JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

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

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

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

Sunrise: 2342 Z
Sunset: 1125 Z

Runway Information

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

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

Communication Information

ATIS: 128.600
Samui Tower: 118.900
Samui Ground: 121.900
Samui Approach: 129.600

ARRIVAL

CONTINUOUS DESCENT OPERATIONS (CDO) FOR ARRIVALS INTO SAMUI AIRPORT

1. INTRODUCTION

1.1. 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 Samui Airport.

2. CONDITION OF USE

2.1. Conditions for Conducting a CDO

2.1.1. CDO application must be under surveillance 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, i.e. from RWY 17 to RWY 35 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 from Bangkok to Samui Airport.

2.6. Operations Time
CDO is available 24 hours.

2.7. Available Runway
CDO procedure is available for RWY 17.

2.8. Types of Approach

2.8.1. RNAV (GNSS) RWY 17 CAT A, B
2.8.2. RNAV (GNSS) RWY 17 CAT C
2.8.3. VOR A RWY 17 CAT A, B
2.8.4. VOR A RWY 17 CAT C
2.8.5. VOR RWY 17 CAT A, B
2.8.6 VOR RWY 17 CAT C

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 SMU TMA, aircraft shall comply with altitude constraints of the CDO procedure.

2.10.2. During CDO, minimum safety altitudes are identical to those within Instrument Approach Procedures requested.

ARRIVAL

CONTINUOUS DESCENT OPERATIONS (CDO) FOR ARRIVALS INTO SAMUI 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 Samui commencing descent.

3.4. Aircraft should descend continuously on normal arrival route to SMU TMA.

3.5. Longitudinal separation required will be at least 5 minutes (15NM) between CDO traffic.

3.6. Operations without Vectoring

3.6.1. RNAV (GNSS) RWY 17 CAT A, B Procedure

Aircraft Arriving on W32

1) After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 feet, then proceed to PENFO and follow the RNAV (GNSS) RWY 17 CAT A, B procedure as published, or

2) The pilot may request permission to fly directly to (IF); 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 (IF) altitude 3,200 feet, and cross 30 NM from SMU DVOR, altitude not lower than 4,000 feet, following the RNAV (GNSS) RWY 17 CAT A, B procedure as published.

3.6.2. RNAV (GNSS) RWY 17 CAT C Procedure

Aircraft Arriving on W32

1) After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 feet, then proceed to PENFO and follow the RNAV (GNSS) RWY 17 CAT C procedure as published, or

2) The pilot may request permission to fly directly to (IF); 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 (IF) altitude 3,200 feet, and cross 30 NM from SMU DVOR, altitude not lower than 4,000 feet, following the RNAV (GNSS) RWY 17 CAT C procedure.as published.

3.6.3. VOR A RWY 17 CAT A, B Procedure

Aircraft Arriving on W32

1) After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 feet, then proceed to PENFO and follow the VOR A RWY 17 CAT A, B procedure as published, or

2) The pilot may request permission to fly directly to (IF); 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 (IF) altitude 3,300 feet, and cross 30 NM from SMU DVOR, altitude not lower than 4,000 feet, following the VOR A RWY 17 CAT A, B procedure as published.

3.6.4. VOR A RWY 17 CAT C Procedure

Aircraft Arriving on W32

1) After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 feet, then proceed to PENFO and follow the VOR A RWY 17 CAT C procedure as published, or

2) The pilot may request permission to fly directly to (IF); 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 (IF) altitude 3,300 feet, and cross 30 NM from SMU DVOR, altitude not lower than 4,000 feet, following the VOR A RWY 17 CAT C procedure.as published.

3.6.5. VOR RWY 17 CAT A, B Procedure

Aircraft Arriving on W32

1) After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 feet, then proceed to PENFO and follow the VOR RWY 17 CAT A, B procedure as published, or

2) The pilot may request permission to fly directly to (IF); 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 (IF) altitude 3,500 feet, and cross 30 NM from SMU DVOR, altitude not lower than 4,000 feet, following the VOR RWY 17 CAT A, B procedure as published.

3.6.6. VOR RWY 17 CAT C Procedure

Aircraft Arriving on W32

1) After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 feet, then proceed to PENFO and follow the VOR RWY 17 CAT C procedure as published, or

2) The pilot may request permission to fly directly to (IF); 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 (IF) altitude 3,500 feet, and cross 30 NM from SMU DVOR, altitude not lower than 4,000 feet, following the VOR RWY 17 CAT C procedure.as published.

ARRIVAL

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

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 by Bangkok Area Control Centre
"(aircraft call sign), **CLEARED DIRECT TO** (point), **CDO DESCEND** (level or altitude), **QNH** (number)"
4.6. Denial from Bangkok Area Control Centre
4.6.1. "(aircraft call sign), **NEGATIVE CDO, DUE TO** (reason)"
4.6.2. "(aircraft call sign), **EXPECT CDO FROM SAMUI APPROACH**"
4.7. Approval by Samui Approach Control Unit
4.7.1. "(aircraft call sign), **DIRECT TO** (point), **DESCEND** (level or altitude), **QNH** (number), **CLEARED CDO** (type of approach) **APPROACH, REPORT ESTABLISHED**"
4.7.2. "(aircraft call sign), **DESCEND INITIALLY** (level or altitude), **QNH** (number), **CDO APPROVED**"
4.8. When vectoring for CDO
"(aircraft call sign), **VECTORING FOR CDO, FLY HEADING** (number) **, DESCEND** (level or altitude), **QNH** (number), **TRACK MILE** (number) "
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), **DUE TO (reason), CDO IS NOW TERMINATED**"
4.10. Resuming CDO
"(aircraft call sign), **RESUME CDO, DIRECT** (point), **DESCEND** (level or altitude), **QNH** (number), **CLEARED** (type of approach) **APPROACH**"
4.11. Pilot report leaving
"(aircraft call sign), **CDO LEAVING** (level)"
4.12. Warning of aircraft below CDO Profile
"(aircraft call sign), **BELOW CDO PROFILE, ALTITUDE SHOULD BE** (atlitude) **OR ABOVE**"

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° in Final Approach.

NOISE ABATEMENT PROCEDURES

1. ICAO Noise Abatement Departure Procedure Rwy 17/35

1.1 ICAO have developed aircraft operating procedures, Noise Abatement Departure Procedure 1 (NADP 1) and Noise Abatement Departure Procedure 2 (NADP 2), for the take-off climb to ensure that the necessary safety of flight operations is maintained whilst minimizing exposure to noise on the ground.

1.2 NADP 1 is intended to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway. NADP 2 provides noise reduction to areas more distant from the runway end.

1.3 All operators are to adopt NADP 1 procedures for all take-offs from Samui Airport on Rwy 17 or Rwy 35.

1.4 Full details of NADP 1 and NADP 2 are contained in ICAO Procedures for Air Navigation Services - Aircraft Operations, Volume 1 - Flight Procedures (PANSOPS, Doc 8168 Volume 1).

1.5 For Propeller and Turboprop Airplane, after take-off Pilot-in-Command should aim to use an airspeed giving the best rate of climb.

2. Noise Mitigating Measures

2.1 The following procedures are implemented to reduce aircraft noise levels when operating conditions permit. These measures include:

a. Preferential use of Runway
b. APU Restrictions
c. Reverse Thrust Use

2.2 Preferential use of Runway

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

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

2.3 APU Restrictions

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

2.4 Reverse Thrust Use

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

3. Noise Level Limits

3.1 Noise Operating Restrictions

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

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

3.2 Marginally Compliant Chapter 3 (MCC3) Aircraft

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

3.3 Exempted (MCC3) Aircraft

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

CHANGES: New chart.

VTSM/USM

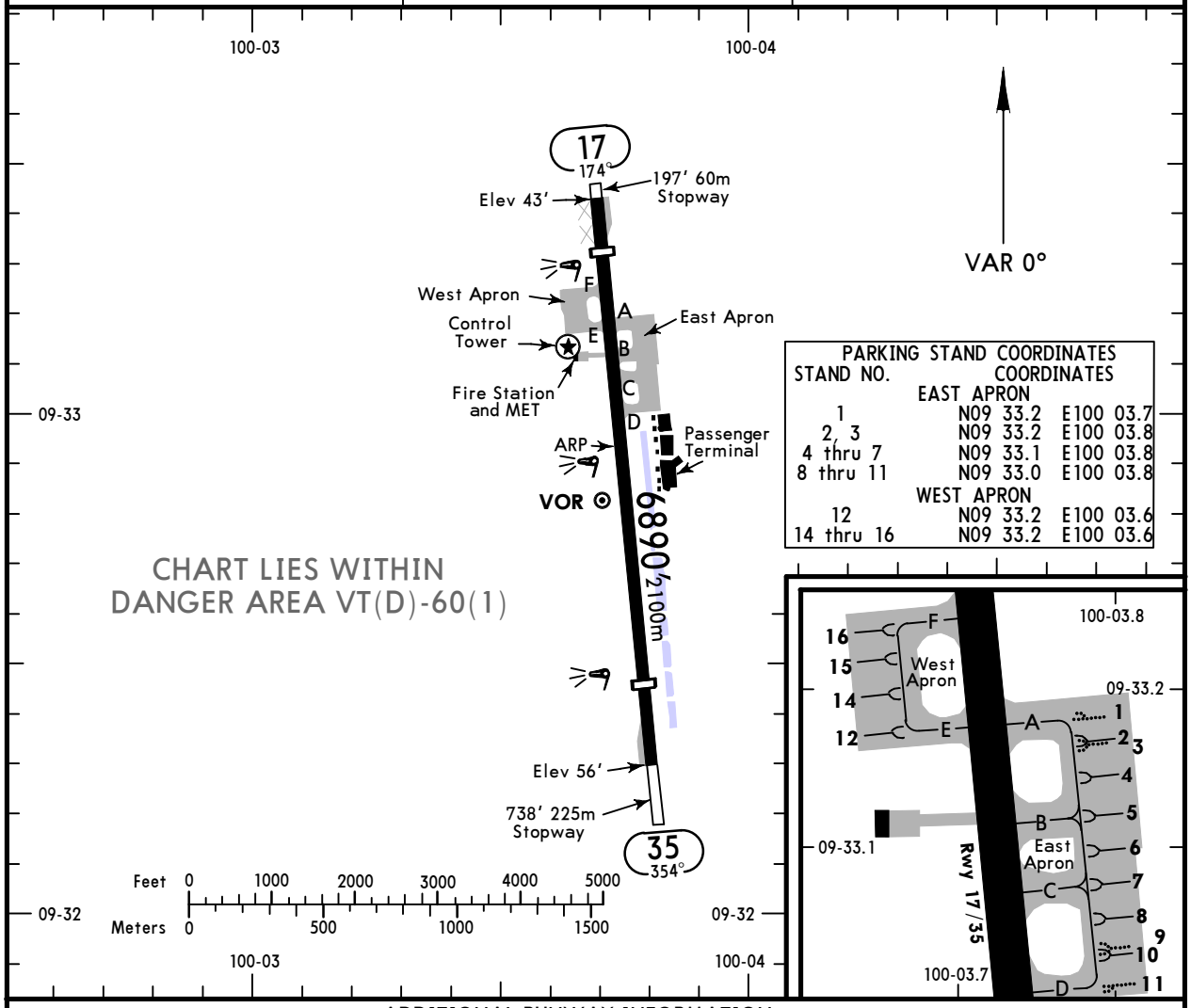
Apt Elev **64'**
N09 32.9 E100 03.8

JEPPESEN **SURAT THANI, THAILAND**

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

SAMUI

*ATIS	*SAMUI Ground	*Tower
128.6	121.9	118.9



PARKING STAND COORDINATES

STAND NO.	COORDINATES
EAST APRON	
1	N09 33.2 E100 03.7
2, 3	N09 33.2 E100 03.8
4 thru 7	N09 33.1 E100 03.8
8 thru 11	N09 33.0 E100 03.8
WEST APRON	
12	N09 33.2 E100 03.6
14 thru 16	N09 33.2 E100 03.6

ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	RVR 250m	RVR 400m
B		
C		
D	RVR 300m	

CHANGES: Airfield diagram updated, parking coords, inset.

VTSM/USM
SAMUI

JEPPESEN SURAT THANI, THAILAND

21 NOV 14 (22-1) CAT A & B RNAV (GNSS) Rwy 17

*ATIS	*SAMUI Approach (R)	*SAMUI Tower	*Ground
128.6	129.6	118.9	121.9

BRIEFING STRIP

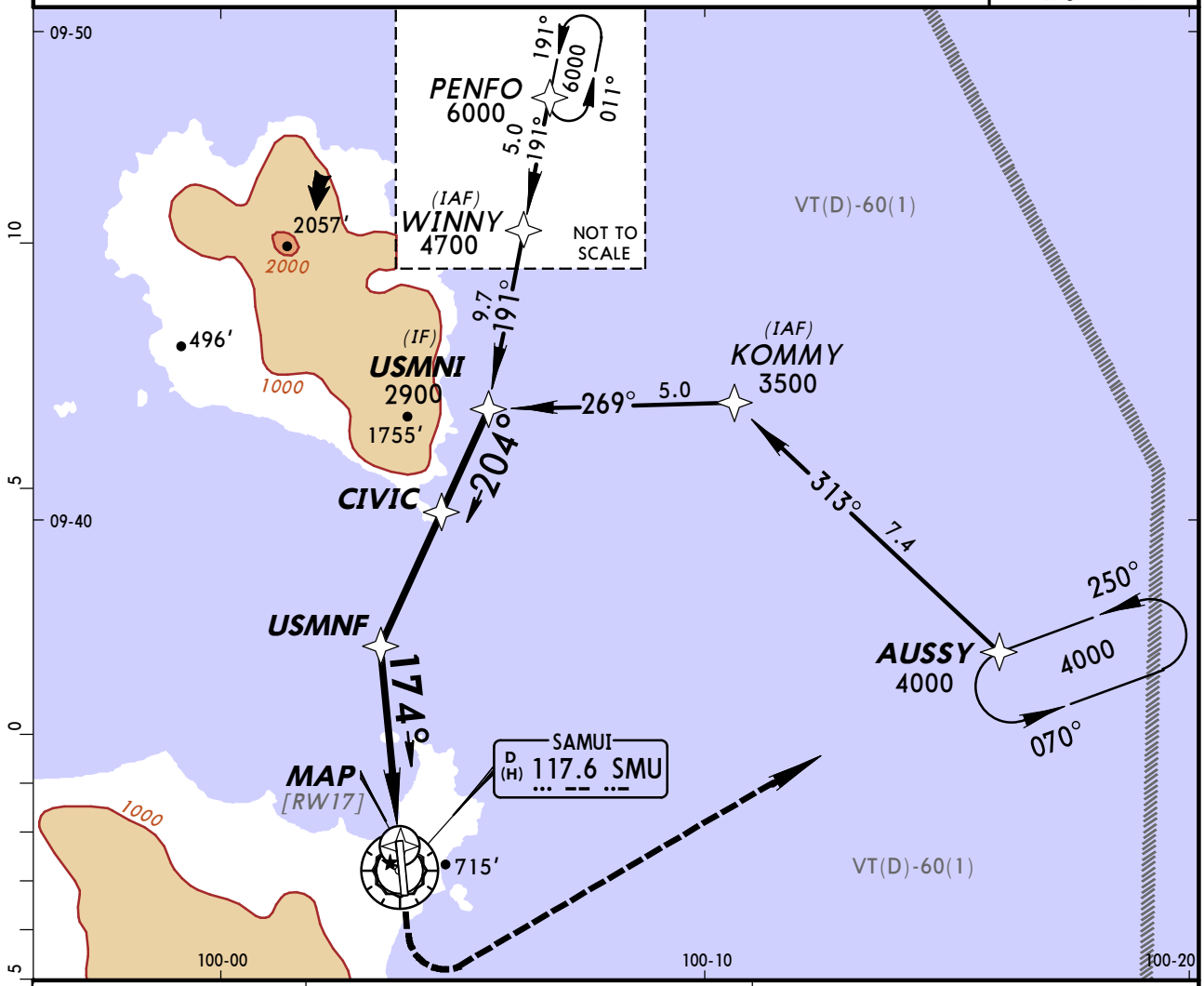
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 64′
	174°	USMNF 1400′ (1357′)	1060′ (1017′)	Rwy 17 43′

MISSED APCH: Climb STRAIGHT AHEAD to 1300′, then turn LEFT direct to AUSSY. Continue climb to 4000′, and hold or as directed by ATC.

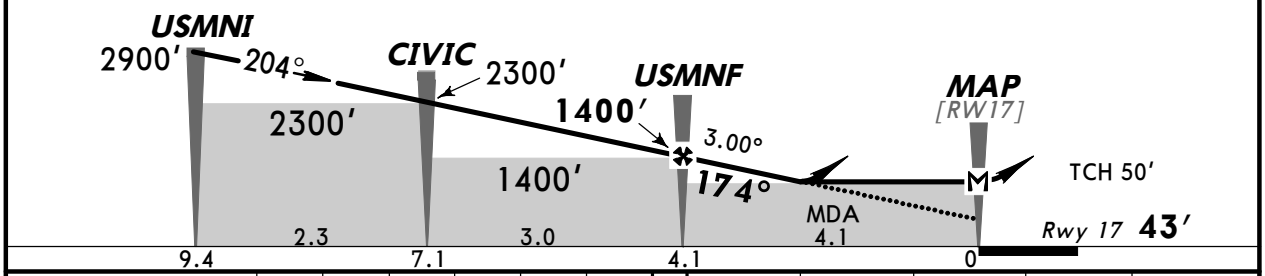
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′

1. **FMS, RNP approach required.**

3200′
030°
360°
3800′
MSA ARP



DISTANCE to THR	USMNF	3.0
ALTITUDE	1400′	1060′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at MAP or USMNF to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

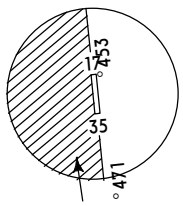
PAPI-R | 1300′ | 4000′ LT | D | AUSSY

PANS OPS

STRAIGHT-IN LANDING RWY 17
LNAV
MDA(H) 1060′ (1017′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	2000m	100	1160′ (1096′)-2000m
B	2400m	135	1160′ (1096′)-2400m



CHANGES: MSA, notes, circling minimums.

VTSM/USM
SAMUI

JEPPESEN SURAT THANI, THAILAND
21 NOV 14 (22-2) CAT A & B RNAV (GNSS) Rwy 35

*ATIS	*SAMUI Approach (R)	*SAMUI Tower	*Ground
128.6	129.6	118.9	121.9

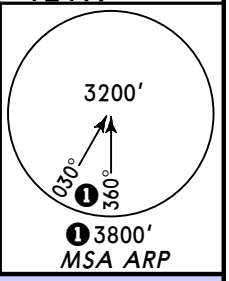
BRIEFING STRIP™

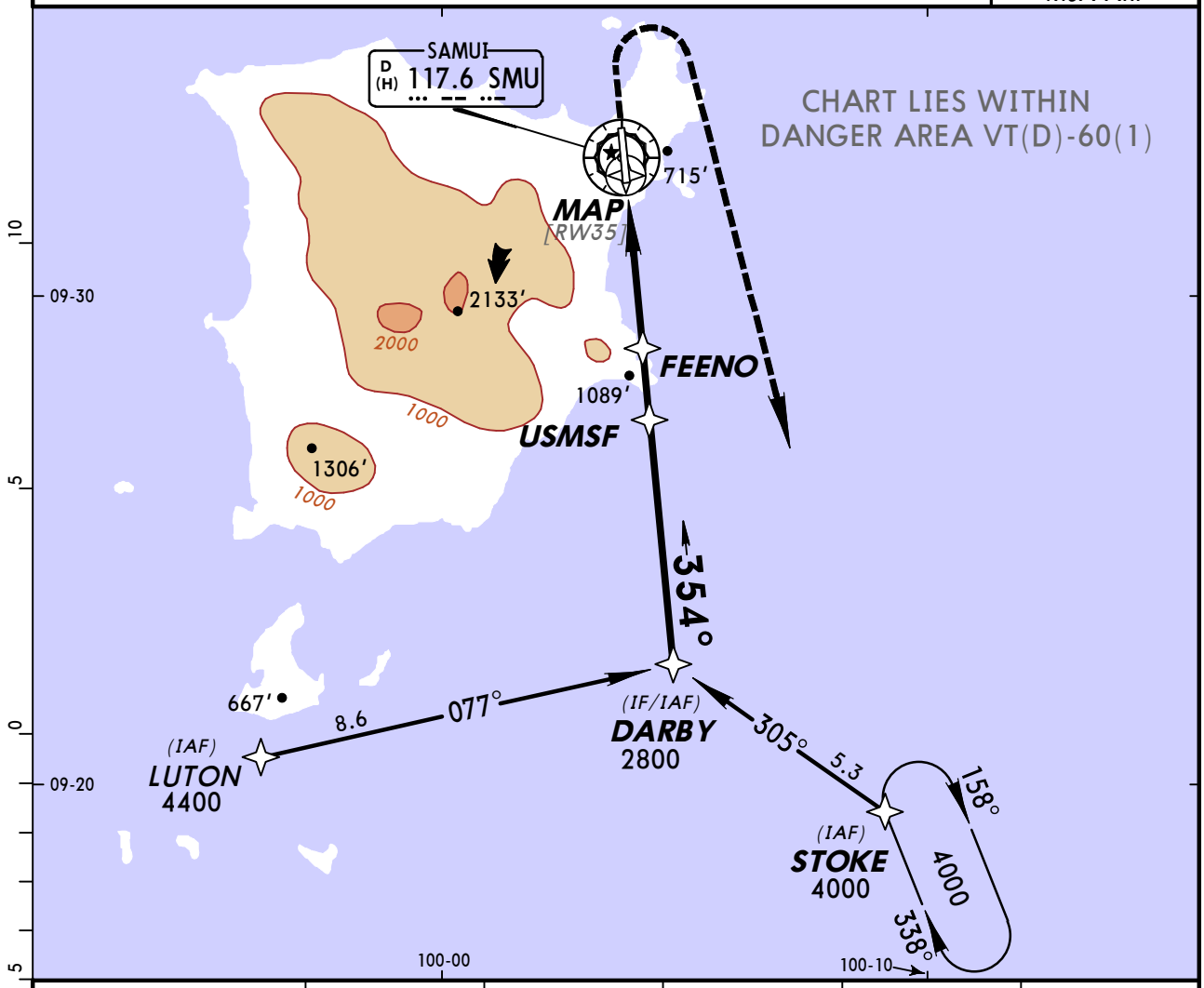
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 64′
	354°	USMSF 1800′ (1744′)	1060′ (1004′)	Rwy 35 56′

MISSED APCH: Climb STRAIGHT AHEAD to 1400′, then turn RIGHT direct to STOKE at 4000′, and hold or as directed by ATC.

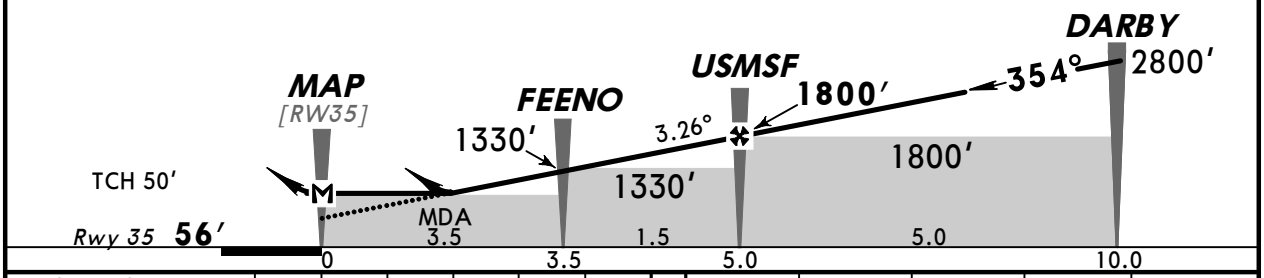
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000′

1. **FMS, RNP approach required.**





DISTANCE to THR	2.8	3.0	3.6	4.0	USMSF
ALTITUDE	1060′	1130′	1330′	1470′	1800′

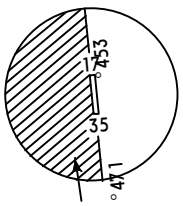


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.26°	404	519	577	692	808	923
MAP at MAP or USMSF to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L	1400′	4000′ RT	D	STOKE

PANS OPS

STRAIGHT-IN LANDING RWY 35 LNAV MDA(H) 1060′ (1004′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	2000m	100	1160′ (1096′)-2000m
B	2400m	135	1160′ (1096′)-2400m



CHANGES: MSA, notes, circling minimums.

VTSM/USM SAMUI

JEPPESEN 21 NOV 14 (22-3) CAT C

SURAT THANI, THAILAND
RNAV (GNSS) Rwy 17

BRIEFING STRIP ™

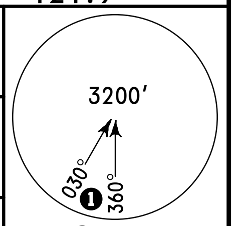
*ATIS	*SAMUI Approach (R)	*SAMUI Tower	*Ground
128.6	129.6	118.9	121.9

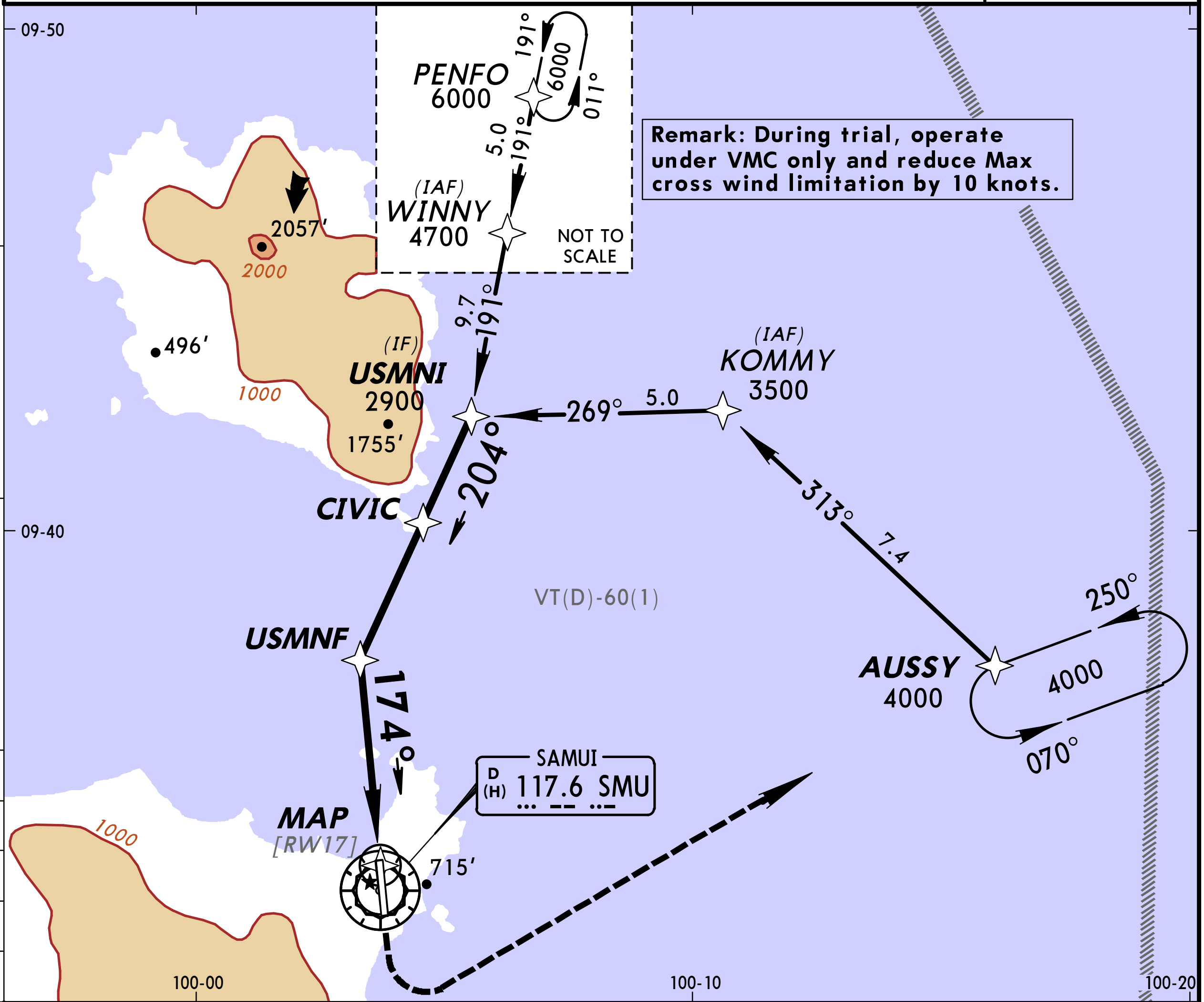
RNAV	Final Apch Crs	Minimum Alt USMNF	LNAV MDA(H)	Apt Elev 64′ Rwy 17 43′
	174°	1400′ (1357′)	1060′ (1017′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1300′, then turn LEFT direct to AUSSY. Continue climb to 4000′, and hold as directed by ATC.

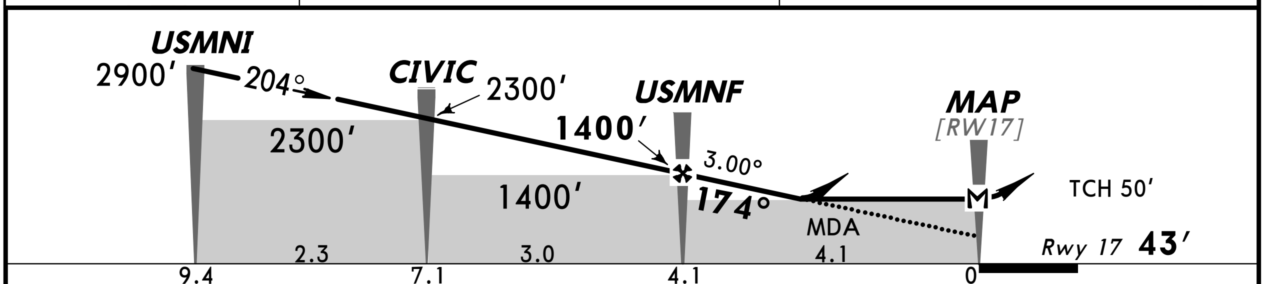
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000′

1. FMS, RNP approach required.





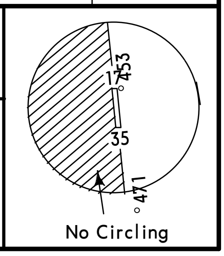
DISTANCE to THR	USMNF	3.0
ALTITUDE	1400′	1060′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at MAP or USMNF to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

PAPI-R | 1300′ | 4000′ LT | AUSSY

	STRAIGHT-IN LANDING RWY 17 LNAV MDA(H) 1060′ (1017′)	Max Kts	CIRCLE-TO-LAND MDA(H)
C	4800m	180	1160′ (1096′)-4800m



PANS OPS

CHANGES: MSA, notes.

VTSM/USM
SAMUI

JEPPESEN 21 NOV 14 (22-4) CAT C

SURAT THANI, THAILAND
RNAV (GNSS) Rwy 35

*ATIS	*SAMUI Approach (R)	*SAMUI Tower	*Ground
128.6	129.6	118.9	121.9

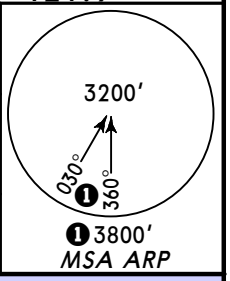
BRIEFING STRIP™

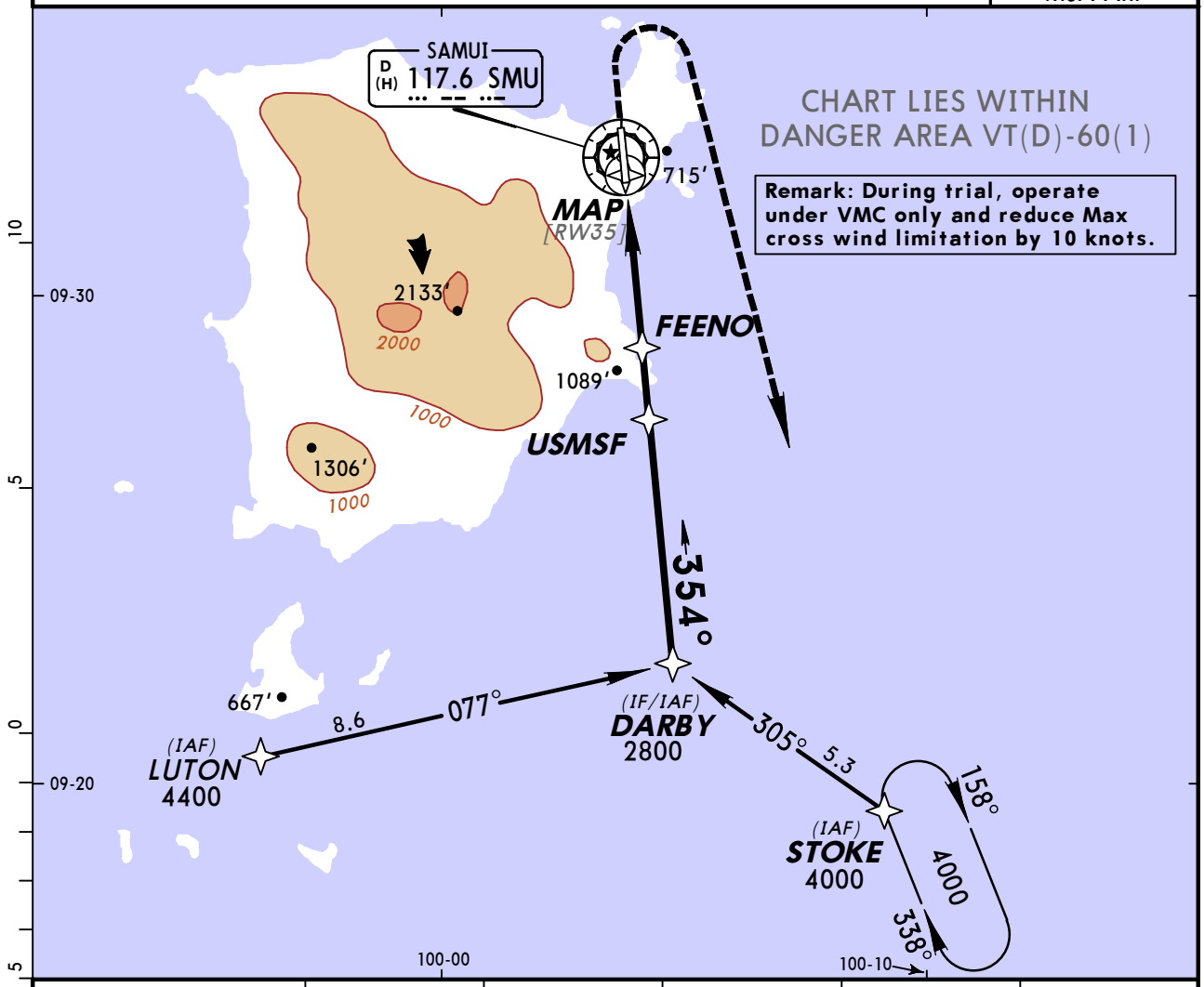
RNAV	Final Apch Crs	Minimum Alt USMSF	LNAV MDA(H)	Apt Elev 64′
	354°	1800′ (1744′)	1060′ (1004′)	Rwy 35 56′

MISSED APCH: Climb STRAIGHT AHEAD to 1400′, then turn RIGHT direct to STOKE at 4000′, and hold or as directed by ATC.

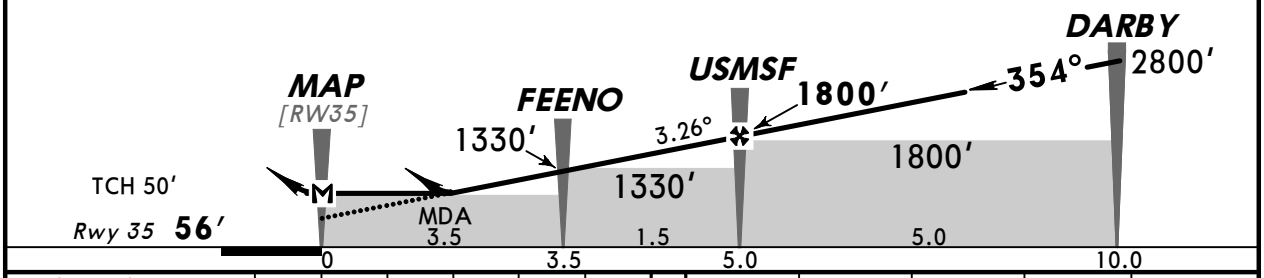
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000′

1. **FMS, RNP approach required.**





DISTANCE to THR	2.8	3.0	3.6	4.0	USMSF
ALTITUDE	1060′	1130′	1330′	1470′	1800′

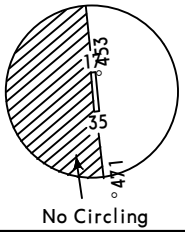


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.26°	404	519	577	692	808	923
MAP at MAP or USMSF to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L | 1400′ | 4000′ RT | D | STOKE

PANS OPS

STRAIGHT-IN LANDING RWY 35 LNAV		CIRCLE-TO-LAND	
MDA(H) 1060′ (1004′)		Max Kts	MDA(H)
C	4800m	180	1160′ (1096′)-4800m



CHANGES: MSA, notes.

VTSM/USM
SAMUI

JEPPESEN 21 NOV 14 (23-1)

SURAT THANI, THAILAND
CAT A & B

VOR Rwy 17

*ATIS	*SAMUI Approach (R)	*SAMUI Tower	*Ground
128.6	129.6	118.9	121.9

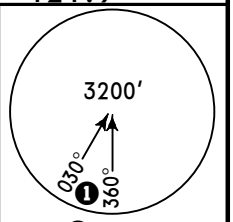
BRIEFING STRIP

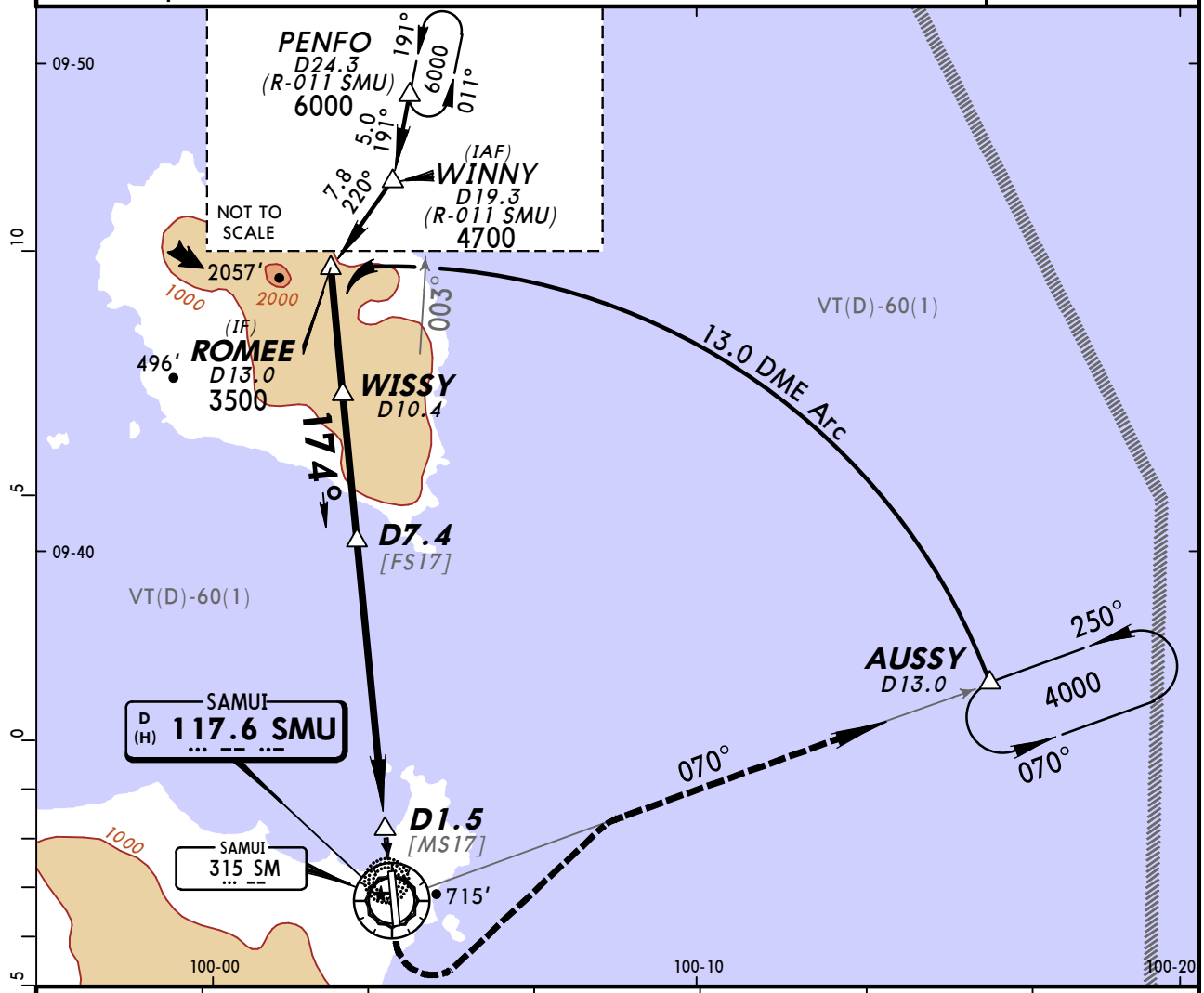
VOR	Final	Minimum Alt	MDA(H)	Apt Elev 64′
SMU	Apch Crs	D7.4		Rwy 17 43′
117.6	174°	2300′ (2257′)	1000′ (957′)	

MISSED APCH: Climb STRAIGHT AHEAD to SMU VOR, then turn LEFT to intercept SMU VOR R-070 outbound; proceed to AUSSY and continue climb to 4000′ and hold or as directed by ATC.

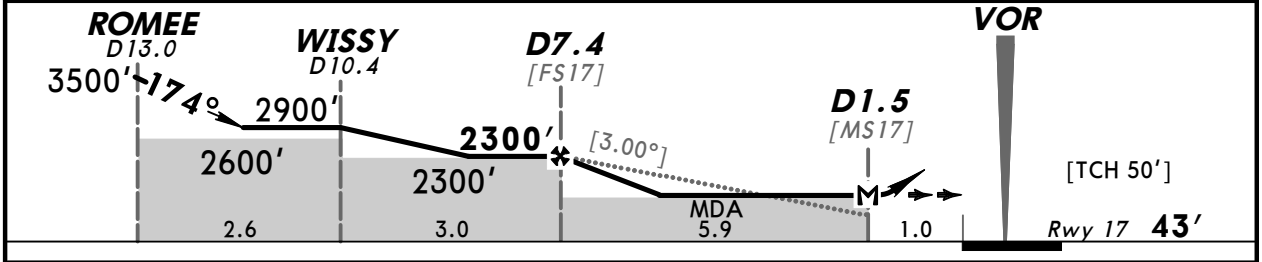
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′

1. DME required.





SMU DME	7.4	7.0	6.0	5.0	4.0	3.4
ALTITUDE	2300	2170′	1850′	1530′	1210′	1000′



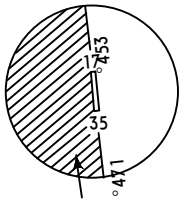
Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743	849
MAP at D1.5 or FAF to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13

PAPI-R

SMU 117.6

PANS OPS

STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND		
MDA(H) 1000′ (957′)		Max Kts	MDA(H)	
A	2000m	100	1160′ (1096′)-2000m	
B	2400m	135	1160′ (1096′)-2400m	



CHANGES: Notes, approach arc, circling minimums.

VTSM/USM
SAMUI

JEPPESEN 21 NOV 14 (23-2)

SURAT THANI, THAILAND
VOR A Rwy 17

CAT A & B

*ATIS	*SAMUI Approach (R)	*SAMUI Tower	*Ground
128.6	129.6	118.9	121.9

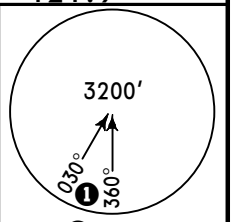
BRIEFING STRIP™

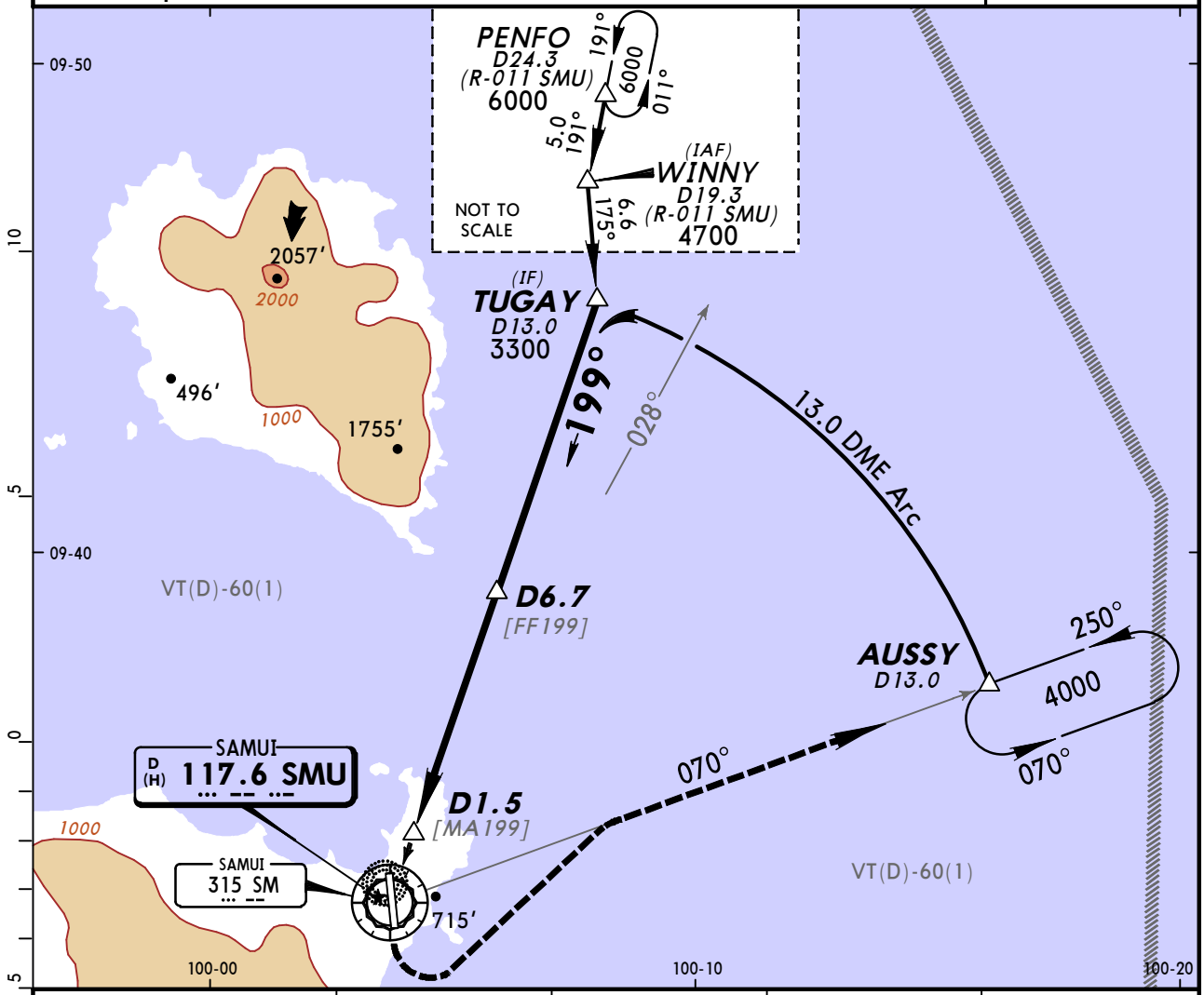
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 64′
SMU 117.6	199°	D6.7 2100′ (2057′)	Refer to Minimums	Rwy 17 43′

MISSED APCH: Climb STRAIGHT AHEAD to SMU VOR, then turn LEFT to intercept SMU VOR R-070 outbound; proceed to AUSSY and continue climb to 4000′ and hold or as directed by ATC.

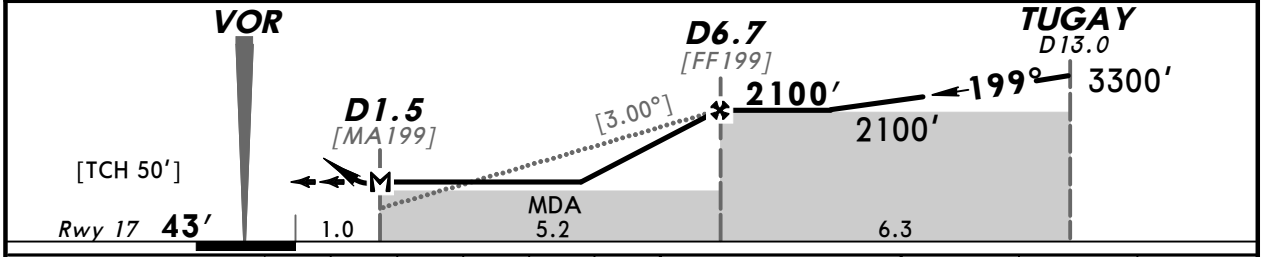
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′

1. DME required.





SMU DME	3.8	5.0	6.0	6.7
ALTITUDE	1160′	1550′	1870′	2100′



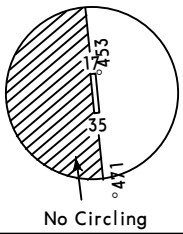
Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.5 or FAF to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

PAPI-R

SMU 117.6

PANS OPS

	STRAIGHT-IN LANDING	CIRCLE-TO-LAND Max Kts	MDA(H)
A	NOT AUTHORIZED	100	1160′ (1096′)-2400m
B		135	



CHANGES: Notes, approach arc.

VTSM/USM
SAMUI

JEPPESEN 21 NOV 14 (23-3)

SURAT THANI, THAILAND
CAT A & B

VOR Rwy 35

*ATIS	*SAMUI Approach (R)	*SAMUI Tower	*Ground
128.6	129.6	118.9	121.9

BRIEFING STRIP™

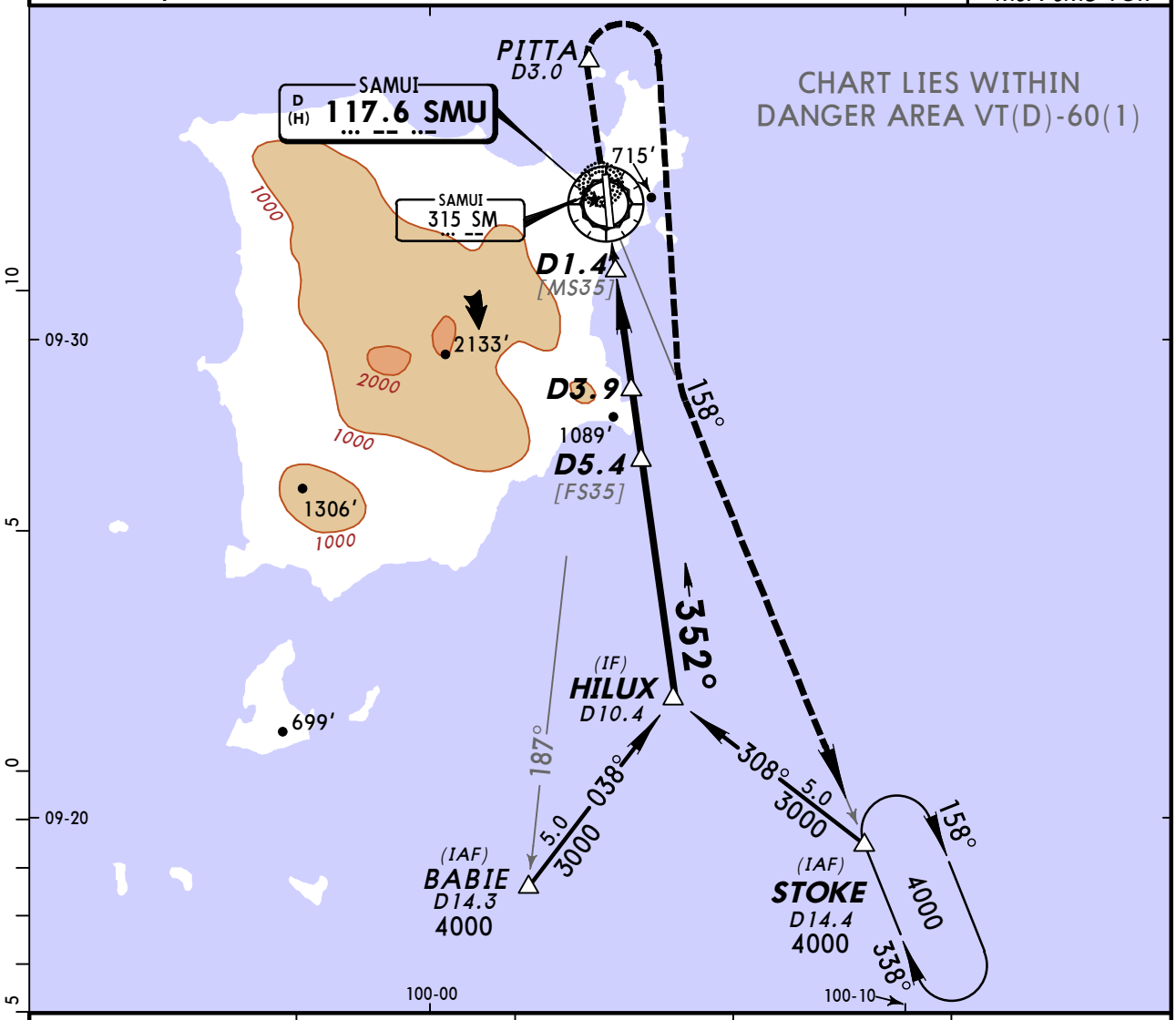
VOR SMU	Final Apch Crs	Minimum Alt D5.4	MDA(H)	Apt Elev 64′
117.6	352°	1700′ (1644′)	680′ (624′)	Rwy 35 56′

MISSED APCH: Climb STRAIGHT AHEAD to PITTA/D3.0, then turn RIGHT to intercept SMU VOR R-158 outbound; proceed to STOKE at 4000′ and hold or as directed by ATC.

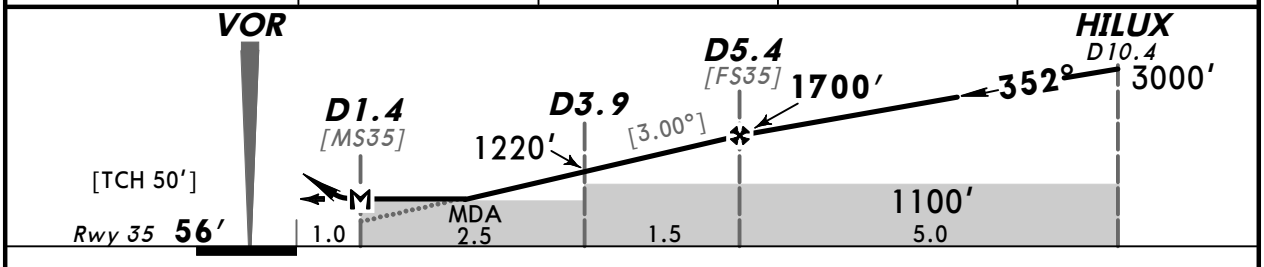
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000′

1. DME required.

3200′
030°
360°
3800′
MSA SMU VOR



SMU DME	2.2	3.0	4.0	5.4
ALTITUDE	680′	940′	1260′	1700′



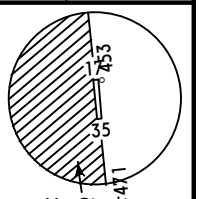
Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743	849
MAP at D1.4 or FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

PAPI-L

PITTA

PANS OPS

STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
MDA(H) 680′ (624′)		Max Kts	MDA(H)
A	1900m	100	1160′ (1096′)-2000m
B		135	1160′ (1096′)-2400m



CHANGES: Notes, minimums.

VTSM/USM
SAMUI

JEPPESEN 21 NOV 14 (23-4)

SURAT THANI, THAILAND
CAT C

VOR Rwy 17

*ATIS	*SAMUI Approach (R)	*SAMUI Tower	*Ground
128.6	129.6	118.9	121.9

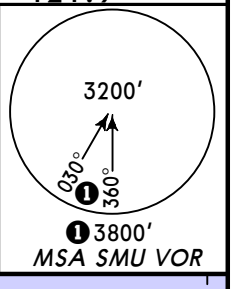
BRIEFING STRIP

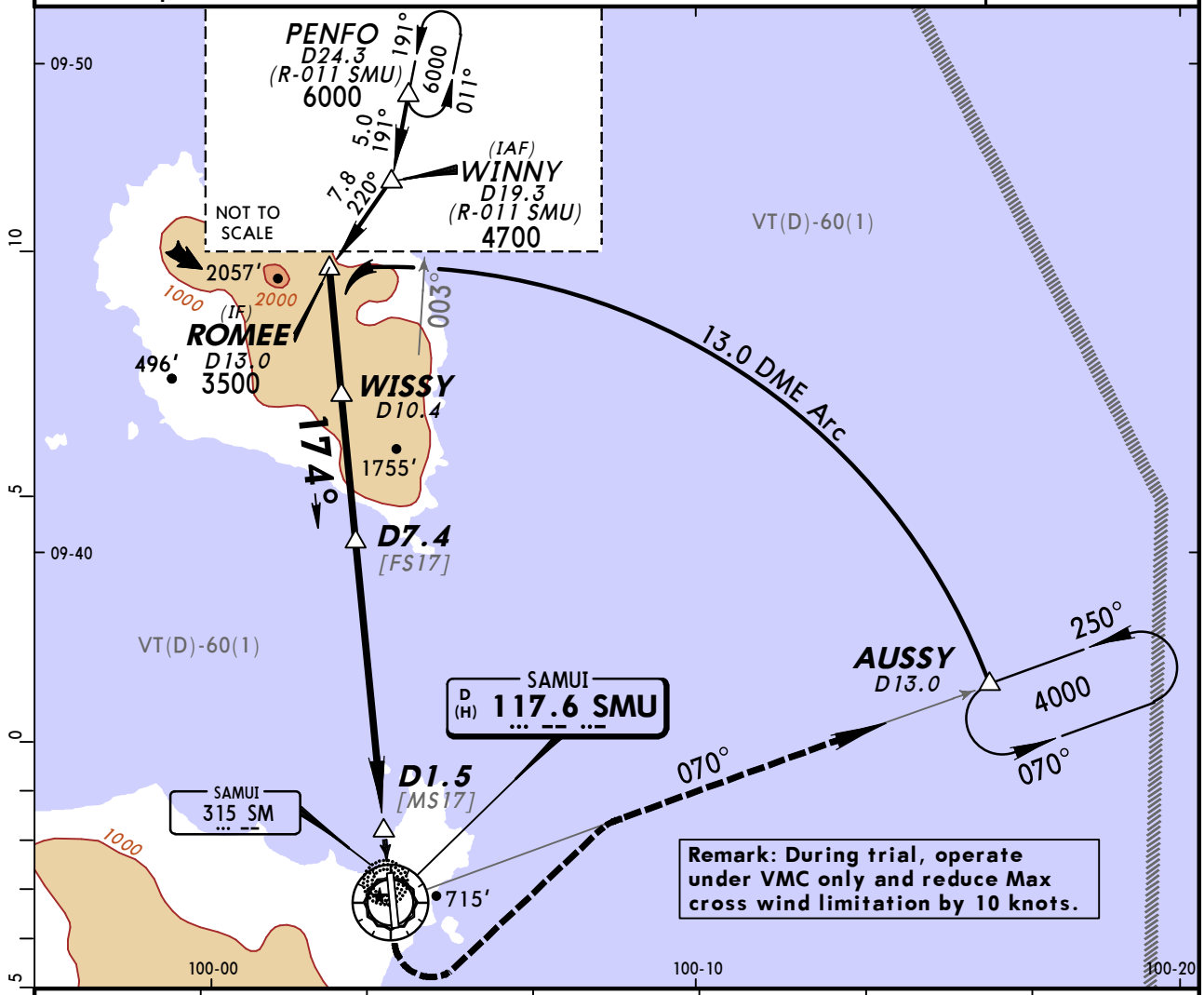
VOR SMU	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 64′
117.6	174°	D7.4 2300′ (2257′)	1000′ (957′)	Rwy 17 43′

MISSED APCH: Climb STRAIGHT AHEAD to SMU VOR, then turn LEFT to intercept SMU VOR R-070 outbound; proceed to AUSSY and continue climb to 4000′ and hold or as directed by ATC.

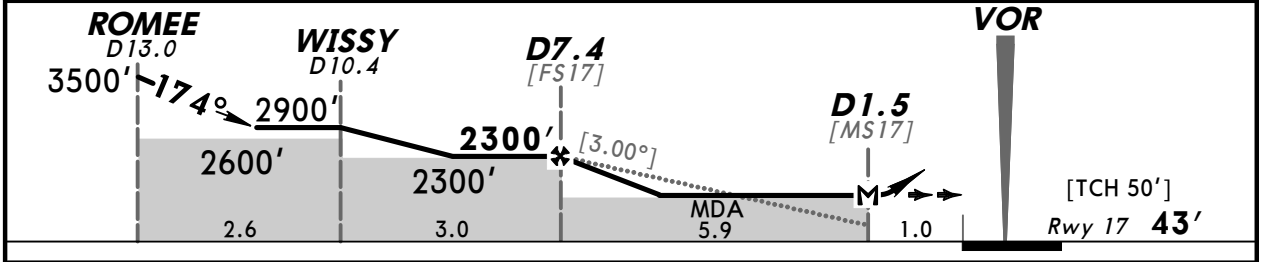
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′

1. DME required.





SMU DME	7.4	7.0	6.0	5.0	4.0	3.4
ALTITUDE	2300	2170′	1850′	1530′	1210′	1000′



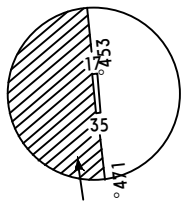
Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743	849
MAP at D1.5 or FAF to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13

PAPI-R

SMU 117.6

PANS OPS

STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
MDA(H) 1000′ (957′)		Max Kts	MDA(H)
C	4800m	180	1160′ (1096′)-4800m



CHANGES: Notes, approach arc.

VTSM/USM
SAMUI

JEPPESEN
21 NOV 14 (23-5)

SURAT THANI, THAILAND
CAT C
VOR A Rwy 17

*ATIS	*SAMUI Approach (R)	*SAMUI Tower	*Ground
128.6	129.6	118.9	121.9

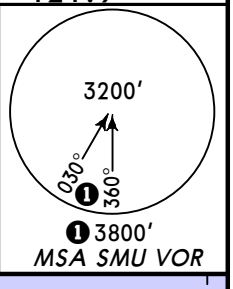
BRIEFING STRIP

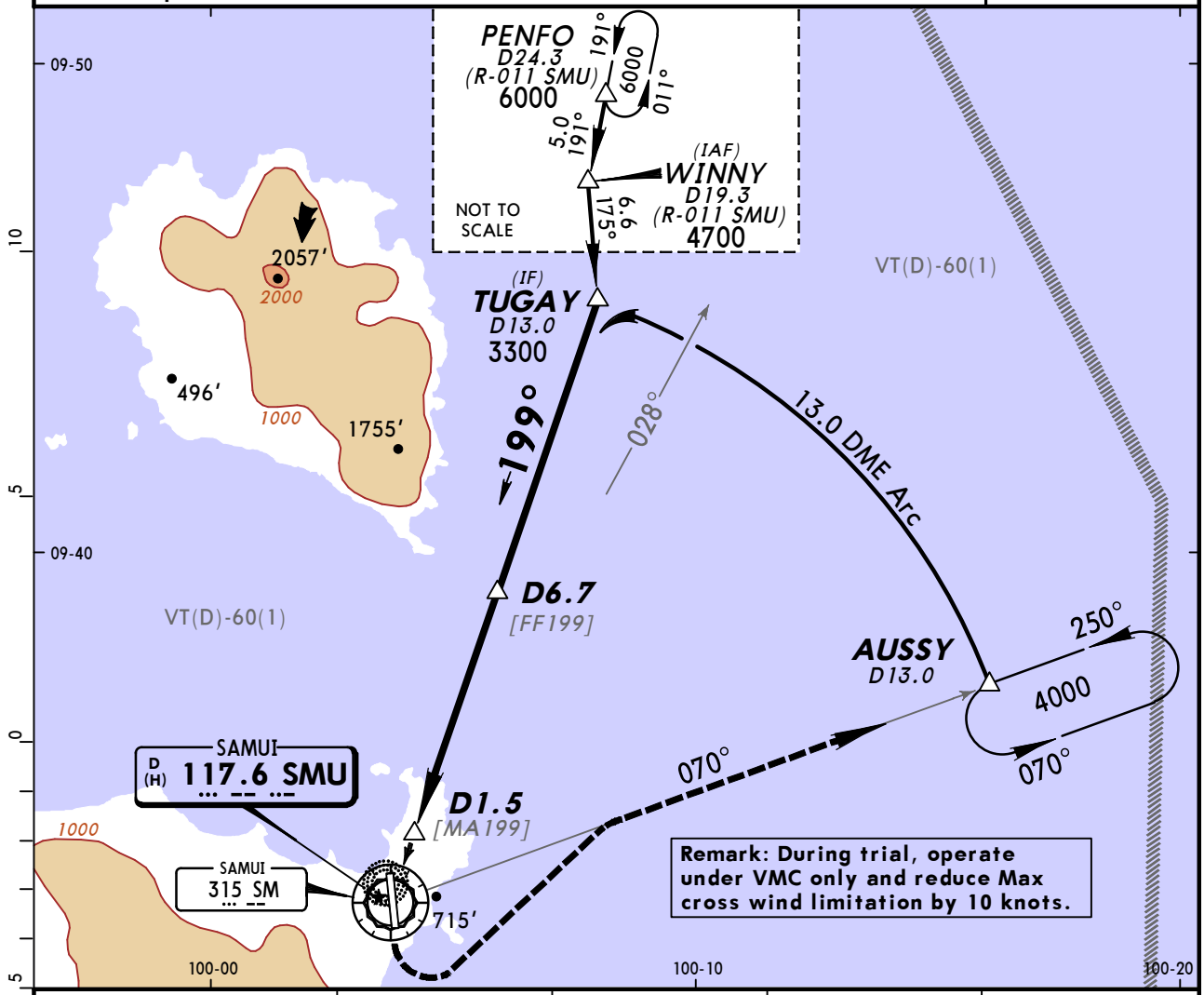
VOR SMU	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 64′
117.6	199°	D6.7 2100′ (2057′)	Refer to Minimums	Rwy 17 43′

MISSED APCH: Climb STRAIGHT AHEAD to SMU VOR, then turn LEFT to intercept SMU VOR R-070 outbound; proceed to AUSSY and continue climb to 4000′ and hold or as directed by ATC.

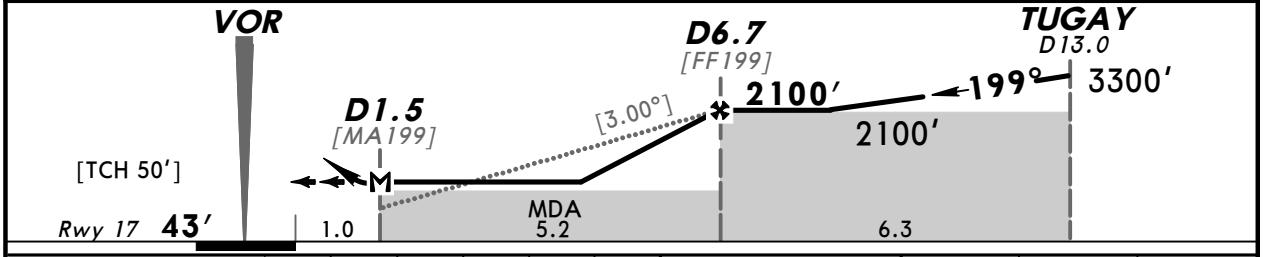
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000′

1. **DME required.**





SMU DME	3.8	5.0	6.0	6.7
ALTITUDE	1160′	1550′	1870′	2100′



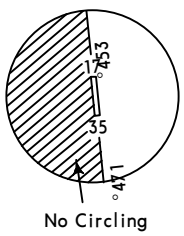
Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.5 or FAF to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

PAPI-R

SMU 117.6

PANS OPS

STRAIGHT-IN LANDING		Max Kts	CIRCLE-TO-LAND MDA(H)
C	NOT AUTHORIZED	180	1160′ (1096′)-4800m



CHANGES: Notes, approach arc.

VTSM/USM
SAMUI

JEPPESEN 21 NOV 14 (23-6)

SURAT THANI, THAILAND
CAT C **VOR Rwy 35**

*ATIS	*SAMUI Approach (R)	*SAMUI Tower	*Ground
128.6	129.6	118.9	121.9

BRIEFING STRIP™

VOR SMU	Final Apch Crs	Minimum Alt D5.4	MDA(H)	Apt Elev 64′
117.6	352°	1700′ (1644′)	680′ (624′)	Rwy 35 56′

MISSED APCH: Climb STRAIGHT AHEAD to PITTA/D3.0, then turn RIGHT to intercept SMU VOR R-158 outbound; proceed to STOKE at 4000′ and hold or as directed by ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′

1. DME required.

3200′ 030° 360° 3800′ MSA SMU VOR

PITTA D3.0

SAMUI D (H) 117.6 SMU ... -- ...

SAMUI 315 SM ... --

715′

CHART LIES WITHIN DANGER AREA VT(D)-60(1)

Remark: During trial, operate under VMC only and reduce Max cross wind limitation by 10 knots.

D1.4 [MS35]

158°

D3.9 1089′

D5.4 [FS35]

352°

(IF) HILUX D10.4 3000

187° 5.0

038°

308° 5.0

158°

(IAF) BABIE D14.3 4000

(IAF) STOKE D14.4 4000

4000

338°

2133′ 1306′ 699′

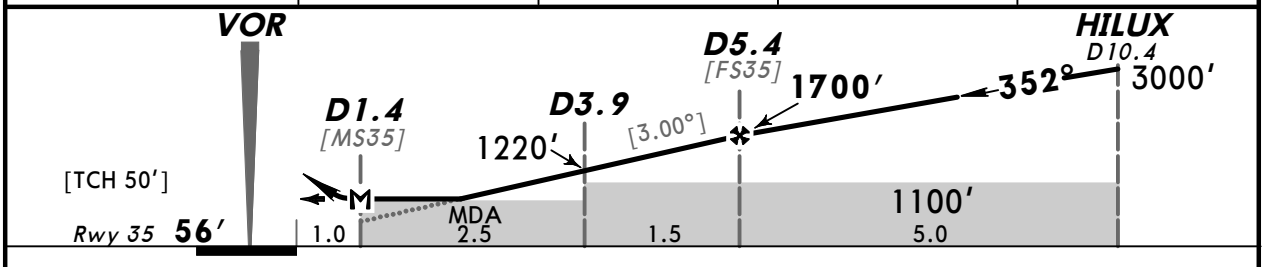
1000 2000 1000 1000

09-30 09-20

100-00 100-10

10 5 0 5

SMU DME	2.2	3.0	4.0	5.4
ALTITUDE	680′	940′	1260′	1700′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743	849
MAP at D1.4 or FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

PAPI-L

PITTA

PANS OPS

STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
MDA(H) 680′ (624′)		Max Kts	MDA(H)
C	2800m	180	1160′ (1096′)-4800m

153° 35 471 No Circling

CHANGES: Notes, circling minimums.

JEPPESEN
JeppView for Windows

Chart changes since cycle 01-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SURAT THANI, (SAMUI - VTSM)				
REV	AIRPORT, PARKING, AIRPORT...	20-9	25 Jan 2019	31 Jan 2019

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VTSM