JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: DA NANG VNM
ICAO/IATA: VVDN / DAD
Lat/Long: N16° 02.6', E108° 12.0'
Elevation: 30 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 0.7° 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: 2244 Z
Sunset: 1017 Z

Runway Information

Runway: 17L
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 21 ft
Lighting: Edge, ALS
Stopway: 984 ft

Runway: 35R
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 29 ft
Lighting: Edge, ALS
Stopway: 984 ft

Runway: 17R
Length x Width: 10000 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 26 ft
Lighting: Edge
Stopway: 1001 ft

Runway: 35L
Length x Width: 10000 ft x 148 ft
Surface Type: bitu

TDZ-Elev: 28 ft
Lighting: Edge, ALS
Stopway: 1001 ft

Communication Information

Da Nang Tower: 118.050 Secondary
Da Nang Tower: 118.350
Da Nang Ground: 121.600
Da Nang Ground: 121.900 Secondary
Da Nang Approach: 125.450 Secondary
Da Nang Approach: 125.300
Da Nang Approach: 120.450

OPERATIONAL PROCEDURE OF TWO PARALLEL RWYs AT DA NANG INTERNATIONAL AIRPORT

1. DETAILS

1.1 Two parallel RWYs 35R/17L and 35L/17R at Da Nang International Airport are operated dependently and considered as one RWY for flight operation. Separation between take-off and landing aircraft are applied as using one RWY.

1.2 When both RWYs are used for aircraft taking-off/landing alternately:
Approach lighting system, PAPI, THR identification lights of the RWY not be used for landing aircraft must be turned off.

1.3 Departing aircraft are not allowed to enter two RWYs at the same time.

1.4 At the same time, only one RWY direction is used for take-off/landing. Departing aircraft not allowed to line up a RWY for take-off while another aircraft is approaching on the opposite direction of its.

1.5 Aircraft with length more than 111′ (34 m) is not allowed to hold on connected TWYs between two RWYs when both RWYs are using for take-off/landing.

1.6 Aircraft are not allowed to cross RWY 35R/17L when landing aircraft position on final of RWY 35R/17L is at a distance less than:

- 6 NM from RWY threshold under ATS surveillance; or
- 3 minutes before estimated landing time without ATS surveillance.

1.7 Pilots are requested to comply with ATC′s clearances/instructions strictly and timely; expedite vacate RWY or rolling take-off within a duration after receiving take-off clearance as specified:

- For aircraft has lined up and ready for take-off: Aircraft should start rolling take-off in 30 seconds; or
- For aircraft is at the holding point and ready for take-off: Aircraft should start rolling take-off in 1 minute.

1.8 These operational procedures do not applied in emergency, urgency or other necessities to ensure the safety, regularity of the flight operation.

2. USAGE OF TWO RWYs:

2.1 Usage of RWY 35R/L:

2.1.1 RWY 35L is mainly used for landing and RWY 35R for take-off;

2.1.2 Aircraft is only allowed to line up and wait on RWY 35R while another aircraft is approaching final RWY 35L in the conditions as specified:

- Visibility is at or above 3000 m, ceiling is at or above 656′ (200 m) and the ATS surveillance systems are in normal operation, the targets are accurate and ATC can monitor the aircraft trajectory on final leg;
- If above conditions are not satisfied, ATC only allow departing aircraft to line up RWY 35R when the landing aircraft has passed THR of RWY 35L.

2.1.3 Departing aircraft is only allowed to take off on RWY 35R when:

- Landing aircraft has landed normally on RWY 35L; or
- Not less than 6 NM from RWY THR under ATS surveillance; or
- 3 minutes before ETA without ATS surveillance.

2.1.4 Departing aircraft is only allowed to take off at intersection of RWY 35R and TWYs E1/E2/E8 (when it is ready for take-off) when another approaching aircraft is 8 NM final RWY 35L or more and ensure the take-off operational requirements.

2.2 Usage of RWY 17R/L:

2.2.1 RWY 17R is mainly used for landing and RWY 17L for take-off.

2.2.2 Aircraft is only allowed to line up and wait on RWY 17L when the landing aircraft has passed THR of RWY 17R.

2.2.3 Departing aircraft is only allowed to take off on RWY 17L when:

- Landing aircraft has landed normally on RWY 17R; or
- Not less than 6 NM from RWY threshold under ATS surveillance; or
- 3 minutes before ETA without ATS surveillance.

2.2.4 Departing aircraft is only allowed to take off at intersection of RWY 17L with TWYs E4/E5/E7 (when it is ready for take-off) when another landing aircraft is 8 NM final RWY 17R or more and ensure the take-off operational requirements.

OPERATIONAL PROCEDURE OF TWO PARALLEL RWYs AT DA NANG INTERNATIONAL AIRPORT (CONT)

2.3 Using RWY 35R/17L for take-off/landing, RWY 35L/17R for taxiing.

2.3.1 Using RWY 35L/17R for taxiing aircraft:

- Landing aircraft is informed about the presence of taxiing aircraft on RWY 35L/17R.
- Landing aircraft must execute precision approach (ILS RWY 35R).
- By night:
  - RWY 35L/17R:
    + The approach lighting system, PAPI, THR RWY identification of RWY 35L must be turned off.
    + RWY edge lighting system of RWY 35L is switched at the lowest intensity level and follow-me car service must be provided for taxiing aircraft on RWY 35L/17R.
  - RWY 35R/17L: All approach lighting system and RWY lighting for landing aircraft must be turned on as regulated.
- By day:
  - RWY 35L/17R: All approach lighting system and RWY lighting must be turned off.
  - RWY 35R/17L: All approach lighting system and RWY lighting must be turned on as regulated.

2.3.2 Departing aircraft on RWY 35R/17L is allowed to take-off when the landing aircraft on RWY 35R/17L is:

- Not less than 6 NM from RWY threshold under ATS surveillance; or
- 3 minutes before ETA without ATS surveillance.

2.3.3 Departing aircraft is only allowed to take off at intersection of RWY 35R and TWYs E1/E2/E8 (when it is ready for take-off) or at intersection of RWY 17L and TWYs E4/E5/E7 when landing aircraft with same direction with departing one is 8 NM final RWY 35R or RWY 17L and ensure the take-off operational requirements.

2.4 When VIP flights are in operation:

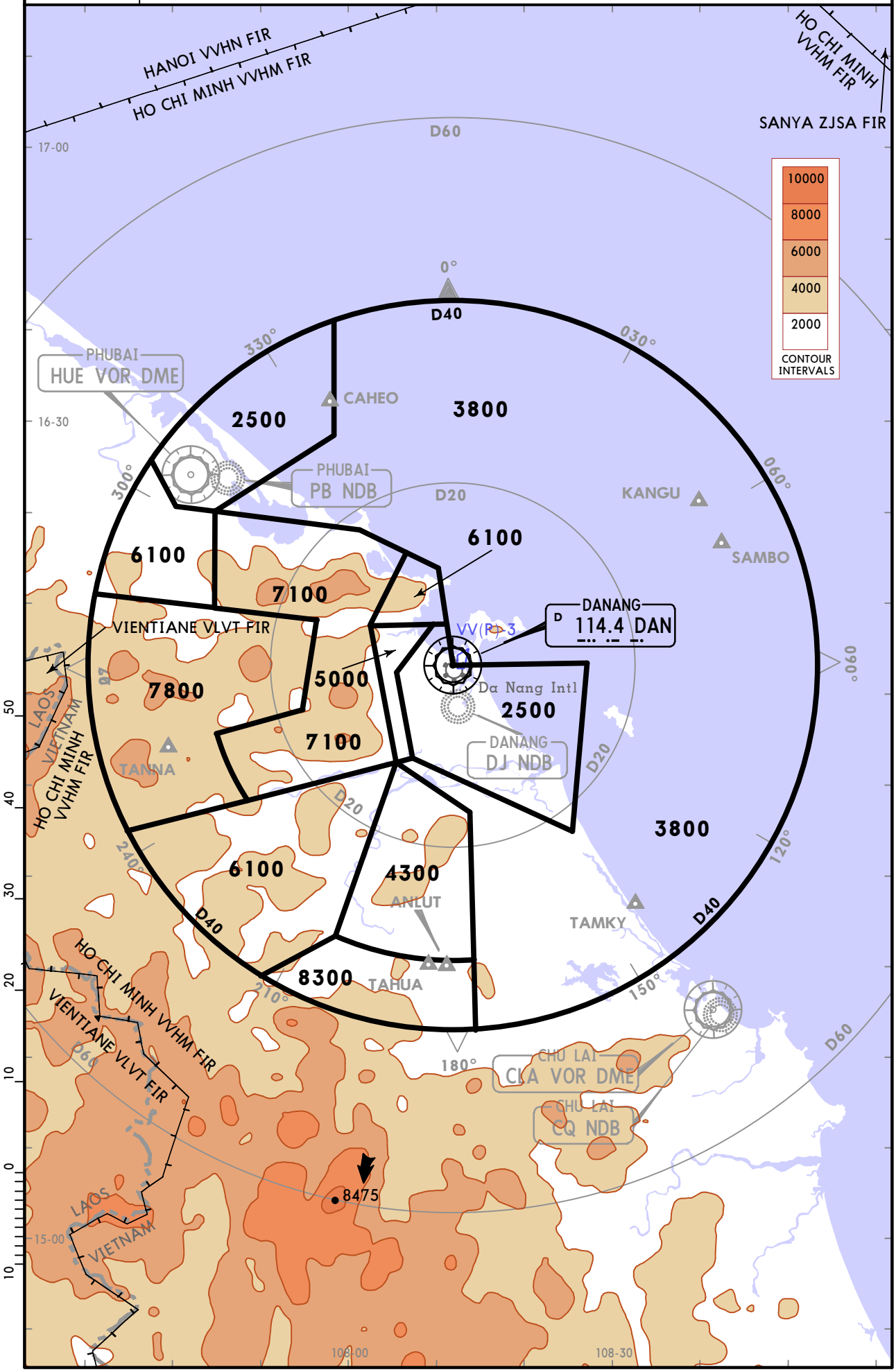
VIP flights shall be assigned the RWY equipped the best facilities and operational conditions.

VVDN/DAD
DA NANG INTL

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

DA NANG, VIETNAM
RADAR MINIMUM ALTITUDES

Apt Elev	Alt Set: hPa	Trans level: FL100	Trans alt: 9030
30			



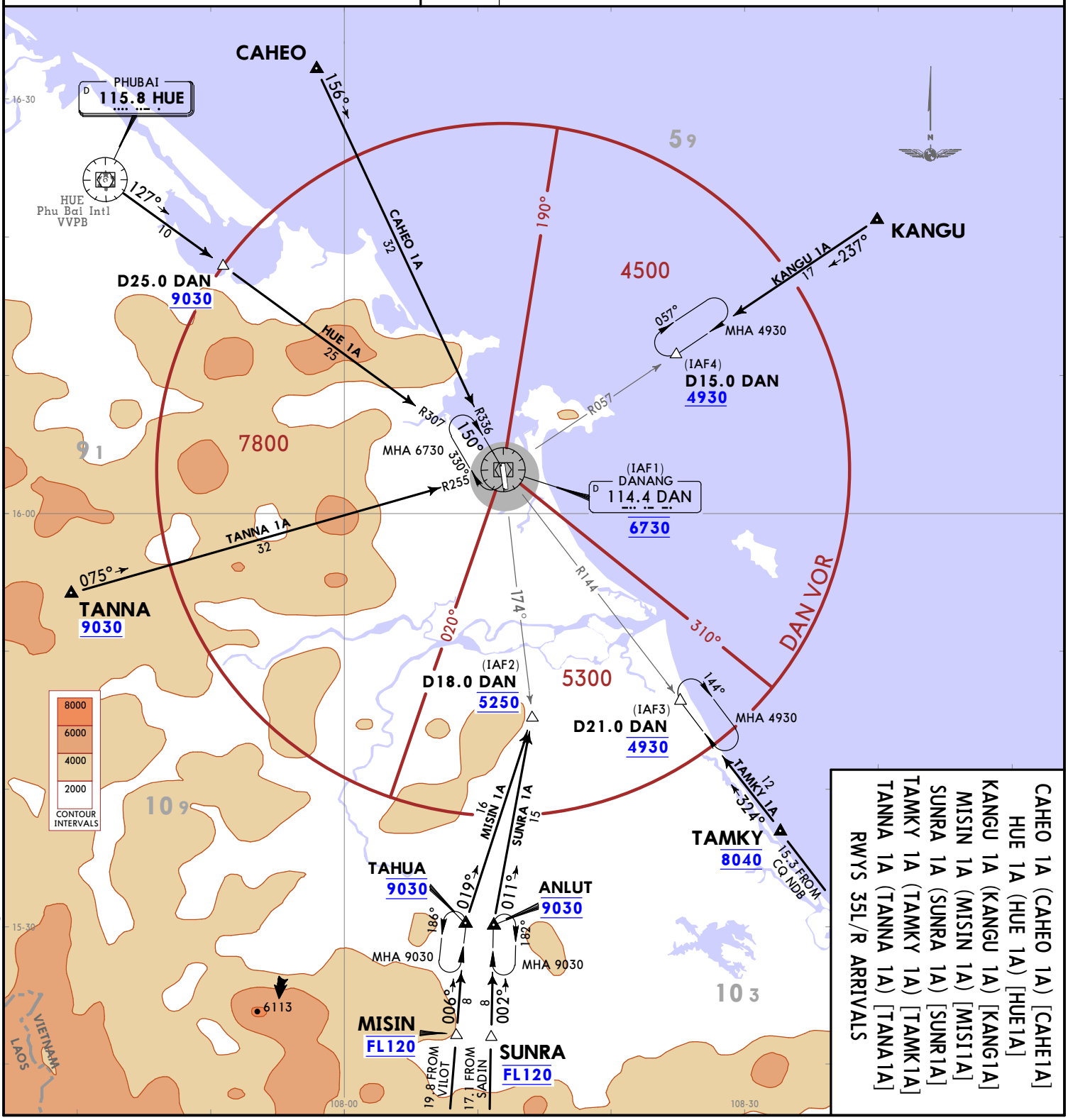
CHANGES: HANOI and HO CHI MINH FIR location indicator.

CHANGES: New format.

Apt Elev	Alt Set: hPa	Trans level: FL100
30		

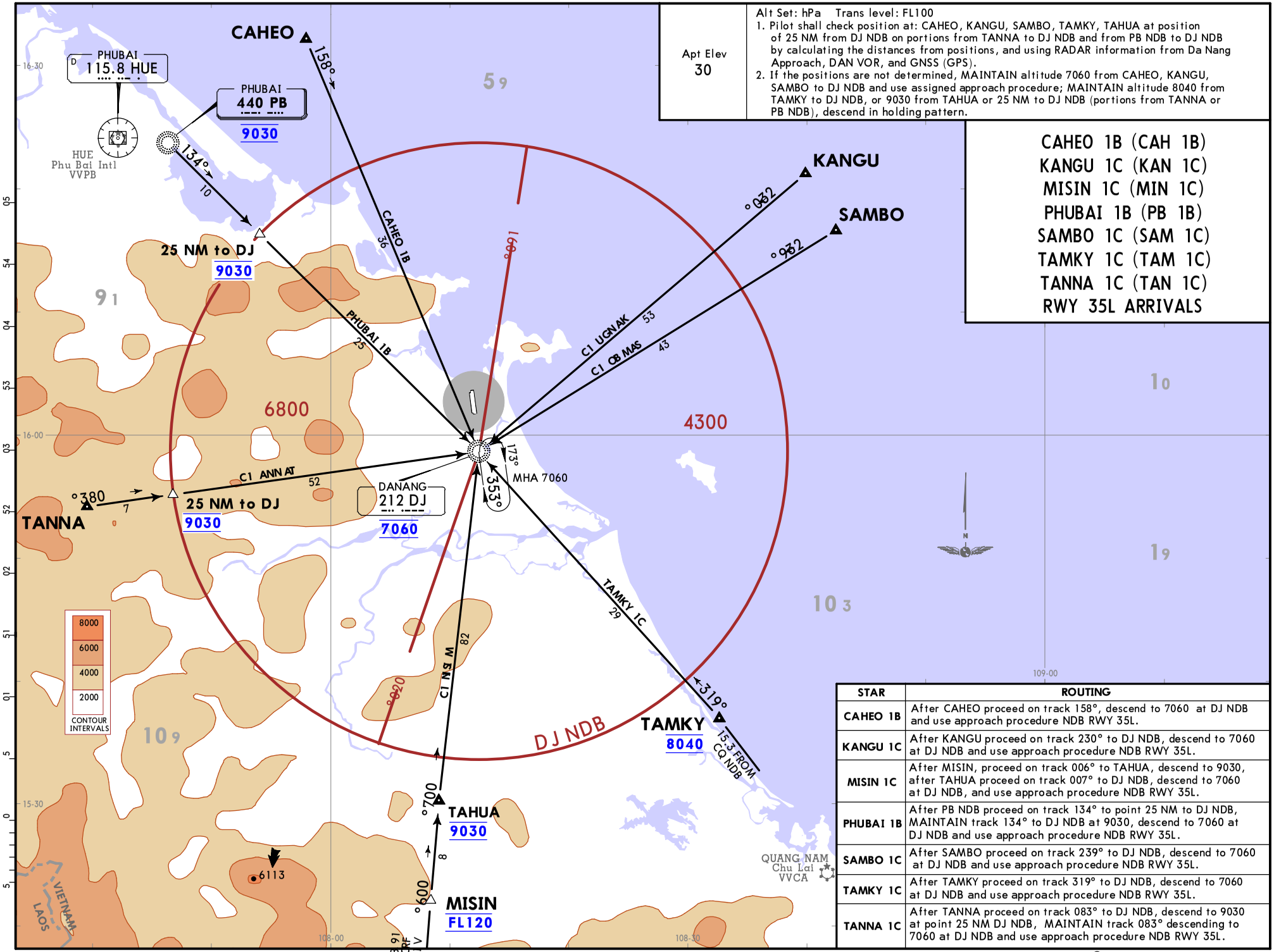
CAHEO 1A (CAHEO 1A) [CAHE1A]
HUE 1A (HUE 1A) [HUE1A]
KANGU 1A (KANGU 1A) [KANG1A]
MISIN 1A (MISIN 1A) [MISI1A]
SUNRA 1A (SUNRA 1A) [SUNR1A]
TAMKY 1A (TAMKY 1A) [TAMK1A]
TANNA 1A (TANNA 1A) [TANA1A]
RWYS 35L/R ARRIVALS

STAR	ROUTING
CAHEO 1A	Passing CAHEO proceed on track 156° (DAN R336), descend to 6730 at DAN VOR for approach procedures ILS Y 35L/R or VOR 35L/R.
HUE 1A	Passing HUE VOR proceed on track 127° to D25.0 DAN (DAN R307) at or above 9030, descend to 6730 at DAN VOR for approach procedures ILS Y 35L/R or VOR 35L/R.
KANGU 1A	Passing KANGU proceed on track 237° (DAN R057), descend to 4930 or above at IAF4 (DAN R057/D15.0) for approach procedures ILS Y 35L/R or D12.0 Arc DAN for VOR 35L/R.
MISIN 1A	After MISIN at FL120 proceed on track 006°, descend to 9030 at TAHUA. Passing TAHUA proceed on track 019°, descend to 5250 at IAF2 (DAN R174/D18.0) for approach procedures ILS Y 35L or VOR 35L (This procedure is for approach RWY 35L only).
SUNRA 1A	After SUNRA at FL120, proceed on track 002°, descend to 9030 at ANLUT. Passing ANLUT proceed on track 011°, descend to 5250 at IAF2 (DAN R174/D18.0) for approach procedures ILS Y 35L or VOR 35L (This procedure is for approach RWY 35L only).
TAMKY 1A	Passing TAMKY at 8040 MAINTAIN track 324° (DAN R144), descend to 4930 at IAF3 (DAN R144/D21.0) for approach procedures ILS Y 35L/R or VOR 35L/R.
TANNA 1A	Passing TANNA at or above 9030 continue on track DAN R255, descend to 6730 at DAN VOR for approach procedures ILS Y 35L/R or VOR 35L/R.



VVDN/DAD
DA NANG INTL

JEPPESEN DA NANG, VIETNAM
10 AUG 18 (10-2)
STAR



STAR	ROUTING
CAHEO 1B	After CAHEO proceed on track 158°, descend to 7060 at DJ NDB and use approach procedure NDB RWY 35L.
KANGU 1C	After KANGU proceed on track 230° to DJ NDB, descend to 7060 at DJ NDB and use approach procedure NDB RWY 35L.
MISIN 1C	After MISIN, proceed on track 006° to TAHUA, descend to 9030, after TAHUA proceed on track 007° to DJ NDB, descend to 7060 at DJ NDB, and use approach procedure NDB RWY 35L.
PHUBAI 1B	After PB NDB proceed on track 134° to point 25 NM to DJ NDB, MAINTAIN track 134° to DJ NDB at 9030, descend to 7060 at DJ NDB and use approach procedure NDB RWY 35L.
SAMBO 1C	After SAMBO proceed on track 239° to DJ NDB, descend to 7060 at DJ NDB and use approach procedure NDB RWY 35L.
TAMKY 1C	After TAMKY proceed on track 319° to DJ NDB, descend to 7060 at DJ NDB and use approach procedure NDB RWY 35L.
TANNA 1C	After TANNA proceed on track 083° to DJ NDB, descend to 9030 at point 25 NM DJ NDB, MAINTAIN track 083° descending to 7060 at DJ NDB and use approach procedure NDB RWY 35L.

CHANGES: New format.

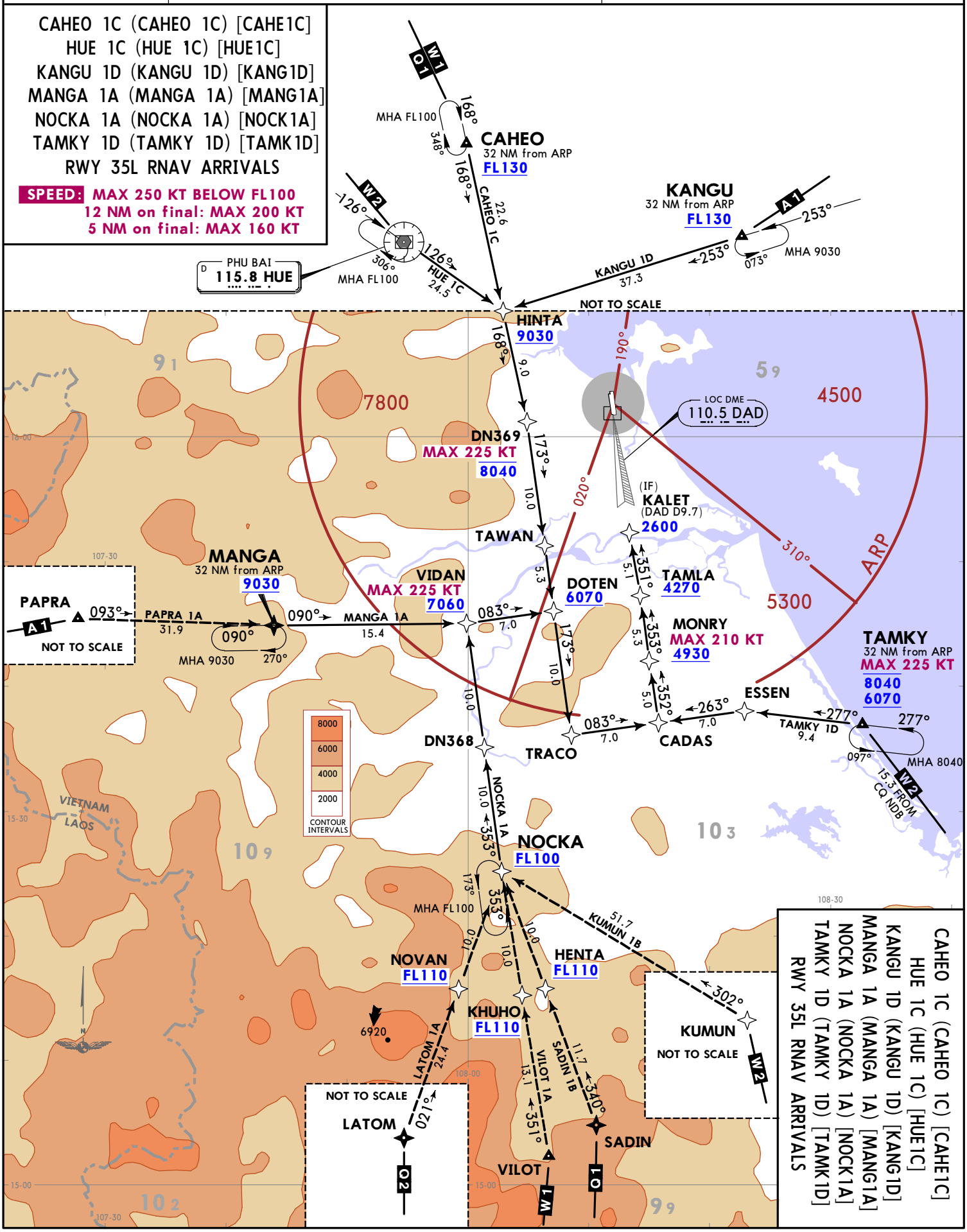
CHANGES: New format.

Apt Elev	Alt Set: hPa	Trans level: FL100
30		

1. RNAV 1 GNSS required.
2. ATS surveillance required.
3. All STARs for ILS W Rwy 35L approach.

CAHEO 1C (CAHEO 1C) [CAHE1C]
HUE 1C (HUE 1C) [HUE1C]
KANGU 1D (KANGU 1D) [KANG1D]
MANGA 1A (MANGA 1A) [MANG1A]
NOCKA 1A (NOCKA 1A) [NOCK1A]
TAMKY 1D (TAMKY 1D) [TAMK1D]
RWY 35L RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100
12 NM on final: MAX 200 KT
5 NM on final: MAX 160 KT



CAHEO 1C (CAHEO 1C) [CAHE1C]
HUE 1C (HUE 1C) [HUE1C]
KANGU 1D (KANGU 1D) [KANG1D]
MANGA 1A (MANGA 1A) [MANG1A]
NOCKA 1A (NOCKA 1A) [NOCK1A]
TAMKY 1D (TAMKY 1D) [TAMK1D]
RWY 35L RNAV ARRIVALS

CHANGES: New format.

Apt Elev	Alt Set: hPa	Trans level: FL100
30		

1. RNAV 1 GNSS required.
2. ATS surveillance required.
3. All STARs for ILS W Rwy 35R approach.

CAHEO 1D (CAHEO 1D) [CAHE1D]
HUE 1D (HUE 1D) [HUE1D]
KANGU 1E (KANGU 1E) [KANG1E]
MANGA 1B (MANGA 1B) [MANG1B]
NOCKA 1B (NOCKA 1B) [NOCK1B]
TAMKY 1E (TAMKY 1E) [TAMK1E]
RWY 35R RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100
12 NM on final: MAX 200 KT
5 NM on final: MAX 160 KT

CAHEO
32 NM from ARP
FL130

KANGU
32 NM from ARP
FL130

PHU BAI D 115.8 HUE

MHA FL100

MHA 9030

NOT TO SCALE

HINTA 9030

LOC DME 111.5 IDR

DN369
MAX 225 KT
8040

(IF) FIRAI (IDR D9.7) 2600

TAWAN

MANGA
32 NM from ARP
9030

VIDAN
MAX 225 KT
7060

DOTEN 6070

TAMLA 4270

MONRY
MAX 210 KT
4930

TAMKY
32 NM from ARP
MAX 225 KT
8040
6070

ESSEN

CADAS

TRACO

DN368

PAPRA

NOCKA
FL100

HENTA
FL110

NOVAN
FL110

KHUHO
FL110

KUMUN
NOT TO SCALE

LATOM
NOT TO SCALE

SADIN

VILOT

7800

4500

5300

8000
6000
4000
2000
CONTOUR INTERVALS

VIETNAM
LAOS

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VVDN/DAD
DA NANG INTL

10 AUG 18 (10-2C)

JEPPESEN

DA NANG, VIETNAM
RNAV STAR

CAHEO 1D (CAHEO 1D) [CAHE1D]
HUE 1D (HUE 1D) [HUE1D]
KANGU 1E (KANGU 1E) [KANG1E]
MANGA 1B (MANGA 1B) [MANG1B]
NOCKA 1B (NOCKA 1B) [NOCK1B]
TAMKY 1E (TAMKY 1E) [TAMK1E]
RWY 35R RNAV ARRIVALS

CHANGES: New format.

Apt Elev	Alt Set: hPa	Trans level: FL100
30		

1. RNAV 1 GNSS required. 2. ATS surveillance required.
3. All STARs for ILS W Rwy 35L approach. 4. All procedures on chart can be used in case when no military aircraft operations at Da Nang and approved by ATC.

CAHEO 1E (CAHEO 1E) [CAHE1E]
HUE 1E (HUE 1E) [HUE1E]
KANGU 1F (KANGU 1F) [KANG1F]
RWY 35L RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100
12NM on final: MAX 200 KT
5NM on final: MAX 160 KT

CAHEO
32 NM from ARP
FL130
MHA FL100
168°
348°
168°
CAHEO 1E
11.6

NOT TO SCALE
101°
18.0
HUE 1E
101°
281°
MHA FL100
PHUBAI
D 115.8 HUE

HUCAO
101°
29.3

KANGU
32 NM from ARP
FL130
238°
058°
238°
KANGU 1F
10.7

LINDA
FL120
180°
20.8

KONGA
7060
5.3

ROMIN
MAX 225 KT
9.1
263°

ZATON
173°
10.0

ESSEN
7.0
263°

CADAS
5.0
352°

MONRY
MAX 210 KT
4930
5.3
353°

TAMLA
4270
5.1
351°

(IF)
KALET
(DAD D9.7)
2600

LOC DME
110.5 DAD

190°
310°
020°
ARP

7800
4500
5300
5490

6000
4000
2000
CONTOUR INTERVALS

91
59
10 9
10 3

16-30
16-00
15-30
108-00
108-30

CAHEO 1E (CAHEO 1E) [CAHE1E]
HUE 1E (HUE 1E) [HUE1E]
KANGU 1F (KANGU 1F) [KANG1F]
RWY 35L RNAV ARRIVALS

CHANGES: New format.

Apt Elev	Alt Set: hPa	Trans level: FL100
30		

1. RNAV 1 GNSS required. 2. ATS surveillance required.
3. All STARs for ILS W Rwy 35R approach. 4. All procedures on chart can be used in case when no military aircraft operations at Da Nang and approved by ATC.

CAHEO 1F (CAHEO 1F) [CAHE1F]
HUE 1F (HUE 1F) [HUE1F]
KANGU 1G (KANGU 1G) [KANG1G]
RWY 35R RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100
12NM on final: MAX 200 KT
5NM on final: MAX 160 KT

CAHEO
32 NM from ARP
FL130
MHA FL100
168°
348°
168°
CAHEO 1F
11.6
HUCAO
101°
29.3
KANGU
32 NM from ARP
FL130
238°
058°
238°
KANGU 1G
10.7
LINDA
FL120
180°
20.8
KONGA
7060
5.3
ROMIN
MAX 225 KT
263°
9.1
ZATON
173°
10.0
ESSEN
263°
7.0
CADAS
352°
5.0
MONRY
MAX 210 KT
4930
353°
5.3
TAMLA
4270
5.0
FIRAI
(IF)
(IDR D9.7)
2600
310°
020°
ARP
100°
NOT TO SCALE
101°
18.0
HUE 1F
101°
281°
MHA FL100
PHUBAI
D
115.8 HUE
LOC DME
111.5 IDR
7800
4500
5300
5490
6000
4000
2000
CONTOUR INTERVALS
91
59
10 9
10 3
16-30
16-00
15-30
108-00
108-30

VVDN/DAD
DA NANG INTL

JEPPESEN
10 AUG 18 (10-2E)

DA NANG, VIETNAM
RNAV STAR

CAHEO 1F (CAHE1F)
HUE 1F (HUE1F)
KANGU 1G (KANG1G)
RWY 35R RNAV ARRIVALS

CHANGES: New format.

Apt Elev	Alt Set: hPa	Trans level: FL100
30		

KANGU 1B (KANGU 1B) [KANG1B]
MISIN 1B (MISIN 1B) [MISI1B]
MISIN 1D (MISIN 1D) [MISI1D]
SUNRA 1B (SUNRA 1B) [SUNR1B]
SUNRA 1D (SUNRA 1D) [SUNR1D]
TAMKY 1B (TAMKY 1B) [TAMK1B]
RWYS 35L/R ARRIVALS

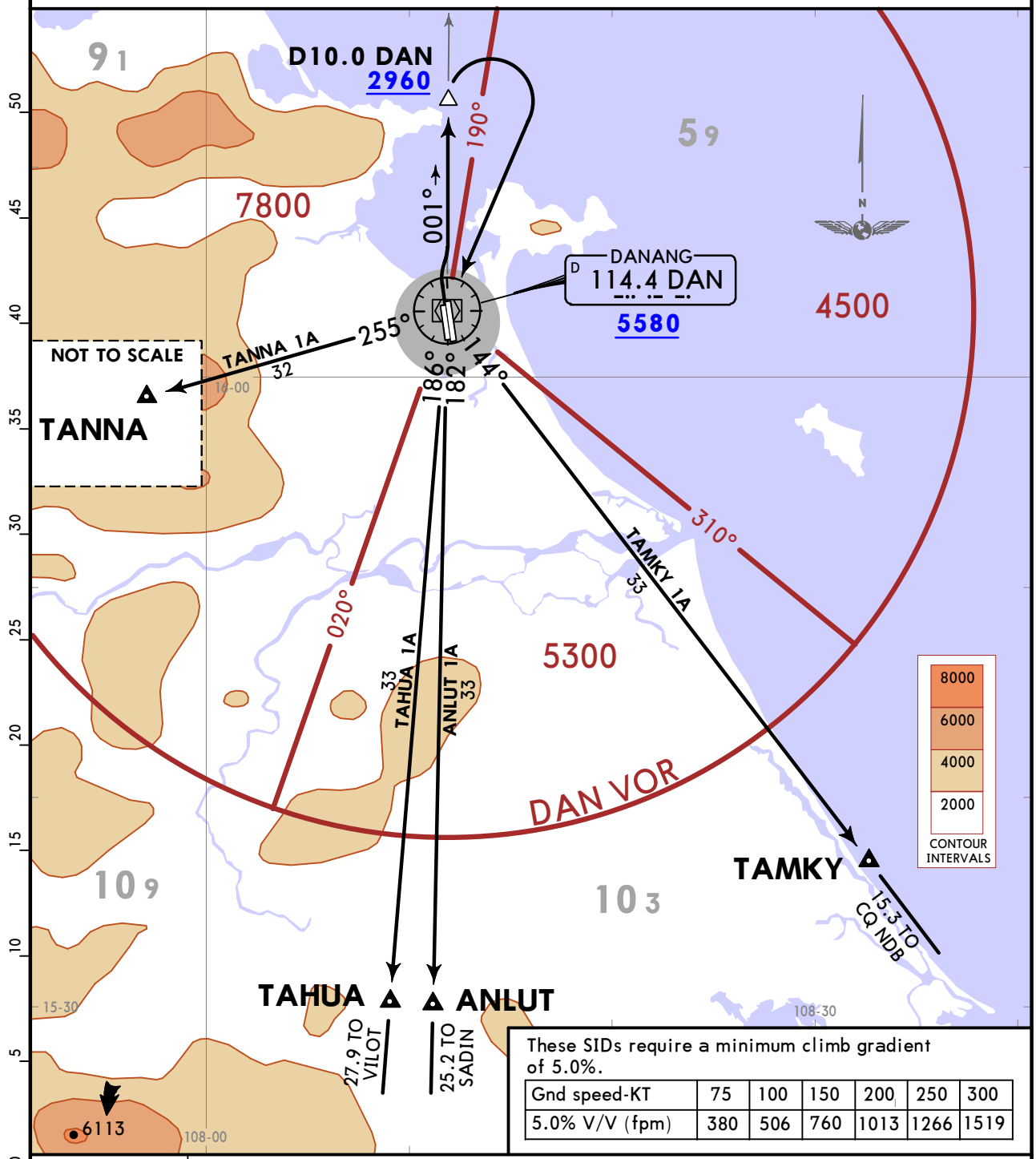
STAR	ROUTING
KANGU 1B	Passing KANGU proceed on track 237° (DAN R057) to DAN VOR descend and reach 6730 at DAN VOR for approach procedures ILS Y 35L/R or VOR 35L/R.
MISIN 1B	After MISIN at FL120, proceed on track 006° (DAN R186) to DAN VOR, passing TAHUA at 9030 continue descent to 6730 to DAN VOR for approach procedures ILS Y 35L/R or VOR 35L/R.
MISIN 1D	After MISIN at FL120 proceed on track 006° (DAN R186) to TAHUA at 9030, proceed on track 023°, to reach 5250 at IAF2 (DAN R172/D18.0) for approach procedure ILS Y 35R or or VOR 35R (This procedure for approach RWY 35R only).
SUNRA 1B	After SUNRA at FL120, proceed on track 002° (DAN R182) to DAN VOR, passing ANLUT at 9030, continue to descend to 6730 to DAN VOR for approach procedures ILS Y 35L/R or VOR 35L/R.
SUNRA 1D	After SUNRA at FL120, proceed on track 002° (DAN R182) to ANLUT at 9020, proceed on track 013°, to reach 5250 at IAF2 (DAN R172/D18.0) for approach procedures ILS Y 35R or or VOR 35R (This procedure for approach RWY 35R only).
TAMKY 1B	Passing TAMKY at 8040 MAINTAIN heading 324° (DAN R144) to DAN VOR descend and reach 6730 at DAN VOR for approach procedures ILS Y 35L/R or VOR 35L/R.

KANGU
237°
NOT TO SCALE
KANGU 1B
32
190°
7800
5 9
150°
MHA 6730
R057
330°
R144
DANANG
D 114.4 DAN
6730
4500
R186
R182
16-00
310°
172°
5300
TAMKY 1B
33
(IAF2)
D18.0 DAN
5250
020°
33
MISIN 1B
SUNRA 1B
33
16
MISIN 1D
SUNRA 1D
16
DAN VOR
324° hdg
TAMKY
8040
15.3 FROM CQ NDB
10 3
TAHUA
9030
023°
013°
ANLUT
9030
15-30
6000
4000
2000
CONTOUR INTERVALS
8
090°
002°
8
MISIN
FL120
SUNRA
FL120
19.8 FROM VILOT
17.1 FROM SADIN
108-30
4479

KANGU 1B (KANG1B)
MISIN 1B (MISI1B)
MISIN 1D (MISI1D)
SUNRA 1B (SUNR1B)
SUNRA 1D (SUNR1D)
TAMKY 1B (TAMK1B)
RWYS 35L/R ARRIVALS

Apt Elev	Trans alt: 9030
30	

ANLUT 1A (ANLUT 1A) [ANLU1A]
TAHUA 1A (TAHUA 1A) [TAHU1A]
TAMKY 1A (TAMKY 1A) [TAMK1A]
TANNA 1A (TANNA 1A) [TANA1A]
RWYS 35L/R DEPARTURES



These SIDs require a minimum climb gradient of 5.0%.

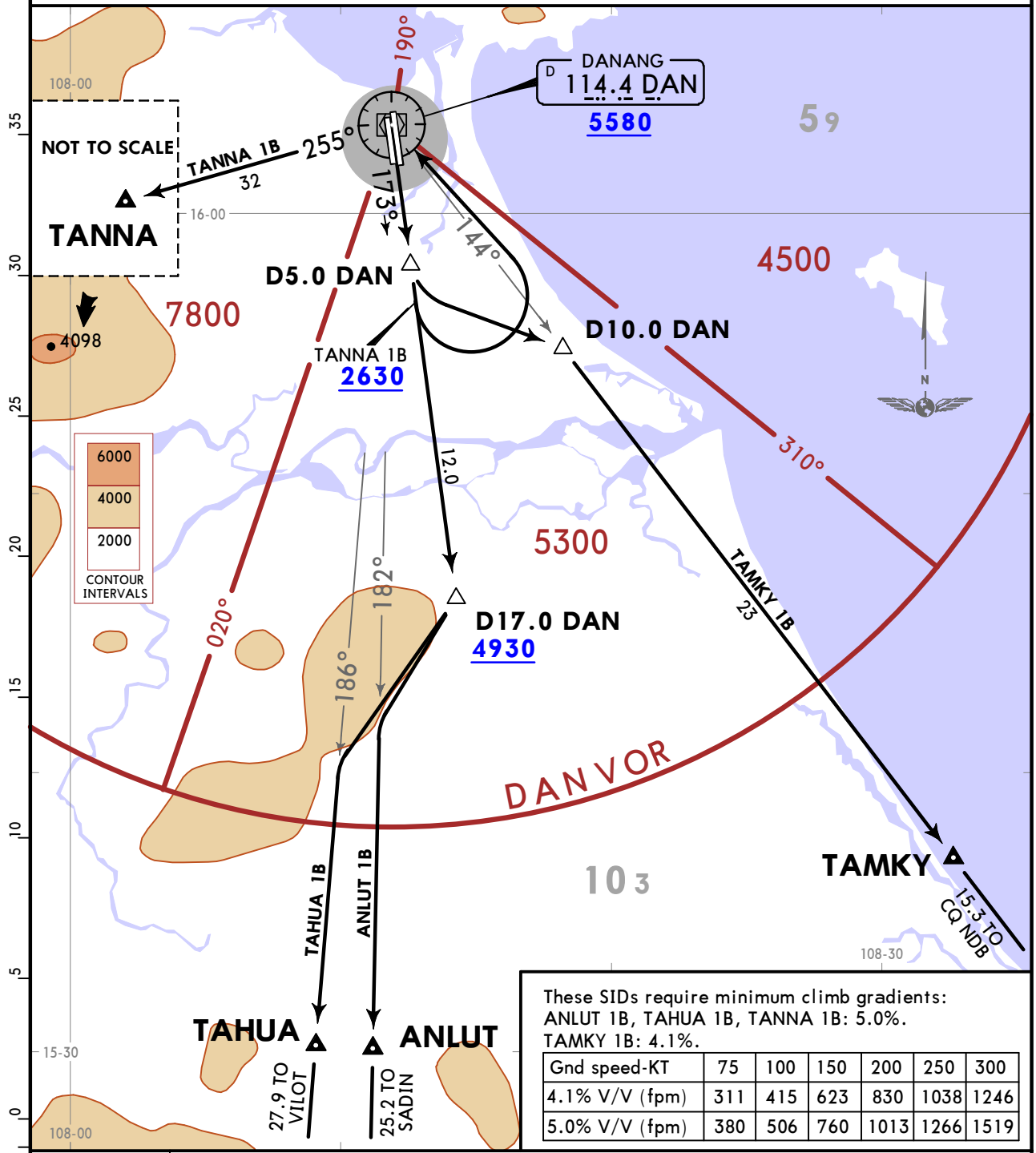
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	INITIAL CLIMB
ANLUT 1A	After take-off, join DAN R001, climb to 2960 or above at D10.0 DAN, turn RIGHT to DAN VOR reaching 5580 or above, continue climbing to intercept DAN R182 to ANLUT.
TAHUA 1A	After take-off, join DAN R001, climb to 2960 or above at D10.0 DAN, turn RIGHT to DAN VOR reaching 5580 or above, continue climbing to intercept DAN R186 to TAHUA.
TAMKY 1A	After take-off, join DAN R001, climb to 2960 or above at D10.0 DAN, turn RIGHT to DAN VOR reaching 5580 or above, continue climbing to intercept DAN R144 to TAMKY.
TANNA 1A	After take-off, join DAN R001, climb to 2960 or above at D10.0 DAN, turn RIGHT to DAN VOR reaching 5580 or above, continue climbing to intercept DAN R255 to TANNA.

CHANGES: Procedure flight track identifier.

Apt Elev	Trans alt: 9030
30	

ANLUT 1B (ANLUT 1B) [ANLU1B]
TAHUA 1B (TAHUA 1B) [TAHU1B]
TAMKY 1B (TAMKY 1B) [TAMK1B]
TANNA 1B (TANNA 1B) [TANA1B]
RWYS 17L/R DEPARTURES



These SIDs require minimum climb gradients:
ANLUT 1B, TAHUA 1B, TANNA 1B: 5.0%.
TAMKY 1B: 4.1%.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.0% V/V (fpm)	380	506	760	1013	1266	1519

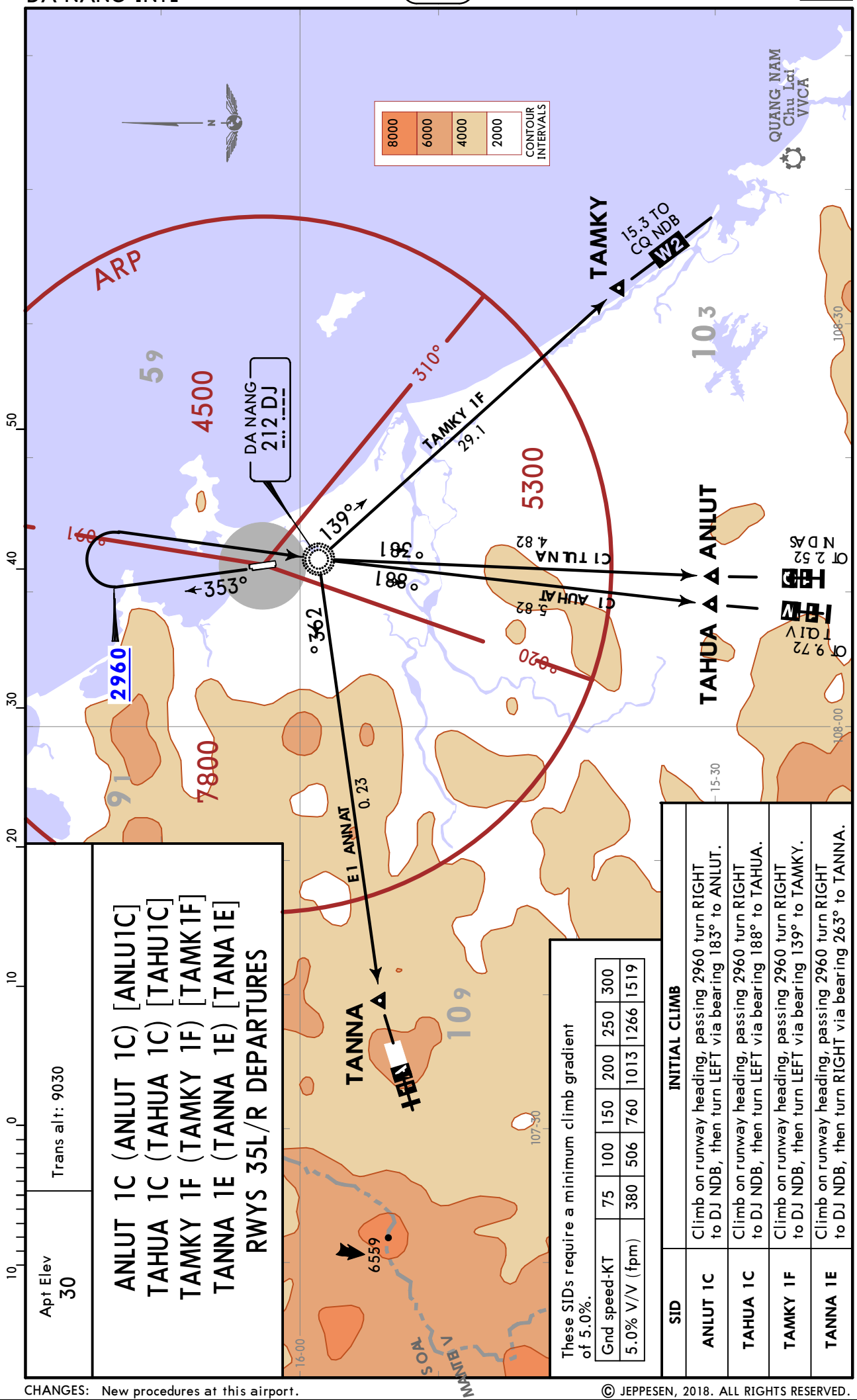
SID	INITIAL CLIMB
ANLUT 1B	After take-off, join DAN R173 to D17.0 DAN at 4930 or above, turn RIGHT to intercept DAN R182 to ANLUT.
TAHUA 1B	After take-off, join DAN R173 to D17.0 DAN at 4930 or above, turn RIGHT to intercept DAN R186 to TAHUA.
TAMKY 1B	After take-off, join DAN R173 to D5.0 DAN, turn LEFT to intercept DAN R144 at D10.0 DAN, continue to TAMKY.
TANNA 1B	After take-off, join DAN R173, reaching 2630 turn LEFT to DAN VOR reaching 5580 or above at DAN VOR, intercept DAN R255 to TANNA.

CHANGES: None.

VVDN/DAD
DA NANG INTL

JEPPESEN
10 AUG 18 (10-3B) Eff 16 Aug

DA NANG, VIETNAM
SID



ANLUT 1C (ANLU1C) [ANLU1C]
TAHUA 1C (TAHU1C) [TAHU1C]
TAMKY 1F (TAMKY 1F) [TAMK1F]
TANNA 1E (TANNA 1E) [TANA1E]
RWYS 35L/R DEPARTURES

Apt Elev 30

Trans alt: 9030

These SIDs require a minimum climb gradient of 5.0%.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	INITIAL CLIMB
ANLUT 1C	Climb on runway heading, passing 2960 turn RIGHT to DJ NDB, then turn LEFT via bearing 183° to ANLUT.
TAHUA 1C	Climb on runway heading, passing 2960 turn RIGHT to DJ NDB, then turn LEFT via bearing 188° to TAHUA.
TAMKY 1F	Climb on runway heading, passing 2960 turn RIGHT to DJ NDB, then turn LEFT via bearing 139° to TAMKY.
TANNA 1E	Climb on runway heading, passing 2960 turn RIGHT to DJ NDB, then turn RIGHT via bearing 263° to TANNA.

CHANGES: New procedures at this airport.

VVDN/DAD
DA NANG INTL

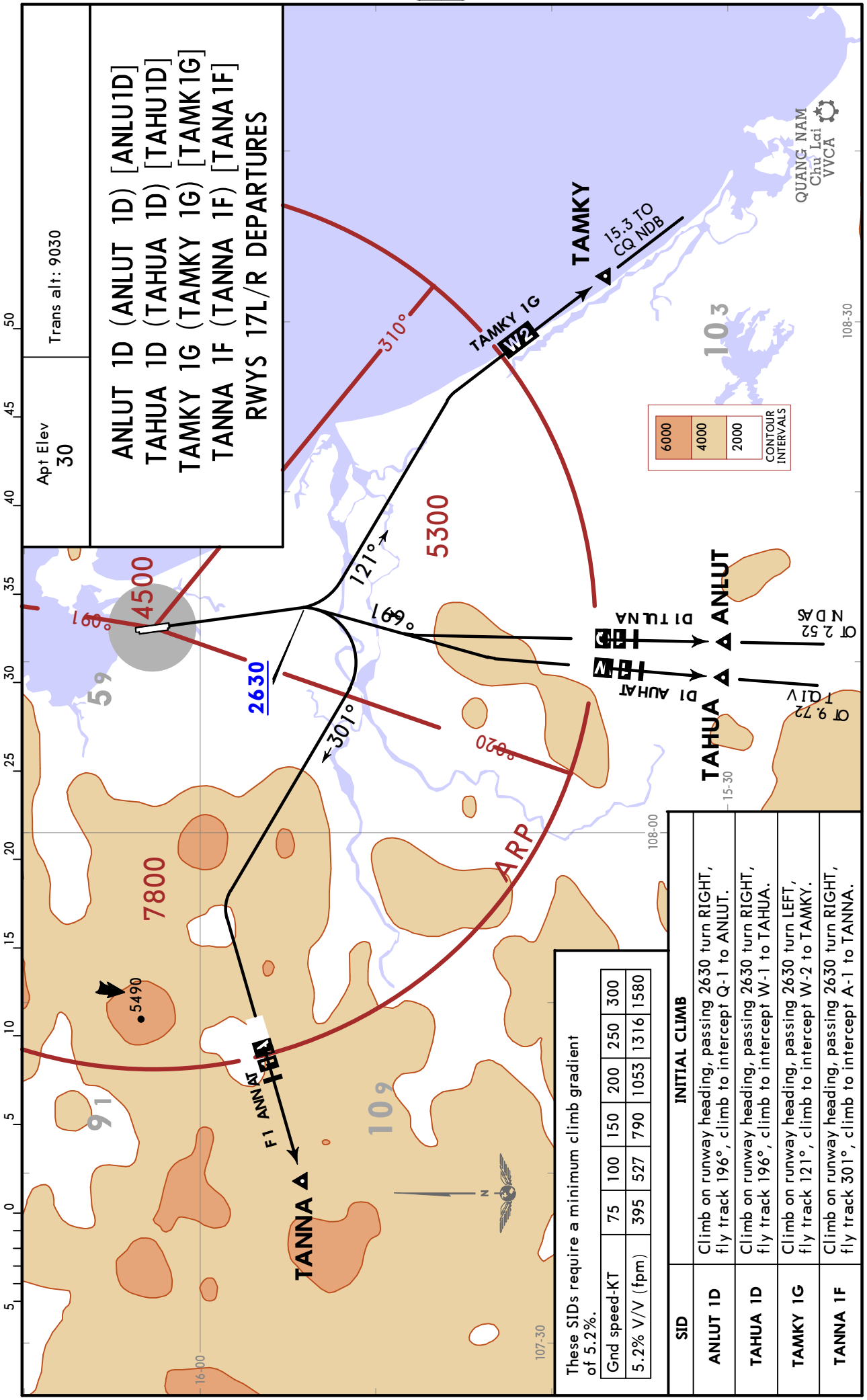
JEPPESEN
10 AUG 18 (10-3C) Eff 16 Aug

DA NANG, VIETNAM
SID

Trans alt: 9030

Apt Elev 30

ANLUT 1D (ANLUT 1D) [ANLU1D]
TAHUA 1D (TAHUA 1D) [TAHU1D]
TAMKY 1G (TAMKY 1G) [TAMK1G]
TANNA 1F (TANNA 1F) [TANA1F]
RWYS 17L/R DEPARTURES



These SIDs require a minimum climb gradient of 5.2%.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

SID	INITIAL CLIMB
ANLUT 1D	Climb on runway heading, passing 2630 turn RIGHT, fly track 196°, climb to intercept Q-1 to ANLUT.
TAHUA 1D	Climb on runway heading, passing 2630 turn RIGHT, fly track 196°, climb to intercept W-1 to TAHUA.
TAMKY 1G	Climb on runway heading, passing 2630 turn LEFT, fly track 121°, climb to intercept W-2 to TAMKY.
TANNA 1F	Climb on runway heading, passing 2630 turn RIGHT, fly track 301°, climb to intercept A-1 to TANNA.

CHANGES: New procedures at this airport.

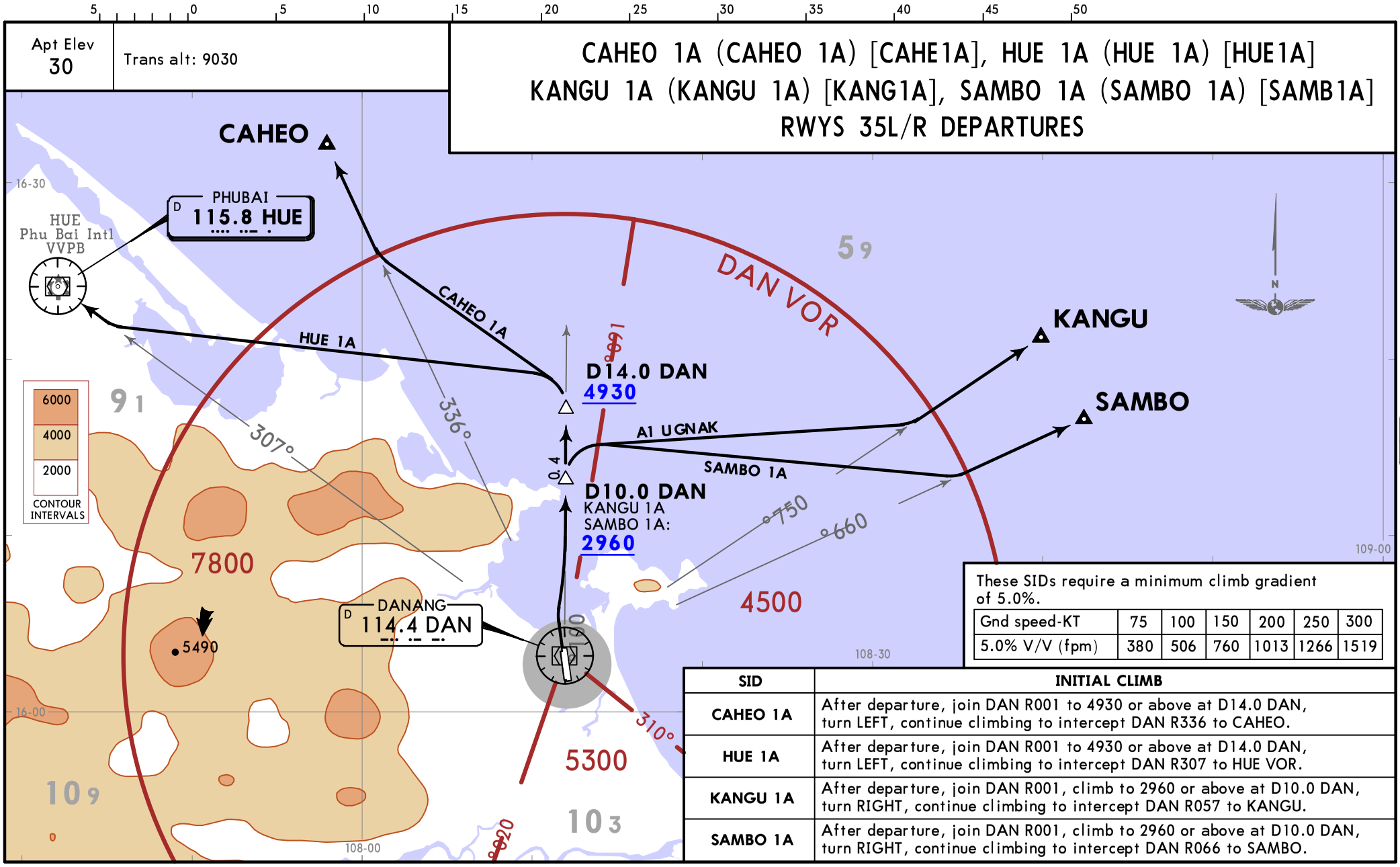
JEPPESEN
10 AUG 18
10-3D

SID

CAHEO 1A (CAHEO 1A) [CAHE1A], HUE 1A (HUE 1A) [HUE1A]
KANGU 1A (KANGU 1A) [KANG1A], SAMBO 1A (SAMBO 1A) [SAMB1A]
RWYS 35L/R DEPARTURES

Apt Elev
30

Trans alt: 9030



These SIDs require a minimum climb gradient of 5.0%.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	INITIAL CLIMB
CAHEO 1A	After departure, join DAN R001 to 4930 or above at D14.0 DAN, turn LEFT, continue climbing to intercept DAN R336 to CAHEO.
HUE 1A	After departure, join DAN R001 to 4930 or above at D14.0 DAN, turn LEFT, continue climbing to intercept DAN R307 to HUE VOR.
KANGU 1A	After departure, join DAN R001, climb to 2960 or above at D10.0 DAN, turn RIGHT, continue climbing to intercept DAN R057 to KANGU.
SAMBO 1A	After departure, join DAN R001, climb to 2960 or above at D10.0 DAN, turn RIGHT, continue climbing to intercept DAN R066 to SAMBO.

CAHEO 1B (CAHEO 1B) [CAHE1B], HUE 1B (HUE 1B) [HUE1B]
KANGU 1B (KANGU 1B) [KANG1B], SAMBO 1B (SAMBO 1B) [SAMB1B]
RWYS 17L/R DEPARTURES

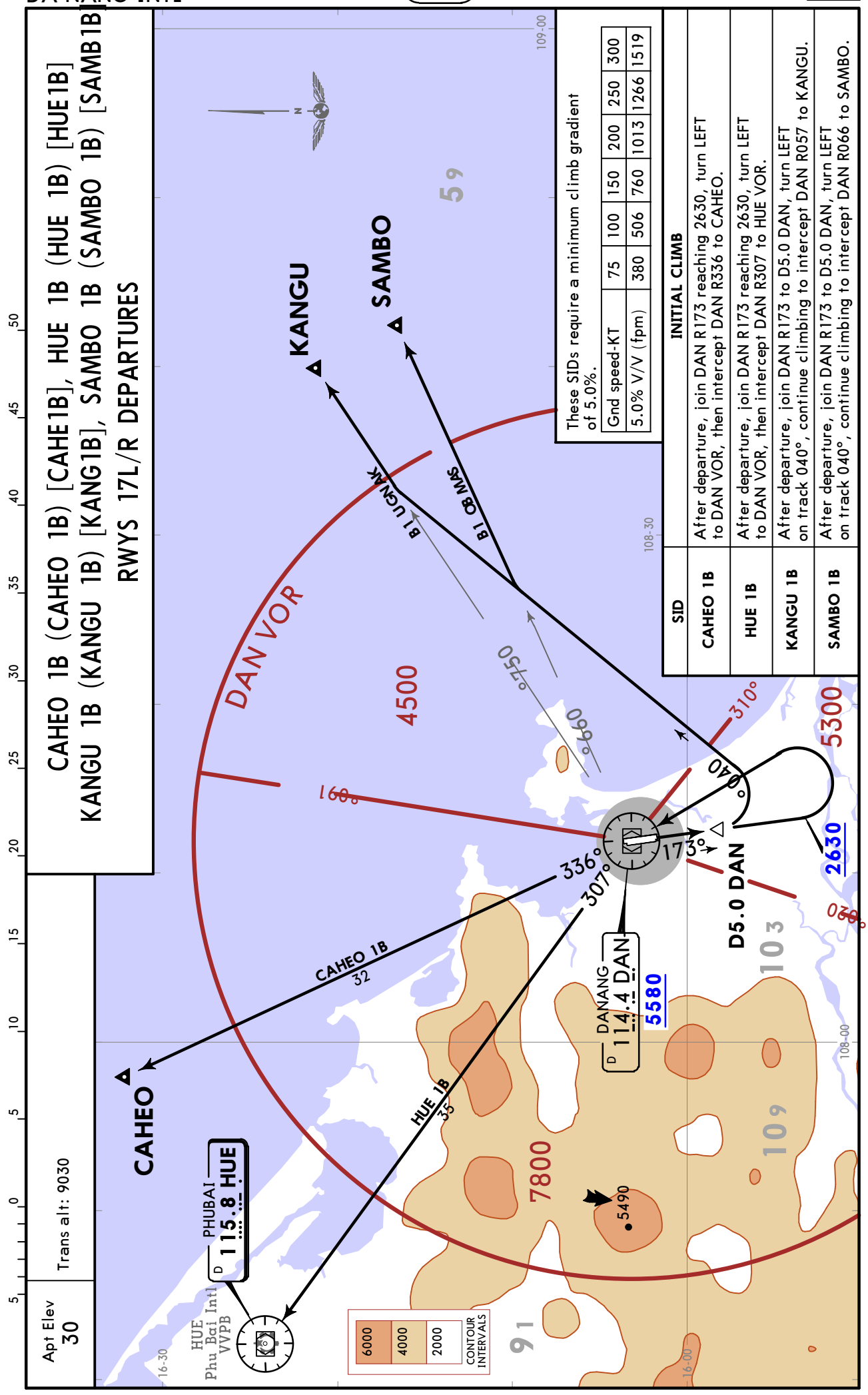
Apt Elev 30

Trans alt: 9030

These SIDs require a minimum climb gradient of 5.0%.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

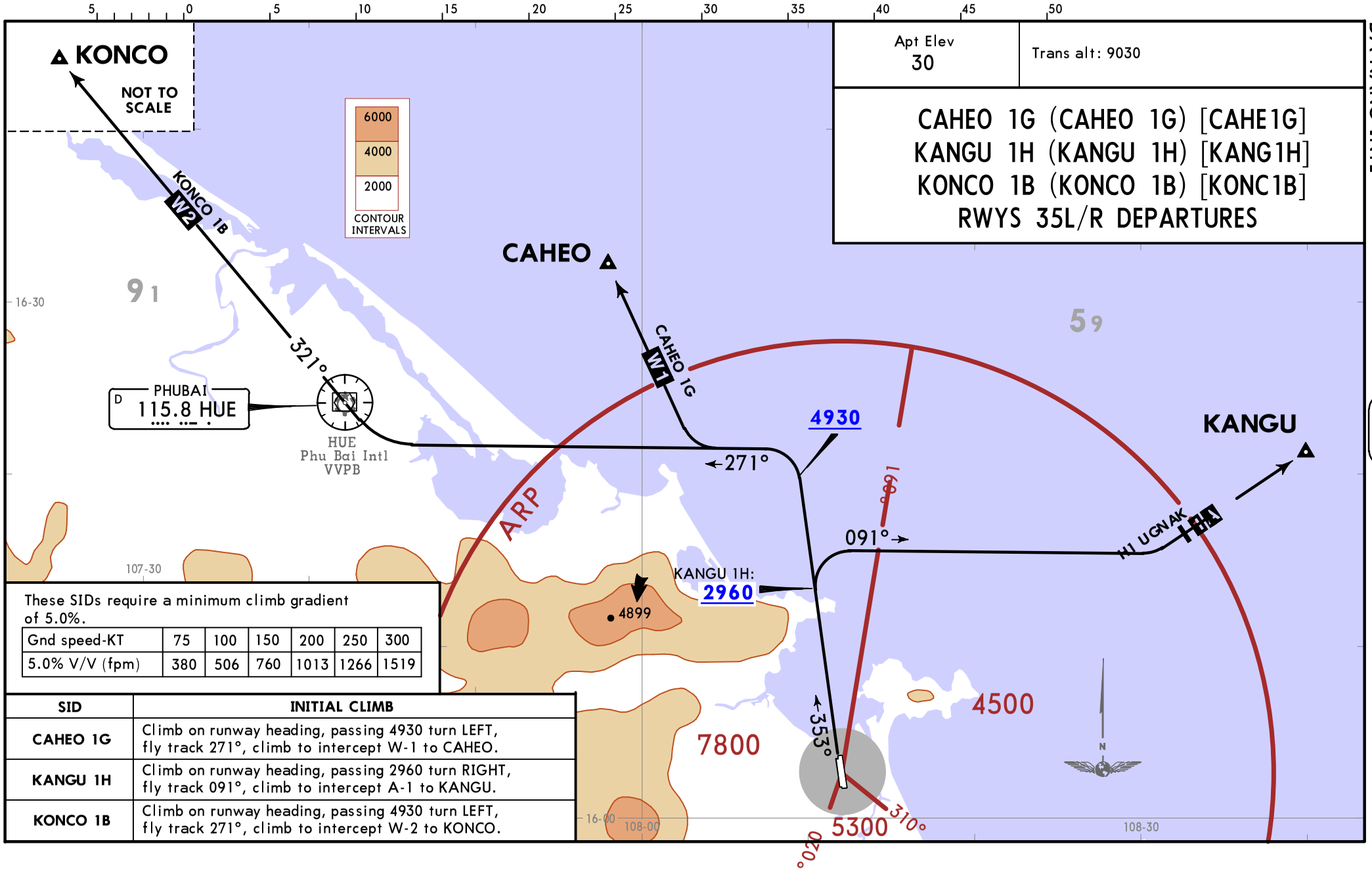
SID	INITIAL CLIMB
CAHEO 1B	After departure, join DAN R173 reaching 2630, turn LEFT to DAN VOR, then intercept DAN R336 to CAHEO.
HUE 1B	After departure, join DAN R173 reaching 2630, turn LEFT to DAN VOR, then intercept DAN R307 to HUE VOR.
KANGU 1B	After departure, join DAN R173 to D5.0 DAN, turn LEFT on track 040°, continue climbing to intercept DAN R057 to KANGU.
SAMBO 1B	After departure, join DAN R173 to D5.0 DAN, turn LEFT on track 040°, continue climbing to intercept DAN R066 to SAMBO.



Apt Elev
30

Trans alt: 9030

CAHEO 1G (CAHEO 1G) [CAHE1G]
KANGU 1H (KANGU 1H) [KANG1H]
KONCO 1B (KONCO 1B) [KONC1B]
RWYS 35L/R DEPARTURES



These SIDs require a minimum climb gradient of 5.0%.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	INITIAL CLIMB
CAHEO 1G	Climb on runway heading, passing 4930 turn LEFT, fly track 271°, climb to intercept W-1 to CAHEO.
KANGU 1H	Climb on runway heading, passing 2960 turn RIGHT, fly track 091°, climb to intercept A-1 to KANGU.
KONCO 1B	Climb on runway heading, passing 4930 turn LEFT, fly track 271°, climb to intercept W-2 to KONCO.

JEPPESEN
10 AUG 18
10-3F
Eff 16 Aug

DA NANG, VIETNAM

SID

CHANGES: New procedures at this airport.

VVDN/DAD
DA NANG INTL

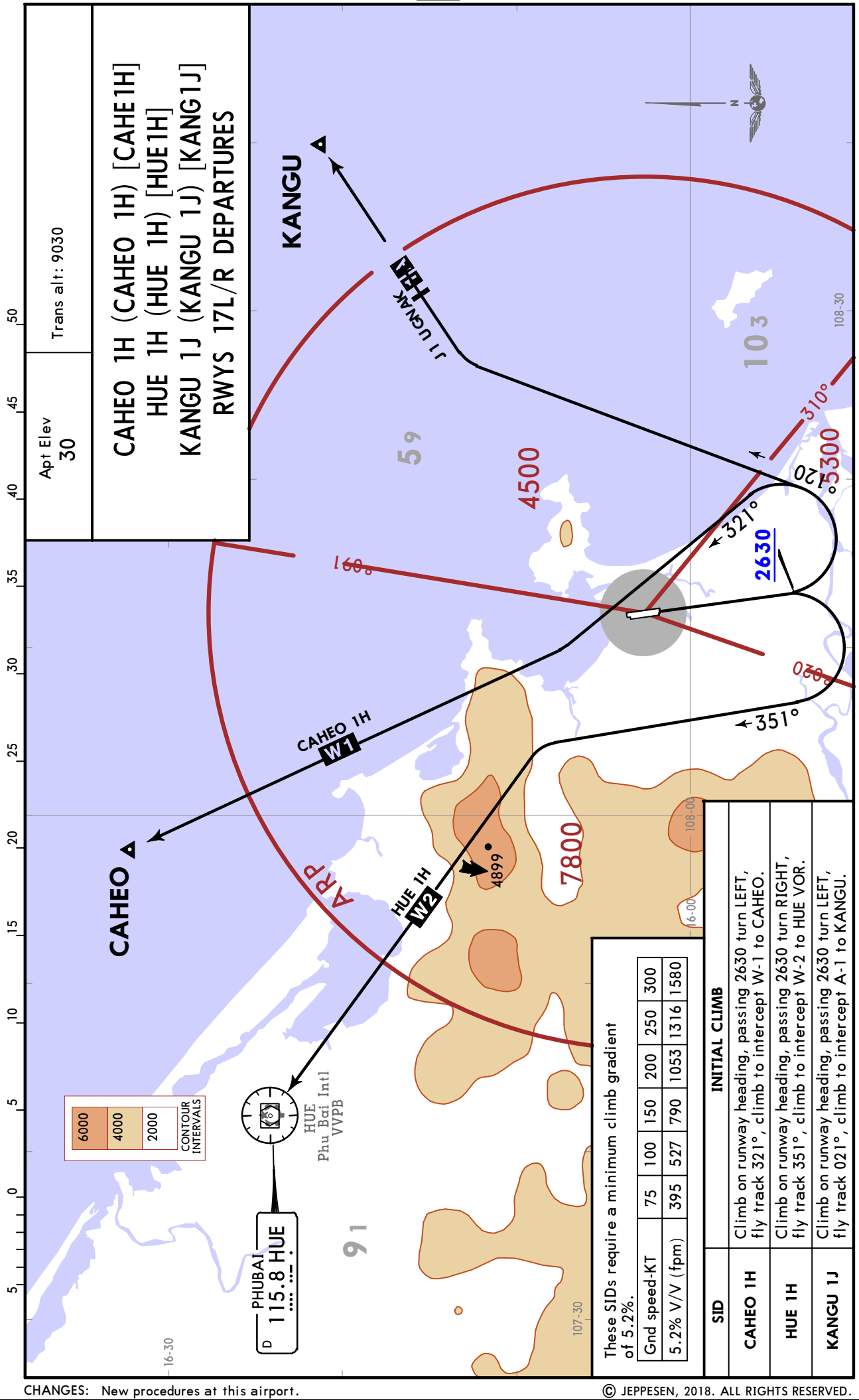
JEPPESEN
10 AUG 18 (10-3G) Eff 16 Aug

DA NANG, VIETNAM
SID

Trans alt: 9030

Apt Elev 30

CAHEO 1H (CAHEO 1H) [CAHE1H]
HUE 1H (HUE 1H) [HUE1H]
KANGU 1J (KANGU 1J) [KANG1J]
RWYS 17L/R DEPARTURES



CHANGES: New procedures at this airport.

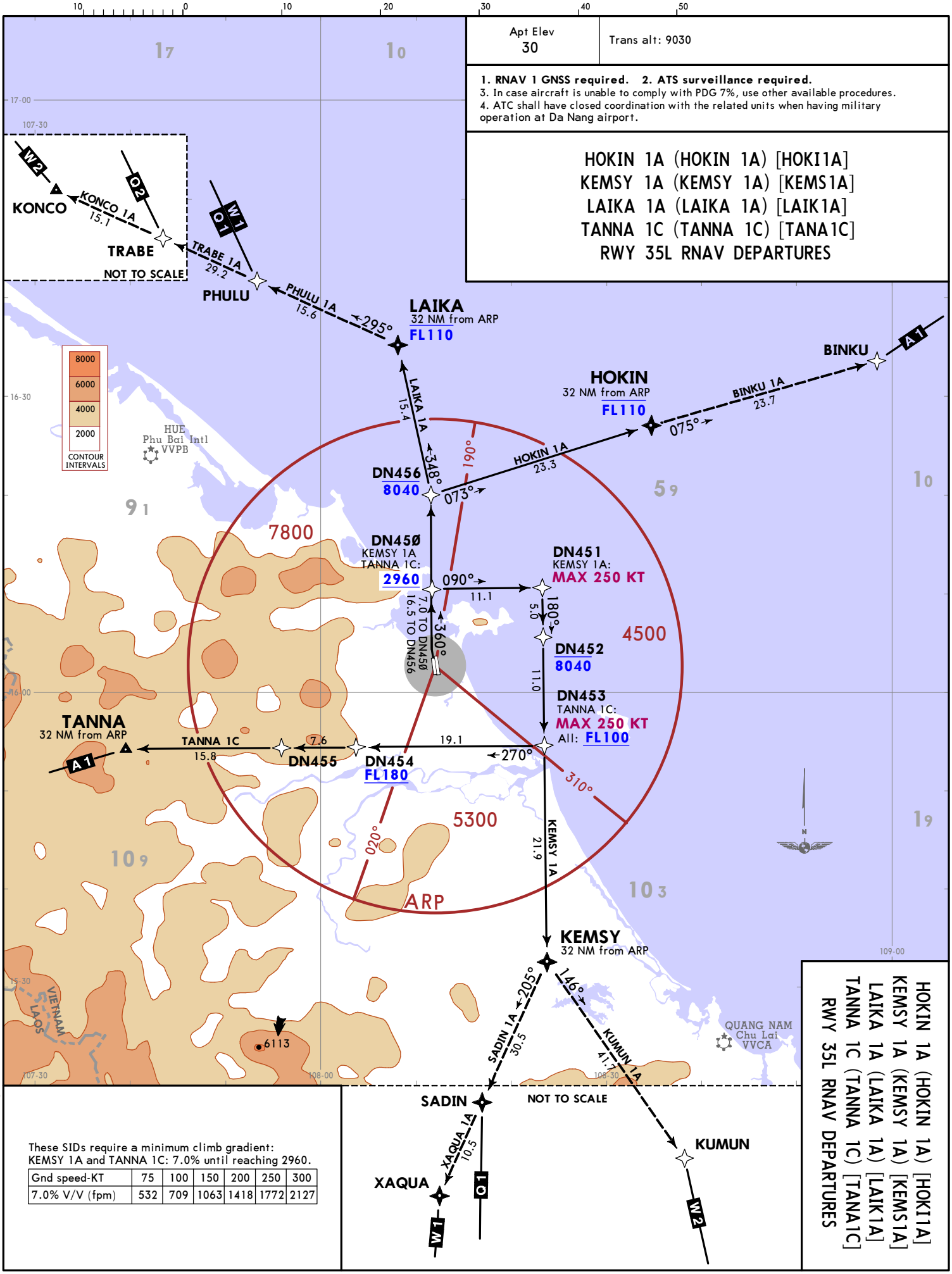
CHANGES: KEMSY 1A, TANNA 1C at DN450.

VVDN/DAD
DA NANG INTL

Apt Elev	Trans alt: 9030
30	

1. **RNAV 1 GNSS required.** **2. ATS surveillance required.**
3. In case aircraft is unable to comply with PDG 7%, use other available procedures.
4. ATC shall have closed coordination with the related units when having military operation at Da Nang airport.

HOKIN 1A (HOKIN 1A) [HOKI1A]
KEMSY 1A (KEMSY 1A) [KEMS1A]
LAIKA 1A (LAIKA 1A) [LAIK1A]
TANNA 1C (TANNA 1C) [TANA1C]
RWY 35L RNAV DEPARTURES



These SIDs require a minimum climb gradient:
KEMSY 1A and TANNA 1C: 7.0% until reaching 2960.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

HOKIN 1A (HOKIN 1A) [HOKI1A]
KEMSY 1A (KEMSY 1A) [KEMS1A]
LAIKA 1A (LAIKA 1A) [LAIK1A]
TANNA 1C (TANNA 1C) [TANA1C]
RWY 35L RNAV DEPARTURES

JEPPESEN DA NANG, VIETNAM
14 DEC 18 (10-3H)
RNAV SID

CHANGES: KEMSY 1B, TANNA 1D at DN450.

Apt Elev	Trans alt: 9030
30	

1. **RNAV 1 GNSS required. 2. ATS surveillance required.**
3. In case aircraft is unable to comply with PDG 7%, use other available procedures.
4. ATC shall have closed coordination with the related units when having military operation at Da Nang airport.

HOKIN 1B (HOKIN 1B) [HOKI1B]
KEMSY 1B (KEMSY 1B) [KEMS1B]
LAIKA 1B (LAIKA 1B) [LAIK1B]
TANNA 1D (TANNA 1D) [TANA1D]
RWY 35R RNAV DEPARTURES

KONCO
KONCO 1A 15.7
TRABE
TRABE 1A 29.2
NOT TO SCALE
PHULU
PHULU 1A 15.6
295°
LAIKA
32 NM from ARP
FL110
BINKU
BINKU 1A 23.7
HOKIN
32 NM from ARP
FL110
075°
HOKIN 1B 23.3
LAIKA 1B 15.4
348°
100°
DN456
8040
073°
HUE
Phu Bai Intl
VVPB
8000
6000
4000
2000
CONTOUR INTERVALS
DN450
KEMSY 1B
TANNA 1D:
2960
090°
11.1
DN451
KEMSY 1B:
MAX 250 KT
180°
5.0
DN452
8040
11.0
DN453
TANNA 1D:
MAX 250 KT
All: FL100
16.4 TO DN456
360°
6.8 TO DN450
359°
7800
4500
5300
TANNA
32 NM from ARP
TANNA 1D
15.8
7.6
DN455
DN454
FL180
19.1
270°
310°
020°
KEMSY 1B
21.9
ARP
KEMSY
32 NM from ARP
205°
146°
SADIN 1A
30.5
KUMUN 1A
41.7
SADIN
NOT TO SCALE
XAQUA 1A
10.5
XAQUA
KUMUN
6113
VIETNAM
LAOS
QUANG NAM
Chu Lai
VVCA

These SIDs require a minimum climb gradient:
KEMSY 1B and TANNA 1D: 7.0% until reaching 2960.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

HOKIN 1B (HOKIN 1B) [HOKI1B]
KEMSY 1B (KEMSY 1B) [KEMS1B]
LAIKA 1B (LAIKA 1B) [LAIK1B]
TANNA 1D (TANNA 1D) [TANA1D]
RWY 35R RNAV DEPARTURES

VVDN/DAD
DA NANG INTL

JEPPESEN DA NANG, VIETNAM
14 DEC 18 (10-3J)
RNAV SID

VVDN/DAD

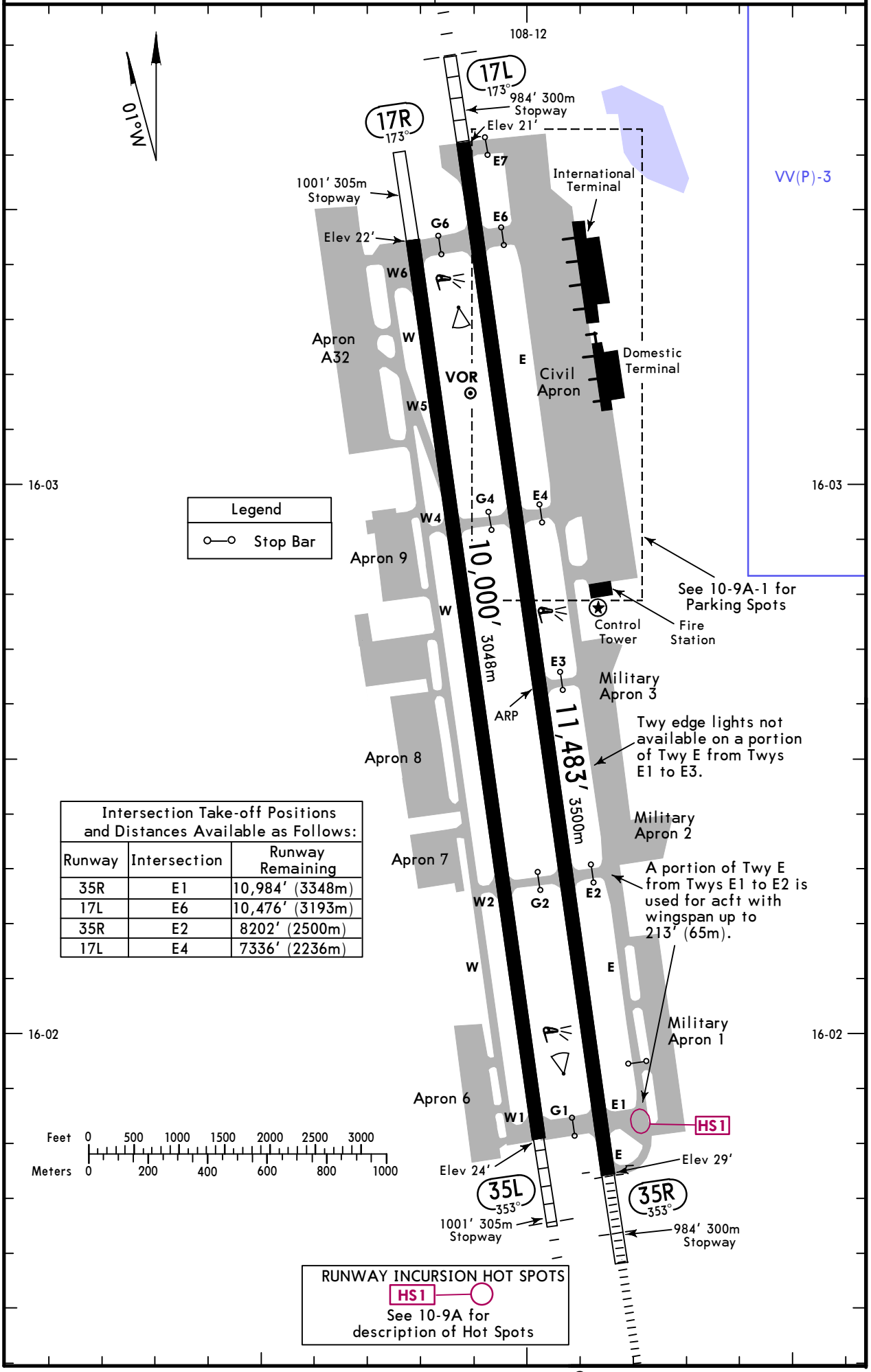
Apt Elev 30′
N16 02.6 E108 12.0

JEPPESEN
21 AUG 20 (10-9)

DA NANG, ~~VIETNAM~~

DA NANG INTL

DA NANG Ground	Tower
121.6	118.35



Intersection Take-off Positions and Distances Available as Follows:		
Runway	Intersection	Runway Remaining
35R	E1	10,984′ (3348m)
17L	E6	10,476′ (3193m)
35R	E2	8202′ (2500m)
17L	E4	7336′ (2236m)

CHANGES: Twys ident, stop bar, notes, buildings, apron.

GENERAL

Da Nang Intl airport (VVDN) will be used as the alternate airport for Noi Bai Intl airport (VVNB) in case acft B747-8 can not arrive at Noi Boi Intl airport (VVNB), details as follows.

- Maximum take-off weight: 380 tons (760,000 lbs/344,730 kg).
- Acft will have to control their 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 intersections of runways and taxiways, on parallel taxiways and on the apron.
- Acft are requested to strictly follow ATC instructions.

Operation of aircraft A350-900 and B787-9:

- Da Nang Intl Airport (VVDN) shall be used as alternate aerodrome for Noi Bai Intl (VVNB) and Tan Son Nhat Intl (VVTS) in case acft A350-900 and B787-9 cannot take-off/land from these apts.
- Use RWY 17L/35R as main rwy for acft A350-900 and B787-9 to take off and land.
- Limited use of RWY 17R/35L for acft A350-900 and B787-9 to take off and land. If it is used, the aircraft must off-load.

RUNWAY INCURSION HOT SPOTS

HS1

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

HS1 Aircraft crossing the intersection of Twys E - E1 (the portion abeam military area): Should pay attention to safe distance with military aircraft and vehicles/facilities.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
17R	HIRL PAPI-L (angle 3.5°) RVR					148' 45m
35L	HIRL SALS PAPI-L (angle 3.0°) RVR			9002' 2744m		
17L	HIRL SALS PAPI-L (angle 3.5°)					148' 45m
35R	HIRL ALSF-I PAPI-L			10,446' 3184m		

1 2 TAKE-OFF

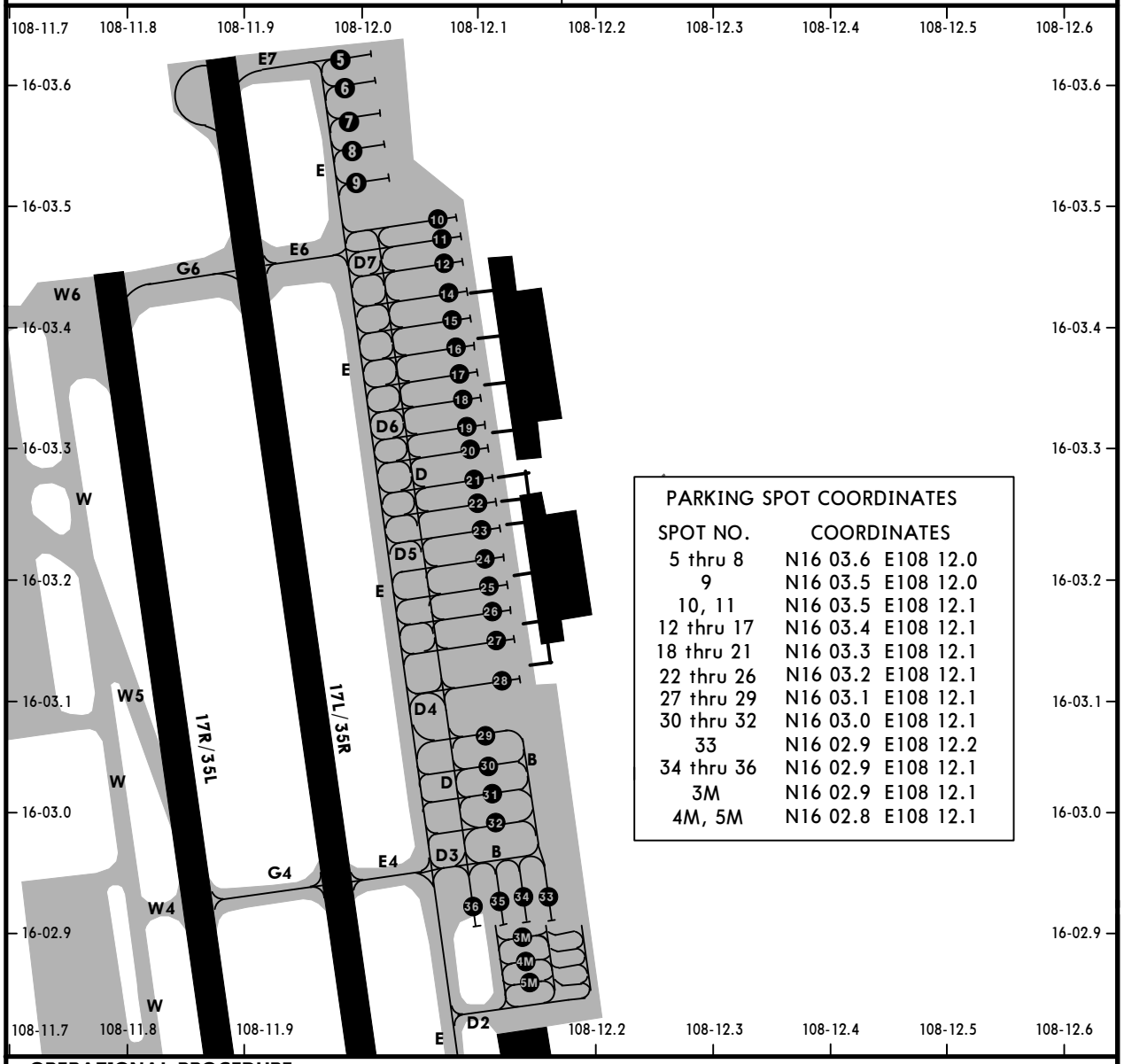
	All Rwys		
	HIRL available		
	Take-Off Alternate Apt. Filed		Take-Off Alternate Apt. not Filed
A	RVR 500m	VIS 600m	Available Landing Minimums
B			
C	RVR 550m	VIS 700m	
D	RVR 550m	VIS 800m	

1 Take-off alternate airports: For international flights: Noi Bai Intl, Tan Son Nhat Intl.
For domestic flights: Noi Bai Intl, Tan Son Nhat Intl, Phu Bai Intl, Chu Lai, Pleiku, Phu Cat, Vinh.

2 When the aircraft cannot choose any take-off alternate airports as mentioned above, the value of airport operational minima for take-off will be the value for landing equally.

CHANGES: Hot spot description.

DA NANG Ground	Tower
121.6	118.35



PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
5 thru 8	N16 03.6 E108 12.0
9	N16 03.5 E108 12.0
10, 11	N16 03.5 E108 12.1
12 thru 17	N16 03.4 E108 12.1
18 thru 21	N16 03.3 E108 12.1
22 thru 26	N16 03.2 E108 12.1
27 thru 29	N16 03.1 E108 12.1
30 thru 32	N16 03.0 E108 12.1
33	N16 02.9 E108 12.2
34 thru 36	N16 02.9 E108 12.1
3M	N16 02.9 E108 12.1
4M, 5M	N16 02.8 E108 12.1

OPERATIONAL PROCEDURE:

-Stands 5, 6, 7, 8, 9, 11, 12, 21, 22, 28: Used for aircraft Cat C (wingspan up to but not including 118' (36m)).

-Stands 10, 16, 18, 20, 23, 24, 25 and 26: Used for aircraft Cat C (wingspan up to but not including 118' (36m)) and aircraft Cat E (wingspan up to but not including 213' (65m)) when there is no aircraft parking at adjacent stands.

-Stand 14: Used for aircraft Cat E (wingspan up to but not including 213' (65m)) when there is no aircraft parking at stand 15 and stand 12 is used for parking aircraft with wingspan up to but not including 92' (28m) only; or used for aircraft Cat D (wingspan up to but not including 171' (52m)) when there is no aircraft parking at stand 15 and stand 12 is used for parking aircraft with wingspan up to but not including 118' (36m) only; or used for aircraft Cat C (wingspan up to but not including 118' (36m)).

-Stands 15, 17 and 19: Only used for aircraft with wingspan up to but not including 92' (28m) when there is no aircraft with wingspan more than 92' (28m) parking in adjacent stands.

-Stand 27: Used for aircraft Cat C (wingspan up to but not including 118' (36m)); or used for aircraft Cat E (wingspan up to but not including 213' (65m)) when there is no aircraft parking at stand 26 and stand 28 is still used for aircraft Cat C (wingspan up to but not including 118' (36m)).

-Stands 29, 30, 31, 32: Used for aircraft up to Cat C and equivalent (wigspan up to but not including 118' (36m)); Stands 30, 31: Used for aircraft Cat D and Cat E (wingspan 118' (36m) up to but not including 213' (65m)) when there is no aircraft parking at the adjacent stands.

-Stands 33, 34, 35 and 36: Used for aircraft with wingspan up to but not including 98' (30m); when stands 33, 34 35 used for aircraft A321 or equivalent, the adjacent stands only used for aircraft with wingspan up to but not including 79' (24m).

-Stands 3M, 4M, 5M: Used for aircraft with wingspan up to but not including 98' (30m). It is not allowed any aircraft to taxi behind 3M, 4M, 5M when there is another aircraft.

NOTES:

-Departure and arrival aircraft are required to comply with ATC clearances.

-Stands 14, 16, 18, 20, 21, 22, 23, 25, 27 and 28: Equipped with passenger bridge.

-When there is aircraft Cat E operating on Twy E, aircraft with wingspan more than 72' (22m) are not allowed to operate on taxi lane D from stand 10 to stand 28.

-When there is aircraft Cat E operating on Twy D, aircraft with wingspan more than 72' (22m) are not allowed to operate on taxi lane E from stand 10 to stand 28.

-Aircraft Cat D and Cat E are not allowed to taxi on taxilane D3 and taxilane D, portion from taxilane D3 to taxilane D4.

CHANGES: Parking spots, buildings, apron, notes.

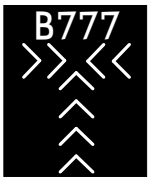
SAFEDOCK VISUAL DOCKING GUIDANCE SYSTEM (VDGS) AT DA NANG INTL AIRPORT

1. INTRODUCTION

Operational procedure of the Visual Docking Guidance System (VDGS) at Da Nang 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 Da Nang Intl airport is Safedock type T3-9 (T-types), available at stand number 14, 16, 18, 20, 21, 22, 23, 25, 27 and 28.

Note: In order to avoid aircraft overshooting the stop-position, pilots are requested to comply with limitations of speed during entry into stand using VDGS as follows:

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

The maximum distance between the center of the nose wheel of aircraft and the center of the stop-position of stand: +1.5m or -1.5m

❶ 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.

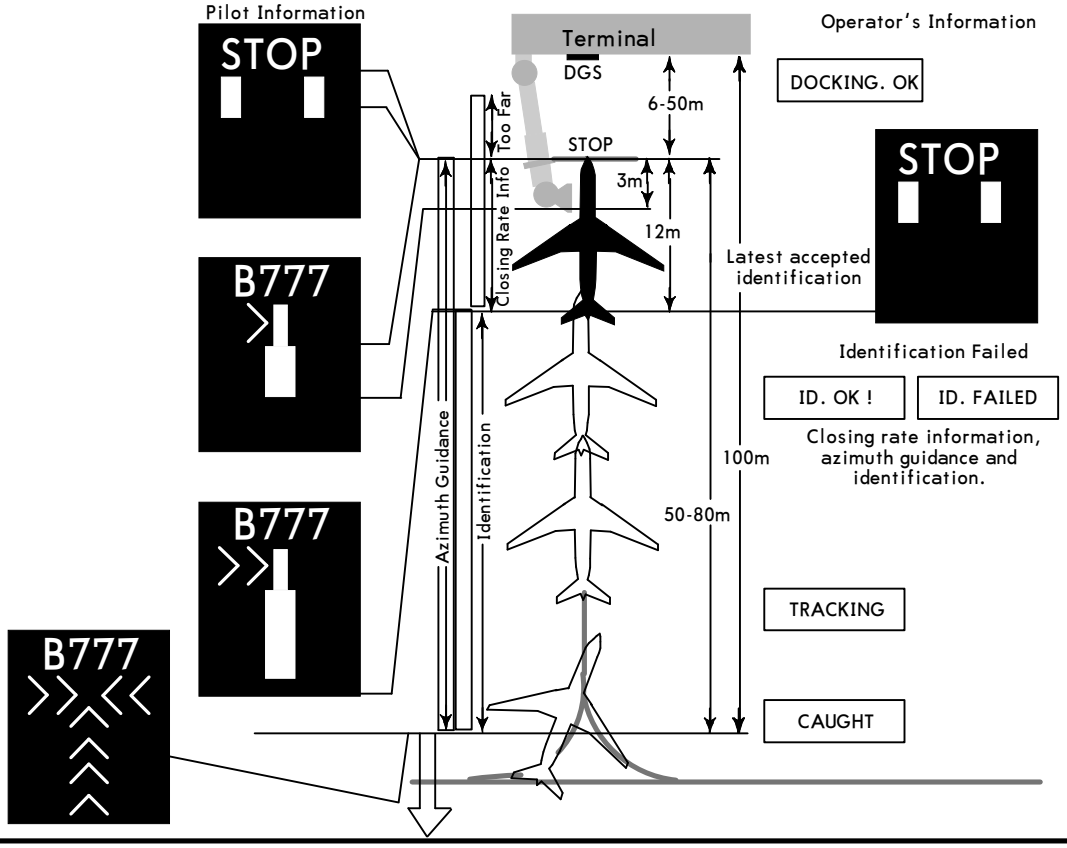
WARNING: If the pilot is unsure of the information being shown on the Safedock Display Unit, he must immediately stop the aircraft and obtain further information for clearance.

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



CHANGES: Notes.

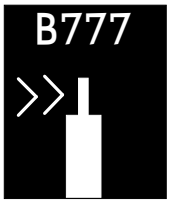
4.1 START OF DOCKING
The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, "WAIT" will be displayed.

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
The closing rate is the final countdown from a specific distance to the stop position. A yellow vertical closing rate bar/center line indicator appears with a digital countdown.

The closing rate bar represents the distance from stop, it consists of a number of rows representing 0.3m or 0.6m per row for example, depending on the configuration requirements. Each row turns off as the aircraft approaches stop (reducing the length of the bar, bottom upwards) and as the last row turns off, less than the interval for one row remains until "STOP" appears.

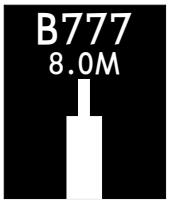
A digital countdown shows the distance to stop numerically, starting from 20m. The digital countdown also uses different decrements during the closing rate process.

Metric digital count example:

Starting with 1m decrements from 20m down to 3m followed by 0.2m decrements from 3.0 down to 0.2m and then followed by STOP.

The pictures illustrate aircraft in the closing rate distance from stop position, slightly left of the center line. The red arrow indicates the direction to steer.

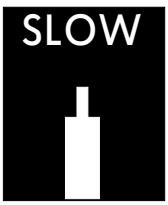
4.5 ALIGNED TO CENTER
The aircraft is at the displayed distance from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.



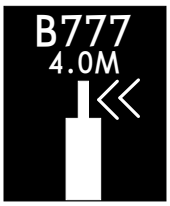
4.6 SLOW (DECREASE SPEED)
Safedock is configured with a slow down active zone (optional distances set from the stop position, standard 6-24m) according to an acceptable docking speed (optional max allowed speed, standard 2m/s).

Note: When 2 m/s is rounded down to a single digit, it is approximately 7 km/h, 4 mph or 3 knots.

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

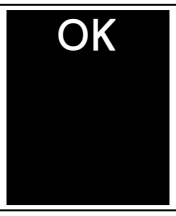


4.7 AZIMUTH GUIDANCE
The aircraft is at the displayed distance from the stop-position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.



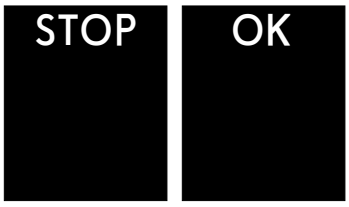
4.8 STOP POSITION REACHED
When the correct stop-position is reached, the display will show "STOP" with red lights.

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.

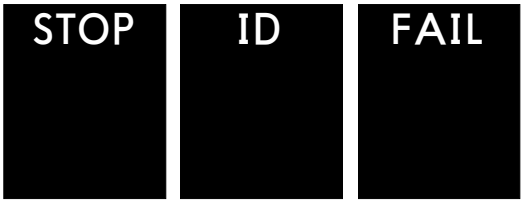
4.13 SLOW (IN ABNORMAL SITUATIONS)
This display can be shown for two reasons:
A) Bad weather condition
During heavy fog, rain, the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will disable the floating arrows and display SLOW and the aircraft type.
As soon as the system detects the approaching aircraft, the vertical closing-rate bar will appear. If the system has been configured in this mode to make a shortened ID verification (check of engine position excluded), the aircraft symbol will blink to give attention.
B) Aircraft lost during docking
If the aircraft is lost during docking far out from the bridge or PBB area, the display will show SLOW. As soon as the system detects the approaching aircraft, the vertical closing rate bar will re-appear.

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

CHANGES: Re-indexed.

4.14 AIRCRAFT VERIFICATION FAILURE

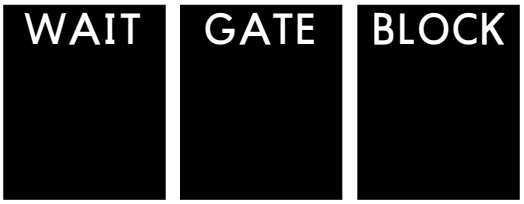
During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 meters before the stop-position, the display will first show WAIT and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed. The text will be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

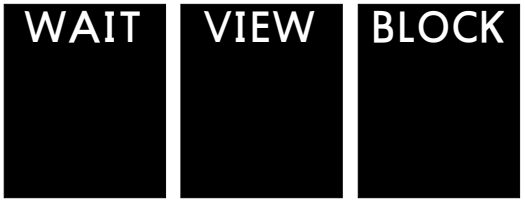


THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

4.16 VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for example internally in the unit on the laser lens or on the laser window by dirt, or another obstacle in the closest view area, 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.

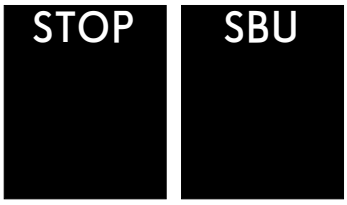


THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

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.

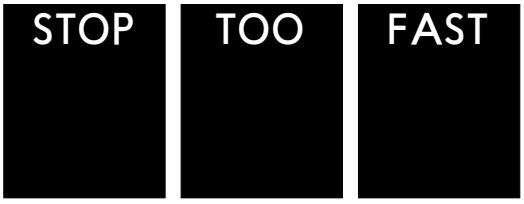
A manual backup procedure must be used for docking guidance.



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.

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.

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.

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.

VVDN/DAD
DA NANG INTL

JEPPESEN

14 DEC 18 (11-1)

MISSED APCH CLIMB GRADIENT MIM 4.5%

DA NANG, VIETNAM
ILS Z Rwy 35L

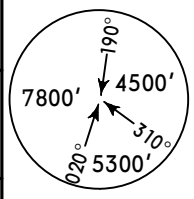
DA NANG Approach	DA NANG Tower	Ground
120.45	118.35	121.6

LOC DAD	Final Apch Crs	GS	ILS DA(H)	Apt Elev 30′
110.5	353°	D6.2 DAD 1969′ (1945′)	Refer to Minimums	Rwy 24′

MISSED APCH: Maintain Rwy heading climbing to 6730′, passing 990′, intercept DAN VOR R-001 to D10.0 DAN reaching 2960′ or above, turn RIGHT to DAN, join holding pattern or follow ATC instructions.

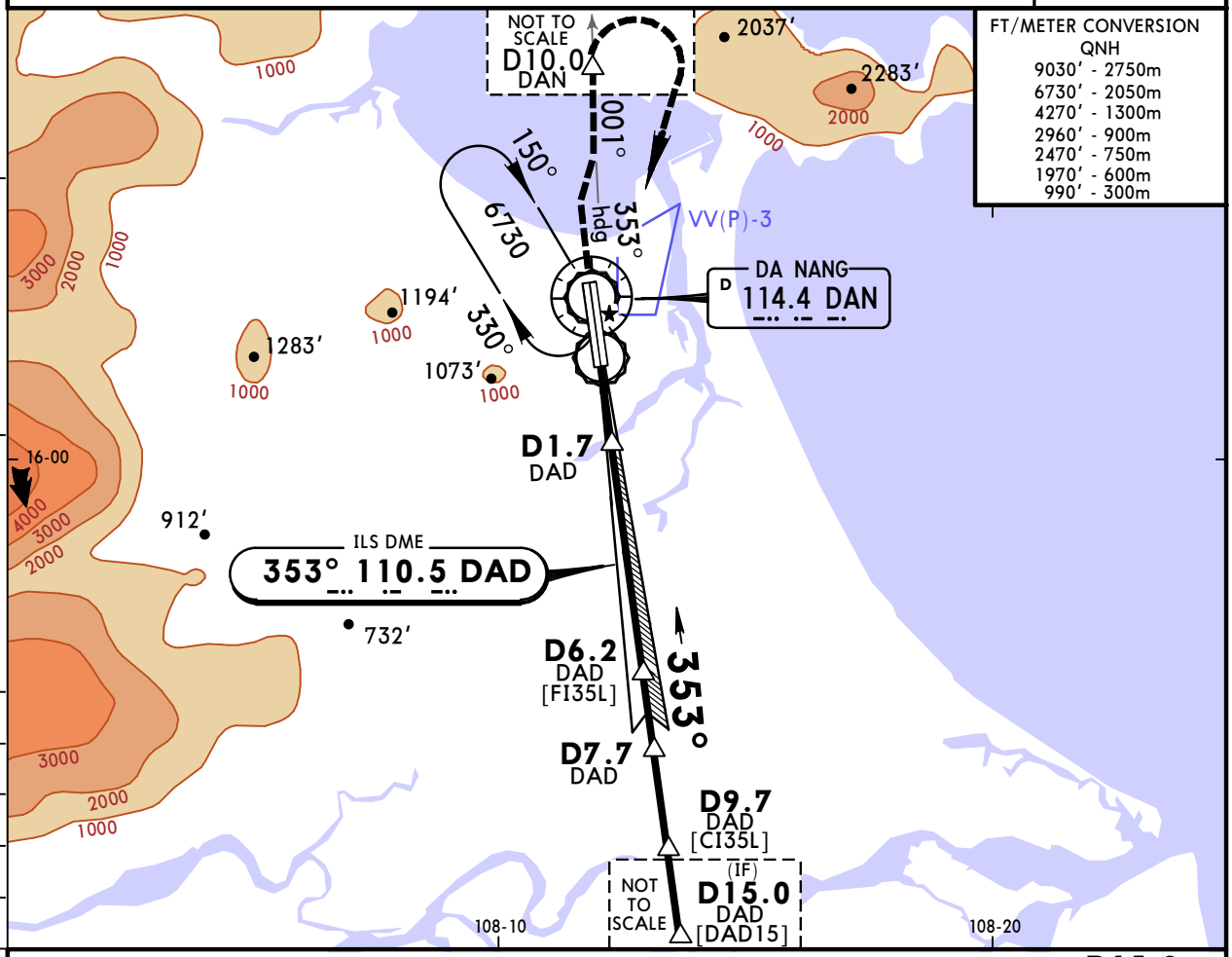
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 100 | Trans alt: 9030′

1. VOR DME required. 2. Radar vectoring required. 3. Only traffic operating in the south descending inbound can receive the signal of DAD ILS DME.

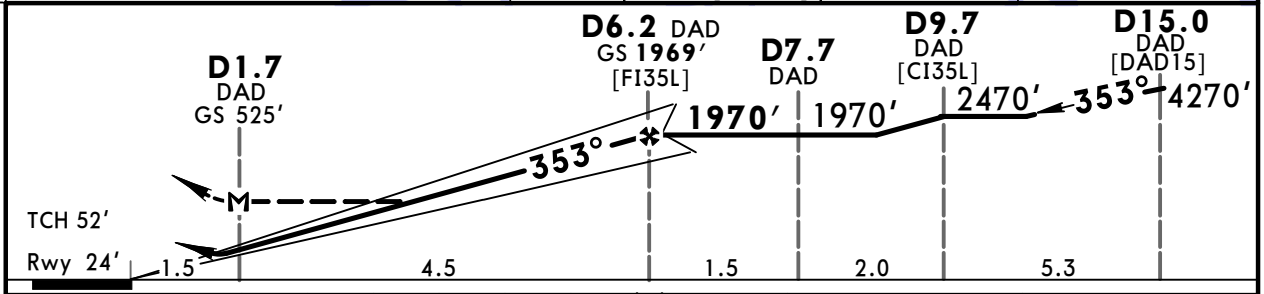


MSA DAN VOR

BRIEFING STRIP ™



FT/METER CONVERSION
QNH
9030′ - 2750m
6730′ - 2050m
4270′ - 1300m
2960′ - 900m
2470′ - 750m
1970′ - 600m
990′ - 300m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.7 DAD or FAF to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

SALS PAPI — 990′ on Rwy hdg — 2960′ on DAN 114.4 R-001

STRAIGHT-IN LANDING RWY 35L **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 4.5%

Missed apch climb gradient mim 4.5%

Not Authorized West of Rwy
Not Applicable at Night

	ILS DA(H)	LOC (GS out) MDA(H)	Max Kts	CIRCLE-TO-LAND MDA(H)	CEIL-VIS
A	A: 244′ (220′) C: 264′ (240′)	530′ (506′)	100	1580′ (1550′)	1580′-4000m
B	B: 254′ (230′) D: 274′ (250′)		135		
C			180	2240′ (2210′)	2240′-5000m
D			D	NA	

	CEILING-VISIBILITY FULL	ALS out	LOC (GS out) ALS out
A	250′ - RVR 800m / VIS 1000m	250′-1200m	560′-2000m
B			
C	270′ - RVR 900m / VIS 1100m	270′-1200m	560′-2400m
D	280′ - RVR 900m / VIS 1100m	280′-1200m	560′-2800m

PANS OPS

CHANGES: Notes.

VVDN/DAD
DA NANG INTL

JEPPESEN

14 DEC 18 (11-2)

MISSED APCH CLIMB GRADIENT MIM 4.5%

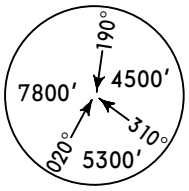
DA NANG, VIETNAM
ILS Y Rwy 35L

DA NANG Approach	DA NANG Tower	Ground
120.45	118.35	121.6

BRIEFING STRIP ™

LOC DAD	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
110.5	353°	D6.2 DAD 1969′(1945′)	Refer to Minimums	Apt Elev 30′ Rwy 24′

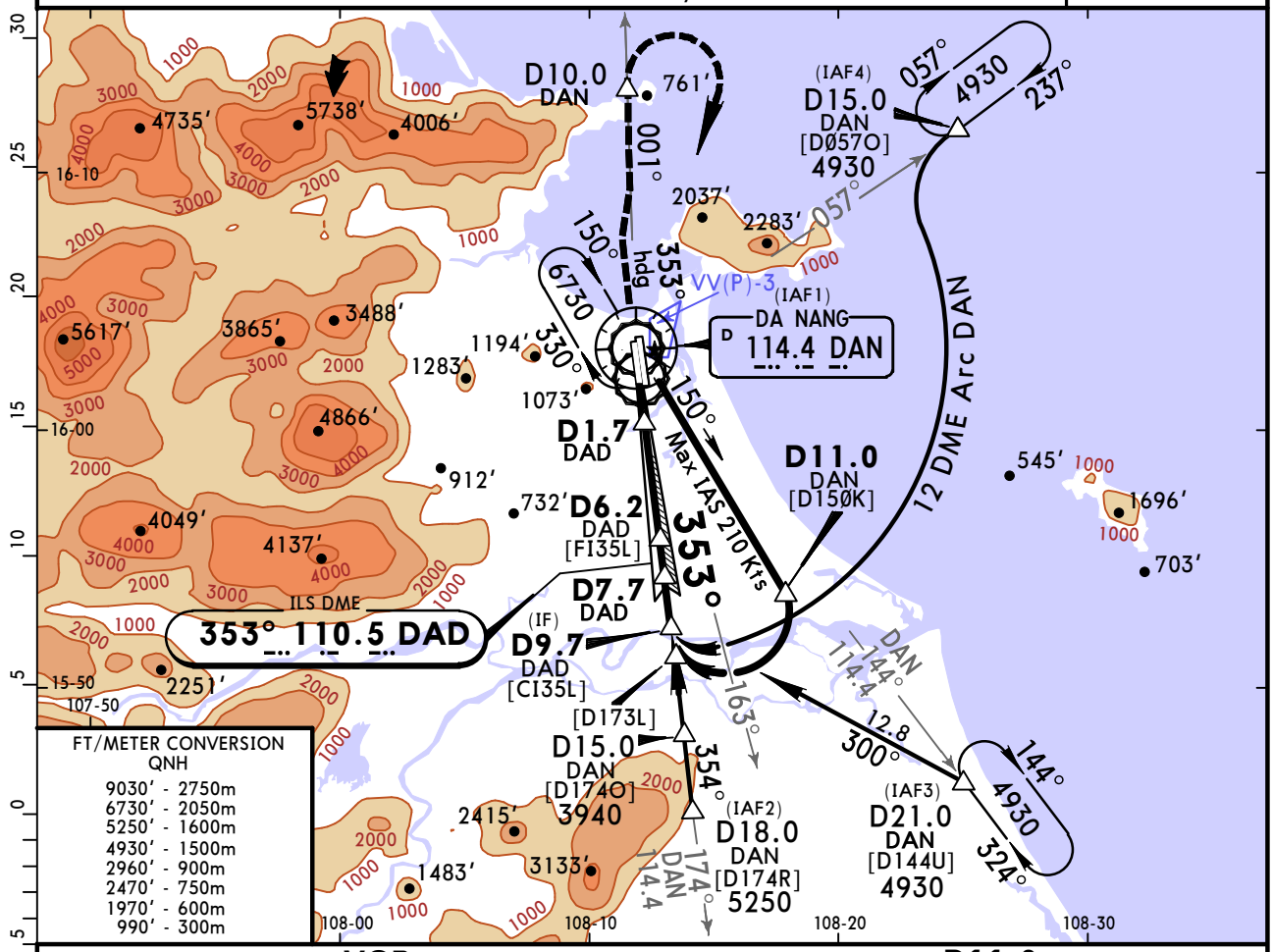
MISSED APCH: Maintain runway heading, climb to 6730′, passing 990′ intercept DAN VOR R-001 to D10.0 DAN VOR at 2960′ or above, turn RIGHT to DAN VOR to join the holding pattern or follow ATC instructions.



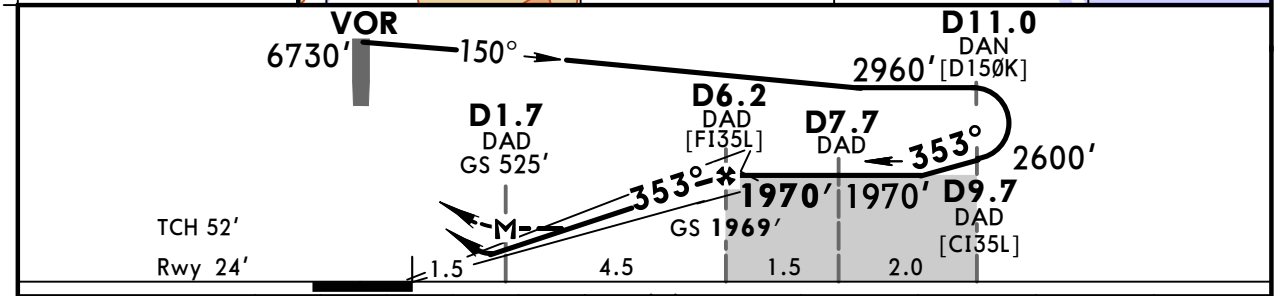
MSA DAN VOR

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. VOR DME required. 2. MAX IAS: 210 kts at IAF1. Base turn (outbound) does not exceed D11.0 DAN. 4. 3126′ mountain located 20 NM south of Rwy 35L threshold.



FT/METER CONVERSION QNH
9030′ - 2750m
6730′ - 2050m
5250′ - 1600m
4930′ - 1500m
2960′ - 900m
2470′ - 750m
1970′ - 600m
990′ - 300m



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.7 DAD or FAF to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

SALS / PAPI	Rwy hdg	6730′	DAN 114.4 R-001	D10.0

PANS OPS

STRAIGHT-IN LANDING RWY 35L **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 4.5%

ILS DA(H) A: 244′(220′) C: 264′(240′) B: 254′(230′) D: 274′(250′)

LOC (GS out) MDA(H) 530′(506′)

Missed apch climb gradient mim 4.5%

Not Authorized West of Rwy
Not Applicable at Night

	FULL	ALS out	LOC (GS out)	Max Kts	CIRCLE-TO-LAND MDA(H)	CEIL-VIS
	CEILING-VISIBILITY					
A	250′ - RVR 800m VIS 1000m	250′ - 1200m	560′ - 2000m	100	1580′(1550′)	1580′-4000m
B				135		
C	270′ - RVR 900m VIS 1100m	270′ - 1200m	560′ - 2400m	180	2240′(2210′)	2240′-5000m
D	280′ - RVR 900m VIS 1100m	280′ - 1200m	560′ - 2800m	D	NA	

CHANGES: None.

VVDN/DAD
DA NANG INTL

JEPPESEN

11 AUG 17
Eff 17 Aug

11-3

MISSED APCH CLIMB GRADIENT MIM 5.0%

DA NANG, ~~VIETNAM~~
ILS X Rwy 35L

DA NANG Approach	DA NANG Tower	Ground
120.45	118.35	121.6

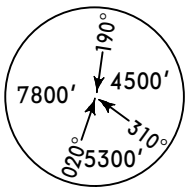
BRIEFING STRIP ™

LOC	Final	GS	ILS	
DAD	Apch Crs	D6.2 DAD	DA(H)	Apt Elev 30′
110.5	353°	1969′ (1945′)	Refer to Minimums	Rwy 24′

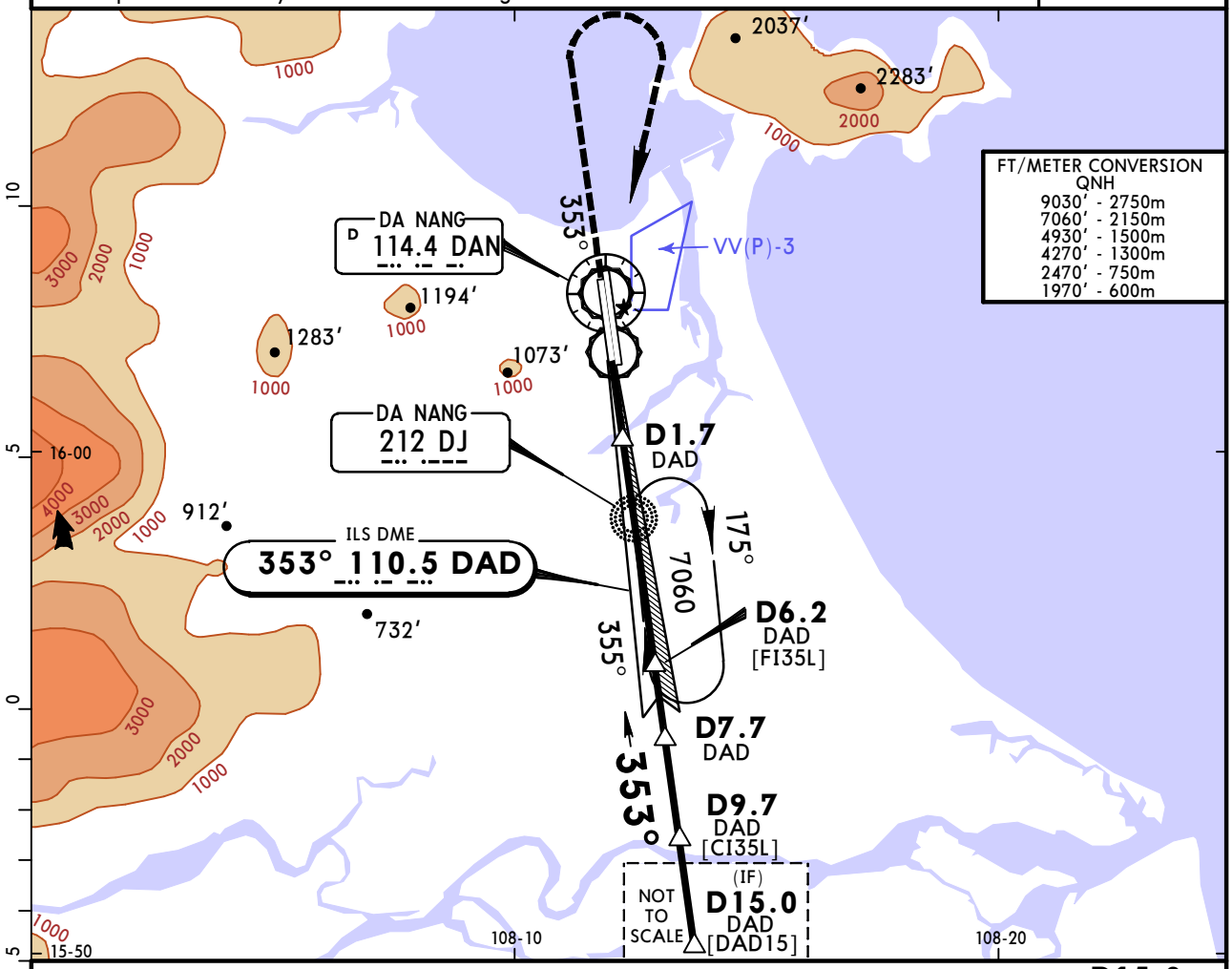
MISSED APCH: Maintain track 353° climbing to 7060′, passing 4930′ turn RIGHT to DJ NDB, join holding pattern or follow ATC instructions.

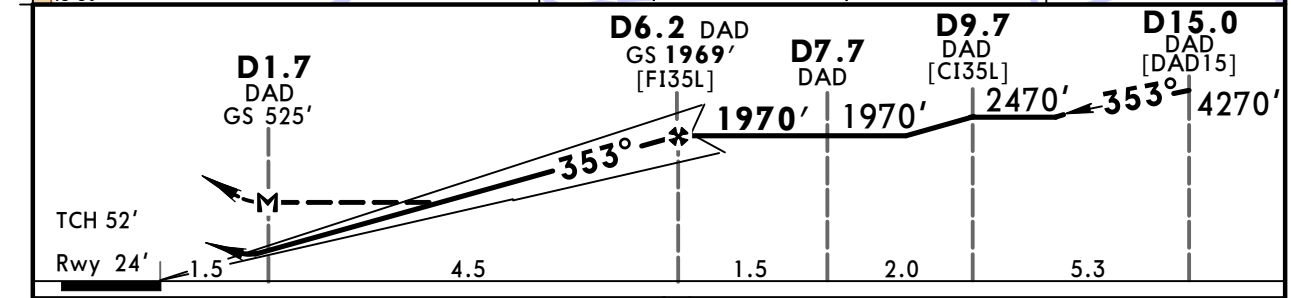
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. Radar vectoring required. 2. NDB required.
3. This procedure is only used when no VOR signal is received.



MSA DAN VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.7 DAD or FAF to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

SALS / PAPI	353°	7060′	4930′ RT	DJ 212

PANS OPS

STRAIGHT-IN LANDING RWY 35L — **CEILING REQUIRED** — CIRCLE-TO-LAND

Missed apch climb gradient mim 5.0%

Missed apch climb gradient mim 5.0%
Not Authorized West of Rwy
Not Applicable at Night

ILS
DA(H) A: 244′ (220′) C: 264′ (240′)
B: 254′ (230′) D: 274′ (250′)

LOC (GS out)
MDA(H) 530′ (506′)

CEILING-VISIBILITY

	FULL	ALS out	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	250′ - RVR 800m VIS 1000m	250′ - 1200m	560′ - 2000m	100	1580′ (1550′)	1580′-4000m
B				135		
C	270′ - RVR 900m VIS 1100m	270′ - 1200m	560′ - 2400m	180	2240′ (2210′)	2240′-5000m
D	280′ - RVR 900m VIS 1100m	280′ - 1200m	560′ - 2800m	D	NA	

CHANGES: Procedure reindexed.

VVDN/DAD
DA NANG INTL

JEPPESEN
11 AUG 17
Eff 17 Aug
11-4

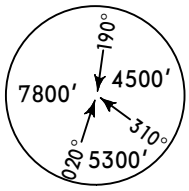
MISSED APCH CLIMB GRADIENT MIM 4.5%

DA NANG, VIETNAM
ILS W Rwy 35L

DA NANG Approach	DA NANG Tower	Ground
120.45	118.35	121.6

LOC DAD	Final Apch Crs	GS	ILS DA(H)	Apt Elev 30′
110.5	353°	D6.2 DAD 1969′(1945′)	Refer to Minimums	Rwy 24′

MISSED APCH: Maintain Rwy heading climbing to 6730′, passing 990′, intercept DAN VOR R-001 to D10.0 DAN reaching 2960′ or above, turn RIGHT to DAN, join holding pattern or follow ATC instructions.

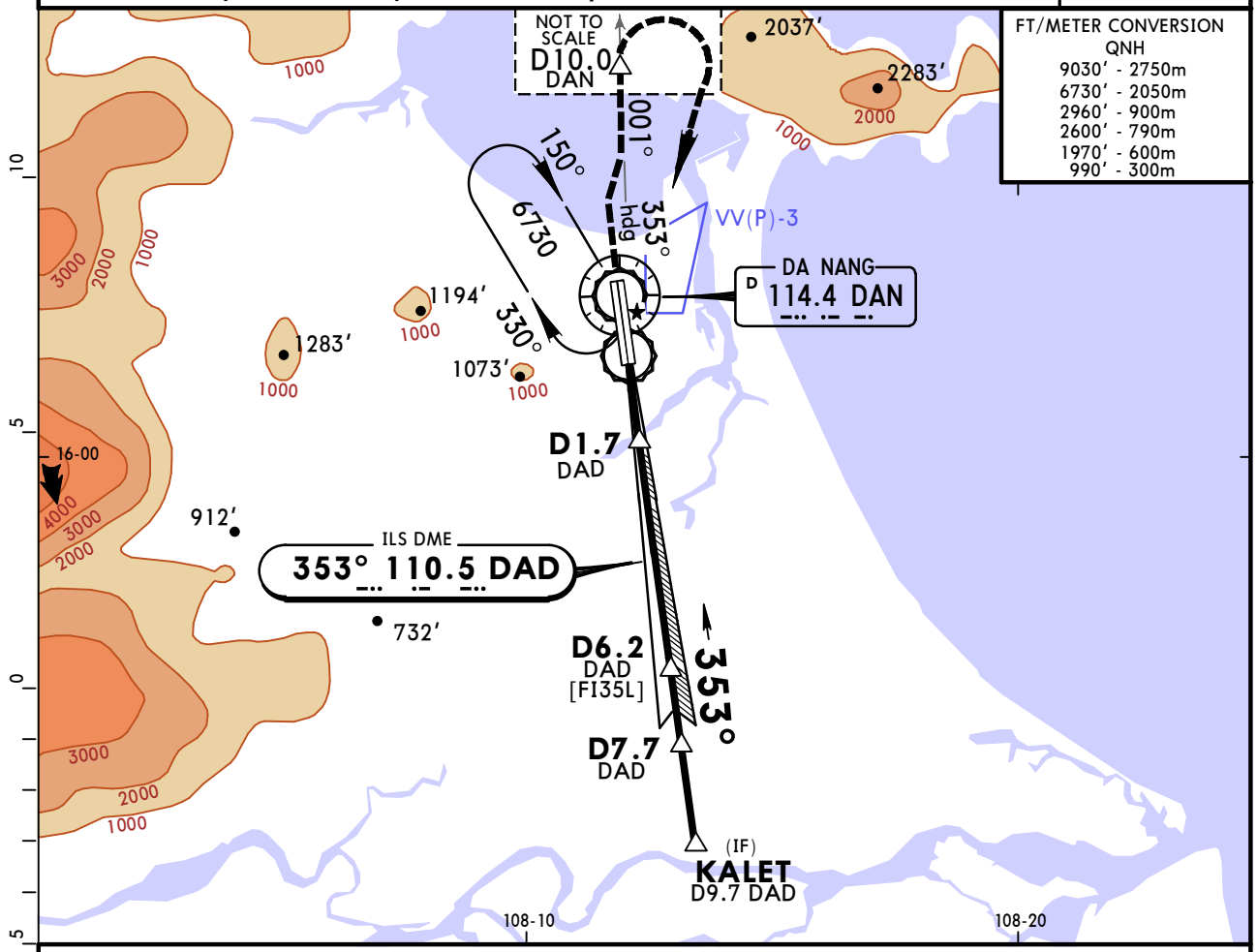


MSA DAN VOR

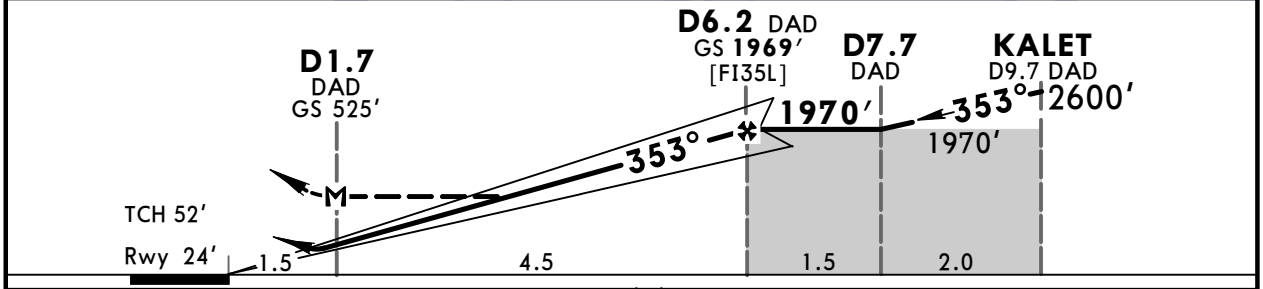
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 100 | Trans alt: 9030′

1. VOR DME required. 2. This procedure is only used for STAR RNAV1.

BRIEFING STRIP ™



FT/METER CONVERSION
QNH
9030′ - 2750m
6730′ - 2050m
2960′ - 900m
2600′ - 790m
1970′ - 600m
990′ - 300m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.7 DAD or FAF to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

SALS PAPI | 990′ on Rwy hdg | 2960′ on DAN 114.4 R-001

STRAIGHT-IN LANDING RWY 35L **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 4.5%

Missed apch climb gradient mim 4.5%

Not Authorized West of Rwy
Not Applicable at Night

	ILS	LOC (GS out)
DA(H)	A: 244′(220′) C: 264′(240′) B: 254′(230′) D: 274′(250′)	MDA(H) 530′(506′)

	CEILING-VISIBILITY FULL	ALS out	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	250′ - RVR800m VIS1000m	250′-1200m	560′-2000m	100	1580′(1550′)	1580′-4000m
B				135		
C	270′ - RVR900m VIS1100m	270′-1200m	560′-2400m	180	2240′(2210′)	2240′-5000m
D	280′ - RVR900m VIS1100m	280′-1200m	560′-2800m	D	NA	

PANS OPS

CHANGES: New procedure.

VVDN/DAD
DA NANG INTL

JEPPESEN
11 AUG 17
Eff 17 Aug
11-5

MISSED APCH CLIMB GRADIENT MIM 4.5%

DA NANG, ~~VIETNAM~~
ILS Z Rwy 35R

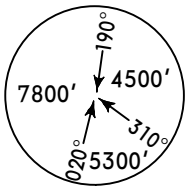
DA NANG Approach	DA NANG Tower	Ground
120.45	118.35	121.6

LOC IDR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 30′
111.5	353°	D6.2 IDR 1969′ (1940′)	Refer to Minimums	Rwy 29′

MISSED APCH: Maintain track 353° climbing to 990′, to intercept DAN VOR R-001 continue climbing to 2960′ or above to D10.0 DAN VOR, turn RIGHT climbing to 6730′ to DAN VOR to join holding pattern or follow ATC instructions.

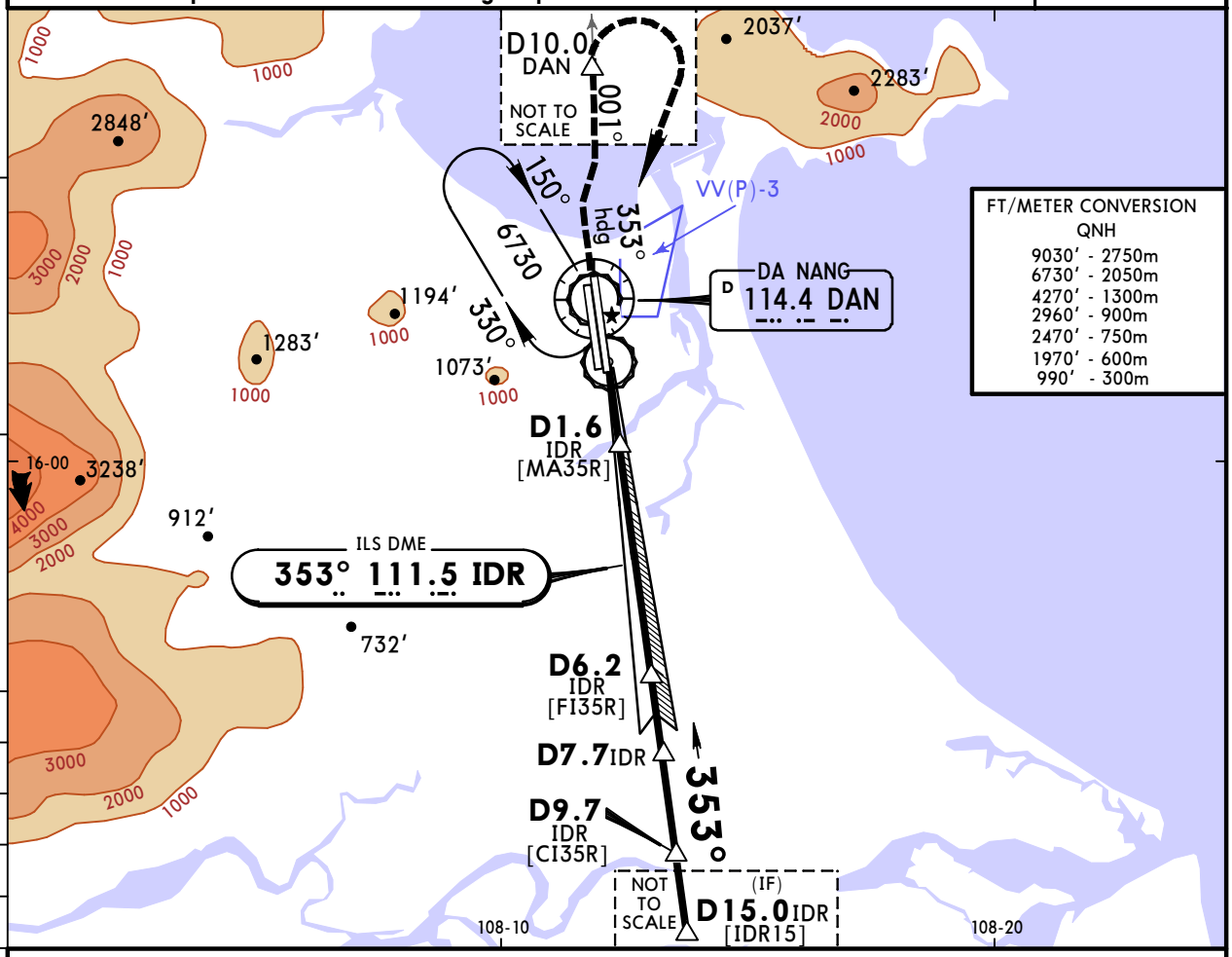
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

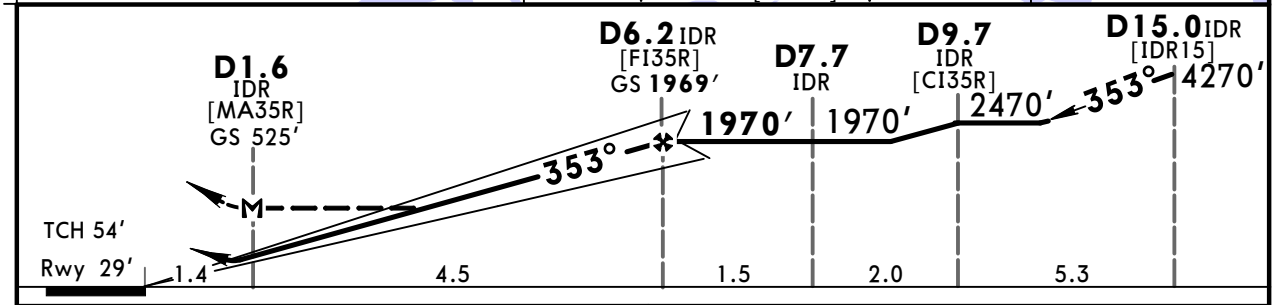
1. VOR DME required. 2. Radar vectoring required.



MSA DAN VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.6 IDR or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-I / PAPI 990′ on 353° track 2960′ on DAN 114.4 R-001

STRAIGHT-IN LANDING RWY 35R — CEILING REQUIRED — CIRCLE-TO-LAND

Missed apch climb gradient mim 4.5%

ILS DA(H) A: 272′(243′) B: 282′(253′) C: 292′(263′) D: 302′(273′)

LOC (GS out) MDA(H) 530′(501′)

Missed apch climb gradient mim 4.5%
Not Authorized West of Rwy
Not Applicable at Night

	FULL	ALS out	LOC (GS out)	Max Kts	CIRCLE-TO-LAND MDA(H)	CEIL-VIS
	CEILING-VISIBILITY					
A	270′ - RVR720/ VIS 850m	270′ - 1200m	560′ - 2000m	100	1580′(1550′)	1580′-4000m
B	270′ - RVR720/ VIS1000m			135		
C	280′ - RVR720/ VIS1000m	280′ - 1200m	560′ - 2400m	180	2240′(2210′)	2240′-5000m
D	300′ - RVR720/ VIS1000m	300′ - 1200m	560′ - 2800m	D	NOT AUTHORIZED	

PANS OPS

CHANGES: Procedure reindexed.

VVDN/DAD
DA NANG INTL

JEPPESEN
11 AUG 17
Eff 17 Aug
11-6

MISSED APCH CLIMB GRADIENT MIM 4.5%

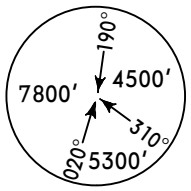
DA NANG, VIETNAM
ILS Y Rwy 35R

DA NANG Approach	DA NANG Tower	Ground
120.45	118.35	121.6

BRIEFING STRIP™

LOC IDR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 30′
111.5	353°	D6.2 IDR 1969′(1940′)	Refer to Minimums	Rwy 29′

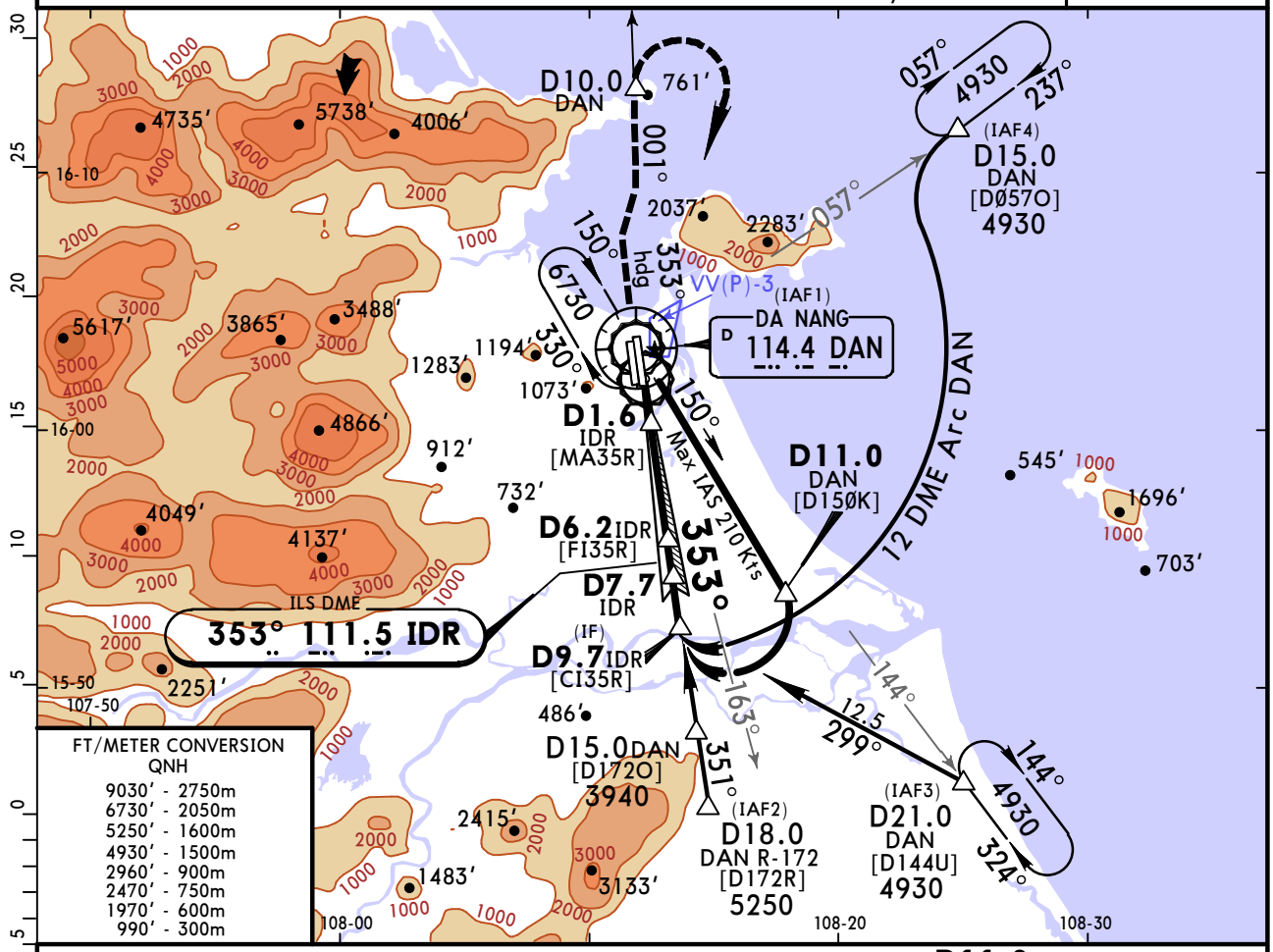
MISSED APCH: Maintain runway heading, climb to 6730′, passing 990′ intercept DAN VOR R-001 to D10.0 DAN VOR at 2960′ or above, turn RIGHT to DAN VOR to join the holding pattern or follow ATC instructions.

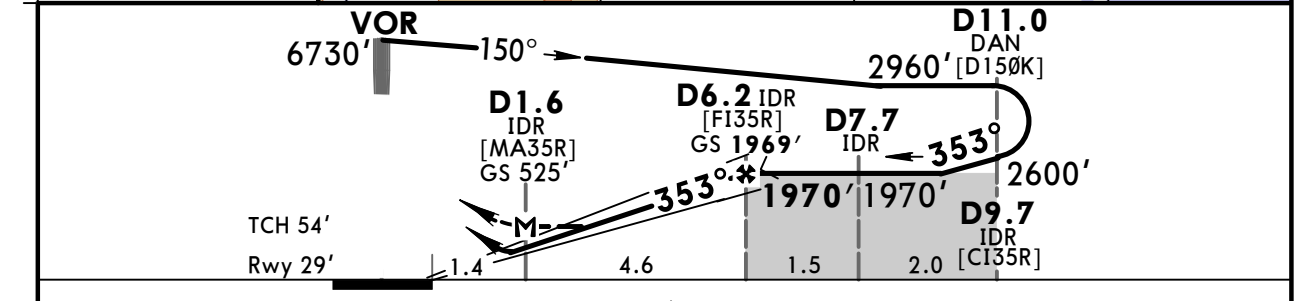


MSA DAN VOR

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. **VOR DME required.** 2. Outbound distance does not exceed D11.0 DAN VOR.
3. MAX IAS: 210 kts at IAF1. 4. 3126′ mountain located 20 NM south of Rwy 35L THR.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.6 IDR or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-I
PAPI

Rwy hdg	6730′	DAN 114.4 R-001	D10.0

STRAIGHT-IN LANDING RWY 35R **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 4.5%

ILS DA(H) A: 272′(243′) B: 282′(253′) C: 292′(263′) D: 302′(273′)

LOC (GS out) MDA(H) 530′(501′)

Missed apch climb gradient mim 4.5%
Not Authorized West of Rwy
Not Applicable at Night

PANS OPS

	FULL	ALS out	LOC (GS out) FULL	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H) — CEIL-VIS
	CEILING-VISIBILITY					
A	270′ - RVR720/ VIS 850m	270′ - 1200m	560′ - 2000m		100	1580′(1550′) 1580′-4000m
B	270′ - RVR720/ VIS 1000m				135	
C	280′ - RVR720/ VIS 1000m	280′ - 1200m	560′ - 2400m		180	2240′(2210′) 2240′-5000m
D	300′ - RVR720/ VIS 1000m	300′ - 1200m	560′ - 2800m		D	NOT AUTHORIZED

CHANGES: Procedure reindexed.

VVDN/DAD
DA NANG INTL

JEPPESEN

11 AUG 17
Eff 17 Aug

(11-7)

MISSED APCH CLIMB GRADIENT MIM 4.5%

DA NANG, VIETNAM
ILS X Rwy 35R

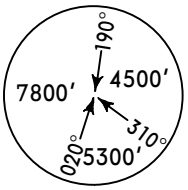
DA NANG Approach	DA NANG Tower	Ground
120.45	118.35	121.6

LOC IDR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 30′
111.5	353°	D6.2 IDR 1969′ (1940′)	Refer to Minimums	Rwy 29′

MISSED APCH: Maintain track 353° climbing to 4930′, turn RIGHT to DJ NDB, continue climbing to 7060′, join holding pattern at DJ NDB in order to be provided radar vectoring service.

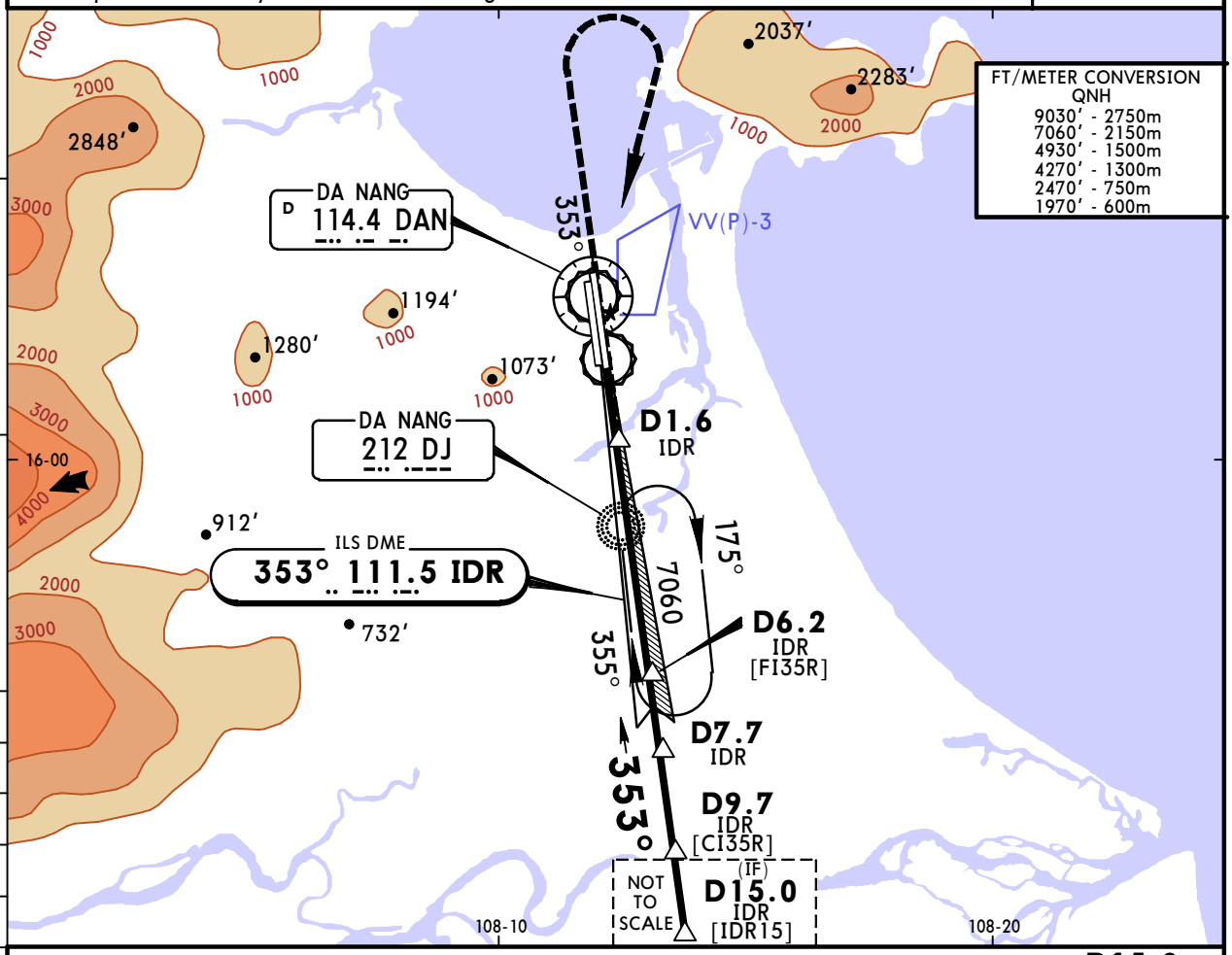
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

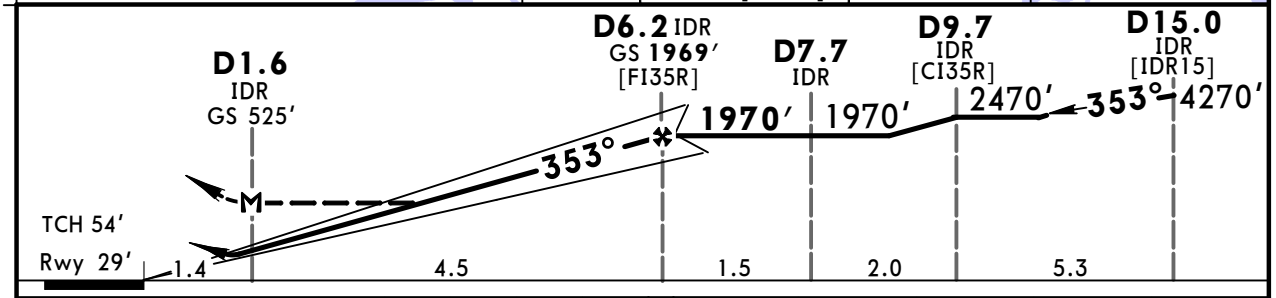
1. Radar vectoring required. 2. NDB required.
3. This procedure is only used when no VOR signal is received.



MSA DAN VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.6 IDR or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-I
PAPI

353°

4930′ ↑

7060′ RT

DJ 212

STRAIGHT-IN LANDING RWY 35R

Missed apch climb gradient mim 4.5%

CEILING REQUIRED

CIRCLE-TO-LAND

Missed apch climb gradient mim 4.5%

Not Authorized West of Rwy
Not Applicable at Night

ILS

DA(H) A: **272′** (243′) C: **292′** (263′)
B: **282′** (253′) D: **302′** (273′)

LOC (GS out)

MDA(H) **530′** (501′)

PANS OPS

	FULL	ALS out	CEILING-VISIBILITY ALS out	Max Kts	MDA(H)	CEIL-VIS
A	270′ - RVR720/ VIS 850m	270′ -1200m	560′ -2000m	100	1580′ (1550′)	1580′-4000m
B	270′ - RVR720/ VIS1000m			135		
C	280′ - RVR720/ VIS1000m	280′ -1200m	560′ -2400m	180	2240′ (2210′)	2240′-5000m
D	300′ - RVR720/ VIS1000m	300′ -1200m	560′ -2800m	D	NA	

CHANGES: Procedure reindexed.

VVDN/DAD
DA NANG INTL

JEPPESEN
11 AUG 17
Eff 17 Aug
11-8

MISSED APCH CLIMB GRADIENT MIM 4.5%

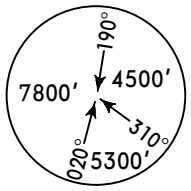
DA NANG, VIETNAM
ILS W Rwy 35R

DA NANG Approach	DA NANG Tower	Ground
120.45	118.35	121.6

BRIEFING STRIP ™

LOC IDR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 30′
111.5	353°	D6.2 IDR 1969′ (1940′)	Refer to Minimums	Rwy 29′

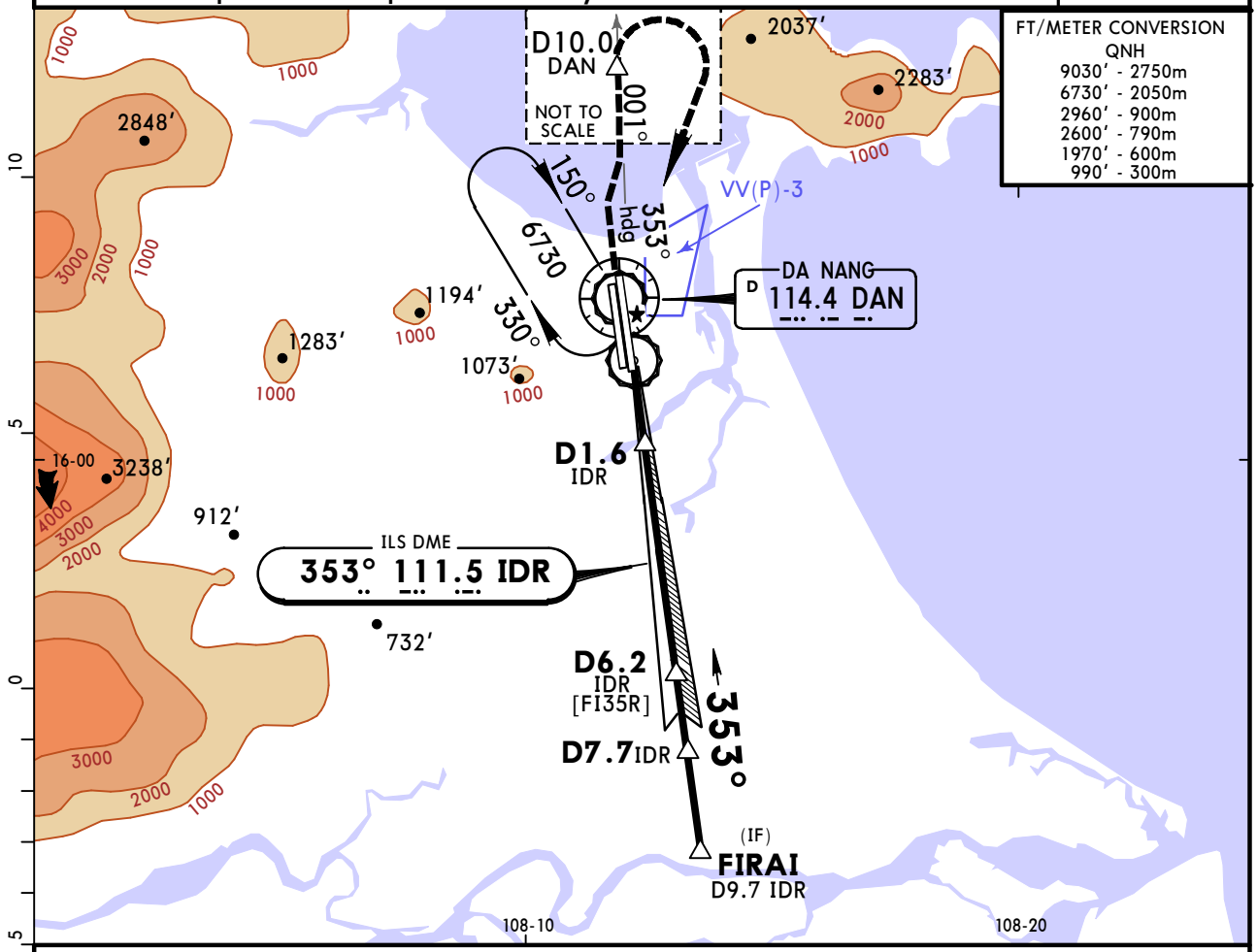
MISSED APCH: Maintain runway heading climb to 6730′, passing 990′ intercept DAN VOR R-001 to D10.0 DAN VOR at 2960′ or above, turn RIGHT to DAN VOR to join holding pattern or follow ATC instructions.

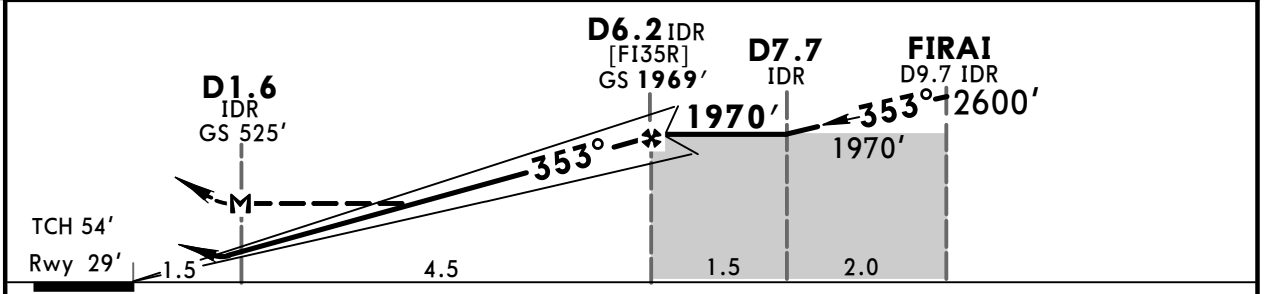


MSA DAN VOR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 100 | Trans alt: 9030′

1. VOR DME required. 2. This procedure is only used for STAR RNAV1.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.6 IDR or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-I / PAPI — 990′ on Rwy hdg — 2960′ on DAN 114.4 R-001

PANS OPS

STRAIGHT-IN LANDING RWY 35R — **CEILING REQUIRED** — CIRCLE-TO-LAND

Missed apch climb gradient mim 4.5%

DA(H)	ILS A: 272′(243′) B: 282′(253′) C: 292′(263′) D: 302′(273′)	LOC (GS out) MDA(H) 530′(501′)

	FULL	ALS out	CEILING-VISIBILITY ALS out
A	270′ - RVR720/ VIS 850m	270′ - 1200m	560′ - 2000m
B	270′ - RVR720/ VIS1000m		
C	280′ - RVR720/ VIS1000m	280′ - 1200m	560′ - 2400m
D	300′ - RVR720/ VIS1000m	300′ - 1200m	560′ - 2800m

Missed apch climb gradient mim 4.5%
Not Authorized West of Rwy
Not Applicable at Night

Max Kts	MDA(H)	CEIL-VIS
100	1580′(1550′)	1580′-4000m
135		
180	2240′(2210′)	2240′-5000m
D	NOT AUTHORIZED	

CHANGES: New procedure.

VVDN/DAD
DA NANG INTL

JEPPESEN
30 JUN 17
13-1

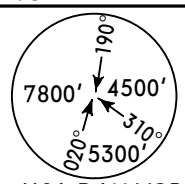
DA NANG, VIETNAM
VOR Z Rwy 17L

DANANG Approach	DANANG Tower	Ground
120.45	118.35	121.6

BRIEFING STRIP™

VOR DAN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 30′
114.4	174°	D10.0 DAN 3610′(3589′)	660′(639′)	Rwy 21′

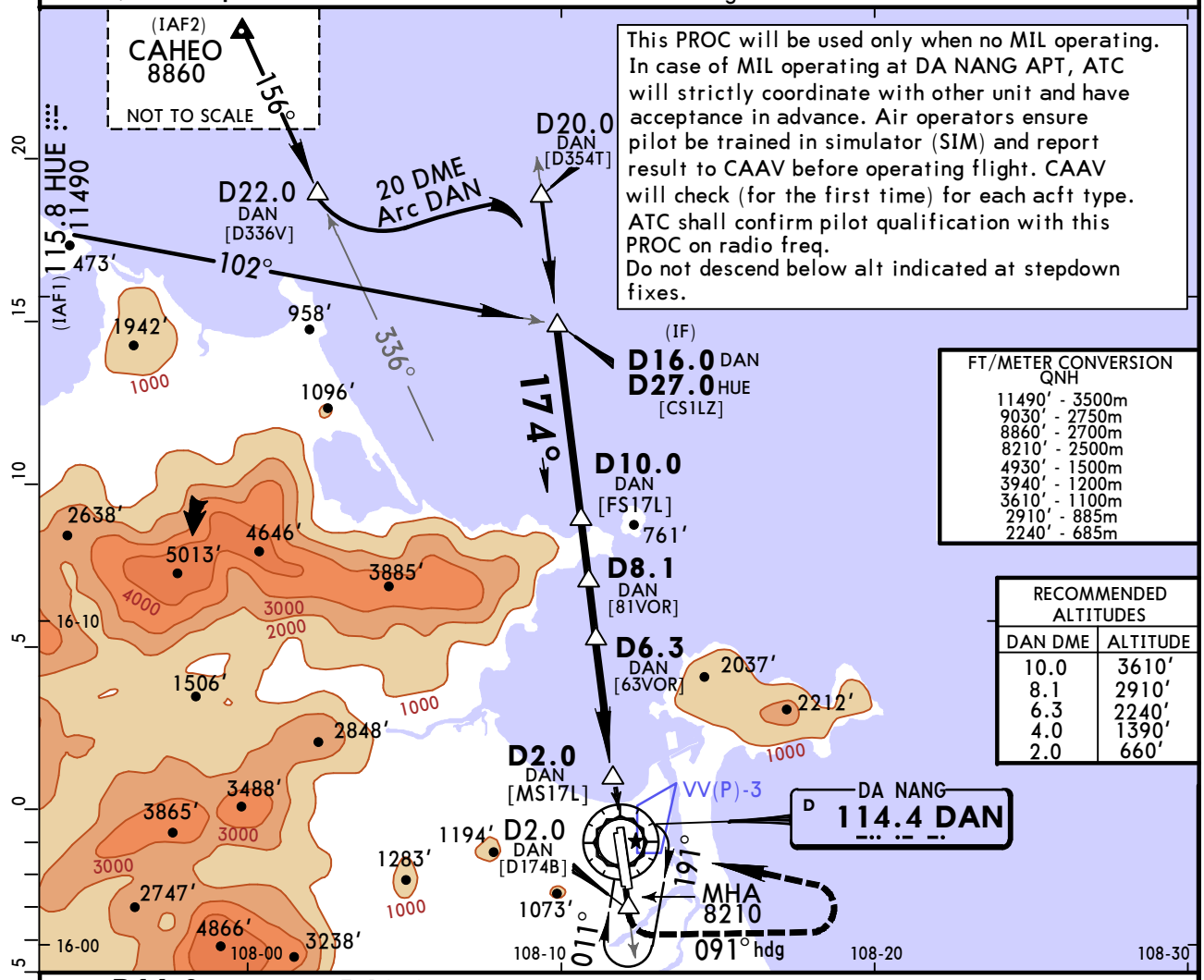
MISSED APCH: Maintain present heading climb to 8210′, pass D2.0/ DAN VOR R-174 turn LEFT heading 091°, when passing 3940′ turn LEFT to DAN VOR to join holding pattern or follow ATC instructions.



MSA DAN VOR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 100 | Trans alt: 9030′

1. **FMS, DME required.** 2. Use MAX PDG 6.1% on final APCH segment.

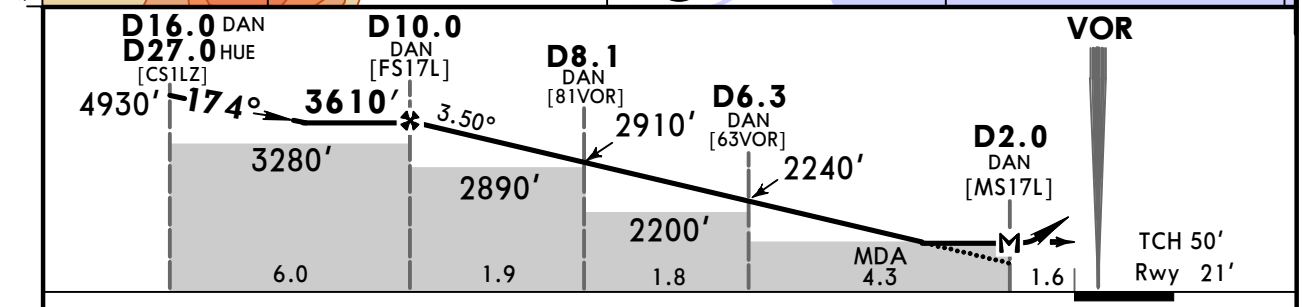


This PROC will be used only when no MIL operating. In case of MIL operating at DA NANG APT, ATC will strictly coordinate with other unit and have acceptance in advance. Air operators ensure pilot be trained in simulator (SIM) and report result to CAAV before operating flight. CAAV will check (for the first time) for each acft type. ATC shall confirm pilot qualification with this PROC on radio freq.
Do not descend below alt indicated at stepdown fixes.

FT/METER CONVERSION
QNH
11490′ - 3500m
9030′ - 2750m
8860′ - 2700m
8210′ - 2500m
4930′ - 1500m
3940′ - 1200m
3610′ - 1100m
2910′ - 885m
2240′ - 685m

RECOMMENDED ALTITUDES

DAN DME	ALTITUDE
10.0	3610′
8.1	2910′
6.3	2240′
4.0	1390′
2.0	660′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at D2.0 DAN						

SALS
PAPI

8210′

D2.0/ DAN 114.4 R-174

LT

091° hdg

STRAIGHT-IN LANDING RWY 17L **CEILING REQUIRED** CIRCLE-TO-LAND

Not Authorized West of Rwy
Not Applicable at Night

MDA(H) 660′(639′)
CEILING-VISIBILITY
ALS out

PANS OPS

	Max Kts	MDA(H)	CEIL-VIS
A	100	1580′(1550′)	1580′-4000m
B	135		
C	180	2240′(2210′)	2240′-5000m
D	205	NOT AUTHORIZED	

660′ - 3300m

CHANGES: Notes, database idents.

VVDN/DAD
DA NANG INTL

JEPPESEN

30 JUN 17 (13-2)

DA NANG, VIETNAM
VOR Y Rwy 17L

BRIEFING STRIP ™

DANANG Approach	DANANG Tower	Ground
120.45	118.35	121.6

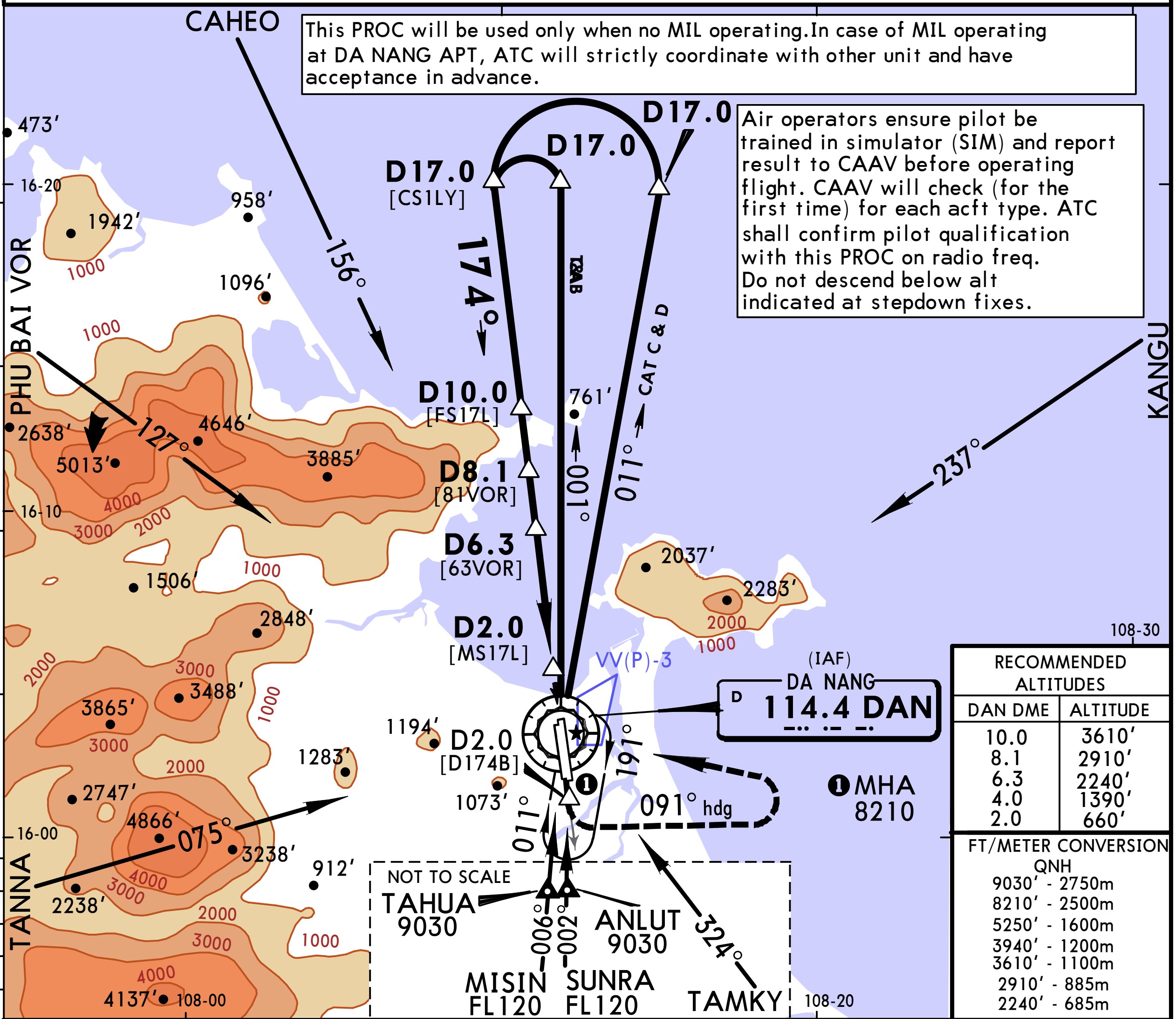
VOR DAN	Final Apch Crs	Minimum Alt D10.0	MDA(H)	Apt Elev 30′ Rwy 21′
114.4	174°	3610′(3589′)	660′(639′)	

MISSED APCH: Maintain present heading climb to 8210′, pass D2.0/DAN VOR R-174 turn LEFT heading 091°, when passing 3940′ turn LEFT to DAN VOR to join holding pattern or follow ATC instructions.

MSA DAN VOR: 190° – 4500′ – 310° – 5300′ – 020° – 7800′

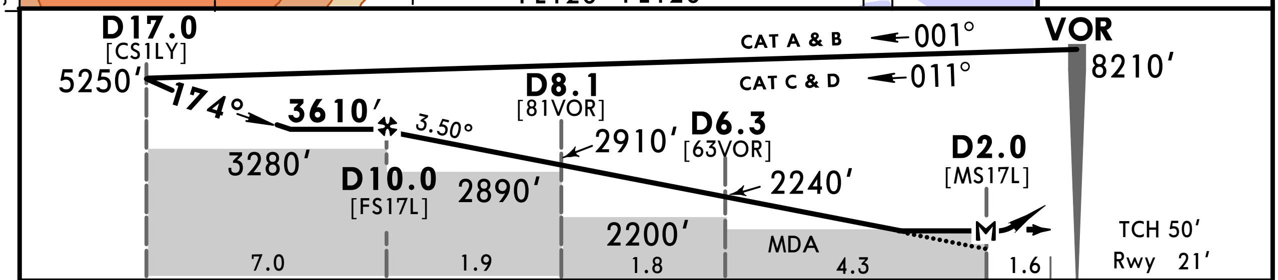
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 100 | Trans alt: 9030′

1. FMS, DME required. 2. Use MAX PDG 6.1% on final APCH segment.



RECOMMENDED ALTITUDES	
DAN DME	ALTITUDE
10.0	3610′
8.1	2910′
6.3	2240′
4.0	1390′
2.0	660′

FT/METER CONVERSION QNH
9030′ - 2750m
8210′ - 2500m
5250′ - 1600m
3940′ - 1200m
3610′ - 1100m
2910′ - 885m
2240′ - 685m



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at D2.0							

SALS / PAPI | 8210′ ↑ | D2.0/ DAN 114.4 R-174 | LT | 091° hdg

CEILING REQUIRED

STRAIGHT-IN LANDING RWY 17L

MDA(H) 660′(639′)

	ALS out
	CEILING-VISIBILITY
A, B, C, D	660′-3300m

CIRCLE-TO-LAND

Not Authorized West of Rwy
Not Applicable at Night

	Max Kts	MDA(H)	CEIL-VIS
A	100	1580′(1550′)	1580′-4000m
B	135	1580′(1550′)	1580′-4000m
C	180	2240′(2210′)	2240′-5000m
D	205	NOT AUTHORIZED	

PANS OPS

CHANGES: Notes.

VVDN/DAD
DA NANG INTL

JEPPESEN
30 JUN 17 (13-3)

DA NANG, VIETNAM
VOR Z Rwy 17R

DANANG Approach	DANANG Tower	Ground
120.45	118.35	121.6

BRIEFING STRIP™

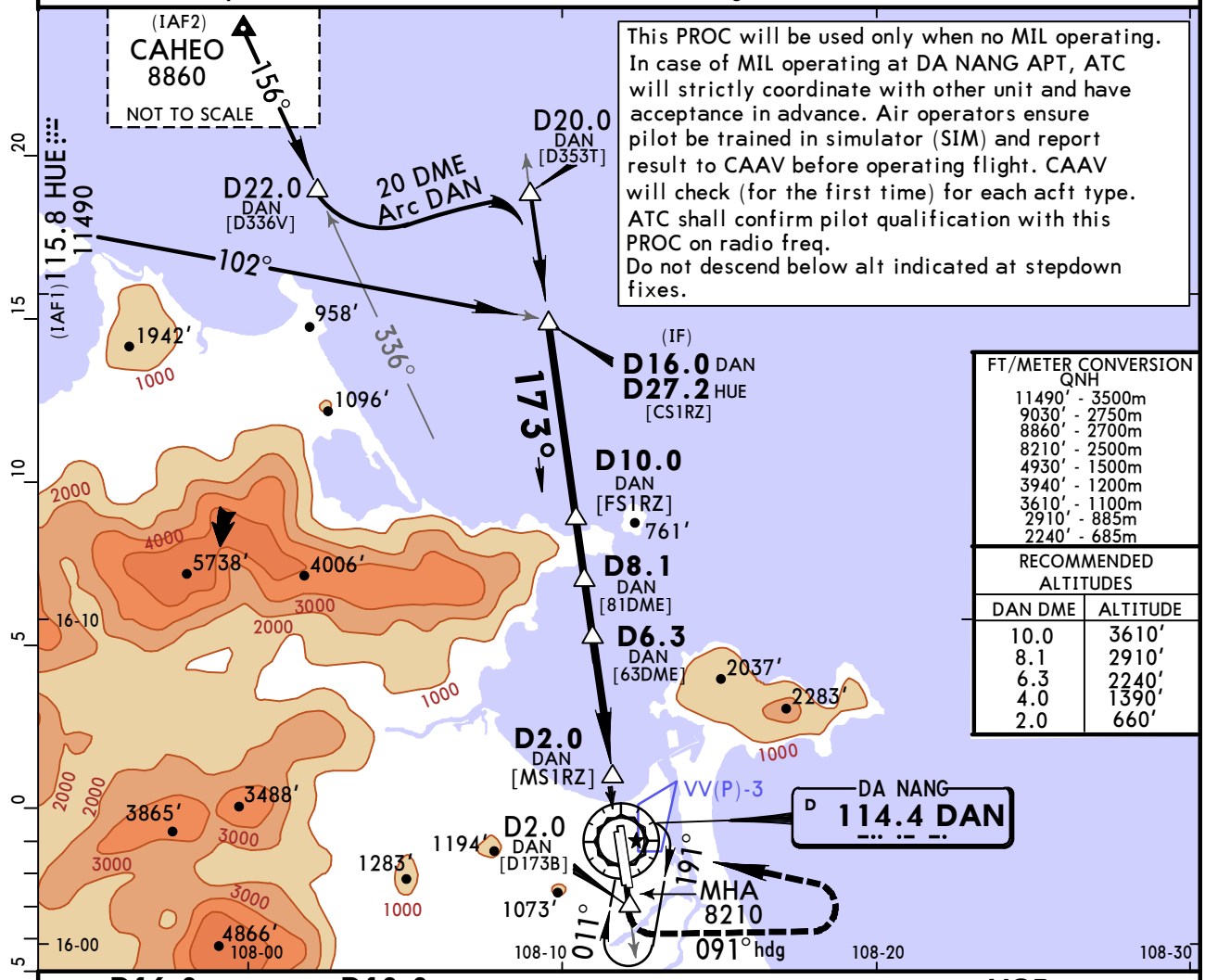
VOR DAN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 30′
114.4	173°	D10.0 DAN 3610′(3588′)	660′(638′)	Rwy 22′

MISSED APCH: Maintain present heading climb to 8210′, pass D2.0/ DAN VOR R-173 turn LEFT heading 091°, when passing 3940′ turn LEFT to DAN VOR to join holding pattern or follow ATC instructions.

MSA DAN VOR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 100 | Trans alt: 9030′

1. **FMS, DME required.** 2. Use MAX PDG 6.1% on final APCH segment.



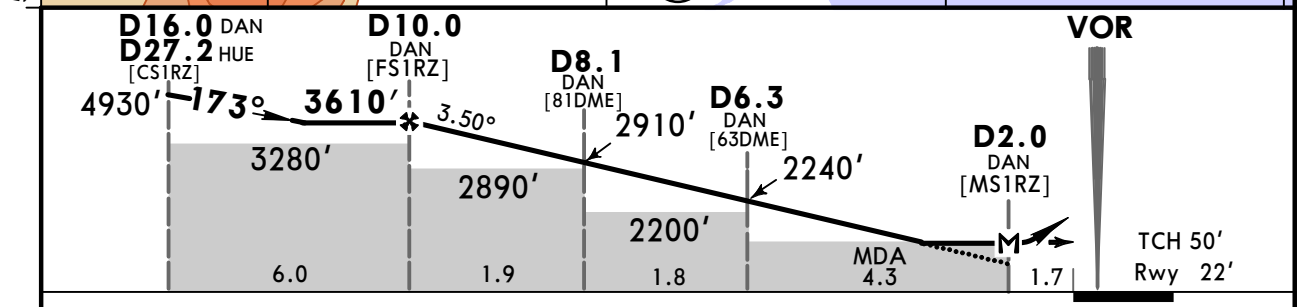
This PROC will be used only when no MIL operating. In case of MIL operating at DA NANG APT, ATC will strictly coordinate with other unit and have acceptance in advance. Air operators ensure pilot be trained in simulator (SIM) and report result to CAAV before operating flight. CAAV will check (for the first time) for each acft type. ATC shall confirm pilot qualification with this PROC on radio freq.
Do not descend below alt indicated at stepdown fixes.

FT/METER CONVERSION QNH

11490′	3500m
9030′	2750m
8860′	2700m
8210′	2500m
4930′	1500m
3940′	1200m
3610′	1100m
2910′	885m
2240′	685m

RECOMMENDED ALTITUDES

DAN DME	ALTITUDE
10.0	3610′
8.1	2910′
6.3	2240′
4.0	1390′
2.0	660′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at D2.0 DAN						

REIL
PAPI-L

8210′

D2.0/ DAN 114.4 R-173

LT

091° hdg

STRAIGHT-IN LANDING RWY 17R **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) 660′(638′)

CEILING-VISIBILITY

660′ - 3300m

Not Authorized West of Rwy
Not Applicable at Night

PANS OPS	Max Kts	MDA(H)	CEIL-VIS
A, B	100	1580′(1550′)	1580′-4000m
	135		
C	180	2240′(2210′)	2240′-5000m
D	205	NOT AUTHORIZED	

CHANGES: Notes, database idents.

VVDN/DAD
DA NANG INTL

JEPPESEN

30 JUN 17 (13-4)

DA NANG, VIETNAM
VOR Y Rwy 17R

DANANG Approach	DANANG Tower	Ground
120.45	118.35	121.6

BRIEFING STRIP™

VOR DAN	Final Apch Crs	Minimum Alt D10.0	MDA(H)	Apt Elev 30′ Rwy 22′
114.4	173°	3610′ (3588′)	660′ (638′)	

MISSED APCH: Maintain present heading climb to 8210′, pass D2.0/ DAN VOR R-173 turn LEFT heading 091°, when passing 3940′ turn LEFT to DAN VOR to join holding pattern or follow ATC instructions.

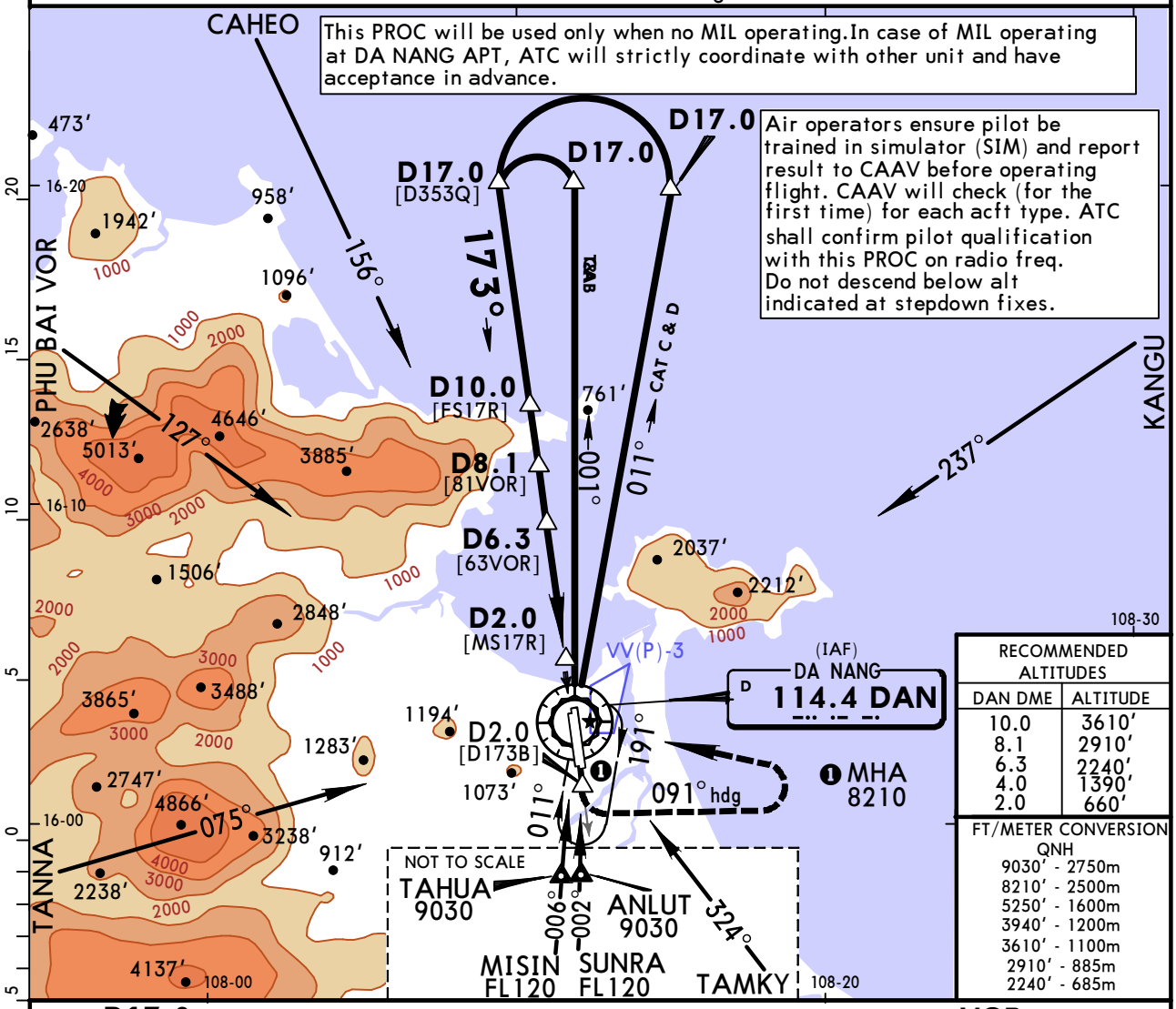
MSA DAN VOR: 190° 7800′ 4500′ 310° 020° 5300′

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 100 | Trans alt: 9030′

1. **FMS, DME required.**
2. Use MAX PDG 6.1% on final APCH segment.

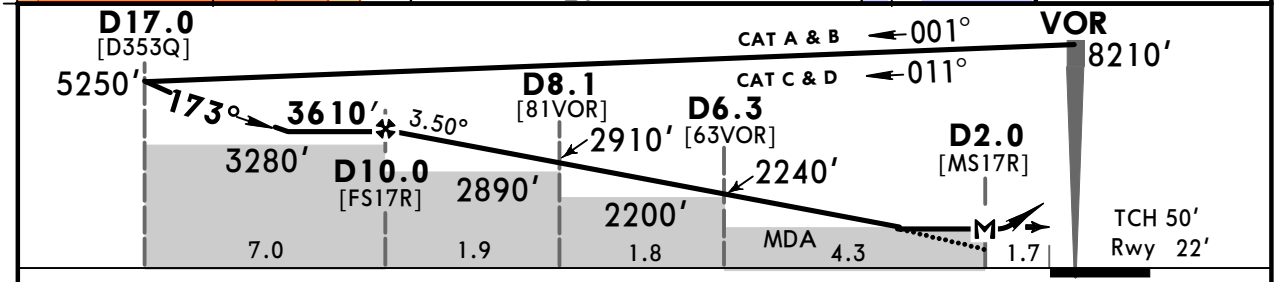
This PROC will be used only when no MIL operating.In case of MIL operating at DA NANG APT, ATC will strictly coordinate with other unit and have acceptance in advance.

Air operators ensure pilot be trained in simulator (SIM) and report result to CAAV before operating flight. CAAV will check (for the first time) for each acft type. ATC shall confirm pilot qualification with this PROC on radio freq. Do not descend below alt indicated at stepdown fixes.



RECOMMENDED ALTITUDES	
DAN DME	ALTITUDE
10.0	3610′
8.1	2910′
6.3	2240′
4.0	1390′
2.0	660′

FT/METER CONVERSION
QNH
9030′ - 2750m
8210′ - 2500m
5250′ - 1600m
3940′ - 1200m
3610′ - 1100m
2910′ - 885m
2240′ - 685m



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at D2.0							

REIL
PAPI-L

8210′

D2.0/ DAN 114.4 R-173

LT

091° hdg

STRAIGHT-IN LANDING RWY 17R **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) 660′ (638′)

Not Authorized West of Rwy
Not Applicable at Night

PANS OPS

	CEILING-VISIBILITY
A	660′-3300m
B	
C	
D	

Max Kts	MDA(H)	CEIL-VIS
100	1580′ (1550′)	1580′-4000m
135		
180	2240′ (2210′)	2240′-5000m
205	NOT AUTHORIZED	

CHANGES: Notes.

VVDN/DAD
DA NANG INTL

JEPPESEN

30 DEC 16 (13-5)

MISSED APCH CLIMB GRADIENT MIN 4.0%

DA NANG, VIETNAM
VOR Rwy 35L

DANANG Approach	DANANG Tower	Ground
120.45	118.35	121.6

BRIEFING STRIP ™

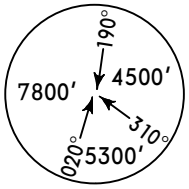
VOR DAN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 30′
114.4	354°	D7.3 1970′(1946′)	530′(506′)	Rwy 24′

MISSED APCH: Continue inbound on DAN VOR R-174, climb to 6730′, pass DAN VOR, continue outbound on DAN VOR R-001 to D10.0 at 2960′or above, turn RIGHT to DAN VOR and join holding pattern or follow ATC instructions.

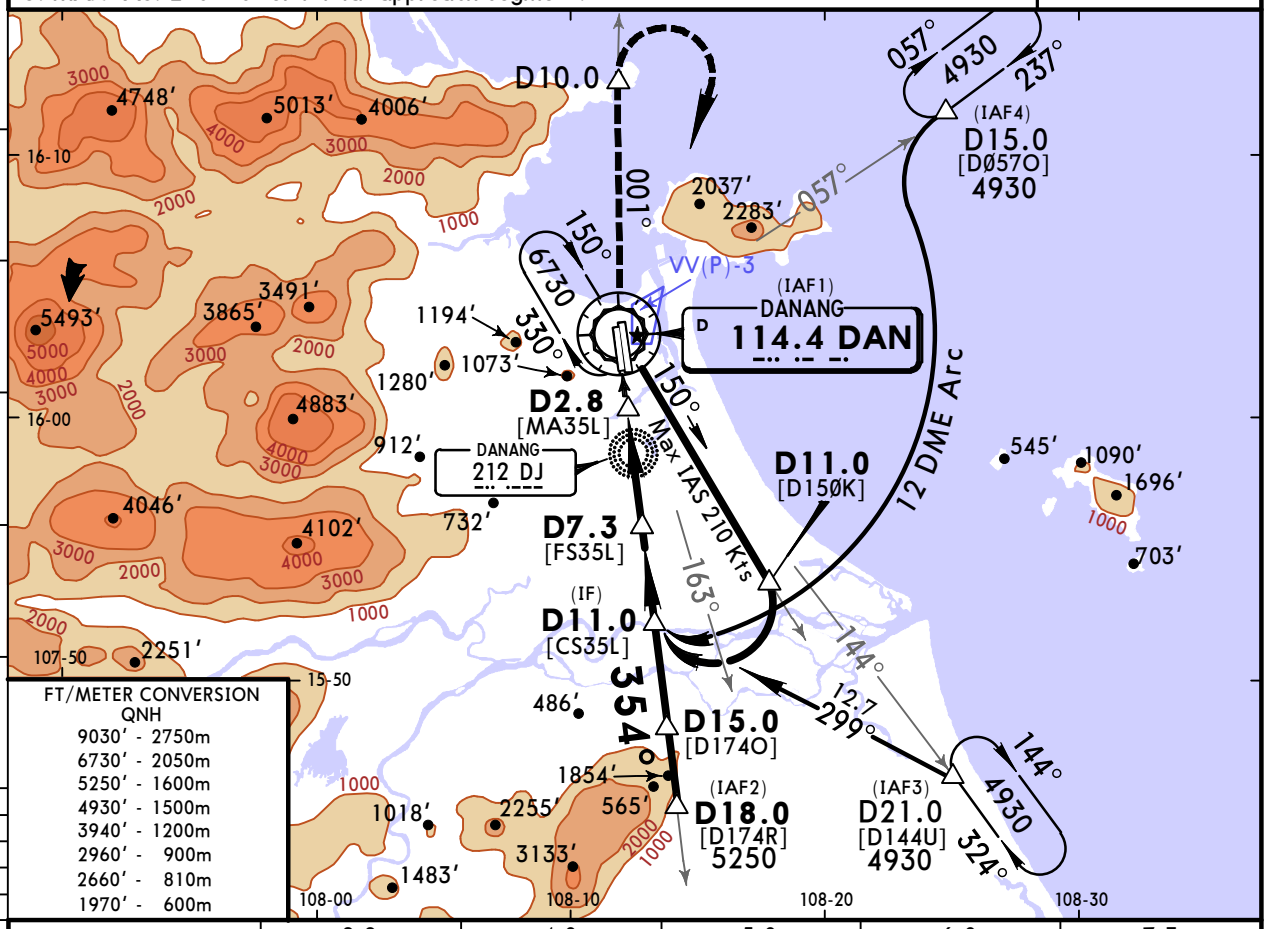
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. DME required. 2. Outbound distance does not exceed D11.0 DAN VOR.

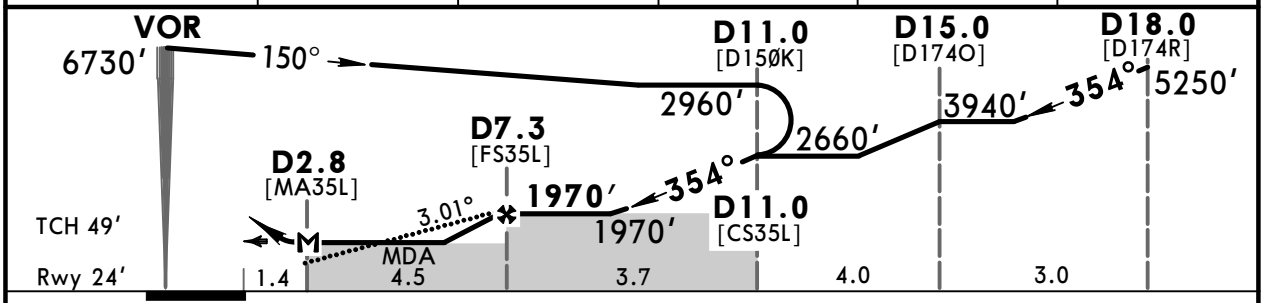
3. MAX IAS: 210 kts for initial approach segment.



MSA DAN VOR



DAN DME	2.8	4.0	5.0	6.0	7.3
ALTITUDE	530′	930′	1240′	1560′	1970′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.01°	373	479	532	639	745	852
MAP at D2.8							

REIL PAPI SALS

2960′ on DAN 114.4 R-001

D10.0

PANS OPS

STRAIGHT-IN LANDING RWY 35L **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 4.0%

MDA(H) **530′**(506′)

	CEILING-VISIBILITY (ALS out)	Max Kts	MDA(H)	CEIL-VIS
A	560′-2000m	100	1580′(1550′)	1580′-4000m
B		135		
C	560′-2400m	180	2240′(2210′)	2240′-5000m
D	560′-2800m	205	NOT AUTHORIZED	

Missed apch climb gradient mim 4.0%

Not Authorized West of Rwy

Not Applicable at Night

CHANGES: IAFs, transition and hold removed, CNFs added.

VVDN/DAD
DA NANG INTL

JEPPESEN

30 DEC 16 (13-6)

MISSED APCH CLIMB GRADIENT MIM 4.0%

DA NANG, VIETNAM
VOR Rwy 35R

DANANG Approach	DANANG Tower	Ground
120.45	118.35	121.6

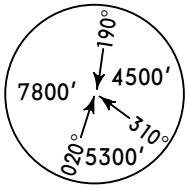
BRIEFING STRIP ™

VOR DAN	Final Apch Crs	Minimum Alt D7.4	MDA(H)	Apt Elev 30′
114.4	352°	1970′(1941′)	530′(501′)	Rwy 29′

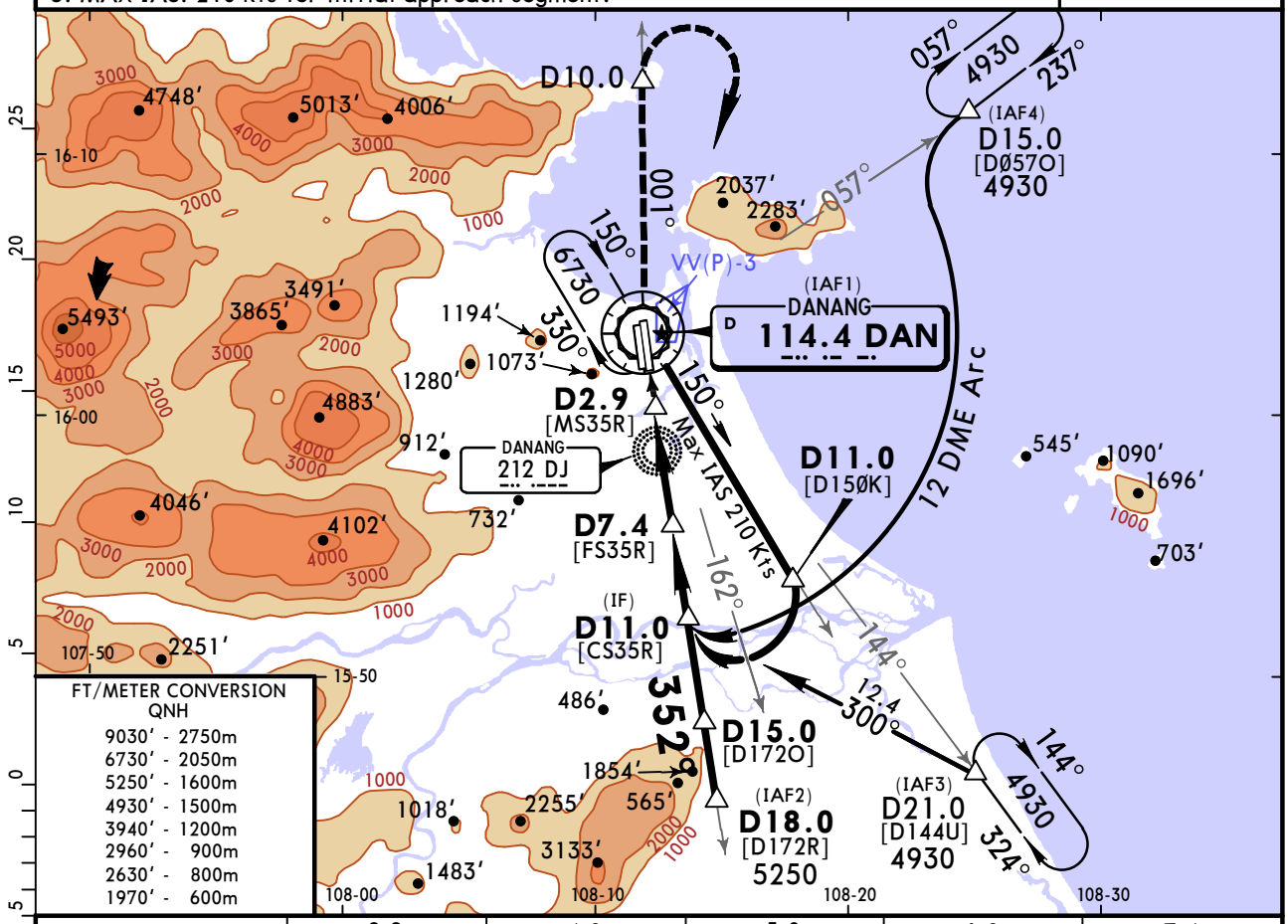
MISSED APCH: Continue inbound on DAN VOR R-172, climb to 6730′, pass DAN VOR, climb outbound on DAN VOR R-001 to D10.0 at 2960′or above, turn RIGHT to DAN VOR and join the holding pattern or follow ATC instructions.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030′

1. DME required. 2. Outbound distance does not exceed D11.0 DAN VOR.
3. MAX IAS: 210 kts for initial approach segment.



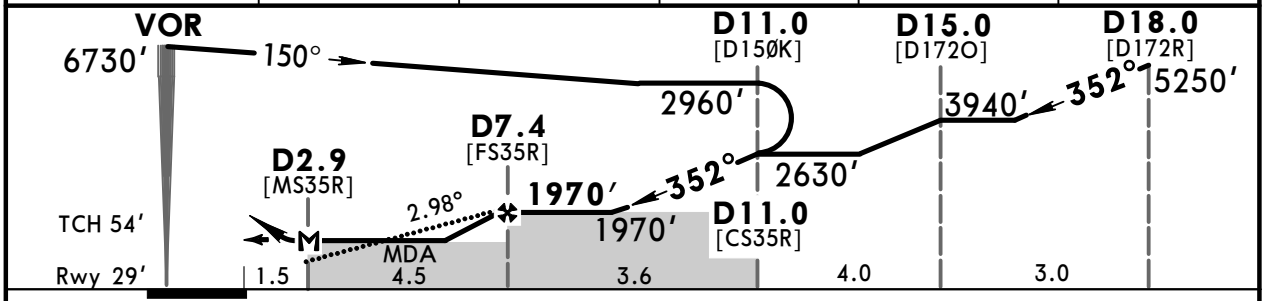
MSA DAN VOR



FT/METER CONVERSION
QNH

9030′	2750m
6730′	2050m
5250′	1600m
4930′	1500m
3940′	1200m
2960′	900m
2630′	800m
1970′	600m

DAN DME	2.9	4.0	5.0	6.0	7.4
ALTITUDE	530′	900′	1220′	1540′	1970′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at D2.9							

PAPI ALSF-I

2960′ on DAN 114.4 R-001

D10.0

PANS OPS

STRAIGHT-IN LANDING RWY 35R **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 4.0%

MDA(H) **530′**(501′)

	CEILING-VISIBILITY (ALS out)	Max Kts	MDA(H)	CEIL-VIS
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D	560′-2800m	205	NOT AVAILABLE	

Missed apch climb gradient mim 4.0%
Not Authorized West of Rwy
Not Applicable at Night

CHANGES: IAFs, transition and hold removed, CNFs added.

Chart changes since cycle 21-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

DA NANG, (DA NANG INTL - VVDN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VVDN