

VTSP - Phuket International Airport



Overview

Phuket Airport (VTSP) is an airport located within the island and the southern province of Phuket, Thailand. It is the third-busiest airport in Thailand and plays a major role as the gateway to tourism within the island. The airport also serves business aviation flights.

ATC frequencies

Identifier	Radio Callsign	Frequency	Remarks
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VTSP_ARR	Phuket Arrival	120.700 MHz	Arrivals below 7000ft

Gates

At Phuket, there is one passenger terminal, one cargo terminal, and also a private jet terminal.

Domestic flights

- Gate 4-10

International flights

- Gate 11-15
- Remote stands

Cargo flights

- Gate 1-3

Private flights

- Gate 51-54 (private jet terminal)

Preferential runway system

The runway in use on VATSIM does not necessarily follow what is used in real life all the time for various reasons, including but not limited to traffic, controller discretion, etc.

Because only runway 27 is equipped with ILS, it is prioritized until the tailwind for the runway exceeds 5 knots or more.

Transition Altitude & Transition Level

For all airports in Thailand, the transition altitude is 11,000ft and the transition level is always FL130.

Departing flights

IFR Clearance

On initial contact, state stand number and received ATIS.

☐➔	Phuket Delivery, sawasdee krub, THAI 123, information B, gate 6, requesting IFR clearance to Suvarnabhumi
☐☐	THAI 123, Delivery, sawasdee krub, cleared to Suvarnabhumi via flight planned route, EMRIT1B departure, runway 27, initial climb 5000ft, expect FL330, squawk 7125

The standard initial climb altitude for all departures is 5,000ft; however, ATC may give a different altitude.

Pushback

Pushback instructions will include the direction for the nose to face.

☐➔	Phuket Ground, sawasdee krub, THAI 123, gate 6, requesting push and start
☐☐	THAI 123, Phuket Ground, sawasdee krub, push and start approved, facing east

If the pushback is not approved straight away, a reason will be given by the controller.

Taxi

Depending on your departure runway, your taxi instructions will be given accordingly.

Runway 27 construction

In real life, as of May 2024, the taxiway parallel to runway 27 has been extended to the full length of the runway, thus backtracking would not be required anymore. However, most sceneries have not been updated, thus holding point G will be used.

If you require **backtracking**, please inform the Ground controller as soon as convenient so that planning can be done.

Departure

All speed and level restrictions apply unless explicitly cancelled by ATC!

Upon first contact with the departure frequency, state your altitude passing and assigned SID.

☐➔

Phuket Approach, THAI 123, passing 1300ft for 5000ft, EMRIT1B departure

You will be identified and given further climb instructions when appropriate. Do not climb above initial climb altitude (usually 5,000ft) until assigned otherwise.

Subsequently, when nearing 11,000ft, you will be handed off to enroute ATC (Bangkok Control) if online.

Arriving flights

During cruise, you will be cleared for an appropriate STAR for the active runway(s). When nearing top of descent, inform the controller that you are ready for descent if instructions have not yet been given.

When nearing FL130, you will be handed off to Phuket Approach if online.

Descent

All STARs have speed and level restrictions. You must follow them unless explicitly cancelled by ATC, or if instructions were given at a time where it is impractical to meet those restrictions.

- ☐

THAI 123, descend via STAR 5000ft QNH 1013, no restrictions
All speed and level restrictions on the STAR are cancelled. You still have to maintain 250kts or less below 10,000ft
- ☐

THAI 123, descend via STAR 5000ft QNH 1013, cancel level / altitude restrictions
Only level restrictions on the STAR are cancelled, speed restrictions remain
- ☐

THAI 123, descend via STAR 5000ft QNH 1013, cancel speed restrictions
Only speed restrictions on the STAR are cancelled, level restrictions remain. 250 kts or less below 10,000ft still applies



THAI 123, direct BARON

*All restrictions for waypoints **before** BARON are cancelled.
You still have to maintain 250kts or less below 10,000ft*

If traffic levels are low, you may be given "direct to" instructions to shorten the track miles to landing, or told by ATC to expect shortcuts.

Approach Clearance - 27

Typically, ILS approach is used for runway 27. Alternatively RNP Z also can be used.

The localizer for the ILS Z of runway 27 has an offset of 1.4 degrees. This means you will need to line up with the runway manually, autoland is not permitted!

Approach clearance - 09

In most cases the approach clearance for runway 09 will be the RNP Z approach.

Speed control

To facilitate traffic flow, ATC may issue speed instructions such as follows:



THAI 123, speed 160 knots or greater until 6 miles final

Landing

On first contact with Tower, state your callsign and arriving runway. You will be given the weather information, and if there is no preceding traffic for the runway, you will be cleared to land.

Unless you are business jet traffic, vacate to the south side of the runway.

Please ensure you vacate the runway completely. Additionally, with instructions, please turn onto the assigned taxiway without stopping at the runway exit.

If you have a particular stand in mind, please inform Ground on initial contact.

Closing remarks

If you do not understand any instructions on frequency, please do not hesitate to ask for clarification! Our controllers are here to assist you.

Any constructive feedback (no matter positive and negative) for our controllers can be submitted at [this page](#).

Thank you for reading this pilot briefing and we sincerely hope you enjoy your flight to/from Phuket International Airport!

Banner photo: [Oleksandr Voloshchenko](#) on Unsplash

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