VTSG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSG - KRABI / KRABI AIRPORT

VTSG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	080600.59N 0985907.13E 1500 M FM THR RWY14
2	Direction and distance from (city)	10 KM NE from city
3	Elevation/Reference temperature	93 FT/30°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°26'W (2016)/0.1°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Krabi Airport Krabi Airport Amphoe Naua Khlong Krabi Province Thailand 81130 Tel: +667 570 1468-9 Fax: +667 570 1470 AFS: VTSGYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSG AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and immigration	0130-0930, On demand
3	Health and sanitation	0130-0930, On demand
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	On request
10	Security	H24
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Phuket International Airport (3rd floor of domestic terminal building) Tel: +667 632 7205 +669 2262 2141 Fax: +667 656 3048

VTSG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	1 JET A-1 Refueller @ 60,000 L 1 JET A-1 Refueller @ 45,000 L 1 JET A-1 Refueller @ 18,000 L 2 JET A-1 Refueller @ 12,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTSG AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines, car rent and shuttle bus
4	Medical facilities	First Aid at AD and hospital in the city
5	Bank and Post Office	Money exchange service available between 0200-1100 UTC, but postal services not available
6	Tourist Office	At AD open 1) 0000 - 0800 2) 0700 - 1500
7	Remarks	NIL

VTSG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTSG AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 68/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Concrete and asphalt Strength: PCN 72/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL

6	Remarks	NIL

VTSG 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	NIL
2	RWY and TWY markings and LGT	RWY and TWY: Marked
3	Stop bars	NIL
4	Remarks	NIL

VTSG 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**	
RWY 32	Chimney HGT 171 M LGTD	075930N 0990306E	NIL	NIL	NIL

VTSG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Krabi, 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	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: +667 570 1576
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 Low Level Wind Shear Alert System (LLWAS)
9	ATS units provided with information	Krabi TWR
10	Additional information (limitation of service, etc.)	NIL

VTSG 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	140.60°	3000x45	PCN 72/F/C/X/T Concrete and asphalt	080623.28N 0985848.43E	THR 82 FT TDZ 82 FT
32	320.60°	3000x45	PCN 72/F/C/X/T Concrete and asphalt	080507.74N 0985950.66E	THR 93 FT TDZ 93 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.4% 0% +0.5% +0.8% 0% (1050M 1575M 2250M 2750M 3000M)	60x60	NIL	3240x300	NIL	Concrete drainage channels are located in the Runway strips, parallel to and at 120 M. offset from the Runway centre lines.
0% -0.8% -0.5% 0% +0.4% (250M 750M 1425M 1950M 3000M)	60x60	NIL	3240x300	NIL	

VTSG 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	3060	3000	NIL
32	3000	3000	3060	3000	NIL

VTSG 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	SALS 420 M	Green	PAPI Left 3.6° (28.24 M)	NIL	NIL	3000 M 60 M White, LIH	Red	NIL	NIL
32	SALS 420 M	Green	PAPI Left 3.2° (25.25 M)	NIL	NIL	3000 M 60 M White, LIH	Red	NIL	NIL

VTSG 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 7 SEC
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: All Taxiways
4	Secondary power supply/switch-over time	Secondary power supply at tower and Air Field Lighting (AFL).
5	Remarks	NIL

VTSG 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

VTSG AD 2.17 ATS AIRSPACE

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

VTSG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Krabi Approach	120.05 MHZ 121.5 MHZ 1)	As AD OPR HR	1) Emergency frequency
TWR	Krabi Tower	122.5 MHZ 236.6 MHZ 121.5 MHZ 1)	As AD OPR HR	
GND	Krabi Ground	121.9 MHZ	As AD OPR HR	
ATIS	Krabi Airport	132.4 MHZ	As AD OPR HR	

VTSG 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	KB	299 KHZ	H24	080619.0N 0985828.25 E		50 NM coverage restricted as follow: – BRG 090-160 DEG ALT should not below 4000 FT. – BRG 161-270 DEG ALT should not below 1500 FT. – BRG 271-300 DEG ALT should not below 5000 FT. – BRG 351-089 DEG ALT should not below 7000 FT. – BRG 301-350 DEG excessive needle oscillation out of tolerances.
DVOR/DME	KBI	111 MHZ CH47X	H24	080627.19N 0985839.07E		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitude in various areas as follows: – Radial 001°-180° altitude should not below 5 500 FT – Radial 181°-200° altitude should not below 7 000 FT – Radial 201°-340° altitude should not below 10 000 FT – Radial 341°-360° altitude should not below 15 500 FT
ILS CAT I LOC/DME RWY 32	IKBI	110.1 MHZ CH38X	H24	080630.62N 0985842.38E		Designated operation coverage 18 NM, ALT 6300 FT/AMSL.
GP		334.4 MHZ	H24	080519N 0985946.6E		3.2 DEG, RDH 56.5 FT.

VTSG AD 2.20 LOCAL AERODROME REGULATIONS

1. For preventing runway pavement structural damage, aircraft with weight equivalent to or heavier than B737 or A319 are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 32.

2. Traffic departing runway 14 may be delayed in the apron or on the appropriate taxiway in case there is a landing traffic on runway 32.

VTSG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSG AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN KRABI TMA

a) All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 FT AMSL are subject to fly not faster than indicated air speed 230 knots unless authorized by ATC.
b) Speed will be reduced to 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
c) 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
d) Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
e) ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase “NO SPEED RESTRICTIONS”. An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase “RESUME NORMAL SPEED” will be used.
f) All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
g) If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

NOTE - an instruction to “RESUME NORMAL SPEED” does not cancel speed restrictions that applicable to published procedure of upcoming segments of flight, aircraft shall comply speed restrictions specified in a) b) and c)

VTSG AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSG AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART-ICAO

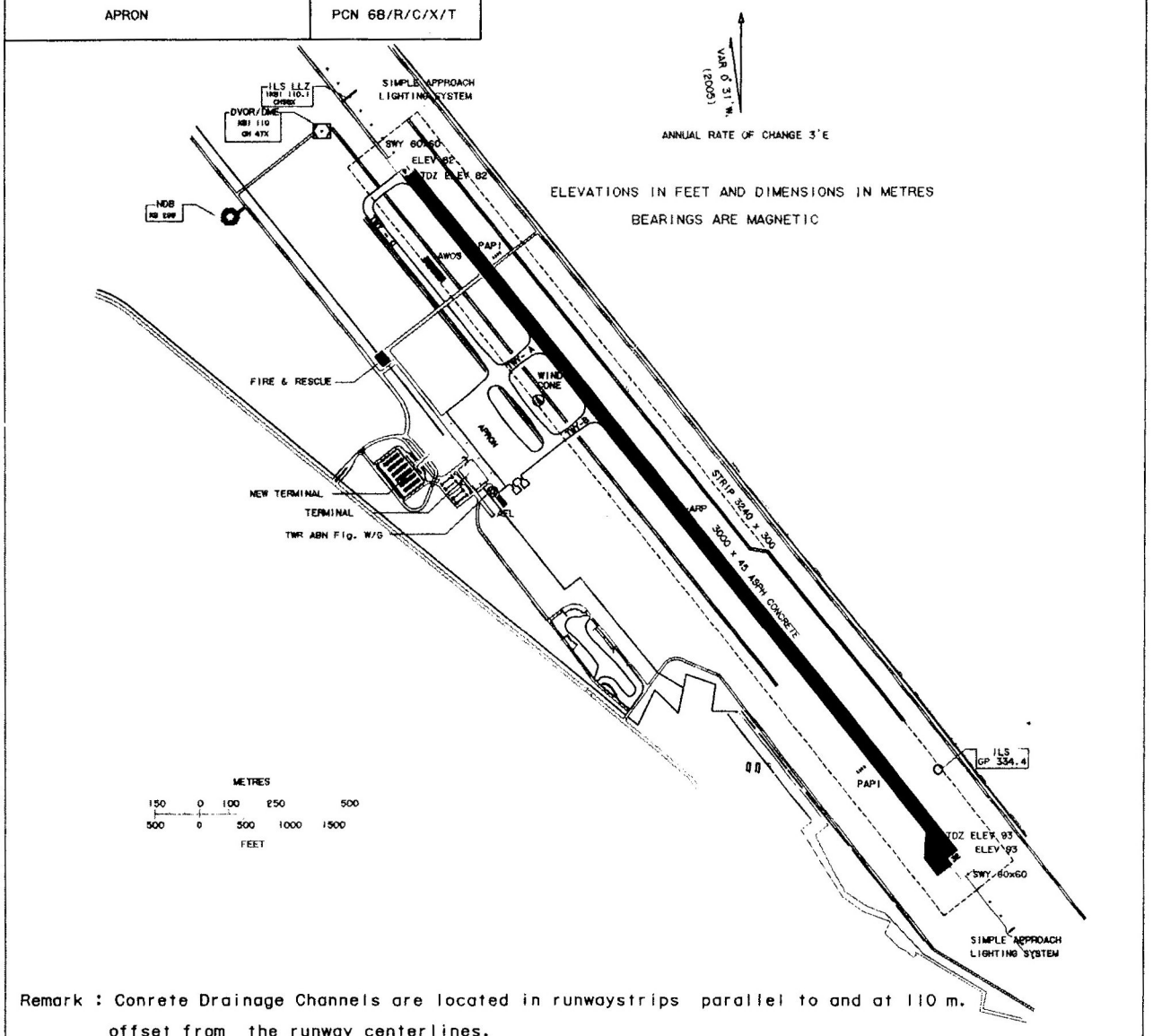
08° 05' 45.49" N
98° 59' 19.55" E

ELEV 93 ft

TWR 122.3 236.6

KRABI / Krabi

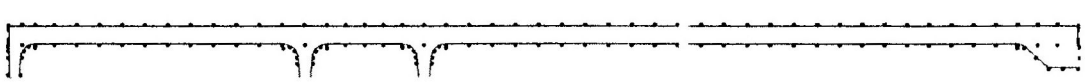
RWY	DIRECTION	THR	BEARING STRENGTH
14	141°	08° 06' 23.28" N 98° 58' 48.43" E	PCN 72/F/C/X/T
32	321°	08° 05' 7.74" N 98° 59' 50.66" E	
APRON			PCN 68/R/C/X/T



Remark : Conrete Drainage Channels are located in runwaystrips parallel to and at 110 m. offset from the runway centerlines.

MARKING AIDS RWY 14/32 AND EXIT TWY

LIGHTING AIDS RWY 14/32 AND EXIT TWY



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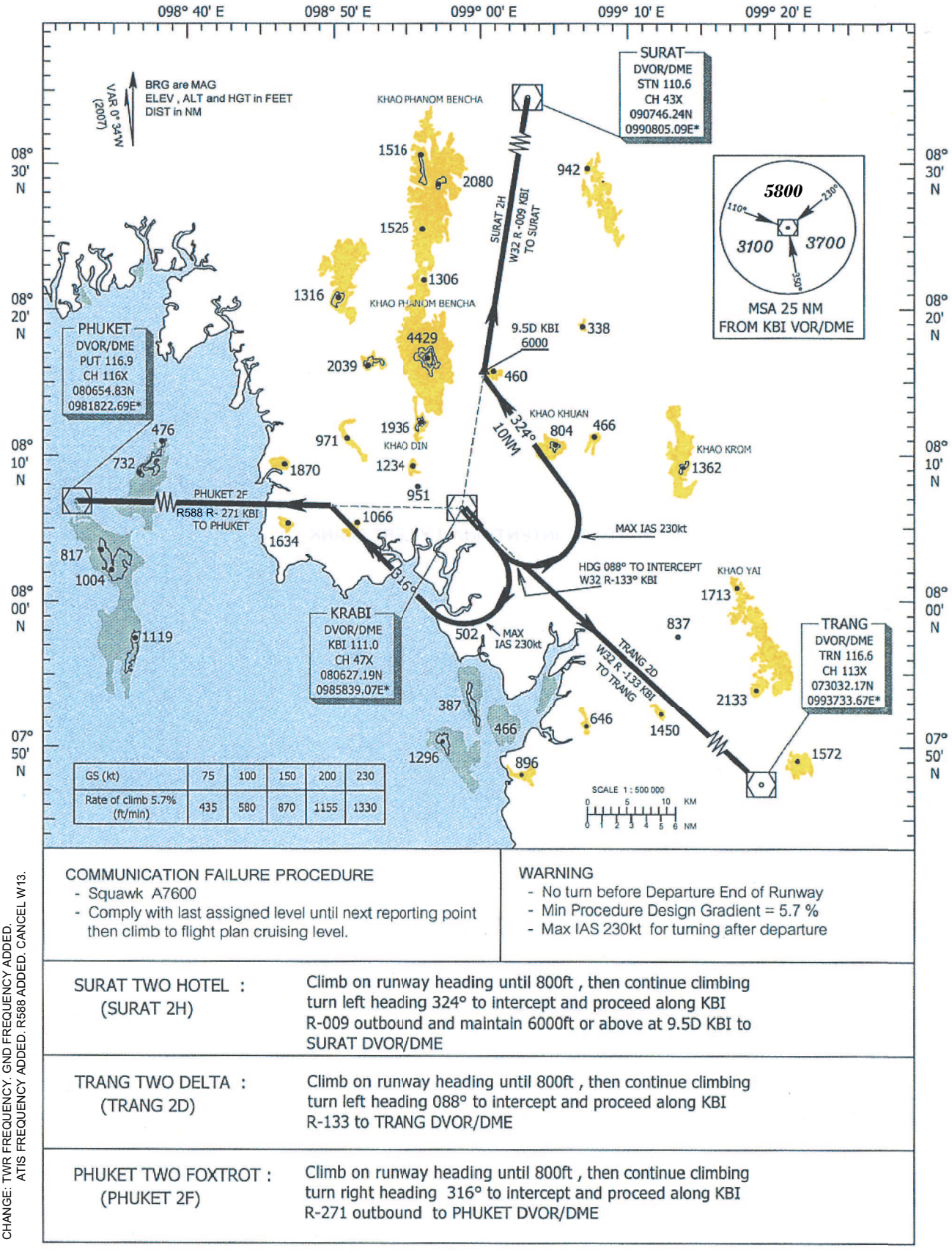
STANDARD INSTRUMENT DEPARTURE (SID) CHART - ICAO

KRABI / Krabi (VTSG)
RWY14

SURAT 2H DEPARTURE
TRANG 2D DEPARTURE
PHUKET 2F DEPARTURE

TRANSITION ALTITUDE
11 000 ft

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4



GS (kt)	75	100	150	200	230
Rate of climb 5.7% (ft/min)	435	580	870	1155	1330

COMMUNICATION FAILURE PROCEDURE
- Squawk A7600
- Comply with last assigned level until next reporting point then climb to flight plan cruising level.

WARNING
- No turn before Departure End of Runway
- Min Procedure Design Gradient = 5.7 %
- Max IAS 230kt for turning after departure

SURAT TWO HOTEL : (SURAT 2H)	Climb on runway heading until 800ft , then continue climbing turn left heading 324° to intercept and proceed along KBI R-009 outbound and maintain 6000ft or above at 9.5D KBI to SURAT DVOR/DME
TRANG TWO DELTA : (TRANG 2D)	Climb on runway heading until 800ft , then continue climbing turn left heading 088° to intercept and proceed along KBI R-133 to TRANG DVOR/DME
PHUKET TWO FOXTROT : (PHUKET 2F)	Climb on runway heading until 800ft , then continue climbing turn right heading 316° to intercept and proceed along KBI R-271 outbound to PHUKET DVOR/DME

CHANGE: TWR FREQUENCY. GND FREQUENCY ADDED.
ATIS FREQUENCY ADDED. R588 ADDED. CANCEL W13.

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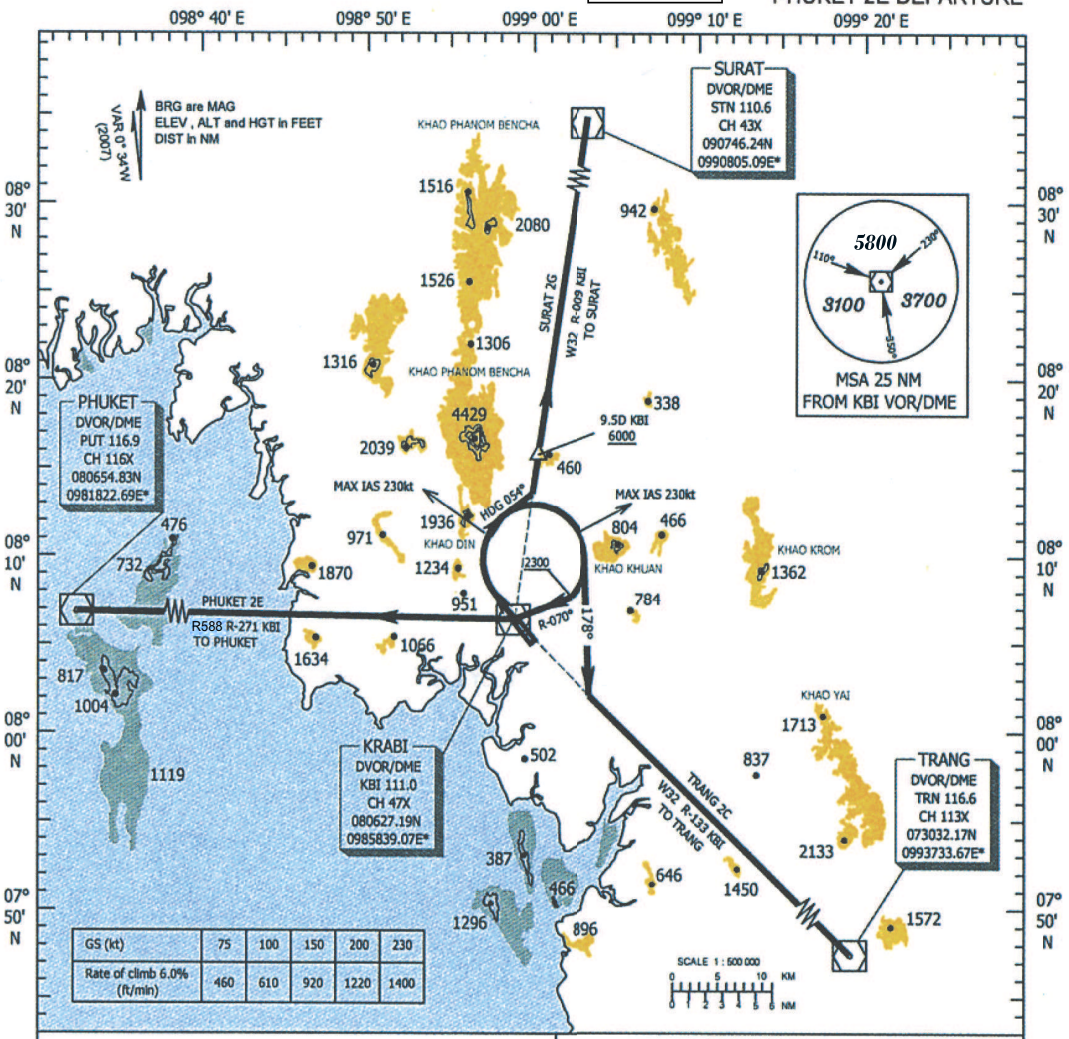
STANDARD INSTRUMENT DEPARTURE (SID)
CHART - ICAO

KRABI / Krabi (VTSG)
RWY32
SURAT 2G DEPARTURE
TRANG 2C DEPARTURE
PHUKET 2E DEPARTURE

TRANSITION ALTITUDE
11 000 ft

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4



COMMUNICATION FAILURE PROCEDURE
- Squawk A7600
- Comply with last assigned level until next reporting point then climb to flight plan cruising level.

WARNING
- No turn before Departure End of Runway
- Min Procedure Design Gradient = 6.0 %
- Max IAS 230kt for turning after departure

SURAT TWO GOLF : (SURAT 2G)	Climb on runway heading until 800ft , then continue climbing turn right heading 054° to intercept and proceed along KBI R-009 outbound and maintain 6000ft or above at 9.5D KBI to SURAT DVOR/DME
TRANG TWO CHALIE : (TRANG 2C)	Climb on runway heading until 800ft , then continue climbing turn right heading 178° to intercept and proceed along KBI R-133 to TRANG DVOR/DME
PHUKET TWO ECHO : (PHUKET 2E)	Climb on runway heading until 800ft , then continue climbing turn right to intercept KBI R-070 at 2300ft or above to KBI and proceed along KBI R-271 outbound to PHUKET DVOR/DME

CHANGE: TWR FREQUENCY, GND FREQUENCY ADDED.
ATIS FREQUENCY ADDED. R588 ADDED.
CANCEL W13.

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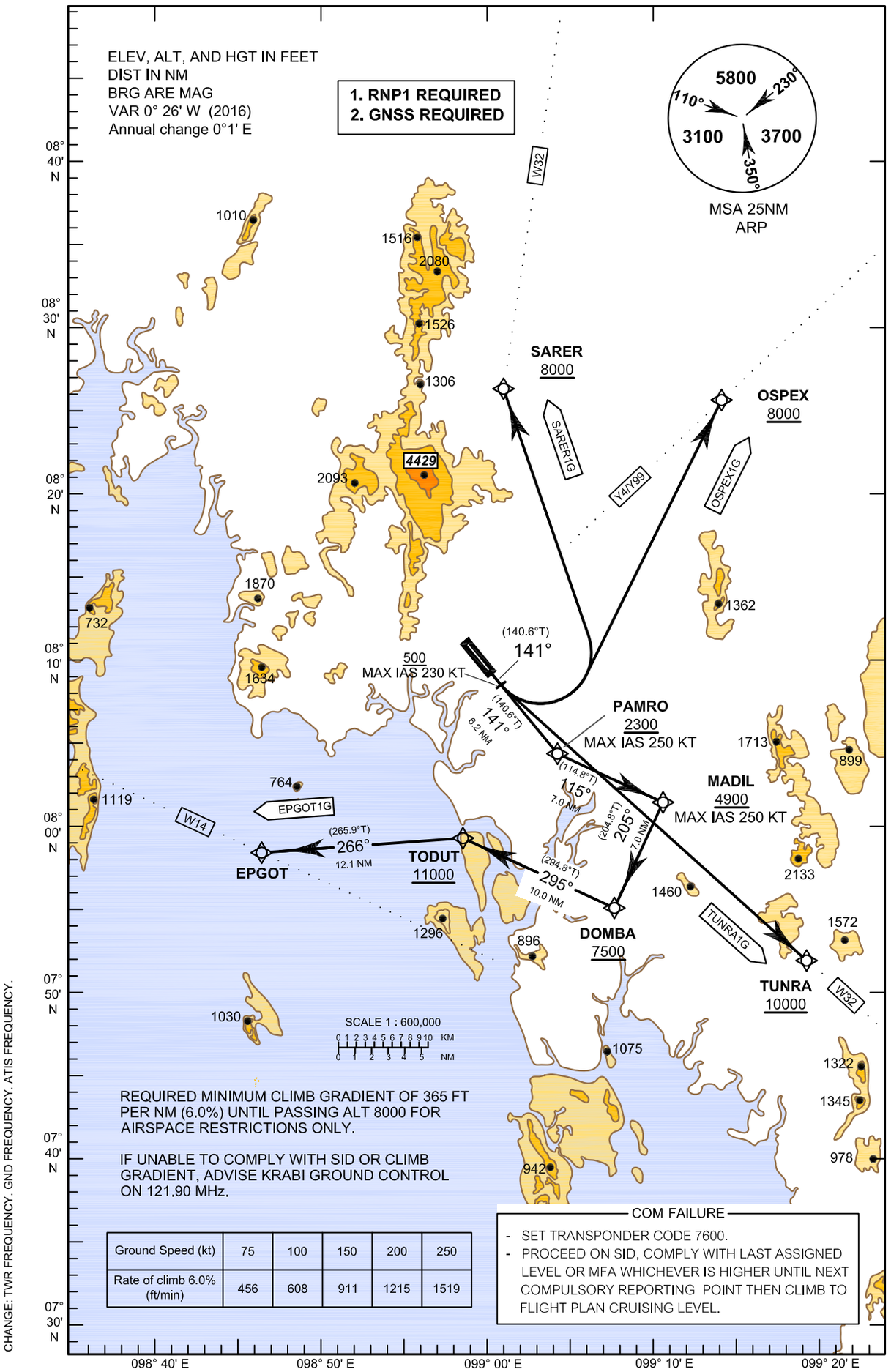
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4

KRABI/Krabi (VTSG)
RNAV RWY14

EPGOT1G OSPEX1G
SARER1G TUNRA1G



Ground Speed (kt)	75	100	150	200	250
Rate of climb 6.0% (ft/min)	456	608	911	1215	1519

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

KRABI/Krabi (VTSG)
RNAV RWY14

EPGOT1G OSPEX1G
SARER1G TUNRA1G

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	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	141°(140.6°)	+0.4	-	-	+500	-230	-	RNP 1
030	DF	SARER	-	-	+0.4	-	L	+8000	-	-	RNP 1
010	-	DER RWY 14	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	141°(140.6°)	+0.4	-	-	+500	-230	-	RNP 1
030	DF	OSPEX	-	-	+0.4	-	L	+8000	-	-	RNP 1
010	-	DER RWY 14	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	141°(140.6°)	+0.4	-	-	+500	-230	-	RNP 1
030	DF	TUNRA	-	-	+0.4	-	L	+10000	-	-	RNP 1
010	-	DER RWY 14	-	-	+0.4	-	-	-	-	-	RNP 1
020	CF	PAMRO	-	141°(140.6°)	+0.4	6.2	L	+2300	-250		RNP 1
030	TF	MADIL	-	115°(114.8°)	+0.4	7.0	R	+4900	-250		RNP 1
040	TF	DOMBA	-	205°(204.8°)	+0.4	7.0	R	+7500	-	-	RNP 1
050	TF	TODUT	-	295°(294.8°)	+0.4	10.0	L	+11000	-		RNP 1
060	TF	EPGOT	-	266°(265.9°)	+0.4	12.1	-	-	-	-	RNP 1

WAYPOINT LIST

RNAV RWY14

Waypoint Identifier	Coordinates	
DER RWY 14	08° 05' 07.74" N	098° 59' 50.66" E
SARER	08° 21' 26.94" N	099° 00' 57.22" E
OSPEX	08° 20' 15.13" N	099° 13' 19.48" E
TUNRA	07° 47' 36.74" N	099° 19' 04.91" E
PAMRO	08° 00' 18.81" N	099° 03' 48.61" E
MADIL	07° 57' 22.10" N	099° 10' 13.03" E
DOMBA	07° 50' 58.91" N	099° 07' 15.77" E
TODUT	07° 55' 12.34" N	098° 58' 04.72" E
EPGOT	07° 54' 15.95" N	098° 45' 54.93" E

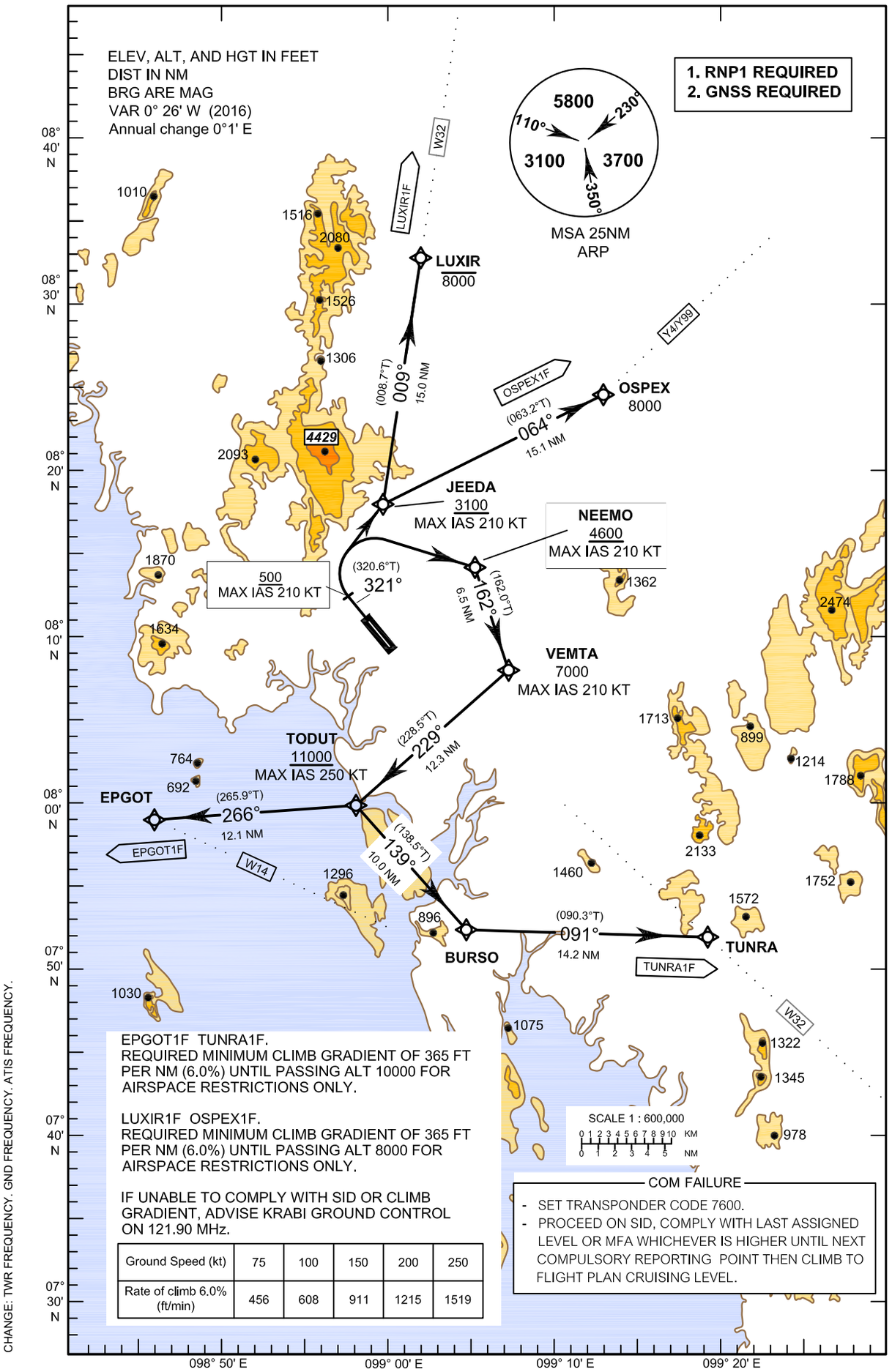
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4

KRABI/Krabi (VTSG)
RNAV RWY32

EPGOT1F LUXIR1F
OSPEX1F TUNRA1F



EPGOT1F TUNRA1F.
REQUIRED MINIMUM CLIMB GRADIENT OF 365 FT PER NM (6.0%) UNTIL PASSING ALT 10000 FOR AIRSPACE RESTRICTIONS ONLY.

LUXIR1F OSPEX1F.
REQUIRED MINIMUM CLIMB GRADIENT OF 365 FT PER NM (6.0%) UNTIL PASSING ALT 8000 FOR AIRSPACE RESTRICTIONS ONLY.

IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE KRABI GROUND CONTROL ON 121.90 MHz.

Ground Speed (kt)	75	100	150	200	250
Rate of climb 6.0% (ft/min)	456	608	911	1215	1519

COM FAILURE

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

CHANGE: TWR FREQUENCY. GND FREQUENCY. ATIS FREQUENCY.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

KRABI/Krabi (VTSG)
RNAV RWY32

EPGOT1F LUXIR1F
OSPEX1F TUNRA1F

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	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	321°(320.6°)	+0.4	-	-	+500	-210	-	RNP 1
030	DF	JEEDA	-	-	+0.4	-	R	+3100	-210	-	RNP 1
040	TF	LUXIR	-	009°(008.7°)	+0.4	15.0	-	-8000	-	-	RNP 1
010	-	DER RWY 32	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	321°(320.6°)	+0.4	-	-	+500	-210	-	RNP 1
030	DF	JEEDA	-	-	+0.4	-	R	+3100	-210	-	RNP 1
040	TF	OSPEX	-	064°(063.2°)	+0.4	15.1	-	8000	-	-	RNP 1
010	-	DER RWY 32	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	321°(320.6°)	+0.4	-	-	+500	-210	-	RNP 1
030	DF	NEEMO	-	-	+0.4	-	R	+4600	-210	-	RNP 1
040	TF	VEMTA	-	162°(162.0°)	+0.4	6.5	R	7000	-210		RNP 1
050	TF	TODUT	-	229°(228.5°)	+0.4	12.3	L	+11000	-250	-	RNP 1
060	TF	BURSO	-	139°(138.5°)	+0.4	10.0	L	-	-		RNP 1
070	TF	TUNRA	-	091°(090.3°)	+0.4	14.2	-	-	-	-	RNP 1
010	-	DER RWY 32	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	321°(320.6°)	+0.4	-	-	+500	-210	-	RNP 1
030	DF	NEEMO	-	-	+0.4	-	R	+4600	-210	-	RNP 1
040	TF	VEMTA	-	162°(162.0°)	+0.4	6.5	R	7000	-210		RNP 1
050	TF	TODUT	-	229°(228.5°)	+0.4	12.3	R	+11000	-250	-	RNP 1
060	TF	EPGOT	-	266°(265.9°)	+0.4	12.1	-	-	-		RNP 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

KRABI/Krabi (VTSG)
RNAV RWY32

EPGOT1F LUXIR1F
OSPEX1F TUNRA1F

WAYPOINT LIST

RNAV RWY32		
Waypoint Identifier	**Coordinates**	
DER RWY 32	08° 06' 23.28" N	098° 58' 48.43" E
JEEDA	08° 13' 24.32" N	098° 59' 43.10" E
LUXIR	08° 28' 18.59" N	099° 02' 00.48" E
OSPEX	08° 20' 15.13" N	099° 13' 19.48" E
NEEMO	08° 09' 35.42" N	099° 05' 17.80" E
VEMTA	08° 03' 22.42" N	099° 07' 19.70" E
TODUT	07° 55' 12.34" N	098° 58' 04.72" E
BURSO	07° 47' 41.11" N	099° 04' 45.63" E
TUNRA	07° 47' 36.74" N	099° 19' 04.91" E
EPGOT	07° 54' 15.95" N	098° 45' 54.93" E

INTENTIONALLY BLANK

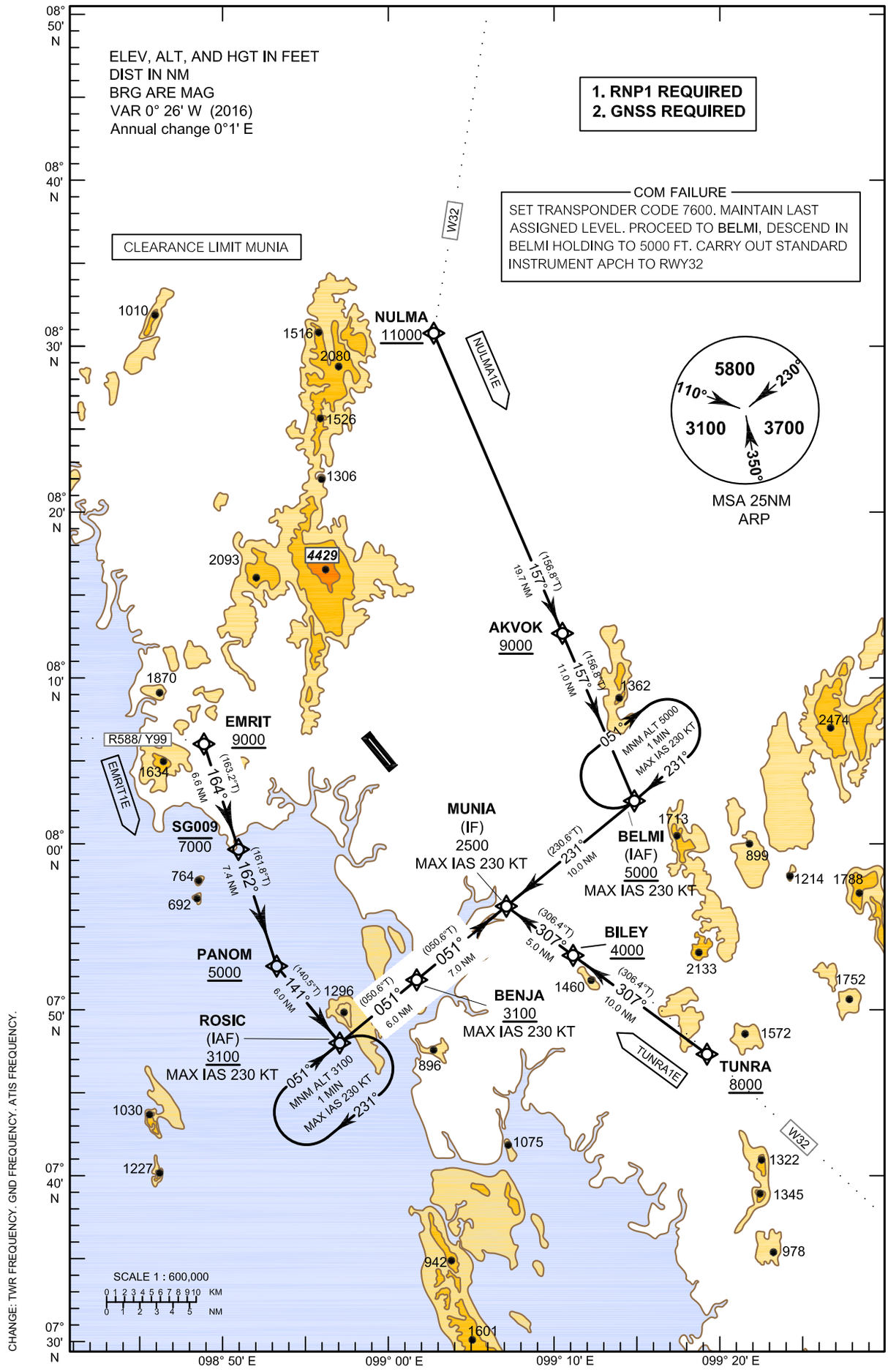
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4

KRABI/Krabi (VTSG)
RNAV RWY32

EMRIT1E NULMA1E TUNRA1E



CHANGE: TWR FREQUENCY. GND FREQUENCY. ATIS FREQUENCY.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

KRABI/Krabi (VTSG)
RNAV RWY32

EMRIT1E NULMA1E TUNRA1E

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	IF	NULMA	-	-	+0.4	-	-	+11000	-	-	RNP 1
020	TF	AKVOK	-	157°(156.8°)	+0.4	19.7	-	+9000	-	-	RNP 1
030	TF	BELMI	-	157°(156.8°)	+0.4	11.0	R	+5000	-230	-	RNP 1
040	TF	MUNIA	-	231°(230.6°)	+0.4	10.0	-	2500	-230	-	RNP 1
010	IF	EMRIT	-	-	+0.4	-	-	+9000	-	-	RNP 1
020	TF	SG009	-	164°(163.2°)	+0.4	6.6	L	-7000	-	-	RNP 1
030	TF	PANOM	-	162°(161.8°)	+0.4	7.4	L	+5000	-	-	RNP 1
040	TF	ROSIC	-	141°(140.5°)	+0.4	6.0	L	+3100	-230	-	RNP 1
050	TF	BENJA	-	051°(050.6°)	+0.4	6.0	-	+3100	-230	-	RNP 1
060	TF	MUNIA	-	051°(050.6°)	+0.4	7.0	-	2500	-230	-	RNP 1
010	IF	TUNRA	-	-	+0.4	-	-	+8000	-	-	RNP 1
020	TF	BILEY	-	307°(306.4°)	+0.4	10.0	-	+4000	-	-	RNP 1
030	TF	MUNIA	-	307°(306.4°)	+0.4	5.0	-	2500	-230		RNP 1

WAYPOINT LIST

RNAV RWY32

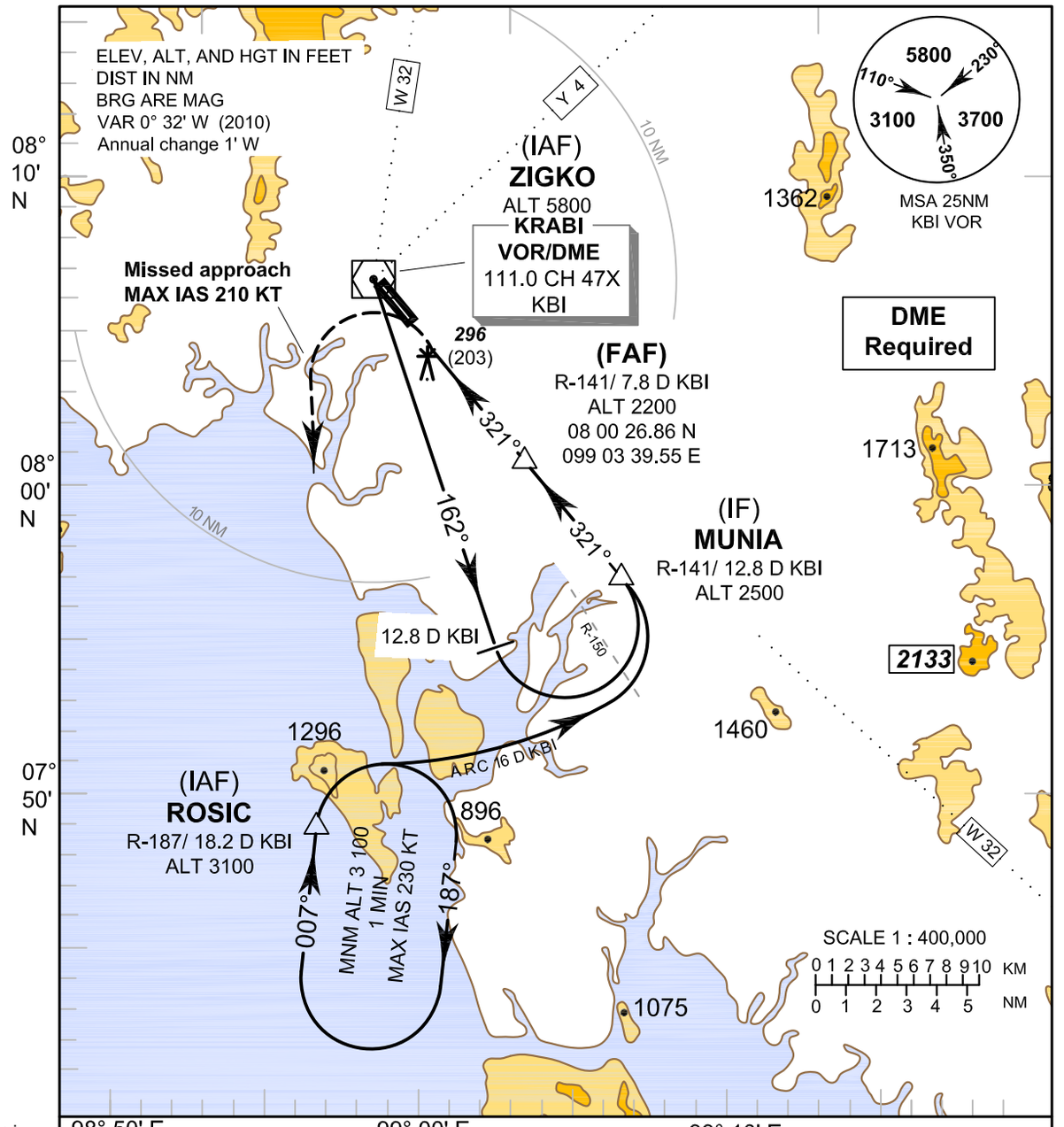
Waypoint Identifier	Coordinates	
NULMA	08° 31' 17.69" N	099° 02' 28.03" E
AKVOK	08° 13' 06.88" N	099° 10' 18.04" E
BELMI	08° 02' 57.62" N	099° 14' 40.22" E
TUNRA	07° 47' 36.74" N	099° 19' 04.91" E
BILEY	07° 53' 36.00" N	099° 10' 56.31" E
EMRIT	08° 06' 21.05" N	098° 48' 40.42" E
SG009	08° 00' 01.05" N	098° 50' 35.24" E
PANOM	07° 52' 57.18" N	098° 52' 54.76" E
ROSIC	07° 48' 17.81" N	098° 56' 45.33" E
BENJA	07° 52' 07.39" N	099° 01' 25.62" E
MUNIA	07° 56' 35.16" N	099° 06' 52.74" E

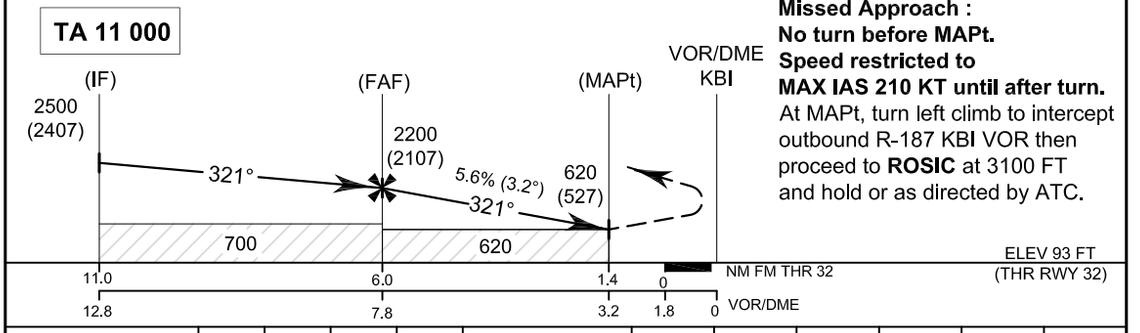
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 93 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4

KRABI/Krabi (VTSG)
VOR RWY 32





Missed Approach :
No turn before MAPt.
Speed restricted to
MAX IAS 210 KT until after turn.
At MAPt, turn left climb to intercept outbound R-187 KBI VOR then proceed to **ROSIC** at 3100 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
straight-in approach	620 (527)			
Circling	Not Authorized			

Distance(KBI)	FAF	7 D	6 D	5 D	4 D	3.2 D
Altitude (Height)	2200 (2107)	1910 (1817)	1570 (1477)	1230 (1137)	890 (797)	620 (527)
Ground Speed	knot	70	90	100	120	140	160
Rate of descent (5.6%)	(ft/min)	397	510	567	681	794	907

CHANGE: TWR FREQUENCY. GND FREQUENCY. ATIS FREQUENCY.

KRABI/Krabi (VTSG)
VOR RWY 32

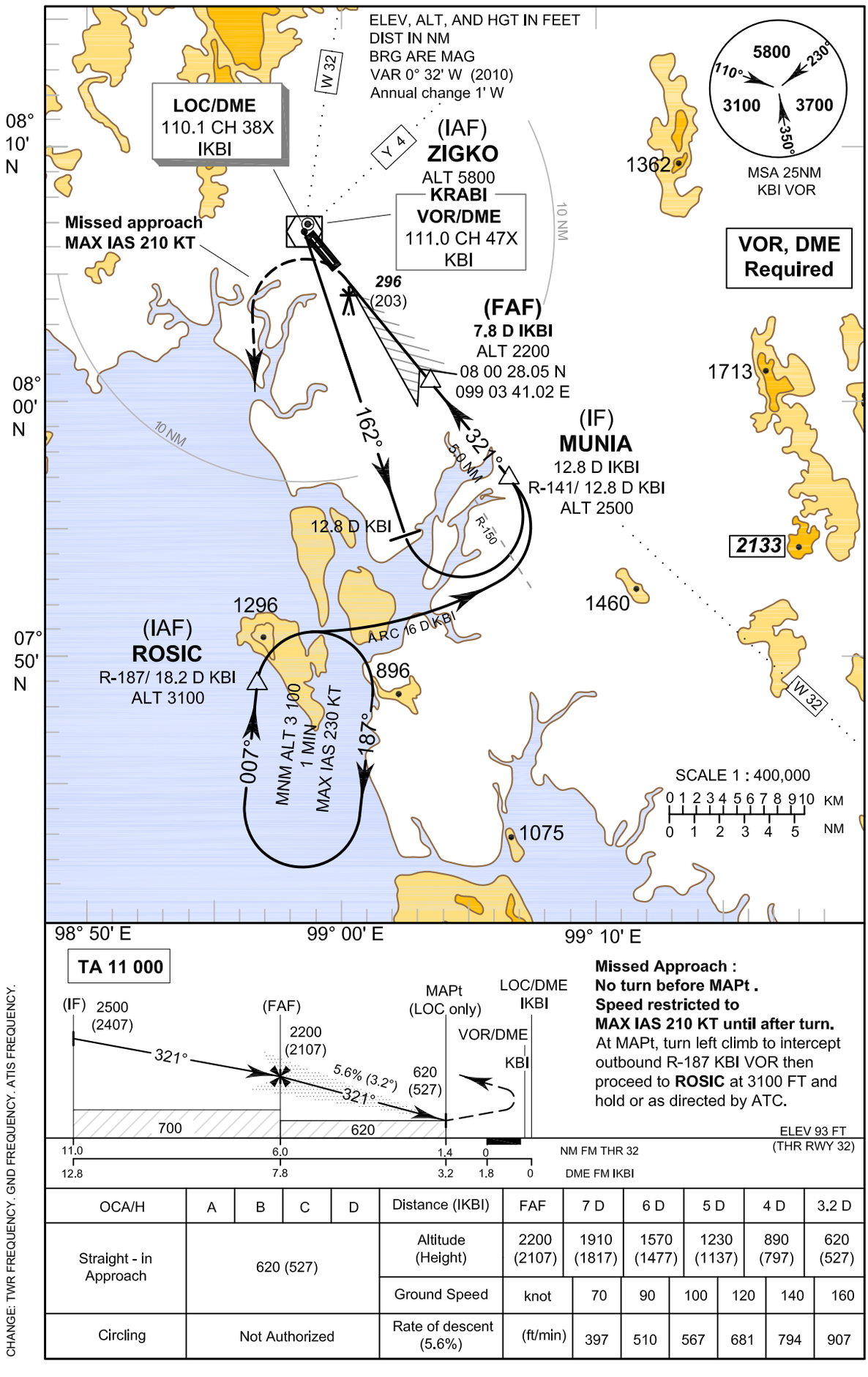
Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	R - 141 / 12.8 D KBI	07 56 35.16 N	099 06 52.74 E
FAF	R - 141 / 7.8 D KBI	08 00 26.86 N	099 03 39.55 E
MAPt	R - 141 / 3.2 D KBI	08 04 00.17 N	099 00 41.60 E
VOR	KBI	08 06 27.19 N	098 58 39.07 E

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 93 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4

KRABI/Krabı (VTSG)
LOC RWY 32



Missed Approach :
No turn before MAPt .
Speed restricted to
MAX IAS 210 KT until after turn.
At MAPt, turn left climb to intercept outbound R-187 KBI VOR then proceed to **ROSIC** at 3100 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	Distance (IKBI)	FAF	7 D	6 D	5 D	4 D	3.2 D
Straight - in Approach	620 (527)				Altitude (Height)	2200 (2107)	1910 (1817)	1570 (1477)	1230 (1137)	890 (797)	620 (527)
					Ground Speed	knot	70	90	100	120	140	160
Circling	Not Authorized				Rate of descent (5.6%)	(ft/min)	397	510	567	681	794	907

CHANGE: TWR FREQUENCY. GND FREQUENCY. ATIS FREQUENCY.

KRABI/Krabi (VTSG)
LOC RWY 32

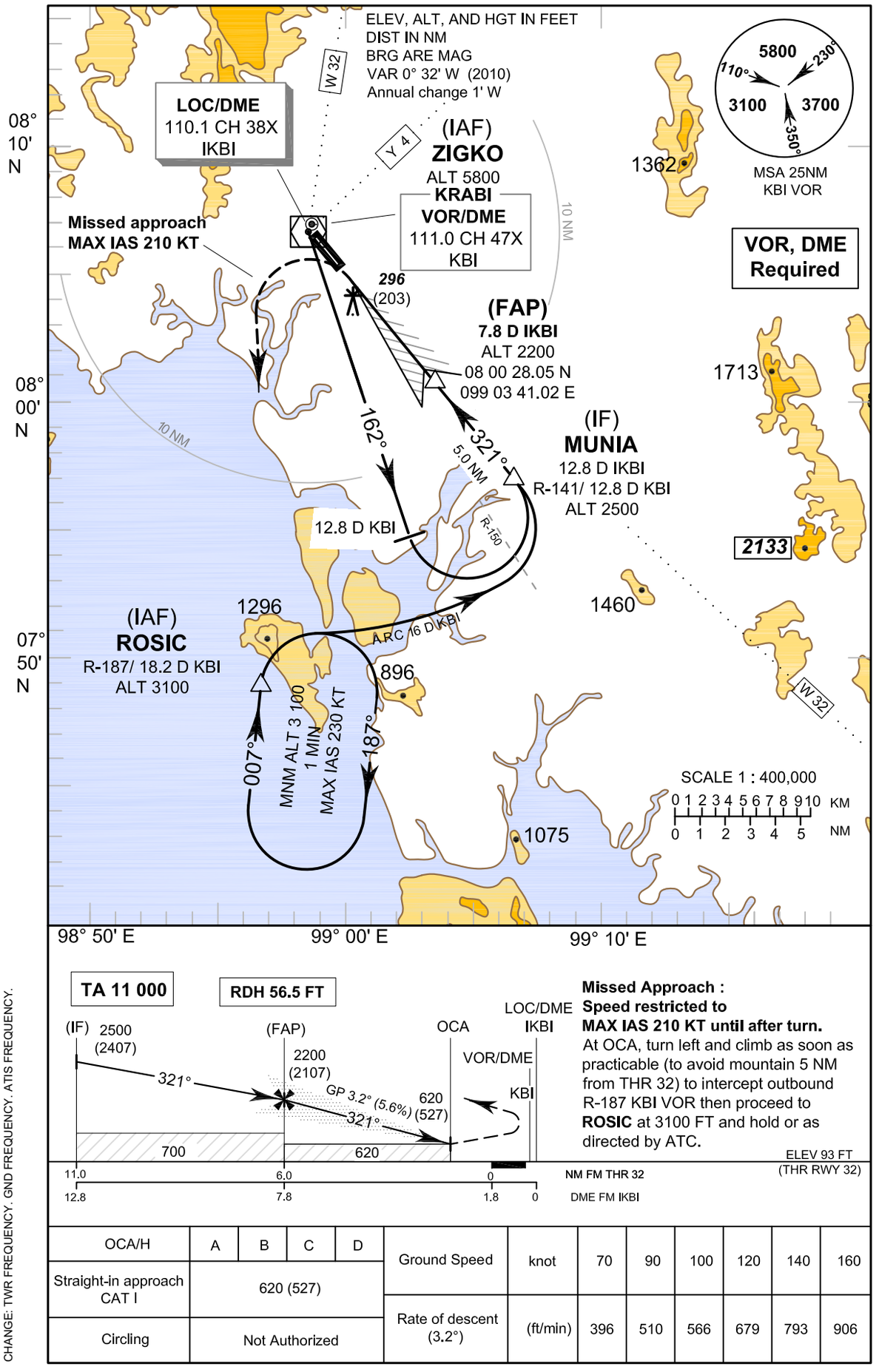
Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	12.8 D IKBI	07 56 35.16 N	099 06 52.74 E
FAF	7.8 D IKBI	08 00 28.05 N	099 03 41.02 E
MAPt	3.2 D IKBI	08 04 02.48 N	099 00 44.43 E
LOC / DME	IKBI	08 06 30.62 N	098 58 42.38 E
VOR	KBI	08 06 27.19 N	098 58 39.07 E

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 93 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP	: 120.05
TWR	: 122.5, 236.6
GND	: 121.9
ATIS	: 132.4

KRABI/Krabi (VTSG)
ILS RWY 32



Missed Approach :
Speed restricted to
MAX IAS 210 KT until after turn.
At OCA, turn left and climb as soon as practicable (to avoid mountain 5 NM from THR 32) to intercept outbound R-187 KBI VOR then proceed to **ROSIC** at 3100 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight-in approach CAT I	620 (527)			
Circling	Not Authorized			

Ground Speed	knot	70	90	100	120	140	160
Rate of descent (3.2°)	(ft/min)	396	510	566	679	793	906

CHANGE: TWR FREQUENCY. GND FREQUENCY. ATIS FREQUENCY.

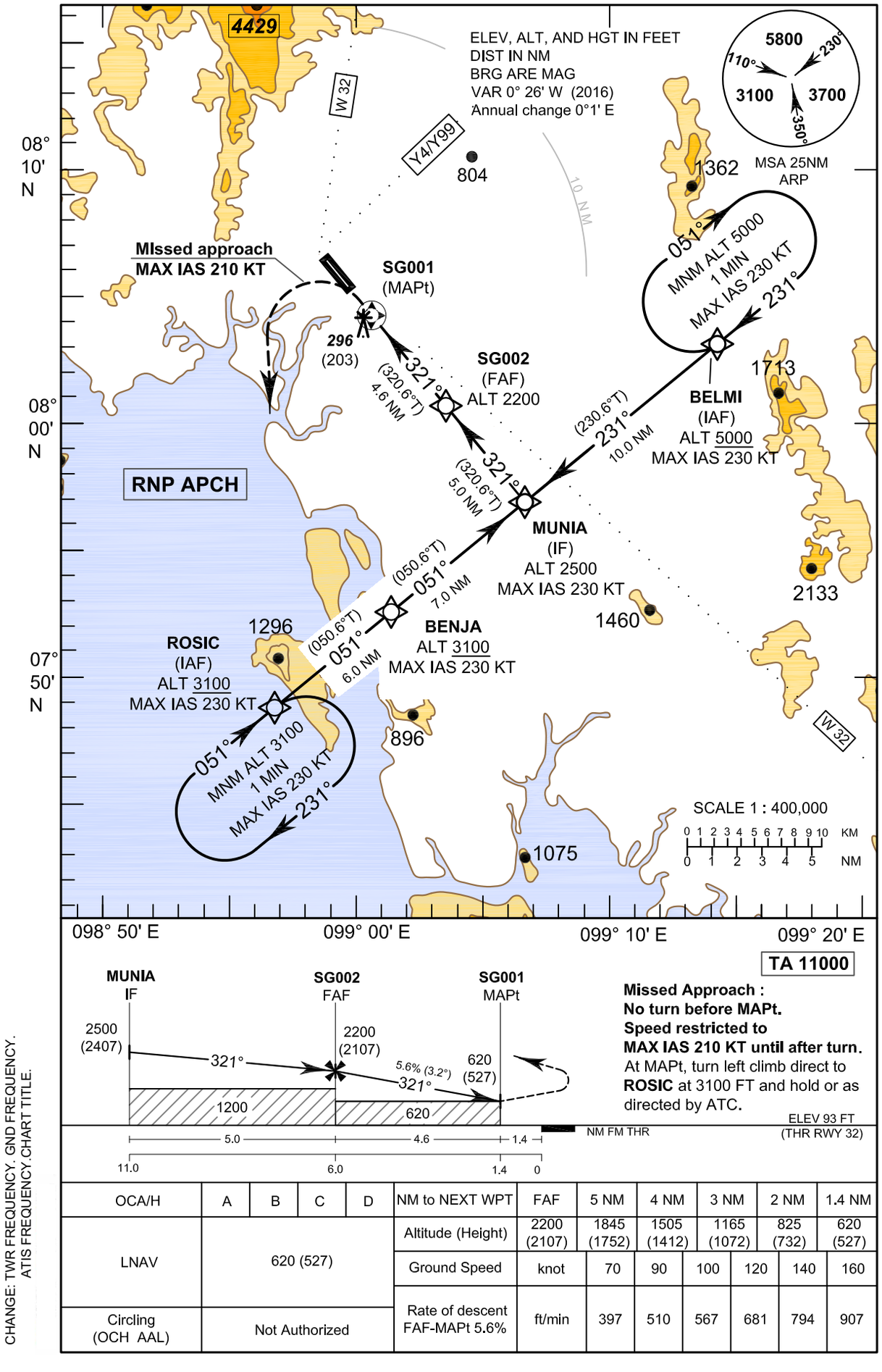
KRABI/Krabi (VTSG)
ILS RWY 32

Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	12.8 D IKBI	07 56 35.16 N	099 06 52.74 E
FAF	7.8 D IKBI	08 00 28.05 N	099 03 41.02 E
LOC / DME	IKBI	08 06 30.62 N	098 58 42.38 E
VOR	KBI	08 06 27.19 N	098 58 39.07 E

INSTRUMENT APPROACH CHART-ICAO — **AERODROME ELEV 93 FT** HEIGHTS RELATED TO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4

KRABI/Krabi (VTSG)
RNP RWY32



TA 11000

Missed Approach :
No turn before MAPt.
Speed restricted to
MAX IAS 210 KT until after turn.
At MAPt, turn left climb direct to **ROSIC** at 3100 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF	5 NM	4 NM	3 NM	2 NM	1.4 NM
LNAV	620 (527)				Altitude (Height)	2200 (2107)	1845 (1752)	1505 (1412)	1165 (1072)	825 (732)	620 (527)
					Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	Not Authorized				Rate of descent FAF-MAPt 5.6%	ft/min	397	510	567	681	794	907

CHANGE: TWR FREQUENCY. GND FREQUENCY.
ATIS FREQUENCY.CHART TITLE.

INSTRUMENT **AERODROME ELEV 93 FT**
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

KRABI/Krabi (VTSG)
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	BELMI (IAF)	-	-	+0.4	-	-	+5000	-230	-	RNP APCH
020	TF	MUNIA (IF)	-	231°(230.6°)	+0.4	10.0	-	2500	-230	-	RNP APCH
010	IF	ROSIC (IAF)	-	-	+0.4	-	-	+3100	-230	-	RNP APCH
020	TF	BENJA	-	051°(050.6°)	+0.4	6.0	-	+3100	-230	-	RNP APCH
030	TF	MUNIA (IF)	-	051°(050.6°)	+0.4	7.0	-	2500	-230	-	RNP APCH
010	IF	MUNIA (IF)	-	-	+0.4	-	-	2500	-230	-	RNP APCH
020	TF	SG002 (FAF)	-	321°(320.6°)	+0.4	5.0	-	@2200	-	-	RNP APCH
030	TF	SG001 (MAPt)	Y	321°(320.6°)	+0.4	4.6	L	@620	-	-3.2 / 50	RNP APCH
040	DF	ROSIC (IAF)	-	-	+0.4	-	L	+3100	-210	-	RNP APCH
050	HM	ROSIC (IAF)	Y	051°(050.6°)	+0.4	1 minute	R	+3100	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY32

Waypoint Identifier	Coordinates	
BELMI	08° 02' 57.62" N	099° 14' 40.22" E
ROSIC	07° 48' 17.81" N	098° 56' 45.33" E
BENJA	07° 52' 07.39" N	099° 01' 25.62" E
MUNIA	07° 56' 35.16" N	099° 06' 52.74" E
SG002	08° 00' 28.17" N	099° 03' 40.92" E
SG001	08° 04' 02.51" N	099° 00' 44.40" E

CHANGE : CHART TITLE.