

VTST AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTST - TRANG / TRANG AIRPORT

VTST AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	073031.02N 0993656.79E
2	Direction and distance from (city)	7 KM S, from city
3	Elevation/Reference temperature	67 FT / 31°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.37°W(2016)/0.01°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Trang Airport Trang Airport Trang-palanan Road Amphone Muang Trang Province 92000 Thailand Tel: +667 557 2151 +667 557 2152 +667 557 2153 Fax: +667 557 2154 AFS: VTSTYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTST AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1300
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	HJ
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	2300-1130 Outside this period 1 HR PN to ATC for OPS
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

VTST AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTST AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousines
4	Medical facilities	NIL
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

VTST AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTST AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	APRON A: Surface: Concrete and asphalt Strength: PCN 42/F/C/X/T APRON B: Surface: Concrete Strength: PCN 45/R/C/X/T
2	Taxiway width, surface and strength	Width: TWY A = 15M TWY B and C = 23M Surface: Concrete and asphalt Strength: PCN 42/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTST 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	Marked
2	RWY and TWY markings and LGT	RWY and TWY Markings and lighted
3	Stop bars	NIL
4	Remarks	NIL

VTST AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
-	Radio mast HGT 36 M Painted red/white LGTD on top	0730.5N 09937.8E	NIL	NIL	NIL

VTST AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Trang, Southern West-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2300-1300 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern West-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 557 2146 Fax: +667 557 2146
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observation System (AWOS) and Weather Radar
9	ATS units provided with information	Trang TWR
10	Additional information (limitation of service, etc.)	NIL

VTST 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
08	080.83°	2320x45	PCN 42/F/C/X/T Concrete and asphalt	073026.07N 0993625.80E	THR 67 FT TDZ 67 FT
26	260.83°	2320x45	PCN 42/F/C/X/T Concrete and asphalt	073036.89N 0993733.57E	THR 52 FT TDZ 56 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.22%	NIL	NIL	2440x150	NIL	NIL
+0.22%	NIL	NIL	2440x150	NIL	NIL

VTST AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	2100	2100	2320	2320	NIL
26	2320	2320	2320	2100	NIL

VTST 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
08	SALS 420M LIH	Green	PAPI BOTH 3.5°	NIL	NIL	2320 M 60 M White/LIH	Red	NIL	NIL
26	NIL	Green	PAPI BOTH 3.5°	NIL	NIL	2320 M 60 M White/LIH	Red	NIL	NIL

VTST AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W EV 7 SEC. IBN: Nil
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: All TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the air field lighting (AFL) and tower Switch-over time 15 SEC
5	Remarks	Flares 2 HR PN

VTST AD 2.16 HELICOPTER LANDING AREA

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

VTST AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on TRN DVOR/DME (073032.17N 0993733.67E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Trang Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTST AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Trang Approach	125.3MHZ	2330-1130	
TWR	Trang Tower	118.4MHZ 236.6MHZ	2300-1100	
ATIS		134.5MHZ	2300-1100	

VTST 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	TRN	116.6 MHZ CH 113X	H24	073032.17N 0993733.67E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: <ol style="list-style-type: none"> 1. 20 NM orbit <ul style="list-style-type: none"> - Radial 081°-130° altitude should not below 6 000 FT 2. 40 NM orbit <ul style="list-style-type: none"> - Radial 131°-350° altitude should not below 4 000 FT - Radial 351°-030° altitude should not below 6 000 FT - Radial 031°-080° altitude should not below 7 000 FT
LOC RWY08 ILS CAT I	ITRN	110.3 MHZ	H24	073038.42N 0993743.17E		LOC: Designated Operation Coverage 18 NM, ALT 6 300 FT/ AMSL
GP		335 MHZ	H24	073030.79N 0993634.69E		GP: 3.50 DEG, RDH 58 FT
DME		CH40X (110.3)	H24	073040.75N 0993742.82E	47.29 FT	DME: Paired with LOC FREQ.

VTST AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTST AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTST AD 2.22 FLIGHT PROCEDURES

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

1.1 Condition of Use

1.1.1 Conditions for Conducting a CDO

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

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

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

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

1.1.2 Application of Other ATC Procedures

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

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

1.1.3 Change of Runway-In-Use

1.1.3.1 In case of change on Runway-in-Use prior to aircraft reaching Final Approach Fix / Final Approach point, i.e. from RWY08 to RWY26 CDO procedure shall be cancelled.

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

1.1.4 Aircraft Type

CDO procedure is applicable for FMS capable aircraft.

1.1.5 Arrival Routes

CDO procedure is in place for all aircraft on W24 inbound to Trang Airport.

1.1.6 Operations Time

CDO is available 24 hours.

1.1.7 Available Runway

CDO procedure is available for RWY08.

1.1.8 Types of Approach

1.1.8.1 ILS or LOC RWY08

1.1.8.2 RNAV (GNSS) RWY08

1.1.8.3 VOR RWY08

1.1.9 Speed

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

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

1.1.10 Minimum Flight Altitude

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

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

1.2 CDO Procedure

1.2.1 Before aircraft reaching TOD (approximately 150 NM from the airport), either pilot or ATC can initiate CDO using phraseologies described in paragraph 1.3.

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

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

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

1.2.5 Longitudinal separation required will be at least 10 minutes between CDO traffic.

1.2.6 CDO Operations

1.2.6.1 Fully ILS or LOC RWY08 Procedure

Aircraft Arriving on W24

Aircraft Arriving on W24 after 25 DME from TRN DVOR, altitude not lower than 8,000 FT., then proceed to SULEZ via 17 DME ARC and follow the ILS or LOC RWY08 procedure as published in AIP Thailand.

1.2.6.2 Direct IF ILS or LOC RWY08 Procedure

The pilot may request permission to fly directly to Intermediate Fix (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to (IF), and cross 25 NM from TRN DVOR, altitude not lower than 8,000 FT., and cross 300 radial from TRN DVOR, altitude not lower than 4,000 FT., following the ILS or LOC RWY08 procedure as published in AIP Thailand.

1.2.6.3 RNAV (GNSS) RWY08 Procedure

Arriving on W24 after 25 DME from TRN DVOR, altitude not lower than 8,000 FT., then proceed to SULEZ then direct PIONY altitude not lower than 5,500 FT. and follow the RNAV(GNSS) RWY08 procedure as published in AIP Thailand.

1.2.6.4 Fully VOR RWY08 Procedure

Aircraft arriving on W24 after 25 DME from TRN DVOR, altitude not lower than 8,000 FT., then proceed to SULEZ via 17 DME ARC and follow the VOR RWY08 procedure as published in AIP Thailand.

1.2.6.5 Direct IF VOR RWY08 Procedure

The pilot may request permission to fly directly to Intermediate Fix (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to (IF), and cross 25 NM from TRN DVOR, altitude not lower than 8,000 FT., and cross 300 radial from TRN DVOR, altitude not lower than 4,000 FT., following the VOR RWY08 procedures as published in AIP Thailand.

1.2.7 Radio Communications Failure

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

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

1.3 Phraseology

1.3.1 The following phraseology does not phrases and regular radiotelephony procedure words contain in Doc 4444 and Doc 9432, but it enables clear and concise communications between pilot and controller to maintain safety of CDO arrivals.

1.3.2 ATC-initiated CDO

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

1.3.3 Pilots response to ATC-initiated CDO

1.3.3.1 “(aircraft call sign), ACCEPT CDO”

1.3.3.2 “(aircraft call sign), NEGATIVE CDO”

1.3.4 Pilot-requested CDO

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

1.3.5 Approval CDO by Bangkok Area Control Centre

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

1.3.6 Denial CDO by Bangkok Area Control Centre

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

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

1.3.7 CDO Cleared or Approved by Trang Approach Control Unit

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

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

1.3.8 CDO Cancellation

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

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

1.3.9 Resuming CDO

“(aircraft call sign), RESUME CDO DIRECT (point), DESCEND TO (level or altitude), QNH (number), CLEAR (type of approach) APPROACH RWY08”

1.3.10 Pilot report leaving assigned level

“(aircraft call sign), CDO LEAVING (level)”

1.3.11 Warning of aircraft below CDO Profile

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

1.4 Information/Training

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

1.4.2 Airlines are expected to define strategy to be adopted to drag-generating parts extension to stabilize aircraft in landing configuration at an altitude in compliance with flight safety, taking into account glide path at 3.5° in Final Approach.

VTST AD 2.23 ADDITIONAL INFORMATION

NIL

VTST AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTST-2-1
Instrument Approach Chart - ICAO - VOR RWY 08	AD 2-VTST-8-1
Instrument Approach Chart - ICAO - VOR RWY 08 (Fix and point list table)	AD 2-VTST-8-2
Instrument Approach Chart - ICAO - ILS or LOC RWY 08	AD 2-VTST-8-3
Instrument Approach Chart - ICAO - ILS or LOC RWY 08 (Fix and point list table)	AD 2-VTST-8-4
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 08	AD 2-VTST-8-5
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 08 (Tabular description)	AD 2-VTST-8-6

INTENTIONALLY BLANK

AERODROME CHART-ICAO

07° 30' 31" N
99° 36' 57" E

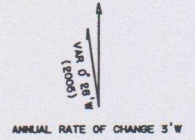
ELEV 67 ft
20 m

TWR 118.4
236.6

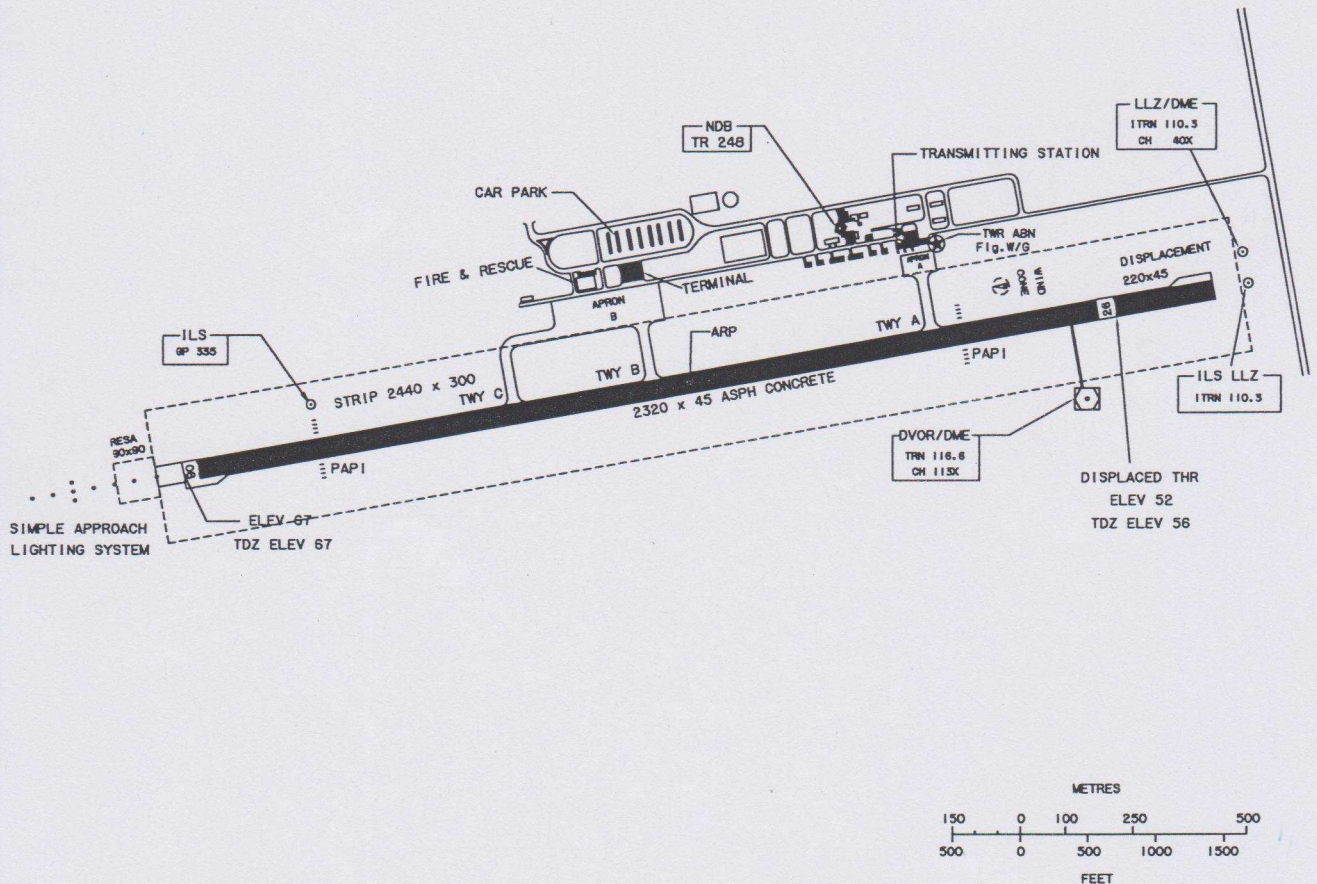
TRANG / Trang

RWY	DIRECTION	THR	BEARING STRENGTH
08	81°	07° 30' 26.07" N 99° 36' 25.80" E	PCN 42/F/C/X/T runway and all taxiways
26	261°	07° 30' 36.89" N 99° 37' 33.57" E	
APRON A			PCN 42/F/C/X/T
APRON B			PCN 45/R/C/X/T

ELEVATIONS IN FEET AND DIMENSION IN METRES
BEARINGS ARE MAGNETIC

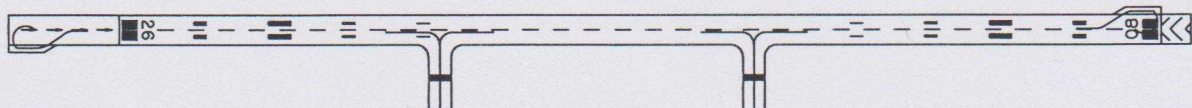


TAXIWAYS 23 WIDE

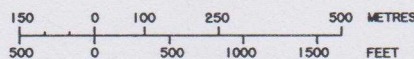


Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 08/26 AND EXIT TWY



LIGHTING AIDS RWY 08/26 AND EXIT TWY



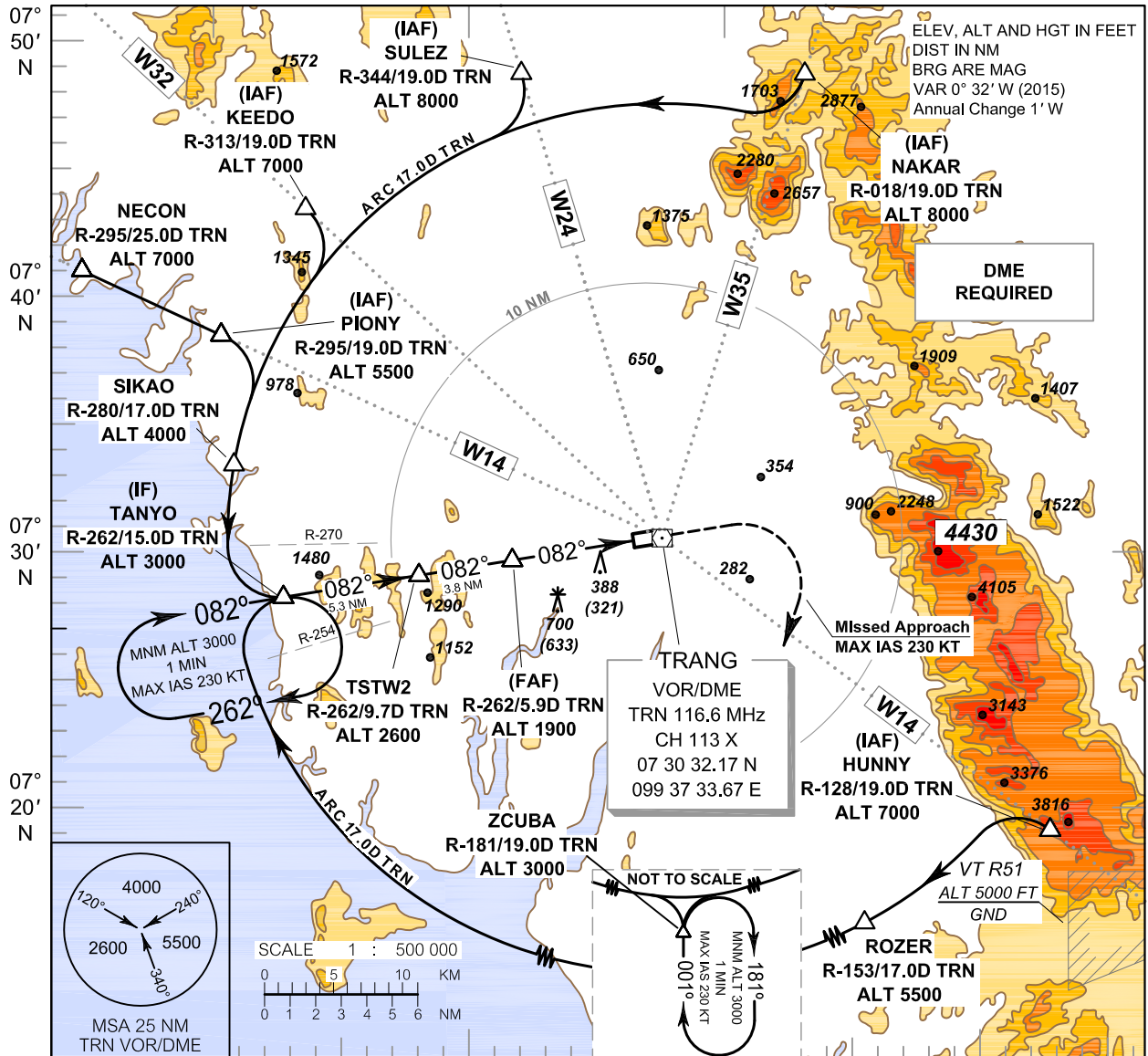
CHANGE : PAGE NUMBER CHANGED.

INTENTIONALLY BLANK

INSTRUMENT AERODROME ELEV 67 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 125.3
TWR : 118.4 , 236.6

TRANG / Trang (VTST)
VOR RWY08



<p>(IF) TANYO TSTW2 (FAF) (MAPt) VOR/DME TRN</p> <p>ELEV 67 FT (THR RWY08)</p> <p>TA 11000</p> <p>MISSED APPROACH : Speed restricted to MAX IAS 230 KT until after turn. Climb straight ahead to 1000 FT then turn right to intercept outbound R-181 TRN VOR and continue climb to ZCUBA at 3000 FT and hold or as directed by ATC.</p>		<p>099° 20' E 099° 30' E 099° 40' E 099° 50' E</p>										
<p>3000 (2933) 2600 (2533) 1900 (1833) 710 (643)</p> <p>082° 082° 6.1% (3.5°) 082°</p> <p>2100 1900 710</p>		<p>13.9 8.6 4.8 1.6 0</p> <p>15.0 9.7 5.9 2.7 1.1 0</p> <p>NM FM THR08 DME FM VOR/DME</p>										
OCA/H	A	B	C	D	Distance (TRN)	FAF	5D	4D	3D	2.7D		
Straight - in approach	710 (643)				Altitude (Height)	1900 (1833)	1560 (1493)	1190 (1123)	820 (753)	710 (643)		
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1100 (1033)				Rate of descent	(ft/min)	432	556	618	741	865	988

CHANGE : PAGE NUMBER CHANGED.

INSTRUMENT **AERODROME ELEV 67 FT**
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 125.3 TWR : 118.4 , 236.6

TRANG / Trang (VTST)

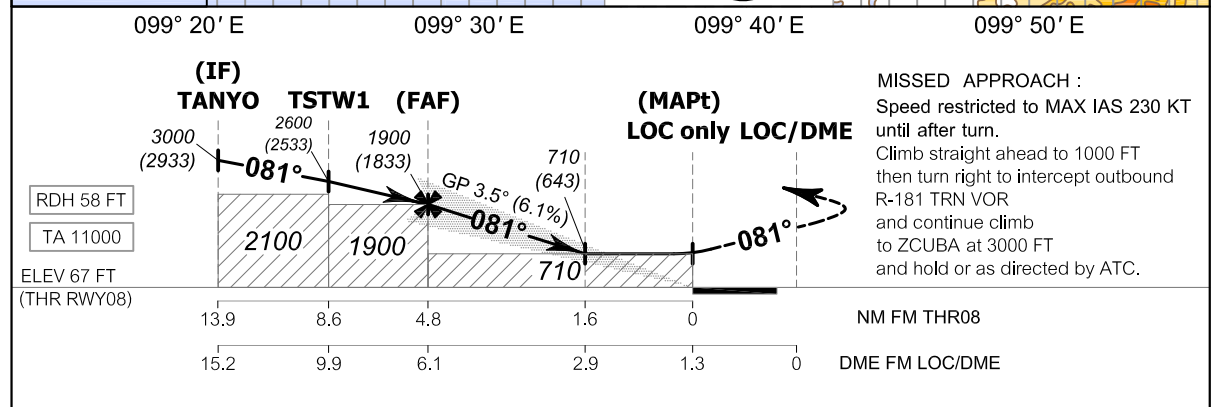
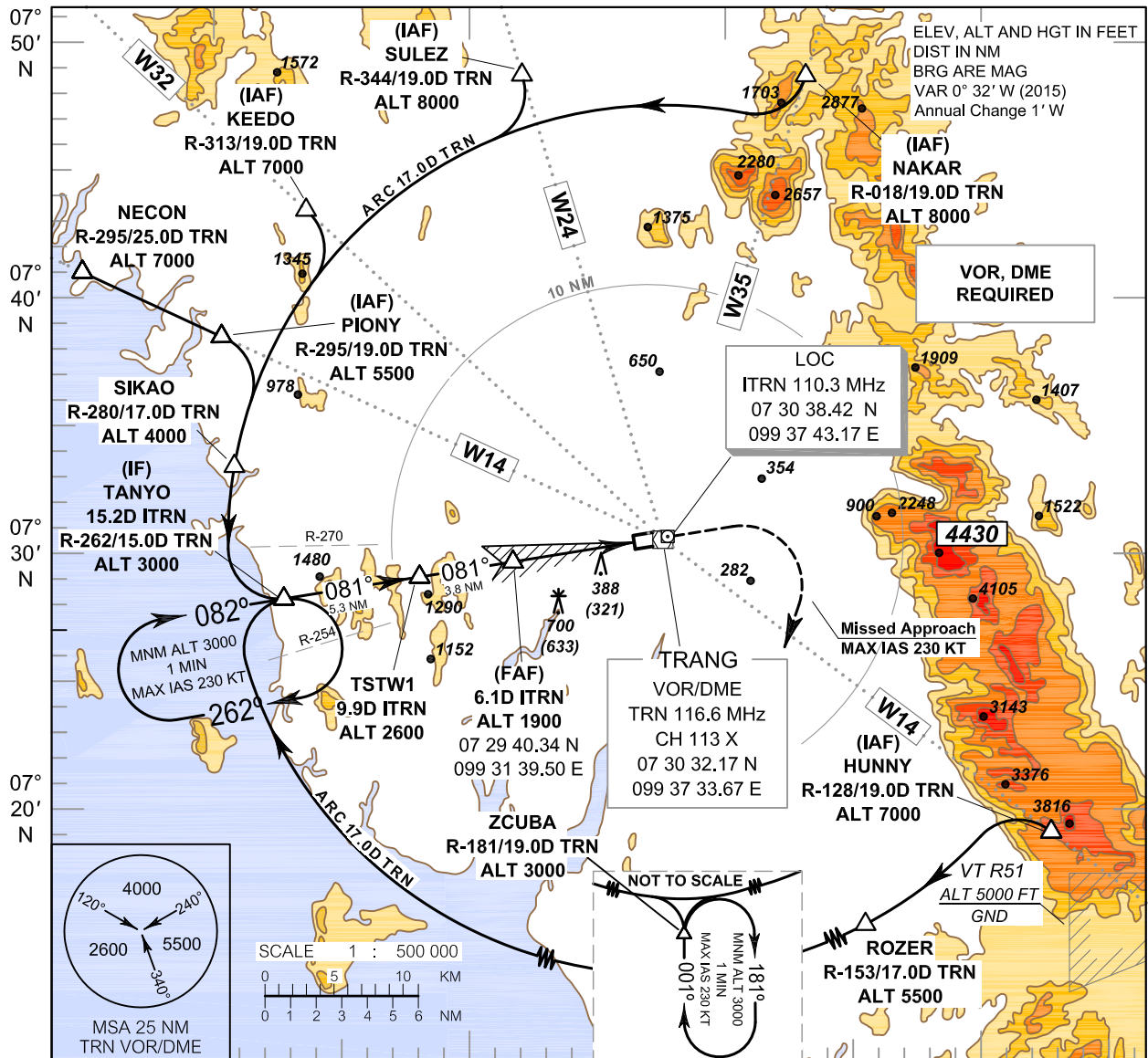
VOR RWY08

(IAF) NAKAR	R-018 / 19.0D TRN	07 48 46.92 N	099 43 11.39 E
(IAF) SULEZ	R-344 / 19.0D TRN	07 48 48.38 N	099 32 00.75 E
(IAF) KEEDO	R-313 / 19.0D TRN	07 43 29.46 N	099 23 30.44 E
NECON	R-295 / 25.0D TRN	07 41 02.31 N	099 14 41.55 E
(IAF) PIONY	R-295 / 19.0D TRN	07 38 32.46 N	099 20 09.54 E
SIKAO	R-280 / 17.0D TRN	07 33 25.05 N	099 20 41.41 E
(IAF) HUNNY	R-128 / 19.0D TRN	07 19 03.37 N	099 52 50.50 E
ROZER	R-153 / 17.0D TRN	07 15 25.36 N	099 45 32.02 E
(IF) TANYO	R-262 / 15.0D TRN	07 28 13.64 N	099 22 36.74 E
TSTW2	R-262 / 9.7D TRN	07 29 02.84 N	099 27 54.62 E
(FAF)	R-262 / 5.9D TRN	07 29 37.83 N	099 31 41.46 E
(MAPt)	R-262 / 1.1D TRN	07 30 21.94 N	099 36 28.02 E
ZCUBA	R-181 / 19.0D TRN	07 11 26.73 N	099 37 33.87 E

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 67 FT
HEIGHTS RELATED TO THR RWY08 - ELEV 67 FT

APP : 125.3
TWR : 118.4 , 236.6

TRANG / Trang (VTST)
ILS or LOC RWY08



MISSED APPROACH :
Speed restricted to MAX IAS 230 KT until after turn.
Climb straight ahead to 1000 FT then turn right to intercept outbound R-181 TRN VOR and continue climb to ZCUBA at 3000 FT and hold or as directed by ATC.

OCA/H		A	B	C	D	GSOUT	Distance (ITRN)	FAF	6D	5D	4D	3D	2.9D	
Straight-in approach	CAT I	570	580	590	600		Altitude (Height)	1900	1860	1490	1120	750	710	
		(503)	(513)	(523)	(533)	(1833)		(1793)	(1423)	(1053)	(683)	(643)		
LOC Only		710 (643)					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)		1100 (1033)					Rate of descent	(ft/min)	432	556	618	741	865	988

CHANGE : PAGE NUMBER CHANGED.

INSTRUMENT **AERODROME ELEV 67 FT**
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY08 - ELEV 67 FT

APP : 125.3 TWR : 118.4 , 236.6

TRANG / Trang (VTST)

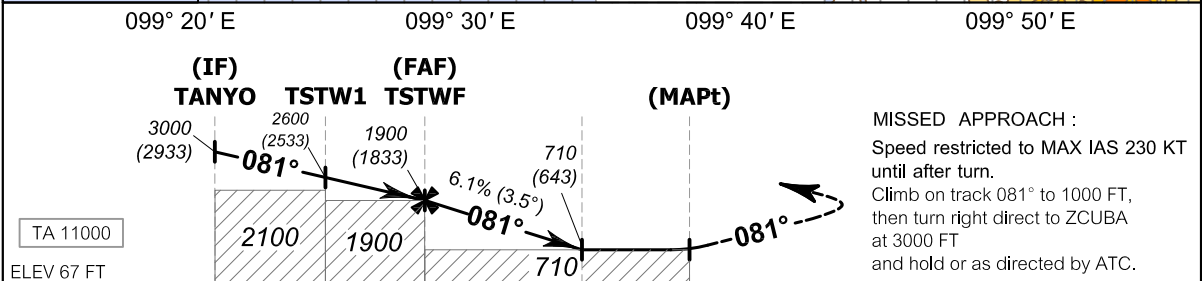
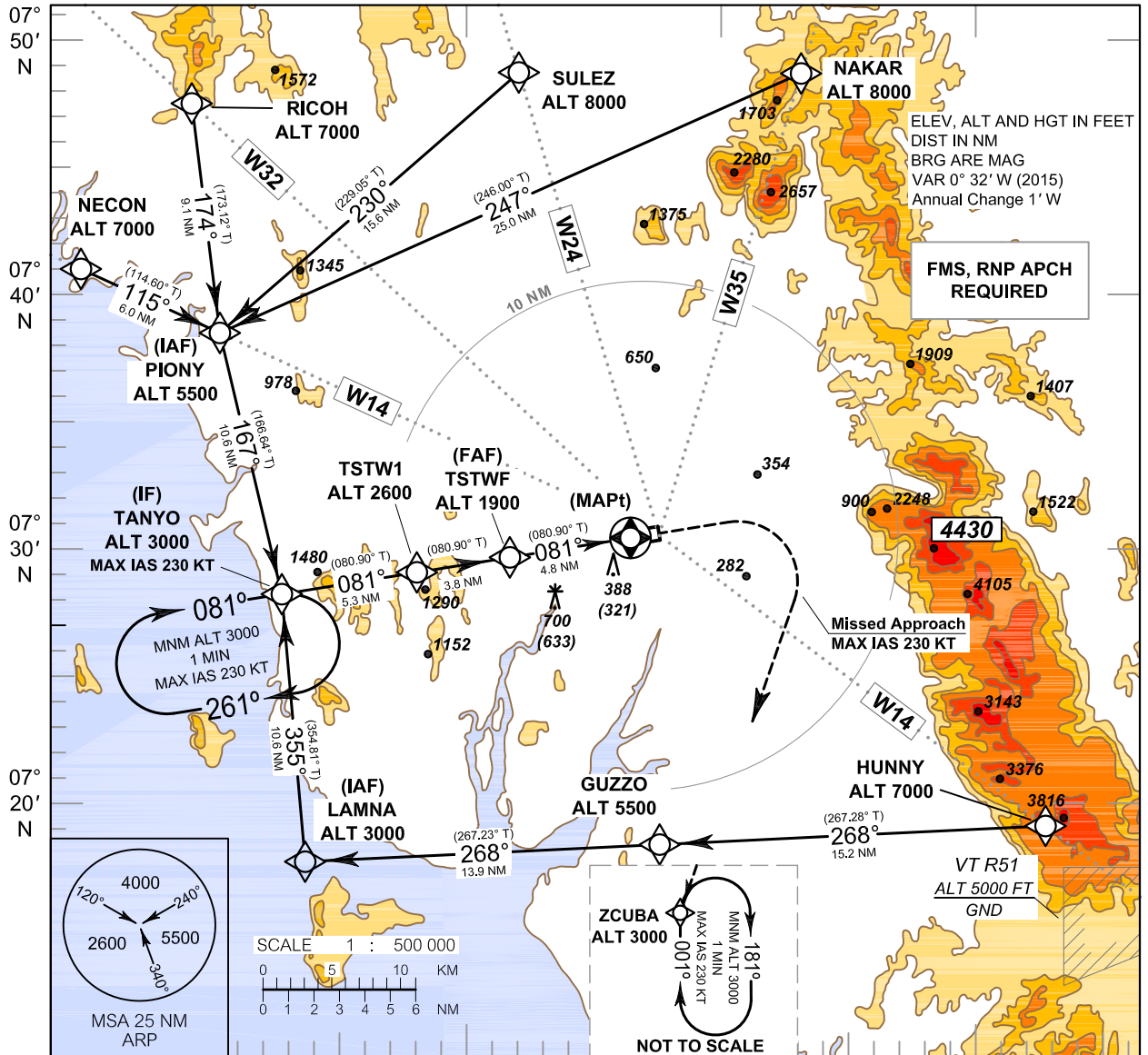
ILS or LOC RWY08

(IAF) NAKAR	R-018 / 19.0D TRN	07 48 46.92 N	099 43 11.39 E
(IAF) SULEZ	R-344 / 19.0D TRN	07 48 48.38 N	099 32 00.75 E
(IAF) KEEDO	R-313 / 19.0D TRN	07 43 29.46 N	099 23 30.44 E
NECON	R-295 / 25.0D TRN	07 41 02.31 N	099 14 41.55 E
(IAF) PIONY	R-295 / 19.0D TRN	07 38 32.46 N	099 20 09.54 E
SIKAO	R-280 / 17.0D TRN	07 33 25.05 N	099 20 41.41 E
(IAF) HUNNY	R-128 / 19.0D TRN	07 19 03.37 N	099 52 50.50 E
ROZER	R-153 / 17.0D TRN	07 15 25.36 N	099 45 32.02 E
(IF) TANYO	15.2D ITRN	07 28 13.64 N	099 22 36.74 E
TSTW1	9.9D ITRN	07 29 04.14 N	099 27 52.85 E
(FAF)	6.1D ITRN	07 29 40.34 N	099 31 39.50 E
(MAPt)	1.3D ITRN	07 30 26.07 N	099 36 25.80 E
ZCUBA	R-181 / 19.0D TRN	07 11 26.73 N	099 37 33.87 E

INSTRUMENT AERODROME ELEV 67 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 125.3
TWR : 118.4 , 236.6

TRANG / Trang (VTST)
RNAV (GNSS) RWY08



MISSED APPROACH :
Speed restricted to MAX IAS 230 KT until after turn.
Climb on track 081° to 1000 FT, then turn right direct to ZCUBA at 3000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	NM to THR08	FAF	4NM	3NM	2NM	1.6NM		
LNAV	710 (643)				Altitude (Height)	1900 (1833)	1600 (1533)	1230 (1163)	860 (793)	710 (643)		
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1100 (1033)				Rate of descent	(ft/min)	432	556	618	741	865	988

CHANGE : PAGE NUMBER CHANGED.

INSTRUMENT **AERODROME ELEV 67 FT**
APPROACH **HEIGHTS RELATED TO**
CHART - ICAO **AERODROME ELEV**

APP : 125.3
TWR : 118.4 , 236.6

TRANG / Trang (VTST)
RNAV (GNSS) RWY08

Serial Number	Path Descriptor	Waypoint Identifier	WGS-84 Coordinates				Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
			Latitude	Longitude	° M (° T)	Variation		(NM)	Direction	(FT)	(KT)	TCH	Specification		
001	IF	NAKAR	074846.92	N	0994311.39	E -	247°(246.00°)	0.5	25.0	-	8000	-	-	RNP APCH	
002	IF	SULEZ	074848.38	N	0993200.75	E -	230°(229.05°)	0.5	15.6	-	8000	-	-	RNP APCH	
003	IF	RICOH	074737.10	N	0991903.65	E -	174°(173.12°)	0.5	9.1	-	7000	-	-	RNP APCH	
004	IF	NECON	074102.31	N	0991441.55	E -	115°(114.60°)	0.5	6.0	-	7000	-	-	RNP APCH	
005	IF/TF	PIONY (IAF)	073832.46	N	0992009.54	E	167°(166.64°)	0.5	10.6	L, R	5500	-	-	RNP APCH	
006	IF	HUNNY	071903.37	N	0995250.50	E -	268°(267.28°)	0.5	15.2	-	7000	-	-	RNP APCH	
007	TF	GUZZO	071819.69	N	0993733.80	E -	268°(267.23°)	0.5	13.9	-	5500	-	-	RNP APCH	
008	IF/TF	LAMNA (IAF)	071738.99	N	0992334.45	E -	355°(354.81°)	0.5	10.6	R	3000	-	-	RNP APCH	
009	TF	TANYO (IF)	072813.64	N	0992236.74	E -	081°(080.90°)	0.5	5.3	L, R	3000	230	-	RNP APCH	
010	TF	TSTW1	072904.14	N	0992752.85	E -	081°(080.90°)	0.5	3.8	-	2600	-	-	RNP APCH	
011	TF	TSTWF (FAF)	072940.34	N	0993139.50	E -	081°(080.90°)	0.5	4.8	-	1900	-	-	RNP APCH	
012	-	MAPt (THR08)	073026.07	N	0993625.80	E Y	081°(080.90°)	0.5	-	-	710	-	-	RNP APCH	
013	CA	-	-		-	-	-	0.5	-	R	1000	230	-	RNP APCH	
014	DF	ZCUBA	071126.73	N	0993733.87	E -	-	0.5	-	-	3000	-	-	RNP APCH	
015	HM	ZCUBA	071126.73	N	0993733.87	E Y	001°(359.99°)	0.5	-	R	3000	-	-	RNP APCH	