VTSP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSP - PHUKET / PHUKET INTERNATIONAL AIRPORT

VTSP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	080645N 0981833E Centre of runway 660 M from THR RWY 09
2	Direction and distance from (city)	32 KM (NW)
3	Elevation/Reference temperature	25 M (82 FT) 33°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0° 29' W (2016) / 0° 1' E
6	AD Administration, address, telephone, telefax, telex, AFS	Phuket International Airport Airports of Thailand Public Company Limited (AOT) 222 Village No.6, Mai Khao Sub District, Thalang District Phuket 83110, Thailand Tel: +667 632 7230-6 Fax: +667 632 7478 AFS: VTSPYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

VTSP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	AIS briefing office and ATS reporting office located at the 3rd floor in the domestic terminal building/the type of services via AFTN, internet Website:http://www.aerothai.co.th

VTSP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Thai Airways International Public Co.,Ltd. 3 Folklift (5 T-1 Folklift, 3 T-2 Folklift) 2 Trucks. Handling weight up to 200 T per day. BAGS Ground Service Co.,Ltd. 2 Folklift (3 and 8 T), 1 Tractor (2.5 T), 1 Highlift. 1 Handling weight up to 35 T per day.
2	Fuel/oil types	JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	Refuel Jet A-1: Tank TTL 12,000,000 L Jet A-1: 1 Refueller@ 22,000 L 1 Refueller@ 12,000 L 7 Hydrant dispensers AVGAS 100LL: 1 Tank TTL 3,000 L 1 Trailer TTL 3,000 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: **a)** Thai Airways International Public Co.,Ltd. **(TG)** Ground Handling Services E-mail: hktko@thaiairways.com, hktkk@thaiairways.com Tel: +667 635 1218 Fax: +667 632 7246 SITA: hktkktg, hktkotg Operation Handling Inquiry E-mail: hktkl@thaiairways.com, hktko@thaiairways.com Tel: +667 635 1201, +667 635 1218 Fax: +667 632 7246 SITA: hktkltg, hktkktg, hktkotg **b)** BAGS Ground Services Co.,Ltd. **Ground Handling Inquiry/Operation Handling Inquiry** E-mail: dutyhkt@bags-groundservices.com Tel: +6661 178 9408 Fax: +667 632 7610 SITA: hktbsxh **c) MJETS LIMITED. (Private Aircraft only)** **Ground Handling Inquiry** E-mail: ground@mjets.com Tel: +667 635 1719 Fax: +667 632 7518 **Operation Handling Inquiry** E-mail: ground@mjets.com Tel: +6685 484 8746 Fax: +662 034 5677

VTSP AD 2.5 PASSENGER FACILITIES

1	Hotels	Adjacent to airport terminal and in the city
2	Restaurants	At Domestic terminal, level 3 and in the city
3	Transportation	Limousines, Airport bus, Taxis and Car rental service are available At International and Domestic terminal arrival hall, level 1
4	Medical facilities	Medical clinic at the airport, located in the International terminal, level 1 and ambulance service is available 24H
5	Bank and Post Office	Bank: At the International and Domestic terminal Post office: At the International terminal, level 1
6	Tourist Office	Office at the International terminal level 1 Tel: +667 621 9878 Fax: +667 632 7100 Office in the city Tel: +667 622 2177 Fax: +667 635 4139
7	Remarks	Website:http://www.airportthai.co.th/phuket for airport and flight information

VTSP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Facility of Category 9 is provided Boat of 6 people, Rescue truck, Ambulance
3	Capability for removal of disabled aircraft	Available – Up to B747
4	Remarks	NIL

VTSP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 78/R/C/X/T
2	Taxiway width, surface and strength	– Taxiway A, B, E, F and G Width: 30 M Surface: Concrete Strength: PCN 78/R/C/X/T – Taxiway C Width: 30 M Surface: Asphalt Strength: PCN 59/F/A/X/T – Taxiway D Width: 23 M Surface: Asphalt Strength: PCN 59/F/A/X/T – Taxiway P Width: 23 M Surface: Asphalt Strength: PCN 59/F/A/X/T Surface: Concrete Strength: PCN 78/R/C/X/T – Taxilane T1 Width from taxilane centre line to taxilane shouder: 13.42 M, Surface: Concrete, PCN 78/R/C/X/T – Taxilane T2 Width from taxilane centre line to taxilane shouder: 13.67 M., Surface: Concrete, PCN 78/R/C/X/T – Taxilane T3, T4, T5, T6, T7 Surface: Concrete, PCN 78/R/C/X/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 5.18 M / 17 FT
4	VOR checkpoints	NIL
5	INS checkpoints	See AD2-VTSP-2-4 /Chart for coordinates of aircraft stand
6	Remarks	NIL

VTSP 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	Taxiing guidance signs at all intersections with TWY and RWY Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. Nose-in guidance at aircraft stands. Visual Docking System (VDGS) Apron A at stand number 7-16 (not included the Multi-Aircraft Ramp System (MARS) stand) Apron B at stand number 1-6 Apron D at stand number 31-40 (included Multi-Aircraft Ramp System (MARS) stand)
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, Centre line, Aiming Point and Side Strip RWY LGT: THR, RWY Edge and RWY End lights TWY marking: Centre line, Edge and RWY Holding Position and Intermediate Holding Position TWY LGT: TWY Edge lights
3	Stop bars	Stop bars TWY A, B and G available.
4	Remarks	If VDGS is out of service, marshaller shall guide the aircraft to the parking position. No pilot shall taxi an aircraft on its own into the aircraft stand without the aid of docking system or a marshaller.

VTSP 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	
TKOF RWY 09/ APCH RWY 27	Mountain HGT 138 M.MSL	See Aerodrome Obstacle Chart Type A, B	Transitional Surface -Mountain 141 M.MSL Inner Horizontal Surface -Mountains 130, 268 and 210 M.MSL (North) -Mountains 141, 120, 139 and 225 M.MSL (South) Conical Surface - Mountains 295 and 335 M.MSL	See Aerodrome Obstacle Chart Type B	NIL

VTSP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	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	Southern West-Coast Meteorological Center 30 HR
4	Trend forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +667 632 8149 Fax: +667 632 8148
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observation System (AWOS), Low Level Wind Shear Alert System (LLWAS), Weather Radar
9	ATS units provided with information	Phuket TWR Phuket APP
10	Additional information (limitation of service, etc.)	NIL

VTSP 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
09	085° 085° (MAG)	3000x45	PCN 59/F/A/X/T Concrete and asphalt	080643.05N 0981811.90E	THR 5.792 M/19 FT
27	265° 265° (MAG)	3000x45	PCN 59/F/A/X/T Concrete and asphalt	080652.23N 0981949.46E	THR 24.94 M/81.8 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
+0.12% +0.01%+1.0%+0.70% (500M 1000M 2500M 3000M)	60x45	NIL	3240x150	NIL	NIL
-0.70% -1.0% -0.01% -0.12% (500M 2000M 2500M 3000M)	60x45	NIL	3240x150	NIL	NIL

VTSP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	3000	3000	3060	3000	NIL
27	3000	3000	3060	3000	NIL

VTSP 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
09	NIL	Green	PAPI Both 3° 64.07 FT	NIL	NIL	3000 M, 60 M White FM 2400 M - 3000 M Yellow LIH	Red	NIL	RTIL
27	SALS (7 Barrettes) 420M LIH	Green	PAPI Both 3.2° 64.96 FT	NIL	NIL	3000 M, 60 M White FM 2400 M - 3000 M Yellow LIH	Red	NIL	NIL

VTSP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On the top of control tower FLG W G EV 4 sec. / IBN: NIL, H24
2	LDI location and LGT Anemometer location and LGT	WDI : 1 Wind Direction Indicator near left PAPI 09 : 1 Wind Direction Indicator 350 M. left side FM THR 27, 100 M FM RCL, illuminated Anemometer: See AD Ground Movement Chart
3	TWY edge and centre line lighting	EDGE: All TWY CENTRE LINE: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 27/09 Switch over time : 0 sec.(UPS)
5	Remarks	NIL

VTSP 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 BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTSP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centre on 0806.7N 09818.6E
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phuket Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTSP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phuket Approach	124.7 MHZ 284.0 MHZ	H24	
ARR	Phuket Arrival	120.7 MHZ	H24	*Emergency Freq. **ON RDL 130, 170 AND 210 AT DIST 15 NM ALT 2 500 FT ARE BLIND SPOT
TWR	Phuket Tower	118.1 MHZ *121.5 MHZ **236.6 MHZ **243.0 MHZ	H24	
GND	Phuket Ground	121.9 MHZ	H24	
CDC	Phuket Delivery	118.55 MHZ	H24	
ATIS	Phuket Intl Airport	128.0 MHZ	H24	

VTSP 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	PUT	116.9 MHZ CH 116X	H24	080654.83N 0981822.69E	16.72 M	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal 40 NM at required altitudes in various area as follows: 1. Radial 360º-030º altitude should not below 5 500 FT 2. Radial 031º-170º altitude should not below 9 000 FT 3. Radial 171º-220º altitude should not below 7 000 FT 4. Radial 221º-359º altitude should not below 3 000 FT

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
ILS CAT I LOC/DME RWY 27	IPKT	109.9 MHZ CH 36X	H24	080647.72N 0981819.73E		a) ILS with non-standard localizer alignment, coverage over a sector of 35° either side of course, no back course and voice feature, the antenna array is located 245 M from end of RWY 27 120 M from runway centre line. b) Front course 266 Mag. Width 4.4°. c) Glide Path angle 3.2°. d) Middle Marker (MM without compass locator) distance 804 M from approach end of RWY 27. e) DME co-located with localizer f) Glide slope unusable starting at the middle marker (2.0 DME) to RWY THR. Glide slope shall not be used when DME out of service. g) ILS/DME RWY 27 ILS Glide slope unusable beyond 6° right of localizer course.
GP		333.8 MHZ	H24	080648.27N 0981942.21E		
MM		75 MHZ	H24	080655.43N 0982015.73E		

VTSP AD 2.20 LOCAL AERODROME REGULATIONS

1. SURFACE MOVEMENT PROCEDURE

1.1 Ground Movement

The supplementary of surface movement procedures has been established at Phuket International Airport as follows:

1.1.1 Manoeuvring on movement area :

a) Area of apron D and Almost of the area between apron A to apron C is the blind spot area, when ATC instruction is issued, aircraft are to manoeuvre by pilot discretion.
b) Special manoeuvring procedure at Phuket Aerodrome on TWY P, When visibility below 3,000 M., due to minimum distance between RWY centre line is 150 M. aircraft code letter C, D and E that taxiing on TWY P shall be instructed to hold, under the following conditions :

– Before departing aircraft code C,D, and E enters the runway for take-off or
– Before arriving aircraft code C, D and E crossing 4 NM final for landing.

c) Taxiing on TWY P in connection with TWY E due to the minimum separation distance between TWY centre line and objects is 39.5 M wide body aircraft to taxi with extreme caution.

2. USE OF RUNWAY

To achieve the highest possible rate/hour for departure and arrival at Phuket International Airport, the runway occupancy times shall be reduced to a minimum. Therefore, the follow procedures are introduced;

2.1 Departing aircraft

a) Commensurate with safety and standard operating procedure, when in receipt of a line up clearance, pilots should ensure that they are able to taxi into the correct hold and line up position on the runway as soon as the preceding aircraft has commenced its take-off roll.
b) Cockpit checks should be completed before line up, any further checks requiring completion whilst on the runway shall be kept to a minimum. Pilots should ensure that they are able to commence the take-off roll immediately after a take-off clearance is issued.
c) Pilots unable to comply with these procedures shall inform ATC prior to passing the runway holding position.

2.2 Arriving aircraft

Pilots are reminded that runway occupancy time should be kept to the minimum on the landing runway enables ATC to apply minimum spacing on Final Approach that will achieve maximum runway utilization as well as minimize the occurrence of go-arounds.

3. START-UP PROCEDURE

3.1 When Flight Formalities have been completed, Pilot of all aircraft, other than VFR domestic flight, shall contact Phuket Delivery Control on frequency 118.55 MHZ 5 minutes before start up engine for request ATC Clearance, as appropriate information, of the following :

a) Aircraft call sign
b) Type of aircraft and category, if HEAVY
c) Parking stand number / Location
d) Identified of the latest ATIS received
e) Destination
f) Proposed flight level, if it is different from the filed flight plan

3.2 After received ATC Clearance, Pilot shall read back the following information :

a) Call sign
b) Destination
c) SID and route
d) Level
e) Transponder Code, and
f) Any restriction

3.3 Pilot shall contact Phuket Ground Control on frequency 121.9 MHZ for push back and start-up, after ATC Clearance has been received.

3.4 Unless other ATC restriction is imposed, the aircraft must be push back within 5 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled. Additionally, in order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received.

3.5 If ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall maintain listening watch on Phuket ground in readiness for push back and are to call Phuket Ground in the appropriate time with the departure time restriction.

Pilots who fail to comply with these requirements or amended departure time restriction will result in cancellation of ATC clearance.

3.6 When the weather condition below VMC, all of VFR operations on and in the vicinity of the Phuket aerodrome shall be suspended by Phuket Tower or Phuket Approach, if the pilot request SVFR, shall contact Phuket Delivery Control for SVFR clearance.

3.7 Communication failure procedure: If unable to contact Phuket Delivery Control, Pilot of all aircraft shall contact Phuket Ground Control on frequency 121.9 MHZ for request ATC clearance.

3.8 All aircraft shall start-up and push back with minimum power.

3.9 Pilot are reminded they shall start-up only one engine with minimum power (on idle power) when parking at aircraft stand or during push back. The other engines shall be allowed to start-up when push back procedure is complete (tow bar has been disconnected) and aircraft is aligned with the taxilane.

3.10 In case the pilot needs to start-up engine more than minimum power (such as Cross-Bleed Start Up), an approval must be received from ATC before push back. Pilots shall start-up engine more than minimum power within the taxilane only, a delay may result in requesting for such operation.

3.11 In case the pilot needs to test engine after repairing or replace new engines to the aircraft. Testing shall be conduct during the hours of 2300-1400 UTC at stand No.99 on taxiway A, heading of the aircraft to east.

3.12 For the purpose of noise and carbon emission reduction on the apron area, any aircraft that is designated to park at the stand served with passenger loading bridges shall utilize the fixed ground power supply(400HZ) and fixed pre-conditioned air supply provides by the airport if airport if serviceable.

a) Fixed ground power supply(400HZ)-Operators are recommended to reduce electric load immediately after parking. May be used but not more than 5 minutes after the aircraft has parked. If fixed ground power supply is out of service, mobile GPU may be used.
b) Fixed Pre-Conditioned Air (PCA) supply-Operators are recommended to turn off the cabin air re-circulation system to prevent outside air mixing with PC-Air. If fixed PCA is out of service, mobile ACU may be used.
c) In the event of an aircraft needs to run an APU, it could be done only when park on the remote parking stands which are far from the concourse buildings.

4. PUSH BACK PROCEDURE

APRON A

4.1 Push back (Face to North or Face to South) procedures for an aircraft parking at stand number 7 through 16 will be advised by ATC.

Aircraft stand	Taxi out	Push Back Instruction
10 and 11	T3	Aircraft shall be pushed back face to north then further to the tow-bar release on marking (6) behind aircraft stand number 12L.
10 and 11	T5	Aircraft shall be pushed back face to south then further to the tow-bar release on marking (3) behind aircraft stand number 9.
15	T2	Aircraft shall be pushed back face to north then towed forward and the tow-bar released behind aircraft stand number 14.
15	T7	Aircraft shall be pushed back face to south then further to the tow-bar release on marking (7) behind aircraft stand number 15.
16	T7	Aircraft shall be pushed back face to south then further to the tow-bar release on marking (7) behind aircraft stand number 15.

APRON B

4.2 Push back (Face to East or Face to West) procedures for an aircraft parking at stand number 1 through 6 will be advised by ATC.

Apron D

4.3 Push back (Face to North or Face to South) procedures for an aircraft parking at stand number 31 through 40 will be advised by ATC.

Aircraft stand	Taxi out	Push Back Instruction
33L, 33, 34L, 34, 34R and 35	T5	Aircraft shall pushed back face to south then further to the tow-bar release on marking (1) behind aircraft stand number 33R.
34L, 34, 34R and 35	T4	Aircraft shall pushed back face to north then further to the tow-bar release on marking (4) behind aircraft stand number 36.
39	T1	Aircraft shall pushed back face to north towed forward and the tow-bar released behind aircraft stand number 38.
39	T7	Aircraft shall pushed back face to south then further to the tow-bar release on marking (5) behind aircraft stand number 39.
40	T7	Aircraft shall pushed back face to south then further to the tow-bar release on marking (5) behind aircraft stand number 39.

4.4 Due to aircraft congestion, self-manoeuvring is not permitted at any parking stand, all aircraft must use tow-bar for push back procedure.

5. PARKING PROCEDURE

5.1 Apron A: Use Taxilane T1, T2, T3, T4, T5, T6 and T7 to enter or exit aircraft stand number 7 – 16 as advised by ATC.

5.2 Apron B: Use Taxiway P to enter or exit aircraft stand number 1 – 6 as advised by ATC.

5.3 Apron C: Use Taxiway C, D or P to enter or exit aircraft stand number 21 – 28 as advised by ATC.

5.4 Apron D: Use Taxilane T1, T2, T3, T4, T5, T6 and T7 to enter or exit aircraft stand number 31-40 as advised by ATC.

5.5 The area between aircraft stands safety line belonging to aircraft stands number 1 through 6, 7 through 16 and 31 through 40 can be used as a temporary parking (during aircraft being in service only) for vehicles and ground service equipment.

6. PROCEDURES FOR PRIVATE JET TAKING OFF AND LANDING AT PHUKET INTERNATIONAL AIRPORT

6.1 Procedures for private jet aircraft wishing to stay overnight

6.1.1 Aircraft owner/operator or PIC shall prepare the information as following:

a) Passengers information (First name, last name, position, and overnight parking purposed);
b) Aircraft nationality and registration marks;
c) Aircraft type, weight, and height of aircraft;
d) Date and time of arrival and departure;
e) Route of Flight;
f) Owner of the aircraft.

6.1.2 Aircraft owner/operator or PIC shall inform The Airports of Thailand Public Company Limited (AOT) at least three (3) workdays before the arrival aircraft

6.1.3 All private jet aircraft which has the permission granted by The Civil Aviation Authority of Thailand (CAAT) concerned to take off and land at Phuket International Airport, shall have Ground Handling Agent.

6.1.4 The aircraft shall be pushed back by using the tow-bar only. If the aircraft does not have such equipment, it will not be allowed to self-maneuver.

6.1.5 The Private jet aircraft that is granted to operate at Phuket International Airport shall commence the flight in accordance with the approved time slot by the Slot Coordination Committee. If the flight is delay or arrive early, it should not more than 2 hours. In addition, when there is a change in the approved time slots, the aircraft shall notify the airport before flight commencement.

6.1.6 For further information, contact the following

Unit : Airside Operation Department, Phuket International Airport
Tel : +667 635 1887
Fax : +667 632 7478
E-mail : vtsp.privatejet@airportthai.co.th

7. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft with wingspan of 24 M and greater are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 27. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator and shall be liable for the compensation caused by such violation.

8. SAFEGATE DOCKING SYSTEM – IN SYSTEM AT PHUKET INTERNATIONAL AIRPORT

8.1 INTRODUCTIONS

8.1.1 The SAFEGATE Docking System – in system is install at aircraft stand identification no. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16 and 31, 32L, 32, 32R, 33L, 33, 33R, 34L, 34, 34R, 35, 36, 37, 38, 39 and 40

8.1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position

8.2 PILOT OPERATING INSTRUCTION

8.2.1 Safety procedure

a. General warning

The VDGS system has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure. If the pilot is unsure of the information, being shown on the VDGS display unit, he must immediate stop the aircraft and obtain further information for clearance.

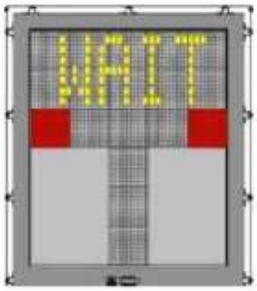
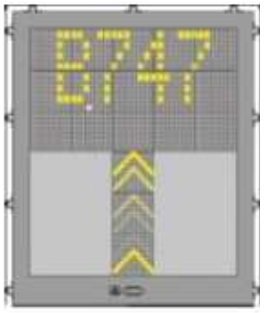
b. Item to check before entering the stand area

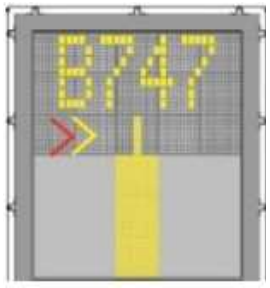
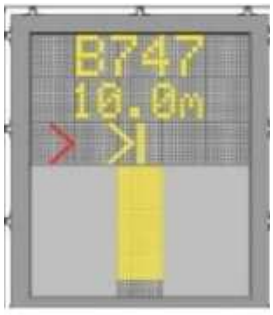
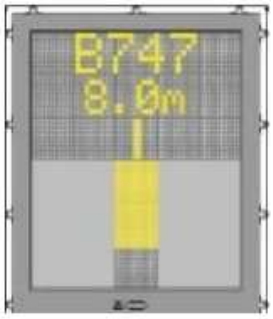
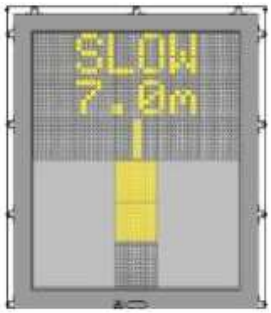
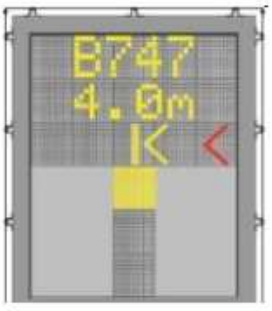
Warning : The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

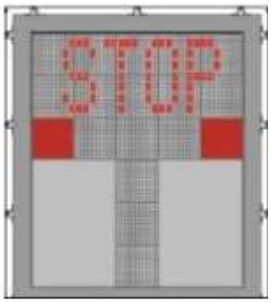
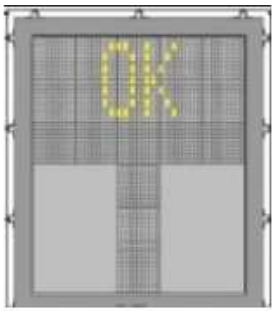
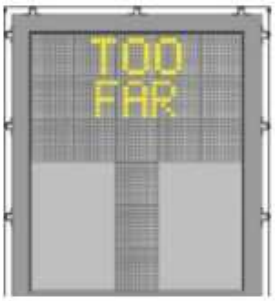
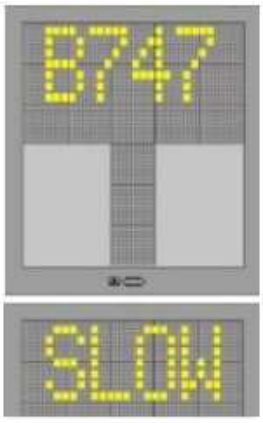
Warning : The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft/ The Correctness of other information, such as ‘door 2’, shall also be checked.

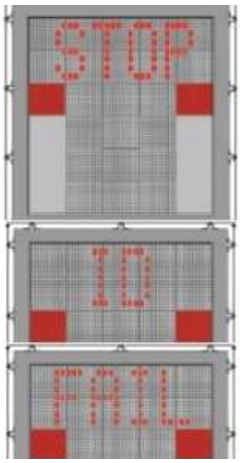
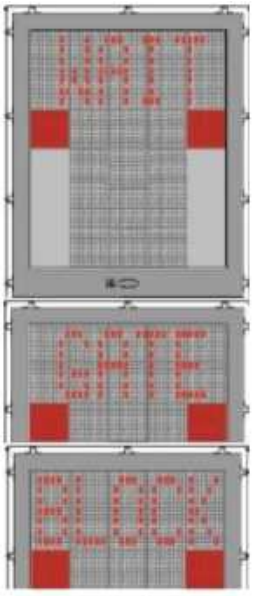
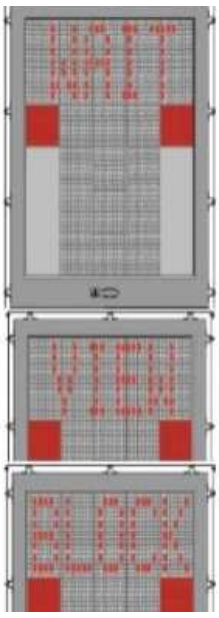
3. Safety Back Up (SBU) message

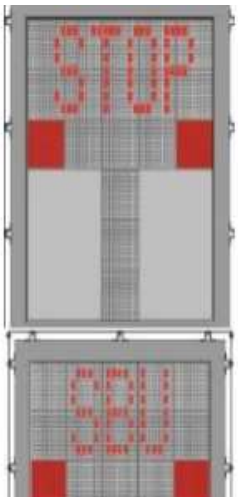
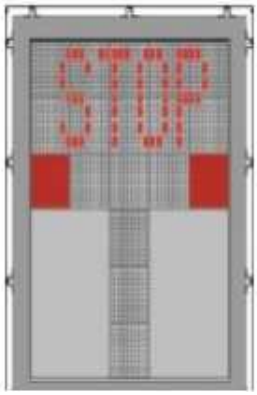
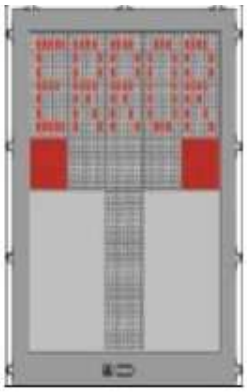
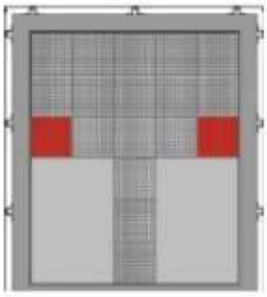
The message STOP Safety Back Up (SBU) means that docking has been interrupted and has to be resumed only by manual guidance. Do not try to resume docking without manual guidance.

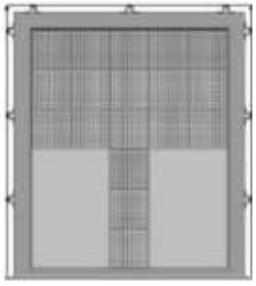
	8.2.2 START-OF-DOCKING When the system is ready to operate, WAIT will be displayed.
	8.2.3 CAPTURE The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed. The pilot must not proceed beyond the bridge, unless the arrows have been superseded by closing rate bar.

	8.2.4 TRACKING When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line. This indicator gives correct position and azimuth guidance.
	8.2.5 CLOSING RATE. Display of digital countdown will start when the aircraft is 20 M from stop position.When the aircraft is less than 12 M from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 0.5 M, covered by the aircraft. Thus, when the last row is turned off, 0.5 M remains to stop.
	8.2.6 ALIGNED TO CENTRE. The aircraft is 8 M from the stop position. The absence of any direction arrow indicates an aircraft on the centre line.
	8.2.7 SLOW DOWN. If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.
	8.2.8 AZIMUTH GUIDANCE. The aircraft is 4 M from the stop-position. The yellow arrow indicates an aircraft to the right of the centre line, and the red flashing arrow indicates the direction to turn.

	8.2.9 STOP POSITION REACHED. When the correct stop-position is reached, the display will show STOP and red lights will be lit.
	8.2.10 DOCKING COMPLETE. When the aircraft has parked, OK will be displayed.
	8.2.11 CHOCKS ON. CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the “Chocks On” button on the operator panel.
	8.2.12 OVERSHOOT. If the aircraft overshoot the stop-position, TOO FAR will be displayed.
	8.2.13 BAD WEATHER CONDITION. During heavy fog, rain or snow, the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will deactivate the floating arrows and show DOWN GRADE. This message will be superseded by the closing rate bar, as soon as the System detects the approaching aircraft. The pilot must not proceed beyond the bridge, unless the DOWN GRADE text has been superseded by the closing rate bar

	8.2.14 AIRCRAFT VERIFICATION FAILURE. During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 15 M before the stop-position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed. The text will be alternating on the upper two rows of the display. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.
	8.2.15 GATE BLOCKED. If an object is found blocking the view from the VDGS to the planned stop position for the aircraft, the docking procedure will be halted with a GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.
	8.2.16 VIEW BLOCKED. If the view towards the approaching aircraft is hindered for instance by dirt on the window, the VDGS will report a view block condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

	8.2.17 Safety Back Up (SBU)-STOP Any unrecoverable error during the docking procedure will generate a Safety Back Up (SBU) condition. The display will show red stop bar and the text STOP SBU. A manual backup procedure must be used for docking guidance.
	8.2.18 EMERGENCY STOP When the emergency stop button is pressed, STOP is displayed.
	8.2.19 ERROR If a system error occurs, the message ERROR is display with an error code. The code is used for maintenance purposes and explained else where.
	8.2.20 SYSTEM BREAKDOWN In case of a severe system failure, the display will go black, except for a red stop indicator. A marshalling service will be used for docking guidance.

	8.2.21 POWER FAILURE In case of a power failure, the display will be completely black. A marshalling service will be used for docking guidance.

9. General Information

The supplementary of general information has been established at Phuket International Airport as follows :-

9.1 APRON A and B

a) Type of apron : Remote parking and Passenger boarding bridge parking.
b) Aircraft can be parked for overnight parking and layover.
c) Nose-in parking system
d) Visual Docking Guidance System-VDGS is provided at stand 1-6 for apron B and stand 7-16 for apron A. If VDGS is out of service, a marshaller shall guide the aircraft to the parking position.
e) Visual Docking Guidance System-VDGS is not provided for Multi-Aircraft Ramp System (MARS) stand (12L,12R,14L,14R), a marshaller shall guide the aircraft to the parking position.
f) Refuel JET A-1 and AVGAS by trailer and hydrant system.

9.2 APRON C

a) Type of apron : Remote parking
b) Visual Docking Guidance System-VDGS is not provided
c) Refuel JET A-1 and AVGAS by trailer.

9.3 APRON D

a) Type of apron : Remote parking
b) Aircraft can be parked for overnight parking and layover.
c) Nose – in parking system
d) Visual Docking Guidance System-VDGS is provided at each stand (included Multi-Aircraft Ramp System (MARS) stands). If VDGS is out of service, a marshaller shall guide the aircraft to the parking position.
e) Refuel JET A-1 and AVGAS by trailer and hydrant system.

9.4 Aircraft stand taxilane

a) Taxilane T1 is the parallel to Taxilane T2. (Taxilane T1 located behind aircraft stand NO.31-40 and Taxilane T2 located behind aircraft stand NO.7-16)
b) The distance between centre lines of T1 and T2 is 80 M.
c) The distance between centre line of Taxilane T1 and aircraft tail limit line is 47.50 M.
d) The distance between centre line of Taxilane T2 and aircraft tail limit line is 47.40 M.
e) Taxilane T3, T4, T5, T6 and T7 connected with Taxilane T1 and T2 can accommodate aircraft code letter E and below

9.5 Ground services are provided by aircraft operating agency, for non-agency aircraft are persuaded to contact THAI INTER traffic on VHF 131.5 MHZ or BAGS on VHF 131.35 MHZ 15 minutes prior to arrival or notify by Flight Plan.

10. REMOVAL OF DISABLED AIRCRAFT

10.1 When the aircraft is involved in an accident at Phuket International airport, the aircraft operator or the registered owner is responsible for removal of its disabled aircraft. If the accident is likely to cause danger or obstruction to the movement of other aircraft or vehicles, the General Manager of Phuket International airport or his authorized representative may order the aircraft operator or the registered owner to remove its disabled aircraft without delay.

10.2 If the aircraft operator or the registered owner does not comply with such order, the General Manager of Phuket International airport or authorized representative shall empower to remove the aircraft himself. The expense incurred in removing such aircraft shall be recovered from aircraft operator or the registered owner. The General Manager of Phuket International airport or authorized representative shall not be responsible for any damage occurring to the aircraft during its removal.

11. HELICOPTER OPERATIONS

11.1 All helicopter operate in Phuket International Airport shall be treated as fixed wing aircraft and shall strictly follow ATC instruction.

11.2 There are no helicopter alighting areas at the airport. All inbound and outbound helicopters must use the runways.

11.3 Helicopter handling agents are to obtain slot allocation for all flights.

11.4 Helicopters may not carry out direct approaches to or take-off from apron areas or taxiways.

11.5 After landing, helicopters will ground taxi or air taxi to an allocated parking area (usually an adjacent stand). A leader vehicle will normally be in attendance.

11.6 While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding wingtip clearance and turbulence.

VTSP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSP AD 2.22 FLIGHT PROCEDURES

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

PHUKET INTERNATIONAL AIRPORT

1. Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into airport, the procedure of the inbound traffic of VFR flights, conventional and prop-jet aircraft, be set up as follow:

a) Aircraft entering to land from north of Phuket International Airport, shall report over Thai Muang District, designated as TANGO MIKE (0823.5N 09816.0E) and Ban Khok Kloi designated as KILO KILO (0816.0N 9819.0E) which are approximately 17 NM on R-352 and 9 NM on R-360 of PUT VOR/DME respectively. When reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
b) Aircraft entering to land from northeast of Phuket International Airport, shall report over Phang Nga City, designated as PAPA NOVEMBER (0826.5N 09831.5E) which is 24 NM on R-033 of PUT VOR/DME. When reaching PN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
c) Aircraft entering to land from east of Phuket International Airport, shall report over Ko Yao Noi, designated as YANKEE NOVEMBER (0807.0N 09837.0E) which is 18 NM on R-089 of PUT VOR/DME. When reaching YN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
d) Aircraft entering to land from south of Phuket International Airport, shall report over Ko Racha Yai, designated as ROMEO CHARLIE (0736.0N 09822.0E) and Phuket City, designated as PAPA KILO (0753.0N 9823.5E) which are approximately 31 NM on R-174 and 15 NM on R-160 of PUT VOR/DME respectively. When reach PK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

2. Aerodrome traffic circuit

Using both sides of traffic circuit.

3. Overhead approach pattern

a) Using runway 09 by left turn pattern.
b) Using runway 27 by left turn pattern.

2. REVISED IMPLEMENTATION OF THE CONTINUOUS DESCENT OPERATIONS (CDO) FOR ARRIVALS INTO PHUKET INTERNATIONAL AIRPORT

2.1 INTRODUCTION

2.1.1 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 continuously descends, to the greatest possible extent, by employing minimum engine thrust, ideally in a low drag configuration, prior to Final Approach Fix / Final Approach Point.

2.1.2 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 Phuket International Airport.

2.2 CONDITION OF USE

2.2.1 Conditions for Conducting a CDO

2.2.1.1 CDO application can be either under surveillance or Procedural environment.

2.2.1.2 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.*

2.2.2 Application of Other ATC Procedures

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

2.2.2.2 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.

2.2.3 Change of Runway-In-Use

2.2.3.1 In case of change on Runway-in-Use prior to aircraft reaching Final Approach Fix / Final Approach point, i.e. from RWY 27 to RWY 09 CDO procedure shall be cancelled.

2.2.3.2 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.

2.2.4 Aircraft Type

CDO procedure is applicable for FMS capable aircraft.

2.2.5 Arrival Routes

CDO procedure is in place for all aircraft on G458 inbound to Phuket International Airport via STAR SAVSA1D.

2.2.6 Operations Time

CDO is available 24 hours.

2.2.7 Available Runway

CDO procedure is available for RWY 27

2.2.8 Types of Approach

2.2.8.1 ILS or LLZ RWY 27

2.2.8.2 RNAV (GNSS) RWY 27

2.2.8.3 VOR Z RWY 27

2.2.9 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

2.2.10 Minimum Flight Altitude

2.2.10.1 Outside Phuket TMA, aircraft shall comply with altitude constraints of the CDO procedure.

2.2.10.2 Inside Phuket TMA, during CDO, minimum safety altitudes are identical to those within Instrument Approach Procedures required or minimum radar vector altitude.

2.3 CDO PROCEDURE

2.3.1 Before aircraft reaching TOD (approximately 150 NM from the airport), either pilot or ATC can initiate CDO using phraseologies

described in paragraph 1.4.

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

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

2.3.4 Aircraft should descend continuously on normal arrival route to Phuket TMA.

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

2.3.6 Operations without Vectoring

2.3.6.1 ILS or LLZ, RNAV (GNSS) and VOR Z RWY27 Instrument Approach Procedure

a) Aircraft Arriving on G458

- Aircraft Arriving on G458, reaching SAVSA altitude not higher than 10,000 FT., then follow on SAVSA1D to BARON altitude not lower than 3,000 FT. then connect to IF for ILS or LLZ, RNAV (GNSS) or VOR Z RWY 27 approach 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), and will be advised by ATC, after (IF) follow the ILS or LLZ, RNAV (GNSS) or VOR Z RWY 27 approach procedure as published in AIP Thailand.

2.3.7 Operations under Vectoring

2.3.7.1 Pilot should receive CDO clearance at altitude not lower than 10,000 FT.

2.3.7.2 ATC shall provide vectoring guidance and track mile estimate to pilot.

2.3.8 Radio Communications Failure

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

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

2.4 PHRASEOLOGY

2.4.1 The following phraseology does not phrases and regular radio telephony 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

2.4.2 ATC-initiated CDO

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

2.4.3 Pilots response to ATC-initiated CDO

2.4.3.1 "(aircraft call sign), ACCEPT CDO"

2.4.3.2 "(aircraft call sign), NEGATIVE CDO"

2.4.4 Pilot-requested CDO

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

2.4.5 Approval CDO by Bangkok Area Control Centre

"(aircraft call sign), CDO (type of approach) APPROVED DESCEND TO (level or altitude), QNH (number) SAVSA1D ARRIVAL"

2.4.6 Denial CDO by Bangkok Area Control Centre

2.4.6.1 "(aircraft call sign), UNABLE TO APPROVED, DUE TO (reason)"

2.4.6.2 "(aircraft call sign), EXPECT CDO FROM PHUKET APPROACH

2.4.7 CDO Cleared or Approved by Phuket Approach Control Unit

2.4.7.1 "(aircraft call sign), CDO DESCEND VIA STAR TO (level), QNH (number) INFORMATION…. CURRENT EXPECT (Type of

approach) APPROACH RWY (Number)"

2.4.7.2 "(aircraft call sign), DESCEND TO (level), QNH (number), CDO (type of approach) APPROVED"

2.4.8 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"

2.4.9 CDO Cancellation

2.4.9.1 "(aircraft call sign), CANCEL CDO DUE TO (reason), STOP DESCEND (level or altitude), QNH (number)"

2.4.9.2 "(aircraft call sign), CDO TERMINATED DUE TO (reason)"

2.4.10 Resuming CDO

"(aircraft call sign), RESUME CDO DIRECT (point), DESCEND TO (level or altitude), QNH (number), CLEAR (type of approach) APPROACH RWY27"

2.4.11 Pilot report leaving assigned level

"(aircraft call sign), CDO LEAVING (level)"

2.4.12 Warning of aircraft below CDO Profile

"(aircraft call sign), BELOW CDO PROFILE, ALTITUDE SHOULD BE (altitude) OR ABOVE"

2.5 INFORMATION/TRAINING

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

2.5.2 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.

VTSP AD 2.23 ADDITIONAL INFORMATION

NIL

VTSP AD 2.24 CHARTS RELATED TO AN AERODROME

INTENTIONALLY BLANK

AERODROME CHART - ICAO

08 06 45 N
098 18 33 E

ELEV 82 ft

TWR 118.1

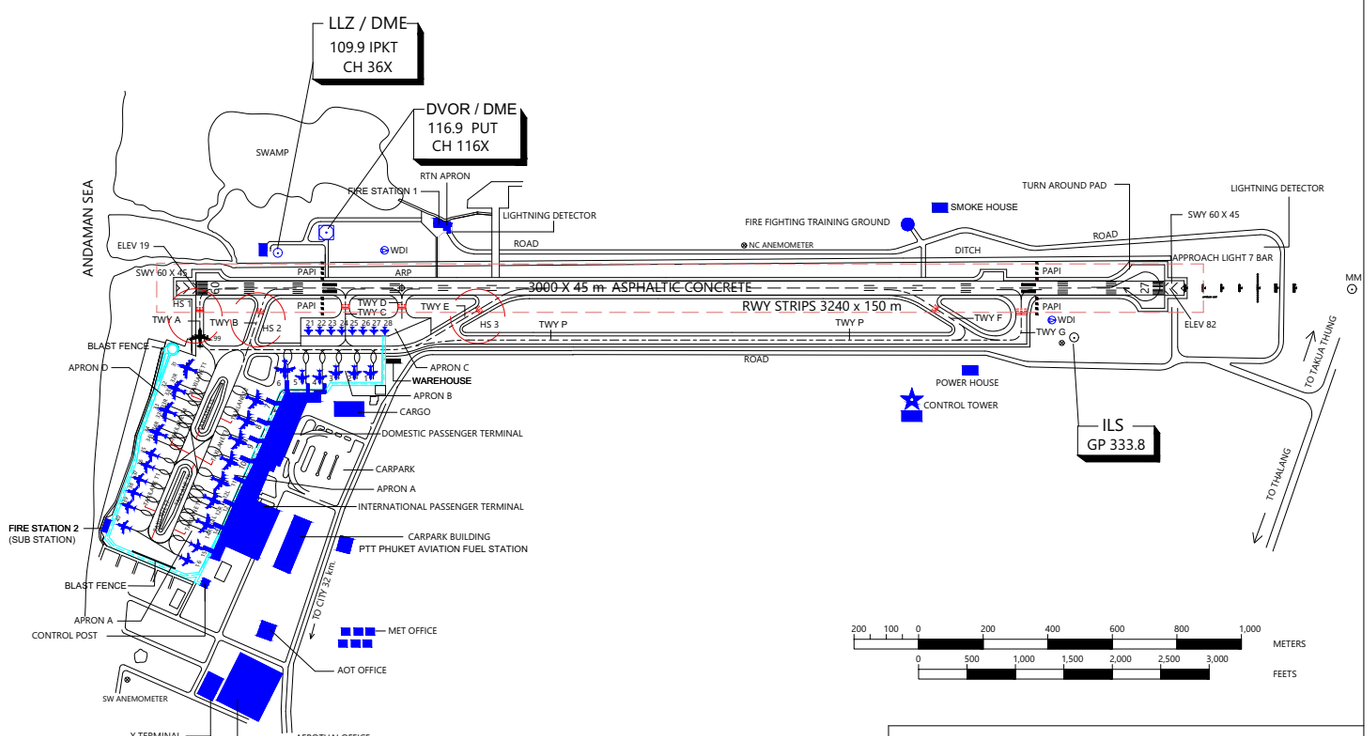
PHUKET / Phuket Intl

RWY	DIRECTION	THR	BEARING STRENGTH
09	85	08 06 43.05 N 098 18 11.90 E	PCN 59/F/A/X/T
27	265	08 06 52.23 N 098 19 49.46 E	
TAXIWAY A,B,E,F,G,P			PCN 78/R/C/X/T
TAXIWAY C,D,P			PCN 59/F/A/X/T
APRON A, B, C, D			PCN 78/R/C/X/T
TAXILANE T1, T2, T3, T4, T5, T6, T7			PCN 78/R/C/X/T

MAG VAR 0° 29' W (2016)

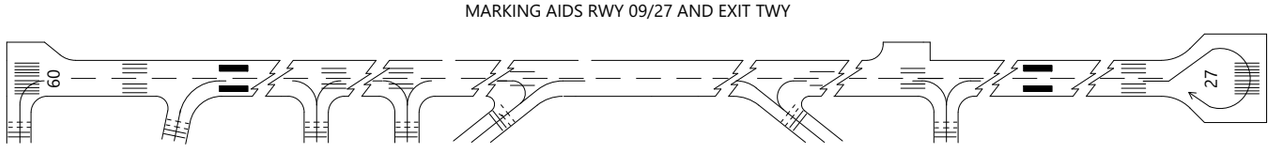
ANNUAL CHANGE 0° 1' E

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC

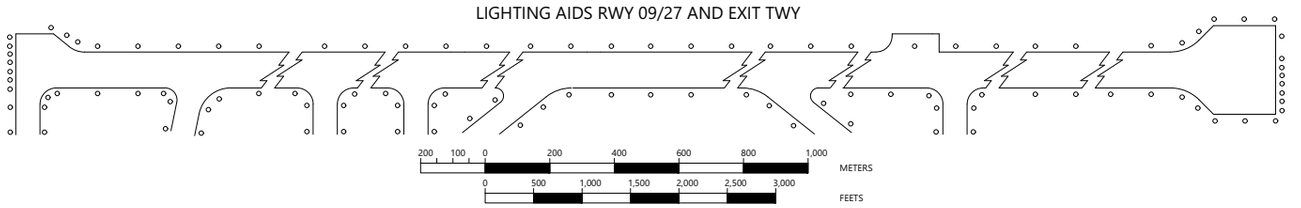


LIGHTING AIDS : RWY LIGHT : WHITE
TWY LIGHT : BLUE
THR/END LIGHT : GREEN/RED
BIDIRECTIONAL

MARKING AIDS RWY 09/27 AND EXIT TWY



LIGHTING AIDS RWY 09/27 AND EXIT TWY



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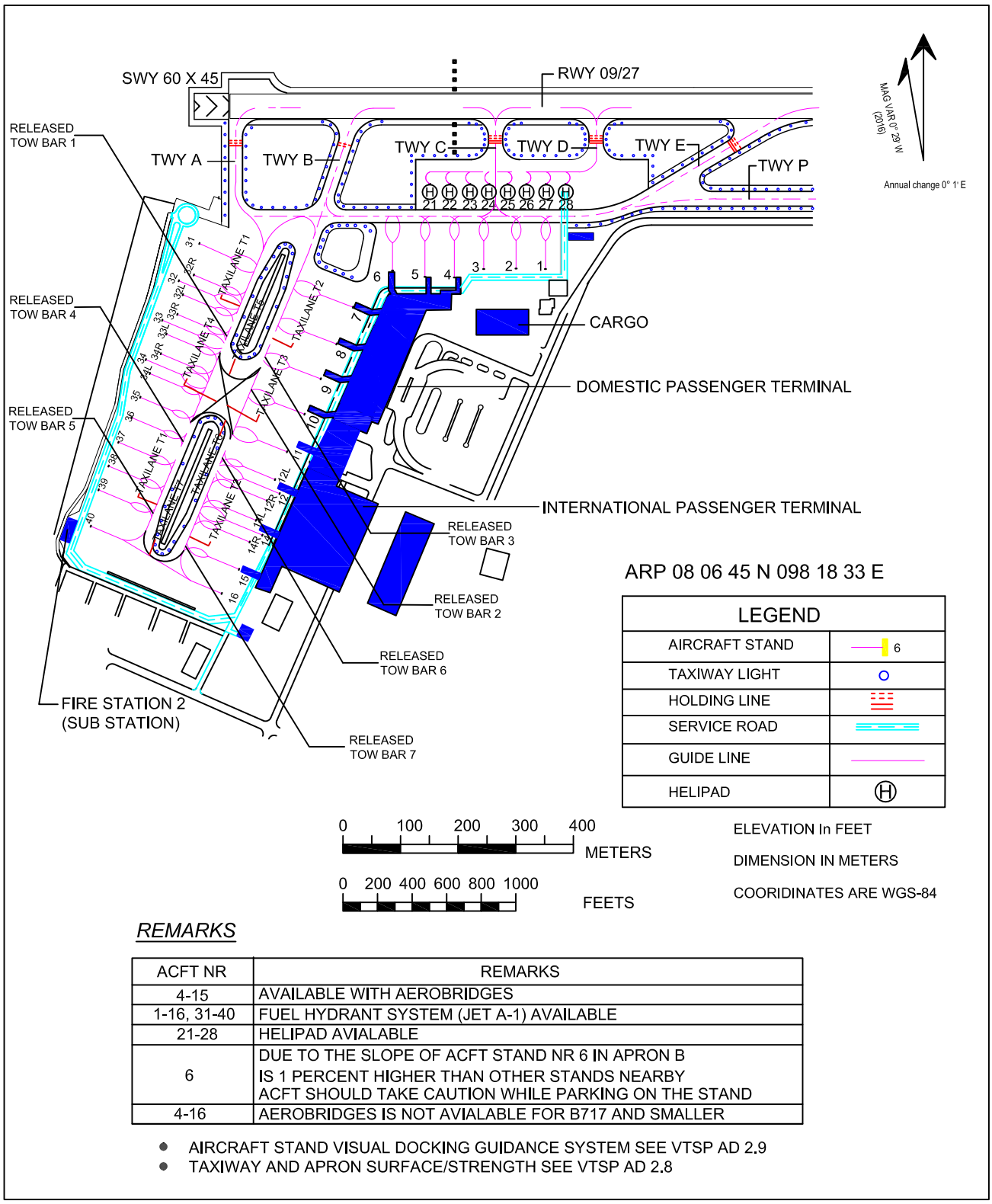
AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON A ELEV
17 ft

TWR 118.1
GND 121.9

PHUKET INTL



REMARKS

ACFT NR	REMARKS
4-15	AVAILABLE WITH AEROBRIDGES
1-16, 31-40	FUEL HYDRANT SYSTEM (JET A-1) AVAILABLE
21-28	HELIPAD AVIALABLE
6	DUE TO THE SLOPE OF ACFT STAND NR 6 IN APRON B IS 1 PERCENT HIGHER THAN OTHER STANDS NEARBY ACFT SHOULD TAKE CAUTION WHILE PARKING ON THE STAND
4-16	AEROBRIDGES IS NOT AVIALABLE FOR B717 AND SMALLER

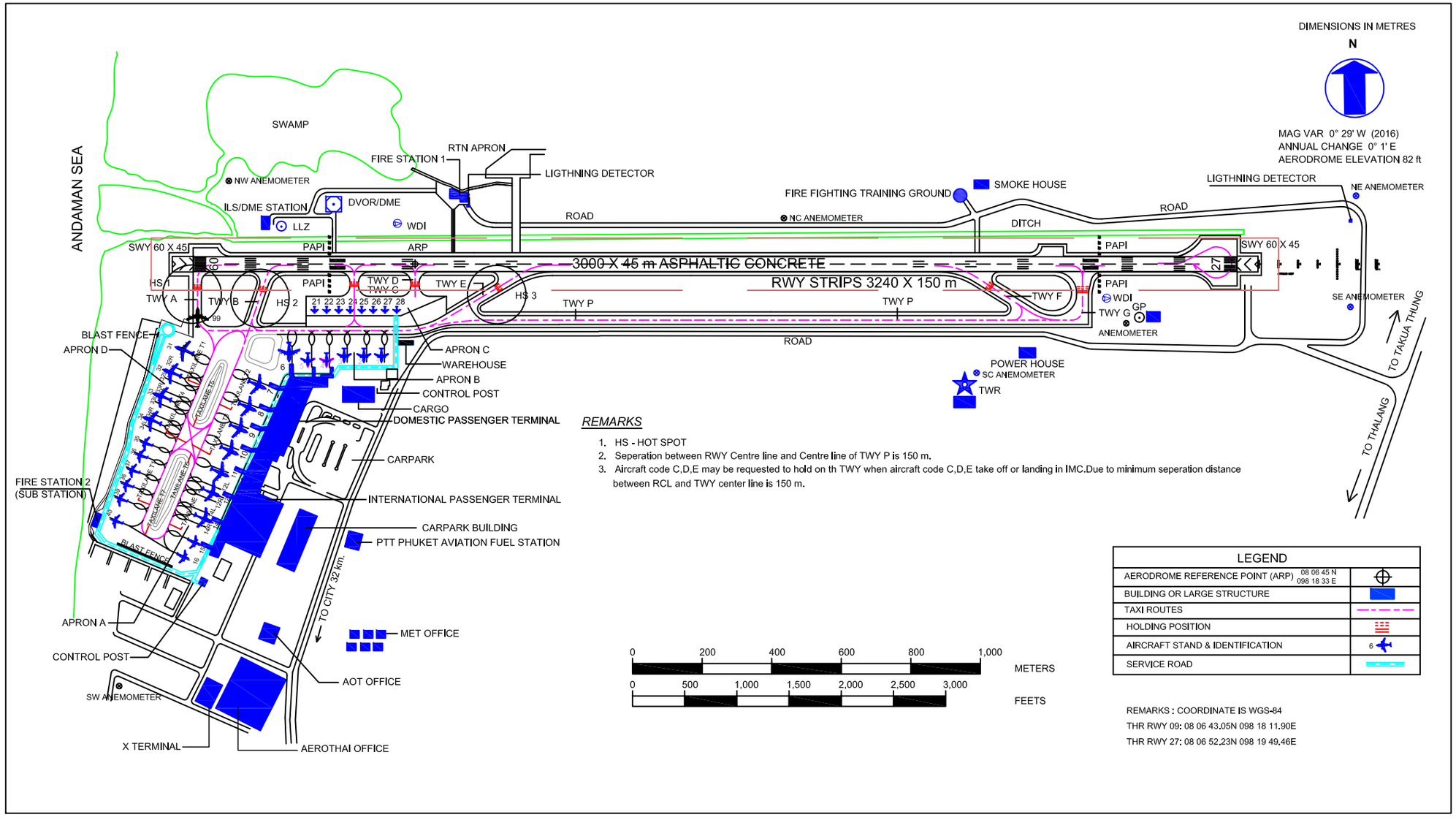
- AIRCRAFT STAND VISUAL DOCKING GUIDANCE SYSTEM SEE VTSP AD 2.9
- TAXIWAY AND APRON SURFACE/STRENGTH SEE VTSP AD 2.8

AIRCRAFT STAND COORDINATES (WGS-84)

	NR	LAT (N)	LONG (E)	UP TO
APRON B	1	08 06 35.40	98 18 29.80	A300
	2	08 06 35.23	98 18 28.07	A300
	3	08 06 35.06	98 18 26.35	A300
	4	08 06 34.89	98 18 24.62	A300
	5	08 06 34.72	98 18 22.90	A300
	6	08 06 34.44	98 18 20.98	B747-300
APRON A	7	08 06 32.49	98 18 20.42	CODE E
	8	08 06 30.22	98 18 19.84	CODE E
	9	08 06 27.95	98 18 19.25	CODE E
	10	08 06 25.69	98 18 18.67	CODE E
	11	08 06 23.41	98 18 18.30	CODE E
	12L	08 06 21.70	98 18 16.57	CODE C
	12	08 06 20.83	98 18 17.39	CODE E
	12R	08 06 20.59	98 18 17.07	CODE C
	14L	08 06 19.24	98 18 15.93	CODE C
	14	08 06 18.37	98 18 16.75	CODE E
	14R	08 06 18.13	98 18 16.42	CODE C
	15	08 06 16.14	98 18 16.23	CODE D
	16	08 06 14.27	98 18 15.74	CODE D
APRON C	21	08 06 40.07	98 18 24.00	CESSNA 404
	22	08 06 40.10	98 18 24.99	CESSNA 404
	23	08 06 40.20	98 18 25.96	CESSNA 404
	24	08 06 40.29	98 18 26.94	CESSNA 404
	25	08 06 40.47	98 18 28.89	CESSNA 404
	26	08 06 40.57	98 18 29.87	CESSNA 404
	27	08 06 40.66	98 18 30.85	CESSNA 404
	28	08 06 40.74	98 18 31.82	CESSNA 404
	99	08 06 39.19	98 18 12.46	CODE E

	NR	LAT (N)	LONG (E)	UP TO
APRON D	31	08 06 35.59	98 18 10.53	CODE E
	32L	08 06 32.42	98 18 09.97	CODE C
	32	08 06 33.12	98 18 09.89	CODE E
	32R	08 06 33.69	98 18 10.31	CODE C
	33L	08 06 29.87	98 18 09.30	CODE C
	33	08 06 30.57	98 18 09.21	CODE E
	33R	08 06 31.14	98 18 09.63	CODE C
	34L	08 06 27.32	98 18 08.63	CODE C
	34	08 06 28.02	98 18 08.54	CODE E
	34R	08 06 28.59	98 18 08.96	CODE C
	35	08 06 25.95	98 18 08.64	CODE C
	36	08 06 24.68	98 18 08.31	CODE C
	37	08 06 23.11	98 18 07.66	CODE D
	38	08 06 21.24	98 18 07.17	CODE D
	39	08 06 19.37	98 18 06.67	CODE D
	40	08 06 17.49	98 18 06.18	CODE D

Phuket International Airport / Aerodrome Ground Movement Chart



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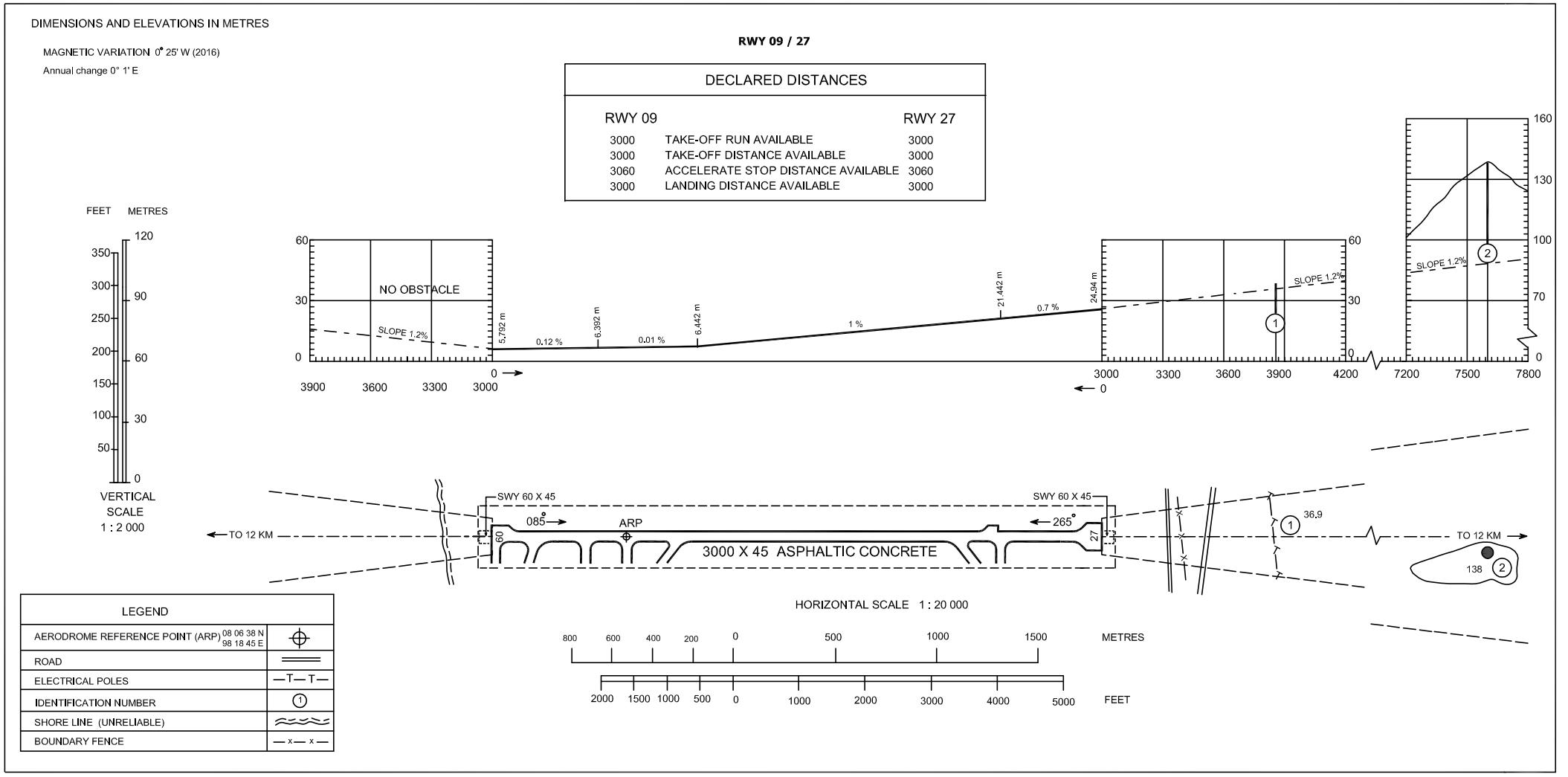
AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

Phuket International Airport



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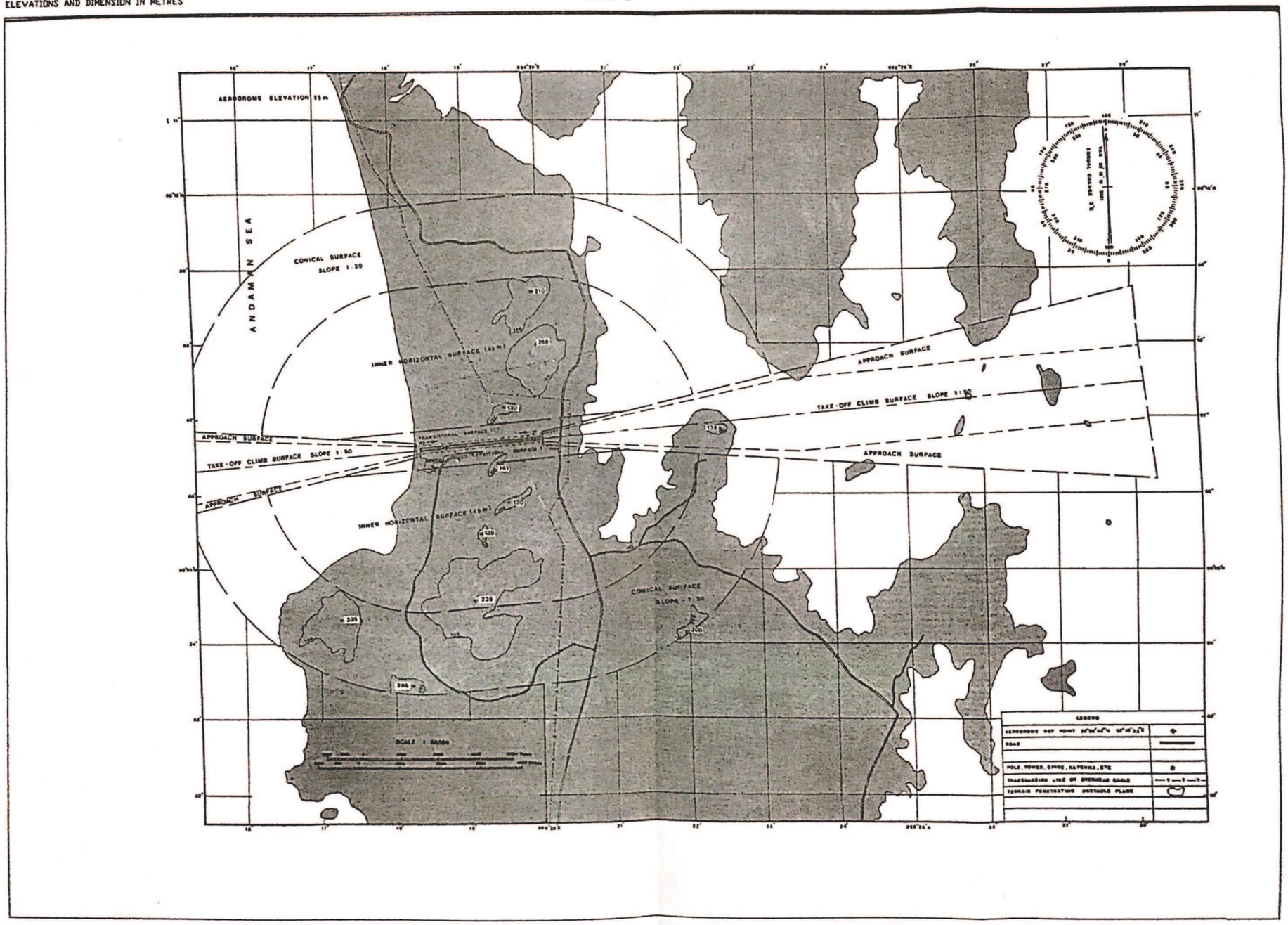
AIP
THAILAND
ELEVATIONS AND DIMENSION IN METRES

AERODROME OBSTACLE CHART - ICAO
TYPE B

PHUKET / PHUKET INTL AIP



The Civil Aviation Authority of Thailand

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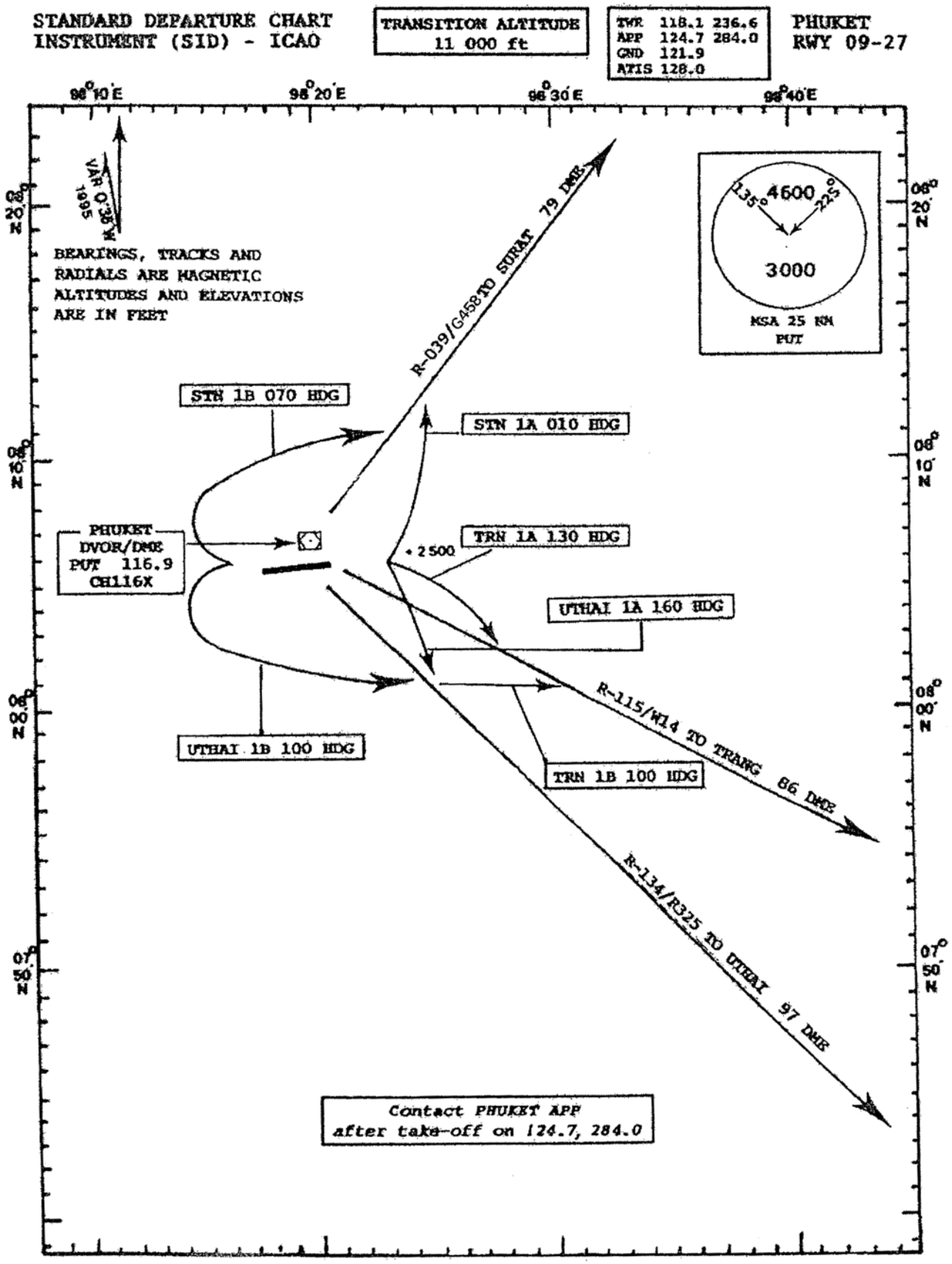
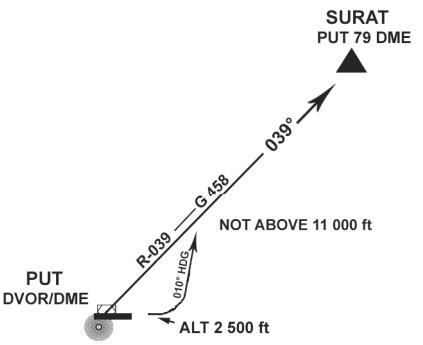

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE
11 000 ft
TWR 118.1 236.6
APP 124.7 284.0
GND 121.9
ATIS 128.0
PHUKET
RWY 09-27
98°10'E
98°20'E
98°30'E
98°40'E
VAR 0°36'W
1995
BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS
ARE IN FEET
135°
4600
225°
3000
MSA 25 NM
PUT
R-039/G458TO SURAT 79 DME
STN 1B 070 HDG
STN 1A 010 HDG
PHUKET
DVOR/DME
PUT 116.9
CH116X
TRN 1A 130 HDG
+2500
UTHAI 1A 160 HDG
R-115/W14 TO TRANG 86 DME
UTHAI 1B 100 HDG
TRN 1B 100 HDG
R-134/R325 TO UTHAI 97 DME
Contact PHUKET APP
after take-off on 124.7, 284.0
08°20'N
08°10'N
08°00'N
07°50'N

STANDARD INSTRUMENT DEPARTURE (SID) PHUKET INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 09

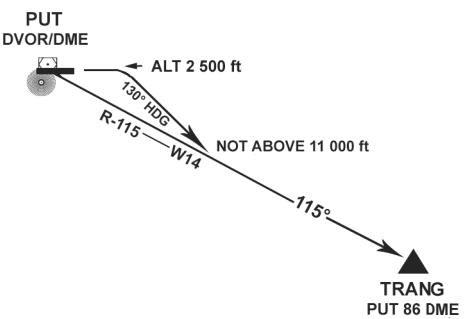
SURAT ONE ALFA (STN 1 A)

Departure gradient 4.3 % Take off, climb runway heading until 2 500 ft or above.Then turn left heading 010° to intercept and proceed on PUT R-039 not above 11 000 ft. Expect radar control. Contact Phuket Approach on 124.7, 284.0 MHz after take-off.



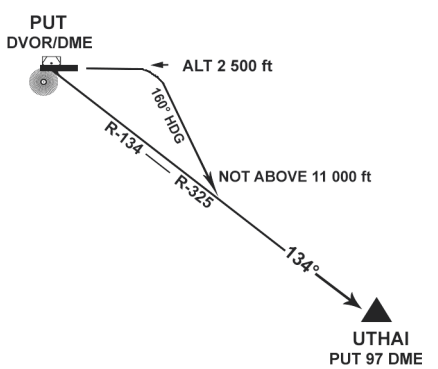
TRANG ONE ALFA (TRN 1 A)

Departure gradient 4.3 % Take off, climb runway heading until 2 500 ft or above.Then turn right heading 130° to intercept and proceed on PUT R-115 not above 11 000 ft. Expect radar control. Contact Phuket Approach on 124.7, 284.0 MHz after take-off.



UTHAI ONE ALFA (UTHAI 1 A)

Departure gradient 4.3 % Take off, climb runway heading until 2 500 ft or above.Then turn right heading 160° to intercept and proceed on PUT R-134 not above 11 000 ft. Expect radar control. Contact Phuket Approach on 124.7, 284.0 MHz after take-off.

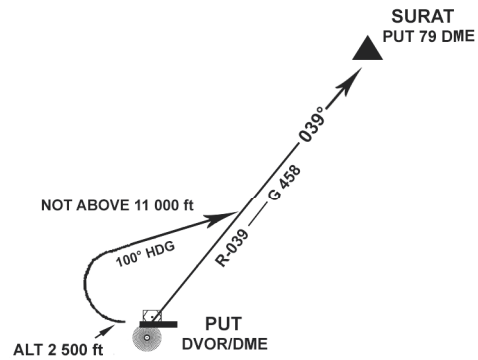


STANDARD INSTRUMENT DEPARTURE (SID) PHUKET INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 27

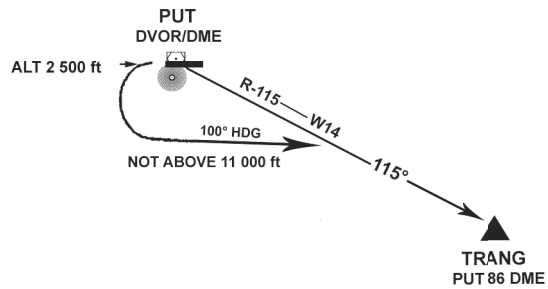
SURAT ONE BRAVO (STN 1 B)

Take off, climb runway heading
until 2 500 ft or above.Then
turn right heading 070° to intercept
and proceed on PUT R-039
not above 11 000 ft.
Expect radar control.
Contact Phuket Approach on
124.7, 284.0 MHz after take-off.



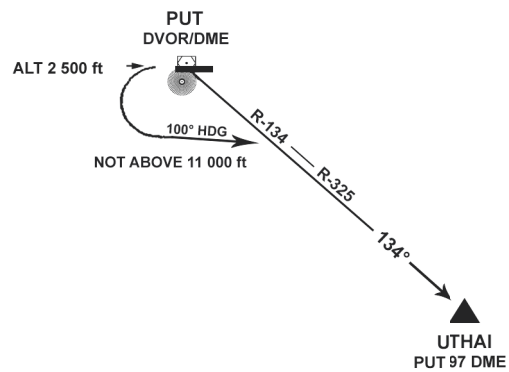
TRANG ONE BRAVO (TRN 1 B)

Take off, climb runway heading
until 2 500 ft or above. Then
turn left heading 100° to intercept
and proceed on PUT R-115
not above 11 000 ft.
Expect radar control
Contact Phuket Approach on
124.7, 284.0 MHz after take-off.



UTHAI ONE BRAVO (UTHAI 1 B)

Take off, climb runway heading
until 2 500 ft or above. Then
turn left heading 100° to intercept
and proceed on PUT R-134
not above 11 000 ft
Expect radar comtrol
Contact Phuket Approach on
124.7, 284.0 Mhz after take off.



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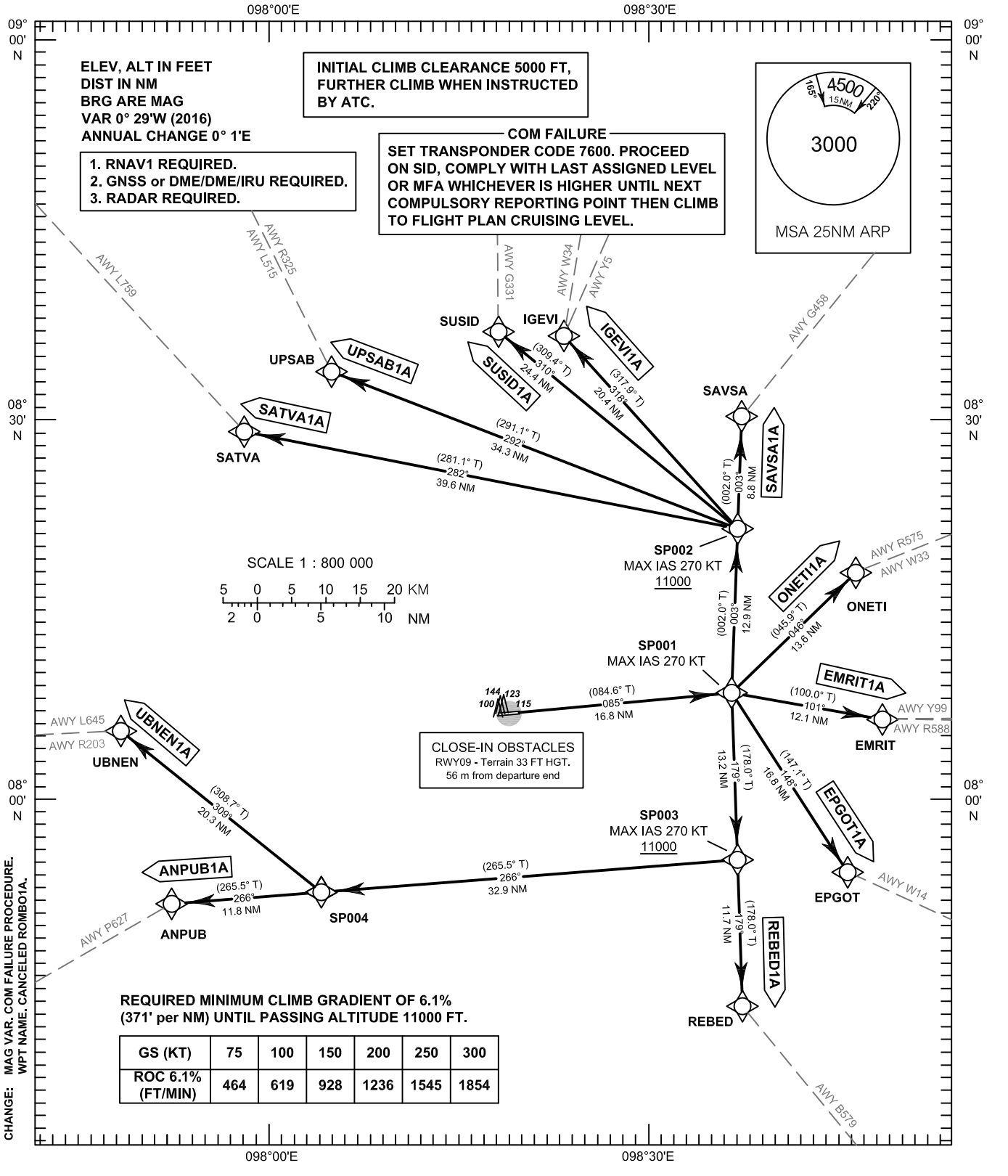
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 124.7, 284.0
TWR : 118.1, 236.6

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A
SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A



GS (KT)	75	100	150	200	250	300
ROC 6.1% (FT/MIN)	464	619	928	1236	1545	1854

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A
SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A

TABULAR DESCRIPTION (1)

RNAV RWY09

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 RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	SP002	-	003°(002.0°)	+0.5	12.9	L	+11000	-270	-	RNAV1
040	TF	SATVA	-	282°(281.1°)	+0.5	39.6	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	SP002	-	003°(002.0°)	+0.5	12.9	L	+11000	-270	-	RNAV1
040	TF	UPSAB	-	292°(291.1°)	+0.5	34.3	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	SP002	-	003°(002.0°)	+0.5	12.9	L	+11000	-270	-	RNAV1
040	TF	SUSID	-	310°(309.4°)	+0.5	24.4	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	SP002	-	003°(002.0°)	+0.5	12.9	L	+11000	-270	-	RNAV1
040	TF	IGEVI	-	318°(317.9°)	+0.5	20.4	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	SP002	-	003°(002.0°)	+0.5	12.9	-	+11000	-270	-	RNAV1
040	TF	SAVSA	-	003°(002.0°)	+0.5	8.8	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	ONETI	-	046°(045.9°)	+0.5	13.6	-	-	-	-	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A
SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A

TABULAR DESCRIPTION (2)

RNAV RWY09

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 RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	R	-	-270	-	RNAV1
030	TF	EMRIT	-	101°(100.0°)	+0.5	12.1	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	R	-	-270	-	RNAV1
030	TF	EPGOT	-	148°(147.1°)	+0.5	16.8	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	R	-	-270	-	RNAV1
030	TF	SP003	-	179°(178.0°)	+0.5	13.2	-	+11000	-270	-	RNAV1
040	TF	REBED	-	179°(178.0°)	+0.5	11.7	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	R	-	-270	-	RNAV1
030	TF	SP003	-	179°(178.0°)	+0.5	13.2	R	+11000	-270	-	RNAV1
040	TF	SP004	-	266°(265.5°)	+0.5	32.9	-	-	-	-	RNAV1
050	TF	ANPUB	-	266°(265.5°)	+0.5	11.8	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	R	-	-270	-	RNAV1
030	TF	SP003	-	179°(178.0°)	+0.5	13.2	R	+11000	-270	-	RNAV1
040	TF	SP004	-	266°(265.5°)	+0.5	32.9	R	-	-	-	RNAV1
050	TF	UBNEN	-	309°(308.7°)	+0.5	20.3	-	-	-	-	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A
SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A

WAYPOINT LIST

RNAV RWY09

Waypoint Identifier	Coordinates
DER RWY09	08° 06' 52.23" N 098° 19' 49.46" E
ANPUB	07° 51' 40.88" N 097° 52' 16.38" E
EMRIT	08° 06' 21.05" N 098° 48' 40.42" E
EPGOT	07° 54' 15.95" N 098° 45' 54.93" E
IGEVI	08° 36' 39.58" N 098° 23' 19.78" E
ONETI	08° 17' 57.38" N 098° 46' 33.12" E
REBED	07° 43' 31.60" N 098° 37' 36.19" E
SATVA	08° 29' 02.07" N 097° 57' 56.08" E
SAVSA	08° 30' 16.00" N 098° 37' 28.53" E
SP001	08° 08' 27.12" N 098° 36' 41.99" E
SP002	08° 21' 26.12" N 098° 37' 09.69" E
SP003	07° 55' 14.57" N 098° 37' 10.78" E
SP004	07° 52' 37.85" N 098° 04' 08.89" E
SUSID	08° 36' 59.26" N 098° 18' 07.97" E
UBNEN	08° 05' 20.17" N 097° 48' 12.19" E
UPSAB	08° 33' 47.80" N 098° 04' 51.85" E

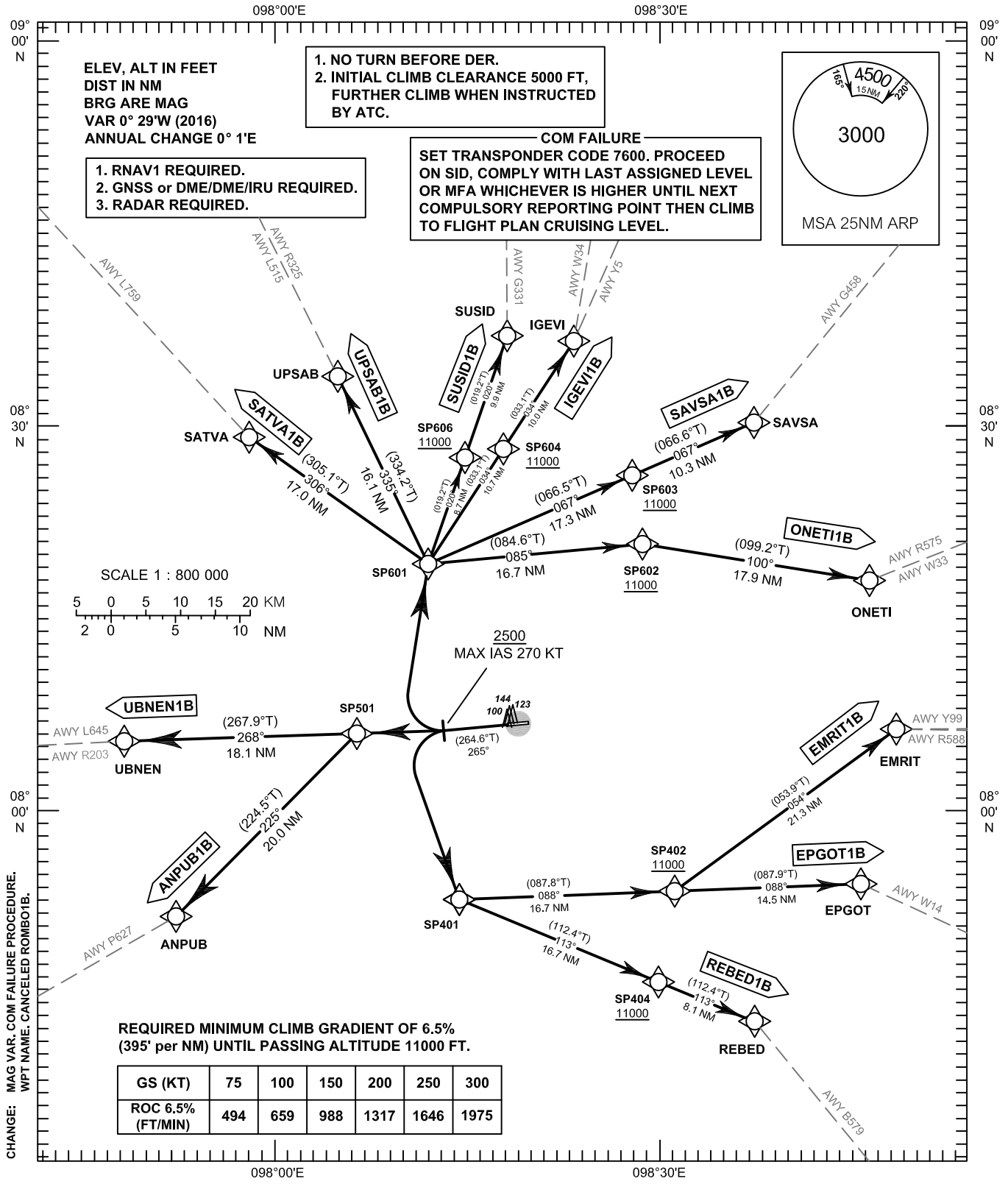
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 124.7, 284.0
TWR : 118.1, 236.6

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B
SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B
SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B

TABULAR DESCRIPTION (1)

RNAV RWY27

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 RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	L	+2500	-270	-	RNAV1
030	DF	SP401	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	SP404	-	113°(112.4°)	+0.5	16.7	-	+11000	-	-	RNAV1
050	TF	REBED	-	113°(112.4°)	+0.5	8.1	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	L	+2500	-270	-	RNAV1
030	DF	SP401	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	SP402	-	088°(087.8°)	+0.5	16.7	-	+11000	-	-	RNAV1
050	TF	EPGOT	-	088°(087.9°)	+0.5	14.5	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	L	+2500	-270	-	RNAV1
030	DF	SP401	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	SP402	-	088°(087.8°)	+0.5	16.7	L	+11000	-	-	RNAV1
050	TF	EMRIT	-	054°(053.9°)	+0.5	21.3	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	-	+2500	-270	-	RNAV1
030	DF	SP501	-	-	+0.5	-	R	-	-	-	RNAV1
040	TF	UBNEN	-	268°(267.9°)	+0.5	18.1	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	-	+2500	-270	-	RNAV1
030	DF	SP501	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	ANPUB	-	225°(224.5°)	+0.5	20.0	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	SATVA	-	306°(305.1°)	+0.5	17.0	-	-	-	-	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B
SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B

TABULAR DESCRIPTION (2)

RNAV RWY27

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 RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	UPSAB	-	335°(334.2°)	+0.5	16.1	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	R	-	-	-	RNAV1
040	TF	SP606	-	020°(019.2°)	+0.5	8.7	-	+11000	-	-	RNAV1
050	TF	SUSID	-	020°(019.2°)	+0.5	9.9	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	R	-	-	-	RNAV1
040	TF	SP604	-	034°(033.1°)	+0.5	10.7	-	+11000	-	-	RNAV1
050	TF	IGEVI	-	034°(033.1°)	+0.5	10.0	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	R	-	-	-	RNAV1
040	TF	SP603	-	067°(066.5°)	+0.5	17.3	-	+11000	-	-	RNAV1
TF	TF	SAVSA	-	067°(066.6°)	+0.5	10.3	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	R	-	-	-	RNAV1
040	TF	SP602	-	085°(084.6°)	+0.5	16.7	R	+11000	-	-	RNAV1
050	TF	ONETI	-	100°(099.2°)	+0.5	17.9	-	-	-	-	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B
SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B

WAYPOINT LIST

RNAV RWY27

Waypoint Identifier	Coordinates
DER RWY27	08° 06' 43.05" N 098° 18' 11.90" E
ANPUB	07° 51' 40.88" N 097° 52' 16.38" E
EMRIT	08° 06' 21.05" N 098° 48' 40.42" E
EPGOT	07° 54' 15.95" N 098° 45' 54.93" E
IGEVI	08° 36' 39.58" N 098° 23' 19.78" E
ONETI	08° 17' 57.38" N 098° 46' 33.12" E
REBED	07° 43' 31.60" N 098° 37' 36.19" E
SATVA	08° 29' 02.07" N 097° 57' 56.08" E
SAVSA	08° 30' 16.00" N 098° 37' 28.53" E
SP401	07° 53' 04.09" N 098° 14' 25.72" E
SP402	07° 53' 43.32" N 098° 31' 17.28" E
SP404	07° 46' 39.05" N 098° 30' 01.36" E
SP501	08° 05' 59.99" N 098° 06' 23.06" E
SP601	08° 19' 15.10" N 098° 11' 56.49" E
SP602	08° 20' 49.84" N 098° 28' 43.98" E
SP603	08° 26' 10.64" N 098° 27' 58.19" E
SP604	08° 28' 14.30" N 098° 17' 49.09" E
SP606	08° 27' 33.18" N 098° 14' 50.29" E
SUSID	08° 36' 59.26" N 098° 18' 07.97" E
UBNEN	08° 05' 20.17" N 097° 48' 12.19" E
UPSAB	08° 33' 47.80" N 098° 04' 51.85" E

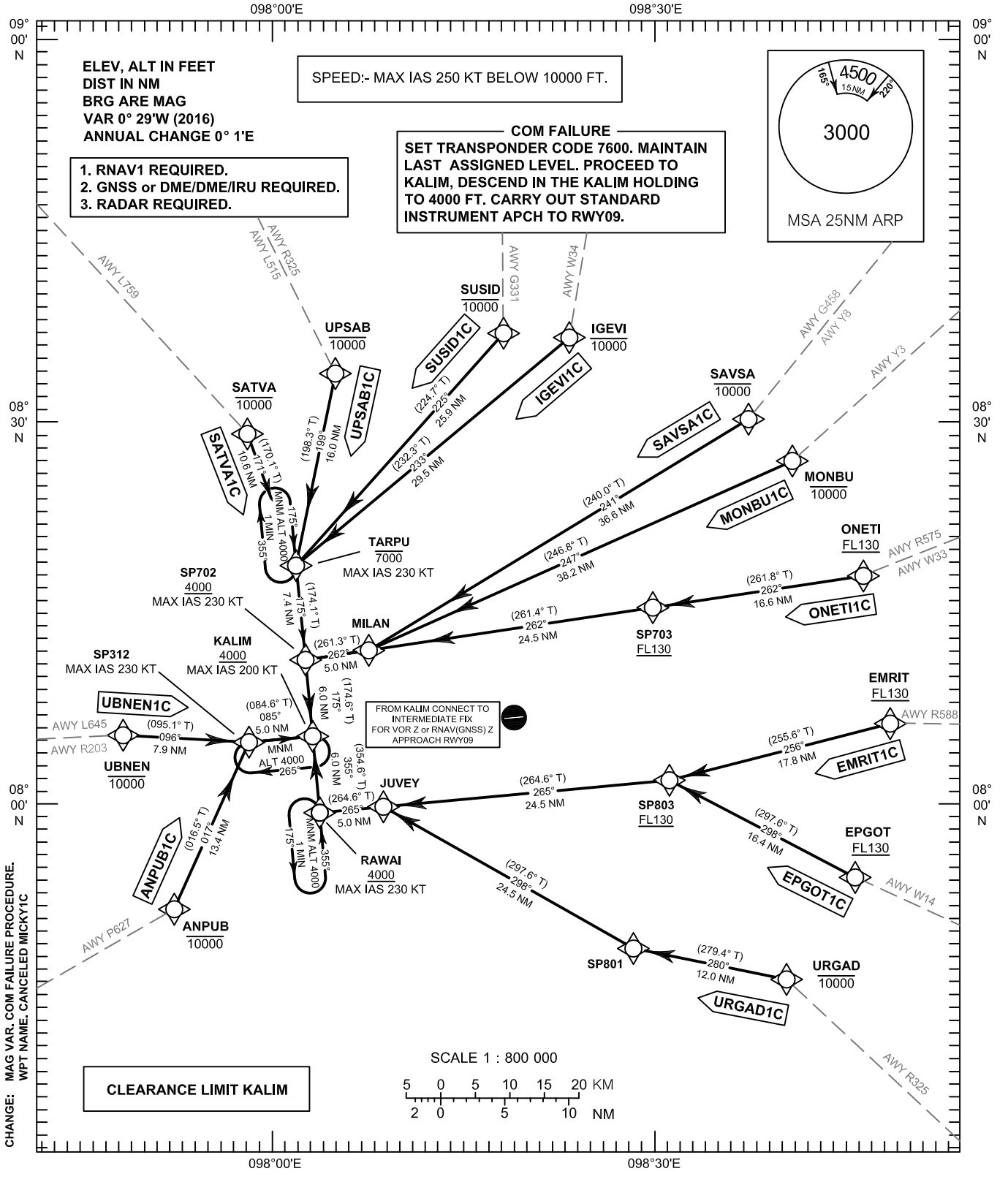
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 124.7, 284.0
TWR : 118.1, 236.6

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C
SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C
SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C

TABULAR DESCRIPTION (1)

RNAV RWY09

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	ONETI	-	-	+0.5	-	-	+FL130	-	-	RNAV1
020	TF	SP703	-	262°(261.8°)	+0.5	16.6	-	+FL130	-	-	RNAV1
030	TF	MILAN	-	262°(261.4°)	+0.5	24.5	-	-	-	-	RNAV1
040	TF	SP702	-	262°(261.3°)	+0.5	5.0	L	+4000	-230	-	RNAV1
050	TF	KALIM	-	175°(174.6°)	+0.5	6.0	L	+4000	-200	-	RNAV1
010	IF	MONBU	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	MILAN	-	247°(246.8°)	+0.5	38.2	R	-	-	-	RNAV1
030	TF	SP702	-	262°(261.3°)	+0.5	5.0	L	+4000	-230	-	RNAV1
040	TF	KALIM	-	175°(174.6°)	+0.5	6.0	L	+4000	-200	-	RNAV1
010	IF	SAVSA	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	MILAN	-	241°(240.0°)	+0.5	36.6	R	-	-	-	RNAV1
030	TF	SP702	-	262°(261.3°)	+0.5	5.0	L	+4000	-230	-	RNAV1
040	TF	KALIM	-	175°(174.6°)	+0.5	6.0	L	+4000	-200	-	RNAV1
010	IF	IGEVI	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	TARPU	-	233°(232.3°)	+0.5	29.5	L	-7000	-230	-	RNAV1
030	TF	SP702	-	175°(174.1°)	+0.5	7.4	-	+4000	-230	-	RNAV1
040	TF	KALIM	-	175°(174.6°)	+0.5	6.0	L	+4000	-200	-	RNAV1
010	IF	SUSID	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	TARPU	-	225°(224.7°)	+0.5	25.9	L	-7000	-230	-	RNAV1
030	TF	SP702	-	175°(174.1°)	+0.5	7.4	-	+4000	-230	-	RNAV1
040	TF	KALIM	-	175°(174.6°)	+0.5	6.0	L	+4000	-200	-	RNAV1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C
SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C

TABULAR DESCRIPTION (2)

RNAV RWY09

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	UPSAB	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	TARPU	-	199°(198.3°)	+0.5	16.0	L	-7000	-230	-	RNAV1
030	TF	SP702	-	175°(174.1°)	+0.5	7.4	-	+4000	-230	-	RNAV1
040	TF	KALIM	-	175°(174.6°)	+0.5	6.0	L	+4000	-200	-	RNAV1
010	IF	SATVA	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	TARPU	-	171°(170.1°)	+0.5	10.6	R	-7000	-230	-	RNAV1
030	TF	SP702	-	175°(174.1°)	+0.5	7.4	-	+4000	-230	-	RNAV1
040	TF	KALIM	-	175°(174.6°)	+0.5	6.0	L	+4000	-200	-	RNAV1
010	IF	UBNEN	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	SP312	-	096°(095.1°)	+0.5	7.9	L	-	-230	-	RNAV1
030	TF	KALIM	-	085°(084.6°)	+0.5	5.0	-	+4000	-200	-	RNAV1
010	IF	ANPUB	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	SP312	-	017°(016.5°)	+0.5	13.4	R	-	-230	-	RNAV1
030	TF	KALIM	-	085°(084.6°)	+0.5	5.0	-	+4000	-200	-	RNAV1
010	IF	EMRIT	-	-	+0.5	-	-	+FL130	-	-	RNAV1
020	TF	SP803	-	256°(255.6°)	+0.5	17.8	R	+FL130	-	-	RNAV1
030	TF	JUVEY	-	265°(264.6°)	+0.5	24.5	-	-	-	-	RNAV1
040	TF	RAWAI	-	265°(264.6°)	+0.5	5.0	R	+4000	-230	-	RNAV1
050	TF	KALIM	-	355°(354.6°)	+0.5	6.0	R	+4000	-200	-	RNAV1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C
SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C

TABULAR DESCRIPTION (3)

RNAV RWY09

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	EPGOT	-	-	+0.5	-	-	+FL130	-	-	RNAV1
020	TF	SP803	-	298°(297.6°)	+0.5	16.4	L	+FL130	-	-	RNAV1
030	TF	JUVEY	-	265°(264.6°)	+0.5	24.5	-	-	-	-	RNAV1
040	TF	RAWAI	-	265°(264.6°)	+0.5	5.0	R	+4000	-230	-	RNAV1
050	TF	KALIM	-	355°(354.6°)	+0.5	6.0	R	+4000	-200	-	RNAV1
010	IF	URGAD	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	SP801	-	280°(279.4°)	+0.5	12.0	R	-	-	-	RNAV1
030	TF	JUVEY	-	298°(297.6°)	+0.5	24.5	L	-	-	-	RNAV1
040	TF	RAWAI	-	265°(264.6°)	+0.5	5.0	R	+4000	-230	-	RNAV1
050	TF	KALIM	-	355°(354.6°)	+0.5	6.0	R	+4000	-200	-	RNAV1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C
SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C

WAYPOINT LIST

RNAV RWY09

Waypoint Identifier	Coordinates
ANPUB	07° 51' 40.88" N 097° 52' 16.38" E
EMRIT	08° 06' 21.05" N 098° 48' 40.42" E
EPGOT	07° 54' 15.95" N 098° 45' 54.93" E
IGEVI	08° 36' 39.58" N 098° 23' 19.78" E
JUVEY	07° 59' 34.61" N 098° 06' 43.50" E
KALIM	08° 05' 06.26" N 098° 01' 08.02" E
MILAN	08° 11' 51.99" N 098° 05' 32.75" E
MONBU	08° 26' 59.15" N 098° 40' 56.41" E
ONETI	08° 17' 57.38" N 098° 46' 33.12" E
RAWAI	07° 59' 06.09" N 098° 01' 42.40" E
SATVA	08° 29' 02.07" N 097° 57' 56.08" E
SAVSA	08° 30' 16.00" N 098° 37' 28.53" E
SP312	08° 04' 37.67" N 097° 56' 06.86" E
SP702	08° 11' 06.43" N 098° 00' 33.62" E
SP703	08° 15' 33.90" N 098° 29' 55.87" E
SP801	07° 48' 13.31" N 098° 28' 34.94" E
SP803	08° 01' 53.23" N 098° 31' 16.14" E
SUSID	08° 36' 59.26" N 098° 18' 07.97" E
TARPU	08° 18' 30.73" N 097° 59' 47.32" E
UBNEN	08° 05' 20.17" N 097° 48' 12.19" E
UPSAB	08° 33' 47.80" N 098° 04' 51.85" E
URGAD	07° 46' 14.95" N 098° 40 31.04" E

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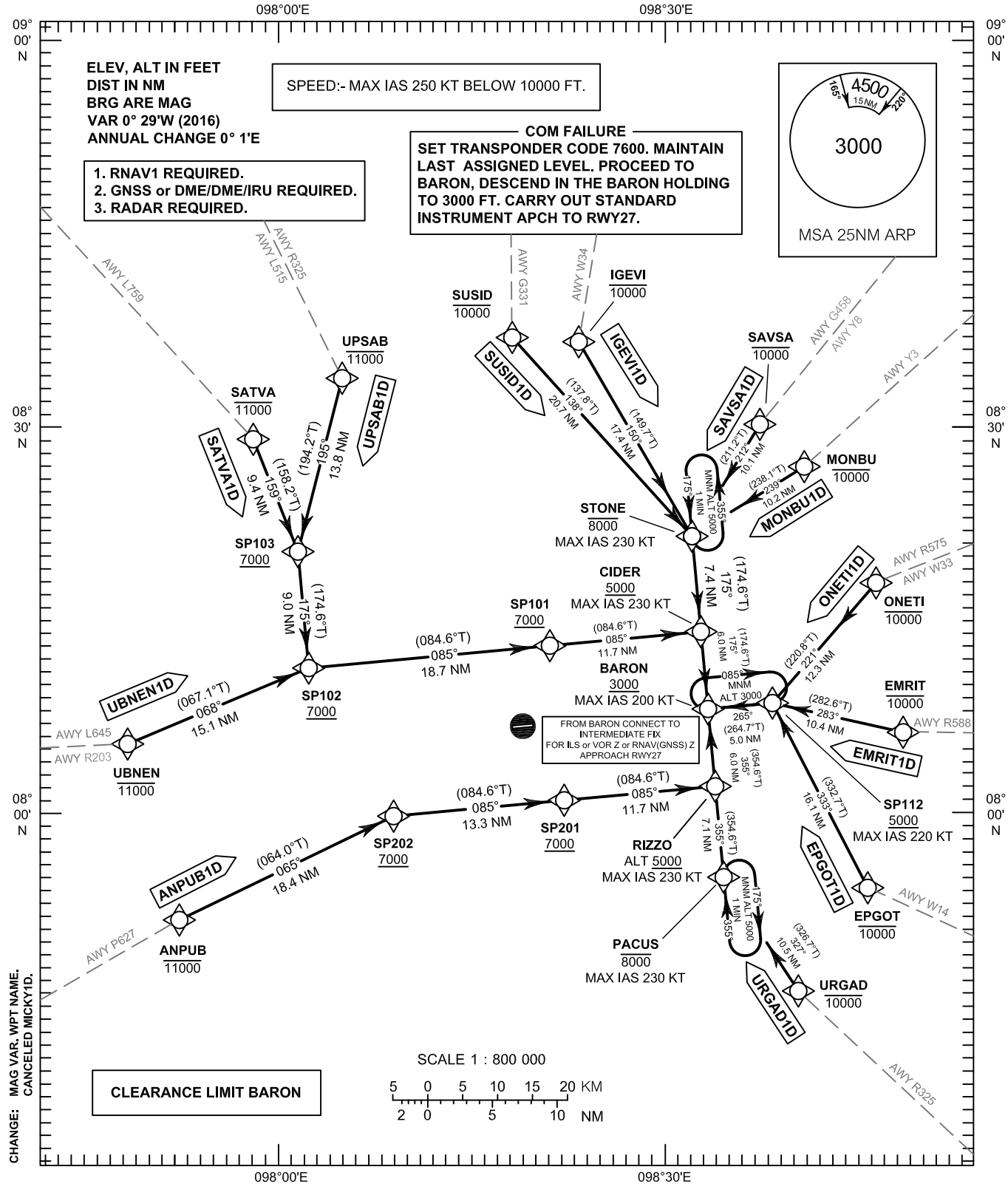
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 124.7, 284.0
TWR : 118.1, 236.6

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D
SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D
SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D

TABULAR DESCRIPTION (1)

RNAV RWY27

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	ONETI	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	SP112	-	221°(220.8°)	+0.5	12.3	R	+5000	-220	-	RNAV1
030	TF	BARON	-	265°(264.7°)	+0.5	5.0	-	+3000	-200	-	RNAV1
010	IF	EMRIT	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	SP112	-	283°(282.6°)	+0.5	10.4	L	+5000	-220	-	RNAV1
030	TF	BARON	-	265°(264.7°)	+0.5	5.0	-	+3000	-200	-	RNAV1
010	IF	EPGOT	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	SP112	-	333°(332.7°)	+0.5	16.1	L	+5000	-220	-	RNAV1
030	TF	BARON	-	265°(264.7°)	+0.5	5.0	-	+3000	-200	-	RNAV1
010	IF	URGAD	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	PACUS	-	327°(326.7°)	+0.5	10.5	R	-8000	-230	-	RNAV1
030	TF	RIZZO	-	355°(354.6°)	+0.5	7.1	-	+5000	-230	-	RNAV1
040	TF	BARON	-	355°(354.6°)	+0.5	6.0	L	+3000	-200	-	RNAV1
010	IF	ANPUB	-	-	+0.5	-	-	-11000	-	-	RNAV1
020	TF	SP202	-	065°(064.0°)	+0.5	18.4	R	+7000	-	-	RNAV1
030	TF	SP201	-	085°(084.6°)	+0.5	13.3	-	+7000	-	-	RNAV1
040	TF	RIZZO	-	085°(084.6°)	+0.5	11.7	L	+5000	-230	-	RNAV1
050	TF	BARON	-	355°(354.6°)	+0.5	6.0	L	+3000	-200	-	RNAV1
010	IF	UBNEN	-	-	+0.5	-	-	-11000	-	-	RNAV1
020	TF	SP102	-	068°(067.1°)	+0.5	15.1	R	+7000	-	-	RNAV1
030	TF	SP101	-	085°(084.6°)	+0.5	18.7	-	+7000	-	-	RNAV1
040	TF	CIDER	-	085°(084.6°)	+0.5	11.7	R	+5000	-230	-	RNAV1
050	TF	BARON	-	175°(174.6°)	+0.5	6.0	R	+3000	-200	-	RNAV1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D
SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D

TABULAR DESCRIPTION (2)

RNAV RWY27

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	SATVA	-	-	+0.5	-	-	-11000	-	-	RNAV1
020	TF	SP103	-	159°(158.2°)	+0.5	9.4	R	+7000	-	-	RNAV1
030	TF	SP102	-	175°(174.6°)	+0.5	9.0	L	+7000	-	-	RNAV1
040	TF	SP101	-	085°(084.6°)	+0.5	18.7	-	+7000	-	-	RNAV1
050	TF	CIDER	-	085°(084.6°)	+0.5	11.7	R	+5000	-230	-	RNAV1
060	TF	BARON	-	175°(174.6°)	+0.5	6.0	R	+3000	-200	-	RNAV1
010	IF	UPSAB	-	-	+0.5	-	-	-11000	-	-	RNAV1
020	TF	SP103	-	195°(194.2°)	+0.5	13.8	L	+7000	-	-	RNAV1
030	TF	SP102	-	175°(174.6°)	+0.5	9.0	L	+7000	-	-	RNAV1
040	TF	SP101	-	085°(084.6°)	+0.5	18.7	-	+7000	-	-	RNAV1
050	TF	CIDER	-	085°(084.6°)	+0.5	11.7	R	+5000	-230	-	RNAV1
060	TF	BARON	-	175°(174.6°)	+0.5	6.0	R	+3000	-200	-	RNAV1
010	IF	SUSID	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	STONE	-	138°(137.8°)	+0.5	20.7	R	-8000	-230	-	RNAV1
030	TF	CIDER	-	175°(174.6°)	+0.5	7.4	-	+5000	-230	-	RNAV1
040	TF	BARON	-	175°(174.6°)	+0.5	6.0	R	+3000	-200	-	RNAV1
010	IF	IGEVI	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	STONE	-	150°(149.7°)	+0.5	17.4	R	-8000	-230	-	RNAV1
030	TF	CIDER	-	175°(174.6°)	+0.5	7.4	-	+5000	-230	-	RNAV1
040	TF	BARON	-	175°(174.6°)	+0.5	6.0	R	+3000	-200	-	RNAV1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D
SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D

TABULAR DESCRIPTION (3)

RNAV RWY27

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	SAVSA	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	STONE	-	212°(211.2°)	+0.5	10.1	L	-8000	-230	-	RNAV1
030	TF	CIDER	-	175°(174.6°)	+0.5	7.4	-	+5000	-230	-	RNAV1
040	TF	BARON	-	175°(174.6°)	+0.5	6.0	R	+3000	-200	-	RNAV1
010	IF	MONBU	-	-	+0.5	-	-	-10000	-	-	RNAV1
020	TF	STONE	-	239°(238.1°)	+0.5	10.2	L	-8000	-230	-	RNAV1
030	TF	CIDER	-	175°(174.6°)	+0.5	7.4	-	+5000	-230	-	RNAV1
040	TF	BARON	-	175°(174.6°)	+0.5	6.0	R	+3000	-200	-	RNAV1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D
SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D

WAYPOINT LIST

RNAV RWY27

Waypoint Identifier	Coordinates
ANPUB	07° 51' 40.88" N 097° 52' 16.38" E
BARON	08° 08' 08.94" N 098° 33' 27.39" E
CIDER	08° 14' 09.19" N 098° 32' 53.46" E
EMRIT	08° 06' 21.05" N 098° 48' 40.42" E
EPGOT	07° 54' 15.95" N 098° 45' 54.93" E
IGEVI	08° 36' 39.58" N 098° 23' 19.78" E
MONBU	08° 26' 59.15" N 098° 40' 56.41" E
ONETI	08° 17' 57.38" N 098° 46' 33.12" E
PACUS	07° 55' 05.24" N 098° 34' 41.14" E
RIZZO	08° 02' 08.68" N 098° 34' 01.31" E
SATVA	08° 29' 02.07" N 097° 57' 56.08" E
SAVSA	08° 30' 16.00" N 098° 37' 28.53" E
SP101	08° 13' 02.93" N 098° 21' 06.77" E
SP102	08° 11' 16.42" N 098° 02' 18.41" E
SP103	08° 20' 19.10" N 098° 01' 26.55" E
SP112	08° 08' 37.07" N 098° 38' 28.69" E
SP201	08° 01' 02.48" N 098° 22' 14.95" E
SP202	07° 59' 47.27" N 098° 08' 56.90" E
STONE	08° 21' 33.96" N 098° 32' 11.54" E
SUSID	08° 36' 59.26" N 098° 18' 07.97" E
UBNEN	08° 05' 20.17" N 097° 48' 12.19" E
UPSAB	08° 33' 47.80" N 098° 04' 51.85" E
URGAD	07° 46' 14.95" N 098° 40 31.04" E

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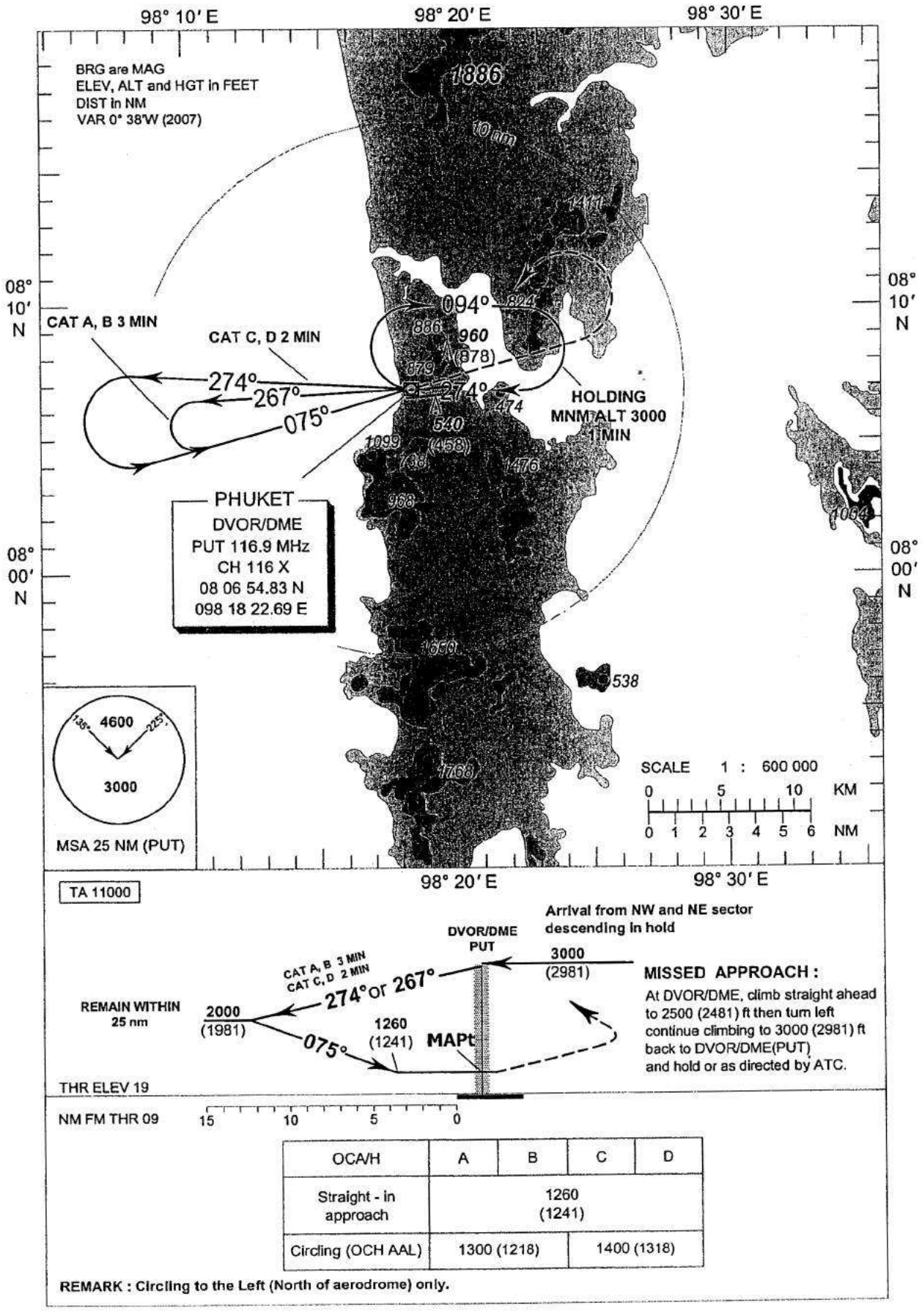
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 82 ft
HEIGHTS RELATED TO
THR RWY 09 ELEV **19** ft

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket Intl (VTSP)

VOR Y RWY 09



OCA/H	A	B	C	D
Straight - in approach	1260 (1241)			
Circling (OCH AAL)	1300 (1218)		1400 (1318)	

REMARK : Circling to the Left (North of aerodrome) only.

INTENTIONALLY BLANK

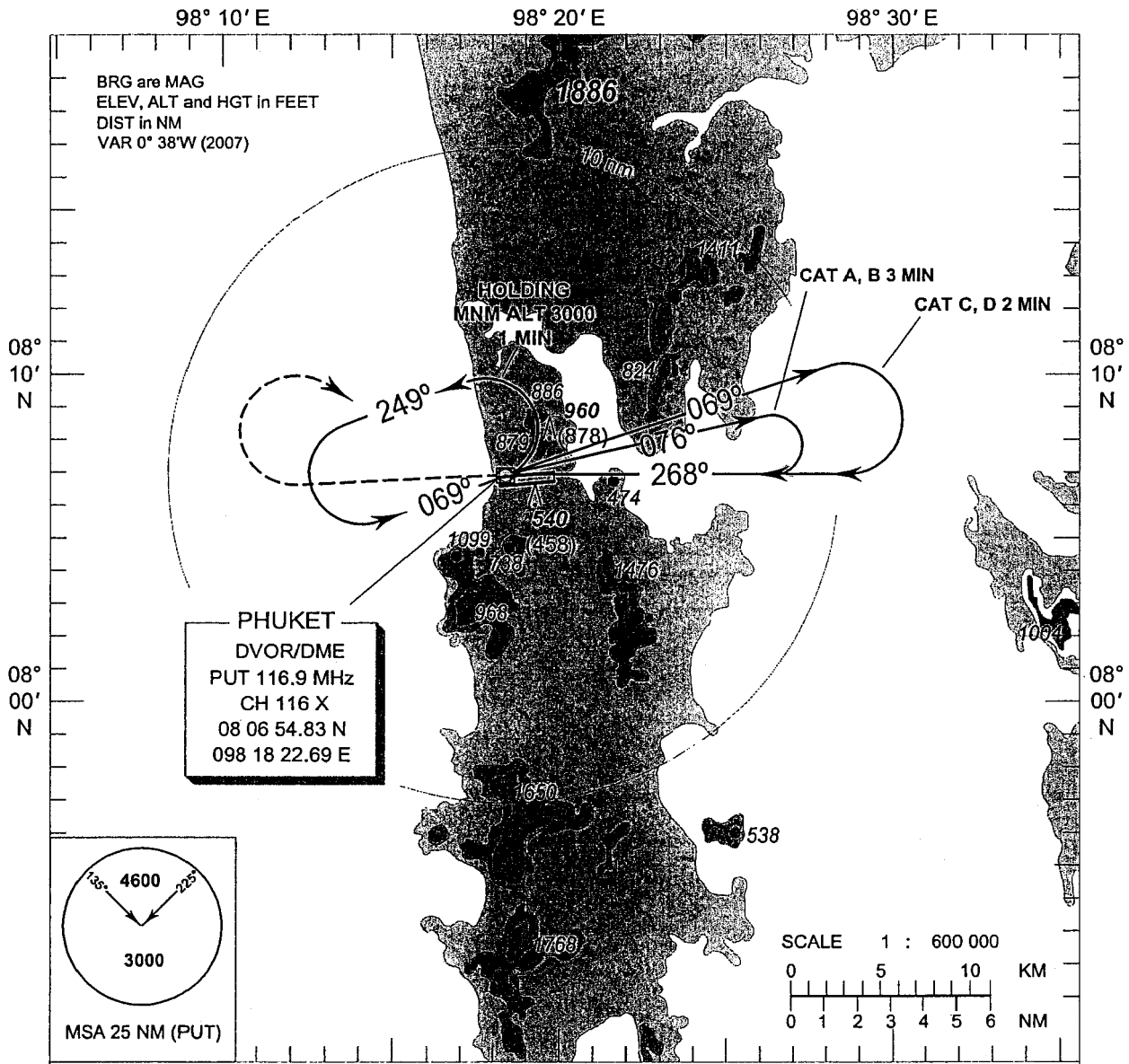
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 82 ft
HEIGHTS RELATED TO AERODROME ELEV.

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket Intl (VTSP)

VOR Y RWY 27



TA 11000

Arrival from NW and NE sector descending in hold

DVOR/DME PUT

MISSED APPROACH :
At DVOR/DME, climb straight ahead to 2500 (2418) ft then turn right continue climbing to 3000 (2918) ft back to DVOR/DME(PUT) and hold or as directed by ATC.

3000 (2918)

069° or 076°

CAT A, B 3 MIN
CAT C, D 2 MIN

2100 (2018)

REMAIN WITHIN 25 nm

MAPt

1080 (998)

268°

THR ELEV 82

NM FM THR 27

0 5 10 15

OCA/H	A	B	C	D
Straight - in approach	1080 (998)			
Circling (OCH AAL)	1300 (1218)		1400 (1318)	

REMARK : Circling to the Right (North of aerodrome) only.

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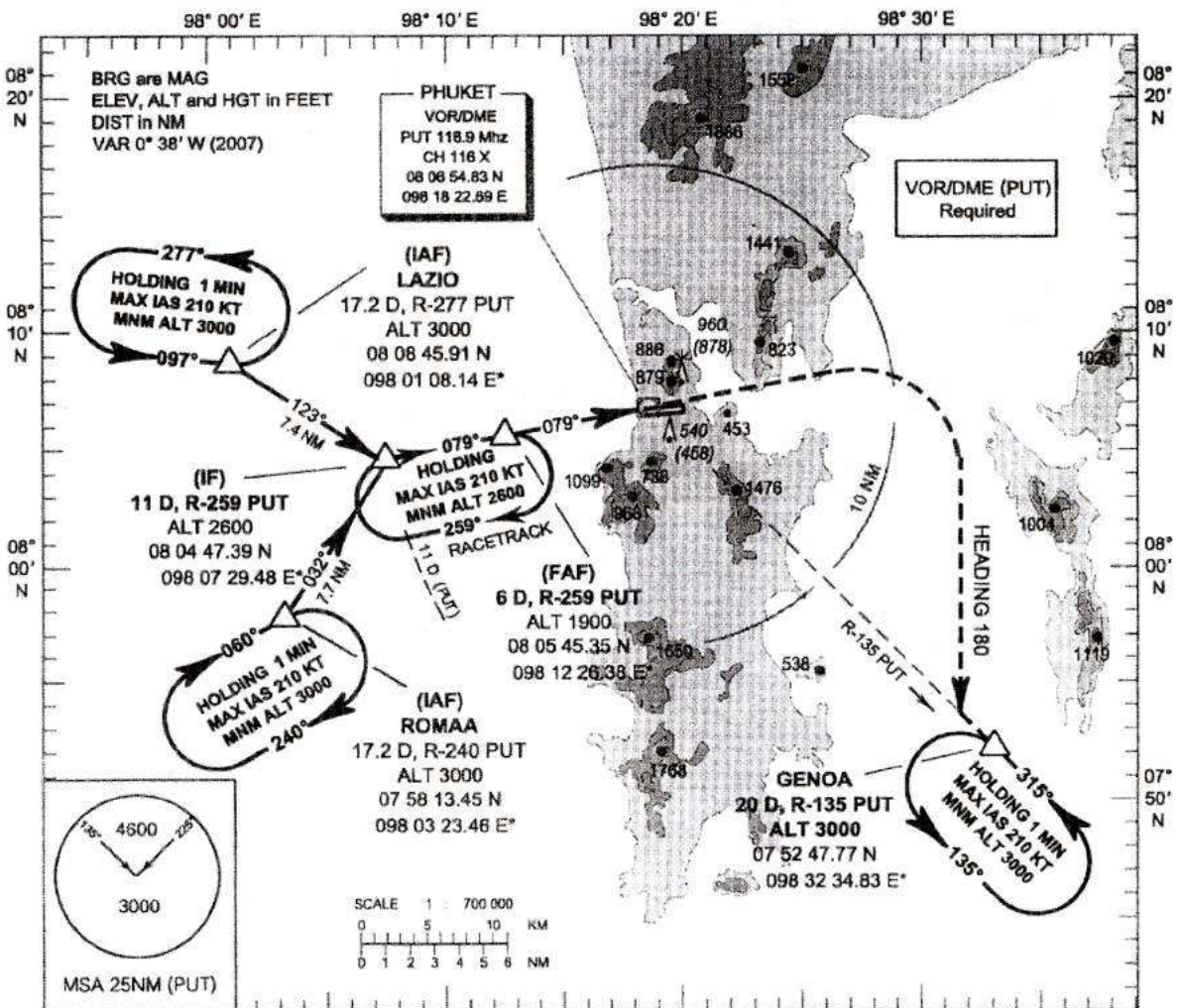
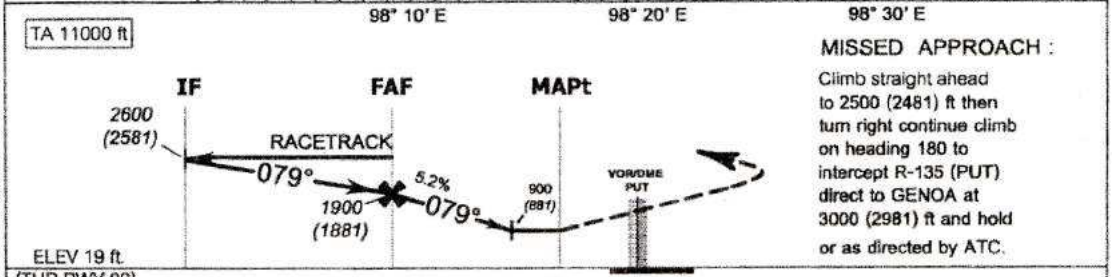
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 82 ft
HEIGHTS RELATED TO THR RWY 09 ELEV 19 ft

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket INTL (VTSP)
VOR Z RWY 09





MISSED APPROACH :
Climb straight ahead to 2500 (2481) ft then turn right continue climb on heading 180 to intercept R-135 (PUT) direct to GENOA at 3000 (2981) ft and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight-in approach	900 (881)			
Circling (OCH AAL)	1300 (1218)		1400 (1318)	

REMARK : Circling to the Left (North of aerodrome) only.

Distance (PUT)	FAF	5 D	4 D	3 D	2.8 D
Altitude (Height)	1900 (1881)	1600 (1581)	1280 (1261)	960 (941)	900 (881)

Ground speed (GS)	knot	100	120	140	160	180	200
Rate of descent	(ft/min)	530	635	745	850	955	1060
FAF-MAPt 4.5 NM	(min:s)	2:42	2:15	1:56	1:42	1:30	1:21

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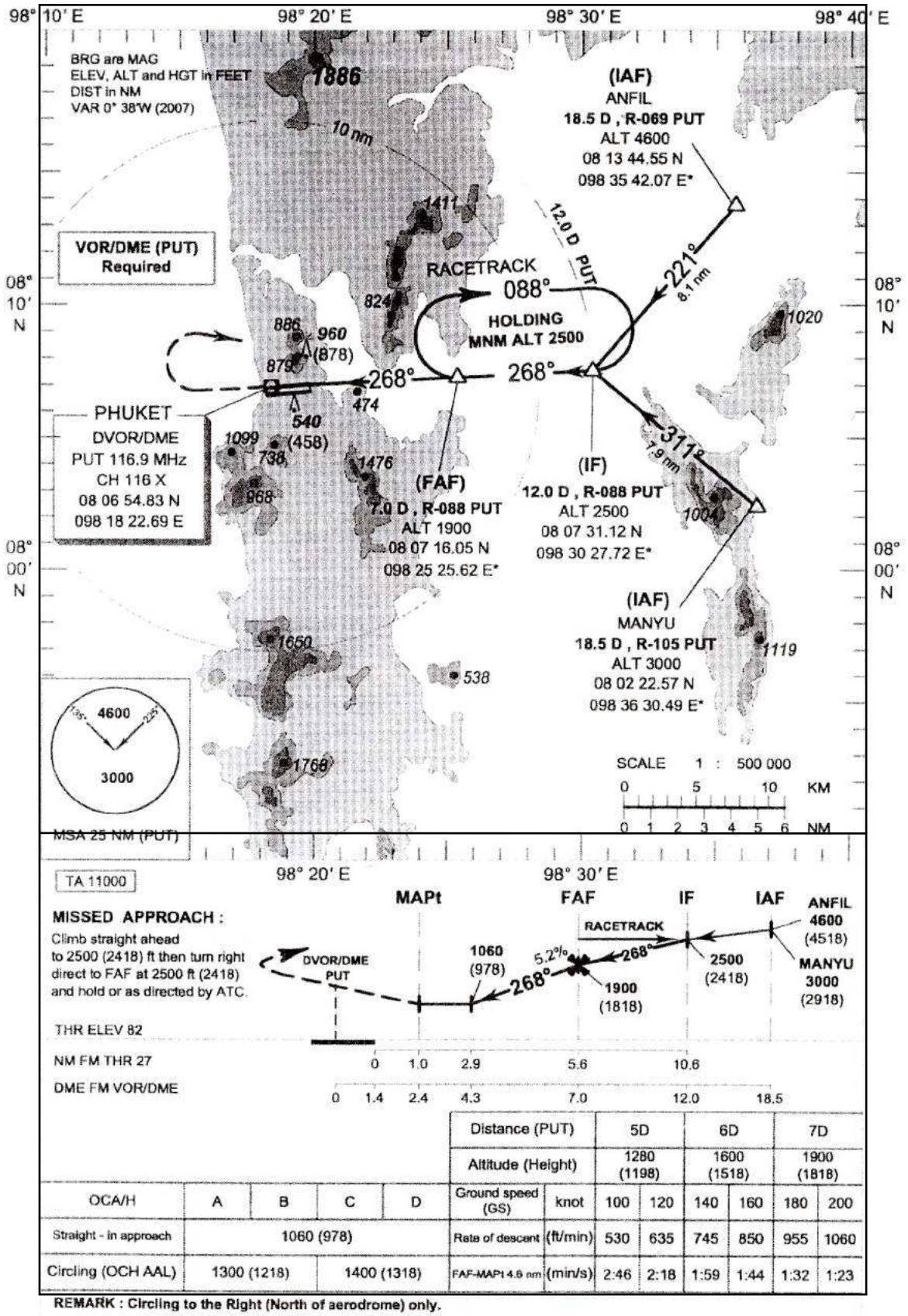
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 82 ft
HEIGHTS RELATED TO AERODROME ELEV.

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket Intl (VTSP)

VOR Z RWY 27



					Distance (PUT)		5D		6D		7D	
					Altitude (Height)		1280 (1198)		1600 (1518)		1900 (1818)	
OCA/H	A	B	C	D	Ground speed (GS)	knot	100	120	140	160	180	200
Straight - in approach	1060 (978)				Rate of descent	(ft/min)	530	635	745	850	955	1060
Circling (OCH AAL)	1300 (1218)		1400 (1318)		FAF-MAPt 4.6 nm	(min/s)	2:46	2:18	1:59	1:44	1:32	1:23

REMARK : Circling to the Right (North of aerodrome) only.

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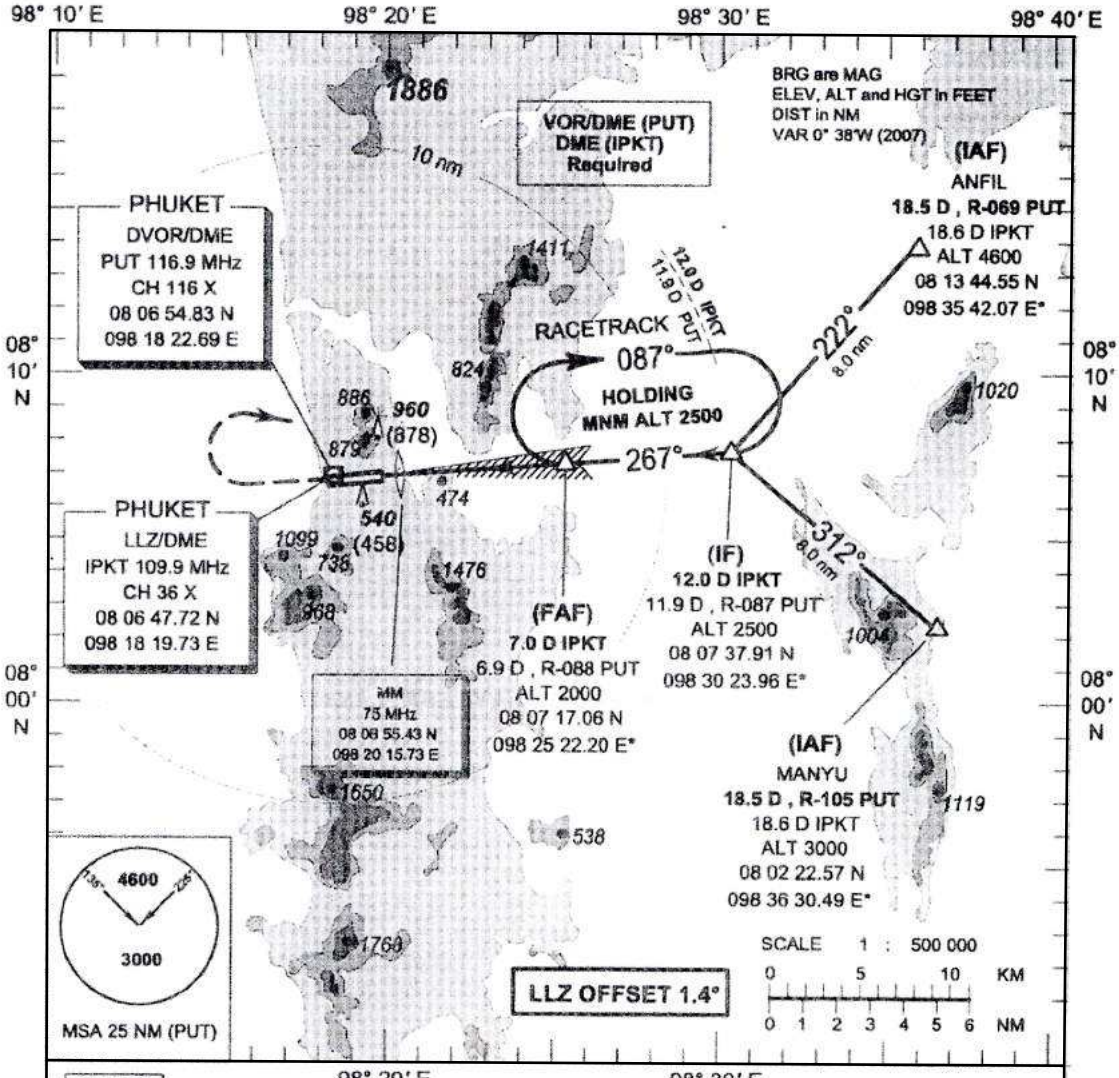
INSTRUMENT APPROACH CHART - ICAO

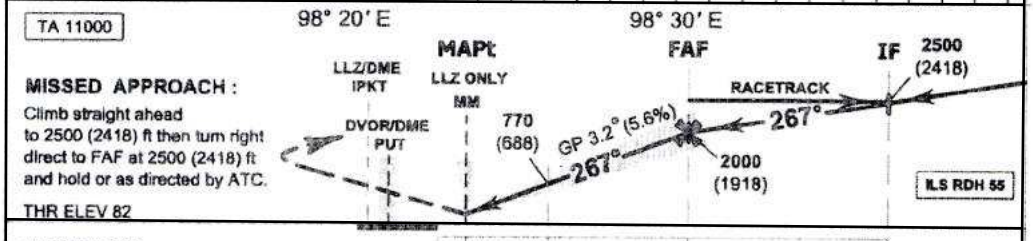
AERODROME ELEV 82 ft
HEIGHTS RELATED TO
THR RWY 27 ELEV **82 ft**

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket Intl (VTSP)

ILS or LLZ RWY 27





OCA/H		A	B	C	D	Distance (IPKT)		4D	5D	6D	7D
Straight - in approach	CAT I	540 (458)			550 (468)	Altitude (Height)		985 (903)	1325 (1243)	1665 (1583)	2000 (1918)
						Ground speed (GS)	knot	100	120	140	160	180	200
LLZ Only		770 (688)				Rate of descent	(ft/min)	570	680	795	910	1020	1135
Circling (OCH AAL)		1300 (1218)		1400 (1318)		FAF-MAPt 5.0 nm	(min/s)	3:00	2:30	2:09	1:53	1:40	1:30

REMARK : Circling to the Right (North of aerodrome) only.

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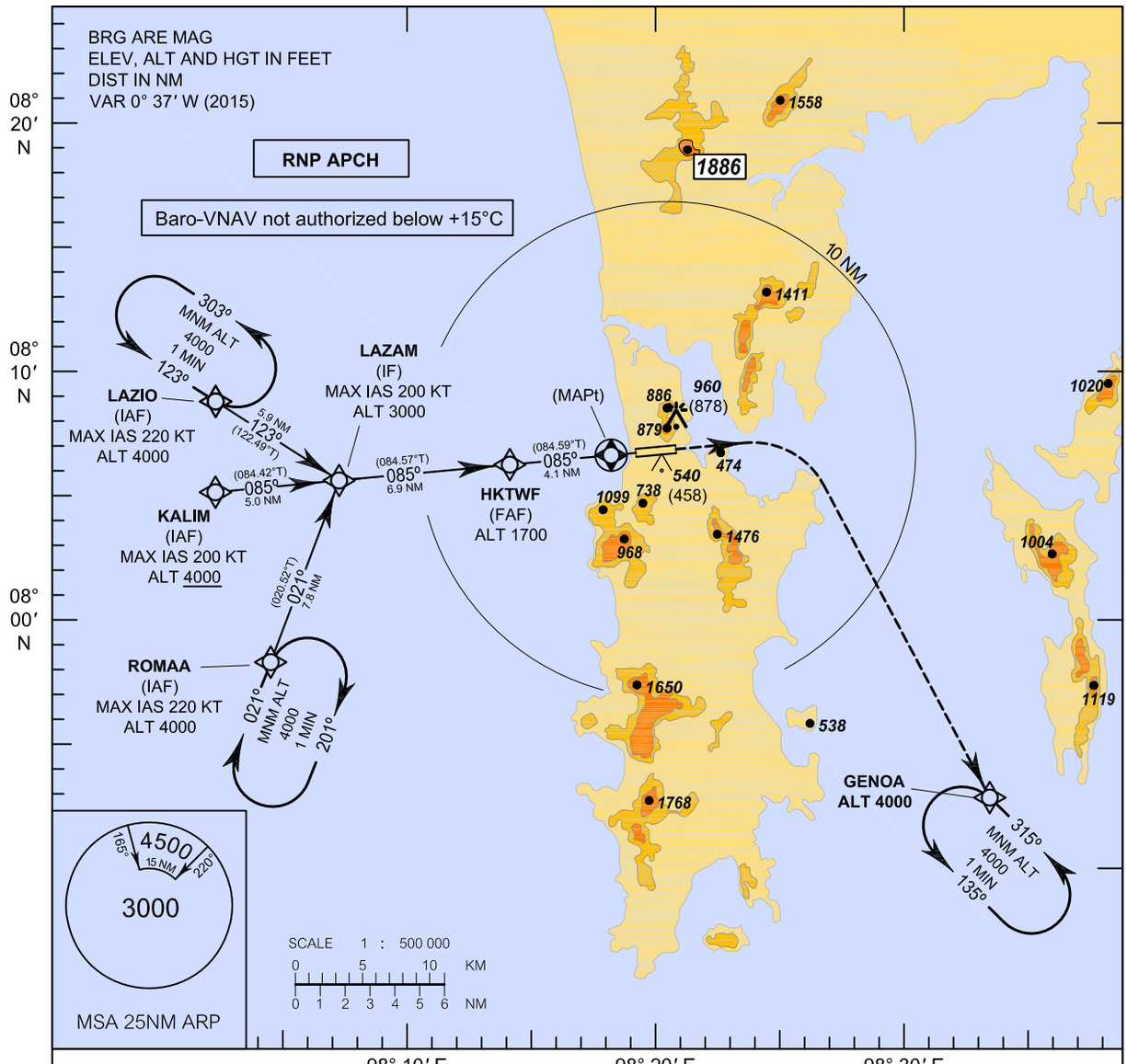
INSTRUMENT APPROACH CHART - ICAO

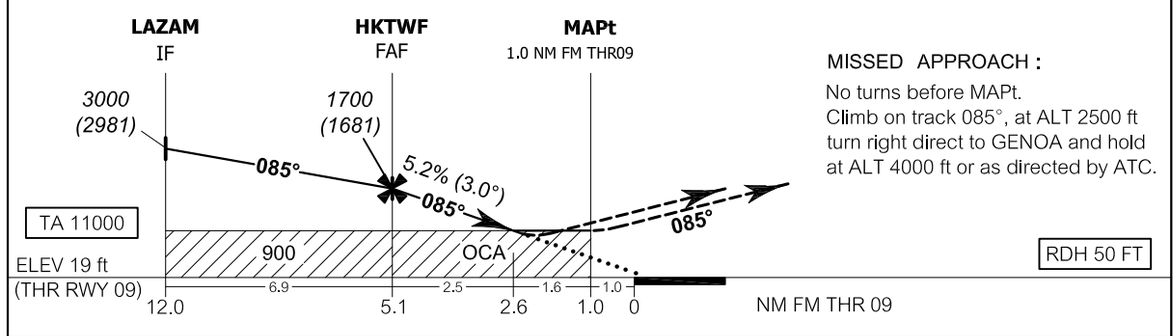
AERODROME ELEV 82 FT
HEIGHTS RELATED TO
THR RWY09 - ELEV 19 FT

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket INTL (VTSP)

RNAV (GNSS)z RWY 09





OCA/H	A	B	C	D	NM to NEXT WPT	FAF	4 NM	3 NM	2.6 NM
LNAV/VNAV	870 (851)				Altitude (Height)	1700 (1681)	1345 (1326)	1025 (1006)	900 (881)
LNAV	900 (881)				Ground Speed	knots	100	120	140	160	180	200
Circling (OCH AAL)	1500 (1418) *				Rate of Descent FAF-MAPt 3.0° (5.2%)	(ft/min)	530	630	740	845	950	1055

* For circling restrictions see verso.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 82 FT
HEIGHTS RELATED TO
THR RWY09 - ELEV 19 FT

PHUKET / Phuket INTL (VTSP)

RNAV (GNSS)z RWY 09

TABULAR DESCRIPTION

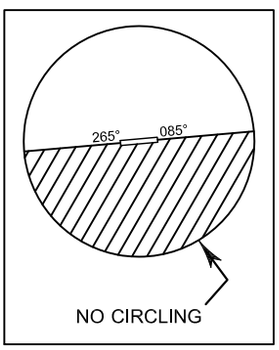
RNAV (GNSS)z RWY 09

Serial Number	Path Descriptor	Waypoint Indentifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (knots)	VPA/ TCH	Navigation Specification
010	IF	LAZIO	-	-	+0.62	-	-	@4000	-220	-	RNP APCH
020	TF	LAZAM	-	123(122.49)	+0.62	5.9	-	@3000	-200	-	RNP APCH
010	IF	KALIM	-	-	+0.62	-	-	+4000	-200	-	RNP APCH
020	TF	LAZAM	-	085(084.42)	+0.62	5.0	-	@3000	-200	-	RNP APCH
010	IF	ROMAA	-	-	+0.62	-	-	@4000	-220	-	RNP APCH
020	TF	LAZAM	-	021(020.52)	+0.62	7.8	-	@3000	-200	-	RNP APCH
010	IF	LAZAM	-	-	+0.62	-	-	@3000	-200	-	RNP APCH
020	TF	HKTWF	-	085(084.57)	+0.62	6.9	-	@1700	-	-	RNP APCH
030	TF	MAPt (1.0 NM FM THR09)	Y	085(084.59)	+0.62	4.1	-	@390	-	-3.0/50	RNP APCH
040	FA	MAPt (1.0 NM FM THR09)	-	085(084.59)	+0.62	-	-	+2500	-	-	RNP APCH
050	DF	GENOA	-	-	+0.62	-	R	+4000	-	-	RNP APCH
060	HM	GENOA	-	315(314.38)	+0.62	-	L	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNAV (GNSS)z RWY09

Waypoint Indentifier	Coordinates
LAZIO	08° 08' 45.91"N 098° 01' 08.14"E
KALIM	08° 05' 06.26"N 098° 01' 08.02"E
ROMAA	07° 58' 13.45"N 098° 03' 23.46"E
LAZAM	08° 05' 35.53"N 098° 06' 09.12"E
HKTWF	08° 06' 14.08"N 098° 13' 04.76"E
MAPt (1.0 NM FM THR09)	08° 06' 37.38"N 098° 17' 11.68"E
GENOA	07° 52' 47.77"N 098° 32' 34.83"E



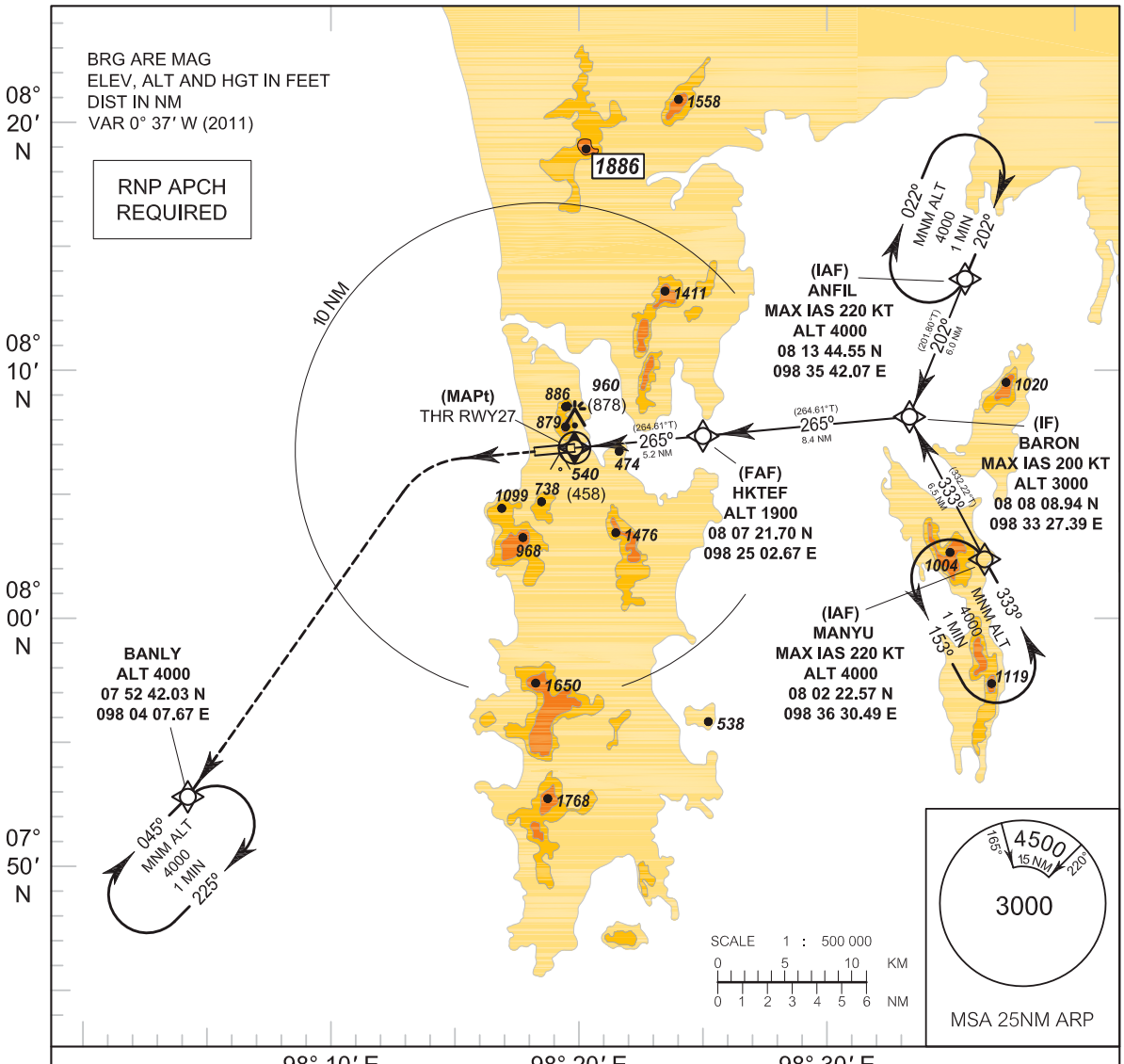
INSTRUMENT APPROACH CHART - ICAO

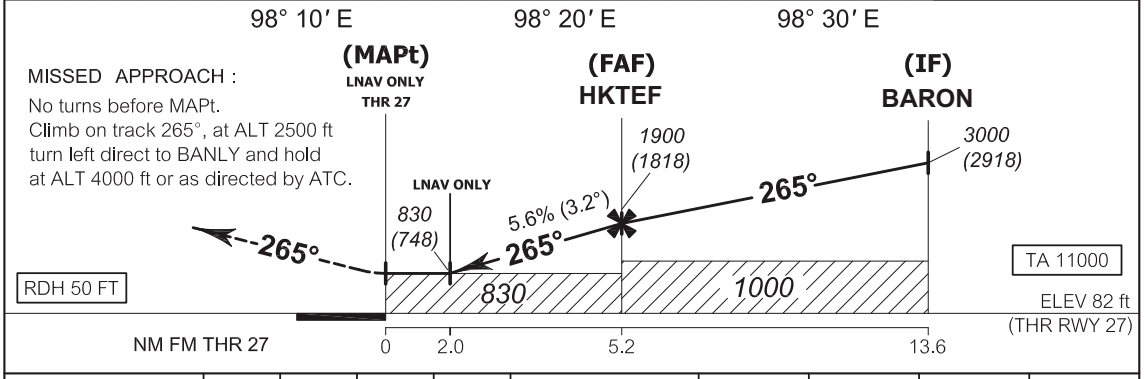
AERODROME ELEV 82 FT
HEIGHTS RELATED TO AERODROME ELEV
BARO-VNAV NA BELOW +15°C

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket INTL (VTSP)

RNAV (GNSS)z RWY 27



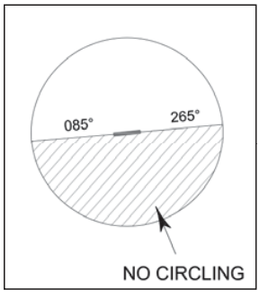


OCA/H	A	B	C	D	NM to MAPt	2 NM	3 NM	4 NM	FAF
LNAV/VNAV	740 (658)				Altitude (Height)	830 (748)	1160 (1078)	1500 (1418)	1900 (1818)
LNAV	830 (748)				Ground speed (GS)	knot	100	120	140	160	180	200
Circling (OCH AAL)	1500 (1418)				Rate of descent	(ft/min)	565	680	795	905	1020	1135

* FOR CIRCLING RESTRICTIONS SEE VERSO.

RNAV(GNSS)z RWY27

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
ANFIL	08 13 44.55 N	098 35 42.07 E	IF	-	202° (201.80°)	-	4000	220	0.62	RNP1
MANYU	08 02 22.57 N	098 36 30.49 E	IF	-	333° (332.22°)	-	4000	220	0.62	RNP1
BARON	08 08 08.94 N	098 33 27.39 E	TF	-	265° (264.61°)	R, L	3000	200	0.62	RNP1
HKTEF	08 07 21.70 N	098 25 02.67 E	TF	-	265° (264.61°)	-	1900	-	0.62	RNP0.3
Mapt (THR27)	08 06 52.23 N	098 19 49.46 E	-	Y	265° (264.61°)	-	830	-	0.62	RNP0.3
-	-	-	CA	-	265° (264.61°)	L	+2500	-	0.62	RNP1
BANLY	07 52 42.03 N	098 04 07.67 E	DF	-	-	-	4000	-	0.62	RNP1
BANLY	07 52 42.03 N	098 04 07.67 E	HM	-	045° (044.40°)	R	4000	-	0.62	RNP1



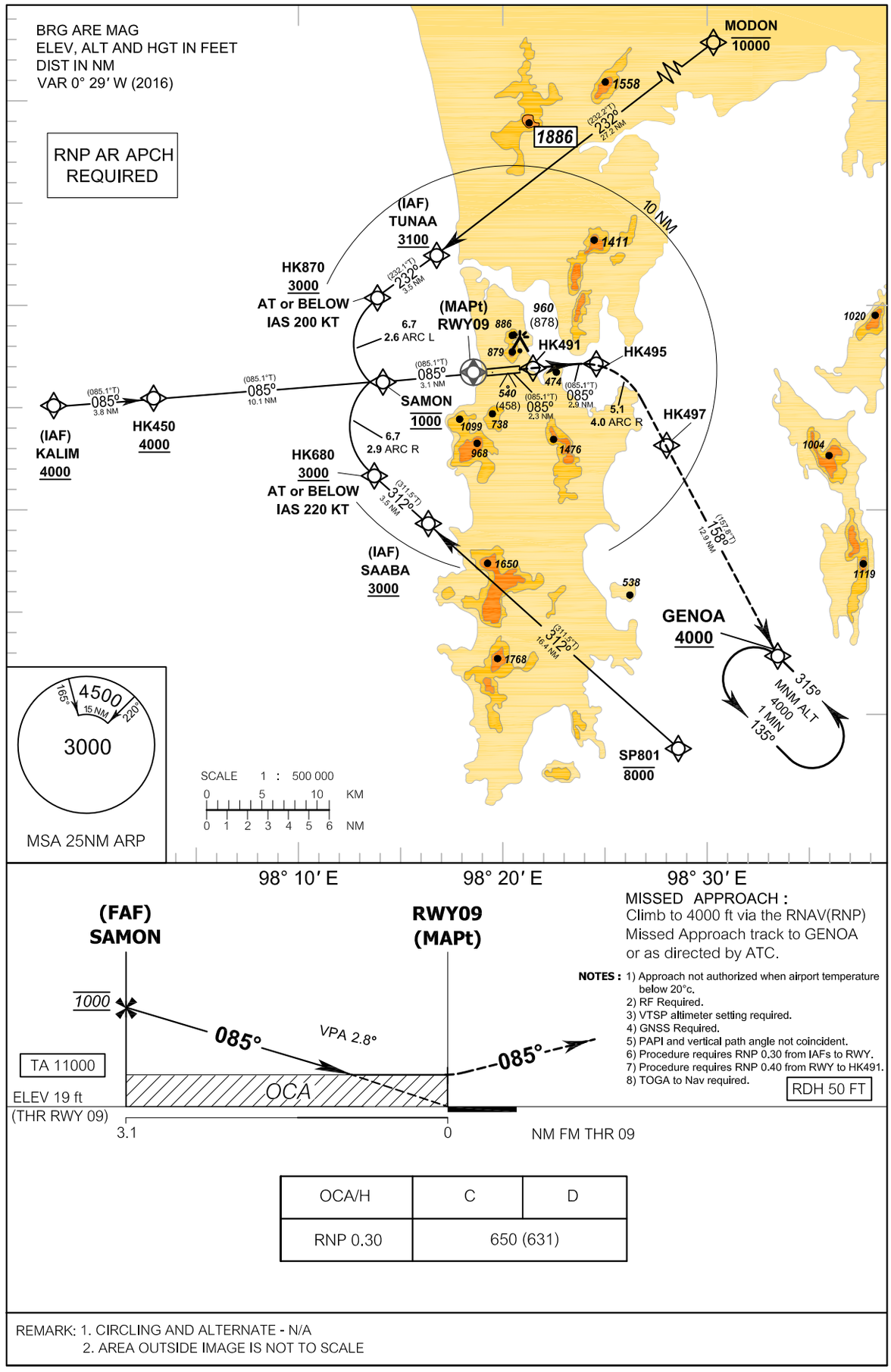
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 82 FT
HEIGHTS RELATED TO
THR RWY09 - ELEV 19 FT

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket INTL (VTSP)

RNAV (RNP)y RWY 09



MISSED APPROACH :
Climb to 4000 ft via the RNAV(RNP) Missed Approach track to GENOA or as directed by ATC.

NOTES :
1) Approach not authorized when airport temperature below 20°c.
2) RF Required.
3) VTSP altimeter setting required.
4) GNSS Required.
5) PAPI and vertical path angle not coincident.
6) Procedure requires RNP 0.30 from IAFs to RWY.
7) Procedure requires RNP 0.40 from RWY to HK491.
8) TOGA to Nav required.

RDH 50 FT

OCA/H	C	D
RNP 0.30	650 (631)	

REMARK: 1. CIRCLING AND ALTERNATE - N/A
2. AREA OUTSIDE IMAGE IS NOT TO SCALE

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 82 FT** HEIGHTS RELATED TO THR RWY09 - ELEV 19 FT

PHUKET / Phuket INTL (VTSP)

RNAV (RNP)y RWY 09

TABULAR DESCRIPTION

RNAV (RNP)y RWY 09

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course/Track °M(°T)	Magnetic Variation	Distance (NM)	Arc Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	RNP	Navigation Specification
001	IF	KALIM(IAF)	-	-	0.48	-	-	+4000	-	-	-	RNP AR APCH
002	TF	HK 450	-	85°(85.1°)	0.48	3.8	-	+4000	-	-	0.3	RNP AR APCH
003	TF	SAMON	-	85°(85.1°)	0.48	10.1	-	1000	-	-2.8	0.3	RNP AR APCH
001	IF	MODON	-	-	0.48	-	-	-10000	-	-	-	RNP AR APCH
002	TF	TUNAA(IAF)	-	232°(232.2°)	0.48	27.2	-	+3100	-	-	2.0	RNP AR APCH
003	TF	HK 870	-	232°(232.1°)	0.48	3.5	-	+3000	-200	-	0.3	RNP AR APCH
004	RF RHK87 r=2.6 NM	SAMON	-	-	0.48	6.7	L	1000	-	-2.8	0.3	RNP AR APCH
001	IF	SAABA(IAF)	-	-	0.48	-	-	+3000	-	-	-	RNP AR APCH
002	TF	HK 680	-	312°(311.5°)	0.48	3.5	-	+3000	-220	-	0.3	RNP AR APCH
003	RF RHK68 r=2.9 NM	SAMON	-	-	0.48	6.7	R	1000	-	-2.8	0.3	RNP AR APCH
001	IF	SP 801	-	-	0.48	-	-	-8000	-	-	-	RNP AR APCH
002	TF	SAABA(IAF)	-	312°(311.5°)	0.48	16.4	-	+3000	-	-	2.0	RNP AR APCH
003	TF	HK 680	-	312°(311.5°)	0.48	3.5	-	+3000	-220	-	0.3	RNP AR APCH
004	RF RHK68 r=2.9 NM	SAMON	-	-	0.48	6.7	R	1000	-	-2.8	0.3	RNP AR APCH
001	IF	TUNAA	-	-	0.48	-	-	+3100	-	-	-	RNP AR APCH
002	TF	HK 870	-	232°(232.1°)	0.48	3.5	-	+3000	-200	-	0.3	RNP AR APCH
003	RF RHK87 r=2.6 NM	SAMON	-	-	0.48	6.7	L	1000	-	-2.8	0.3	RNP AR APCH
001	IF	SAMON(FAF)	-	-	0.48	-	-	1000	-	-	-	RNP AR APCH
002	TF	RWY09(MAPt)	Y	85°(85.1°)	0.48	3.1	-	69	-	-2.8	0.3	RNP AR APCH
003	TF	HK491	-	85°(85.1°)	0.48	2.3	-	-	-	-	0.4	RNP AR APCH
004	TF	HK495	-	85°(85.1°)	0.48	2.9	-	-	-	-	1.0	RNP AR APCH
005	RF RHK49 r=4.0 NM	HK497	-	-	0.48	5.1	R	-	-	-	1.0	RNP AR APCH
006	TF	GENOA	-	158°(157.8°)	0.48	12.9	-	+4000	-	-	1.0	RNP AR APCH
007	HM	GENOA	Y	315°(315.0°)	0.48	1 minute	L	+4000	-	-	-	RNP AR APCH

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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 82 FT
HEIGHTS RELATED TO
THR RWY09 - ELEV 19 FT

PHUKET / Phuket INTL (VTSP)

RNAV (RNP)y RWY 09

WAYPOINT LIST

RNAV (RNP)y RWY 09

Waypoint Identifier	Coordinates		RF Arc Centre Identifier	Coordinates	
KALIM	08° 05' 06.26" N	098° 01' 08.02" E	RHK87	08° 09' 02.66" N	098° 14' 48.29" E
HK 450	08° 05' 27.85" N	098° 04' 55.35" E	RHK68	08° 03' 32.13" N	098° 15' 19.66" E
SAMON	08° 06' 25.28" N	098° 15' 03.23" E	RHK49	08° 03' 12.65" N	098° 23' 50.18" E
MODON	08° 30' 16.00" N	098° 37' 28.53" E			
TUNAA	08° 13' 17.58" N	098° 15' 55.81" E			
HK 870	08° 11' 06.60" N	098° 13' 09.79" E			
SAABA	07° 59' 02.48" N	098° 16' 05.16" E			
HK 680	08° 01' 20.77" N	098° 13' 25.29" E			
SP 801	07° 48' 13.31" N	098° 28' 34.94" E			
HK 680	08° 01' 20.77" N	098° 13' 25.29" E			
RWY09 (THR09)	08° 06' 43.05" N	098° 18' 11.90" E			
HK491	08° 06' 56.34" N	098° 20' 33.13" E			
HK495	08° 07' 12.72" N	098° 23' 27.48" E			
HK497	08° 04' 45.79" N	098° 27' 33.35" E			
GENOA	07° 52' 47.77" N	098° 32' 34.83" E			

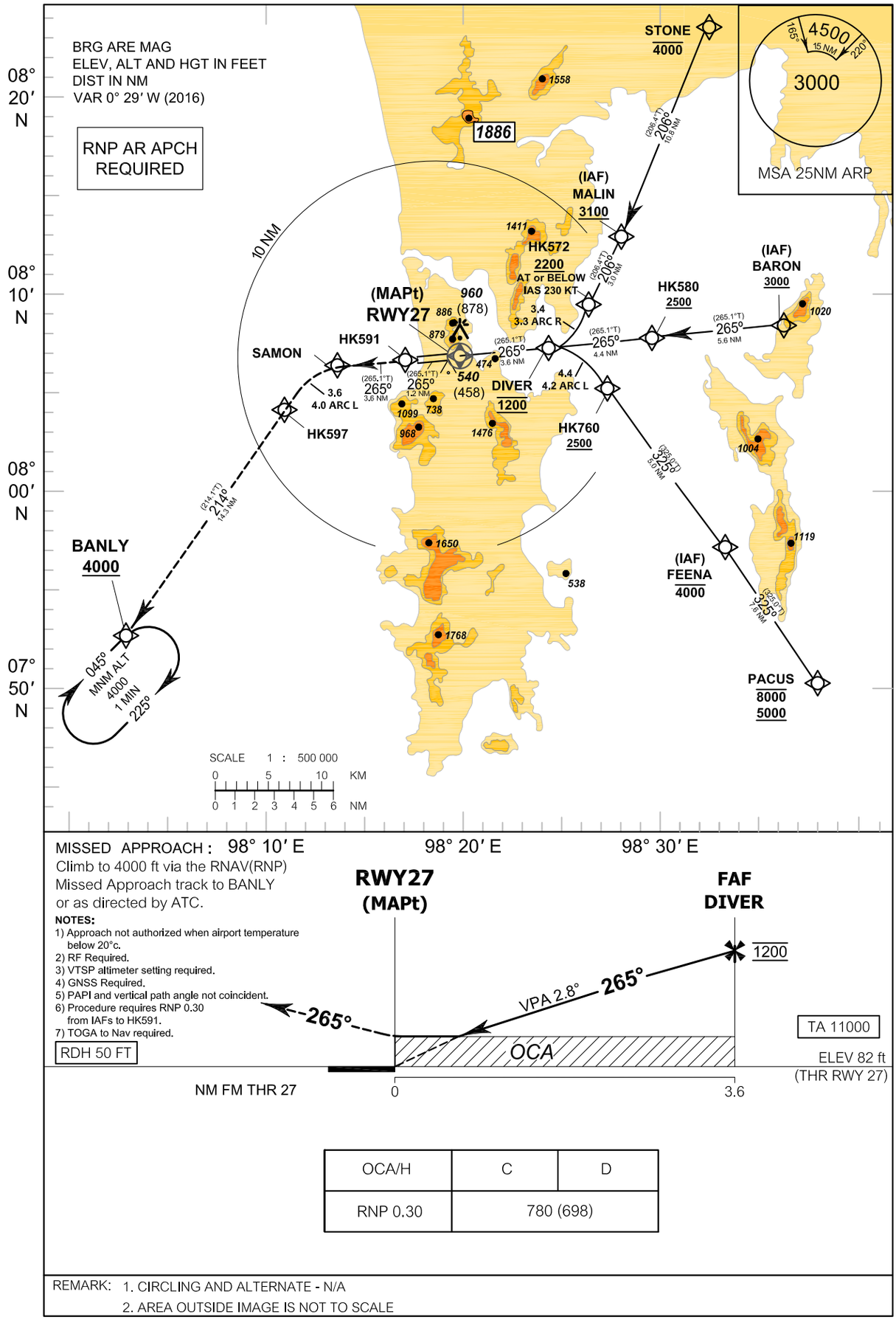
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 82 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket INTL (VTSP)

RNAV (RNP)y RWY 27



NOTES:
1) Approach not authorized when airport temperature below 20°c.
2) RF Required.
3) VTSP altimeter setting required.
4) GNSS Required.
5) PAPI and vertical path angle not coincident.
6) Procedure requires RNP 0.30 from IAFs to HK591.
7) TOGA to Nav required.

OCA/H	C	D
RNP 0.30	780 (698)	

REMARK: 1. CIRCLING AND ALTERNATE - N/A
2. AREA OUTSIDE IMAGE IS NOT TO SCALE

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 82 FT**
HEIGHTS RELATED TO
THR RWY09 - ELEV 19 FT

PHUKET / Phuket INTL (VTSP)

RNAV (RNP)y RWY 27

TABULAR DESCRIPTION

RNAV (RNP)y RWY 27

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course/Track °M(°T)	Magnetic Variation	Distance (NM)	Arc Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	RNP	Navigation Specification
001	IF	BARON (IAF)	-	-	0.48	-	-	+3000	-	-	-	RNP AR APCH
002	TF	HK580	-	265°(265.1°)	0.48	5.6	-	+2500	-	-	0.3	RNP AR APCH
003	TF	DIVER	-	265°(265.1°)	0.48	4.4	-	1200	-	-2.8	0.3	RNP AR APCH
001	IF	FEENA (IAF)	-	-	0.48	-	-	-4000	-	-	-	RNP AR APCH
002	TF	HK760	-	325°(325.0°)	0.48	5.0	-	+2500	-	-	0.3	RNP AR APCH
003	RF RHK76 r= 4.2 NM	DIVER	-	-	0.48	4.4	L	1200	-	-2.8	0.3	RNP AR APCH
001	IF	MALIN(IAF)	-	-	0.48	-	-	+3100	-	-	-	RNP AR APCH
002	TF	HK572	-	206°(206.4°)	0.48	3.0	-	+2200	-230	-	0.3	RNP AR APCH
003	RF RHK57 r= 3.3 NM	DIVER	-	-	0.48	3.4	R	1200	-	-2.8	0.3	RNP AR APCH
001	IF	PACUS	-	-	0.48	-	-	-8000 +5000	-	-	-	RNP AR APCH
002	TF	FEENA (IAF)	-	325°(325.0°)	0.48	7.6	-	-4000	-	-	2.0	RNP AR APCH
003	TF	HK760	-	325°(325.0°)	0.48	5.0	-	+2500	-	-	0.3	RNP AR APCH
004	RF RHK76 r= 4.2 NM	DIVER	-	-	0.48	4.4	L	1200	-	-2.8	0.3	RNP AR APCH
001	IF	STONE	-	-	0.48	-	-	-4000	-	-	-	RNP AR APCH
002	TF	MALIN(IAF)	-	206°(206.4°)	0.48	10.8	-	+3100	-	-	2.0	RNP AR APCH
003	TF	HK572	-	206°(206.4°)	0.48	3.0	-	+2200	-230	-	0.3	RNP AR APCH
004	RF RHK57 r= 3.3 NM	DIVER		-	0.48	3.4	R	1200		-2.8	0.3	RNP AR APCH
001	IF	DIVER (FAF)	-	-	0.48	-	-	1200	-	-	-	RNP AR APCH
002	TF	RWY27 (MAPt)	Y	265°(265.1°)	0.48	3.6	-	132	-	-2.8	0.3	RNP AR APCH
003	TF	HK591	-	265°(265.1°)	0.48	1.2	-	-	-	-	0.3	RNP AR APCH
004	TF	SAMON	-	265°(265.1°)	0.48	3.6	-	-	-	-	1.0	RNP AR APCH
005	RF RHK59 r= 4.0 NM	HK597	-	-	0.48	3.6	L	-	-	-	1.0	RNP AR APCH
006	TF	BANLY	-	214°(214.1°)	0.48	14.3	-	+4000	-	-	1.0	RNP AR APCH
007	HM	BANLY	Y	45°(45.0°)	0.48	1 minute	R	+4000	-	-	-	RNP AR APCH

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 82 FT
HEIGHTS RELATED TO
THR RWY09 - ELEV 19 FT

PHUKET / Phuket INTL (VTSP)

RNAV (RNP)y RWY 27

WAYPOINT LIST

RNAV (RNP)y RWY 27

Waypoint Identifier	Coordinates		RF Arc Centre Identifier	Coordinates	
BARON	08° 08' 08.94" N	098° 33' 27.39" E	RHK76	08° 03' 01.37" N	098° 23' 49.70" E
HK580	08° 07' 37.29" N	098° 27' 49.40" E	RHK57	08° 10' 29.52" N	098° 23' 07.32" E
DIVER	08° 07' 12.58" N	098° 23' 25.94" E	RHK59	08° 02' 25.21" N	098° 15' 26.01" E
FEENA	08° 01' 20.18" N	098° 30' 13.03" E			
HK760	08° 05' 27.89" N	098° 27' 15.81" E			
MALIN	08° 11' 47.47" N	098° 27' 25.90" E			
HK572	08° 09' 03.21" N	098° 26' 05.95" E			
PACUS	07° 55' 05.24" N	098° 34' 41.14" E			
STONE	08° 21' 33.96" N	098° 32' 11.54" E			
RWY27 (THR27)	08° 06' 52.23" N	098° 19' 49.46" E			
HK591	08° 06' 45.51" N	098° 18' 38.06" E			
SAMON	08° 06' 25.28" N	098° 15' 03.23" E			
HK597	08° 04' 38.55" N	098° 12' 04.42" E			
BANLY	07° 52' 42.03" N	098° 04' 07.67" E			

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