

STAR

JEPPESEN

17 AUG 01

10-2

PHUKET, THAILAND

PHUKET INTL

ATIS 128.0

TRANS LEVEL: FL 130
TRANS ALT: 11000'

BORNA ONE ALPHA ARRIVAL
[BORN1A]
(RWY 09)

BORNA ONE BRAVO ARRIVAL
[BORN1B]
(RWY 27)

(RADAR REQUIRED)

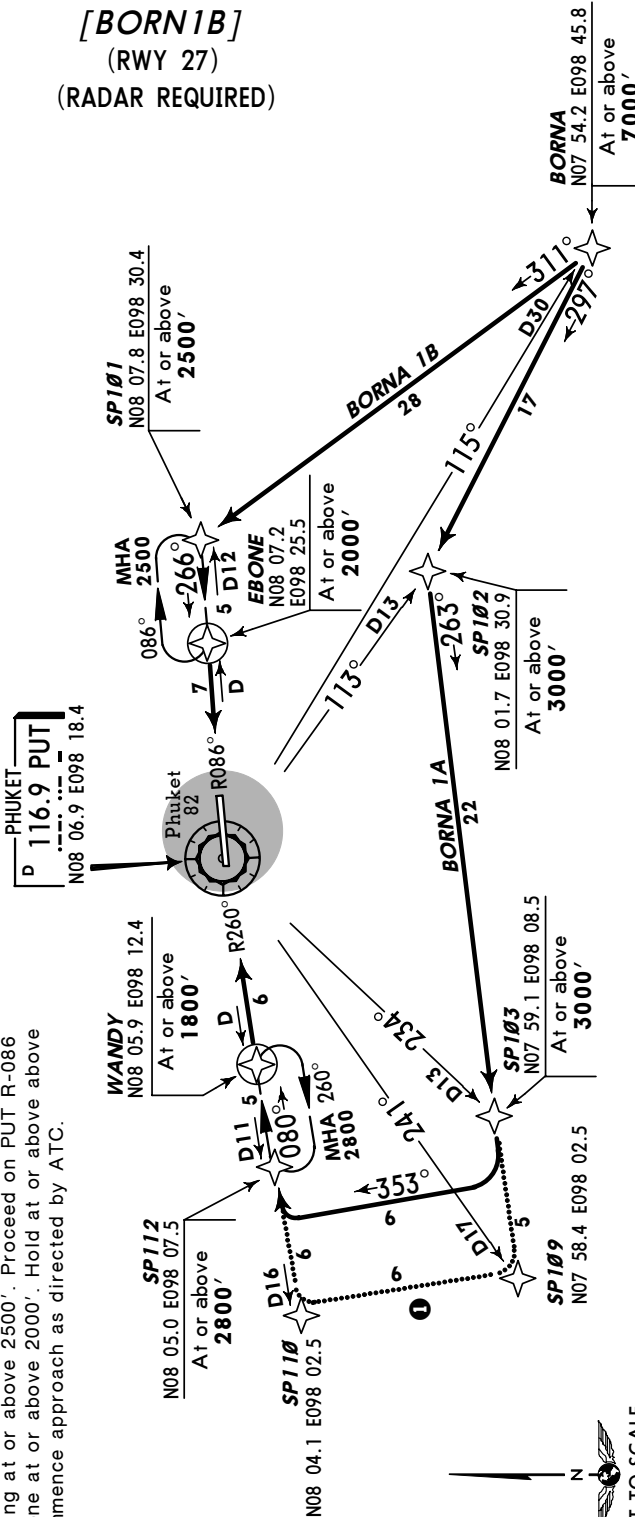
LOST COMMUNICATIONS PROCEDURE ONLY
Squawk A7600, MAINTAIN last assigned altitude. Proceed in accordance with the latest ATC route clearance acknowledged. Make one complete holding pattern at Wandy or Ebone as published then commence approach.

BORNA ONE ALPHA ARRIVAL
[BORN1A]
(RWY 09)
BORNA ONE BRAVO ARRIVAL
[BORN1B]
(RWY 27)
(RADAR REQUIRED)

ARRIVALS

BORNA 1A: From Borna at or above 7000', track 297° to SP102 crossing at or above 3000'. Then track 263° to cross SP103 at or above 3000'. Turn RIGHT and track 353° to SP112 crossing at or above 2800'. Proceed on PUT R-260 to Wandy, crossing at or above 1800'. Hold at or above 2800' or commence approach as directed by ATC.

BORNA 1B: From Borna at or above 7000', track 311° to SP101 crossing at or above 2500'. Proceed on PUT R-086 to cross Ebone at or above 2000'. Hold at or above 2500' or commence approach as directed by ATC.



GPS/FMS/RNAV OPTIONAL ROUTES ASSIGNED BY ATC ONLY.

NOT TO SCALE

STAR

JEPPESEN

17 AUG 01

10-2A

PHUKET, THAILAND
PHUKET INTL

ATIS 128.0

TRANS LEVEL: FL 130
TRANS ALT: 11000'

CORRY ONE ALPHA ARRIVAL
[CORR1A]

(RWY 09)

CORRY ONE BRAVO ARRIVAL
[CORR1B]

(RWY 27)

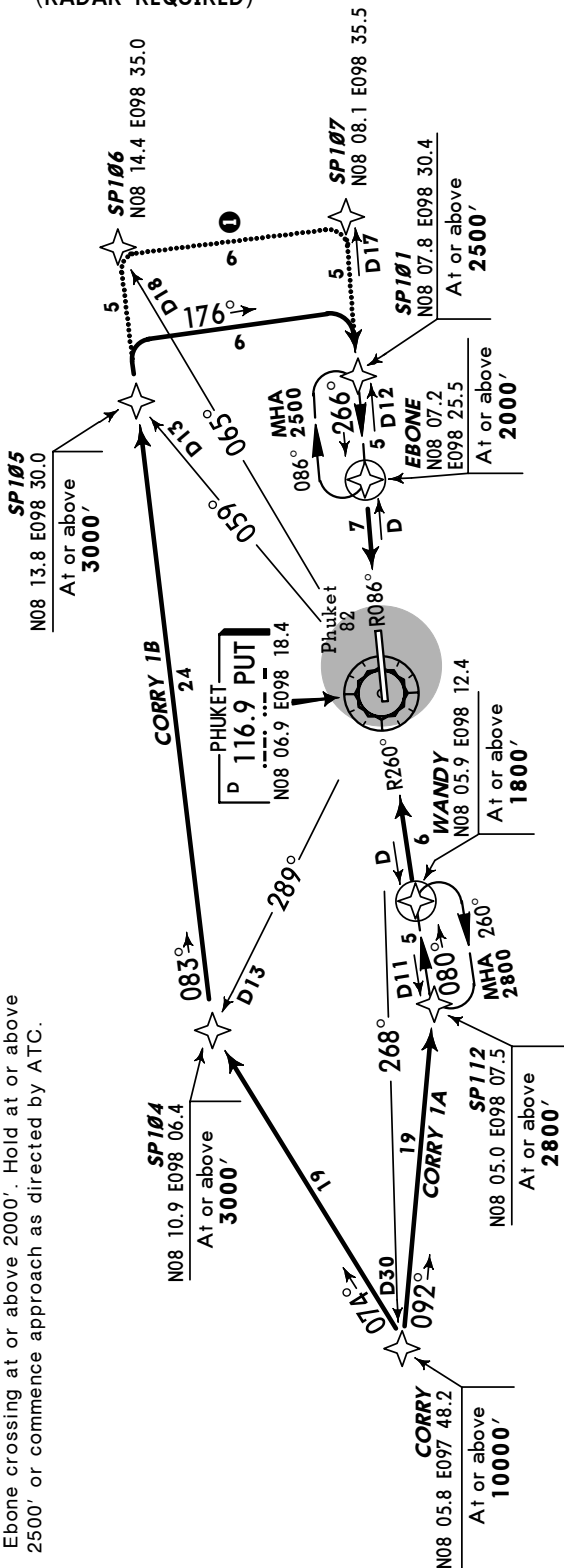
(RADAR REQUIRED)

LOST COMMUNICATIONS PROCEDURE ONLY
Squawk A7600, MAINTAIN last assigned altitude. Proceed in accordance with the latest ATC route clearance acknowledged. Make one complete holding pattern at Wandy or Ebone as published then commence approach.

CORRY ONE ALPHA ARRIVAL
[CORR1A]
(RWY 09)
CORRY ONE BRAVO ARRIVAL
[CORR1B]
(RWY 27)
(RADAR REQUIRED)

ARRIVALS

CORRY 1A: From Corry at or above 10000' track 092° to cross SP112 at or above 2800'. Proceed on PUT R-260 to Wandy, crossing at or above 1800'. Hold at or above 2800' or commence approach as directed by ATC.
CORRY 1B: From Corry at or above 10000' track 074° to cross SP104 at or above 3000'. Then track 083° to cross SP105 at or above 3000'. Turn RIGHT and track 176° to cross SP101 at or above 2500'. Proceed on PUT R-086 to Ebone crossing at or above 2000'. Hold at or above 2500' or commence approach as directed by ATC.



GPS/FMS/RNAV OPTIONAL ROUTES
ASSIGNED BY ATC ONLY.

ATIS **128.0**

TRANS LEVEL: FL 130
 TRANS ALT: 11000'

LANNO ONE ALPHA ARRIVAL
[LANNTA]
 (RWY 09)

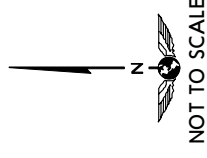
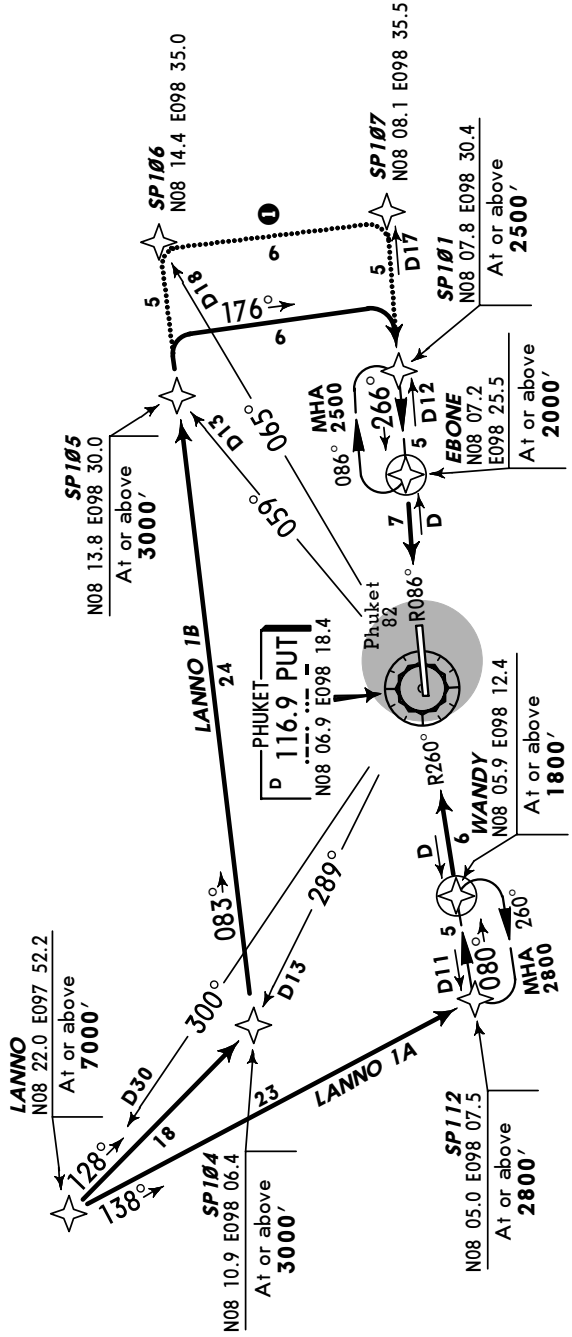
LANNO ONE BRAVO ARRIVAL
[LANNTB]
 (RWY 27)
 (RADAR REQUIRED)

LOST COMMUNICATIONS PROCEDURE ONLY
 Squawk A7600, MAINTAIN last assigned altitude.
 Proceed in accordance with the latest ATC route clearance acknowledged. Make one complete holding pattern at Wandy or Ebone as published then commence approach.

GPS/FMS/RNAV OPTIONAL ROUTES
 ASSIGNED BY ATC ONLY.

LANNO ONE ALPHA ARRIVAL
[LANNTA]
 (RWY 09)
LANNO ONE BRAVO ARRIVAL
[LANNTB]
 (RWY 27)
(RADAR REQUIRED)

ARRIVALS
LANNO 1A: From Lanno at or above 7000' track 138° to cross SP112 at or above 2800'. Proceed on PUT R-260 to Wandy, crossing at or above 1800'. Hold at or above 2800' or commence approach as directed by ATC.
LANNO 1B: From Lanno at or above 7000' track 128° to cross SP104 at or above 3000', then track 083° to cross SP105 at or above 3000'. Turn RIGHT and track 176° to cross SP101 at or above 2500'. Proceed on PUT R-086 to Ebone, crossing at or above 2000'. Hold at or above 2500' or commence approach as directed by ATC.



STAR

JEPPESEN

12 OCT 01

10-2C

PHUKET, THAILAND

PHUKET INTL

ATIS **128.0**

TRANS LEVEL: FL 130
TRANS ALT: 11000'

MODON TWO ALPHA ARRIVAL
[MOD02A]

(RWY 09)

MODON TWO BRAVO ARRIVAL
[MOD02B]

(RWY 27)

(RADAR REQUIRED)

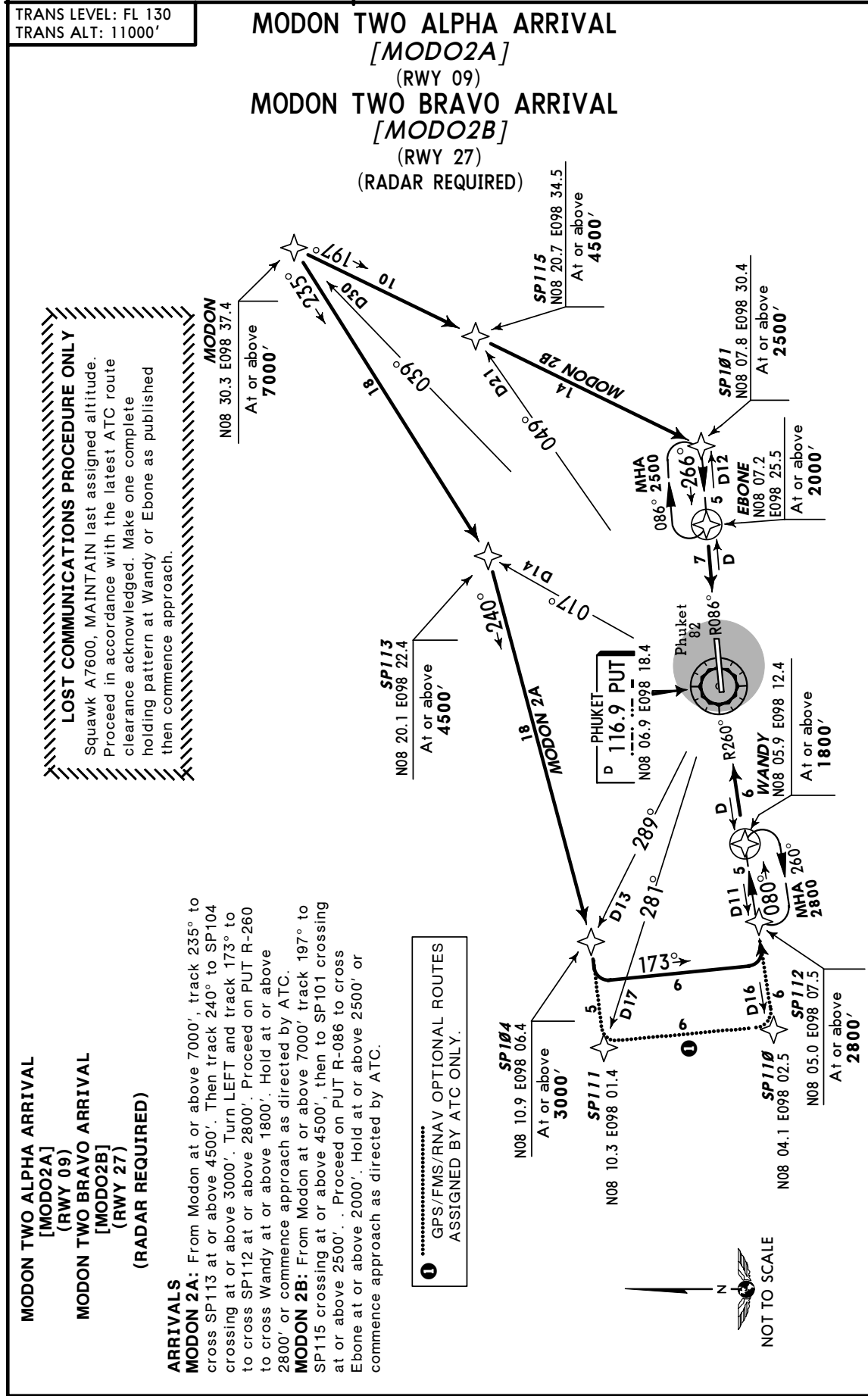
LOST COMMUNICATIONS PROCEDURE ONLY
Squawk A7600, MAINTAIN last assigned altitude. Proceed in accordance with the latest ATC route clearance acknowledged. Make one complete holding pattern at Wandy or Ebone as published then commence approach.

MODON TWO ALPHA ARRIVAL
[MOD02A]
(RWY 09)
MODON TWO BRAVO ARRIVAL
[MOD02B]
(RWY 27)
(RADAR REQUIRED)

ARRIVALS

MODON 2A: From Modon at or above 7000', track 235° to cross SP113 at or above 4500'. Then track 240° to SP104 crossing at or above 3000'. Turn LEFT and track 173° to cross SP112 at or above 2800'. Proceed on PUT R-260 to cross Wandy at or above 1800'. Hold at or above 2800' or commence approach as directed by ATC.
MODON 2B: From Modon at or above 7000' track 197° to SP115 crossing at or above 4500', then to SP101 crossing at or above 2500'. Proceed on PUT R-086 to cross Ebone at or above 2000'. Hold at or above 2500' or commence approach as directed by ATC.

GPS/FMS/RNAV OPTIONAL ROUTES
ASSIGNED BY ATC ONLY.



JEPPESEN

12 OCT 01 **(10-2D)**

STAR
PHUKET, THAILAND
PHUKET INTL

ATIS **128.0**

TRANS LEVEL: FL 130
TRANS ALT: 11000'

MOSTA ONE ALPHA ARRIVAL
[MOST1A]
(RWY 09)
MOSTA TWO BRAVO ARRIVAL
[MOST2B]
(RWY 27)
(RADAR REQUIRED)

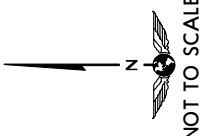
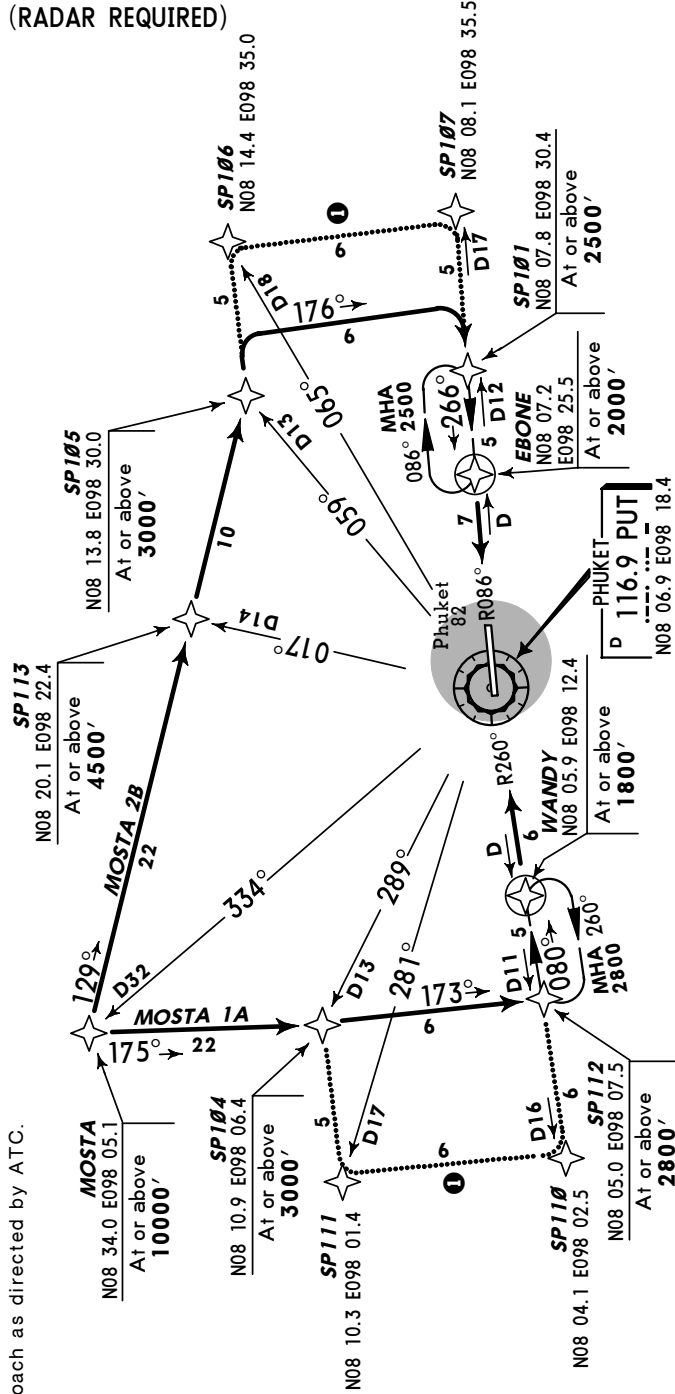
LOST COMMUNICATIONS PROCEDURE ONLY
Squawk A7600, MAINTAIN last assigned altitude. Proceed in accordance with the latest ATC route clearance acknowledged. Make one complete holding pattern at Wandy or Ebone as published then commence approach.

GPS/FMS/RNAV OPTIONAL ROUTES
ASSIGNED BY ATC ONLY.

MOSTA ONE ALPHA ARRIVAL
[MOST1A] (RWY 01)
MOSTA TWO BRAVO ARRIVAL
[MOST2B] (RWY 27)
(RADAR REQUIRED)

ARRIVALS

MOSTA 1A: From Mosta at or above 10000' track 175° to SP104 crossing at or above 3000'. Then track 173° to SP112 crossing at or above 2800'. Proceed on PUT R-260 to Wandy, crossing at or above 1800'. Hold at or above 2800' or commence approach as directed by ATC.
MOSTA 2B: From Mosta at or above 10000' track 129° to SP113 crossing at or above 4500', then to SP105 crossing at or above 3000', then track 176° to SP101 crossing at or above 2500'. Proceed on PUT R-086 to cross Ebone at or above 2000'. Hold at or above 2500' or commence approach as directed by ATC.



STAR

JEPPESEN

12 OCT 01

10-2E

PHUKET, THAILAND

PHUKET INTL

ATIS 128.0

TRANS LEVEL: FL 130
TRANS ALT: 11000'

OSITO ONE ALPHA ARRIVAL
[OSIT1A]
(RWY 09)

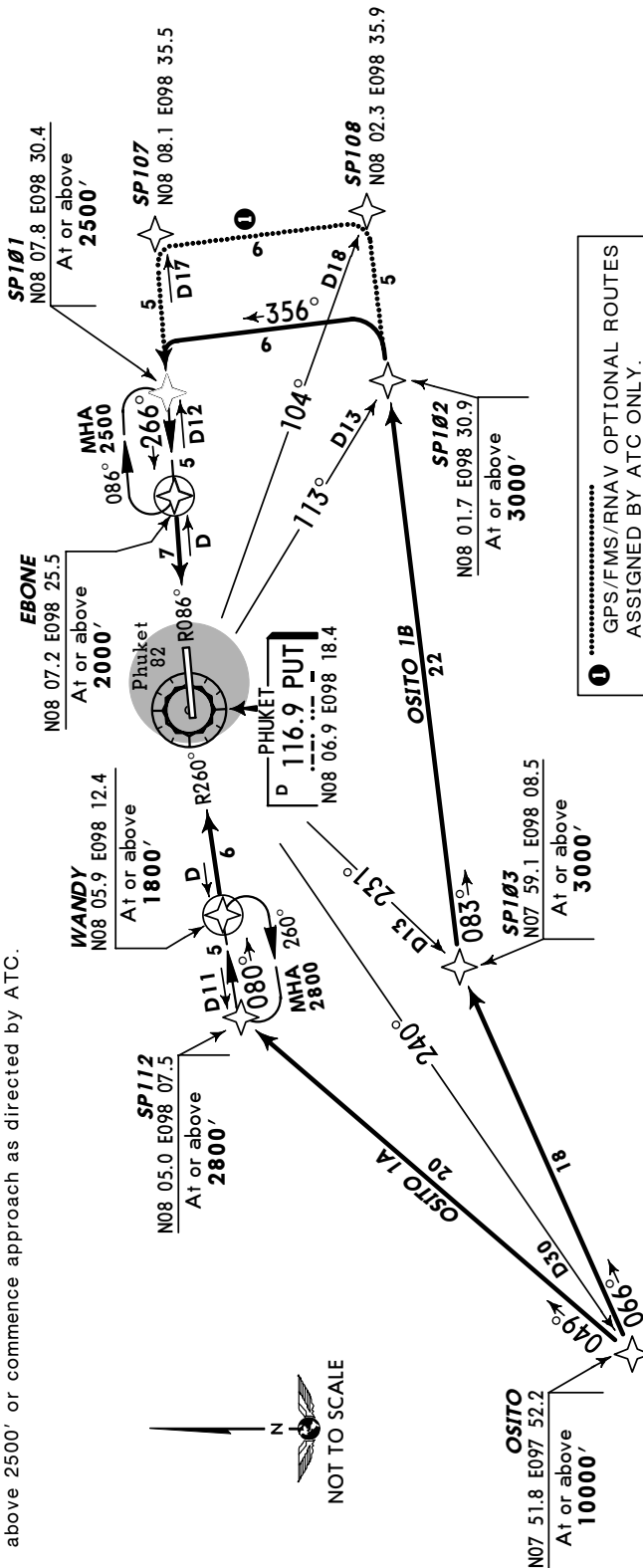
OSITO ONE BRAVO ARRIVAL
[OSIT1B]
(RWY 27)
(RADAR REQUIRED)

LOST COMMUNICATIONS PROCEDURE ONLY
Squawk A7600, MAINTAIN last assigned altitude. Proceed in accordance with the latest ATC route clearance acknowledged. Make one complete holding pattern at Wandy or Ebone as published then commence approach.

OSITO ONE ALPHA ARRIVAL
[OSIT1A]
(RWY 09)
OSITO ONE BRAVO ARRIVAL
[OSIT1B]
(RWY 27)
(RADAR REQUIRED)

ARRIVALS

OSITO 1A: From Osito at or above 10000' track 049° to SP112 crossing at or above 2800'. Proceed on PUT R-260 to cross Wandy at or above 1800'. Hold at or above 2800' or commence approach as directed by ATC.
OSITO 1B: From Osito at or above 10000' track 066° to crossing SP103 at or above 3000'. Then track 083° to SP102 crossing at or above 3000'. Turn LEFT and track 356° to SP101 crossing at or above 2500'. Proceed on PUT R-086 to cross Ebone at or above 2000'. Hold at or above 2500' or commence approach as directed by ATC.



STAR

JEPPESEN

17 AUG 01

10-2F

PHUKET, THAILAND

PHUKET INTL

ATIS 128.0

TRANS LEVEL: FL 130
TRANS ALT: 11000'

ROMBO ONE ALPHA ARRIVAL
[ROMB1A]
(RWY 09)

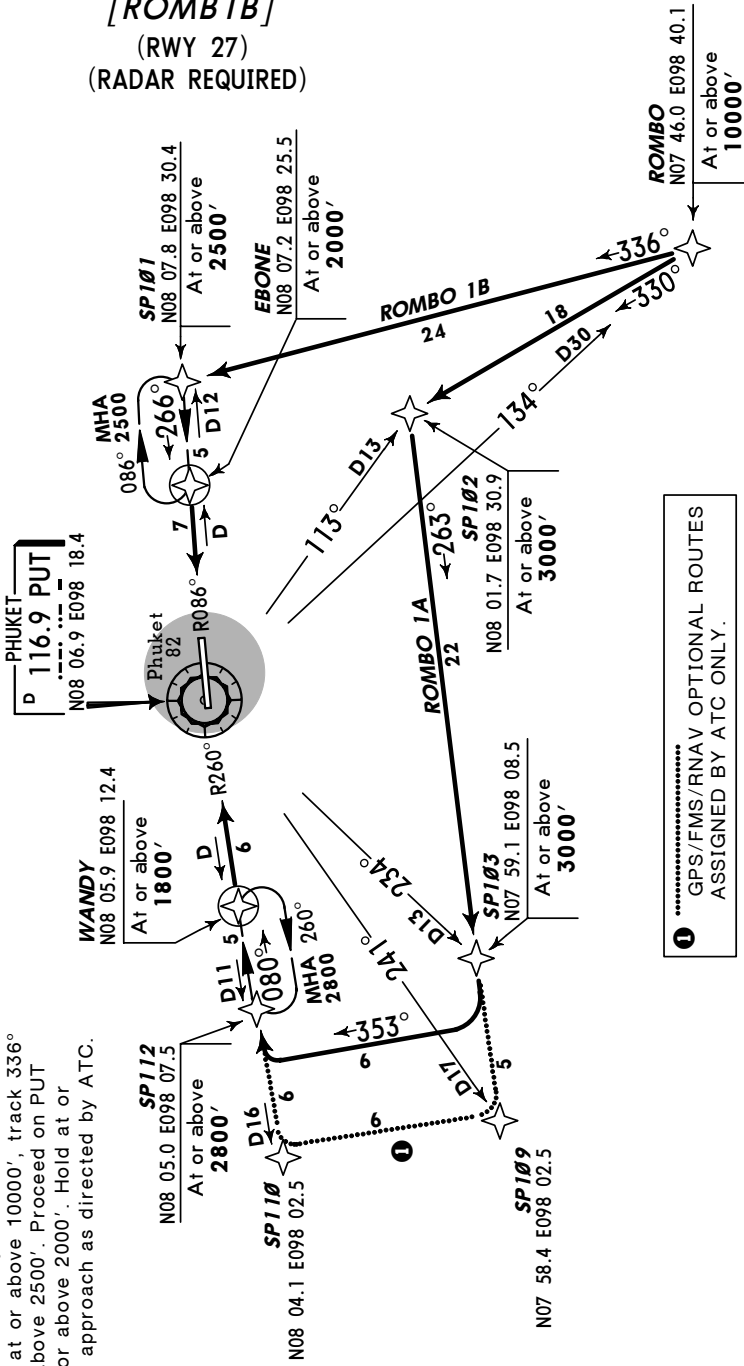
ROMBO ONE BRAVO ARRIVAL
[ROMB1B]
(RWY 27)
(RADAR REQUIRED)

LOST COMMUNICATIONS PROCEDURE ONLY
Squawk A7600, MAINTAIN last assigned altitude. Proceed in accordance with the latest ATC route clearance acknowledged. Make one complete holding pattern at Wandy or Ebone as published then commence approach.

ROMBO ONE ALPHA ARRIVAL
[ROMB1A]
(RWY 09)
ROMBO ONE BRAVO ARRIVAL
[ROMB1B]
(RWY 27)
(RADAR REQUIRED)

ARRIVALS

ROMBO 1A: From Rombo at or above 10000' track 330° to SP102 crossing at or above 3000'. Then track 263° to SP103 crossing at or above 3000'. Turn RIGHT and track 353° to SP112 crossing at or above 2800'. Proceed on PUT R-260 to cross Wandy at or above 1800'. Hold at or above 2800' or commence approach as directed by ATC.
ROMBO 1B: From Rombo at or above 10000', track 336° to SP101 crossing at or above 2500'. Proceed on PUT R-086 to cross Ebone at or above 2000'. Hold at or above 2500' or commence approach as directed by ATC.



GPS/FMS/RNAV OPTIONAL ROUTES ASSIGNED BY ATC ONLY.

STAR

JEPPESEN

17 AUG 01

10-2G

PHUKET, THAILAND

PHUKET INTL

ATIS 128.0

TRANS LEVEL: FL 130
TRANS ALT: 11000'

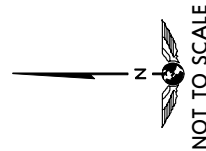
SAMOS ONE ALPHA ARRIVAL
[SAMO1A]

(RWY 09)

SAMOS ONE BRAVO ARRIVAL
[SAMO1B]

(RWY 27)

(RADAR REQUIRED)



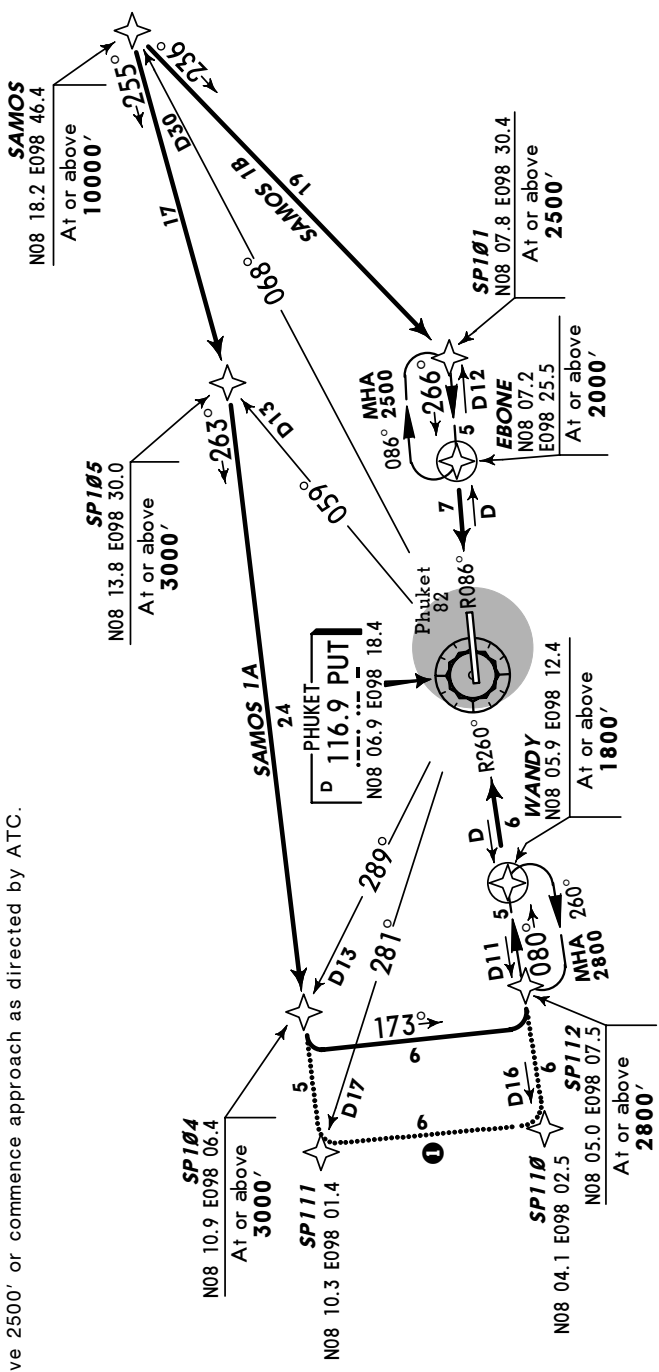
LOST COMMUNICATIONS PROCEDURE ONLY
Squawk A7600, MAINTAIN last assigned altitude. Proceed in accordance with the latest ATC route clearance acknowledged. Make one complete holding pattern at Wandy or Ebone as published then commence approach.

GPS/FMS/RNAV OPTIONAL ROUTES ASSIGNED BY ATC ONLY.

SAMOS ONE ALPHA ARRIVAL
[SAMO1A]
(RWY 09)
SAMOS ONE BRAVO ARRIVAL
[SAMO1B]
(RWY 27)
(RADAR REQUIRED)

ARRIVALS

SAMOS 1A: From Samos at or above 10000', track 255° to SP105 crossing at or above 3000'. Then track 263° to SP104 crossing at or above 3000'. Turn LEFT and track 173° to SP112 crossing at or above 2800'. Proceed on PUT R-260 to cross Wandy at or above 1800'. Hold at or above 2800' or commence approach as directed by ATC.
SAMOS 1B: From Samos at or above 10000' track 236° to SP101 crossing at or above 2500'. Proceed on PUT R-086 to cross Ebone at or above 2000'. Hold at or above 2500' or commence approach as directed by ATC.



JEPPESEN

12 OCT 01 (10-2H)

STAR
PHUKET, THAILAND

PHUKET INTL

ATIS 128.0

TRANS LEVEL: FL 130
TRANS ALT: 11000'

TARIS ONE ALPHA ARRIVAL
[TARI1A]

(RWY 09)

TARIS TWO BRAVO ARRIVAL
[TARI2B]

(RWY 27)

(RADAR REQUIRED)

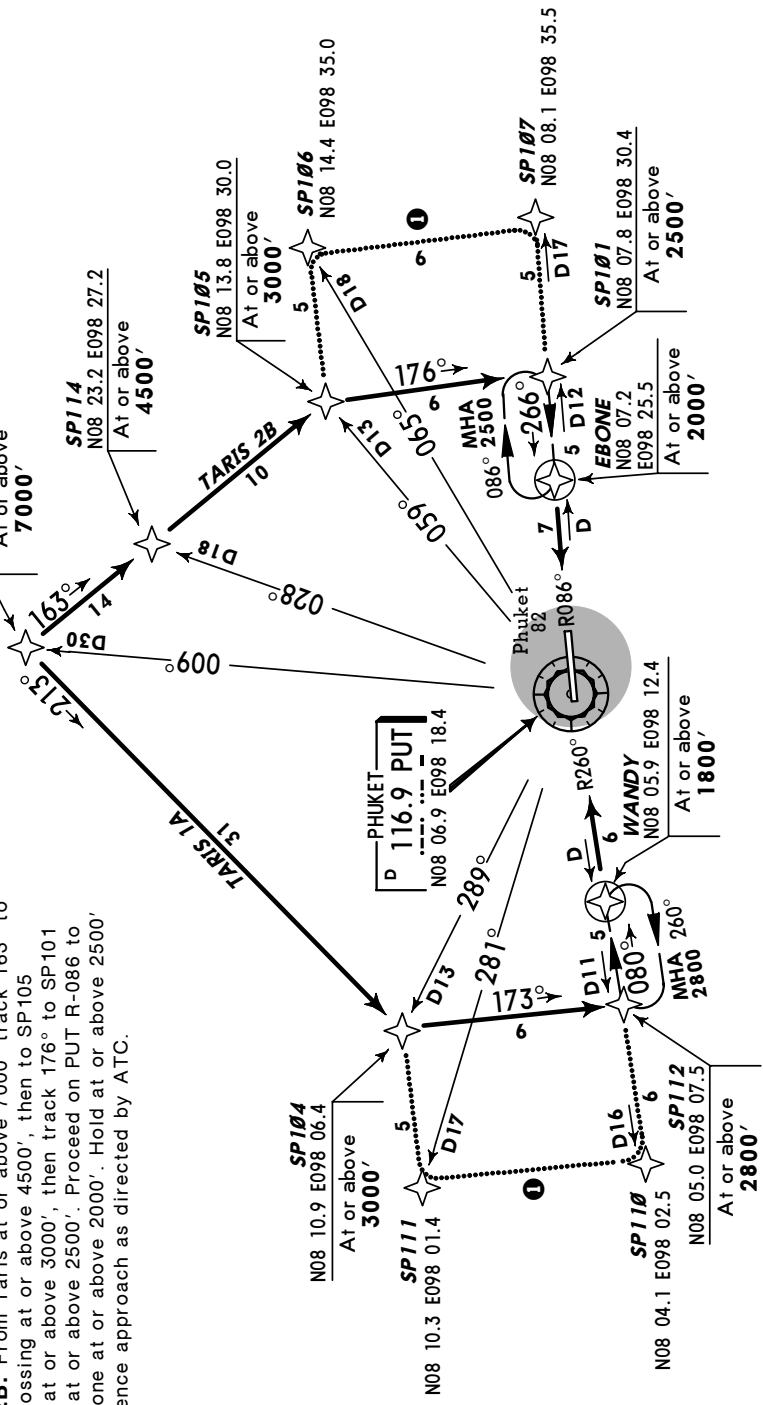
LOST COMMUNICATIONS PROCEDURE ONLY
Squawk A7600, MAINTAIN last assigned altitude. Proceed in accordance with the latest ATC route clearance acknowledged. Make one complete holding pattern at Wandy or Ebone as published then commence approach.

GPS/FMS/RNAV OPTIONAL ROUTES ASSIGNED BY ATC ONLY.

TARIS ONE ALPHA ARRIVAL
[TARI1A]
(RWY 09)
TARIS TWO BRAVO ARRIVAL
[TARI2B]
(RWY 27)
(RADAR REQUIRED)

ARRIVALS

TARIS 1A: From Taris at or above 7000' track 213° to SP104 crossing at or above 3000'. Then track 173° to SP112 crossing at or above 2800'. Proceed on PUT R-260 to cross Wandy at or above 1800'. Hold at or above 2800' or commence approach as directed by ATC.
TARIS 2B: From Taris at or above 7000' track 163° to SP114 crossing at or above 4500', then to SP105 crossing at or above 3000', then track 176° to SP101 crossing at or above 2500'. Proceed on PUT R-086 to cross Ebone at or above 2000'. Hold at or above 2500' or commence approach as directed by ATC.



SID

JEPPESEN

31 MAR 00

10-3

**PHUKET, THAILAND
PHUKET INTL**

TRANS LEVEL: BY ATC
TRANS ALT: 11000'

**SURAT ONE ALFA (STN 1A)
(RWY 09)
SURAT ONE BRAVO (STN 1B)
(RWY 27)**

Contact Phuket Radar on 124.7 after take-off.
Rwy 09 departure requires a minimum climb gradient of:

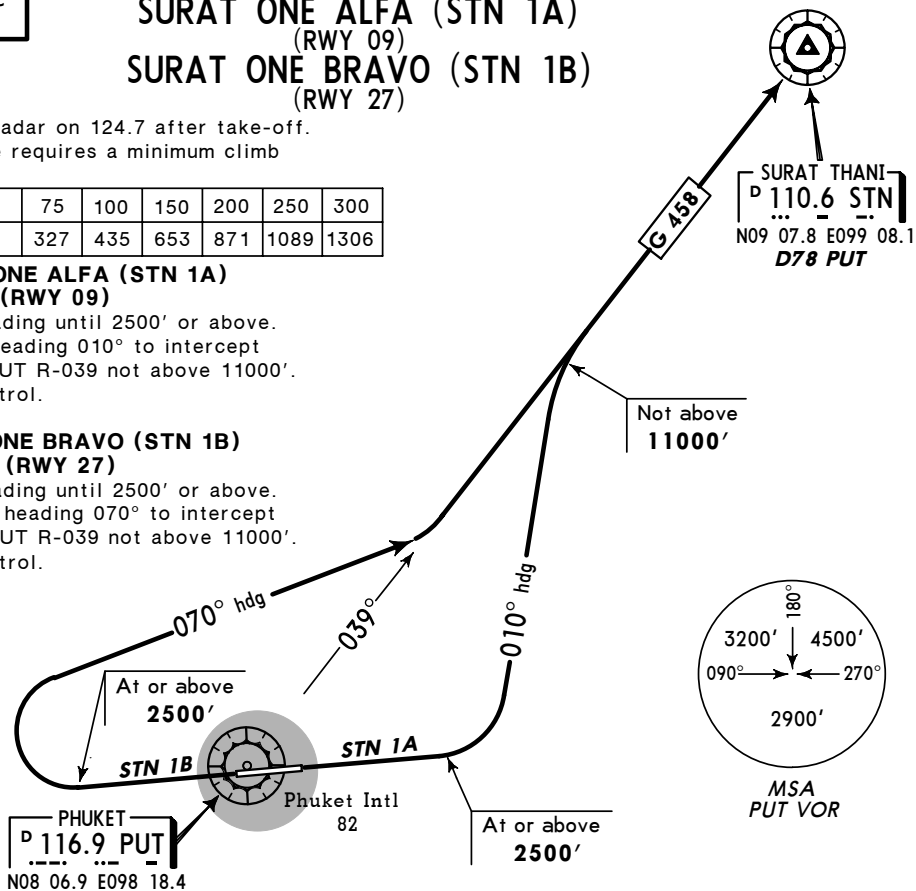
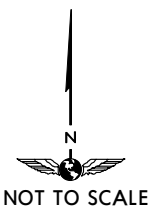
Gnd speed-Kts	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

**SURAT ONE ALFA (STN 1A)
(RWY 09)**

Climb runway heading until 2500' or above.
Then turn LEFT heading 010° to intercept and proceed on PUT R-039 not above 11000'.
Expect radar control.

**SURAT ONE BRAVO (STN 1B)
(RWY 27)**

Climb runway heading until 2500' or above.
Then turn RIGHT heading 070° to intercept and proceed on PUT R-039 not above 11000'.
Expect radar control.



**TRANG ONE ALFA (TRN 1A)
(RWY 09)
TRANG ONE BRAVO (TRN 1B)
(RWY 27)**

Contact Phuket Radar on 124.7 after take-off.
Rwy 09 departure requires a minimum climb gradient of:

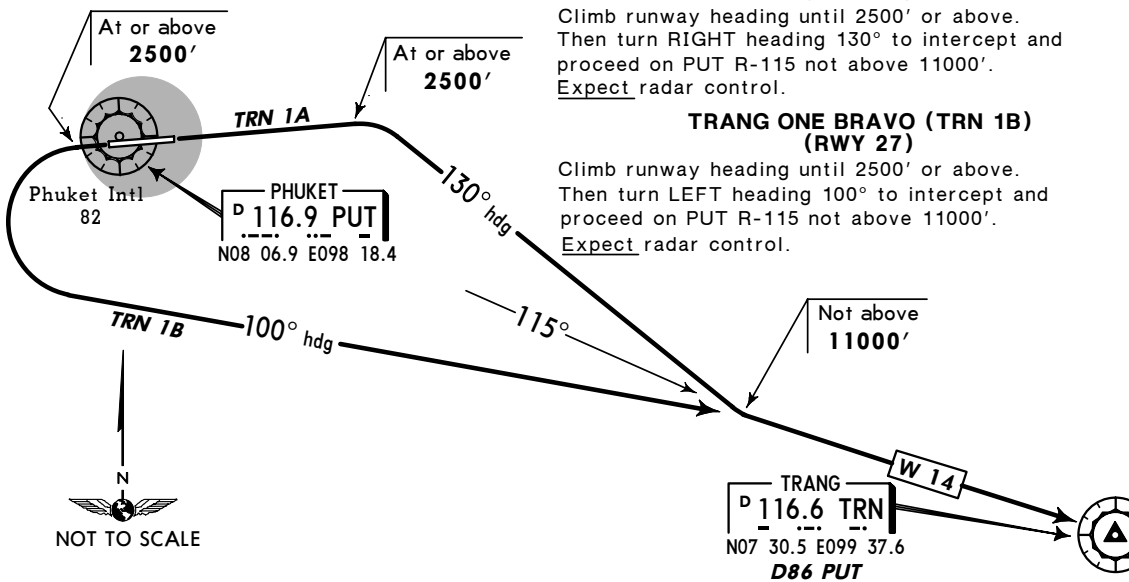
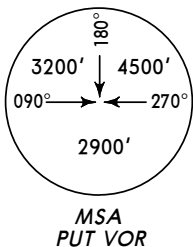
Gnd speed-Kts	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

**TRANG ONE ALFA (TRN 1A)
(RWY 09)**

Climb runway heading until 2500' or above.
Then turn RIGHT heading 130° to intercept and proceed on PUT R-115 not above 11000'.
Expect radar control.

**TRANG ONE BRAVO (TRN 1B)
(RWY 27)**

Climb runway heading until 2500' or above.
Then turn LEFT heading 100° to intercept and proceed on PUT R-115 not above 11000'.
Expect radar control.



SID

JEPPESEN

31 MAR 00

10-3A

PHUKET, THAILAND
PHUKET INTL

TRANS LEVEL: BY ATC
TRANS ALT: 11000'

UTHAI ONE ALFA (UTHAI 1A)

(RWY 09)

UTHAI ONE BRAVO (UTHAI 1B)

(RWY 27)

Contact Phuket Radar on 124.7 after take-off. Rwy 09 departure requires a minimum climb gradient of:

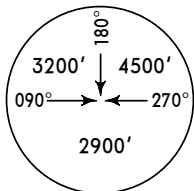
Gnd speed-Kts	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

UTHAI ONE ALFA (UTHAI 1A)
(RWY 09)

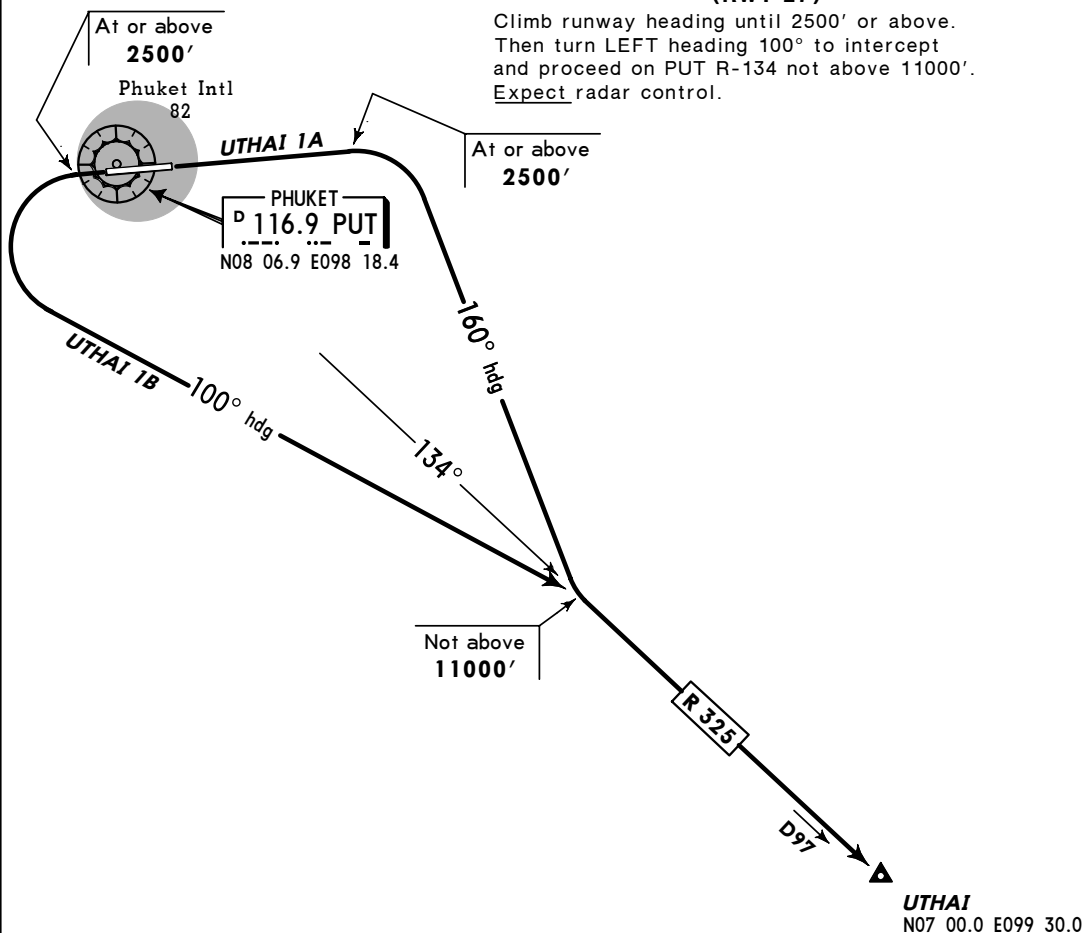
Climb runway heading until 2500' or above. Then turn RIGHT heading 160° to intercept and proceed on PUT R-134 not above 11000'. Expect radar control.

UTHAI ONE BRAVO (UTHAI 1B)
(RWY 27)

Climb runway heading until 2500' or above. Then turn LEFT heading 100° to intercept and proceed on PUT R-134 not above 11000'. Expect radar control.



MSA
PUT VOR



VTSP/HKT

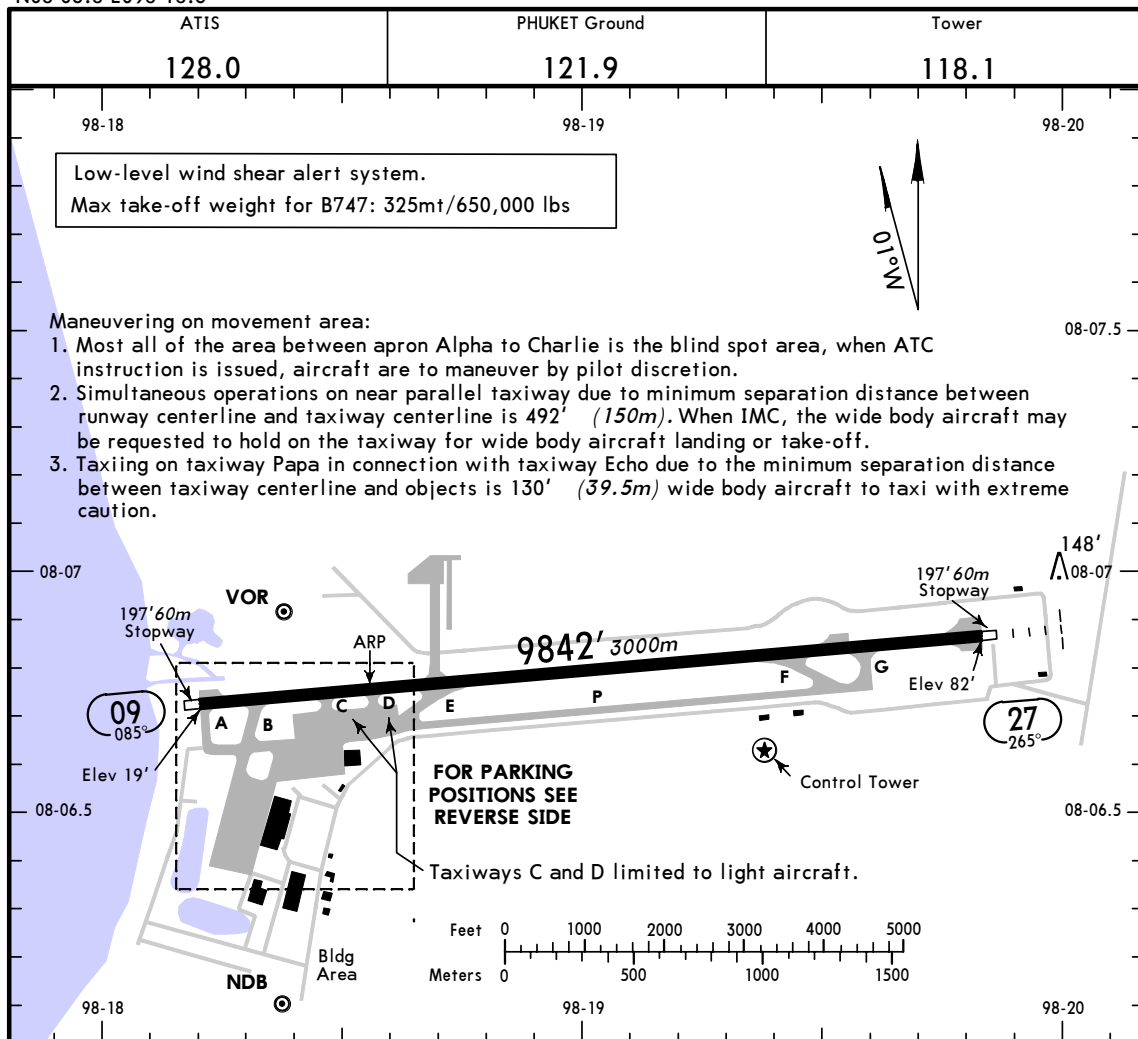
Apt Elev **82'**
N08 06.8 E098 18.6

JEPPESEN

6 MAY 05 (10-9)

PHUKET, THAILAND

PHUKET INTL



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL	REIL	PAPI (angle)	RVR	Threshold	Glide Slope		
09	HIRL	REIL	PAPI (angle 3.0°)	RVR				148'
27	HIRL	SALS	PAPI (angle 3.2°)	RVR		9076' 2766m		45m

TAKE-OFF

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

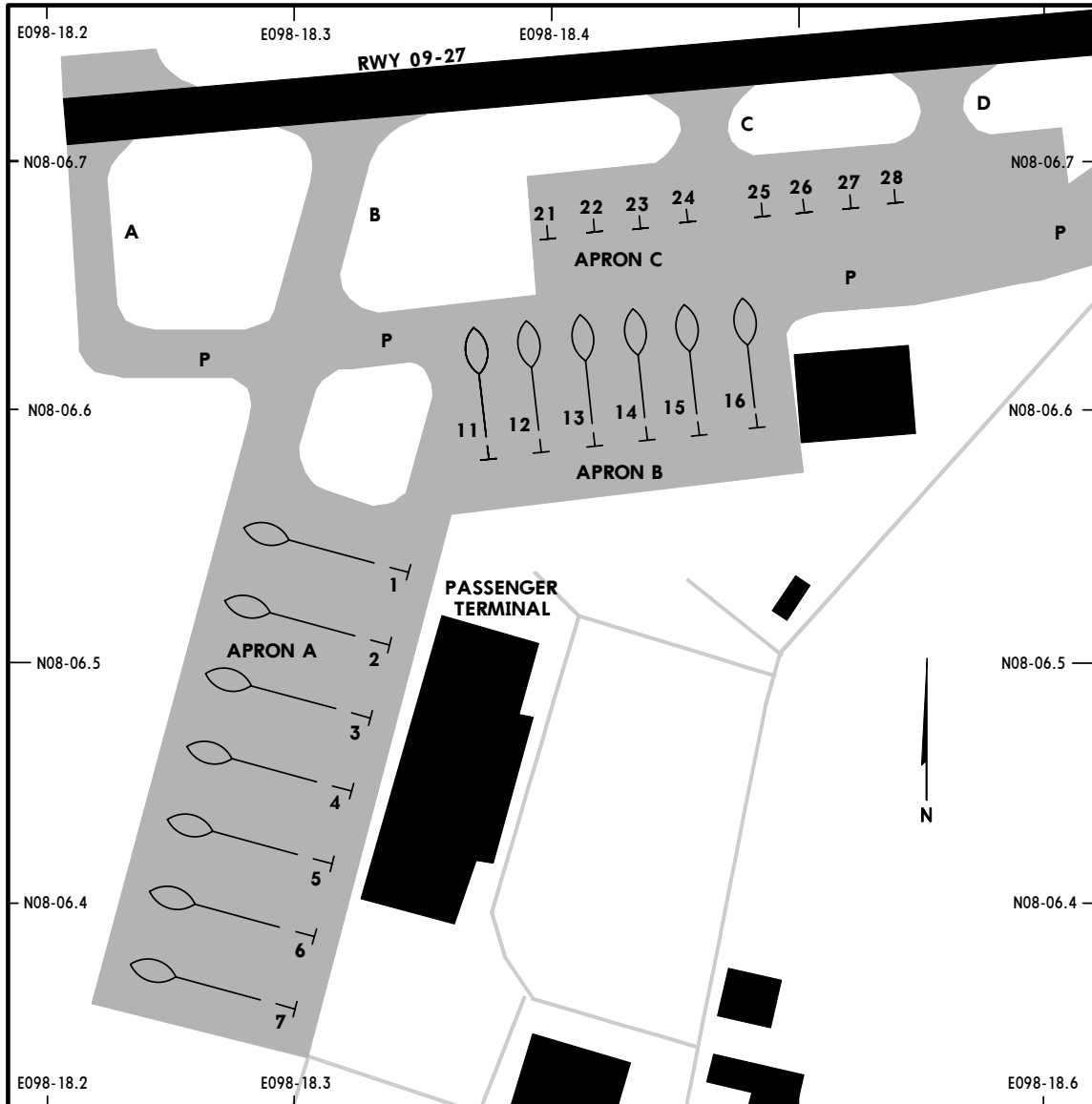
VTSP/HKT

JEPPESEN

6 MAY 05

10-9A

PHUKET, THAILAND
PHUKET INTL



PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES
APRON A		APRON C	
1 thru 3	N08 06.5 E098 18.3	21 thru 23	N08 06.7 E098 18.4
4 thru 7	N08 06.4 E098 18.3	24 thru 28	N08 06.7 E098 18.5
APRON B			
11 thru 14	N08 06.6 E098 18.4		
15, 16	N08 06.6 E098 18.5		

CHANGES: Aircraft stands.

VISUAL DOCKING GUIDANCE SYSTEM

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 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 the responsibility of the aircraft operator or it's appointed ground handling agency.

TAXIING PROCEDURES

a. Arriving Aircraft

Aircraft entering the aprons are to closely follow 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 pushed out onto the apron centerline.

RLG AUTOMATED GUIDE-IN SYSTEM

a. The RLG Automated Guide-in System is installed at aircraft parking bays 2, 3 and 4.

b. The system enables the pilot seated only on the left of the cockpit to position the aircraft on the correct stand centerline and stop position.

c. The following types of aircraft are programmed into the system:

Bay	A300	A310	A319	A320	A321	A330	A340	B707	B727	B737	B741	B742	B743
2	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈
3	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈
4	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈
Bay	B744	B74S	B757	B767	B777	L101	MD11						
2	✈	✈	✈	✈	✈	✈	✈						
3	✈	✈	✈	✈	✈	✈	✈						
4	✈	✈	✈	✈	✈	✈	✈						

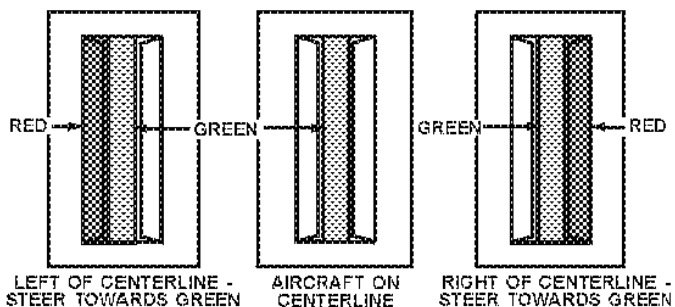
PILOT OPERATING INSTRUCTIONS

a. Aircraft Type Identification

Confirm that your aircraft type is displayed and the round green lamps are illuminated before entering gate. Discontinue docking if the wrong aircraft type is illuminated. (Ground crew shall check / reset system or marshall aircraft into bay.)

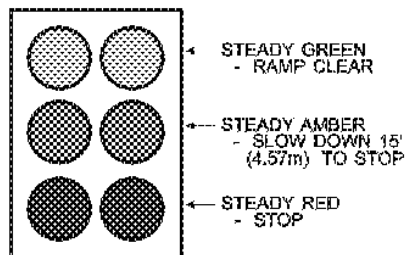
b. Centerline Guidance

Look at the bottom half of the housing and interpret the vertical neon lights as shown. Discontinue docking if the lights go off. (See paragraph d. below.)



c. Stopping Guidance

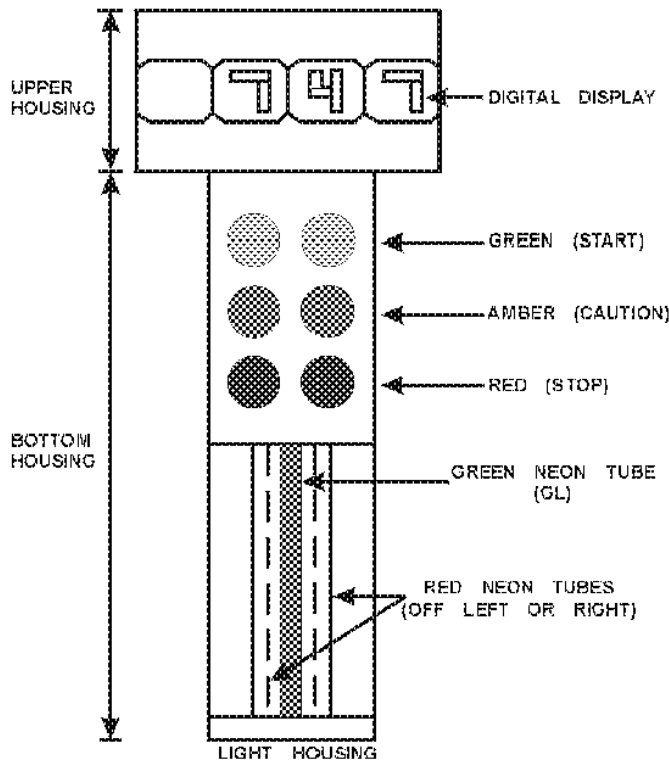
Look at the round incandescent lamps on the top half of the housing and interpret as shown. The amber (caution) lights will extinguish and the round red (stop) lights will illuminate simultaneously when the aircraft is in the correct stopping position. This will allow the rear edge of the aircraft door to clear the airbridge collar when opened. The aircraft has from 1 ft. - 11 in. (0.58m) to 4 ft. (1.31m), depending on aircraft type, to its maximum stopping position before the aircraft door will foul the airbridge collar when opened.



Discontinue docking immediately should the lights go off. (See paragraph d. below.)

- d. If any light fails, the entire system will automatically shut off and the aircraft will be towed or marshalled into the bay. The ground crew have back-up manual controls which will preempt automatic controls should emergency stopping be necessary, or to complete guide-in procedures manually should the apron sensors become inoperative.

Diagram of the RLG Automated Guide-in System



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, otherwise the ATC clearance will be cancelled.



31 DEC 04

10-9D

PARKING
PHUKET, THAILAND
 PHUKET INTL

SAFEDOCK TYPE 2S LASER SCANNER SYSTEM

INTRODUCTION

The safedock type 2S 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 air-bridges.

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		✈	✈	✈	✈	✈			✈				

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11 OCT 02 **10-9X**

JAA MINIMUMS
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STRAIGHT-IN RWY		A	B	C	D
09	VOR DME	820' (801')	850' (831')	870' (851')	900' (881')
		R1500m	R1500m	R2000m	R2000m
27	ILS DME	520' (438')	530' (448')	540' (458')	550' (468')
	FULL	R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	690' (608')	690' (608')	690' (608')	690' (608')
	ALS out	R1500m R1500m	R1500m R1500m	R1800m R2000m	R2000m R2000m
	VOR DME	950' (868')	950' (868')	950' (868')	950' (868')
	ALS out	R1500m R1500m	R1500m R1500m	R2000m R2000m	R2000m R2000m
	NDB	1150' (1068')	1150' (1068')	1150' (1068')	1150' (1068')
	ALS out	R1500m R1500m	R1500m R1500m	R2000m R2000m	R2000m R2000m

① CIRCLE-TO-LAND	100 Kt	135 Kt	180 Kt	205 Kt
After NDB 27	1180' (1098')	1180' (1098')	1720' (1638')	1720' (1638')
	V1500m	V1600m	V2400m	V3600m
After all other approaches	1180' (1098')	1180' (1098')	1280' (1198')	1330' (1248')
	V1500m	V1600m	V2400m	V3600m

① Not Authorized South.

TAKE-OFF

All Rwys		
LVP must be in Force RCLM (Day only) or RL	RCLM (Day only) or RL	NIL (Day only)
A	400m	500m
B		
C		
D		

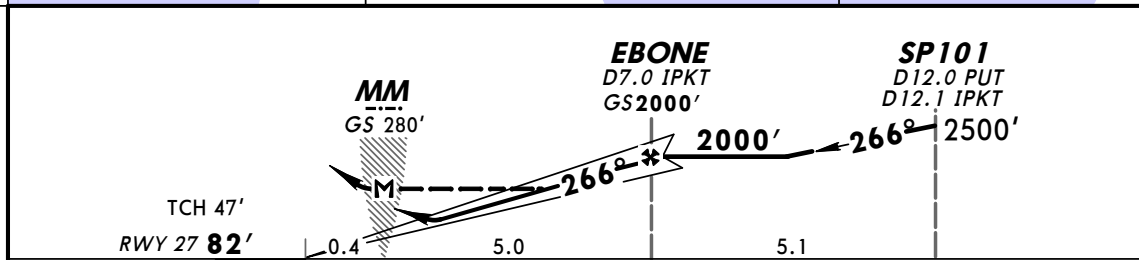
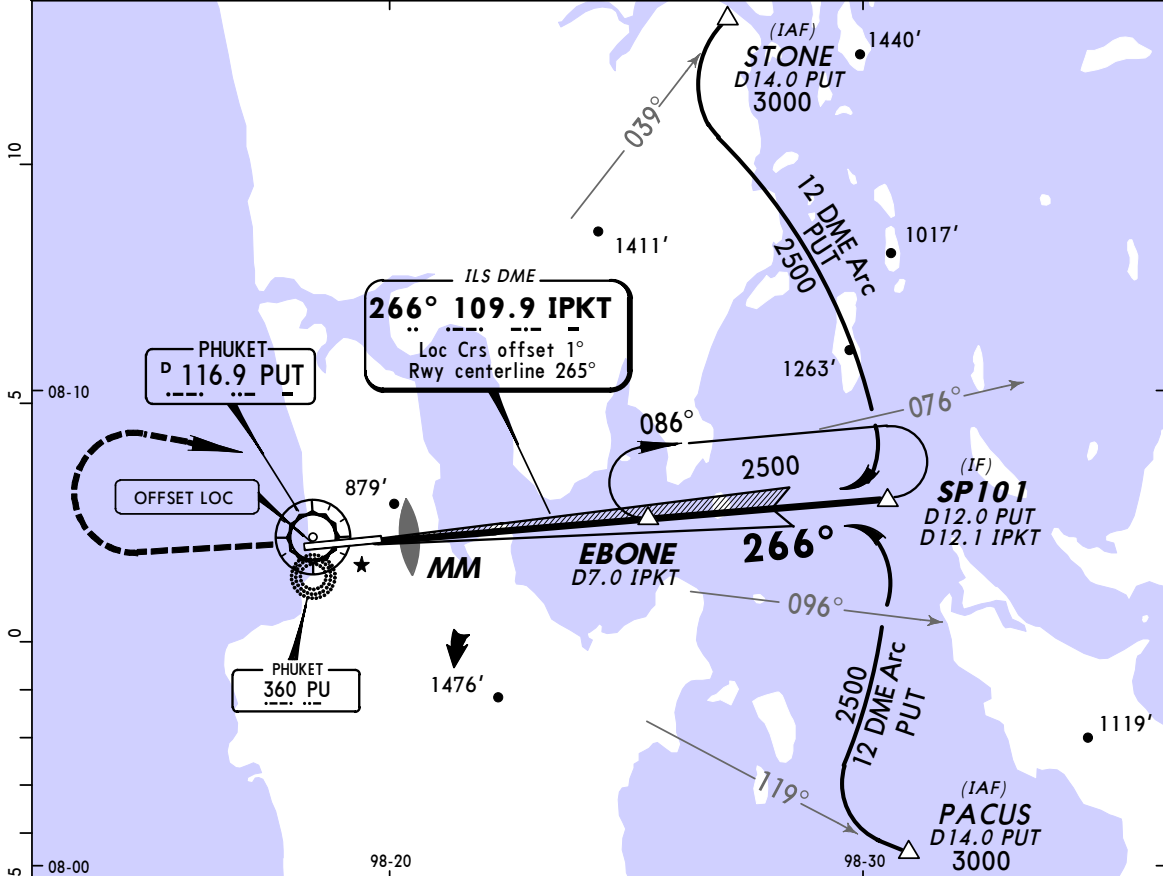
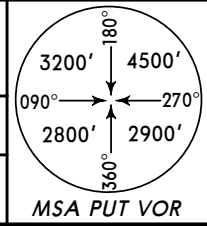
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PHUKET, THAILAND
ILS DME Rwy 27

31 JAN 03 **(11-1)**

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Tower 118.1		Ground 121.9	
LOC IPKT 109.9		Final Apch Crs 266°		GS EBONE 2000'		ILS DA(H) Refer to minimums	
				Apt Elev 82'		RWY 27 82'	
MISSED APCH: Climb STRAIGHT AHEAD to 2500', turn RIGHT and return to EBONE or as directed.							
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000' 1. Glide slope unusable starting at the middle marker inbound to the runway and shall not be used when DME out of service.							



Gnd speed-Kts	70	90	100	120	140	160	SALS 2500'	PAPI ↑	RT	EBONE
ILS GS	3.20°									
LOC Descent Gradient	5.6%									
MAP at MM or 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				LOC (GS out)			
DA(H)				MDA(H)			
FULL		ALS out		ALS out		Max Kts	
A	2.1 km				1.6 km	100	1180' (1098') -2.0 km
B	2.2 km					135	1180' (1098') -2.4 km
C						180	1280' (1198') -4.8 km
D	2.3 km				3.2 km	205	1330' (1248') -4.8 km

PANS OPS 3

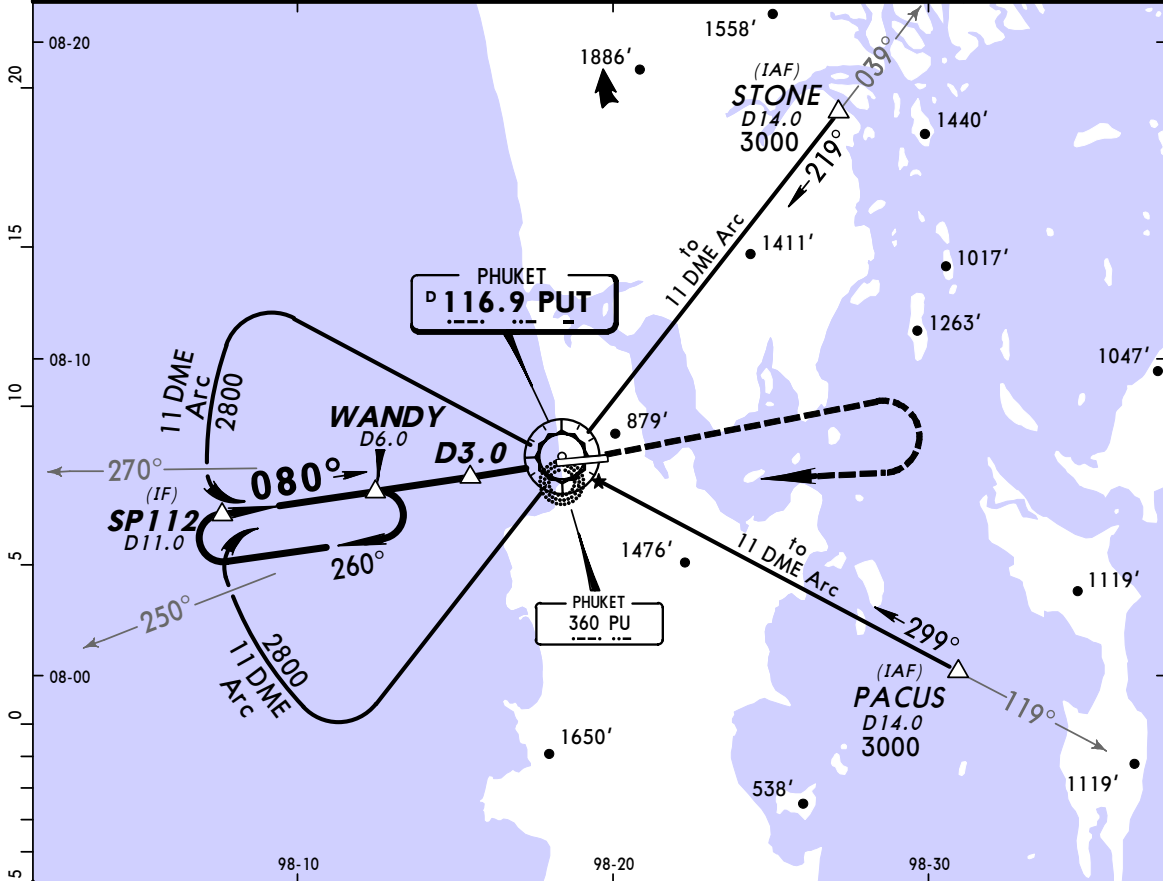
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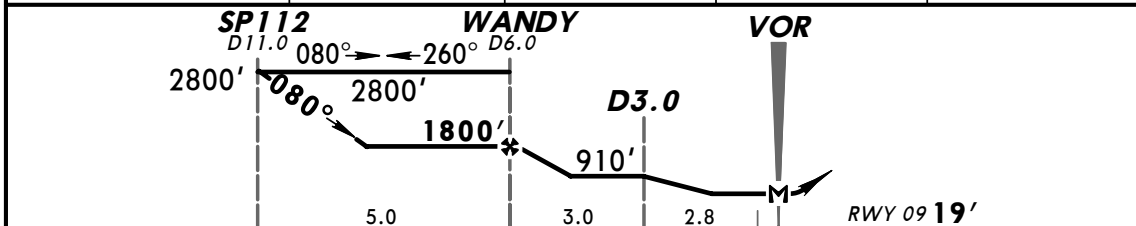
31 JAN 03 (13-1)

PHUKET, THAILAND
VOR DME Rwy 09

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Tower 118.1		Ground 121.9		
VOR PUT 116.9	Final Apch Crs 080°	Minimum Alt WANDY 1800'	MDA(H) Refer to minimums	Apt Elev 82' RWY 09 19'				
MISSED APCH: Climb STRAIGHT AHEAD to 2800', turn RIGHT and return to WANDY or as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 130		Trans alt: 11000'		
1. Inbound track offset 4° from rwy centerline.							MSA PUT VOR	



PUT DME	5.0	4.0	3.0	2.0
ALTITUDE	1520'	1215'	910'	605'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2800'	RT	WANDY
Descent Gradient 5.0%	355	456	507	608	709	811				
MAP at VOR										

STRAIGHT-IN LANDING RWY 09						CIRCLE-TO-LAND					
MDA(H) A: 820'(801') C: 870'(851')						Not Authorized South					
B: 850'(831') D: 900'(881')						Max MDA(H)					
A	1.6 km					100	1180' (1098') - 2.0 km				
B	2.0 km					135	1180' (1098') - 2.4 km				
C	4.0 km					180	1280' (1198') - 4.8 km				
D	4.8 km					205	1330' (1248') - 4.8 km				

PANS OPS 3

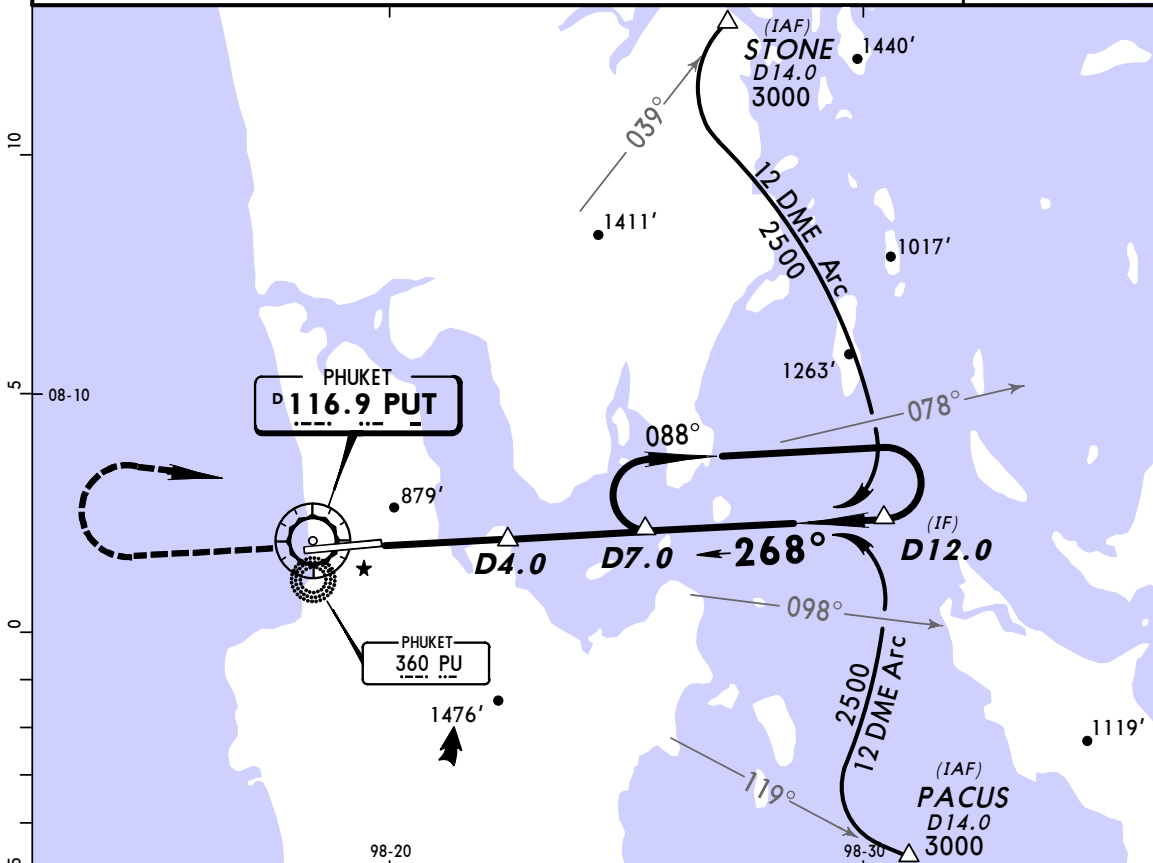
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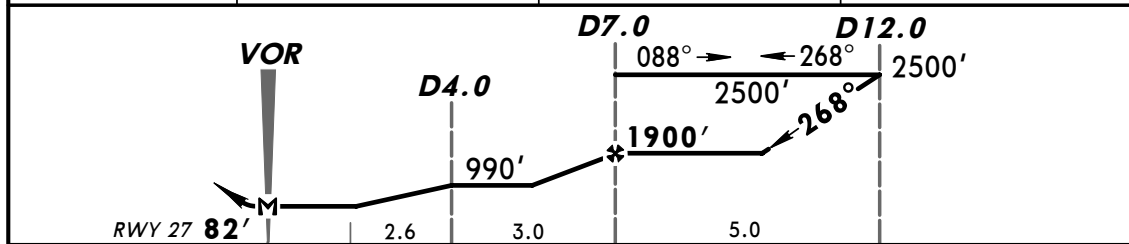
PHUKET, THAILAND
VOR DME Rwy 27

31 JAN 03 (13-2)

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'	MDA(H) 950' (868')	Apt Elev 82' RWY 27 82'			
MISSED APCH: Climb STRAIGHT AHEAD to 2500', turn RIGHT and return to D7.0 or as directed.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 130		Trans alt: 11000'	
1. Inbound track offset 3° from rwy centerline.							



PUT DME	4.0	5.0	6.0
ALTITUDE	945'	1260'	1580'



Gnd speed-Kts	70	90	100	120	140	160	SALS 2500'	PAPI ↑	RT	D7.0
Descent Gradient 5.2%	369	474	527	632	738	843				
MAP at VOR										

STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND		
MDA(H) 950' (868')			Not Authorized South		
	ALS out	Max Kts	MDA(H)		
A	1.6 km	100	1180' (1098') - 2.0 km		
B	2.0 km	135	1180' (1098') - 2.4 km		
C	4.0 km	180	1280' (1198') - 4.8 km		
D	4.4 km	205	1330' (1248') - 4.8 km		

PANS OPS 3

CHANGES: See other side.

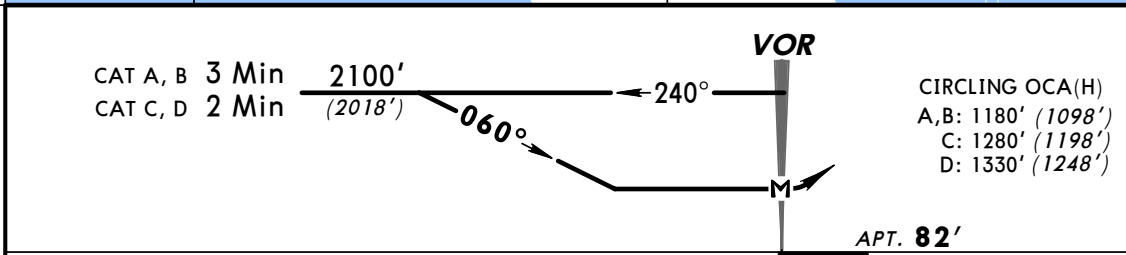
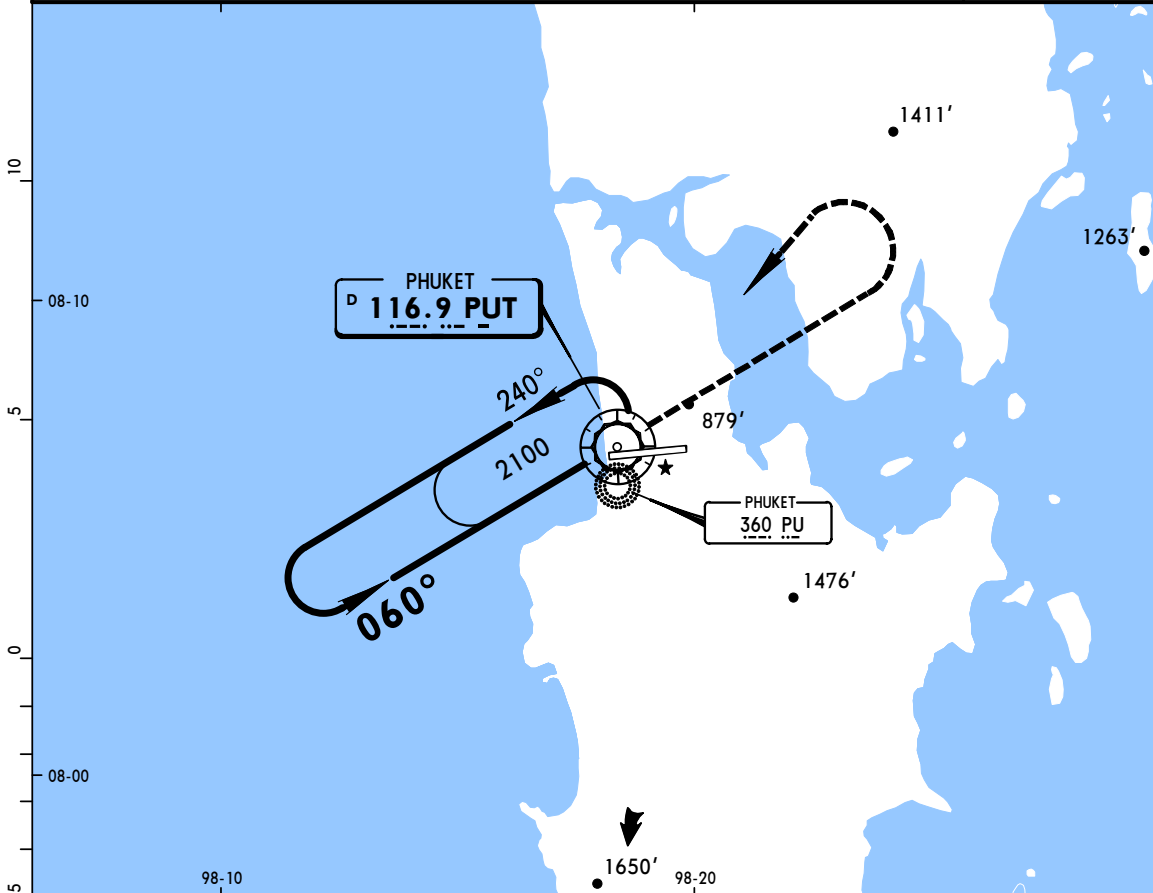
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PHUKET INTL

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12 NOV 99 (13-3)

PHUKET, THAILAND
VOR Rwy 09/27

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Tower 118.1		Ground 121.9	
VOR PUT 116.9	Final Apch Crs 060°	No FAF		MDA(H) Refer to minimums	Apt Elev 82'		
MISSED APCH: Climb STRAIGHT AHEAD to 2100', turn LEFT and return to PUT VOR or as directed.							
Alt Set: hPa	Apt Elev: 3 hPa	Trans level: FL 130	Trans alt: 11000' (10918')	MSA PUT VOR			



MAP at VOR				Lighting - Refer to Airport Chart	2100'	← LT	PUT 116.9
STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
NA				Not Authorized South			
A	NA			Max Kts	MDA(H)	1180' (1098') - 2.0 km	
B	NA			100		1180' (1098') - 2.4 km	
C	NA			135		1280' (1198') - 4.8 km	
D	NA			180		1280' (1198') - 4.8 km	
	NA			205		1330' (1248') - 4.8 km	

PANS OPS 3

CHANGES: Tower frequency.

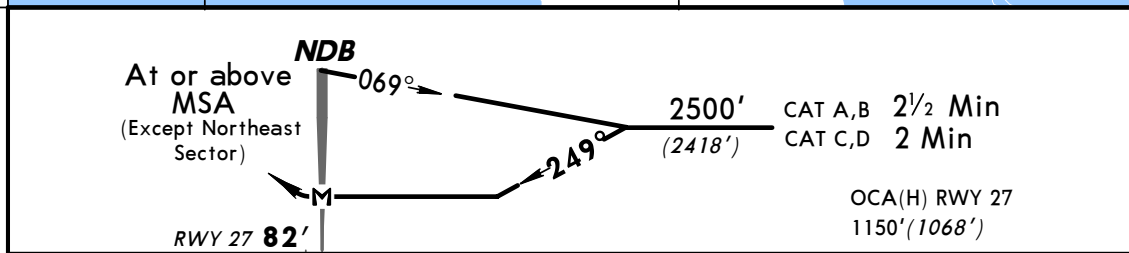
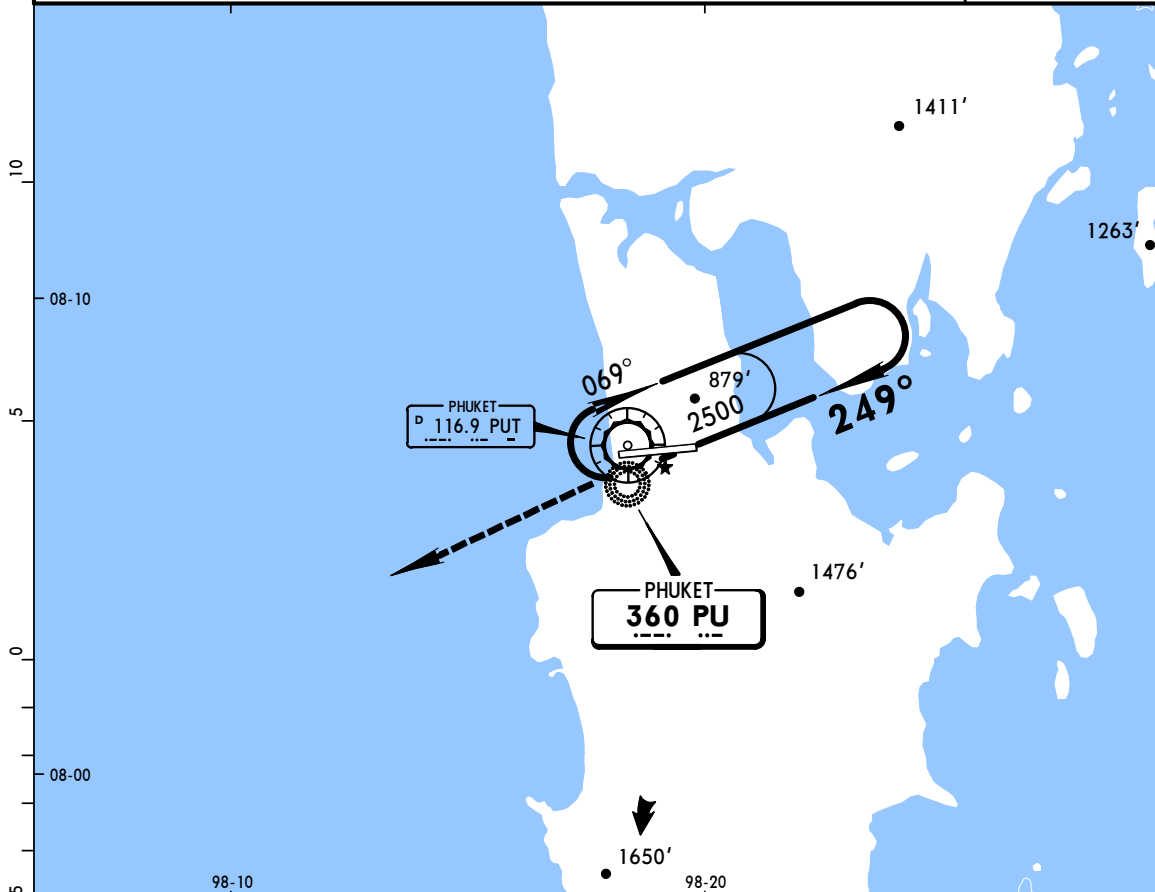
VTSP
PHUKET INTL

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12 NOV 99 (16-1)

PHUKET, THAILAND
NDB Rwy 27

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Tower 118.1		Ground 121.9	
NDB PU 360	Final Apch Crs 249°	No FAF		MDA(H) 1150' (1068')	Apt Elev 82' RWY 27 82'		<p>MSA PU NDB</p>
MISSED APCH: Climb STRAIGHT AHEAD to 2500' or as directed.							
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000' (10918') 1. Aircraft arriving from Northeast sector descend in holding pattern.							



				SALS PAPI		2500'		or as directed	
MAP at NDB									

STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND		
MDA(H) 1150' (1068')			Not Authorized South		
	ALS out	Max Kts	MDA(H)		
A	2.0 km	100	1180' (1098') - 2.0 km		
B	2.4 km	135	1180' (1098') - 2.4 km		
C	4.8 km	180	1720' (1638') - 4.8 km		
D		205			

PANS OPS 3

CHANGES: Tower frequency.