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Airport Information For VTSP

Terminal Charts For VTSP

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: PHUKET THA
ICAO/IATA: VTSP / HKT
Lat/Long: N08° 06.75', E098° 18.55'
Elevation: 82 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 0.5° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 2308 Z
Sunset: 1142 Z

Runway Information

Runway: 09
Length x Width: 10171 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 19 ft
Lighting: Edge, REIL

Runway: 27
Length x Width: 10171 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 82 ft
Lighting: Edge, ALS
Displaced Threshold: 328 ft

Communication Information

ATIS: 128.000
Phuket Tower: 118.100
Phuket Ground: 121.900
Phuket Clearance Delivery: 118.550
Krabi Approach: 120.050 Remote Communications Air-Ground
Phuket Approach: 124.700
Phuket Arrival: 120.700

VTSP/HKT
PHUKET INTL


10 MAY 24 (10-1P) Eff 16 May
PHUKET, THAILAND
AIRPORT BRIEFING**1. GENERAL****1.1 ATIS**

ATIS 128.0

1.2 SURFACE MOVEMENT PROCEDURE**1.2.1 Maneuvering on movement area:**

1.2.1.1 Area of Apron D and most of all of the area between Apron A and C is the blind spot area, when ATC instruction is issued, aircraft are to manoeuvre by pilot discretion.

1.2.1.2 Special maneuvering procedure at Phuket Aerodrome on Twy P, when visibility below 3000m, due to minimum distance between Rwy centerline is 492'(150m), aircraft code C, D and E taxiing on Twy P shall be instructed to hold under the following conditions:

- a) Before departing aircraft code C, D or E enter Rwy or,
- b) Before arriving aircraft code C, D or E crosses 4NM on final.

1.2.1.3 Taxiing on Twy P connecting with Twy E, due to the minimum separation distance between Twy centerline and objects is 130'(39.5m), wide body aircraft shall taxi with extreme caution.

1.3 PARKING PROCEDURE

1.3.1 Apron A: Use Taxilane T1, T2, T3, T4, T5, T6 and T7 to enter or exit aircraft stands 7 thru 16 as advised by ATC.

1.3.2 Apron B: Use Taxiway P to enter or exit aircraft stands 1 thru 6 as advised by ATC.

1.3.3 Apron C: Use Taxiway P to enter or exit aircraft stands 21 thru 28 as advised by ATC.

1.3.4 Apron D: Use Taxilane T1, T2, T3, T4, T5, T6 and T7 to enter or exit aircraft stands 31 thru 40 as advised by ATC.

1.3.5 Apron E:

- Stand 51: Aircraft shall enter aircraft parking stand via Twy K by using idle power and follow marshaller.
- Stands 52L, 52, 52R, 53L, 53, 53R and 54: Aircraft shall taxi to "basic marshaller and towing stop line" via Twy K by follow marshaller then shut down engine and enter aircraft parking stand by towing only.

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

Remarks:

For aircraft taxiing into Apron E, pilot shall be reminded that engine power is not permitted after "basic marshaller and towing stop line" for parking at aircraft stands 52 thru 54. Idle power can be used for aircraft taxiing into aircraft parking stand 51 only.

2. ARRIVAL**2.1 USE OF RUNWAY**

Arriving aircraft

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

Runway 27 in use: After landing aircraft shall vacate the runway via taxiways A, B, E, K or as instructed by ATC.

Runway 09 in use: After landing aircraft shall vacate the runway via taxiways F, G, H, K or as instructed by ATC.

2.2 SPEED CONTROL PROCEDURE IN PHUKET TMA

2.2.1 All arriving turbo-propeller and turbo-jet aircraft when flying below 10 000' AMSL are subject to fly not faster than indicated air speed 230 KT unless authorized by ATC.

2.2.2 Speed will be reduced to 180 KT at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,

2.2.3 150 to 160 KT 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.

2.2.4 Pilots 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.

2.2.5 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.

2.2.6 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.

2.2.7 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 2.2.1, 2.2.2 and 2.2.3.

3. DEPARTURE**3.1 USE OF RUNWAY**

Departing aircraft

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

3.2 START-UP PROCEDURE

- 3.2.1 All aircraft shall start-up and push back with minimum power.
- 3.2.2 Pilot are reminded they shall start-up only one engine with minimum power (on idle power) when parking at aircraft stand or during push back. The other engines shall be allowed to start-up when push back procedure is complete (tow bar has been disconnected) and aircraft is aligned with the taxilane.
- 3.2.3 In case the pilot needs to start-up engine more than minimum power (such as Cross-Bleed Start Up), an approval must be received from ATC before push back. Pilots shall start-up engine more than minimum power within the taxilane only, a delay may result in requesting for such operation.

3.3 PUSH-BACK PROCEDURE

APRON A

- 3.3.1 Push back (face to north or face to south) procedures for an aircraft parking at stands 7 through 16 will be advised by ATC.

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

APRON B

- 3.3.2 Push back (face to east or face to west) procedures for an aircraft parking at stands 1 through 6 will be advised by ATC.

APRON D

- 3.3.3 Push back (face to north or face to south) procedures for an aircraft parking at stands 31 through 40 will be advised by ATC.

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

VTSP/HKT
PHUKET INTL


10 MAY 24 (10-1P2) Eff 16 May
PHUKET, THAILAND
AIRPORT BRIEFING**3. DEPARTURE****3.3 PUSH-BACK PROCEDURE (CONTD)**

APRON E

3.3.4 Push back procedures for an aircraft parking at stands 51 through 54 will be as follows:

Aircraft stand	Taxi out	Push Back Instruction
51 (for private aircraft only)	K	Aircraft shall be pushed back in south direction until nose gear is on "apron safety line" then swing aircraft nose forward in easterly direction facing south and tow to a release point at Twy K.
52 thru 54 (for private aircraft only)	K	Aircraft shall be pushed back face to east until nose gear is on "apron safety line" of parking stand 51 then tow to a release point at Twy K.

Remarks:

- Pilots shall contact ATC for engine start-up when aircraft is at a release point.
- Pilots are reminded that no engine start-up is permitted on Apron E. The engines shall be allowed to start-up when push back procedure is completed (tow bar has been disconnected) and aircraft is aligned with Twy K.

3.3.5 Due to aircraft congestion, self-manoeuving is not permitted at any parking stand, all aircraft must use tow-bar or towbar-less tractor for push back procedure.

3.3.6 Area of Aprons D, E and almost of the area between Apron A to Apron C are the blind spot area. Aircraft have to manoeuvre by push back procedures and pilot discretion.

3.4 USE OF RUNWAY

Runway 27 in use: Aircraft shall taxi onto the runway via taxiways G, H, J, K or as instructed by ATC.

Runway 09 in use: Aircraft shall taxi onto the runway via taxiways A, B, K or as instructed by ATC.

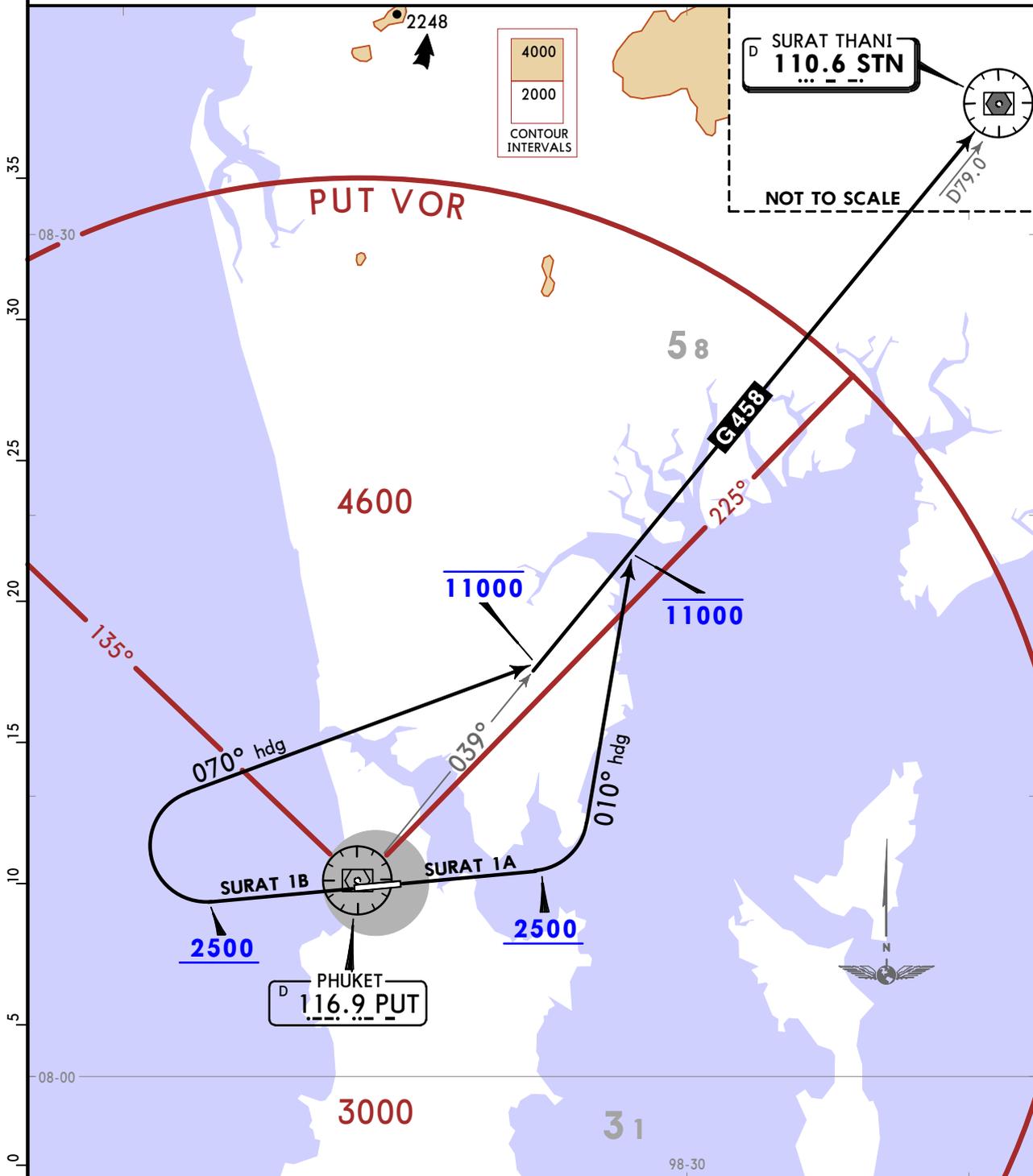
VTSP/HKT
PHUKET INTL

JEPPesen
20 APR 18 (10-3B)

PHUKET, THAILAND
SID

Apt Elev 82	Trans alt: 11000 Contact Phuket Approach on 124.7 after take-off.
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SURAT 1A (STN 1A) DEPARTURE
(RWY 09)
SURAT 1B (STN 1B) DEPARTURE
(RWY 27)



RWY 09: Departure gradient 4.3%.

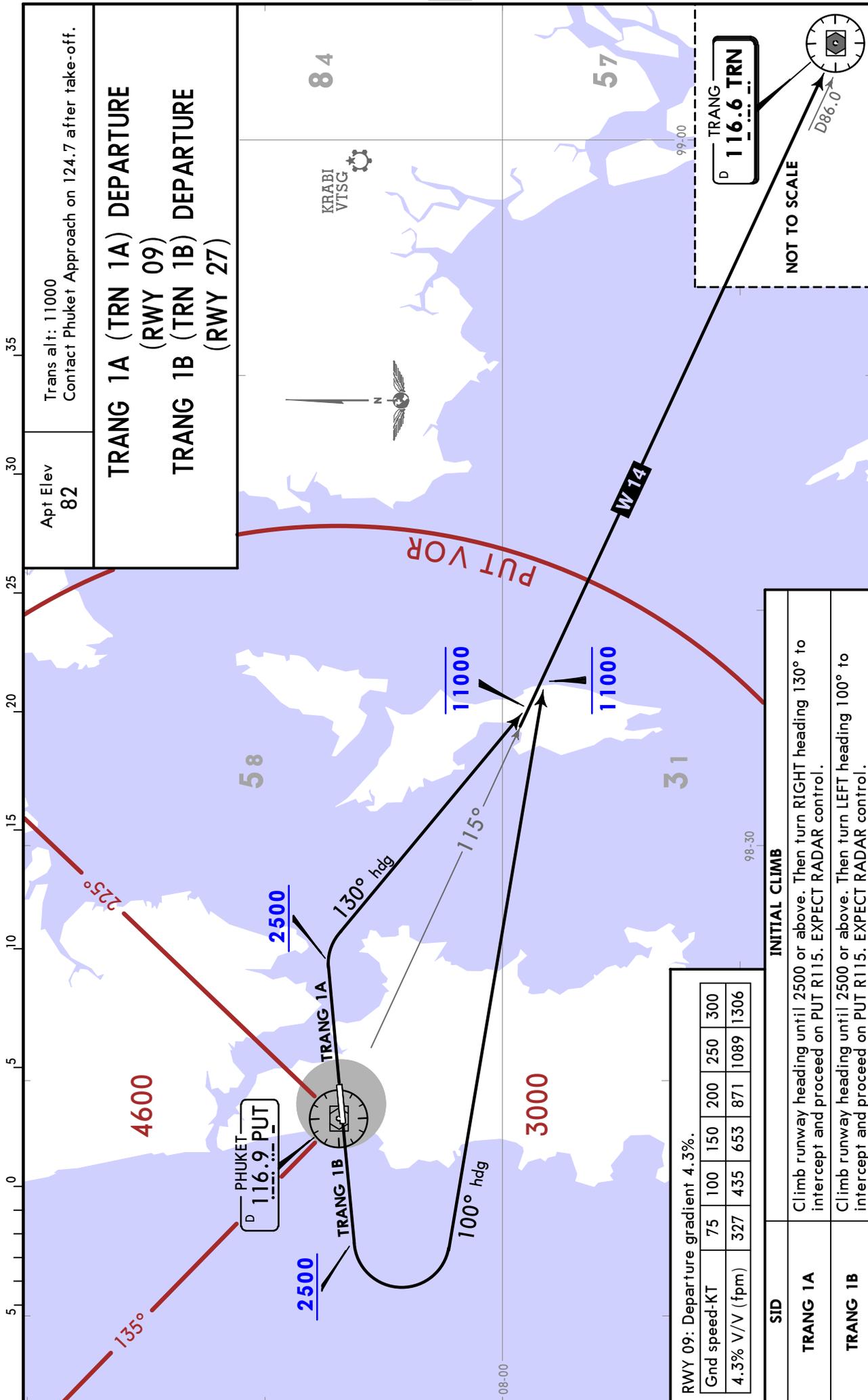
Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	INITIAL CLIMB
SURAT 1A	Climb runway heading until 2500 or above. Then turn LEFT heading 010° to intercept and proceed on PUT R039. EXPECT RADAR control.
SURAT 1B	Climb runway heading until 2500 or above. Then turn RIGHT heading 070° to intercept and proceed on PUT R039. EXPECT RADAR control.

VTSP/HKT
PHUKET INTL

JEPPESSEN
20 APR 18 (10-3C)

PHUKET, THAILAND
SID



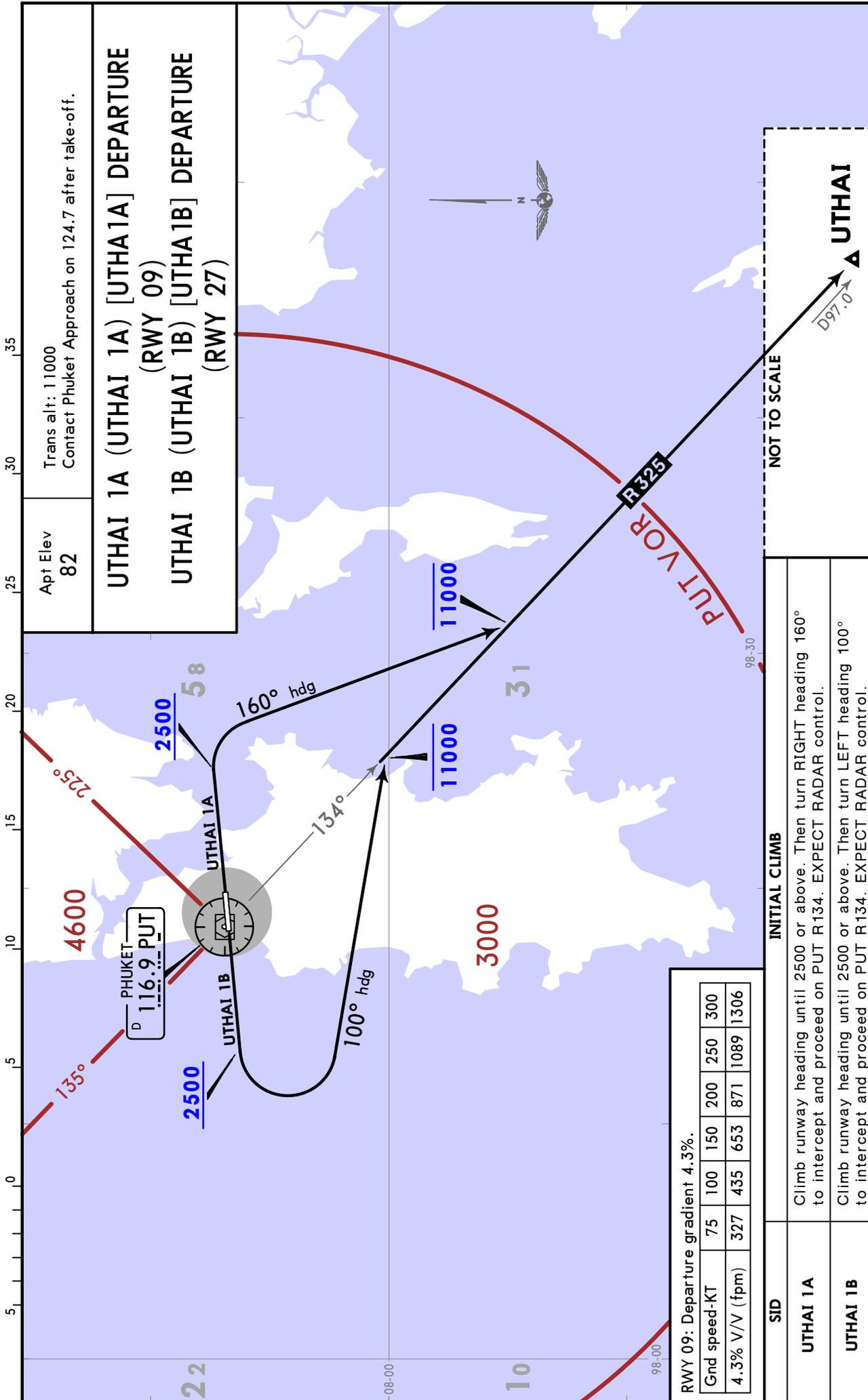
VTSP/HKT
PHUKET INTL

JEPPESSEN

PHUKET, THAILAND

20 APR 18 (10-3D)

SID



Apt Elev
82

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

UTHAI 1A (UTHAI 1A) [UTHAI 1A] DEPARTURE
(RWY 09)

UTHAI 1B (UTHAI 1B) [UTHAI 1B] DEPARTURE
(RWY 27)

NOT TO SCALE

UTHAI

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
UTHAI 1A	Climb runway heading until 2500 or above. Then turn RIGHT heading 160° to intercept and proceed on PUT R134. EXPECT RADAR control.
UTHAI 1B	Climb runway heading until 2500 or above. Then turn LEFT heading 100° to intercept and proceed on PUT R134. EXPECT RADAR control.

**REVISED CLOSURE OF TAXIWAY C AND D
AT PHUKET INTERNATIONAL AIRPORT**

Effective from 27 October 2017, taxiways C and D at Phuket International Airport are closed.
Refer to the diagram on chart 10-8A.

1. PROCEDURES

1.1 Departures:

Aircraft shall taxi entering Runway 09/27 via Taxiways A, B, E, F or G.

1.2 Arrivals:

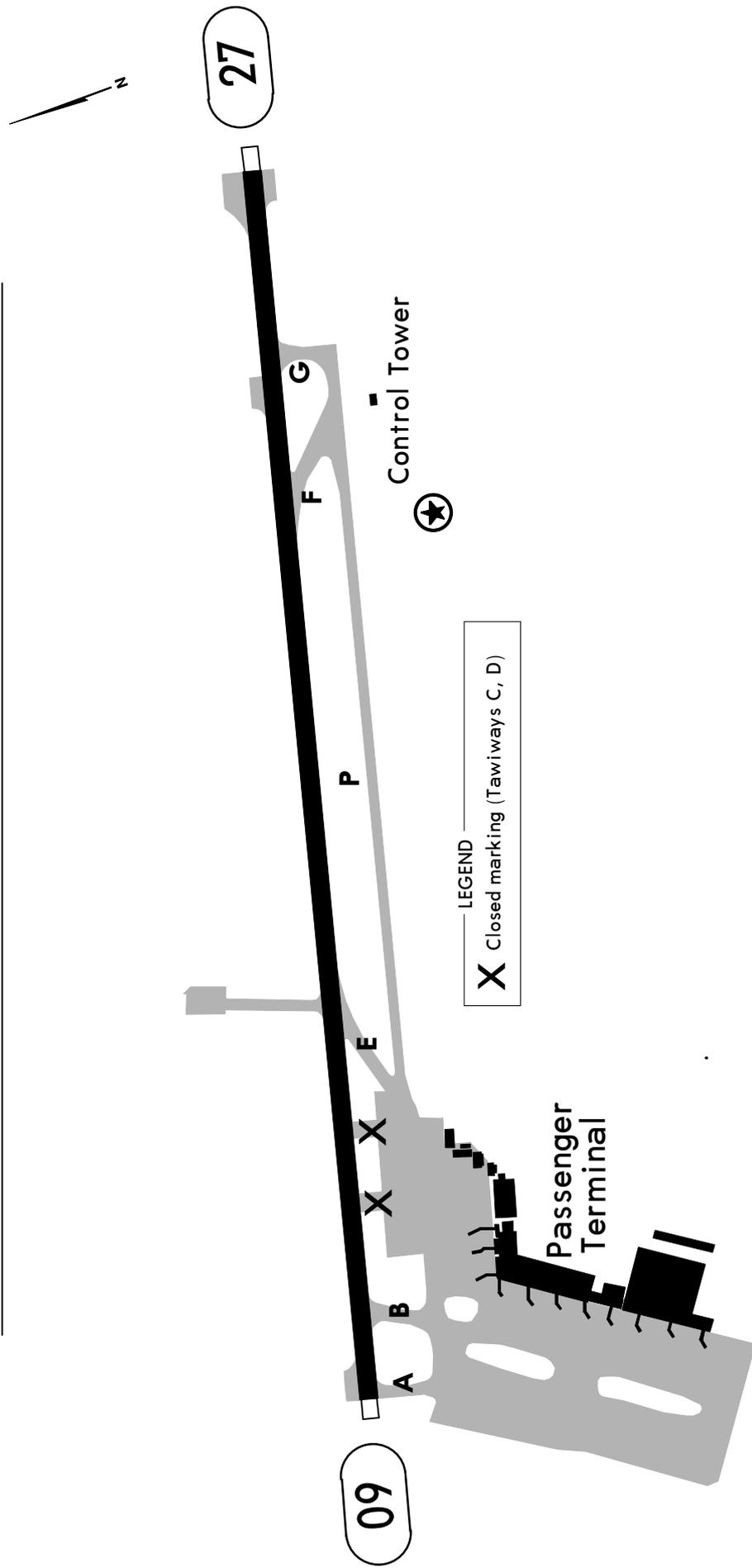
Runway 27 in use: aircraft shall vacate the runway via Taxiways A, B or E.

Runway 09 in use: aircraft shall vacate the runway via Taxiways F or G (except aircraft codes A, B and helicopters).

2. MARKING AND LIGHTING FOR UNSERVICEABLE AREAS

Closure markings are displayed on the closed taxiways which are indicated by solid yellow crosses (X) signs along with omni-directional fixed red lights activated along the sections of the closed areas.

REVISED CLOSURE OF TAXIWAYS C AND D AT PHUKET INTL AIRPORT (contd)



VTSP/HKT


JEPPESEN
 12 APR 24 (10-8B) Eff 18 Apr

PHUKET, THAILAND
PHUKET INTL

PHUKET INTERNATIONAL AIRPORT
RUNWAY CLOSURE PROGRAM
(SUP A15/24)

1. INTRODUCTION

With effect from 18 April 2024 at 0100 UTC to 27 October 2024 at 0030 UTC, the purpose of this chart is to inform all concerned of the closure of Rwy 09/27 for the runway maintenance program at Phuket International Airport, to keep the runway in the optimal conditions and enhance the safety of flight operation.

2. CLOSURE OF RUNWAY 09/27

Runway 09/27 will be closed on date and time (UTC) as described in table below.
 Period: April 2024 - October 2024.

Month/Year	Dates	Period of Closure (UTC)	Total Duration of Closure (hr.)
April 2024	23	1730 - 2330	6:00
May 2024	7, 21		
June 2024	4		
	9-18		
July 2024	9, 23		
July 2024	31	1730 - 0030	7:00
August 2024	1-31		
September 2024	1-30		
October 2024	1-26		

3. PRECAUTIONS

- 3.1 All aircraft operators operating during these periods should plan to reschedule the flight operations in accordance with slot allocation.
- 3.2 Aircraft operators are advised to avoid using Phuket International Airport as an alternate aerodrome during the runway closure period.
- 3.3 Due to traffic congestion, departing and arriving aircrafts operating during this period will be delayed and aircraft operators should plan to carry sufficient contingency fuel.
- 3.4 All workers and construction equipment will be kept clear when Runway 09/27 is operational.

4. REVISIONS TO CLOSURE PROGRAM

- 4.1 The closure program may be revised in the event of forecast or actual adverse weather conditions or other extenuating circumstances.
- 4.2 Any revision to the closure program will be promulgated by NOTAM.

5. VALIDITY

Any changes to this chart will be notified through NOTAM.

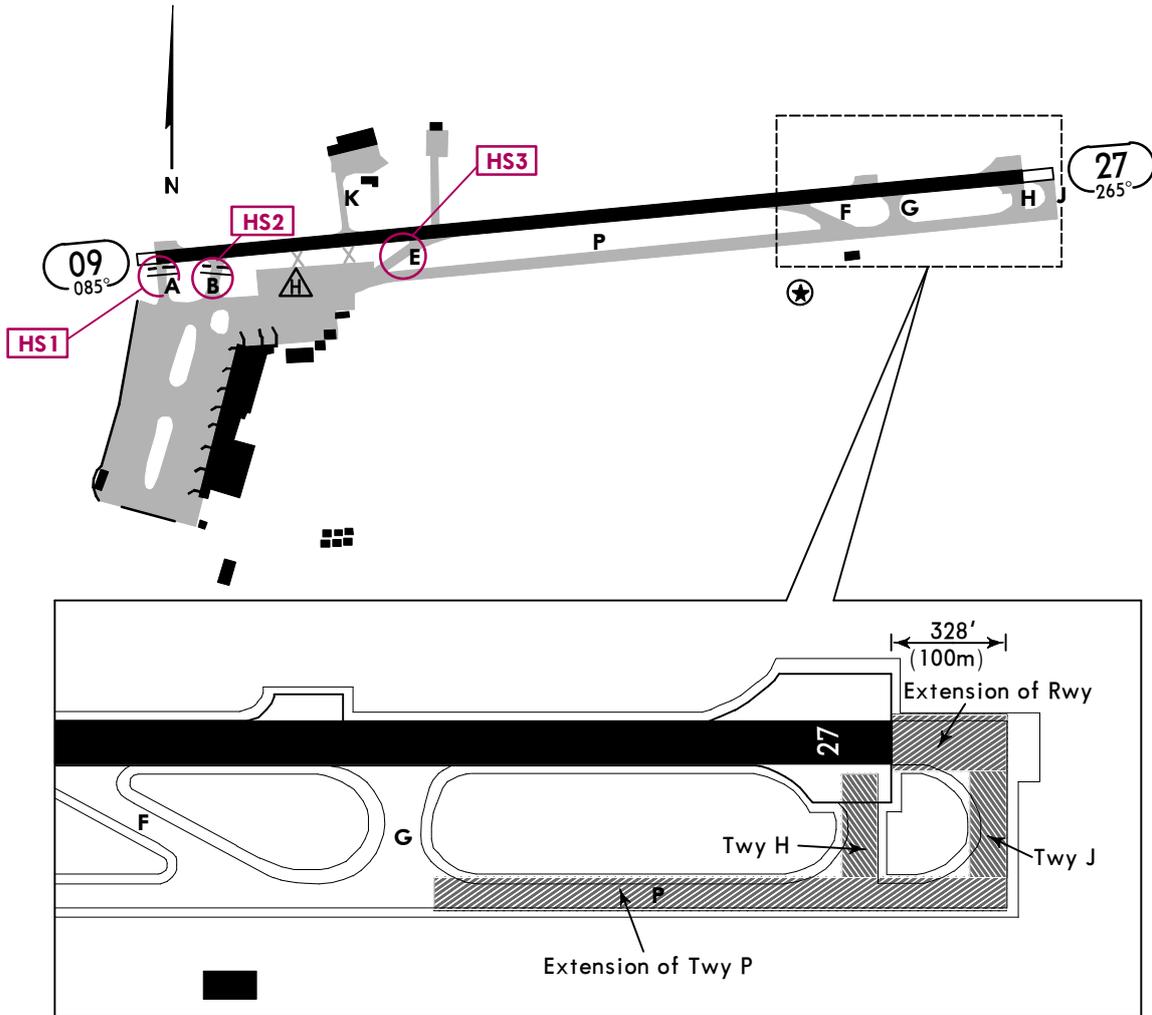
ESTABLISHMENT OF NEW TAXIWAYS (H AND J), EXTENSION OF RUNWAY 27 AND TAXIWAY P AT PHUKET INTERNATIONAL AIRPORT (AIC 005/23)

1. INTRODUCTION

According to the construction of the new Twy H & J, extension of Rwy 27 and Twy P at Phuket International Airport are completed and expected to be operational when approved by The Civil Aviation Authority of Thailand. The effective date of operation and relevant details for aircraft operations will be notified by further notice. The layout is shown below.

2. VALIDITY

This chart will remain current until further notice.



REVISED THE CONSTRUCTION OF RUNWAY STRIP AND TEMPORARY OBSTACLE AT PHUKET INTERNATIONAL AIRPORT (SUP A025/24)

1. INTRODUCTION

With effect from 9 May 2024 at 0100 UTC until further notice, the purpose of these charts are to inform all concerned regarding the construction of runway strip and temporary obstacle at Phuket International Airport.

2. CONSTRUCTION DETAILS

- 2.1 Location of construction area: Along left sides of Rwy 09 distance 246' (75m) from runway centreline.
- 2.2 Key Activities: Land leveling, Installation of new airside fences, Construction of service roads, Reclamation of graded area, Runway strip and Construction of runway and taxiway drainage.
- 2.3 Period: 24 hours.
- 2.4 All vehicles and machinery in the site are marked by 3' x 3' (0.9 x 0.9m) red and white checkered flag and lighted at night (such as mobile crane, backhoe truck, rough terrain crane and asphalt paver).
- 2.5 The maximum height of machineries (mobile crane) is 13' above ground level (AGL) or 95' above mean sea level (AMSL).
- 2.6 All construction equipment will be kept clear during aircraft arrival and departure operations.

3. OBSTACLES DETAILS

- 3.1 Obstacle type: Pile of rocks.
- 3.2 Area 1.
 - 3.2.1 Location: 3550' (1082m) and 4273' (1302.5m) beyond Threshold Rwy 09 and 375' (114.45m) left side of runway centreline.
 - 3.2.2 Elevation: 45.93' (14.47m) above mean sea level.
 - 3.2.3 Coordinates:
 - 1st: N08 06.9 E098 18.8
 - 2nd: N08 06.9 E098 18.9
 - 3rd: N08 06.8 E098 18.9
 - 4th: N08 06.8 E098 18.8
- 3.3 Area 2.
 - 3.3.1 Location: 6613' (2015.55m) and 7063' (2152.60m) beyond Threshold Rwy 09 and 564' (172m) left side of runway centreline.
 - 3.3.2 Elevation: 110.66' (33.73m) above mean sea level.
 - 3.3.3 Coordinates:
 - 1st: N08 06.9 E098 19.3
 - 2nd: N08 07.0 E098 19.3
 - 3rd: N08 06.9 E098 19.4
 - 4th: N08 06.9 E098 19.3
- 3.4 Marking/Lighting: Fixed red light.

4. AVAILABILITY OF NAVIGATION AIDS

- 4.1 Wind direction indicator for Rwy 09 will be serviceable.
- 4.2 The DVOR/DME will be serviceable.

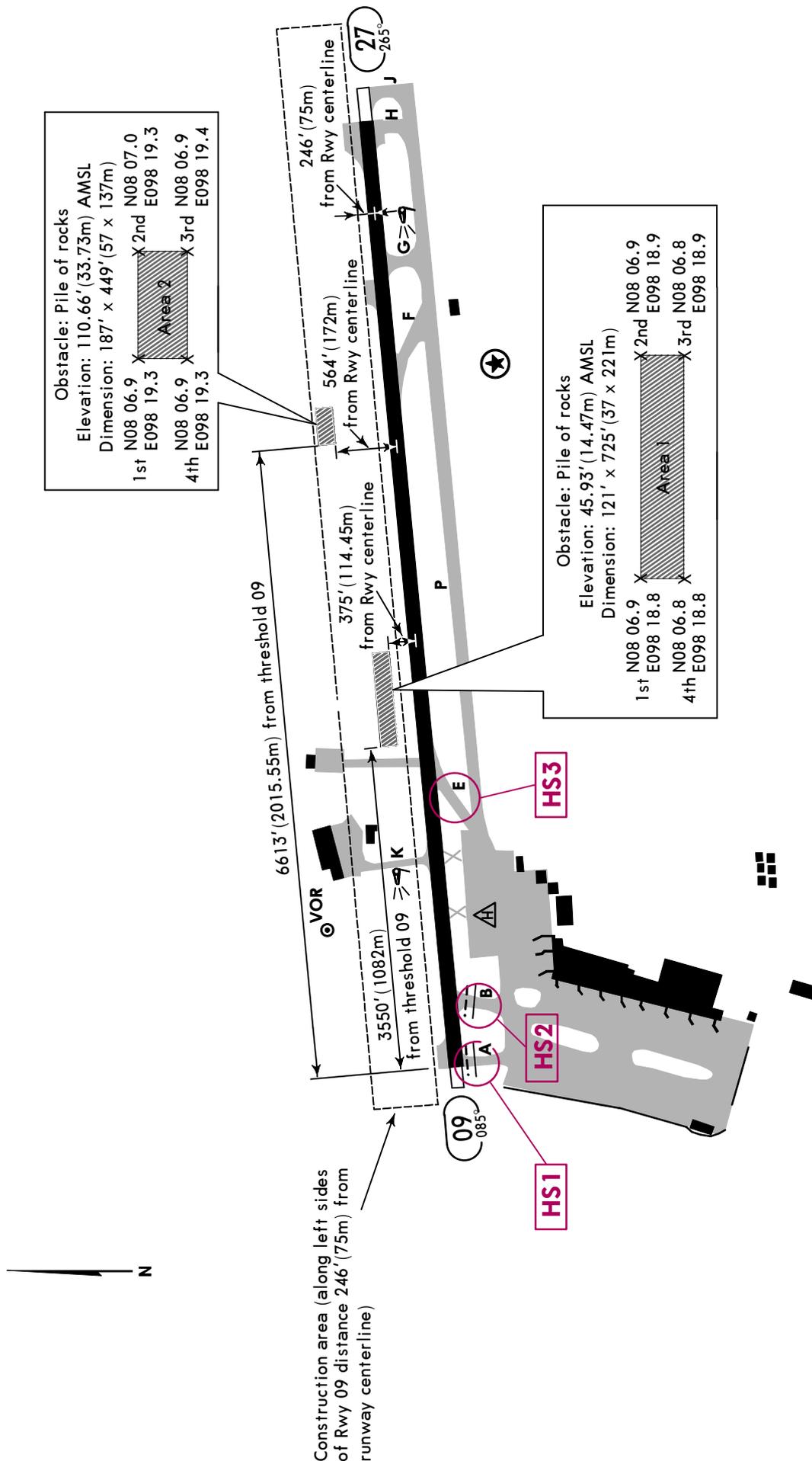
5. OTHERS

During the period of the maintenance work process, aircraft should strictly follow ATC instructions to avoid any possible risks to aircraft operations.

6. VALIDITY

These charts will remain current until further notice. Any changes to these charts will be notified through NOTAM.

REVISED THE CONSTRUCTION OF RUNWAY STRIP AND TEMPORARY OBSTACLE AT PHUKET INTERNATIONAL AIRPORT (CONTD)



VTSP/HKT

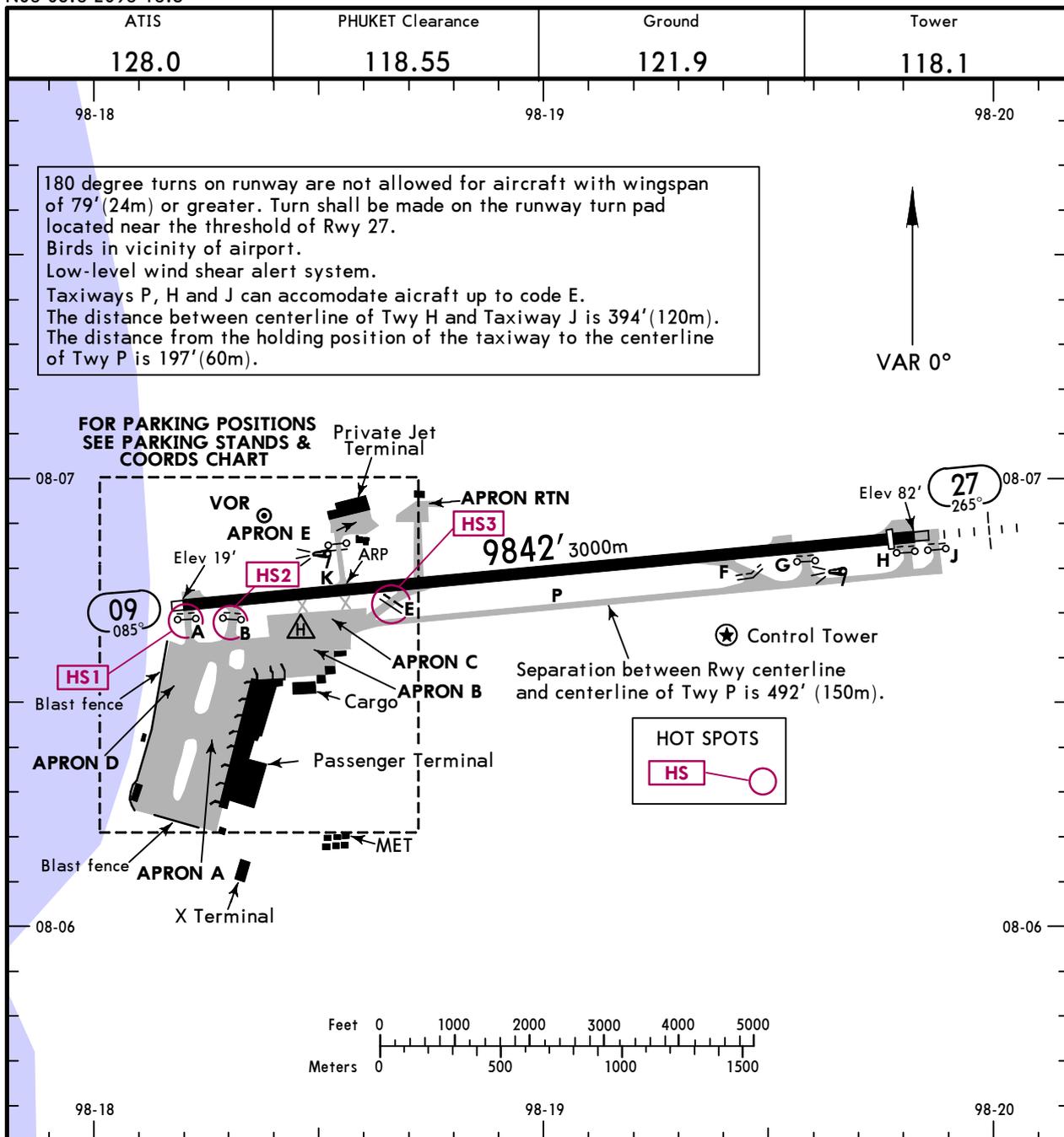
Apt Elev **82'**
N08 06.8 E098 18.5



10 MAY 24 **(10-9)** Eff 16 May

PHUKET, THAILAND

PHUKET INTL



RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS			
	HIRL (60m)	REIL	PAPI (angle 3.0°)	RVR	Threshold	Glide Slope	TAKE-OFF	WIDTH
09	HIRL (60m)	REIL	PAPI (angle 3.0°)	RVR				148'
27	HIRL (60m)	① HIALS	PAPI (angle 3.2°)	RVR		9077'	2767m	45m

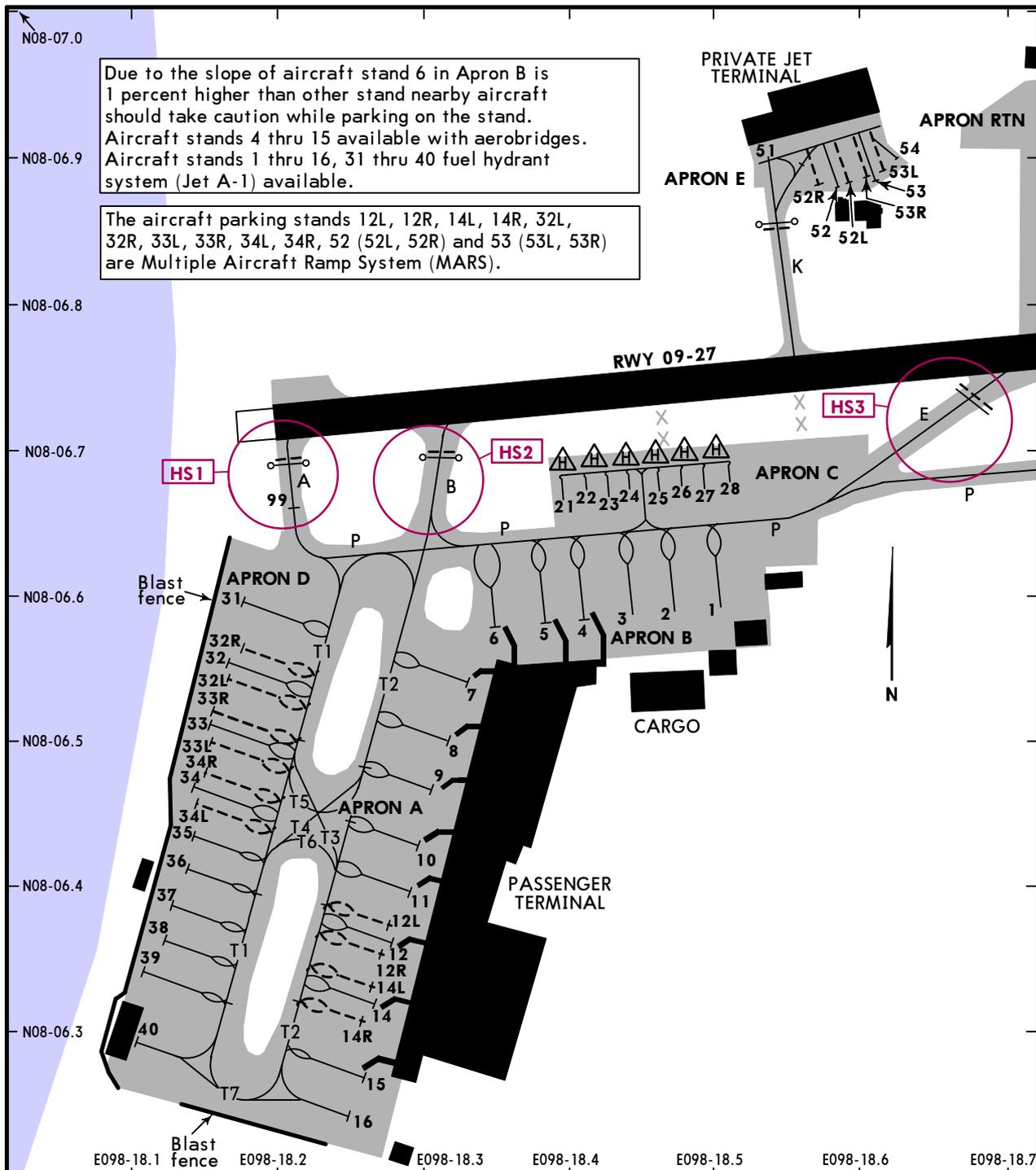
① Length 420m.

Std TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	DAY NIGHT
R300m		R400m	R/V500m NA

VTSP/HKT

JEPPESEN
10 MAY 24 **(10-9A)** Eff 16 May

PHUKET, THAILAND
PHUKET INTL



Due to the slope of aircraft stand 6 in Apron B is 1 percent higher than other stand nearby aircraft should take caution while parking on the stand.
Aircraft stands 4 thru 15 available with aerobridges.
Aircraft stands 1 thru 16, 31 thru 40 fuel hydrant system (Jet A-1) available.

The aircraft parking stands 12L, 12R, 14L, 14R, 32L, 32R, 33L, 33R, 34L, 34R, 52 (52L, 52R) and 53 (53L, 53R) are Multiple Aircraft Ramp System (MARS).

PARKING STAND COORDINATES

STAND No.	COORDINATES	AIRCRAFT UP TO
APRON B		
1, 2	N08 06.6 E098 18.5	Code D
3 thru 5	N08 06.6 E098 18.4	Code D
6	N08 06.6 E098 18.3	B747-300
APRON A		
7 thru 9	N08 06.5 E098 18.3	Code E
10, 11	N08 06.4 E098 18.3	Code E
12L	N08 06.4 E098 18.3	Code C
12	N08 06.3 E098 18.3	Code E
12R, 14L	N08 06.3 E098 18.3	Code C
14	N08 06.3 E098 18.3	Code E
14R	N08 06.3 E098 18.3	Code C
15	N08 06.3 E098 18.3	Code D
16	N08 06.2 E098 18.3	Code D

CHANGES: None.

VTSP/HKT

JEPPESEN
 19 JAN 24 **(10-9A)** Eff 25 Jan

PHUKET, THAILAND
 PHUKET INTL

PARKING STAND COORDINATES (CONTD)		
STAND No.	COORDINATES	AIRCRAFT UP TO
APRON C		
21 thru 24	N08 06.7 E098 18.4	CESSNA 404
25 thru 28	N08 06.7 E098 18.5	CESSNA 404
APRON D		
31	N08 06.6 E098 18.2	Code E
32L	N08 06.5 E098 18.2	Code C
32	N08 06.6 E098 18.2	Code E
32R	N08 06.6 E098 18.2	Code C
33L	N08 06.5 E098 18.2	Code C
33	N08 06.5 E098 18.2	Code E
33R	N08 06.5 E098 18.2	Code C
34L	N08 06.5 E098 18.1	Code C
34	N08 06.5 E098 18.1	Code E
34R	N08 06.5 E098 18.1	Code C
35, 36	N08 06.4 E098 18.1	Code C
37, 38	N08 06.4 E098 18.1	Code D
39, 40	N08 06.3 E098 18.1	Code D
APRON E		
51	N08 06.9 E098 18.5	MAX wingspan 100' (30.5m)
52L	N08 06.9 E098 18.6	MAX wingspan 64' (19.4m)
52	N08 06.9 E098 18.6	MAX wingspan 102' (31m)
52R, 53L	N08 06.9 E098 18.6	MAX wingspan 64' (19.4m)
53	N08 06.9 E098 18.6	MAX wingspan 118' (35.9m)
53R	N08 06.9 E098 18.6	MAX wingspan 64' (19.4m)
54	N08 06.9 E098 18.6	MAX wingspan 55' (16.8m)
99	N08 06.6 E098 18.2	Code E

RLG DOCKING SYSTEM-IN SYSTEM AT PHUKET INTL AIRPORT

1. INTRODUCTION

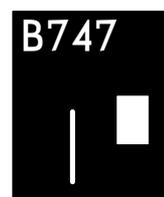
- 1.1 The RLG docking system-in system is installed at bays 4, 8, 9 and 10.
- 1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centerline and stop position.

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

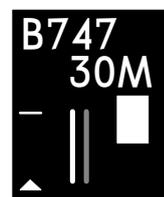
- a.) In this picture the aircraft is at a distance greater than 30 meters from the parking position and is directly at the centerline.

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.



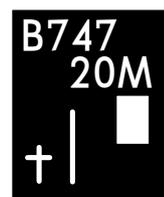
- b.) In this picture the aircraft is exactly 30 meters from the docking position, but is off to the right of the centerline.

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.

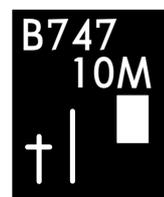


- c.) The aircraft is at 20 meters from the docking position and has returned to the centerline.

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.



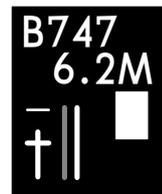
VTSP/HKT

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.

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:

- a. The top alphanumeric information display which shows aircraft type designation in yellow.
- b. 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		✈	✈	✈	✈	✈			✈				

**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, 34L, 34, 34R, 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 VDGS system has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

If the pilot is unsure of the information, being shown on the VDGS display unit, he must 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. Safety Back Up (SBU) message

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

2.2 START OF DOCKING

When the system is ready to operate, WAIT will be displayed.



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.

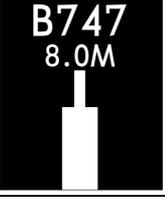


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JEPPESEN
21 FEB 20 **10-9F** Eff 27 Feb

PHUKET, THAILAND

PHUKET INTL

<p>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.</p>	
<p>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.</p>	
<p>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.</p>	
<p>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.</p>	
<p>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.</p>	
<p>2.9 STOP POSITION REACHED When the correct stop-position is reached, the display will show STOP and red lights will be lit.</p>	
<p>2.10 DOCKING COMPLETE When the aircraft has parked, OK will be displayed.</p>	
<p>2.11 CHOCKS ON CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.</p>	
<p>2.12 OVERSHOOT If the aircraft overshoots the stop-position, TOO FAR will be displayed.</p>	

<p>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.</p>	<div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 10px; margin-right: 10px;">B747</div> <div style="background-color: black; color: white; padding: 10px;">SLOW</div> </div>
<p>2.14 AIRCRAFT VERIFICATION FAILURE During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 15 meters (49 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.</p>	<div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 10px; margin-right: 10px;">STOP</div> <div style="background-color: black; color: white; padding: 10px; margin-right: 10px;">ID</div> <div style="background-color: black; color: white; padding: 10px;">FAIL</div> </div>
<p>2.15 GATE BLOCKED If an object is found blocking the view from the VDGS to the planned stop position for the aircraft, the docking procedure will be halted with a GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.</p>	<div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 10px; margin-right: 10px;">WAIT</div> <div style="background-color: black; color: white; padding: 10px; margin-right: 10px;">GATE</div> <div style="background-color: black; color: white; padding: 10px;">BLOCK</div> </div>
<p>2.16 VIEW BLOCKED If the view towards the approaching aircraft is hindered for instance by dirt on the window, the VDGS will report a view block condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.</p>	<div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 10px; margin-right: 10px;">WAIT</div> <div style="background-color: black; color: white; padding: 10px; margin-right: 10px;">VIEW</div> <div style="background-color: black; color: white; padding: 10px;">BLOCK</div> </div>
<p>2.17 Safety Back Up (SBU) -STOP Any unrecoverable error during the docking procedure will generate a Safety Back Up (SBU) condition. The display will show red stop bar and the text STOP SBU. A manual backup procedure must be used for docking guidance.</p>	<div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 10px; margin-right: 10px;">STOP</div> <div style="background-color: black; color: white; padding: 10px;">SBU</div> </div>
<p>2.18 EMERGENCY STOP When the emergency stop button is pressed, STOP is displayed.</p>	<div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 10px;">STOP</div> </div>

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.



2.20 SYSTEM BREAKDOWN

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



2.21 POWER FAILURE

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



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PHUKET, THAILAND

10 MAY 24
Eff 16 May (10-9J)

PRIVATE JET AIRCRAFT
AVAILABLE TAXI ROUTES RWY 09

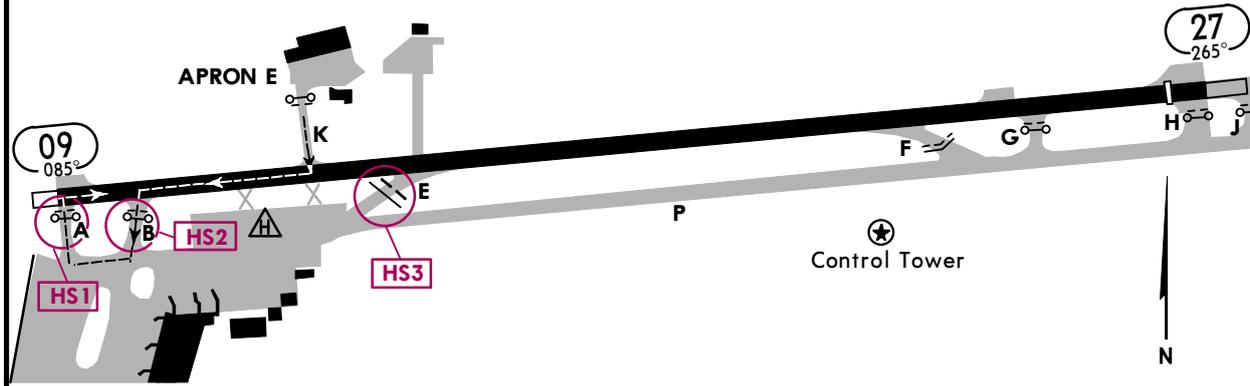
ATIS	PHUKET Clearance	PHUKET Arrival (R)	Ground	Tower
128.0	118.55	120.7	121.9	118.1

PRIVATE JET AIRCRAFT AVAILABLE TAXI ROUTES - RUNWAY 09 IN USE
TAXIING PROCEDURES AVAILABLE ONLY TO/FROM APRON E

1. Departures

Aircraft shall taxi via Twy K then enter and taxi down on runway to vacate at Twy B and taxi via Twys P, A to holding point Rwy 09 or as directed by ATC. For aircraft departure from intersection Twy K, runway remaining distance is 7677' (2340m).

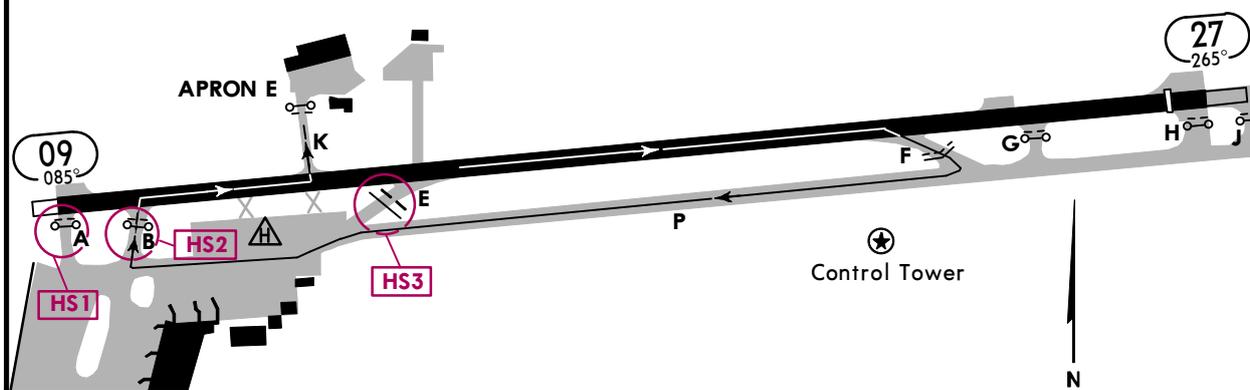
Remark: Due to physical characteristics limitation of apron E and in order to facilitate a flow traffic movement into and out of apron E:
Departing aircraft may be delayed at the apron for arriving aircraft to enter the apron or, depending on traffic condition.



2. Arrivals

Aircraft shall be vacating runway via Twy F and taxi via Twys P, B then enter and taxi down on runway to vacate at Twy K or as directed by ATC.

Remark: Due to physical characteristics limitation of apron E and in order to facilitate a flow traffic movement into and out of apron E:
Arriving aircraft may be delayed on any Twy or Rwy holding position as directed by ATC for departing aircraft to taxi out from Apron E.



LEGEND

- Departure Taxi Routes
- Arrival Taxi Routes
- HS HOT SPOTS

VTSP/HKT
PHUKET INTL

JEPPESEN

PHUKET, THAILAND

10 MAY 24
Eff 16 May (10-9K)

PRIVATE JET AIRCRAFT
AVAILABLE TAXI ROUTES RWY 27

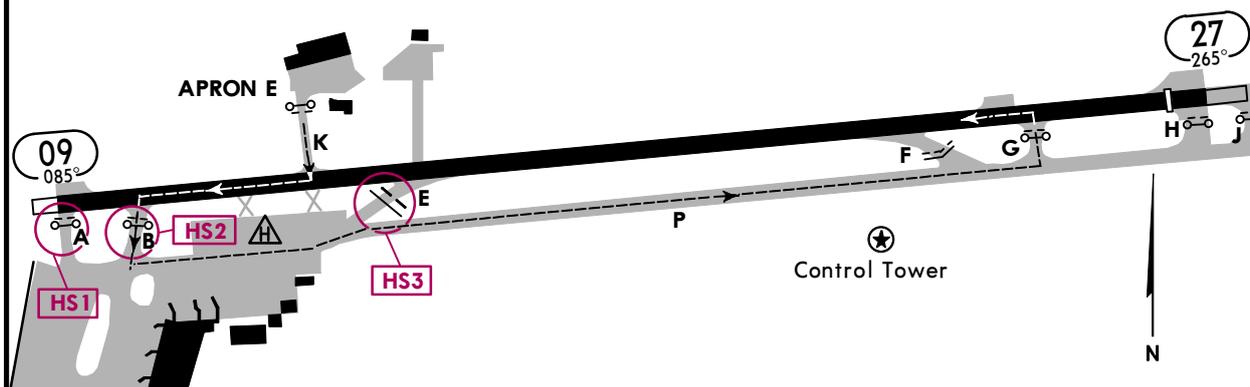
ATIS	PHUKET Clearance	PHUKET Arrival (R)	Ground	Tower
128.0	118.55	120.7	121.9	118.1

PRIVATE JET AIRCRAFT AVAILABLE TAXI ROUTES - RUNWAY 27 IN USE
TAXIING PROCEDURES AVAILABLE ONLY TO/FROM APRON E

1. Departures

Aircraft shall taxi via Twy K then enter and taxi down on runway to vacate at Twy B and taxi via Twys P, G to holding point Rwy 27 or as directed by ATC. For aircraft departure from intersection Twy G, runway remaining distance is 8202' (2500m).

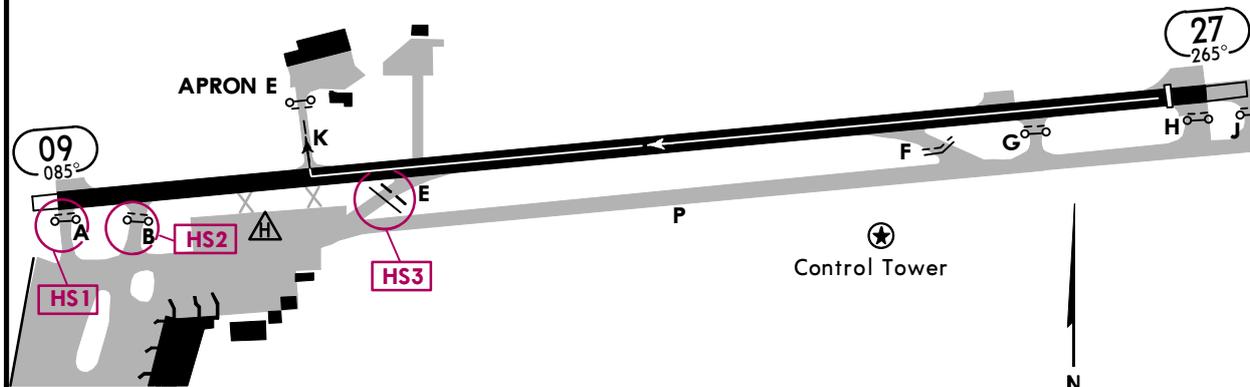
Remark: Due to physical characteristics limitation of apron E and in order to facilitate a flow traffic movement into and out of apron E:
Departing aircraft may be delayed at the apron for arriving aircraft to enter the apron or, depending on traffic condition.



2. Arrivals

Aircraft shall be vacating runway via Twy K or as directed by ATC.

Remark: Due to physical characteristics limitation of apron E and in order to facilitate a flow traffic movement into and out of apron E:
Arriving aircraft may be delayed on any Twy or Rwy holding position as directed by ATC for departing aircraft to taxi out from Apron E.



LEGEND

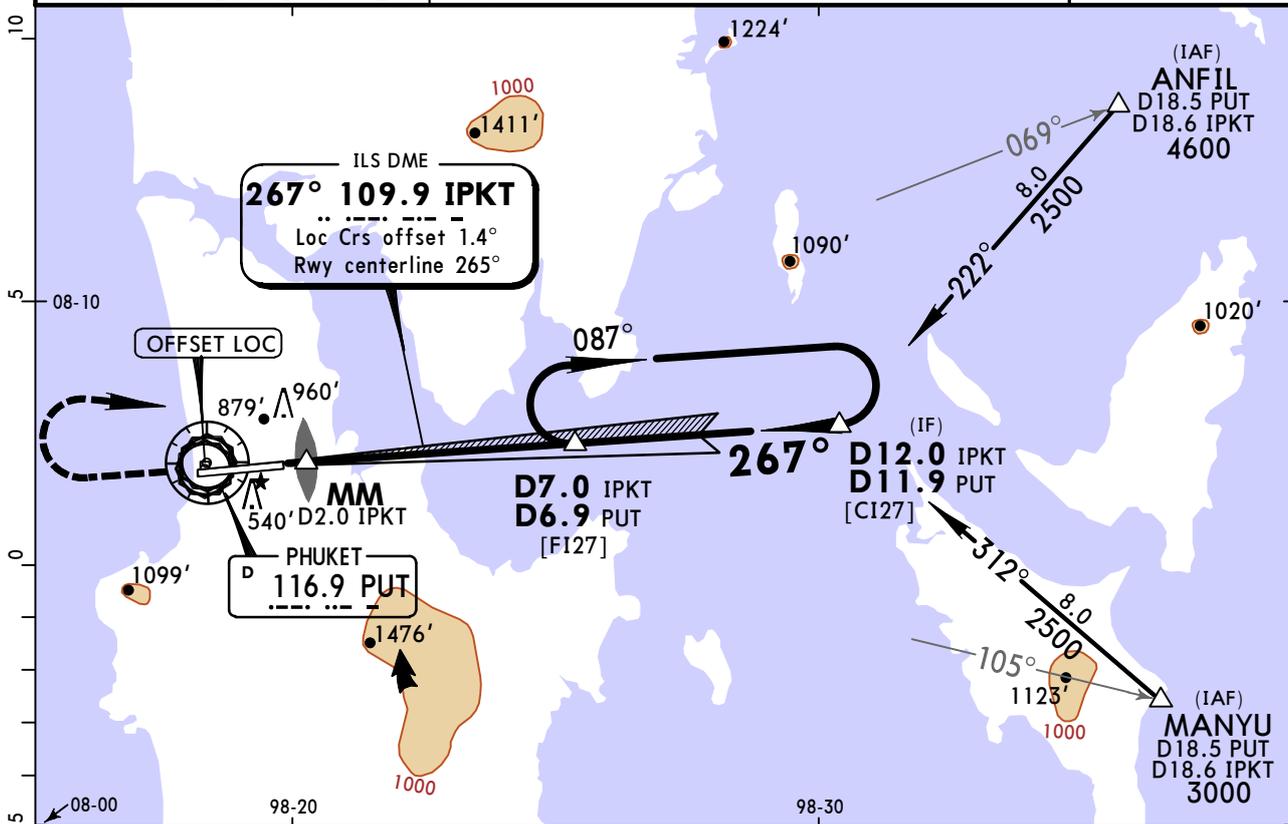
- ← - - - Departure Taxi Routes
- ← - - - Arrival Taxi Routes
- HS HOT SPOTS

VTSP/HKT
PHUKET INTL

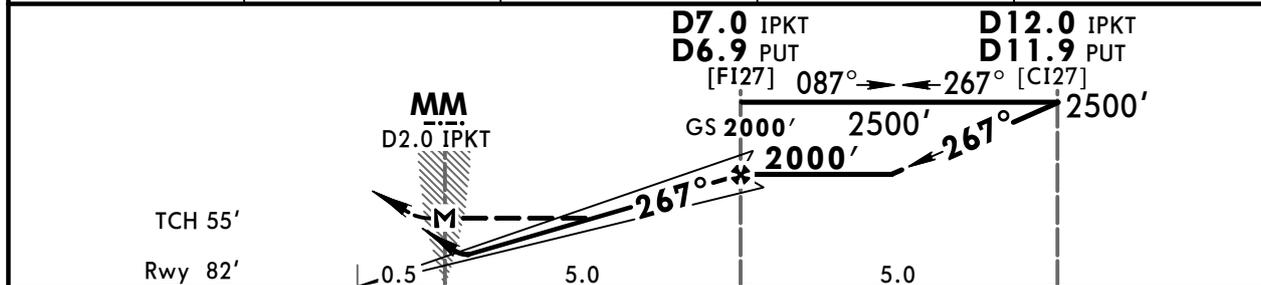
JEPPESEN
9 JUN 23 **(11-1)** Eff 15 Jun

PHUKET, THAILAND
ILS or LOC Rwy 27

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Arrival (R) 120.7		PHUKET Tower 118.1		Ground 121.9	
LOC IPKT 109.9		Final Apch Crs 267°		GS D7.0 IPKT D6.9 PUT 2000' (1918')		ILS DA(H) Refer to Minimums		Apt Elev 82' Rwy 82'	
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'		MSA PUT VOR	



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 PAPI PAPI ↑ RT →	D7.0 IPKT D6.9 PUT
GS	3.20°	396	510	566	679	793		
MAP at MM								
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53	

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	ILS DA(H) ABC: 550' (468') D: 560' (478')		LOC (GS out) CDFA DA/MDA(H) 770' (688')		Circling to the right (North of aerodrome) only.				
	ALS out		ALS out		Max Kts	MDA(H)			
	A	R1500m		R1500m		100	1300' (1218') V1500m		
	B	R1500m		R1500m		135	1300' (1218') V1600m		
C	R1800m	R2200m	R2400m		180	1400' (1318') V2400m			
D	R1800m	R2200m	R2400m		205	1400' (1318') V3600m			

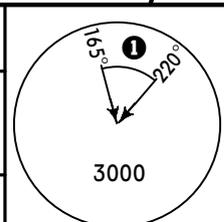
■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: New AOM concept. © JEPPESEN, 2007, 2023. ALL RIGHTS RESERVED.

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PHUKET INTL

JEPPESSEN
9 JUN 23 (12-1) Eff 15 Jun

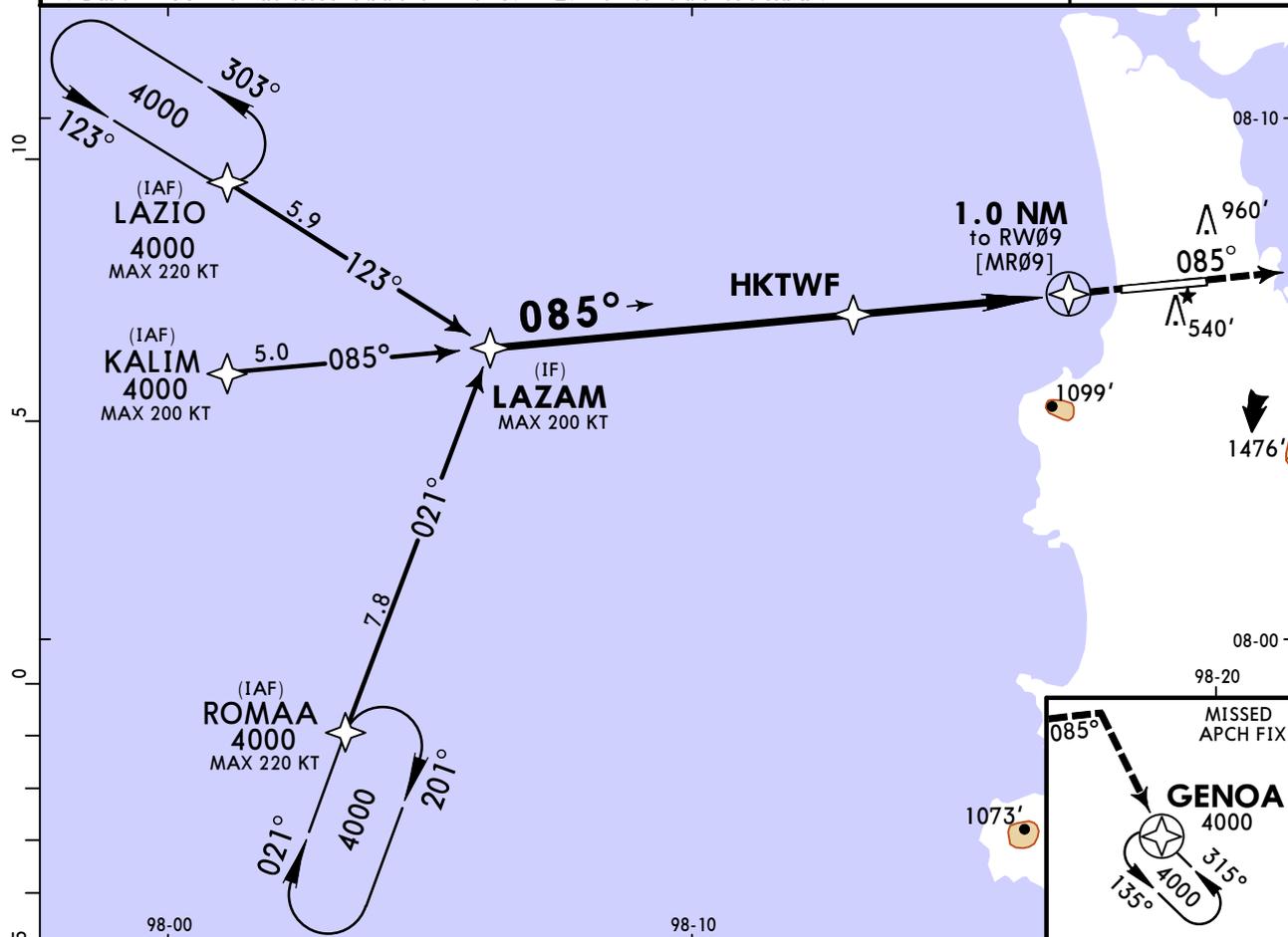
PHUKET, THAILAND
RNP Z Rwy 09

ATIS 128.0	PHUKET Approach (R) 124.7	PHUKET Arrival (R) 120.7	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'

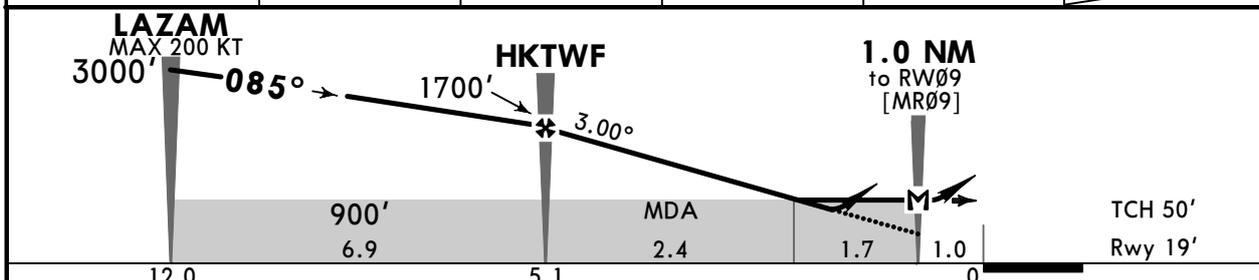


MISSED APCH: Climb on track 085°, at 2500' turn RIGHT direct to GENOA and hold at 4000', or as directed by ATC.

RNP Apch Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'
1. Baro-VNAV not authorized below 15°C. 2. No turns before MAP.



NM to THR	HKTWF	4.0	3.0	2.7	MAP
ALTITUDE	1700'	1345'	1025'	920'	



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

	STRAIGHT-IN LANDING		Max Kts	CIRCLE-TO-LAND	
	LNAV/VNAV	LNAV CDFA		MDA(H)	
A	DA(H) 870' (851')	DA/MDA(H) 920' (901')	100	1500' (1418')	V1500m
B	R1500m	R1500m	135	1500' (1418')	V1600m
C	R2400m	R2400m	180	1500' (1418')	V2400m
D	R2400m	R2400m	205	1500' (1418')	V3600m

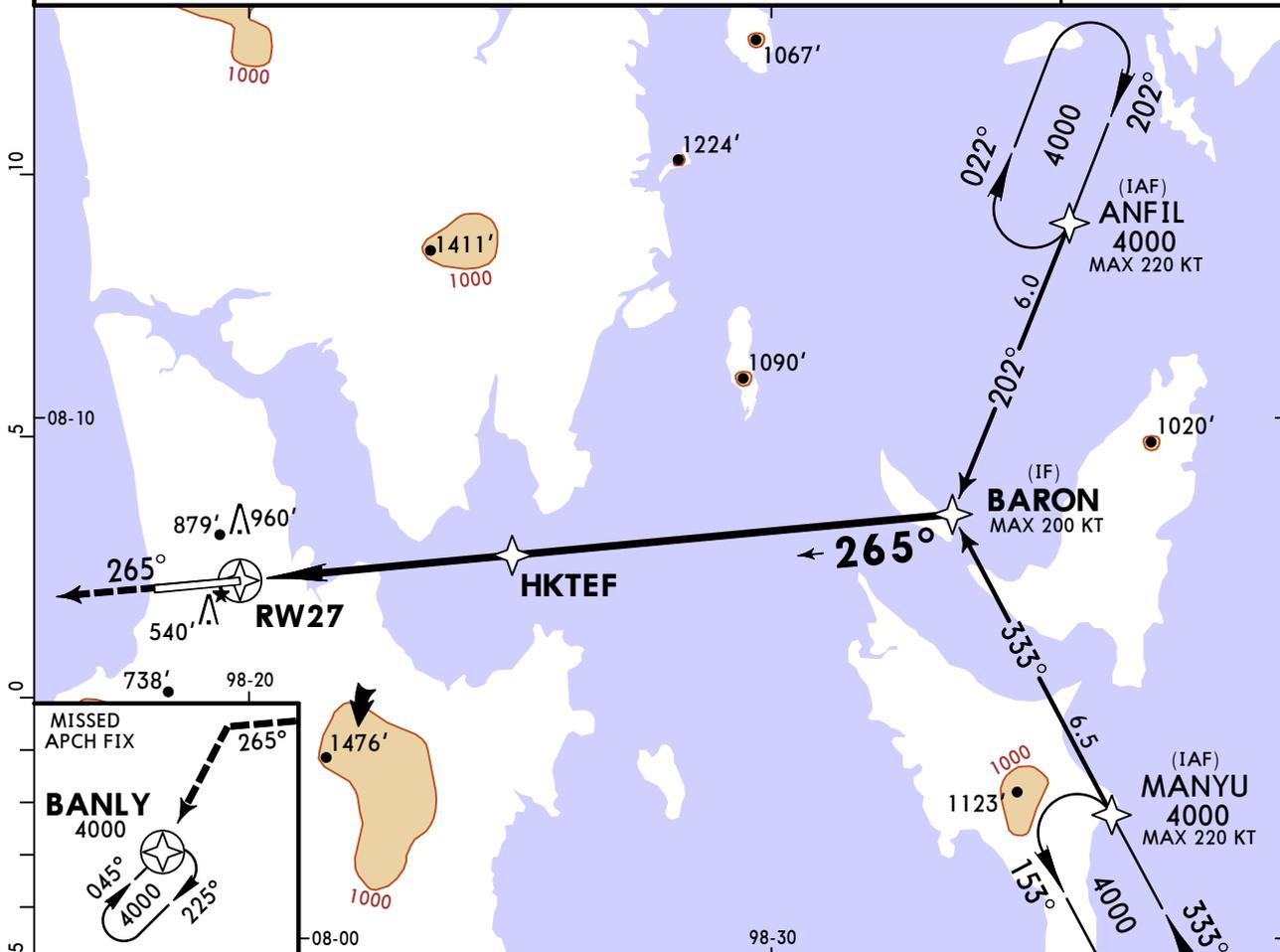
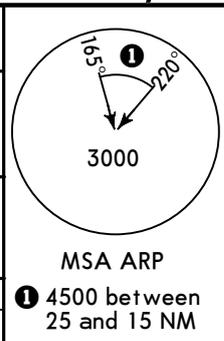
■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: Recommended altitude, distances, new AOM concept. © JEPPESSEN, 2009, 2023. ALL RIGHTS RESERVED.

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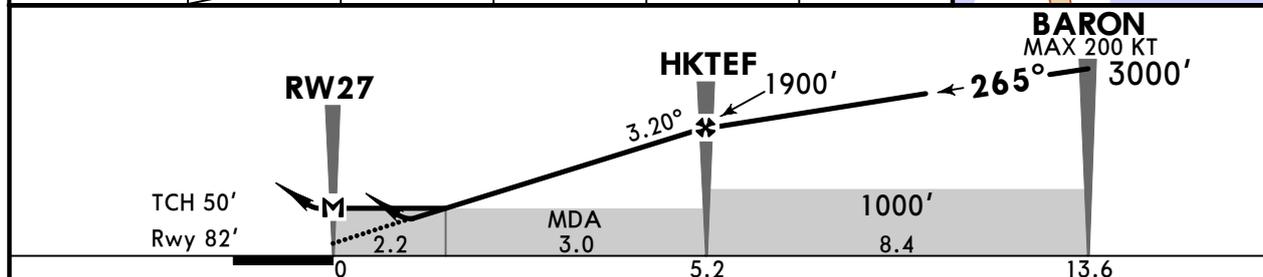
JEPPESSEN
9 JUN 23 **(12-2) Eff 15 Jun**

PHUKET, THAILAND
RNP Z Rwy 27

ATIS 128.0	PHUKET Approach (R) 124.7	PHUKET Arrival (R) 120.7	PHUKET Tower 118.1	Ground 121.9
RNAV	Final Apch Crs 265°	Procedure Alt HKTEF 1900' (1818')	LNAV/VNAV DA(H) 870' (788')	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.				
RNP Apch Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000'				
1. Baro-VNAV not authorized below 15°C. 2. No turns before MAP.				

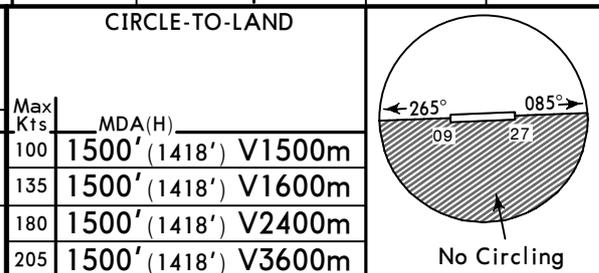


NM to MAP	MAP	2.2	3.0	4.0	HKTEF
ALTITUDE		870'	1160'	1500'	1900'



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

Std	STRAIGHT-IN LANDING		Max Kts	MDA(H)
	LNAV/VNAV	LNAV CDFA		
	DA(H) 870' (788')	DA/MDA(H) 870' (788')		
	ALS out	ALS out		
A	R1500m	R1500m	100	1500' (1418') V1500m
B			135	1500' (1418') V1600m
C	R2400m	R2400m	180	1500' (1418') V2400m
D			205	1500' (1418') V3600m

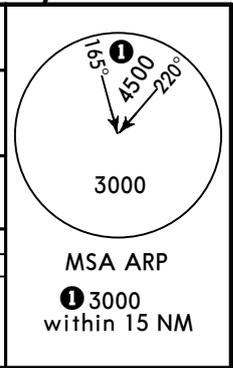


① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

VTSP/HKT PHUKET INTL

JEPPESSEN CAT C & D **PHUKET, THAILAND**
27 OCT 23 **12-20** **Eff 2 Nov** **RNP Y Rwy 09 (AR)**

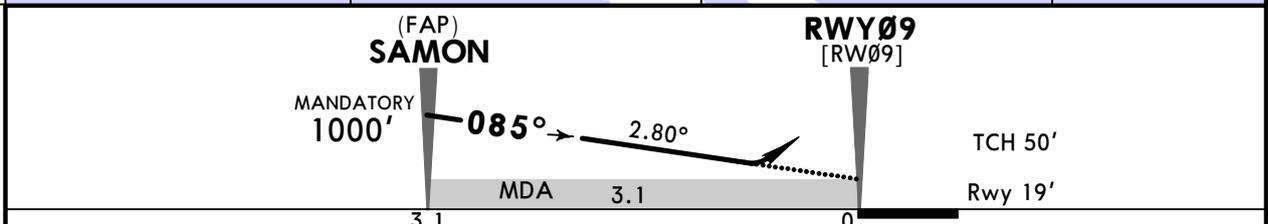
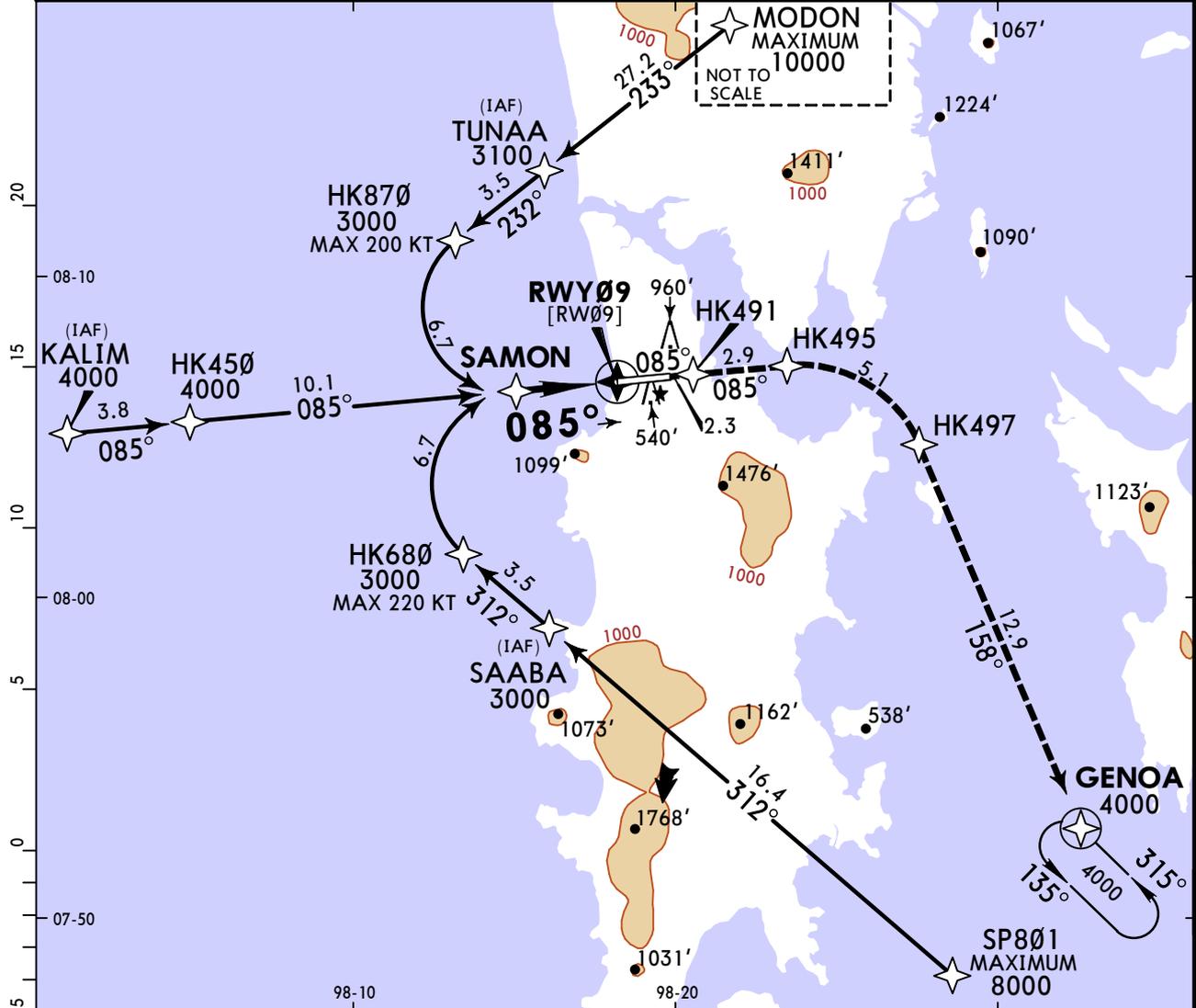
ATIS 128.0	PHUKET Approach (R) 124.7	PHUKET Arrival (R) 120.7	PHUKET Tower 118.1	Ground 121.9
RNAV	Final Apch Crs 085°	Mandatory Alt SAMON 1000' (981')	RNP 0.30 DA(H) 650' (631')	Apt Elev 82' Rwy 19'



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

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL130 Trans alt: 11000'
RNP AR Apch GNSS and RF required

1. Approach not authorized when airport temperature below 20°C.
2. VTSP altimeter setting required.
3. PAPI and vertical path angle not coincident.
4. TOGA to NAV required.
5. Procedure requires RNP 0.30 from IAFs to Rwy.
6. Procedure requires RNP 0.40 from RWY to HK491.
7. Circling and alternate - N/A.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	4000'	↑	via 085°	D	HK491
Glide Path Angle	2.80°	347	446	495	594	693						

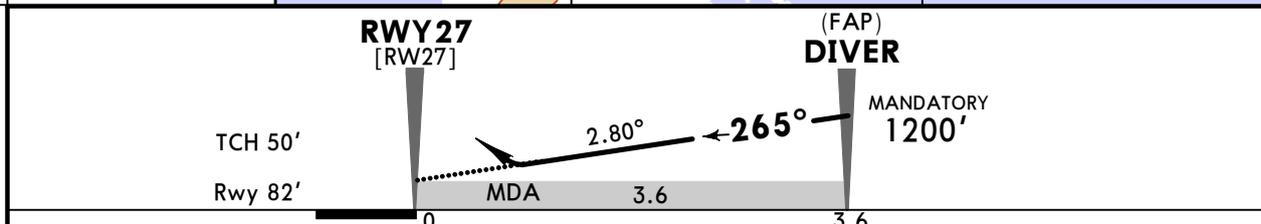
Std STRAIGHT-IN LANDING
RNP 0.30
DA(H) **650'** (631')

A	NOT APPLICABLE
B	
C	
D	

VTSP/HKT PHUKET INTL

JEPPESSEN CAT C & D **PHUKET, THAILAND**
27 OCT 23 **12-21** **Eff 2 Nov** **RNP Y Rwy 27 (AR)**

BRIEFING STRIP™	ATIS 128.0	PHUKET Approach (R) 124.7	PHUKET Arrival (R) 120.7	PHUKET Tower 118.1	Ground 121.9	
	RNAV	Final Apch Crs 265°	Mandatory Alt DIVER 1200' (1118')	RNP 0.30 DA(H) 780' (698')	Apt Elev 82' Rwy 82'	
	MISSED APCH: Climb to 4000' via the RNAV (RNP) Missed Approach track to BANLY or as directed by ATC.					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL130		Trans alt: 11000'	
RNP AR Apch		GNSS and RF required				
1. Approach not authorized when airport temperature below 20°C. 2.VTSP altimeter setting required. 3. PAPI and vertical path angle not coincident. 4. TOGA to NAV required. 5. Procedure requires RNP 0.30 from IAFs to HK591. 6. Circling and alternate - N/A.						



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI PAPI	4000'	via 265°	D	HK591
Glide Path Angle	2.80°	347	446	495	594	792					

Std STRAIGHT-IN LANDING
RNP 0.30
DA(H) **780'** (698')

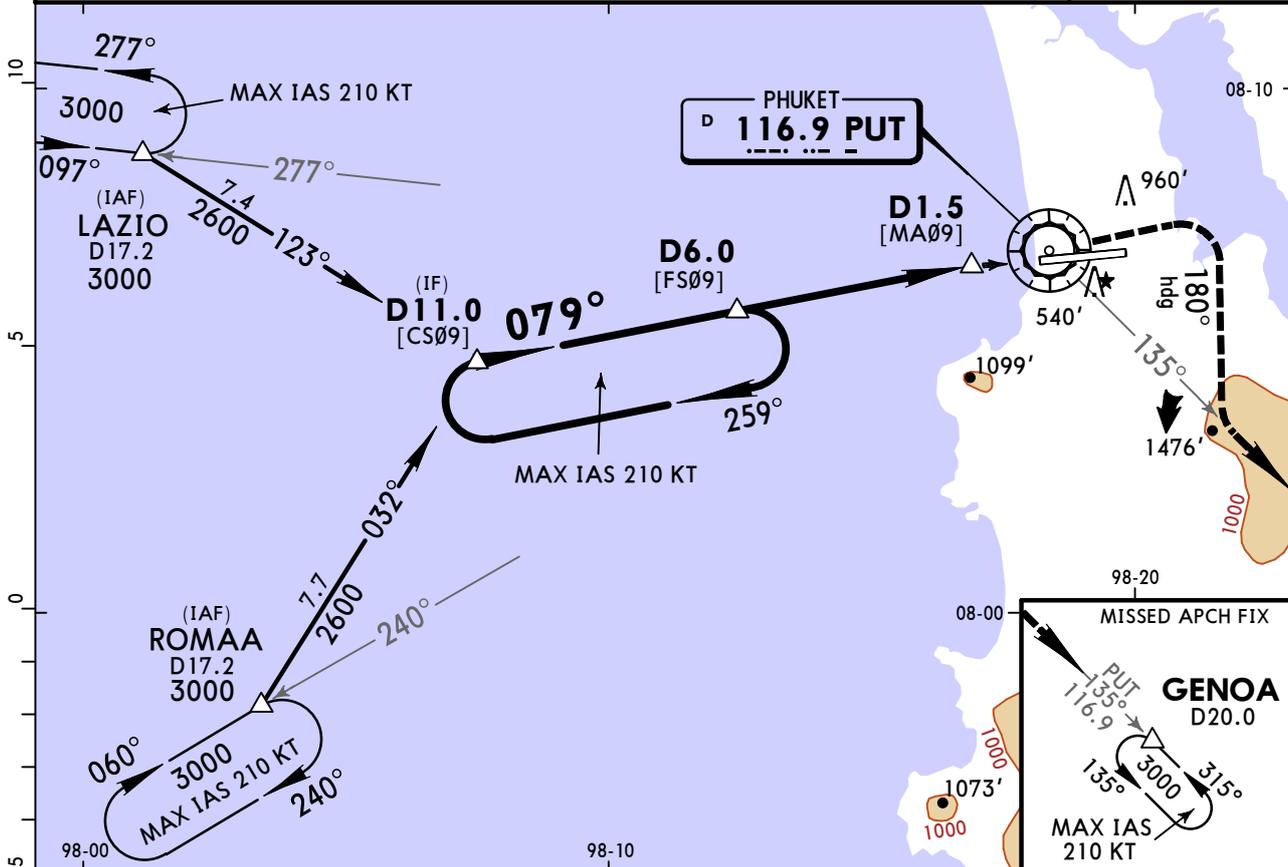
ALS out	
A	NOT APPLICABLE
B	
C	
D	

VTSP/HKT
PHUKET INTL

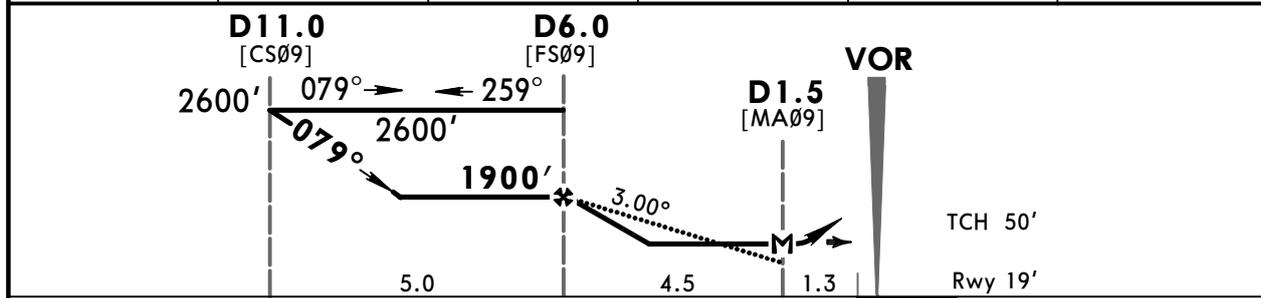
JEPPESEN
9 JUN 23 **(13-1)** Eff 15 Jun

PHUKET, THAILAND
VOR Z Rwy 09

ATIS 128.0	PHUKET Approach (R) 124.7	PHUKET Arrival (R) 120.7	PHUKET Tower 118.1	Ground 121.9
VOR PUT 116.9	Final Apch Crs 079°	Minimum Alt D6.0 1900' (1881')	DA/MDA(H) 900' (881')	Apt Elev 82' Rwy 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'				MSA PUT VOR



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



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2500'	3000'	180° hdg	
Descent Angle	3.00°	372	478	531	637	743					849
MAP at D1.5											
D6.0 to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41				

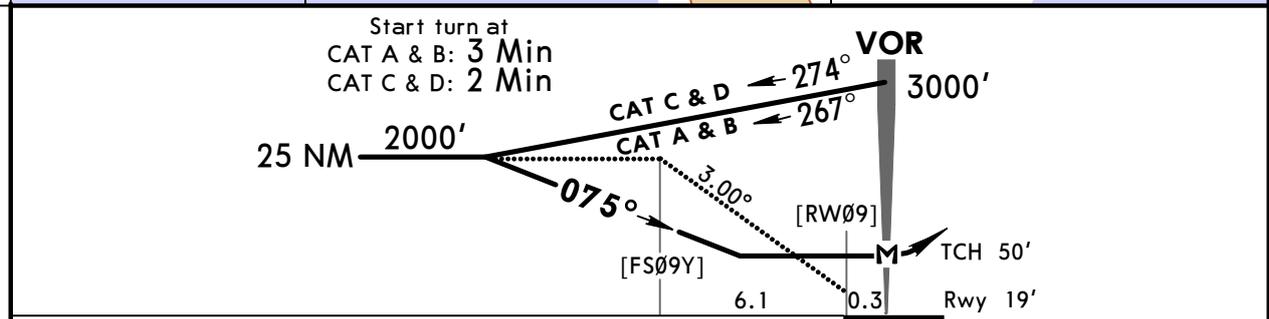
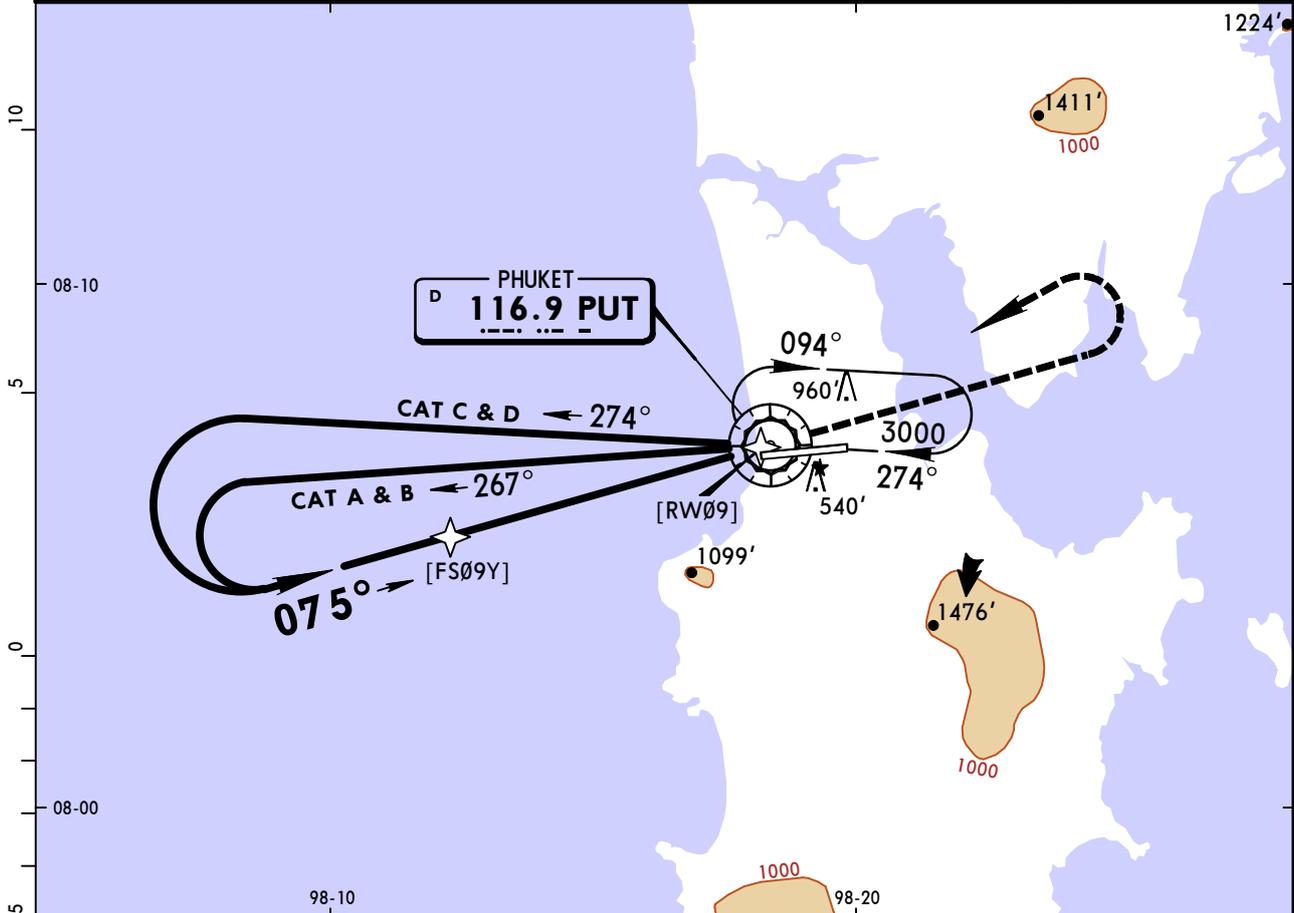
PANS OPS	Std	STRAIGHT-IN LANDING CDFA 1 DA/MDA(H) 900' (881')	Max Kts	CIRCLE-TO-LAND Circling to the left (North of aerodrome) only.		
	A	R1500m		100	1300' (1218')	V1500m
	B	R1500m		135	1300' (1218')	V1600m
	C	R4000m		180	1400' (1318')	2 V2400m
	D	R4000m		205	1400' (1318')	2 V3600m
		1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.	2 Or higher straight-in minimums.			

VTSP/HKT
PHUKET INTL

JEPPESEN
9 JUN 23 (13-2) Eff 15 Jun

PHUKET, THAILAND
VOR Y Rwy 09

ATIS 128.0	PHUKET Approach (R) 124.7	PHUKET Arrival (R) 120.7	PHUKET Tower 118.1	Ground 121.9
VOR PUT 116.9	Final Apch Crs 075°	No FAF	DA/MDA(H) 1260'(1241')	Apt Elev 82' Rwy 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.				



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at VOR									
							REIL	2500'	3000'
							PAPI	↑	LT
									PUT 116.9

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Circling to the left (North of aerodrome) only.	
	1 DA/MDA(H) 1260'(1241')		Max Kts	MDA(H)
A	R1500m		100	1300'(1218') 2 V1500m
B	R1500m		135	1300'(1218') 2 V1600m
C	R5000m		180	1400'(1318') 2 V2400m
D	R5000m		205	1400'(1318') 2 V3600m

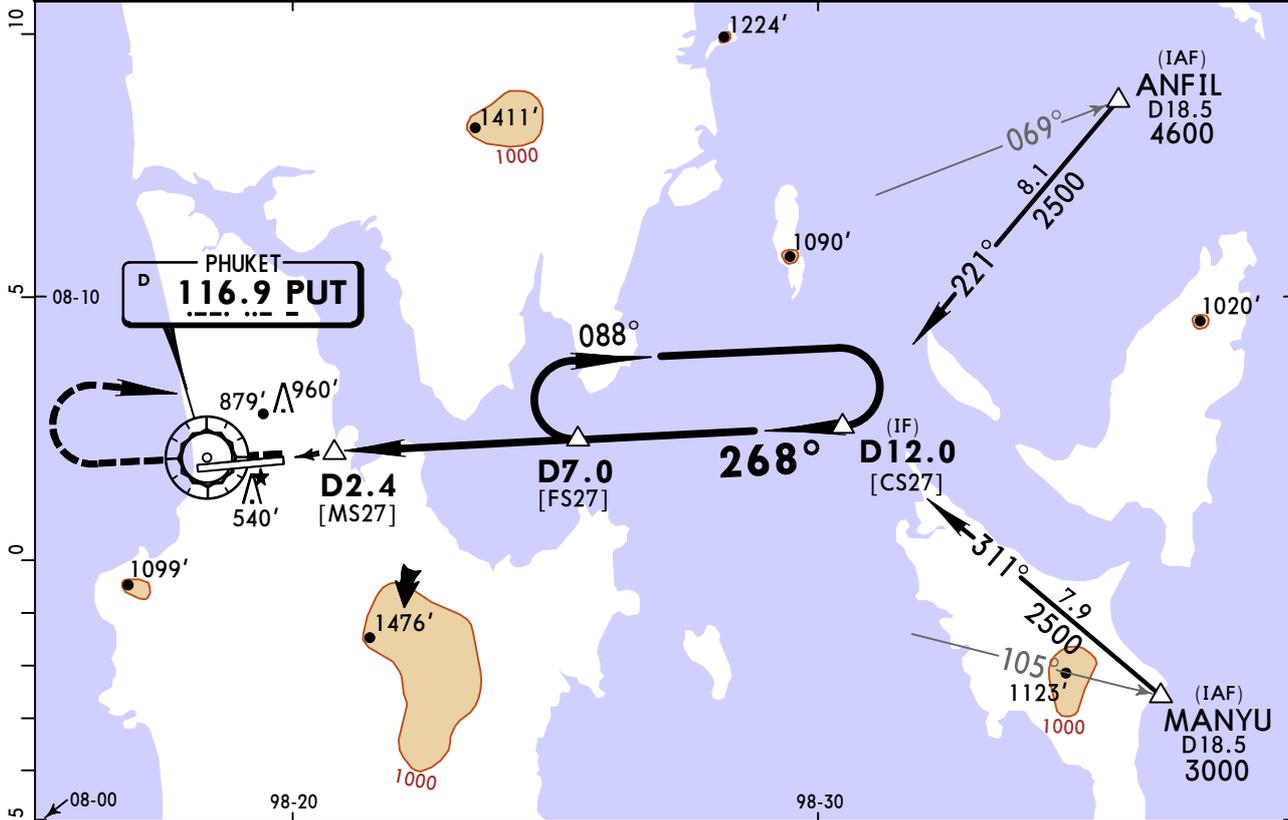
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 Or higher straight-in minimums.
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PHUKET INTL

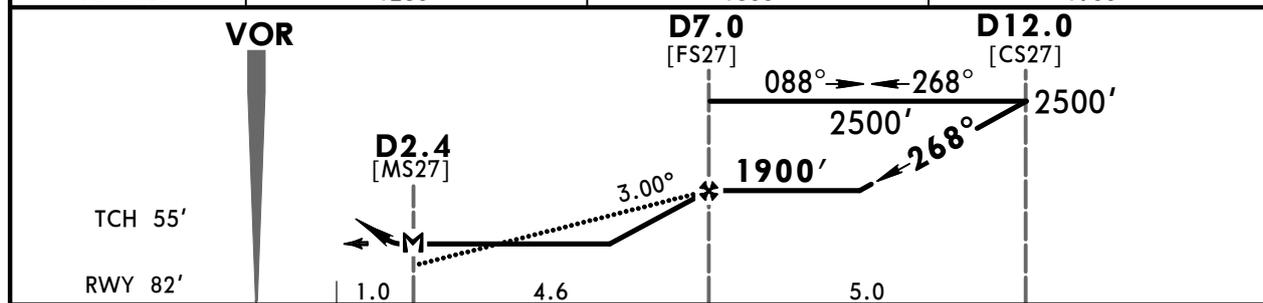
JEPPESEN
9 JUN 23 (13-3) Eff 15 Jun

PHUKET, THAILAND
VOR Z Rwy 27

ATIS	PHUKET Approach (R)	PHUKET Arrival (R)	PHUKET Tower	Ground
128.0	124.7	120.7	118.1	121.9
VOR PUT 116.9	Final Apch Crs 268°	Minimum Alt D7.0 1900' (1818')	DA/MDA(H) 1060' (978')	Apt Elev 82' Rwy 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 Trans alt: 11000' 1. PUT VOR DME required.				



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



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI PAPI
Descent Angle	3.00°	372	478	531	637	849	
MAP at D2.4							
D7.0 to MAP	4.6	3:57	3:04	2:46	2:18	1:58	

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Circling to the right (North of aerodrome) only.	
	DA/MDA(H) 1060' (978')			
	ALS out		Max Kts	MDA(H)
	A	R1500m	100	1300' (1218') V1500m
B	R1500m	135	1300' (1218') V1600m	
C	R2400m	180	1400' (1318') V2400m	
D	R2400m	205	1400' (1318') V3600m	

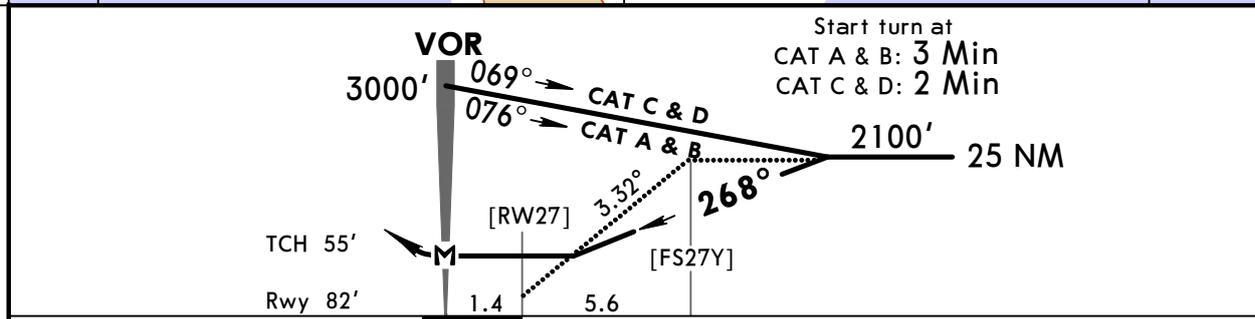
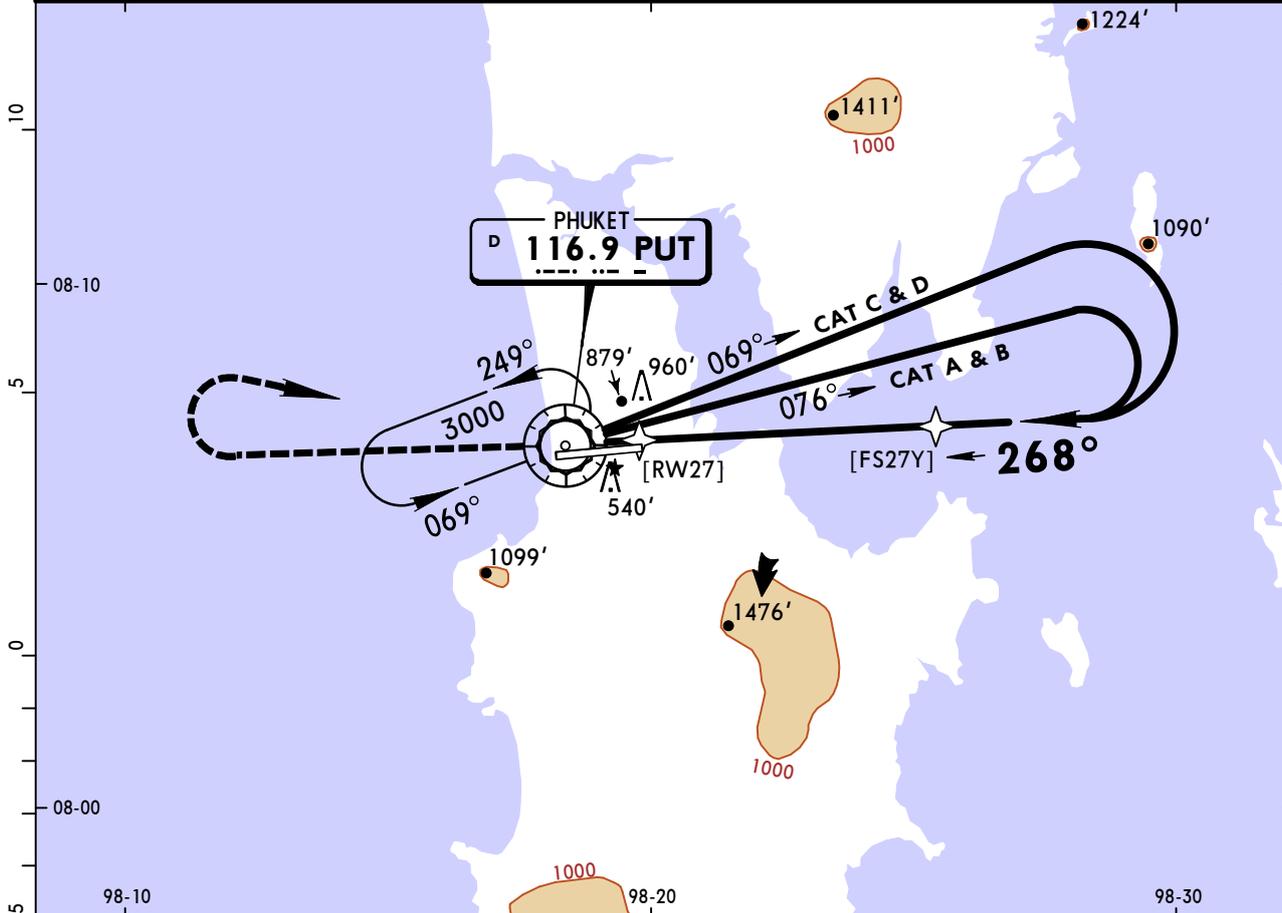
■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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PHUKET INTL

JEPPESEN
9 JUN 23 (13-4) Eff 15 Jun

PHUKET, THAILAND
VOR Y Rwy 27

ATIS 128.0		PHUKET Approach (R) 124.7	PHUKET Arrival (R) 120.7	PHUKET Tower 118.1	Ground 121.9
VOR PUT 116.9	Final Apch Crs 268°	No FAF	DA/MDA(H) 1080' (998')	Apt Elev 82' Rwy 82'	
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.					
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.					MSA PUT VOR



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI - PAPI ---	2500'	3000'	PUT 116.9
Descent Angle	3.32°	411	529	587	705	822				
MAP at VOR										

PANS OPS	Std	STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND Circling to the right (North of aerodrome) only.		
		DA/MDA(H) 1080' (998')		Max Kts. MDA(H)		
		ALS out				
	A	R1500m		100	1300' (1218')	V1500m
	B	R1500m		135	1300' (1218')	V1600m
C	R2400m		180	1400' (1318')	V2400m	
D	R2400m		205	1400' (1318')	V3600m	

V VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PHUKET, (PHUKET INTL - VTSP)				
REV	RWY CONSTRUCTION (TEMP)	10-8D	24 May 2024	
ADD	RWY CONSTRUCTION (TEMP) (...)	10-8D1	24 May 2024	
DEL	RWY CONSTRUCTION (TEMP) (...)	10-8E	24 May 2024	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport VTSP

Type: Terminal
Effectivity: Temporary
Begin Date: 20231102
End Date: 20250531

Runway 27 ILS Glide Slope unusable due to GP is changed the location from 2 November 2023 at 0001 UTC to 31 May 2025 at 0001 UTC.

Type: Terminal
Effectivity: Temporary
Begin Date: 20240505
End Date: 20241001

The sequence flashing lights of runway 27 will be unserviceable from the threshold runway 27 to a distance 1378'(420m) from 5 MAY 2024 at 0000 UTC to 30 SEP 2024 at 1700 UTC.

Type: Terminal
Effectivity: Temporary
Begin Date: 20240505
End Date: 20241001

Runway End Identifier Lights (REIL) of Rwy 09 will be unserviceable from 5 MAY 2024 0000 UTC to 30 SEP 2024 at 17000 UTC.

Chart Change Notices for Country THA

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: 20230615
End Date: 20240715

STN VOR is temporarily suspended. Waypoint SAPUD (090746.24N 0990805.09E) is established at the same coordinates of STN VOR.