

1. GENERAL (CONTD)

1.3.1.2. In case aircraft are not being provided with an ATS surveillance service in the approach and departure phases of flight, the following time-based wake turbulence separation minima are applied:

Wake turbulence categories		Time-based wake turbulence separation minima		
Preceding aircraft	Succeeding aircraft	For landing aircraft	For take-off aircraft (at the beginning of Rwy)	For take-off aircraft (from the intersection of Rwy and Twy)
Super	Heavy	2 minutes	2 minutes	3 minutes
	Medium	3 minutes	3 minutes	4 minutes
	Light	4 minutes	3 minutes	4 minutes
Heavy	Medium	2 minutes	2 minutes	3 minutes
	Light	3 minutes	2 minutes	3 minutes
Medium	Light	3 minutes	2 minutes	3 minutes

1.3.2. Additional information for airlines and/or pilots

1.3.2.1. Flight planning

Airlines, aircraft operators and/or pilots are to continue to indicate the wake turbulence category of the aircraft (e.g: J, H, M, L).

1.3.2.2. Radio telephony

For aircraft in the SUPER or HEAVY wake turbulence categories, the word "SUPER" or "HEAVY" shall continue to be included, as appropriate, immediately after the aircraft call sign in the initial radio telephony contact between pilot and ATC.

1.3.2.3 Speed control

Accordance with the provisions of speed control published within Tan Son Nhat TMA complying with the ATC clearances and inform ATC immediately if unable to follow the speed restrictions are issued.

1.3.2.4. Runway occupancy

Pilots must concentrate on observing, strictly complying and implementing ATC clearances fully and in a timely manner to reduce runway occupation time.

a. For departure aircraft:

- Pilots shall be ready for take-off; ensure that aircraft shall be held on the assigned holding point as requested by ATC.

- Expedite to carry out the line up Rwy and take-off clearances are issued.

Note: Line up Rwy clearance is not take-off clearance.

- Pilots shall ensure that aircraft start rolling for take-off within 30 seconds after receiving take-off clearance (if the aircraft is unable to do so, pilots shall inform Tan Son Nhat immediately).

b. For landing aircraft:

Pilots expedite to vacate Rwy (ensure that the tail of the aircraft vacating the holding point marking) within 60 seconds after deceleration. If the aircraft is unable to do so, pilots shall inform Tan Son Nhat TMA immediately.

1.4. THE AIRCRAFT LOADING ON RUNWAY

Rwy 25R/07L capability: aircraft up to Code E and equivalent with ACRmax smaller than or equal to PCR of Rwy.

Rwy 25L/07R capability: aircraft up to Code E and with ACRmax smaller than or equal to PCR of Rwy.

1.5. TAXIWAYS AND TAXILANES LIMITATIONS

Twy S9 only used for aircraft up to ATR72 and equivalent.

Taxilanes Y, Y2, Y3, Y4, Y6, Y8 only used for aircraft up to code C (wingspan up to but not including 118'(36m)) and equivalent.

Taxilane Y7 only used for aircraft up to code E and equivalent.