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**CỤC HÀNG KHÔNG VIỆT NAM**  
**CIVIL AVIATION AUTHORITY OF VIET NAM**



**AIP SUP**  
**07/24**  
**Có hiệu lực từ**  
**Effective from**  
**31 JAN 2024**  
**Được xuất bản vào**  
**Published on**  
**29 JAN 2024**

**CÁC KHU VỰC ĐƯA VÀO KHAI THÁC SAU KHI  
HOÀN THÀNH THI CÔNG TẠI CẢNG HÀNG KHÔNG  
QUỐC TẾ ĐÀ NẴNG**

**1 GIỚI THIỆU**

Ngày 19/7/2023, tập bổ sung AIP SUP A26/23 đã được phát hành để thông báo về việc thi công sửa chữa đường cất hạ cánh 35L/17R tại cảng hàng không quốc tế Đà Nẵng.

Hiện nay, các khu vực thi công đã hoàn thành. Vì vậy, tập bổ sung AIP này nhằm thông báo về các nội dung sau tại cảng hàng không quốc tế Đà Nẵng (VVDN):

- Các khu vực đưa vào khai thác: Thiết lập RESA đường CHC 17R và 35L.
- Bổ sung 2 vị trí đỗ VJ01 và VN01 phục vụ bảo dưỡng và đỗ tàu bay qua đêm.

**2 CHI TIẾT**

**2.1 Các khu vực đưa vào khai thác: Từ 1031 ngày 31/1/2024**

- a) Thiết lập RESA đường CHC 35L. Kích thước: 90 x 90 M.
- b) Thiết lập RESA đường CHC 17R. Kích thước: 90 x 90 M.

(NOTAM A0145/24 đã được phát hành để thông báo về nội dung này)

Ghi chú:

Tiếp tục tạm ngừng khai thác đường lăn G4 và cầu hành khách tại vị trí đỗ 27. Thời gian đưa vào khai thác sẽ thông báo sau.

(Các NOTAM A3899/23, A0118/24 đã được phát hành để thông báo về nội dung này)

**2.2 Bổ sung các vị trí đỗ VJ01 và VN01 phục vụ bảo dưỡng và đỗ tàu bay qua đêm**

**2.2.1 Phương thức khai thác**

- Phục vụ công tác bảo dưỡng tàu bay và đỗ qua đêm.
- Sử dụng cho tàu bay A321 và tương đương trở xuống.

**2.2.2 Phương thức kéo/đẩy**

- a) Đối với vị trí đỗ VJ01
  - Phương thức kéo/đẩy từ vị trí đỗ khai thác thương mại đến vị trí đỗ VJ01: Tàu bay từ vị trí đỗ khai thác thương mại được kéo/đẩy theo đường lăn E → vệt lăn D2 → kéo/đẩy tàu bay theo vệt dẫn lăn cho tàu bay → vị trí đỗ VJ01.
  - Phương thức kéo/đẩy từ vị trí đỗ VJ01 ra các vị trí đỗ khai thác thương mại: Tàu bay tại vị trí đỗ VJ01 được kéo/đẩy theo vệt dẫn lăn cho tàu bay → vệt lăn D2 → đường lăn E → các vị trí đỗ khai thác thương mại.
- b) Đối với vị trí đỗ VN01

**PUTTING AREAS INTO OPERATION AFTER COM-  
PLETING CONSTRUCTION AT DA NANG INTERNA-  
TIONAL AIRPORT**

**1 INTRODUCTION**

On 19 JUL 2023, AIP SUP 26/23 was published to notify the construction of runway 35L/17R at Da Nang International Airport.

Currently, construction areas have been completed. Therefore, this AIP Supplement aims at notifying the following contents at Da Nang International Airport (VVDN):

- Areas put into operation: Establishment of RESA RWY 17R and RWY 35L.
- Addition of stands VJ01 and VN01 to serve for maintenance and aircraft parking overnight.

**2 DETAILS**

**2.1 Areas put into operation: From 1031 on 31/1/2024**

- a) Establishment of RESA RWY 35L. Dimension: 90 x 90 M.
- b) Establishment of RESA RWY 17R. Dimension: 90 x 90 M.

(NOTAM A0145/24 has been published to notify this content)

Note:

Continue to temporarily suspend the operation of TWY G4 and passenger boarding bridge at stand 27. The time to put into operation will be informed later.

(Các NOTAM A3899/23, A0118/24 have been published to notify these contents)

**2.2 Addition of stands VJ01 and VN01 to serve for maintenance and aircraft parking overnight**

**2.2.1 Operational procedures**

- Serve for maintenance and aircraft parking overnight.
- Only used for aircraft up to A321 and equivalent.

**2.2.2 Towing/pushing procedures**

- a) For stand VJ01
  - Towing/pushing procedures from commercial stand to stand VJ01: Aircraft from commercial stand are towed/pushed via TWY E → taxiway D2 → towing/pushing aircraft via lead-in line for aircraft → stand VJ01.
  - Towing/pushing procedures from stand VJ01 to commercial stands: Aircraft at stand VJ01 are towed/pushed via lead-in line for aircraft → taxiway D2 → TWY E → commercial stands.
- b) For stand VN01

- Phương thức kéo/đẩy từ vị trí đỗ khai thác thương mại đến vị trí đỗ VN01: Tàu bay từ vị trí đỗ khai thác thương mại được kéo/đẩy theo đường lăn E → vệt lăn D2 → kéo tàu bay theo vệt dẫn lăn cho tàu bay → vị trí đỗ VN01.
- Phương thức kéo/đẩy từ vị trí đỗ VN01 ra vị trí đỗ khai thác thương mại: Tàu bay tại vị trí đỗ VN01 được kéo/đẩy theo vệt dẫn lăn cho tàu bay → vệt lăn D2 → đường lăn E → các vị trí đỗ khai thác thương mại.

(Các NOTAM A3404/23 và A3715/23 đã được phát hành để thông báo về các nội dung này)

### 3 HỦY BỎ

Tập bổ sung AIP này sẽ hủy bỏ các NOTAM A3899/23, A3404/23, A3715/23, A0118/24 và A0145/24.

Bất kỳ thay đổi nào liên quan đến Tập bổ sung AIP này sẽ được thông báo bằng NOTAM.

Tập bổ sung AIP này gồm các phụ đính như sau:

Sơ đồ sân bay – ICAO

Sơ đồ sân đỗ, vị trí đỗ tàu bay – ICAO

Sơ đồ hướng dẫn di chuyển mặt đất mặt đất – ICAO

- Towing/pushing procedures from commercial stand to stand VN01: Aircraft from commercial stand are towed/pushed via TWY E → taxilane D2 → towing aircraft via lead-in line for aircraft → stand VN01.
- Towing/pushing procedures from stand VN01 to commercial stand: Aircraft at stand VN01 are towed/pushed via lead-in line for aircraft → taxilane D2 → TWY E → commercial stands.

(NOTAMs A3404/23 and A3715/23 have been published to notify these contents)

### 3 CANCELLATION

This AIP Supplement shall superseded NOTAMs A3899/23, A3404/23, A3715/23, A0118/24 and A0145/24.

Any change relating to this AIP Supplement shall be notified by NOTAM.

This AIP Supplement consists of attachments as follows:

Aerodrome Chart – ICAO

Aerodrome Packing, Docking Chart – ICAO

Aerodrome Ground Movement Chart – ICAO

16°02'38"N  
108°12'01"E

AD ELEV  
9M

APP: 120.45 PRI  
APP: 125.45 SRY  
TWR: 118.35 PRI  
TWR: 118.05 SRY

DA NANG/DA NANG INTL (VVDN)

RWY	DIRECTION (TRUE)	THR WGS-84	BEARING STRENGTH
17R	172°	16°03'27"N - 108°11'47"E	PCN 44/F/B/X/T
35L	352°	16°01'48"N - 108°12'01"E	
17L	172°	16°03'37"N - 108°11'53"E	PCN 53/R/AW/I/T
35R	352°	16°01'45"N - 108°12'09"E	

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.

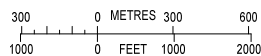
TWYS BEARING STRENGTH:








- G2, G4: PCN 46/FB/X/U.
- E1, E2, E3, E4, E6, E7: PCN 56/R/A/W/T.
- E: PCN 56/R/A/X/T.
- W, G1, G6, W1, W2, W4, W5, W6: PCN 46/R/B/X/U.
- EXTENDED E: PCN 65/R/A/W/T.

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.

SCALE 1 : 30 000

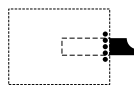


LEGEND	
VOR CHECK POINT	 DAN 114.4
HOT SPOT AND NUMBER	 <b>HS 1</b>
WIND DIRECTION INDICATOR (WDI)	
BUILDINGS	
RUNWAY VISUAL RANGE	
ARP	
CLOSED	

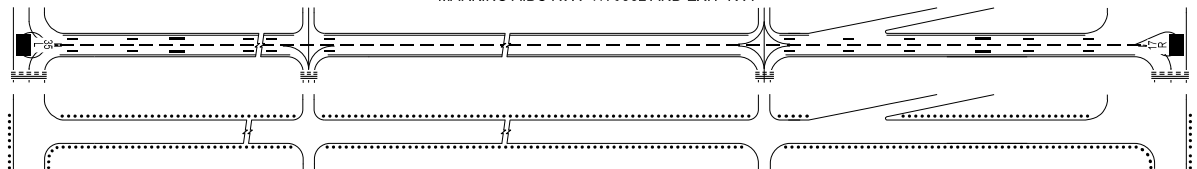
LIGHTING AIDS THR RWY 17R/35L



LIGHTING AIDS THR RWY 17L/35R

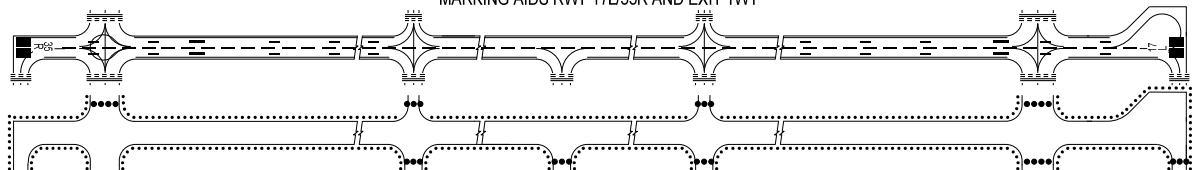


MARKING AIDS RWY 17R/35L AND EXIT TWY



LIGHTING AIDS RWY 17R/35L AND EXIT TWY

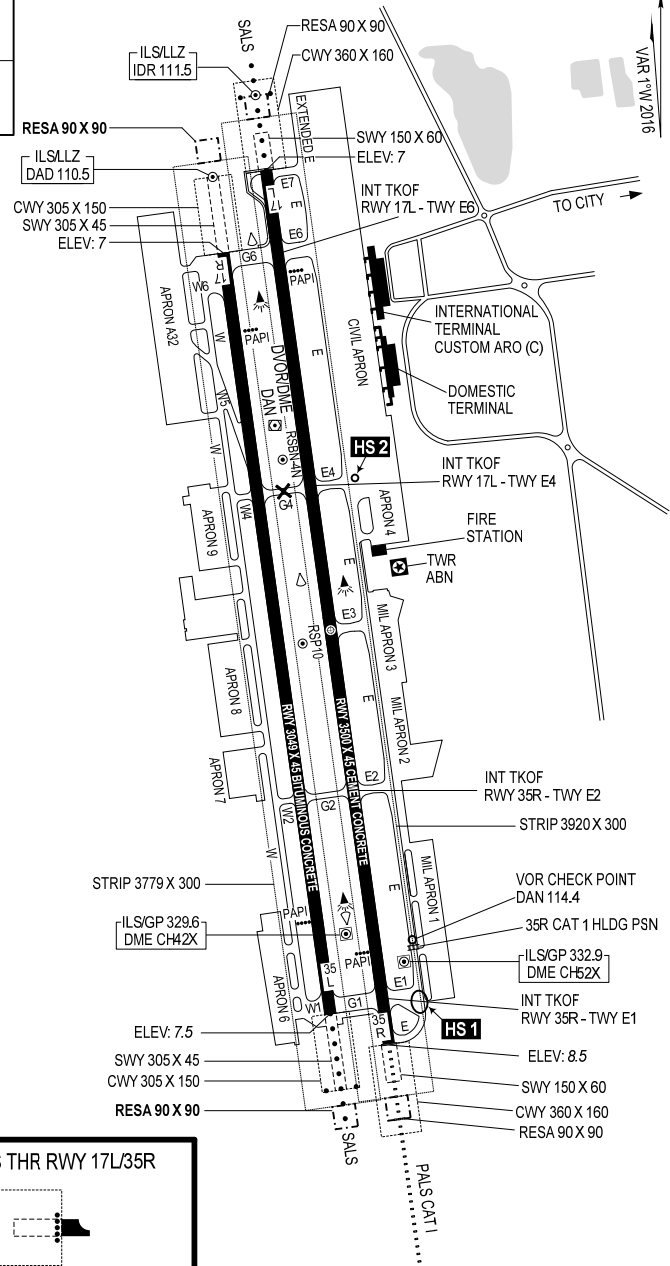
MARKING AIDS RWY 17L/35R AND EXIT TWY



LIGHTING AIDS RWY 17L/35R AND EXIT TWY

CHANGES: ADDN OF RESA RWY17R/35L; CLSD OF G4.

ELEVATIONS AND DIMENSIONS IN METRES  
BEARINGS ARE MAGNETIC.





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

**VAR 1°W 2016**

**NOT TO SCALE**

**TWYS BEARING STRENGTH:**

- G2, G4: PCN 46/F/B/X/U.
- E1, E2, E3, E4, E6, E7: PCN 56/R/A/W/T.
- E: PCN 56/R/A/X/T.
- W, G1, G6, W1, V2, V4, W5, W6: PCN 46/R/B/X/U.
- EXTENDED E: PCN 65/R/A/W/T.

**TWYS WIDTH:**

- G2, G4, W, V2, V4, 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.

**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.

**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 AIRCRAFT STAND:**

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

**REMARKS**

- WHEN THERE IS AIRCRAFT CODE D/E OPERATING ON TWY E: THE AIRCRAFT WITH WINGSPAN MORE THAN 36 M ARE NOT ALLOWED TO OPERATE ON TAXILANE D ACROSS THE OPERATING AREA OF AIRCRAFT CODE E.
- WHEN THERE IS AIRCRAFT CODE D/E OPERATING ON TWY D (THE PORTION FROM STANDS FROM 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 AIRCRAFT 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 AIRCRAFT 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 AIRCRAFT OPERATING ON TWY E.
- AREA LIMITATIONS OF STANDS 3M, 4M, 5M:
  - + WHEN THERE IS AIRCRAFT WITH THE LENGTH MORE THAN 30 M PARKING AT STAND, ALL AIRCRAFT ARE NOT ALLOWED TO MOVE BEHIND THE PARKING AIRCRAFT.
  - + WHEN THERE IS AIRCRAFT WITH THE LENGTH UP TO 30 M PARKING AT STAND: AIRCRAFT WITH WINGSPAN MORE THAN 18 M ARE NOT ALLOWED TO MOVE BEHIND THE PARKING AIRCRAFT.
  - + IN CASE THERE ARE AIRCRAFT A321 OR EQUIVALENT PARKING AT STAND 5M: AIRCRAFT WITH WINGSPAN MORE THAN 26 M ARE NOT ALLOWED TO SELF-TAXI VIA TWY D2, TOW TRACTOR IS USED TO TOW AIRCRAFT TO TAXILANE D2 (THERE ARE SECURITY GUARDS) TO DEPART (FOLLOW-ME CAR IS USED TO LEAD THE AIRCRAFT OUT/INTO STAND).
- OPERATING AIRCRAFT ON APRON MUST ENSURE SAFE DISTANCE WITH THE OTHER AIRCRAFT OPERATING ON APRON. WHEN THERE ARE AIRCRAFT OPERATING ON TAXILANE D, THE OTHER AIRCRAFT ARE NOT ALLOWED TO BE TOWED/PUSHED FROM AIRCRAFT STAND ACROSS THE MANOEUVRING AREA OF AIRCRAFT MOVING ON TAXILANE D.

LEGEND	
BUILDINGS	[Solid Black Rectangle]
VOR CHECK POINT AND FREQUENCY	DAN 114.4
HOT SPOT AND NAME	HS1
ACFT STAND	→ 1
TAXILANE MARKING (CONDITIONAL)	.....
RWY-HOLDING POSITION (PATTERN A)	[Pattern A Symbol]
RWY-HOLDING POSITION (PATTERN B)	[Pattern B Symbol]
INTERMEDIATE HOLDING POSITION	-----
STOP BAR	● ● ●
SERVICE ROAD	ROAD
VEHICLES AREA	[Hatched Area]
ARP	⊕
CLOSED	X



AERODROME GROUND  
MOVEMENT CHART - ICAO

APRON ELEV 7M

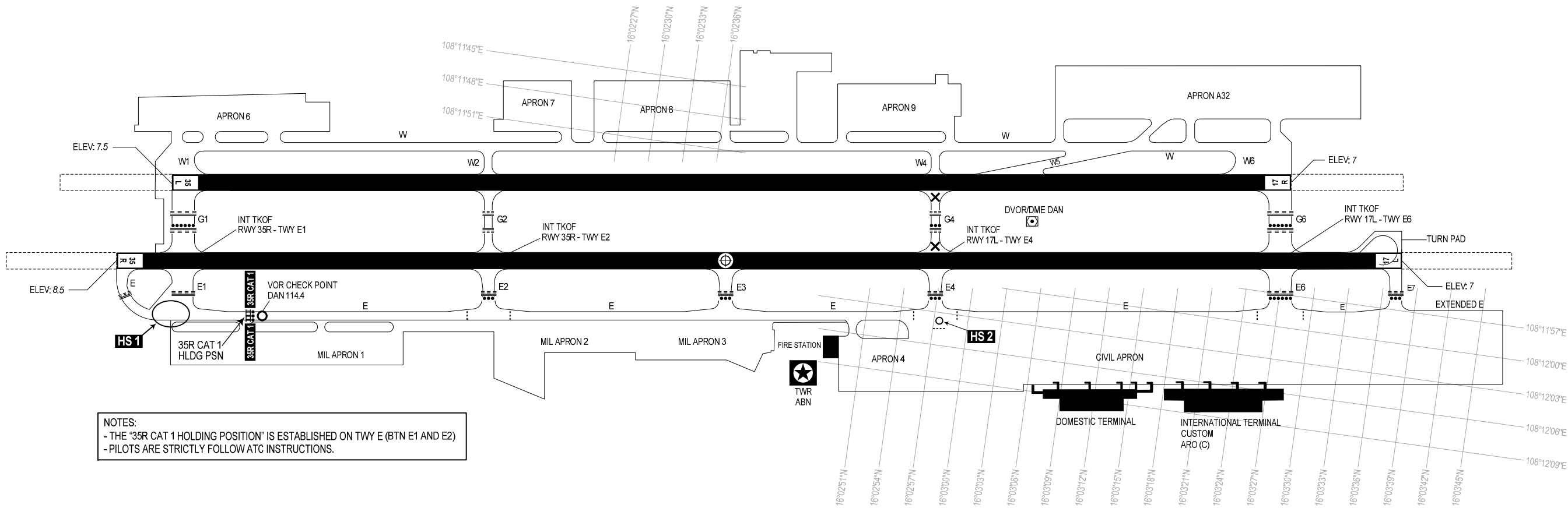
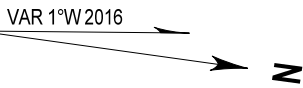
TWR:	118.35 PRI
	118.05 SRY
GROUND:	121.6 PRI
	121.9 SRY

DA NANG/DA NANG INTL (VVDN)

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.  
- E1, E2, E3, E4, E6, E7: PCN 56/R/A/W/T.  
- E: PCN 56/R/A/X/T.  
- W, G1, G6, W1, W2, W4, W5, W6: PCN 46/R/B/X/U.  
- EXTENDED E: PCN 65/R/A/W/T.

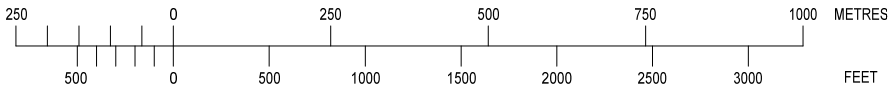
APRON BEARING STRENGTH:  
- STANDS 1, 2, 3, 4, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22: PCN 65/R/A/W/T.  
- STANDS 5, 6, 7, 8, 9: PCN 56/R/A/W/T.  
- STANDS 23, 24, 25, 26, 27: PCN 67/R/B/W/T.  
- STANDS 28, 29, 30, 31, 32, 33, 34, 35, 36: PCN 65/R/A/X/T.  
- STANDS 3M, 4M, 5M: PCN 28/R/B/W/T.  
TWY EDGE LINE LIGHTS: E, E1, E2, E3, E4, E6, E7, G1, G6.  
TWY CENTRE-LINE LIGHTS: NIL

ELEVATIONS AND DIMENSIONS IN METRES  
BEARINGS ARE MAGNETIC.



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

LEGEND	
VOR CHECK POINT AND FREQUENCY	DAN 114.4
HOT SPOT AND NAME	HS 1
RWY-HOLDING POSITION (PATTERN A)	≡≡≡
RWY-HOLDING POSITION (PATTERN B)	≡≡≡
INTERMEDIATE HOLDING POSITION	.....
STOP BAR	●●●
ARP	⊕
CLOSED	×



TAXI PROC FOR ACFT TAKE-OFF FROM INTERSECTION POSITIONS AS FLW:  
- INT TKOF RWY 17L – TWY E6: FROM APRON – E – E6  
- INT TKOF RWY 17L – TWY E4: FROM APRON – E – E4  
- INT TKOF RWY 35R – TWY E1: FROM APRON – E – E1 OR APRON – E – E6 – G6 – RWY 17R – G1  
- INT TKOF RWY 35R – TWY E2: FROM APRON – E – E2

CHANGE: CLSD OF G4.