

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 14/32: 72/F/C/X/T**Customs:** 0130-0930 O/R**Operation****RWY Restriction**

180° turns on RWY for ACFT B737/A319 and above via turn pads only.

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

Maintain last assigned LVL. Proceed to AMMIE, descend in AMMIE HLDG to 4000ft. Carry out SIAP to RWY 32.

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

CDO AVBL H24 for RWY 32.

REQ CDO before reaching TOD (APPROX 150NM from AD).

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

Descend continuously on normal arrival route to Krabi TMA.

Longitudinal separation at least 3min or 8NM on final APCH segment 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).

Operations without vectoring:

Arriving on W32:

- After passing 30NM from KBI DVOR, MNM ALT 9000ft, proceed to NEYMA, MNM ALT 9000ft then follow NEYMA 1A STAR to MUNIA, ALT 2500ft and carry out ILS / LOC / RNAV (GNSS) or VOR RWY 32 APCH.
- A pilot may request permission to fly directly to AMMIE. If approved, fly directly to AMMIE, ALT by ATC, after AMMIE follow NEYMA 1A STAR to MUNIA, ALT 2500ft and carry out ILS / LOC / RNAV (GNSS) or VOR RWY 32 APCH.

Non-standard GP intercept Position on RWY 32

GP intercepts RWY 32 at 311m / 1020ft after landing threshold.

Remaining LDG DIST beyond GP is 2689m / 8823ft.

DEPARTURE

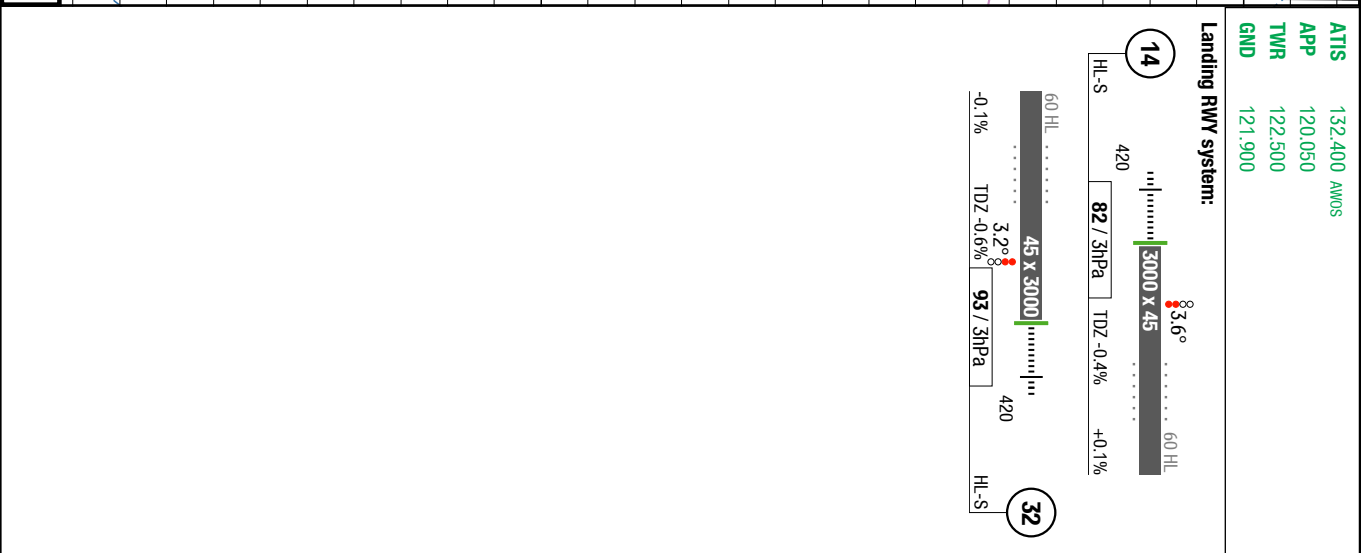
Take-off Minima

RWY		14/32	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Communication

COM Failure: See CRAR Thailand and in addition;

Proceed on SID, climb to and maintain MFA until next compulsory reporting point then climb to FPL cruising LVL.



ATIS	132.400	AWOS
TWR	122.500	
GND	121.900	

KRABI
D 111.0 KBI

14
141°
82

50

C

C

FIRE STATION

A

ARP
N 08 06.0
E 098 59.1

B

APRON

TERMINAL

3000 X 45

COORDINATES			
1,2	N08 05.9	E098 58.9	
3	N08 05.9	E098 59.0	
4-6A	N08 05.8	E098 59.0	
7-7B	N08 05.7	E098 59.1	

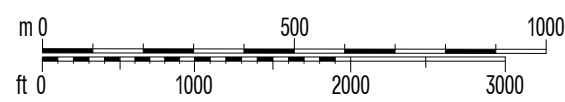
RWY	TORA	ASDA	TODA
14	3000	3060	3000
32	3000	3060	3000

Pond

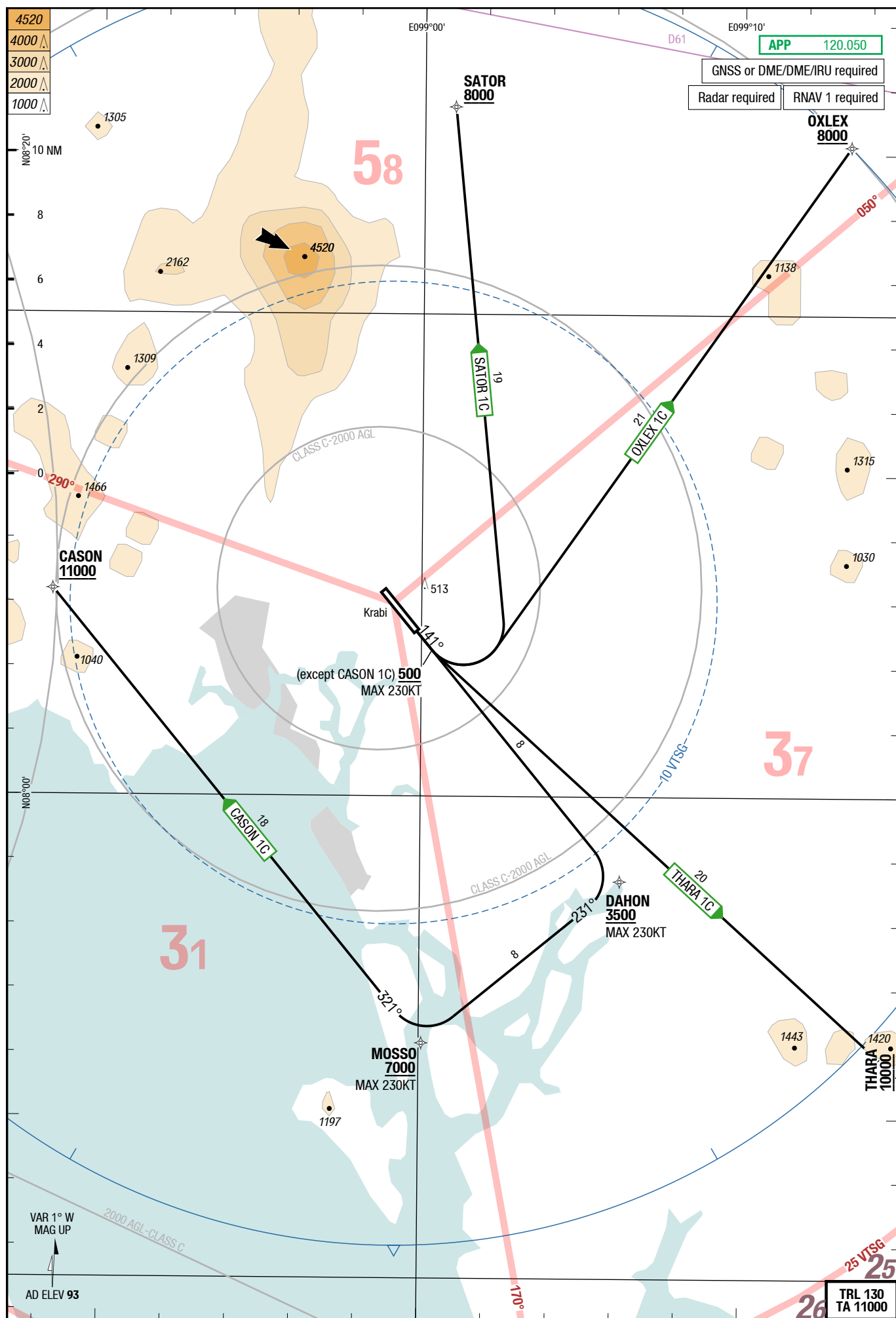
32
321°
93

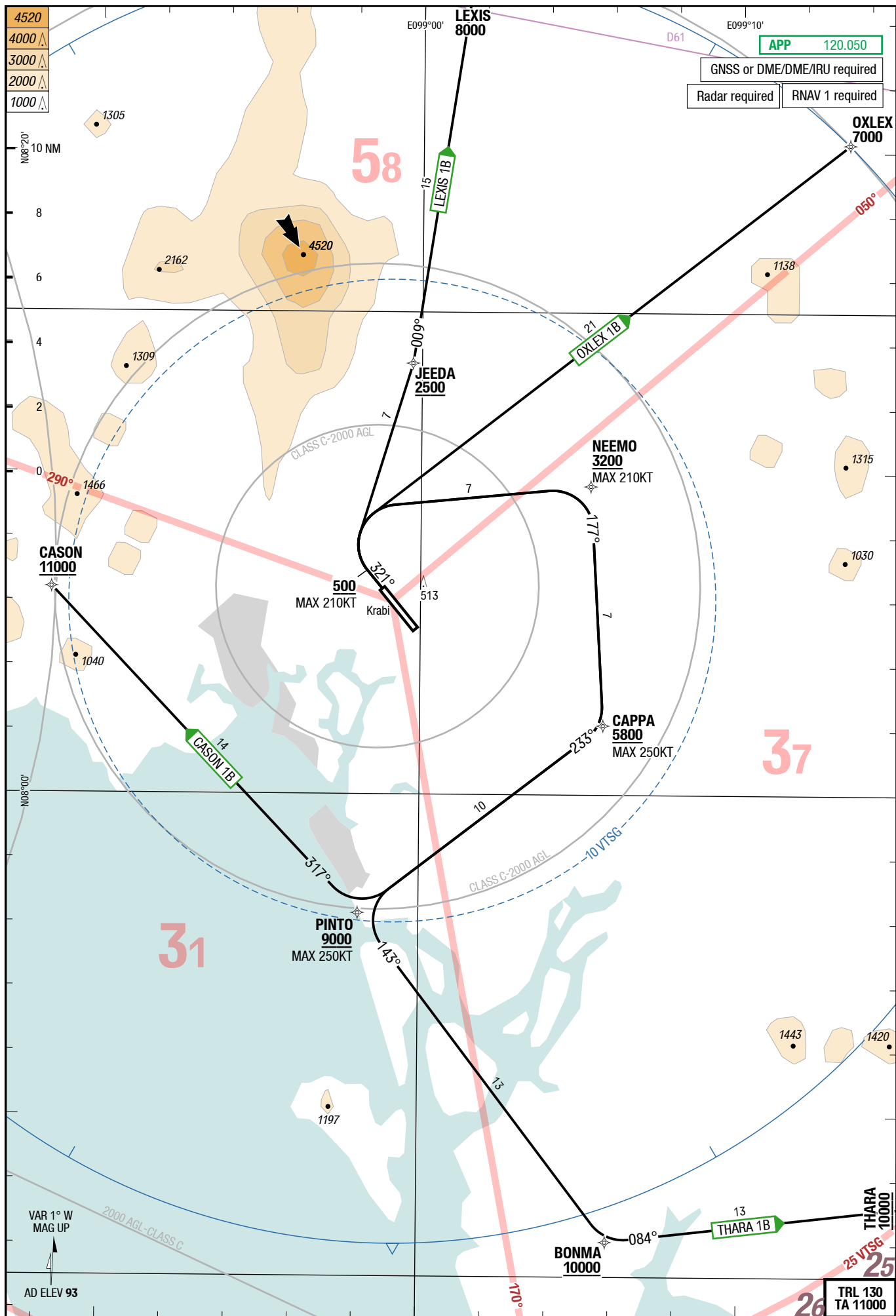
VAR 1° W
MAG UP

AD ELEV 93

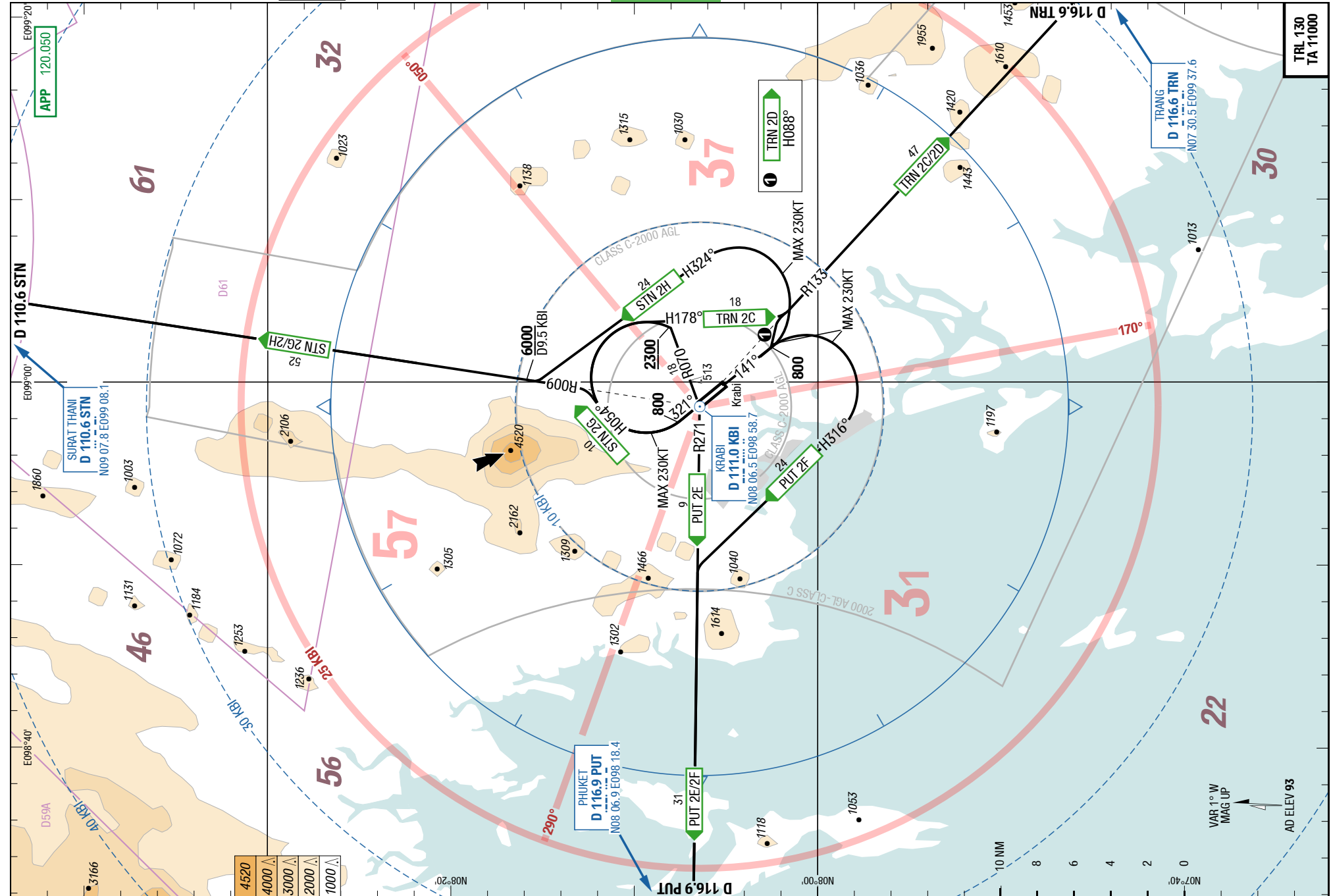


Changes: FREQ, chart layout, TWY, APRN, Declared distances





4-30



CASON 1C / OXLEX 1C / SATOR 1C / THARA 1C

RWY 14 (141°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
CASON 1C 6.0% to 8000 120.050 ①	DAHON [K230- ;R] - MOSSO [K230- ;R] - CASON	DAHON MNM 3500 MOSSO MNM 7000 CASON MNM 11000
OXLEX 1C 6.0% to 8000 120.050 ①	[A500+ ;K230- ;L] - OXLEX	OXLEX MNM 8000
SATOR 1C 6.0% to 8000 120.050 ①	[A500+ ;K230- ;L] - SATOR	SATOR MNM 8000
THARA 1C 6.0% to 8000 120.050 ①	[A500+ ;K230- ;L] - THARA	THARA MNM 10000

① If unable to comply with SID or climb gradient, advise GND on 121.900.

CASON 1B / LEXIS 1B / OXLEX 1B / THARA 1B

RWY 32 (321°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
CASON 1B 6.0% to 10000 120.050 ①	[A500+ ;K210- ;R] - NEEMO [K210- ;R] - CAPP [K250- ;R] - PINTO [K250- ;R] - CASON	NEEMO MNM 3200 CAPP MNM 5800 PINTO MNM 9000 CASON MNM 11000
LEXIS 1B 6.0% to 8000 120.050 ①	[A500+ ;K210- ;R] - JEEDA - LEXIS	JEEDA MNM 2500 LEXIS at 8000
OXLEX 1B 6.0% to 8000 120.050 ①	[A500+ ;K210- ;R] - OXLEX	OXLEX at 7000
THARA 1B 6.0% to 10000 120.050 ①	[A500+ ;K210- ;R] - NEEMO [K210- ;R] - CAPP [K250- ;R] - PINTO [K250- ;L] - BONMA [L] - THARA	NEEMO MNM 3200 CAPP MNM 5800 PINTO MNM 9000 BONMA MNM 10000 THARA MNM 10000

① If unable to comply with SID or climb gradient, advise GND 121.900.

SIDs

RWYs 14 (141°) / 32 (321°)

	GS	120	150	180	210	240	270
5.7%	ft/MIN	700	900	1100	1300	1400	1600
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

SID	ROUTING	ALTITUDES
Runway 14		
PHUKET 2F PUT 2F 5.7% to 800 120.050	at 800 RT (MAX 230KT) HDG 316° - intercept R271 KBI to PUT	
SURAT 2H STN 2H 5.7% to 800 120.050	at 800 LT (MAX 230KT) HDG 324° - intercept R009 KBI to STN	D9.5 KBI MNM 6000
TRANG 2D TRN 2D 5.7% to 800 120.050	at 800 LT (MAX 230KT) HDG 088° - intercept R133 KBI to TRN	
Runway 32		
PHUKET 2E PUT 2E 6.0% to 800 120.050	at 800 RT (MAX 230KT) - at MNM 2300 intercept R070 KBI to KBI - R271 KBI to PUT	
SURAT 2G STN 2G 6.0% to 800 120.050	at 800 RT (MAX 230KT) HDG 054° - intercept R009 KBI to STN	D9.5 KBI MNM 6000
TRANG 2C TRN 2C 6.0% to 800 120.050	at 800 RT (MAX 230KT) HDG 178° - intercept R133 KBI to TRN	

31-DEC-2015

KBV-VTSG

Thailand Krabi



RNAV STARs RWY 32

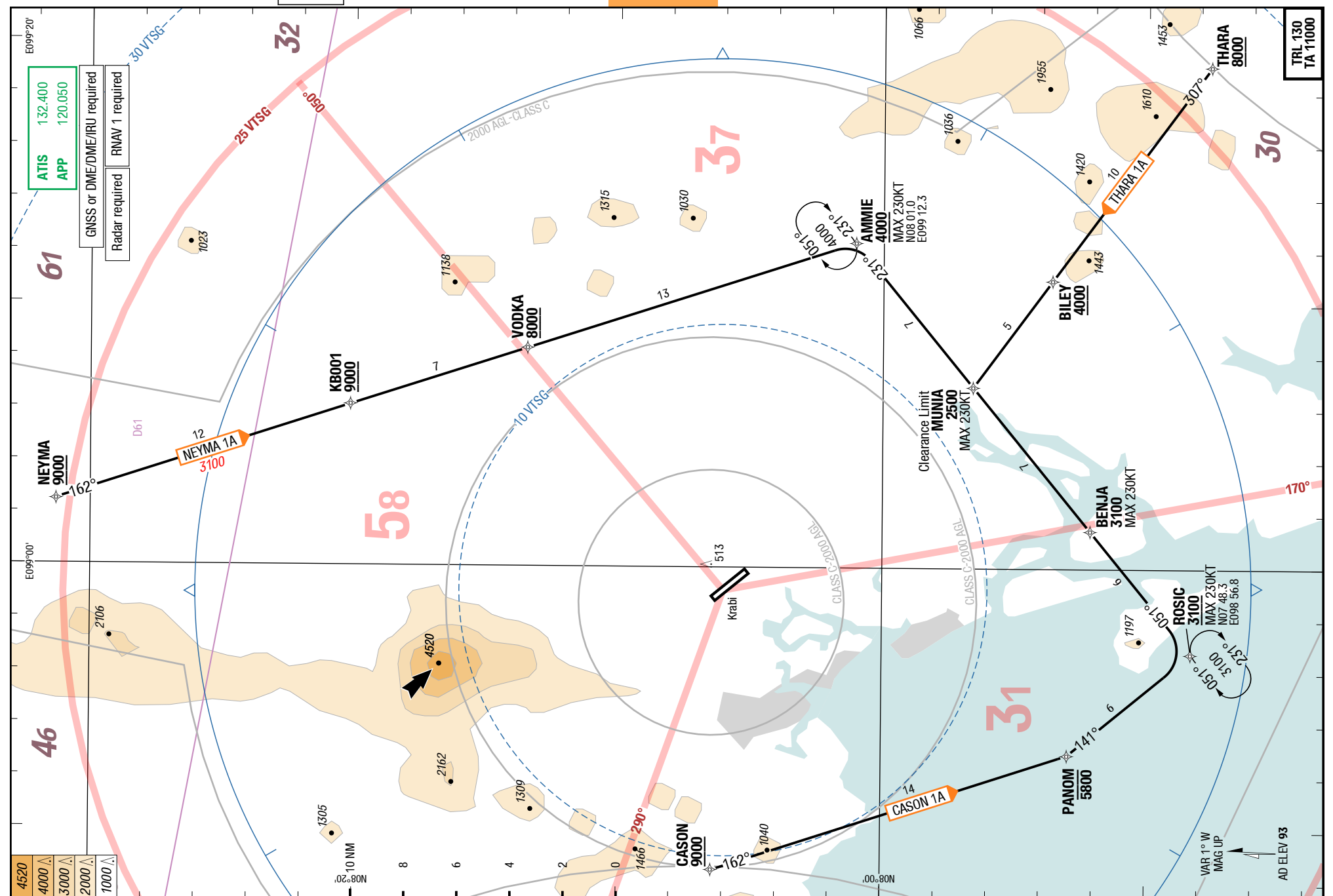
STAR

STAR

Krabi Thailand



RNAV STARs RWY 32

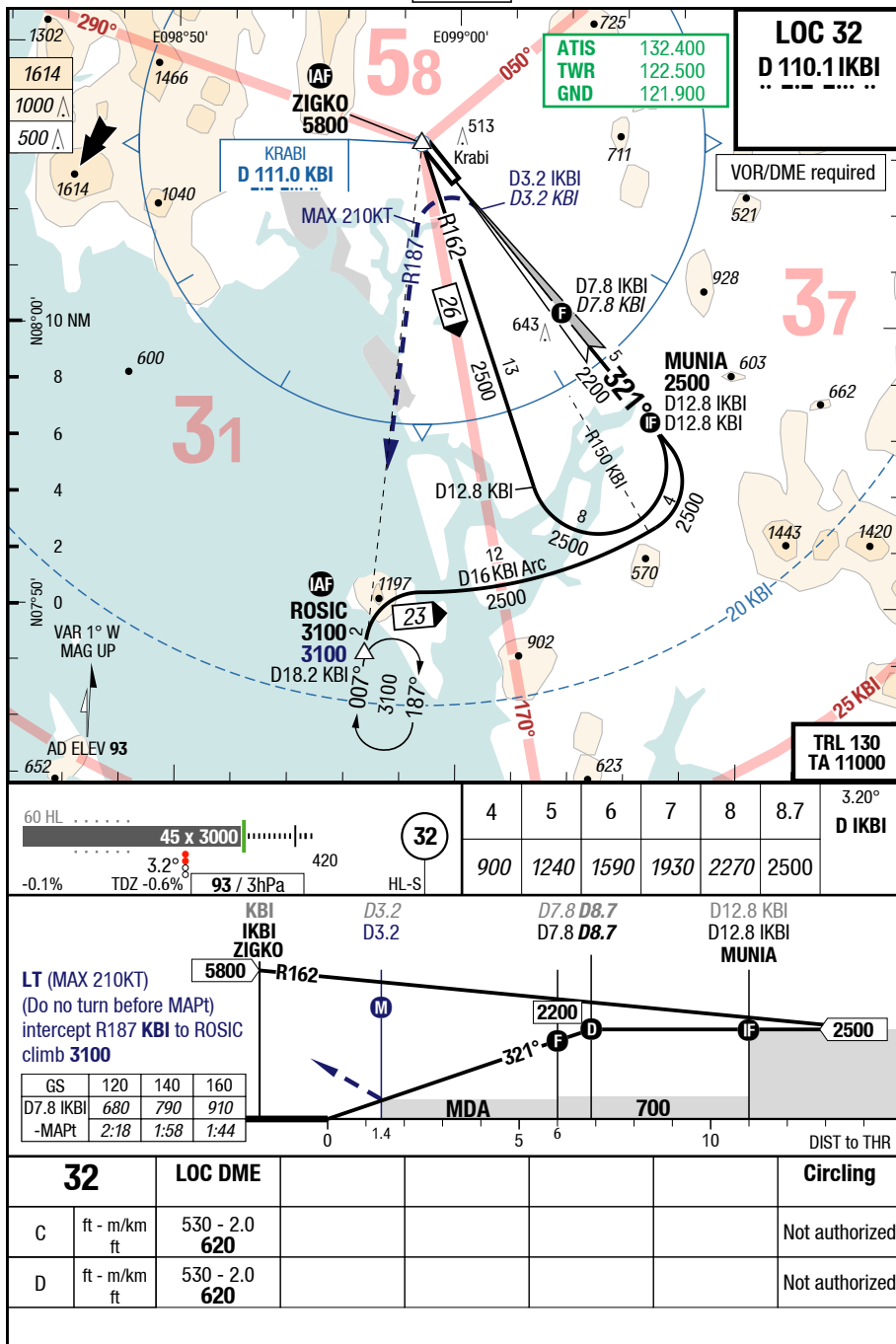


Changes: New



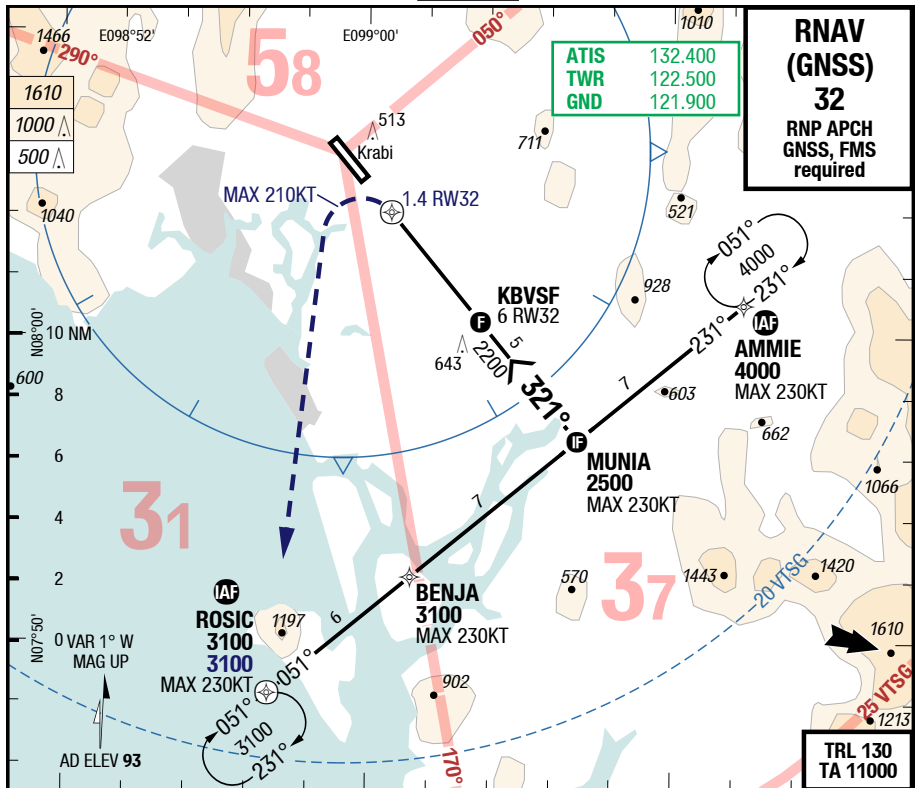
7-20

LOC 32



7-30

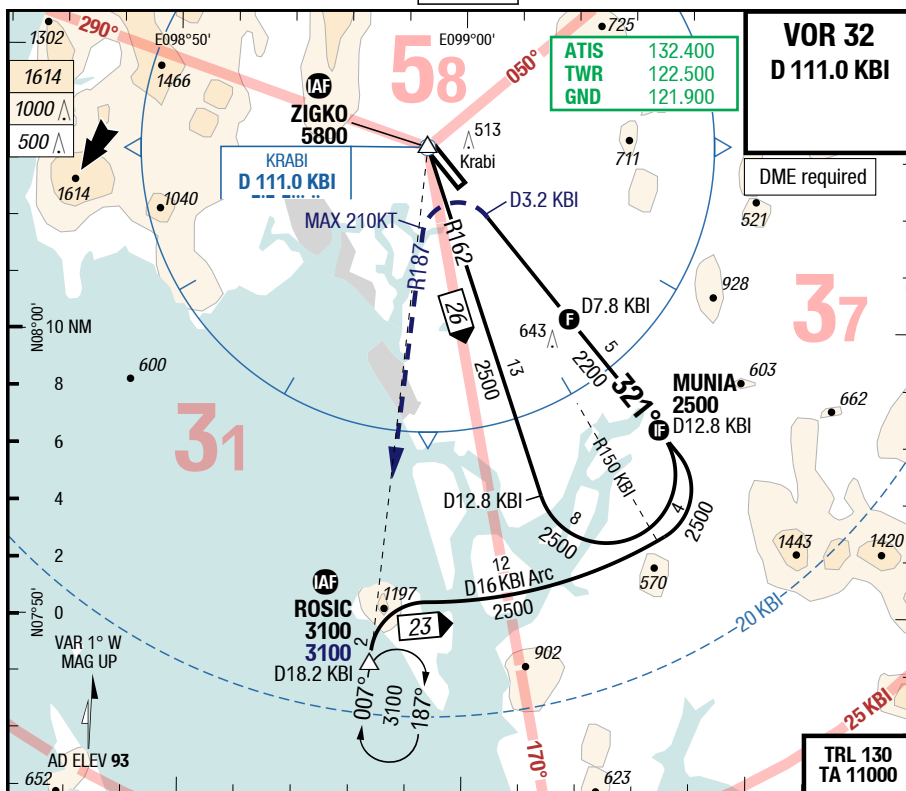
RNAV (GNSS) 32



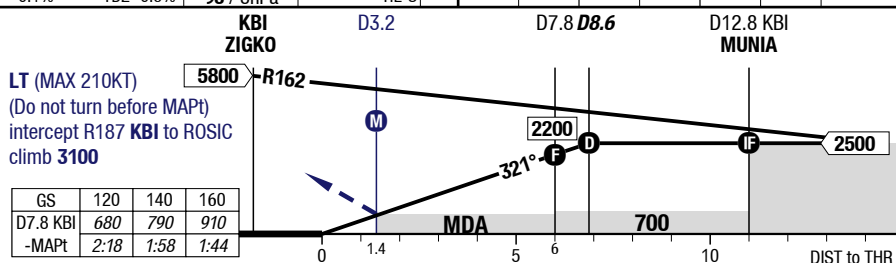
60 HL 45 x 3000 3.2° -0.1% TDZ -0.6% 93 / 3hPa HL-S				32		2	3	4	5	6.9	3.20° RW32												
						830	1180	1520	1860	2500													
RW32 1.4						6 6.9 KBVSF		11 RW32 MUNIA															
LT (MAX 210KT) (Do not turn before MAPt) direct ROSIC climb 3100				<p>2200 321° 2500</p> <p>MDA 1200</p> <p>1.4 RW32 N08 04.0 E099 00.7</p>																			
<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>KBVSF</td><td>680</td><td>790</td><td>910</td></tr><tr><td>-MAPt</td><td>2:18</td><td>1:58</td><td>1:43</td></tr></table>		GS	120	140	160	KBVSF	680	790	910	-MAPt	2:18	1:58	1:43	DIST to THR									
GS	120	140	160																				
KBVSF	680	790	910																				
-MAPt	2:18	1:58	1:43																				
32		RNAV GNSS LNAV								Circling													
C	ft - m/km ft	530 - 2.0 620								Not authorized													
D	ft - m/km ft	530 - 2.0 620								Not authorized													

7-50

VOR 32



60 HL	45 x 3000	420	32	4	5	6	7	8	8.6	3.20°
-0.1%	TDZ -0.6%	93 / 3hPa	HL-S	910	1250	1600	1940	2280	2500	D KBI



32	VOR DME					Circling
C	ft - m/km ft	530 - 2.0 620				Not authorized
D	ft - m/km ft	530 - 2.0 620				Not authorized