

1. GENERAL (CONTD)

1.2.2.2. In case the reduce runway separation minima is applied:

a. Application condition.

ATCs of Tan Son Nhat TWR are allowed to shorten the minimum separation within aerodrome if all of the following conditions are met:

- From 0000 to 1000 (UTC);
- Wake turbulence separation minima shall be applied.
- Visibility is at least 5 km and ceiling is not lower than 1 000'.
- Tailwind component shall not exceed 5 KT.
- No adverse surface wind conditions (Including high tailwind, wind shear, turbulence, etc.)
- The surface of the RWY is dry and braking action is not adversely affected.
- Minimum separation continues existing between two departing aircraft immediately after take-off of the second aircraft.
- Traffic information shall be provided to the succeeding aircraft concerned by the ATC.
- ATC base on landmarks (geographical target) to determine the distance at least 7874'(2 400 m) to issue relevant clearances and ensure the distance between aircraft.
- ATC believe that pilots of the succeeding aircraft can continuously observe other involved aircraft.
- The pilots of the succeeding aircraft are responsible for ensuring a safe separation with the preceding aircraft.
- Applies to only one RWY

b. Apply separation for departing aircraft

The succeeding departing aircraft may be cleared for take-off when a preceding departing aircraft is airborne and has passed the end of the RWY.

c. Apply separation for landing aircraft.

A landing clearance may be issued to an arriving aircraft provided that at the time the arriving aircraft crosses the THR, the following separation distances exist:

- Aircraft land after a landing aircraft:
 - RWY 07L: The preceding landing aircraft has vacated the RWY 07L or has touched down and is in the taxiing process to vacate the RWY at TWY P2 or TWY P1;
 - RWY 07R: The preceding landing aircraft has vacated the RWY 07R or has touched down and is in the taxiing process to vacate the RWY at TWY S1;
 - RWY 25L: The preceding landing aircraft has vacated the RWY 25L or has touched down and is in the taxiing process to vacate the RWY at TWY S8 or S10;
 - RWY 25R: The preceding landing aircraft has vacated the RWY 25R or has touched down and is in the taxiing process to vacate the RWY at TWY P6.
- Aircraft land after a departing aircraft: The preceding departing aircraft is airborne and is pass the end of the RWY.

1.2.2.3. When VIP flights are in operation:

RWY used for VIP flights shall be assigned on the basic of the RWY with the best equipment system and actual operational conditions.

1.3. APPLICATION OF WAKE TURBULENCE SEPARATION MINIMA

1.3.1. Application of wake turbulence separation

Wake turbulence separation shall be applied when:

- An aircraft is operating directly behind another aircraft at the same altitude or less than 1000'(300m) below; or
- Both aircraft are using the same runway, or parallel runways separated by less than 2500'(760m); or
- An aircraft is crossing behind another aircraft, at the same altitude or less than 1000'(300m) below.

1.3.1.1. In case aircraft are being provided with an ATS surveillance service in the approach and departure phases of flight, the following distance-based wake turbulence separation minima are applied:

	Succeeding aircraft				
Preceding aircraft	Super	Super	Heavy	Medium	Light
	Heavy	3 NM	5 NM	7 NM	8 NM
	Medium		4 NM	5 NM	6 NM
	Light		3 NM	3 NM	5 NM

Notes: Separation between wake turbulence categories not covered by ICAO requirements is applied according to the supervisory ATS surveillance standard of 3 NM.