

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** SR-1400**Airport Information****RFF:** CAT 6**PCN:** RWY 15/33: 38/R/A/X/T**Customs:** Not AVBL**DEPARTURE****Take-off Minima**

RWY		15/33	
A,B,C	ft - m/km	0 - 1800V	REQ ALTN: WVDN, WTS, WPB
		Applicable LDG MIN	wo TKOF ALTN
D		Not applicable	-

# Vietnam Binh Dinh Phu Cat

Phu Cat **Binh Dinh** Vietnam

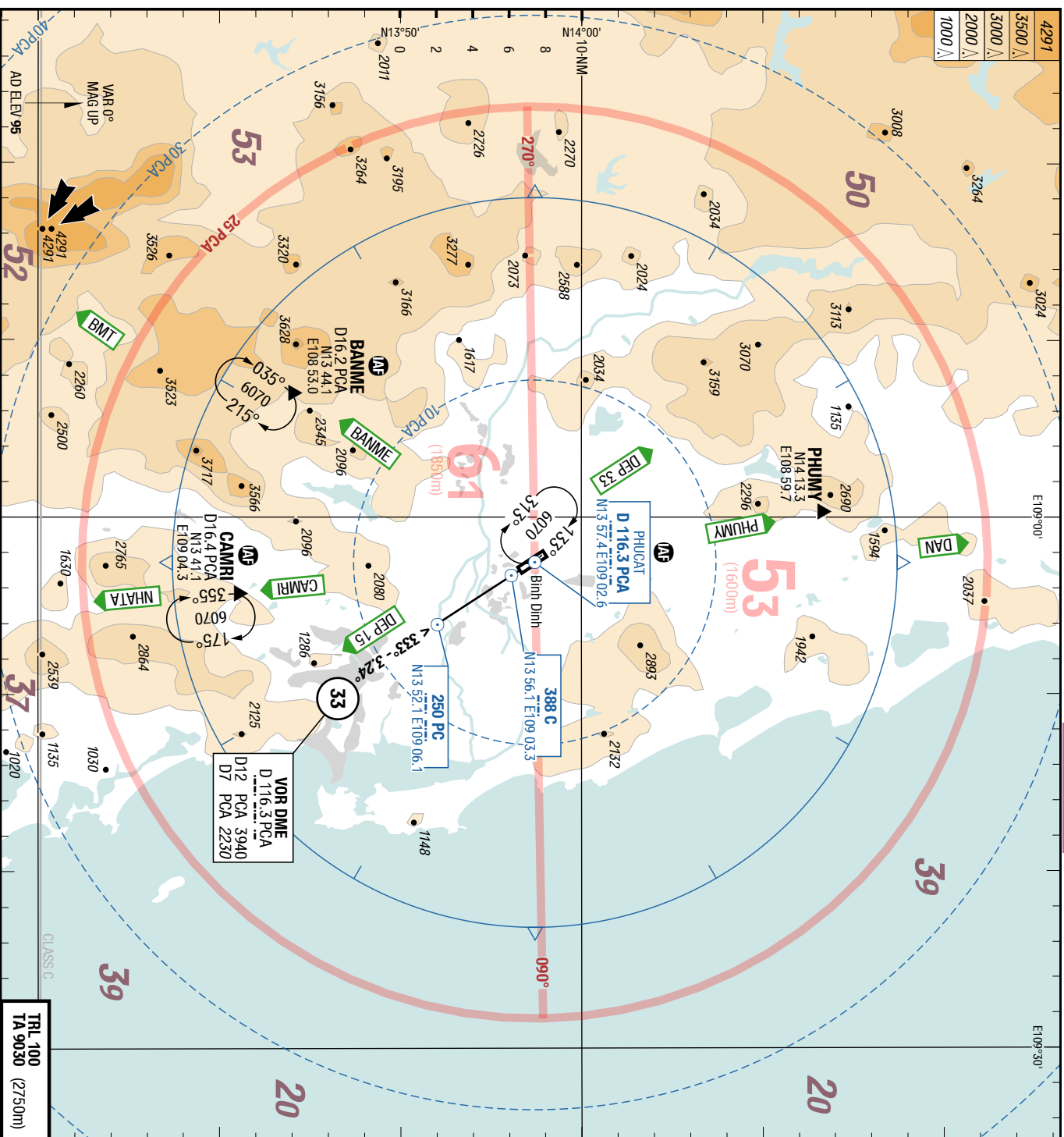
2-10

**AGC**  
**AFC**

**AFC**

## AFC

**AGC**  
**AFC**



118.600

**Landing RWY system:**

15

PAP angle not AVBL

BL

THR 91 (3HPa) / TDZ --- (---%)	-0.1%
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### hPa) / TDZ --- (---%)

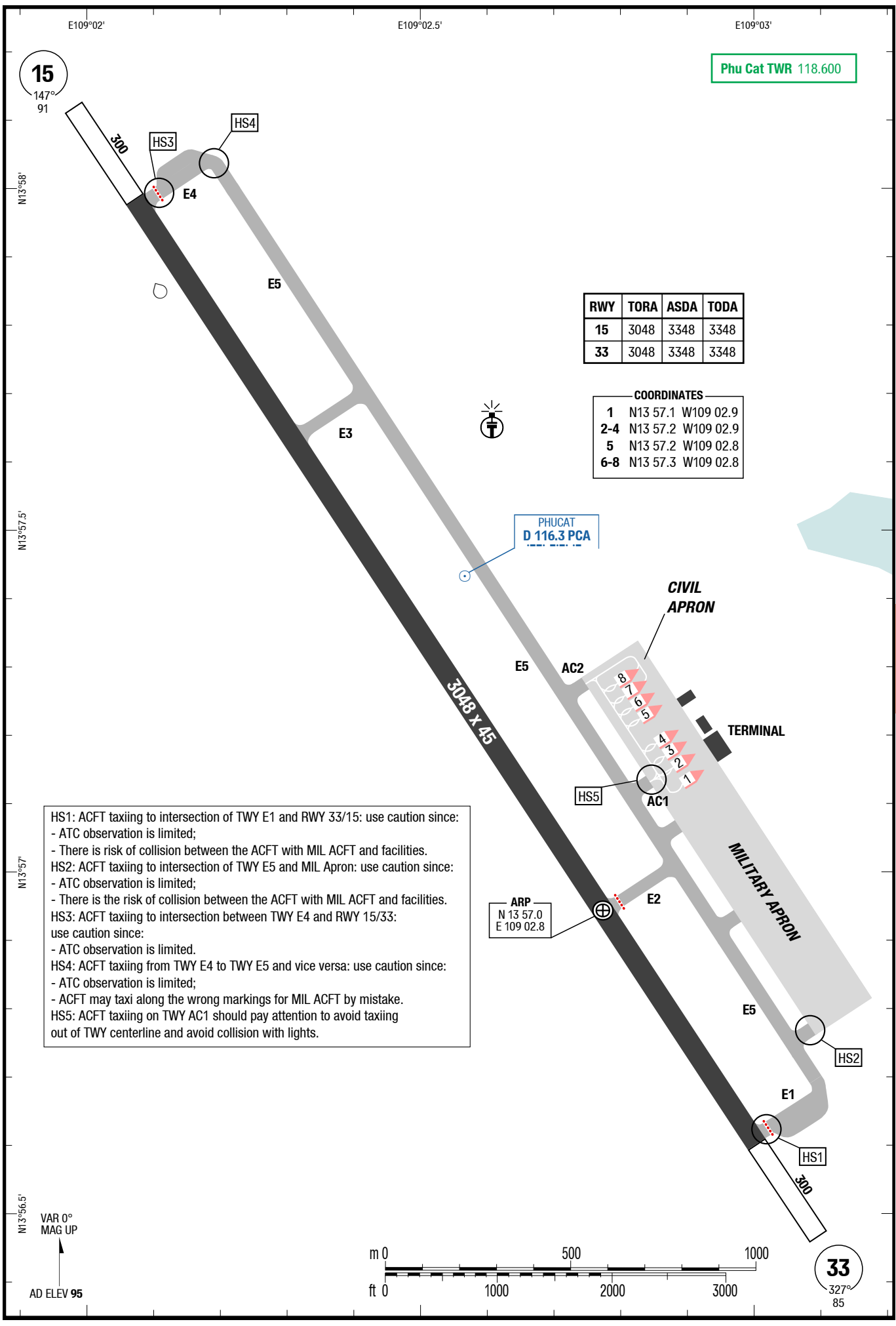
60 L	45 x 3048	420	3
PAP angle not AvBL			
+0.1 %	TDZ --- (---%) / <b>THR 85</b> (3mPa)		L-S

 +0.1% | TDZ --- (---%) / **THR 85** (3hPa) |

S-7

3

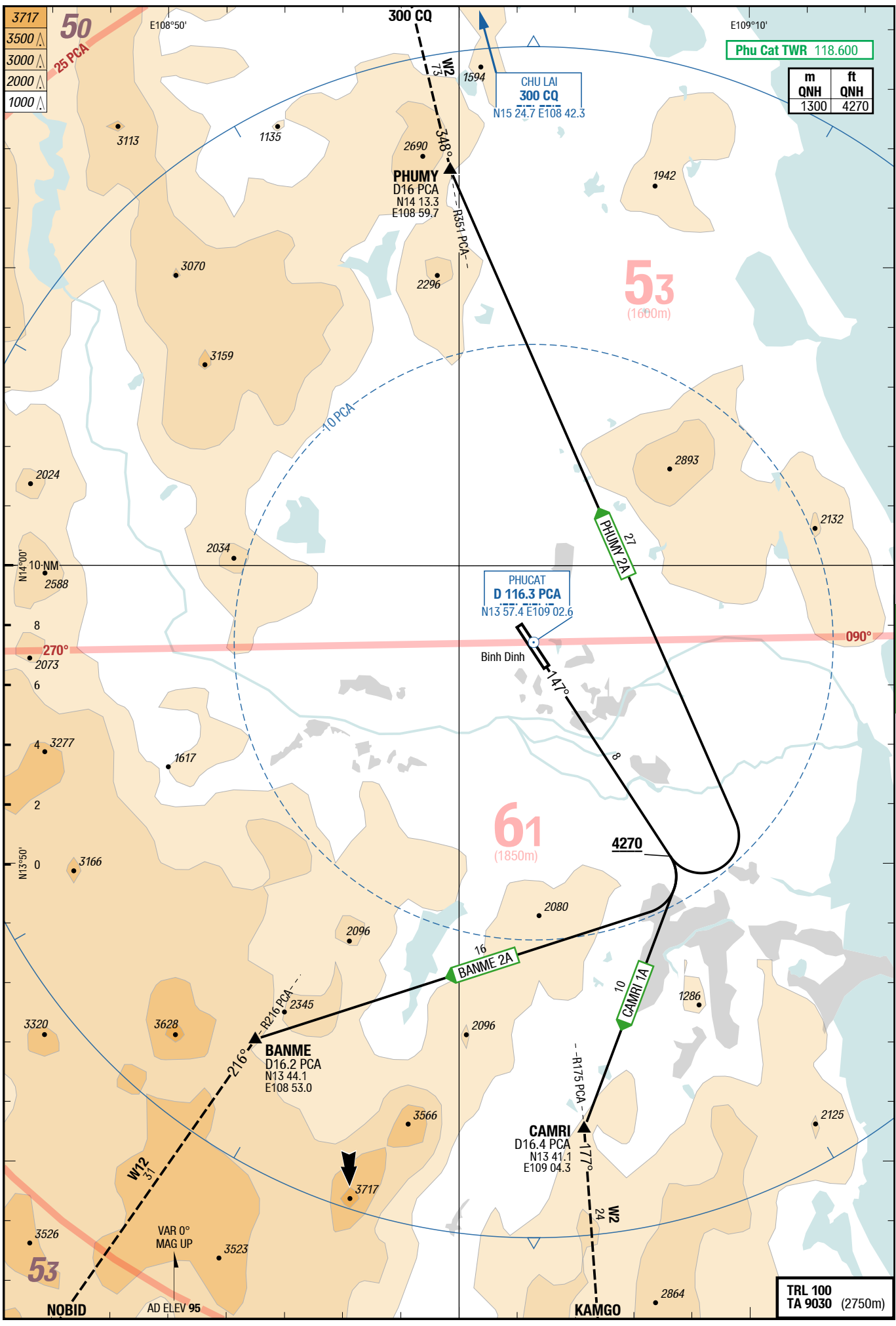
Changes: Parking Stands 8, COORD



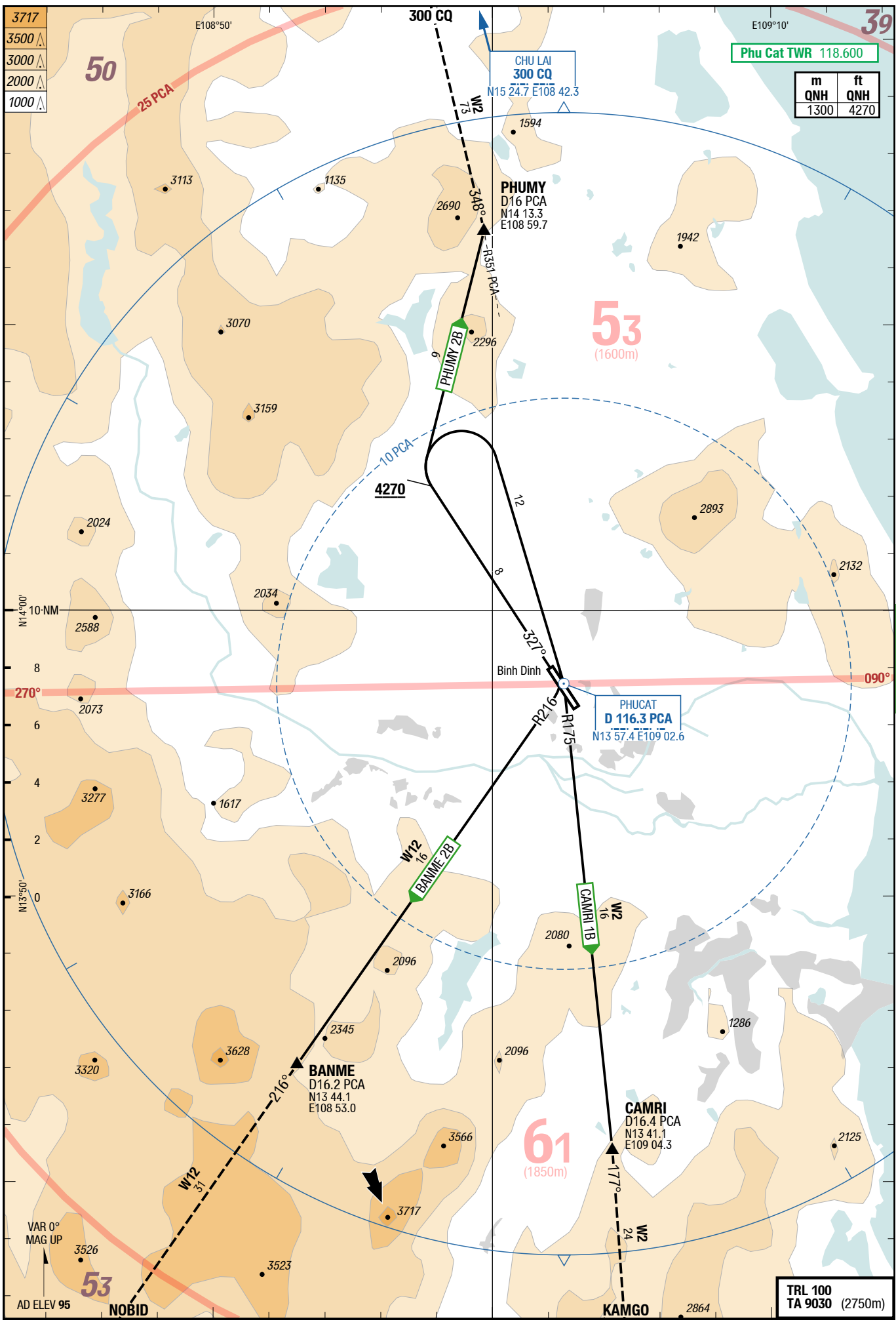
RWY	TORA	ASDA	TODA
15	3048	3348	3348
33	3048	3348	3348

COORDINATES	
1	N13 57.1 W109 02.9
2-4	N13 57.2 W109 02.9
5	N13 57.2 W109 02.8
6-8	N13 57.3 W109 02.8

HS1: ACFT taxiing to intersection of TWY E1 and RWY 33/15: use caution since:  
- ATC observation is limited;  
- There is risk of collision between the ACFT with MIL ACFT and facilities.  
HS2: ACFT taxiing to intersection of TWY E5 and MIL Apron: use caution since:  
- ATC observation is limited;  
- There is the risk of collision between the ACFT with MIL ACFT and facilities.  
HS3: ACFT taxiing to intersection between TWY E4 and RWY 15/33: use caution since:  
- ATC observation is limited.  
HS4: ACFT taxiing from TWY E4 to TWY E5 and vice versa: use caution since:  
- ATC observation is limited;  
- ACFT may taxi along the wrong markings for MIL ACFT by mistake.  
HS5: ACFT taxiing on TWY AC1 should pay attention to avoid taxiing out of TWY centerline and avoid collision with lights.



Changes: new



Changes: new

## UIH-VVPC



4-30

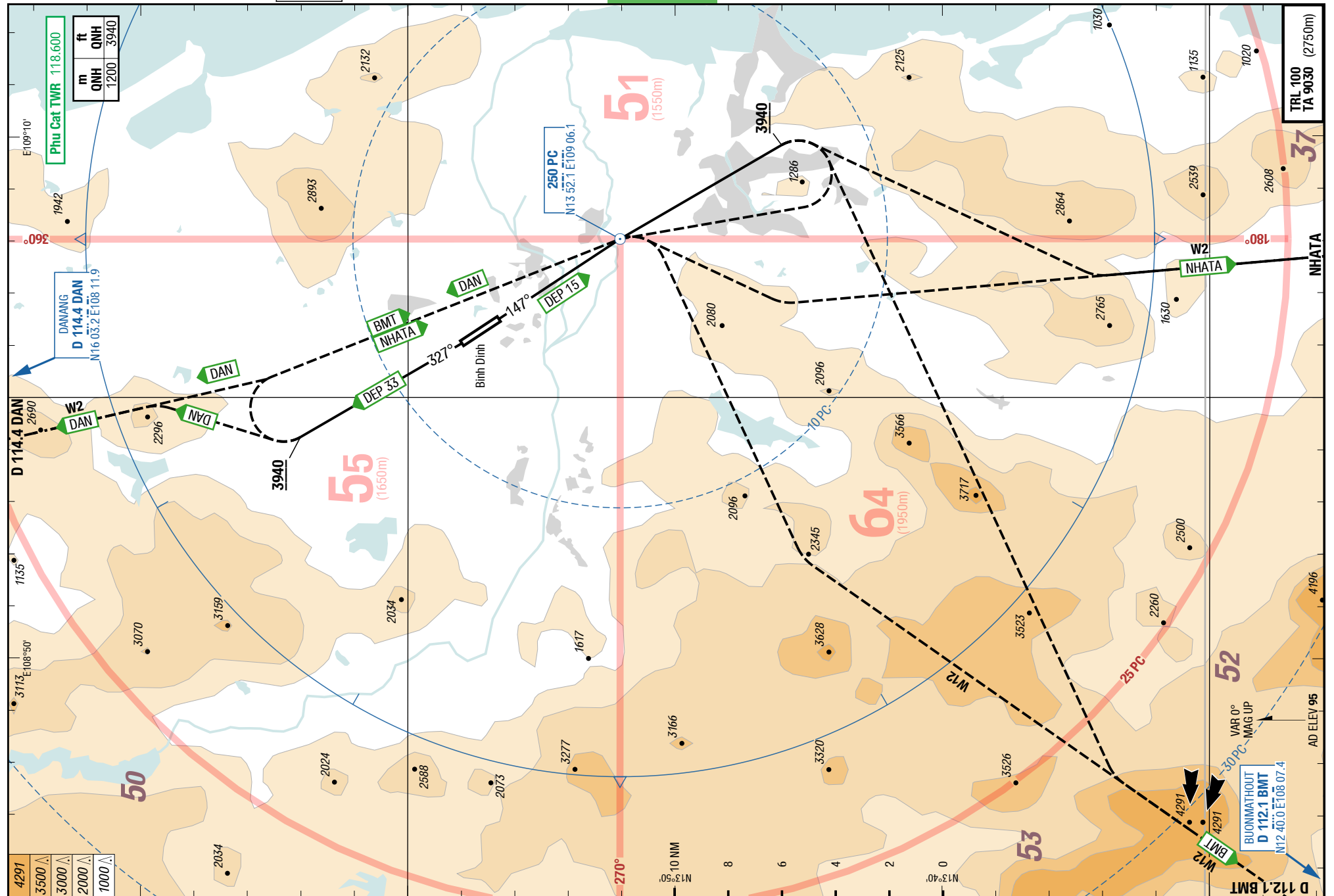
### DEPARTURES (based on PC)

SID

SID

NIL

### DEPARTURES (based on PC)



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Changes: new

23-FEB-2017

Vietnam **Binh Dinh** Phu Cat**UIH-VVPC**

5-10

**SIDs RWY 15****SIDPT****BANME 2A / CAMRI 1A / PHUMY 2A**

RWY 15 (147°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
<b>BANME 2A</b> 118.600	at MNM 4270 RT - join AWY W12 at BANME	
<b>CAMRI 1A</b> 118.600	at MNM 4270 RT - join AWY W2 at CAMRI	
<b>PHUMY 2A</b> 118.600	at MNM 4270 LT - join AWY W2 at PHUMY	

Changes: New

23-FEB-2017

**UIH-VVPC****5-20****SIDs RWY 33****SIDPT****BANME 2B / CAMRI 1B / PHUMY 2B**

RWY 33 (327°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 33</b>	
<b>BANME 2B</b> 5.0% <b>118.600</b>	at MNM <b>4270 RT</b> direct <b>PCA</b> - R216 <b>PCA</b> to BANME	
<b>CAMRI 1B</b> 5.0% <b>118.600</b>	at MNM <b>4270 RT</b> direct <b>PCA</b> - R175 <b>PCA</b> to CAMRI	
<b>PHUMY 2B</b> 5.0% <b>118.600</b>	at MNM <b>4270 RT</b> - join AWY W2 at PHUMY	



23-FEB-2017

**UIH-VVPC**

5-30

**DEPARTUREs (based on PC)****SIDPT****DEP 15 / DEP 33**

RWYs 15 (147°) / 33 (327°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
<b>DEP 15</b> <b>118.600</b>	at MNM 3940 RT	
	TRANSITION	
	<b>BUONMATHOUT (BMT)</b> join AWY W12	
	<b>DANANG (DAN)</b> direct <b>PC</b> - join AWY W2	
	<b>NHATA</b> join AWY W2	
	Runway 33	
<b>DEP 33</b> <b>118.600</b>	at MNM 3940 RT	
	TRANSITION	
	<b>BUONMATHOUT (BMT)</b> direct <b>PC</b> - join AWY W12	
	<b>DANANG (DAN)</b> join AWY W2	
	<b>NHATA</b> direct <b>PC</b> - join AWY W2	

Changes: New

## VOR DME 33



Changes: new

23-FEB-2017

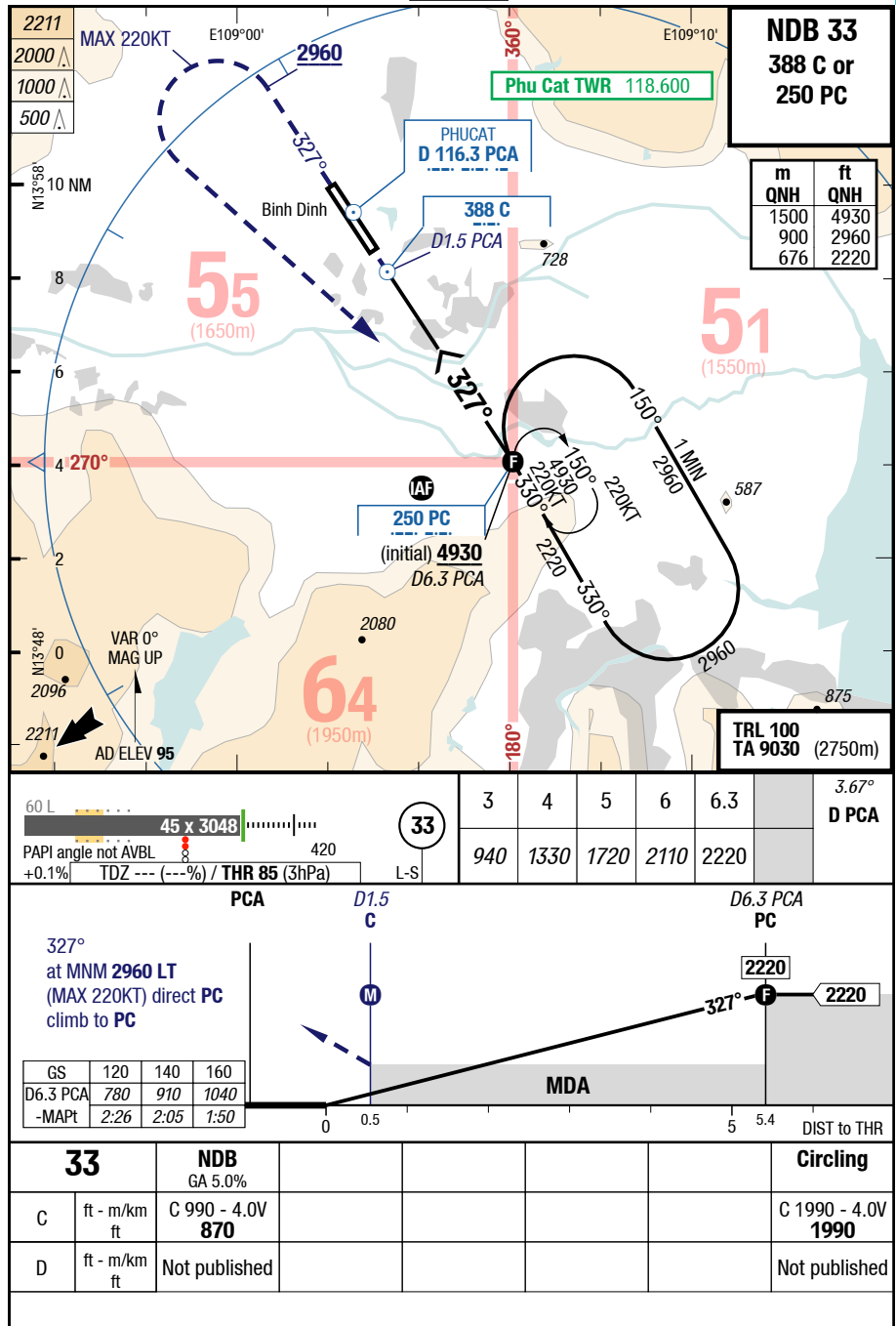
Vietnam Binh Dinh Phu Cat

IAC

UIH-VVPC

7-20

NDB 33



Changes: new