

List of pages in this Trip Kit

Trip Kit Index

Airport Information For VTSP

Terminal Charts For VTSP

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: PHUKET THA
ICAO/IATA: VTSP / HKT
Lat/Long: N08° 06.75', E098° 18.55'
Elevation: 82 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 0.5° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 2318 Z
Sunset: 1136 Z

Runway Information

Runway: 09
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 19 ft
Lighting: Edge, REIL
Stopway: 197 ft

Runway: 27
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 82 ft
Lighting: Edge, ALS
Stopway: 197 ft

Communication Information

ATIS: 128.000
Phuket Tower: 118.100

Phuket Ground: 121.900

Phuket Clearance Delivery: 118.550

Krabi Approach: 120.050 Remote Communications Air-Ground

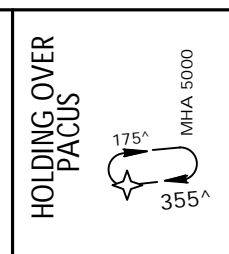
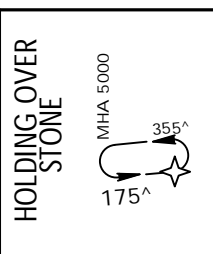
Phuket Approach: 124.700

Phuket Arrival: 120.700

Alt Set: hPa Trans level: FL130
 1. RNAV 1 required.
 2. GNSS or DME/DME/IRU required.
 3. RADAR required.
 4. Clearance limit BARON.

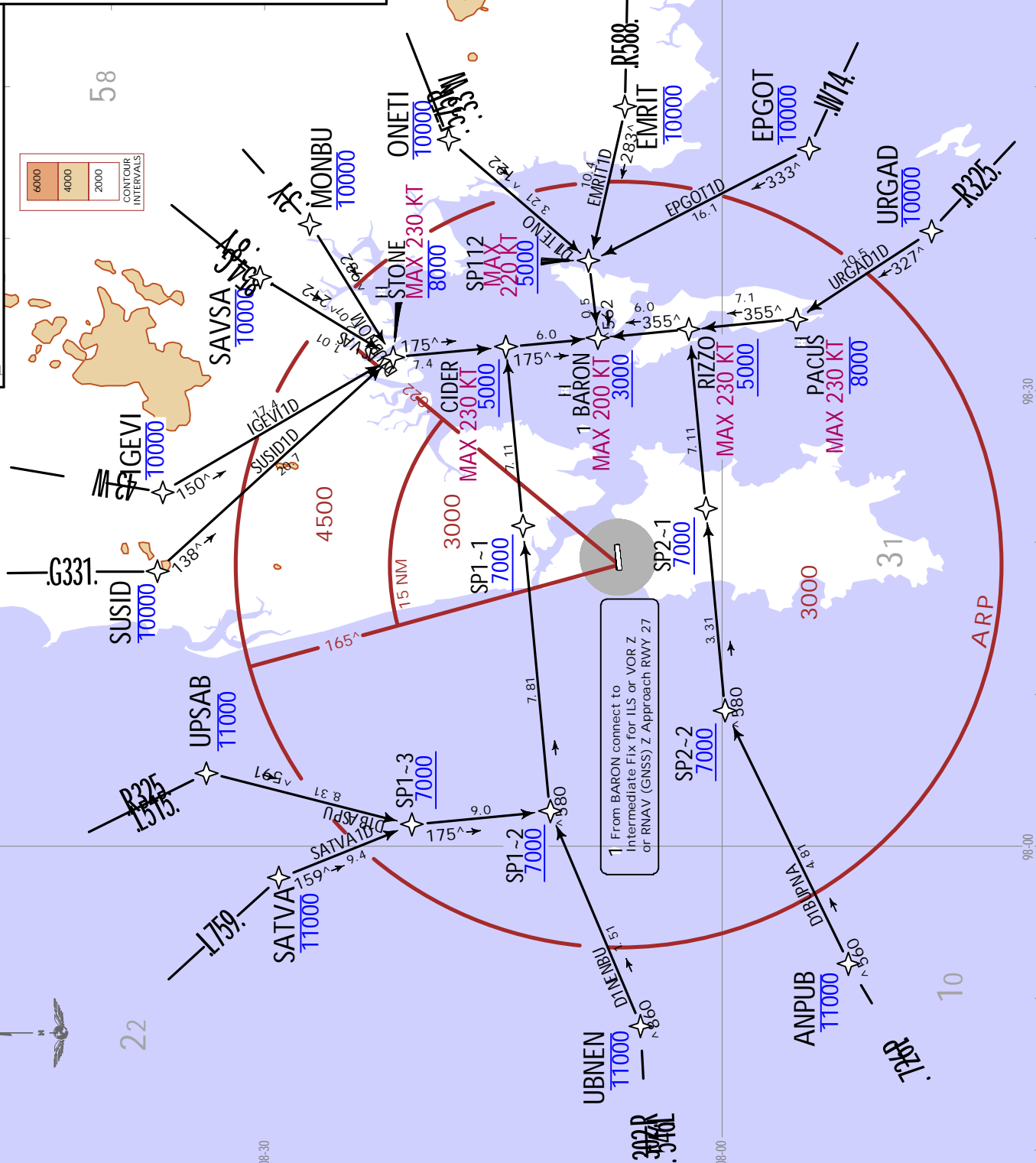
ATIS 128.0
 Apt Elev 82

ANPUB1D [ANPUB1D]
 EMRIT1D [EMRIT1D]
 EPGOT1D [EPGOT1D]
 IGEV1D [IGEV1D]
 MONBU1D [MONBU1D]
 ONET1D [ONET1D]
 SATVA1D [SATVA1D]
 SAVSA1D [SAVSA1D]
 SUSID1D [SUSID1D]
 UBNE1D [UBNE1D]
 UPSAB1D [UPSAB1D]
 URGAD1D [URGAD1D]
 RNAV ARRIVALS
 (RWY 27)
.SPEED: MAX 250 KT BELOW 10000



57

LOST COMMS
 Set transponder code 7600. MAINTAIN last assigned level. Proceed to BARON, descend in the BARON holding to 3000. Carry out standard instrument approach to RWY 27.



JEPPesen PHUKET, THAILAND
 22 MAR 19 (10-3) .Eff. 28. Mar. .RNAV .SID.

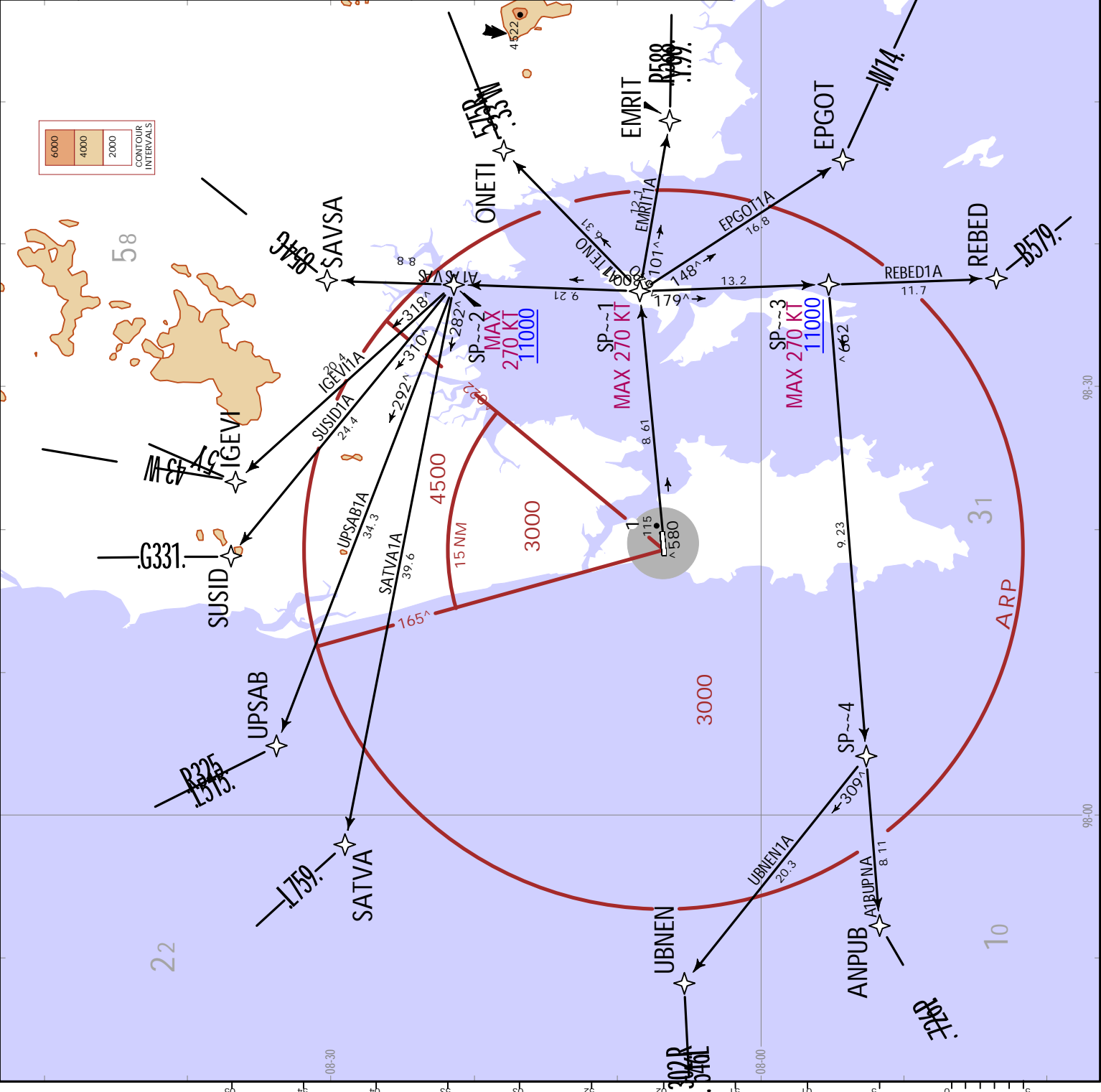
Trans alt: 11000
 1. RNAV 1 required. 2. GNSS or DME/DME/IRU required. 3. RADAR required.
 4. Initial climb clearance 5000, further climb when instructed by ATIS.

ANPUB1A [ANPUTA]
EMRIT1A [EMRI1A]
EPGOT1A [EPG01A]
IGEV11A [IGEV1A]
ONET11A [ONET1A]
REBEDI1A [REBE1A]
SATVA1A [SATV1A]
SAVSATA [SAVS1A]
SUSIDI1A [SUSI1A]
UBNEN1A [UBNE1A]
UPSAB1A [UPSA1A]
RNAV DEPARTURES (RWY 09)

1 RWY 09: Close-in obstacle: Terrain 33 height 184 from DER.
 These SIDs require a minimum climb gradient of 6.1% (371 per NM) until passing 11000.

Grnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 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.
 COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



VTSP/HKT
 PHUKET INTL

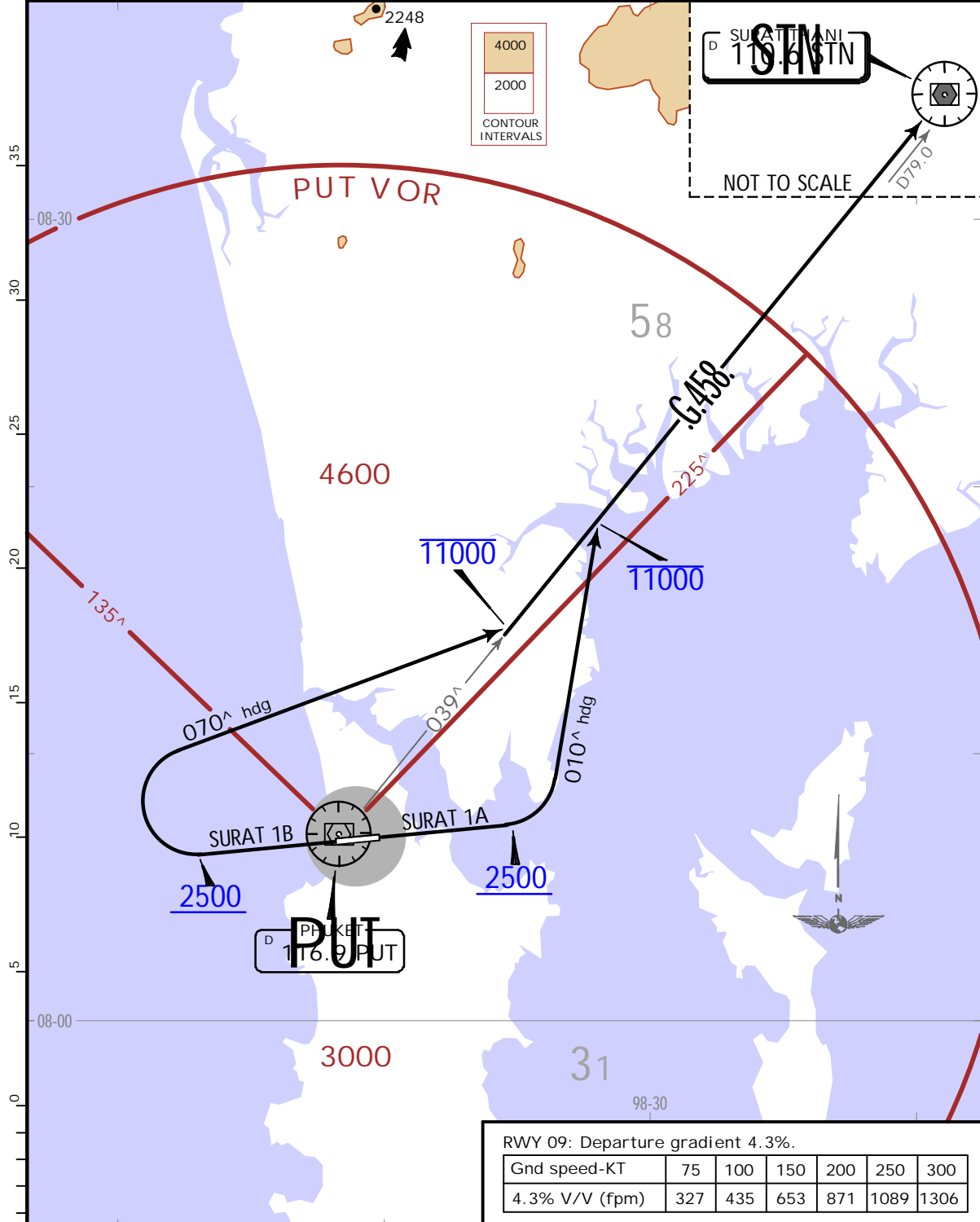
VTSP/HKT
PHUKET INTL

JEPPesen
20 APR 18 (10-3B)

PHUKET, THAILAND
.SID.

Apt Elev 82	Trans alt: 11000 Contact Phuket Approach on 124.7 after take-off.
----------------	--

SURAT 1A (STN 1A) DEPARTURE
(RWY 09)
SURAT 1B (STN 1B) DEPARTURE
(RWY 27)

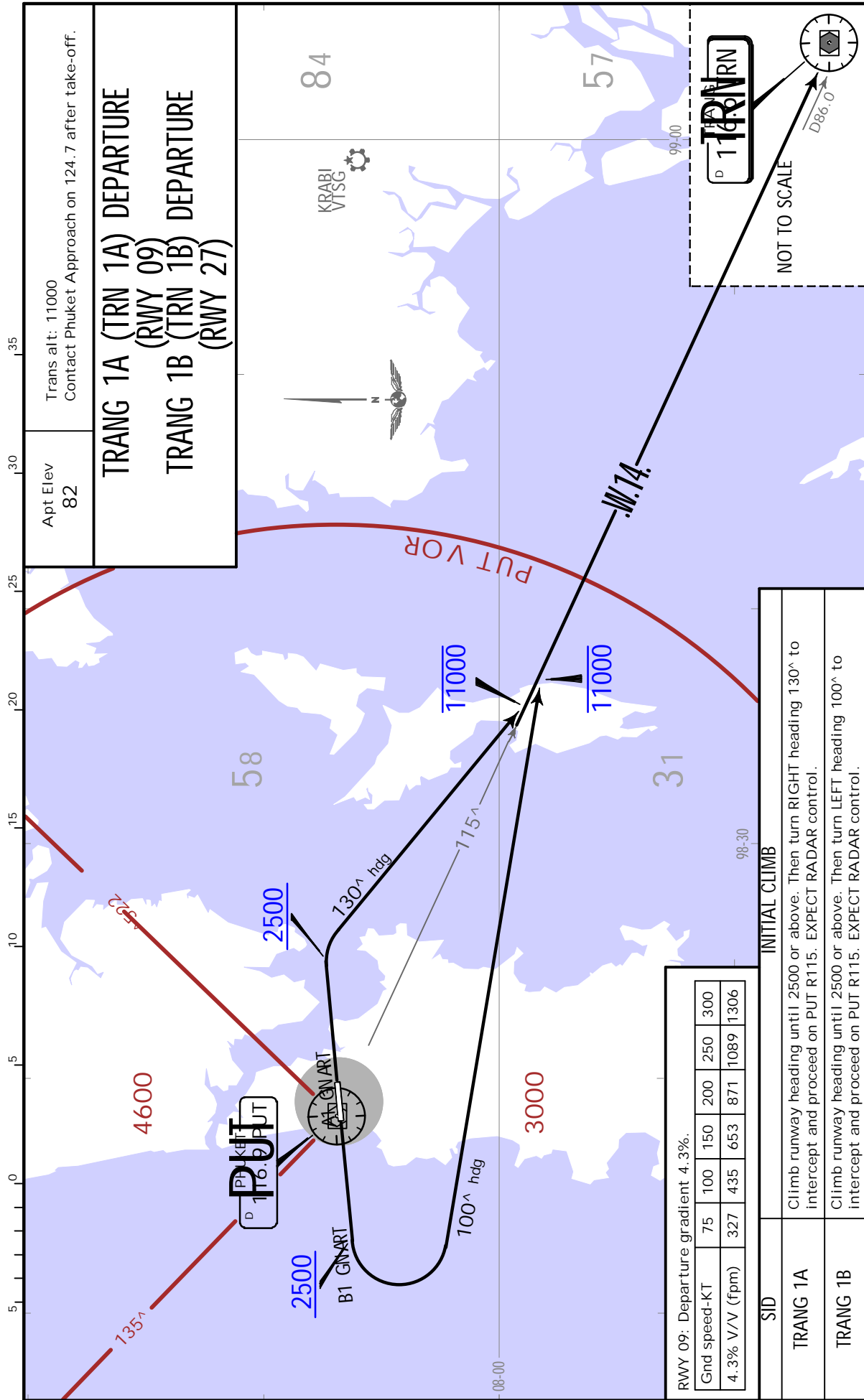


SID	INITIAL CLIMB
SURAT 1A	Climb runway heading until 2500 or above. Then turn LEFT heading 010 [^] to intercept and proceed on PUT R039. EXPECT RADAR control.
SURAT 1B	Climb runway heading until 2500 or above. Then turn RIGHT heading 070 [^] to intercept and proceed on PUT R039. EXPECT RADAR control.

VTSP/HKT
PHUKET INTL

JEPPESSEN
20 APR 18 **10-3C**

PHUKET, THAILAND
.SID.



Apt Elev
82

Trans alt: 11000
Contact Phuket Approach on 124.7 after take-off.

TRANG 1A (TRN 1A) DEPARTURE
(RWY 09)

TRANG 1B (TRN 1B) DEPARTURE
(RWY 27)

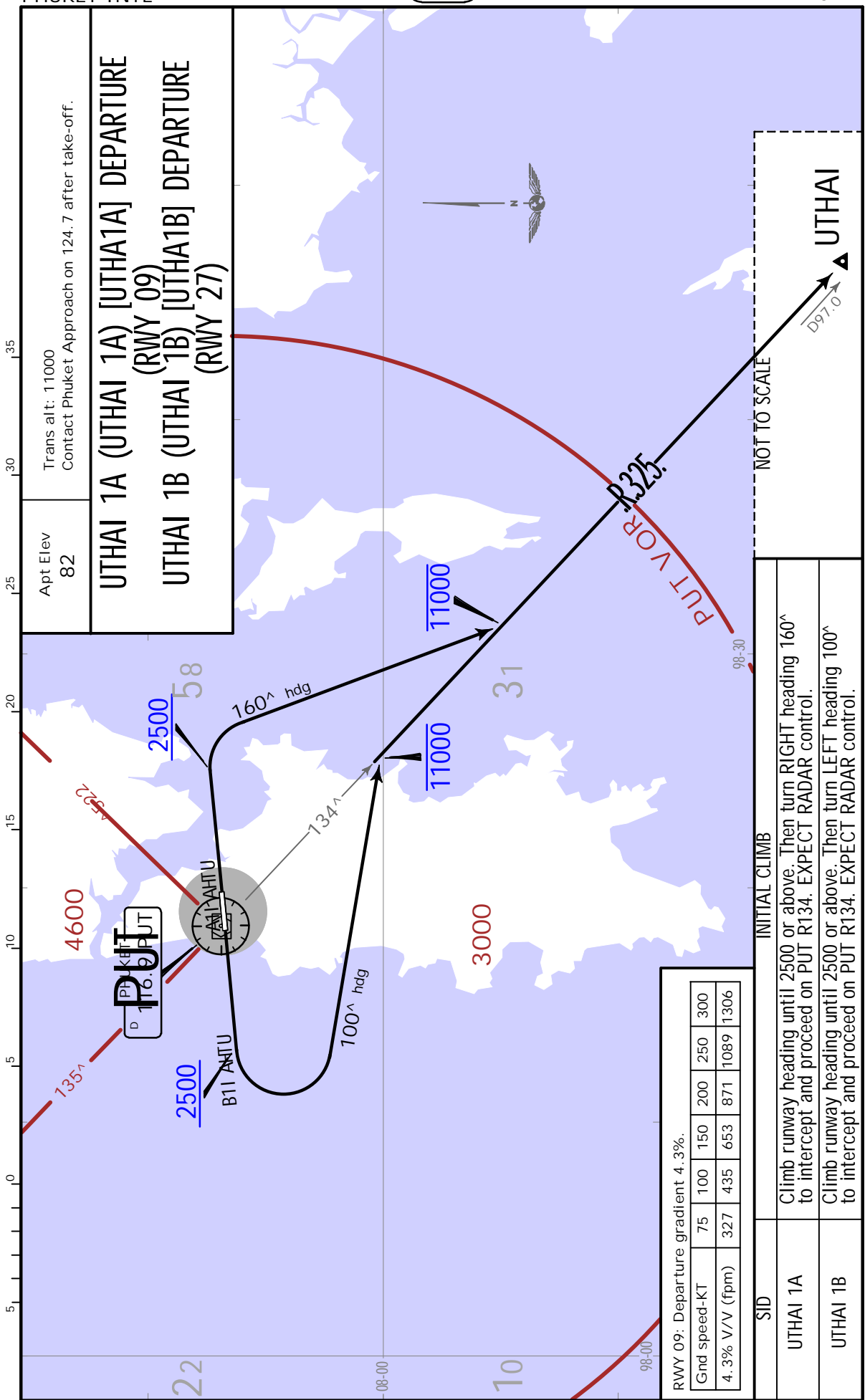
RWY 09: Departure gradient 4.3%.	
Gnd speed-KT	75 100 150 200 250 300
4.3% V/V (fpm)	327 435 653 871 1089 1306

INITIAL CLIMB	
TRANG 1A	Climb runway heading until 2500 or above. Then turn RIGHT heading 130° to intercept and proceed on PUT R115. EXPECT RADAR control.
TRANG 1B	Climb runway heading until 2500 or above. Then turn LEFT heading 100° to intercept and proceed on PUT R115. EXPECT RADAR control.

VTSP/HKT
PHUKET INTL

JEPPESSEN
20 APR 18 10-3D

PHUKET, THAILAND
.SID.



CHANGES: New format.

JEPPESSEN, 2018. ALL RIGHTS RESERVED.

REVISED CLOSURE OF TAXIWAY C AND D AT PHUKET INTERNATIONAL AIRPORT

Effective from 27 October 2017, taxiways C and D at Phuket International Airport are closed.
Refer to the diagram on chart 10-8A.

1. PROCEDURES

1.1 Departures:

Aircraft shall taxi entering Runway 09/27 via Taxiways A, B, E, F or G.

1.2 Arrivals:

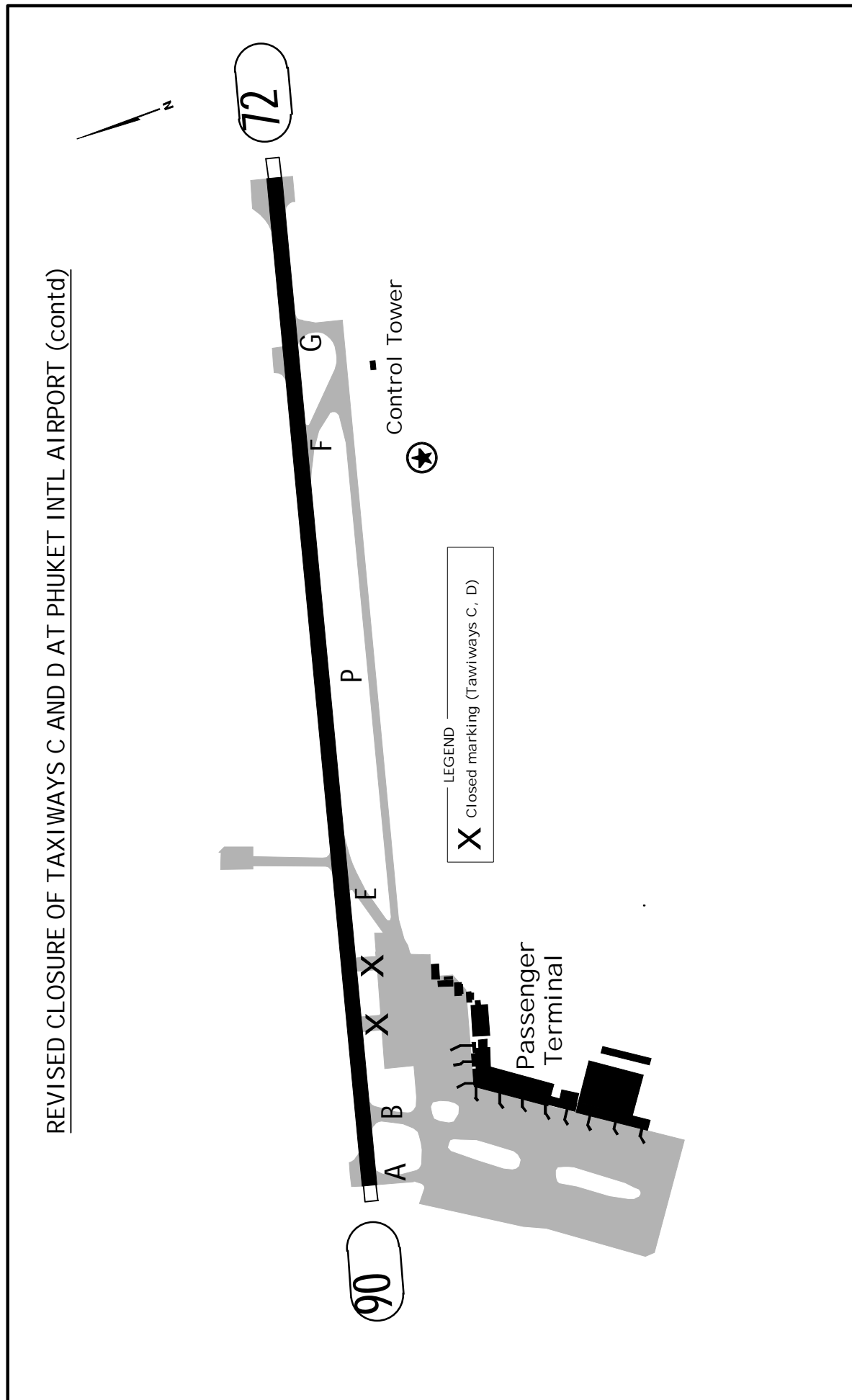
Runway 27 in use: aircraft shall vacate the runway via Taxiways A, B or E.

Runway 09 in use: aircraft shall vacate the runway via Taxiways F or G (except aircraft codes A, B and helicopters).

2. MARKING AND LIGHTING FOR UNSERVICEABLE AREAS

Closure markings are displayed on the closed taxiways which are indicated by solid yellow crosses (X) signs along with omni-directional fixed red lights activated along the sections of the closed areas.

REVISED CLOSURE OF TAXIWAYS C AND D AT PHUKET INTL AIRPORT (contd)



PHUKET INTERNATIONAL AIRPORT
RUNWAY CLOSURE PROGRAM
(SUP A27/22)

1. INTRODUCTION

With effect from 15 December 2022 at 1630 UTC to 24 October 2023 at 2330 UTC, the purpose of this chart is to inform all concerned on the closure of Rwy 09/27 for the runway maintenance program and Runway End Safety Area (RESA) construction at Phuket International Airport, to keep the runway in the optimal conditions and enhance the safety of flight operation.

2. CLOSURE OF RUNWAY 09/27

Runway 09/27 will be closed on date and time (UTC) as described in attachment table.
Period: December 2022 - October 2023.

3. PRECAUTIONS

- 3.1 All aircraft operators operating during these periods should plan to reschedule the flight operations in accordance with slot allocation.
- 3.2 Aircraft Operators are advised to avoid using Phuket International Airport as an alternate aerodrome during the runway closure period.
- 3.3 Due to traffic congestion, departing and arriving aircrafts operating during this period will be delayed and aircraft operators should plan to carry sufficient contingency fuel.
- 3.4 All workers and construction equipment will be kept clear when Runway 09/27 is operational.
- 3.5 The RESA construction work has no effect on visual and non-visual aids.

4. REVISIONS TO CLOSURE PROGRAM

- 4.1 The closure program may be revised in the event of forecast or actual adverse weather conditions or other extenuating circumstances.
- 4.2 Any revision to the closure program will be promulgated by NOTAM.

5. VALIDITY

This chart will remain current until 24 October 2023 at 2330 UTC. Any changes to the content will be notified through NOTAM.

Month/Year	Dates	Period of Closure (UTC)	Total Duration of Closure (hr.)
December 2022	15 - 31	Daily 1630 - 0030 (+1)	8:00
January 2023	1 - 31		
February 2023	1 - 28		
March 2023	1 - 31		
April 2023	1 - 30		
May 2023	9, 23	1730 - 2330	6:00
June 2023	4 - 13	Daily 1730 - 2330	6:00
	27	1730 - 2330	6:00
July 2023	11, 25	1730 - 2330	6:00
August 2023	6 - 15	Daily 1730 - 2330	6:00
	29	1730 - 2330	6:00
September 2023	12, 26	1730 - 2330	6:00
October 2023	10	1730 - 2330	6:00
	15 - 24	Daily 1730 - 2330	6:00

**THE CONSTRUCTION OF RUNWAY END SAFETY AREA (RESA),
RUNWAY STRIP, TAXIWAY P EXTENSION AND NEW TAXIWAYS
AT PHUKET INTERNATIONAL AIRPORT
(SUP A011/23)**

1. INTRODUCTION

With effect from 23 March 2023 at 1630 UTC until 1 May 2023 at 0030 UTC, the purpose of this chart is to inform all concerned regarding the construction of RESA Runway 09/27, Runway strip, Taxiway P extension and new Taxiways H and J at Phuket International Airport. The construction will be divided into 3 zones (See 10-8E). The details are as follows:

2. CLOSURE OF MANOEUVRING AREA AND DETAILED ACTIVITIES

- 2.1 Runway 09/27 will be closed due to construction program on 23 March 2023 - 1 May 2023 Daily 1630 - 0030 UTC.
- 2.2 Stopway for Runway 09 will be unavailable.
- 2.3 Closed markings and lightings are displayed in the unserviceable area.
- 2.4 The construction area nearby the glide slope station will be blocked off by barricades painted in an alternate band of red and white, and will be lighted by fixed red lights at night and during limited visibility conditions.

3. CONSTRUCTION ZONE AND PERIOD

Zone	Key Activities	Period	Remark
Zone 1: North and east of Runway 09/27 (Landside Area)	- Land leveling - Installation of new airside fences - Construction of service roads	H24	The maximum height of machineries (mobile crane) is 13 ' (4m) AGL (95 ' (29m) AMSL).
Zone 2: Runway strips and extended area 1165' (355m) from threshold Runway 27	- Reclamation of graded area, runway strip and RESA - Construction of Taxiway P extension - Construction of runway and taxiway drainage - Installation of airfield lighting system - Construction of runway extension (197' (60m) from threshold Runway 27) and construction of a new Taxiway H and J (See 10-8E)	23 MAR 2023 - 1 MAY 2023 Daily 1630 - 0030 UTC	1. The mobile crane height 13' (4m) AGL (95' (29m) AMSL). 2. The area adjacent to the threshold Runway 09 remains unchanged until further notice. 3. All construction equipment will be kept clear during aircraft arrival and departure operations.
Zone 3: Beyond 246' (75m) from the centerline of Runway 09 /27 and extended area of Taxiway P	- Reclamation of graded area, runway strip and RESA - Construction of Taxiway P extension - Construction of runway and taxiway drainage	H24	The maximum height of machineries (mobile crane) is 13 ' (4m) AGL (95 ' (29m) AMSL).

**THE CONSTRUCTION OF RUNWAY END SAFETY AREA (RESA),
RUNWAY STRIP, TAXIWAY P EXTENSION AND NEW TAXIWAYS
AT PHUKET INTERNATIONAL AIRPORT (CONTD)**

4. OPERATIONAL RESTRICTIONS

During the construction of runway extension (197' (60m) from threshold Runway 27), aircraft shall use Runway 09/27 under restrictions as follows:

4.1 Runway 09 in use;

For take-off and landing

- a) Stopway for Runway 09 will be unavailable.
- b) Runway distance will be reduced 492' (150m) (reserved for runway strip 197' (60m) and RESA 295' (90m)) to provide the safety operation and reduce the damage of aircraft in event of runway excursion or overshoot.
- c) PAPI for Runway 09 will be available.

Runway Declared Distances as follows:

Runway	TORA	TODA	ASDA	LDA	Remarks
09	9350' (2850m)	9350' (2850m)	9350' (2850m)	9350' (2850m)	Runway turn pad located adjacent to the threshold of runway 27 will be available.

4.2 Runway 27 in use;

4.2.1 For take-off:

- a) Stopway for Runway 27 will be available.
- b) When depart from TWY G intersection, TORA is 8202' (2500m). The signage is on the left side of TWY G.
- c) When expecting to use runway turn pad for departure, pilot shall follow guidance line and shall apply low power engine to prevent the loose dirt to scatter caused by jet blast. Prior to take-off, the aircraft shall taxi forward 656' (200m) to start rolling at the assigned departure position with the signage 'TORA 2800 M' on the left side of Runway 27.

4.2.2 For landing:

- a) The ILS will be serviceable.
- b) PAPI for Runway 27 will be serviceable.
- c) The approach lighting system for Runway 27 will be serviceable.

Runway Declared Distances as follows:

Runway	TORA	TODA	ASDA	LDA	Remarks
27	9186' (2800m)	9186' (2800m)	9383' (2860m)	9843' (3000m)	Runway turn pad located adjacent to the threshold of runway 27 will be available.

4.3 Use of Runway 09/27 and runway declared distances are shown on chart 10-8E.

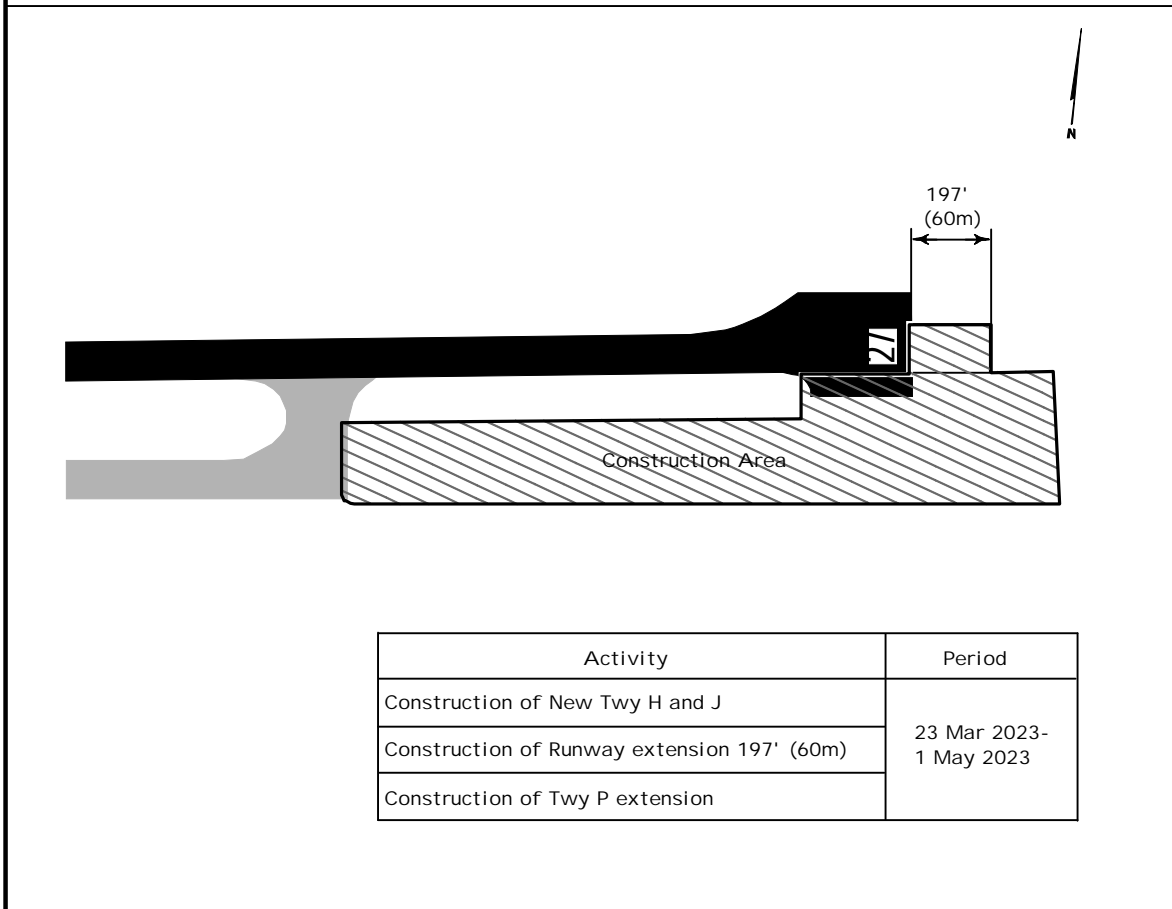
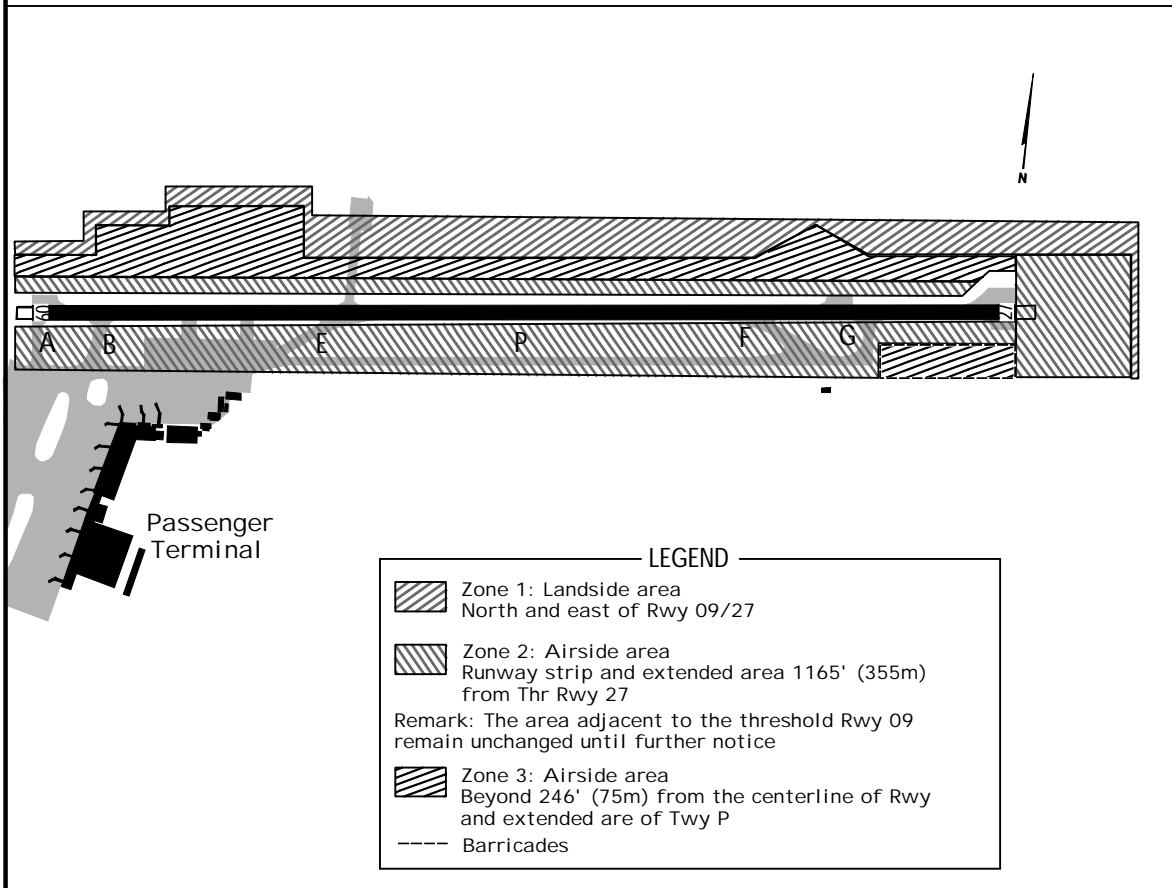
5. AVAILABILITY OF NAVIGATION AIDS

- 5.1 Markings and lighting will be available for aircraft operations.
- 5.2 WDI for Runway 09/27 will be serviceable.
- 5.3 The DVOR/DME will be serviceable.

6. OTHERS

- 6.1 During the period of the maintenance work process, aircraft should strictly follow ATC instructions to avoid any possible risks to aircraft operations.
- 6.2 All vehicles are marked by 3' x3' (90 x 90 cm) red and white checkered flag.
- 6.3 All machineries such as backhoe truck, rough terrain crane and asphalt paver will be marked and lighted. The maximum height of machineries (mobile crane) is 13' (4m) above ground level (AGL) or 95' (29m) above mean sea level (AMSL).
- 6.4 Aircraft operators are advised to avoid using Phuket International Airport as an alternate aerodrome during runway closure period.

**THE CONSTRUCTION OF RUNWAY END SAFETY AREA (RESA),
RUNWAY STRIP, TAXIWAY P EXTENSION AND NEW TAXIWAYS
AT PHUKET INTERNATIONAL AIRPORT (CONTD)**



VTSP/HKT

Apt Elev 82
N08 06.8 E098 18.5

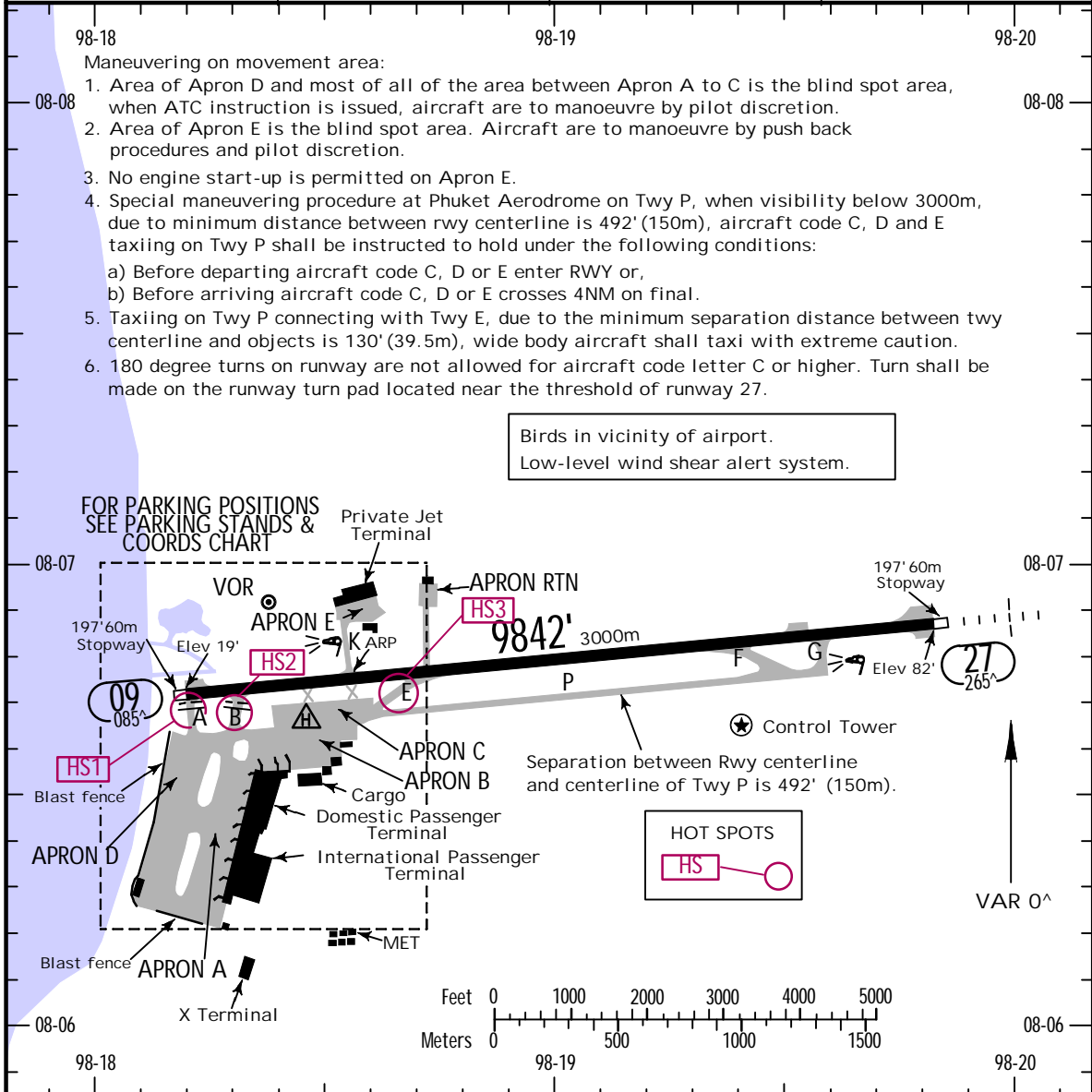
JEPPESEN

31 MAR 23 (10-9)

PHUKET, THAILAND

PHUKET INTL

ATIS	PHUKET Clearance	PHUKET Ground	Tower
128.0	118.55	121.9	118.1



ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		
	LANDING BEYOND		TAKE-OFF	WIDTH			
	Threshold	Glide Slope					
09	HIRL (60m)	REIL	PAPI (angle 3.0°)	RVR			148'
27	HIRL (60m)	HIALS	PAPI (angle 3.2°)	RVR	9077'	2767m	45m

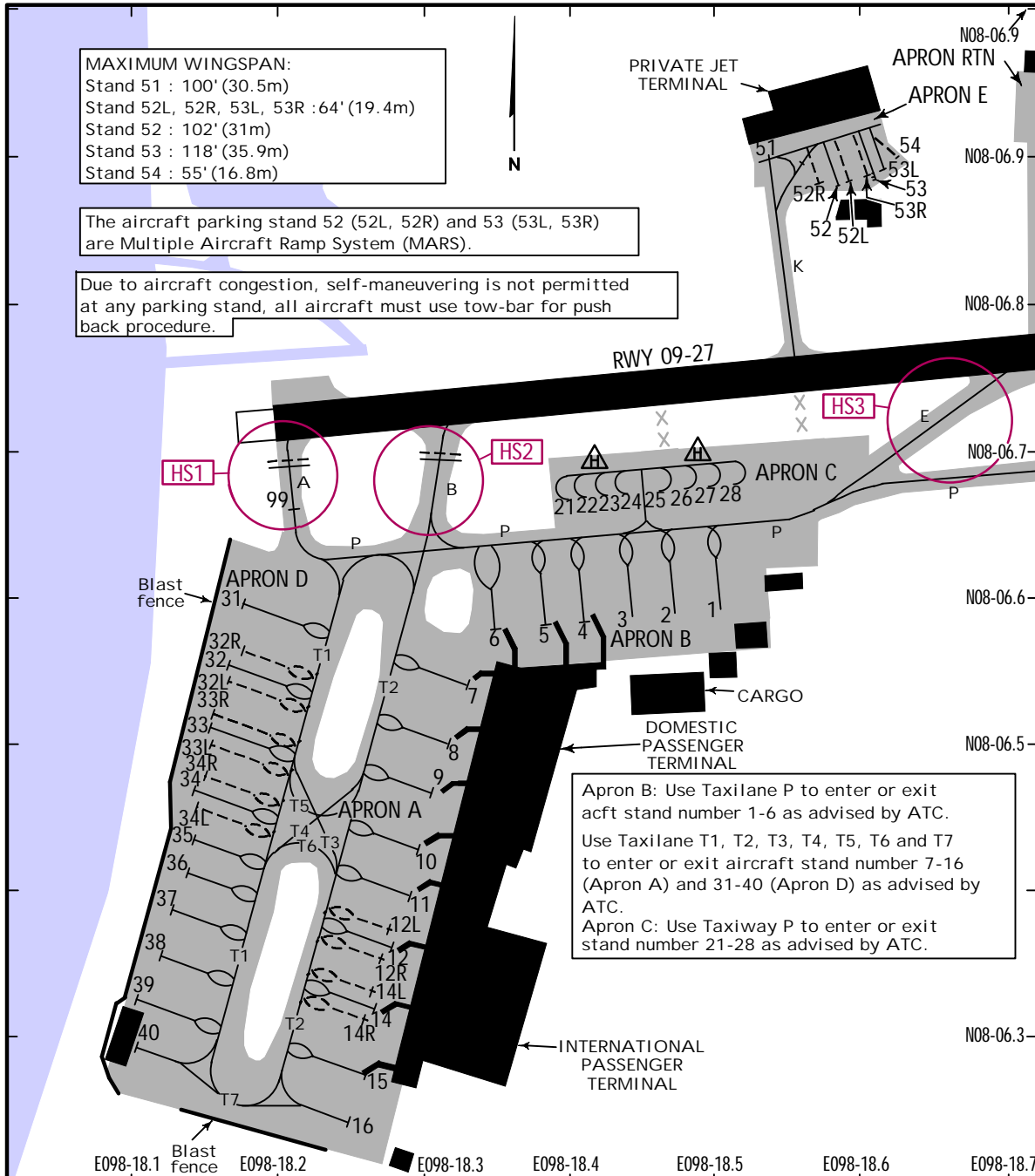
TAKE-OFF			
A	AIR CARRIER		AIR CARRIER (FAR 121)
	All Rwys		
B	RCLM (DAY only) or RL		Adequate Vis Ref
C	250m	400m	RVR 500m
D	300m		VIS 400m

CHANGES: Bird note added, buildings revised, Rwy holding positions.

VTSP/HKT

JEPPESEN
31 MAR 23 10-9A

PHUKET, THAILAND
PHUKET INTL



MAXIMUM WINGSPAN:
Stand 51 : 100' (30.5m)
Stand 52L, 52R, 53L, 53R : 64' (19.4m)
Stand 52 : 102' (31m)
Stand 53 : 118' (35.9m)
Stand 54 : 55' (16.8m)

The aircraft parking stand 52 (52L, 52R) and 53 (53L, 53R) are Multiple Aircraft Ramp System (MARS).

Due to aircraft congestion, self-maneuvering is not permitted at any parking stand, all aircraft must use tow-bar for push back procedure.

Apron B: Use Taxiway P to enter or exit acft stand number 1-6 as advised by ATC.
Use Taxiway T1, T2, T3, T4, T5, T6 and T7 to enter or exit aircraft stand number 7-16 (Apron A) and 31-40 (Apron D) as advised by ATC.
Apron C: Use Taxiway P to enter or exit stand number 21-28 as advised by ATC.

PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
APRON B		APRON D	
1, 2	N08 06.6 E098 18.5	31, 32, 32R	N08 06.6 E098 18.2
3 thru 5	N08 06.6 E098 18.4	32L, 33	N08 06.5 E098 18.2
6	N08 06.6 E098 18.3	34	N08 06.5 E098 18.1
APRON A		35 thru 38	N08 06.4 E098 18.1
7 thru 9	N08 06.5 E098 18.3	39, 40	N08 06.3 E098 18.1
10, 11, 12L	N08 06.4 E098 18.3	APRON E	
12, 12R, 14, 15	N08 06.3 E098 18.3	51	N08 06.9 E098 18.5
16	N08 06.2 E098 18.3	52 thru 54	N08 06.9 E098 18.6
APRON C			
21 thru 24	N08 06.7 E098 18.4		
25 thru 28	N08 06.7 E098 18.5		
99	N08 06.6 E098 18.2		

CHANGES: Taxiway T2, B and P revised.

JEPPESEN, 1999, 2023. ALL RIGHTS RESERVED.

RLG DOCKING SYSTEM-IN SYSTEM AT PHUKET INTL AIRPORT

1. INTRODUCTION

- 1.1 The RLG docking system-in system is installed at bays 4, 8, 9 and 10.
- 1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centerline and stop position.

2. PILOT OPERATING INSTRUCTIONS

- 2.1 The pilot or co-pilot simply follows the center azimuth steering bars to keep the aircraft at the center, and to keep the aircraft to a reasonable speed.
- 2.2 The azimuth indication consists of a central green bar and two red bars-one to each side of the green bar. The center green bar will always be on, while the red side bars will only come on, one at a time, when the aircraft is off center.
- 2.3 If the aircraft veers too far to the right, the right red bar will come on, along with the center green bar. Conversely, if the aircraft veers too far to the left, the left red bar will come on, along with the center green bar. The pilot would simply steer towards the green bar to get back to the center J-line.
- 2.4 When the aircraft is more than 30 meters away from the docking position, the only indications will be the aircraft type displayed on the first display line, and the azimuth bar(s) at lower center of the Pilot Display unit.
- 2.5 Starting at 30 meters, the close-in distance will be displayed on the second display line, along with the progress meter at the lower left corner of the Pilot Display unit. The close in distance will be updated in 1 meter increments.
- 2.6 Starting at 10 meters, the close-in distance will be displayed in 0.2 meter increments.
- 2.7 If the aircraft is moving too fast, the Aircraft Display unit will let the pilot know by displaying the message "2 FAST". The pilot should slow down the aircraft until the "2 FAST" message disappears.
- 2.8 If the incoming aircraft does not match the expected aircraft (shown on the top line of display) the message "NO ID" will immediately be displayed on the first line, and the message "STOP", in red, on the second line of display. The pilot must stop the aircraft immediately, and follow any instructions from the ground crew.
- 2.9 If the aircraft overshoots and moves beyond the designated docking position, the Aircraft Display will display the message "2 FAR" to indicate the over travel. The pilot should also stop the plane immediately if this happens.
- 2.10 RLG system parking sequence

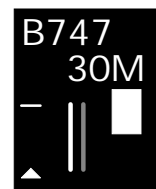
- a.) In this picture the aircraft is at a distance greater than 30 meters from the parking position and is directly at the centerline.

Note that the progress bar and digital close-in distance are not displayed when the aircraft is greater than 30 meters away from the docking position. A Boeing 747 aircraft is expected.



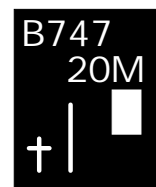
- b.) In this picture the aircraft is exactly 30 meters from the docking position, but is off to the right of the centerline.

Starting at 30 meters, the digital close-in distance (second line of display) is displayed, in 1 meter increments. The progress meter (lower left) will also be activated at this distance.

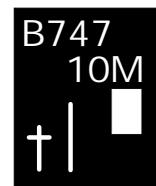


- c.) The aircraft is at 20 meters from the docking position and has returned to the centerline.


Note position of progress meter. The arrow will advance on position every 2.5 meters.



- d.) In this picture the aircraft is at 10 meters and is on the centerline.



VTSP/HKT


JEPPESEN
 18 APR 08 **10-9C**

PHUKET, THAILAND

PHUKET INTL

- e.) The aircraft is now at 6.2 meters from the docking position and has again veered off the left of centerline.
 Note that at below 10 meters, the close-in distance is displayed in 0.2 meter increments.



- f.) Finally the aircraft is perfectly parked at the stop position, and perfectly centered.
 The word "STOP" is displayed in red. Note also the merging of the arrow and the stop line on the progress meter.



3. ALLOCATION OF AIRCRAFT PARKING BAYS

All aircraft parking bays are allocated by Ground/Apron controller with regard to aircraft type involved and prevailing or anticipated traffic situation.

4. AIRCRAFT MARSHALLING AND TOWING SERVICES

The marshalling of scheduled, non-scheduled and casual aircraft into the bays either manually or by the aid of the RLG Guide-in system and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or its appointed ground handling agency.

5. TAXIING PROCEDURES

5.1 Arriving Aircraft

Aircraft entering the aprons are to follow closely to the taxiway and apron centerline so as to avoid reducing safety distances between them and parking aircraft.

5.2 Departing Aircraft

When start-up clearance is issued by ATC, then pushed out onto apron centerline.

SAFEDOCK TYPE 25 LASER SCANNER SYSTEM

INTRODUCTION

The safedock type 25 laser scanner system is installed at parking bays NR1 and 11. The docking system enables wide-body aircraft to park at the correct position on the parking bays without the assistance of a marshaller. Pilots should not exceed a speed of 6 kts when using the docking system.

The system consists of a display screen and laser scanner located at the terminal wall in front of the parking bays to ensure the aircraft stops in the correct location relative to the airbridges.

THE SYSTEM DESCRIPTION

The system consists of two components which supply the following information to the pilot:

- a. The top alphanumeric information display which shows aircraft type designation in yellow.
- b. The azimuth and centerline guidance display in red and yellow and the closing rate bar in yellow.

TYPES OF AIRCRAFT

The types of aircraft are programmed into the system and the additional aircraft types can be selected from the operator panel before the aircraft approaches the parking stand.

All types of aircraft programmed into the system are as follows:

Bay	B707	B727	B737	B757	B767	DC8	DC9	A300	A310	A319	A320	A321	A330
1	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈
11	✈		✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	
Bay	A340	DC10	MD11	B741	B742	B743	B744	B777	L1011				
1	✈	✈	✈				✈	✈	✈				
11		✈	✈	✈	✈	✈			✈				

SAFEGATE DOCKING SYSTEM - IN SYSTEM AT PHUKET INTL AIRPORT

1. INTRODUCTION

- 1.1 The SAFEGATE Docking System-in system is installed at bays 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 31, 32L, 32, 32R, 33L, 33, 33R, 34L, 34, 34R, 35, 36, 37, 38, 39 and 40.
- 1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centerline and stop position.

2. PILOT OPERATING INSTRUCTION

2.1 Safety Procedure

a. General warning

The VDGS system has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

If the pilot is unsure of the information, being shown on the VDGS display unit, he must immediately stop the aircraft and obtain further information for clearance.

b. Item to check before entering the stand area

Warning: The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

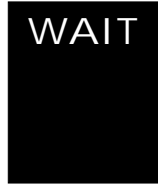
Warning: The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft. The correctness of other information, such as 'door 2', shall also be checked.

c. Safety Back Up (SBU) message

The message STOP Safety Back Up (SBU) means that docking has been interrupted and has to be resumed only by manual guidance. Do not try to resume docking without manual guidance.

2.2 START OF DOCKING

When the system is ready to operate, WAIT will be displayed.



2.3 CAPTURE

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed. The pilot must not proceed beyond the bridge, unless the arrows have been superseded by closing rate bar.




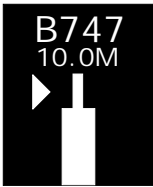
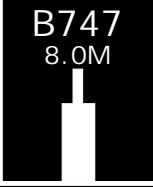



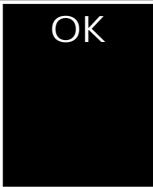

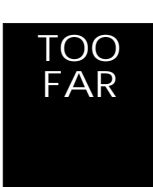
VTSP/HKT

JEPPESEN

PHUKET, THAILAND

21 FEB 20 10-9F .Eff.27.Feb.

PHUKET INTL

<p>2.4 TRACKING When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.</p>	
<p>2.5 CLOSING RATE Display of digital countdown will start when the aircraft is 20 meters from stop position. When the aircraft is less than 12 meters from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 0.5 meters, covered by the aircraft. Thus, when the last row is turned off, 0.5 meters remains to stop.</p>	
<p>2.6 ALIGNED TO CENTER The aircraft is eight meters from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.</p>	
<p>2.7 SLOW DOWN If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.</p>	
<p>2.8 AZIMUTH GUIDANCE The aircraft is four meters from the stop position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.</p>	
<p>2.9 STOP POSITION REACHED When the correct stop-position is reached, the display will show STOP and red lights will be lit.</p>	
<p>2.10 DOCKING COMPLETE When the aircraft has parked, OK will be displayed.</p>	
<p>2.11 CHOCKS ON CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.</p>	
<p>2.12 OVERSHOOT If the aircraft overshoots the stop-position, TOO FAR will be displayed.</p>	
<p> </p>	<p> </p>

2.13 BAD WEATHER CONDITION

During heavy fog, rain or snow, the visibility for the docking system can be reduced.

When the system is activated and in capture mode, the display will deactivate the floating arrows and show DOWN GRADE.

This message will be superseded by the closing rate bar, as soon as the System detects the approaching aircraft.

The pilot must not proceed beyond the bridge, unless the DOWN GRADE text has been superseded by the closing rate bar.

B747

SLOW

2.14 AIRCRAFT VERIFICATION FAILURE

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 15 meters (49 ft) before the stop-position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed. The text will be alternating on the upper two rows of the display.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

STOP

ID

FAIL

2.15 GATE BLOCKED

If an object is found blocking the view from the VDGS to the planned stop position for the aircraft, the docking procedure will be halted with a GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

WAIT

GATE

BLOCK

2.16 VIEW BLOCKED

If the view towards the approaching aircraft is hindered for instance by dirt on the window, the VDGS will report a view block condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

WAIT

VIEW

BLOCK

2.17 Safety Back Up (SBU) -STOP

Any unrecoverable error during the docking procedure will generate a Safety Back Up (SBU) condition. The display will show red stop bar and the text STOP SBU.

A manual backup procedure must be used for docking guidance.

STOP

SBU

2.18 EMERGENCY STOP

When the emergency stop button is pressed, STOP is displayed.

STOP

2.19 ERROR

If a system error occurs, the message ERROR is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.

ERROR

2.20 SYSTEM BREAKDOWN

In case of a severe system failure, the display will go black, except for a red stop indicator. A marshalling service will be used for docking guidance.

2.21 POWER FAILURE

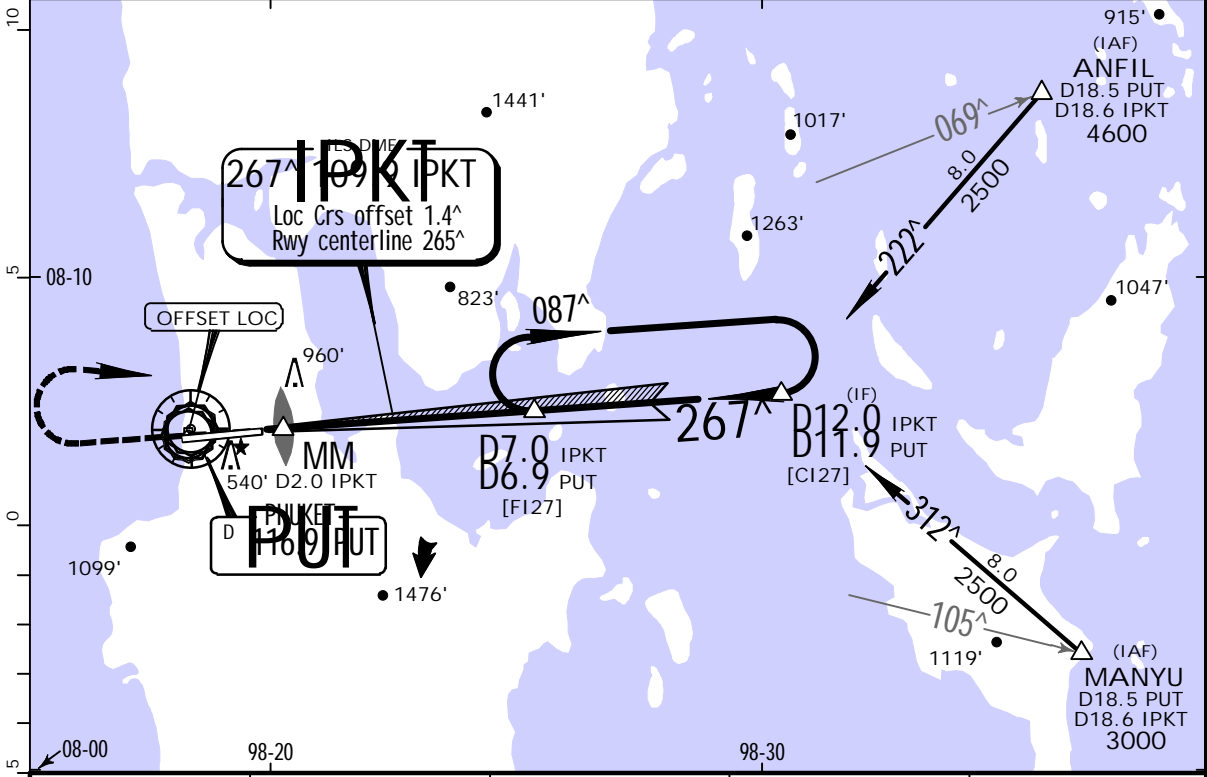
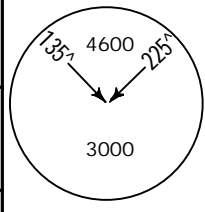
In case of a power failure, the display will be completely black. A marshalling service will be used for docking guidance.

VTSP/HKT
PHUKET INTL

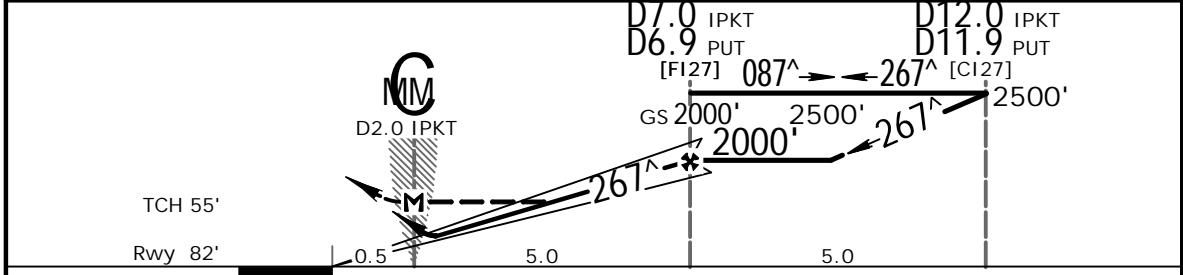
JEPPESSEN
21 SEP 18 **(11-1)**

PHUKET, THAILAND
ILS or LOC Rwy 27

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Arrival (R) 120.7		PHUKET Tower 118.1		Ground 121.9	
LOC IPKT 109.9		Final Apch Crs 267 [^]		D7.0 ^{GS} IPKT D6.9 PUT 2000' (1918')		ILS DA(H) Refer to Minimums		Apt Elev 82' Rwy 82'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn RIGHT direct to D7.0 IPKT/D6.9 PUT at 2500' and hold or as directed by ATC.</p>									
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 130			Trans alt: 11000'		
									MSA PUT VOR



IPKT DME	4.0	5.0	6.0	7.0
ALTITUDE	985'	1325'	1665'	2000'



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI PAPI PAPI	2500'	RT	D7.0 IPKT D6.9 PUT
ILS GS 3.20 [^] or LOC Descent Gradient 5.6%	401	516	574	688	803	918				
MAP at MM										
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

STRAIGHT-IN LANDING RWY27			CIRCLE-TO-LAND	
ILS DA(H) ABC: 540' (458') D: 550' (468')		LOC (GS out) MDA(H) 770' (688')		Not Authorized South of Airport
	FULL	ALS out	ALS out	Max Kts
A				100
B	1800m	2200m	RVR 1500m VIS 1600m	135
C			3200m	180
D	1900m	2300m	3600m	205
				1300' (1218') -2200m
				1300' (1218') -2400m
				1400' (1318') -4800m

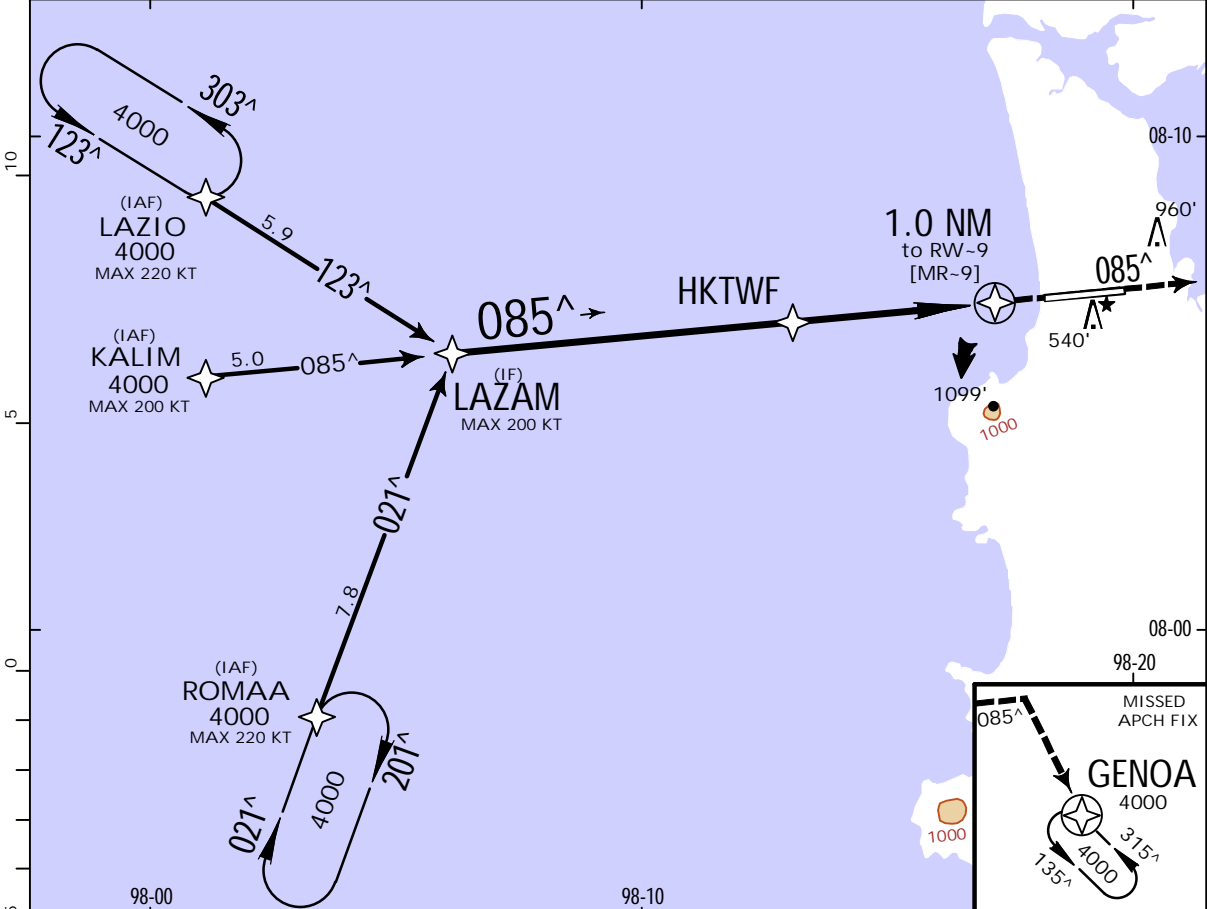
PANS OPS

VTSP/HKT
PHUKET INTL

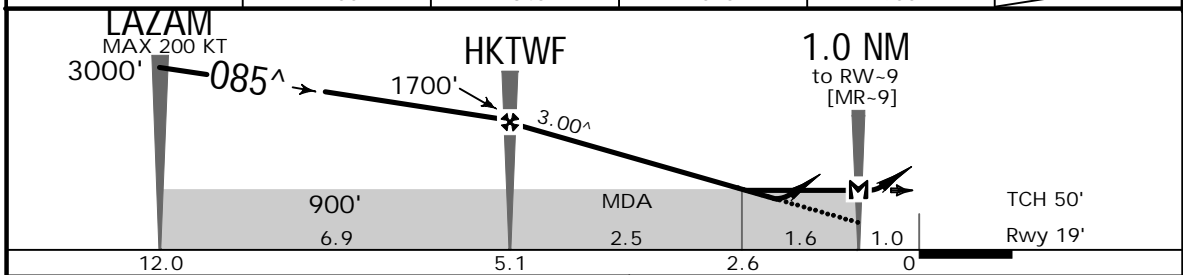
JEPPESEN
25 JUN 21 (12-1)

PHUKET, THAILAND
RNP Z Rwy 09

ATIS 128.0	PHUKET Approach (R) 124.7	PHUKET Arrival (R) 120.7	PHUKET Tower 118.1	Ground 121.9	<p>3000 MSA ARP</p>
RNAV	Final Apch Crs 085[^]	Procedure Alt HKTWF 1700' (1681')	LNAV/VNAV DA(H) 870' (851')	Apt Elev 82' Rwy 19'	
<p>MISSED APCH: Climb on track 085[^], at 2500' turn RIGHT direct to GENOA and hold at 4000', or as directed by ATC.</p>					<p>1 4500 between 25 and 15 NM</p>
<p>RNP Apch Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'</p> <p>1. Baro-VNAV not authorized below 15[^]C. 2. No turns before MAP.</p>					



NM to THR	HKTWF	4.0	3.0	2.6	MAP
ALTITUDE	1700'	1345'	1025'	900'	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2500'	on 085 [^]	4000'	GENOA
Descent Angle	3.00 [^]	372	478	531	637	849					
MAP at 1.0 NM to RW-9											

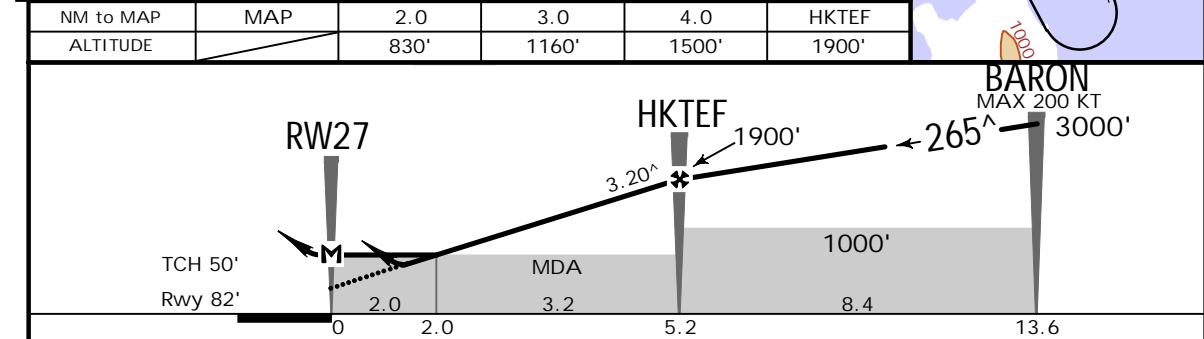
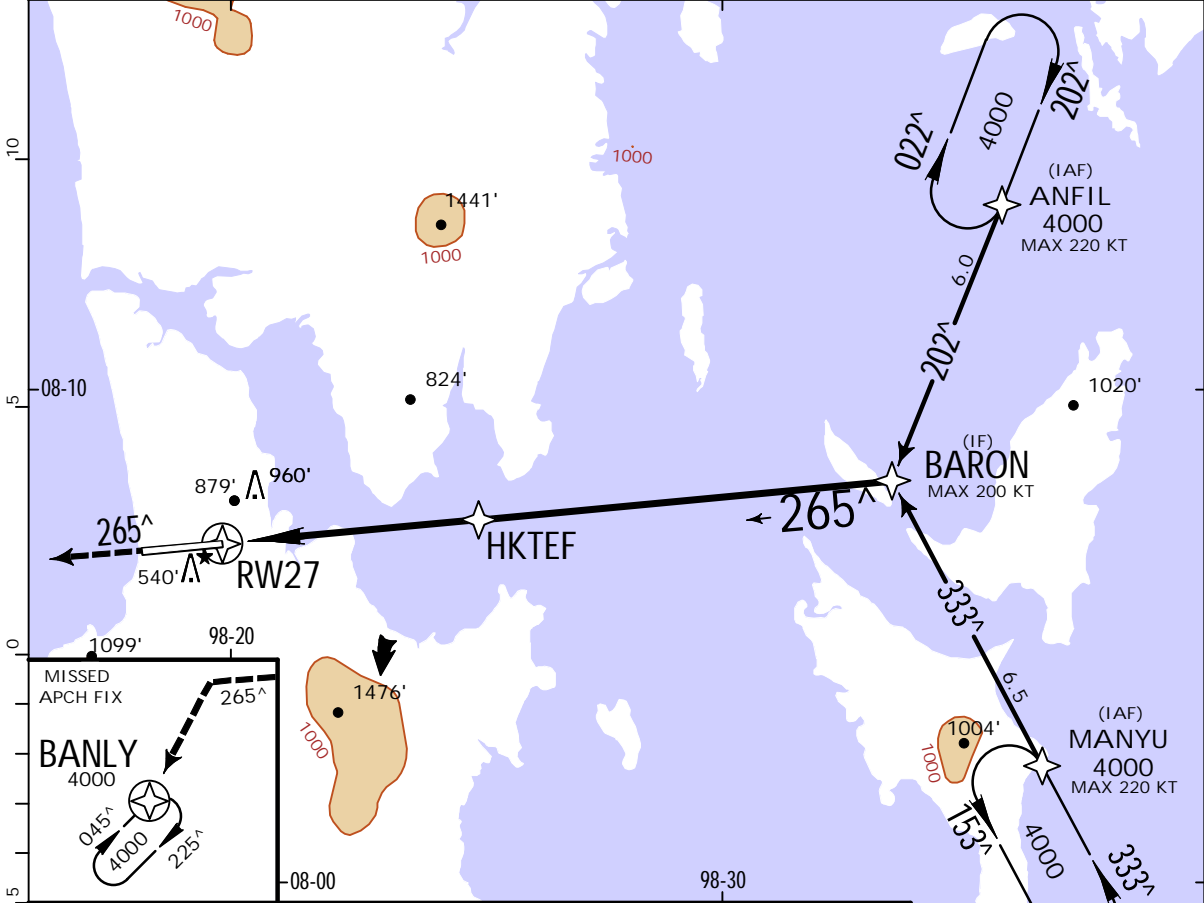
STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND Not Authorized South of Airport	
LNAV/VNAV DA(H) 870' (851')		LNAV MDA(H) 900' (881')		Max Kts	MDA(H)
A	1600m	2000m		100	1500' (1418')-2000m
B	2000m			135	1500' (1418')-2400m
C	4000m	4800m		180	1500' (1418')-4800m
D	4400m			205	

VTSP/HKT
PHUKET INTL



PHUKET, THAILAND
RNP Z Rwy 27

BRIEFING STRIP™	ATIS 128.0	PHUKET Approach (R) 124.7	PHUKET Arrival (R) 120.7	PHUKET Tower 118.1	Ground 121.9	<p>MSA ARP 1 4500 between 25 and 15 NM</p>
	RNAV	Final Apch Crs 265 [^]	Procedure Alt HKTEF 1900' (1818')	LNAV/VNAV DA(H) 740' (658')	Apt Elev 82' Rwy 82'	
	MISSED APCH: Climb on track 265 [^] , at 2500' turn LEFT direct to BANLY and hold at 4000', or as directed by ATC.					
RNP Apch Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000' 1. Baro-VNAV not authorized below 15°C. 2. No turns before MAP.						



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI PAPI	2500'	on 265 [^]	4000'	BANLY
Descent Angle	3.20 [^]	396	510	566	679	906					
MAP at RW27											

STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND Not Authorized South of Airport	
LNAV/VNAV DA(H) 740' (658')			LNAV MDA(H) 830' (748')			Max Kts	
ALS out			ALS out			MDA(H)	
A	1200m	1600m	1200m	1600m	100	1500' (1418')-2000m	
B			2000m		135	1500' (1418')-2400m	
C	2800m		3600m		180	1500' (1418')-4800m	
D	3200m		4000m		205		

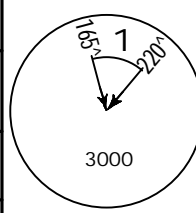
VTSP/HKT

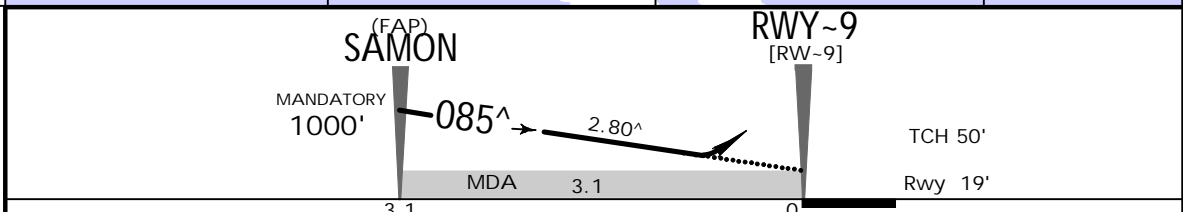
PHUKET INTL

JEPPESEN CAT C & D
20 JAN 23 (12-20)

PHUKET, THAILAND

RNP Y Rwy 09 (AR)

BRIEFING STRIP™	ATIS 128.0	PHUKET Approach (R) 124.7	PHUKET Arrival (R) 120.7	PHUKET Tower 118.1	Ground 121.9	 <p>3000</p> <p>MSA ARP</p> <p>1 4500 between 25 and 15 NM</p>
	RNAV	Final Apch Crs 085 [^]	Mandatory Alt SAMON 1000' (981')	RNP 0.30 DA(H) 650' (631')	Apt Elev 82' Rwy 19'	
	<p>MISSED APCH: Climb to 4000' via the RNAV (RNP) Missed Approach track to GENOA or as directed by ATC.</p> <p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL130 Trans alt: 11000'</p> <p>RNP AR Apch GNSS and RF required</p> <p>1. Approach not authorized when airport temperature below 20°C. 2. VTSP altimeter setting required. 3. PAPI and vertical path angle not coincident. 4. TOGA to NAV required. 5. Procedure requires RNP 0.30 from IAFs to RWY. 6. Procedure requires RNP 0.40 from RWY to HK491.</p>					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	4000'	via 085 [^]	D → HK491	
Glide Path Angle	2.80 [^]	347	446	495	594	693					792
MAP at DA											

STRAIGHT-IN LANDING RWY 09
RNP 0.30
DA(H) 650' (631')

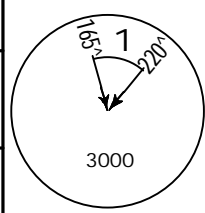
A	NOT APPLICABLE
B	
C	
D	3600m

VTSP/HKT
PHUKET INTL

JEPPESEN CAT C & D
20 JAN 23 (12-21)

PHUKET, THAILAND
RNP Y Rwy 27 (AR)

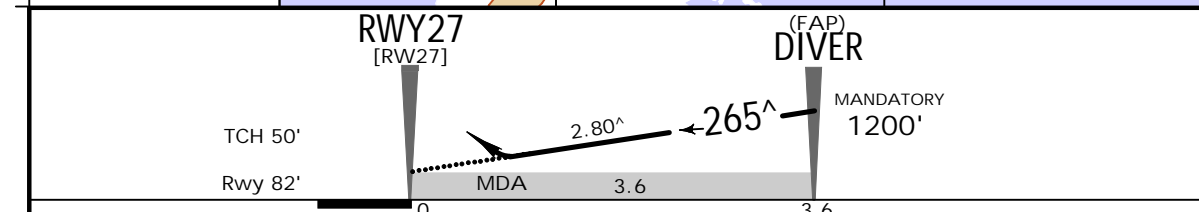
ATIS 128.0	PHUKET Approach (R) 124.7	PHUKET Arrival (R) 120.7	PHUKET Tower 118.1	Ground 121.9
RNAV	Final Apch Crs 265 [^]	Mandatory Alt DIVER 1200' (1118')	RNP 0.30 DA(H) 780' (698')	Apt Elev 82' Rwy 82'



MISSED APCH: Climb to 4000' via the RNAV (RNP) Missed Approach track to BANLY or as directed by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL130 Trans alt: 11000'
RNP AR Apch GNSS and RFl required
1. Approach not authorized when airport temperature below 20°C. 2. VTSP altimeter setting required. 3. PAPI and vertical path angle not coincident. 4. TOGA to NAV required. 5. Procedure requires RNP 0.30 from IAFs to HK591.

MSA ARP
1 4500 between 25 and 15 NM



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI PAPI	4000'	via 265 [^]	D	HK591
Glide Path Angle	2.80 [^]	347	446	495	594	792					
MAP at DA											

STRAIGHT-IN LANDING RWY 27
RNP 0.30
DA(H) 780' (698')

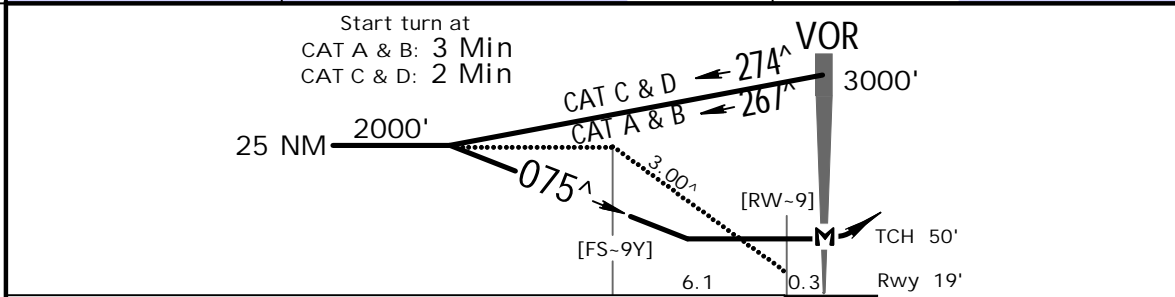
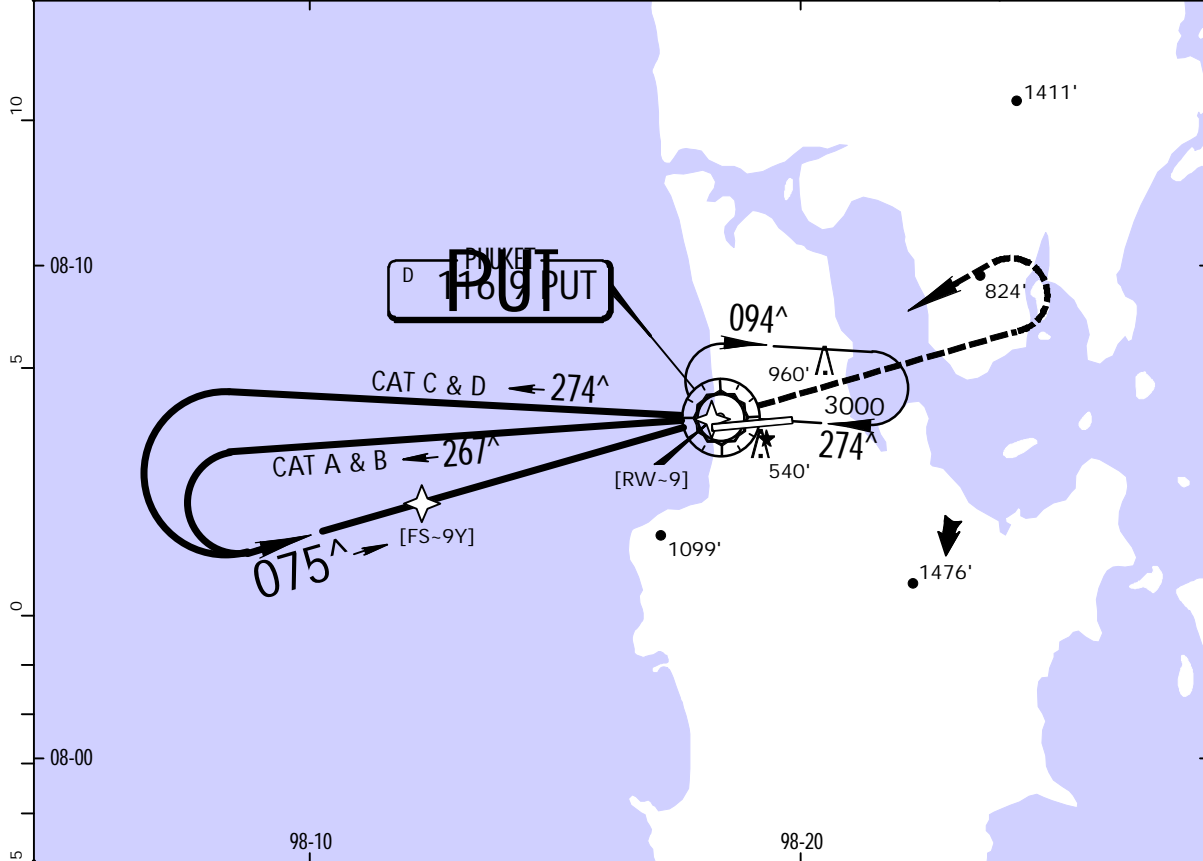
A	NOT APPLICABLE	
B	NOT APPLICABLE	
C	3580m	4000m
D	3580m	4000m

VTSP/HKT
PHUKET INTL

JEPPESSEN
15 JUN 18 **13-1**

PHUKET, THAILAND
VOR Y Rwy 09

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Arrival (R) 120.7		PHUKET Tower 118.1		Ground 121.9	
VOR PUT 116.9		Final Apch Crs 075 [^]		No FAF		MDA(H) 1260' (1241')		Apt Elev 82' Rwy 19'	
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn LEFT, continue climbing to 3000' back to PUT VOR and hold or as directed by ATC.									
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. Arrival from Northwest and Northeast sector descend in holding pattern.								MSA PUT VOR	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2500'	3000'	PUT 116.9
Descent Angle	3.00 [^]	372	478	531	637	849		↑	↶	
MAP at VOR										

STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
MDA(H) 1260' (1241')				Not Authorized South of Airport			
			Max Kts	MDA(H)			
A	2000m		100	1300' (1218') -2000m			
B	2400m		135	1300' (1218') -2400m			
C	4800m		180	1400' (1318') -4800m			
D			205				

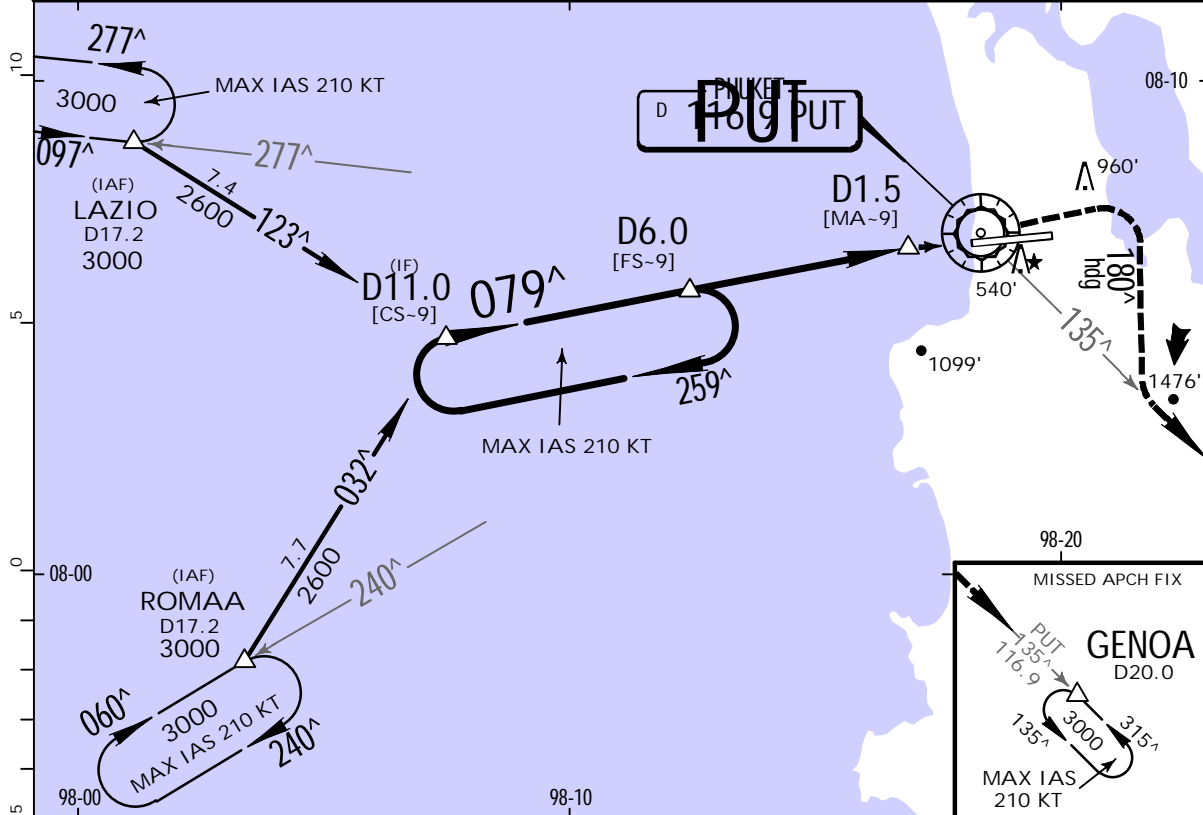
PANS OPS

VTSP/HKT
PHUKET INTL

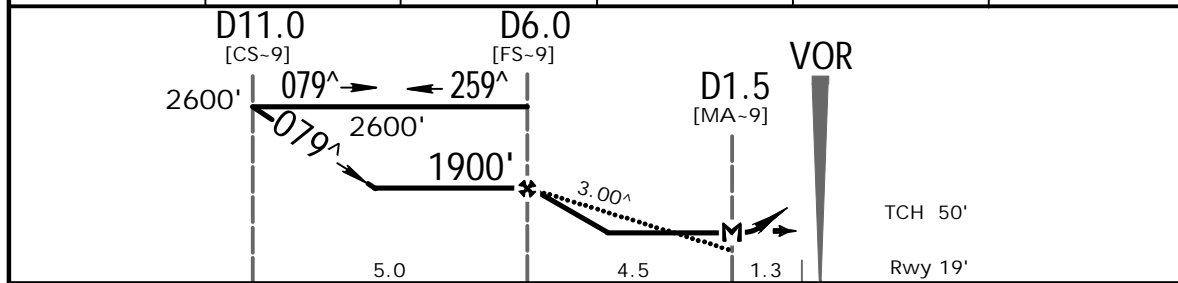
JEPPESSEN
15 JUN 18 **13-2**

PHUKET, THAILAND
VOR Z Rwy 09

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Arrival (R) 120.7		PHUKET Tower 118.1		Ground 121.9	
VOR PUT 116.9		Final Apch Crs 079 [^]		Minimum Alt D6.0 1900' (1881')		MDA(H) 900' (881')		Apt Elev 82' Rwy 19'	
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn RIGHT continue climb on heading 180 [^] to intercept PUT VOR R-135 outbound direct to GENOA at 3000' and hold, or as directed by ATC.									
Alt Set: hPa			Rwy Elev: 1 hPa		Trans level: FL 130		Trans alt: 11000'		



PUT DME	6.0	5.0	4.0	3.0	2.8
ALTITUDE	1900'	1600'	1280'	960'	900'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI 2500' ↑ 3000' ↻ RT 180 [^] on hdg
Descent Angle	3.00 [^]	372	478	531	637	743	
MAP at D1.5							
D6.0 to MAP	4.5	3:51	3:00	2:42	2:15	1:56	

STRAIGHT-IN LANDING RWY 09			CIRCLE-TO-LAND		
MDA(H) 900' (881')			Not Authorized South of Airport		
A		Max Kts	MDA(H)		
B	2400m	100	1300' (1218') -2400m		
C	4400m	135			
D	4800m	180	1400' (1318') -4800m		
		205			

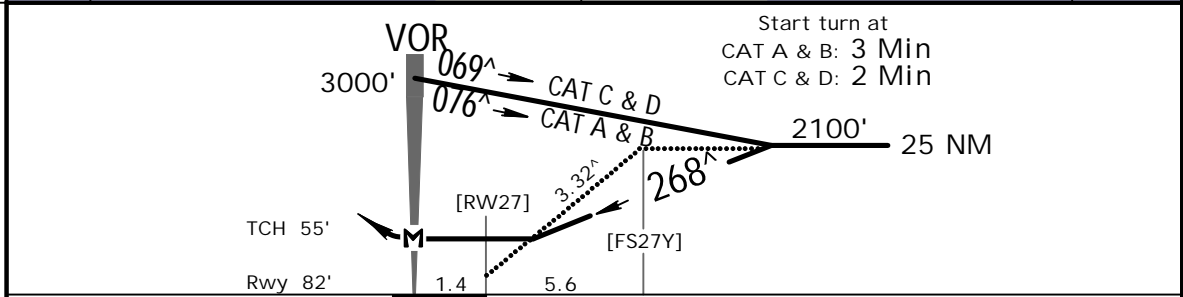
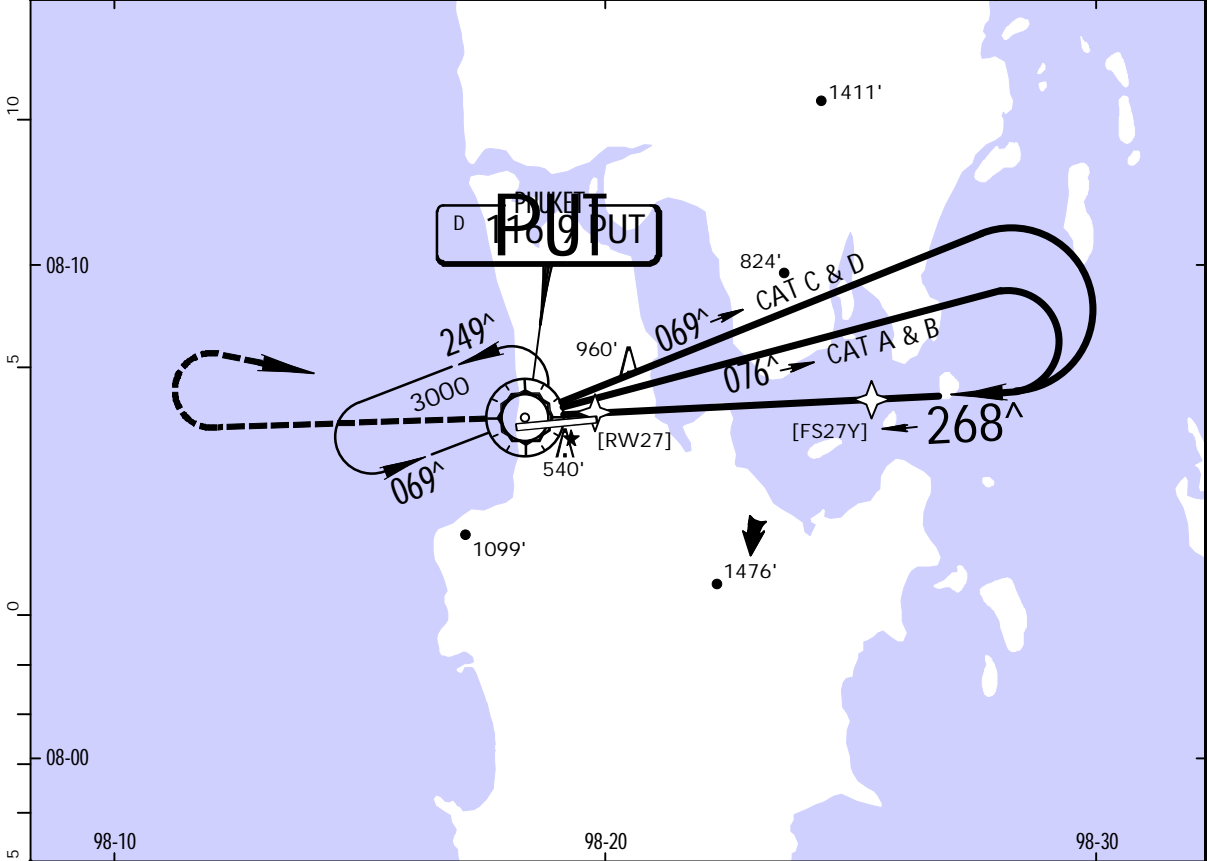
PANS OPS

VTSP/HKT
PHUKET INTL

JEPPESSEN
15 JUN 18 **13-3**

PHUKET, THAILAND
VOR Y Rwy 27

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Arrival (R) 120.7		PHUKET Tower 118.1		Ground 121.9	
VOR PUT 116.9		Final Apch Crs 268 [^]		No FAF		MDA(H) 1080' (998')		Apt Elev 82' Rwy 82'	
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn RIGHT, continue climbing to 3000' back to PUT VOR and hold or as directed by ATC.									
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000' 1. Arrival from Northwest and Northeast sector descend in holding pattern.									



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI PAPI PAPI	2500'	3000'	PUT 116.9
Descent Angle	3.32 [^]	411	529	587	705	822		940	↑	↻ RT
MAP at VOR										

STRAIGHT-IN LANDING RWY27				CIRCLE-TO-LAND			
MDA(H) 1080' (998')				Not Authorized South of Airport			
ALS out				Max Kts			
A	2000m			100			MDA(H)
B	2400m			135			1300' (1218') -2000m
C	4800m			180			1300' (1218') -2400m
D				205			1400' (1318') -4800m

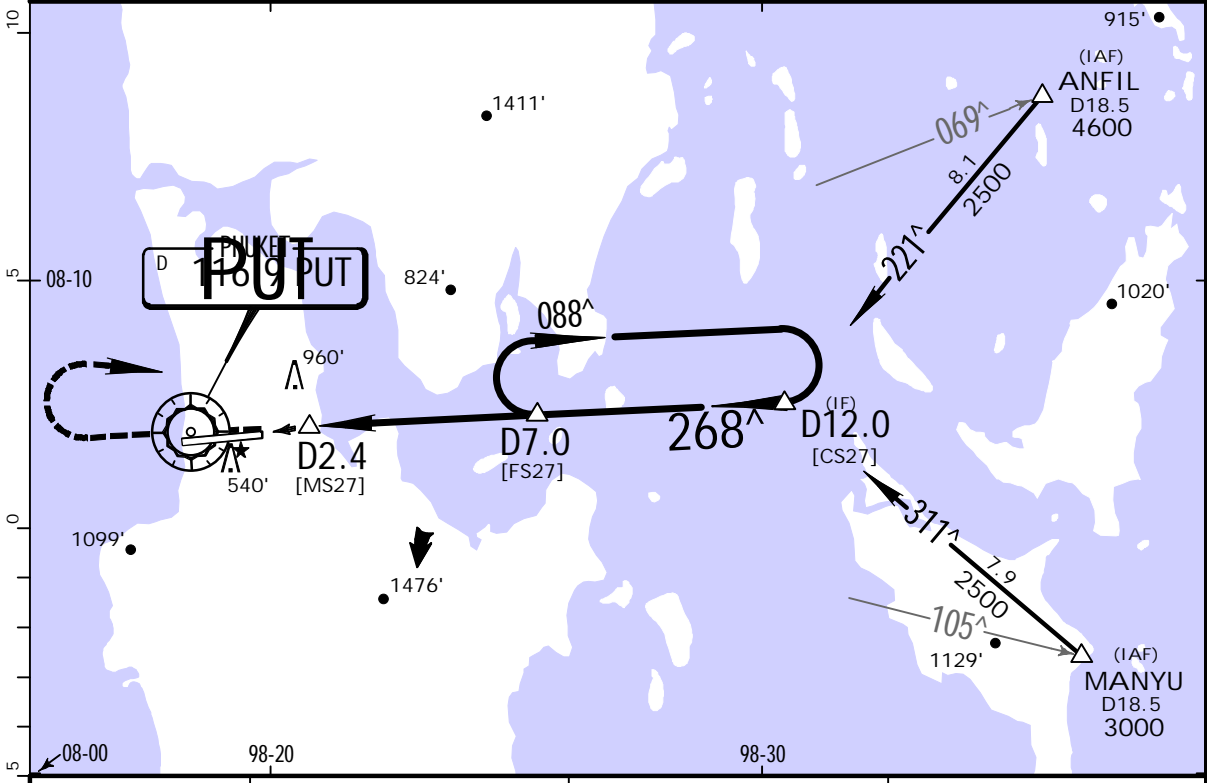
PANS OPS

VTSP/HKT
PHUKET INTL

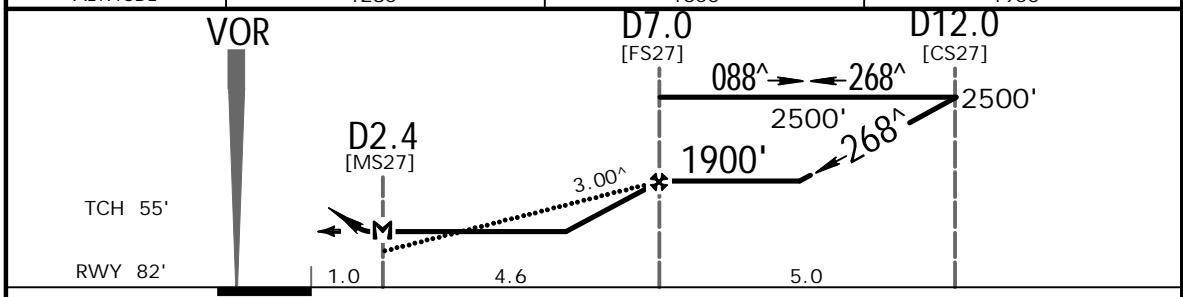
JEPPESSEN
15 JUN 18 (13-4)

PHUKET, THAILAND
VOR Z Rwy 27

ATIS 128.0		PHUKET Approach (R) 124.7		PHUKET Arrival (R) 120.7		PHUKET Tower 118.1		Ground 121.9	
VOR PUT 116.9		Final Apch Crs 268 [^]		Minimum Alt D7.0 1900' (1818')		MDA(H) 1060' (978')		Apt Elev 82' Rwy 82'	
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn RIGHT direct to D7.0 at 2500' and hold or as directed by ATC.									
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 130		Trans alt: 11000'		MSA PUT VOR	



PUT DME	5.0	6.0	7.0
ALTITUDE	1280'	1600'	1900'



Gnd speed-Kts	70	90	100	120	140	160	SALS 2500'	PAPI PAPI PAPI	RT D	D7.0
Descent Angle	3.00 [^]	372	478	531	637	743				
MAP at D2.4										
D7.0 to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43			

STRAIGHT-IN LANDING RWY27				CIRCLE-TO-LAND			
MDA(H) 1060' (978')				Not Authorized South of Airport			
ALS out				Max Kts			
A	2000m			100	MDA(H) 1300' (1218') -2000m		
B	2400m			135	1300' (1218') -2400m		
C	4800m			180	1400' (1318') -4800m		
D				205			

PANS OPS

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PHUKET, (PHUKET INTL - VTSP)				
REV	AIRPORT, AIRPORT INFO, TA...	10-9	31 Mar 2023	
REV	PARKING STANDS & COORDS	10-9A	31 Mar 2023	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VTSP