

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 2300-1500**Airport Information****RFF:** CAT 6**Fuel:** 0100-1430**PCN:** RWY 14/32: 61/F/C/X/T**Customs:** O/R**Operation****TWY Restriction**

TWY A, B, C, D, E width 19m / 62ft.

ARRIVAL**Communication****COM Failure:** See CRAR and in addition;

Proceed in accordance with the latest ATC route CLR acknowledged and make one complete HLDG at LAKSI or AORDY as published. Commence APCH.

In case an APCH CLR has been received and acknowledged, fly continually by means of an INSTR APCH PROC. If LDG not possible, follow the appropriate MISAP and hold.

In all cases where the ACFT returns to HLDG fix, the PROC to be adopted is the basic radio failure PROC.

Arrival Procedure**Continuous Descent Operations (CDO)**

CDO is AVBL H24 for RWY 32.

REQ CDO at least 5min prior to TOD (APPROX 150NM from AD) for any type of APCH.

Pilots should operate FMS to plan optimal descent profile and report CDO execution upon commencing descent.

Descend continuously on normal arrival route to Phitsanulok TMA.

Longitudinal separation required will be at least 4min or 8NM on final approach between CDO traffic.

In the event of COM failure, CDO will be terminated immediately.

Speed

When traffic permits, ACFT will operate at an optimum speed calculated by FMS, depending on ACFT type.

The following speed guidance should be applicable in case of high traffic volume:

IAS 250-320KT above 10000ft.

IAS 220-250KT below 10000ft.

IAS 160-180KT final segment (up to 4NM).

ARRIVAL

Operations without Vectoring

ILS or LOC RWY 32

Arriving on W9

- After passing 30NM from PSL DVOR at ALT not lower than 8000ft, then proceed to GITAR at ALT not lower than 5000ft, and follow the ILS or LOC RWY 32 procedure.
- The pilot may request permission to fly directly to IF. In this case fly directly to IF and cross 30NM from PSL DVOR at ALT not lower than 8000ft following the ILS or LOC RWY 32 procedure.

RNAV (GNSS) RWY 32

Arriving on W9

- After passing PERIN 30NM from PSL DVOR at ALT not lower than 8000ft, then proceed to LIDIA at ALT not lower than 3200ft, and follow RNAV (GNSS) RWY 32 procedure.
- The pilot may request permission to fly directly to IF. In this case fly directly to IF and cross 30NM from PSL DVOR at ALT not lower than 8000ft following the RNAV (GNSS) RWY 32 procedure.

VFR Traffic Pattern: RWY 14/32 right- and left-hand circuit.

Non-standard GP Intercept Position on RWY 032

GP intercepts RWY 032 at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 2674m / 8774ft.

Warnings

ILS GP 32 unusable: Beyond 7° right side of LOC course line.

DEPARTURE**Take-off Minima**

RWY		14/32	
All ACFT	ft - m/km	0 - 400v	-

Communication

COM Failure: See CRAR.

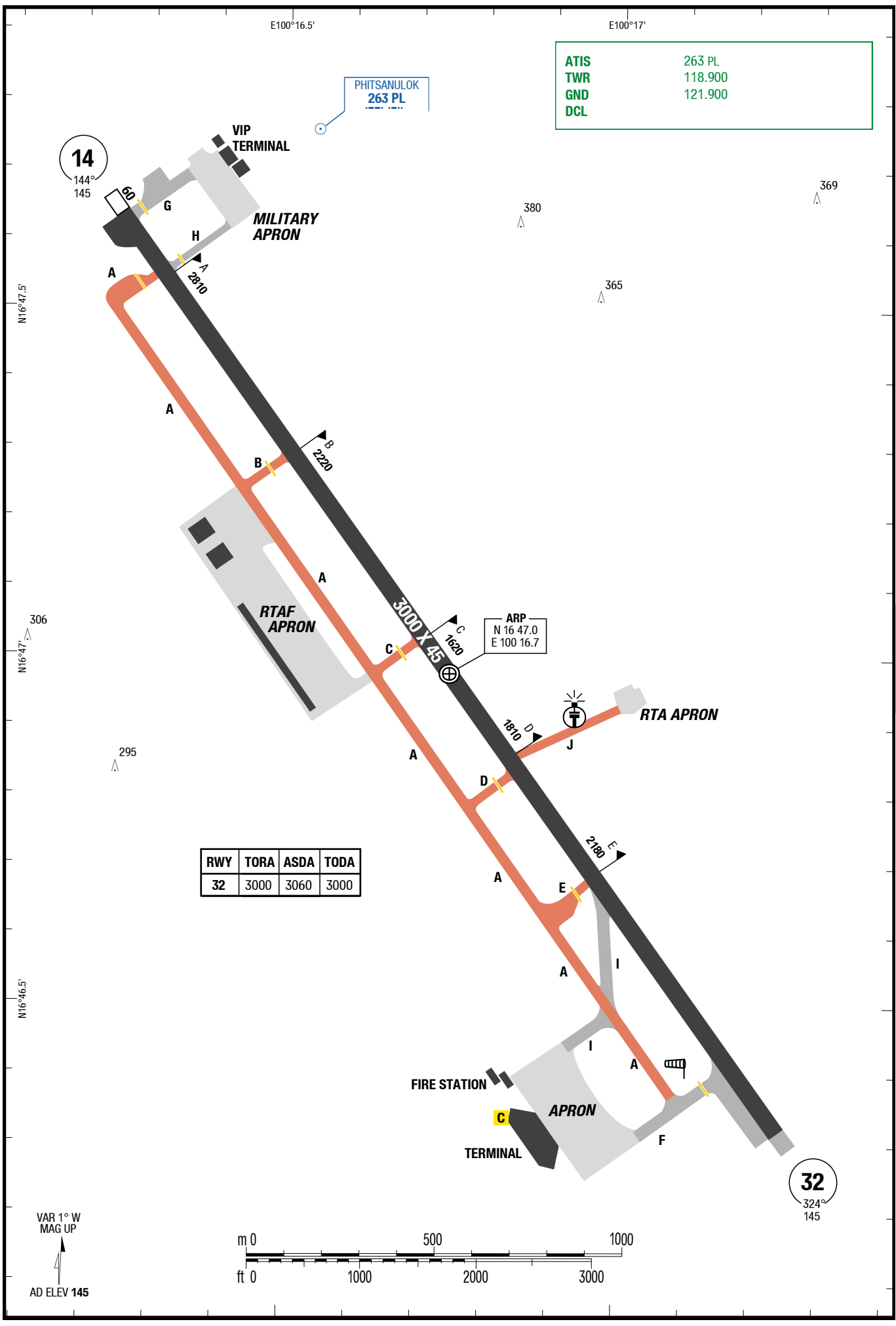


L-P1

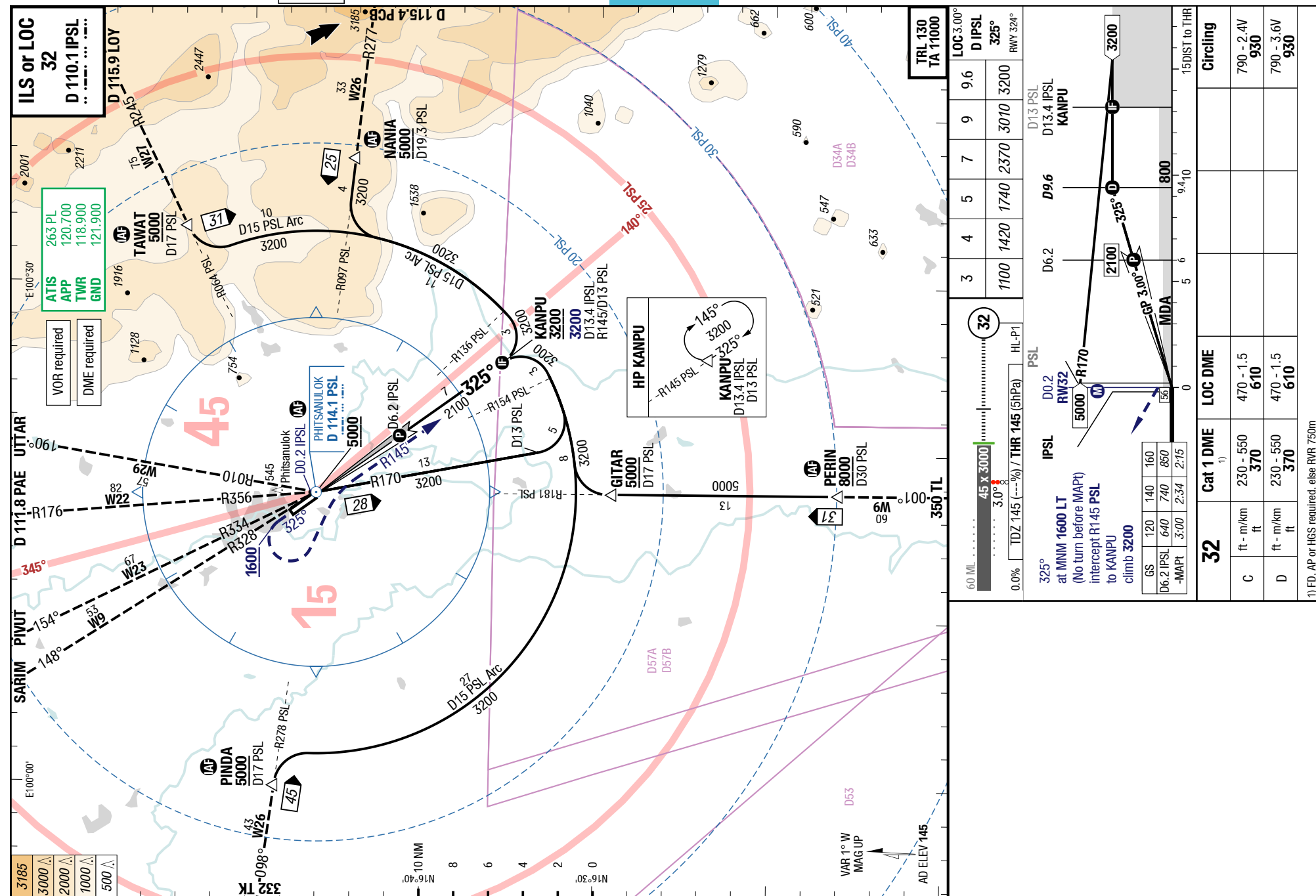
ATIS	263 PL
TWR	118.900
GND	121.900
DCL	

PHITSANULOK
263 PL

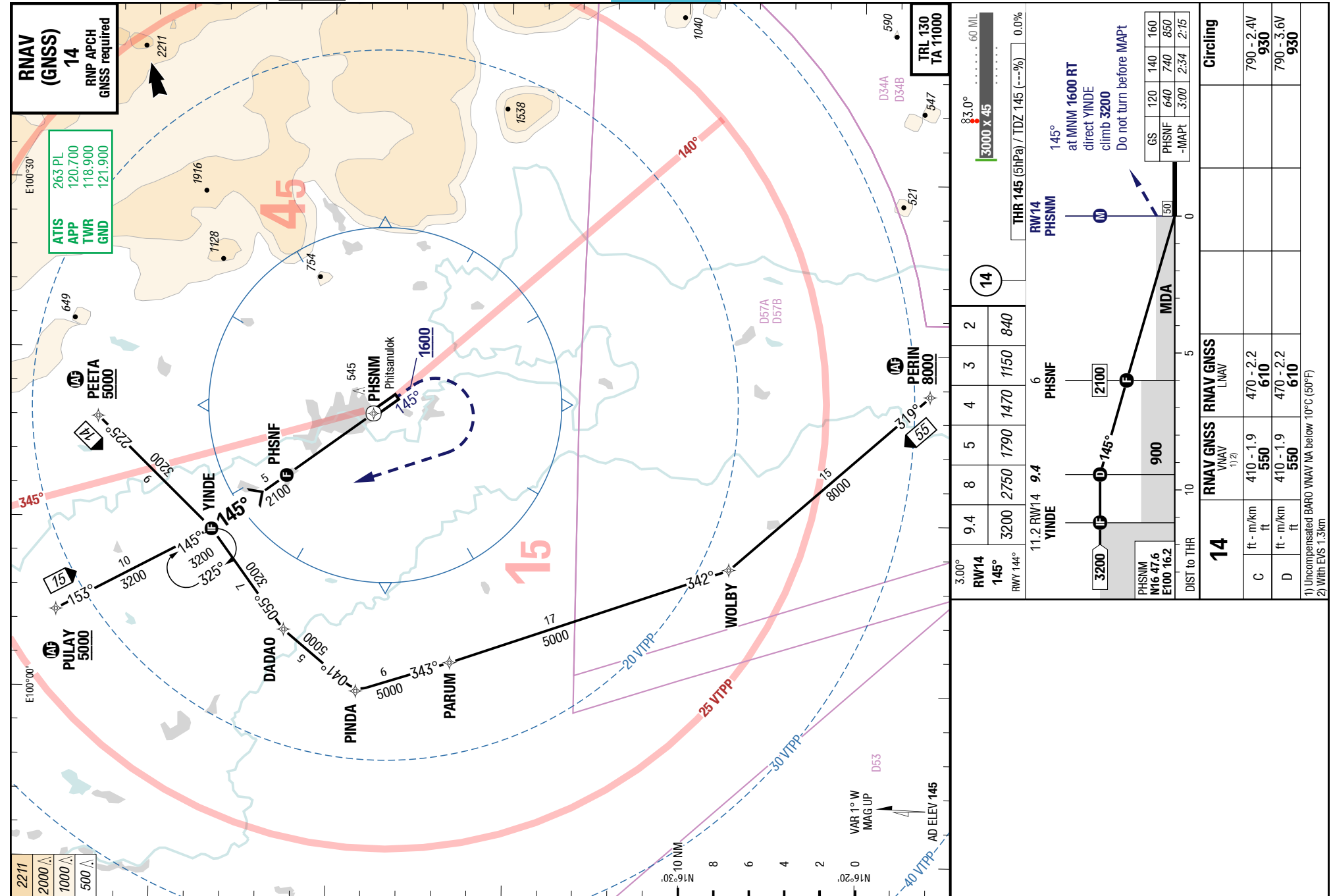
RWY	TORA	ASDA	TODA
32	3000	3060	3000

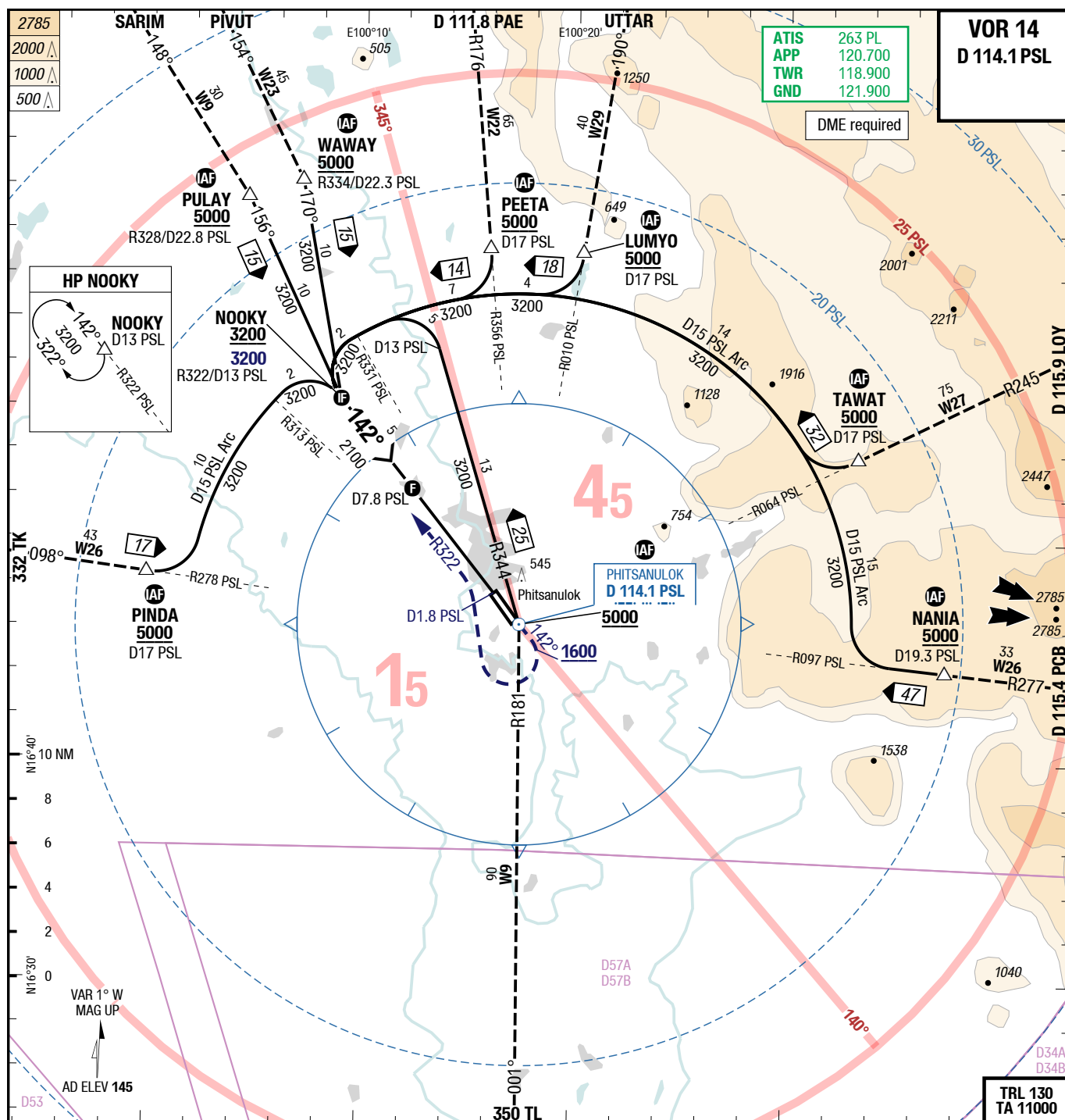


Changes: Completely revised



7-30



[illegible]

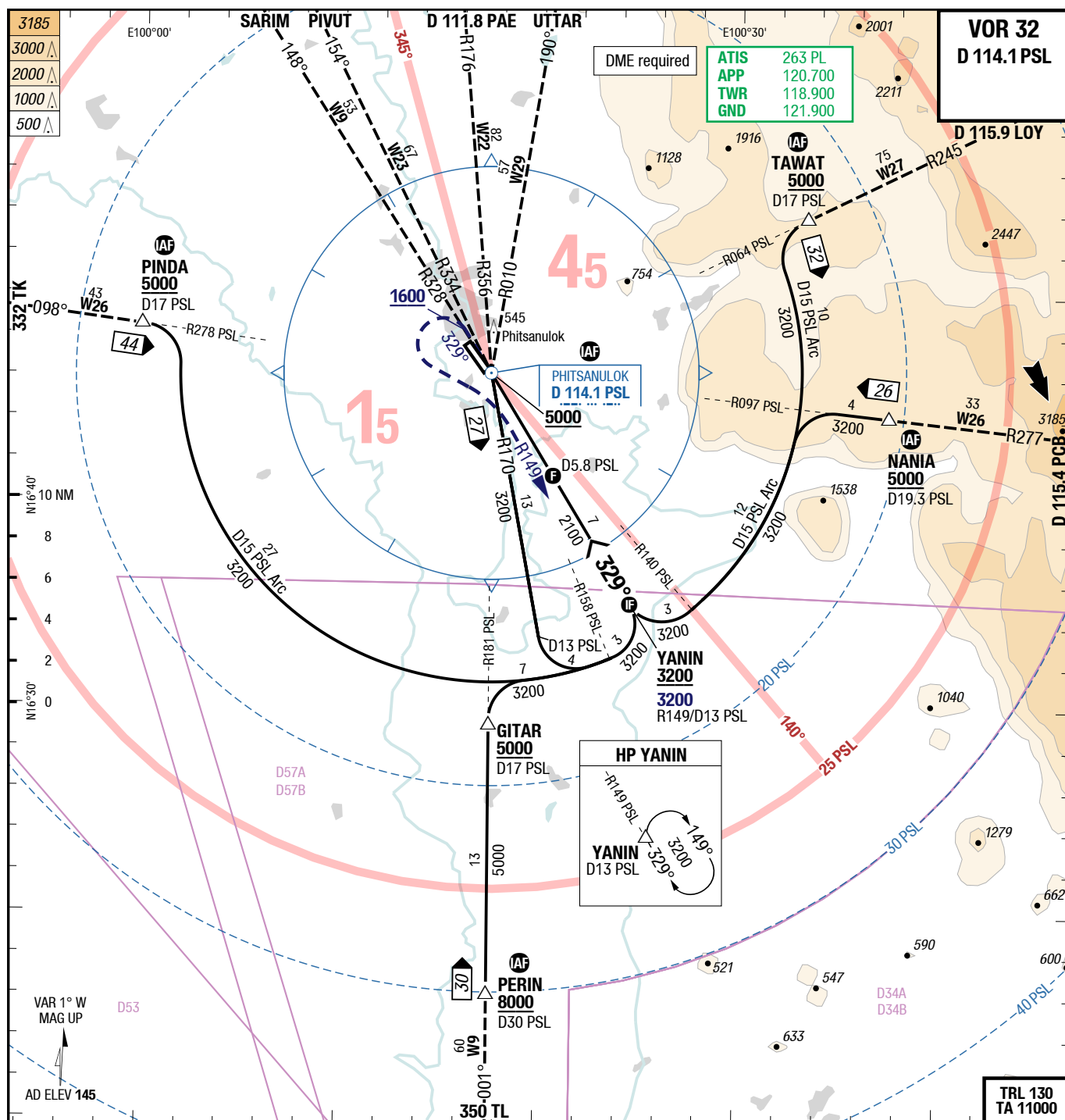
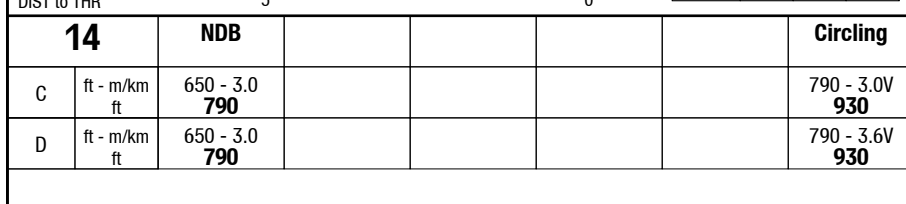


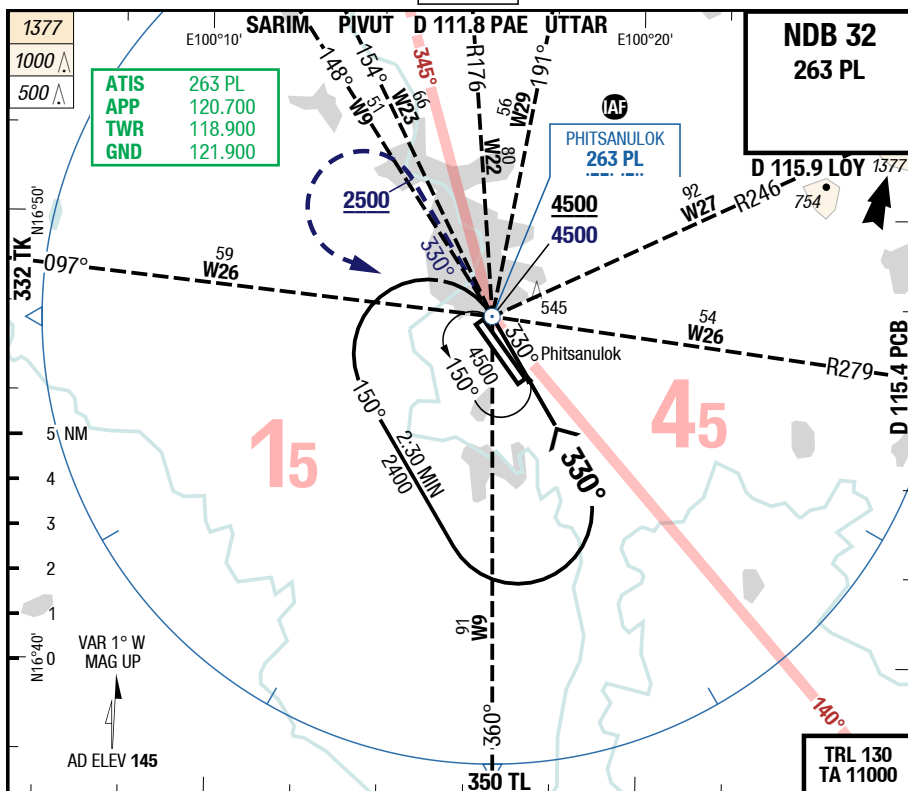
Figure 10 is a 3D chart for a 32° climb. The chart displays a 3D coordinate system with altitude (ft) on the vertical axis, distance (D) in nautical miles on the horizontal axis, and distance (D) in statute miles on the depth axis. The vertical axis ranges from 0 to 60 ML (Miles) with a scale of 45 x 3000. The horizontal axis ranges from 0 to 15 DIST to THF (Distance to Threshold) with a scale of 0.2, 5, 6, 10, 15. The depth axis ranges from 0 to 15 DIST to THF (Distance to Threshold) with a scale of 0.2, 5, 6, 10, 15. A 32° climb path is shown starting from the origin (0,0,0) and extending to a distance of 15 statute miles. The climb path is labeled '32°' and '3200'. The chart also shows a 3D chart for a 32° climb, with a 32° climb path starting from the origin (0,0,0) and extending to a distance of 15 statute miles. The climb path is labeled '32°' and '3200'. The chart also shows a 3D chart for a 32° climb, with a 32° climb path starting from the origin (0,0,0) and extending to a distance of 15 statute miles. The climb path is labeled '32°' and '3200'.



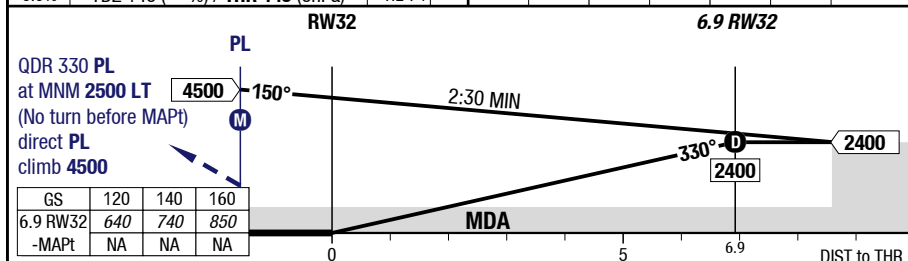
PHS-VTPP

7-80

NDB 32



60 ML	45 x 3000	32	2	3	4	5	6	6.9	3.00°
0.0%	TDZ 145 (---%) / THR 145 (5hPa)	HL-P1	830	1150	1470	1790	2110	2400	RW32 330°
									RWY 324°



32	NDB					Circling
C	ft - m/km ft	650 - 2.3 790				790 - 2.4V 930
D	ft - m/km ft	650 - 2.3 790				790 - 3.6V 930