

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
44/26

Có hiệu lực từ
Effective from
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THIẾT LẬP VÀ HỦY BỎ CÁC SƠ ĐỒ PHƯƠNG THỨC BAY TẠI SÂN BAY QUỐC TẾ PHÚ QUỐC (VVPQ)

1 GIỚI THIỆU

Ngày 23/07/2026, Tập bổ sung AIP theo chu kỳ AIRAC 38/26 đã được phát hành về việc đưa vào khai thác đường CHC 10L/28R tại Cảng hàng không quốc tế Phú Quốc (VVPQ).

Tuy nhiên, do có sự điều chỉnh về một số dữ liệu sân bay trong Tập bổ sung AIP theo chu kỳ AIRAC 38/26 nên Tập bổ sung AIP theo chu kỳ AIRAC này được phát hành để thông báo về các nội dung sau:

1.1 Hủy bỏ, thiết lập các sơ đồ phương thức bay.

1.2 Hủy bỏ tập bổ sung AIP 34/25 phát hành ngày 30/10/2025 về việc điều chỉnh các sơ đồ phương thức bay và tiêu chuẩn thời tiết tối thiểu áp dụng tạm thời trong thời gian thi công tại Cảng HKQT Phú Quốc (VVPQ).

Thời gian áp dụng: Từ 0000 ngày 3/9/2026.

2 CHI TIẾT

2.1 Hủy bỏ và thiết lập các sơ đồ phương thức bay

2.1.1 Hủy bỏ

- Tiêu chuẩn khai thác tối thiểu
(Tham chiếu AIP Việt Nam, trang AD 2-VVPQ-3-1)
- Các sơ đồ phương thức SID – ICAO – Đường CHC 10/28

(Tham chiếu AIP Việt Nam, các trang từ AD 2-VVPQ-9-1 đến AD 2-VVPQ-9-14)
- Các sơ đồ phương thức STAR – ICAO – Đường CHC 10/28
(Tham chiếu AIP Việt Nam, các trang từ AD 2-VVPQ-11-1 đến AD 2-VVPQ-11-13)
- Các sơ đồ phương thức IAP – ICAO – Đường CHC 10/28
(Tham chiếu AIP Việt Nam, các trang từ AD 2-VVPQ-13-1 đến AD 2-VVPQ-13-32)
- Bảng tọa độ các lộ điểm SID/STAR/TRANSITION/IAP RNAV 1

(Tham chiếu AIP Việt Nam, các trang AD 2-VVPQ-1-25, 26, Bảng tọa độ các lộ điểm SID/STAR/TRANSITION/IAP)
- Sơ đồ phương thức tiếp cận bằng mắt – ICAO
(Tham chiếu AIP Việt Nam, trang AD 2-VVPQ-14-1)

2.1.2 Thiết lập

- Tiêu chuẩn khai thác tối thiểu
Chi tiết xem tại trang 4.

ESTABLISHMENT AND WITHDRAWAL OF FLIGHT PROCEDURE CHARTS AT PHU QUOC INTERNATIONAL AERODROME (VVPQ)

1 INTRODUCTION

On 23 JUL 2026, AIRAC AIP Supplement 38/26 was published to announce the putting RWY 10L/28R into operation at Phu Quoc International Airport (VVPQ).

However, due to the adjustment of the aerodrome data published in AIRAC AIP Supplement 38/26, this AIRAC AIP Supplement issues notification of the following contents:

1.1 Withdrawal, establishment of flight procedure charts.

1.2 Withdrawal of AIP SUP 34/25, published on 30 OCT 2025, notifying the revision of flight procedure charts and AD Operating Minima temporarily applied during construction at Phu Quoc International airport (VVPQ).

Applicable time: From 0000 on 3 SEP 2026.

2 DETAILS

2.1 Withdrawal and establishment of flight procedure charts

2.1.1 Withdrawal

- AD Operating Minima
(Refer to Viet Nam AIP, page AD 2-VVPQ-3-1)
- Standard Departure Charts – Instrument (SID) – ICAO – RWY 10/28
(Refer to Viet Nam AIP, from pages AD 2-VVPQ-9-1 to AD 2-VVPQ 9-14)
- Standard Arrival Charts – Instrument (STAR) – ICAO – RWY 10/28
(Refer to Viet Nam AIP, from pages AD 2-VVPQ-11-1 to AD 2 VVPQ-11-13)
- Instrument Approach Charts – ICAO – RWY 10/28
(Refer to Viet Nam AIP, from pages AD 2-VVPQ-13-1 to AD 2 VVPQ-13-32)
- Coordinates table of SID/STAR/TRANSITION/IAP RNAV 1 waypoints
(Refer to Viet Nam AIP, pages AD 2-VVPQ-1-25, 26, Coordinates table of SID/STAR/TRANSITION/IAP RNAV 1 waypoints)
- Visual Approach Chart – ICAO
(Refer to Viet Nam AIP, page AD 2-VVPQ-14-1)

2.1.2 Establishment

- AD Operating Minima
See page 4 for details.

- b) 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 5.

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

Chi tiết xem tại trang 6.

- d) 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

Chi tiết xem tại trang 7.

- 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)
- 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)

Chi tiết xem tại các trang 8, 9

- e) 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

Chi tiết xem tại trang 10.

- 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)
- 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)
- 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 3)

Chi tiết xem tại các trang 11, 12, 13.

- f) Sơ đồ phương thức đến tiêu chuẩn bằng thiết bị (STAR) đường CHC 10L, 28R: NUMDI 3C, OSOTA 3C, TUNPO 3C, ADBOP 3C

Chi tiết xem tại trang 14.

- g) 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

Chi tiết xem tại trang 15.

- 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)

Chi tiết xem tại trang 16.

- h) 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

Chi tiết xem tại trang 17.

- 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)

Chi tiết xem tại trang 18.

- i) Sơ đồ phương thức tiếp cận bằng thiết bị đường CHC 10L: VOR Z

Chi tiết xem tại trang 19.

- j) Sơ đồ phương thức tiếp cận bằng thiết bị đường CHC 28R: VOR Z

Chi tiết xem tại trang 20.

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

See page 5 for details.

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

See page 6 for details.

- d) Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 10L/R: NUMDI 3D, OSOTA 3D, RG 3D, ADBOP 3D

See page 7 for details.

- Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 10L/R: NUMDI 3D, OSOTA 3D, RG 3D, ADBOP 3D (Tabular description 1)

- Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 10L/R: NUMDI 3D, OSOTA 3D, RG 3D, ADBOP 3D (Tabular description 2)

See pages 8, 9 for details.

- e) Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E

See page 10 for details.

- Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E (Tabular description 1)

- Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E (Tabular description 2)

- Standard Departure Chart – Instrument (SID) – ICAO – RNP RWY 28L/R: NUMDI 3E, OSOTA 3E, RG 3E, RG 3F, ADBOP 3E (Tabular description 3)

See pages 11, 12, 13 for details.

- f) Standard Arrival Chart – Instrument (STAR) – ICAO – RWY 10L, RWY 28R: NUMDI 3C, OSOTA 3C, TUNPO 3C, ADBOP 3C

See page 14 for details.

- g) Standard Arrival Chart – Instrument (STAR) – ICAO – RNP RWY 10L/R: NUMDI 3F, OSOTA 3F, TUNPO 3F, ADBOP 3F

See page 15 for details.

- Standard Arrival Chart – Instrument (STAR) – ICAO – RNP RWY 10L/R: NUMDI 3F, OSOTA 3F, TUNPO 3F, ADBOP 3F (Tabular description)

See page 16 for details.

- h) Standard Arrival Chart – Instrument (STAR) – ICAO – RNP RWY 28L/R: NUMDI 3G, OSOTA 3G, TUNPO 3G, ADBOP 3G

See page 17 for details.

- Standard Arrival Chart – Instrument (STAR) – ICAO – RNP RWY 28L/R: NUMDI 3G, OSOTA 3G, TUNPO 3G, ADBOP 3G (Tabular description)

See page 18 for details.

- i) Instrument Approach Chart – ICAO: VOR Z RWY 10L

See page 19 for details.

- j) Instrument Approach Chart – ICAO: VOR Z RWY 28R

See page 20 for details

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

Chi tiết xem tại trang 21.

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

Chi tiết xem tại trang 22.

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

Chi tiết xem tại trang 23.

- 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 24.

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

Chi tiết xem tại trang 25.

- 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 26.

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

Chi tiết xem tại trang 27.

- 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 28.

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

Chi tiết xem tại trang 29.

- 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 30.

- p) Sơ đồ phương thức tiếp cận bằng thiết bị – ICAO – ILS Z Đường CHC 28R

Chi tiết xem tại trang 31.

3 HIỆU LỰC

Tập bổ sung AIP theo chu kỳ AIRAC này sẽ có hiệu lực từ 0000 ngày 03/9/2026.

4 HỦY BỎ

Tập bổ sung AIP theo chu kỳ AIRAC này sẽ huỷ bỏ AIRAC AIP SUP 38/26 và AIP SUP 34/25.

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 10L

See page 21 for details.

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

See page 22 for details.

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

See page 23 for details.

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

See page 24 for details.

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

See page 25 for details.

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

See page 26 for details.

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

See page 27 for details.

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

See page 28 for details.

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

See page 29 for details.

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

See page 30 for details.

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

See page 31 for details.

3 EFFECT

This AIRAC AIP Supplement shall become effective from 0000 on 3 SEP 2026.

4 CANCELLATION

This AIRAC AIP Supplement shall supersede AIRAC AIP SUP 38/26 and AIP SUP 34/25.

This AIRAC AIP Supplement shall remain in force until its content has 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.

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

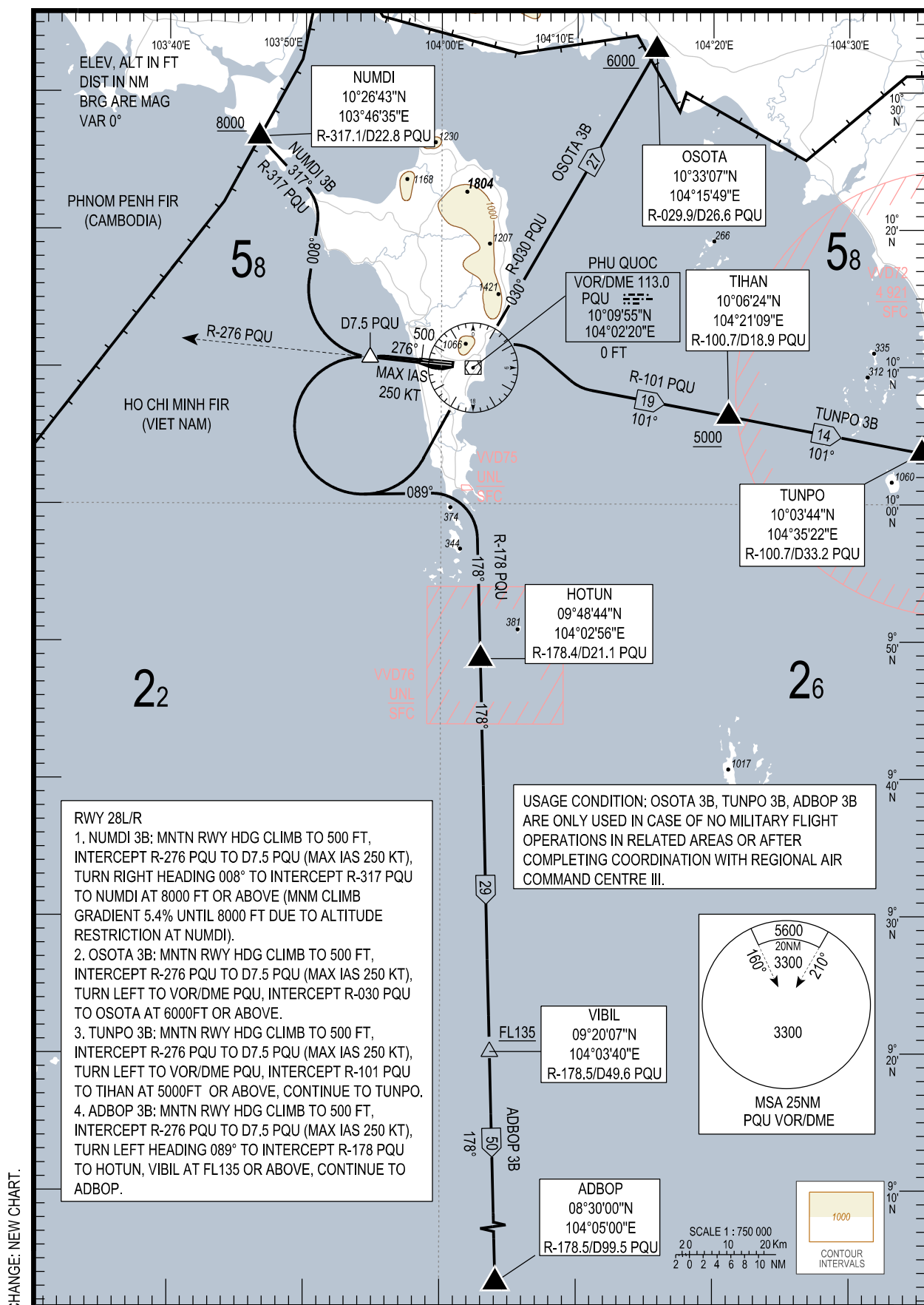


STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITIONAL ALTITUDE
9000

TWR: 118.6 PRI
118.725 SRY

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

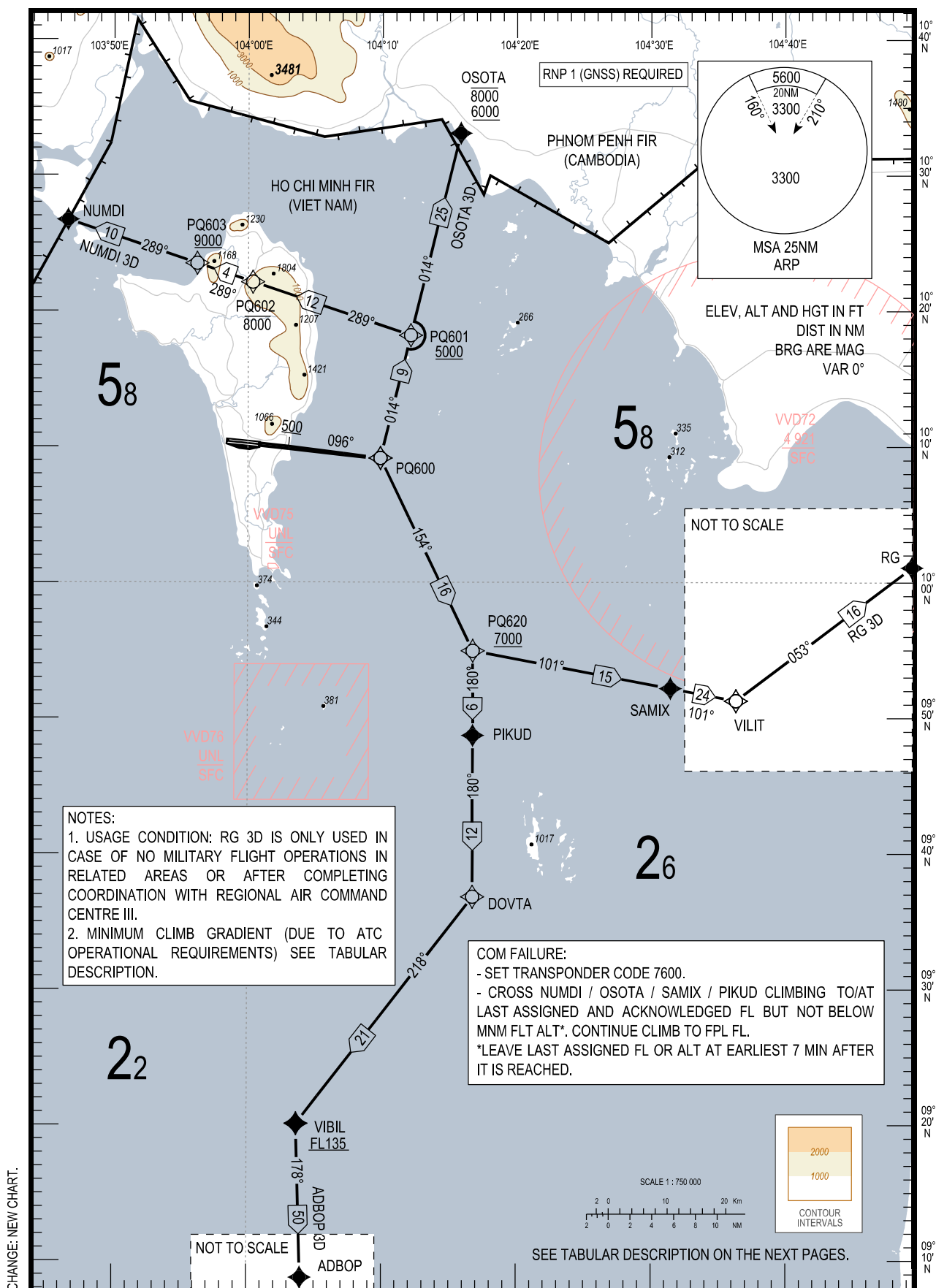


**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITIONAL ALTITUDE
9000

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

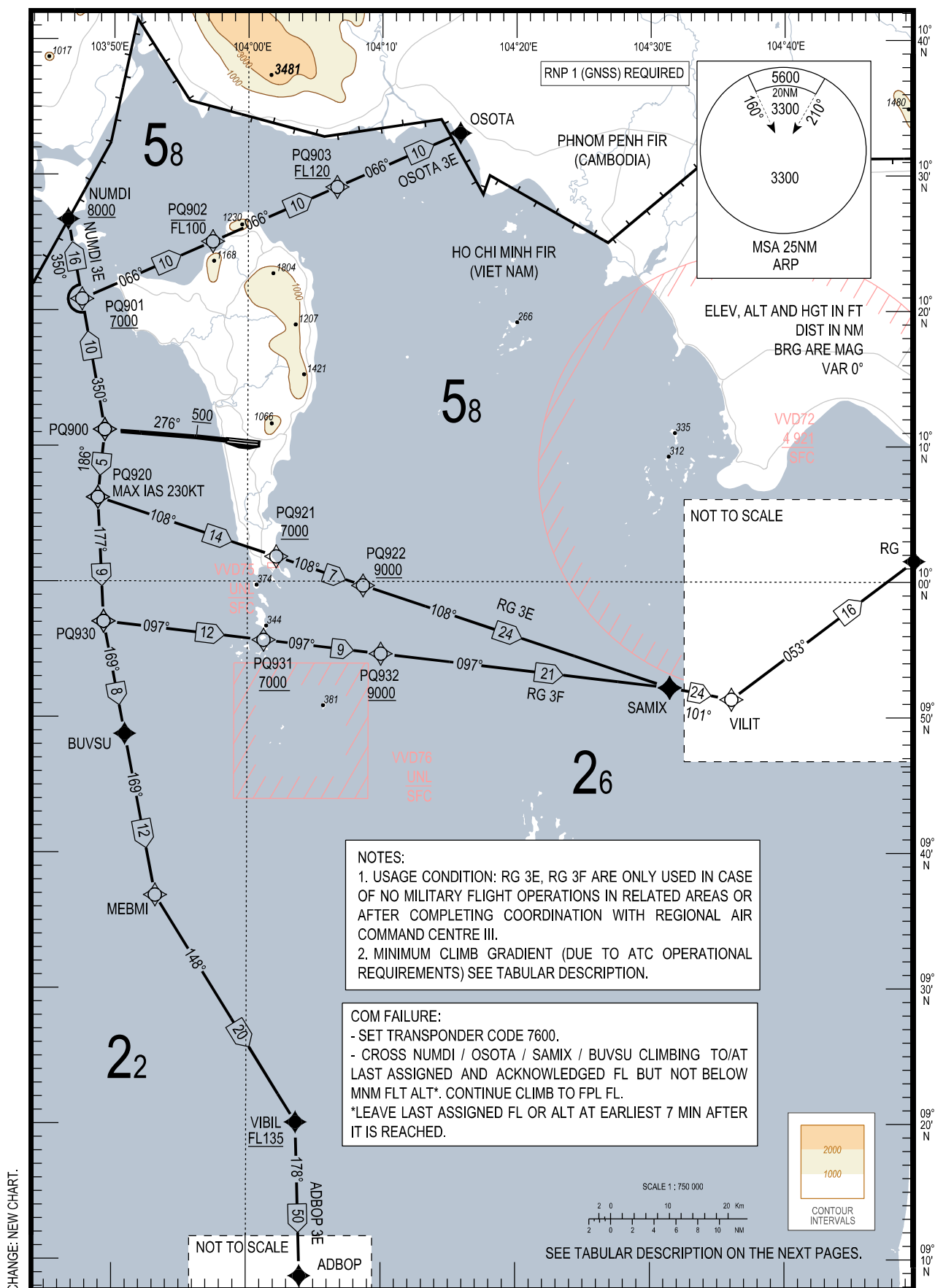
WPT ID	COORDINATES (WGS-84)	
ADBOP	08°30'00.0"N	104°05'00.0"E
DOVTA	09°36'50.2"N	104°16'44.9"E
NUMDI	10°26'43.0"N	103°46'35.0"E
OSOTA	10°33'07.0"N	104°15'49.0"E
PIKUD	09°48'43.7"N	104°16'45.2"E
PQ600	10°09'10.2"N	104°09'51.8"E
PQ601	10°18'13.3"N	104°12'06.7"E
PQ602	10°22'08.4"N	104°00'21.1"E
PQ603	10°23'31.2"N	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

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

TRANSITIONAL ALTITUDE
9000

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

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

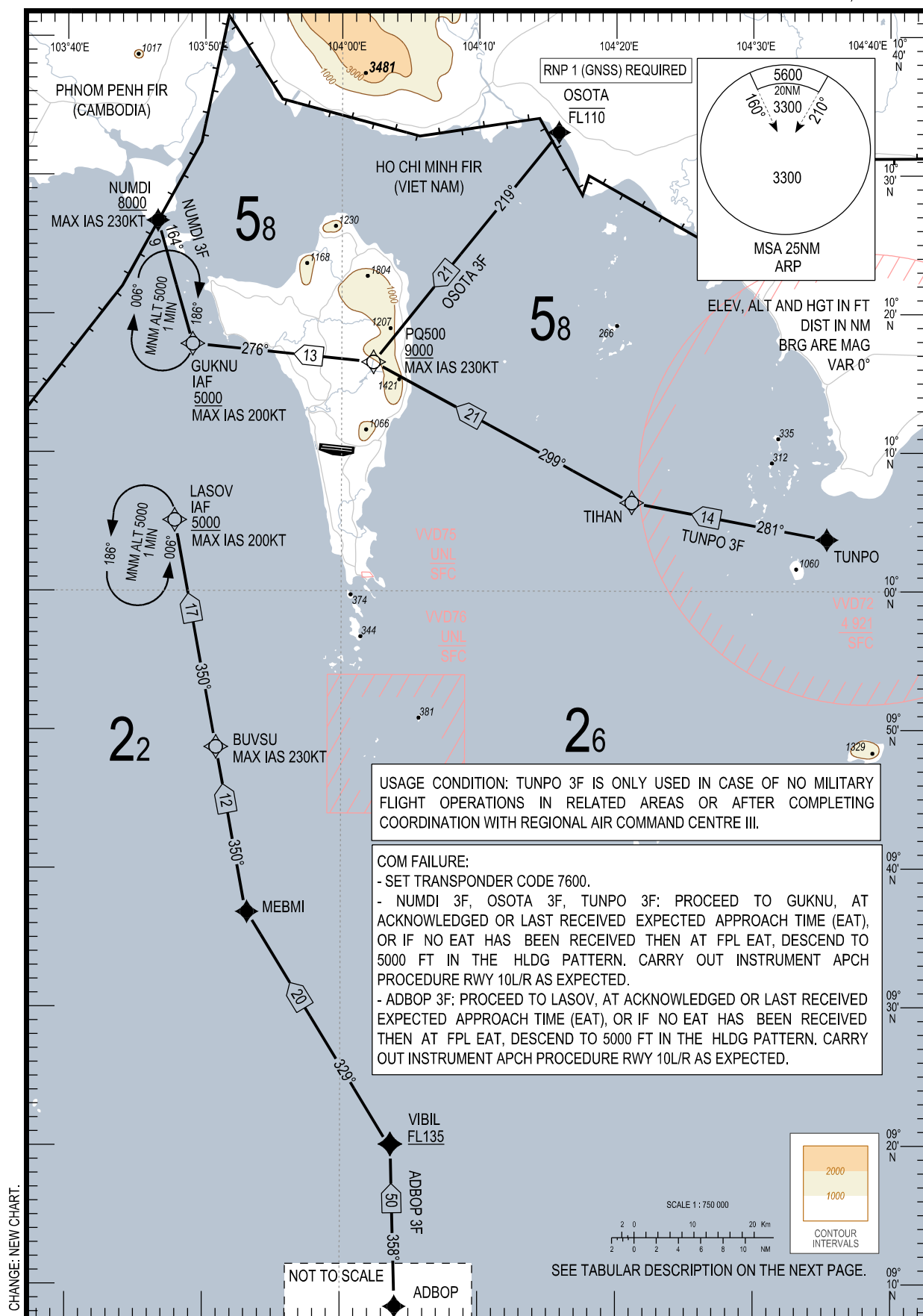


**STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO**

TRANSITIONAL ALTITUDE
9000

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

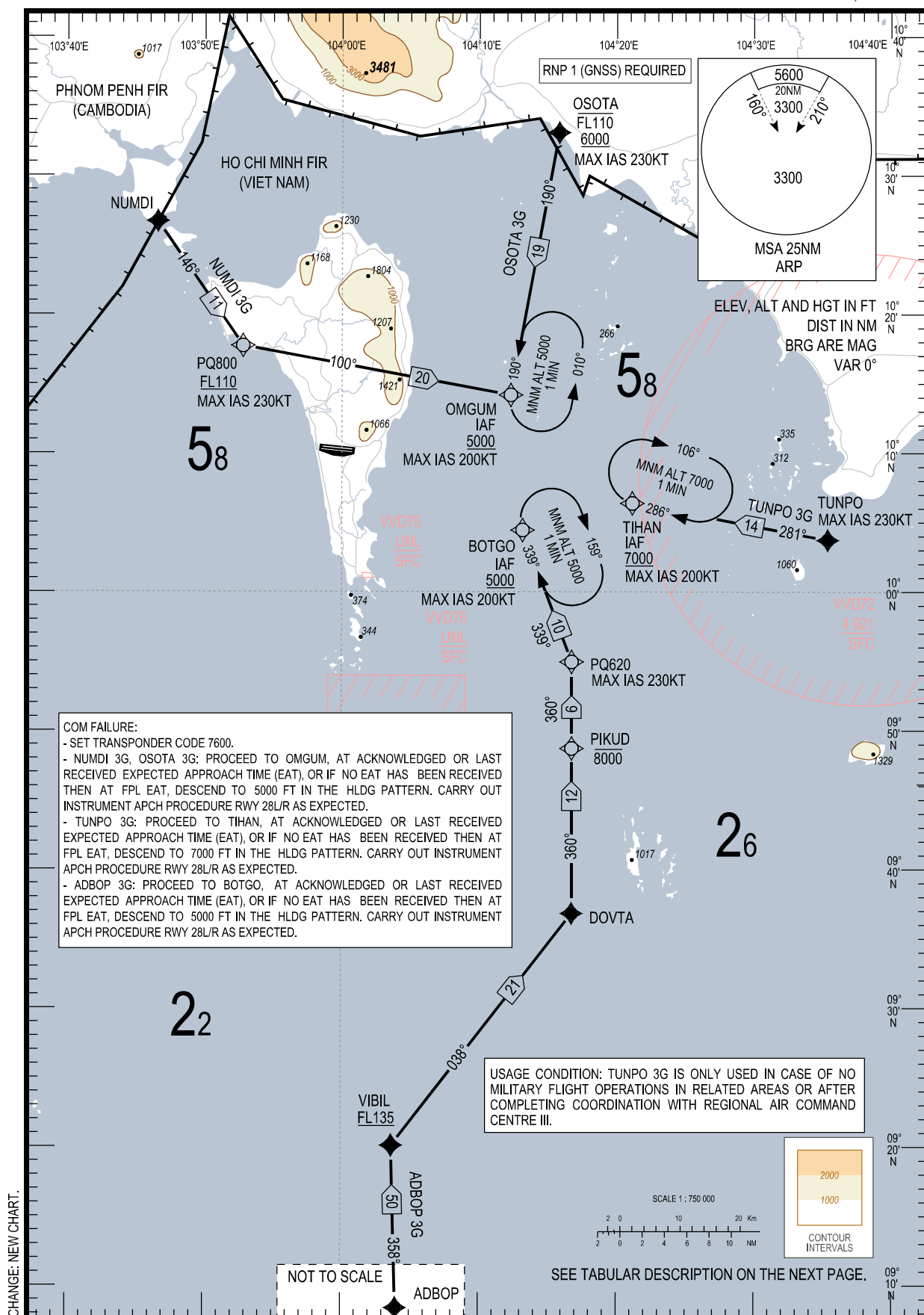
WPT ID	COORDINATES (WGS-84)	
OSOTA	10°33'07.0"N	104°15'49.0"E
PQ500	10°16'31.9"N	104°02'19.0"E
TIHAN	10°06'24.0"N	104°21'09.0"E
TUNPO	10°03'44.0"N	104°35'22.0"E
VIBIL	09°20'06.9"N	104°03'40.0"E

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

TRANSITIONAL ALTITUDE
9000

TWR: 118.6 PRI
118.725 SRY

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

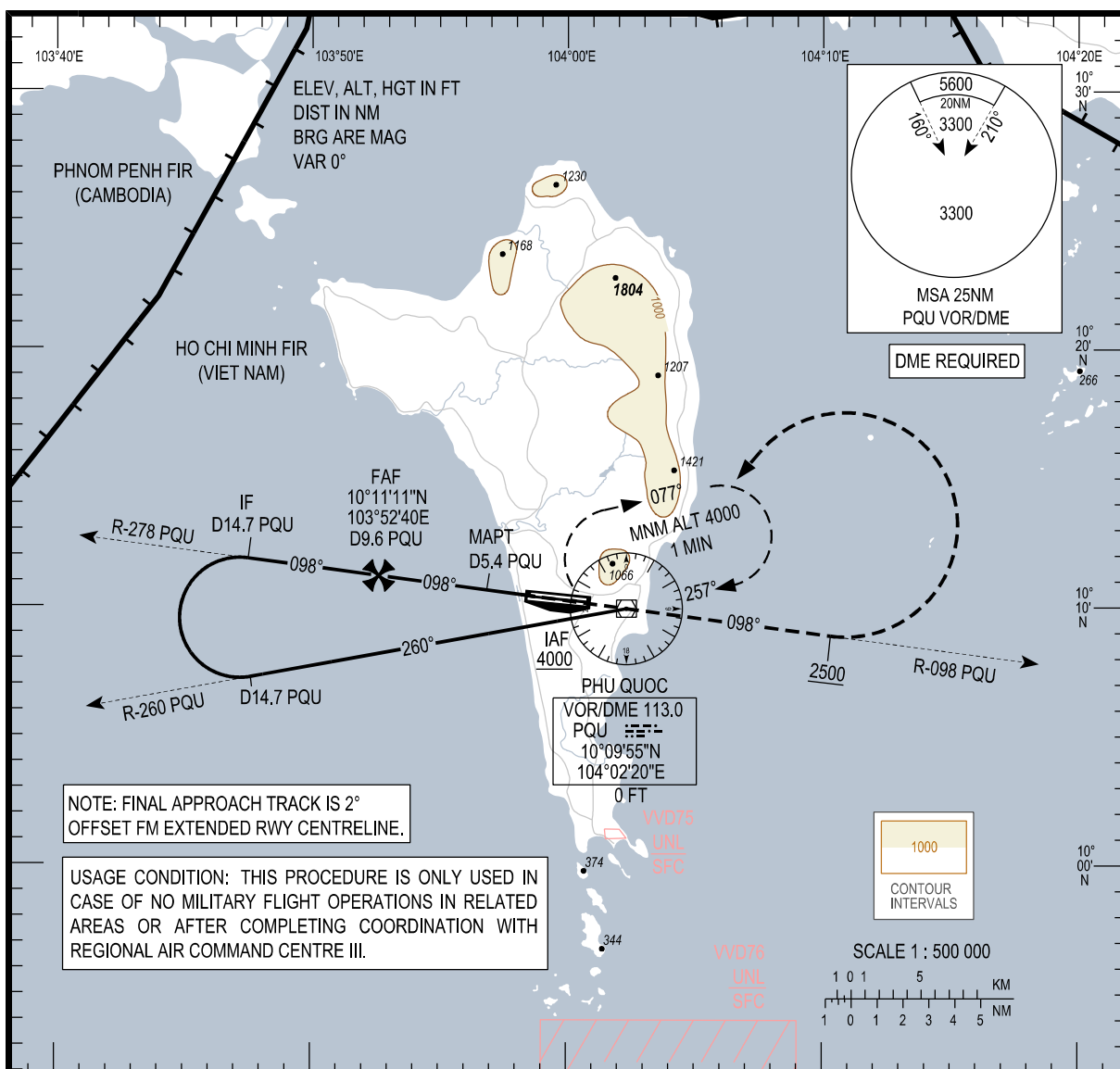
WPT ID	COORDINATES (WGS-84)	
PIKUD	09°48'43.7"N	104°16'45.2"E
PQ620	09°54'58.0"N	104°16'45.0"E
PQ800	10°17'45.1"N	103°52'47.7"E
TIHAN	10°06'24.0"N	104°21'09.0"E
TUNPO	10°03'44.0"N	104°35'22.0"E
VIBIL	09°20'06.9"N	104°03'40.0"E

**INSTRUMENT
APPROACH
CHART - ICAO**

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

TWR: 118.6 PRI
118.725 SRY

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

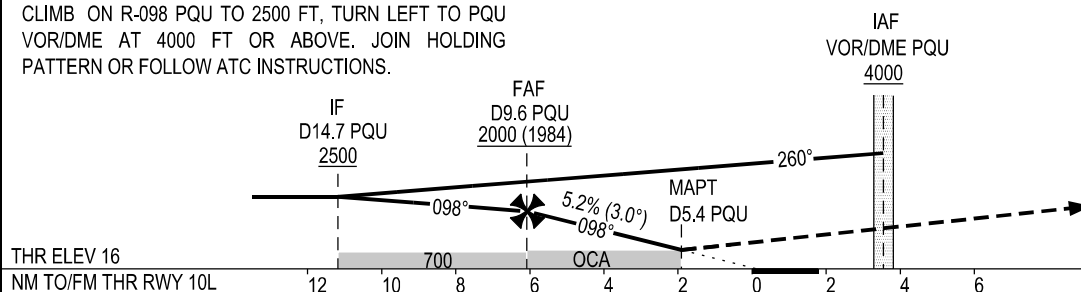


DME DIST	PQU	9.6	9.0	8.0	7.0	6.0	5.4
ALT		2000	1800	1480	1160	850	670

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

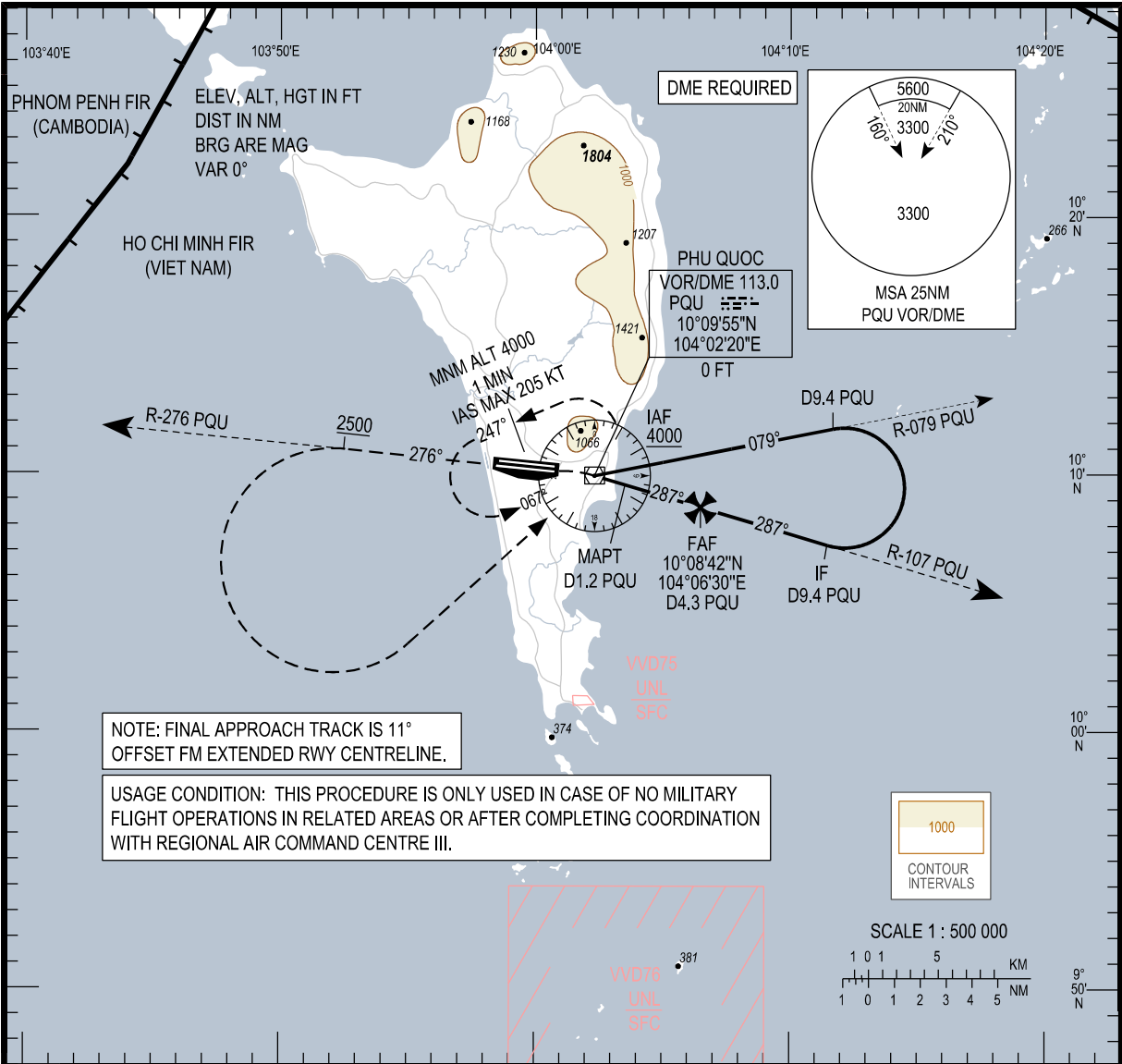
CHANGE: NEW CHART.

INSTRUMENT
APPROACH
CHART - ICAO

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

TWR: 118.6 PRI
118.725 SRY

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

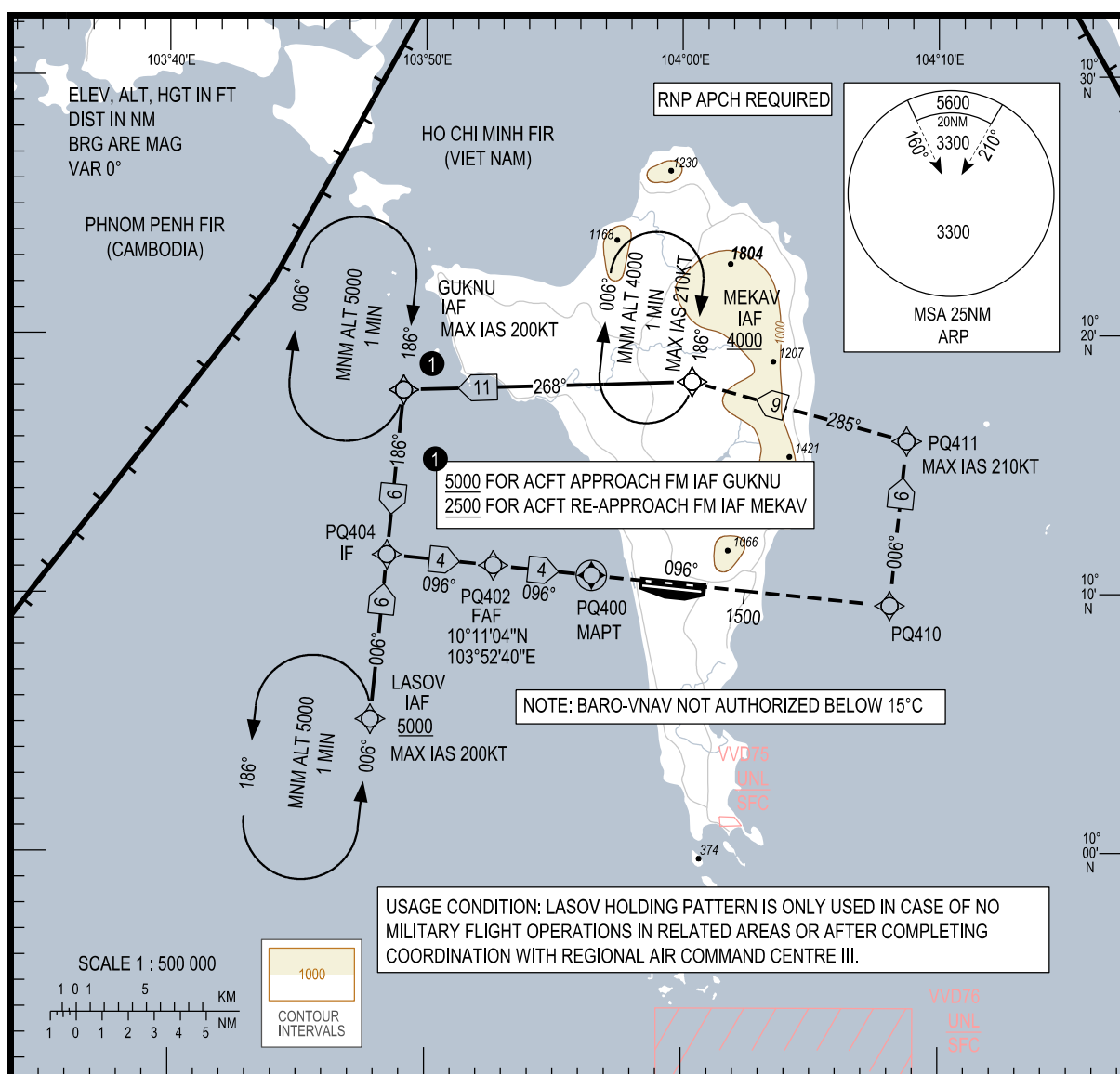


**INSTRUMENT
APPROACH
CHART - ICAO**

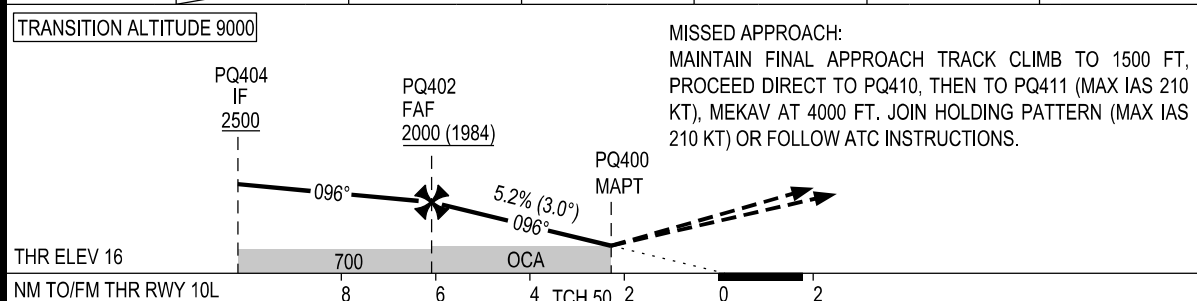
AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 10L - ELEV 16 FT

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 5.2% (3.0°)	FT/MIN	420	530	640	740	850	960

SEE TABULAR DESCRIPTION ON THE NEXT PAGE.

CHANGE: NEW CHART.

**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

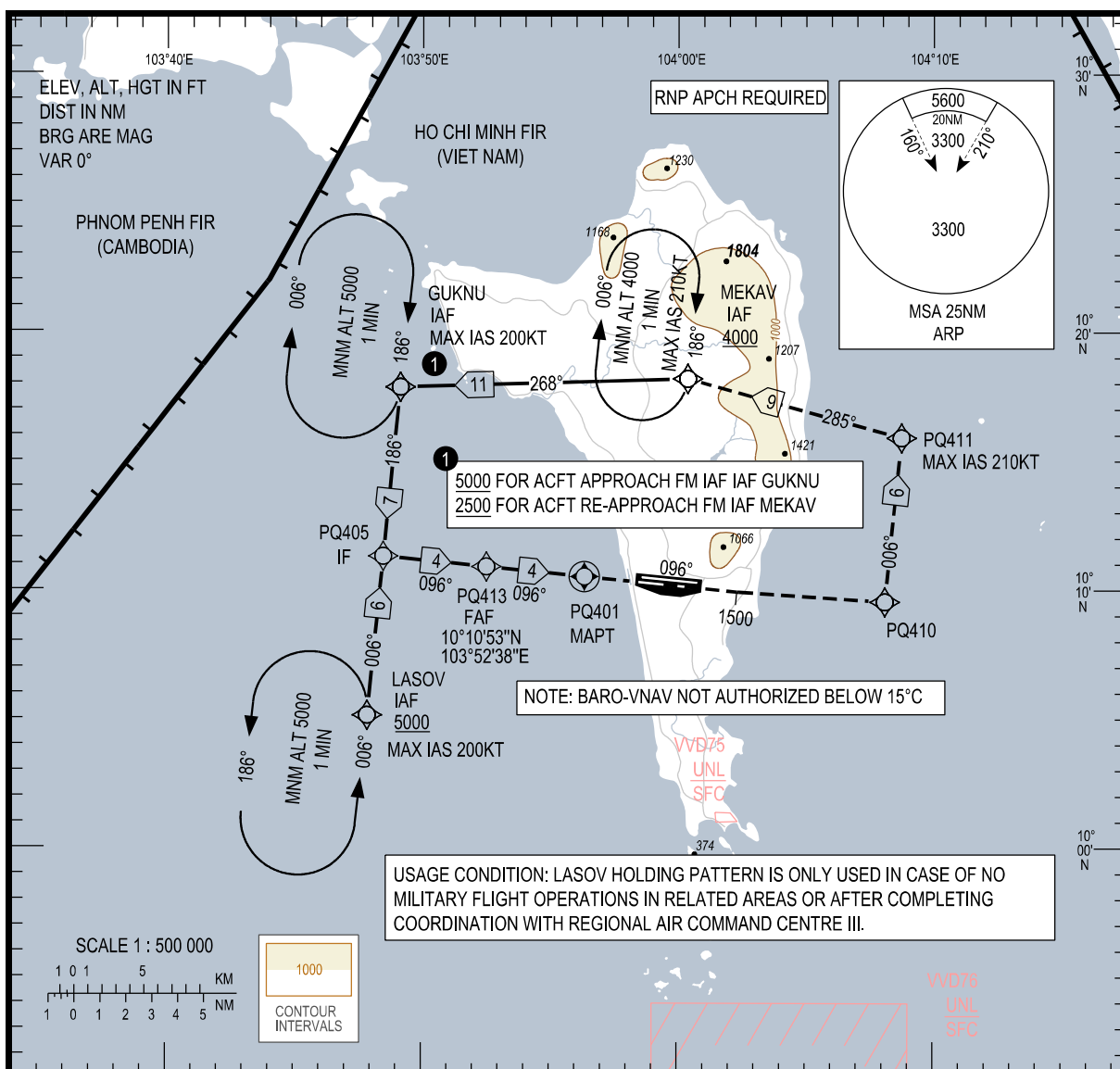
WPT ID	COORDINATES (WGS-84)	
GUKNU	10°17'50.3"N	103°49'08.7"E
LASOV	10°05'07.5"N	103°47'52.0"E
MEKAV	10°18'10.8"N	104°00'23.4"E
PQ400	10°10'41.6"N	103°56'29.0"E
PQ402	10°11'04.4"N	103°52'39.6"E
PQ404	10°11'28.9"N	103°48'30.3"E
PQ410	10°09'32.4"N	104°08'06.6"E
PQ411	10°15'53.8"N	104°08'45.4"E
RW10L	10°10'27.95"N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

**INSTRUMENT
APPROACH
CHART - ICAO**

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

TWR: 118.6 PRI
118.725 SRY

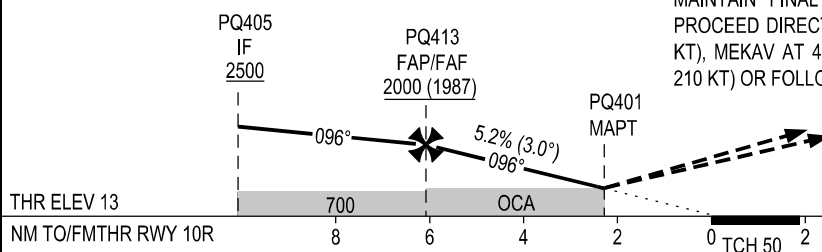
AN GIANG/PHU QUOC INTL (VVPQ)
RNP Z RWY 10R



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

TRANSITION ALTITUDE 9000

MISSED APPROACH:
MAINTAIN FINAL APPROACH TRACK CLIMB TO 1500 FT,
PROCEED DIRECT TO PQ410, THEN TO PQ411 (MAX IAS 210
KT), MEKAV AT 4000 FT. JOIN HOLDING PATTERN (MAX IAS
210 KT) OR FOLLOW ATC INSTRUCTIONS.



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: NEW CHART.

**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

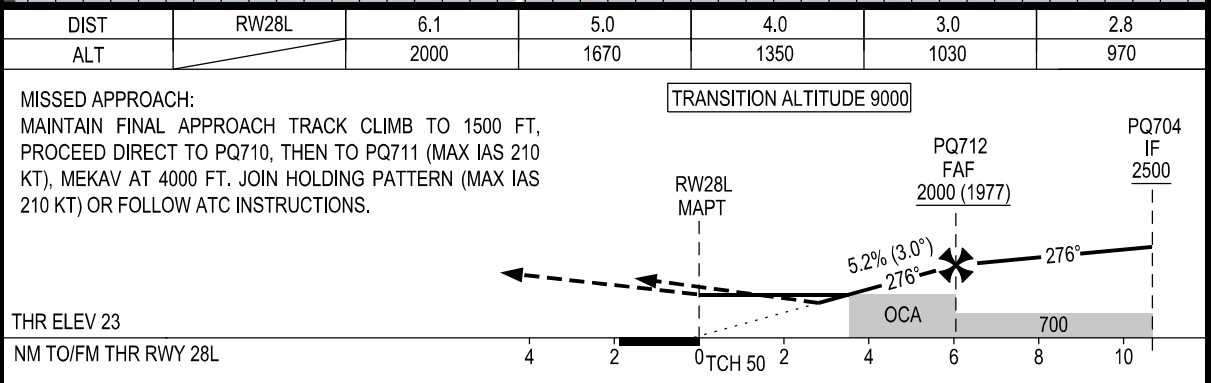
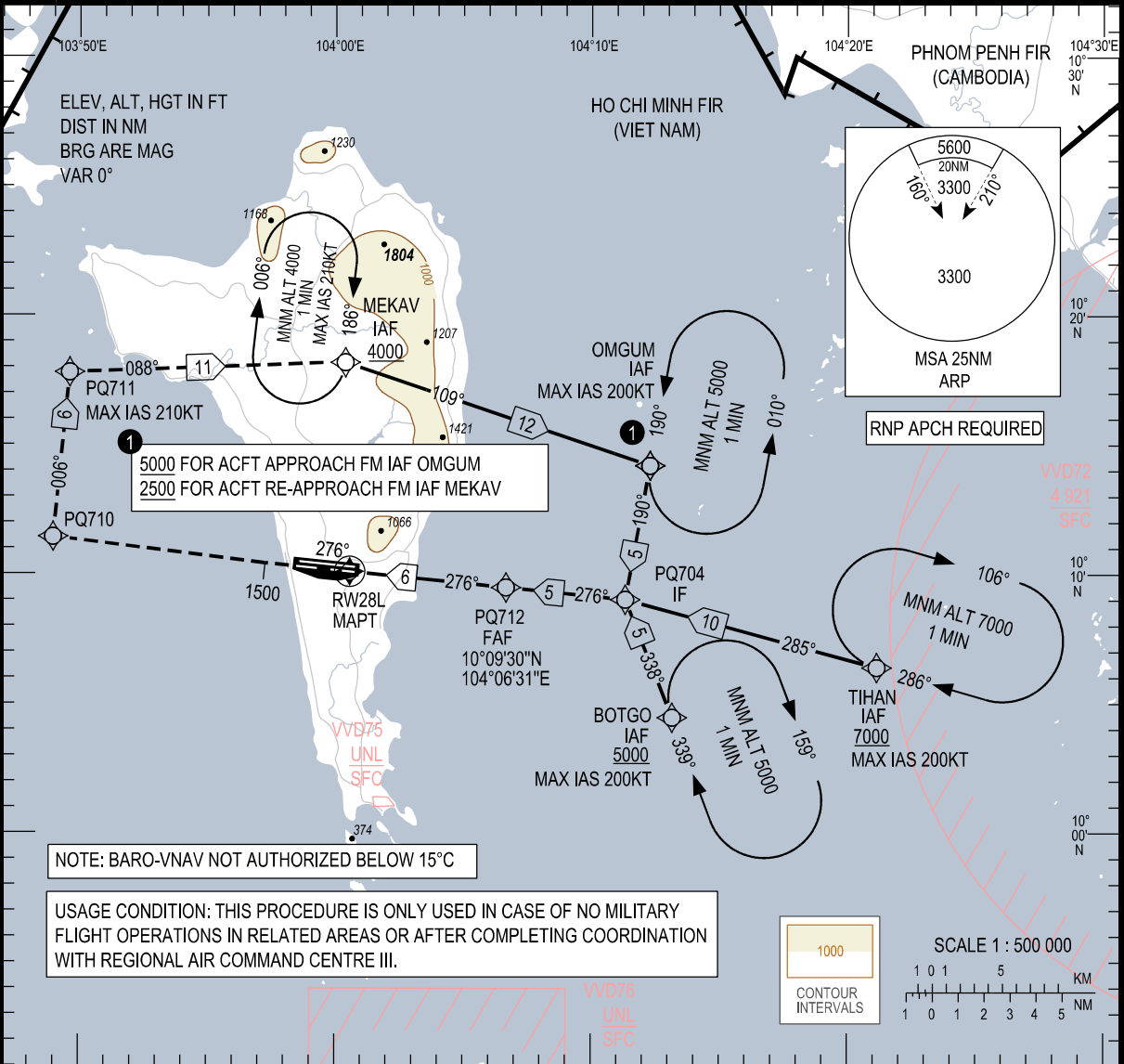
WPT ID	COORDINATES (WGS-84)	
GUKNU	10°17'50.3"N	103°49'08.7"E
LASOV	10°05'07.5"N	103°47'52.0"E
MEKAV	10°18'10.8"N	104°00'23.4"E
PQ401	10°10'30.6"N	103°56'21.3"E
PQ413	10°10'52.9"N	103°52'37.8"E
PQ405	10°11'17.2"N	103°48'29.1"E
PQ410	10°09'32.4"N	104°08'06.6"E
PQ411	10°15'53.8"N	104°08'45.4"E
RW10R	10°10'16.28"N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

INSTRUMENT
APPROACH
CHART - ICAO

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

TWR: 118.6 PRI
118.725 SRY

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



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

CHANGE: NEW CHART.

**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

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



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**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

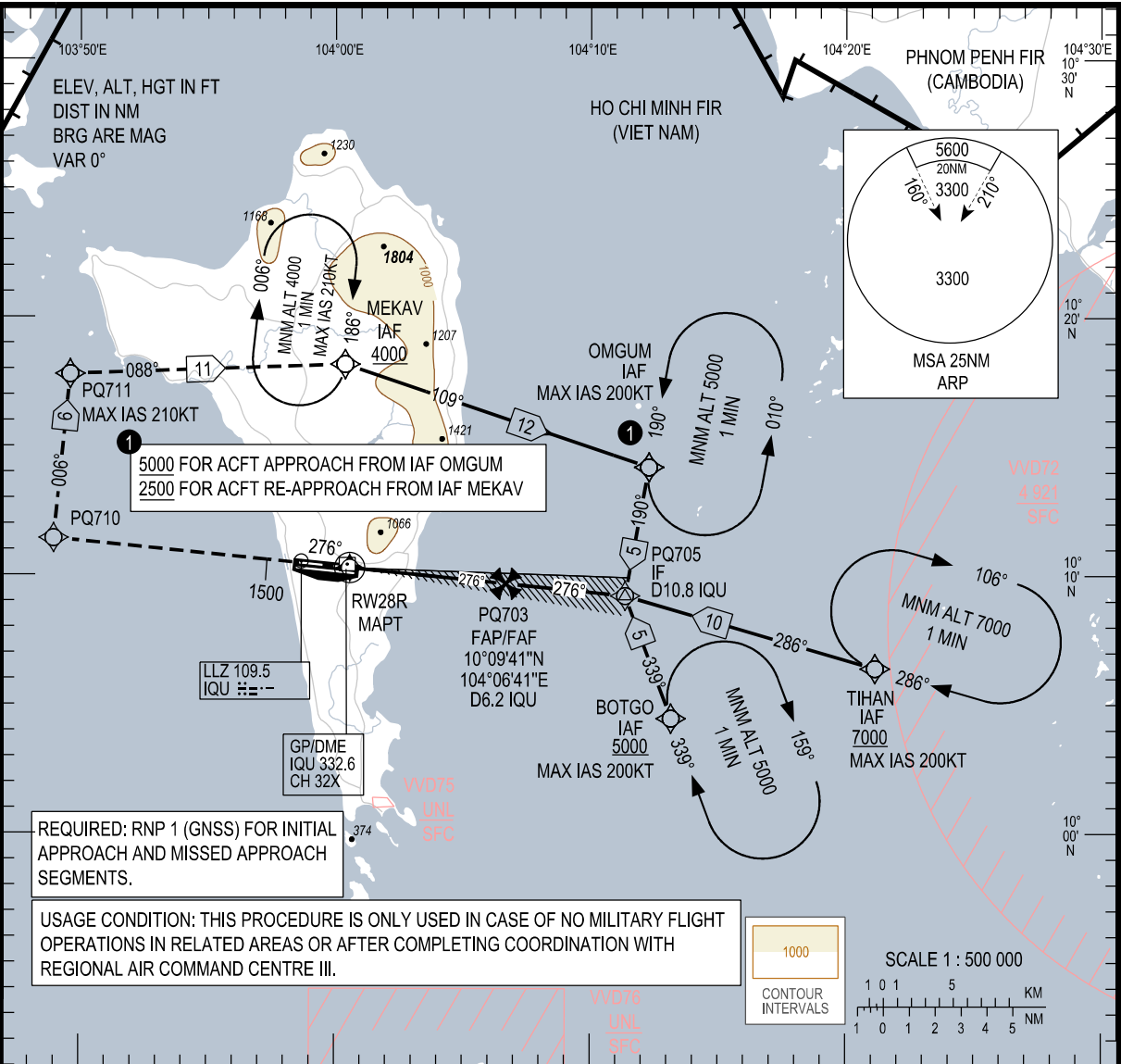
WPT ID	COORDINATES (WGS-84)	
BOTGO	10°04'27.9"N	104°13'09.7"E
MEKAV	10°18'10.8"N	104°00'23.4"E
OMGUM	10°14'12.2"N	104°12'17.7"E
PQ703	10°09'41.1"N	104°06'40.7"E
PQ705	10°09'12.9"N	104°11'22.0"E
PQ710	10°11'26.0"N	103°48'58.9"E
PQ711	10°17'47.5"N	103°49'37.2"E
TIHAN	10°06'24.0"N	104°21'09.0"E
RW28R	10°10'17.26"N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

INSTRUMENT
APPROACH
CHART - ICAO

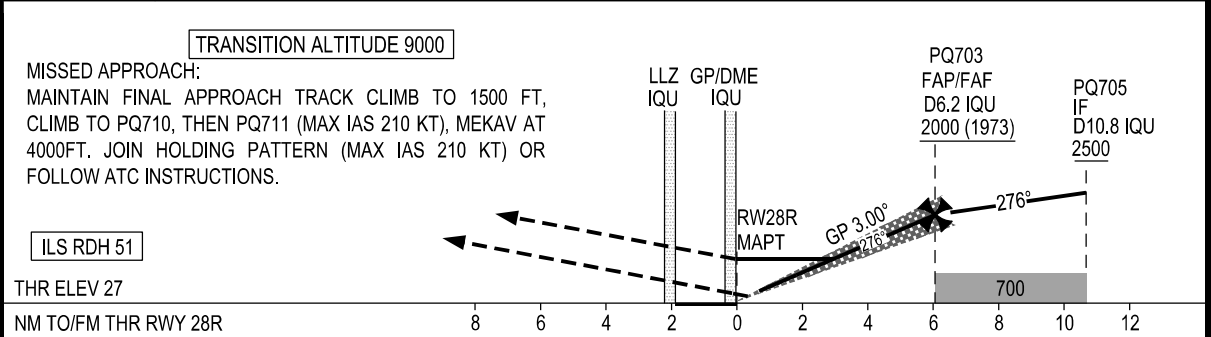
AERODROME ELEV 27 FT
HEIGHTS RELATED TO
THR RWY 28R - ELEV 27 FT

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



OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	CAT I	530 (503)			
	GP INOP	1200 (1173)			
CIRCLING		NOT APPLICABLE			

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

SEE TABULAR DESCRIPTION ON THE NEXT PAGE

CHANGE: NEW CHART.

**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

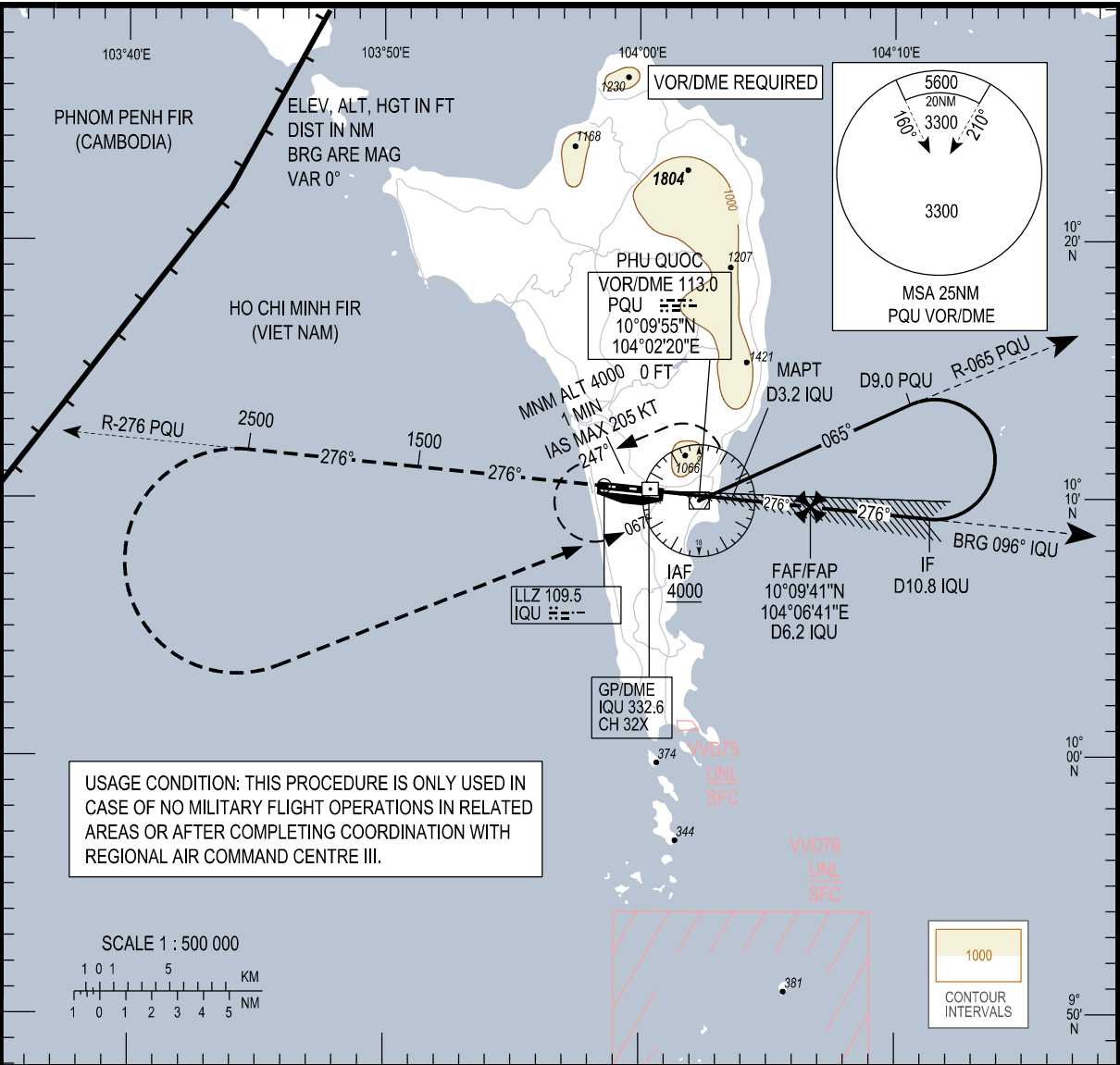
WPT ID	COORDINATES (WGS-84)	
BOTGO	10°04'27.9"N	104°13'09.7"E
MEKAV	10°18'10.8"N	104°00'23.4"E
OMGUM	10°14'12.2"N	104°12'17.7"E
PQ703 BRG 095.69° IQU LOC/D6.22 IQU DME (FAP/FAF)	10°09'41.1"N	104°06'40.7"E
PQ705 BRG 095.71° IQU LOC/D10.85 IQU DME (IF)	10°09'12.9"N	104°11'22.0"E
PQ710	10°11'26.0"N	103°48'58.9"E
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

INSTRUMENT
APPROACH
CHART - ICAO

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

TWR: 118.6 PRI
118.725 SRY

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



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

TRANSITION ALTITUDE 9000

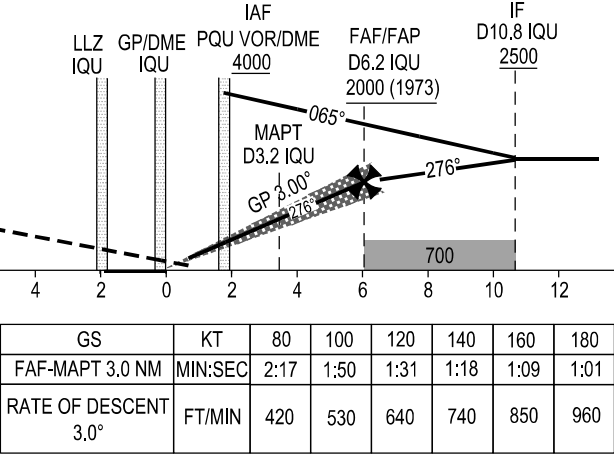
MISSED APPROACH:
MAINTAIN FINAL APPROACH TRACK CLIMB TO 1500 FT,
INTERCEPT R-276 PQU CLIMB TO 2500 FT, TURN LEFT TO PQU
VOR/DME AT 4000 FT OR ABOVE. JOIN HOLDING PATTERN
(MAX IAS 205 KT) OR FOLLOW ATC INSTRUCTIONS.

ILS RDH 51

THR ELEV 27

NM TO/FM THR RWY 28R

OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	CAT I	530 (503)			
	GP INOP	1030 (1003)			
CIRCLING		NOT APPLICABLE			



CHANGE: NEW CHART.