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Airport Information For VTSM

Terminal Charts For VTSM

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: SURAT THANI THA
ICAO/IATA: VTSM / USM
Lat/Long: N09° 32.93', E100° 03.75'
Elevation: 64 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 0.4° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2310 Z
Sunset: 1130 Z

Runway Information

Runway: 17
Length x Width: 6890 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 656 ft
Stopway: 738 ft

Runway: 35
Length x Width: 6890 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 56 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 983 ft
Stopway: 197 ft

Communication Information

ATIS: 128.600

Samui Tower: 118.900

Samui Ground: 121.900

Samui Approach: 119.750 Secondary Remote Communications Air-Ground

Samui Approach: 129.600 Remote Communications Air-Ground

VTSM/USM
SAMUI

Apt Elev 64

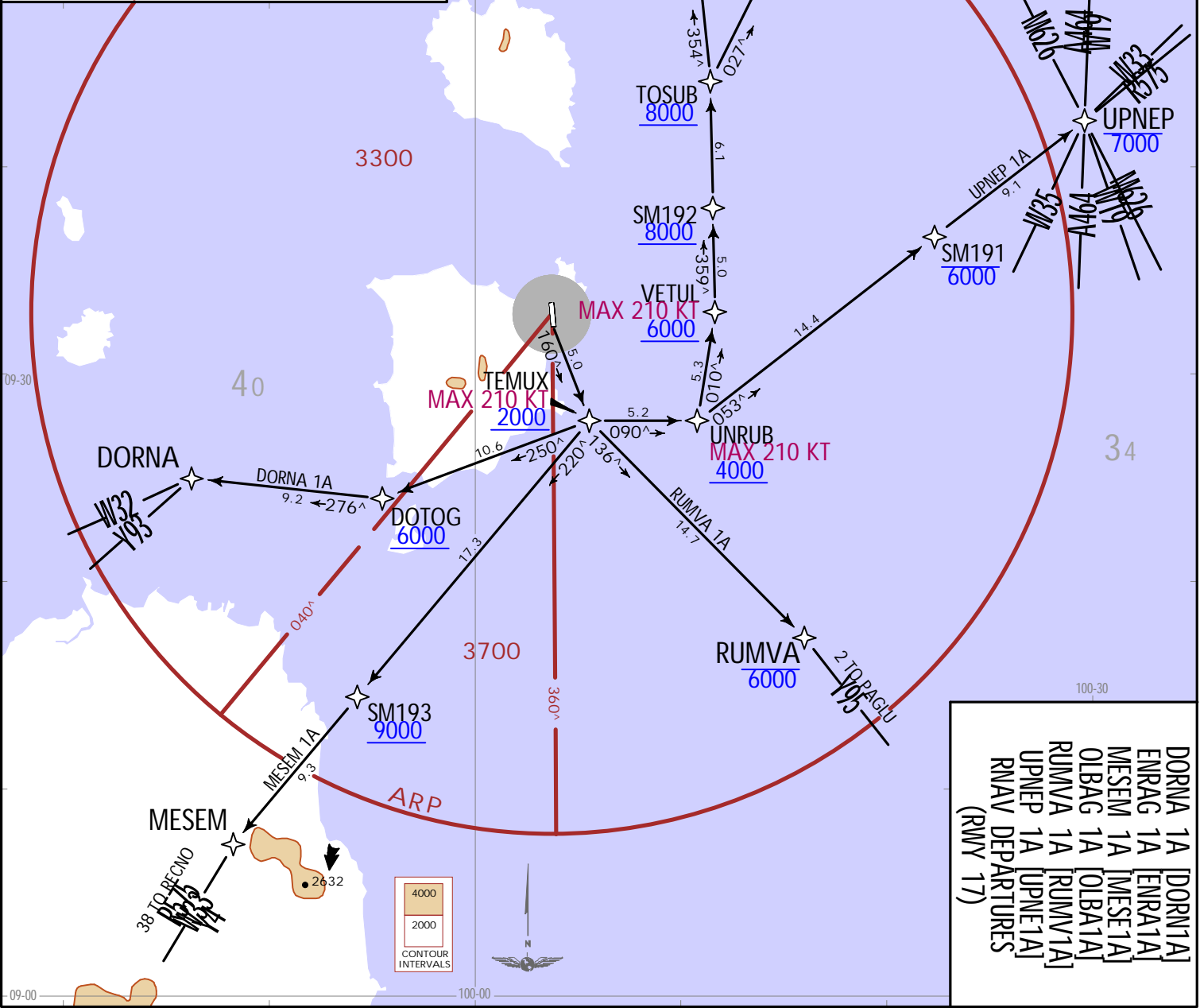
Trans alt: 11000
1. RNP1 required.
2. GNSS required.
3. If unable to comply with SID or climb gradient, advise SAMUI Ground Control on 121.9.

DORNA 1A [DORN1A]
ENRAG 1A [ENRA1A]
MESEM 1A [MESE1A]
OLBAG 1A [OLBA1A]
RUMVA 1A [RUMV1A]
UPNEP 1A [UPNE1A]
RNAV DEPARTURES
(RWY 17)

LOST COMMS
Set transponder code 7600.
Proceed on SID, comply with last assigned level or MFA, whichever is higher, until next compulsory reporting point, then climb to flight plan cruising level.

Close-in obstacles
RWY 17: Building 320 hgt, 116 m from departure end.
These SIDs require a minimum climb gradient of 395 per NM (6.5%) until passing 9000 for airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
395 per NM	494	658	987	1316	1646	1975



DORNA 1A [DORN1A]
ENRAG 1A [ENRA1A]
MESEM 1A [MESE1A]
OLBAG 1A [OLBA1A]
RUMVA 1A [RUMV1A]
UPNEP 1A [UPNE1A]
RNAV DEPARTURES
(RWY 17)

VTSM/USM



19 DEC 14

20-4

SURAT THANI, THAILAND

NOISE
SAMUI

NOISE ABATEMENT PROCEDURES

1. ICAO Noise Abatement Departure Procedure Rwy 17/35

- 1.1 ICAO have developed aircraft operating procedures, Noise Abatement Departure Procedure 1 (NADP 1) and Noise Abatement Departure Procedure 2 (NADP 2), for the take-off climb to ensure that the necessary safety of flight operations is maintained whilst minimizing exposure to noise on the ground.
- 1.2 NADP 1 is intended to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway. NADP 2 provides noise reduction to areas more distant from the runway end.
- 1.3 All operators are to adopt NADP 1 procedures for all take-offs from Samui Airport on Rwy 17 or Rwy 35.
- 1.4 Full details of NADP 1 and NADP 2 are contained in ICAO Procedures for Air Navigation Services - Aircraft Operations, Volume 1 - Flight Procedures (PANSOPS, Doc 8168 Volume 1).
- 1.5 For Propeller and Turboprop Airplane, after take-off Pilot-in-Command should aim to use an airspeed giving the best rate of climb.

2. Noise Mitigating Measures

- 2.1 The following procedures are implemented to reduce aircraft noise levels when operating conditions permit. These measures include:
 - a. Preferential use of Runway
 - b. APU Restrictions
 - c. Reverse Thrust Use
- 2.2 Preferential use of Runway

Rwy 35 for take-off and Rwy 17 for landing are preferentially to be used. However, in order to achieve maximum flight safety, this procedure is not applied under the following circumstances.

 - a. The use of other runway is necessary in consideration of safety of the aircraft operation.
 - b. The condition of the specified runway is not suitable for landing or take-off.
 - c. The tail wind component, including gusts, exceeds 5 knots.
 - d. The cross wind component, including gusts, exceeds 15 knots.
 - e. When the possibility exists that orderly flow of traffic may be impeded.
- 2.3 APU Restrictions

For noise abatement purposes, pilots are encouraged to limit Auxiliary Power Units (APU) use to the minimum time necessary. The maximum recommended APU run-time is 30 minutes.
- 2.4 Reverse Thrust Use

The use of reverse thrust may negatively impact the residential community surrounding the Samui Airport, particularly during night hours. The use of minimum reverse thrust necessary for safety is recommended consistent with runway conditions and available length.

3. Noise Level Limits

3.1 Noise Operating Restrictions

Under the Environmental Protection (Aircraft Noise) Regulations, international and domestic aircraft operating to/from Samui Airport are required to be certified as compliant with the relevant ICAO Annex 16 Volume 1, Aircraft Noise.

- Subsonic jets must be certified as Chapter 3 or Chapter 4.
- Aircraft with Chapter 2 noise certification are not permitted to operate.

3.2 Marginally Compliant Chapter 3 (MCC3) Aircraft

The operations to flights which will be operated by subsonic jet aircraft that meet the Chapter 3 standards by a cumulative margin of not more than 5 EPNdB (Marginally Compliant Chapter 3 (MCC3) Aircraft) will be prohibited for take-off and landing at Samui Airport between 1100 UTC and 2359 UTC.

3.3 Exempted (MCC3) Aircraft

MCC3 aircraft operated for emergency, medical and humanitarian purposes are exempted from the above restriction.

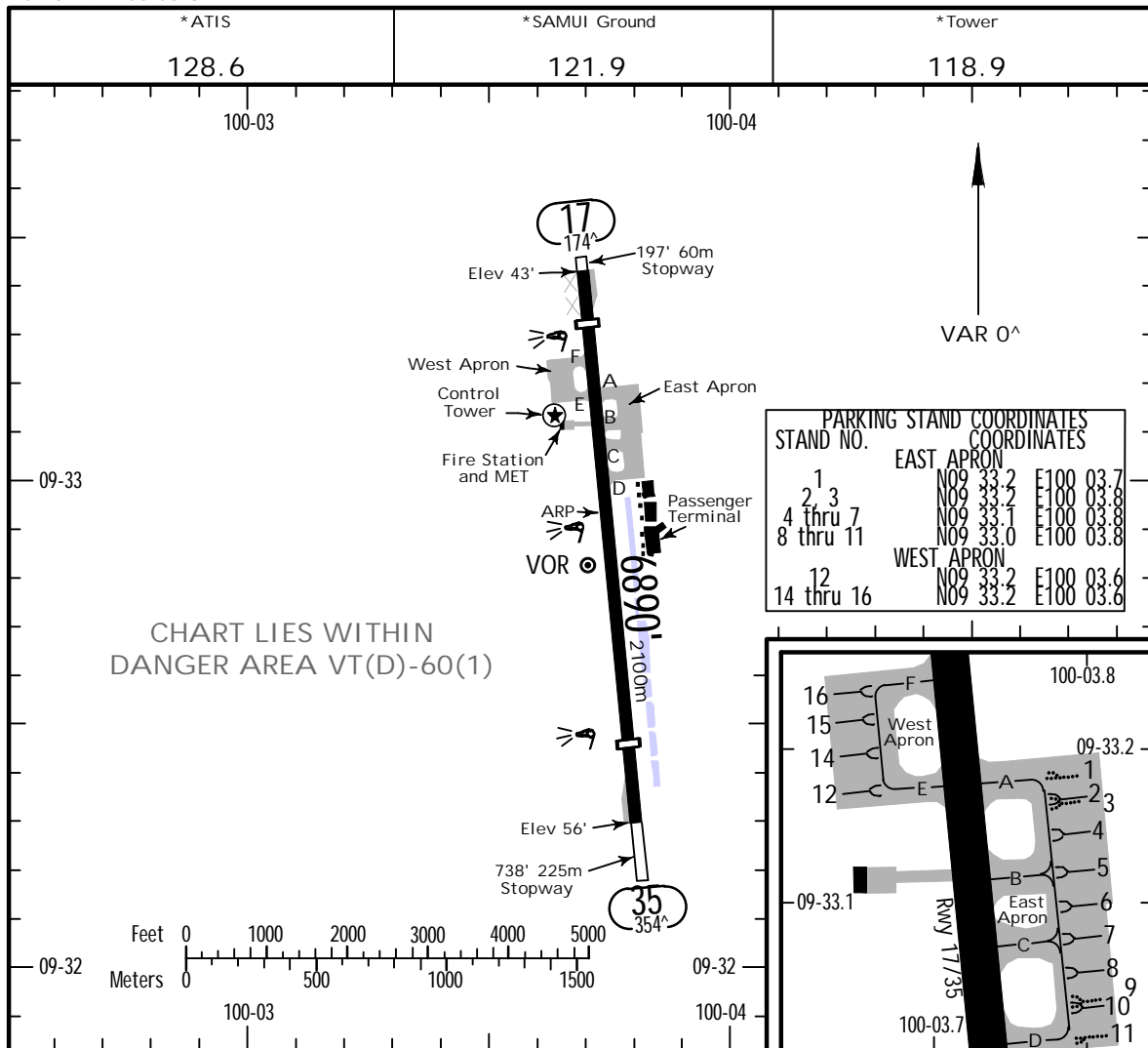
VTSM/USM

Apt Elev 64'
N09 32.9 E100 03.8

JEPPESEN SURAT THANI, THAILAND

25 JAN 19 (20-9) .Eff.31.Jan.

SAMUI



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
17	RL (60m) CL PAPI-R (angle 3.00°)	5988' 1825m		5906' 1800m	148'
35	RL (60m) CL PAPI-L (angle 3.2°)	5446' 1660m		6234' 1900m	45m

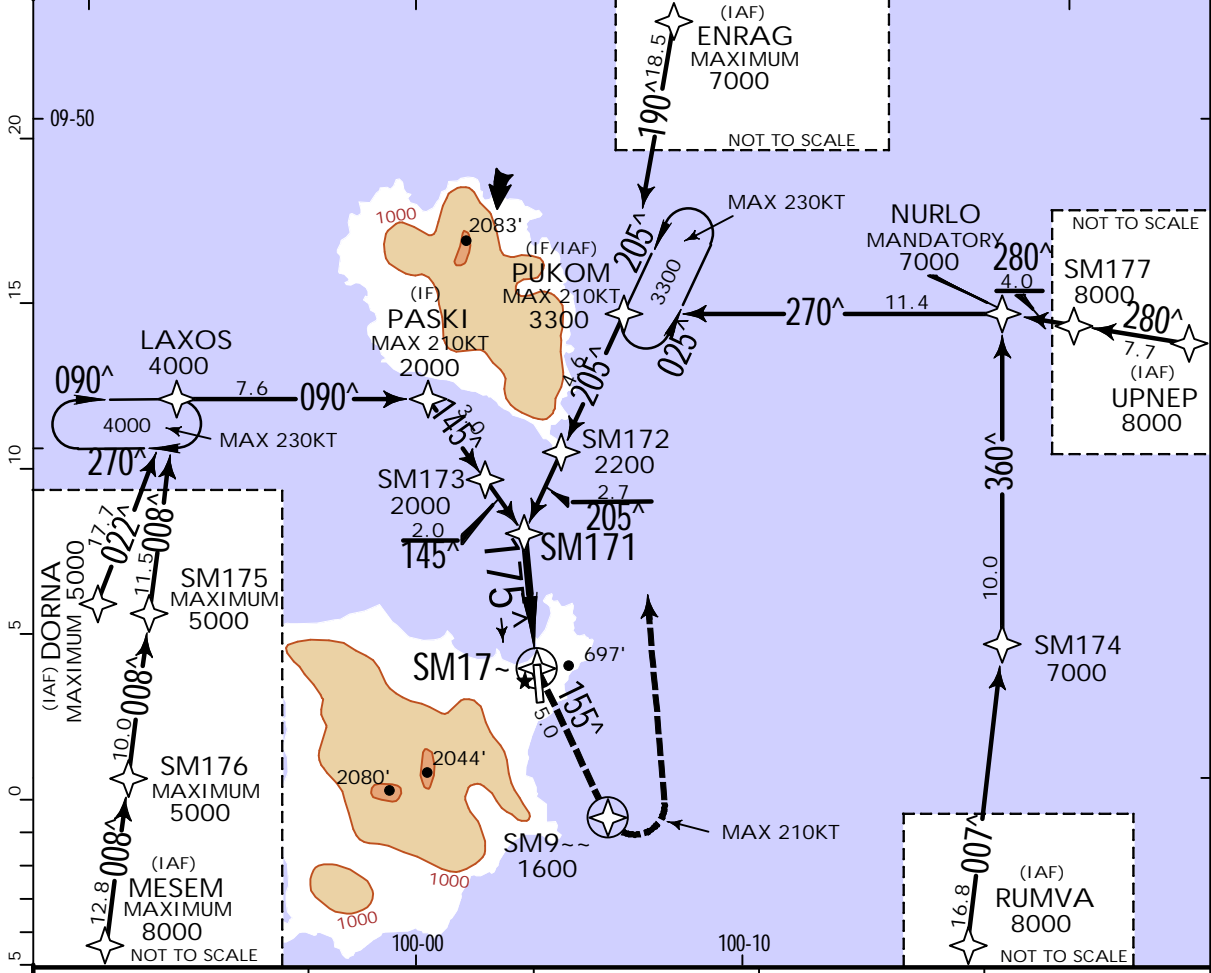
TAKE-OFF	
AIR CARRIER (JAA)	
All Rwy's	
LVP must be in Force	RCLM (DAY only) or RL
RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	
B	RVR 250m
C	
D	RVR 300m

VTSM/USM
SAMUI

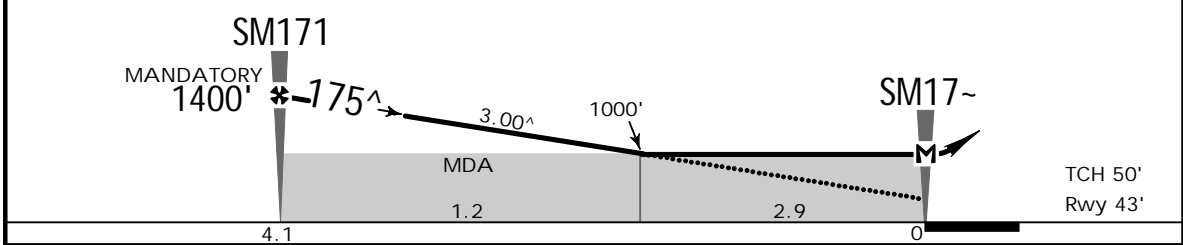
JEPPESEN
9 JUL 21
Eff. 15 Jul. (22-1) CAT C

SURAT THANI, THAILAND
RNP Rwy 17

*ATIS 128.6	*SAMUI Approach (R) 129.6	*SAMUI Tower 118.9	*Ground 121.9	
RNAV	Final Apch Crs 175 [^]	SM171 MANDATORY 1400' (1357')	LNNAV MDA(H) 1000' (957')	
Apt Elev 64' Rwy 43'				
MISSED APCH: Turn LEFT, climb on track 155 [^] to SM9~~, then turn LEFT direct to PUKOM at minimum 3300' and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.				
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa		Trans level: FL 130
1. No horizontal segment available within intermediate approach segment due to terrain restriction. 2. CAUTION: Operate under VMC only. 3. CAUTION: Reduce max cross wind by 10KT from manufacturer's limitation.				



NM to NEXT WPT	FAF	4.0	3.0	2.9
ALTITUDE	1400'	1355'	1040'	1000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	LT on track 155 [^] SM9~~
Descent Angle	3.00 [^]	372	478	531	637	743		
MAP at SM17~								

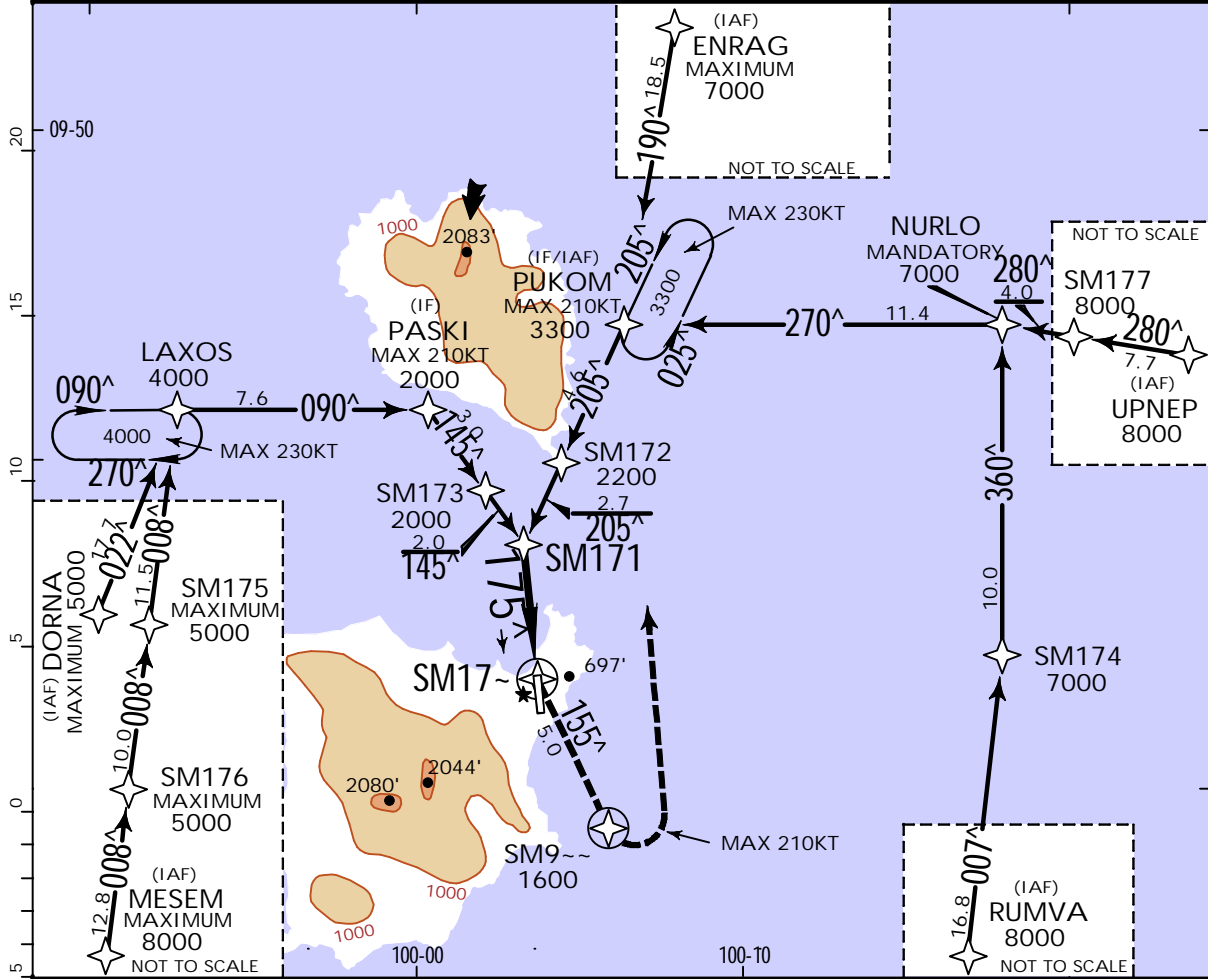
PANS OPS	STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
	LNNAV MDA(H) 1000' (957')	4800m	Max Kts 180	MDA(H) 1400' (1336') - 4800m
				<p>No Circling</p>

VTSM/USM SAMUI

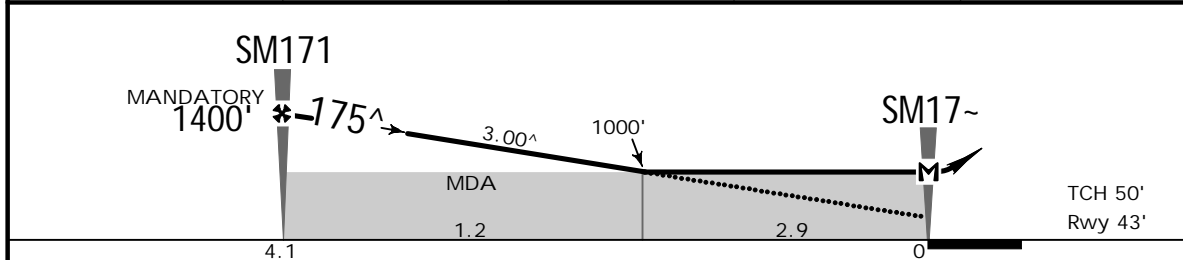
JEPPESEN SURAT THANI, THAILAND RNP Rwy 17

9 JUL 21
Eff. 15 Jul. (22-2) CAT A & B

*ATIS 128.6	*SAMUI Approach (R) 129.6		*SAMUI Tower 118.9	*Ground 121.9
RNAV	Final Apch Crs 175 [^]	SM171 MANDATORY 1400' (1357')	LNAV MDA(H) 1000' (957')	Apt Elev 64' Rwy 43'
MISSED APCH: Turn LEFT, climb on track 155 [^] to SM9~~, then turn LEFT direct to PUKOM at minimum 3300' and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.				
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 130	
No horizontal segment available within intermediate approach segment due to terrain restriction.				



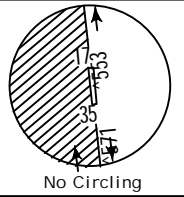
NM to NEXT WPT	FAF	4.0	3.0	2.9
ALTITUDE	1400'	1355'	1040'	1000'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00 [^]	372	478	531	637	743	849	
MAP at SM17~								

STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
LNAV MDA(H) 1000' (957')		MDA(H)	
A	2000m	100	1400'(1336') -2000m
B	2400m	135	1400'(1336') -2400m

PANS OPS

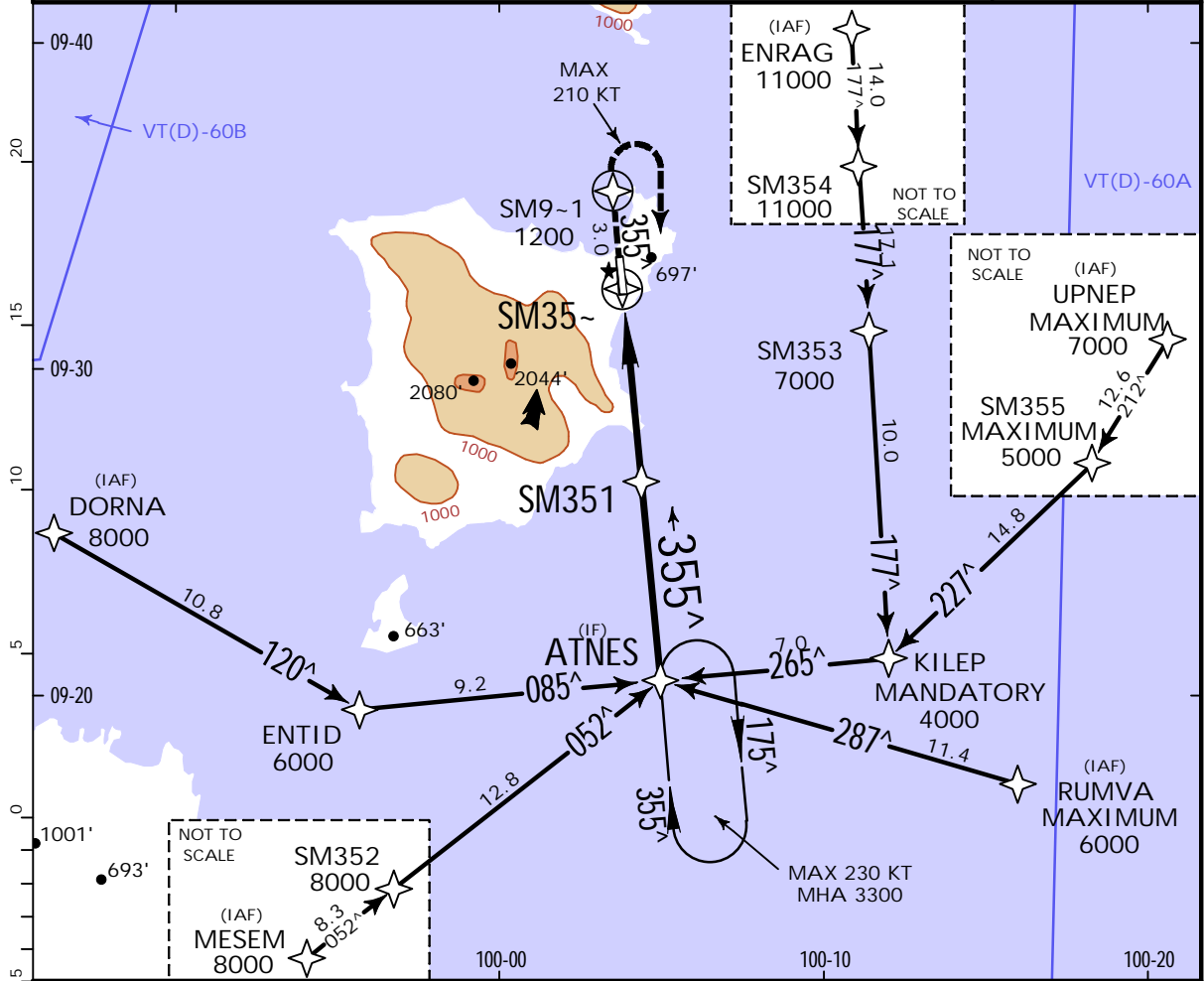


VTSM/USM
SAMUI

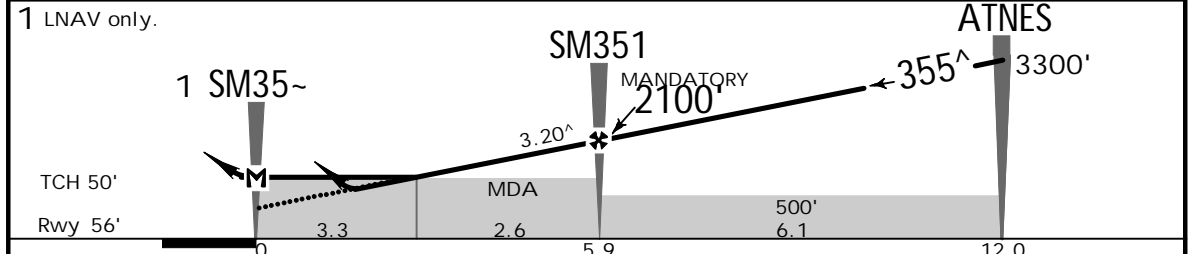
JEPPESEN SURAT THANI, THAILAND
RNP Rwy 35

9 JUL 21
Eff. 15 Jul. (22-3) CAT C

*ATIS 128.6		*SAMUI Approach (R) 129.6		*SAMUI Tower 118.9		*Ground 121.9	
RNAV	Final Apch Crs 355 [^]	SM351 MANDATORY 2100' (2044')	LNNAV/VNAV DA(H) 1120' (1064')	Apt Elev 64' Rwy 56'			
MISSED APCH: Climb on track 355 [^] to SM9~1, then turn RIGHT direct to ATNES at minimum 3300' and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.							3300 360 [^] 1 3700 MSA ARP
RNP Apch Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000' 1. CAUTION: Operate under VMC only. 2. CAUTION: Reduce max cross wind by 10 KT from manufacturer's limitation. 3. Baro-VNAV not authorized below 10 [^] C.							



NM to NEXT WPT	3.3	4.0	5.0	FAF
ALTITUDE	1220'	1470'	1810'	2100'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L
Descent Angle	3.20 [^]	396	510	566	679	793	
LNNAV/VNAV: MAP at DA							
LNNAV: MAP at SM35~							

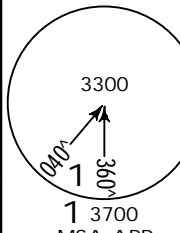
STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
LNNAV/VNAV DA(H) 1120' (1064')	LNNAV MDA(H) 1220' (1164')	Max Kts	MDA(H)
4800m	4800m	180	1400' (1336') -4800m
			No Circling

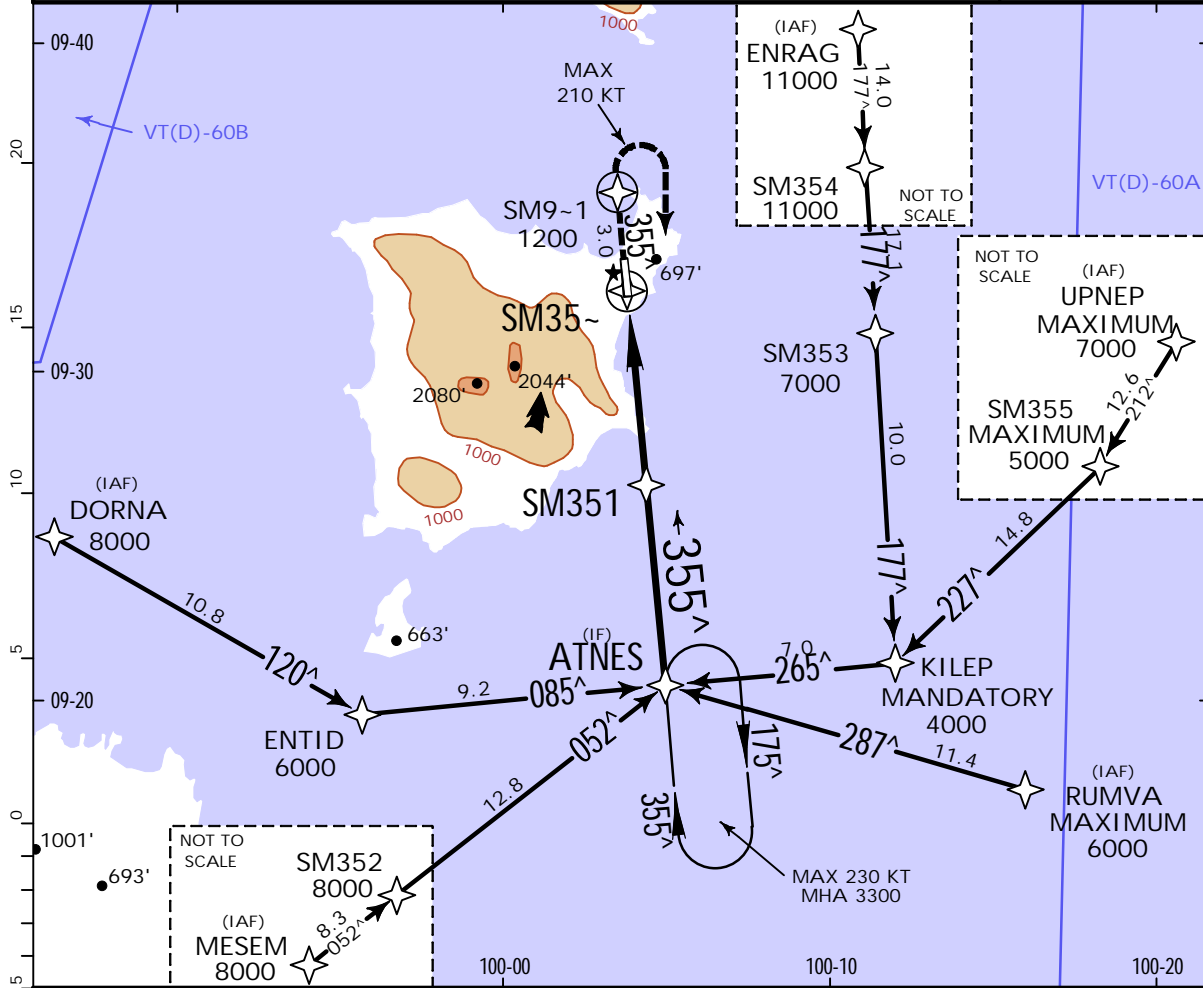
PANS OPS

VTSM/USM SAMUI

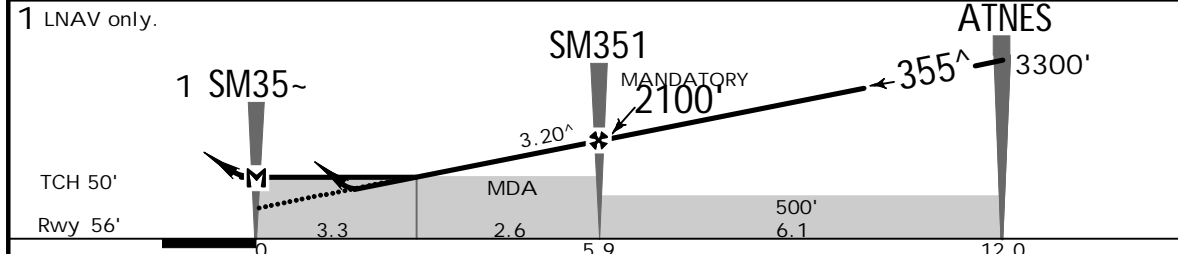
9 JUL 21
Eff. 15 Jul. (22-4) CAT A & B

JEPPESEN SURAT THANI, THAILAND RNP Rwy 35

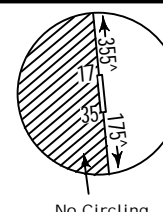
*ATIS 128.6		*SAMUI Approach (R) 129.6		*SAMUI Tower 118.9		*Ground 121.9	
RNAV	Final Apch Crs 355 [^]	SM351 MANDATORY 2100' (2044')	LNNAV/VNAV DA(H) 1120' (1064')	Apt Elev 64' Rwy 56'			
BRIEFING STRIP MISSED APCH: Climb on track 355 [^] to SM9~1, then turn RIGHT direct to ATNES at minimum 3300' and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.							
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000'			
Baro-VNAV not authorized below 10 [^] C.							



NM to NEXT WPT	3.3	4.0	5.0	FAF
ALTITUDE	1220'	1470'	1810'	2100'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L ↑ on track 355 [^] SM9-1
Descent Angle	3.20 [^]	396	510	566	679	793	
LNNAV/VNAV: MAP at DA							
LNNAV: MAP at SM351							

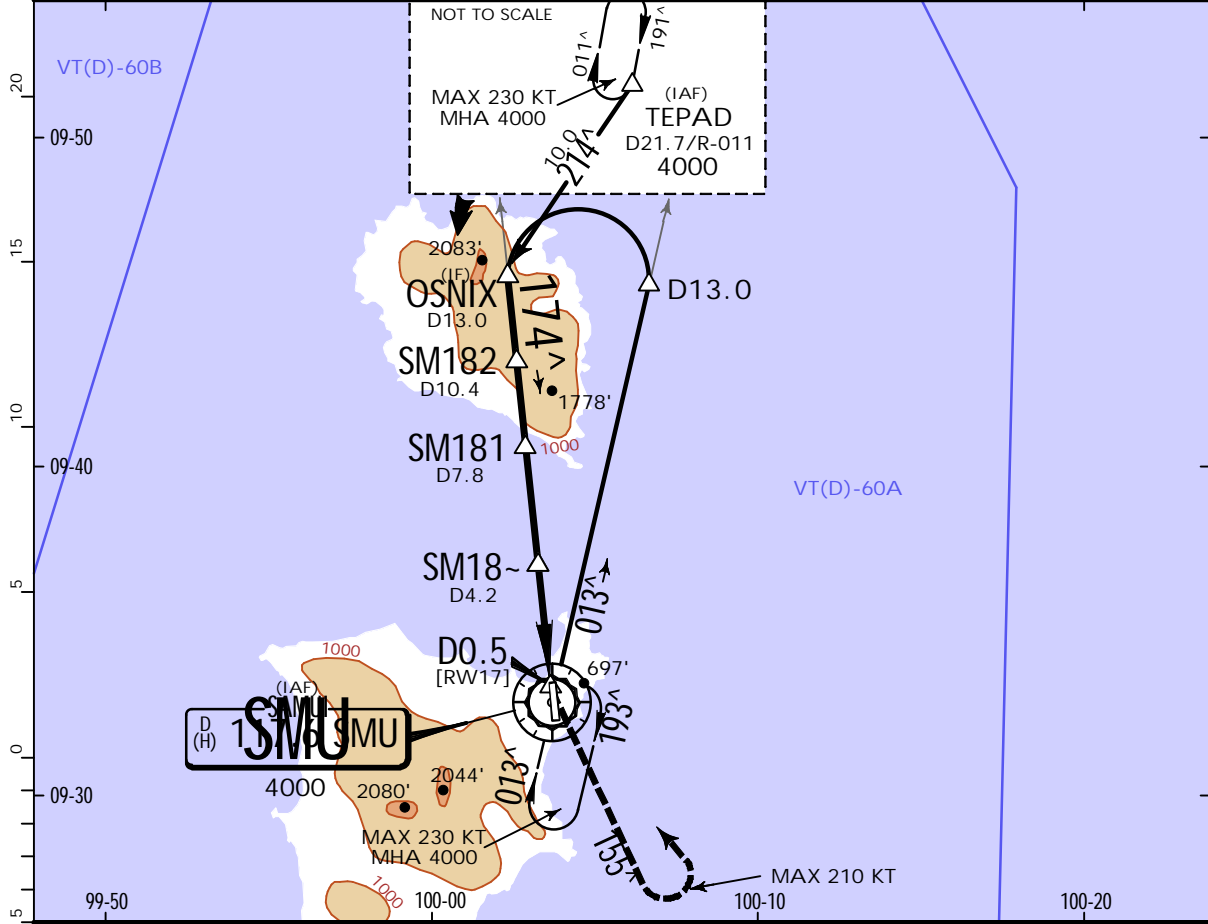
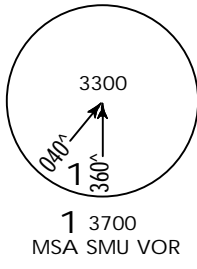
PANS OPS	STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND		
	LNNAV/VNAV DA(H) 1120' (1064')	LNNAV MDA(H) 1220' (1164')	Max Kts	MDA(H)	
	A	2000m	2000m	100	
B	2400m	2400m	135	1400'(1336') -2400m	No Circling

VTSM/USM SAMUI

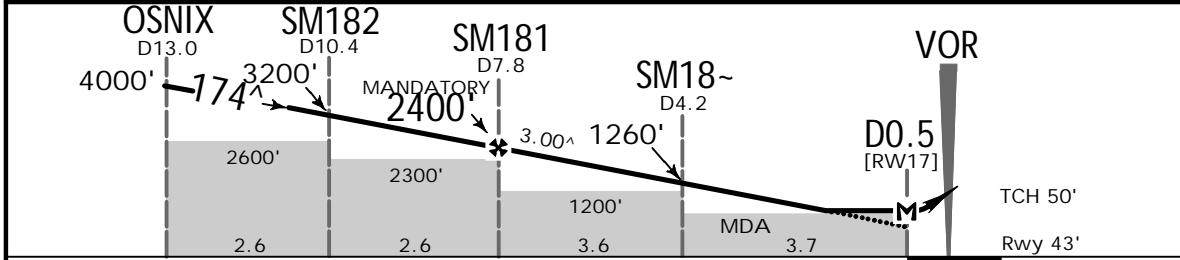
12 JUN 20
Eff. 18 Jun. (23-1)

JEPPESEN SURAT THANI, THAILAND CATC VOR Rwy 17

*ATIS 128.6		*SAMUI Approach (R) 129.6		*SAMUI Tower 118.9		*Ground 121.9	
BRIEFING STRIP™	VOR SMU 117.6	Final Apch Crs 174 [^]	SM181 MANDATORY 2400' (2357')	MDA(H) 920' (877')	Apt Elev 64' Rwy 43'		
	MISSED APCH: At MAP, turn LEFT climb on track 155 [^] to 2000', then turn LEFT to SMU VOR at minimum 4000' and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.						
	Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 130		Trans alt: 11000'
1. DME required. 2. CAUTION: Operate under VMC only. 3. CAUTION: Reduce max cross wind by 10 KT from manufacturer's limitation. 4. No horizontal segment available within intermediate approach segment due to terrain restrictions.							



SMU DME	FAF	7.0	6.0	5.0	4.0	3.1
ALTITUDE	2400'	2145'	1830'	1515'	1200'	920'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R 2000' LT on track 155 [^]
Descent Angle	3.00 [^]	372	478	531	637	743	
MAP at D0.5							

PANS OPS	STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
	MDA(H) 920' (877')				MDA(H)			
C	4000m				1400'(1336')-4800m			
					No Circling			

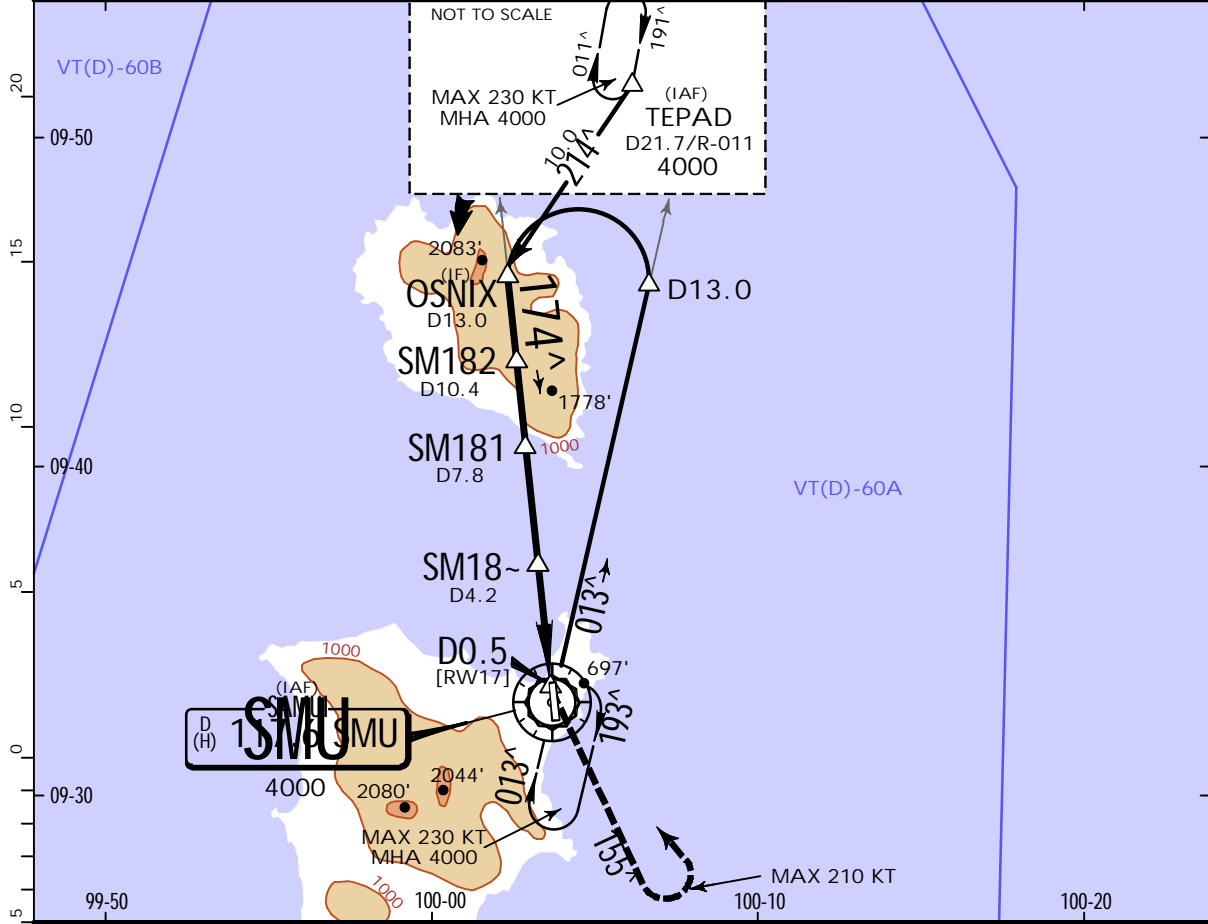
VTSM/USM SAMUI

12 JUN 20
Eff. 18 Jun. (23-2)

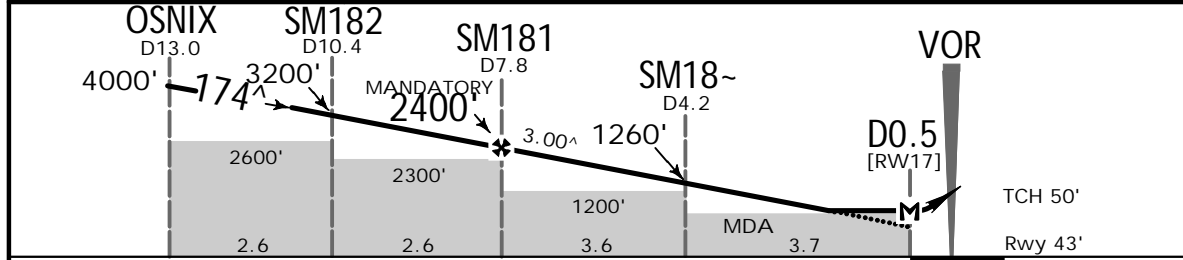
JEPPESEN SURAT THANI, THAILAND VOR Rwy 17

CAT A & B

*ATIS 128.6	*SAMUI Approach (R) 129.6	*SAMUI Tower 118.9	*Ground 121.9	
VOR SMU 117.6	Final Apch Crs 174 [^]	SM181 MANDATORY 2400' (2357')	MDA(H) 920' (877')	
Apt Elev 64' Rwy 43'				
MISSED APCH: At MAP, turn LEFT climb on track 155 [^] to 2000', then turn LEFT to SMU VOR at minimum 4000' and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.				
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000'				
1. DME required. 2. No horizontal segment available within intermediate approach segment due to terrain restrictions.				



SMU DME	FAF	7.0	6.0	5.0	4.0	3.1
ALTITUDE	2400'	2145'	1830'	1515'	1200'	920'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	2000'	155 [^] on track
Descent Angle 3.00 [^]	372	478	531	637	743	849			
MAP at D0.5									

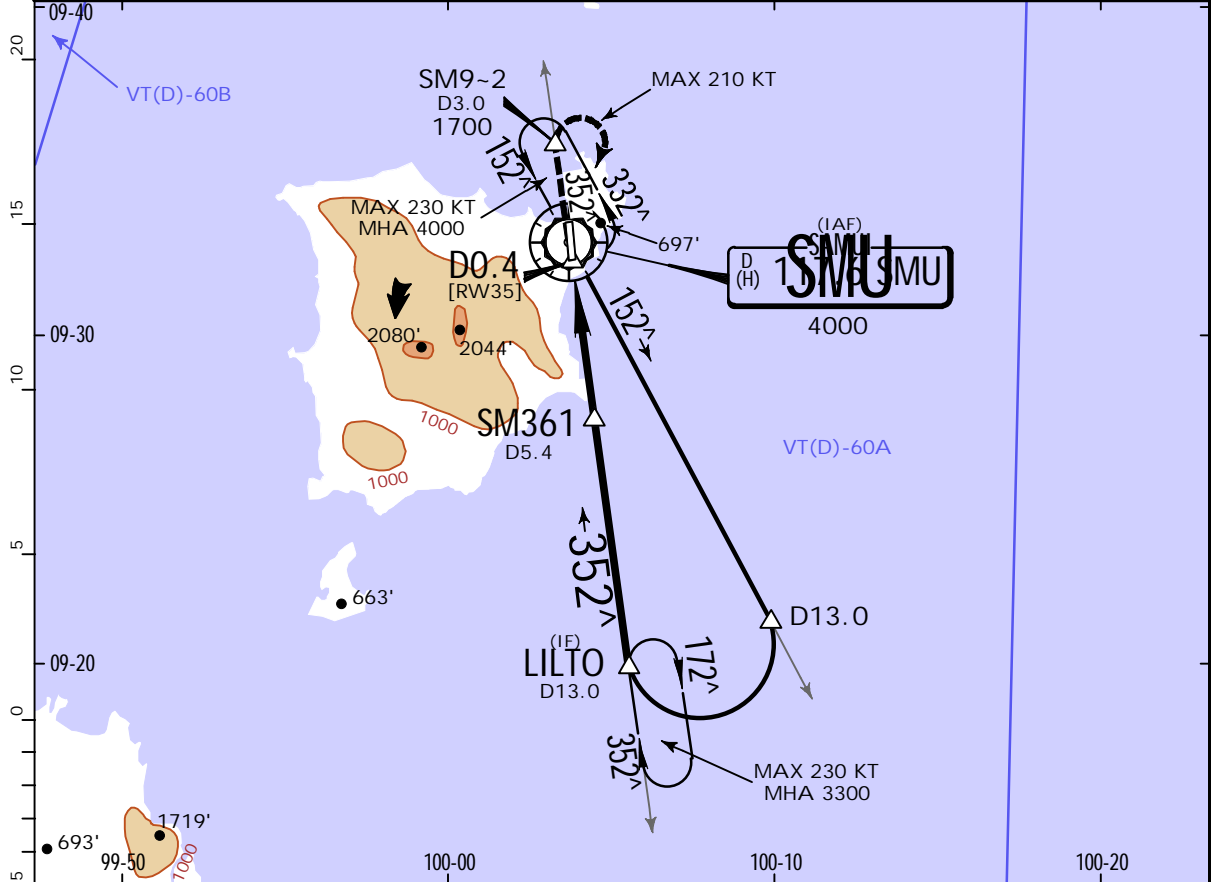
PANS OPS	STRAIGHT-IN LANDING RWY 17					CIRCLE-TO-LAND			<p>No Circling</p>
	MDA(H) 920' (877')					MDA(H)			
	A	1600m					100	1400'(1336')-2000m	
B	2000m					135	1400'(1336')-2400m		

VTSM/USM
SAMUI

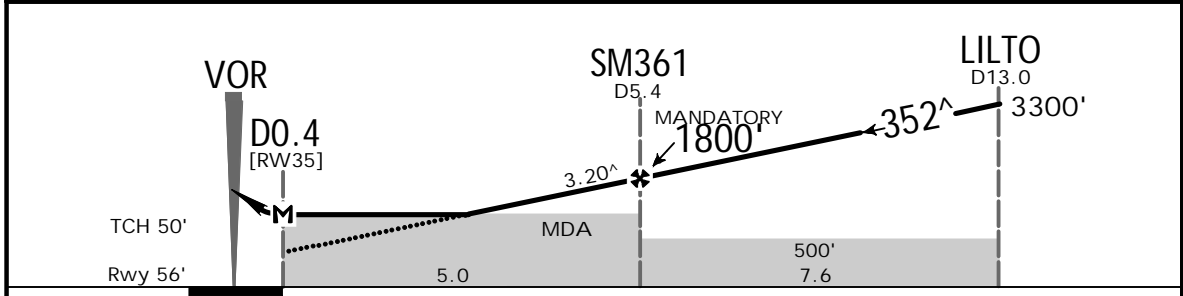
12 JUN 20
Eff. 18 Jun. (23-3)

JEPPESEN SURAT THANI, THAILAND
CAT C VOR Rwy 35

*ATIS 128.6		*SAMUI Approach (R) 129.6		*SAMUI Tower 118.9		*Ground 121.9		
VOR SMU 117.6		Final Apch Crs 352 [^]		SM361 MANDATORY 1800' (1744')		MDA(H) 1340' (1284')		
						Apt Elev 64' Rwy 56'		
MISSED APCH: Climb on track 352 [^] to SM9-2, then turn RIGHT to SMU VOR at minimum 4000' and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.								
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 130		Trans alt: 11000'		
1. DME required. 2. CAUTION: Operate under VMC only. 3. CAUTION: Reduce max cross wind by 10 KT from manufacturer's limitation.								



SMU DME	4.0	5.0	FAF
ALTITUDE	1340'	1670'	1800'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑ on track	352 [^]	SM9-2
Descent Angle 3.20 [^]	396	510	566	679	793	906				
MAP at D0.4										

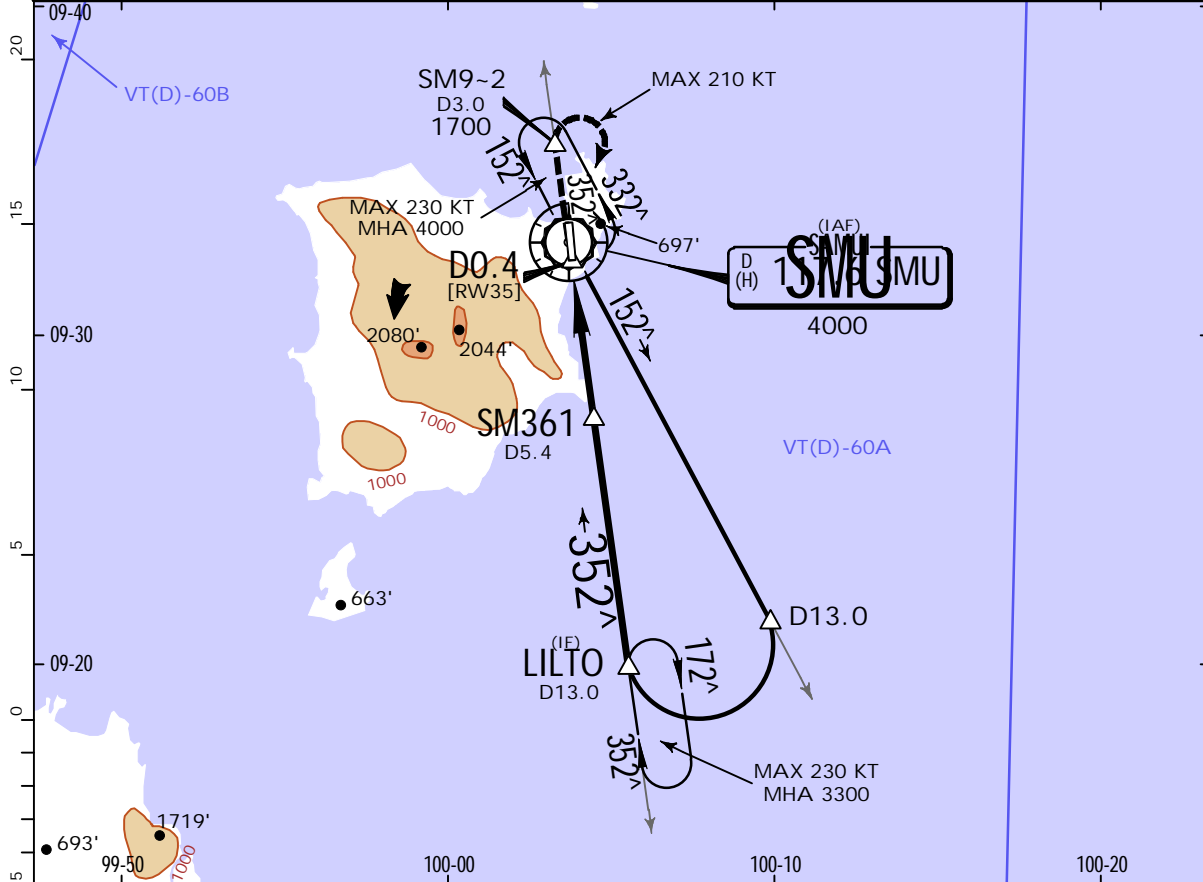
STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
MDA(H) 1340' (1284')		MDA(H)	
4800m		1400' (1336') - 4800m	
Max Kts 180		No Circling	

VTSM/USM SAMUI

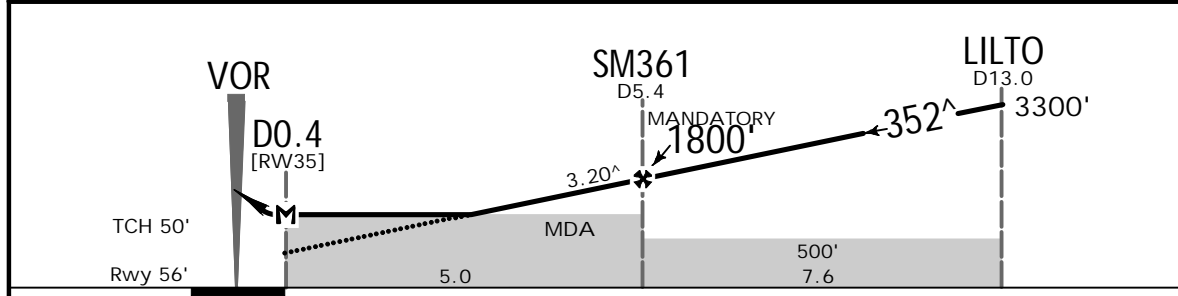
12 JUN 20
Eff. 18 Jun. (23-4)

JEPPESEN SURAT THANI, THAILAND CAT A & B VOR Rwy 35

*ATIS 128.6		*SAMUI Approach (R) 129.6		*SAMUI Tower 118.9		*Ground 121.9		
VOR SMU 117.6	Final Apch Crs 352 [^]	SM361 MANDATORY 1800' (1744')	MDA(H) 1340' (1284')	Apt Elev 64' Rwy 56'				
MISSED APCH: Climb on track 352 [^] to SM9-2, then turn RIGHT to SMU VOR at minimum 4000' and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.								
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 130				Trans alt: 11000'
DME required.								



SMU DME	4.0	5.0	FAF
ALTITUDE	1340'	1670'	1800'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑ on track	352 [^]	SM9-2
Descent Angle 3.20 [^]	396	510	566	679	793	906				
MAP at D0.4										

PANS OPS	STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND		
	MDA(H) 1340' (1284')		MDA(H) _____		
	A	2000m	100	1400'(1336') -2000m	
B	2400m	135	1400'(1336') -2400m		

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

SURAT THANI, (SAMUI - VTSM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VTSM