

VTSF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSF - NAKHON SI THAMMARAT / NAKHON SI THAMMARAT AIRPORT

VTSF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD | 083222.62N 0995641.01E Centre of RWY 1060 M. from THR RWY19 |
| 2 | Direction and distance from (city) | 10 KM N, from city |
| 3 | Elevation/Reference temperature | 4M (13 FT) /33°C |
| 4 | Geoid Undulation at AD ELEV PSN | NIL |
| 5 | MAG VAR/Annual change | 0.39°W (2016)/0.01°E |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Director of Nakhon Si Thammarat Airport Nakhon Si Thammarat Airport Amphoe Muang Nakhon Si Thammarat 80000 Thailand Tel: +667 536 9540 +667 536 9541 +667 536 9543 Fax: +667 536 9542 AFS: VTSFYDYX |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Operator: Department of Airports |

VTSF AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|------------------------------------|
| 1 | Aerodrome Operator | 2300-1500 |
| 2 | Customs and immigration | O/R |
| 3 | Health and sanitation | NIL |
| 4 | AIS Briefing Office | HJ* |
| 5 | ATS Reporting Office (ARO) | HJ* |
| 6 | MET Briefing Office | NIL |
| 7 | ATS | 2300-1100 |
| 8 | Fuelling | 0100-1000 |
| 9 | Handling | NIL |
| 10 | Security | NIL |
| 11 | De-icing | NIL |
| 12 | Remarks | *Other this period 3 HRS PN to ATC |

VTSF AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|-----------------------------------------|-----|
| 1 | Cargo-handling facilities | NIL |
| 2 | Fuel/oil types | NIL |
| 3 | Fuelling facilities/capacity | NIL |
| 4 | De-icing facilities | NIL |
| 5 | Hangar space for visiting aircraft | NIL |
| 6 | Repair facilities for visiting aircraft | NIL |
| 7 | Remarks | NIL |

VTSF AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-----------------|
| 1 | Hotels | In the city |
| 2 | Restaurants | In the city |
| 3 | Transportation | Taxi, Limousine |
| 4 | Medical facilities | NIL |
| 5 | Bank and Post Office | In the city |
| 6 | Tourist Office | In the city |
| 7 | Remarks | NIL |

VTSF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---------------------------------------------|------------|
| 1 | AD category for fire fighting | Category 7 |
| 2 | Rescue equipment | Yes |
| 3 | Capability for removal of disabled aircraft | NIL |
| 4 | Remarks | NIL |

VTSF AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|-----------------------------|-----------------------------------------|
| 1 | Types of clearing equipment | NIL |
| 2 | Clearance priorities | NIL |
| 3 | Remarks | The aerodrome is available all seasons. |

VTSF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength | APRON A : Surface: Concrete and Asphalt Strength: PCN 42/F/C/X/T APRON B : Surface : Concrete Strength : PCN 45/R/C/X/T |
| 2 | Taxiway width, surface and strength | Width: TWY A, B and D = 23 M, TWY C = 10.5 M Surface: Concrete and asphalt Strength: TWY A, B and D : PCN 42/F/C/X/T TWY C: 5.3 T |
| 3 | Altimeter checkpoint location and elevation | NIL |
| 4 | VOR checkpoints | NIL |
| 5 | INS checkpoints | NIL |
| 6 | Remarks | NIL |

VTSF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---------------------------------------------------------------------------------------------------------------|---------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | NIL |
| 2 | RWY and TWY markings and LGT | RWY and TWY: Marked and lighted |
| 3 | Stop bars | NIL |
| 4 | Remarks | NIL |

VTSF AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling areas and at AD | | Remarks |
|------------------------|----------------------------------------------------|------------------|--------------------------------------------|-------------|---------|
| 1 | | | 2 | | 3 |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | Coordinates | Obstacle type Elevation Markings/LGT | Coordinates | |
| a | b | c | a | b | |
| | Radio Mast HGT 60 M MARKED RED LGT ON TOP | 083452N 0995658E | NIL | NIL | NIL |

VTSF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Associated MET Office | Aeronautical Meteorological Station-Nakhon Si Thammarat, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD) |
| 2 | Hours of service MET Office outside hours | 2300-1300 NIL |
| 3 | Office responsible for TAF preparation Periods of validity | Supply TAF from Southern East-Coast Meteorological Center 24 HR |
| 4 | Type of landing forecast Interval of issuance | TREND 1 HR |
| 5 | Briefing/consultation provided | Personal Consultation Tel: +667 546 6646, +668 6498 0632 |
| 6 | Flight documentation Language(s) used | NIL |
| 7 | Charts and other information available for briefing or consultation | S, U85, Daily Weather Forecast, satellite and radar images |
| 8 | Supplementary equipment available for providing information | Automated Weather Observation System (AWOS) |
| 9 | ATS units provided with information | Nakhon Si Thammarat TWR |
| 10 | Additional information (limitation of service, etc.) | NIL |

VTSF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength (PCN) and surface of RWY and SWY | THR coordinates RWY end coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------------|----------|-------------------------|-------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 006.49° | 2100x45 | PCN 42/F/C/X/T Concrete and asphalt | 083148.51N 0995637.41E | THR 13 FT TDZ 13 FT |
| 19 | 186.49° | 2100x45 | PCN 42/F/C/X/T Concrete and asphalt | 083256.73N 0995644.61E | THR 13 FT TDZ 13 FT |

| Slope of RWY-SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | OFZ | Remarks |
|------------------|-----------------------|-----------------------|-------------------------|-----|---------|
| 7 | 8 | 9 | 10 | 11 | 12 |
| 0% | 60x60 | NIL | 2340x300 | NIL | NIL |
| 0% | 60x60 | NIL | 2340x300 | NIL | NIL |

VTSF AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 2100 | 2100 | 2160 | 2100 | NIL |
| 19 | 2100 | 2100 | 2160 | 2100 | NIL |

VTSF AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | THR LGT colour WBAR | VASIS (MEHT) PAPI | TDZ, LGT LEN | RWY Centre Line LGT Length, spacing, colour, INTST | RWY edge LGT LEN, spacing, colour INTST | RWY End LGT colour WBAR | SWY LGT LEN (M) colour | Remarks |
|----------------|----------------------------|------------------------|----------------------|-----------------|-------------------------------------------------------|-----------------------------------------------|-------------------------------|------------------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 01 | SALS 420M LIH | Green | PAPI Left 3° | NIL | NIL | 2100 M 60 M White, LIM | Red | NIL | NIL |
| 19 | SALS 420M | Green | PAPI Left 3° | NIL | NIL | 2100 M 60 M White, LIM | Red | NIL | NIL |

VTSF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: At tower building FLG WG EV 7 SEC |
| 2 | LDI location and LGT Anemometer location and LGT | LDI(1) : wind cone at 300 M from THR 01 off set Left side 102.5 M, illuminated LDI(2) : wind cone at 300 M from THR 19 off set Left side 102.5 M, illuminated |
| 3 | TWY edge and centre line lighting | EDGE: All taxiways |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at the air field lighting (AFL). Switch over time : 15 SEC |
| 5 | Remarks | NIL |

VTSF AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|-----------------------------------------------------------|-----|
| 1 | Coordinates TLOF or THR of FATO Geoid undulation | NIL |
| 2 | TLOF and/or FATO elevation M/FT | NIL |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | NIL |
| 4 | True and MAG BRG of FATO | NIL |
| 5 | Declared distance available | NIL |
| 6 | APP and FATO lighting | NIL |
| 7 | Remarks | NIL |

VTSF AD 2.17 ATS AIRSPACE

| | | |
|---|-----------------------------------|------------------------------------------------------------------------------------------|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on Nakhon Si Thammarat DVOR/DME (083229.95N 0995648.67E) |
| 2 | Vertical limits | 2000 FT/AGL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign Language(s) | Nakhon Si Thammarat Tower English, Thai |
| 5 | Transition altitude | 11000 FT |
| 6 | Remarks | NIL |

VTSF AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|------------------------------|--------------------------------------|--------------------|----------------------------------|
| 1 | 2 | 3 | 4 | 5 |
| APP | Nakhon Si Thammarat Approach | 119.75 MHZ 129.6 MHZ 305.4 MHZ | 23:30-14:30 | Primary Freq. Secondary Freq. |
| TWR | Nakhon Si Thammarat Tower | 122.55 MHZ 236.6 MHZ | 23:00-11:00 | |
| GND | Nakhon Si Thammarat Ground | 121.9 MHZ | 23:00-11:00 | |
| ATIS | | 123.4 MHZ | 2300-1100 | |

VTSF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|-------------------------------------------------------------------------|------|----------------------|--------------------|----------------------------------------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DVOR/DME | NKS | 117.4 MHZ CH121X | H24 | 083229.95N 0995648.67E | | Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM, at required altitudes is various areas: RDL 001-190 beyond 40 NM should not below 2500 FT. RDL 191-240 beyond 40 NM should not below 7000 FT. RDL 241-280 beyond 25 NM should not below 8000 FT. RDL 281-320 beyond 40 NM should not below 7000 FT. RDL 321-360 beyond 40 NM should not below 5000 FT. |
| LOC RWY19 ILS CAT I | INKS | 109.7 MHZ | H24 | 083138.445N 0995636.378E | | |
| GP | | 333.2 MHZ | H24 | 083245.315N 0995647.386E | | GP: 3 DEG, RDH 50 FT |
| DME | | CH34X (333.2 MHZ) | H24 | 083245.315N 0995647.386E | | DME: Paired with GP FREQ. |

VTSF AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSF AD 2.22 FLIGHT PROCEDURES

1. The Continuous Descent Operations (CDO) for arrivals into Nakhon Si Thammarat Airport

1.1 Introduction

1.1.1 CDO is an operation, enabled by airspace design, procedure design and ATC facilitation, in which an aircraft descends continuously, to the greatest possible extent, by employing minimum engine thrust, ideally in a low drag configuration, prior to Final Approach Fix / Final Approach Point.

1.1.2 Vertical profile of CDO aims to improve flight stability (minimal level-off), increase terrain safety, ensure environmental friendly procedures by reducing aircraft noise, fuel consumption and emissions, enhanced flight punctuality and predictability, as well as other economic benefits for flights into Nakhon Si Thammarat Airport.

1.2 Condition of Use

1.2.1 Conditions for Conducting a CDO

1.2.1.1 CDO application must be under surveillance environment.

1.2.1.2 CDO can be requested by pilot or initiated by ATC. Pilot should request CDO at least 5 minutes prior to reaching Top of Descent (TOD) for any type of approach.

Note: 1. There is limited benefit if CDO clearance is received at altitude lower than 10,000 FT.

Note: 2. In case of CDO procedure being impractical due to an emergency, weather condition, traffic situation or any other reasons, an alternate instruction will be issued by ATC, or requested by pilot.

1.2.2 Application of Other ATC Procedures

1.2.2.1 When conducting CDO, standard ATC procedures continue to apply. ATC may issue clearance to an intermediate approach level while facilitating a CDO profile.

1.2.2.2 In doing so, ATC shall endeavour to issue further descent clearance prior to the CDO flight reaching the last assigned altitude so as to prevent aircraft from levelling off.

1.2.3 Change of Runway-In-Use

1.2.3.1 In case of change on Runway-in-Use prior to aircraft reaching Final Approach Fix, i.e. from RWY19 to RWY01 CDO procedure shall be cancelled.

1.2.3.2 Pilot should then re-plan arrival route to the revised landing runway and inform ATC if the flight would still be able to meet all required speed/altitude restrictions.

1.2.4 Aircraft Type

CDO procedure is applicable for FMS capable aircraft.

1.2.5 Arrival Routes

CDO procedure is in place for all aircraft on W35 inbound from Bangkok to Nakhon Si Thammarat Airport.

1.2.6 Operations Time

CDO is available 24 hours.

1.2.7 Available Runway

CDO procedure is available for RWY19

- 1.2.8 Types of Approach
- 1.2.8.1 ILS or LOC z RWY19
- 1.2.8.2 RNAV (GNSS) RWY19
- 1.2.9 Speed

When traffic permits, aircraft will operate at an optimum speed calculated by FMS, depending on aircraft type. The following speed guidance should be applicable in case of high traffic volume.

| Flight Status | Speed Range |
|----------------------------|---------------|
| Above 10 000 FT | 250 - 320 IAS |
| Below 10 000 FT | 220 - 250 IAS |
| Final Segment (up to 4 NM) | 160 - 180 IAS |

- 1.2.10 Minimum Flight Altitude
 - 1.2.10.1 Outside NKS TMA, aircraft shall comply with altitude constraints of the CDO procedure.
 - 1.2.10.2 During CDO, minimum safety altitudes are identical to those within Instrument Approach Procedures requested.
- 1.3 CDO Procedure
 - 1.3.1 Before aircraft reaching TOD (approximately 150 NM from the airport), either pilot or ATC can initiate CDO using phraseologies described in para 1.4.
 - 1.3.2 When all requirements for CDO are met and situation permits, CDO will commence.
 - 1.3.3 Pilot shall operate aircraft FMS to plan optimal descent profile and report CDO execution Nakhon Si Thammarat commencing descent.
 - 1.3.4 Aircraft should descend continuously on normal arrival route to NKS TMA.
 - 1.3.5 Longitudinal separation required will be at least 5 minutes (15 NM) between CDO traffic.
 - 1.3.6 Operations without Vectoring
 - 1.3.6.1 ILS or LOC z RWY19 Procedure
 - 1.3.6.1.1 Aircraft Arriving on W35

After passing, 20 NM from NKS DVOR, altitude not lower than 8,000 FT., then proceed to TAWIT, altitude not lower than 5,000 FT. and follow ILS or LOC z RWY19 procedure, or

The pilot may request permission to fly directly to (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to (IF) altitude 3,000 FT., and cross 20 NM from NKS DVOR, altitude not lower than 8,000 FT., following the ILS or LOC z RWY19 procedure.

Note: CDO will be operated within radar coverage.

- 1.3.6.2 RNAV (GNSS) RWY19 Procedure

- 1.3.6.2.1 Aircraft Arriving on W35

After passing, 20 NM from NKS DVOR, altitude not lower than 8,000 FT., then proceed to TAWIT, altitude not lower than 5,000 FT. and follow the RNAV(GNSS) RWY19 procedure, or

The pilot may request permission to fly directly to (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to (IF) altitude 3,000 FT., and cross 20 NM from NKS DVOR, altitude not lower than 8,000 FT., following the RNAV (GNSS) RWY19 procedure.

Note: CDO will be operated within radar coverage.

- 1.3.7 Operations under Vectoring
 - 1.3.7.1 Pilot should receive CDO clearance at altitude not lower than 10,000 FT.
 - 1.3.7.2 ATC shall provide vectoring guidance and track mile estimate to pilot.
- 1.3.8 Radio Communications Failure
 - 1.3.8.1 In the event of radio communication failure, CDO flight will be terminated immediately.
 - 1.3.8.2 Pilot is to apply radio failure procedures stated in AIP Thailand ENR 1.6-6 para 6
- 1.4 Phraseology
 - 1.4.1 The following phraseology enables clear and concise communications between pilot and controller to maintain safety of CDO arrivals.
 - 1.4.2 ATC-initiated CDO
 - “(aircraft call sign), (ATC unit), CDO AVAILABLE, DO YOU ACCEPT?”
 - 1.4.3 Pilots response to ATC-initiated CDO
 - 1.4.3.1 “(aircraft call sign), ACCEPT CDO”
 - 1.4.3.2 “(aircraft call sign), NEGATIVE CDO”
 - 1.4.4 Pilot-requested CDO
 - “(ATC Unit), (aircraft call sign), REQUEST CDO (type of approach) APPROACH”
 - 1.4.5 Approval by Bangkok Area Control Centre
 - “(aircraft call sign), CLEARED DIRECT TO (point), CDO DESCEND [(level) or (altitude), QNH (number)]”
 - 1.4.6 Denial from Bangkok Area Control Centre
 - 1.4.6.1 “(aircraft call sign), NEGATIVE CDO, DUE TO (reason)”
 - 1.4.6.2 “(aircraft call sign), EXPECT CDO FROM NAKHON SI APPROACH”
 - 1.4.7 Approval by Nakhon Si Approach Control Unit
 - 1.4.7.1 “(aircraft call sign), DIRECT TO (point), DESCEND [(level) or (altitude), QNH (number)], CLEARED CDO (type of approach) APPROACH, REPORT ESTABLISHED”
 - 1.4.7.2 “(aircraft call sign), DESCEND INITIALLY [(level) or (altitude), QNH (number)], CDO APPROVED”
 - 1.4.8 When vectoring for CDO
 - “(aircraft call sign), VECTORING FOR CDO, FLY HEADING (number) DESCEND [(level) or (altitude), QNH (number)], TRACK MILE (number)”
 - 1.4.9 CDO Cancellation
 - 1.4.9.1 “(aircraft call sign), CANCEL CDO DUE TO (reason), (STOP) DESCEND [(level) or (altitude), QNH (number)]”
 - 1.4.9.2 “(aircraft call sign), DUE TO (reason), CDO IS NOW TERMINATED”
 - 1.4.10 Resuming CDO
 - “(aircraft call sign), RESUME CDO, DCT (point), DESCEND [(level) or (altitude), QNH (number)], CLEARED (type of approach) APPROACH”
 - 1.4.11 Pilot report leaving
 - “(aircraft call sign), CDO LEAVING (level)”
 - 1.4.12 Warning of aircraft below CDO Profile
 - “(aircraft call sign), BELOW CDO PROFILE, ALTITUDE SHOULD BE (altitude) OR ABOVE”

1.5 Information / Training

1.5.1 Each airline must ensure that, for each type of aircraft, pilots are aware of CDO performance requirements.

1.5.2 Airlines are expected to define strategy to be adopted to drag-generating parts extension to stabilize aircraft in landing configuration at an altitude in compliance with flight safety, taking into account glide path at 3° in Final Approach.

VTSF AD 2.23 ADDITIONAL INFORMATION

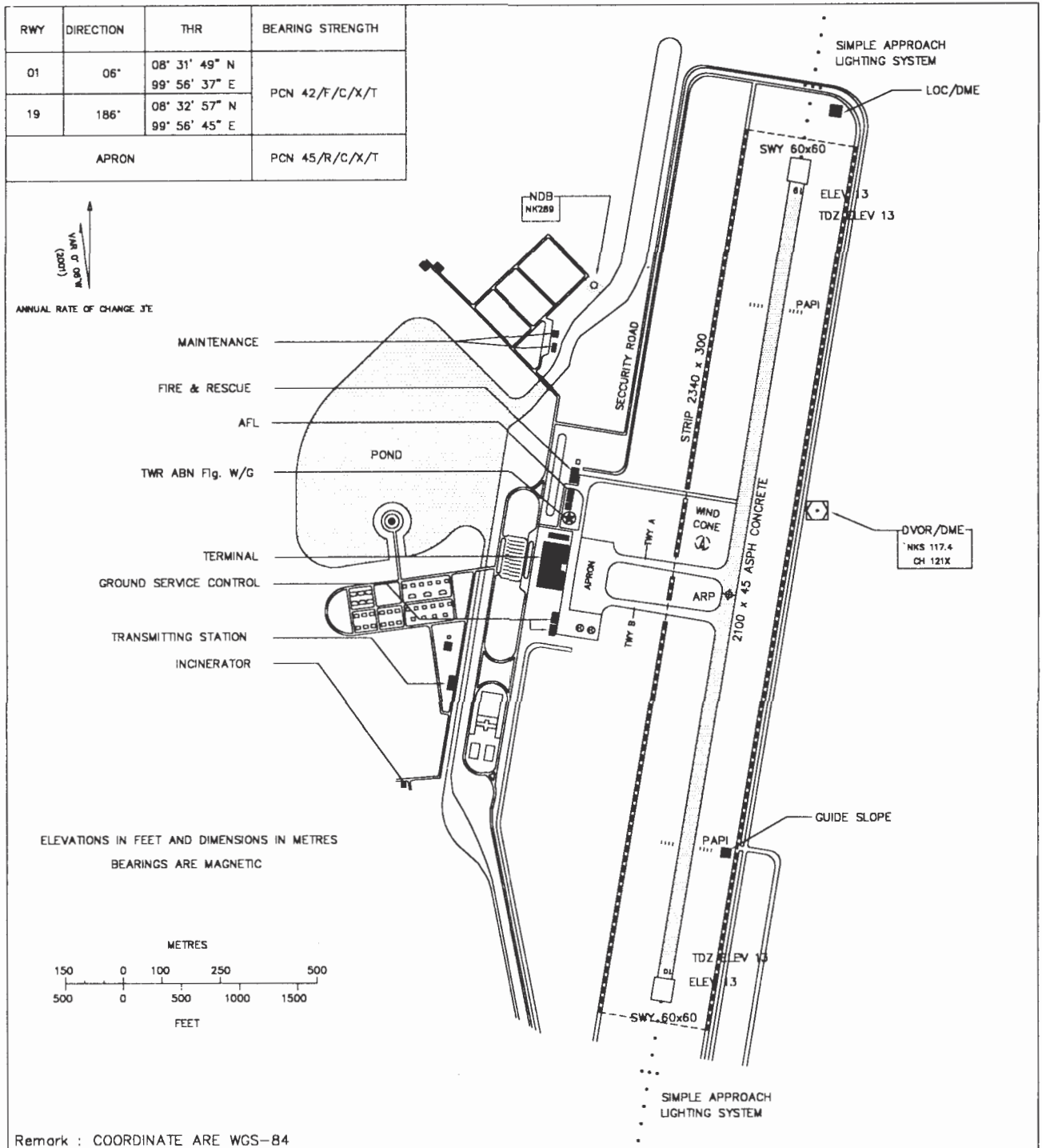
NIL

VTSF AD 2.24 CHARTS RELATED TO AN AERODROME

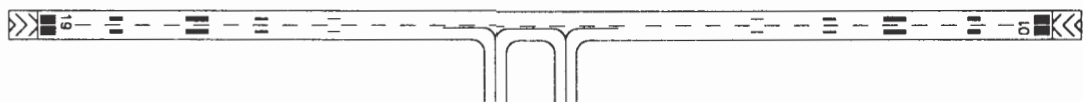
| Chart name | Page |
|----------------------------------------------------------------------------------------------------------------------------------|----------------|
| Aerodrome Chart - ICAO | AD 2-VTSF-2-1 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A | AD 2-VTSF-6-1 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A (Tabular description) | AD 2-VTSF-6-2 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B | AD 2-VTSF-6-3 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B (Tabular description) | AD 2-VTSF-6-4 |
| Instrument Approach Chart - ICAO - VOR RWY 01 | AD 2-VTSF-8-1 |
| Instrument Approach Chart - ICAO - VOR RWY 01 (Fix and point list table) | AD 2-VTSF-8-2 |
| Instrument Approach Chart - ICAO - VOR y RWY 19 | AD 2-VTSF-8-3 |
| Instrument Approach Chart - ICAO - VOR y RWY 19 (Fix and point list table) | AD 2-VTSF-8-4 |
| Instrument Approach Chart - ICAO - VOR z RWY 19 | AD 2-VTSF-8-5 |
| Instrument Approach Chart - ICAO - VOR z RWY 19 (Fix and point list table) | AD 2-VTSF-8-6 |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 19 | AD 2-VTSF-8-7 |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 19 (Fix and point list table) | AD 2-VTSF-8-8 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 | AD 2-VTSF-8-9 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 (Fix and point list table) | AD 2-VTSF-8-10 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 01 | AD 2-VTSF-8-11 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 01 (Tabular description) | AD 2-VTSF-8-12 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 19 | AD 2-VTSF-8-13 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 19 (Tabular description) | AD 2-VTSF-8-14 |

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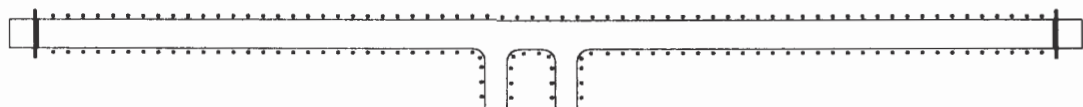
AERODROME CHART-ICAO 08° 32' 23" N ELEV 13 ft 4 m TWR 122.55 236.6 NAKHON SI THAMMARAT/Nakhon Si Thammarat



MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY

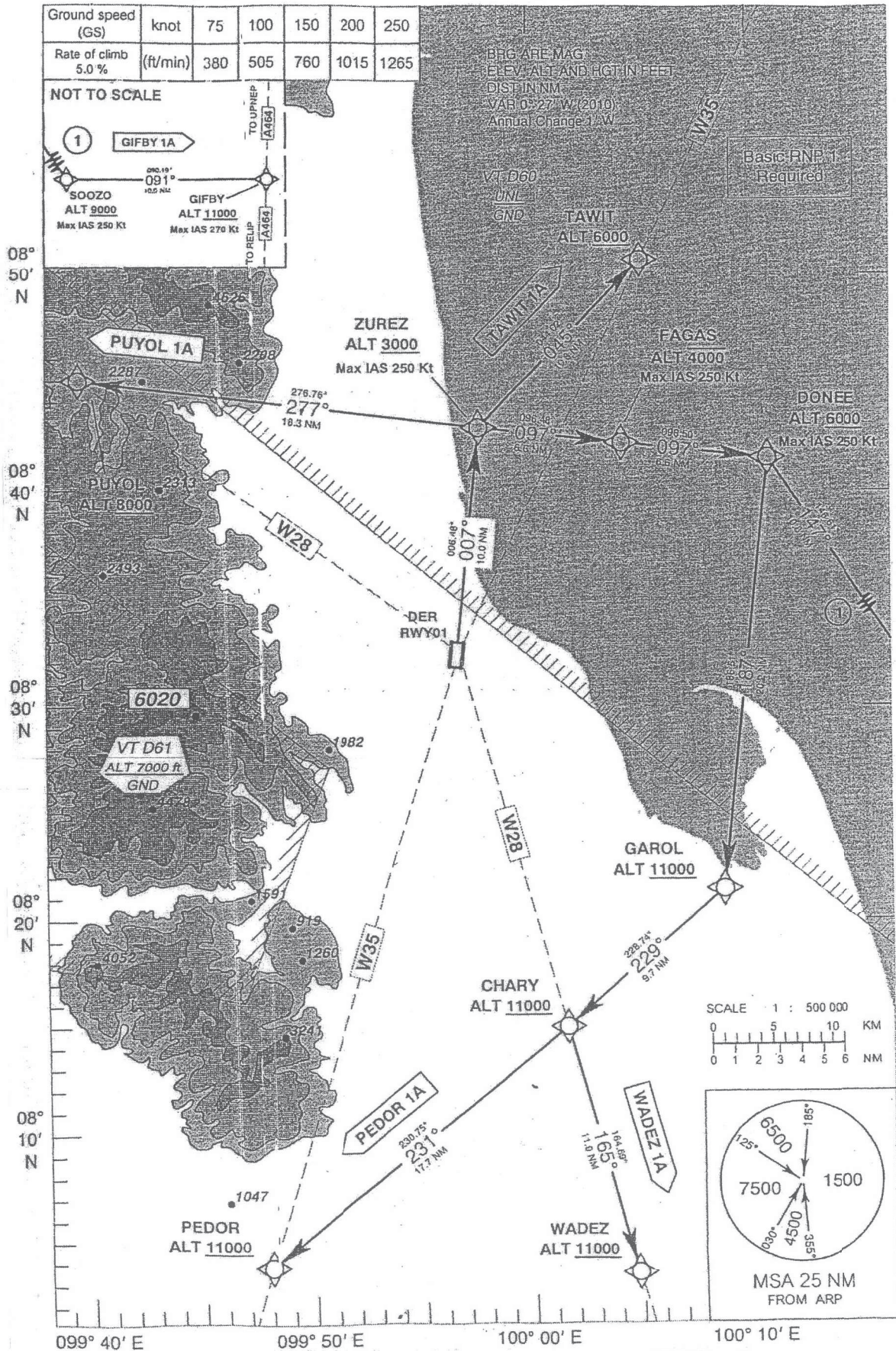


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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

APP : 119.75, 240.0
TWR : 122.55, 236.6

NAKHON SI THAMMARAT /
Nakhon Si Thammarat (VTTF)
SID RNAV RWY 01
GIFBY 1A TAWIT 1A
PEDOR 1A PUYOL 1A WADEZ 1A



NAKHON SI THAMMARAT /
Nakhon Si Thammarat (VTSF)
SID RNAV RWY 01

| Fix identifier (Waypoint name) | WGS-84 Coordinates | | Path descriptor | Flyover | Course ° M (° T) | Turn direction | Altitude | Speed | Magnetic | Navigation |
|-----------------------------------|--------------------|--------------|--------------------|---------|---------------------|-------------------|----------|-------|-----------|-------------|
| | Latitude | Longitude | | | | | | ft | variation | performance |
| DER RWY01 | 083256.70 N | 0995644.63 E | CF | - | 007°(006.48°) | - | - | - | 0.5 | RNP1 |
| ZUREZ | 084256.38 N | 0995747.97 E | TF | - | 007°(006.48°) | L,R | +3000 | 250 | 0.5 | RNP1 |
| TAWIT | 085042.75 N | 1000521.15 E | TF | - | 045°(044.02°) | R | +6000 | - | 0.5 | RNP1 |
| PUYOL | 084505.88 N | 0993926.35 E | TF | - | 277°(276.76°) | R | +8000 | - | 0.5 | RNP1 |
| FAGAS | 084214.54 N | 1000427.26 E | TF | - | 097°(096.48°) | - | -4000 | 250 | 0.5 | RNP1 |
| DONEE | 084132.52 N | 1001107.17 E | TF | - | 097°(096.50°) | R | +6000 | 250 | 0.5 | RNP1 |
| SOOZO | 083226.42 N | 1001708.69 E | TF | - | 147°(146.61°) | L | +9000 | 250 | 0.5 | RNP1 |
| GIFBY | 083224.27 N | 1002714.36 E | TF | - | 091°(090.19°) | L | +11000 | 270 | 0.5 | RNP1 |
| GAROL | 082120.78 N | 1000858.58 E | TF | - | 187°(186.51°) | R | +11000 | - | 0.5 | RNP1 |
| CHARY | 081456.10 N | 1000138.50 E | TF | - | 229°(228.74°) | L,R | +11000 | - | 0.5 | RNP1 |
| PEDOR | 080342.01 N | 0994750.96 E | TF | - | 231°(230.75°) | L | +11000 | - | 0.5 | RNP1 |
| WADEZ | 080325.22 N | 1000448.33 E | TF | - | 165°(164.69°) | - | +11000 | - | 0.5 | RNP1 |

NAKHON SI THAMMARAT /
Nakhon Si Thammarat (VTSP)
SID RNAV RWY 19

| Fix identifier (Waypoint name) | WGS-84 Coordinates | | Path descriptor | Flyover | Course ° M (° T) | Turn direction | Altitude | Speed limit | Magnetic variation | Navigation performance |
|-----------------------------------|--------------------|--------------|--------------------|---------|---------------------|-------------------|----------|----------------|-----------------------|---------------------------|
| | Latitude | Longitude | | | | | | | | |
| DER RWY19 | 083148.48 N | 0995637.43 E | CF | - | 187°(186.00°) | - | - | - | 0.5 | RNP1 |
| CHIKA | 082150.77 N | 0995534.39 E | TF | - | 187°(186.00°) | L,R | +3000 | 250 | 0.5 | RNP1 |
| BEBAR | 081147.77 N | 0995532.78 E | TF | - | 181°(180.15°) | L | +6000 | - | 0.5 | RNP1 |
| PEDOR | 080342.01 N | 0994750.96 E | TF | - | 224°(223.46°) | L | +9000 | - | 0.5 | RNP1 |
| WADEZ | 080325.22 N | 1000448.33 E | TF | - | 133°(132.22°) | R | +9000 | - | 0.5 | RNP1 |
| ZEYAS | 082052.17 N | 1000453.96 E | TF | - | 097°(096.00°) | L | -5000 | 250 | 0.5 | RNP1 |
| SAKOL | 082052.48 N | 1001312.92 E | TF | - | 091°(089.95°) | L | -6000 | 250 | 0.5 | RNP1 |
| GIFBY | 083224.27 N | 1002714.36 E | TF | - | 051°(050.44°) | L | +11000 | - | 0.5 | RNP1 |
| LONEE | 083227.17 N | 1001315.10 E | TF | - | 001°(000.18°) | L | +9000 | 250 | 0.5 | RNP1 |
| PICHY | 083229.93 N | 0995648.66 E | TF | - | 271°(270.18°) | R | +11000 | 270 | 0.5 | RNP1 |
| RAMOZ | 083722.03 N | 0995006.16 E | TF | - | 307°(306.11°) | - | +11000 | - | 0.5 | RNP1 |
| PUYOL | 084505.88 N | 0993926.35 E | TF | - | 307°(306.09°) | - | +11000 | - | 0.5 | RNP1 |
| TAWIT | 085042.75 N | 1000521.15 E | TF | - | 337°(336.72°) | R | +11000 | - | 0.5 | RNP1 |

