

Airport information:

Country: Viet Nam

City: DA NANG

Coordinates: N 16° 02.6', E108 12.0

Elevation: 36

Customs: : H24

Fuel: Jet A1

RFF: CAT 8

hours: H24.

Runways:

Runway 17L

Takeoff length: 3500, Landing length: 3500

Runway 17R

Takeoff length: 3048, Landing length: 3048

Runway 35L

Takeoff length: 3048, Landing length: 3048

Runway 35R

Takeoff length: 3048, Landing length: 3048

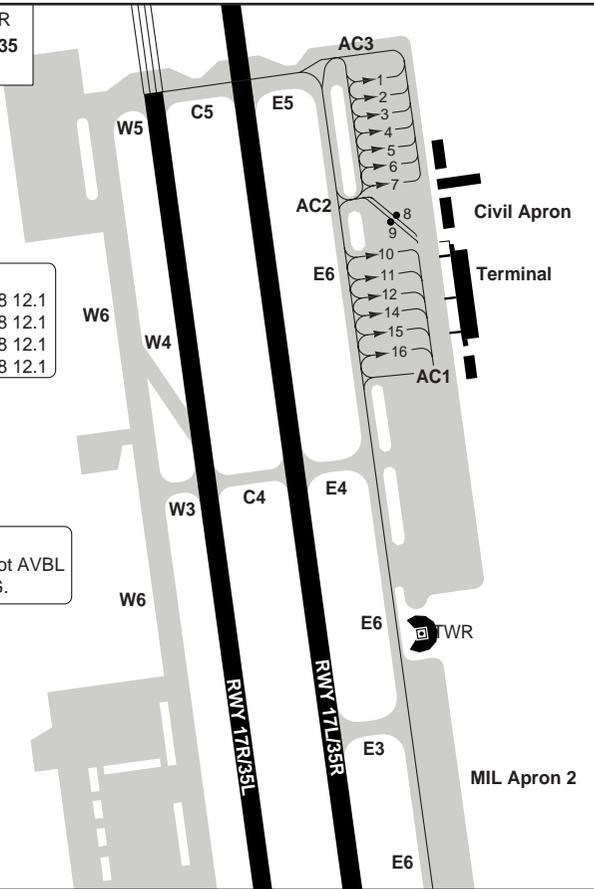
AERODROME

10 - 2

Da Nang GND	TWR
121.6	118.35
121.9	

Stand Coordinates	
9	N16 03.3 E108 12.1
11	N16 03.2 E108 12.1
14	N16 03.2 E108 12.1
16	N16 03.1 E108 12.1

NOTE
RWY 35R / 17L Not AVBL
for TKOF and LDG.



GENERAL INFORMATION

1. TWY RESTRICTION

- 1.1 TWY E6 between E1-E2 not avbl for ACFT with wingspan more than 44m/144ft.
- 1.2 No TWL on E6 between E1-E3. 'Follow me' car available.
- 1.3 stands 1-16 ACFT MAX wingspan 34m/ 112ft
- 1.4 ACFT longer than 34m/ 112ft wingspan can park on stands 1-16 only when no ACFT parked both sides of the stands concerned

2. TAXI

- 2.1 Stands 1-7: Taxi-in via AC2, AC3 and out via AC3
Stands 8-9: Taxi-in via AC2 and out via AC2 after pushback out to TWY E6
Stands 10-16: Taxi-in via E6; pushed back to E6
- 2.2 For TKOF:
RWY 17R: APN - E6 - E5 - C5.
RWY 35L: APN - E6 - E1 - C1 or APN - E6 - E2 - 0.5nm from THR of RWY 35R - C1.

2.3

- For LDG:
RWY 17R: RWY 17R - C1 - E1 - E6 - APN or RWY 17R - C1 - 0.5nm from THR of RWY 35R - E2 - E6 - APN.
RWY 35L: RWY35L - C5 - E5 - E6 - APN.
- 2.4 All ACFT are required to follow ATC instructions and Follow-me car strictly during Taxiing.

3. APRON

- 3.1 Stands 1-16 AVBL(stand 13 is not assigned) for:
- All ACFT with wingspan upto 34m/ 112ft.
- ACFT with wingspan 34m/ 112ft or more when no ACFT on the stand.
- ACFT A320 / 321 or equivalent and B777 / A330 when no ACFT on stand beside.
- 3.2 Stand 9 avbl for ACFT with wingspan upto 18m/ 59ft.
- 3.3 Stands 9, 11, 14 and 16 have been provided by visual docking guidance system.

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Change: Para 2, para 3, stands

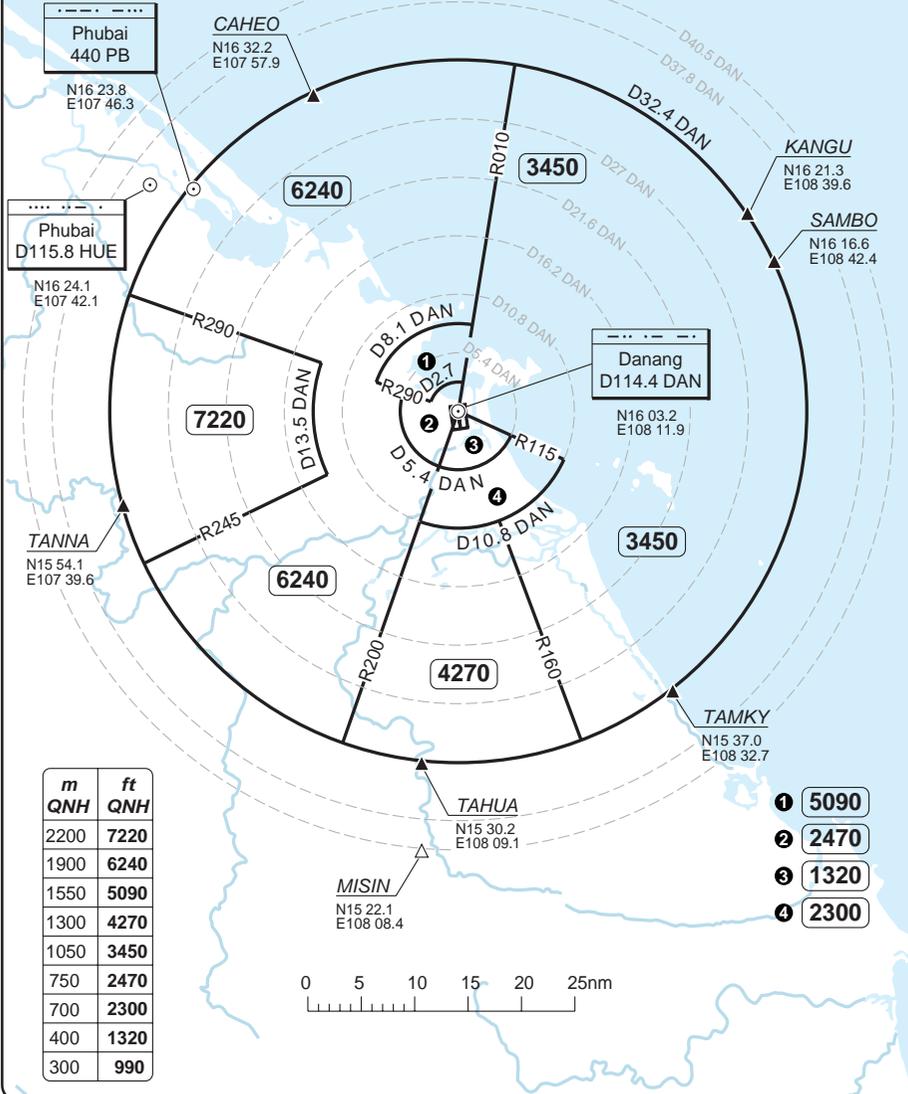
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RADAR Minimum Altitudes

Da Nang APP	TWR	GND
125.3	118.35	121.6
119.5		121.9

TL 100 AD Elev 30

Note
MOC value is **990** in the plain terrain.
MOC value is greater than **990** in the mountainous terrain.
The centre of radar vectoring area is DVOR/DME DAN.



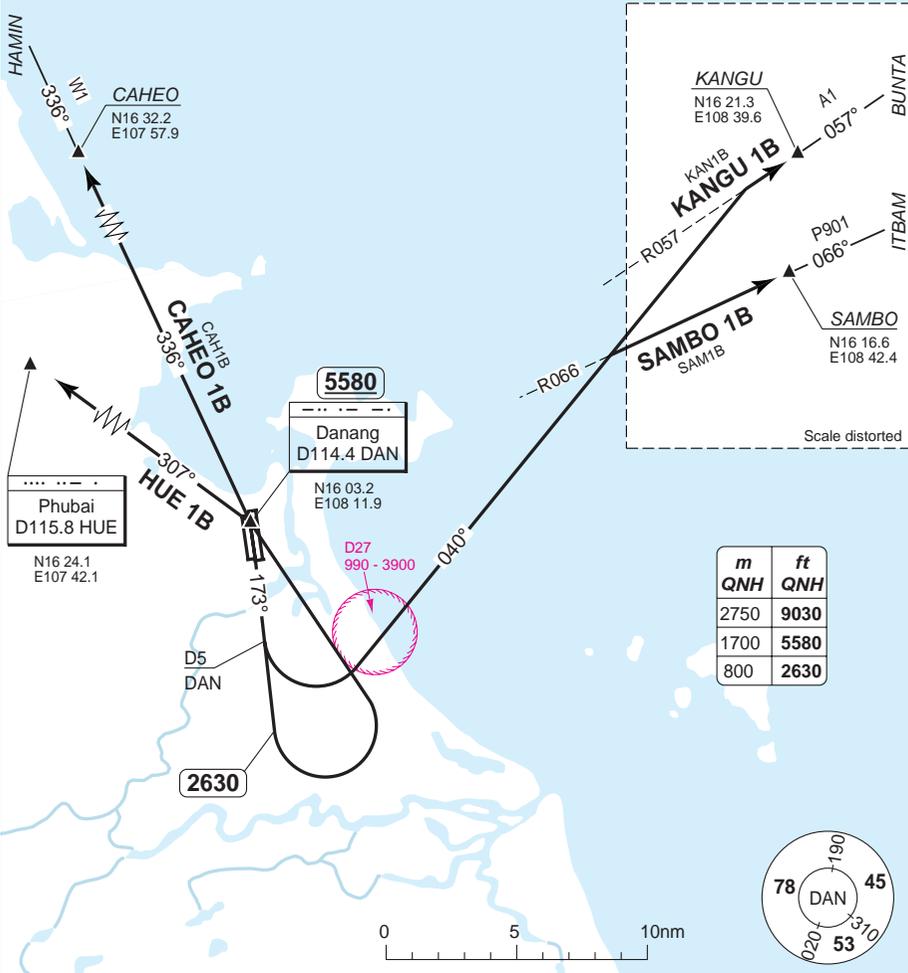
m	ft
QNH	QNH
2200	7220
1900	6240
1550	5090
1300	4270
1050	3450
750	2470
700	2300
400	1320
300	990

- ① 5090
- ② 2470
- ③ 1320
- ④ 2300

SID RWY 17L/R North, East

Da Nang GND	TWR	APP
121.6	118.35	125.3
121.9		119.5

TA 9030 | AD Elev 30



MNM CLIMB GRADIENT: 5%.

SID	Routeing	Altitudes
CAHEO 1B	Climb on 173° to 2630 - turn left - DAN - intcp R336 DAN - CAHEO.	DAN MNM 5580
HUE 1B	Climb on 173° to 2630 - turn left - DAN - intcp R307 DAN - HUE.	DAN MNM 5580
KANGU 1B	Climb on 173° - at D5 DAN turn left - 040° - intcp R057 DAN - KANGU.	
SAMBO 1B	Climb on 173° - at D5 DAN turn left - 040° - intcp R066 DAN - SAMBO.	

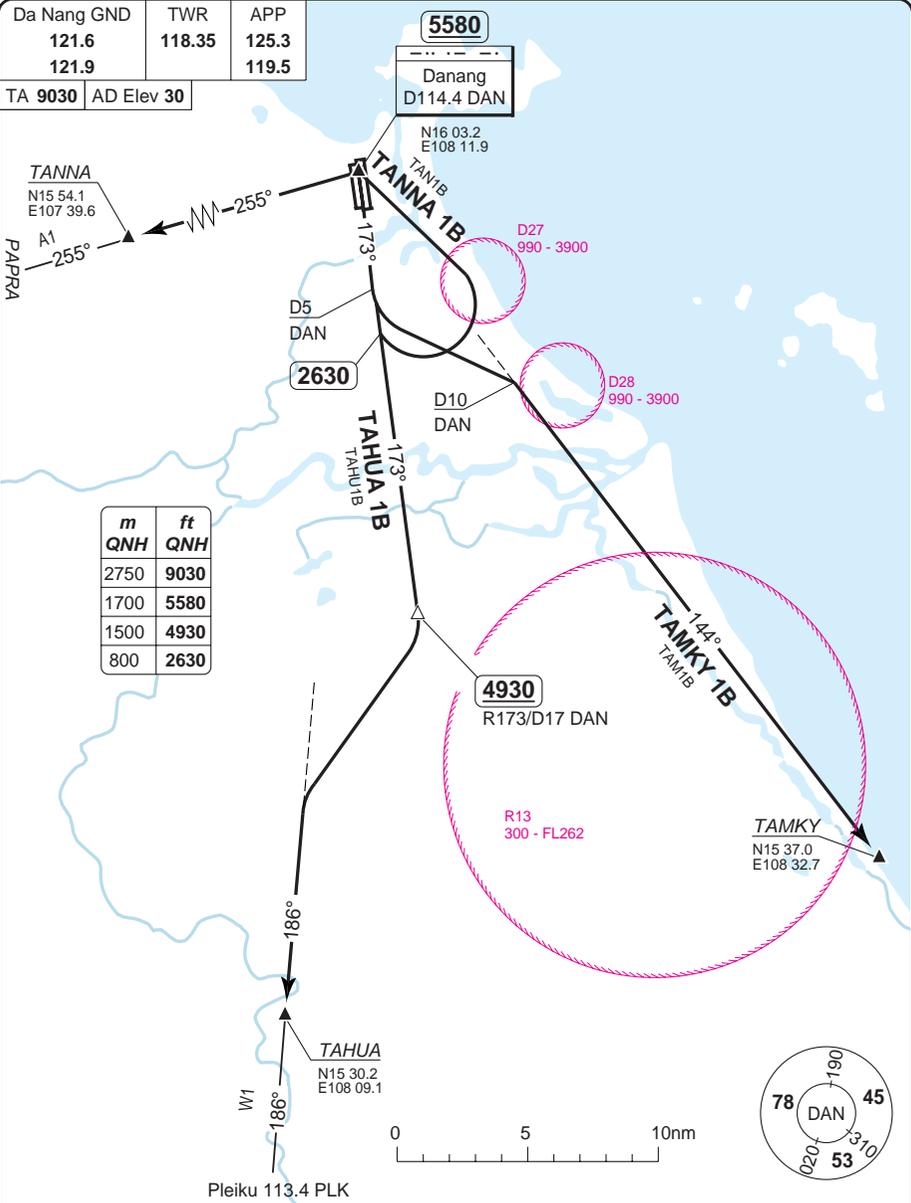
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SID RWY 17L/R South, West

Da Nang GND	TWR	APP
121.6	118.35	125.3
121.9		119.5
TA 9030	AD Elev 30	



SID	MNM Climb	Routeing	Altitude
TAHUA 1B	5%	Climb on 173° - at D17 DAN turn right - intcp R186 DAN - TAHUA.	D17 DAN MNM 4930
TAMKY 1B	4.1%	Climb on 173° - at D5 DAN turn left - intcp R144 DAN - D10 DAN - TAMKY.	
TANNA 1B	5%	Climb on 173° to 2630 - turn left - DAN - intcp R255 DAN - TANNA.	DAN MNM 5580

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Change: Completely revised

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Da Nang GND	TWR	APP
121.6	118.35	125.3
121.9		119.5

TA 9030 AD Elev 30

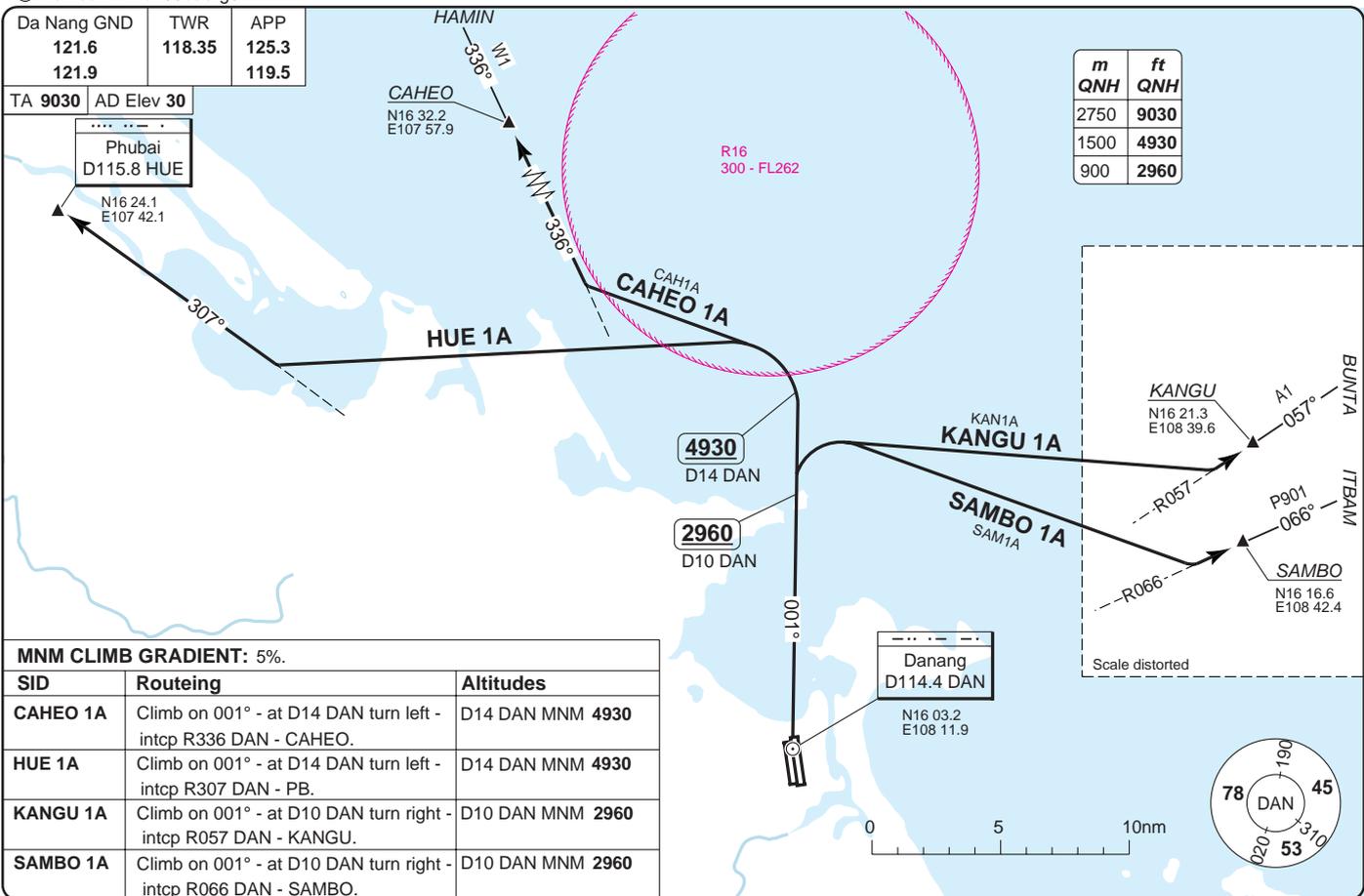
Phubai
D115.8 HUE

N16 24.1
E107 42.1

CAHEO
N16 32.2
E107 57.9

R16
300 - FL262

m	ft
2750	9030
1500	4930
900	2960



MNM CLIMB GRADIENT: 5%.		
SID	Routeing	Altitudes
CAHEO 1A	Climb on 001° - at D14 DAN turn left - intcp R336 DAN - CAHEO.	D14 DAN MNM 4930
HUE 1A	Climb on 001° - at D14 DAN turn left - intcp R307 DAN - PB.	D14 DAN MNM 4930
KANGU 1A	Climb on 001° - at D10 DAN turn right - intcp R057 DAN - KANGU.	D10 DAN MNM 2960
SAMBO 1A	Climb on 001° - at D10 DAN turn right - intcp R066 DAN - SAMBO.	D10 DAN MNM 2960

30 - 3

SID RWY 35L/R North, East

30 - 3 | 25 JUL 12

Vietnam - VVDN / DAD
INTL DA NANG



Scale distorted



SID RWY 35L/R South, West

Da Nang GND	TWR	APP
121.6	118.35	125.3
121.9		119.5

TA 9030	AD Elev	30
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2960
D10 DAN

5580
Danang
D114.4 DAN
N16 03.2
E108 11.9

m	ft
QNH	QNH
2750	9030
1700	5580
900	2960

P3
Danang City
4900

TAMMA
N15 54.1
E107 39.6

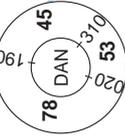
TANNA 1A
TANNA

R12
5900 - FL262

TAHUA 1A
TAHUA

TAMKY 1A
TAMKY

R13
300 - FL262



MNM CLIMB GRADIENT: 5%.

SID	Routing	Altitudes
(INITIAL CLIMB)	Climb on 001° at D10 DAN turn right - DAN - then follow SID.	D10 DAN MNM 2960 DAN MNM 5580
TAHUA 1A	Intcp R186 DAN - TAHUA.	
TAMKY 1A	Intcp R144 DAN - TAMKY.	
TANNA 1A	Intcp R255 DAN - TANNA.	

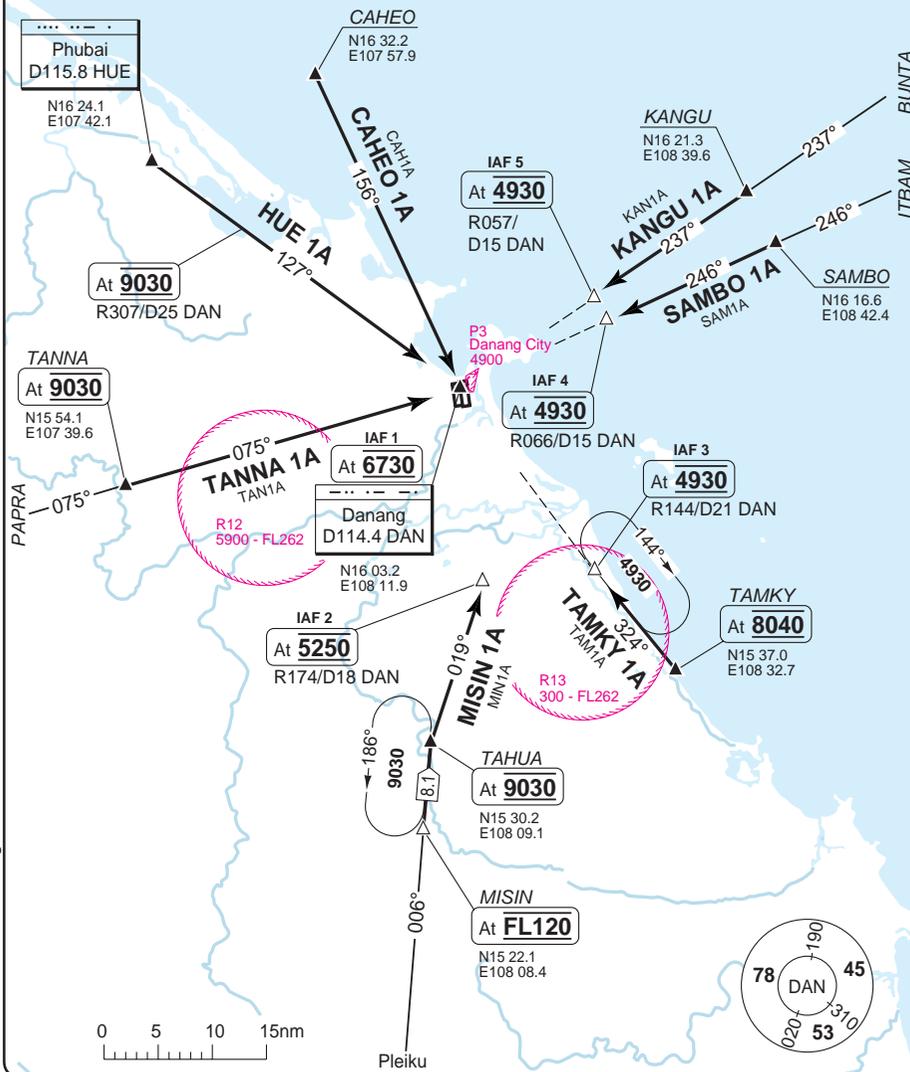
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STAR RWY 35L/R A-STAR

Da Nang APP	TWR	GND
125.3	118.35	121.6
119.5		121.9
TL 100	AD Elev 30	

m	ft
2750	9030
2450	8040
2050	6730
1600	5250
1500	4930



40 - 1

STAR RWY 35L/R VOR

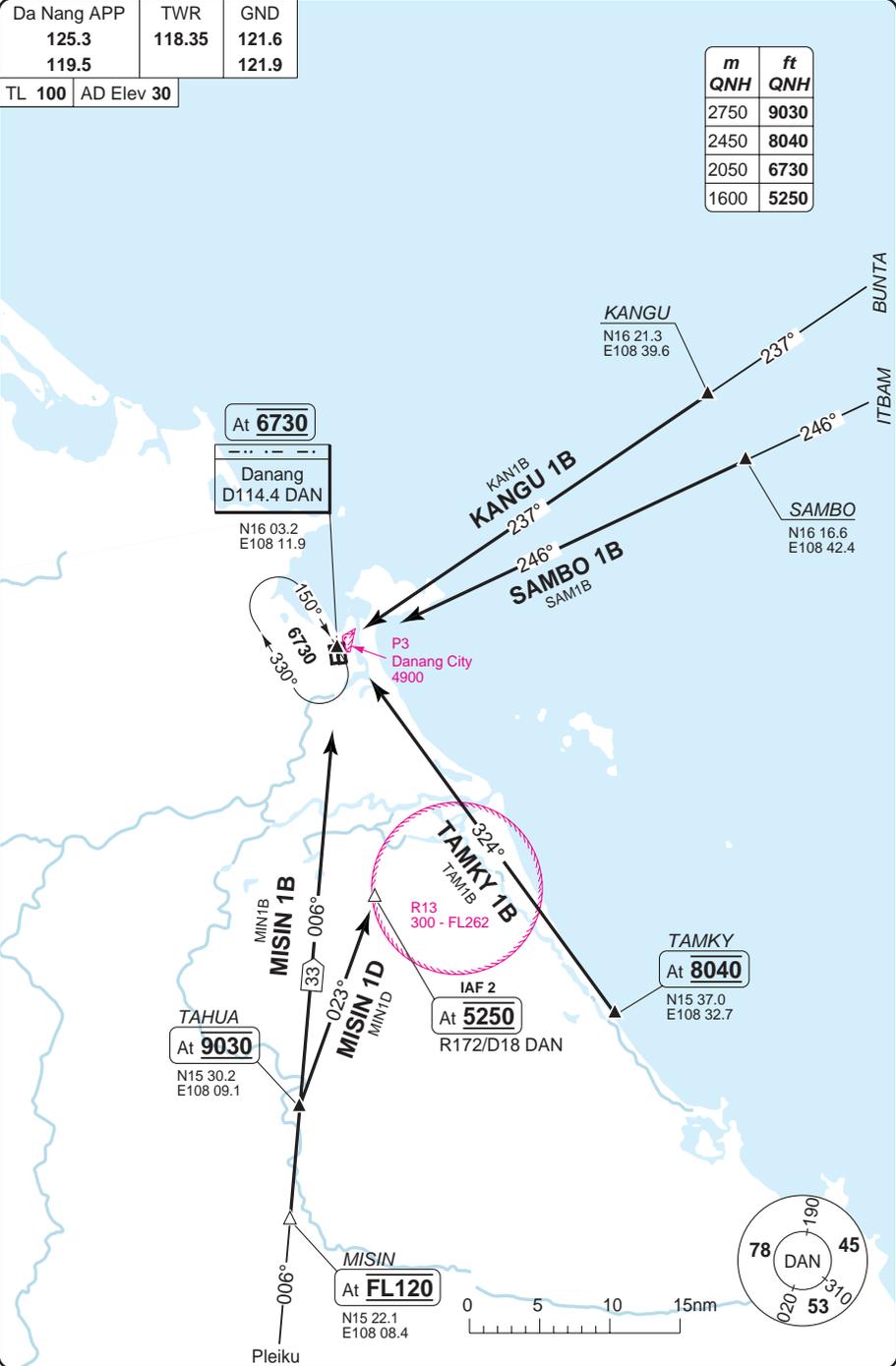
Da Nang APP	TWR	GND
125.3	118.35	121.6
119.5		121.9

TL 100 AD Elev 30

m	ft
2750	9030
2450	8040
2050	6730
1600	5250

40 - 2

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Change: Completely revised

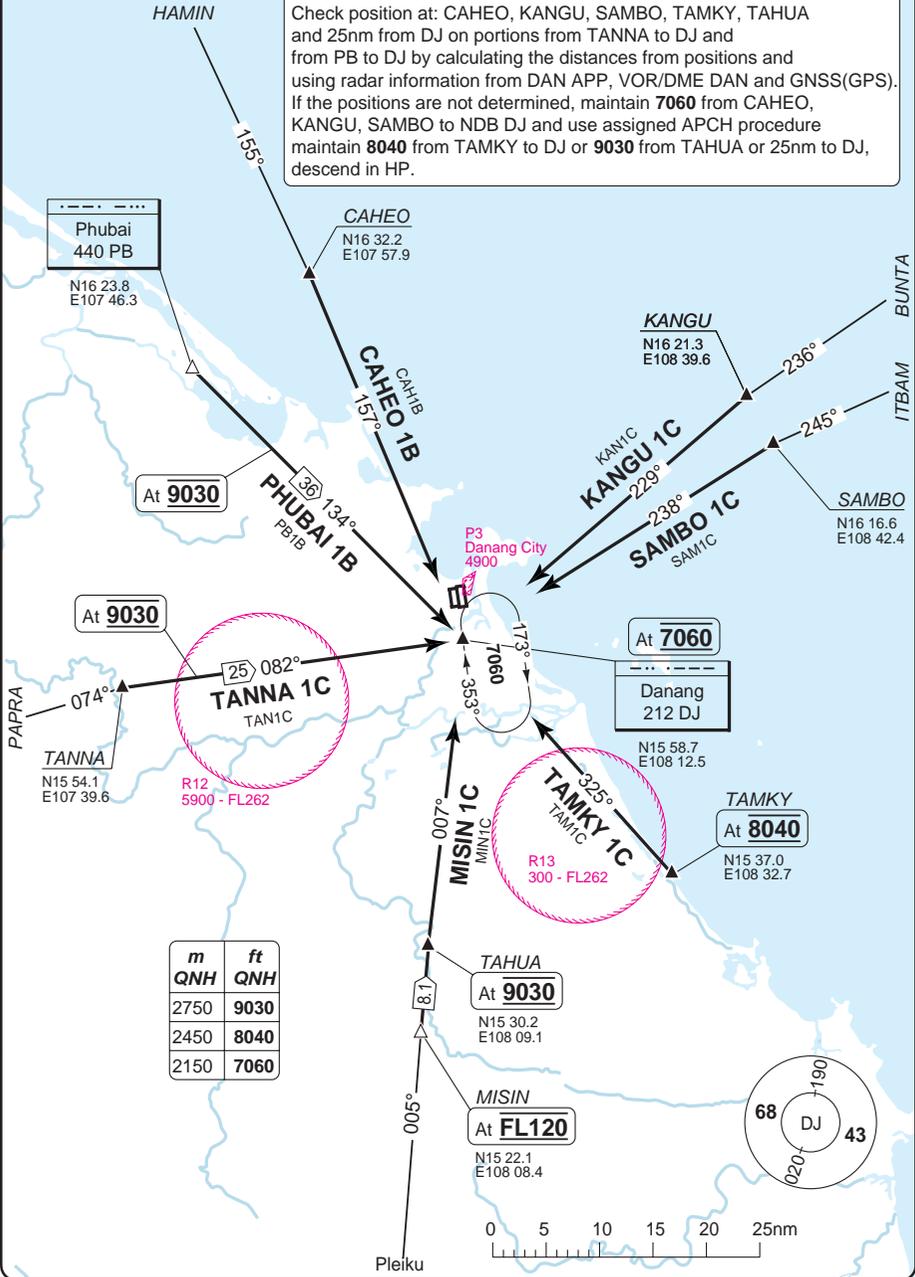
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STAR RWY 35L NDB

Da Nang APP	TWR	GND
125.3	118.35	121.6
119.5		121.9

TL 100 AD Elev 30

Note
Check position at: CAHEO, KANGU, SAMBO, TAMKY, TAHUA and 25nm from DJ on portions from TANNA to DJ and from PB to DJ by calculating the distances from positions and using radar information from DAN APP, VOR/DME DAN and GNSS(GPS). If the positions are not determined, maintain 7060 from CAHEO, KANGU, SAMBO to NDB DJ and use assigned APCH procedure maintain 8040 from TAMKY to DJ or 9030 from TAHUA or 25nm to DJ, descend in HP.



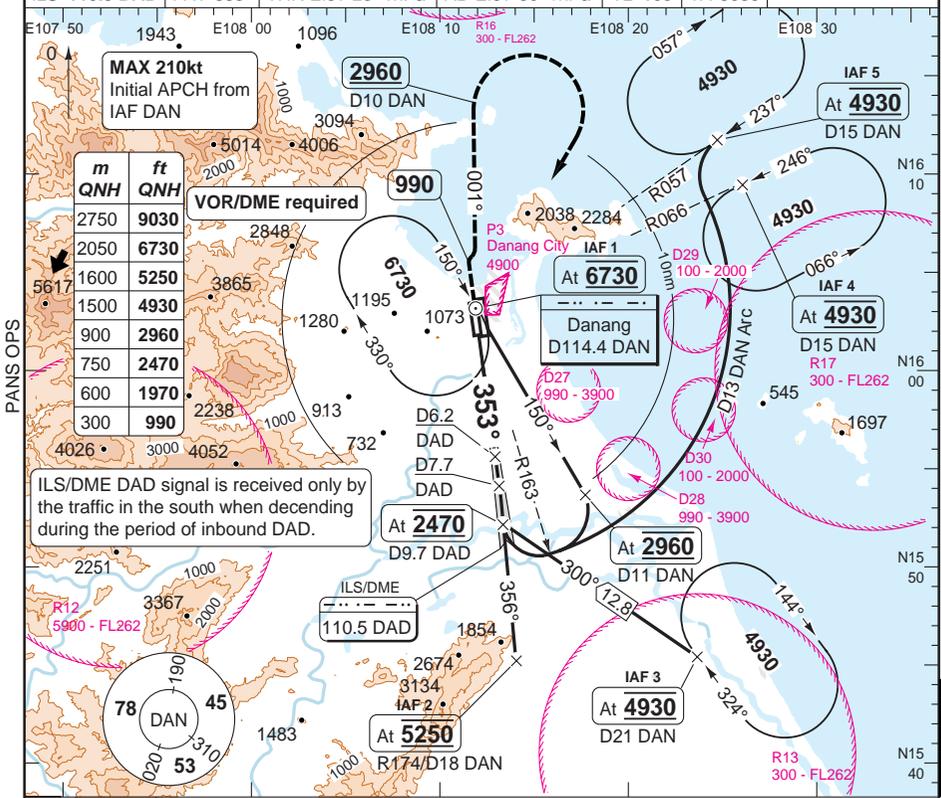
40 - 3

Change: AD Elev, Coord

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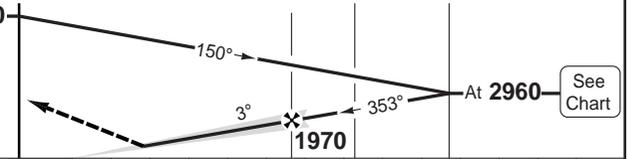
ILS Y RWY 35L

Da Nang APP	TWR	GND				
125.3	118.35	121.6				
119.5		121.9				
ILS 110.5 DAD	FAT 353°	THR Elev 28 1hPa	AD Elev 30 1hPa	TL 100	TA 9030	



MAPt	D1.7 DAD	D6.2 DAD	D7.7 DAD	D11 DAD
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Climb on 353° to **990**, At **6730** turn right climbing on R001 to D10 [DAN] MNM **2960**, turn right climbing to **6730** to [DAN] and hold or by ATC.
MNM Climb gradient 4.5%

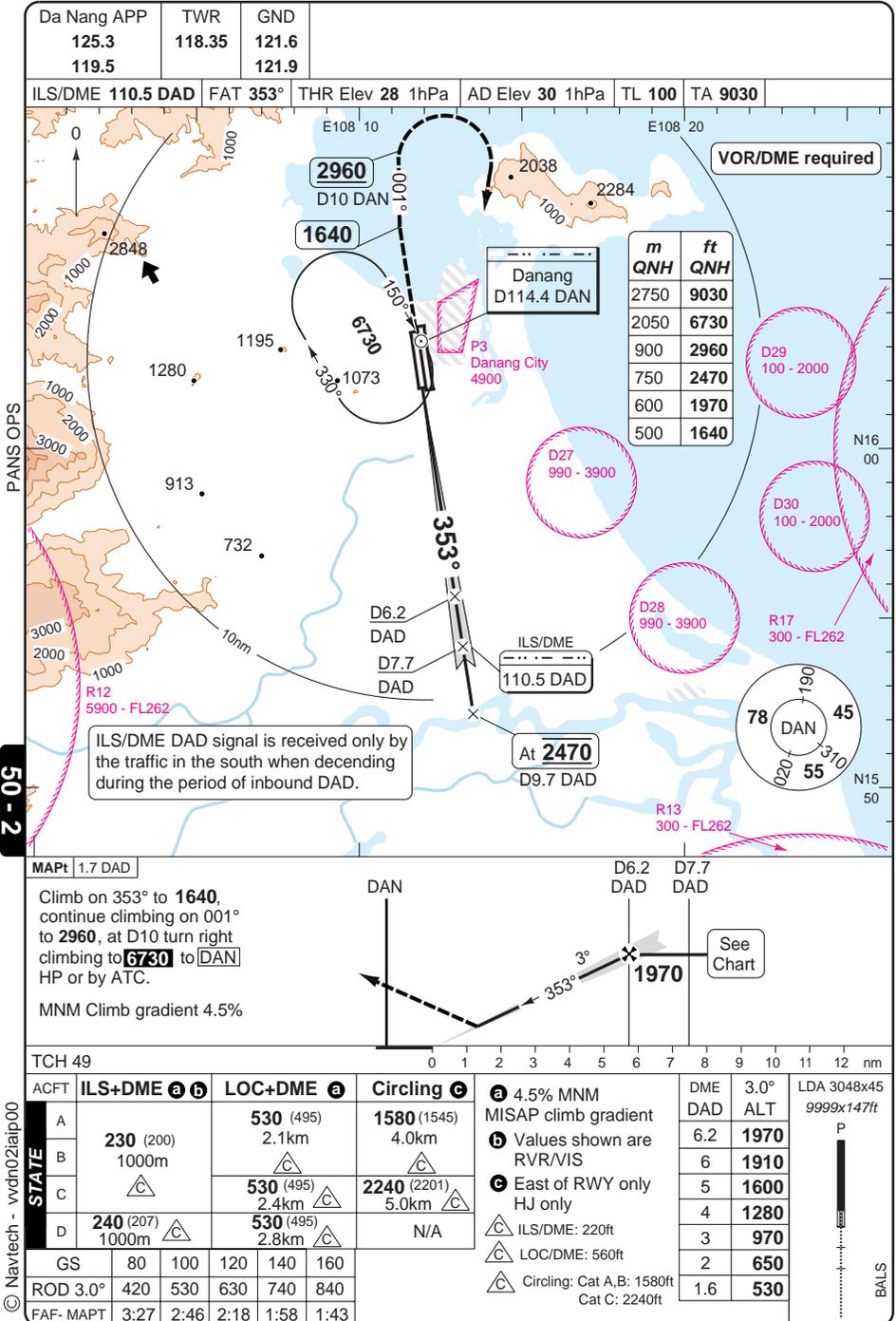


TCH	49											
ACFT	ILS+DME a b	LOC+DME a		Circling c		DME 3.0° ALT		LDA 3048x45 9999x147ft				

STATE	A	530 (495) 2.1km		1580 (1545) 4.0km		a 4.5% MNM MISAP climb gradient b Values shown are RVR/VIS c East of RWY only HJ only △ ILS/DME: 220ft △ LOC/DME: 560ft △ Circling: Cat A,B: 1580ft Cat C: 2240ft	DME DAD	6.2	1970	P BALS
	B	530 (495) 2.4km		2240 (2201) 5.0km			6	1910		
	C	530 (495) 2.8km		N/A			5	1600		
	D	240 (207) 1000m					4	1280		
GS	80	100	120	140	160	3	970			
ROD 3.0°	420	530	630	740	840	2	650			
FAF- MAPt	3:27	2:46	2:18	1:58	1:43	1.6	530			

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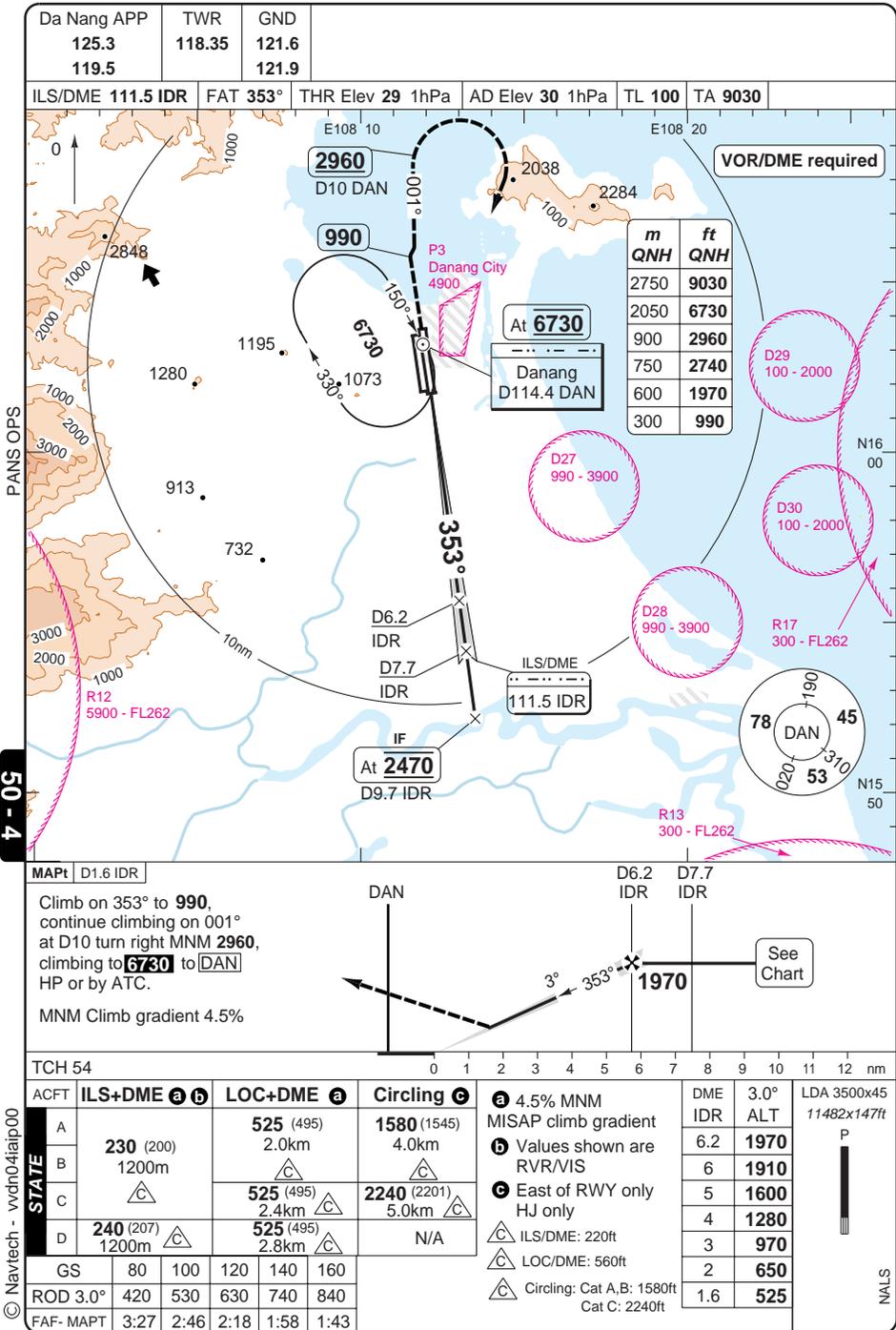
ILS Z RWY 35L



50 - 2

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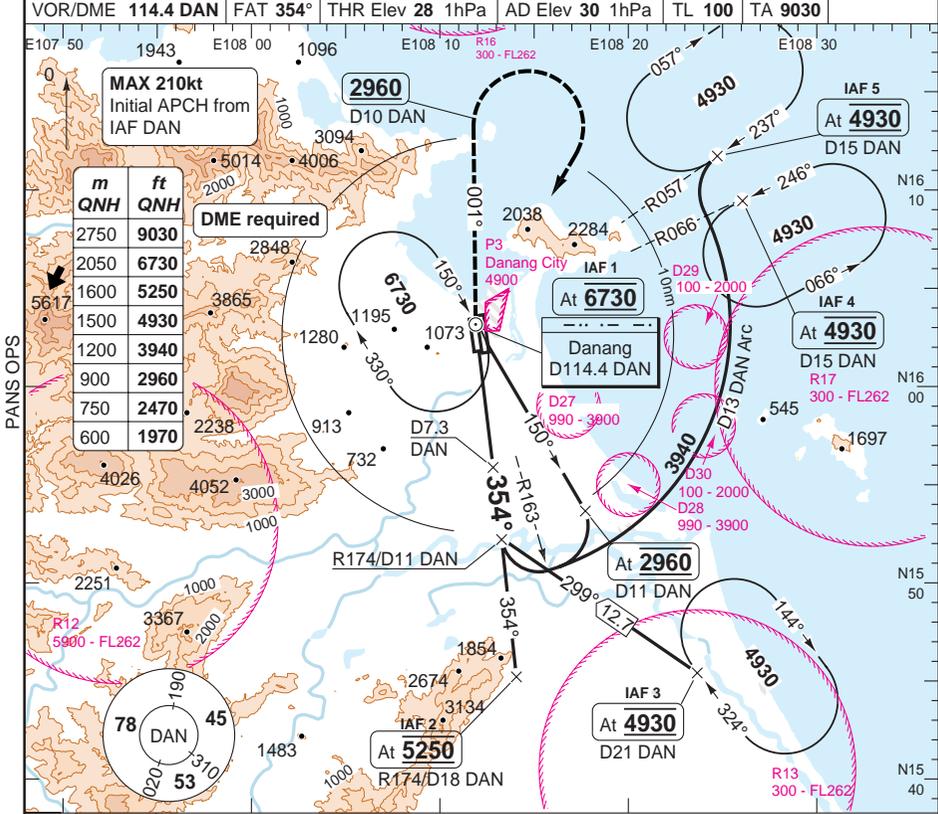
ILS Z RWY 35R



Change: New

VOR RWY 35L

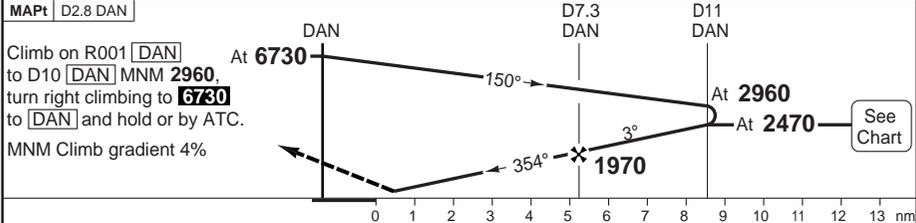
Da Nang APP	TWR	GND				
125.3	118.35	121.6				
119.5		121.9				
VOR/DME	114.4 DAN	FAT 354°	THR Elev 28 1hPa	AD Elev 30 1hPa	TL 100	TA 9030



PANS OPS

m	ft
2750	9030
2050	6730
1600	5250
1500	4930
1200	3940
900	2960
750	2470
600	1970

50 - 5



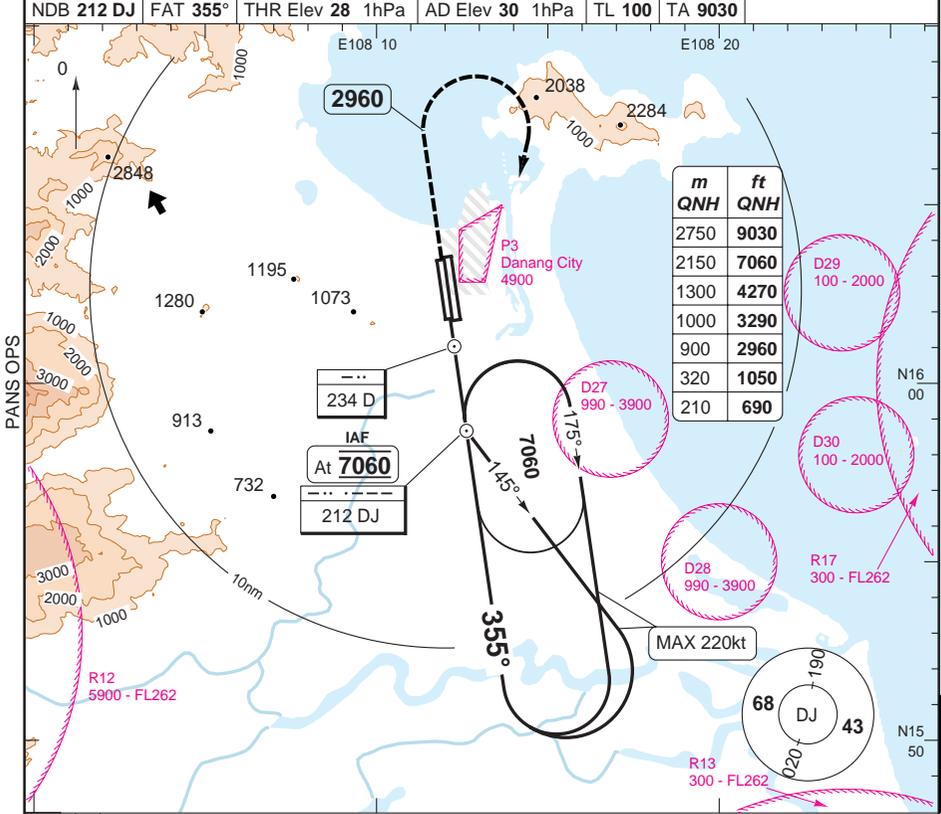
ACFT	VOR+DME ^a	Circling ^b	DME 3°		LDA 3048x45
			DAN	ALT	9999x147ft
A	530 (495) 2.1km	1580 (1545) 4.0km	7.3	1970	P BALS
B			7	1880	
C	530 (495) 2.4km	2240 (2220) 5.0km	6	1560	
D	530 (495) 2.8km	NA	5	1240	
			4	920	
			3	600	
			2.8	530	

GS	80	100	120	140	160
ROD 3°	430	530	640	750	850
FAF-MAPt	3:23	2:42	2:15	1:56	1:41

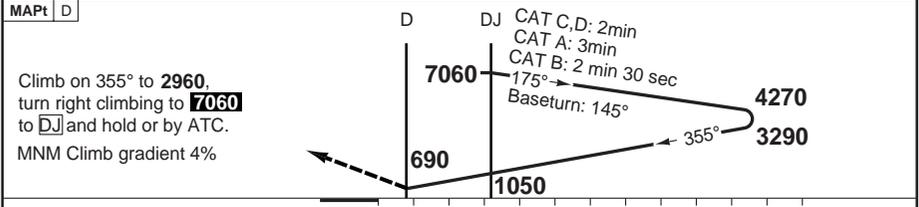
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NDB RWY 35L

Da Nang APP 125.3 119.5	TWR 118.35	GND 121.6 121.9
NDB 212 DJ	FAT 355°	THR Elev 28 1hPa
		AD Elev 30 1hPa
		TL 100
		TA 9030



50 - 7



ACFT	NDB a	Circling b c	a 4.0% MISAP MNM climb gradient	LDA 3048x45 9999x147ft
A	690 (659) 2.4km	1410 (1365) 4.0km	b East of RWY only	<p>BALS</p>
B		1410 (1365) 5.0km	c N/A at night	
C	690 (659) 3.2km	1950 (1906) 6.0km		
D	690 (659) 4.0km	2470 (2341) 6.0km		

△ NDB: 689ft (HN)
 △ Circling: Cat A/B: 1560ft, CAT C 2240ft

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JAR-OPS Landing Minima

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	Vis m	Vis No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	Vis m	Vis No ALS m
35L	ILS/DME (M/App 4%)(1)	250	220	800	1000	250	220	800	1000
35L	LOC/DME (M/App 4%)(2)	500	470	2400	2400	500	470	2800	2800
35L	VOR/DME (3)	590	570	3200	3200	590	570	3600	3600
35L	2 NDB (M/App 4%)(4)	690	660	3200	3200	690	660	4000	4000

Notes:

- (1) Ceiling: 220 ft.
- (2) Ceiling: 500 ft.
- (3) Ceiling: 560 ft (HJ), 600 ft (HN).
- (4) Ceiling: 660 ft (HJ), 690 ft (HN).

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
35L	ILS/DME, LOC/DME (1)(3)	1940	1900	5000	N/A	N/A	N/A
35L	VOR/DME (1)(2)(4)	1950	1910	6000	2470	2440	6000
35L	NDB (1)(2)(4)	1950	1910	6000	2470	2440	6000

Notes:

- (1) East of runway only.
- (2) Ceiling: Cat A 1480 ft; Cat B 1970 ft; Cat C, D 2630 ft.
- (3) Ceiling: Cat A, B 1420 ft; Cat C 1970 ft.
- (4) NA at night.

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
17R/35L (1)	-	-	1500	-	2000

Notes:

- (1) Alternate must be filed, otherwise use landing minima.

JAR-OPS Landing Minima

INTL DA NANG

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	Vis m	Vis No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	Vis m	Vis No ALS m
35L	ILS/DME (M/App 4%)(1)	250	220	800	1000	250	220	800	1000
35L	LOC/DME (M/App 4%)(2)	500	470	2000	2000	500	470	2000	2000
35L	VOR/DME (3)	590	570	2400	2400	590	570	2400	2400
35L	2 NDB (M/App 4%)(4)	690	660	2400	2400	690	660	2400	2400

Notes:

- (1) Ceiling: 220 ft.
- (2) Ceiling: 500 ft.
- (3) Ceiling: 560 ft (HJ), 600 ft (HN).
- (4) Ceiling: 660 ft (HJ), 690 ft (HN).

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
35L	ILS/DME, LOC/DME (1)(3)	1400	1360	4000	1400	1360	4000
35L	VOR/DME (1)(2)(4)	1410	1370	4000	1410	1370	5000
35L	NDB (1)(2)(4)	1410	1370	4000	1410	1370	5000

Notes:

- (1) East of runway only.
- (2) Ceiling: Cat A 1480 ft; Cat B 1970 ft; Cat C, D 2630 ft.
- (3) Ceiling: Cat A, B 1420 ft; Cat C 1970 ft.
- (4) NA at night.

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
17R/35L (1)	-	-	1000	-	1000

Notes:

- (1) Alternate must be filed, otherwise use landing minima.