AD 1. AERODROMES

VDTI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VDTI - TECHO INTERNATIONAL AIRPORT

VDTI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	112136N 1045516E Centre of RWY
2	Direction and distance from (city)	23 KM South of Phnom Penh City
3	Elevation/Reference temperature	6.6 M / 22 FT / NIL
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	1°W (2023) / 0.05°W
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Cambodia Airport Investment Co., Ltd Airlines Building 7th Floor, 999 Samdach Techo Hun Sen Blvd, Taprum Village, Boeng Khyang Commune, Kandal Stung District, Kandal Province, Kingdom of Cambodia P.O. Box 678 TEL: +855 23 898989 e-mail: enquiry@caic.com.kh Http: www.techoairport.com.kh
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

VDTI AD 2.3 OPERATIONAL HOURS

1	AD operator	23:00 - 20:00 (06:00 LT - 03:00 LT)
2	Customs and immigration	23:00 - 20:00
3	Health and sanitation	23:00 - 20:00
4	AIS Briefing Office	23:00 - 20:00
5	ATS Reporting Office (ARO)	23:00 - 20:00
6	MET Briefing Office	23:00 - 20:00
7	ATS	23:00 - 20:00
8	Fuelling	23:00 - 20:00
9	Handling	23:00 - 20:00
10	Security	23:00 - 20:00
11	De-icing	NIL
12	Remarks	Outside these hours, services are available O/R, request to be submitted 24 HR in advance

VDTI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Cargo Terminal at AD, Cargo Warehouse on AD with capacity to handle general and special cargo (cold room, live animals, dangerous goods, vulnerable / valuable goods...), Cargo Apron with 3 parking stand up to aircraft code 4F-Cargo
2	Fuel/oil types	Jet A1 for aircraft Diesel and Gasoline (optional) for ground service vehicle

3	Fuelling facilities/capacity	Jet A1 tank: 3 x 3000m³ Jet A1 refueler: 1 x 24000L and 1x18000L Hydrant dispenser: 3 x 2500L/min and 1 x 1000L/min Hydrant Pit cleaner: 2 Units UG Diesel tank: 1 x 20000L and 1 x 10000L UG Gasoline tank: 1 x 10000L Fuel Dispenser: 2 Units x 4 Nozzles 50L/min
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Line maintenance is TIA Engineering Services Company Limited
7	Remarks	NIL

VDTI AD 2.5 PASSENGER FACILITIES

1	Hotels	At the City
2	Restaurants	At the AD and in the City
3	Transportation	Passenger coaches, taxis and moto-taxis, Grab app
4	Medical facilities	First aid, ambulance at the AD and hospital in the City
5	Bank and Post Office	ATM, Bank and Post at AD and in the City
6	Tourist Office	Information Desk
7	Remarks	NIL

VDTI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	- 1 x Operations Car - 6 x Foam Tender (FT), (04 for operation and 02 for standby) - 1 x Water Tender - 1 x Mobile Command Post - 2 x Ambulance
3	Capability for removal of disabled aircraft	Tow mat (up to Aircraft Code 4F) and towing kit available No aircraft lifting at the airport but can be sourced locally
4	Remarks	NIL

VDTI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

VDTI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	MAIN APRON Concrete PCR 1100 / R / B / W / T - Code 4E / 4F and MARS Parking. PCR 580 / R / B / W / T - Code 4C (Single Stand Code 4C Only) CARGO APRON Concrete PCR 1100 / R / B / W / T MRO APRON Concrete PCR 1100 / R / B / W / T PCR 580 / R / B / W / T VVIP APRON Concrete PCR 1100 / R / B / W / T PCR 580 / R / B / W / T ISOLATED AIRCRAFT PARKING POSITION Concrete PCR 1100 / R / B / W / T GENERAL AVIATION Concrete PCR 300 / R / B / W / T
2	Taxiway designation, width, surface and strength	TWY A 23 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY B 23 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY A1 23 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY A2 30 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY A3 26 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY A4 26 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY A5 26 M Concrete PCR 1100 / R / B / W / T 7.5 M each side

		TWY A6 26 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY A7 30 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY A8 23 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY B1 33 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY B2 41.25 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY B3 41.25 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY B4 41.25 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY B5 41.25 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY B6 43 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY B7 43 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY B8 41.25 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY B9 43 M Concrete PCR 1100 / R / B / W / T 10.5 M each side

		TWY B10 43 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY B11 41.25 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY B12 41.25 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY B13 41.25 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY B14 23 M Concrete PCR 580 / R / B / W / T 5 M each side TWY B15 41.25 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY B16 41.25 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY B17 33 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY C1 26 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY C2 39 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY C3 39 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY C4 23 M Concrete PCR 580 / R / B / W / T 5 M each side

		TWY C5 39 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY C6 39 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY C7 23 M Concrete PCR 580 / R / B / W / T 5 M each side TWY C8 49 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY C9 39 M Concrete PCR 1100 / R / B / W / T 10.5 M each side TWY C10 39 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY C11 39 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY C12 23 M Concrete PCR 580 / R / B / W / T 5 M each side TWY C13 23 M Concrete PCR 580 / R / B / W / T 5 M each side TWY C14 23 M Concrete PCR 580 / R / B / W / T 5 M each side TWY C15 39 M Concrete PCR 1100 / R / B / W / T 7.5 M each side TWY C16 39 M Concrete PCR 1100 / R / B / W / T 7.5 M each side

		TWY C17 11 M Concrete PCR 300 / R / B / W / T NIL TXL T1 47.3 M Concrete PCR 1100 / R / B / W / T TXL T2 47.3 M Concrete PCR 1100 / R / B / W / T TXL T3 52 M Concrete PCR 1100 / R / B / W / T TXL T4 50 M Concrete PCR 1100 / R / B / W / T TXL T5 50 M Concrete PCR 1100 / R / B / W / T TXL T6 50 M Concrete PCR 1100 / R / B / W / T TXL T7 52 M Concrete PCR 580 / R / B / W / T TXL T8 101.5 M Concrete PCR 580 / R / B / W / T TXL T9 99 M Concrete PCR 580 / R / B / W / T TXL T10 50 M Concrete PCR 1100 / R / B / W / T TXL T11 80 M Concrete PCR 1100 / R / B / W / T TXL T12 50 M Concrete PCR 300 / R / B / W / T TXL T13 50 M Concrete PCR 300 / R / B / W / T

3	Altimeter checkpoint location and elevation	At aircraft stands: Stand 118, Elev. 6.32 M / 20.74 FT Stand 201, Elev. 6.32 M / 20.74 FT Stand 206, Elev. 5.76 M / 18.91 FT Stand 212, Elev. 6.32 M / 20.74 FT Stand 401, Elev. 5.63 M / 18.47 FT
4	VOR / INS checkpoints	NIL
5	Remarks	NIL

VDTI 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 at aircraft stands

Apron markings: lead - in lines with stand identification, alignment lines for all stands, stop point and aircraft stand identification marking for all stands.
Stands coordinates as follows:

Aircraft Stands	Latitude (N)	Longitude (E)	Marking	Category
STAND 101	112143.26N	1045600.49E	YELLOW	4C
STAND 102	112144.56N	1045600.73E	YELLOW	4C
STAND 103	112145.87N	1045600.92E	YELLOW	4C
STAND 104	112148.36N	1045558.67E	YELLOW	4C
STAND 105	112147.54N	1045557.60E	YELLOW	4C
STAND 106	112146.65N	1045556.75E	YELLOW	4C
STAND 107L	112145.60N	1045555.73E	YELLOW-DASH	4C
STAND 107	112144.54N	1045556.54E	YELLOW	4E
STAND 107R	112144.31N	1045556.36E	YELLOW-DASH	4C
STAND 108L	112143.15N	1045555.21E	YELLOW-DASH	4C
STAND 108	112142.21N	1045556.01E	YELLOW	4E
STAND 108R	112142.01N	1045555.98E	YELLOW-DASH	4C
STAND 109L	112140.29N	1045554.88E	YELLOW-DASH	4C
STAND 109	112139.54N	1045555.58E	YELLOW	4E
STAND 109R	112139.30N	1045555.50E	YELLOW-DASH	4C
STAND 110L	112137.34N	1045553.74E	YELLOW-DASH	4C
STAND 110	112136.28N	1045554.06E	YELLOW	4E
STAND 110R	112136.15N	1045553.85E	YELLOW-DASH	4C
STAND 111L	112134.70N	1045551.17E	YELLOW-DASH	4C
STAND 111	112133.62N	1045551.13E	YELLOW	4E
STAND 111R	112133.55N	1045551.01E	YELLOW-DASH	4C
STAND 112L	112133.40N	1045548.54E	YELLOW-DASH	4C
STAND 112	112132.40N	1045547.83E	YELLOW	4E
STAND 112R	112132.47N	1045547.55E	YELLOW-DASH	4C
STAND 113L	112133.10N	1045545.83E	YELLOW-DASH	4C
STAND 113	112132.17N	1045545.32E	YELLOW	4E
STAND 113R	112132.09N	1045545.06E	YELLOW-DASH	4C
STAND 114L	112132.89N	1045543.00E	YELLOW-DASH	4C
STAND 114	112131.91N	1045542.56E	YELLOW	4E

		STAND 114R	112131.92N	1045542.33E	YELLOW-DASH	4C
		STAND 115	112131.82N	1045540.41E	YELLOW	4C
		STAND 116	112130.72N	1045539.27E	YELLOW	4C
		STAND 117	112129.84N	1045538.24E	YELLOW	4C
		STAND 118	112128.03N	1045539.00E	YELLOW	4C
		STAND 119	112128.13N	1045540.36E	YELLOW	4C
		STAND 120L	112127.33N	1045541.94E	YELLOW-DASH	4C
		STAND 120	112128.39N	1045542.62E	YELLOW	4E
		STAND 120R	112128.44N	1045542.77E	YELLOW-DASH	4C
		STAND 121L	112127.42N	1045544.62E	YELLOW-DASH	4C
		STAND 121	112128.61N	1045545.21E	YELLOW	4E
		STAND 121R	112128.53N	1045545.36E	YELLOW-DASH	4C
		STAND 122L	112127.71N	1045547.38E	YELLOW-DASH	4C
		STAND 122	112128.83N	1045547.97E	YELLOW	4E
		STAND 122R	112128.86N	1045548.14E	YELLOW-DASH	4C
		STAND 123L	112128.06N	1045550.38E	YELLOW-DASH	4C
		STAND 123	112128.97N	1045550.96E	YELLOW	4F
		STAND 123R	112128.97N	1045551.08E	YELLOW-DASH	4C
		STAND 124	112127.05N	1045554.51E	YELLOW	4C
		STAND 125	112125.95N	1045555.54E	YELLOW	4C
		STAND 201	112152.07N	1045554.93E	YELLOW	4C
		STAND 202	112151.06N	1045553.81E	YELLOW	4C
		STAND 203	112150.05N	1045552.70E	YELLOW	4C
		STAND 204L	112144.22N	1045548.32E	YELLOW-DASH	4C
		STAND 204	112145.04N	1045547.49E	YELLOW	4E
		STAND 204R	112145.53N	1045548.57E	YELLOW-DASH	4C
		STAND 205L	112141.59N	1045547.84E	YELLOW-DASH	4C
		STAND 205	112142.42N	1045547.00E	YELLOW	4E
		STAND 205R	112142.91N	1045548.08E	YELLOW-DASH	4C
		STAND 206	112140.52N	1045547.37E	YELLOW	4C
		STAND 207L	112140.02N	1045544.90E	YELLOW-DASH	4C
		STAND 207	112141.04N	1045545.48E	YELLOW	4E
		STAND 207R	112140.15N	1045546.24E	YELLOW-DASH	4C
		STAND 208L	112139.76N	1045542.20E	YELLOW-DASH	4C
		STAND 208	112140.78N	1045542.79E	YELLOW	4E
		STAND 208R	112139.89N	1045543.55E	YELLOW-DASH	4C
		STAND 209	112136.09N	1045537.36E	YELLOW	4C
		STAND 210	112135.07N	1045536.24E	YELLOW	4C
		STAND 211	112134.06N	1045535.12E	YELLOW	4C
		STAND 212	112133.04N	1045534.00E	YELLOW	4C

		STAND 301	112154.00N	1045557.96E	YELLOW	4C
		STAND 302	112152.90N	1045558.99E	YELLOW	4C
		STAND 303	112151.16N	1045600.61E	YELLOW	4C
		STAND 304	112156.46N	1045600.67E	YELLOW	4C
		STAND 305	112155.36N	1045601.70E	YELLOW	4C
		STAND 306	112153.62N	1045603.32E	YELLOW	4C
		STAND 307	112158.86N	1045603.32E	YELLOW	4C
		STAND 308	112157.76N	1045604.35E	YELLOW	4C
		STAND 309	112156.02N	1045605.96E	YELLOW	4C
		STAND 310	112158.61N	1045609.38E	YELLOW	4E
		STAND 311L	112201.35N	1045612.40E	YELLOW-DASH	4F
		STAND 311	112200.24N	1045611.18E	YELLOW	4E
		STAND 311R	112159.42N	1045610.28E	YELLOW-DASH	4F
		STAND 312	112201.89N	1045613.00E	YELLOW	4E
		STAND 401	112109.41N	1045510.40E	YELLOW	4F - CARGO
		STAND 402	112107.53N	1045512.15E	YELLOW	4F - CARGO
		STAND 403	112105.65N	1045513.90E	YELLOW	4F - CARGO
		STAND 501	112100.14N	1045501.63E	YELLOW	4C
		STAND 502	112059.19N	1045500.57E	YELLOW	4C
		STAND 503	112057.89N	1045458.78E	YELLOW	4E
		STAND 504	112056.54N	1045454.22E	YELLOW	4F
		STAND 601	112206.41N	1045613.21E	YELLOW	2B
		STAND 602	112207.02N	1045613.89E	YELLOW	2B
		STAND 603	112207.64N	1045614.57E	YELLOW	2B
		STAND 604	112208.26N	1045615.25E	YELLOW	2B
		STAND 605	112208.88N	1045615.93E	YELLOW	2B
		STAND 606	112209.50N	1045616.61E	YELLOW	2B
		STAND 607	112210.11N	1045617.29E	YELLOW	2B
		STAND 608	112210.73N	1045617.97E	YELLOW	2B
		STAND 609	112211.34N	1045618.65E	YELLOW	2B
		STAND 610	112212.89N	1045620.35E	YELLOW	2B
		STAND 611	112213.50N	1045621.03E	YELLOW	2B
		STAND 612	112214.11N	1045621.71E	YELLOW	2B
		STAND 613	112214.74N	1045622.39E	YELLOW	2B
		STAND 614	112206.31N	1045613.92E	YELLOW	2B
		STAND 615	112206.93N	1045614.60E	YELLOW	2B
		STAND 616	112207.55N	1045615.28E	YELLOW	2B
		STAND 617	112208.16N	1045615.96E	YELLOW	2B
		STAND 618	112208.78N	1045616.64E	YELLOW	2B
		STAND 619	112209.40N	1045617.32E	YELLOW	2B

		STAND 620	112210.01N	1045618.00E	YELLOW	2B
		STAND 621	112210.63N	1045618.68E	YELLOW	2B
		STAND 622	112211.25N	1045619.36E	YELLOW	2B
		STAND 623	112212.17N	1045620.38E	YELLOW	2B
		STAND 624	112212.79N	1045621.06E	YELLOW	2B
		STAND 625	112213.41N	1045621.74E	YELLOW	2B
		STAND 626	112214.02N	1045622.42E	YELLOW	2B
		STAND 627	112214.64N	1045623.10E	YELLOW	2B
		STAND 628	112203.81N	1045615.56E	YELLOW	2B
		STAND 629	112204.51N	1045616.34E	YELLOW	2B
		STAND 630	112205.17N	1045617.07E	YELLOW	2B
		STAND 631	112205.77N	1045617.72E	YELLOW	2B
		STAND 632	112206.43N	1045618.45E	YELLOW	2B
		STAND 633	112207.09N	1045619.18E	YELLOW	2B
		STAND 634	112207.75N	1045619.91E	YELLOW	2B
		STAND 635	112208.41N	1045620.64E	YELLOW	2B
		STAND 636	112209.08N	1045621.37E	YELLOW	2B
		STAND 637	112210.02N	1045622.41E	YELLOW	2B
		STAND 638	112210.68N	1045623.14E	YELLOW	2B
		STAND 639	112211.34N	1045623.87E	YELLOW	2B
		STAND 640	112212.00N	1045624.60E	YELLOW	2B
		STAND 641	112212.66N	1045625.33E	YELLOW	2B
		STAND 701	112037.53N	1045441.89E	YELLOW	4F
		STAND ALTERNATE USE WITH HELICOPTER (D-Value = 23 M)				
		STAND H01	112204.18N	1045615.21E	YELLOW	H2
		STAND H02	112204.89N	1045615.99E	YELLOW	H2
		STAND H03	112205.54N	1045616.71E	YELLOW	H2
		STAND H04	112206.15N	1045617.39E	YELLOW	H2
		STAND H05	112206.80N	1045618.10E	YELLOW	H2
		STAND H06	112207.46N	1045618.83E	YELLOW	H2
		STAND H07	112208.13N	1045619.56E	YELLOW	H2
		STAND H08	112208.79N	1045620.29E	YELLOW	H2
		STAND H09	112209.45N	1045621.02E	YELLOW	H2
		STAND H10	112210.39N	1045622.06E	YELLOW	H2
		STAND H11	112211.06N	1045622.79E	YELLOW	H2
		STAND H12	112211.72N	1045623.52E	YELLOW	H2
		STAND H13	112212.37N	1045624.25E	YELLOW	H2
		STAND H14	112213.04N	1045624.98E	YELLOW	H2
2	RWY and TWY markings and lights	RWY: RWY Designation, THR, CL, Aiming Point, TDZ, Side Stripe, Holding Position. TWY: Runway Holding Position, CL, Intermediate holding position, side stripe, Transverse stripe, enhance TWY CL, Mandatory instruction, Information Markings				

3	Stop Bars	At TWY A1, TWY A2, TWY A7, TWY A8
4	Other RWY protection measures	NIL
5	Remarks	- Stand 628 to 641 are multi-purpose parkings for general aviation and / or helicopter stand with maximum D-Value up to 23 M - Isolated aircraft stand on Stand 701 at 112037.53N 1045441.89E

VDTI AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings / Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Phnom Sa Ang	Mountain	112125N 1045741E	30 M		
Phnom Chambab	Mountain	111243N 1045123E	130 M		
Phnom Srang	Mountain	111744N 1043106E	713 M		
Phnom Bakeng	Mountain	112027N 1043544E	240 M		
Phnom Thum	Mountain	112153N 1043430E	460 M		
Morgan Enmaison	Building	113533N 1045612E	244 M		
The Peak (Shangri-LA)	Building	113307N 1045617E	236 M		
The Peak Resident	Building	113310N 1045617E	224 M		
Noble International Centre	Building	113452N1045543E	228 M		
Urban Village (Sky Prime Tower)	Building	113118N 1045543E	225 M		
Morgan Tower	Building	113310N 1045625E	218 M		
Gold Tower 47	Building	113319N 1045515E	211 M		
J Tower Ii	Building	113242N 1045525E	189 M		
Vatranac Capital Tower	Building	113424N 1045509E	187 M		
Chip Mong Tower	Building	113413N 1045409E	186 M		
Prince Happiness Plaza	Building	113155N 1045409E	182 M		
AN01	Antenna	112139N 1045157E	71.2 M		
AN02	Antenna	112138N 1045210E	56.3 M		
AN03	Antenna	112125N 1045208E	68.3 M		
AN04	Antenna	112047N 1045202E	69.5 M		
AN05	Antenna	112014N 1045154E	68.5 M		
AN06	Antenna	111927N 1045429E	68 M		
AN07	Antenna	111906N 1045457E	68.6 M		
AN08	Antenna	112653N 1045420E	118.6 M		
AN014	Antenna	112116N 1045626E	51.7 M		
CT01	Control Tower	112112N 1045539E	126.4 M		
PTB	Terminal Building	112131N 1045600E	51 M		

In Area 3					
OBST ID / Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings / Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NAV01	Windsock	112208N1045558E	11.3 M		
NAV02	Windsock	112104N1045436E	11.1 M		
AN09	Antenna - GP05	112101N1045433E	20.1 M		
AN10	Antenna - GP23	112216N1045555E	20.2 M		

In Area 3					
OBST ID / Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings / Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
AN11	Antenna - AWOS	112218N1045557E	10.4 M		
AN12	Antenna - LIDA	112140N1045514E	12.6 M		
AN15	Antenna - NAV	112102N1045433E	7.3 M		
AN16	Antenna - NAV	112101N1045433E	9.9 M		
AN17	Antenna - AWOS	112102N1045433E	14.7 M		
AN18	Antenna - NAV	112101N1045433E	7.7 M		
AN19	Antenna - NAV	112100N1045431E	10.3 M		
AN20	Antenna - NAV	112216N1045555E	7.5 M		
AN21	Antenna - NAV	112216N1045555E	10.1 M		
AN22	Antenna - NAV	112216N1045555E	14.6 M		
AN23	Antenna - NAV	112216N1045555E	7.6 M		
AN24	Antenna - NAV	112139N1045514E	14.9 M		
AN25	Antenna - NAV	112139N1045515E	7.8 M		

VDTI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SSCA and MET Office in Terminal Building, Level 1
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET Office, Terminal Building Validity 24 HR - Updated every 6 HR
4	Type of landing forecast Interval of issuance	Issue TREND for Landing Forecast
5	Briefing/consultation provided	Yes
6	Flight documentation Language(s) used	Yes English
7	Charts and other information available for briefing or consultation	Yes
8	Supplementary equipment available for providing information	Yes
9	ATS units provided with information	TWR, APP, ACC, FIS
10	Additional information (limitation of service, etc.)	NIL

VDTI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	**True BRG**	**Dimensions of RWY (M)**	**Strength (PCN) 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**
05	047.425°	4000 x 60	PCR 1090 / R / B / W / T Concrete	112051.94N 1045427.95E	THR 6.10 M / 20 FT Highest TDZ 6.3 M / 21 FT
23	227.425°	4000 x 60	PCR 1090 / R / B / W / T Concrete	112220.08N 1045605.11E	THR 6.10 M / 20 FT Highest TDZ 6.3 M / 21 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY end safety area (M)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
NIL NIL	NIL NIL	NIL NIL	4120 x 280 4120 x 280	240 x 150 240 x 150	NIL NIL	NIL NIL	- RWY shoulder: 7.5 M concrete on each side - RESA surface type compacted turf

VDTI AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	4000	4000	4000	4000	NIL
23	4000	4000	4000	4000	NIL

VDTI 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
05	CAT2 900 M LIH With SFL	GREEN	PAPI LEFT / 3°	900 M	3100 M,15 M White 600 M,15 M, Red / White 300 M,15 M Red LIH	3400.3 M , ≤60 M White 599.7 M, ≤60 M Yellow LIH	Red	NIL	
23	CAT2 900 M LIH With SFL	GREEN	PAPI LEFT / 3°	900 M	3100 M,15 M White 600 M,15 M, Red / White 300 M,15 M Red LIH	3400.3 M , ≤60 M White 599.7 M, ≤60 M Yellow LIH	Red	NIL	

VDTI AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	2 WDIs are lighted and installed at following location: - 1 WDI 422 M from THR 05, 120 M off-set left side from RWY Centreline - 1 WDI 422 M from THR 23, 120 M off-set left side from RWY Centreline
3	TWY edge lights, centre line lights and stop bars (if any)	Edge and CL
4	Secondary power supply / switch-over time	Secondary power supply to all airfield lighting Switch - over time: 1 SEC (UPS) for lighting below: - Approach Lights System - RWY Edge Lights - RWY Touchdown Zone Lights - RWY Centre Line Lights - Precision Approach Path Indicator (PAPI) - Stop bars - RWY End lights - RWY Threshold Light Other Lighting 15 SEC
5	Remarks	NIL

VDTI AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	112217.4N 1045627.0E
2	TLOF and/or FATO elevation M / FT	5.5 M / 18 FT (AMSL)
3	TLOF and FATO area dimensions, surface, strength, marking	40 M x 40 M Concrete PCR 300 / R / B / W / T
4	True and MAG BRG of FATO	Parallel to RWY 23 (047.425° MAG - 227.425° MAG)
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Parking stand 628 to 641 are multi-purpose to use as general aviation aircraft parking stand or helipad.

VDTI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	TECHO ATZ A circle radius 5 NM centered at 112136N 1045516E (ARP)
2	Vertical limits	SFC to 2000 FT
3	Airspace classification	C
4	ATS unit call sign Language(s)	TECHO TWR English
5	Transition altitude	10 000 FT
6	Hours of applicability	As AD
7	Remarks	NIL

1	Designation and lateral limits	TECHO CTR A circle radius 10 NM centered at 112136N 1045516E (ARP)
2	Vertical limits	SFC to 3000 FT
3	Airspace classification	C
4	ATS unit call sign Language(s)	TECHO TWR English
5	Transition altitude	10 000 FT
6	Hours of applicability	As AD
7	Remarks	NIL

VDTI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	PHNOM PENH APPROACH	123.80 MHZ	H24	NIL
TWR	TECHO TOWER	118.00 MHZ	H24	NIL
GND	TECHO GROUND	121.90 MHZ	H24	NIL
ATIS	TECHO ATIS	127.25 MHZ	H24	NIL
D-ATIS	TECHO D-ATIS	131.45 MHZ	H24	Data link Service available AP Ident VDTI ARINC D-ATIS services supports AEEC-623 compliant and non-compliant implementation

VDTI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from GBAS reference point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME	TIA	111.000 MHZ CH 47X	H24	112034.8N 1045414.2E	11.9 M		The signal coverage checked by orbit: – Orbit 40 NM • RDL 340 - 129 altitude should not below 2000 FT • RDL 180 - 209 altitude should not below 2000 FT • RDL 210 - 339 altitude should not below 4000 FT – Orbit 20 NM • RDL 130 - 179 altitude should not below 2000 FT
ILS/DME RWY 05		CH 24Y	H24	112101.4N 1045432.7E	7.8 M		
LLZ RWY 05	IKTA	108.750 MHZ	H24	112227.0N 1045612.8E	7.4 M		
GP RWY 05		330.350 MHZ	H24	112101.4N 1045432.5E	17.6 M		
ILS/DME RWY 23		38X	H24	112216.2N 1045555.1E	7.9 M		
LLZ RWY 23	IKTI	110.100 MHZ	H24	112045.0N 1045420.3E	9.9 M		
GP RWY 23		334.400 MHZ	H24	112216.5N 1045555.2E	17.6 M		

VDTI AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 AIR TRAFFIC SERVICES

2.20.1.1 Techo Aerodrome Traffic Zone (ATZ) a circle, radius 5 NM centered on VDTI ARP, altitude from ground up to 2000 FT, classified as class C.

2.20.1.2 Techo Control Zone (CTR) a circle, radius 10 NM centered on VDTI ARP, altitude from ground up to 3000 FT classified as class C.

2.20.1.3 Phnom Penh Approach Control also provides ATS to transiting, arriving and departing aircraft at VDTI.

2.20.1.4 Phnom Penh Terminal Control Area (TMA) is designated for ATS provision coverage 50 NM radius centered at VDTI ARP, altitude from 2000 FT above mean sea level to FL150 classified as class C.

2.20.2 PROVISION OF AERODROME AIR TRAFFIC SERVICES

2.20.2.1 Techo Control Tower on frequency 118.00 MHZ for arriving and departing aircraft on RWY 05 / 23 and aircraft in aerodrome traffic pattern.

2.20.2.2 Techo ground control on frequency 121.90 MHZ for operations on apron, TWY and aircraft stand taxilane.

2.20.3 CLOSURES OF AERODROME

2.20.3.1 The aircraft will not be refused permission to land or take-off at VDTI due to adverse weather conditions. The pilot-in-command of commercial aircraft shall be responsible for operations in aerodrome with applicable company weather minima.

2.20.3.2 The aerodrome will be closed when:

a) The surface of the RWY is unsafe;
b) At such other times and in conditions specified by NOTAM.

2.20.4 GROUND MOVEMENT

2.20.4.1 General

2.20.4.1.1 All surface movement of aircraft, vehicles and personnel on the manoeuvring area is subject to prior permission from Techo Ground Control.

2.20.4.1.2 Within the movement area, pilots will be cleared to and from the aircraft stands under general direction from Techo Ground Control. Pilot-in-command are reminded of the extreme importance of maintaining a careful look out at all times.

2.20.4.1.3 Directions issued by ATC should be followed specially. RTF transmissions must be brief, concise and kept to the minimum number.

2.20.5 AIRCRAFT MANOEUVRING PROCEDURES

2.20.5.1 In order to avoid jet blast damage to other aircraft, equipment and personnel on nearby stands, the following aircraft manoeuvring procedures are to be observed:

2.20.5.1.1 Once the pilot-in-command of an aircraft has decided that the aircraft is fully ready for departure he / she will contact Ground Control for push-back and start-up, stating the parking position and ATIS information for push back permission.

> ***Note:*** *"Fully ready" in this sense means all passengers on board, hold and cargo doors are closed and passenger loading bridge is disconnected and back in its rest position; the tug is connected to the aircraft and the Ground Engineer (Headset Marshaller) is in position and in contact with the Pilot (and the Air Start Unit (ASU) ready to operate if needed).*

2.20.5.1.2 When the anti-collision beacons of the aircraft have been switched on no vehicular movement is permitted behind the aircraft.

2.20.5.1.3 Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or push-back of aircraft commences.

2.20.5.1.4 To avoid jet blast in the apron areas pilots are urgently requested to adhere strictly to the start-up and push back procedures to use minimum break away power and taxi power when operation on the apron and taxi lane. Furthermore, the aircraft shall be pushed back and towed forward on the yellow taxi lane center line marking as instructed by Aerodrome Control Tower.

2.20.5.2 Responsibilities of the pilot-in-command:

2.20.5.2.1 When the aircraft is fully ready the pilot-in-command is responsible to obtain push back and start up permission, stating the parking position and current ATIS information received.

2.20.5.3 Responsibilities of the ground engineer

2.20.5.3.1 The ground engineer of the Airline or Ground Handling Agent is responsible for a safe process of aircraft start up and push back and to report to the pilot-in-command when he / she and the tug are clear of the TWY in the event of Low Visibility Condition.

2.20.5.4 Responsibilities of the tug driver

2.20.5.4.1 The tug driver is responsible to ensure that the aircraft is pushed back into the right direction onto the taxi lane.

2.20.5.5 Action to be taken by the pilot-in-command

2.20.5.5.1 When the aircraft is fully ready the pilot-in-command shall:

- Contact Aerodrome Control for permission to start up the engines. It may be that not all engines are being started up at the stand, but only one, and the other engines after the push back manoeuvre has been completed and the tug has been disconnected.
- Ensure that the engineer, who is in direct intercom-radio contact with the pilot-in-command, acknowledges that start up permission.
- Ensure that the anti-collision beacons of the aircraft have been switched on before starting the engines.
- Ask Aerodrome Control Tower for push back permission when the engine(s) have been started.
- Ensure that the ground engineer acknowledges the permission.
- Ensure that the aircraft is being pushed back in the right direction onto the taxi lane.
- Requested permission from Aerodrome Control Tower to taxi when the tug has been disconnected as confirmed by the ground engineer and the ground engineer has given the "all clear" signal.

2.20.5.6 Actions to be taken by the ground engineer

2.20.5.6.1 The ground engineer of the Airline or Handling Agent shall:

- Ensure that the stand area is clear of any obstacle and FOD.
- Ensure that the tug is connected to the aircraft and that the tug driver is ready.
- Acknowledge the Aerodrome Control Tower permission to start up the engine(s) to the pilot-in-command.
- Ensure that the anti-collision beacons of the aircraft are switched on.
- Monitor the engine(s) start up sequence.
- Acknowledge the Aerodrome Control Tower permission for push back to the pilot-in-command.

- Ensure that the tug driver understood the push back permission (by hand-signaling to the tug driver) and is starting the push back manoeuvre.
- Ensure that the aircraft is pushed back into the right direction onto the taxi lane.
- Make sure that during the push back manoeuvre he / she will be in contact with the pilot-in-command at all times.
- Ensure that the tug has been disconnected from the aircraft on the taxi lane stop position and confirm so to the pilot - in - command.
- When disconnected from the radio contact with the pilot-in-command, give the “all clear” signal to the pilot-in-command, being well clear of the aircraft’s path of taxiing.
- Return to the stand area.

2.20.5.7 Actions to be taken by the tug driver

2.20.5.7.1 The tug driver of the Airline or Handling Agent shall:

- Ensure that the tug is well connected to the aircraft.
- Start the push back manoeuvre when permission to do so has been given by the ground engineer.
- Make sure that the aircraft is pushed back into the right direction onto the taxi lane stop position.
- Disconnect the tug from the aircraft when in position on the taxi lane.
- Return to the stand area.

2.20.5.8 Apron naming and parking stand

2.20.5.8.1 The following table describe the parking stand number with naming apron:

Main Apron					
69 Aircraft Parking stands					
101	102	103	104	105	106
107L	107	107R	108L	108	108R
109L	109	109R	110L	110	110R
111L	111	111R	112L	112	112R
113L	113	113R	114L	114	114R
115	116	117	118	119	
120L	120	120R	121L	121	121R
122L	122	122R	123L	123	123R
124	125	201	202	203	
204L	204	204R	205L	205	205R
206	207L	207	207R	208L	208
208R	209	210	211	212	

VVIP Apron					
14 Aircraft Parking Stands					
301	302	303	304	305	306
307	308	309	310	311L	311
311R	312				

General Aviation Apron					
41 Aircraft Parking stands					
601	602	603	604	605	606
607	608	609	610	611	612

General Aviation Apron					
41 Aircraft Parking stands					
613	614	615	616	617	618
619	620	621	622	623	624
625	626	627	628	629	630
631	632	633	634	635	636
637	638	639	640	641	

Cargo Terminal		
3 Aircraft Parking Stands		
401	402	403

Maintenance Repairing and Overhaul (MRO)			
4 Aircraft Parking Stands			
501	502	503	504

Isolated Parking Area	
Aircraft stands	701

2.20.6 PUSH-BACK AND START UP PROCEDURES

2.20.6.1 Aircraft Parking at Main Apron (69 stands)

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE C	101	A/C SHALL BE PUSHED BACK TO FACE NORTH ONTO AIRCRAFT STAND TAXILANE T7 and then TOW FORWARD TILL ITS NOSE WHEEL IS ON “T” MARK

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE C	102	103	A/C SHALL BE PUSHED BACK TO FACE NORTH ONTO AIRCRAFT STAND TAXILANE T7

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE C	104	105	A/C SHALL BE PUSHED BACK TO FACE EAST ONTO AIRCRAFT STAND TAX-ILANE T3

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE C	106	A/C SHALL BE PUSHBACK TO FACE EAST ONTO AIRCRAFT STAND TAXI-LANE T3 AND THEN TOW FORWARD TILL ITS NOSE WHEEL IS ON “T” MARK

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE E	107	108	A/C SHALL BE PUSHED BACK TO FACE SOUTH ONTO AIRCRAFT STAND TAXILANE T2
	109	110	

A/C CODE LETTER	A/C STAND			PUSHBACK PROCEDURES
CODE C	107L	108L	109L	A/C SHALL BE PUSHED BACK TO FACE SOUTH ONTO AIRCRAFT STAND TAXILANE T3
	107R	108R	109R	
	110L	110R		

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE E	111	112	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T2
	113	114	

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE C	111L	111R	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T3
	112L	112R	
	113L	113R	
	114L	114R	

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE C	115	A/C SHALL BE PUSHBACK TO FACE WEST ONTO AIRCRAFT STAND TAXI-LANE T3 AND THEN TOW FORWARD TILL ITS NOSE WHEEL IS ON “T” MARK

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE C	116	117	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T3

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE C	118	119	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T4

A/C CODE LETTER	A/C STAND			PUSHBACK PROCEDURES
CODE E	120	121	122	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T5

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE F	123	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T5 and then TOW FORWARD TILL ITS NOSE WHEEL IS ON “T” MARK

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE C	120L	120R	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T4
	121L	121R	
	122L	122R	
	123L	123R	

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE C	124	A/C SHALL BE PUSHED BACK TO FACE NORTH ONTO AIRCRAFT STAND TAXILANE T4

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE C	125	A/C SHALL BE PUSHED BACK TO FACE NORTH ONTO AIRCRAFT STAND TAXILANE T4 and then TOW FORWARD TILL ITS NOSE WHEEL IS ON “T” MARK

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE C	201	202	A/C SHALL BE PUSHED BACK TO FACE EAST ONTO AIRCRAFT STAND TAX-ILANE T3

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE C	203	A/C SHALL BE PUSHBACK TO FACE EAST ONTO AIRCRAFT STAND TAXI-LANE T3 AND THEN TOW FORWARD TILL ITS NOSE WHEEL IS ON “T” MARK

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE E	204	205	A/C SHALL BE PUSHED BACK TO FACE SOUTH ONTO AIRCRAFT STAND TAXILANE T2

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE C	204L	204R	A/C SHALL BE PUSHED BACK TO FACE SOUTH ONTO AIRCRAFT STAND TAXILANE T1
	205L	205R	

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE C	206	A/C SHALL BE PUSHED BACK TO FACE SOUTH ONTO AIRCRAFT STAND TAXILANE T1

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE E	207	208	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T2

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE C	207L	207R	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T1
	208L	208R	

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE C	209	A/C SHALL BE PUSHBACK TO FACE WEST ONTO AIRCRAFT STAND TAXI-LANE T3 AND THEN TOW FORWARD TILL ITS NOSE WHEEL IS ON “T” MARK

A/C CODE LETTER	A/C STAND			PUSHBACK PROCEDURES
CODE C	210	211	212	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T3

2.20.6.2 Aircraft Parking at VVIP Apron (14 stands)

A/C CODE LETTER	A/C STAND			PUSHBACK PROCEDURES
CODE C	301	302	303	AVAILABLE FOR AIRCRAFT TO TAXI OUT
	304	305	306	
	307	308	309	

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE E	310	311	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T11

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE F	311L	311R	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T11 (YELLOW-DASH-LINE)

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE E	312	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T11 AND THEN TOW FORWARD TILL ITS NOSE WHEEL IS ON “T” MARK

2.20.6.3 Aircraft Parking at General Apron (41 stands)

A/C CODE LETTER	A/C STAND			PUSHBACK PROCEDURES
CODE B	601	602	603	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T13
	604	605	606	
	607	608	609	
	610	611	612	
	613			

A/C CODE LETTER	A/C STAND			PUSHBACK PROCEDURES
CODE B	614	615	616	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T12
	617	618	619	
	620	621	622	
	623	624	625	
	626		627	

A/C CODE LETTER	A/C STAND			PUSHBACK PROCEDURES
CODE B	628	629	630	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO AIRCRAFT STAND TAXILANE T12
	631	632	633	
	634	635	636	
	637	638	639	
	640		641	

2.20.6.4 Aircraft Parking at Cargo Terminal (3 stands)

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE E	401	402	A/C SHALL BE PUSHED BACK TO FACE NORTH ONTO TAXILANE BEHIND AIRCRAFT STAND

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE E	403	A/C SHALL BE PUSHED BACK TO FACE NORTH ONTO TAXILANE BEHIND AIRCRAFT STAND AND THEN TOW FORWARD TILL ITS NOSE WHEEL IS ON “T” MARK

2.20.6.5 Aircraft Parking at Maintenance Hangar (4 stands)

A/C CODE LETTER	A/C STAND		PUSHBACK PROCEDURES
CODE E	501	502	A/C SHALL BE PUSHED BACK TO FACE WEST ONTO TAXILANE BEHIND AIRCRAFT STAND

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE E	503	A/C SHALL BE PUSHED BACK TO FACE EITHER EAST OR WEST ONTO TAX-IWAY B

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE F	504	FOLLOW GROUND OPERATION

2.20.6.6 Aircraft Parking at Isolated Parking Area (1 stand)

A/C CODE LETTER	A/C STAND	PUSHBACK PROCEDURES
CODE F	701	FOLLOW GROUND OPERATION

Note 1: *A transverse bar ("T" Mark) indicates the position where the aircraft's nose wheel is to be stopped prior to it being disconnected from the tractor (tug).*

2.20.6.7 ATC may deviate from the standard pushback procedure as stated above for reasons such as traffic or work in progress. The deviation will be given in the pushback permission and pilot-in-command has to make sure that the ground engineer fully understands the deviation.

2.20.6.8 Pushback with one engine start-up or running

2.20.6.8.1 For operational reasons or technical reasons (e.g. Air Start Unit (ASU) assistance), pilot may require to start one engine prior to pushback or during pushback. Only one engine or only on right side of aircraft will be allowed to be started before the aircraft reaches the taxilane centerline and only when allowed by Ground Engineer (Headset Marshaller).

2.20.6.8.2 Upon requesting permission to startup from Aerodrome Control Tower, pilot mush requires for startup of engine before/during pushback.

2.20.6.8.3 Ground Handling (Headset Marshaller) is in charge of allowing pilot engine startup prior to or during pushback taking account of the safety requirements on apron and of the possibility of operation of such engine startup from the aircraft stand.

Note: *In the exception of the situations, some aircraft may need to start up engine on the left wings (e.g. technical failure of the right-hand engine with ASU). Agreement may be obtained from Air Traffic Control Tower if Ground Resources Unit (GRU) and Ramp Coordination both ensure that the process can be performed safety, especially with regard to safe distance in relation to the passenger loading bridge in its position.*

2.20.7 TAXI PROCEDURES

2.20.7.1 The taxi routes to be used by aircraft after landing or when taxiing for departure will be specified by Ground control. The issuance by Ground control of a taxi route to an aircraft does not relieve the pilot-in-command of the responsibility to maintain separation with other aircraft on the manoeuvring area or to comply with ATC directions intended to regulate aircraft on the manoeuvring area. Pilots are also advised of the possibility of misjudging the clearance between the aircraft wing tips and other obstacles, especially in area of hot-spots or during Low visibility procedure (LVP) / poor visibility conditions.

2.20.7.2 When issuing taxi instruction to departing aircraft, Ground controller shall provide a standard taxi route which is accordance with the relevant parking area, the taxi-out position of an aircraft and RWY-in-use. The clearance limit shall be at the holding position of RWY-in-use.

2.20.7.3 The taxi instruction for departing aircraft shall include the following items in the order list:

a) Taxi route(s);
b) Holding point;
c) RWY designator;
d) Any other pertinent information.

2.20.7.3.1 The following phraseology will be transmitted:

– "…C/S… TAXI VIA T1, C10, B, B1 TO HOLDING POINT RWY 05"

2.20.7.4 The taxi instruction for arriving aircraft shall include the following items in the order list:

a) Taxi routes;
b) Parking stand;
c) Any other pertinent information.

2.20.7.4.1 The following phraseology will be transmitted:

– "…C/S… EXIT ONTO A, B9, C6, C8 AND T5 TO PARKING STAND 120"

2.20.7.5 Extra caution is required when crossing service roads in the manoeuvring area

2.20.7.6 Standard Outbound Taxi Route

2.20.7.6.1 Runway In Use 05

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T7, C12, B, B1 AND A1	101	102	103

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T3, T7, C12, B, B1 AND A1	104	105	106

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T2, C10, B, B1 AND A1	107	108	109	110
		111	112	113	114

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T3, C10, B, B1 AND A1	107L	107R	108L	108R
		109L	109R	110L	110R
		111L	111R	112L	112R
		113L	113R	114L	114R

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T3, C9, B, B1 AND A1	115	116	117

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND	
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T4, C9, B, B AND A1	118	119

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T5, C9, B, B1 AND A1	120	121	122	123

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T4, C9, B, B1 AND A1	120L	120R	121L	121R
		122L	122R	123L	123R
		124		125	

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T3, T7, C12, B, B1 AND A1	201	202	203

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T2, C10, B, B1 AND A1	204	205	207	208

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T1, C10, B, B1 AND A1	206

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T1, C10, B, B1 AND A1	204L	204R	205L	205R
		207L	207R	208L	208R

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T3, C9, B, B1 AND A1	209	210	211	212

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T7, C12, B, B1 AND A1	301	302	303

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T8, C13, B, B1 AND A1	304	305	306

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T9, C14, B, B1 AND A1	307	308	309

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T11, C15, B, B1 AND A1	310	311	311L
		311R	312	

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T13, C16, B, B1 AND A1	601	602	603
		604	605	606
		607	608	609
		610	611	612
		613		

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T12, C16, B, B1 AND A1	614	615	616
		617	618	619
		620	621	622
		623	624	625
		626	627	628
		629	630	631
		632	633	634
		635	636	637
		638	639	640
		641		

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA C5, B, B1 AND A1	401	402	403

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND	
05	TAXI TO HOLDING POINT RUNWAY 05 VIA C4, B, B1 AND A1	501	502

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
05	TAXI TO HOLDING POINT RUNWAY 05 VIA B, B1 AND A1	503

2.20.7.6.2 Runway In Use 23

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T7, C12, B, B17 AND A8	101	102	103

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T3, T7, C12, B, B17 AND A8	104	105	106

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T2, C10, B, B17 AND A8	107	108	109	110
		111	112	113	114

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T3, C10, B, B17 AND A8	107L	107R	108L	108R
		109L	109R	110L	110R
		111L	111R	112L	112R
		113L	113R	114L	107L

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T3, C9, B, B17 AND A8	115	116	117

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND	
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T4, C9, B, B17 AND A8	118	119

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T5, C9, B, B17 AND A8	120	121	122	123

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T4, C9, B, B17 AND A8	120L	120R	121L	121R
		122L	122R	123L	123R
		124		125	

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T3, T7, C12, B, B17 AND A8	201	202	203

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T2, C10, B, B17 AND A8	204	205	207	208

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T1, C10, B, B17 AND A8	206

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T1, C10, B, B17 AND A8	204L	204R	205L	205R
		207L	207R	208L	208R

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T3, C9, B, B17 AND A8	209	210	211	212

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T7, C12, B, B17 AND A8	301	302	303

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T8, C13, B, B17 AND A8	304	305	306

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T9, C14, B, B17 AND A8	307	308	309

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	TAXI TO HOLDING POINT RUNWAY 23 VIA T11, C15, B, B17 AND A8	310	311	311L
		311R	312	

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	TAXI TO HOLDING POINT RUNWAY 05 VIA T13, C16, B, B17 AND A8	601	602	603
		604	605	606
		607	608	609
		610	611	612
		613		

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	TAXI TO HOLDING POINT RUNWAY 05 VIA T12, C16, B, B17 AND A8	614	615	616
		617	618	619
		620	621	622
		623	624	625
		626	627	628
		629	630	631
		632	633	634
		635	636	637
		638	639	640
		641		

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	TAXI TO HOLDING POINT RUNWAY 23 VIA C5, B, B17 AND A8	401	402	403

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND	
23	TAXI TO HOLDING POINT RUNWAY 23 VIA C4, B, B17 AND A8	501	502

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
23	TAXI TO HOLDING POINT RUNWAY 23 VIA B, B17 AND A8	503

2.20.7.6.3 The following table describe the standard outbound taxi route for helicopter startup and taxi/air taxi from parking stands to FATO:

Parking Stand			STANDARD TAXI ROUTE DETAILS	
H01	H06	H11	**TAXI / AIR TAXI VIA T12 TO**	**FATO**
H02	H07	H12		
H03	H08	H13		
H04	H09	H14		
H05	H10			

2.20.7.7 Standard Inbound Taxi Route

2.20.7.7.1 Runway In Use 05

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	EXIT ONTO TAXIWAY A, B14, C12 AND T7	101	102	103

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	EXIT ONTO TAXIWAY A, B13, C11 AND T3 THEN TURN LEFT TO PARKING STANDS	104	105	106

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	EXIT ONTO TAXIWAY A, B13, C11 AND T2	107	108	109	110
		111	112	113	114

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	EXIT ONTO TAXIWAY A, B13, C11 AND T3	107L	107R	108L	108R
		109L	109R	110L	110R
		111L	111R	112L	112R
		113L	113R	114L	107L

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	EXIT ONTO TAXIWAY A, B9, C6, C7 AND T3	115	116	117

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND	
05	EXIT ONTO TAXIWAY A, B9, C6, C8 AND T4	118	119

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	EXIT ONTO TAXIWAY A, B9, C6, C8 AND T5	120	121	122

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
05	EXIT ONTO TAXIWAY A8, B17, B, C6, C8 AND T	123

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	EXIT ONTO TAXIWAY A, B9, C6, C8 AND T4	120L	120R	121L	121R
		122L	122R	123L	123R
		124			

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
05	EXIT ONTO TAXIWAY A, B9, C6, C8 AND T6	125

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	EXIT ONTO TAXIWAY A, B13, C11 AND T3 THEN TURN LEFT TO PARKING STANDS	201	202	203

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	EXIT ONTO TAXIWAY A, B13, C11 AND T2	204	205	207	208

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
05	EXIT ONTO TAXIWAY A, B13, C11 AND T1	206

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	EXIT ONTO TAXIWAY A, B13, C11 AND T1	204L	204R	205L	205R
		207L	207R	208L	208R

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
05	EXIT ONTO TAXIWAY A, B9, C6, C7 AND T3	209	210	211	212

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	EXIT ONTO TAXIWAY A, B14, B, C13 AND T8	301	302	303

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	EXIT ONTO TAXIWAY A, B14, B, C14 AND T9	304	305	306

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	EXIT ONTO TAXIWAY A, B14, B, C15 AND T10	307	308	309

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	EXIT ONTO TAXIWAY A, B15, C16 AND T11	310	311	312

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND	
05	EXIT ONTO TAXIWAY A8, B17, B, C16 AND T11 (YELLOW-DASH LINE)	311L	311R

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T13, C16, B, B1 AND A1	601	602	603
		604	605	606
		607	608	609
		610	611	612
		613		

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	TAXI TO HOLDING POINT RUNWAY 05 VIA T12, C16, B, B1 AND A1	614	615	616
		617	618	619
		620	621	622
		623	624	625
		626	627	628
		629	630	631
		632	633	634
		635	636	637
		638	639	640
		641		

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
05	EXIT ONTO TAXIWAY A, B6, AND C5	401	402	403

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND	
05	EXIT ONTO TAXIWAY A, B4, B AND C4	501	502

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
05	EXIT ONTO TAXIWAY A, B4, B AND C3	503

2.20.7.7.2 Runway In Use 23

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B14, C12 AND T7	101	102	103

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B13, C11 AND T3 THEN TURN LEFT TO PARKING STANDS	104	105	106

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	EXIT ONTO TAXIWAY A, B13, C11 AND T2	107	108	109	110
		111	112	113	114

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	EXIT ONTO TAXIWAY A, B13, C11 AND T3	107L	107R	108L	108R
		109L	109R	110L	110R
		111L	111R	112L	112R
		113L	113R	114L	107L

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B9, C6, C7 AND T3	115	116	117

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND	
23	EXIT ONTO TAXIWAY A, B9, C6, C8 AND T4	118	119

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B9, C6, C8 AND T4	120	121	122

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
23	EXIT ONTO TAXIWAY A1, B1, B, C6, C8 AND T5	123

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	EXIT ONTO TAXIWAY A, B9, C6, C8 AND T4	120L	120R	121L	121R
		122L	122R	123L	123R
		124			

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
23	EXIT ONTO TAXIWAY A, B9, C6, C8 AND T6	125

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B13, C11 AND T3 THEN TURN LEFT TO PARKING STAND	201	202	203

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	EXIT ONTO TAXIWAY A, B13, C11 AND T2	204	205	207	208

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
23	EXIT ONTO TAXIWAY A, B13, C11 AND T1	206

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	EXIT ONTO TAXIWAY A, B13, C11 AND T1	204L	204R	205L	205R
		207L	207R	208L	208R

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND			
23	EXIT ONTO TAXIWAY A, B9, C6, C7 AND T3	209	210	211	212

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B14, B, C13 AND T8	301	302	303

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B14, B, C14 AND T9	304	305	306

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B14, B, C15 AND T10	307	308	309

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B15, C16 AND T11	310	311	312

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND	
23	EXIT ONTO TAXIWAY A1, B1, B, C16, AND T11 (YELLOW-DASH LINE)	311L	311R

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B15, C16 AND T13	601	602	603
		604	605	606
		607	608	609
		610	611	612
		613		

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B15, C16 AND T12	614	615	616
		617	618	619
		620	621	622
		623	624	625
		626	627	628
		629	630	631
		632	633	634
		635	636	637
		638	639	640
		641		

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND		
23	EXIT ONTO TAXIWAY A, B6, AND C5	401	402	403

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND	
23	EXIT ONTO TAXIWAY A, B4, B AND C4	501	502

RUNWAY IN USE	STANDARD TAXI ROUTE DETAILS	PARKING STAND
23	EXIT ONTO TAXIWAY A, B4, B AND C3	503

2.20.7.7.3 The following table describe the standard inbound taxi route for HELICOPTER taxi/air taxi from FATO to parking stands:

	STANDARD TAXI ROUTE DETIALS	Parking Stand		
FATO	**TAXI / AIR TAXI VIA T12 TO**	H01	H06	H11
		H02	H07	H12
		H03	H08	H13
		H04	H09	H14
		H05	H10	

2.20.7.8 The following table describe the procedure for aircraft startup and taxi-out from aircraft parking stands

Aircraft Parking Stands		
301	302	303
304	305	306
307	308	309

2.20.7.8.1 After startup engine (on idle power), to avoid jet blast on adjacent stands, pilots are to call ground control for taxi out from parking stands. The following procedures are to be observed:

2.20.7.8.1.1 Action to be taken by pilot-in-command

When aircraft is fully ready, the pilot-in-command shall:

a) Contact ground control for permission to taxi;
b) Ensure that the ground engineer acknowledge the permission;
c) Ensure that the ground engineer has given the “All Clear” signal;
d) Are reminded to always use minimum power when maneuvering within apron area;
e) It is especially critical when commencing to taxi that the breakaway thrusts are kept to absolute minimum and to be reduced to idle thrust as soon as practicable;
f) Extra caution is required when taxi out from stands in 2.20.7.8.

2.20.7.8.1.2 Action to be taken by Ground Engineer:

When aircraft is ready to taxi from parking stand the ground engineer of the aircraft shall:

a) Ensure that the parking area or equipment restraint area (ERA) must cleared from FOD, obstacle, unauthorized person and equipment;
b) Acknowledge the ground control permission to the pilot-in-command;
c) Ensure that the Anti-collision beacons are switch on;
d) Marshaller or authorities person shall be on position including wing walking or show the hand signal for the direction;
e) Given the “All Clear” signal to the pilot-in-command, being well clear of the aircraft path of taxiing.

2.20.8 RUNWAY UTILIZATION PROCEDURES

2.20.8.1 Runway-in-use

2.20.8.1.1 The RWY-in-use is selected by Techo Control Tower as the best for general purpose. If it is unsuitable for a particular operation, the pilot can obtain permission from ATC to use another but must accept that he may thereby incur a delay.

2.20.8.2 Departure Sequence

2.20.8.2.1 Departure shall normally be cleared in the order in which they are ready for take-off, except those deviations may be made from this order of priority to facilitate the maximum number of departures with the least average delay.

2.20.8.2.2 To increase RWY capacity and to comply with slot times if required, ATC may re-order departure sequence at any time.

2.20.8.3 Departure Clearance

2.20.8.3.1 The order in which aircraft are given take-off clearances will be determined on the basis of normal traffic priorities, the application of wake turbulence standard separation and departure slot allocations and management.

2.20.8.3.2 Under normal circumstances all departing aircraft will be issued with SIDs. If, for traffic management reason, a SID has to be

cancelled, the pilot will be given a specific departure instruction.

2.20.8.4 Intersection Departure

2.20.8.4.1 Departing aircraft will normally be directed by Local controller to use the full length of the RWY for take-off. Pilots-in-command may request or Local controller may propose an intersection departure to resolve a particular RWY or manoeuvring area conflict. The final decision whether to make an intersection departure rests with the pilot-in-command.

2.20.8.5 Clearance for immediate take-off

2.20.8.5.1 A Pilot receiving an immediate take-off instruction is required to act as follows:

a) If waiting clear of the RWY, taxi immediately on to it and begin his take-off run without stopping his aircraft;
b) If already lined up on the RWY, take off without delay;
c) If unable to comply with the instruction, inform Local controller immediately.

2.20.8.6 Departures – Minimum Runway Occupancy Time

2.20.8.6.1 On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operation procedures, that they are able to taxi into the correct position at the hold and line up on the RWY as soon as the preceding aircraft has commenced its take-off roll.

2.20.8.6.2 Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.

2.20.8.6.3 Pilots not able to comply with these requirements should notify Local controller as soon as possible.

2.20.8.6.4 Pilots shall prepare for the following take-off run available (TORA):

Runway 05	TORA (M)
A1	4000
A2	3900

Runway 23	TORA (M)
A7	3900
A8	4000

2.20.8.7 Arrival – Minimum Runway Occupancy Time

2.20.8.7.1 Pilot are reminded that rapid exit from the landing RWY enables ATC to apply minimum spacing on final approach that will achieve maximum RWY utilization and will minimize the occurrence of “go-around”.

2.20.8.7.2 The procedures for Minimum RWY Occupancy Time shall be strictly applied in order to achieve the highest possible rate for arrivals and departures.

2.20.8.8 High Intensity Runway Operation

2.20.8.8.1 To achieve the highest possible rate / hour for arrivals and departures, RWY occupancy times are to be reduced to a minimum, as

a rule. RWY shall be vacated via high-speed turn-off's.

2.20.8.8.2 Whenever RWY conditions permit, pilots should prepare their landing so as to vacate the RWY via the following high speed turn-off's

Runway 05	LDA (M)
A5	2000
A6	2340
A7	3900

Runway 23	LDA (M)
A4	2000
A3	2340
A2	3900

2.20.9 PROCEDURES FOR APRON SAFETY MANAGEMENT

2.20.9.1 Protection from jet blast

2.20.9.1.1 Pilots operating at VDTI are requested to ensure they use minimum power necessary to avoid jet blast on adjacent stands.

2.20.9.1.2 ATC have various procedures for reducing jet blast risk during push-back and taxi-out, including specifying the number of intervening stands between concurrent pushback and taxi-out, and specifying the direction from particular stands to avoid jet blast risk on adjacent stands.

2.20.9.1.3 Engine ground running is limited to low power or check start only on stand, and only with the approval of Techo Ground Control.

2.20.9.1.4 High power engine running outside of dedicated engine run facilities is managed closely by Airport and take place on Stand 504 at the appropriate time and opportunity in order to reduce the hazard to personnel vehicles and other aircraft.

2.20.10 LOW VISIBILITY OPERATIONS

2.20.10.1 General

2.20.10.1.1 Low visibility procedures will be established for operation in a visibility of less than RVR 550 M or a cloud base of less than 200 FT.

2.20.10.1.2 Special ATC procedures and safeguarding will be applied during CAT II operations to protect aircraft operating in low visibility and to avoid interference to the ILS signals in accordance with ICAO Doc 9365: Manual of All Weather Operations. Pilots will be informed when these procedures are in operation by ATIS or RTF.

- Phraseology: Announcement of "LVP in operation"
- **"Attention all aircraft, LVP in operations, RVR …. meters."**

2.20.10.2 Adverse weather warnings

2.20.10.2.1 Aircraft will not be refused permission to land or take-off at TECHO International Airport solely because of adverse weather conditions. The pilot-in-command of a commercial air transport aircraft shall be responsible for operation in accordance with applicable company weather minima.

2.20.10.2.2 RWY 05 / 23, subject to serviceability of the required facilities, are suitable for CAT II operations.

2.20.10.3 Departure

2.20.10.3.1 RWY Holding Positions

2.20.10.3.1.1 ATC will require departing aircraft to use the CAT II Holding Position listed below:

- RWY 05: A1, A2
- RWY 23: A7, A8

2.20.10.3.1.2 Except as described above, other intersection take-offs are not permitted.

2.20.10.3.2 Low Visibility Take-off Pilots wishing to conduct an ILS guided take-off shall inform ATC on start up in order to ensure that the

protection of the localizer sensitive area is provided.

2.20.10.4 Taxiing aircraft

2.20.10.4.1 Taxiing aircraft must follow the lighted TWY center line in relation to the standard taxi route provided by Ground controller. The deviation from standard taxi route may be approved for traffic reason.

2.20.10.4.2 When low visibility procedures are in operation, pilots shall adjust aircraft taxiing speeds to ensure that they are able to comply with ATC instructions.

2.20.10.5 Towing of aircraft

2.20.10.5.1 Aircraft towing will be restricted when the RVR goes down to less than 550 M.

2.20.10.6 Arrival

2.20.10.6.1 CAT II Approach and Landing

a) Pilots who wish to carry out an ILS CAT II approach shall inform Phnom Penh Approach on initial contact.
b) When low visibility procedures are in operation, a much-reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft.
c) Aircraft will be vectored to intercept the ILS localizer at least 10 NM from touchdown.
d) Pilots may carry out a practice ILS CAT II approach at any time but the full safeguarding procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

2.20.10.6.2 Runway Exits

a) All RWY exits are equipped with green / yellow coded TWY centerline lights to indicate the boundary of the localizer sensitive area.
b) Pilots are required to make a “RWY vacated” call giving due allowance for the size of the aircraft to ensure that the entire aircraft has vacated the localizer sensitive area.
c) Aircraft shall vacate the RWY via the first convenient exit TWY which are designated as follows:

- RWY 05 via A5, A6, A7, A8
- RWY 23 via A4, A3, A2, A1

d) All rapid exit TWY are installed with rapid exit TWY indicator lights. Pilots who are not able to comply with these requirements should notify ATC immediately.

2.20.10.7 Aircraft guidance under all-weather operation category II

2.20.10.7.1 Taxiway Centre Line Lights

2.20.10.7.1.1 As soon as the operation of Category II low visibility procedures is announced, aircraft will be only permitted to taxi on TWY/ taxilanes with operating center line lights.

2.20.10.7.1.2 TWY center line lights within the ILS sensitive area are color-coded with green / yellow from RWY 05 / 23 to TWY A to indicate that the aircraft has vacated the ILS sensitive area. Pilots are to call “RWY vacated” once the aircraft has completely passed the end of the green / yellow color-coded TWY center line lights.

2.20.10.7.2 Stop Bars

2.20.10.7.2.1 Stop bars are valuable aids to safety and flow of traffic on ground in low visibility operations. The primary safety function of the stop bar is the prevention of inadvertent penetrations of active RWY by aircraft and vehicles in low visibility conditions.

2.20.10.7.2.2 Stop bars shall be switched on to indicate that all traffic shall stop and switched off to indicate that traffic may proceed.

2.20.10.7.2.3 Taxiing across stop bars is strictly prohibited as long as they are in operation. No kind of clearance includes permission to taxi across a stop bar in operation.

2.20.10.7.2.4 Stop bars should be used when:

a) At night; or
b) Airfield ground lighting system of the associated RWY is in operation; or
c) In visibility conditions corresponding to RVR of less than 550 M or cloud base of less than 200 FT; or
d) Deemed necessary

2.20.10.7.2.5 Stop bars are installed at RWY holding positions to assist in preventing inadvertent incursions of aircraft and vehicles onto the RWY. In addition, stop bars are arranged on the following listed below:

a) On TWY A1 at RWY holding position 05
b) On TWY A2 at RWY holding position 05
c) On TWY A7 at RWY holding position 23

d) On TWY A8 at RWY holding position 23

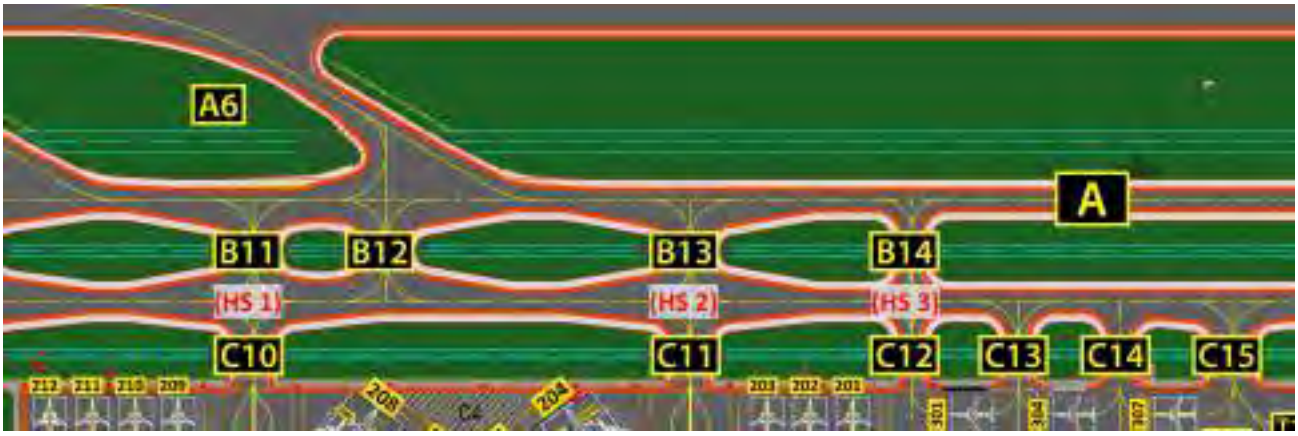
2.20.10.7.3 Intermediate Holding Position Lights

2.20.10.7.3.1 Taxiing across intermediate holding position lights is allowed.

2.20.10.7.3.2 Intermediate holding position lights consist of three fixed unidirectional lights showing yellow in the direction of approach to intermediate holding position.

2.20.11 HOT SPOT AREA

2.20.11.1 Hot Spot 1 (HS 1), Hot Spot 2 (HS 2) and Hot spot 3 (HS 3) Due to several intersections and rapid exit taxiways around this area which connect to aircraft stand taxilane to remote parking stands and terminal building. All aircraft are required to TWY caution and hold at intermediate holding position marking / lights as instructed by ATC.



2.20.11.2 Hot Spot 4 (HS 4) and Hot Spot 5 (HS 5) Due to GSE and vehicle crossing TWY around this area, all aircraft are required to take extreme caution.

VDTI AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VDTI AD 2.22 FLIGHT PROCEDURES

2.22.1 PROVISION OF ATS SURVEILLANCE SERVICES

2.22.1.1 Phnom Penh Approach is responsible for delivering ATS surveillance services to aircraft operating within the Phnom Penh Terminal

Control Area and Techo Control Zone, as outlined in ENR 2.1.

2.22.1.2 Aircraft arriving at Techo International Airport (VDTI) will be handed over to Phnom Penh Approach on frequency 123.80 MHZ.

2.22.2 APPROACH PROCEDURES

2.22.2.1 All procedures are structured to optimize departure and arrival capacity within Phnom Penh TMA while minimizing noise impact in overflown areas.

2.22.2.2 The final approach may be conducted using ILS or any other available instrument approach system, at the pilot's discretion.

2.22.2.3 Aircraft spacing is managed to maximize RWY utilization while ensuring compliance with safe separation minima, including considerations for vortex effects and RWY occupancy. To maintain effective separation and optimize RWY capacity, it is essential to minimize RWY occupancy time in accordance with prevailing conditions.

2.22.2.4 Under the ATS surveillance system, a minimum horizontal separation of 5 NM is applied.

2.22.2.5 Missed approach

2.22.2.5.1 As directed by ATC.

2.22.2.5.2 In the absence of ATC instructions, aircraft shall adhere to the missed approach procedures specified in the Instrument Approach Charts (refer to VDTI AD 2.24).

2.22.3 STANDARD INSTRUMENT DEPARTURES / ARRIVALS (RNAV SIDS / STARS)

2.22.3.1 Aircraft departing from Techo International Airport will typically be assigned the RNAV SIDs specified in the table, with additional details available in VDTI AD 2.24.

2.22.3.1.1 Runway 23

OUTBOUND ROUTES	TRANSITION WAYPOINT	SID VDTI
B329	ELNAK	ELNAK1A
M753	AKPUP	AKPUP1A
M755	KISAN	KISAN1A
P629	PUKIP	PUKIP1A
N639	ELNAK	ELNAK1A
R468	VISIM	VISIM1A
R588	SUSEL	SUSEL1A
W5 / R588	NIMIB	NIMIB1A
Y19	ORITA	ORITA1A
Y23	MOSLI	MOSLI1A

2.22.3.1.2 Runway 05

OUTBOUND ROUTES	TRANSITION WAYPOINT	SID VDTI
B329	ELNAK	ELNAK1B
M753	AKPUP	AKPUP1B
M755	KISAN	KISAN1B
P629	PUKIP	PUKIP1B
N639	ELNAK	ELNAK1B
R468	VISIM	VISIM1B
R588	SUSEL	SUSEL1B
W5 / R588	NIMIB	NIMIB1B
Y19	ORITA	ORITA1B
Y23	MOSLI	MOSLI1B

Note: *Pilots of non-RNAV equipped aircraft shall inform ATC and request for vectors.*

2.22.3.2 Aircraft arriving at Techo International Airport will typically be assigned the RNAV STARs specified in the table, with additional details available in VDTI AD 2.24

2.22.3.2.1 Runway 23

INBOUND ROUTES	TRANSITION WAYPOINT	STAR VDTI
B329	ELNAK	ELNAK1C
M753	AKPUP	AKPUP1C
M755	KISAN	KISAN1C
N506	VELVA	VELVA1C
N639	ELNAK	ELNAK1C
R468	VISIM	VISIM1C
R588	SUSEL	SUSEL1C
W5 / R588	NIMIB	NIMIB1C
Y19	ORITA	ORITA1C
Y22	IGRIG	IGRIG1C

2.22.3.2.2 Runway 05

INBOUND ROUTES	TRANSITION WAYPOINT	STAR VDTI
B329	ELNAK	ELNAK1D
M753	AKPUP	AKPUP1D
M755	KISAN	KISAN1D
N506	VELVA	VELVA1D
N639	ELNAK	ELNAK1D
R468	VISIM	VISIM1D
R588	SUSEL	SUSEL1D
W5 / R588	NIMIB	NIMIB1D
Y19	ORITA	ORITA1D
Y22	IGRIG	IGRIG1D

Note: *Pilots of non-RNAV equipped aircraft shall inform ATC and request for vectors.*

2.22.4 SPEED CONTROL AND ALTITUDE RESTRICTIONS PROMULGATION IN PHNOM PENH TMA

2.22.4.1 To optimize air traffic flow within Phnom Penh TMA, speed control procedures and altitude restrictions are implemented to enhance aircraft spacing and minimize overall traffic delays.

2.22.4.2 Speed control

2.22.4.2.1 Speed control measures are in effect at all times unless instructed otherwise. ATC will notify pilots individually if speed control is cancelled.

2.22.4.2.2 All departing and arriving aircraft must maintain a speed of no more than IAS 250 KT when flying at or below 10000 FT.

2.22.4.2.3 Departing aircraft must adhere to speed control restrictions as outlined in the RNAV SIDs procedures unless otherwise directed by ATC.

2.22.4.2.4 Arriving aircraft must comply with speed control restrictions as specified in the RNAV STARs charts and Instrument Approach Procedures unless instructed otherwise by ATC.

2.22.4.2.5 En-route and terminal holding speeds must align with ICAO standard holding speed requirements. Pilots must resume speed control procedures upon exiting the holding fix.

2.22.4.2.6 ATC may issue additional speed adjustment instructions at different flight phases or as necessary based on traffic conditions.

2.22.4.2.7 Pilots must adhere to all speed restrictions as precisely as possible. If unable to comply, they must immediately inform ATC and specify the speed they can maintain, allowing ATC to take appropriate alternative measures.

2.22.4.3 Altitude restrictions

2.22.4.3.1 When a departing aircraft on a SID is cleared to climb above the initially assigned level or the level(s) specified in the SID, it must still adhere to the published vertical profile unless ATC explicitly cancels such restrictions.

2.22.4.3.2 Departing aircraft intending to cruise below the transition level must follow the designated SID track and comply with individual ATC climb instructions.

2.22.4.3.3 When an arriving aircraft on a STAR is cleared to descend below the level or the level(s) specified in the STAR, it must still adhere to the published vertical profile unless ATC explicitly cancels such restrictions. Minimum published levels for terrain clearance must always be strictly followed.

2.22.4.3.4 To ensure safe traffic integration and maintain vertical separation between converging aircraft within Phnom Penh TMA, pilots must plan their descent profile in accordance with the published STAR procedures or adjust their descent profile based on the distance to touchdown.

2.22.4.3.5 Pilots must comply with all altitude restrictions as accurately as possible. If unable to meet these restrictions, they must immediately

inform ATC so that an alternative course of action can be taken.

2.22.5 TCAS RA WARNING

2.22.5.1 When within 2000 FT of the assigned altitude or flight level, the rate of climb or descent should not exceed 1500 FPM.

2.22.5.2 When within 1000 FT of the assigned altitude or flight level, the rate of climb or descent should be further reduced to 1000 FPM or less, particularly when the flight crew is aware of another aircraft at or approaching a nearby altitude or flight level.

2.22.6 OPERATIONAL FOR SAFETY AND MORE EFFECTIVE AIR TRAFFIC MANAGEMENT IN PHNOM PENH TMA

2.22.6.1 Phnom Penh Approach is established to provide Air Traffic Control Services at Techo International Airport, with the following operational procedures:

2.22.6.2 All departing aircraft must contact Phnom Penh Approach on frequency 123.80 MHz immediately after becoming airborne, unless otherwise instructed by ATC, before transferring to the relevant approach sectors.

2.22.6.3 Pilots are reminded that, to minimize communication workload, the departure frequency will not be included in the takeoff clearance.

2.22.7 REDUCE COMMUNICATION WORKLOAD

2.22.7.1 To minimize communication workload, an additional Approach Control frequency of 126.10 MHZ will be established and utilized during periods of high traffic congestion.

2.22.8 DELAY DURING SEVERE WEATHER

2.22.8.1 All aircraft may experience delays, with departure and arrival intervals applied as follows:

2.22.8.1.1 A minimum interval of 4 minutes between successive departures on the same SID or between aircraft flying in a direction where severe weather has been reported.

2.22.8.1.2 A minimum interval of 4 minutes between successive arrivals on the same STAR, at the same Initial Approach Waypoint (IAWP), or between aircraft flying in a direction affected by severe weather.

2.22.8.2 When severe weather has an effect on landing / take-off, domestic flights intending to land at Techo International Airport may be requested to delay at airport of departure.

2.22.9 VFR OPERATION IN TECHO CONTROL ZONE (CTR)

2.22.9.1 Introduction

2.22.9.1.1 Aerodrome / Approach Control issues air traffic clearances, instructions and information to aircraft to ensure the safe, orderly and expeditious flow of air traffic.

2.22.9.1.2 In VMC, all aircraft flying in a control zone (CTR) come under Aerodrome / Approach Control. This does not, however, relieve the pilot-in-command from responsibility in avoiding collision.

2.22.9.1.3 Techo CTR dimensions are specified as 10 NM radius from VDTI ARP, altitude from ground up to 3000 FT.

2.22.9.2 Procedure

2.22.9.2.1 For all operation, aircraft shall be equipped with appropriate two-way communication and transponder mode A/C.

2.22.9.2.2 Radio communication shall be established with the appropriate Aerodrome / Approach Control unit: Prior to taxiing for departure; or When intending to operate in control zone

2.22.9.2.3 Aircraft shall call Techo Tower / Phnom Penh Approach Control approximately 10 minutes before ETA at the zone boundary.

2.22.9.2.4 Aircraft which are about to enter, cross or operate within control zone shall:

a) Notify Techo Tower / Phnom Penh Approach Control on the appropriate radio frequency of the aircraft's position, level and track of aircraft;
b) Estimate time of crossing the zone boundary.
c) Maintain a continuous listening watch on that frequency while in control zone.
d) Navigate in accordance with the flight plan and ATC clearance; and
e) Carry out any instructions received from Aerodrome / Approach Control.

2.22.9.3 VFR Flight

2.22.9.3.1 BY DAY (Sunrise / Sunset)

2.22.9.3.1.1 Unless otherwise specifically authorized, VFR flights will NOT be permitted to land / take-off when conditions as reported to Techo

Tower / VDPP Approach Control by an authorized ground observer are LESS than:

- Ground Visibility: 5 KM; or
- Ceiling: 450 M (1500 FT)
- Authorization may be granted by ATC for special VFR flights, to land / take-off under conditions in para 2.22.9.3.1 above but NOT LESS than;
- Ground Visibility: 1500 M
- As reported to Aerodrome / Approach Control, by an authorized ground observer.

2.22.9.3.2 BY NIGHT (Sunset / Sunrise)

2.22.9.3.2.1 VFR flights within the CTR shall be conducted so that the aircraft maintain flight visibility and distance from cloud EQUAL TO or GREATER THAN those specified in ICAO Annex 2, Chapter 3, table 3-1;

- Flight Visibility:
  - 5 KM below 3 050 M (10 000 FT) AMSL; and
  - 8 KM at and above 3050 M (10 000 FT) AMSL
- Distance from cloud:
  - 1500 M horizontally and 300 M (1000 FT) vertically

2.22.10 SPECIAL VFR FLIGHT

2.22.10.1 Special VFR flight may be authorized to enter a Techo control zone for the purpose of landing, taking-off and departing directly from a control zone when ground visibility is not less than 1500 M, provided that the aircraft is equipped with functioning radio receiver, transponder mode A/C and the pilot has agreed to guard on the appropriate ATC communication frequency.

2.22.10.2 A special VFR clearance shall be issued only when specially requested by a pilot.

2.22.10.3 Before clearing a special VFR flight an ATC must consider the extent of the proposed of flight and the availability of air / ground communication

2.22.10.4 The pilot of an aircraft on special VFR flight:

2.22.10.4.1 Shall comply with ATC instructions.

2.22.10.4.2 Is responsible for ensuring that his flight conditions enable him to remain clear of cloud, determine his flight path with reference to the surface and keep clear of obstructions.

2.22.10.4.3 In regard with the rules of flight over the congested area of cities, towns or settlements or over an openair assembly of persons at a height at least 1000 FT above the highest obstacle within a radius of 600 M from the aircraft.

2.22.10.5 Aircraft on special VFR clearances are not normally given a specific height to fly but for the purpose of ensuring vertical separation from other aircraft flying above the special, it may be required to fly not above a specific level.

2.22.11 RADIO COMMUNICATION FAILURE FOR VFR AIRCRAFT

2.22.11.1 Departing aircraft:

2.22.11.1.1 Aircraft will not be permitted to take-off unless two-ways radio communications can be maintained with the Control Tower and transponder inoperative; and

2.22.11.1.2 If any aircraft experiences radio communication failure after departure, the pilot will comply with the VFR cruising altitude.

2.22.11.2 Arriving traffic:

2.22.11.2.1 When aircraft radio receiver is inoperative, pilot shall report their position, distance, heading, altitude and departure point when approaching Techo Control Zone by transmitting in the blind.

2.22.11.2.2 Pilot shall turn transponder on by squawk A7600.

2.22.11.2.3 When two-way communication fail, radio transmitter or receiver inoperative, pilot shall observe the direction of traffic in the pattern, and enter downwind with the flow of traffic:

2.22.11.2.3.1 Day Time

2.22.11.2.3.1.1 Join the traffic pattern of the landing RWY by conforming to the height for the type of aircraft, then make a low approach along

the RWY at 500 FT above the terrain, rocking wings of the aircraft until it reaches the end of the RWY; and

2.22.11.2.3.2 Night Time

2.22.11.2.3.2.1 Join the traffic pattern of the landing RWY by conforming to the height for the type of aircraft, then make a low approach along the RWY at 500 FT above the terrain and blinking the landing light until it reaches the end of RWY; and re-enter downwind leg and observe light signals on base leg and final approach.

2.22.11.2.4 Aircraft with communication failure shall vacate the RWY and stop on TWY to look for light signals from Aerodrome Control or wait for follow-me vehicle.

2.22.12 USE OF RUNWAY 05 / 23 AT TECHO INTERNATIONAL AIRPORT

2.22.12.1 All traffic is controlled by Techo Control Tower

2.22.12.2 The traffic circuit pattern for RWY 05 / 23 is as follows:

2.22.12.2.1 RWY 05:

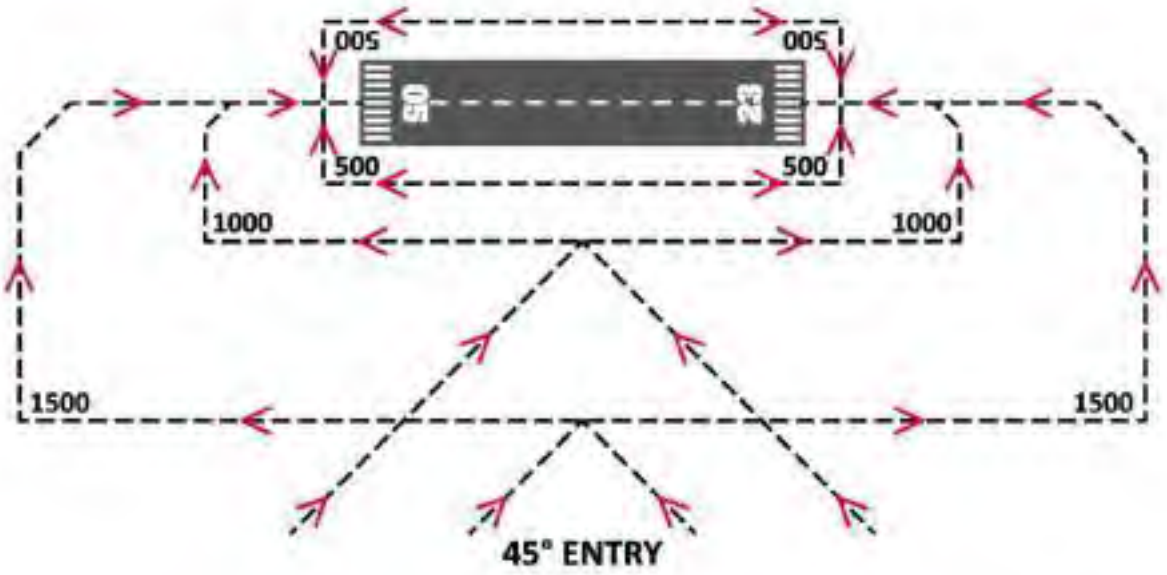
- Right hand traffic pattern
- Left hand traffic pattern for helicopter only

2.22.12.2.2 RWY 23:

- Left hand traffic pattern
- Right hand traffic pattern for helicopter only

2.22.12.3 Inbound - Join circuit pattern at 45° in the middle of the down-wind leg North / South of the RWY at the following heights:

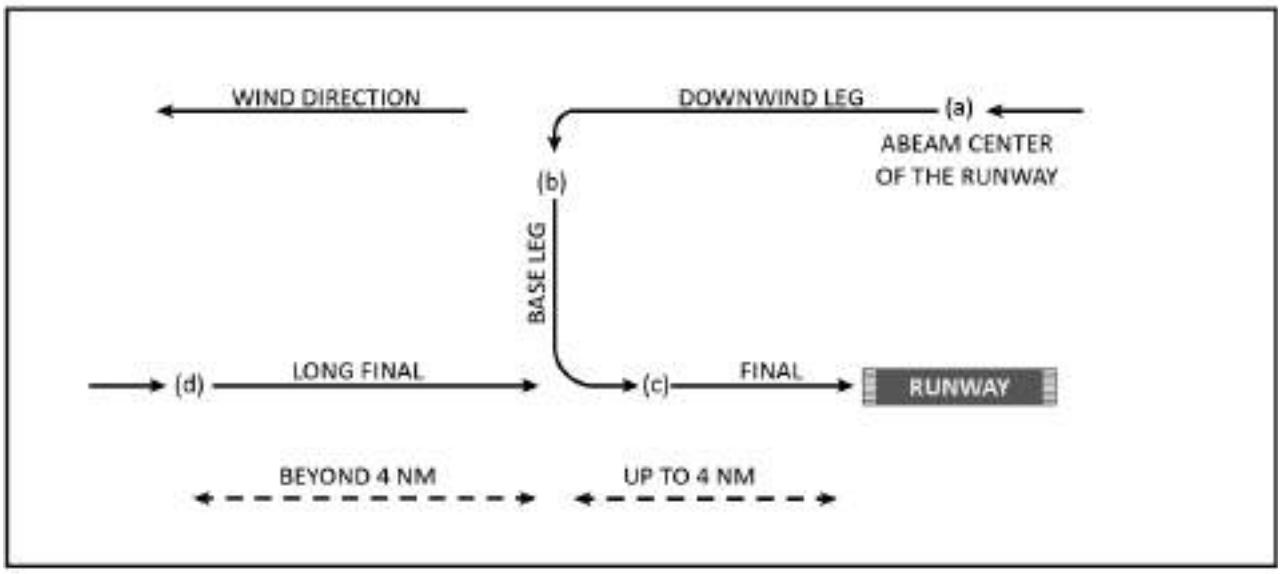
a) 1500 FT for jet aircraft
b) 1000 FT for light aircraft
c) 500 FT for helicopter



VFR Aerodrome Traffic Pattern

2.22.12.4 No straight in approaches are permitted without prior approval from Techo Control Tower.

2.22.12.5 Except when specifically authorized by Techo Control Tower, the pilot-in-command shall report position in accordance with the following diagram.



Aerodrome Traffic circuit and Visual Circuit Reporting Procedure

a) **Downwind**

Aircraft shall report “Downwind” abeam center of the RWY

b) **Base leg**

Aircraft shall report “Base Leg” on completion of the turn on to base leg;

c) **Final**

Aircraft shall report “Final” after completion of the turn on to final approach, not more than 4 NM from the approach end of the RWY; and

d) **Long Final**

Aircraft flying a straight-in approach shall report “Long Final” 8 NM from the approach end of the RWY and “Final” when at 4 NM.

2.22.12.5.1 VFR entry and exit procedures

a) These procedures are designed for aircraft operating at speeds below 130 KT.
b) For aircraft exceeding 130 KT, ATC may either authorize the aircraft to follow the standard VFR entry and exit procedures or assign specific flight paths and altitudes. However, the pilot retains final authority on whether to comply while ensuring full adherence to VFR regulations. Pilots remain responsible for maintaining visual separation from other traffic and keeping a safe distance from clouds. Separation will be provided in accordance with VFR rules in Class C airspace.
c) Table of Reporting Points

Reporting Points	Coordinates	
	Latitude	Longitude
ARP	112136.01N	1045516.53E
1 NM East	112149.16N	1045723.54E
1 NM West	112219.61N	1045434.54E
5 NM East	112247.47N	1050012.60E
5 NM South	111711.67N	1045740.37E
Skybridge 2	112527.27N	1045228.26E
Skybridge 3	112724.57N	1044838.91E
Bati	111338.31N	1044908.65E
Koh Thmey	111407.02N	1050200.73E
Anlong Chen	112703.99N	1050321.02E

Remark 1: The altitude restriction over VFR reporting points for HELICOPTER is not above 500 FT.

Remark 2: Helicopter operating from and to FATO, Pilot has to take extreme caution with the 35 M height of the lighted antenna approximately 100 M east of FATO.

d) The image of VFR reporting point

2.22.13 ATC CLEARANCE PROCEDURES

2.22.13.1 Issuance of en-route clearance

2.22.13.1.1 Once all flight formalities are completed and the aircraft is ready for departure (with all doors closed), pilots must contact Techo Ground Control (GND) to obtain ATC clearance using the frequency 121.900 MHZ.

2.22.13.1.2 When requesting ATC clearance, pilots must provide the following information:

a) Call sign
b) Aircraft type
c) Destination
d) Route
e) Proposed flight level (if different from the filed flight plan)
f) Any special requirements, if applicable (e.g., inability to comply with the SID climb profile)

2.22.13.1.3 To enhance tactical air traffic management, reduce delays, and minimize workload for both controllers and pilots, the following procedures will be implemented:

a) Under normal circumstances, an initial altitude of 6 000 FT will be assigned.
b) The “first airborne, first flight level selection” principle will apply.
c) No on-ground flight level negotiations or reservations will be permitted.
d) The cruising level will be assigned by Phnom Penh Control after the aircraft is airborne.

2.22.13.2 Departure Time Restriction

2.22.13.2.1 Departure time restrictions may be implemented when necessary for Air Traffic Management (ATM). If an ATC clearance includes a departure time restriction, pilots must:

2.22.13.2.2 Maintain a continuous listening watch on Techo Ground Control frequency for any updates or revised ATC clearance and remain ready for pushback.

2.22.13.2.3 Contact Ground Control at the appropriate time in accordance with the departure time restriction.

2.22.13.3 Cancellation of en-route clearance

2.22.13.3.1 Once ATC clearance is received, the aircraft must push back within 10 minutes unless the clearance includes a departure time restriction or is affected by an Air Traffic Management (ATM) restriction. If the aircraft fails to push back within this timeframe, ATC clearance

will be cancelled.

2.22.13.3.2 Pilots who fail to comply with paragraph 2.22.13.2.2 and 2.22.13.2.3 (calling Ground Control at the appropriate time in accordance with the departure time restriction) will have their ATC clearance cancelled.

2.22.13.3.3 After receiving ATC clearance, pilots must contact Ground Control frequency 121.90 MHz for pushback and start-up approval.

2.22.14 FUEL DUMPING PROCEDURE AND IN-FLIGHT MANAGEMENT PROCEDURE

2.22.14.1 Introduction

2.22.14.1.1 In emergency or urgent situations, an aircraft may need to dump fuel to reduce its weight to the maximum landing mass for a safe landing.

2.22.14.2 Fuel dumping areas

2.22.14.2.1 North Fuel Dumping Area: Between R-330 and R-350, at a distance of 30 to 50 NM from TIA VOR, at or above 9 000 FT.

2.22.14.2.2 East Fuel Dumping Area: Between R-090 and R-110, at a distance of 30 to 50 NM from TIA VOR, at or above 9 000 FT.

2.22.14.2.3 South Fuel Dumping Area: Between R-220 and R-240, at a distance of 30 to 50 NM from TIA VOR, at or above 9 000 FT.

2.22.14.2.4 Illustration of Fuel dumping areas

2.22.14.3 In-flight fuel management procedures

2.22.14.3.1 Definition

a) Minimum fuel: The term used to describe a situation in which an aircraft's fuel supply has reached a state where the flight is committed to land at a specific aerodrome and no additional delay can be accepted.
b) Mayday fuel: Describes the nature of the distress conditions when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel

2.22.14.3.2 Actions taken by pilot

a) The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.
b) The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus the fuel required either to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.
c) The pilot-in-command shall advise ATC of a minimum fuel state by declaring “MINIMUM FUEL” when, having committed to land at a specific aerodrome, the pilot calculates that any changes to the existing clearance to that aerodrome may result in landing with less than planned final reserve fuel.

Note 1: *The declaration of “MINIMUM FUEL” informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any changes to the existing clearance may result in landing with less than planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delays occur.*

Note 2: *It should be noted that Pilots should not expect any form of priority handling as a result of a “MINIMUM FUEL” declaration. ATC will, however, advise the flight crew of any additional expected delays as well as coordinate when transferring control of the aircraft to ensure that other ATC units are aware of the flight’s fuel state.*

d) The pilot-in-command shall declare a situation of distress related to the amount of fuel available on board the aircraft by broadcasting “MAYDAY, MAYDAY, MAYDAY, FUEL” when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

Note 1: *The planned final reserve fuel refers to the value calculated in Annex 6 - Operation of Aircraft, Chapter4, item 4.3.6.3 e) 1) or 2) and is the minimum amount of fuel required upon landing at any aerodrome.*

Note 2: *The words “MAYDAY FUEL” describe the nature of the distress conditions as required in Annex 10, Volume II, Chapter 5, Item 5.3.2.1, b) 3).*

Note 3: *Guidance on procedures for in-flight fuel management is contained in the Fuel Planning Manual (Doc 9976).*

2.22.14.3.3 Actions taken by ATC

2.22.14.3.3.1 When a pilot reports a state of “MINIMUM FUEL”, ATC shall respond to the pilot who indicates or suggests that he is becoming short of fuel or who has declared “MINIMUM FUEL” as follows:

Inform the pilot of either:

a) The estimated delay, if pilots are en-route to, joining or are established in holding point such as IAWPs; or
b) The estimated track mileage, if pilots are being vectored to an instrument approach; or Coordinate when transferring control of the aircraft to ensure other ATC units to be aware of the flight’s fuel state.

Standard phraseology

a) Pilot transmission: (C/S), MINIMUM FUEL
b) Controller transmission: (C/S), ROGER [NO DELAY EXPECTED or EXPECT (delay information)]

2.22.14.3.3.2 When a pilot reports a state of “MAYDAY, MAYDAY, MAYDAY FUEL”. This is an emergency and the aircraft shall be given priority over other traffic in the landing sequence. The aircraft will be committed to a landing, as in the event of any delay or a go-around, there may be insufficient fuel remaining for a safe landing.

Standard phraseologies

a) Pilot Transmission: (C/S) MAYDAY, MAYDAY, MAYDAY FUEL
b) Controller transmission: (C/S) ROGER MAYDAY FUEL

2.22.15 AIRCRAFT TRANSPONDER FAILURE PROCEDURES

2.22.15.1 Control of aircraft experiencing transponder failure procedure

2.22.15.1.1 When a transponder failure is detected to be unserviceable prior to departure, ATC shall confirm with the pilot of his transponder operations using the following phraseologies:

a) “C/S, CONFIRM TRANSPONDER ON”, or
b) “C/S, CHECK YOUR TRANSPONDER OPERATED NORMALLY”, or
c) “C/S, TRANSPONDER NOT RECEIVED, CHECK FUNCTIONALITY”

2.22.15.1.2 When it has been confirmed that aircraft transponder fails, ATC shall advise the pilot to repair it before departure. However, the surface surveillance blind spot, where the transponder might not be easily detected, should be taken into consideration.

a) Phraseologies

b) “C/S, ADVISE TRANSPONDER REPAIRED BEFORE DEPARTURE”, or
c) “C/S, ADVISE RETURN TO BAY FOR TRANSPONDER REPAIRING”

2.22.15.1.3 When transponder appears to be unserviceable after the aircraft is airborne, ATC must inform the pilot of his transponder failure using the following phraseologies.

a) Phraseologies
b) “C/S, CONFIRM TRANSPONDER ON”, or
c) “C/S, CHECK YOUR TRANSPONDER OPERATED NORMALLY”, or
d) “C/S, TRANSPONDER NOT RECEIVED, CHECK FUNCTIONALITY”

2.22.15.1.4 When it has been confirmed that the aircraft transponder fails, ATC shall advise the pilot to return to his departure airport as well as relay all necessary information to Aerodrome Control Tower and all concerned units.

a) Phraseologies
b) “C/S, ADVISE RETURN TO LAND AT (DEPARTURE AERODROME) FOR TRANSPONDER REPAIRING, REQUEST YOUR INTENTION”,
c) “C/S, ADVISE RETURN TO BAY FOR TRANSPONDER REPAIRING”

2.22.15.1.5 In case pilot decide to proceed to first intended landing or nearest suitable aerodrome, primary radar separation shall be provided. However, the pilot shall be reminded that delays can be expected and some requests might not be granted e.g. route to be flown, cruising altitude / level.

2.22.15.2 Control of aircraft overflying Phnom Penh FIR or aircraft intending to land at Techo International Airport with its failed transponder procedure

2.22.15.2.1 ATC must immediately inform the pilot of his transponder failure so that he could check its operations and repair it.

2.22.15.2.2 ATC shall control, according to the filed flight plan, the aircraft experiencing transponder failure to land safely at Techo International Airport.

2.22.15.2.3 ATC shall control, according to the filed flight plan, the over-fly aircraft experiencing transponder failure to land safely at the destination aerodrome.

2.22.15.2.4 Approach Control shall coordinate closely with Techo Tower and / or other concerned units regarding the problem.

2.22.15.3 The above procedures shall be applied to all aircraft except state aircraft and military aircraft.

2.22.16 RADIO COMMUNICATION FAILURE PROCEDURE FOR IFR

2.22.16.1 General

2.22.16.1.1 Radio communication is considered to be failed, if during two minutes that the pilot or the ATC unit doesn’t answer the repeated calls through all available communication channels.

2.22.16.1.2 The transponder is set to be Mode A code 7600 as soon as the pilot has detected communication failure.

2.22.16.1.3 The pilot shall use all available facilities to re-establish communication with ATC unit directly or by means of the other aircraft. If necessary, the emergency frequency 121.50 MHz may be used.

2.22.16.1.4 In any case of radio communication failure, the pilot shall continue listening on the appropriate radio frequency and transmitting the position reports, actions and flight conditions. The pilot shall comply with one of the following procedures.

2.22.16.2 Total radio communication failure for arriving aircraft

2.22.16.2.1 If in VMC, continue to fly in VMC and land at the nearest suitable aerodrome.

2.22.16.2.2 If in IMC or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 2.22.16.2.1 above, the pilot shall:

– If a specific STAR procedure has been designated and acknowledged prior to the occurrence of radio communication failure, comply with the radio communication failure procedures.
– Proceed according to the STAR route to the termination point NOKOR / BILBA for RWY 05 / 23 and descend in accordance with the published all speed and altitude restrictions of the relevant STAR procedure, thence:
– For RWY 23: After NOKOR, the pilot shall align with the final approach and carry out the appropriate approach procedure.
– For RWY 05: After BILBA, the pilot shall align with the final approach and carry out the appropriate approach procedure.
– If no specific STAR procedure has been designated or acknowledged prior to the occurrence of radio communication failure, endeavor to ascertain the landing direction from any available means in para 2.22.16.5 below. The pilot then should proceed in accordance with the STAR procedure appropriate to its ATS route and landing direction and comply with the radio communication failure procedures.

2.22.16.2.3 When an arriving aircraft is being vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. Pilot should proceed in the most

direct manner possible to rejoin the STAR procedure appropriate to its ATS route and landing direction.

2.22.16.2.4 Pilots should ensure that they remain at or above the minimum sector altitude. If the aircraft is below the minimum sector altitude, pilots shall immediately climb to the minimum sector altitude.

2.22.16.3 Total radio communication failure for missed approach aircraft

2.22.16.3.1 The pilot shall set the aircraft transponder to Mode A code 7600 and fly to or proceed direct to (in case of vectoring) the appropriate approach holding point at the minimum holding altitude and hold.

2.22.16.3.2 The pilot then shall complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 2.22.16.5 below.

2.22.16.3.3 The pilot shall descend and maintain 3500 FT and proceed direct to Intermediate Fix (IF), after IF continue to commence an appropriate approach procedure.

2.22.16.4 Partial radio communication failure for arriving aircraft

2.22.16.4.1 Aircraft unable to receive: pilots shall adopt the total radio communication failure procedures specified in para 2.22.16.2 above.

2.22.16.4.2 Aircraft able to receive: following verification that aircraft is able to receive ground transmissions by squawk ident, ATC will continue to issue and repeat instructions and / or clearance to the pilot.

2.22.16.5 Identification of Runway in use

2.22.16.5.1 A pilot endeavors to obtain information on the landing RWY from the following sources: ATIS, D-ATIS, ACARS, etc. If unable, the pilot should rely on the best available information such as aerodrome weather forecasts, meteorological reports or any other relevant information obtained prior to the communication failure and should decide on the most appropriate landing direction.

2.22.16.5.2 To assist the pilot in ascertaining the landing direction, the ILS and approach lighting for the RWY in use will be switched on. If the approach lights for the RWY-in-use are sighted but the ILS signal is not received, the pilot shall assume that the ILS is inoperative and shall proceed to land on the RWY on which the approach lights have been sighted.

2.22.16.6 Total radio communication failure for departing aircraft

2.22.16.6.1 The pilot shall set the aircraft transponder to Mode A Code 7600 and comply with the last acknowledged clearance up to the next reporting point on the SID, then climb to the planned cruising level in accordance with the published speed and altitude restrictions of the relevant SID procedure. Thereafter, the pilot shall comply with the flight planned routing.

2.22.16.6.2 Whenever a pilot experiences total radio communication failure immediately after departure and it is deemed unsafe for the flight to continue to its destination, the pilot shall adhere to the procedures below:

a) The pilot shall set the aircraft transponder to Mode A Code 7600.
b) The pilot shall comply with the last assigned altitude in accordance with the published speed and altitude restrictions of the relevant SID procedure.
c) The pilot shall climb / descend to maintain 9 000 FT for 2 minutes then proceed direct to TIA VOR and hold. If fuel dumping is necessarily required before making an approach to land, after maintaining altitude at 9 000 FT for 2 minutes, the pilot shall proceed to the nearest suitable fuel dumping area and start dumping fuel. When it is completed, the pilot must fly direct to TIA VOR and hold.
d) The pilot is required to make a left holding pattern over TIA VOR with inbound course 050 - and one minute leg to complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 2.22.16.5 above.

2.22.16.7 Partial radio communication failure for departing aircraft

2.22.16.7.1 Aircraft unable to receive: pilots shall adopt the total radio failure procedures specified in para 2.22.16.6.2 above.

2.22.16.7.2 Aircraft able to receive: following verification that aircraft is able to receive ground transmissions by squawk ident, ATC will continue to issue and repeat instructions and / or clearances to the pilot.

2.22.16.8 Aircraft overflying Phnom Penh TMA

2.22.16.8.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

2.22.16.8.2 If in VMC, the pilot shall continue to fly in VMC and land at the nearest suitable aerodrome.

2.22.16.8.3 If in IMC, or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 2.22.16.8.2 above, the pilot shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of ten minutes following the aircraft's

failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan.

2.22.16.9 Departing or overflying aircraft

2.22.16.9.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

2.22.16.9.2 The pilot shall maintain the last assigned heading, speed and level, or minimum flight altitude if higher, for a period of two minutes following:

a) The time the last assigned level or minimum flight altitude is reached; or
b) The time the transponder is set to 7600; or
c) The aircraft's failure to report its position over a compulsory reporting point. Whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan.
d) After a period of two minutes, the pilot shall proceed in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight planned route no later than the next significant point, taking into consideration to the applicable minimum flight altitude.

2.22.16.10 Alternative methods for communicating with ATC

2.22.16.10.1 Pilots may endeavor to communicate with ATC by telephone network.

2.22.16.10.2 The telephone numbers are as follows:

1. Techo Tower Tel: +855 23 890589
2. Phnom Penh Approach Tel: + 855 16 933660

VDTI AD 2.23 ADDITIONAL INFORMATION

2.23.1 ADVANCE VISUAL DOCKING GUIDANCE SYSTEM (AVDGS)

2.23.1.1 Introduction

2.23.1.1.1 TD-YD001 Visual Intelligent Docking Guidance System (AVDGS) is an advanced visual guidance system, which is used to guide pilots to complete aircraft docking accurately and rapidly. The AVDGS is installed only at the contact parking stand with passenger boarding bridge connect to the pier. Due to the physical layout of the pier, AVDGS and Stand Identification Sign (SIS) for some parking stands are installed according to the angle of the AVDGS resulting the SIS and AVDGS display are alter between parking stand in the middle and parking stand on the right ("R") of MARS parking stand.

2.23.1.2 Docking Procedure

Description	Display on AVDGS
Checking Aircraft Type • After the aircraft type is confirmed and the docking procedure is started, the system first performs the self-test and then enters the capture state after passing the self-test. The scrolling arrows indicate that the system is activated.	 
Capture of correct aircraft type • Capture aircraft when the aircraft aligns with the centre line and starts azimuth indication.	 
Tracking the aircraft position • The aircraft is being tracked by the system.	
Steering and Alignment of Aircraft • The flashing red arrow indicates the pilots steer and guides the aircraft to align the centre line.	 

Description	Display on AVDGS
Distance of Aircraft from STOP Position • When the aircraft is within 30 M from the stop position, accurate countdown information is given. When aircraft is within 16 M from the stop position, closing rate information is given and approach rate at 0.5 M intervals is shown.	
STOP Position • When the correct stop position is reached, all of the LEDs for the closing rate bar will be off, the word “STOP” in red will appear in the display.	
Checking of STOP Position • If the aircraft stops at the correct position, “OK” will be displayed after 5 seconds.	
Chock in Position • After ground staff chock the aircraft wheel and then press the button of CHOCK ON on the HMI, LED displays “CHOCK ON” to aircraft.	

Description	Display on AVDGS
Overshoot of STOP Position • If the aircraft has gone past the correct stop position by 1 M (can be define), the display screen will show “TOO FAR”.	
Blocking the View • An obstacle exists near the guidance system window, the system shall display “WAIT VIEW BLOCK”	
Object Blocking the View • If there is an obstacle is present between 1 M in front of the stop position and the aircraft nose. The system shall display “WAIT GATE BLOCK”. • The system nay detect there is an obstacle, in case of heavy rain, snow and fog.	
Identification of Aircraft • The docking system will identify and verify aircraft before it reaches 12 M from stop position, and records the result in operation control panel. If the verification failed, LED display screen will display stop information.	

2.23.1.3 Safety measures

Description	Display on AVDGS
Speed is too fast • The aircraft is captured, but the system detects that the aircraft speed is too high exceed 8 m / s, and it may be dangerous.	
Minimum Speed • When using the docking system, pilots are to taxi into the aircraft stand at minimum speed. The system will display "SLOW" to inform the pilot if the aircraft's taxiing speed exceeded 6 m / s out of 24 M or 4 m / s within 24 M. • LED display screen will always display "SLOW" when the plane is within 2 M (can be defined) of the stop line.	
System Fault • When there is severe weather condition, rainstorm, heavy fog, heavy snow • Abnormal condition such as communication failure, position change, controller abnormal, LED fault, power failure. • Emergency Stop	 

VDTI AD 2.24 CHARTS RELATED TO AN AERODROME

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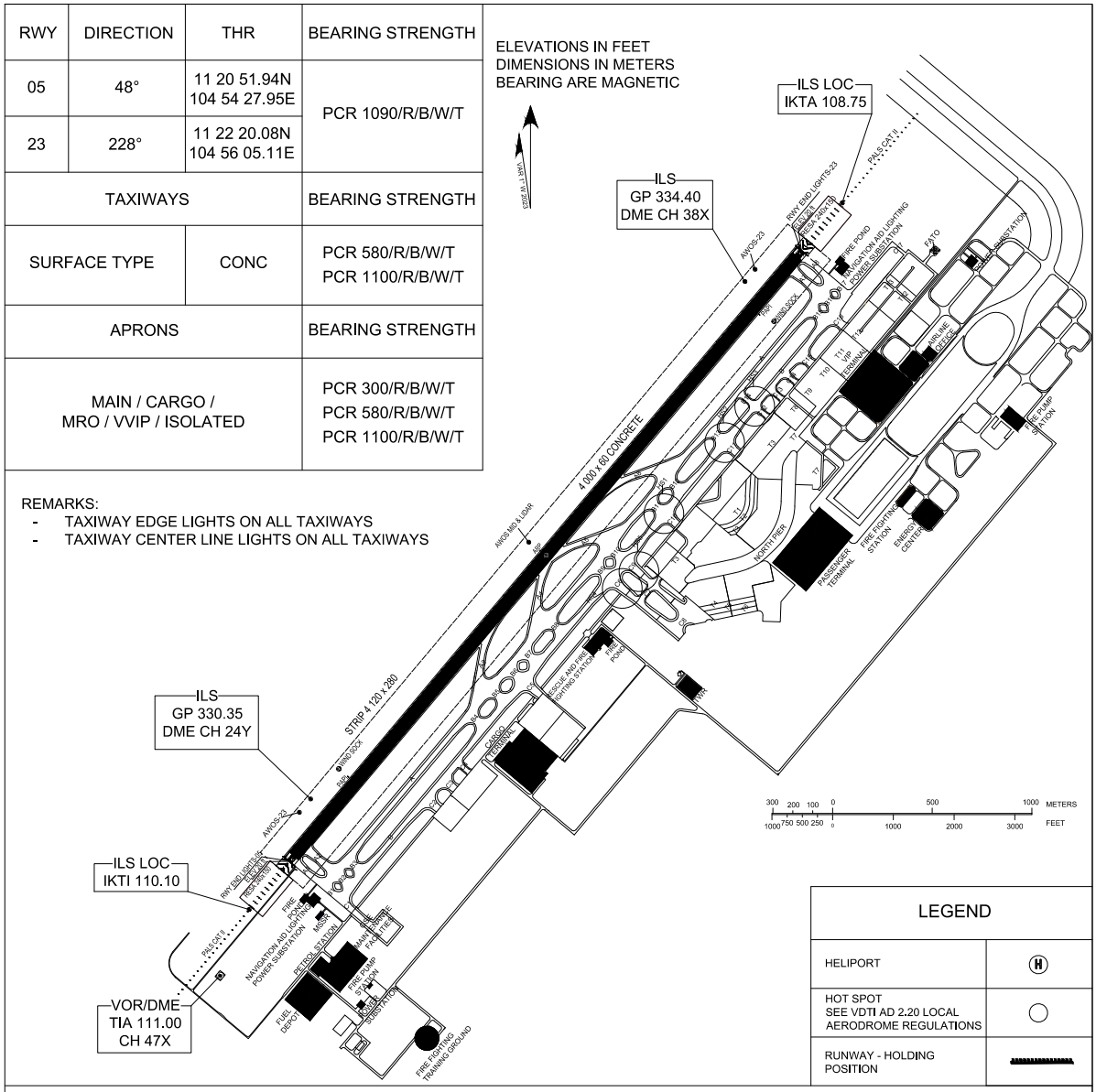
AERODROME CHART - ICAO 11°21'36" N 104°55'16"E ELEV 22 ft

TWR 118.00
GND 121.90
ATIS 127.25

PHNOM PENH/
TECHO INTL (VDTI)

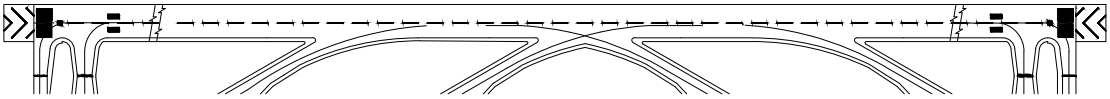
RWY	DIRECTION	THR	BEARING STRENGTH
05	48°	11 20 51.94N 104 54 27.95E	PCR 1090/R/B/W/T
23	228°	11 22 20.08N 104 56 05.11E	
TAXIWAYS			BEARING STRENGTH
SURFACE TYPE		CONC	PCR 580/R/B/W/T PCR 1100/R/B/W/T
APRONS			BEARING STRENGTH
MAIN / CARGO / MRO / VVIP / ISOLATED			PCR 300/R/B/W/T PCR 580/R/B/W/T PCR 1100/R/B/W/T

REMARKS:
- TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
- TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS

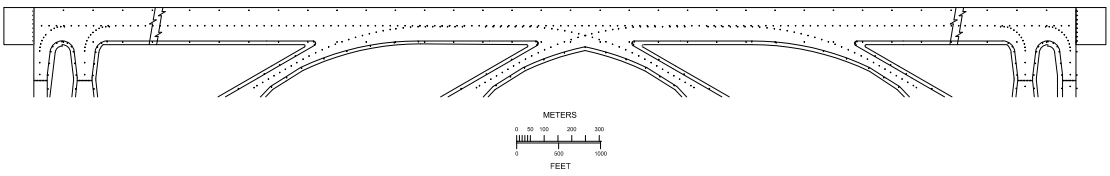


LEGEND	
HELIPORT	(H)
HOT SPOT SEE VDTI AD 2.20 LOCAL AERODROME REGULATIONS	○
RUNWAY - HOLDING POSITION	

MARKING AIDS RWY 05/23 AND EXIT TWY



LIGHTING AIDS RWY 05/23 AND EXIT TWY



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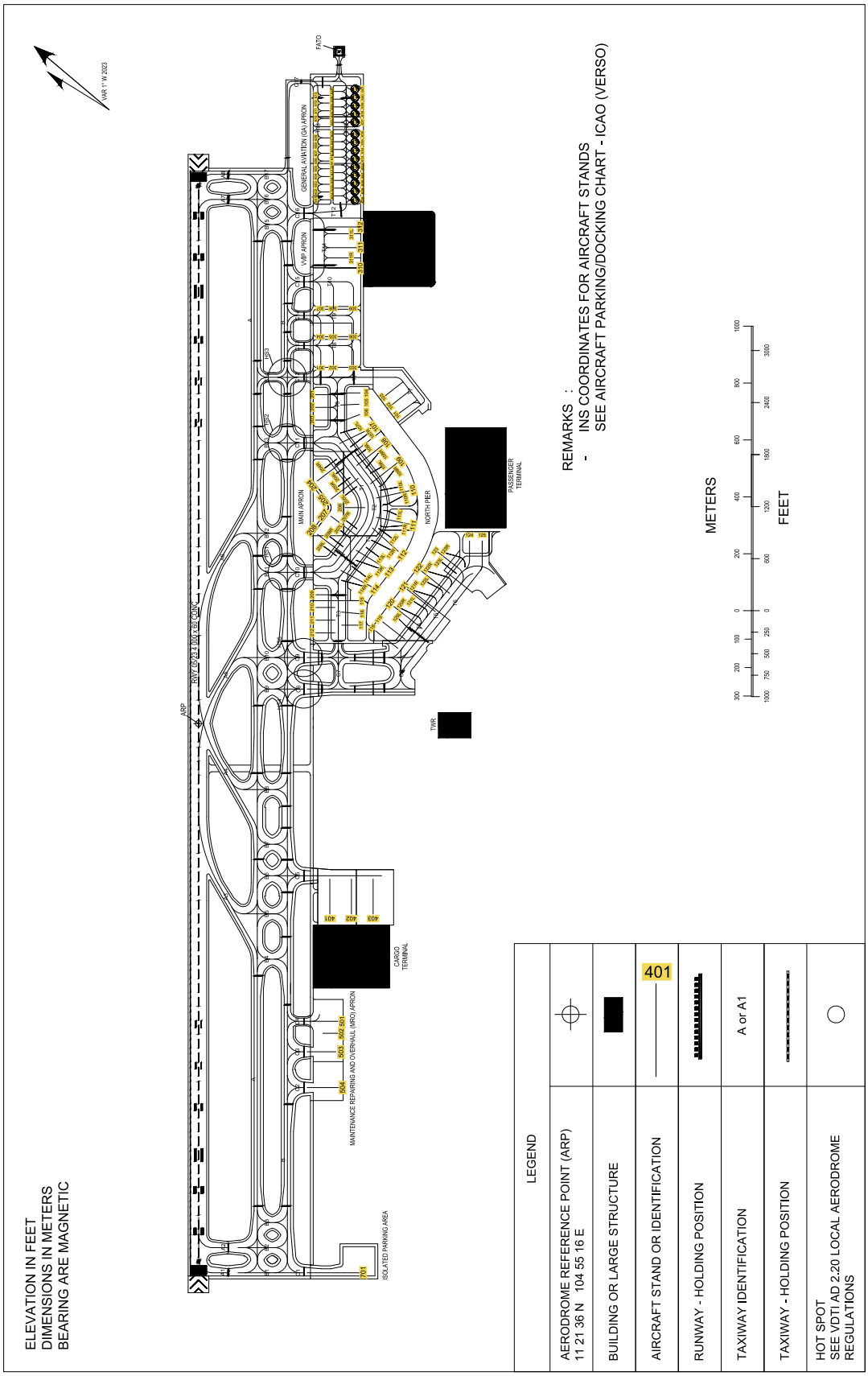
PHNOM PENH/
TECHO INTL (VDTI)

**AIRCRAFT PARKING/
DOCKING CHART - ICAO**

TWR 118.00
GND 121.90
ATIS 127.25

ELEVATION IN FEET
DIMENSIONS IN METERS
BEARING ARE MAGNETIC



**AIRCRAFT PARKING/
DOCKING CHART - ICAO**

PHNOM PENH/
TECHO INTL (VDTI)

INS COORDINATES FOR AIRCRAFT STANDS

LOCATION	STAND NR	COORDINATES	
MAIN APRON	101	11 21 43.26N	104 56 00.49E
	102	11 21 44.56N	104 56 00.73E
	103	11 21 45.87N	104 56 00.92E
	104	11 21 48.36N	104 55 58.67E
	105	11 21 47.54N	104 55 57.60E
	106	11 21 46.65N	104 55 56.75E
	107L	11 21 45.60N	104 55 55.73E
	107	11 21 44.54N	104 55 56.54E
	107R	11 21 44.31N	104 55 56.36E
	108L	11 21 43.15N	104 55 55.21E
	108	11 21 42.21N	104 55 56.01E
	108R	11 21 42.01N	104 55 55.98E
	109L	11 21 40.29N	104 55 54.88E
	109	11 21 39.54N	104 55 55.58E
	109R	11 21 39.30N	104 55 55.50E
	110L	11 21 37.34N	104 55 53.74E
	110	11 21 36.28N	104 55 54.06E
	110R	11 21 36.15N	104 55 53.85E
	111L	11 21 34.70N	104 55 51.17E
	111	11 21 33.62N	104 55 51.13E
	111R	11 21 33.55N	104 55 51.01E
	112L	11 21 33.40N	104 55 48.54E
	112	11 21 32.40N	104 55 47.83E
	112R	11 21 32.47N	104 55 47.55E
	113L	11 21 33.10N	104 55 45.83E
	113	11 21 32.17N	104 55 45.32E
	113R	11 21 32.09N	104 55 45.06E
	114L	11 21 32.89N	104 55 43.00E
	114	11 21 31.91N	104 55 42.56E
	114R	11 21 31.92N	104 55 42.33E
	115	11 21 31.82N	104 55 40.41E
	116	11 21 30.72N	104 55 39.27E
	117	11 21 29.84N	104 55 38.24E
	118	11 21 28.03N	104 55 39.00E
	119	11 21 28.13N	104 55 40.36E

LOCATION	STAND NR	COORDINATES	
MAIN APRON	120L	11 21 27.33N	104 55 41.94E
	120	11 21 28.39N	104 55 42.62E
	120R	11 21 28.44N	104 55 42.77E
	121L	11 21 27.42N	104 55 44.62E
	121	11 21 28.61N	104 55 45.21E
	121R	11 21 28.53N	104 55 45.36E
	122L	11 21 27.71N	104 55 47.38E
	122	11 21 28.83N	104 55 47.97E
	122R	11 21 28.86N	104 55 48.14E
	123L	11 21 28.06N	104 55 50.38E
	123	11 21 28.97N	104 55 50.96E
	123R	11 21 28.97N	104 55 51.08E
	124	11 21 27.05N	104 55 54.51E
	125	11 21 25.95N	104 55 55.54E
	201	11 21 52.07N	104 55 54.93E
	202	11 21 51.06N	104 55 53.81E
	203	11 21 50.05N	104 55 52.70E
	204L	11 21 44.22N	104 55 48.32E
	204	11 21 45.04N	104 55 47.49E
	204R	11 21 45.53N	104 55 48.57E
	205L	11 21 41.59N	104 55 47.84E
	205	11 21 42.42N	104 55 47.00E
	205R	11 21 42.91N	104 55 48.08E
	206	11 21 40.52N	104 55 47.37E
	207L	11 21 40.02N	104 55 44.90E
	207	11 21 41.04N	104 55 45.48E
	207R	11 21 40.15N	104 55 46.24E
	208L	11 21 39.76N	104 55 42.20E
	208	11 21 40.78N	104 55 42.79E
	208R	11 21 39.89N	104 55 43.55E
	209	11 21 36.09N	104 55 37.36E
	210	11 21 35.07N	104 55 36.24E
	211	11 21 34.06N	104 55 35.12E
	212	11 21 33.04N	104 55 34.00E

LOCATION	STAND NR	COORDINATES	
VVIP APRON	301	11 21 54.00N	104 55 57.96E
	302	11 21 52.90N	104 55 58.99E
	303	11 21 51.16N	104 56 00.61E
	304	11 21 56.46N	104 56 00.67E
	305	11 21 55.36N	104 56 01.70E
	306	11 21 53.62N	104 56 03.32E
	307	11 21 58.86N	104 56 03.32E
	308	11 21 57.76N	104 56 04.35E
	309	11 21 56.02N	104 56 05.96E
	310	11 21 58.61N	104 56 09.38E
	311L	11 22 01.35N	104 56 12.40E
	311	11 22 00.24N	104 56 11.18E
	311R	11 21 59.42N	104 56 10.28E
	312	11 22 01.89N	104 56 13.00E
CARGO TERMINAL	401	11 21 09.41N	104 55 10.40E
	402	11 21 07.53N	104 55 12.15E
	403	11 21 05.65N	104 55 13.90E
MRO APRON	501	11 21 00.14N	104 55 01.63E
	502	11 20 59.19N	104 55 00.57E
	503	11 20 57.89N	104 54 58.78E
	504	11 20 56.54N	104 54 54.22E
GA APRON	601	11 22 06.41N	104 56 13.21E
	602	11 22 07.02N	104 56 13.89E
	603	11 22 07.64N	104 56 14.57E
	604	11 22 08.26N	104 56 15.25E
	605	11 22 08.88N	104 56 15.93E
	606	11 22 09.50N	104 56 16.61E
	607	11 22 10.11N	104 56 17.29E
	608	11 22 10.73N	104 56 17.97E
	609	11 22 11.34N	104 56 18.65E
	610	11 22 12.89N	104 56 20.35E
	611	11 22 13.50N	104 56 21.03E
	612	11 22 14.11N	104 56 21.71E
	613	11 22 14.74N	104 56 22.39E
	614	11 22 06.31N	104 56 13.92E

**AIRCRAFT PARKING/
DOCKING CHART - ICAO**

PHNOM PENH/
TECHO INTL (VDTI)

INS COORDINATES FOR AIRCRAFT STANDS

LOCATION	STAND NR	COORDINATES	
GA APRON	615	11 22 06.93N	104 56 14.60E
	616	11 22 07.55N	104 56 15.28E
	617	11 22 08.16N	104 56 15.96E
	618	11 22 08.78N	104 56 16.64E
	619	11 22 09.40N	104 56 17.32E
	620	11 22 10.01N	104 56 18.00E
	621	11 22 10.63N	104 56 18.68E
	622	11 22 11.25N	104 56 19.36E
	623	11 22 12.17N	104 56 20.38E
	624	11 22 12.79N	104 56 21.06E
	625	11 22 13.41N	104 56 21.74E
	626	11 22 14.02N	104 56 22.42E
	627	11 22 14.64N	104 56 23.10E
	628	11 22 03.81N	104 56 15.56E
	629	11 22 04.51N	104 56 16.34E
	630	11 22 05.17N	104 56 17.07E
	631	11 22 05.77N	104 56 17.72E
	632	11 22 06.43N	104 56 18.45E
	633	11 22 07.09N	104 56 19.18E
	634	11 22 07.75N	104 56 19.91E
	635	11 22 08.41N	104 56 20.64E
	636	11 22 09.08N	104 56 21.37E
	637	11 22 10.02N	104 56 22.41E
	638	11 22 10.68N	104 56 23.14E
	639	11 22 11.34N	104 56 23.87E
	640	11 22 12.00N	104 56 24.60E
	641	11 22 12.66N	104 56 25.33E
ISOLATED	701	11 20 37.53N	104 54 41.89E

LOCATION	STAND NR	COORDINATES	
GA APRON	H01	11 22 04.18N	104 56 15.21E
	H02	11 22 04.89N	104 56 15.99E
	H03	11 22 05.54N	104 56 16.71E
	H04	11 22 06.15N	104 56 17.39E
	H05	11 22 06.80N	104 56 18.10E
	H06	11 22 07.46N	104 56 18.83E
	H07	11 22 08.13N	104 56 19.56E
	H08	11 22 08.79N	104 56 20.29E
	H09	11 22 12.17N	104 56 20.38E
	H10	11 22 10.39N	104 56 22.06E
	H11	11 22 11.06N	104 56 22.79E
	H12	11 22 11.72N	104 56 23.52E
	H13	11 22 12.37N	104 56 24.25E
	H14	11 22 13.04N	104 56 24.98E

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

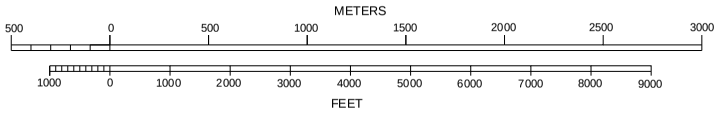
PHNOM PENH / TECHO INTL (VDTI)
RWY 05 / 23

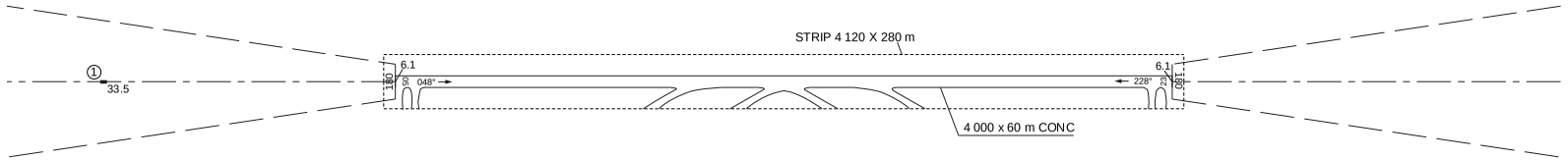
MAGNETIC VARIATION 1° W (2023)

RWY 05 / 23

RWY 05	DECLARED DISTANCES	RWY 23
4000	TAKE-OFF RUNWAY AVAILABLE	4000
4000	TAKE-OFF DISTANCE AVAILABLE	4000
4000	ACCELERATE STOP DISTANCE AVAILABLE	4000
4000	LANDING DISTANCE AVAILABLE	4000

HORIZONTAL SCALE 1: 10 000





LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
BUILDING OR LARGE STRUCTURE	▪
RAILROAD	+–+–+
TERRAIN CONTOUR	~
TERRAIN PENETRATING OBSTACLE PLANE	▲

ORDER OF ACCURACY
HORIZONTAL: 0.5 m
VERTICAL: 0.5 m

AMENDMENT RECORD		
NO.	DATE	ENTERED BY
01	10 JUL 25	Cambodia Air Traffic Services (CATS)

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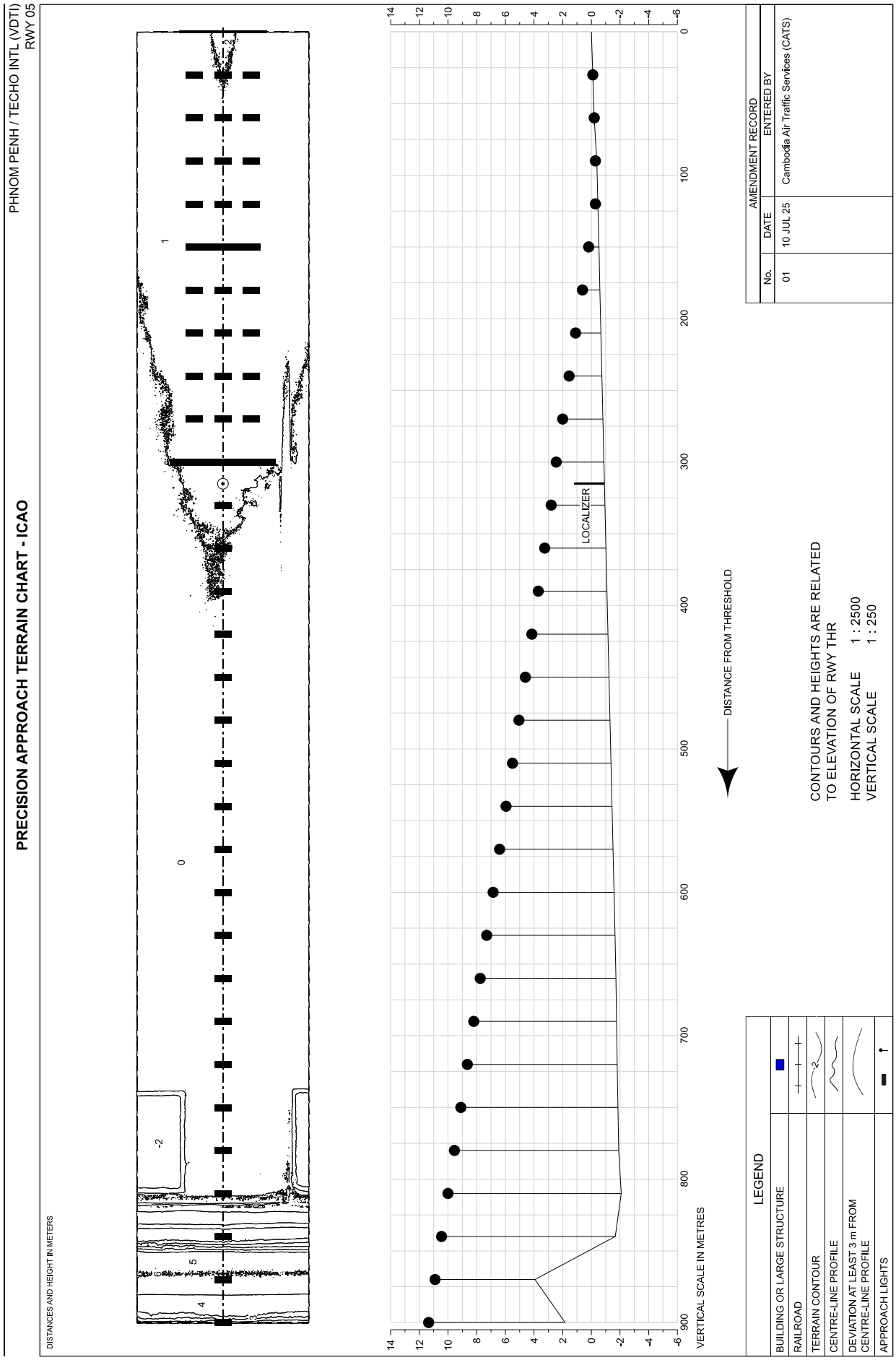
PHNOM PENH / TECHO INTL (VDTI)
RWY 05
PRECISION APPROACH TERRAIN CHART - ICAO
DISTANCES AND HEIGHT IN METERS
LOCALIZER
DISTANCE FROM THRESHOLD
VERTICAL SCALE IN METRES
CONTOURS AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR
HORIZONTAL SCALE 1 : 2500
VERTICAL SCALE 1 : 250
LEGEND
BUILDING OR LARGE STRUCTURE
RAILROAD
TERRAIN CONTOUR
CENTRE-LINE PROFILE
DEVIATION AT LEAST 3 m FROM CENTRE-LINE PROFILE
APPROACH LIGHTS
AMENDMENT RECORD
No.
DATE
ENTERED BY
01
10 JUL 25
Cambodia Air Traffic Services (CATS)

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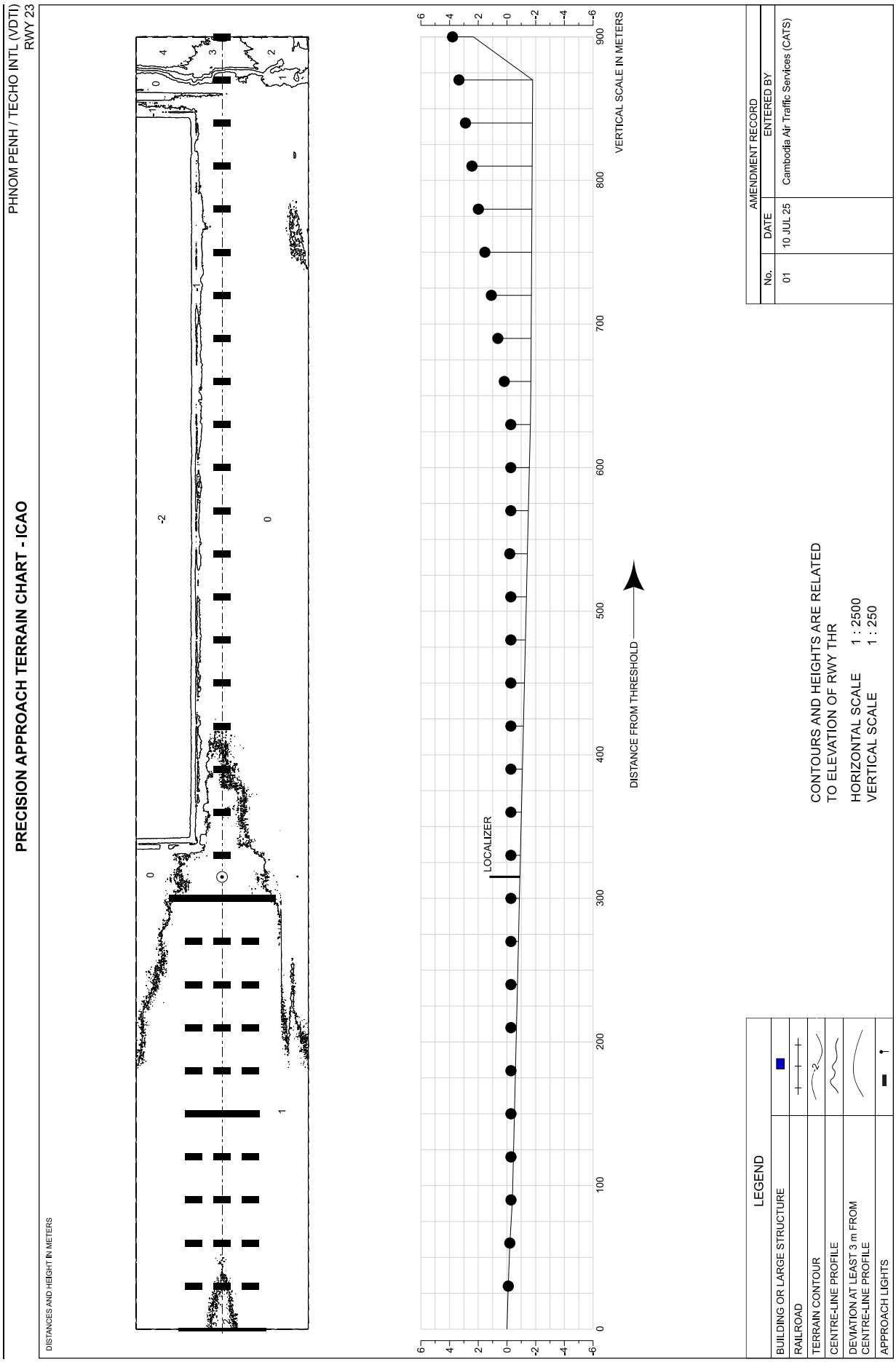
PHNOM PENH / TECHO INTL (VDTI)
RWY 23
PRECISION APPROACH TERRAIN CHART - ICAO
DISTANCES AND HEIGHT IN METERS
LOCALIZER
DISTANCE FROM THRESHOLD
VERTICAL SCALE IN METERS
CONTOURS AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR
HORIZONTAL SCALE 1 : 2500
VERTICAL SCALE 1 : 250
AMENDMENT RECORD
No.
DATE
ENTERED BY
01
10 JUL 25
Cambodia Air Traffic Services (CATS)
LEGEND
BUILDING OR LARGE STRUCTURE
RAILROAD
TERRAIN CONTOUR
CENTRE-LINE PROFILE
DEVIATION AT LEAST 3 m FROM CENTRE-LINE PROFILE
APPROACH LIGHTS

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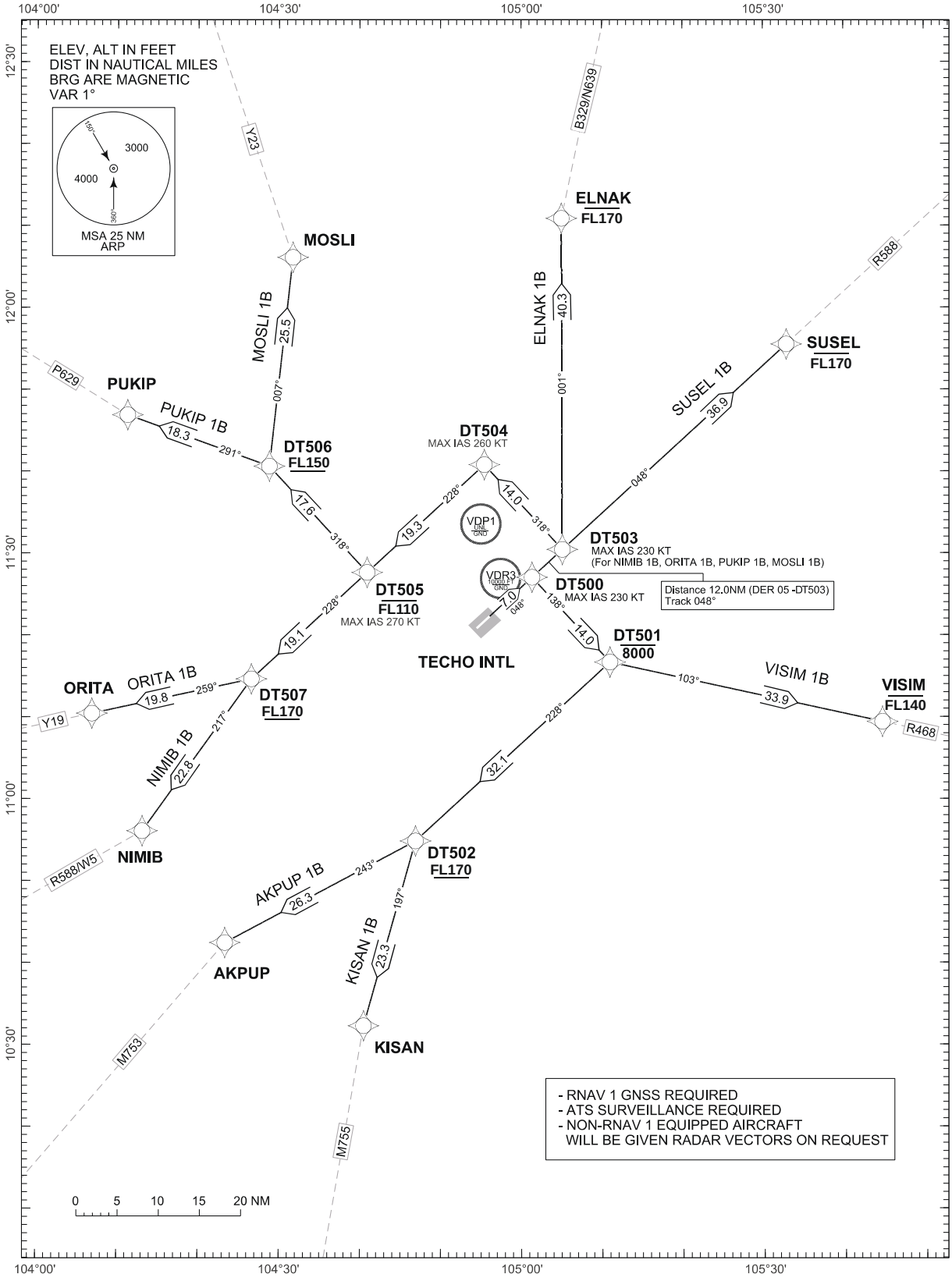
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10 000 ft

APP: 123.80
TWR: 118.00
GND: 121.90
ATIS: 127.25

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 05

VISIM 1B KISAN 1B AKPUP 1B
NIMIB 1B ORITA 1B PUKIP 1B
MOSLI 1B ELNAK 1B SUSEL 1B



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 05

VISIM 1B KISAN 1B AKPUP 1B
NIMIB 1B ORITA 1B PUKIP 1B
MOSLI 1B ELNAK 1B SUSEL 1B

Radio Communication Failure Procedure

1	SET TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL IN ACCORDANCE WITH ALL THE PUBLISHED SPEEDS AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTES AND LEVELS.
3	WHEN A DEPARTING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY INDICATES A RADIO COMMUNICATION FAILURE, THE AIRCRAFT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER A PERIOD OF TWO MINUTES, THE AIRCRAFT SHALL PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO JOIN THE SID MOST APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLANNED ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTES AND LEVELS.
4	FOR MORE INFORMATION. REFER TO AIP VDTI AD 2.22, RADIO COMMUNICATION FAILURE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 05

VISIM 1B KISAN 1B AKPUP 1B
NIMIB 1B ORITA 1B PUKIP 1B
MOSLI 1B ELNAK 1B SUSEL 1B

TABULAR DESCRIPTION (1)

RNAV RWY 05											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M (°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
VISIM 1B											
010	CF	DT500	-	048°(047.4°)	+1	7.0	-	-	-230	-	RNAV 1
020	TF	DT501	-	138°(137.4°)	+1	14.0	-	-8000	-	-	RNAV 1
030	TF	VISIM	-	103°(102.3°)	+1	33.9	-	-FL140	-	-	RNAV 1
KISAN 1B											
010	CF	DT500	-	048°(047.4°)	+1	7.0	-	-	-230	-	RNAV 1
020	TF	DT501	-	138°(137.4°)	+1	14.0	-	-8000	-	-	RNAV 1
030	TF	DT502	-	228°(227.4°)	+1	32.1	-	+FL170	-	-	RNAV 1
040	TF	KISAN	-	197°(195.7°)	+1	23.3	-	-	-	-	RNAV 1
AKPUP 1B											
010	CF	DT500	-	048°(047.4°)	+1	7.0	-	-	-230	-	RNAV 1
020	TF	DT501	-	138°(137.4°)	+1	14.0	-	-8000	-	-	RNAV 1
030	TF	DT502	-	228°(227.4°)	+1	32.1	-	+FL170	-	-	RNAV 1
040	TF	AKPUP	-	243°(242.0°)	+1	26.3	-	-	-	-	RNAV 1
NIMIB 1B											
010	CF	DT503	-	048°(047.4°)	+1	12.0	-	-	-230	-	RNAV 1
020	TF	DT504	-	318°(317.4°)	+1	14.0	-	-	-260	-	RNAV 1
030	TF	DT505	-	228°(227.4°)	+1	19.3	-	-FL110	-270	-	RNAV 1
040	TF	DT507	-	228°(227.4°)	+1	19.1	-	+FL170	-	-	RNAV 1
050	TF	NIMIB	-	217°(215.6°)	+1	22.8	-	-	-	-	RNAV 1
ORITA 1B											
010	CF	DT503	-	048°(047.4°)	+1	12.0	-	-	-230	-	RNAV 1
020	TF	DT504	-	318°(317.4°)	+1	14.0	-	-	-260	-	RNAV 1
030	TF	DT505	-	228°(227.4°)	+1	19.3	-	-FL110	-270	-	RNAV 1
040	TF	DT507	-	228°(227.4°)	+1	19.1	-	+FL170	-	-	RNAV 1
050	TF	ORITA	-	259°(257.7°)	+1	19.8	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 05

VISIM 1B KISAN 1B AKPUP 1B
NIMIB 1B ORITA 1B PUKIP 1B
MOSLI 1B ELNAK 1B SUSEL 1B

TABULAR DESCRIPTION (2)

RNAV RWY 05

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PUKIP 1B											
010	CF	DT503	-	048°(047.4°)	+1	12.0	-	-	-230	-	RNAV 1
020	TF	DT504	-	318°(317.4°)	+1	14.0	-	-	-260	-	RNAV 1
030	TF	DT505	-	228°(227.4°)	+1	19.3	-	-FL110	-270	-	RNAV 1
040	TF	DT506	-	318°(317.4°)	+1	17.6	-	+FL150	-	-	RNAV 1
050	TF	PUKIP	-	291°(289.8°)	+1	18.3	-	-	-	-	RNAV 1
MOSLI 1B											
010	CF	DT503	-	048°(047.4°)	+1	12.0	-	-	-230	-	RNAV 1
020	TF	DT504	-	318°(317.4°)	+1	14.0	-	-	-260	-	RNAV 1
030	TF	DT505	-	228°(227.4°)	+1	19.3	-	-FL110	-270	-	RNAV 1
040	TF	DT506	-	318°(317.4°)	+1	17.6	-	+FL150	-	-	RNAV 1
050	TF	MOSLI	-	007°(006.4°)	+1	25.5	-	-	-	-	RNAV 1
ELNAK 1B											
010	CF	DT503	-	048°(047.4°)	+1	12.0	-	-	-	-	RNAV 1
020	TF	ELNAK	-	001°(359.9°)	+1	40.3	-	-FL170	-	-	RNAV 1
SUSEL 1B											
010	CF	DT503	-	048°(047.4°)	+1	12.0	-	-	-	-	RNAV 1
020	TF	SUSEL	-	048°(047.4°)	+1	36.9	-	-FL170	-	-	RNAV 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 05

VISIM 1B KISAN 1B AKPUP 1B
NIMIB 1B ORITA 1B PUKIP 1B
MOSLI 1B ELNAK 1B SUSEL 1B

WAYPOINT LIST

RNAV RWY 05		
Waypoint Identifier	**Coordinates**	
DT500	11°27' 05.57" N	105°01' 19.97" E
DT501	11°16' 43.91" N	105°10' 58.23" E
DT502	10°54' 53.44" N	104°46' 55.40" E
DT503	11°30' 29.43" N	105°05' 04.99" E
DT504	11°40' 50.64" N	104°55' 25.78" E
DT505	11°27' 41.23" N	104°40' 55.12" E
DT506	11°40' 40.35" N	104°28' 48.63" E
DT507	11°14' 41.61" N	104°26' 35.91" E
VISIM	11°09' 25.49" N	105°44' 39.65" E
KISAN	10°32' 20.00" N	104°40' 30.00" E
AKPUP	10°42' 28.19" N	104°23' 22.02" E
NIMIB	10°56' 06.21" N	104°13' 07.74" E
ORITA	11°10' 26.71" N	104°06' 53.64" E
PUKIP	11°46' 54.16" N	104°11' 15.05" E
MOSLI	12°06' 09.53" N	104°31' 42.79" E
ELNAK	12°10' 55.51" N	105°04' 59.60" E
SUSEL	11°55' 32.41" N	105°32' 51.65" E

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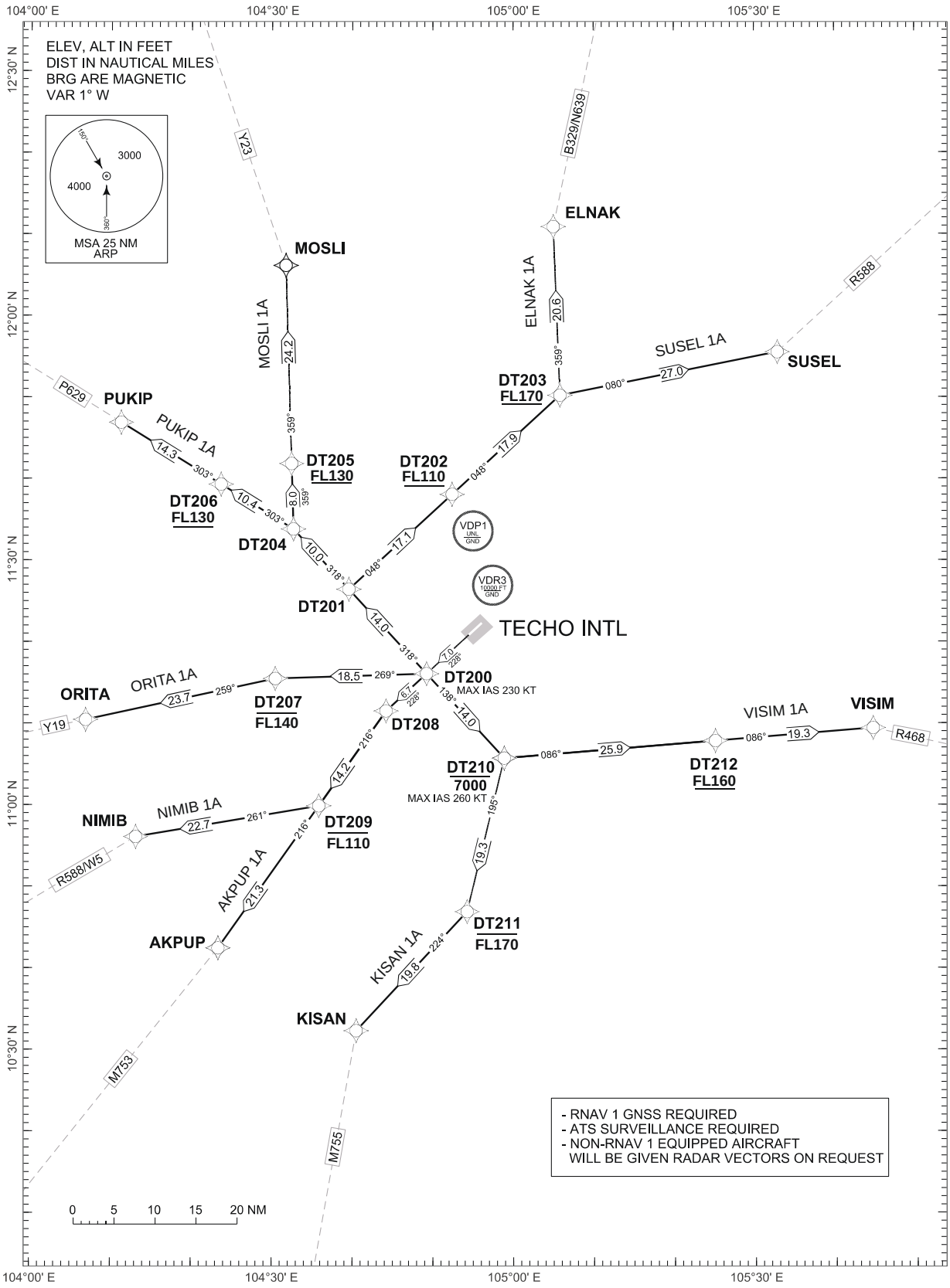
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10 000 ft

APP: 123.80
TWR: 118.00
GND: 121.90
ATIS: 127.25

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 23

VISIM 1A KISAN 1A AKPUP 1A
NIMIB 1A ORITA 1A PUKIP 1A
MOSLI 1A ELNAK 1A SUSEL 1A



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 23

VISIM 1A	KISAN 1A	AKPUP 1A
NIMIB 1A	ORITA 1A	PUKIP 1A
MOSLI 1A	ELNAK 1A	SUSEL 1A

Radio Communication Failure Procedure

1	SET TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL IN ACCORDANCE WITH ALL THE PUBLISHED SPEEDS AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTES AND LEVELS.
3	WHEN A DEPARTING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY INDICATES A RADIO COMMUNICATION FAILURE, THE AIRCRAFT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER A PERIOD OF TWO MINUTES, THE AIRCRAFT SHALL PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO JOIN THE SID MOST APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLANNED ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTES AND LEVELS.
4	FOR MORE INFORMATION. REFER TO AIP VDTI AD 2.22, RADIO COMMUNICATION FAILURE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 23

VISIM 1A KISAN 1A AKPUP 1A
NIMIB 1A ORITA 1A PUKIP 1A
MOSLI 1A ELNAK 1A SUSEL 1A

TABULAR DESCRIPTION (1)

RNAV RWY 23											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M (°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
VISIM 1A											
010	CF	DT200	-	228°(227.4°)	+1	7.0	-	-	-230	-	RNAV 1
020	TF	DT210	-	138°(137.4°)	+1	14.0	-	-7000	-260	-	RNAV 1
030	TF	DT212	-	086°(085.2 °)	+1	25.9	-	+FL160	-	-	RNAV 1
040	TF	VISIM	-	086°(085.4 °)	+1	19.3	-	-	-	-	RNAV 1
KISAN 1A											
010	CF	DT200	-	228°(227.4°)	+1	7.0	-	-	-230	-	RNAV 1
010	TF	DT210	-	138°(137.4°)	+1	14.0	-	-7000	-260	-	RNAV 1
030	TF	DT211	-	195°(193.6°)	+1	19.3	-	-FL170	-	-	RNAV 1
040	TF	KISAN	-	224°(223.0°)	+1	19.8	-	-	-	-	RNAV 1
AKPUP 1A											
010	CF	DT200	-	228°(227.4°)	+1	7.0	-	-	-230	-	RNAV 1
020	TF	DT208	-	228°(227.4°)	+1	6.7	-	-	-	-	RNAV 1
030	TF	DT209	-	216°(215.3°)	+1	14.2	-	-FL110	-	-	RNAV 1
040	TF	AKPUP	-	216°(215.3°)	+1	21.3	-	-	-	-	RNAV 1
NIMIB 1A											
010	CF	DT200	-	228°(227.4°)	+1	7.0	-	-	-230	-	RNAV 1
020	TF	DT208	-	228°(227.4°)	+1	6.7	-	-	-	-	RNAV 1
030	TF	DT209	-	216°(215.3°)	+1	14.2	-	-FL110	-	-	RNAV 1
040	TF	NIMIB	-	261°(260.4°)	+1	22.7	-	-	-	-	RNAV 1
ORITA 1A											
010	CF	DT200	-	228°(227.4°)	+1	7.0	-	-	-230	-	RNAV 1
020	TF	DT207	-	269°(268.2°)	+1	18.5	-	-FL140	-	-	RNAV 1
030	TF	ORITA	-	259°(257.7°)	+1	23.7	-	-	-	-	RNAV 1
PUKIP 1A											
010	CF	DT200	-	228°(227.4°)	+1	7.0	-	-	-230	-	RNAV 1
020	TF	DT201	-	318°(317.4°)	+1	14.0	-	-	-	-	RNAV 1
030	TF	DT204	-	318°(317.4°)	+1	10.0	-	-	-	-	RNAV 1
040	TF	DT206	-	303°(301.8°)	+1	10.4	-	+FL130	-	-	RNAV 1
050	TF	PUKIP	-	303°(301.7°)	+1	14.3	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 23

VISIM 1A KISAN 1A AKPUP 1A
NIMIB 1A ORITA 1A PUKIP 1A
MOSLI 1A ELNAK 1A SUSEL 1A

TABULAR DESCRIPTION (2)

RNAV RWY 23

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
MOSLI 1A											
010	CF	DT200	-	228°(227.4°)	+1	7.0	-	-	-230	-	RNAV 1
020	TF	DT201	-	318°(317.4°)	+1	14.0	-	-	-	-	RNAV 1
030	TF	DT204	-	318°(317.4°)	+1	10.0	-	-	-	-	RNAV 1
040	TF	DT205	-	359°(358.3°)	+1	8.0	-	+FL130	-	-	RNAV 1
050	TF	MOSLI	-	359°(358.3°)	+1	24.2	-	-	-	-	RNAV 1
ELNAK 1A											
010	CF	DT200	-	228°(227.4°)	+1	7.0	-	-	-230	-	RNAV 1
020	TF	DT201	-	318°(317.4°)	+1	14.0	-	-	-	-	RNAV 1
030	TF	DT202	-	048°(047.4°)	+1	17.1	-	+FL110	-	-	RNAV 1
040	TF	DT203	-	048°(047.4°)	+1	17.9	-	+FL170	-	-	RNAV 1
050	TF	ELNAK	-	359°(357.8°)	+1	20.6	-	-	-	-	RNAV 1
SUSEL 1A											
010	CF	DT200	-	228°(227.4°)	+1	7.0	-	-	-230	-	RNAV 1
020	TF	DT201	-	318°(317.4°)	+1	14.0	-	-	-	-	RNAV 1
030	TF	DT202	-	048°(047.4°)	+1	17.1	-	+FL110	-	-	RNAV 1
040	TF	DT203	-	048°(047.4°)	+1	17.9	-	+FL170	-	-	RNAV 1
050	TF	SUSEL	-	080°(078.7°)	+1	27.0	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHNOM PENH/ TECHO INTL (VDTI)
RNAV RWY 23

VISIM 1A KISAN 1A AKPUP 1A
NIMIB 1A ORITA 1A PUKIP 1A
MOSLI 1A ELNAK 1A SUSEL 1A

WAYPOINT LIST

RNAV RWY 23		
Waypoint Identifier	**Coordinates**	
DT200	11°16' 06.39" N	104°49' 13.25" E
DT201	11°26' 27.48" N	104°39' 34.40" E
DT202	11°38' 05.07" N	104°52' 24.60" E
DT203	11°50' 13.20" N	105°05' 49.14" E
DT204	11°33' 50.49" N	104°32' 41.38" E
DT205	11°41' 53.44" N	104°32' 26.89" E
DT206	11°39' 20.65" N	104°23' 40.77" E
DT207	11°15' 30.54" N	104°30' 25.81" E
DT208	11°11' 32.16" N	104°44' 11.30" E
DT209	10°59' 54.22" N	104°35' 50.53" E
DT210	11°05' 44.97" N	104°58' 51.41" E
DT211	10°46' 55.70" N	104°54' 14.16" E
DT212	11°07' 53.06" N	105°25' 04.36" E
VISIM	11°09' 25.49" N	105°44' 39.65" E
KISAN	10°32' 20.00" N	104°40' 30.00" E
AKPUP	10°42' 28.19" N	104°23' 22.02" E
NIMIB	10°56' 06.21" N	104°13' 07.74" E
ORITA	11°10' 26.71" N	104°06' 53.64" E
PUKIP	11°46' 54.16" N	104°11' 15.05" E
MOSLI	12°06' 09.53" N	104°31' 42.79" E
ELNAK	12°10' 55.51" N	105°04' 59.60" E
SUSEL	11°55' 32.41" N	105°32' 51.65" E

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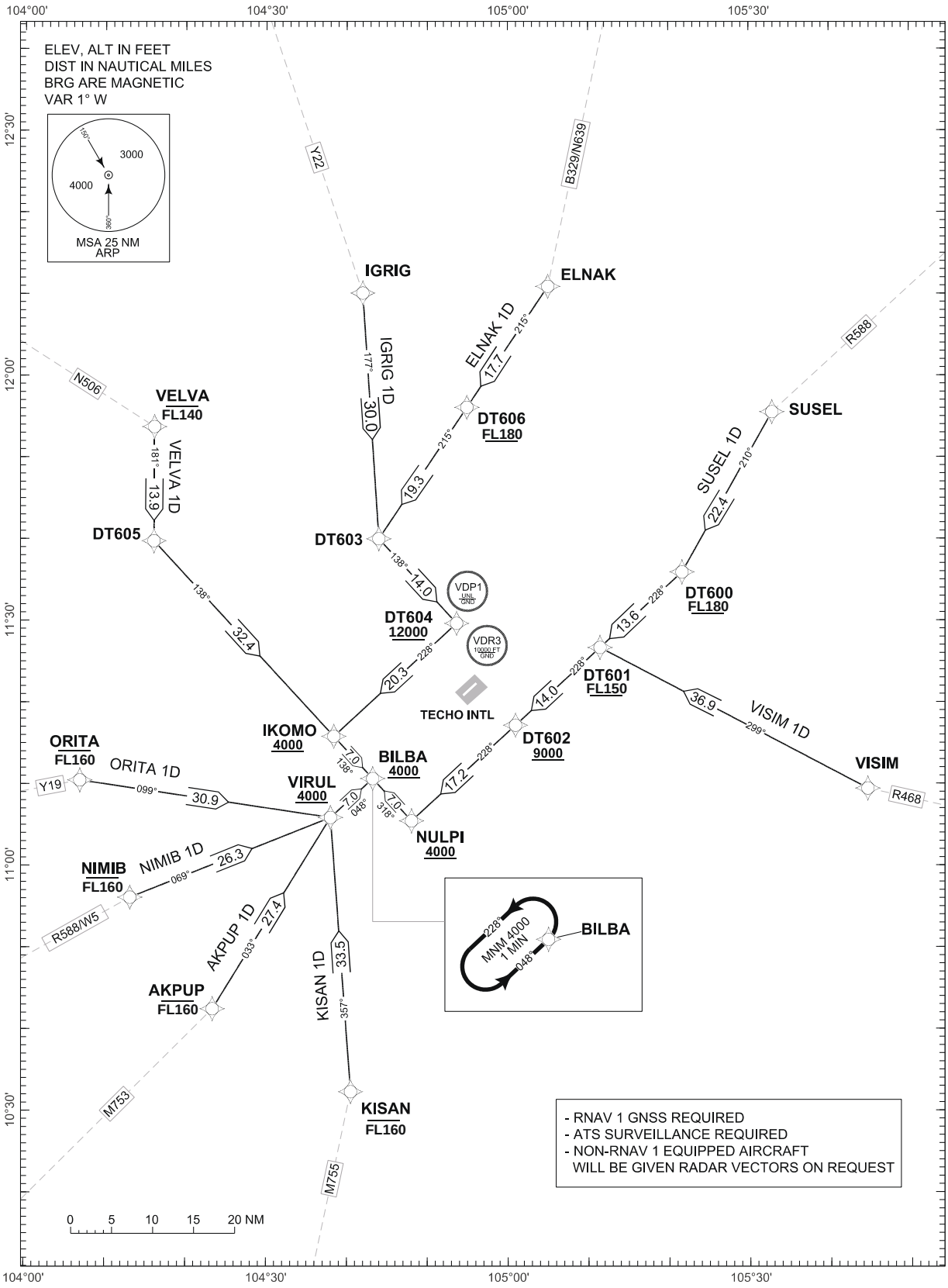
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10 000 ft

APP: 123.80
TWR: 118.00
GND: 121.90
ATIS: 127.25

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 05

VISIM 1D KISAN 1D AKPUP 1D
NIMIB 1D ORITA 1D VELVA 1D
IGRIG 1D ELNAK 1D SUSEL 1D



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 05

VISIM 1D	KISAN 1D	AKPUP 1D
NIMIB 1D	ORITA 1D	PUKIP 1D
MOSLI 1D	ELNAK 1D	SUSEL 1D

Radio Communication Failure Procedure

1	SET TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO THE TERMINATION POINT BILBA AND DESCEND IN ACCORDANCE WITH ALL THE PUBLISHED ALTITUDE AND SPEED RESTRICTIONS OF THE RELEVANT STAR. THEN AFTER PASSING BILBA, COMMENCE DESCENT AND CARRY OUT APPROPRIATE APPROACH PROCEDURE FOR RWY 05 AS CLOSE AS POSSIBLE TO THE EAT OR ETA.
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, THE AIRCRAFT SHALL PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO JOIN THE STAR MOST APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURE IN ITEM 2 ABOVE.
4	FOR MORE INFORMATION. REFER TO AIP VDTI AD 2.22, RADIO COMMUNICATION FAILURE.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 05

VISIM 1D KISAN 1D AKPUP 1D
NIMIB 1D ORITA 1D PUKIP 1D
MOSLI 1D ELNAK 1D SUSEL 1D

TABULAR DESCRIPTION (1)

RNAV RWY 05											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M (°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
VISIM 1D											
010	-	VISIM	-	-	+1	-	-	-	-	-	RNAV 1
020	TF	DT601	-	299°(297.8°)	+1	36.9	-	+FL150	-	-	RNAV 1
030	TF	DT602	-	228°(227.4°)	+1	14.0	-	+9000	-	-	RNAV 1
040	TF	NULPI	-	228°(227.4°)	+1	17.2	-	+4000	-	-	RNAV 1
050	TF	BILBA	-	318°(317.4°)	+1	7.0	-	+4000	-	-	RNAV 1
KISAN 1D											
010	-	KISAN	-	-	+1	-	-	-FL160	-	-	RNAV 1
020	TF	VIRUL	-	357°(355.8°)	+1	33.5	-	+4000	-	-	RNAV 1
030	TF	BILBA	-	048°(047.4°)	+1	7.0	-	+4000	-	-	RNAV 1
AKPUP 1D											
010	-	AKPUP	-	-	+1	-	-	-FL160	-	-	RNAV 1
020	TF	VIRUL	-	033°(031.6°)	+1	27.4	-	+4000	-	-	RNAV 1
030	TF	BILBA	-	048°(047.4°)	+1	7.0	-	+4000	-	-	RNAV 1
NIMIB 1D											
010	-	NIMIB	-	-	+1	-	-	-FL160	-	-	RNAV 1
020	TF	VIRUL	-	069°(068.2°)	+1	26.3	-	+4000	-	-	RNAV 1
030	TF	BILBA	-	048°(047.4°)	+1	7.0	-	+4000	-	-	RNAV 1
ORITA 1D											
010	-	ORITA	-	-	+1	-	-	-FL160	-	-	RNAV 1
020	TF	VIRUL	-	099°(098.3°)	+1	30.9	-	+4000	-	-	RNAV 1
030	TF	BILBA	-	048°(047.4°)	+1	7.0	-	+4000	-	-	RNAV 1
VELVA 1D											
010	-	VELVA	-	-	+1	-	-	-FL140	-	-	RNAV 1
020	TF	DT605	-	181°(180.1°)	+1	13.9	-	-	-	-	RNAV 1
030	TF	IKOMO	-	138°(137.3°)	+1	32.4	-	+4000	-	-	RNAV 1
040	TF	BILBA	-	138°(137.3°)	+1	7.0	-	+4000	-	-	RNAV 1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 05

VISIM 1D KISAN 1D AKPUP 1D
NIMIB 1D ORITA 1D PUKIP 1D
MOSLI 1D ELNAK 1D SUSEL 1D

TABULAR DESCRIPTION (2)

RNAV RWY 05											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M (°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
IGRIG 1D											
010	-	IGRIG	-	-	+1	-	-	-	-	-	RNAV 1
020	TF	DT603	-	177°(176.2°)	+1	30.0	-	-	-	-	RNAV 1
030	TF	DT604	-	138°(137.4°)	+1	14.0	-	+12000	-	-	RNAV 1
040	TF	IKOMO	-	228°(227.4°)	+1	20.3	-	+4000	-	-	RNAV 1
050	TF	BILBA	-	138°(137.4°)	+1	7.0	-	+4000	-	-	RNAV 1
ELNAK 1D											
010	-	ELNAK	-	-	+1	-	-	-	-	-	RNAV 1
020	TF	DT606	-	215°(213.8°)	+1	17.7	-	+FL180	-	-	RNAV 1
030	TF	DT603	-	215°(213.8°)	+1	19.3	-	-	-	-	RNAV 1
040	TF	DT604	-	138°(137.4°)	+1	14.0	-	+12000	-	-	RNAV 1
050	TF	IKOMO	-	228°(227.4°)	+1	20.3	-	+4000	-	-	RNAV 1
060	TF	BILBA	-	138°(137.4°)	+1	7.0	-	+4000	-	-	RNAV 1
SUSEL 1D											
010	-	SUSEL	-	-	+1	-	-	-	-	-	RNAV 1
020	TF	DT600	-	210°(209.4°)	+1	22.4	-	+FL180	-	-	RNAV 1
030	TF	DT601	-	228°(227.4°)	+1	13.6	-	+FL150	-	-	RNAV 1
040	TF	DT602	-	228°(227.4°)	+1	14.0	-	+9000	-	-	RNAV 1
050	TF	NULPI	-	228°(227.4°)	+1	17.2	-	+4000	-	-	RNAV 1
060	TF	BILBA	-	318°(317.4°)	+1	7.0	-	+4000	-	-	RNAV 1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 05

VISIM 1D KISAN 1D AKPUP 1D
NIMIB 1D ORITA 1D PUKIP 1D
MOSLI 1D ELNAK 1D SUSEL 1D

WAYPOINT LIST

RNAV RWY 05		
Waypoint Identifier	**Coordinates**	
VISIM	11°09' 25.49" N	105°44' 39.65" E
KISAN	10°32' 20.00" N	104°40' 30.00" E
AKPUP	10°42' 28.19" N	104°23' 22.02" E
NIMIB	10°56' 06.21" N	104°13' 07.74" E
ORITA	11°10' 26.71" N	104°06' 53.64" E
VELVA	11°53' 43.90" N	104°16' 05.48" E
IGRIG	12°10' 06.48" N	104°41' 58.81" E
ELNAK	12°10' 55.51" N	105°04' 59.60" E
SUSEL	11°55' 32.41" N	105°32' 51.65" E
DT600	11°35' 56.70" N	105°21' 38.98" E
DT601	11°26' 42.17" N	105°11' 26.86" E
DT602	11°17' 11.34" N	105°00' 57.08" E
DT603	11°40' 00.82" N	104°44' 00.38" E
DT604	11°29' 39.73" N	104°53' 39.70" E
DT605	11°39' 46.53" N	104°16' 04.72" E
DT606	11°56' 07.04" N	104°54' 55.63" E
NULPI	11°05' 29.25" N	104°48' 02.88" E
BILBA	11°10' 39.92" N	104°43' 13.81" E
VIRUL	11°05' 54.16" N	104°37' 59.48" E
IKOMO	11°15' 50.51" N	104°38' 24.56" E

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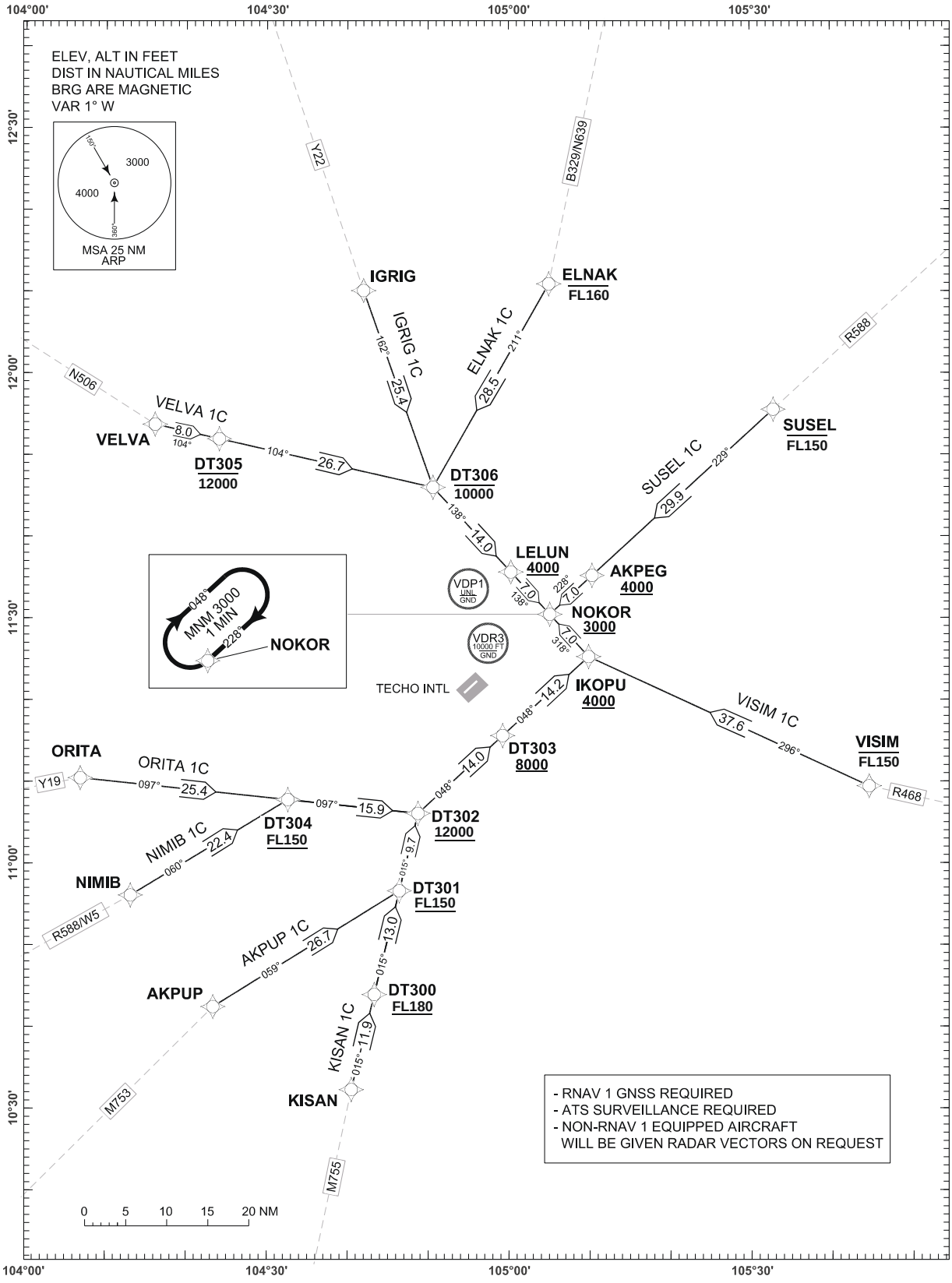
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10 000 ft

APP: 123.80
TWR: 118.00
GND: 121.90
ATIS: 127.25

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 23

VISIM 1C KISAN 1C AKPUP 1C
NIMIB 1C ORITA 1C VELVA 1C
IGRIG 1C ELNAK 1C SUSEL 1C



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 23

VISIM 1C	KISAN 1C	AKPUP 1C
NIMIB 1C	ORITA 1C	PUKIP 1C
MOSLI 1C	ELNAK 1C	SUSEL 1C

Radio Communication Failure Procedure

1	SET TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO THE TERMINATION POINT NOKOR AND DESCEND IN ACCORDANCE WITH ALL THE PUBLISHED ALTITUDE AND SPEED RESTRICTIONS OF THE RELEVANT STAR. THEN AFTER PASSING NOKOR, COMMENCE DESCENT AND CARRY OUT APPROPRIATE APPROACH PROCEDURE FOR RWY 23 AS CLOSE AS POSSIBLE TO THE EAT OR ETA.
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, THE AIRCRAFT SHALL PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO JOIN THE STAR MOST APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURE IN ITEM 2 ABOVE.
4	FOR MORE INFORMATION. REFER TO AIP VDTI AD 2.22, RADIO COMMUNICATION FAILURE.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 23

VISIM 1C KISAN 1C AKPUP 1C
NIMIB 1C ORITA 1C PUKIP 1C
MOSLI 1C ELNAK 1C SUSEL 1C

TABULAR DESCRIPTION (1)

RNAV RWY 23											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
VISIM 1C											
010	-	VISIM	-	-	+1	-	-	-FL150	-	-	RNAV 1
020	TF	IKOPU	-	296°(294.9°)	+1	37.6	-	+4000	-	-	RNAV 1
030	TF	NOKOR	-	318°(317.4°)	+1	7.0	-	+3000	-	-	RNAV 1
KISAN 1C											
010	-	KISAN	-	-	+1	-	-	-	-	-	RNAV 1
020	TF	DT300	-	015°(013.6°)	+1	11.9	-	+FL180	-	-	RNAV 1
030	TF	DT301	-	015°(013.6°)	+1	13.0	-	+FL150	-	-	RNAV 1
040	TF	DT302	-	015°(013.6°)	+1	9.7	-	+12000	-	-	RNAV 1
050	TF	DT303	-	048°(047.4°)	+1	14.0	-	+8000	-	-	RNAV 1
060	TF	IKOPU	-	048°(047.4°)	+1	14.2	-	+4000	-	-	RNAV 1
070	TF	NOKOR	-	318°(317.4°)	+1	7.0	-	+3000	-	-	RNAV 1
AKPUP 1C											
010	-	AKPUP	-	-	+1	-	-	-	-	-	RNAV 1
020	TF	DT301	-	059°(058.1°)	+1	26.7	-	+FL150	-	-	RNAV 1
030	TF	DT302	-	015°(013.6°)	+1	9.7	-	+12000	-	-	RNAV 1
040	TF	DT303	-	048°(047.4°)	+1	14.0	-	+8000	-	-	RNAV 1
050	TF	IKOPU	-	048°(047.4°)	+1	14.2	-	+4000	-	-	RNAV 1
060	TF	NOKOR	-	318°(317.4°)	+1	7.0	-	+3000	-	-	RNAV 1
NIMIB 1C											
010	-	NIMIB	-	-	+1	-	-	-	-	-	RNAV 1
020	TF	DT304	-	060°(058.7°)	+1	22.4	-	+FL150	-	-	RNAV 1
030	TF	DT302	-	097°(096.0°)	+1	15.9	-	+12000	-	-	RNAV 1
040	TF	DT303	-	048°(047.4°)	+1	14.0	-	+8000	-	-	RNAV 1
050	TF	IKOPU	-	048°(047.4°)	+1	14.2	-	+4000	-	-	RNAV 1
060	TF	NOKOR	-	318°(317.4°)	+1	7.0	-	+3000	-	-	RNAV 1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 23

VISIM 1C KISAN 1C AKPUP 1C
NIMIB 1C ORITA 1C PUKIP 1C
MOSLI 1C ELNAK 1C SUSEL 1C

TABULAR DESCRIPTION (2)

RNAV RWY 23											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ORITA 1C											
010	-	ORITA	-	-	+1	-	-	-	-	-	RNAV 1
020	TF	DT304	-	097°(095.9°)	+1	25.4	-	+FL150	-	-	RNAV 1
030	TF	DT302	-	097°(096.0°)	+1	15.9	-	+12000	-	-	RNAV 1
040	TF	DT303	-	048°(047.4°)	+1	14.0	-	+8000	-	-	RNAV 1
050	TF	IKOPU	-	048°(047.4°)	+1	14.2	-	+4000	-	-	RNAV 1
060	TF	NOKOR	-	318°(317.4°)	+1	7.0	-	+3000	-	-	RNAV 1
VELVA 1C											
010	-	VELVA	-	-	+1	-	-	-	-	-	RNAV 1
020	TF	DT305	-	104°(102.7°)	+1	8.0	-	-12000	-	-	RNAV 1
030	TF	DT306	-	104°(102.7°)	+1	26.7	-	-10000	-	-	RNAV 1
040	TF	LELUN	-	138°(137.4°)	+1	14.0	-	+4000	-	-	RNAV 1
050	TF	NOKOR	-	138°(137.4°)	+1	7.0	-	+3000	-	-	RNAV 1
IGRIG 1C											
010	-	IGRIG	-	-	+1	-	-	-	-	-	RNAV 1
020	TF	DT306	-	162°(160.6°)	+1	25.4	-	-10000	-	-	RNAV 1
030	TF	LELUN	-	138°(137.4°)	+1	14.0	-	+4000	-	-	RNAV 1
040	TF	NOKOR	-	138°(137.4°)	+1	7.0	-	+3000	-	-	RNAV 1
ELNAK 1C											
010	-	ELNAK	-	-	+1	-	-	-FL160	-	-	RNAV 1
020	TF	DT306	-	211°(209.7°)	+1	28.5	-	-10000	-	-	RNAV 1
030	TF	LELUN	-	138°(137.4°)	+1	14.0	-	+4000	-	-	RNAV 1
040	TF	NOKOR	-	138°(137.4°)	+1	7.0	-	+3000	-	-	RNAV 1
SUSEL 1C											
010	-	SUSEL	-	-	+1	-	-	-FL160	-	-	RNAV 1
020	TF	AKPEG	-	229°(227.6°)	+1	29.9	-	+4000	-	-	RNAV 1
030	TF	NOKOR	-	228°(227.4°)	+1	7.0	-	+3000	-	-	RNAV 1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

PHNOM PENH/ TECHO INTL (VDTI) RNAV RWY 23

VISIM 1C KISAN 1C AKPUP 1C
NIMIB 1C ORITA 1C PUKIP 1C
MOSLI 1C ELNAK 1C SUSEL 1C

WAYPOINT LIST

RNAV RWY 23		
Waypoint Identifier	**Coordinates**	
VISIM	11°09' 25.49" N	105°44' 39.65" E
IKOPU	11°25' 18.79" N	105°09' 54.42" E
NOKOR	11°30' 29.43" N	105°05' 04.99" E
KISAN	10°32' 20.00" N	104°40' 30.00" E
DT300	10°43' 56.63" N	104°43' 20.13" E
DT301	10°56' 38.29" N	104°46' 26.28" E
DT302	11°06' 07.48" N	104°48' 45.92" E
DT303	11°15' 38.62" N	104°59' 15.02" E
DT304	11°07' 48.81" N	104°32' 37.56" E
DT305	11°51' 57.50" N	104°24' 04.23" E
DT306	11°46' 01.56" N	104°50' 36.40" E
AKPUP	10°42' 28.19" N	104°23' 22.02" E
NIMIB	10°56' 06.21" N	104°13' 07.74" E
ORITA	11°10' 26.71" N	104°06' 53.64" E
VELVA	11°53' 43.90" N	104°16' 05.48" E
LELUN	11°35' 39.99" N	105°00' 15.38" E
IGRIG	12°10' 06.48" N	104°41' 58.81" E
ELNAK	12°10' 55.51" N	105°04' 59.60" E
SUSEL	11°55' 32.41" N	105°32' 51.65" E
AKPEG	11°35' 14.76" N	105°10' 20.16" E

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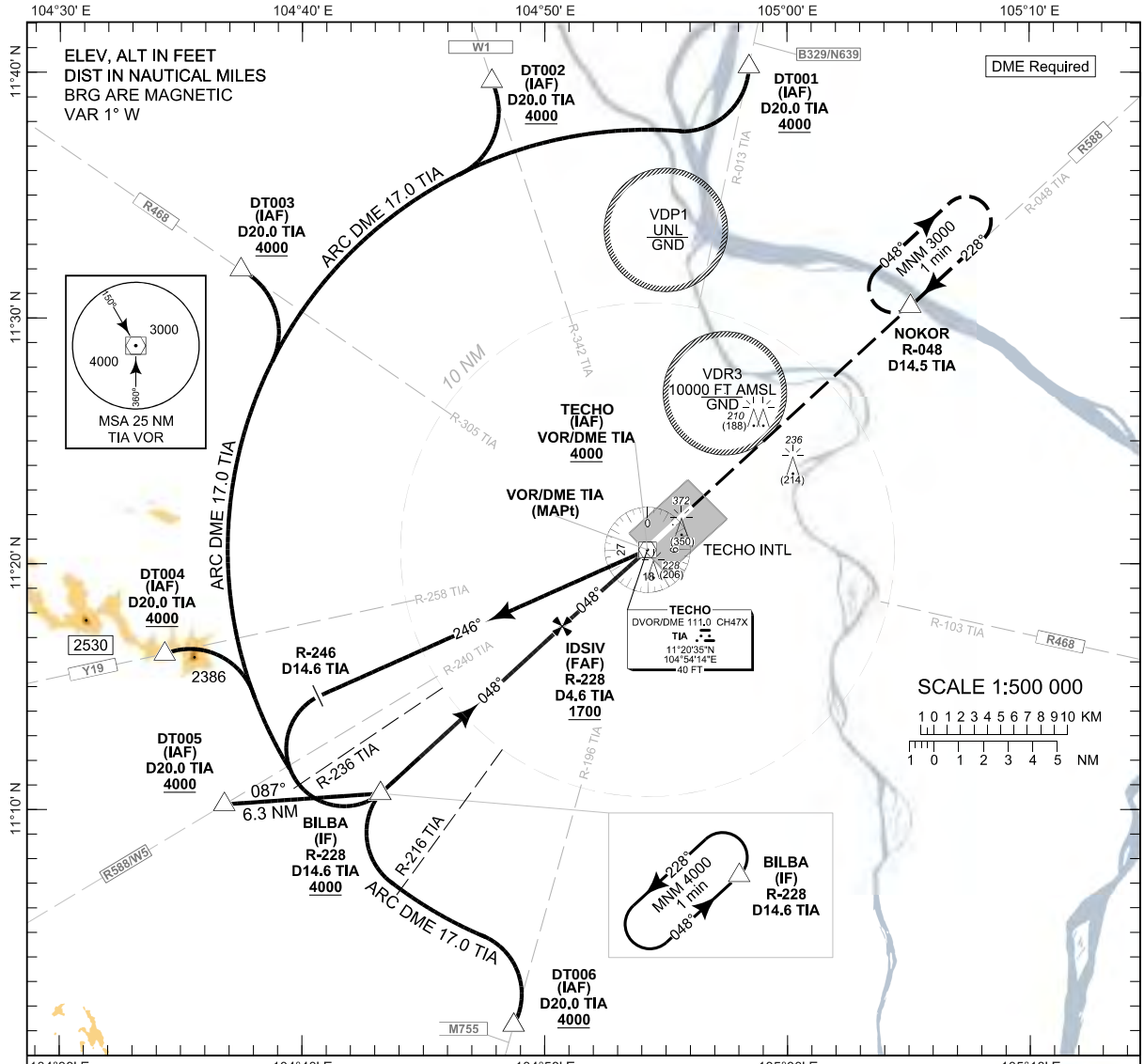
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO AD ELEV - 22 ft

APP:	123.80
TWR:	118.00
GND:	121.90
ATIS:	127.25

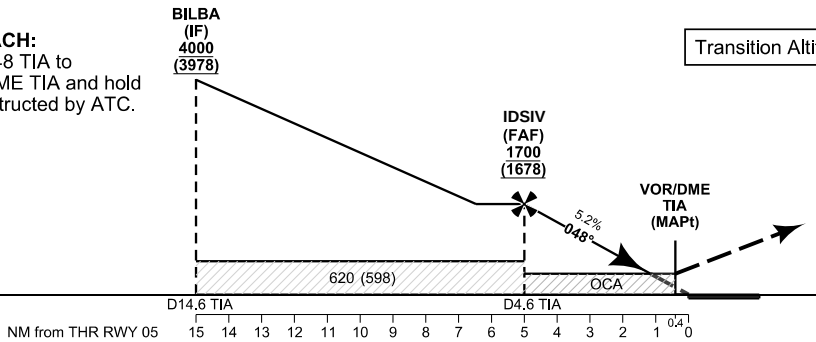
PHNOM PENH/ TECHO INTL (VDTI) VOR RWY 05



DISTANCE TO TIA	4	3	2	1	RWY05
ALTITUDE	1500 (1478)	1160 (1138)	820 (798)	480 (458)	

MISSED APPROACH:
Climb on Radial 048 TIA to NOKOR at 14.5 DME TIA and hold at 3000 ft or as instructed by ATC.

Transition Altitude 10000 ft



OCA (OCH)	A	B	C	D
STRAIGHT-IN APCH	**460** (438)			
CIRCLING (1)	**720** (698)		**820** (798)	

Ground Speed	Knots	90	120	140	160	180
Time (FAF-MAPt)	Min:s	3:04	2:18	1:58	1:44	1:32
Rate of Descent	Ft/min	480	640	745	850	955

(1) Circling Not Authorized North of RWY 05/23

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO
AD ELEV - 22 ft

**PHNOM PENH/
TECHO INTL (VDTI)
VOR RWY 05**

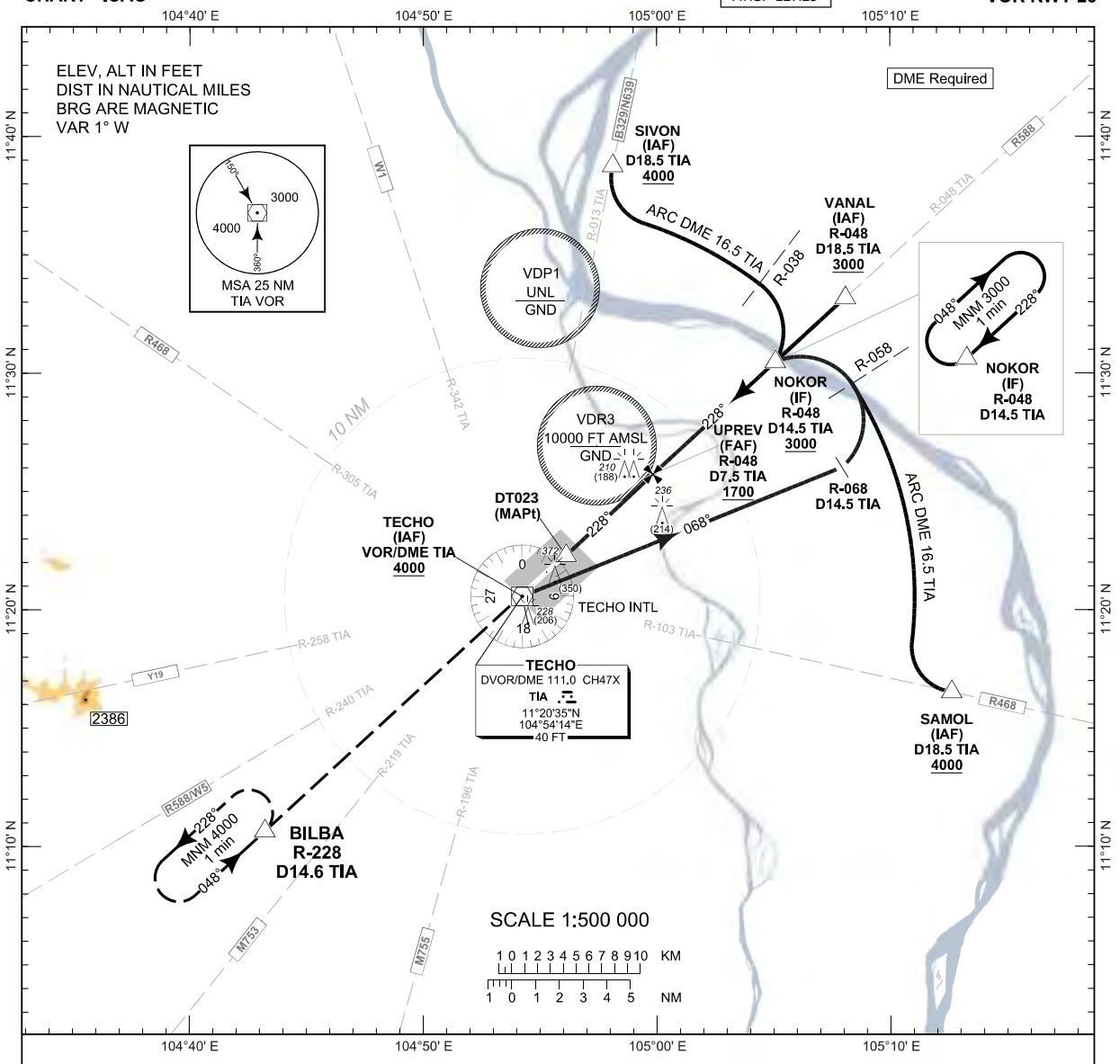
FIX/POINT		COORDINATES
DT001 (IAF)	R-013 / D20.0 TIA	11°40' 14.91" N 104°58' 25.83" E
DT002 (IAF)	R-342 / D20.0 TIA	11°39' 39.26" N 104°47' 48.75" E
DT003 (IAF)	R-305 / D20.0 TIA	11°31' 58.75" N 104°37' 27.34" E
DT004 (IAF)	R-258 / D20.0 TIA	11°16' 20.13" N 104°34' 19.84" E
DT005 (IAF)	R-240 / D20.0 TIA	11°10' 12.79" N 104°36' 47.54" E
DT006 (IAF)	R-196 / D20.0 TIA	11°01' 14.01" N 104°48' 43.13" E
TECHO (IAF)	TIA	11°20' 34.8" N 104°54' 14.2" E
BILBA (IF)	R-228 / D14.6 TIA	11°10' 39.92" N 104°43' 13.81" E
IDSIV (FAF)	R-048 / D4.6 TIA	11°17' 24.52" N 104°50' 42.84" E
VOR/DME (MAPt)	TIA	11°20' 34.8" N 104°54' 14.2" E
NOKOR	R-048 / D14.5 TIA	11°30' 29.43" N 105°05' 04.99" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO AD ELEV - 22 ft

APP:	123.80
TWR:	118.00
GND:	121.90
ATIS:	127.25

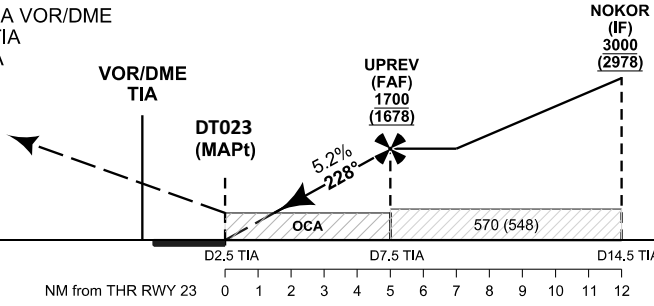
PHNOM PENH/ TECHO INTL (VDTI) VOR RWY 23



DISTANCE TO TIA	RWY23	4.1	5	6	7
ALTITUDE		550 (528)	850 (828)	1190 (1168)	1530 (1508)

MISSED APPROACH:
Climb straight ahead to TIA VOR/DME outbound on Radial 228 TIA to BILBA at 14.6 DME TIA and hold at 4000 ft or as instructed by ATC.

Transition Altitude 10000 ft



THR ELEV 20
(THR RWY 23)

OCA (OCH)	A	B	C	D
STRAIGHT-IN APCH	**550** (528)			
CIRCLING (1)	**720** (698)		**820** (798)	

Ground Speed	Knots	90	120	140	160	180
Time (FAF-MAPt)	Min:s	3:20	2:30	2:09	1:53	1:40
Rate of Descent	Ft/min	480	640	745	850	955

(1) Circling Not Authorized North of RWY 05/23

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO
AD ELEV - 22 ft

PHNOM PENH/ TECHO INTL (VDTI) VOR RWY 23

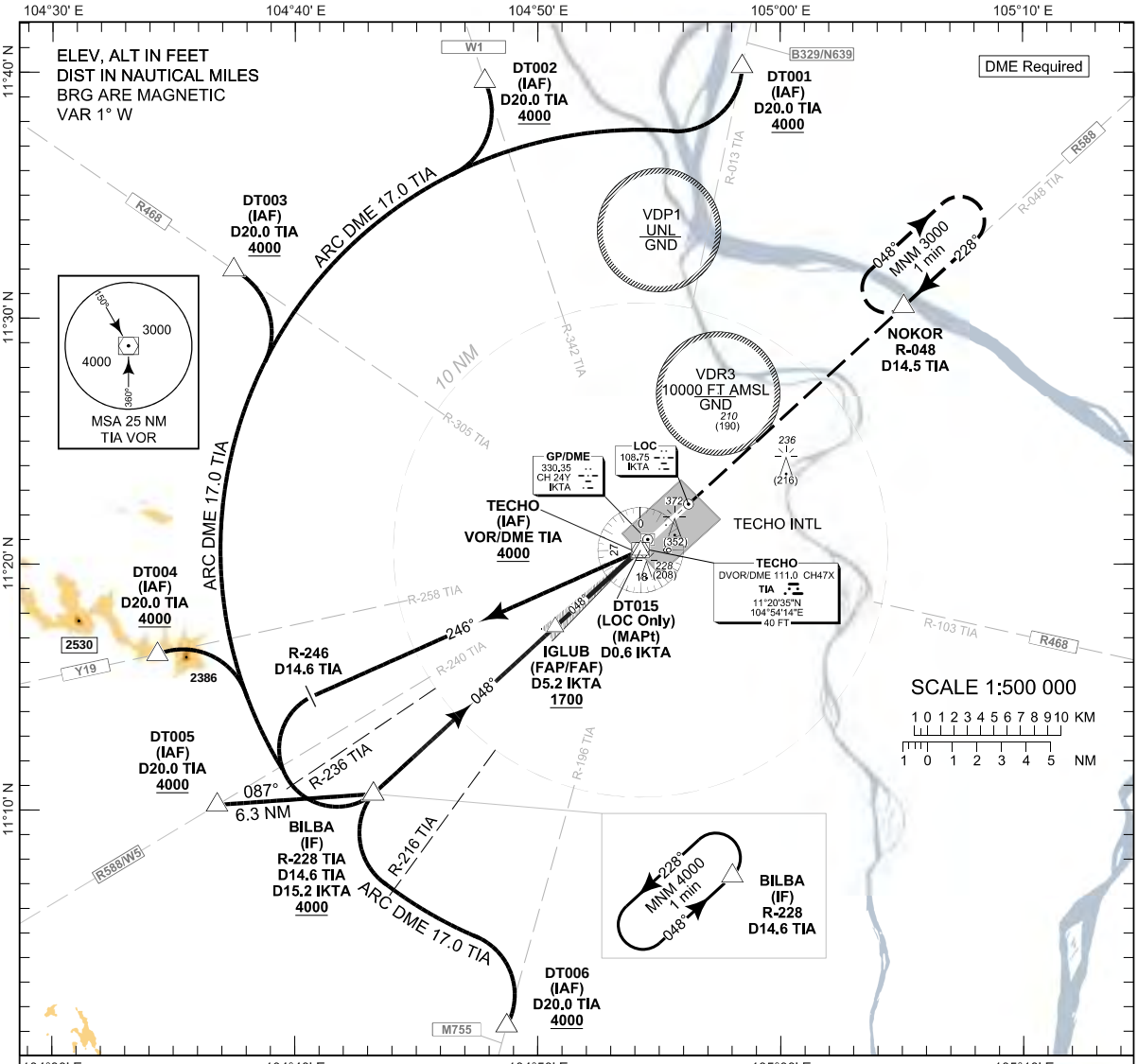
FIX/POINT		COORDINATES
SIVON (IAF)	R-013 / D18.5 TIA	11°38' 46.41" N 104°58' 06.94" E
VANAL (IAF)	R-048 / D18.5 TIA	11°33' 09.85" N 105°08' 06.55" E
SAMOL (IAF)	R-103 / D18.5 TIA	11°16' 31.86" N 105°12' 37.28" E
TECHO (IAF)	TIA	11°20' 34.8" N 104°54' 14.2" E
NOKOR (IF)	R-048 / D14.5 TIA	11°30' 29.43" N 105°05' 04.99" E
UPREV (FAF)	R-048 / D7.5 TIA	11°25' 45.70" N 104°59' 51.88" E
DT023 (MAPt)	R-048 / D2.5 TIA	11°22' 18.41" N 104°56' 06.66" E
VOR/DME	TIA	11°20' 34.8" N 104°54' 14.2" E
BILBA	R-228 / D14.6 TIA	11°10' 39.92" N 104°43' 13.81" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO
THR RWY 05 - ELEV 20 ft

APP:	123.80
TWR:	118.00
GND:	121.90
ATIS:	127.25

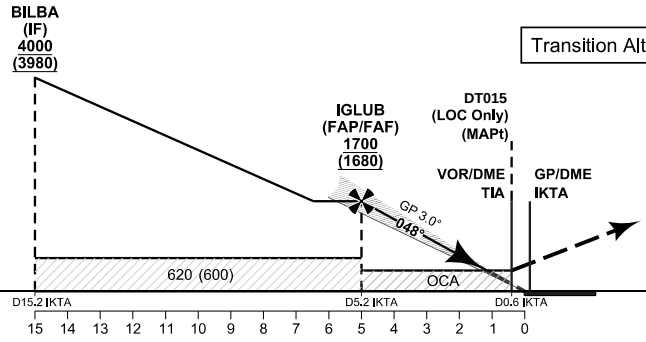
PHNOM PENH/ TECHO INTL (VDTI) ILS or LOC Y RWY 05



DISTANCE TO IKTA	4	3	2	1	RWY05
ALTITUDE	1300 (1280)	960 (940)	620 (600)	280 (260)	

MISSED APPROACH:
Climb on Radial 048 TIA to NOKOR at 14.5 DME TIA and hold at 3000 ft or as instructed by ATC.

Transition Altitude 10000 ft



RDH 53 ft

THR ELEV 20
(THR RWY 05)

OCA (OCH)		A	B	C	D						
Straight-in Approach	CAT I	**220** (200)				Ground Speed	Knots	90	120	140	160	180
	CAT II	**140** (120)				Time (FAF-MAPt)	Min:s	3:04	2:18	1:58	1:44	1:32
	GP INOP	**390** (370)				Rate of Descent	Ft/min	480	640	745	850	955
CIRCLING (1)		**720** (700)		**820** (800)		(1) Circling Not Authorized North of RWY 05/23						

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO
THR RWY 05 - ELEV 20 ft

PHNOM PENH/ TECHO INTL (VDTI) ILS or LOC Y RWY 05

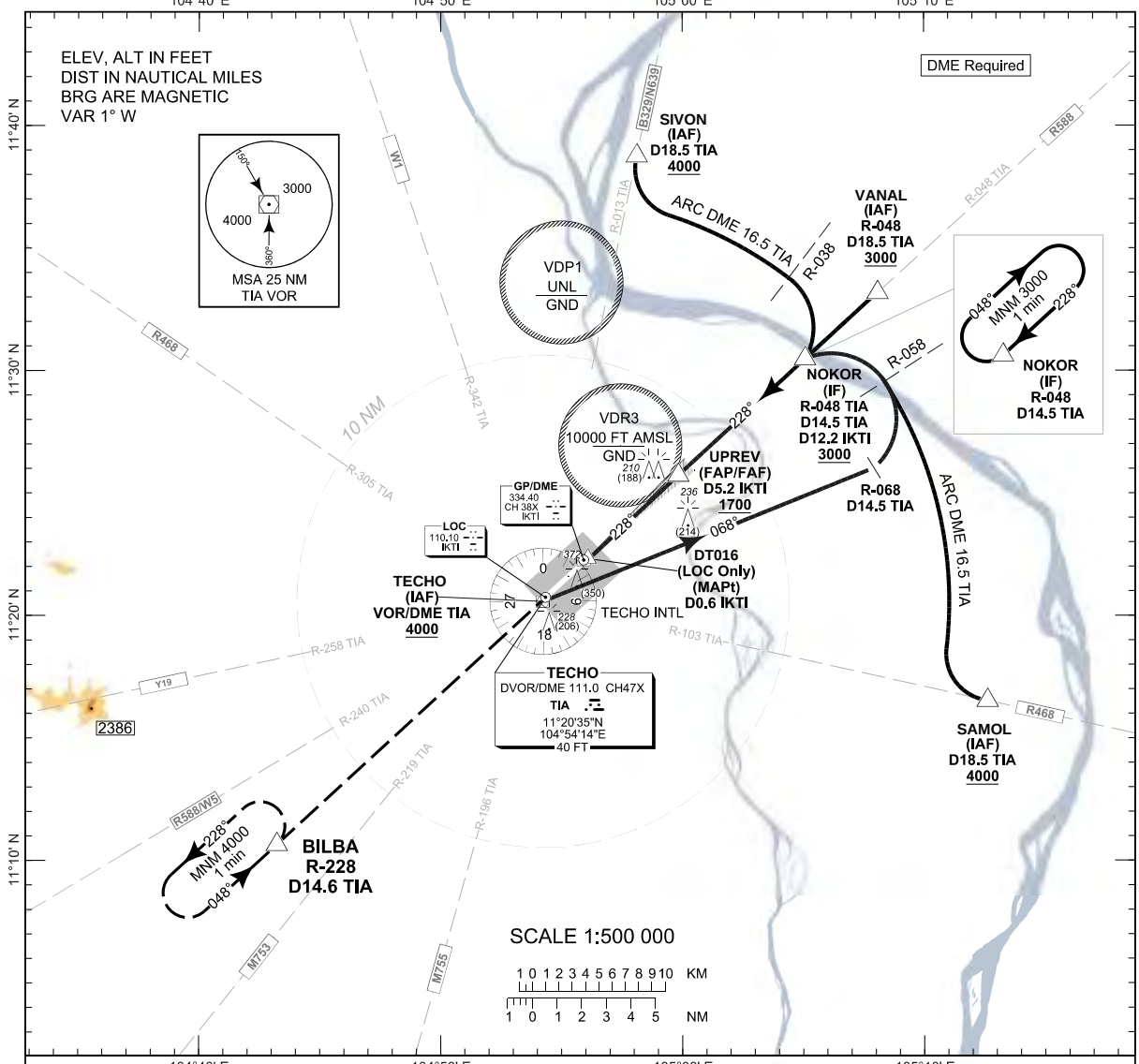
FIX/POINT		COORDINATES
DT001 (IAF)	R-013 / D20.0 TIA	11°40' 14.91" N 104°58' 25.83" E
DT002 (IAF)	R-342 / D20.0 TIA	11°39' 39.26" N 104°47' 48.75" E
DT003 (IAF)	R-305 / D20.0 TIA	11°31' 58.75" N 104°37' 27.34" E
DT004 (IAF)	R-258 / D20.0 TIA	11°16' 20.13" N 104°34' 19.84" E
DT005 (IAF)	R-240 / D20.0 TIA	11°10' 12.79" N 104°36' 47.54" E
DT006 (IAF)	R-196 / D20.0 TIA	11°01' 14.01" N 104°48' 43.13" E
TECHO (IAF)	TIA	11°20' 34.8" N 104°54' 14.2" E
BILBA (IF)	R-228 / D14.6 TIA D15.2 IKTA	11°10' 39.92" N 104°43' 13.81" E
IGLUB (FAP/FAF)	D5.2 IKTA	11°17' 26.24" N 104°50' 41.30" E
DT015 (LOC Only) (MAPt)	D0.6 IKTA	11°20' 37.31" N 104°54' 11.83" E
VOR/DME (MAPt)	TIA	11°20' 34.8" N 104°54' 14.2" E
NOKOR	R-048 / D14.5 TIA	11°30' 29.43" N 105°05' 04.99" E
LOC	IKTA	11°22' 27.0" N 104°56' 12.8" E
GP/DME	IKTA	11°21' 01.4" N 104°54' 32.5" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO
THR RWY 23 - ELEV 20 ft

APP: 123.80
TWR: 118.00
GND: 121.90
ATIS: 127.25

PHNOM PENH/ TECHO INTL (VDTI) ILS or LOC Y RWY 23



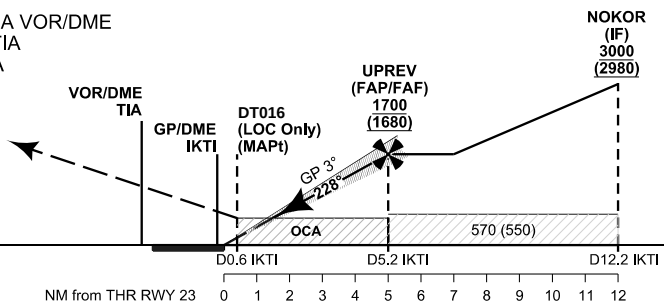
DISTANCE TO IKTI	RWY23	1	2	3	4
ALTITUDE		280 (260)	620 (600)	960 (940)	1300 (1280)

MISSED APPROACH:
Climb straight ahead to TIA VOR/DME outbound on Radial 228 TIA to BILBA at 14.6 DME TIA and hold at 4000 ft or as instructed by ATC.

Transition Altitude 10000 ft

RDH 51 ft

THR ELEV 20
(THR RWY 23)



OCA (OCH)		A	B	C	D
Straight-in Approach	CAT I	**220** (200)			
	CAT II	**140** (120)			
	GP INOP	**460** (440)			
CIRCLING (1)		**720** (700)		**820** (800)	

Ground Speed	Knots	90	120	140	160	180
Time (FAF-MAPt)	Min;s	3:04	2:18	1:58	1:44	1:32
Rate of Descent	Ft/min	480	640	745	850	955

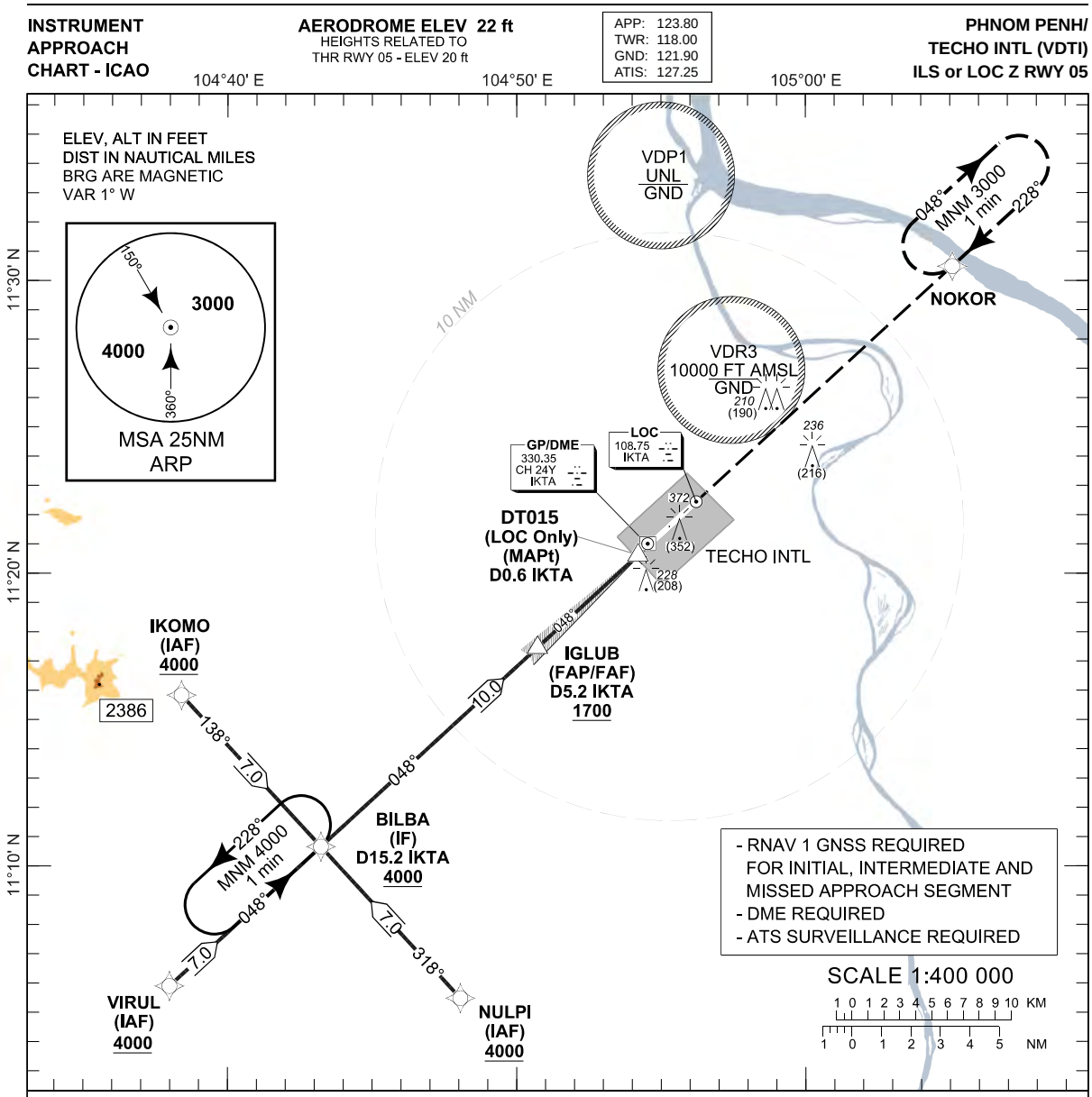
(1) Circling Not Authorized North of RWY 05/23

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO
THR RWY 23 - ELEV 20 ft

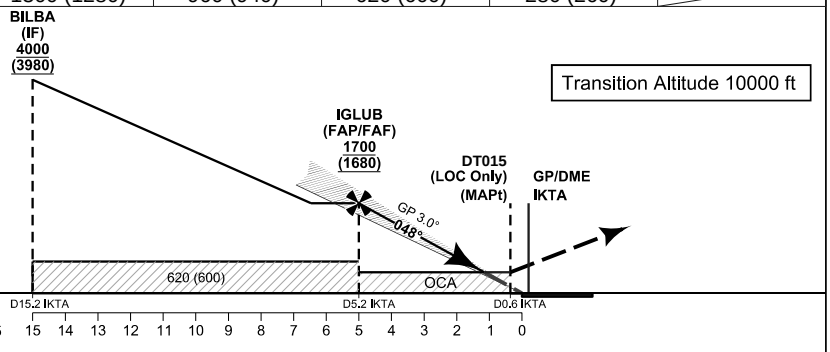
PHNOM PENH/ TECHO INTL (VDTI)
ILS or LOC Y RWY 23

FIX/POINT		COORDINATES
SIVON (IAF)	R-013 / D18.5 TIA	11°38' 46.41" N 104°58' 06.94" E
VANAL (IAF)	R-048 / D18.5 TIA	11°33' 09.85" N 105°08' 06.55" E
SAMOL (IAF)	R-103 / D18.5 TIA	11°16' 31.86" N 105°12' 37.28" E
TECHO (IAF)	TIA	11°20' 34.8" N 104°54' 14.2" E
NOKOR (IF)	R-048 / D14.5 TIA D12.2 IKTI	11°30' 29.43" N 105°05' 04.99" E
UPREV (FAP/FAF)	D5.2 IKTI	11°25' 45.70" N 104°59' 51.88" E
DT016 (LOC Only) (MAPt)	D0.6 IKTI	11°22' 36.40" N 104°56' 23.10" E
VOR/DME	TIA	11°20' 34.8" N 104°54' 14.2" E
BILBA	R-228 / D14.6 TIA	11°10' 39.92" N 104°43' 13.81" E
LOC	IKTI	11°20' 45.0" N 104°54' 20.3" E
GP/DME	IKTI	11°22' 16.4" N 104°55' 55.2" E



DISTANCE TO IKTA	4	3	2	1	RWY05
ALTITUDE	1300 (1280)	960 (940)	620 (600)	280 (260)	

MISSED APPROACH:
Climb straight ahead to NOKOR and hold at 3000 ft or as instructed by ATC.



Transition Altitude 10000 ft

RDH 53 ft

THR ELEV 20
(THR RWY 05)

OCA (OCH)		A	B	C	D
Straight-in Approach	CAT I	**220** (200)			
	CAT II	**140** (120)			
	GP INOP	**390** (370)			
CIRCLING (1)		**720** (700)		**820** (800)	

Ground Speed	Knots	90	120	140	160	180
Time (FAF-MAPt)	Min:s	3:04	2:18	1:58	1:44	1:32
Rate of Descent	Ft/min	480	640	745	850	955

(1) Circling Not Authorized North of RWY 05/23

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO
THR RWY 05 - ELEV 20 ft

PHNOM PENH/ TECHO INTL (VDTI)
ILS or LOC Z RWY 05

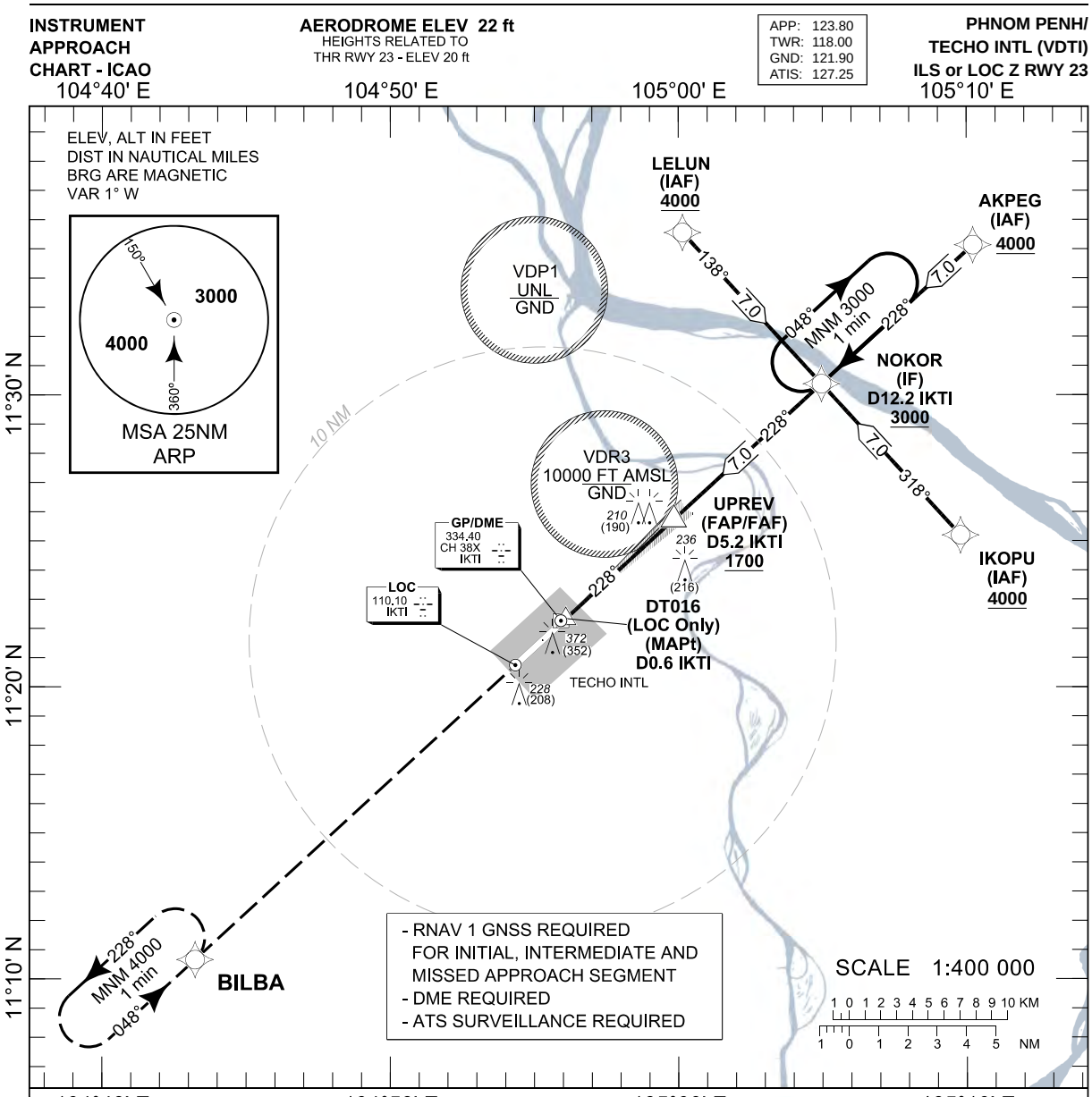
TABULAR DESCRIPTION

ILS or LOC Z RWY 05											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M (°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
010	IF	NULPI (IAF)	-	-	+1	-	-	+4000	-	-	RNAV 1
020	TF	BILBA (IF)	-	318°(317.4°)	+1	7.0	-	+4000	-	-	RNAV 1
010	IF	VIRUL (IAF)	-	-	+1	-	-	+4000	-	-	RNAV 1
020	TF	BILBA (IF)	-	048°(047.4°)	+1	7.0	-	+4000	-	-	RNAV 1
010	IF	IKOMO (IAF)	-	-	+1	-	-	+4000	-	-	RNAV 1
020	TF	BILBA (IF)	-	138°(137.3°)	+1	7.0	-	+4000	-	-	RNAV 1
010	IF	BILBA (IF)	-	-	+1	-	-	+4000	-	-	RNAV 1
TRANSITION TO ILS											
020	TF	IGLUB (FAP/FAF)	-	048°(047.4°)	+1	10.0	-	+1700	-	-	ILS
030	TF	DT015 (LOC Only) (MAPt)	Y	048°(047.4°)	+1	4.6	-	-	-	-3.0/50	ILS
040	DF	NOKOR	-	-	+1	-	-	-	-	-	RNAV 1
050	HM	NOKOR	-	-	+1	-	R	+3000	-	-	RNAV 1

WAYPOINT LIST

ILS or LOC Z RWY 05	
Waypoint Identifier	**Coordinates**
NULPI	11°05' 29.25" N 104°48' 02.88" E
VIRUL	11°05' 54.16" N 104°37' 59.48" E
IKOMO	11°15' 50.51" N 104°38' 24.56" E
BILBA	11°10' 39.92" N 104°43' 13.81" E
IGLUB	11°17' 26.24" N 104°50' 41.30" E
DT015	11°20' 37.31" N 104°54' 11.83" E
NOKOR	11°30' 29.43" N 105°05' 04.99" E

FIX/POINT		**Coordinates**
BILBA (IF)	D15.2 IKTA	11°10' 39.92" N 104°43' 13.81" E
IGLUB (FAP/FAF)	D5.2 IKTA	11°17' 26.24" N 104°50' 41.30" E
DT015 (LOC Only) (MAPt)	D0.6 IKTA	11°20' 37.31" N 104°54' 11.83" E
LOC	IKTA	11°22' 27.0" N 104°56' 12.8" E
GP/DME	IKTA	11°21' 01.4" N 104°54' 32.5" E

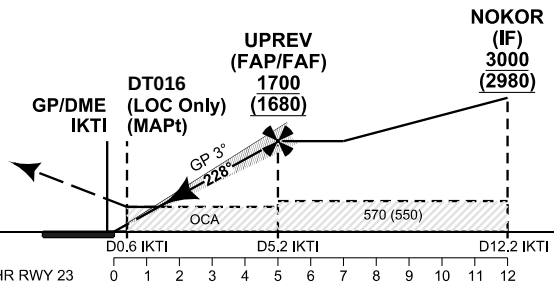


DISTANCE TO IKTI	RWY23	1	2	3	4
ALTITUDE		280 (260)	620 (600)	960 (940)	1300 (1280)

MISSED APPROACH:
Climb straight ahead to BILBA and hold at 4000 ft or as instructed by ATC.

Transition Altitude 10000 ft

RDH 51 ft



THR ELEV 20
(THR RWY 23)

OCA (OCH)		A	B	C	D
Straight-in Approach	CAT I	**220** (200)			
	CAT II	**140** (120)			
	GP INOP	**460** (440)			
CIRCLING (1)		**720** (700)		**820** (800)	

Ground Speed	Knots	90	120	140	160	180
Time (FAF-MAPt)	Min:s	3:04	2:18	1:58	1:44	1:32
Rate of Descent	Ft/min	480	640	745	850	955

(1) Circling Not Authorized North of RWY 05/23

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO
THR RWY 23 - ELEV 20 ft

PHNOM PENH/ TECHO INTL (VDTI)
ILS or LOC Z RWY 23

TABULAR DESCRIPTION

ILS or LOC Z RWY 23

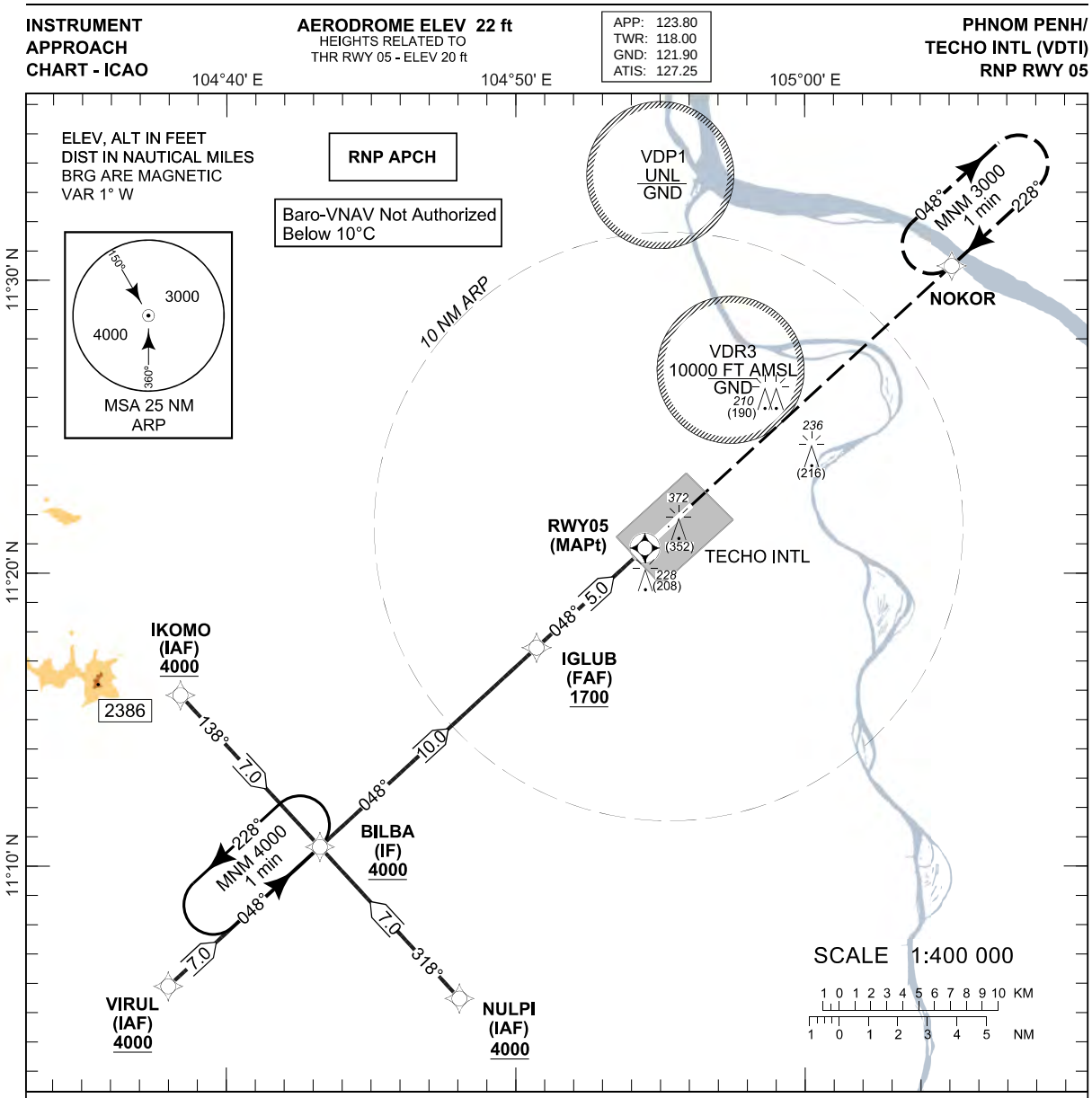
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	AKPEG (IAF)	-	-	+1	-	-	+4000	-	-	RNAV 1
020	TF	NOKOR (IF)	-	228°(227.4°)	+1	7.0	-	+3000	-	-	RNAV 1
010	IF	IKOPU (IAF)	-	-	+1	-	-	+4000	-	-	RNAV 1
020	TF	NOKOR (IF)	-	318°(317.4°)	+1	7.0	-	+3000	-	-	RNAV 1
010	IF	LELUN (IAF)	-	-	+1	-	-	+4000	-	-	RNAV 1
020	TF	NOKOR (IF)	-	138°(137.4°)	+1	7.0	-	+3000	-	-	RNAV 1
010	IF	NOKOR (IF)	-	-	+1	-	-	+3000	-	-	RNAV 1
TRANSITION TO ILS											
020	TF	UPREV (FAP/FAF)	-	228°(227.4°)	+1	7.0	-	+1700	-	-	ILS
030	TF	DT016 (LOC Only) (MAPt)	Y	228°(227.4°)	+1	4.6	-	-	-	-3.0/50	ILS
040	DF	BILBA	-	-	+1	-	-	-	-	-	RNAV 1
050	HM	BILBA	-	-	+1	-	L	+4000	-	-	RNAV 1

WAYPOINT LIST

ILS or LOC Z RWY 23

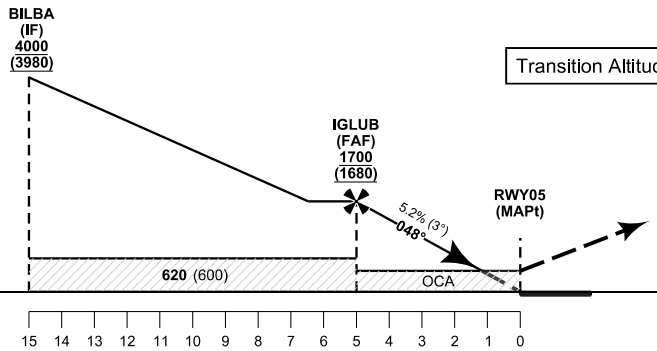
Waypoint Identifier	Coordinates
AKPEG	11°35' 14.76" N 105°10' 20.16" E
IKOPU	11°25' 18.79" N 105°09' 54.42" E
LELUN	11°35' 39.99" N 105°00' 15.38" E
NOKOR	11°30' 29.43" N 105°05' 04.99" E
UPREV	11°25' 45.70" N 104°59' 51.88" E
DT016	11°22' 36.40" N 104°56' 23.10" E
BILBA	11°10' 39.92" N 104°43' 13.81" E

FIX/POINT		Coordinates
NOKOR (IF)	D12.2 IKTI	11°30' 29.43" N 105°05' 04.99" E
UPREV (FAP/FAF)	D5.2 IKTI	11°25' 45.70" N 104°59' 51.88" E
DT016 (LOC Only) (MAPt)	D0.6 IKTI	11°22' 36.40" N 104°56' 23.10" E
LOC	IKTI	11°20' 45.0" N 104°54' 20.3" E
GP/DME	IKTI	11°22' 16.4" N 104°55' 55.2" E



NM TO NEXT WPT	5	4	3	2	RWY05
ALTITUDE	1700 (1680)	1360 (1340)	1020 (1000)	680 (660)	

MISSED APPROACH:
Climb straight ahead to NOKOR and hold at 3000 ft or as instructed by ATC.



Transition Altitude 10000 ft

RDH 53 ft

THR ELEV 20
(THR RWY 05)

OCA (OCH)	A	B	C	D
LNAV/VNAV	**420** (400)			
LNAV	**550** (530)			
CIRCLING (1)	**720** (700)		**820** (800)	

Ground Speed	Knots	90	120	140	160	180
Time (FAF-MAPt)	Min:s	3:20	2:30	2:09	1:53	1:40
Rate of Descent	Ft/min	480	640	745	850	955

(1) Circling Not Authorized North of RWY 05/23

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO
THR RWY 05 - ELEV 20 ft

PHNOM PENH/ TECHO INTL (VDTI) RNP RWY 05

TABULAR DESCRIPTION

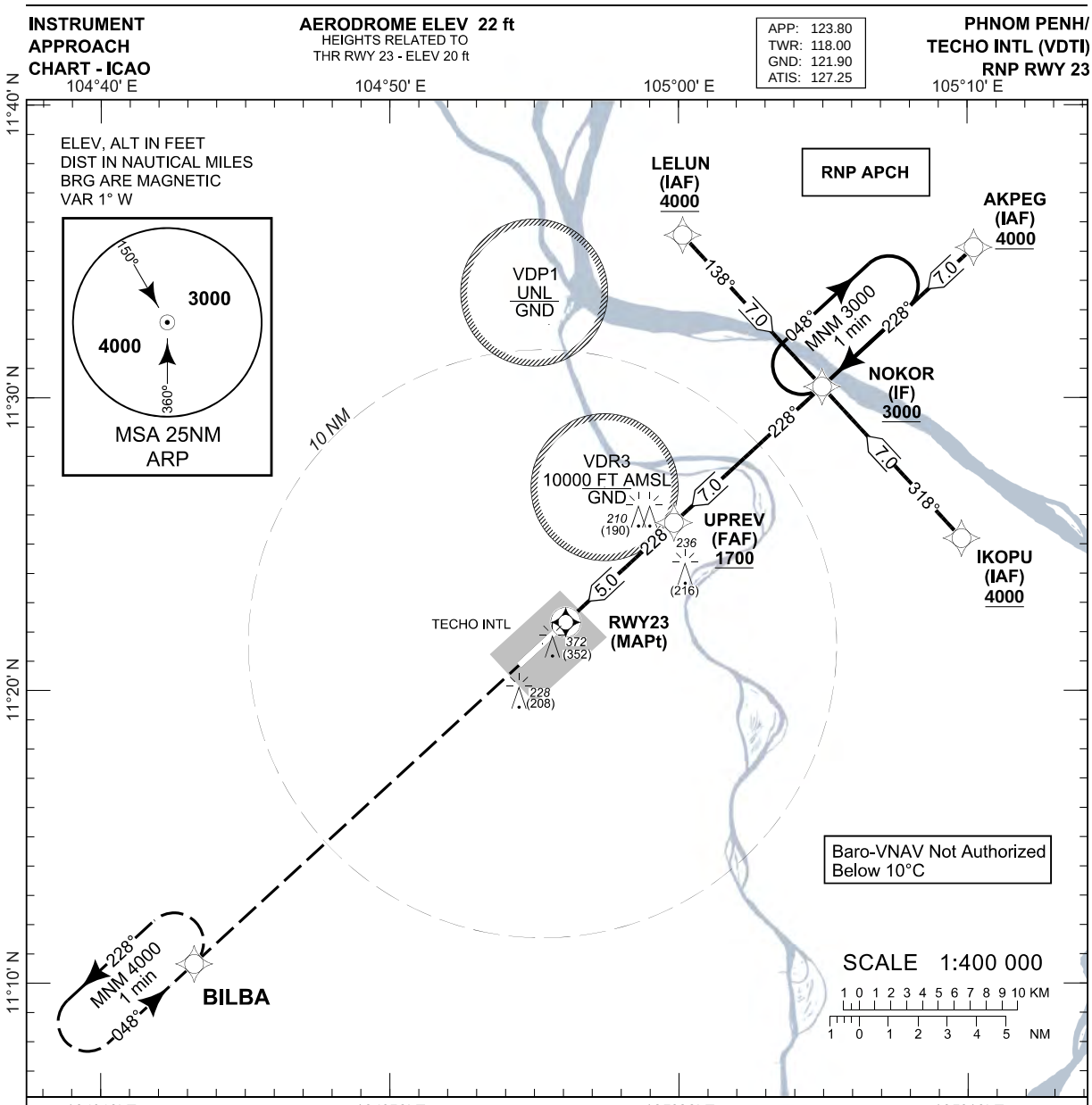
RNP RWY 05

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	NULPI (IAF)	-	-	+1	-	-	+4000	-	-	RNP APCH
020	TF	BILBA (IF)	-	318°(317.4°)	+1	7.0	-	+4000	-	-	RNP APCH
010	IF	VIRUL (IAF)	-	-	+1	-	-	+4000	-	-	RNP APCH
020	TF	BILBA (IF)	-	048°(047.4°)	+1	7.0	-	+4000	-	-	RNP APCH
010	IF	IKOMO (IAF)	-	-	+1	-	-	+4000	-	-	RNP APCH
020	TF	BILBA (IF)	-	138°(137.3°)	+1	7.0	-	+4000	-	-	RNP APCH
010	IF	BILBA (IF)	-	-	+1	-	-	+4000	-	-	RNP APCH
020	TF	IGLUB (FAF)	-	048°(047.4°)	+1	10.0	-	+1700	-	-	RNP APCH
030	TF	RWY05 (MAPt)	Y	048°(047.4°)	+1	5.0	-	-	-	-3.0/50	RNP APCH
040	DF	NOKOR	-	-	+1	-	-	-	-	-	RNP APCH
050	HM	NOKOR	-	-	+1	-	R	+3000	-	-	RNP APCH

WAYPOINT LIST

RNP RWY 05

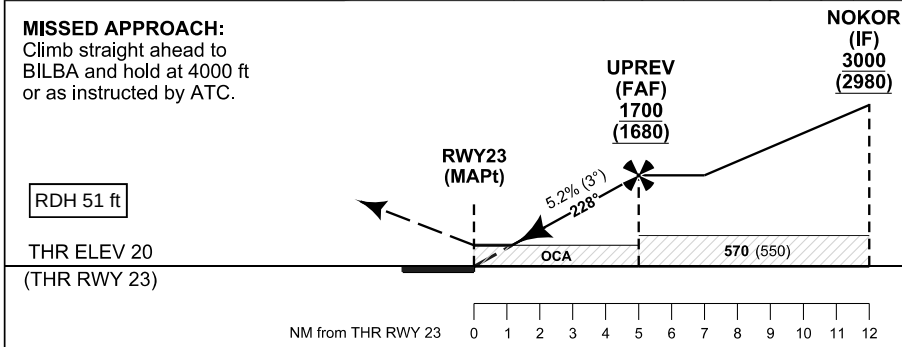
Waypoint Identifier	Coordinates
NULPI	11°05' 29.25" N 104°48' 02.88" E
VIRUL	11°05' 54.16" N 104°37' 59.48" E
IKOMO	11°15' 50.51" N 104°38' 24.56" E
BILBA	11°10' 39.92" N 104°43' 13.81" E
IGLUB	11°17' 26.24" N 104°50' 41.30" E
RWY05	11°20' 51.94" N 104°54' 27.95" E
NOKOR	11°30' 29.43" N 105°05' 04.99" E



NM TO NEXT WPT	RWY23	2	3	4	5
ALTITUDE		680 (660)	1020 (1000)	1360 (1340)	1700 (1680)

MISSED APPROACH:
Climb straight ahead to BILBA and hold at 4000 ft or as instructed by ATC.

Transition Altitude 10000 ft



OCA (OCH)	A	B	C	D	Ground Speed	Knots	90	120	140	160	180
LNAV/VNAV	**420** (400)				Time (FAF-MAPt)	Min:s	3:20	2:30	2:09	1:53	1:40
LNAV	**540** (520)				Rate of Descent	Ft/min	480	640	745	850	955
CIRCLING (1)	**720** (700)		**820** (800)		(1) Circling Not Authorized North of RWY 05/23						

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22 ft
HEIGHTS RELATED TO
THR RWY 23 - ELEV 20 ft

PHNOM PENH/ TECHO INTL (VDTI) RNP RWY 23

TABULAR DESCRIPTION

RNP RWY 23

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	AKPEG (IAF)	-	-	+1	-	-	+4000	-	-	RNP APCH
020	TF	NOKOR (IF)	-	228°(227.4°)	+1	7.0	-	+3000	-	-	RNP APCH
010	IF	IKOPU (IAF)	-	-	+1	-	-	+4000	-	-	RNP APCH
020	TF	NOKOR (IF)	-	318°(317.4°)	+1	7.0	-	+3000	-	-	RNP APCH
010	IF	LELUN (IAF)	-	-	+1	-	-	+4000	-	-	RNP APCH
020	TF	NOKOR (IF)	-	138°(137.4°)	+1	7.0	-	+3000	-	-	RNP APCH
010	IF	NOKOR (IF)	-	-	+1	-	-	+3000	-	-	RNP APCH
020	TF	UPREV (FAF)	-	228°(227.4°)	+1	7.0	-	+1700	-	-	RNP APCH
030	TF	RWY23 (MAPt)	Y	228°(227.4°)	+1	5.0	-	-	-	-3.0/50	RNP APCH
040	DF	BILBA	-	-	+1	-	-	-	-	-	RNP APCH
050	HM	BILBA	-	-	+1	-	L	+4000	-	-	RNP APCH

WAYPOINT LIST

RNP RWY 23

Waypoint Identifier	Coordinates
AKPEG	11°35' 14.76" N 105°10' 20.16" E
IKOPU	11°25' 18.79" N 105°09' 54.42" E
LELUN	11°35' 39.99" N 105°00' 15.38" E
NOKOR	11°30' 29.43" N 105°05' 04.99" E
UPREV	11°25' 45.70" N 104°59' 51.88" E
RWY23	11°22' 20.08" N 104°56' 05.11" E
BILBA	11°10' 39.92" N 104°43' 13.81" E