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Airport Information For VTSG

Terminal Charts For VTSG

Revision Letter For Cycle 02-2019

Change Notices

Notebook

General Information

Location: KRABI THA
ICAO/IATA: VTSG / KBV
Lat/Long: N08° 06.01', E098° 59.12'
Elevation: 93 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 0.5° 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: 2344 Z
Sunset: 1132 Z

Runway Information

Runway: 14
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 82 ft
Lighting: Edge, ALS
Stopway: 197 ft

Runway: 32
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 93 ft
Lighting: Edge, ALS
Stopway: 197 ft

Communication Information

ATIS: 132.400
Krabi Tower: 23.660 Military
Krabi Tower: 122.500
Krabi Ground: 121.900
Krabi Approach: 120.050

ARRIVAL**CONTINUOUS DESCENT OPERATIONS (CDO)
FOR ARRIVALS INTO KRABI AIRPORT****1. INTRODUCTION**

- 1.1. As part of AEROTHAI's ongoing efforts to improve operational efficiency and air traffic management, Continuous Descent Operations (CDO) will commence from 1700 UTC on 12 October 2017. CDO is an operation, enabled by airspace design, procedure design and ATC facilitation, in which an aircraft descends continuously, to the greatest possible extent, by employing minimum engine thrust, ideally in a low drag configuration, prior to Final Approach Fix/Final Approach Point.
- 1.2. Vertical profile of CDO aims to improve flight stability (minimal level-off), increase terrain safety, ensure environmental friendly procedures by reducing aircraft noise, fuel consumption and emissions, enhanced flight punctuality and predictability, as well as other economic benefits for flights into Krabi Airport.

2. CONDITION OF USE

- 2.1. Conditions of Conducting a CDO
 - 2.1.1. CDO application can be either under surveillance or Procedural environment.
 - 2.1.2. CDO can be requested by pilot or initiated by ATC. Pilot should request CDO at least 5 minutes prior to reaching Top of Descent (TOD) for any type of approach.

Note 1: There is limited benefit if CDO clearance is received at altitude lower than 10,000 feet.

Note 2: In case of CDO procedure being impractical due to an emergency, weather condition, traffic situation or any other reasons, an alternate instruction will be issued by ATC, or requested by pilot.
- 2.2. Application of Other ATC Procedures
 - 2.2.1. When conducting CDO, standard ATC procedures continue to apply. ATC may issue clearance to an intermediate approach level while facilitating a CDO profile.
 - 2.2.2. In doing so, ATC shall endeavor to issue further descent clearance prior to the CDO flight reaching the last assigned altitude so as to prevent aircraft from leveling off.
- 2.3. Change of Runway-In-Use
 - 2.3.1. In case of change on Runway-in-Use prior to aircraft reaching Final Approach Fix/Final Approach point, i.e. from RWY 32 to RWY 14 CDO procedure shall be cancelled.
 - 2.3.2. Pilot should then re-plan arrival route to the revised landing runway and inform ATC if the flight would still be able to meet all required speed/altitude restrictions.
- 2.4. Aircraft Type
CDO procedure is applicable for FMS capable aircraft.
- 2.5. Arrival Routes
CDO procedure is in place for all aircraft on W32 inbound to Krabi Airport via STAR NEYMA1A.
- 2.6. Operations Time
CDO is available 24 hours.
- 2.7. Available Runway
CDO procedure is available for RWY 32.
- 2.8. Types of Approach
 - 2.8.1. ILS RWY 32
 - 2.8.2. LOC RWY 32
 - 2.8.3. RNAV (GNSS) RWY 32
 - 2.8.4. VOR RWY 32
- 2.9. Speed
When traffic permits, aircraft will operate at an optimum speed calculated by FMS, depending on aircraft type. The following speed guidance should be applicable in case of high traffic volume.

Flight Status	Speed Range
Above 10,000 feet	250 - 320 IAS
Below 10,000 feet	220 - 250 IAS
Final Segment (up to 4 NM)	160 - 180 IAS

- 2.10. Minimum Flight Altitude
 - 2.10.1. Outside Krabi TMA, aircraft shall comply with altitude constraints of the CDO procedure.
 - 2.10.2. Inside Krabi TMA, during CDO, minimum safety altitudes are identical to those within STAR and Instrument Approach Procedures required or minimum radar vector altitude.

VTSG/KBV
KRABI

JEPESEN

KRABI, THAILAND

6 OCT 17

10-1P2

Eff 12 Oct 1700Z

AIRPORT BRIEFING

ARRIVAL

CONTINUOUS DESCENT OPERATIONS (CDO)
FOR ARRIVALS INTO KRABI AIRPORT (contd)

3. CDO PROCEDURE

- 3.1. Before aircraft reaching TOD (approximately 150 NM from the airport), either pilot or ATC can initiate CDO using phraseologies described in paragraph 4.
- 3.2. When all requirements for CDO are met and situation permits, CDO will commence.
- 3.3. Pilot shall operate aircraft FMS to plan optimal descent profile and report CDO execution commencing descent.
- 3.4. Aircraft should descend continuously on normal arrival route to Krabi TMA.
- 3.5. Longitudinal separation required will be at least 3 minutes or 8 NM on final approach segment between CDO traffic.
- 3.6. Operations without Vectoring
 - 3.6.1. ILS, LOC, RNAV (GNSS) and VOR RWY 32 Instrument Approach Procedures
Aircraft Arriving on W32
 - 1) Aircraft Arriving on W32, after passing 30 NM from KBI DVOR, altitude not lower than 9,000 feet, then proceed to NEYMA altitude not lower than 9,000 feet, then follow on NEYMA1A to MUNIA altitude 2,500 feet and carry out the ILS, LOC, RNAV (GNSS) or VOR RWY 32 approach procedure as published.
 - 2) The pilot may request permission to fly directly to AMMIE; however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to AMMIE, altitude will be advised by ATC, after AMMIE follow on NEYMA1A to MUNIA altitude 2,500 feet and carry out the ILS, LOC, RNAV (GNSS) or VOR RWY 32 approach procedure as published.
- 3.7. Operations under Vectoring
 - 3.7.1. Pilot should receive CDO clearance at altitude not lower than 10,000 feet.
 - 3.7.2. ATC shall provide vectoring guidance and track mile estimate to pilot.
- 3.8. Radio Communications Failure
 - 3.8.1. In the event of radio communication failure, CDO flight will be terminated immediately.
 - 3.8.2. If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

4. PHRASEOLOGY

- 4.1. The following phraseology enables clear and concise communications between pilot and controller to maintain safety of CDO arrivals.
- 4.2. ATC-initiated CDO
"(aircraft call sign), (ATC unit), **CDO AVAILABLE, DO YOU ACCEPT?**"
- 4.3. Pilots response to ATC-initiated CDO
 - 4.3.1. "(aircraft call sign), **ACCEPT CDO**"
 - 4.3.2. "(aircraft call sign), **NEGATIVE CDO**"
- 4.4. Pilot-requested CDO
"(ATC Unit), (aircraft call sign), **REQUEST CDO (type of approach) APPROACH**"
- 4.5. Approval CDO by Bangkok Area Control Centre
"(aircraft call sign), **CDO (type of approach) APPROVED DESCEND TO (level or altitude), QNH (number) NEYMA1A ARRIVAL**"
- 4.6. Denial CDO by Bangkok Area Control Centre
 - 4.6.1. "(aircraft call sign), **UNABLE TO APPROVE, DUE TO (reason)**"
 - 4.6.2. "(aircraft call sign), **EXPECT CDO FROM KRABI APPROACH**"
- 4.7. CDO Cleared or Approved by Krabi Approach Control Unit
 - 4.7.1. "(aircraft call sign), **CONTINUE NEYMA1A ARRIVAL CLEARED CDO (type of approach) APPROACH RWY 32, QNH (number) REPORT ESTABLISHED**"
 - 4.7.2. "(aircraft call sign), **DESCEND TO (level), QNH (number), CDO (type of approach) APPROVED**"
- 4.8. When vectoring for CDO
"(aircraft call sign), **FLY HEADING (three digits); TURN LEFT (or RIGHT) HEADING (three digits) VECTORING FOR CDO, POSITION (number) MILES FROM TOUCHDOWN**"
- 4.9. CDO Cancellation
 - 4.9.1. "(aircraft call sign), **CANCEL CDO DUE TO (reason), STOP DESCEND (level or altitude), QNH (number)**"
 - 4.9.2. "(aircraft call sign), **CDO TERMINATED DUE TO (reason)**"
- 4.10. Resuming CDO
"(aircraft call sign), **RESUME CDO DIRECT (point), DESCEND TO (level or altitude), QNH (number), CLEAR (type of approach) APPROACH RWY 32**"
- 4.11. Pilot report leaving assigned level
"(aircraft call sign), **CDO LEAVING (level)**"
- 4.12. Warning of aircraft below CDO Profile
"(aircraft call sign), **BELOW CDO PROFILE, ALTITUDE SHOULD BE (altitude) OR ABOVE**"

VTSG/KBV

 JEPPESEN

KRABI, THAILAND

KRABI

6 OCT 17

10-1P3

Eff 12 Oct 1700Z

AIRPORT BRIEFING

ARRIVAL

**CONTINUOUS DESCENT OPERATIONS (CDO)
FOR ARRIVALS INTO KRABI AIRPORT (contd)**

5. INFORMATION/TRAINING

- 5.1. Each airline must ensure that, for each type of aircraft, pilots are aware of CDO performance requirements.
- 5.2. Airlines are expected to define strategy to be adopted to drag-generating parts extension to stabilize aircraft in landing configuration at an altitude in compliance with flight safety, taking into account glide path at 3.2° in Final Approach.

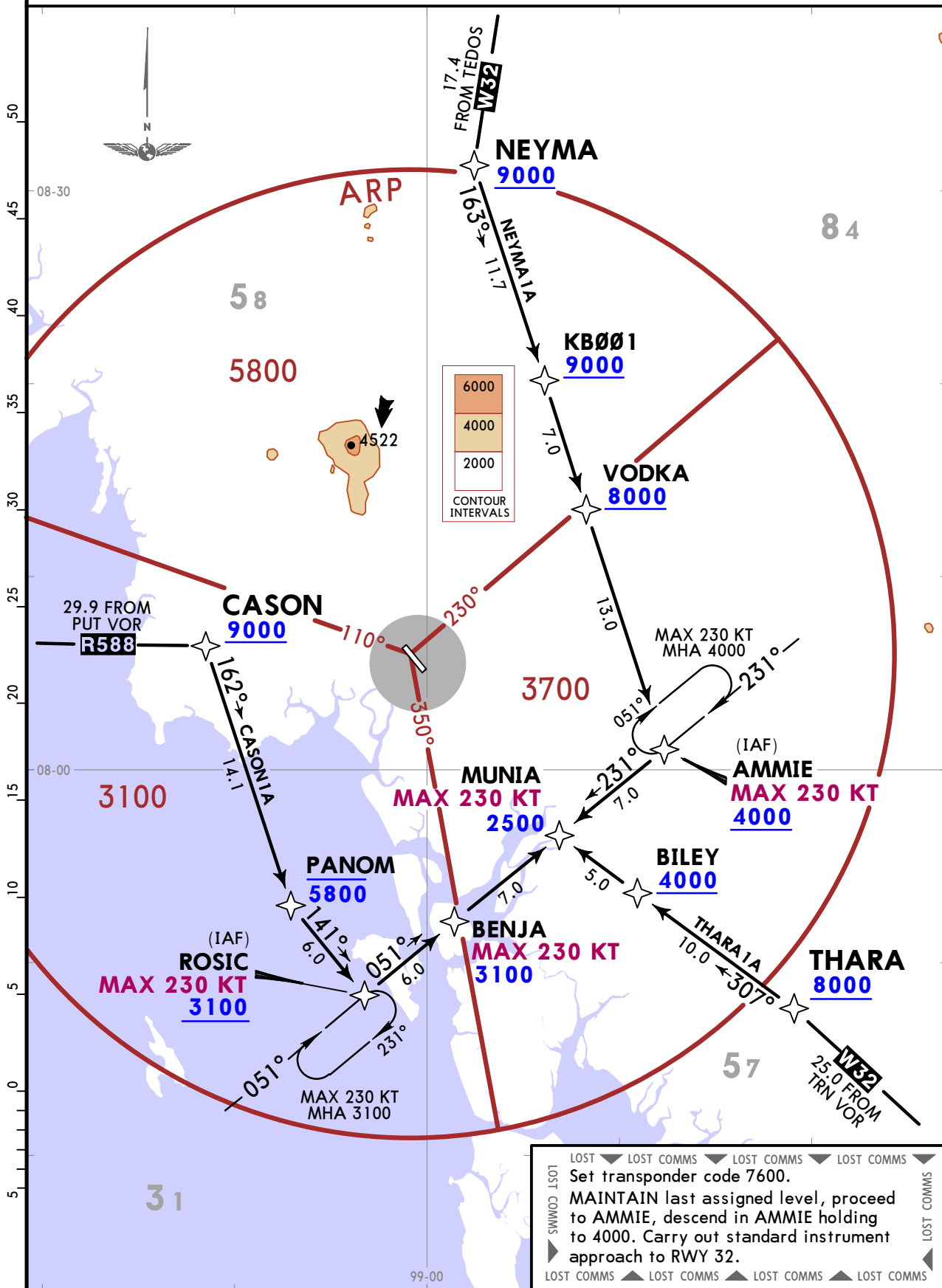
VTSG/KBV
KRABI

JEPPESSEN
1 JUN 18 **10-2**

KRABI, THAILAND
RNAV STAR

ATIS 132.4	Apt Elev 93	Alt Set: hPa Trans level: FL130 1. RNAV 1 required. 2. GNSS or DME/DME/IRU required. 3. RADAR required. 4. Clearance limit MUNIA.
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CASON1A [CASO1A], NEYMA1A [NEYM1A], THARA1A [THAR1A]
RNAV ARRIVALS
(RWY 32)

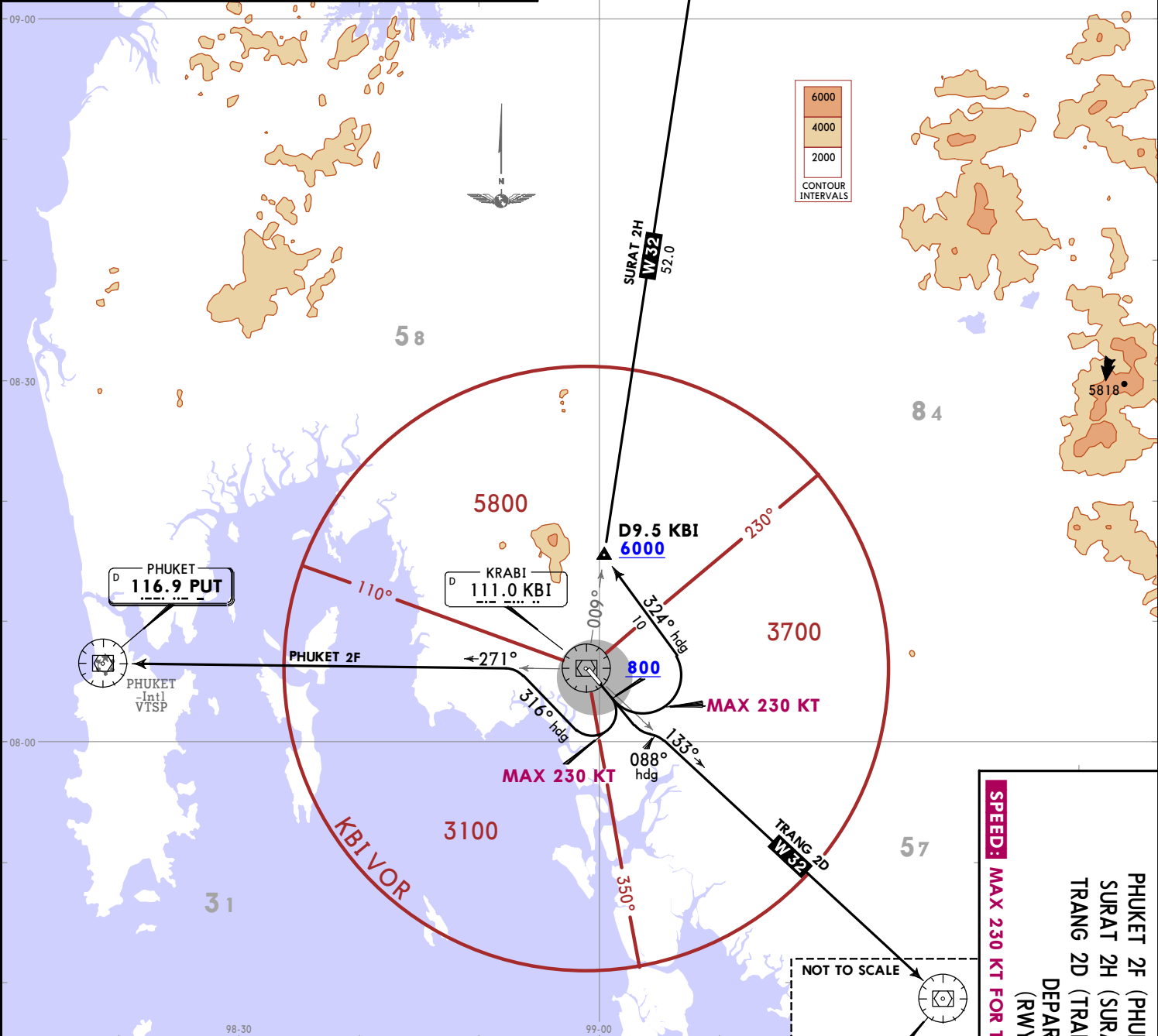


CHANGES: New format, reindexed.

Apt Elev 93
Trans alt: 11000
WARNING: No turn before departure end of runway.

**PHUKET 2F (PHUKET 2F) [PUT2F]
SURAT 2H (SURAT 2H) [STN2H]
TRANG 2D (TRANG 2D) [TRN2D]
DEPARTURES
(RWY 14)**

SPEED: MAX 230 KT FOR TURNING AFTER DEPARTURE



Minimum procedure design gradient 5.7%.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1155	1443	1732

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Squawk A7600.
Comply with last assigned level until next reporting point, then climb to flight plan cruising level.

SID	INITIAL CLIMB
PHUKET 2F	Climb on runway heading until 800, then continue climbing, turn RIGHT heading 316° to intercept and proceed along KBI R271 outbound to PUT VOR.
SURAT 2H	Climb on runway heading until 800, then continue climbing, turn LEFT heading 324° to intercept and proceed along KBI R009 outbound and MAINTAIN 6000 or above at D9.5 KBI to STN VOR.
TRANG 2D	Climb on runway heading until 800, then continue climbing, turn LEFT heading 088° to intercept and proceed along KBI R133 to TRN VOR.

SPEED: MAX 230 KT FOR TURNING AFTER DEPARTURE

PHUKET 2F (PHUKET 2F) [PUT2F]
SURAT 2H (SURAT 2H) [STN2H]
TRANG 2D (TRANG 2D) [TRN2D]
DEPARTURES
(RWY 14)

VTSG/KBV
KRABI
JEPPESSEN
1 JUN 18 (10-3A)
KRABI, THAILAND
SID

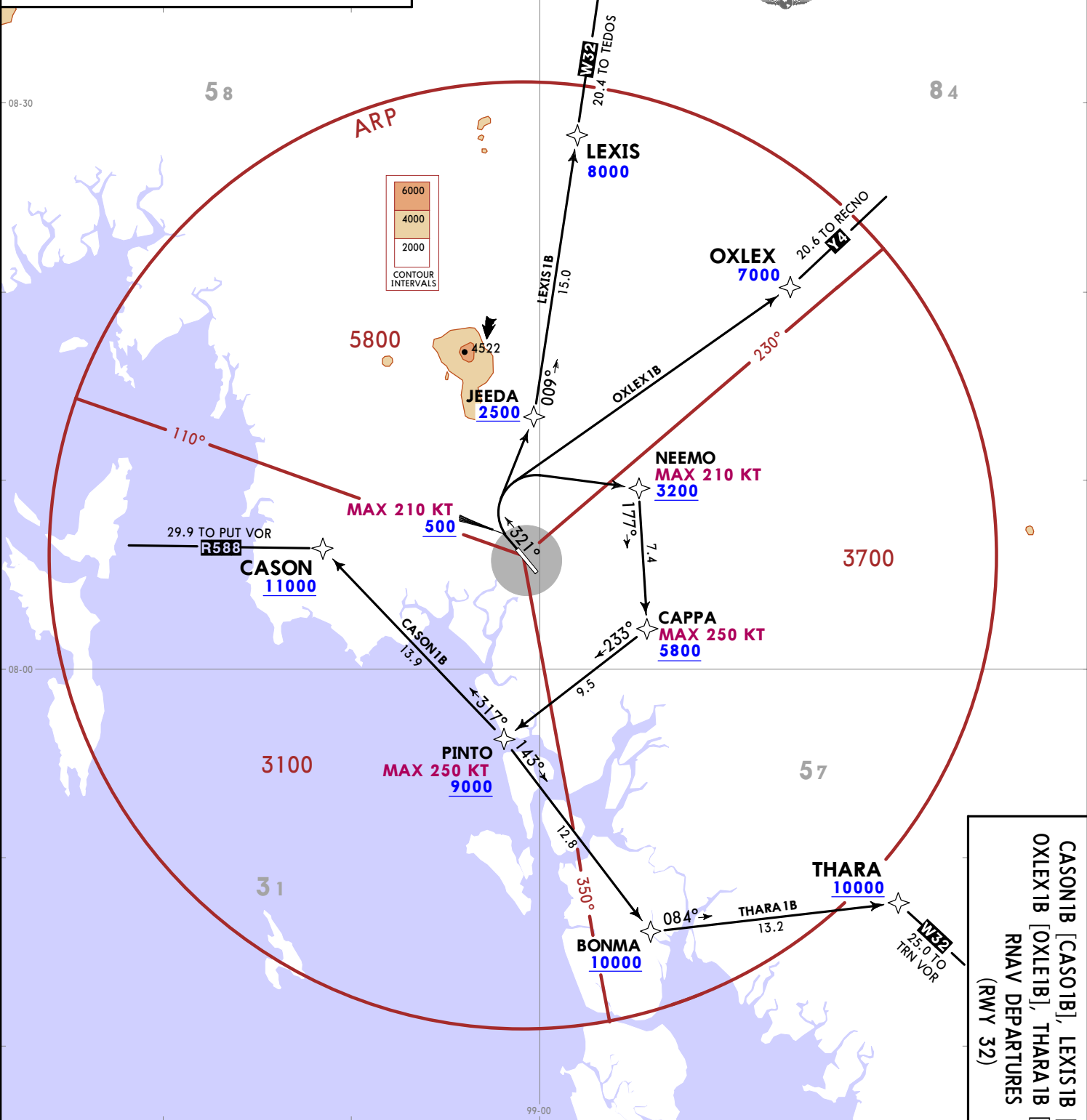
CHANGES: New format.

VTSG/KBV
KRABI

Trans alt: 11000
 1. RNAV 1 required.
 2. GNSS or DME/DME/IRU required.
 3. RADAR required.
 4. If unable to comply with SID or climb gradient advise KRABI Ground on 121.9.

Apt Elev
93

CASON1B [CASO1B], LEXIS1B [LEXI1B]
 OXLEX1B [OXLE1B], THARA1B [THAR1B]
 RNAV DEPARTURES
 (RWY 32)



CASON1B [CASO1B], LEXIS1B [LEXI1B]
 OXLEX1B [OXLE1B], THARA1B [THAR1B]
 RNAV DEPARTURES
 (RWY 32)

These SIDs require a minimum climb gradient of:
 CASON1B, THARA1B: 6.0% until passing 10000;
 LEXIS1B, OXLEX1B: 6.0% until passing 8000.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Set transponder code 7600.
 Proceed on SID, climb to and MAINTAIN MFA until next compulsory reporting point, then climb to flight plan cruising level.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

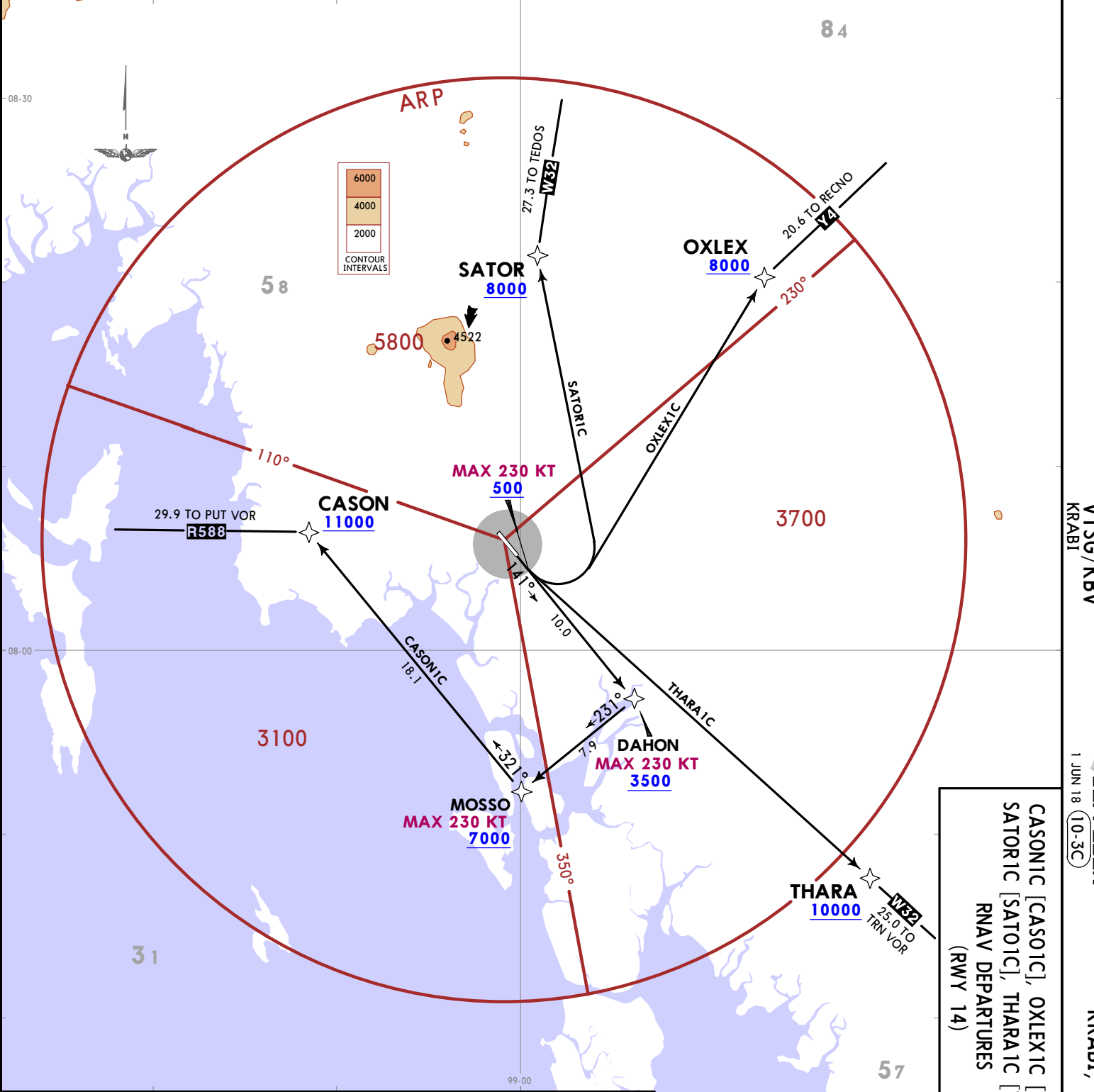
JEPPESSEN KRABI, THAILAND
 1 JUN 18 (10-3B)
 RNAV SID

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CHANGES: New format.

Trans alt: 11000
 1. RNAV 1 required.
 2. GNSS or DME/DME/IRU required.
 3. RADAR required.
 4. If unable to comply with SID or climb gradient advise KRABI Ground on 121.9.

CASON1C [CASO1C], OXLEX1C [OXLE1C]
 SATOR1C [SATO1C], THARA1C [THAR1C]
 RNAV DEPARTURES
 (RWY 14)



These SIDs require a minimum climb gradient of 6.0% until passing 8000.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Set transponder code 7600.
 Proceed on SID, climb to and MAINTAIN MFA until next compulsory reporting point, then climb to flight plan cruising level.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

CASON1C [CASO1C], OXLEX1C [OXLE1C]
 SATOR1C [SATO1C], THARA1C [THAR1C]
 RNAV DEPARTURES
 (RWY 14)

VTSG/KBV
 KRABI, THAILAND
 RNAV SID
 1 JUN 18 (10-3C)
 JEPPESEN

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VTSG/KBV

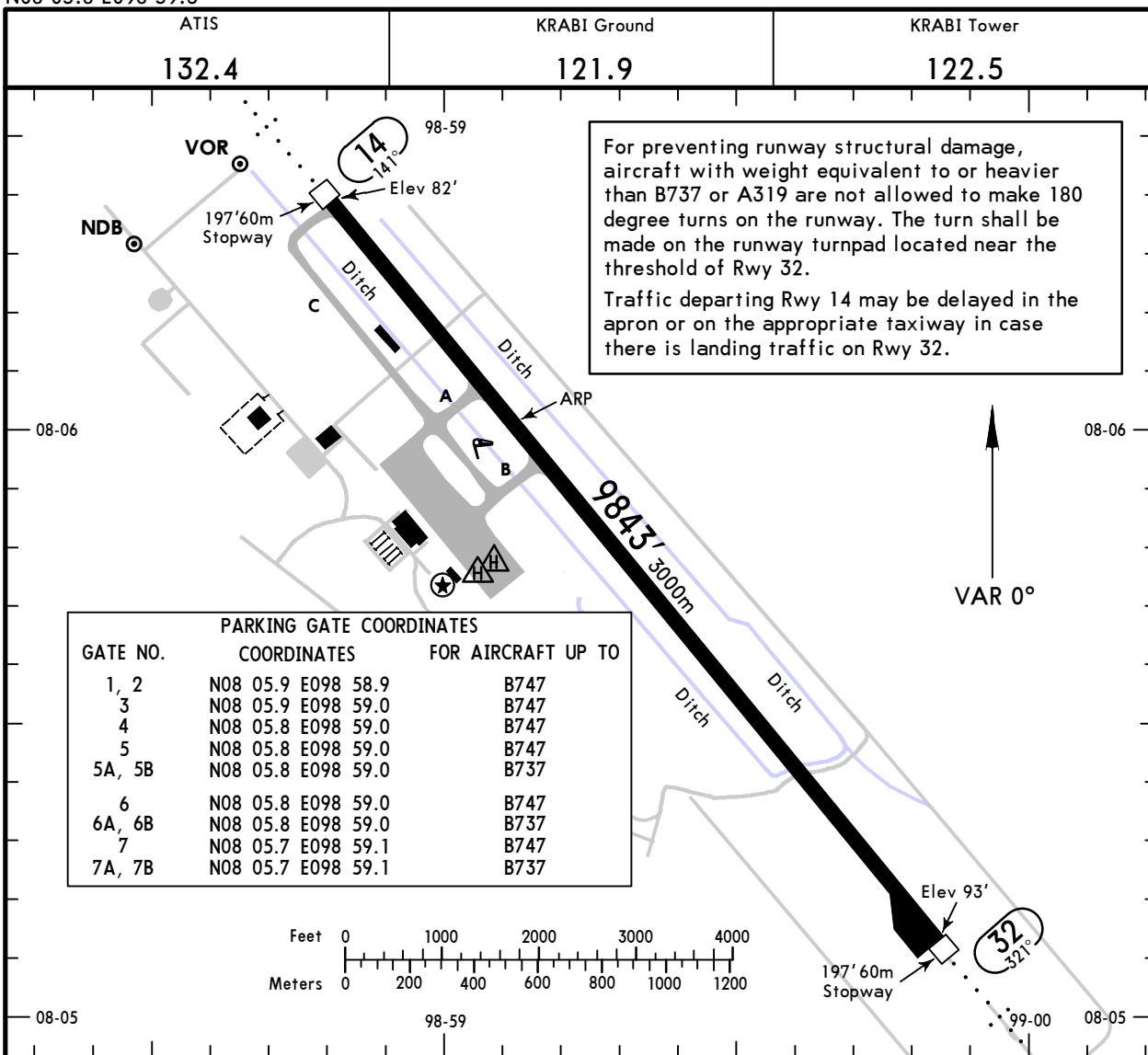
Apt Elev **93'**
N08 05.8 E098 59.3



24 FEB 17 **(10-9)**

KRABI, THAILAND

KRABI



For preventing runway structural damage, aircraft with weight equivalent to or heavier than B737 or A319 are not allowed to make 180 degree turns on the runway. The turn shall be made on the runway turnpad located near the threshold of Rwy 32.

Traffic departing Rwy 14 may be delayed in the apron or on the appropriate taxiway in case there is landing traffic on Rwy 32.

PARKING GATE COORDINATES		
GATE NO.	COORDINATES	FOR AIRCRAFT UP TO
1, 2	N08 05.9 E098 58.9	B747
3	N08 05.9 E098 59.0	B747
4	N08 05.8 E098 59.0	B747
5	N08 05.8 E098 59.0	B747
5A, 5B	N08 05.8 E098 59.0	B737
6	N08 05.8 E098 59.0	B747
6A, 6B	N08 05.8 E098 59.0	B737
7	N08 05.7 E098 59.1	B747
7A, 7B	N08 05.7 E098 59.1	B737

RWY				USABLE LENGTHS			WIDTH
				LANDING BEYOND		TAKE-OFF	
		Threshold	Glide Slope				
14	HIRL	SALS	PAPI-L (angle 3.6°)				148'
32	HIRL	SALS	PAPI-L (angle 3.2°)		8859'	2700m	45m

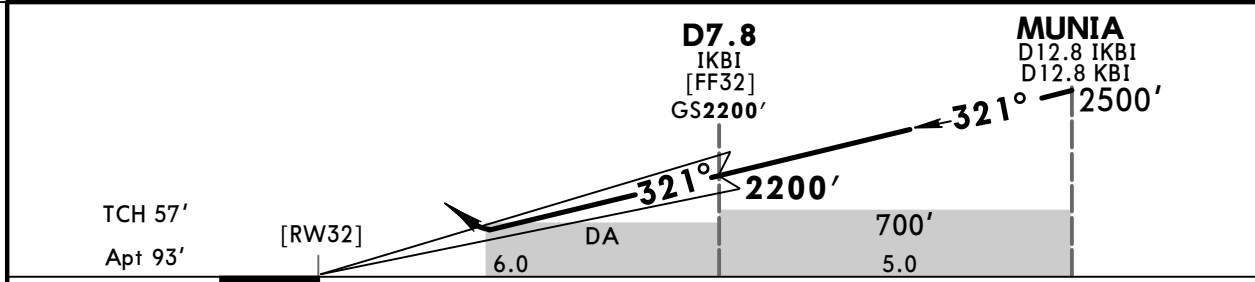
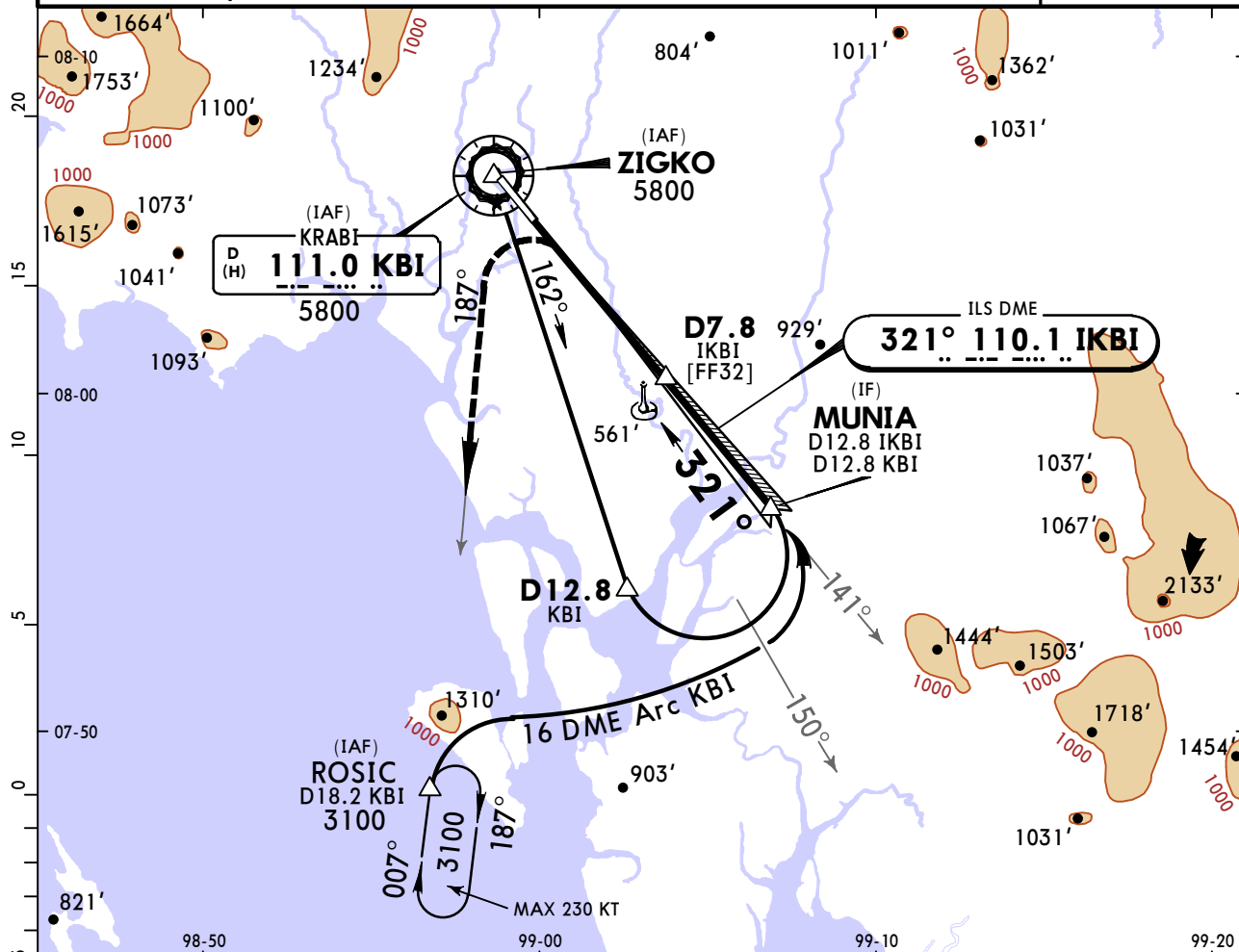
TAKE-OFF			
AIR CARRIER (JAA)		AIR CARRIER (FAR 121)	
All Rwys			
LVP must be in Force		Adequate Vis Ref	
RCLM (DAY only) or RL		RCLM (DAY only) or RL	
A		2 Eng	400m
B	RVR 250m	3 & 4 Eng	
C			
D	RVR 300m		

VTSG/KBV KRABI

JEPPESEN
29 DEC 17 **(11-1)** Eff 4 Jan

KRABI, THAILAND ILS Rwy 32

ATIS 132.4		KRABI Approach (R) 120.05		KRABI Tower 122.5		Ground 121.9	
LOC IKBI 110.1	Final Apch Crs 321°	GS D7.8 IKBI 2200' (2107')	ILS DA(H) 600' (507')	Apt Elev 93' Rwy 93'			
MISSED APCH: Turn LEFT and climb as soon as practicable (to avoid mountain 5 NM from threshold RWY 32) to intercept outbound KBI VOR R-187 then proceed to ROSIC at 3100' and hold or as directed by ATC. Speed restricted to MAX 210 KT until after turn.							MSA KBI VOR
Alt Set: hPa 1.VOR, DME required.		Apt Elev: 3 hPa		Trans level: By ATC		Trans alt: 11000'	



Gnd speed-Kts	70	90	100	120	140	160
GS 3.20°	396	510	566	679	793	906

SALS
PAPI
3100'
KBI
111.0
R-187
ROSIC

STRAIGHT-IN LANDING RWY32		CIRCLE-TO-LAND	
ILS			
DA(H) 600' (507')			
FULL		ALS out	
A		A	
B		B	
C	2200m	C	NOT AUTHORIZED
D		D	
			2600m

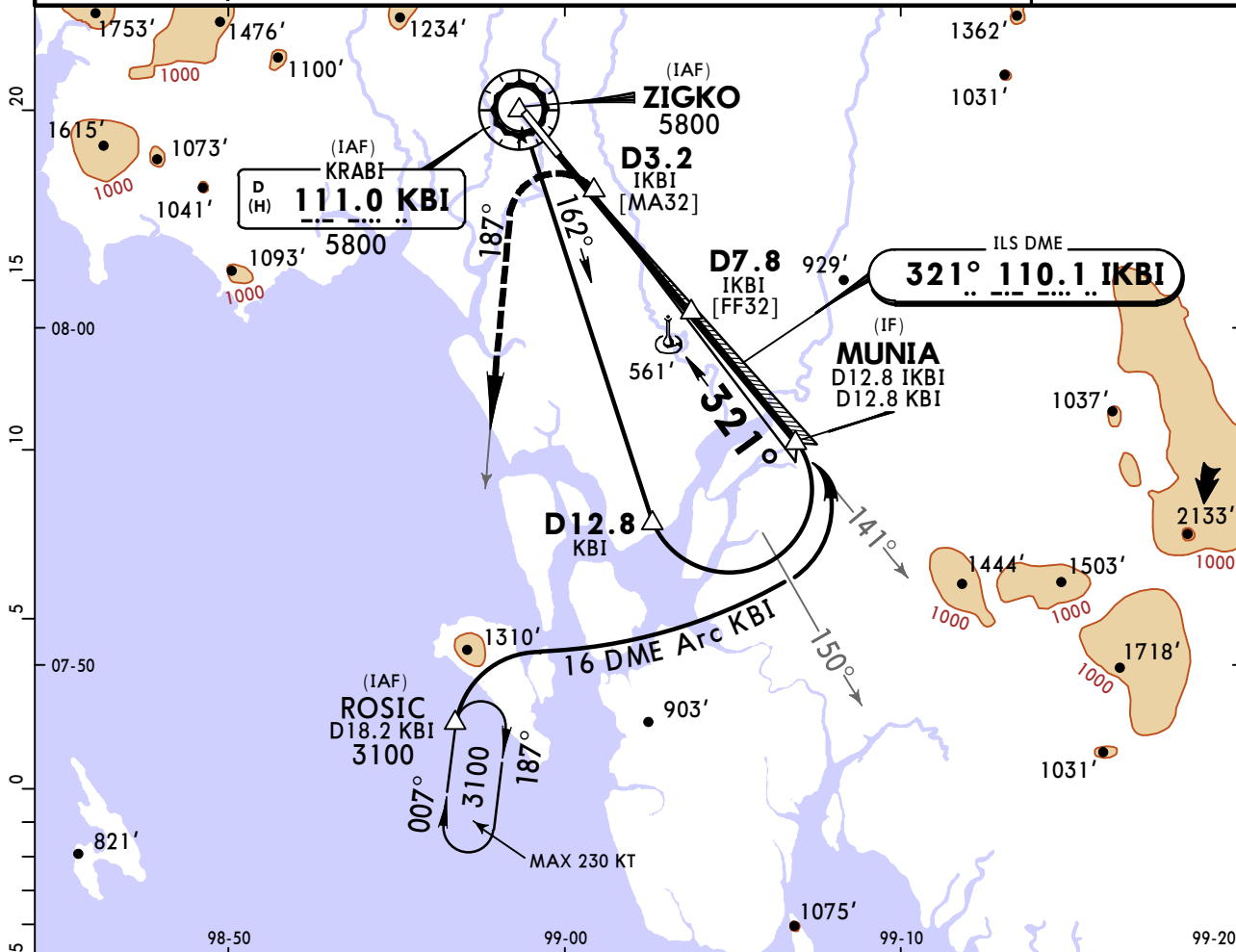
PANS OPS

VTSG/KBV KRABI

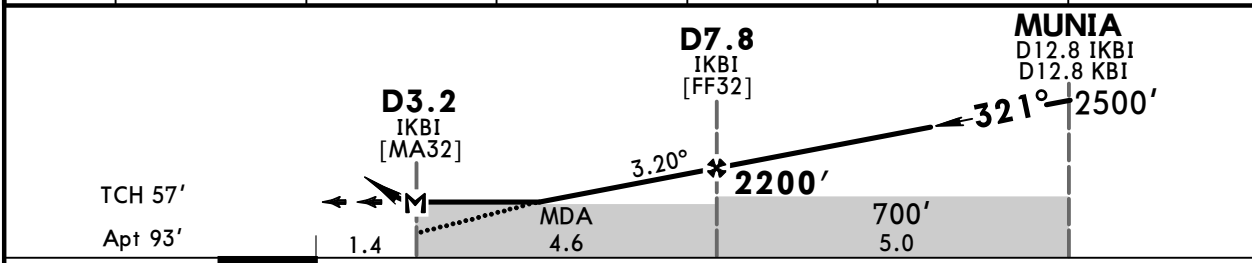
JEPPESEN
29 DEC 17 **(11-2)** Eff 4 Jan

KRABI, THAILAND LOC Rwy 32

ATIS 132.4		KRABI Approach (R) 120.05		KRABI Tower 122.5		Ground 121.9	
LOC IKBI 110.1	Final Apch Crs 321°	Procedure Alt D7.8 IKBI 2200' (2107')	MDA(H) 620' (527')	Apt Elev 93' Rwy 93'			
MISSED APCH: Turn LEFT climbing to intercept KBI VOR R-187 outbound then proceed to ROSIC at 3100' and hold or as directed by ATC. Speed restricted to MAX 210 KT until after turn.							MSA KBI VOR
Alt Set: hPa		Apt Elev: 3 hPa		Trans level: By ATC		Trans alt: 11000'	
1.VOR, DME required.							



IKBI DME	3.2	4.0	5.0	6.0	7.0	FAF
ALTITUDE	620'	890'	1230'	1570'	1910'	2200'



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI 3100' KBI 111.0 R-187 ROSIC LT	
Descent Angle	3.20°	396	510	566	679	793		906
MAP at D3.2 IKBI								

STRAIGHT-IN LANDING RWY32				CIRCLE-TO-LAND			
MDA(H) 620' (527')				ALS out			
A				A			
B	2600m			B	NOT AUTHORIZED		
C				C			
D	2800m			D			

PANS OPS

CHANGES: Procedure.

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VTSG/KBV

KRABI

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KRABI, THAILAND

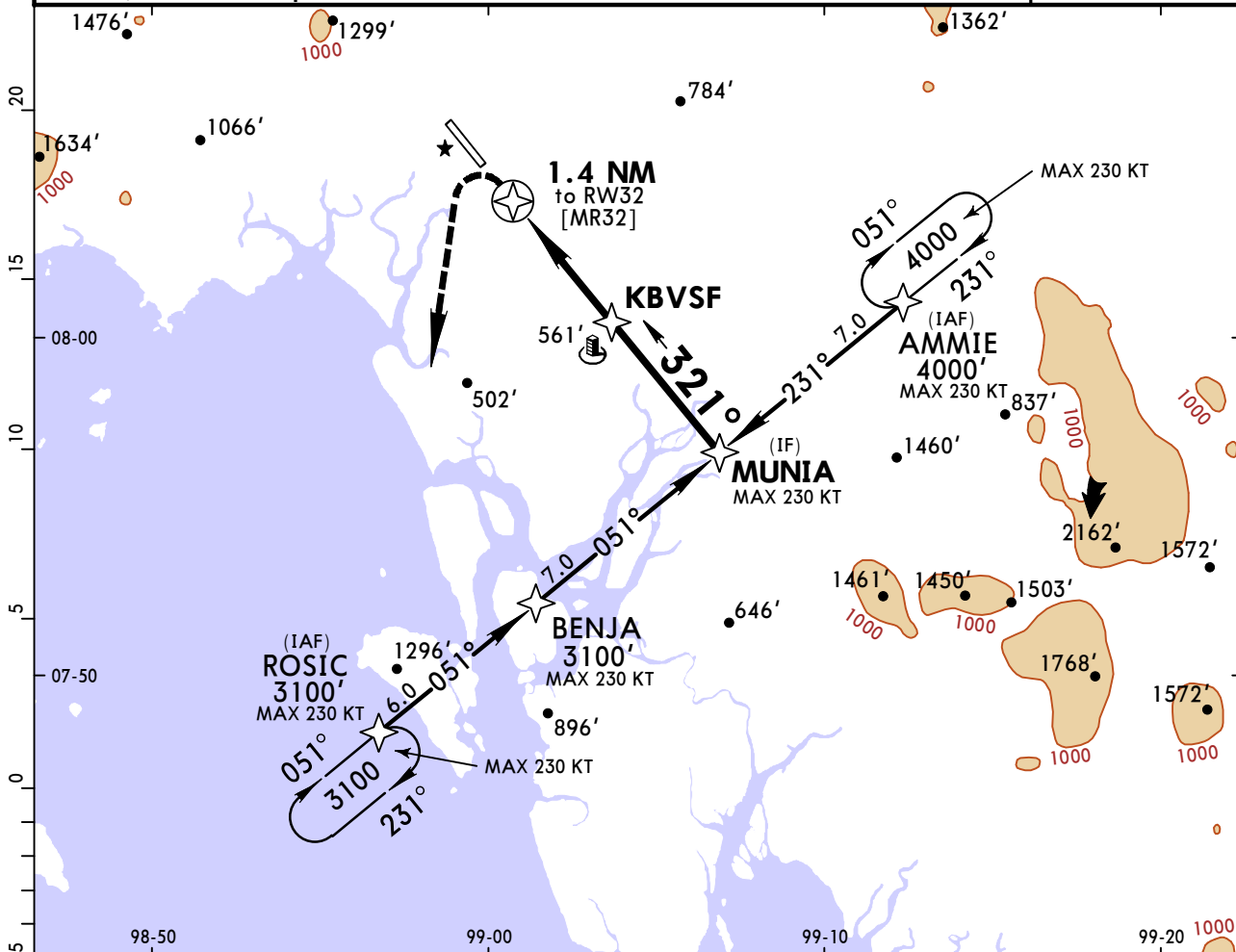
29 DEC 17

(12-1)

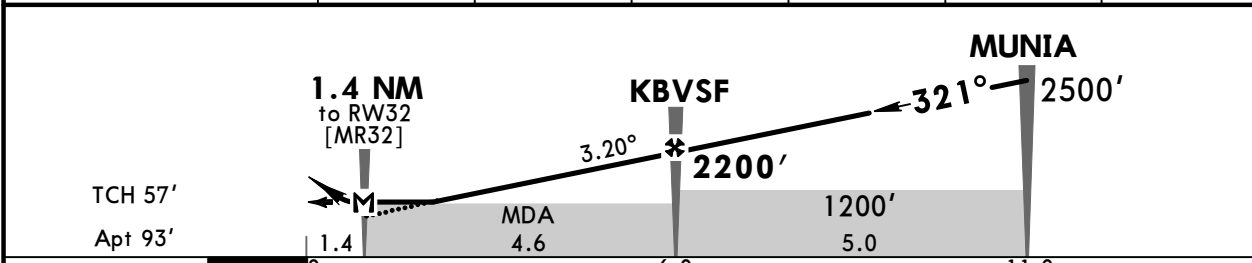
Eff 4 Jan

RNAV (GNSS) Rwy 32

ATIS 132.4		KRABI Approach (R) 120.05		KRABI Tower 122.5		Ground 121.9	
RNAV	Final Apch Crs 321°	Minimum Alt KBVSF 2200' (2107')	RNAV MDA(H) 620' (527')	Apt Elev 93' Rwy 93'			
MISSED APCH: Turn LEFT climbing direct to ROSIC at 3100' and hold or as directed by ATC. No Turn Before MAP. Speed restricted to MAX 210 kts until after turn.							
Alt Set: hPa		Apt Elev: 3 hPa		Trans level: By ATC		Trans alt: 11000'	
1. FMS, RNP APCH required.							



NM to THR	1.4	2.0	3.0	4.0	5.0	FAF
ALTITUDE	620'	825'	1165'	1505'	1845'	2200'



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI 3100' ROSIC LT
Descent Angle	3.20°	396	510	566	679	793	
MAP at 1.4 NM to RW32							

STRAIGHT-IN LANDING RWY32			CIRCLE-TO-LAND		
LNAV			CIRCLING		
MDA(H) 620' (527')			NOT AUTHORIZED		
ALS out			Max Kts		
A			A		
B	2600m		B		
C			C		
D	2800m		D		

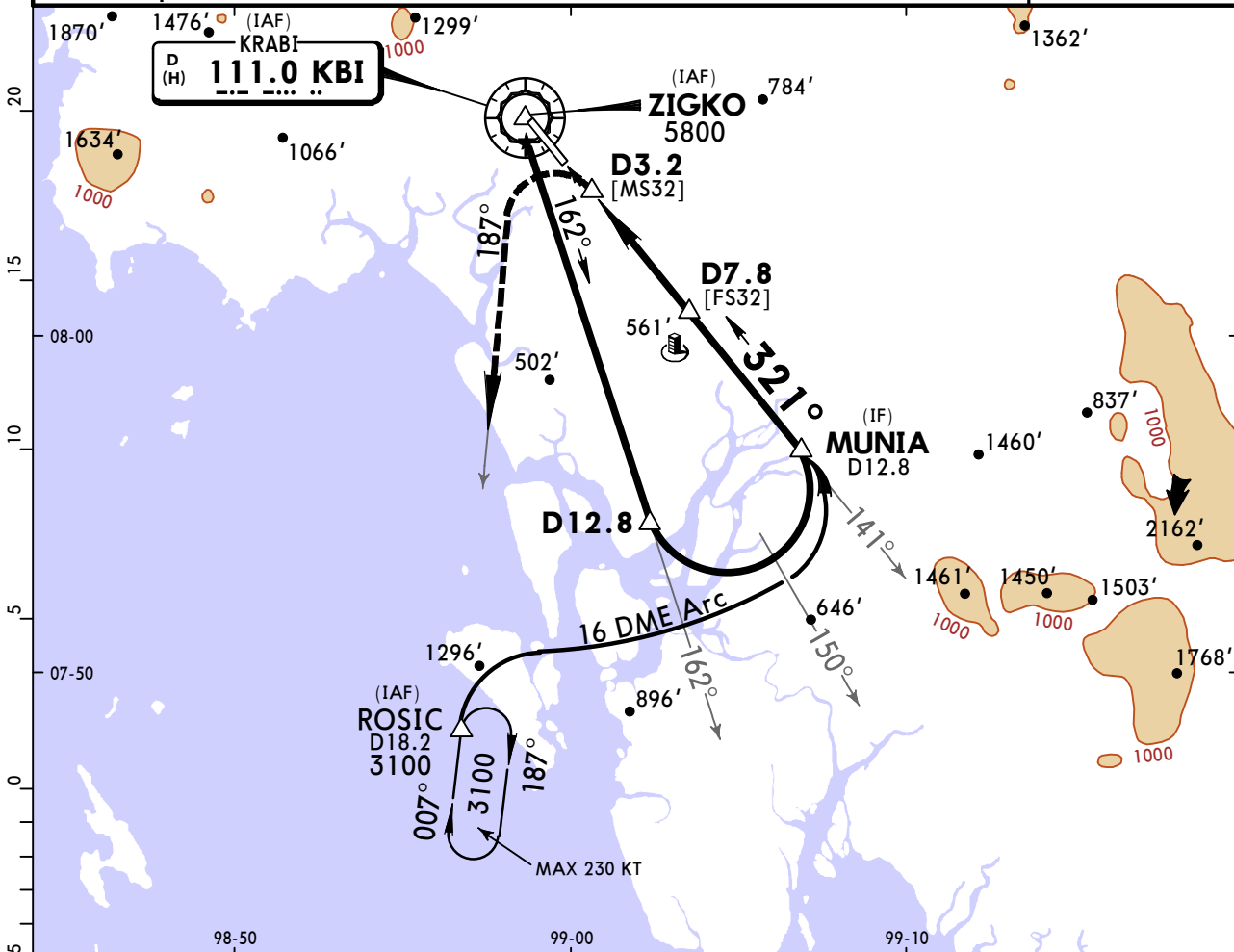
PANS OPS

VTSG/KBV KRABI

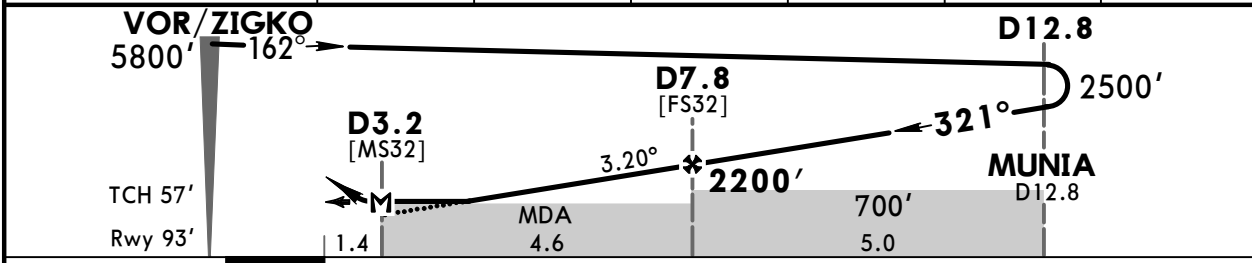
JEPPESEN
1 JAN 16 **(13-1)** Eff 7 Jan

KRABI, THAILAND VOR Rwy 32

ATIS 132.4		KRABI Approach (R) 120.05		KRABI Tower 122.5		Ground 121.9	
VOR KBI 111.0	Final Apch Crs 321°	Minimum Alt D7.8 2200' (2107')	MDA(H) 620' (527')	Apt Elev 93' Rwy 93'			
MISSED APCH: Turn LEFT climbing to intercept KBI VOR R-187 outbound then proceed to ROSIC at 3100' and hold or as directed by ATC. No Turn Before MAP. Speed restricted to MAX 210 kts until after turn.							MSA KBI VOR
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt 11000'	



KBI DME	3.2	4.0	5.0	6.0	7.0	FAF
ALTITUDE	620'	890'	1230'	1570'	1910'	2200'



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI 3100' KBI 111.0 R-187 ROSIC
Descent Angle 3.20°	396	510	566	679	793	906	
MAP at D3.2							

STRAIGHT-IN LANDING RWY32				CIRCLE-TO-LAND			
MDA(H) 620' (527')							
ALS out				Max Kts			
A							A
B	2600m						B
C							C
D	2800m						D
							NOT AUTHORIZED

PANS OPS

Chart changes since cycle 01-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KRABI, (KRABI - VTSG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VTSG