

Post: Contact:
Air Navigation Department
119 Nguyen Son Str.,
Long Bien Dist.,
Ha Noi, Viet Nam
Tel: +84 24 38274191
Fax: +84 24 38274194
E-mail: and@caa.gov.vn
Web: http://caa.gov.vn

CỤC HÀNG KHÔNG VIỆT NAM
CIVIL AVIATION AUTHORITY OF VIET NAM



AIP SUP
22/24
Có hiệu lực từ
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**THI CÔNG VẠCH DỪNG CHỜ BÁNH MŨI VÀ
PHƯƠNG THỨC VẬN HÀNH TÀU BAY TẠI CẢNG
HÀNG KHÔNG QUỐC TẾ ĐÀ NẴNG (VVDN)**

1 GIỚI THIỆU

Tập bổ sung AIP này nhằm thông báo các nội dung sau tại Cảng hàng không quốc tế Đà Nẵng:

- Thi công vạch dừng chờ bánh mũi cho các loại tàu bay Code D/E không có cần kéo đẩy tại vị trí đỗ 4 và 5.
- Phương thức vận hành tàu bay sau khi hoàn thành thi công.

2 CHI TIẾT

2.1 Thi công vạch dừng chờ bánh mũi cho các loại tàu bay Code D/E không có cần kéo đẩy tại vị trí đỗ 4 và 5

2.1.1 Thời gian áp dụng: Từ 0000 ngày 10/6/2024 đến 0000 ngày 13/6/2024

Ghi chú: Việc thi công được thực hiện trong khoảng thời gian gián cách giữa các chuyến bay.

2.1.2 Vị trí

- Tại vị trí đỗ 4: Thiết lập vạch dừng chờ bánh mũi (cách vạch dừng bánh mũi hiện hữu 55 m về phía Tây) và vệt lăn đứt quãng từ vị trí đỗ 4 sang vị trí đỗ 3 để khai thác cho các loại tàu bay Code D/E không có cần kéo đẩy.
- Tại vị trí đỗ 5: Thiết lập vạch dừng chờ bánh mũi (cách vạch dừng bánh mũi hiện hữu 55 m về phía Tây) và vệt lăn đứt quãng từ vị trí đỗ 5 sang vị trí đỗ 6 để khai thác cho các loại tàu bay Code D/E không có cần kéo đẩy.

2.2 Phương thức vận hành tàu bay sau khi hoàn thành thi công

2.2.1 Thời gian áp dụng: Từ 0001 ngày 13/6/2024

2.2.2 Phương thức vận hành tàu bay

Tại vị trí đỗ 4 và 5 khi sử dụng vạch dừng chờ bánh mũi cho các loại tàu bay Code D/E không có cần kéo đẩy:

- Vị trí đỗ 4: Tàu bay đến tự lăn từ đường lăn E vào vị trí đỗ; tàu bay đi tự lăn theo vệt lăn đứt quãng → vị trí đỗ 3 → đường lăn E để khởi hành.
- Vị trí đỗ 5: Tàu bay đến tự lăn từ đường lăn E vào vị trí đỗ; tàu bay đi tự lăn theo vệt lăn đứt quãng → vị trí đỗ 6 → đường lăn E để khởi hành.

Hạn chế:

- Khi khai thác vị trí đỗ 4: Vị trí đỗ 3 không được phép sử dụng và khi tàu bay tại vị trí đỗ 4 khởi hành thì các vị trí đỗ 3 và 2 không được bố trí tàu bay khác.
- Khi khai thác vị trí đỗ 5: Vị trí đỗ 6 không được phép sử dụng và khi tàu bay tại vị trí đỗ 5 khởi hành thì các vị trí đỗ 6 và 7 không được bố trí tàu bay khác.

**CONSTRUCTION OF STOP LINES AND AIRCRAFT
OPERATIONAL PROCEDURES AT DA NANG INTER-
NATIONAL AIRPORT (VVDN)**

1 INTRODUCTION

This AIP Supplement aims at notifying the following contents at Da Nang International Airport:

- Construction of stop lines for aircraft Code D/E without tow-bar at stands 4 and 5.
- Aircraft operational procedures after completing construction.

2 DETAIL

2.1 Construction of stop lines for aircraft Code D/E without tow-bar at stands 4 and 5

2.1.1 Construction period: From 0000 on 10 June 2024 to 0000 on 13 June 2024

Note: Construction work implemented in the period of intermittent flights.

2.1.2 Position

- At stand 4: Establishment of stop line (55 m from the existing stop line to the West) and an interrupted taxilane from stand 4 to stand 3 in order to operate aircraft Code D/E without tow-bar.
- At stand 5: Establishment of stop line (55 m from the existing stop line to the West) and an interrupted taxilane from stand 5 to stand 6 in order to operate aircraft Code D/E without tow-bar.

2.2 Aircraft operational procedures after completing construction

2.2.1 Applicable time: From 0001 on 13 June 2024

2.2.2 Aircraft operational procedures

At stands 4 and 5, when using the stop lines for aircraft Code D/E without tow-bar:

- Stand 4: Arrival aircraft self-taxi from TWY E into stand; departure aircraft self-taxi via interrupted taxilane → stand 3 → TWY E for departure.
- Stand 5: Arrival aircraft self-taxi from TWY E into stand; departure aircraft self-taxi via interrupted taxilane → stand 6 → TWY E for departure.

Limitations:

- When using aircraft operation procedure at stand 4: Stand 3 is not allowed to be used and when the aircraft at stand 4 departs, stands 3 and 2 are not allowed to arrange other aircraft.
- When using aircraft operation procedure at stand 5: Stand 6 is not allowed to be used and when the aircraft at stand 5 departs, stands 6 and 7 are not allowed to arrange other aircraft.

- Tất cả các tàu bay ra/ vào vị trí đỗ 4, 5 phải được dẫn dắt bằng xe Follow-me Car.
- Các tàu bay khác không được lăn trên vệt lăn D phía sau vị trí đỗ 4 hoặc 5.

3 HIỆU LỰC

Tập bổ sung AIP này sẽ có hiệu lực từ 0000 ngày 10/6/2024.

4 HỦY BỎ

Tập bổ sung AIP này sẽ còn hiệu lực cho đến khi nội dung được đưa vào AIP Việt Nam.

Tập bổ sung AIP này gồm phụ đính như sau:

Sơ đồ sân đỗ, vị trí đỗ tàu bay

- Follow-me” car assistance shall be used for all aircraft out/into stands 4, 5.
- Other aircraft are not allowed to taxi on taxilane D which is behind stand 4 or 5.

3 EFFECT

This AIP Supplement shall become effective from 0000 on 10 June 2024.

4 CANCELLATION

This AIP Supplement shall remain in force until its content has been incorporated into the Viet Nam AIP.

This AIP Supplement consists of attachment as follows:

Layout of aircraft parking/docking chart

- HẾT -

- END -

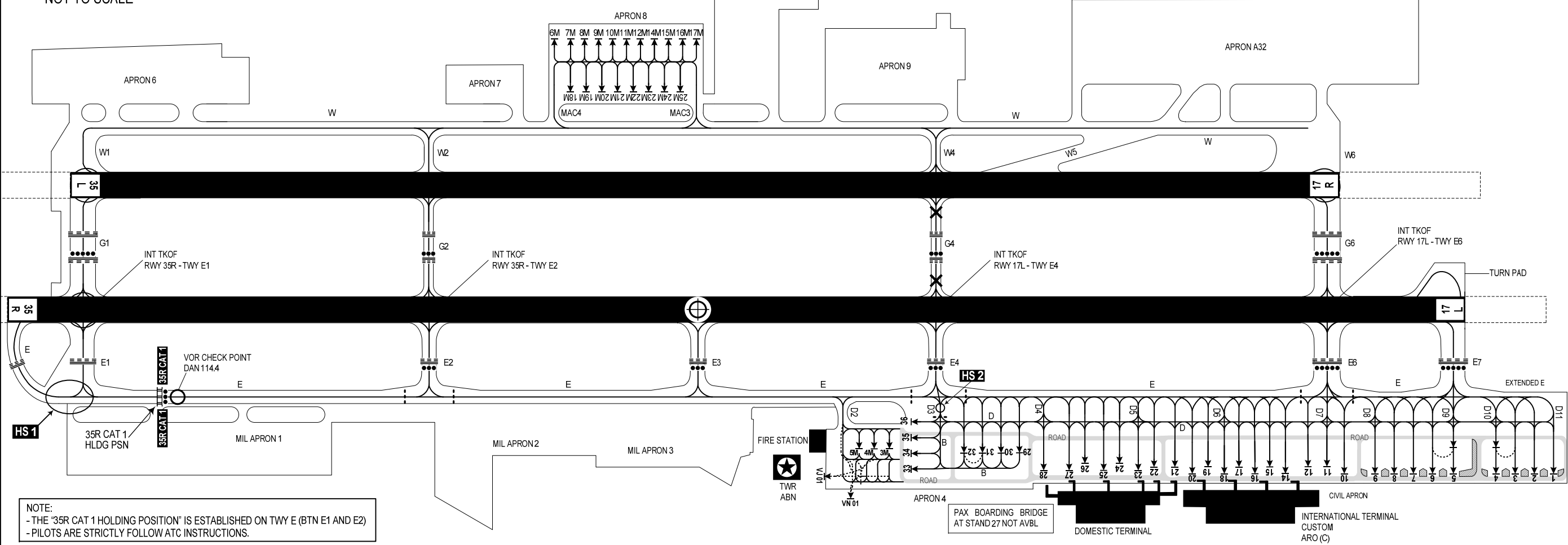
TWR:	118.35 PRI
	118.05 SRY
GROUND:	121.6 PRI
	121.9 SRY

VAR 1°W/2016
N
NOT TO SCALE

TWYS WIDTH:
-G2, G4, W, W2, W4, W5, E, EXTENDED E = 23 M.
-E2, E3, E4, E7 = 31 M.
-E1 = 57 M.
-W1 = 60 M.
-W6 = 152 M.
-G1, G6, E6 = 61 M.

TWYS BEARING STRENGTH:
-G2, G4: PCN 46/F/B/X/U, BITUMINOUS CONCRETE
-E1, E2, E3, E4, E6, E7: PCN 56/R/A/W/T, CEMENT CONCRETE
-E: PCN 56/R/A/X/T, CEMENT CONCRETE
-W, G1, G6, W1, W2, W4, W5, W6: PCN 46/R/B/X/U, CEMENT CONCRETE
-EXTENDED E: PCN 65/R/A/W/T, CEMENT CONCRETE

APRON BEARING STRENGTH:
- STANDS 1, 2, 3, 4, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22: PCN 65/R/A/W/T.
- STANDS 5, 6, 7, 8, 9: PCN 56/R/A/W/T.
- STANDS 23, 24, 25, 26, 27: PCN 67/R/B/W/T.
- STANDS 28, 29, 30, 31, 32, 33, 34, 35, 36: PCN 65/R/A/X/T.
- STANDS 3M, 4M, 5M: PCN 28/R/B/W/T.
ALL ARE CEMENT CONCRETE



NOTE:
- THE "35R CAT 1 HOLDING POSITION" IS ESTABLISHED ON TWY E (BTN E1 AND E2)
- PILOTS ARE STRICTLY FOLLOW ATC INSTRUCTIONS.

OPERATIONAL PROCEDURES OF ACFT STAND:
* FOR CIVIL APRON
- STAND 1 USED FOR ACFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36 M); ABLE TO BE USED FOR ACFT CODE D/E WHEN THERE IS NO ACFT PRKG AT STAND 2.
+ NOTES: STAND 1 IS USED AS ISOLATED STAND, WHEN ACFT IS USED IN ISOLATION SITUATION, STANDS 2, 3 AND A PORTION OF TWY E (THE PORTION FM STAND 1 TO STAND 3) ARE NOT USED.
- STANDS 2, 3, 6, 7, 8, 16, 18, 20, 23, 25, 30 USED FOR ACFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36 M); ABLE TO BE USED FOR ACFT CODE D/E (WINGSPAN FM 36 M UP TO BUT NOT INCLUDING 65 M) WHEN THERE IS NO ACFT PRKG AT THE ADJ PSN NEXT TO STAND.
- STAND 4 USED FOR ACFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36 M); ABLE TO BE USED FOR ACFT CODE D/E WHEN THERE IS NO ACFT PRKG AT STAND 3.
- STAND 5 USED FOR ACFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36 M); ABLE TO BE USED FOR ACFT CODE D/E WHEN THERE IS NO ACFT PRKG AT STAND 6.
- STAND 9 USED FOR ACFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36 M); ABLE TO BE USED FOR ACFT CODE D/E WHEN THERE IS NO ACFT PRKG AT STAND 8.
- STAND 10 USED FOR ACFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36 M); ABLE TO BE USED FOR ACFT CODE D/E WHEN THERE IS NO ACFT PRKG AT STAND 11.
+ NOTES: STAND 10 IS USED FOR SPECIAL FLIGHT.
- STANDS 11, 12, 21, 22, 24, 26, 28, 29, 32 USED FOR ACFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36 M).
- STAND 14 USED FOR ACFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36 M); ABLE TO BE USED FOR ACFT CODE D/E WHEN THERE IS NO ACFT PRKG AT STAND 6.
- STAND 15 USED FOR ACFT CODE D (WINGSPAN FM 36 M UP TO BUT NOT INCLUDING 52 M) WHEN THERE IS NO ACFT PRKG AT STAND 15 AND STAND 12 IS ONLY ALLOWED FOR PRKG ACFT WITH WINGSPAN UP TO 36 M.
- STANDS 15, 17, 19 ONLY USED FOR ACFT WITH WINGSPAN UP TO 28 M WHEN THERE IS NO ACFT WITH WINGSPAN MORE THAN 28 M PRKG AT ADJ STANDS
- STAND 27 USED FOR ACFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36 M); ABLE TO BE USED FOR ACFT CODE D/E WHEN THERE IS NO ACFT PRKG AT STAND 26 AND STAND 28 IS STILL ALLOWED TO BE USED FOR PRKG ACFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36 M).
- STAND 31 USED FOR ACFT UP TO CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36 M); ABLE TO BE USED FOR ACFT CODE D/E (WINGSPAN FM 36 M UP TO BUT NOT INCLUDING 65 M) WHEN THERE IS NO ACFT PRKG AT THE ADJ PSN NEXT TO STAND; STAND 31 IS ESTABLISHED THE STOP LINE (15 M FM THE EXISTING STOP LINE TO THE WEST) AND THE INTRP TXL FM STAND 31 TO STAND 32 FOR OPERATING ACFT C17, C130.
- STANDS 33, 34, 35, 36 USED FOR ACFT WITH WINGSPAN UP TO 30 M; STANDS 33, 34, 35 USED FOR ACFT A321 OR EQUIVALENT WHEN THE ADJ STANDS ONLY USED FOR ACFT WITH WINGSPAN UP TO 24 M.
- VJ01 AND VN01 ONLY USED FOR ACFT UP TO A321 AND EQUIVALENT.
* FOR MILITARY APRON
- STANDS 3M, 4M, 5M UNLIMITED OPERATION FOR ACFT WITH WINGSPAN UP TO BUT NOT INCLUDING 30 M AND EQUIVALENT (EMBRAER, ATR 72...); FOR ACFT WITH WINGSPAN FM 30 M UP TO BUT NOT INCLUDING 36 M (A320, A321) AND EQUIVALENT: COMMERCIALY OPERATED MAXIMUM 3 FLIGHT/STAND/DAY; UNLIMITED OPERATION IN CASE OF BEING USED FOR UNLOADED ACFT PRKG OR ACFT PRKG OVERNIGHT.
- STANDS 7M, 8M, 9M, 10M, 11M, 12M, 14M, 15M, 16M, 17M USED FOR ACFT WITH WINGSPAN UP TO 29 M.
- STANDS 6M, 18M, 19M, 20M, 21M, 22M, 23M, 24M, 25M USED FOR ACFT UP TO A321 OR EQUIVALENT.

* CONST OF STOP LINE FOR ACFT CODE D/E WITHOUT TOW-BAR AT STANDS 4 AND 5: CONST WORK IMPLEMENTED IN THE PERIOD OF INTERMITTENT FLIGHTS..
* ACFT OPERATIONAL PROCEDURES: REFER TO TEXTUAL SECTION FOR ACFT TAXIING PROCEDURES.
* WHEN USING ACFT OPERATION PROCEDURE AT STAND 4: STAND 3 IS NOT ALLOWED TO BE USED AND WHEN THE ACFT AT STAND 4 DEPARTS, THE STANDS 3 AND 2 ARE NOT ALLOWED TO ARRANGE OTHER ACFT.
* WHEN USING ACFT OPERATION PROCEDURE AT STAND 5: STAND 6 IS NOT ALLOWED TO BE USED AND WHEN THE ACFT AT STAND 5 DEPARTS, THE STANDS 6 AND 7 ARE NOT ALLOWED TO ARRANGE OTHER ACFT.
* FOLLOW-ME CAR ASSISTANCE SHALL BE USED FOR ALL ACFT OUT INTO STANDS 4, 5.
* OTHER ACFT ARE NOT ALLOWED TO TAXI ON TAXILANE D WHICH IS BEHIND STAND 4/5.
* PILOT FOLLOW ATC INSTRUCTIONS STRICTLY.

REMARKS
- WHEN THERE IS ACFT CODE D/E OPERATING ON TWY E: THE ACFT WITH WINGSPAN MORE THAN 36 M ARE NOT ALLOWED TO OPERATE ON TXL D ACROSS THE OPERATING AREA OF ACFT CODE E.
- WHEN THERE IS ACFT CODE D/E OPERATING ON TWY D (THE PORTION FM STANDS 1 TO 5): THE GROUND VEHICLES, FACILITIES ARE NOT ALLOWED TO MOVE ON THE SERVICE ROAD BEHIND OF STANDS FROM 1 TO 5.
- WHEN THERE IS ACFT CODE D/E OPERATING AT STANDS 30/31: THE GROUND VEHICLES, FACILITIES ARE NOT ALLOWED TO MOVE ON THE ROAD BEHIND OF STANDS 30/31.
- WHEN THERE IS ACFT OPERATING AT STAND 35: THE GROUND VEHICLES, FACILITIES ARE NOT ALLOWED TO MOVE ON THE WEST SERVICE ROAD PARALLEL WITH STAND 35.
- THE GROUND VEHICLES, FACILITIES WHEN OPERATING AT STAND 36: ONLY MOVE WITHIN SAFETY AREA THAT AS SIGNED TO ENSURE SAFETY DURING THE ACFT OPERATING ON TWY E.
- AREA LIMITATIONS OF STANDS 3M, 4M, 5M:
+ WHEN THERE IS ACFT WITH THE LENGTH MORE THAN 30 M PRKG AT STAND, ALL ACFT ARE NOT ALLOWED TO MOVE BEHIND THE PRKG ACFT.
+ WHEN THERE IS ACFT WITH THE LENGTH UP TO 30 M PRKG AT STAND: ACFT WITH WINGSPAN MORE THAN 18 M ARE NOT ALLOWED TO MOVE BEHIND THE PRKG ACFT.
+ IN CASE THERE ARE ACFT A321 OR EQUIVALENT PRKG AT STAND 5M: ACFT WITH WINGSPAN MORE THAN 26 M ARE NOT ALLOWED TO SELF-TAXI VIA TWY D2, TOW TRACTOR IS USED TO TOW ACFT TO TXL D2 (THERE ARE SECURITY GUARDS) TO DEPART (FOLLOW-ME CAR IS USED TO LEAD THE ACFT OUT INTO STAND).
- OPERATING ACFT ON APRON MUST ENSURE SAFE DISTANCE WITH THE OTHER ACFT OPERATING ON APRON. WHEN THERE ARE ACFT OPERATING ON TXL D, THE OTHER ACFT ARE NOT ALLOWED TO BE TOWED/PUSHED FM ACFT STAND ACROSS THE MANOEUVRING AREA OF ACFT MOVING ON TXL D.
- TWYS W1, W2, W5: NOT BE USED FOR CIVIL ACFT.
- W4, W5 ONLY USED FOR ACFT WITH WINGSPAN UP TO BUT NOT INCLUDING 24M.

LEGEND	
BUILDINGS	■
VOR CHECK POINT AND FREQUENCY	○ DAN 114.4
HOT SPOT AND NAME	○ HS1
ACFT STAND	→ 1
TAXILANE MARKING (CONDITIONAL)	-----
RWY-HOLDING POSITION (PATTERN A)	≡≡≡
RWY-HOLDING POSITION (PATTERN B)	≡≡≡
INTERMEDIATE HOLDING POSITION	-----
STOP BAR	●●●
SERVICE ROAD	ROAD
VEHICLES AREA	▨
ARP	⊕
CLOSED	✕

CHANGE: CONST OF ESTABLISHING STOP LINE FOR ACFT CODE D/E WITHOUT TOW-BAR AT STANDS 4 AND 5.