

**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.

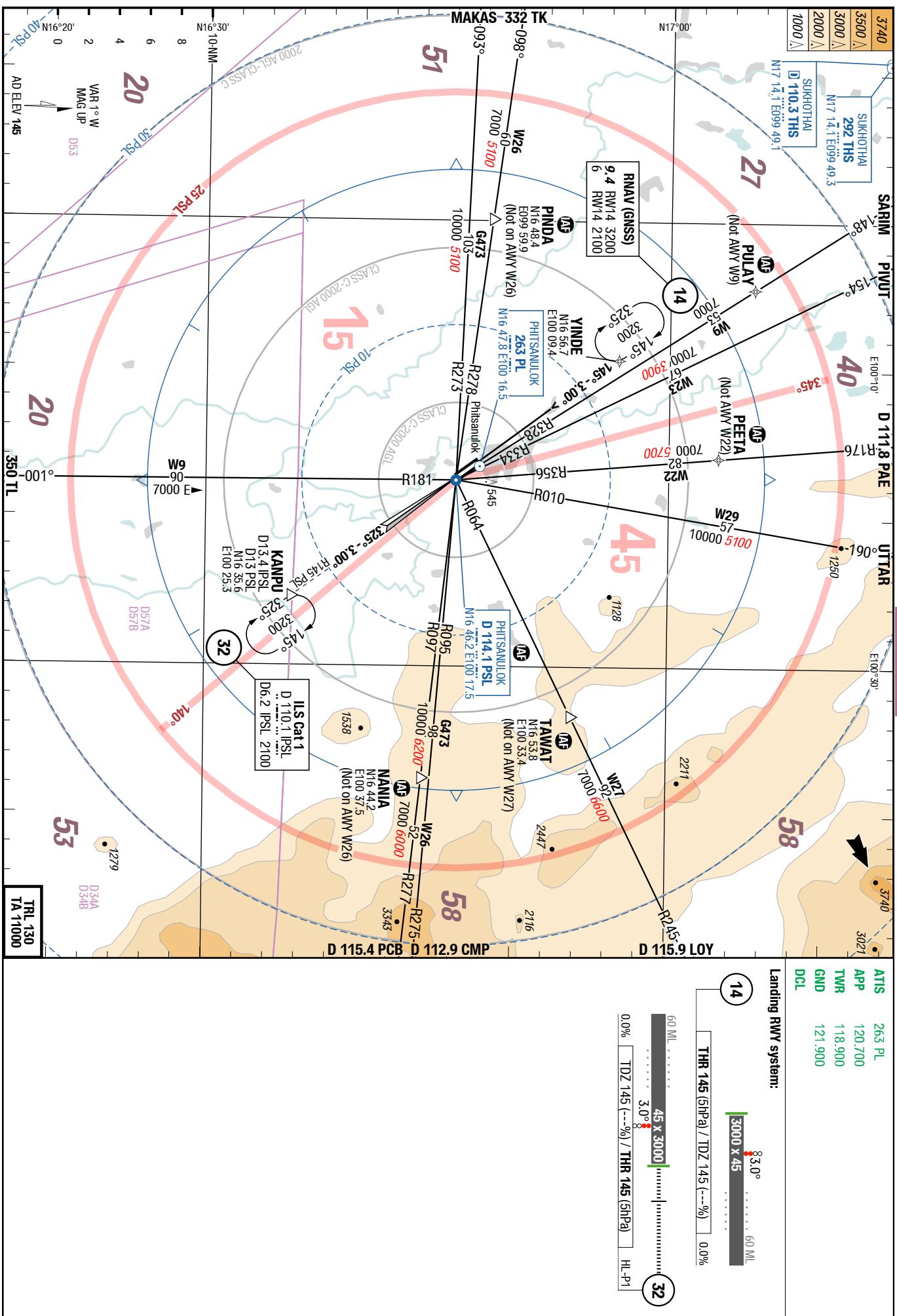
**DEPARTURE**

**Take-off Minima**

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

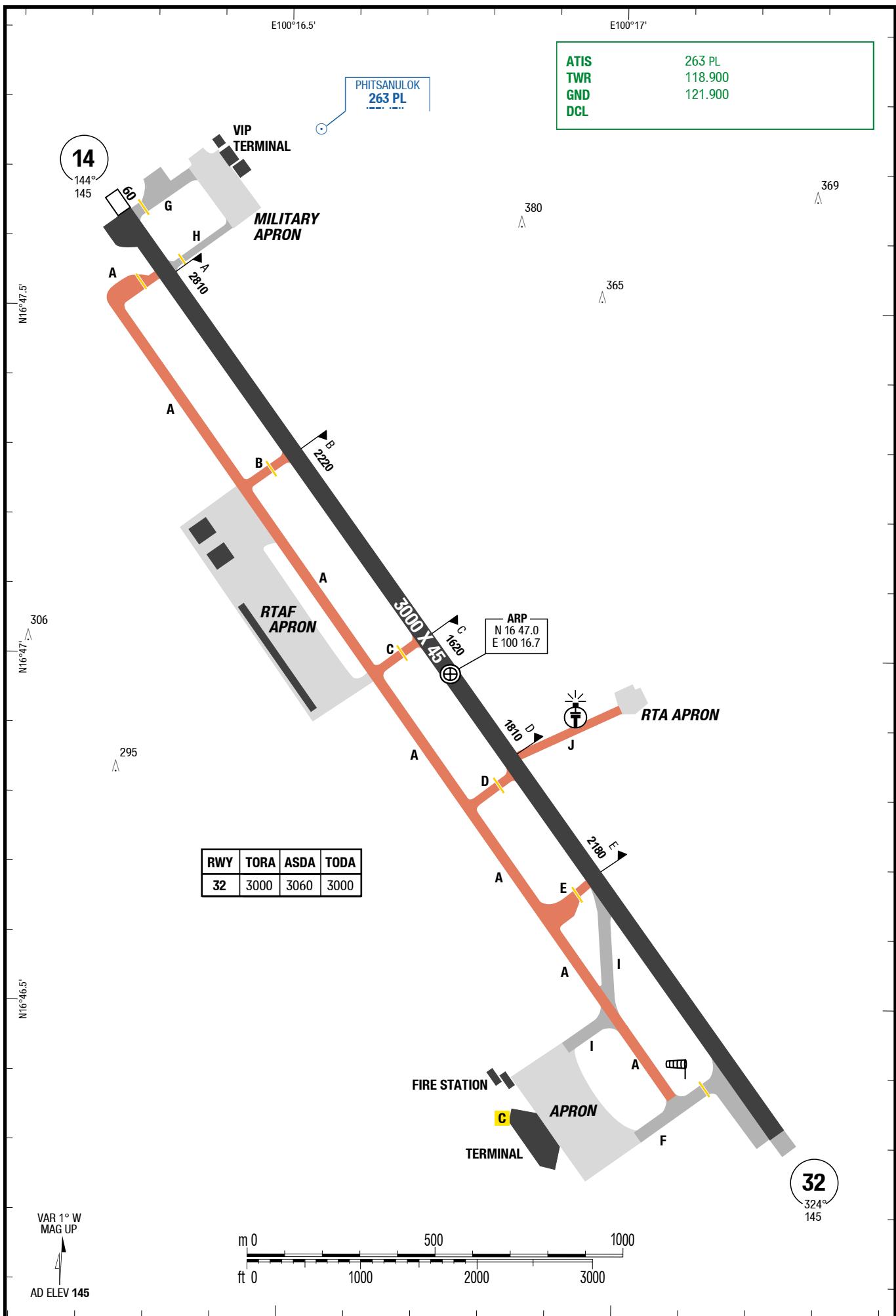
**Communication**

**COM Failure:** See CRAR.



## Changes: MSA, IAF, APCH boxes, Editorial

Changes: Completely revised



**Effective 02-FEB-2017**

26-JAN-2017

**PHS-VTPP**

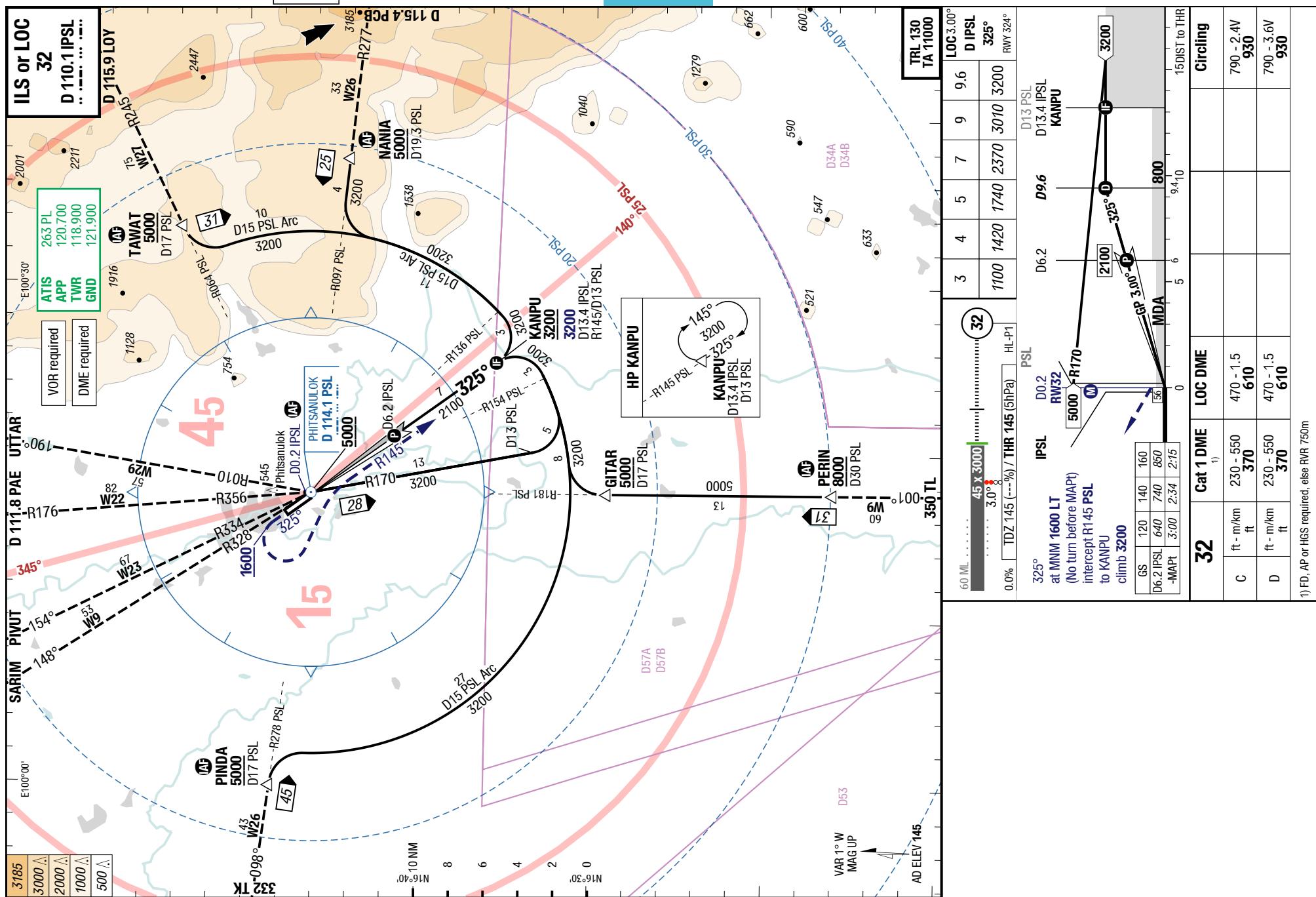
## Thailand Phitsanulok

ILS or LOC 32

## Phitsanulok Thailand

ILS or LOC 32

-10



## Changes: Completely revised

**Effective 08-DEC-2016**

01-DEC-2016

**PHS-VTPP**

7-30

## Thailand Phitsanulok

RNAV (GNSS) 32

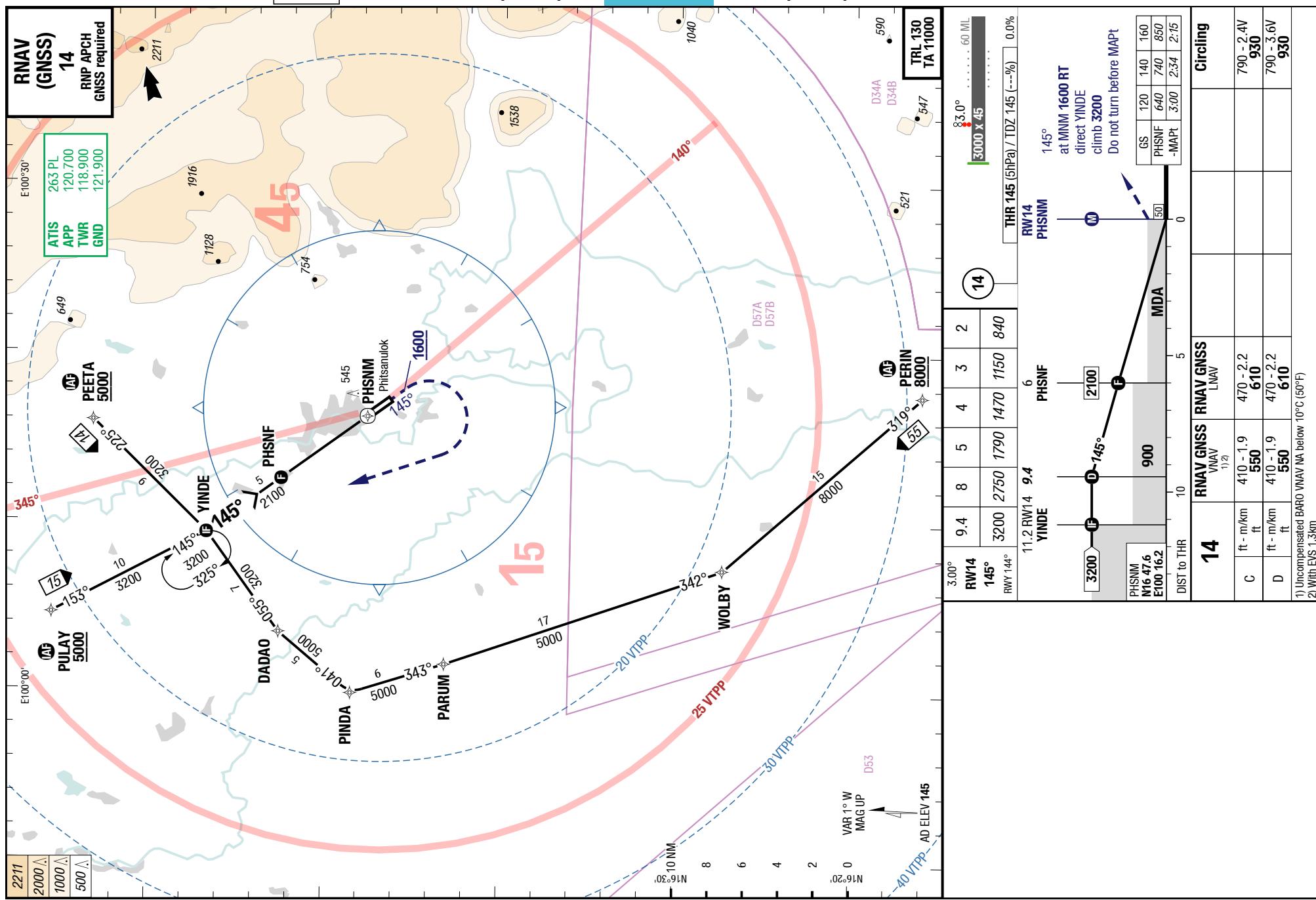
**RNAV (GNSS) 14**

IAC

Phitsanulok Thailand

RNAV (GNSS) 32

RNAV (GNSS) 1



PHS-VTPP

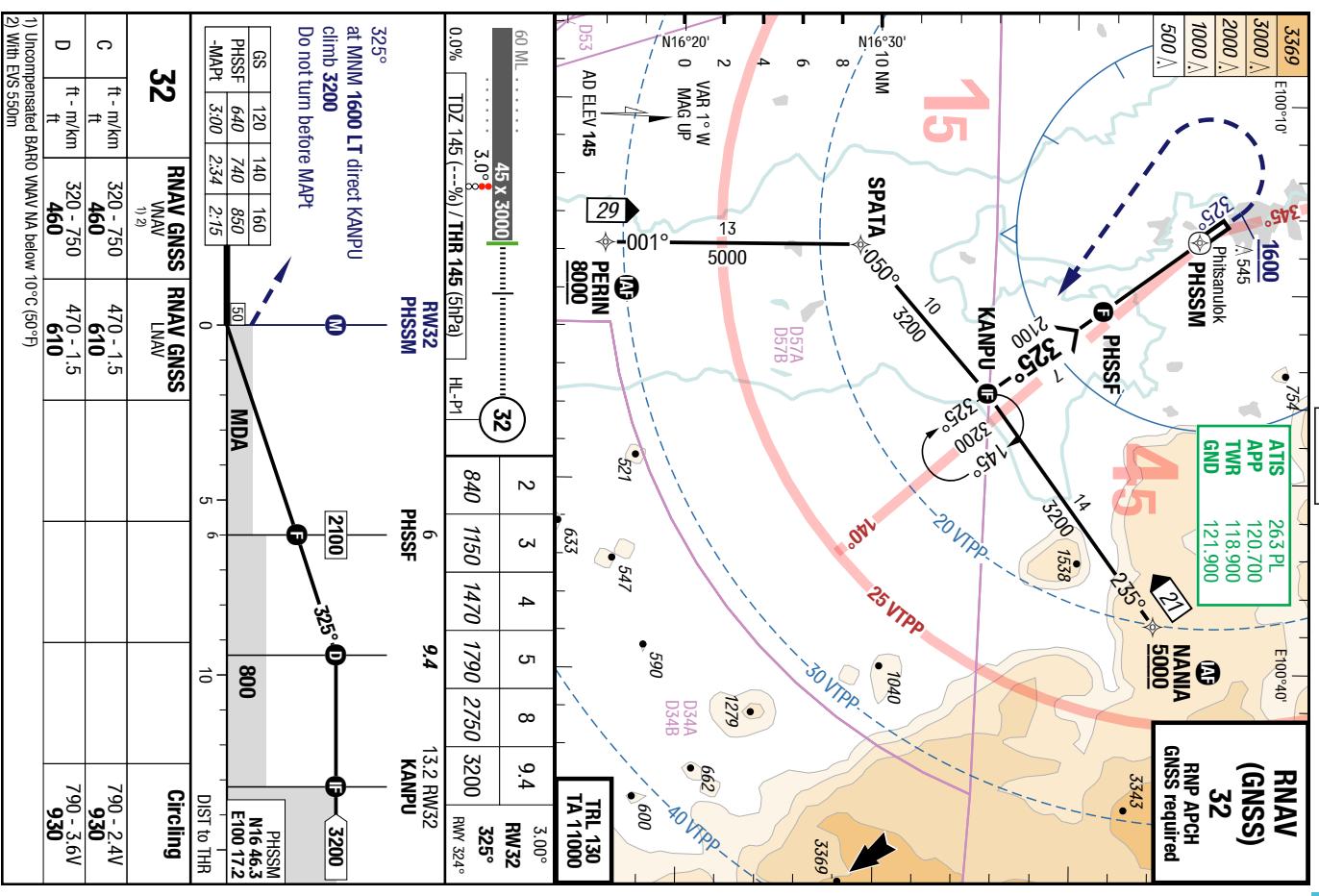
Thailand Phitsanulok  
RNAV (GNSS) 32

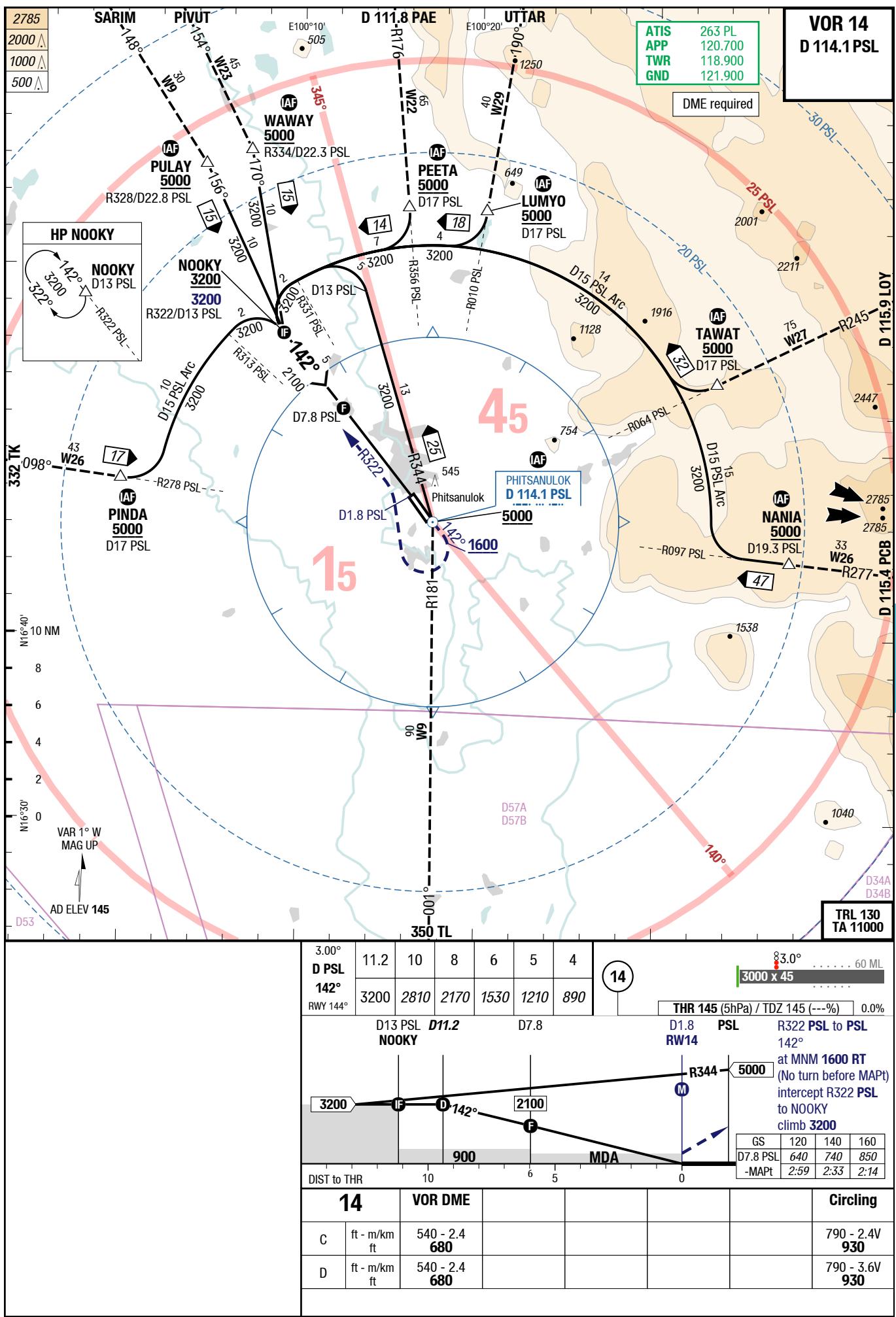
**RNAV (GNSS) 32** Phitsanulok Thailand

7-40

RNAV (GNSS) 32

IAC

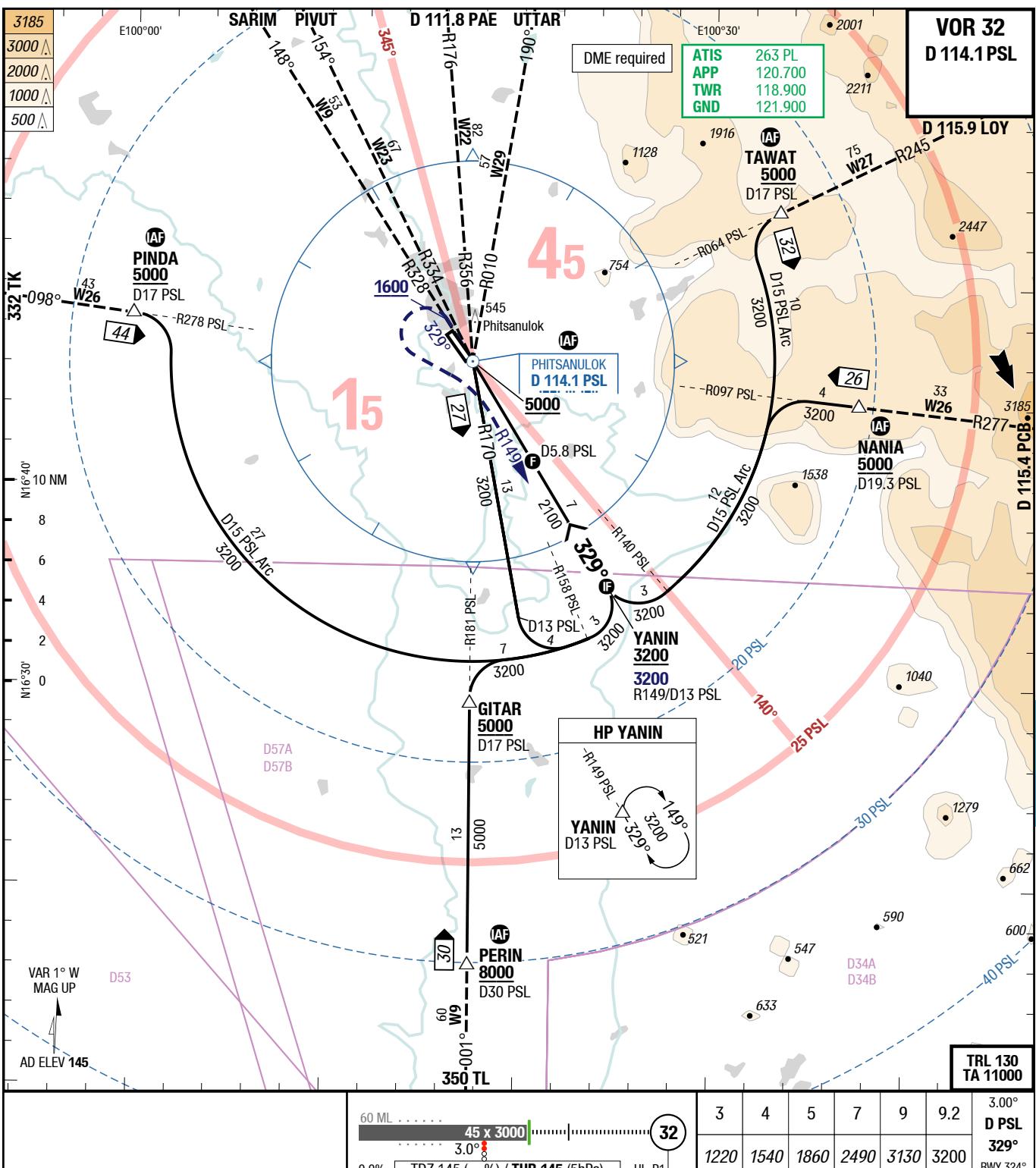




VOR 32  
D 114.1 PSL

D 115.9 LOY

Changes: New



32		VOR DME	Circling					
C	ft - m/km ft	470 - 1.5 610						790 - 2.4V 930
D	ft - m/km ft	470 - 1.5 610						790 - 3.6V 930

Effective 02-FEB-2017

26-JAN-2017

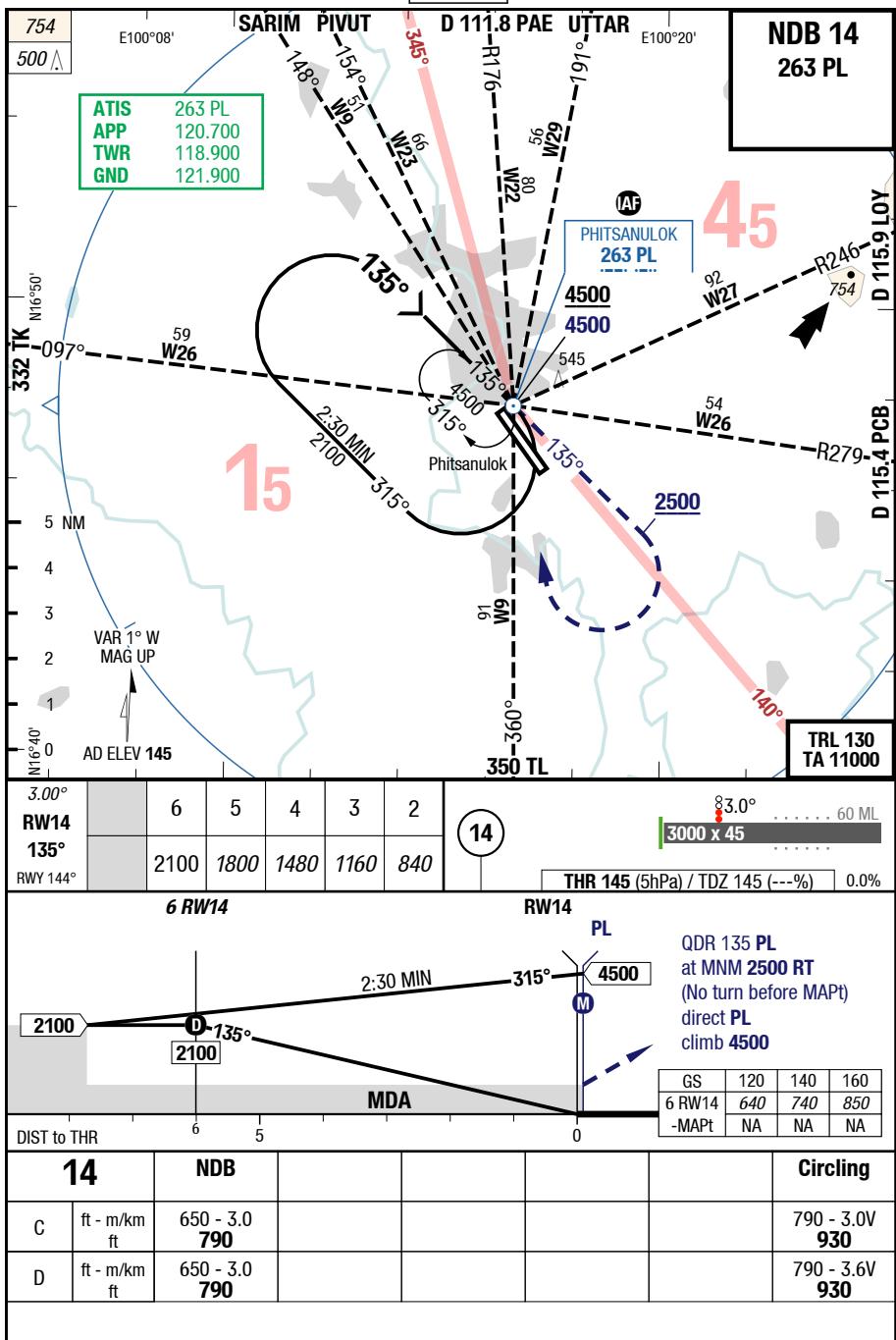
PHS-VTPP

Thailand Phitsanulok

IAC

7-70

NDB 14



Changes: Completely revised

Effective 02-FEB-2017

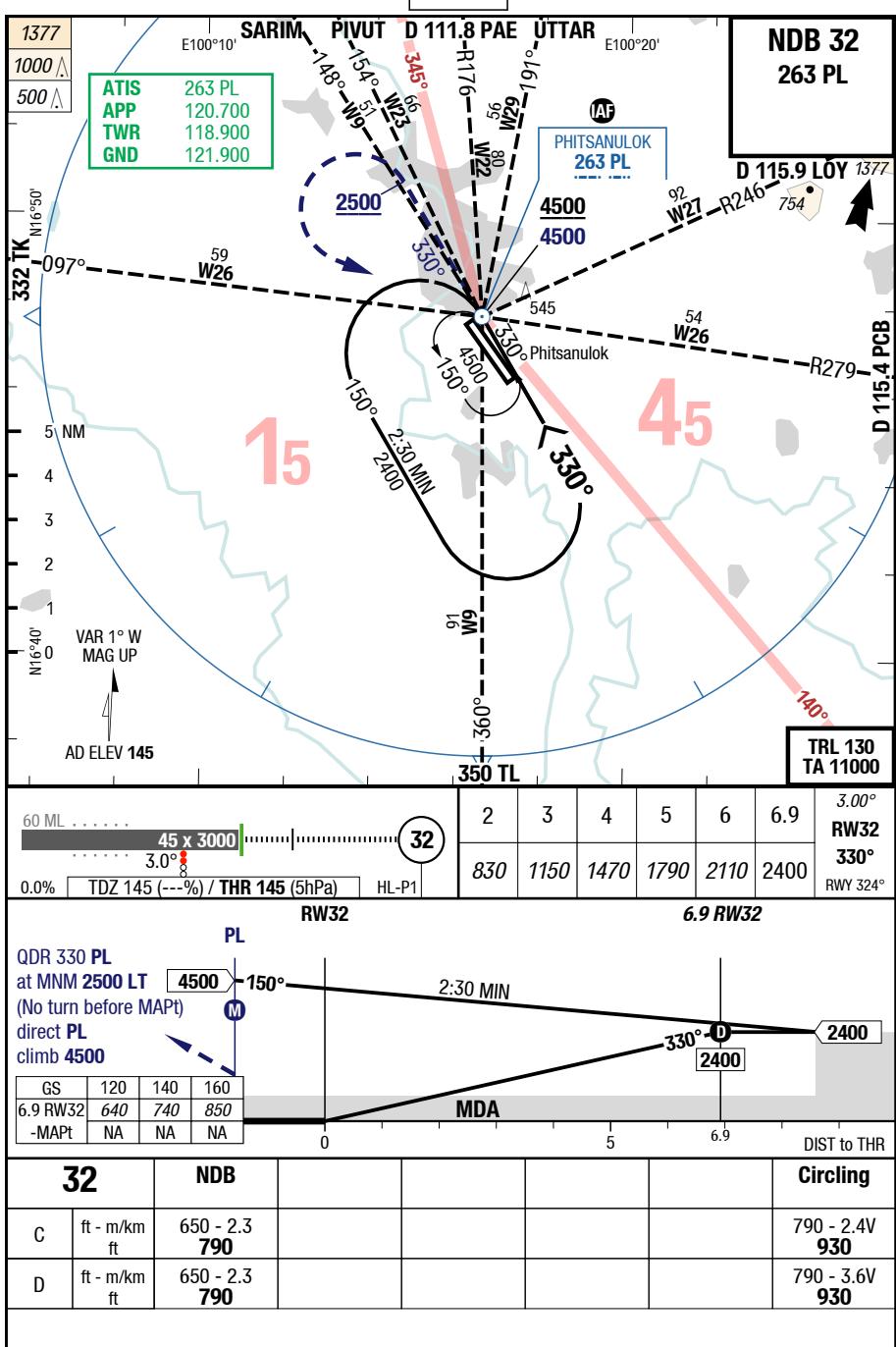
26-JAN-2017

Thailand Phitsanulok

## PHS-VTPP

7-80

NDB 32



Changes: Completely revised