AERODROME GROUND MOVEMENT CHART | APRON ELEV *12M* | TWR: 118.4 GROUND: 121.9 | **HA NOI / NOI BAI INTL (VVNB)**

*** TWYS BEARING STRENGTH:**
- S (A PORTION FM THE INTERSECTION TWY S AND TWY S3/V3 TO THE INTERSECTION OF TWY S AND S8/V8), S3, S6, S7, S8, V9 : **PCR 850/R/A/W/T.**
- S (A PORTION FM THE INTERSECTION TWY S AND TWY S1/V1 TO THE INTERSECTION OF TWY S AND S3/V3), S4: **PCR 920/R/A/W/T.**
- S (A PORTION FM THE INTERSECTION TWY S AND S8/V8 TO THE INTERSECTION OF TWY S AND TWY S10), P4, P7, S1: **PCR 950/R/A/W/T.**
- V (A PORTION FM TWY V1 TO TWY V7 ON APRON 1): PCR 740/R/B/W/U.
- V (A PORTION FM TWY V7 TO TWY V8 ON HANGAR APRON): PCR 600/R/B/W/U.
- V (A PORTION ON APRON 2): PCR 990/R/B/W/U.
- N, N1, N2, N3, N4, N5: PCR 550/R/C/W/U.
- P3, S9: **PCR 980/R/A/W/T**.
- P5: **PCR 1100/R/A/W/T.**
- P6: **PCR 1070/R/A/W/T.**
- P8, P9: **PCR 1080/R/A/W/T.**
- S5: **PCR 890/R/A/W/T.**
- S10: **PCR 1090/R/A/W/T.**
- V1, V2: **PCR 670/R/A/W/T.**
- V3: **PCR 870/R/A/W/T.**
- V4: **PCR 860/R/A/W/T.**
- V5, V6, V7: **PCR 730/R/A/W/T.**
- V8: **PCR 840/R/A/W/T.**

ATTENTION: HS 2, 3, 5, 6
- LANDING ACFT VACATE RWY 11L/29R VIA P4/P5/P6/P7 **DO NOT CROSS** THE HOLD MARKING FOR RWY 11R/29L WITHOUT ATC AUTHORIZATION.
- TWYS P4, P5, P6, P7 ARE NOT A RAPID EXIT TWY. PILOT SHALL CONTROL TAXI SPEED TO STOP AT OR BEFORE DESIGNATED HOLDING POSITION.

HS 6
- LANDING ACFT VACATE VIA P7 **MUST HOLD SHORT** OF RWY 11R/29L TO AVOID RWY INCURSION UNTIL HAVING ATC CLEARANCE TO CROSS RWY.
- PILOTS SHALL CONTROL TAXI SPEED TO STOP AT OR BEFORE DESIGNATED HOLDING POSITION.

ELEVATIONS AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC.

N

VAR 2°W 2021

MET GARDEN

FIRE STN

TURN PAD IS ONLY USED FOR ACFT UP TO CODE C AND EQUIVALENT TO COMPLETE 180-DEGREE TURN.

MIL APN | N | N | MIL APN

N1 | N2 | N3 | N4 | N5

HS 2 LANDING ACFT VACATE VIA P4 **MUST HOLD SHORT** OF RWY 11R/29L TO AVOID RWY INCURSION UNTIL HAVING ATC CLEARANCE TO CROSS RWY.

HS 3 LANDING ACFT VACATE VIA P5 **MUST HOLD SHORT** OF RWY 11R/29L TO AVOID RWY INCURSION UNTIL HAVING ATC CLEARANCE TO CROSS RWY.

HS 5 LANDING ACFT VACATE VIA P6 **MUST HOLD SHORT** OF RWY 11R/29L TO AVOID RWY INCURSION UNTIL HAVING ATC CLEARANCE TO CROSS RWY.

ELEV *12.5* | ARP | 3200 X 45 CONC | ELEV *12.5*

11 L | 29 R

VOR CHECK POINT NOB 116.1 | TURN PAD IS ONLY USED FOR ACFT UP TO CODE C AND EQUIVALENT TO COMPLETE 180-DEGREE TURN. | INT TKOF RWY 29R - TWY P8 | VOR CHECK POINT NOB 116.1

P3 | P4 | P5 | P6 | P7 | P8 | P9

U/S

INT TKOF RWY 11R - TWY S3

ELEV *12.0* | 3800 X 45 CONC | ELEV *12.0*

11 R | 29 L

HS 1 PILOTS ARE TO MAINTAIN A GOOD LOOKOUT AT ALL TIMES AND **MUST HOLD SHORT** OF RWY 11R/29L

HS 4: PILOTS TAXIING VIA TWY V6, V AND TAXILANE W5 SHALL MAINTAIN A GOOD LOOKOUT AT THE INTERSECTIONS.

INT TKOF RWY 29L - TWY S8

S1 | S3 | S4 | S5 | S6 | S7 | S8 | S9 | S10

S | S | S | S | S | S | S | S

VOR CHECK POINT NOB 116.1

V1 | V2 | V3 | V4 | V5 | V6 | V7 | V8 | V9

HS 7: PILOTS TAXIING VIA TWY S10 SHALL NOTE RESTRICTION - ONLY FOR ACFT CODE C OR BELOW. AVOID ENTRY FOR LARGER ACFT.

21°13'21"N | 21°13'18"N | 21°13'15"N | 21°13'12"N | 21°13'09"N

21°13'06"N | 21°13'03"N | 21°13'00"N | 21°12'57"N | 21°12'54"N | 21°12'51"N | 21°12'48"N | 21°12'45"N | 21°12'42"N | 21°12'39"N

APN 1 | APN 1 | APN 1 | APN HANGAR | APN 2

FIRE STN | TERMINAL 2 | THE WEST OF TERMINAL T2 | - ARO - AIS - MET | THE EAST OF TERMINAL T2 | VIP | E LOBBY OF T1 TERMINAL | TERMINAL 1 | CARGO TERMINAL | CARGO TERMINAL | VAECO (A76) HANGAR | FUEL STN

TWR ABN

105°47'09"E | 105°47'12"E | 105°47'15"E | 105°47'18"E | 105°47'21"E | 105°47'24"E | 105°47'27"E | 105°47'30"E | 105°47'33"E | 105°47'35"E | 105°47'38"E | 105°47'41"E | 105°47'44"E | 105°47'47"E | 105°47'50"E | 105°47'53"E | 105°47'57"E | 105°48'00"E | 105°48'03"E | 105°48'06"E | 105°48'09"E | 105°48'12"E | 105°48'15"E | 105°48'18"E | 105°48'21"E | 105°48'24"E | 105°48'27"E | 105°48'30"E | 105°48'33"E | 105°48'36"E | 105°48'39"E | 105°48'42"E | 105°48'45"E | 105°48'48"E | 105°48'51"E | 105°48'54"E | 105°48'57"E | 105°49'00"E | 105°49'03"E

REMARKS:
- TWY P3:
  + WHEN AN ACFT IS HOLDING AT THE HOLDING POSITIONS OF RWY 11L/29R, RWY 11R/29L SHALL NOT BE USED FOR TAKE-OFF OR LANDING OPERATIONS.
  + WHEN AN ACFT IS HOLDING AT THE HOLDING POSITIONS OF RWY 11R/29L, RWY 11L/29R SHALL NOT BE USED FOR TAKE-OFF OR LANDING OPERATIONS.
- TWYS P4/P5/P6/P7/P8/P9:
  + WHEN AN ACFT CODE D (WINGSPAN UP TO BUT NOT INCLUDING 52 M) AND EQUIVALENT IS HOLDING AT THE HOLDING POSITIONS FOR RWY 11L/29R, RWY 11R/29L MAY BE USED FOR TAKE-OFF OR LANDING OPERATIONS.
  + WHEN AN ACFT CODE D (WINGSPAN UP TO BUT NOT INCLUDING 52 M) AND EQUIVALENT IS HOLDING AT THE HOLDING POSITIONS FOR RWY 11R/29L, RWY 11L/29R MAY BE USED FOR TAKE-OFF OR LANDING OPERATIONS.
- TWYS S1, S3, S5, S6, S8, S9: WHEN AN ACFT IS HOLDING AT THE NORTH INTERMEDIATE HOLDING POSITION ON TWY S, RWY 11R/29L SHALL NOT BE USED FOR TAKE-OFF OR LANDING OPERATIONS.
- TWYS S3, S6, S8, S9: WHEN ACFT ON TWY S3/S6/S8/S9, OTHER ACFT MUST STOP BEFORE THE INTERMEDIATE HOLDING LINE AT INTERSECTIONS AND MUST NOT OPERATE ON TWY S (BEHIND/AFTER ACFT ON TWYS S3, S6, S8, S9).
- TWYS S4, S5, S7: ONE-WAY OPS TO VACATE RWY 11R/29L.
- TWYS V8, S10: TWO-WAY OPERATION FOR ACFT CODE C (WINGSPAN UP TO BUT NOT INCLUDING 36M) AND EQUIVALENT.
- TWY V:
  + A PORTION FM TWY V1 TO TAXILANE W1 AND PORTION TWY V5 TO TWY V7: USE FOR ACFT CODE F (WINGSPAN UP TO BUT NOT INCLUDING 68.5 M) AND EQUIVALENT.
  + A PORTION OF TWY V (APRON 2) IS NOT YET CONNECTED TO TWY V (HANGAR APRON).
- LANDING ACFT LEAVING RWY 11L/29R VIA TWY P3/P4/P5/P6/P7/P8/P9 MUST STOP BEFORE RWY 11R/29L UNTIL ATC CLEARED ALLOWED CROSS TWY 11R/29L.

* APRON BEARING STRENGTH:
- APRON 1:
+ THE WEST OF TERMINAL T2: PCR 720/R/A/W/T.
+ THE EAST OF TERMINAL T2: PCR 770/R/A/W/T.
+ STANDS 11, 12, 12A, 12B, 14, 15, 16, 17, 17A, 17B, 18, 18A, 18B, 19, 20, 21, 22, 23, 23A, 23B, 24, 24A, 24B, 25, 26, 27, 28, 28A, 28B, 29, 35, 35A, 35B, 36, 36A, 36B): PCR 820/R/A/W/T
+ STANDS 37, 38, 39, 40, 41, 42, 43, 43A, 44, 44A, 45, 46, 47, 47A, 48, 48A, 49, 50, 51, 52, 53, 54, 54A, 54B, 55, 55A, 55B, 56, 57, 58, 58A, 58B, 58C, 58D: PCR 690/R/A/W/T.
- APRON 2: PCR 840/R/A/W/T.
- APRON HANGAR: PCR 600/R/B/W/U.
- MILITARY APRON: PCR 550/R/C/W/U.

ALL ARE CEMENT CONCRETE.

TWY EDGE LIGHTS ON P3, P4, P5, P6, P7, P8, P9, S1, S3, S4, S5, S6, S7, S8, S9, S10.
TWY CL LGTS ON P3, P4, P5, P6, P7, P8, P9, S1, S3, S4, S5, S6, S7, S8, S9, S10.

* PILOTS FOLLOW ATC'S INSTRUCTIONS STRICTLY.

TWYS WIDTH:
- N, N1, N2, N4, N5: 18M.
- N3: 14M
- P3, P4, P5, P6, P7, P8, P9, S, S1, S3, S5, S8, S9, S10, V, V1, V5: 23M.
- S6, S7, V6: 27M.
- S4: 28M.
- V2, V3, V4, V7: 38M.
- V8, V9: 30M.

250 | 0 | 250 | 500 | 750 | 1000 METRES

500 | 0 | 500 | 1000 | 1500 | 2000 | 2500 | 3000 FEET

LEGEND	
VOR CHECKPOINT AND FREQUENCY	NOB 116.1
HOT SPOT AND NAME	HS 1
BUILDING OR LARGE STRUCTURE	
RWY-HOLDING POSITION (PATTERN A)	
RWY-HOLDING POSITION (PATTERN B)	
STOP BAR	
INTERMEDIATE HOLDING POSITION	
CLOSED	
ARP	
RUNWAY AHEAD	

CHANGE: TWYS BEARING STRENGTH.