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: 2258 Z
Sunset: 1137 Z

Runway Information

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

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

Communication Information

ATIS: 128.600
Samui Tower: 118.900
Samui Ground: 121.900
Samui Approach: 129.600 Remote Communications Air-Ground

1. GENERAL

1.1. ATIS

*ATIS 128.6

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. ICAO Noise Abatement Departure Procedure Rwy 17/35

1.2.1.1. 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.

1.2.1.2. 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.

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

1.2.1.4. 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).

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

1.2.2. Noise Mitigating Measures

1.2.2.1. 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

1.2.2.2. 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.

1.2.2.3. 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.

1.2.2.4. 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.

1.2.3. Noise Level Limits

1.2.3.1. 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.

1.2.3.2. 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.

1.2.3.3. Exempted (MCC3) Aircraft

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

2. ARRIVAL

2.1. SPEED CONTROL PROCEDURE IN SAMUI TMA

2.1.1. All arriving turbo-propeller and turbo-jet aircraft when flying below 10 000′ AMSL are subject to fly not faster than indicated air speed 250 KT unless authorized by ATC.
2.1.2. Speed will be reduced to 220 KT during 20-25 track miles from touchdown.
2.1.3. 180 KT at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course.
2.1.4. 150 to 160 KT at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extend determined by ATC.
2.1.5. Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
2.1.6. ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase ″NO SPEED RESTRICTIONS″. An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase ″RESUME NORMAL SPEED″ will be used.
2.1.7. All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
2.1.8. If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

NOTE - an instruction to ″RESUME NORMAL SPEED″ does not cancel speed restrictions that applicable to published procedure of upcoming segments of flight, aircraft shall comply speed restrictions specified in 2.1.1., 2.1.2., 2.1.3. and 2.1.4.

CHANGES: New procedures at this airport.

VTSM/USM
SAMUI

Apt Elev 64	Trans alt: 11000 1. RNP1 required. 2. GNSS required. 3. If unable to comply with SID or climb gradient, advise SAMUI Ground Control on 121.9.

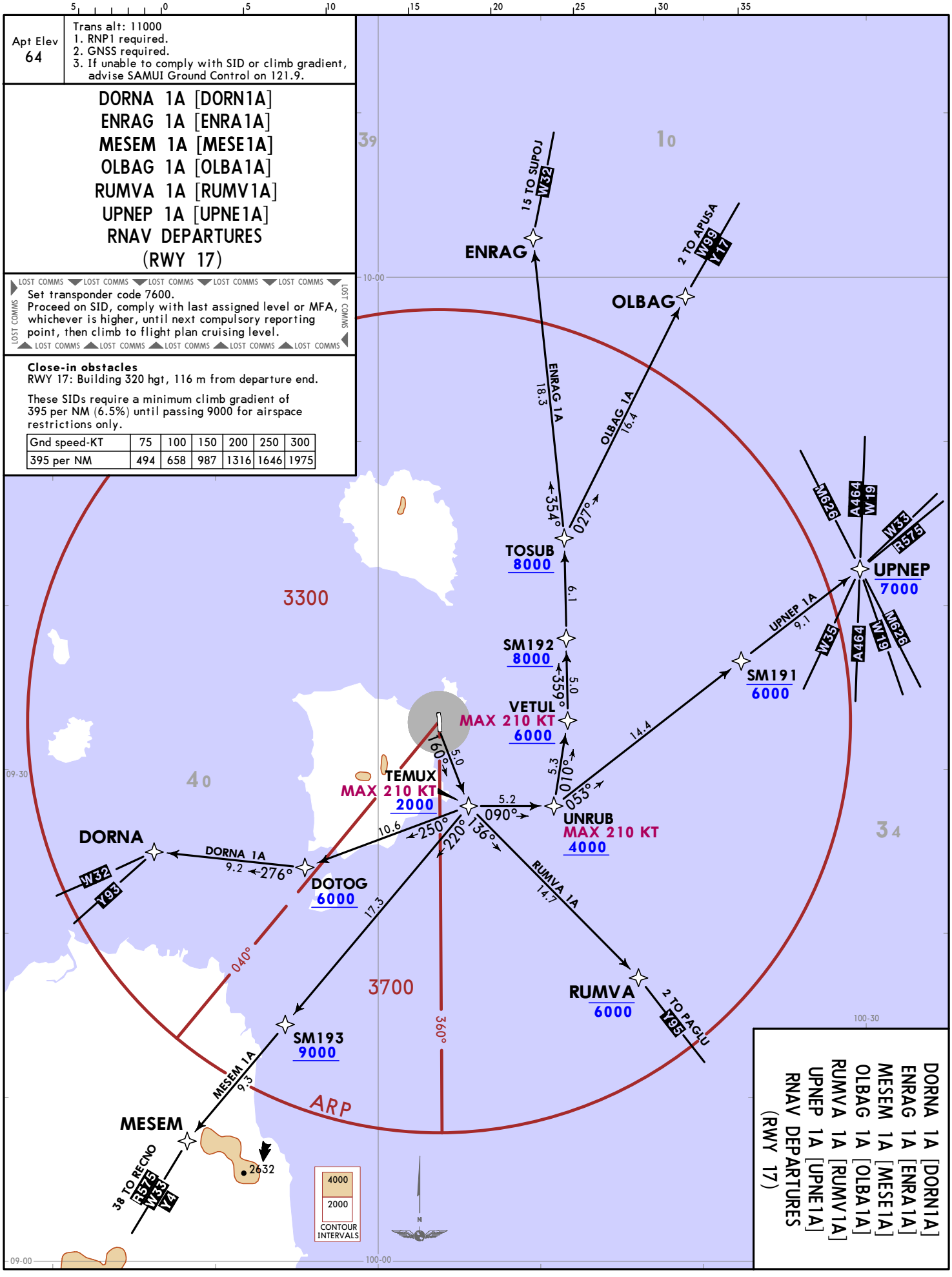
DORNA 1A [DORN1A]
ENRAG 1A [ENRA1A]
MESEM 1A [MESE1A]
OLBAG 1A [OLBA1A]
RUMVA 1A [RUMV1A]
UPNEP 1A [UPNE1A]
RNAV DEPARTURES
(RWY 17)

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

Close-in obstacles
RWY 17: Building 320 hgt, 116 m from departure end.

These SIDs require a minimum climb gradient of 395 per NM (6.5%) until passing 9000 for airspace restrictions only.

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



SURAT THANI, THAILAND

JEPPESEN
12 JUN 20
20-3
Eff 18 Jun
RNAV SID

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

CHANGES: New procedures at this airport.

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

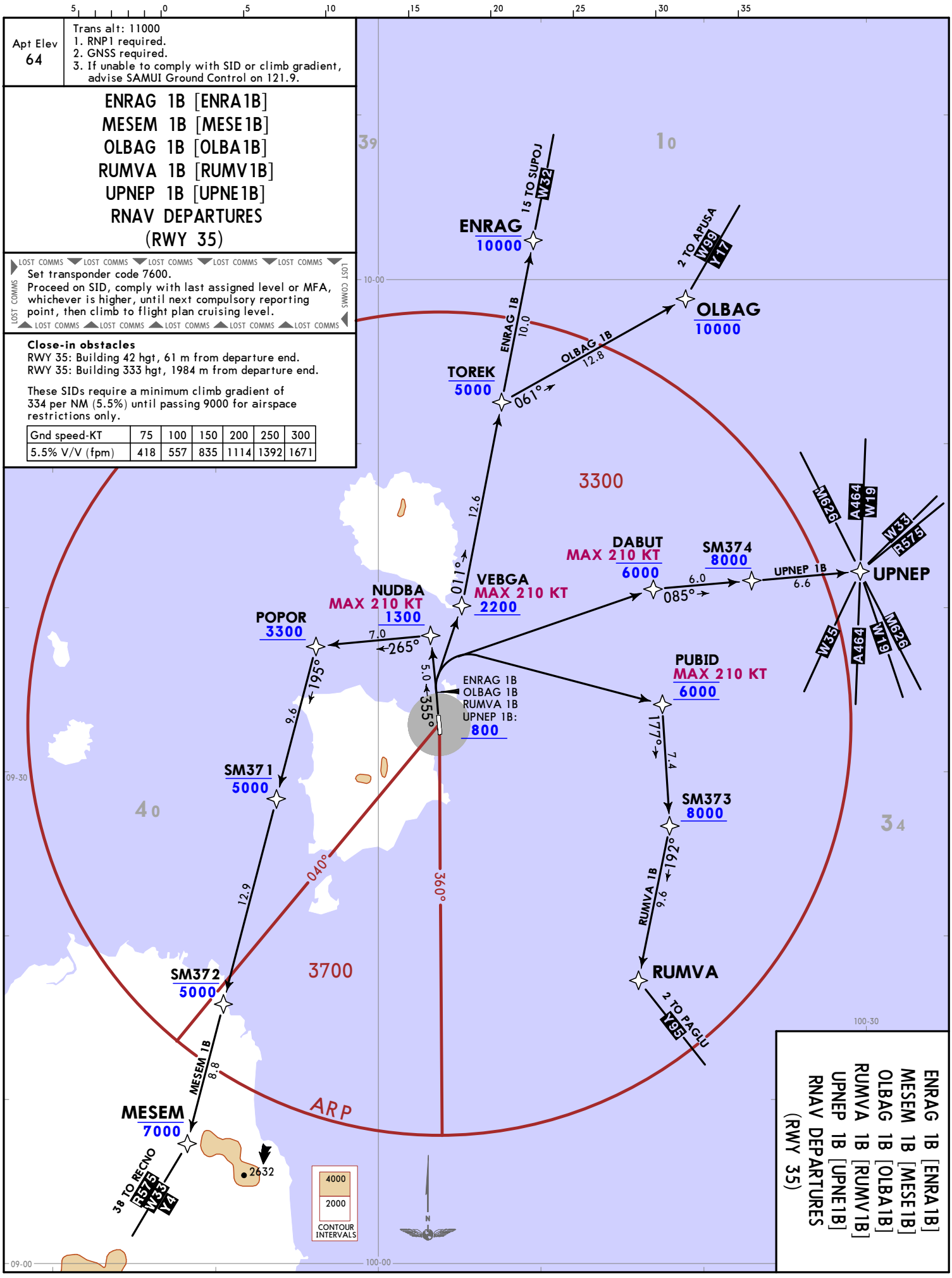
ENRAG 1B [ENRA1B]
MESEM 1B [MESE1B]
OLBAG 1B [OLBA1B]
RUMVA 1B [RUMV1B]
UPNEP 1B [UPNE1B]
RNAV DEPARTURES
(RWY 35)

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

Close-in obstacles
RWY 35: Building 42 hgt, 61 m from departure end.
RWY 35: Building 333 hgt, 1984 m from departure end.

These SIDs require a minimum climb gradient of 334 per NM (5.5%) until passing 9000 for airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671



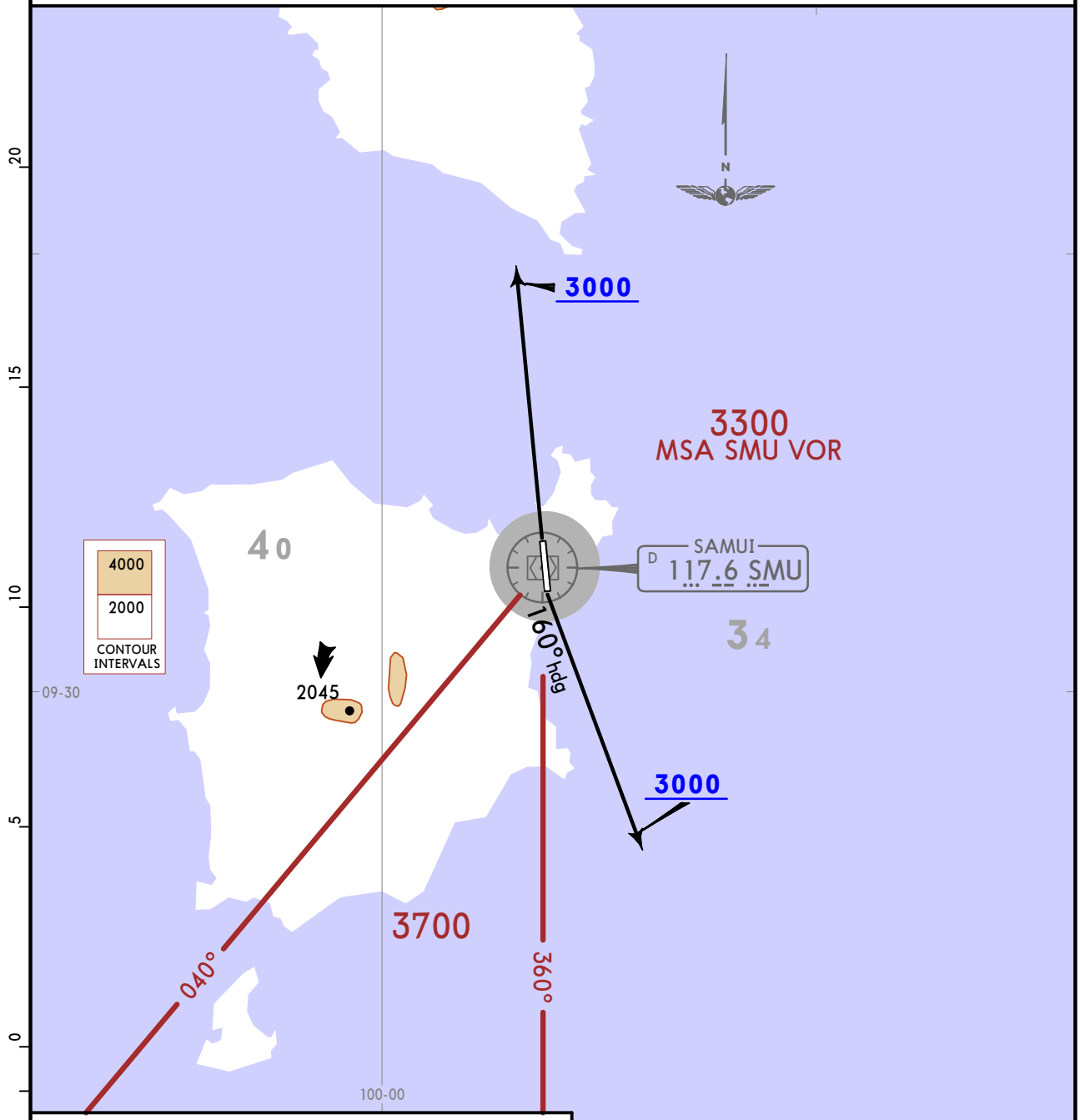
ENRAG 1B [ENRA1B]
MESEM 1B [MESE1B]
OLBAG 1B [OLBA1B]
RUMVA 1B [RUMV1B]
UPNEP 1B [UPNE1B]
RNAV DEPARTURES
(RWY 35)

VTSM/USM
SAMUI

JEPPESEN
SURAT THANI, THAILAND
12 JUN 20
20-3A
Eff 18 Jun
RNAV SID

Apt Elev 64	Trans alt: 11000 1. OMNIDIRECTIONAL departures during take-off and initial climb-out are permitted during the day and night. ATC clearance to execute an OMNIDIRECTIONAL depature may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot. 2. The pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below. 3. The pilot shall be responsible for adherence to such obtained ATC clearance. 4. The pilot prior to take-off shall agree to execute this procedure. 5. The ATC clearance shall be readback.

OMNI DEPARTURE
[OMNI]
(ALL RWYS)



This SID requires a minimum climb gradient of:
402 FT/NM (6.6%) until 3700.

Gnd speed-KT	75	100	150	200	250	300
402 FT/NM	503	670	1005	1340	1675	2010

RWY	INITIAL CLIMB
17	No turn before DER. After departure climb on heading 160° until 3000, then comply with ATC clearance issued (or as directed by ATC).
35	No turn before DER. After departure climb stright ahead until 3000, then comply with ATC clearance issued (or as directed by ATC).

CHANGES: New procedure at this airport.

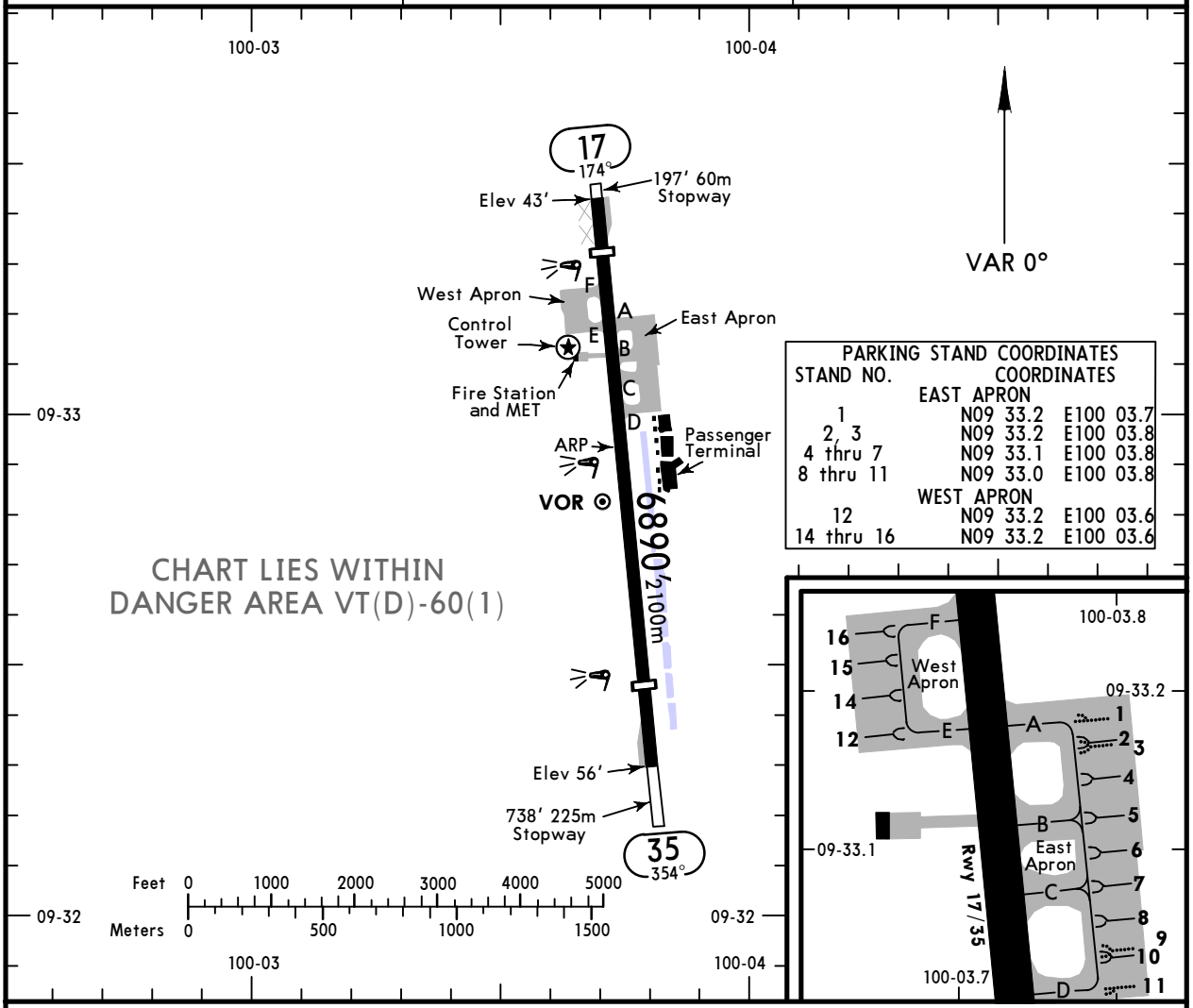
VTSM/USM SURAT THANI, THAILAND

Apt Elev **64′**
N09 32.9 E100 03.8

JEPPESEN 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

9 JUL 21
Eff 15 Jul

22-1

CAT C

SURAT THANI, THAILAND
RNP Rwy 17

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

BRIEFING STRIP ™

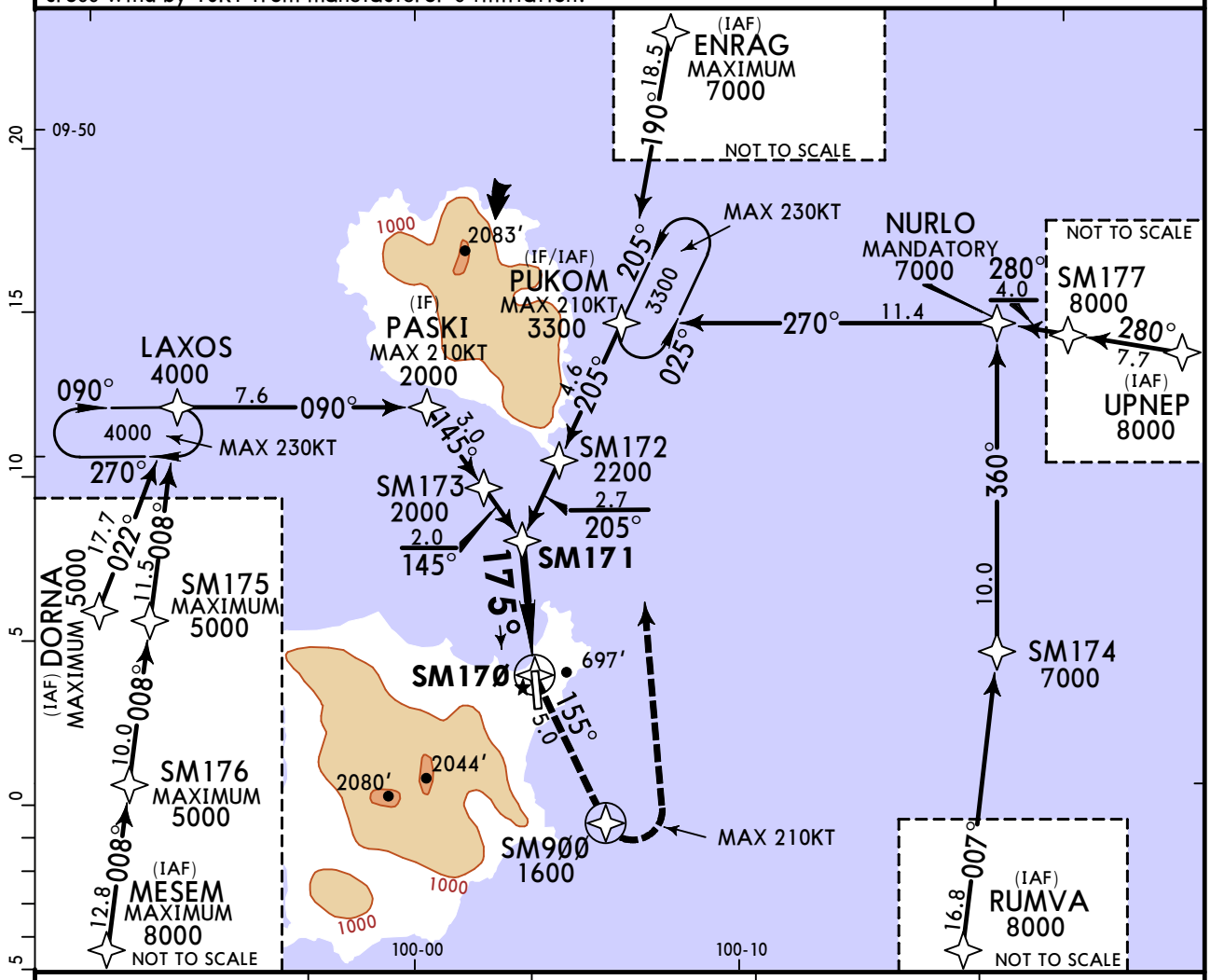
RNAV	Final Apch Crs 175°	SM171 MANDATORY 1400′(1357′)	LNAV MDA(H) 1000′(957′)	Apt Elev 64′ Rwy 43′

MISSED APCH: Turn LEFT, climb on track 155° to SM90Ø, then turn LEFT direct to PUKOM at minimum 3300′ and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.

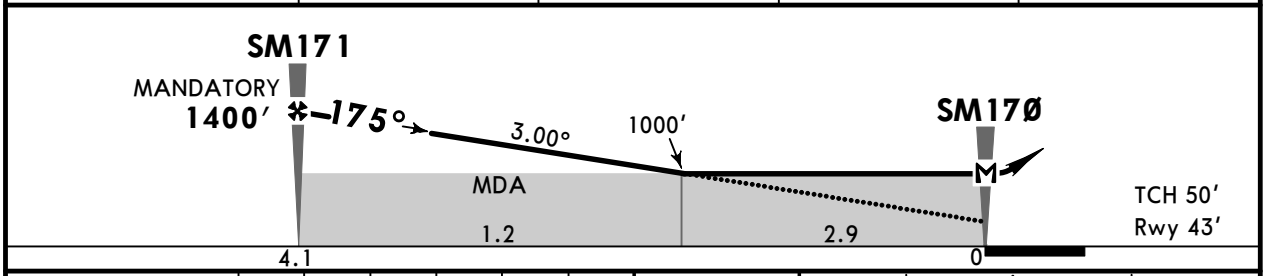
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000′

1. No horizontal segment available within intermediate approach segment due to terrain restriction. 2. CAUTION: Operate under VMC only. 3. CAUTION: Reduce max cross wind by 10KT from manufacturer's limitation.

3300
040°
360°
1 3700
MSA ARP



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at SM170						

PAPI-R | LT | on | 155° track | SM90Ø

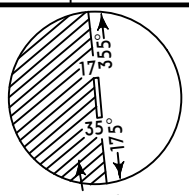
PANS OPS

STRAIGHT-IN LANDING RWY 17
LNAV
MDA(H) 1000′(957′)

C	4800m

CIRCLE-TO-LAND

Max Kts	MDA(H)
180	1400′(1336′)-4800m



CHANGES: Procedure title.

VTSM/USM
SAMUI

JEPPESEN

9 JUL 21
Eff 15 Jul

22-2

CAT A & B

SURAT THANI, THAILAND
RNP Rwy 17

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

BRIEFING STRIP ™

RNAV	Final Apch Crs	SM171 MANDATORY	LNAV MDA(H)	Apt Elev 64′
	175°	1400′ (1357′)	1000′ (957′)	Rwy 43′

MISSED APCH: Turn LEFT, climb on track 155° to SM9ØØ, then turn LEFT direct to PUKOM at minimum 3300′ and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.

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

No horizontal segment available within intermediate approach segment due to terrain restriction.

3300
040°
360°
1 3700
MSA ARP

09-50

(IAF) ENRAG MAXIMUM 7000
190° 18.5
NOT TO SCALE

MAX 230KT
205°
3300
025°
NURLO MANDATORY 7000
270° 11.4
280° 4.0
NOT TO SCALE
SM177 8000
280° 7.7
(IAF) UPNEP 8000

1000
2083′
(IF/IAF) PUKOM MAX 210KT 3300
(IF) PASKI MAX 210KT 2000
4.6
205°

LAXOS 4000
090°
7.6
090°
4000
MAX 230KT
270°
3.0
145°
SM172 2200
2.7
205°
SM173 2000
2.0
145°
SM171
175°

(IAF) DORNA MAXIMUM 5000
17.7
022°
11.5
008°
SM175 MAXIMUM 5000
10.0
008°
SM176 MAXIMUM 5000
008°
12.8
(IAF) MESEM MAXIMUM 8000
NOT TO SCALE

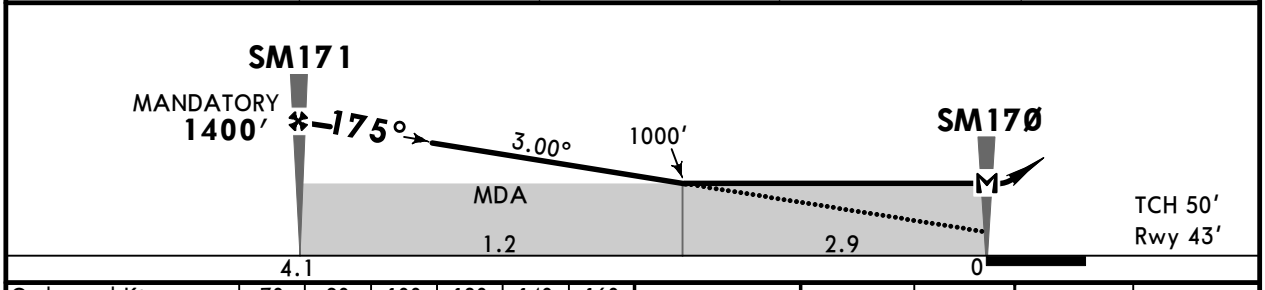
SM170
697′
155°
5.0
2080′
2044′
1000
1000
SM9ØØ 1600
MAX 210KT

360°
10.0
SM174 7000

007°
16.8
(IAF) RUMVA 8000
NOT TO SCALE

100-00
100-10

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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at SM170							

PAPI-R | LT | on | 155° track | SM9ØØ

PANS OPS

STRAIGHT-IN LANDING RWY 17
LNAV
MDA(H) 1000′ (957′)

A	2000m
B	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1400′ (1336′) -2000m
135	1400′ (1336′) -2400m

355°
17
35
175°
No Circling

CHANGES: Procedure title.

VTSM/USM SAMUI

JEPPESEN

9 JUL 21
Eff 15 Jul

22-3

CAT C

SURAT THANI, THAILAND
RNP Rwy 35

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

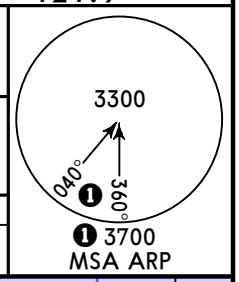
BRIEFING STRIP

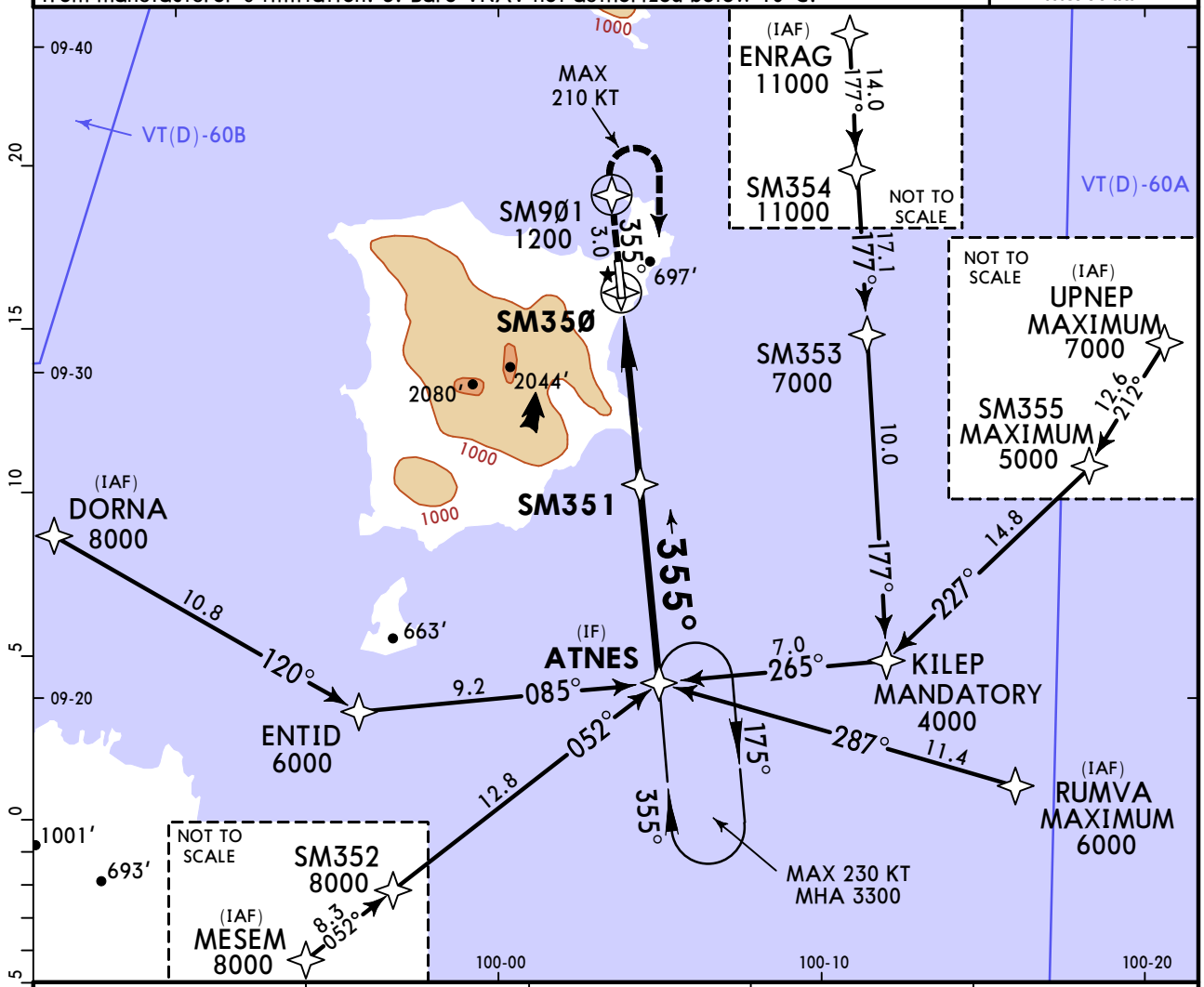
RNAV	Final Apch Crs	SM351 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 64′
	355°	2100′ (2044′)	1120′ (1064′)	Rwy 56′

MISSED APCH: Climb on track 355° to SM9Ø1, then turn RIGHT direct to ATNES at minimum 3300′ and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.

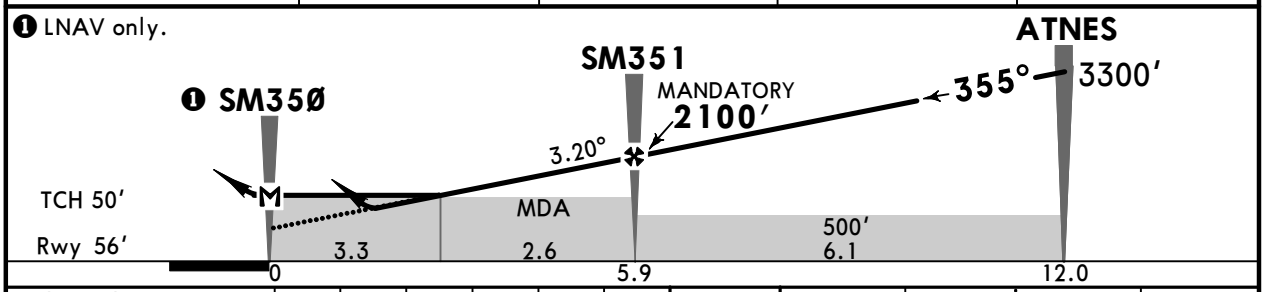
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000′

1. CAUTION: Operate under VMC only. 2. CAUTION: Reduce max cross wind by 10 KT from manufacturer's limitation. 3. Baro-VNAV not authorized below 10°C.





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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.20°	396	510	566	679	793	906
LNAV/VNAV: MAP at DA						
LNAV: MAP at SM35Ø						

PAPI-L | on 355° track | SM9Ø1

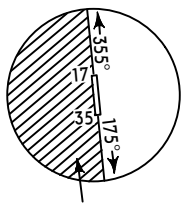
PANS OPS

STRAIGHT-IN LANDING RWY 35

	LNAV/VNAV	LNAV
	DA(H) 1120′ (1064′)	MDA(H) 1220′ (1164′)
C	4800m	4800m

CIRCLE-TO-LAND

Max Kts	MDA(H)
180	1400′ (1336′) -4800m



CHANGES: Procedure title.

VTSM/USM SAMUI

JEPPESEN

9 JUL 21
Eff 15 Jul

22-4

CAT A & B

SURAT THANI, THAILAND RNP Rwy 35

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

BRIEFING STRIP

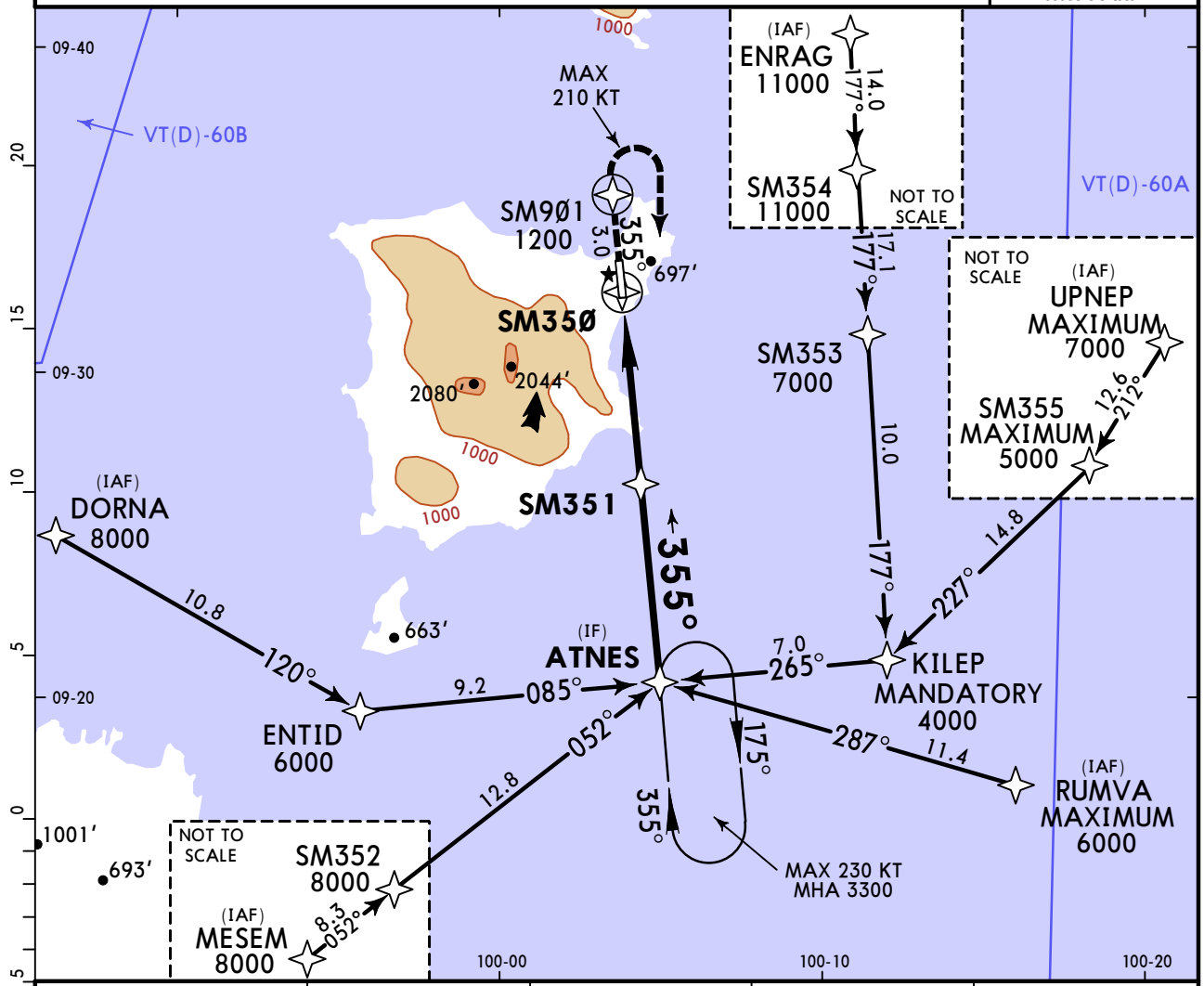
RNAV	Final Apch Crs	SM351 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 64′
	355°	2100′ (2044′)	1120′ (1064′)	Rwy 56′

MISSED APCH: Climb on track 355° to SM9Ø1, then turn RIGHT direct to ATNES at minimum 3300′ and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.

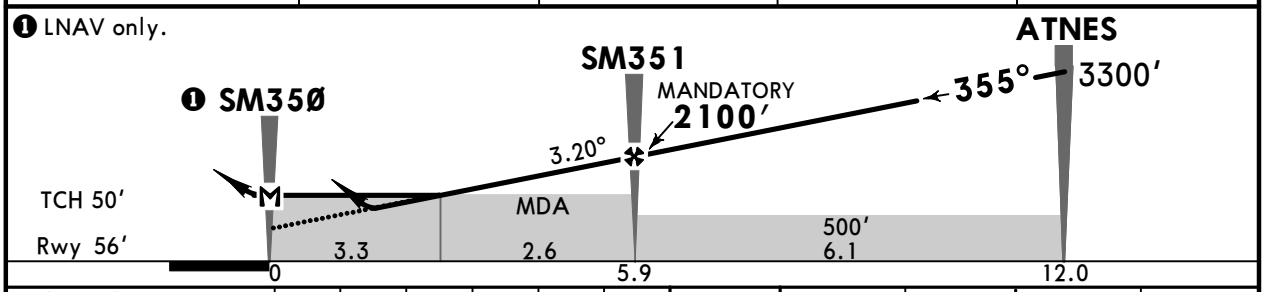
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000′

Baro-VNAV not authorized below 10°C.

3300
040°
360°
❶ 3700
MSA ARP



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
LNAV/VNAV: MAP at DA							
LNAV: MAP at SM35Ø							

PAPI-L ↑ on 355° track SM9Ø1

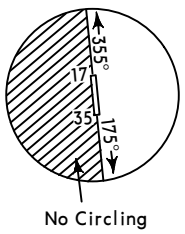
PANS OPS

STRAIGHT-IN LANDING RWY 35

	LNAV/VNAV DA(H) 1120′ (1064′)	LNAV MDA(H) 1220′ (1164′)
A	2000m	2000m
B	2400m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1400′ (1336′) -2000m
135	1400′ (1336′) -2400m



CHANGES: Procedure title.

VTSM/USM
SAMUI

JEPPESEN
12 JUN 20
Eff 18 Jun
23-1

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

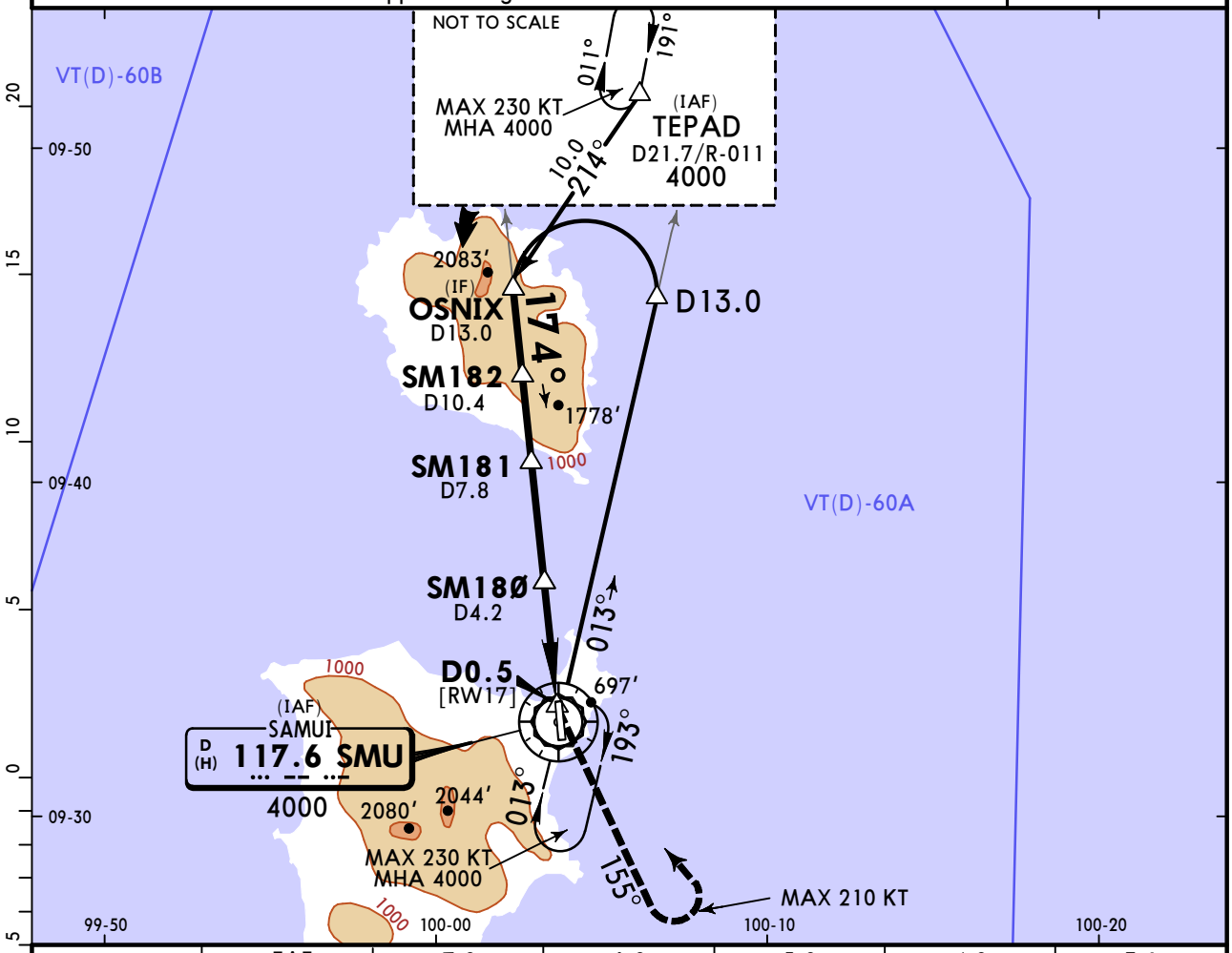
VOR SMU	Final Apch Crs	SM181 MANDATORY	MDA(H)	Apt Elev 64′
117.6	174°	2400′ (2357′)	920′ (877′)	Rwy 43′

MISSED APCH: At MAP, turn LEFT climb on track 155° to 2000′, then turn LEFT to SMU VOR at minimum 4000′ and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.

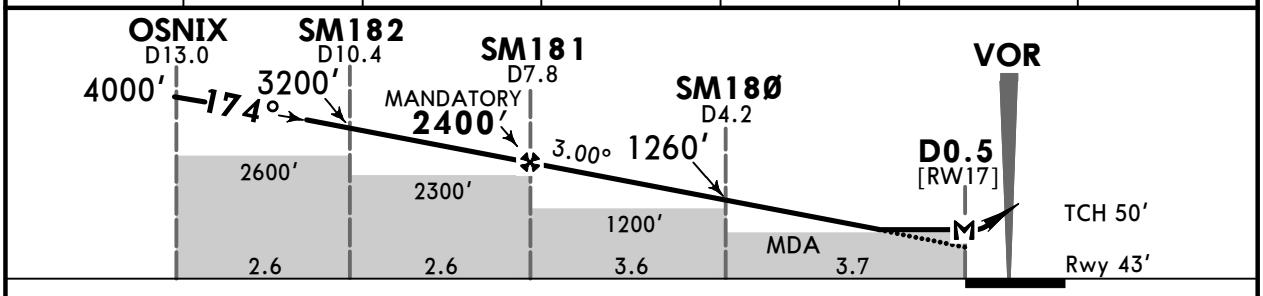
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′

1. DME required. 2. CAUTION: Operate under VMC only. 3. CAUTION: Reduce max cross wind by 10 KT from manufacturer's limitation. 4. No horizontal segment available within intermediate approach segment due to terrain restrictions.

3300
040°
360°
3700
MSA SMU VOR



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



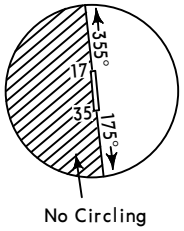
Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5							

PAPI-R

2000′ LT on 155° track

PANS OPS

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND		
MDA(H) 920′ (877′)			Max Kts	MDA(H)	
C	4000m		180	1400′(1336′)-4800m	



CHANGES: Reindexed, procedure revised.

VTSM/USM
SAMUI

JEPPESEN
12 JUN 20
Eff 18 Jun
23-2

SURAT THANI, THAILAND
CAT A & B
VOR Rwy 17

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

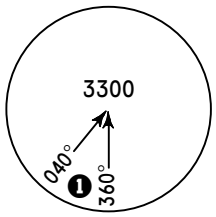
BRIEFING STRIP

VOR SMU	Final Apch Crs	SM181 MANDATORY	MDA(H)	Apt Elev 64′
117.6	174°	2400′ (2357′)	920′ (877′)	Rwy 43′

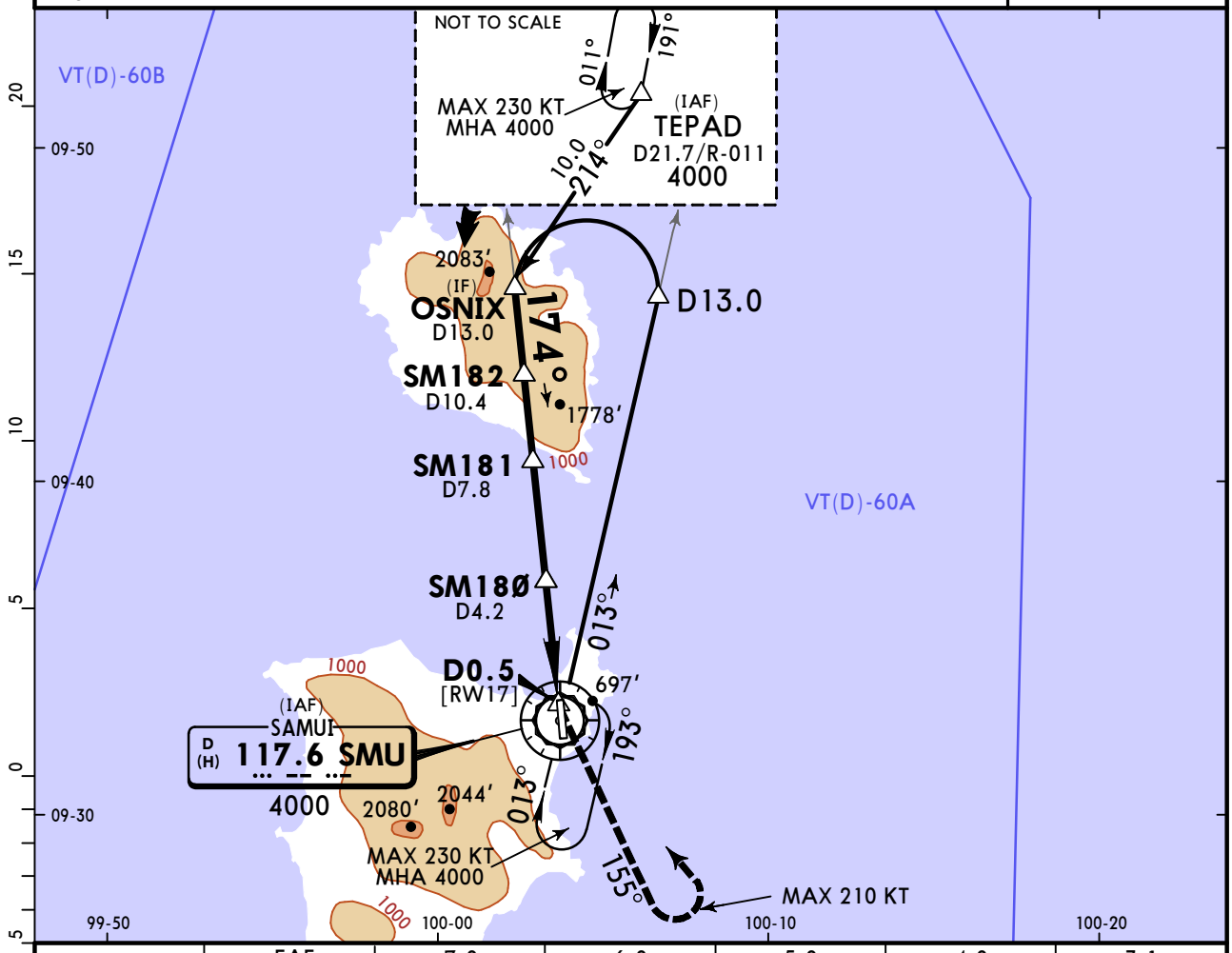
MISSED APCH: At MAP, turn LEFT climb on track 155° to 2000′, then turn LEFT to SMU VOR at minimum 4000′ and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 210 KT until after turn.

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

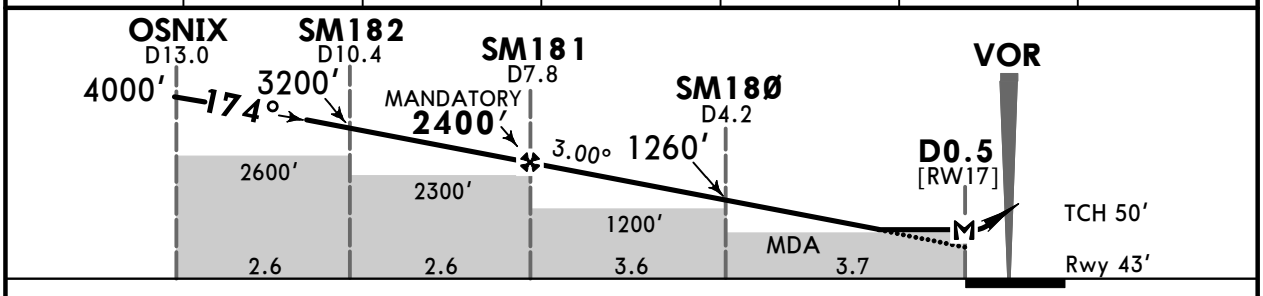
1. DME required. 2. No horizontal segment available within intermediate approach segment due to terrain restrictions.



1 3700
MSA SMU VOR



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



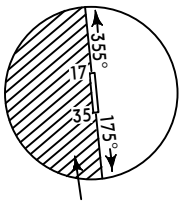
Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5							

PAPI-R

2000′ LT on 155° track

PANS OPS

STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND		
MDA(H) 920′ (877′)		Max Kts	MDA(H)	
A	1600m	100	1400′(1336′)-2000m	
B	2000m	135	1400′(1336′)-2400m	



No Circling

CHANGES: Reindexed, procedure revised.

VTSM/USM
SAMUI

JEPPESEN
12 JUN 20
Eff 18 Jun
23-3

SURAT THANI, THAILAND
CAT C
VOR Rwy 35

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

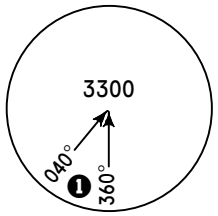
BRIEFING STRIP

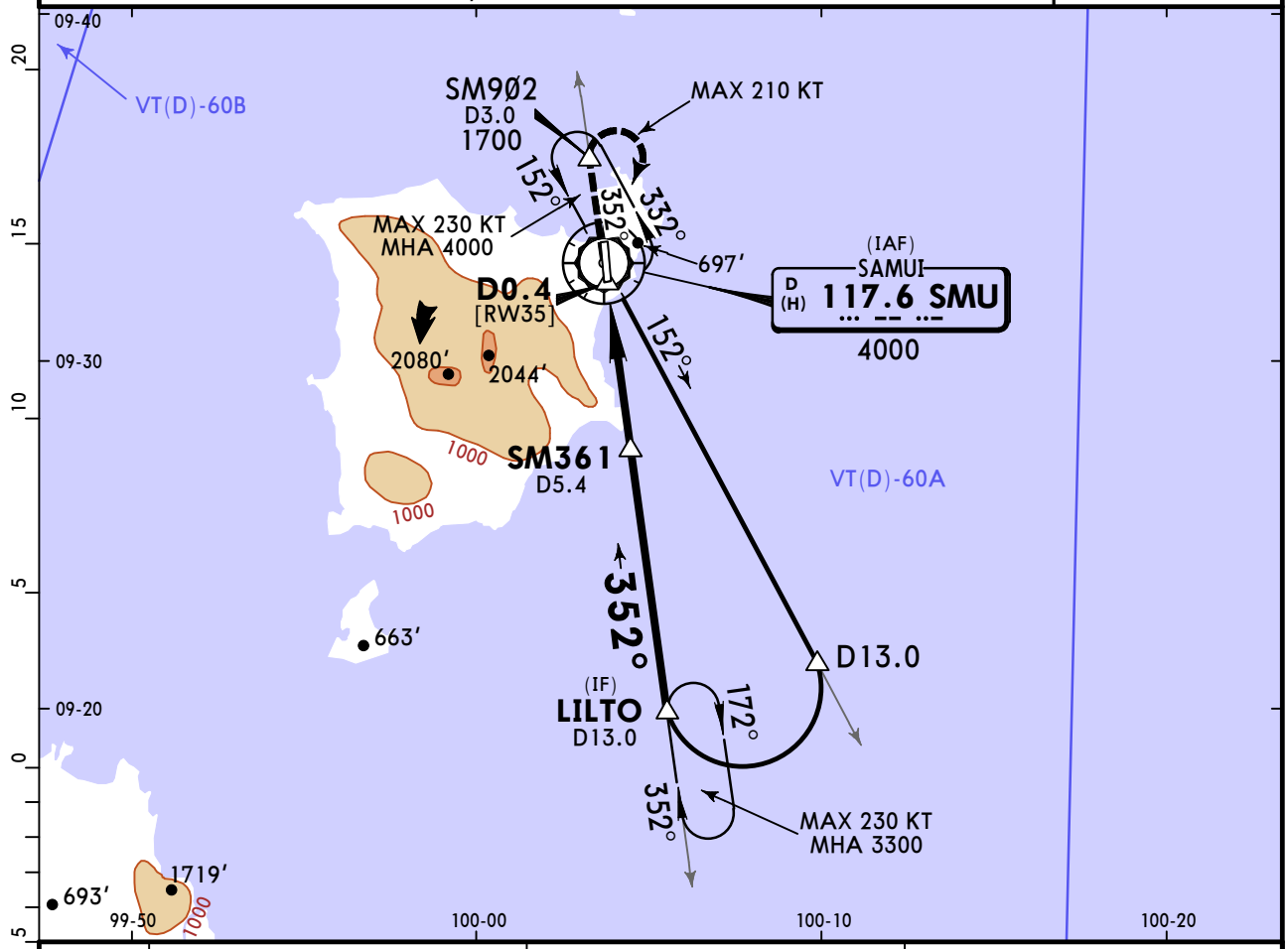
VOR SMU 117.6	Final Apch Crs 352°	SM361 MANDATORY 1800′ (1744′)	MDA(H) 1340′ (1284′)	Apt Elev 64′ Rwy 56′

MISSED APCH: Climb on track 352° to SM9Ø2, then turn RIGHT to SMU VOR at minimum 4000′ and hold or as directed by ATC.
No turn before MAP. Speed restricted to MAX 210 KT until after turn.

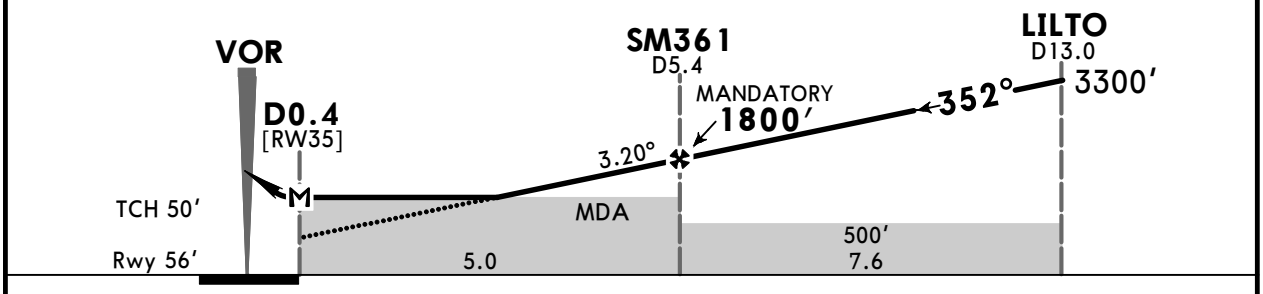
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′

1. DME required. 2. CAUTION: Operate under VMC only.
3. CAUTION: Reduce max cross wind by 10 KT from manufacturer's limitation.





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

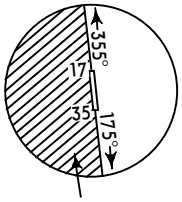


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.20°	396	510	566	679	793	906
MAP at D0.4						

PAPI-L | on | 352° track | SM9Ø2

PANS OPS

STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
MDA(H) 1340′(1284′)		Max Kts	MDA(H)
C	4800m	180	1400′(1336′)-4800m



CHANGES: Reindexed, procedure revised.

VTSM/USM
SAMUI

JEPPESEN
12 JUN 20
Eff 18 Jun
23-4

SURAT THANI, THAILAND
CAT A & B
VOR Rwy 35

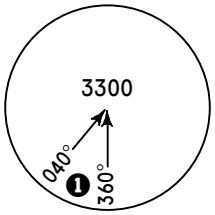
*ATIS	*SAMUI Approach (R)	*SAMUI Tower	*Ground
128.6	129.6	118.9	121.9

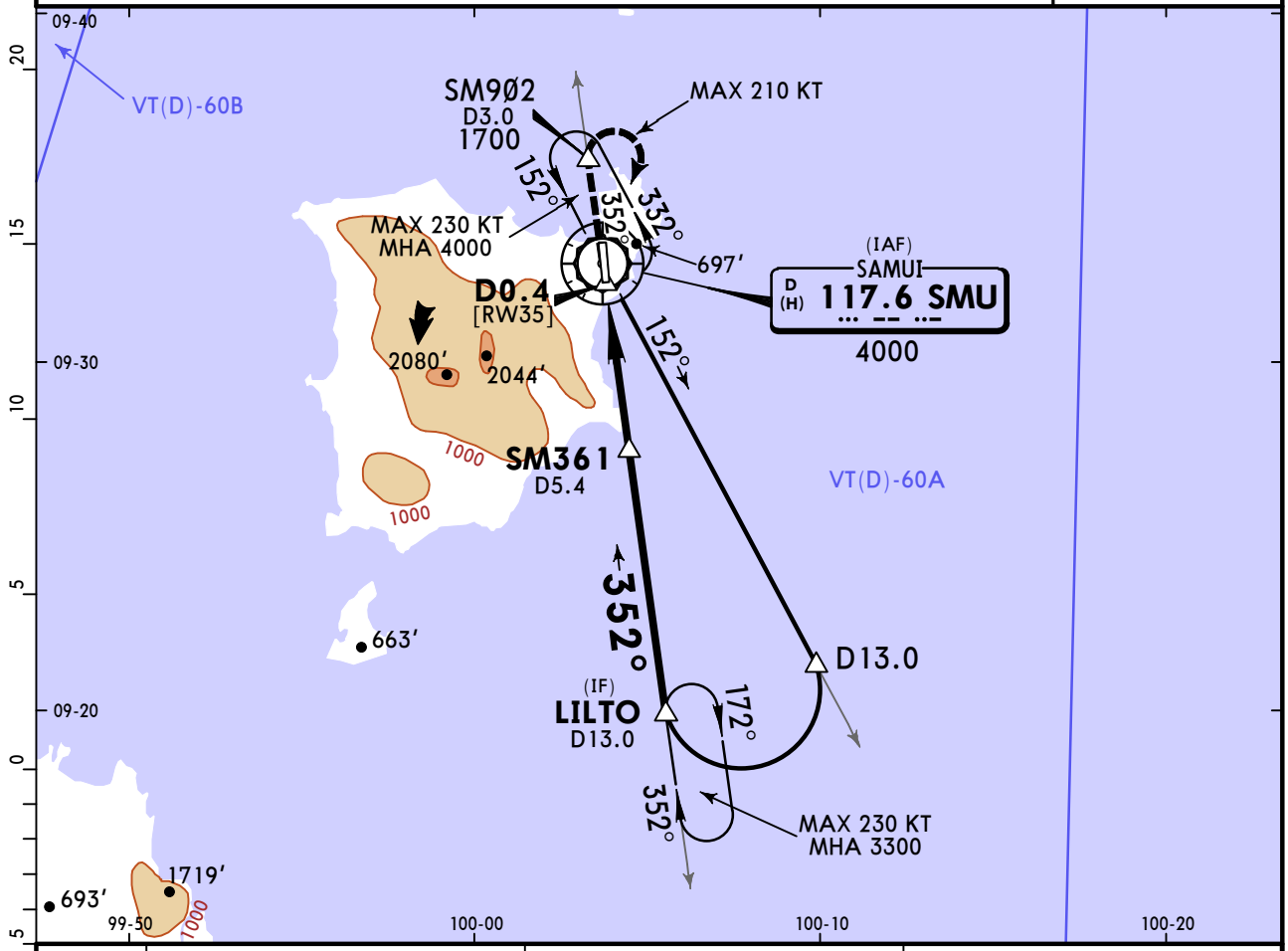
BRIEFING STRIP™

VOR SMU 117.6	Final Apch Crs 352°	SM361 MANDATORY 1800′ (1744′)	MDA(H) 1340′ (1284′)	Apt Elev 64′ Rwy 56′

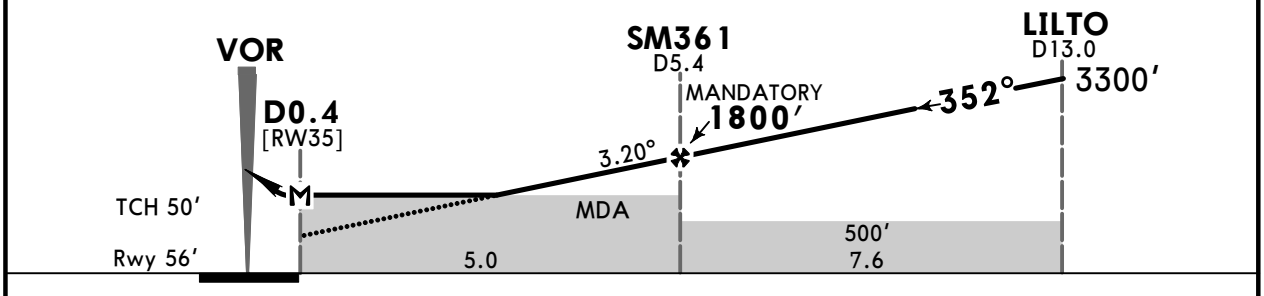
MISSED APCH: Climb on track 352° to SM9Ø2, then turn RIGHT to SMU VOR at minimum 4000′ and hold or as directed by ATC.
No turn before MAP. Speed restricted to MAX 210 KT until after turn.

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





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



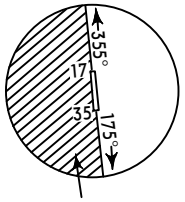
Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
MAP at D0.4							

PAPI-L | on 352° track | SM9Ø2

PANS OPS

STRAIGHT-IN LANDING RWY 35
MDA(H) 1340′ (1284′)

		Max Kts	CIRCLE-TO-LAND MDA(H)
A	2000m	100	1400′ (1336′) -2000m
B	2400m	135	1400′ (1336′) -2400m



CHANGES: Reindexed, procedure revised.

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SURAT THANI, (SAMUI - VTSM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VTSM

Chart Change Notices for Country THA

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: 20230615
End Date: 20240715

STN VOR is temporarily suspended. Waypoint SAPUD (090746.24N 0990805.09E) is established at the same coordinates of STN VOR.