

**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

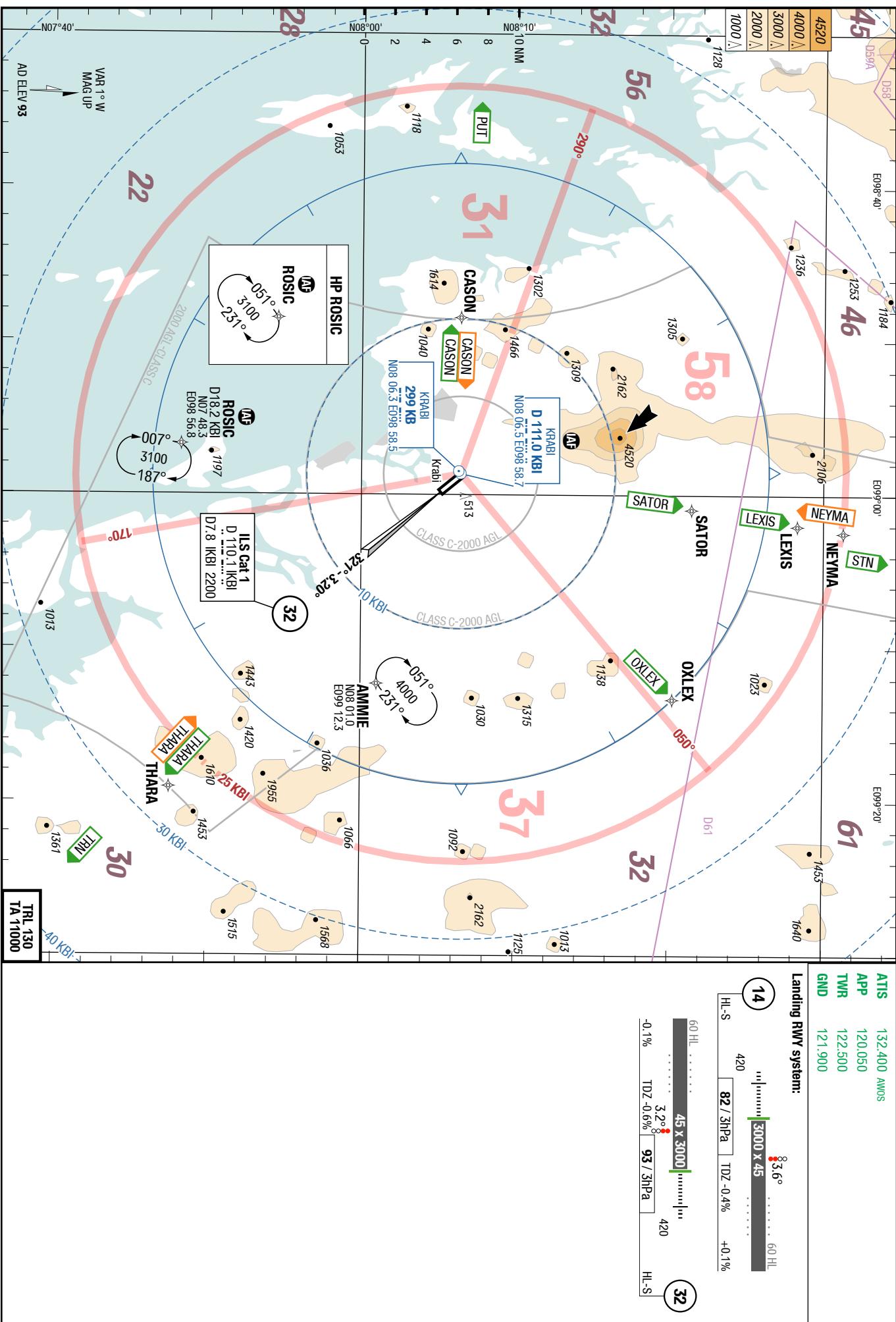
## Take-off Minima

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.



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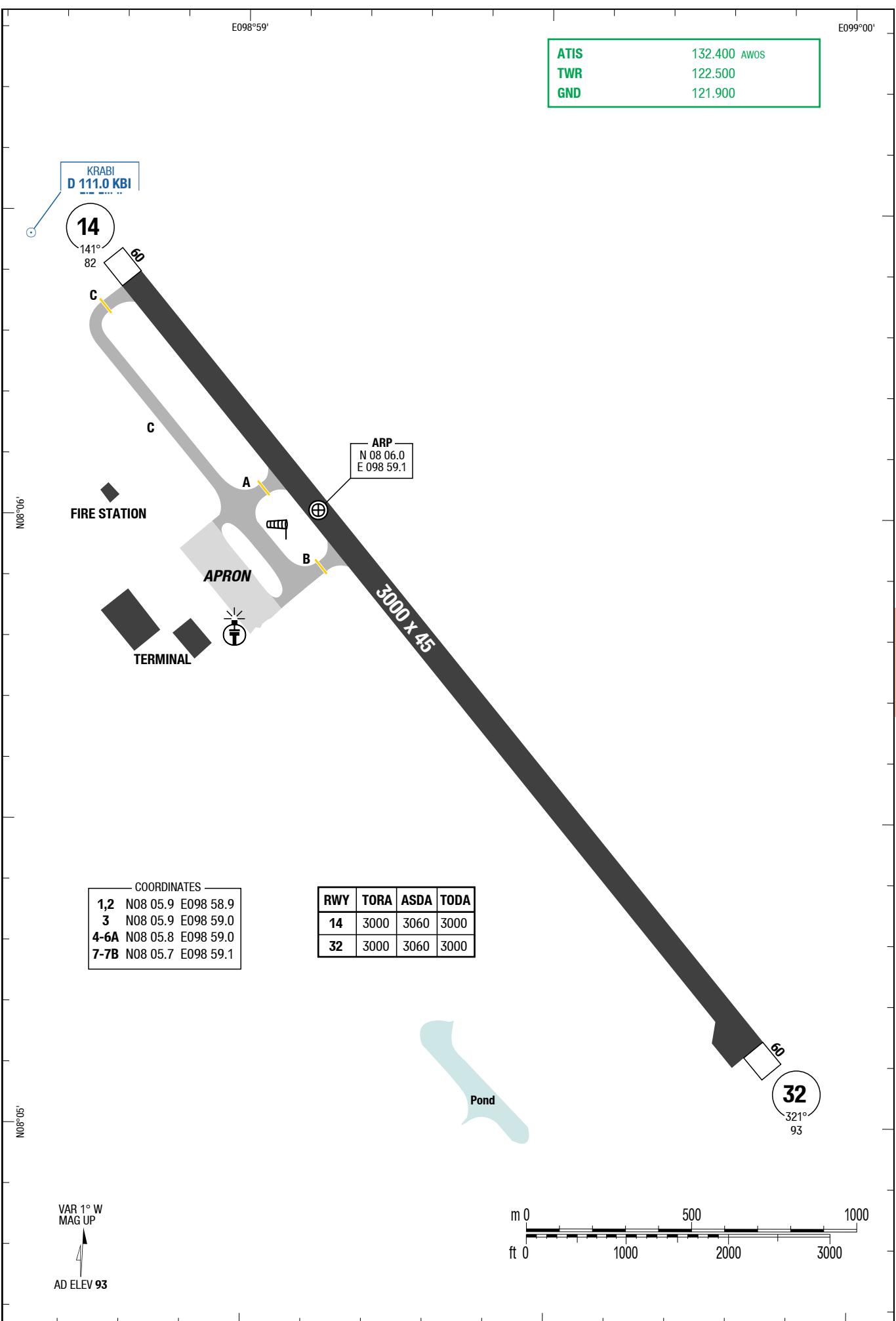
KBV-VTSG

Thailand Krabi  
Krabi Thailand

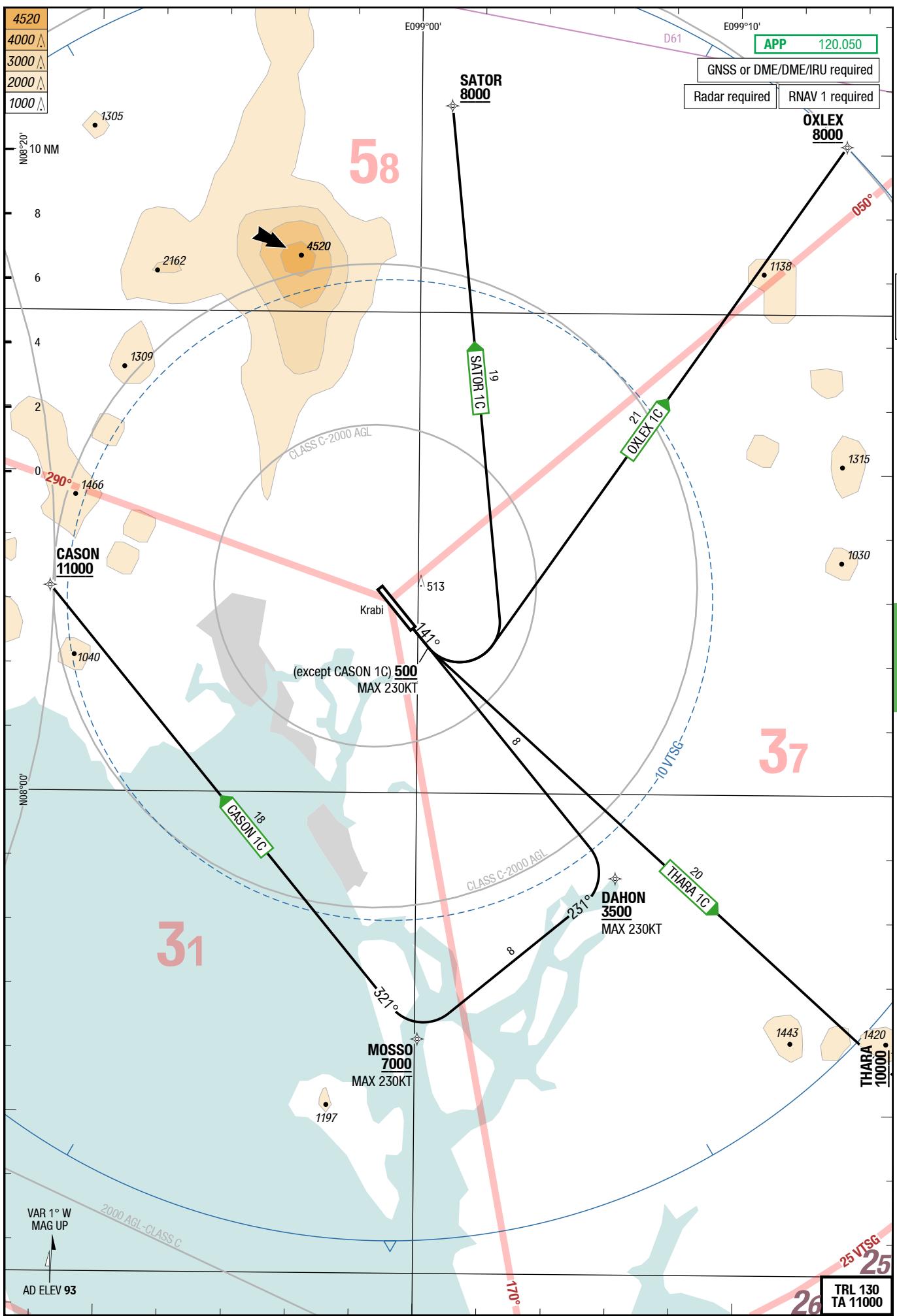
3-20

ATIS	132.400 AWOS
TWR	122.500
GND	121.900

Changes: FREQ, chart layout, TWR, APN, Declared distances



## Changes: New



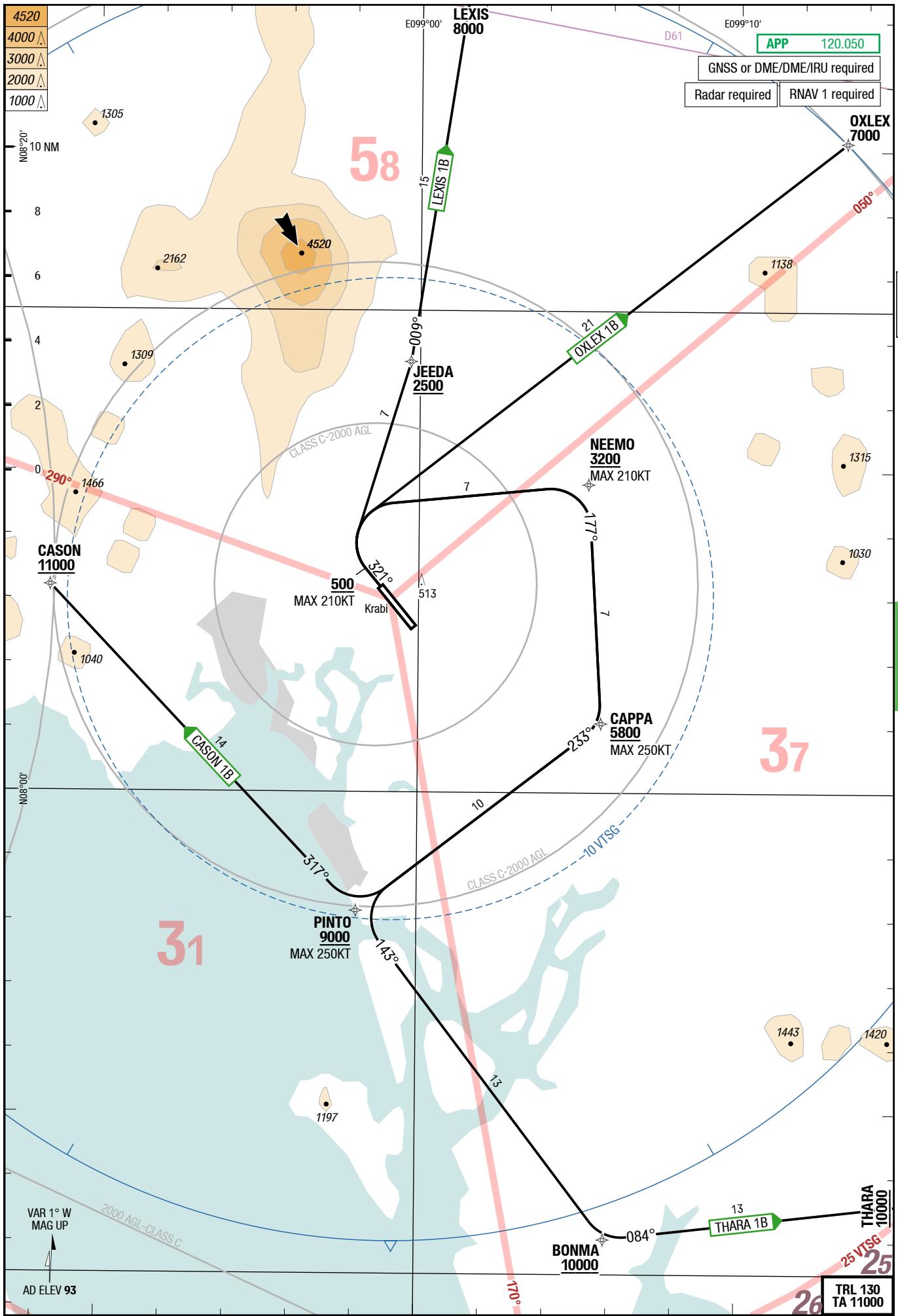
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**Thailand Krabi**

SID

Krabi Thailand  
RNAV SIDS RW



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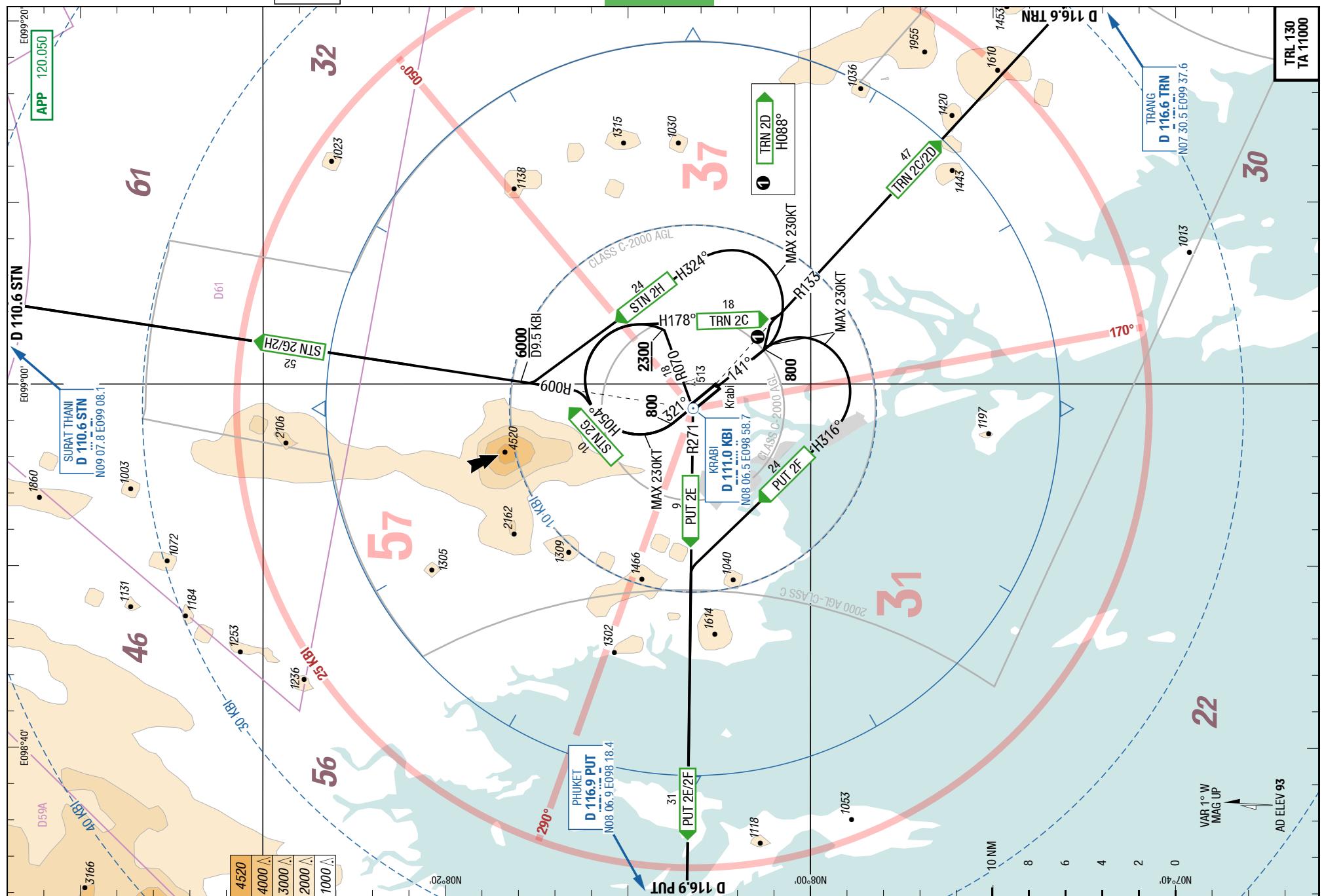
# Thailand Krabi

**SIDs**

Krabi Thailan

SIDs

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	
<b>CASON 1C</b> 6.0% to 8000 <b>120.050</b> ①	DAHON [K230- ;R] - MOSSO [K230- ;R] - CASON	DAHON MNM <b>3500</b> MOSSO MNM <b>7000</b> CASON MNM <b>11000</b>
<b>OXLEX 1C</b> 6.0% to 8000 <b>120.050</b> ①	[A500+ ;K230- ;L] - OXLEX	OXLEX MNM <b>8000</b>
<b>SATOR 1C</b> 6.0% to 8000 <b>120.050</b> ①	[A500+ ;K230- ;L] - SATOR	SATOR MNM <b>8000</b>
<b>THARA 1C</b> 6.0% to 8000 <b>120.050</b> ①	[A500+ ;K230- ;L] - THARA	THARA MNM <b>10000</b>

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

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5-20

RNAV SIDs RWY 32

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	
<b>CASON 1B</b> 6.0% to 10000 <b>120.050</b> ①	[A500+ ;K210- ;R] - NEEMO [K210- ;R] - CAPPA [K250- ;R] - PINTO [K250- ;R] - CASON	NEEMO MNM <b>3200</b> CAPPA MNM <b>5800</b> PINTO MNM <b>9000</b> CASON MNM <b>11000</b>
<b>LEXIS 1B</b> 6.0% to 8000 <b>120.050</b> ①	[A500+ ;K210- ;R] - JEEDA - LEXIS	JEEDA MNM <b>2500</b> LEXIS at <b>8000</b>
<b>OXLEX 1B</b> 6.0% to 8000 <b>120.050</b> ①	[A500+ ;K210- ;R] - OXLEX	OXLEX at <b>7000</b>
<b>THARA 1B</b> 6.0% to 10000 <b>120.050</b> ①	[A500+ ;K210- ;R] - NEEMO [K210- ;R] - CAPPA [K250- ;R] - PINTO [K250- ;L] - BONMA [L] - THARA	NEEMO MNM <b>3200</b> CAPPA MNM <b>5800</b> PINTO MNM <b>9000</b> BONMA MNM <b>10000</b> THARA MNM <b>10000</b>

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

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Thailand Krabi

NIL

STAR

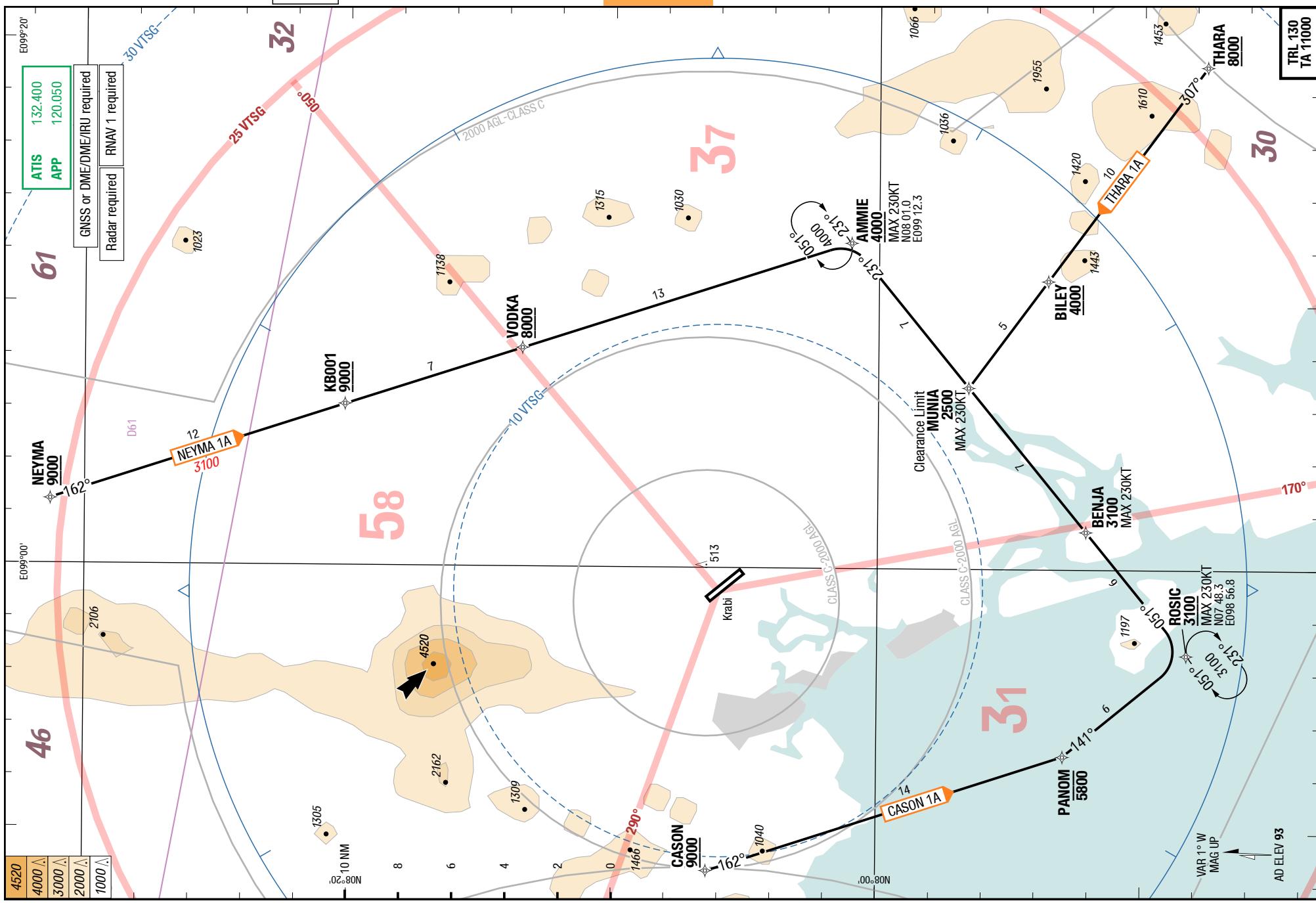
Krabi Thailand

NIL

STAR

RNAV STARs RWY 32

6-10



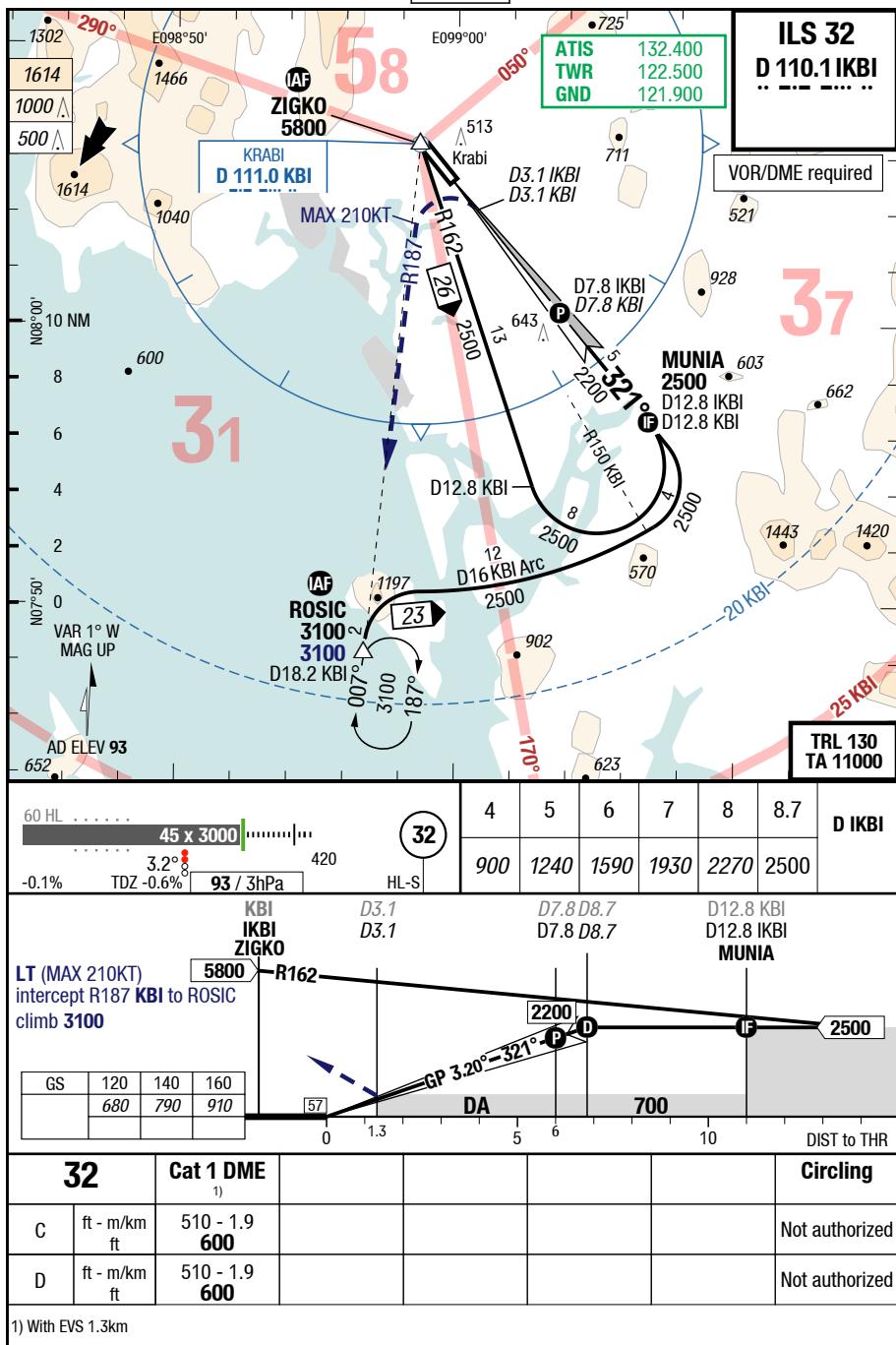
Changes: New

22-JUN-2017

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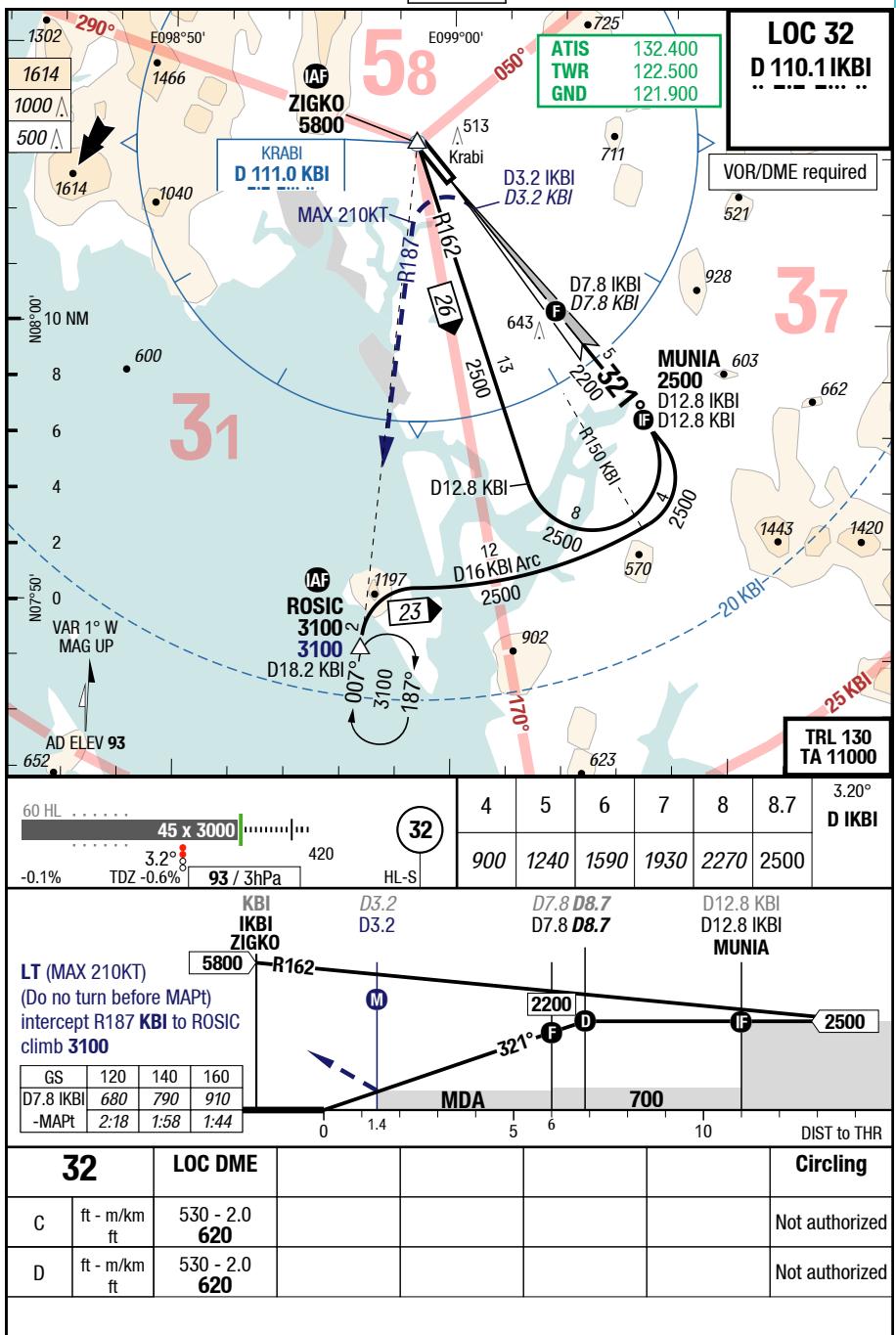
7-10

ILS 32



7-20

LOC 32



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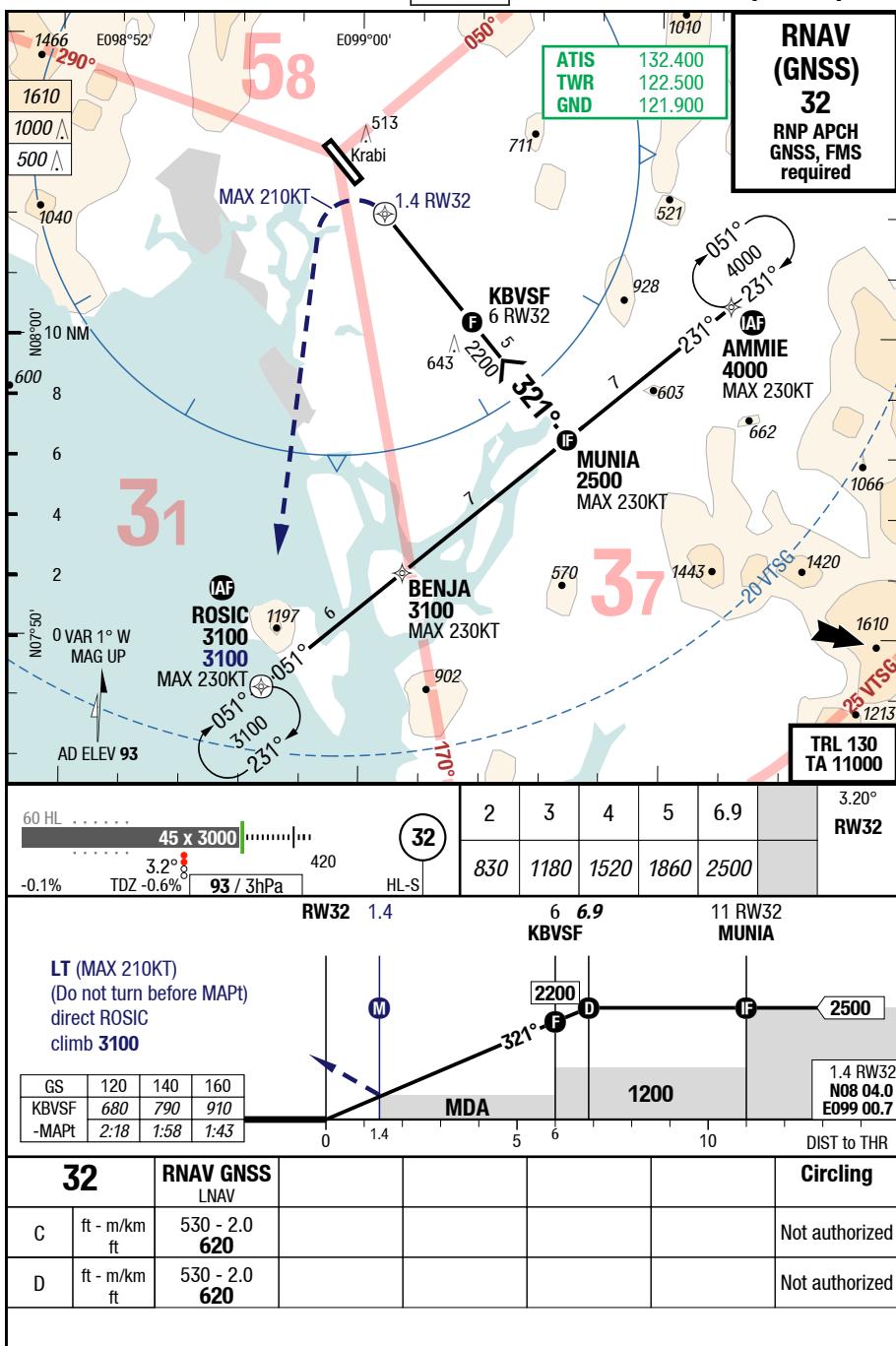
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Thailand Krabi

IAC

7-30

RNAV (GNSS) 32



Changes: New

## KBV-VTSG

7-50

VOR 32

