

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 35R/17L: 56/R/A/X/T, RWY 35L/17R: 44/F/B/X/T**Operation****Preferential RWY**

RWY 17L/35R TKOF and LDG of A359 and B789.

RWY Restriction

Limited use of RWY 17R/35L for ACFT A350-900 and B787-900 for TKOF and LDG. If it is used, the ACFT must off-load.

TWY Restriction

TWY E6 from E1 to E2 for ACFT with MAX wingspan 65m / 213ft.

Standard Taxi Routes

LDG:

- RWY 17L: TWY E8 / E1 / E2 / E3 - TWY E6 - APN.
- RWY 35R: TWY E3 / E4 / E5 - TWY E6 - APN.
- RWY 17R: TWY C1 - TWY E1 - TWY E6 - APN.
- RWY 35L: TWY C5 - TWY E5 - TWY E6 - APN.

DEP:

- RWY 17L: APN - TWY E6 - TWY E5 - RWY 35R and backtrack at the end - RWY 17L or
APN - TWY E6 - TWY E4 / E5 - RWY 17L - TKOF from intersection of RWY 17L and TWY E4 / E5.
- RWY 35R: APN - TWY E6 - TWY E8 - RWY 35R or
APN - TWY E6 - TWY E1 / E2 - RWY 35R - TKOF from intersection of RWY 35R and TWY E1 / E2 or
APN - TWY E6 / E5 - cross RWY 17L/35R - TWY C5 - RWY 17R - TWY C1 - TKOF from intersection of RWY 35R and TWY E1.
- RWY 17R: APN - TWY E6 - TWY E5 - TWY C5 - RWY 17R.
- RWY 35L: APN - TWY E6 - TWY E1 - TWY C1 - RWY 35L.

For Temporary Standard Taxi Routes see last page.

Taxi/Parking

TWY E6 from E1 to E3 no TWY edge LGTs AVBL, follow me AVBL in bad VIS and SS to SR or O/R.

Visual Docking Guidance System (Safedock) AVBL at stands 14, 16, 18, 20, 21, 23, 25, 27.

ARRIVAL**Communication****COM Failure RNAV**

Continue cleared PROC comply with ALT and speed restrictions and at the end of STAR make appropriate APCH PROC.

Arrival Procedure**Non-standard GP intercept position on RWY 35R**

GP intercepts RWY 35R at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *3186m / 10453ft*.

DEPARTURE**Take-off Minima**

| RWY | | 17L/35R, 17R/35L | | |
|----------|-----------|--------------------|---------|--|
| A, B | ft - m/km | 0 - 500R/600v | HJ only | ALTN for INTL FLT: WNB, WTS ALTN for DOM FLT: WNB, WTS, WPB, WVCA, WPK, WPC, VVH |
| C | | 0 - 550R/700v | | |
| D | | 0 - 550R/800v | | |
| All ACFT | | 0 - 800R/800v | HN | |
| | | Applicable LDG MIN | | |

Communication**COM Failure RNAV**

Continue cleared PROC comply with ALT and speed restrictions and further climb to cruising level as mentioned in current FPL.

Departure Procedure**Start-up/Push-back**

Stands 10-16: Start-up not allowed on the APN when they are being parked at the stands.

09-AUG-2018

DAD-VVDN

1-30

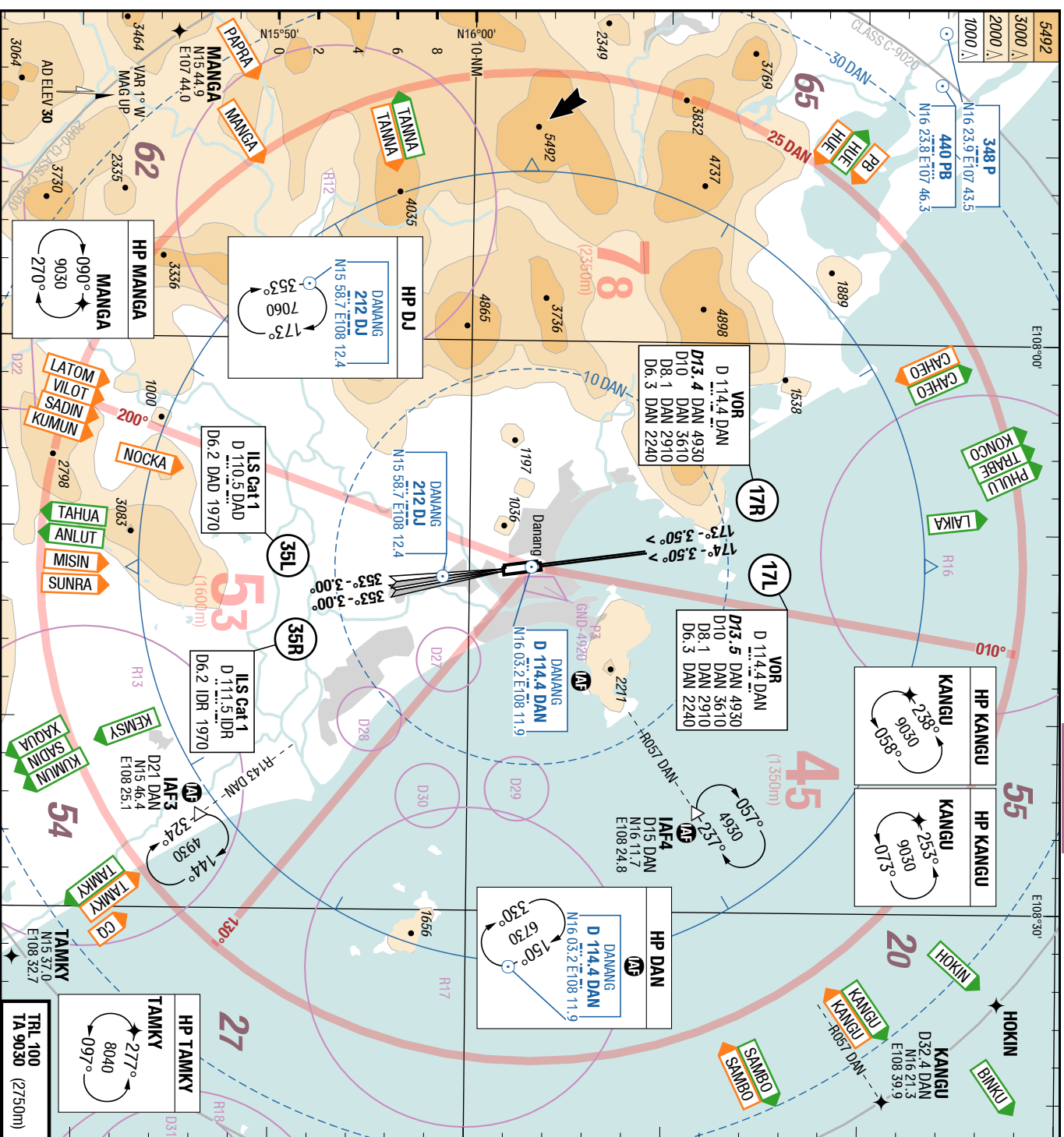
A0I**A0I****B747-8 OPS**

AD AVBL as ALTN only.

MTOW 380t.

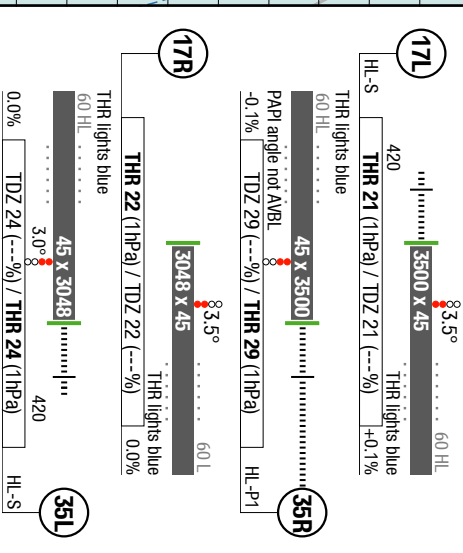
Judgemental oversteering required to maintain clearances when taxiing. Adhere strictly to ATC instructions.

Use of follow-me mandatory for taxiing in and out of APN.

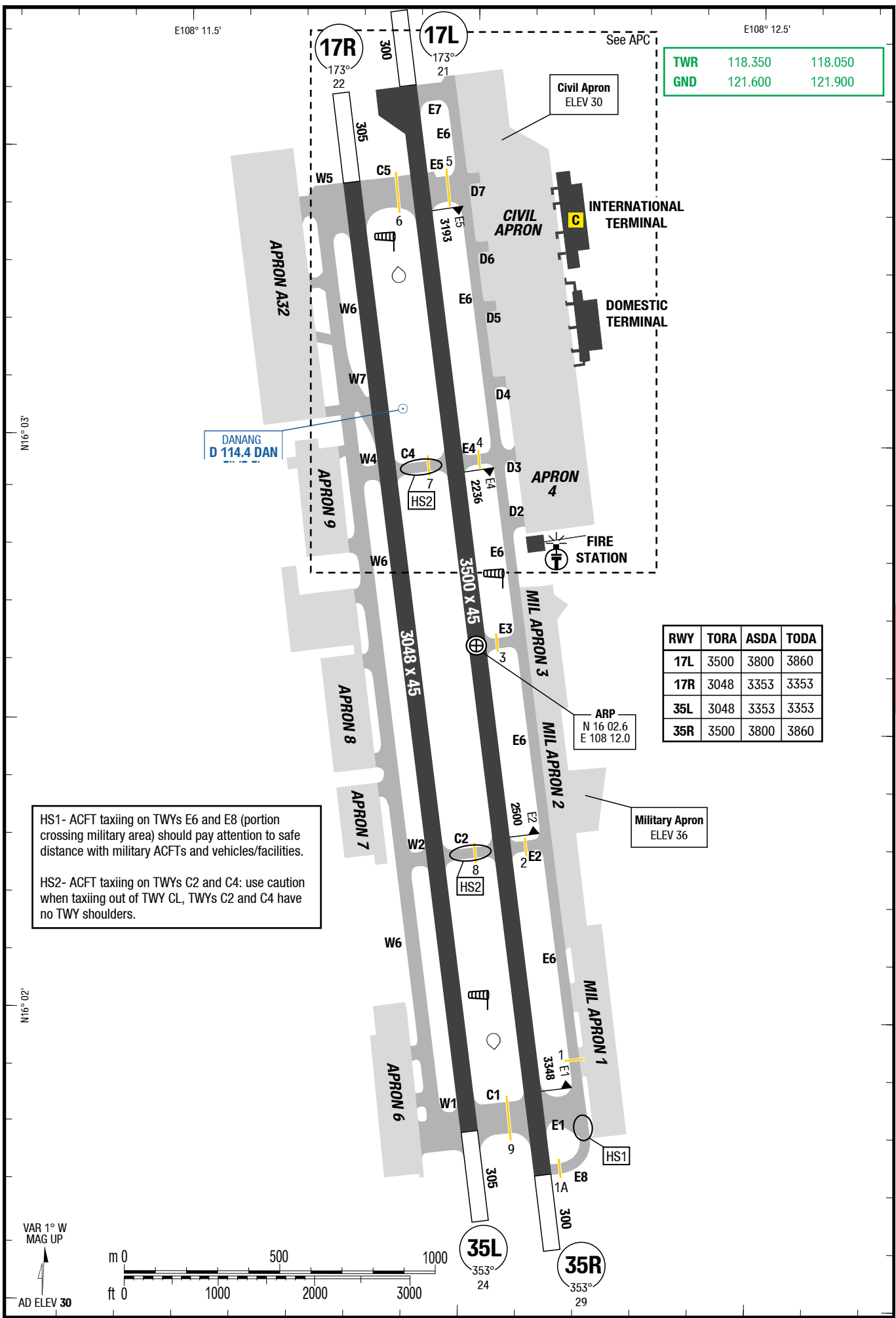


| | | |
|-----|---------|---------|
| CTL | 125,300 | 125,450 |
| APp | 120,450 | 125,450 |
| TWR | 118,350 | 118,050 |
| GND | 121,600 | 121,900 |

Landing RWY system:



Changes: TWY C1 C5 W1 W4 W5 W6



3-30

| | | |
|-----|---------|---------|
| TWR | 118.350 | 118.050 |
| GND | 121.600 | 121.900 |

| | | |
|-------------|---------------|-----------|
| COORDINATES | | |
| 5-8 | N16 03.6 | E108 12.0 |
| 9 | N16 03.5 | E108 12.0 |
| 10-11 | N16 03.5 | E108 12.1 |
| 12-17 | N16 03.4 | E108 12.1 |
| 18-21 | N16 03.3 | E108 12.1 |
| 22-26 | N16 03.2 | E108 12.1 |
| 27-29 | N16 03.1 | E108 12.1 |
| 30-32 | N16 03.0 | E108 12.1 |
| 33-34 | N16 02.9 | E108 12.2 |
| 35-36 | N16 02.9 | E108 12.1 |
| 3M | Not published | |
| 4M | Not published | |
| 5M | Not published | |

HS2- ACFT taxiing on TWYs C2 and C4: use caution when taxiing out of TWY CL, TWYs C2 and C4 have no TWY shoulders.

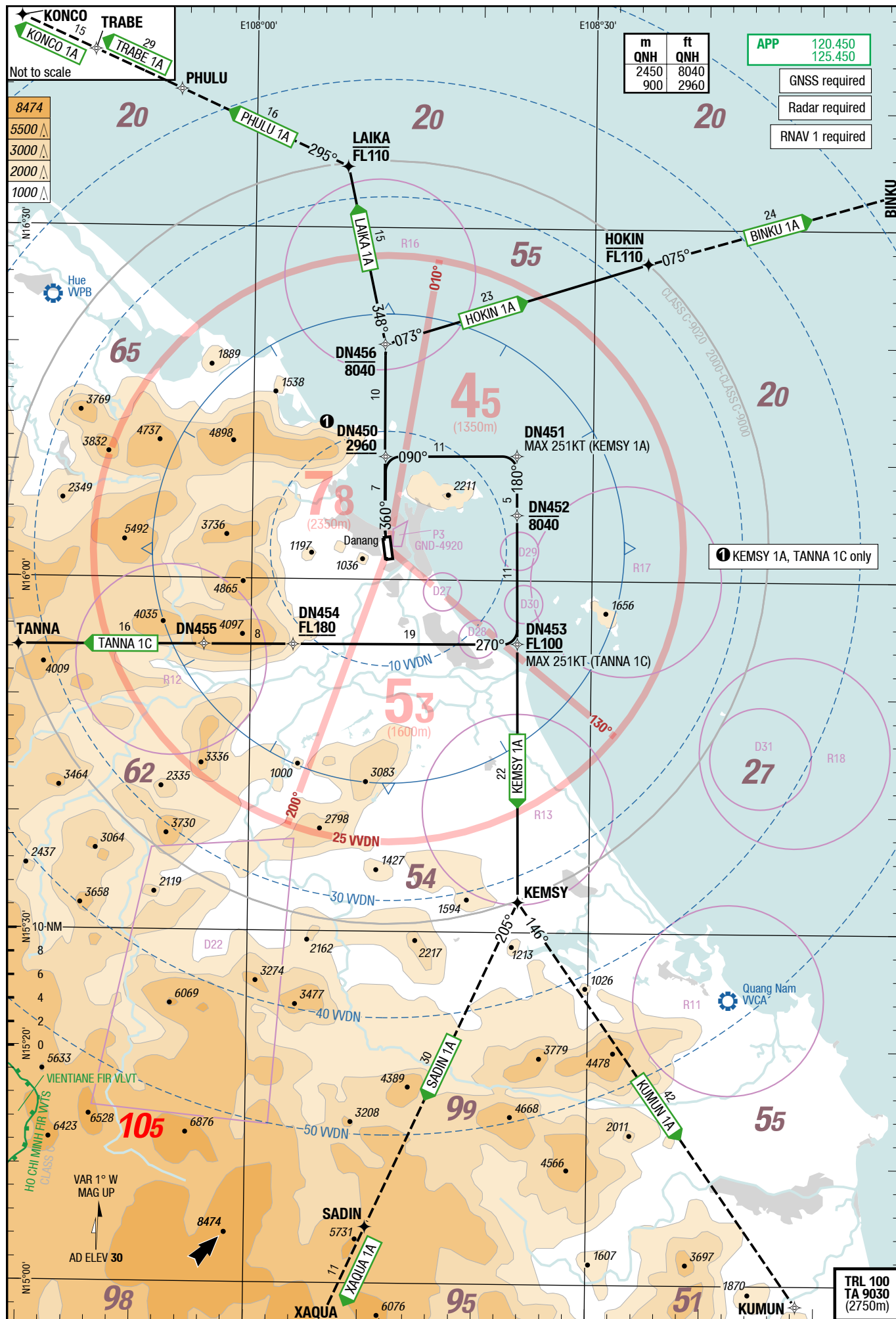
Civil Apron
ELEV 30

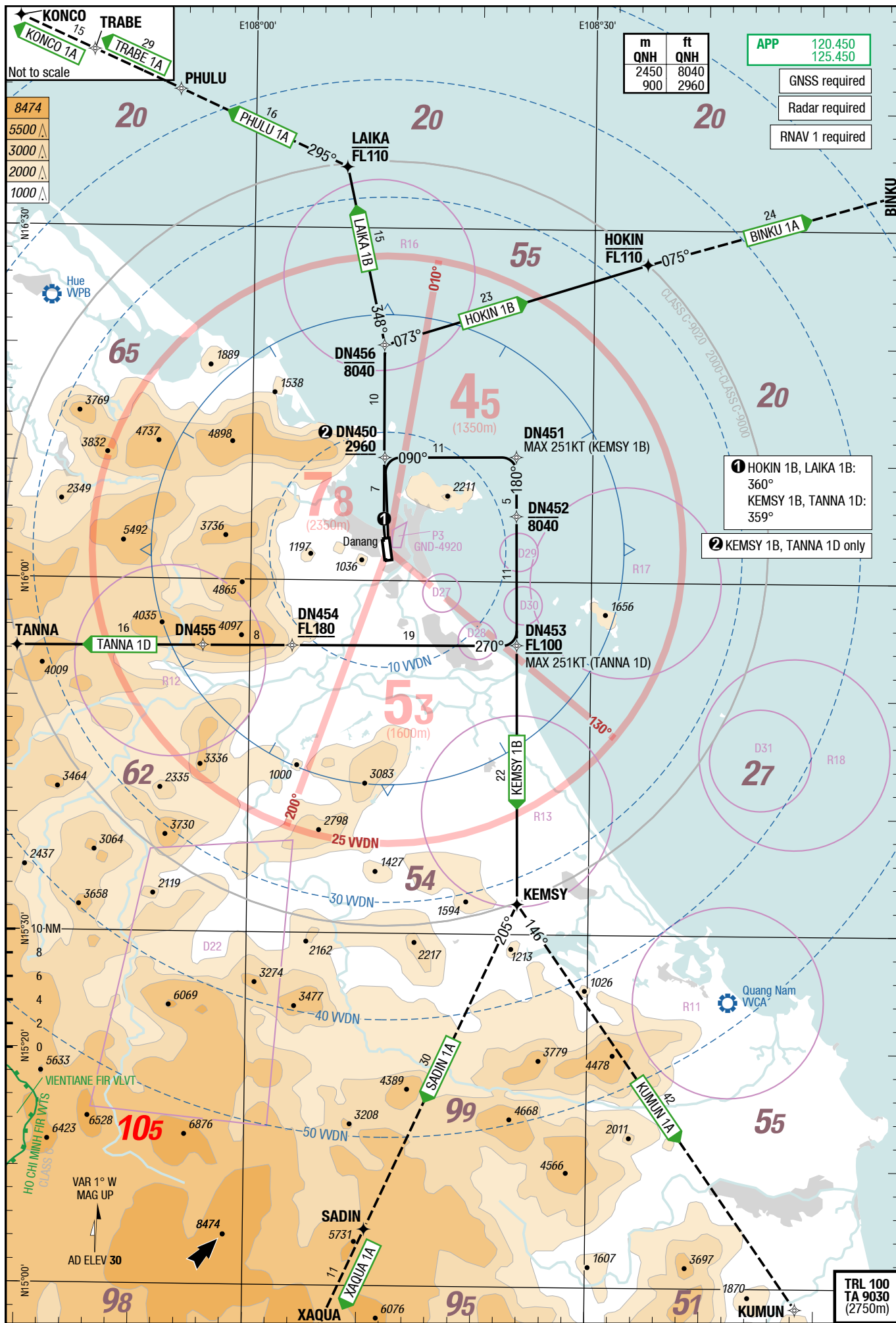
INTERNATIONAL
TERMINAL

DOMESTIC
TERMINAL

FIRE
STATION

Not to scale

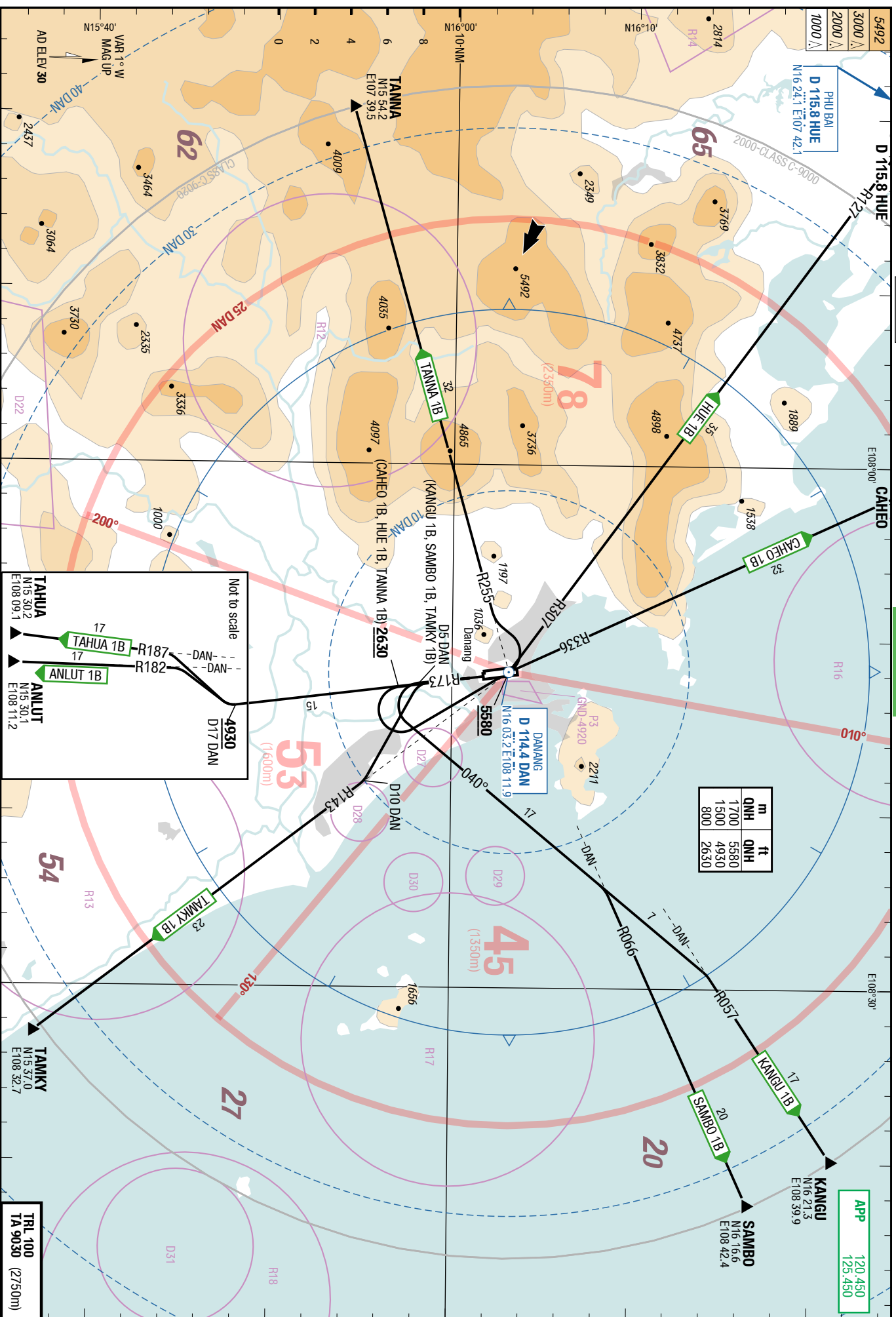


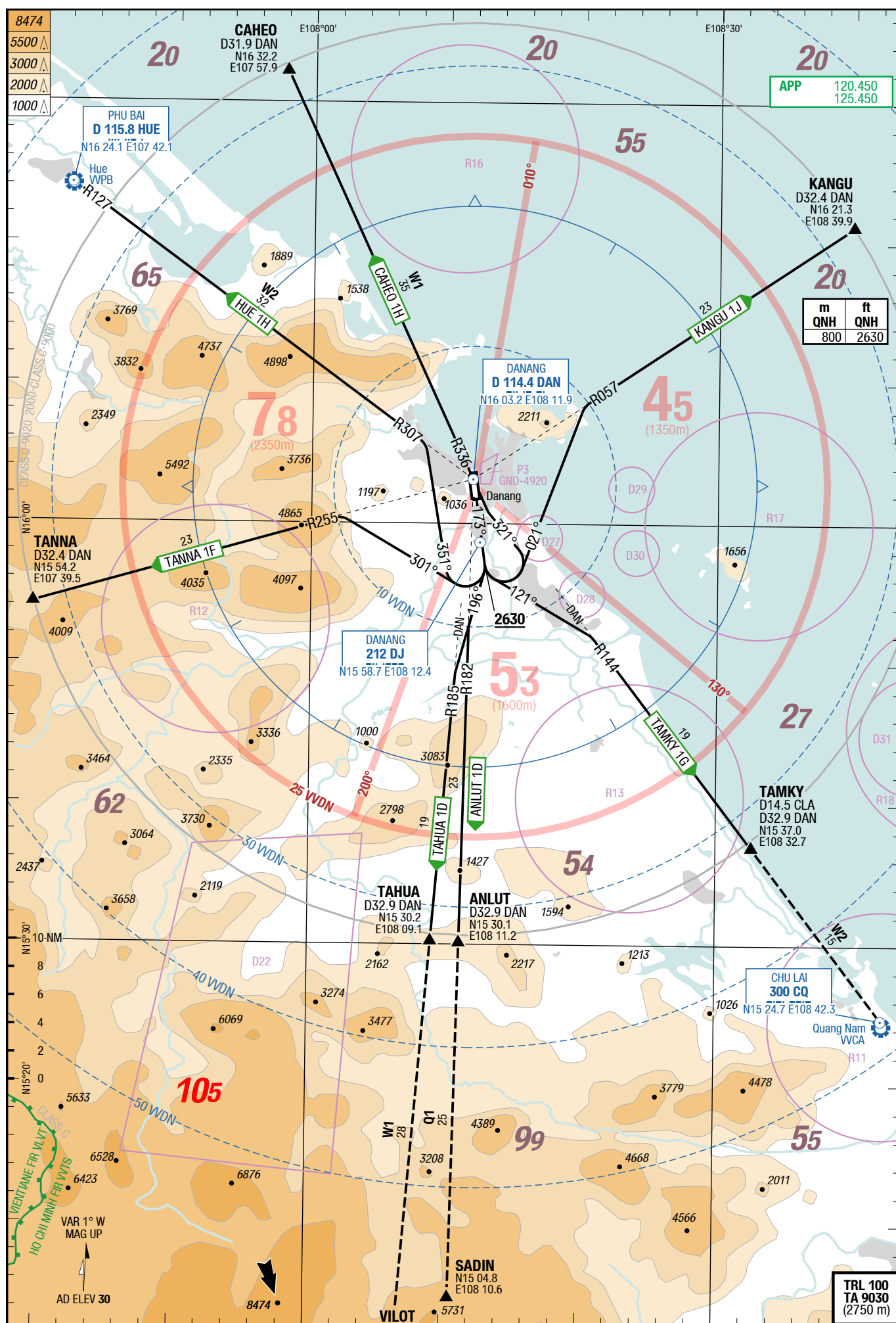


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Painting in the

SIDS RWY 17L/R





09-AUG-2018

SIDS RWY 35L/R NDB

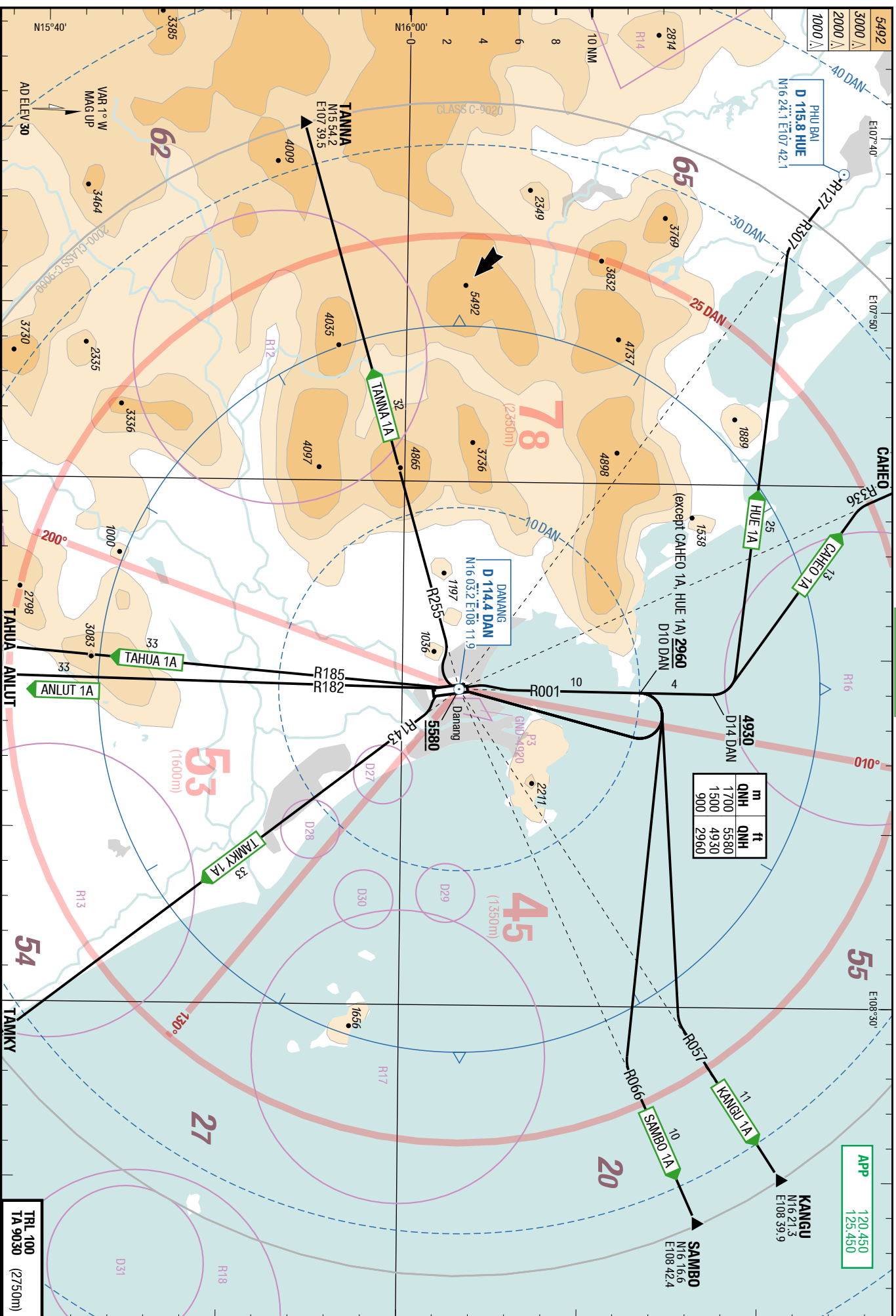
SIDS RWY 35L/R NDB

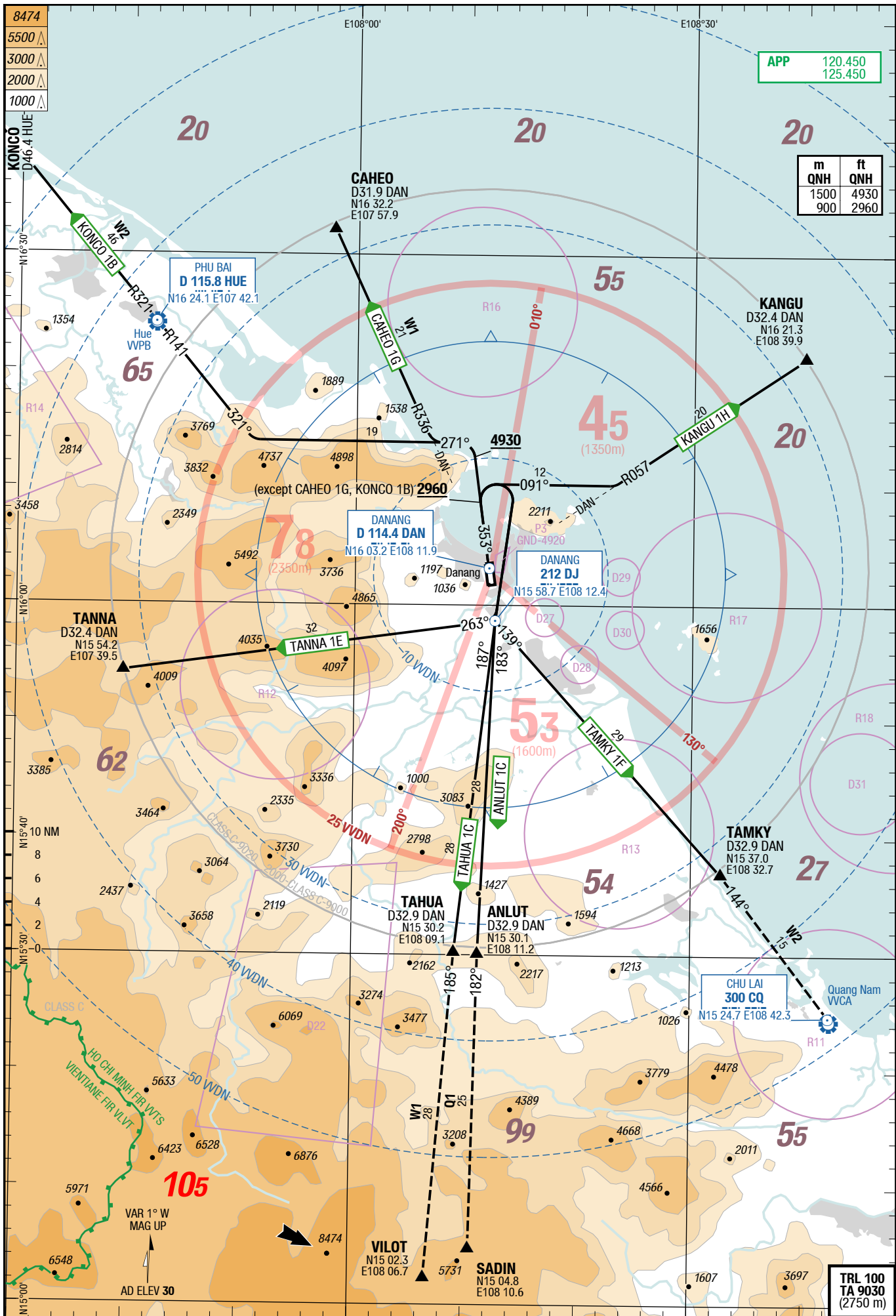
DAD-VVDN

4-50

SIDS RWY 35L/R

SIDS RWY 35L/R





HOKIN 1A / KEMSY 1A / LAIKA 1A / TANNA 1C

RWY 35L (353°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| | Runway 35L | |
| HOKIN 1A 120.450 | DN456 - HOKIN | DN456 MAX 8040 HOKIN MAX FL110 |
| | TRANSITION | |
| | BINKU 1A HOKIN - BINKU | HOKIN MAX FL110 |
| KEMSY 1A 7.0% to 2960 120.450 ① | DN450 - DN451 [K251-] - DN452 - DN453 - KEMSY | DN450 MNM 2960 DN452 MAX 8040 DN453 MNM FL100 |
| | TRANSITION | |
| | KUMUN 1A KEMSY - KUMUN | |
| | SADIN 1A KEMSY - SADIN | |
| | XAQUA 1A KEMSY - SADIN - XAQUA | |
| LAIKA 1A 120.450 | DN456 - LAIKA | DN456 MAX 8040 LAIKA MAX FL110 |
| | TRANSITION | |
| | KONCO 1A LAIKA - PHULU - TRABE - KONCO | LAIKA MAX FL110 |
| | PHULU 1A LAIKA - PHULU | LAIKA MAX FL110 |
| | TRABE 1A LAIKA - PHULU - TRABE | LAIKA MAX FL110 |
| TANNA 1C 7.0% to 2960 120.450 ① | DN450 - DN451 - DN452 - DN453 [K251-] - DN454 - DN455 - TANNA | DN450 MNM 2960 DN452 MAX 8040 DN453 MNM FL100 DN454 MNM FL180 |

① Use other AVBL PROC if unable to comply with Climb Gradient.

HOKIN 1B / KEMSY 1B / LAIKA 1B / TANNA 1D

RWY 35R (353°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| | Runway 35R | |
| HOKIN 1B 120.450 | DN456 - HOKIN | DN456 MAX 8040 HOKIN MAX FL110 |
| | TRANSITION | |
| | BINKU 1A HOKIN - BINKU | HOKIN MAX FL110 |
| KEMSY 1B 7.0% to 2960 120.450 ① | DN450 - DN451 [K251-] - DN452 - DN453 - KEMSY | DN450 MNM 2960 DN452 MAX 8040 DN453 MNM FL100 |
| | TRANSITION | |
| | KUMUN 1A KEMSY - KUMUN | |
| | SADIN 1A KEMSY - SADIN | |
| | XAQUA 1A KEMSY - SADIN - XAQUA | |
| LAIKA 1B 120.450 | DN456 - LAIKA | DN456 MAX 8040 LAIKA MAX FL110 |
| | TRANSITION | |
| | KONCO 1A LAIKA - PHULU - TRABE - KONCO | LAIKA MAX FL110 |
| | PHULU 1A LAIKA - PHULU | LAIKA MAX FL110 |
| | TRABE 1A LAIKA - PHULU - TRABE | LAIKA MAX FL110 |
| TANNA 1D 7.0% to 2960 120.450 ① | DN450 - DN451 - DN452 - DN453 [K251-] - DN454 - DN455 - TANNA | DN450 MNM 2960 DN452 MAX 8040 DN453 MNM FL100 DN454 MNM FL180 |

① Use other AVBL PROC if unable to comply with Climb Gradient.

DAD-VVDN

5-30

SIDs RWY 17L/R

ANLUT 1B / CAHEO 1B / KANGU 1B / PHU BAI 1B / SAMBO 1B / TAHUA 1B / TAMKY 1B / TANNA 1B

RWYs 17L/R (173°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 4.1% | ft/MIN | 500 | 700 | 800 | 900 | 1000 | 1200 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|-------------------------|
| ANLUT 1B 5.0% 120.450 | intercept R173 DAN - at D17 DAN RT intercept R182 DAN to ANLUT | D17 DAN MNM 4930 |
| CAHEO 1B 5.0% 120.450 | intercept R173 DAN - at MNM 2630 LT direct DAN - R336 DAN to CAHEO | DAN MNM 5580 |
| KANGU 1B 5.0% 120.450 | intercept R173 DAN - at D5 DAN LT 040° - intercept R057 DAN to KANGU | |
| PHU BAI 1B HUE 1B 5.0% 120.450 | intercept R173 DAN - at MNM 2630 LT direct DAN - R307 DAN to HUE | DAN MNM 5580 |
| SAMBO 1B 5.0% 120.450 | intercept R173 DAN - at D5 DAN LT 040° - intercept R066 DAN to SAMBO | |
| TAHUA 1B 5.0% 120.450 | intercept R173 DAN - at D17 DAN RT intercept R187 DAN to TAHUA | D17 DAN MNM 4930 |
| TAMKY 1B 4.1% 120.450 | intercept R173 DAN - at D5 DAN LT - at D10 DAN intercept R143 DAN to TAMKY | |
| TANNA 1B 5.0% 120.450 | intercept R173 DAN - at MNM 2630 LT direct DAN - R255 DAN to TANNA | DAN MNM 5580 |

ANLUT 1D / CAHEO 1H / KANGU 1J / PHU BAI 1H / TAHUA 1D / TAMKY 1G / TANNA 1F
RWYs 17L/R (173°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.2% | ft/MIN | 700 | 800 | 1000 | 1200 | 1300 | 1500 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|-----------|
| | Runway 17L/17R | |
| ANLUT 1D 5.2% 120.450 | 173° - at MNM 2630 RT 196° - intercept R182 DAN to ANLUT - join AWY Q1 | |
| CAHEO 1H 5.2% 120.450 | 173° - at MNM 2630 LT 321° - intercept R336 DAN to CAHEO | |
| KANGU 1J 5.2% 120.450 | 173° - at MNM 2630 LT 021° - intercept R057 DAN to KANGU | |
| PHU BAI 1H HUE 1H 5.2% 120.450 | 173° - at MNM 2630 RT 351° - intercept R127 HUE to HUE | |
| TAHUA 1D 5.2% 120.450 | 173° - at MNM 2630 RT 196° - intercept R185 DAN to TAHUA - join AWY W1 | |
| TAMKY 1G 5.2% 120.450 | 173° - at MNM 2630 LT 121° - intercept R144 DAN to TAMKY - join AWY W2 | |
| TANNA 1F 5.2% 120.450 | 173° - at MNM 2630 RT 301° - intercept R255 DAN to TANNA | |

ANLUT 1A / CAHEO 1A / KANGU 1A / PHU BAI 1A / SAMBO 1A / TAHUA 1A / TAMKY 1A / TANNA 1A

RWYs 35L/R (353°)

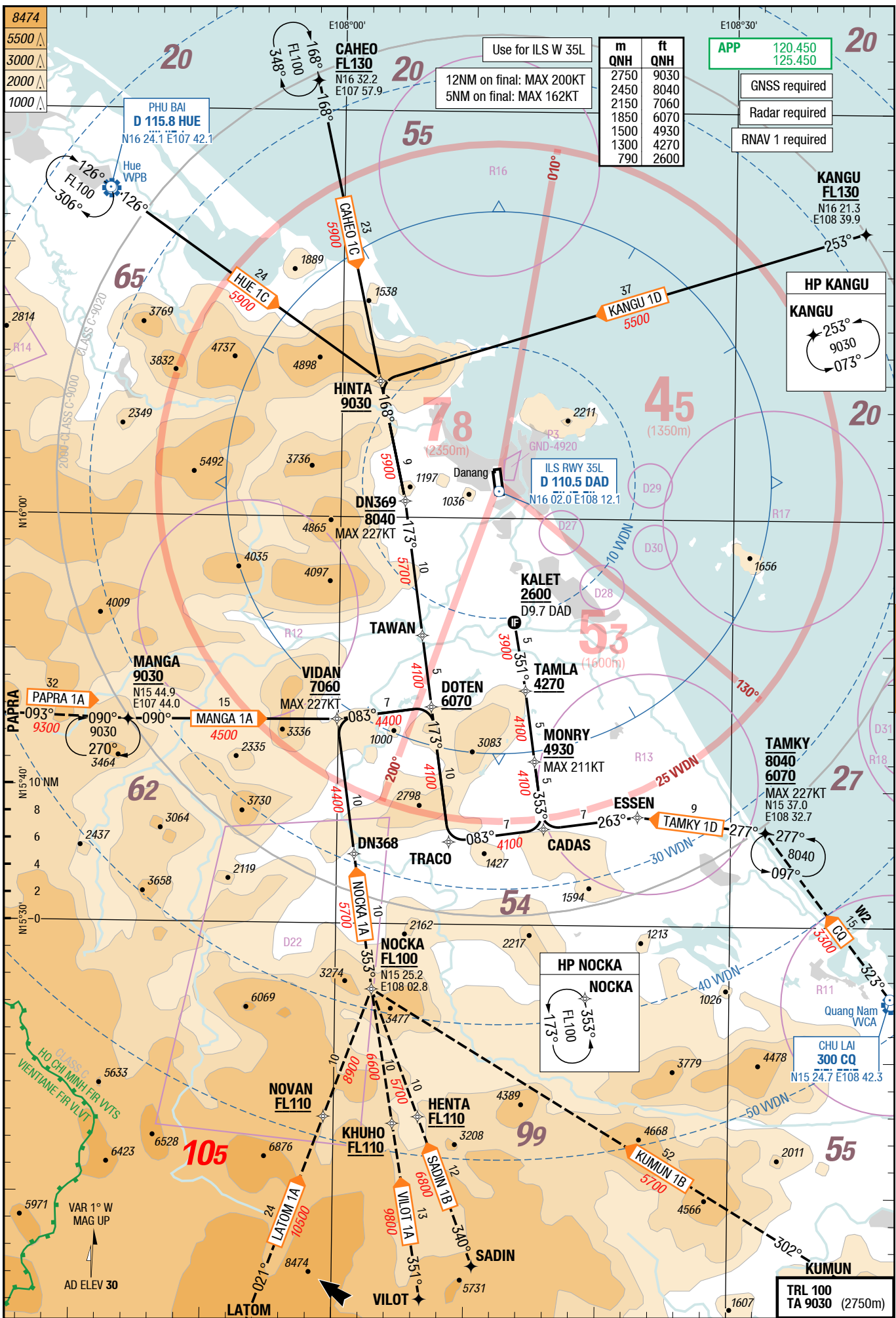
| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

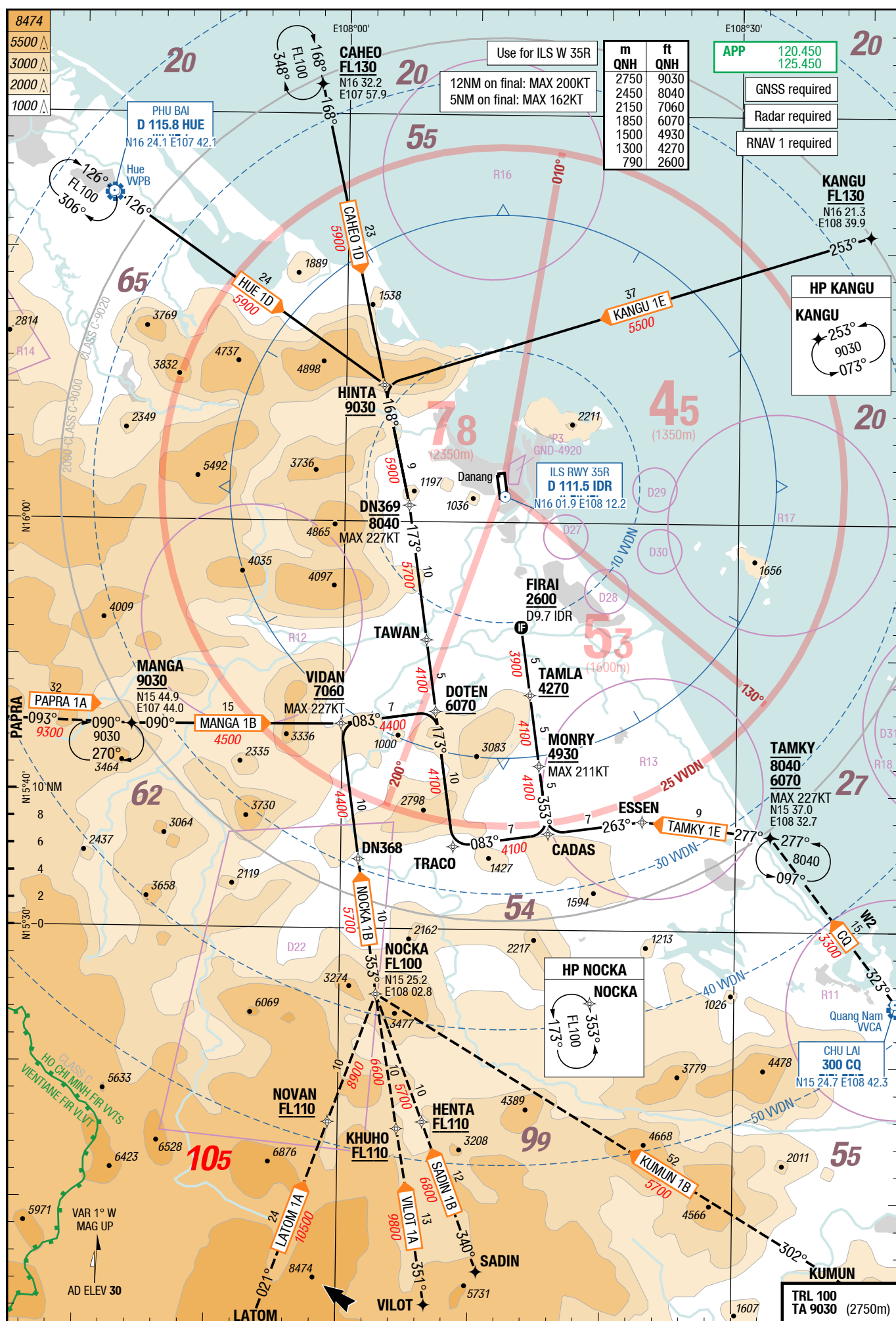
| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| ANLUT 1A 5.0% 120.450 | intercept R001 DAN - at D10 DAN RT direct DAN - R182 DAN to ANLUT | D10 DAN MNM 2960 DAN MNM 5580 |
| CAHEO 1A 5.0% 120.450 | intercept R001 DAN - at D14 DAN LT intercept R336 DAN to CAHEO | D14 DAN MNM 4930 |
| KANGU 1A 5.0% 120.450 | intercept R001 DAN - at D10 DAN RT intercept R057 DAN to KANGU | D10 DAN MNM 2960 |
| PHU BAI 1A HUE 1A 5.0% 120.450 | intercept R001 DAN - at D14 DAN LT intercept R307 DAN to HUE | D14 DAN MNM 4930 |
| SAMBO 1A 5.0% 120.450 | intercept R001 DAN - at D10 DAN RT intercept R066 DAN to SAMBO | D10 DAN MNM 2960 |
| TAHUA 1A 5.0% 120.450 | intercept R001 DAN - at D10 DAN RT direct DAN - R185 DAN to TAHUA | D10 DAN MNM 2960 DAN MNM 5580 |
| TAMKY 1A 5.0% 120.450 | intercept R001 DAN - at D10 DAN RT direct DAN - R143 DAN to TAMKY | D10 DAN MNM 2960 DAN MNM 5580 |
| TANNA 1A 5.0% 120.450 | intercept R001 DAN - at D10 DAN RT direct DAN - R255 DAN to TANNA | D10 DAN MNM 2960 DAN MNM 5580 |

ANLUT 1C / CAHEO 1G / KANGU 1H / KONCO 1B / TAHUA 1C / TAMKY 1F / TANNA 1E
RWYs 35L/R (353°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|-----------|
| | Runway 35L/35R | |
| ANLUT 1C 5.0% 120.450 | 353° - at MNM 2960 RT direct DJ - QDR 183 DJ to ANLUT - join AWY Q1 | |
| CAHEO 1G 5.0% 120.450 | 353° - at MNM 4930 LT 271° - intercept R336 DAN to CAHEO | |
| KANGU 1H 5.0% 120.450 | 353° - at MNM 2960 RT 091° - intercept R057 DAN to KANGU | |
| KONCO 1B 5.0% 120.450 | 353° - at MNM 4930 LT 271° - intercept R141 HUE to HUE - R321 HUE to KONCO | |
| TAHUA 1C 5.0% 120.450 | 353° - at MNM 2960 RT direct DJ - QDR 187 DJ to TAHUA - join AWY W1 | |
| TAMKY 1F 5.0% 120.450 | 353° - at MNM 2960 RT direct DJ - QDR 139 DJ to TAMKY - join AWY W2 | |
| TANNA 1E 5.0% 120.450 | 353° - at MNM 2960 RT direct DJ - QDR 263 DJ to TANNA | |





10-AUG-2017

DAD-VVDN

Vietnam **Danang** Danang Intl

STARs RWY 35L/R (via VOR/DME) 1A ARR

6-30

RNAV STARs RWY 35L/R (ATC)

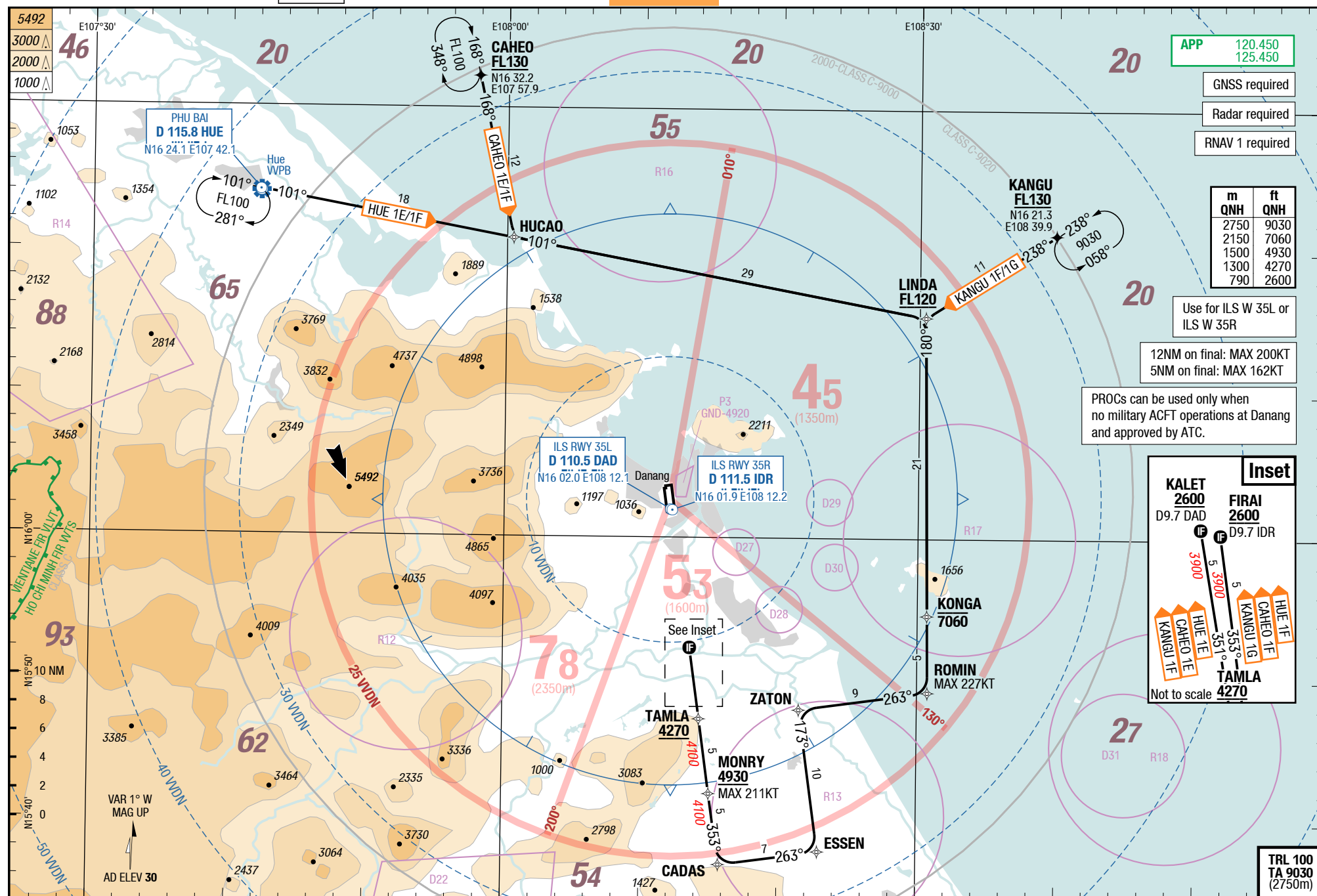
STAR

STAR

Danang Intl **Danang** Vietnam

STARs RWY 35L/R (via VOR/DME) 1A ARR

RNAV STARs RWY 35L/R (ATC)



Changes: new

DAD-VVDN

Vietnam **Danang** Danang Intl

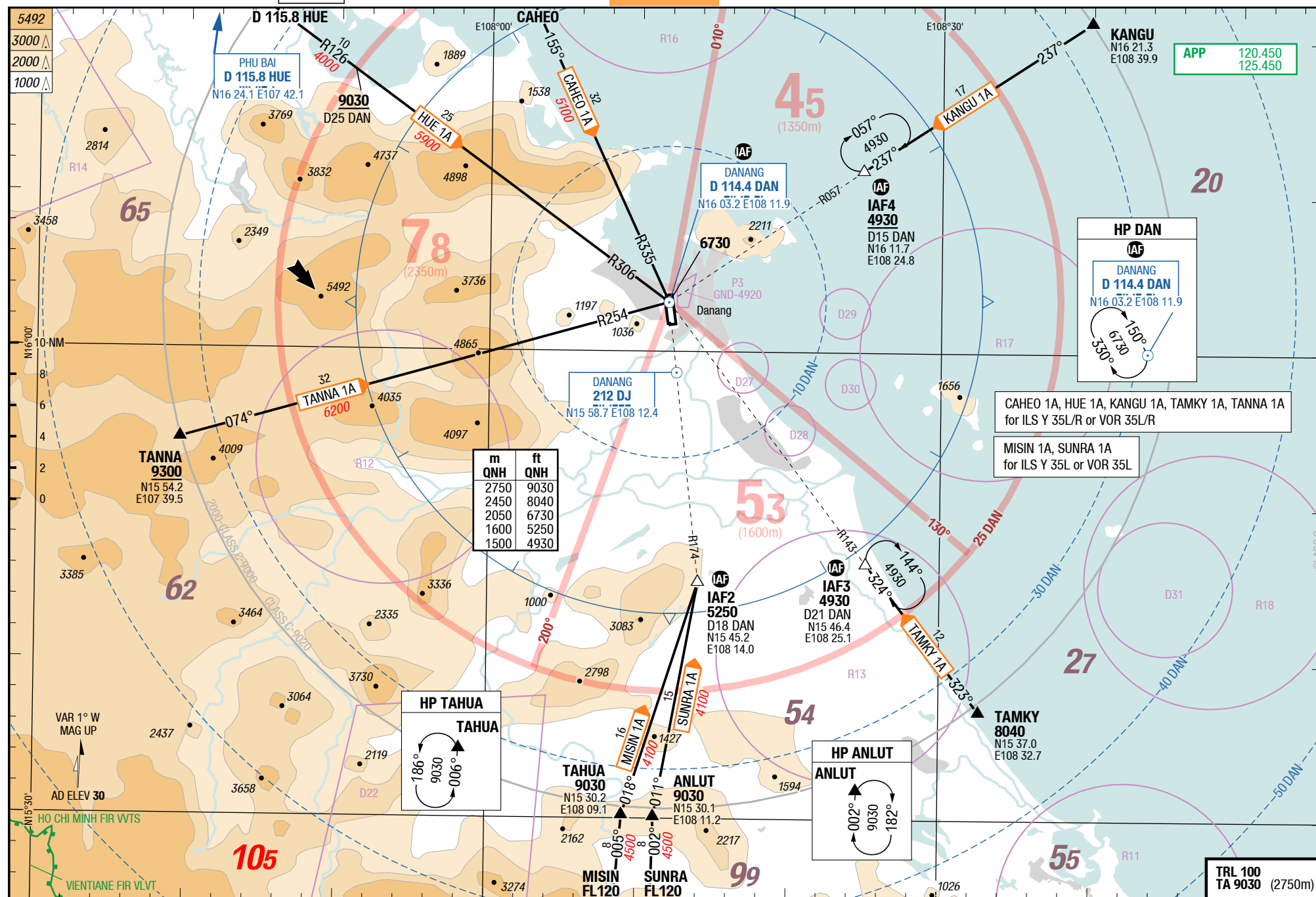
STAR

STAR

Danang Intl **Danang** Vietnam

STARs RWY 35L/R (via VOR/DME) 1A ARR

6-40

STARs RWY 35L/R (via VOR/DME) 1A ARRrS

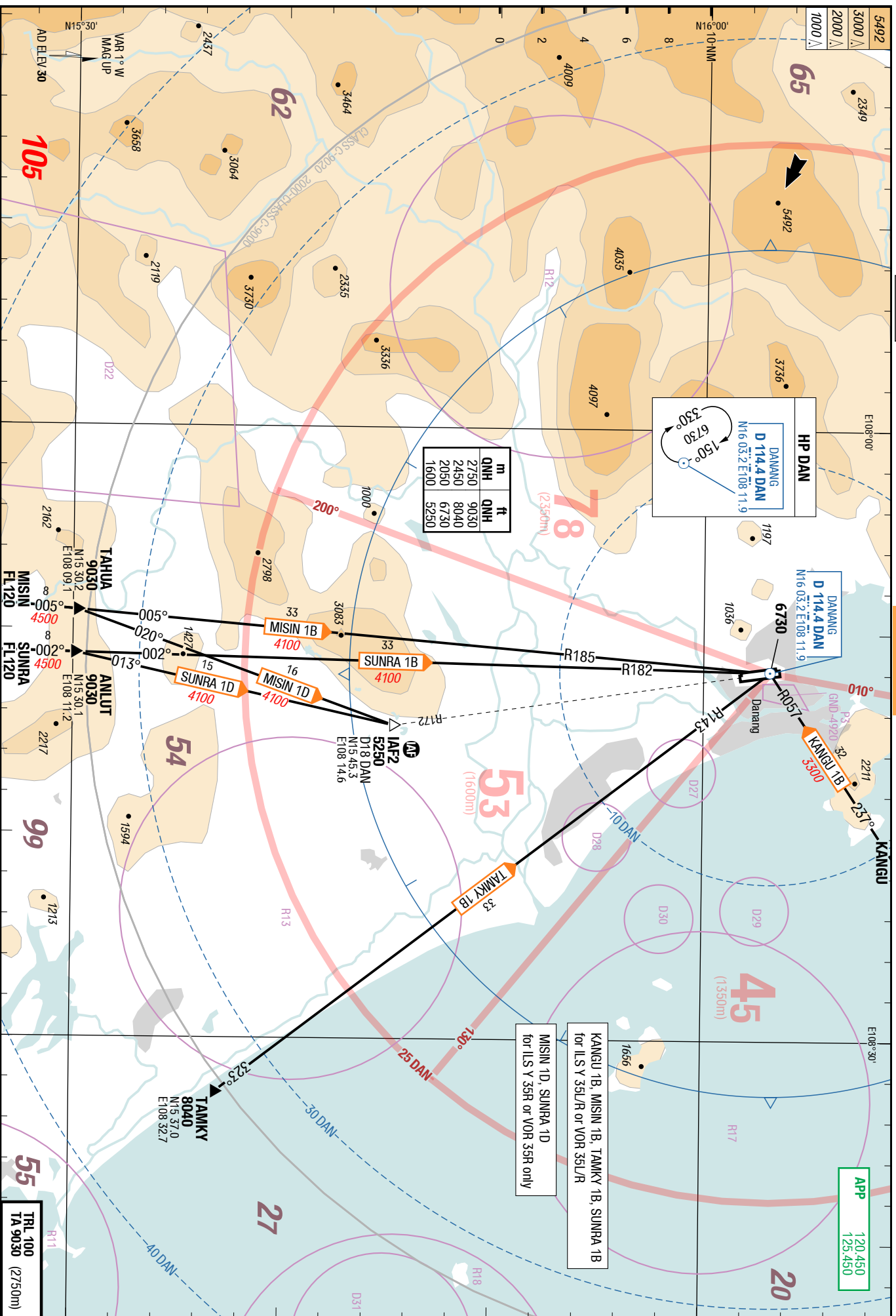
Changes: ASP, Track, OBST

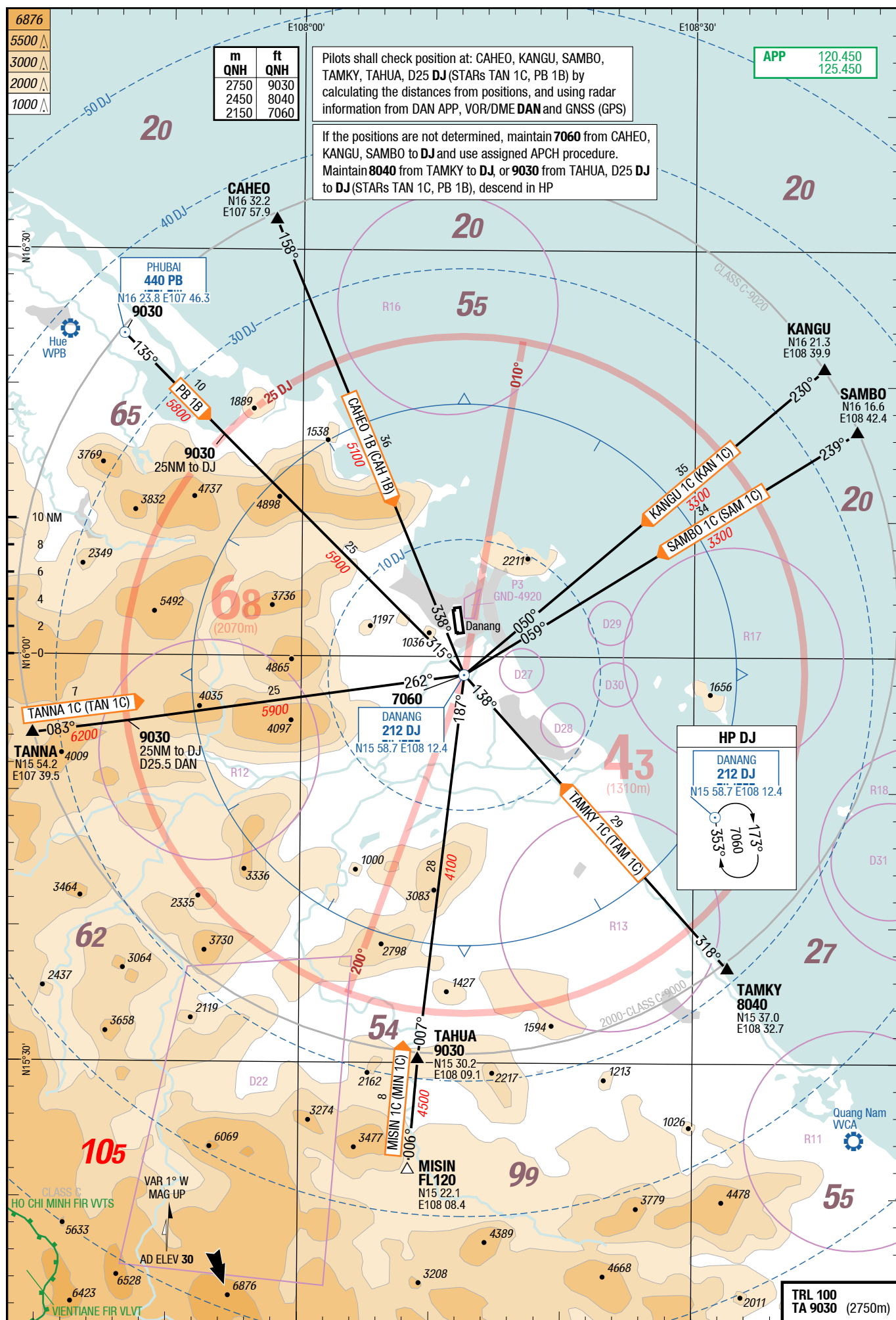
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STARs RWY 35L (via NDB)

STARs RWY 35L/R (via VOR/DME) 1B,1D ARRS





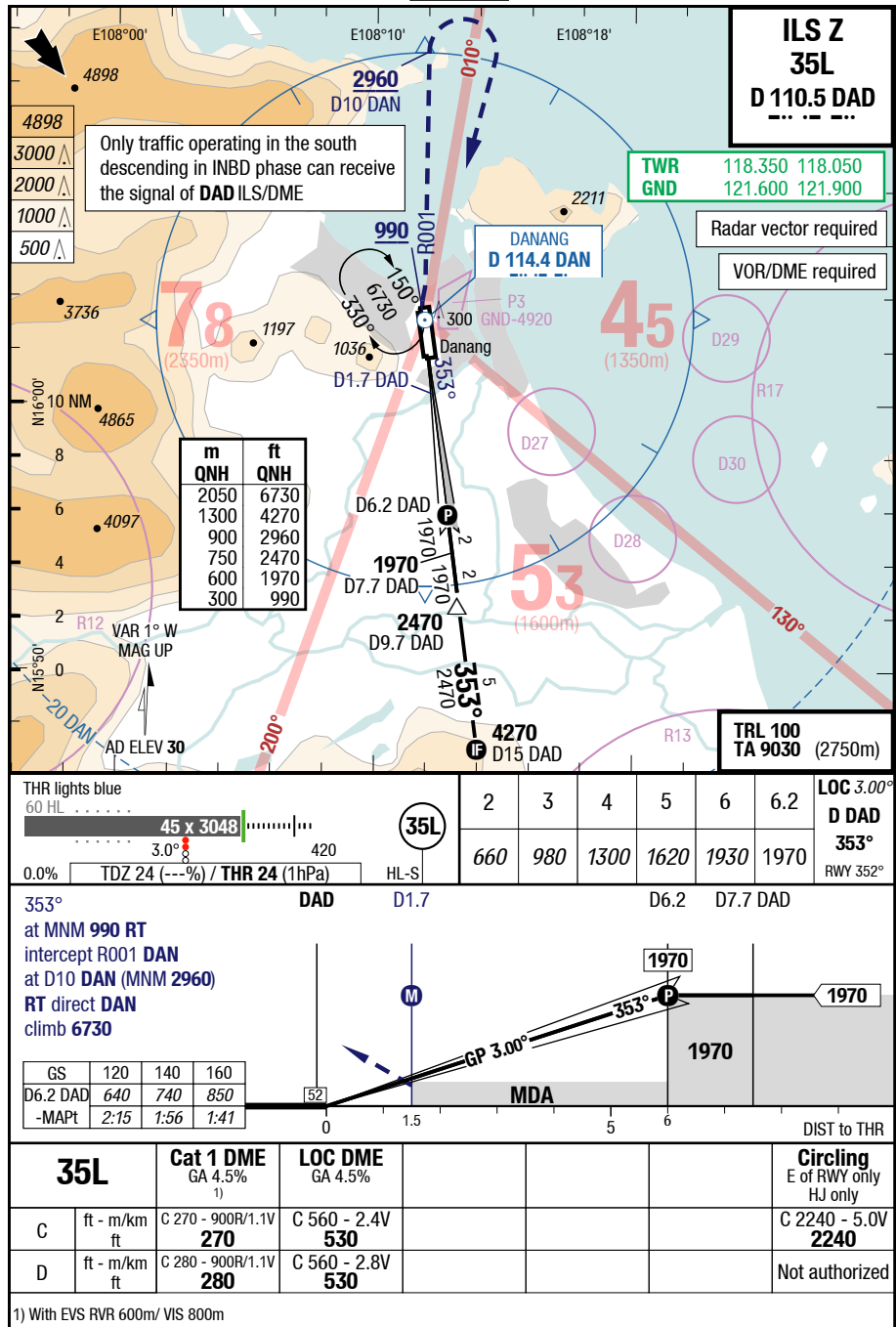
22-DEC-2016

Vietnam **Danang** Danang Intl

IAC

DAD-VVDN

7-10

ILS Z 35L

Changes: APL

22-DEC-2016

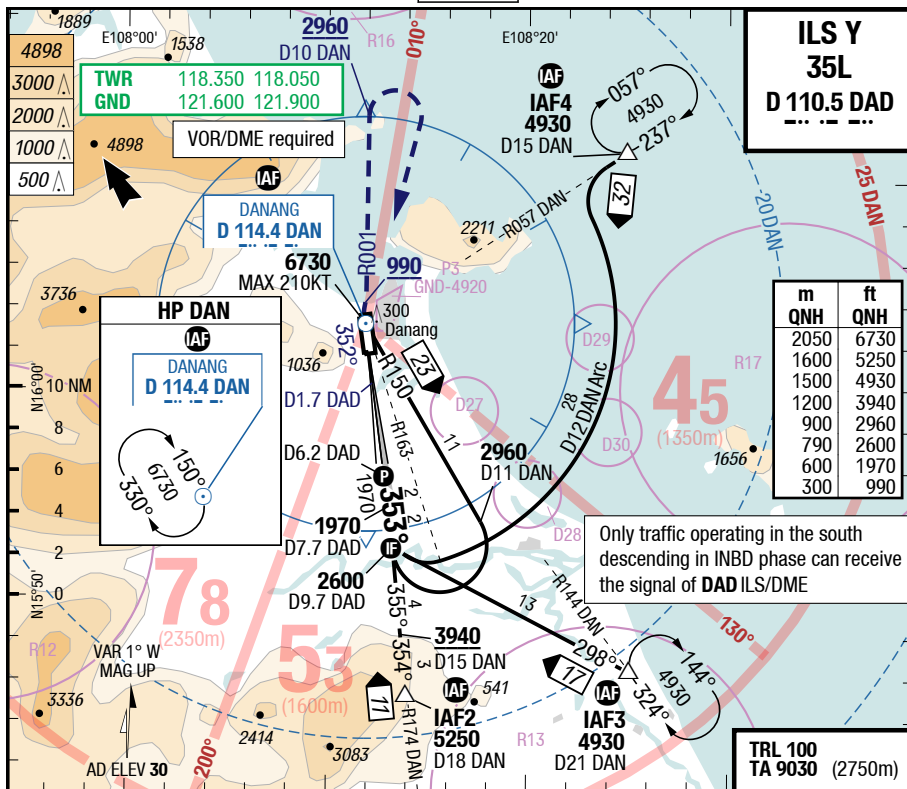
Vietnam Danang Danang Intl

IAC

DAD-VVDN

7-20

ILS Y 35L



THR lights blue

60 HL

45 x 3048

3.0°

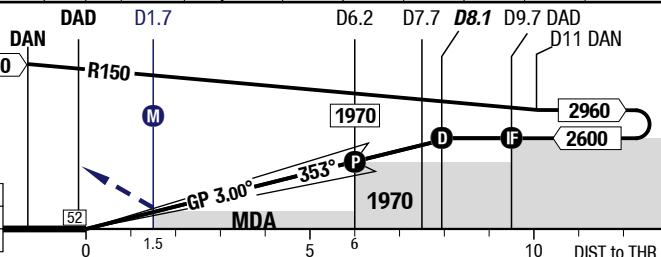
0.0% TDZ 24 (---%) / THR 24 (1hPa)

35L

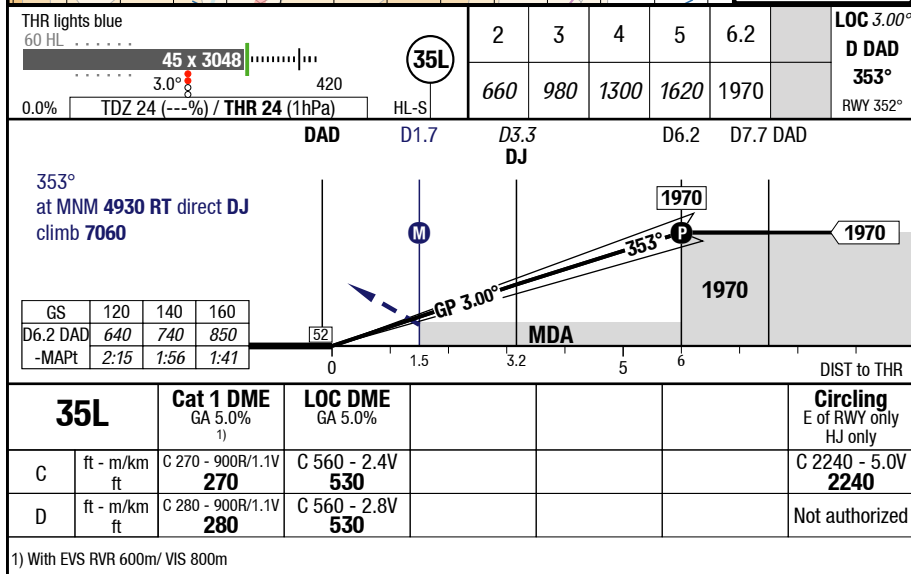
| 2 | 3 | 4 | 5 | 6 | 8.1 | LOC 3.00° |
|-----|-----|------|------|------|------|------------|
| 660 | 980 | 1300 | 1620 | 1930 | 2600 | D DAD 353° |
| | | | | | | RWY 352° |

352°
at MNM 990 RT
intercept R001 DAN
at D10 DAN (MNM 2960)
RT direct DAN
climb 6730

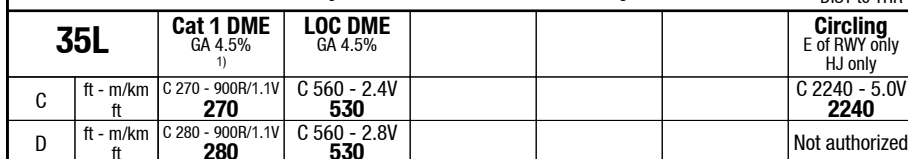
| GS | 120 | 140 | 160 |
|----------|------|------|------|
| D6.2 DAD | 640 | 740 | 850 |
| -MAPt | 2:15 | 1:56 | 1:41 |



ILS X 35L



ILS W 35L



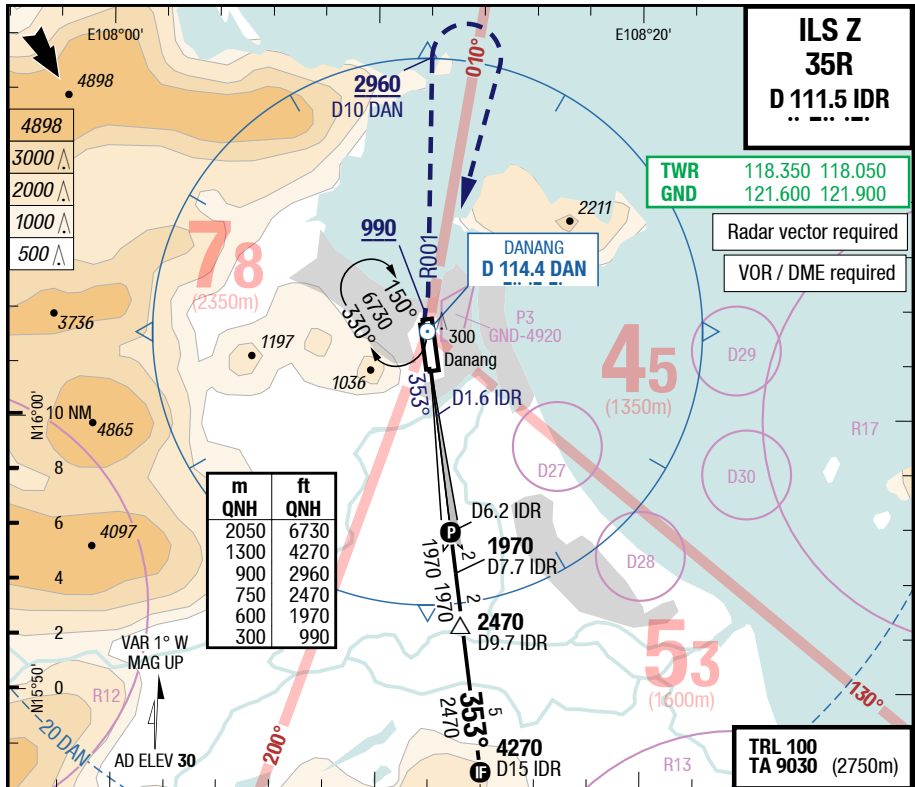
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Changes: new

DAD-VVDN

7-50

ILS Z 35R



THR lights blue

60 HL

45 x 3500

PAPI angle not AVBL

-0.1% TDZ 29 (---%) / THR 29 (1hPa)

HL-P1

| 2 | 3 | 4 | 5 | 6.2 | LOC 3.00° |
|-----|-----|------|------|------|-----------|
| 660 | 980 | 1300 | 1620 | 1970 | D IDR |
| | | | | | 353° |
| | | | | | RWY 352° |

353°

at MNM 990 RT

intercept R001 DAN

at D10 DAN (MNM 2960)

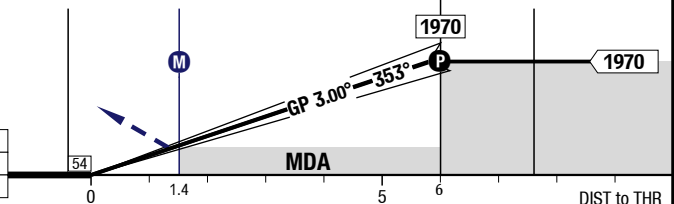
RT direct DAN

climb 6730

| GS | 120 | 140 | 160 |
|----------|------|------|------|
| D6.2 IDR | 640 | 740 | 850 |
| -MAPt | 2:18 | 1:58 | 1:44 |

IDR D1.6

D6.2 D7.7 IDR



35R

Cat 1 DME
GA 4.5%
1) 2)

LOC DME

GA 4.5%

Circling
E of RWY only
HJ only

| C | ft - m/km ft | C 280 - 650R/1.0V 300 | C 560 - 2.4V 530 | C 2240 - 5.0V 2240 |
|---|-----------------|--------------------------|---------------------|-----------------------|
| D | ft - m/km ft | C 300 - 650R/1.0V 310 | C 560 - 2.8V 530 | Not authorized |

1) FD, AP or HGS required, else RVR 750m

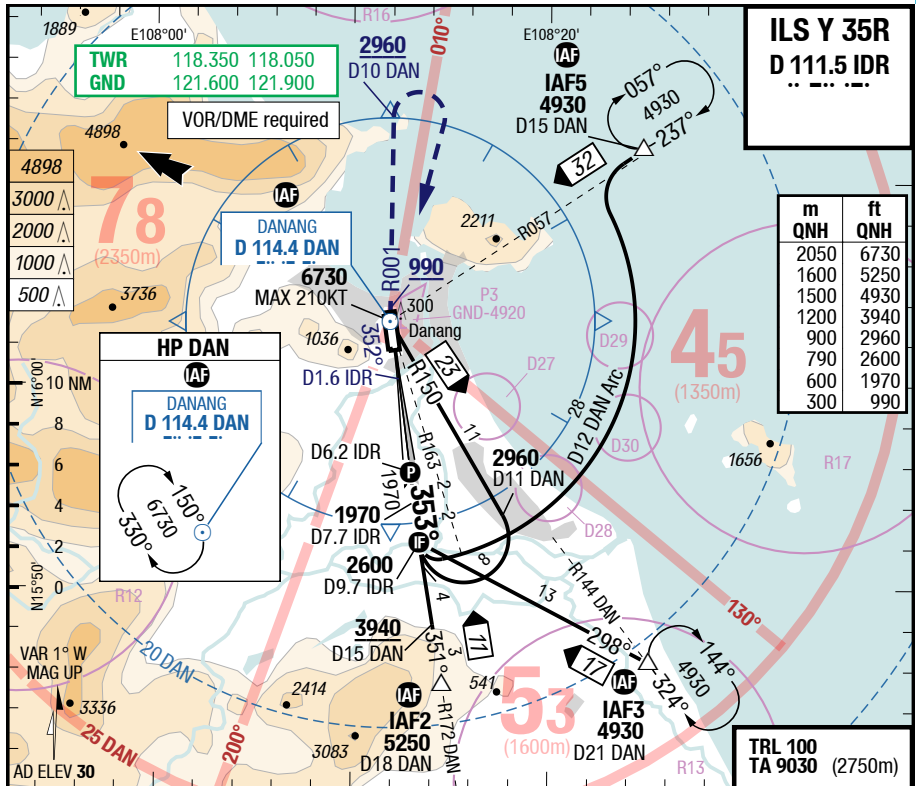
2) With EVS RVR 550m/ VIS 800m

Changes: Page Number

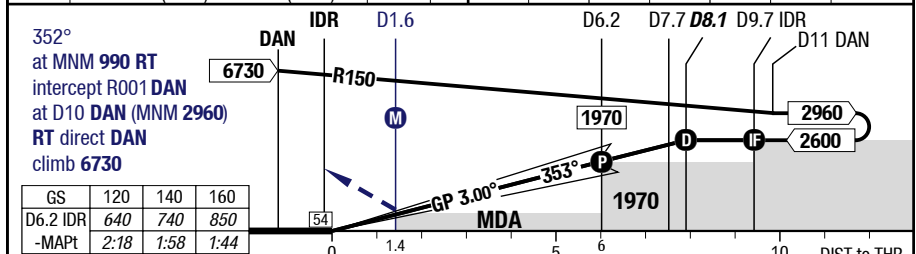
DAD-VVDN

7-60

ILS Y 35R



| | | | | | | |
|-----|-----|------|------|------|------|------------|
| 2 | 3 | 4 | 5 | 6 | 8.1 | LOC 3.00° |
| 670 | 990 | 1310 | 1620 | 1940 | 2600 | D IDR 353° |
| | | | | | | RWY 352° |



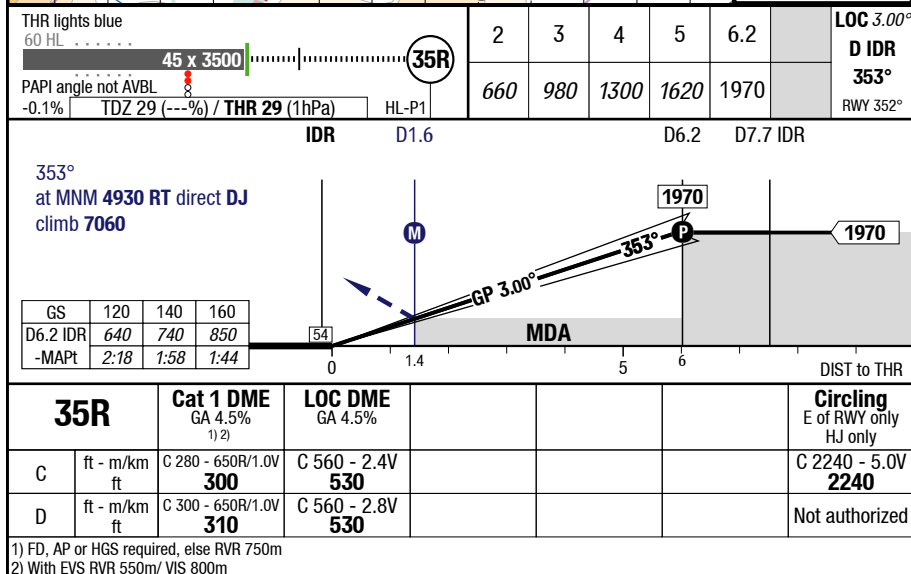
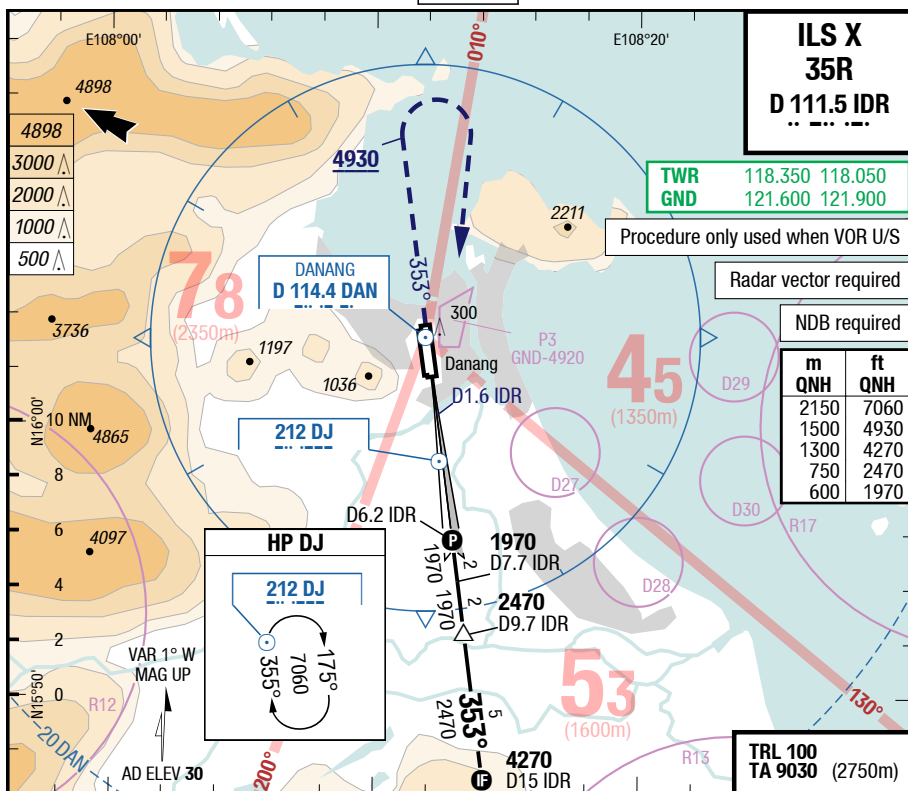
| 35R | | Cat 1 DME GA 4.5% 1) 2) | LOC DME GA 4.5% | Circling E of RWY only HJ only | |
|-----|-----------------|-------------------------------|---------------------|--------------------------------------|--|
| C | ft - m/km ft | C 280 - 650R/1.0V 300 | C 560 - 2.4V 530 | C 2240 - 5.0V 2240 | |
| D | ft - m/km ft | C 300 - 650R/1.0V 310 | C 560 - 2.8V 530 | Not authorized | |

1) FD, AP or HGS required, else RVR 750m
2) With EVS RVR 550m/ VIS 800m

DAD-VVDN

7-70

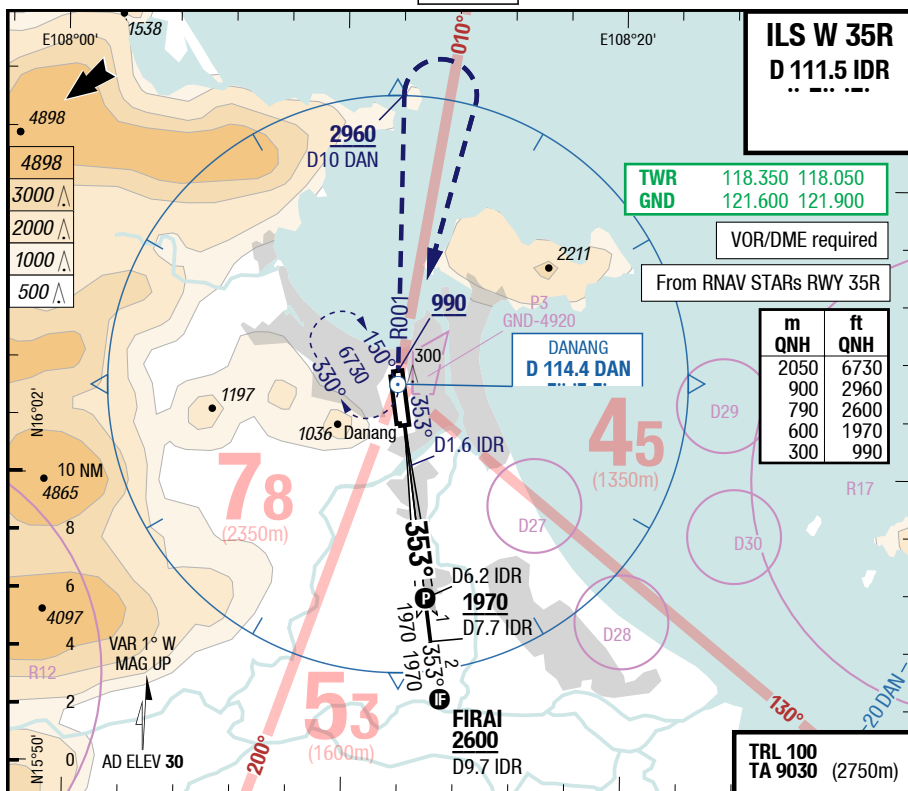
ILS X 35R



DAD-VVDN

7-80

ILS W 35R



THR lights blue

60 HL

45 x 3500

PAPI angle not AVBL

-0.1% TDZ 29 (---%) / THR 29 (1hPa)

HL-P1

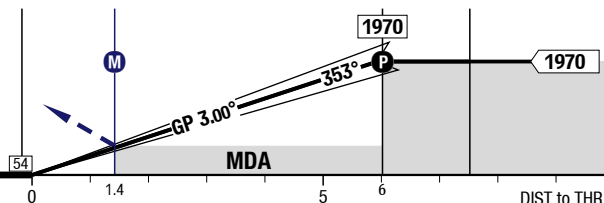
| 2 | 3 | 4 | 5 | 6.2 | LOC 3.00° D IDR |
|-----|-----|------|------|------|--------------------|
| 660 | 980 | 1300 | 1620 | 1970 | |

353°
at MNM 990 RT
intercept R001 DAN
at D10 DAN (MNM 2960)
RT direct DAN
RT direct DAN
climb 6730

| GS | 120 | 140 | 160 |
|----------|------|------|------|
| D6.2 IDR | 640 | 740 | 850 |
| -MAPt | 2:18 | 1:58 | 1:44 |

IDR D1.6

D6.2 D7.7 IDR



| 35R | | Cat 1 DME GA 4.5% 1) 2) | LOC DME GA 4.5% | | | Circling E of RWY only HJ only |
|------------|-----------------|--------------------------------------|----------------------------|--|--|---|
| C | ft - m/km ft | C 280 - 650R/1.0V 300 | C 560 - 2.4V 530 | | | C 2240 - 5.0V 2240 |
| D | ft - m/km ft | C 300 - 650R/1.0V 310 | C 560 - 2.8V 530 | | | Not authorized |

1) FD, AP or HGS required, else RVR 750m

2) With EVS RVR 550m/ VIS 800m

Changes: new

Vietnam **Danang** Danang Intl

VOR Y 17L

Danang Int'l **Danang** Vietnam

VOR Y 17L

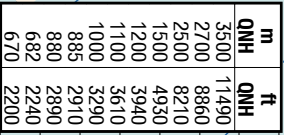
7-90

VOR Z 17L

IAC

IAC

VOR Z 17L



171

| | | | | | | |
|---------|--------------|-----|------|------|----|------------|
| D16 DAN | D13.5 | D10 | D8.1 | D6.3 | D2 | DAN |
|---------|--------------|-----|------|------|----|------------|

R174

at D2 DAN LT

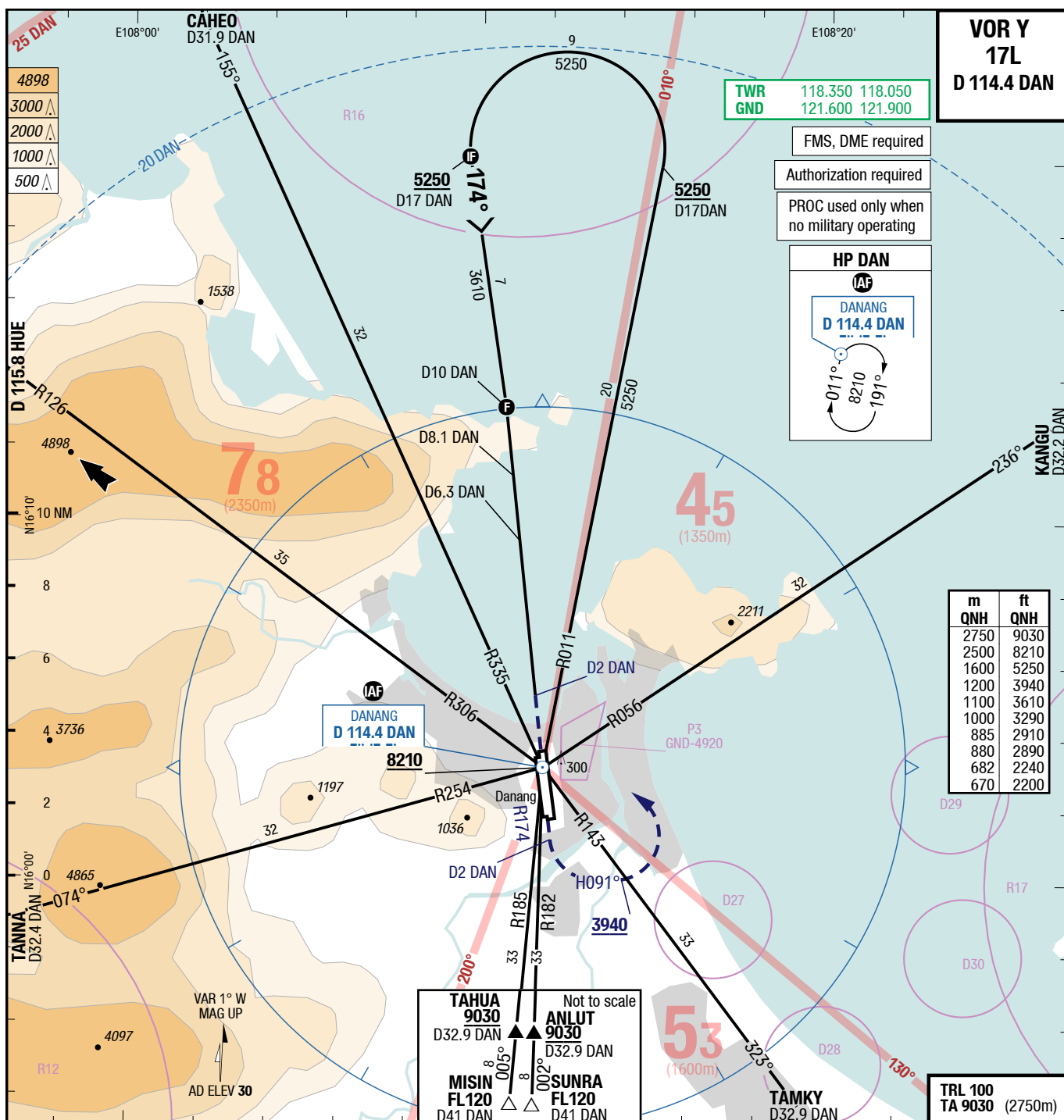
HDG 091°

at MM 3940 LT direct **DAN**

Climb 8210

| | | | |
|---------|------|------|------|
| GS | 120 | 140 | 160 |
| D10 DAN | 740 | 870 | 990 |
| -MAPt | 4:00 | 3:26 | 3:00 |

| | |
|---------|-----|
| VOR DME | 17L |
|---------|-----|



| GS | 120 | 140 | 160 |
|---------|------|------|------|
| D10 DAN | 740 | 860 | 990 |
| -MAPt | 4:00 | 3:26 | 3:00 |

Vietnam Danang Danang Intl

VOR Y 17R

VOR Y 17R

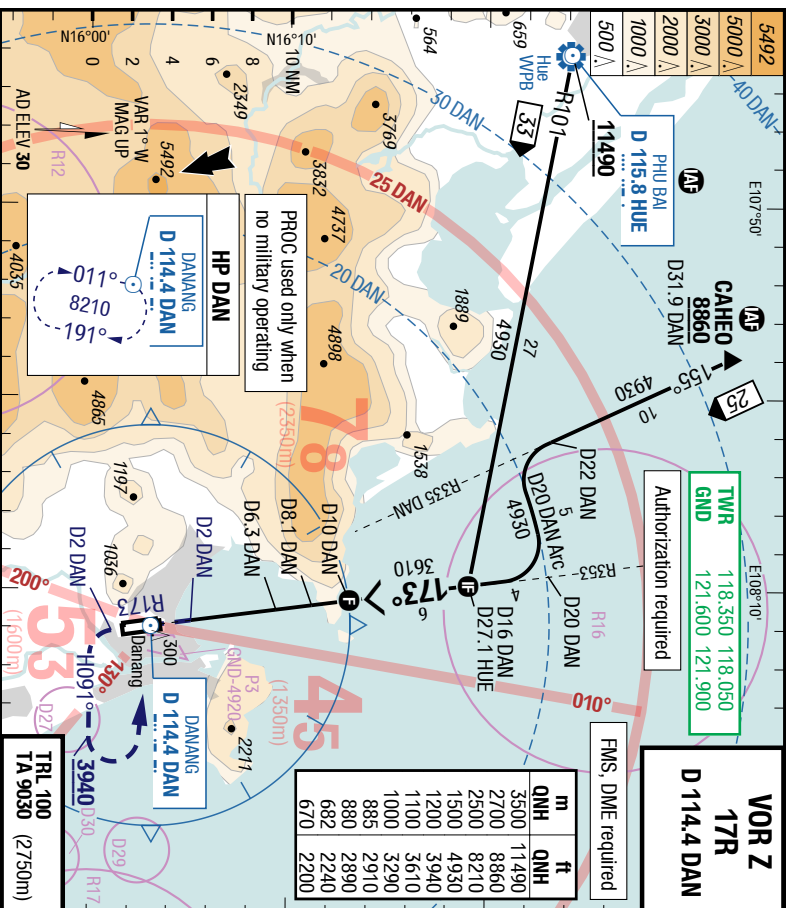
7-110

VOR Z 17R

IAC

VOR Y 17R

VOR Z 17R



| 3.50° | 13.4 | 12 | 8 | 6 | 4 | 3 |
|--------------|------|------|------|------|------|------|
| D DAN | | | | | | |
| 173° | 4930 | 4430 | 2940 | 2200 | 1450 | 1080 |

RWV 172°

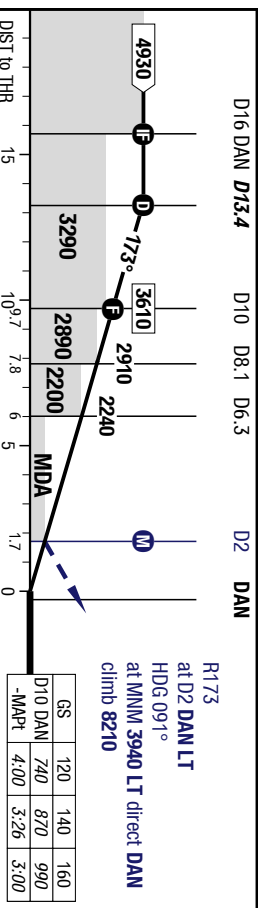
(17R)

3048 x 45

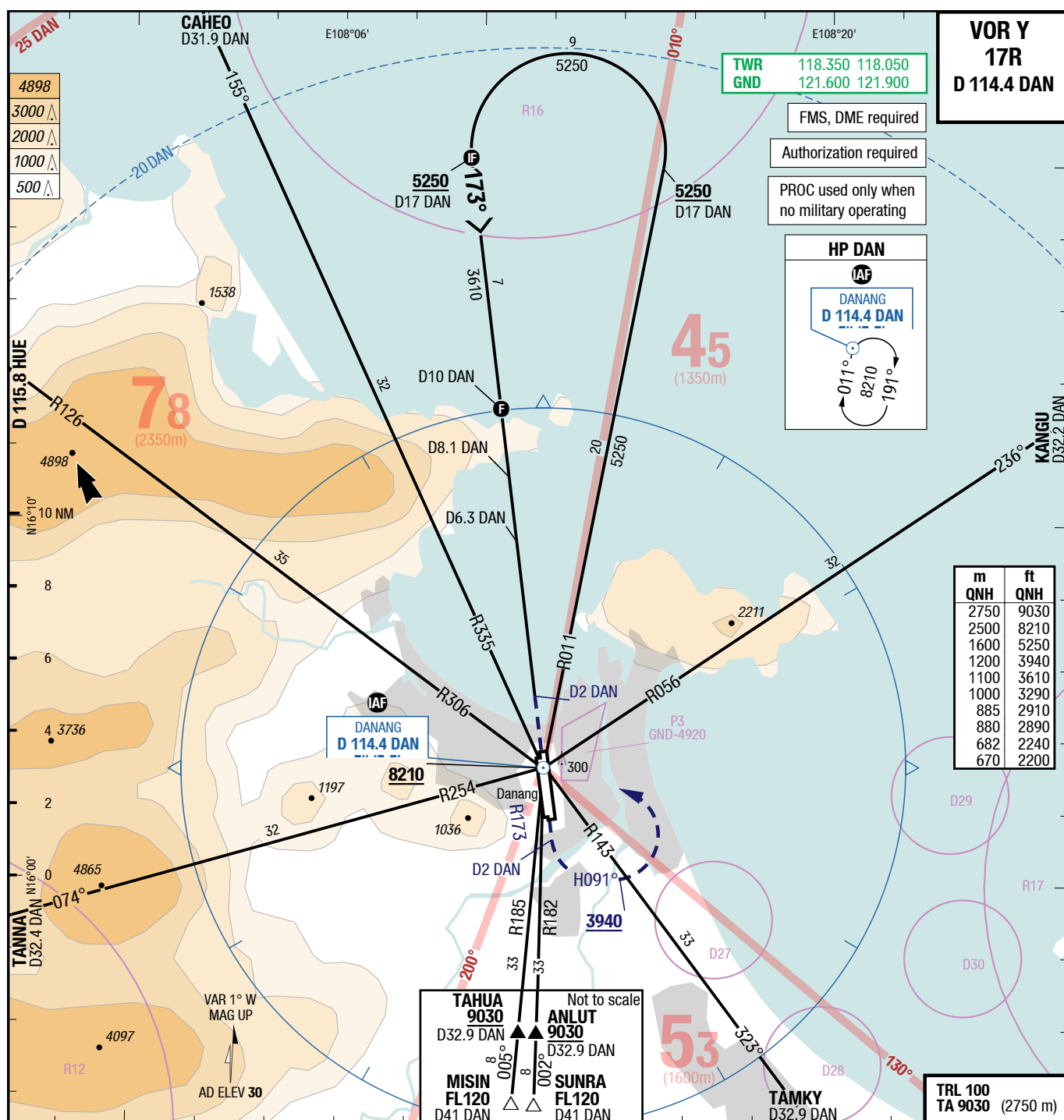
8.3° 60 L

THR lights blue

THR 22 (1hPa) / TDZ 22 (---%) 0.0%



| | VOR DME | | | | | Circling E of RWY only HJ only |
|------------|-------------------------|--------------|--|--|--|--------------------------------------|
| 17R | | | | | | |
| C | ft - m/km 660 | C 660 - 3.3V | | | | C 2240 - 5.0V 2240 |
| D | ft - m/km 660 | C 660 - 3.3V | | | | Not authorized |



3.43° LT

| | | | | | | |
|--------------|------|------|------|------|------|------|
| D DAN | 14.5 | 12 | 9 | 6 | 4 | 3 |
| 173° | 5250 | 4340 | 3250 | 2160 | 1420 | 1060 |

RWY 172°

(17R)

3048 x 45 83.5° 60 L
THR lights blue

THR 22 (1hPa) / TDZ 22 (---%) 0.0%

D17 DAN D14.5 D10 D8.1 D6.3 D2 DAN

R173 at D2 DAN
LT HDG 091°
at MNM 3940 LT direct DAN
climb 8210

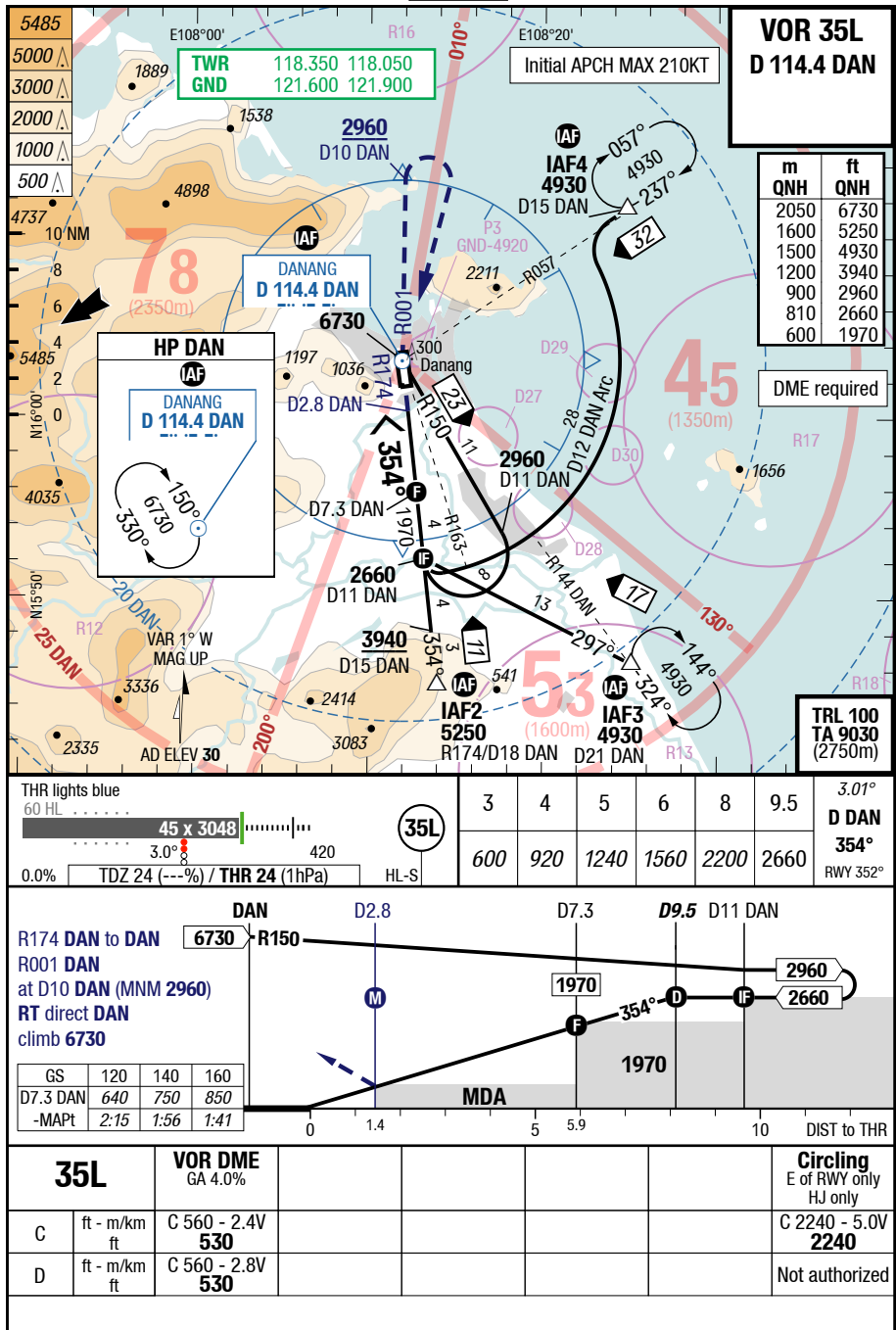
| GS | 120 | 140 | 160 |
|---------|------|------|------|
| D10 DAN | 730 | 850 | 970 |
| -MAPt | 4:00 | 3:26 | 3:00 |

DIST to THR 15 10^{9.7} 7.8 6 5 1.7 0

DAD-VVDN

7-130

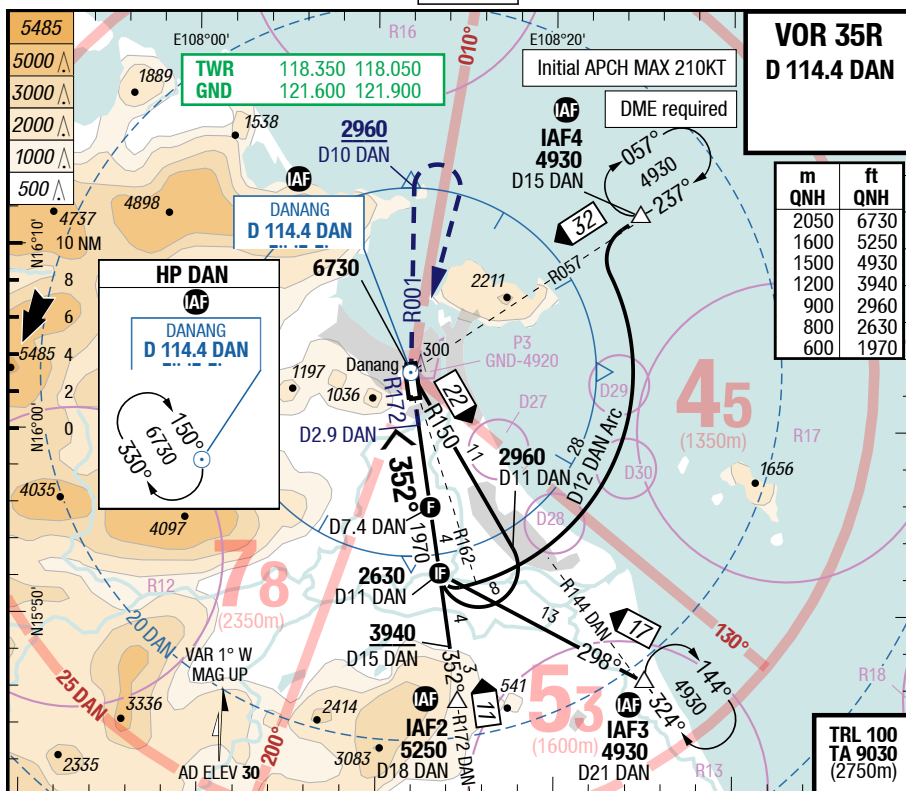
VOR 35L



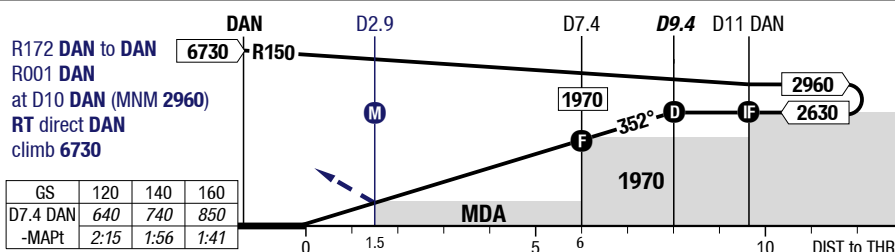
DAD-VVDN

7-140

VOR 35R



| | | | | | | | |
|--|-----|-----|------|------|------|------|-----------------------|
| THR lights blue 60 HL  PAPI angle not AVBL -0.1% TDZ 29 (---%) / THR 29 (1hPa) | 3 | 4 | 5 | 6 | 8 | 9.4 | 3.00° D DAN |
| HL-P1 | 580 | 900 | 1220 | 1540 | 2170 | 2630 | |



| | | | | | | |
|------------|-----------------|----------------------------|--|--|--|---|
| 35R | | VOR DME GA 4.0% | | | | Circling E of RWY only HJ only |
| C | ft - m/km ft | C 560 - 2.4V 530 | | | | C 2240 - 5.0V 2240 |
| D | ft - m/km ft | C 560 - 2.8V 530 | | | | Not authorized |

07-SEP-2017
DAD-VVDN

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NIL
MRC

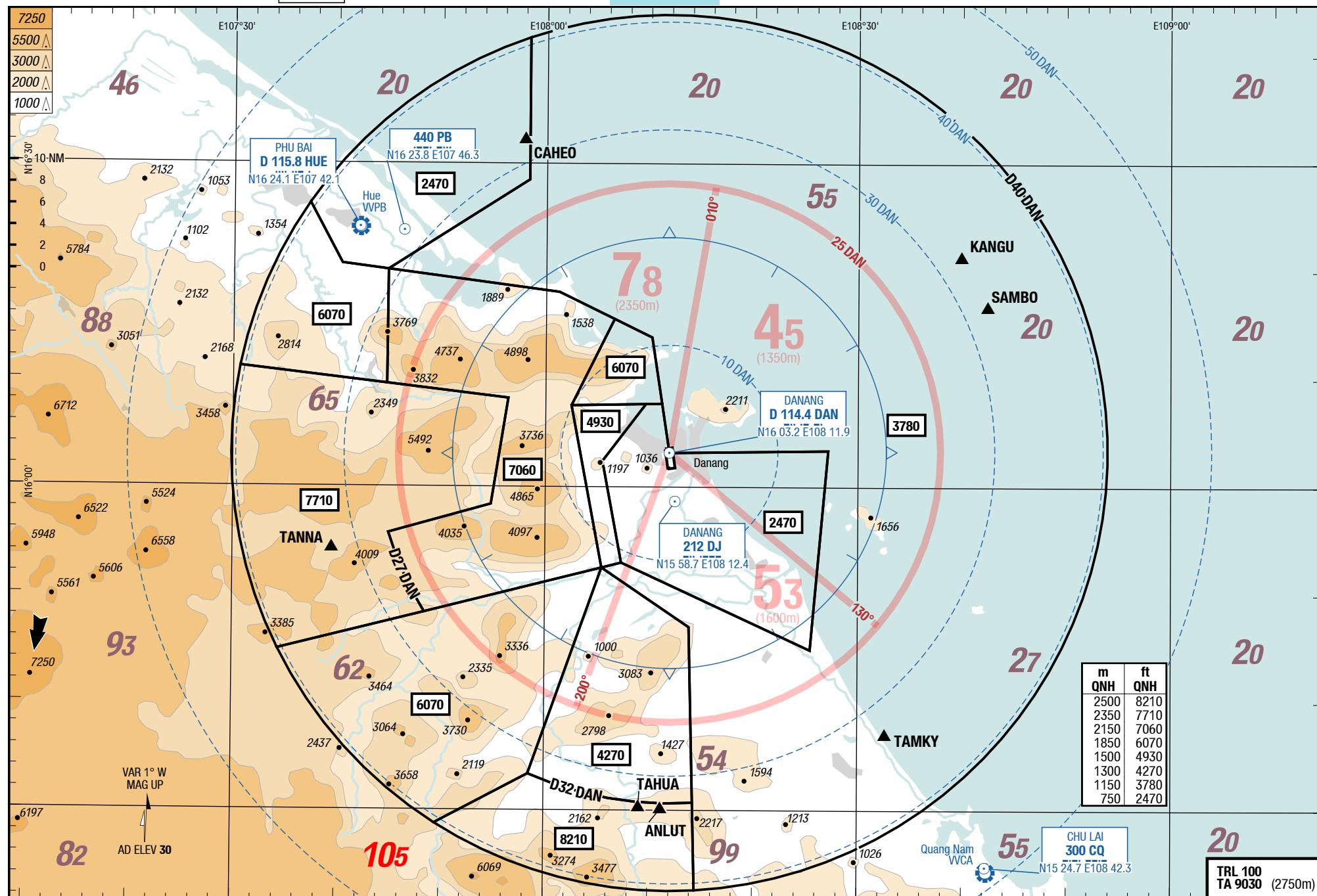
MRC

MRC

Danang Intl Danang Vietnam

NIL
MRC

8-10



Changes: Completely revised