

1. GENERAL

1.1. ATIS

D-ATIS 128.0

1.2. OPERATIONAL PROCEDURE OF TWO PARALLEL RUNWAYS

1.2.1. General rule

1.2.1.1. The use of two parallel Rwy at Tan Son Nhat International Airport shall strictly comply with the Standards and Recommended Practices of the International Civil Aviation Organization (especially on wake turbulence separation standards); regulations and guidances of Civil Aviation Authority of Viet Nam; VATM, airlines, aircraft operators, pilots and relevant air traffic controllers are responsible for flights safety.

1.2.1.2. Two parallel Rwy at Tan Son Nhat International Airport are operated dependently and considered as one Rwy for air traffic control service.

1.2.1.3. The departing aircraft are not allowed to line up on two Rwy at the same time.

1.2.1.4. When pilots receive "Line-up" clearance, pilots must quickly line up on the Rwy or inform ATC immediately if the aircraft is not ready to take-off.

1.2.1.5. Pilots are responsible for strictly complying with the published approach procedures; hear back and read back, following strictly and conducting timely clearances, instructions from ATC, immediately notifying ATC if unable to perform.

1.2.1.5.1. For take-off aircraft:

- In case of receiving the take-off clearance when the aircraft is at the holding point, pilots must immediately line up on Rwy and take-off seamlessly.
- In case pilots receive take-off clearance when aircraft has lined up Rwy, pilots must immediately start rolling.

1.2.1.5.2. For landing aircraft:

- Maintain speed during the approach segment as follows:
 - From 190 KT to 200 KT: When the aircraft is at a distance of 25 track-miles from the THR;
 - From 160 KT to 180 KT: When the aircraft is established on the final approach;
 - From 150 KT to 160 KT: When the aircraft is on the final approach which is at a distance of 5NM from THR;
- In case of necessity, ATC can request pilots to maintain the minimum approach speed.
- After landing, pilots must vacate Rwy within 60 seconds from the time the aircraft crossed THR until it completely passes holding position of exit Twy.
- When receiving clearance to cross Rwy, pilot must carry out within 45 seconds from the time the aircraft taxis into Rwy until it completely vacates Rwy.

1.2.1.6. When the aircraft lost radio communication, it must vacate Rwy, stop on the Twy and follow instructions and light signals from Tan Son Nhat TWR.

1.2.1.7. All aircraft landing at Tan Son Nhat shall meet the RNP-APCH requirements; including those choosing Tan Son Nhat Aerodrome as an alternate aerodrome.

1.2.1.8. In case of turbulence, ATC and pilots must comply with the CAAV regulations about turbulence separation.

1.2.1.9. The usage of Rwy for calibration flights of civil navigation aids, exercises, has to comply with the approved flight permissions, ATS flight plans or training flight exercise.

1.2.1.10. These operational procedures are not applied in emergency, urgency and other necessary situations to ensure the safety and regularity of the flight operations.

1.2.2. Usage of runway

1.2.2.1. Conditions for aircraft to hold at the Rwy holding point.

a. ATC can issue clearances for departing aircraft to line up and wait, regardless position of approaching aircraft on remaining Rwy, it must meet all of the following requirements:

- ATC monitors the aircraft trajectory and provides timely recommendations to the pilots when realizing the risk of landing on the wrong Rwy.
- The PSR/SSR are in normal operation, the targets are accurately displayed as standard requirements, the screen of ATM system is displayed to monitor the last 10NM of the final approach segment;
- The visibility is not less than 1200 m, ceiling is not less than 430'(130m);
- At the time, when the visibility is from 1200m up to but not including 3000m or ceiling from 430'(130m) up to but not including 600'(180m): The SMR is in normal operation, the targets are accurately displayed as standard requirement, the screen of ATM system is displayed to monitor the last 2NM of the final approach segment; the supervisor of Tan Son Nhat TWR shift promptly assist duty positions, particularly in aircraft trajectory observation and judgment, to issue timely warnings to the on duty ATC.

b. In case the aircraft is holding on Rwy and one of the requirements in section 1.2.2.1., item is not met, ATC must:

- Issue take-off clearances for aircraft according to the conditions in section 1.2.2.2.1., item c or,
- Issue clearances for aircraft to vacate the Rwy or,
- Issue clearances to implement the missed approach for approaching aircraft, depends on which solution is safer.

c. In case one of the requirements in section 1.2.2.1., item a is not met, ATC is only allowed for departing aircraft to line up on the Rwy, when:

- The aircraft on the remaining Rwy landed normally; and,
- Ensure that the departing aircraft starts rolling when the next arriving aircraft is at:
 - At least 6NM from THR (Under radar surveillance) or,
 - 3 minutes before estimated landing time (Without radar surveillance).

1.2.2.2. Conditions for take-off/landing aircraft

1.2.2.2.1. In case of not application for the reduced minimum separation within aerodrome