**Tan Son Nhut International Airport**

From Wikipedia, the free encyclopedia

*For the military use of the facility during the* [*Vietnam Wars*](http://en.wikipedia.org/wiki/Vietnam_War)*, see* [*Tan Son Nhut Air Base*](http://en.wikipedia.org/wiki/Tan_Son_Nhut_Air_Base)*.*

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| **Tan Son Nhat International AirportSân bay Quốc tế Tân Sơn Nhất** |
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| [**IATA**](http://en.wikipedia.org/wiki/International_Air_Transport_Association_airport_code)**: SGN –** [**ICAO**](http://en.wikipedia.org/wiki/International_Civil_Aviation_Organization_airport_code)**: VVTS** |
| **Summary** |
| **Airport type** | Public |
| **Owner** | Vietnamese government |
| **Operator** | Southern Airports Corporation |
| **Serves** | Ho Chi Minh City |
| **Location** | Tan Binh District |
| **Elevation**[**AMSL**](http://en.wikipedia.org/wiki/Above_mean_sea_level) | 10 [m](http://en.wikipedia.org/wiki/Metre) / 33 [ft](http://en.wikipedia.org/wiki/Foot_%28length%29) |
| [**Coordinates**](http://en.wikipedia.org/wiki/Geographic_coordinate_system) | [10°49′08″N 106°39′07″E﻿ / ﻿10.81889°N 106.65194°E﻿ / 10.81889; 106.65194](http://stable.toolserver.org/geohack/geohack.php?pagename=Tan_Son_Nhat_International_Airport&params=10_49_08_N_106_39_07_E_type:airport) |
| **Website** | [tsnairport.hochiminhcity.gov.vn](http://tsnairport.hochiminhcity.gov.vn/) |
| [**Runways**](http://en.wikipedia.org/wiki/Runway) |
| [**Direction**](http://en.wikipedia.org/wiki/Runway#Orientation_and_dimensions) | **Length** | **Surface** |
| [**m**](http://en.wikipedia.org/wiki/Metre) | [**ft**](http://en.wikipedia.org/wiki/Foot_%28length%29) |
| 07L/25R | 3,048 | 10,000 | Concrete |
| 07R/25L | 3,800 | 12,468 | Concrete |

Domestic Terminal, Tan Son Nhat Int'l Airport

**Tan Son Nhat International Airport** ([IATA](http://en.wikipedia.org/wiki/International_Air_Transport_Association_airport_code): **SGN**, [ICAO](http://en.wikipedia.org/wiki/International_Civil_Aviation_Organization_airport_code): **VVTS**) ([Vietnamese](http://en.wikipedia.org/wiki/Vietnamese_language): *Sân bay Quốc tế Tân Sơn Nhất*), is [Vietnam](http://en.wikipedia.org/wiki/Vietnam)'s largest international airport in terms of area (800 ha/1,977 acres compared with 650 ha/1,606 acres of [Hanoi](http://en.wikipedia.org/wiki/Hanoi)'s [Noi Bai International Airport](http://en.wikipedia.org/wiki/Noi_Bai_International_Airport) and [Danang](http://en.wikipedia.org/wiki/Danang)'s [Da Nang International Airport](http://en.wikipedia.org/wiki/Da_Nang_International_Airport)). It has a handling capacity of 15-17 million passengers per year, compared with the capacity of Hanoi - Noi Bai airport of 8 million passengers and Da Nang's 2 million passengers). It is also the largest airport of Vietnam in terms of passengers handled (with an estimated number of over 11 million passengers per year in 2007, more than a half of that of Vietnam's all airports), serves [Ho Chi Minh City](http://en.wikipedia.org/wiki/Ho_Chi_Minh_City) as well as [Dong Nam Bo](http://en.wikipedia.org/wiki/Dong_Nam_Bo) in southern Vietnam. Its [IATA](http://en.wikipedia.org/wiki/IATA) code **SGN** was derived from the city's former name of [Saigon](http://en.wikipedia.org/wiki/Saigon).

**History**

Tan Son Nhat International Airport has its origins in the early 1930s, when the French Colonial government constructed a small airport with unpaved runways, known as **Tân Sơn Nhất Airfield** near the village of Tan Son Nhat. By mid-1956, with US aid, a 7,200-foot (2,190 m) runway had been built and the airfield near Saigon became known as [South Vietnam](http://en.wikipedia.org/wiki/South_Vietnam)'s principal international gateway. During the [Vietnam War](http://en.wikipedia.org/wiki/Vietnam_War) (or Second Indochina War), [Tan Son Nhut Air Base](http://en.wikipedia.org/wiki/Tan_Son_Nhut_Air_Base) (then using the alternative spelling **Tân Sơn Nhứt**) was an important facility for both the [US Air Force](http://en.wikipedia.org/wiki/US_Air_Force) and the [(VNAF)](http://en.wikipedia.org/wiki/South_Vietnamese_Air_Force). Between 1968 and 1974, Tan Son Nhut Airport was one of the busiest military airbases in the world. During the last days of South Vietnam, Pan Am schedules from 1973 showed [Boeing 747](http://en.wikipedia.org/wiki/Boeing_747) service was being operated four times a week to San Francisco via Guam and Manila. [Continental Airlines](http://en.wikipedia.org/wiki/Continental_Airlines) operated up to 30 [Boeing 707](http://en.wikipedia.org/wiki/Boeing_707) military charters per week to and from Tan Son Nhut Airport during the 1968-74 period.

On 9 December 2004, [United Airlines](http://en.wikipedia.org/wiki/United_Airlines) became the first U.S. airline to fly to Vietnam since [Pan Am](http://en.wikipedia.org/wiki/Pan_Am)'s last flight during the [Fall of Saigon](http://en.wikipedia.org/wiki/Fall_of_Saigon) in April 1975. UA 869 (operated by a Boeing 747/400) landed at Ho Chi Minh City, the terminus of the flight that ran from [San Francisco](http://en.wikipedia.org/wiki/San_Francisco) via [Hong Kong](http://en.wikipedia.org/wiki/Hong_Kong). On 29 October 2006, this service was switched from San Francisco to Los Angeles with a stop in Hong Kong, operating as UA 867 (also using a Boeing 747/400). In 2009 the service UA 869 has resumed once again from San Francisco via Hong Kong International. In 2006, this airport at Ho Chi Minh (HCM) City served approximately 8.5 million passengers (compared with 7 million in 2005) with 64.000 aircraft movements. HCM - Tan Son Nhat Airport has recently accounted for nearly two thirds of the arrivals and departures at Vietnam's international gateway airports.

Due to increasing demand (about 15%-20% per annum), this airport has been continuously expanded by the Southern Airports Authority. Tan Son Nhat International Airport served 13 million passengers in 2008 compared to 11 million in 2007. According to the new expansion plan announced by the Vietnamese government, the airport will be enlarged to provide facilities and space for around 70 aircraft to land by 2015, and to handle 23.5 million passengers and 600,000 tons of cargo per annum.

**New International Terminal**

Tan Son Nhat International Terminal overall architecture

Passport Check in the new terminal, 13 August 2007

Check-in counters at Tan Son Nhat International Terminal

Air Traffic Control Tower in Tan Son Nhat International Airport

Front view of International Terminal in Tan Son Nhat International Airport

A new international terminal funded by [Japanese](http://en.wikipedia.org/wiki/Japan) [ODA](http://en.wikipedia.org/wiki/ODA) and constructed by a consortium of four Japanese contractors (KTOM, abbreviation of 4 contractors’ names: [Kajima](http://en.wikipedia.org/w/index.php?title=Kajima&action=edit&redlink=1) - [Taisei](http://en.wikipedia.org/wiki/Taisei) - [Obayashi](http://en.wikipedia.org/wiki/Obayashi) - [Maeda](http://en.wikipedia.org/wiki/Maeda)), opened in September 2007 with a capacity for 8-10 million passengers a year, thus giving the airport a total annual capacity of 15-17 million passengers. The old terminal is now used for domestic flights only. After 2015, when [Long Thanh International Airport](http://en.wikipedia.org/wiki/Long_Thanh_International_Airport) is completed, Tan Son Nhat will serve domestic passengers only.

The international terminal is open 24 hours a day.

**Facilities**

Following the opening of its new international terminal in September 2007, HCM - Tan Son Nhat has two major terminal buildings with separate sections for international and domestic flights. Four [jetways](http://en.wikipedia.org/wiki/Jetways) were added in the late 1990s prior to which aircraft had to use remote parking and passengers were transferred to/from the terminal by shuttle buses. The capacity of the new terminal, once fully completed, will be 8 million passengers per annum. After 2015, when Long Thanh International Airport is completed, Tan Son Nhat will serve domestic passengers only.

The [Prime Minister](http://en.wikipedia.org/wiki/Prime_Minister_of_Vietnam) of [Vietnam](http://en.wikipedia.org/wiki/Vietnam) by Decision 1646/TTg-NN has approved the addition of 30 hectares (74 acres) of adjacent area to extend the apron and to build a cargo terminal due to the rapid increase of passenger (which will reach to 11 million in 2007 and is expected to reach 17 million in 2010, compared to 7 million and 8.5 million in 2005 and 2006 respectively) and cargo volume at this airport

Arrivals and Departures are split across two floors.

**Arrivals**

Arriving passengers disembark through jetways, although some flights may be parked away from the terminal and require a short walk to immigration that is located on the upper level. Immigration desks are available for both ASEAN and non-ASEAN residents, who generally must be in possession of a visa prior to arrival, or make advance plans to pick one up in the arrivals area prior to clearing Customs. There are toilet facilities and duty-free shops available in the baggage hall.

A currency exchange desk is located immediately past the Customs desk. There are no facilities for non-passengers to enter the arrivals area and they are limited to meeting passengers outside the terminal. It is here that passengers can pick up taxis, motorcycles or a bus into the city.

The air-conditioned airport bus, service number 152, is the cheapest way into Ho Chi Minh City. It is especially useful for tourists since it passes most of the major hotels along De Tham Street and Dong Khoi Street.

**Departures**

Only passengers are allowed inside the terminal.

Passengers enter the domestic terminal on the lower level where check-in formalities are completed; in the new international terminal departures are on the upper level. Trolleys are not permitted past the security checkpoints, but smaller trolleys are normally available once the checkpoint has been cleared.

International passengers complete passport control formalities and then pass into the departures lounge. The new terminal contains several shops and restaurants, mostly charging Western prices for items, as well as the total of 4 business-class lounges, one of them is operated by Vietnam Airlines and one of them is operated by Star Alliance. Flights are normally called and passengers need to present themselves at the gate for baggage screening and boarding, normally through jetways.

**Airlines and destinations**

**Terminal 1 (Domestic)**

All domestic airlines are Based on Terminal 1.

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| **Airlines** | **Destinations** |
| [Indochina Airlines](http://en.wikipedia.org/wiki/Indochina_Airlines) | Da Nang, Hai Phong, Hanoi |
| [Jetstar Pacific Airlines](http://en.wikipedia.org/wiki/Jetstar_Pacific_Airlines) | Da Nang, Hai Phong, Hue, Hanoi, Vinh |
| [Vietnam Airlines](http://en.wikipedia.org/wiki/Vietnam_Airlines) | Buon Ma Thuot, Da Lat, Da Nang, Dong HoiHai Phong, Hanoi, Hue, Nha Trang, Phu Quoc, Pleiku, Qui Nhon, Rach Gia, Vinh |
| [Vietnam Air Service Company (VASCO)](http://en.wikipedia.org/wiki/Vietnam_Air_Service_Company) | Ca Mau, Chu Lai, Con Dao, Tuy Hoa |

**Terminal 2 (International)**

All international flights depart and arrive from Terminal 2, which opened in August 2007, and was officially inaugurated in December 2007.

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| **Airlines** | **Destinations** |
| [AirAsia](http://en.wikipedia.org/wiki/AirAsia) | Kuala Lumpur |
| [Air China](http://en.wikipedia.org/wiki/Air_China) | Beijing-Capital, Nanning |
| [Air France](http://en.wikipedia.org/wiki/Air_France) | Bangkok-Suvarnabhumi, Paris-Charles de Gaulle |
| [All Nippon Airways](http://en.wikipedia.org/wiki/All_Nippon_Airways) | Tokyo-Narita |
| [Asiana Airlines](http://en.wikipedia.org/wiki/Asiana_Airlines) | Seoul-Incheon |
| [Bangkok Airways](http://en.wikipedia.org/wiki/Bangkok_Airways) | Bangkok-Suvarnabhumi |
| [Cathay Pacific](http://en.wikipedia.org/wiki/Cathay_Pacific) | Hong Kong |
| [Cebu Pacific](http://en.wikipedia.org/wiki/Cebu_Pacific) | Manila |
| [China Airlines](http://en.wikipedia.org/wiki/China_Airlines) | Taipei-Taiwan-Taoyuan |
| [China Southern Airlines](http://en.wikipedia.org/wiki/China_Southern_Airlines) | Guangzhou |
| [EVA Air](http://en.wikipedia.org/wiki/EVA_Air) | Taipei-Taiwan-Taoyuan |
| [Garuda Indonesia](http://en.wikipedia.org/wiki/Garuda_Indonesia) | Jakarta, Singapore |
| [Japan Airlines](http://en.wikipedia.org/wiki/Japan_Airlines) | Tokyo-Narita |
| [Jetstar Airways](http://en.wikipedia.org/wiki/Jetstar_Airways) | Darwin, Sydney |
| [Jetstar Asia Airways](http://en.wikipedia.org/wiki/Jetstar_Asia_Airways) | Singapore |
| [Jetstar Pacific Airlines](http://en.wikipedia.org/wiki/Jetstar_Pacific_Airlines) | Bangkok-Suvarnabhumi |
| [Korean Air](http://en.wikipedia.org/wiki/Korean_Air) | Seoul-Incheon |
| [Lion Air](http://en.wikipedia.org/wiki/Lion_Air) | Jakarta, Singapore |
| [Lufthansa](http://en.wikipedia.org/wiki/Lufthansa) | Bangkok-Suvarnabhumi, Frankfurt |
| [Malaysia Airlines](http://en.wikipedia.org/wiki/Malaysia_Airlines) | Kuala Lumpur |
| [Mandarin Airlines](http://en.wikipedia.org/wiki/Mandarin_Airlines) | Taichung |
| [Northwest Airlines](http://en.wikipedia.org/wiki/Northwest_Airlines) | Tokyo-Narita |
| [Philippine Airlines](http://en.wikipedia.org/wiki/Philippine_Airlines) | Manila |
| [Qatar Airways](http://en.wikipedia.org/wiki/Qatar_Airways) | Doha |
| [Royal Brunei Airlines](http://en.wikipedia.org/wiki/Royal_Brunei_Airlines) | Bandar Seri Begawan |
| [Royal Khmer Airlines](http://en.wikipedia.org/wiki/Royal_Khmer_Airlines) | Siem Reap |
| [Shanghai Airlines](http://en.wikipedia.org/wiki/Shanghai_Airlines) | Shanghai-Pudong |
| [Shenzhen Airlines](http://en.wikipedia.org/wiki/Shenzhen_Airlines) | Shenzhen |
| [Singapore Airlines](http://en.wikipedia.org/wiki/Singapore_Airlines) | Singapore |
| [Thai Airways International](http://en.wikipedia.org/wiki/Thai_Airways_International) | Bangkok-Suvarnabhumi |
| [Thai AirAsia](http://en.wikipedia.org/wiki/Thai_AirAsia) | Bangkok-Suvarnabhumi |
| [Tiger Airways](http://en.wikipedia.org/wiki/Tiger_Airways) | Singapore |
| [Uni Air](http://en.wikipedia.org/wiki/Uni_Air) | Kaohsiung |
| [United Airlines](http://en.wikipedia.org/wiki/United_Airlines) | Hong Kong, San Francisco |
| [Vietnam Airlines](http://en.wikipedia.org/wiki/Vietnam_Airlines) | Bangkok-Suvarnabhumi, Beijing-Capital, Busan, Frankfurt, Fukuoka, Guangzhou, Hong Kong, Kaohsiung, Kuala Lumpur, Melbourne, Moscow-Domodedovo, Nagoya-Centrair, Osaka-Kansai, Paris-Charles de Gaulle, Phnom Penh, Seoul-Incheon, Siem Reap, Singapore, Sydney, Taipei-Taoyuan, Tokyo-Narita, Vientiane |

**Cargo airlines**

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| **Airlines** | **Destinations** |
| [Air France Cargo](http://en.wikipedia.org/wiki/Air_France_Cargo) | Paris-Charles de Gaulle |
| [Asiana Cargo](http://en.wikipedia.org/wiki/Asiana_Airlines) | Seoul-Incheon |
| [Cargoitalia](http://en.wikipedia.org/wiki/Cargoitalia) | Abu Dhabi, Dubai, Hong Kong, Milan-Malpensa |
| [Cargolux](http://en.wikipedia.org/wiki/Cargolux) | Luxembourg |
| [Cathay Pacific](http://en.wikipedia.org/wiki/Cathay_Pacific) |  |
| [China Airlines Cargo](http://en.wikipedia.org/wiki/China_Airlines_Cargo) | Taipei-Taoyuan |
| [EVA Air Cargo](http://en.wikipedia.org/wiki/EVA_Air_Cargo) | Taipei-Taoyuan |
| [FedEx Express](http://en.wikipedia.org/wiki/FedEx_Express) |  |
| [JAL Cargo](http://en.wikipedia.org/wiki/JAL_Cargo) |  |
| K-Mile [Transmile Air Services](http://en.wikipedia.org/wiki/Transmile_Air_Services) |  |
| [Korean Air Cargo](http://en.wikipedia.org/wiki/Korean_Air_Cargo) | Seoul-Incheon |
| [NWA Cargo](http://en.wikipedia.org/wiki/NWA_Cargo) |  |
| [Shanghai Airlines Cargo](http://en.wikipedia.org/wiki/Shanghai_Airlines_Cargo) | Shanghai-Pudong |

**The airport's future**

The current Tan Son Nhat airport is located inside the crowded city of Ho Chi Minh City, and a limited area for expansion and safety concerns would make it hard to upgrade in order to meet increasing demand. Following a recent decision by the Vietnam Prime Minister, a new airport - [Long Thanh International Airport](http://en.wikipedia.org/wiki/Long_Thanh_International_Airport) - will replace Tan Son Nhat airport for international-departure use. The master plan for this new airport was approved in April 2006. The new airport will be built in Long Thanh county, Dong Nai province, about 50 km (31 mi) northeast of Ho Chi Minh City and 70 km (43 mi) northwest of the petroleum-focused city of Vung Tau, near Highway 51A. The pre-feasibility study for this project is under way. The Long Thanh International Airport will be constructed on an area of 50 square kilometers (19 sq mi), and it will have four runways (4,000 m x 60 m or 13,100 ft x 200 ft) and be capable of receiving the [Airbus A380](http://en.wikipedia.org/wiki/Airbus_A380) jumbo jet. The project will be divided in two stages. Stage one includes the construction of two parallel runways and a terminal with a capacity of 20 million passengers per year, due to be completed in 2010. The second stage is scheduled for completion in 2015, leaving the airport with three passenger terminals and a cargo terminal designed to received 5 million metric tons of cargo per year. The total invested capital of this project is an estimated US$8 billion. Upon completion of Long Thanh International Airport, Tan Son Nhat Airport will serve domestic passengers only. Long Thanh International Airport is expected to be the leading airport on the Indochina peninsula, and one of the busiest air transportation hubs in the southeast Asian region.

**See also**

* [Da Nang International Airport](http://en.wikipedia.org/wiki/Da_Nang_International_Airport)
* [Noi Bai International Airport](http://en.wikipedia.org/wiki/Noi_Bai_International_Airport)
* [List of airports in Vietnam](http://en.wikipedia.org/wiki/List_of_airports_in_Vietnam)