A320 and equivalent or smaller are pushed back, continue to be towed to Twy Z1 or S5 and taxi following the ATC clearances to the holding position for departure.

From stands 37, 38

Aircraft are pushed back to Twy S5, the nose of the aircraft face North and aircraft taxi following the ATC clearances to the holding position for departure.

At available stands 38, 39, 40

Aircraft A321 and equivalent or smaller are pushed back to the available stand, continue towing aircraft to Twy Z1, taxi following the ATC clearances to the holding position for departure.

Stands from 41 to 46

From stands 41 to 46

Aircraft are pushed back to Twy S5, the nose of the aircraft face North and aircraft taxi following the ATC clearances to the holding position for departure. Or:

At available stands from 41 to 46

Aircraft A320 and equivalent or smaller are pushed back, continue towing aircraft to the assigned position by the TWR's ATC on the Twy S5, the nose of the aircraft face North, aircraft taxi following the ATC clearances to the holding position for departure.

From stands 41, 44

Aircraft are pushed back, the nose of the aircraft face East, continue tow aircraft to the assigned position on Twy S5 and aircraft taxi following the ATC clearances to the holding position for departure.

Stands from 47 to 54

From stands 47, 50, 51 and 52

Aircraft are pushed back and started up the engine, the nose of the aircraft face East and aircraft taxi following the ATC clearances to the holding position for departure.

From stands 48, 53

Aircraft are pushed back, the nose of the aircraft face East, aircraft are towed to position DT1 to start up the engine, aircraft taxi and turn left to Twy S5 and continue following the ATC clearances to the holding position for departure.

At available stands 47, 48, 49, 52

Aircraft A321 and equivalent are pushed back to the available stand, continue being towed to the position DT1 or DT2 and taxi following the ATC clearances to the holding position for departure.

At stands 50, 51, 53 and 54

- Aircraft A320 and equivalent or smaller are pushed back into the available stand, continue towing aircraft to the position DT1 or DT2 and taxi following the ATC clearances to the holding position for departure.

- Aircraft operational procedures when there is no available stand: Aircraft are pushed back to position DT4, behind stands 25 and 28, or position DT5 behind the area of stands 41 and 44; the aircraft are towed to position DT3 on Twy S5, or an assigned position by the TWR's ATC for departure.

Stands from 71 to 88

From stands 71 to 88

Aircraft are pushed to Twy V or self-taxi into Twy Z following the ATC clearances to the holding position for departure.

Stands from 91 to 104

From stands 91 to 101

Aircraft are pushed back to Twy Z and aircraft taxi following the ATC clearances to the holding position for departure.

From stands 102 to 104

Aircraft are pushed back to Twy Z or Twy Z7 and aircraft taxi following the ATC clearances to the holding position for departure.

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.AIRPORT.BRIEFING.

1. GENERAL (contd.)

1.4.4 PROCEDURES OF TOWING AND PUSHING AIRCRAFT FROM COMMERCIAL STANDS TO STANDS FOR PARKING ON Twy/NON-COMMERCIAL STANDS AND VICE VERSA

Stand 4T:

- Aircraft is towed/pushed from apron - ... - S5 - Z2 - stand 4T (used when stand 5T is available).
- Aircraft from stand 4T - pushed back to Twy S5 - into the allocated stand.

Stand 5T:

- Aircraft is towed/pushed from apron - ... - S5 - Z2 - stand 5T.
- Aircraft from stand 5T - pushed back to Twy S5 - into the allocated stand.

Stand 8T:

- Aircraft is towed/pushed from apron - ... - S5 - Z1 - stand 8T (in case aircraft is towed via Twy Z1, stands 6T and 7T are available).
- Aircraft from stand 8T - towed into the allocated stand.

Stand 9T:

- Aircraft is towed/pushed from apron - ... - S5 - Z3 - stand 9T.
- Aircraft from stand 9T - pushed back to Twy S5 - into the allocated stand.

Stand 10T:

- Aircraft is towed/pushed from apron - ... - S5 - Z3 - stand 10T (used when stand 9T is available).
- Aircraft from stand 10T - pushed back to Twy S5 - into the allocated stand.

Stand 11T:

- Aircraft is towed/pushed from apron - ... - S5 - stand 11T.
- Aircraft from stand 11T - ... towed/pushed back into the allocated stand or pushed back to Twy Z3/Z2 and towed into the allocated stand.

Stand 12A:

- Aircraft is towed/pushed from apron - ... - V - towed to stand 12A.
- Aircraft from stand 12A - pushed to Twy V - into the allocated stand.

Stand 12B:

- Aircraft is towed/pushed from apron - ... - V - stand 12B (aircraft is not allowed to tow into stand 12B in case there is aircraft parking at stand 12A).
- Aircraft from stand 12B - pushed to Twy V - into the allocated stand (aircraft at stand 12B is not allowed to push back in case there is aircraft parking at stand 12A).

Stand 14A:

- Aircraft is towed/pushed from apron - ... - V - stand 14A.
- Aircraft from stand 14A - pushed to Twy V - into the allocated stand.

Stand 14B:

- Aircraft is towed/pushed from apron - ... - V - stand 14B (aircraft is not allowed to tow into stand 14B in case there is aircraft parking at stand 14A).
- Aircraft from stand 14B - pushed to Twy V - into the allocated stand (aircraft at stand 14B is not allowed to push back in case there is aircraft parking at stand 14A).

Stand 16A:

- Aircraft is towed/pushed from apron - ... - V - stand 16A.
- Aircraft from stand 16A - pushed to Twy V - into the allocated stand.

Stand 16B:

- Aircraft is towed/pushed from apron - ... - V - stand 16B (aircraft is not allowed to tow into stand 16B in case there is aircraft parking at stand 16A).
- Aircraft from stand 16B - pushed to Twy V - into the allocated stand (aircraft at stand 16B is not allowed to push back in case there is aircraft parking at stand 16A).

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.AIRPORT.BRIEFING.

1. GENERAL (contd.)

1.4.5. AIRCRAFT OPERATIONAL PROCEDURES

Notes:

In case it is necessary to implement differently from the issued aircraft operational procedures as below, pilots follow ATC instructions strictly.

Stands from 1 to 8

For take-off aircraft

- Rwy 25L: Aircraft taxi via Twy S/V - Twy S3/S1 - the Rwy-holding position of Rwy 25L for departure.
- Rwy 25R: Aircraft taxi via Twy S/V - (Twy S3/S4 - Twy P1)/(Twy S5 - Twy P2) - the Rwy-holding position of Rwy 25R for departure.
- Rwy 07L: Aircraft taxi via Twy S/V/(Twy S - Twy S5 - Twy V) - Twy S10 - Rwy 25L/07R - Twy P6/(Twy S8 - Rwy 25L/07R - Twy P5 - Twy P4 - Twy P6) - the Rwy-holding position of Rwy 07L for departure.
- Rwy 07R: Aircraft taxi via Twy S/V/(Twy S - Twy S5 - Twy V) - Twy S8/S10 - the Rwy-holding position of Rwy 07R for departure.

For landing aircraft

- Rwy 25L: Rwy 25L/07R - Twy S6/S7/S8/S10 - Twy V/(Twy S - Twy S6/S5/S3 - Twy V) - stands.
- Rwy 25R: Rwy 25R/07L - (Twy P5 - Twy S8)/(Twy P6 - Twy S10)/(Twy P4 - Twy P5 - Twy S8)/P6 - Twy P4 - Twy P5 - Twy S8/P4 - Twy P6 - Twy S10) - Twy V/(Twy S - Twy S6/S5/S3 - Twy V) - stands.
- Rwy 07L: Rwy 07L/25R - Twy P2/P1/(Twy P3 - Twy P2) - Twy S5/S4/S3 - Twy V - stands.
- Rwy 07R: Rwy 07R/25L - Twy S6/S5/S4/S3/S1 - Twy V - stands.

Stands from 9 to 16

For take-off aircraft

- Rwy 25L: Aircraft are pushed back to taxi via Twy V - Twy S3/S1 - the Rwy-holding position of Rwy 25L for departure.
- Rwy 25R: Aircraft are pushed back to taxi via Twy V - (Twy S3/S4 - Twy P1)/(Twy S5 - Twy P2)/(Twy S5 - Twy P2 - Twy P3 - Twy P1) - the Rwy-holding position of Rwy 25R for departure.
- Rwy 07L: Aircraft are pushed back to taxi via Twy V/(Twy V - Twy S5/S6/V1/S7/S8 - Twy S) - (Twy S10 - Rwy 25L/07R - Twy P6)/Twy S8 - Rwy 25L/07R - Twy P5 - Twy P4 - Twy P6) - the Rwy-holding position of Rwy 07L for departure.
- Rwy 07R: Aircraft are pushed back to taxi via Twy V/(Twy V - Twy S5/S6/V1/S7 - Twy S) - Twy S8/S10 - the Rwy-holding position of Rwy 07R for departure.

For landing aircraft

- Rwy 25L: Rwy 25L/07R - Twy S7/S8/S10 - Twy V/(Twy S - Twy S6/S5/S3/S4 - Twy V) - stands.
- Rwy 25R: Rwy 25R/07L - (Twy P5 - Twy S8)/(Twy P6 - Twy S10)/(Twy P4 - Twy P5 - Twy S8) - Twy V/(Twy S - Twy S6/S5/S3 - Twy V) - stands.
- Rwy 07L: Rwy 07L/25R - Twy P2/P1/(Twy P3 - Twy P2) - Twy S5/S4/S3 - Twy V - stands.
- Rwy 07R: Rwy 07R/25L - Twy S5/S4/S3/S1 - Twy V - stands.

Stands from 17 to 22

For take-off aircraft

- Rwy 25L: Aircraft are pushed back to taxi via Twy S5 - Twy V/S - Twy S3/S1 - the Rwy-holding position of Rwy 25L for departure.
- Rwy 25R: Aircraft are pushed back to taxi via Twy S5 - Twy P2/(Twy S - Twy S4 - Twy P1)/(Twy P2 - Twy P3 - Twy P1) - the Rwy-holding position of Rwy 25R for departure.
- Rwy 07L: Aircraft are pushed back to taxi via Twy S5 - Twy V/(Twy Z1 - Twy V)/Twy S - (Twy S10 - Rwy 25L/07R - Twy P6)/(Twy S8 - Rwy 25L/07R - Twy P5 - Twy P4 - Twy P6) - the Rwy-holding position of Rwy 07L for departure.
- Rwy 07R: Aircraft are pushed back to taxi via Twy S5 - Twy V/(Twy Z1/Z6/Z7 - Twy V)/S - Twy S8/S10 - the Rwy-holding position of Rwy 07R for departure.

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1. GENERAL (contd.)

Stands from 17 to 22

For landing aircraft

- Rwy 25L: Rwy 25L/07R - Twy S7/S8/S10 - Twy V/(Twy S - Twy S6/S5 - Twy V) - Twy S5/(Twy Z1 - Twy S5) - stands.
- Rwy 25R: Rwy 25R/07L - (Twy P5 - Twy S8)/(Twy P6 - Twy S10)/(Twy P4 - Twy P5 - Twy S8) - Twy V/(Twy S - Twy S6/S5 - Twy V) - Twy S5/(Twy Z1 - Twy S5) - stands.
- Rwy 07L: Rwy 07L/25R - Twy P2/P1/(Twy P3 - Twy P2) - Twy S5/(Twy S4 - Twy S/V - Twy S5) - stands.
- Rwy 07R: Rwy 07R/25L - Twy S5/S4/S3/S1 - Twy S/V - Twy S5 - stands.

Stands from 23 to 28

For take-off aircraft

- Rwy 25L: Aircraft are pushed back to taxi via Twy S5/(taxilane Z2 - Twy S5) - Twy V/S - Twy S3/S1 - the Rwy-holding position of Rwy 25L for departure.
- Rwy 25R: Aircraft are pushed back to taxi via Twy S5/(taxilane Z2 - Twy S5) - Twy P2/(Twy S - Twy S4 - Twy P1)/(Twy P2 - Twy P3 - Twy P1) - the Rwy-holding position of Rwy 25R for departure.
- Rwy 07L: Aircraft are pushed back to taxi via Twy S5/(taxilane Z2 - Twy S5) - Twy V/(Twy Z1 - Twy V)/Twy S - (Twy S10 - Rwy 25L/07R - Twy P6)/(Twy S8 - Rwy 25L/07R - Twy P5 - Twy P4 - Twy P6) - the Rwy-holding position of Rwy 07L for departure.
- Rwy 07R: Aircraft are pushed back to taxi via Twy S5/(taxilane Z2 - Twy S5) - Twy V/(Twy Z1 - Twy V)/Twy S - Twy S8/S10 - the Rwy-holding position of Rwy 07R for departure.

For landing aircraft

- Rwy 25L: Rwy 25L/07R - Twy S7/S8/S10 - Twy V/(Twy S - Twy V1/S6/S5 - Twy V) - Twy S5/(Twy Z1 - Twy S5)/(Twy Z7/Z6 - Twy Z - Twy Z1 - Twy S5) - taxilane Z2 - stands.
- Rwy 25R: Rwy 25R/07L - (Twy P5 - Twy S8)/(Twy P6 - Twy S10)/(Twy P4 - Twy P5 - Twy S8) - Twy V/(Twy S - Twy V1/S6/S5 - Twy V) - Twy S5/(Twy Z1 - Twy S5)/(Twy Z7/Z6 - Twy Z - Twy Z1 - Twy S5) - taxilane Z2 - stands.
- Rwy 07L: Rwy 07L/25R - Twy P2/P1/(Twy P3 - Twy P2) - Twy S5/(Twy S4 - Twy S/V - Twy S5) - taxilane Z2 - stands.
- Rwy 07R: Rwy 07R/25L - Twy S5/S4/S3/S1 - Twy S/V - Twy S5 - taxilane Z2 - stands.

Stands from 29 to 32

For take-off aircraft

- Rwy 25L: Aircraft are pushed back to taxi via Twy S5 - Twy V/S - Twy S3/S1 - the Rwy-holding position of Rwy 25L for departure.
- Rwy 25R: Aircraft are pushed back to taxi via Twy S5 - Twy P2/(Twy S - Twy S4 - Twy P1) - the Rwy-holding position of Rwy 25R for departure.
- Rwy 07L: Aircraft are pushed back to taxi via Twy S5 - Twy V/(Twy Z1 - Twy V)/(Twy S5 - Twy S) - (Twy S10 - Rwy 25L/07R - Twy P6)/(Twy S8 - Rwy 25L/07R - Twy P5 - Twy P4 - Twy P6) - the Rwy-holding position of Rwy 07L for departure.
- Rwy 07R: Aircraft are pushed back to taxi via Twy S5 - Twy V/(Twy Z1 - Twy V)/(Twy S5 - Twy S) - Twy S8/S10 - the Rwy-holding position of Rwy 07R for departure.

For landing aircraft

- Rwy 25L: Rwy 25L/07R - Twy S7/S8/S10 - Twy V/(Twy S - Twy S6/S5 - Twy V) - Twy S5/(Twy Z1 - Twy S5) - stands.
- Rwy 25R: Rwy 25R/07L - (Twy P5 - Twy S8)/(Twy P6 - Twy S10)/(Twy P4 - Twy P5 - Twy S8) - Twy V/(Twy S - Twy S6/S5 - Twy V) - Twy S5/(Twy Z1 - Twy S5) - stands.
- Rwy 07L: Rwy 07L/25R - Twy P2/P1/(Twy P3 - Twy P2) - Twy S5/(Twy S4 - Twy S/V - Twy S5) - stands.
- Rwy 07R: Rwy 07R/25L - Twy S5/S4/S3/S1 - Twy S/V - Twy S5 - stands.

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.AIRPORT.BRIEFING.

1. GENERAL (contd.)

Stands from 33 to 36

For take-off aircraft

- Rwy 25L: Aircraft are pushed back to taxi via Twy Z1 - Twy S5/V - Twy S5 - Twy V/S - Twy S3/S1 - the Rwy-holding position of Rwy 25L for departure.
- Rwy 25R: Aircraft are pushed back to taxi via Twy Z1 - Twy S5/V - Twy S5 - Twy P2/(Twy S - Twy S4 - Twy P1) - the Rwy-holding position of Rwy 25R for departure.
- Rwy 07L: Aircraft are pushed back to taxi via Twy Z1 - Twy V - (Twy S10 - Rwy 25L/07R - Twy P6)/(Twy S8 - Rwy 25L/07R - Twy P5 - Twy P4 - Twy P6) - the Rwy-holding position of Rwy 07L for departure.
- Rwy 07R: Aircraft are pushed back to taxi via Twy Z1 - Twy V - Twy S8/S10 - the Rwy-holding position of Rwy 07R for departure.

For landing aircraft

- Rwy 25L: Rwy 25L/07R - Twy S7/S8/S10 - Twy V/(Twy S - Twy S6) - Twy Z1 - stands.
- Rwy 25R: Rwy 25R/07L - (Twy P5 - Twy S8)/(Twy P6 - Twy S10)/(Twy P4 - Twy P5 - Twy S8) - Twy V/(Twy S - Twy S6) - Twy Z1 - stands.
- Rwy 07L: Rwy 07L/25R - Twy P2/P1/(Twy P3 - Twy P2) - Twy S5/(Twy S4 - Twy S/V - Twy S5) - Twy S5/V - Twy Z1 - stands.
- Rwy 07R: Rwy 07R/25L - Twy S5/(Twy S4/S3/S1 - Twy S/V - Twy S5) - Twy S5/V - Twy Z1 - stands or Rwy 07R/25L - Twy S6 - Twy Z1 - stands.

Stands from 37 to 40

For take-off aircraft

- Rwy 25L: Aircraft are pushed back to taxi via Twy Z1 - Twy S5/V - Twy S5 - Twy V/S - Twy S3/S1 - the Rwy-holding position of Rwy 25L for departure.
- Rwy 25R: Aircraft are pushed back to taxi via Twy Z1 - Twy S5/V - Twy S5 - Twy P2/(Twy S - Twy S4 - Twy P1) - the Rwy-holding position of Rwy 25R for departure.
- Rwy 07L: Aircraft are pushed back to taxi via Twy Z1 - Twy V/(Twy S5 - Twy S) - (Twy S10 - Rwy 25L/07R - Twy P6)/(Twy S8 - Rwy 25L/07R - Twy P5 - Twy P4 - Twy P6) - the Rwy-holding position of Rwy 07L for departure.
- Rwy 07R: Aircraft are pushed back to taxi via Twy Z1 - Twy V/(Twy S5 - Twy S) - Twy S8/S10 - the Rwy-holding position of Rwy 07R for departure.

For landing aircraft

- Rwy 25L: Rwy 25L/07R - Twy S7/S8/S10 - Twy V/(Twy V - Twy Z7/Z6 - Twy Z)/(Twy S - Twy S6/S5) - Twy Z1 - stands.
- Rwy 25R: Rwy 25R/07L - (Twy P5 - Twy S8)/(Twy P6 - Twy S10)/(Twy P4 - Twy P5 - Twy S8) - Twy V/(Twy V - Twy Z7/Z6 - Twy Z)/(Twy S - Twy S6/S5) - Twy Z1 - stands.
- Rwy 07L: Rwy 07L/25R - Twy P2/P1/(Twy P3 - Twy P2) - Twy S5/(Twy S4 - Twy S/V - Twy S5) - Twy S5/V - Twy Z1 - stands.
- Rwy 07R: Rwy 07R/25L - Twy S5/(Twy S4/S3/S1 - Twy S/V - Twy S5) - Twy S5/V - Twy Z1 - stands.

Stands from 41 to 46

For take-off aircraft

- Rwy 25L: Aircraft are pushed back to taxi via Twy S5/(taxilane Z3 - Twy S5) - Twy V/S - Twy S3/S1 - the Rwy-holding position of Rwy 25L for departure.
- Rwy 25R: Aircraft are pushed back to taxi via Twy S5/(taxilane Z3 - Twy S5) - Twy P2/(Twy S - Twy S4 - Twy P1) - the Rwy-holding position of Rwy 25R for departure.
- Rwy 07L: Aircraft are pushed back to taxi via Twy S5/(taxilane Z3 - Twy S5) - Twy V/(Twy Z1 - Twy V)/(Twy S5 - Twy S) - (Twy S10 - Rwy 25L/07R - Twy P6)/(Twy S8 - Rwy 25L/07R - Twy P5 - Twy P4 - Twy P6) - the Rwy-holding position of Rwy 07L for departure.
- Rwy 07R: Aircraft are pushed back to taxi via Twy S5/(taxilane Z3 - Twy S5) - Twy V/(Twy Z1 - Twy V)/(Twy S5 - Twy S) - Twy S8/S10 - the Rwy-holding position of Rwy 07R for departure.

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.AIRPORT.BRIEFING.

1. GENERAL (contd.)

Stands from 41 to 46

For landing aircraft

- Rwy 25L: Rwy 25L/07R - Twy S7/S8/S10 - Twy V/(Twy S - Twy V1/S6/S5 - Twy V) - Twy S5/(Twy Z1 - Twy S5)/(Z7/Z6 - Twy Z - Twy Z1 - Twy S5) - taxilane Z3 - stands.
- Rwy 25R: Rwy 25R/07L - (Twy P5 - Twy S8)/(Twy P6 - Twy S10)/(Twy P4 - Twy P5 - Twy S8) - Twy V/(Twy S - Twy V1/S6/S5 - Twy V) - Twy S5/(Twy Z1 - Twy S5)/(Twy Z7/Z6 - Twy Z - Twy Z1 - Twy S5) - taxilane Z3 - stands.
- Rwy 07L: Rwy 07L/25R - Twy P2/P1/(Twy P3 - Twy P2) - Twy S5/(Twy S4 - Twy S/V - Twy S5) - taxilane Z3 - stands.
- Rwy 07R: Rwy 07R/25L - Twy S5/S4/S3/S1 - Twy S/V - Twy S5 - taxilane Z3 - stands.

Stands from 47 to 54

For take-off aircraft

- Rwy 25L: Aircraft are pushed back to taxi via taxilane Z4 - Twy S5 - Twy V/S - Twy S3/S1 - the Rwy-holding position of Rwy 25L for departure.
- Rwy 25R: Aircraft are pushed back to taxi via taxilane Z4 - Twy S5 - Twy P2/(Twy S - Twy S4 - Twy P1) - the Rwy-holding position of Rwy 25R for departure.
- Rwy 07L: Aircraft are pushed back to taxi via taxilane Z4 - Twy S5 - Twy V/(Twy Z1 - Twy V)/(Twy S5 - Twy S) - (Twy S10 - Rwy 25L/07R - Twy P6)/(Twy S8 - Rwy 25L/07R - Twy P5 - Twy P4 - Twy P6) - the Rwy-holding position of Rwy 07L for departure.
- Rwy 07R: Aircraft are pushed back to taxi via taxilane Z4 - Twy S5 - Twy V/(Twy Z1 - Twy V)/(Twy S5 - Twy S) - Twy S8/S10 - the Rwy-holding position of Rwy 07R for departure.

For landing aircraft

- Rwy 25L: Rwy 25L/07R - Twy S7/S8/S10 - Twy V/(Twy S - Twy V1/S6/S5 - Twy V) - Twy S5/(Twy Z1 - Twy S5)/(Twy Z7/Z6 - Twy Z - Twy Z1 - Twy S5) - taxilane Z4 - stands.
- Rwy 25R: Rwy 25R/07L - (Twy P5 - Twy S8)/(Twy P6 - Twy S10)/(Twy P4 - Twy P5 - Twy S8) - Twy V/(Twy S - Twy V1/S6/S5 - Twy V) - Twy S5/(Twy Z1 - Twy S5)/(Twy Z7/Z6 - Twy Z - Twy Z1 - Twy S5) - taxilane Z4 - stands.
- Rwy 07L: Rwy 07L/25R - Twy P2/P1/(Twy P3 - Twy P2) - Twy S5/(Twy S4 - Twy S/V - Twy S5) - taxilane Z4 - stands.
- Rwy 07R: Rwy 07R/25L - Twy S5/S4/S3/S1 - Twy S/V - Twy S5 - taxilane Z4 - stands.

Stands from 71 to 88

For take-off aircraft

- Rwy 25L: Aircraft taxi on Twy Z - Twy Z1 - Twy V - Twy V/(Twy S5 - Twy S) - Twy S3/S1 - the Rwy-holding position of Rwy 25L for departure.
- Rwy 25R: Aircraft are pushed back to taxi via Twy Z - Twy Z1 - Twy V - Twy S5 - Twy P2/(Twy S - Twy S4 - Twy P1) - the Rwy-holding position of Rwy 25R for departure.
- Rwy 07L: Aircraft are pushed back to taxi via Twy Z - Twy Z1/Z6/Z7 - Twy V/(Twy V - Twy S6/V1/S7/S8 - Twy S) - (Twy S10 - Rwy 25L/07R - Twy P6)/(Twy S8 - Rwy 25L/07R - Twy P5 - Twy P4 - Twy P6) - the Rwy-holding position of Rwy 07L for departure.
- Rwy 07R: Aircraft are pushed back to taxi via Twy Z - Twy Z1/Z6/Z7 - Twy V/(Twy V - Twy S6/V1/S7 - Twy S) - Twy S8/S10 - the Rwy-holding position of Rwy 07R for departure.

For landing aircraft

- Rwy 25L: Rwy 25L/07R - Twy S7/S8/S10 - Twy V/(Twy S - Twy S8/S7/V1/S6 - Twy V) - stands.
- Rwy 25R: Rwy 25R/07L - (Twy P5 - Twy S8)/(Twy P6 - Twy S10)/(Twy P4 - Twy P5 - Twy S8) - Twy V/(Twy S - Twy S8/S7/V1/S6 - Twy V) - stands.
- Rwy 07L: Rwy 07L/25R - Twy P2/P1/(Twy P3 - Twy P2) - Twy S5/(Twy S4 - Twy S/V - Twy S5) - Twy V/(Twy S - Twy S6/V1/S7 - Twy V) - stands.
- Rwy 07R: Rwy 07R/25L - Twy S5/S4/S3/S1 - Twy V/(Twy S - Twy S5/S6/V1/S7 - Twy V) - stands.

VVTS/SGN

TAN SON NHAT INTL



6 JAN 23

10-1P12

HO CHI MINH, VIETNAM

.AIRPORT.BRIEFING.

1. GENERAL (contd.)

Stands from 91 to 104

For take-off aircraft

- Rwy 25L: Aircraft are pushed back to taxi via Twy Z - Twy Z1 - Twy V - Twy V/(Twy S5 - Twy S) - Twy S3/S1 - the Rwy-holding position of Rwy 25L for departure.
- Rwy 25R: Aircraft are pushed back to taxi via Twy Z - Twy Z1 - Twy V - Twy S5 - Twy P2/(Twy S - Twy S4 - Twy P1) - the Rwy-holding position of Rwy 25R for departure.
- Rwy 07L: Aircraft are pushed back to taxi via Twy Z - Twy Z1/Z6/Z7 - Twy V/(Twy V - Twy S6/V1/S7/S8 - Twy S) - (Twy S10 - Rwy 25L/07R - Twy P6)/(Twy S8 - Rwy 25L/07R - Twy P5 - Twy P4 - Twy P6) - the Rwy-holding position of Rwy 07L for departure.
- Rwy 07R: Aircraft are pushed back to taxi via Twy Z - Twy Z1/Z6/Z7 - Twy V/(Twy V - Twy S6/V1/S7 - Twy S) - Twy S8/S10 - the Rwy-holding position of Rwy 07R for departure.

For landing aircraft

- Rwy 25L: Rwy 25L/07R-Twy S7/S8/S10-Twy V/(Twy S - Twy S8/S7/V1/S6 - Twy V) - Twy Z7/Z6/Z1 - Twy Z - stands.
- Rwy 25R: Rwy 25R/07L - (Twy P5 - Twy S8)/(Twy P6 - Twy S10)/(Twy P4 - Twy P5 - Twy S8) - Twy V/(Twy S - Twy S7/V1/S6 - Twy V) - Twy Z7/Z6/Z1 - Twy Z - stands.
- Rwy 07L: Rwy 07L/25R - Twy P2/P1/(Twy P3 - Twy P2) - Twy S5/(Twy S4 - Twy S/V - Twy S5) - Twy V/(Twy S - Twy S6/V1/S7 - Twy V) - Twy Z1/Z6/Z7 - Twy Z - stands.
- Rwy 07R: Rwy 07R/25L - Twy S5/S4/S3/S1 - Twy V/(Twy S - Twy S5/S6/V1/S7 - Twy V) - Twy Z1/Z6/Z7 - Twy Z - stands.

1.4.6. TAXIING PROCEDURES OF OTHER AIRCRAFT WHEN THERE IS AIRCRAFT PARKING AT STANDS.

1.4.6.1. Taxiing procedures of other aircraft when there is aircraft parking at stand 4T

For departing aircraft

- Stands 23, 24, 26, 27: Aircraft is not allowed to push from stands 23, 24, 26, 27 for departure.
- Stands 25, 28: Aircraft is pushed back to Twy S5, the nose of aircraft is to the North, aircraft taxi to the holding position for departure.
- Remaining stands: Applied the current procedures.

For arriving aircraft

- Stands 23, 24, 26, 27: Aircraft is not allowed to taxi into stands 23, 24, 26, 27.
- Stands 25, 28: After landing, aircraft taxi following the current taxiing procedures into stands 25, 28.
- Remaining stands: Applied the current procedures.

1.4.6.2. Taxiing procedures of other aircraft when there is aircraft parking at stand 5T

For departing aircraft

- Stands 23, 24, 25, 26, 27, 28: Aircraft is not allowed to push from stands 23, 24, 25, 26, 27, 28 for departure.
- Remaining stands: Applied the current procedures.

For arriving aircraft

- Stands 23, 24, 25, 26, 27, 28: Aircraft is not allowed to taxi into stands 23, 24, 25, 26, 27, 28.
- Remaining stands: Applied the current procedures.

1.4.6.3. Taxiing procedures of other aircraft when there is aircraft parking at stand 8T

For departing aircraft

- Stands 35, 36: Aircraft is not allowed to push from stands 35, 36 for departure.
- Stands 33, 34: Aircraft is pushed back to Twy Z/V for departure.
- Remaining stands: Applied the current procedures, except for taxiing procedures via Twy Z1 (the portion behind stands 35, 36).

Note: Pushing back to Twy Z is only applied for aircraft up to code C and equivalent.

For arriving aircraft

- Stands 35, 36: Aircraft is not allowed to taxi into stands 35, 36.
- Remaining stands: Applied the current procedures, except for taxiing procedures via Twy Z1 (the portion behind stands 35, 36).

VVTS/SGN



HO CHI MINH, VIETNAM

TAN SON NHAT INTL

6 JAN 23

(10-1P13)

.AIRPORT.BRIEFING.

1. GENERAL (contd.)

1.4.6.4. Taxiing procedures of other aircraft when there is aircraft parking at stand 9T

For departing aircraft

- Stands 41, 42, 43, 44, 45, 46: Aircraft is not allowed to push from stands 41, 42, 43, 44, 45, 46 for departure.
- Remaining stands: Applied the current procedures.

For arriving aircraft

- Stands 41, 42, 43, 44, 45, 46: Aircraft is not allowed to taxi into stands 41, 42, 43, 44, 45, 46.
- Remaining stands: Applied the current procedures.

1.4.6.5. Taxiing procedures of other aircraft when there is aircraft parking at stand 10T

For departing aircraft

- Stands 42, 43, 45, 46: Aircraft is not allowed to push from stands 42, 43, 45, 46 for departure.
- Stands 41, 44: Aircraft is pushed back to Twy S5, the nose of aircraft is to the North, aircraft taxi to the holding position for departure.
- Remaining stands: Applied the current procedures.

For arriving aircraft

- Stands 42, 43, 45, 46: Aircraft is not allowed to taxi into stands 42, 43, 45, 46.
- Stands 41, 44: After landing, aircraft applied the current taxiing procedures into stands 41, 44.
- Remaining stands: Applied the current procedures.

1.4.6.6. Taxiing procedures of other aircraft when there is aircraft parking at stand 11T

For departing aircraft

- Stands from 47 to 54: Aircraft is not allowed to push from stands 47 to 54 for departure.
- Remaining stands: Applied the current procedures.

For arriving aircraft

- Stands from 47 to 54: Aircraft is not allowed to taxi into stands from 47 to 54.
- Remaining stands: Applied the current procedures.

1.4.6.7. Taxiing procedures of other aircraft when there is aircraft parking at stands 12A, 12B, 14A, 14B, 16A, 16B

- For departing aircraft: Applied the current procedures.
- For arriving aircraft: Applied the current procedures.

1.4.7. OPERATIONAL LIMITATIONS

- Departure aircraft taxi on Twy S - turn left into Twy S3 or taxi on Twy S - turn right into Twy S4: Only applied for aircraft up to A321 and equivalent.
- Landing aircraft after vacating Rwy 07R/25L via Twy S4 - turn left into Twy S or taxi to Twy S3 - turn right into Twy S: Only applied for aircraft up to A321 and equivalent (Aircraft vacate Rwy via Twy S1: Applied the current procedure).
- Aircraft from Twy S - turn left into Twy S6, are not allowed to turn left into Twy V.
- Aircraft from Twy V - turn right into Twy S6, are not allowed to turn right into Twy S.
- Aircraft from Twy S8 are not allowed to turn right into Twy V and vice versa.
- Aircraft from Twy S are not allowed to turn left into Twy S8 and vice versa.
- In case aircraft are pushed back from stands 9 to 16 into Twys S3, S4, S5 for departure, aircraft are not allowed to taxi on Twy S (the portion crossing the respective Twys on which aircraft are pushed back).
- Aircraft code E are only allowed to taxi via Twy S5 - Twy Z1 when there are no personnel, vehicle, facilities operating within the limited area of stand 40.
- Aircraft code E are only allowed to taxi via Twy Z1 - Twy S5 when there are no personnel, vehicle, facilities operating within the limited area of stand 37.
- When an aircraft holding on Twys S3, S4, S5, S6, S7, V1, S8, S9, S10 the portion between Twy V and Twy S, other aircraft are not allowed to operate on Twy S or Twy V behind the holding aircraft.
- When an aircraft holding on Twys S3, S4, S5, S6, S7, S8, S9 in front of Rwy 25L/07R, other aircraft are not allowed to operate on Twy S behind the holding aircraft.
- Twys, taxilanes Z, Z2, Z3, Z4, Z6, Z7 are used for aircraft up to code C (wingspan 118'(36m)) and equivalent.
- When an aircraft landing at Rwy 07R, TWR does not allow aircraft to hold on Twy S8 in front of Rwy 07R/25L.
- For aircraft with failure of generators (APU):
 - Aircraft with failed APU are not operated stands 23, 24, 25, 26, 27, 28, 41, 42, 43, 44, 45, 46, 48, 49, 53, 54 and aircraft code E at stands 35, 36.
 - In case of unexpected failure of APU: The aircraft must be towed to an appropriate stand following ATC clearances.

VVTS/SGN

TAN SON NHAT INTL

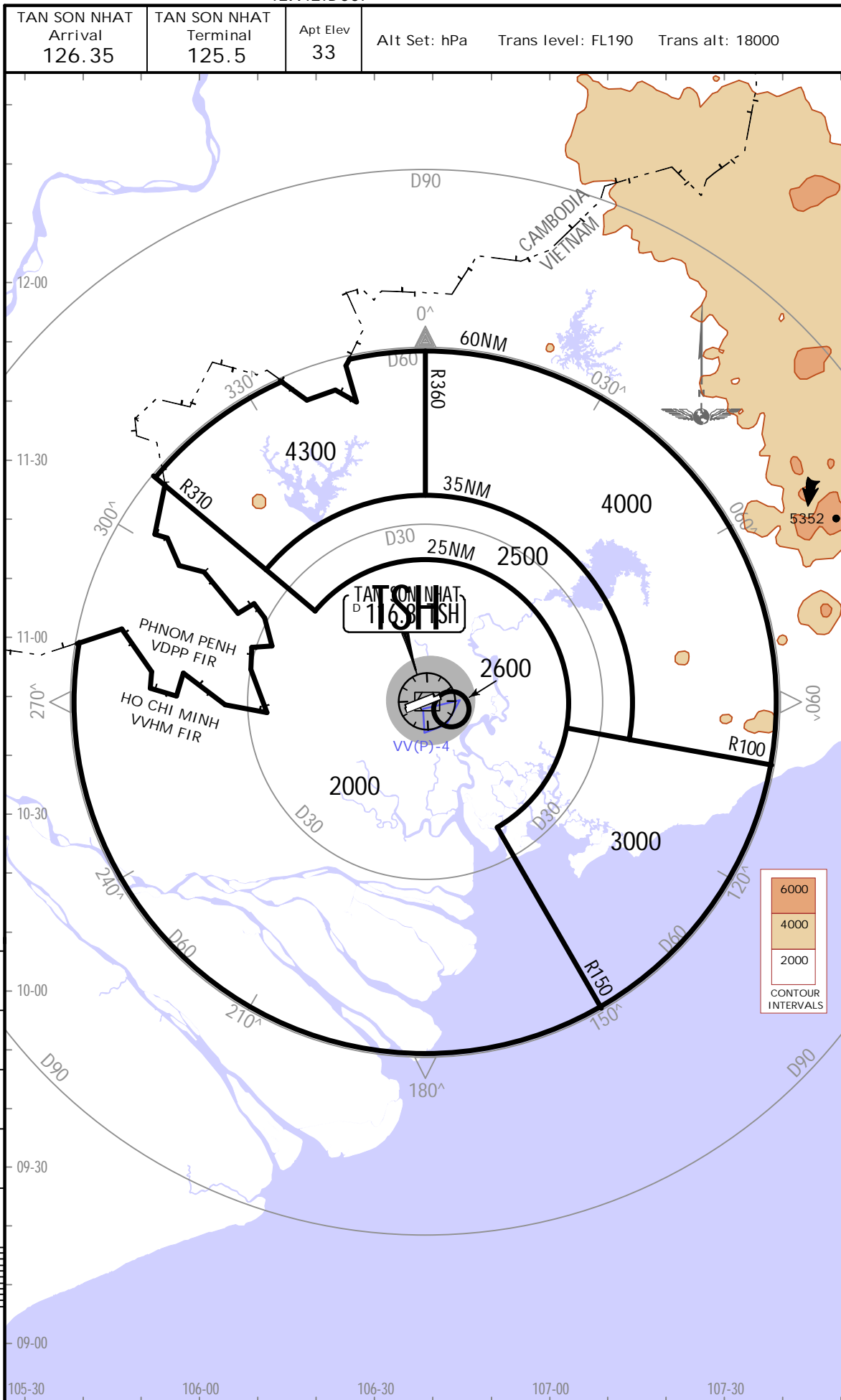
26 NOV 21
.Eff.2.Dec.

JEPPESSEN

10-1R

HO CHI MINH, VIETNAM

.RADAR.MINIMUM.ALTITUDES.

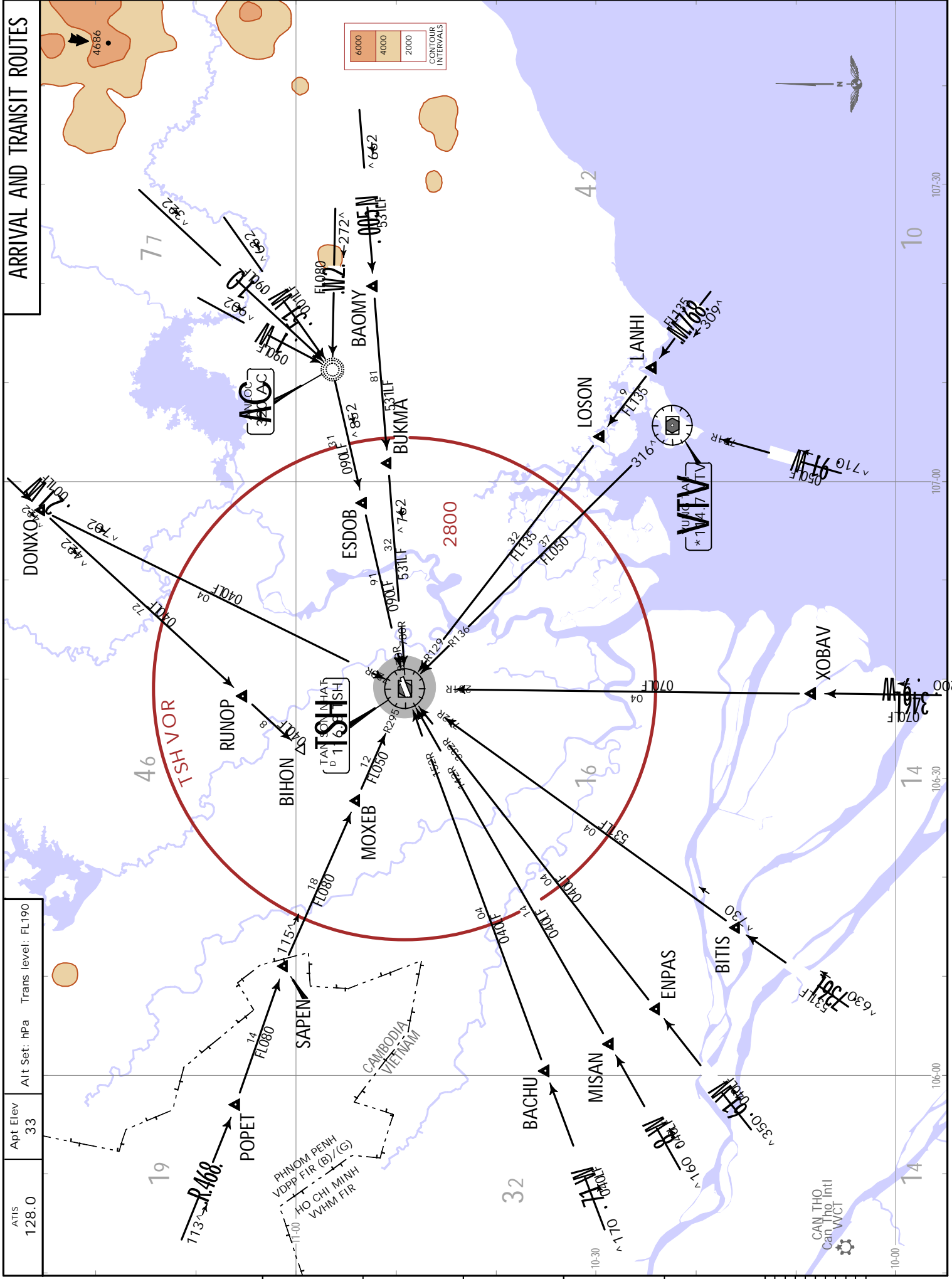


**HO CHI MINH
VIETNAM**
ARRIVAL
26 NOV 21 10-2 .Eff. 2.Dec.

JEPPESEN

ARRIVAL AND TRANSIT ROUTES

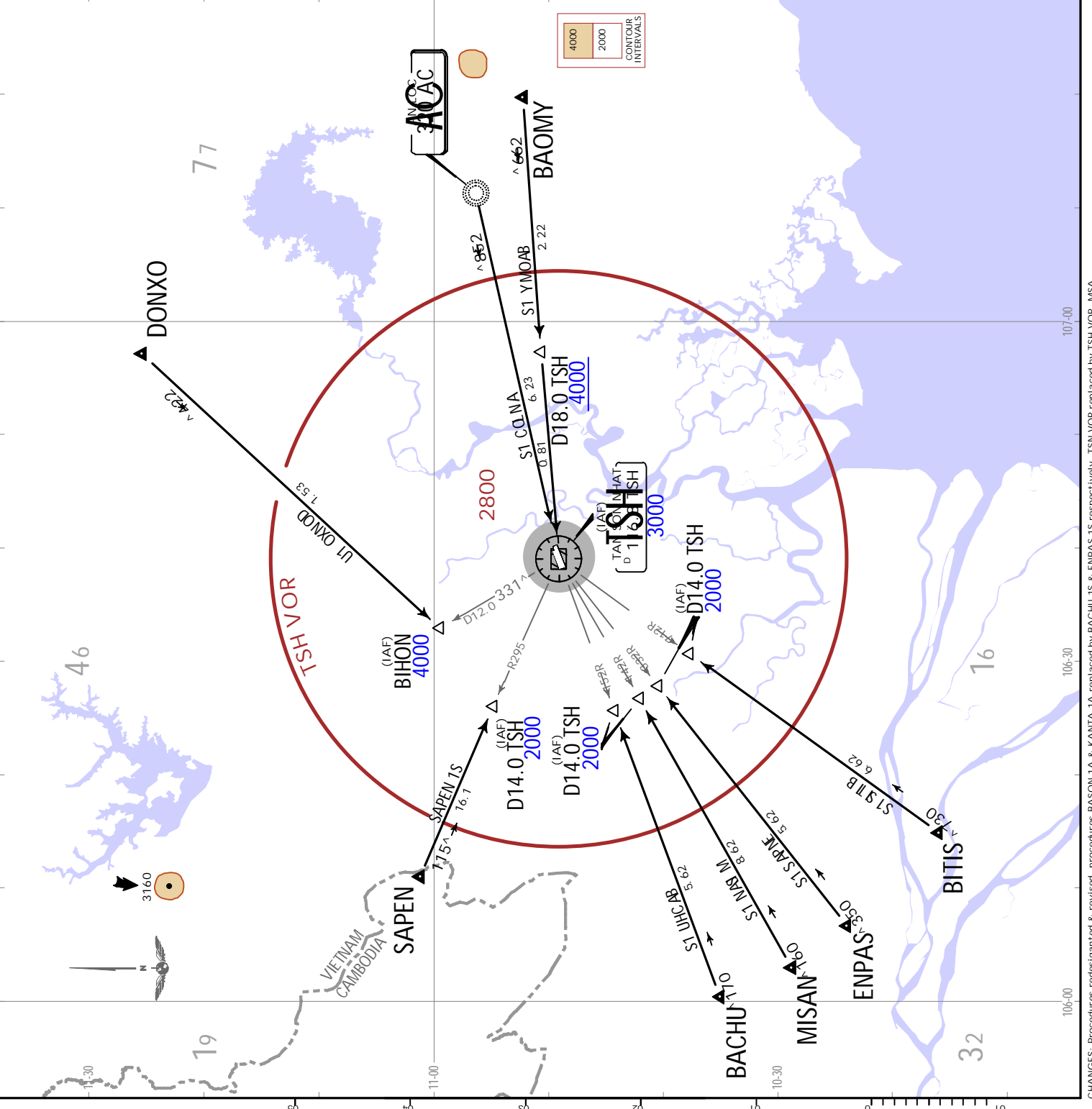
VTWS/SGN
TAN SON NHAT INTL
ATIS 128.0
Apt Elev 33
Alt Set: hPa
Trans level: FL190



HO CHI MINH VIETNAM
STAR.
JEPPESSEN
 26 NOV 21 (10-2A). Eff. 2.Dec.

VTTS/SGN
 TAN SON NHAT INTL

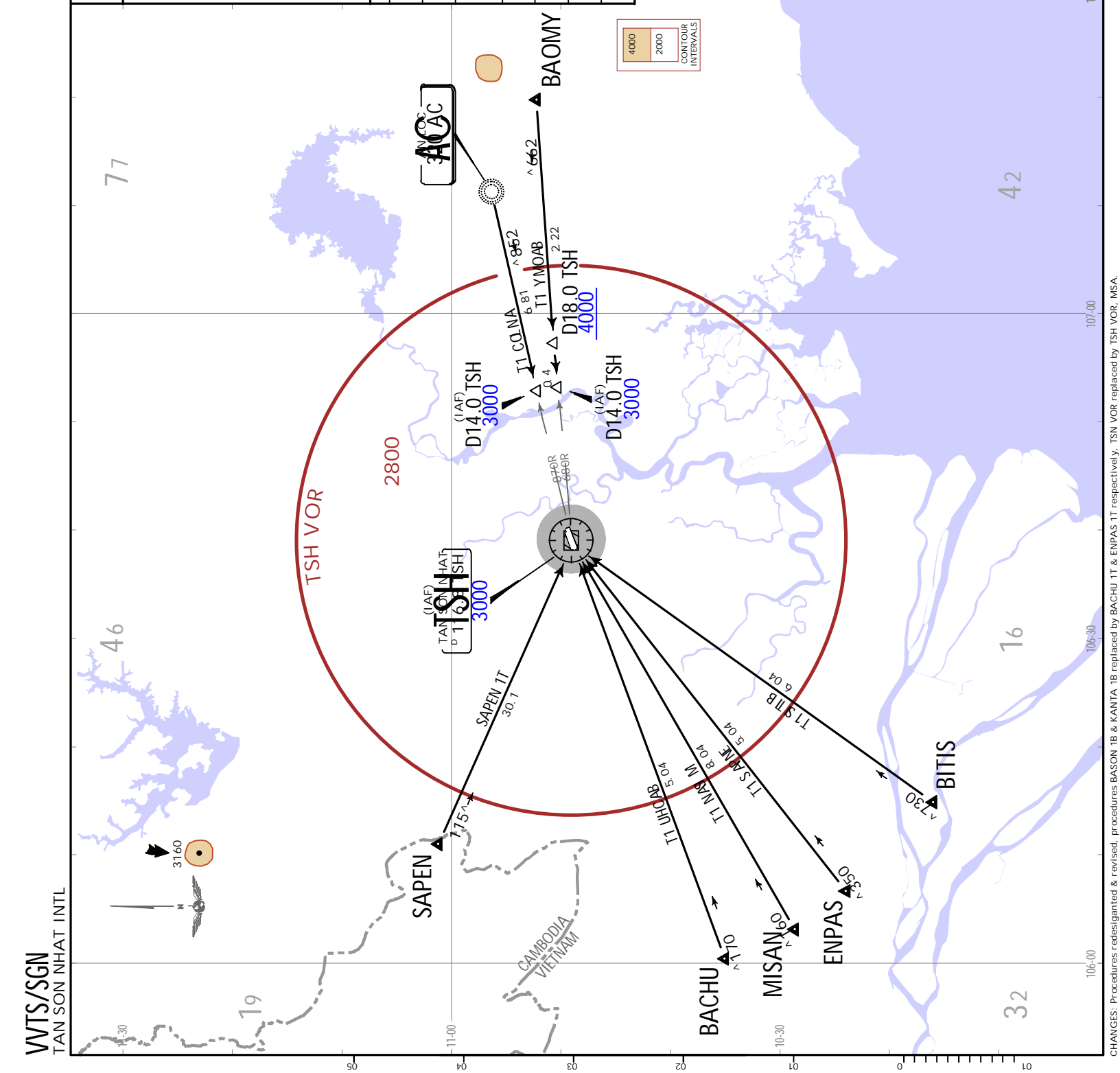
ATIS 128.0	Apt Elev 33	Alt Set: hPa Trans level: FL190 DONXO 1U is restricted to use.
ANLOC 1S (AC 1S) [ACTS] BACHU 1S (BACHU 1S) [BACH1S] BAOMOY 1S (BAOMOY 1S) [BAOM1S] BITIS 1S (BITIS 1S) [BITI1S] DONXO 1U (DONXO 1U) [DONX1U] ENPAS 1S (ENPAS 1S) [ENPA1S] MISAN 1S (MISAN 1S) [MISA1S] SAPEN 1S (SAPEN 1S) [SAPET1S] ARRIVALS (RWYS 07L/R)		
STAR	ROUTING	
ANLOC 1S	From AC NDB fly track 258° to TSH VOR at 3000.	
BACHU 1S	From BACHU fly track 071° to D14.0 TSH/R251 at 2000.	
BAOMOY 1S	From BAOMOY fly track 266° to D18.0 TSH/R086 at 4000 or above, then to TSH VOR at 3000.	
BITIS 1S	From BITIS fly track 037° to D14.0 TSH/R217 at 2000.	
DONXO 1U	From DONXO fly track 224° to BIHON at 4000.	
ENPAS 1S	From ENPAS fly track 053° to D14.0 TSH/R233 at 2000.	
MISAN 1S	From MISAN fly track 061° to D14.0 TSH/R241 at 2000.	
SAPEN 1S	From SAPEN fly track 115° to D14.0 TSH/R295 at 2000.	



HO CHI MINH VIETNAM
STAR.

JEPPESEN
 26 NOV 21 (10-2B).Eff.2.Dec.

ATIS	Apt Elev	Alt Set: hPa
128.0	33	Trans level: FL190
ANLOC 1T (AC 1T) [AC1T] BACHU 1T (BACHU 1T) [BACH1T] BAOMY 1T (BAOMY 1T) [BAOM1T] BITIS 1T (BITIS 1T) [BITI1T] ENPAS 1T (ENPAS 1T) [ENPA1T] MISAN 1T (MISAN 1T) [MISA1T] SAPEN 1T (SAPEN 1T) [SAPET1T]		
ARRIVALS (RWYS 25L/R)		
STAR	ROUTING	
ANLOC 1T	From AC NDB fly track 258° to D14.0 TSH/R078 at 3000.	
BACHU 1T	From BACHU fly track 071° to TSH VOR at 3000.	
BAOMY 1T	From BAOMY fly track 266° to D18.0 TSH/R086 at 4000 or above, continue to D14.0 TSH/R086 at 3000.	
BITIS 1T	From BITIS fly track 037° to TSH VOR at 3000.	
ENPAS 1T	From ENPAS fly track 053° to TSH VOR at 3000.	
MISAN 1T	From MISAN fly track 061° to TSH VOR at 3000.	
SAPEN 1T	From SAPEN fly track 115° to TSH VOR at 3000.	



VVTS/SGN

TAN SON NHAT INTL



HO CHI MINH, VIETNAM

26 NOV 21

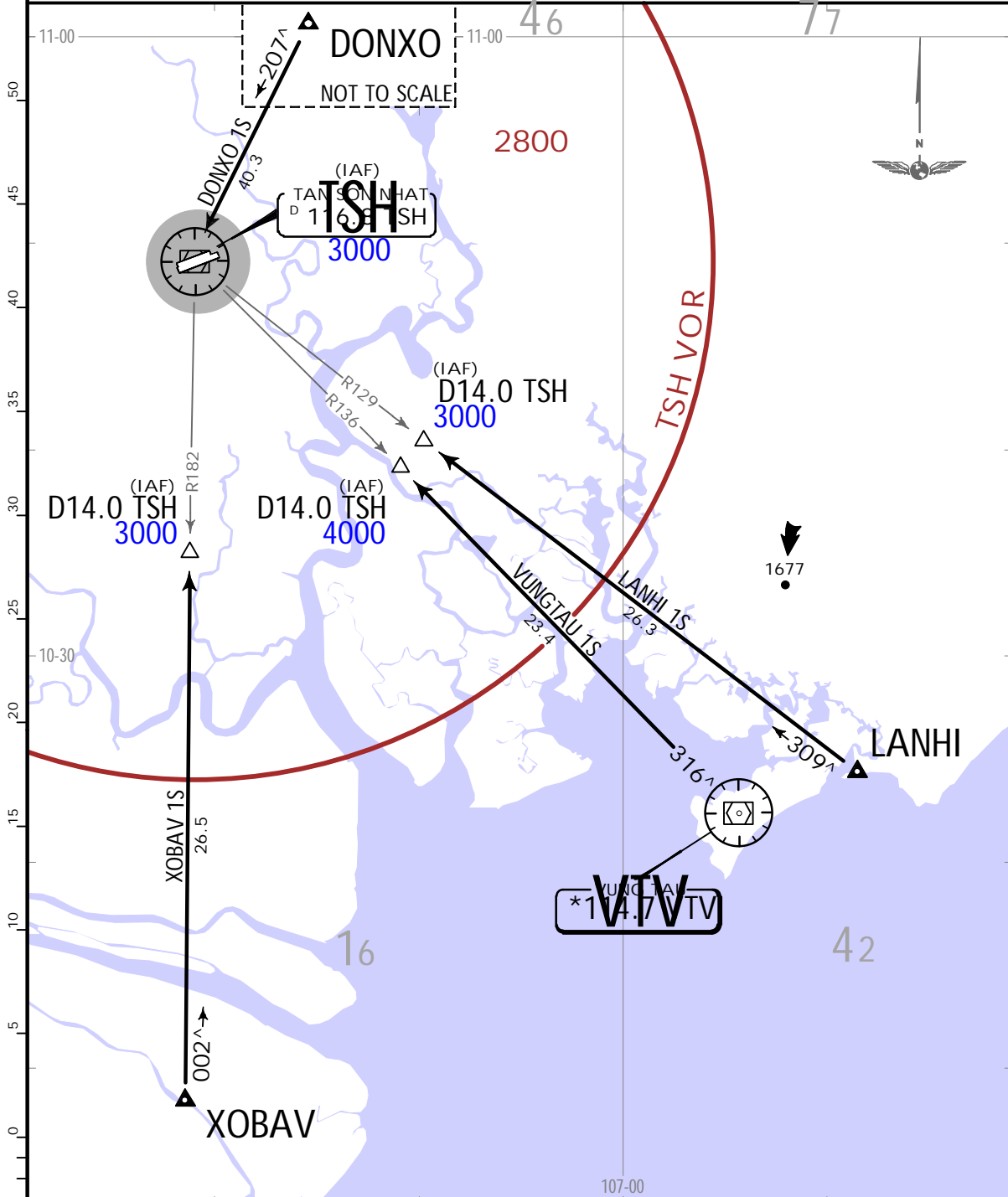
10-2C

.Eff.2.Dec.

.STAR.

ATIS 128.0	Apt Elev 33	Alt Set: hPa Trans level: FL190 DONXO 1S is restricted to use.
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DONXO 1S (DONXO 1S) [DONX1S]
 LANHI 1S (LANHI 1S) [LANH1S]
 VUNGTAU 1S (VTV 1S) [VTV1S]
 XOBAV 1S (XOBAV 1S) [XOBA1S]
 ARRIVALS (ALL RWYS)



STAR	ROUTING
DONXO 1S	From DONXO fly track 207^ to TSH VOR at 3000.
LANHI 1S	From LANHI fly track 309^ to D14.0 TSH/R129 at 3000.
VUNGTAU 1S	From VTV VOR fly track 316^ to D14.0 TSH/R136 at 4000.
XOBAV 1S	From XOBAV fly track 002^ to D14.0 TSH/R182 at 3000.

WTS/SGN
TAN SON NHAT INTL

JEPPESSEN
26 NOV 21
HO CHI MINH, VIETNAM
RNNAV STAR

AIT Set: NPA Trans Level: FL190
RNNAV 1 GNSS required

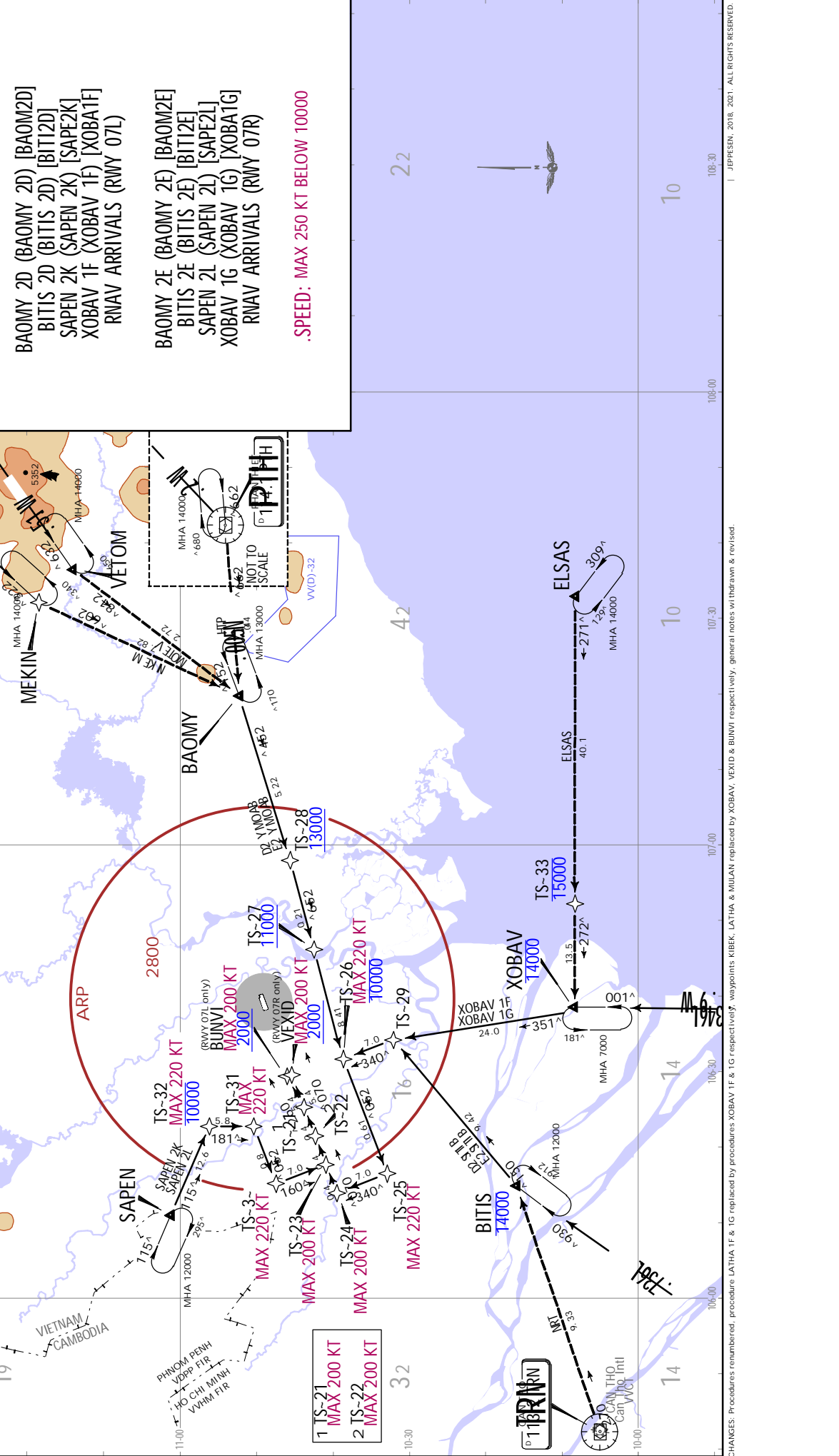
1. Surveillance RADAR required.
2. ATC will clear "direct to" for aircraft in order to shorten the route when traffic condition permits.
3. When VV(D)-32 is operating with Regional Air Command Centre III, completing coordination with Regional Air Command Centre III. Arriving aircraft from C-1, W-15, W-2 and N-500 can be instructed to hold at MEKIN, VETOM, and PTH VOR.
4. If aircraft is unable to comply RNNAV 1 or published altitude/speed restrictions, must inform ATC.

ATIS
128.0
Apt Elev
33

**BAOMY 2D (BAOMY 2D) [BAOM2D]
BITIS 2D (BITIS 2D) [BITI2D]
SAPEN 2K (SAPEN 2K) [SAPE2K]
XOBAV 1F (XOBAV 1F) [XOBA1F]
RNNAV ARRIVALS (RWY 07L)**

**BAOMY 2E (BAOMY 2E) [BAOM2E]
BITIS 2E (BITIS 2E) [BITI2E]
SAPEN 2L (SAPEN 2L) [SAPE2L]
XOBAV 1G (XOBAV 1G) [XOBA1G]
RNNAV ARRIVALS (RWY 07R)**

SPEED: MAX 250 KT BELOW 10000



CHANGES: Procedures renumbered, procedure LATHA 1F & 1G replaced by procedures XOBAV 1F & 1G respectively, waypoints KIBEK, LATHA & MULIAN replaced by XOBAV, VEXID & BUNVI respectively, general notes withdrawn & revised.

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WTS/SGN
TAN SON NHAT INTL

JEPPESEN
HO CHI MINH, VIETNAM
10-2E Eff. 2.Dec.

26 NOV 21
Alt Set: hPa Trans level: FL190
RNAV 1 GNSS required

ATIS
128.0

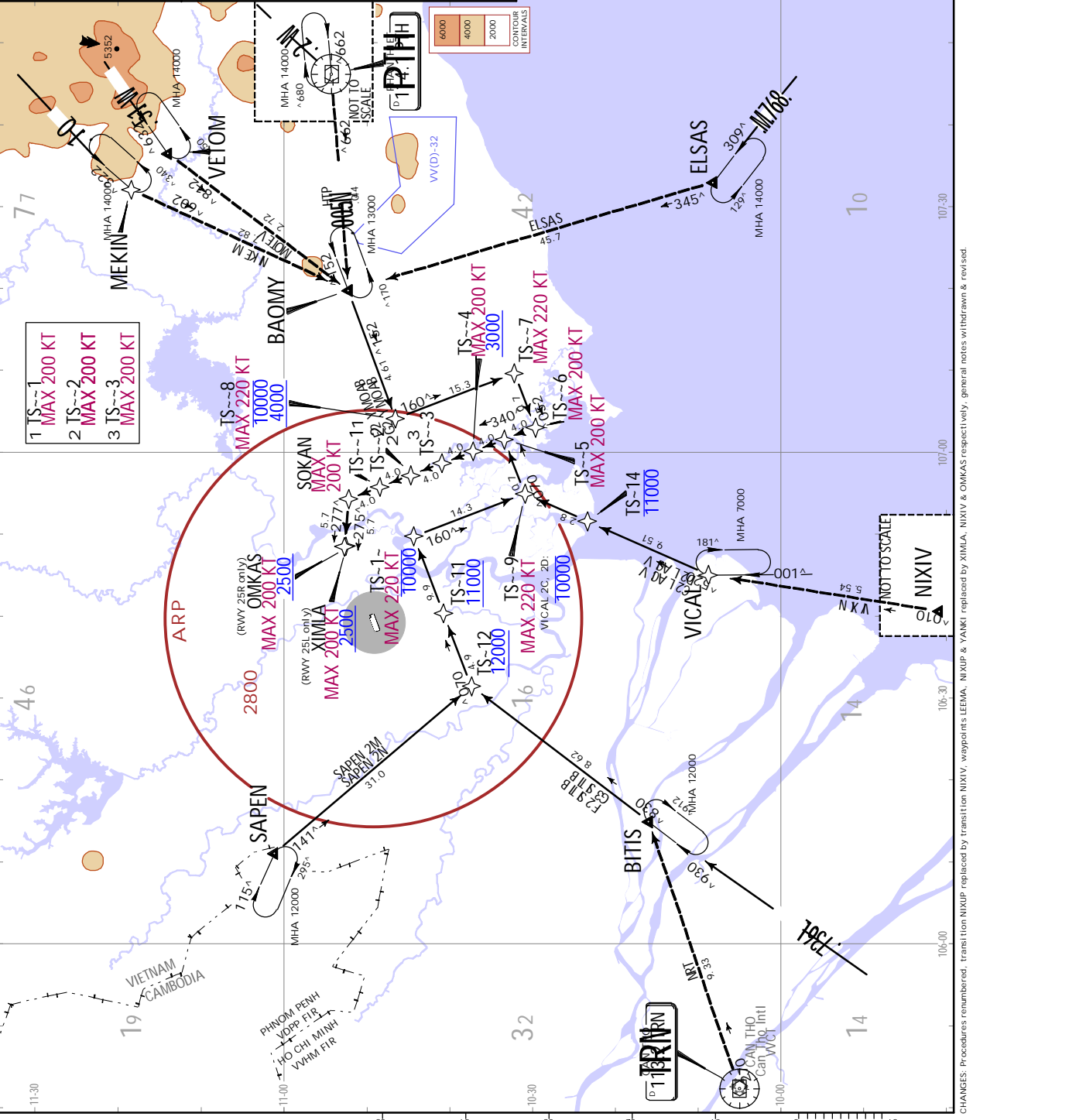
Apt Elev
33

1. Surveillance RADAR required.
2. ATC will clear "direct to" for aircraft in order to shorten the route when traffic condition permits.
3. When VV(D)-32 is operating, BAOMY 2F/2G are only used after completing coordination with Regional Air Command Centre III. Arriving aircraft from Q-1, W-15, W-2, N-500 and M-768 might be instructed to hold at MEKIN, VEIOM, PHH VOR and ELSAS.
4. If aircraft is unable to comply RNAV 1 or published altitude/speed restrictions, must inform ATC.

BAOMY 2F (BAOMY 2F) [BAOM2F]
BITIS 2F (BITIS 2F) [BITI2F]
SAPEN 2M (SAPEN 2M) [SAPE2M]
VICAL 2C (VICAL 2C) [VICA2C]
RNAV ARRIVALS (RWY 25L)

BAOMY 2G (BAOMY 2G) [BAOM2G]
BITIS 3G (BITIS 3G) [BITI3G]
SAPEN 2N (SAPEN 2N) [SAPE2N]
VICAL 2D (VICAL 2D) [VICA2D]
RNAV ARRIVALS (RWY 25R)

.SPEED: MAX 250 KT BELOW 10000

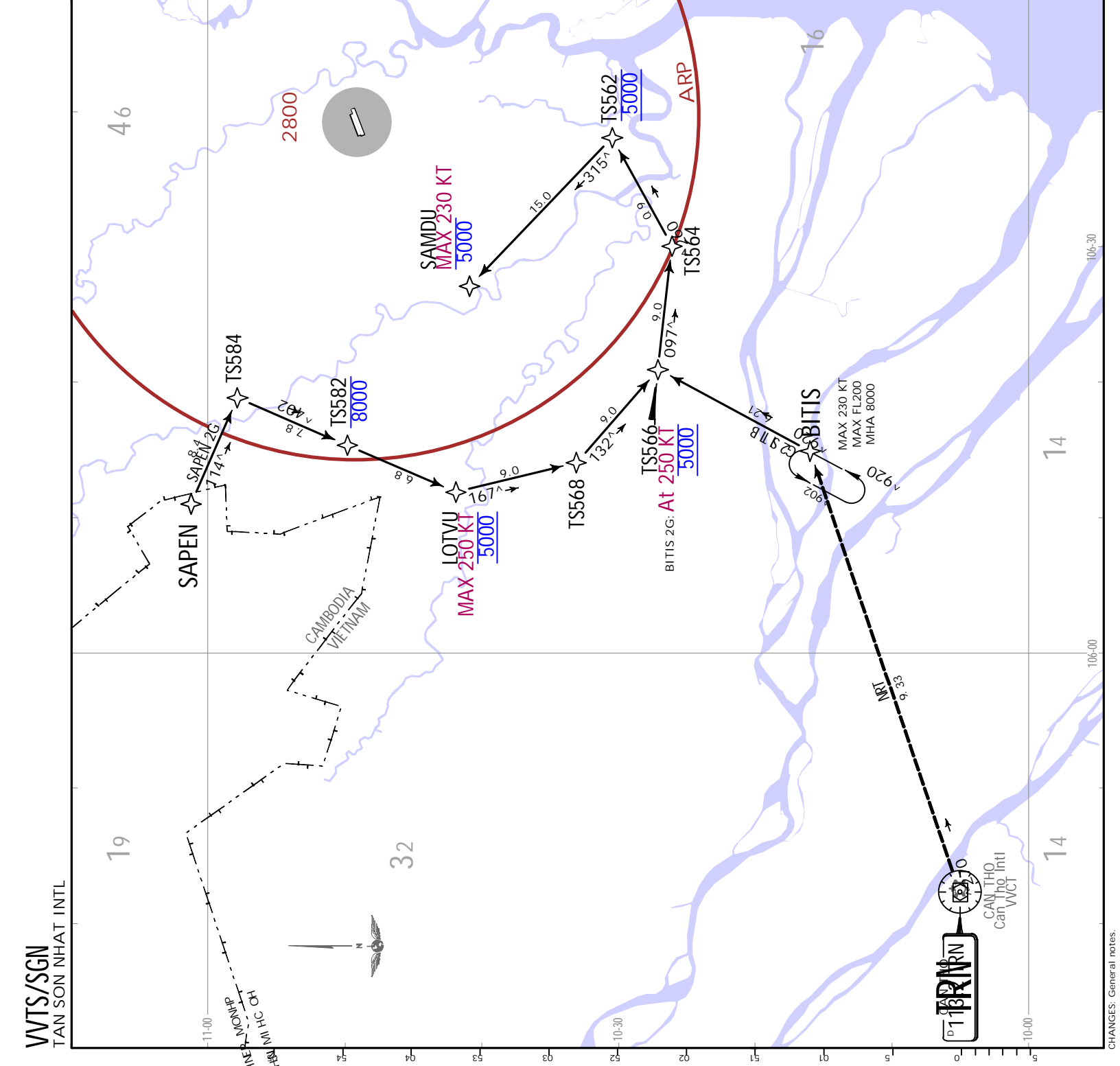


HO CHI MINH VIETNAM
HO CHI MINH
VIETNAM
.RNAV.STAR.

JEPPESEN
 26 NOV 21 (10-2E) .Eff.2.Dec.

Alt Set: hPa	Trans level: FL190
Apt Elev	33
ATIS	128.0
RNAV 1 required GNS5 only	
1. RADAR surveillance required.	
2. ATC may clear aircraft to direct SAMDU before reaching TS562.	

BITIS 2G (BITIS 2G) [BITI2G]
SAPEN 2G (SAPEN 2G) [SAPE2G]
RNAV ARRIVALS
(RWYS 07L/R)



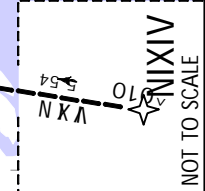
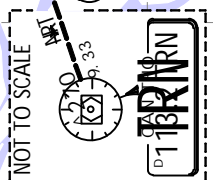
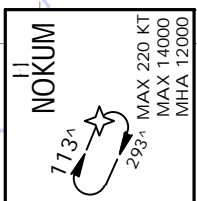
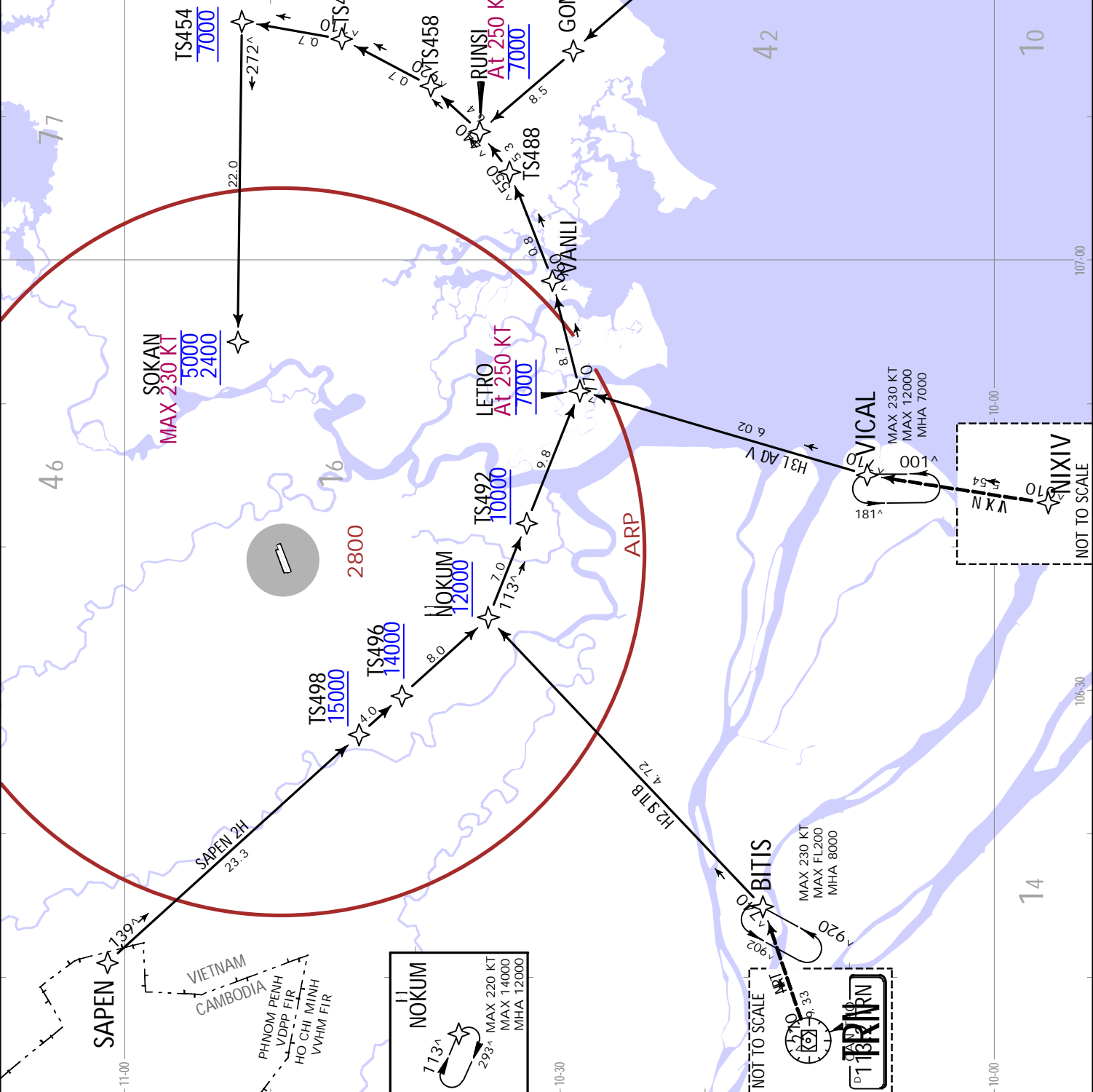
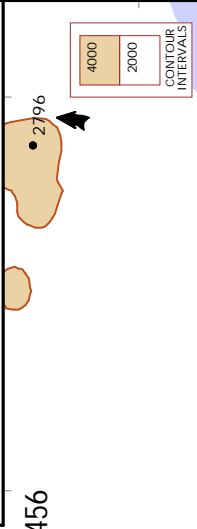
VVTS/SGN
TAN SON NHAT INTL

HO CHI MINH
HO CHI MINH
VIETNAM
.RNAV.STAR.

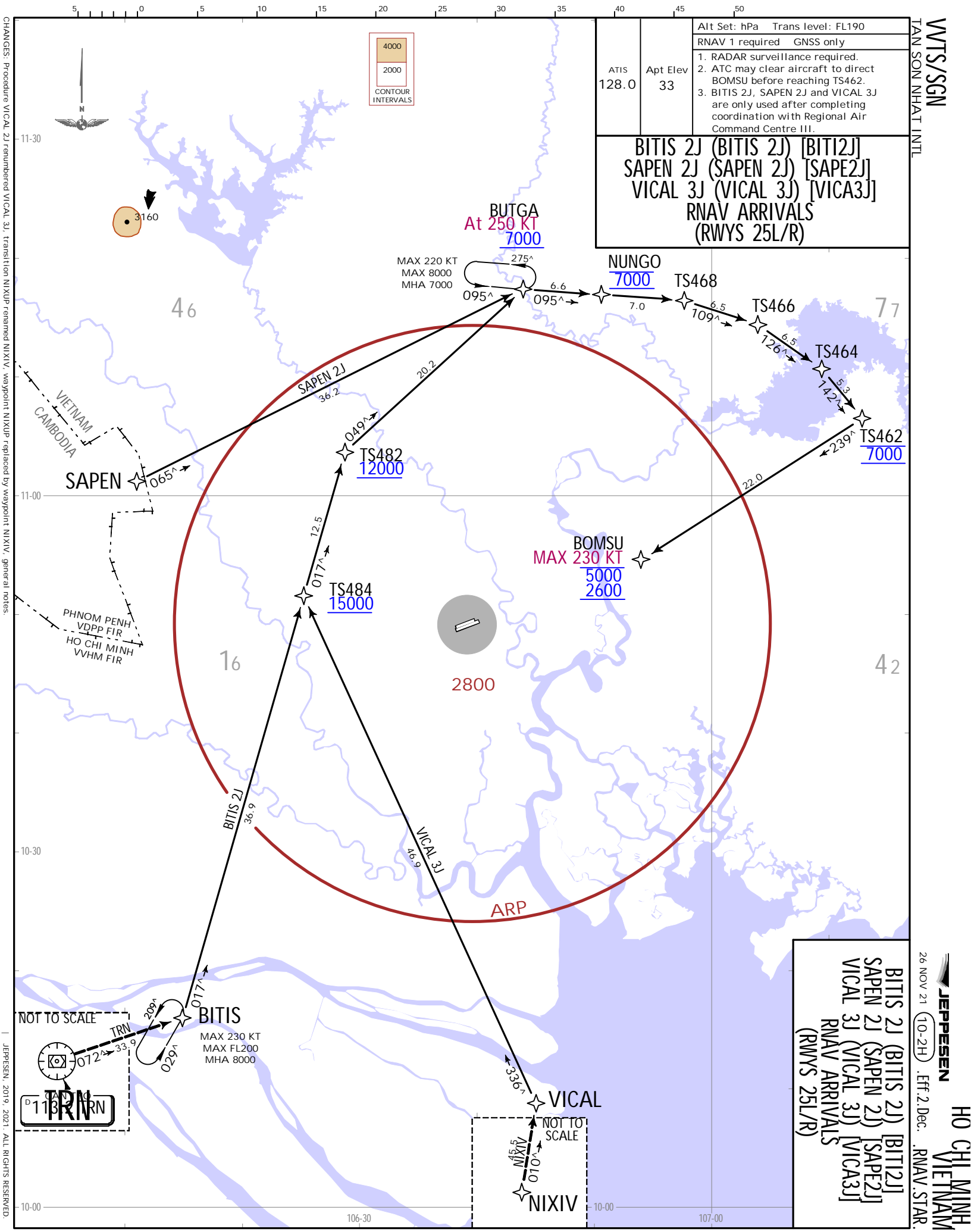
HO CHI MINH VIETNAM
WVTS/SGN
 TAN SON NHAT INTL
 26 NOV 21 (10-2G) .EFF.2.Dec. .RMAV.STAR.

Alt Set: hPa	Trans level: FL190
RNAV 1 required	GNS only
1. RADAR surveillance required. 2. ATC may clear aircraft to direct SOKAN before reaching TS454. 3. BITIS 2H, ELSAS 2H, SAPEN 2H and VICAL 3H are only used after completing coordination with Regional Air Command Centre III.	
ATIS	Apt Elev
128.0	33

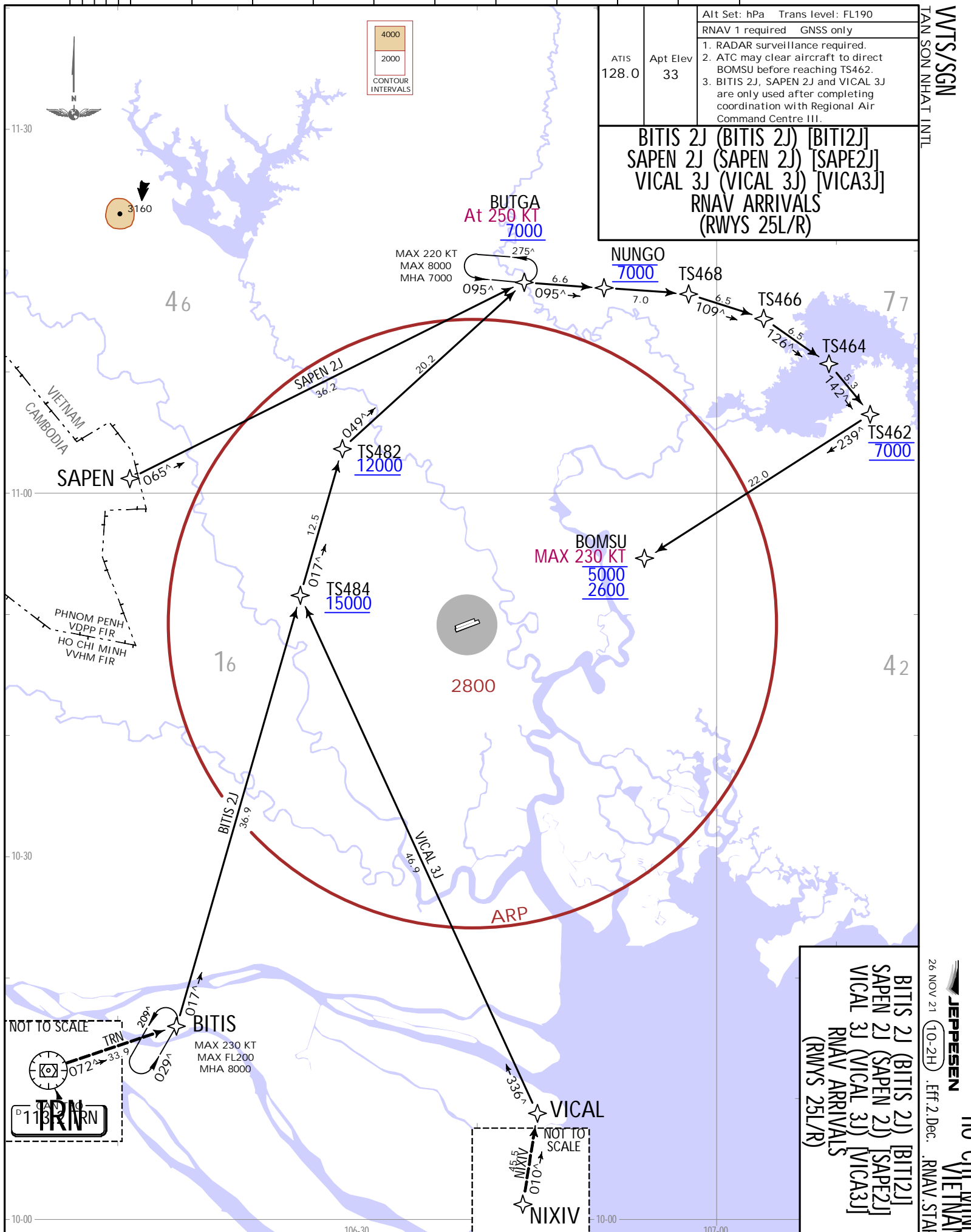
BITIS 2H (BITIS 2H) [BITI2H]
ELSAS 2H (ELSAS 2H) [ELSA2H]
SAPEN 2H (SAPEN 2H) [SAPEN2H]
VICAL 3H (VICAL 3H) [VICA3H]
RMAV ARRIVALS (RWYS 25L/R)



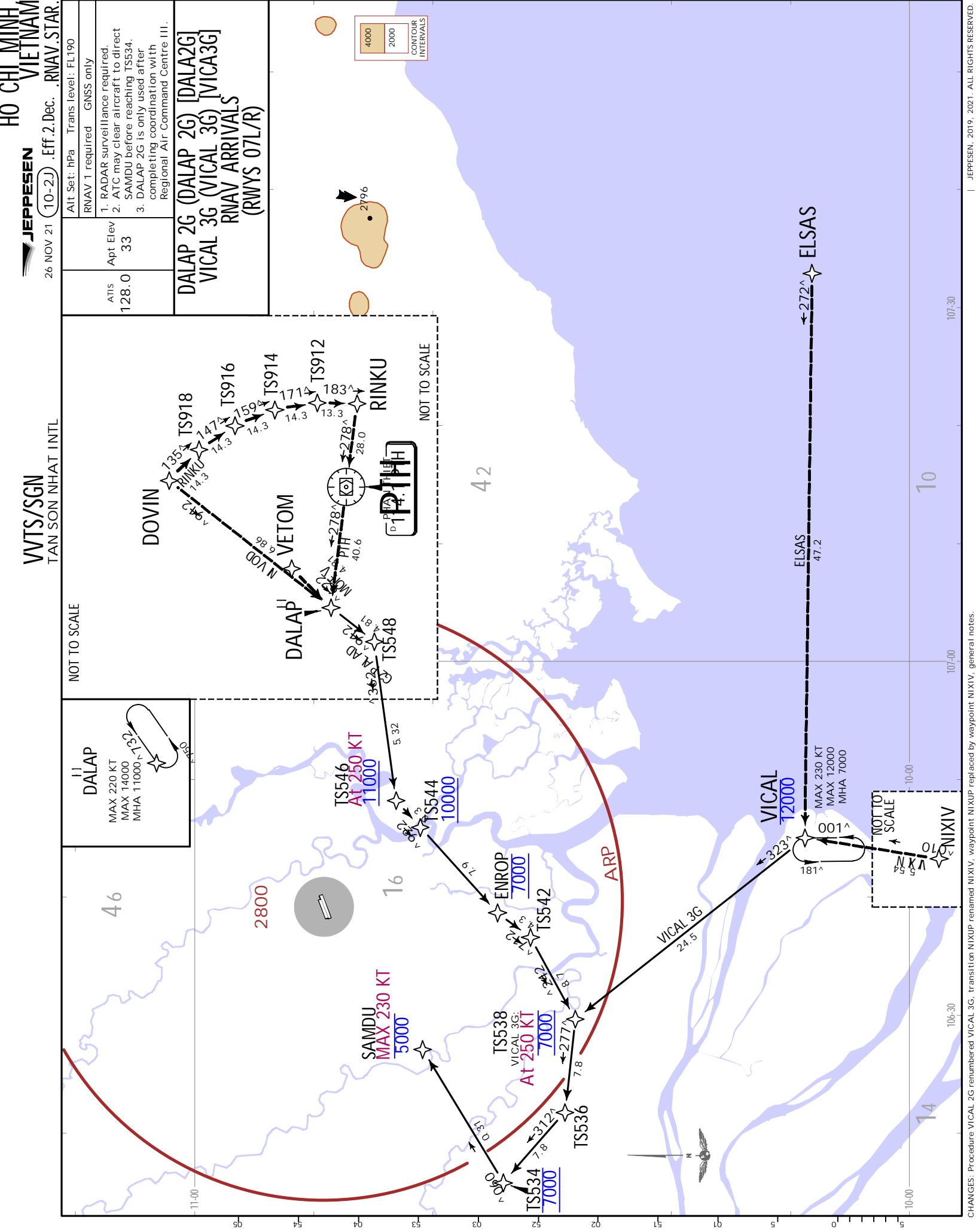
SAPEN
 VIETNAM
 CAMBODIA
 PHNOM PENH VDP FIR
 HO CHI MINH VHM FIR



5 0 5 10 15 20 25 30 35 40 45 50



11-30 11-00 10-30 10-00 106-30 107-00



26 NOV 21 (10-2J) .Eff.2.Dec. .RNAV.STAR.

VTTS/SGN
TAN SON NHAT INTL

ATIS	128.0	Apt Elev	33
RNAV 1 required		GNS5 only	
AIT Set: hPa Trans level: FL190			
1. RADAR surveillance required. 2. ATIS may clear aircraft to direct SAMDU before reaching TS534. 3. DALAP 2G is only used after completing coordination with Regional Air Command Centre III.			

**DALAP 2G (DALAP 2G) [DALA2G]
VICAL 3G (VICAL 3G) [VICA3G]
RNAV ARRIVALS
(RWYS 07L/R)**

4000	2000
CONTOUR INTERVALS	

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

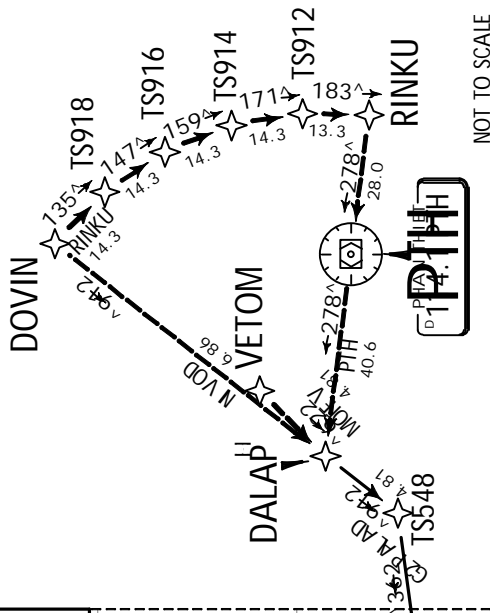
DALAP

MAX 220 KT
MAX 14000
MHA 11000

PIH

NIXIV

MAX 230 KT
MAX 12000
MHA 7000



46

16

42

10

14

107-30

107-00

106-30

10-00

HO CHI MINH VIETNAM
 26 NOV 21 (10-2K) .Eff.2.Dec. .RNAV.S.TAR.

JEPESEN
 AIT Set: hPa Trans level: FL190
 RNAV 1 required GNS5 only

ATIS 128.0
 Apt Elev 33

DALAP 2H RNAV ARRIVAL (DALAP 2H) [DALA2H] (RWYS 25L/R)
 1. RADAR surveillance required.
 2. ATC may clear aircraft to direct SOKAN before reaching TS432.
 3. DALAP 2H is only used after completing coordination with Regional Air Command Centre III.

DALAP
 MAX 220 KT
 MAX 14000
 MHA 11000-132

DALAP
 At 250 KT
 11000

SOKAN
 MAX 230 KT
 5000
 2400

VIKEP
 9000

DOVIN
 735
 14.3

TS918
 147
 14.3

TS916
 159
 14.3

TS914
 171
 14.3

TS912
 183
 13.3

RINKU
 278
 28.0

PIH
 278
 40.6

TS452
 173
 6.0

TS438
 197
 3.6

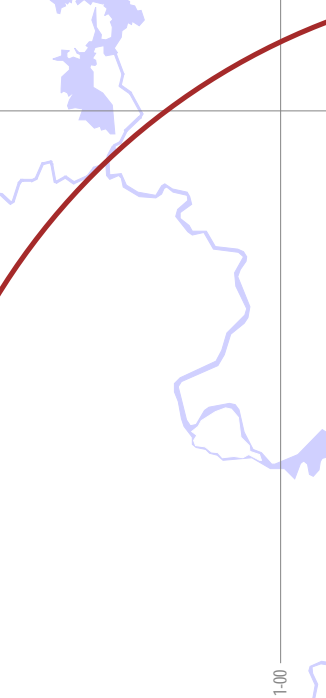
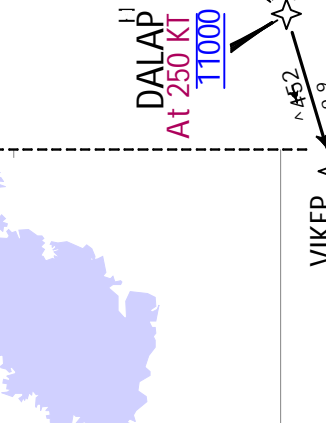
TS436
 192
 3.6

TS434
 192
 3.7

TS432
 350
 20.0

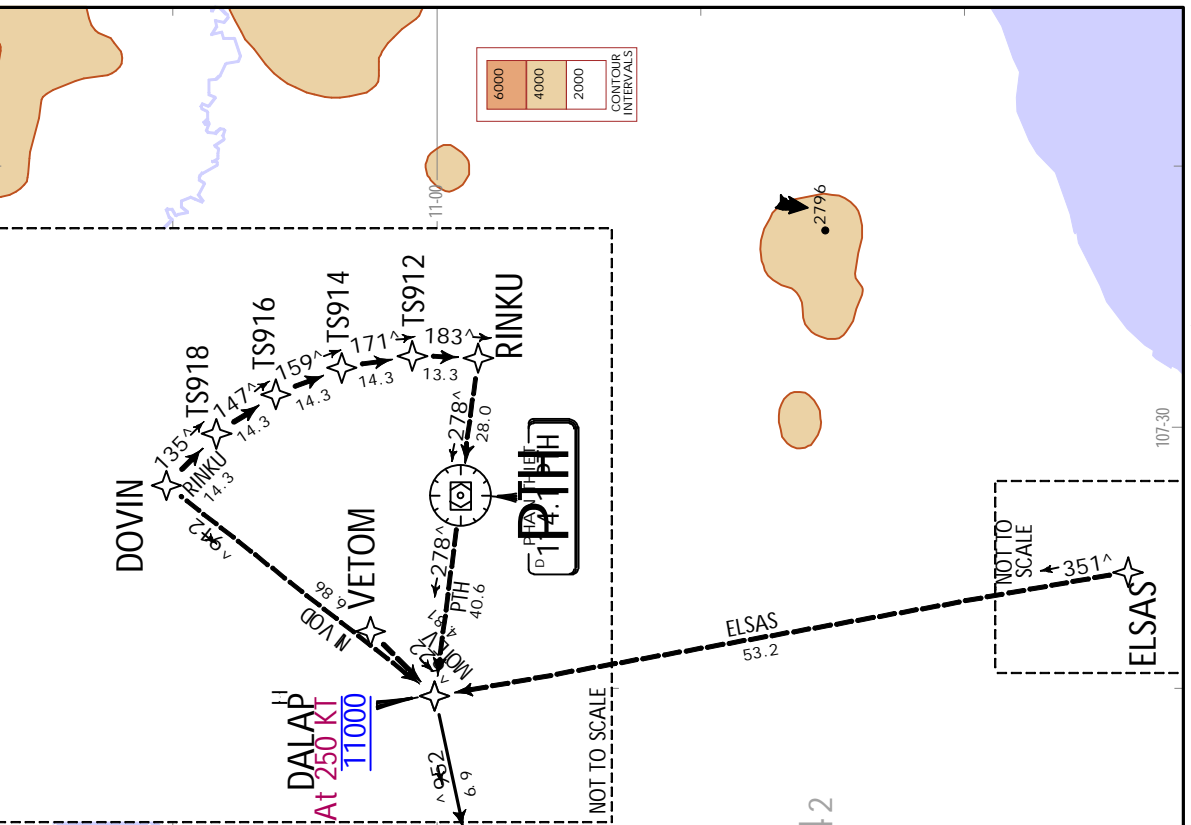
TS430
 190
 3.1

ARP



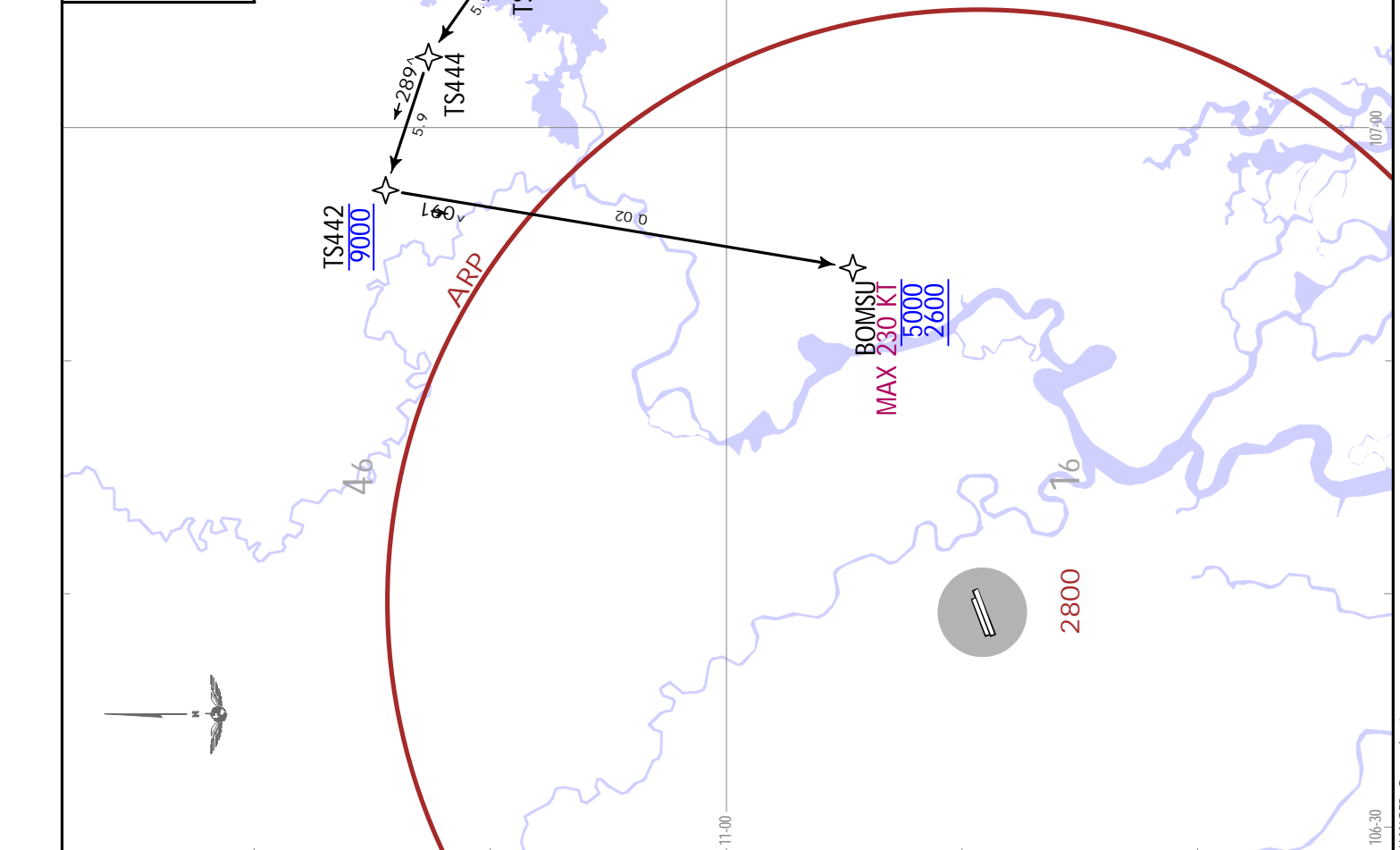
HO CHI MINH VIETNAM
JEPPesen
 26 NOV 21 10-2L .Eff.2.Dec. .RNAV.S.TAR.

AIT Set: hPa Trans level: FL190 RNAV 1 required GNS5 only	
ATIS 128.0	Apt Elev 33
1. RADAR surveillance required. 2. ATC may clear aircraft to direct BOMSU before reaching TS442. 3. DALAP 2J is only used after completing coordination with Regional Air Command Centre III.	
DALAP 2J RNAV ARRIVAL (DALAP 2J) [DALA2J] (RWYS 25L/R)	



WVTS/SGN
 TAN SON NHAT INTL

DALAP MAX 220 KT MAX 14000 MHA 11000	
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WTS/SGN **JEPPESSEN HO CHI MINH, VIETNAM**
TAN SON NHAT INTL (10-3) 24 NOV 21
 EFF. 2 DEC.

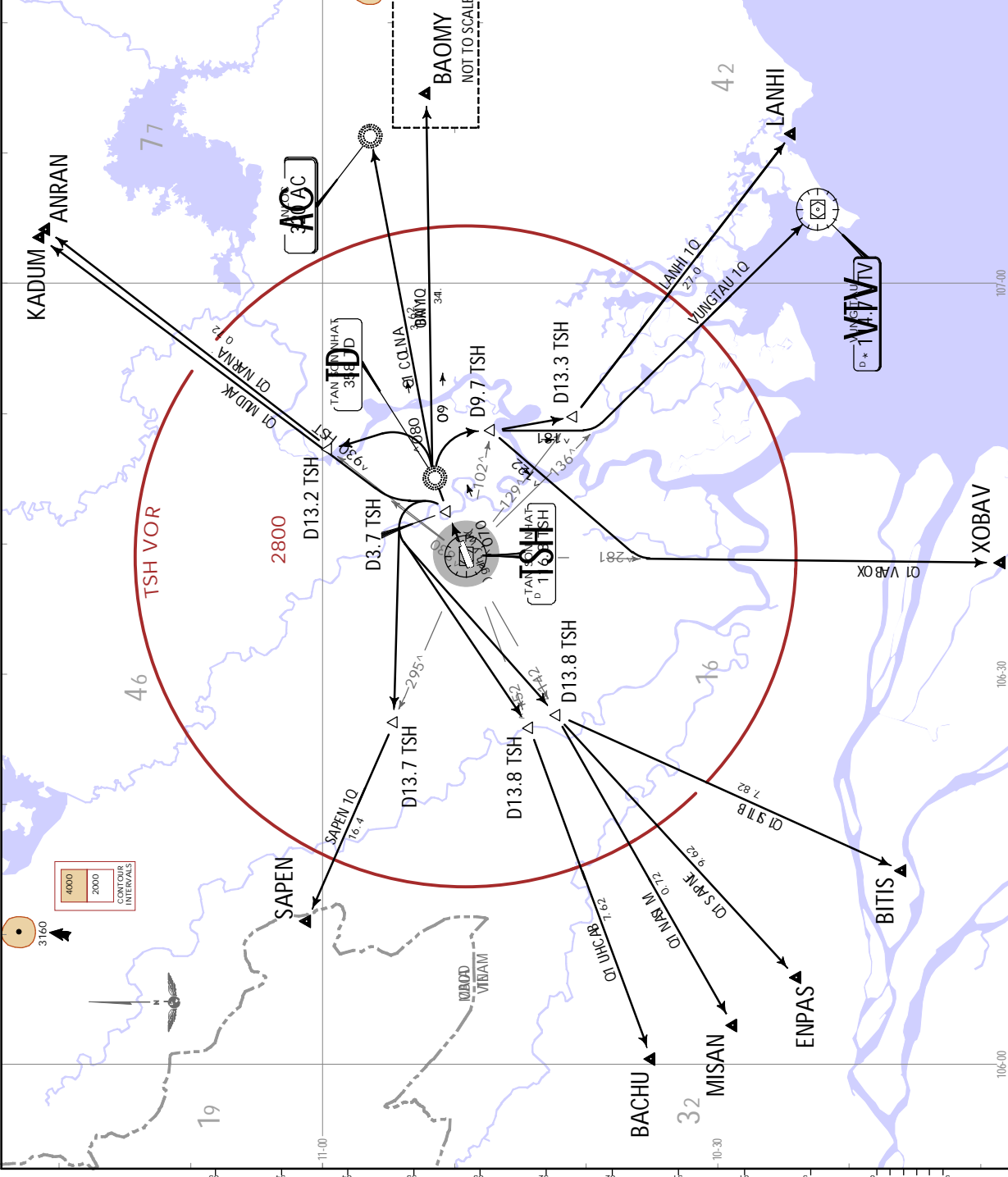
Appt Elev 33
 Trans alt: 18000
 ANRAN 10 and KADUM 10 are only used after completing coordination with Regional ATM and Command Centre III.

ANLOC 10 (AC 10) [AC10]
ANRAN 10 (ANRAN 10) [ANRA10]
BACHU 10 (BACHU 10) [BACH10]
BAOMY 10 (BAOMY 10) [BAOM10]
BITIS 10 (BITIS 10) [BITI10]
ENPAS 10 (ENPAS 10) [ENPA10]
KADUM 10 (KADUM 10) [KADU10]
LANHI 10 (LANHI 10) [LANH10]
MISAN 10 (MISAN 10) [MISA10]
SAPEN 10 (SAPEN 10) [SAPET0]
VUNGTAU 10 (VTV 10) [VTV10]
XOBAV 10 (XOBAV 10) [XOBA10]

DEPARTURES (RWY 07L)

SID	INITIAL CLIMB
ANLOC 10	After departure, MAINTAIN runway heading passing TD NDB, fly track 080° to AC NDB.
ANRAN 10	After departure, MAINTAIN runway heading passing TD NDB, turn LEFT to intercept TSH R039 at D13.2 to ANRAN.
BACHU 10	After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to intercept TSH R251 at D13.8 TSH to BACHU.
BAOMY 10	After departure, MAINTAIN runway heading passing TD NDB, fly track 090° to BAOMY.
BITIS 10	After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to TSH D13.8/R241, then direct to BITIS.
ENPAS 10	After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to TSH D13.8/R241, then direct to ENPAS.
KADUM 10	After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to intercept TSH R038 to KADUM.
LANHI 10	After departure, MAINTAIN runway heading passing TD NDB, turn RIGHT to TSH D9.7/R102, intercept TSH R129 at D13.3 TSH to LANHI.
MISAN 10	After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to intercept TSH R241 at D13.8 TSH to MISAN.
SAPEN 10	After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to intercept TSH R295 at D13.7 TSH to SAPEN.
VUNGTAU 10	After departure, MAINTAIN runway heading passing TD NDB, turn RIGHT to TSH D9.7/R102, fly track 181° to intercept TSH R136 to VTV VOR.
XOBAV 10	After departure, MAINTAIN runway heading passing TD NDB, turn RIGHT to TSH D9.7/R102, fly track 221° to intercept TSH R182 to XOBAV.

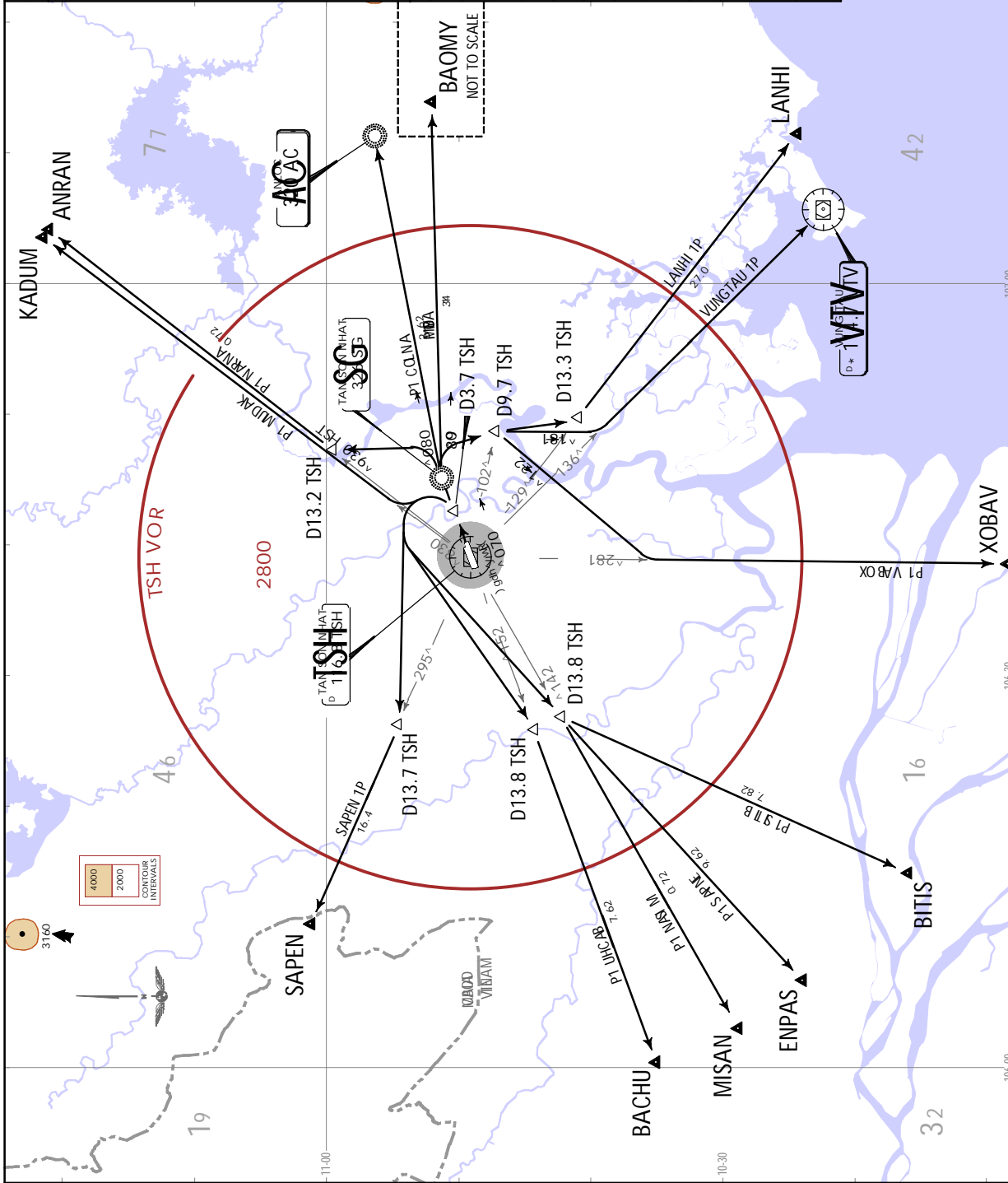
KADUM 10 SID requires a minimum climb gradient of 3.4% to 1000.					
Grd speed-KT	75	100	150	200	300
3.4% V/V (fpm)	258	344	516	689	1033



JEPPESSEN HO CHI MINH, VIETNAM
 26 NOV 21 (10-3A) .EFF. 2 Dec.

WVTS/SGN
 TAN SON NHAT INTL

Apt Elev 33	Trans alt.: 18000	ANRAN 1P and KADUM 1P are only used after completing coordination with Regional ATIS and Command Centre III.
ANLOC 1P (AC 1P) [AC1P] ANRAN 1P (ANRAN 1P) [ANRA1P] BACHU 1P (BACHU 1P) [BACH1P] BAOMY 1P (BAOMY 1P) [BAOM1P] BITIS 1P (BITIS 1P) [BITI1P] ENPAS 1P (ENPAS 1P) [ENPA1P] KADUM 1P (KADUM 1P) [KADU1P] LANHI 1P (LANHI 1P) [LANH1P] MISAN 1P (MISAN 1P) [MISA1P] SAPEN 1P (SAPEN 1P) [SAP1P] VUNGTAU 1P (VTV 1P) [VTV1P] XOBAV 1P (XOBAV 1P) [XOBA1P]		
DEPARTURES (RWY 07R) INITIAL CLIMB ANLOC 1P After departure, MAINTAIN runway heading passing SG NDB, fly track 080° to AC NDB. ANRAN 1P After departure, MAINTAIN runway heading passing SG NDB, turn LEFT to intercept TSH R089 at D13.2 TSH to ANRAN. BACHU 1P After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to intercept TSH R251 at D13.8 TSH to BACHU. BAOMY 1P After departure, MAINTAIN runway heading passing SG NDB, fly track 089° to BAOMY. BITIS 1P After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to TSH D13.8/R241, then direct to BITIS. ENPAS 1P After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to TSH D13.8/R241, then direct to ENPAS. KADUM 1P After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to intercept TSH R038 to KADUM. LANHI 1P After departure, MAINTAIN runway heading passing SG NDB, turn RIGHT to D9.7/R102 TSH, intercept R129 TSH at D13.3 TSH to LANHI. MISAN 1P After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to intercept TSH R241 at D13.8 TSH to MISAN. SAPEN 1P After departure, MAINTAIN runway heading to D3.7 TSH, turn LEFT to intercept TSH R295 at D13.7 TSH to SAPEN. VUNGTAU 1P After departure, MAINTAIN runway heading passing SG NDB, turn RIGHT to TSH D9.7/R102, fly track 181° to intercept TSH R136 to VTV VOR. XOBAV 1P After departure, MAINTAIN runway heading passing SG NDB, turn RIGHT to TSH D9.7/R102, fly track 221° to intercept TSH R182 to XOBAV.		



KADUM 1P SID requires a minimum climb gradient of 3.4% to 1000			
Grd Speed-KT	75	100	150
3.4% V/V (fpm)	258	344	516
	689	861	1033

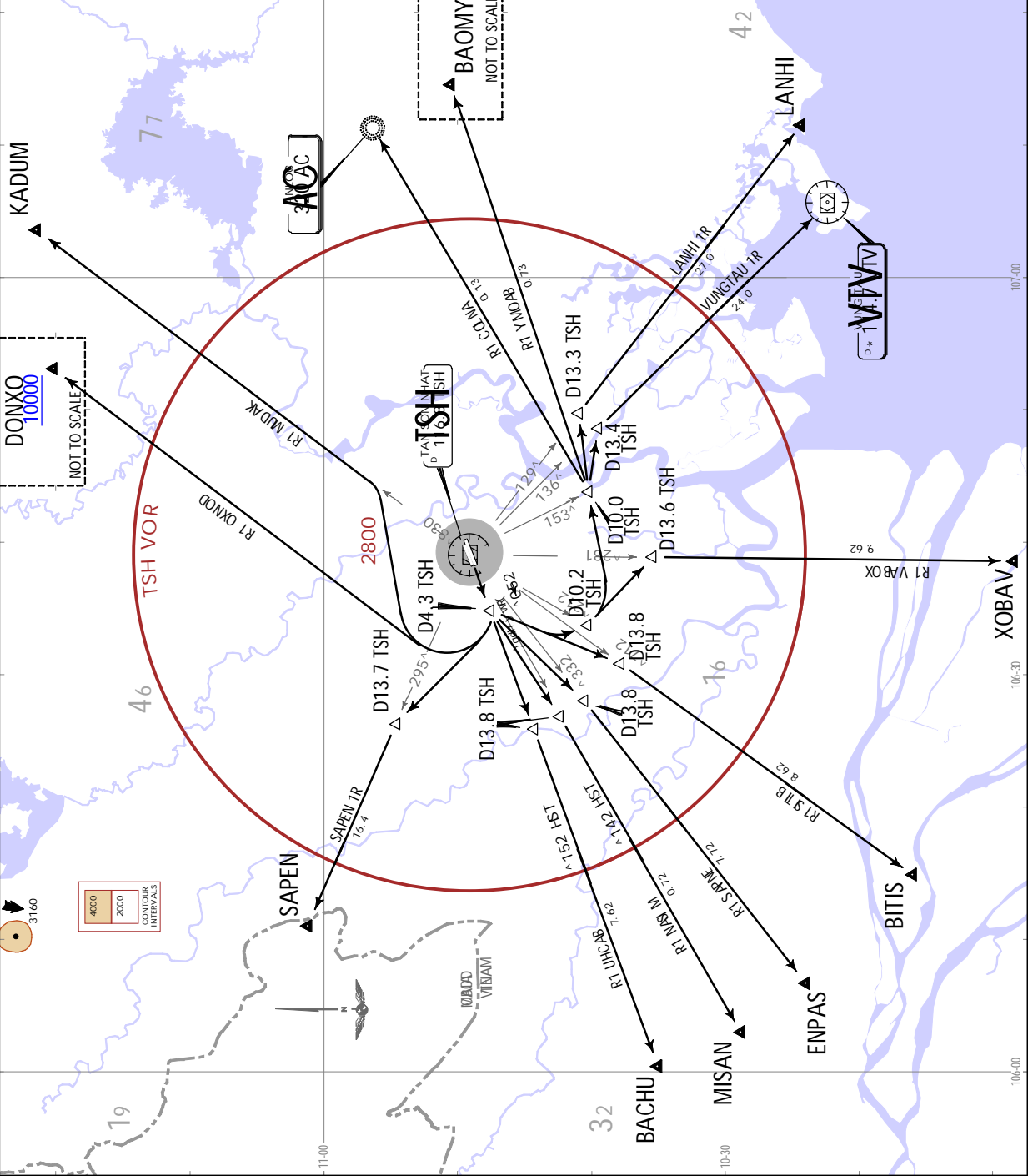
WTS/SGN **JEPPESSEN HO CHI MINH, VIETNAM**
 TAN SON NHAT INTL (10-3B) **EFF. 2 DEC.** **.SID**

Apt. Elev 33
 Trans alt: 18000
 DONXO 1R and KADUM 1R are only used after completing coordination with Regional ATM and Command Centre III.

ANLOC 1R (AC 1R) [ACTR]
BACHU 1R (BACHU 1R) [BACH1R]
BAOMOY 1R (BAOMOY 1R) [BAOM1R]
BITIS 1R (BITIS 1R) [BITI1R]
DONXO 1R (DONXO 1R) [DONX1R]
ENPAS 1R (ENPAS 1R) [ENPA1R]
KADUM 1R (KADUM 1R) [KADU1R]
LANHI 1R (LANHI 1R) [LANH1R]
MISAN 1R (MISAN 1R) [MISA1R]
SAPEN 1R (SAPEN 1R) [SAP1R]
VUNGTAU 1R (VTV 1R) [VTV1R]
XOBAV 1R (XOBAV 1R) [XOBA1R]

DEPARTURES (RWYS 25L/R)

SID	INITIAL CLIMB
ANLOC 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn LEFT to TSH D10.2/R212, turn LEFT to TSH D10.0/R153, then direct to AC NDB.
BACHU 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn LEFT to intercept TSH R251 at D13.8 TSH to BACHU.
BAOMOY 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn LEFT to TSH D10.2/R212, turn LEFT to TSH D10.0/R153, then direct to BAOMOY.
BITIS 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn LEFT to intercept TSH R217 at D13.8 TSH to BITIS.
DONXO 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn RIGHT to DONXO at 10000 or above.
ENPAS 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn LEFT to intercept TSH R233 at D13.8 TSH to ENPAS.
KADUM 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn RIGHT to intercept TSH R38 to KADUM.
LANHI 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn LEFT to TSH D10.2/R212, turn LEFT to TSH D10.0/R153, intercept TSH R29 at D13.3 TSH to LANHI.
MISAN 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn LEFT to intercept TSH R241 at D13.8 TSH to MISAN.
SAPEN 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn RIGHT to intercept TSH R295 at D13.7 TSH to SAPEN.
VUNGTAU 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn LEFT to TSH D10.2/R212, turn LEFT to TSH D10.0/R153, intercept TSH R136 at D13.4 TSH to VTV VOR.
XOBAV 1R	After departure, MAINTAIN runway heading to D4.3 TSH, turn LEFT to TSH D10.2/R212, intercept TSH R182 at D13.6 TSH to XOBAV.



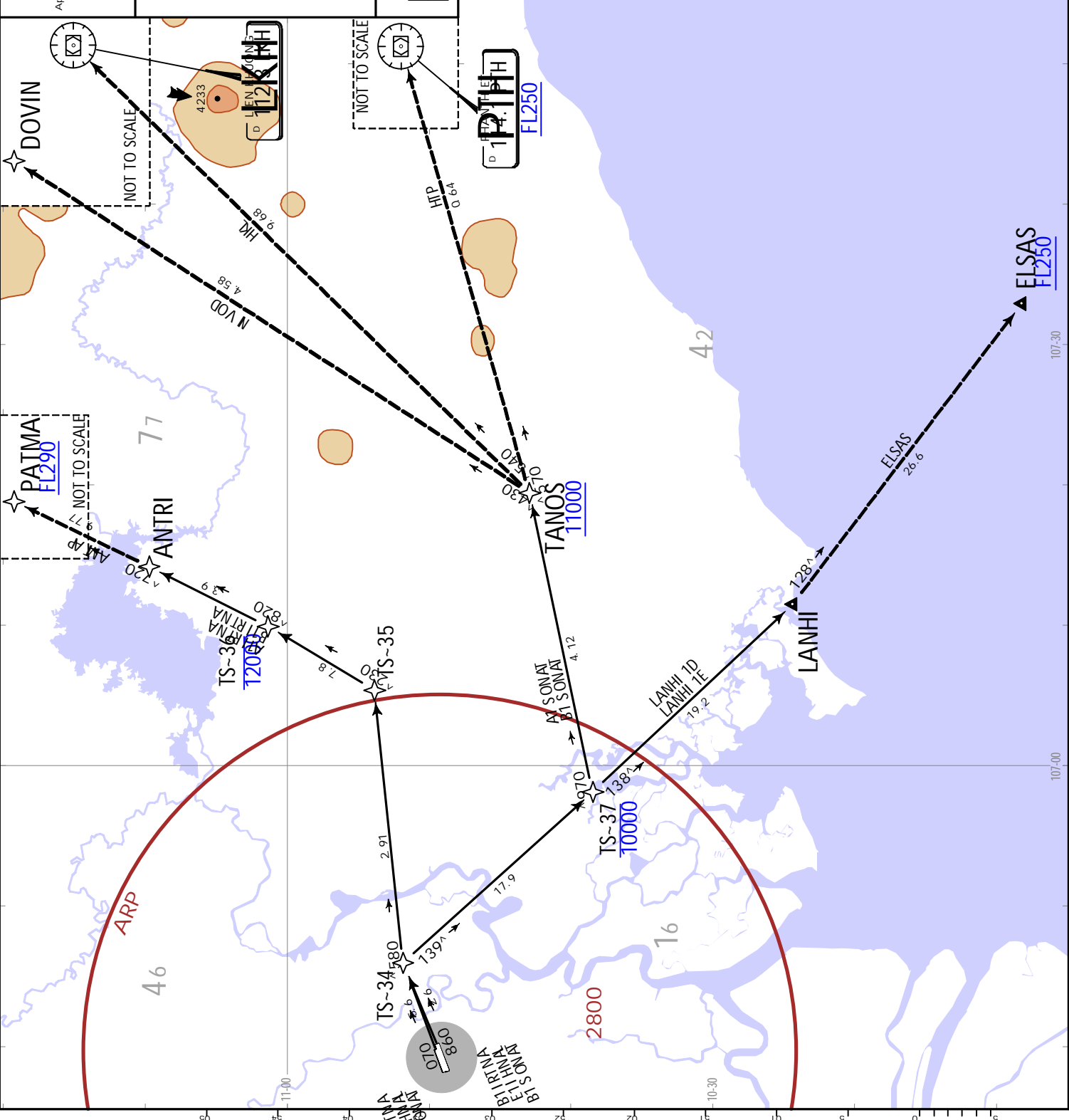
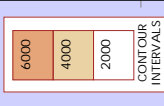


Trans alt: 18000
 RNAV 1 GNSS required
 1. Surveillance RADAR required.
 2. ATC will clear "direct to" for aircraft in order to shorten the route when traffic condition permits.
 3. Aircraft unable to comply with RNAV 1 or published altitude/speed restrictions must inform ATC.

ANTRI 1A [ANRT1A]
 ANTRI 1B [ANRT1B]
 LANHI 1D [LANH1D]
 LANHI 1E [LANH1E]
 TANOS 1A [TANO1A]
 TANOS 1B [TANO1B]
 RNAV DEPARTURES
 (RWYS 07L/R)
.SPEED: MAX 250 KT BELOW 10000

LANHI 1E, TANOS 1B: These SIDs require a minimum climb gradient of 3.4% to 330.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033



JEPPesen
HO CHI MINH, VIETNAM
.RNAV.SID.

VTWS/SGN
TAN SON NHAT INTL

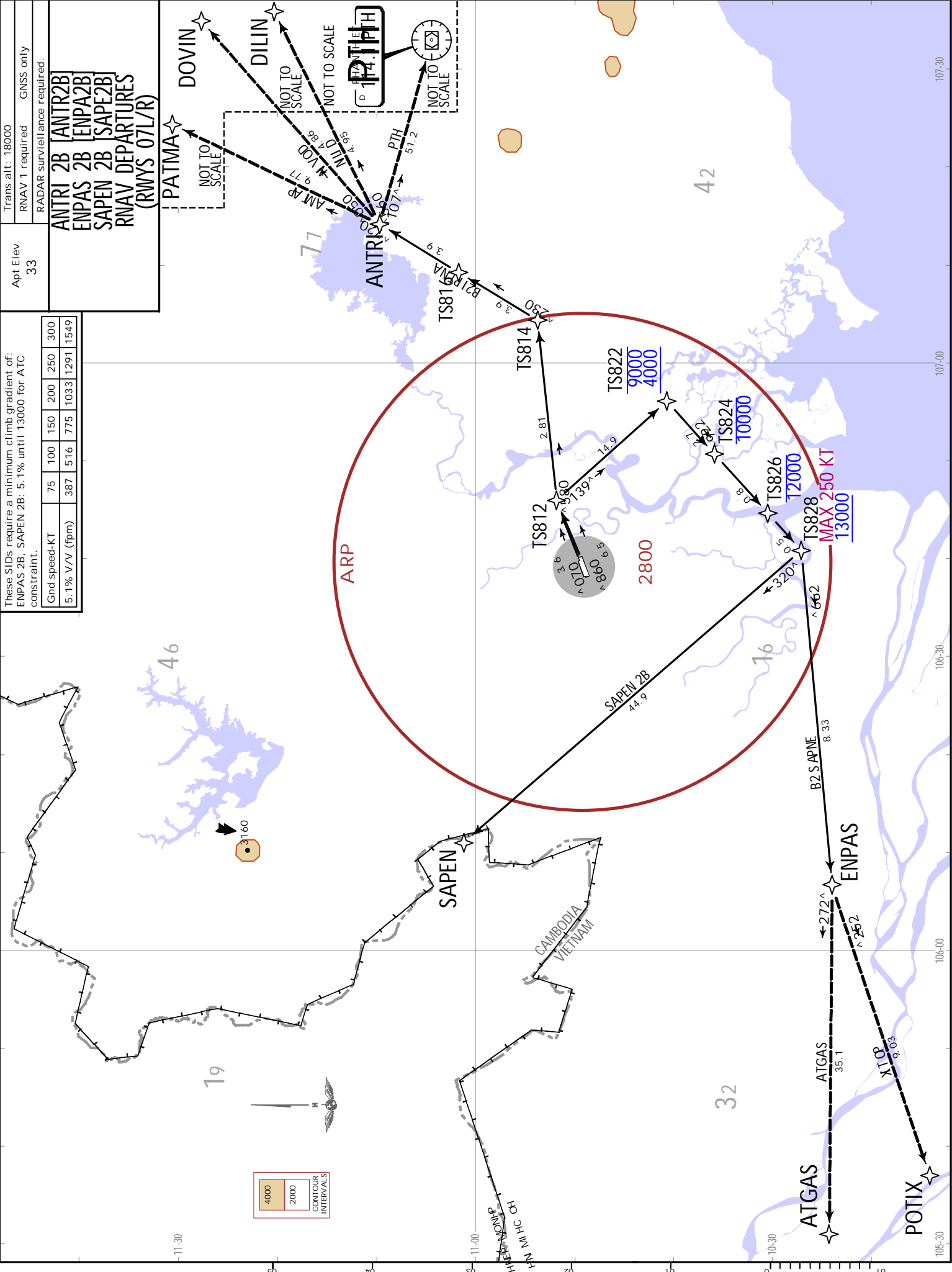
26 NOV 21 (10-3D).Eff.2.Dec.

These SIDs require a minimum climb gradient of:
 ENPAS 2B: 5.1% until 13000 for ATC constraint.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

Apt Elev	33
Trans alt: 18000	
RNAV 1 required	GNSS only
RADAR surveillance required.	
ANTRI 2B [ANTR2B]	
ENPAS 2B [ENPA2B]	
SAPEN 2B [SAPE2B]	
RNAV DEPARTURES (RWYS 07L/R)	

4000
2000
CONTOUR INTERVALS



HO CHI MINH
VIETNAM
.RNAV.SID.

JEPPESEN
 26 NOV 21 (10-3E).Eff.2.Dec.

VTWS/SGN
 TAN SON NHAT INTL

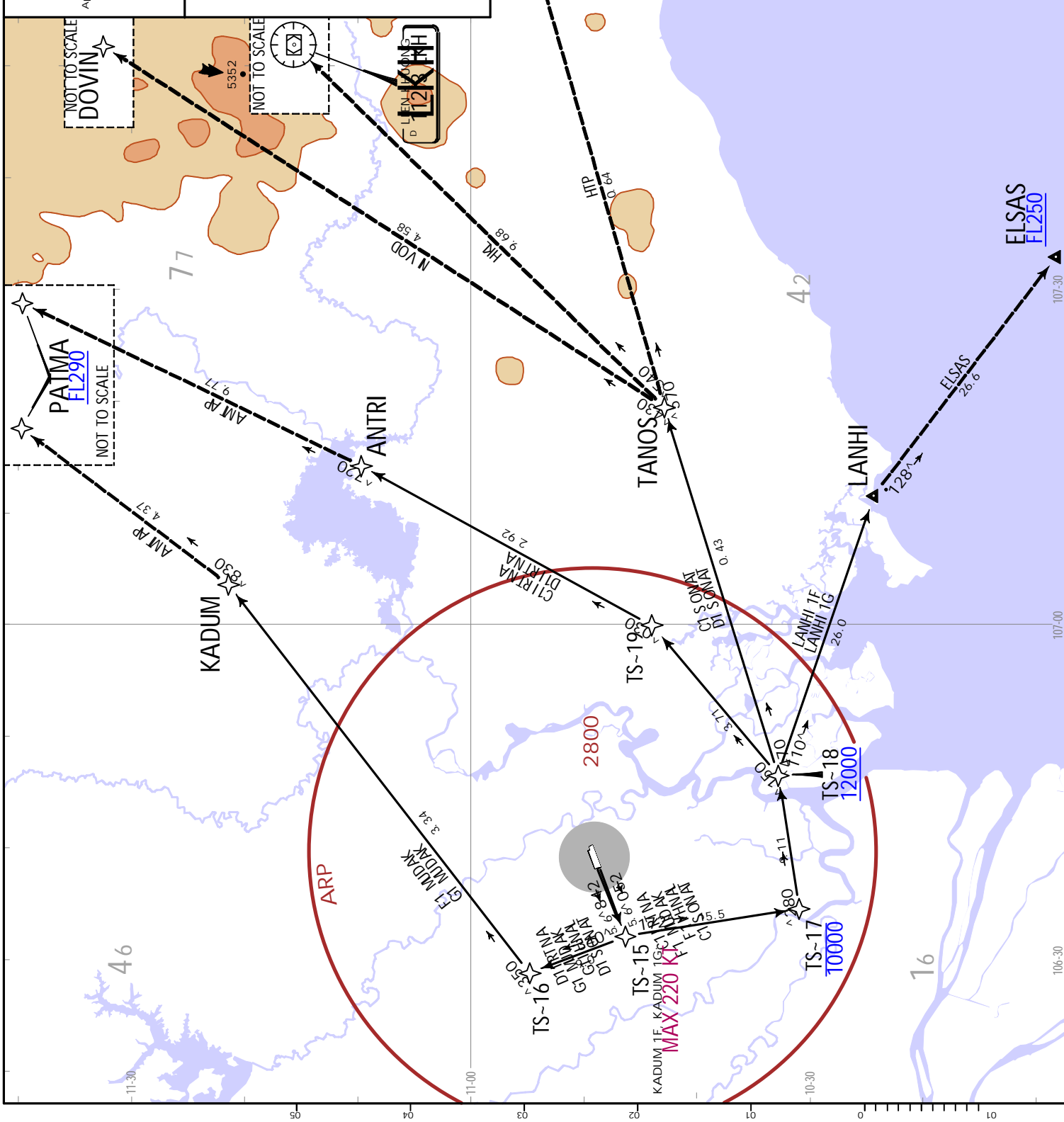
Trans alt: 18000
 RNAV 1 GNSS required

1. Surveillance RADAR required.
2. KADUM 1F/1G are only used after completing coordination with Regional Air Command Centre III.
3. ATC will clear "direct to" for aircraft in order to shorten the route when traffic condition permits.
4. Aircraft unable to comply with RNAV 1 or published altitude/speed restrictions pilot must inform ATC.

Apt Elev 33

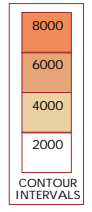
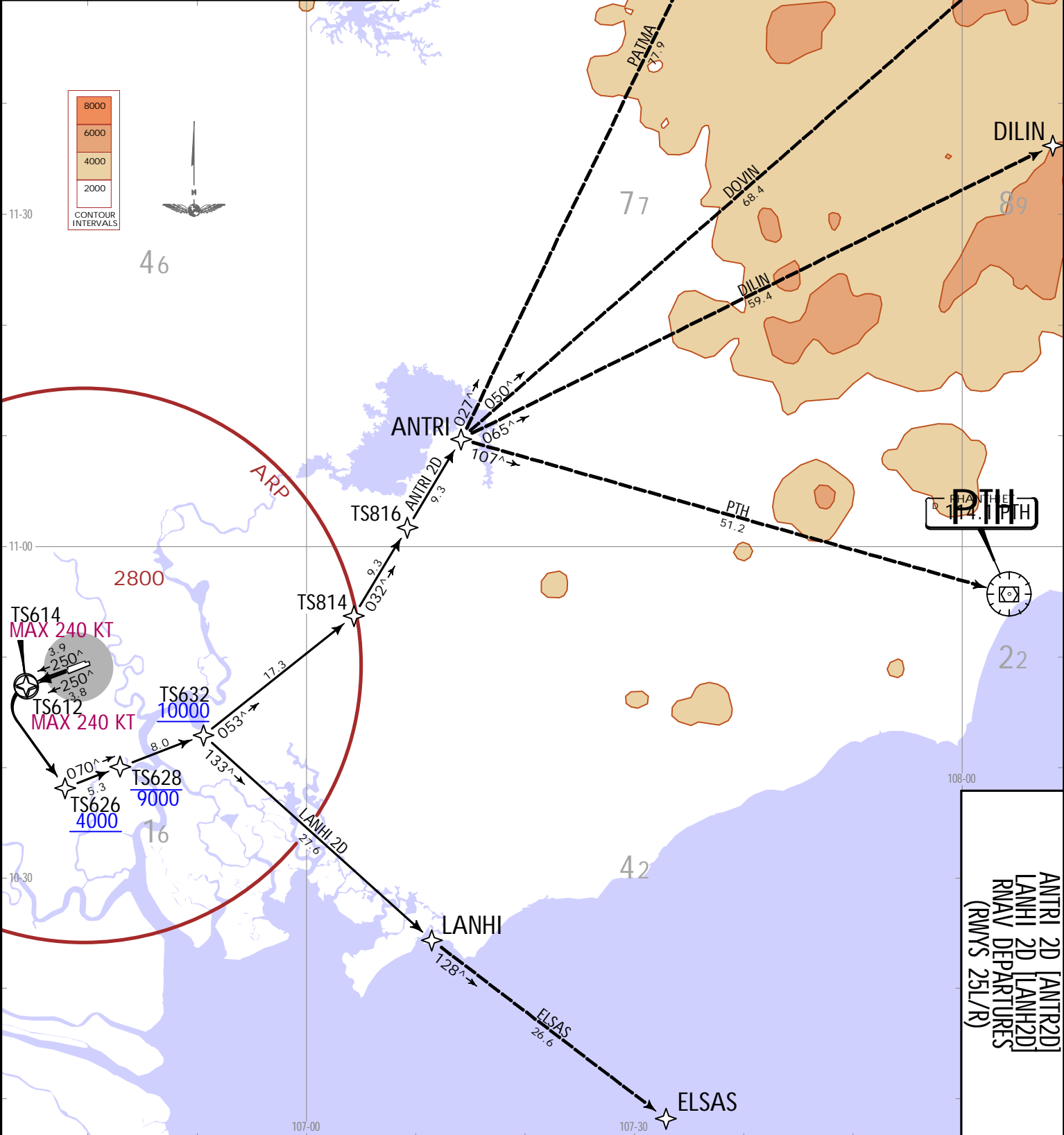
ANTRI 1C [ANTR1C]
 ANTRI 1D [ANTR1D]
 KADUM 1F [KADU1F]
 KADUM 1G [KADU1G]
 LANHI 1F [LANH1F]
 LANHI 1G [LANH1G]
 TANOS 1C [TANO1C]
 TANOS 1D [TANO1D]
 RNAV DEPARTURES
 (RWYS 25L/R)

.SPEED: MAX 250 KT BELOW 10000



CHANGES: General notes revised

Apt Elev 33	Trans alt: 18000					
	RNAV 1 required	GNSS only				
3. RADAR surveillance required.						
4. ANTRI 2D is used after completing coordination with Regional Air Command Centre III.						
ANTRI 2D [ANTR2D] LANHI 2D [LANH2D] RNAV DEPARTURES (RWYS 25L/R)						
These SIDs require a minimum climb gradient of 6.2% until 10000 for ATC constraint.						
Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884



ANTRI 2D [ANTR2D]
LANHI 2D [LANH2D]
RNAV DEPARTURES
(RWYS 25L/R)

WTS/SGN
TAN SON NHAT INTL

JEPPESSEN
 26 NOV 21
 10-3F
 Eff: 2 Dec.

HO CHI MINH, VIETNAM
RNAV SID

JEPPESSEN, 2019, 2021. ALL RIGHTS RESERVED.

HO CHI MINH
VIETNAM
RNVAV.SID.

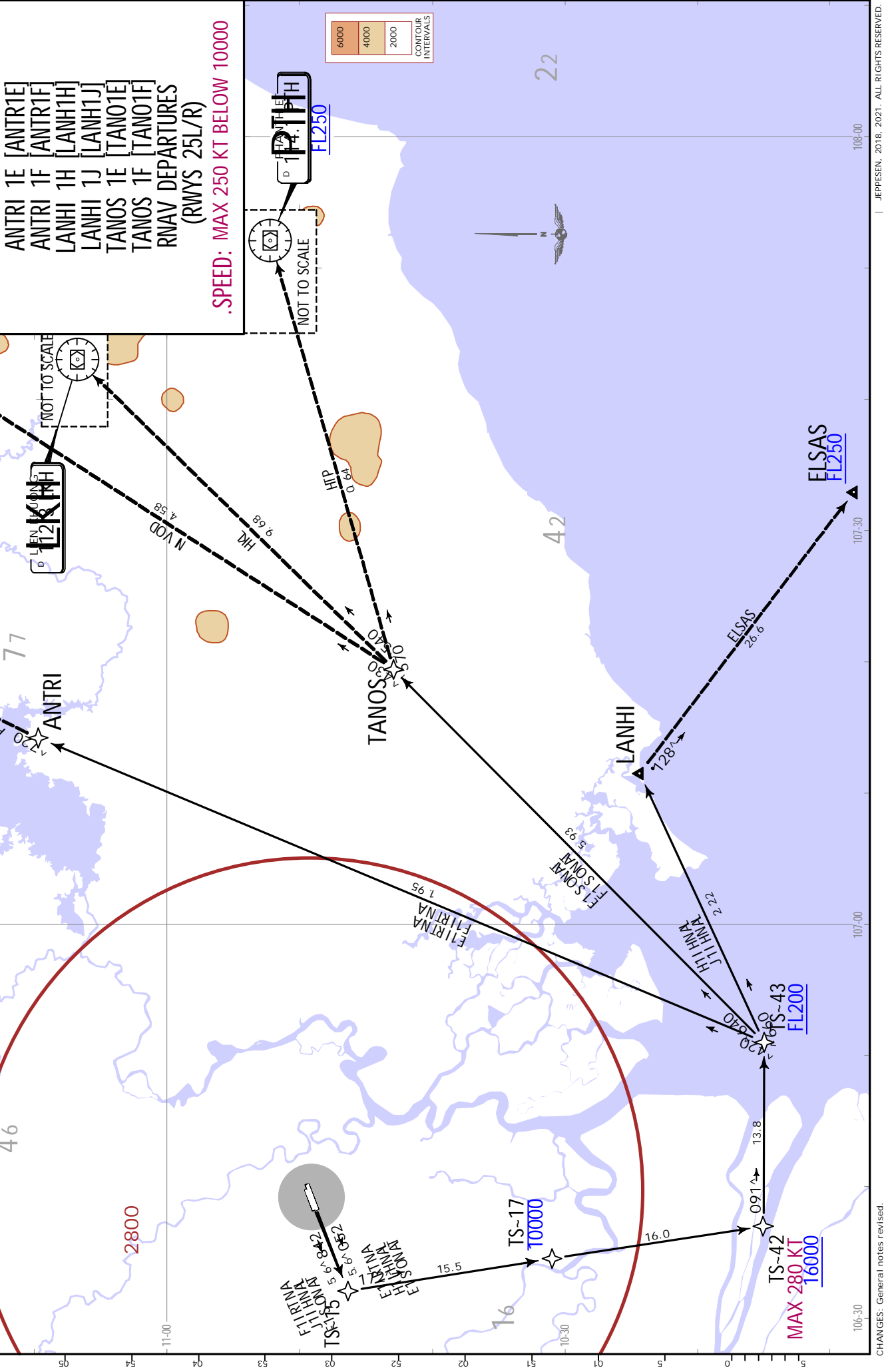
JEPPesen
26 NOV 21 (10-3G).Eff.2.Dec.

Trans alt: 18000
RNVAV 1 GNSS required
1. Surveillance RADAR required.
2. ATC will clear "direct to" for aircraft in order to shorten the route when traffic condition permits.
3. Aircraft unable to comply with RNVAV 1 or published altitude/speed restrictions must inform ATC.

ANTRI 1E [ANTR1E]
ANTRI 1F [ANTR1F]
LANHI 1H [LANH1H]
LANHI 1J [LANH1J]
TANOS 1E [TANO1E]
TANOS 1F [TANO1F]
RNVAV DEPARTURES
(RWYS 25L/R)
.SPEED: MAX 250 KT BELOW 10000

APot Elev
33

DOVIN
NOT TO SCALE



ARP 46
2800

PATMA
FL290
NOT TO SCALE

ANTRI
9.77
ANTR AP

TANOS
9.68
HAI

LANHI
12.28
LANH

TS-42
16.0
TS-43
13.8
091
MAX 280 KT
16000
FL200

ELSAS
26.6
FL250

TS-17
10000

6000
4000
2000
CONTOUR INTERVALS

NOT TO SCALE

FL250

106-30
107-30
108-00

11-00
10-30

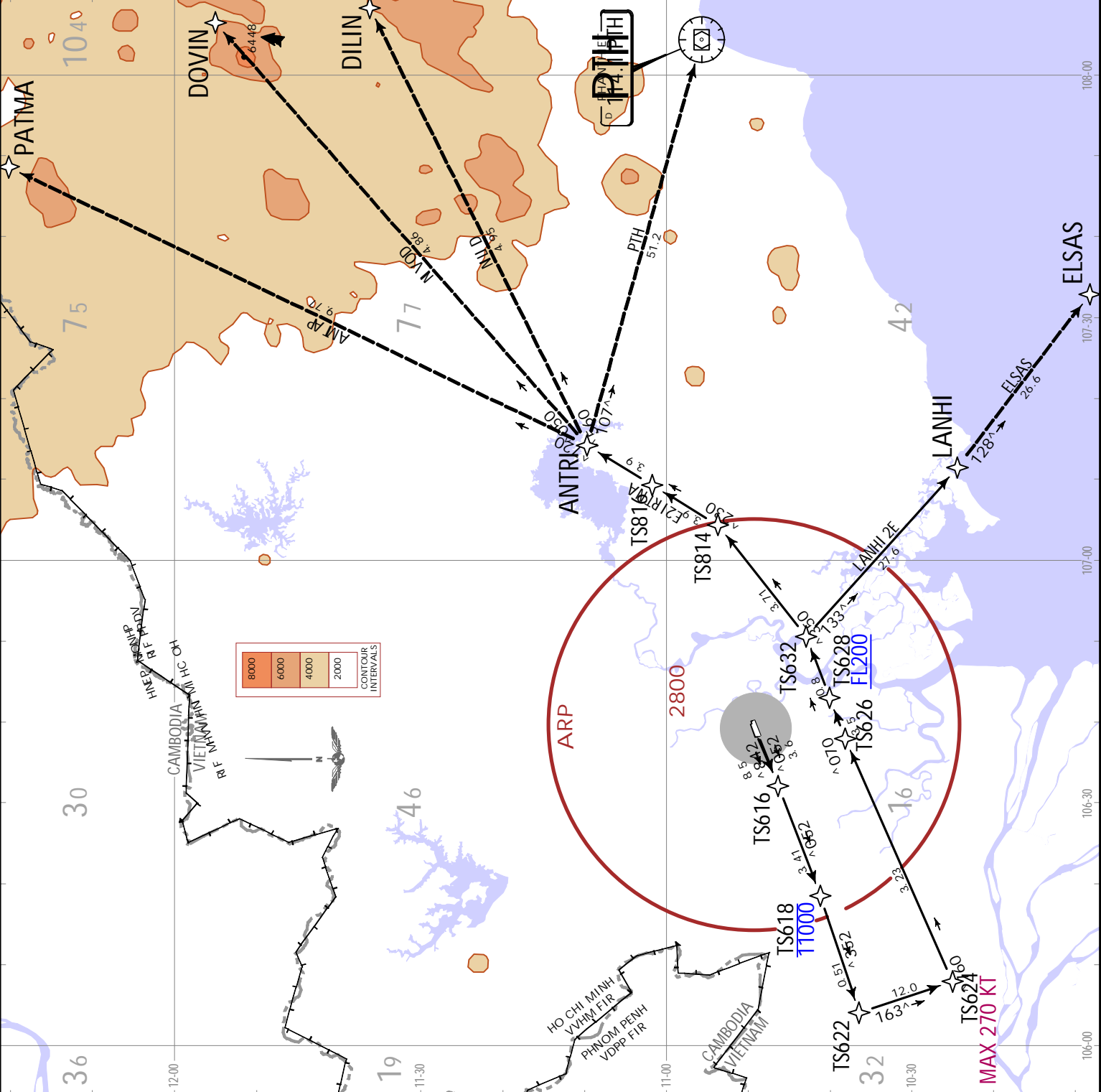
106-30
107-30
108-00

JEPPesen
 26 NOV 21 10-3H .Eff.2.Dec.
HO CHI MINH, VIETNAM
 .RNAV.SID.

VTWS/SGN
 TAN SON NHAT INTL

Trans alt: 18000	RNAV 1 required	GNSS only				
1. RADAR surveillance required. 2. ANTRI 2E is used after completing coordination with Regional Air Command Centre III.						
ANTRI 2E [ANTR2E] LANHI 2E [LANH2E] RNAV DEPARTURES (RWYS 25L/R)						
These SIDs require a minimum climb gradient of 4.1% until FL200 for ATC constraint.						
Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

LAM DONG
 Lien Khuong
 WDL



VTWS/SGN
 TAN SON NHAT INTL

JEPPESEN
26 NOV 21 (10-3J) Eff. 2.Dec.

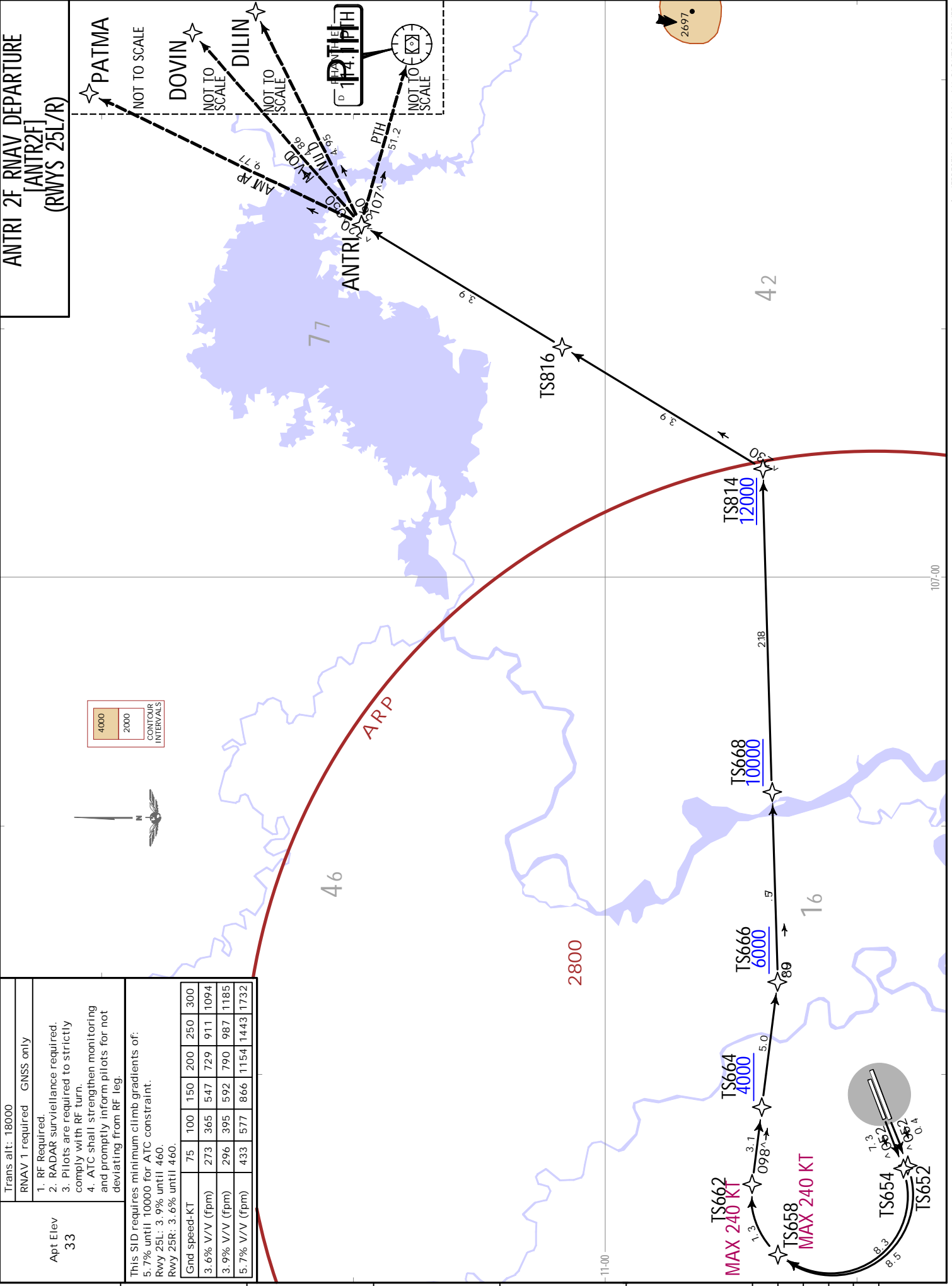
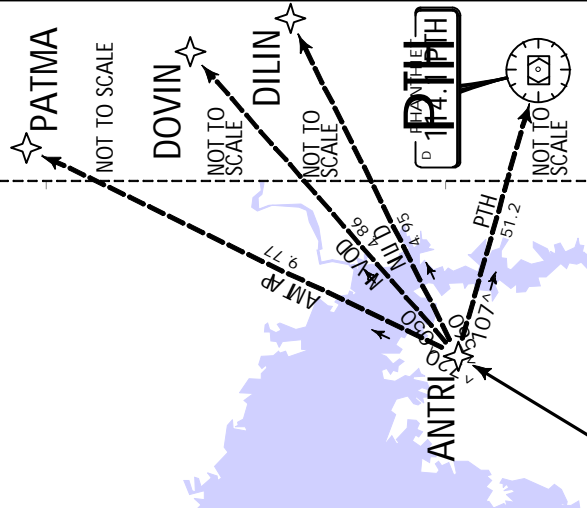
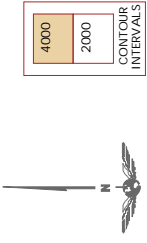
ANTRI 2F RNAV DEPARTURE
[ANTR2F]
(RWYS 25L/R)

VTWS/SGN
TAN SON NHAT INTL

Trans alt: 18000
RNAV 1 required GNSS only
1. RF Required.
2. RADAR surveillance required.
3. Pilots are required to strictly comply with RF turn.
4. ATC shall strengthen monitoring and promptly inform pilots for not deviating from RF leg.

This SID requires minimum climb gradients of:
5.7% until 10000 for A1C constraint.
Rwy 25L: 3.9% until 460.
Rwy 25R: 3.6% until 460.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.9% V/V (fpm)	296	395	592	790	987	1185
5.7% V/V (fpm)	433	577	866	1154	1443	1732

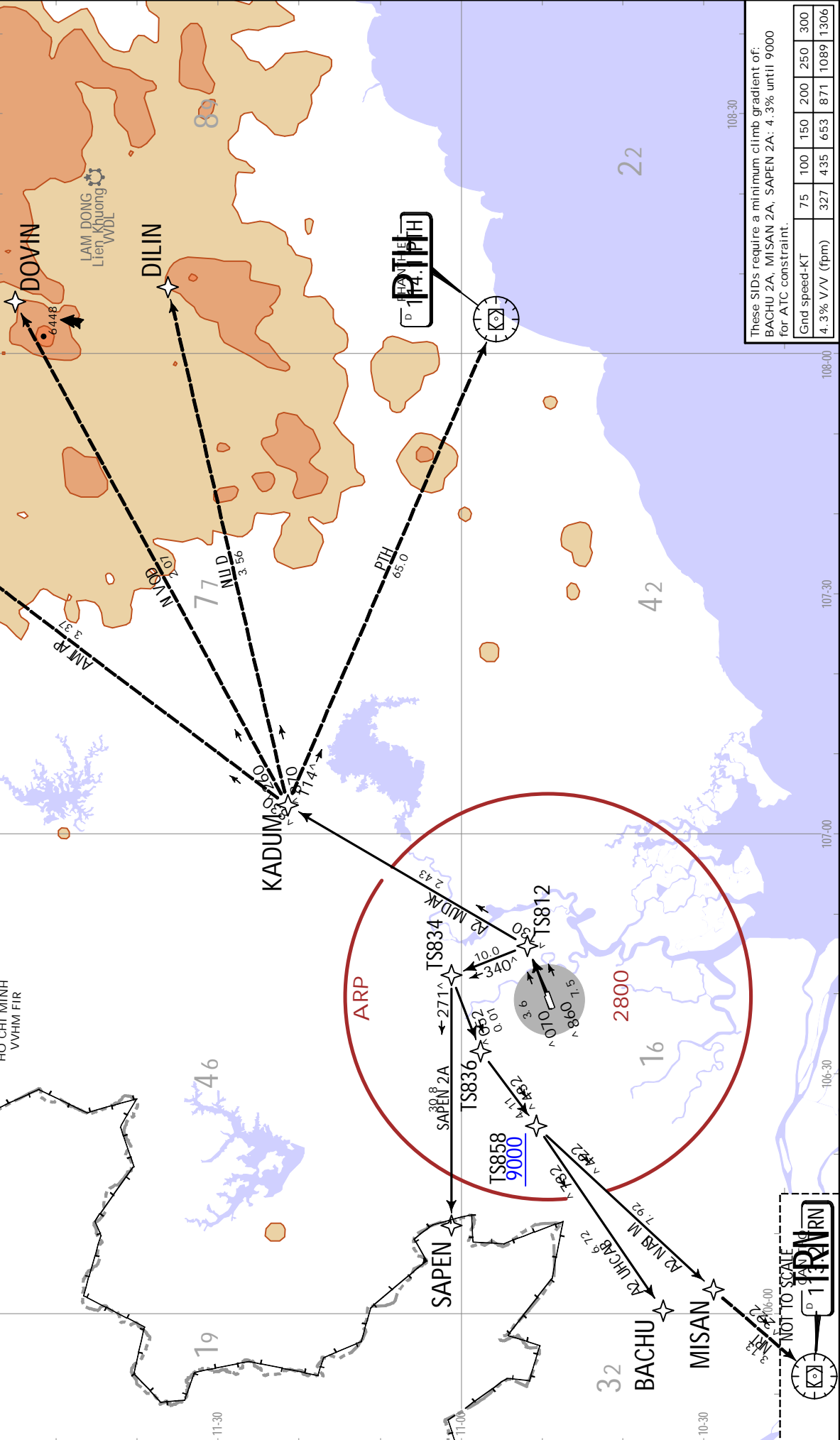


JEYPESEN
HO CHI MINH, VIETNAM
.RNAV.SID

VTWS/SGN
TAN SON NHAT INTL

26 NOV 21 10-3K .Eff.2.Dec.

Trans alt: 18000	RNAV 1 required	GNSS only
Apt Elev 33	1. RADAR surveillance required. 2. These SIDs are only used after completing coordination with Regional Air Command Centre III.	
BACHU 2A [BACH2A] KADUM 2A [KADU2A] MISAN 2A [MISA2A] SAPEN 2A [SAPE2A] RNAV DEPARTURES (RWYS 07L/R)		



These SIDs require a minimum climb gradient of:
 BACHU 2A, MISAN 2A, SAPEN 2A: 4.3% until 9000
 for ATC constraint.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

NOT TO SCALE

TRM

HO CHI MINH VIETNAM
 .RNAV.SID.

**BACHU 2C [BACH2C]
 MISAN 2C [MISA2C]
 RNAV DEPARTURES
 (RWYS 07L/R)**

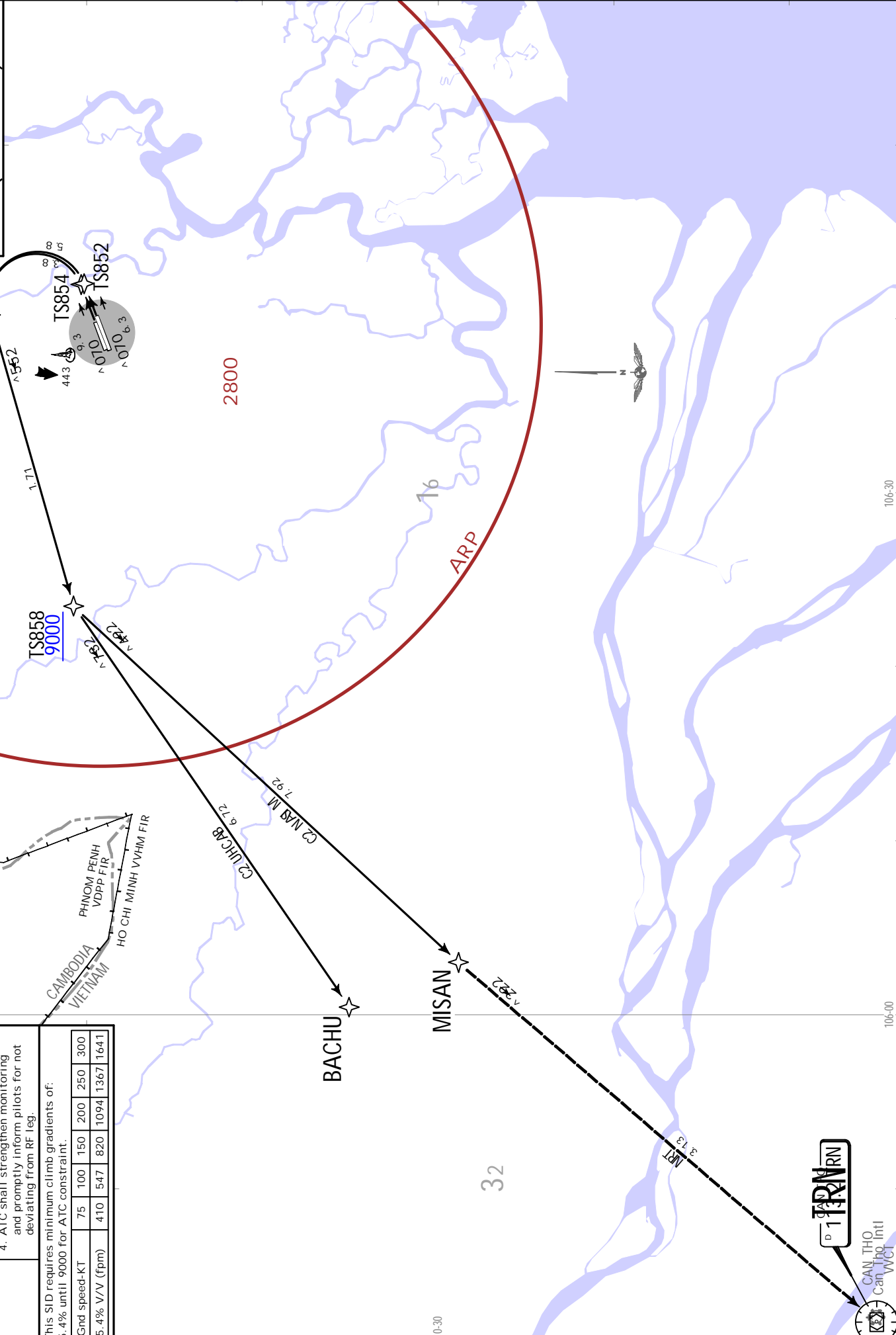
JEPPesen
 26 NOV 21 (10-3L) .Eff.2.Dec.

VTWS/SGN
 TAN SON NHAT INTL

Trans alt: 18000
 RNAV 1 required GNSs only
 1. RF Required.
 2. RADAR surveillance required.
 3. Pilots are required to strictly comply with RF turn.
 4. ATC shall strengthen monitoring and promptly inform pilots for not deviating from RF leg.

This SID requires minimum climb gradients of:
 5.4% until 9000 for ATC constraint.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641



C2 UIC/AB	6 72
C2 MSB M	7 92

PHNOM PENH VDP
 HO CHI MINH VVHM FIR

CAMBODIA VIETNAM

BACHU

MISAN

32

31.73

106-30

106-00

106-30

TERMIN
 CAN THO
 Can Tho Intl
 WCI

JEPPESEN
 26 NOV 21 (10-3M) Eff. 2. Dec.
HO CHI MINH, VIETNAM
 .RNAV.SID.

VVTS/SGN
 TAN SON NHAT INTL

Trans alt: 18000
 RNAV 1 GNSS required

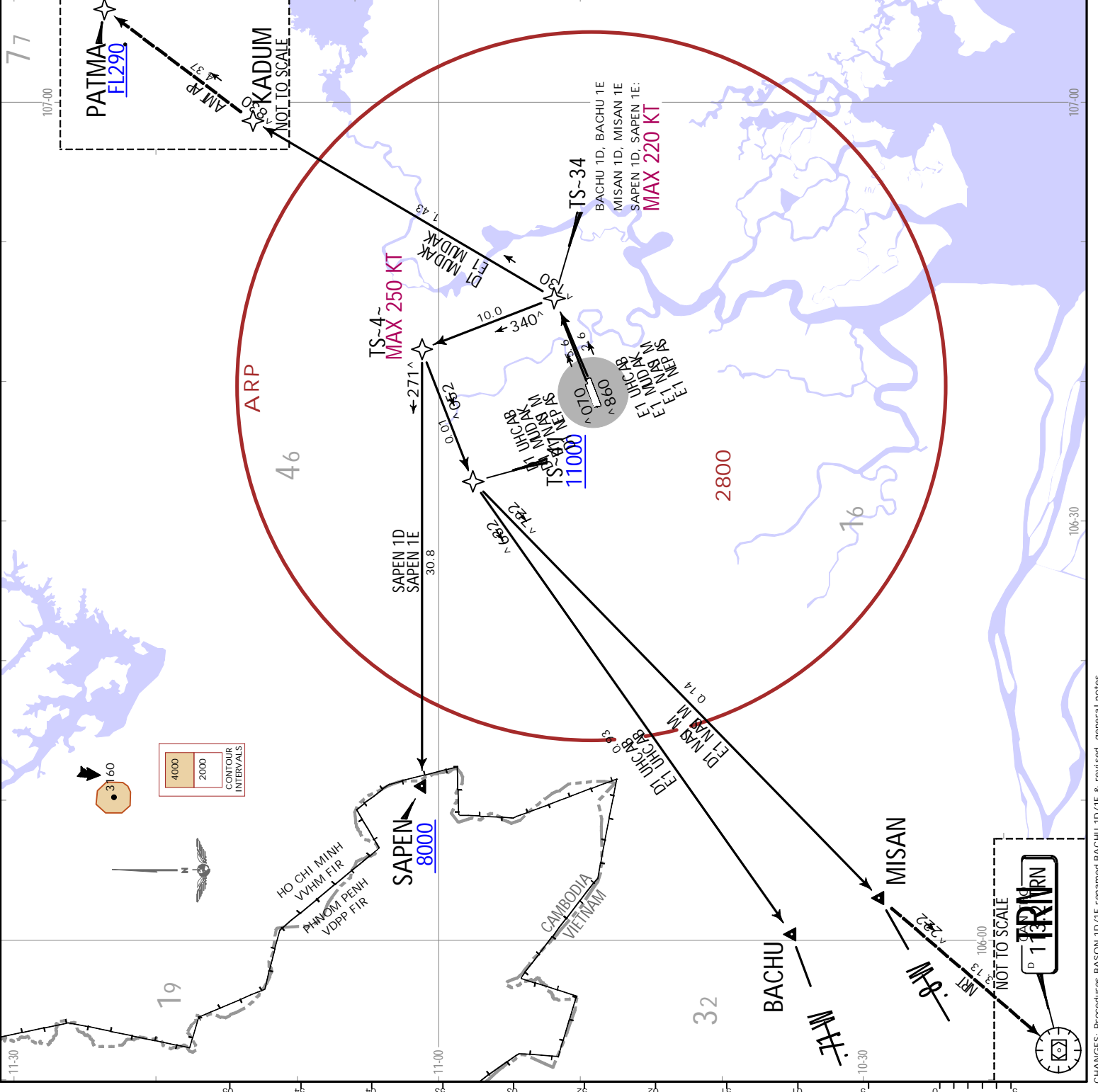
1. Surveillance RADAR required.
2. KADUM 1D/1E, BACHU 1D/1E, MISAN 1D/1E and SAPEN 1D/1E are only used after completing coordination with Regional Air Command Centre III.
3. ATC will clear "direct to" for aircraft in order to shorten the route when traffic condition permits.
4. Aircraft unable to comply with RNAV 1 or published altitude/speed restrictions must inform ATC.

BACHU 1D [BACH1D]
 BACHU 1E [BACH1E]
 KADUM 1D [KADU1D]
 KADUM 1E [KADU1E]
 MISAN 1D [MISA1D]
 MISAN 1E [MISA1E]
 SAPEN 1D [SAPE1D]
 SAPEN 1E [SAPE1E]
 RNAV DEPARTURES
 (RWYS 07L/R)

.SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of:

BACHU 1E, MISAN 1E, SAPEN 1E:	3.4% to 330
Gnd speed-KT	75 100 150 200 250 300
3.4% V/V (fpm)	258 344 516 689 861 1033

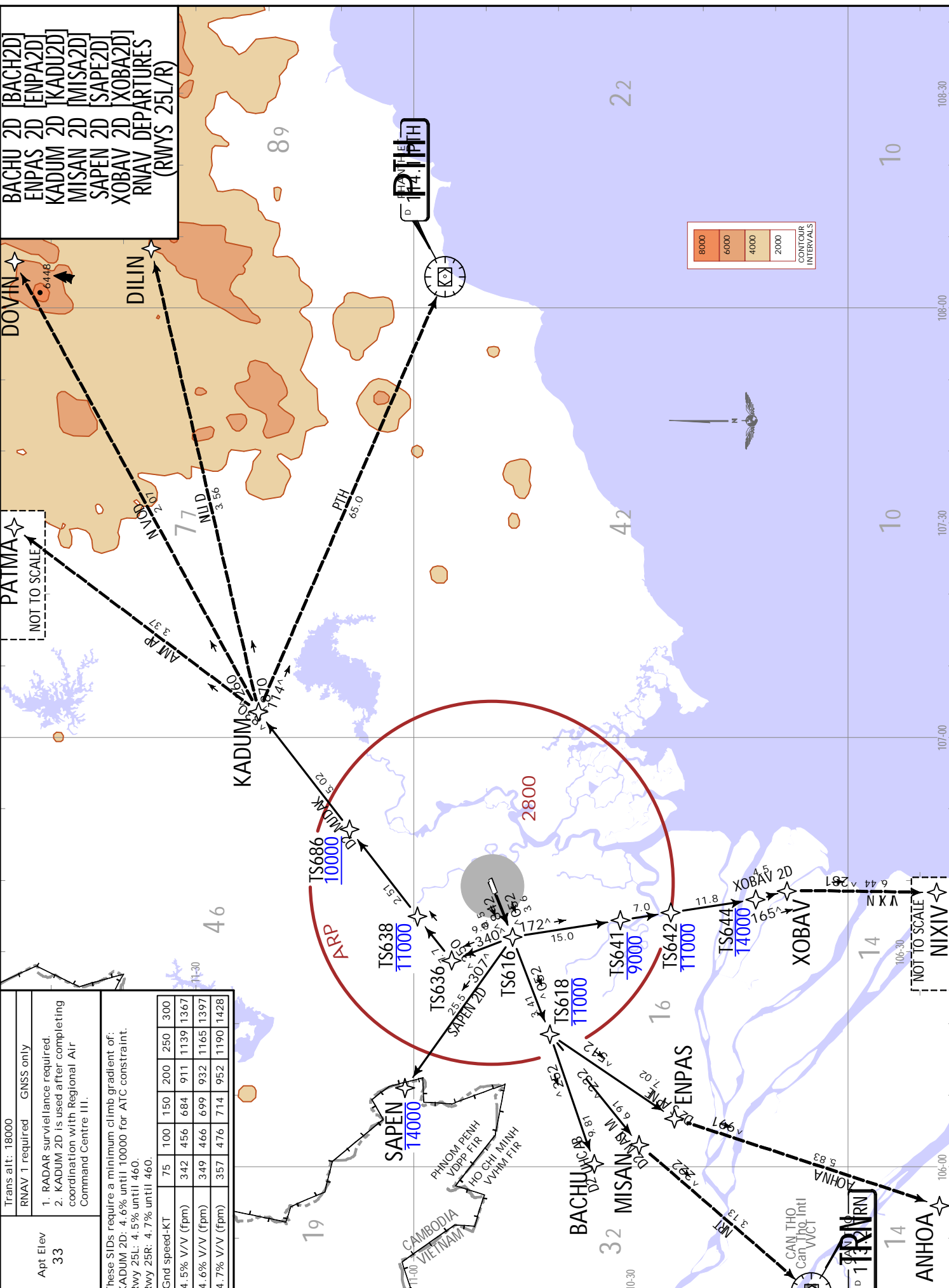


**HO CHI MINH
VIETNAM**
_RNAV.SID.

JEPPESEN
26 NOV 21 (10-3N) . Eff. 2.Dec.

VTWS/SGN
TAN SON NHAT INTL

Trans alt: 18000	RNAV 1 required	GNS5 only				
Apt Elev 33	1. RADAR surveillance required. 2. KADUM 2D is used after completing coordination with Regional Air Command Centre III.					
These SIDs require a minimum climb gradient of: KADUM 2D: 4.6% until 10000 for ATC constraint. Rwy 25L: 4.5% until 460. Rwy 25R: 4.7% until 460.						
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.6% V/V (fpm)	349	466	699	932	1165	1397
4.7% V/V (fpm)	357	476	714	952	1190	1428



PHNOM PENH VDBP FIR
HO CHI MINH VVHM FIR
CAMBODIA VIETNAM

HO CHI MINH
VIETNAM
.RNAV.SID.

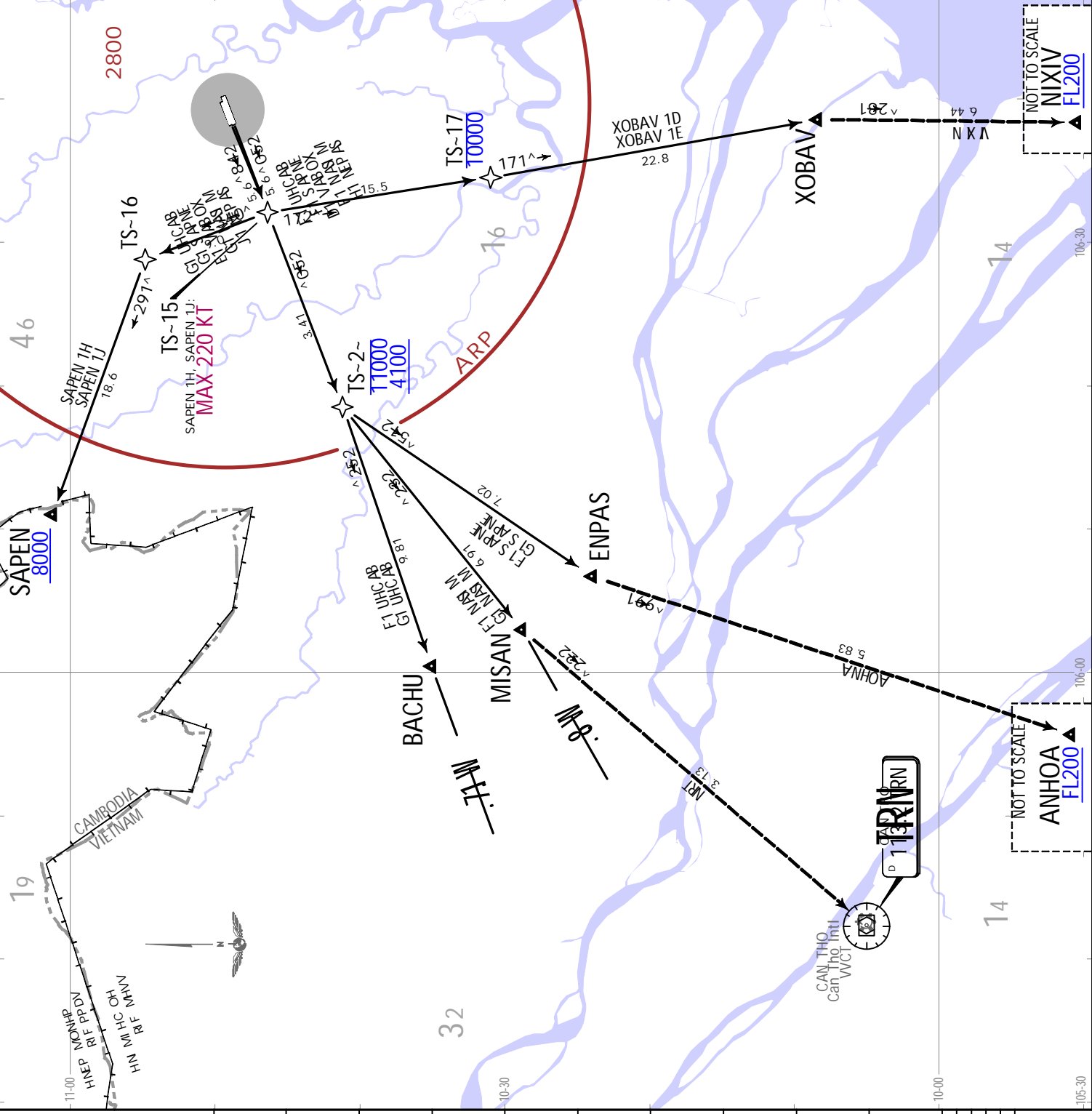
JEPPESSEN
26 NOV 21 (10-3P). Eff. 2.Dec.

WTS/SGN
TAN SON NHAT INTL

Trans alt: 18000
RNAV 1 GNSS required

1. Surveillance RADAR required.
2. ATC will clear "direct to" for aircraft in order to shorten the route traffic condition permits.
3. Aircraft unable to comply with RNAV 1 or published altitude/speed restrictions must inform ATC.

BACHU 1F [BACH1F]
BACHU 1G [BACH1G]
ENPAS 1F [ENPA1F]
ENPAS 1G [ENPA1G]
MISAN 1F [MISA1F]
MISAN 1G [MISA1G]
SAPEN 1H [SAPE1H]
SAPEN 1J [SAPE1J]
XOBAV 1D [XOBA1D]
XOBAV 1E [XOBA1E]
RNAV DEPARTURES
(RWYS 25L/R)
.SPEED: MAX 250 KT BELOW 10000



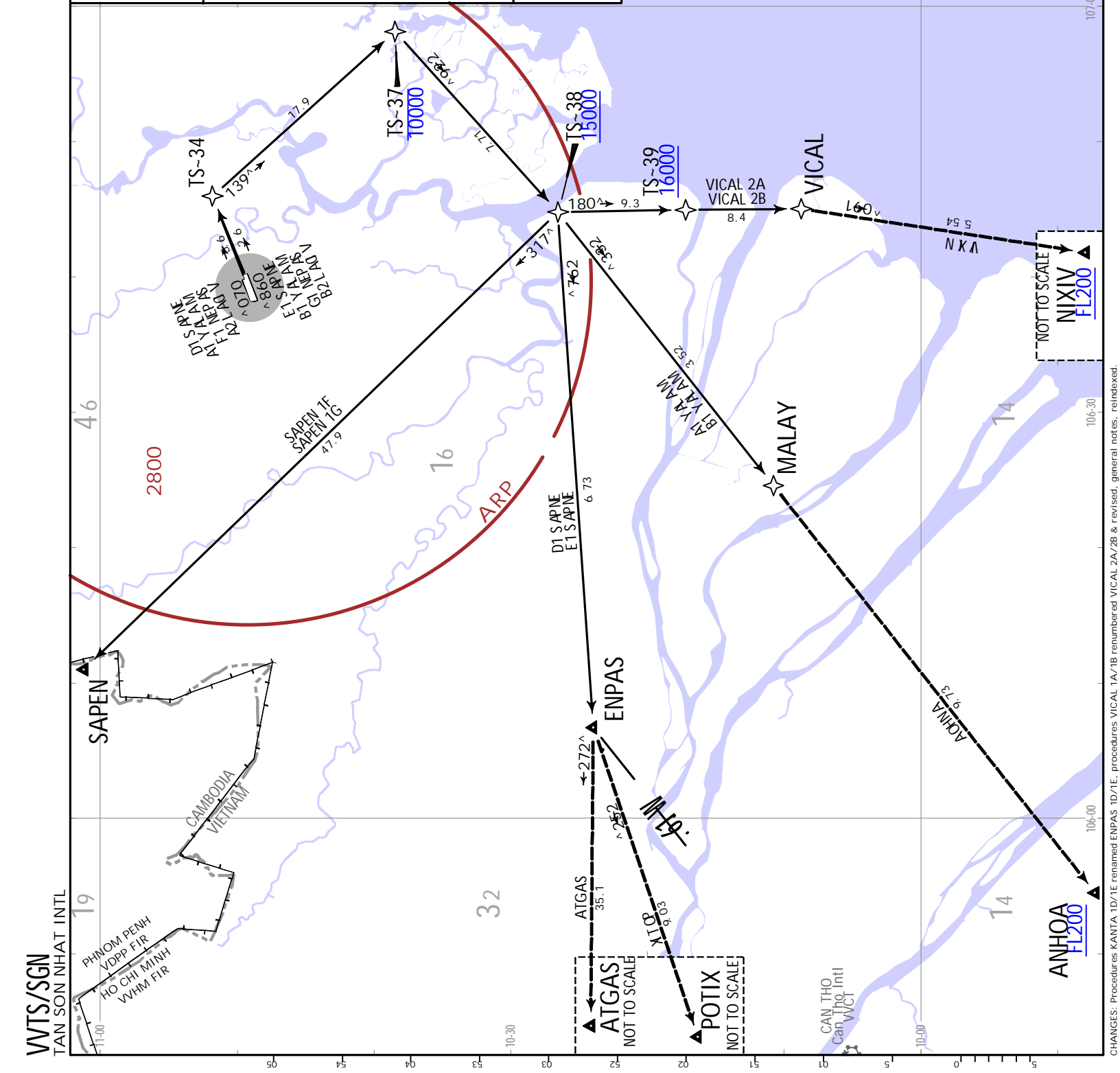
HO CHI MINH VIETNAM
JEPPESEN
 26 NOV 21 10-30 .Eff. 2.Dec. .RNAV.SID.

Trans alt: 18000
 RNAV 1 GNSS required
 1. Surveillance RADAR required.
 2. ATC will clear "direct to" for aircraft in order to shorten the route when traffic condition permits.
 3. Aircraft unable to comply with RNAV 1 or published altitude/speed restrictions must inform ATC.

ENPAS 1D [ENPA1D]
 ENPAS 1E [ENPA1E]
 MALAY 1A [MALA1A]
 MALAY 1B [MALA1B]
 SAPEN 1F [SAPE1F]
 SAPEN 1G [SAPE1G]
 VICAL 2A [VICA2A]
 VICAL 2B [VICA2B]
 RNAV DEPARTURES
 (RWYS 07L/R)

.SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of:
 ENPAS 1E, MALAY 1B, SAPEN 1G, VICAL 2B: 3.4% to 330.
 3.4% V/V (fpm) 75 100 150 200 250 300
 Gnd speed-KT 258 344 516 689 861 1033

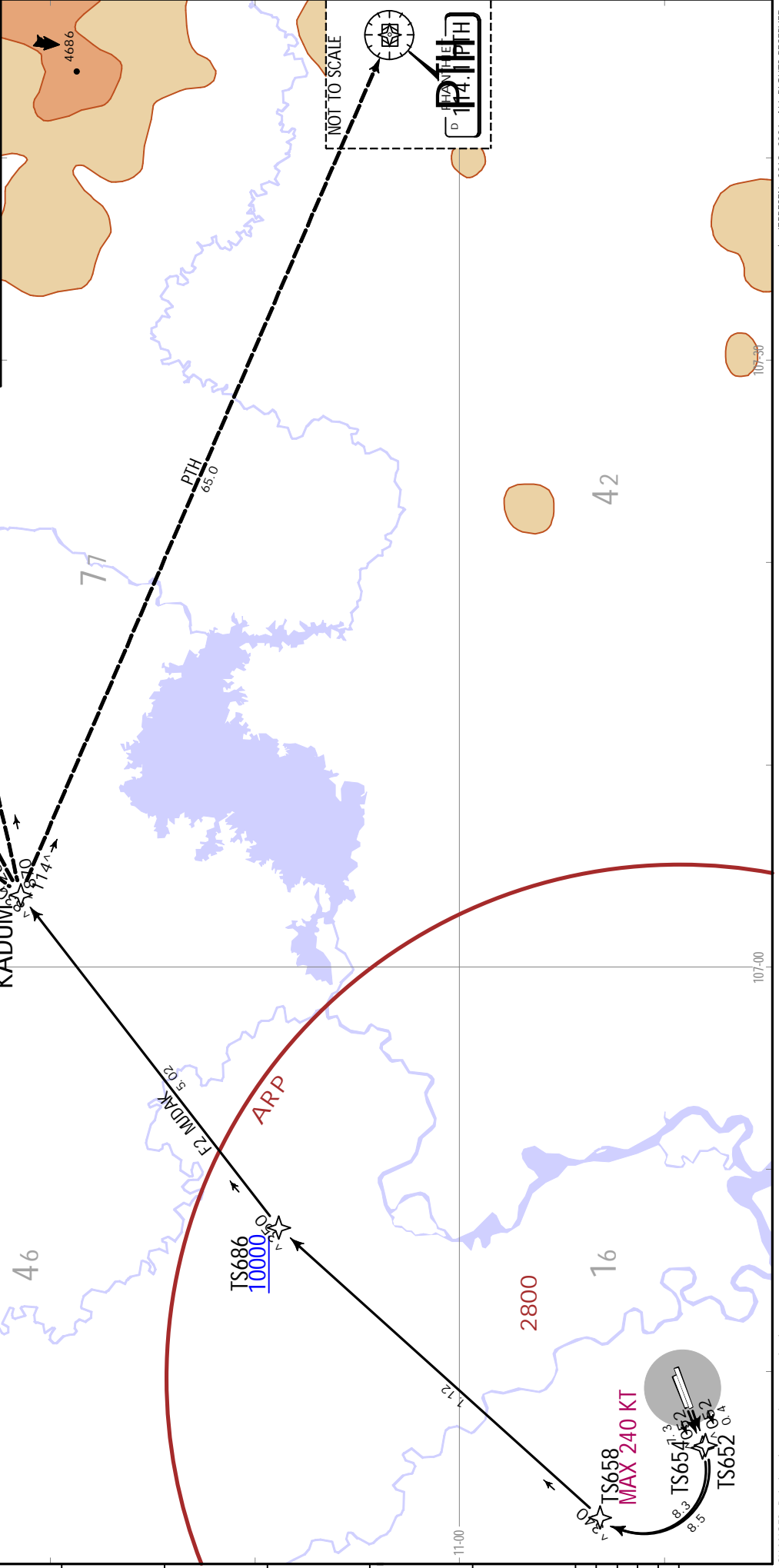
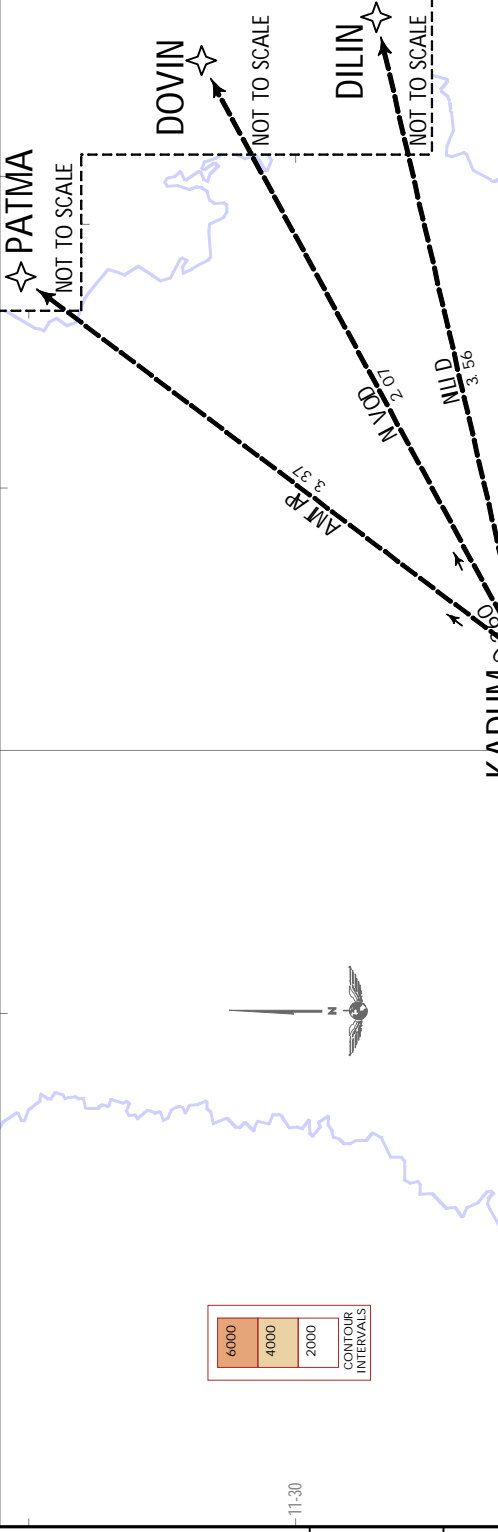


HO CHI MINH
VIETNAM
RNAV.SID.

JEPPESEN
26 NOV 21
10-3S Eff. 2. Dec.

VTTS/SGN
TAN SON NHAT INTL

Trans alt: 18000																													
RNAV 1 required	GNSS only																												
1. RF required. 2. RADAR surveillance required. 3. KADUM 2F is used after completing coordination with Regional Air Command Centre III.																													
Apt Elev 33																													
KADUM 2F RNAV DEPARTURE (KADU2F) (RWYS 25L/R)																													
This SID requires a minimum climb gradient of 5.3% until 10000 for ATC constraint. Rwy 25L: 3.9% until 460. Rwy 25R: 3.6% until 460.																													
<table border="1"> <tr><td>Gnd speed-KT</td><td>75</td><td>100</td><td>150</td><td>200</td><td>250</td><td>300</td></tr> <tr><td>3.6% V/V (fpm)</td><td>273</td><td>365</td><td>547</td><td>729</td><td>911</td><td>1094</td></tr> <tr><td>3.9% V/V (fpm)</td><td>296</td><td>395</td><td>592</td><td>790</td><td>987</td><td>1185</td></tr> <tr><td>5.3% V/V (fpm)</td><td>403</td><td>537</td><td>805</td><td>1073</td><td>1342</td><td>1610</td></tr> </table>	Gnd speed-KT	75	100	150	200	250	300	3.6% V/V (fpm)	273	365	547	729	911	1094	3.9% V/V (fpm)	296	395	592	790	987	1185	5.3% V/V (fpm)	403	537	805	1073	1342	1610	
Gnd speed-KT	75	100	150	200	250	300																							
3.6% V/V (fpm)	273	365	547	729	911	1094																							
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5.3% V/V (fpm)	403	537	805	1073	1342	1610																							



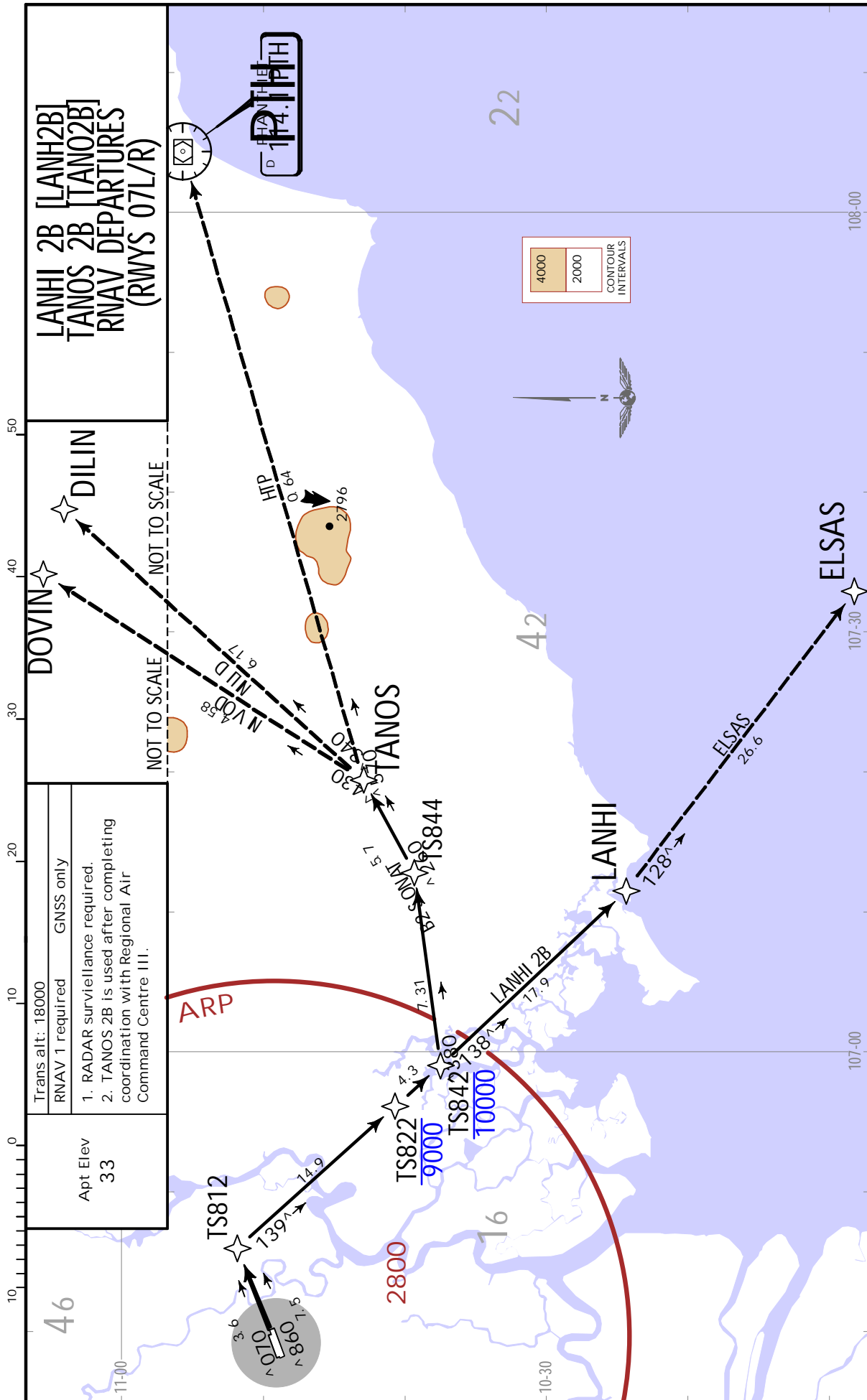
6000
4000
2000

CONTOUR INTERVALS

VVTS/SGN
TAN SON NHAT INTL

JEPPESSEN HO CHI MINH, VIETNAM
26 NOV 21 (10-3T) .Eff.2.Dec.

.RNAV.SID.



CHANGES: General notes revised.

VVTS/SGN

TAN SON NHAT INTL

26 NOV 21

10-3U

.Eff.2.Dec.

JEPPESSEN HO CHI MINH, VIETNAM

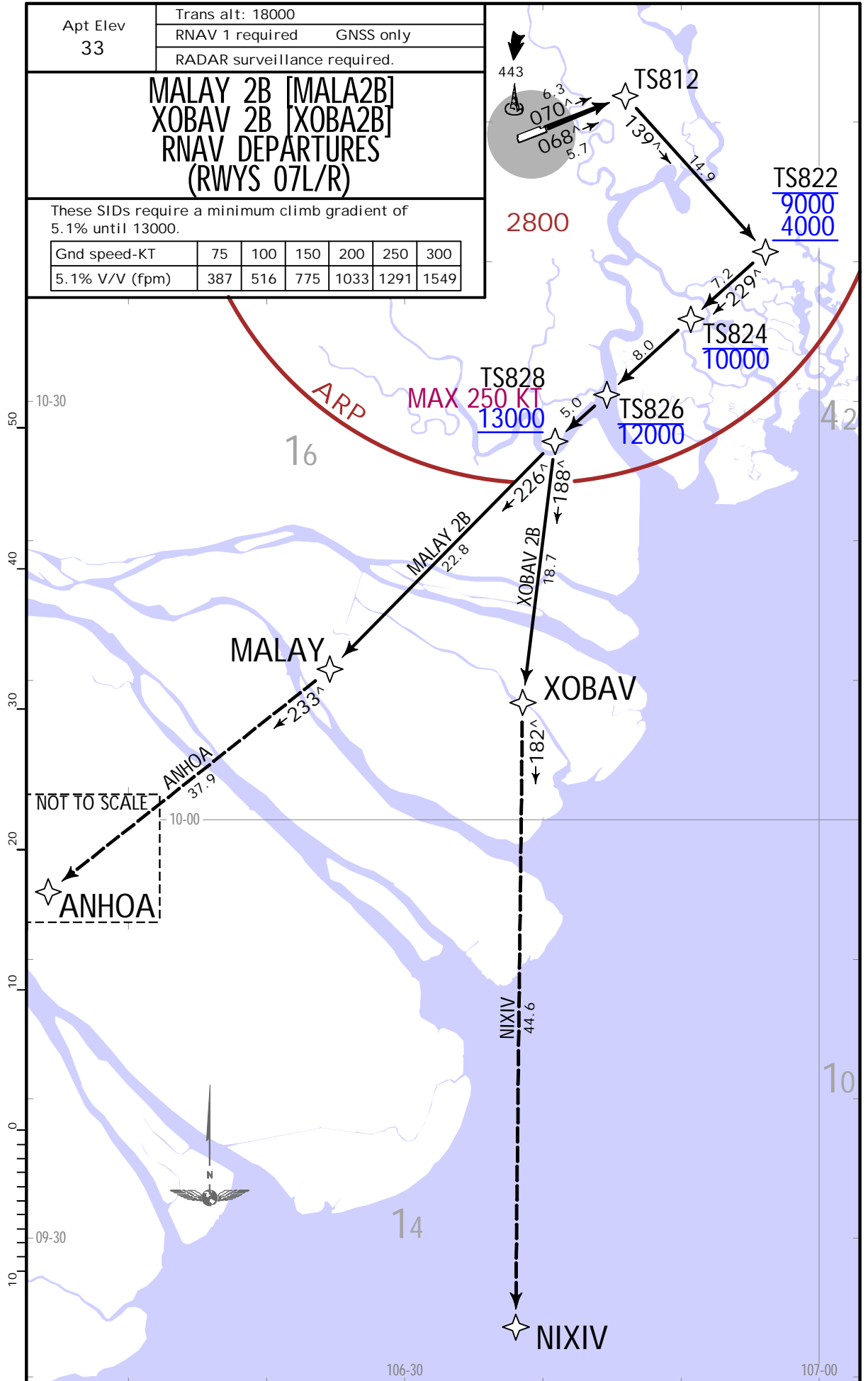
.RNAV.SID.

Apt Elev 33	Trans alt: 18000	
	RNAV 1 required	GNSS only
	RADAR surveillance required.	

**MALAY 2B [MALA2B]
XOBAV 2B [XOBA2B]
RNAV DEPARTURES
(RWYS 07L/R)**

These SIDs require a minimum climb gradient of 5.1% until 13000.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

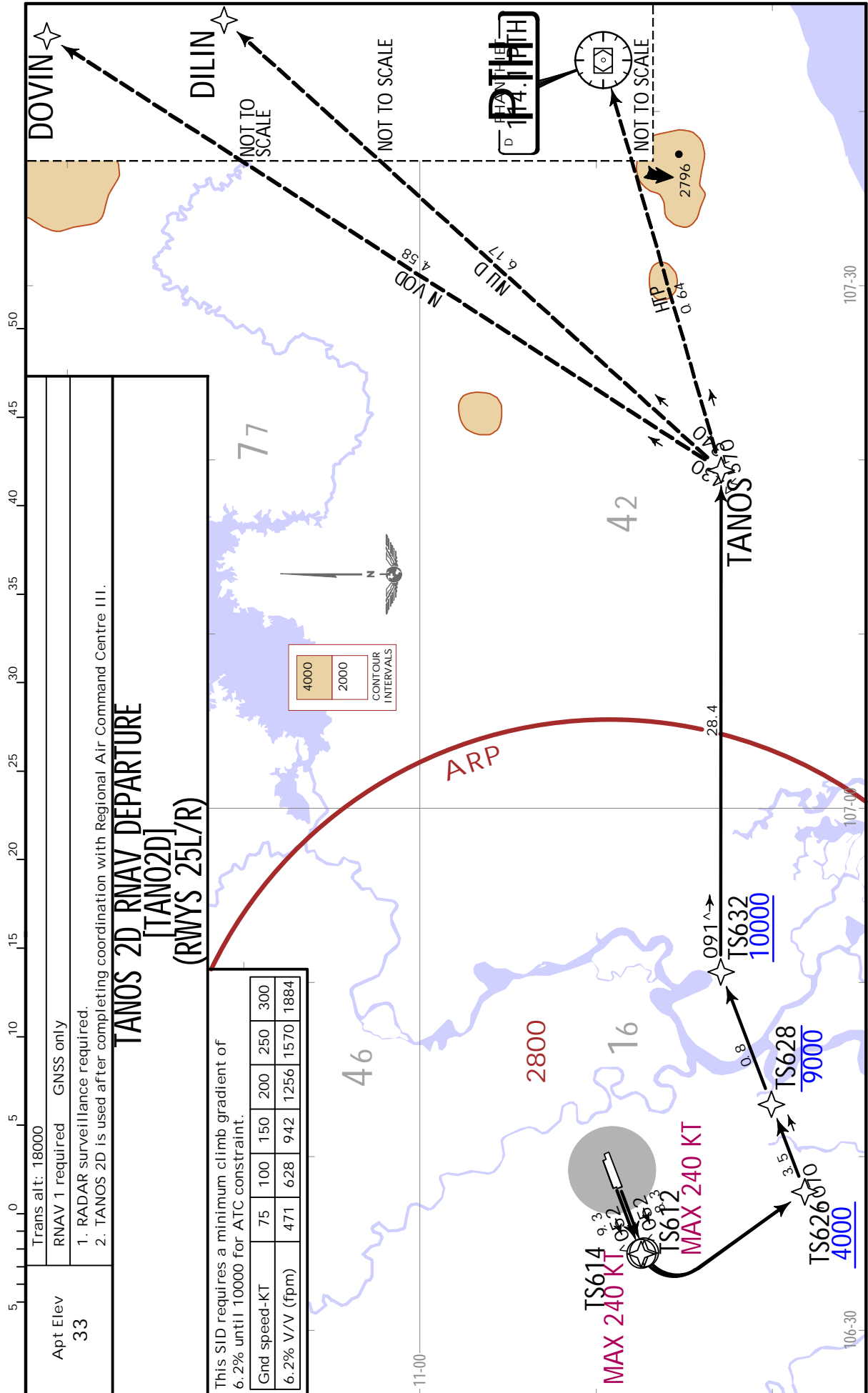


CHANGES: Procedure renamed & revised.

VVTS/SGN
TAN SON NHAT INTL

26 NOV 21 (10-3V) .Eff.2.Dec.

JEPPESSEN HO CHI MINH, VIETNAM
.RNAV.SID.



Trans alt: 18000
RNAV 1 required GNSS only
1. RADAR surveillance required.
2. TANOS 2D is used after completing coordination with Regional Air Command Centre III.

TANOS 2D RNAV DEPARTURE
[TAN02D]
(RWYS 25L/R)

This SID requires a minimum climb gradient of 6.2% until 10000 for ATC constraint.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

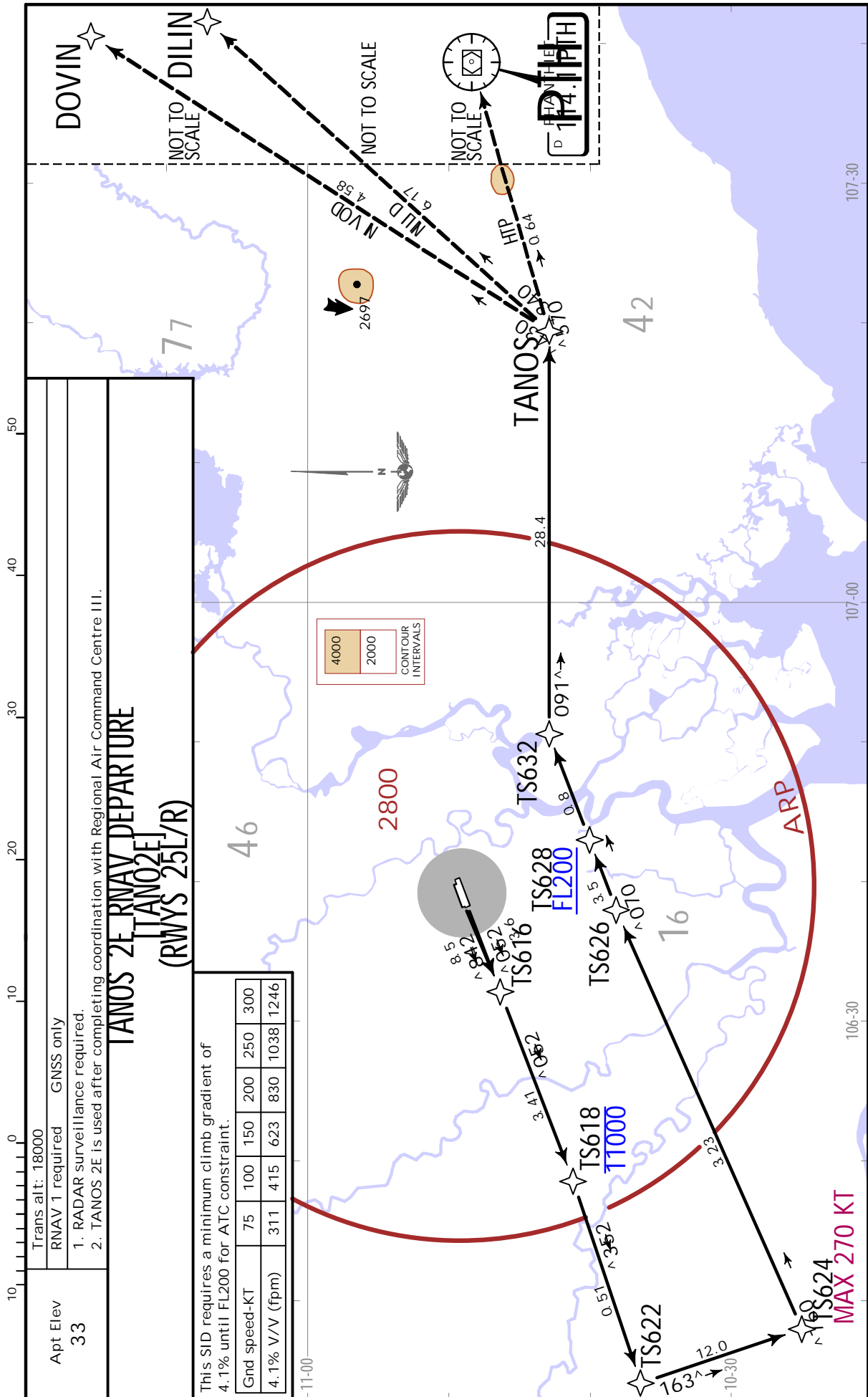
CHANGES: General notes revised.

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VVTS/SGN
TAN SON NHAT INTL

26 NOV 21 (10-3W) .Eff.2.Dec.

JEPPESSEN HO CHI MINH, VIETNAM
.RNAV.SID.



CHANGES: General notes revised.

JEPPESSEN, 2019, 2021. ALL RIGHTS RESERVED.

CLOSURE OF RUNWAY 25L/07R AND TAXIWAYS FOR REPAIR CONSTRUCTION AT TAN SON NHAT INTERNATIONAL AIRPORT (SUP A033-22)

1 INTRODUCTION

1.1 The details of closure of Rwy 25L/07R and Twys for repair construction:
from 1700 to 2300 daily, from 12 NOV 2022 to 1 DEC 2022.

1.2 Constructing areas near stand 20, 21: from 0701 on 26 OCT 2022
to 0700 on 25 NOV 2022.

2 DETAILS

2.1 Repair construction of Rwy 25L/07R.

Notes:

- Construction areas must be equipped with signs, warning lights and flag and surrounding fences.
- Pilots shall follow ATC instructions strictly during construction period.

2.1.1 Areas 3

2.1.1.1 Construction period: from 1700 to 2300, from 12 NOV 2022 to 14 NOV 2022 (3 days).

2.1.1.2 Temporarily closed areas:

- Rwy 25L/07R;
- Twys S1, S7, S8;
- Twy S6 (The portion from Rwy 25L/07R to Twy S);
- Twy P5 (The portion from Rwy 25L/07R to Twy P4);
- Twy S (The portion from the intersection of Twy S1 295'(90m) to the West);
- Twy V (The portion from the intersection of Twy S1 295'(90m) to the South West);
- ILS/DME system of Thr 25L and ILS/DME system of Thr 07R, signal lights on Rwy 25L/07R;
- Signal lights on Twy S8, P5 (The portion from Rwy 25L/07R to Twy P4).

2.1.1.3 Areas have not been put into operation:

- Twy S (The portion from Twy S6 to S10) except for the intersection with Twy S7, S8, S9, S10; Twy V1.

2.1.1.4 Aircraft operational procedures.

Following the current procedures, except for:

- The aircraft taking off/landing procedures on Rwy 25L/07R;
- The aircraft operational procedures on Twy S1, S7, S8;
- The aircraft operational procedures on Twy S6 (The portion from Rwy 25L/07R to Twy S);
- The aircraft operational procedures on Twy P5 (The portion from Rwy 25L/07R to Twy P4);
- The aircraft operational procedures on Twy S (The portion from Twy S6 to Twy S10) except for the intersection with Twy S7, S8, S9, S10;
- The aircraft operational procedures on Twy V1.

Notes:

- During the temporary closure of Rwy 25L/07R, aircraft are allowed to operate on Twys crossing Rwy 25L/07R except for Twys S1, S7, S8, Twy S6 (The portion from Rwy 25L/07R to the Twy S), Twy P5 (The portion from Rwy 25L/07R to Twy P4).
- Follow-me car shall be used for aircraft to taxi crossing Rwy 25L/07R during the construction period.

2.1.2 Areas 4

2.1.2.1 Construction period: from 1700 to 2300, from 15 NOV 2022 to 17 NOV 2022 (3 days).

2.1.2.2 Temporarily closed areas:

- Rwy 25L/07R;
- Twys S1, S7, S9, S10;
- Twy V (The portion from Twy S8 to Twy S10);
- Twy S6 (The portion from Rwy 25L/07R to Twy S);
- Twy P6 (The portion from Rwy 25L/07R to Twy P4);
- Twy S (The portion from the intersection of Twy S1 295'(90m) to the West);
- Twy V (The portion from the intersection of Twy S1 295'(90m) to the South West);
- ILS/DME system of Thr 25L and ILS/DME system of Thr 07R, signal lights on Rwy 25L/07R.

2.1.2.3 Areas have not been put into operation:

- Twy S (The portion from Twy S6 to S10) except for the intersection with Twy S7, S8, S9, S10; Twy V1.

2.1.2.4 Aircraft operational procedures.

Following the current procedures, except for:

- The aircraft taking off/landing procedures on Rwy 25L/07R;
- The aircraft operational procedures on Twy S1, S7, S9, S10;
- The aircraft operational procedures on Twy V (The portion from Twy S8 to Twy S10);
- The aircraft operational procedures on Twy S6 (The portion from Rwy 25L/07R to Twy S);

CLOSURE OF RUNWAY 25L/07R AND TAXIWAYS FOR REPAIR CONSTRUCTION AT TAN SON NHAT INTERNATIONAL AIRPORT (CONTD)

2.1.2.4 Aircraft operational procedures (contd).

Following the current procedures, except for:

- The aircraft operational procedures on Twy P6 (The portion from Rwy 25L/07R to Twy P4);
- The aircraft operational procedures on Twy S (The portion from Twy S6 to Twy S10) except for the intersection with Twy S7, S8, S9, S10;
- The aircraft operational procedures on Twy V1.

Notes:

- During the temporary closure of Rwy 25L/07R, aircraft are allowed to operate on Twys crossing Rwy 25L/07R except for Twys S1, S7, S9, S10, Twy V (The portion from Twy S8 to Twy S10), Twy S6 (The portion from Rwy 25L/07R to the Twy S), Twy P6 (The portion from Rwy 25L/07R to Twy P4).
- Follow-me car shall be used for aircraft to taxi crossing Rwy 25L/07R during the construction period.

2.1.3 Areas 5

2.1.3.1 Construction period: from 1700 to 2300, from 18 NOV 2022 to 1 DEC 2022 (14 days).

2.1.3.2 Temporarily closed areas:

- Rwy 25L/07R;
- Twys S1, S7;
- Twy S6 (The portion from Rwy 25L/07R to Twy S);
- Twy S (The portion from the intersection of Twy S1 295'(90m) to the West);
- Twy V (The portion from the intersection of Twy S1 295'(90m) to the South West);
- ILS/DME system of Thr 25L and ILS/DME system of Thr 07R, signal lights on Rwy 25L/07R.

2.1.3.3 Areas have not been put into operation:

- Twy S (The portion from Twy S6 to S10) except for the intersection with Twy S7, S8, S9, S10; Twy V1.

2.1.3.4 Aircraft operational procedures.

Following the current procedures, except for:

- The aircraft taking off/landing procedures on Rwy 25L/07R;
- The aircraft operational procedures on Twy S1, S7;
- The aircraft operational procedures on Twy S6 (The portion from Rwy 25L/07R to Twy S);
- The aircraft operational procedures on Twy S (The portion from Twy S6 to Twy S10) except for the intersection with Twy S7, S8, S9, S10;
- The aircraft operational procedures on Twy V1.

Notes:

- During the temporary closure of Rwy 25L/07R, aircraft are allowed to operate on Twys crossing Rwy 25L/07R except for Twys S1, S7, S6 (The portion from Rwy 25L/07R to the Twy S).
- Follow-me car shall be used for aircraft to taxi crossing Rwy 25L/07R during the construction period.

2.2 Constructing areas near stand 20, 21: From 0701 on 26 OCT 2022 to 0700 on 25 NOV 2022.

2.2.1 Temporarily closed areas:

- Passenger boarding bridge at stand 20, 21;
- Stop lines using the existing passenger boarding bridge at stand 20, 21.

2.2.2 Adjustment of stop line at stands 20, 21 during construction period:

to the West 56'(17.1m). After adjustment, passenger boarding bridge at stands 20, 21 are not allowed to be used, stop lines at stands 20, 21 are only used for aircraft code C with wingspan up to 118'(36m).

Adjustment of safety limit line markings of stand 20, 21: to the West 66'(20m).

2.2.3 Adjustment of coordinates of the stop line at stands 20, 21 during construction period:

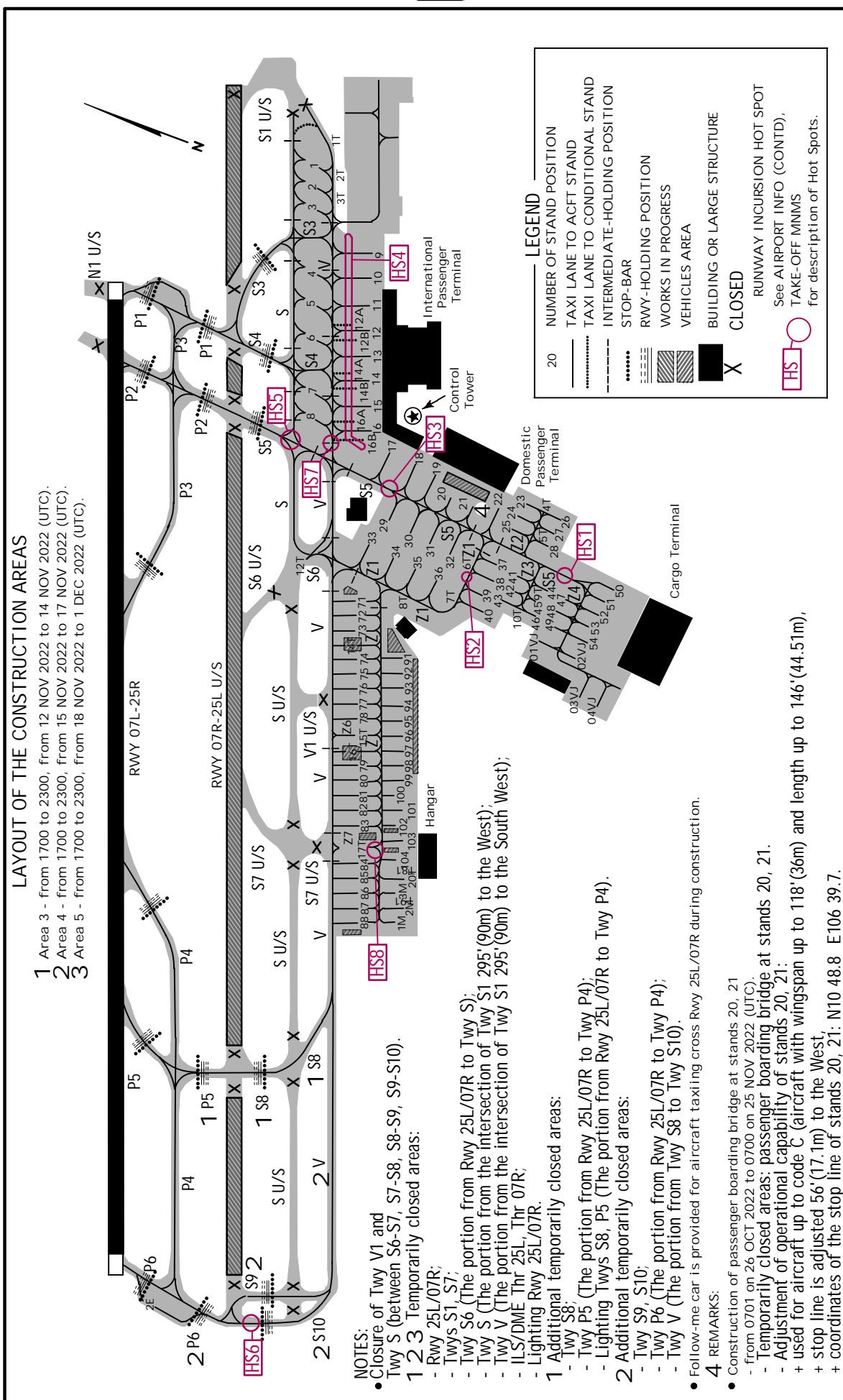
- Stand 20, 21: N10 48.8, E106 39.7

2.2.4 Adjustment of operational capability of stand 20, 21: Used for aircraft

up to code C (Aircraft with wingspan up to 118'(36m) and length up to 146'(44.51m)) and equivalent.

3 EFFECT

Any change relating to these charts shall be notified by NOTAM.



LAYOUT OF THE CONSTRUCTION AREAS

- 1 Area 3 - from 1700 to 2300, from 12 NOV 2022 to 14 NOV 2022 (UTC).
- 2 Area 4 - from 1700 to 2300, from 15 NOV 2022 to 17 NOV 2022 (UTC).
- 3 Area 5 - from 1700 to 2300, from 18 NOV 2022 to 1 DEC 2022 (UTC).

- NOTES:
- Closure of Twy V1 and Twy S (between S6-S7, S7-S8, S8-S9, S9-S10).
 - 1 2 3 Temporarily closed areas:
 - Rwy 25L/07R;
 - Twys S1, S7;
 - Twy S6 (The portion from Rwy 25L/07R to Twy S);
 - Twy S (The portion from the intersection of Twy S1 295' (90m) to the West);
 - Twy V (The portion from the intersection of Twy S1 295' (90m) to the South West);
 - ILS/DME Thr 25L, Thr 07R;
 - Lighting Rwy 25L/07R.
 - 1 Additional temporarily closed areas:
 - Twy S8;
 - Twy P5 (The portion from Rwy 25L/07R to Twy P4);
 - Lighting Twys S8, P5 (The portion from Rwy 25L/07R to Twy P4).
 - 2 Additional temporarily closed areas:
 - Twy S9, S10;
 - Twy P6 (The portion from Rwy 25L/07R to Twy P4);
 - Twy V (The portion from Twy S8 to Twy S10).
 - Follow-me car is provided for aircraft taxiing cross Rwy 25L/07R during construction.
 - 4 REMARKS:
 - Construction of passenger boarding bridge at stands 20, 21 from 0701 on 26 OCT 2022 to 0700 on 25 NOV 2022 (UTC).
 - Temporarily closed areas: passenger boarding bridge at stands 20, 21.
 - Adjustment of operational capability of stands 20, 21:
 - + used for aircraft up to code C (aircraft with wingspan up to 118' (36m) and length up to 146' (44.51m),
 - + stop line is adjusted 56' (17.1m) to the West,
 - + coordinates of the stop line of stands 20, 21: N10 48.8 E106 39.7.

VVTS/SGN

Apt Elev 33
N10 49.2 E106 39.7

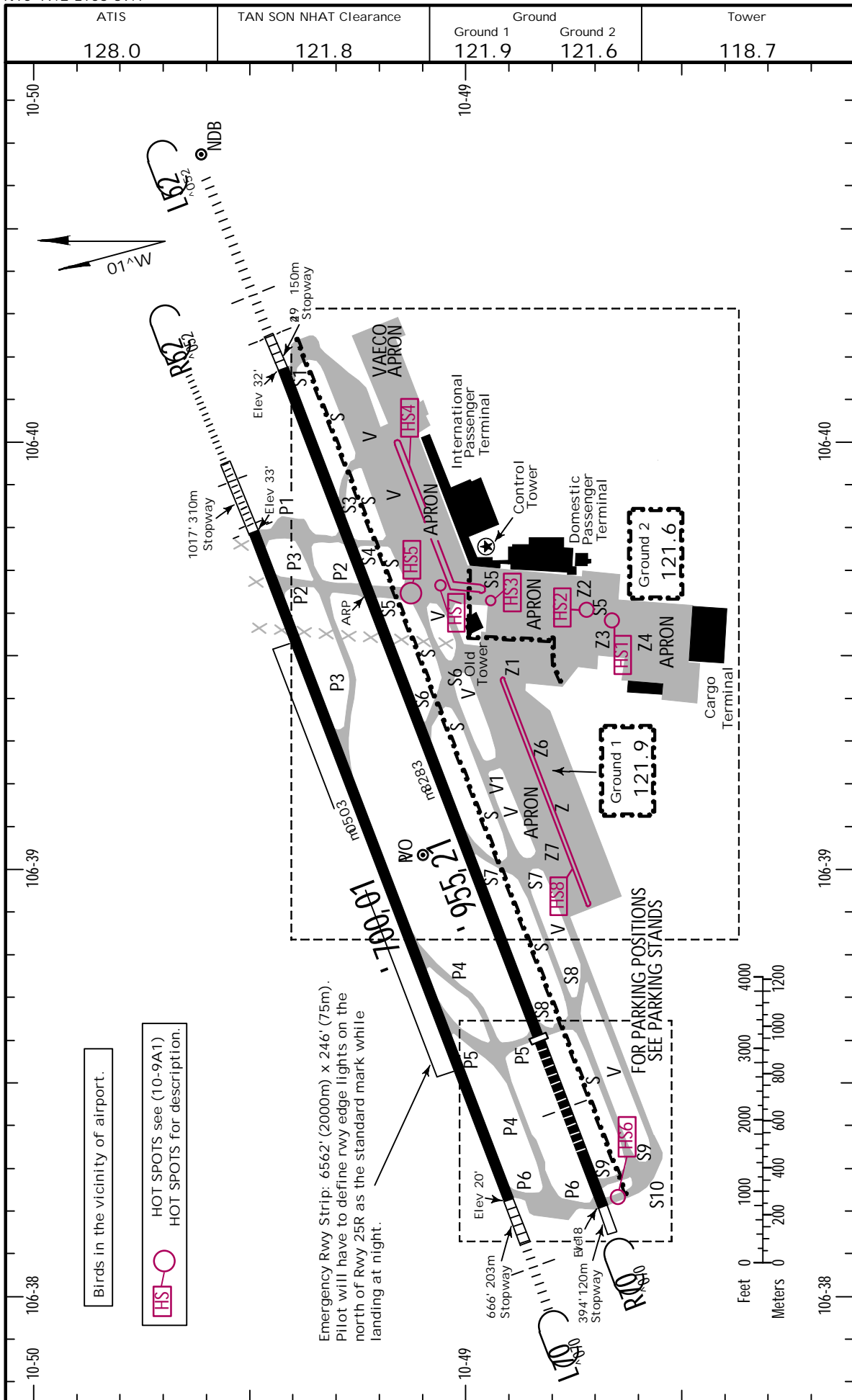
JEPPESSEN

31 MAR 23

10-9

HO CHI MINH, VIETNAM

TAN SON NHAT INTL



VVTS/SGN



HO CHI MINH, VIETNAM

31 MAR 23 (10-9A)

TAN SON NHAT INTL

GENERAL																	
Pilots are requested to follow TAN SON NHAT Tower instructions strictly.																	
ADDITIONAL RUNWAY INFORMATION																	
Rwy			USABLE LENGTHS		WIDTH												
			LANDING	BEYOND													
			Threshold	Glide Slope	TAKE-OFF												
07R	HIRL(60m) CL(15m) HIALS SFL 1 PAPI-L RVR		10,036' 3059m	9052' 2759m	148'												
25L	HIRL(60m) CL(15m) ALSF-II TDZ 1 PAPI-L RVR			11,575' 3528m	45m												
07L	HIRL(60m) CL MIALS SFL 1 PAPI-L RVR				148'												
25R	HIRL(60m) CL HIALS SFL 1 PAPI-L RVR			8977' 2736m	45m												
<p>1 angle 3.0°</p> <p>Intersection Take-off Positions and Distances Available as Follows:</p> <table border="1"> <thead> <tr> <th>Runway</th> <th>Intersection</th> <th>Runway Remaining</th> </tr> </thead> <tbody> <tr> <td>25L</td> <td>Twy S3</td> <td>10,591' (3228m)</td> </tr> <tr> <td>25R</td> <td>Twy P2</td> <td>To be advised</td> </tr> <tr> <td>07R</td> <td>Twy S8</td> <td>10,036' (3059m)</td> </tr> </tbody> </table>						Runway	Intersection	Runway Remaining	25L	Twy S3	10,591' (3228m)	25R	Twy P2	To be advised	07R	Twy S8	10,036' (3059m)
Runway	Intersection	Runway Remaining															
25L	Twy S3	10,591' (3228m)															
25R	Twy P2	To be advised															
07R	Twy S8	10,036' (3059m)															
<p>12 TAKE-OFF</p> <table border="1"> <tbody> <tr> <td>A</td> <td>V400m</td> </tr> <tr> <td>B</td> <td>V500m</td> </tr> <tr> <td>C</td> <td>V600m</td> </tr> <tr> <td>D</td> <td>V600m</td> </tr> </tbody> </table> <p>1 Take-off Alternate Airports: - For international flights: Da Nang, Noi Bai, Can Tho, Bangkok, Phnom Penh and other appropriate airports. - For domestic flights: Da Nang, Noi Bai, Can Tho, Buon Ma Thuot, Rach Gia, Cam Ranh.</p> <p>2 When the aircraft cannot choose any take-off alternate airports as mentioned above, the landing minimums will be applied to take-off minimums.</p>						A	V400m	B	V500m	C	V600m	D	V600m				
A	V400m																
B	V500m																
C	V600m																
D	V600m																

VVTS/SGN



 3 FEB 23 (10-9A1)

 HO CHI MINH, VIETNAM
 TAN SON NHAT INTL

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS1** Position: The intersection of taxiway Z3 and service road A8.
 Aircraft taxiing on Taxiway S5 turn to taxiway Z3 or aircraft are pushed/towed to taxiway Z3 for departure: Should pay attention to safe distance with vehicles/facilities moving on service road A8.
 Pilots must observe during taxiing, inform to Tower and stop the aircraft when detecting a violation of safe distance for taxiing aircraft.
- HS2** Position: The intersection of Taxiway S5 and service road A22.
 Aircraft taxiing on Taxiway S5 (A portion intersecting of Taxiway S5 and service road A22): Should pay attention to safe distance with vehicles/facilities moving on service road A22.
 Pilots must observe during taxiing, inform to Tower and stop the aircraft when detecting a violation of safe distance for taxiing aircraft.
- HS3** Position: The intersection of Taxiway S5 and service road A5.
 Aircraft taxiing on Taxiway S5 to intersection of Taxiway S5 and service road A5: Should pay attention to safe distance with vehicles/facilities moving on service road A5.
 Pilots must observe during taxiing, inform to Tower and stop the aircraft when detecting a violation of safe distance for taxiing aircraft.
- HS4** Position: Service road A3 behind stands from 9 to 17.
 Aircraft taxiing into/pushed back from stands from 9 to 17: Should pay attention to safe distance with vehicles/facilities moving on service road A3.
 Pilots must observe during taxiing, inform to Tower and stop the aircraft when detecting a violation of safe distance for taxiing aircraft.
- HS5** Position: Area of the intersection between Taxiway S5 and Taxiway S.
 Aircraft vacating Runway 07R taxiing to Taxiway S5: Should pay attention to safe distance with aircraft taxiing on Taxiway S5 or Taxiway S.
 Aircraft taxi on Taxiway S5 from apron to Taxiway S: Should pay attention to avoid taxiing on the mistaken Runway 25L/07R.
 Notes: Pilots observe marker boards, markings at intersection of Taxiway S5 and Taxiway S because of the limited observation.
 Pilots strictly follow the aerodrome chart before the implementation of flights to/from Tan Son Nhat International Airport. Pilots must be informed and briefing the taxiing procedures before departure. Pilots strictly follow the ATC clearances. Pilots must inform to Tower, take appropriate action to avoid collision when detecting a violation of the aircraft's safe distance.
- HS6** Position: Runway - holding position of Runway 07R on Taxiway S10.
 Before aircraft line up Runway 07R: Should pay attention to hold at holding position on Taxiway S10 to avoid Runway incursion.
 Pilots must be informed and briefing the taxiing procedures before departure. Pilots strictly follow the ATC clearances. Pilots must inform to Tower, take appropriate action to avoid collision with aircraft when detecting a violation of the aircraft's safe distance or Runway incursion.
- HS7** Position: The intersection of Taxiway V and service road A15.
 Aircraft taxiing on Taxiway V (A portion intersecting with the service road A15): Should pay attention to safe distance with vehicle/facilities moving on service road A15.
 Pilots must observe during taxiing, inform to Tower and stop the aircraft when detecting a violation of safe distance for aircraft taxiing on Taxiway V and Taxiway S5.
- HS8** Position: Service road A26 in front of stands from 71 to 88, apron area 19.79 ha.
 Aircraft taxiing into or taxi out from stands 71 to 88 for departure: Should pay attention to safe distance with vehicles/facilities moving on service road A26.
 Pilots must observe during taxiing, inform to Tower and stop the aircraft when detecting a violation of safe distance for taxiing aircraft.

VVTS/SGN

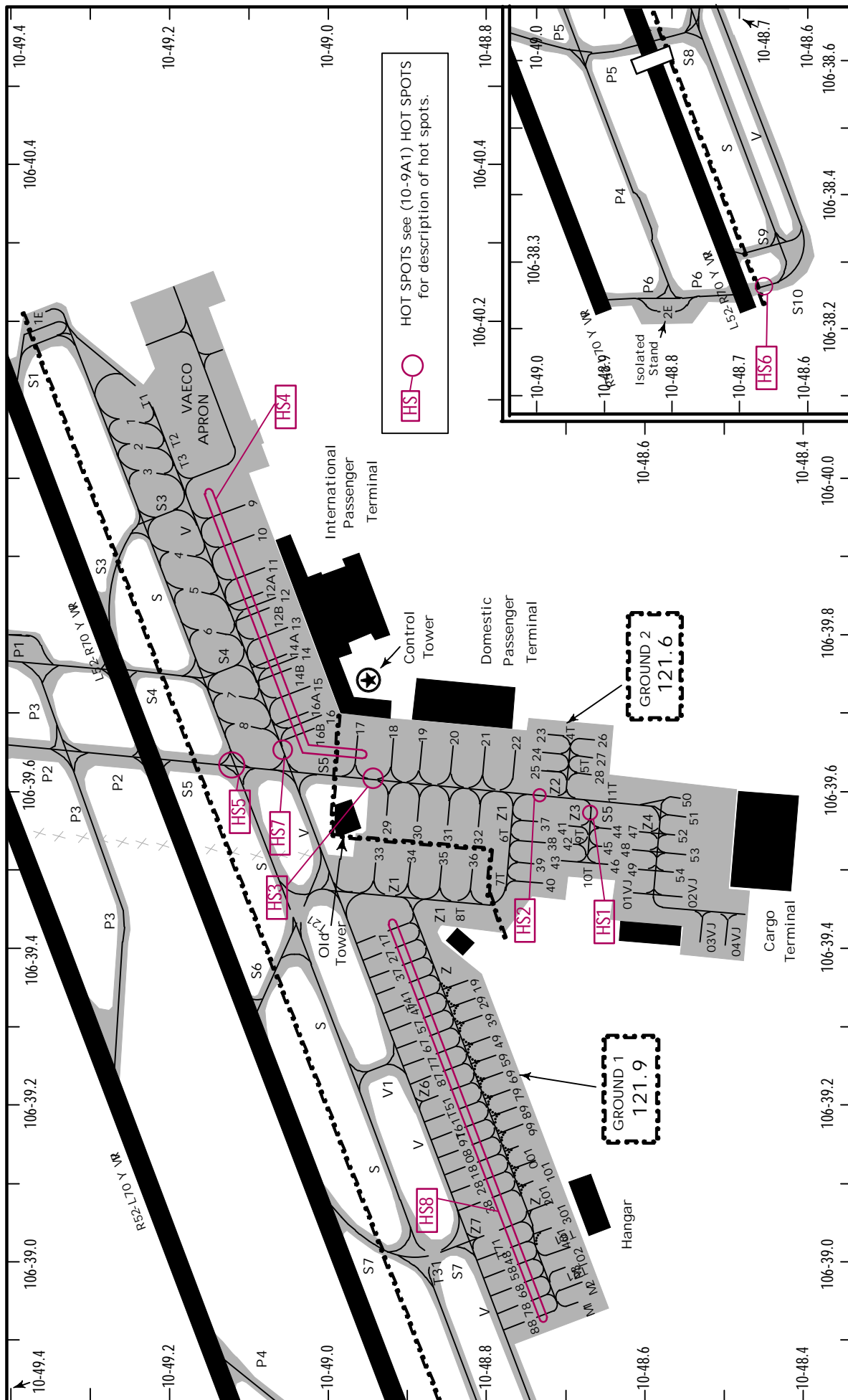
JEPPesen


HO CHI MINH, VIETNAM

3 FEB 23

10-9A2

TAN SON NHAT INTL




 HOT SPOTS see (10-9A1) HOT SPOTS for description of hot spots.

VVTS/SGN



HO CHI MINH, VIETNAM

3 FEB 23 10-9A3

TAN SON NHAT INTL

PARKING STAND COORDINATES		
STAND No.	COORDINATES	ELEV
1	N10 49.3 E106 40.1	
1E	N10 49.4 E106 40.2	
1M	N10 48.7 E106 38.9	
1T, 2	N10 49.2 E106 40.1	
2E	N10 48.8 E106 38.2	
3, 3T, 2T	N10 49.2 E106 40.0	
4, 5	N10 49.2 E106 39.9	
6	N10 49.2 E106 39.8	
6T, 7T	N10 48.8 E106 39.5	
7, 8	N10 49.1 E106 39.7	
9	N10 49.1 E106 40.0	30
10	N10 49.1 E106 40.0	31
11, 12	N10 49.1 E106 39.9	31
12T	N10 49.0 E106 39.4	
13	N10 49.1 E106 39.8	31
13T	N10 48.9 E106 39.0	
14	N10 49.0 E106 39.8	31
14T	N10 48.9 E106 39.3	
15	N10 49.0 E106 39.8	30
15T, 16T	N10 48.8 E106 39.2	
16 thru 18	N10 49.0 E106 39.7	29
17T	N10 48.8 E106 39.0	
18T, 19T, 20T, 2M, 3M	N10 48.7 E106 39.0	
19	N10 49.0 E106 39.7	30
20, 21	N10 48.8 E106 39.7	30
22	N10 48.8 E106 39.7	31
23	N10 48.7 E106 39.7	31
24	N10 48.7 E106 39.7	32
25	N10 48.7 E106 39.6	29
26	N10 48.6 E106 39.7	30
27	N10 48.7 E106 39.7	29
28	N10 48.7 E106 39.6	27
29, 30	N10 48.9 E106 39.6	
31, 32	N10 48.8 E106 39.6	
33	N10 48.9 E106 39.5	27
34	N10 48.9 E106 39.5	26
35	N10 48.9 E106 39.5	25
36	N10 48.8 E106 39.5	25
37, 41	N10 48.7 E106 39.6	
38 thru 40, 42, 43	N10 48.7 E106 39.5	
44, 47	N10 48.6 E106 39.6	
45, 46, 48, 49	N10 48.6 E106 39.5	
50 thru 52	N10 48.5 E106 39.6	
53, 54	N10 48.5 E106 39.5	
71 thru 73	N10 48.9 E106 39.4	
7T, 74 thru 77	N10 48.9 E106 39.3	
78 thru 80	N10 48.8 E106 39.2	
81 thru 83	N10 48.8 E106 39.1	
84, 85	N10 48.8 E106 39.0	
86	N10 48.7 E106 39.0	
87, 88	N10 48.7 E106 38.9	
91	N10 48.8 E106 39.4	
92 thru 96	N10 48.8 E106 39.3	
97, 98	N10 48.8 E106 39.2	
99, 100	N10 48.7 E106 39.2	
101 thru 103	N10 48.7 E106 39.1	
104	N10 48.7 E106 39.0	
01VJ	N10 48.6 E106 39.5	
02VJ	N10 48.5 E106 39.5	
03VJ, 04VJ	N10 48.5 E106 39.4	

VVTS/SGN

JEPPESEN
3 FEB 23 (10-9B)

HO CHI MINH, VIETNAM

TAN SON NHAT INTL

**SAFEDOCK VISUAL DOCKING GUIDANCE SYSTEM (VDGS)
AT TAN SON NHAT INTL AIRPORT**

1. INTRODUCTION

Operational procedure of the Visual Docking Guidance System (VDGS) at Tan Son Nhat Intl Airport.

2. DESCRIPTION OF SYSTEM

VDGS provides both pilots with guidance for maneuvering the aircraft into the gate to the correct centerline and stop-position under all operational conditions.

A single cabinet houses a number of units: display (including LEDs), a laser scanner, control and power units and it is installed at the fixed gates in terminals of the airport.

VDGS at Tan Son Nhat Intl airport is Safedock type T3-9 (T-types), available at stands from 9 to 22.

Pilots are requested to comply with limitations of speed during entry into stand using VDGS as follows:



Distance from stop-position of stand:	1 10-3m	20-10m	20m or greater
Taxi speed of aircraft:	2m/s	3m/s	4m/s

Max distance between the center of the nose wheel of aircraft, and the center of the stop-position of stand: +0.5m (after stop position of stand) or -0.5m (before stop-position of stand).

1 Within remaining distance, reduce speed and stop at stop-position of stand.

The unit is mounted 4-8m above ground and provides multiple functionality.

For example, clear pilot instructions, accurate aircraft identification and tracking, as well as quick and easy access to this low maintenance unit.

3. SAFETY PROCEDURE

The Safedock has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

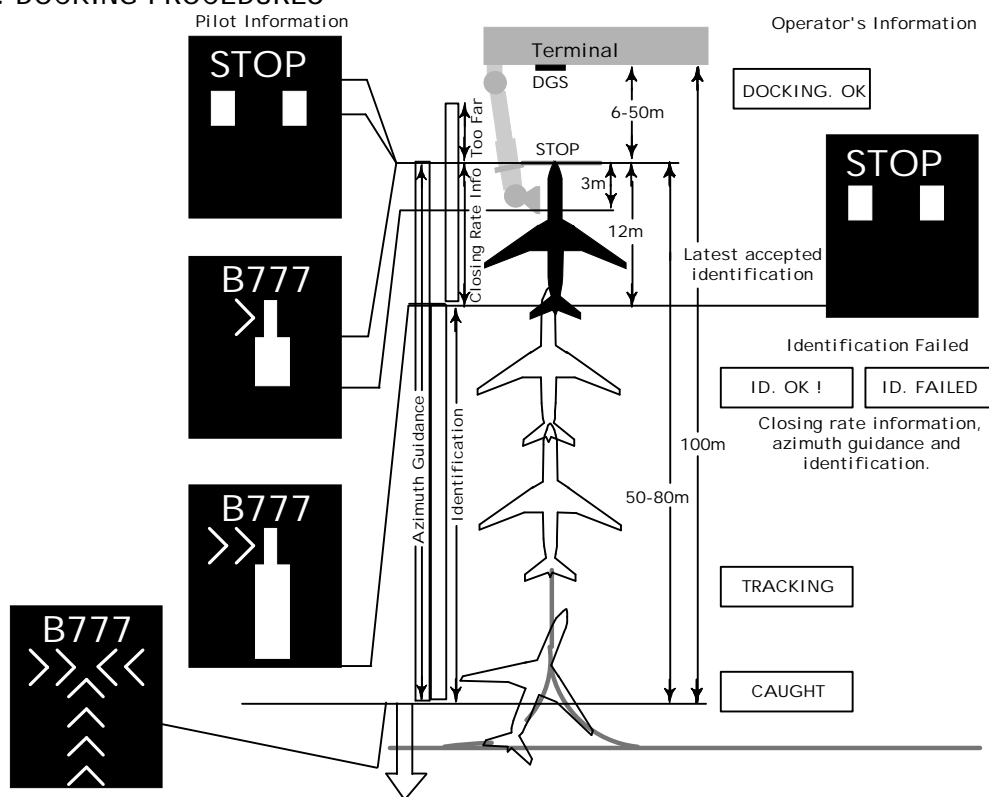
WARNING: If the pilot is unsure of the information being shown on the Safedock Display Unit, he must immediately stop the aircraft and obtain further information for clearance.




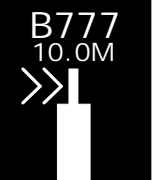


WARNING: The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

WARNING: The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft. The accuracy of other information, such as "DOOR 2" shall also be checked.

The message "STOP SBU" means that docking has been interrupted and has to be resumed only by manual guidance.

4. DOCKING PROCEDURES




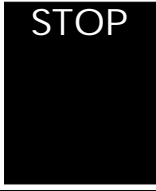
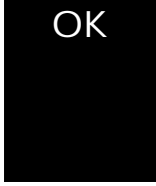

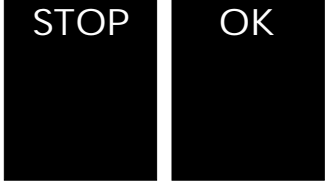

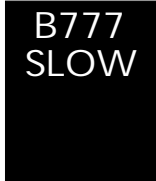
<p>4.1 START OF DOCKING</p> <p>The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, "WAIT" will be displayed.</p>	
<p>4.2 CAPTURE</p> <p>The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed. THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.</p>	
<p>4.3 TRACKING</p> <p>When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.</p> <p>A flashing red arrow indicates the direction to turn.</p> <p>The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.</p>	
<p>4.4 CLOSING RATE</p> <p>When the aircraft is less than 12m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per half a meter of the distance, covered by the aircraft toward the stop position of the stand.</p> <p>The picture illustrates the aircraft 10m from stop position, slightly left of the centerline. The red arrow indicates the direction to steer.</p>	
<p>4.5 ALIGNED TO CENTER</p> <p>The aircraft is 8m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.</p>	
<p>4.6 SLOW DOWN (DECREASE SPEED)</p> <p>If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning to the pilot.</p>	

VVTS/SGN

JEPPESEN
13 MAR 15 (10-9D)

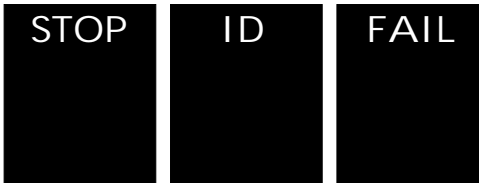
HO CHI MINH, VIETNAM

TAN SON NHAT INTL

<p>4.7 AZIMUTH GUIDANCE</p> <p>The aircraft is 4m from the stop position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.</p>	
<p>4.8 STOP POSITION REACHED</p> <p>When the correct stop-position is reached, the display will show "STOP" with red lights.</p>	
<p>4.9 DOCKING COMPLETE</p> <p>When the aircraft has parked, "OK" will be displayed.</p>	
<p>4.10 OVERSHOOT</p> <p>If the aircraft overshoots the stop-position, "TOO FAR" will be displayed.</p>	
<p>4.11 STOP SHORT</p> <p>If the aircraft is found standing still but has not reached the intended stop-position, the message "STOP OK" will be shown after a pre-configured time.</p>	
<p>4.12 WAIT</p> <p>If there is an object blocking the view toward the approaching aircraft or the detected aircraft is lost during docking, close to STOP, before 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.</p> <p>THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.</p>	
<p>4.13 BAD WEATHER CONDTION</p> <p>During heavy fog, rain, the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will disable the floating arrows and display SLOW and the aircraft type. As soon as the system detects the approaching aircraft, the vertical closing-rate bar will appear.</p> <p>THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING RATE BAR IS SHOWN.</p>	

4.14 AIRCRAFT VERIFICATION FAILURE

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 meters before the stop-position, the display will first show WAIT and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.



THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

4.15 GATE BLOCKED

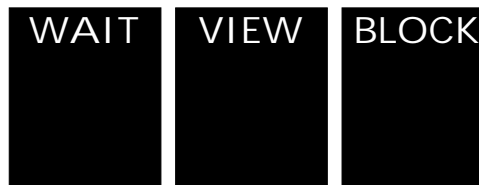
If an object is found blocking the approach to gate/apron view from the Safedock to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.



THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

4.16 VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for instance dirt on the window, the Safedock will report a view blocked condition.



Once the system is able to see the aircraft, the message will be replaced with a closing rate display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

4.17 SBU-STOP

Any unrecoverable error during the docking procedure will generate an SBU (safety back-up) condition. The display will show the text STOP SBU.

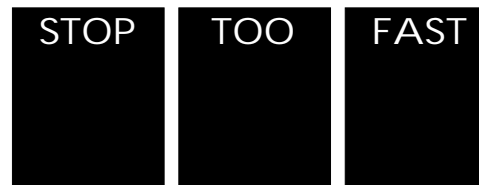
A manual backup procedure must be used for docking guidance.



4.18 TOO FAST

If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP TOO FAST" will be displayed.

The docking system must be re-started or docking procedure completed by manual guidance.



4.19 EMERGENCY STOP

When the emergency stop button is pressed, "STOP" is displayed.



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 **JEPPESEN**
13 MAR 15 (10-9F)

HO CHI MINH, VIETNAM

TAN SON NHAT INTL

4.20 CHOCKS ON

CHOCKS ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "CHOCKS ON" button on the operator panel.



CHOCK
ON

4.21 ERROR

If a system error occurs, the message "ERROR" is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.



ERROR

4.22 SYSTEM BREAKDOWN

In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

4.23 POWER FAILURE

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

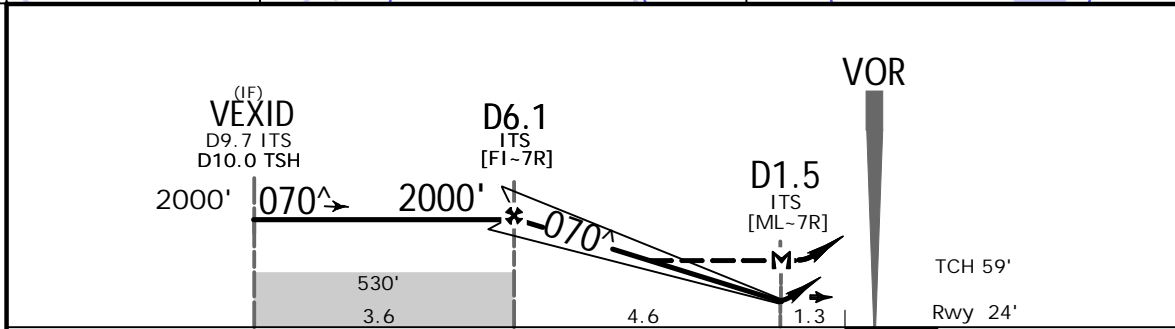
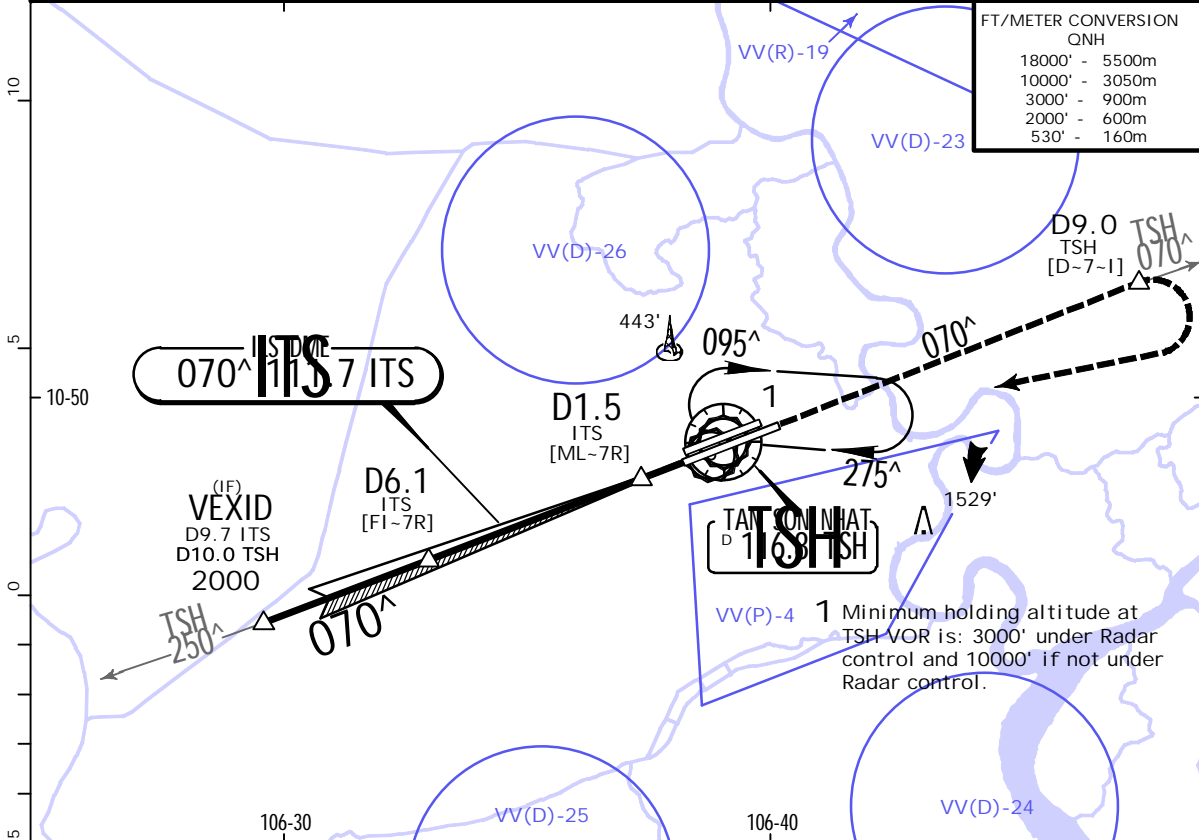


VVTS/SGN
TAN SON NHAT INTL

JEPPESEN
23 DEC 22 (11-1)

HO CHI MINH, VIETNAM
ILS Z Rwy 07R

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground 1	Ground 2
128.0	126.35	125.5	118.7	121.9	121.6
LOC ITS 111.7	Final Apch Crs 070 [^]	D6.1 ITS 2000' (1976')	ILS DA(H) Refer to Minimums	Apt Elev 33' Rwy 24'	2800
MISSED APCH: Maintain final approach track, climb on TSH VOR R-070, to D9.0 TSH, turn RIGHT to TSH VOR at MANDATORY 3000', join holding pattern or follow TAN SON NHAT Tower instructions.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'				MSA TSH VOR	
Radar vectoring required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D9.0 TSH 3000' TSH 116.8
GS	3.00 [^]	372	478	531	637	849	
MAP at D1.5 ITS	4.6	3:57	3:04	2:46	2:18	1:58	

.State.		STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
DA(H)	A: 264' (240') B: 274' (250')	ILS	C: 284' (260') D: 294' (270')	MDA(H) 500' (476')		Circling is only in the North of Rwy	
ALS out		ALS out		Max Kts	MDA(H)		
A		270' - R/V1200m		100	660' (627') 630' - V2400m		
B	270' - R800m V1100m	270' - R/V1300m		135			
C				180	990' (957') 960' - V4400m		
D	280' - R900m V1200m	280' - R/V1300m		205	990' (957') 960' - V4800m		

VVTS/SGN

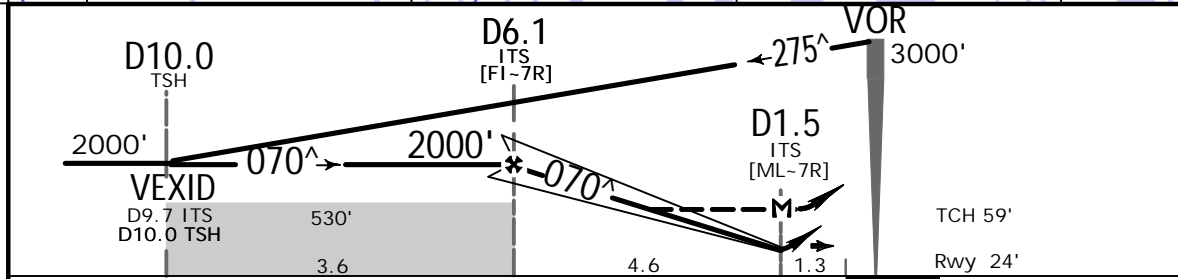
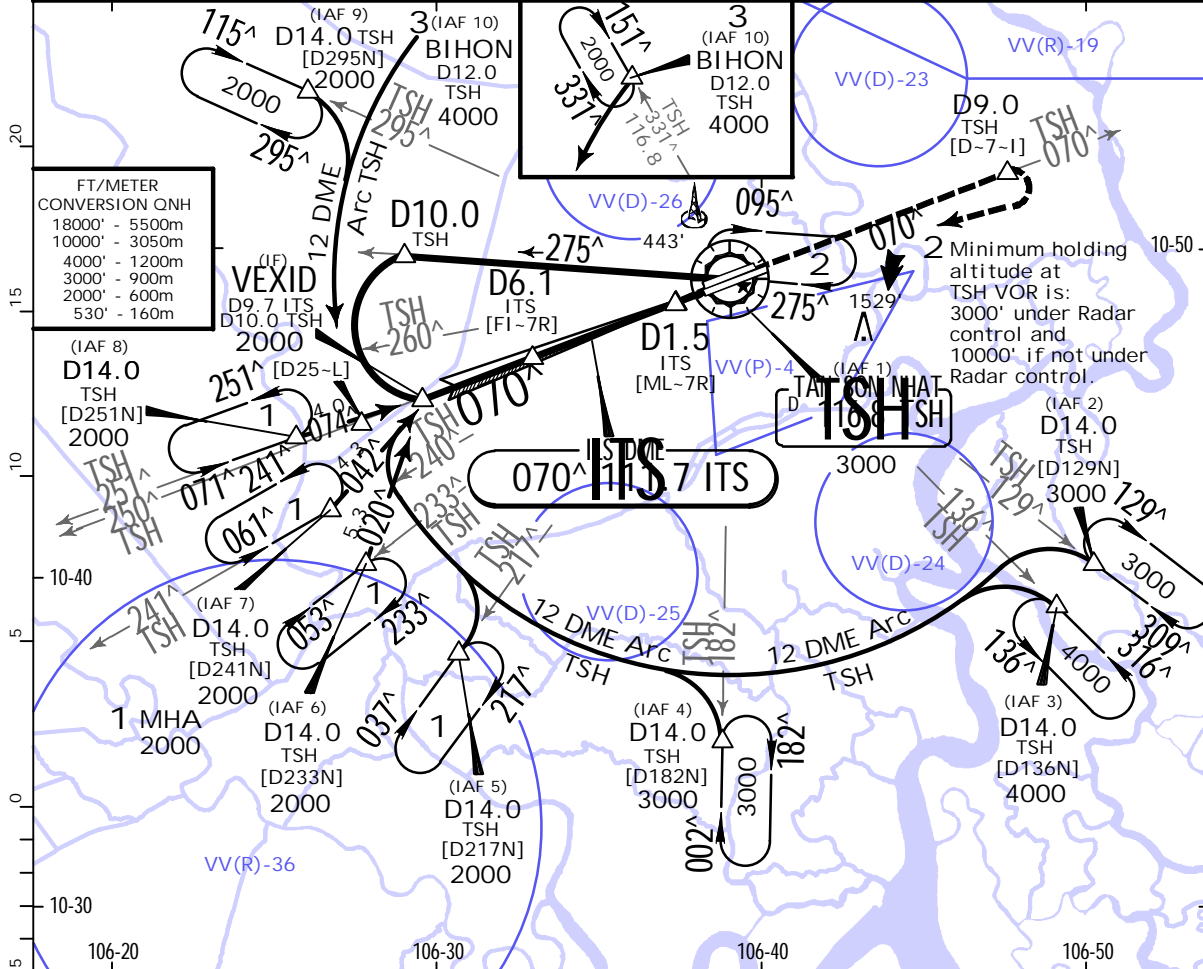
TAN SON NHAT INTL

JEPPESEN
23 DEC 22 (11-2)

HO CHI MINH, VIETNAM

ILS Y Rwy 07R

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground 1	Ground 2
128.0	126.35	125.5	118.7	121.9	121.6
LOC ITS 111.7	Final Apch Crs 070 [^]	D6.1 ITS 2000' (1976')	ILS DA(H) Refer to Minimums	Apt Elev 33'	2800
Rwy 24'					
MISSED APCH: Maintain final approach track, climb on TSH VOR R-070, to D9.0 TSH, turn RIGHT to TSH VOR at MANDATORY 3000', join holding pattern or follow TAN SON NHAT Tower instructions.					MSA TSH VOR
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL190	Trans alt: 18000'	
VOR/DME required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D9.0 TSH 3000'	TSH 116.8	
GS	3.00 [^]	372	478	531	637	743				849
MAP at D1.5 ITS										
FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43			

.State.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
DA(H) A: 264' (240')		C: 284' (260')		LOC (GS out)		Circling is only in the North of Rwy	
B: 274' (250')		D: 294' (270')		MDA(H) 500' (476')			
ALS out		ALS out		Max Kts		MDA(H)	
A	270'- R800m	270'- R/V1200m		100	660' (627')	630'- V2400m	
B	270'- V1100m	270'- R/V1300m		135			
C			480'- V2400m	180	990' (957')	960'- V4400m	
D	280'- R900m	280'- R/V1300m		205	990' (957')	960'- V4800m	

VVTS/SGN

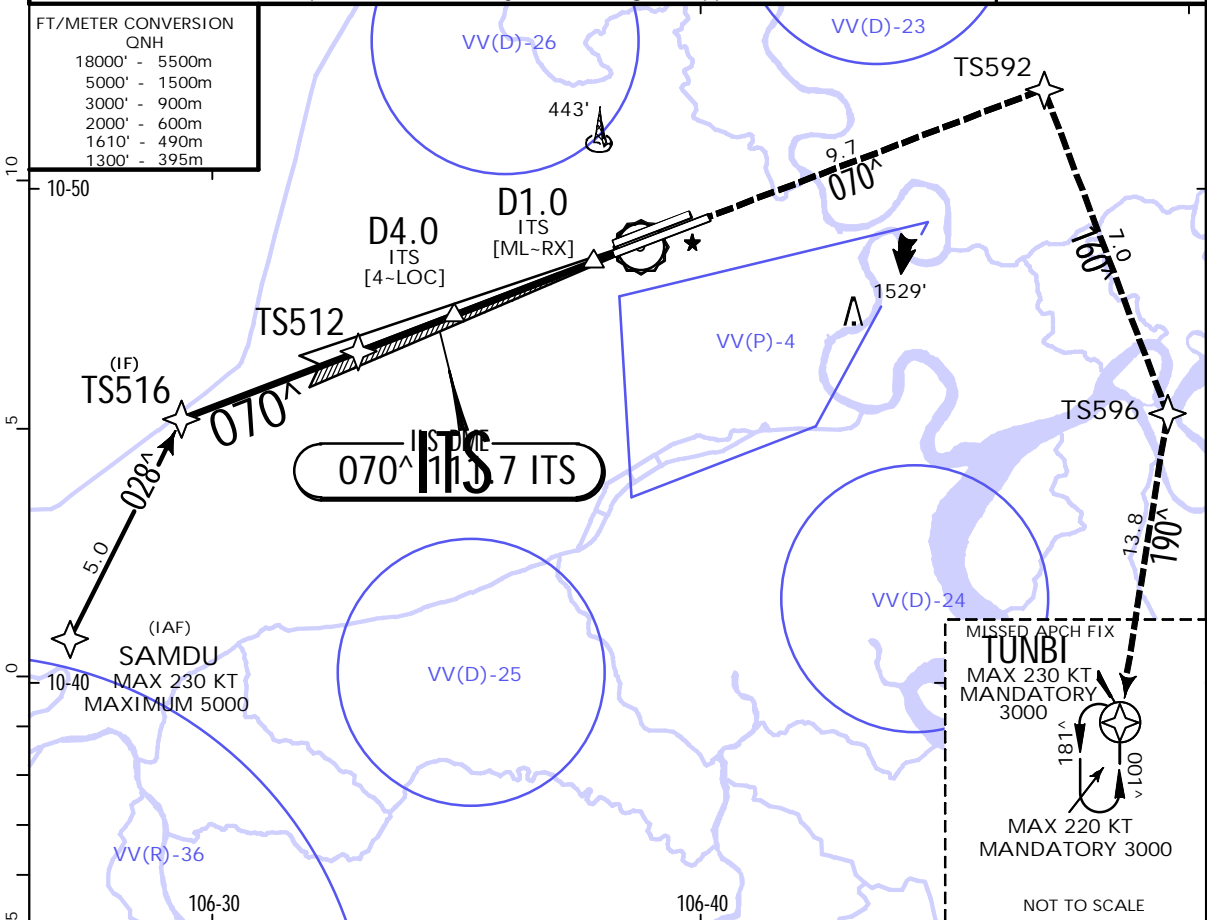
TAN SON NHAT INTL

JEPPESEN
23 DEC 22 **(11-3)**

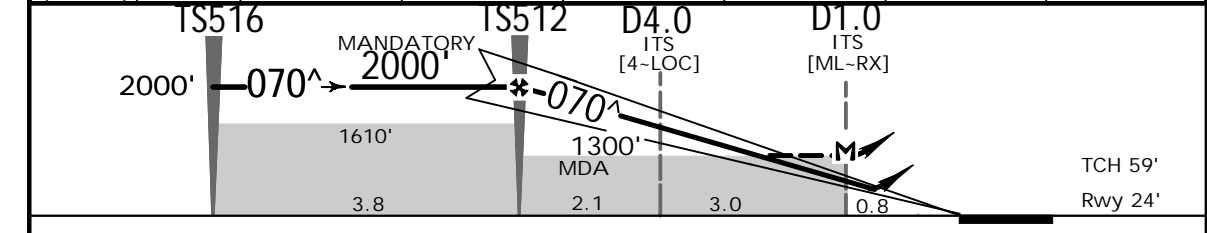
HO CHI MINH, VIETNAM

ILS X Rwy 07R

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground
128.0	126.35	125.5	118.7	Ground 1 121.9 Ground 2 121.6
LOC ITS 111.7	Final Apch Crs 070 [^]	TS512 MANDATORY 2000' (1976')	ILS DA(H) Refer to Minimums	Apt Elev 33' Rwy 24'
MISSED APCH: Climb to 3000' on the RNAV missed approach track to TUNBI. Join holding pattern or follow ATC instructions.				2800 MSA ARP
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'				
RNAV1 required for initial, intermediate and missed approach segment.				
1. RADAR surveillance required. 2. GNSS only. 3. Circling not applicable.				



LOC (GS out)	ITS DME	6.1	5.0	4.0	3.0	2.0	1.3
	ALTITUDE	2000'	1630'	1300'	990'	660'	430'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	3000'	RNAV missed approach track	TUNBI
GS	3.00 [^]	372	478	531	637	849				
MAP at D1.0 ITS										
FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55			

PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS				MDA(H) 500' (476')	
	DA(H) A: 264' (240') B: 274' (250')		C: 284' (260') D: 294' (270')			
	ALS out		ALS out			
A		270' - R/V1200m				
B	270' - R800m V1100m	270' - R/V1300m		480' - V2400m		
C						
D	280' - R900m V1200m	280' - R/V1300m				

VVTS/SGN

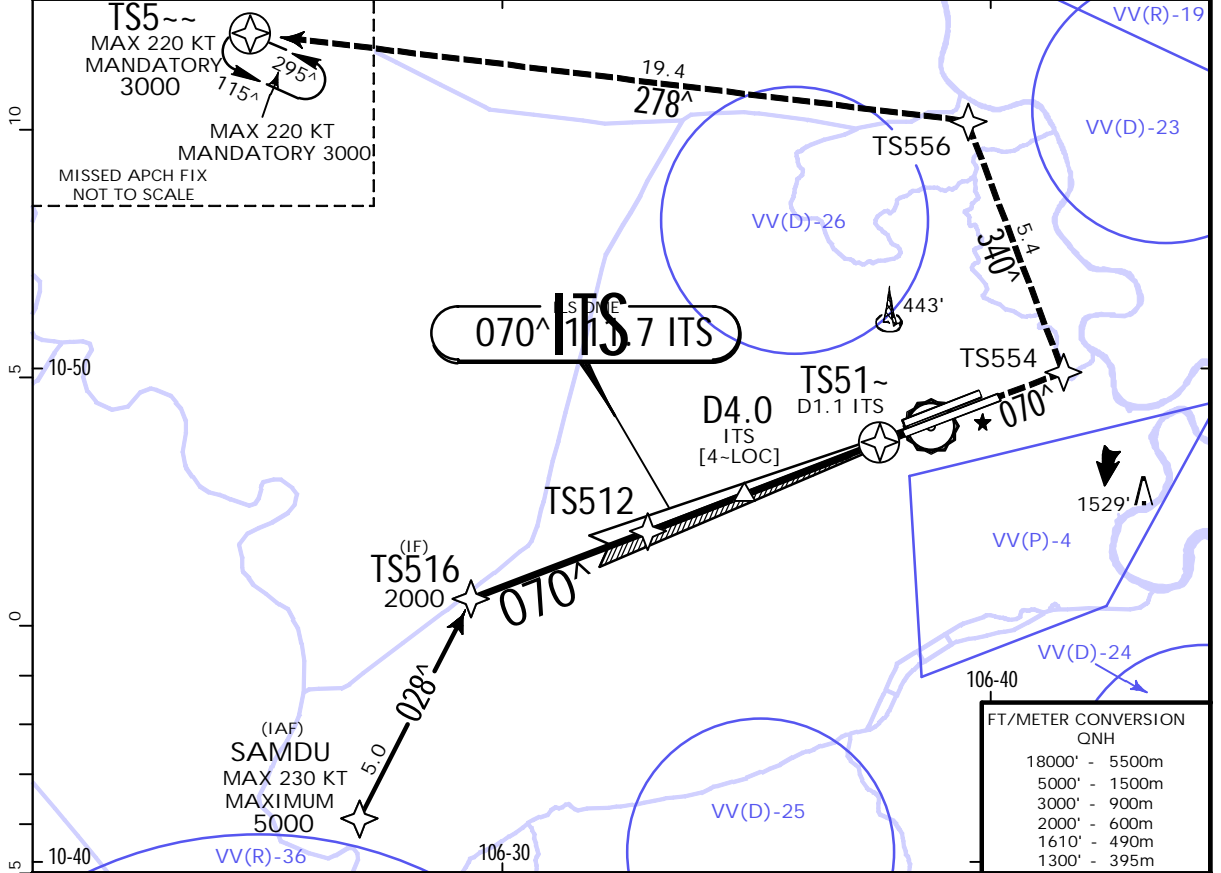
TAN SON NHAT INTL

JEPPESEN
23 DEC 22 (11-4)

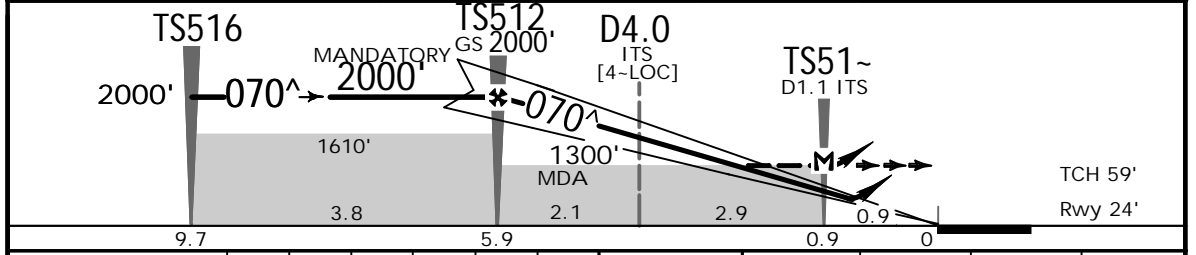
HO CHI MINH, VIETNAM

ILS W Rwy 07R

ATIS 128.0	TAN SON NHAT Arrival 126.35	TAN SON NHAT Terminal 125.5	TAN SON NHAT Tower 118.7	Ground 1 121.9	Ground 2 121.6
LOC ITS 111.7	Final Apch Crs 070 [^]	TS512 MANDATORY 2000 ['] (1976 ['])	ILS DA(H) Refer to Minimums	Apt Elev 33' Rwy 24'	2800 MSA ARP
MISSED APCH: Proceed to TS554, TS556, TS5~~ at MANDATORY 3000', join holding pattern or follow Tan Son Nhat TOWER instructions.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000' RNAV1 required for initial, intermediate and missed approach segment. 1. Radar surveillance required. 2. GNSS only. 3. Circling not applicable.					



LOC (GS out)	ITS DME	6.1	5.0	4.0	3.0	2.0	1.4
	ALTITUDE	2000'	1630'	1300'	990'	660'	500'



Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00 [^]	372	478	531	637	743	849		
MAP at TS51-									
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53		

.State.		STRAIGHT-IN LANDING				LOC (GS out)		
ILS		DA(H) A: 264 ['] (240 [']) C: 284 ['] (260 [']) B: 274 ['] (250 [']) D: 294 ['] (270 ['])				MDA(H) 500 ['] (476 ['])		
		ALS out				ALS out		
A		270 ['] - R/V1200m				480 ['] - V2400m		
B	270 ['] - R800m V1100m	270 ['] - R/V1300m						
C								
D	280 ['] - R900m V1200m	280 ['] - R/V1300m						

VVTS/SGN

TAN SON NHAT INTL

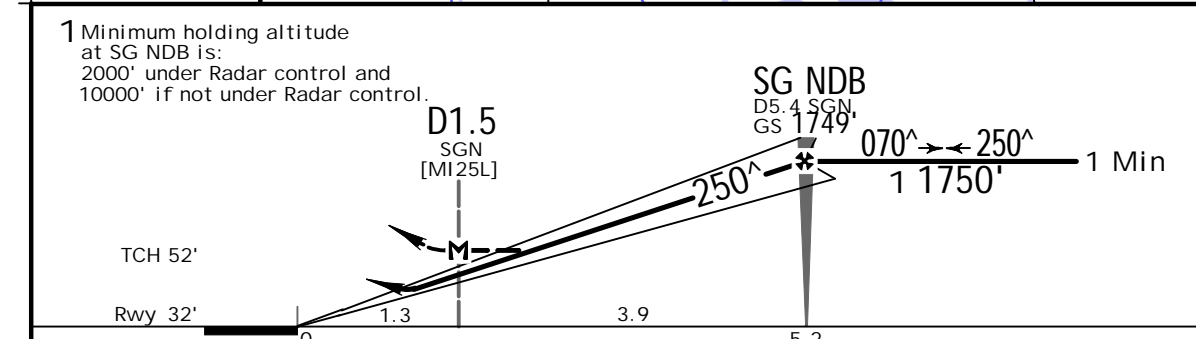
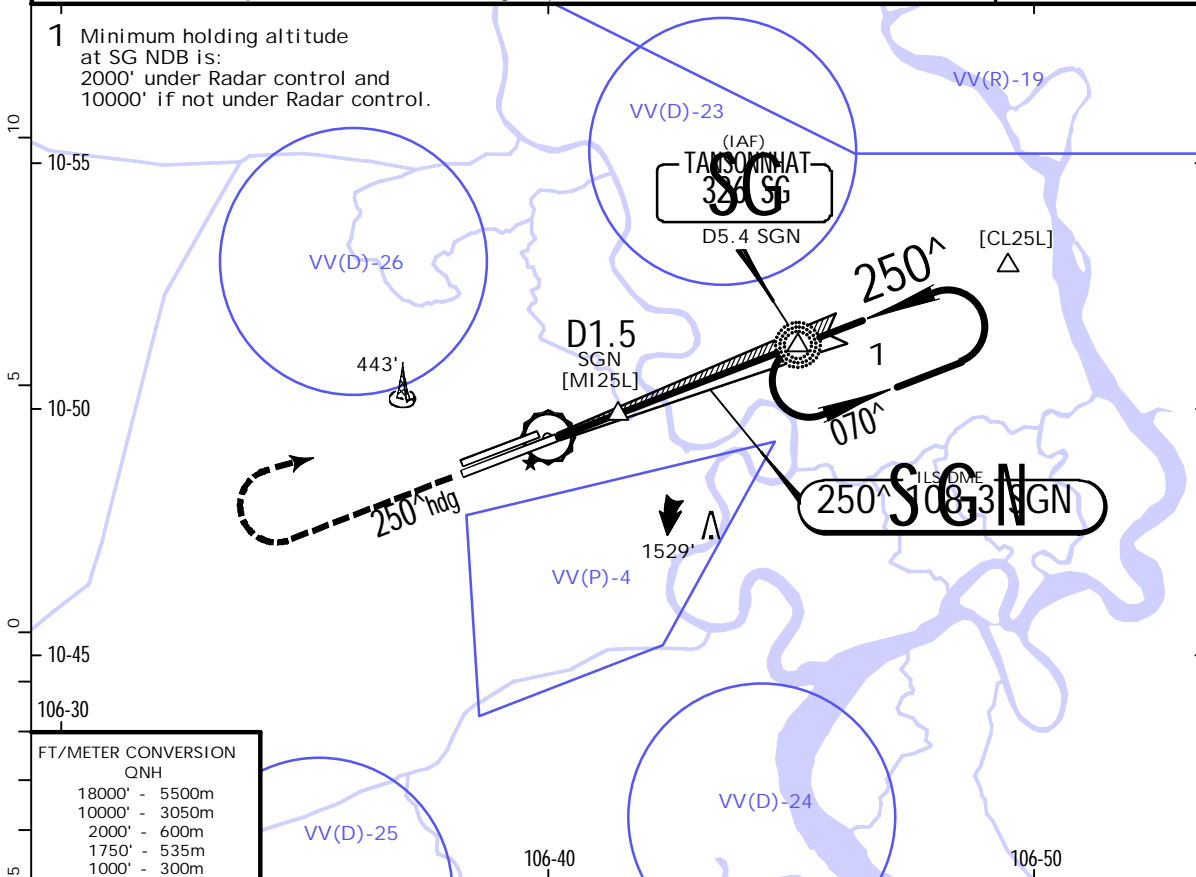


23 DEC 22 (11-5)

HO CHI MINH, VIETNAM

ILS Z Rwy 25L

BRIEFING STRIP™	ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground 1	Ground 2
	128.0	126.35	125.5	118.7	121.9	121.6
	LOC SGN 108.3	Final Apch Crs 250 [^]	SG NDB 1749' (1717')	ILS DA(H) Refer to Minimums	Apt Elev 33' Rwy 32'	2800
MISSED APCH: Maintain final approach track, climb to 1000', turn RIGHT to SG NDB, continue climbing to 2000', join holding pattern or follow TAN SON NHAT Tower instructions.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'					MSA SG NDB	
1. DME, NDB required. 2. Radar vectoring required.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1000'	2000'	SG 326
GS	3.00 [^]	372	478	531	637	849		↑	↻ RT	
MAP at D1.5 SGN										
FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28			

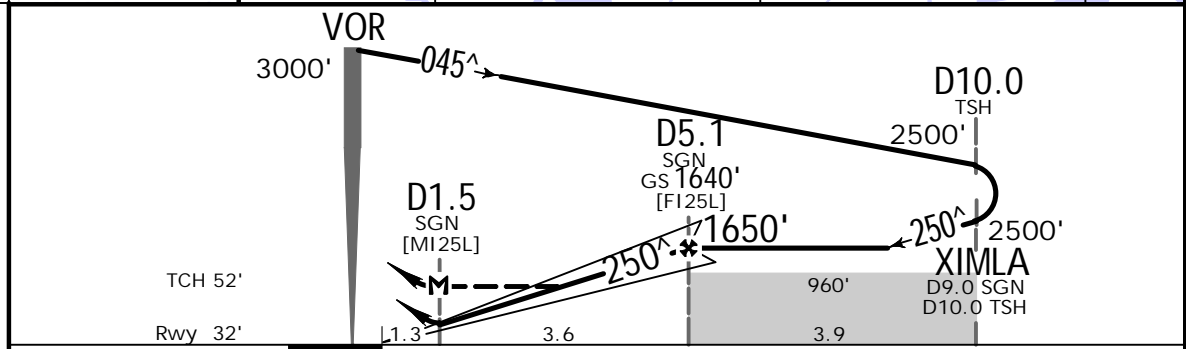
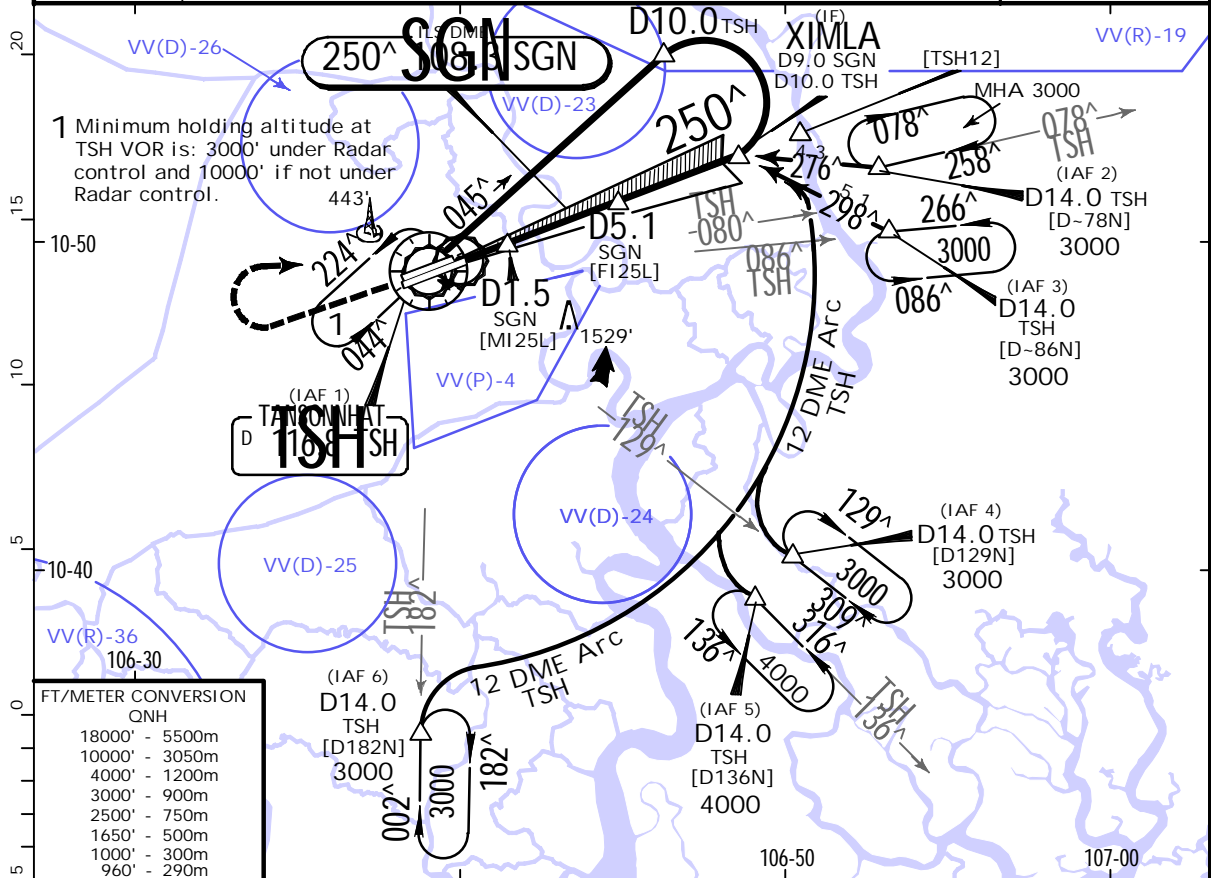
PANS OPS	.State.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	DA(H) A: 321' (289') B: 331' (299')		ILS C: 341' (309') D: 351' (319')		LOC (GS out) MDA(H) 510' (478')		Circling is only in the North of Rwy	
	ALS out		ALS out		Max Kts		MDA(H)	
	A				100			
	B	320' - R700m V1100m	320' - R/V1400m	480' - R1500m V2100m	480' - R/V2200m	135	660' (627') 630' - V2400m	
C					180	990' (957') 960' - V4400m		
D	330' - R800m V1200m	330' - R/V1400m			205	990' (957') 960' - V4800m		

VVTS/SGN TAN SON NHAT INTL

JEPESEN
23 DEC 22 (11-6)

HO CHI MINH, VIETNAM ILS Y Rwy 25L

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground 1	Ground 2	
128.0	126.35	125.5	118.7	121.9	121.6	
LOC SGN 108.3	Final Apch Crs 250 [^]	D5.1 SGN 1640' (1608')	ILS DA(H) Refer to Minimums	Apt Elev 33'	2800	
MISSED APCH: Maintain final approach track, climb to 1000', turn RIGHT to TSH VOR at MANDATORY 3000', join holding pattern or follow TAN SON NHAT Tower instructions.						
Alt Set: hPa				Rwy Elev: 1 hPa	Trans level: FL190	Trans alt: 18000'
VOR/DME required.					MSA TSH VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 1000' 3000' TSH 116.8
GS	3.00 [^]	372	478	531	637	849	
MAP at 1.5 SGN							
FAF to MAP	3.6	3:05	2:24	2:10	1:48	1:33	

.State.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
DA(H) A: 321' (289')		C: 341' (309')		LOC (GS out)		Circling is only in the North of Rwy	
B: 331' (299')		D: 351' (319')		MDA(H) 510' (478')			
		ALS out		ALS out		Max Kts	
A						100	
B	320'- R700m V1100m	320'- R/V1400m		480'- R1500m V2100m	480'- R/V2200m	135	660' (627') 630'-V2400m
C						180	990' (957') 960'-V4400m
D	330'- R800m V1200m	330'- R/V1400m				205	990' (957') 960'-V4800m

VVTS/SGN

TAN SON NHAT INTL

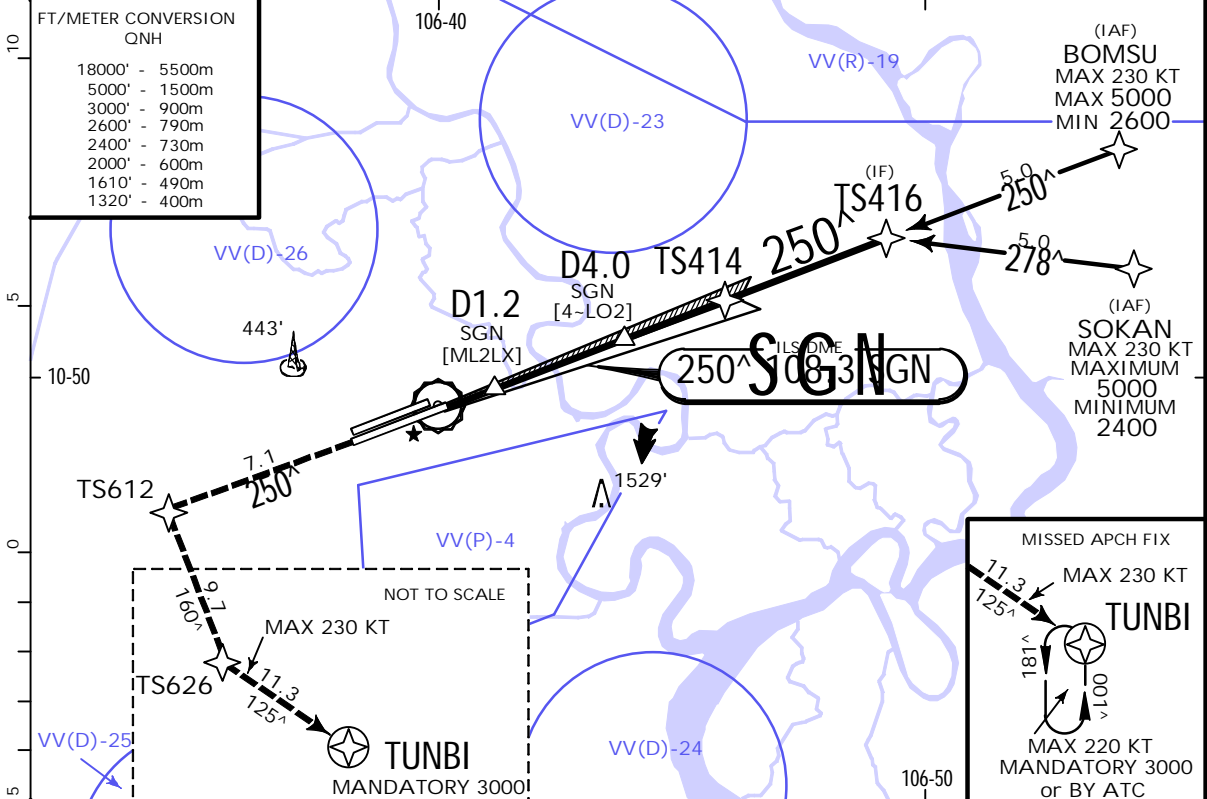
23 DEC 22

(11-7)

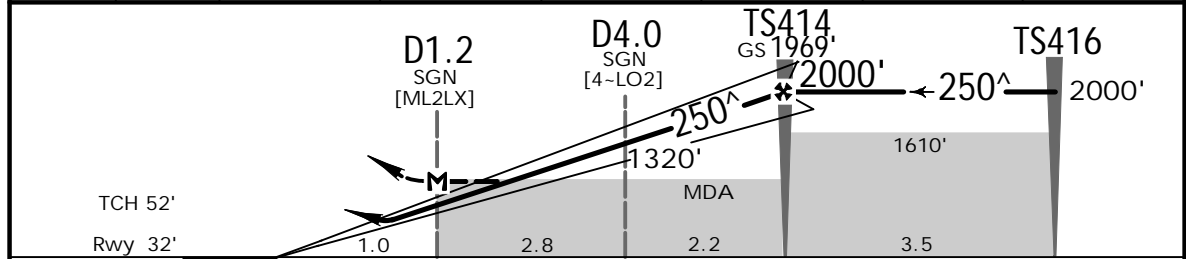


HO CHI MINH, VIETNAM
ILS X Rwy 25L

BRIEFING STRIP™	ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground	
	128.0	126.35	125.5	118.7	Ground 1	Ground 2
	LOC SGN	Final Apch Crs	TS414	ILS DA(H)	Apt Elev 33'	2800
	108.3	250 [^]	1969' (1937')	Refer to Minimums	Rwy 32'	
MISSED APCH: Climb to 3000' on the RNAV missed approach track to TUNBI and hold, or follow ATC instructions.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 190 Trans alt: 18000'						
RNAV 1 required for initial, intermediate and missed approach segment.						MSA ARP
1. RADAR surveillance Required. 2. GNSS only. 3. SGN reads D0.2 at threshold. 4. Circling not applicable.						



LOC (GS out)	SGN DME	1.5	2.0	3.0	4.0	5.0	6.2
	ALTITUDE	510'	680'	1000'	1320'	1630'	2000'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3000' RNAV missed approach track TUNBI
GS	3.00 [^]	372	478	531	637	849	
MAP at D1.2 SGN							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	

.State.				STRAIGHT-IN LANDING			
ILS				LOC (GS out)			
DA(H) A: 321' (289') C: 341' (309') B: 331' (299') D: 351' (319')				MDA(H) 510' (478')			
ALS out				ALS out			
A	320' - R700m V1100m			320' - R/V1400m			480' - R1500m V2100m
B	320' - R700m V1100m			320' - R/V1400m			
C	330' - R800m V1200m			330' - R/V1400m			480' - R/V2200m
D	330' - R800m V1200m			330' - R/V1400m			

VVTS/SGN

TAN SON NHAT INTL

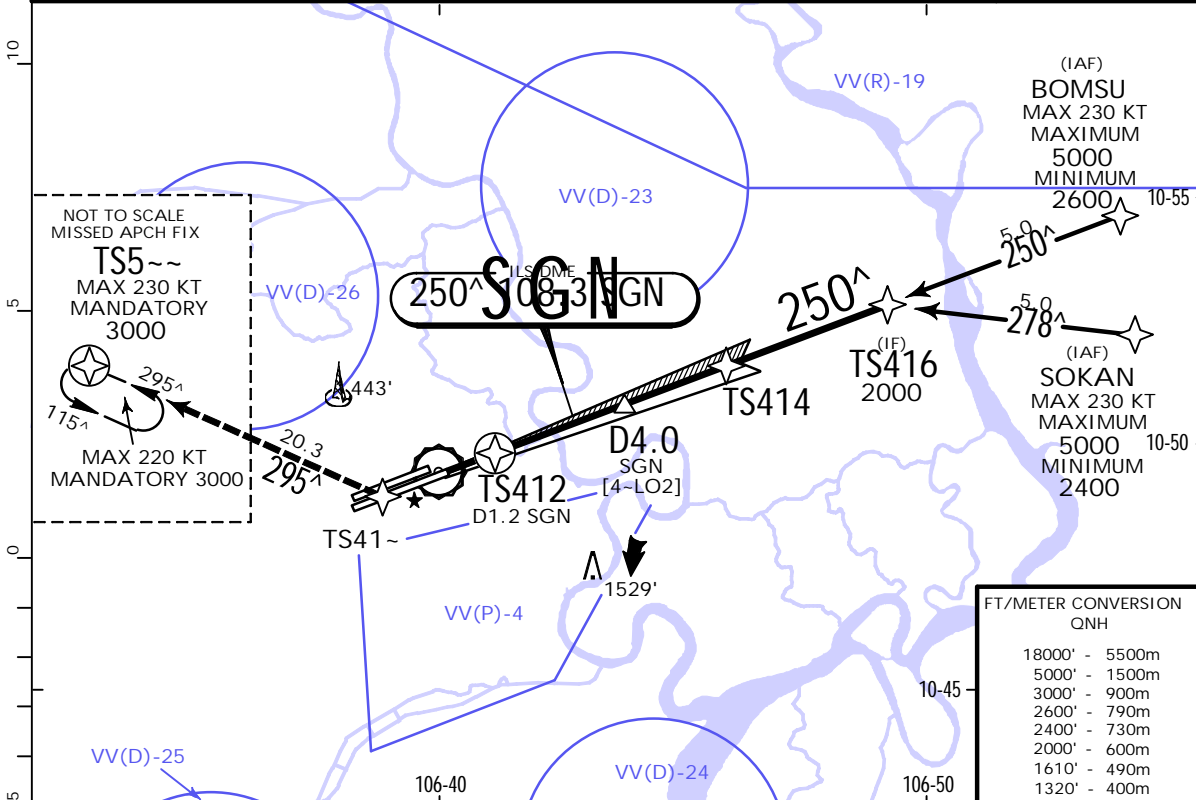
23 DEC 22

(11-8)

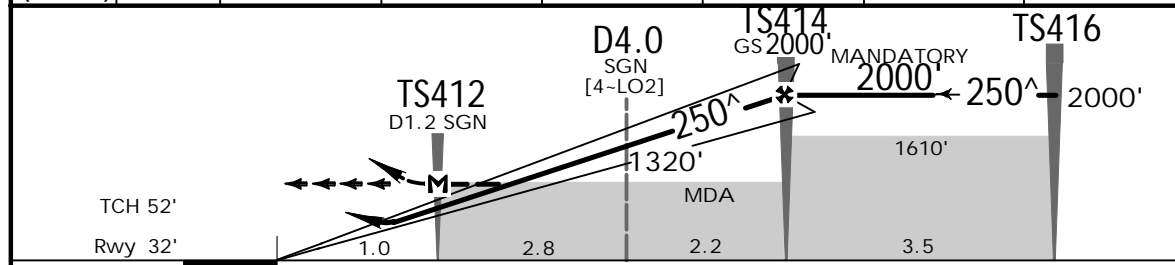


HO CHI MINH, VIETNAM
ILS W Rwy 25L

BRIEFING STRIP™	ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground 1	Ground 2
	128.0	126.35	125.5	118.7	121.9	121.6
	LOC SGN	Final Apch Crs	TS414 MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 33'	
	108.3	250^	2000' (1968')		Rwy 32'	
	MISSED APCH: Proceed to TS41~, turn RIGHT to TS5~~ at MANDATORY 3000', join holding pattern or follow Tan Son Nhat TOWER instructions.					
	Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'					
RNAV 1 required for initial, intermediate and missed approach segment.						
1. Radar surveillance required. 2. GNSS only. 3. Circling not applicable.						



LOC (GS out)	SGN DME	1.5	2.0	3.0	4.0	5.0	6.2
	ALTITUDE	510'	660'	970'	1280'	1610'	2000'



Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00^	372	478	531	637	743	849		
MAP at TS412									
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53		

.State.				STRAIGHT-IN LANDING				
ILS				LOC (GS out)				
DA(H) A: 321' (289°)		C: 341' (309°)		MDA(H) 510' (478')				
B: 331' (299°)		D: 351' (319°)						
ALS out		ALS out		ALS out		ALS out		
A	320' - R700m V1100m		320' - R/V1400m		480' - R1500m V2100m		480' - R/V2200m	
B								
C								
D	330' - R800m V1200m		330' - R/V1400m					

VVTS/SGN

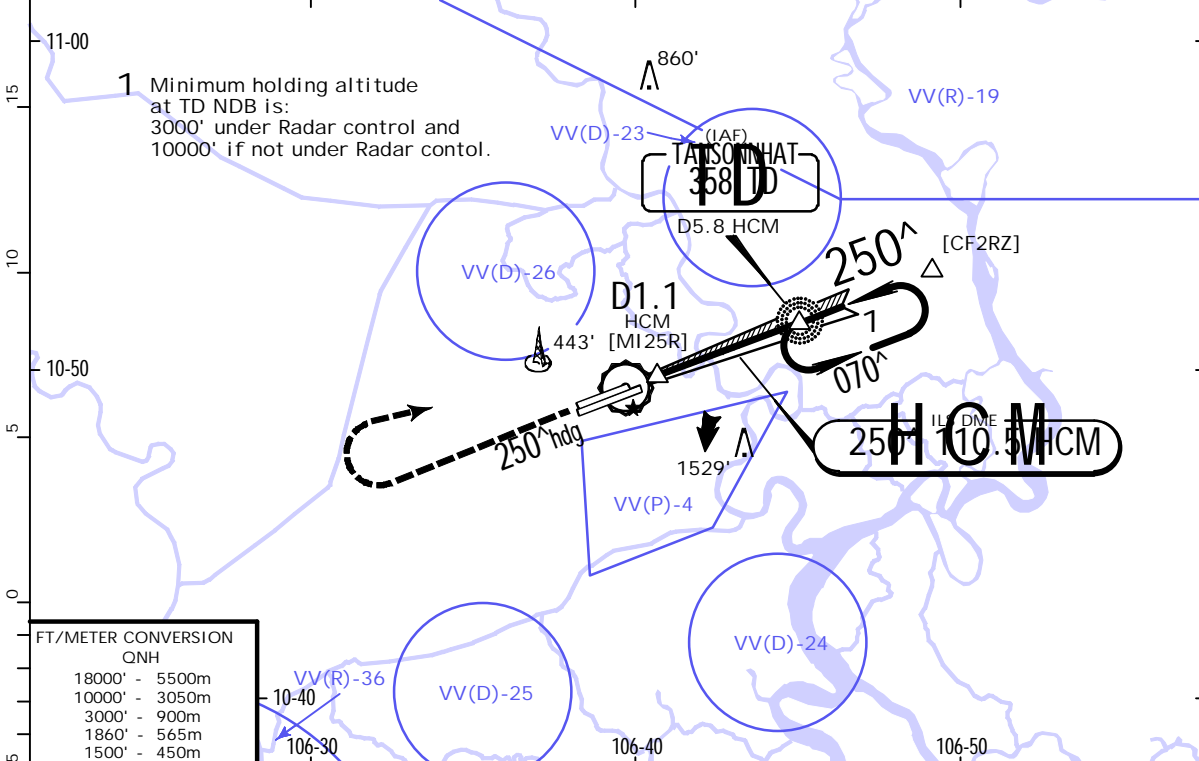
TAN SON NHAT INTL

JEPPESEN
23 DEC 22 **(11-9)**

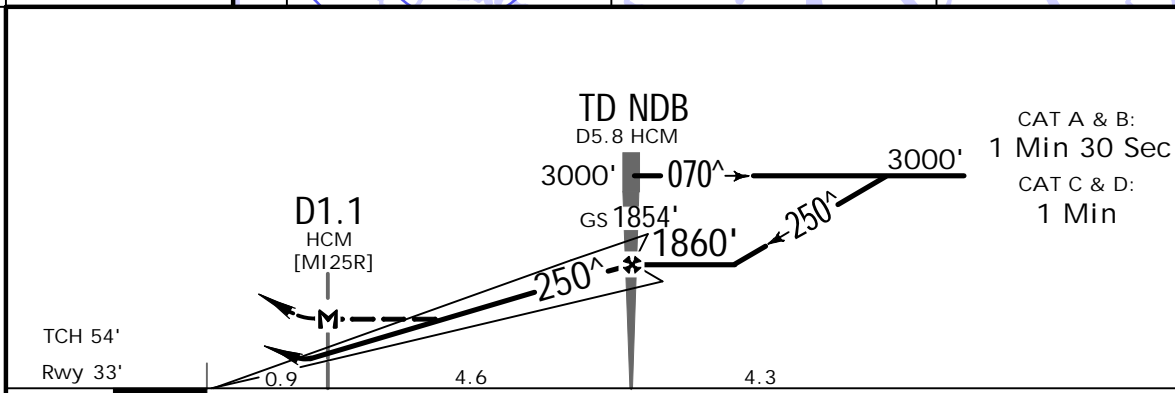
HO CHI MINH, VIETNAM

ILS Z Rwy 25R

BRIEFING STRIP™	ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground
	128.0	126.35	125.5	118.7	Ground 1 121.9 Ground 2 121.6
	LOC HCM 110.5	Final Apch Crs 250^	TD NDB 1854' (1821')	ILS DA(H) Refer to Minimums	Apt Elev 33' Rwy 33'
	MISSED APCH: Maintain runway heading, climb to 1500', turn RIGHT to TD NDB, continue climbing to 3000' to join holding pattern or follow TAN SON NHAT Tower instructions.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'					2800 MSA TD NDB
1. DME required. 2. NDB required. 3. Radar vectoring required.					



18000'	-	5500m
10000'	-	3050m
3000'	-	900m
1860'	-	565m
1500'	-	450m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1500' 3000' TD 358
GS	3.00^	372	478	531	637	849	
MAP at D1.1 HCM							
NDB to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

.State.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND Circling is only in the North of Rwy	
ILS DA(H)		LOC (GS out) MDA(H)		ALS out		Max Kts	
A:	233' (200')	C:	243' (210')	480'	480'	100	660' (627') 630' - V2400m
B:	234' (201')	D:	253' (220')	R1500m V2000m	R/V2200m	135	990' (957') 960' - V4400m
A	220' - R600m V900m	ALS out		ALS out		180	990' (957') 960' - V4400m
B	220' - R/V1200m	ALS out		ALS out		205	990' (957') 960' - V4800m
C	230' - R700m V1000m	ALS out		ALS out			
D	230' - R/V1200m	ALS out		ALS out			

VVTS/SGN

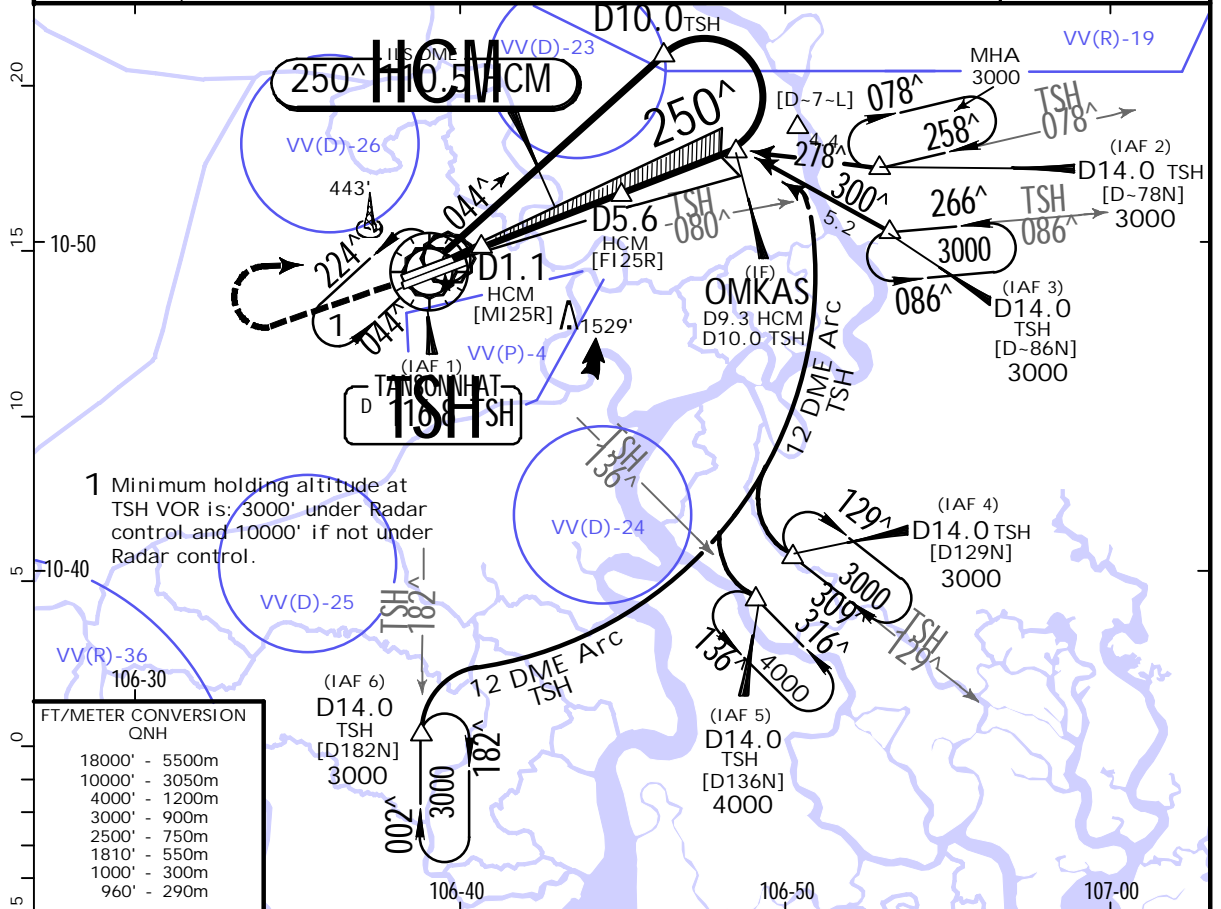
TAN SON NHAT INTL

JEPPESEN
23 DEC 22 **(11-10)**

HO CHI MINH, VIETNAM

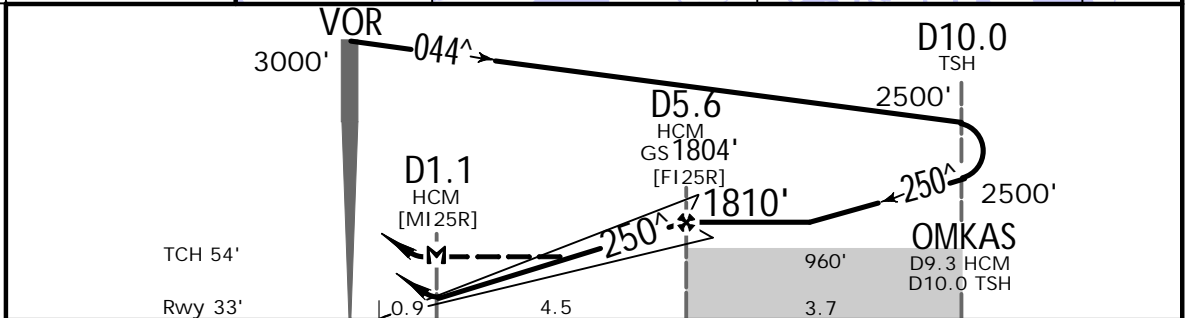
ILS Y Rwy 25R

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground 1	Ground 2
128.0	126.35	125.5	118.7	121.9	121.6
LOC HCM	Final Apch Crs	D5.6 HCM	ILS DA(H) Refer to Minimums	Apt Elev 33'	2800
110.5	250 [^]	1804' (1771')		Rwy 33'	
MISSED APCH: Maintain final approach track, climb to 1000', turn RIGHT to TSH VOR at MANDATORY 3000', join holding pattern or follow TAN SON NHAT Tower instructions.					MSA TSH VOR
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'					
VOR/DME required.					



1 Minimum holding altitude at TSH VOR is: 3000' under Radar control and 10000' if not under Radar control.

18000'	- 5500m
10000'	- 3050m
4000'	- 1200m
3000'	- 900m
2500'	- 750m
1810'	- 550m
1000'	- 300m
960'	- 290m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1000' 3000' TSH ↑ RT 116.8	
GS	3.00 [^]	372	478	531	637	743		849
MAP at D1.1 HCM								
FAF to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41	

.State.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Circling is only in the North of Rwy	
DA(H) A: 233' (200')		C: 243' (210')		MDA(H) 510' (477')			
B: 234' (201')		D: 253' (220')					
ALS out		ALS out		Max Kts		MDA(H)	
A				100	660' (627') 630'-V2400m		
B	220'- R600m V900m	220'- R/V1200m		135	990' (957') 960'-V4400m		
C				180	990' (957') 960'-V4800m		
D	230'- R700m V1000m	230'- R/V1200m		205	990' (957') 960'-V4800m		

VVTS/SGN

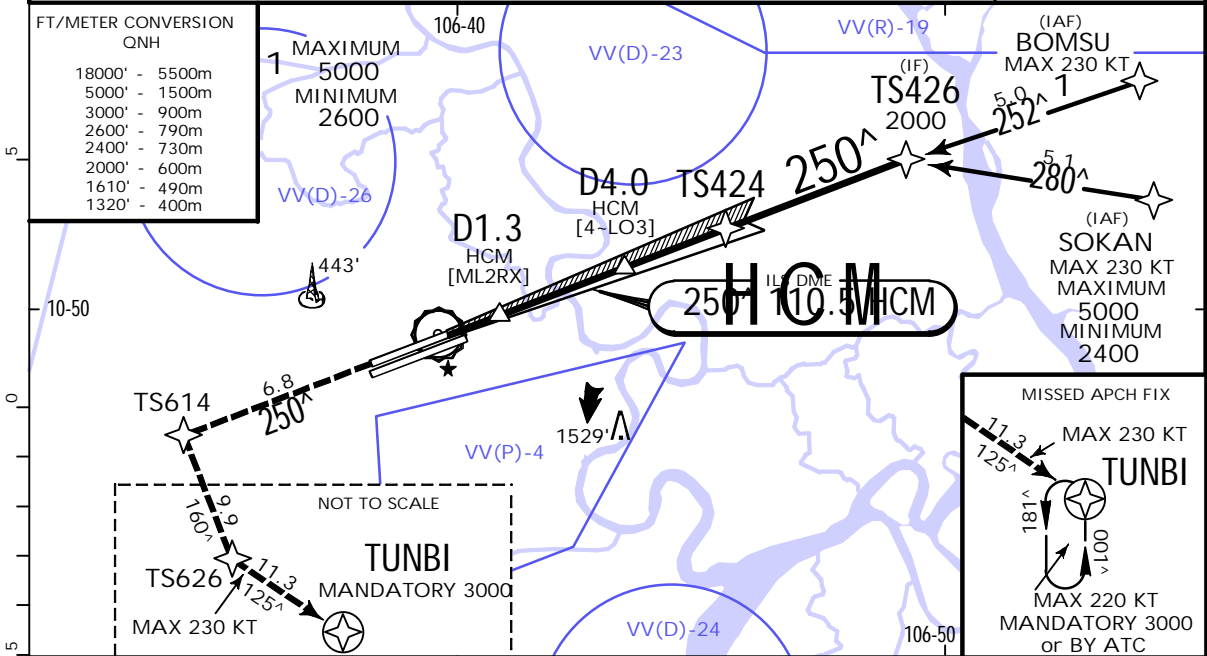
TAN SON NHAT INTL

JEPPESEN
23 DEC 22 (11-11)

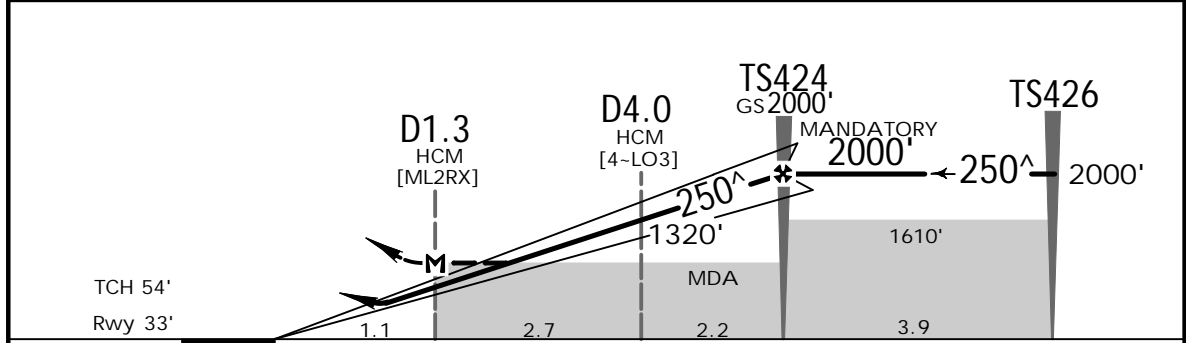
HO CHI MINH, VIETNAM

ILS X Rwy 25R

BRIEFING STRIP	ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground
	128.0	126.35	125.5	118.7	Ground 1 121.9
	LOC HCM	Final Apch Crs	TS424 MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 33'
	110.5	250 [^]	2000' (1967')		Rwy 33'
	MISSED APCH: Climb to 3000' on the RNAV missed approach track to TUNBI and hold, or follow ATC instructions.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'					
RNAV1 required for initial, intermediate and missed approach segment.					
1. RADAR surveillance required. 2. GNSS only. 3. HCM reads D0.2 at threshold. 4. Circling not applicable.					



LOC (GS out)	HCM DME	1.5	2.0	3.0	4.0	5.0	6.2
	ALTITUDE	510'	680'	1000'	1320'	1630'	2000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000' RNAV missed approach track TUNBI
GS	3.00 [^]	372	478	531	637	743	
MAP at D1.3 HCM							
FAF to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

.State.		STRAIGHT-IN LANDING			
		ILS		LOC (GS out)	
DA(H)		A: 270' (237')	C: 289' (256')	MDA(H) 510' (477')	
		B: 280' (247')	D: 299' (266')		
		ALS out		ALS out	
A	270' - R800m V1000m	270' - R/V1200m		480' - R1500m V2000m	480' - R/V2200m
B		270' - R/V1300m		480' - R1800m V2800m	480' - R2200m V2800m
C		280' - R900m V1200m			
D	280' - R/V1300m				

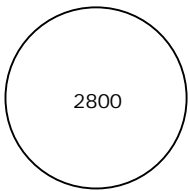
VVTS/SGN

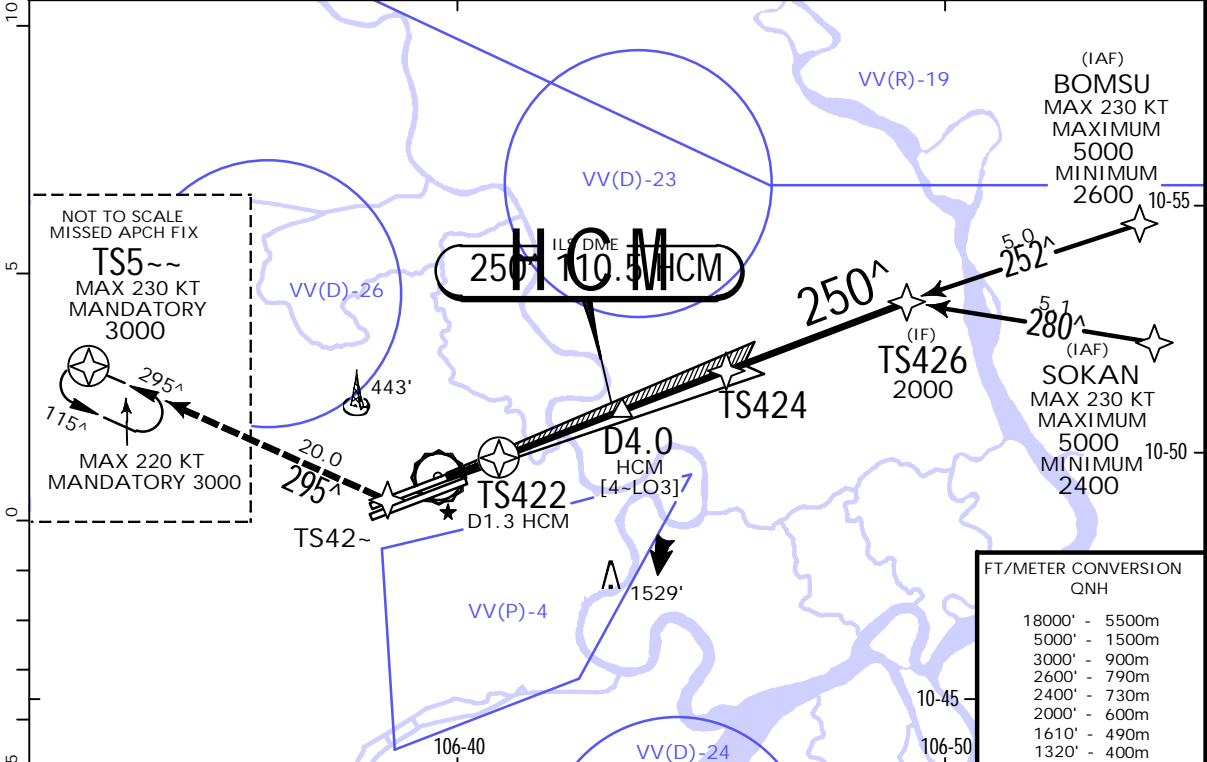
TAN SON NHAT INTL

JEPPESEN
23 DEC 22 (11-12)

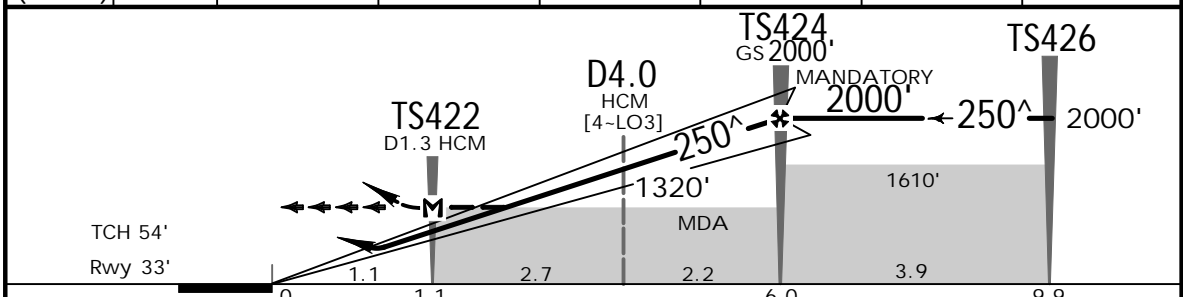
HO CHI MINH, VIETNAM

ILS W Rwy 25R

BRIEFING STRIP™	ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground 1	Ground 2
	128.0	126.35	125.5	118.7	121.9	121.6
	LOC HCM	Final Apch Crs	TS424 MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 33'	
	110.5	250^	2000' (1967')		Rwy 33'	
	MISSED APCH: Proceed to TS42~, turn RIGHT to TS5~~ at MANDATORY 3000', join holding pattern or follow Tan Son Nhat TOWER instructions.					
	Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'					
RNAV1 required for initial, intermediate and missed approach segment.						
1. Radar surveillance required. 2. GNSS only. 3. Circling not applicable.						



LOC (GS out)	HCM DME	1.5	2.0	3.0	4.0	5.0	6.2
	ALTITUDE	510'	680'	990'	1320'	1630'	2000'



Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00^	372	478	531	637	743	849		
MAP at TS422									
FAF to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50		

.State. STRAIGHT-IN LANDING			
ILS		LOC (GS out)	
DA(H) A: 322' (289') C: 342' (309') B: 332' (299') D: 352' (319')		MDA(H) 510' (477')	
ALS out		ALS out	
A	320' - R700m V1100m	320' - R/V1400m	480' - R1500m V2100m
B			480' - R/V2200m
C			
D	330' - R800m V1200m	330' - R/V1400m	

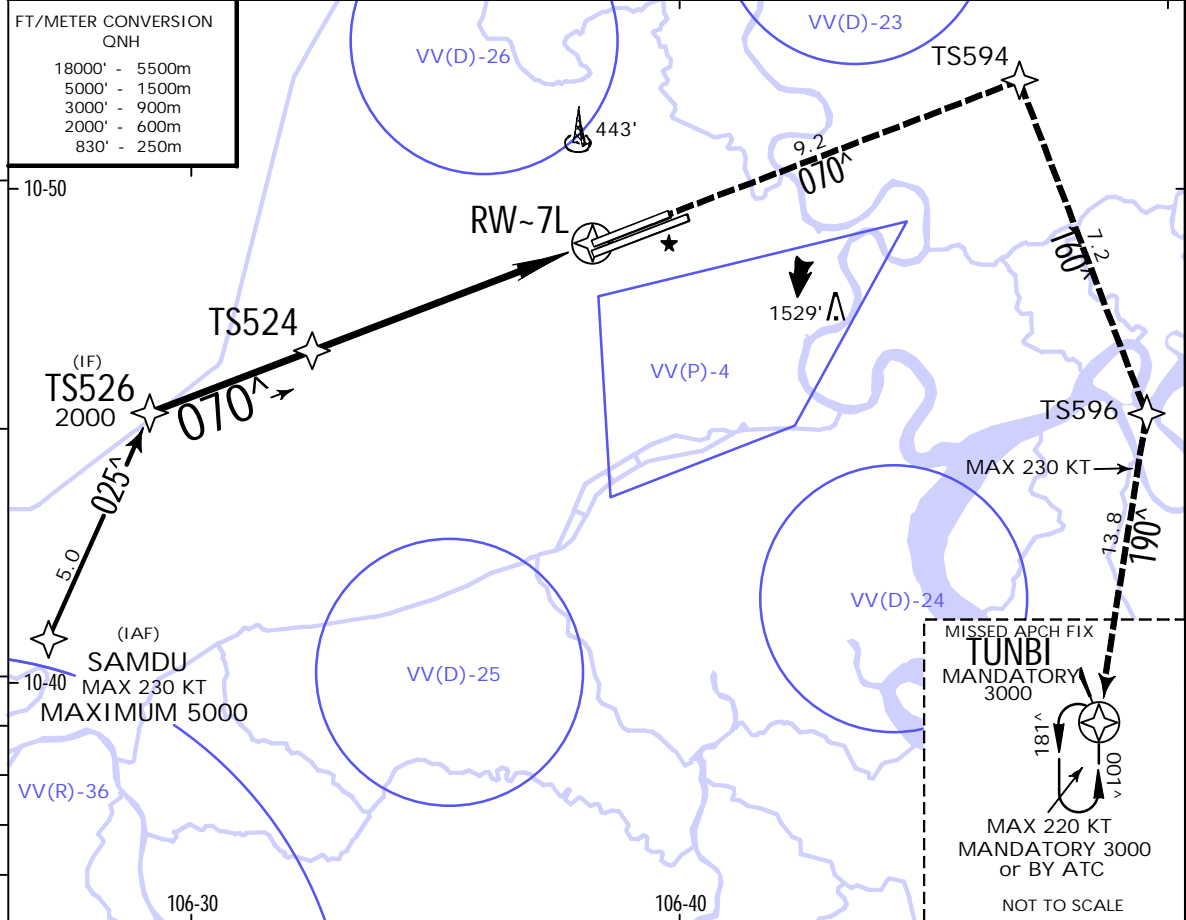
VVTS/SGN

TAN SON NHAT INTL

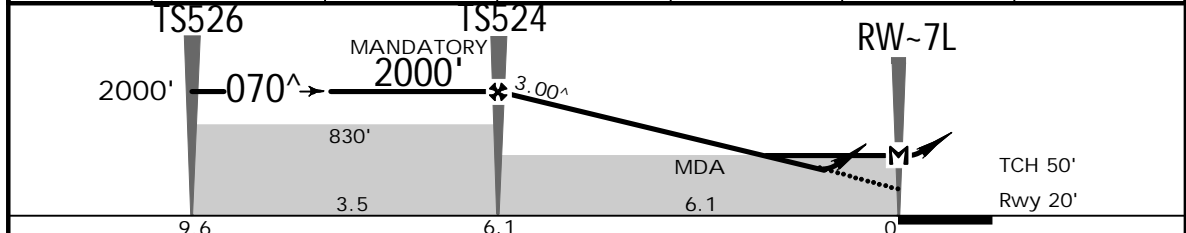
JEPPESEN
23 DEC 22 (12-1)

HO CHI MINH, VIETNAM
RNP Rwy 07L

ATIS 128.0	TAN SON NHAT Arrival 126.35	TAN SON NHAT Terminal 125.5	TAN SON NHAT Tower 118.7	Ground Ground 1: 121.9 Ground 2: 121.6
RNAV	Final Apch Crs 070 [^]	TS524 MANDATORY 2000' (1980')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 33' Rwy 20'
MISSED APCH: Proceed to TS594, TS596, TUNBI at 3000', join holding pattern or follow ATC instructions.				2800 MSA ARP
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'				
RNP Apch 1. GNSS only. 2. For uncompensated Baro VNAV system, minimum temperature 15°C. 3. Circling not applicable.				



DIST to RW-7L	6.0	5.4	4.3	3.2	2.2	1.3
ALTITUDE	1970'	1790'	1450'	1100'	760'	480'



Gnd speed-Kts	70	90	100	120	140	160	MIALS PAPI	TS594	TS596	TUNBI	
Glide Path Angle	3.00 [^]	372	478	531	637	743					849
MAP at RW-7L											
TS524 to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17				

State.	LNAV/VNAV		STRAIGHT-IN LANDING		LNAV	
	A: 326' (306')	C: 345' (325')	MDA(H) 480' (460')			
	B: 335' (315')	D: 352' (332')				
	ALS out				ALS out	
A	330' - R1000m V1200m	330' - R/V1400m	460' - R1500m V2000m	460' - R/V2100m		
B						
C	350' - R1100m V1500m	350' - R/V1500m	460' - R1700m V2400m	460' - R2100m V2400m		
D						

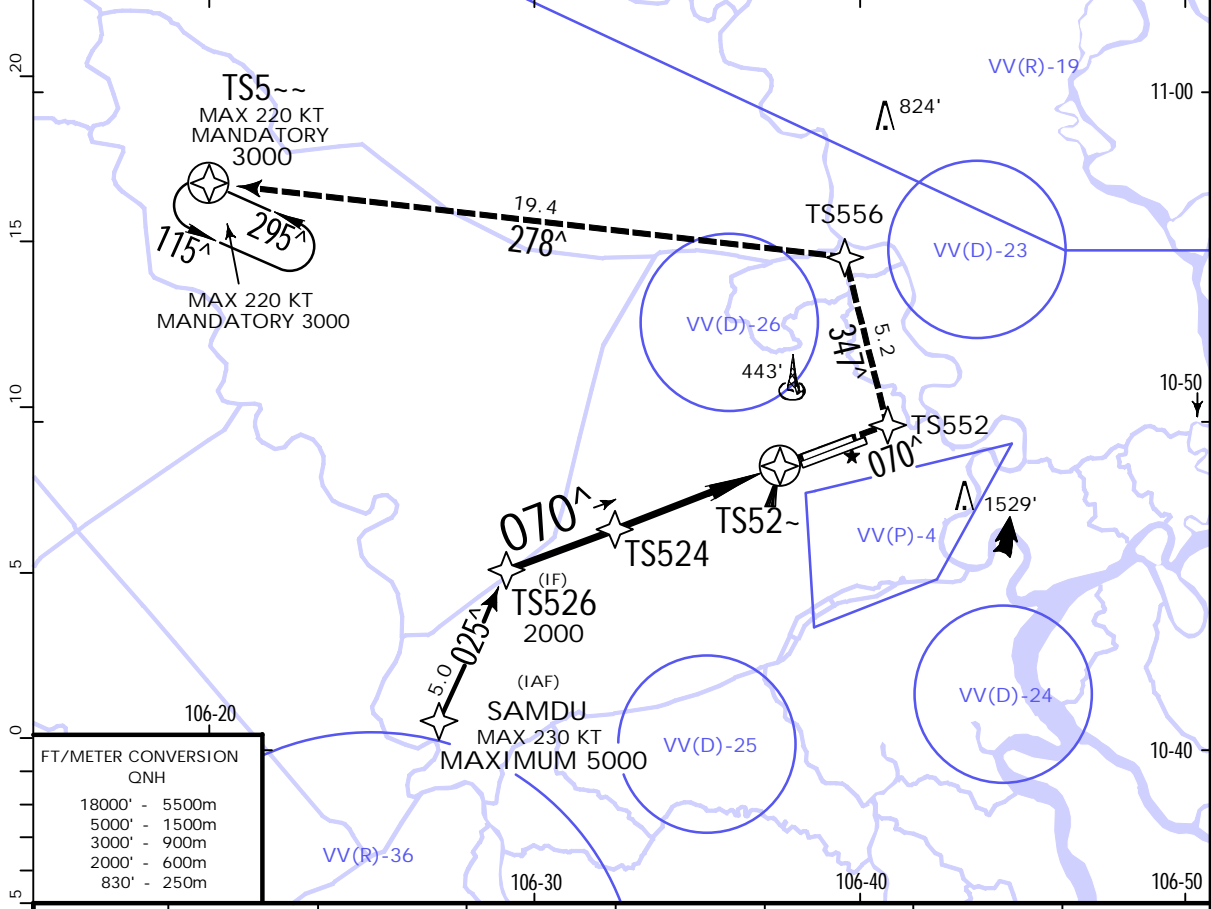
VVTS/SGN

TAN SON NHAT INTL

JEPPESEN
23 DEC 22 (12-2)

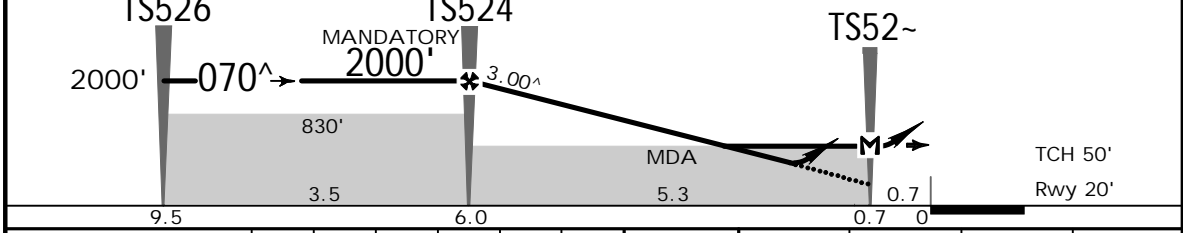
HO CHI MINH, VIETNAM
RNP Y Rwy 07L

BRIEFING STRIP™	ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground	
	128.0	126.35	125.5	118.7	Ground 1 121.9	
	RNAV	Final Apch Crs 070[^]	TS524 MANDATORY 2000' (1980')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 33' Rwy 20'	Ground 2 121.6
	MISSED APCH: Proceed to TS552, TS556, TS5~~ at 3000', join holding pattern or follow Tan Son Nhat TOWER instructions.					2800
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'					MSA ARP	
RNP Apch 1. GNSS only. 2. For uncompensated Baro VNAV system, minimum temperature 15°C. 3. Circling not applicable.						



FT./METER CONVERSION QNH	
18000'	- 5500m
5000'	- 1500m
3000'	- 900m
2000'	- 600m
830'	- 250m

DIST to TS52-	5.3	4.3	3.2	2.2	1.1	0.5	TS52-
ALTITUDE	1970'	1680'	1330'	990'	640'	480'	



Gnd speed-Kts	70	90	100	120	140	160	MIALS PAPI	TS552	TS556	TS5~~	
Glide Path Angle	3.00 [^]	372	478	531	637	743					849
MAP at TS52-											
TS524 to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59				

PANS OPS	State.		STRAIGHT-IN LANDING		LNAV	
	DA(H) A: 349' (329') C: 368' (348')		LNAV/VNAV A: 349' (329') C: 368' (348')		LNAV MDA(H) 480' (460')	
	B: 358' (338') D: 378' (358')		B: 358' (338') D: 378' (358')			
	ALS out		ALS out		ALS out	
A	350'- R1100m V1500m	350'- R/V1500m	460'- R1500m V2000m	460'- R/V2100m		
B						
C	370'- R1200m V1600m	370'- R/V1600m	460'- R1700m V2400m	460'- R2100m V2400m		
D						

VVTS/SGN

TAN SON NHAT INTL

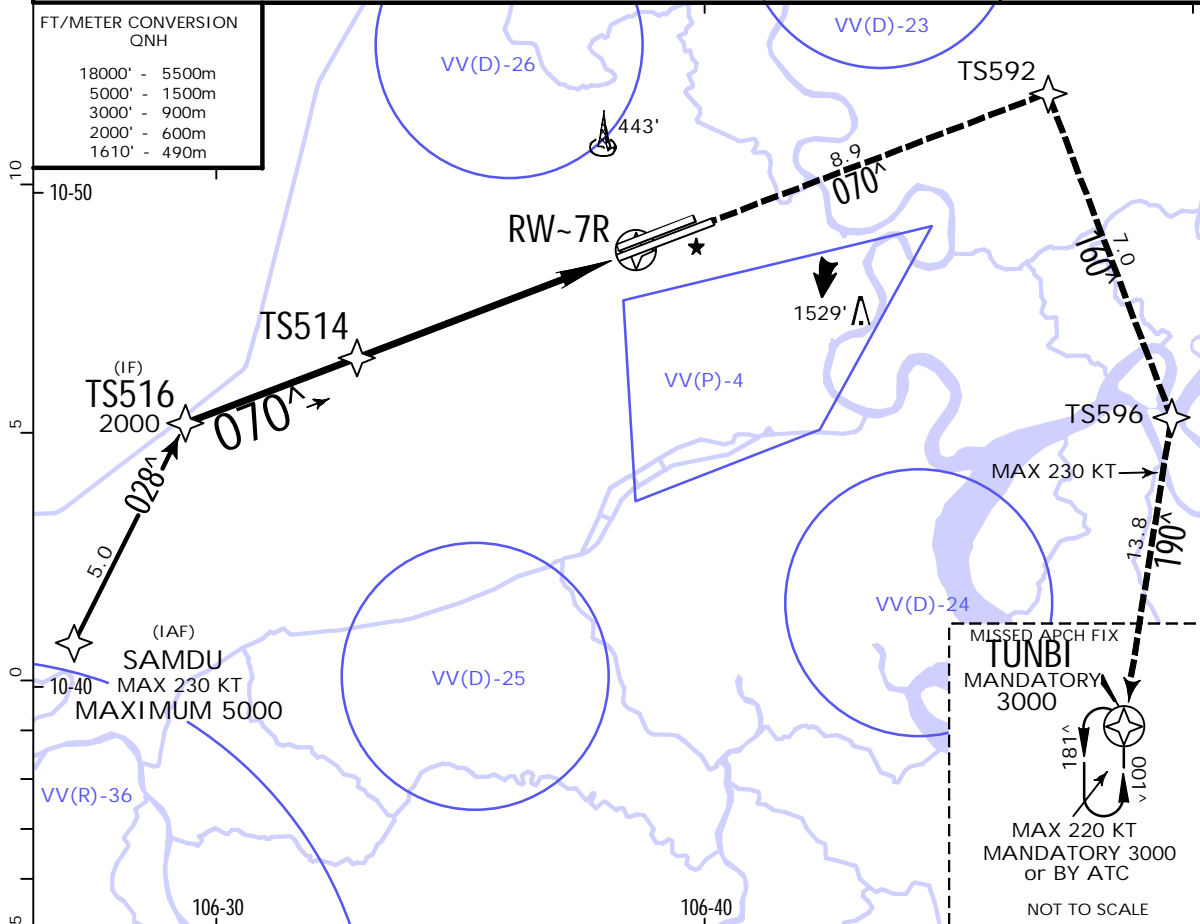
JEPPESEN
23 DEC 22 (12-3)

HO CHI MINH, VIETNAM
RNP Rwy 07R

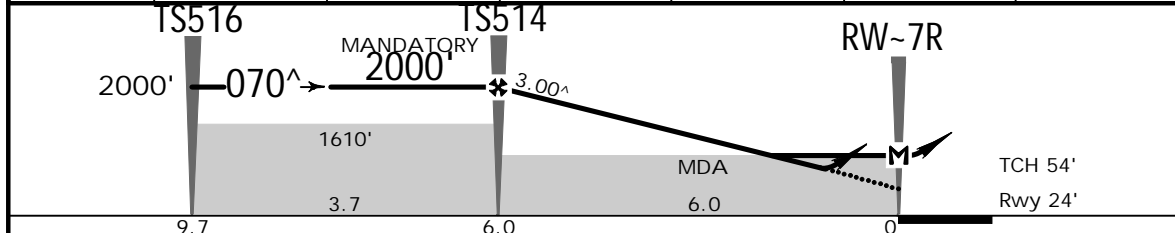
ATIS 128.0	TAN SON NHAT Arrival 126.35	TAN SON NHAT Terminal 125.5	TAN SON NHAT Tower 118.7	Ground Ground 1: 121.9 Ground 2: 121.6
RNAV	Final Apch Crs 070 [^]	TS514 MANDATORY 2000' (1976')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 33' Rwy 24'
MISSED APCH: Proceed to TS592, TS596, then TUNBI at 3000', join holding pattern or follow ATC instructions.				2800 MSA ARP
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'				
RNP Apch 1. GNSS only. 2. For uncompensated Baro VNAV system, minimum temperature 15°C. 3. Circling not applicable.				

FT/METER CONVERSION
QNH

18000' - 5500m
5000' - 1500m
3000' - 900m
2000' - 600m
1610' - 490m



DIST to RW-7R	6.0	5.4	4.3	3.2	2.2	1.2
ALTITUDE	1970'	1810'	1460'	1120'	780'	460'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	TS592	TS596	TUNBI	
Glide Path Angle	3.00 [^]	372	478	531	637	743					849
MAP at RW-7R											
TS514 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15				

.State.		LNAV/VNAV		STRAIGHT-IN LANDING		LNAV	
DA(H) A: 343' (319') C: 362' (338')		B: 356' (332') D: 372' (348')		MDA(H) 460' (436')			
ALS out		ALS out		ALS out		ALS out	
A	330' - R1100m V1300m	330' - R/V1400m		450' - R1500m V2000m		450' - R/V2000m	
B		330' - R/V1500m					
C	370' - R1200m V1600m	370' - R1500m V1600m		450' - R1600m V2400m		450' - R2000m V2400m	
D		370' - R/V1600m					

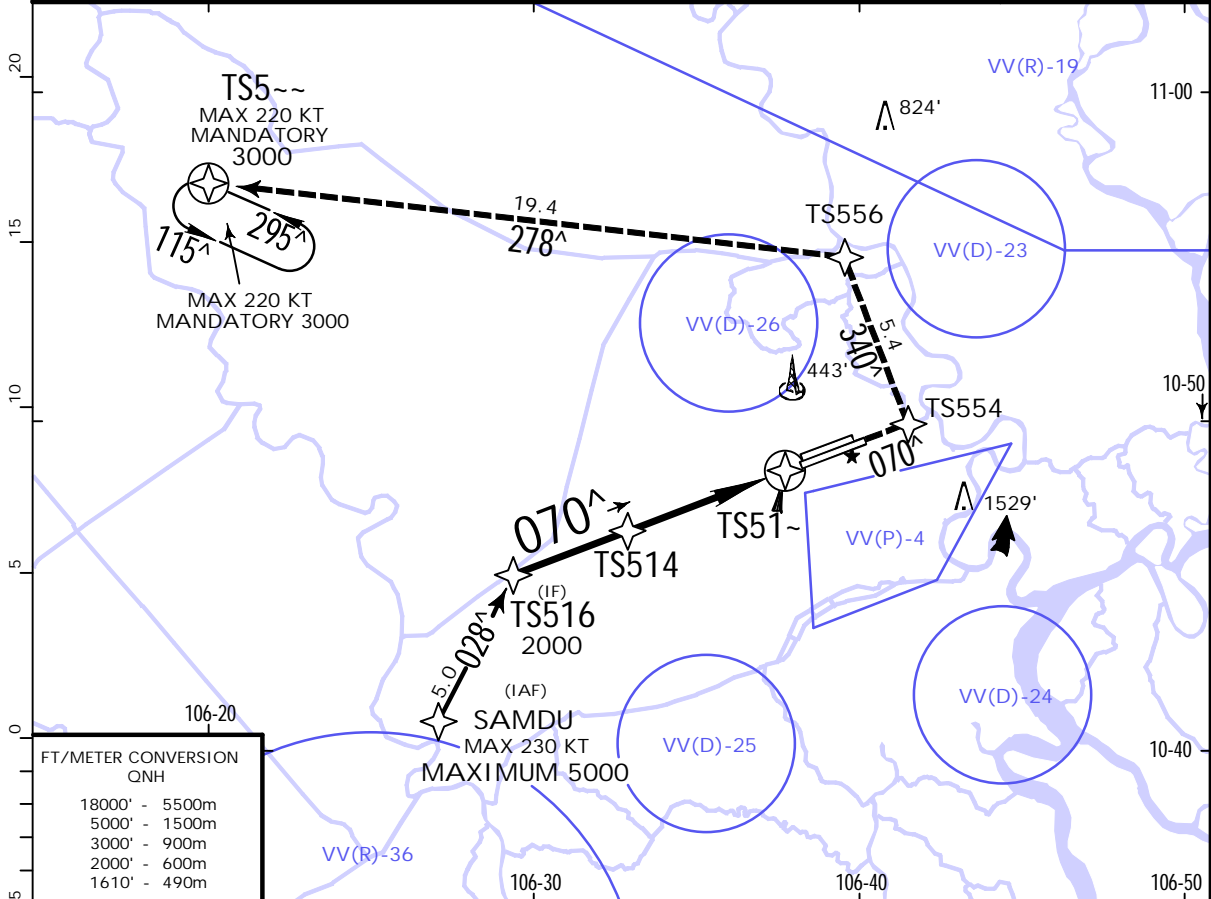
VVTS/SGN

TAN SON NHAT INTL

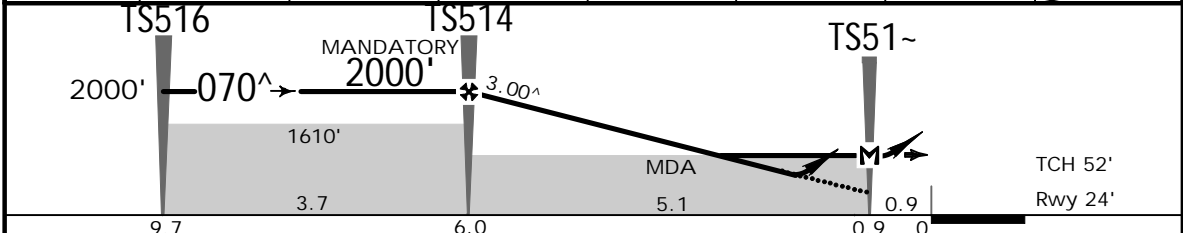
JEPPESEN
23 DEC 22 (12-4)

HO CHI MINH, VIETNAM
RNP Y Rwy 07R

ATIS 128.0	TAN SON NHAT Arrival 126.35	TAN SON NHAT Terminal 125.5	TAN SON NHAT Tower 118.7	Ground Ground 1: 121.9 Ground 2: 121.6
RNAV	Final Apch Crs 070 [^]	TS514 MANDATORY 2000' (1976')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 33' Rwy 24'
MISSED APCH: Proceed to TS554, TS556, TS5~~ at 3000', join holding pattern or follow Tan Son Nhat TOWER instructions.				2800 MSA ARP
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'				
RNP Apch 1. GNSS only. 2. For uncompensated Baro VNAV system, minimum temperature 15°C. 3. Circling not applicable.				



DIST to TS51~	5.1	4.3	3.2	2.2	1.1	0.3	TS51~
ALTITUDE	1970'	1740'	1400'	1050'	710'	480'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI TS554 TS556 TS5~~	
Glide Path Angle	3.00 [^]	372	478	531	637	743		849
MAP at TS51~	5.1	4:22	3:24	3:04	2:33	2:11		1:55

PANS OPS	State.				STRAIGHT-IN LANDING			
	LNAV/VNAV		LNAV		LNAV		LNAV	
	DA(H) A: 356' (332') C: 376' (352') B: 369' (345') D: 385' (361')		MDA(H) 480' (456')		ALS out		ALS out	
	A	350'- R1100m V1500m	350'- R/V1500m	460'- R1500m V2000m	460'- R/V2100m			
B		350'- R/V1600m						
C	370'- R1200m V1600m	370'- R/V1600m	460'- R1700m V2400m	460'- R2100m V2400m				
D		370'- R/V1700m						

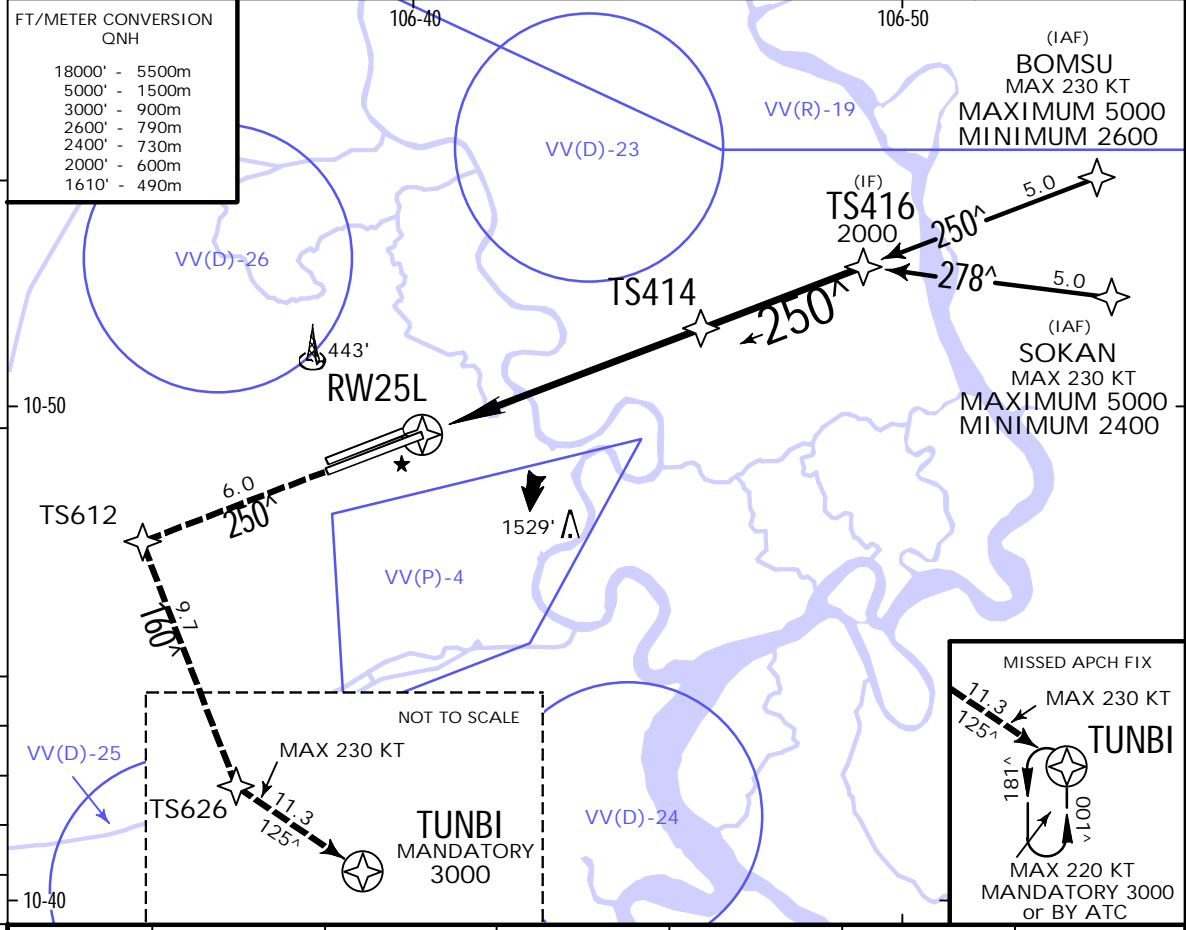
VVTS/SGN

TAN SON NHAT INTL

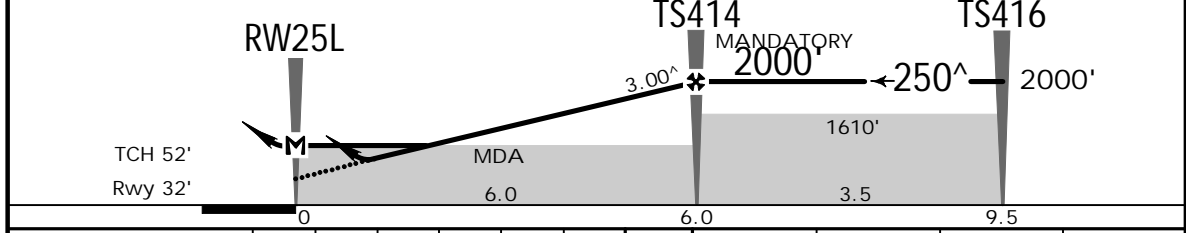
JEPPESEN
23 DEC 22 (12-5)

HO CHI MINH, VIETNAM
RNP RWY 25L

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground
128.0	126.35	125.5	118.7	Ground 1 121.9 Ground 2 121.6
RNAV	Final Appch Crs 250 [^]	TS414 MANDATORY (1968')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 33' Rwy 32'
MISSED APCH: Proceed to TS612, TS626, then TUNBI at 3000', join holding pattern or follow ATC instructions.				2800 MSA ARP
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'				
RNP Apch 1. GNSS only. 2. For uncompensated Baro VNAV system, minimum temperature 15°C. 3. Circling not applicable.				



DIST to RW25L	1.4	2.2	3.2	4.3	5.4	6.0
ALTITUDE	510'	780'	1120'	1460'	1810'	1970'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	TS612	TS626	TUNBI	
Glide Path Angle	3.00 [^]	372	478	531	637	743					849
MAP at RW25L											
TS414 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15				

PANS OPS	.State.		STRAIGHT-IN LANDING		LNAV	
	LNAV/VNAV		LNAV		MDA(H) 510' (478')	
	A: 374' (342') C: 397' (365')		ALS out		ALS out	
	B: 387' (355') D: 407' (375')		ALS out		ALS out	
A	370' - R900m V1100m	370' - R/V1600m	480' - R1500m V2000m	480' - R/V2200m		
B						
C	380' - R1000m V1400m	380' - R/V1700m	480' - R1500m V2200m			
D						

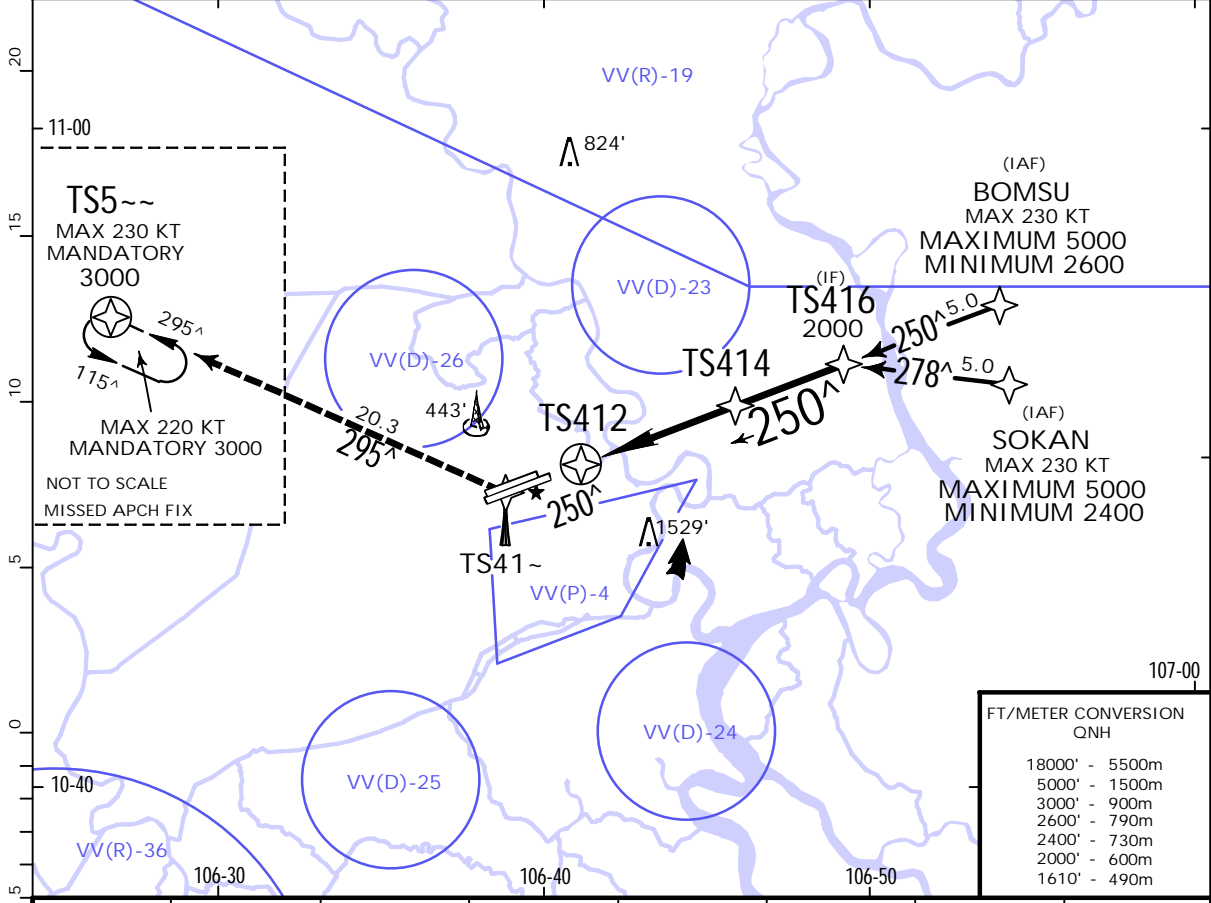
VVTS/SGN

TAN SON NHAT INTL

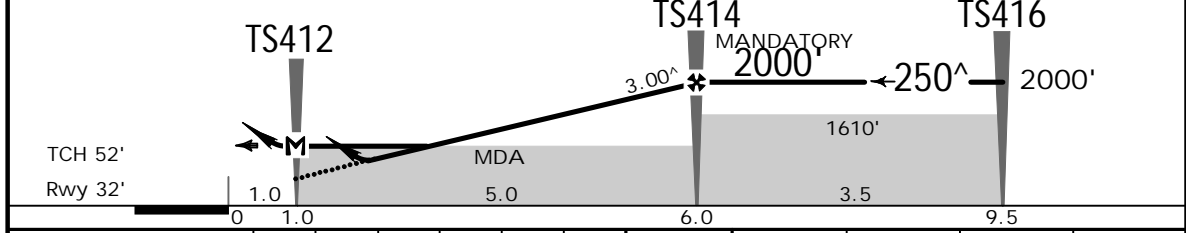
JEPPESEN
23 DEC 22 (12-6)

HO CHI MINH, VIETNAM
RNP Y Rwy 25L

ATIS 128.0	TAN SON NHAT Arrival 126.35	TAN SON NHAT Terminal 125.5	TAN SON NHAT Tower 118.7	Ground Ground 1: 121.9 Ground 2: 121.6
RNAV	Final Apch Crs 250 [^]	TS414 MANDATORY (1968')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 33' Rwy 32'
MISSED APCH: Proceed to TS41~, turn RIGHT to TS5~~ at 3000'. Join holding pattern or follow Tan Son Nhat TOWER instructions.				2800 MSA ARP
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'				
RNP Apch 1. GNSS only. 2. For uncompensated Baro VNAV system, minimum temperature 15°C. 3. Circling not applicable.				



DIST to TS412	TS412	0.3	1.1	2.2	3.2	4.3	5.0
ALTITUDE		510'	790'	1100'	1450'	1790'	1970'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	TS41~ RT	TS5~~	
Glide Path Angle	3.00 [^]	372	478	531	637	743				849
MAP at TS412										
TS414 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

PANS OPS	.State.		STRAIGHT-IN LANDING			
	LNAV/VNAV		LNAV			
	DA(H) A: 407' (375') B: 416' (384')		C: 426' (394') D: 436' (404')		MDA(H) 510' (478')	
	ALS out		ALS out			
A	400'- R1100m V1400m	400'- R/V1700m		500'- R1500m V2200m		
B		400'- R/V1800m		500'- R/V2200m		
C	420'- R1200m V1500m	420'- R/V1800m		500'- R1800m V2600m		
D		420'- R/V1900m		500'- R2200m V2600m		

VVTS/SGN

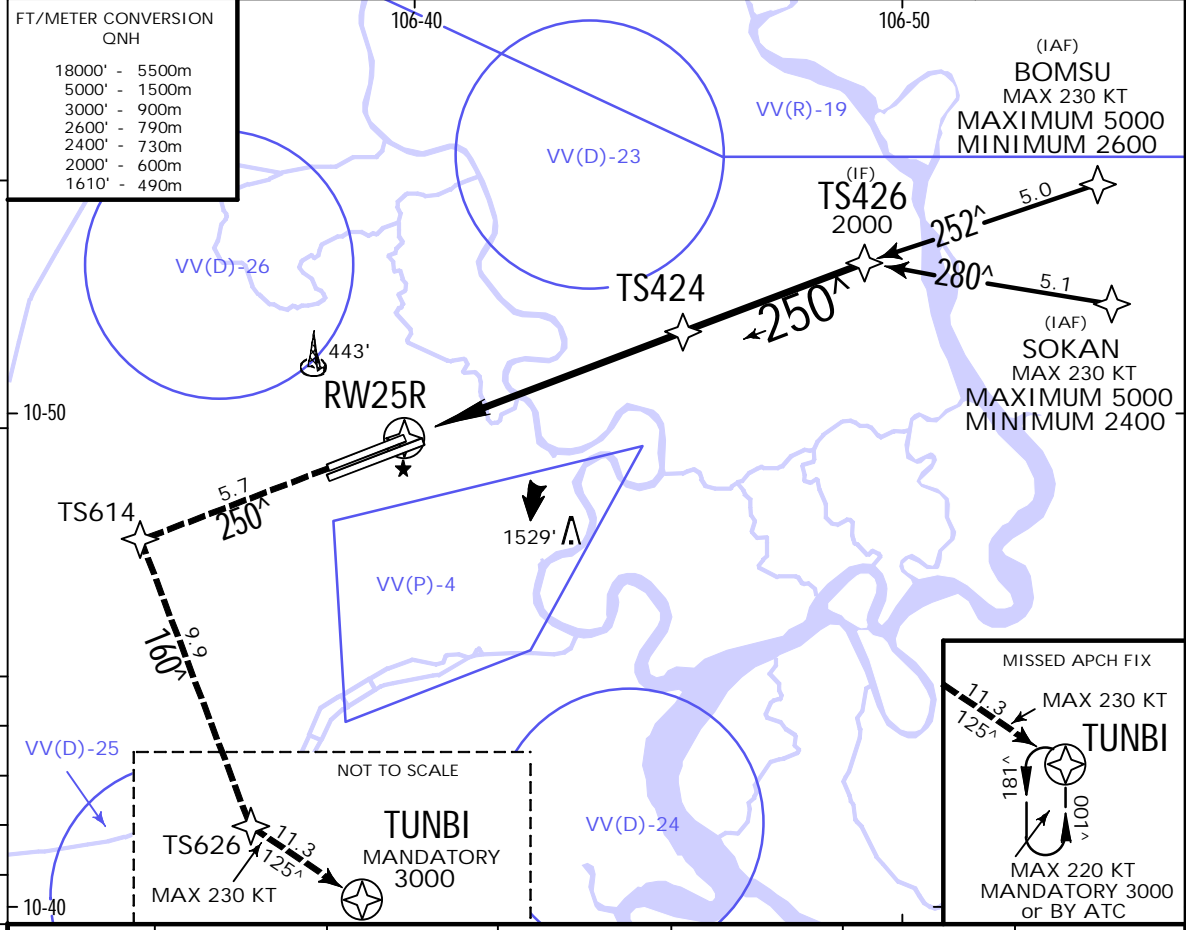
TAN SON NHAT INTL

JEPPESEN
23 DEC 22 (12-7)

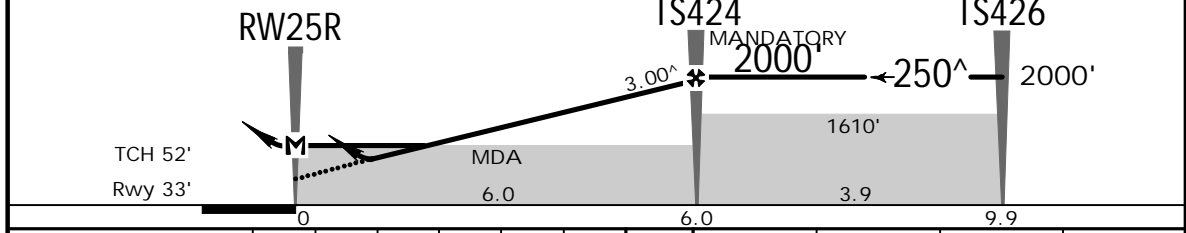
HO CHI MINH, VIETNAM

RNP RWY 25R

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground 1	Ground 2
128.0	126.35	125.5	118.7	121.9	121.6
RNAV	Final Apch Crs 250[^]	TS424 MANDATORY 2000' (1967')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 33' Rwy 33'	<p>2800</p> <p>MSA ARP</p>
MISSED APCH: Proceed to TS614, TS626, then TUNBI at 3000', join holding pattern or follow ATC instructions.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'					
RNP Apch 1. GNSS only. 2. For uncompensated Baro VNAV system, minimum temperature 15°C. 3. Circling not applicable.					



DIST to RW25R	1.4	2.2	3.2	4.3	5.4	6.0
ALTITUDE	530'	780'	1120'	1460'	1810'	1970'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	TS614	TS626	TUNBI	
Glide Path Angle	3.00 [^]	372	478	531	637	743					849
MAP at RW25R											
TS424 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15				

PANS OPS	.State.		STRAIGHT-IN LANDING	
	LNAV/VNAV		LNAV	
	DA(H) A: 352' (319') C: 381' (348') B: 362' (329') D: 408' (375')		MDA(H) 530' (497')	
	ALS out		ALS out	
A	330' - R1100m V1300m	330' - R/V1400m	500' - R1500m V2200m	500' - R/V2300m
B		330' - R/V1500m		
C	380' - R1300m V1800m	380' - R1600m V1800m	500' - R1800m V2600m	500' - R2300m V2600m
D		380' - R1700m V1800m		

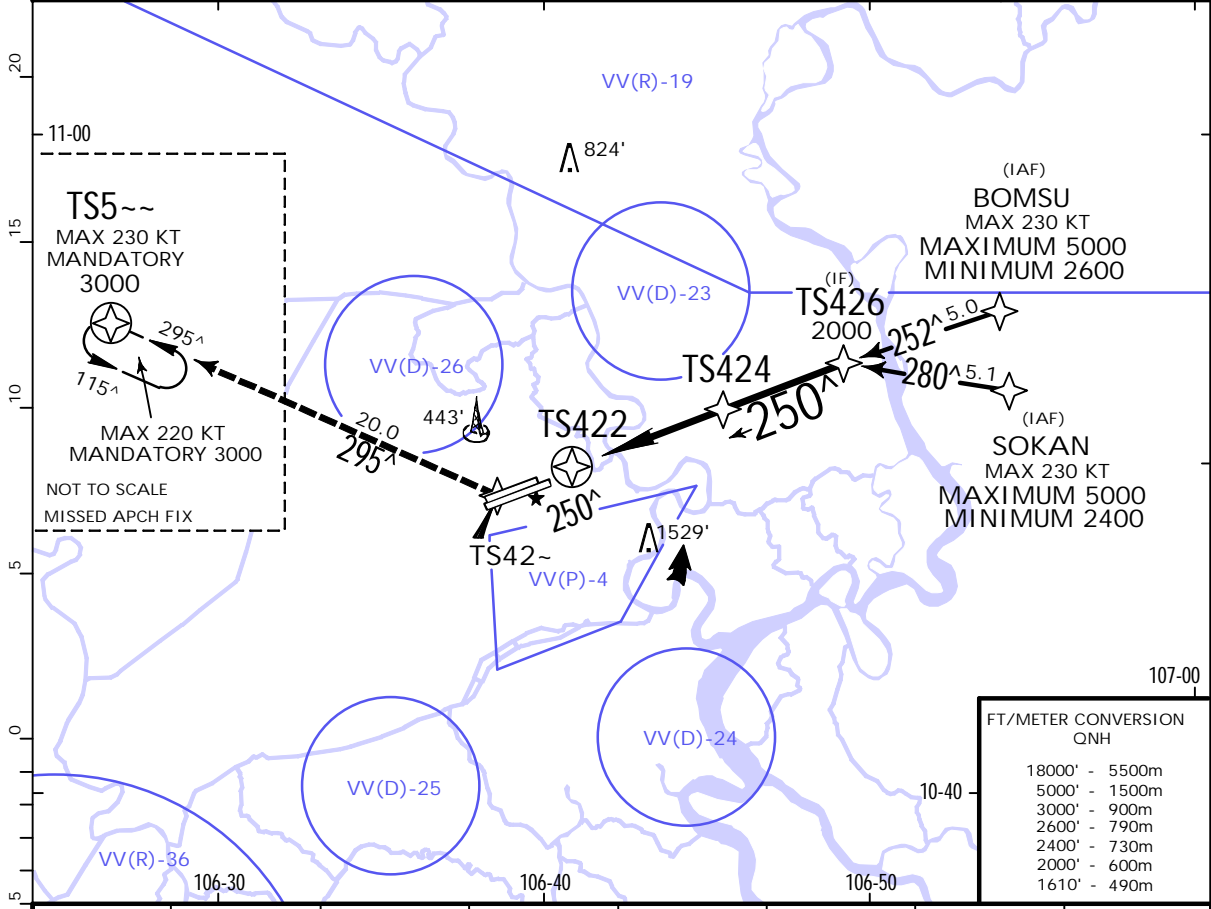
VVTS/SGN

TAN SON NHAT INTL

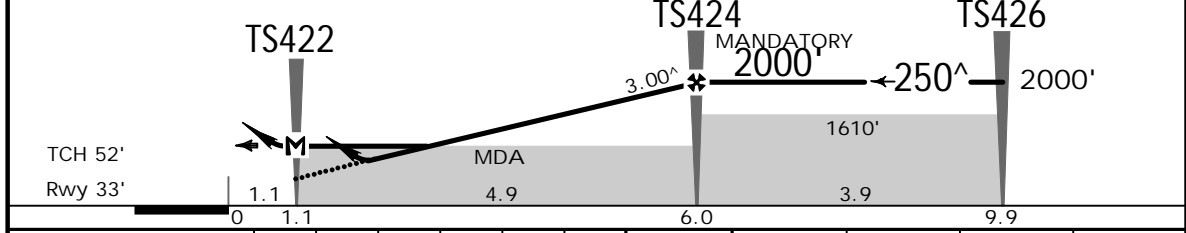
JEPPESEN
23 DEC 22 (12-8)

HO CHI MINH, VIETNAM
RNP Y Rwy 25R

ATIS 128.0	TAN SON NHAT Arrival 126.35	TAN SON NHAT Terminal 125.5	TAN SON NHAT Tower 118.7	Ground Ground 1: 121.9 Ground 2: 121.6
RNAV	Final Apch Crs 250[^]	TS424 MANDATORY 2000' (1967')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 33' Rwy 33'
MISSED APCH: Proceed to TS42~, turn RIGHT to TS5~~ at 3000'. Join holding pattern or follow Tan Son Nhat TOWER instructions.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'				
RNP Apch 1. GNSS only. 2. For uncompensated Baro VNAV system, minimum temperature 15°C. 3. Circling not applicable.				



DIST to TS422	TS422	0.3	1.1	2.2	3.2	4.3	4.9
ALTITUDE		530'	790'	1140'	1480'	1830'	1970'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	TS42~ 	TS5~~	
Glide Path Angle	3.00 [^]	372	478	531	637	743				849
MAP at TS422										
TS424 to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50			

PANS OPS	State.		STRAIGHT-IN LANDING	
	LNAV/VNAV		LNAV	
	DA(H) A: 414' (381') C: 434' (401') B: 424' (391') D: 444' (411')		MDA(H) 530' (497')	
	ALS out		ALS out	
A	400' - R1100m V1400m	400' - R/V1800m	500' - R1500m V2200m	500' - R/V2300m
B				
C	420' - R1200m V1500m	420' - R/V1900m	500' - R1800m V2600m	500' - R2300m V2600m
D				

VVTS/SGN

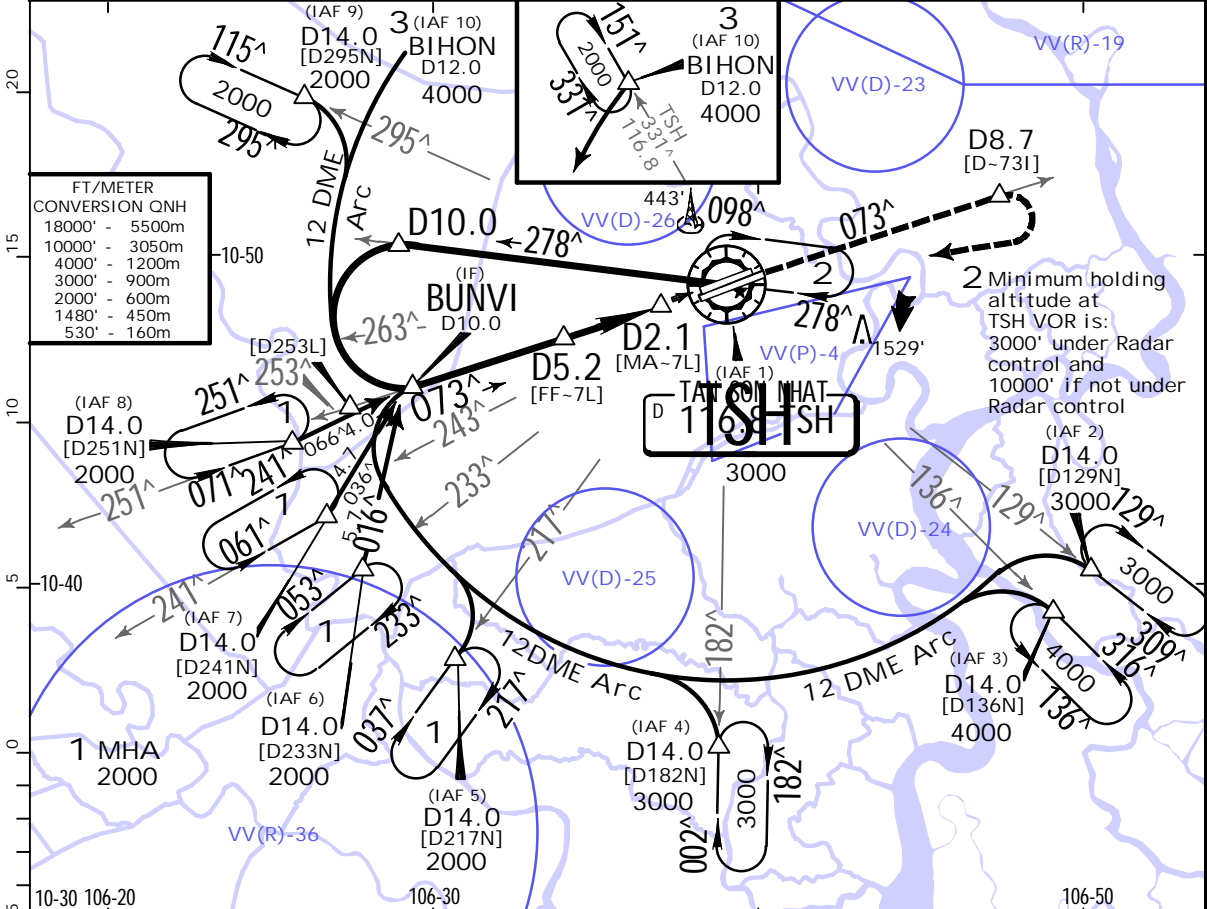
TAN SON NHAT INTL

JEPPESSEN
23 DEC 22 **13-1**

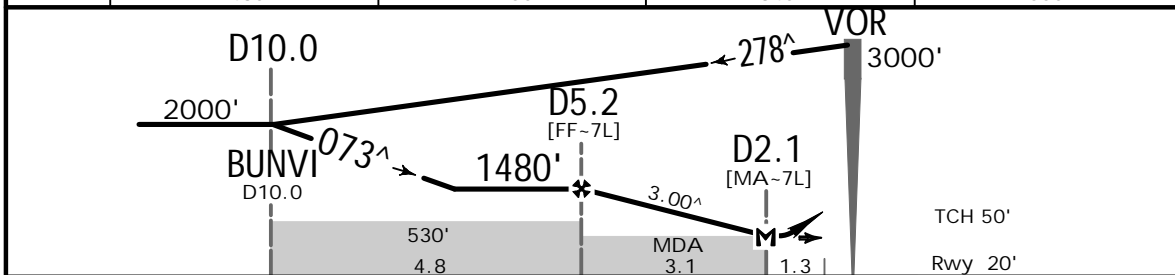
HO CHI MINH, VIETNAM

VOR Rwy 07L

BRIEFING STRIP™	ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground	
	128.0	126.35	125.5	118.7	Ground 1	Ground 2
	VOR TSH 116.8	Final Apch Crs 073[^]	D5.2 1480' (1460')	MDA(H) 500' (480')	Apt Elev 33' Rwy 20'	2800
	MISSED APCH: Maintain final apch track, climb to 3000', passing TSH VOR climb on TSH VOR R-073 to D8.7, turn RIGHT to join holding pattern at TSH VOR at 3000' or follow TAN SON NHAT Tower instructions.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL190	Trans alt: 18000'	MSA TSH VOR	
1. DME Required. 2. Final approach track is 3 [^] offset from extended runway centerline.						



TSH DME	5.2	4.2	3.2	2.1
ALTITUDE	1480'	1150'	840'	500'



Gnd speed-Kts	70	90	100	120	140	160	MIALS PAPI 3000' on 116.8 R-073 D8.7
Descent Angle 3.00 [^]	372	478	531	637	743	849	
MAP at D2.1							
D5.2 to MAP	3.1	2:39	2:04	1:52	1:33	1:20	1:10

PANS OPS	.State.		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
			MDA(H) 500' (480')		Circling is only in the North of Rwy	
			ALS out		Max Kts	MDA(H)
	A	480' - V2000m	480' - V2200m	100	660' (627')	630' - V2400m
B			135			
C			180	990' (957')	960' - V4400m	
D		480' - V2300m	205	990' (957')	960' - V4800m	

VVTS/SGN

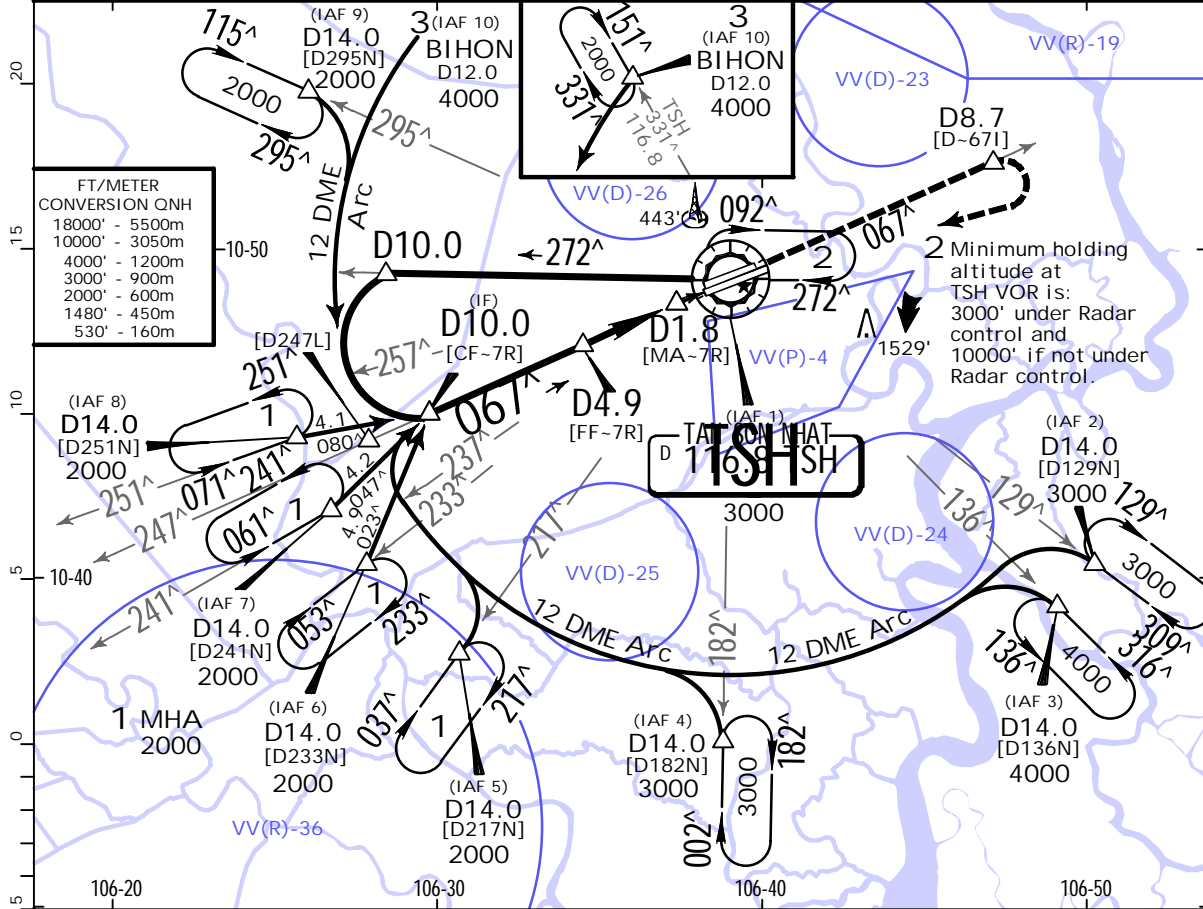
TAN SON NHAT INTL

JEPPESEN
23 DEC 22 (13-2)

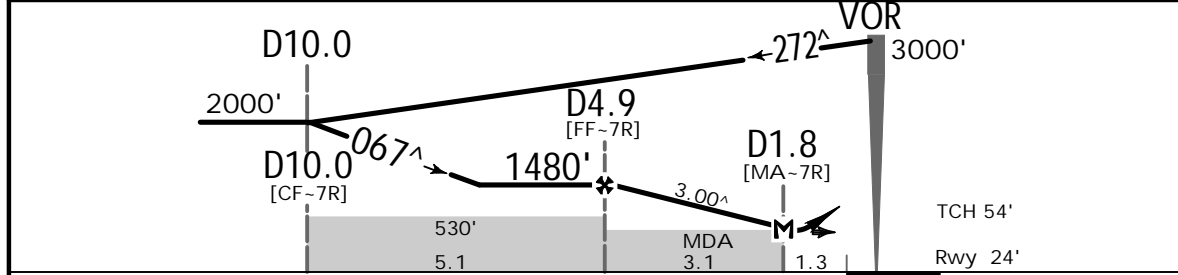
HO CHI MINH, VIETNAM

VOR Rwy 07R

BRIEFING STRIP™	ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground	
	128.0	126.35	125.5	118.7	Ground 1	Ground 2
					121.9	121.6
VOR TSH	Final Apch Crs	D4.9	MDA(H)	Apt Elev	33'	2800
116.8	067 [^]	1480' (1456')	500' (476')	Rwy	24'	
MISSED APCH: Maintain final apch track, climb to 3000', passing TSH VOR intercept TSH VOR R-067 to D8.7, turn RIGHT to join holding pattern at TSH VOR or follow TAN SON NHAT Tower instructions.						MSA TSH VOR
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'						
1. DME required. 2. Final approach track is 3 [^] offset from extended runway center line.						



TSH DME	4.9	3.9	2.9	1.8
ALTITUDE	1480'	1170'	840'	500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	3000' on 116.8 R-067	D8.7
Descent Angle 3.00 [^]	372	478	531	637	743	849			
MAP at D1.8									
D4.9 to MAP	3.1	2:39	2:04	1:52	1:33	1:20	1:10		

PANS OPS	.State.				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
					MDA(H) 500' (476')				Circling is only in the North of Rwy			
					ALS out				Max Kts			
	A	480' - V2000m				480' - V2200m				100		
B									135			
C									180			
D									205			
									660' (627') 630' - V2400m			
									990' (957') 960' - V4400m			
									990' (957') 960' - V4800m			

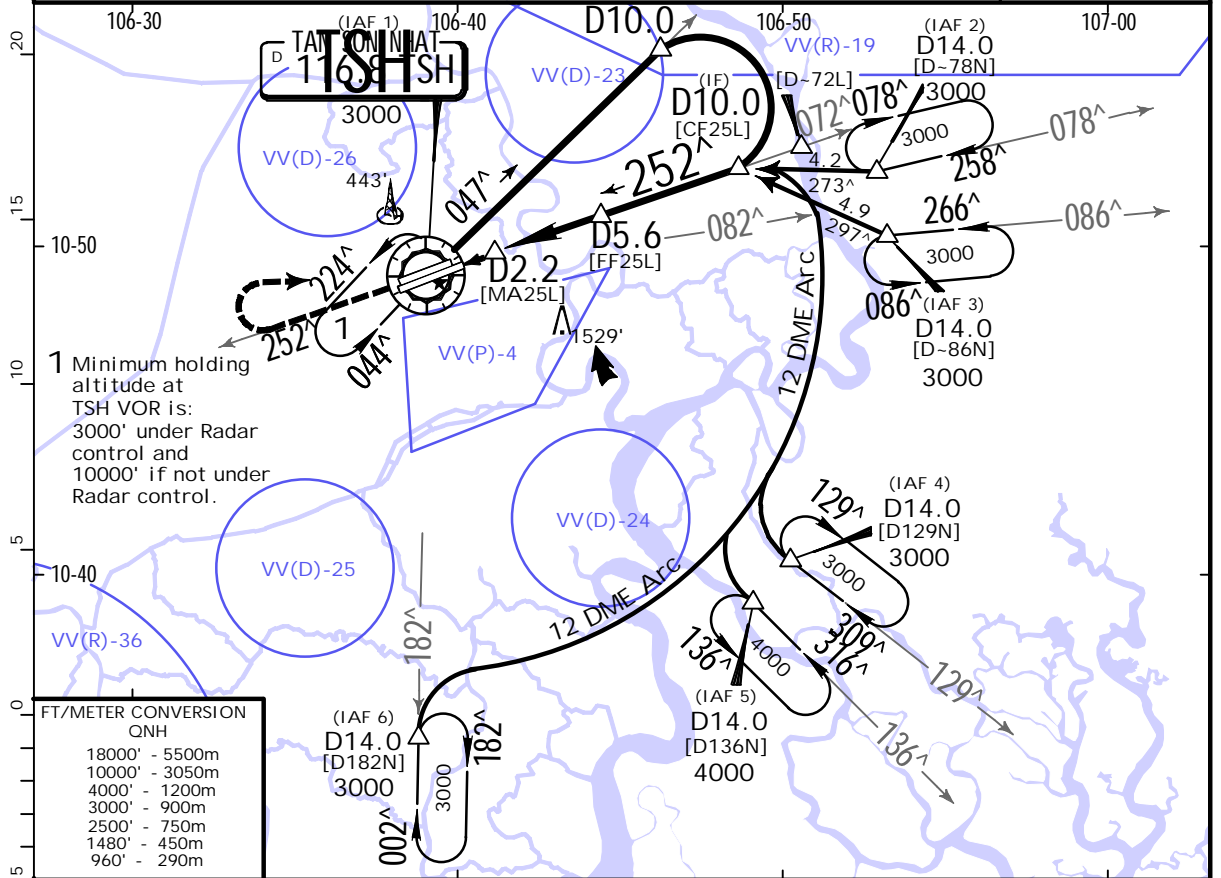
VVTS/SGN

TAN SON NHAT INTL

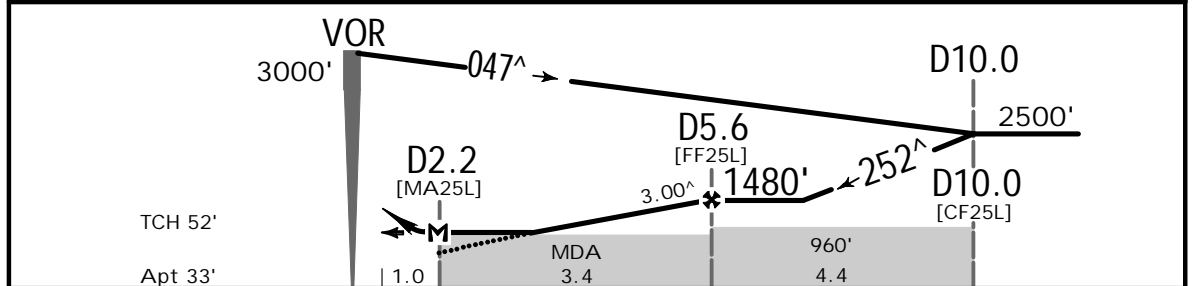
JEPPESEN
23 DEC 22 (13-3)

HO CHI MINH, VIETNAM
VOR Rwy 25L

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground 1	Ground 2
128.0	126.35	125.5	118.7	121.9	121.6
VOR	Final Apch Crs	D5.6	MDA(H)	Apt Elev	33'
TSH 116.8	252 [^]	1480' (1447')	550' (517')		
MISSED APCH: Maintain final apch track until passing TSH VOR, intercept TSH VOR R-252 and climb to 3000', turn RIGHT to join holding pattern at TSH VOR or follow TAN SON NHAT Tower instructions.					2800
Alt Set: hPa Apt Elev: 1 hPa Trans level: FL190 Trans alt: 18000'					
1. DME required. 2. Final approach track is 2° offset from extended runway centerline.					MSA TSH VOR



TSH DME	2.6	3.0	4.0	5.0	5.6
ALTITUDE	550'	660'	970'	1280'	1480'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3000' on TSH R-252
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.2							
D5.6 to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:16

PANS OPS	.State. STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	MDA(H) 550' (517')				Circling is only in the North of Rwy			
	ALS out				Max Kts			
	A	510' - V2000m		510' - V2400m		100	660' (627') 630' - V2400m	
B	510' - V2000m		510' - V2400m		135	990' (957') 960' - V4400m		
C	510' - V2000m		510' - V2400m		180	990' (957') 960' - V4800m		
D	510' - V2000m		510' - V2400m		205	990' (957') 960' - V4800m		

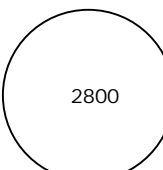
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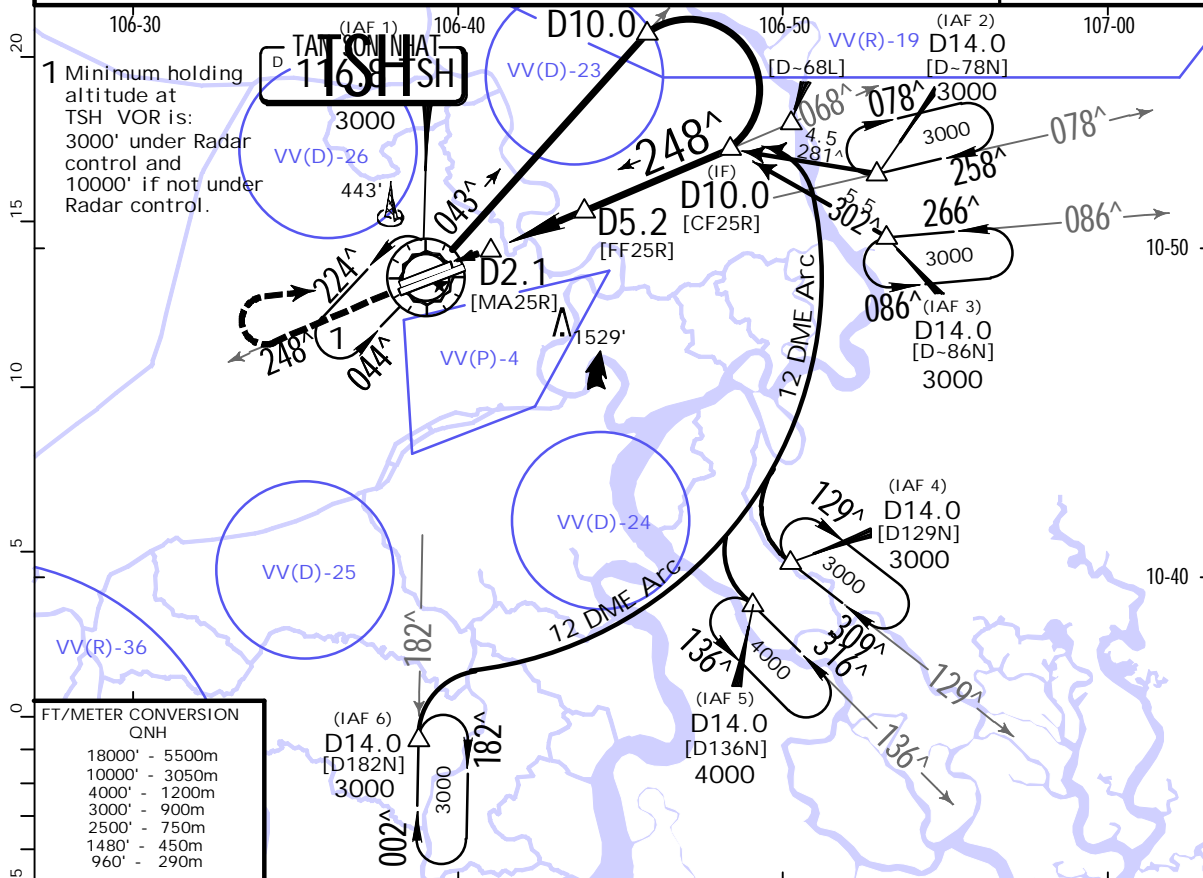
TAN SON NHAT INTL

JEPPESEN
23 DEC 22 **13-4**

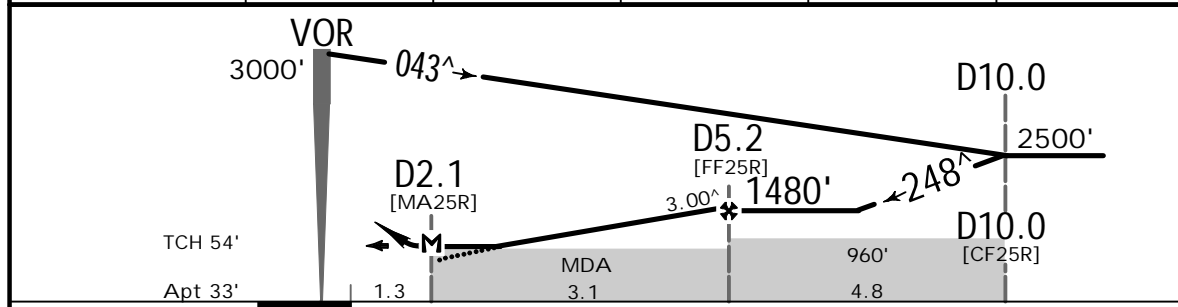
HO CHI MINH, VIETNAM


VOR Rwy 25R

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground
128.0	126.35	125.5	118.7	Ground 1: 121.9 Ground 2: 121.6
VOR TSH 116.8	Final Apch Crs 248[^]	D5.2 1480' (1447')	MDA(H) 510' (477')	Apt Elev 33'
MISSED APCH: Maintain final apch track passing TSH VOR, intercept TSH VOR R-248 and climb to 3000', turn RIGHT to join holding pattern at TSH VOR or TAN SON NHAT Tower instructions.				 2800 MSA TSH VOR
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'				
1. DME required. 2. Final approach track is 2 [^] offset from extended runway centerline.				



TSH DME	2.2	3.0	4.0	5.0	5.2
ALTITUDE	510'	780'	1090'	1420'	1480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI  3000' TSH on 116.8 R-248
Descent Angle 3.00 [^]	372	478	531	637	743	849	
MAP at D2.1							
D5.2 to MAP	3.1	2:39	2:04	1:52	1:33	1:20	1:10

.State.	STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	MDA(H) 510' (477')			Circling is only in the North of Rwy		
PANS OPS	ALS out			Max Kts	MDA(H)	
				100	660' (627') 630' - V2400m	
				135	990' (957') 960' - V4400m	
				205	990' (957') 960' - V4800m	

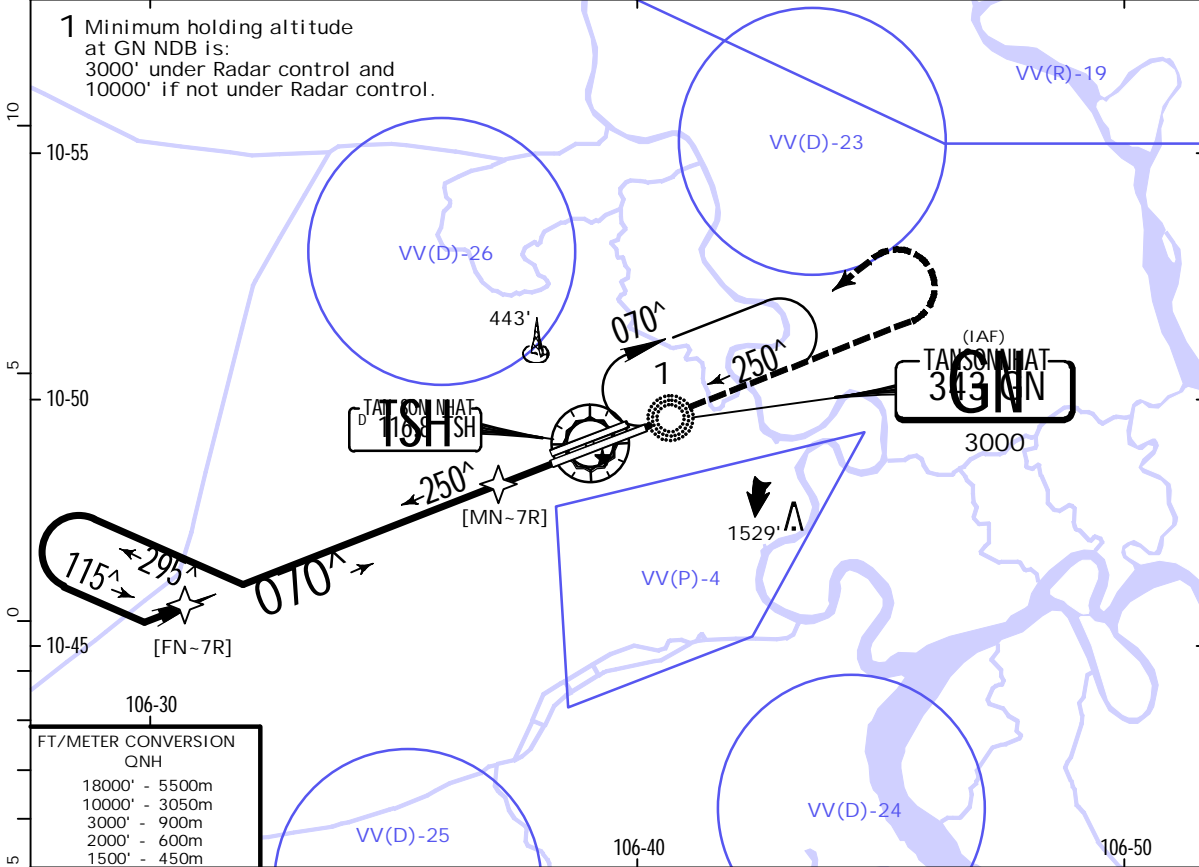
VVTS/SGN

TAN SON NHAT INTL

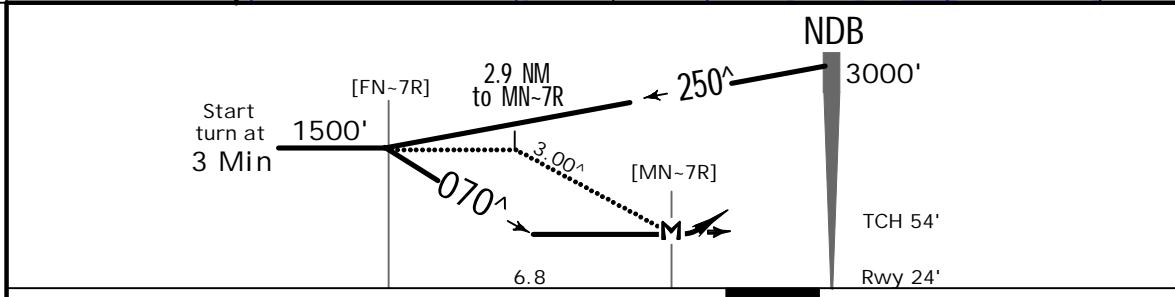
JEPPESSEN
23 DEC 22 **16-1**

HO CHI MINH, VIETNAM
NDB Rwy 07R

BRIEFING STRIP™	ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	Ground	
	128.0	126.35	125.5	118.7	Ground 1	Ground 2
	NDB GN 343	Final Apch Crs 070[^]	No FAF	MDA(H) 560' (536')	Apt Elev 33'	
MISSED APCH: Maintain runway heading, climb to 3000', passing 2000' turn LEFT to GN NDB and join holding pattern or follow ATC instructions.					2800	
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'					MSA GN NDB	
1. Radar vectoring required. 2. In final approach segment, aircraft can descend with normal rate.						



18000' - 5500m
10000' - 3050m
3000' - 900m
2000' - 600m
1500' - 450m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2000'	3000'	GN 343
Descent Angle 3.00 [^]	372	478	531	637	743	849				
MAP at MN-7R										

PANS OPS	.State.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND			
					MDA(H) 560' (536')		Circling is only in the North of Rwy			
					ALS out		Max Kts			
	A	540' - V1600m				100	660' (627')		630' - V2400m	
	B	540' - V2000m				135	990' (957')		960' - V4400m	
C					180					
D					205					

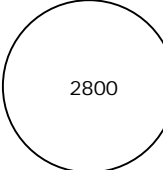
VVTS/SGN

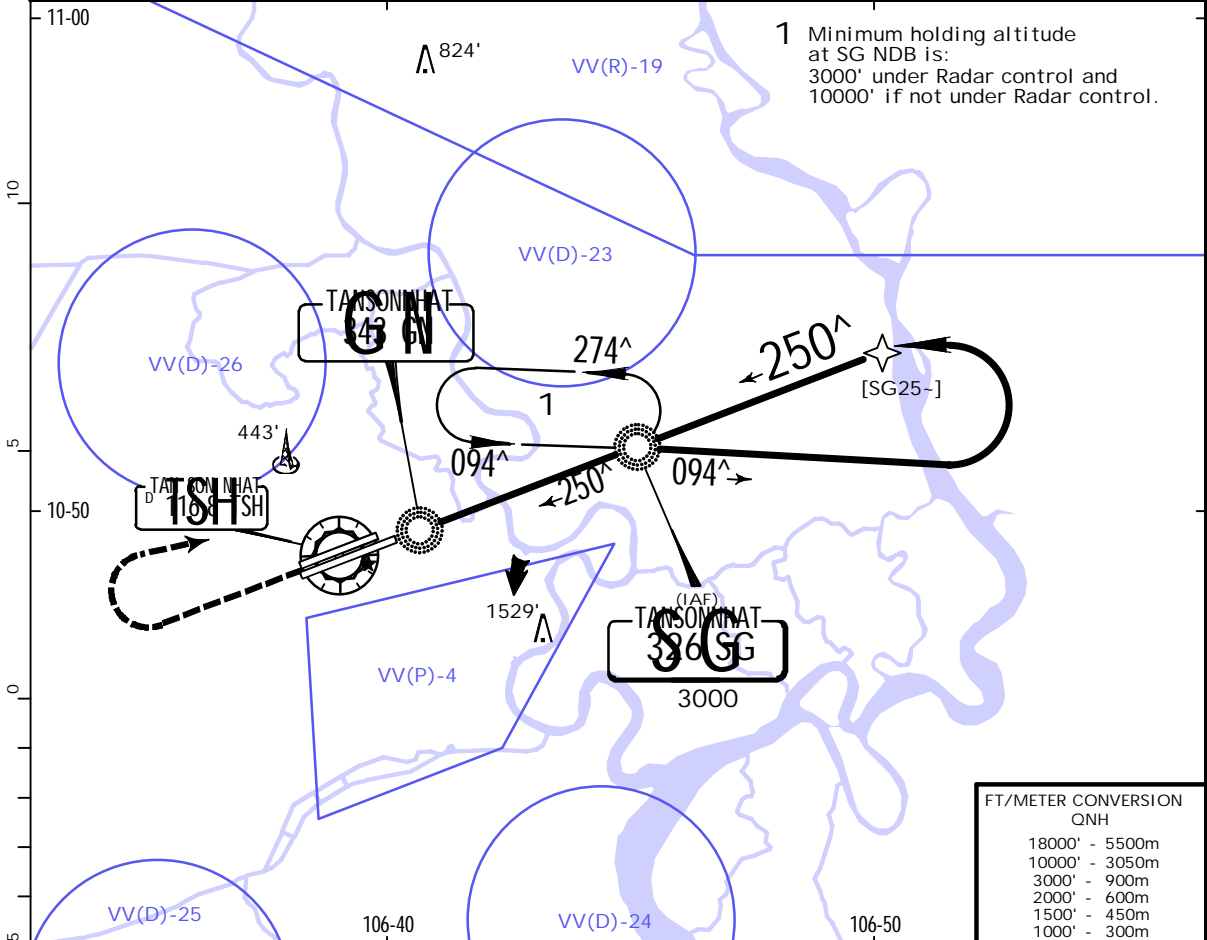
TAN SON NHAT INTL

JEPPESSEN
23 DEC 22 (16-2)

HO CHI MINH, VIETNAM

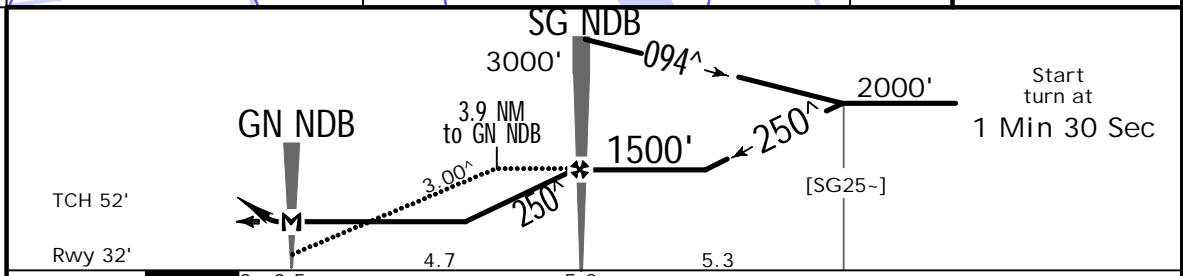
NDB Rwy 25L

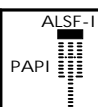
ATIS 128.0	TAN SON NHAT Arrival 126.35	TAN SON NHAT Terminal 125.5	TAN SON NHAT Tower 118.7	Ground Ground 1: 121.9 Ground 2: 121.6	
NDB SG 326	Final Apch Crs 250[^]	SG NDB 1500' (1468')	MDA(H) 430' (398')	Apt Elev 33' Rwy 32'	
MISSED APCH: Maintain rwy heading, climb to 1000', turn RIGHT to SG NDB, continue climbing to 3000' to join holding pattern or follow ATC instructions.				 2800 MSA SG NDB	
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL190		Trans alt: 18000'
Radar vectoring required.					



FT/METER CONVERSION
QNH

18000'	-	5500m
10000'	-	3050m
3000'	-	900m
2000'	-	600m
1500'	-	450m
1000'	-	300m



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	1000'	3000'	SG 326
Descent Angle	3.00 [^]	372	478	531	637	743		↑	↻ RT	
MAP at GN NDB										

PANS OPS	.State.		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
			MDA(H) 430' (398')		Circling is only in the North of Rwy	
			ALS out		Max Kts	MDA(H)
	A				100	660' (627')
	B	400' - V1600m		400' - V1800m	135	630' - V2400m
C				180	990' (957')	
D			400' - V2000m		960' - V4400m	
				205	990' (957')	

VVTS/SGN

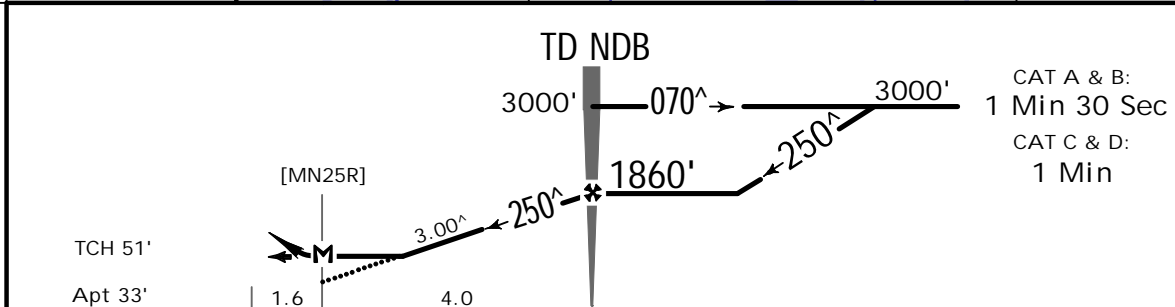
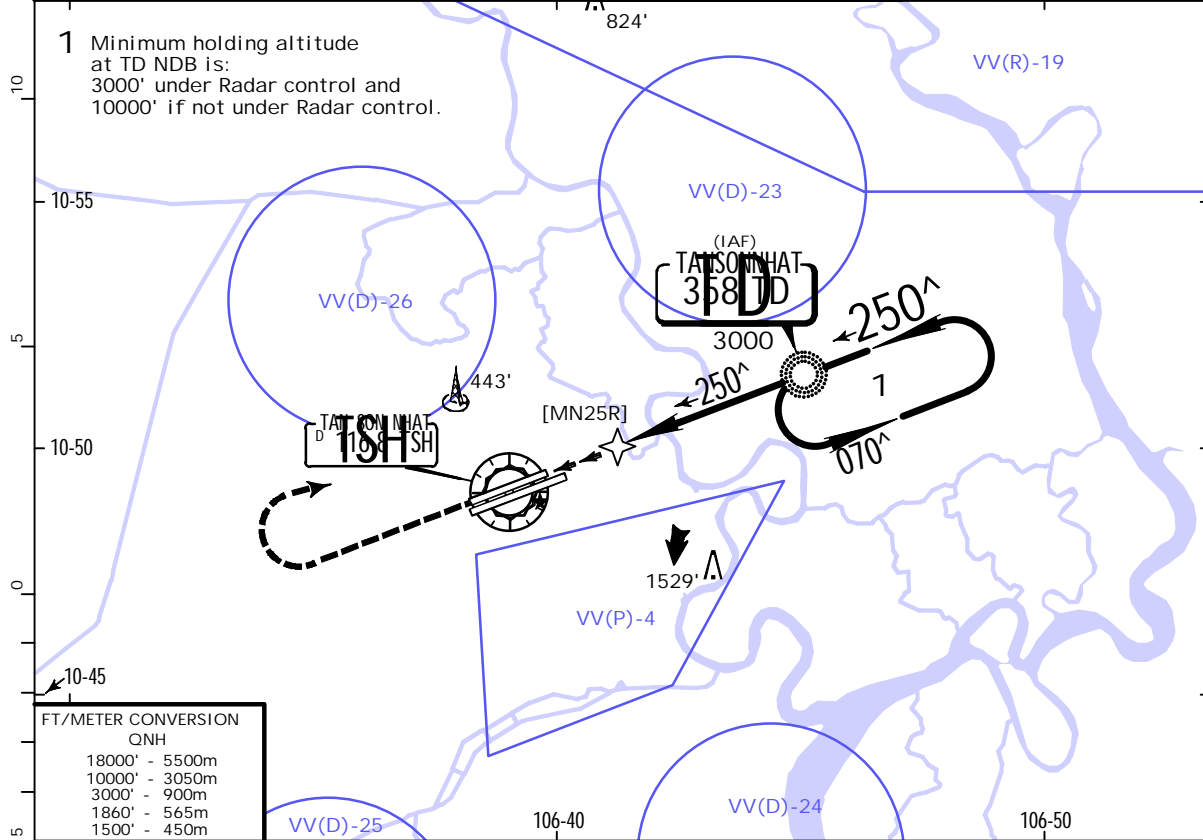
TAN SON NHAT INTL

JEPESEN
23 DEC 22 **(16-3)**

HO CHI MINH, VIETNAM

NDB Rwy 25R

ATIS 128.0	TAN SON NHAT Arrival 126.35	TAN SON NHAT Terminal 125.5	TAN SON NHAT Tower 118.7	Ground Ground 1 121.9	Ground 2 121.6	
NDB TD 358	Final Apch Crs 250[^]	TD NDB 1860' (1827')	MDA(H) 580' (547')	Apt Elev 33'		
MISSED APCH: Maintain runway heading, climb to 1500', turn RIGHT to TD NDB, continue climbing to 3000' and join holding pattern or follow ATC instructions.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL190 Trans alt: 18000'				MSA TD NDB		
Radar vectoring required.						



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI	1500'	3000'	TD 358
Descent Angle 3.00 [^]	372	478	531	637	743	849		↑	↻ RT	
MAP at MN25R										

PANS OPS	.State.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND Circling is only in the North of Rwy					
	MDA(H) 580' (547')						ALS out					
	A	550' - V2600m						Max Kts	MDA(H)			
	B	550' - V2600m						100	660' (627') 630' - V2400m			
	C	550' - V2600m						135	990' (957') 960' - V4400m			
D	550' - V2800m						180	990' (957') 960' - V4800m				
	550' - V2800m						205	990' (957') 960' - V4800m				

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HO CHI MINH, (TAN SON NHAT INTL - VVTS)				
REV	AIRPORT, AIRPORT INFO	10-9	31 Mar 2023	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	31 Mar 2023	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VVTS

Chart Change Notices for Country VNM

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Transition altitude for all terminal procedure charts should read 9000' except locations listed below: VVBM: transition altitude 10,000'
VVDL: transition altitude 10,000' VVTS: transition altitude 18,000'