

General Information

Location: PHU QUOC VNM
ICAO/IATA: VVPQ / PQC
Lat/Long: N10° 10.18', E103° 59.58'
Elevation: 23 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 0.2° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2327 Z
Sunset: 1106 Z

Runway Information

Runway: 10
Length x Width: 9843 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline

Runway: 28
Length x Width: 9843 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline

Communication Information

Phu Quoc Intl Tower: 118.600
Ho Chi Minh Control: 120.900

VVPQ/PQC
PHU QUOC INTL



PHU QUOC, VIETNAM

24 APR 15

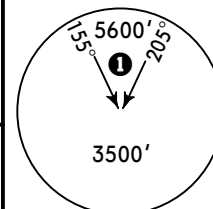
10-2

Eff 30 Apr

STAR

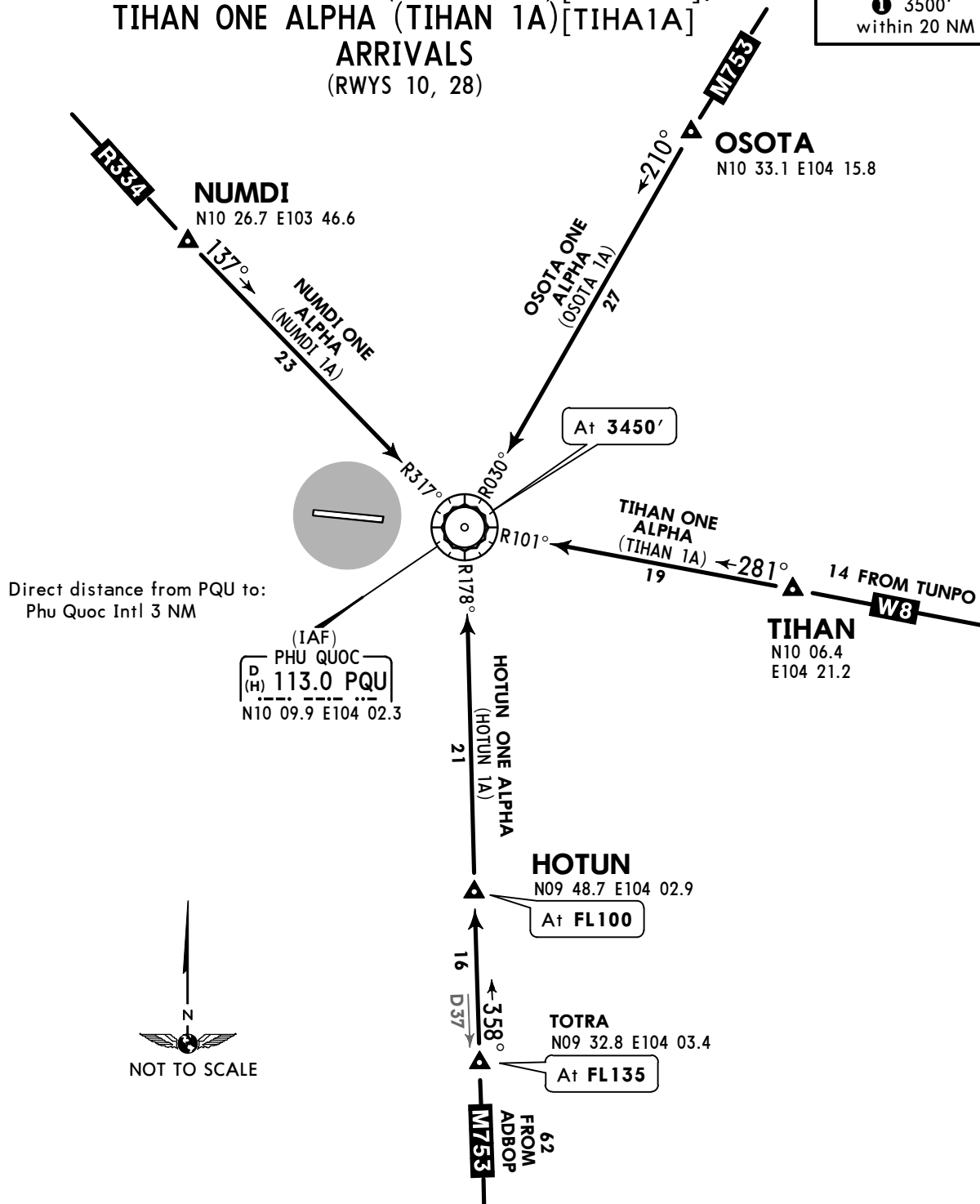
Apt Elev
23'

Alt Set: hPa Trans level: FL100 Trans alt: 9030'
In case of deviation more than 5 NM from inbound track, aircraft shall inform Phu Qhoc TWR, MAINTAIN MSA and proceed to PQU for approach.



MSA PQU VOR
① 3500'
within 20 NM

HOTUN ONE ALPHA (HOTUN 1A) [HOTU1A],
NUMDI ONE ALPHA (NUMDI 1A) [NUMD1A],
OSOTA ONE ALPHA (OSOTA 1A) [OSOT1A],
TIHAN ONE ALPHA (TIHAN 1A) [TIHA1A]
ARRIVALS
(RWYS 10, 28)



STAR

ROUTING

HOTUN ONE ALPHA

Descend from FL135 at TOTRA to FL100 at HOTUN. Proceed on PQU R-178, descend to 3450' at PQU for approach procedures VOR RWY 10/28 or ILS RWY 10/28.

NUMDI ONE ALPHA

From NUMDI descend to 3450' at PQU for approach procedures VOR RWY 10/28 or ILS RWY 10/28.

OSOTA ONE ALPHA

From OSOTA proceed on PQU R-030, descend to 3450' at PQU for approach procedures VOR RWY 10/28 or ILS RWY 10/28.

TIHAN ONE ALPHA

From TIHAN proceed on PQU R-101, descend to 3450' at PQU for approach procedures VOR RWY 10/28 or ILS RWY 10/28.

VVPQ/PQC
PHU QUOC INTL

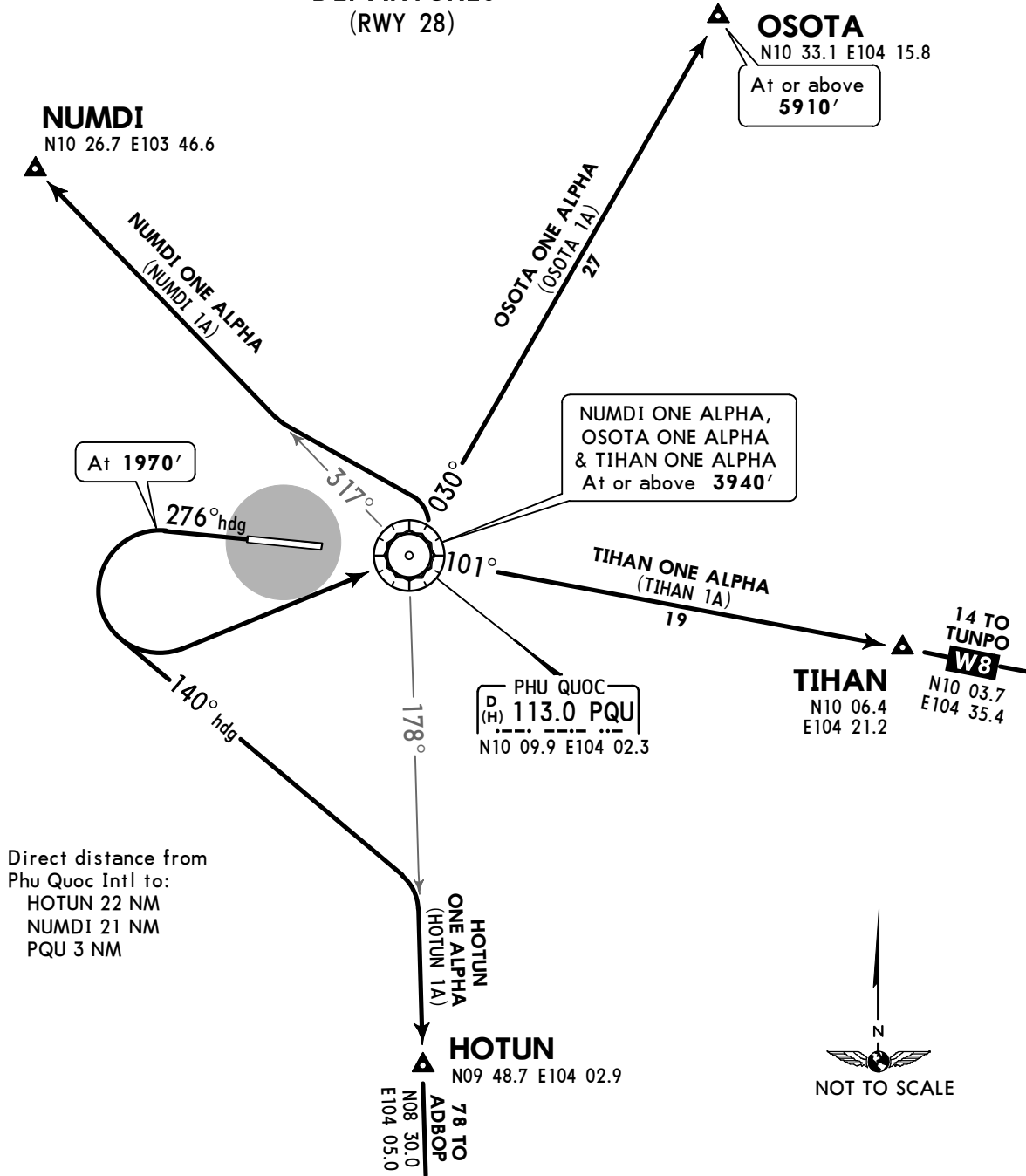
JEPPesen 24 APR 15 10-3 Eff 30 Apr

PHU QUOC, VIETNAM

SID

Apt Elev 23'	Trans level: FL100 Trans alt: 9030'	
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HOTUN ONE ALPHA (HOTUN 1A) [HOTU1A],
NUMDI ONE ALPHA (NUMDI 1A) [NUMD1A],
OSOTA ONE ALPHA (OSOTA 1A) [OSOT1A],
TIHAN ONE ALPHA (TIHAN 1A) [TIHA1A]
DEPARTURES
(RWY 28)



INITIAL CLIMB

After take-off, MAINTAIN runway heading until reaching 1970'.

SID	ROUTING
HOTUN ONE ALPHA	At 1970' turn LEFT on heading 140°, intercept PQU R-178 to HOTUN.
NUMDI ONE ALPHA	At 1970' turn LEFT to PQU, then turn LEFT to intercept PQU R-317 to NUMDI.
OSOTA ONE ALPHA	At 1970' turn LEFT to PQU, then intercept PQU R-030 to OSOTA.
TIHAN ONE ALPHA	At 1970' turn LEFT to PQU, then proceed on PQU R-101 and intercept W-8 at TIHAN.

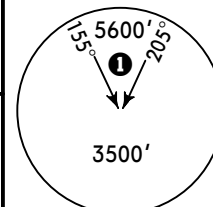
VVPQ/PQC
PHU QUOC INTL

JEPPesen 24 APR 15 10-3A Eff 30 Apr

PHU QUOC, VIETNAM

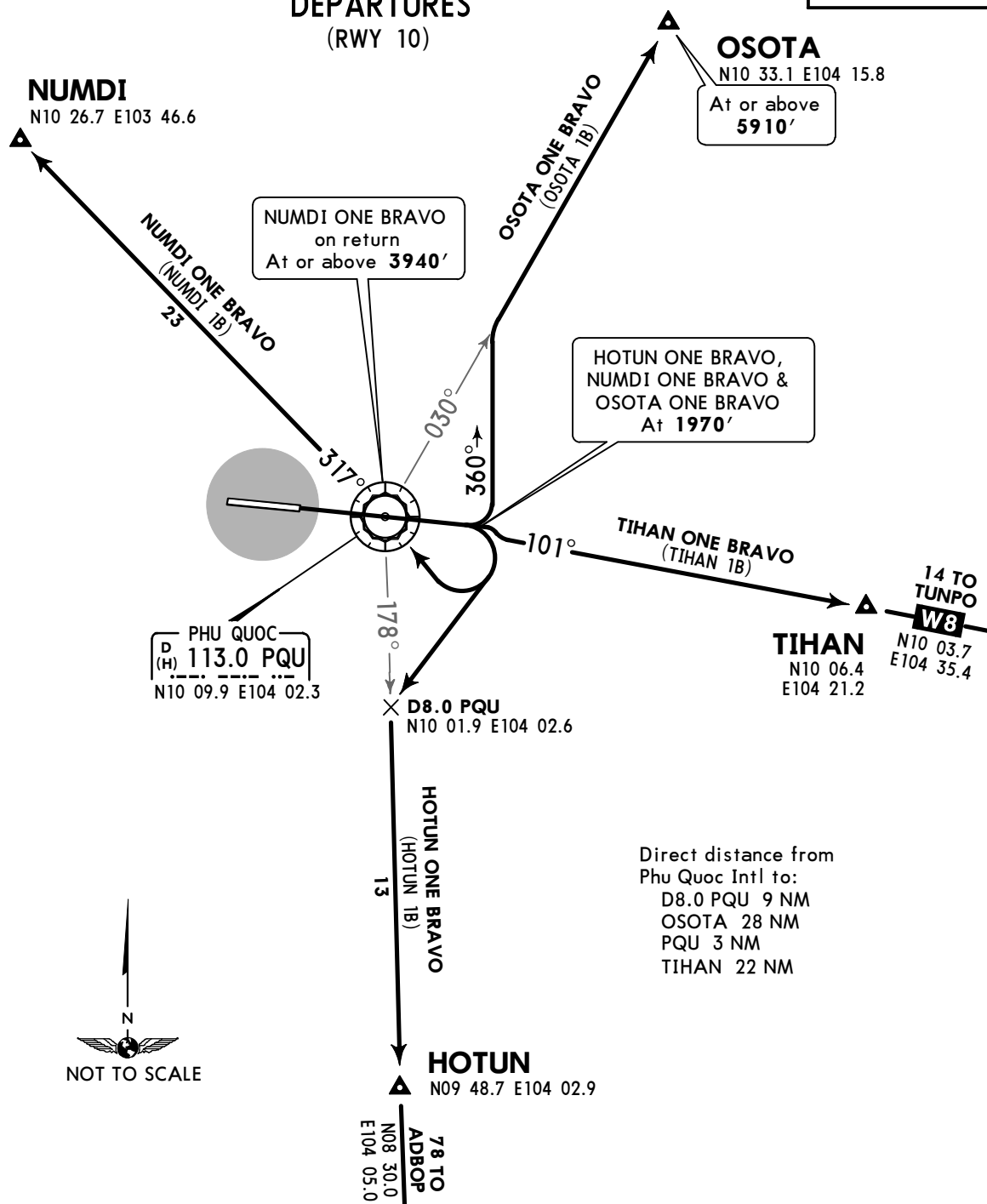
SID

Apt Elev 23'
Trans level: FL100 Trans alt: 9030'



MSA PQU VOR
① 3500'
within 20 NM

HOTUN ONE BRAVO (HOTUN 1B)[HOTU1B],
NUMDI ONE BRAVO (NUMDI 1B)[NUMD1B],
OSOTA ONE BRAVO (OSOTA 1B)[OSOT1B],
TIHAN ONE BRAVO (TIHAN 1B)[TIHA1B]
DEPARTURES
(RWY 10)



INITIAL CLIMB

After take-off, MAINTAIN runway heading.

SID	ROUTING
HOTUN ONE BRAVO	When reaching 1970', turn RIGHT to intercept PQU R-178 at D8.0 PQU to HOTUN.
NUMDI ONE BRAVO	When reaching 1970', turn RIGHT to PQU, intercept PQU R-317 to NUMDI.
OSOTA ONE BRAVO	When reaching 1970', turn LEFT on track 360° to intercept PQU R-030 to OSOTA.
TIHAN ONE BRAVO	After passing PQU, intercept PQU R-101 to TIHAN.

VVPQ/PQC

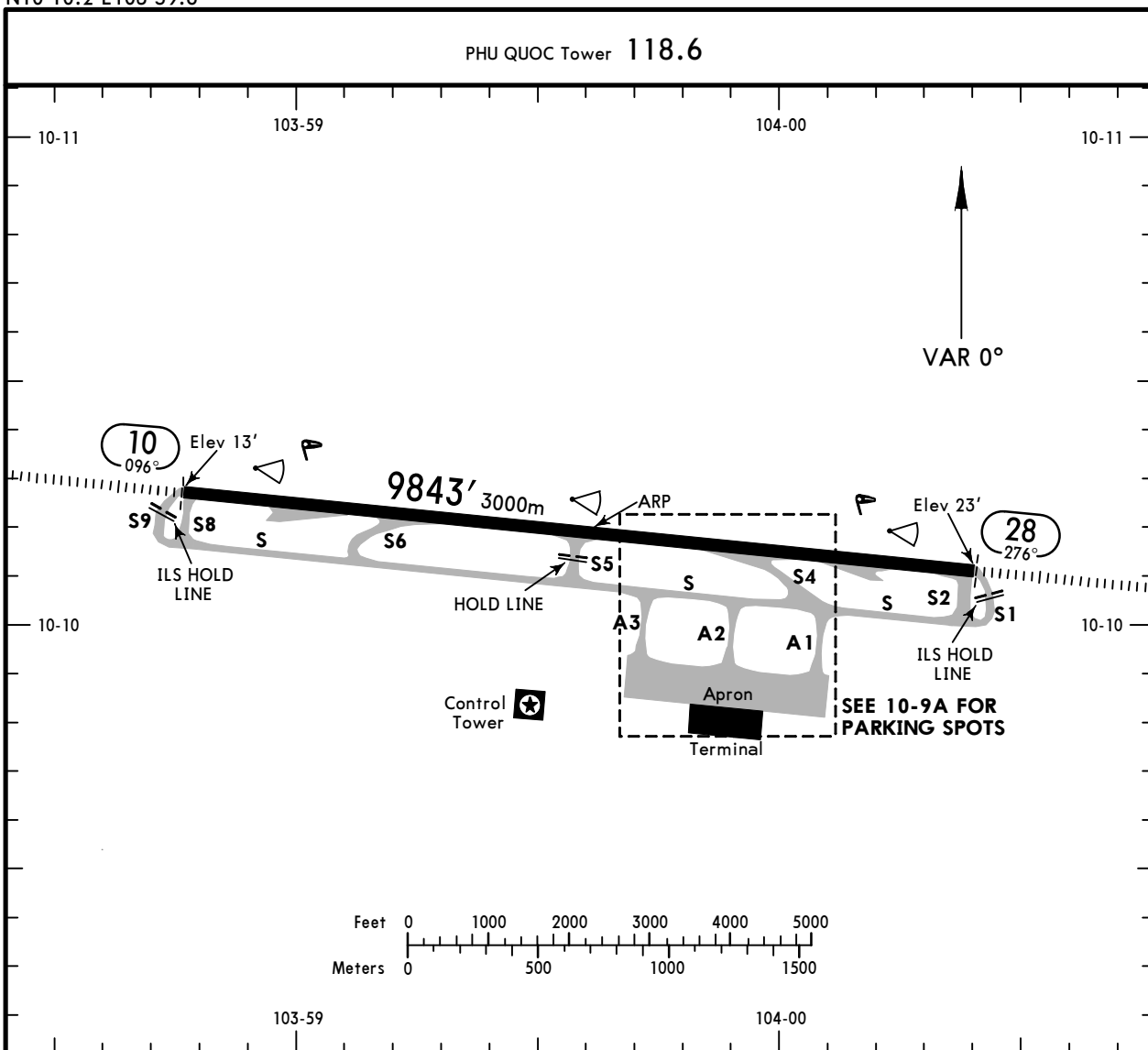
Apt Elev 23'
N10 10.2 E103 59.6

JEPPESEN

29 DEC 17 (10-9)

PHU QUOC, VIETNAM

PHU QUOC INTL



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL	CL	HIALS	PAPI-L	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
10						8860'	2701m		148'
28						8779'	2676m		45m

1 2 3 TAKE-OFF

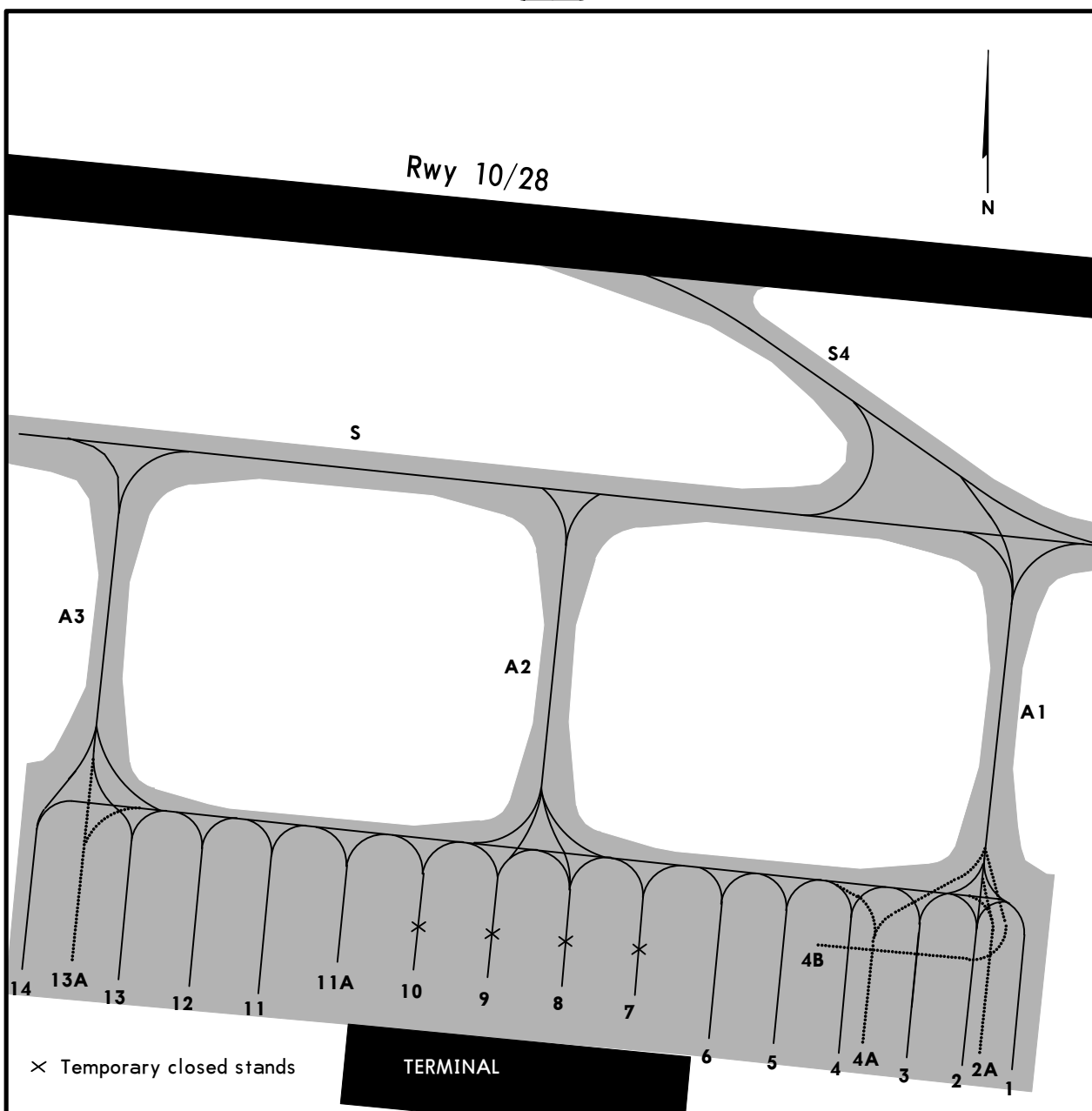
	Take-Off Alternate Airport Filed		Take-Off Alternate Airport not Filed
	Rwy 28	Rwy 10	
A			Available Landing Minimums
B			
C	RVR 800m	RVR 1000m	
D			

- 1** Take-off alternate airports: For international flights - Tan Son Nhat Intl.
For domestic flights - Tan Son Nhat Intl, Rach Gia, Can Tho.
- 2** At Rach Gia airport, the runways, taxiways and aprons are capable of handling ATR72, King Air B200 and equivalent.
- 3** When the aircraft cannot choose any take-off alternate airports as mentioned above, lowest weather minima for take-off will equal landing minima for an available instrument approach procedure.

VVPQ/PQC

JEPPESEN
29 DEC 17 (10-9A)

PHU QUOC, VIETNAM
PHU QUOC INTL



× Temporary closed stands

PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
1 thru 3	N10 09.8 E104 00.1
4 thru 7	N10 09.8 E104 00.0
8, 9	N10 09.8 E103 59.9
10, 11, 11A	N10 09.9 E103 59.8
12 thru 14	N10 09.9 E103 59.7

REMARKS

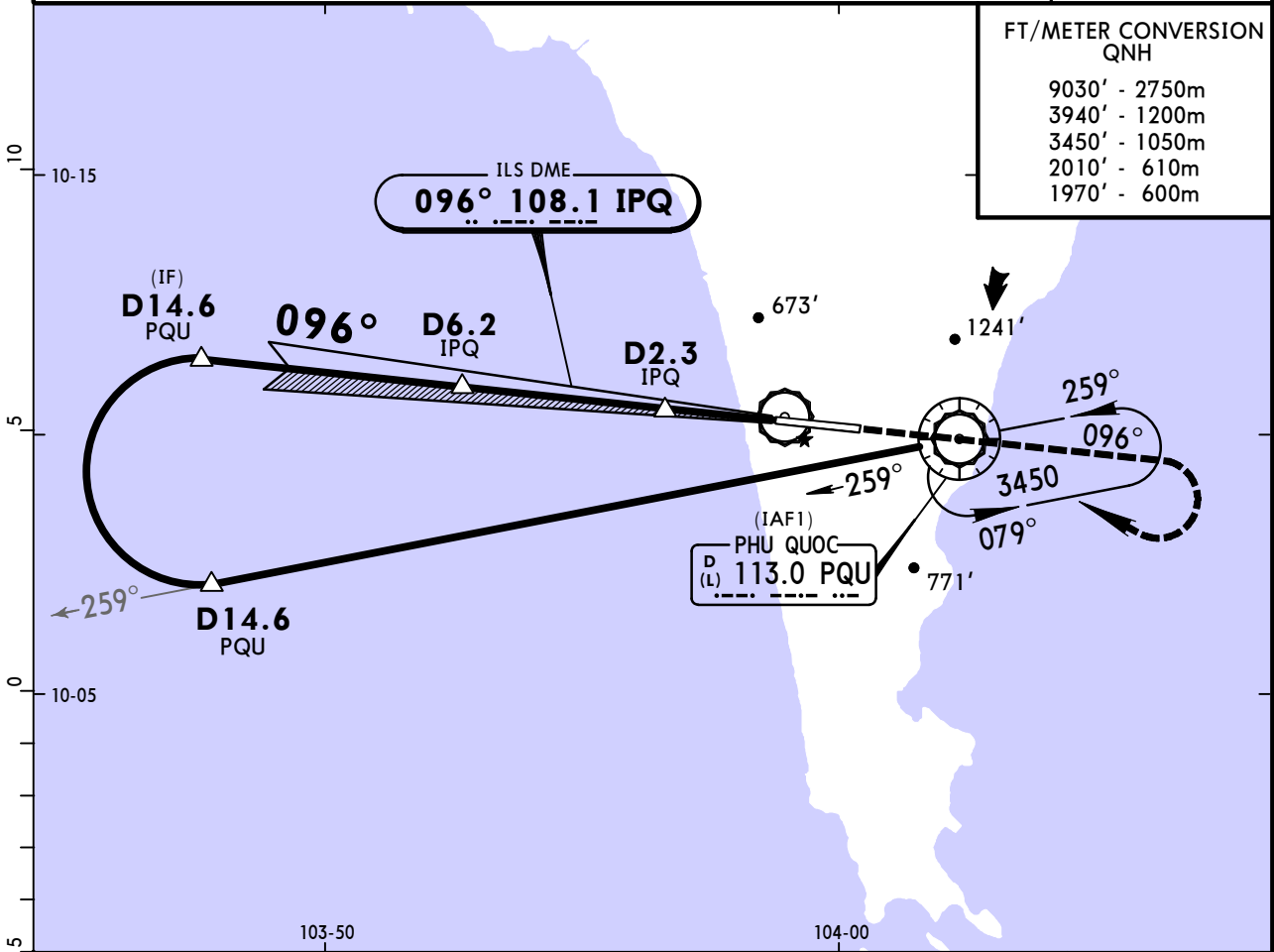
- There are 18 stands assigned from number 1 to number 14.
- Stands number 1, 2: used for aircraft up to ATR72 and equivalent.
 - For arrival aircraft: aircraft self taxi in.
 - For departure aircraft: aircraft are pushed back.
- Stands number 3, 4, 5, 6, 12, 13 and 14: used for aircraft up to A321 and equivalent.
 - For arrival aircraft: aircraft self taxi in.
 - For departure aircraft: aircraft are pushed back.
- Stands number 7, 8, 9, 10 and 11: used for aircraft up to B747-400 and equivalent.
 - For arrival aircraft: aircraft self taxi in.
 - For departure aircraft: aircraft are pushed back.
- Stands number 2A and 11A: stand by for aircraft up to A321 and equivalent.
 - For arrival aircraft: aircraft self taxi in.
 - For departure aircraft: aircraft are pushed back.
- Stands number 4A and 13A: stand by for aircraft up to B747-400 and equivalent.
 - For arrival aircraft: aircraft self taxi in.
 - For departure aircraft: aircraft are pushed back.
- Stand number 4B: used for aircraft B747-400 and equivalent.

VVPQ/PQC
PHU QUOC INTL

JEPPESSEN
29 JUL 16 (11-1)

PHU QUOC, VIETNAM
ILS Rwy 10

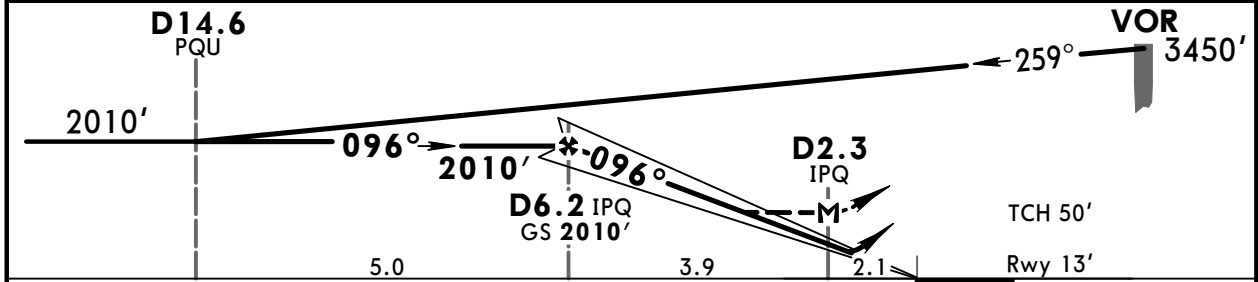
PHU QUOC Tower 118.6					
LOC IPQ 108.1	Final Apch Crs 096°	GS D6.2 IPQ 2010' (1997')	ILS DA(H) Refer to Minimums	Apt Elev 23' Rwy 13'	
MISSED APCH: Maintain final approach track climbing to 1970', turn RIGHT to PQU VOR at 3450' to join holding pattern or follow ATC instructions.					
Alt Set: hPa Rwy Elev: 0 hPa		Trans level: FL 100		Trans alt: 9030'	
MSA PQU VOR					



FT/METER CONVERSION
QNH

9030'	2750m
3940'	1200m
3450'	1050m
2010'	610m
1970'	600m

IPQ DME	6.2	5.0	4.0	3.0	2.3
ALTITUDE	2010'	1620'	1300'	980'	750'



Gnd speed-Kts	70	90	100	120	140	160		1970'	3450'	PQU	
GS	3.00°	372	478	531	637	743		849	↑	RT	113.0
MAP at D2.3 IPQ or FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40		1:28			

STRAIGHT-IN LANDING RWY 10				CEILING REQUIRED		CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H)	A: 656' (643')	C: 673' (660')	MDA(H) 750' (737')				
	B: 669' (656')	D: 689' (676')					
	FULL	ALS out	ALS out				

PANS OPS	CEILING-VISIBILITY		A	B	C	D	NOT AUTHORIZED	
	A	660' - 1400m						760' - 2000m
	B	670' - 1400m						760' - 3600m
	D	690' - 1400m						760' - 4000m

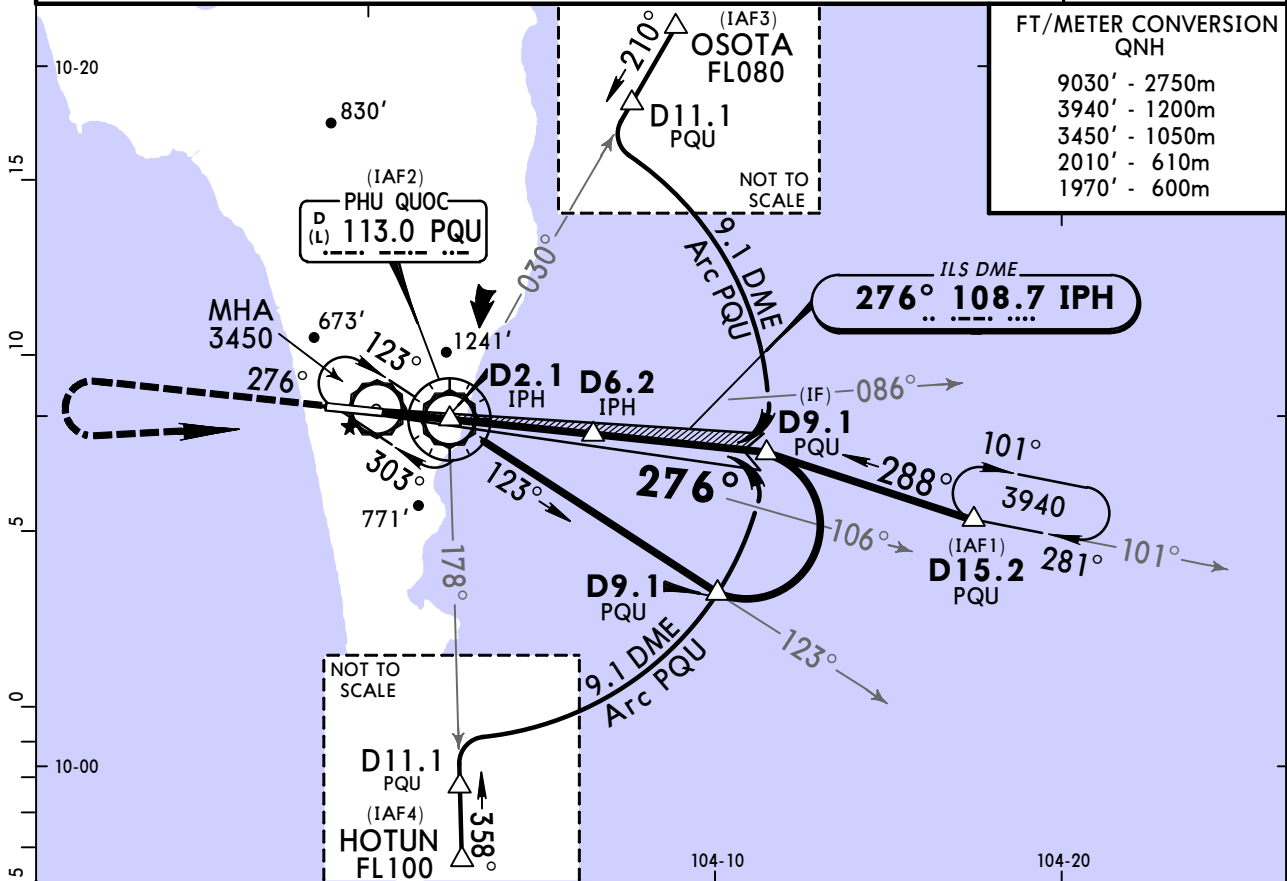
CHANGES: IAF label.

VVPQ/PQC
PHU QUOC INTL

JEPPESSEN
29 JUL 16 (11-2)

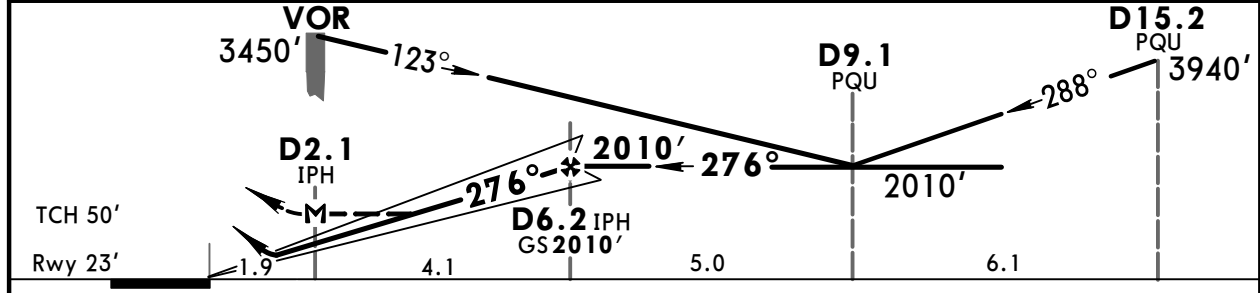
PHU QUOC, VIETNAM
ILS Rwy 28

PHU QUOC Tower 118.6					
LOC IPH 108.7	Final Apch Crs 276°	GS D6.2 IPH 2010' (1987')	ILS DA(H) Refer to Minimums	Apt Elev 23' Rwy 23'	
MISSED APCH: Maintain final approach track climb to 3450', passing 1970' turn LEFT to PQU VOR to join holding pattern or follow ATC instructions.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030' 1. VOR, DME required. 2. Minimum vertical separation of 1000' is applied between holding patterns at PQU VOR and PQU VOR R-101/D15.2. 3. Approach procedure from HOTUN IAF via PQU VOR 9.1 DME Arc is only used when no firing activities are taking place within Phu Quoc airspace.					



FT/METER CONVERSION QNH	
9030'	2750m
3940'	1200m
3450'	1050m
2010'	610m
1970'	600m

IPH DME	2.1	3.0	4.0	5.0	6.2
ALTITUDE	700'	980'	1300'	1620'	2010'



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	1970'	3450'	PQU	
GS	3.00°	372	478	531	637	743		849	↑	←	113.0
MAP at D2.1 IPH or FAF to MAP	4.1	3:31	2:44	2:28	2:03	1:45		1:32			

STRAIGHT-IN LANDING RWY 28				CEILING REQUIRED		CIRCLE-TO-LAND	
ILS		LOC (GS out)		DA(H)		MDA(H)	
A: 367' (344')		C: 387' (364')		A: 367' (344')		C: 387' (364')	
B: 377' (354')		D: 400' (377')		A: 377' (354')		C: 400' (377')	
FULL		ALS out		FULL		ALS out	

PANS OPS	A	370' - 1100m	370' - 1200m	680' - 1600m	A	NOT AUTHORIZED
	B				B	
	C	380' - 1100m	380' - 1200m	680' - 2800m	C	
	D			680' - 3200m	D	

VVPQ/PQC
PHU QUOC INTL

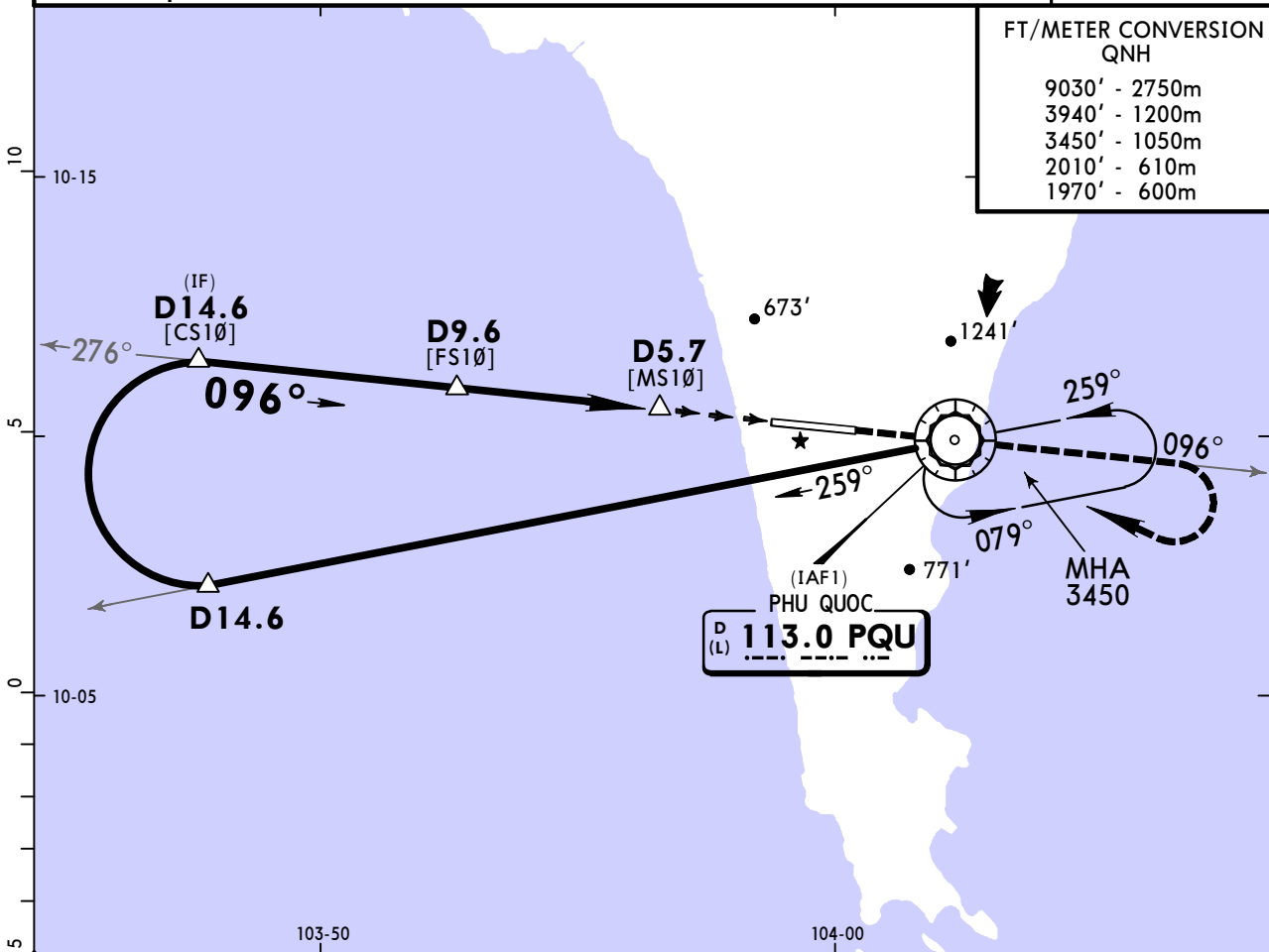


PHU QUOC, VIETNAM
VOR Rwy 10

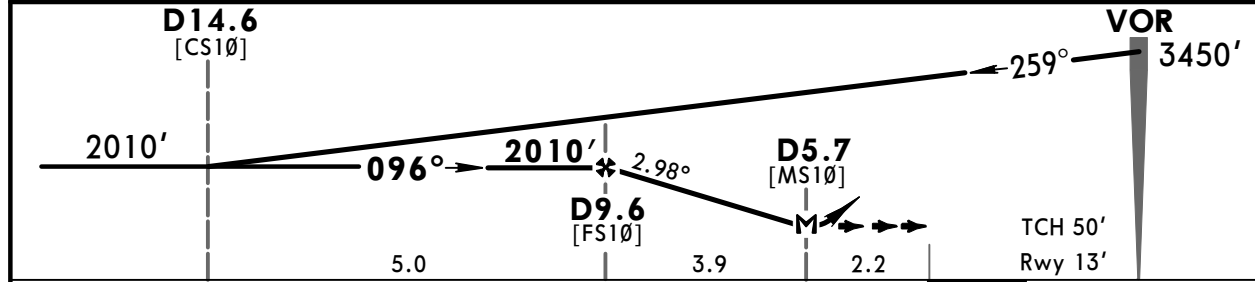
PHU QUOC Tower 118.6					
VOR PQU 113.0	Final Apch Crs 096°	Minimum Alt D9.6 2010' (1997')	MDA(H) 750' (737')	Apt Elev 23' Rwy 13'	
MISSED APCH: Maintain final approach track climbing to 1970', turn RIGHT to PQU VOR at 3450' to join holding pattern or follow ATC instructions.					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 100	Trans alt: 9030'	MSA PQU VOR

FT/METER CONVERSION QNH

9030'	-	2750m
3940'	-	1200m
3450'	-	1050m
2010'	-	610m
1970'	-	600m



PQU DME	9.6	9.0	8.0	7.0	6.0	5.7
ALTITUDE	2010'	1800'	1480'	1160'	840'	750'



Gnd speed-Kts	70	90	100	120	140	160		1970'	3450'	PQU	
Descent Angle	2.98°	369	474	527	633	738		843	↑	RT	113.0
MAP at D5.7 or FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40		1:28			

STRAIGHT-IN LANDING RWY 10		CEILING REQUIRED	CIRCLE-TO-LAND
MDA(H) 750' (737')		ALS out	

PANS OPS	A	CEILING-VISIBILITY	A
	B	760' - 2000m	NOT AUTHORIZED
	C	760' - 3600m	
	D	760' - 4000m	

VVPQ/PQC

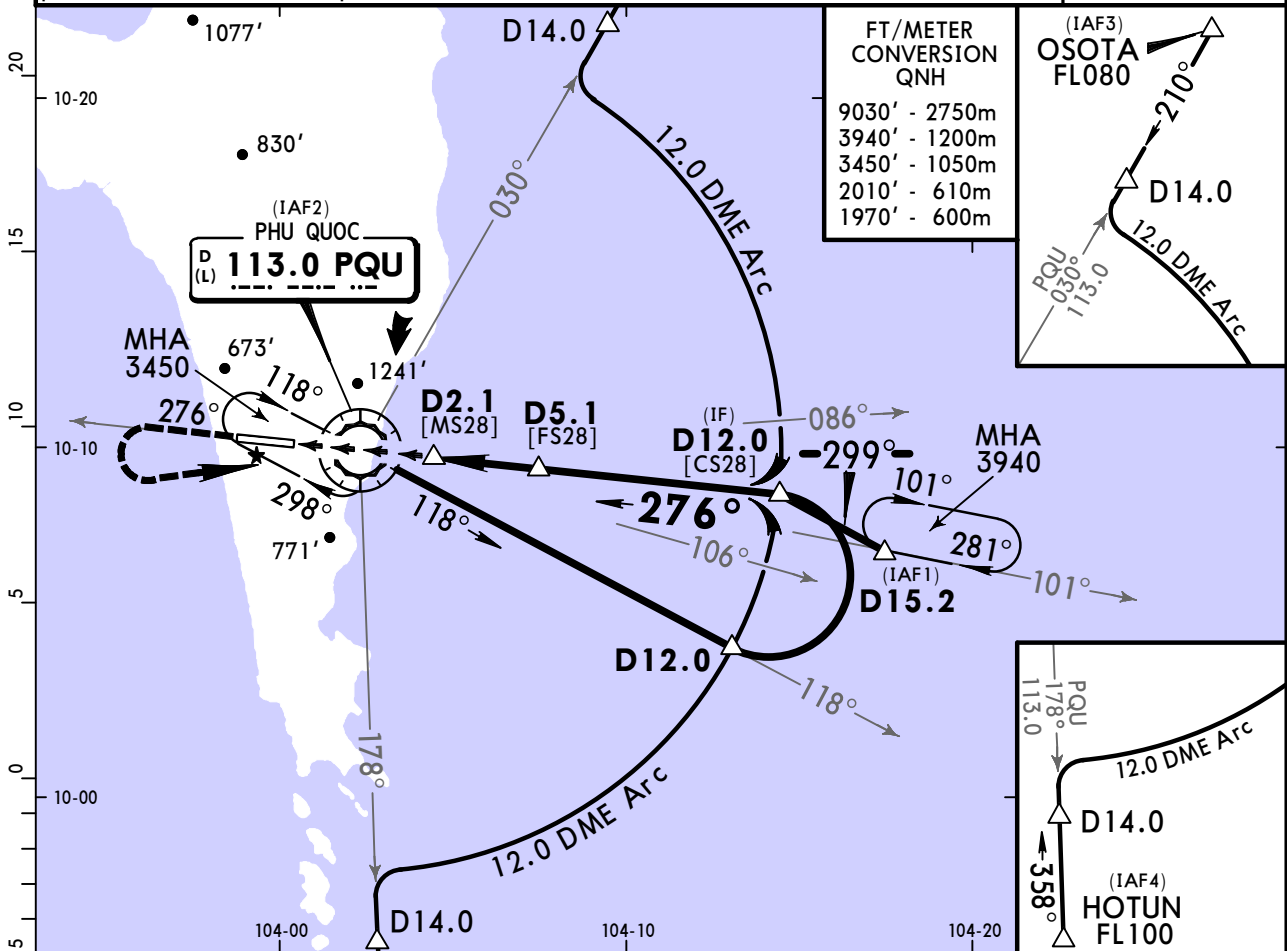
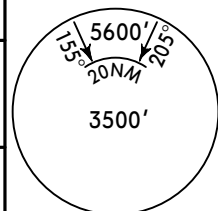
PHU QUOC INTL

JEPPESEN
29 JUL 16 (13-2)

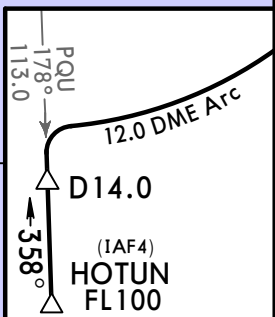
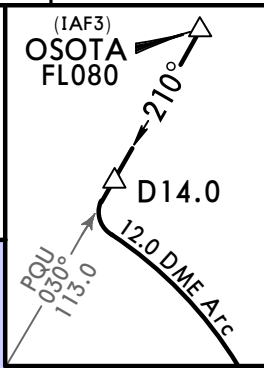
PHU QUOC, VIETNAM

VOR Rwy 28

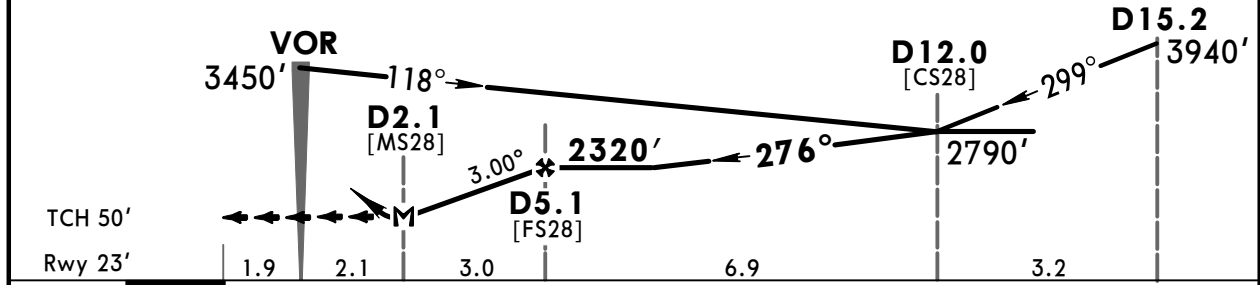
PHU QUOC Tower 118.6				
VOR PQU 113.0	Final Apch Crs 276°	Minimum Alt D5.1 2320' (2297')	MDA(H) 1350' (1327')	Apt Elev 23' Rwy 23'
MISSED APCH: Maintain final approach track climb to 3450', passing 1970' turn LEFT to PQU VOR to join holding pattern or follow ATC instructions.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'				
1. DME required. 2. Minimum vertical separation of 1000' is applied between holding patterns at PQU VOR and PQU VOR R-101/D15.2. 3. Approach procedure from HOTUN IAF via PQU VOR 12.0 DME Arc is only used when no firing activities are taking place within Phu Quoc airspace.				



FT/METER CONVERSION QNH	
9030'	- 2750m
3940'	- 1200m
3450'	- 1050m
2010'	- 610m
1970'	- 600m



PQU DME	2.1	3.0	4.0	5.1
ALTITUDE	1350'	1650'	1970'	2320'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1970'	3450'	PQU 113.0
Descent Angle 3.00°	372	478	531	637	743	849		↑	←	LT
MAP at D2.1 or FAF to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08			

STRAIGHT-IN LANDING RWY 28		CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) 1350' (1327')					
ALS out					

PANS OPS	A	CEILING-VISIBILITY	ALS out	A	
	B	1330' - 5000m		B	NOT AUTHORIZED
	C			C	
	D			D	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VVPQ