

## List of pages in this Trip Kit

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Airport Information For VVTS

Terminal Charts For VVTS

Revision Letter For Cycle 03-2021

Change Notices

Notebook

General Information

Location: HO CHI MINH VNM  
ICAO/IATA: VVTS / SGN  
Lat/Long: N10°49.2', E106°39.6'  
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: 2313 Z  
Sunset: 1102 Z

Runway Information

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: 07L  
Length x Width: 10007 ft x 148 ft

Surface Type: concrete  
TDZ-Elev: 20 ft  
Lighting: Edge, ALS  
Stopway: 1017 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: 121.900  
Tan Son Nhat Ground: 121.975 Secondary  
Tan Son Nhat Ground: 121.600 Secondary  
Tan Son Nhat Ground: 121.750 Secondary  
Tan Son Nhat Clearance Delivery: 123.600 Secondary  
Tan Son Nhat Clearance Delivery: 121.800  
Tan Son Nhat Approach: 127.725  
Tan Son Nhat Approach: 126.350 Secondary  
Tan Son Nhat Terminal Control Area: 125.500  
Tan Son Nhat Terminal Control Area: 124.075 Secondary  
Tan Son Nhat Arrival: 126.350  
Tan Son Nhat Arrival: 127.725 Secondary  
Ho Chi Minh Radio: 1330.900 RCO  
Ho Chi Minh Radio: 1139.600 RCO  
Ho Chi Minh Radio: 565.500 RCO  
Ho Chi Minh Radio: 1129.700 RCO  
Ho Chi Minh Radio: 894.200 RCO

## ADJUSTMENT OF OPERATIONAL PROCEDURE OF TWO PARALLEL RUNWAYS AT TAN SON NHAT INTERNATIONAL AIRPORT

### 1. INTRODUCTION

This document aims at notifying the adjustment of operational procedure of two parallel RWYs at Tan Son Nhat International Airport.

### 2. DETAILS

2.1. Two parallel RWYs 25L/07R and 25R/07L at Tan Son Nhat International Airport are operated dependently.

2.2 Pilots are requested to follow TSN Tower instructions strictly; immediately vacate RWY or taxi on RWY and take off following ATC clearance provided.

2.3 Departing aircrafts are not allowed to line up two parallel RWYs at the same time for departure.

2.4 Usage mode of two parallel RWYs:

2.4.1 RWY 25L/R:

a. RWY 25R is mainly used for landing;

b. RWY 25L is mainly used for taking-off;

c. If visibility is at or above 3937' (1200 M), ceiling is at or above 427' (130 M)

and the PSR/SSR or PSR/SSR/SMR are in normal operation; departing aircraft can line up and wait on RWY 25L independently from the position of aircraft approaching to land on RWY 25R.

Note: If one of the above mentioned requirements is not met, aircraft shall not be allowed to line up and wait on RWY when arriving aircraft is landing on the remaining RWY.

d. Departing aircraft on RWY 25L is only allowed to take-off:

- When arriving aircraft landed on RWY 25R; or

- 03 minutes before estimated landing time without radar surveillance;

- Under radar surveillance:

Arriving aircraft	Departing aircraft	Distance from RWY THR
Heavy	Heavy, medium	4 NM
	Light	4 NM
Medium	Heavy	5 NM
	Medium, light	4 NM
Light	Heavy, medium	5 NM
	Light	4 NM

e. ATC can issue clearance for approaching aircraft to land on RWY 25R when departing aircraft starts its running on RWY 25L.

f. When TWY W4 is in normal operation, after landing on RWY 25R, aircraft must:

- Vacate RWY 25R via rapid exit TWY W4 as soon as practicable;

- Hold short of RWY 25L; and

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

Note: In case of being unable to vacate via TWY W4, the pilot must early notify to ATC when the aircraft is still on the final approach track of RWY 25R.

2.4.2 RWY 07R/L:

a. RWY 07R is mainly used for landing.

b. RWY 07L is mainly used for taking-off.

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 5 NM from RWY threshold under radar surveillance; or

- At three minutes before estimated landing time without surveillance radar.

d. ATC can issue clearance for departing aircraft to line up and wait on RWY 07L to meet the requirements specified in point c Item 2.4.2 and point c Item 2.4.1.

VVTS/SGN

TAN SON NHAT INTL

JEPPESEN

15 NOV 19

10-1P1

HO CHI MINH, VIETNAM

AIRPORT BRIEFING

**ADJUSTMENT OF OPERATIONAL PROCEDURE OF TWO PARALLEL RUNWAYS  
AT TAN SON NHAT INTERNATIONAL AIRPORT**

- e. Departing aircraft on RWY 07L is only allowed to take-off:
- When arriving aircraft landed on RWY 07R; or
  - 03 minutes before estimated landing time without radar surveillance;
  - Under radar surveillance:

Arriving aircraft	Departing aircraft	Distance from RWY THR
Heavy	Heavy, medium	4 NM
	Light	4 NM
Medium	Heavy	5 NM
	Medium, light	4 NM
Light	Heavy, medium	5 NM
	Light	4 NM

- f. ATC can issue clearance for approaching aircraft to land on RWY 07R when departing aircraft starts its running on RWY 07L

- g. When TWY NS2 is in normal operation, after landing on RWY 07R, medium and lighter aircraft must vacate RWY 07R via TWY NS2 as soon as practicable.

Note: In case of being unable to vacate via TWY NS2, the pilot must early notify to ATC when aircraft is still on the final approach track of RWY 07R.

- h. When TWY E4 is in normal operation, after landing on RWY 07R, heavy aircraft must vacate RWY 07R via rapid exit TWY E4 as soon as practicable.

Note: In case of being unable to vacate via TWY E4, the pilot must early notify to ATC when aircraft is still on the final approach track of RWY 07R.

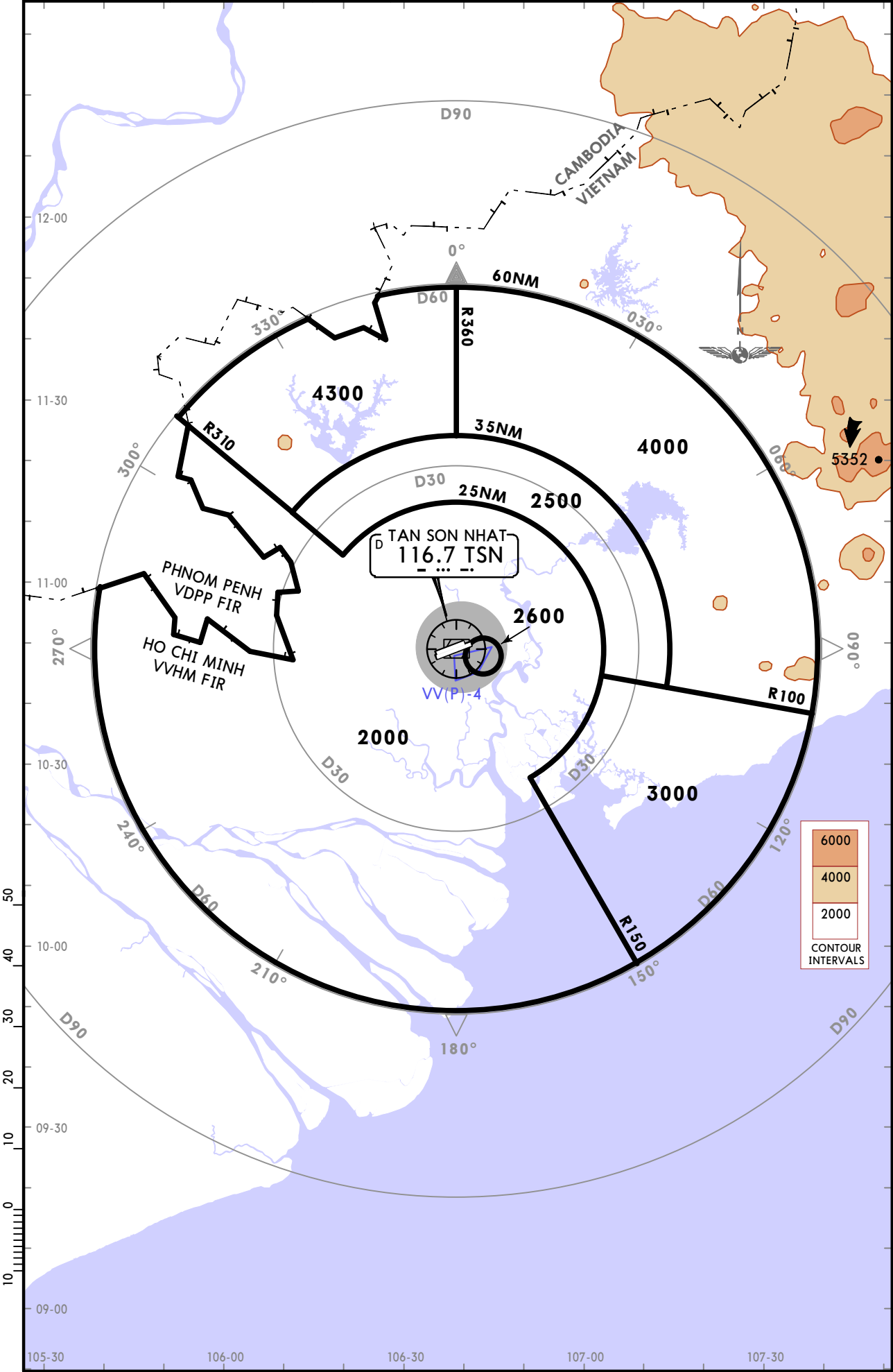
2.3.3 VIP flights shall be assigned to use the RWY which has been equipped with facilities in good conditions.

VVTS/SGN  
TAN SON NHAT INTL

2 OCT 20  
Eff 8 Oct  
(10-1R)

HO CHI MINH, VIETNAM  
RADAR MINIMUM ALTITUDES

TAN SON NHAT Arrival 126.35	TAN SON NHAT Terminal 125.5	Apt Elev 33	Alt Set: hPa	Trans level: FL190	Trans alt: 18000
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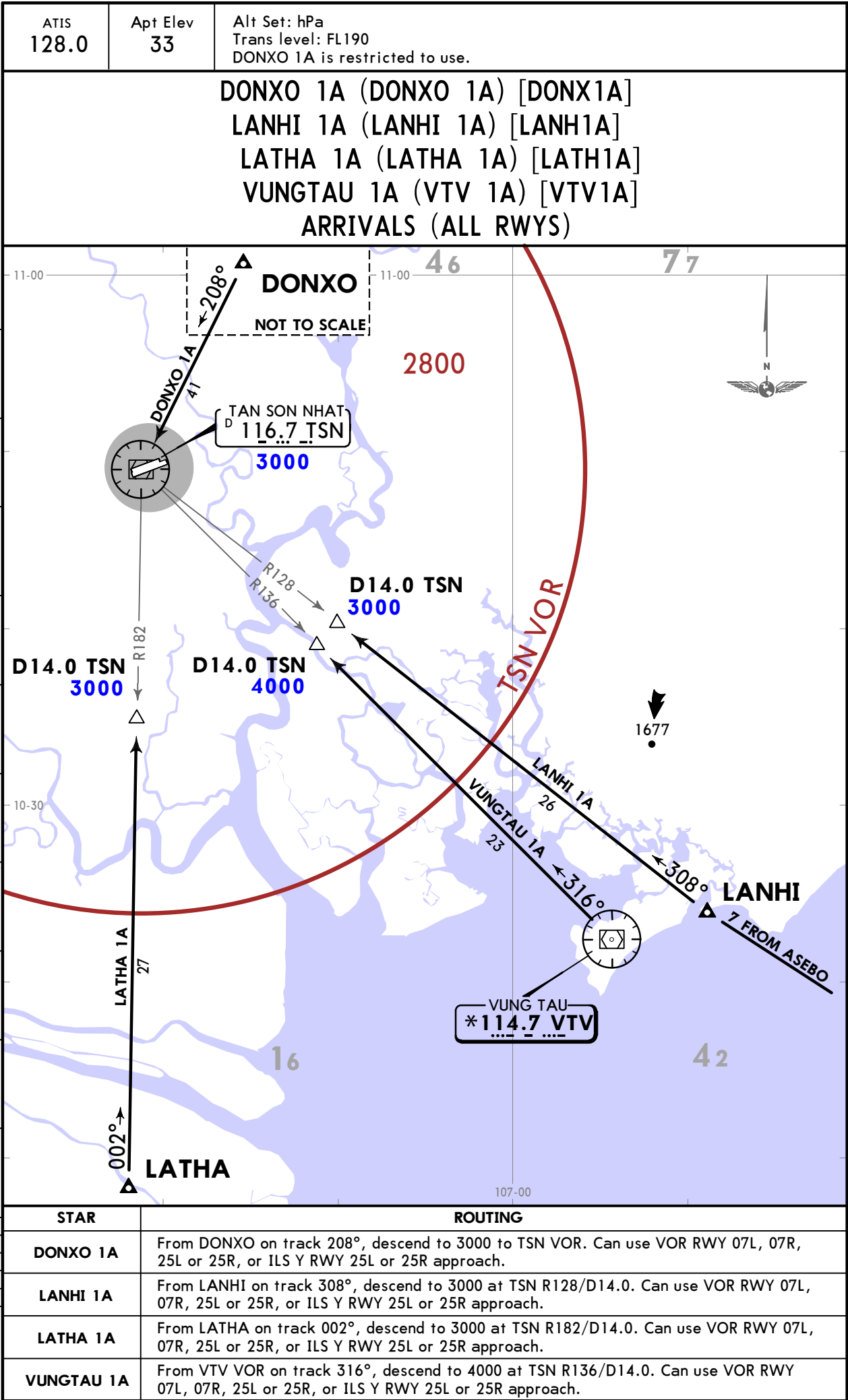






VVTS/SGN  
TAN SON NHAT INTL

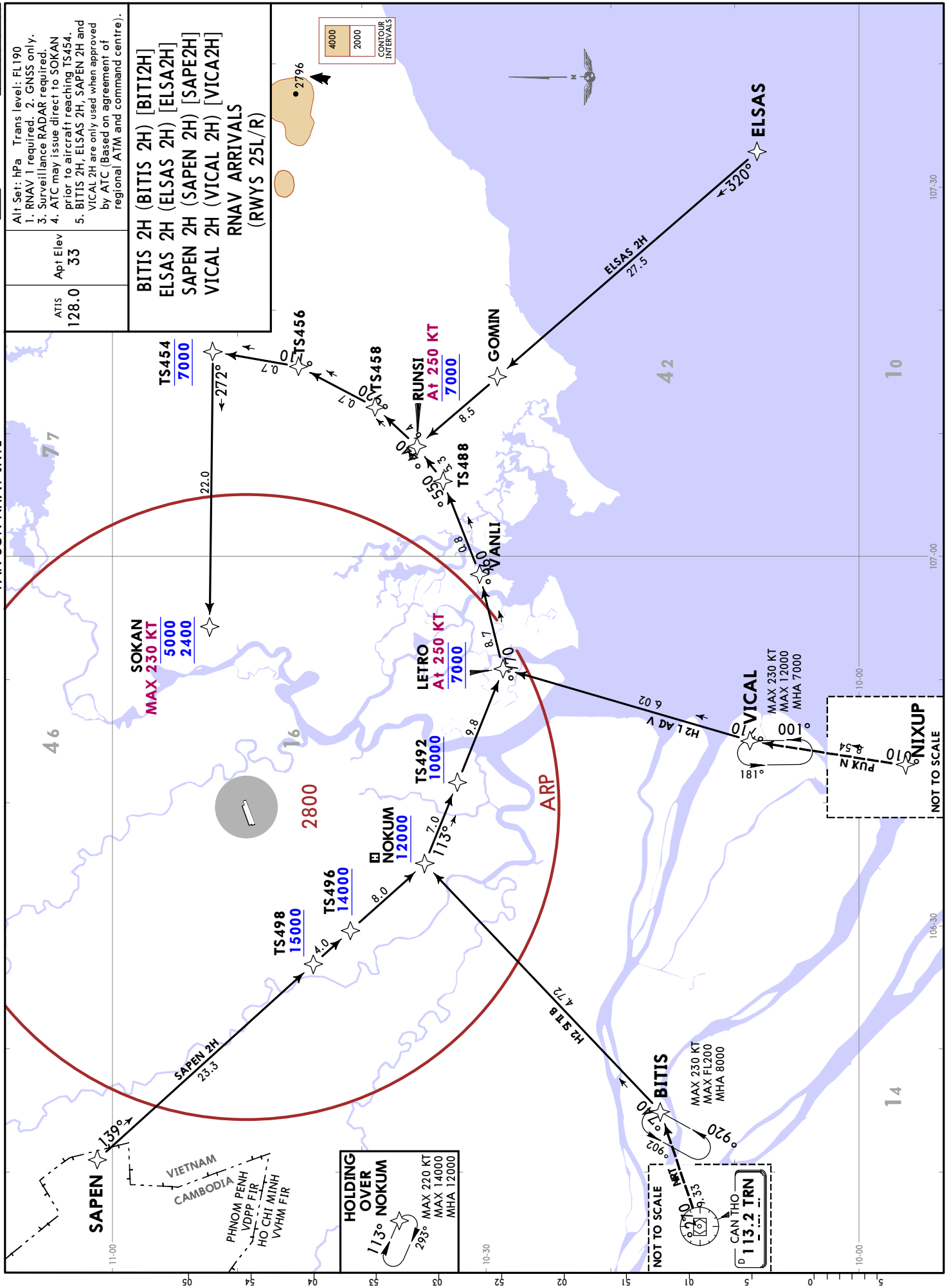
JEPPESSEN HO CHI MINH, VIETNAM  
4 OCT 19 10-2C Eff 10 Oct STAR







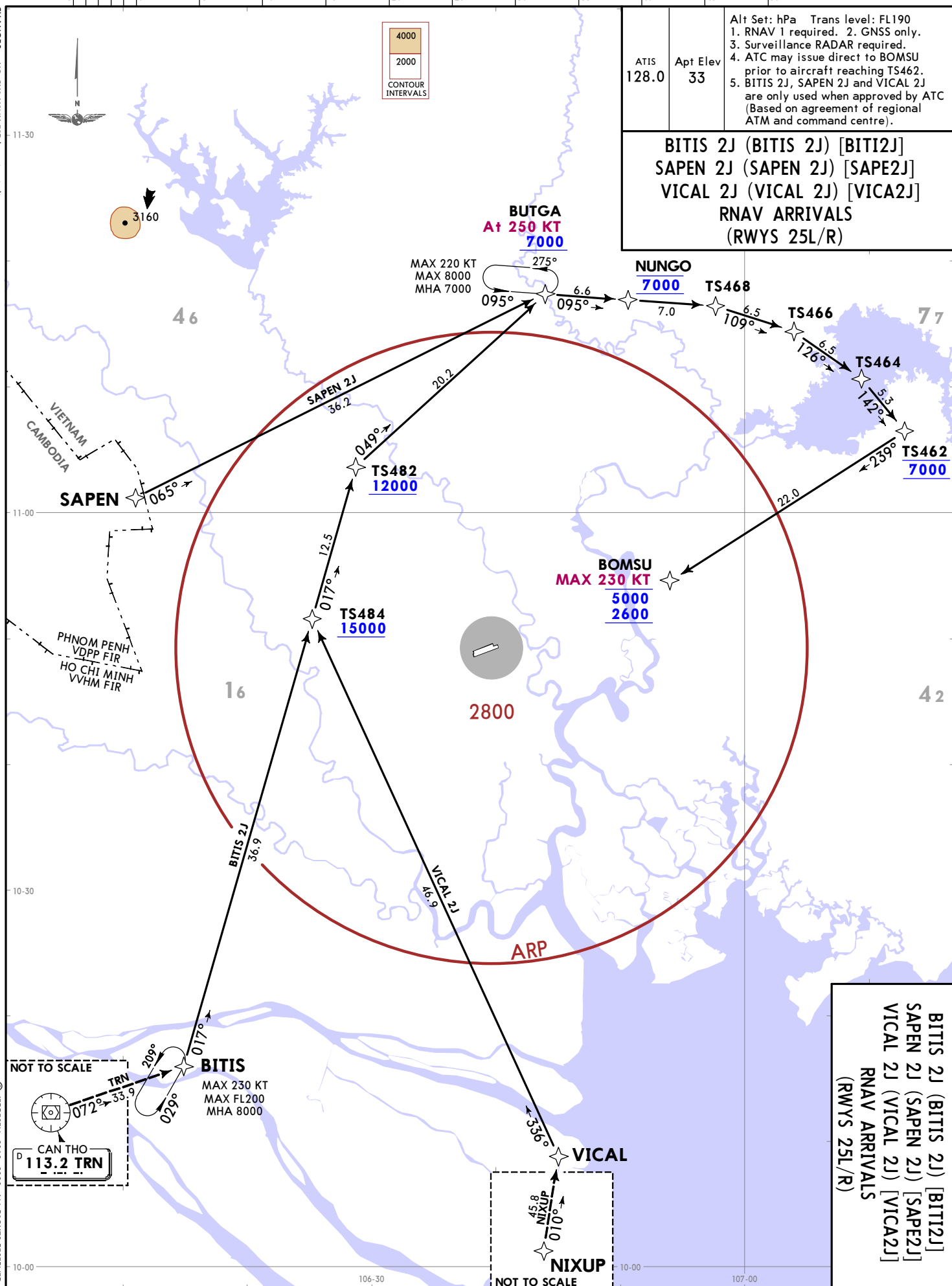






CHANGES: HO CHI MINH FIR location indicator.

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**VTS/SGN**  
**TAN SON NHUT INTL**

**JEPPESEN**  
**HO CHI MINH VIETNAM**  
2 OCT 20 (10-2H) Eff 8 Oct  
**RNAV STAR**





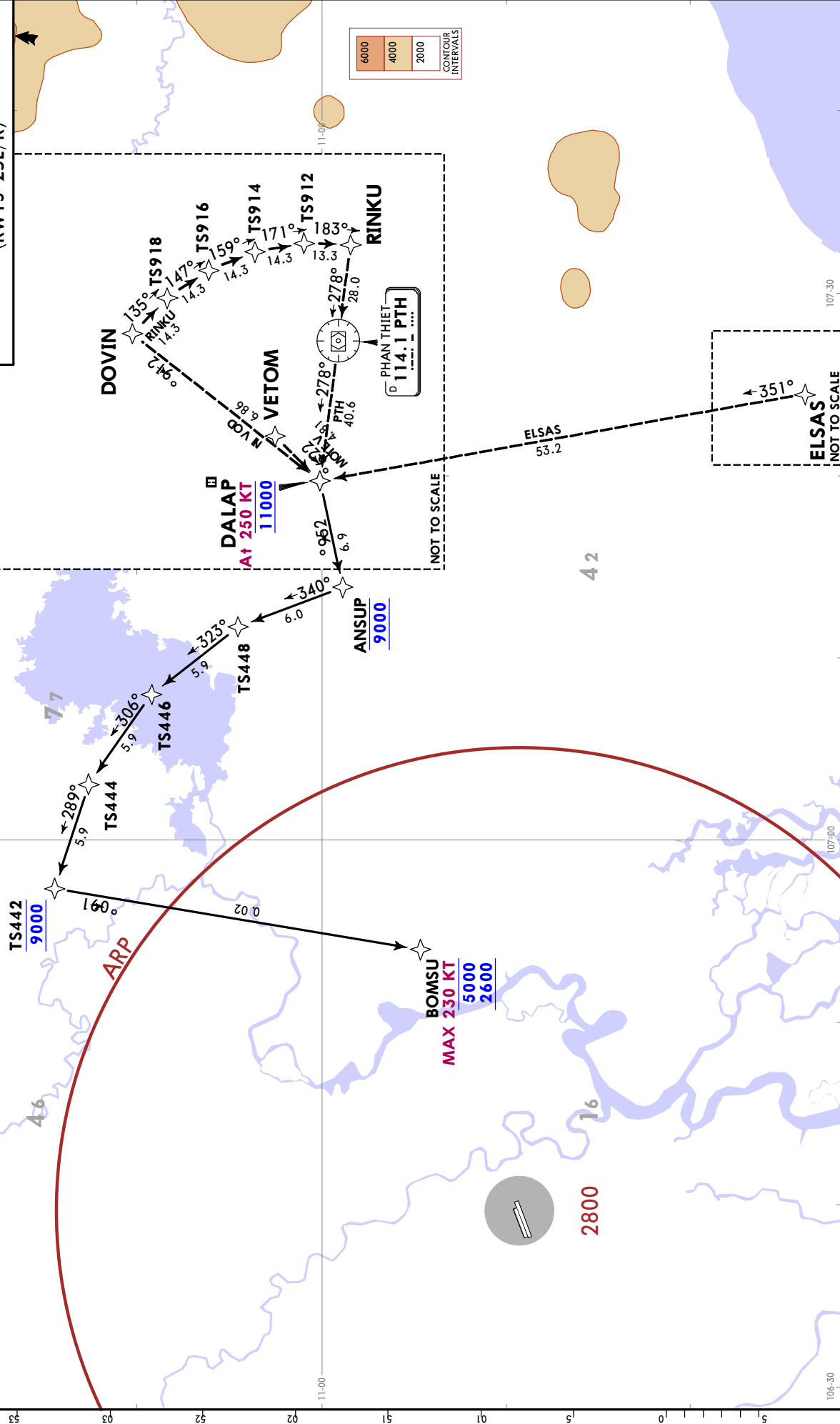
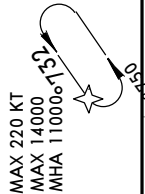


Alt Set: hPa	Trans level: FL190
1. RNNAV 1 required. 2. GNS5 only.	
3. Surveillance RADAR required.	
4. ATC may issue direct to BOMSU prior to aircraft reaching TS442.	
5. DALAP 2J is only used when approved by ATC (Based on agreement of regional ATM and command centre).	
ATIS	Apt Elev
128.0	33

**DALAP 2J RNNAV ARRIVAL**  
(DALAP 2J) [DALA2J]  
(RWYS 25L/R)

NOT TO SCALE

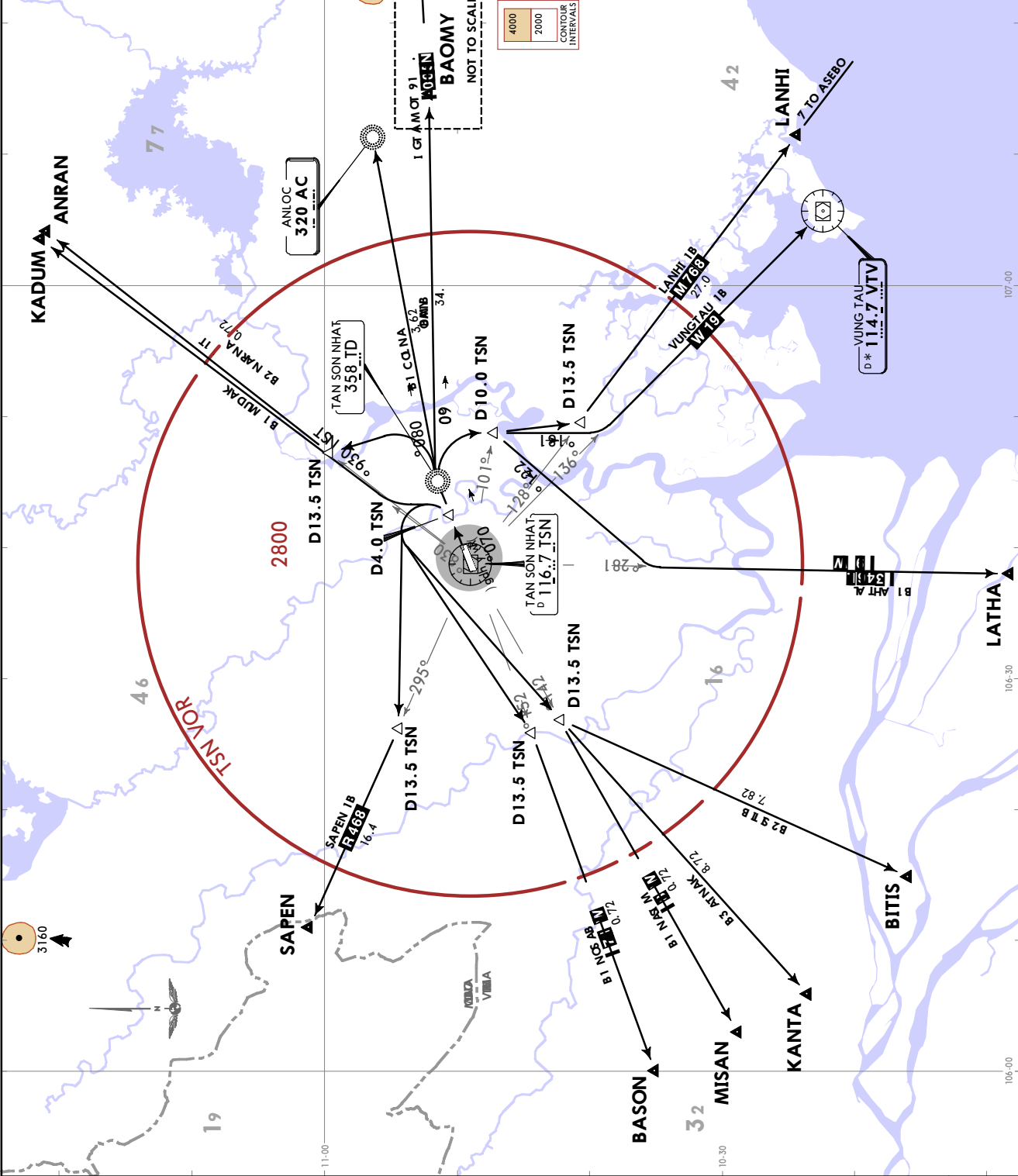
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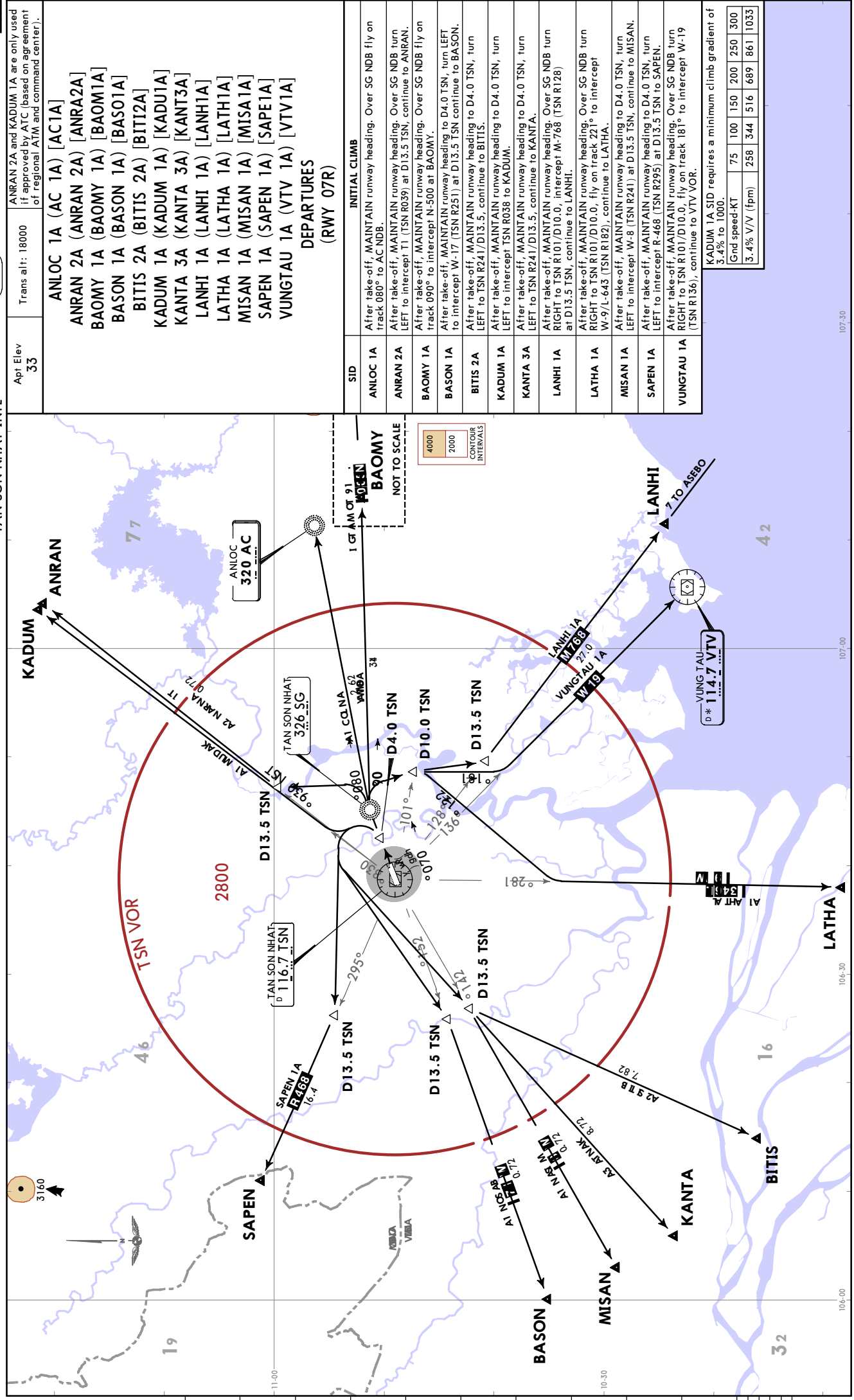


VVTS/SGN  
TAN SON NHAT INTL (10-3)  
JEPPESEN HQ CHI MINH, VIETNAM  
SID

Apt Elev 33	Trans alt: 18000	ANLOC 1B (AC 1B) [AC1B] ANLOC 2B (ANRAN 2B) [ANRA2B] BAOMY 1B (BAOMY 1B) [BAOM1B] BASON 1B (BASON 1B) [BASO1B] BITIS 2B (BITIS 2B) [BITI2B] KADUM 1B (KADUM 1B) [KADU1B] KANTA 3B (KANTA 3B) [KANT3B] LANHI 1B (LANHI 1B) [LANH1B] LATHA 1B (LATHA 1B) [LATH1B] MISAN 1B (MISAN 1B) [MISA1B] SAPEN 1B (SAPEN 1B) [SAPE1B] VUNGTAU 1B (VTV 1B) [VTV1B] DEPARTURES (RWY 07L)
SID	INITIAL CLIMB	
ANLOC 1B	After take-off, MAINTAIN runway heading. Over TD NDB fly on track 080° to AC NDB.	
ANRAN 2B	After take-off, MAINTAIN runway heading. Over TD NDB turn LEFT to intercept T1 (TSN R039) at D13.5 TSN, continue to ANRAN.	
BAOMY 1B	After take-off, MAINTAIN runway heading. Over TD NDB fly on track 090° to intercept N-500 at BAOMY.	
BASON 1B	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-17 (TSN R251) at D13.5 TSN, continue to BASON.	
BITIS 2B	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept TSN R038 to KADUM.	
KADUM 1B	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept TSN R241/D13.5, continue to KANTA.	
KANTA 3B	After take-off, MAINTAIN runway heading. Over TD NDB turn RIGHT to TSN R101/D10.0, intercept M-768 at D13.5 TSN, continue to LANHI.	
LANHI 1B	After take-off, MAINTAIN runway heading. Over TD NDB turn RIGHT to TSN R101/D10.0, fly on track 221° to intercept W-9/L-643 (TSN R182), continue to LATHA.	
LATHA 1B	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-8 (TSN R241) at D13.5 TSN, continue to MISAN.	
MISAN 1B	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept R468 (TSN R295) at D13.5 TSN to SAPEN.	
SAPEN 1B	After take-off, MAINTAIN runway heading. Over TD NDB turn RIGHT to TSN R101/D10.0, fly on track 181° to intercept W-19 (TSN R136), continue to VTV VOR.	
VUNGTAU 1B		

KADUM 1B SID requires a minimum climb gradient of 3.4% to 1000.					
Gnd speed-KT	75	100	150	200	300
3.4% V/V (fpm)	258	344	516	689	1033











ANTRI 2B [ANTR2B]  
KANTA 2B [KANT2B]  
SAPEN 2B [SAPE2B]  
RNAV DEPARTURES  
(RWYS 07L/R)

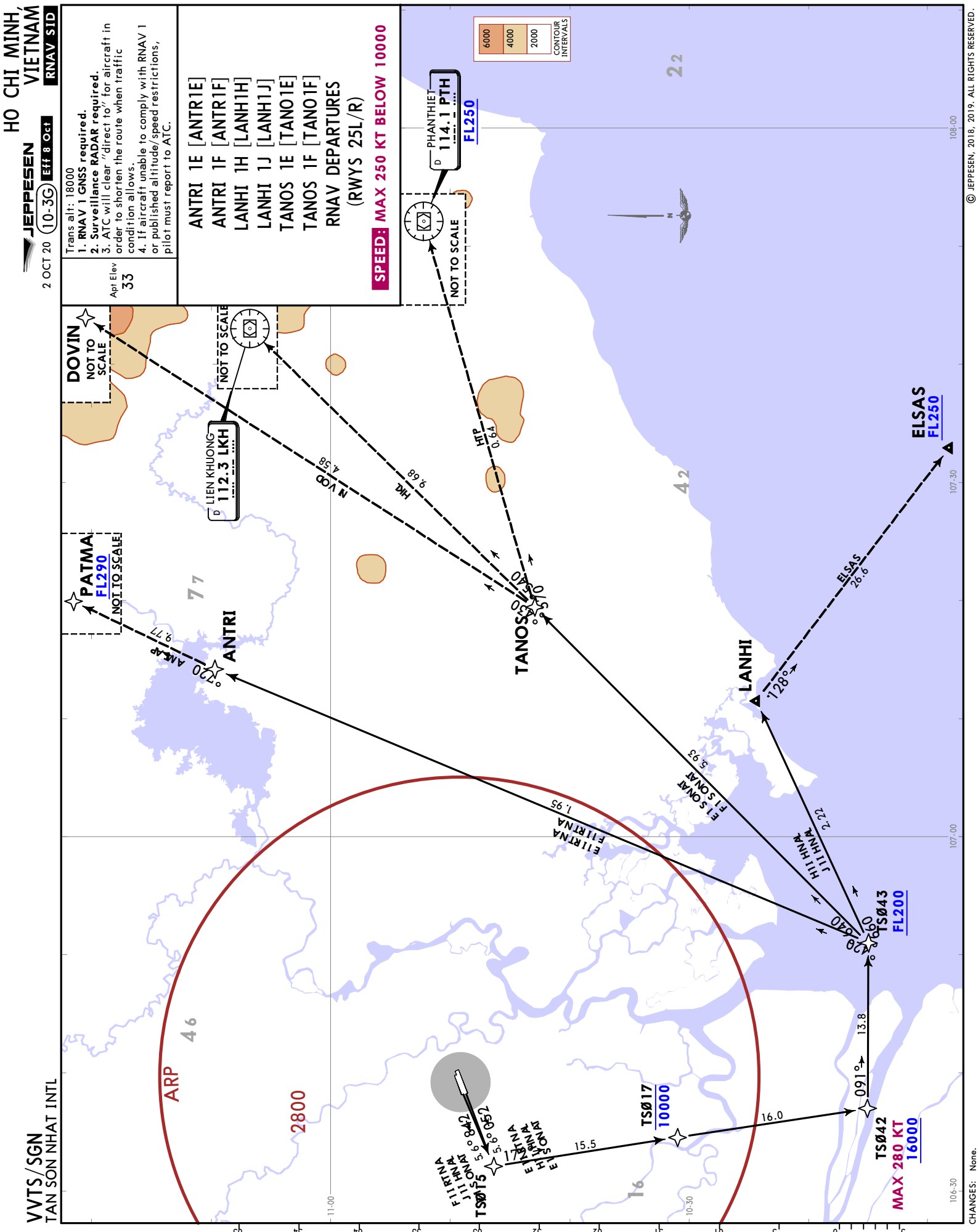


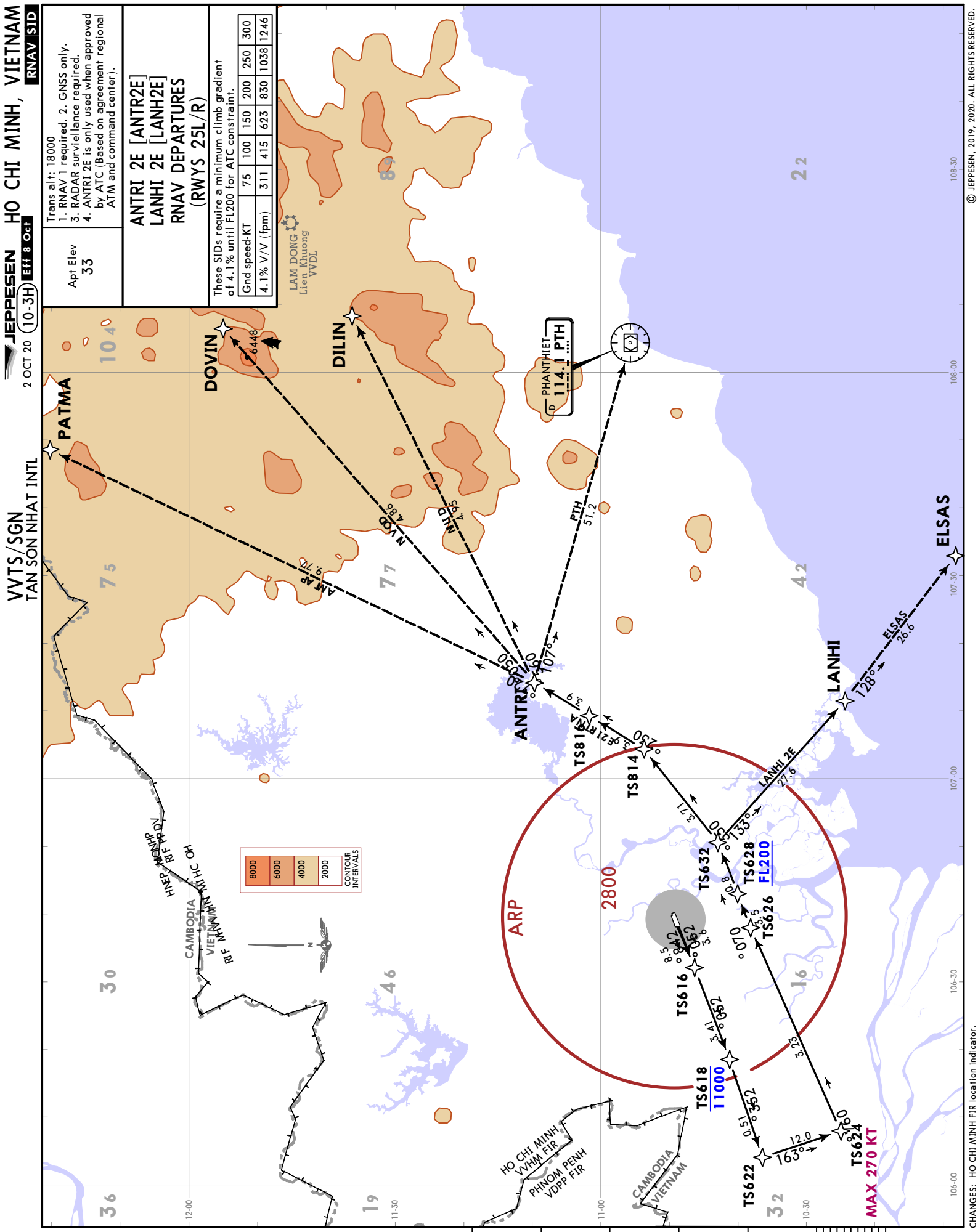




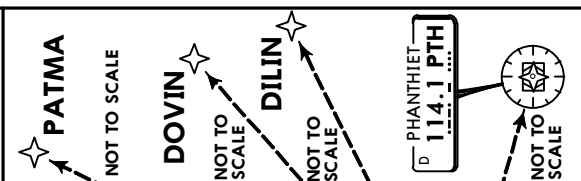
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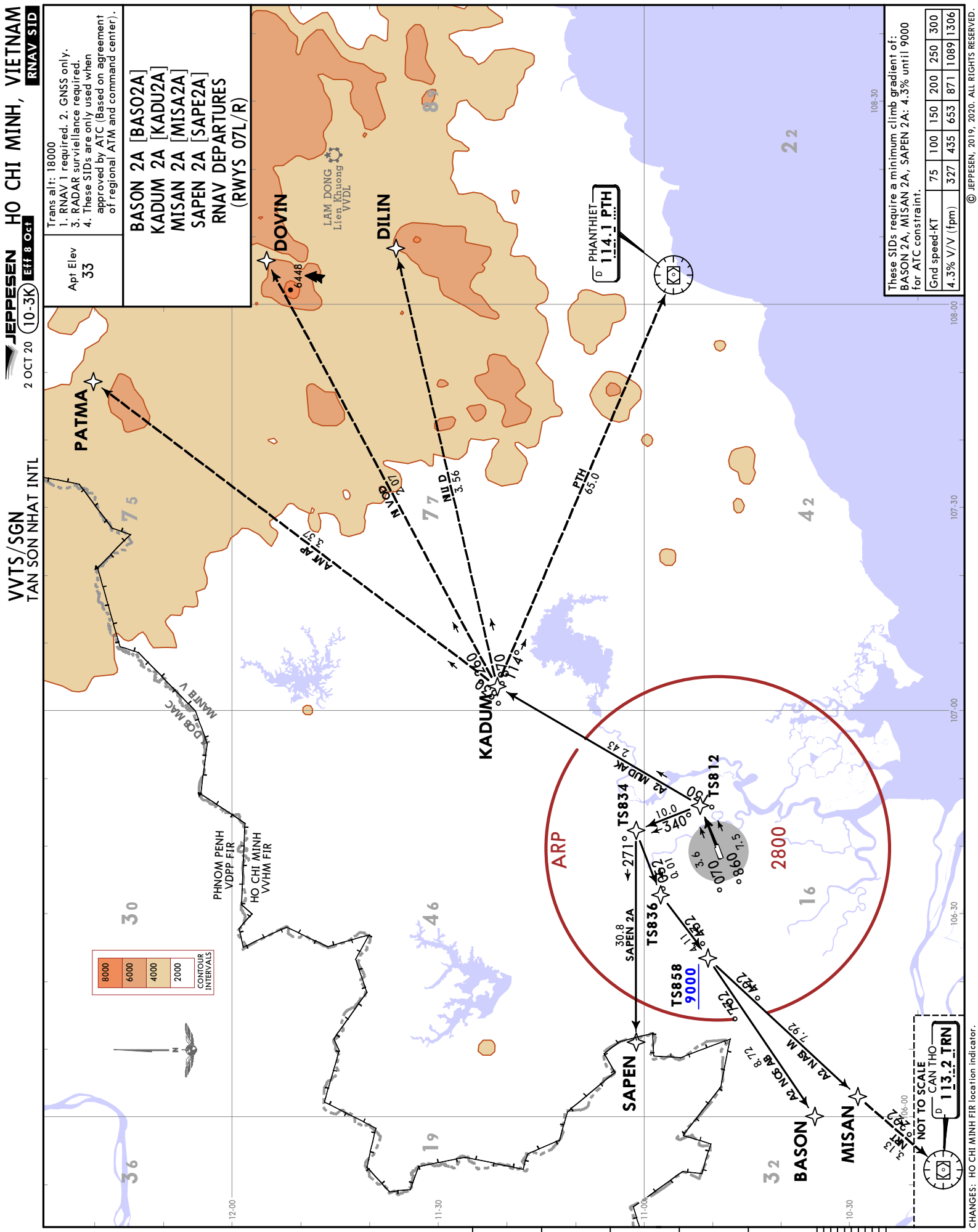






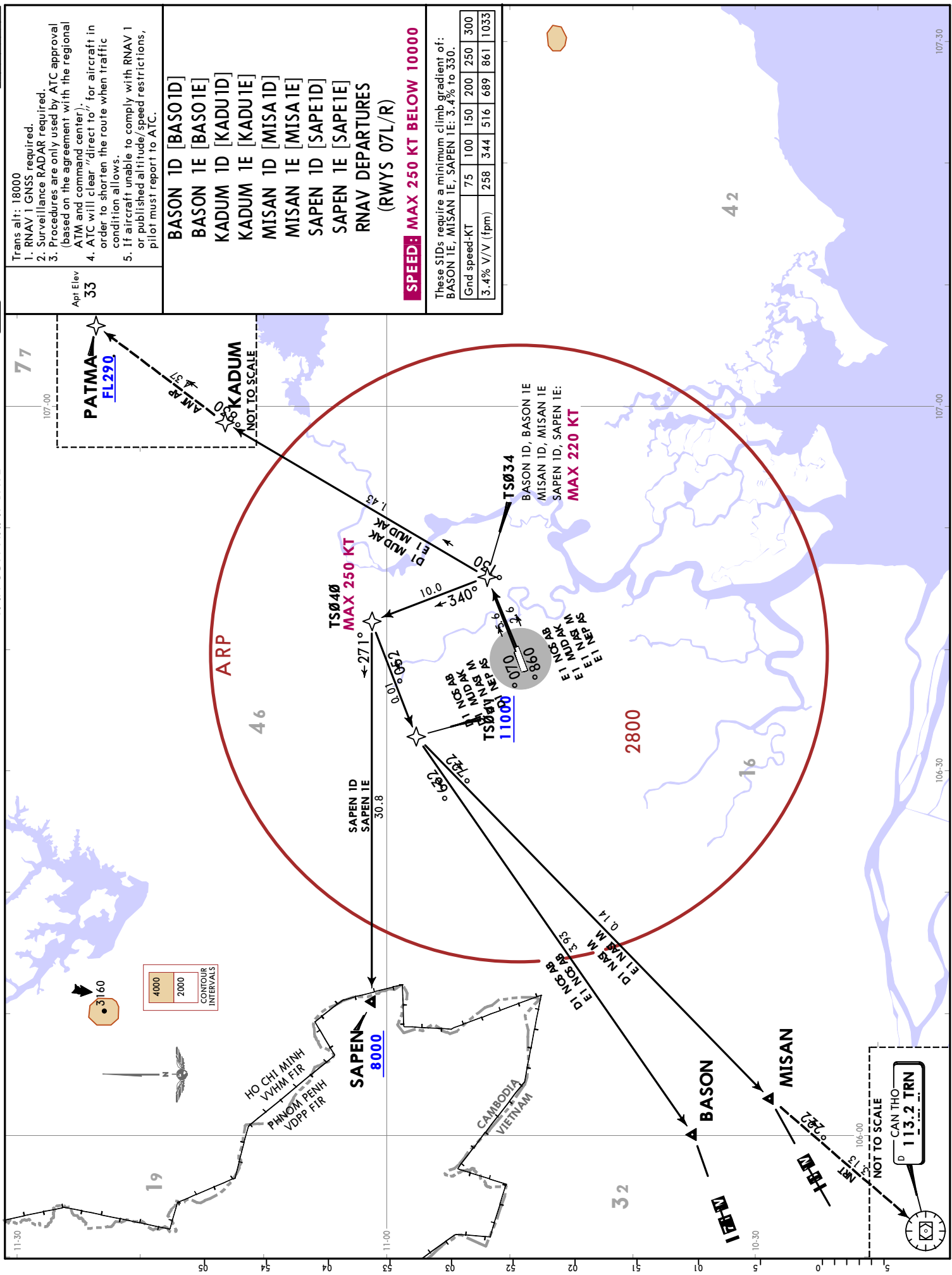
Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.9% V/V (fpm)	296	395	592	790	987	1185
5.7% V/V (fpm)	433	577	866	1154	1443	1732











4.6% V/V (fpm)
4.7% V/V (fpm)

CHANGES: HO CHI MINH FIR location indicator.









HO CHI MINH,  
VIETNAM

JEPPESSEN

VVTS/SGN  
TAN SON NHAT INTL

2 OCT 20 (10-3S) Eff 8 Oct

RNAV SID

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

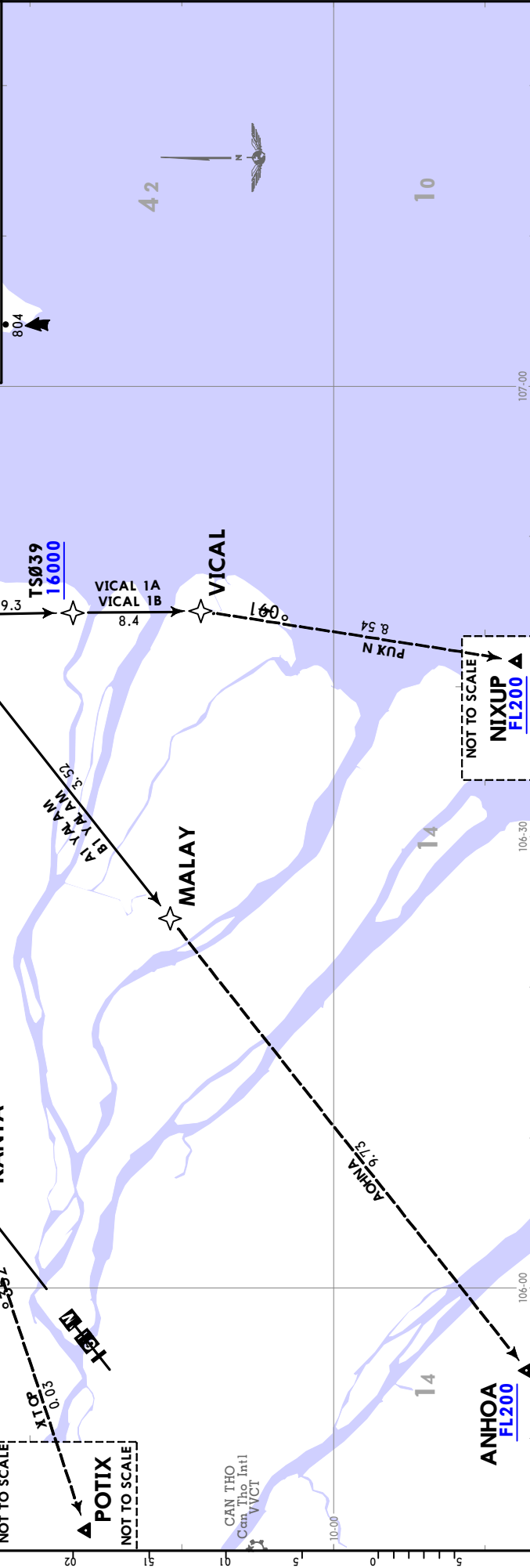
Apt Elev  
33

KANTA 1D [KANT1D]  
KANTA 1E [KANT1E]  
MALAY 1A [MALA1A]  
MALAY 1B [MALA1B]  
SAPEN 1F [SAPE1F]  
SAPEN 1G [SAPE1G]  
VICAL 1A [VICA1A]  
VICAL 1B [VICA1B]  
RNAV DEPARTURES  
(RWYS 07L/R)

**SPEED: MAX 250 KT BELOW 10000**

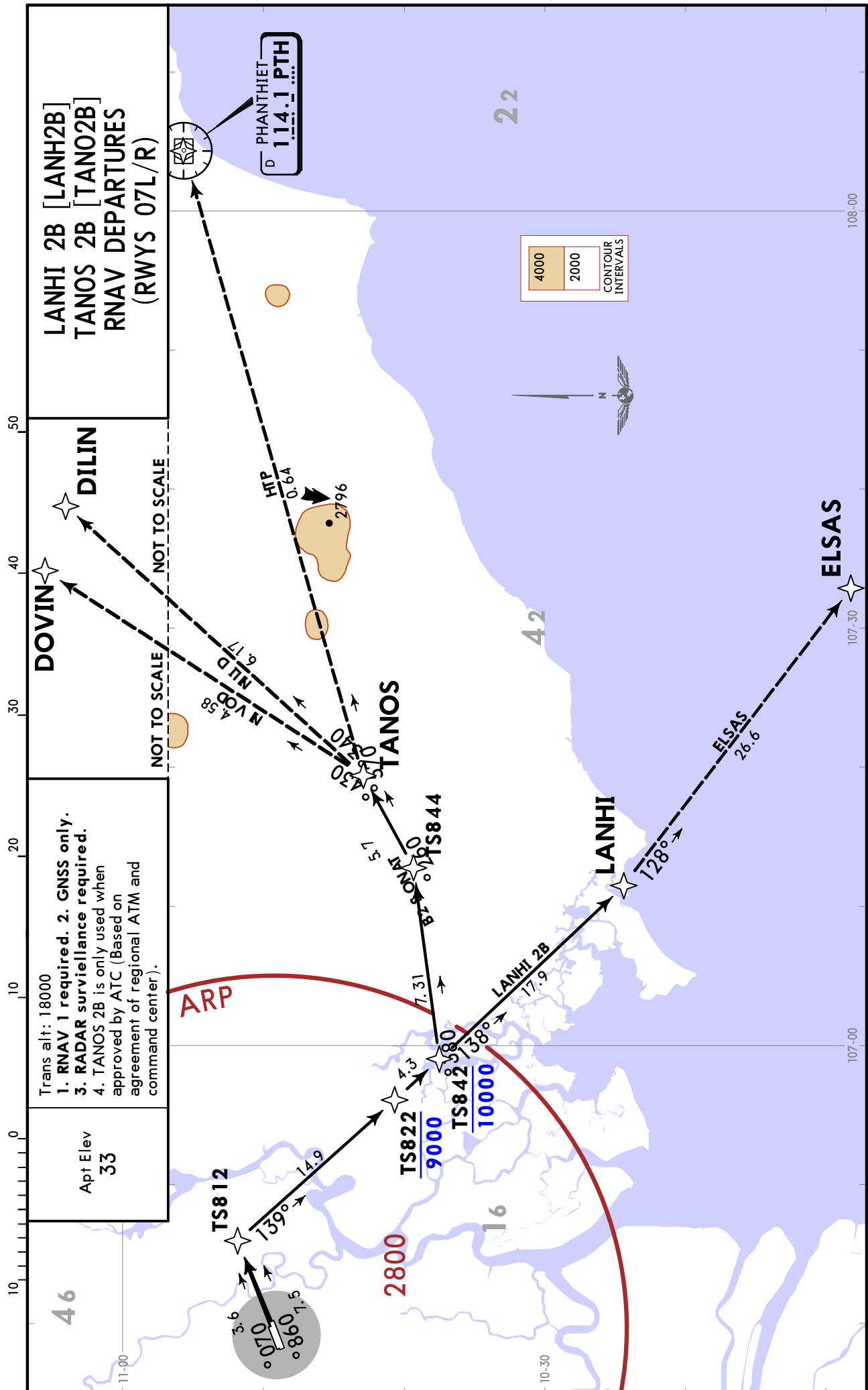
These SIDs require a minimum climb gradient of:  
KANTA 1E, MALAY 1B, SAPEN 1G, VICAL 1B: 3.4%  
to 350.

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



# VVTS/SGN TAN SON NHAT INTL

JEPPESSEN HO CHI MINH, VIETNAM  
4 OCT 19 10-3T Eff 10 Oct RNAV SID



CHANGES: New procedures at this airport.

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VVTS/SGN  
TAN SON NHAT INTL

4 OCT 19

10-30

Eff 10 Oct

RNAV SID

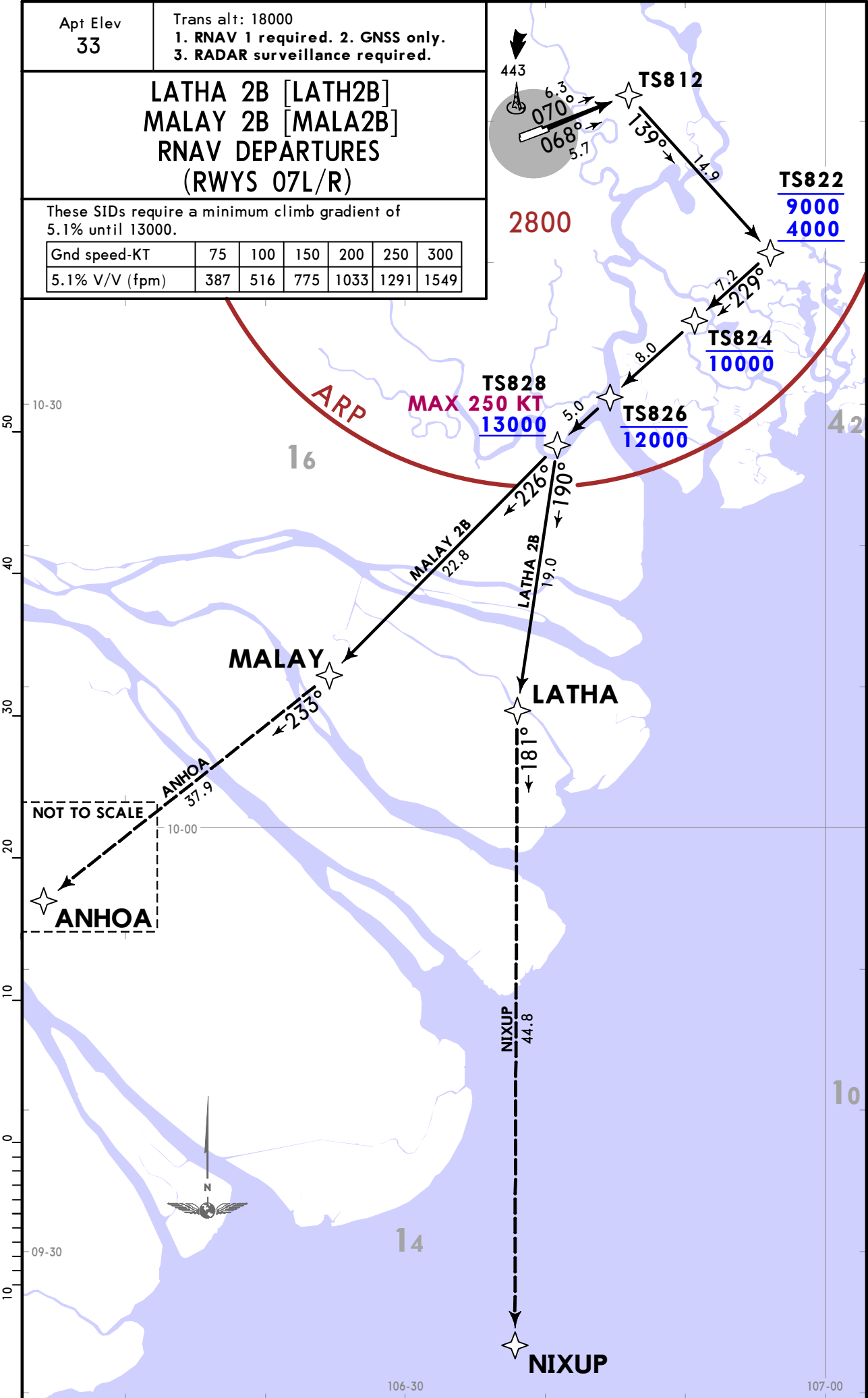
Apt Elev  
33

Trans alt: 18000  
1. RNAV 1 required. 2. GNSS only.  
3. RADAR surveillance required.

LATHA 2B [LATH2B]  
MALAY 2B [MALA2B]  
RNAV DEPARTURES  
(RWYS 07L/R)

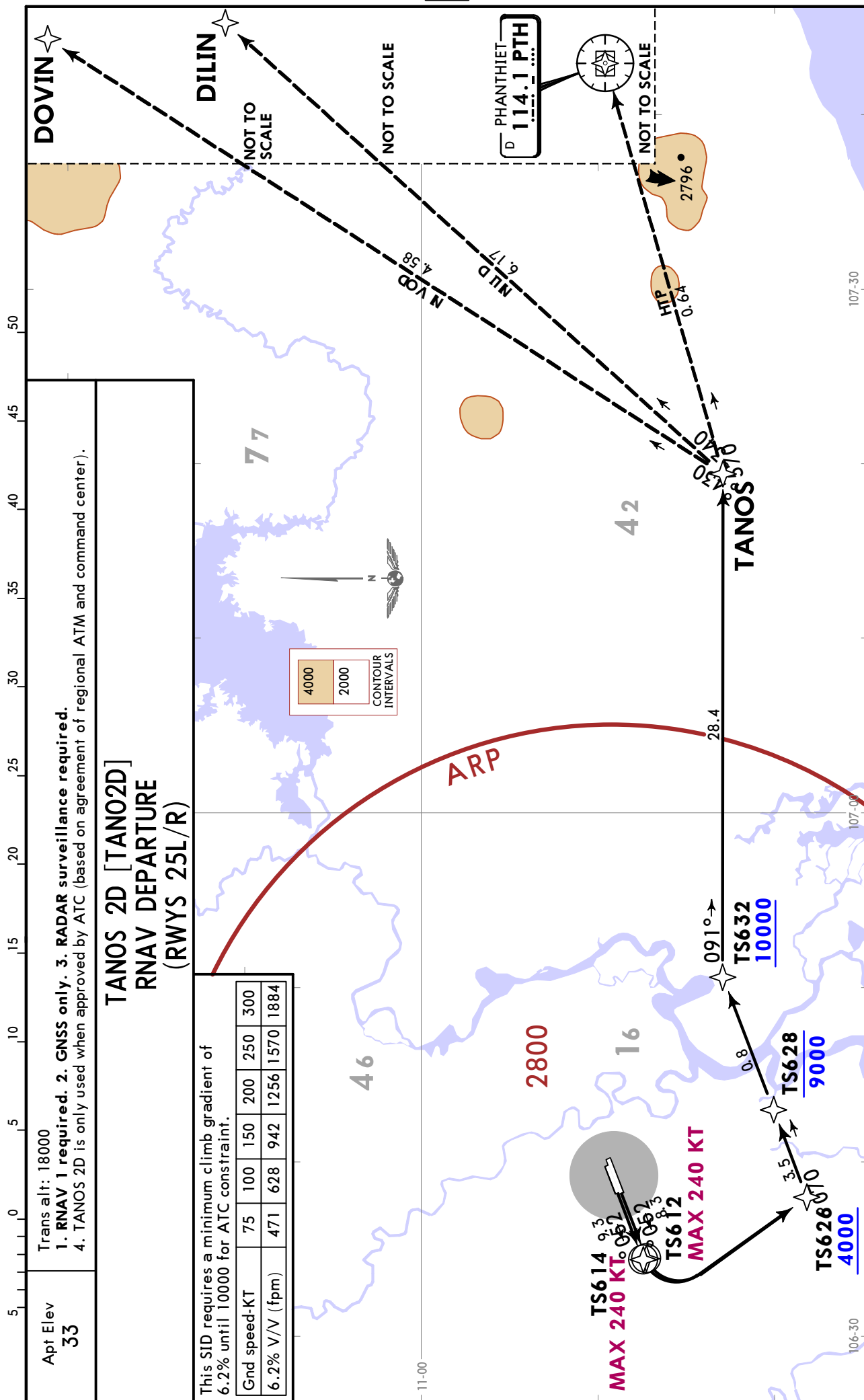
These SIDs require a minimum climb gradient of 5.1% until 13000.

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



# VVTS/SGN TAN SON NHAT INTL

JEPPESSEN HO CHI MINH, VIETNAM  
4 OCT 19 10-3V Eff 10 Oct RNAV SID

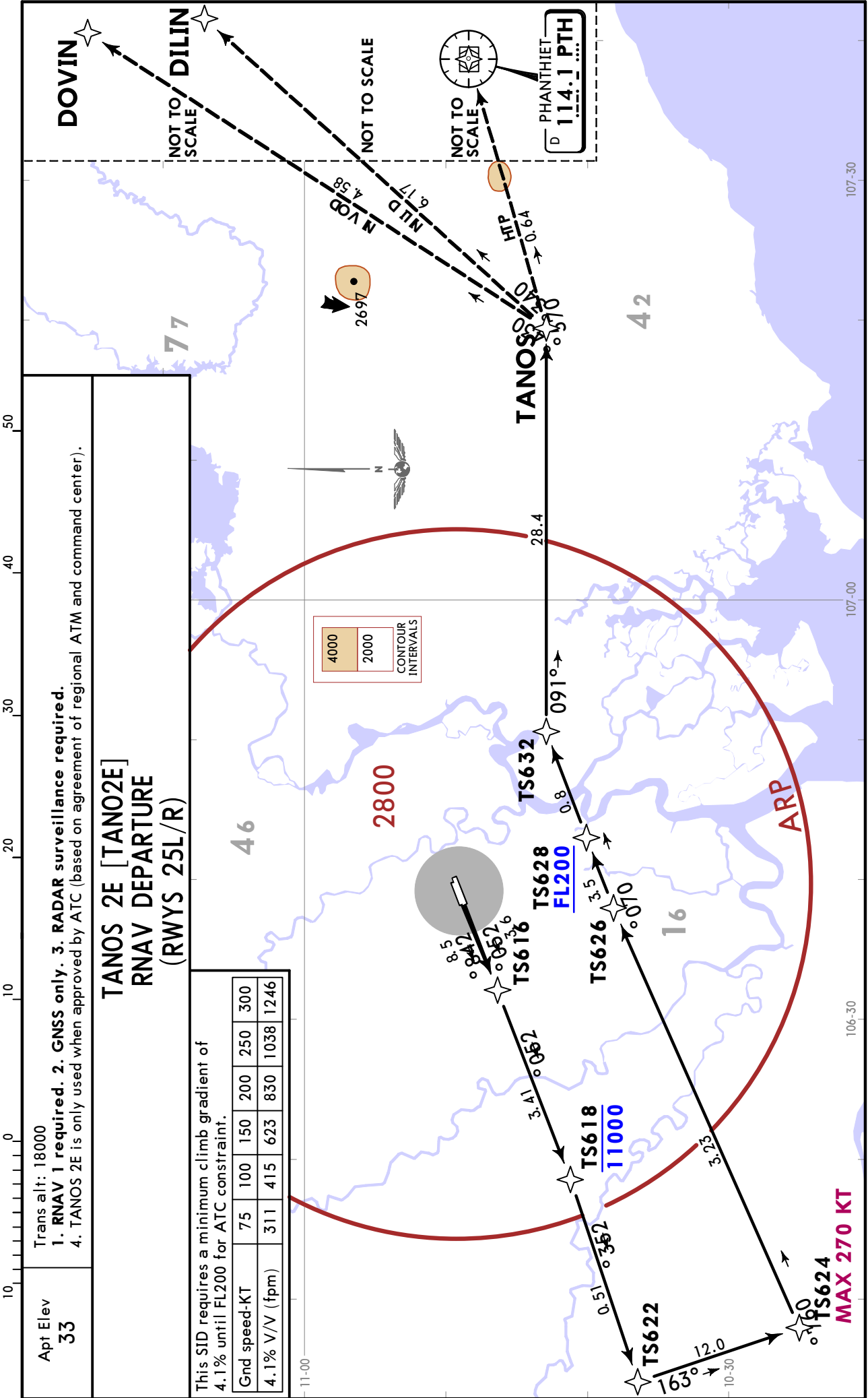


CHANGES: New procedure at this airport.

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VVTS/SGN  
TAN SON NHAT INTL

JEPPESSEN HO CHI MINH, VIETNAM  
4 OCT 19 10-3W Eff 10 Oct RNAV SID

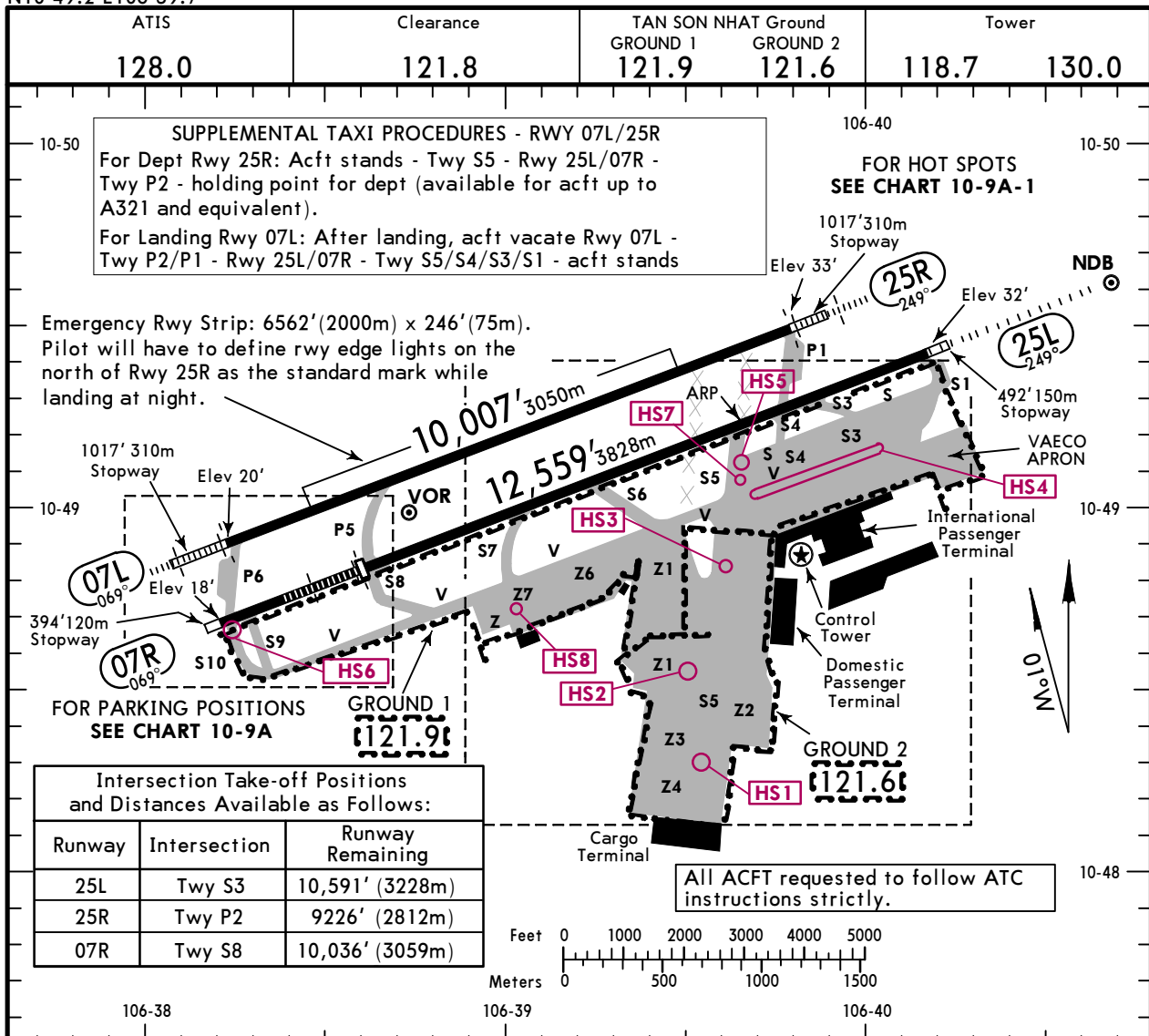




**VVTS/SGN**

Apt Elev **33'**  
N10 49.2 E106 39.7

**JEPPesen**

25 DEC 20 **(10-9) Eff 31 Dec**
**HO CHI MINH, VIETNAM**
**TAN SON NHAT INTL**


# ADDITIONAL RUNWAY INFORMATION

			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND			
RWY			Threshold	Glide Slope		
07R	HIRL CL SALS PAPI-L (angle 3.0°)	RVR	10,036' 3059m	9051' 2759m		148'
25L	HIRL CL ALS TDZ PAPI-L (angle 3.0°)			11,576' 3528m		45m
07L	HIRL SALS PAPI-L (angle 3.0°)					148'
25R	HIRL SALS PAPI-L (angle 3.0°)			8985' 2739m		45m

## TAKE-OFF

1 2 All Rwys	
HIRL available	
Take-Off Alternate Apt. Filed	Take-Off Alternate Apt. Not Filed
A	Available Landing Minimums
B	
C	
D	

### 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.

### 2 When the aircraft cannot choose any take-off alternate airports as mentioned above, the landing minimums will be applied to take-off minimums.



VVTG/SGN

JEPPESSEN

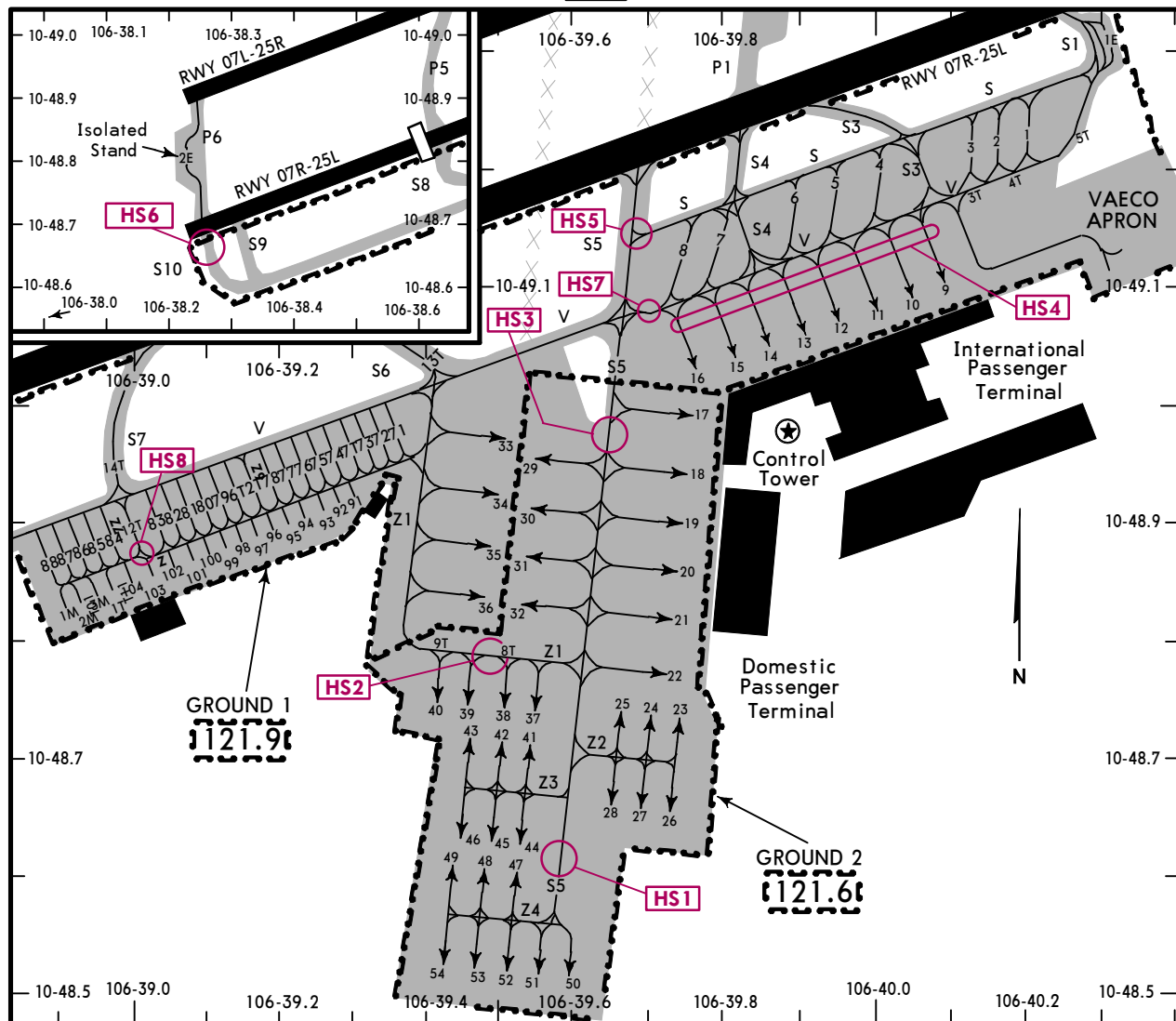
HO CHI MINH, VIETNAM

25 DEC 20

10-9A

Eff 31 Dec

TAN SON NHAT INTL



## PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N10 49.3 E106 40.1	30' (9m)	28	N10 48.7 E106 39.6	27' (8m)
1E	N10 49.4 E106 40.2		29, 30	N10 48.9 E106 39.6	
1M, 1T, 2M, 3M	N10 48.7 E106 38.9		31, 32	N10 48.8 E106 39.6	
2, 4T, 5T	N10 49.2 E106 40.1		33 thru 35	N10 48.9 E106 39.5	31' (9m)
2E	N10 48.8 E106 38.2	18' (6m)	38 thru 40	N10 48.7 E106 39.5	
2T, 6T	N10 48.8 E106 39.2		37, 41	N10 48.7 E106 39.6	
3, 3T	N10 49.2 E106 40.0		42, 43	N10 48.7 E106 39.5	
4, 5	N10 49.2 E106 39.9		44	N10 48.6 E106 39.6	
6	N10 48.9 E106 39.4		45, 46	N10 48.6 E106 39.5	N10 48.6 E106 39.6
7, 8	N10 49.1 E106 39.7	31' (9m)	47	N10 48.6 E106 39.6	
7T, 14T	N10 48.9 E106 39.0		48, 49	N10 48.6 E106 39.5	
8T, 9T, 36	N10 48.8 E106 39.5		50, 51, 52	N10 48.5 E106 39.6	
9, 10	N10 49.1 E106 40.0		53, 54	N10 48.5 E106 39.5	
11, 12	N10 49.1 E106 39.9	31' (9m)	71 thru 73	N10 48.9 E106 39.4	N10 48.9 E106 39.3
11T	N10 48.7 E106 39.0		74 thru 77	N10 48.9 E106 39.3	
12T	N10 48.8 E106 39.0		78 thru 80	N10 48.8 E106 39.2	
13, 14	N10 49.0 E106 39.8		81 thru 83	N10 48.8 E106 39.1	
13T	N10 49.0 E106 39.4		84, 85	N10 48.8 E106 39.0	N10 48.7 E106 38.9
15	N10 49.0 E106 39.8	29' (9m)	86	N10 48.7 E106 39.0	
16	N10 49.0 E106 39.7		87, 88	N10 48.7 E106 38.9	
17	N10 49.0 E106 39.7		91	N10 48.8 E106 39.4	N10 48.8 E106 39.3
18, 19	N10 48.9 E106 39.7		92 thru 94	N10 48.8 E106 39.3	
20, 21	N10 48.8 E106 39.7	29' (9m)	95	N10 48.9 E106 39.3	
22	N10 48.8 E106 39.7		96	N10 48.8 E106 39.3	
23, 24	N10 48.7 E106 39.7		97, 98	N10 48.8 E106 39.2	
25	N10 48.7 E106 39.6	31' (10m)	99, 100	N10 48.7 E106 39.2	N10 48.7 E106 39.0
26	N10 48.6 E106 39.7	29' (9m)	101, 102	N10 48.7 E106 39.1	
27	N10 48.7 E106 39.7	30' (9m)	103, 104	N10 48.7 E106 39.0	
		29' (9m)			

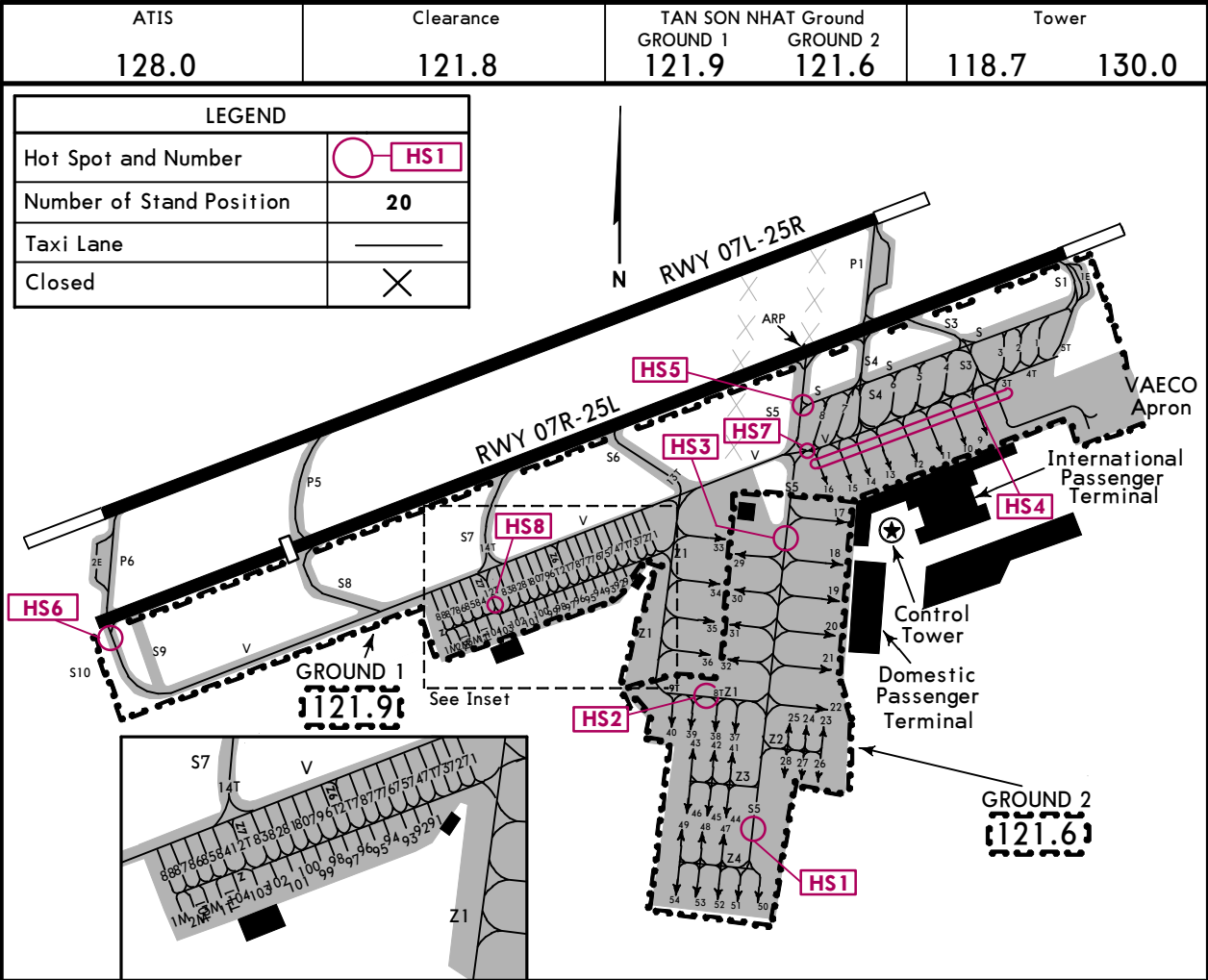
CHANGES: Twys renamed, parking stands renumbering and coordinates.

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VVTS/SGN

JEPPesen  
25 DEC 20 10-9A-1

HO CHI MINH, VIETNAM  
TAN SON NHAT INTL  
Eff 31 Dec



**RUNWAY INCURSION HOT SPOTS**

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

- HS1** Aircraft taxiing on Twy S5 to intersection of Twy S5 and Road A20: Should pay attention to safe distance with vehicles/facilities moving on Road A20.
- HS2** Aircraft taxiing on Twy Z1 to intersection of Twy Z1 and Road A6: Should pay attention to safe distance with vehicles/facilities moving on Road A6.
- HS3** Aircraft taxiing on Twy S5 to intersection of Twy S5 and Road A4-A5: Should pay attention to safe distance with vehicles/facilities moving on Road A4-A5.
- HS4** Aircraft taxiing to stands from NR 9 to NR 16 or aircraft are pushed-back from these stands: Should pay attention to safe distance with vehicles/facilities moving on Road A3.
- HS5** Aircraft vacating Rwy 07R to Twy S5: Should pay attention to safe distance with aircraft taxiing on Twy S5 or Twy S. Also, aircraft taxiing on Twy S5 from apron to Twy S: Should pay attention to avoid taxiing on the wrong Rwy 25L/07R. Pilot observe signboards, markings at intersection on Twy S5 and Twy S since observation is limited.
- HS6** Before aircraft line up Rwy 07R: Should pay attention to hold at holding position on Twy S10 to avoid Rwy incursion.
- HS7** Aircraft taxiing on Twy V (a portion intersecting with Road A15): Should pay attention to safe distance with vehicle/facilities moving on Road A15.
- HS8** Aircraft taxiing on Twy Z/Z7 (a portion intersecting with Road from stand 83 and 84): Should pay attention to safe distance with vehicle/facilities moving on Road.

VVTS/SGN


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**AIRCRAFT TAXIING PROCEDURE****Note:**

- Departure aircraft, taxi on TWY S → turn left into TWY S3 or taxi via TWY S → turn right into TWY S4: only applied for aircraft up to A321 and equivalent.
- After landing, aircraft vacate 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 as the current procedure).
- Aircraft taxiing to/from new TWYs assisted by follow-me car (free of charge) during 30 days on request of TWR in case of necessity.
- Other cases: Pilots follow ATC instructions strictly.

**For departure aircraft****a. RWY 25R:**

- Aircraft from stands 1 to 8: Aircraft taxi via TWY S → TWY S3/S4 → TWY P1 → the holding position of RWY 25R for departure.
- Aircraft from stands 9 to 16: Aircraft are pushed back to taxi via TWY V → TWY S3/S4 → TWY P1 → to the holding position of RWY 25R for departure.
- Aircraft from stands 17 to 22; 23 to 28; 29 to 32; 41 to 46; 47 to 54: Aircraft are pushed back to taxi via TWY S5/(TWY Z2/Z3/Z4 → TWY S5) → TWY S/V → TWY S4 → TWY P1 → to the holding position of RWY 25R for departure.
- Aircraft from stands 33 to 36; 37 to 40: Aircraft are pushed back to taxi via TWY Z1 → TWY S5/V → TWY S5 → TWY S/V → TWY S4 → TWY P1 → to the holding position of RWY 25R for departure.
- Aircraft from stands 71 to 88: Aircraft taxi via TWY Z → TWY Z1 → TWY V → TWY S5 → TWY S/V → TWY S4 → TWY P1 → to the holding position of RWY 25R for departure.
- Aircraft from stands 91 to 104: Aircraft are pushed back to taxi via TWY Z → TWY Z1 → TWY V → TWY S5 → TWY S/V → TWY S4 → TWY P1 → to the holding position of RWY 25R for departure.

**b. RWY 07L:**

- Aircraft from stands 1 to 8: Aircraft taxi via TWY S → TWY S5 → TWY V → TWY S10 → RWY 25L/07R → TWY P6 → to the holding position of RWY 07L for departure.
- Aircraft from stands 9 to 16: Aircraft are pushed back to taxi via TWY V → TWY S10 → RWY 25L/07R → TWY P6 → to the holding position of RWY 07L for departure.
- Aircraft from stands 17 to 22; 23 to 28; 29 to 32; 41 to 46; 47 to 54: Aircraft are pushed back to taxi via TWY S5/(TWY Z2/Z3/Z4 → TWY S5) → TWY V/(TWY Z1 → TWY V) → TWY S10 → RWY 25L/07R → TWY P6 → to the holding position of RWY 07L for departure.
- Aircraft from stands 33 to 36; 37 to 40: Aircraft are pushed back to taxi via TWY Z1 → TWY V → TWY S10 → RWY 25L/07R → TWY P6 → to the holding position of RWY 07L for departure.
- Aircraft from stands 71 to 88: Aircraft taxi via TWY Z → TWY Z1/Z6/Z7 → TWY V → TWY S10 → RWY 25L/07R → TWY P6 → to the holding position of RWY 07L for departure.
- Aircraft from stands 91 to 104: Aircraft are pushed back to taxi via TWY Z → TWY Z1/Z6/Z7 → TWY V → TWY S10 → RWY 25L/07R → TWY P6 → to the holding position of RWY 07L for departure.

**For arrival aircraft****a. RWY 25R:**

- Aircraft into stands from 1 to 8; 9 to 16: After landing, aircraft continue to taxi on RWY 25R/07L → (TWY P5 → TWY S8)/(TWY P6 → TWY S9/S10) → TWY V → stands.
- Aircraft into stands from 17 to 22; 29 to 32: After landing, aircraft continue to taxi on RWY 25R/07L → (TWY P5 → TWY S8)/(TWY P6 → TWY S9/S10) → TWY V → TWY S5/(TWY Z1 → TWY S5) → stands.
- Aircraft into stands from 23 to 28; 41 to 46; 47 to 54: After landing, aircraft continue to taxi on RWY 25R/07L → (TWY P5 → TWY S8)/(TWY P6 → TWY S9/S10) → TWY V/(TWY Z7/Z6 → TWY Z → TWY Z1) → TWY S5 → TWY Z2/Z3/Z4 → stands.
- Aircraft into stands from 33 to 36; 37 to 40: After landing, aircraft continue to taxi on RWY 25R/07L → (TWY P5 → TWY S8)/(TWY P6 → TWY S9/S10) → TWY V/(TWY Z6/Z7 → TWY Z) → TWY Z1 → stands.
- Aircraft into stands from 71 to 88: After landing, aircraft continue to taxi on RWY 25R/07L → (TWY P5 → TWY S8)/(TWY P6 → TWY S9/S10) → TWY V → stands.
- Aircraft into stands from 91 to 104: After landing, aircraft continue to taxi on RWY 25R/07L → (TWY P5 → TWY S8)/(TWY P6 → TWY S9/S10) → TWY V → TWY Z7/Z6/Z1 → TWY Z → stands.

**b. RWY 07L:**

- Aircraft into stands from 1 to 8; 9 to 16: After landing, aircraft continue to taxi on RWY 07L/25R → TWY P1 → TWY S5/S4/S3 → TWY V → stands.
- Aircraft into stands from 17 to 22; 29 to 32: After landing, aircraft continue to taxi on RWY 07L/25R → TWY P1 → TWY S5/(TWY S4 → TWY S/V → TWY S5) → stands.
- Aircraft into stands from 23 to 28; 41 to 46; 47 to 54: After landing, aircraft continue to taxi on RWY 07L/25R → TWY P1 → TWY S5/(TWY S4 → TWY S/V → TWY S5 → TWY Z2/Z3/Z4 → stands.
- Aircraft into stands from 33 to 36; 37 to 40: After landing, aircraft continue to taxi on RWY 07L/25R → TWY P1 → TWY S5/(TWY S4 → TWY S/V → TWY S5) → TWY S5/V → TWY Z1 → stands.
- Aircraft into stands from 71 to 88: After landing, aircraft continue to taxi on RWY 07L/25R → TWY P1 → TWY S5/(TWY S4 → TWY S/V → TWY S5) → TWY V → stands.
- Aircraft into stands from 91 to 104: After landing, aircraft continue to taxi on RWY 07L/25R → TWY P1 → TWY S5/(TWY S4 → TWY S/V → TWY S5) → TWY V → TWY Z1/Z6/Z7/Z → stands.

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**JEPPESSEN** **HO CHI MINH, VIETNAM**  
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# AIRCRAFT TAXIING PROCEDURE (CONTD)

## Note:

- Aircraft taxiing into/out of new TWYs assisted by follow-me car (free of charge) during transition time for renaming of TWYs and 30 days after the transition period.
- Departure aircraft, taxi via TWY S → turn left to TWY S3 or taxi via TWY S → turn right to TWY S4: only applied for aircraft up to A321 and equivalent.
- After landing, aircraft vacate RWY 07R/25L via TWY S4 → turn left to TWY S or taxi to TWY S3 → turn right to TWY S: only applied for aircraft up to A321 and equivalent (aircraft vacate RWY via TWY S1: Applied as the current procedure).
- Other cases: Pilots follow ATC instructions strictly.

## For departure aircraft

### a. RWY 25L:

- Aircraft from stands 1 to 8: Aircraft taxi via TWY S → TWY S3/S1 → to the holding position of RWY 25L for departure.
- Aircraft from stands 9 to 16: Aircraft are pushed back to taxi via TWY V → TWY S3/S1 → to the holding position of RWY 25L for departure.
- Aircraft from stands 17 to 22; 23 to 28; 29 to 32; 41 to 46; 47 to 54: Aircraft are pushed back to taxi via S5/(TWY Z2/Z3/Z4 → TWY S5) → TWY V/S → TWY S3/S1 → to the holding position of RWY 25L for departure.
- Aircraft from stands 33 to 36; 37 to 40: Aircraft are pushed back to taxi via TWY Z1 → TWY S5/V → TWY S5 → TWY V/S → TWY S3/S1 → to the holding position of RWY 25L for departure.
- Aircraft from stands 71 to 88: Aircraft taxi via TWY Z → TWY Z1 → TWY V → TWY V/(TWY S5 → TWY S) → TWY S3/S1 → to the holding position of RWY 25L for departure.
- Aircraft from stands 91 to 104: Aircraft are pushed back to taxi via TWY Z → TWY V → TWY V/(TWY S5 → TWY S) → TWY S3/S1 → to the holding position of RWY 25L for departure.

### b. RWY 07R:

- Aircraft from stands 1 to 8: Aircraft taxi via TWY S → TWY S5 → TWY V → TWY S8/S10 → to the holding position of RWY 07R for departure.
- Aircraft from stands 9 to 16: Aircraft are pushed back to taxi via TWY V → TWY S8/S10 → to the holding position of RWY 07R for departure.
- Aircraft from stands 17 to 22; 23 to 28; 29 to 32; 41 to 46; 47 to 54: Aircraft are pushed back to taxi via S5/(TWY Z2/Z3/Z4 → TWY S5) → TWY V/(TWY Z1 → TWY V) → TWY S8/S10 → to the holding position of RWY 07R for departure.
- Aircraft from stands 33 to 36; 37 to 40: Aircraft are pushed back to taxi via TWY Z1 → TWY V → TWY S8/S10 → to the holding position of RWY 07R for departure.
- Aircraft from stands 71 to 88: Aircraft taxi via TWY Z → TWY Z1/Z6/Z7 → TWY V → TWY S8/S10 → to the holding position of RWY 07R for departure.
- Aircraft from stands 91 to 104: Aircraft are pushed back to taxi via TWY Z → TWY Z1/Z6/Z7 → TWY V → TWY S8/S10 → to the holding position of RWY 07R for departure.

## For arrival aircraft

### a. RWY 25L:

- Aircraft into stands from 1 to 8; 9 to 16: After landing, aircraft continue to taxi on RWY 25L/07R → TWY S6/S7/S8/S9/S10 → TWY V → stands.
- Aircraft into stands from 17 to 22; 29 to 32: After landing, aircraft continue to taxi on RWY 25L/07R → TWY S6/S7/S8/S9/S10 → TWY V → TWY S5/(TWY Z1 → TWY S5) → stands.
- Aircraft into stands from 23 to 28; 41 to 46; 47 to 54: After landing, aircraft continue taxi on RWY 25L/07R → TWY S6/S7/S8/S9/S10 → TWY V → TWY S5/(TWY Z7/Z6 → TWY Z) → TWY Z1 → TWY S5/(TWY Z1 → TWY Z5) → TWY Z2/Z3/Z4 → stands.
- Aircraft into stands from 33 to 36; 37 to 40: After landing, aircraft continue to taxi on RWY 25L/07R → TWY S6/S7/S8/S9/S10 → TWY V/(TWY Z7/Z6 → TWY Z) → TWY Z1 → stands.
- Aircraft into stands from 71 to 88: After landing, aircraft continue to taxi on RWY 25L/07R → TWY S6/S7/S8/S9/S10 → TWY V → stands.
- Aircraft into stands from 91 to 104: After landing, aircraft continue to taxi on RWY 25L/07R → TWY S6/S7/S8/S9/S10 → TWY V → TWY Z7/Z6/Z1 → TWY Z → stands.

### b. RWY 07R:

- Aircraft into stands from 1 to 8; 9 to 16: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S5/S4/S3/S1 → TWY V → stands; or
- Aircraft into stands from 1 to 8; 9 to 16: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S6 → TWY V → stands.
- Aircraft into stands from 17 to 22; 29 to 32: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S5/S4/S3/S1 → TWY S/V → TWY S5 → stands; or
- Aircraft into stands from 17 to 22; 29 to 32: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S6 → TWY V → TWY S5 → stands.
- Aircraft into stands from 23 to 28; 41 to 46; 47 to 54: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S5/S4/S3/S1 → TWY S/V → TWY S5 → TWY Z2/Z3/Z4 → stands; or
- Aircraft into stands from 23 to 28; 41 to 46; 47 to 54: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S6 → TWY V → TWY Z1 → TWY S5 → TWY Z2/Z3/Z4 → stands.
- Aircraft into stands from 33 to 36; 37 to 40: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S5/(TWY S4/S3/S1 → TWY S/V → TWY S5) → TWY S5/V → TWY Z1 → stands; or
- Aircraft into stands from 33 to 36; 37 to 40: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S6 → TWY V → TWY Z1 → stands.
- Aircraft into stands from 71 to 88: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S5/S4/S3/S1 → TWY S/V → TWY S5 → TWY V → stands; or
- Aircraft into stands from 71 to 88: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S6 → TWY V → stands.
- Aircraft into stands from 91 to 104: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S5/S4/S3/S1 → TWY S/V → TWY S5 → TWY V → TWY Z1/Z6/Z7 → TWY Z → stands; or
- Aircraft into stands from 91 to 104: After landing, aircraft continue to taxi on RWY 07R/25L → TWY S6 → TWY V → TWY Z1 → TWY Z → stands.

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### PROCEDURES OF TOWING AND PUSHING AIRCRAFT INTO AND OUT OF STANDS

Aircraft stand	Aircraft tow/push-back procedure
1T	+ Aircraft are towed/pushed from apron to TWY Z → turn left into stand 1T. When being pushed out, the nose of aircraft is toward to the West. + Aircraft from stand 1T → pushed back into stand 84 or pushed back into TWY Z7 → towed into allocated stand or aircraft are pushed back to TWY Z, with its nose to the West → pushed back into allocated stand. Note: Stand 1T is not operated when there is aircraft parking at TWY Z (a portion in front of stands from 84 to 88).
2T	+ Aircraft are towed/pushed from apron to TWY V → TWY Z6 or towed via TWY Z → pushed back into TWY Z6. + Aircraft from stand 2T → TWY Z → allocated stand.
3T	+ Aircraft are towed/pushed from apron to TWY V → TWY S3 → TWY S → TWY V or towed/pushed from apron to TWY V → TWY S3 → pushed back into TWY V. + Aircraft from stand 3T → TWY V → allocated stand.
4T	+ Aircraft are towed/pushed from apron to TWY V → TWY S3 → TWY S → TWY V or towed/pushed from apron to TWY V → TWY S3 → pushed back into TWY V. + Aircraft from stand 4T → TWY V → allocated stand.
5T	+ Aircraft are towed/pushed from apron to TWY V → TWY S3 → TWY S → TWY V or towed/pushed from apron to TWY V → TWY S3 → pushed back into TWY V. + Aircraft from stand 5T → TWY V or from stand 5T → pushed back into TWY V → TWY S → allocated stand.
6T	+ Aircraft are towed/pushed from apron to TWY V → stand 6T or towed to TWY Z → pushed back into stand 6T. + Aircraft from stand 6T → TWY Z → allocated stand.
7T	+ Aircraft are towed/pushed from apron to TWY V → stand 7T or towed to TWY Z → pushed back into stand 7T. + Aircraft from stand 7T → TWY Z → allocated stand.
8T	+ Aircraft are towed/pushed from apron to TWY S5 → TWY Z1 or aircraft are towed/pushed from apron → pushed back into TWY Z1. + Aircraft from stand 8T → TWY Z1 or pushed back into TWY S5 → allocated stand.
9T	+ Aircraft are towed/pushed from apron to TWY S5 → TWY Z1 or aircraft are towed/pushed from apron → pushed back into TWY Z1. + Aircraft from stand 9T → TWY Z1 or pushed back into TWY S5 → allocated stand.
10T	+ Aircraft are towed/pushed from apron to TWY Z → stand 10T. + Aircraft from stand are pushed into TWY Z → allocated stand or pushed back into TWY Z7/available stand → TWY Z → allocated stand.
11T	+ Aircraft are towed/pushed from apron to TWY Z → stand 11T. + Aircraft from stand are pushed back into TWY Z → allocated stand or pushed back into TWY Z7/available stand → TWY Z → allocated stand.
12T	+ Aircraft are towed/pushed from apron to TWY V → TWY Z7 or towed to TWY Z → pushed back into TWY Z7. + Aircraft from stand 12T → TWY Z → allocated stand.
13T	+ Aircraft are towed/pushed from apron to TWY V/Z1 → pushed back to TWY S6. + Aircraft from stand 13T → TWY V/Z1 → allocated stand.
14T	+ Aircraft are towed/pushed from apron to TWY V → pushed back to TWY S7. + Aircraft from stand 14T → TWY V → allocated stand.

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#### 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. Aircraft stands from 17 to 22, 29, from 10 to 16, 33, 34, 52, are used for these aircraft types.

#### OPERATION OF AIRCRAFT B747-8

1. Rwy 07L/25R: MTOW 447.695 tons/406,142 kg only avbl for 2 flights/week (1 flight: 1 take-off and 1 landing).
2. Rwy 07R/25L: MTOW 391 tons/354,709 kg (not more than 5% of total flights /day). MTOW 422.6 tons/383,739 kg only avbl 2 flights/day.
3. Aircraft Stands 16 and 33 are available for B747-8 and equivalent.
4. Acft shall control taxi speed and will need a small amount of judgmental oversteering to maintain ICAO-recommended 15'/4.5m clearances of outside main gear track and pavement edge when taxiing on the intersection of runways/taxiways/apron.
5. Taxi procedures applied for aircraft B747-8 as follows:

##### 5.1. Aircraft departing from Stands 16, 30:

- For Rwy 25R: Aircraft are pushed back → TWYs S5, S5/S1 → turn left to TWY S4 → Rwy 25L/07R → TWY P1 → holding point for departure.
- For Rwy 07L: Aircraft are pushed back → TWY S5 → turn left to TWY V → holding point V → Rwy 07R/25L → TWY P6 → holding point for departure.
- For Rwy 25L: Aircraft are pushed back → TWY S5 → turn right to TWY S1 → holding point for departure.
- For Rwy 07R: Aircraft are pushed back → TWY S5 → turn left to TWY V → holding point for departure.

##### 5.2. Aircraft arriving into Stands 16, 30:

- For Rwy 25R: After landing, aircraft vacate left Rwy via TWY P6 → THR Rwy 07R → TWY V → turn right to TWY S5 → stands.
- For Rwy 07L: After landing, aircraft vacate right Rwy via TWY P1 → Rwy 07R/25L → TWY S5/S4/S1 → TWY S5 → stands.
- For Rwy 25L: After landing, aircraft vacate left Rwy via TWY S8/V → turn right to TWY S5 → stands.
- For Rwy 07R: After landing, aircraft vacate right Rwy via TWY S4/S3/S1 → turn right to TWY S5 → stands.

##### 5.3. Remarks:

- Taxiing speed must be under 12 kts during taxiing on TWYs V, S1, S5.
- Aircraft are requested to follow Tower and Ground Control unit instructions strictly.
- The Airlines operating of aircraft B747-8 must base on flight regulations, current airport situation including: natural condition, wind, temperature, QNH, parameters of RWYs, TWYs, aprons, flight procedures, obstacles, etc., to calculate take-off available weight at Rwy 25R/07L.

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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 stand number 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19.

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

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

Max distance between the center of the nose wheel of aircraft, and the center of the stop-position of stand: +1m (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.

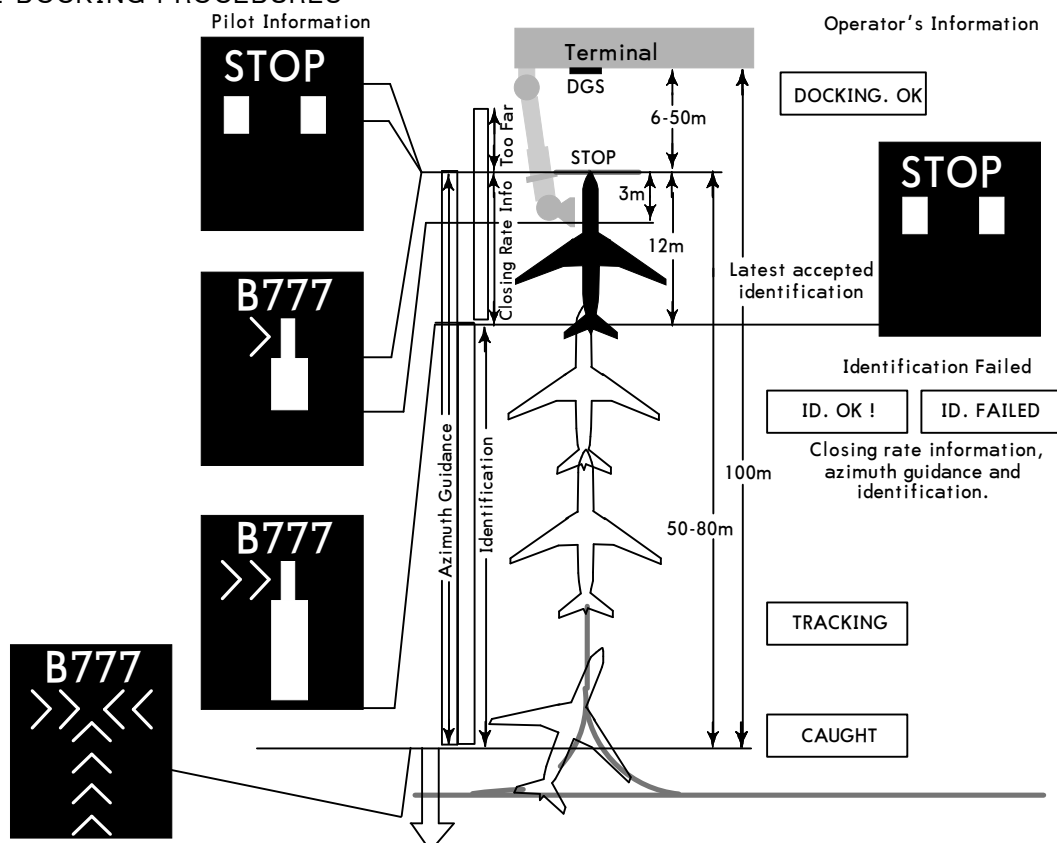
**WARNING:** If the pilot is unsure of the information being shown on the Safedock Display Unit, he must immediately stop the aircraft and obtain further information for clearance.

**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





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#### 4.1 START OF DOCKING

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.

WAIT

#### 4.2 CAPTURE

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.



#### 4.3 TRACKING

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.

A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.



#### 4.4 CLOSING RATE

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.

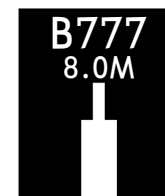
The picture illustrates the aircraft 10m from stop position, slightly left of the centerline. The red arrow indicates the direction to steer.



#### 4.5 ALIGNED TO CENTER

The aircraft is 8m from the stop position.

The absence of any direction arrow indicates an aircraft on the centerline.



#### 4.6 SLOW DOWN (DECREASE SPEED)

If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning to the pilot.



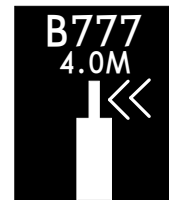
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#### 4.7 AZIMUTH GUIDANCE

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.



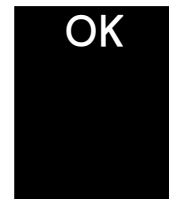
#### 4.8 STOP POSITION REACHED

When the correct stop-position is reached, the display will show "STOP" with red lights.



#### 4.9 DOCKING COMPLETE

When the aircraft has parked, "OK" will be displayed.



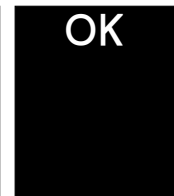
#### 4.10 OVERSHOOT

If the aircraft overshoots the stop-position, "TOO FAR" will be displayed.



#### 4.11 STOP SHORT

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.



#### 4.12 WAIT

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.

**THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.**



#### 4.13 BAD WEATHER CONDITON

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.

**THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING RATE BAR IS SHOWN.**



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#### 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.

STOP

ID

FAIL

#### 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.

WAIT

GATE

BLOCK

#### 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.

WAIT

VIEW

BLOCK

#### 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.

STOP

SBU

#### 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.

STOP

TOO

FAST

#### 4.19 EMERGENCY STOP



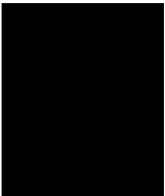
When the emergency stop button is pressed, "STOP" is displayed.

STOP

VVTS/SGN

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13 MAR 15 **10-9F**

**HO CHI MINH, VIETNAM**  
**TAN SON NHAT INTL**

<p>4.20 CHOCKS ON</p> <p>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.</p>	
<p>4.21 ERROR</p> <p>If a system error occurs, the message "ERROR" is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.</p>	
<p>4.22 SYSTEM BREAKDOWN</p> <p>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.</p> <p>4.23 POWER FAILURE</p> <p>In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.</p>	



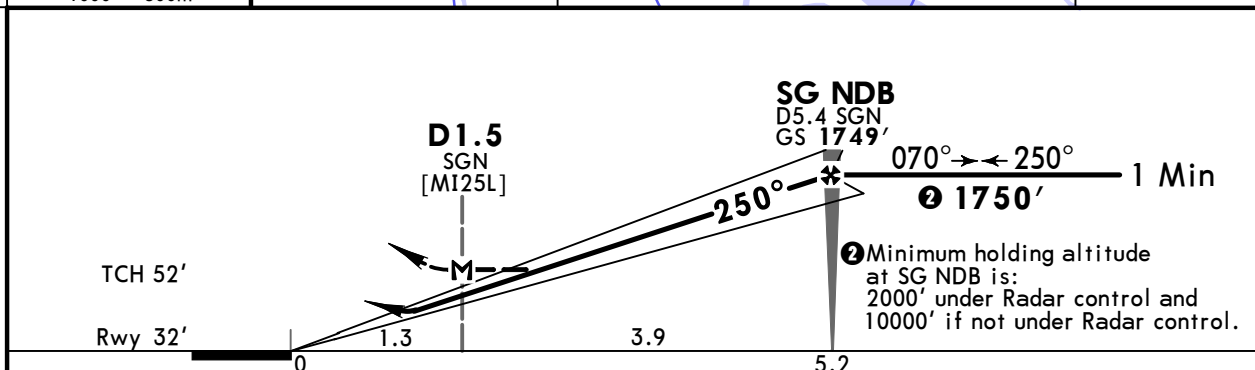
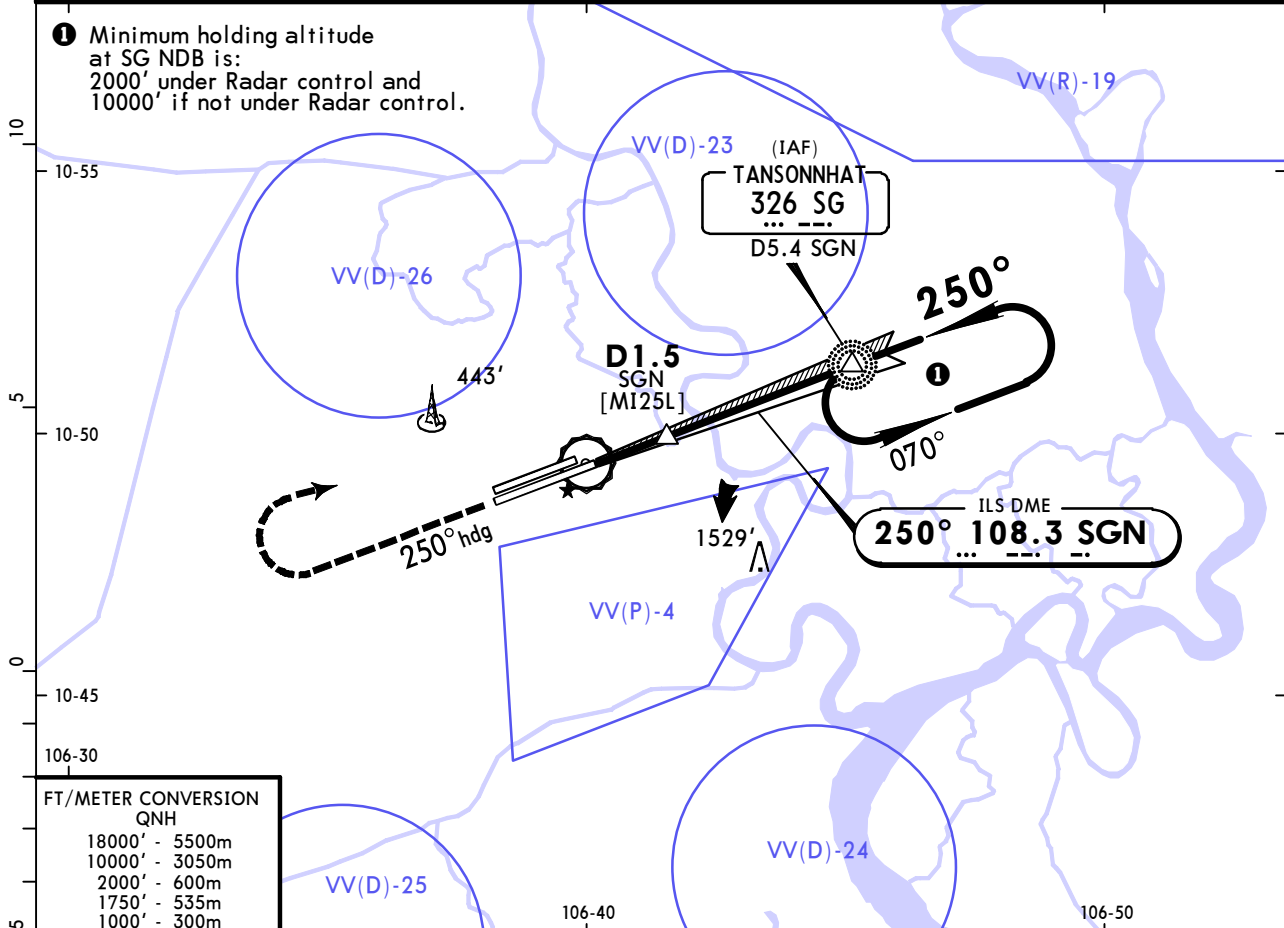
# VVTS/SGN TAN SON NHAT INTL

22 JAN 21 (11-2)

JEPPESSEN

HO CHI MINH, VIETNAM  
ILS Z Rwy 25L

ATIS <b>128.0</b>	TAN SON NHAT Arrival <b>126.35</b>	TAN SON NHAT Terminal <b>125.5</b>	TAN SON NHAT Tower <b>118.7</b>	TAN SON NHAT Ground GROUND 1 <b>121.9</b> GROUND 2 <b>121.6</b>
LOC SGN <b>108.3</b>	Final Apch Crs <b>250°</b>	SG NDB <b>1749'</b> (1717')	ILS DA(H) Refer to Minimums	Apt Elev 33' Rwy 32'
<b>MISSED APCH: Maintain final approach track, climb to 1000', turn RIGHT to SG NDB, continue climbing to 2000', join holding pattern or follow TSN Tower instructions.</b>				<div>2800</div>
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 190 Trans alt: 18000' 1. DME, NDB required. 2. Radar vectoring required.				MSA SG NDB



Gnd speed-Kts	70	90	100	120	140	160						
GS	3.00°	372	478	531	637	743	849					
MAP at D1.5 SGN or FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28					

STRAIGHT-IN LANDING RWY 25L				CEILING REQUIRED		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized South of Rwy			
DA(H) A: <b>321'</b> (289') B: <b>331'</b> (299')		C: <b>341'</b> (309') D: <b>351'</b> (319')		MDA(H) <b>510'</b> (478')			
FULL		CEIL-VIS		ALS out			
A		310' - 1400m					
B	310' - RVR 700m VIS 1100m			480' - RVR 1500m VIS 2100m		660' (627') 630' - 2400m	
C		310' - 1500m					
D	330' - RVR 800m VIS 1200m	330' - 1600m		480' - 2400m		990' (957') 960' - 4800m	

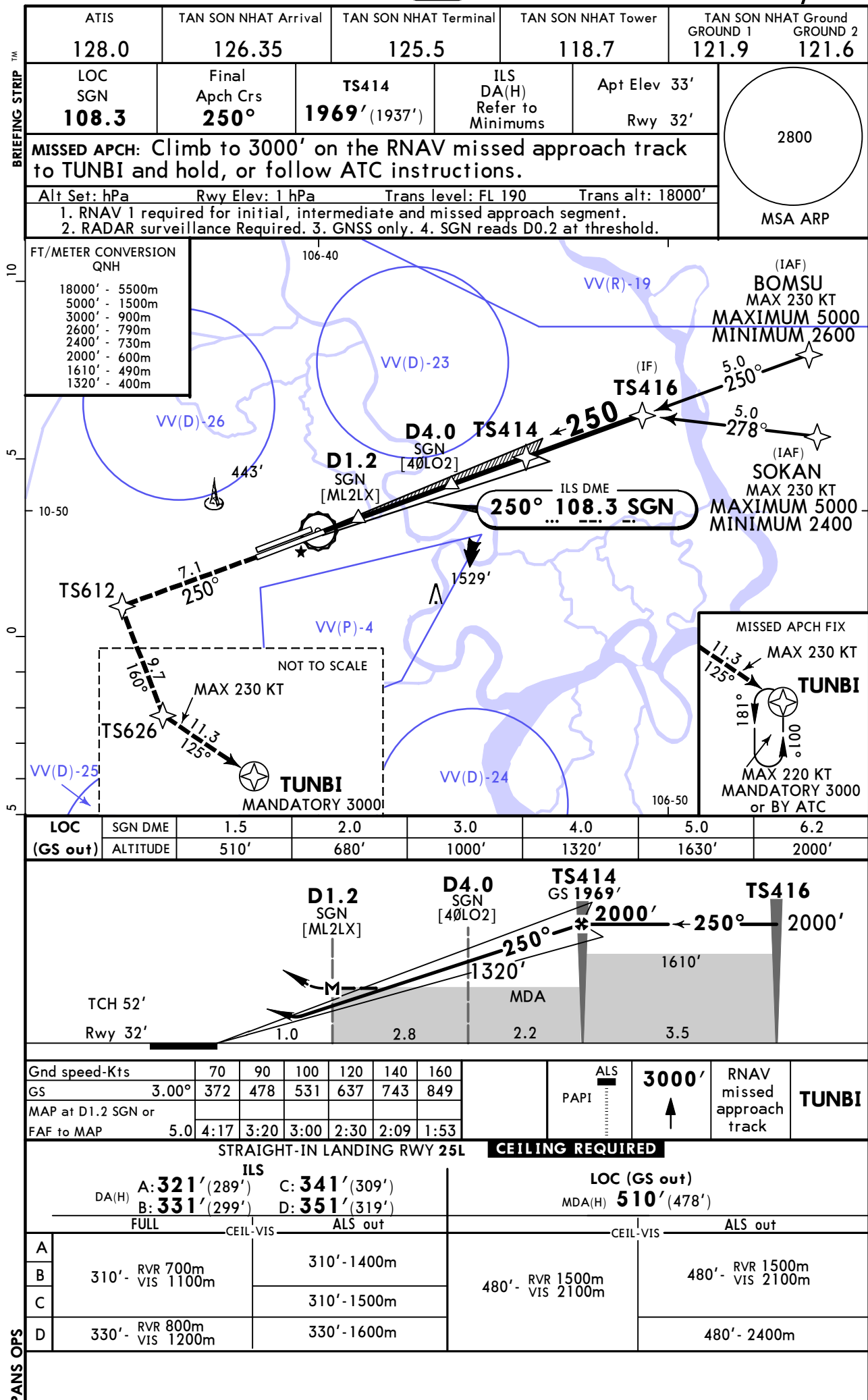
CHANGES: Missed approach text, minimums.

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**VVTS/SGN**
**TAN SON NHAT INTL**

22 JAN 21

(11-2A)

**JEPPESSEN**
**HO CHI MINH, VIETNAM**
**ILS X Rwy 25L**




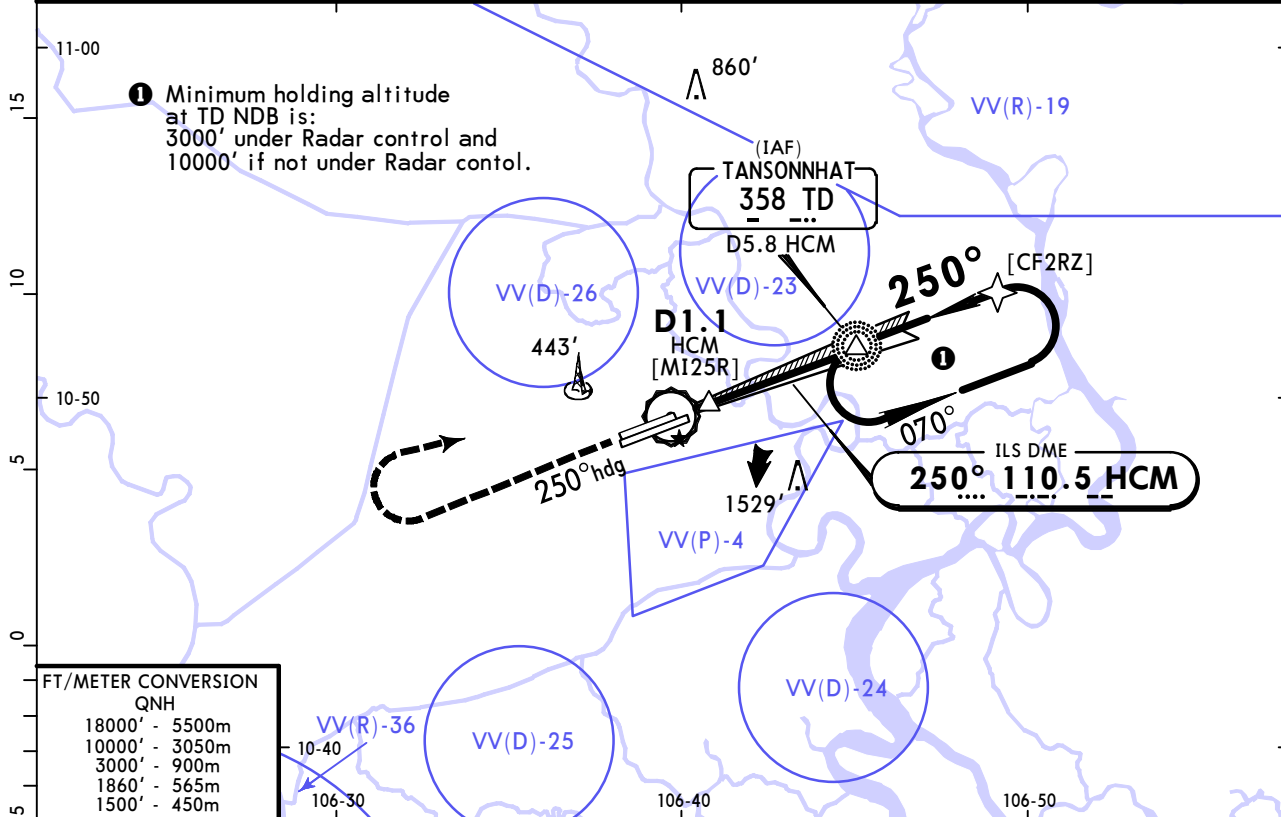


# VVTS/SGN TAN SON NHAT INTL

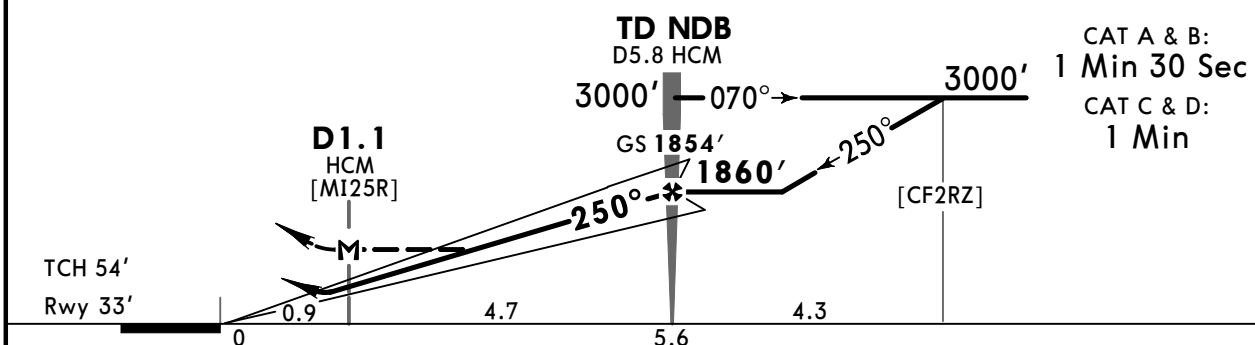
22 JAN 21 **(11-4)**

HO CHI MINH, VIETNAM  
ILS Z Rwy 25R

BRIEFING STRIP™	ATIS		TAN SON NHAT Arrival		TAN SON NHAT Terminal		TAN SON NHAT Tower		TAN SON NHAT Ground GROUND 1		TAN SON NHAT Ground GROUND 2	
	128.0		126.35		125.5		118.7		121.9		121.6	
	LOC HCM		Final Apch Crs		TD NDB		ILS DA(H) Refer to Minimums		Apt Elev 33'		<div>2800</div> <div>MSA TD NDB</div>	
	110.5		250°		1854'(1821')				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 ATC instructions.											
	Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 190		Trans alt: 18000'					
	1. DME required. 2. NDB required. 3. Radar vectoring required.											



FT/METER CONVERSION	QNH
18000' - 5500m	
10000' - 3050m	
3000' - 900m	
1860' - 565m	
1500' - 450m	



Gnd speed-Kts	70	90	100	120	140	160						
GS	3.00°	372	478	531	637	743	849					
MAP at D1.1 HCM												
NDB to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46					

STRAIGHT-IN LANDING RWY 25R				CEILING REQUIRED		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not Authorized South of Rwy	
DA(H)				MDA(H)		Max Kts	
A, B, C: <b>233'</b> (200')				<b>430'</b> (397')		100	
D: <b>240'</b> (207')						135	
FULL				CEIL-VIS		ALS out	
A				220' - RVR 1200m		VIS 1200m	
B				400' - RVR 1700m		VIS 2000m	
C				400' - RVR 1700m		VIS 2800m	
D				400' - RVR 2000m		VIS 2800m	

CHANGES: TCH.

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# VVTS/SGN

## TAN SON NHAT INTL

22 JAN 21

(11-4A)

# HO CHI MINH, VIETNAM

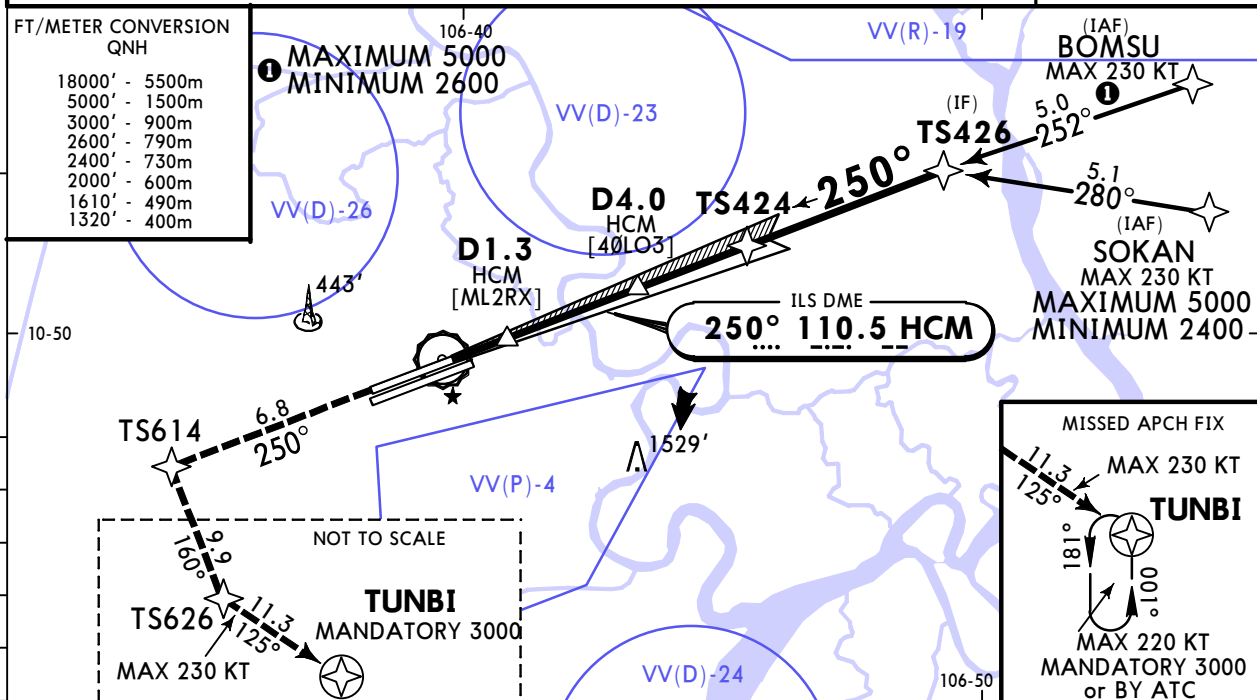
## ILS X Rwy 25R

BRIEFING STRIP™

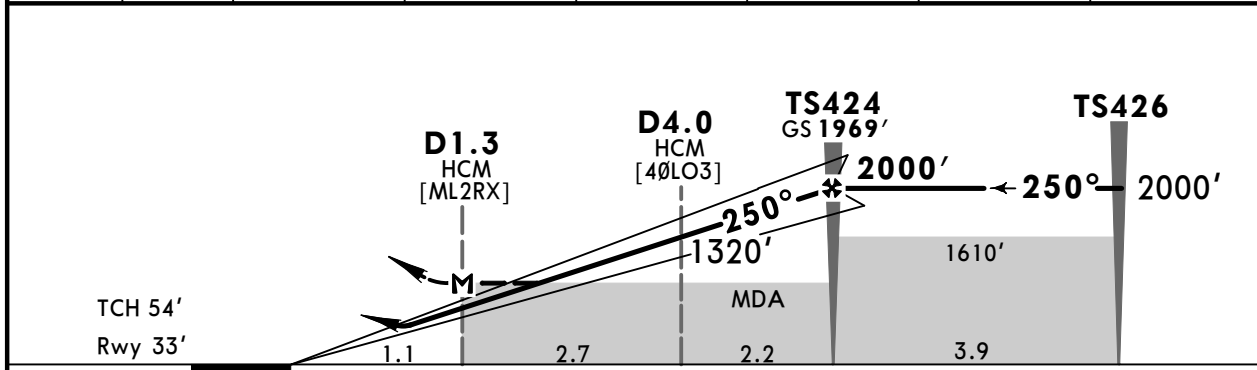
ATIS <b>128.0</b>	TAN SON NHAT Arrival <b>126.35</b>	TAN SON NHAT Terminal <b>125.5</b>	TAN SON NHAT Tower <b>118.7</b>	TAN SON NHAT Ground GROUND 1 <b>121.9</b> GROUND 2 <b>121.6</b>
LOC HCM <b>110.5</b>	Final Apch Crs <b>250°</b>	TS424 <b>1969'</b> (1936')	ILS DA(H) Refer to Minimums	Apt Elev 33' Rwy 33'
<b>MISSED APCH: Climb to 3000' on the RNAV missed approach track to TUNBI and hold, or follow ATC instructions.</b>				
Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: FL 190      Trans alt: 18000'				
1. RNAV1 required for initial, intermediate and missed approach segment. 2. RADAR surveillance required. 3. GNSS only. 4. HCM reads D0.2 at threshold.				
<div style="text-align: center;">2800</div> <div style="text-align: center;">MSA ARP</div>				

### FT/METER CONVERSION QNH

18000' - 5500m
5000' - 1500m
3000' - 900m
2600' - 790m
2400' - 730m
2000' - 600m
1610' - 490m
1320' - 400m



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				
GS	3.00°	372	478	531	637	743	849			
MAP at D1.3 HCM										
FAF to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50			

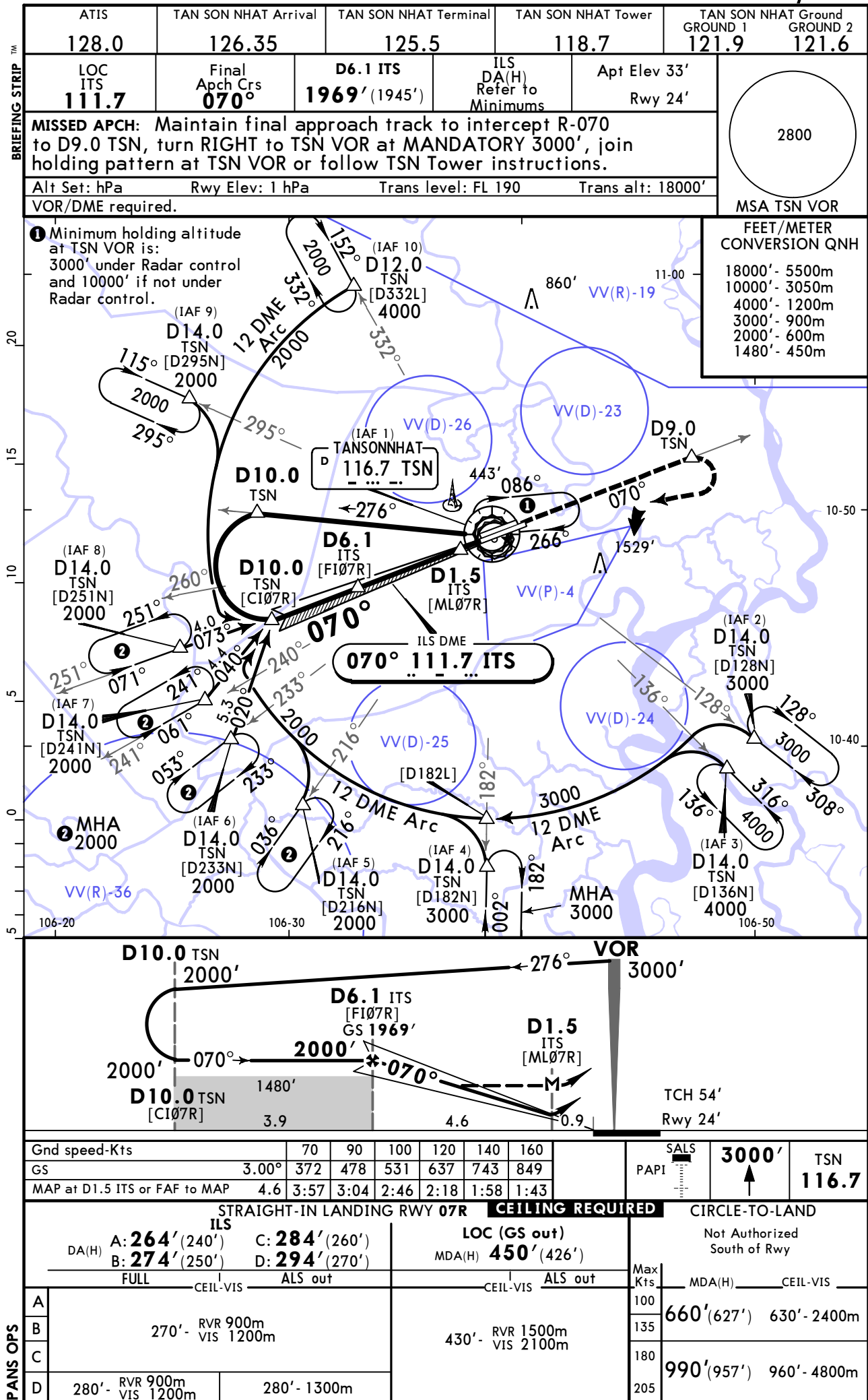
STRAIGHT-IN LANDING RWY 25R				CEILING REQUIRED	CIRCLE-TO-LAND	
ILS				LOC (GS out)		
DA(H) A: <b>270'</b> (237') C: <b>289'</b> (256') B: <b>280'</b> (247') D: <b>299'</b> (266')				MDA(H) <b>510'</b> (477')		
FULL ————— CEIL-VIS ————— ALS out				————— CEIL-VIS ————— ALS out		
A	270' - RVR 1200m VIS 1200m			480' - RVR 2000m VIS 2000m		NOT APPLICABLE
B						
C				480' - RVR 2000m VIS 2800m		
D	280' - RVR 1300m VIS 1300m			480' - RVR 2400m VIS 2800m		

PANS OPS

# VVTS/SGN TAN SON NHAT INTL

5 FEB 21 **(11-5)**

HO CHI MINH, VIETNAM  
ILS Y Rwy 07R



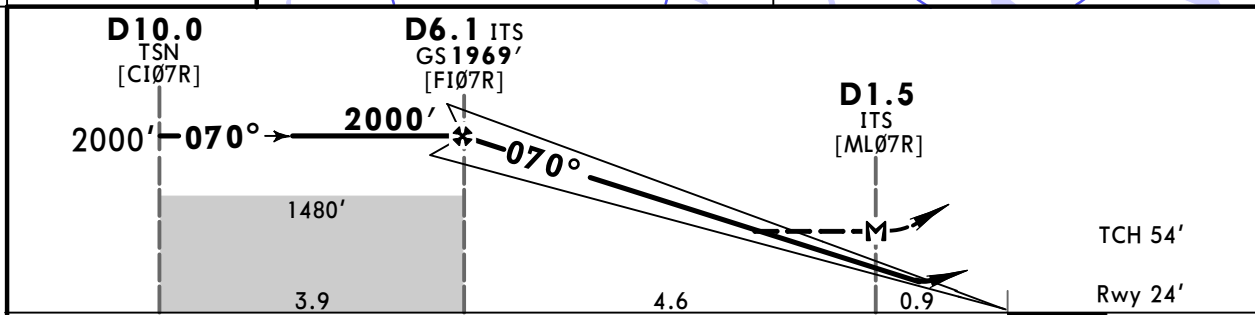
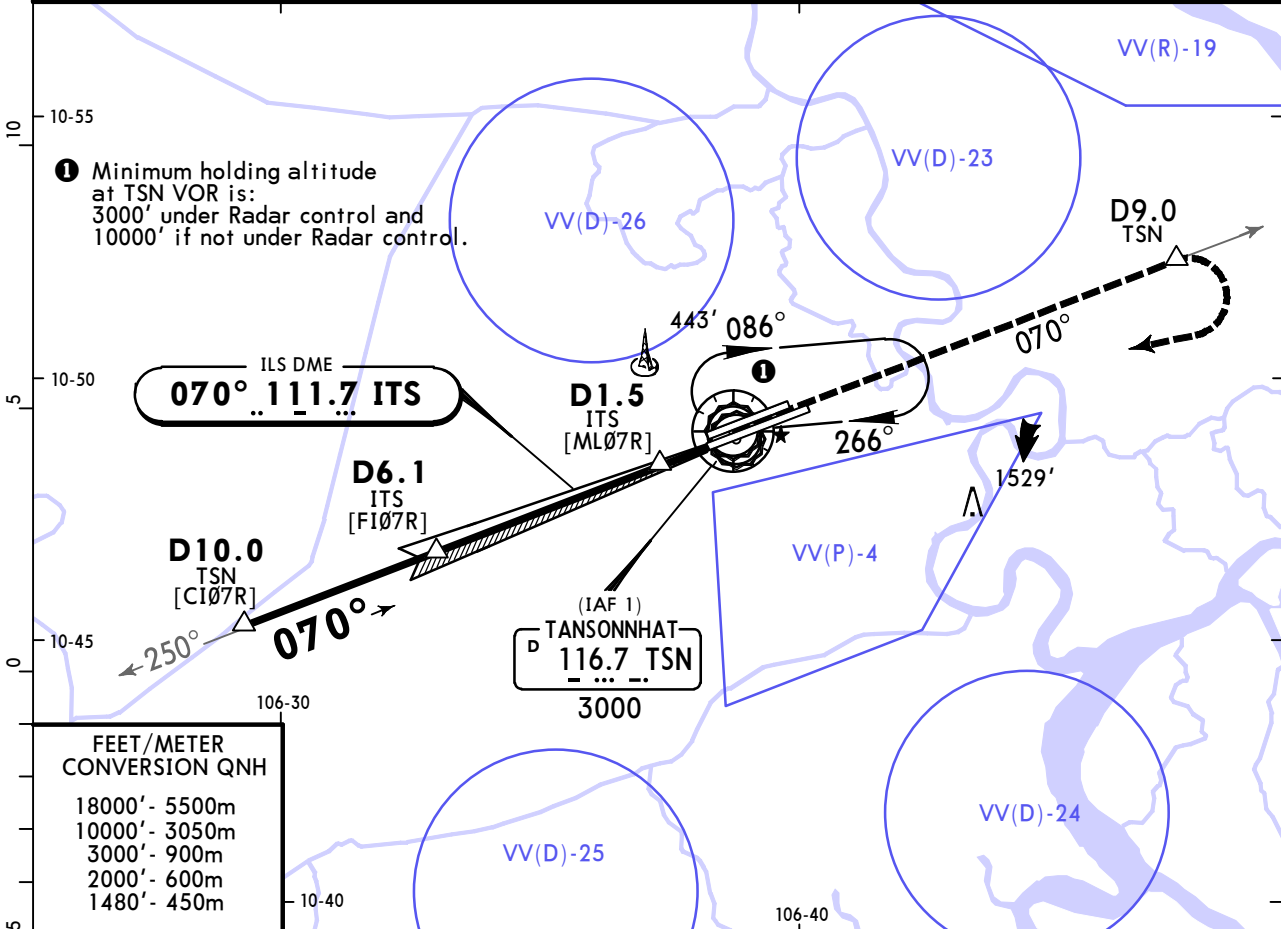
# VVTS/SGN

## TAN SON NHAT INTL

**JEPPESSEN**

5 FEB 21 **(11-6)**
**HO CHI MINH, VIETNAM**  
**ILS Z Rwy 07R**

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	TAN SON NHAT Ground GROUND 1 GROUND 2
128.0	126.35	125.5	118.7	121.9 121.6
LOC ITS <b>111.7</b>	Final Apch Crs <b>070°</b>	<b>D6.1 ITS</b> <b>1969'</b> (1945')	ILS DA(H) Refer to Minimums	Apt Elev 33' Rwy 24'
<b>MISSED APCH: Maintain final approach track to intercept R-070 to D9.0 TSN, turn RIGHT to TSN VOR at MANDATORY 3000', join holding pattern at TSN VOR or follow TSN Tower instructions.</b>				2800
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 190	Trans alt: 18000'	MSA TSN VOR
Radar vectoring required.				



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743
MAP at D1.5 ITS						
FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58

STRAIGHT-IN LANDING RWY 07R				CEILING REQUIRED		CIRCLE-TO-LAND	
<b>ILS</b> DA(H) A: <b>264'</b> (240') C: <b>284'</b> (260') B: <b>274'</b> (250') D: <b>294'</b> (270') FULL CEIL-VIS ALS out				<b>LOC (GS out)</b> MDA(H) <b>450'</b> (426') CEIL-VIS ALS out		Not Authorized South of Rwy	
A 270'- RVR 900m B 270'- RVR 900m C 270'- RVR 900m D 280'- RVR 900m				430'- RVR 1500m 280'- 1300m		Max Kts 100 660' (627') 630'- 2400m 135 660' (627') 630'- 2400m 180 990' (957') 960'- 4800m 205 990' (957') 960'- 4800m	

CHANGES: Reissue.

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# VVTS/SGN

## TAN SON NHAT INTL

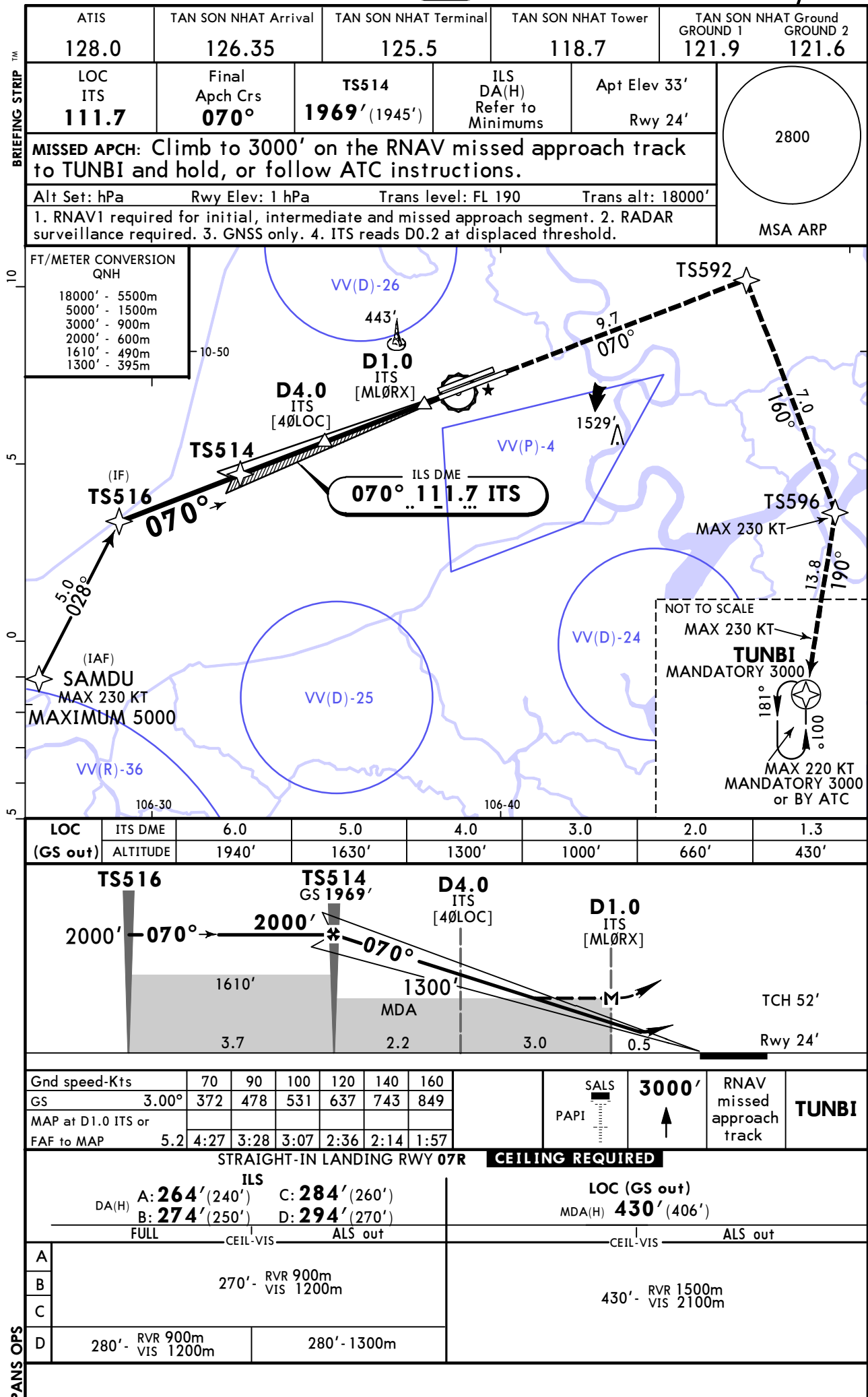
22 JAN 21

(11-6A)

JEPPESSEN

HO CHI MINH, VIETNAM

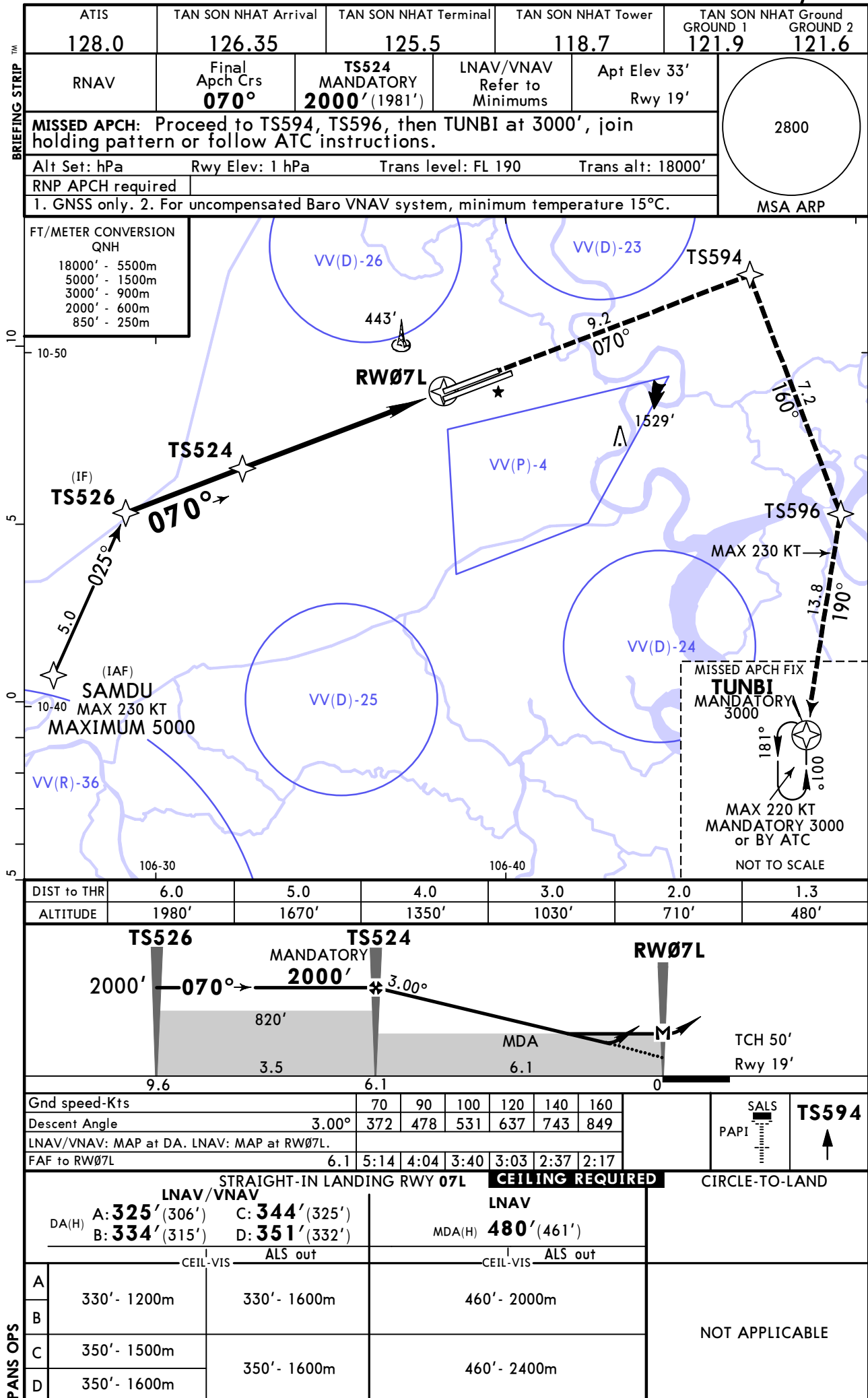
ILS X Rwy 07R



# VVTS/SGN TAN SON NHAT INTL

27 DEC 19 **(12-1)**

**HO CHI MINH, VIETNAM**  
**RNP Rwy 07L**

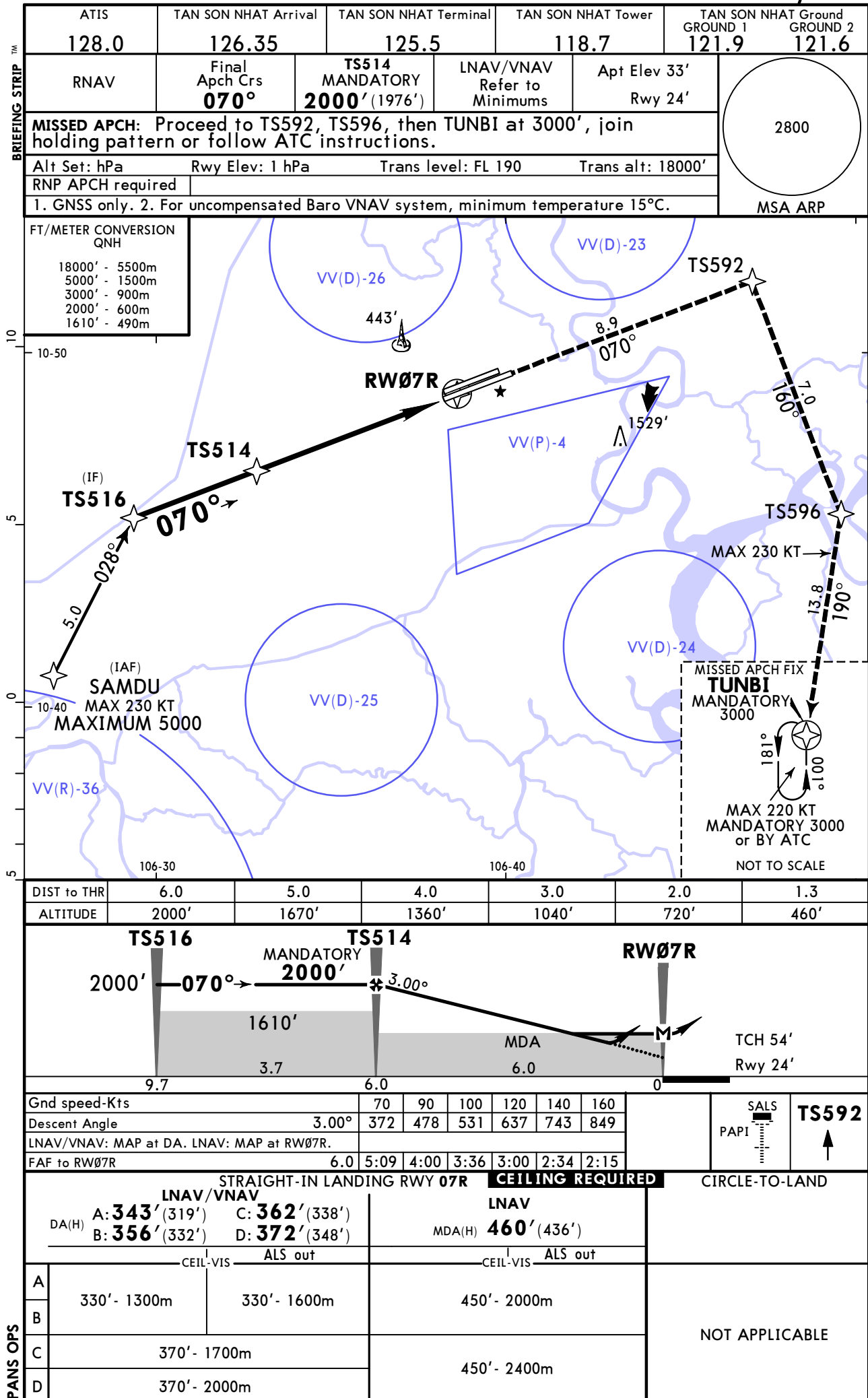




# VVTS/SGN TAN SON NHAT INTL

27 DEC 19 **(12-2)**

# HO CHI MINH, VIETNAM RNP Rwy 07R



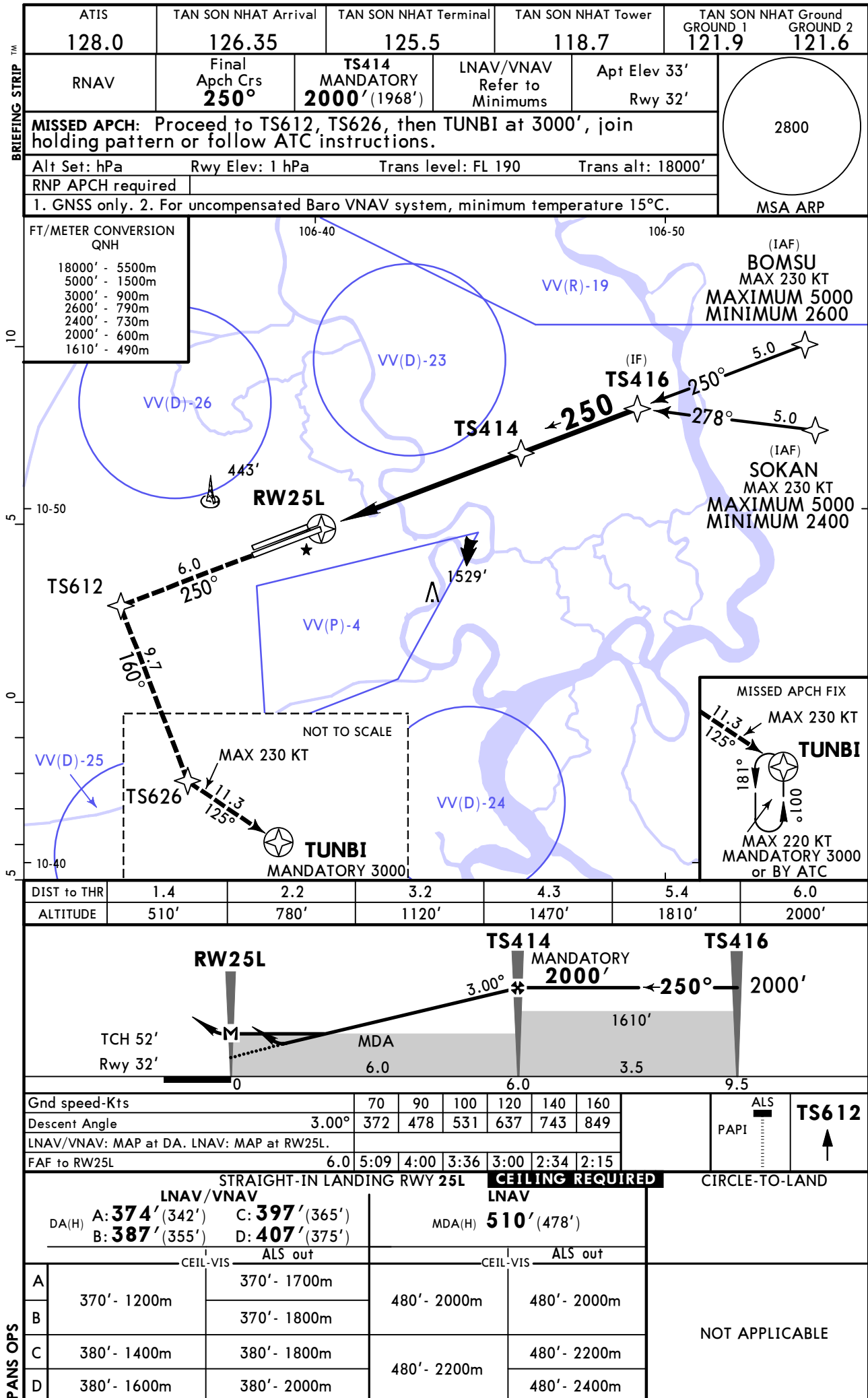
CHANGES: Final bearing.

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# VVTS/SGN TAN SON NHAT INTL

25 DEC 20 **(12-3)** Eff 31 Dec

HO CHI MINH, VIETNAM  
RNP RWY 25L

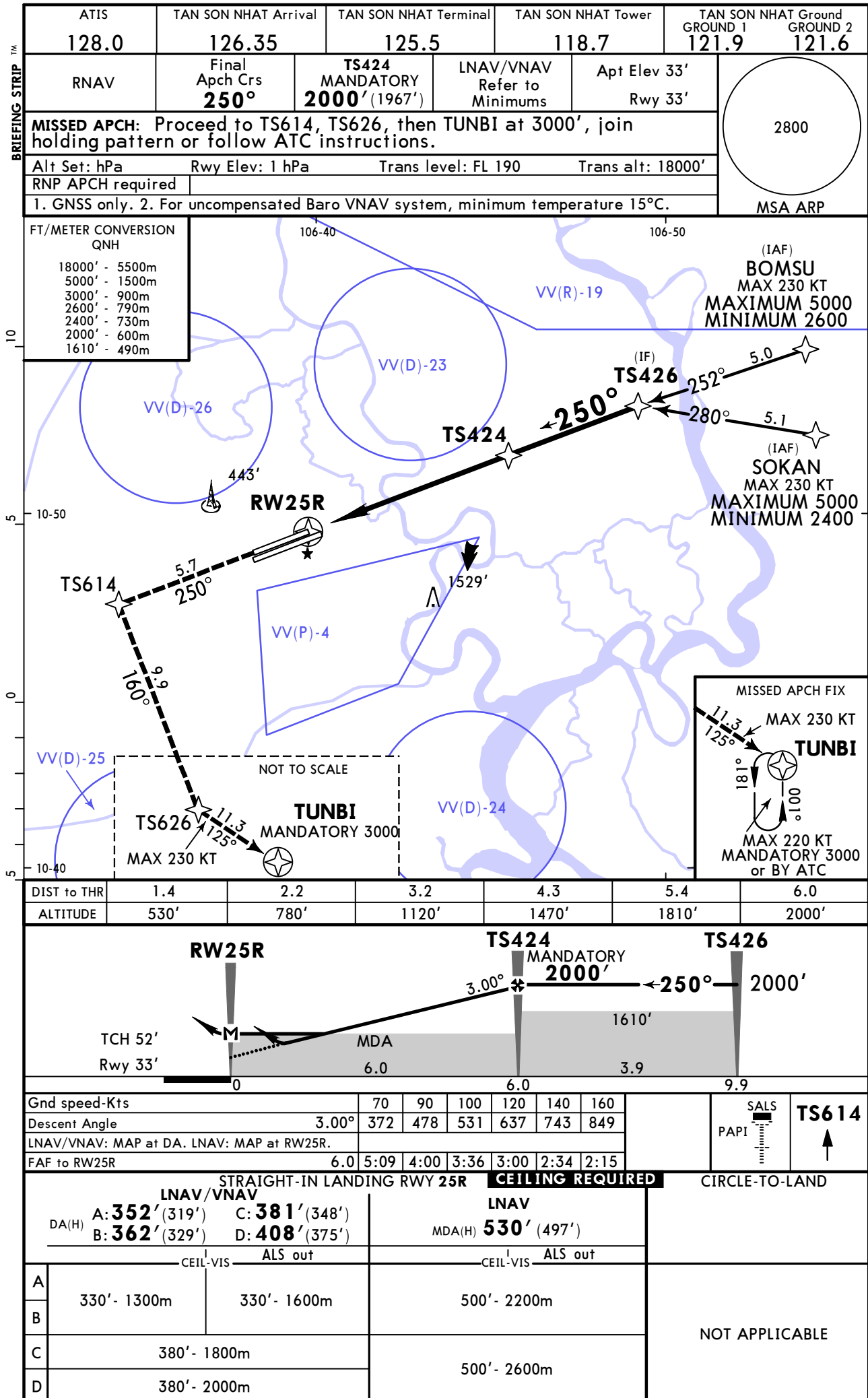


# VVTS/SGN

## TAN SON NHAT INTL

25 DEC 20 **12-4** Eff 31 Dec

HO CHI MINH, VIETNAM  
RNP RWY 25R



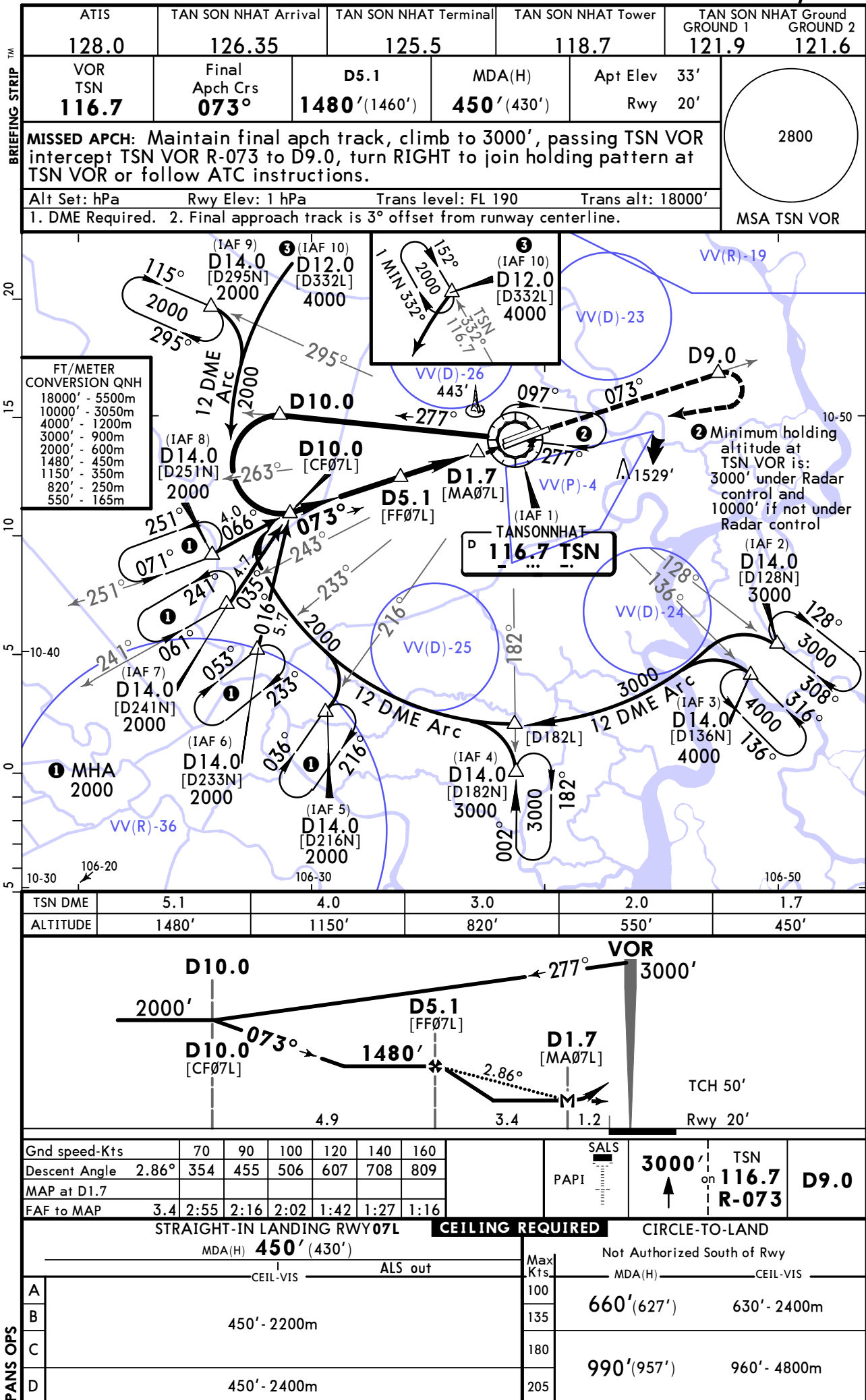
CHANGES: Rwy elevation, recommended altitude table.

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# VVTS/SGN TAN SON NHAT INTL

25 DEC 20 **13-1** Eff 31 Dec

HO CHI MINH, VIETNAM  
VOR Rwy 07L

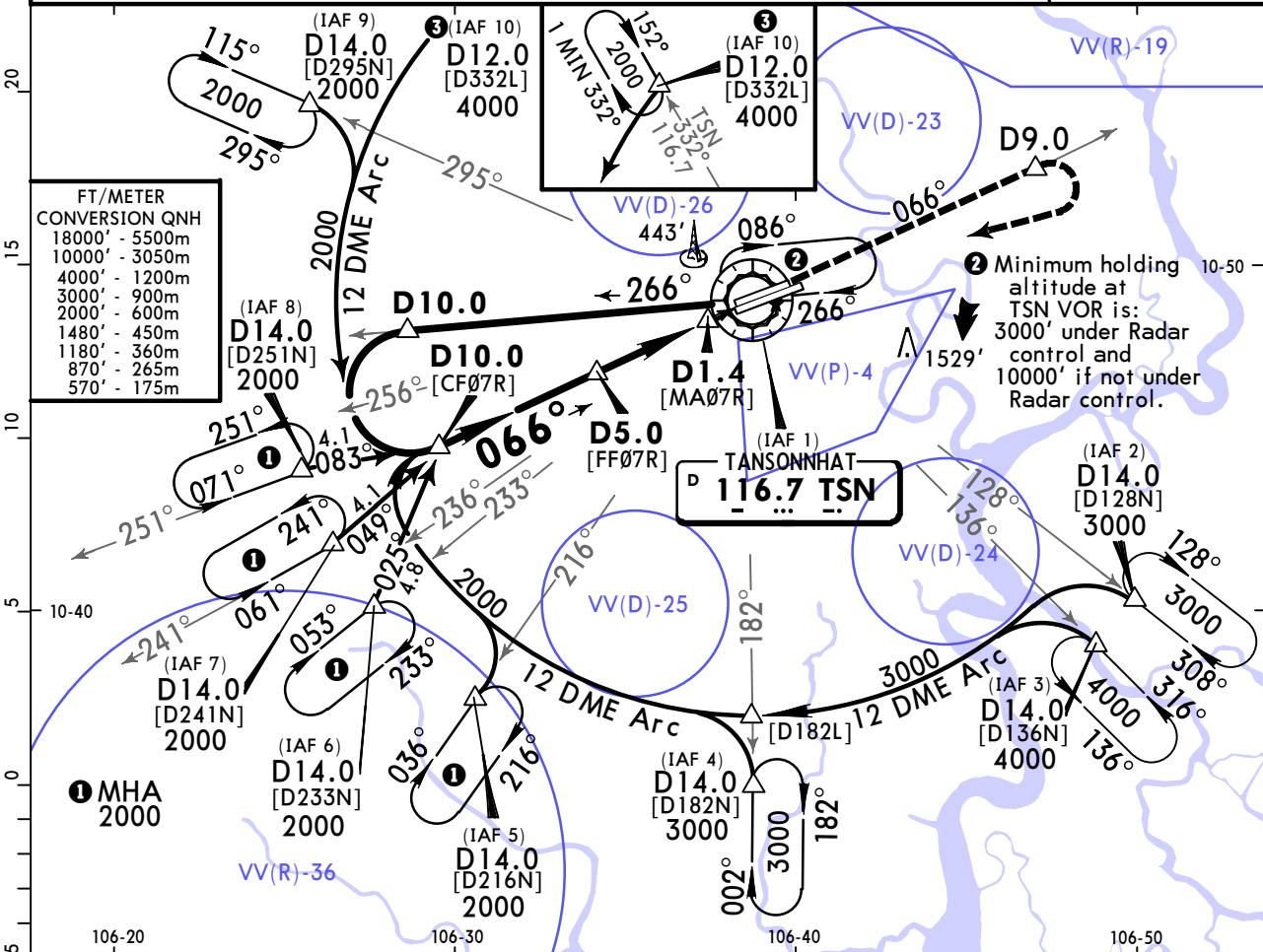


# VVTS/SGN TAN SON NHAT INTL

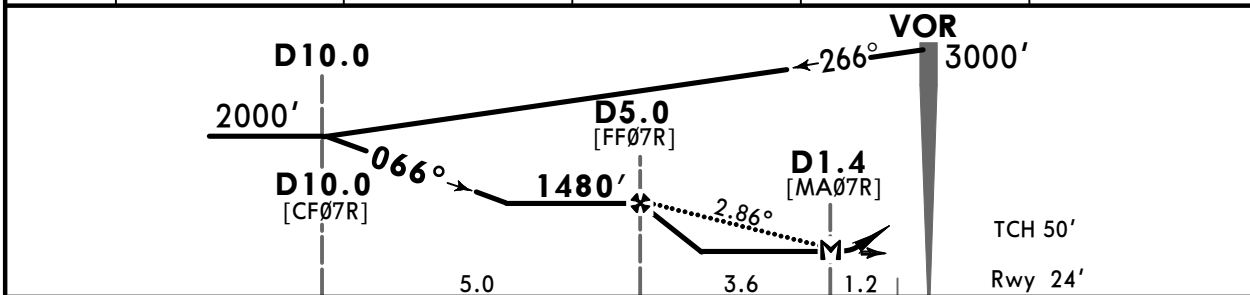
JEPPESSEN  
25 DEC 20 **13-2** Eff 31 Dec

## HO CHI MINH, VIETNAM VOR Rwy 07R

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	TAN SON NHAT Ground GROUND 1	TAN SON NHAT Ground GROUND 2
128.0	126.35	125.5	118.7	121.9	121.6
VOR TSN	Final Apch Crs	D5.0	MDA(H)	Apt Elev 33'	
116.7	066°	1480' (1456')	450' (426')	Rwy 24'	
<b>MISSED APCH:</b> Maintain final apch track, climb to 3000', passing TSN VOR intercept TSN VOR R-066 to D9.0, turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.					2800
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 190 Trans alt: 18000'					MSA TSN VOR
1. DME required. 2. Final approach track is 4° offset from the south of runway centerline.					



TSN DME	5.0	4.0	3.0	2.0	1.4
ALTITUDE	1480'	1180'	870'	570'	450'



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	2.86°	354	455	506	607	708	809		
MAP at D1.4									
FAF to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21		

STRAIGHT-IN LANDING RWY 07R				CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) 450' (426')						Not Authorized South of Rwy	
CEIL-VIS				Max Kts		MDA(H)	
ALS out						CEIL-VIS	
A				100		660' (627')	
B	420' - 2200m			135		630' - 2400m	
C				180			
D	420' - 2400m			205		990' (957') 960' - 4800m	

CHANGES: None.

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# VVTS/SGN

## TAN SON NHAT INTL

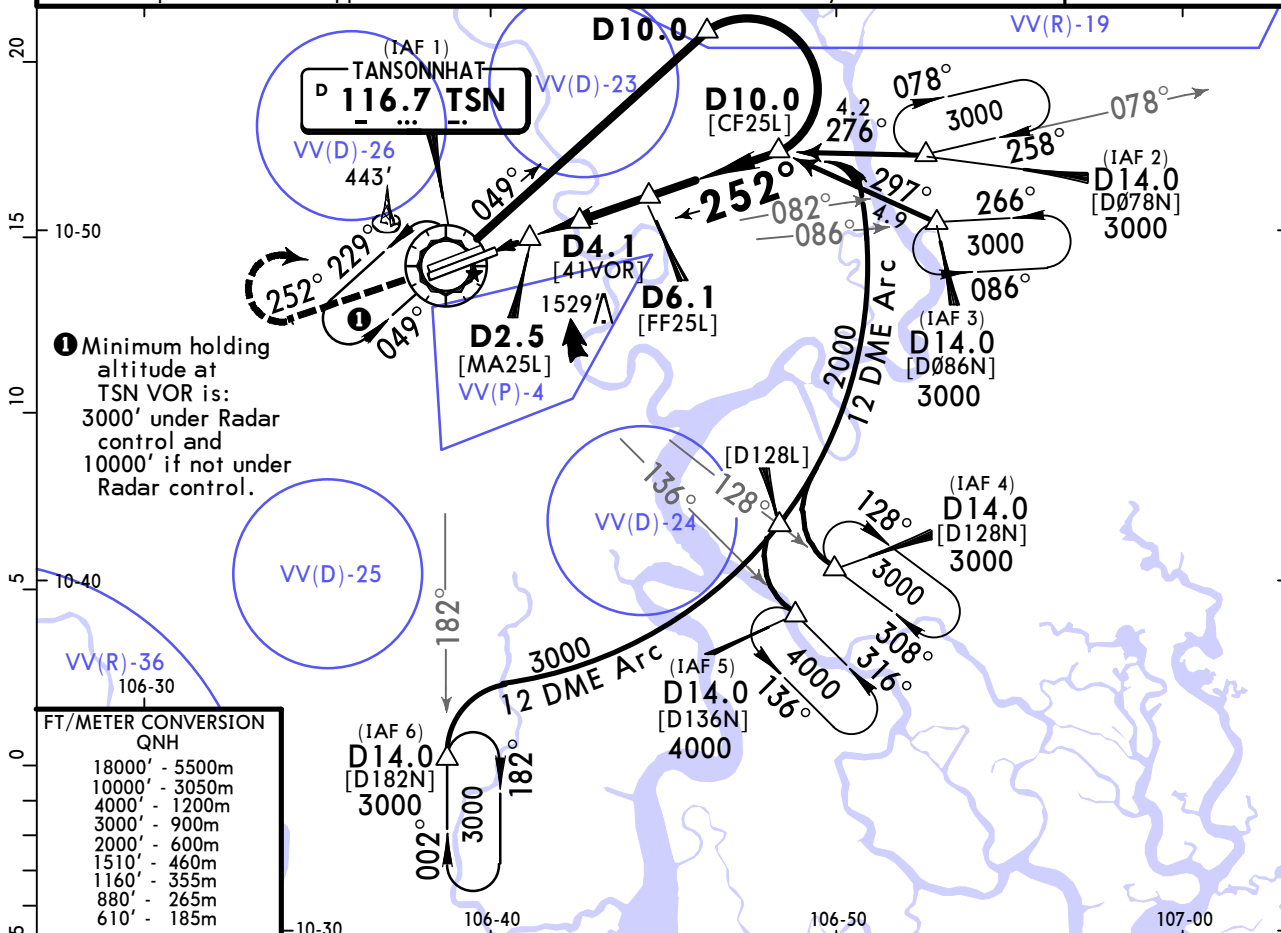
25 DEC 20 **13-3** Eff 31 Dec

HO CHI MINH, VIETNAM  
VOR Rwy 25L

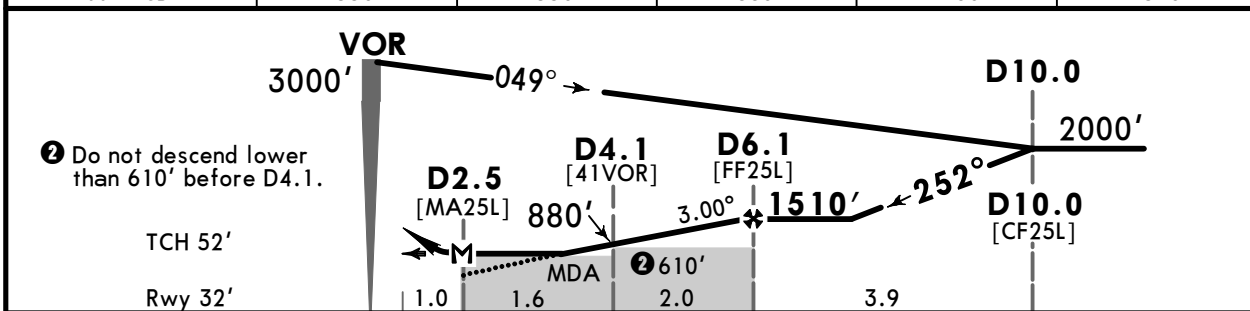
™

BRIEFING STRIP

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	TAN SON NHAT Ground GROUND 1	TAN SON NHAT Ground GROUND 2
128.0	126.35	125.5	118.7	121.9	121.6
VOR TSN 116.7	Final Apch Crs 252°	D6.1 1510' (1478')	MDA(H) 550' (518')	Apt Elev 33' Rwy 32'	<div>2800</div> <div>MSA TSN VOR</div>
MISSED APCH: Maintain final apch track until passing TSN VOR, intercept TSN VOR R-252 and climb to 3000', turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 190	Trans alt: 18000'	
1. DME required. 2. Final approach track is 2° offset from the south of rwy centerline.					



TSN DME	2.5	3.0	4.1	5.0	6.1
ALTITUDE	550'	550'	880'	1160'	1510'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.5						
D6.1 to MAP	3.6	3:05	2:24	2:10	1:48	1:33

STRAIGHT-IN LANDING RWY 25L			CEILING REQUIRED	CIRCLE-TO-LAND	
MDA(H) <b>550'</b> (518')				Not Authorized South of Rwy	
CEIL-VIS			ALS out	Max Kts	
A			510' - 2000m	100	660' (627')
B			510' - 2000m	135	630' - 2400m
C			510' - 2400m	180	990' (957')
D			510' - 2800m	205	960' - 4800m

CHANGES: None.

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# VVTS/SGN

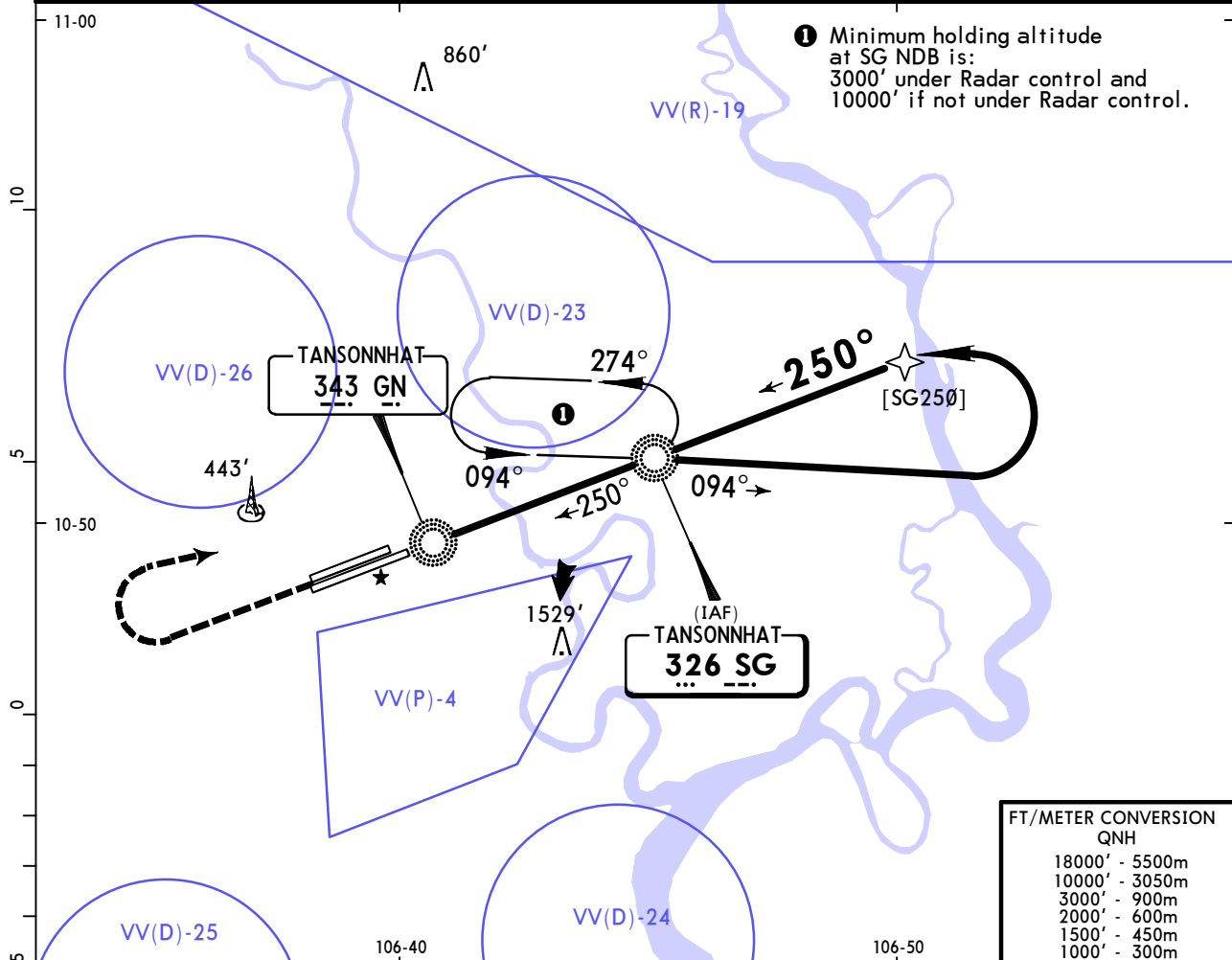
## TAN SON NHAT INTL

JEPPESSEN  
1 NOV 19 (16-2) Eff 7 Nov

# HO CHI MINH, VIETNAM

## NDB Rwy 25L

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	TAN SON NHAT Ground
128.0	126.35	125.5	118.7	GROUND 1 GROUND 2
NDB SG <b>326</b>	Final Apch Crs <b>250°</b>	SG NDB <b>1500'</b> (1468')	MDA(H) <b>430'</b> (398')	Apt Elev 33' Rwy 32'
<b>MISSED APCH:</b> Maintain rwy heading, climb to 1000', turn RIGHT to SG NDB, continue climbing to 3000' to join holding pattern or follow ATC instructions.				2800
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 190	Trans alt: 18000'	MSA SG NDB
Radar vectoring required.				



# VVTS/SGN

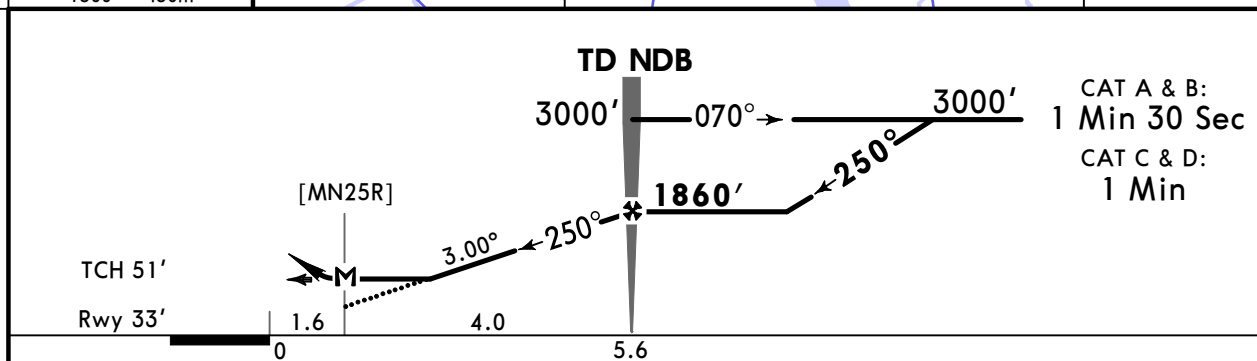
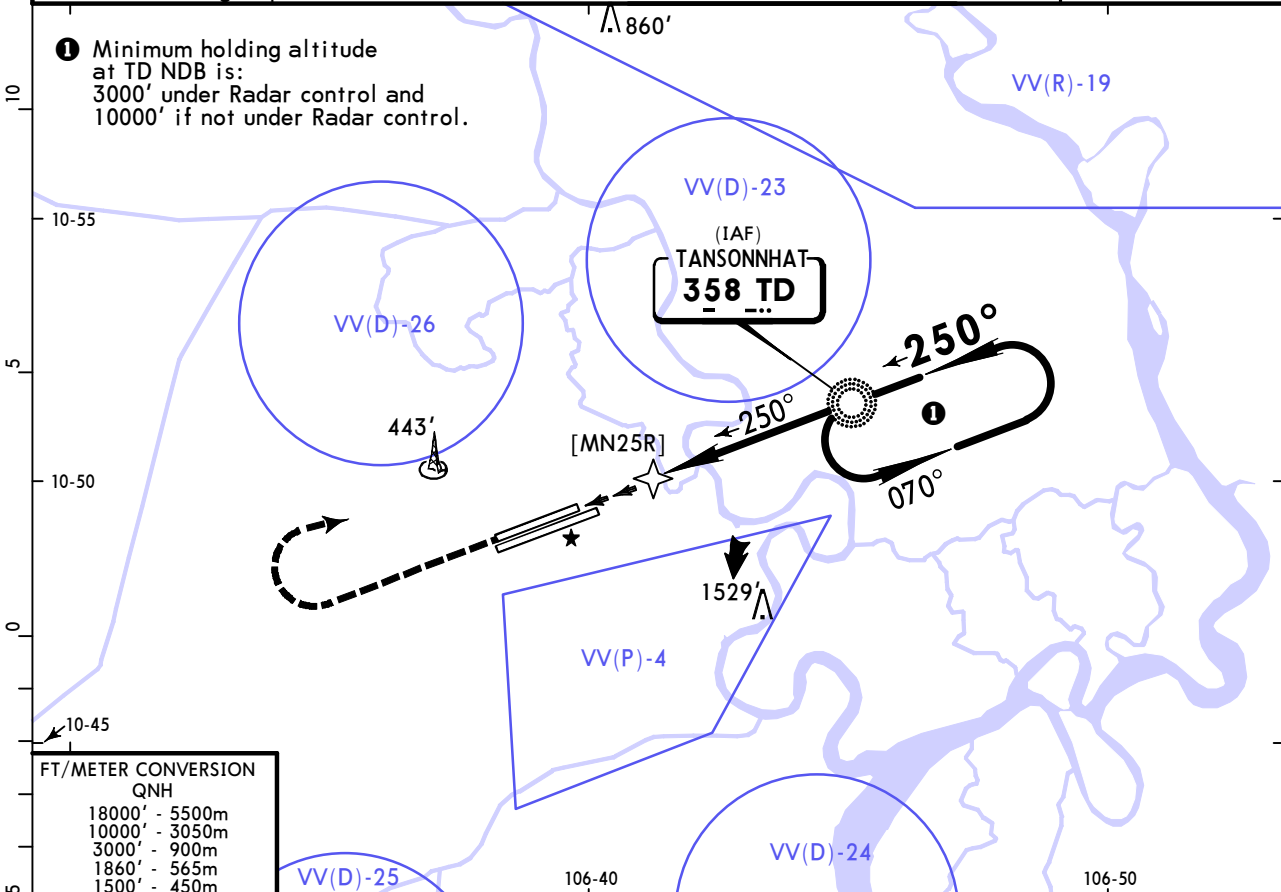
## TAN SON NHAT INTL

25 DEC 20 **16-3** Eff 31 Dec

HO CHI MINH, VIETNAM  
NDB Rwy 25R

BRIEFING STRIP

ATIS	TAN SON NHAT Arrival	TAN SON NHAT Terminal	TAN SON NHAT Tower	TAN SON NHAT Ground	
128.0	126.35	125.5	118.7	GROUND 1	GROUND 2
				121.9	121.6
NDB TD	Final Apch Crs	TD NDB	MDA(H)	Apt Elev 33'	<div>2800</div> <div>MSA TD NDB</div>
358	250°	1860' (1827')	580' (547')	Rwy 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: FL 190      Trans alt: 18000'					
Radar vectoring required.					



Gnd speed-Kts	70	90	100	120	140	160		SALS	1500'	3000'	TD
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	RT	<b>358</b>
MAP at MN25R											

STRAIGHT-IN LANDING RWY25R				CEILING REQUIRED	CIRCLE-TO-LAND	
MDA(H) <b>580'</b> (547')					Not Authorized South of Rwy	
CEIL-VIS				Max Kts	MDA(H)	CEIL-VIS
A				100	660' (627')	630' - 2900m
B				135		
C	550' - 2900m			180	990' (957')	960' - 4800m
D				205		

Chart changes since cycle 02-2021

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	ILS Y RWY 07R	11-5	05 Feb 2021	
REV	ILS Z RWY 07R	11-6	05 Feb 2021	

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VVTS