

Post: Contact:
Air Navigation Department
119 Nguyen Son Str.,
Bo De Ward,
Ha Noi, Viet Nam
Tel: +84 24 38274191
Fax: +84 24 38274194
E-mail: and@caa.gov.vn
Web: http://caa.gov.vn

CỤC HÀNG KHÔNG VIỆT NAM
CIVIL AVIATION AUTHORITY OF VIET NAM



AIRAC
AIP SUP
45/26
Có hiệu lực từ
Effective from
01 OCT 2026
Được xuất bản vào
Published on
20 AUG 2026

THIẾT LẬP PHÂN KHU KIỂM SOÁT TIẾP CẬN
PHÚ QUỐC (APP)

1 GIỚI THIỆU

Ngày 9/7/2026, thông tri hàng không AIC A08/26 đã được phát hành về kế hoạch khai thác phân khu kiểm soát tiếp cận Phú Quốc (APP), thời gian đưa vào khai thác từ 0000 ngày 1/10/2026.

Ngày 6/8/2026, tập bổ sung AIP theo chu kỳ AIRAC 44/26 đã được phát hành về việc thiết lập và hủy bỏ các sơ đồ phương thức bay tại sân bay quốc tế Phú Quốc (VVPQ).

Tập bổ sung AIP theo chu kỳ AIRAC này nhằm thông báo về các nội dung sau:

1.1 Thiết lập:

- Khu vực kiểm soát tiếp cận (TMA) và khu vực kiểm soát tại sân (CTR) tại sân bay Phú Quốc
- Sơ đồ khu vực, sơ đồ độ cao tối thiểu giám sát không lưu, sơ đồ phương thức tiếp cận bằng mắt.

1.2 Bổ sung tần số phân khu APP Phú Quốc

- Tần số chính: 120.375 MHz
- Tần số phụ: 119.575 MHz

Tần số phân khu APP Phú Quốc được bổ sung trên các sơ đồ SID/STAR/IAP (đã được công bố trong AIRAC AIP SUP 44/26). Các nội dung khác giữ nguyên, không thay đổi.

1.3 Tiêu chuẩn khai thác tối thiểu (đã được công bố trong AIRAC AIP SUP 44/26) giữ nguyên, không thay đổi.

1.4 Tập bổ sung AIP theo chu kỳ AIRAC này sẽ hủy bỏ AIRAC AIP SUP 44/26.

1.5 Thời gian áp dụng: Từ 0000 ngày 1/10/2026.

2 CHI TIẾT

2.1 Thiết lập

2.1.1 Khu vực kiểm soát tiếp cận tại sân bay Phú Quốc (TMA Phú Quốc)

a) Giới hạn khu vực trách nhiệm:

ESTABLISHMENT OF PHU QUOC APPROACH CON-
TROL SECTOR (APP)

1 INTRODUCTION

On 09 JUL 2026, AIC A08/26 was published to announce the operational implementation plan for the Phu Quoc Approach control sector (APP) with effective time from 0000 on 01 OCT 2026.

On 06 AUG 2026, AIRAC AIP SUP 44/26 was published to announce the establishment and withdrawal of flight procedure charts at Phu Quoc International aerodrome (VVPQ).

This AIRAC AIP Supplement issues notification of the following contents:

1.1 Establishment:

- Terminal Control Area (TMA) and Control Zone (CTR) of Phu Quoc aerodrome.
- Area Chart, ATC Surveillance Minimum Altitude Chart, Visual Approach Chart.

1.2 Addition of the Phu Quoc APP sector frequency

- Primary: 120.375 MHz
- Secondary: 119.575 MHz

The Phu Quoc Approach control sector (APP) frequency have been added to the SID/STAR/IAP charts (published in AIRAC AIP SUP 44/26). All other information on these charts remain unchanged.

1.3 Aerodrome Operating Minima (published in AIRAC AIP SUP 44/26) remain unchanged.

1.4 This AIRAC AIP Supplement shall supersede AIRAC AIP SUP 44/26.

1.5 Applicable time: From 0000 on 1 OCT 2026.

2 DETAILS

2.1 Establishment

2.1.1 Terminal Control Area of Phu Quoc aerodrome (Phu Quoc TMA)

a) Limits of responsibility area:

1	Tên và giới hạn ngang Designation and lateral limits	Khu vực kiểm soát tiếp cận tại sân bay Phú Quốc được giới hạn là đa giác khép kín đi qua các điểm: • 102525B 1042627Đ; • 100849B 1043617Đ; • 094656B 1043232Đ; • 094642B 1034234Đ; • 100845B 1033336Đ. Dọc theo ranh giới FIR HCM/Phnom Penh; 102525B 1042627Đ. The Phu Quoc TMA is bounded by a polygon joining the following points: • 102525N 1042627E; • 100849N 1043617E; • 094656N 1043232E; • 094642N 1034234E; • 100845N 1033336E. Along the boundary of HCM/Phnom Penh FIR; 102525N 1042627E.
2	Giới hạn cao Vertical limits	Từ độ cao 1 500 FT lên đến và bao gồm FL 155 (ngoại trừ khu vực trách nhiệm CTR Phú Quốc) From 1 500 FT up to FL 155 inclusive (except for responsibility area of Phu Quoc CTR)
3	Phân loại vùng trời Airspace classification	C
4	Tên gọi khu vực kiểm soát ATS unit call sign	Phân khu Kiểm soát tiếp cận Phú Quốc thuộc cơ sở kiểm soát tiếp cận - tại sân Tân Sơn Nhất Phu Quoc APP control sector under Tan Son Nhat APP/TWR Control Centre
5	Ngôn ngữ Language(s)	Tiếng Anh, Tiếng Việt English, Vietnamese
6	Độ cao chuyển tiếp Transition altitude	9 000 FT (MSL)
7	Giờ áp dụng (hoặc giờ hoạt động) Hours of applicability (or activation)	H24
8	Ghi chú Remarks	Không NIL

b) Tần số điều hành bay:

- Tần số chính: 120.375 MHz
- Tần số phụ: 119.575 MHz
- Tần số khẩn nguy: 121.5 MHz

b) ATC frequencies:

- Primary: 120.375 MHz
- Secondary: 119.575 MHz
- Emergency: 121.5 MHz

2.1.2 Khu vực kiểm soát tại sân bay Phú Quốc (CTR Phú Quốc)

2.1.2 Control zone of Phu Quoc aerodrome (Phu Quoc CTR)

a) Giới hạn khu vực trách nhiệm:

Thay thế mục VVPQ AD 2.17, AIP Việt Nam.

a) Limits of responsibility area:

Replace item VVPQ AD 2.17, Viet Nam AIP.

1	Tên và giới hạn ngang Designation and lateral limits	Khu vực kiểm soát tại sân bay Phú Quốc được giới hạn là đa giác khép kín đi qua các điểm: • 101340B 1035152Đ; • 101205B 1040754Đ; • 100654B 1040723Đ; • 100829B 1035121Đ; • 101340B 1035152Đ. The Phu Quoc CTR is bounded by a polygon joining the following points: • 101340N 1035152E; • 101205N 1040754E; • 100654N 1040723E; • 100829N 1035121E; • 101340N 1035152E.
2	Giới hạn cao Vertical limits	Từ mặt đất/nước đến và bao gồm 2 500 FT From GND/water up to 2 500 FT inclusive.
3	Phân loại vùng trời Airspace classification	D
4	Tên gọi cơ sở cung cấp dịch vụ không lưu ATS unit call sign	Đài kiểm soát tại sân bay Phú Quốc Phu Quoc TWR
5	Ngôn ngữ Language(s)	Tiếng Anh, Tiếng Việt English, Vietnamese
6	Độ cao chuyển tiếp Transition altitude	9 000 FT (MSL)
7	Giờ áp dụng (hoặc giờ hoạt động) Hours of applicability (or activation)	H24
8	Ghi chú Remarks	Không NIL

b) Tần số điều hành bay:

- Tần số chính: 118.600 MHz
- Tần số phụ: 118.725 MHz
- Tần số khẩn nguy: 121.5 MHz

b) ATC frequencies:

- Primary: 118.600 MHz
- Secondary: 118.725 MHz
- Emergency: 121.5 MHz

2.1.3 Thiết lập sơ đồ khu vực – ICAO, sơ đồ độ cao tối thiểu giám sát không lưu – ICAO, sơ đồ phương thức tiếp cận bằng mắt – ICAO

2.1.3 Establishment of Area chart – ICAO, ATC Surveillance Minimum Altitude Chart – ICAO, Visual Approach Chart – ICAO

a) Sơ đồ khu vực – ICAO

Chi tiết xem tại trang 7.

a) Area Chart – ICAO

See page 7 for details.

b) Sơ đồ độ cao tối thiểu giám sát không lưu – ICAO

Chi tiết xem tại trang 8.

b) ATC Surveillance Minimum Altitude Chart – ICAO

See page 8 for details.

c) Sơ đồ phương thức tiếp cận bằng mắt – ICAO

Chi tiết xem tại trang 9.

c) Visual Approach Chart – ICAO

See page 9 for details.

2.2 Bổ sung tần số phân khu APP Phú Quốc tại các sơ đồ SID/STAR/IAP đã được công bố tại AIRAC AIP SUP 44/26 (Các nội dung khác giữ nguyên, không thay đổi)

2.2 Addition of the Phu Quoc APP sector frequency on SID/STAR/IAP charts published in AIRAC AIP SUP 44/26 (All other contents remain unchanged)

a) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) đường CHC 10L/R: NUMDI 3A, OSOTA 3A, TUNPO 3A, ADBOP 3A

Chi tiết xem tại trang 10.

a) Standard Departure Chart – Instrument (SID) – ICAO – RWY 10L/R: NUMDI 3A, OSOTA 3A, TUNPO 3A, ADBOP 3A

See page 10 for details.

b) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) đường CHC 28L/R: NUMDI 3B, OSOTA 3B, TUNPO 3B, ADBOP 3B

b) Standard Departure Chart – Instrument (SID) – ICAO – RWY 28L/R: NUMDI 3B, OSOTA 3B, TUNPO 3B, ADBOP 3B

Chi tiết xem tại trang 11.	See page 11 for details.
c) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNP đường CHC 10L/R: NUMDI 3D, OSOTA 3D, RG 3D, ADBOP 3D	c) Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 10L/R: NUMDI 3D, OSOTA 3D, RG 3D, ADBOP 3D
Chi tiết xem tại trang 12.	See page 12 for details.
– Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNP đường CHC 10L/R: NUMDI 3D, OSOTA 3D, RG 3D, ADBOP 3D (Bảng mã hóa phương thức 1)	– Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 10L/R: NUMDI 3D, OSOTA 3D, RG 3D, ADBOP 3D (Tabular description 1)
– Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNP đường CHC 10L/R: NUMDI 3D, OSOTA 3D, RG 3D, ADBOP 3D (Bảng mã hóa phương thức 2)	– Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 10L/R: NUMDI 3D, OSOTA 3D, RG 3D, ADBOP 3D (Tabular description 2)
Chi tiết xem tại các trang 13, 14.	See pages 13, 14 for details.
d) Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNP đường CHC 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E	d) Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E
Chi tiết xem tại trang 15.	See page 15 for details.
– Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNP đường CHC 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E (Bảng mã hóa phương thức 1)	– Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E (Tabular description 1)
– Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNP đường CHC 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E (Bảng mã hóa phương thức 2)	– Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E (Tabular description 2)
– Sơ đồ phương thức khởi hành tiêu chuẩn bằng thiết bị (SID) – ICAO – RNP RWY 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E (Bảng mã hóa phương thức 3)	– Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E (Tabular description 3)
Chi tiết xem tại các trang 16, 17, 18.	See pages 16, 17, 18 for details.
e) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) đường CHC 10L, 28R: NUMDI 3C, OSOTA 3C, TUNPO 3C, ADBOP 3C	e) Standard Arrival Chart – Instrument (STAR) – ICAO – RWY 10L, RWY 28R: NUMDI 3C, OSOTA 3C, TUNPO 3C, ADBOP 3C
Chi tiết xem tại trang 19.	See page 19 for details.
f) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – RNP đường CHC 10L/R: NUMDI 3F, OSOTA 3F, TUNPO 3F, ADBOP 3F	f) Standard Arrival Chart – Instrument (STAR) – ICAO – RNP RWY 10L/R: NUMDI 3F, OSOTA 3F, TUNPO 3F, ADBOP 3F
Chi tiết xem tại trang 20.	See page 20 for details.
– Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – RNP đường CHC 10L/R: NUMDI 3F, OSOTA 3F, TUNPO 3F, ADBOP 3F (Bảng mã hóa phương thức)	– Standard Arrival Chart – Instrument (STAR) – ICAO – RNP RWY 10L/R: NUMDI 3F, OSOTA 3F, TUNPO 3F, ADBOP 3F (Tabular description)
Chi tiết xem tại trang 21.	See page 21 for details.
g) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – RNP đường CHC 28L/R: NUMDI 3G, OSOTA 3G, TUNPO 3G, ADBOP 3G	g) Standard Arrival Chart – Instrument (STAR) – ICAO – RNP RWY 28L/R: NUMDI 3G, OSOTA 3G, TUNPO 3G, ADBOP 3G
Chi tiết xem tại trang 22.	See page 22 for details.
– Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) – ICAO – RNP đường CHC 28L/R: NUMDI 3G, OSOTA 3G, TUNPO 3G, ADBOP 3G (Bảng mã hóa phương thức)	– Standard Arrival Chart – Instrument (STAR) – ICAO – RNP RWY 28L/R: NUMDI 3G, OSOTA 3G, TUNPO 3G, ADBOP 3G (Tabular description)
Chi tiết xem tại trang 23.	See page 23 for details.
h) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: VOR Z đường CHC 10L	h) Instrument Approach Chart – ICAO: VOR Z RWY 10L
Chi tiết xem tại trang 24.	See page 24 for details.
i) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: VOR Z đường CHC 28R	i) Instrument Approach Chart – ICAO: VOR Z RWY 28R
Chi tiết xem tại trang 25.	See page 25 for details.
j) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 10L	j) Instrument Approach Chart – ICAO: RNP Z RWY 10L
Chi tiết xem tại trang 26.	See page 26 for details.
– Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 10L (Bảng mã hóa phương thức)	– Instrument Approach Chart – ICAO: RNP Z RWY 10L (Tabular description)
Chi tiết xem tại trang 27.	See page 27 for details.

- k) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 10R

Chi tiết xem tại trang 28.

- Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 10R (Bảng mã hóa phương thức)

Chi tiết xem tại trang 29.

- l) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 28L

Chi tiết xem tại trang 30.

- Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 28L (Bảng mã hóa phương thức)

Chi tiết xem tại trang 31.

- m) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 28R

Chi tiết xem tại trang 32.

- Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: RNP Z đường CHC 28R (Bảng mã hóa phương thức)

Chi tiết xem tại trang 33.

- n) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS Y Đường CHC 28R

Chi tiết xem tại trang 34.

- Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS Y Đường CHC 28R (Bảng mã hóa phương thức)

Chi tiết xem tại trang 35.

- o) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO: ILS Z đường CHC 28R

Chi tiết xem tại trang 36.

2.3 Tiêu chuẩn khai thác tối thiểu

Chi tiết xem tại trang 6.

3 HIỆU LỰC

Tập bổ sung AIP theo chu kỳ AIRAC này sẽ có hiệu lực từ 0000 ngày 01/10/2026.

4 HỦY BỎ

Tập bổ sung AIP theo chu kỳ AIRAC này sẽ hủy bỏ AIRAC AIP SUP 44/26.

Tập bổ sung AIP theo chu kỳ AIRAC này sẽ còn hiệu lực cho đến khi nội dung được đưa vào AIP Việt Nam.

- HẾT -

- k) Instrument Approach Chart – ICAO: RNP Z RWY 10R

See page 28 for details.

- Instrument Approach Chart – ICAO: RNP Z RWY 10R (Tabular description)

See page 29 for details.

- l) Instrument Approach Chart – ICAO: RNP Z RWY 28L

See page 30 for details.

- Instrument Approach Chart – ICAO: RNP Z RWY 28L (Tabular description)

See page 31 for details.

- m) Instrument Approach Chart – ICAO: RNP Z RWY 28R

See page 32 for details.

- Instrument Approach Chart – ICAO: RNP Z RWY 28R (Tabular description)

See page 33 for details.

- n) Instrument Approach Chart – ICAO: ILS Y RWY 28R

See page 34 for details.

- Instrument Approach Chart – ICAO: ILS Y RWY 28R (Tabular description)

See page 35 for details.

- o) Instrument Approach Chart – ICAO: ILS Z RWY 28R

See page 36 for details.

2.3 AD Operating Minima

See page 6 for details.

3 EFFECT

This AIRAC AIP Supplement shall become effective from 0000 on 1 OCT 2026.

4 CANCELLATION

This AIRAC AIP Supplement shall supersede AIRAC AIP SUP 44/26.

This AIRAC AIP Supplement shall remain in force until its contents have been incorporated into the Viet Nam AIP.

- END -

1. TAKE-OFF MINIMA

RWY	ACFT CAT	RVR (M) or Visibility (M)
10L/R	A, B, C, D	1 000/1 400
28L/R	A, B, C, D	800/1 100

2. LANDING MINIMA**2.1 RNP approach procedures**

Procedures	ACFT CAT	MDA (FT)	With APCH LGT serviceable		With APCH LGT unserviceable	
			RVR (M)	VIS (M)	RVR (M)	VIS (M)
RNP Z LNAV/VNAV RWY 10L	A, B, C, D	790	-	2 400	-	2 400
RNP Z LNAV RWY 10L	A, B, C, D	790	-	2 400	-	2 400
RNP Z LNAV/VNAV RWY 10R	A, B, C, D	790	-	2 400	-	2 400
RNP Z LNAV RWY 10R	A, B, C, D	790	-	2 400	-	2 400
RNP Z LNAV/VNAV RWY 28L	A, B, C, D	970	-	2 400	-	2 400
RNP Z LNAV RWY 28L	A, B, C, D	1 200	-	2 400	-	2 400
RNP Z LNAV/VNAV RWY 28R	A, B, C, D	1 020	-	2 400	-	2 400
RNP Z LNAV RWY 28R	A, B, C, D	1 200	-	2 400	-	2 400

2.2 VOR/DME approach procedures

Procedures	ACFT CAT	MDA (FT)	With APCH LGT serviceable		With APCH LGT unserviceable	
			RVR (M)	VIS (M)	RVR (M)	VIS (M)
VOR Z RWY 10L	A, B, C, D	670	-	2 400	-	2 400
VOR Z RWY 28R	A, B, C, D	1 030	-	2 400	-	2 400

2.3 ILS/DME approach procedures

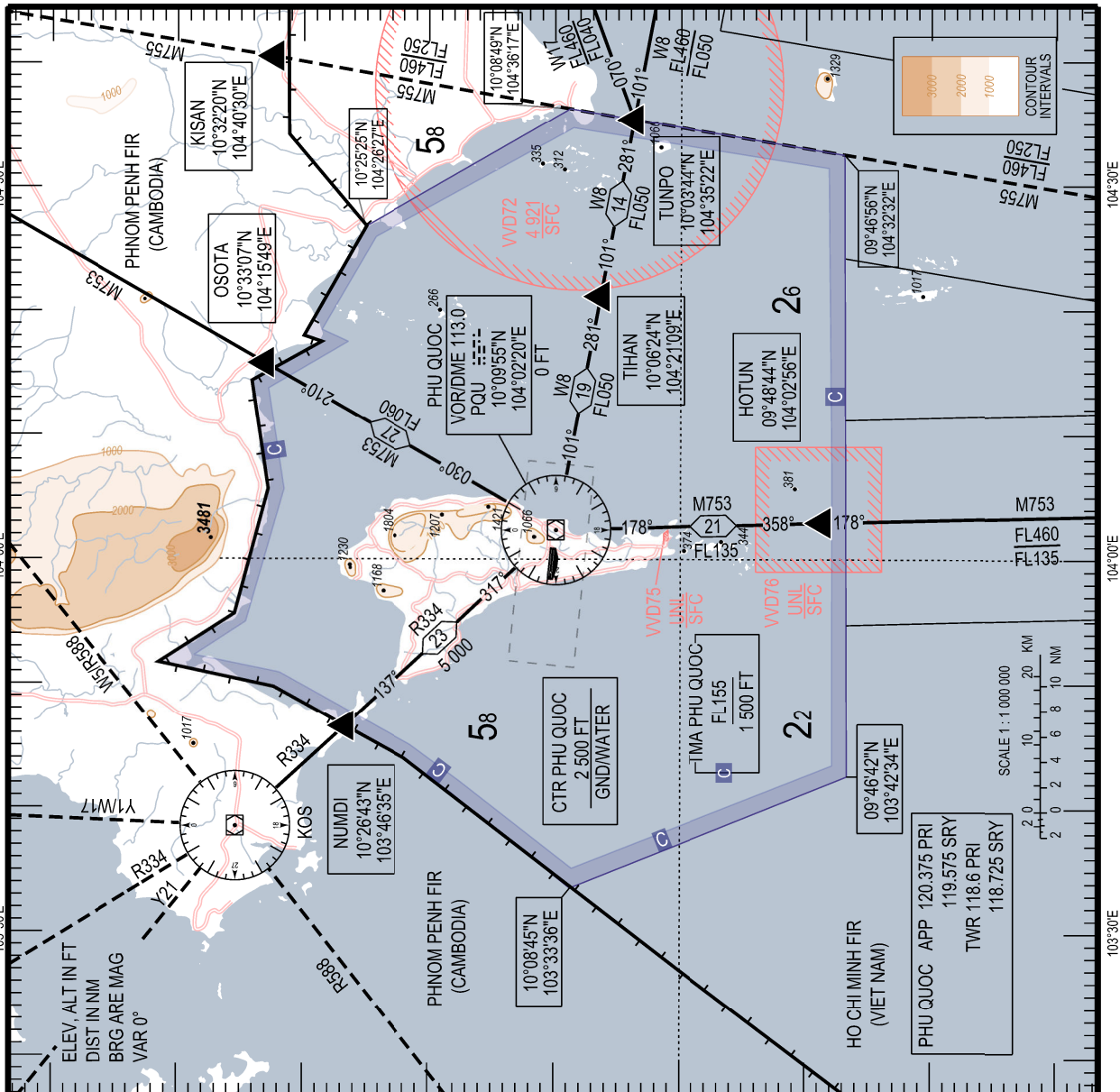
Procedures	ACFT CAT	MDA (FT)	With APCH LGT serviceable		With APCH LGT unserviceable	
			RVR (M)	VIS (M)	RVR (M)	VIS (M)
ILS Y RWY 28R	A, B, C, D	530	1 600	1 600	-	2 400
ILS Y GP INOP RWY 28R	A, B, C, D	1 200	-	2 400	-	2 400
ILS Z RWY 28R	A, B, C, D	530	1 600	1 600	-	2 400
ILS Z GP INOP RWY 28R	A, B, C, D	1 030	-	2 400	-	2 400

Note: Use VIS values only when RVR values are not available.

AREA CHART - ICAO

TMA PHU QUOC

LEGENDS	
TERMINAL CONTROL AREA	(TMA)
CONTROL ZONE	(CTR)
TRANSIT ROUTE	
REPORTING POINT	(COMPULSORY)
DEPARTURE/ARRIVAL ROUTING	
DISTANCE IN NM	
UPPER LIMIT	FL460
LOWER LIMIT	FL060
MINIMUM ALTITUDE	5 000
MAGNETIC BEARING	210°
RADIO NAVIGATION AID	
NAME	PHU QUOC
TYPE AND FREQUENCY	VOR/DME 113.0
IDENT	PQU
COORDINATES (WGS-84)	10°09'55"N 104°02'20"E
ELEVATION OF DME ANTENNA	0 FT
AREA MINIMUM ALTITUDE (AMA) EACH 1° QUADRILATERAL CONTAINS AN AREA MINIMUM ALTITUDE (AMA) WHICH REPRESENTS THE LOWEST ALTITUDE WHICH MAY BE USED UNDER INSTRUMENT METEOROLOGICAL CONDITIONS (IMC). THE AMA PROVIDES A MINIMUM CLEARANCE OF 1000 FT (2000 FT IN MOUNTAINOUS AREAS) ABOVE ALL OBSTACLES IN THE QUADRILATERAL. IT IS REPRESENTED IN THOUSANDS AND HUNDREDS OF FEET ABOVE MEAN SEA LEVEL (MSL). EXAMPLE: 5 800 FT 58	

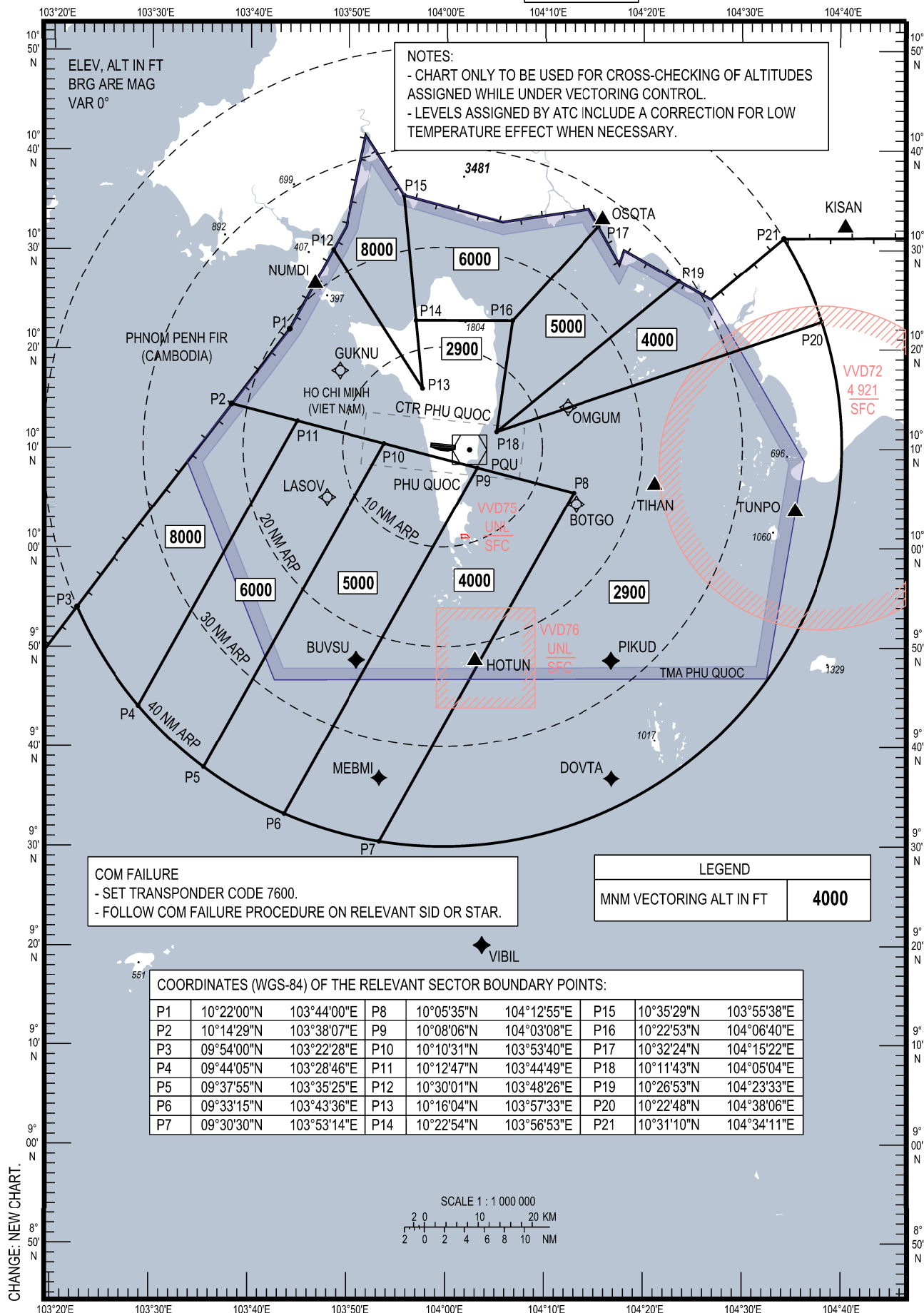


**ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO**

AERODROME ELEV 27 FT
TRANSITION ALT 9000 FT

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)

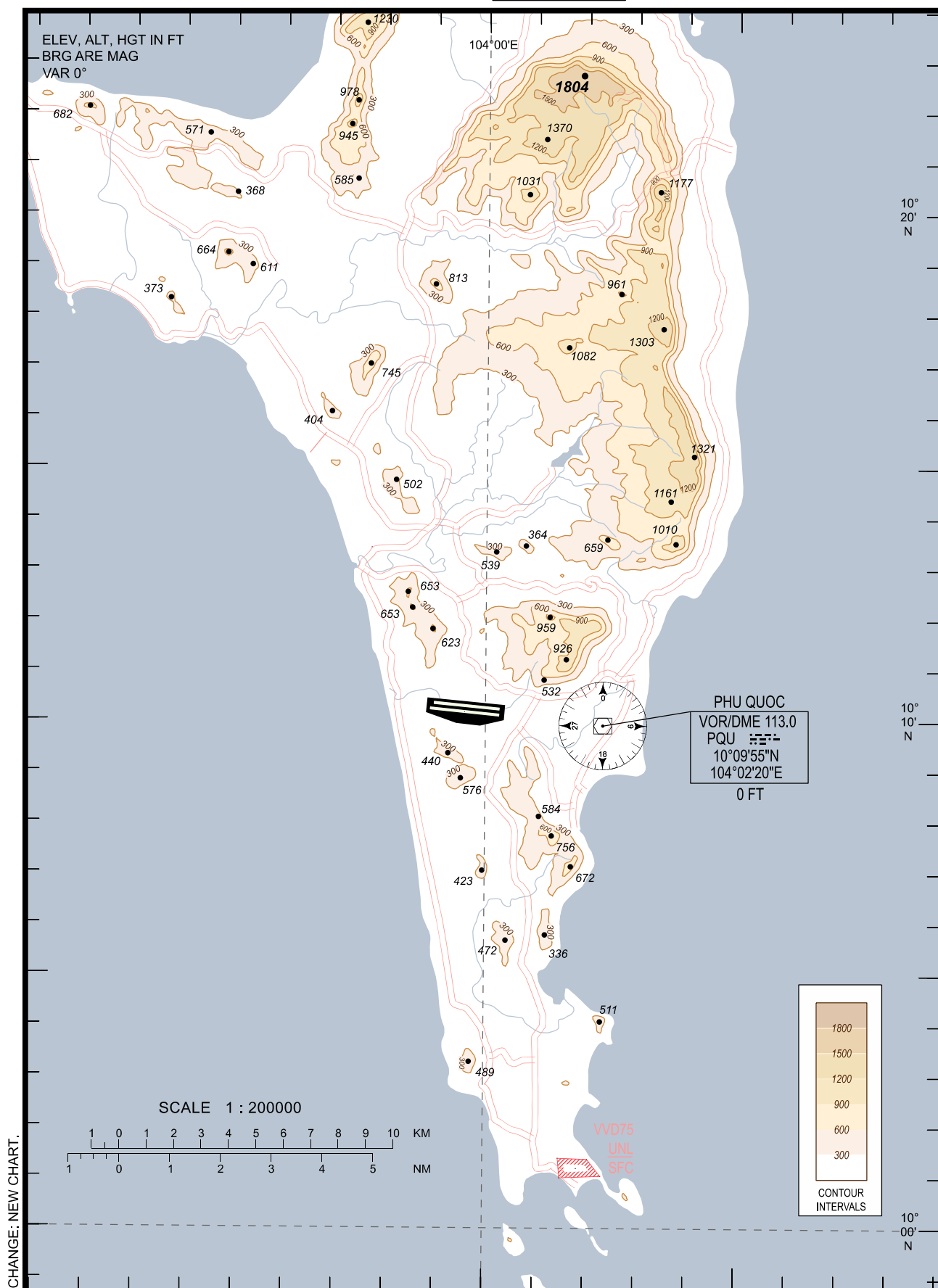


**VISUAL
APPROACH
CHART-ICAO**

AERODROME ELEV 23 FT
HEIGHTS RELATED
TO AD ELEV

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

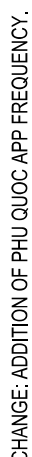
AN GIANG/PHU QUOC INTL (VVPQ)



TRANSITIONAL ALTITUDE
9000

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)
RWY 10L/R
 NUMDI 3A, OSOTA 3A, TUNPO 3A, ADBOP 3A

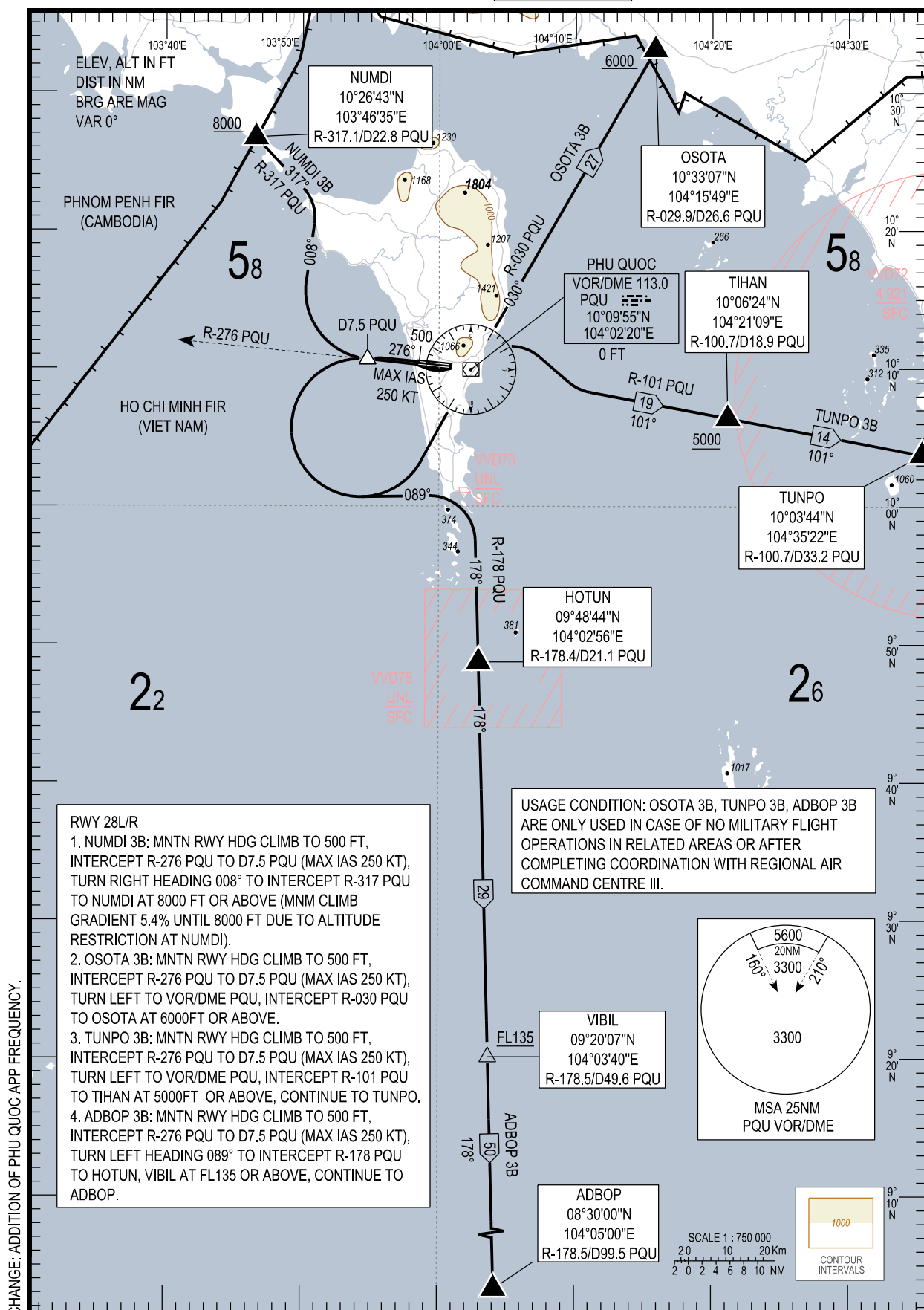


STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITIONAL ALTITUDE
9000

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)
RWY 28L/R
NUMDI 3B, OSOTA 3B, TUNPO 3B, ADBOP 3B

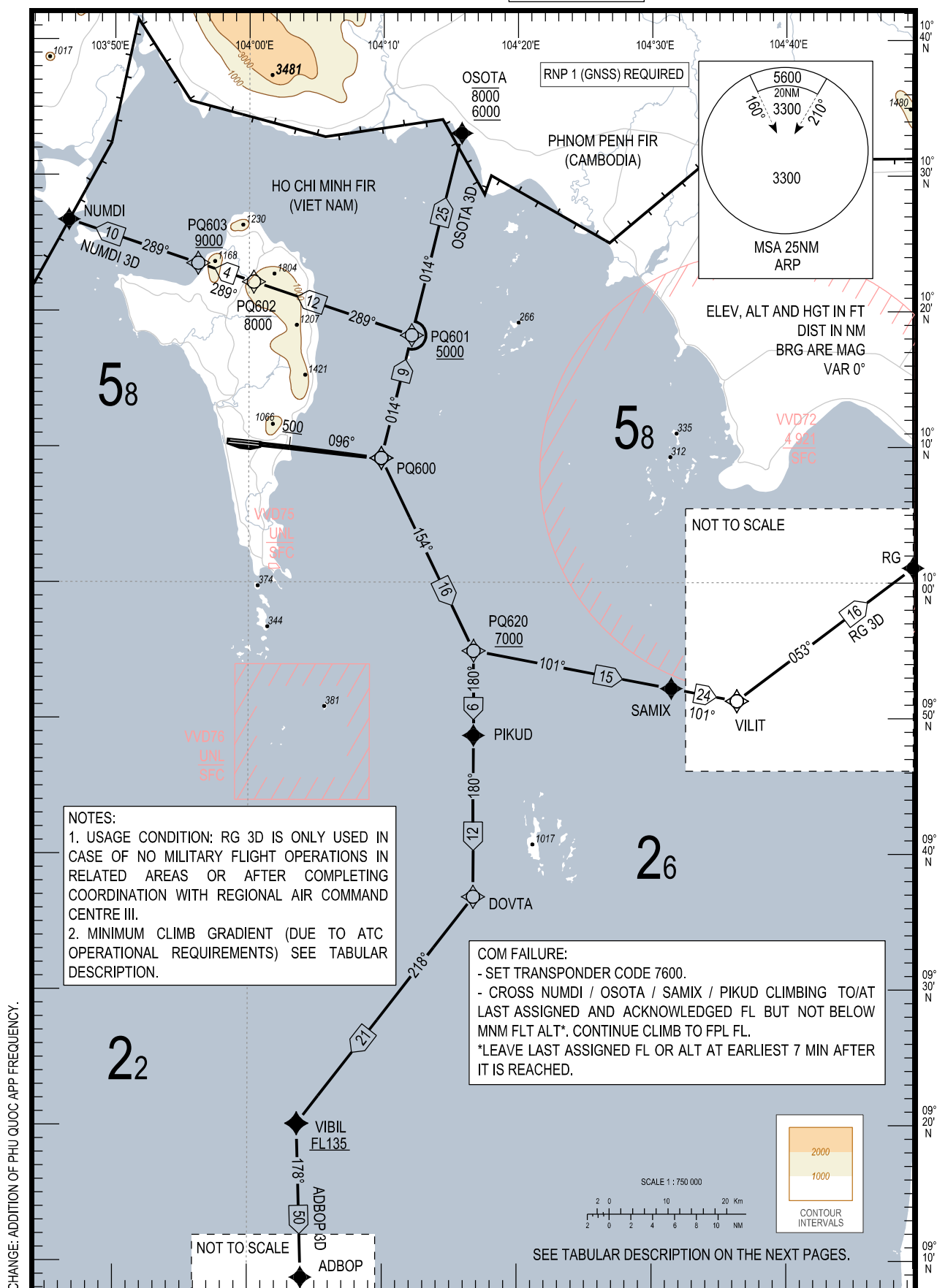


**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITIONAL ALTITUDE
9000

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)
RNP RWY 10L/R
NUMDI 3D, OSOTA 3D,
RG 3D, ADBOP 3D



**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
9000

**AN GIANG/PHU QUOC INTL (VVPQ)
RNP RWY 10L/R**
NUMDI 3D, OSOTA 3D, RG 3D, ADBOP 3D

1. TABULAR DESCRIPTION

NUMDI 3D DEPARTURE

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Min CG (%)	Nav Spec
INITIAL CLIMB RWY 10L											
010	CA	–	–	096(096.2)	0	–	–	+500	–	4.5	RNP 1
020	DF	PQ600	–	–	0	–	–	–	–	4.5	RNP 1
INITIAL CLIMB RWY 10R											
010	CA	–	–	096(096.2)	0	–	–	+500	–	4.5	RNP 1
020	DF	PQ600	–	–	0	–	–	–	–	4.5	RNP 1
FROM PQ600											
010	IF	PQ600	–	–	0	–	–	–	–	4.5	RNP 1
020	TF	PQ601	–	014(013.8)	0	9.28	–	+5000	–	4.5	RNP 1
030	TF	PQ602	–	289(288.6)	0	12.23	–	-8000	–	4.0	RNP 1
040	TF	PQ603	–	289(288.6)	0	4.31	–	+9000	–	4.0	RNP 1
050	TF	NUMDI	–	289(288.6)	0	10.00	–	–	–	–	RNP 1

OSOTA 3D DEPARTURE

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Min CG (%)	Nav Spec
INITIAL CLIMB RWY 10L											
010	CA	–	–	096(096.2)	0	–	–	+500	–	–	RNP 1
020	DF	PQ600	–	–	0	–	–	–	–	–	RNP 1
INITIAL CLIMB RWY 10R											
010	CA	–	–	096(096.2)	0	–	–	+500	–	–	RNP 1
020	DF	PQ600	–	–	0	–	–	–	–	–	RNP 1
FROM PQ600											
010	IF	PQ600	–	–	0	–	–	–	–	–	RNP 1
020	TF	OSOTA	–	014(013.8)	0	24.55	–	-8000 +6000	–	–	RNP 1

RG 3D DEPARTURE

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Min CG (%)	Nav Spec
INITIAL CLIMB RWY 10L											
010	CA	–	–	096(096.2)	0	–	–	+500	–	4.7	RNP 1
020	DF	PQ600	–	–	0	–	–	–	–	4.7	RNP 1
INITIAL CLIMB RWY 10R											
010	CA	–	–	096(096.2)	0	–	–	+500	–	4.7	RNP 1
020	DF	PQ600	–	–	0	–	–	–	–	4.7	RNP 1
FROM PQ600											
010	IF	PQ600	–	–	0	–	–	–	–	4.7	RNP 1
020	TF	PQ620	–	154(154.3)	0	15.69	–	+7000	–	4.7	RNP 1
030	TF	SAMIX	–	101(100.7)	0	14.77	–	–	–	–	RNP 1
040	TF	VILIT	–	101(100.8)	0	23.55	–	–	–	–	RNP 1
050	TF	RG	–	053(053.0)	0	16.20	–	–	–	–	RNP 1

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
9000

**AN GIANG/PHU QUOC INTL (VVPQ)
RNP RWY 10L/R**
NUMDI 3D, OSOTA 3D, RG 3D, ADBOP 3D

ADBOP 3D DEPARTURE

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Min CG (%)	Nav Spec
INITIAL CLIMB RWY 10L											
010	CA	–	–	096(096.2)	0	–	–	+500	–	4.7	RNP 1
020	DF	PQ600	–	–	0	–	–	–	–	4.7	RNP 1
INITIAL CLIMB RWY 10R											
010	CA	–	–	096(096.2)	0	–	–	+500	–	4.7	RNP 1
020	DF	PQ600	–	–	0	–	–	–	–	4.7	RNP 1
FROM PQ600											
010	IF	PQ600	–	–	0	–	–	–	–	4.7	RNP 1
020	TF	PQ620	–	154(154.3)	0	15.69	–	+7000	–	4.7	RNP 1
030	TF	PIKUD	–	180(180.0)	0	6.21	–	–	–	–	RNP 1
040	TF	DOVTA	–	180(180.0)	0	11.84	–	–	–	–	RNP 1
050	TF	VIBIL	–	218(217.9)	0	21.07	–	+FL135	–	–	RNP 1
060	TF	ADBOP	–	178(178.5)	0	49.90	–	–	–	–	RNP 1

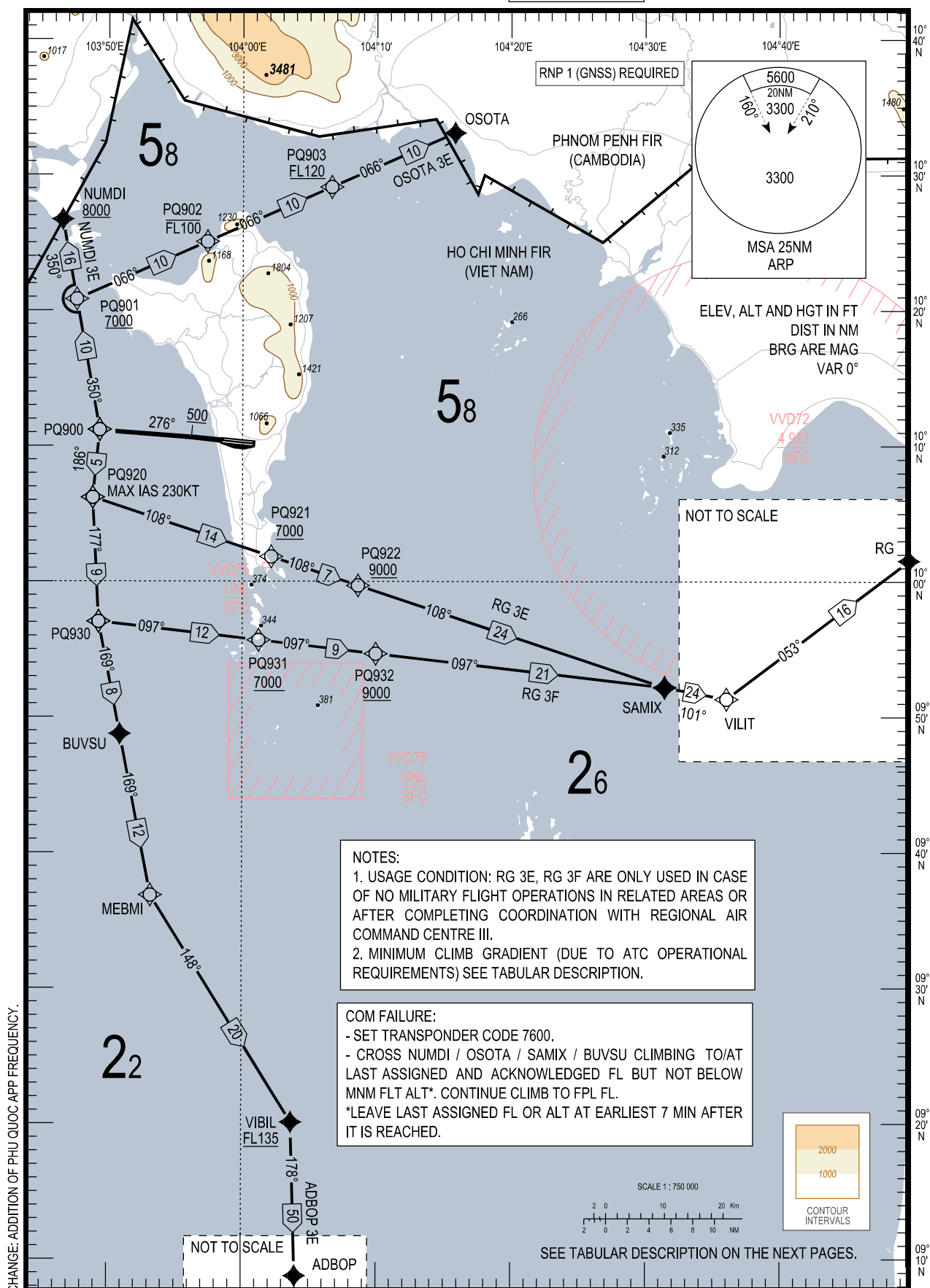
2. WAYPOINT LIST

WPT ID	COORDINATES (WGS-84)	
ADBOP	08°30'00.0"N	104°05'00.0"E
DOVTA	09°36'50.2"N	104°16'44.9"E
NUMDI	10°26'43.0"N	103°46'35.0"E
OSOTA	10°33'07.0"N	104°15'49.0"E
PIKUD	09°48'43.7"N	104°16'45.2"E
PQ600	10°09'10.2"N	104°09'51.8"E
PQ601	10°18'13.3"N	104°12'06.7"E
PQ602	10°22'08.4"N	104°00'21.1"E
PQ603	10°23'31.2"N	103°56'12.3"E
PQ620	09°54'58.0"N	104°16'45.0"E
RG	09°57'34.0"N	105°07'59.0"E
SAMIX	09°52'12.0"N	104°31'27.0"E
VIBIL	09°20'06.9"N	104°03'40.0"E
VILIT	09°47'46.0"N	104°54'53.0"E

TRANSITIONAL ALTITUDE
9000

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)
RNP RWY 28L/R
 NUMDI 3E, OSOTA 3E,
 RG 3E, RG 3F, ADBOP 3E.



**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
9000

**AN GIANG/PHU QUOC INTL (VVPQ)
RNP RWY 28L/R**
NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E

1. TABULAR DESCRIPTION

NUMDI 3E DEPARTURE

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Min CG (%)	Nav Spec
INITIAL CLIMB RWY 28L											
010	CA	–	–	276(275.7)	0	–	–	+500	–	5.5	RNP 1
020	DF	PQ900	–	–	0	–	–	–	–	5.5	RNP 1
INITIAL CLIMB RWY 28R											
010	CA	–	–	276(275.7)	0	–	–	+500	–	5.5	RNP 1
020	DF	PQ900	–	–	0	–	–	–	–	5.5	RNP 1
FROM PQ900											
010	IF	PQ900	–	–	0	–	–	–	–	5.5	RNP 1
020	TF	NUMDI	–	350(350.0)	0	15.69	–	+8000	–	5.5	RNP 1

OSOTA 3E DEPARTURE

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Min CG (%)	Nav Spec
INITIAL CLIMB RWY 28L											
010	CA	–	–	276(275.7)	0	–	–	+500	–	6.3	RNP 1
020	DF	PQ900	–	–	0	–	–	–	–	6.3	RNP 1
INITIAL CLIMB RWY 28R											
010	CA	–	–	276(275.7)	0	–	–	+500	–	6.3	RNP 1
020	DF	PQ900	–	–	0	–	–	–	–	6.3	RNP 1
FROM PQ900											
010	IF	PQ900	–	–	0	–	–	–	–	6.3	RNP 1
020	TF	PQ901	–	350(350.0)	0	9.74	–	+7000	–	6.3	RNP 1
030	TF	PQ902	–	066(066.2)	0	10.48	–	-FL100	–	4.1	RNP 1
040	TF	PQ903	–	066(066.2)	0	9.97	–	+FL120	–	4.1	RNP 1
050	TF	OSOTA	–	066(066.3)	0	9.88	–	–	–	–	RNP 1

RG 3E DEPARTURE

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Min CG (%)	Nav Spec
INITIAL CLIMB RWY 28L											
010	CA	–	–	276(275.7)	0	–	–	+500	–	4.9	RNP 1
020	DF	PQ900	–	–	0	–	–	–	–	4.9	RNP 1
INITIAL CLIMB RWY 28R											
010	CA	–	–	276(275.7)	0	–	–	+500	–	4.9	RNP 1
020	DF	PQ900	–	–	0	–	–	–	–	4.9	RNP 1
FROM PQ900											
010	IF	PQ900	–	–	0	–	–	–	–	4.9	RNP 1
020	TF	PQ920	–	186(185.7)	0	5.00	–	–	-230	4.9	RNP 1
030	TF	PQ921	–	108(108.3)	0	13.81	–	+7000	–	4.9	RNP 1
040	TF	PQ922	–	108(108.3)	0	6.72	–	+9000	–	4.9	RNP 1
050	TF	SAMIX	–	108(108.3)	0	23.74	–	–	–	–	RNP 1
060	TF	VILIT	–	101(100.8)	0	23.55	–	–	–	–	
070	TF	RG	–	053(053.0)	0	16.20	–	–	–	–	

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
9000

**AN GIANG/PHU QUOC INTL (VVPQ)
RNP RWY 28L/R**
NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E

RG 3F DEPARTURE

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Min CG (%)	Nav Spec
INITIAL CLIMB RWY 28L											
010	CA	–	–	276(275.7)	0	–	–	+500	–	3.8	RNP 1
020	DF	PQ900	–	–	0	–	–	–	–	3.8	RNP 1
INITIAL CLIMB RWY 28R											
010	CA	–	–	276(275.7)	0	–	–	+500	–	3.8	RNP 1
020	DF	PQ900	–	–	0	–	–	–	–	3.8	RNP 1
FROM PQ900											
010	IF	PQ900	–	–	0	–	–	–	–	3.8	RNP 1
020	TF	PQ920	–	186(185.7)	0	5.00	–	–	-230	3.8	RNP 1
030	TF	PQ930	–	177(177.2)	0	9.12	–	–	–	3.8	RNP 1
040	TF	PQ931	–	097(096.6)	0	11.83	–	+7000	–	3.8	RNP 1
050	TF	PQ932	–	097(096.6)	0	8.66	–	+9000	–	3.8	RNP 1
060	TF	SAMIX	–	097(096.6)	0	21.37	–	–	–	–	RNP 1
070	TF	VILIT	–	101(100.8)	0	23.55	–	–	–	–	RNP 1
080	TF	RG	–	053(053.0)	0	16.20	–	–	–	–	RNP 1

ADBOP 3E DEPARTURE

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Min CG (%)	Nav Spec
INITIAL CLIMB RWY 28L											
010	CA	–	–	276(275.7)	0	–	–	+500	–	–	RNP 1
020	DF	PQ900	–	–	0	–	–	–	–	–	RNP 1
INITIAL CLIMB RWY 28R											
010	CA	–	–	276(275.7)	0	–	–	+500	–	–	RNP 1
020	DF	PQ900	–	–	0	–	–	–	–	–	RNP 1
FROM PQ900											
010	IF	PQ900	–	–	0	–	–	–	–	–	RNP 1
020	TF	PQ920	–	186(185.7)	0	5.00	–	–	-230	–	RNP 1
030	TF	PQ930	–	177(177.2)	0	9.12	–	–	–	–	RNP 1
040	TF	BUVSU	–	169(169.2)	0	8.40	–	–	–	–	RNP 1
050	TF	MEBMI	–	169(169.2)	0	12.05	–	–	–	–	RNP 1
060	TF	VIBIL	–	148(148.2)	0	19.62	–	+FL135	–	–	RNP 1
070	TF	ADBOP	–	178(178.5)	0	49.90	–	–	–	–	RNP 1

2. WAYPOINT LIST

WPT ID	COORDINATES (WGS-84)	
ADBOP	08°30'00.0"N	104°05'00.0"E
BUVSU	09°48'45.7"N	103°50'54.5"E
MEBMI	09°36'52.1"N	103°53'12.0"E
NUMDI	10°26'43.0"N	103°46'35.0"E
OSOTA	10°33'07.0"N	104°15'49.0"E
PQ900	10°11'12.0"N	103°49'21.6"E
PQ901	10°20'50.1"N	103°47'38.2"E
PQ902	10°25'05.0"N	103°57'22.3"E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
9000

AN GIANG/PHU QUOC INTL (VVPQ)
RNP RWY 28L/R
NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E

WPT ID	COORDINATES (WGS-84)	
PQ903	10°29'07.2"N	104°06'37.9"E
PQ920	10°06'12.1"N	103°48'51.5"E
PQ921	10°01'50.6"N	104°02'09.2"E
PQ922	09°59'43.2"N	104°08'37.0"E
PQ930	09°57'03.0"N	103°49'18.6"E
PQ931	09°55'41.3"N	104°01'13.4"E
PQ932	09°54'41.2"N	104°09'56.5"E
RG	09°57'34.0"N	105°07'59.0"E
SAMIX	09°52'12.0"N	104°31'27.0"E
VIBIL	09°20'06.9"N	104°03'40.0"E
VILIT	09°47'46.0"N	104°54'53.0"E

TRANSITIONAL ALTITUDE
9000

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

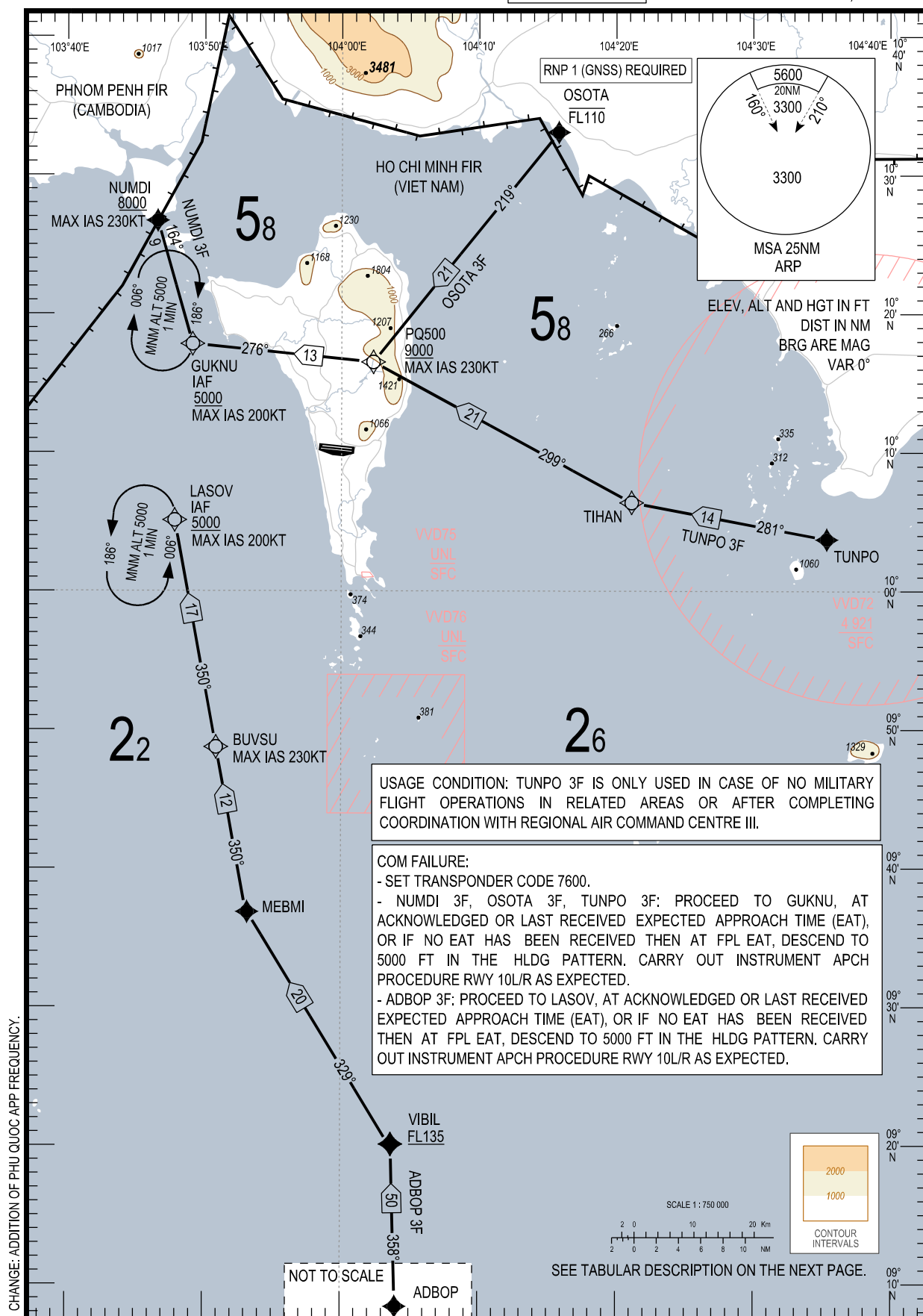
AN GIANG/PHU QUOC INTL (VVPQ)
RWY 10L, RWY 28R
NUMDI 3C, OSOTA 3C, TUNPO 3C, ADBOP 3C



TRANSITIONAL ALTITUDE
9000

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)
RNP RWY 10L/R
 NUMDI 3F, OSOTA 3F,
 TUNPO 3F, ADBOP 3F



1. TABULAR DESCRIPTION

NUMDI 3F ARRIVAL

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Nav Spec
010	IF	NUMDI	–	–	0	–	–	+8000	-230	RNP 1
020	TF	GUKNU	–	164(164.1)	0	9.19	–	+5000	-200	RNP 1

OSOTA 3F ARRIVAL

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Nav Spec
010	IF	OSOTA	–	–	0	–	–	-FL110	–	RNP 1
020	TF	PQ500	–	219(218.9)	0	21.20	–	+9000	-230	RNP 1
030	TF	GUKNU	–	276(275.7)	0	13.05	–	+5000	-200	RNP 1

TUNPO 3F ARRIVAL

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Nav Spec
010	IF	TUNPO	–	–	0	–	–	–	–	RNP 1
020	TF	TIHAN	–	281(280.7)	0	14.27	–	–	–	RNP 1
030	TF	PQ500	–	299(298.5)	0	21.13	–	+9000	-230	RNP 1
040	TF	GUKNU	–	276(275.7)	0	13.05	–	+5000	-200	RNP 1

ADBOP 3F ARRIVAL

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Nav Spec
010	IF	ADBOP	–	–	0	–	–	–	–	RNP 1
020	TF	VIBIL	–	358(358.5)	0	49.90	–	+FL135	–	RNP 1
030	TF	MEBMI	–	329(328.6)	0	19.62	–	–	–	RNP 1
040	TF	BUVSU	–	350(349.6)	0	12.05	–	–	-230	RNP 1
050	TF	LASOV	–	350(349.6)	0	16.56	–	+5000	-200	RNP 1

2. HOLDING PROCEDURES

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (FT)	Speed limit (KT)	Nav Spec
GUKNU	186(185.7)	0	1 ≤ FL140 1.5 > FL140	R	+5000	-230 ≤ FL140 -240 > FL140	RNP 1
LASOV	006(005.7)	0	1 ≤ FL140 1.5 > FL140	L	+5000	-230 ≤ FL140 -240 > FL140	RNP 1

3. WAYPOINT LIST

WPT ID	COORDINATES (WGS-84)	
ADBOP	08°30'00.0"N	104°05'00.0"E
BUVSU	09°48'45.7"N	103°50'54.5"E
GUKNU	10°17'50.3"N	103°49'08.7"E
LASOV	10°05'07.5"N	103°47'52.0"E
MEBMI	09°36'52.1"N	103°53'12.0"E
NUMDI	10°26'43.0"N	103°46'35.0"E

WPT ID	COORDINATES (WGS-84)	
OSOTA	10°33'07.0"N	104°15'49.0"E
PQ500	10°16'31.9"N	104°02'19.0"E
TIHAN	10°06'24.0"N	104°21'09.0"E
TUNPO	10°03'44.0"N	104°35'22.0"E
VIBIL	09°20'06.9"N	104°03'40.0"E

TRANSITIONAL ALTITUDE
9000

AN GIANG/PHU QUOC INTL (VVPQ)
RNP RWY 28L/R
NUMDI 3G, OSOTA 3G,
TUNPO 3G, ADBOP 3G



**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE
9000

AN GIANG/PHU QUOC INTL (VVPQ)
RNP RWY 28L/R
NUMDI 3G, OSOTA 3G, TUNPO 3G, ADBOP 3G

1. TABULAR DESCRIPTION

NUMDI 3G ARRIVAL										
Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Nav Spec
010	IF	NUMDI	–	–	0	–	–	–	–	RNP 1
020	TF	PQ800	–	146(145.5)	0	10.82	–	+FL110	-230	RNP 1
030	TF	OMGUM	–	100(100.4)	0	19.55	–	+5000	-200	RNP 1

OSOTA 3G ARRIVAL										
Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Nav Spec
010	IF	OSOTA	–	–	0	–	–	-FL110 +6000	-230	RNP 1
020	TF	OMGUM	–	190(190.5)	0	19.14	–	+5000	-200	RNP 1

TUNPO 3G ARRIVAL										
Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Nav Spec
010	IF	TUNPO	–	–	0	–	–	–	-230	RNP 1
020	TF	TIHAN	–	281(280.7)	0	14.27	–	+7000	-200	RNP 1

ADBOP 3G ARRIVAL										
Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	Nav Spec
010	IF	ADBOP	–	–	0	–	–	–	–	RNP 1
020	TF	VIBIL	–	358(358.5)	0	49.90	–	+FL135	–	RNP 1
030	TF	DOVTA	–	038(037.8)	0	21.07	–	–	–	RNP 1
040	TF	PIKUD	–	360(360.0)	0	11.84	–	-8000	–	RNP 1
050	TF	PQ620	–	360(360.0)	0	6.21	–	–	-230	RNP 1
060	TF	BOTGO	–	339(339.5)	0	10.10	–	+5000	-200	RNP 1

2. HOLDING PROCEDURES

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (FT)	Speed limit (KT)	Nav Spec
BOTGO	339(339.5)	0	1 ≤ FL140 1.5 > FL140	R	+5000	-230 ≤ FL140 -240 > FL140	RNP 1
OMGUM	190(190.5)	0	1 ≤ FL140 1.5 > FL140	L	+5000	-230 ≤ FL140 -240 > FL140	RNP 1
TIHAN	286(286.2)	0	1 ≤ FL140 1.5 > FL140	R	+7000	-230 ≤ FL140 -240 > FL140	RNP 1

3. WAYPOINT LIST

WPT ID	COORDINATES (WGS-84)	
ADBOP	08°30'00.0"N	104°05'00.0"E
BOTGO	10°04'27.9"N	104°13'09.7"E
DOVTA	09°36'50.2"N	104°16'44.9"E
NUMDI	10°26'43.0"N	103°46'35.0"E
OMGUM	10°14'12.2"N	104°12'17.7"E
OSOTA	10°33'07.0"N	104°15'49.0"E

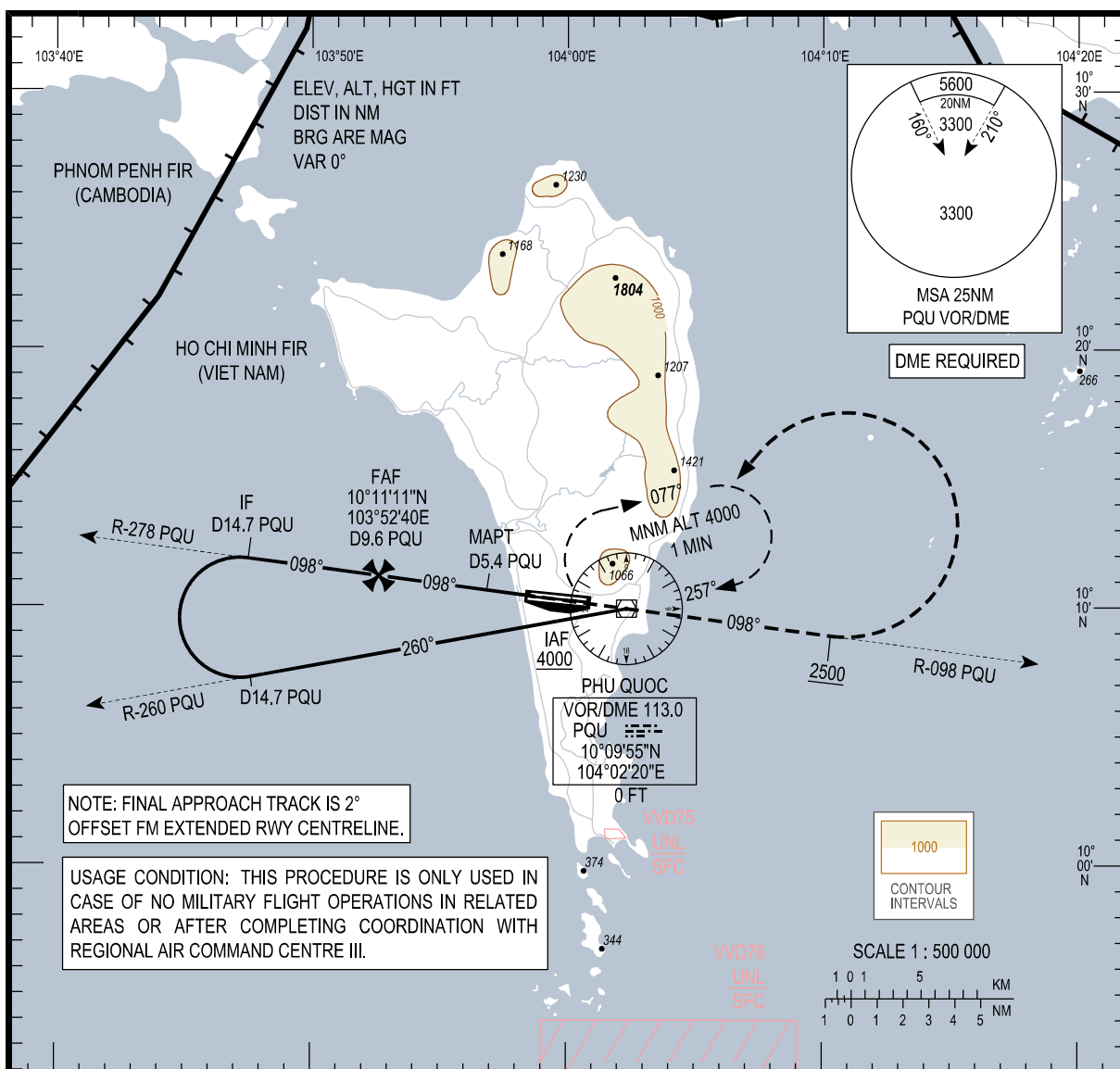
WPT ID	COORDINATES (WGS-84)	
PIKUD	09°48'43.7"N	104°16'45.2"E
PQ620	09°54'58.0"N	104°16'45.0"E
PQ800	10°17'45.1"N	103°52'47.7"E
TIHAN	10°06'24.0"N	104°21'09.0"E
TUNPO	10°03'44.0"N	104°35'22.0"E
VIBIL	09°20'06.9"N	104°03'40.0"E

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 10L - ELEV 16 FT

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)
VOR Z RWY 10L

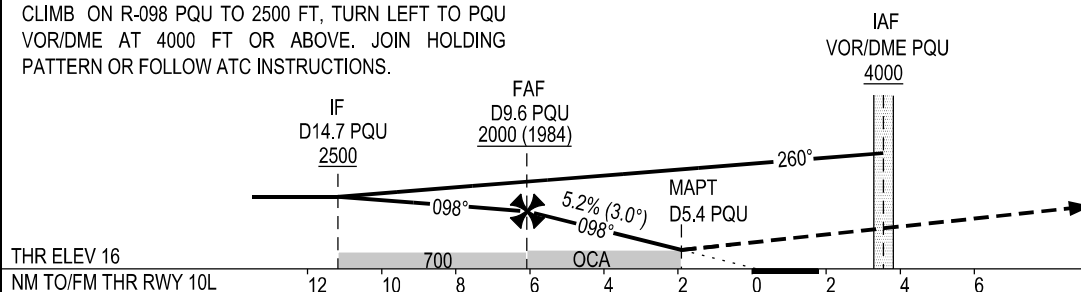


DME DIST	PQU	9.6	9.0	8.0	7.0	6.0	5.4
ALT		2000	1800	1480	1160	850	670

MISSED APPROACH:

CLIMB ON R-098 PQU TO 2500 FT, TURN LEFT TO PQU VOR/DME AT 4000 FT OR ABOVE. JOIN HOLDING PATTERN OR FOLLOW ATC INSTRUCTIONS.

TRANSITION ALTITUDE 9000



OCA (H)	A	B	C	D
STRAIGHT-IN APPROACH	670 (654)			
CIRCLING	NOT APPLICABLE			

GS	KT	80	100	120	140	160	180
FAF-MAPT 4.2 NM	MIN:SEC	3:11	2:33	2:07	1:49	1:35	1:25
RATE OF DESCENT 5.2% (3.0°)	FT/MIN	420	530	640	740	850	960

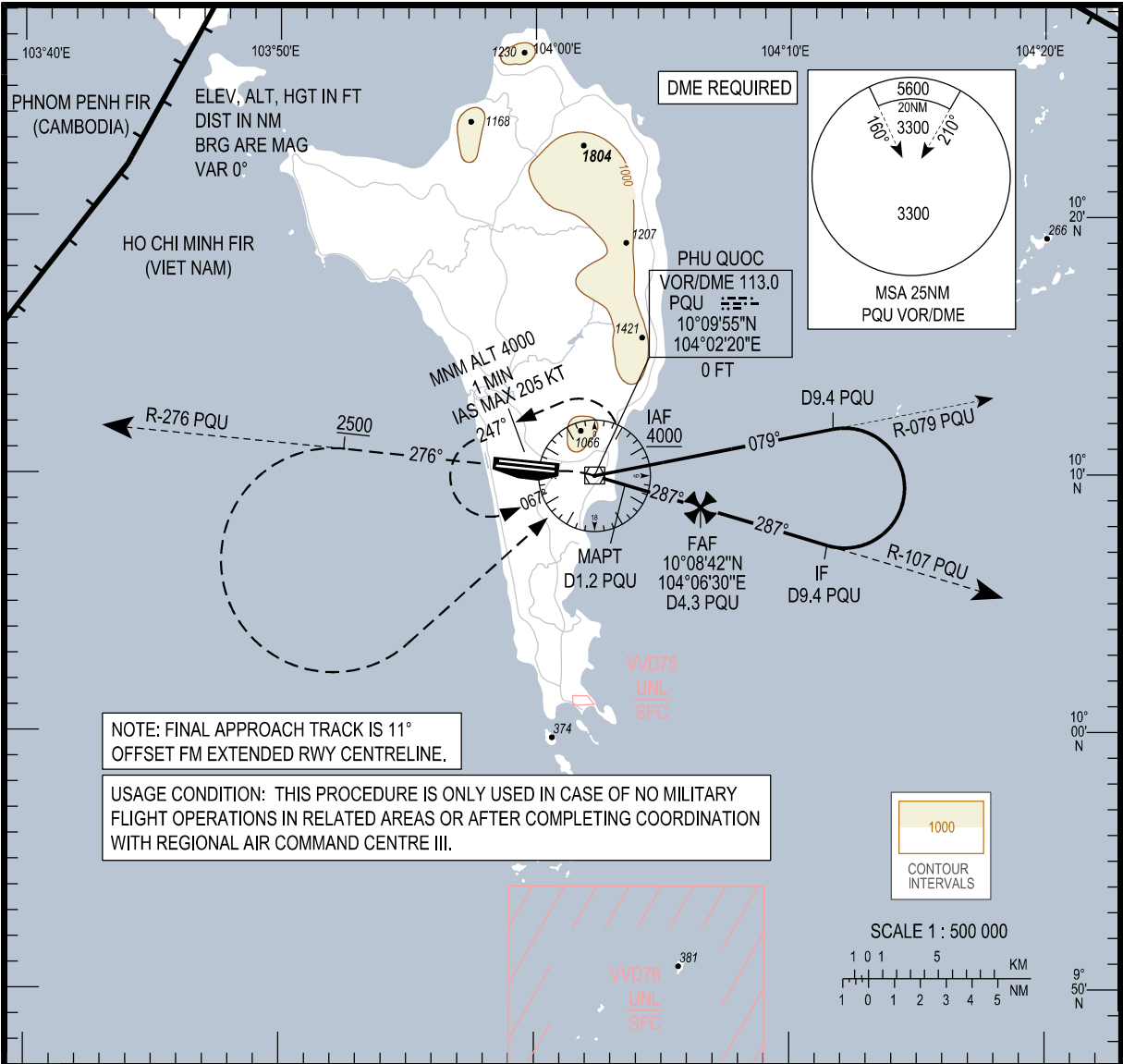
CHANGE: ADDITION OF PHU QUOC APP FREQUENCY.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 28R - ELEV 27 FT

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

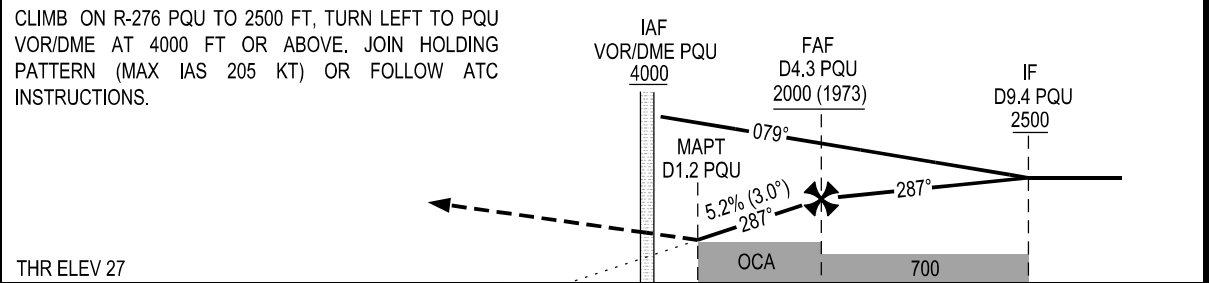
AN GIANG/PHU QUOC INTL (VVPQ)
VOR Z RWY 28R



DME DIST	PQU	4.3	3.0	2.0	1.2
ALT		2000	1600	1270	1030

MISSED APPROACH: CLIMB ON R-276 PQU TO 2500 FT, TURN LEFT TO PQU VOR/DME AT 4000 FT OR ABOVE. JOIN HOLDING PATTERN (MAX IAS 205 KT) OR FOLLOW ATC INSTRUCTIONS.

TRANSITION ALTITUDE 9000



THR ELEV 27
NM TO/FM THR 28R

OCA (H)	A	B	C	D
STRAIGHT-IN APPROACH	1030 (1003)			
CIRCLING	NOT APPLICABLE			

GS	KT	80	100	120	140	160	180
FAF-MAPT 3.0 NM	MIN:SEC	2:17	1:50	1:31	1:18	1:09	1:01
RATE OF DESCENT 5.2% (3.0°)	FT/MIN	420	530	640	740	850	960

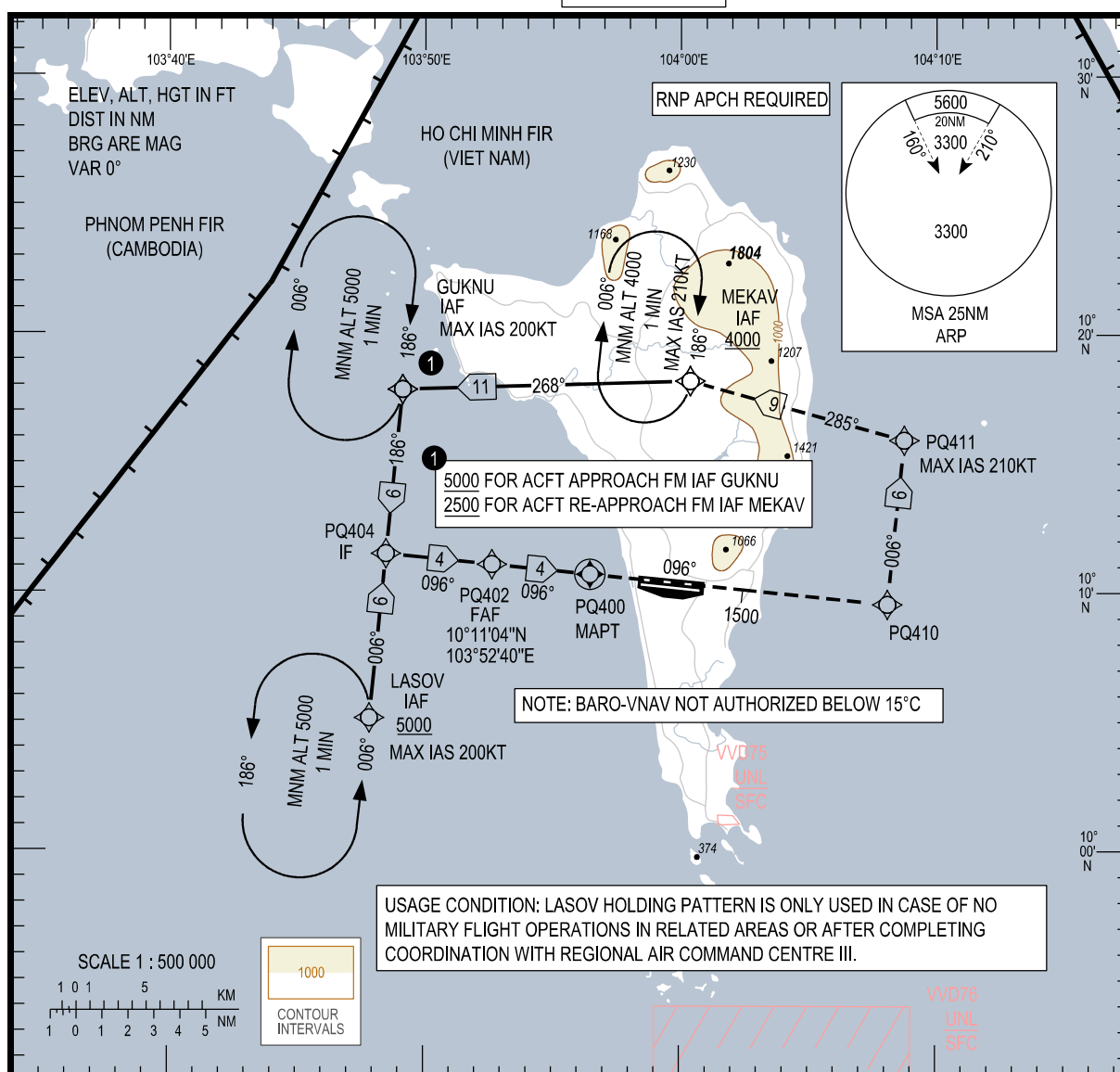
CHANGE: ADDITION OF PHU QUOC APP FREQUENCY.

**INSTRUMENT
APPROACH
CHART - ICAO**

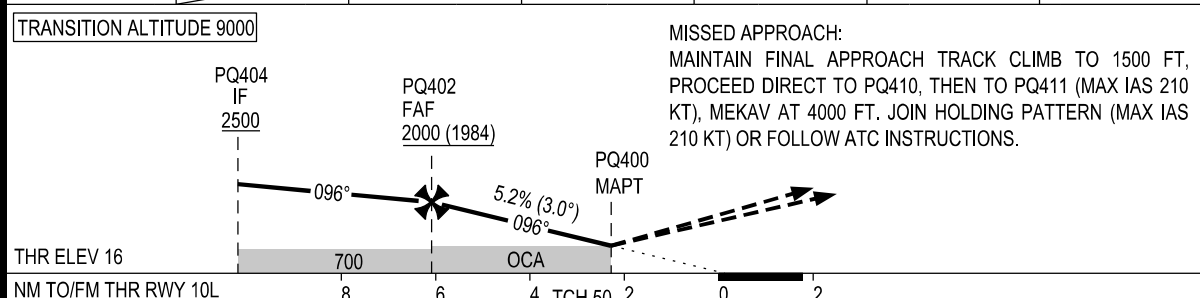
AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 10L - ELEV 16 FT

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)
RNP Z RWY 10L



DIST	PQ400	3.8	3.0	2.0	1.0	0
ALT		2000	1750	1430	1110	790



OCA (H)	A	B	C	D
LNAV/VNAV	790 (774)			
LNAV	790 (774)			
CIRCLING	NOT APPLICABLE			

GS	KT	80	100	120	140	160	180
RATE OF DESCENT	FT/MIN	420	530	640	740	850	960

SEE TABULAR DESCRIPTION ON THE NEXT PAGE.

CHANGE: ADDITION OF PHU QUOC APP FREQUENCY.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 10L – ELEV 16 FT**

**AN GIANG/PHU QUOC INTL (VVPQ)
RNP Z RWY 10L**

1. TABULAR DESCRIPTION

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	VPA/TCH	Nav Spec
010	IF	GUKNU	–	–	0	–	–	+5000	-200	–	RNP APCH
020	TF	PQ404	–	186(185.7)	0	6.36	–	+2500	–	–	RNP APCH
010	IF	LASOV	–	–	0	–	–	+5000	-200	–	RNP APCH
020	TF	PQ404	–	006(005.7)	0	6.36	–	+2500	–	–	RNP APCH
010	IF	MEKAV	–	–	0	–	–	+4000	–	–	RNP APCH
020	TF	GUKNU	–	268(268.3)	0	11.09	–	–	-200	–	RNP APCH
030	TF	PQ404	–	186(185.7)	0	6.36	–	+2500	–	–	RNP APCH
010	IF	PQ404	–	–	0	–	–	+2500	–	–	RNP APCH
020	TF	PQ402	–	096(095.7)	0	4.11	–	+2000	–	–	RNP APCH
030	TF	PQ400 (MAPT)	Y	096(095.7)	0	3.80	–	@790	–	-3.0°/50	RNP APCH
050	CA	–	–	096(095.7)	0	–	–	+1500	–	–	RNP APCH
060	DF	PQ410	–	–	0	–	–	–	–	–	RNP APCH
070	TF	PQ411	–	006(005.8)	0	6.36	–	–	-210	–	RNP APCH
080	TF	MEKAV	–	285(285.4)	0	8.56	–	@4000	–	–	RNP APCH
090	HM	MEKAV	–	186(186.2)	0	–	R	+4000	-210	–	RNP APCH

2. HOLDING PROCEDURES

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (FT)	Speed (KT)	Nav Spec
GUKNU	186(185.7)	0	1 ≤ FL140 1.5 > FL140	R	+5000	-230 ≤ FL140 -240 > FL140	RNP APCH
LASOV	006(005.7)	0	1 ≤ FL140 1.5 > FL140	L	+5000	-230 ≤ FL140 -240 > FL140	RNP APCH
MEKAV	186(186.2)	0	1 ≤ FL140 1.5 > FL140	R	+4000	-210	RNP APCH

3. WAYPOINT LIST

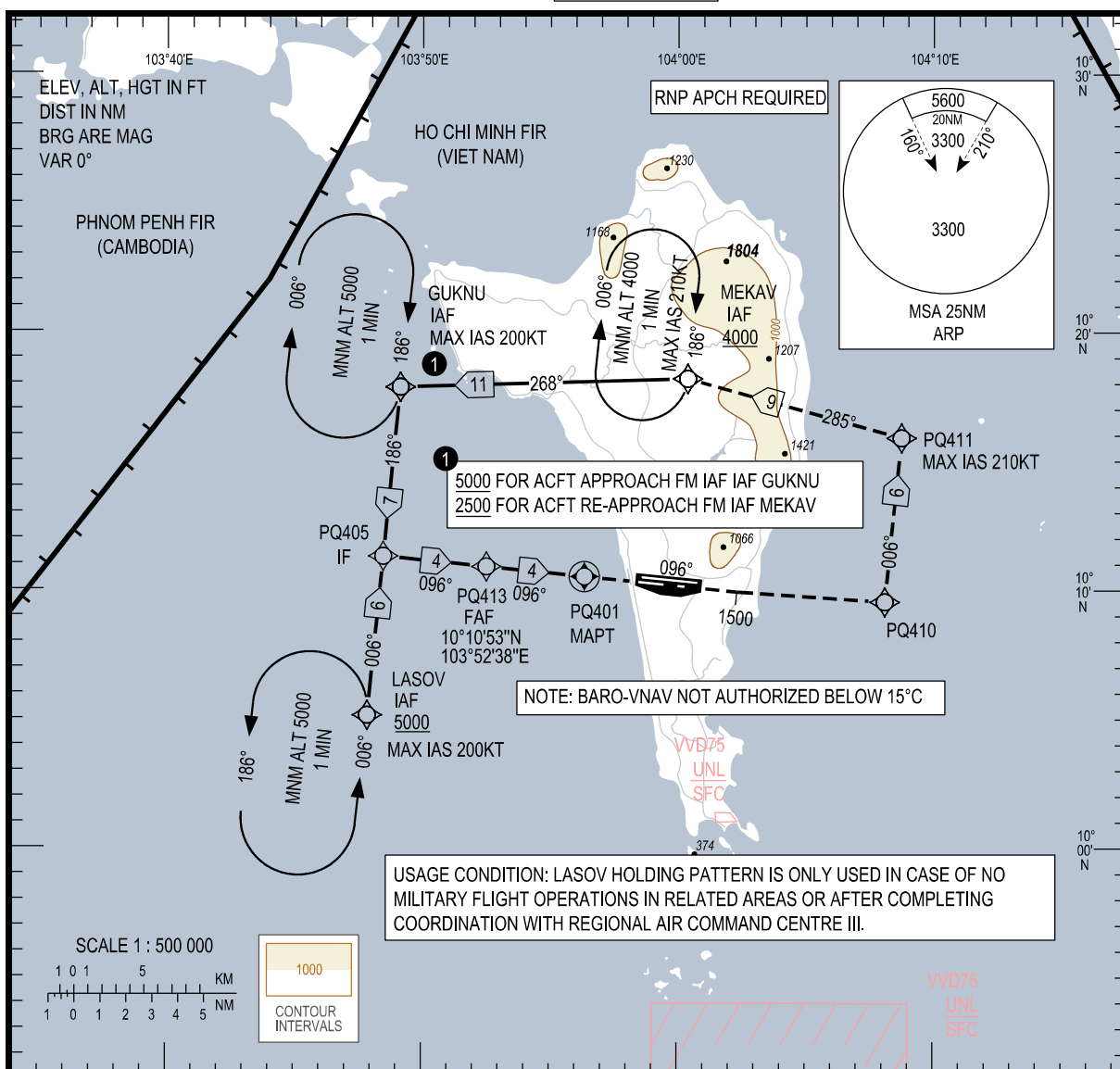
WPT ID	COORDINATES (WGS-84)	
GUKNU	10°17'50.3"N	103°49'08.7"E
LASOV	10°05'07.5"N	103°47'52.0"E
MEKAV	10°18'10.8"N	104°00'23.4"E
PQ400	10°10'41.6"N	103°56'29.0"E
PQ402	10°11'04.4"N	103°52'39.6"E
PQ404	10°11'28.9"N	103°48'30.3"E
PQ410	10°09'32.4"N	104°08'06.6"E
PQ411	10°15'53.8"N	104°08'45.4"E
RW10L	10°10'27.95"N	103°58'47.24"E

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 10R - ELEV 13 FT

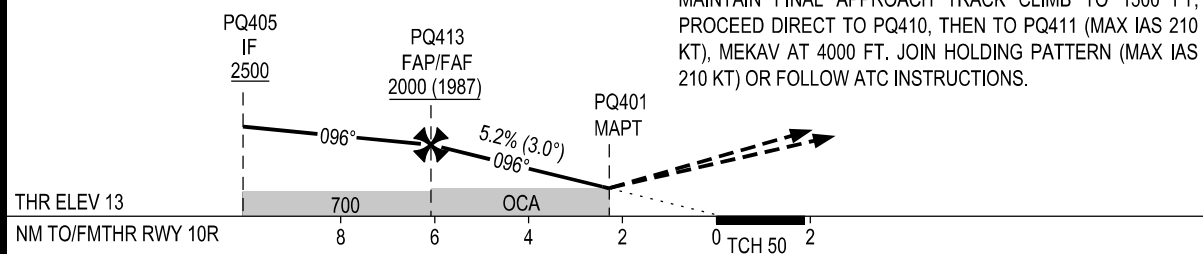
APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)
RNP Z RWY 10R



DIST	PQ401	3.8	3.0	2.0	1.0	0
ALT		2000	1740	1430	1110	790

TRANSITION ALTITUDE 9000



OCA (H)	A	B	C	D
LNAV/VNAV	790 (777)			
LNAV	790 (777)			
CIRCLING	NOT APPLICABLE			

GS	KT	80	100	120	140	160	180
RATE OF DESCENT 5.2% (3.0°)	FT/MIN	420	530	640	740	850	960

SEE TABULAR DESCRIPTION ON THE NEXT PAGE.

CHANGE: ADDITION OF PHU QUOC APP FREQUENCY.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 10R – ELEV 13 FT**

**AN GIANG/PHU QUOC INTL (VVPQ)
RNP Z RWY 10R**

1. TABULAR DESCRIPTION

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	VPA/TCH	Nav Spec
010	IF	GUKNU	–	–	0	–	–	+5000	-200	–	RNP APCH
020	TF	PQ405	–	186(185.7)	0	6.55	–	+2500	–	–	RNP APCH
010	IF	LASOV	–	–	0	–	–	+5000	-200	–	RNP APCH
020	TF	PQ405	–	006(005.7)	0	6.16	–	+2500	–	–	RNP APCH
010	IF	MEKAV	–	–	0	–	–	+4000	–	–	RNP APCH
020	TF	GUKNU	–	268(268.3)	0	11.09	–	–	-200	–	RNP APCH
030	TF	PQ405	–	186(185.7)	0	6.55	–	+2500	–	–	RNP APCH
010	IF	PQ405	–	–	0	–	–	+2500	–	–	RNP APCH
020	TF	PQ413	–	096(095.6)	0	4.11	–	+2000	–	–	RNP APCH
030	TF	PQ401 (MAPT)	Y	096(095.7)	0	3.69	–	@790	–	-3.0°/50	RNP APCH
050	CA	–	–	096(095.7)	0	–	–	+1500	–	–	RNP APCH
060	DF	PQ410	–	–	0	–	–	–	–	–	RNP APCH
070	TF	PQ411	–	006(005.8)	0	6.36	–	–	-210	–	RNP APCH
080	TF	MEKAV	–	285(285.4)	0	8.56	–	@4000	–	–	RNP APCH
090	HM	MEKAV	–	186(186.2)	0	–	R	+4000	-210	–	RNP APCH

2. HOLDING PROCEDURES

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (FT)	Speed (KT)	Nav Spec
GUKNU	186(185.7)	0	1 ≤ FL140 1.5 > FL140	R	+5000	-230 ≤ FL140 -240 > FL140	RNP APCH
LASOV	006(005.7)	0	1 ≤ FL140 1.5 > FL140	L	+5000	-230 ≤ FL140 -240 > FL140	RNP APCH
MEKAV	186(186.2)	0	1 ≤ FL140 1.5 > FL140	R	+4000	-210	RNP APCH

3. WAYPOINT LIST

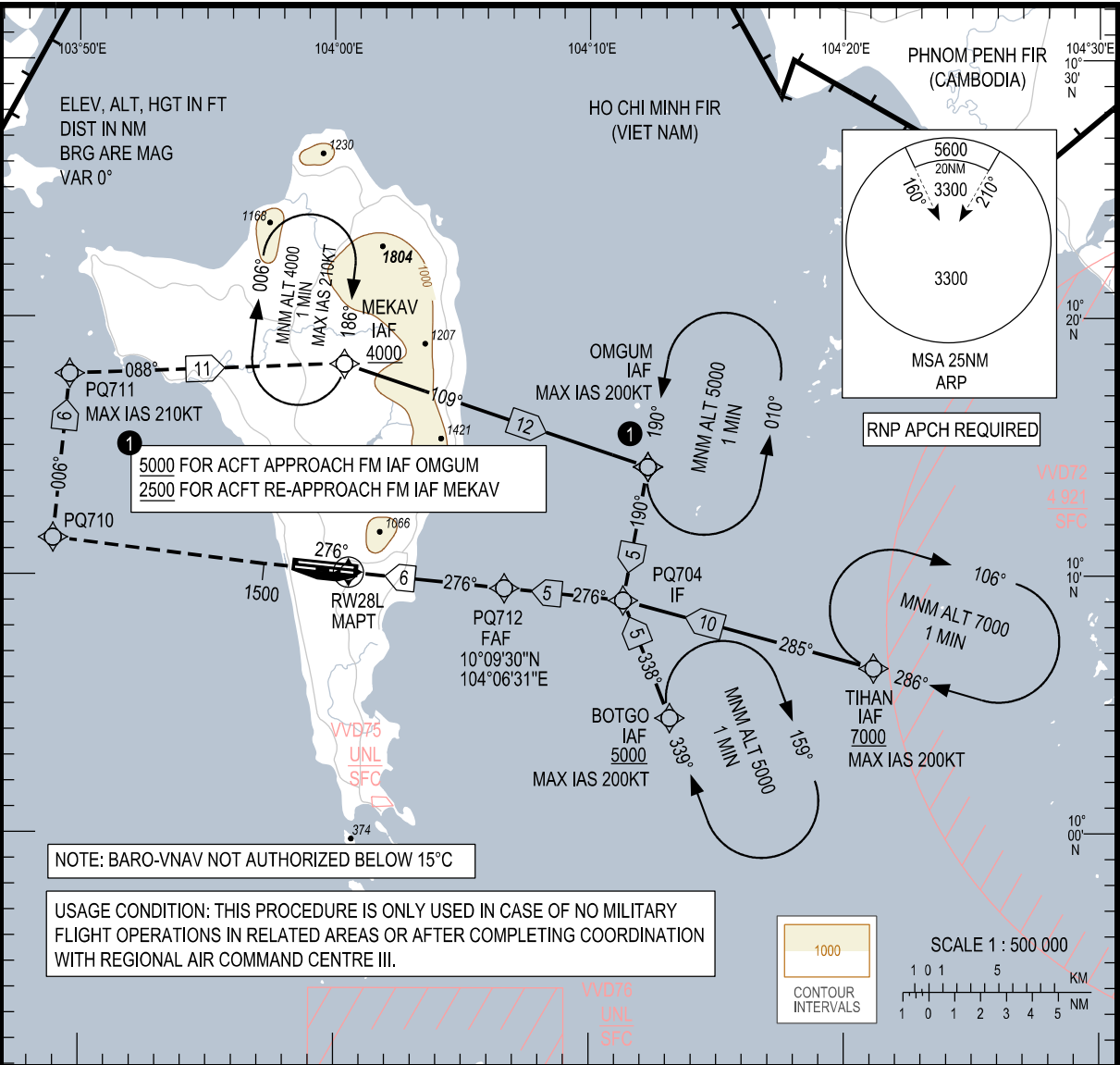
WPT ID	COORDINATES (WGS-84)	
GUKNU	10°17'50.3"N	103°49'08.7"E
LASOV	10°05'07.5"N	103°47'52.0"E
MEKAV	10°18'10.8"N	104°00'23.4"E
PQ401	10°10'30.6"N	103°56'21.3"E
PQ413	10°10'52.9"N	103°52'37.8"E
PQ405	10°11'17.2"N	103°48'29.1"E
PQ410	10°09'32.4"N	104°08'06.6"E
PQ411	10°15'53.8"N	104°08'45.4"E
RW10R	10°10'16.28"N	103°58'46.07"E

INSTRUMENT
APPROACH
CHART - ICAO

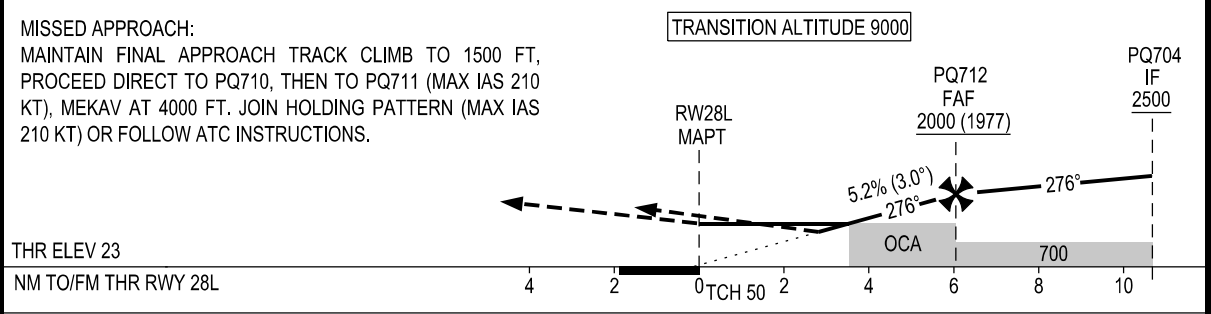
AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 28L - ELEV 23 FT

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)
RNP Z RWY 28L



DIST	RW28L	6.1	5.0	4.0	3.0	2.8
ALT		2000	1670	1350	1030	970



OCA (H)	A	B	C	D	GS	KT	80	100	120	140	160	180
LNNAV/VNAV		970 (947)			RATE OF DESCENT	FT/MIN	420	530	640	740	850	960
LNNAV		1200 (1177)			5.2% (3.0°)							
CIRCLING		NOT APPLICABLE										

SEE TABULAR DESCRIPTION ON THE NEXT PAGE.

CHANGE: ADDITION OF PHU QUOC APP FREQUENCY.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 28L – ELEV 23 FT**

**AN GIANG/PHU QUOC INTL (VVPQ)
RNP Z RWY 28L**

1. TABULAR DESCRIPTION

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	VPA/TCH	Nav Spec
010	IF	TIHAN	–	–	0	–	–	+7000	-200	–	RNP APCH
020	TF	PQ704	–	285(285.1)	0	10.03	–	+2500	–	–	RNP APCH
010	IF	OMGUM	–	–	0	–	–	+5000	-200	–	RNP APCH
020	TF	PQ704	–	190(190.5)	0	5.24	–	+2500	–	–	RNP APCH
010	IF	BOTGO	–	–	0	–	–	+5000	-200	–	RNP APCH
020	TF	PQ704	–	338(338.3)	0	4.88	–	+2500	–	–	RNP APCH
010	IF	MEKAV	–	–	0	–	–	+4000	–	–	RNP APCH
020	TF	OMGUM	–	109(108.6)	0	12.39	–	–	-200	–	RNP APCH
030	TF	PQ704	–	190(190.5)	0	5.24	–	+2500	–	–	RNP APCH
010	IF	PQ704	–	–	0	–	–	+2500	–	–	RNP APCH
020	TF	PQ712	–	276(275.7)	0	4.78	–	+2000	–	–	RNP APCH
030	TF	RW28L (MAPT)	Y	276(275.7)	0	6.05	–	@73	–	-3.0/50	RNP APCH
050	CA	–	–	276(275.7)	0	–	–	+1500	–	–	RNP APCH
060	DF	PQ710	–	–	0	–	–	–	–	–	RNP APCH
070	TF	PQ711	–	006(005.7)	0	6.36	–	–	-210	–	RNP APCH
080	TF	MEKAV	–	088(087.9)	0	10.62	–	@4000	–	–	RNP APCH
090	HM	MEKAV	–	186(186.2)	0	–	R	+4000	-210	–	RNP APCH

2. HOLDING PROCEDURES

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (FT)	Speed (KT)	Nav Spec
TIHAN	286(286.2)	0	1 ≤ FL140 1.5 > FL140	R	+7000	-230 ≤ FL140 -240 > FL140	RNP APCH
OMGUM	190(190.5)	0	1 ≤ FL140 1.5 > FL140	L	+5000	-230 ≤ FL140 -240 > FL140	RNP APCH
BOTGO	339(339.5)	0	1 ≤ FL140 1.5 > FL140	R	+5000	-230 ≤ FL140 -240 > FL140	RNP APCH
MEKAV	186(186.2)	0	1 ≤ FL140 1.5 > FL140	R	+4000	-210	RNP APCH

3. WAYPOINT LIST

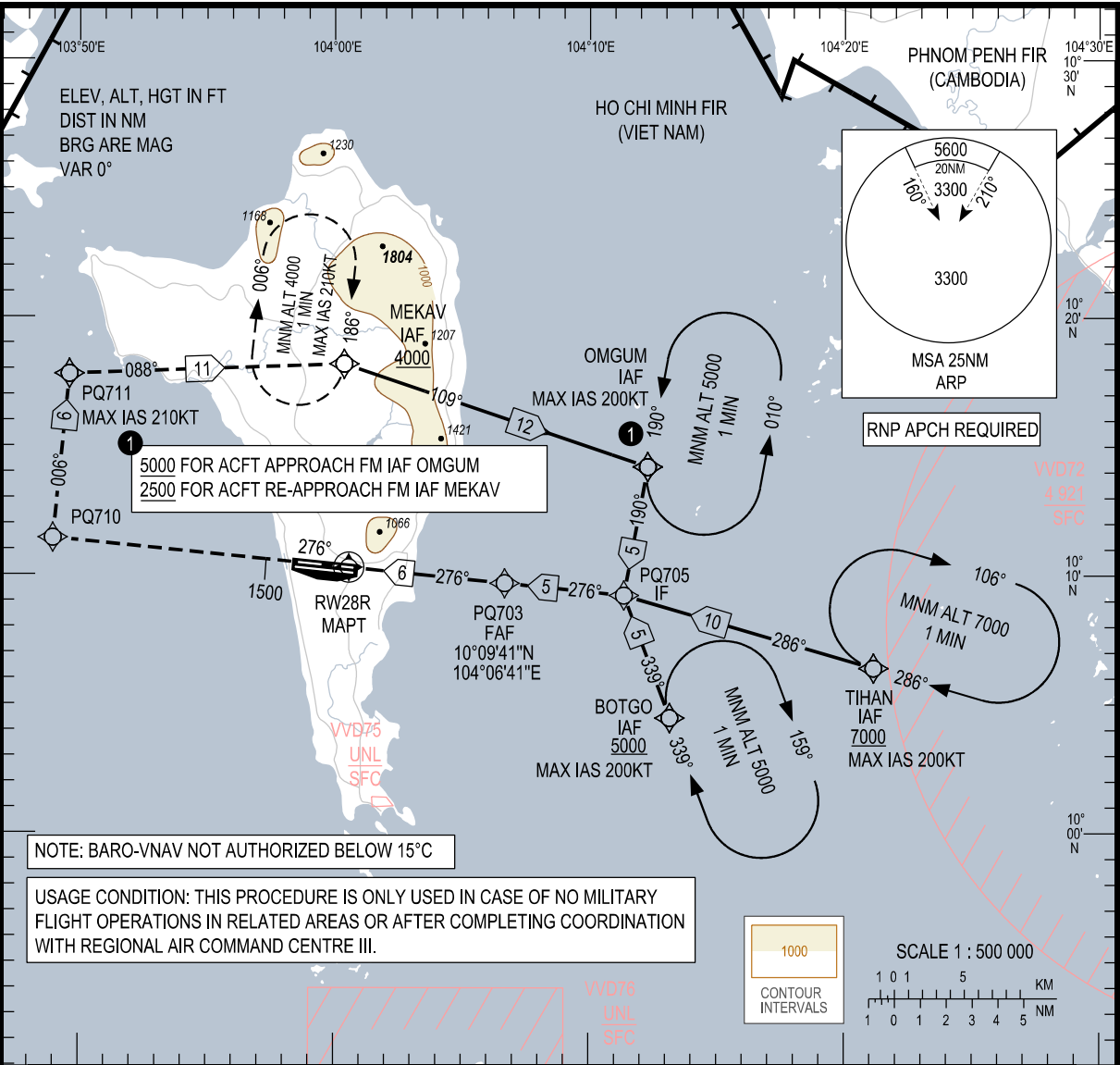
WPT ID	COORDINATES (WGS-84)	
BOTGO	10°04'27.9"N	104°13'09.7"E
MEKAV	10°18'10.8"N	104°00'23.4"E
OMGUM	10°14'12.2"N	104°12'17.7"E
PQ712	10°09'30.2"N	104°06'30.5"E
PQ704	10°09'01.4"N	104°11'19.8"E
PQ710	10°11'26.0"N	103°48'58.9"E
PQ711	10°17'47.5"N	103°49'37.2"E
TIHAN	10°06'24.0"N	104°21'09.0"E
RW28L	10°10'06.57"N	104°00'24.14"E

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 28R - ELEV 27 FT

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)
RNP Z RWY 28R



DIST	RW28R	6.1	5.0	4.0	3.0
ALT		2000	1670	1350	1020

MISSED APPROACH:
MAINTAIN FINAL APPROACH TRACK CLIMB TO 1500 FT,
PROCEED DIRECT TO PQ710, THEN TO PQ711 (MAX IAS 210
KT), MEKAV AT 4000 FT. JOIN HOLDING PATTERN (MAX IAS
210 KT) OR FOLLOW ATC INSTRUCTIONS.

THR ELEV 27
NM TO/FM THR RWY 28R

TRANSITION ALTITUDE 9000

OCA (H)	A	B	C	D
LNAV/VNAV		1020 (993)		
LNAV		1200 (1173)		
CIRCLING		NOT APPLICABLE		

GS	KT	80	100	120	140	160	180
RATE OF DESCENT 5.2% (3.0°)	FT/MIN	420	530	640	740	850	960

SEE TABULAR DESCRIPTION ON THE NEXT PAGE.

CHANGE: ADDITION OF PHU QUOC APP FREQUENCY.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 28R – ELEV 27 FT**

**AN GIANG/PHU QUOC INTL (VVPQ)
RNP Z RWY 28R**

1. TABULAR DESCRIPTION

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	VPA/TCH	Nav Spec
010	IF	TIHAN	–	–	0	–	–	+7000	-200	–	RNP APCH
020	TF	PQ705	–	286(286.2)	0	10.05	–	+2500	–	–	RNP APCH
010	IF	OMGUM	–	–	0	–	–	+5000	-200	–	RNP APCH
020	TF	PQ705	–	190(190.5)	0	5.05	–	+2500	–	–	RNP APCH
010	IF	BOTGO	–	–	0	–	–	+5000	-200	–	RNP APCH
020	TF	PQ705	–	339(339.5)	0	5.05	–	+2500	–	–	RNP APCH
010	IF	MEKAV	–	–	0	–	–	+4000	–	–	RNP APCH
020	TF	OMGUM	–	109(108.6)	0	12.39	–	–	-200	–	RNP APCH
030	TF	PQ705	–	190(190.5)	0	5.05	–	+2500	–	–	RNP APCH
010	IF	PQ705	–	–	0	–	–	+2500	–	–	RNP APCH
020	TF	PQ703	–	276(275.8)	0	4.63	–	+2000	–	–	RNP APCH
030	TF	RW28R	Y	276(275.7)	0	6.05	–	@77	–	–	RNP APCH
040	CA	–	–	276(275.7)	0	–	–	+1500	–	–	RNP APCH
050	DF	PQ710	–	–	0	–	–	–	–	–	RNP APCH
060	TF	PQ711	–	006(005.7)	0	6.36	–	–	-210	–	RNP APCH
070	TF	MEKAV	–	088(087.9)	0	10.62	–	@4000	–	–	RNP APCH
080	HM	MEKAV	–	186(186.2)	0	–	R	+4000	-210	–	RNP APCH

2. HOLDING PROCEDURES

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (FT)	Speed (KT)	Nav Spec
TIHAN	286(286.2)	0	1 ≤ FL140 1.5 > FL140	R	+7000	-230 ≤ FL140 -240 > FL140	RNP APCH
OMGUM	190(190.5)	0	1 ≤ FL140 1.5 > FL140	L	+5000	-230 ≤ FL140 -240 > FL140	RNP APCH
BOTGO	339(339.5)	0	1 ≤ FL140 1.5 > FL140	R	+5000	-230 ≤ FL140 -240 > FL140	RNP APCH
MEKAV	186(186.2)	0	1 ≤ FL140 1.5 > FL140	R	+4000	-210	RNP APCH

3. WAYPOINT LIST

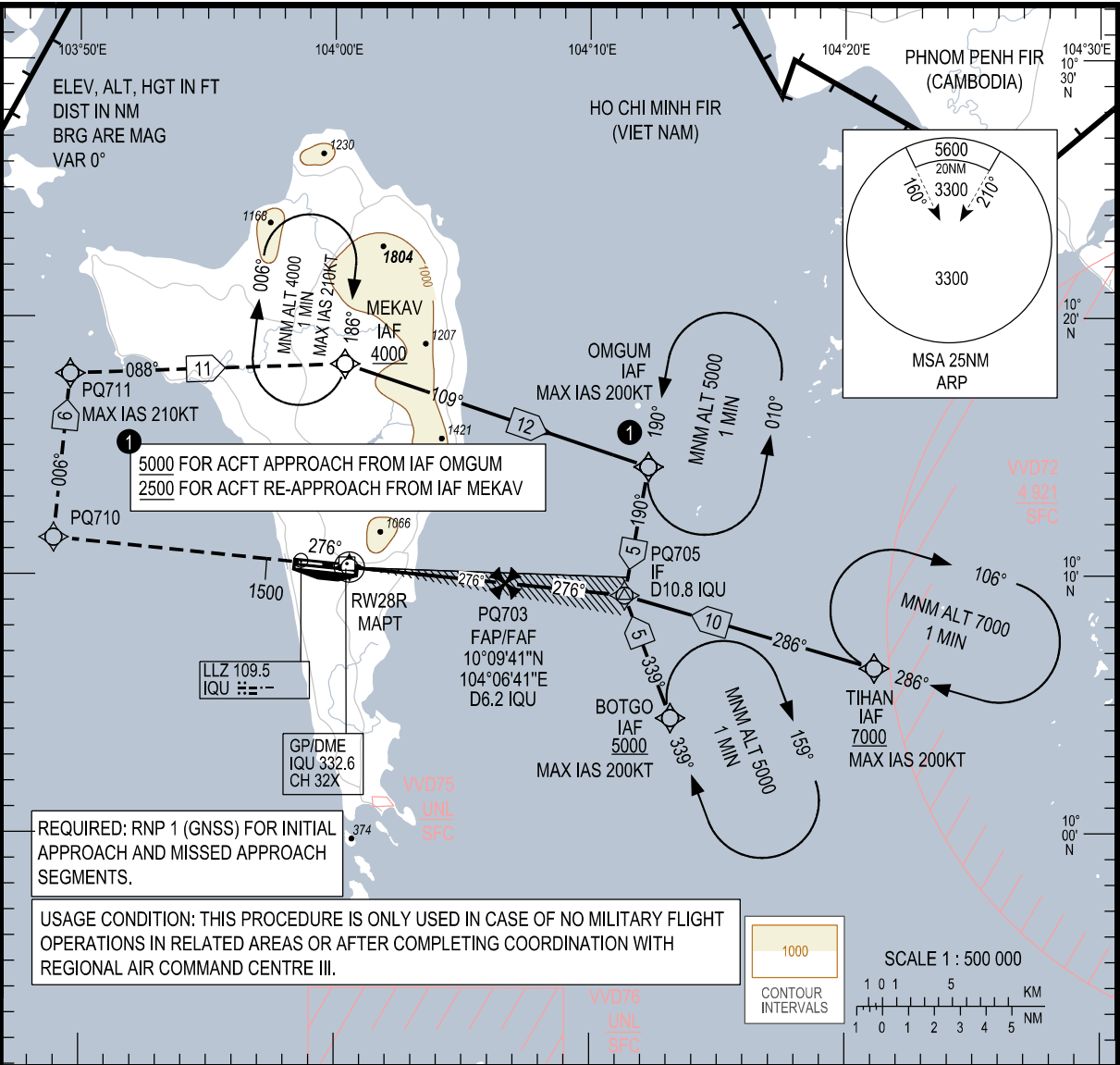
WPT ID	COORDINATES (WGS-84)	
BOTGO	10°04'27.9"N	104°13'09.7"E
MEKAV	10°18'10.8"N	104°00'23.4"E
OMGUM	10°14'12.2"N	104°12'17.7"E
PQ703	10°09'41.1"N	104°06'40.7"E
PQ705	10°09'12.9"N	104°11'22.0"E
PQ710	10°11'26.0"N	103°48'58.9"E
PQ711	10°17'47.5"N	103°49'37.2"E
TIHAN	10°06'24.0"N	104°21'09.0"E
RW28R	10°10'17.26"N	104°00'35.12"E

INSTRUMENT
APPROACH
CHART - ICAO

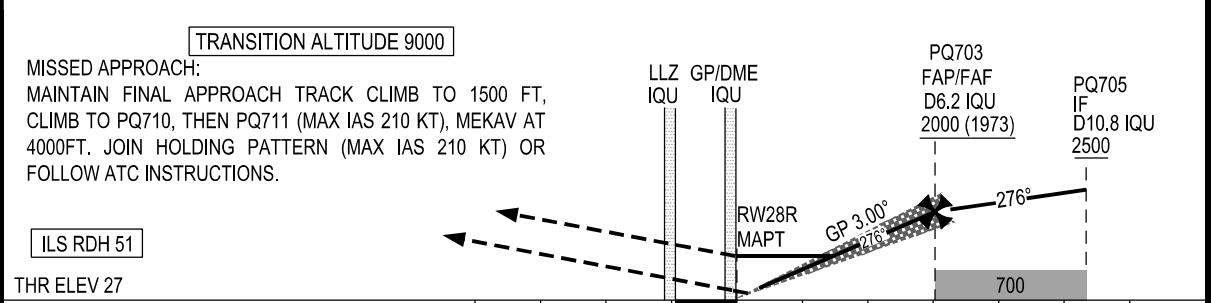
AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 28R - ELEV 27 FT

APP: 120.375 PRI
119.575 SRY
TWR: 118.6 PRI
118.725 SRY

AN GIANG/PHU QUOC INTL (VVPQ)
ILS Y RWY 28R



DME DIST	IQU	6.2	5.0	4.0	3.0	2.0	1.6
ALT		2000	1610	1290	980	660	530



THR ELEV 27
NM TO/FM THR RWY 28R

OCA (H)	A	B	C	D	GS	KT	80	100	120	140	160	180
STRAIGHT-IN	CAT I	530 (503)			RATE OF DESCENT	FT/MIN	420	530	640	740	850	960
APPROACH	GP INOP	1200 (1173)			3.0°							
CIRCLING		NOT APPLICABLE										

SEE TABULAR DESCRIPTION ON THE NEXT PAGE

CHANGE: ADDITION OF PHU QUOC APP FREQUENCY.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 28R – ELEV 27 FT**

**AN GIANG/PHU QUOC INTL (VVPQ)
ILS Y RWY 28R**

1. TABULAR DESCRIPTION

Serial number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	VPA/TCH	Nav Spec
INITIAL APPROACH FROM TIHAN											
010	IF	TIHAN	–	–	0	–	–	+7000	-200	–	RNP 1
020	TF	PQ705	–	286(286.2)	0	10.05	–	+2500	–	–	RNP 1
INITIAL APPROACH FROM OMGUM											
010	IF	OMGUM	–	–	0	–	–	+5000	-200	–	RNP 1
020	TF	PQ705	–	190(190.5)	0	5.05	–	+2500	–	–	RNP 1
INITIAL APPROACH FROM BOTGO											
010	IF	BOTGO	–	–	0	–	–	+5000	-200	–	RNP 1
020	TF	PQ705	–	339(339.5)	0	5.05	–	+2500	–	–	RNP 1
INITIAL APPROACH FROM MEKAV											
010	IF	MEKAV	–	–	0	–	–	+4000	–	–	RNP 1
020	TF	OMGUM	–	109(108.6)	0	12.39	–	–	-200	–	RNP 1
030	TF	PQ705	–	190(190.5)	0	5.05	–	+2500	–	–	RNP 1
MISSED APPROACH											
010	CA	–	–	276(275.7)	0	–	–	+1500	–	–	RNP 1
020	DF	PQ710	–	–	0	–	–	–	–	–	RNP 1
030	TF	PQ711	–	006(005.7)	0	6.36	–	–	-210	–	RNP 1
040	TF	MEKAV	–	088(087.9)	0	10.62	–	@4000	–	–	RNP 1
050	HM	MEKAV	–	186(186.2)	0	–	R	+4000	-210	–	RNP 1

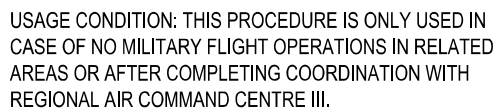
2. HOLDING PROCEDURES

Holding Fix	Inbound Course °M(°T)	Magnetic Variation	Time (min)	Turn Direction	Altitude (FT)	Speed (KT)	Nav Spec
TIHAN	286(286.2)	0	1 ≤ FL140 1.5 > FL140	R	+7000	-230 ≤ FL140 -240 > FL140	RNP 1
OMGUM	190(190.5)	0	1 ≤ FL140 1.5 > FL140	L	+5000	-230 ≤ FL140 -240 > FL140	RNP 1
BOTGO	339(339.5)	0	1 ≤ FL140 1.5 > FL140	R	+5000	-230 ≤ FL140 -240 > FL140	RNP 1
MEKAV	186(186.2)	0	1 ≤ FL140 1.5 > FL140	R	+4000	-210	RNP 1

3. WAYPOINT LIST

WPT ID	COORDINATES (WGS-84)	
BOTGO	10°04'27.9"N	104°13'09.7"E
MEKAV	10°18'10.8"N	104°00'23.4"E
OMGUM	10°14'12.2"N	104°12'17.7"E
PQ703 BRG 095.69° IQU LOC/D6.22 IQU DME (FAP/FAF)	10°09'41.1"N	104°06'40.7"E
PQ705 BRG 095.71° IQU LOC/D10.85 IQU DME (IF)	10°09'12.9"N	104°11'22.0"E
PQ710	10°11'26.0"N	103°48'58.9"E
PQ711	10°17'47.5"N	103°49'37.2"E
TIHAN	10°06'24.0"N	104°21'09.0"E
RW28R	10°10'17.26"N	104°00'35.12"E
IQU GP/DME	10°10'22.1"N	104°00'24.7"E
IQU LOC	10°10'29.0"N	103°58'36.8"E

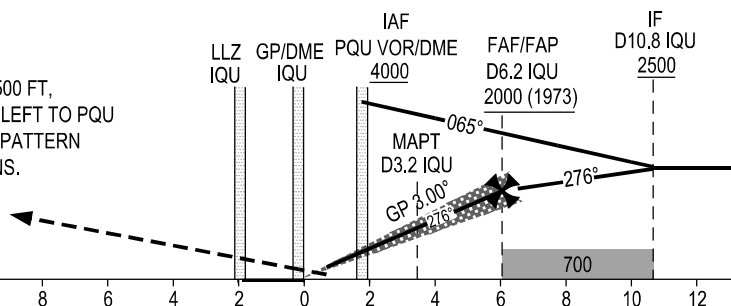
AN GIANG/PHU QUOC INTL (VVPQ)
ILS Z RWY 28R



TRANSITION ALTITUDE 9000

MISSED APPROACH:
 MAINTAIN FINAL APPROACH TRACK CLIMB TO 1500 FT,
 INTERCEPT R-276 PQU CLIMB TO 2500 FT, TURN LEFT TO PQU
 VOR/DME AT 4000 FT OR ABOVE. JOIN HOLDING PATTERN
 (MAX IAS 205 KT) OR FOLLOW ATC INSTRUCTIONS.

NM TO/FM THR RWY 28R



GS	KT	80	100	120	140	160	180
FAF-MAPT 3.0 NM	MIN:SEC	2:17	1:50	1:31	1:18	1:09	1:01
RATE OF DESCENT 3.0°	FT/MIN	420	530	640	740	850	960

CHANGE: ADDITION OF PHU QUOC APP FREQUENCY.