GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 9
PCN: RWY 09/27: 59/F/A/X/T

Operation

RWY Restriction
TWY P in connection with TWY E take care of MNM separation of 39m / 128ft between TWY CL and objects, wide body ACFT shall taxi with caution.

TWY Restriction
TWY P in connection with TWY E take care of MNM separation of 39m / 128ft between TWY CL and objects, wide body ACFT shall taxi with caution.

Simultaneous OPS on parallel TWY due MNM separation DIST between RWY CL and TWY CL of 150m / 492 ft, in IMC ACFT on TWY may be REQ to hold during LDG or TKOF.

Taxilane T3, T4, T5, T6 and T7 connected with taxilane T1 and T2 AVBL up to code letter E ACFT.

TWY C and D CLSD.

Standard Taxi Routes
Arrival
Vacate RWY 27 via TWY A, B or E.
Vacate RWY 09 via TWY F or G.

Departure
Enter RWY 09/27 via A, B, E, F or G.

Taxi/Parking
Use MNM PWR for maneuvering.

APN D and area BTN APN A and C are blind spot areas for ATC. Maneuvering at own discretion after ATC instructions are issued.

Visual Docking Guidance Systems (VDGS) AVBL at:
- APRON A: stands 7 -16, except 12L/R and 14L/R
- APRON B: stands 1-6
- APRON D: stands 31-40.

If VDGS U/S, marshaller shall guide ACFT to parking position. No ACFT allowed to taxi into parking position without the aid of VDGS or marshaller.

APU
ACFT parking on stands with aerobridges should shut down APU and air re-circulation systems and use GPU and pre-conditioned air supply to reduce carbon emission and noise.

APU may be used up to 5min after parking, or if ACFT is parked on remote stands.

Engine Run-Up Area
Testing shall be done at stand 99 on TWY A, heading of ACFT to east.

Warnings

Birds in vicinity of AD.

ARRIVAL

Arrival Procedure

Continuous Descent Operations (CDO)
CDO is AVBL H24 for RWY 27.
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 Phuket TMA.
Longitudinal separation required will be at least 3min 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).

Operations without Vectoring
ILS or LOC, RNAV (GNSS) and VOR Z RWY 27
Arriving on G458
- ACFT arriving on G458, reaching MODON at ALT not higher than 10000ft, then follow on MODON1D to BARON at ALT not lower than 3000ft, then connect to IF for ILS or LOC, RNAV (GNSS) and VOR Z RWY 27 procedure.
- The pilot may request permission to fly directly to IF, and will be advised by ATC, after IF follow the ILS or LOC, RNAV (GNSS) or VOR Z RWY 27 procedure.

Communication

COM Failure: See CRAR.

DEPARTURE

Take-off Minima

RWY		09/27	
All ACFT	ft - m/km	0 - 400v	-

Communication

COM Failure: See CRAR.

DEPARTURE

ATC Slot, Clearance

Start-up/Push-back

REQ CLR from DLV 5min prior to ENG start-up and report:

- Call sign
- ACFT type, if HEAVY
- stand
- ATIS
- DEST
- Flight level

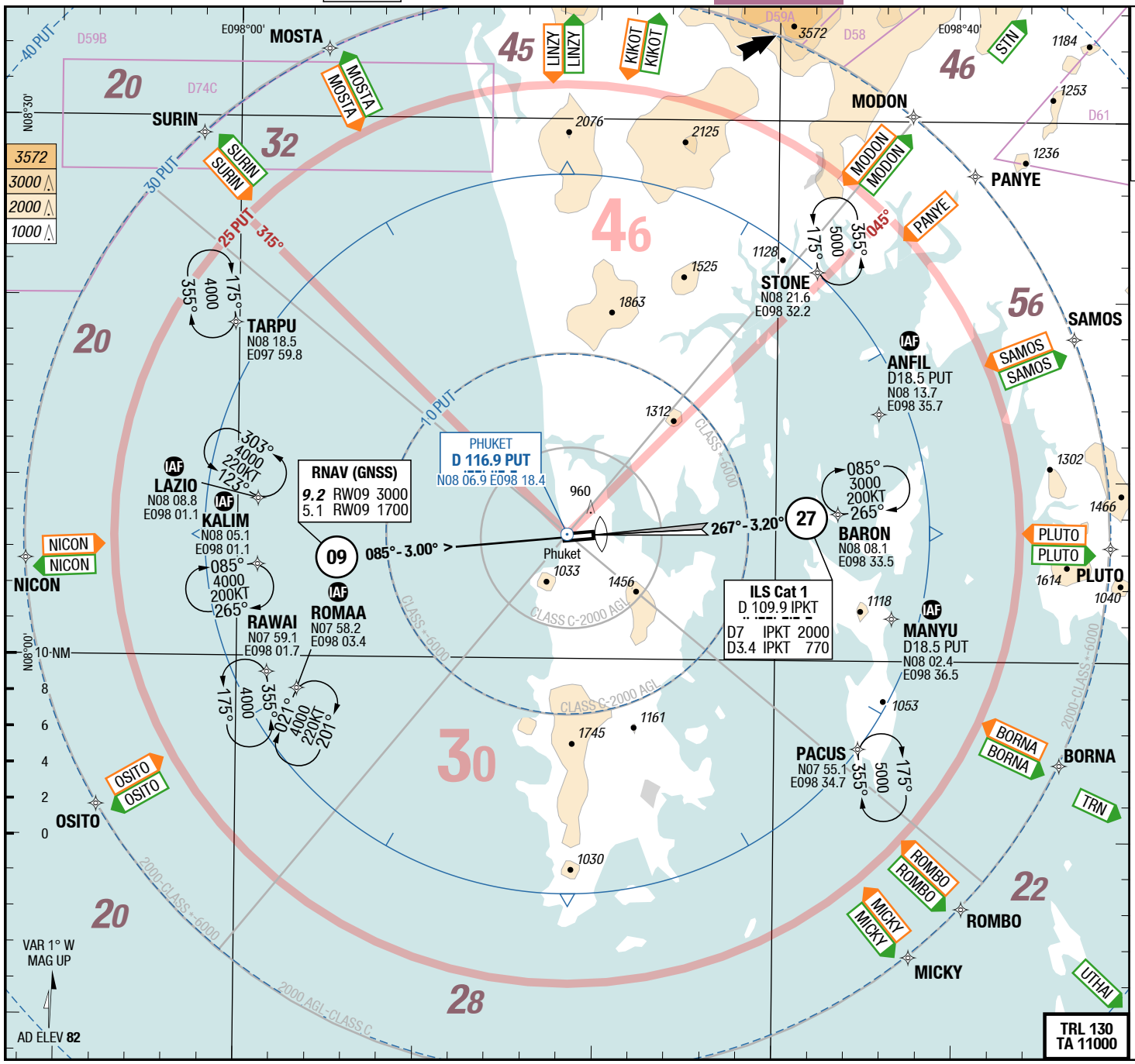
Contact GND for start-up/push-back after ATC CLR has been received.

If unable to contact DLV, contact GND for ATC CLR.

Start only one ENG with MNM PWR during push-back. Start the other ENGs when push-back is completed.

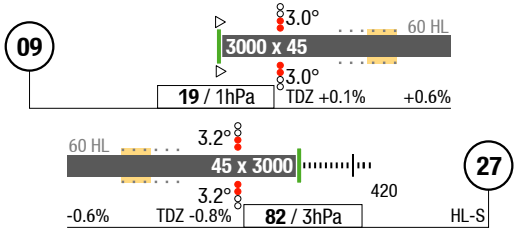
In case the pilot needs to start-up ENG more than MNM PWR (such as Cross-Bleed start), ATC approval must be received before push-back. Start-up within the taxilane only.

Use MNM PWR for push-back, start-up and maneouvring.

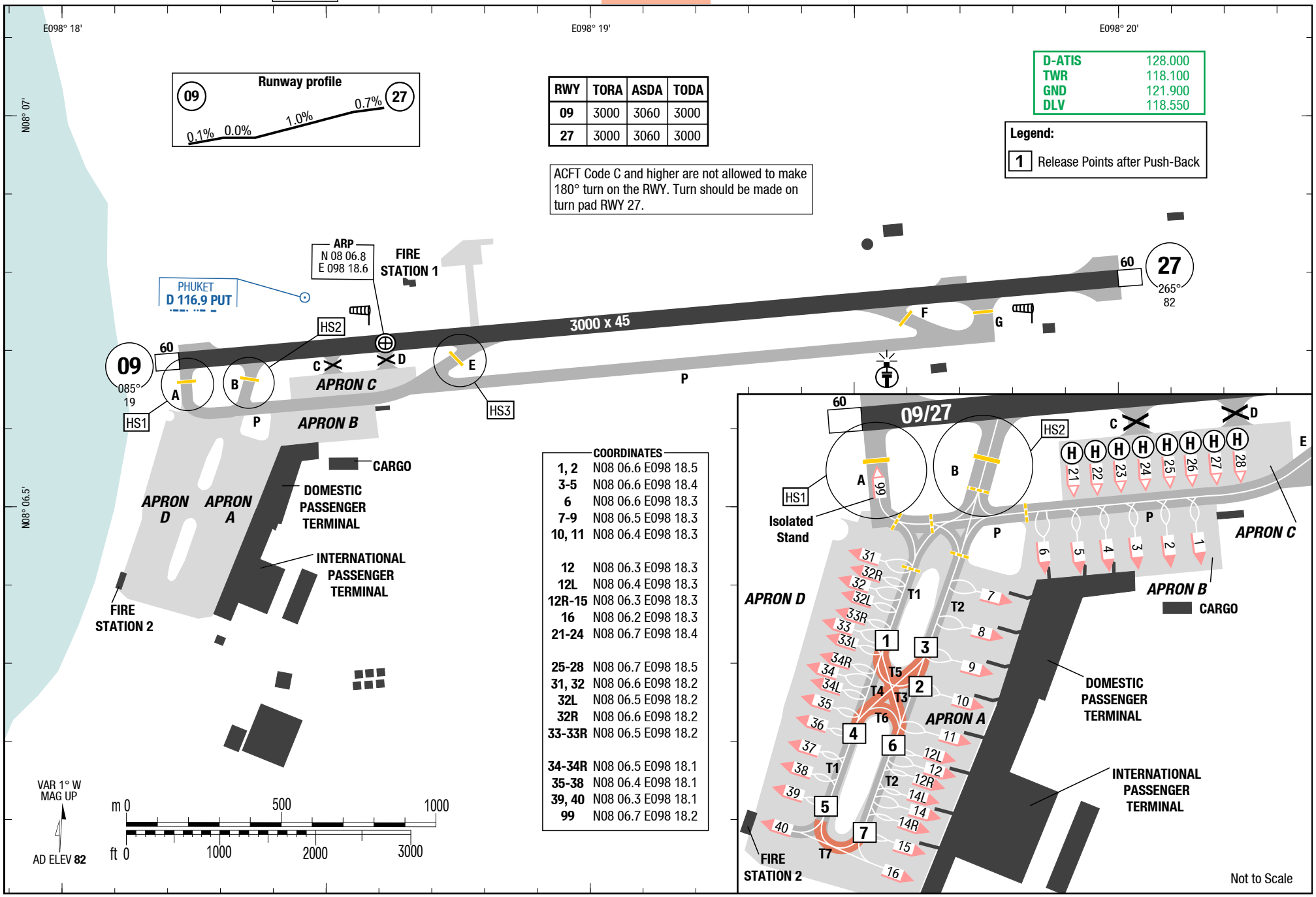


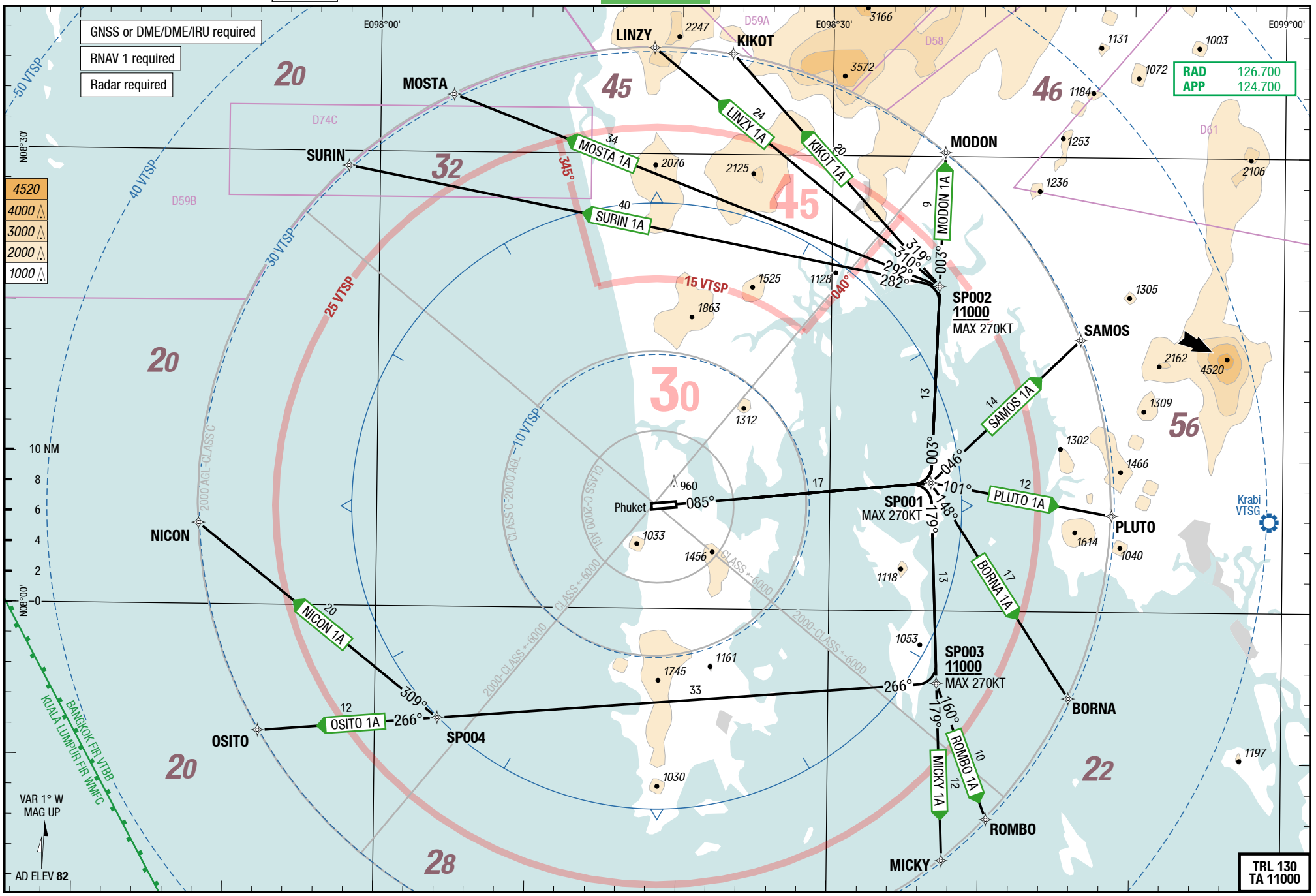
D-ATIS	128.000
ARR	120.700
RAD	126.700
APP	124.700
TWR	118.100
GND	121.900
DLV	118.550

Landing RWY system:



Changes: Nil


E098° 18'
E098° 19'
E098° 20'
N08° 07'
N08° 06.5'
Runway profile
09
27
0.1%
0.0%
1.0%
0.7%
RWY TORA ASDA TODA
09 3000 3060 3000
27 3000 3060 3000
D-ATIS 128.000
TWR 118.100
GND 121.900
DLV 118.550
Legend:
1 Release Points after Push-Back
ACFT Code C and higher are not allowed to make 180° turn on the RWY. Turn should be made on turn pad RWY 27.
ARP
N 08 06.8
E 098 18.6
FIRE STATION 1
PHUKET
D 116.9 PUT
HS1
HS2
HS3
3000 x 45
09
085°
19
27
265°
82
60
A
B
C
D
E
F
G
P
APRON C
APRON B
APRON D
APRON A
CARGO
DOMESTIC PASSENGER TERMINAL
INTERNATIONAL PASSENGER TERMINAL
FIRE STATION 2
09/27
Isolated Stand
99
T1
T2
T3
T4
T5
T6
T7
1
2
3
4
5
6
7
COORDINATES
1, 2 N08 06.6 E098 18.5
3-5 N08 06.6 E098 18.4
6 N08 06.6 E098 18.3
7-9 N08 06.5 E098 18.3
10, 11 N08 06.4 E098 18.3
12 N08 06.3 E098 18.3
12L N08 06.4 E098 18.3
12R-15 N08 06.3 E098 18.3
16 N08 06.2 E098 18.3
21-24 N08 06.7 E098 18.4
25-28 N08 06.7 E098 18.5
31, 32 N08 06.6 E098 18.2
32L N08 06.5 E098 18.2
32R N08 06.6 E098 18.2
33-33R N08 06.5 E098 18.2
34-34R N08 06.5 E098 18.1
35-38 N08 06.4 E098 18.1
39, 40 N08 06.3 E098 18.1
99 N08 06.7 E098 18.2
VAR 1° W
MAG UP
AD ELEV 82
m 0 500 1000
ft 0 1000 2000 3000
Not to Scale



Changes: MSA, TOPO

15-SEP-2016

HKT-VTSP

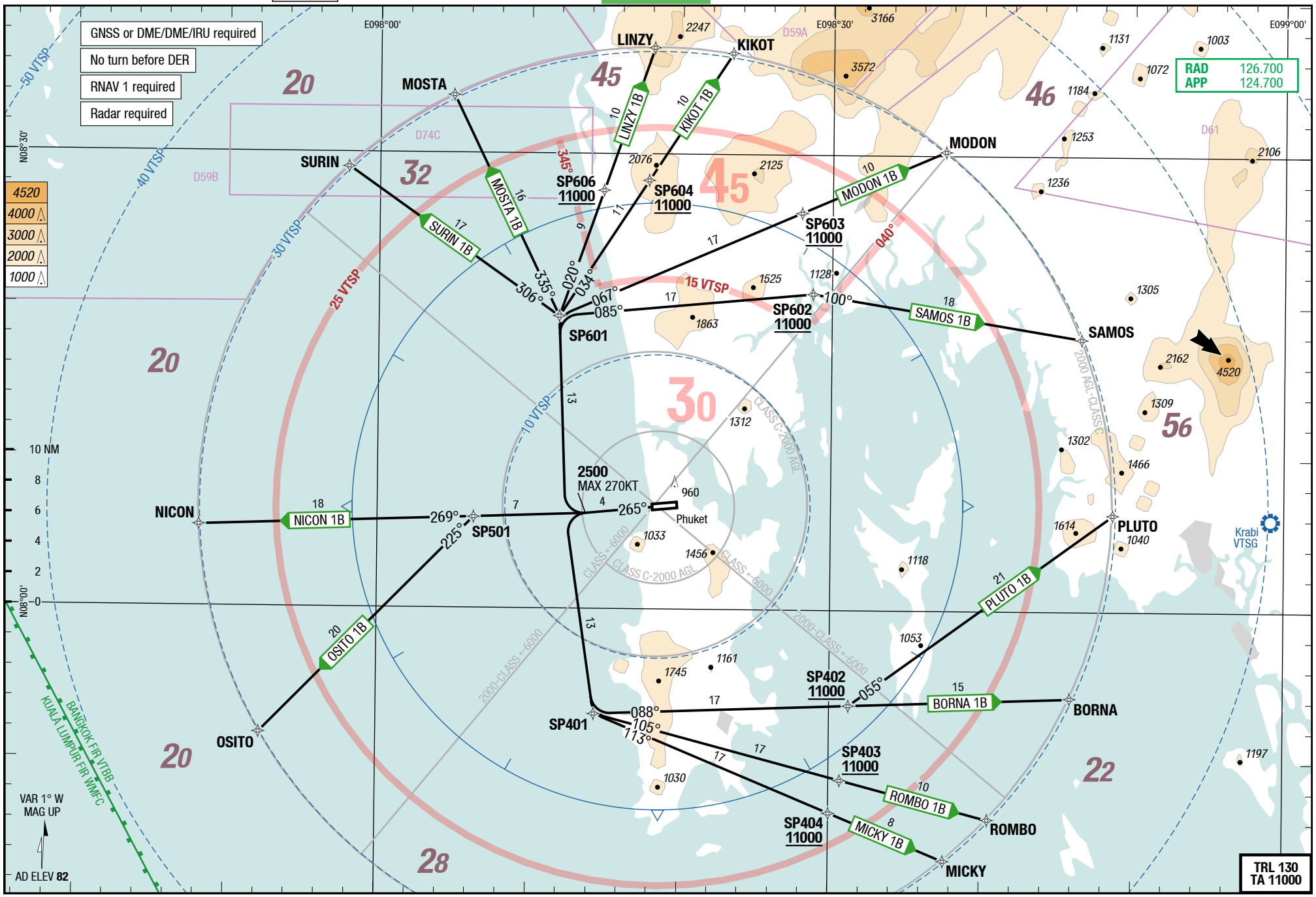
4-20

Thailand **Phuket** Phuket Intl — RNAV SIDs RWY 27

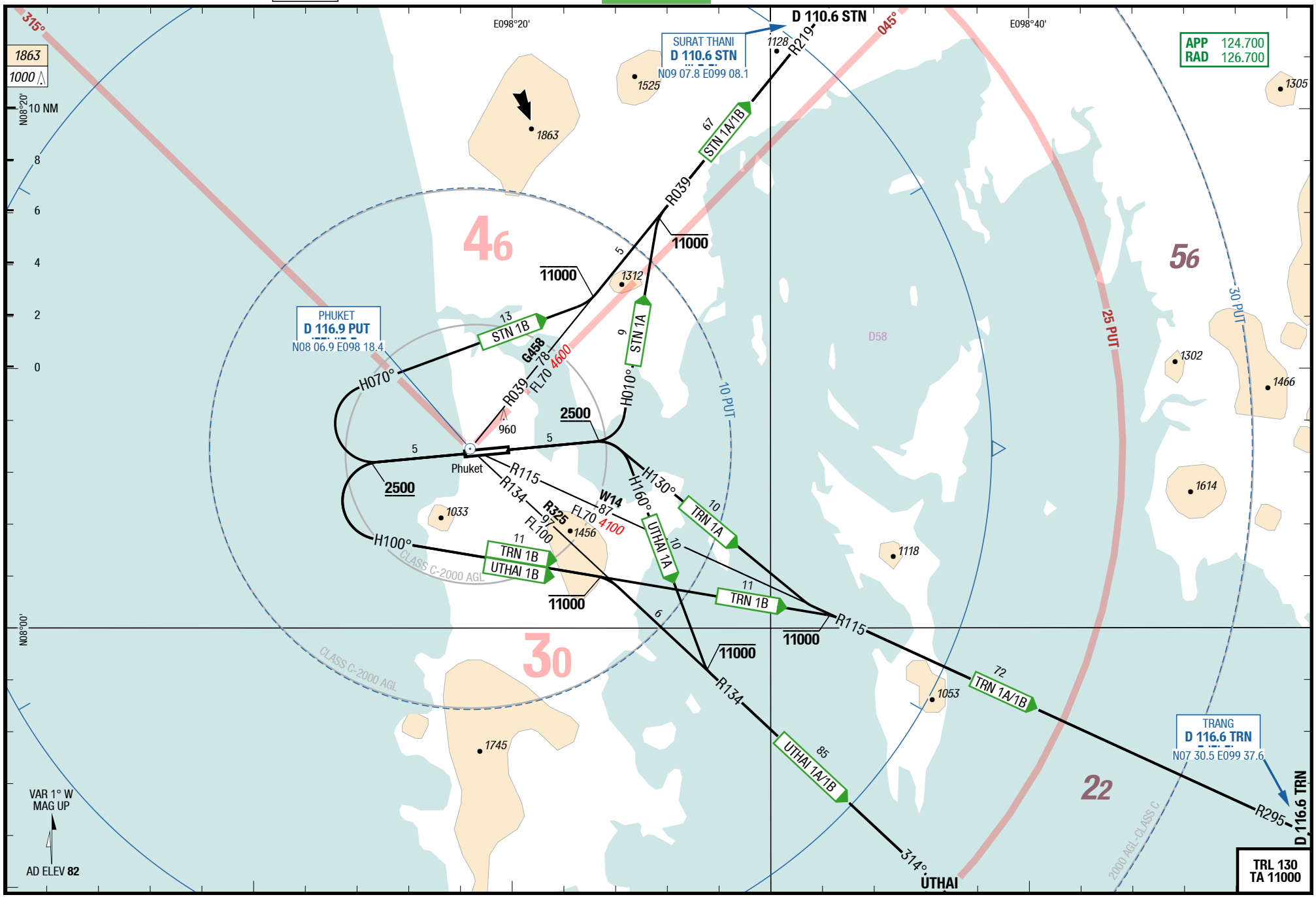
SID

Phuket Intl **Phuket** Thailand — RNAV SIDs RWY 27

SID



Changes: MSA, TOPO



Changes: Page Number

BORNA 1A / KIKOT 1A / LINZY 1A / MICKY 1A / MODON 1A / MOSTA 1A / NICON 1A / OSITO 1A

RWY 09 (085°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
BORNA 1A 6.1% to 11000 **124.700**	SP001 (MAX 270KT) - BORNA **FMS** SP001 [K270- ;R] - BORNA	 initial climb **5000**
KIKOT 1A 6.1% to 11000 **124.700**	SP001 - SP002 (MAX 270KT) - KIKOT **FMS** SP001 [K270- ;L] - SP002 [K270- ;A11000+ ;L] - KIKOT	SP002 MNM **11000** initial climb **5000**
LINZY 1A 6.1% to 11000 **124.700**	SP001 - SP002 (MAX 270KT) - LINZY **FMS** SP001 [K270- ;L] - SP002 [K270- ;A11000+ ;L] - LINZY	SP002 MNM **11000** initial climb **5000**
MICKY 1A 6.1% to 11000 **124.700**	SP001 - SP003 (MAX 270KT) - MICKY **FMS** SP001 [K270- ;R] - SP003 [K270- ;A11000+] - MICKY	SP003 MNM **11000** initial climb **5000**
MODON 1A 6.1% to 11000 **124.700**	SP001 - SP002 (MAX 270KT) - MODON **FMS** SP001 [K270- ;L] - SP002 [K270- ;A11000+] - MODON	SP002 MNM **11000** initial climb **5000**
MOSTA 1A 6.1% to 11000 **124.700**	SP001 - SP002 (MAX 270KT) - MOSTA **FMS** SP001 [K270- ;L] - SP002 [K270- ;A11000+ ;L] - MOSTA	SP002 MNM **11000** initial climb **5000**
NICON 1A 6.1% to 11000 **124.700**	SP001 - SP003 (MAX 270KT) - SP004 - NICON **FMS** SP001 [K270- ;R] - SP003 [K270- ;A11000+ ;R] - SP004 [R] - NICON	SP003 MNM **11000** initial climb **5000**
OSITO 1A 6.1% to 11000 **124.700**	SP001 - SP003 (MAX 270KT) - SP004 - OSITO **FMS** SP001 [K270- ;R] - SP003 [K270- ;A11000+ ;R] - SP004 - OSITO	SP003 MNM **11000** initial climb **5000**

Changes: New

PLUTO 1A / ROMBO 1A / SAMOS 1A / SURIN 1A

RWY 09 (085°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
PLUTO 1A 6.1% to 11000 **124.700**	SP001 (MAX 270KT) - PLUTO **FMS** SP001 [K270- ;R] - PLUTO	 initial climb **5000**
ROMBO 1A 6.1% to 11000 **124.700**	SP001 - SP003 (MAX 270KT) - ROMBO **FMS** SP001 [K270- ;R] - SP003 [K270- ;A11000+ ;L] - ROMBO	SP003 MNM **11000** initial climb **5000**
SAMOS 1A 6.1% to 11000 **124.700**	SP001 (MAX 270KT) - SAMOS **FMS** SP001 [K270- ;L] - SAMOS	 initial climb **5000**
SURIN 1A 6.1% to 11000 **124.700**	SP001 - SP002 (MAX 270KT) - SURIN **FMS** SP001 [K270- ;L] - SP002 [K270- ;A11000+ ;L] - SURIN	SP002 MNM **11000** initial climb **5000**

BORNA 1B / KIKOT 1B / LINZY 1B / MICKY 1B / MODON 1B / MOSTA 1B / NICON 1B / OSITO 1B

RWY 27 (265°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
BORNA 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) **LT** - SP401 - SP402 - BORNA **FMS** [K270- ;A2500 ;L] - SP401 [L] - SP402 [A11000+] - BORNA	SP402 MNM **11000** initial climb **5000**
KIKOT 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) **RT** - SP601 - SP604 - KIKOT **FMS** [K270- ;A2500 ;R] - SP601 [R] - SP604 [A11000+] - KIKOT	SP604 MNM **11000** initial climb **5000**
LINZY 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) **RT** - SP601 - SP606 - LINZY **FMS** [K270- ;A2500 ;R] - SP601 [R] - SP606 [A11000+] - LINZY	SP606 MNM **11000** initial climb **5000**
MICKY 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) **LT** - SP401 - SP404 - MICKY **FMS** [K270- ;A2500 ;L] - SP401 [L] - SP404 [A11000+] - MICKY	SP404 MNM **11000** initial climb **5000**
MODON 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) **RT** - SP601 - SP603 - MODON **FMS** [K270- ;A2500 ;R] - SP601 [R] - SP603 [A11000+] - MODON	SP603 MNM **11000** initial climb **5000**
MOSTA 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) **RT** - SP601 - MOSTA **FMS** [K270- ;A2500 ;R] - SP601 [L] - MOSTA	 initial climb **5000**
NICON 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) direct SP501 - NICON **FMS** [K270- ;A2500 ;R] - SP501 - NICON	 initial climb **5000**
OSITO 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) direct SP501 - OSITO **FMS** [K270- ;A2500 ;R] - SP501 [L] - OSITO	 initial climb **5000**

① Do not turn before DER.

Changes: New

PLUTO 1B / ROMBO 1B / SAMOS 1B / SURIN 1B

RWY 27 (265°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
PLUTO 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) **LT** - SP401 - SP402 - PLUTO **FMS** [K270- ;A2500 ;L] - SP401 [L] - SP402 [A11000+ ;L] - PLUTO	SP402 MNM **11000** initial climb **5000**
ROMBO 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) **LT** - SP401 - SP403 - ROMBO **FMS** [K270- ;A2500 ;L] - SP401 [L] - SP403 [A11000+] - ROMBO	SP403 MNM **11000** initial climb **5000**
SAMOS 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) **RT** - SP601 - SP602 - SAMOS **FMS** [K270- ;A2500 ;R] - SP601 [R] - SP602 [A11000+ ;R] - SAMOS	SP602 MNM **11000** initial climb **5000**
SURIN 1B 6.5% to 11000 **124.700** ①	at **2500** (MAX 270KT) **RT** - SP601 - SURIN **FMS** [K270- ;A2500 ;R] - SP601 [L] - SURIN	 initial climb **5000**

① Do not turn before DER.

Changes: New

SURAT 1A / TRANG 1A / UTHAI 1A / SURAT 1B / TRANG 1B / UTHAI 1B

RWYs 09 (085°) / 27 (265°)

Contact Phuket APP after take-off.

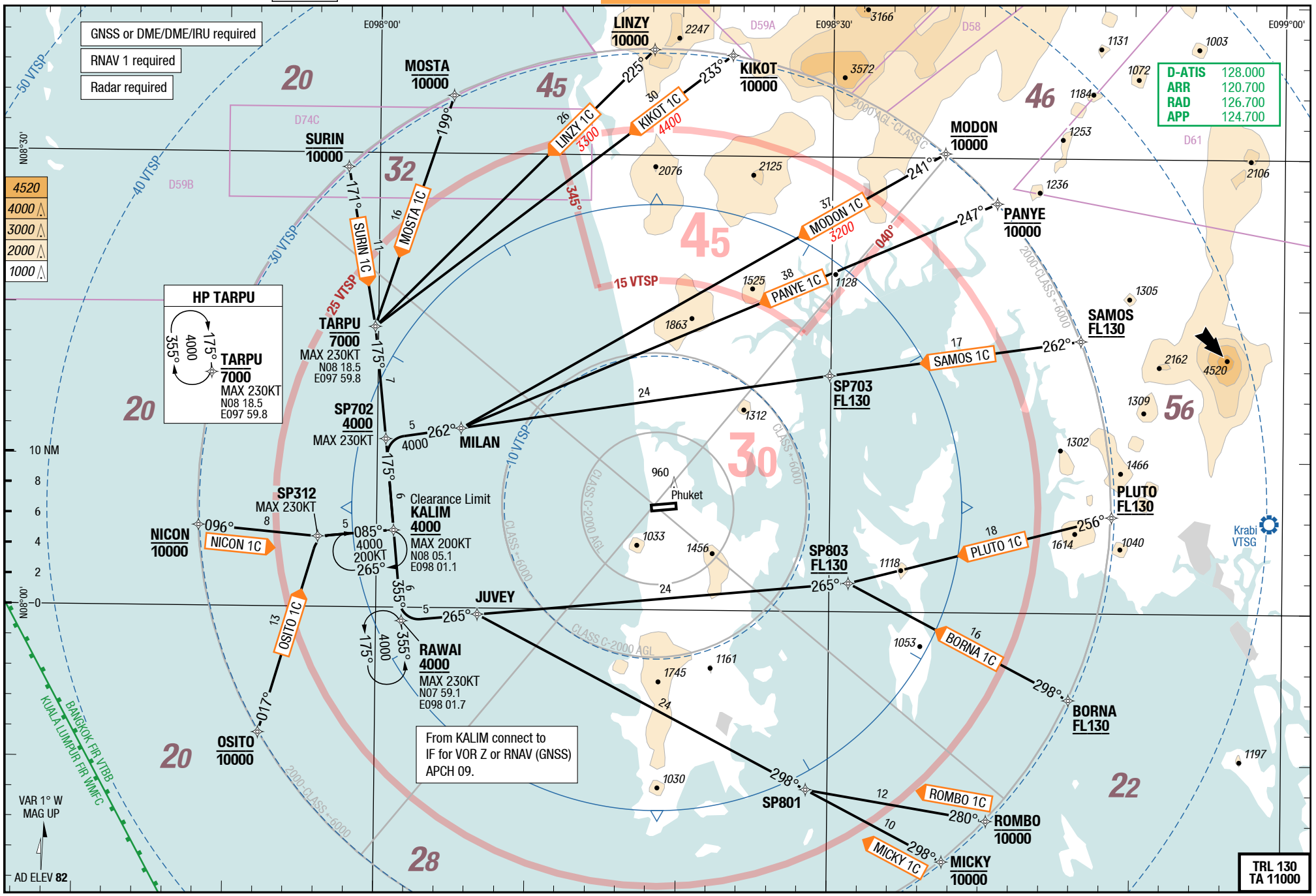
	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
SURAT 1A **STN 1A** 4.3% **124.700**	at MNM **2500 LT** HDG 010° - intercept R039 **PUT** to **STN**	R039 **PUT** MAX **11000**
TRANG 1A **TRN 1A** 4.3% **124.700**	at MNM **2500 RT** HDG 130° - intercept R115 **PUT** to **TRN**	R115 **PUT** MAX **11000**
UTHAI 1A 4.3% **124.700**	at MNM **2500 RT** HDG 160° - intercept R134 **PUT** to UTHAI	R134 **PUT** MAX **11000**
	Runway 27	
SURAT 1B **STN 1B** **124.700**	at MNM **2500 RT** HDG 070° - intercept R039 **PUT** to **STN**	R039 **PUT** MAX **11000**
TRANG 1B **TRN 1B** **124.700**	at MNM **2500 LT** HDG 100° - intercept R115 **PUT** to **TRN**	R115 **PUT** MAX **11000**
UTHAI 1B **124.700**	at MNM **2500 LT** HDG 100° - intercept R134 **PUT** to UTHAI	R134 **PUT** MAX **11000**

Thailand **Phuket** Phuket Intl
RNAV STARs RWY 27
RNAV STARs RWY 09

STAR STAR

Phuket Intl **Phuket** Thailand
RNAV STARs RWY 27
RNAV STARs RWY 09



Changes: MSA, FREQ, TOPO

15-SEP-2016

HKT-VTSP

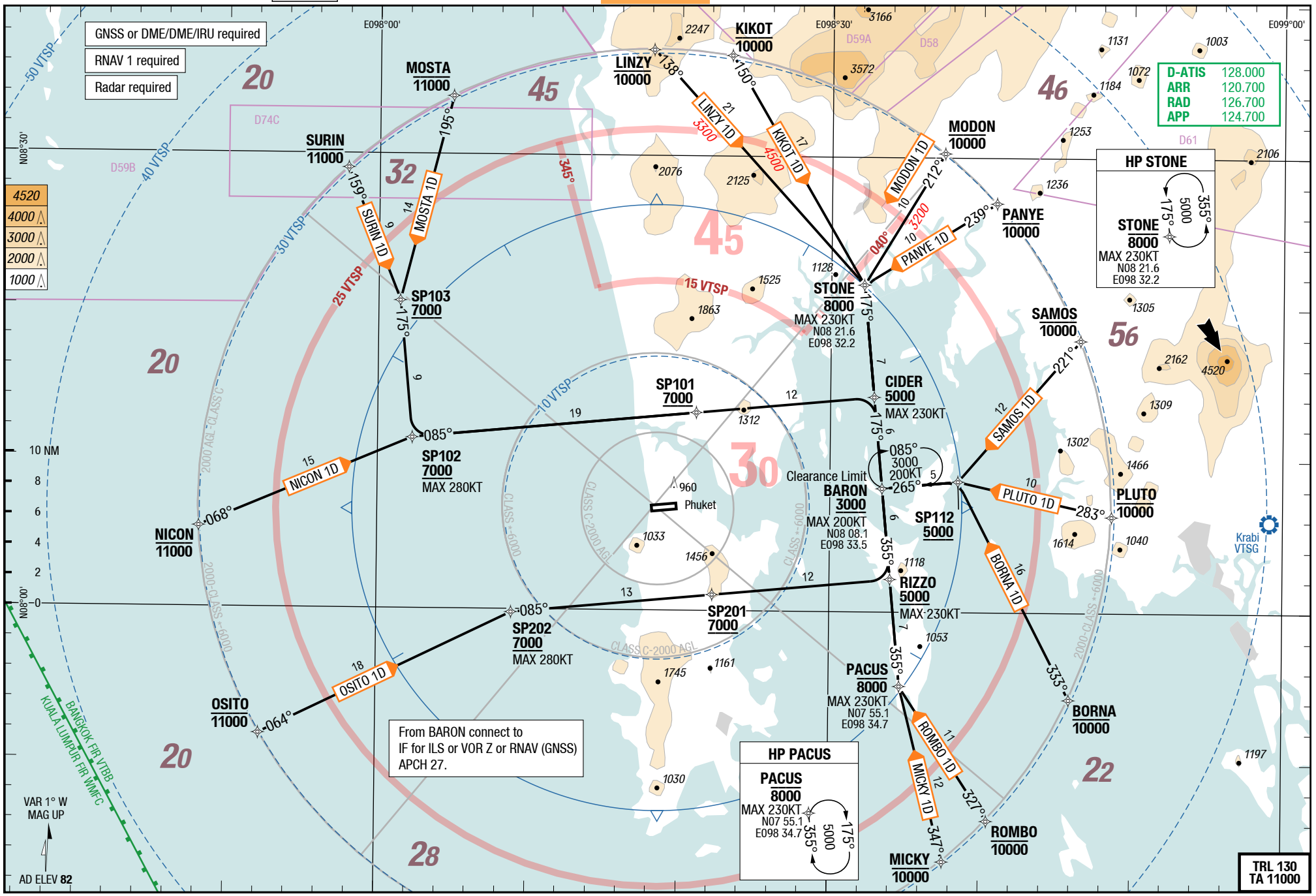
6-20

Thailand **Phuket** Phuket Intl — RNAV STARs RWY 27

STAR

Phuket Intl **Phuket** Thailand — RNAV STARs RWY 27

STAR



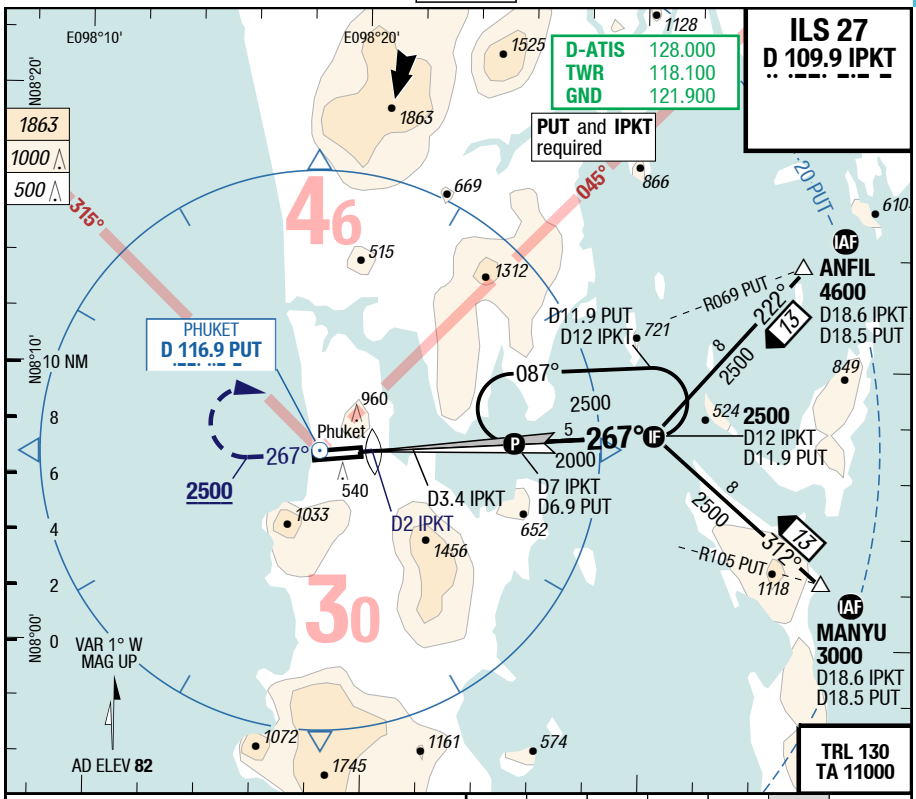
Changes: MSA, FREQ, TOPO

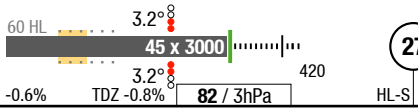
06-APR-2017

HKT-VTSP

7-10

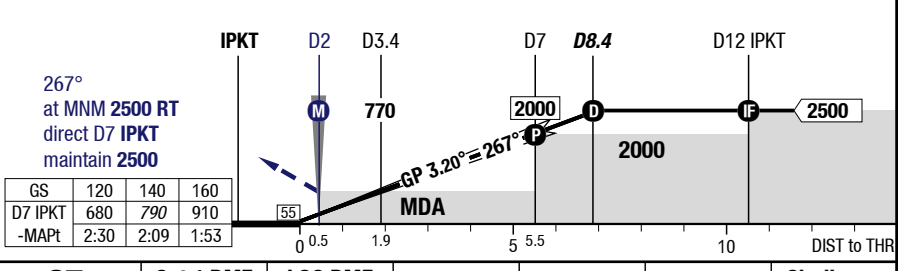
ILS 27





4	5	6	8	8.4	
1020	1360	1700	2380	2500	

LOC 3.20°
D IPKT
267°
RWY 265°



27		Cat 1 DME	LOC DME				Circling 1)
C	ft - m/km ft	460 - 1.7 **540** 2)	690 - 2.4 **770**				1320 - 2.4V **1400**
D	ft - m/km ft	470 - 1.8 **550** 3)	690 - 2.4 **770**				1320 - 3.6V **1400**

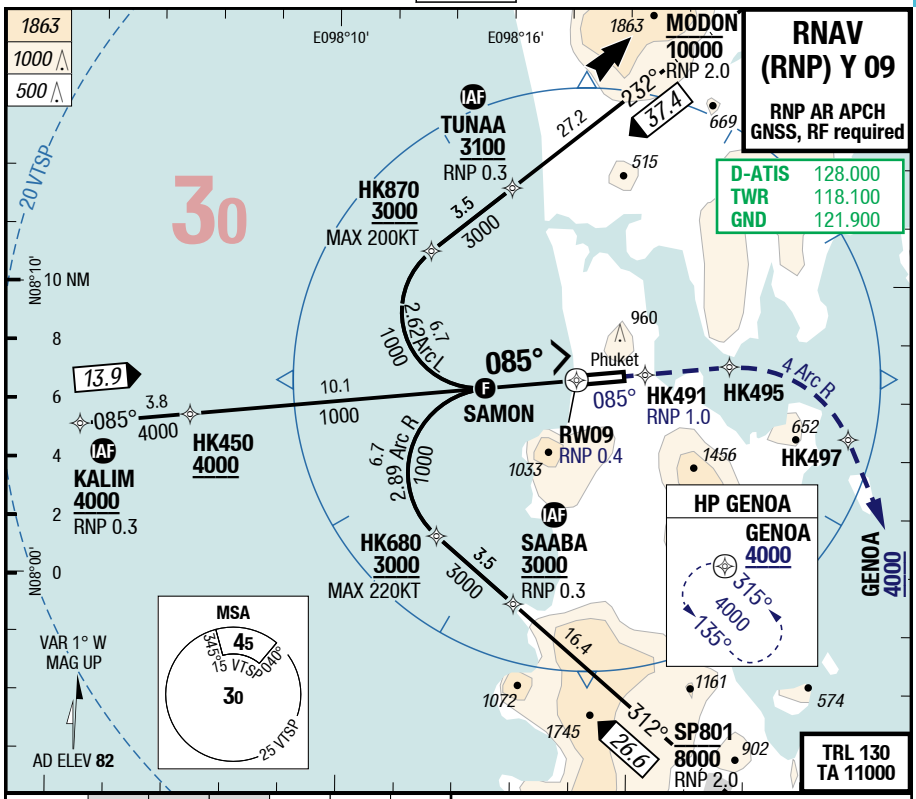
1) N of AD only
2) With EVS 1.1km
3) With EVS 1.2km

Changes: ALT, FREQ, MISAP text

HKT-VTSP

7-30

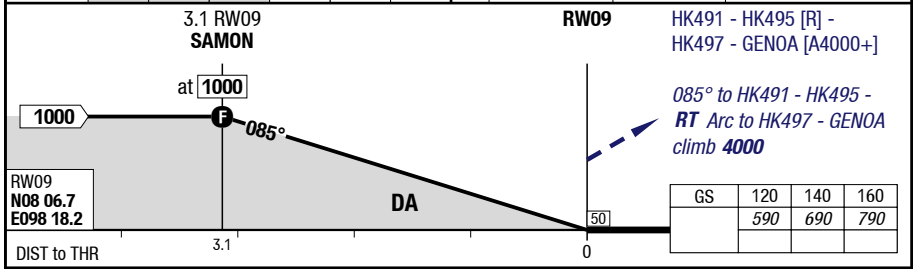
RNAV (RNP) Y 09



2.80° RW09				3.1	3	2
				1000	*960*	*670*

09

3.0° 60 HL
3000 x 45
3.0°
19 / 1hPa TDZ +0.1% +0.6%



09		RNAV RNP 0.30 VNAV 1) 2) 3) 4)					Circling
C	ft - m/km ft	640 - 2.4 **650**					Not authorized
D	ft - m/km ft	640 - 2.4 **650**					Not authorized

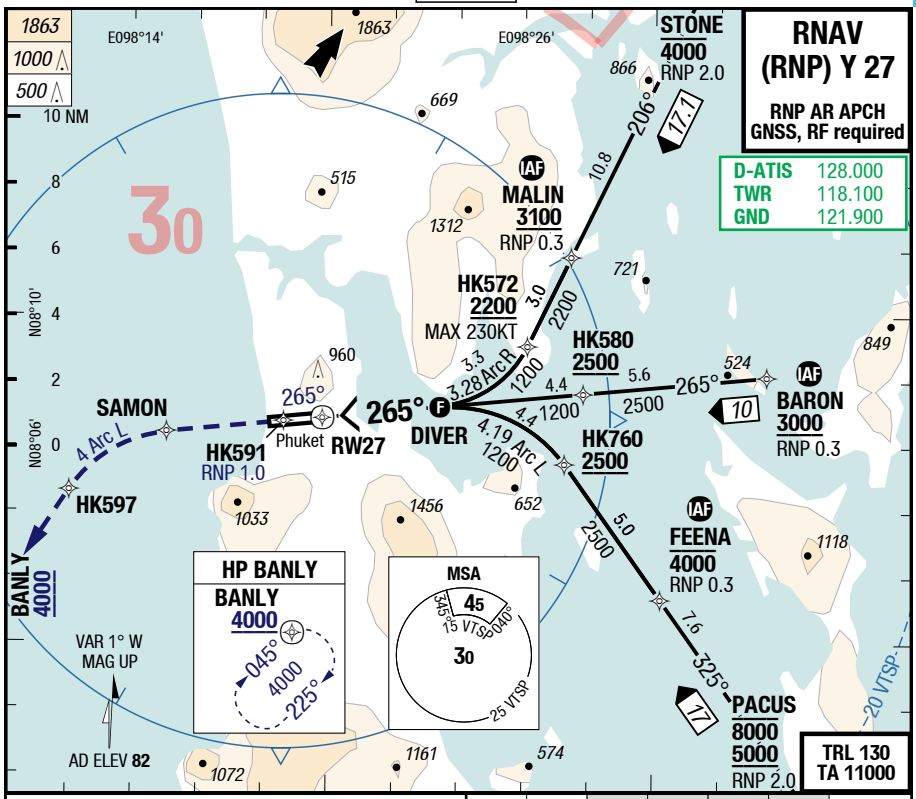
1) Uncompensated BARO VNAV NA below 20°C (68°F)
2) Use with PHUKET (VTSP) QNH only
3) SBAS-VNAV not authorized
4) With EVS 1.6km

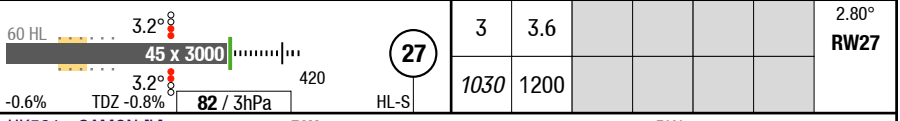
Changes: new

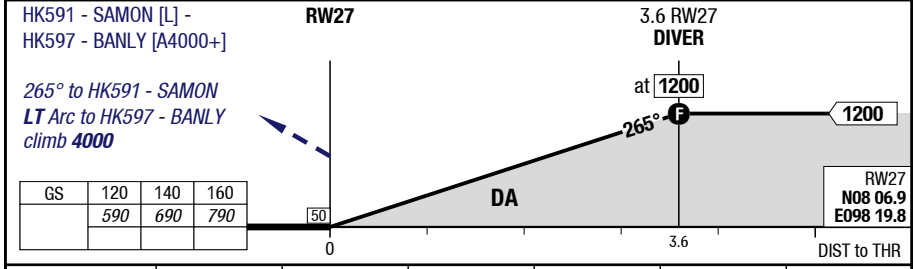
HKT-VTSP

7-40

RNAV (RNP) Y 27







27		RNAV RNP 0.30 VNAV 1) 2) 3) 4)					Circling
C	ft - m/km ft	700 - 2.4 **780**					Not authorized
D	ft - m/km ft	700 - 2.4 **780**					Not authorized

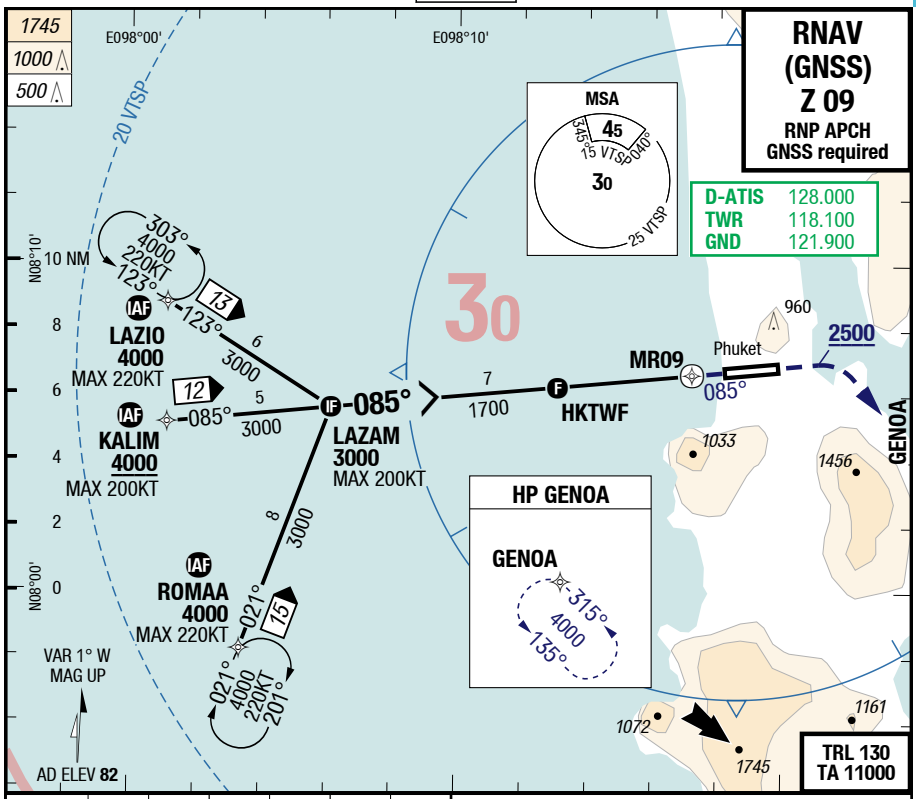
1) Uncompensated BARO VNAV NA below 20°C (68°F)
2) Use with PHUKET (VTSP) QNH only
3) SBAS-VNAV not authorized
4) With EVS 1.6km

Changes: new

HKT-VTSP

7-50

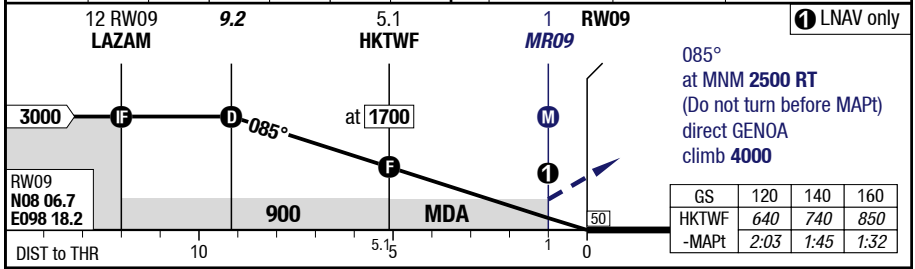
RNAV (GNSS) Z 09



3.00° RW09	9.2	7	6	5	4	3
	3000	2310	1990	1670	1350	1030

09

3.0° 60 HL
3000 x 45
3.0°
19 / 1hPa TDZ +0.1% +0.6%



GS	120	140	160
HKTWF	*640*	*740*	*850*
-MAPt	*2:03*	*1:45*	*1:32*

09		RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV				Circling 4)
C	ft - m/km ft	860 - 2.4 **870**	890 - 2.4 **900**				1420 - 2.4V **1500**
D	ft - m/km ft	860 - 2.4 **870**	890 - 2.4 **900**				1420 - 3.6V **1500**

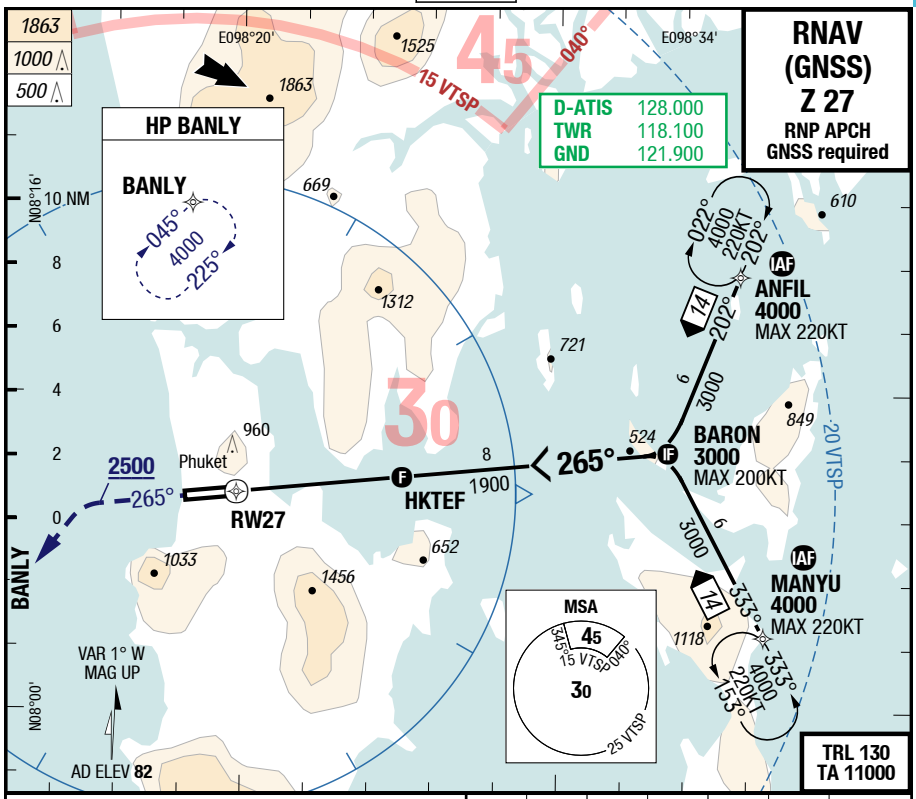
1) Uncompensated BARO VNAV NA below 15°C (59°F)
2) SBAS-VNAV not authorized
3) With EVS 1.6km
4) BTN 265°- 085° of RWY only

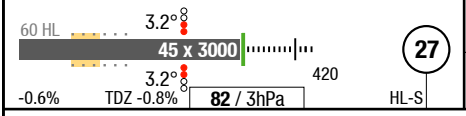
Changes: chart title, Profile, OBST

HKT-VTSP

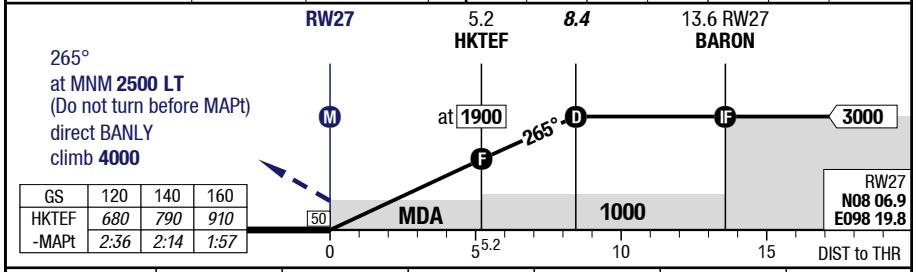
7-60

RNAV (GNSS) Z 27





3	4	5	6	7	8.4	3.20° RW27
1150	1490	1830	2170	2510	3000	



27		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling 3)
C	ft - m/km ft	660 - 2.4 **740**	750 - 2.4 **830**				1420 - 2.4V **1500**
D	ft - m/km ft	660 - 2.4 **740**	750 - 2.4 **830**				1420 - 3.6V **1500**

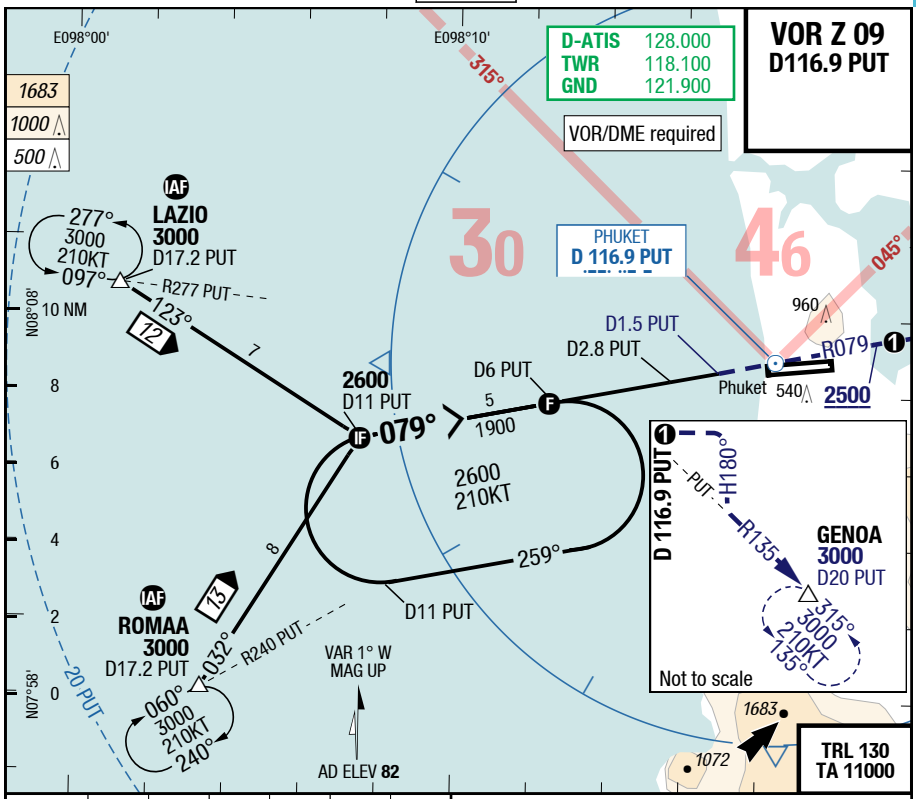
1) Uncompensated BARO VNAV NA below 15°C (59°F)
2) With EVS 1.6km
3) BTN 265°- 085° of RWY only

Changes: chart title, Profile, OBST

HKT-VTSP

7-70

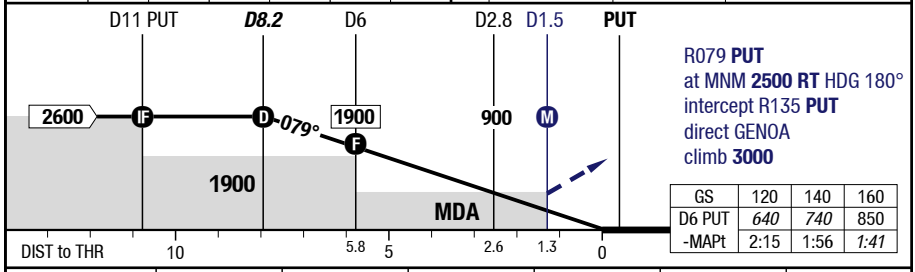
VOR Z 09



3.00° D PUT 079° RWY 085°	8.2	7	6	5	4	3
	2600	*2230*	1900	1600	1280	960

09

3.0° 60 HL
3000 x 45
3.0°
19 / 1hPa TDZ +0.1% +0.6%



GS	120	140	160
D6 PUT	*640*	*740*	850
-MAPt	2:15	1:56	*1:41*

09		VOR DME					Circling 1)
C	ft - m/km ft	890 - 2.4 **900**					1320 - 2.4V **1400**
D	ft - m/km ft	890 - 2.4 **900**					1320 - 3.6V **1400**

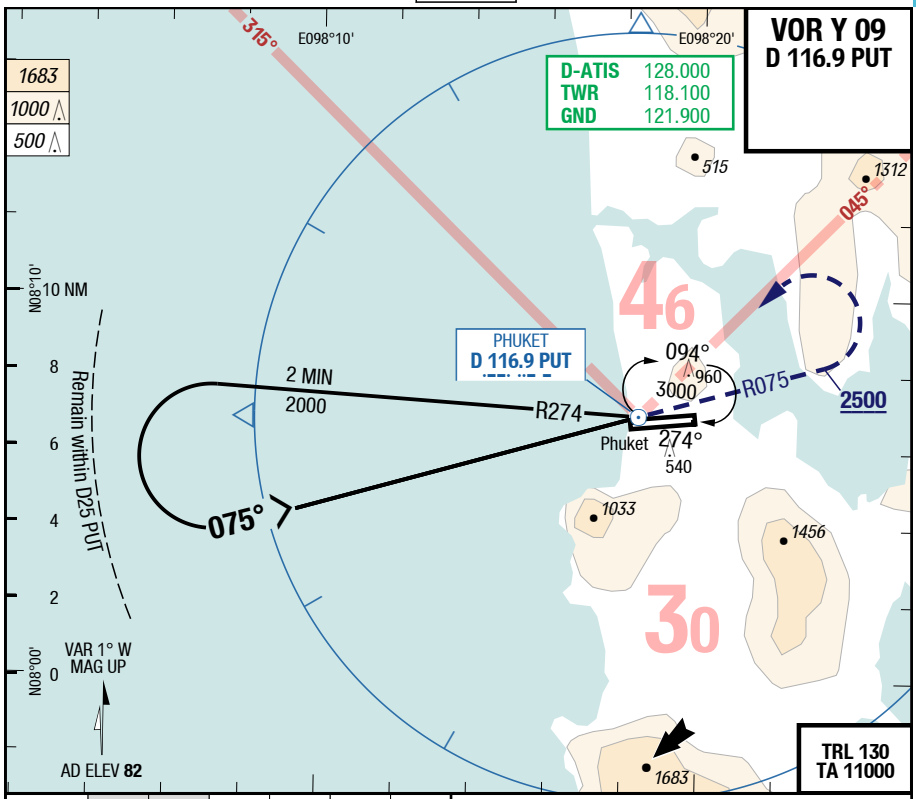
1) N of AD only

Changes: Page Number

HKT-VTSP

7-80

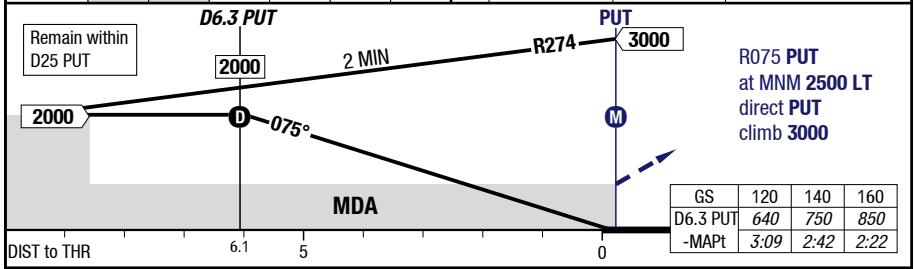
VOR Y 09



3.00°			6.3	6	5	4
D PUT						
075°			2000	1900	1580	1260
RWY 085°						

09

3.0°
3000 x 45
3.0°
60 HL
19 / 1hPa
TDZ +0.1%
+0.6%



GS	120	140	160
D6.3 PUT	640	750	850
-MAPt	3:09	2:42	2:22

09		VOR 1)					Circling 2)
C	ft - m/km ft	1250 - 5.0 **1260**					1320 - 5.0V **1400**
D	ft - m/km ft	1250 - 5.0 **1260**					1320 - 5.0V **1400**

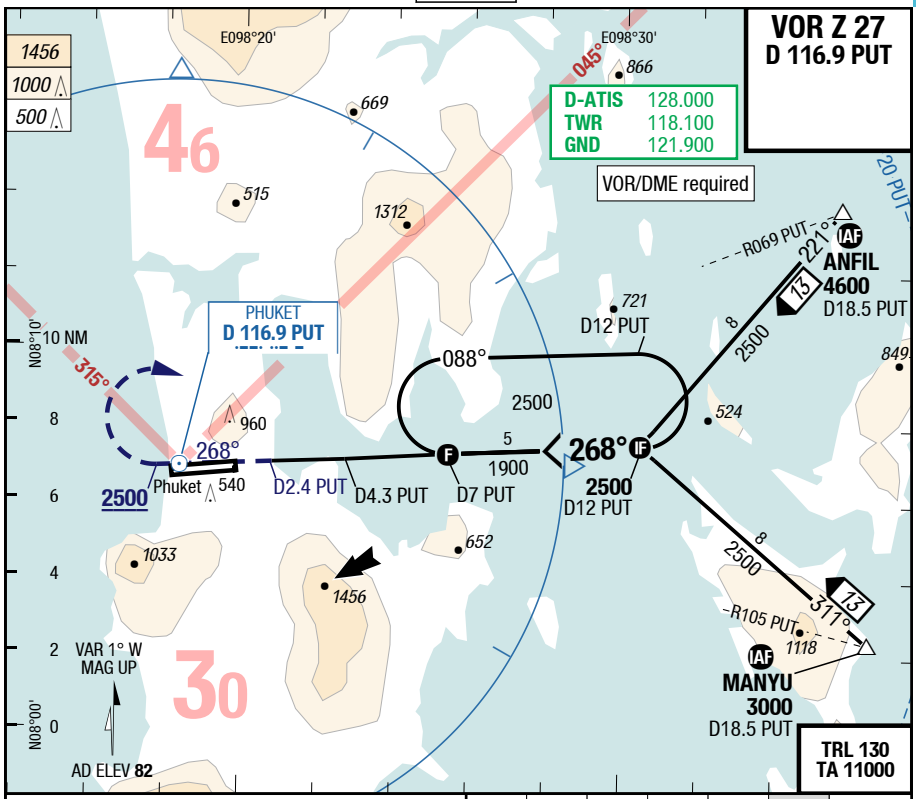
1) Timing to determine MAPt NA
2) N of AD only

Changes: Page Number

HKT-VTSP

7-90

VOR Z 27



27		VOR DME					Circling 1)
C	ft - m/km ft	980 - 2.4 **1060**					1320 - 2.4V **1400**
D	ft - m/km ft	980 - 2.4 **1060**					1320 - 3.6V **1400**

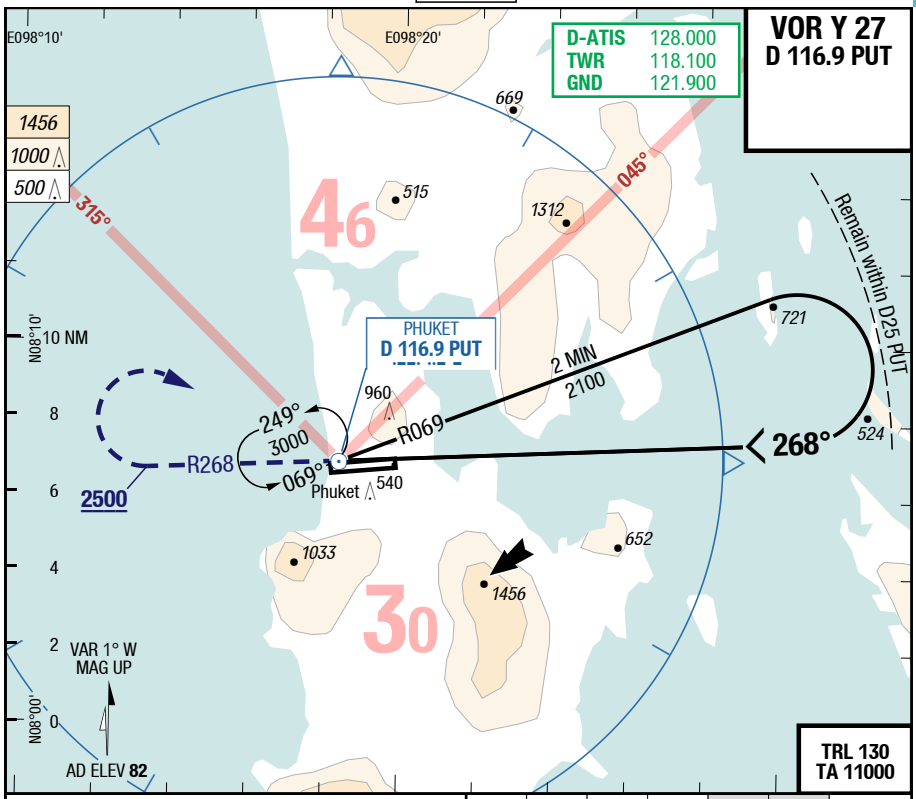
1) N of AD only

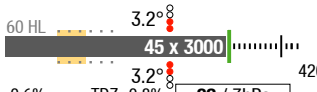
Changes: Page Number

HKT-VTSP

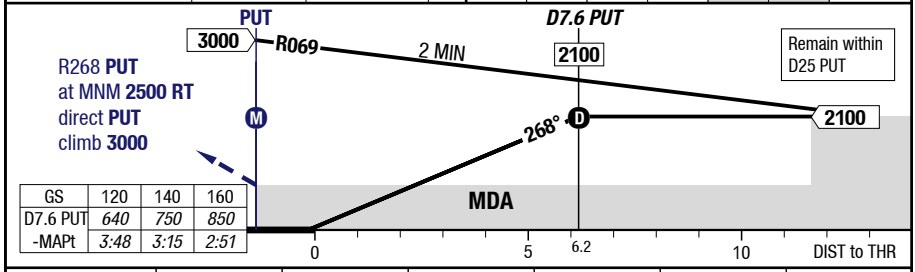
7-100

VOR Y 27





5	6	7	7.6			3.00°
1270	1590	1910	2100			D PUT 268° RWY 265°



27		VOR 1)					Circling 2)
C	ft - m/km ft	1000 - 2.4 **1080**					1320 - 2.4V **1400**
D	ft - m/km ft	1000 - 2.4 **1080**					1320 - 3.6V **1400**

1) Timing to determine MAPt NA
2) N of AD only

Changes: Page Number