

VTPO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPO - SUKHOTHAI / SUKHOTHAI AIRPORT

VTPO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	171416N 0994906E 1050 M From THR 36
2	Direction and distance from (city)	27 KM From Sukhothai
3	Elevation/Reference temperature	54.5M (179 FT)
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°48'W (2011) / 0°1'W /YEAR
6	AD Administration, address, telephone, telefax, telex, AFS	Director Of Sukhothai Airport Sukhothai Airport 99 Moo 4 Klongkrajong, Swankhalok District Sukhothai Thailand 64110 Tel: +665 564 7225-6 Fax: +665 564 7225 AFS: VTPOZTZX E-mail: thsadmin@bangkokair.com Website:www.sukhothaiairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Bangkok Airways Public Company Limited

VTPO AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1300
2	Customs and immigration	Customs: Available Immigration: Available (on request)
3	Health and sanitation	Quarantine available (on request)
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1100
6	MET Briefing Office	NIL
7	ATS	2300-1100
8	Fuelling	Available within AD hours
9	Handling	Available within AD hours
10	Security	H24
11	De-icing	NIL
12	Remarks	The airport has provided ground handling agents as following BAGS GROUND SERVICE LTD., (BAGS) E-mail: ths-stationmanager@bags-grounds-service.com Tel: +666 1172 2796 +665 564 7225 +665 564 7226

VTPO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	Tank Refueling @ 12,000 L, 1 Trailer 4,500 L : By BAFS
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTPO AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD
2	Restaurants	At AD
3	Transportation	Limousines
4	Medical facilities	First aid at airport
5	Bank and Post Office	Available in town
6	Tourist Office	Office in town Tel: +665 561 0222 Fax: +665 561 4260
7	Remarks	NIL

VTPO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	Available at fire fighting truck
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTPO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 44/R/C/W/T
2	Taxiway width, surface and strength	Width: 30 M Surface: Concrete and asphalt Strength: PCN 40/F/C/X/T
3	Altimeter checkpoint location and elevation	ALC location: THR RWY 18/36 Elevation: 54.5 M (179 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTPO 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 sign and guide line
2	RWY and TWY markings and LGT	RWY and TWY: Marked and Lighted
3	Stop bars	Marked
4	Remarks	NIL

VTPO 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	
NIL			NIL		NIL

VTPO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Sukhothai, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2300-1030 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 564 7225 ext. 7251
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	Barometer, Anemometer and Thermometer Screen
9	ATS units provided with information	Sukhothai TWR
10	Additional information (limitation of service, etc.)	NIL

VTPO 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
18	180°	2100x45	PCN 40/F/C/X/T Asphalt	171449.87N 0994906.66E	THR 54.5 M/179 FT
36	360°	2100x45	PCN 40/F/C/X/T Asphalt	171341.56N 0994905.27E	THR 54.5 M/179 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0%	NIL	60x150	2220x150	NIL	NIL
0%	NIL	150x150	2220x150	NIL	NIL

VTPO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	2100	2160	2100	2100	NIL
36	2100	2250	2100	2100	NIL

VTPO 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
18	-	Green	PAPI BOTH 3°	-	-	2100 M 60 M Clear/Yellow	Red	-	-
36	-	Green	PAPI BOTH 3°	-	-	2100 M 60 M Clear/Yellow	Red	-	-

VTPO 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 3 Sec. 0000-1100
2	LDI location and LGT Anemometer location and LGT	- At MET Station, 1000 M from THR 18
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	Electric Generator 15 sec.
5	Remarks	NIL

VTPO 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

VTPO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius FM NDB excluding Phitsanulok TMA
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Sukhothai Tower, Sukhothai Approach English, Thai
5	Transition altitude	11000 FT
6	Remarks	Active BTN 0000-0800 FT

VTPO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phitsanulok Approach	120.7 MHZ	2300-1300	*Emergency Freq.
TWR	Sukhotai Tower	122.9 MHZ *121.5 MHZ	2300-1300	

VTPO 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	THS	292 KHZ	H24	171406.81N 0994919.23E	181.03 FT	DME: Paired with NDB Freq.
DME	THS	CH40X (292 KHZ)	H24	171408.27N 0994906.89E		
LOC RWY36 ILS CAT I	ISKT	109.5 MHZ	H24	171458.01N 0994906.83E	175.79 FT	LOC: Designated Operation coverage 18 NM, ALT 6500 FT/AMSL.
GP		332.6 MHZ	H24	171351.07N 0994902.08E		
DME	ISKT	CH32X (109.5 MHZ)	H24	171457.85N 0994909.24E		

VTPO AD 2.20 LOCAL AERODROME REGULATIONS

1. Establishment of significance reporting point for inbound and outbound route within Sukhothai TMA are as follows:

NAME	CO-ORDINATES	BEARING /DISTANCE FM THS (NDB)
TOPAS	172916.19N 0992358.16E	BRG 302 / 28NM
SARIM	173029.97N 0994737.09E	BRG 355 / 16 NM
KIMLET	164927.60N 0994429.32E	BRG 190 / 25 NM

2. In order to facilitates all IFR aircraft to / from Sukhothai airport arrival / departure preference routes are established at Sukhothai airport as follows:

Inbound to Sukhothai Airport

- Bangkok to Sukhothai

The flight plan route: BKK(DVOR/DME)-W9-PSL(DVOR/DME) –DCT-THS(NDB).

- Chiang Mai to Sukhothai

The flight plan route: CMA (DVOR/DME)-W9-SARIM(173029.97N0994737.09E)-DCT-THS(NDB)

Outbound from Sukhothai Airport

- Sukhothai to Bangkok

The flight plan route: THS (NDB)-DCT-KIMET(164927.60N0994429.23E)-DCT-BEKOD-A464-BKK(DVOR/DME).

- Sukhothai to Chiang Mai

The flight plan route: THS(NDB)-DCT-TOPAS(172916.19N0992358.16E)-A464-CMA(DVOR/DME).

3. Due to temporary area at the right side of the threshold runway 36, the aircraft extremely caution while landing.

VTPO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPO AD 2.22 FLIGHT PROCEDURES

1. IMPLEMENTATION OF THE CONTINUOUS DESCENT OPERATIONS (CDO) FOR ARRIVALS INTO SUKHOTHAI AIRPORT

1.1 Condition of Use

1.1.1 Conditions for Conducting a CDO

1.1.1.1 CDO application can be either under Surveillance or Procedural environment.

1.1.1.2 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.

1.1.2 Application of Other ATC Procedures

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

1.1.2.2 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.

1.1.3 Change of Runway-In-Use

1.1.3.1 In case of change on Runway-in-Use prior to aircraft reaching Final Approach Fix/Final Approach point, i.e. from RWY36 to RWY18

CDO procedure shall be cancelled.

1.1.3.2 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.

1.1.4 Aircraft Type

CDO procedure is applicable for FMS capable aircraft.

1.1.5 Arrival Routes

CDO procedure is in place for all aircraft on W9 inbound to Sukhothai Airport.

1.1.6 Operations Time

CDO is available 24 hours.

1.1.7 Available Runway

CDO procedure is available for RWY 36.

1.1.8 Types of Approach

1.1.8.1 ILS or LOC RWY 36

1.1.8.2 RNAV (GNSS) RWY 36

1.1.9 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

1.1.10 Minimum Flight Altitude

1.1.10.1 Outside Sukhothai TMA, aircraft shall comply with altitude constraints of the CDO procedure.

1.1.10.2 Inside Sukhothai TMA, during CDO, minimum safety altitudes are identical to those within Instrument Approach Procedures required.

1.2 CDO Procedure

1.2.1 Before aircraft reaching TOD (approximately 60 NM from the airport), either pilot or ATC can initiate CDO using phraseologies described in paragraph 1.3.

1.2.2 When all requirements for CDO are met and situation permits, CDO will commence.

1.2.3 Pilot shall operate aircraft FMS to plan optimal descent profile and report CDO execution commencing descent.

1.2.4 Aircraft should descend continuously on normal arrival route to Sukhothai TMA.

1.2.5 Longitudinal separation required will be at least 12 minutes between CDO traffic.

1.2.6 CDO Operations

1.2.6.1 Fully ILS or LOC RWY 36 Procedure

Aircraft Arriving on W9

Aircraft Arriving on W9 after passing PSL DVOR altitude not lower than 8,000 FT., then proceed to VASBI altitude not lower than 3,000 FT, and follow the ILS or LOC RWY 36 procedure as published in AIP Thailand.

1.2.6.2 Direct IF ILS or LOC RWY 36 Procedure

The pilot may request permission to fly directly to Intermediate Fix (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 not lower than 3,000 FT., then following the ILS or LOC RWY 36 procedure as published in AIP Thailand.

1.2.6.3 RNAV (GNSS) RWY 36 Procedure

Aircraft Arriving on W9

- After passing PSL DVOR altitude not lower than 8,000 FT., then proceed to VASBI altitude not lower than 3,000 FT., and follow the RNAV (GNSS) RWY 36 procedure as published in AIP Thailand.
- The pilot may request permission to fly directly to Intermediate Fix (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 not lower than 3,000 FT., then following the RNAV (GNSS) RWY 36 procedure as published in AIP Thailand.

1.2.7 Radio Communications Failure

1.2.7.1 In the event of radio communication failure, CDO flight will be terminated immediately.

1.2.7.2 Pilot is to apply radio failure procedures stated in AIP Thailand ENR 1.6-7 paragraph 6.

1.3 Phraseology

1.3.1 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.

1.3.2 ATC-initiated CDO

“(aircraft call sign), (ATC unit), CDO AVAILABLE, DO YOU ACCEPT?”

1.3.3 Pilots response to ATC-initiated CDO

1.3.3.1 “(aircraft call sign), ACCEPT CDO”

1.3.3.2 “(aircraft call sign), NEGATIVE CDO”

1.3.4 Pilot-requested CDO

“(ATC Unit), (aircraft call sign), REQUEST CDO (type of approach) APPROACH”

1.3.5 Approval CDO by Bangkok Area Control Centre

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

1.3.6 Denial CDO by Bangkok Area Control Centre

1.3.6.1 “(aircraft call sign), UNABLE TO APPROVED, DUE TO (reason)”

1.3.6.2 “(aircraft call sign), EXPECT CDO FROM SUKHOTHAI APPROACH”

1.3.7 CDO Cleared or Approved by SUKHOTHAI APPROACH Control Unit

1.3.7.1 “(aircraft call sign), CDO DESCEND TO (level or altitude), QNH (number), INFORMATION....CURRENT EXPECT (type of approach) APPROACH RWY (number)”

1.3.7.2 “(aircraft call sign), DESCENT TO (level) QNH (number) CDO (type of approach) APPROVED”

1.3.8 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”

1.3.9 CDO Cancellation

1.3.9.1 “(aircraft call sign), CANCEL CDO DUE TO (reason), STOP DESCEND (level or altitude), QNH (number)”

1.3.9.2 “(aircraft call sign), CDO TERMINATED DUE TO (reason)”

1.3.10 Resuming CDO

“(aircraft call sign), RESUME CDO DIRECT (point), DESCEND TO (level or altitude), QNH (number), CLEAR (type of approach) APPROACH RWY 36”

- 1.3.11 Pilot report leaving assigned level
“(aircraft call sign), CDO LEAVING (level)”
- 1.3.12 Warning of aircraft below CDO Profile
“(aircraft call sign), BELOW CDO PROFILE, ALTITUDE SHOULD BE (altitude) OR ABOVE”
- 1.4 Information/Training
- 1.4.1 Each airline must ensure that, for each type of aircraft, pilots are aware of CDO performance requirements.
- 1.4.2 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.

VTPO AD 2.23 ADDITIONAL INFORMATION

NIL

VTPO AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPO-2-1
Aerodrome Ground Movement Chart - ICAO	AD 2-VTPO-2-3
Aerodrome Obstacle Chart - ICAO Type A - RWY 18/36	AD 2-VTPO-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - KIMET1A TOPAS1A	AD 2-VTPO-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - KIMET1A TOPAS1A (Tabular description)	AD 2-VTPO-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - KIMET1B TOPAS1B	AD 2-VTPO-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - KIMET1B TOPAS1B (Tabular description)	AD 2-VTPO-6-4
Instrument Approach Chart - ICAO - NDB RWY 36	AD 2-VTPO-8-1
Instrument Approach Chart - ICAO - ILS or LOC RWY 36	AD 2-VTPO-8-3
Instrument Approach Chart - ICAO - ILS or LOC RWY 36 (Tabular description)	AD 2-VTPO-8-4
Instrument Approach Chart - ICAO - ILS or LOC RWY 36 (Fix and point list table)	AD 2-VTPO-8-5
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 18	AD 2-VTPO-8-7
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 18 (Tabular description)	AD 2-VTPO-8-8
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 36	AD 2-VTPO-8-9
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 36 (Tabular description)	AD 2-VTPO-8-10

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AERODROME CHART - ICAO

17° 14' 16" N
099° 49' 06" E

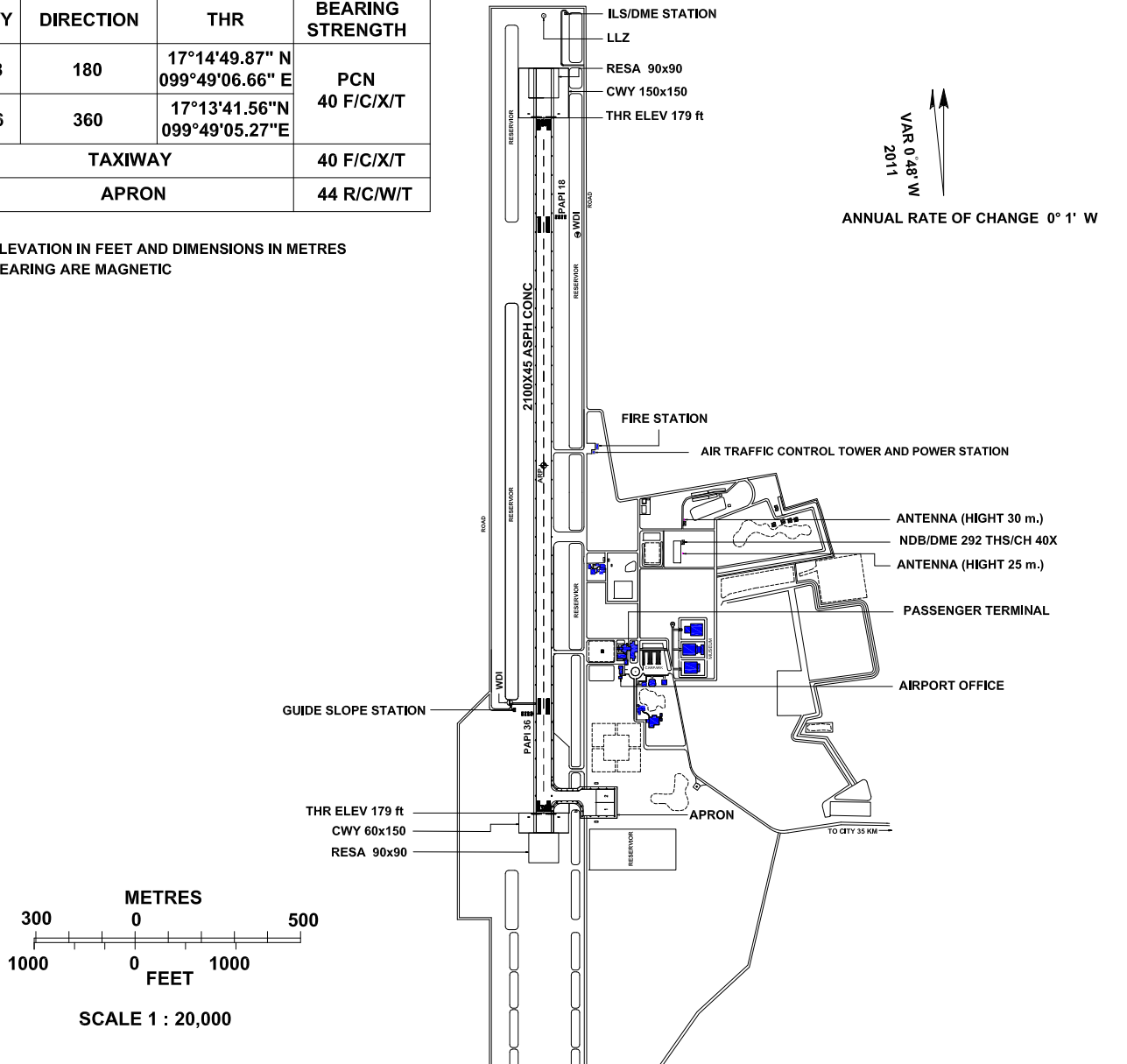
ELEV 179 ft
54.50 m

TWR 118.7

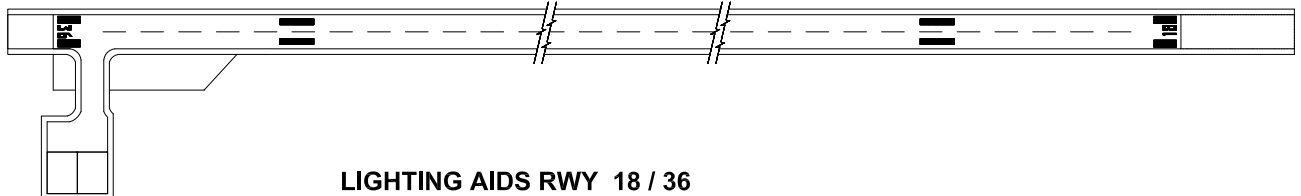
SUKHOTHAI / Sukhothai

RWY	DIRECTION	THR	BEARING STRENGTH
18	180	17°14'49.87" N 099°49'06.66" E	PCN 40 F/C/X/T
36	360	17°13'41.56" N 099°49'05.27" E	
TAXIWAY			40 F/C/X/T
APRON			44 R/C/W/T

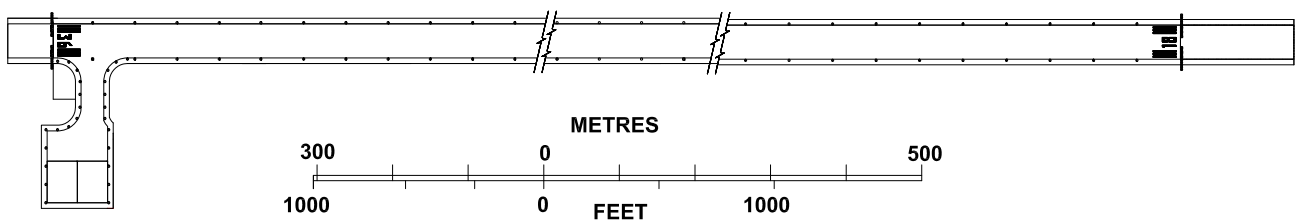
ELEVATION IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



MARKING AIDS RWY 18 / 36



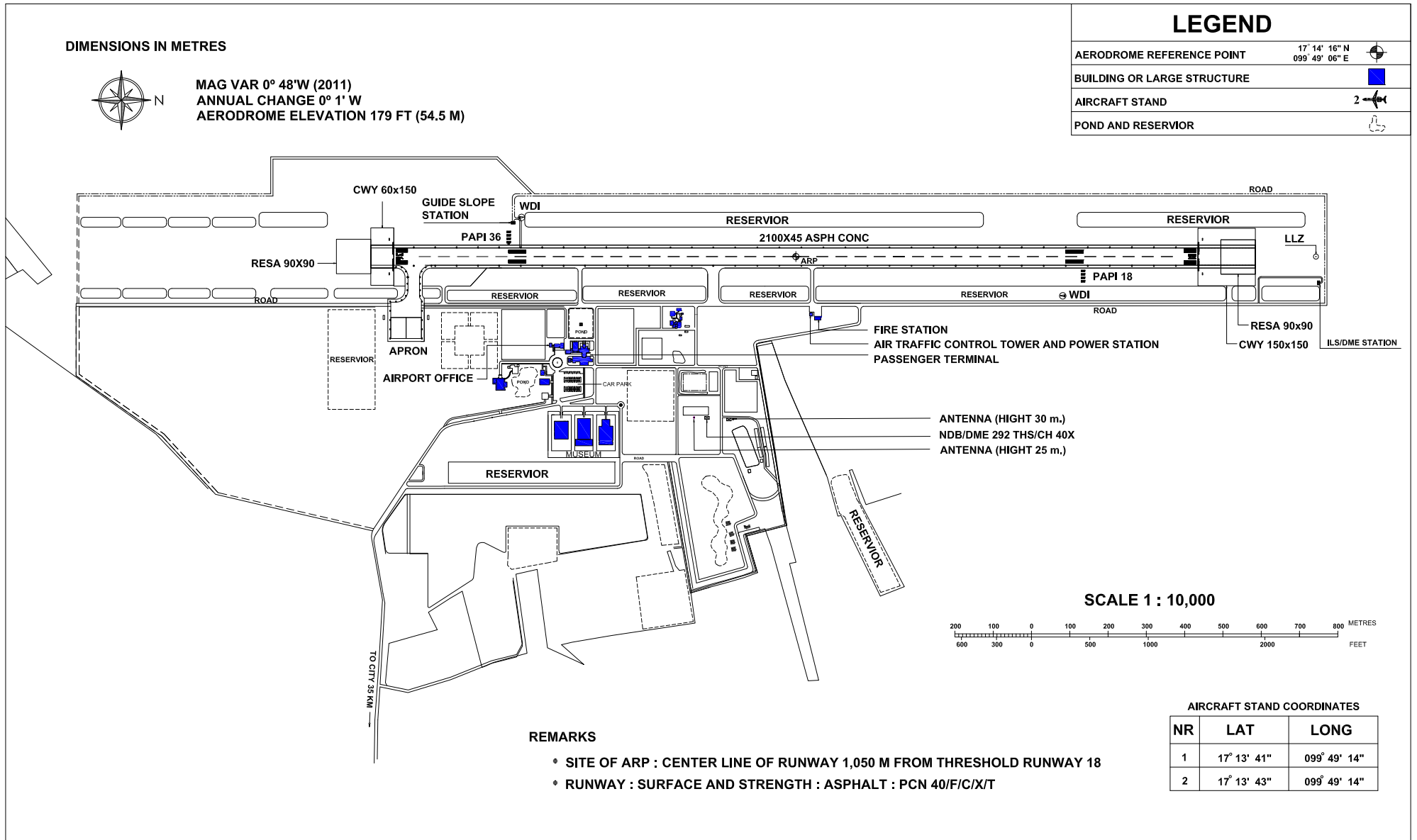
LIGHTING AIDS RWY 18 / 36



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Aerodrome Ground Movement Chart - ICAO

SUKHOTHAI / Sukhothai



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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SUKHOTHAI / Sukhothai Airport

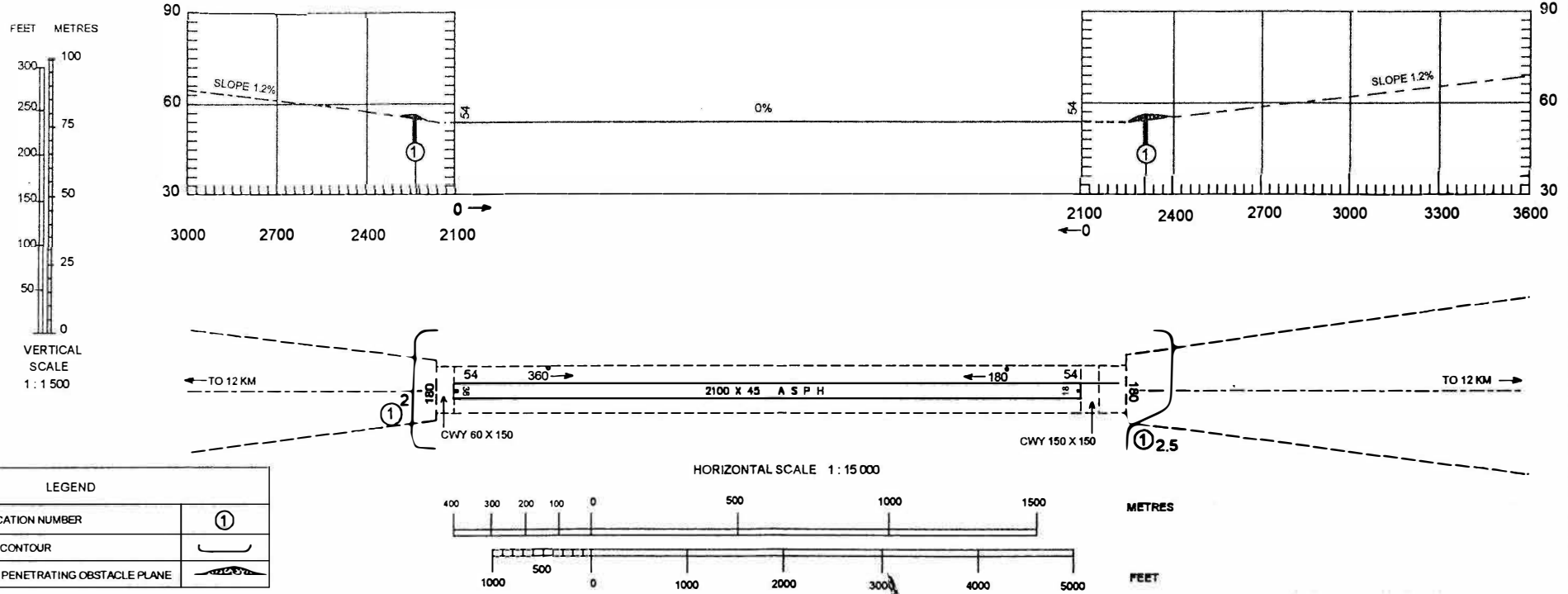
DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 0°12' W (2001)

RWY 18 / 36

DECLARED DISTANCES

RWY 36		RWY 18	
2100	TAKE-OFF RUN AVAILABLE	2100	
2250	TAKE-OFF DISTANCE AVAILABLE	2160	
2100	ACCELERATE STOP DISTANCE AVAILABLE	2100	
2100	LANDING DISTANCE AVAILABLE	2100	



LEGEND	
IDENTIFICATION NUMBER	①
TERRAIN CONTOUR	
TERRAIN PENETRATING OBSTACLE PLANE	

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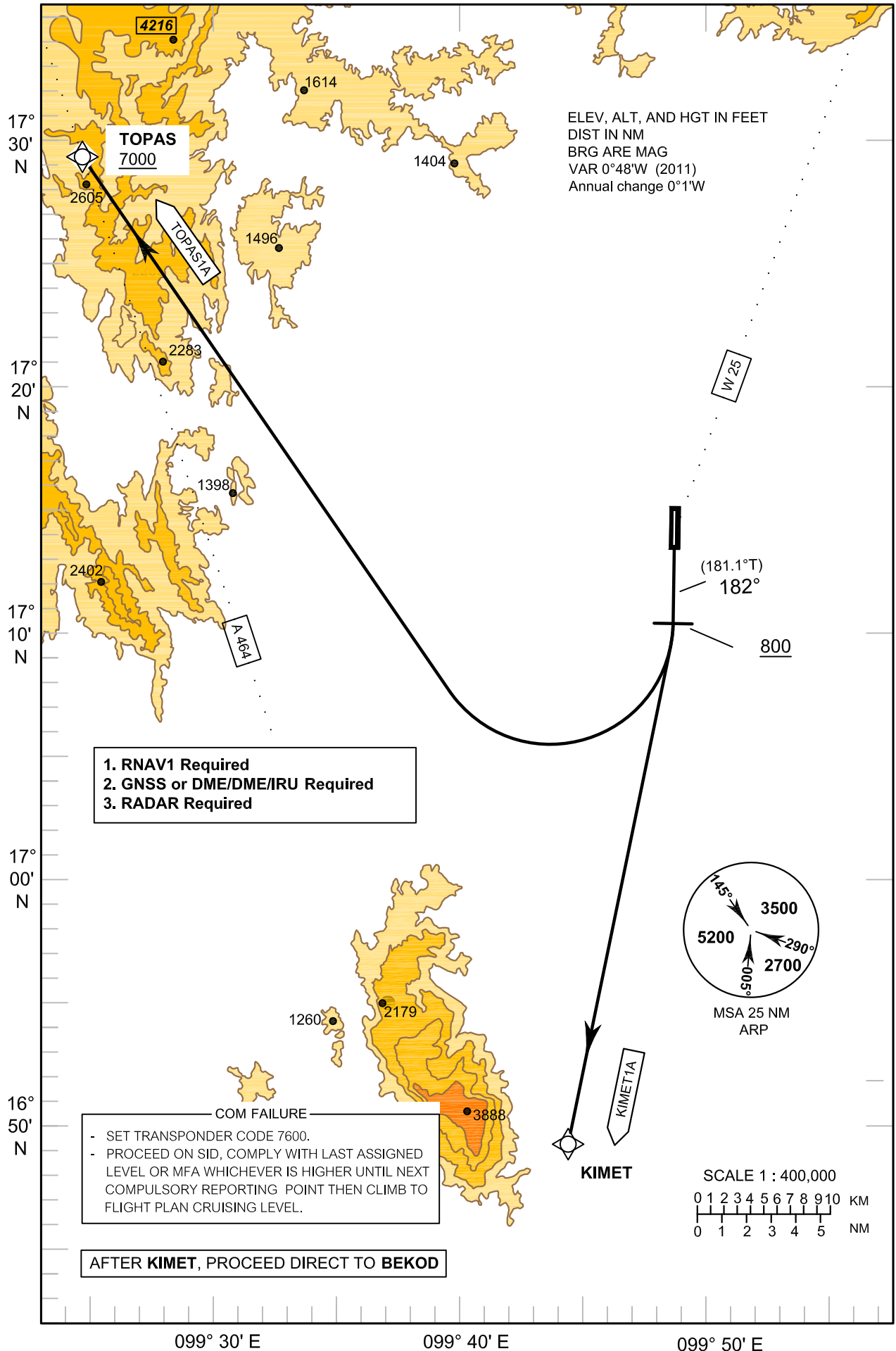
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000 FT

APP : 120.7
TWR : 122.9

**SUKHOTHAI/Sukhothai (VTPO)
RNAV RWY18**

KIMET1A TOPAS1A



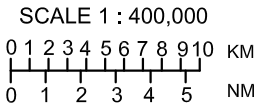
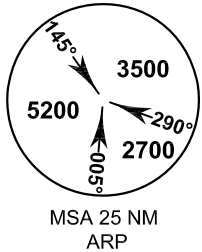
ELEV, ALT, AND HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 0°48'W (2011)
Annual change 0°1'W

- 1. RNAV1 Required
- 2. GNSS or DME/DME/IRU Required
- 3. RADAR Required

COM FAILURE

- SET TRANSPONDER CODE 7600.
- PROCEED ON SID, COMPLY WITH LAST ASSIGNED LEVEL OR MFA WHICHEVER IS HIGHER UNTIL NEXT COMPULSORY REPORTING POINT THEN CLIMB TO FLIGHT PLAN CRUISING LEVEL.

AFTER KIMET, PROCEED DIRECT TO BEKOD



099° 30' E 099° 40' E 099° 50' E

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

SUKHOTHAI/Sukhothai (VTPO)
RNAV RWY18

KIMET1A TOPAS1A

TABULAR DESCRIPTION

RNAV RWY18											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CA	-	-	182°(181.1°)	+0.9	-	-	+800	-	-	RNAV 1
030	DF	KIMET	-	-	+0.9	-	R	-	-	-	RNAV 1
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CA	-	-	182°(181.1°)	+0.9	-	-	+800	-	-	RNAV 1
030	DF	TOPAS	-	-	+0.9	-	R	+7000	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY18			
Waypoint Identifier	Coordinates		
DER RWY18	17° 13' 41.56" N	099° 49' 05.27" E	
KIMET	16° 49' 27.60" N	099° 44' 29.32" E	
TOPAS	17° 29' 16.19" N	099° 23' 58.16" E	

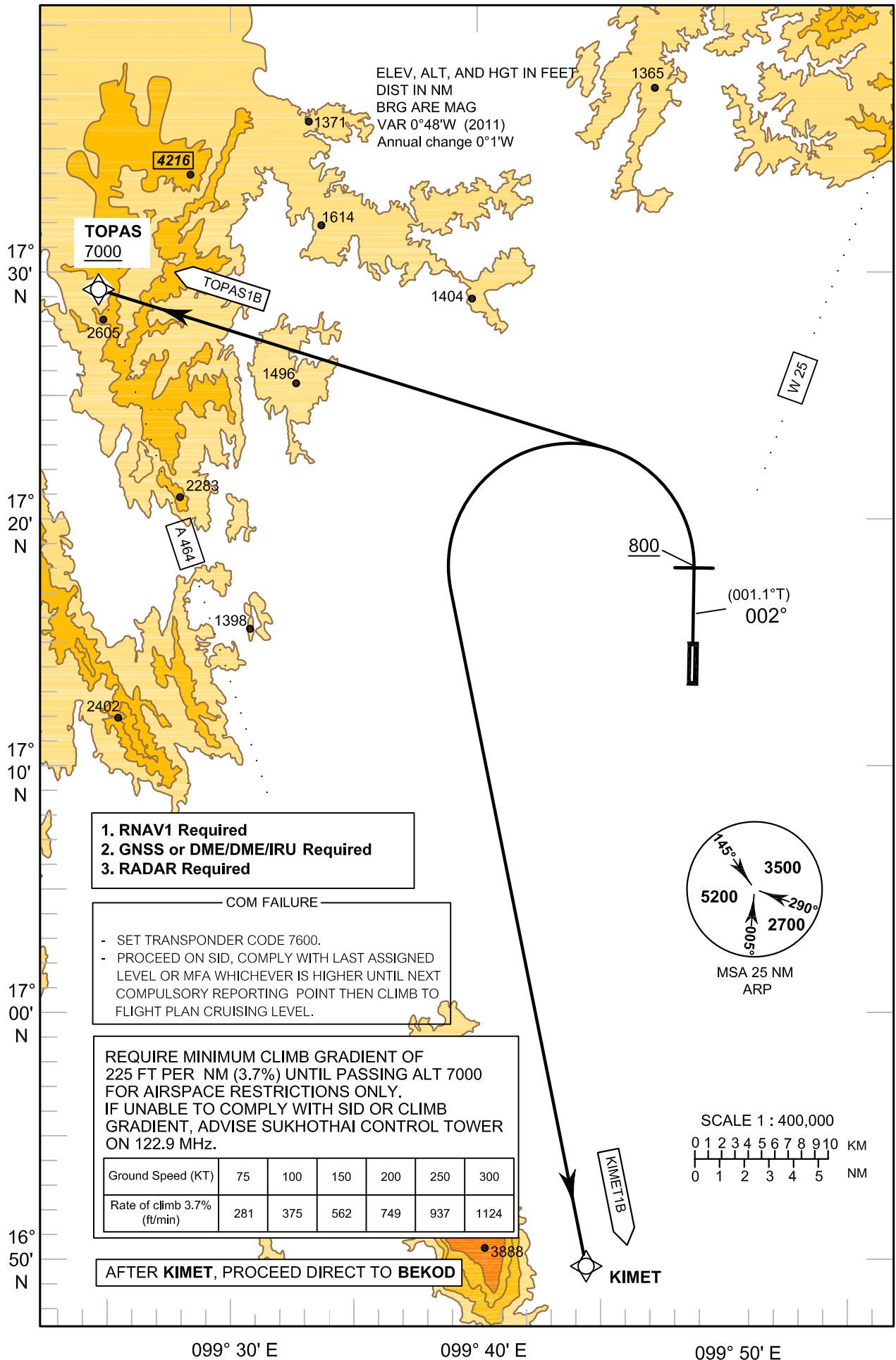
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000 FT

APP : 120.7
TWR : 122.9

**SUKHOTHAI/Sukhothai (VTPO)
RNAV RWY36**

KIMET1B TOPAS1B



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

**SUKHOTHAI/Sukhothai (VTPO)
RNAV RWY36**

KIMET1B TOPAS1B

TABULAR DESCRIPTION

RNAV RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CA	-	-	002°(001.1°)	+0.9	-	-	+800	-	-	RNAV 1
030	DF	KIMET	-	-	+0.9	-	L	-	-	-	RNAV 1
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CA	-	-	002°(001.1°)	+0.9	-	-	+800	-	-	RNAV 1
030	DF	TOPAS	-	-	+0.9	-	L	+7000	-	-	RNAV 1

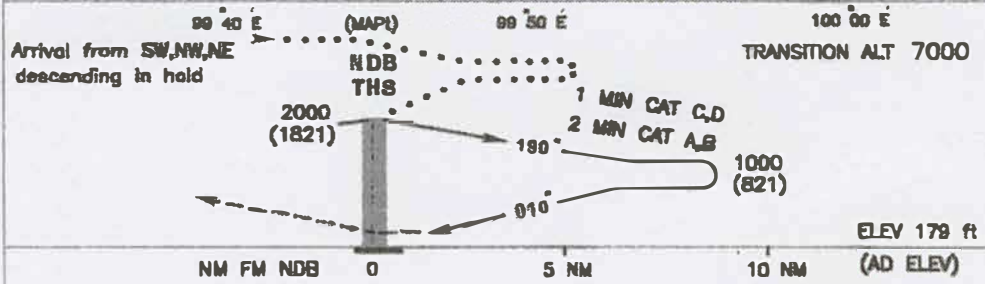
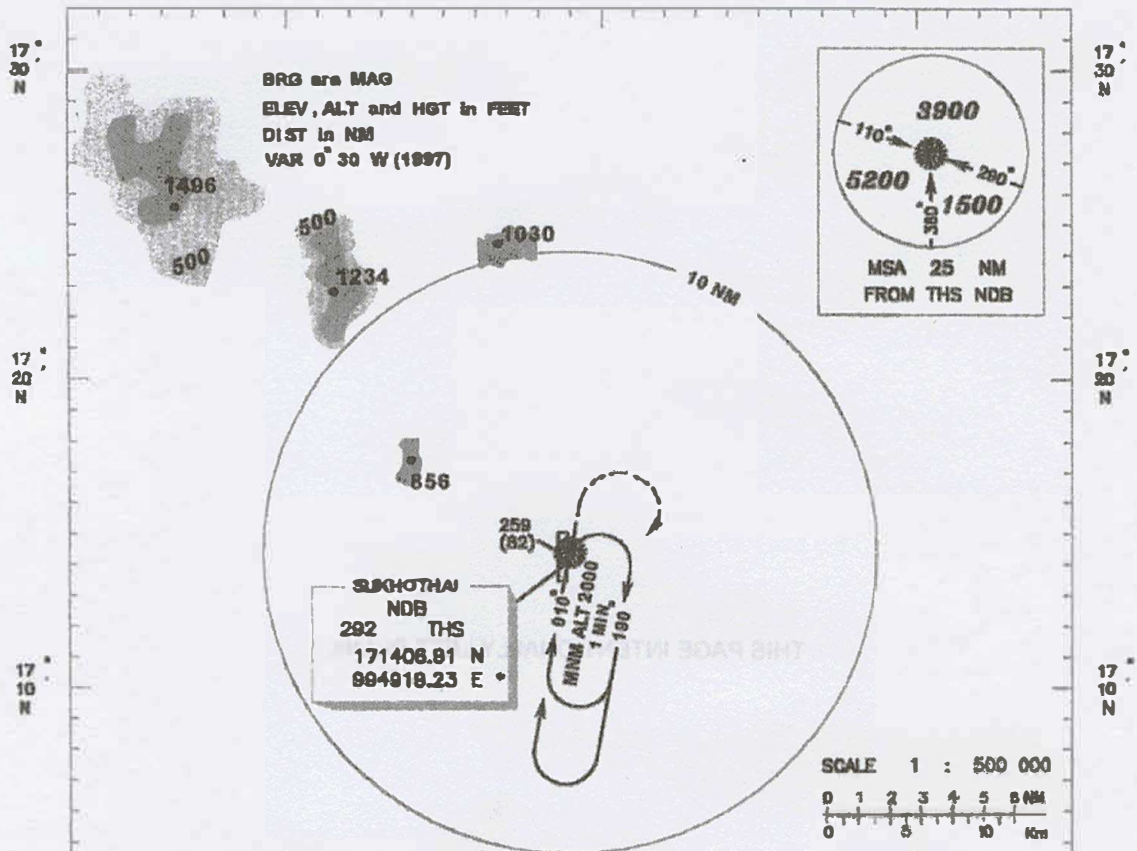
WAYPOINT LIST

RNAV RWY36			
Waypoint Identifier	Coordinates		
DER RWY 36	17° 14' 49.87" N	099° 49' 06.66" E	
KIMET	16° 49' 27.60" N	099° 44' 29.32" E	
TOPAS	17° 29' 16.19" N	099° 23' 58.16" E	

INSTRUMENT APPROACH CHART-I CAO
AERODROME ELEV 179 R
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.7
TWR : 110.7

SUKHOTHAI / Sukhothai
NDB
RWY 36



MISSED APPROACH : At NDB climb straight ahead to 1000(821) ft ,then turn right climbing to NDB at 2000(1821) ft and hold.

OCA / H	A	B	C	D
Straight-in Approach	560 (381)			
Circling	575 (398)	670 (491)	770 (591)	870 (691)

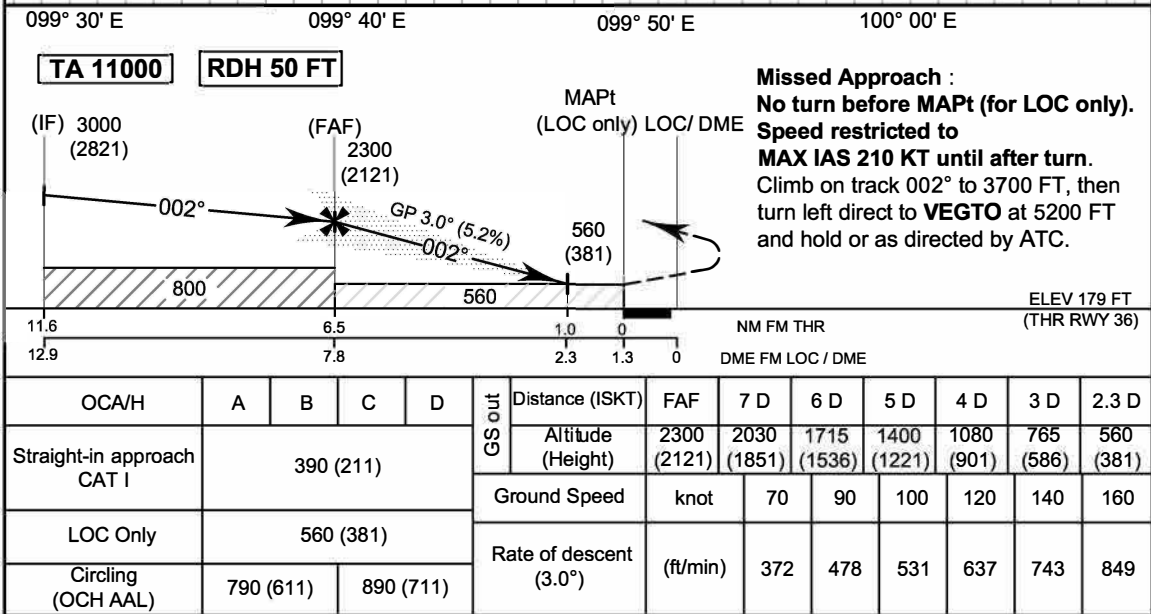
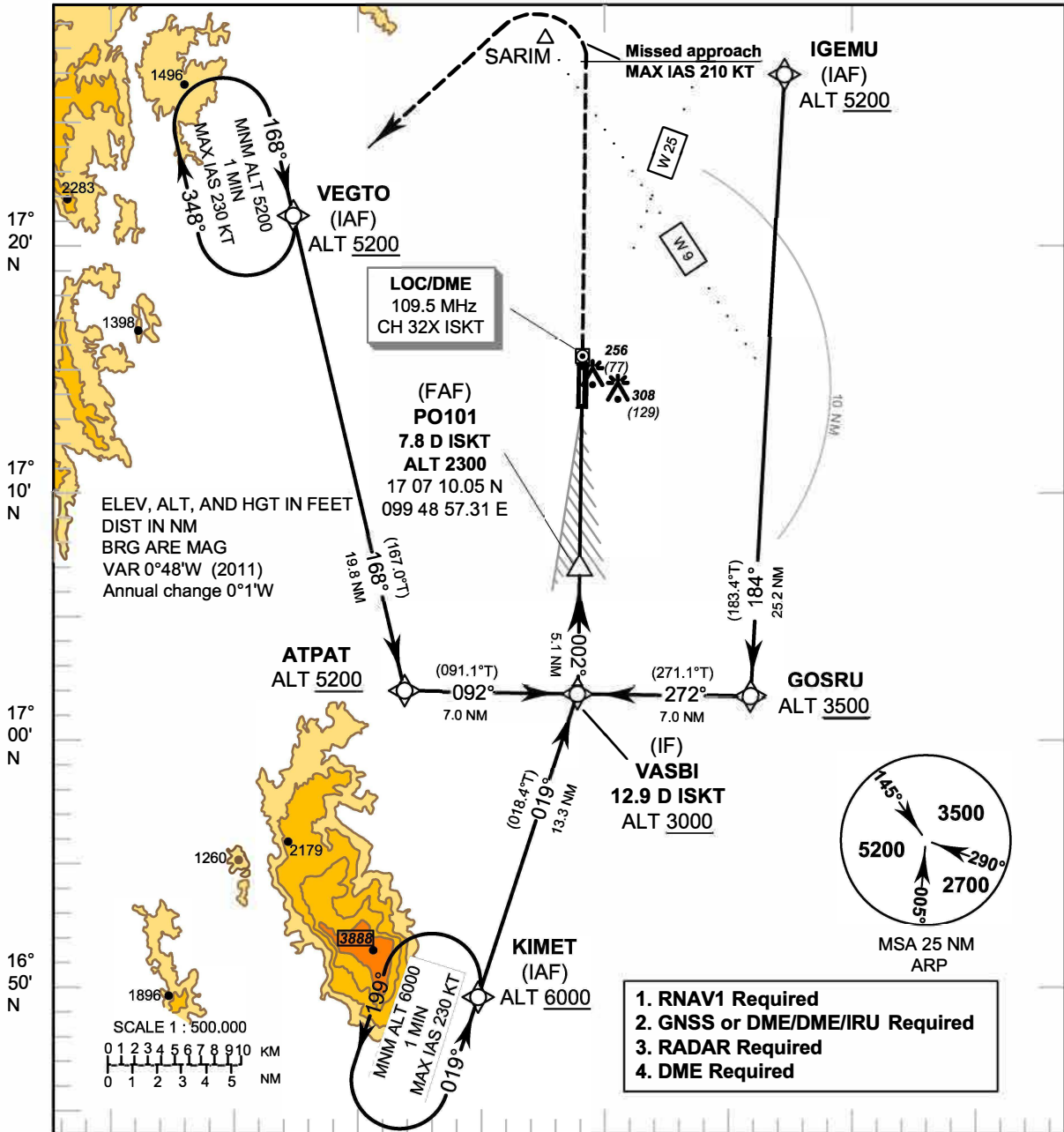
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INSTRUMENT AERODROME ELEV 179 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO THR RWY36 - ELEV 179 FT

APP : 120.7
TWR : 122.9

SUKHOTHAI/Sukhothai (VTPO)
ILS or LOC RWY36



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INSTRUMENT AERODROME ELEV 179 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO THR RWY36 - ELEV 179 FT

SUKHOTHAI/Sukhothai (VTPO)
ILS or LOC RWY36

TABULAR DESCRIPTION

ILS or LOC RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	RDH	Specification
010	IF	VEGTO (IAF)	-	-	+0.9	-	-	+5200	-	-	RNAV 1
020	TF	ATPAT	-	168°(167.0°)	+0.9	19.8	L	+5200	-	-	RNAV 1
030	TF	VASBI (IF)	-	092°(091.1°)	+0.9	7.0	-	+3000	-	-	RNAV 1
010	IF	IGEMU (IAF)	-	-	+0.9	-	-	+5200	-	-	RNAV 1
020	TF	GOSRU	-	184°(183.4°)	+0.9	25.2	R	+3500	-	-	RNAV 1
030	TF	VASBI (IF)	-	272°(271.1°)	+0.9	7.0	-	+3000	-	-	RNAV 1
010	IF	KIMET (IAF)	-	-	+0.9	-	-	+6000	-	-	RNAV 1
020	TF	VASBI (IF)	-	019°(018.4°)	+0.9	13.3	-	+3000	-	-	RNAV 1
010	IF	VASBI (IF)	-	-	+0.9	-	-	+3000	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	PO101 (FAF)	-	002°(001.1°)	+0.9	5.1	-	@2300	-	-	ILS
030	TF	PO102 (MAPt)	Y	002°(001.1°)	+0.9	6.5	-	@229	-	-3.0 / 50	ILS
040	CA	-	-	002°(001.1°)	+0.9	-	-	+3700	-	-	RNAV 1
050	DF	VEGTO (IAF)	-	-	+0.9	-	L	+5200	-210	-	RNAV 1
060	HM	VEGTO (IAF)	Y	168°(167.0°)	+0.9	1 minute	R	+5200	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC RWY36		
Waypoint Identifier	Coordinates	
VEGTO	17° 21' 33.09" N	099° 36' 53.92" E
ATPAT	17° 02' 13.61" N	099° 41' 32.84" E
IGEMU	17° 27' 13.10" N	099° 57' 44.02" E
GOSRU	17° 01' 57.14" N	099° 56' 09.39" E
KIMET	16° 49' 27.60" N	099° 44' 29.32" E
VASBI	17° 02' 05.51" N	099° 48' 51.12" E
PO101	17° 07' 10.05" N	099° 48' 57.31" E
PO102 (THR36)	17° 13' 41.56" N	099° 49' 05.27" E

INSTRUMENT AERODROME ELEV 179 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO THR RWY36 - ELEV 179 FT

SUKHOTHAI/Sukhothai (VTPO)
ILS or LOC RWY36

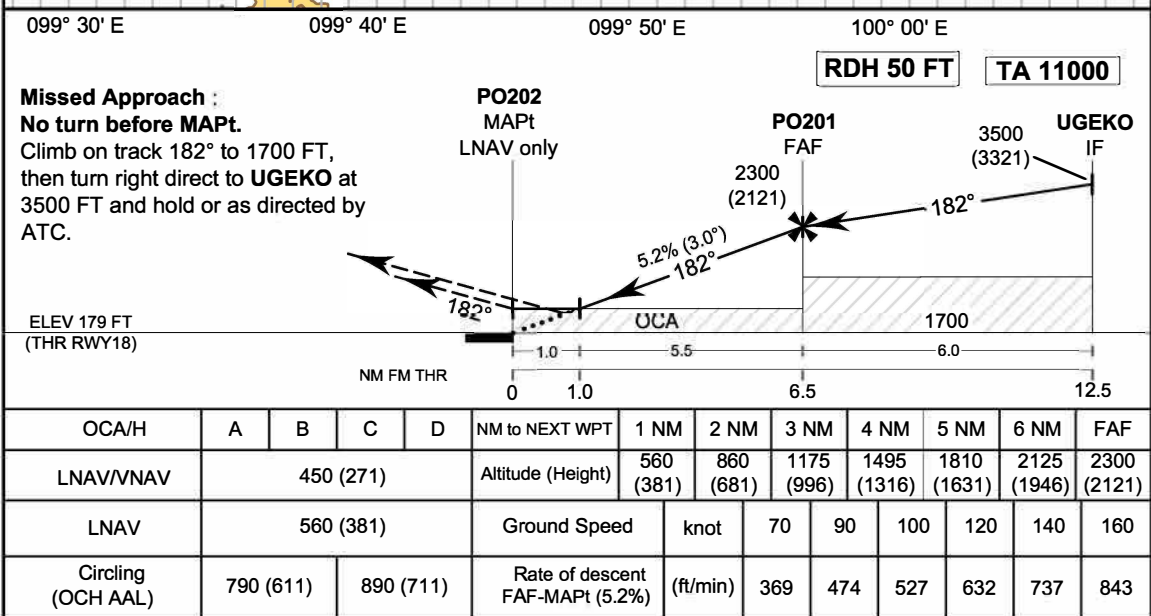
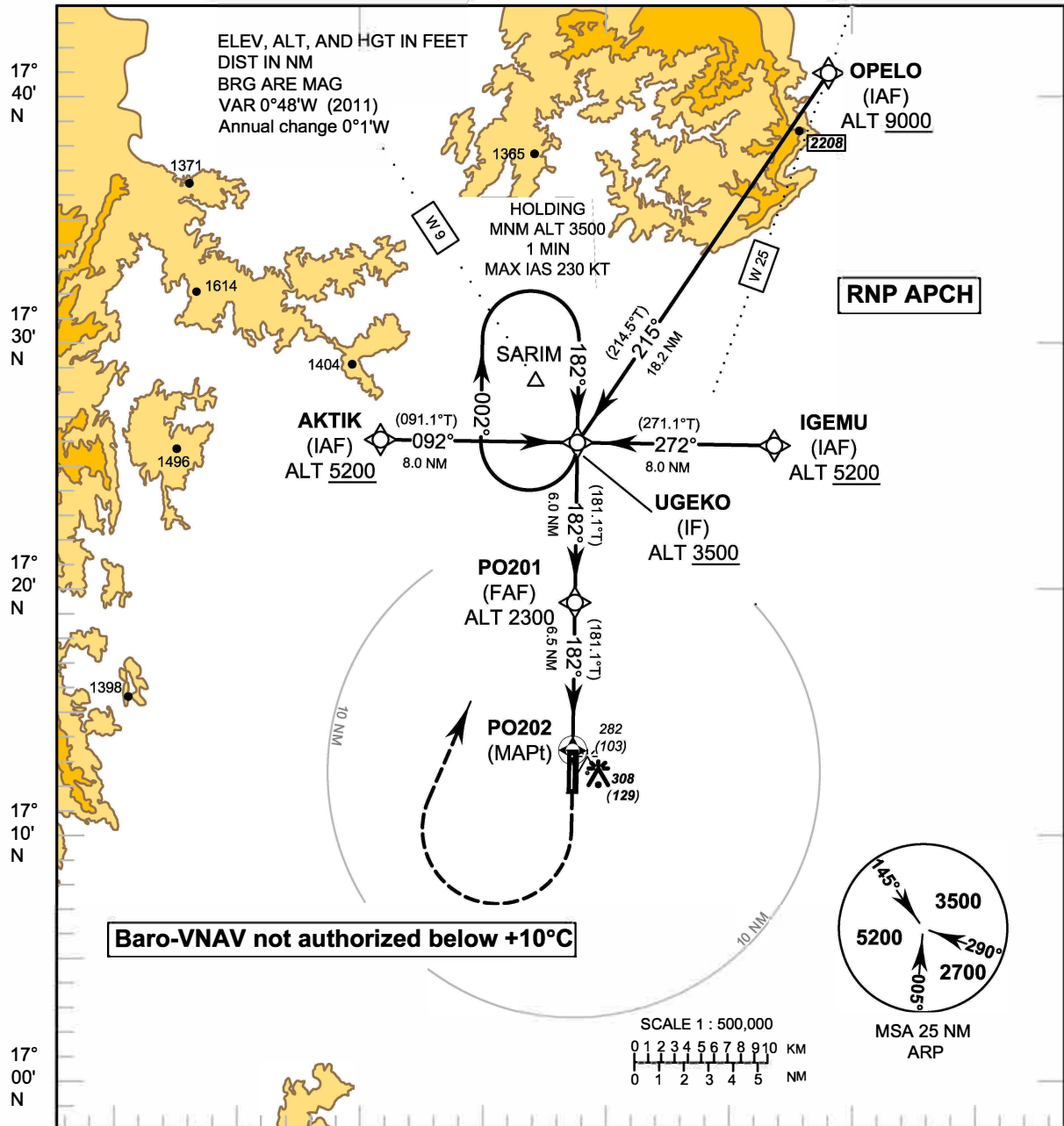
Fix / Point		Coordinates	
VASBI (IF)	12.9 D ISKT	17 02 05.51 N	099 48 51.12 E
PO101 (FAF)	7.8 D ISKT	17 07 10.05 N	099 48 57.31 E
MAPt (LOC only) @ THR RWY36	1.3 D ISKT	17 13 41.56 N	099 49 05.27 E
LOC/DME	ISKT	17 14 58.01 N	099 49 06.83 E
GP	ISKT	17 13 51.07 N	099 49 02.08 E

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INSTRUMENT AERODROME ELEV 179 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

APP : 120.7
TWR : 122.9

SUKHOTHAI/Sukhothai (VTPO)
RNAV (GNSS) RWY18



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INSTRUMENT AERODROME ELEV 179 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

SUKHOTHAI/Sukhothai (VTPO)
RNAV (GNSS) RWY18

TABULAR DESCRIPTION

RNAV (GNSS) RWY18											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	IF	OPELO (IAF)	-	-	+0.9	-	-	+9000	-	-	RNP APCH
020	TF	UGEKO (IF)	-	215°(214.5°)	+0.9	18.2	-	+3500	-	-	RNP APCH
010	IF	IGEMU (IAF)	-	-	+0.9	-	-	+5200	-	-	RNP APCH
020	TF	UGEKO (IF)	-	272°(271.1°)	+0.9	8.0	-	+3500	-	-	RNP APCH
010	IF	AKTIK (IAF)	-	-	+0.9	-	-	+5200	-	-	RNP APCH
020	TF	UGEKO (IF)	-	092°(091.1°)	+0.9	8.0	-	+3500	-	-	RNP APCH
010	IF	UGEKO (IF)	-	-	+0.9	-	-	+3500	-	-	RNP APCH
020	TF	PO201 (FAF)	-	182°(181.1°)	+0.9	6.0	-	@2300	-	-	RNP APCH
030	TF	PO202 (MAPt)	Y	182°(181.1°)	+0.9	6.5	-	@229	-	-3.0 / 50	RNP APCH
040	CA	-	-	182°(181.1°)	+0.9	-	-	+1700	-	-	RNP APCH
050	DF	UGEKO (IF)	-	-	+0.9	-	R	+3500	-	-	RNP APCH
060	HM	UGEKO (IF)	Y	182°(181.1°)	+0.9	1 minute	R	+3500	-230	-	RNP APCH

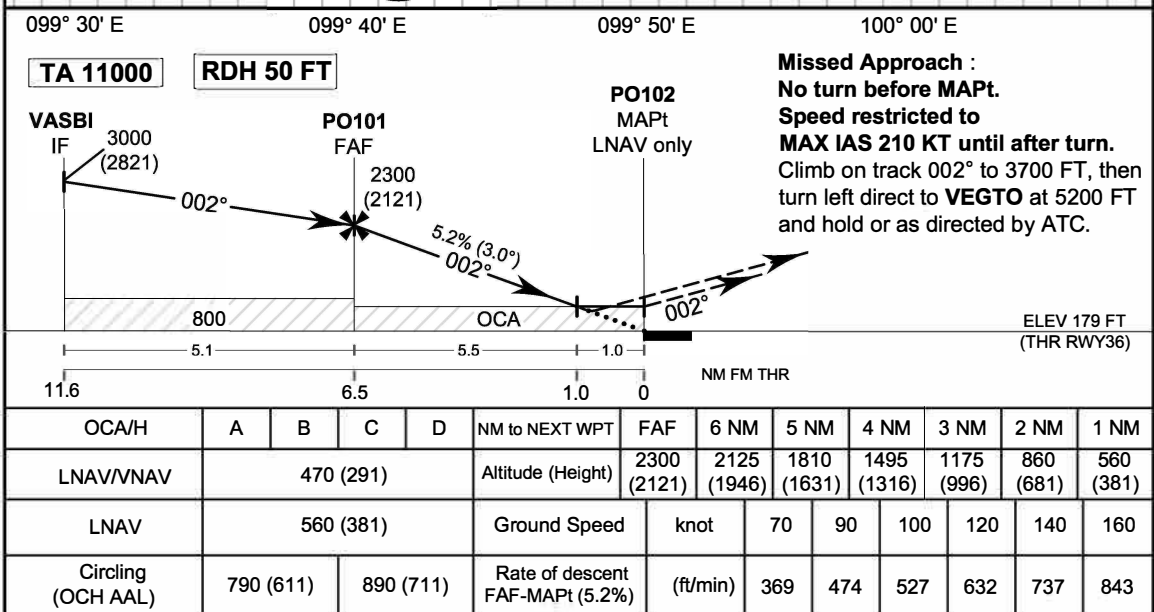
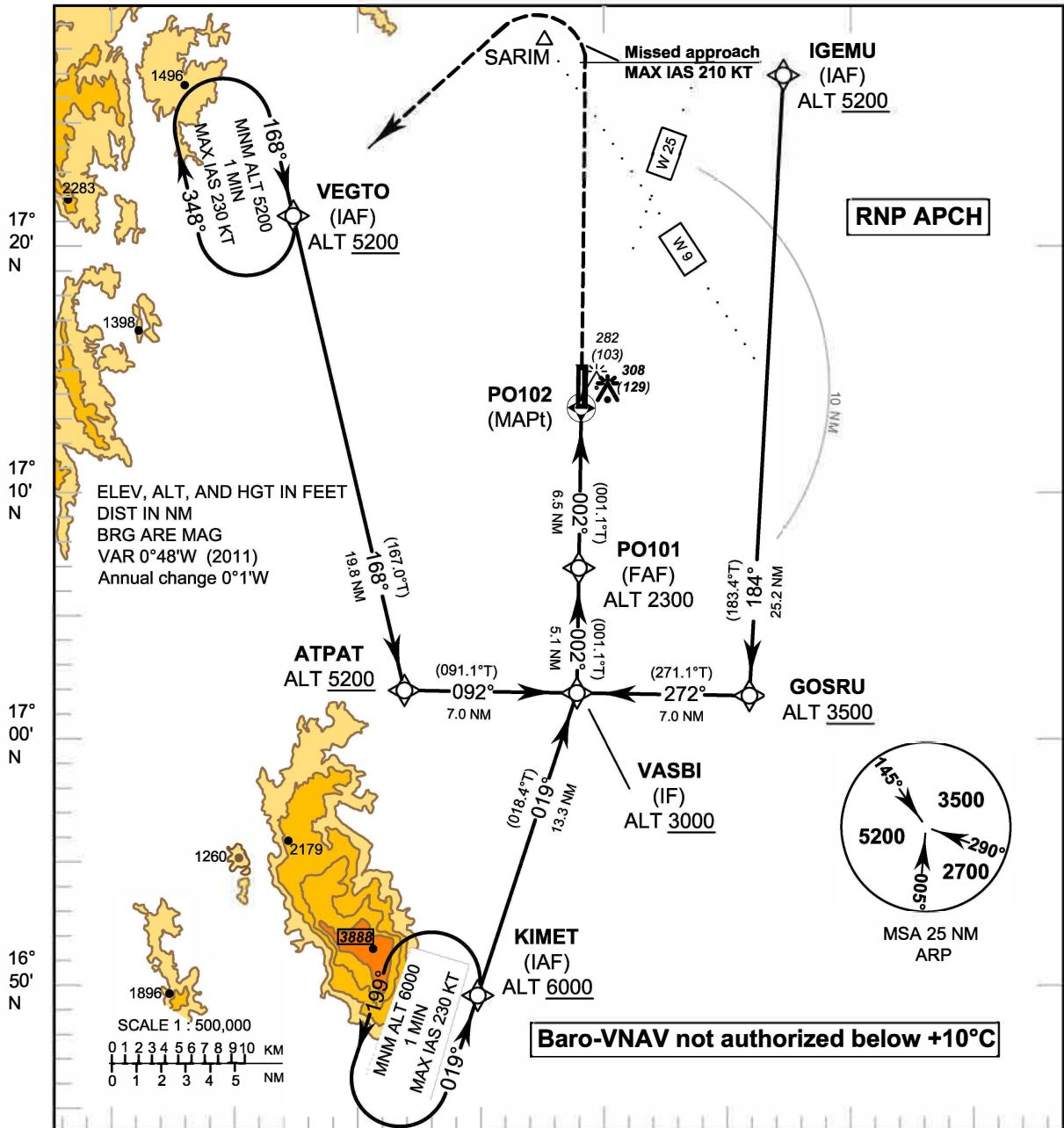
WAYPOINT LIST

RNAV (GNSS) RWY18		
Waypoint Identifier	Coordinates	
OPELO	17° 42' 24.27" N	100° 00' 07.57" E
AKTIK	17° 27' 31.99" N	099° 40' 59.98" E
IGEMU	17° 27' 13.10" N	099° 57' 44.02" E
UGEKO	17° 27' 22.72" N	099° 49' 22.01" E
PO201	17° 21' 21.34" N	099° 49' 14.64" E
PO202 (THR18)	17° 14' 49.87" N	099° 49' 06.66" E

INSTRUMENT AERODROME ELEV 179 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

APP : 120.7
TWR : 122.9

SUKHOTHAI/Sukhothai (VTPO)
RNAV (GNSS) RWY36



CHANGE : PAGE NUMBER CHANGED.

INSTRUMENT AERODROME ELEV 179 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

SUKHOTHAI/Sukhothai (VTPO)
RNAV (GNSS) RWY36

TABULAR DESCRIPTION

RNAV (GNSS) RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	IF	VEGTO (IAF)	-	-	+0.9	-	-	+5200	-	-	RNP APCH
020	TF	ATPAT	-	168°(167.0°)	+0.9	19.8	L	+5200	-	-	RNP APCH
030	TF	VASBI (IF)	-	092°(091.1°)	+0.9	7.0	-	+3000	-	-	RNP APCH
010	IF	IGEMU (IAF)	-	-	+0.9	-	-	+5200	-	-	RNP APCH
020	TF	GOSRU	-	184°(183.4°)	+0.9	25.2	R	+3500	-	-	RNP APCH
030	TF	VASBI (IF)	-	272°(271.1°)	+0.9	7.0	-	+3000	-	-	RNP APCH
010	IF	KIMET (IAF)	-	-	+0.9	-	-	+6000	-	-	RNP APCH
020	TF	VASBI (IF)	-	019°(018.4°)	+0.9	13.3	-	+3000	-	-	RNP APCH
010	IF	VASBI (IF)	-	-	+0.9	-	-	+3000	-	-	RNP APCH
020	TF	PO101 (FAF)	-	002°(001.1°)	+0.9	5.1	-	@2300	-	-	RNP APCH
030	TF	PO102 (MAPt)	Y	002°(001.1°)	+0.9	6.5	-	@229	-	- 3.0 / 50	RNP APCH
040	CA	-	-	002°(001.1°)	+0.9	-	-	+3700	-	-	RNP APCH
050	DF	VEGTO (IAF)	-	-	+0.9	-	L	+5200	-210	-	RNP APCH
060	HM	VEGTO (IAF)	Y	168°(167.0°)	+0.9	1 minute	R	+5200	-230	-	RNP APCH

WAYPOINT LIST

RNAV (GNSS) RWY36		
Waypoint Identifier	Coordinates	
VEGTO	17° 21' 33.09" N	099° 36' 53.92" E
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VASBI	17° 02' 05.51" N	099° 48' 51.12" E
PO101	17° 07' 10.05" N	099° 48' 57.31" E
PO102 (THR36)	17° 13' 41.56" N	099° 49' 05.27" E