

**VTCC/CNX**  
**CHIANG MAI INTL**

31 JUL 15

**JEPPesen** CHIANG MAI, THAILAND

**RNAV STAR**

ATIS  
127.2

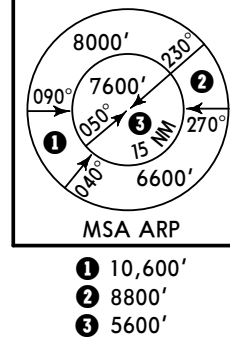
Apt Elev  
1036'

Alt Set: hPa    Trans level: FL130    Trans alt: 11000'

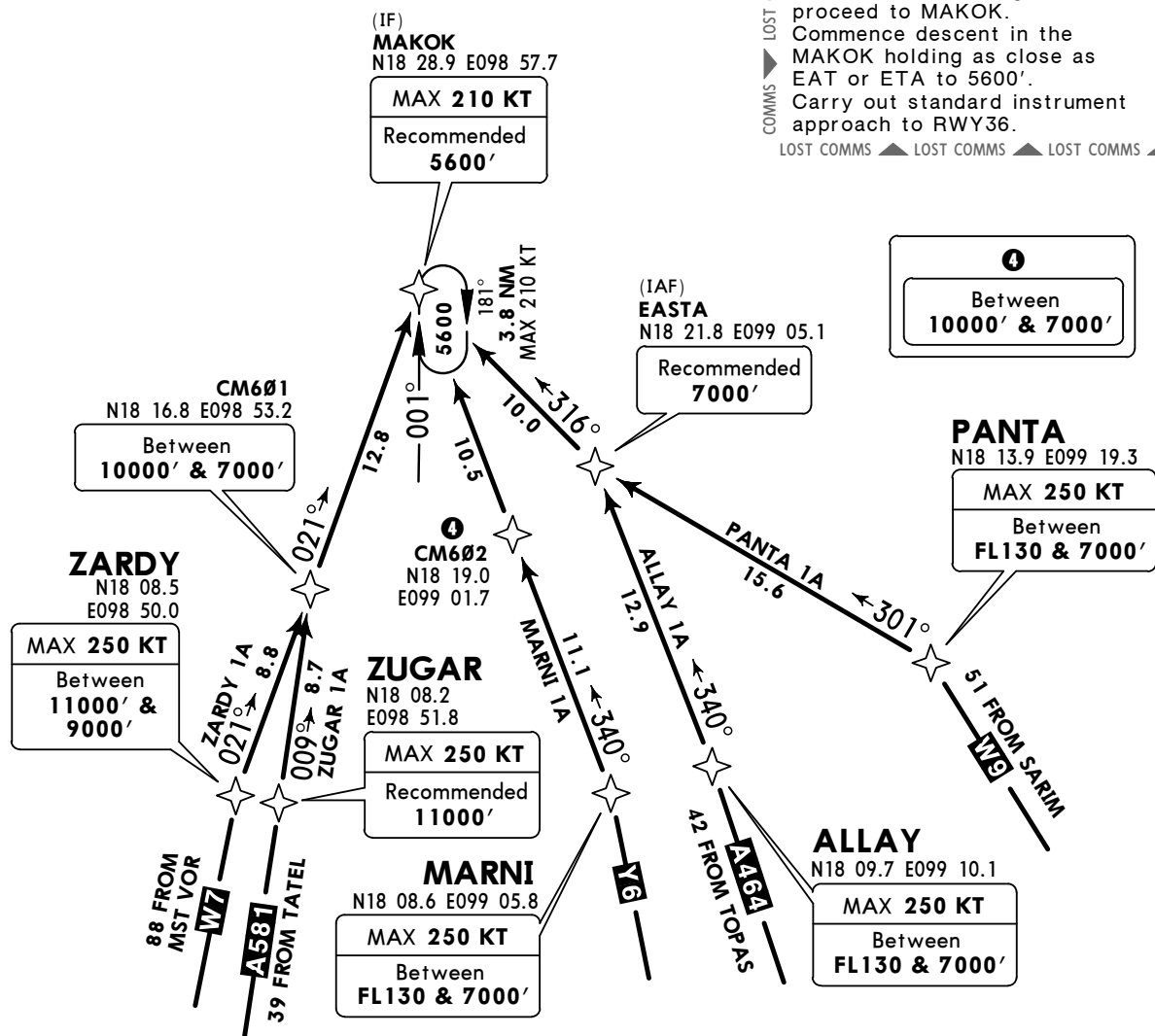
**1. RNAV 1 required.    2. GNSS or DME/DME/IRU required.**

**3. RADAR required.**

**ALLAY 1A [ALAY1A], MARNI 1A [MARN1A],  
PANTA 1A [PANT1A], ZARDY 1A [ZARD1A],  
ZUGAR 1A [ZUGA1A] ARRIVALS  
(RWY 36)**



Direct distance from MAKOK  
to Chiang Mai Intl 17 NM



**VTCC/CNX**  
**CHIANG MAI INTL**

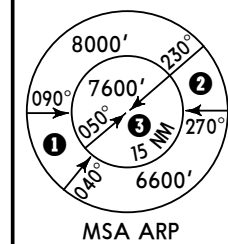
**JEPPESEN CHIANG MAI, THAILAND**  
31 JUL 15 **(10-2A)** **RNAV STAR**

ATIS  
**127.2**

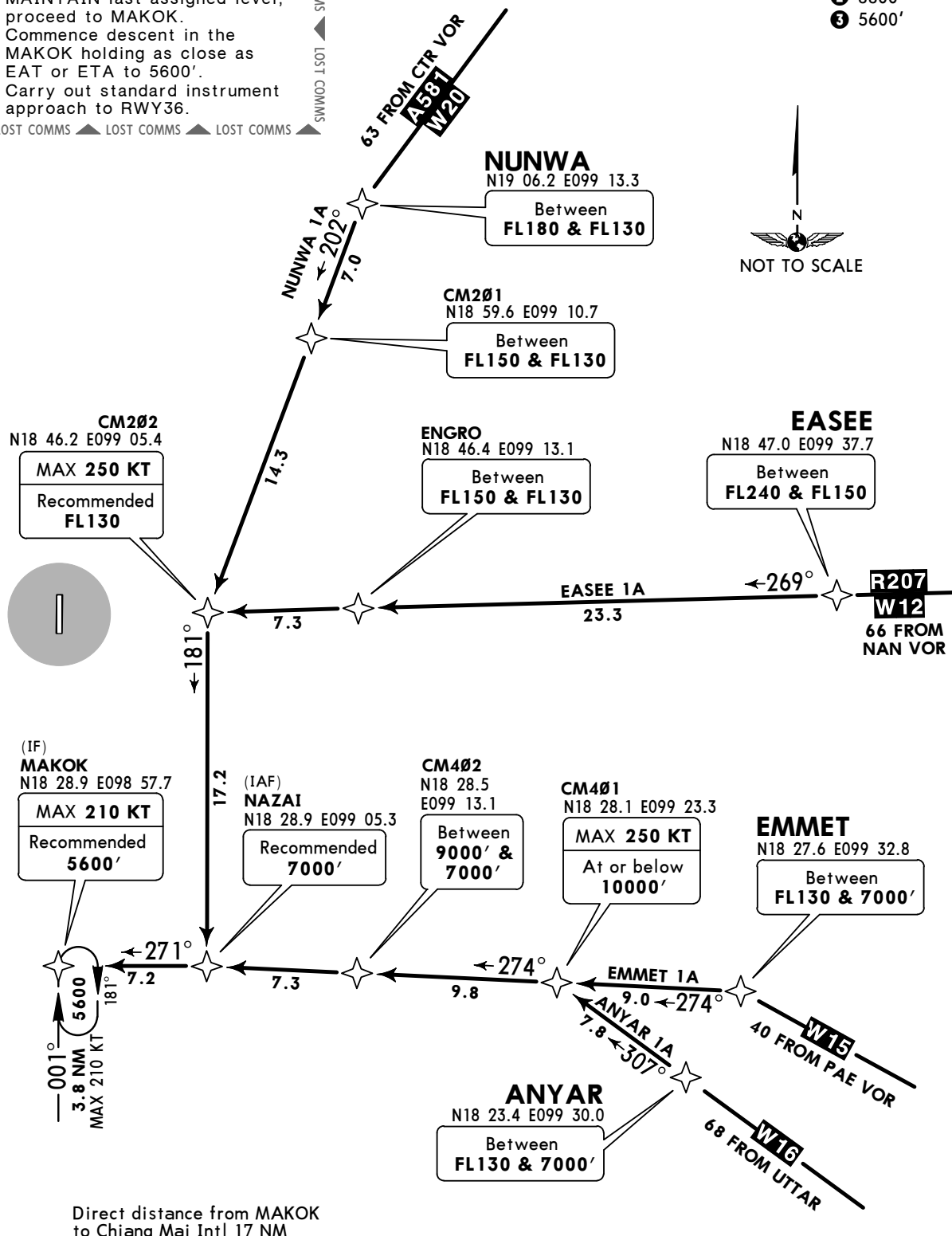
Apt Elev  
**1036'**

Alt Set: hPa Trans level: FL130 Trans alt: 11000'  
1. RNAV 1 required. 2. GNSS or DME/DME/IRU required.  
3. RADAR required.

**ANYAR 1A [ANYA1A], EASEE 1A [EASE1A],  
EMMET 1A [EMET1A], NUNWA 1A [NUNW1A]  
ARRIVALS  
(RWY 36)**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Set transponder code A7600.  
MAINTAIN last assigned level,  
proceed to MAKOK.  
Commence descent in the  
MAKOK holding as close as  
EAT or ETA to 5600'.  
Carry out standard instrument  
approach to RWY36.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



**VTCC/CNX**  
**CHIANG MAI INTL**

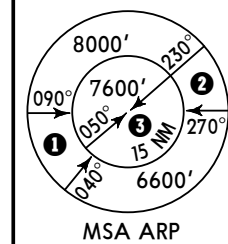
**JEPPESSEN CHIANG MAI, THAILAND**  
11 SEP 15 **(10-2B)** **Eff 17 Sep** **RNAV STAR**

ATIS  
**127.2**

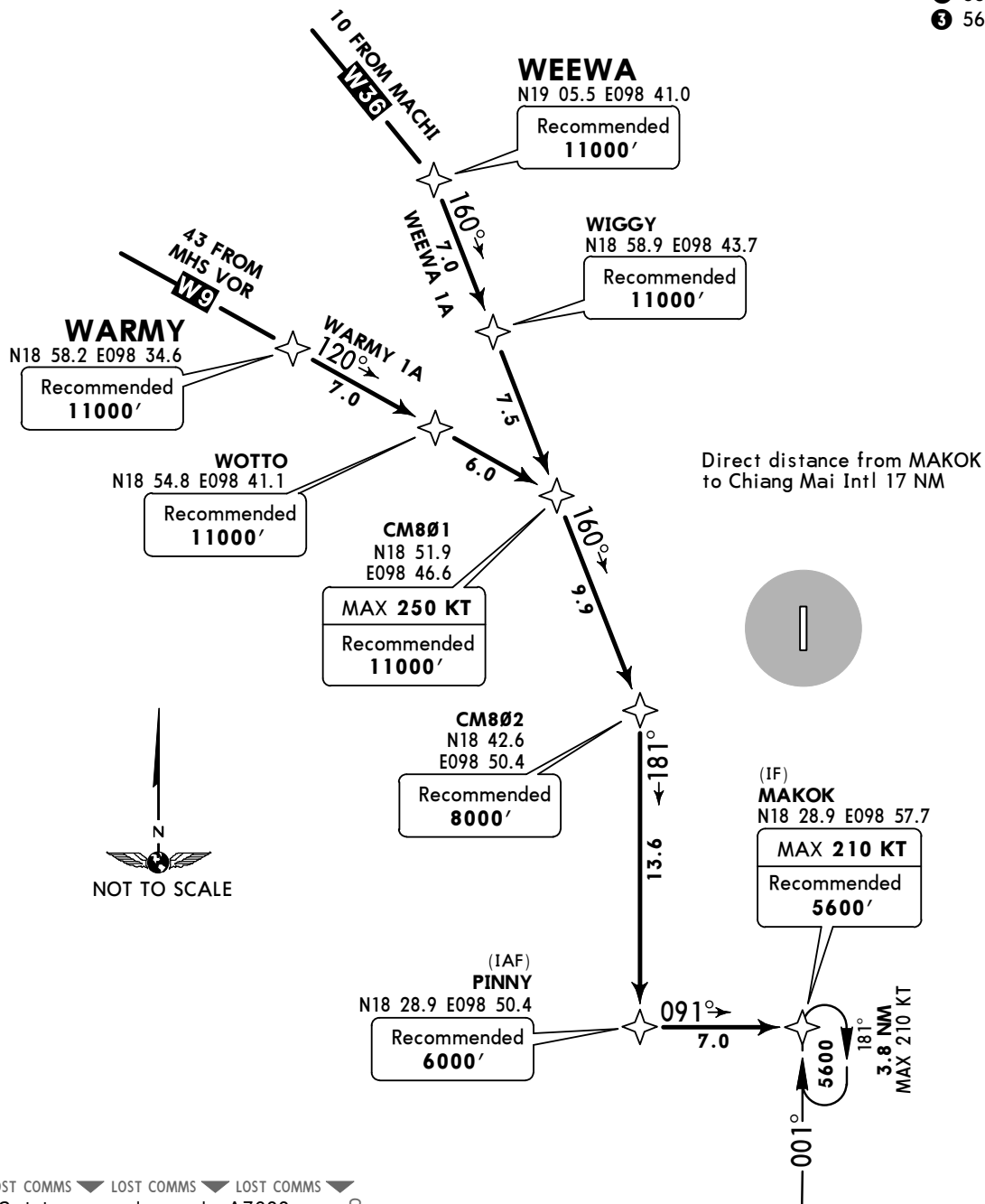
Apt Elev  
**1036'**

Alt Set: hPa Trans level: FL130 Trans alt: 11000'  
**1. Basic RNP1 required.**  
**2. GNSS required.**

**ARMY 1A [WARM1A], WEEWA 1A [WEWA1A]**  
**ARRIVALS**  
(RWY 36)



- 1** 10,600'
- 2** 8800'
- 3** 5600'



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Set transponder code A7600.  
MAINTAIN last assigned level,  
proceed to MAKOK.  
Commence descent in the  
MAKOK holding as close as  
EAT or ETA to 5600'.  
Carry out standard instrument  
approach to RWY36.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

TRANS LEVEL: FL 130  
TRANS ALT: 11000'

**CHIANG RAI ONE ALFA (CTR 1A) DEPARTURE**  
(RWY 18)  
**CHIANG RAI ONE BRAVO (CTR 1B) DEPARTURE**  
(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.  
Rwy 36 departure requires a minimum climb gradient of:

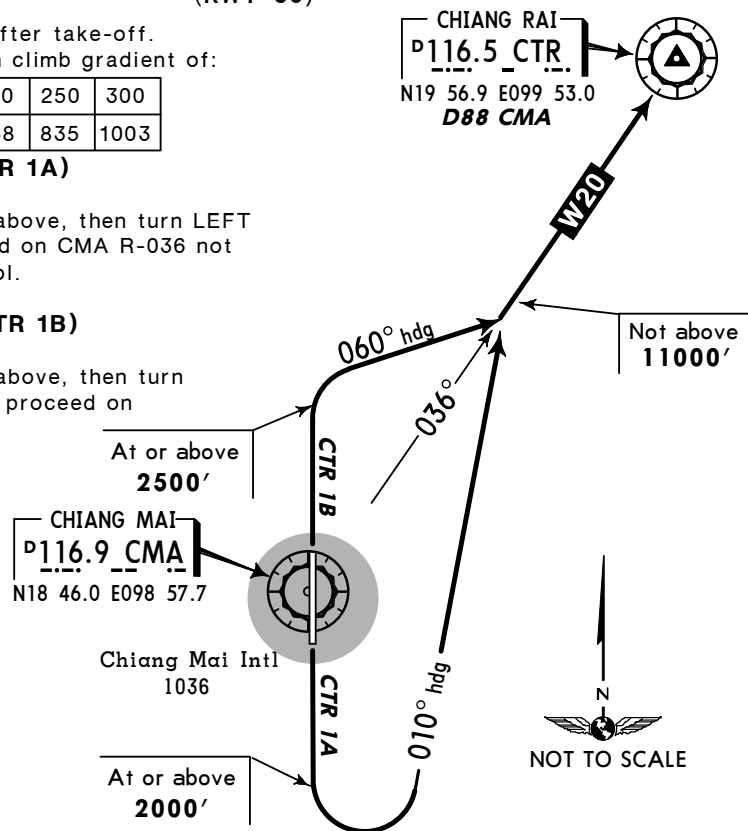
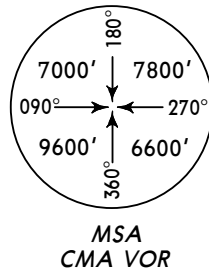
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

**CHIANG RAI ONE ALFA (CTR 1A)**  
(RWY 18)

Climb runway heading until 2000' or above, then turn LEFT heading 010° to intercept and proceed on CMA R-036 not above 11000'. EXPECT RADAR control.

**CHIANG RAI ONE BRAVO (CTR 1B)**  
(RWY 36)

Climb runway heading until 2500' or above, then turn RIGHT heading 060° to intercept and proceed on CMA R-036 not above 11000'. EXPECT RADAR control.



**KEDOB ONE ALFA (KEDOB 1A) DEPARTURE**  
(RWY 18)  
**KEDOB ONE BRAVO (KEDOB 1B) DEPARTURE**  
(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.  
Rwy 36 departure requires a minimum climb gradient of:

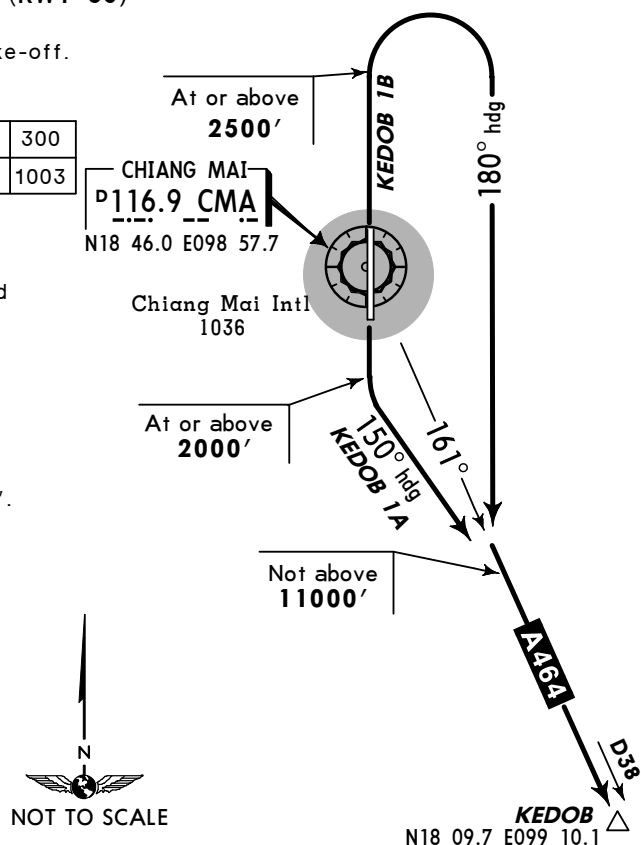
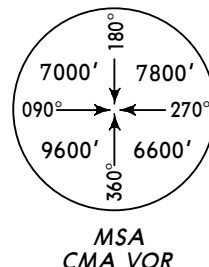
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

**KEDOB ONE ALFA (KEDOB 1A)**  
(RWY 18)

Climb runway heading until 2000' or above, then turn LEFT heading 150° to intercept and proceed on CMA R-161 not above 11000'. EXPECT RADAR control.

**KEDOB ONE BRAVO (KEDOB 1B)**  
(RWY 36)

Climb runway heading until 2500' or above, then turn RIGHT heading 180° to intercept and proceed on CMA R-161 not above 11000'. EXPECT RADAR control.



TRANS LEVEL: FL 130  
TRANS ALT: 11000'

**MAE HONG SON ONE ALFA (MHS 1A) DEPARTURE**  
(RWY 18)  
**MAE HONG SON ONE BRAVO (MHS 1B) DEPARTURE**  
(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.  
Rwy 36 departure requires a minimum climb gradient of:

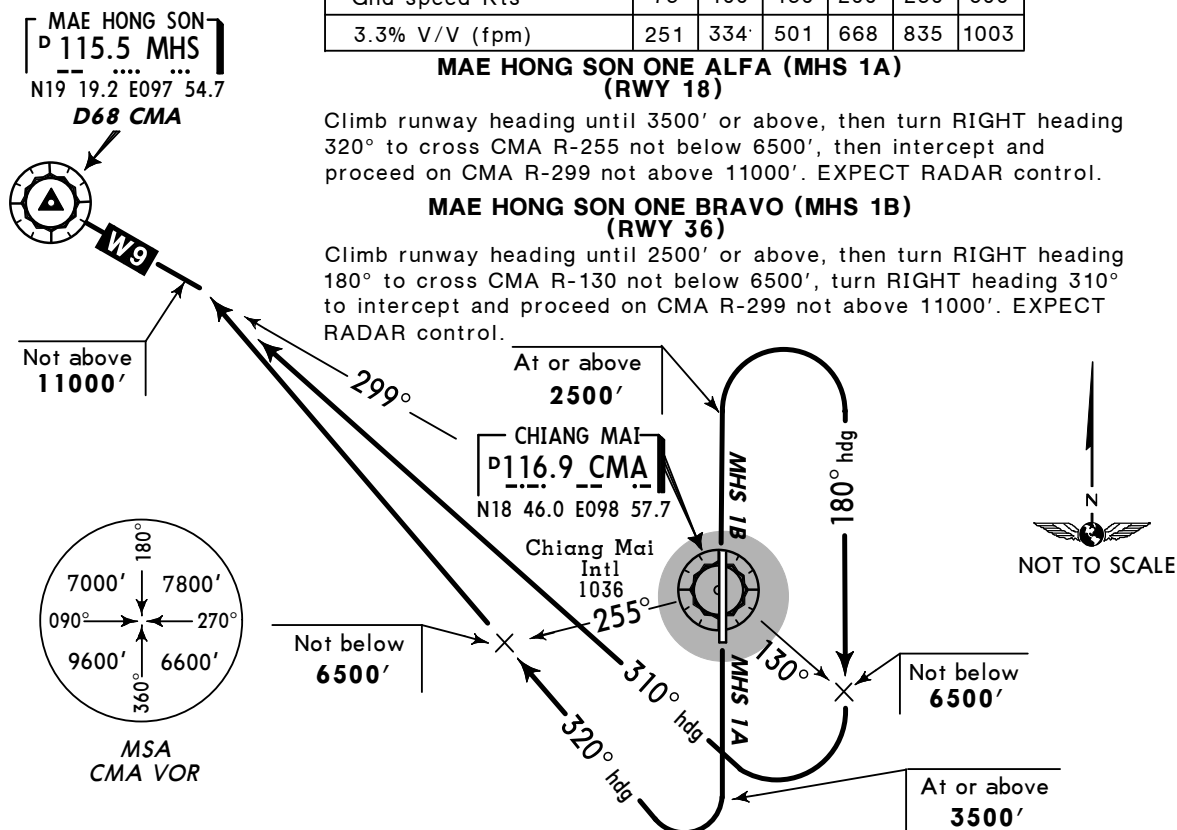
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

**MAE HONG SON ONE ALFA (MHS 1A)**  
(RWY 18)

Climb runway heading until 3500' or above, then turn RIGHT heading 320° to cross CMA R-255 not below 6500', then intercept and proceed on CMA R-299 not above 11000'. EXPECT RADAR control.

**MAE HONG SON ONE BRAVO (MHS 1B)**  
(RWY 36)

Climb runway heading until 2500' or above, then turn RIGHT heading 180° to cross CMA R-130 not below 6500', turn RIGHT heading 310° to intercept and proceed on CMA R-299 not above 11000'. EXPECT RADAR control.



**PHITSANULOK ONE ALFA (PSL 1A) DEPARTURE**  
(RWY 18)  
**PHITSANULOK ONE BRAVO (PSL 1B) DEPARTURE**  
(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.  
Rwy 36 departure requires a minimum climb gradient of:

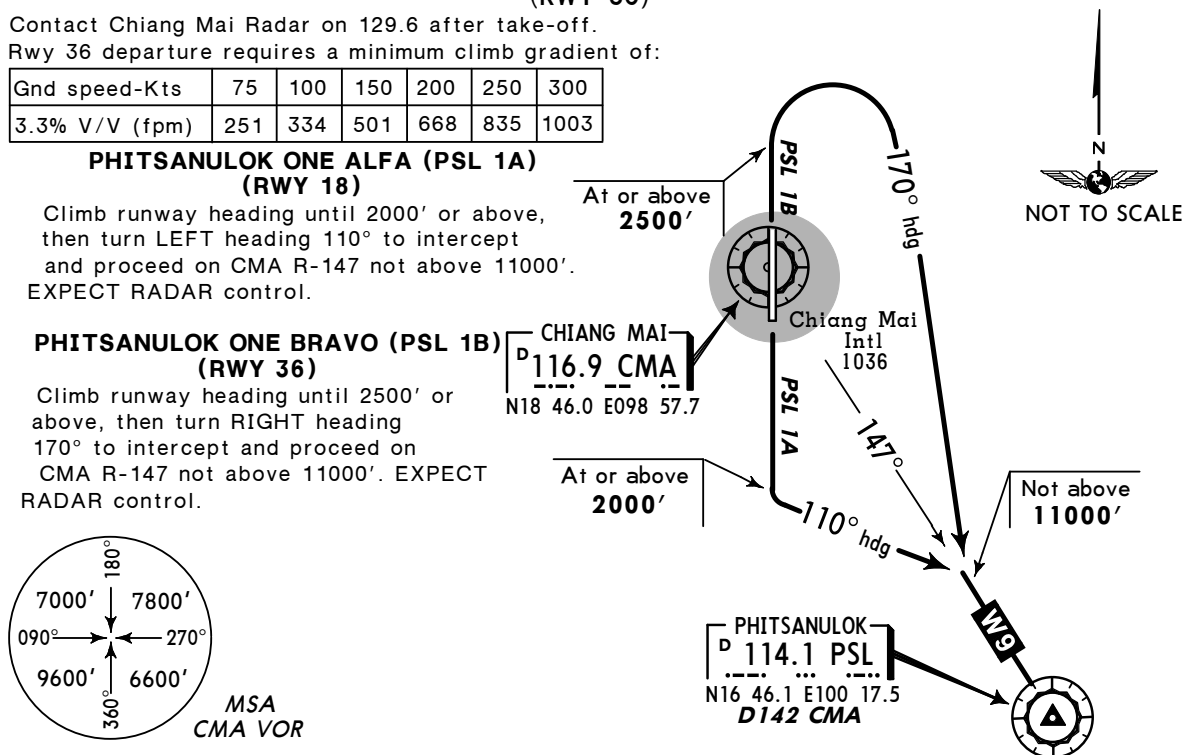
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

**PHITSANULOK ONE ALFA (PSL 1A)**  
(RWY 18)

Climb runway heading until 2000' or above, then turn LEFT heading 110° to intercept and proceed on CMA R-147 not above 11000'. EXPECT RADAR control.

**PHITSANULOK ONE BRAVO (PSL 1B)**  
(RWY 36)

Climb runway heading until 2500' or above, then turn RIGHT heading 170° to intercept and proceed on CMA R-147 not above 11000'. EXPECT RADAR control.



TRANS LEVEL: FL 130  
TRANS ALT: 11000'

**PHRAE ONE ALFA (PR 1A) DEPARTURE**

(RWY 18)

**PHRAE ONE BRAVO (PR 1B) DEPARTURE**

(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.  
Rwy 36 departure requires a minimum climb gradient of:

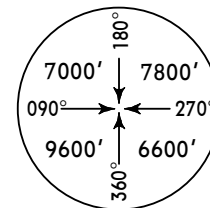
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

**PHRAE ONE ALFA (PR 1A)**  
**(RWY 18)**

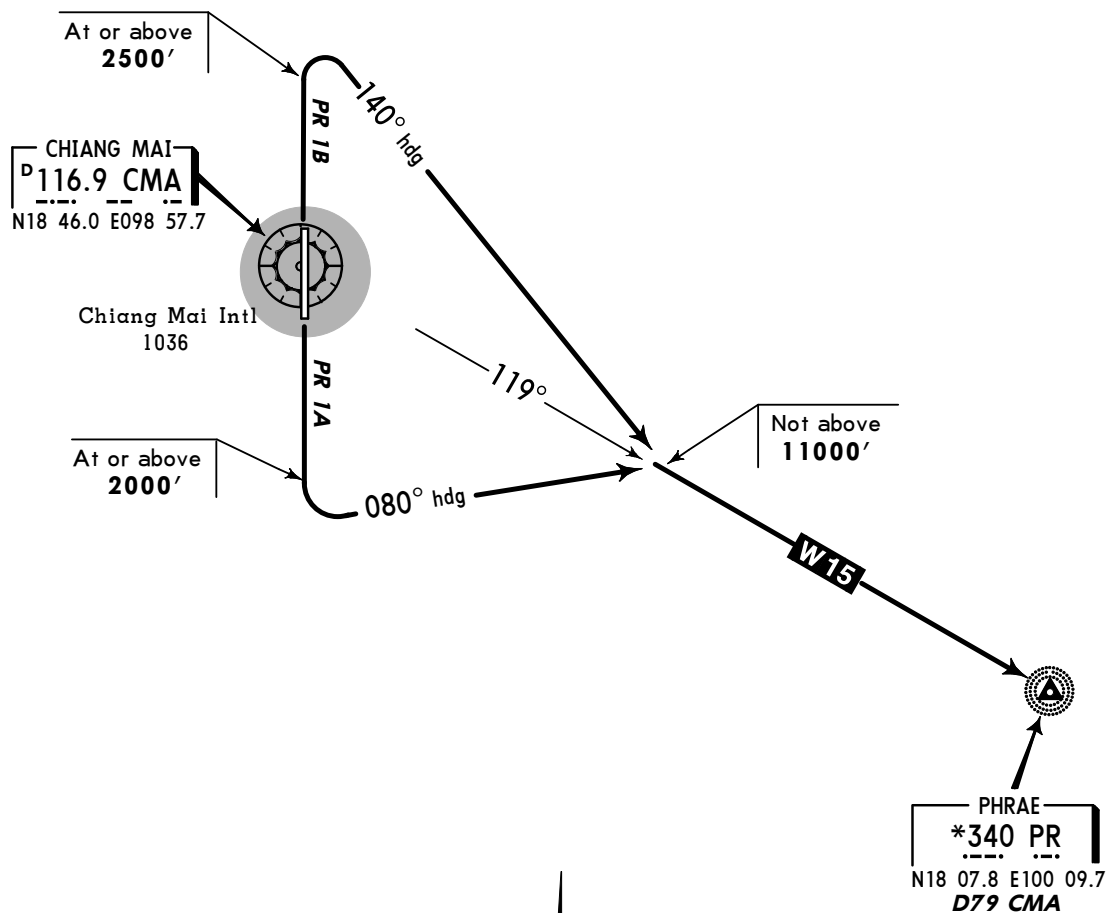
Climb runway heading until 2000' or above,  
then turn LEFT heading 080° to intercept  
and proceed on CMA R-119 not above 11000'.  
EXPECT RADAR control.

**PHRAE ONE BRAVO (PR 1B)**  
**(RWY 36)**

Climb runway heading until 2500' or above,  
then turn RIGHT heading 140° to intercept  
and proceed on CMA R-119 not above 11000'. EXPECT RADAR control.



MSA  
CMA VOR



TRANS LEVEL: FL 130  
TRANS ALT: 11000'

**UTTAR ONE ALFA (UTTAR 1A) DEPARTURE**  
(RWY 18)  
**UTTAR ONE BRAVO (UTTAR 1B) DEPARTURE**  
(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.  
Rwy 36 departure requires a minimum climb gradient of:

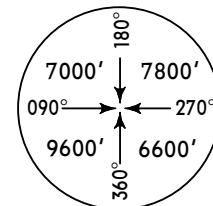
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

**UTTAR ONE ALFA (UTTAR 1A)**  
(RWY 18)

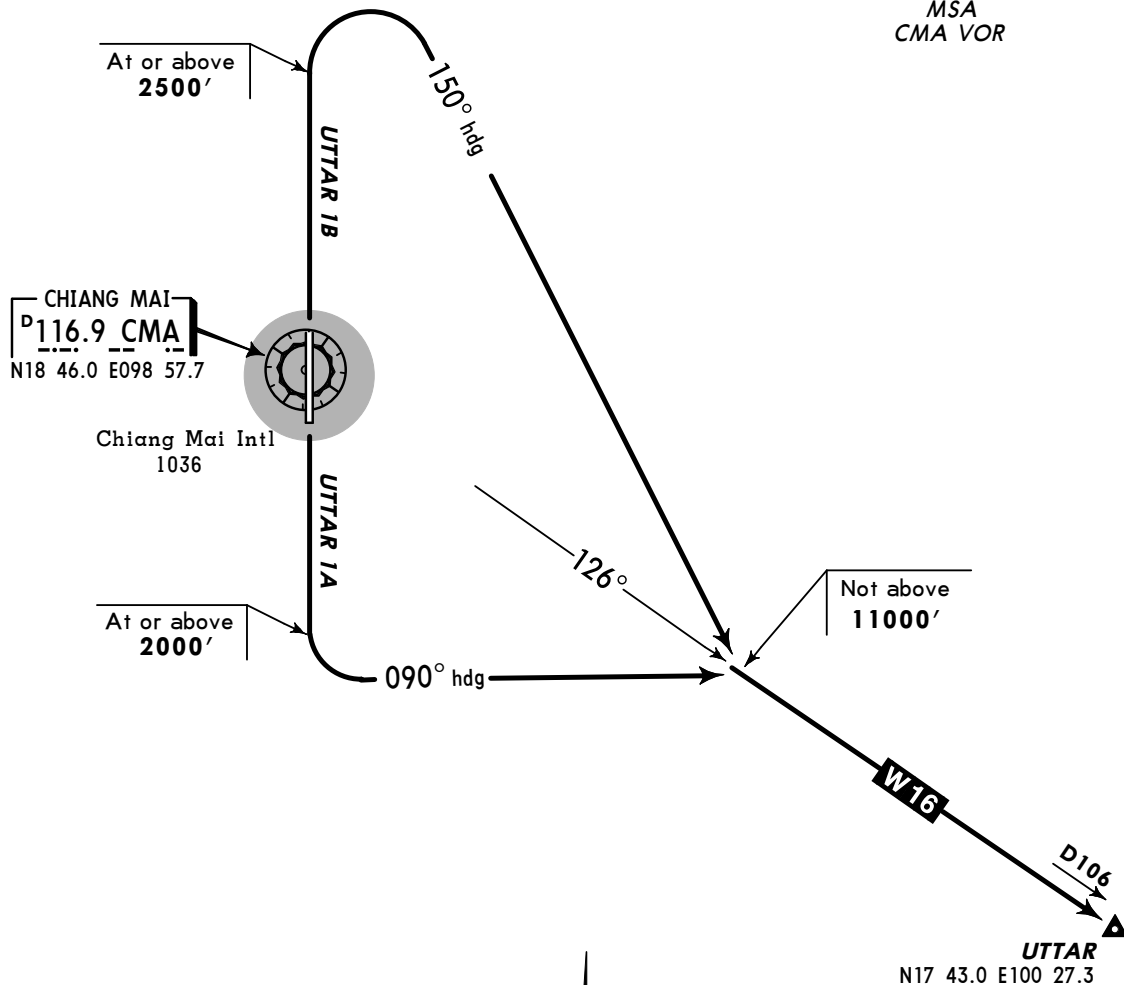
Climb runway heading until 2000' or above, then  
turn LEFT heading 090° to intercept and proceed  
on CMA R-126 not above 11000'.  
EXPECT RADAR control.

**UTTAR ONE BRAVO (UTTAR 1B)**  
(RWY 36)

Climb runway heading until 2500' or above, then  
turn RIGHT heading 150° to intercept and  
proceed on CMA R-126 not above 11000'.  
EXPECT RADAR control.



MSA  
CMA VOR

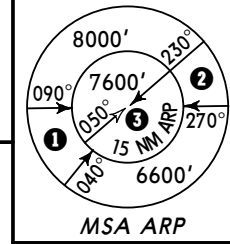


**VTCC/CNX**  
**CHIANG MAI INTL**

**JEPPESEN CHIANG MAI, THAILAND**  
25 APR 14 **(10-3D)** **Eff 1 May** **RNAV SID**

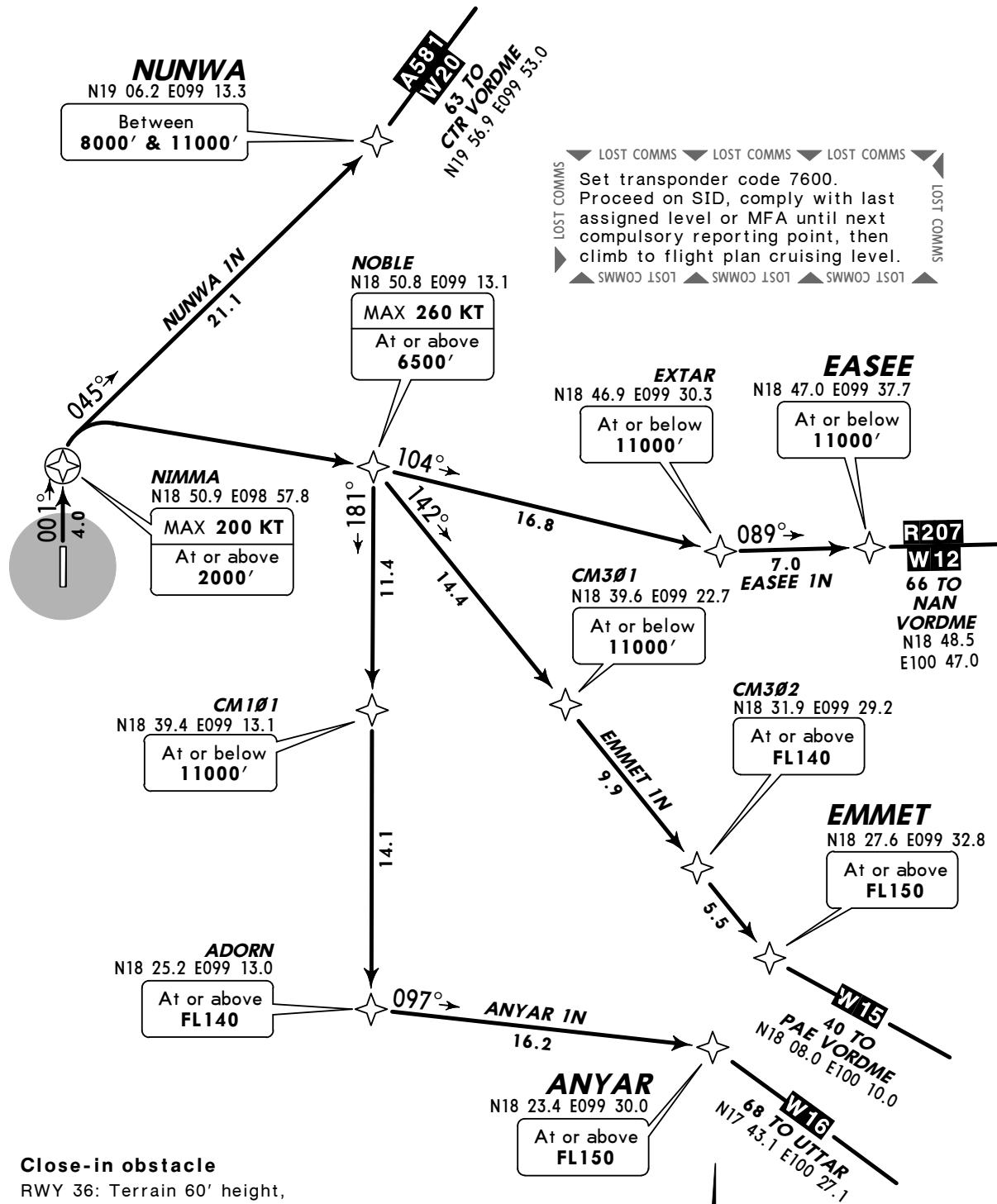
Apt Elev  
**1036'**

Trans level: FL130 Trans alt: 11000'  
**1. RNAV 1 required. 2. GNSS or DME/DME/IRU required.**  
**3. RADAR required.**  
4. If unable to comply with SID or climb gradient, advise  
CHIANG MAI Approach on 129.6.



- ① 10,600'
- ② 8800'
- ③ 5600'

**ANYAR 1N [ANYA1N], EASEE 1N [EASE1N],**  
**EMMET 1N [EMET1N], NUNWA 1N [NUNW1N]**  
**DEPARTURES**  
(RWY 36)



Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519



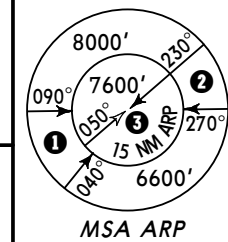


**VTCC/CNX**  
**CHIANG MAI INTL**

**JEPPesen CHIANG MAI, THAILAND**  
25 APR 14 **10-3E** **Eff 1 May** **RNAV SID**

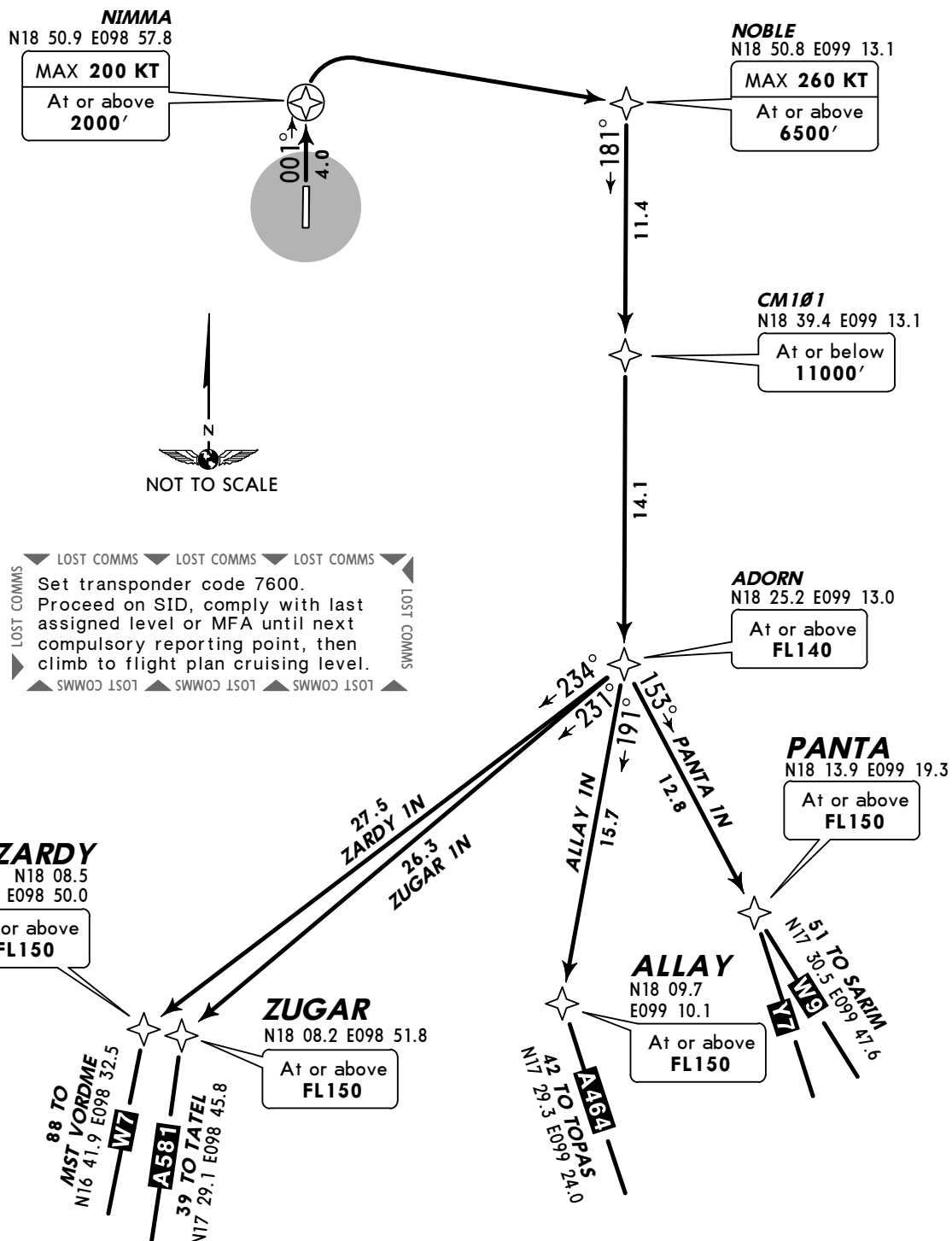
**Apt Elev**  
**1036'**

Trans level: FL130 Trans alt: 11000'  
**1. RNAV 1 required. 2. GNSS or DME/DME/IRU required.**  
**3. RADAR required.**  
4. If unable to comply with SID or climb gradient, advise  
CHIANG MAI Approach on 129.6.



**1** 10,600'  
**2** 8800'  
**3** 5600'

**ALLAY 1N [ALAY1N], PANTA 1N [PANT1N],**  
**ZARDY 1N [ZARD1N], ZUGAR 1N [ZUGA1N]**  
**DEPARTURES**  
(RWY 36)



Required minimum climb gradient of 5.0% until passing FL150.

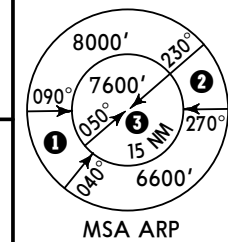
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

**VTCC/CNX**  
**CHIANG MAI INTL**

**JEPPESEN CHIANG MAI, THAILAND**  
11 SEP 15 **(10-3F)** **Eff 17 Sep** **RNAV SID**

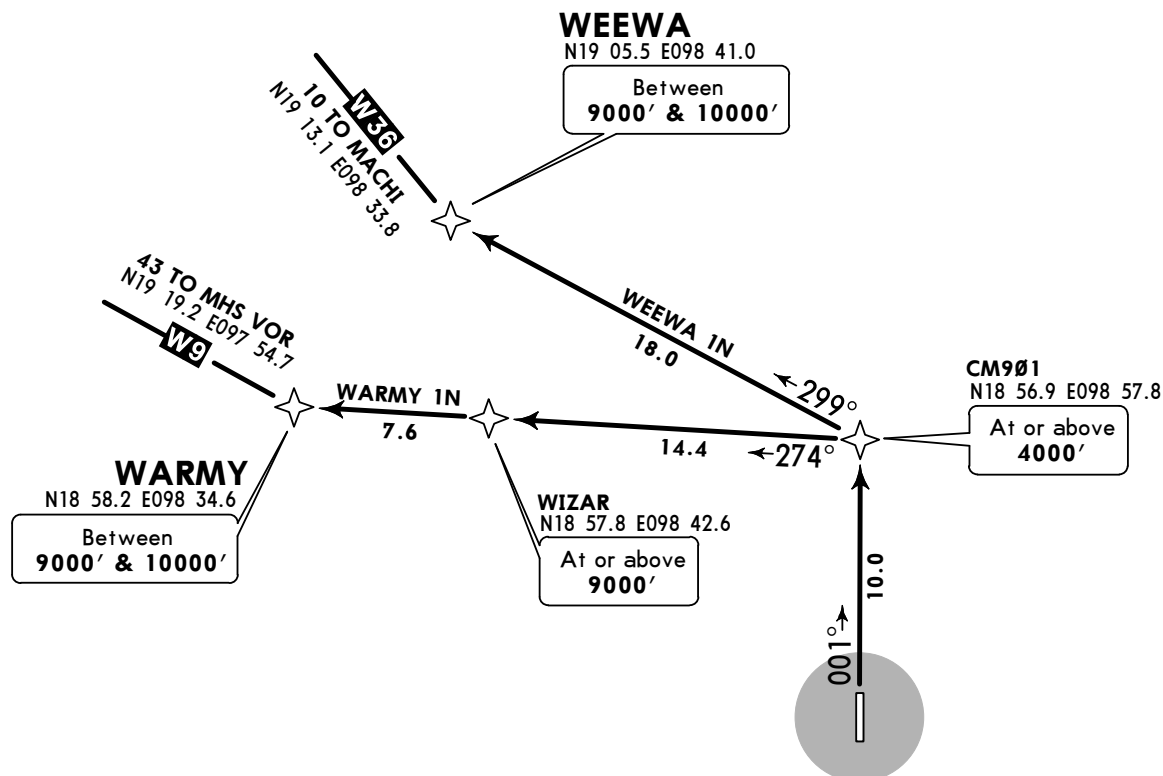
Apt Elev  
**1036'**

Trans level: FL130 Trans alt: 11000'  
**1. Basic RNP1 required. 2. GNSS required.**  
3. If unable to comply with SID or climb gradient, advise  
CHIANG MAI Approach on 129.6.



- ① 10,600'
- ② 8800'
- ③ 5600'

**WARMY 1N [WARM1N], WEEWA 1N [WEWA1N]**  
**DEPARTURES**  
(RWY 36)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS  
Set transponder code 7600.  
Proceed on SID, comply with last assigned level or MFA until next compulsory reporting point, then climb to flight plan cruising level.  
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

**Close-in obstacle**

RWY 36: Terrain 60' height, 74m from departure end.

WARMY 1N: Required minimum climb gradient of 5.5% until passing FL150.

WEEWA 1N: Required minimum climb gradient of 5.0% until passing FL150.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671

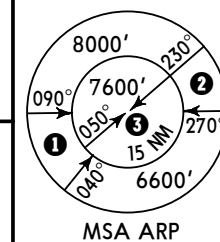


**VTCC/CNX**  
**CHIANG MAI INTL**

**JEPPESSEN CHIANG MAI, THAILAND**  
11 SEP 15 **(10-3G)** **Eff 17 Sep** **RNAV SID**

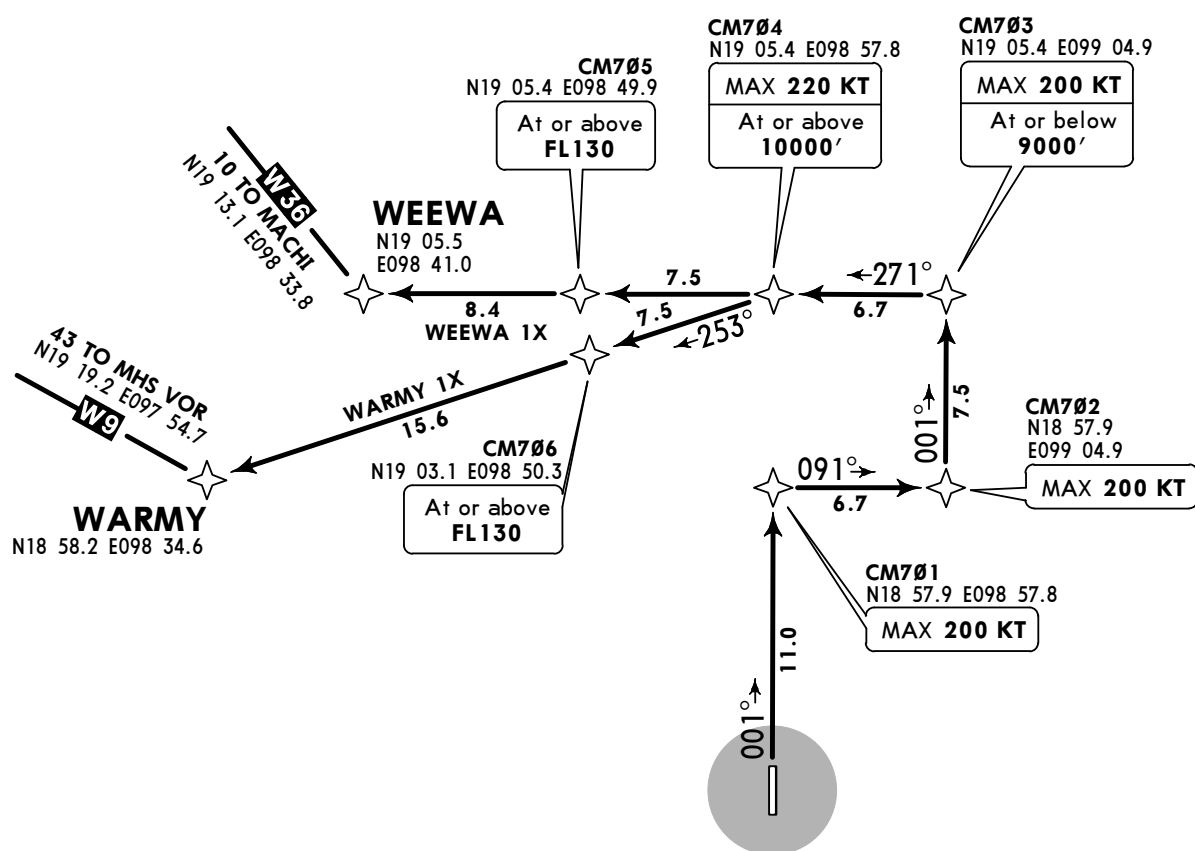
Apt Elev  
**1036'**

Trans level: FL130 Trans alt: 11000'  
**1. Basic RNP1 required. 2. GNSS required.**  
3. If unable to comply with SID or climb gradient, advise  
CHIANG MAI Approach on 129.6.



**1** 10,600'  
**2** 8800'  
**3** 5600'

**WARMY 1X [WARM1X], WEEWA 1X [WEWA1X]**  
**DEPARTURES**  
(RWY 36)



LOST COMMS  
Set transponder code 7600.  
Proceed on SID, comply with last  
assigned level or MFA until next  
compulsory reporting point, then  
climb to flight plan cruising level.  
LOST COMMS



**Close-in obstacle**

RWY 36: Terrain 60' height, 74m from departure end.

Required minimum climb gradient of 5.0%  
until passing FL150.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

VTCC/CNX

2 JAN 15

**JEPPESEN**

(10-8)

Eff 8 Jan

**CHIANG MAI, THAILAND**

CHIANG MAI INTL

**ESTABLISHMENT OF NEW APRON CONSTRUCTION FOR GENERAL  
AVIATION AT CHIANG MAI INTL AIRPORT**  
(Refer to Diagram below and on chart 10-8A)

With effect from 8 January 2015, The construction of new apron will be established as follows:

**1. INTRODUCTION**

This is intended to outline information regarding the construction of new apron for General Aviation at Chiang Mai International Airport and the procedures related to the work.

**2. DURATION OF THE CONSTRUCTION**

Chiang Mai International Airport is planning to commence on October 2014 and be completed by April 2015. The exact date of the commencement and completion of the construction will be notified through NOTAM.

**3. LOCATION OF THE CONSTRUCTION**

- a. The area of this construction is located in between aircraft stand No.19 and Fire Station. The distance from runway center line to the construction site is 1188' (362m). The dimension of General Aviation Apron is 430,556 sq feet (40,000 sq meters).
- b. Partially closed taxiway area is between taxiway F (from the east of taxiway P) and taxiway Q (from south side of aircraft stand No.19). The layout of construction of the new apron for General Aviation at Chiang Mai International Airport is provided below and on chart 10-8A.

**4. LIMITATION OF AIRCRAFT DURING THE CONSTRUCTION**

- a. All aircraft ready to taxi out from aircraft stands No.8 - 19 shall be pushed back to face south ONLY. Self-maneuvering is not permitted.
- b. Aircraft stand No.18 cannot be used for aircraft over code C.

**5. MARKING AND LIGHTING FOR UNSERVICEABLE AREA**

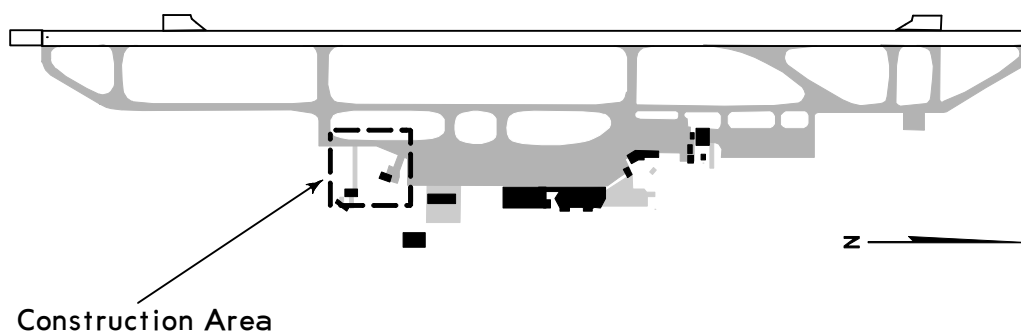
- a. Closed taxiway markings (yellow crosses) are displayed on entrances of closed taxiways and will be lighted by unserviceability lights (omni-directional red fixed lights) along the sections of the closed area.
- b. The construction area is surrounded by metal sheet and fences 7' (2m) in height. Painted in alternate bands of red and white and also would be lighted by unserviceability lights (omni-directional red fixed lights) every 25' (7.5m) and on the top of each corner of the fence. The red fixed lights shall have an intensity 20 candle.

**6. OTHERS**

- a. Construction area lay-out is shown on Diagrams A, B and C.
- b. Any changes to the contents of these charts will be notified through NOTAM.

**Attachment A**

Chiang Mai International Airport Lay-out  
The Construction of New Apron for General Aviation (GA)



VTCC/CNX

2 JAN 15

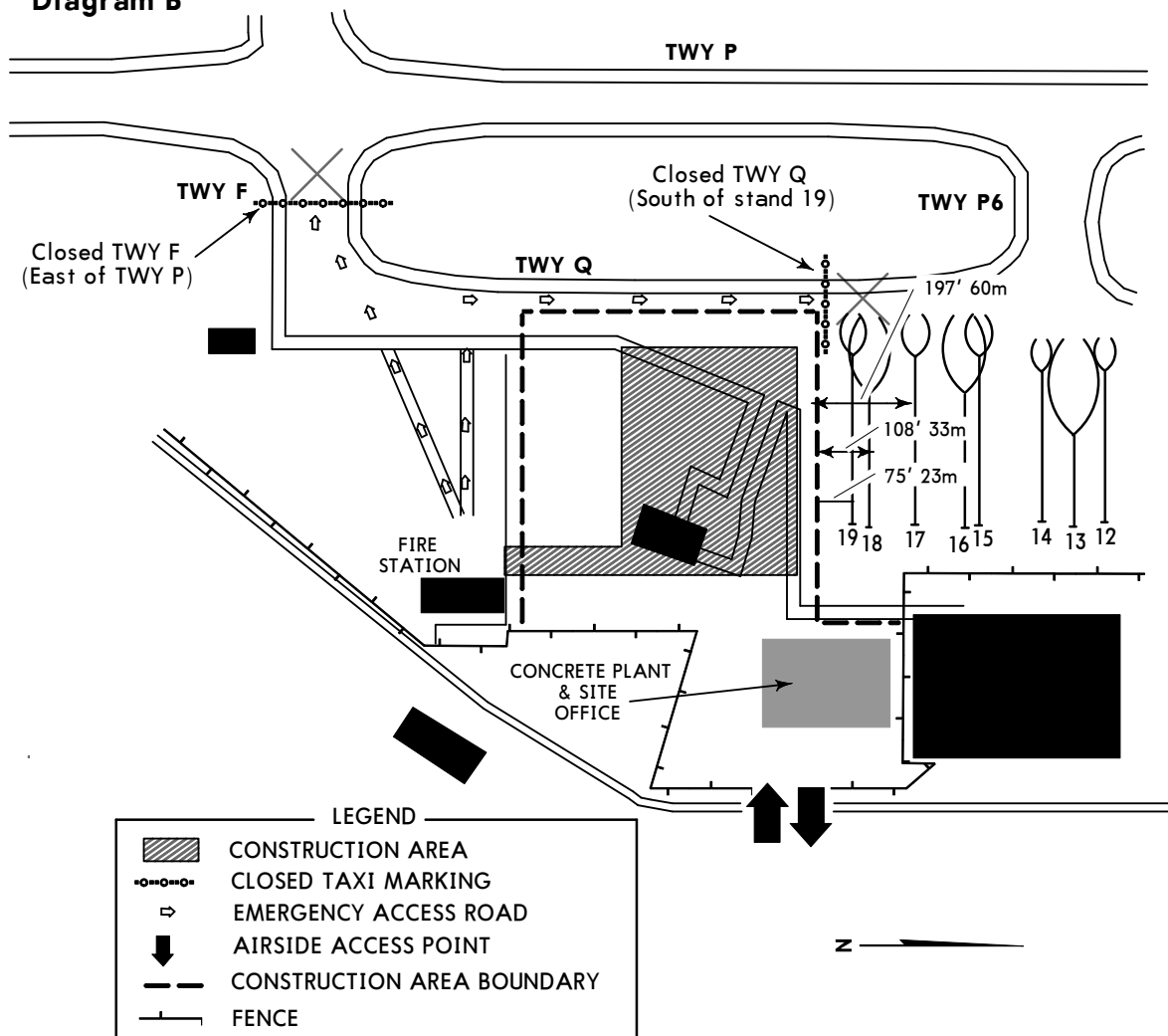
(10-8A)

Eff 8 Jan

**CHIANG MAI, THAILAND**

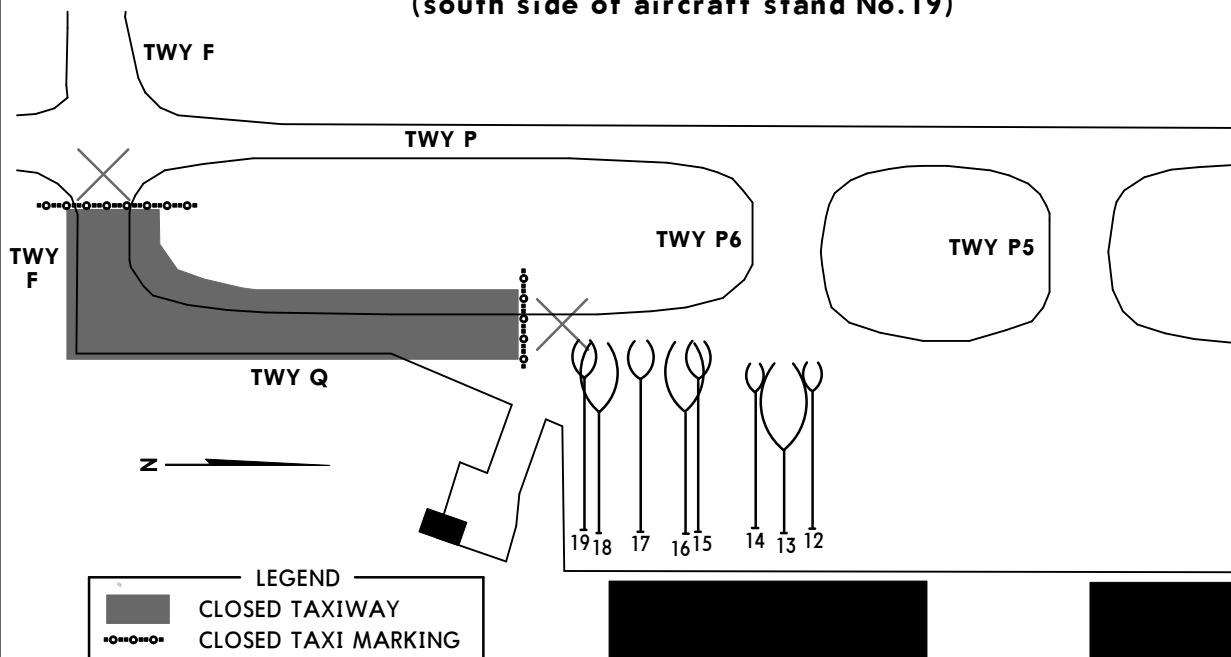
CHIANG MAI INTL

**Diagram B**



**Attachment C**

**Closed Taxiway between TWY F (east of TWY P) and TWY Q  
(south side of aircraft stand No.19)**



VTCC/CNX

 **JEPPESEN**  
24 MAR 17 (10-8B)**CHIANG MAI, THAILAND**  
CHIANG MAI INTL

**THE PARTIAL CLOSURE OF RUNWAY 36 AND THE  
TEMPORARY DISPLACED THRESHOLD RWY 36 OF  
CHIANG MAI INTERNATIONAL AIRPORT**  
(Refer to Diagram on chart 10-8C)

With effect from 1730 UTC 4 February 2017 to 2300 UTC 31 May 2017 (117 Days),  
runway 18/36 will be partially closed due to some maintenance work.

Related details are shown as follows:

**1. TEMPORARY PARTIAL RUNWAY 18/36 CLOSURES**

- a. Partially closed runway: The closed area is between the threshold of runway 36 and the area above taxiway G (755' (230m) from threshold runway 36).

**2. USE OF THE REMAINING PORTION OF RUNWAY 18/36**

- a. During this construction period of runway 18/36 will be closed for all operations between 1830 UTC and 2300 UTC nightly. After the specified period, runway 18/36 will be resumed to operation on a shortened runway length.
- b. Declared distances for the remaining portion of runway 18/36 shown below:

RWY	ENTRY POINT FOR TAKE-OFF	TORA	TODA	ASDA	LDA
36	TAXIWAY G	8858' (2700m)	8858' (2700m)	8858' (2700m)	8858' (2700m)
18	-	10,400' (3170m)	10,400' (3170m)	10,400' (3170m)	9416' (2870m)

- c. Take-off portion for runway 36 is displayed by yellow demarcation bar marking along with the signage "TORA 2700M" on the right hand side. Departing aircraft enter runway 36 to take-off position via taxiway G and commence take-off from this position.
- d. Markings for a Temporarily Displaced Threshold and Threshold Lights of runway 36 is installed at 1312' (400m) from threshold (coordinates 18 45 23.97N 098 57 46.29E).
- e. Temporary PAPI of runway 36 is installed on the left-hand side 1181' (360m) from Temporarily Displaced Threshold.
- f. Marking for Temporary End of Runway and Runway End Lights of runway 18 is installed at 755' (230m) from Runway End.

**3. TEMPORARY TAXIWAY CLOSURES**

- a. Closed taxiway: H
- b. Taxiway Edge Lights and signage in these areas are unserviceable.

**4. MARKINGS, LIGHTING AND SIGNAGAGE FOR UNSERVICEABLE AREAS**

- a. Closed taxiway marking (yellow crosses) is displayed on a closed taxiway.
- b. The construction area will be blocked off by 20" ( 50 cm) high boundary marker painted in alternate bands of red and white and will be lighted by Omni-directional fixed red lights.
- c. Touchdown Zone marking and Aiming Point marking of runway 36 are unserviceable.

**5. ATC PROCEDURES**

- a. Runway 18 and 36 are available for both landing and take-off. Normally, runway 36 will be used for landing and take-off.
- b. In order to facilitate the number of departures, clearance for immediate take-off will be issued to aircraft. On acceptance of such clearance the aircraft shall taxi out to the runway and take off from take-off position in one continuous movement.
- c. Under condition circumstances, the following Instrument Approach Charts are temporarily unavailable:

RWY	Instrument Approach Chart
36	ILS or LOC RWY 36 RNAV (GNSS) VOR RWY 36

And the following temporary Instrument Approach Charts for arriving IFR aircraft will be as implemented:

RWY	Instrument Approach Chart
36	LOC Z RWY 36 RNAV (GNSS) Z RWY 36
18	RNAV (GNSS) RWY 18

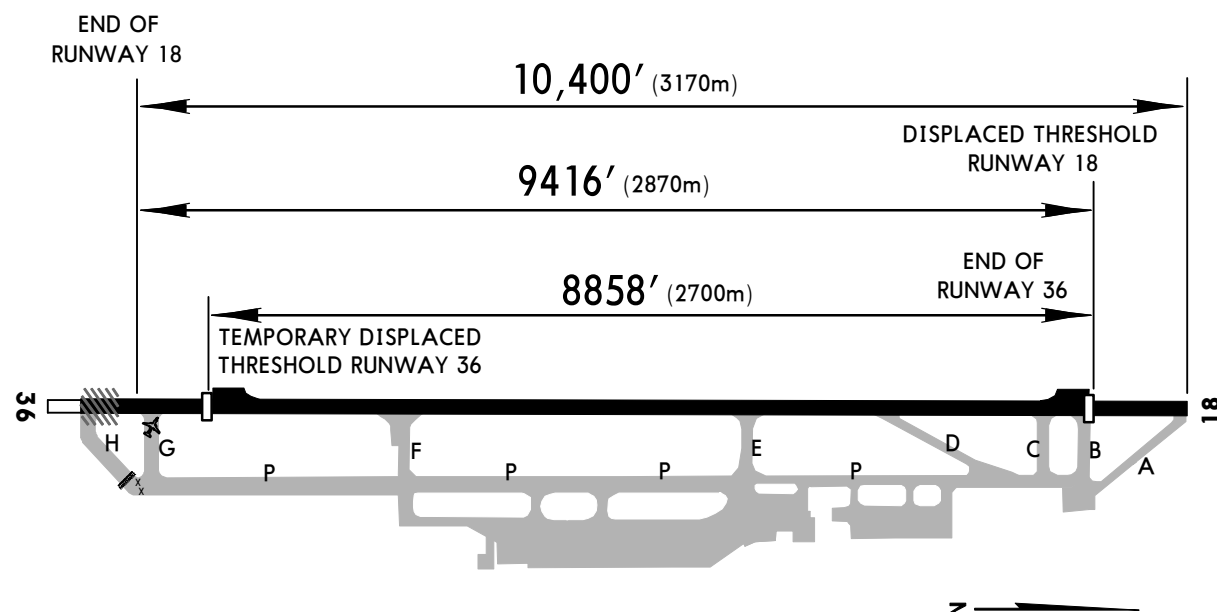
**6. OTHER**

- a. Any change to the contents of this information will be notified through NOTAM.

VTCC/CNX

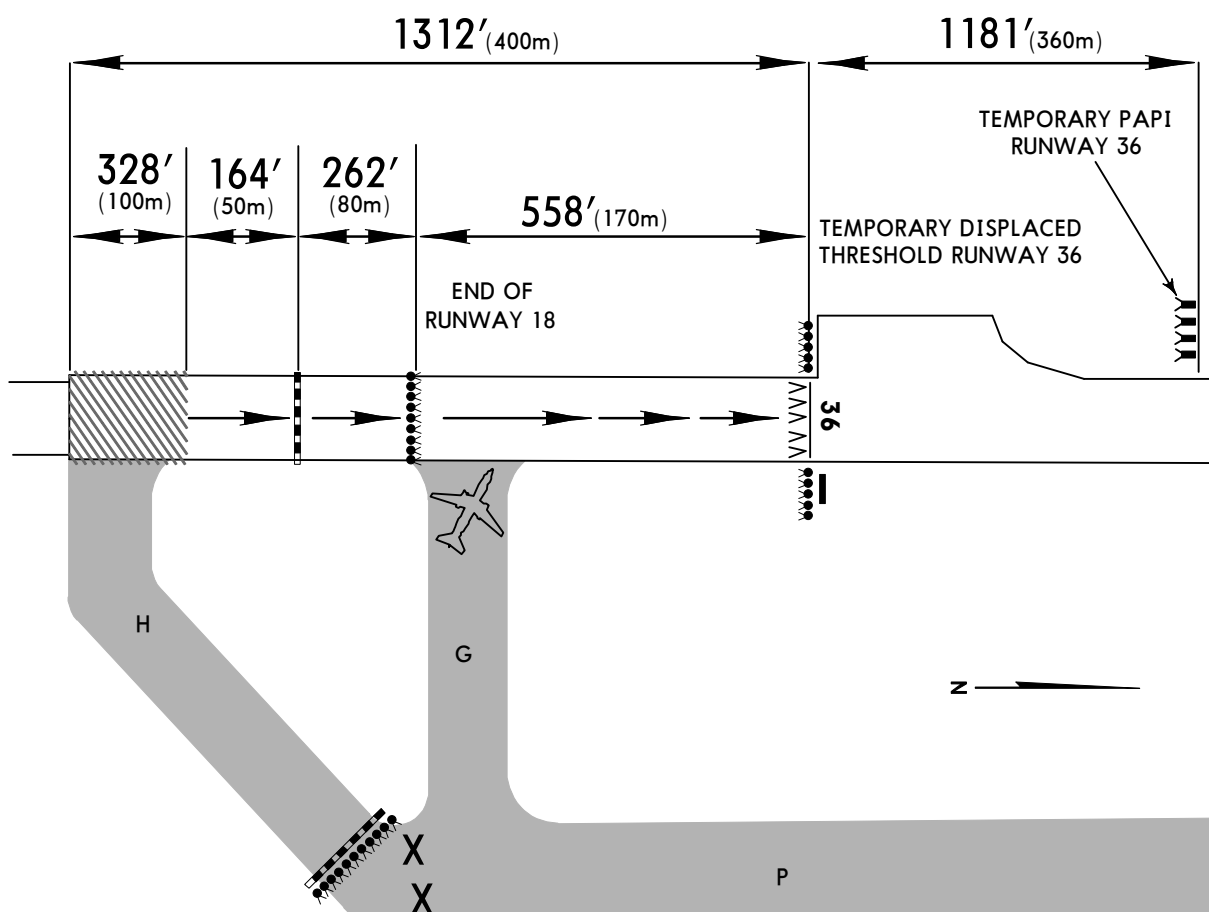
**JEPPESEN**  
24 MAR 17 (10-8C)

**CHIANG MAI, THAILAND**  
CHIANG MAI INTL



### Declared Distances

Runway	TORA	TODA	ASDA	LDA
36	8858' (2700m)	8858' (2700m)	8858' (2700m)	8858' (2700m)
18	10,400' (3170m)	10,400' (3170m)	10,400' (3170m)	9416' (2870m)



VTCC/CNX

Apt Elev **1036'**  
N18 46.3 E098 57.8

JEPPESEN

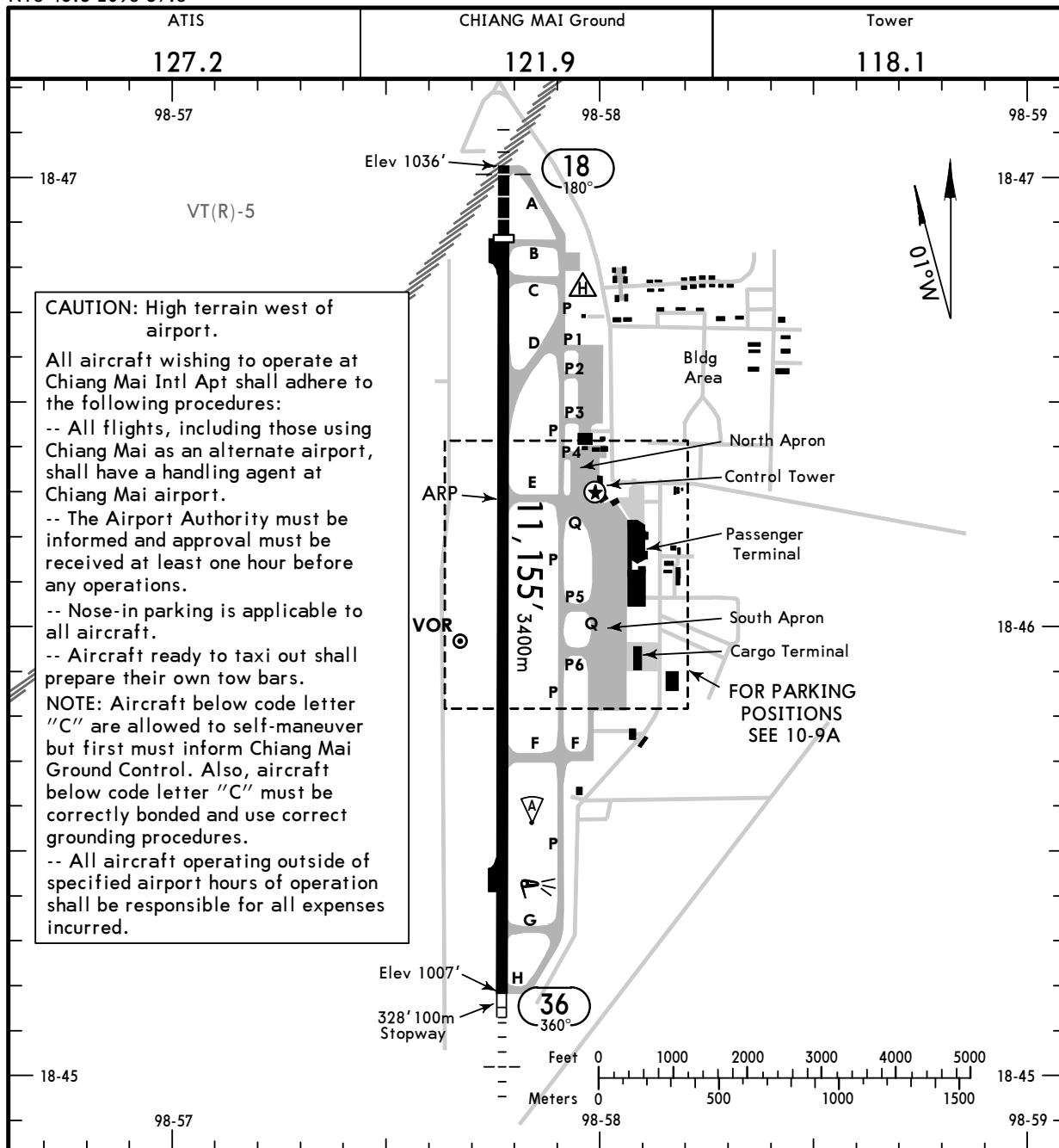
24 MAR 17

(10-9)

Eff 30 Mar

CHIANG MAI, THAILAND

CHIANG MAI INTL



## ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS		WIDTH
					LANDING	BEYOND	
RWY					Threshold	Glide Slope	
18	RL	SSALF	PAPI-B (angle 3.0°)		10,171' 3100m		148' 45m
36	RL	SSALF	PAPI-B (angle 3.0°)	RVR		9089' 2770m	

## TAKE-OFF

AIR CARRIER (JAA)			AIR CARRIER (FAR 121)	
All Rwys			All Rwys	
LVP must be in Force RCLM (DAY only) or RL			Adequate Vis Ref	
RCLM (DAY only) or RL				
A	250m	400m	2 Eng	400m
B				
C				
D	300m			3 & 4 Eng



VTCC/CNX

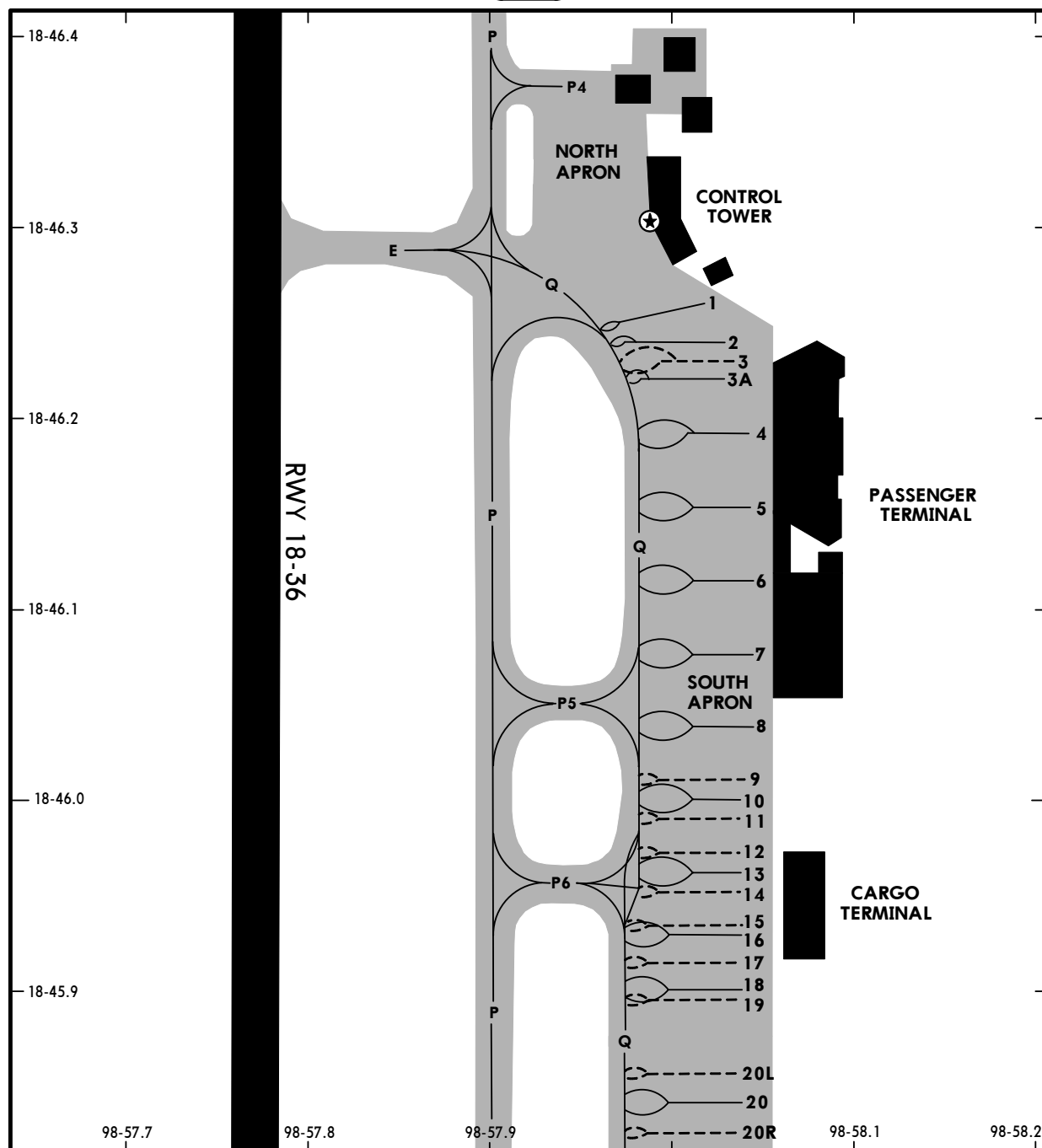
24 MAR 17

10-9A

Eff 30 Mar

**JEPPESEN** CHIANG MAI, THAILAND

CHIANG MAI INTL



# **PARKING STAND COORDINATES**

STAND No.	COORDINATES
1	N18 46.3 E098 58.0
2, 3, 3A, 4	N18 46.2 E098 58.0
5, 6	N18 46.1 E098 58.1
7	N18 46.1 E098 58.0
8 thru 15	N18 46.0 E098 58.0
16 thru 19	N18 45.9 E098 58.0
20L, 20, 20R	N18 45.8 E098 58.0

Stands 3, 4, 5, 6, 7, 8 available with safe gate docking system.

Stands 2 thru 20 available with fuel hydrant system.

VTCC/CNX

28 AUG 15 **JEPPESEN**  
(10-9B)**CHIANG MAI, THAILAND**  
CHIANG MAI INTL**SAFEGATE DOCKING SYSTEM  
-IN SYSTEM AT CHIANG MAI INTL AIRPORT****1. INTRODUCTION**

- 1.1 The SAFEGATE Docking System-in system is installed at bays 3, 4, 5, 6, 7 and 8.
- 1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centerline and stop position.

**2. PILOT OPERATING INSTRUCTION****2.1 Safety Procedure****a.) General warning**

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

**b.) Item to check before entering the stand area**

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

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

**c.) The SBU message**

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

**2.2 START OF DOCKING**

The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.

**WAIT****2.3 CAPTURE**

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed. The pilot must not proceed beyond the bridge, unless the arrows have been superseded by closing rate bar.



**VTCC/CNX****JEPPESEN**  
28 AUG 15 **(10-9C)****CHIANG MAI, THAILAND****CHIANG MAI INTL****2.4 TRACKING**

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.

A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.

**B747****2.5 CLOSING RATE**

Display of digital countdown will start when the aircraft is 20 meters from stop position.

When the aircraft is less than 12 meters from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 0.5 meters, covered by the aircraft. Thus, when the last row is turned off, 0.5 meters remains to stop.

**B747**  
10.0M**2.6 ALIGNED TO CENTER**

The aircraft is eight meters from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.

**B747**  
8.0M**2.7 SLOW DOWN**

If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.

**SLOW  
DOWN****2.8 AZIMUTH GUIDANCE**

The aircraft is four meters from the stop position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.

**B747**  
4.0M**2.9 STOP POSITION REACHED**

When the correct stop-position is reached, the display will show STOP and red lights will be lit.

**STOP****2.10 DOCKING COMPLETE**

When the aircraft has parked, OK will be displayed.

**OK****2.11 OVERSHOOT**

If the aircraft overshoots the stop-position, TOO FAR will be displayed.

**TOO  
FAR****2.12 STOP SHORT**

If the aircraft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a while.

**STOP****OK**

**VTCC/CNX****JEPPESEN**  
15 APR 11 (10-9D)**CHIANG MAI, THAILAND**  
**CHIANG MAI INTL****2.13 WAIT**

If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking, before 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.

As the aircraft is approaching the stop position, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 meters before the stop-position, the display will show WAIT, STOP and ID FAIL. The text will be alternating on the upper two rows of the display.

The pilot must not proceed beyond the bridge, unless the "WAIT" message has been superseded by the closing rate bar.

**WAIT****2.14 BAD WEATHER CONDITION**

During heavy fog, rain or snow, the visibility for the docking system can be reduced.

When the system is activated and in capture mode, the display will deactivate the floating arrows and show DOWN GRADE. This message will be superseded by the closing rate bar, as soon as the System detects the approaching aircraft.

The pilot must not proceed beyond the bridge, unless the DOWN GRADE text has been superseded by the closing rate bar.

**B747  
DOWN****2.15 AIRCRAFT VERIFICATION FAILURE**

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 40 meters before the stop-position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed. The text will be alternating on the upper two rows of the display.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

**STOP****ID****FAIL****2.16 GATE BLOCKED**

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

**WAIT****GATE****BLOCK****2.17 VIEW BLOCKED**

If the view towards the approaching aircraft is hindered for instance by dirt on the window, the DGS will report a view block condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

**WAIT****VIEW****BLOCK****2.18 SBU-STOP**

Any unrecoverable error during the docking procedure will generate an SBU condition. The display will show red stop bar and the text STOP SBU.

A manual backup procedure must be used for docking guidance.

**STOP****SBU**

**VTCC/CNX****JEPPESEN**  
15 APR 11 (10-9E)**CHIANG MAI, THAILAND**  
CHIANG MAI INTL**2.19 TOO FAST**

If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed.

The docking system must be re-started or docking procedure completed by manual guidance.

**STOP****TOO****FAST****2.20 EMERGENCY STOP**

When the emergency stop button is pressed, STOP is displayed.

**STOP****2.21 CHOCKS ON**

CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

**CHOCK  
ON****2.22 ERROR**

If a system error occurs, the message ERROR is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.

**ERROR  
3****2.23 SYSTEM BREAKDOWN**

In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

**2.24 POWER FAILURE**

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

VTCC/CNX

 **JEPPESEN**  
15 APR 11 (10-9F)**CHIANG MAI, THAILAND**  
CHIANG MAI INTL**ALLOCATION OF AIRCRAFT PARKING BAYS**

All aircraft parking bays are allocated by the Ground/Apron controller with regard to the aircraft type involved and the prevailing or anticipated traffic situation.

**AIRCRAFT MARSHALLING AND TOWING SERVICES**

The marshalling of scheduled, non-scheduled and private aircraft into the bays, either manually or by the aid of the SAFEGATE Docking System, and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or its appointed ground handling agency.

**TAXIING PROCEDURES****a. Arriving Aircraft**

Aircraft entering the aprons are to follow closely to the taxiway and apron centerlines so as to avoid reducing safe distances between themselves and other aircraft.

**b. Departing Aircraft**

When start-up clearance is issued by ATC, aircraft are then to be pushed out onto the apron centerline.

**START-UP PROCEDURES**

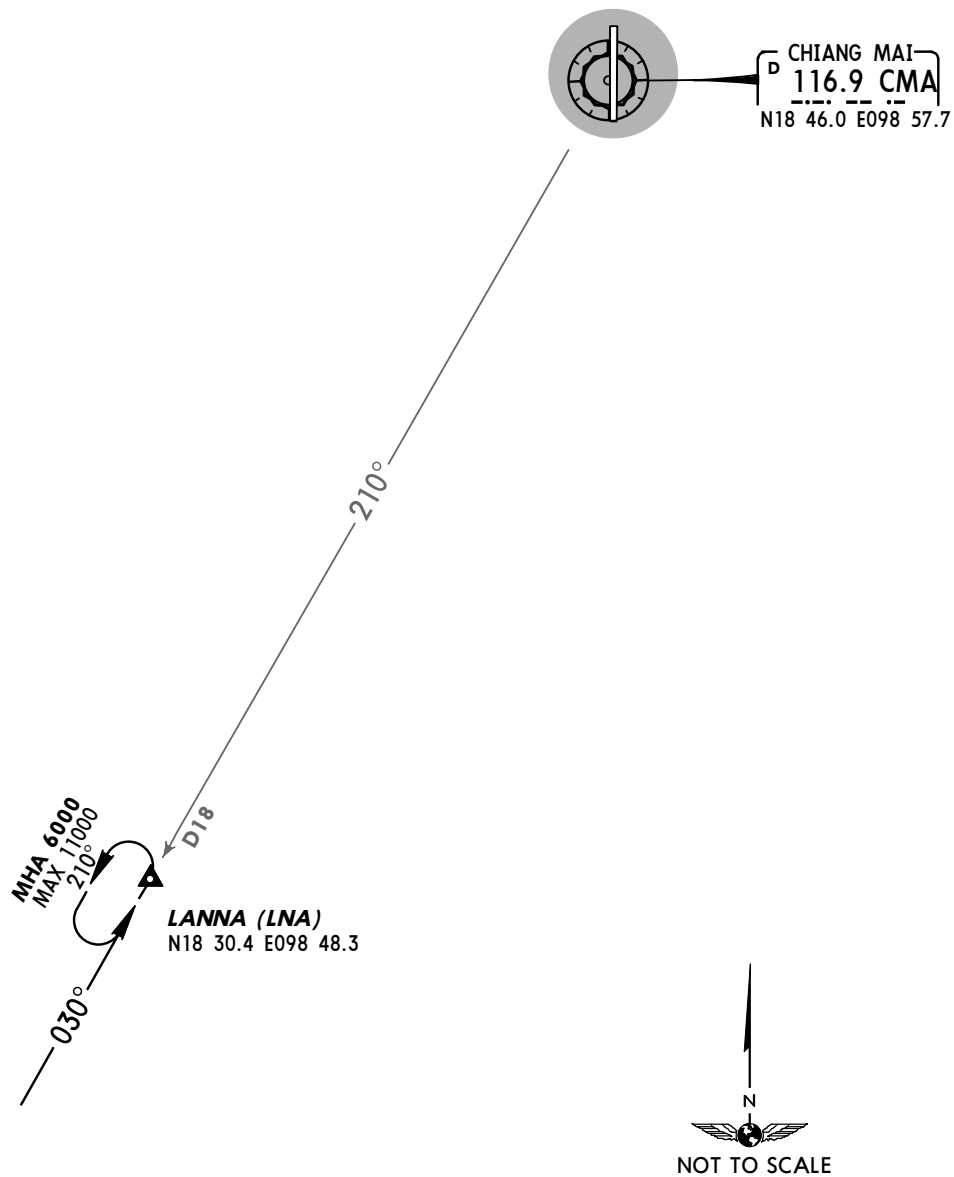
All IFR aircraft are to call Ground Control 5 minutes prior to start-up to request ATC clearance. Pilots are to inform Ground Control of their call sign (and proposed flight level if different from the flight plan) when making the call. Once the flight level is accepted by the pilot, and an ATC clearance is issued, the aircraft must be ready to taxi within 5 minutes from the time ATC clearance is accepted, otherwise the ATC clearance will be cancelled.

VTCC/CNX

**JEPPESEN**  
2 MAR 12 (10-10)

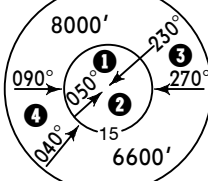
**CHIANG MAI, THAILAND**  
CHIANG MAI INTL

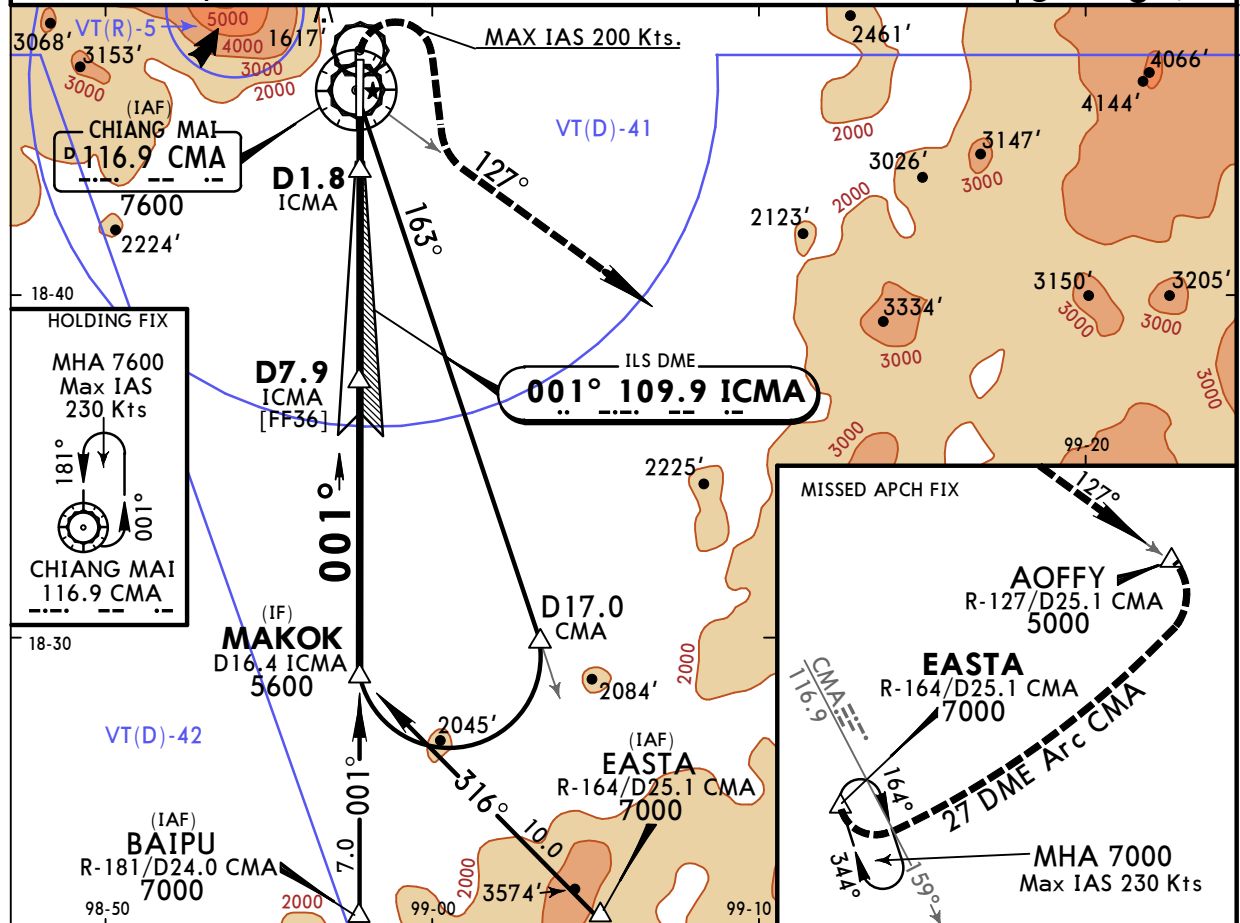
# HOLDING POINT FOR RADAR SERVICE (LANNA)



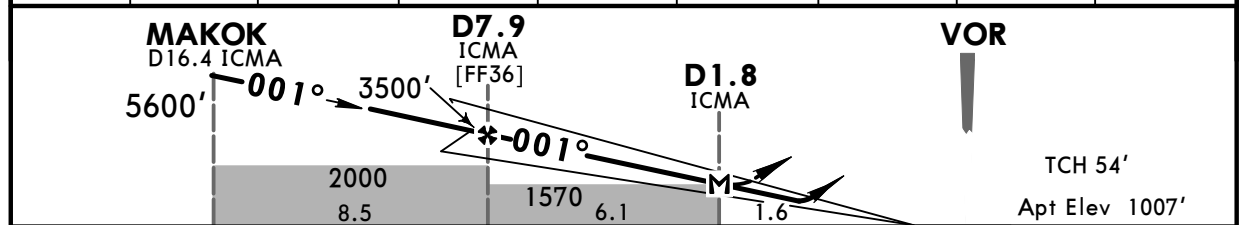
VTCC/CNX  
CHIANG MAI INTLJEPPESEN CHIANG MAI, THAILAND  
22 APR 16 (11-1) Eff 28 Apr ILS or LOC Rwy 36

BRIEFING STRIP

ATIS 127.2	CHIANG MAI Approach (R) 129.6	CHIANG MAI Tower 118.1	Ground 121.9
LOC ICMA 109.9	Final Apch Crs 001°	Minimum Alt D7.9 ICMA 3500' (2493')	ILS DA(H) Refer to Minimums
MISSED APCH: Climb STRAIGHT AHEAD to 1700', then turn RIGHT to intercept CMA VOR R-127, proceed on CMA VOR R-127 to AOFFY, follow D27 DME Arc CMA VOR to EASTA at 7000' and hold or as directed by ATC. No turn before MAP (LOC only). Speed restricted to Max IAS 200 Kts until after turn.		Apt Elev 1036' Rwy 1007'	
Alt Set: hPa	Rwy Elev: 36 hPa	Trans level: FL 130	Trans alt: 11000'
1. VOR, DME required.		MSA CMA VOR ① 7600' ③ 8800' ② 5600' ④ 10,600'	



LOC (GS out)	ICMA DME	1.8	3.0	4.0	5.0	6.0	7.0	FAF
	ALTITUDE	1570'	1940'	2260'	2575'	2890'	3205'	3500'



Gnd speed-Kts	70	90	100	120	140	160	PAPI SSALF	1700'	RT to CMA 116.9 R-127
GS	3.00°	372	478	531	637	743	849		
MAP at D1.8 ICMA or FAF to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17		

1 ILS STRAIGHT-IN LANDING RWY36				CIRCLE-TO-LAND		No Circling
A: 1390' (383')		C: 1410' (403')		LOC (GS out)		
B: 1400' (393')		D: 1420' (413')		MDA(H) 1570' (563')		
FULL		ALS out		ALS out		
A	1500m	1900m		3000m		
B	1600m	2000m				
C	1600m	2000m				
D	1700m	2100m				
				Max Kts	MDA(H)	
				100	2020' (984') -3000m	
				135	2220' (1184') -4800m	
				180	2420' (1384') -4800m	
				205		

1 ILS DA(H) 1240' (233') is approved for all CATS when missed apch climb gradient min 4.0% (243 FT/NM) can be achieved until after turn.

CHANGES: Hold bearings at CMA VOR, TCH, notes.

© JEPPESEN, 2002, 2016. ALL RIGHTS RESERVED.




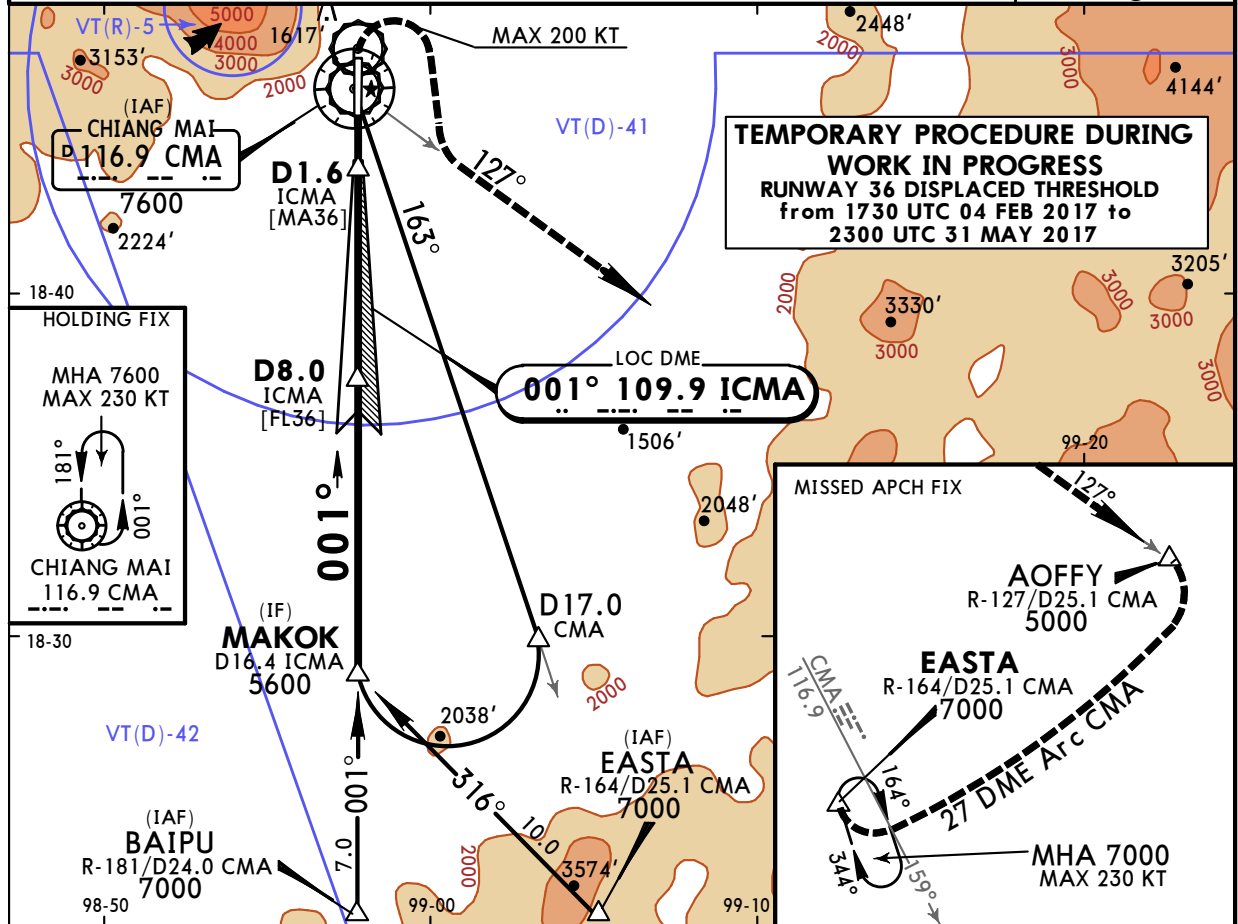
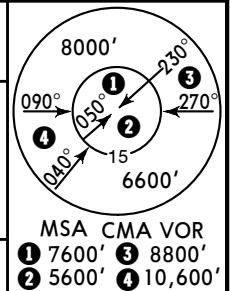
**VTCC/CNX**  
**CHIANG MAI INTL**

27 JAN 17 **(11-1-0)**

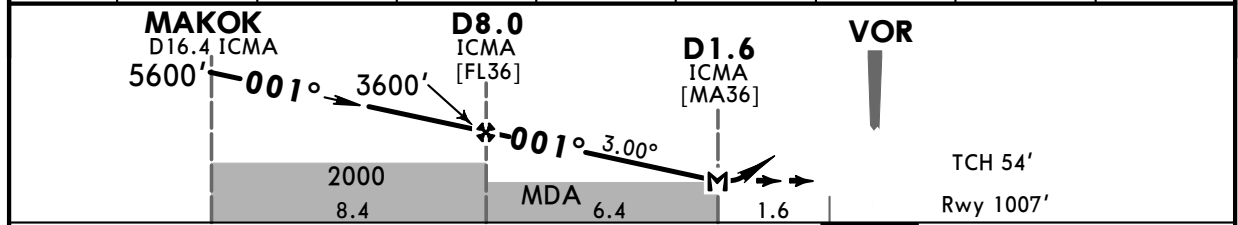
**CHIANG MAI, THAILAND**  
**LOC Z Rwy 36**




BRIEFING STRIP™

ATIS 127.2		CHIANG MAI Approach (R) 129.6		CHIANG MAI Tower 118.1		Ground 121.9			
LOC ICMA 109.9		Final Apch Crs 001°		Minimum Alt D8.0 ICMA 3600' (2593')		MDA(H) 1570' (563')		Apt Elev 1036' Rwy 1007'	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1700', then turn RIGHT to intercept CMA VOR R-127, proceed on CMA VOR R-127 to AOFFY, follow D27 DME Arc CMA VOR to EASTA at 7000' and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 200 KT until after turn.									
Alt Set: hPa      Rwy Elev: 36 hPa      Trans level: FL 130      Trans alt: 11000'									
1. VOR, DME required.									
MSA CMA VOR 1 7600'   3 8800' 2 5600'   4 10,600'									



ICMA DME	1.6	2.0	3.0	4.0	5.0	6.0	7.0	FAF
ALTITUDE	1570'	1690'	2005'	2320'	2635'	2955'	3270'	3600'



Gnd speed-Kts	70	90	100	120	140	160	PAPI SSALF 	1700' 	 RT CMA to 116.9 R-127
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.6 ICMA or FAF to MAP 6.4	5:29	4:16	3:50	3:12	2:45	2:24			

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		<div>No Circling</div>
MDA(H) 1570' (563')			Max Kts	MDA(H)	
ALS out			100	2020' (984') - 3000m	
3000m			135		
			180	2220' (1184') - 4800m	
A			205	2420' (1384') - 4800m	
B					
C					
D					

PANS OPS

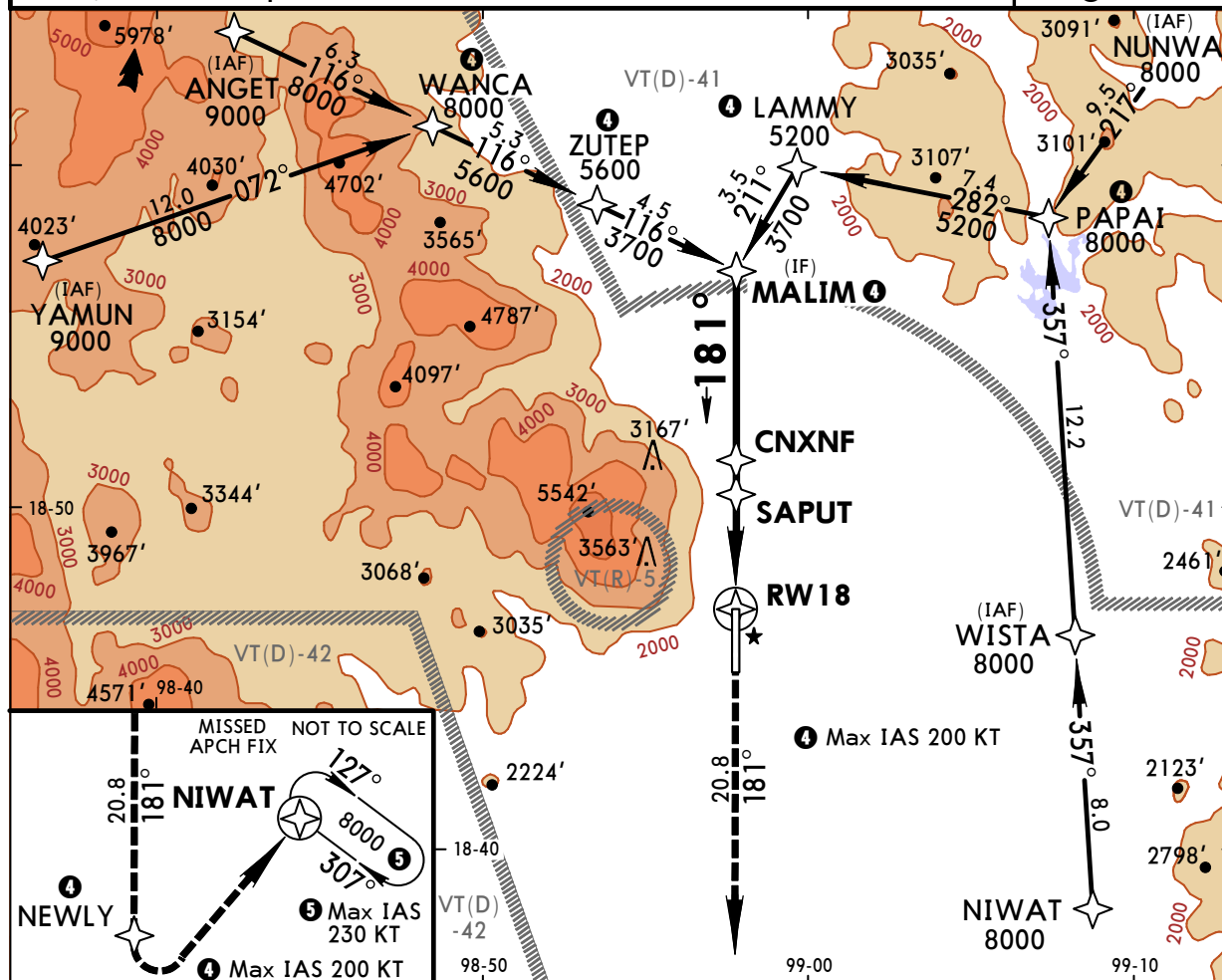
**VTCC/CNX**  
**CHIANG MAI INTL**

**JEPPesen**  
2 DEC 16 (12-1)

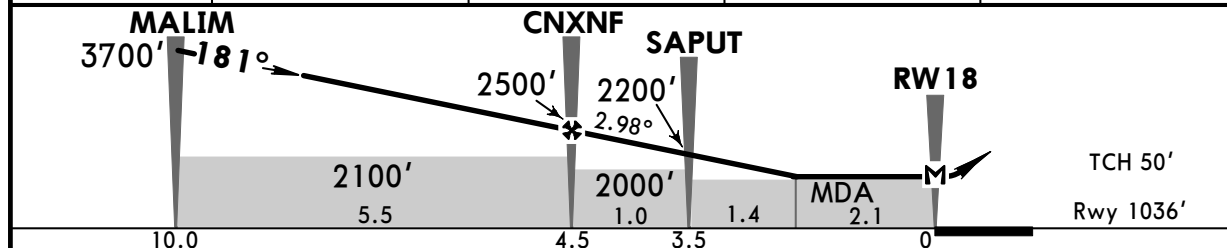
**CHIANG MAI, THAILAND**  
**RNAV (GNSS) Rwy 18**

BRIEFING STRIP


ATIS 127.2	CHIANG MAI Approach (R) 129.6	CHIANG MAI Tower 118.1	Ground 121.9
RNAV	Final Apch Crs <b>181°</b>	Procedure Alt CNXNF <b>2500'</b> (1464')	LNAV MDA(H) <b>1750'</b> (714')
		Apt Elev 1036'	Rwy 1036'
<b>MISSED APCH:</b> Climb on track 181° to NEWLY, then turn LEFT, continue climb direct to NIWAT at 8000' and hold or as directed by ATC. No turns before MAP. MAX 200 KT until after turn.			
Alt Set: hPa	Rwy Elev: 37 hPa	Trans level: By ATC	Trans alt: 11000'
1. FMS, RNP APCH required.			



NM to THR	FAF	4.0	3.0	2.1
ALTITUDE	2500'	2360'	2040'	MDA



Gnd speed-Kts	70	90	100	120	140	160	<div><div>PAPI</div><div>SSALF</div><div><div></div><div></div><div></div><div></div></div></div>	<div><div>↑</div><div>on</div><div>181°</div><div>NEWLY</div></div>
Descent Angle 2.98°	369	474	527	633	738	843		
MAP at RW18								

STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND		<div>No Circling </div>
LNAV			MDA(H)		
MDA(H) 1750'(714')					
		ALS out	Max Kts		
A	1200m	1600m	100	2020'(984') - 2000m	
B			135	2020'(984') - 2400m	
C	3200m		180	2220'(1184') - 4800m	
D	3600m		205	2420'(1384') - 4800m	

**VTCC/CNX**  
**CHIANG MAI INTL**

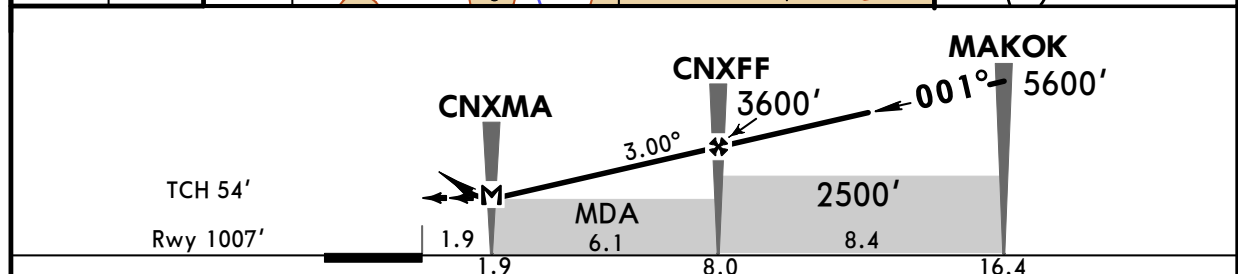
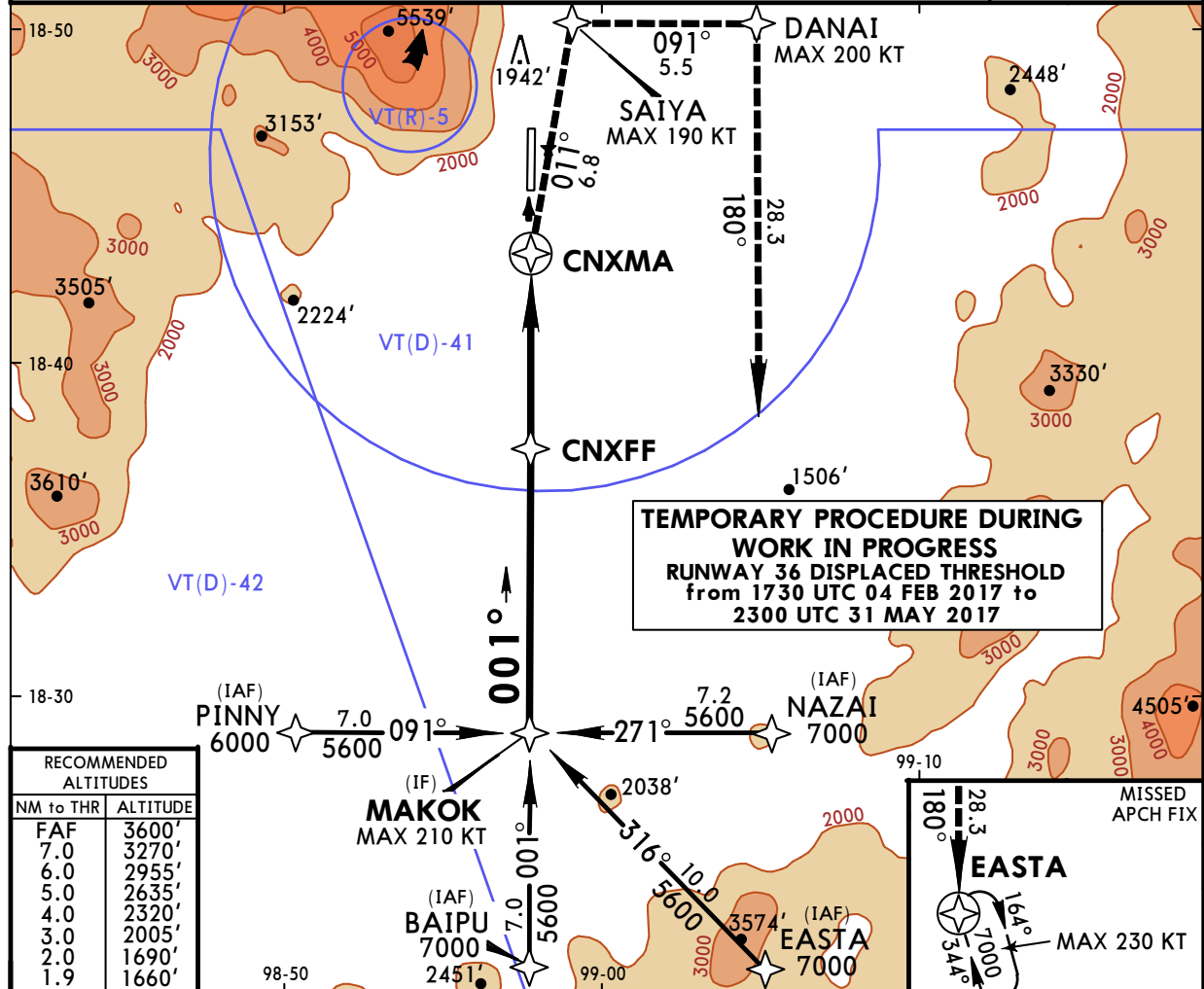
27 JAN 17

**JEPPesen**  
(12-1-0)

**CHIANG MAI, THAILAND**  
**RNAV (GNSS) Z Rwy 36**

BRIEFING STRIP

ATIS 127.2	CHIANG MAI Approach (R) 129.6	CHIANG MAI Tower 118.1	Ground 121.9
RNAV	Final Apch Crs <b>001°</b>	Procedure Alt CNXFF <b>3600'</b> (2593')	LNAV MDA(H) <b>1660'</b> (653')
		Apt Elev 1036'	Rwy 1007'
<b>MISSED APCH: At MAP, turn RIGHT climb on course 011° to SAIYA.</b> <b>Continue to DANAI then EASTA at 7000', and hold or as</b> <b>directed by ATC.</b>			
Alt Set: hPa	Rwy Elev: 36 hPa	Trans level: FL 130	Trans alt: 11000'
1. FMS, RNP APCH required.			



Gnd speed-Kts	70	90	100	120	140	160		PAPI	7000'	on	011°	SAIYA
Descent Angle	3.00°	372	478	531	637	743	849	SSALF		RT		
MAP at CNXMA												

PANS OPS

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		
LNAV MDA(H) <b>1660'</b> (653')			No Circling		
ALS out			Max Kts	MDA(H)	
A			100	2020' (984') - 3600m	
B			135		
C	3200m	3600m	180	2220' (1184') - 4800m	
D			205	2420' (1384') - 4800m	

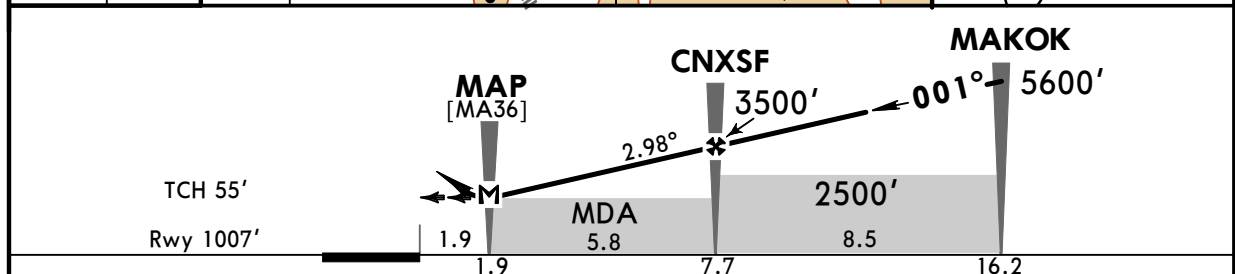
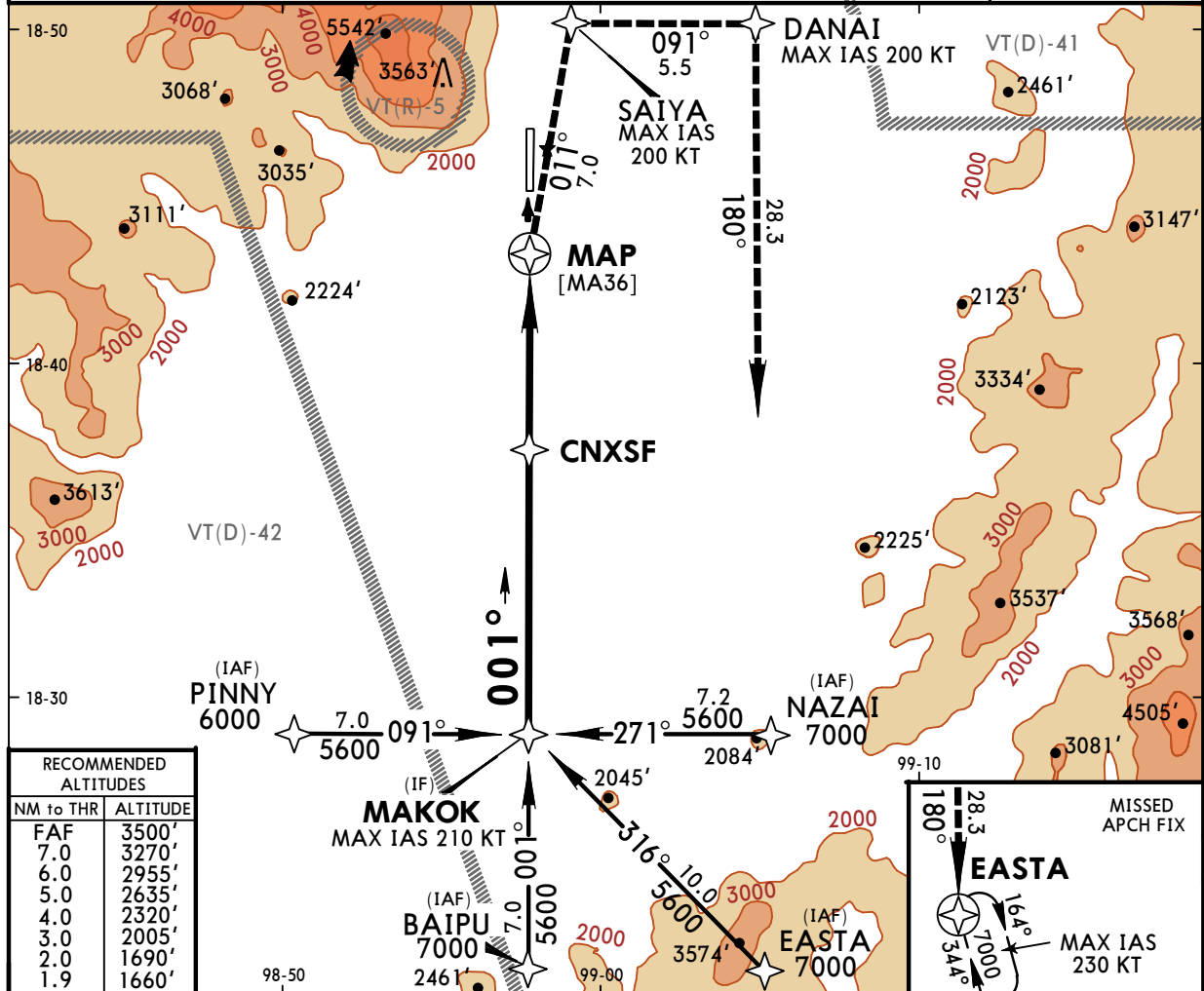
**VTCC/CNX**  
**CHIANG MAI INTL**

**JEPPesen**  
2 DEC 16 (12-2)

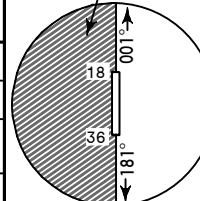
**CHIANG MAI, THAILAND**  
**RNAV (GNSS) Rwy 36**

BRIEFING STRIP

ATIS 127.2	CHIANG MAI Approach (R) 129.6	CHIANG MAI Tower 118.1	Ground 121.9
RNAV	Final Apch Crs <b>001°</b>	Procedure Alt CNXSF <b>3500'</b> (2493')	LNAV MDA(H) <b>1660'</b> (653')
		Apt Elev 1036'	Rwy 1007'
<b>MISSED APCH: At MAP, turn RIGHT climb on course 011° to SAIYA.</b> <b>Continue to DANAI then EASTA at 7000', and hold or as</b> <b>directed by ATC.</b>			
Alt Set: hPa	Rwy Elev: 36 hPa	Trans level: FL 130	Trans alt: 11000'
1. FMS, RNP APCH required.			



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738
MAP at MAP						

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		<div>No Circling</div>
LNAV					
MDA(H) 1660'(653')					
		ALS out	Max Kts	MDA(H)	
A			100	2020'(984') - 2000m	
B			135	2020'(984') - 2400m	
C	3200m	3600m	180	2220'(1184') - 4800m	
D			205	2420'(1384') - 4800m	



**VTCC/CNX**  
**CHIANG MAI INTL**

22 APR 16

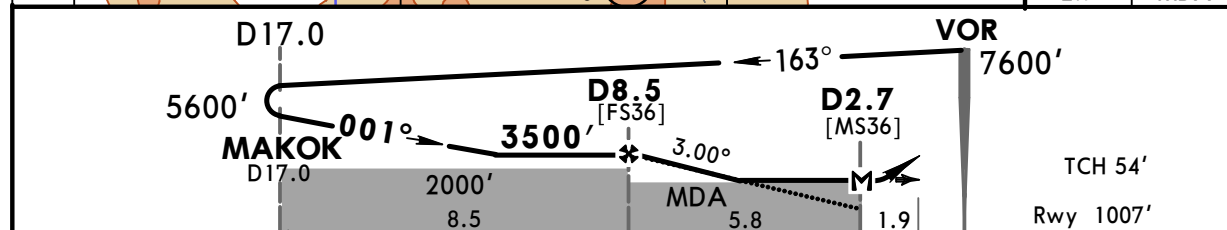
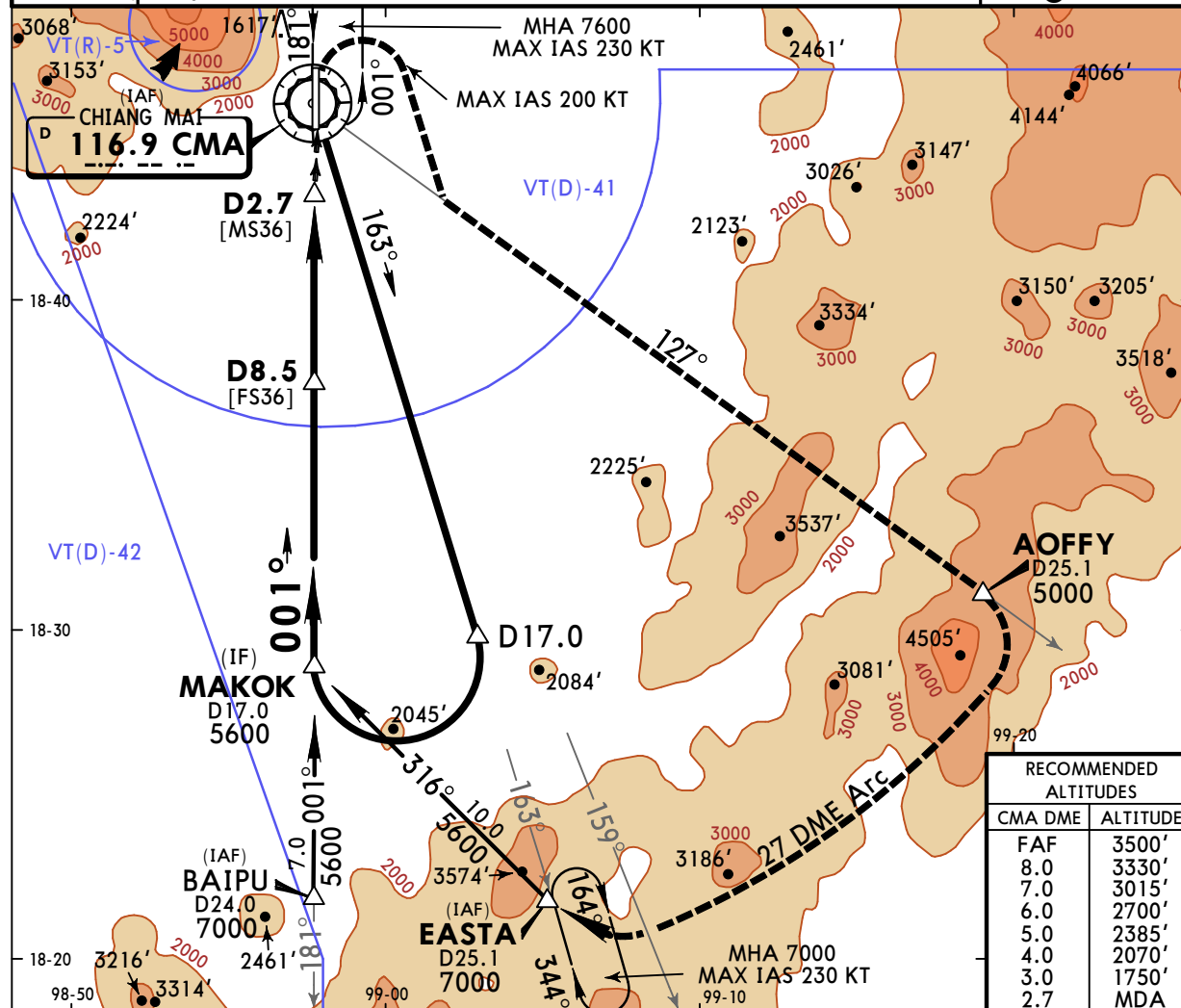
13-1





**Eff 28 Apr**

**CHIANG MAI, THAILAND**

VOR Rwy 36

ATIS 127.2		CHIANG MAI Approach (R) 129.6		CHIANG MAI Tower 118.1		Ground 121.9	
VOR CMA 116.9	Final Aptch Crs 001°	Minimum Alt D8.5 3500'(2493')	MDA(H) 1660'(653')	Apt Elev 1036' Rwy 1007'		 MSA CMA VOR ① 10,600' ② 8800' ③ 5600'	
MISSED APCH: Climb STRAIGHT AHEAD to 1700', then turn RIGHT to intercept via outbound CMA VOR R-127, proceed on CMA VOR R-127 to AOFFY follow 27 DME Arc to EASTA at 7000' and hold or as directed by ATC. No turn before MAP. MAX IAS 200 KT until after turn.							
Alt Set: hPa 1. DME required.		Rwy Elev: 36 hPa		Trans level: FL 130 Trans alt: 11000'			



Gnd speed-Kts	70	90	100	120	140	160	 PAPI SSALF	 1700'	 RT on	 CMA R-127
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D2.7										

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		<div>No Circling</div>
MDA(H) <b>1660'</b> (653')			Max Kts	MDA(H)	
ALS out			100	<b>2020'</b> (984') - 2000m	
			135	<b>2020'</b> (984') - 2400m	
			180	<b>2220'</b> (1184') - 4800m	
A	3200m	3600m	205	<b>2420'</b> (1384') - 4800m	
B					
C					
D					

CHANGES: Procedure.

© JEPPESEN, 2007, 2016. ALL RIGHTS RESERVED.

VTSP/HKT  
PHUKET INTL

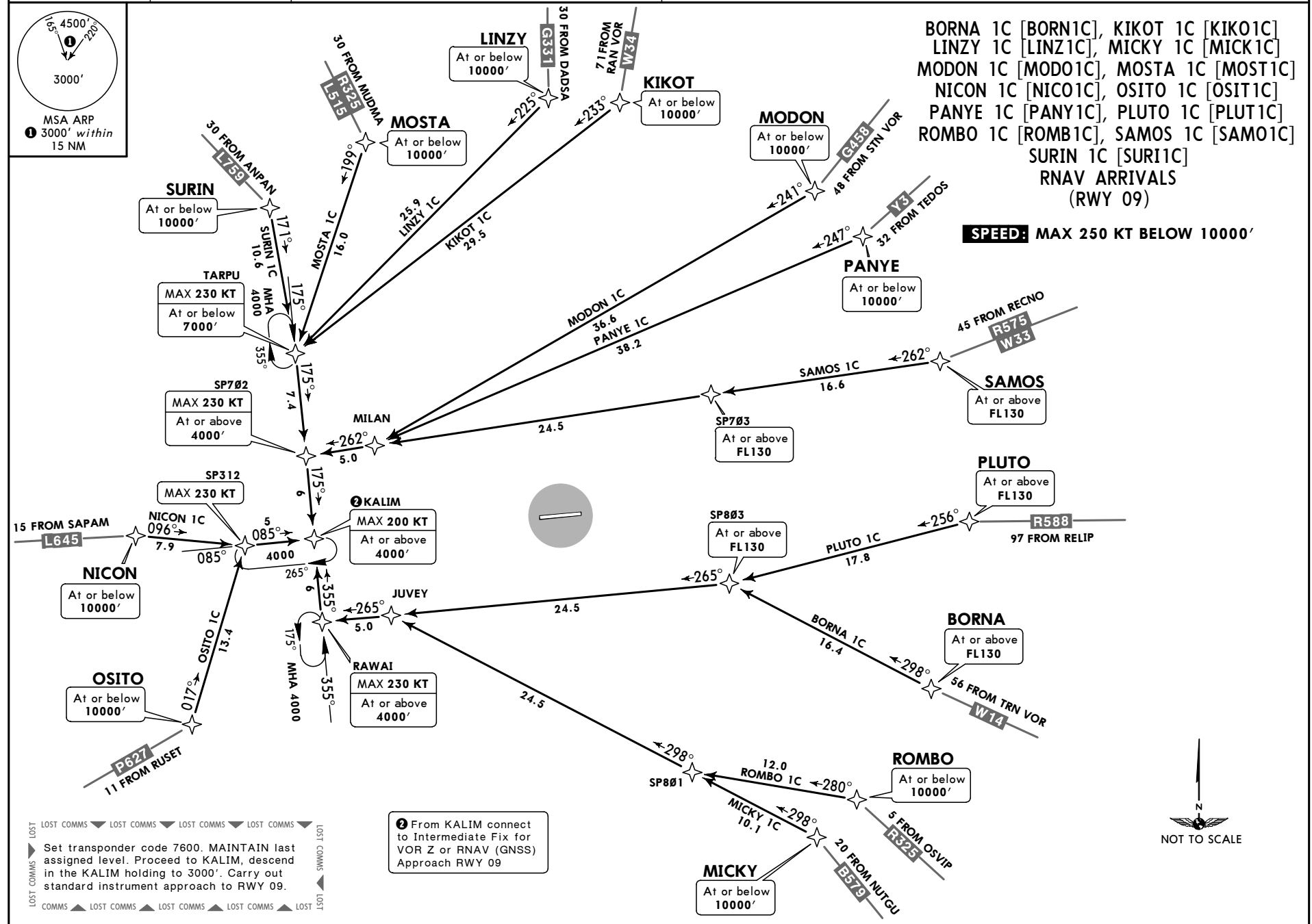
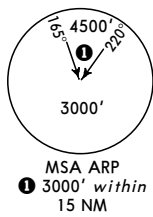
JEPPesen PHUKET, THAILAND  
30 DEC 16  
Eff 5 Jan 10-2  
RNAV STAR

ATIS  
128.0

Apt Elev  
82'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'

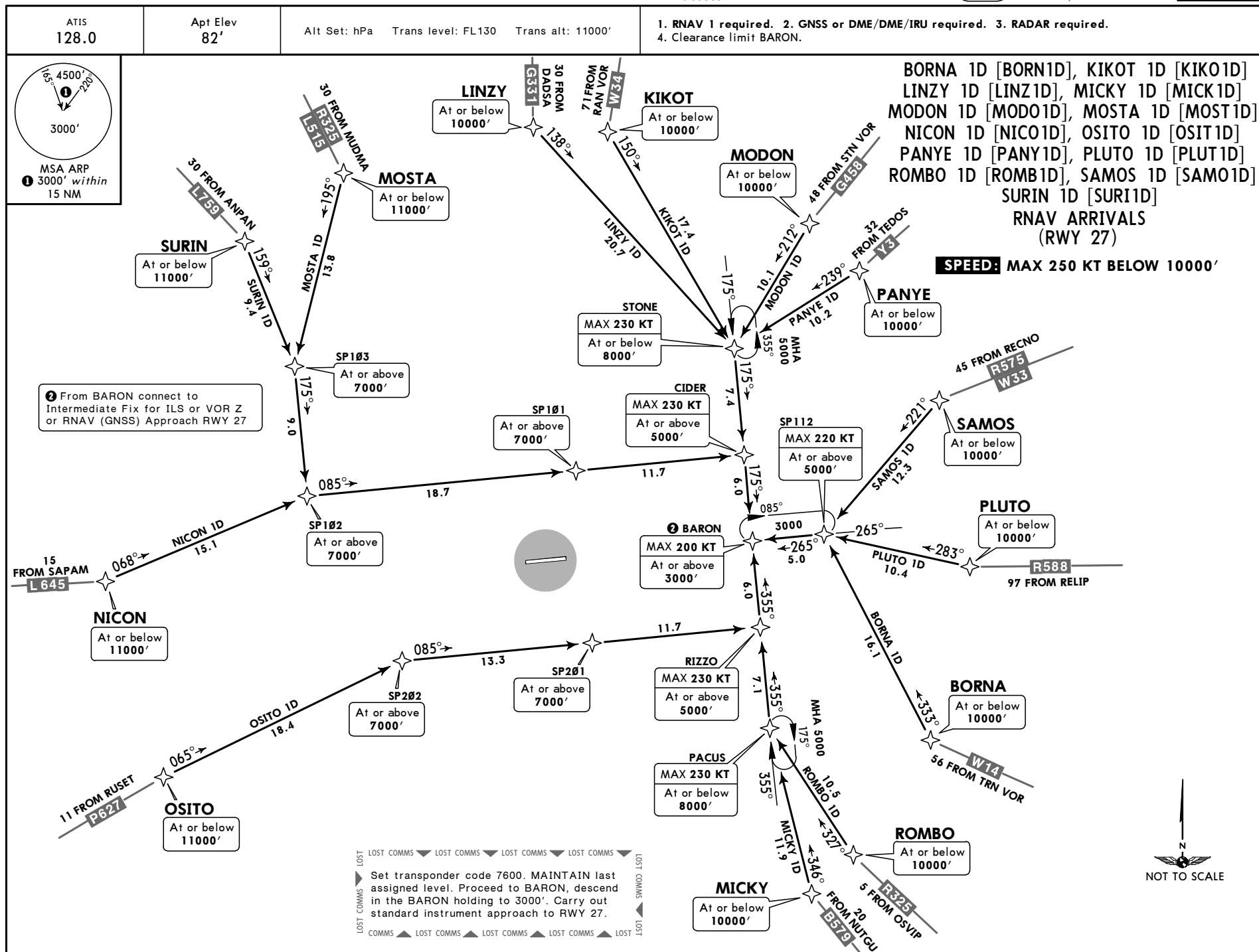
1. RNAV 1 required. 2. GNSS or DME/DME/IRU required. 3. RADAR required.  
4. Clearance limit KALIM.



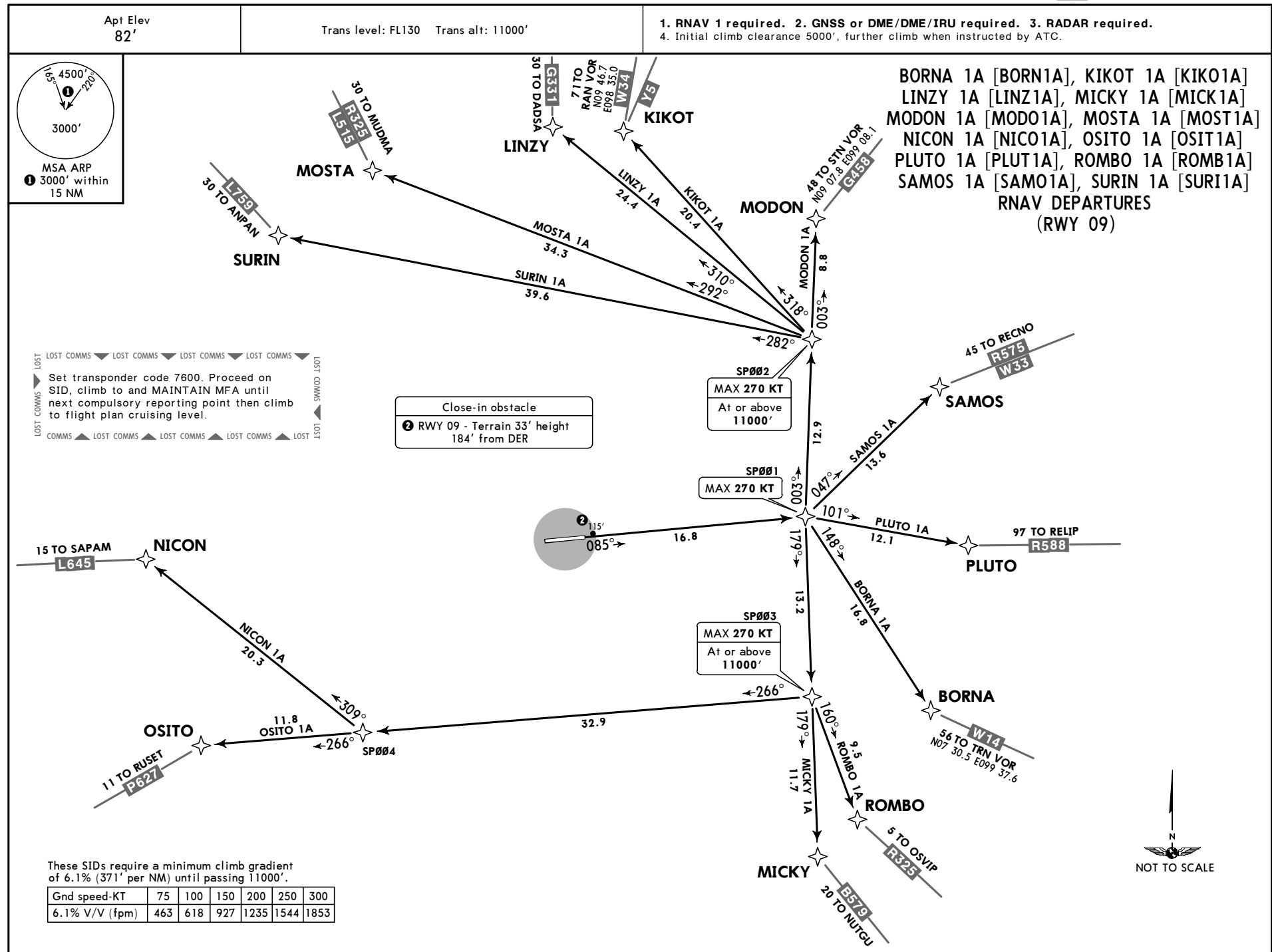
VTSP/HKT  
PHUKET INTL

JEPPESEN  
30 DEC 16 10-2A Eff 5 Jan

PHUKET, THAILAND  
RNAV STAR



VTSP/HKT  
 PHUKET INTL





VTSP/HKT  
PHUKET INTL

JEPPESEN  
30 DEC 16 10-3A Eff 5 Jan

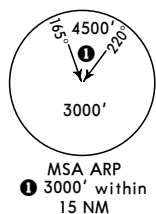
PHUKET, THAILAND

RNAV SID

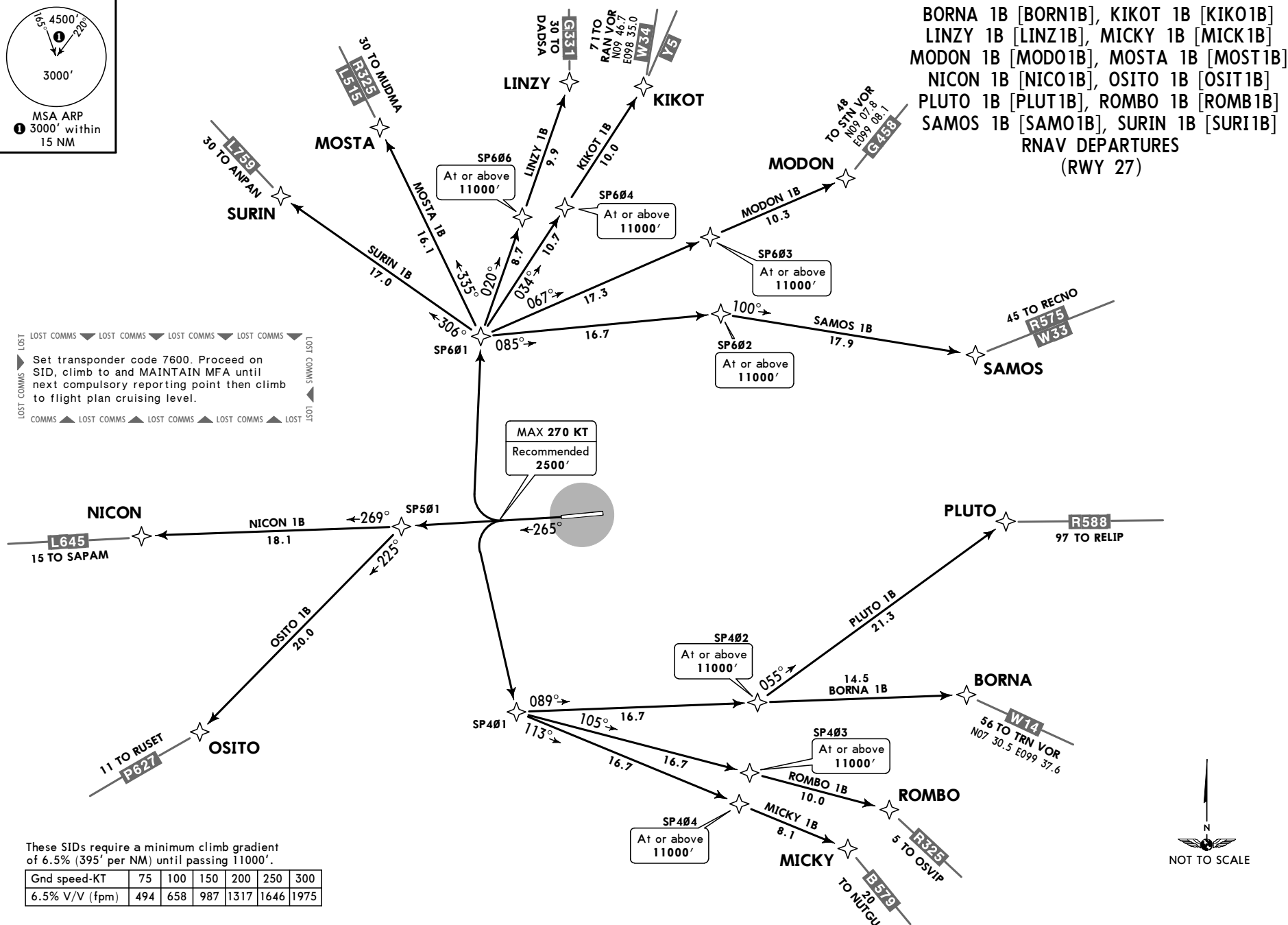
Apt Elev  
82'

Trans level: FL130 Trans alt: 11000'

1. RNAV 1 required. 2. GNSS or DME/DME/IRU required. 3. RADAR required.
4. No turn before departure end of runway.
5. Initial climb clearance 5000', further climb when instructed by ATC.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Set transponder code 7600. Proceed on  
SID, climb to and MAINTAIN MFA until  
next compulsory reporting point then climb  
to flight plan cruising level.  
COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



These SIDs require a minimum climb gradient  
of 6.5% (395' per NM) until passing 11000'.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975



VTSP/HKT  
PHUKET INTL

JEPPESEN

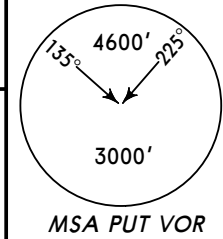
8 NOV 13

(10-3B)

Eff 14 Nov

PHUKET, THAILAND

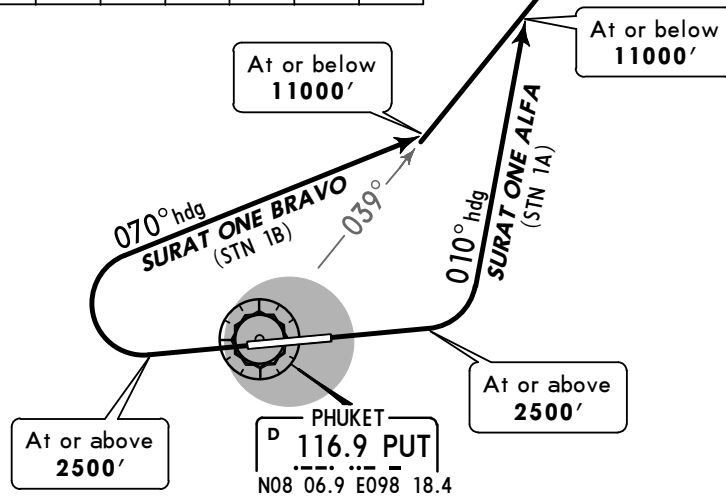
SID

Apt Elev  
82'Trans level: FL130 Trans alt: 11000'  
Contact Phuket Approach on 124.7 after take-off.SURAT ONE ALFA (STN 1A) [STN1A] DEPARTURE  
(RWY 09)SURAT ONE BRAVO (STN 1B) [STN1B] DEPARTURE  
(RWY 27)

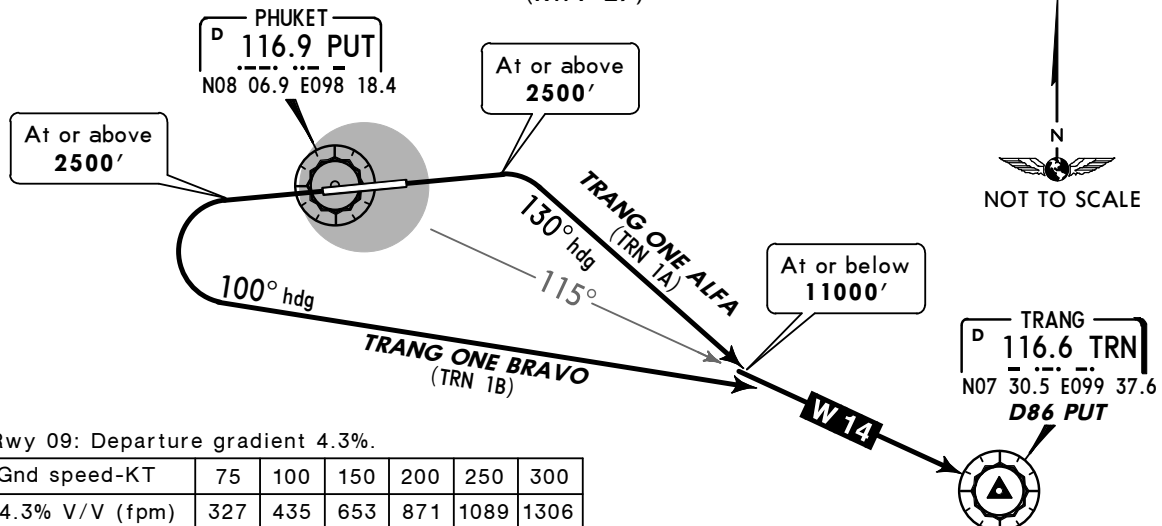
SURAT THANI  
D 110.6 STN  
N09 07.8 E099 08.1  
D79 PUT

Rwy 09: Departure gradient 4.3%.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306



SID	INITIAL CLIMB
<b>SURAT ONE ALFA</b>	Climb runway heading until 2500' or above. Then turn LEFT heading 010° to intercept and proceed on PUT R-039. EXPECT RADAR control.
<b>SURAT ONE BRAVO</b>	Climb runway heading until 2500' or above. Then turn RIGHT heading 070° to intercept and proceed on PUT R-039. EXPECT RADAR control.

TRANG ONE ALFA (TRN 1A) [TRN1A] DEPARTURE  
(RWY 09)TRANG ONE BRAVO (TRN 1B) [TRN1B] DEPARTURE  
(RWY 27)

Rwy 09: Departure gradient 4.3%.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	INITIAL CLIMB
<b>TRANG ONE ALFA</b>	Climb runway heading until 2500' or above. Then turn RIGHT heading 130° to intercept and proceed on PUT R-115. EXPECT RADAR control.
<b>TRANG ONE BRAVO</b>	Climb runway heading until 2500' or above. Then turn LEFT heading 100° to intercept and proceed on PUT R-115. EXPECT RADAR control.

**VTSP/HKT**  
**PHUKET INTL**

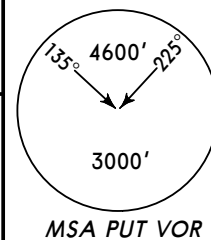
**JEPPESEN**  
8 NOV 13 **(10-3C)** **Eff 14 Nov**

**PHUKET, THAILAND**

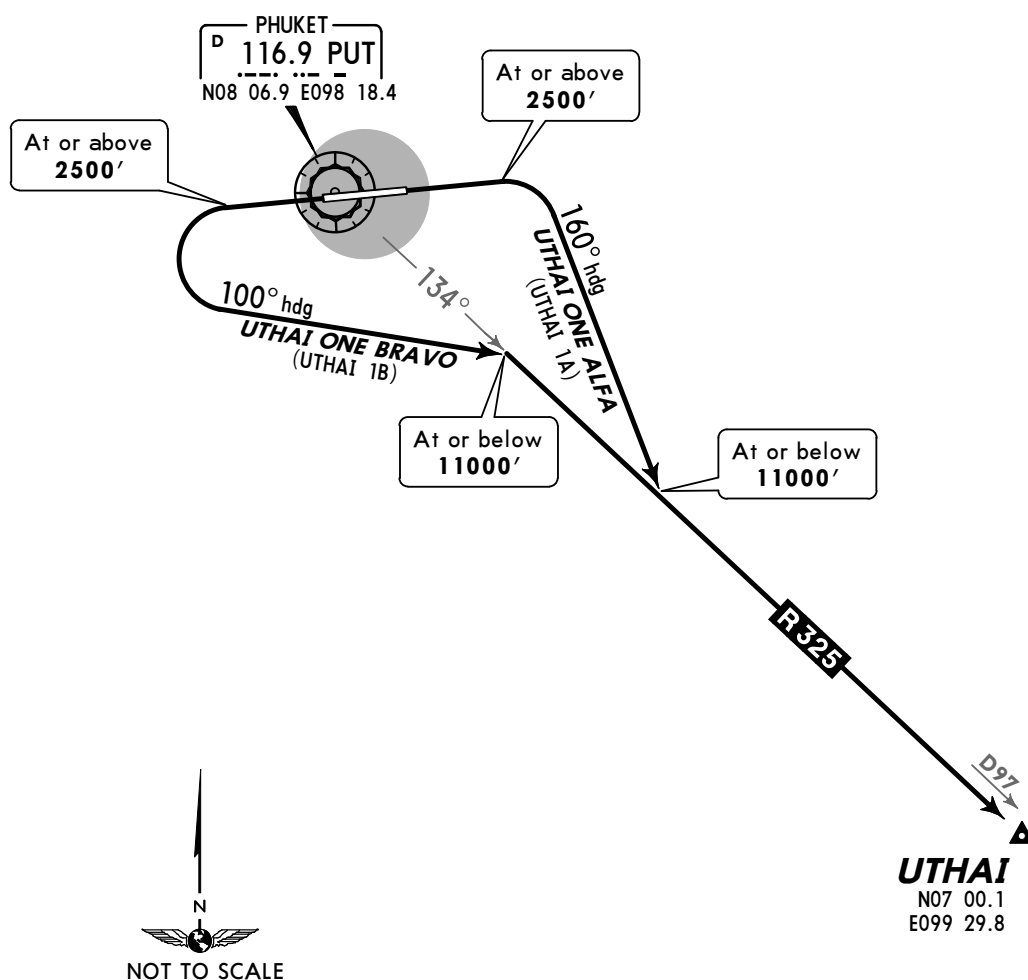
**SID**

*Apt Elev*  
**82'**

Trans level: FL130    Trans alt: 11000'  
Contact Phuket Approach on 124.7 after take-off.



**UTHAI ONE ALFA (UTHAI 1A) [UTHA1A] DEPARTURE**  
(RWY 09)  
**UTHAI ONE BRAVO (UTHAI 1B) [UTHA1B] DEPARTURE**  
(RWY 27)



Rwy 09: Departure gradient 4.3%.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	INITIAL CLIMB
<b>UTHAI ONE ALFA</b>	Climb runway heading until 2500' or above. Then turn RIGHT heading 160° to intercept and proceed on PUT R-134. EXPECT RADAR control.
<b>UTHAI ONE BRAVO</b>	Climb runway heading until 2500' or above. Then turn LEFT heading 100° to intercept and proceed on PUT R-134. EXPECT RADAR control.

**VTSP/HKT**

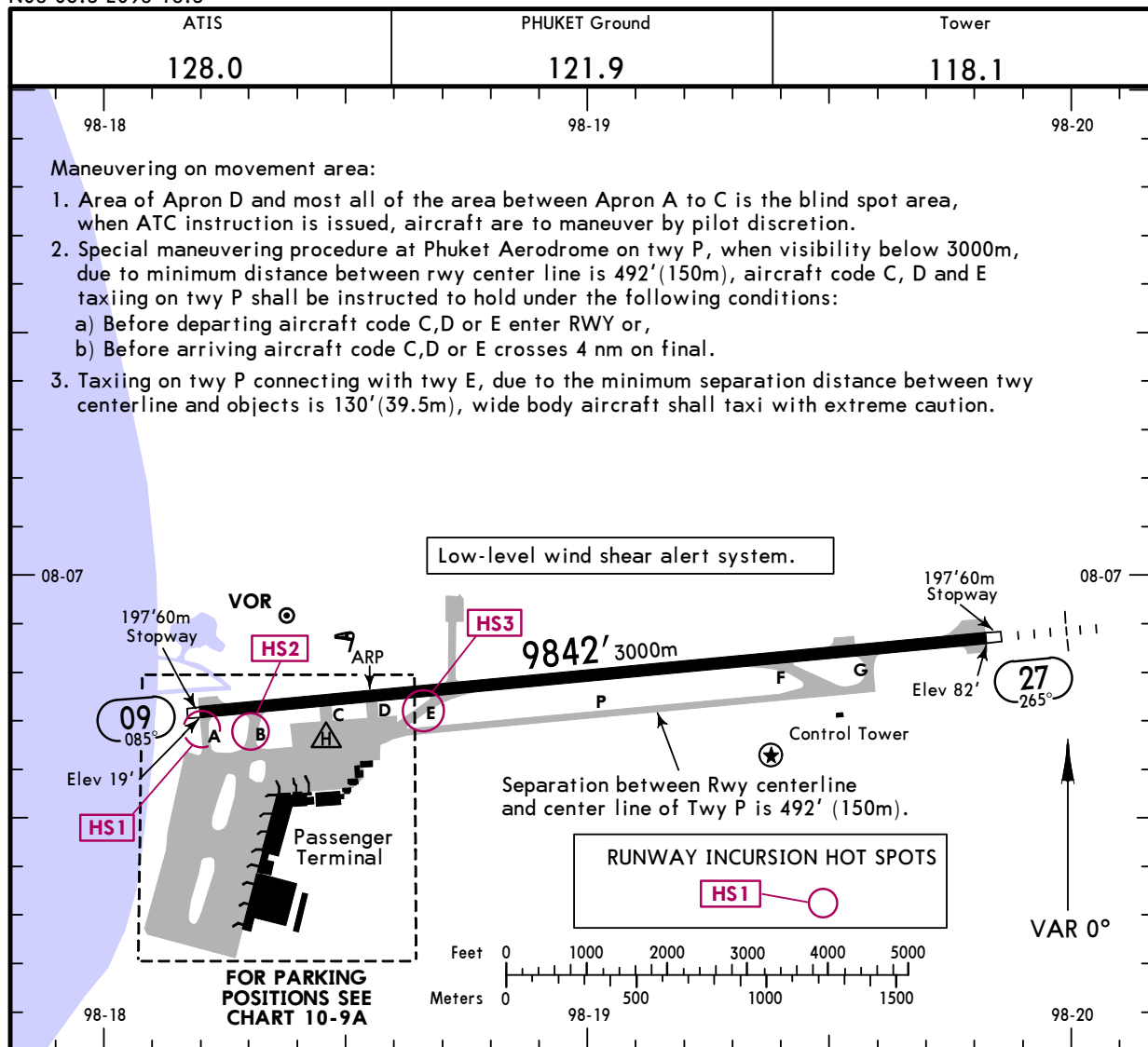
Apt Elev **82'**  
N08 06.3 E098 18.3

**JEPPESEN**

21 APR 17 **(10-9)** Eff 27 Apr

**PHUKET, THAILAND**

**PHUKET INTL**



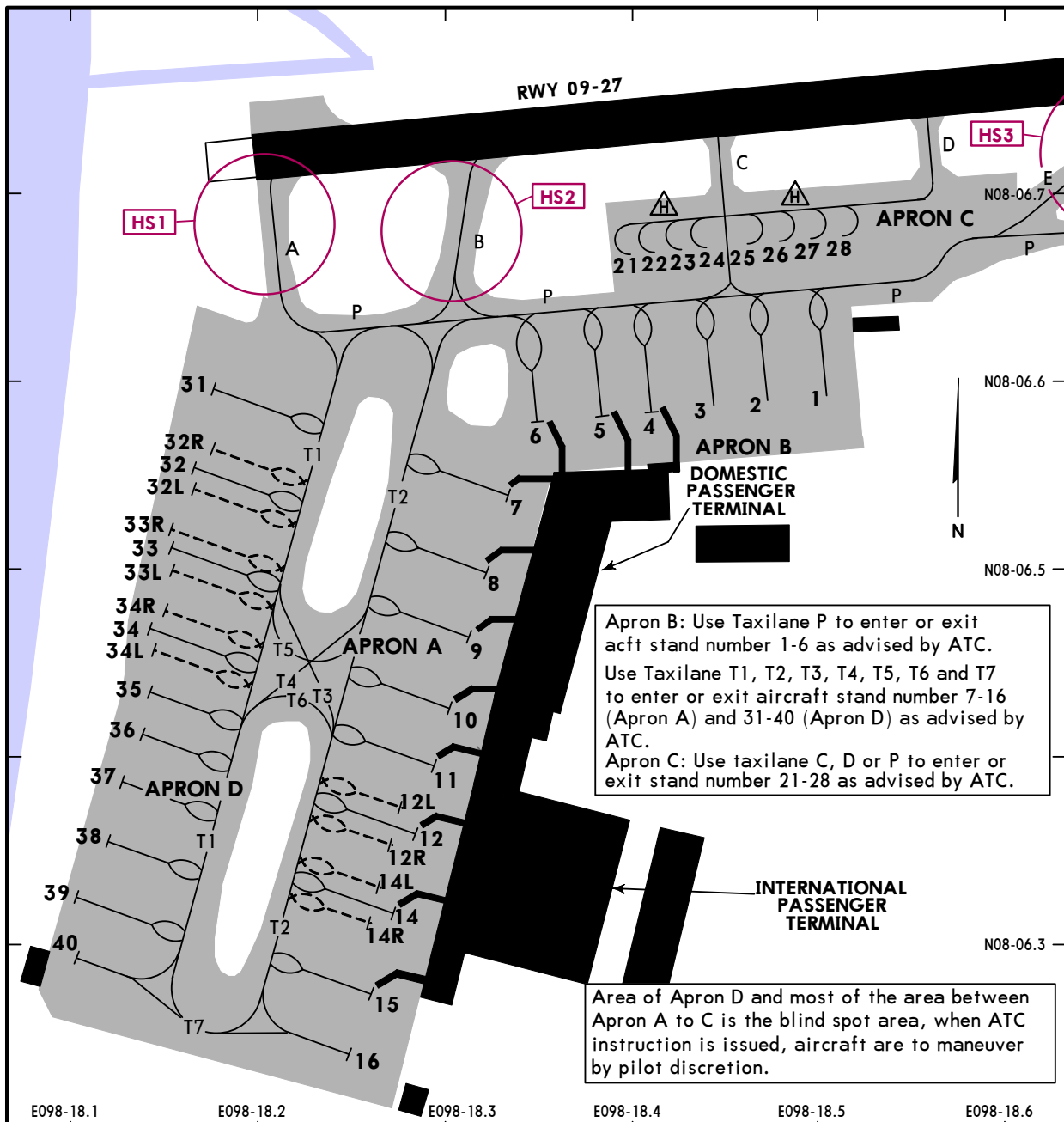
**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond	Glide Slope	TAKE-OFF
09	HIRL REIL PAPI (angle 3.0°) RVR				
27	HIRL SALS PAPI (angle 3.2°) RVR		9076' 2766m		

**TAKE-OFF**

AIR CARRIER LVP must be in Force All Rwys RCLM (DAY only) or RL		All Rwys RCLM (DAY only) or RL	AIR CARRIER (FAR 121) All Rwys Adequate Vis Ref	
A	250m		2 Eng	RVR 500m  VIS 400m
B				
C				
D	300m		3 & 4 Eng	

VTSP/HKT

21 APR 17 **10-9A** Eff 27 AprPHUKET, THAILAND  
PHUKET INTL

## PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
<b>APRON B</b>		<b>APRON C</b>	
1, 2	N08 06.6 E098 18.5	21 thru 23	N08 06.7 E098 18.4
3 thru 5	N08 06.6 E098 18.4	24 thru 28	N08 06.7 E098 18.5
6	N08 06.6 E098 18.3	<b>APRON D</b>	
<b>APRON A</b>		31, 32, 32R	N08 06.6 E098 18.2
7 thru 9	N08 06.5 E098 18.3	32L, 33, 33L, 33R	N08 06.5 E098 18.2
10, 11, 12L	N08 06.4 E098 18.3	34, 34L, 34R	N08 06.5 E098 18.1
12, 12R, 14,		35 thru 38	N08 06.4 E098 18.1
14L, 14R, 15	N08 06.3 E098 18.3	39, 40	N08 06.3 E098 18.1
16	N08 06.2 E098 18.3		

VTSP/HKT

**JEPPESEN**  
18 APR 08 (10-9B)

PHUKET, THAILAND

PHUKET INTL

**RLG DOCKING SYSTEM-IN SYSTEM AT PHUKET INTL AIRPORT****1. INTRODUCTION**

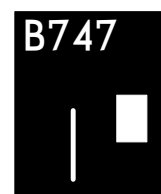
- 1.1 The RLG docking system-in system is installed at bays 4, 8, 9 and 10.
- 1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centerline and stop position.

**2. PILOT OPERATING INSTRUCTIONS**

- 2.1 The pilot or co-pilot simply follows the center azimuth steering bars to keep the aircraft at the center, and to keep the aircraft to a reasonable speed.
- 2.2 The azimuth indication consists of a central green bar and two red bars—one to each side of the green bar. The center green bar will always be on, while the red side bars will only come on, one at a time, when the aircraft is off center.
- 2.3 If the aircraft veers too far to the right, the right red bar will come on, along with the center green bar. Conversely, if the aircraft veers too far to the left, the left red bar will come on, along with the center green bar. The pilot would simply steer towards the green bar to get back to the center J-line.
- 2.4 When the aircraft is more than 30 meters away from the docking position, the only indications will be the aircraft type displayed on the first display line, and the azimuth bar(s) at lower center of the Pilot Display unit.
- 2.5 Starting at 30 meters, the close-in distance will be displayed on the second display line, along with the progress meter at the lower left corner of the Pilot Display unit. The close in distance will be updated in 1 meter increments.
- 2.6 Starting at 10 meters, the close-in distance will be displayed in 0.2 meter increments.
- 2.7 If the aircraft is moving too fast, the Aircraft Display unit will let the pilot know by displaying the message "2 FAST". The pilot should slow down the aircraft until the "2 FAST" message disappears.
- 2.8 If the incoming aircraft does not match the expected aircraft (shown on the top line of display) the message "NO ID" will immediately be displayed on the first line, and the message "STOP", in red, on the second line of display. The pilot must stop the aircraft immediately, and follow any instructions from the ground crew.
- 2.9 If the aircraft overshoots and moves beyond the designated docking position, the Aircraft Display will display the message "2 FAR" to indicate the over travel. The pilot should also stop the plane immediately if this happens.
- 2.10 RLG system parking sequence

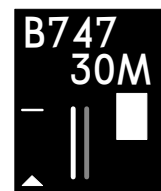
- a.) In this picture the aircraft is at a distance greater than 30 meters from the parking position and is directly at the centerline.

Note that the progress bar and digital close-in distance are not displayed when the aircraft is greater than 30 meters away from the docking position. A Boeing 747 aircraft is expected.



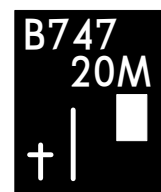
- b.) In this picture the aircraft is exactly 30 meters from the docking position, but is off to the right of the centerline.

Starting at 30 meters, the digital close-in distance (second line of display) is displayed, in 1 meter increments. The progress meter (lower left) will also be activated at this distance.

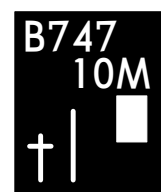


- c.) The aircraft is at 20 meters from the docking position and has returned to the centerline.

Note position of progress meter. The arrow will advance on position every 2.5 meters.



- d.) In this picture the aircraft is at 10 meters and is on the centerline.



**VTSP/HKT****JEPPESEN**  
18 APR 08 **(10-9C)****PHUKET, THAILAND****PHUKET INTL**

- e.) The aircraft is now at 6.2 meters from the docking position and has again veered off the left of centerline.

Note that at below 10 meters, the close-in distance is displayed in 0.2 meter increments.



- f.) Finally the aircraft is perfectly parked at the stop position, and perfectly centered.

The word "STOP" is displayed in red. Note also the merging of the arrow and the stop line on the progress meter.



### 3. ALLOCATION OF AIRCRAFT PARKING BAYS

All aircraft parking bays are allocated by Ground/Apron controller with regard to aircraft type involved and prevailing or anticipated traffic situation.

### 4. AIRCRAFT MARSHALLING AND TOWING SERVICES

The marshalling of scheduled, non-scheduled and casual aircraft into the bays either manually or by the aid of the RLG Guide-in system and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or its appointed ground handling agency.

### 5. TAXIING PROCEDURES

#### 5.1 Arriving Aircraft

Aircraft entering the aprons are to follow closely to the taxiway and apron centerline so as to avoid reducing safety distances between them and parking aircraft.

#### 5.2 Departing Aircraft

When start-up clearance is issued by ATC, then pushed out onto apron centerline.

VTSP/HKT

 **JEPPESEN**  
7 APR 17 (10-9D)**PHUKET, THAILAND**  
PHUKET INTL**SAFEDOCK TYPE 25 LASER SCANNER SYSTEM****INTRODUCTION**

The safedock type 25 laser scanner system is installed at parking bays NR1 and 11. The docking system enables wide-body aircraft to park at the correct position on the parking bays without the assistance of a marshaller. Pilots should not exceed a speed of 6 kts when using the docking system.

The system consists of a display screen and laser scanner located at the terminal wall in front of the parking bays to ensure the aircraft stops in the correct location relative to the airbridges.

**THE SYSTEM DESCRIPTION**





































The system consists of two components which supply the following information to the pilot:

- The top alphanumeric information display which shows aircraft type designation in yellow.
- The azimuth and centerline guidance display in red and yellow and the closing rate bar in yellow.

**TYPES OF AIRCRAFT**

The types of aircraft are programmed into the system and the additional aircraft types can be selected from the operator panel before the aircraft approaches the parking stand.

All types of aircraft programmed into the system are as follows:

Bay	B707	B727	B737	B757	B767	DC8	DC9	A300	A310	A319	A320	A321	A330
1													
11													
Bay	A340	DC10	MD11	B741	B742	B743	B744	B777	L1011				
1													
11													



VTSP/HKT

 **JEPPESEN**  
7 APR 17 **(10-9E)****PHUKET, THAILAND**  
PHUKET INTL**SAFEGATE DOCKING SYSTEM  
-IN SYSTEM AT PHUKET INTL AIRPORT****1. INTRODUCTION**

- 1.1 The SAFEGATE Docking System-in system is installed at bays 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 31, 32L, 32, 32R, 33L, 33, 33R, 35, 36, 37, 38, 39 and 40.
- 1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centerline and stop position.

**2. PILOT OPERATING INSTRUCTION****2.1 Safety Procedure****a.) General warning**

The DGS system has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

If the pilot is unsure of the information, being shown on the DGS display unit, he must immediately stop the aircraft and obtain further information for clearance.

**b.) Item to check before entering the stand area**

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

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

**c.) The SBU message**

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

**2.2 START OF DOCKING**

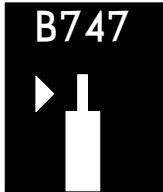
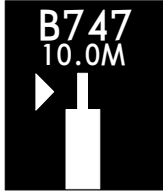
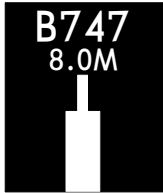

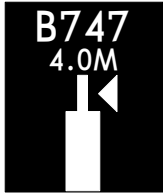

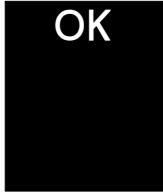


The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.

**WAIT****2.3 CAPTURE**

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed. The pilot must not proceed beyond the bridge, unless the arrows have been superseded by closing rate bar.



**VTSP/HKT****JEPPesen**  
7 APR 17 **10-9F****PHUKET, THAILAND****PHUKET INTL**

<p><b>2.4 TRACKING</b> When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.</p>	
<p><b>2.5 CLOSING RATE</b> Display of digital countdown will start when the aircraft is 20 meters from stop position. When the aircraft is less than 12 meters from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 0.5 meters, covered by the aircraft. Thus, when the last row is turned off, 0.5 meters remains to stop.</p>	
<p><b>2.6 ALIGNED TO CENTER</b> The aircraft is eight meters from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.</p>	
<p><b>2.7 SLOW DOWN</b> If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.</p>	
<p><b>2.8 AZIMUTH GUIDANCE</b> The aircraft is four meters from the stop position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.</p>	
<p><b>2.9 STOP POSITION REACHED</b> When the correct stop-position is reached, the display will show STOP and red lights will be lit.</p>	
<p><b>2.10 DOCKING COMPLETE</b> When the aircraft has parked, OK will be displayed.</p>	
<p><b>2.11 CHOCKS ON</b> CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.</p>	
<p><b>2.12 OVERSHOOT</b> If the aircraft overshoots the stop-position, TOO FAR will be displayed.</p>	

**VTSP/HKT****JEPPESEN**  
7 APR 17 (10-9G)**PHUKET, THAILAND****PHUKET INTL****2.13 BAD WEATHER CONDITION**

During heavy fog, rain or snow, the visibility for the docking system can be reduced.

When the system is activated and in capture mode, the display will deactivate the floating arrows and show DOWN GRADE.

This message will be superseded by the closing rate bar, as soon as the System detects the approaching aircraft.

The pilot must not proceed beyond the bridge, unless the DOWN GRADE text has been superseded by the closing rate bar.

**B747****SLOW****2.14 AIRCRAFT VERIFICATION FAILURE**

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 40 ft before the stop-position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed. The text will be alternating on the upper two rows of the display.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

**STOP****ID****FAIL****2.15 GATE BLOCKED**

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

**WAIT****GATE****BLOCK****2.16 VIEW BLOCKED**

If the view towards the approaching aircraft is hindered for instance by dirt on the window, the DGS will report a view block condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

**WAIT****VIEW****BLOCK****2.17 SBU-STOP**

Any unrecoverable error during the docking procedure will generate an SBU condition. The display will show red stop bar and the text STOP SBU.

A manual backup procedure must be used for docking guidance.

**STOP****SBU****2.18 EMERGENCY STOP**

When the emergency stop button is pressed, STOP is displayed.

**STOP**

VTSP/HKT

 **JEPPESEN**  
7 APR 17 (10-9H)**PHUKET, THAILAND**  
PHUKET INTL**2.19 ERROR**

If a system error occurs, the message ERROR is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.

ERROR**2.20 SYSTEM BREAKDOWN**

In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

**2.21 POWER FAILURE**

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.



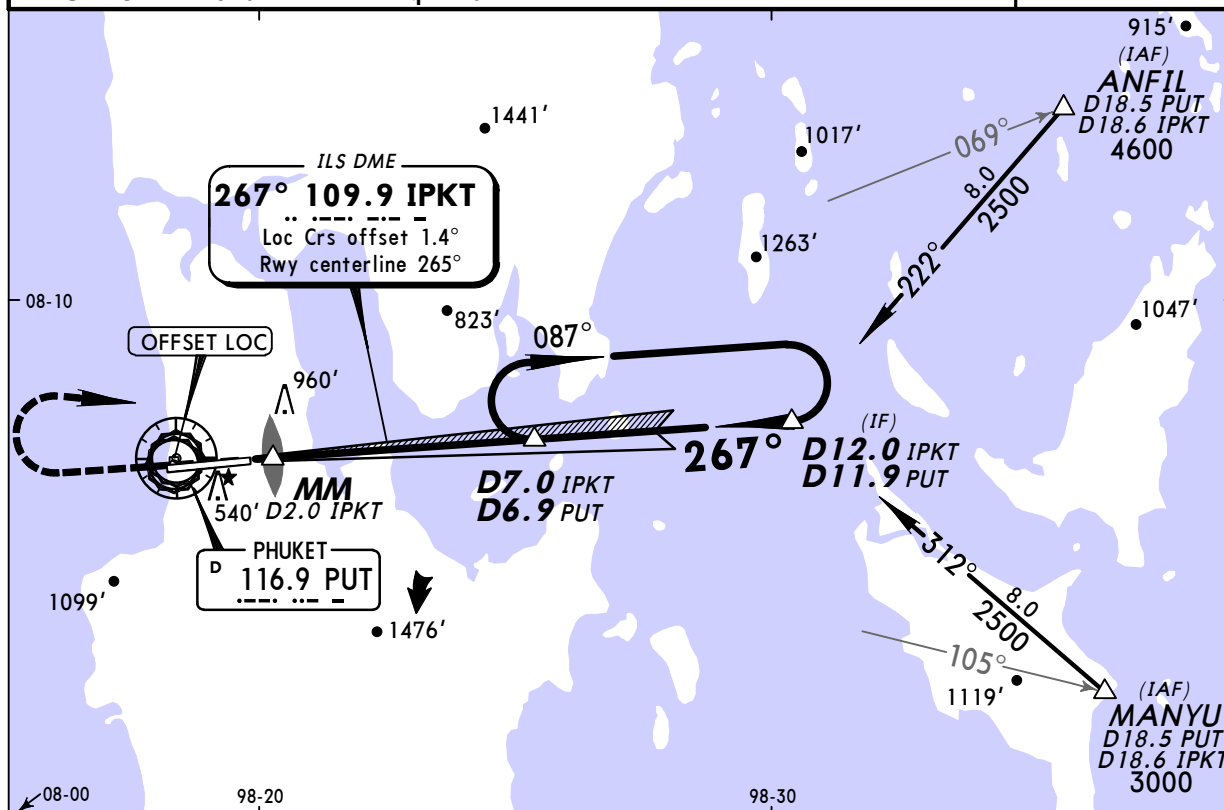
**VTSP/HKT**  
**PHUKET INTL**

**JEPPesen**  
18 FEB 11 **(11-1)**

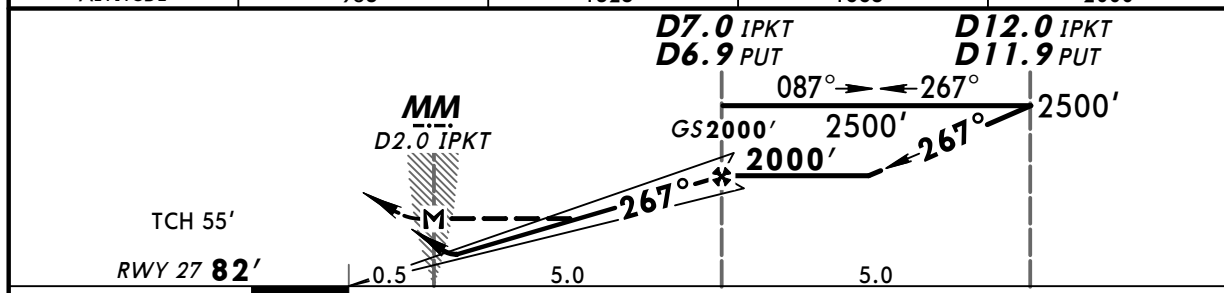
**PHUKET, THAILAND**  
**ILS or LOC Rwy 27**

BRIEFING STRIP™

ATIS <b>128.0</b>	PHUKET Approach (R) <b>124.7</b>	PHUKET Tower <b>118.1</b>	Ground <b>121.9</b>
LOC IPKT <b>109.9</b>	Final Apch Crs <b>267°</b>	GS <b>D7.0 IPKT</b> <b>D6.9 PUT</b> <b>2000' (1918')</b>	ILS DA(H) Refer to Minimums
Apt Elev <b>82'</b> Rwy 27 <b>82'</b>			MSA PUT VOR
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn RIGHT direct to D7.0 IPKT/D6.9 PUT at 2500' and hold or as directed by ATC.			
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 130	Trans alt: 11000'
1. PUT VOR DME and IPKT DME required.			



IPKT DME	4.0	5.0	6.0	7.0
ALTITUDE	985'	1325'	1665'	2000'



Gnd speed-Kts	70	90	100	120	140	160	SALS	2500'	RT	D7.0 IPKT D6.9 PUT
ILS GS 3.20° or LOC Descent Gradient 5.6%	401	516	574	688	803	918	PAPI PAPI			
MAP at MM										
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

STRAIGHT-IN LANDING RWY27				CIRCLE-TO-LAND	
ILS ABC: <b>540' (458')</b> D: <b>550' (468')</b>		LOC (GS out) MDA(H) <b>770' (688')</b>		Not Authorized South of Airport	
FULL	ALS out	ALS out		Max Kts	MDA(H)
A		RVR 1500m VIS 1600m		100	1300' (1218') - 2200m
B	2200m			135	1300' (1218') - 2400m
C		3200m		180	1400' (1318') - 4800m
D	2300m	3600m		205	

PANS OPS 3

**VTSP/HKT**  
**PHUKET INTL**

**JEPPesen**  
21 OCT 16 (12-1)

**PHUKET, THAILAND**  
**RNAV (GNSS) Rwy 09**

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Tower 118.1		Ground 121.9			
RNAV		Final Apch Crs 085°		Procedure Alt HKTWF 1700' (1681')		LNAV/VNAV DA(H) 870' (851')		Apt Elev 82' Rwy 19'	
MISSED APCH: Climb on track 085°, at 2500' turn RIGHT direct to GENOA and hold at 4000', or as directed by ATC.									
Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: FL 130      Trans alt: 11000'									
1. RNP APCH REQUIRED.    2. Baro-VNAV not authorized below 15°C (59°F).									
3. No turns before MAP.									

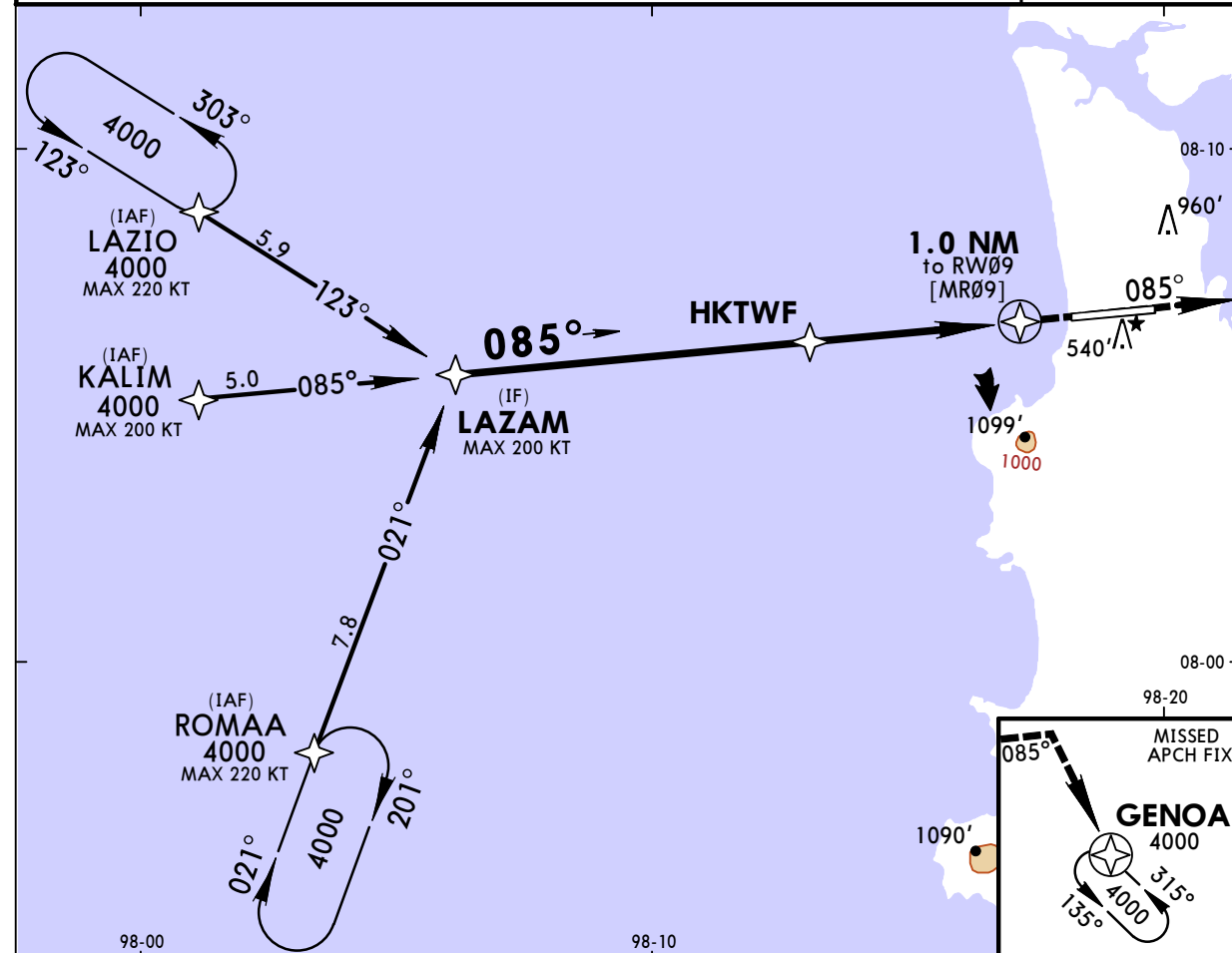
15°

220°

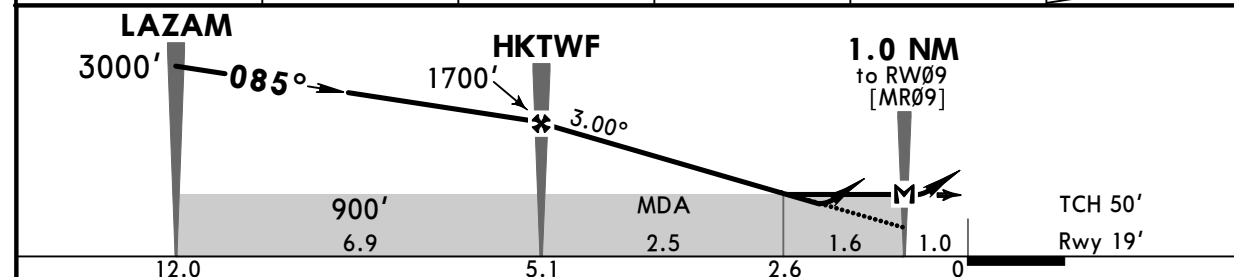
3000'

MSA ARP

① 4500' between 25 and 15 NM



NM to THR	HKTWF	4.0	3.0	2.6	MAP
ALTITUDE	1700'	1345'	1025'	900'	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2500' on 085°	4000' RT	<b>GENOA</b>
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at 1.0 NM to RW09										

STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND Not Authorized South of Airport	
LNAV/VNAV DA(H) <b>870'</b> (851')		LNAV MDA(H) <b>900'</b> (881')		Max Kts	MDA(H)
A	1600m	2000m		100	1500' (1418')-2000m
B	2000m			135	1500' (1418')-2400m
C	4000m	4800m		180	1500' (1418')-4800m
D	4400m			205	

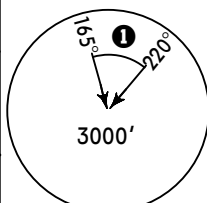
**VTSP/HKT**  
**PHUKET INTL**

**JEPPesen**  
21 OCT 16 (12-2)

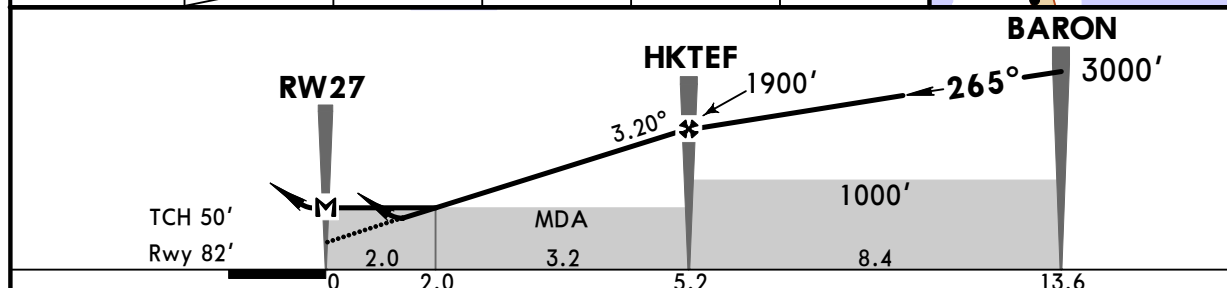
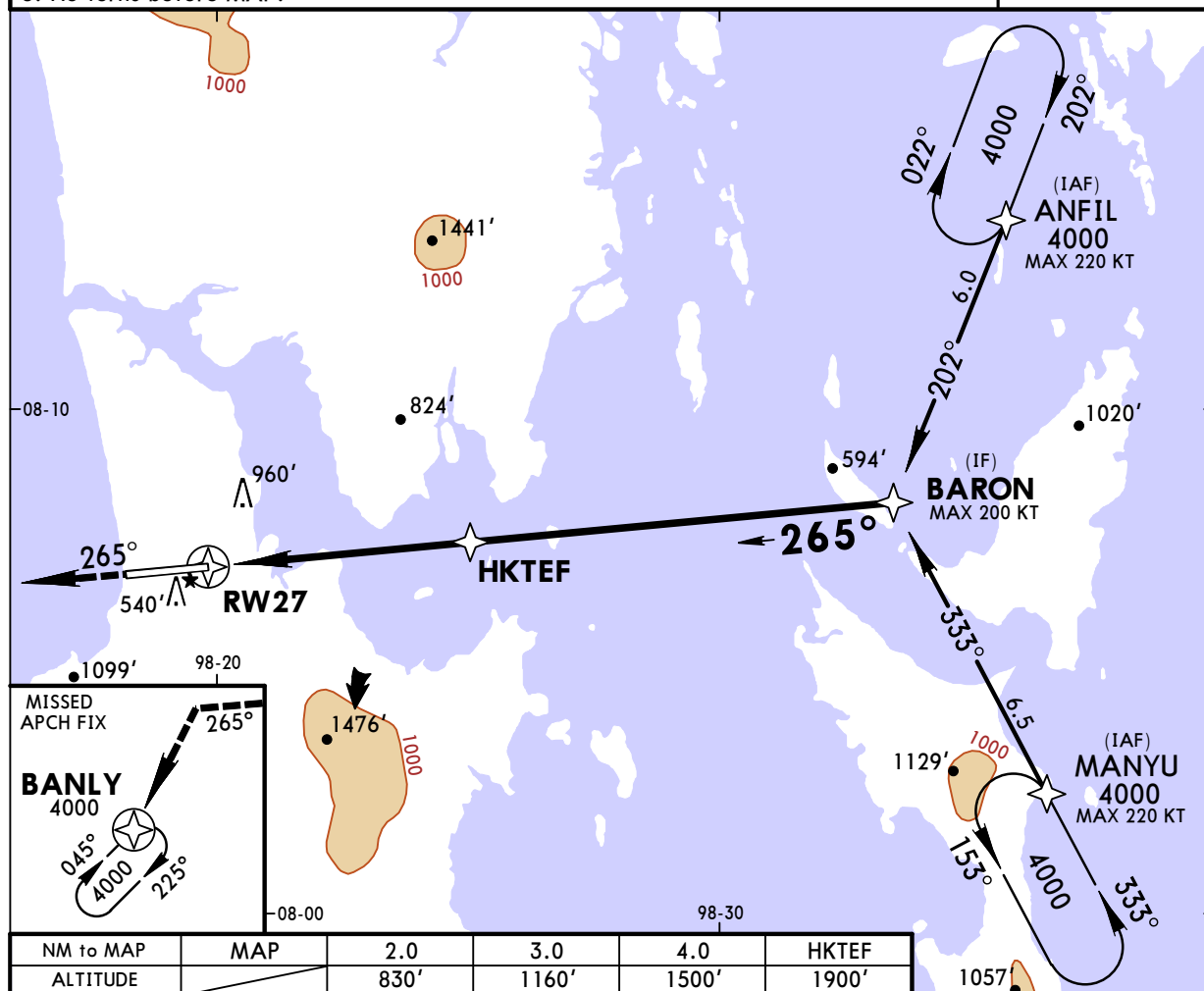
**PHUKET, THAILAND**  
**RNAV (GNSS) Rwy 27**

BRIEFING STRIP™

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Tower 118.1		Ground 121.9			
RNAV		Final Apch Crs 265°		Procedure Alt HKTEF 1900' (1818')		LNAV/VNAV DA(H) 740' (658')		Apt Elev 82' Rwy 82'	
MISSED APCH: Climb on track 265°, at 2500' turn LEFT direct to BANLY and hold at 4000', or as directed by ATC.									
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 130		Trans alt: 11000'			
1. RNP APCH REQUIRED. 2. Baro-VNAV not authorized below 15°C (59°F). 3. No turns before MAP.									



MSA ARP  
① 4500' between 25 and 15 NM



Gnd speed-Kts	70	90	100	120	140	160	SALS	2500'	4000'	BANLY
Descent Angle	3.20°	396	510	566	679	793	PAPI PAPI	↑ on 265°	LT	
MAP at RW27										

PANS OPS

STRAIGHT-IN LANDING RWY 27					CIRCLE-TO-LAND	
LNAV/VNAV			LNAV		Not Authorized South of Airport	
DA(H) 740' (658')			MDA(H) 830' (748')		Max Kts	MDA(H)
ALS out			ALS out			
A	1200m	1600m	1200m	1600m	100	1500' (1418')-2000m
B			2000m		135	1500' (1418')-2400m
C	2800m		3600m		180	1500' (1418')-4800m
D	3200m		4000m		205	

CHANGES: None.

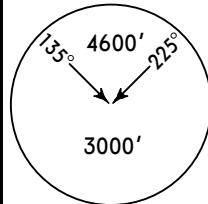
© JEPPESEN, 2009, 2016. ALL RIGHTS RESERVED.

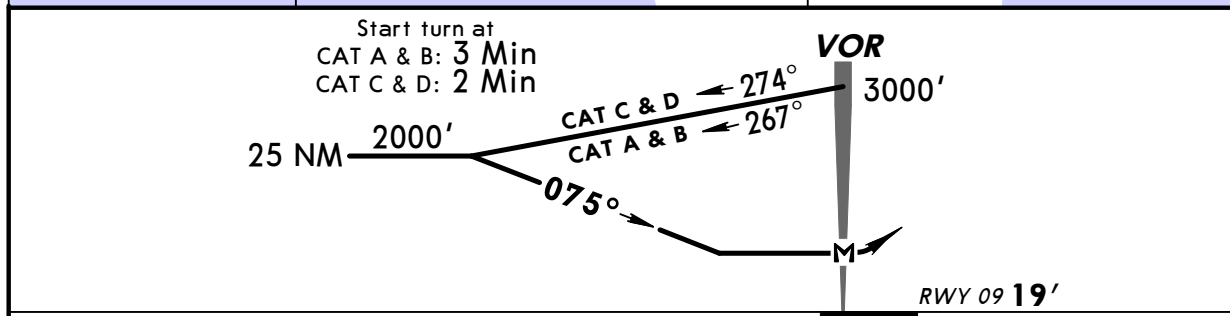
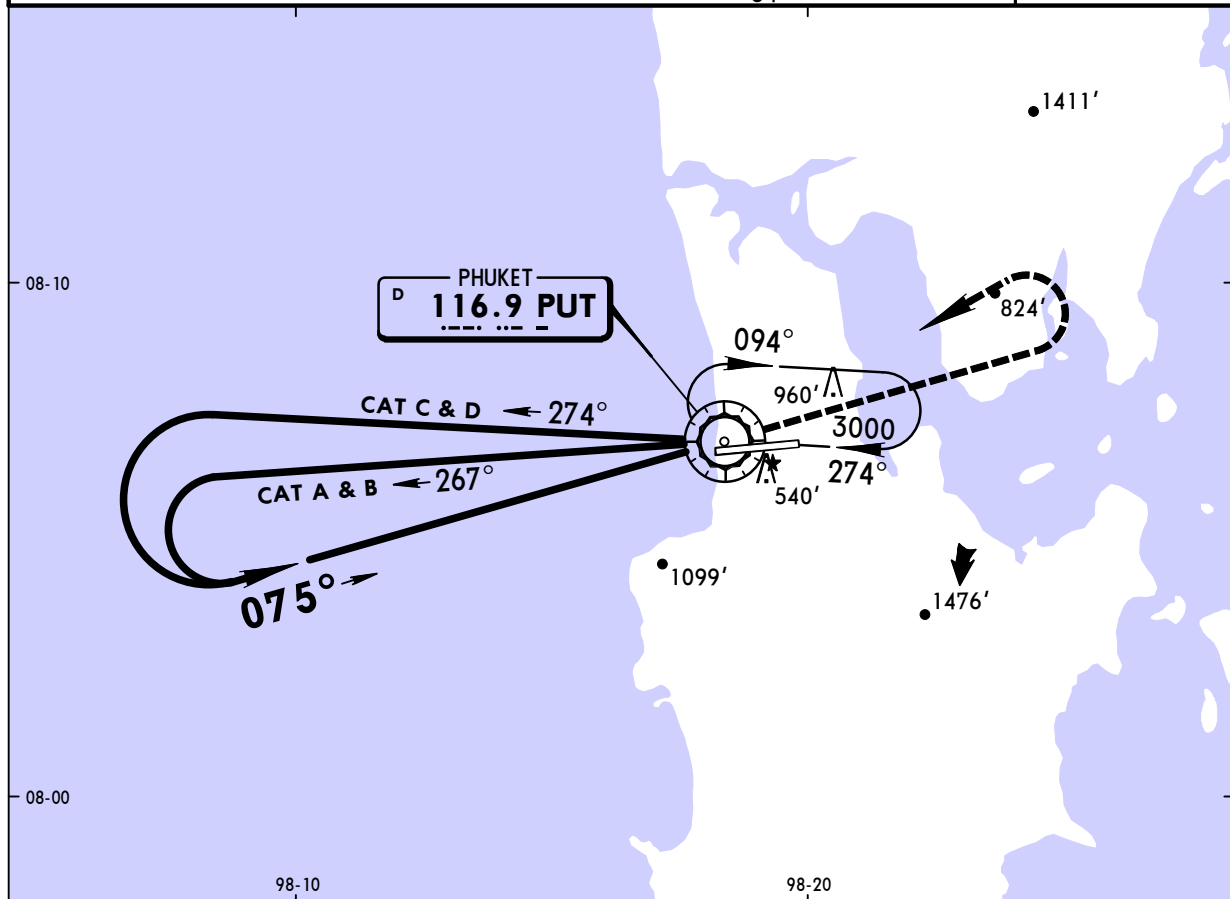
**VTSP/HKT**  
**PHUKET INTL**

**JEPPesen**  
17 AUG 12 **(13-1)**

**PHUKET, THAILAND**  
**VOR Y Rwy 09**

BRIEFING STRIP

ATIS  128.0		PHUKET Approach (R)  124.7		PHUKET Tower  118.1		Ground  121.9	
VOR PUT  116.9	Final Apch Crs  075°	No FAF		MDA(H)  1260' (1241')	Apt Elev 82'  Rwy 09 19'		
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn LEFT, continue climbing to 3000' back to PUT VOR and hold or as directed by ATC.							
Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: FL 130      Trans alt: 11000' 1. Arrival from Northwest and Northeast sector descend in holding pattern.							
						MSA PUT VOR	



MAP at VOR						REIL PAPI	<b>2500'</b> ↑	<b>3000'</b> ←	PUT <b>116.9</b>
------------	--	--	--	--	--	--------------	-------------------	-------------------	---------------------

STRAIGHT-IN LANDING RWY09				CIRCLE-TO-LAND			
MDA(H) <b>1260' (1241')</b>				Not Authorized South of Airport			
A	2000m	Max Kts	100	MDA(H) <b>1300' (1218')-2000m</b>			
B	2400m	135		<b>1300' (1218')-2400m</b>			
C	4800m	180		<b>1400' (1318')-4800m</b>			
D		205					

PANS OPS




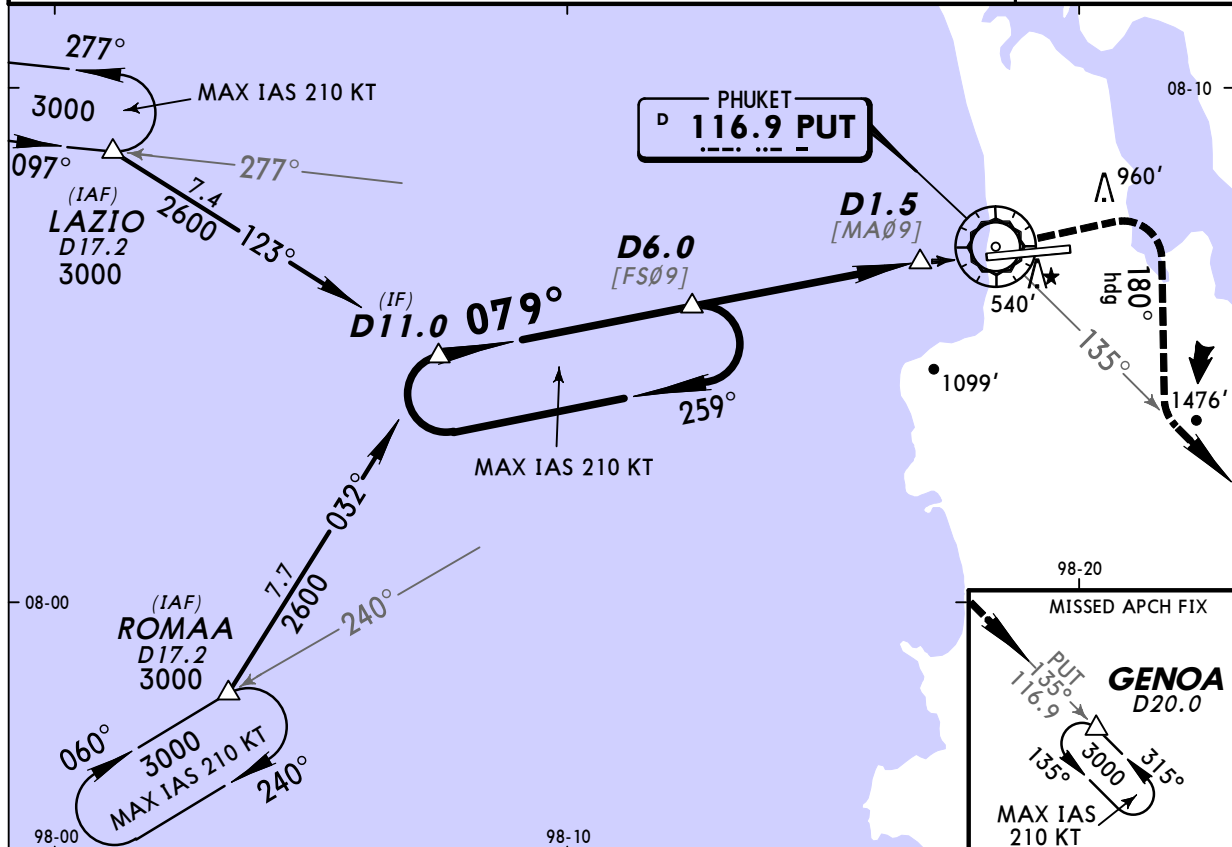
**VTSP/HKT**  
**PHUKET INTL**

**JEPPesen**  
17 AUG 12 **(13-2)**

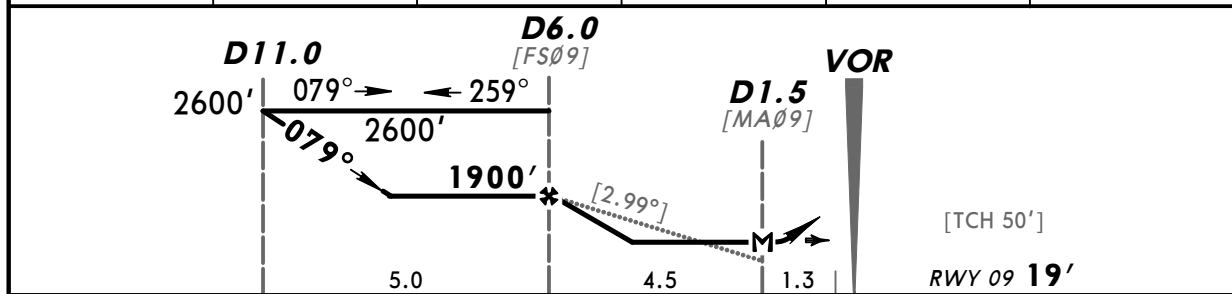
**PHUKET, THAILAND**  
**VOR Z Rwy 09**

BRIEFING STRIP

ATIS		PHUKET Approach (R)		PHUKET Tower		Ground	
128.0		124.7		118.1		121.9	
VOR PUT 116.9	Final Apch Crs 079°	Minimum Alt D6.0 1900' (1881')	MDA(H) 900' (881')	Apt Elev 82' Rwy 09 19'			
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn RIGHT continue climb on heading 180° to intercept PUT VOR R-135 outbound direct to GENOA at 3000' and hold, or as directed by ATC.							
Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: FL 130      Trans alt: 11000'							
1. PUT VOR DME required.						MSA PUT VOR	



PUT DME	6.0	5.0	4.0	3.0	2.8
ALTITUDE	1900'	1600'	1280'	960'	900'



<i>Gnd speed-Kts</i>		70	90	100	120	140	160																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										</
----------------------	--	----	----	-----	-----	-----	-----	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

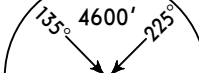
STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
MDA(H) <b>900'</b> (881')				Not Authorized South of Airport			
A				Max Kts			
B	2400m			100	1300' (1218') - 2400m		
C	4400m			135			
D	4800m			180	1400' (1318') - 4800m		
				205			

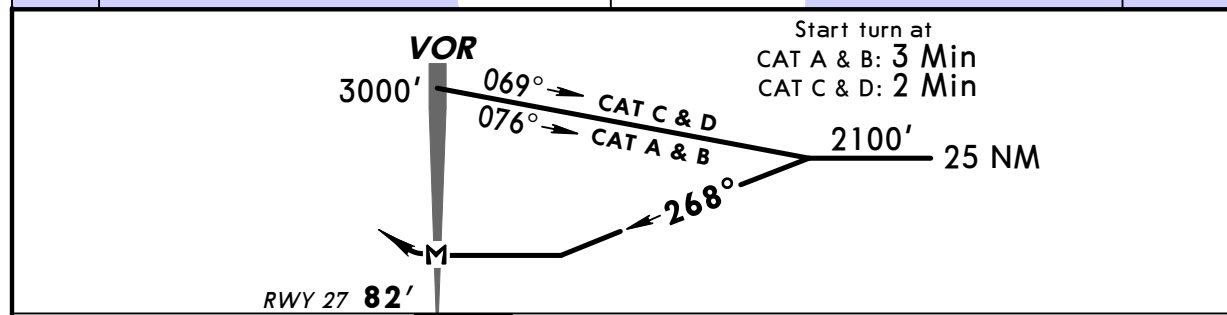
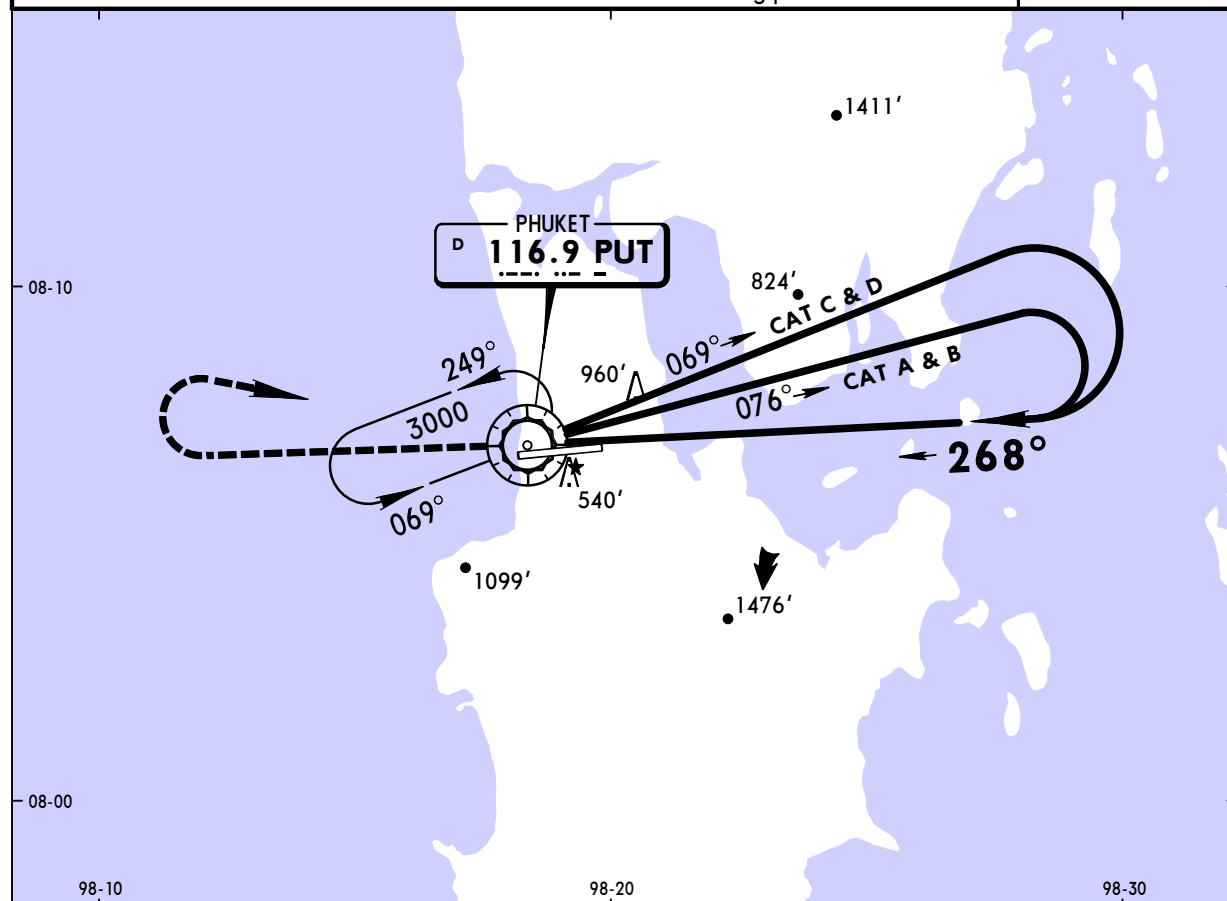
PANS OPS





**VTSP/HKT**  
**PHUKET INTL**

**JEPPESEN**  
17 AUG 12 (13-3)

PHUKET, THAILAND  
VOR Y Rwy 27

ATIS <b>128.0</b>		PHUKET Approach (R) <b>124.7</b>		PHUKET Tower <b>118.1</b>		Ground <b>121.9</b>	
VOR PUT <b>116.9</b>	Final Apch Crs <b>268°</b>	No FAF	MDA(H) <b>1080' (998')</b>	Apt Elev <b>82'</b> Rwy 27 <b>82'</b>			
<b>MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn RIGHT, continue climbing to 3000' back to PUT VOR and hold or as directed by ATC.</b>							<b>MSA PUT VOR</b>
Alt Set: hPa      Rwy Elev: 3 hPa      Trans level: FL 130      Trans alt: 11000' 1. Arrival from Northwest and Northeast sector descend in holding pattern.							



							<div style="display: flex; justify-content: space-between;"> <div> <b>SALS</b>   </div> <div> <b>2500'</b>   </div> <div> <b>3000'</b>   </div> <div> <b>PUT</b>  <b>116.9</b> </div> </div>	
							<div style="display: flex; justify-content: space-between;"> <div> <b>PAPI</b>   </div> <div> <b>RT</b> </div> </div>	
<i>MAP at VOR</i>								
<b>STRAIGHT-IN LANDING RWY27</b>  <i>MDA(H)</i> <b>1080' (998')</b>  <div style="display: flex; justify-content: space-between;"> <div></div> <div><b>ALS out</b></div> <div><i>Max Kts.</i></div> </div>							<b>CIRCLE-TO-LAND</b>  Not Authorized South of Airport  <div style="display: flex; justify-content: space-between;"> <div></div> <div><i>MDA(H)</i></div> </div>	
<b>A</b>	<i>2000m</i>						<b>100</b>	<b>1300' (1218')-2000m</b>
<b>B</b>	<i>2400m</i>						<b>135</b>	<b>1300' (1218')-2400m</b>
<b>C</b>	<i>4800m</i>						<b>180</b>	<b>1400' (1318')-4800m</b>
<b>D</b>							<b>205</b>	

**CHANGES:** MSA.

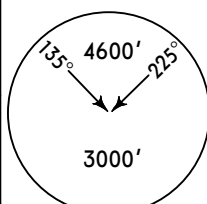
© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

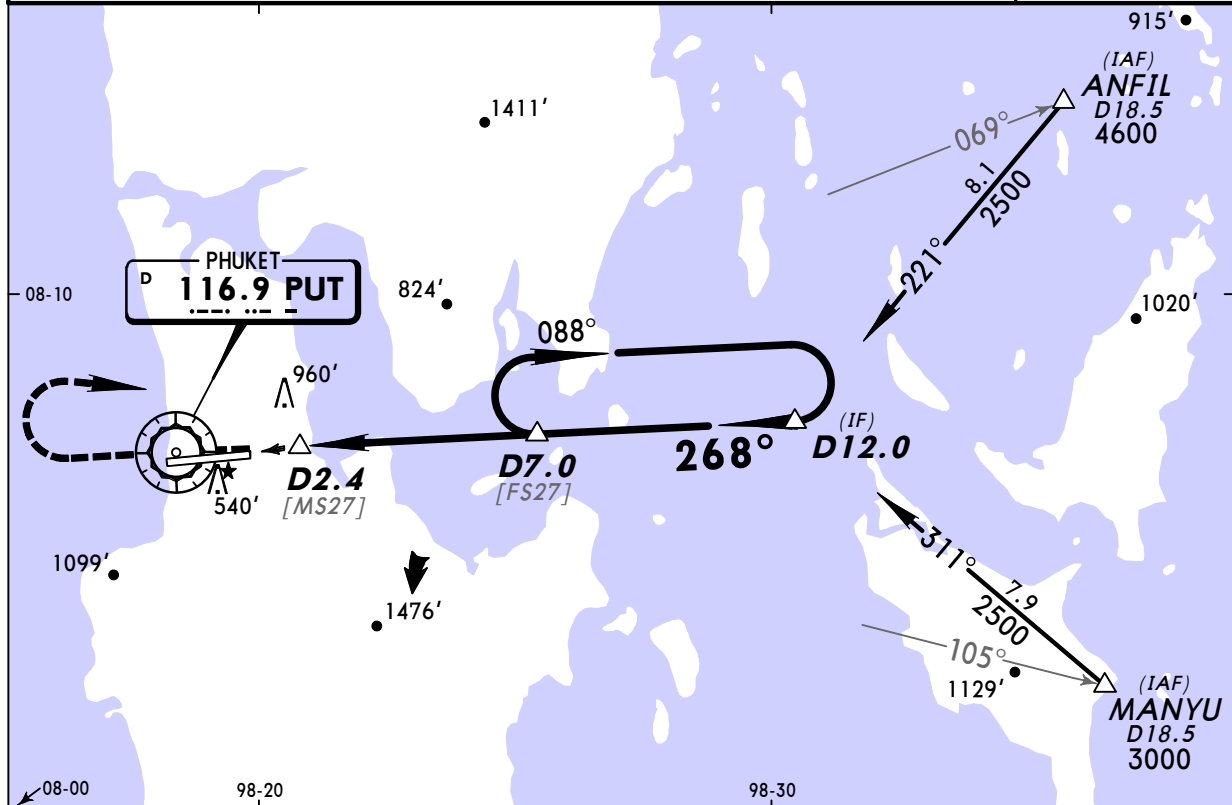
**VTSP/HKT**  
**PHUKET INTL**

**JEPPesen**  
17 AUG 12 **(13-4)**

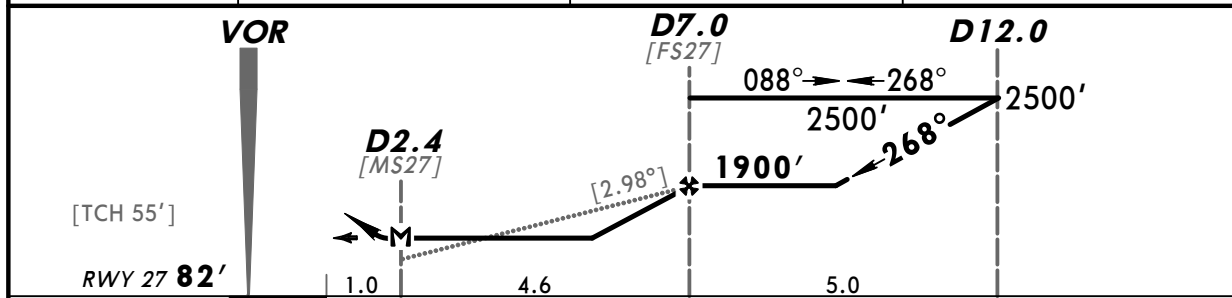
**PHUKET, THAILAND**  
**VOR Z Rwy 27**

BRIEFING STRIP™

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Tower 118.1		Ground 121.9	
VOR PUT 116.9	Final Apch Crs 268°	Minimum Alt D7.0 1900' (1818')	MDA(H) 1060' (978')	Apt Elev 82' Rwy 27 82'			
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn RIGHT direct to D7.0 at 2500' and hold or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 130			
1. PUT VOR DME required.						MSA PUT VOR	



PUT DME	5.0	6.0	7.0
ALTITUDE	1280'	1600'	1900'



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI PAPI	2500'	RT	D7.0
Descent Gradient 5.2%	369	474	527	632	737	843				
Descent angle [2.98°]										
MAP at D2.4 D7.0 to MAP4.6	3:57	3:04	2:46	2:18	1:58	1:43				

STRAIGHT-IN LANDING RWY27				CIRCLE-TO-LAND	
MDA(H) <b>1060'</b> (978')				Not Authorized South of Airport	
ALS out				Max Kts.	MDA(H)
A	2000m			100	1300' (1218') - 2000m
B	2400m			135	1300' (1218') - 2400m
C	4800m			180	1400' (1318') - 4800m
D				205	

PANS OPS