

VTSG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSG - KRABI / KRABI AIRPORT

VTSG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	080600.59N 0985907.13E 1500 M FM THR RWY14
2	Direction and distance from (city)	10 KM NE from city
3	Elevation/Reference temperature	93 FT/30°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°26'W (2016)/0.1°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Krabi Airport Krabi Airport Amphoe Naua Khlong Krabi Province Thailand 81130 Tel: +667 570 1468-9 Fax: +667 570 1470 AFS: VTSGYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSG AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and immigration	0130-0930, On demand
3	Health and sanitation	0130-0930, On demand
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	On request
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTSG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	1 JET A-1 Refueller @ 60,000 L 1 JET A-1 Refueller @ 45,000 L 1 JET A-1 Refueller @ 18,000 L 2 JET A-1 Refueller @ 12,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTSG AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines, car rent and shuttle bus
4	Medical facilities	First Aid at AD and hospital in the city
5	Bank and Post Office	Money exchange service available between 0200-1100 UTC, but postal services not available
6	Tourist Office	At AD open 1) 0000 - 0800 2) 0700 - 1500
7	Remarks	NIL

VTSG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTSG AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 68/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Concrete and asphalt Strength: PCN 72/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL

6	Remarks	NIL
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VTSG 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
3	Stop bars	NIL
4	Remarks	NIL

VTSG 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	
RWY 32	Chimney HGT 171 M LGTD	075930N 0990306E	NIL	NIL	NIL

VTSG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Krabi, Southern West-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern West-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 570 1576
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), Low Level Wind Shear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Krabi TWR
10	Additional information (limitation of service, etc.)	NIL

VTSG 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
14	140.60°	3000x45	PCN 72/F/C/X/T Concrete and asphalt	080623.28N 0985848.43E	THR 82 FT TDZ 82 FT
32	320.60°	3000x45	PCN 72/F/C/X/T Concrete and asphalt	080507.74N 0985950.66E	THR 93 FT TDZ 93 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.4% 0% +0.5% +0.8% 0% (1050M 1575M 2250M 2750M 3000M)	60x60	NIL	3240x300	NIL	Concrete drainage channels are located in the Runway strips, parallel to and at 120 M. offset from the Runway centre lines.
0% -0.8% -0.5% 0% +0.4% (250M 750M 1425M 1950M 3000M)	60x60	NIL	3240x300	NIL	

VTSG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	3000	3000	3060	3000	NIL
32	3000	3000	3060	3000	NIL

VTSG 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
14	SALS 420 M	Green	PAPI Left 3.6° (28.24 M)	NIL	NIL	3000 M 60 M White, LIH	Red	NIL	NIL
32	SALS 420 M	Green	PAPI Left 3.2° (25.25 M)	NIL	NIL	3000 M 60 M White, LIH	Red	NIL	NIL

VTSG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building FLG W G EV 7 SEC
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: All Taxiways
4	Secondary power supply/switch-over time	Secondary power supply at tower and Air Field Lighting (AFL).
5	Remarks	NIL

VTSG 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

VTSG AD 2.17 ATS AIRSPACE

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

VTSG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Krabi Approach	120.05 MHZ	H24	*Emergency Freq.
TWR	Krabi Tower	122.5 MHZ 236.6 MHZ *121.5 MHZ	H24	
GND	Krabi Ground	121.9 MHZ	H24	
ATIS		132.4 MHZ		

VTSG 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
NDB	KB	299 KHZ	H24	080619.0N 0985828.25E		50 NM coverage restricted as follow: <ul style="list-style-type: none"> - BRG 090-160 DEG ALT should not below 4000 FT. - BRG 161-270 DEG ALT should not below 1500 FT. - BRG 271-300 DEG ALT should not below 5000 FT. - BRG 351-089 DEG ALT should not below 7000 FT. - BRG 301-350 DEG excessive needle oscillation out of tolerances.
DVOR/DME	KBI	111 MHZ CH47X	H24	080627.19N 0985839.07E		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitude in various areas as follows: <ul style="list-style-type: none"> - Radial 001°-180° altitude should not below 5 500 FT - Radial 181°-200° altitude should not below 7 000 FT - Radial 201°-340° altitude should not below 10 000 FT - Radial 341°-360° altitude should not below 15 500 FT
ILS CAT I LOC RWY 32	IKBI	110.1 MHZ CH38X	H24	080630.62N 0985842.38E		Designated operation coverage 18 NM, ALT 6300 FT/AMSL.
DME			H24	080629.46N 0985840.31E	71 FT	Paired with LOC freq.
GP		334.4 MHZ	H24	080519N 0985946.6E		3.2 DEG, RDH 56.5 FT.

VTSG AD 2.20 LOCAL AERODROME REGULATIONS

1. For preventing runway pavement structural damage, aircraft with weight equivalent to or heavier than B737 or A319 are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 32.
2. Traffic departing runway 14 may be delayed in the apron or on the appropriate taxiway in case there is a landing traffic on runway 32.

VTSG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSG AD 2.22 FLIGHT PROCEDURES

1. THE CONTINUOUS DESCENT OPERATIONS (CDO) FOR ARRIVALS INTO KRABI AIRPORT

1.1 INTRODUCTION

1.1.1 As part of AEROTHAI's ongoing efforts to improve operational efficiency and air traffic management, Continuous Descent Operations (CDO) will commence from 1700 UTC on 12 October 2017 with trial period from 1700 UTC on 11 September 2017 until 1659 UTC on 12 October 2017. 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 Krabi Airport.

1.2 CONDITION OF USE

1.2.1 Conditions for Conducting a CDO

1.2.1.1 CDO application can be either under surveillance or Procedural 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 / Final Approach point, i.e. from RWY 32 to RWY14 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 W32 inbound to Krabi Airport via STAR NEYMA1A

1.2.6 Operations Time

CDO is available 24 hours.

1.2.7 Available Runway

CDO procedure is available for RWY 32.

1.2.8 Types of Approach

1.2.8.1 ILS RWY 32

1.2.8.2 LOC RWY 32

1.2.8.3 RNAV (GNSS) RWY 32

1.2.8.4 VOR RWY 32

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 Krabi TMA, aircraft shall comply with altitude constraints of the CDO procedure.

1.2.10.2 Inside Krabi TMA, during CDO, minimum safety altitudes are identical to those within STAR and Instrument Approach Procedures required or minimum radar vector altitude.

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 paragraph 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 commencing descent.

1.3.4 Aircraft should descend continuously on normal arrival route to Krabi TMA.

1.3.5 Longitudinal separation required will be at least 3 minutes or 8 NM on final approach segment between CDO traffic.

1.3.6 Operations without Vectoring

1.3.6.1 ILS, LOC, RNAV (GNSS) and VOR RWY 32 Instrument Approach Procedures

Aircraft Arriving on W32

- Aircraft Arriving on W32, after passing 30 NM from KBI DVOR, altitude not lower than 9,000 FT., then proceed to NEYMA altitude not lower than 9,000 FT., then follow on NEYMA1A to MUNIA altitude 2,500 FT. and carry out the ILS, LOC, RNAV (GNSS) or VOR RWY 32 approach procedure as published in AIP Thailand.
- The pilot may request permission to fly directly to AMMIE; 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 AMMIE, altitude will be advised by ATC, after AMMIE follow on NEYMA1A to MUNIA altitude 2,500 FT. and carry out the ILS, LOC, RNAV (GNSS) or VOR RWY 32 approach procedure as published in AIP Thailand.

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 paragraph 6

1.4 PHRASEOLOGY

1.4.1 The following phraseology does not phrases and regular radiotelephony procedure words contain in Doc 4444 and Doc 9432, but it 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 CDO by Bangkok Area Control Centre

“(aircraft call sign), CDO (type of approach) APPROVED DESCEND TO (level or altitude), QNH (number) NEYMA1A ARRIVAL”

- 1.4.6 Denial CDO by Bangkok Area Control Centre
- 1.4.6.1 “(aircraft call sign), UNABLE TO APPROVED, DUE TO (reason)”
- 1.4.6.2 “(aircraft call sign), EXPECT CDO FROM KRABI APPROACH”
- 1.4.7 CDO Cleared or Approved by Krabi Approach Control Unit
- 1.4.7.1 “(aircraft call sign), CONTINUE NEYMA1A ARRIVAL CLEARED CDO (type of approach) APPROACH RWY 32, QNH (number) REPORT ESTABLISHED”
- 1.4.7.2 “(aircraft call sign), DESCEND TO (level), QNH (number), CDO (type of approach) APPROVED”
- 1.4.8 When vectoring for CDO
- “(aircraft call sign), FLY HEADING (three digits); TURN LEFT (or RIGHT) HEADING (three digits) VECTORING FOR CDO, POSITION (number) MILES FROM TOUCHDOWN”
- 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), CDO TERMINATED DUE TO (reason)”
- 1.4.10 Resuming CDO
- “(aircraft call sign), RESUME CDO DIRECT (point), DESCEND TO (level or altitude), QNH (number), CLEAR (type of approach) APPROACH RWY 32”
- 1.4.11 Pilot report leaving assigned level
- “(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 3.2° in Final Approach.

VTSG AD 2.23 ADDITIONAL INFORMATION

NIL

VTSG AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSG-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 14 - SURAT2H TRANG2D PHUKET2F	AD 2-VTSG-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G (Tabular description)	AD 2-VTSG-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F (Tabular description)	AD 2-VTSG-6-8
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F (Waypoint list table)	AD 2-VTSG-6-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E	AD 2-VTSG-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E (Tabular description)	AD 2-VTSG-7-2
Instrument Approach Chart - ICAO - VOR RWY 32	AD 2-VTSG-8-1

Chart name	Page
Instrument Approach Chart - ICAO - VOR RWY 32 (Fix and point list table)	AD 2-VTSG-8-2
Instrument Approach Chart - ICAO - LOC RWY 32	AD 2-VTSG-8-3
Instrument Approach Chart - ICAO - LOC RWY 32 (Fix and point list table)	AD 2-VTSG-8-4
Instrument Approach Chart - ICAO - ILS RWY 32	AD 2-VTSG-8-5
Instrument Approach Chart - ICAO - ILS RWY 32 (Fix and point list table)	AD 2-VTSG-8-6
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 32	AD 2-VTSG-8-7
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 32 (Tabular description)	AD 2-VTSG-8-8

AERODROME CHART-ICAO

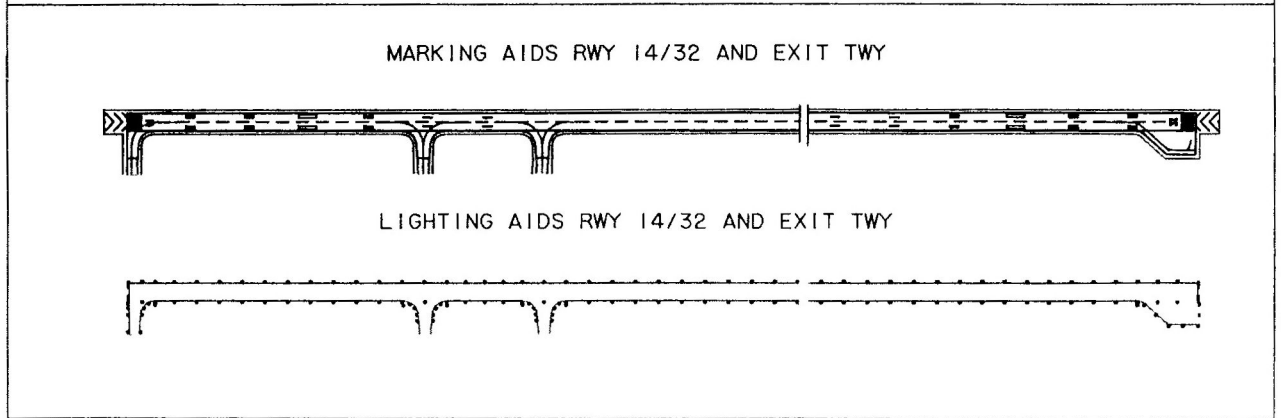
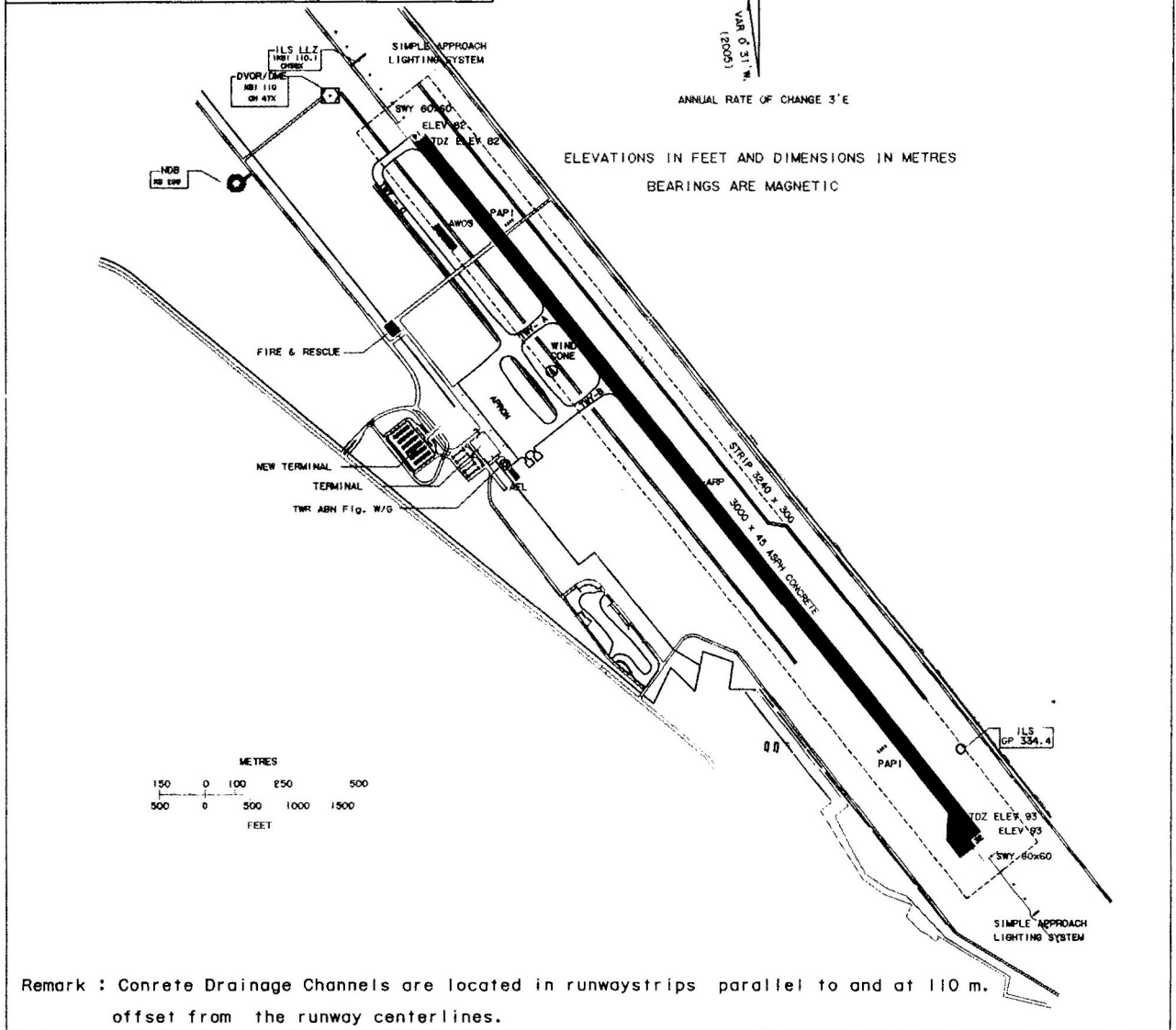
08° 05' 45.49" N
98° 59' 19.55" E

ELEV 93 ft

TWR 122.3
236.6

KRABI / Krabi

RWY	DIRECTION	THR	BEARING STRENGTH
14	141°	08° 06' 23.28" N 98° 58' 48.43" E	PCN 72/F/C/X/T
32	321°	08° 05' 7.74" N 98° 59' 50.66" E	
APRON			PCN 68/R/C/X/T



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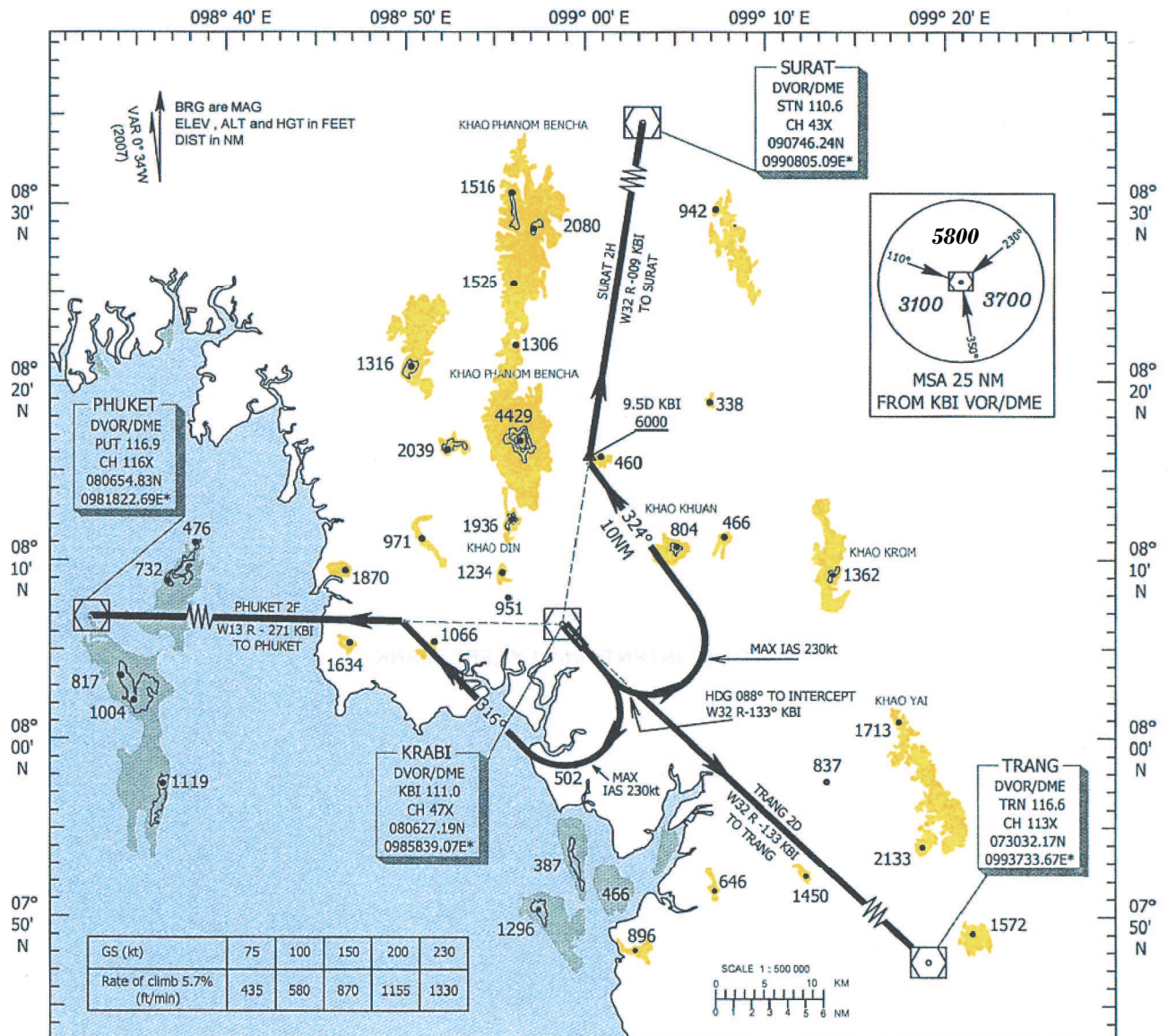
STANDARD INSTRUMENT DEPARTURE (SID)
CHART - ICAO

KRABI / Krabi (VTSG)
RWY14

TRANSITION ALTITUDE
11 000 ft

APP : 120.05
TWR : 118.6 , 236.6

SURAT 2H DEPARTURE
TRANG 2D DEPARTURE
PHUKET 2F DEPARTURE



COMMUNICATION FAILURE PROCEDURE
 - Squawk A7600
 - Comply with last assigned level until next reporting point then climb to flight plan cruising level.

WARNING
 - No turn before Departure End of Runway
 - Min Procedure Design Gradient = 5.7 %
 - Max IAS 230kt for turning after departure

SURAT TWO HOTEL :
(SURAT 2H)
 Climb on runway heading until 800ft , then continue climbing turn left heading 324° to intercept and proceed along KBI R-009 outbound and maintain 6000ft or above at 9.5D KBI to SURAT DVOR/DME

TRANG TWO DELTA :
(TRANG 2D)
 Climb on runway heading until 800ft , then continue climbing turn left heading 088° to intercept and proceed along KBI R-133 to TRANG DVOR/DME

PHUKET TWO FOXTROT :
(PHUKET 2F)
 Climb on runway heading until 800ft , then continue climbing turn right heading 316° to intercept and proceed along KBI R-271 outbound to PHUKET DVOR/DME

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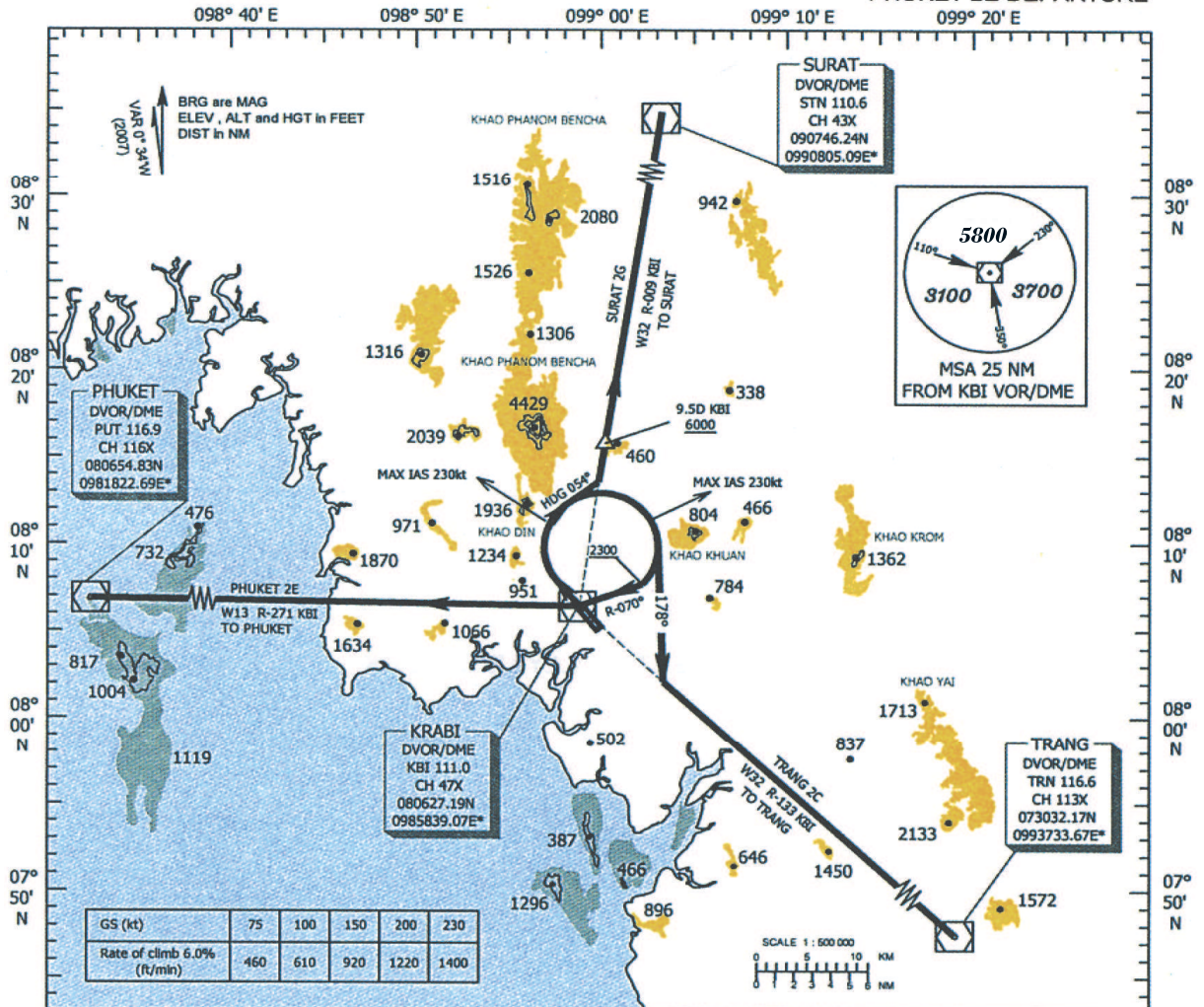
STANDARD INSTRUMENT DEPARTURE (SID)
CHART - ICAO

KRABI / Krabi (VTSG)
RWY32

TRANSITION ALTITUDE
11 000 ft

APP : 120.05
TWR : 118.6 , 236.6

SURAT 2G DEPARTURE
TRANG 2C DEPARTURE
PHUKET 2E DEPARTURE



COMMUNICATION FAILURE PROCEDURE

- Squawk A7600
- Comply with last assigned level until next reporting point then climb to flight plan cruising level.

WARNING

- No turn before Departure End of Runway
- Min Procedure Design Gradient = 6.0 %
- Max IAS 230kt for turning after departure

SURAT TWO GOLF : (SURAT 2G) Climb on runway heading until 800ft , then continue climbing turn right heading 054° to intercept and proceed along KBI R-009 outbound and maintain 6000ft or above at 9.5D KBI to SURAT DVOR/DME

TRANG TWO CHALIE : (TRANG 2C) Climb on runway heading until 800ft , then continue climbing turn right heading 178° to intercept and proceed along KBI R-133 to TRANG DVOR/DME

PHUKET TWO ECHO : (PHUKET 2E) Climb on runway heading until 800ft , then continue climbing turn right to intercept KBI R-070 at 2300ft or above to KBI and proceed along KBI R-271 outbound to PHUKET DVOR/DME

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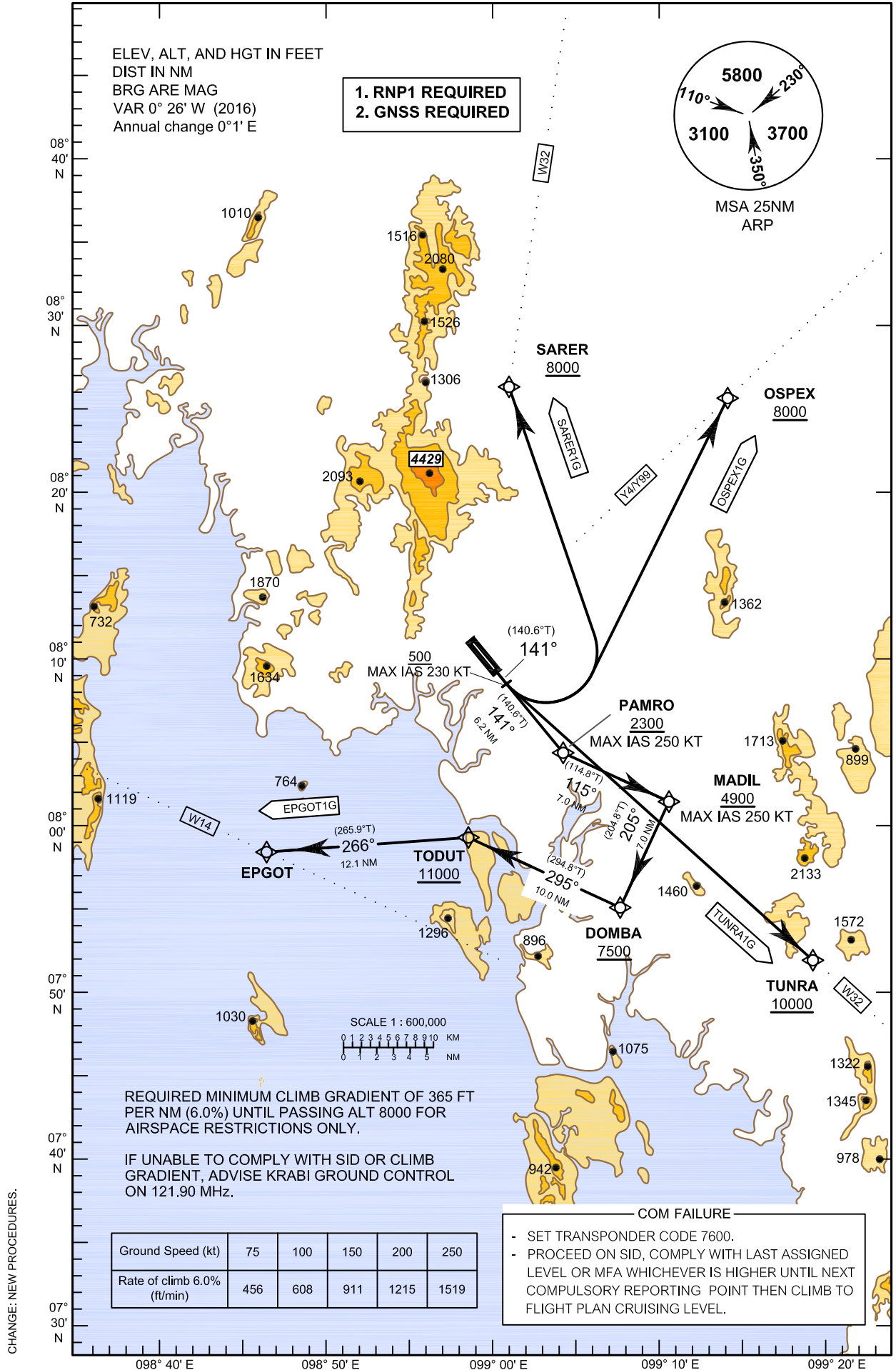
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000

APP : 120.05
TWR : 122.5, 236.60
GND : 121.90
ATIS : 132.40

**KRABI/Krabi (VTSG)
RNAV RWY14**

EPGOT1G OSPEX1G
SARER1G TUNRA1G



CHANGE: NEW PROCEDURES.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

KRABI/Krabi (VTSG)
RNAV RWY14

EPGOT1G OSPEX1G
SARER1G TUNRA1G

TABULAR DESCRIPTION

RNAV RWY14											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
010	-	DER RWY 14	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	141°(140.6°)	+0.4	-	-	+500	-230	-	RNP 1
030	DF	SARER	-	-	+0.4	-	L	+8000	-	-	RNP 1
010	-	DER RWY 14	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	141°(140.6°)	+0.4	-	-	+500	-230	-	RNP 1
030	DF	OSPEX	-	-	+0.4	-	L	+8000	-	-	RNP 1
010	-	DER RWY 14	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	141°(140.6°)	+0.4	-	-	+500	-230	-	RNP 1
030	DF	TUNRA	-	-	+0.4	-	L	+10000	-	-	RNP 1
010	-	DER RWY 14	-	-	+0.4	-	-	-	-	-	RNP 1
020	CF	PAMRO	-	141°(140.6°)	+0.4	6.2	L	+2300	-250	-	RNP 1
030	TF	MADIL	-	115°(114.8°)	+0.4	7.0	R	+4900	-250	-	RNP 1
040	TF	DOMBA	-	205°(204.8°)	+0.4	7.0	R	+7500	-	-	RNP 1
050	TF	TODUT	-	295°(294.8°)	+0.4	10.0	L	+11000	-	-	RNP 1
060	TF	EPGOT	-	266°(265.9°)	+0.4	12.1	-	-	-	-	RNP 1

WAYPOINT LIST

RNAV RWY14		
Waypoint Identifier	Coordinates	
DER RWY 14	08° 05' 07.74" N	098° 59' 50.66" E
SARER	08° 21' 26.94" N	099° 00' 57.22" E
OSPEX	08° 20' 15.13" N	099° 13' 19.48" E
TUNRA	07° 47' 36.74" N	099° 19' 04.91" E
PAMRO	08° 00' 18.81" N	099° 03' 48.61" E
MADIL	07° 57' 22.10" N	099° 10' 13.03" E
DOMBA	07° 50' 58.91" N	099° 07' 15.77" E
TODUT	07° 55' 12.34" N	098° 58' 04.72" E
EPGOT	07° 54' 15.95" N	098° 45' 54.93" E

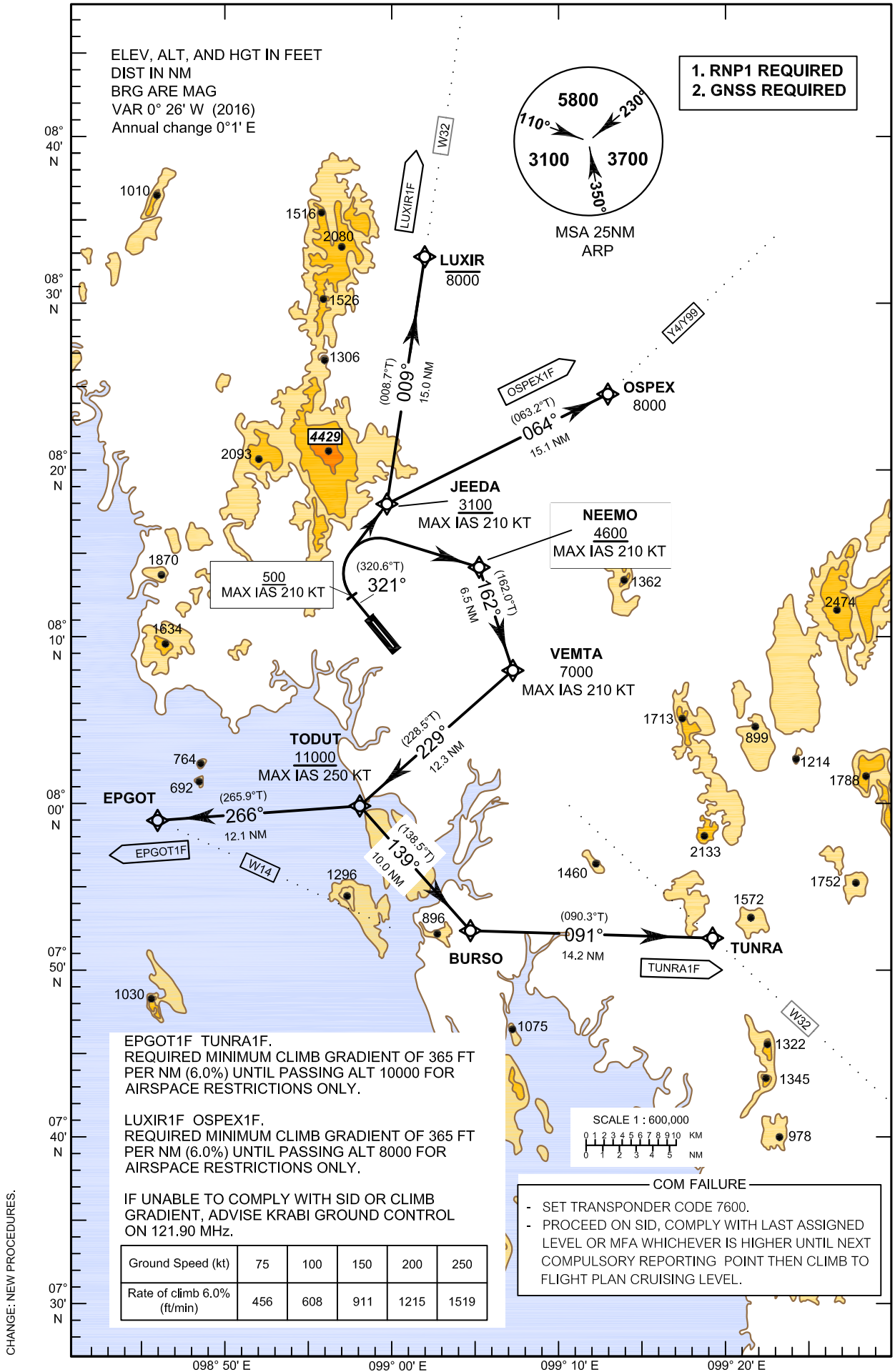
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000

APP : 120.05
TWR : 122.5, 236.60
GND : 121.90
ATIS : 132.40

**KRABI/Krabi (VTSG)
RNAV RWY32**

EPGOT1F LUXIR1F
OSPEX1F TUNRA1F



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

KRABI/Krabi (VTSG)
RNAV RWY32

EPGOT1F LUXIR1F
OSPEX1F TUNRA1F

TABULAR DESCRIPTION

RNAV RWY32											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	-	DER RWY32	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	321°(320.6°)	+0.4	-	-	+500	-210	-	RNP 1
030	DF	JEEDA	-	-	+0.4	-	R	+3100	-210	-	RNP 1
040	TF	LUXIR	-	009°(008.7°)	+0.4	15.0	-	-8000	-	-	RNP 1
010	-	DER RWY32	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	321°(320.6°)	+0.4	-	-	+500	-210	-	RNP 1
030	DF	JEEDA	-	-	+0.4	-	R	+3100	-210	-	RNP 1
040	TF	OSPEX	-	064°(063.2°)	+0.4	15.1	-	8000	-	-	RNP 1
010	-	DER RWY32	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	321°(320.6°)	+0.4	-	-	+500	-210	-	RNP 1
030	DF	NEEMO	-	-	+0.4	-	R	+4600	-210	-	RNP 1
040	TF	VEMTA	-	162°(162.0°)	+0.4	6.5	R	7000	-210	-	RNP 1
050	TF	TODUT	-	229°(228.5°)	+0.4	12.3	L	+11000	-250	-	RNP 1
060	TF	BURSO	-	139°(138.5°)	+0.4	10.0	L	-	-	-	RNP 1
070	TF	TUNRA	-	091°(090.3°)	+0.4	14.2	-	-	-	-	RNP 1
010	-	DER RWY32	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	321°(320.6°)	+0.4	-	-	+500	-210	-	RNP 1
030	DF	NEEMO	-	-	+0.4	-	R	+4600	-210	-	RNP 1
040	TF	VEMTA	-	162°(162.0°)	+0.4	6.5	R	7000	-210	-	RNP 1
050	TF	TODUT	-	229°(228.5°)	+0.4	12.3	R	+11000	-250	-	RNP 1
060	TF	EPGOT	-	266°(265.9°)	+0.4	12.1	-	-	-	-	RNP 1

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

**KRABI/Krabi (VTSG)
RNAV RWY32**

EPGOT1F LUXIR1F
OSPEX1F TUNRA1F

WAYPOINT LIST

RNAV RWY32		
Waypoint Identifier	Coordinates	
DER RWY 32	08° 06' 23.28" N	098° 58' 48.43" E
JEEDA	08° 13' 24.32" N	098° 59' 43.10" E
LUXIR	08° 28' 18.59" N	099° 02' 00.48" E
OSPEX	08° 20' 15.13" N	099° 13' 19.48" E
NEEMO	08° 09' 35.42" N	099° 05' 17.80" E
VERMTA	08° 03' 22.42" N	099° 07' 19.70" E
TODUT	07° 55' 12.34" N	098° 58' 04.72" E
BURSO	07° 47' 41.11" N	099° 04' 45.63" E
TUNRA	07° 47' 36.74" N	099° 19' 04.91" E
EPGOT	07° 54' 15.95" N	098° 45' 54.93" E

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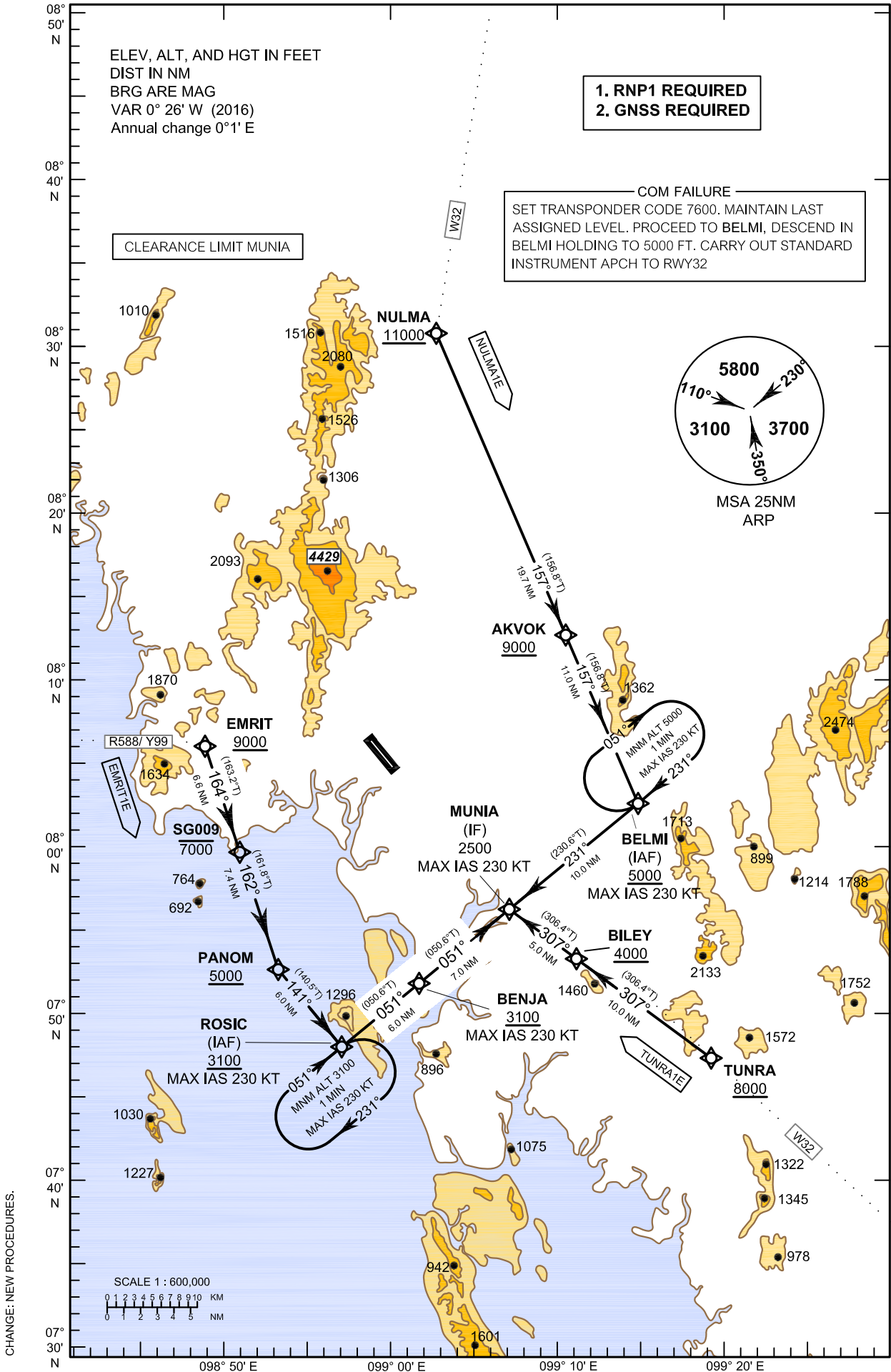
**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE
11000

APP : 120.05
TWR : 122.5, 236.60
GND : 121.90
ATIS : 132.40

**KRABI/Krabi (VTSG)
RNAV RWY32**

EMRIT1E NULMA1E TUNRA1E



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

KRABI/Krabi (VTSG)
RNAV RWY32

EMRIT1E NULMA1E TUNRA1E

TABULAR DESCRIPTION

RNAV RWY32											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
010	IF	NULMA	-	-	+0.4	-	-	+11000	-	-	RNP 1
020	TF	AKVOK	-	157°(156.8°)	+0.4	19.7	-	+9000	-	-	RNP 1
030	TF	BELMI	-	157°(156.8°)	+0.4	11.0	R	+5000	-230	-	RNP 1
040	TF	MUNIA	-	231°(230.6°)	+0.4	10.0	-	2500	-230	-	RNP 1
010	IF	EMRIT	-	-	+0.4	-	-	+9000	-	-	RNP 1
020	TF	SG009	-	164°(163.2°)	+0.4	6.6	L	-7000	-	-	RNP 1
030	TF	PANOM	-	162°(161.8°)	+0.4	7.4	L	+5000	-	-	RNP 1
040	TF	ROSIC	-	141°(140.5°)	+0.4	6.0	L	+3100	-230	-	RNP 1
050	TF	BENJA	-	051°(050.6°)	+0.4	6.0	-	+3100	-230	-	RNP 1
060	TF	MUNIA	-	051°(050.6°)	+0.4	7.0	-	2500	-230	-	RNP 1
010	IF	TUNRA	-	-	+0.4	-	-	+8000	-	-	RNP 1
020	TF	BILEY	-	307°(306.4°)	+0.4	10.0	-	+4000	-	-	RNP 1
030	TF	MUNIA	-	307°(306.4°)	+0.4	5.0	-	2500	-230	-	RNP 1

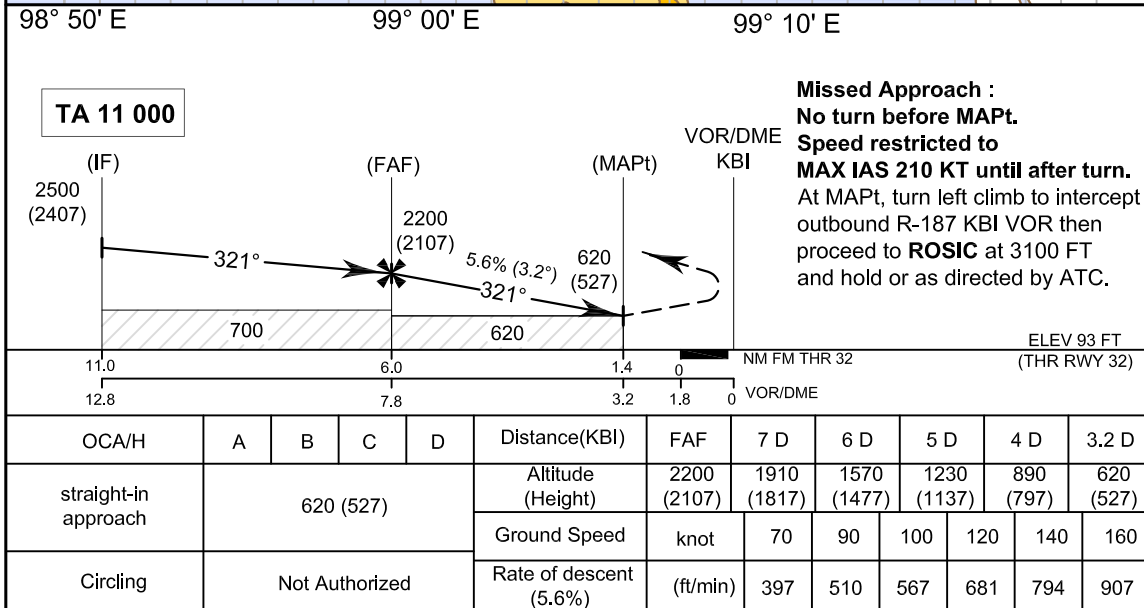
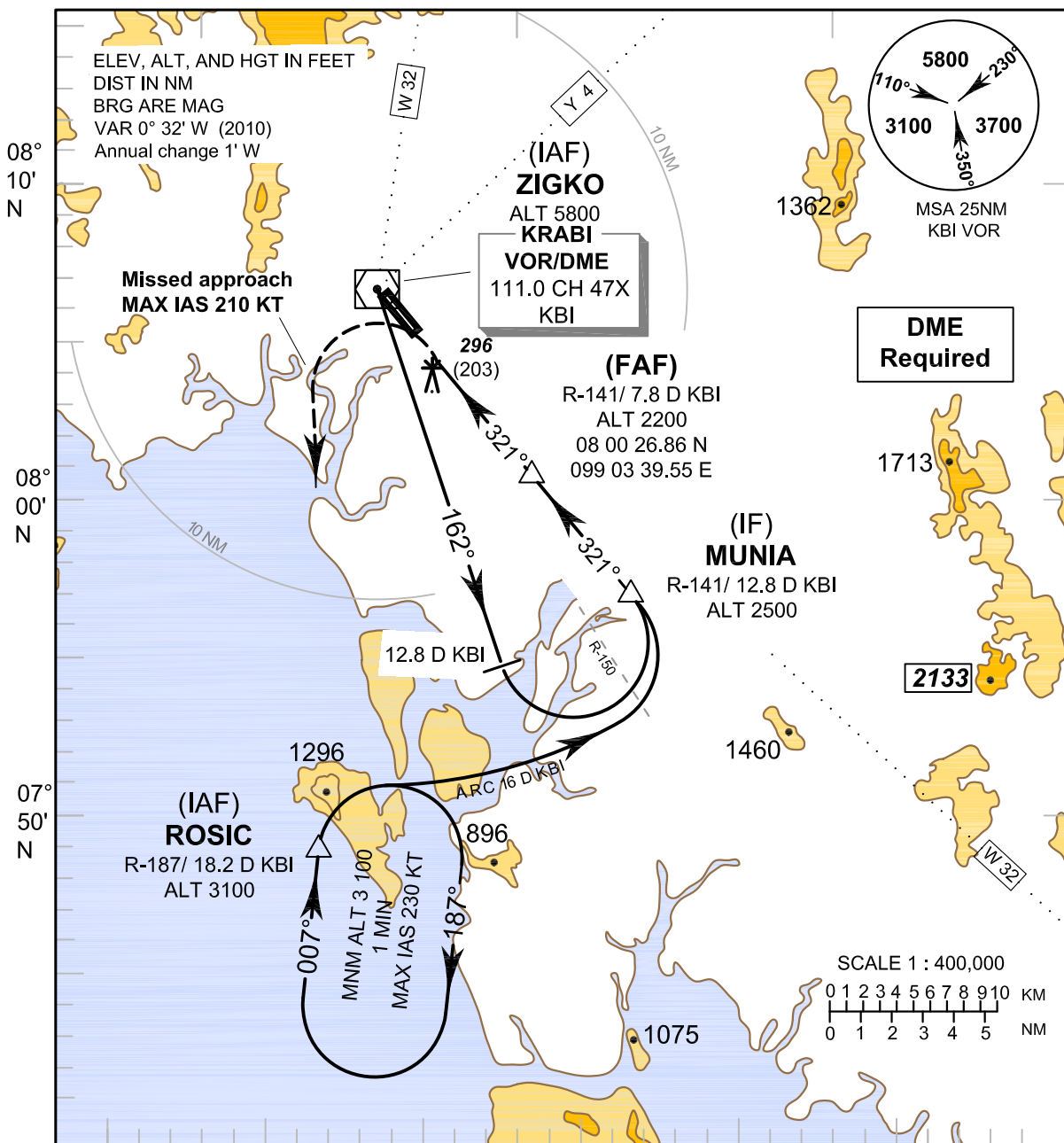
WAYPOINT LIST

RNAV RWY32		
Waypoint Identifier	Coordinates	
NULMA	08° 31' 17.69" N	099° 02' 28.03" E
AKVOK	08° 13' 06.88" N	099° 10' 18.04" E
BELMI	08° 02' 57.62" N	099° 14' 40.22" E
TUNRA	07° 47' 36.74" N	099° 19' 04.91" E
BILEY	07° 53' 36.00" N	099° 10' 56.31" E
EMRIT	08° 06' 21.05" N	098° 48' 40.42" E
SG009	08° 00' 01.05" N	098° 50' 35.24" E
PANOM	07° 52' 57.18" N	098° 52' 54.76" E
ROSIC	07° 48' 17.81" N	098° 56' 45.33" E
BENJA	07° 52' 07.39" N	099° 01' 25.62" E
MUNIA	07° 56' 35.16" N	099° 06' 52.74" E

INSTRUMENT AERODROME ELEV 93 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.60
GND : 121.90
ATIS : 132.40

KRABI/Krabl (VTSG)
VOR RWY 32



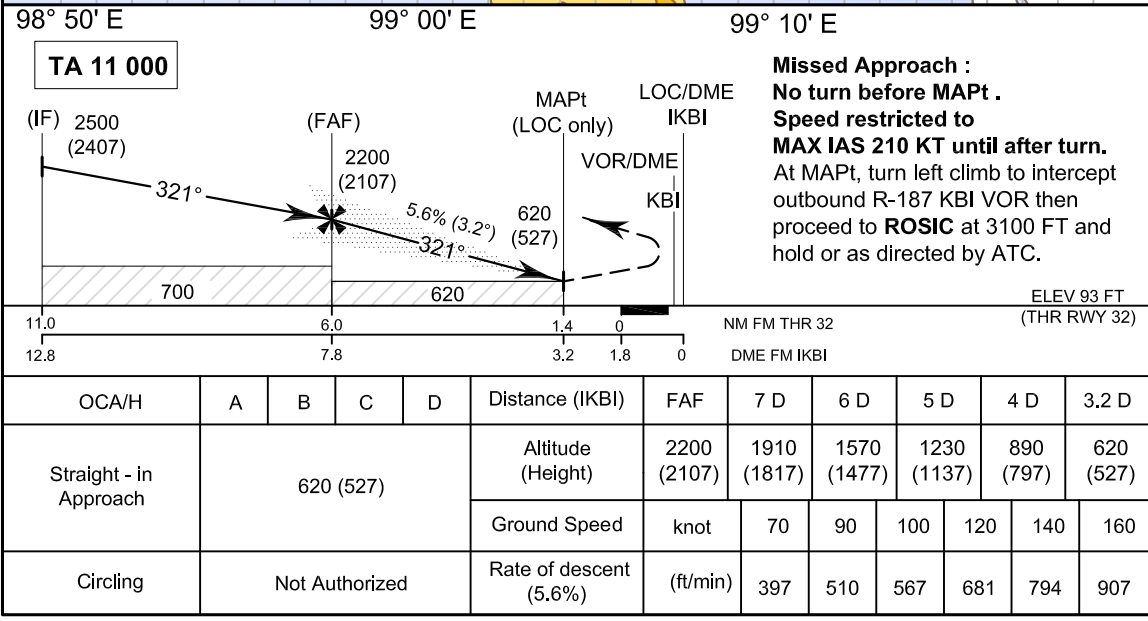
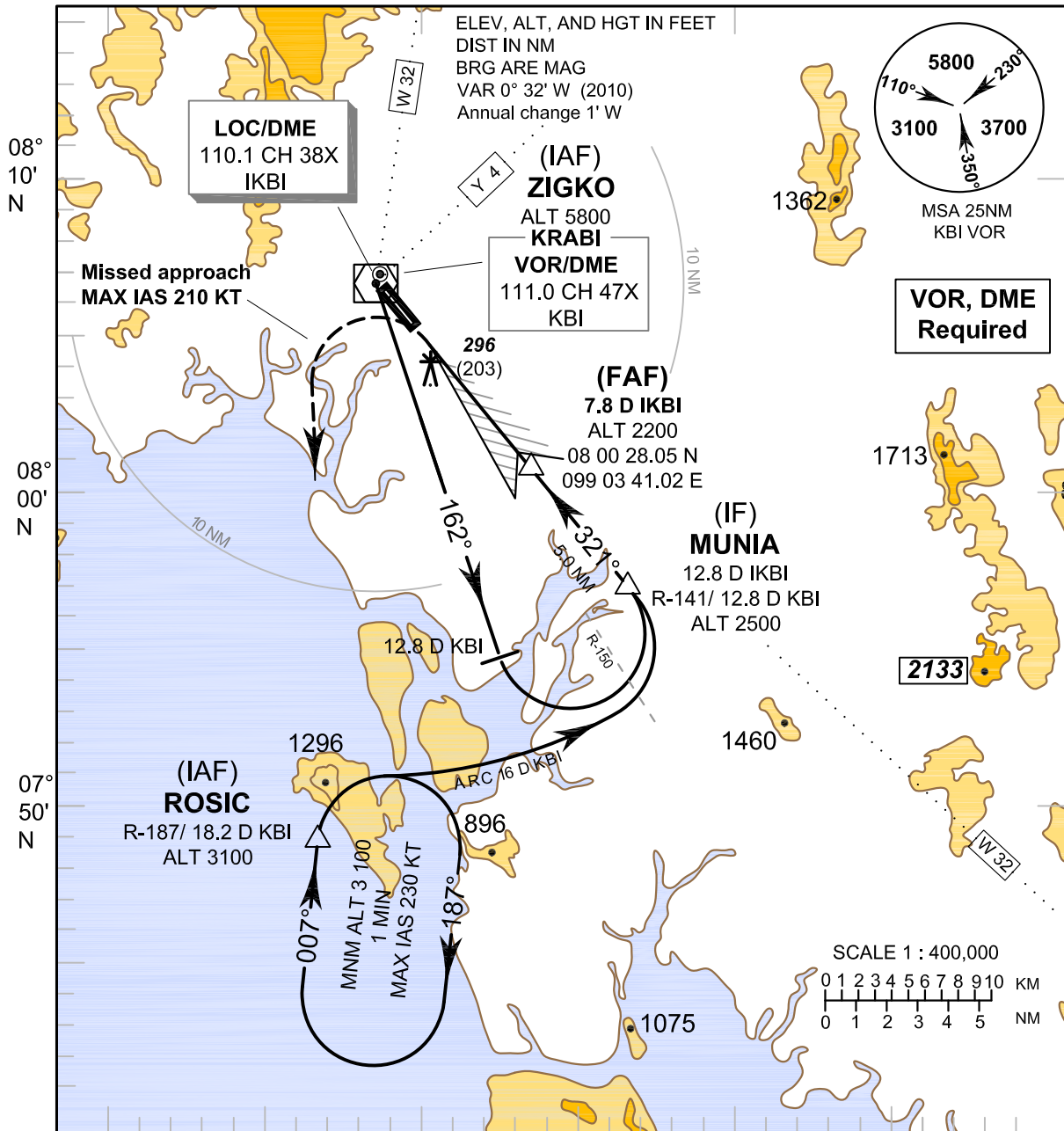
**KRABI/Krabi (VTSG)
VOR RWY 32**

Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	R - 141 / 12.8 D KBI	07 56 35.16 N	099 06 52.74 E
FAF	R - 141 / 7.8 D KBI	08 00 26.86 N	099 03 39.55 E
MAPt	R - 141 / 3.2 D KBI	08 04 00.17 N	099 00 41.60 E
VOR	KBI	08 06 27.19 N	098 58 39.07 E

INSTRUMENT AERODROME ELEV 93 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.60
GND : 121.90
ATIS : 132.40

KRABI/Krabi (VTSG)
LOC RWY 32



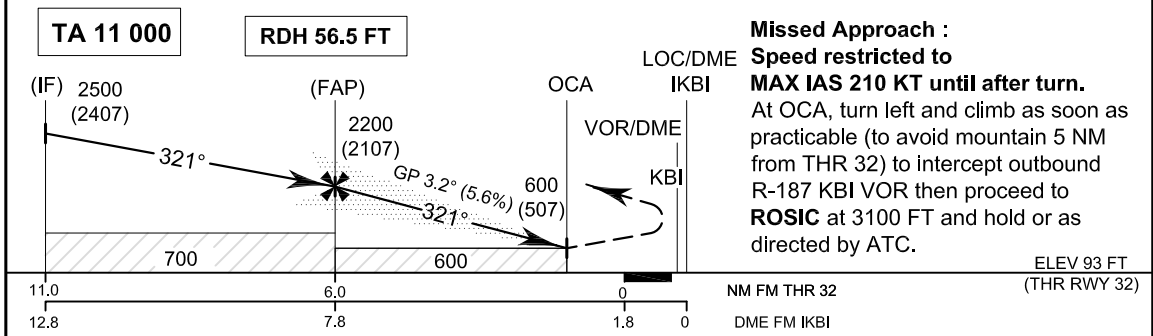
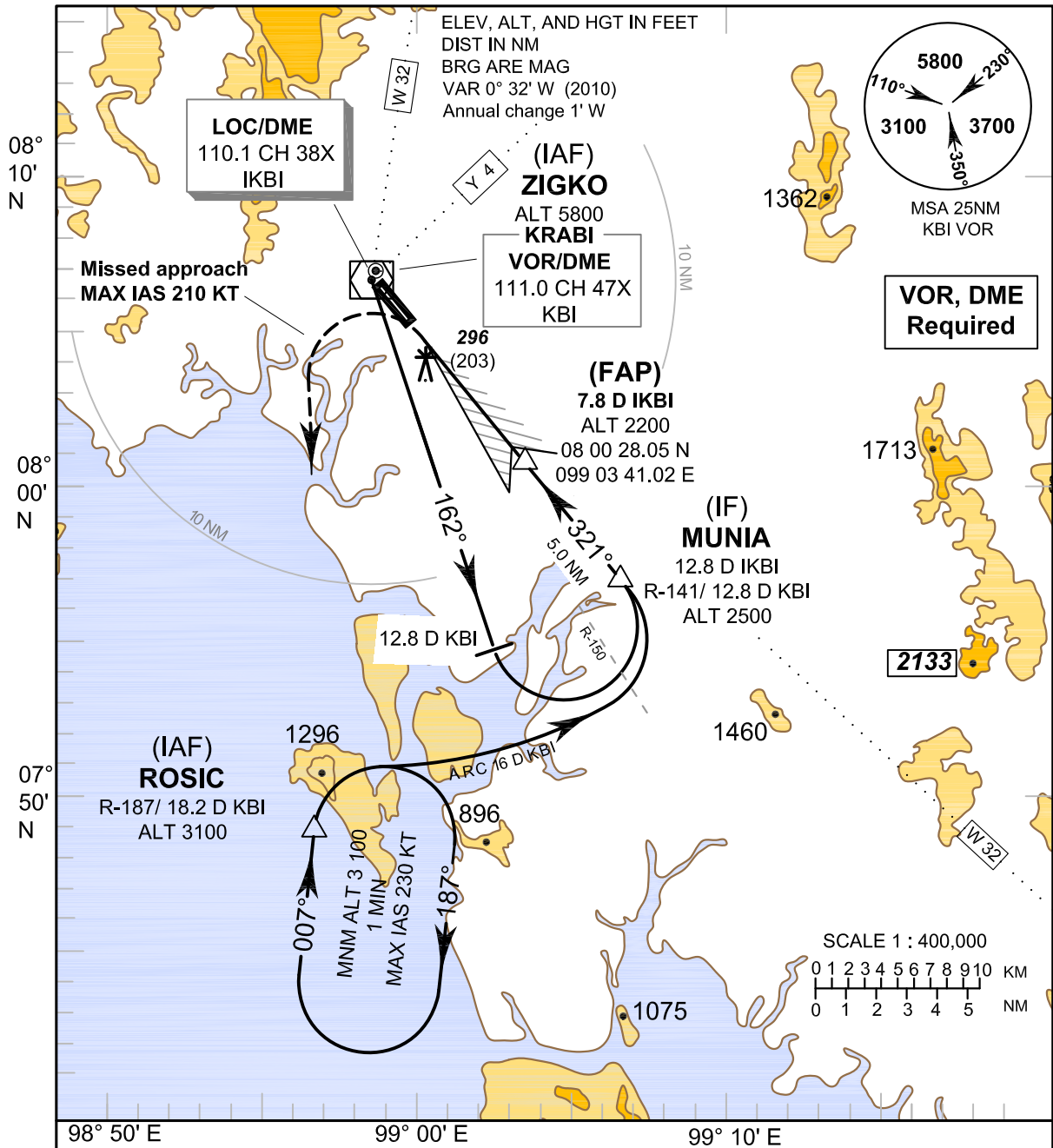
KRABI/Krabi (VTSG)
LOC RWY 32

Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	12.8 D IKBI	07 56 35.16 N	099 06 52.74 E
FAF	7.8 D IKBI	08 00 28.05 N	099 03 41.02 E
MAPt	3.2 D IKBI	08 04 02.48 N	099 00 44.43 E
LOC / DME	IKBI	08 06 30.62 N	098 58 42.38 E
VOR	KBI	08 06 27.19 N	098 58 39.07 E

INSTRUMENT AERODROME ELEV 93 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.60
GND : 121.90
ATIS : 132.40

KRABI/Krabi (VTSG)
ILS RWY 32



OCA/H	A	B	C	D	Ground Speed	knot	70	90	100	120	140	160
Straight-in approach CAT I	600 (507)				Rate of descent (3.2°)	(ft/min)	396	510	566	679	793	906
	Circling						Not Authorized					

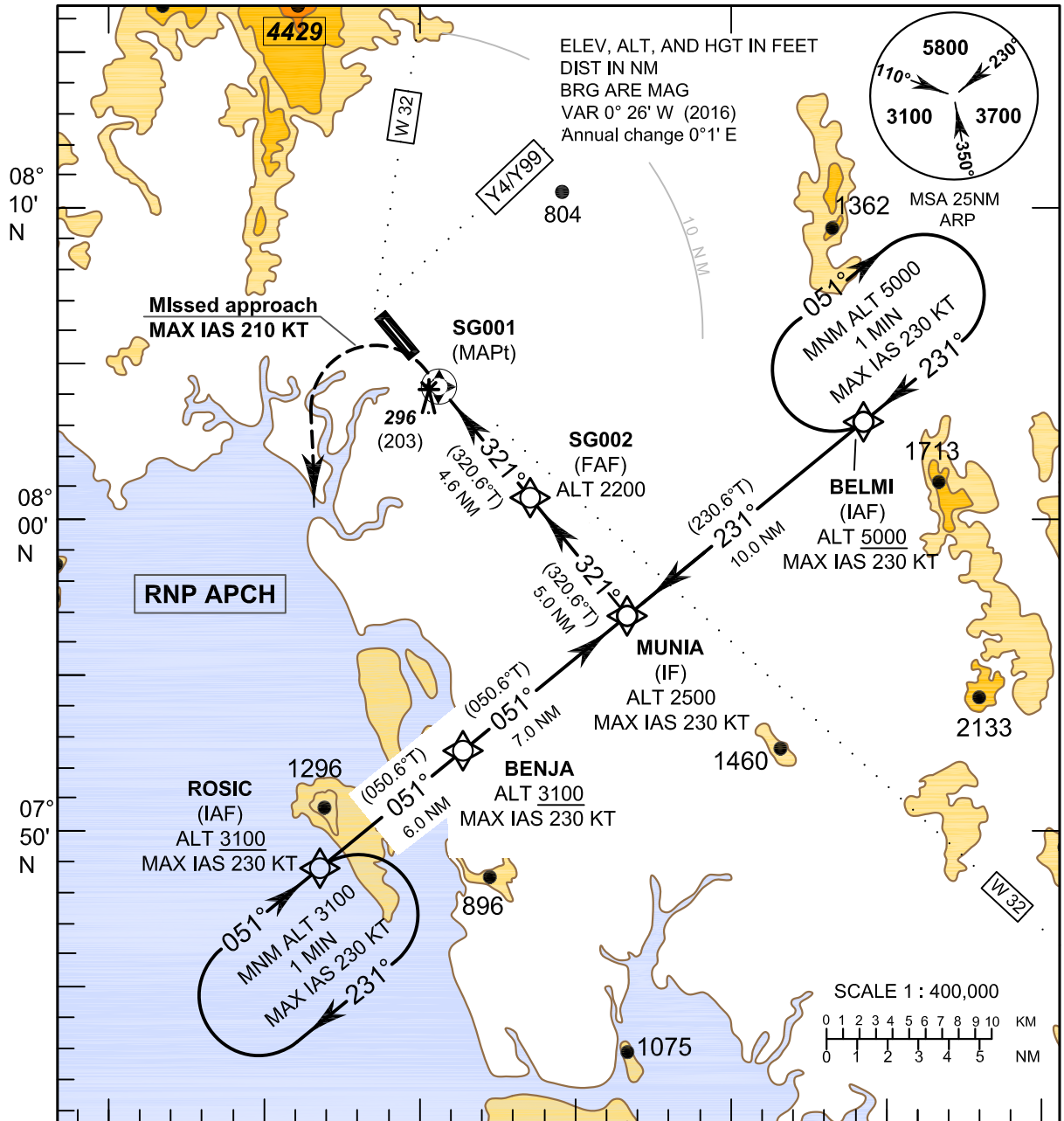
KRABI/Krabi (VTSG)
ILS RWY 32

Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	12.8 D IKBI	07 56 35.16 N	099 06 52.74 E
FAF	7.8 D IKBI	08 00 28.05 N	099 03 41.02 E
LOC / DME	IKBI	08 06 30.62 N	098 58 42.38 E
VOR	KBI	08 06 27.19 N	098 58 39.07 E

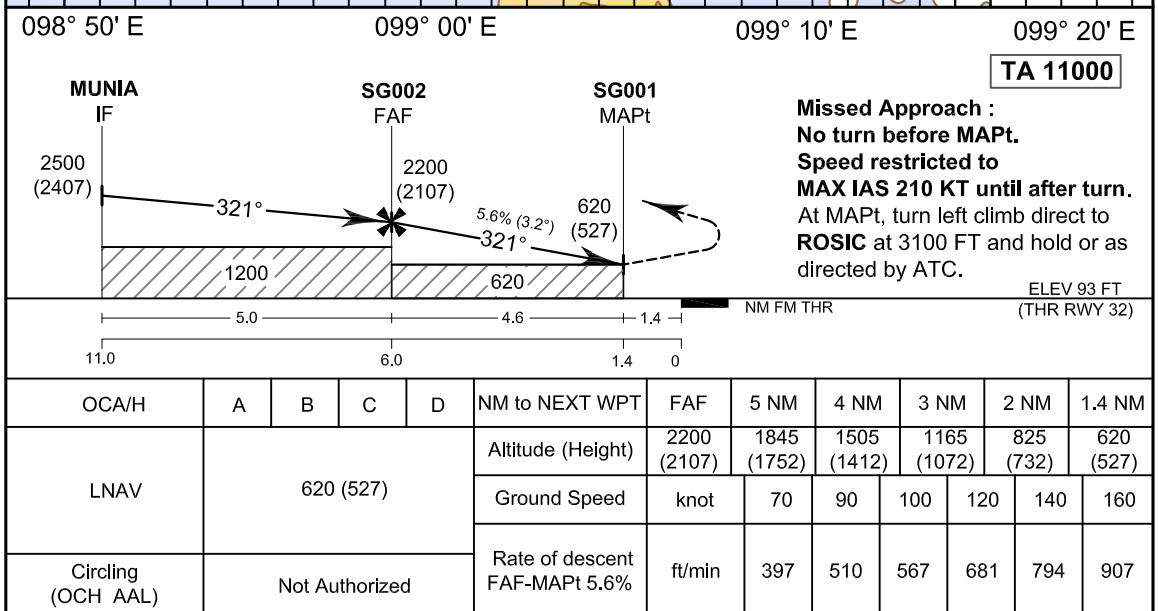
INSTRUMENT AERODROME ELEV 93 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.60
GND : 121.90
ATIS : 132.40

KRABI/Krabi (VTSG)
RNAV (GNSS) RWY32



CHANGE: MAG VAR. FAF NAME. MAPt NAME ADDED.
BELMI INITIAL SEGMENT. Y99 ADDED.



INSTRUMENT AERODROME ELEV 93 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

KRABI/Krabi (VTSG)
RNAV (GNSS) RWY32

TABULAR DESCRIPTION

RNAV (GNSS) RWY32											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
010	IF	BELMI (IAF)	-	-	+0.4	-	-	+5000	-230	-	RNP APCH
020	TF	MUNIA (IF)	-	231°(230.6°)	+0.4	10.0	-	2500	-230	-	RNP APCH
010	IF	ROSIC (IAF)	-	-	+0.4	-	-	+3100	-230	-	RNP APCH
020	TF	BENJA	-	051°(050.6°)	+0.4	6.0	-	+3100	-230	-	RNP APCH
030	TF	MUNIA (IF)	-	051°(050.6°)	+0.4	7.0	-	2500	-230	-	RNP APCH
010	IF	MUNIA (IF)	-	-	+0.4	-	-	2500	-230	-	RNP APCH
020	TF	SG002 (FAF)	-	321°(320.6°)	+0.4	5.0	-	@2200	-	-	RNP APCH
030	TF	SG001 (MAPt)	Y	321°(320.6°)	+0.4	4.6	L	@620	-	-3.2 / 50	RNP APCH
040	DF	ROSIC (IAF)	-	-	+0.4	-	L	+3100	-210	-	RNP APCH
050	HM	ROSIC (IAF)	Y	051°(050.6°)	+0.4	1 minute	R	+3100	-230	-	RNP APCH

WAYPOINT LIST

RNAV (GNSS) RWY32		
Waypoint Identifier	Coordinates	
BELMI	08° 02' 57.62" N	099° 14' 40.22" E
ROSIC	07° 48' 17.81" N	098° 56' 45.33" E
BENJA	07° 52' 07.39" N	099° 01' 25.62" E
MUNIA	07° 56' 35.16" N	099° 06' 52.74" E
SG002	08° 00' 28.17" N	099° 03' 40.92" E
SG001	08° 04' 02.51" N	099° 00' 44.40" E