VTSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSM - SURAT THANI / SAMUI AIRPORT

VTSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	093256N 1000345E Centre line of RWY, 860 M from THR 35
2	Direction and distance from (city)	17 KM, from city
3	Elevation/Reference temperature	19.5 M (64 FT) / 33°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°22'W(2018)/0°1'E/year
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Samui Airport Samui Airport Amphoe Ko.Samui Surat Thani Province 84320 Thailand Tel: +667 742 8521 Fax: +667 742 8539 E-mail: samuiairport@bangkokair.com Website:www.samuiairport.com AFS: VTSMYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Bangkok Airways Public Company Limited

VTSM AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500 After this period 1 HR PN to ATC
2	Customs and immigration	2300-1500
3	Health and sanitation	2300-1500
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1500
6	MET Briefing Office	NIL
7	ATS	2300-1500
8	Fuelling	2300-1500
9	Handling	2300-1500
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A1
3	Fuelling facilities/capacity	Refueller @ 2 Trailers 12,000 L, 1 Trailer 7,500 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	The airport has provided ground handling agents as following: Bangkok Airways Ground Services Co., Ltd (PGGS) Ground Handling Inquiry E-mail: office@pg-gs.com Phone: +667 742 8500 ext 31381 or +666 3079 6696

VTSM AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity of AD
2	Restaurants	At AD
3	Transportation	Limousine
4	Medical facilities	First aid at AD
5	Bank and Post Office	Money Exchange: Available Post Office: NIL
6	Tourist Office	Open 0100-1300
7	Remarks	NIL

VTSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	Available at fire fighting trucks
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTSM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 42/R/D/X/T
2	Taxiway width, surface and strength	Taxiway A, B, C, D, E and F Width: 30 M Surface: Concrete Strength: PCN 42/R/D/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSM 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	Taxi guidance signs and guide lines at TWY and Apron
2	RWY and TWY markings and LGT	RWY: Marked and lighted
3	Stop bars	Marked
4	Remarks	NIL

VTSM 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**	
RWY17/APCH	Building 28.5 M (93.5 FT) No Markings No LGT	093335.23N 1000346.24E	Hill 630 M	093324N 1000423E	See Aerodrome obstacle chart type A for details
RWY35/TKOF	Building 40 M (131 FT) No Markings No LGT	093415.23N 1000334.55E			

VTSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Samui, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1500 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: +667 742 8520
6	Flight documentation Language(s) used	Thai/English
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	Barometer, Anemometer and Thermometer Screen
9	ATS units provided with information	Samui TWR
10	Additional information (limitation of service, etc.)	NIL

VTSM 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 THE geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17	174°	2100x45	PCN 38/F/B/W/T Concrete and asphalt	093319.40N 1000342.26E	43 FT
35	354°	2100x45	PCN 38/F/B/W/T Concrete and asphalt	093227.55N 1000347.31E	56 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0% / 0.8% 1300 M / 800 M	225x45	60x45	2085x150	NIL	See below
-0.8% / 0% 800 M / 1300 M (See of Type A chart)	60x45	60x45	2020x150	NIL	See below

Remarks

Infringement of RWY strips

Infringement maximum of 52.5 M start at 376 M to 480 M from runway threshold 35, located on left side of runway 35.

VTSM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	1800	1860	2025	1825	NIL
35	1900	1960	1960	1660	NIL

VTSM 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
17	NIL	Green	PAPI Right 3° (51.12FT)	White 2 Pairs	2100 M,30 M White FM 0-1208 M, Red/White FM 1208-1800 M, Red FM 1800-2100 M, LIH	2100 M,60 M Red FM 0-200 M, White FM 200-1504 M, Yellow FM 1504-2100 M, LIH	Red	NIL	RTIL
35	NIL	Green	PAPI Left 3.2° (54.10FT)	White 2 Pairs	2100 M,30 M White FM 0-1188 M, Red/White FM 1188-1780 M, Red FM 1780-2100 M, LIH	2100 M,60 M Red FM 0-300 M, White, FM 300-1485 M, Yellow FM 1485-2100 M, LIH	Red	NIL	RTIL

VTSM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: at Control Tower FLG/WG. EV 7 Sec 2300-1500
2	LDI location and LGT Anemometer location and LGT	LDI: 3 Wind cone with illumination at THR 17, 500 M and 800 M from THR 17 and 180 M from THR 35 Anemometer: At MET Station 410 M from THR 17
3	TWY edge and centre line lighting	TWY edge Lighted
4	Secondary power supply/switch-over time	Electrical Generator / 0 Sec (UPS)
5	Remarks	NIL

VTSM 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

VTSM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on SAMUI NDB (093314.01N 1000335.65E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Samui Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTSM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Samui Approach	129.6 MHZ	2300-1500	(1)Emergency Frequency (2)If unable to contact Samui Approach, contact Samui TWR on 118.9 MHZ
TWR	Samui Tower	118.9 MHZ 121.5 MHZ 243.0 MHZ(1)	2300-1500	
GND	Samui Ground	121.9 MHZ	2300-1500	
ATIS	Samui Airport Information	128.6 MHZ	2300-1500	

VTSM 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	SMU	117.6 MHZ CH123X	H24	093249.47N 1000342.27E	24M	
NDB	SM	316 KHZ	H24	093314.01N 1000335.65E		

VTSM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSM AD 2.21 NOISE ABATEMENT PROCEDURES

1. ICAO Noise Abatement Departure Procedure RWY17/35

1.1 ICAO have developed aircraft operating procedures, Noise Abatement Departure Procedure 1 (NADP 1) and Noise Abatement Departure Procedure 2 (NADP 2), for the take-off climb to ensure that the necessary safety of flight operations is maintained whilst minimizing exposure to noise on the ground.

1.2 NADP 1 is intended to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway. NADP 2 provides noise reduction to areas more distant from the runway end.

1.3 All operators are to adopt NADP 1 procedures for all take-offs from Samui Airport on RWY17 or RWY35

1.4 Full details of NADP 1 and NADP 2 are contained in ICAO Procedures for Air Navigation Services – Aircraft Operations, Volume 1 – Flight Procedures (PANSOPS, Doc 8168 Volume 1).

1.5 For Propeller and Turboprop Aeroplane, after take-off Pilot-in-Command should aim to use an airspeed giving the best rate of climb.

2. Noise Mitigating Measures

2.1 The following procedures are implemented to reduce aircraft noise levels when operating conditions permit. These measures include:

a) Preferential use of Runway
b) APU Restrictions
c) Reverse Thrust Use

2.2 Preferential use of Runway

RWY35 for take-off and RWY17 for landing are preferentially to be used. However, in order to achieve maximum flight safety, this procedure is not applied under the following circumstances.

a) The use of other runway is necessary in consideration of safety of the aircraft operation.
b) The condition of the specified runway is not suitable for landing or take-off.
c) The tail wind component, including gusts, exceeds 5 KT.
d) The cross wind component, including gusts, exceeds 15 KT.
e) When the possibility exists that orderly flow of traffic may be impeded.

2.3 APU Restrictions

For noise abatement purposes, pilots are encouraged to limit Auxiliary Power Units (APU) use to the minimum time necessary. The maximum recommended APU run-time is (30) minutes.

2.4 Reverse Thrust Use

The use of reverse thrust may negatively impact the residential community surrounding the Samui Airport, particularly during night hours. The use of minimum reverse thrust necessary for safety is recommended consistent with runway conditions and available length.

3. Noise Level Limits

3.1 Noise Operating Restrictions

Under the Environmental Protection (Aircraft Noise) Regulations, international and domestic aircraft operating to/from Samui Airport are required to be certified as compliant with the relevant ICAO Annex 16 Volume I, Aircraft Noise.

– Subsonic jets must be certified as Chapter 3 or Chapter 4.
– Aircraft with Chapter 2 noise certification are not permitted to operate.

3.2 Marginally Compliant Chapter 3 (MCC3) Aircraft

The operations to flights which will be operated by subsonic jet aircraft that meet the Chapter 3 standards by a cumulative margin of not more than 5 EPNdB (Marginally Compliant Chapter 3 (MCC3) Aircraft) will be prohibited for take-off and landing at Samui Airport between 1100 UTC and 2359 UTC.

3.3 Exempted MCC3 Aircraft

MCC3 aircraft operated for emergency, medical and humanitarian purposes are exempted from the above restriction.

VTSM AD 2.22 FLIGHT PROCEDURES

1. The Continuous Descent Operations (CDO) for arrivals into Samui 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 Samui 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 RWY17 to RWY35 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 from Bangkok to Samui Airport

1.2.6 Operations Time

CDO is available 24 hours

1.2.7 Available Runway

CDO procedure is available for RWY17

1.2.8 Types of Approach

1.2.8.1 RNAV (GNSS) RWY17 CAT A, B

1.2.8.2 RNAV (GNSS) RWY17 CAT C

1.2.8.3 VOR RWY17 CAT A, B

1.2.8.4 VOR RWY17 CAT C

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 SMU 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 Samui commencing descent

1.3.4 Aircraft should descend continuously on normal arrival route to SMU 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 RNAV (GNSS) RWY17 CAT A, B Procedure

a) Aircraft Arriving on W32

– After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 FT., then proceed to PENFO and follow the RNAV (GNSS) RWY17 CAT A, B procedure as published in AIP Thailand, 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 3,200 FT., and cross 30 NM from SMU DVOR, altitude not lower than 4,000 FT., following the RNAV (GNSS) RWY17 CAT A, B procedure as published in AIP Thailand.

1.3.6.2 RNAV (GNSS) RWY17 CAT C Procedure

a) Aircraft Arriving on W32

– After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 FT., then proceed to PENFO and follow the RNAV (GNSS) RWY17 CAT C procedure as published in AIP Thailand, 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 3,200 FT., and cross 30 NM from SMU DVOR, altitude not lower than 4,000 FT., following the RNAV (GNSS) RWY17 CAT C procedure as published in AIP Thailand.

1.3.6.3 VOR RWY17 CAT A, B Procedure

a) Aircraft Arriving on W32

– After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 FT., then proceed to PENFO and follow the VOR RWY17 CAT A, B procedure as published in AIP Thailand, 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 3,500 FT., and cross 30 NM from SMU DVOR, altitude not lower than 4,000 FT.,following the VOR RWY17 CAT A, B procedure as published in AIP Thailand

1.3.6.4 VOR RWY17 CAT C Procedure

a) Aircraft Arriving on W32

– After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 FT., then proceed to PENFO and follow the VOR RWY17 CAT C procedure as published in AIP Thailand, 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 3,500 FT., and cross 30 NM from SMU DVOR, altitude not lower than 4,000 FT., following the VOR RWY17 CAT C 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 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 SAMUI APPROACH"

1.4.7 Approval by Samui 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

VTSM AD 2.23 ADDITIONAL INFORMATION

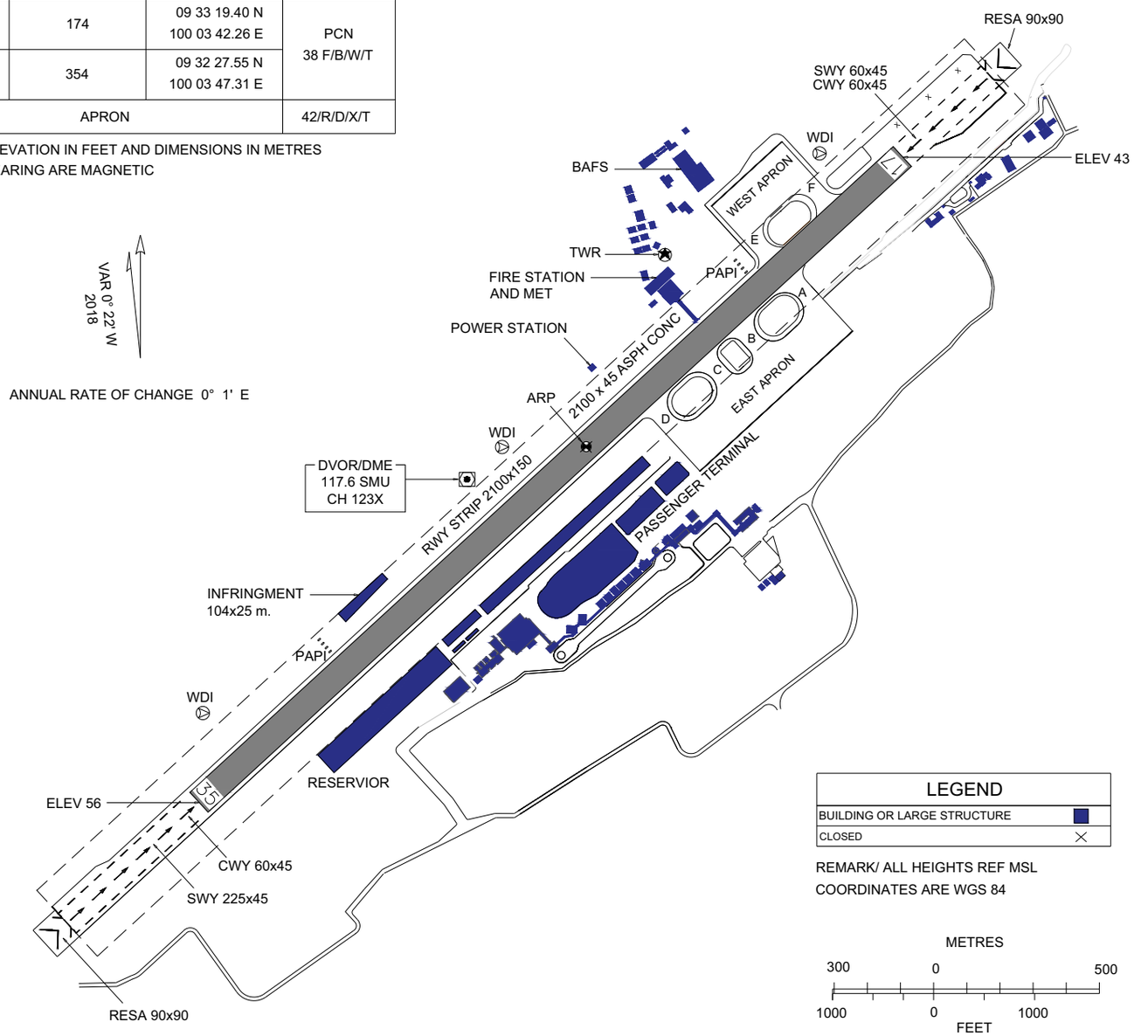
NIL

VTSM AD 2.24 CHARTS RELATED TO AN AERODROME

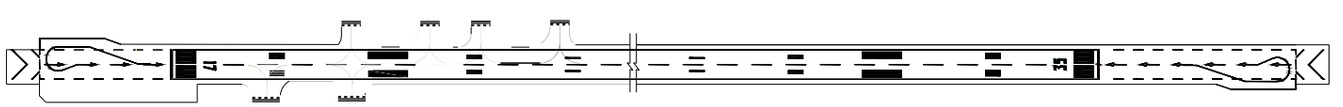
AERODROME CHART - ICAO | 09 32 56 N 100 03 45 E | ELEV 64 ft. | TWR 118.9 121.5 243.0 | SURAT THANI / Samui Airport

RWY	DIRETION	THR	BEARING STRENGTH
17	174	09 33 19.40 N 100 03 42.26 E	PCN 38 F/B/W/T
35	354	09 32 27.55 N 100 03 47.31 E	
APRON			42/R/D/X/T

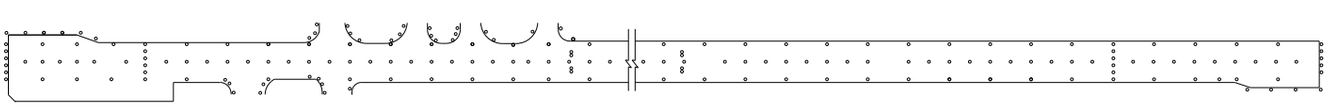
ELEVATION IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



MARKING AIDS RWY 17/35 AND EXIT TWY



LIGHTING AIDS RWY 17/35 AND EXIT TWY



CHANGE : REVISED CHART. MAG VAR. ARP COORD. TWR FREQ. ANNUAL RATE OF CHANGE. WDI ADDED. INFRINGMENT. RWY STRIP.

INTENTIONALLY BLANK

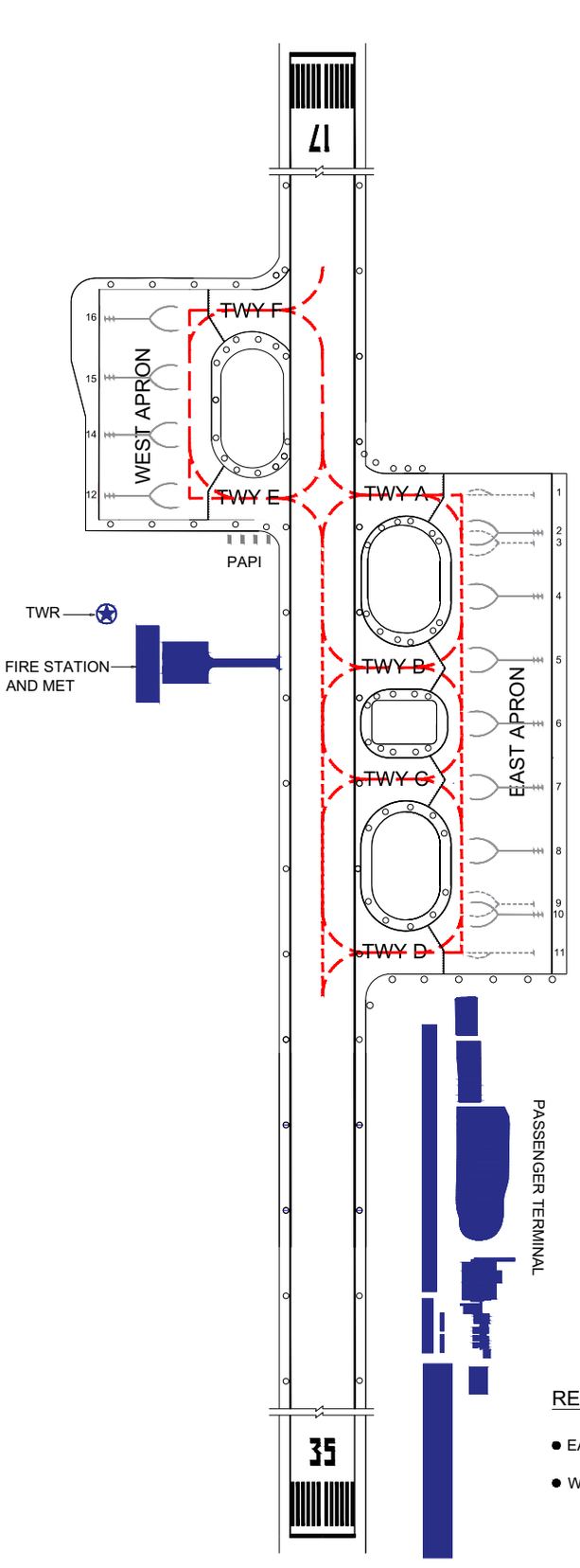
AIRCRAFT PARKING/
DOCKING CHART - ICAO

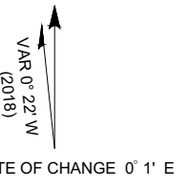
09 32 56 N
100 03 45 E

WEST APRON ELEV 47 ft.
EAST APRON ELEV 46 ft.

TWR 118.9
GND 121.9

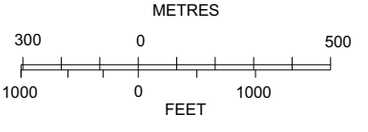
SURAT THANI / Samui Airport





AIRCRAFT STAND COORDINATES (WGS-84)			
NR	LAT (N)	LONG (E)	UP TO
1	09 33 10.96	100 03 47.77	ATR72
2	09 33 10.09	100 03 48.02	B734,A319,ATR72
3	09 33 09.66	100 03 48.09	ATR72
4	09 33 08.66	100 03 48.24	B734,A319,ATR72
5	09 33 07.26	100 03 48.34	B734,A319,ATR72
6	09 33 05.79	100 03 48.33	B734,A319,ATR72
7	09 33 04.40	100 03 48.45	B734,A319,ATR72
8	09 33 02.94	100 03 48.59	B734,A319,ATR72
9	09 33 01.76	100 03 48.65	ATR72
10	09 33 01.56	100 03 48.70	B734,A319,ATR72
11	09 33 00.65	100 03 48.75	ATR72
12	09 33 10.10	100 03 38.17	B734,A319,ATR72
14	09 33 11.45	100 03 38.04	B734,A319,ATR72
15	09 33 12.71	100 03 37.92	B734,A319,ATR72
16	09 33 14.10	100 03 37.78	B734,A319,ATR72

LEGEND	
AIRCRAFT STAND	1
TAXIWAY LIGHT	
GUIDE LINE	
AIRCRAFT HOLDING POSITION	



SCALE 1 : 20,000

REMARKS

- EAST APRON ACFT STAND NR 1-11 SURFACE AND STRENGTH : CONCRETE , PCN 42/R/D/X/T
- WEST APRON ACFT STAND NR 12-16 SURFACE AND STRENGTH : CONCRETE , PCN 42/R/D/X/T

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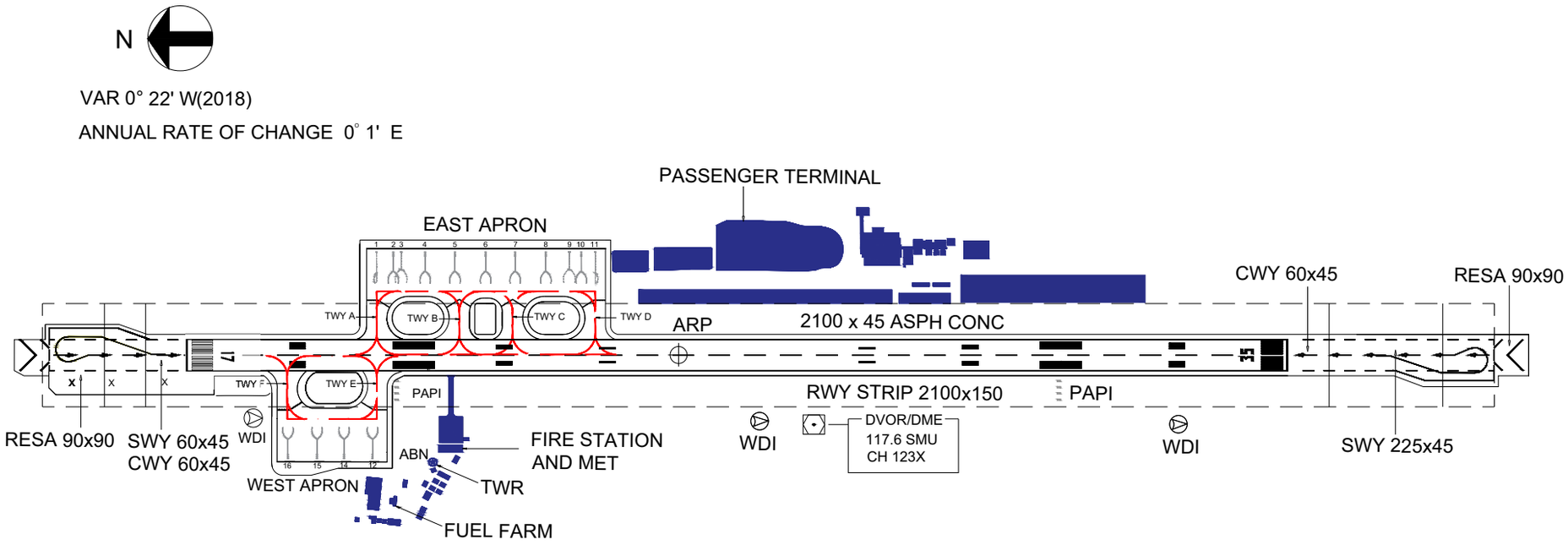
AERODROME GROUND MOVEMENT CHART - ICAO

WEST APRON ELEV 47 ft.
EAST APRON ELEV 46 ft.

TWR 118.9
GND 121.9

SURAT THANI / Samui Airport

CHANGE : REVISED CHART. MAG VAR. ARP COORD. TWR AND GND FREQ. ANNUAL RATE OF CHANGE.
WDI ADDED. INFRINGMENT. RWY STRIP. TWY E AND F ADDED. EAST AND WEST APRON.



LEGEND	
AERODROME REFERENCE POINT 09 32 56 N 100 03 45 E	⊕
BUILDING OR LARGE STRUCTURE	■
CLOSED	X
TAXI ROUTES	— — —
AIRCRAFT STAND AND IDENTIFICATION	1
RUNWAY HOLDING POSITION	≡

SCALE 1 : 10,000

200 100 0 100 200 300 400 500 600 700 800 METRES
600 300 0 500 1000 2000 FEET

INTENTIONALLY BLANK

Aerodrome Obstacle Chart - ICAO
Type A (Operation Limitations)

SURAT THANI / Samui Airport

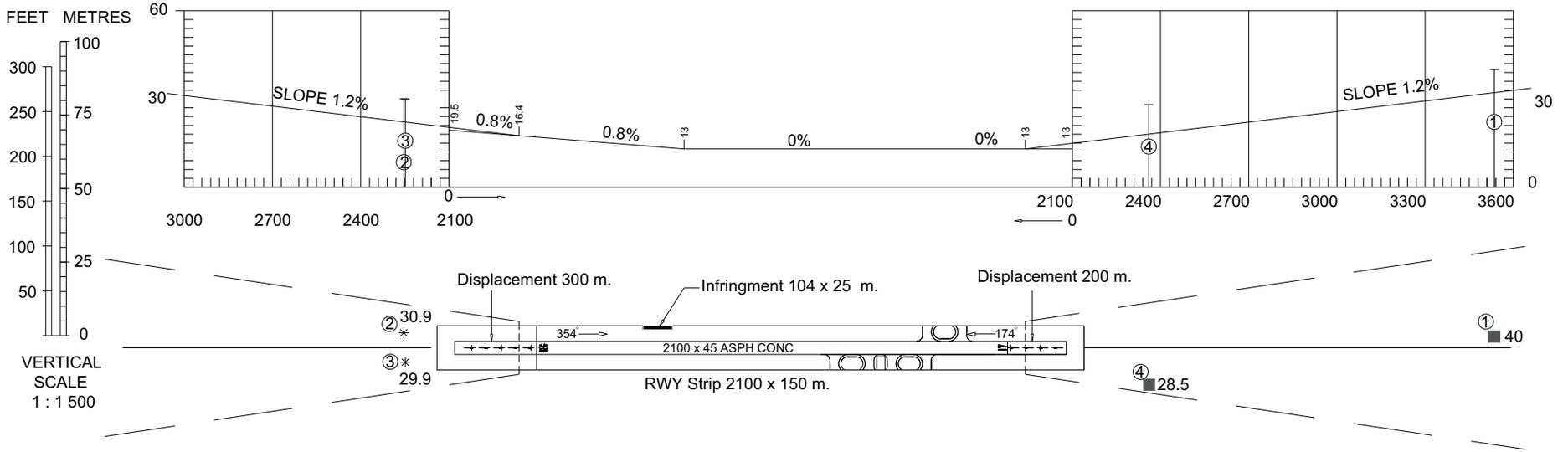
DIMENSIONS AND ELEVATIONS IN METRES
MAGNETIC VARIATION 0° 22' W (2018)

RUNWAY 35 / 17

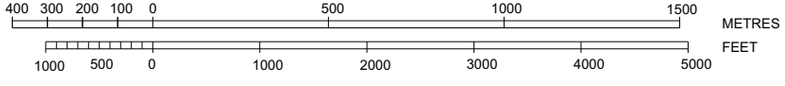
DECLARED DISTANCES		
RWY 35		RWY 17
1900	TAKE-OFF RUN AVAILABLE	1800
1960	TAKE-OFF DISTANCE AVAILABLE	1860
1960	ACCELERATE STOP DISTANCE AVAILABLE	2025
1660	LANDING DISTANCE AVAILABLE	1825

OPERATING LIMITATIONS

For ICAO reference code C aircraft
during take-off and landing max cross-wind
dry and wet RWY should be 5kts less than the
flight manual recommended limits



HORIZONTAL - SCALE 1 : 15,000



LEGEND	
IDENTIFICATION NUMBER	①
LARGE STRUCTURE	■
TREE	✳

CHANGE : PAGE NUMBER CHANGED.

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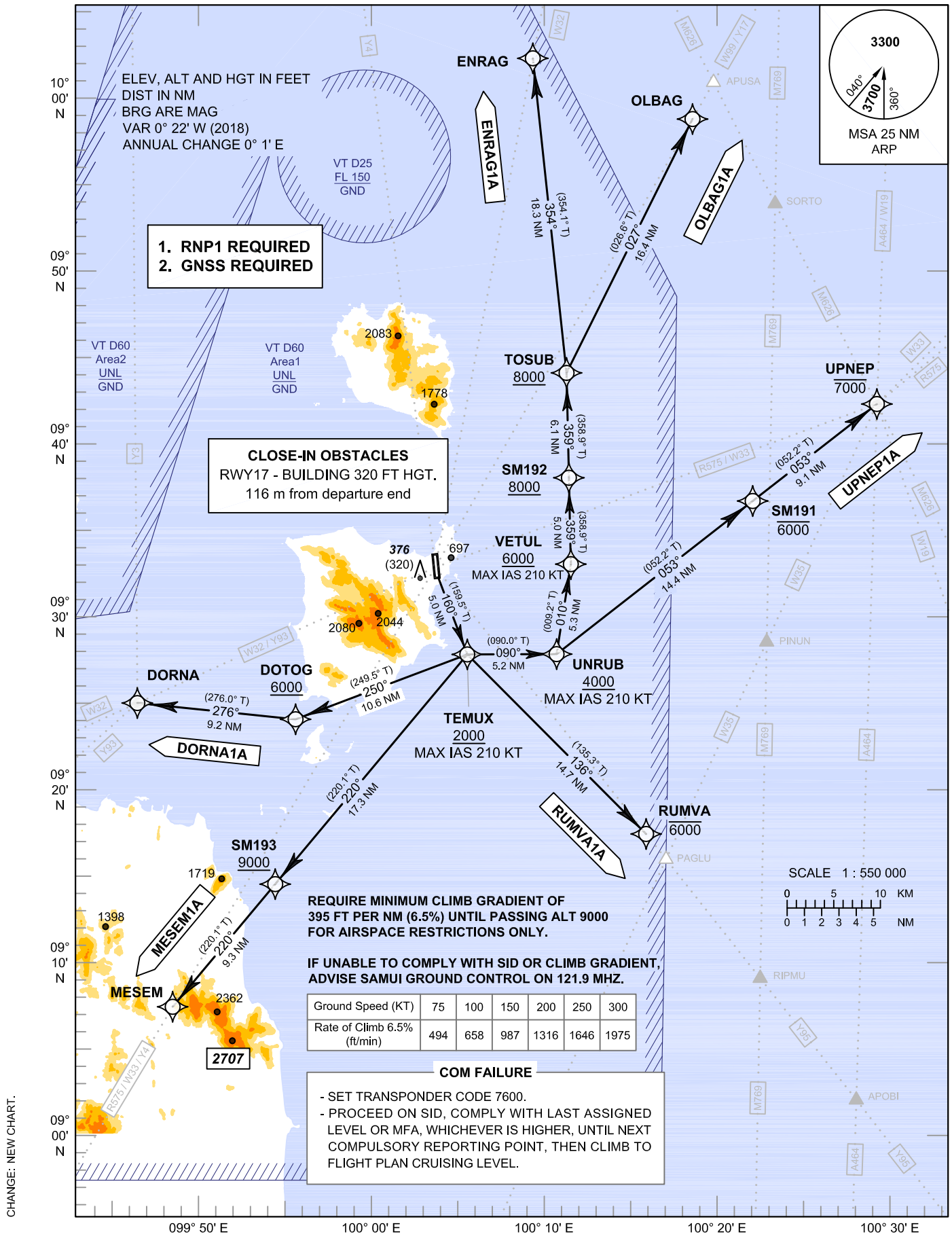
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURAT THANI / Samui (VTSM)
RNAV RWY17

DORNA1A ENRAG1A MESEM1A
OLBAG1A RUMVA1A UPNEP1A



CHANGE: NEW CHART.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SURAT THANI / Samui (VTSM)
RNAV RWY17

DORNA1A ENRAG1A MESEM1A
OLBAG1A RUMVA1A UPNEP1A

TABULAR DESCRIPTION

RNAV RWY17

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
DORNA1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	R	+2000	-210	-	RNP 1
030	TF	DOTOG	-	250°(249.5°)	+0.33	10.6	R	+6000	-	-	RNP 1
040	TF	DORNA	-	276°(276.0°)	+0.33	9.2	-	-	-	-	RNP 1
ENRAG1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	L	+2000	-210	-	RNP 1
030	TF	UNRUB	-	090°(090.0°)	+0.33	5.2	L	+4000	-210	-	RNP 1
040	TF	VETUL	-	010°(009.2°)	+0.33	5.3	L	+6000	-210	-	RNP 1
050	TF	SM192	-	359°(358.9°)	+0.33	5.0	-	+8000	-	-	RNP 1
060	TF	TOSUB	-	359°(358.9°)	+0.33	6.1	L	+8000	-	-	RNP 1
070	TF	ENRAG	-	354°(354.1°)	+0.33	18.3	-	-	-	-	RNP 1
MESEM1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	R	+2000	-210	-	RNP 1
030	TF	SM193	-	220°(220.1°)	+0.33	17.3	-	+9000	-	-	RNP 1
040	TF	MESEM	-	220°(220.1°)	+0.33	9.3	-	-	-	-	RNP 1
OLBAG1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	L	+2000	-210	-	RNP 1
030	TF	UNRUB	-	090°(090.0°)	+0.33	5.2	L	+4000	-210	-	RNP 1
040	TF	VETUL	-	010°(009.2°)	+0.33	5.3	L	+6000	-210	-	RNP 1
050	TF	SM192	-	359°(358.9°)	+0.33	5.0	-	+8000	-	-	RNP 1
060	TF	TOSUB	-	359°(358.9°)	+0.33	6.1	R	+8000	-	-	RNP 1
070	TF	OLBAG	-	027°(026.6°)	+0.33	16.4	-	-	-	-	RNP 1
RUMVA1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	L	+2000	-210	-	RNP 1
030	TF	RUMVA	-	136°(135.3°)	+0.33	14.7	-	-6000	-	-	RNP 1
UPNEP1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	L	+2000	-210	-	RNP 1
030	TF	UNRUB	-	090°(090.0°)	+0.33	5.2	L	+4000	-210	-	RNP 1
040	TF	SM191	-	053°(052.2°)	+0.33	14.4	-	-6000	-	-	RNP 1
050	TF	UPNEP	-	053°(052.2°)	+0.33	9.1	-	-7000	-	-	RNP 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SURAT THANI / Samui (VTSM)
RNAV RWY17

DORNA1A ENRAG1A MESEM1A
OLBAG1A RUMVA1A UPNEP1A

WAYPOINT LIST

RNAV RWY17

Waypoint Identifier	Coordinates	
DER RWY17	09° 32' 27.55" N	100° 03' 47.31" E
DORNA	09° 24' 58.70" N	099° 46' 14.10" E
DOTOG	09° 24' 00.75" N	099° 55' 29.95" E
ENRAG	10° 02' 23.31" N	100° 09' 31.07" E
MESEM	09° 07' 19.05" N	099° 48' 15.85" E
OLBAG	09° 58' 49.36" N	100° 18' 52.25" E
RUMVA	09° 17' 16.93" N	100° 15' 59.72" E
SM191	09° 36' 36.69" N	100° 22' 18.46" E
SM192	09° 38' 00.18" N	100° 11' 32.87" E
SM193	09° 14' 25.82" N	099° 54' 16.76" E
TEMUX	09° 27' 45.27" N	100° 05' 33.73" E
TOSUB	09° 44' 05.84" N	100° 11' 25.88" E
UNRUB	09° 27' 45.24" N	100° 10' 47.51" E
UPNEP	09° 42' 13.10" N	100° 29' 36.40" E
VETUL	09° 32' 58.84" N	100° 11' 38.63" E

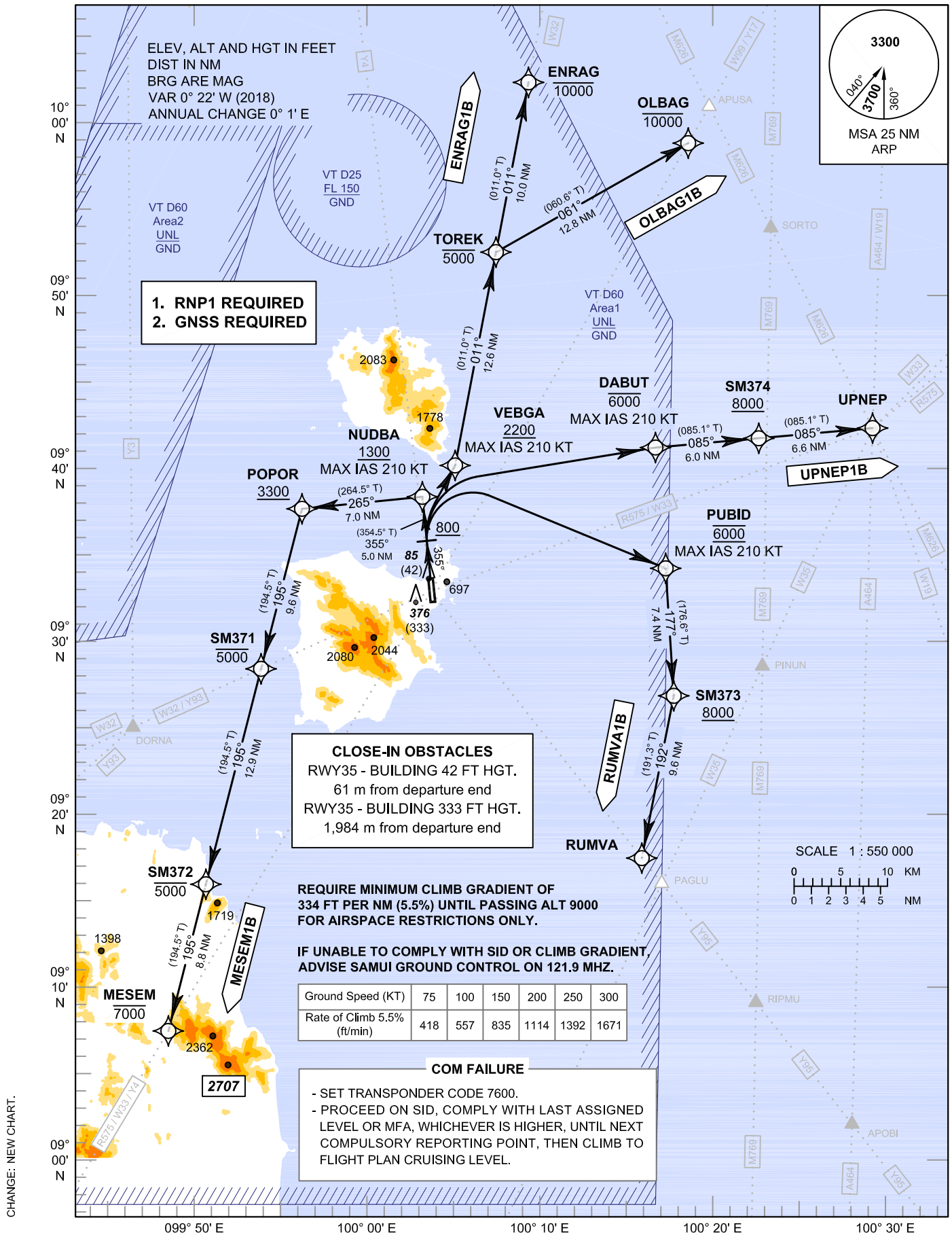
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURAT THANI / Samui (VTSM)
RNAV RWY35

ENRAG1B MESEM1B
OLBAG1B RUMVA1B UPNEP1B



CHANGE: NEW CHART.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SURAT THANI / Samui (VTSM)
RNAV RWY35

ENRAG1B MESEM1B
OLBAG1B RUMVA1B UPNEP1B

TABULAR DESCRIPTION

RNAV RWY35

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ENRAG1B											
010	-	DER RWY35	-	-	+0.33	-	-	-	-	-	RNP 1
020	CA	-	-	355°(354.5°)	+0.33	-	-	+800	-	-	RNP 1
030	DF	VEBGA		-	+0.33	-	R	+2200	-210	-	RNP 1
040	TF	TOREK	-	011°(011.0°)	+0.33	12.6	-	-5000	-	-	RNP 1
050	TF	ENRAG	-	011°(011.0°)	+0.33	10.0	-	-10000	-	-	RNP 1
MESEM1B											
010	-	DER RWY 35	-	-	+0.33	-	-	-	-	-	RNP 1
020	CF	NUDBA	-	355°(354.5°)	+0.33	5.0	L	+1300	-210	-	RNP 1
030	TF	POPOR	-	265°(264.5°)	+0.33	7.0	L	+3300	-	-	RNP 1
040	TF	SM371	-	195°(194.5°)	+0.33	9.6	-	-5000	-	-	RNP 1
050	TF	SM372	-	195°(194.5°)	+0.33	12.9	-	-5000	-	-	RNP 1
060	TF	MESEM	-	195°(194.5°)	+0.33	8.8	-	-7000	-	-	RNP 1
OLBAG1B											
010	-	DER RWY35	-	-	+0.33	-	-	-	-	-	RNP 1
020	CA	-	-	355°(354.5°)	+0.33	-	-	+800	-	-	RNP 1
030	DF	VEBGA	-	-	+0.33	-	R	+2200	-210	-	RNP 1
040	TF	TOREK	-	011°(011.0°)	+0.33	12.6	R	-5000	-	-	RNP 1
050	TF	OLBAG	-	061°(060.6°)	+0.33	12.8	-	-10000	-	-	RNP 1
RUMVA1B											
010	-	DER RWY35	-	-	+0.33	-	-	-	-	-	RNP 1
020	CA	-	-	355°(354.5°)	+0.33	-	-	+800	-	-	RNP 1
030	DF	PUBID	-	-	+0.33	-	R	@6000	-210	-	RNP 1
040	TF	SM373	-	177°(176.6°)	+0.33	7.4	R	+8000	-	-	RNP 1
050	TF	RUMVA	-	192°(191.3°)	+0.33	9.6	-	-	-	-	RNP 1
UPNEP1B											
010	-	DER RWY35	-	-	+0.33	-	-	-	-	-	RNP 1
020	CA	-	-	355°(354.5°)	+0.33	-	-	+800	-	-	RNP 1
030	DF	DABUT	-	-	+0.33	-	R	-6000	-210	-	RNP 1
040	TF	SM374	-	085°(085.1°)	+0.33	6.0	-	+8000	-	-	RNP 1
050	TF	UPNEP	-	085°(085.1°)	+0.33	6.6	-	-	-	-	RNP 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SURAT THANI / Samui (VTSM)
RNAV RWY35

ENRAG1B MESEM1B
OLBAG1B RUMVA1B UPNEP1B

WAYPOINT LIST

RNAV RWY35

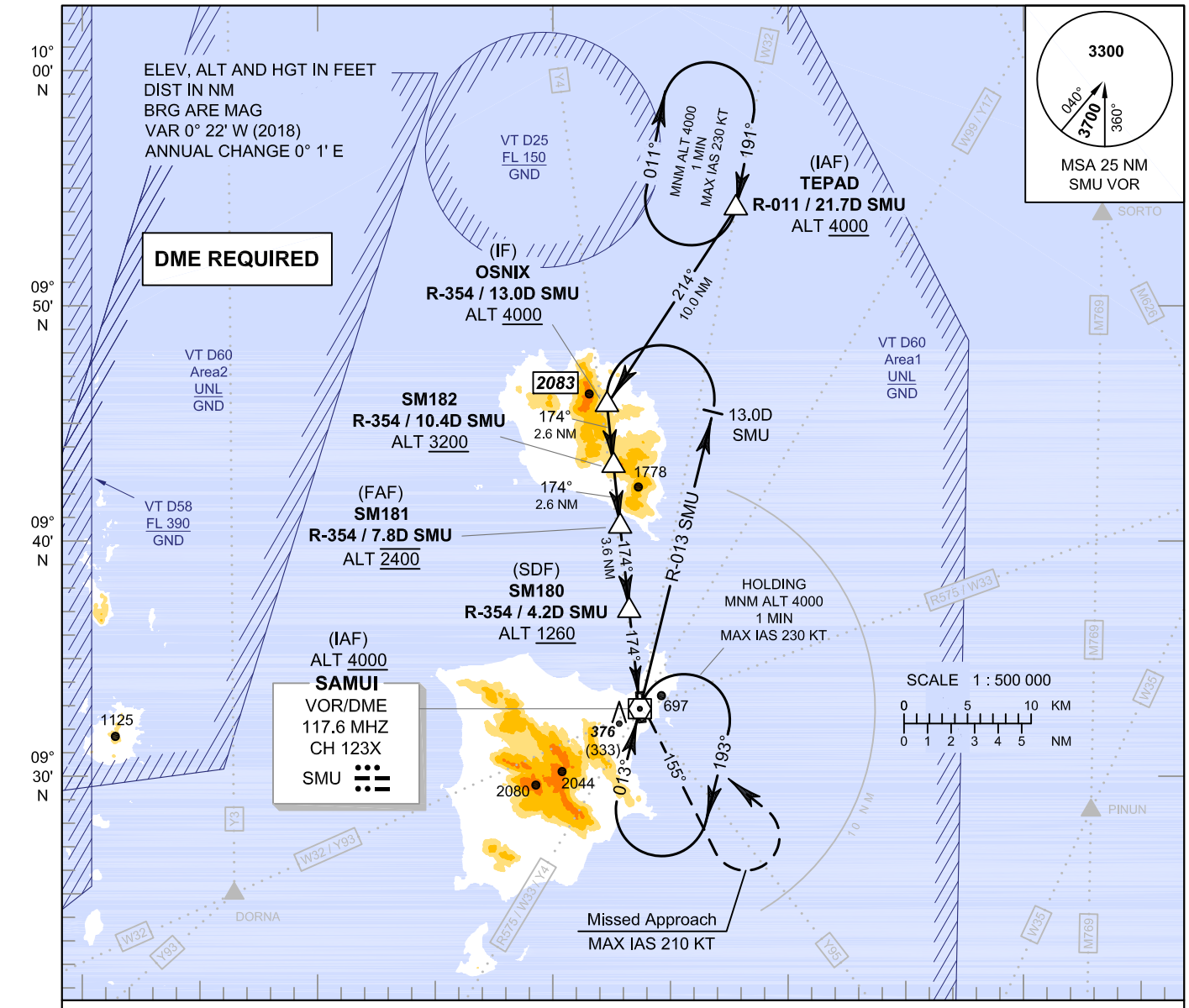
Waypoint Identifier	Coordinates	
DER RWY35	09° 33' 19.40" N	100° 03' 42.26" E
DABUT	09° 41' 08.45" N	100° 16' 53.04" E
ENRAG	10° 02' 23.31" N	100° 09' 31.07" E
MESEM	09° 07' 19.05" N	099° 48' 15.85" E
NUDBA	09° 38' 19.40" N	100° 03' 13.03" E
OLBAG	09° 58' 49.36" N	100° 18' 52.25" E
POPOR	09° 37' 38.71" N	099° 56' 09.81" E
PUBID	09° 34' 07.10" N	100° 17' 27.30" E
RUMVA	09° 17' 16.93" N	100° 15' 59.72" E
SM371	09° 28' 21.11" N	099° 53' 44.42" E
SM372	09° 15' 50.22" N	099° 50' 28.85" E
SM373	09° 26' 42.51" N	100° 17' 53.96" E
SM374	09° 41' 39.27" N	100° 22' 56.23" E
TOREK	09° 52' 31.68" N	100° 07' 34.62" E
UPNEP	09° 42' 13.10" N	100° 29' 36.40" E
VEBGA	09° 40' 08.36" N	100° 05' 08.47" E

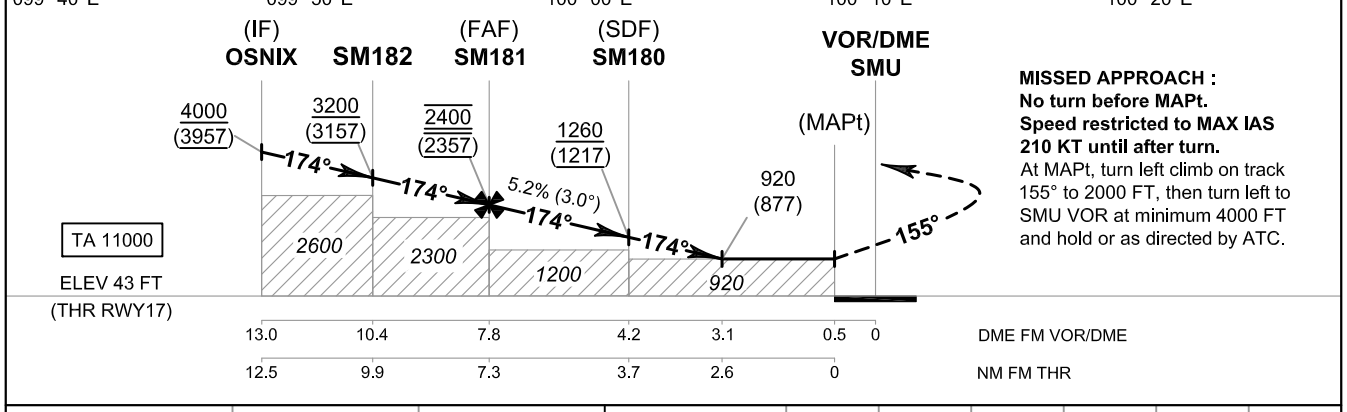
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT A, B





OCA/H	A	B
Straight - in Approach	920 (877)	
Circling* (OCH AAL)	1400 (1336)	

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	FAF	7 D	6 D	5 D	4 D	3.1 D
Altitude (Height)	2400 (2357)	2145 (2102)	1830 (1787)	1515 (1472)	1200 (1157)	920 (877)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

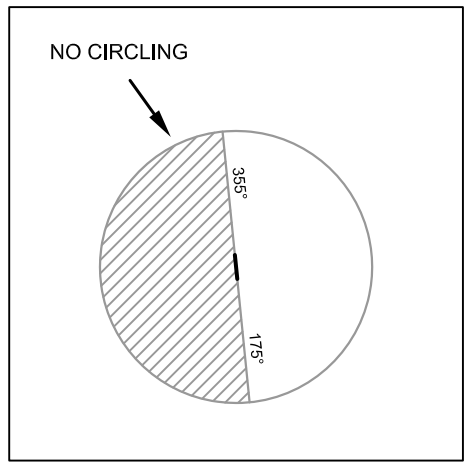
CHANGE: NEW PROCEDURES.
INTERMEDIATE APPROACH SEGMENT - NO HORIZONTAL DISTANCE 1.0 NM
DUE TO TERRAIN RESTRICTIONS.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT A, B

Fix / Point		Coordinates	
(IAF) TEPAD	R-011 / 21.7D SMU	09° 54' 11.99" N	100° 07' 54.35" E
(IF) OSNIX	R-354 / 13.0D SMU	09° 45' 48.80" N	100° 02' 19.70" E
SM182	R-354 / 10.4D SMU	09° 43' 12.94" N	100° 02' 36.22" E
(FAF) SM181	R-354 / 7.8D SMU	09° 40' 37.07" N	100° 02' 52.74" E
(SDF) SM180	R-354 / 4.2D SMU	09° 37' 00.86" N	100° 03' 15.65" E
MAPt	R-354 / 0.5D SMU	09° 33' 19.09" N	100° 03' 39.13" E
(IAF) VOR	SMU	09° 32' 49.47" N	100° 03' 42.27" E

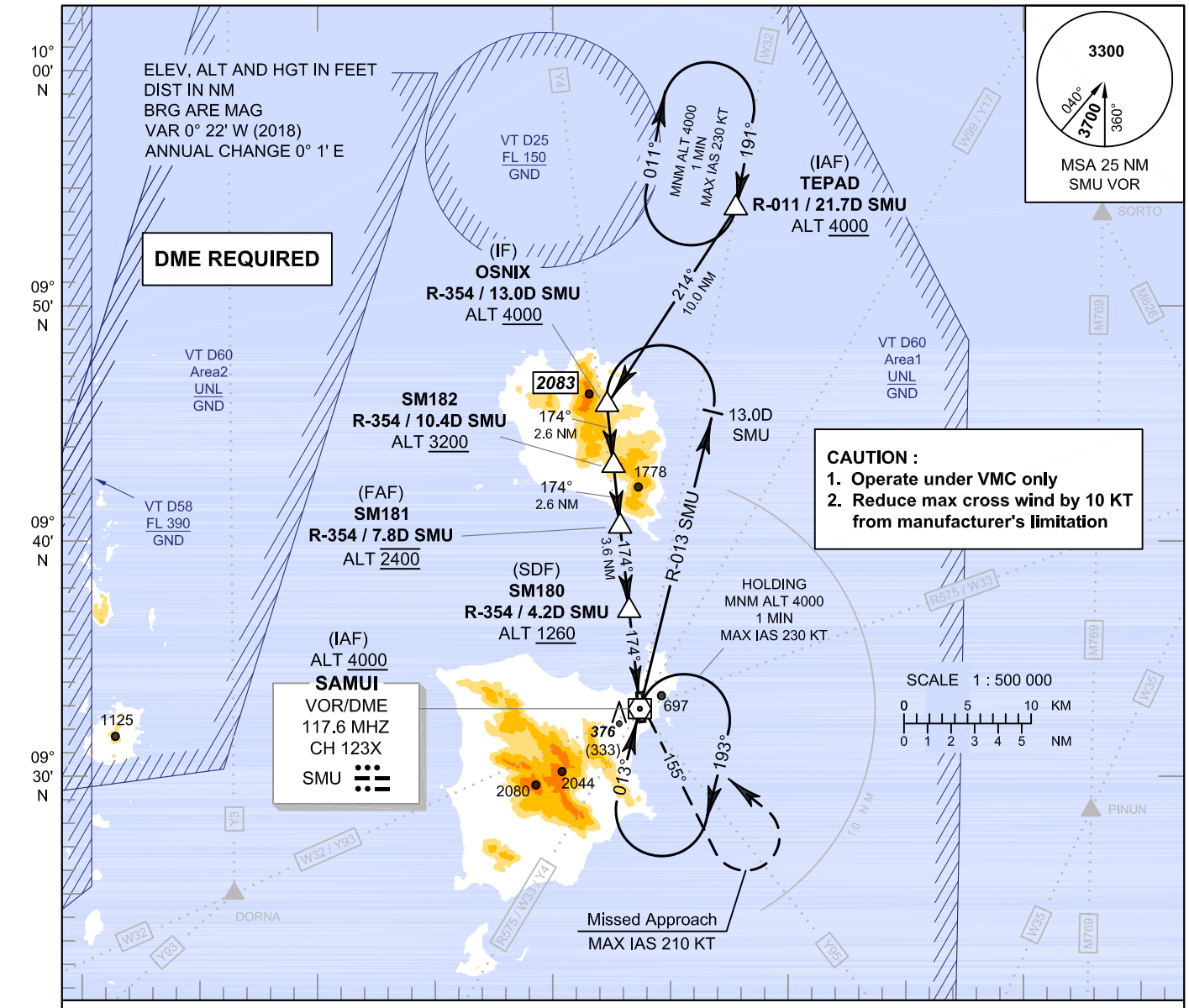


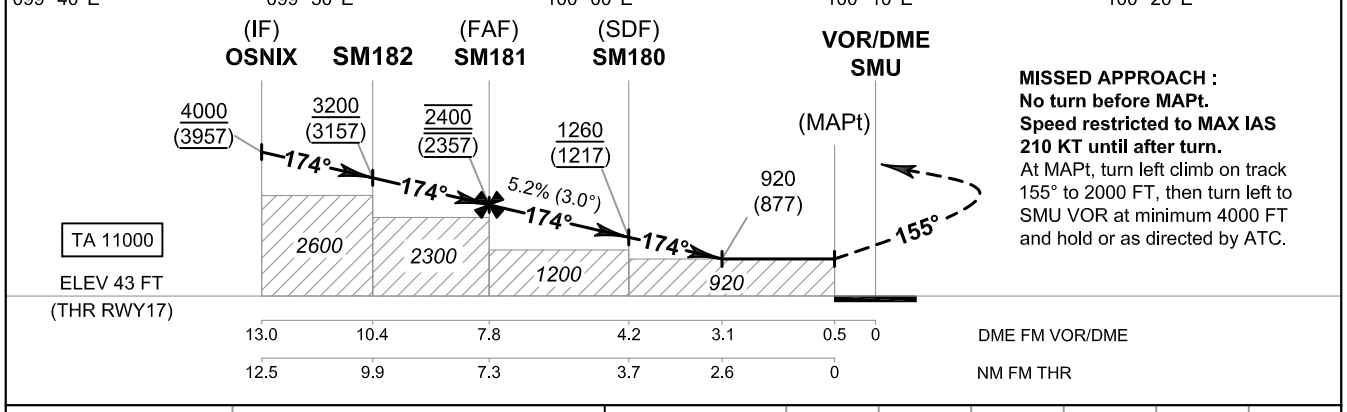
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT C





OCA/H	C
Straight - in Approach	920 (877)
Circling* (OCH AAL)	1400 (1336)

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	FAF	7 D	6 D	5 D	4 D	3.1 D
Altitude (Height)	2400 (2357)	2145 (2102)	1830 (1787)	1515 (1472)	1200 (1157)	920 (877)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

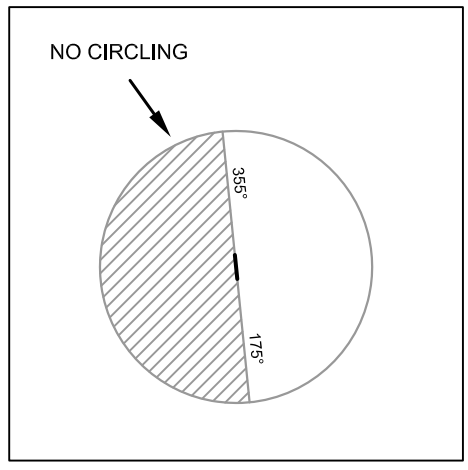
CHANGE: NEW PROCEDURES.
INTERMEDIATE APPROACH SEGMENT - NO HORIZONTAL DISTANCE 1.5 NM
DUE TO TERRAIN RESTRICTIONS.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT C

Fix / Point		Coordinates	
(IAF) TEPAD	R-011 / 21.7D SMU	09° 54' 11.99" N	100° 07' 54.35" E
(IF) OSNIX	R-354 / 13.0D SMU	09° 45' 48.80" N	100° 02' 19.70" E
SM182	R-354 / 10.4D SMU	09° 43' 12.94" N	100° 02' 36.22" E
(FAF) SM181	R-354 / 7.8D SMU	09° 40' 37.07" N	100° 02' 52.74" E
(SDF) SM180	R-354 / 4.2D SMU	09° 37' 00.86" N	100° 03' 15.65" E
MAPt	R-354 / 0.5D SMU	09° 33' 19.09" N	100° 03' 39.13" E
(IAF) VOR	SMU	09° 32' 49.47" N	100° 03' 42.27" E

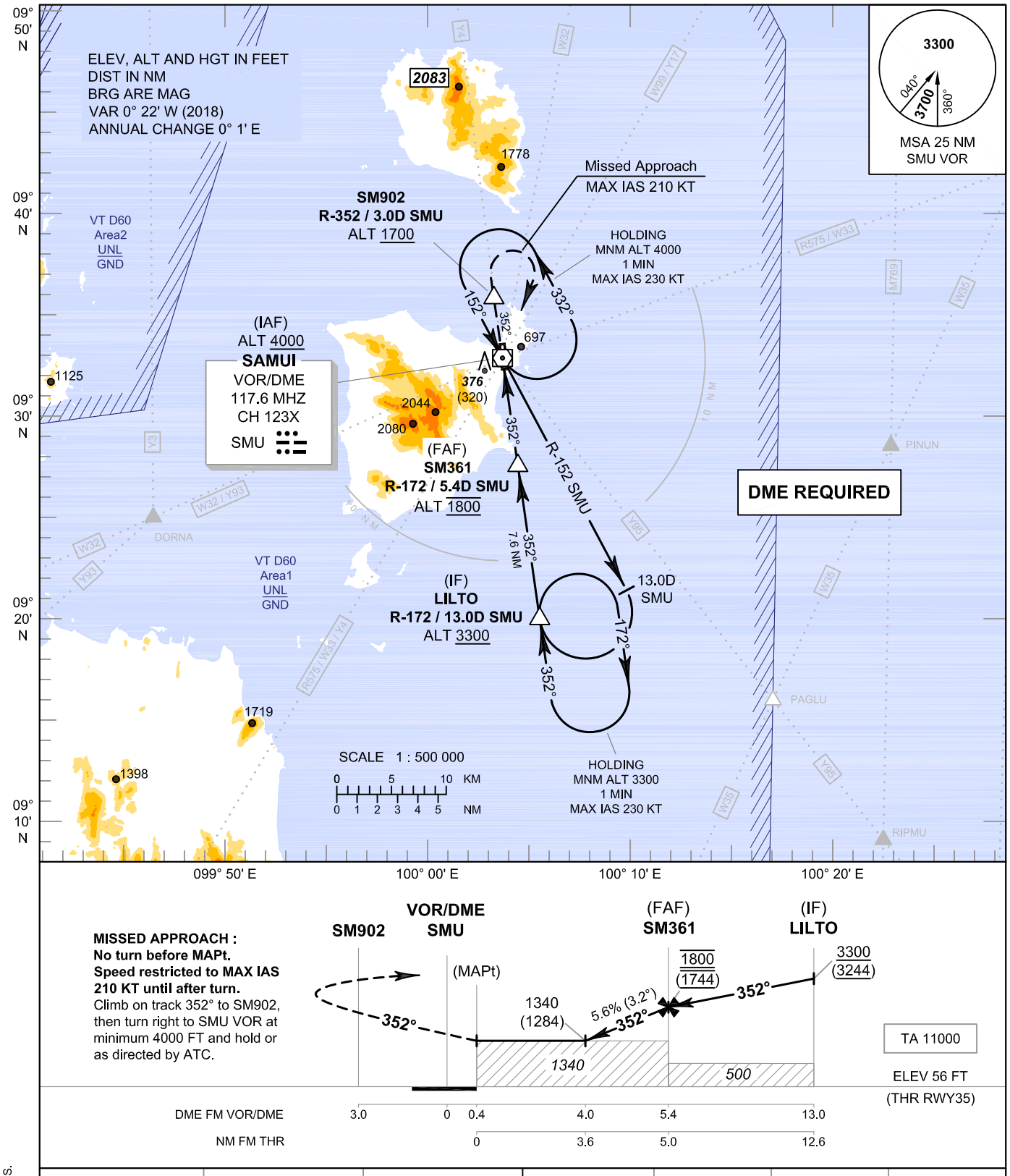


INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT A, B



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb on track 352° to SM902, then turn right to SMU VOR at minimum 4000 FT and hold or as directed by ATC.

OCA/H	A	B
Straight - in Approach	1340 (1284)	
Circling* (OCH AAL)	1400 (1336)	

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	4 D	5 D	FAF
Altitude (Height)	1340 (1284)	1670 (1614)	1800 (1744)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.6%	ft/min	397	510	567	681	794	907

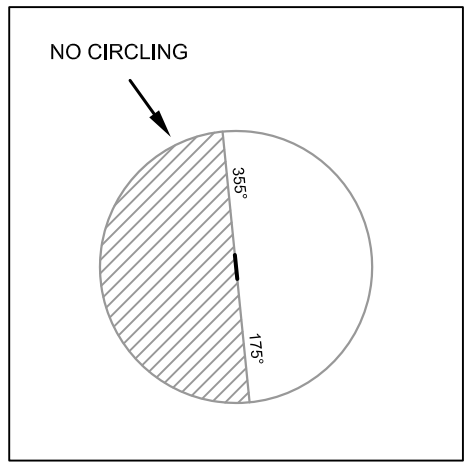
CHANGE: NEW PROCEDURES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT A, B

Fix / Point		Coordinates	
(IAF) VOR	SMU	09° 32' 49.47" N	100° 03' 42.27" E
(IF) LILTO	R-172 / 13.0D SMU	09° 19' 53.35" N	100° 05' 31.31" E
(FAF) SM361	R-172 / 5.4D SMU	09° 27' 28.88" N	100° 04' 27.33" E
MAPt	R-172 / 0.4D SMU	09° 32' 27.20" N	100° 03' 45.40" E
SM902	R-352 / 3.0D SMU	09° 35' 48.57" N	100° 03' 17.09" E

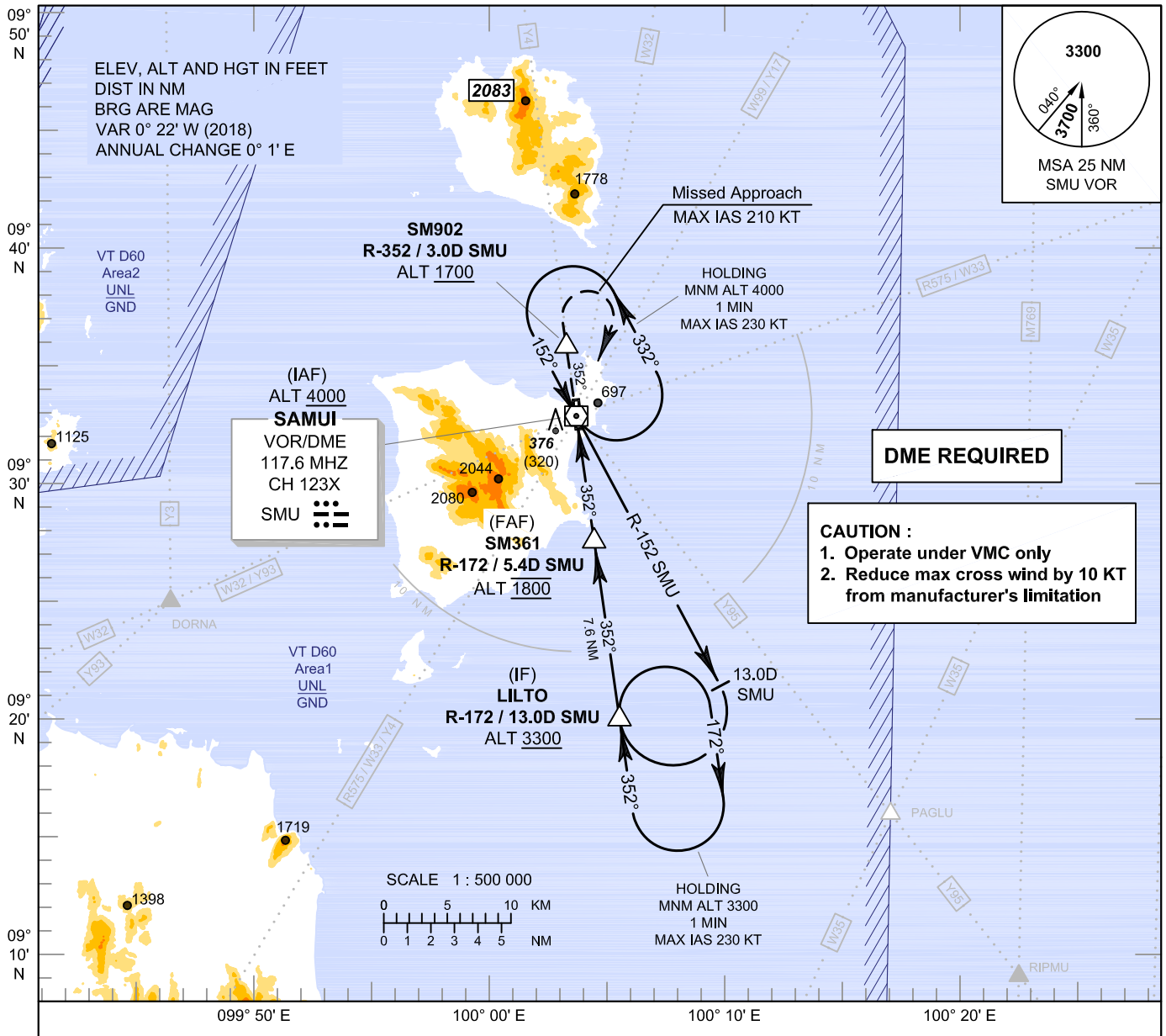


INSTRUMENT APPROACH CHART - ICAO

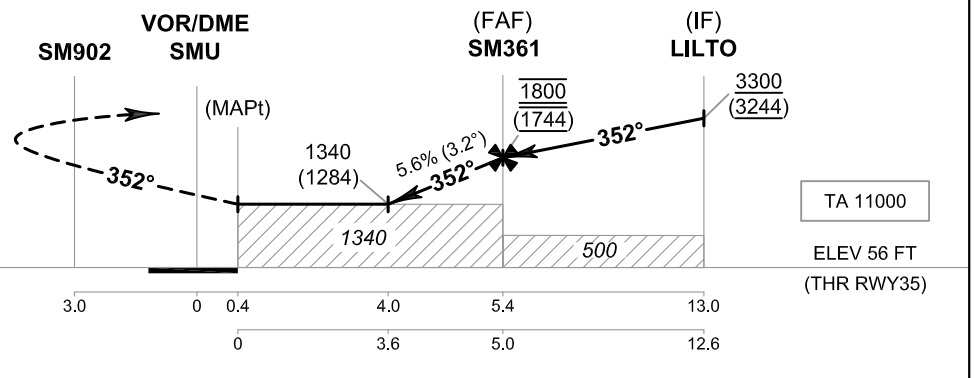
AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT C



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb on track 352° to SM902, then turn right to SMU VOR at minimum 4000 FT and hold or as directed by ATC.



OCA/H	C
Straight - in Approach	1340 (1284)
Circling* (OCH AAL)	1400 (1336)

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	4 D	5 D	FAF
Altitude (Height)	1340 (1284)	1670 (1614)	1800 (1744)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.6%	ft/min	397	510	567	681	794	907

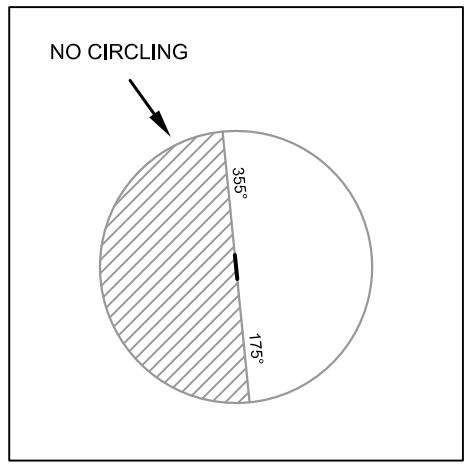
CHANGE: NEW PROCEDURES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT C

Fix / Point		Coordinates	
(IAF) VOR	SMU	09° 32' 49.47" N	100° 03' 42.27" E
(IF) LILTO	R-172 / 13.0D SMU	09° 19' 53.35" N	100° 05' 31.31" E
(FAF) SM361	R-172 / 5.4D SMU	09° 27' 28.88" N	100° 04' 27.33" E
MAPt	R-172 / 0.4D SMU	09° 32' 27.20" N	100° 03' 45.40" E
SM902	R-352 / 3.0D SMU	09° 35' 48.57" N	100° 03' 17.09" E

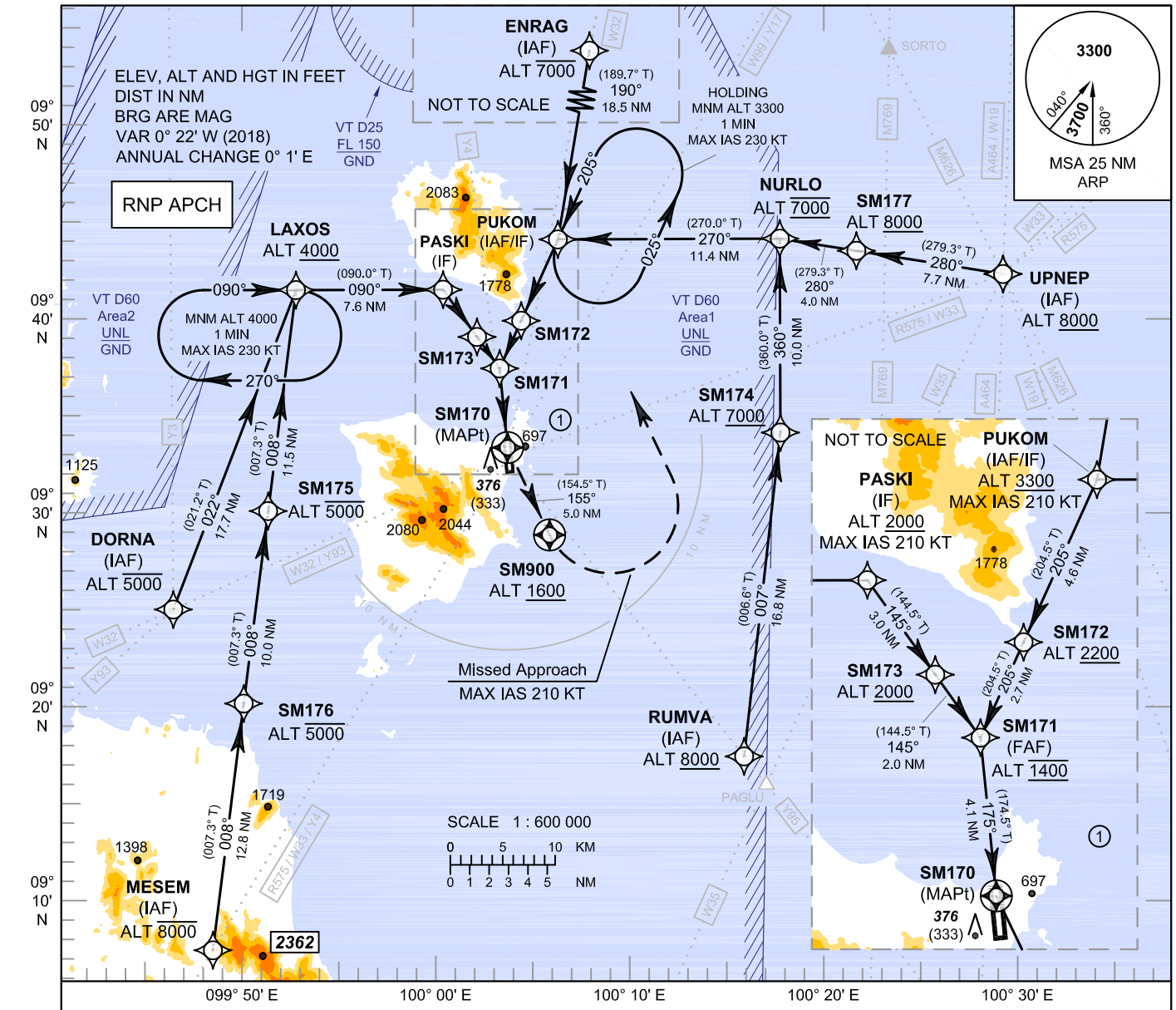


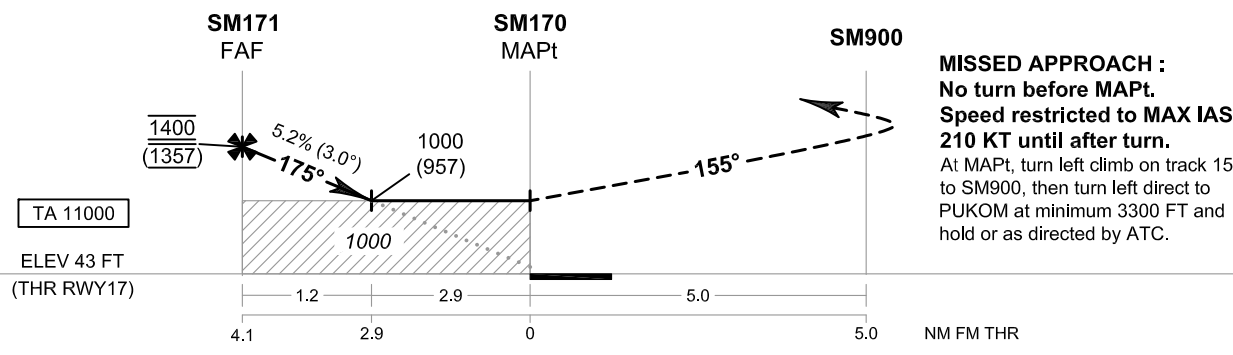
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT A, B





OCA/H	A	B	NM to NEXT WPT	FAF	4 NM	3 NM	2.9 NM
LNAV	1000 (957)		Altitude (Height)	1400 (1357)	1355 (1312)	1040 (997)	1000 (957)
Circling* (OCH AAL)	1400 (1336)		Ground Speed	knot	70	90	100	120	140	160
* FOR CIRCLING RESTRICTIONS SEE VERSO.			Rate of Descent FAF - MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: NEW PROCEDURES.
INTERMEDIATE APPROACH SEGMENT - NO HORIZONTAL DISTANCE 1.0 NM
DUE TO TERRAIN RESTRICTIONS.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT A, B

TABULAR DESCRIPTION

RNAV (GNSS) RWY17

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	RUMVA (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM174	-	007°(006.6°)	+0.33	16.8	L	+7000	-	-	RNP APCH
030	TF	NURLO	-	360°(360.0°)	+0.33	10.0	L	@7000	-	-	RNP APCH
040	TF	PUKOM (IAF/IF)	-	270°(270.0°)	+0.33	11.4	L	+3300	-210	-	RNP APCH
050	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
060	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	UPNEP (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM177	-	280°(279.3°)	+0.33	7.7	-	+8000	-	-	RNP APCH
030	TF	NURLO	-	280°(279.3°)	+0.33	4.0	L	@7000	-	-	RNP APCH
040	TF	PUKOM (IAF/IF)	-	270°(270.0°)	+0.33	11.4	L	+3300	-210	-	RNP APCH
050	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
060	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	ENRAG (IAF)	-	-	+0.33	-	-	-7000	-	-	RNP APCH
020	TF	PUKOM (IAF/IF)	-	190°(189.7°)	+0.33	18.5	R	+3300	-210	-	RNP APCH
030	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
040	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	MESEM (IAF)	-	-	+0.33	-	-	-8000	-	-	RNP APCH
020	TF	SM176	-	008°(007.3°)	+0.33	12.8	-	-5000	-	-	RNP APCH
030	TF	SM175	-	008°(007.3°)	+0.33	10.0	-	-5000	-	-	RNP APCH
040	TF	LAXOS	-	008°(007.3°)	+0.33	11.5	R	+4000	-	-	RNP APCH
050	TF	PASKI (IF)	-	090°(090.0°)	+0.33	7.6	R	+2000	-210	-	RNP APCH
060	TF	SM173	-	145°(144.5°)	+0.33	3.0	-	+2000	-	-	RNP APCH
070	TF	SM171 (FAF)	-	145°(144.5°)	+0.33	2.0	-	@1400	-	-	RNP APCH
010	IF	DORNA (IAF)	-	-	+0.33	-	-	-5000	-	-	RNP APCH
020	TF	LAXOS	-	022°(021.2°)	+0.33	17.7	R	+4000	-	-	RNP APCH
030	TF	PASKI (IF)	-	090°(090.0°)	+0.33	7.6	R	+2000	-210	-	RNP APCH
040	TF	SM173	-	145°(144.5°)	+0.33	3.0	-	+2000	-	-	RNP APCH
050	TF	SM171 (FAF)	-	145°(144.5°)	+0.33	2.0	-	@1400	-	-	RNP APCH
010	IF	PUKOM (IAF/IF)	-	-	+0.33	-	-	+3300	-210	-	RNP APCH
020	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
030	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	SM171 (FAF)	-	-	+0.33	-	-	@1400	-	-	RNP APCH
020	TF	SM170 (MAPt)	Y	175°(174.5°)	+0.33	4.1	-	@93	-	-3.0 / 50	RNP APCH
030	TF	SM900	Y	155°(154.5°)	+0.33	5.0	L	+1600	-	-	RNP APCH
040	DF	PUKOM (IAF/IF)	-	-	+0.33	-	L	+3300	-210	-	RNP APCH
050	HM	PUKOM (IAF/IF)	Y	205°(204.5°)	+0.33	1 minute	L	+3300	-230	-	RNP APCH

INSTRUMENT APPROACH CHART - ICAO

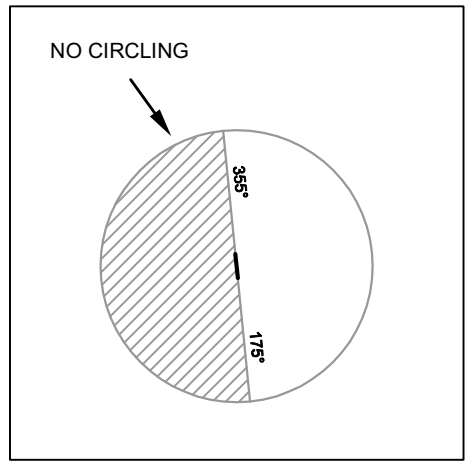
AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT A, B

WAYPOINT LIST

RNAV (GNSS) RWY17

Waypoint Identifier	Coordinates	
DORNA	09° 24' 58.70" N	099° 46' 14.10" E
ENRAG	10° 02' 23.31" N	100° 09' 31.07" E
LAXOS	09° 41' 30.78" N	099° 52' 40.85" E
MESEM	09° 07' 19.05" N	099° 48' 15.85" E
NURLO	09° 44' 05.89" N	100° 17' 57.36" E
PASKI	09° 41' 30.69" N	100° 00' 21.81" E
PUKOM	09° 44' 05.87" N	100° 06' 22.07" E
RUMVA	09° 17' 16.93" N	100° 15' 59.72" E
SM170	09° 33' 19.40" N	100° 03' 42.26" E
SM171	09° 37' 25.40" N	100° 03' 18.29" E
SM172	09° 39' 53.52" N	100° 04' 26.25" E
SM173	09° 39' 03.52" N	100° 02' 07.71" E
SM174	09° 34' 03.10" N	100° 17' 57.17" E
SM175	09° 30' 04.04" N	099° 51' 12.06" E
SM176	09° 20' 06.14" N	099° 49' 54.83" E
SM177	09° 43' 27.23" N	100° 21' 57.26" E
SM900	09° 28 47.41" N	100° 05' 53.06" E
UPNEP	09° 42' 13.10" N	100° 29' 36.40" E



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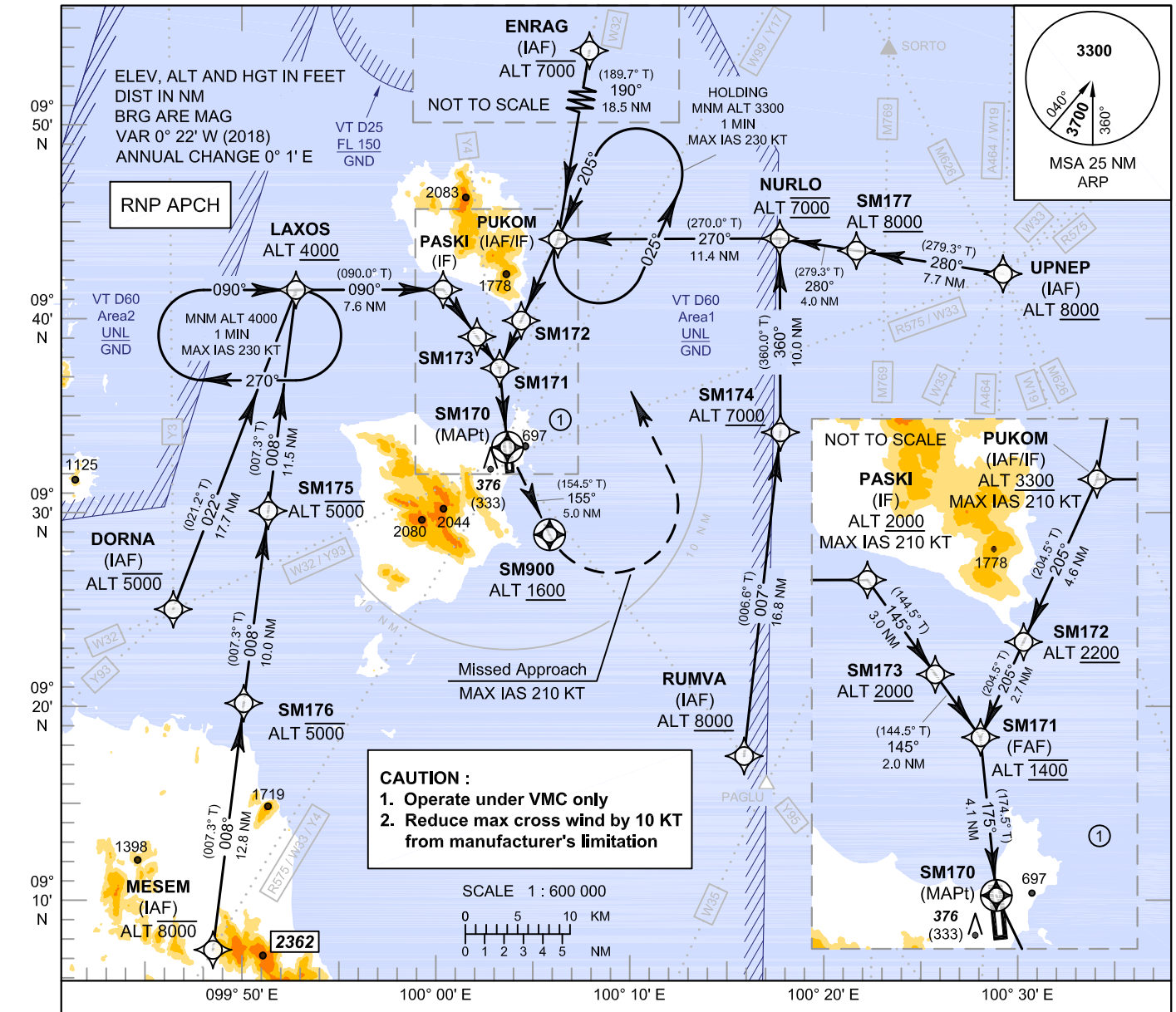
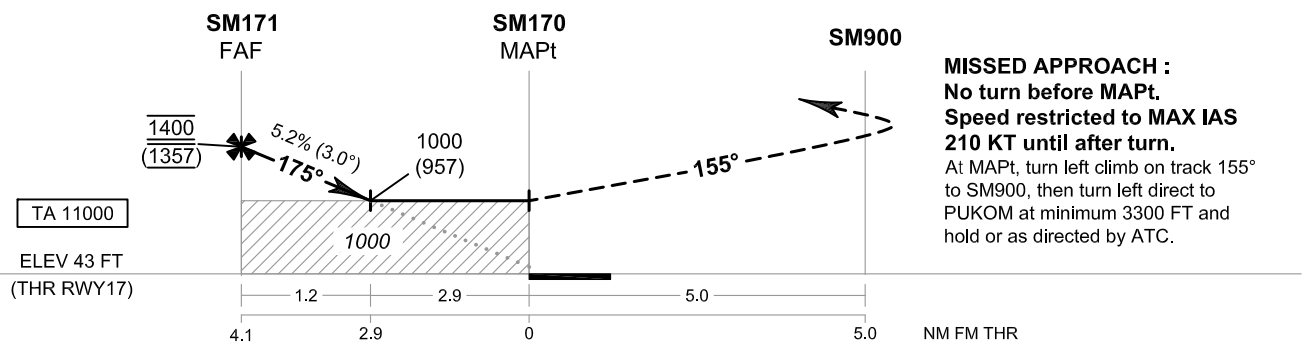
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT C





CHANGE: NEW PROCEDURES.
INTERMEDIATE APPROACH SEGMENT - NO HORIZONTAL DISTANCE 1.5 NM
DUE TO TERRAIN RESTRICTIONS.

OCA/H	C	NM to NEXT WPT	FAF	4 NM	3 NM	2.9 NM
LNAV	1000 (957)	Altitude (Height)	1400 (1357)	1355 (1312)	1040 (997)	1000 (957)
Circling* (OCH AAL)	1400 (1336)	Ground Speed	knot 70	90	100	120	140	160
* FOR CIRCLING RESTRICTIONS SEE VERSO.		Rate of Descent FAF - MAPt 5.2%	ft/min 369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT C

TABULAR DESCRIPTION

RNAV (GNSS) RWY17

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	RUMVA (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM174	-	007°(006.6°)	+0.33	16.8	L	+7000	-	-	RNP APCH
030	TF	NURLO	-	360°(360.0°)	+0.33	10.0	L	@7000	-	-	RNP APCH
040	TF	PUKOM (IAF/IF)	-	270°(270.0°)	+0.33	11.4	L	+3300	-210	-	RNP APCH
050	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
060	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	UPNEP (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM177	-	280°(279.3°)	+0.33	7.7	-	+8000	-	-	RNP APCH
030	TF	NURLO	-	280°(279.3°)	+0.33	4.0	L	@7000	-	-	RNP APCH
040	TF	PUKOM (IAF/IF)	-	270°(270.0°)	+0.33	11.4	L	+3300	-210	-	RNP APCH
050	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
060	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	ENRAG (IAF)	-	-	+0.33	-	-	-7000	-	-	RNP APCH
020	TF	PUKOM (IAF/IF)	-	190°(189.7°)	+0.33	18.5	R	+3300	-210	-	RNP APCH
030	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
040	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	MESEM (IAF)	-	-	+0.33	-	-	-8000	-	-	RNP APCH
020	TF	SM176	-	008°(007.3°)	+0.33	12.8	-	-5000	-	-	RNP APCH
030	TF	SM175	-	008°(007.3°)	+0.33	10.0	-	-5000	-	-	RNP APCH
040	TF	LAXOS	-	008°(007.3°)	+0.33	11.5	R	+4000	-	-	RNP APCH
050	TF	PASKI (IF)	-	090°(090.0°)	+0.33	7.6	R	+2000	-210	-	RNP APCH
060	TF	SM173	-	145°(144.5°)	+0.33	3.0	-	+2000	-	-	RNP APCH
070	TF	SM171 (FAF)	-	145°(144.5°)	+0.33	2.0	-	@1400	-	-	RNP APCH
010	IF	DORNA (IAF)	-	-	+0.33	-	-	-5000	-	-	RNP APCH
020	TF	LAXOS	-	022°(021.2°)	+0.33	17.7	R	+4000	-	-	RNP APCH
030	TF	PASKI (IF)	-	090°(090.0°)	+0.33	7.6	R	+2000	-210	-	RNP APCH
040	TF	SM173	-	145°(144.5°)	+0.33	3.0	-	+2000	-	-	RNP APCH
050	TF	SM171 (FAF)	-	145°(144.5°)	+0.33	2.0	-	@1400	-	-	RNP APCH
010	IF	PUKOM (IAF/IF)	-	-	+0.33	-	-	+3300	-210	-	RNP APCH
020	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
030	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	SM171 (FAF)	-	-	+0.33	-	-	@1400	-	-	RNP APCH
020	TF	SM170 (MAPt)	Y	175°(174.5°)	+0.33	4.1	-	@93	-	-3.0 / 50	RNP APCH
030	TF	SM900	Y	155°(154.5°)	+0.33	5.0	L	+1600	-	-	RNP APCH
040	DF	PUKOM (IAF/IF)	-	-	+0.33	-	L	+3300	-210	-	RNP APCH
050	HM	PUKOM (IAF/IF)	Y	205°(204.5°)	+0.33	1 minute	L	+3300	-230	-	RNP APCH

INSTRUMENT APPROACH CHART - ICAO

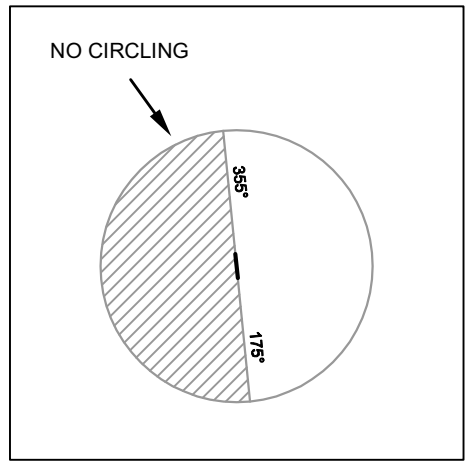
AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT C

WAYPOINT LIST

RNAV (GNSS) RWY17

Waypoint Identifier	Coordinates	
DORNA	09° 24' 58.70" N	099° 46' 14.10" E
ENRAG	10° 02' 23.31" N	100° 09' 31.07" E
LAXOS	09° 41' 30.78" N	099° 52' 40.85" E
MESEM	09° 07' 19.05" N	099° 48' 15.85" E
NURLO	09° 44' 05.89" N	100° 17' 57.36" E
PASKI	09° 41' 30.69" N	100° 00' 21.81" E
PUKOM	09° 44' 05.87" N	100° 06' 22.07" E
RUMVA	09° 17' 16.93" N	100° 15' 59.72" E
SM170	09° 33' 19.40" N	100° 03' 42.26" E
SM171	09° 37' 25.40" N	100° 03' 18.29" E
SM172	09° 39' 53.52" N	100° 04' 26.25" E
SM173	09° 39' 03.52" N	100° 02' 07.71" E
SM174	09° 34' 03.10" N	100° 17' 57.17" E
SM175	09° 30' 04.04" N	099° 51' 12.06" E
SM176	09° 20' 06.14" N	099° 49' 54.83" E
SM177	09° 43' 27.23" N	100° 21' 57.26" E
SM900	09° 28 47.41" N	100° 05' 53.06" E
UPNEP	09° 42' 13.10" N	100° 29' 36.40" E



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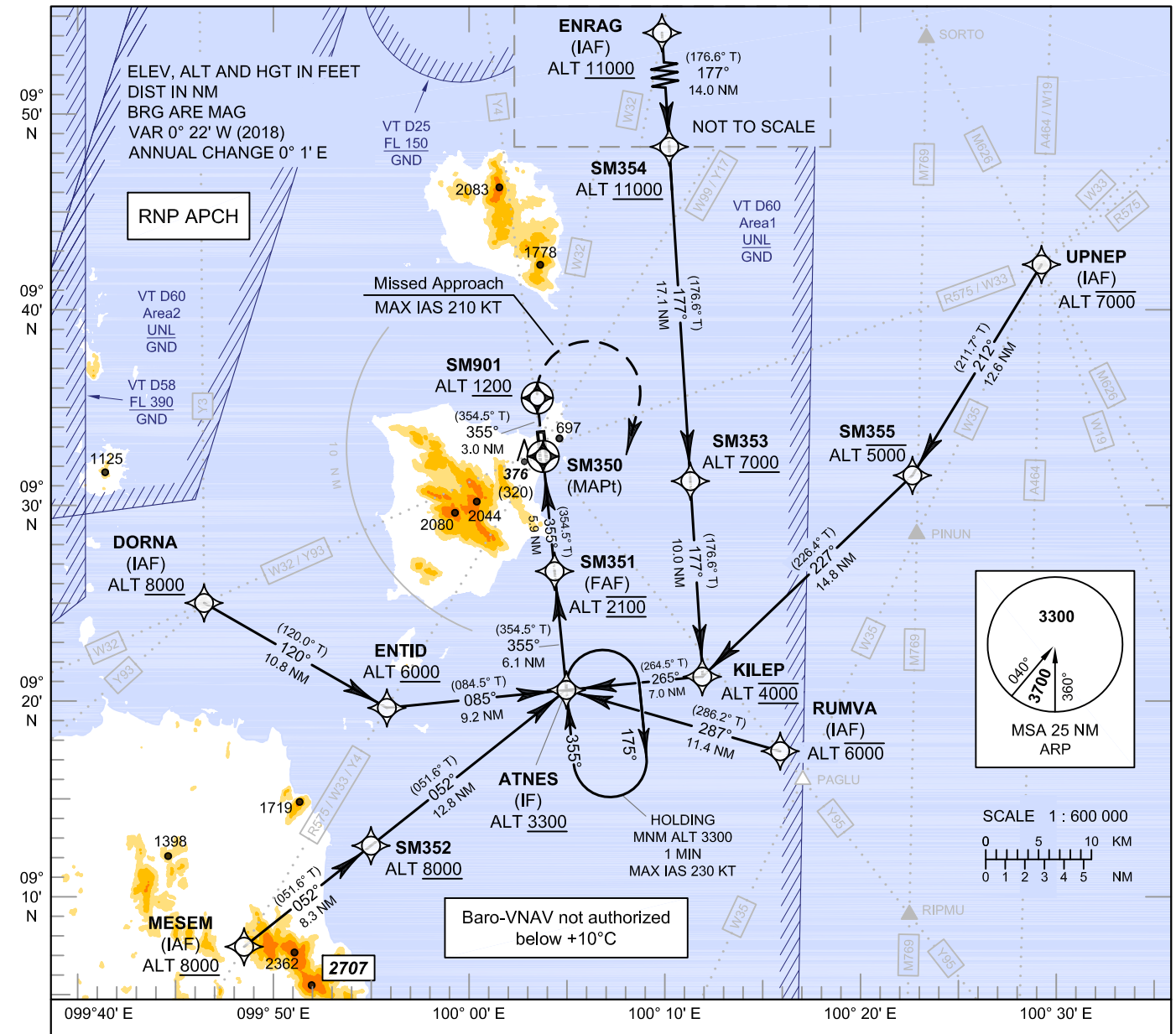
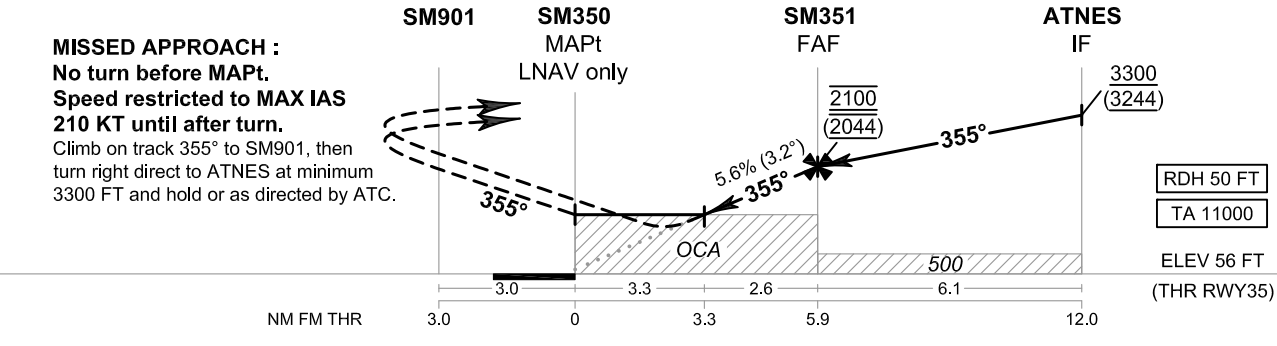
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

APP	: 129.6
TWR	: 118.9
GND	: 121.9
ATIS	: 128.6

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT A, B





MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb on track 355° to SM901, then turn right direct to ATNES at minimum 3300 FT and hold or as directed by ATC.

OCA/H	A	B
LNAV/VNAV	1120 (1064)	
LNAV	1220 (1164)	
Circling* (OCH AAL)	1400 (1336)	
* FOR CIRCLING RESTRICTIONS SEE VERSO.		

NM to NEXT WPT	3.3 NM	4 NM	5 NM	FAF
Altitude (Height)	1220 (1164)	1470 (1414)	1810 (1754)	2100 (2044)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent FAF - MAPt 5.6%	ft/min	397	510	567	681	794	907

CHANGE: NEW PROCEDURES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT A, B

TABULAR DESCRIPTION

RNAV (GNSS) RWY35

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	UPNEP (IAF)	-	-	+0.33	-	-	-7000	-	-	RNP APCH
020	TF	SM355	-	212°(211.7°)	+0.33	12.6	R	-5000	-	-	RNP APCH
030	TF	KILEP	-	227°(226.4°)	+0.33	14.8	R	@4000	-	-	RNP APCH
040	TF	ATNES (IF)	-	265°(264.5°)	+0.33	7.0	-	+3300	-	-	RNP APCH
010	IF	ENRAG (IAF)	-	-	+0.33	-	-	+11000	-	-	RNP APCH
020	TF	SM354	-	177°(176.6°)	+0.33	14.0	-	+11000	-	-	RNP APCH
030	TF	SM353	-	177°(176.6°)	+0.33	17.1	-	+7000	-	-	RNP APCH
040	TF	KILEP	-	177°(176.6°)	+0.33	10.0	R	@4000	-	-	RNP APCH
050	TF	ATNES (IF)	-	265°(264.5°)	+0.33	7.0	-	+3300	-	-	RNP APCH
010	IF	RUMVA (IAF)	-	-	+0.33	-	-	-6000	-	-	RNP APCH
020	TF	ATNES (IF)	-	287°(286.2°)	+0.33	11.4	-	+3300	-	-	RNP APCH
010	IF	MESEM (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM352	-	052°(051.6°)	+0.33	8.3	-	+8000	-	-	RNP APCH
030	TF	ATNES (IF)	-	052°(051.6°)	+0.33	12.8	-	+3300	-	-	RNP APCH
010	IF	DORNA (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	ENTID	-	120°(120.0°)	+0.33	10.8	L	+6000	-	-	RNP APCH
030	TF	ATNES (IF)	-	085°(084.5°)	+0.33	9.2	-	+3300	-	-	RNP APCH
010	IF	ATNES (IF)	-	-	+0.33	-	-	+3300	-	-	RNP APCH
020	TF	SM351 (FAF)	-	355°(354.5°)	+0.33	6.1	-	@2100	-	-	RNP APCH
030	TF	SM350 (MAPt)	Y	355°(354.5°)	+0.33	5.9	-	@106	-	-3.2 / 50	RNP APCH
040	TF	SM901	Y	355°(354.5°)	+0.33	3.0	-	+1200	-	-	RNP APCH
050	DF	ATNES (IF)	-	-	+0.33	-	R	+3300	-210	-	RNP APCH
060	HM	ATNES (IF)	Y	355°(354.5°)	+0.33	1 minute	R	+3300	-230	-	RNP APCH

INSTRUMENT APPROACH CHART - ICAO

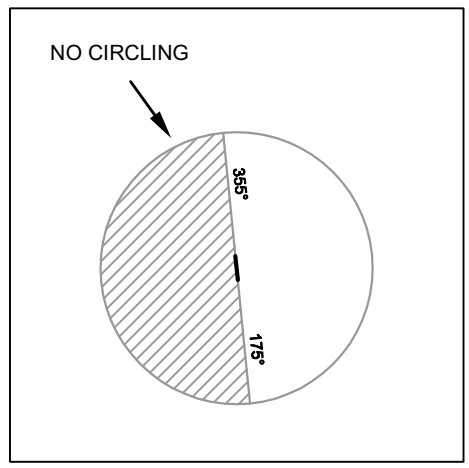
AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT A, B

WAYPOINT LIST

RNAV (GNSS) RWY35

Waypoint Identifier	Coordinates	
ATNES	09° 20' 27.55" N	100° 04' 57.39" E
DORNA	09° 24' 58.70" N	099° 46' 14.10" E
ENRAG	10° 02' 23.31" N	100° 09' 31.07" E
ENTID	09° 19' 33.96" N	099° 55' 40.38" E
KILEP	09° 21' 08.06" N	100° 12' 00.28" E
MESEM	09° 07' 19.05" N	099° 48' 15.85" E
RUMVA	09° 17 16.93" N	100° 15' 59.72" E
SM350	09° 32' 27.55" N	100° 03' 47.31" E
SM351	09° 26' 33.55" N	100° 04' 21.78" E
SM352	09° 12' 29.52" N	099° 54' 49.95" E
SM353	09° 31' 09.79" N	100° 11' 24.06" E
SM354	09° 48' 20.10" N	100° 10' 21.97" E
SM355	09° 31' 25.18" N	100° 22' 53.12" E
SM901	09° 35' 27.55" N	100° 03' 29.78" E
UPNEP	09° 42' 13.10" N	100° 29' 36.40" E



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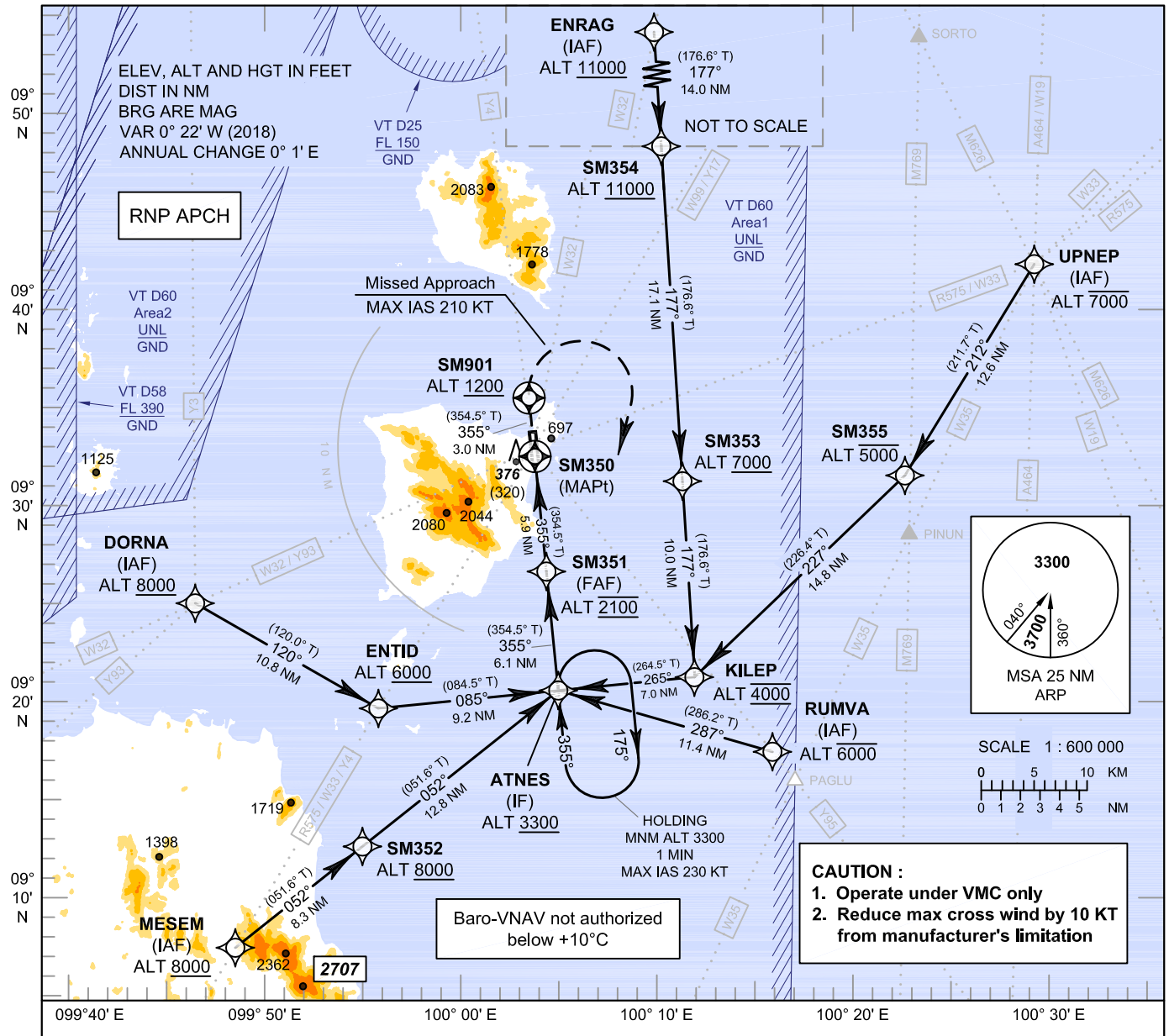
INSTRUMENT APPROACH CHART - ICAO

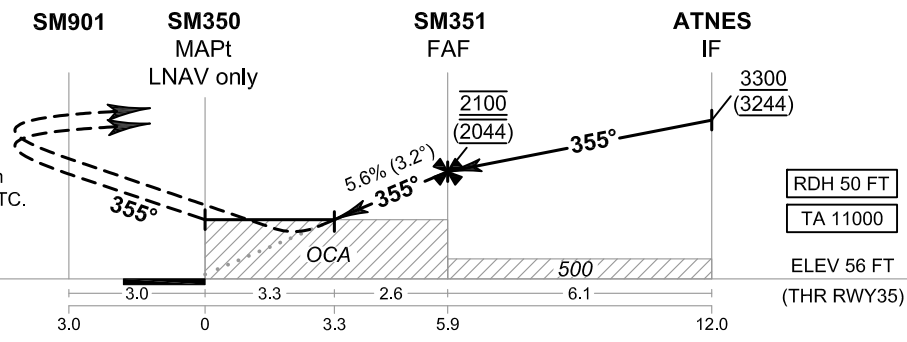
AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT C



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb on track 355° to SM901, then turn right direct to ATNES at minimum 3300 FT and hold or as directed by ATC.



CHANGE: NEW PROCEDURES.

OCA/H	C	NM to NEXT WPT	3.3 NM	4 NM	5 NM	FAF
LNAV/VNAV	1120 (1064)	Altitude (Height)	1220 (1164)	1470 (1414)	1810 (1754)	2100 (2044)
LNAV	1220 (1164)					
Circling* (OCH AAL)	1400 (1336)	Ground Speed	knot 70	90	100	120	140	160
* FOR CIRCLING RESTRICTIONS SEE VERSO.		Rate of Descent FAF - MAPt 5.6%	ft/min 397	510	567	681	794	907

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT C

TABULAR DESCRIPTION

RNAV (GNSS) RWY35

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	UPNEP (IAF)	-	-	+0.33	-	-	-7000	-	-	RNP APCH
020	TF	SM355	-	212°(211.7°)	+0.33	12.6	R	-5000	-	-	RNP APCH
030	TF	KILEP	-	227°(226.4°)	+0.33	14.8	R	@4000	-	-	RNP APCH
040	TF	ATNES (IF)	-	265°(264.5°)	+0.33	7.0	-	+3300	-	-	RNP APCH
010	IF	ENRAG (IAF)	-	-	+0.33	-	-	+11000	-	-	RNP APCH
020	TF	SM354	-	177°(176.6°)	+0.33	14.0	-	+11000	-	-	RNP APCH
030	TF	SM353	-	177°(176.6°)	+0.33	17.1	-	+7000	-	-	RNP APCH
040	TF	KILEP	-	177°(176.6°)	+0.33	10.0	R	@4000	-	-	RNP APCH
050	TF	ATNES (IF)	-	265°(264.5°)	+0.33	7.0	-	+3300	-	-	RNP APCH
010	IF	RUMVA (IAF)	-	-	+0.33	-	-	-6000	-	-	RNP APCH
020	TF	ATNES (IF)	-	287°(286.2°)	+0.33	11.4	-	+3300	-	-	RNP APCH
010	IF	MESEM (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM352	-	052°(051.6°)	+0.33	8.3	-	+8000	-	-	RNP APCH
030	TF	ATNES (IF)	-	052°(051.6°)	+0.33	12.8	-	+3300	-	-	RNP APCH
010	IF	DORNA (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	ENTID	-	120°(120.0°)	+0.33	10.8	L	+6000	-	-	RNP APCH
030	TF	ATNES (IF)	-	085°(084.5°)	+0.33	9.2	-	+3300	-	-	RNP APCH
010	IF	ATNES (IF)	-	-	+0.33	-	-	+3300	-	-	RNP APCH
020	TF	SM351 (FAF)	-	355°(354.5°)	+0.33	6.1	-	@2100	-	-	RNP APCH
030	TF	SM350 (MAPt)	Y	355°(354.5°)	+0.33	5.9	-	@106	-	-3.2 / 50	RNP APCH
040	TF	SM901	Y	355°(354.5°)	+0.33	3.0	-	+1200	-	-	RNP APCH
050	DF	ATNES (IF)	-	-	+0.33	-	R	+3300	-210	-	RNP APCH
060	HM	ATNES (IF)	Y	355°(354.5°)	+0.33	1 minute	R	+3300	-230	-	RNP APCH

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT C

WAYPOINT LIST

RNAV (GNSS) RWY35

Waypoint Identifier	Coordinates	
ATNES	09° 20' 27.55" N	100° 04' 57.39" E
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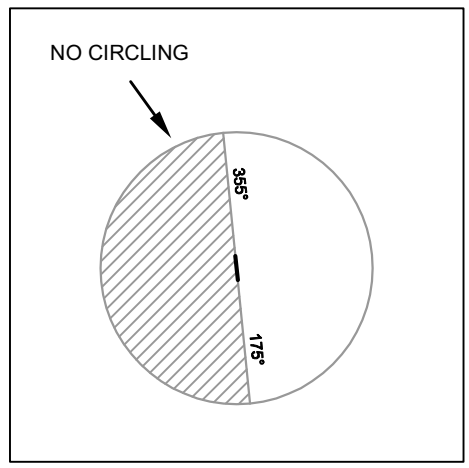

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