

VTPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPP - PHITSANULOK / PHITSANULOK AIRPORT

VTPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	164658.56N 1001644.85E
2	Direction and distance from (city)	8 KM SE, from city
3	Elevation/Reference temperature	145 FT/40°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.74°W (2016)/0.00°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Phitsanulok Airport Phitsanulok Airport Phitsanulok Province Thailand Tel: +665 530 1010 Fax: +665 530 1009 AFS: VTPPYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTPP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1500
6	MET Briefing Office	NIL
7	ATS	2300-1500
8	Fuelling	0100-1430
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Phitsanulok Airport (1st floor of airport building) Tel: +665 530 1078 +669 2262 3140 Fax: +665 530 1077

VTPP AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTPP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine and car hire from the airport
4	Medical facilities	NIL
5	Bank and Post Office	Bank: NIL Post Office: In the city
6	Tourist Office	NIL
7	Remarks	NIL

VTPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTPP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Width x Length: 137.5 M Surface: Concrete Strength: PCN 57/R/C/X/T
2	Taxiway width, surface and strength	TWY A, B, C, D and E Width: 19 M Surface: Concrete and asphalt Strength: PCN 45/F/C/X/T TWY F and I Width: 23 M Surface: Concrete and asphalt Strength: PCN 61/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTPP 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: Marked and lighted.
3	Stop bars	Marked
4	Remarks	NIL

VTPP 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 66 M painted red/white LGTD on top	164731N 1001658E	NIL	NIL	Microwave mast distance 1200 M from ARP, R-235 from PSL DVOR,
	Microwave mast HGT 45 M painted red/white LGTD on top	164650N 1001615E	NIL	NIL	
	TACAN HGT 15 M painted red/white LGTD on top	164630.63N 1001712.46E	NIL	NIL	

VTPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Phitsanulok, Northern 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 Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 530 1422 ext. 7078
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), Weather Radar
9	ATS units provided with information	Phitsanulok TWR
10	Additional information (limitation of service, etc.)	NIL

VTPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	143.69°	3000x45	PCN 61/F/C/X/T Concrete and asphalt	164738.00N 1001614.99E	THR 145 FT TDZ 145 FT
32	323.69°	3000x45	PCN 61/F/C/X/T Concrete and asphalt	164619.16N 1001714.69E	THR 145 FT TDZ 145 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0%	NIL	NIL	3240x300	NIL	NIL
0%	60x60	NIL	3240x300	NIL	NIL

VTPP AD 2.13 DECLARED DISTANCES

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

VTPP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	NIL	Green	PAPI Left 3°	NIL	NIL	3000 M 60 M White, LIM	Red	NIL	NIL
32	CAT1 900 M	Green	PAPI Left 3° (15.72 M)	NIL	NIL	3000 M 60 M White, LIM	Red	NIL	NIL

VTPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 6 SEC..
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 airport Switch-over time: 15 SEC
5	Remarks	Flares 2 HR PN

VTPP 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

VTPP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on PSL DVOR/DME (164613.34N 1001728.70E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phitsanulok Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTPP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phitsanulok Approach	120.7 MHZ 284.0 MHZ 121.5 MHZ ¹⁾ 243.0 MHZ ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Phitsanulok Tower	118.9 MHZ 236.6 MHZ 121.5 MHZ ¹⁾ 243.0 MHZ ¹⁾	As AD OPR HR	
GND	Phitsanulok Ground	121.9 MHZ	As AD OPR HR	
ATIS	Phitsanulok Airport	127.4 MHZ	As AD OPR HR	

VTPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PL	263 KHZ	H24	164745.44N 1001632.62E		Data refer from commissioning as follows: 40 NM clockwise orbit and result found satisfactory. <ul style="list-style-type: none"> - Bearing 011°-180° at altitude 6 000 FT - Bearing 181°-260° at altitude 1 500 FT - Bearing 261°-330° at altitude 5 000 FT - Bearing 331°-010° at altitude 1 500 FT
DVOR/DME	PSL	114.1 MHZ CH88X	H24	164613.34N 1001728.70E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage does not provide adequate signal to 40 NM at the required altitude in various areas as follows: <ul style="list-style-type: none"> - Radial 351°-120° altitude should not below 5 500 FT - Radial 121°-270° altitude should not below 3 000 FT - Radial 271°-300° altitude should not below 5 000 FT - Radial 301°-350° altitude should not below 3 500 FT
ILS CAT I LOC RWY32	IPSL	110.1 MHZ	H24	164746.19N 1001608.82E		Designated operational coverage 18 NM ±10° and 10 NM ±35° of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 310 M. from THR of runway 14.
GP/DME		334.4 MHZ CH38X	H24	164629.87N 1001711.63E		Glide Path 3° DME co-located with Glide Slope power output 100 watts Uni-directional
TACAN		CH99		1647.6N 10016.7E		Military Facility, operation on request 30 MIN PN to ATC.

VTPP AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Reporting points for VFR flight

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

1.1.1 Aircraft entering to land from north of Phitsanulok Airport, shall report over Watt Boot District, designated as WHISKY BRAVO (1659.5N 10019.0E) which is approximately 13.5 NM on R-007 of PSL VOR/DME. When reaching WB the aircraft will be instructed to join aerodrome traffic circuit accordingly.

1.1.2 Aircraft entering to land from east of Phitsanulok Airport, shall report over Wang Thong District, designated as WHISKY TANGO (1649.0N 10026.0E) which is approximately 9 NM on R-069 of PSL VOR/DME. When reaching WT the aircraft will be instructed to join aerodrome traffic circuit accordingly.

1.1.3 Aircraft entering to land from south of Phitsanulok Airport, shall report over Sam Ngam District, designated as SIERRA NOVEMBER (1630.5N 10012.5E) which is approximately 17 NM on R-191 of PSL VOR/DME. When reaching SN the aircraft will be instructed to join aerodrome traffic circuit accordingly.

1.1.4 Aircraft entering to land from west of Phitsanulok Airport, shall report over Bang Rakam District, designated as BRAVO ROMEO (1645.5N 10007.5E) which is approximately 10 NM on R-263 of PSL VOR/DME. When reaching BR the aircraft will be instructed to join aerodrome traffic circuit accordingly.

1.1.5 Aircraft entering from northwest of Phitsanulok Airport, shall report over Kong Krairat District, designated as KILO KILO (1656.0N 9958.0E) which is approximately 21 NM on R-292 of PSL VOR/DME. When reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

1.2 Aerodrome traffic circuit

Using both sides of traffic circuit.

1.3 Overhead approach pattern.

- a) Using runway 14 by right turn pattern.
- b) Using runway 32 by left turn pattern.

2. 180 DEGREE TURN ON THE RUNWAY

To prevent runway pavement damage, all aircraft Maximum Takeoff Weight (MTOW) more than 5700 KG are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad at the end of runway 14 and 32 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand / The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTPP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPP AD 2.22 FLIGHT PROCEDURES

1. PROCEDURES FOR STANDARD ARRIVAL RNAV (VOR/DME) INITIAL APPROACH

1.1 Basic Design for Arrival

1.1.1 The RNAV (DVOR/DME) initial approach procedures provide lateral and vertical profiles, which will allow the aircraft to fly to and intercept the final approach course without receiving radar vectors or altitude assignments.

1.1.2 The RNAV (DVOR/DME) initial approach procedures start as the aircraft enters IAF.

1.1.3 The arrival ends as the aircraft completes the final approach course fix (FAF or FAP).

1.1.4 Lateral and vertical guidance from the final approach course fix inbound will be conventional ground base navigation.

1.1.5 The procedures designed are predicated on DVOR/DME only.

1.1.6 The RNAV (DVOR/DME) initial approach procedures shall not be created by the pilot who entered waypoints. They must be retrieved from the aircraft database and once retrieved, pilots must check and verify the continuity of the waypoints that join the arrival to the final approach course.

1.1.7 Operators intending to use the above mentioned RNAV (DVOR/DME) initial approach procedure need a proper certification and operational approval from their state of registration.

1.1.8 For flight planning, the operator of the aircraft fitted with RNAV having a navigation accuracy meeting RNP5 or better shall insert the designator "R" in item 10 and file flight plan routes via VOR/DME defined ATS routes in item 15 of the flight plan RNAV(DVOR/DME) initial approach procedures shall not be used for flight planning.

1.2 Clearance

1.2.1 All transitions to RNAV (DVOR/DME) initial approach procedures must be instructed by ATC, otherwise proceed to the PSL DVOR/DME.

1.2.2 Upon receiving the RNAV (DVOR/DME) initial approach procedures, no further clearance needed to be issued to fly the lateral portion of the arrival when entering the TMA.

1.2.3 Pilot must receive clearance from ATC to start descent from the enroute cruising level.

1.3 Phraseology and Associated Pilot Action

1.3.1 When descent clearance is obtained follow the lateral and vertical plane route respecting all charted speed and altitude.

1.3.2 No speeds, heading or altitude will be issued by ATC unless a conflict involving the flight path is foreseen.

1.3.3 Pilot who do not intend to fly with RNAV (DVOR/DME) initial approach procedures should advise the controller.

1.3.4 An approach clearance should be issued and acknowledged by the time the base turn is reached. If an approach clearance is not issued prior to turning final, it may be expected to hold for separation.

1.3.5 Do not descend below the minimum holding altitude or as amended by ATC except the aircraft is cleared on profile descent.

1.3.6 As soon as an approach clearance has been received, continue to fly the localizer inbound or descend on final approach gradient and contact tower for further instructions. If a missed approach is required, follow the missed approach procedure.

1.3.7 ATC may assign speeds and altitude without cancelling the RNAV (DVOR/DME) initial approach procedures. Assignment of radar vectors will automatically interrupt the RNAV (DVOR/DME) initial approach procedures and take the aircraft away from the depicted lateral tracks. However, once the traffic situation has been resolved, ATC may give an instruction for the aircraft to precede via the RNAV (DVOR/DME) initial approach procedures.

1.3.8 RNAV (DVOR/DME) initial approach procedures clearance phraseologies

1.3.8.1 "Cleared (STAR designator) arrival" means authorization to fly RNAV (DVOR/DME) initial approach procedures, altitude and speed will be assigned by ATC.

Example 1: ATC- THA142 Cleared via MONAI ONE ALPHA arrival descend to FL 130

Example 2: ATC- TAA142 Cleared direct MONAI then MOMAI ONE ALPHA arrival descend to FL 130 (incase of off route inbound)

1.3.8.2 "Cleared (star designator) arrival and profile" means authorization to fly RNAV (DVOR/DME) initial approach procedures- rout as published, including the vertical constraints depicted on the procedure

Example 1: ATC-TH212 Cleared MONAI ONE ALPHA arrival and profile

1.3.8.3 "Cleared....(type)....Approach" means authorization to execute the instrument approach via the particular RNAV (DVOR/DME) initial approach procedures

Example 1: ATC- tha212 Cleared ILS/DME RWY 32 Approach report established

1.3.8.4 When radiotelephony is used for the name of waypoints, the abbreviation are transmitted using the individual letters in non-phonetic form.

Example 1: ATC- THA406 Cleared to PP101 (PEE..PEE ONE..ZERO..ONE)

1.4 Communication Failure Procedure

1.4.1 In case a two-way radio communication failure occurs during the transition to the final approach without receiving an approach clearance. Pilots have to squawk A7600 and maintain the last assigned altitude. The aircraft has to proceed in accordance with the latest ATC route clearance acknowledged and make on complete holding at LAKSI OR AORDY as published. The pilot can commence for approach

1.4.2 In case an approach clearance has been received and acknowledged, The pilot shall fly continually by means of an instrument approach procedure. If landing can not be made, follow the appropriate missed approach procedures and hold.

1.4.3 In all cases where the aircraft return to hold fix the procedure to be adopted is the basic Radio Failure Procedure detailed in Part 15 ATM.

1.5 System failures

In case even of an RNAV systems failure or the failure of a sole navigation infrastructure, the pilot should revert to conventional navigation and may be provided with radar vectoring, where this is available.

2. PROCEDURES FOR STANDARD ARRIVAL RNAV INITIAL APPROACH

2.1 Basic Design for Arrival

2.1.1 The RNAV initial approach procedures provide lateral and vertical profiles, which will allow the aircraft to fly to and intercept the final approach course without receiving radar vectors or altitude assignments.

2.1.2 The RNAV initial approach procedures start as the aircraft enters IAF.

2.1.3 The arrival ends as the aircraft completes the final approach course fix (FAP or FAP).

2.1.4 Lateral and vertical guidance from the final approach course fix inbound will be conventional ground base navigation.

2.1.5 The RNAV initial approach procedures shall not be created by the pilot who entered waypoints. They must be retrieved from the aircraft database and once retrieved, pilots must check and verify the continuity of the waypoints that join the arrival to the final approach course. It is noted that the conventional aircraft must follow ATC instruction.

2.1.6 Operators intending to use the above mentioned RNAV initial approach procedure need a proper certification and operational approval from their state of registration.

2.1.7 For flight planning, the operator of the aircraft fitted with RNAV having a navigation accuracy meeting RNP5 or better shall insert the designator "R" in item 10 and file flight plan routes via VOR/DEM defined ATS routes in item 15 of the flight plan RNAV initial approach procedures shall not be used for flight planning.

2.2 Clearance

2.2.1 All transitions to RNAV initial approach procedures must be instructed by ATC, otherwise proceed to the PSL DVOR/DME

2.2.2 Upon receiving the RNAV initial approach procedures, no further clearance needed to be issued to fly the lateral portion of the arrival when entering the TMA.

2.2.3 Pilot must receive from ATC to start descent from the enroute cruising level.

2.3 Phraseology and Associated Pilot Actions

2.3.1 When descent clearance is obtained follow the lateral and vertical plane route respecting all charted speed and altitude.

2.3.2 No speeds, headings or altitude will be issued by ATC unless a conflict involving the flight path is foreseen.

2.3.3 Pilot who do not intend to fly with RNAV initial approach procedures should advise the controller.

2.3.4 An approach clearance should be issued and acknowledged by the time the base turn is reached. If an approach clearance is not

issued prior to turning final, it may be expected to hold for separation.

2.3.5 Do not descend below the minimum holding altitude or as amended by ATC except the aircraft is cleared on profile descent

2.3.6 As soon as an approach clearance has been received, continue to fly the localizer inbound or descend on final approach gradient and contact tower for further instructions. If missed approach is required, follow the missed approach procedure.

2.3.7 ATC may assign speeds and altitude without cancelling the RNAV initial approach procedures. Assignment of radar vectors will automatically interrupt the RNAV initial approach procedures and take the aircraft away from the depicted lateral tracks. However, once the traffic situation has been resolved, ATC may give an instruction for the aircraft to proceed via the RNAV initial approach procedures.

2.3.8 RNAV initial approach procedures clearance phraseologies

2.3.8.1 "Cleared (STAR designator) arrival" means authorization to fly RNAV (DVOR/DME) initial approach procedures, altitude and speed will be assigned by ATC.

Example 1: ATC- THA142 Cleared via MONAI ONE ALPHA arrival descend to FL 130

Example 2: ATC- TAA142 Cleared direct MONAI then MOMAI ONE ALPHA arrival descend to FL130 (incase of off route inbound)

2.3.8.2 "Cleared (star designator) arrival and profile" means authorization to fly RNAV (DVOR/DME) initial approach procedures- rout as published, including the vertical constraints depicted on the procedure.

Example 1: ATC- TH212 Cleared MONAI ONE ALPHA arrival and profile

2.3.8.3 "Cleared....(type)....Approach" means authorization to execute the instrument approach via the particular RNAV (DVOR/DME) initial approach procedures

Example 1: ATC- tha212 Cleared ILS/DME RWY 32 Approach report established

2.3.8.4 When radiotelephony is used for the name of waypoints, the abbreviation are transmitted using the individual letters in non-phonetic form.

Example 1: ATC- THA406 Cleared to PP101(PEE..PEE ONE..ZERO..ONE)

2.4 Communication Failure Procedure

2.4.1 In case a two-way radio communication failure occurs during the transition to the final approach without receiving an approach clearance. Pilots have to squawk A7600 and maintain the last assigned altitude. The aircraft has to proceed in accordance with the latest ATC route clearance acknowledged and make on complete holding at LEKSI or AORDY as published. The pilot can commence for approach.

2.4.2 In case an approach clearance has been received and acknowledged, The pilot shall fly continually by means of on instrument approach procedure. If landing can not be made, follow the appropriate missed approach procedures and hold.

2.4.3 In all cases where the aircraft return to holding fix the procedure to be adopted is the basic Radio Failure Procedure detailed in Part 15 ATM.

2.5 System failures

In case even of an RNAV systems failure or the failure of a sole navigation infrastructure, the pilot should revert to conventional navigation and may be provide with radar vectoring. Where this is available.

VTPP AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTPP AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPP-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - PEBL1A PIBIK1A	AD 2-VTPP-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - PEBL1A PIBIK1A (Tabular description)	AD 2-VTPP-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B NIROP1B PEBL1B PIBIK1B POLOB1B REMER1B	AD 2-VTPP-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B NIROP1B PEBL1B PIBIK1B POLOB1B REMER1B (Tabular description)	AD 2-VTPP-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B NIROP1B PEBL1B PIBIK1B POLOB1B REMER1B (Waypoint list table)	AD 2-VTPP-6-7
Instrument Approach Chart - ICAO - NDB RWY 14	AD 2-VTPP-8-1
Instrument Approach Chart - ICAO - NDB RWY 32	AD 2-VTPP-8-3
Instrument Approach Chart - ICAO - VOR RWY 14	AD 2-VTPP-8-5
Instrument Approach Chart - ICAO - VOR RWY 14 (Fix and point list table)	AD 2-VTPP-8-6
Instrument Approach Chart - ICAO - VOR RWY 32	AD 2-VTPP-8-7
Instrument Approach Chart - ICAO - VOR RWY 32 (Fix and point list table)	AD 2-VTPP-8-8
Instrument Approach Chart - ICAO - ILS or LOC RWY 32	AD 2-VTPP-8-9
Instrument Approach Chart - ICAO - ILS or LOC RWY 32 (Fix and point list table)	AD 2-VTPP-8-10
Instrument Approach Chart - ICAO - RNP RWY 14	AD 2-VTPP-8-11
Instrument Approach Chart - ICAO - RNP RWY 14 (Tabular description)	AD 2-VTPP-8-12
Instrument Approach Chart - ICAO - RNP RWY 32	AD 2-VTPP-8-13
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description)	AD 2-VTPP-8-14

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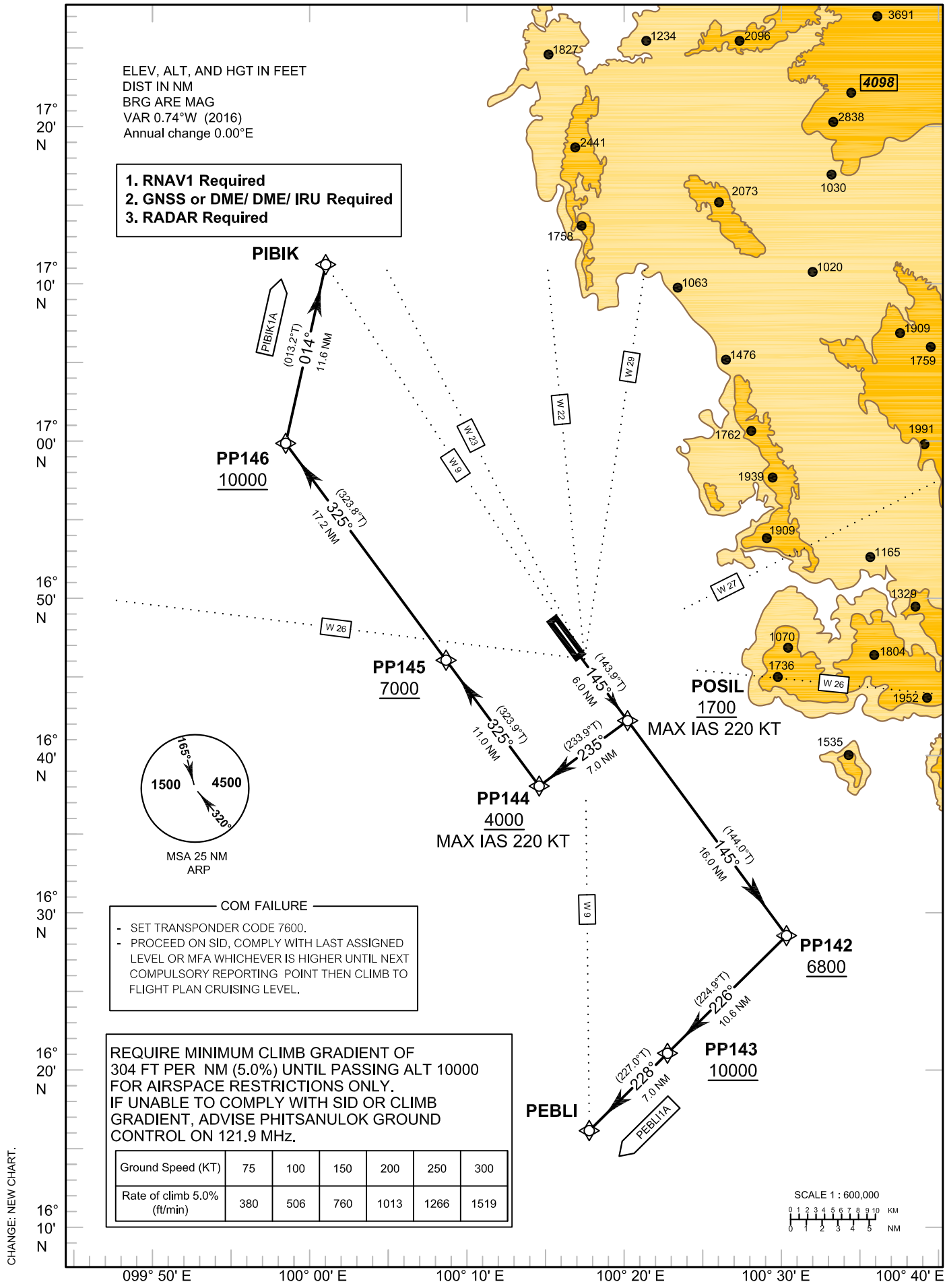
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9

**PHITSANULOK/Phitsanulok (VTPP)
RNAV RWY14**

PEBL1A PIBIK1A



CHANGE: NEW CHART.

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

PHITSANULOK/Phitsanulok (VTPP)
RNAV RWY14

PEBLI1A PIBIK1A

TABULAR DESCRIPTION

RNAV RWY14											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	-	DER RWY 14	-	-	+0.74	-	-	-	-	-	RNAV 1
020	CF	POSIL	-	145°(143.9°)	+0.74	6.0	-	+1700	-220	-	RNAV 1
030	TF	PP142	-	145°(144.0°)	+0.74	16.0	R	+6800	-	-	RNAV 1
040	TF	PP143	-	226°(224.9°)	+0.74	10.6	R	+10000	-	-	RNAV 1
050	TF	PEBLI	-	228°(227.0°)	+0.74	7.0	-	-	-	-	RNAV 1
010	-	DER RWY 14	-	-	+0.74	-	-	-	-	-	RNAV 1
020	CF	POSIL	-	145°(143.9°)	+0.74	6.0	R	+1700	-220	-	RNAV 1
030	TF	PP144	-	235°(233.9°)	+0.74	7.0	R	+4000	-220	-	RNAV 1
040	TF	PP145	-	325°(323.9°)	+0.74	11.0	-	+7000	-	-	RNAV 1
050	TF	PP146	-	325°(323.8°)	+0.74	17.2	R	+10000	-	-	RNAV 1
060	TF	PIBK	-	014°(013.2°)	+0.74	11.6	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY14		
Waypoint Identifier	Coordinates	
DER RWY 14	16° 46' 19.16" N	100° 17' 14.69" E
POSIL	16° 41' 27.08" N	100° 20' 55.71" E
PP144	16° 37' 18.47" N	100° 15' 02.36" E
PP145	16° 46' 13.74" N	100° 08' 16.95" E
PP146	17° 00' 10.25" N	099° 57' 41.76" E
PIBK	17° 11' 30.33" N	100° 00' 27.77" E
PP142	16° 28' 27.95" N	100° 30' 44.27" E
PP143	16° 20' 55.49" N	100° 22' 57.33" E
PEBLI	16° 16' 05.94" N	100° 17' 36.21" E

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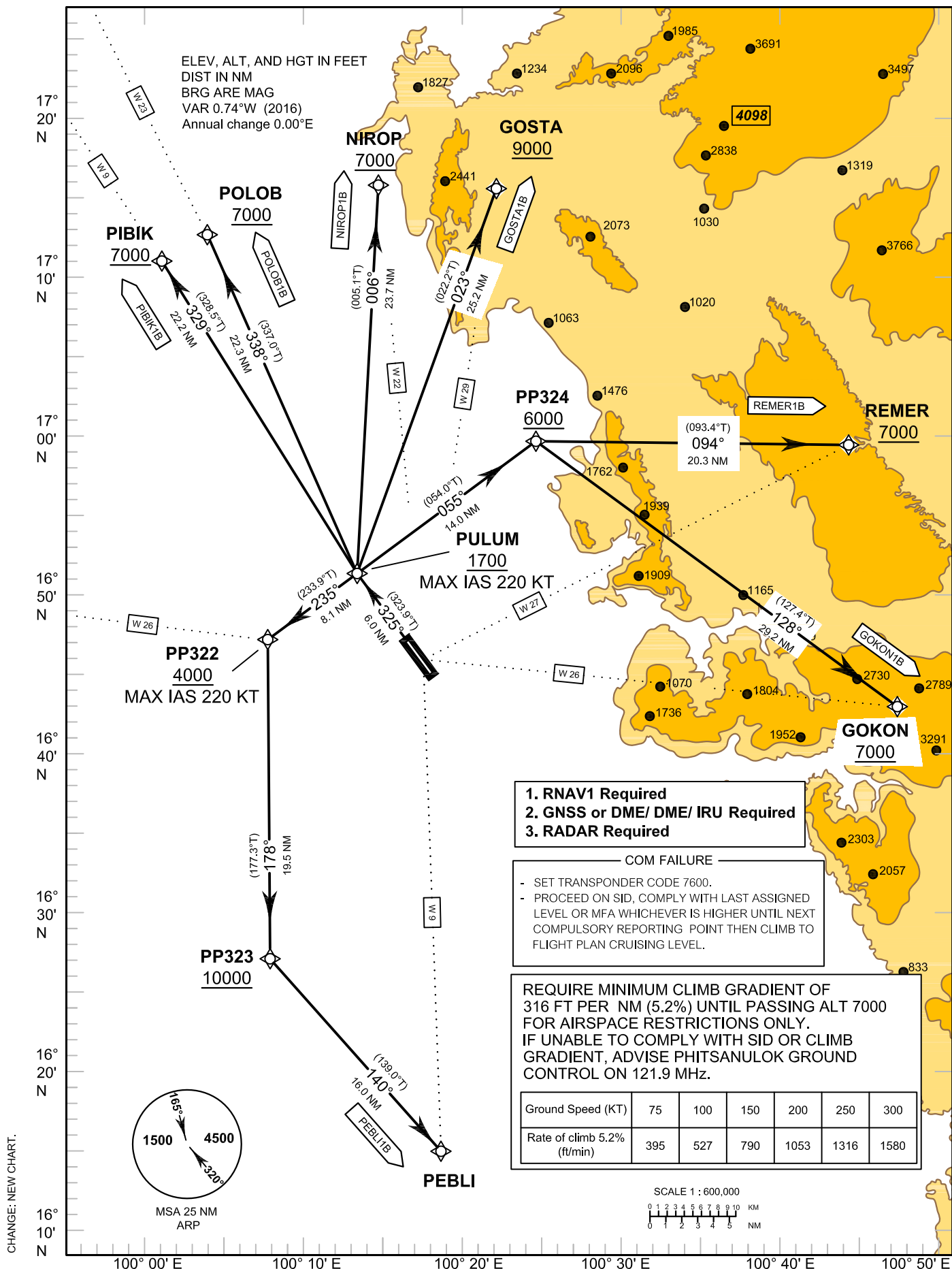
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9

**PHITSANULOK/Phitsanulok (VTPP)
RNAV RWY32**

GOKON1B GOSTA1B NIROP1B
PEBLI1B PIBIK1B POLOB1B REMER1B



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

PHITSANULOK/Phitsanulok (VTPP)
RNAV RWY32

GOKON1B GOSTA1B NIROP1B
PEBLI1B PIBIK1B POLOB1B REMER1B

TABULAR DESCRIPTION

RNAV RWY32											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
010	-	DER RWY 32	-	-	+0.74	-	-	-	-	-	RNAV 1
020	CF	PULUM	-	325°(323.9°)	+0.74	6.0	R	+1700	-220	-	RNAV 1
030	TF	PP324	-	055°(054.0°)	+0.74	14.0	R	+6000	-	-	RNAV 1
040	TF	GOKON	-	128°(127.4°)	+0.74	29.2	-	+7000	-	-	RNAV 1
010	-	DER RWY 32	-	-	+0.74	-	-	-	-	-	RNAV 1
020	CF	PULUM	-	325°(323.9°)	+0.74	6.0	R	+1700	-220	-	RNAV 1
030	TF	GOSTA	-	023°(022.2°)	+0.74	25.2	-	+9000	-	-	RNAV 1
010	-	DER RWY 32	-	-	+0.74	-	-	-	-	-	RNAV 1
020	CF	PULUM	-	325°(323.9°)	+0.74	6.0	R	+1700	-220	-	RNAV 1
030	TF	NIROP	-	006°(005.1°)	+0.74	23.7	-	+7000	-	-	RNAV 1
010	-	DER RWY 32	-	-	+0.74	-	-	-	-	-	RNAV 1
020	CF	PULUM	-	325°(323.9°)	+0.74	6.0	L	+1700	-220	-	RNAV 1
030	TF	PP322	-	235°(233.9°)	+0.74	8.1	L	+4000	-220	-	RNAV 1
040	TF	PP323	-	178°(177.3°)	+0.74	19.5	L	+10000	-	-	RNAV 1
050	TF	PEBLI	-	140°(139.0°)	+0.74	16.0	-	-	-	-	RNAV 1
010	-	DER RWY 32	-	-	+0.74	-	-	-	-	-	RNAV 1
020	CF	PULUM	-	325°(323.9°)	+0.74	6.0	R	+1700	-220	-	RNAV 1
030	TF	PIBIK	-	329°(328.5°)	+0.74	22.2	-	+7000	-	-	RNAV 1
010	-	DER RWY 32	-	-	+0.74	-	-	-	-	-	RNAV 1
020	CF	PULUM	-	325°(323.9°)	+0.74	6.0	R	+1700	-220	-	RNAV 1
030	TF	POLOB	-	338°(337.0°)	+0.74	22.3	-	+7000	-	-	RNAV 1
010	-	DER RWY 32	-	-	+0.74	-	-	-	-	-	RNAV 1
020	CF	PULUM	-	325°(323.9°)	+0.74	6.0	R	+1700	-220	-	RNAV 1
030	TF	PP324	-	055°(054.0°)	+0.74	14.0	R	+6000	-	-	RNAV 1
040	TF	REMER	-	094°(093.4°)	+0.74	20.3	-	+7000	-	-	RNAV 1

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

PHITSANULOK/Phitsanulok (VTPP)
RNAV RWY32

GOKON1B GOSTA1B NIROP1B
PEBLI1B PIBIK1B POLOB1B REMER1B

WAYPOINT LIST

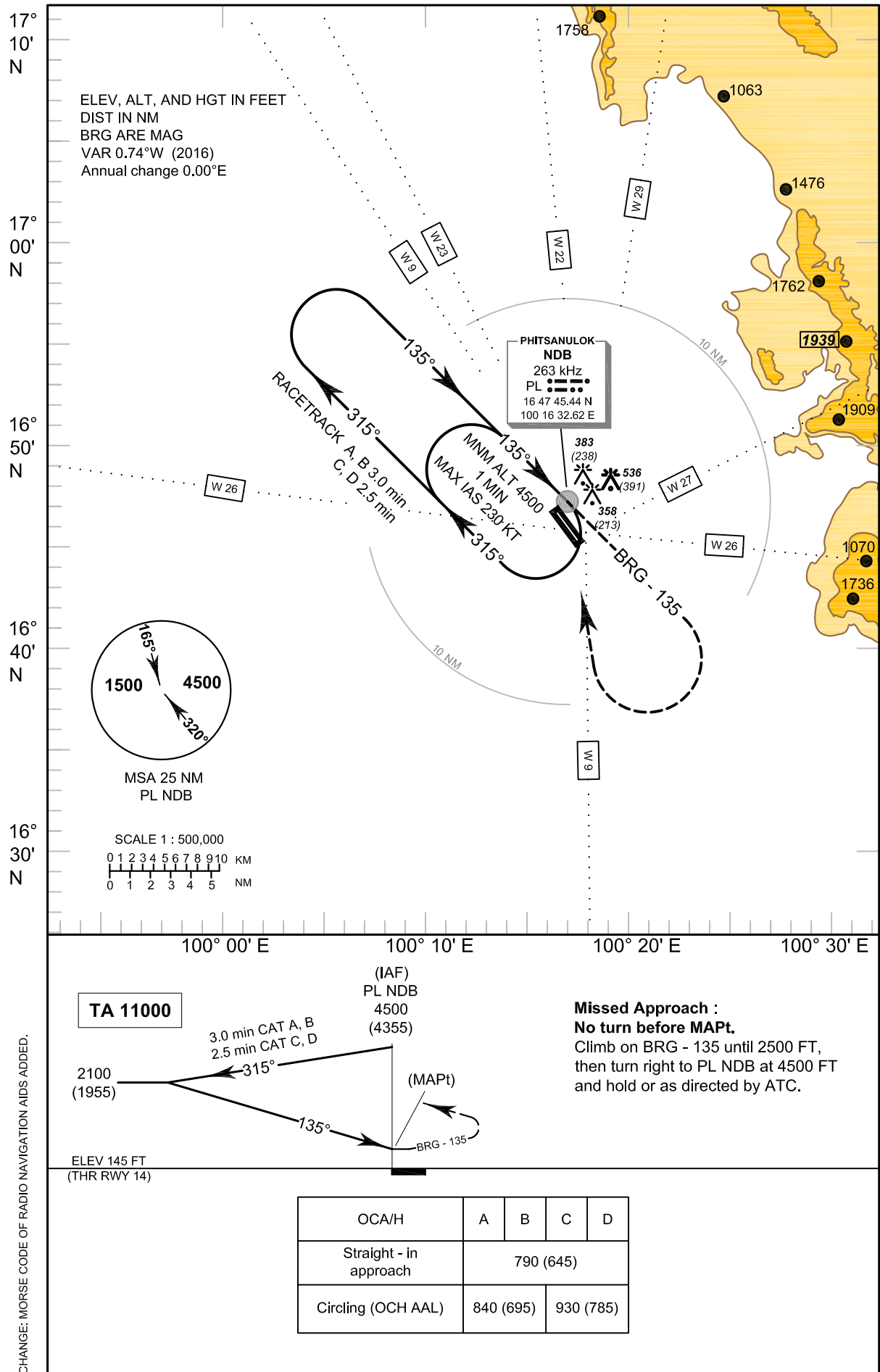
RNAV RWY32		
Waypoint Identifier	Coordinates	
DER RWY 32	16° 47' 38.00" N	100° 16' 14.99" E
PULUM	16° 52' 29.99" N	100° 12' 33.73" E
PP322	16° 47' 42.31" N	100° 05' 44.78" E
PP323	16° 28' 10.46" N	100° 06' 42.36" E
PEBLI	16° 16' 05.94" N	100° 17' 36.21" E
PIBIK	17° 11' 30.33" N	100° 00' 27.77" E
POLOB	17° 13' 09.43" N	100° 03' 27.80" E
NIROP	17° 16' 13.74" N	100° 14' 44.33" E
GOSTA	17° 15' 57.30" N	100° 22' 29.83" E
PP324	17° 00' 46.69" N	100° 24' 22.00" E
REMER	16° 59' 34.56" N	100° 45' 31.34" E
GOKON	16° 43' 00.76" N	100° 48' 33.82" E

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INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 120.7, 284.0
 TWR : 118.9, 236.6
 GND : 121.9

PHITSANULOK/Phitsanulok (VTPP)
NDB RWY14

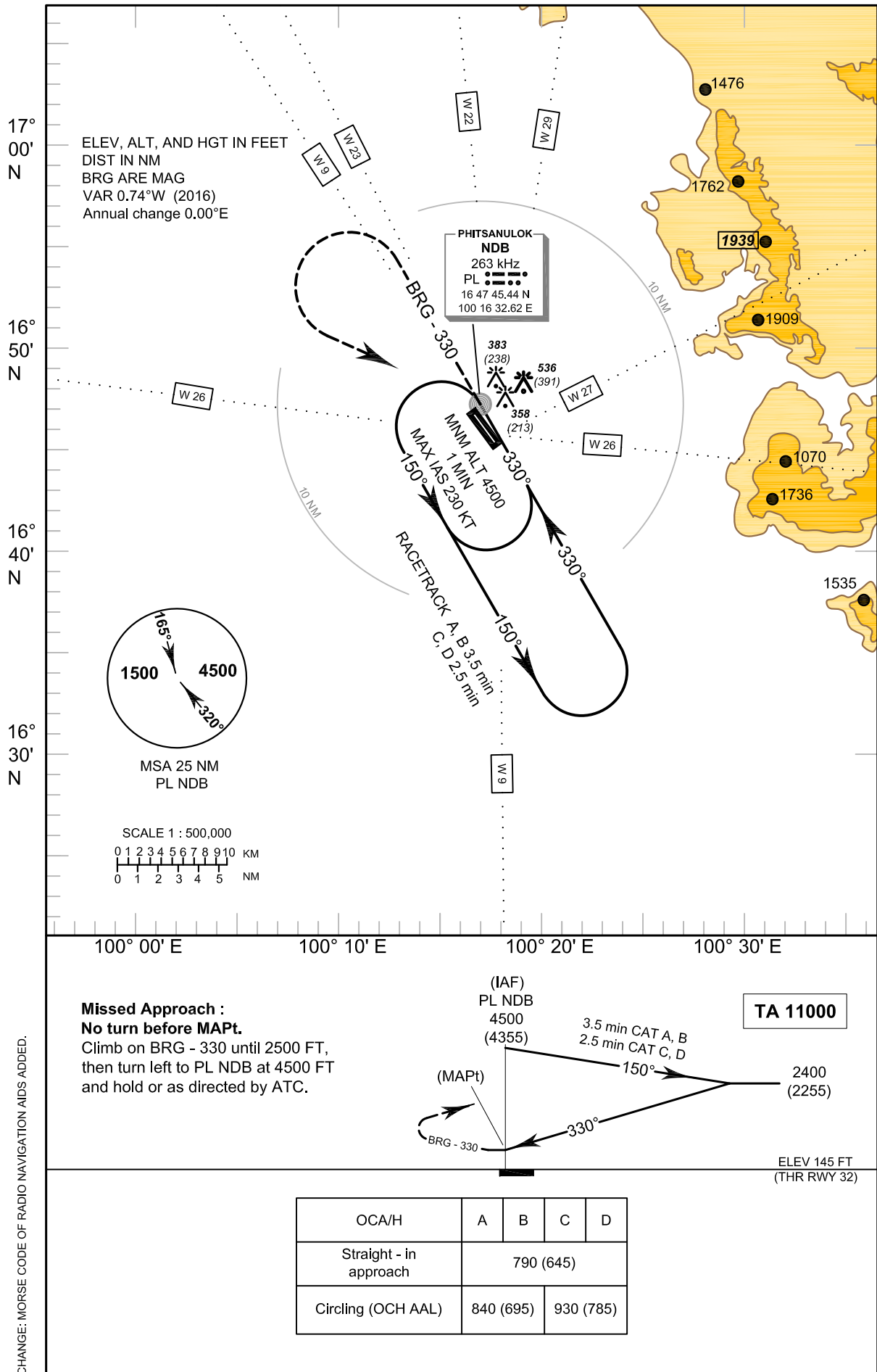


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INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9

PHITSANULOK/Phitsanulok (VTPP)
NDB RWY32

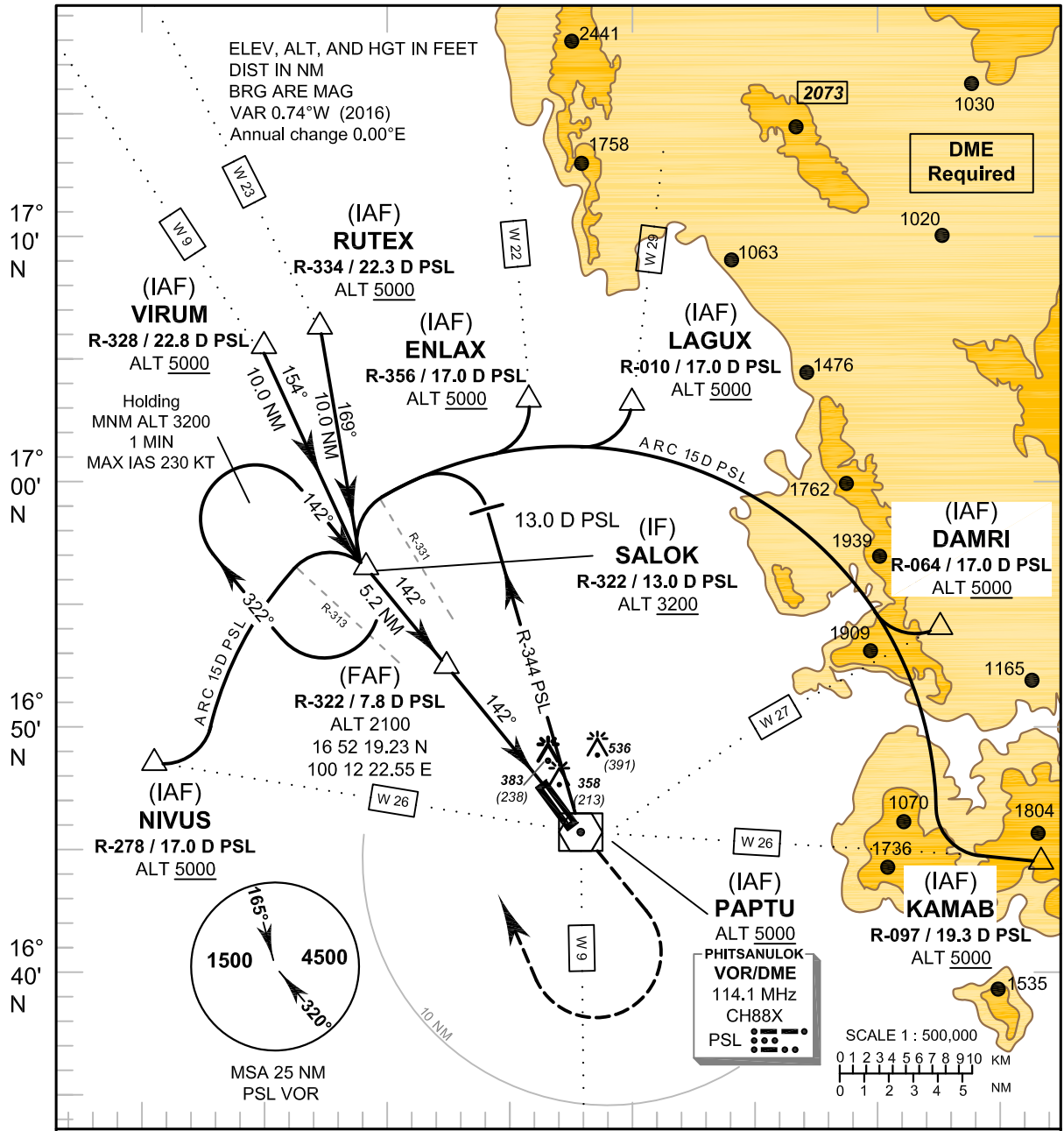


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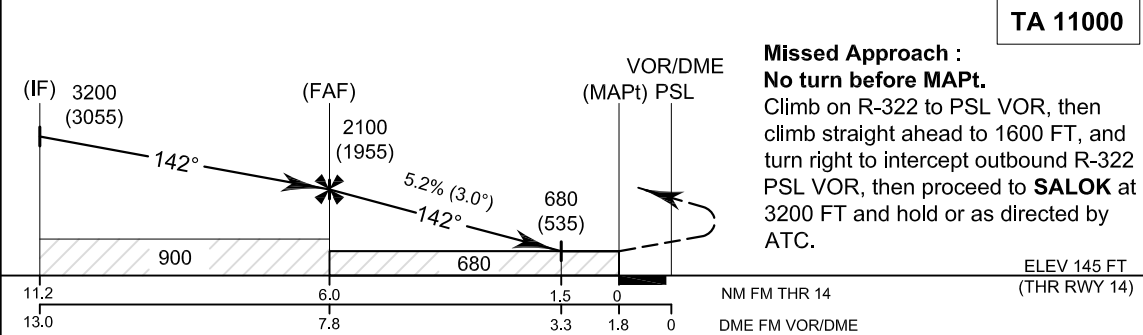
INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9

PHITSANULOK/Phitsanulok (VTPP)
VOR RWY14



CHANGE: MORSE CODE OF RADIO NAVIGATION AIDS ADDED. WPT NAME.



OCA/H	A	B	C	D	Distance (PSL)	FAF	7 D	6 D	5 D	4 D	3,3 D	
Straight - in approach	680 (535)				Altitude (Height)	2100 (1955)	1835 (1690)	1520 (1375)	1205 (1060)	890 (745)	680 (535)	
					Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	840 (695)		930 (785)		Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

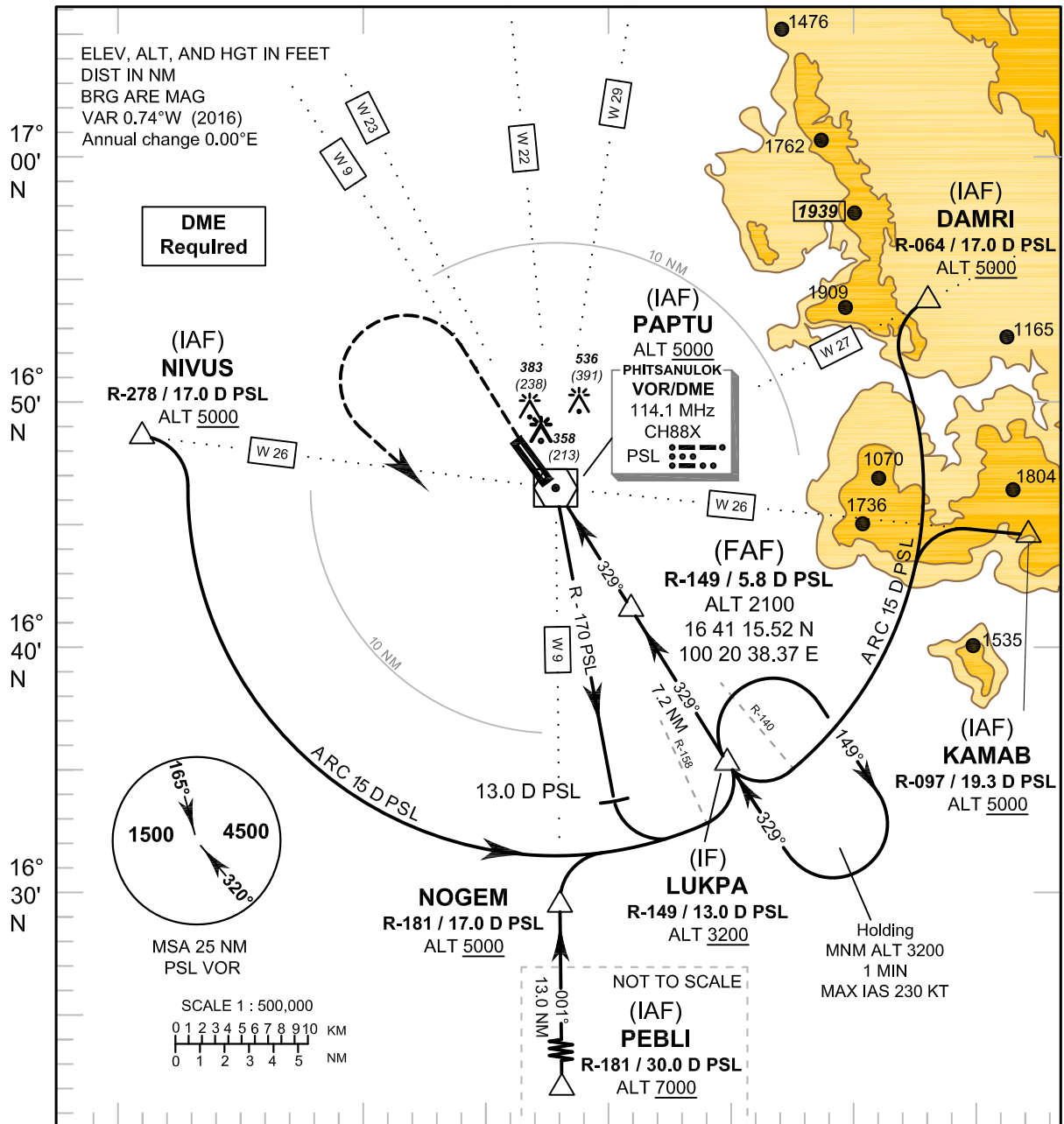
PHITSANULOK/Phitsanulok (VTPP)
VOR RWY14

Fix / Point		Coordinates	
PAPTU (IAF)	PSL	16° 46' 13.34" N	100° 17' 28.70" E
NIVUS (IAF)	R - 278 / 17.0 D PSL	16° 48' 26.33" N	099° 59' 54.50" E
RUTEX (IAF)	R - 334 / 22.3 D PSL	17° 06' 15.35" N	100° 07' 03.69" E
VIRUM (IAF)	R - 328 / 22.8 D PSL	17° 05' 28.31" N	100° 04' 31.92" E
ENLAX (IAF)	R - 356 / 17.0 D PSL	17° 03' 13.58" N	100° 15' 55.67" E
LAGUX (IAF)	R - 010 / 17.0 D PSL	17° 03' 04.27" N	100° 20' 19.14" E
DAMRI (IAF)	R - 064 / 17.0 D PSL	16° 53' 47.82" N	100° 33' 21.71" E
KAMAB (IAF)	R - 097 / 19.3 D PSL	16° 44' 09.72" N	100° 37' 31.28" E
SALOK (IF)	R - 322 / 13.0 D PSL	16° 56' 23.08" N	100° 08' 58.26" E
(FAF)	R - 322 / 7.8 D PSL	16° 52' 19.23" N	100° 12' 22.55" E
MAPt	R - 322 / 1.8 D PSL	16° 47' 39.33" N	100° 16' 16.79" E
VOR (IAF)	PSL	16° 46' 13.34" N	100° 17' 28.70" E

INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9

PHITSANULOK/Phitsanulok (VTPP)
VOR RWY32



TA 11000

Missed Approach :
No turn before MAPt.
Climb straight ahead to 1600 FT, then turn left to intercept outbound R-149 PSL VOR, then proceed to **LUKPA** at 3200 FT and hold or as directed by ATC.

ELEV 145 FT
(THR RWY 32)

	NM	FM	THR	32	0	0.2	1.3	6.0	13.2
DME FM VOR/DME					0	1.1	5.8	13.0	

OCA/H	A	B	C	D	Distance (PSL)	1.1 D	2 D	3 D	4 D	5 D	FAF	
Straight - in approach	610 (465)				Altitude (Height)	610 (465)	890 (745)	1205 (1060)	1520 (1375)	1840 (1695)	2100 (1955)	
					Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	840 (695)		930 (785)		Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: MORSE CODE OF RADIO NAVIGATION AIDS ADDED. WPT NAME: PEBLI/ALT.

INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

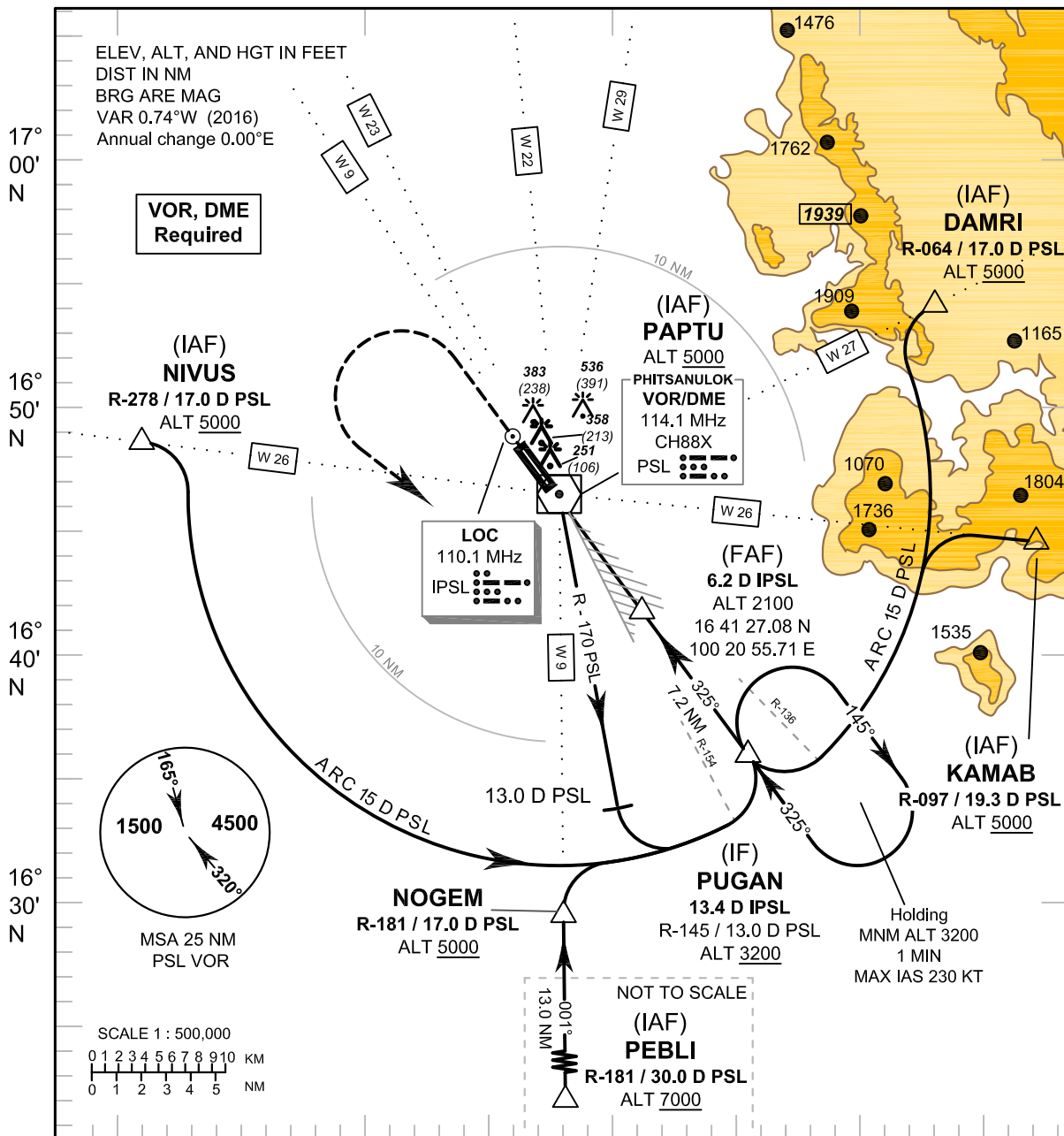
PHITSANULOK/Phitsanulok (VTPP)
VOR RWY32

Fix / Point		Coordinates	
PAPTU (IAF)	PSL	16° 46' 13.34" N	100° 17' 28.70" E
NIVUS (IAF)	R - 278 / 17.0 D PSL	16° 48' 26.33" N	099° 59' 54.50" E
PEBLI (IAF)	R - 181 / 30.0 D PSL	16° 16' 05.94" N	100° 17' 36.21" E
NOGEM	R - 181 / 17.0 D PSL	16° 29' 09.16" N	100° 17' 32.96" E
DAMRI (IAF)	R - 064 / 17.0 D PSL	16° 53' 47.82" N	100° 33' 21.71" E
KAMAB (IAF)	R - 097 / 19.3 D PSL	16° 44' 09.72" N	100° 37' 31.28" E
LUKPA (IF)	R - 149 / 13.0 D PSL	16° 35' 05.75" N	100° 24' 33.60" E
(FAF)	R - 149 / 5.8 D PSL	16° 41' 15.52" N	100° 20' 38.37" E
VOR (MAPt)	PSL	16° 46' 13.34" N	100° 17' 28.70" E

INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY32 - ELEV 145 FT

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9

PHITSANULOK/Phitsanulok (VTPP)
ILS or LOC RWY32



TA 11000 **RDH 56 FT**

Missed Approach :
No turn before MAPt (for LOC only).
Climb straight ahead to 1600 FT, then turn left to intercept outbound R-145 PSL VOR, then proceed to **PUGAN** at 3200 FT and hold or as directed by ATC.

ELEV 145 FT
(THR RWY 32)

NM FM THR 32
DME FM GP / DME

MAPt
GP/DME (LOC only)

(FAF)

3200 (IF)
(3055)

2100
(1955)

610
(465) GP 3.0° (5.2%)

325°

610 800

OCA/H	A	B	C	D	GS OUT	Distance (IPSL)	1.5 D	2 D	3 D	4 D	5 D	6 D	FAF
Straight-in approach CAT I	370 (225)				GS OUT	Altitude (Height)	610 (465)	765 (620)	1080 (935)	1395 (1250)	1710 (1565)	2025 (1880)	2100 (1955)
LOC only	610 (465)					Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	840 (695)		930 (785)		Rate of descent (3.0°)	ft/min	372	478	531	637	743	849	

CHANGE: MORSE CODE OF RADIO NAVIGATION AIDS ADDED.
WPT NAME: PEBLI ALT.

INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO THR RWY32 - ELEV 145 FT

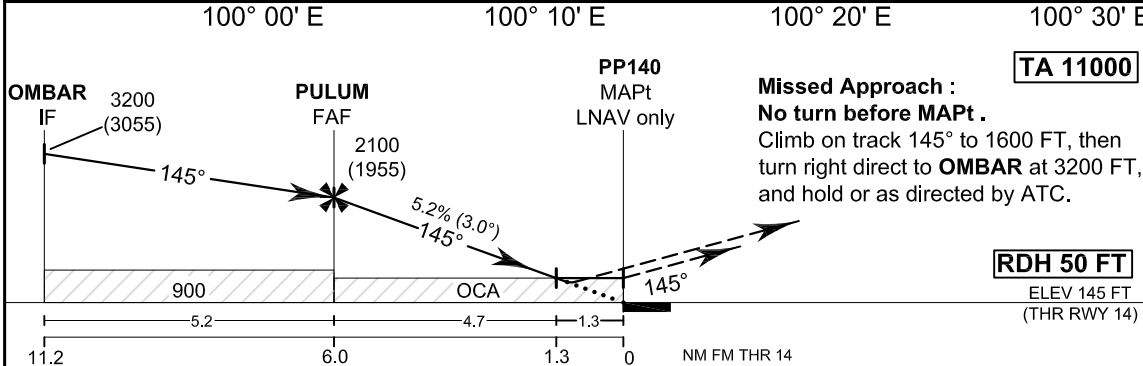
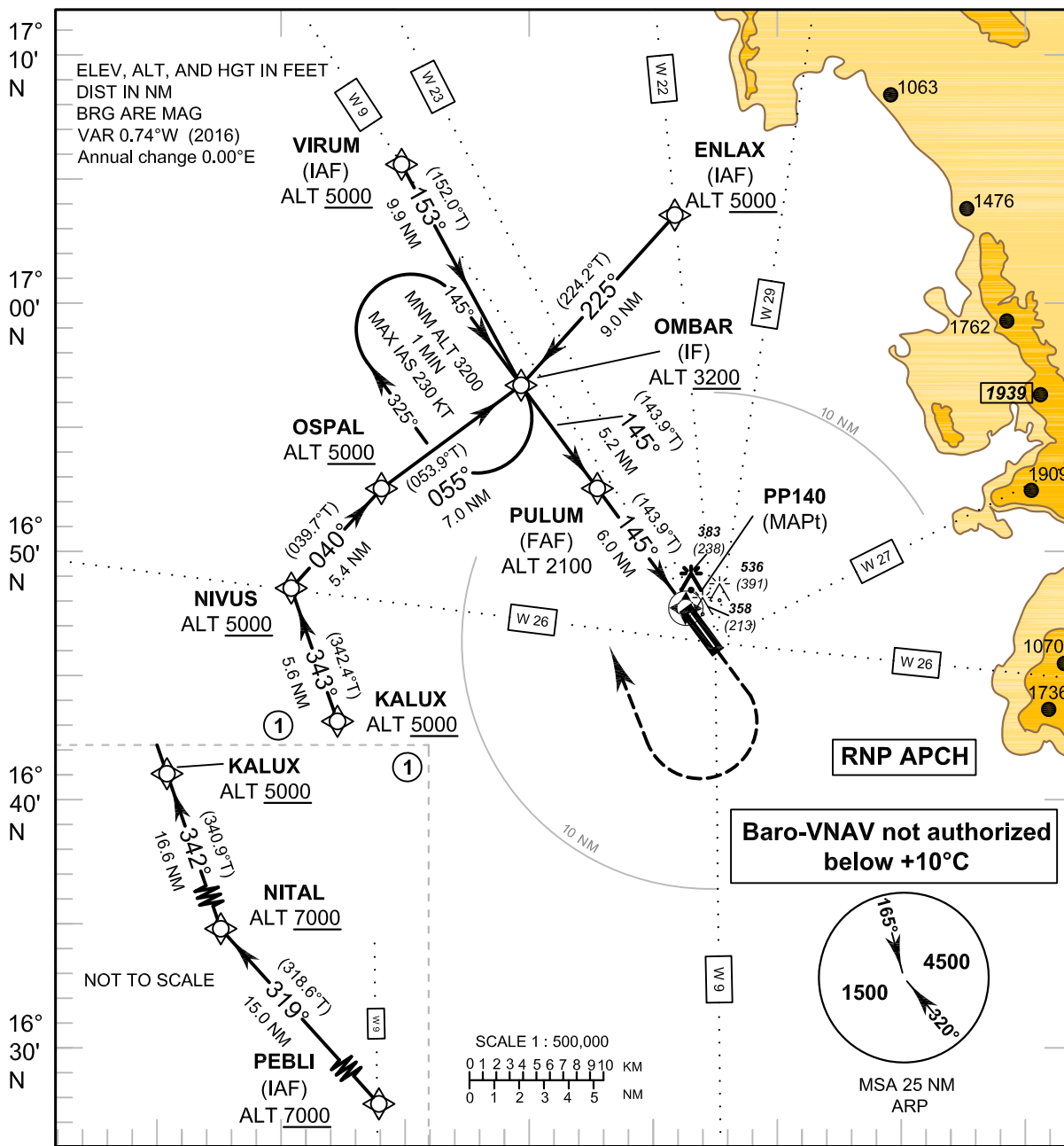
PHITSANULOK/Phitsanulok (VTPP)
ILS or LOC RWY32

Fix / Point		Coordinates	
PAPTU (IAF)	PSL	16° 46' 13.34" N	100° 17' 28.70" E
NIVUS (IAF)	R - 278 / 17.0 D PSL	16° 48' 26.33" N	099° 59' 54.50" E
PEBLI (IAF)	R - 181 / 30.0 D PSL	16° 16' 05.94" N	100° 17' 36.21" E
NOGEM	R - 181 / 17.0 D PSL	16° 29' 09.16" N	100° 17' 32.96" E
DAMRI (IAF)	R - 064 / 17.0 D PSL	16° 53' 47.82" N	100° 33' 21.71" E
KAMAB (IAF)	R - 097 / 19.3 D PSL	16° 44' 09.72" N	100° 37' 31.28" E
PUGAN (IF)	13.4 D IPSL	16° 35' 36.50" N	100° 25' 20.68" E
(FAF)	6.2 D IPSL	16° 41' 27.08" N	100° 20' 55.71" E
MAPt (LOC only) @ THR RWY32	0.2 D IPSL	16° 46' 19.16" N	100° 17' 14.69" E
LOC	IPSL	16° 47' 46.19" N	100° 16' 08.82" E
GP/DME	IPSL	16° 46' 29.87" N	100° 17' 11.63" E
VOR (IAF)	PSL	16° 46' 13.34" N	100° 17' 28.70" E

INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9

PHITSANULOK/Phitsanulok (VTPP)
RNP RWY14



OCA/H	A	B	C	D	NM to NEXT WPT	FAF	5 NM	4 NM	3 NM	2 NM	1.3 NM
						11.2	6.0	1.3	0	11.2	6.0
LNVA/VNAV	550 (405)				Altitude (Height)	2100 (1955)	1775 (1630)	1460 (1315)	1140 (995)	825 (680)	610 (465)
LNVA	610 (465)				Ground Speed	knot	70	90	100	120	140
Circling (OCH AAL)	840 (695)		930 (785)		Rate of descent FAF-MAPt (5.2%)	ft/min	369	474	527	632	737

CHANGE: CHART TITLE.

INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

PHITSANULOK/Phitsanulok (VTPP)
RNP RWY14

TABULAR DESCRIPTION

RNP RWY14											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
010	IF	PEBLI (IAF)	-	-	+0.74	-	-	+7000	-	-	RNP APCH
020	TF	NITAL	-	319°(318.6°)	+0.74	15.0	R	+7000	-	-	RNP APCH
030	TF	KALUX	-	342°(340.9°)	+0.74	16.6	R	+5000	-	-	RNP APCH
040	TF	NIVUS	-	343°(342.4°)	+0.74	5.6	R	+5000	-	-	RNP APCH
050	TF	OSPAL	-	040°(039.7°)	+0.74	5.4	R	+5000	-	-	RNP APCH
060	TF	OMBAR (IF)	-	055°(053.9°)	+0.74	7.0	-	+3200	-	-	RNP APCH
010	IF	VIRUM (IAF)	-	-	+0.74	-	-	+5000	-	-	RNP APCH
020	TF	OMBAR (IF)	-	153°(152.0°)	+0.74	9.9	-	+3200	-	-	RNP APCH
010	IF	ENLAX (IAF)	-	-	+0.74	-	-	+5000	-	-	RNP APCH
020	TF	OMBAR (IF)	-	225°(224.2°)	+0.74	9.0	-	+3200	-	-	RNP APCH
010	IF	OMBAR (IF)	-	-	+0.74	-	-	+3200	-	-	RNP APCH
020	TF	PULUM (FAF)	-	145°(143.9°)	+0.74	5.2	-	@2100	-	-	RNP APCH
030	TF	PP140 (MAPt)	Y	145°(143.9°)	+0.74	6.0	-	@195	-	-3.0/50	RNP APCH
040	CA	-	-	145°(143.9°)	+0.74	-	-	+1600	-	-	RNP APCH
050	DF	OMBAR (IF)	-	-	+0.74	-	R	+3200	-	-	RNP APCH
060	HM	OMBAR (IF)	Y	145°(143.9°)	+0.74	1 minute	R	+3200	-230	-	RNP APCH

WAYPOINT LIST

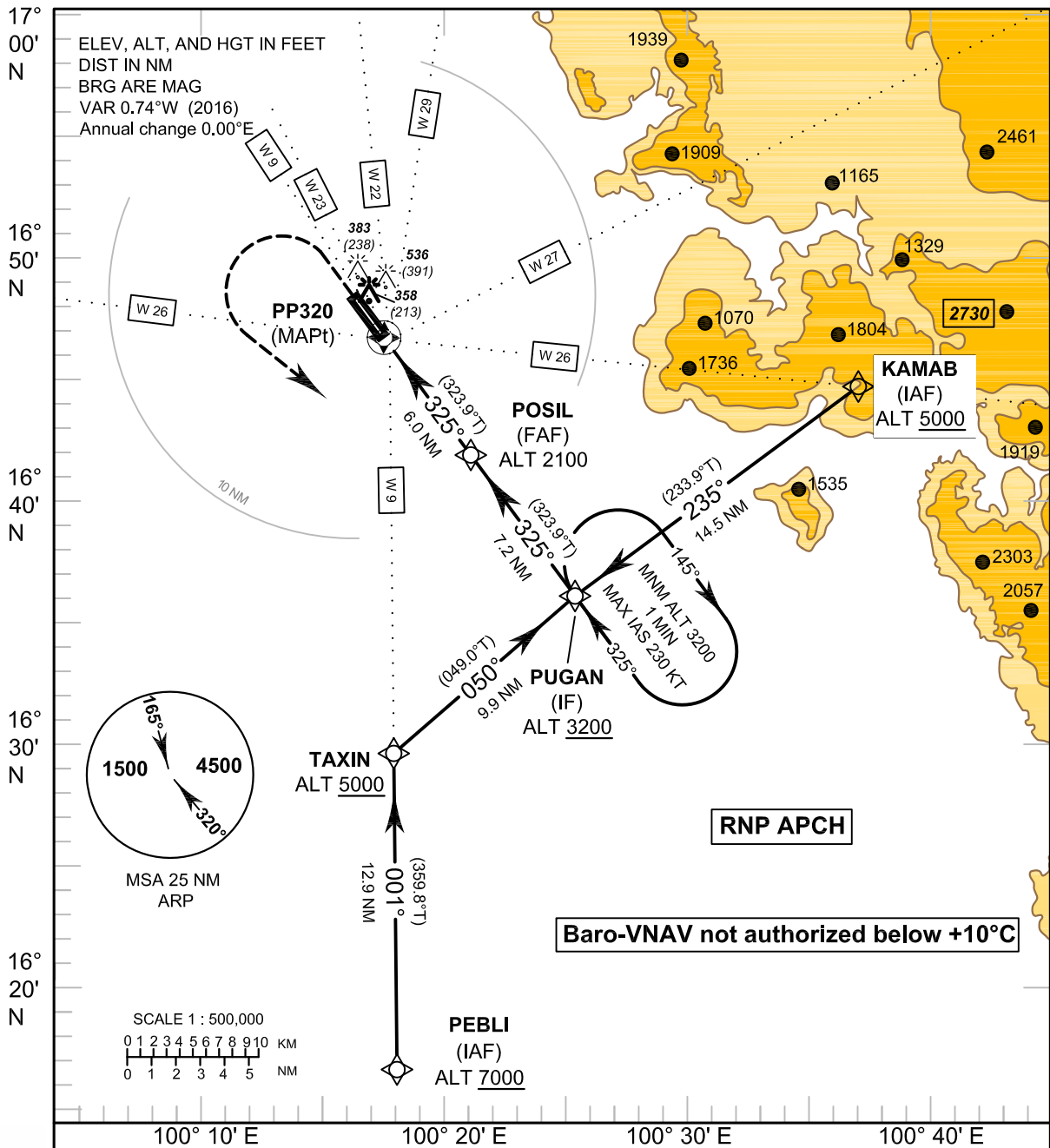
RNP RWY14			
Waypoint Identifier	Coordinates		
PEBLI	16° 16' 05.94" N	100° 17' 36.21" E	
NITAL	16° 27' 22.66" N	100° 07' 18.28" E	
KALUX	16° 43' 07.80" N	100° 01' 39.21" E	
NIVUS	16° 48' 26.33" N	099° 59' 54.50" E	
OSPAL	16° 52' 34.17" N	100° 03' 28.13" E	
VIRUM	17° 05' 28.31" N	100° 04' 31.92" E	
ENLAX	17° 03' 13.58" N	100° 15' 55.67" E	
OMBAR	16° 56' 42.99" N	100° 09' 21.83" E	
PULUM	16° 52' 29.99" N	100° 12' 33.73" E	
PP140 (THR14)	16° 47' 38.00" N	100° 16' 14.99" E	

CHANGE: CHART TITLE.

INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9

PHITSANULOK/Phitsanulok (VTPP)
RNP RWY32

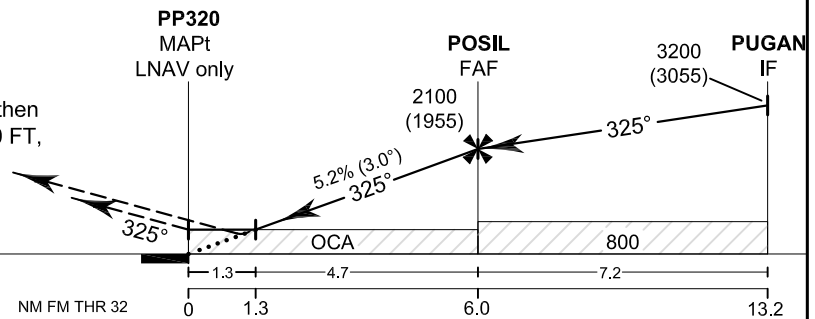


TA 11000

Missed Approach :
No turn before MAPt .
Climb on track 325° to 1600 FT, then
turn left direct to **PUGAN** at 3200 FT,
and hold or as directed by ATC.

RDH 50 FT

ELEV 145 FT
(THR RWY 32)



CHANGE: CHART TITLE.

OCA/H	A	B	C	D	NM to NEXT WPT	1.3 NM	2 NM	3 NM	4 NM	5 NM	FAF
LNAV/VNAV	460 (315)				Altitude (Height)	610 (465)	825 (680)	1140 (995)	1460 (1315)	1775 (1630)	2100 (1955)
LNAV	610 (465)				Ground Speed	knot	70	90	100	120	140
Circling (OCH AAL)	840 (695)	930 (785)		Rate of descent FAF-MAPt (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT AERODROME ELEV 145 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

PHITSANULOK/Phitsanulok (VTPP)
RNP RWY32

TABULAR DESCRIPTION

RNP RWY32												
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification	
010	IF	PEBLI (IAF)	-	-	+0.74	-	-	+7000	-	-	RNP APCH	
020	TF	TAXIN	-	001°(359.8°)	+0.74	12.9	R	+5000	-	-	RNP APCH	
030	TF	PUGAN (IF)	-	050°(049.0°)	+0.74	9.9	-	+3200	-	-	RNP APCH	
010	IF	KAMAB (IAF)	-	-	+0.74	-	-	+5000	-	-	RNP APCH	
020	TF	PUGAN (IF)	-	235°(233.9°)	+0.74	14.5	-	+3200	-	-	RNP APCH	
001	IF	PUGAN (IF)	-	-	+0.74	-	-	+3200	-	-	RNP APCH	
002	TF	POSIL (FAF)	-	325°(323.9°)	+0.74	7.2	-	@2100	-	-	RNP APCH	
003	TF	PP320 (MAPt)	Y	325°(323.9°)	+0.74	6.0	-	@195	-	-3.0/50	RNP APCH	
004	CA	-	-	325°(323.9°)	+0.74	-	-	+1600	-	-	RNP APCH	
005	DF	PUGAN (IF)	-	-	+0.74	-	L	+3200	-	-	RNP APCH	
006	HM	PUGAN (IF)	Y	325°(323.9°)	+0.74	1 minute	R	+3200	-230	-	RNP APCH	

WAYPOINT LIST

RNP RWY32		
Waypoint Identifier	Coordinates	
PEBLI	16° 16' 05.94" N	100° 17' 36.21" E
TAXIN	16° 29' 04.24" N	100° 17' 32.98" E
KAMAB	16° 44' 09.72" N	100° 37' 31.28" E
PUGAN	16° 35' 36.50" N	100° 25' 20.68" E
POSIL	16° 41' 27.08" N	100° 20' 55.71" E
PP320 (THR32)	16° 46' 19.16" N	100° 17' 14.69" E

CHANGE: CHART TITLE.