

## VTSP AD 2. AERODROMES

## VTSP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTSP - PHUKET / PHUKET INTERNATIONAL AIRPORT

## VTSP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	08 06 45 N 98 18 33 E Centre of runway 660 m from THR RWY 09
2	Direction and distance from (city)	32 km (NW)
3	Elevation/Reference temperature	25 m (82 ft) 33°C
4	Geoid undulation at AD ELEV PSN	Nil
5	MAG VAR/Annual change	0° 37' W (2011) / 0° 0' W
6	AD Administration, address, telephone, telefax, telex, AFS	Phuket International Airport Airport of Thailand Public Company Limited Phuket 83111, Thailand Tel. 66-0-7632-7230-7 Fax. 66-0-7632-7478 AFS : VTSPYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

## VTSP AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

**VTSP AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	Thai Airways International Public Co.,Ltd. / TAGS
2	Fuel/oil types	JET A-1, AVGAS 100LL : Hydrant System
3	Fuelling facilities/capacity	Refuel Jet A-1 : Tank TTL 1,400,000 LTRS Jet A-1 : 2 Trailers TTL 24,000 LTRS AVGAS 100LL : 1 Tank TTL 3,000 LTRS AVGAS 100LL : 1 Trailer TTL 3,000 LTRS
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	In case of private flight, ground handling agent shall be provided a) THAI Airways International Public Co.,Ltd. Tel. +66 (0) 7635 1725, +66 (0) 8754 4447 b) BAGS Tel. +66 (0) 7635 1725, +66 (0) 8754 4447

**VTSP AD 2.5 PASSENGER FACILITIES**

1	Hotels	In the city
2	Restaurants	At AD and In the city
3	Transportation	Limousines and taxis
4	Medical facilities	First aid at AD and hospitals in the city
5	Bank and Post Office	At AD open within AD HR
6	Tourist Office	Office in the city Tel. 0-7622-2177 Fax. 0-7635-4139
7	Remarks	Nil

**VTSP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	Category 9
2	Rescue equipment	Facility of Category 9 is provided
3	Capability for removal of disabled aircraft	Available – Up to B747
4	Remarks	Nil

**VTSP AD 2.7 SEASONAL AVAILABILITY – CLEARING**

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	The aerodrome is available all seasons

**VTSP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron surface and strength	Surface : Concrete Strength : PCN 78/R/C/X/T
2	Taxiway width, surface and strength	- Taxiway A, B, E, F and G Width : 30 m., Surface : Concrete, PCN 78/R/C/X/T - Taxiway C Width : 30 m., Surface : Asphalt, PCN 59/F/A/X/T - Taxiway D Width : 23 m., Surface : Asphalt, PCN 59/F/A/X/T - Taxiway P Width : 23 m., Surface : Asphalt and Concrete, PCN 59/F/A/X/T and PCN 78/R/C/X/T
3	Altimeter checkpoint location and elevation	Location : At Apron Elevation : 5.18 m / 17 ft
4	VOR checkpoints	Nil
5	INS checkpoints	See AD Chart
6	Remarks	Nil

**VTSP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. Nose-in guidance at aircraft stands. RLG Docking System at stand number 4, 8, 9 and 10. Safegate Docking System at stand number 5, 6 and 7.
2	RWY and TWY markings and LGT	RWY marking : RWY Designation, THR, TDZ, Center line, Aiming Point and Side Strip RWY LGT : THR, RWY Edge and RWY End lights TWY marking : Center line, Edge and RWY Holding Position TWY LGT : TWY Edge lights
3	Stop bars	Stop bars TWY B available and where appropriate
4	Remarks	Nil

## RLG DOCKING SYSTEM – IN SYSTEM AT PHUKET INTL AIRPORT

### 1. INTRODUCTION

The RLG docking system – in system is install at bay 4, 8, 9 and 10

The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position

### 2. PILOT OPERATING INSTRUCTIONS

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.

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

If the aircraft veers to 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.

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

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.

Starting at 10 meters, the close-in distance will be displayed in 0.2 meter increments.

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.

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.

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.

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 center line.

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 center line.

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 center line.

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

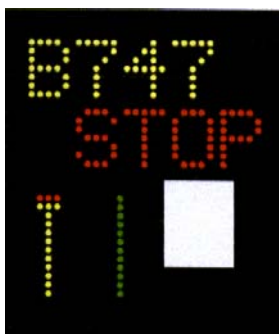


d) In this picture the aircraft is at 10 meters and is on the center line.



e) The aircraft is now at 6.2 meters from the docking position and has again veered off the left of center line.

Note that at below 10 meters, the close-in distance is displayed in 0.2 m 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 MASHALLING 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 center-line 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 center-line.

## SAFEGATE DOCKING SYSTEM – IN SYSTEM AT PHUKET INTL AIRPORT

### 1 INTRODUCTION

The SAFEGATE Docking System – in system is install at bay 5, 6 and 7

The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position

### 2 PILOT OPERATING INSTRUCTION

#### 2.1 Safety procedure

##### a) General warning

The DGS 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 DGS display unit, he must immediate stop the aircraft and obtain further information for clearance.

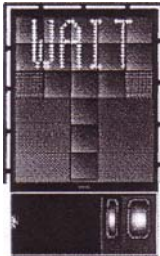
##### b) Item to check before entering the stand area

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.

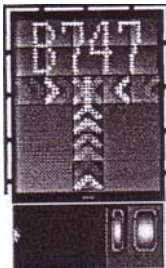
##### c) The SBU message

The message STOP 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

The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.

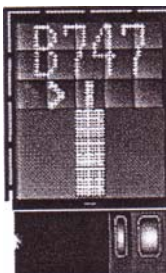


#### .3 CAPTURE

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.

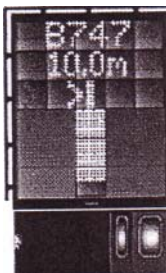


#### .4 TRACKING

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator.

A flashing red arrow indicates the direction to turn.

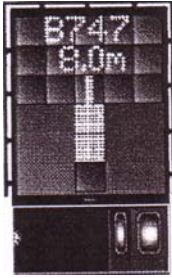
The vertical yellow arrow shows position in relation to the centre line. This indicator give correct position and azimuth guidance.



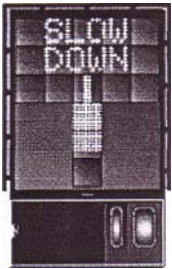
#### .5 CLOSING RATE

Display of digital countdown will start when the aircraft is 20 meters from stop position.

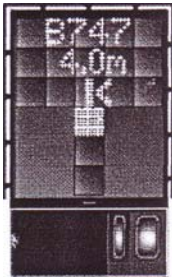
When the aircraft is less than 12 meter from the stop position, the closing rate is indicated by turning off one row of the center line symbol per 0.5 metres, covered by the aircraft. Thus, when the last row is turned off, 0.5 metre remains to stop.



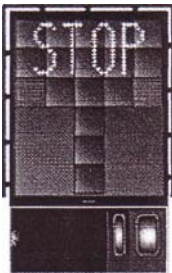
- .6 ALIGNED TO CENTRE  
The aircraft is eight meters from the stop position. The absence of any direction arrow indicates an aircraft on the centre line.



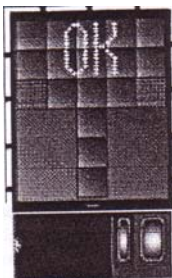
- .7 SLOW DOWN  
If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.



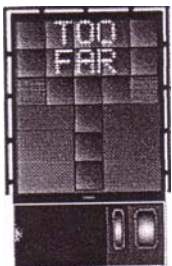
- .8 AZIMUTH GUIDANCE  
The aircraft is four meters from the stop-position. The yellow arrow indicates an aircraft to the right of the centre line, and the red flashing arrow indicates the direction to turn.



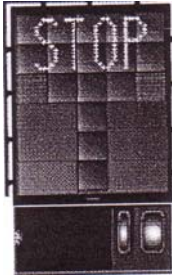
- .9 STOP POSITION REACHED  
When the correct stop-position is reached, the display will show STOP and red lights will be lit.



- .10 DOCKING COMPLETE  
When the aircraft has parked, OK will be displayed.

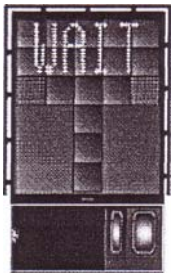


- .11 OVERSHOOT  
If the aircraft overshoot the stop-position, TOO FAR will be displayed.



.12 STOP SHORT

If the aircraft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a while.

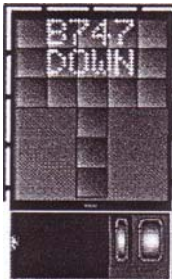


.13 WAIT

If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking, before 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again

As the aircraft is approaching the stop position, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 meters before the stop-position, the display will show WAIT, STOP and ID FAIL. The text will be alternating on the upper two row of the display

The pilot must not proceed beyond the bridge, unless the "WAIT" message has been superseded by the closing rate bar.



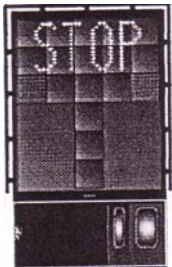
.14 BAD WEATHER CONDITION

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.



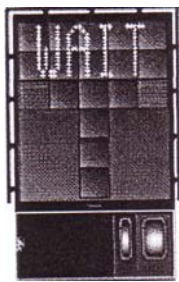
.15 AIRCRAFT VERIFICATION FAILURE

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 40 ft metres 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.



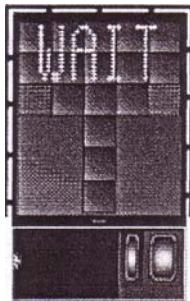




.16 GATE BLOCKED

If an object is found blocking the view from the DGS 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.

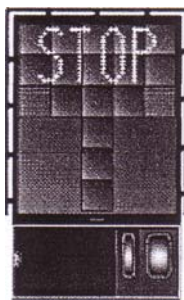
The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.



.17 VIEW BLOCKED

If the view towards the approaching aircraft is hindered for instance by dirt on the window, the DGS 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

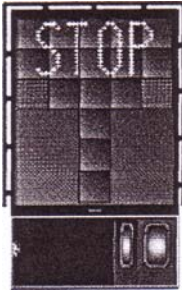


.18 SBU-STOP

Any unrecoverable error during the docking procedure will generate an SBU condition. The display will show red stop bar and the text STOP SBU.

A manual backup procedure must be used for docking guidance.

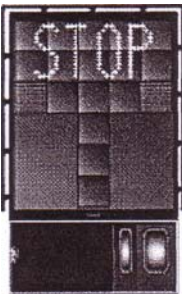




.19 TOO FAST

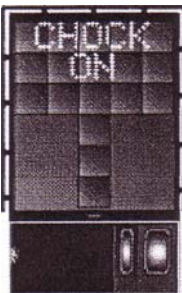
If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed.

The docking system must be re-started or docking procedure completed by manual guidance.



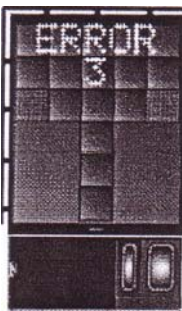
.20 EMERGENCY STOP

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



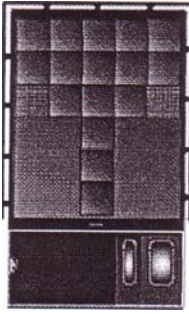
.21 CHOCKS ON

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.



.22 ERROR

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



.23 SYSTEM BREAKDOWN

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

.24 POWER FAILURE

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

**VTSP AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
TKOF RWY 09/ APCH RWY 27	Mountain HGT 138 m.MSL	See Aerodrome Obstacle Chart Type A, B	<u>Transitional Surface</u> - Mountain 141 m.MSL <u>Inner Horizontal Surface</u> - Mountains 130, 268 and 210 m.MSL (North) - Mountains 141, 120, 139 and 225 m.MSL (South) <u>Conical Surface</u> - Mountains 295 and 335 m. MSL	See Aerodrome Obstacle Chart Type B	

**VTSP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	Aeronautical Radio of Thailand Ltd. Airports of Thailand Public Company Ltd. Thai Airways International Public Company Ltd.
2	Hours of service Met Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern (WestCoast) Regional MET center. Issue TAF on standard time 00, 06, 12, 18 UTC Issue METAR every half an hour Observe SPECI off standard time Issue Trend Type Landing Forecast
4	Trend forecast Interval of issuance	Supply TAF from Southern (Westcoast) Regional MET center. Issue TAF on standard time 00, 06, 12, 18 UTC Issue METAR every haft an hour Observe SPECI off standard time Issue Trend Type Landing Forecast
5	Briefing/consultation provided	Yes
6	Flight documentation Language (s) used	English
7	Charts and other information available for briefing or consultation	Daily Weather Forecast Upper wind levels 850, 700, 500, 300, 200 hpa. SIG.WX.Chart
8	Supplementary equipment available for providing information	AWOS, Radar
9	ATS units provided with information	ATS Workstation
10	Additional information (limitation of service, etc.)	IP system

**VTSP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
09	085° 085 MAG	3000x45	59/F/A/X/T Asphaltic Concrete	08 06 43.05 N 98 18 11.90 E	THR 5.792 m/19 ft	
27	265° 265 MAG	3000x45	59/F/A/X/T Asphaltic Concrete	08 06 52.23 N 98 19 49.46 E	THR 24.94 m/81.8 ft	
Slope of RWY-SWY		SWY dimension	CWY dimension	Strip dimension	OFZ	Remarks
7	8	9	10	11	12	
+0.12% +0.01%+1.0%+0.70% (500m 1000m 2500m 3000m)	60x45	Nil	3240x150	Nil	Nil	
-0.70% -1.0% -0.01% -0.12% (500m 2000m 2500m 3000m)	60x45	Nil	3240x150	Nil	Nil	

**VTSP AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA* (m)	TODA* (m)	ASDA* (m)	LDA (m)	Remarks
1	2	3	4	5	6
09	3000	3000	3060	3000	Nil
27	3000	3000	3060	3000	Nil

**VTSP AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, Colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	RTIL	GREEN	PAPI Left/Right 3° (64.07 ft)	Nil	Nil	3000m, 60m WHITE : FM 2400m -3000m YELLOW : LIH	RED	Nil	Nil
27	SALS (7 BAR) 420 m LIH	GREEN	PAPI Left/Right 3.2° (64.96 ft)	Nil	Nil	3000m, 60m WHITE : FM 2400m - 3000m YELLOW : LIH	RED	Nil	Nil

**VTSP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and hours of operation	ABN : On top of control tower FLG W G EV 4 sec. / IBN: Nil , H 24
2	LDI location and LGT Anemometer location and LGT	LDI : Wind Cone near left PAPI 09 , illuminated. Anemometer : See AD Ground Movement Chart
3	TWY edge and centre line lighting	EDGE : All TWY CENTRE LINE : Nil
4	Secondary power supply/switch-over time	RWY 27/09 Supplied by stands by generator switch over time 8 sec.
5	Remarks	Nil

## VTSP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

## VTSP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centre on 0806.7N 9818.6E
2	Vertical limits	2 000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phuket Tower English, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTSP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phuket Approach	124.7 MHz 284.0 MHz	H24 H24	*Emergency Freq.
TWR	Phuket Tower	118.1 MHz *121.5 MHz **236.6 MHz **243.0 MHz	H24 H24 H24 H24	**ON RDL 130, 170 AND 210 AT DIST 15 NM ALT 2 500 ft ARE BLIND SPOT
GND	Ground control	121.9 MHz	H24	
ATIS	Phuket Intl Airport	128.0 MHz	H24	



VTSP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	PUT	116.9 MHz CH 116X	H24	080654.83N 981822.69E (WGS-84)	16.72 m	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal 40 NM at required altitudes in various area as follows: 1. Radial 360°-030° altitude should not below 5 500 ft 2. Radial 031°-170° altitude should not below 9 000 ft 3. Radial 171°-220° altitude should not below 7 000 ft 4. Radial 221°-359° altitude should not below 3 000 ft
ILS CAT I LOC/DME RWY 27	IPKT	109.9 MHz CH 36X	H24	080647.72N 981819.73E (WGS-84)		A. ILS with non-standard localizer alignment, coverage over a sector of 35° either side of course, no back course and voice feature, the antenna array is located 245 m from end of RWY 27 120 m from runway centre line. B. Front course 266° Mag. Width 4.4°. C. Glide Path angle 3.2° D. Middle Marker (MM without compass locator) distance 804 m from approach end of RWY 27 E. DME co-located with localizer
GP		338.8 MHz	H24	080648.27N 981942.21E (WGS-84)		
MM		75 MHz	H24	080655.43N 982015.73E (WGS-84)		

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
						<p>F. Glide slope unusable starting at the middle marker (2.0 DME) to RWY THR. Glide slope shall not be used when DME out of service.</p> <p>G. Altitude will be restricted due to terrain at 4 DME not below 900 ft. Both DVOR and DME unusable beyond 40 NM in the following areas</p> <ul style="list-style-type: none"> <li>- from 000°-130° below 5000 ft.</li> <li>- from 130°-180° below 7000 ft.</li> <li>- from 180°-230° below 5000 ft.</li> <li>- from 230°-360° below 3500 ft.</li> </ul>

**VTSP AD 2.20 LOCAL TRAFFIC REGULATIONS**

## VFR REPORTING POINTS AND LOCAL PROCEDURES

**PHUKET INTERNATIONAL AIRPORT**

## 1. Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into airport, the procedure of the inbound traffic of VFR flights, conventional and prop-jet aircraft, be set up as follow:

- a) Aircraft entering to land from north of Phuket International Airport, shall report over Thai Muang District, designated as TANGO MIKE (0823.5N 9816.0E) and Ban Khok kloie designated as KILO KILO (0816.0N 9819.0E) which are approximately 17 NM on R-352 and 9 NM on R-360 of PUT VOR/DME respectively. When reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- b) Aircraft entering to land from northeast of Phuket International Airport, shall report over Phang Nga City, designated as PAPA NOVEMBER (0826.5N 9831.5E) which is 24 NM on R-033 of PUT VOR/DME. When reaching PN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- c) Aircraft entering to land from east of Phuket International Airport, shall report over Ko Yao Noi, designated as YANKEE NOVEMBER (0807.0N 9837.0E) which is 18 NM on R-089 of PUT VOR/DME. When reaching YN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- d) Aircraft entering to land from south of Phuket International Airport, shall report over Ko Racha Yai, designated as ROMEO CHARLIE (0736.0N 9822.0E) and Phuket City, designated as PAPA KILO (0753.0N 9823.5E) which are approximately 31 NM on R-174 and 15 NM on R-160 of PUT VOR/DME respectively. When reach PK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

## 2. Aerodrome traffic circuit

Using both sides of traffic circuit.

## 3. Overhead approach pattern

- a) Using runway 09 by left turn pattern.
- b) Using runway 27 by left turn pattern.

**STARTING UP PROCEDURE**

## 1. Phuket International Airport

- 1.1 All IFR aircraft are to call "Ground Control" 5 minutes prior to start up to request for ATC clearance.
- 1.2 Pilots are to inform "Ground Control" their call signs, and proposed flight level if it is different from the flight plan when they make the call as item 1.1 above.
- 1.3 In order to provide a more flexible ground traffic movement all domestic departures shall on longer be required to be ready to taxi within 5 minutes after clearance received.

## 2. Surface Movement

The supplementary of surface movement procedures has been established at Phuket International Airport as follows :-

## 2.1 Parking procedures :

- A. Nose – in parking system except stand NR 21 to 28
- B. Ground services are provided by aircraft operating agency, for non-agency aircraft are persuaded to contact THAI INTER traffic on VHF 131.5 MHz or TAGS on VHF 135.4 MHz 15 MIN prior to arrival or notify by Flight Plan.

## 2.2 Start up and push back procedures :

- A. All aircraft are to start up and push back with minimum power

## 2.3 Manoeuvring on movement area :

- A. Almost of the area between apron Alpha to Charlie is the blind spot area, when ATC instruction is issued, aircraft are to manoeuvre by pilot discretion.
- B. Simultaneous operations on near parallel TWY due to minimum separation distance between RCL and TWY center line is 150 m. When IMC, the wide body aircraft may be requested to hold on the TWY for wide body aircraft landing or taking-off
- C. Taxiing on TWY PAPA in connection with TWY ECHO due to the minimum separation distance between TWY center line and objects is 39.5 m wide body aircraft to taxi with extreme caution.

**VTSP AD 2.21 NOISE ABATEMENT PROCEDURES**

**Nil**

**VTSP AD 2.22 FLIGHT PROCEDURES**

**Nil**

**VTSP AD 2.23 ADDITIONAL INFORMATION**

**Nil**

## VTSP AD 2.24 CHARTS RELATED TO AN AERODROME

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