

1. GENERAL

1.1. ATIS

Arrival-D-ATIS 1336... Departure-D-ATIS 127 65

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

- Low visibility procedures will be established for operations in a visibility of less than RVR 550 or a cloud base of less than 200 ft.
- Special ATC procedures and sequencing will be applied during CAT II operations to protect ACOT operating in low visibility and to avoid interference to the US signals in accordance with ICAO Doc 5550. Manual of all weather operations.
- Flights will be informed when these procedures are in operation by ATIS or RTT.
- Runway 19L/01L and runway 19R/01R, subject to certification of the required facilities, are suitable for CAT II operations by operators whose aircraft have been accepted by the Department of Civil Aviation (DCA).

1.2.2. ARRIVAL

- CAT II Approach and landing: Flights who wish to carry out an ILS CAT II approach shall inform Bangkok Approach on initial contact.
- Flights may carry out a precision ILS CAT II approach at any time, but the full sequencing procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.
- When Low Visibility Procedures are in operation, a much reduced landing rate can be expected due to the requirement for increased spacing between arriving ACOT.
- ACOT will be vectored to intercept the ILS localizer at least 10 nm from touchdown.
- All runway exits are equipped with green/purple coded taxiway center line lights to indicate the boundary of the localizer sensitive area.
- Flights are required to make a "MANUAL VACA/TD" call giving the intentions for the start of the ACOT to ensure that the arriving ACOT has released the localizer sensitive area.
- ACOT shall maintain the runway via the first convenient exit two ways which are designated as follows:
 - Runway 19, via R8, R10, R11, R12, R13
 - Runway 01R, via R7, R5, R3, R2, R1
 - Runway 19R, via R9, R10, R13, R14, R21
 - Runway 01L, via R13, R7, R5, R2, R1

• Flights not able to comply with these requirements should notify ATC immediately.

1.2.3. DEPARTURE

• ATC will require departing ACOT to use the CAT II holding positions listed below:

- Runway 19, R1, R2
- Runway 01R, R13, R12
- Runway 19R, R1, R2
- Runway 01L, R21, R19

• Except as stated below, other instruction take-offs are not permitted.

- Flights wishing to conduct an ILS guided take off shall advise ATC on taxi up in order to ensure that the protection of the localizer sensitive area is provided.

1.2.4. TAXIING ACOT

- Taxiing ACOT must follow the lighted taxiway center line in relation to the standard taxi route provided by ATC. Deviation from the standard taxi route may be approved for traffic reasons.

• When low visibility operating procedures are in operation pilots are counselled that adjust ACOT taxiing speeds to ensure that they are able to comply with ATC instructions.

1.2.5. TOWER OF ACOT

• ACOT taxiing will be restricted when the RVR is less than 550m.

1. GENERAL

1.2.1. ACOT GUIDANCE UNDER ALL WEATHER OPERATIONS CATEGORY II

• Taxiway center line lights.

• As soon as the operation of Category II low visibility procedures is approved, ACOT will only be permitted to taxi on taxiways with operating center line lights.

• Taxiway center line lights within the ILS sensitive area are color coded (Green/Yellow). Runway center 19L/01L is taxiway 6 and Runway center 19R/01R is taxiway 6. To indicate that the ACOT has entered the ILS sensitive area, pilots are to blow the call "MANUAL VACA/TD" until the ACOT has completely passed the end of the Green/Yellow color coded taxiway center line lights.

1.2.2. STOP BAR

- 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.
- Stop bar is provided to assist in preventing inadvertent incursions of arrival and departure onto the runway.
- Stop bars are installed at following locations:
 - Taxiway 11, R2, R3, R11, R12, R13
 - Taxiway 11, R2, R3, R13, R14, R21

1.2.3. NO-ENTRY BAR

- No-entry bar is provided across a taxiway which is intended to be used as an exit only taxiway to assist in preventing inadvertent incursions of traffic to that taxiway.
- No-entry bar is provided to prevent traffic from entering the taxiway in the wrong direction.
- No-entry bars are installed at following locations:
 - Taxiway 15, R7, R8, R10
 - Taxiway 15, R7, R8, R11

1.2.4. INTERMEDIATE HOLDING POSITION LIGHTS

- Taxiing across intermediate holding position lights is allowed.
- Intermediate holding position lights are installed at some intermediate holding positions. Intermediate holding position lights consist of three fixed surface signal lights showing red when the direction of approach is intermediate holding position.

1.2.5. ADVISORY WEATHER WARNING

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

1.3. ADVISORY WEATHER CONDITION & PROCEDURES

Adverse Weather Condition Warning at Suvarnabhumi International Airport:

Adverse weather condition that causes thunderstorms and/or strong wind and when lightning may endanger aircraft operation to a large extent. Therefore, when it is predicted to occur, the effective warning system shall be deployed for aircraft operators and vehicle operators. The objective of this warning is to elaborate how the situation of each phase are and to alert all the airline personnel to work more carefully and safely in the airfield. Adverse Weather Condition Warning at Suvarnabhumi International Airport can be defined into 3 levels:

- Level 1: Thunder storms. Oper various frequency. The report is used when thunderstorms are observed within 50 kilometers from Aerodrome Reference Point (ARP) and their directions are heading Suvarnabhumi International Airport.
- Level 2: Thunder storms and/or strong wind warning. This warning is used when thunderstorms and/or strong wind are more than 25 knots within 15 kilometers from Aerodrome Reference Point (ARP) and their directions are towards or over Suvarnabhumi International Airport.
- Level 3: Lightning Warning. The warning is employed when thunder storms are over Suvarnabhumi International Airport and lightning characteristics is adversely affected.

1.3.1. LEVEL 1: THUNDERSTORM OBSERVATION REPORTING

- Suvarnabhumi International Airport will notify all concerned parties by announcing "Thunderstorm Warning" when adverse weather used two level 1 take place.

Jeppessen Approach Plate Study Guide

Katrin Zwirgmaier



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Table of Contents Jeppessen Approach Plate Study Guide

1. Understanding the eBook Jeppessen Approach Plate Study Guide
 - The Rise of Digital Reading Jeppessen Approach Plate Study Guide
 - Advantages of eBooks Over Traditional Books
2. Identifying Jeppessen Approach Plate Study Guide
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Jeppessen Approach Plate Study Guide
 - User-Friendly Interface
4. Exploring eBook Recommendations from Jeppessen Approach Plate Study Guide
 - Personalized Recommendations
 - Jeppessen Approach Plate Study Guide User Reviews and Ratings
 - Jeppessen Approach Plate Study Guide and Bestseller Lists
5. Accessing Jeppessen Approach Plate Study Guide Free and Paid eBooks
 - Jeppessen Approach Plate Study Guide Public Domain eBooks
 - Jeppessen Approach Plate Study Guide eBook Subscription Services
 - Jeppessen Approach Plate Study Guide Budget-Friendly Options
6. Navigating Jeppessen Approach Plate Study Guide eBook Formats

- ePub, PDF, MOBI, and More
- Jeppessen Approach Plate Study Guide Compatibility with Devices
- Jeppessen Approach Plate Study Guide Enhanced eBook Features
- 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Jeppessen Approach Plate Study Guide
 - Highlighting and Note-Taking Jeppessen Approach Plate Study Guide
 - Interactive Elements Jeppessen Approach Plate Study Guide
- 8. Staying Engaged with Jeppessen Approach Plate Study Guide
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Jeppessen Approach Plate Study Guide
- 9. Balancing eBooks and Physical Books Jeppessen Approach Plate Study Guide
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Jeppessen Approach Plate Study Guide
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Jeppessen Approach Plate Study Guide
 - Setting Reading Goals Jeppessen Approach Plate Study Guide
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Jeppessen Approach Plate Study Guide
 - Fact-Checking eBook Content of Jeppessen Approach Plate Study Guide
 - Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
- 14. Embracing eBook Trends
 - Integration of Multimedia Elements
 - Interactive and Gamified eBooks

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