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DEPARTMENT OF CIVIL AVIATION
AERONAUTICAL INFORMATION SERVICE
TUNG-MAHAMEK, BANGKOK 10120
THAILAND.

AIP - THAILAND
Amendment 1
30 JUL 09

1. Insert the attached replacement pages. The checklist (GEN 0.4-1 TO GEN 0.4-8) gives lists of pages that are current in the whole AIP after the incorporation of this amendment. New or replacement pages are indicated with an asterisk (*). Amended text has been identified by a vertical line, or an arrow in the margin of the replacement pages.
2. Record entry of amendment on page GEN 0.2-1
3. This amendment information contained in the following which are hereby superseded:

NOTAM 2000

C1310

C3369

NOTAM 2009

C0260/A0122
C0294/A0147
C0296/A0149
C2222
C2709

C0261/A0123
C0295/A0148
C2107
C2688
C2793

AIP Supplement : Series

2009 : B2

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GEN 0.4 CHECKLIST OF AIP PAGES
(* DENOTES NEW OR REPLACEMENT PAGES)

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PART 1-GENERAL (GEN)		*2.2-9	30 Jul 09	3.5-3	10 Dec 08
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*0.4-1	30 Jul 09	2.4-2	10 Dec 08	3.6-2	10 Dec 08
*0.4-2	30 Jul 09	2.5-1	10 Dec 08	3.6-3	10 Dec 08
*0.4-3	30 Jul 09	2.5-2	10 Dec 08	3.6-4/Chart	10 Dec 08
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*2.2-1	30 Jul 09	3.4-4	10 Dec 08	1.5-1	10 Dec 08
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*2.2-3	30 Jul 09	3.4-6	10 Dec 08	1.6-2	10 Dec 08
*2.2-4	30 Jul 09	3.4-7	10 Dec 08	1.6-3	10 Dec 08
*2.2-5	30 Jul 09	3.4-8	10 Dec 08	1.6-4	10 Dec 08
*2.2-6	30 Jul 09	3.4-9	10 Dec 08	1.6-5	10 Dec 08
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1.14-5	10 Dec 08	3.1-10	10 Dec 08	5.4-1	10 Dec 08
1.14-6	10 Dec 08	3.1-11	10 Dec 08	5.5-1	10 Dec 08
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1.2-1	10 Dec 08	VTBD AD 2-44/Chart	10 Dec 08	VTCT AD 2-7	10 Dec 08
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		VTCC AD 2-6	10 Dec 08	VTCT AD 2-25/Chart	10 Dec 08
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DON MUEANG / INTL		VTCC AD 2-8	10 Dec 08	VTSP AD 2-1	10 Dec 08
*VTBD AD 2-1	30 Jul 09	VTCC AD 2-9	10 Dec 08	VTSP AD 2-2	10 Dec 08
*VTBD AD 2-2	30 Jul 09	VTCC AD 2-10	10 Dec 08	VTSP AD 2-3	10 Dec 08
*VTBD AD 2-3	30 Jul 09	*VTCC AD 2-11	30 Jul 09	VTSP AD 2-4	10 Dec 08
VTBD AD 2-4	10 Dec 08	VTCC AD 2-12	10 Dec 08	VTSP AD 2-5	10 Dec 08
VTBD AD 2-5	10 Dec 08	VTCC AD 2-13	10 Dec 08	VTSP AD 2-6	10 Dec 08
*VTBD AD 2-6	30 Jul 09	*VTCC AD 2-14	30 Jul 09	VTSP AD 2-7	10 Dec 08
*VTBD AD 2-7	30 Jul 09	VTCC AD 2-15	10 Dec 08	VTSP AD 2-8	10 Dec 08
*VTBD AD 2-8	30 Jul 09	*VTCC AD 2-16	30 Jul 09	VTSP AD 2-9	10 Dec 08
*VTBD AD 2-9	30 Jul 09	VTCC AD 2-17	10 Dec 08	VTSP AD 2-10	10 Dec 08
VTBD AD 2-10	10 Dec 08	VTCC AD 2-19	10 Dec 08	VTSP AD 2-11	10 Dec 08
*VTBD AD 2-11	30 Jul 09	VTCC AD 2-21/Chart	10 Dec 08	VTSP AD 2-12	10 Dec 08
*VTBD AD 2-12	30 Jul 09	VTCC AD 2-23/Chart	10 Dec 08	VTSP AD 2-13	10 Dec 08
VTBD AD 2-13	10 Dec 08	VTCC AD 2-25/Chart	10 Dec 08	VTSP AD 2-14	10 Dec 08
*VTBD AD 2-14	30 Jul 09	VTCC AD 2-27/Chart	10 Dec 08	VTSP AD 2-15	10 Dec 08
VTBD AD 2-15	10 Dec 08	VTCC AD 2-29/Chart	10 Dec 08	VTSP AD 2-16	10 Dec 08
VTBD AD 2-16	10 Dec 08	VTCC AD 2-31/Chart	10 Dec 08	*VTSP AD 2-17	30 Jul 09
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VTBD AD 2-19	10 Dec 08	VTCC AD 2-34/Chart	10 Dec 08	VTSP AD 2-21	10 Dec 08
VTBD AD 2-20	10 Dec 08	VTCC AD 2-35/Chart	10 Dec 08	VTSP AD 2-23/Chart	10 Dec 08
VTBD AD 2-21	10 Dec 08	VTCC AD 2-36/Chart	10 Dec 08	VTSP AD 2-25/Chart	10 Dec 08
*VTBD AD 2-22	30 Jul 09	VTCC AD 2-37/Chart	10 Dec 08	VTSP AD 2-27/Chart	10 Dec 08
*VTBD AD 2-23	30 Jul 09	VTCC AD 2-39/Chart	10 Dec 08	VTSP AD 2-29/Chart	10 Dec 08
VTBD AD 2-25/Chart	10 Dec 08	VTCC AD 2-41/Chart	10 Dec 08	VTSP AD 2-31/Chart	10 Dec 08
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VTSP AD 2-38/Chart	10 Dec 08	VTBS AD 2-43	10 Dec 08	VTBS AD 2-91	10 Dec 08
VTSP AD 2-39/Chart	10 Dec 08	VTBS AD 2-44	10 Dec 08	VTBS AD 2-93	10 Dec 08
VTSP AD 2-40/Chart	10 Dec 08	VTBS AD 2-45	10 Dec 08	VTBS AD 2-95/Chart	10 Dec 08
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VTBS AD 2-3	10 Dec 08	VTBS AD 2-51	10 Dec 08	VTBS AD 2-107/Chart	10 Dec 08
VTBS AD 2-4	10 Dec 08	VTBS AD 2-52	10 Dec 08	VTBS AD 2-109/Chart	10 Dec 08
VTBS AD 2-5	10 Dec 08	VTBS AD 2-53	10 Dec 08	VTBS AD 2-111/Chart	10 Dec 08
VTBS AD 2-6	10 Dec 08	VTBS AD 2-54	10 Dec 08	VTBS AD 2-113/Chart	10 Dec 08
VTBS AD 2-7	10 Dec 08	VTBS AD 2-55	10 Dec 08	VTBS AD 2-115/Chart	10 Dec 08
VTBS AD 2-8	10 Dec 08	VTBS AD 2-56	10 Dec 08	VTBS AD 2-117/Chart	10 Dec 08
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VTBS AD 2-10	10 Dec 08	VTBS AD 2-58	10 Dec 08	VTBS AD 2-121/Chart	10 Dec 08
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VTBS AD 2-12	10 Dec 08	VTBS AD 2-60	10 Dec 08	VTBS AD 2-125/Chart	10 Dec 08
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VTBS AD 2-14	10 Dec 08	VTBS AD 2-62	10 Dec 08	VTBS AD 2-129/Chart	10 Dec 08
VTBS AD 2-15	10 Dec 08	VTBS AD 2-63	10 Dec 08	VTBS AD 2-131/Chart	10 Dec 08
VTBS AD 2-16	10 Dec 08	VTBS AD 2-64	10 Dec 08	VTBS AD 2-133/Chart	10 Dec 08
VTBS AD 2-17	10 Dec 08	VTBS AD 2-65	10 Dec 08	VTBS AD 2-135	10 Dec 08
VTBS AD 2-18	10 Dec 08	VTBS AD 2-66	10 Dec 08	VTBS AD 2-137/Chart	10 Dec 08
VTBS AD 2-19	10 Dec 08	VTBS AD 2-67	10 Dec 08	VTBS AD 2-139/Chart	10 Dec 08
VTBS AD 2-20	10 Dec 08	VTBS AD 2-68	10 Dec 08	VTBS AD 2-141/Chart	10 Dec 08
*VTBS AD 2-21	30 Jul 09	VTBS AD 2-69	10 Dec 08	VTBS AD 2-143/Chart	10 Dec 08
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VTBS AD 2-24	10 Dec 08	VTBS AD 2-71	10 Dec 08	VTBS AD 2-147/Chart	10 Dec 08
*VTBS AD 2-25	30 Jul 09	VTBS AD 2-72	10 Dec 08	VTBS AD 2-148	10 Dec 08
VTBS AD 2-26	10 Dec 08	VTBS AD 2-73	10 Dec 08	VTBS AD 2-149/Chart	10 Dec 08
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VTBS AD 2-35	10 Dec 08	VTBS AD 2-82	10 Dec 08	VTBS AD 2-159	10 Dec 08
VTBS AD 2-36	10 Dec 08	VTBS AD 2-83	10 Dec 08	VTBS AD 2-161/Chart	10 Dec 08
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VTBS AD 2-167/Chart	10 Dec 08	VTSS AD 2-13	10 Dec 08	VTUK AD 2-3	10 Dec 08
VTBS AD 2-168	10 Dec 08	VTSS AD 2-15	10 Dec 08	VTUK AD 2-4	10 Dec 08
VTBS AD 2-169/Chart	10 Dec 08	VTSS AD 2-17/Chart	10 Dec 08	VTUK AD 2-5	10 Dec 08
VTBS AD 2-170	10 Dec 08	VTSS AD 2-19/Chart	10 Dec 08	VTUK AD 2-6	10 Dec 08
VTBS AD 2-171	10 Dec 08	VTSS AD 2-21/Chart	10 Dec 08	VTUK AD 2-7	10 Dec 08
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VTBS AD 2-175/Chart	10 Dec 08	VTSS AD 2-25/Chart	10 Dec 08	VTUK AD 2-11	10 Dec 08
VTBS AD 2-177/Chart	10 Dec 08	VTSS AD 2-27/Chart	10 Dec 08	VTUK AD 2-13/Chart	10 Dec 08
VTBS AD 2-179/Chart	10 Dec 08	VTSS AD 2-29/Chart	10 Dec 08	VTUK AD 2-15/Chart	10 Dec 08
VTBS AD 2-181/Chart	10 Dec 08	VTSS AD 2-31/Chart	10 Dec 08	VTUK AD 2-17/Chart	10 Dec 08
VTBS AD 2-183/Chart	10 Dec 08	VTSS AD 2-33/Chart	10 Dec 08	VTUK AD 2-18/Chart	10 Dec 08
VTBS AD 2-185/Chart	10 Dec 08	VTSS AD 2-35/Chart	10 Dec 08	VTUK AD 2-19/Chart	10 Dec 08
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VTBU AD 2-2	10 Dec 08	VTUO AD 2-1	10 Dec 08	*VTSG AD 2-1	30 Jul 09
VTBU AD 2-3	10 Dec 08	VTUO AD 2-2	10 Dec 08	*VTSG AD 2-2	30 Jul 09
VTBU AD 2-4	10 Dec 08	VTUO AD 2-3	10 Dec 08	VTSG AD 2-3	10 Dec 08
VTBU AD 2-5	10 Dec 08	VTUO AD 2-4	10 Dec 08	VTSG AD 2-4	10 Dec 08
VTBU AD 2-6	10 Dec 08	VTUO AD 2-5	10 Dec 08	*VTSG AD 2-5	30 Jul 09
*VTBU AD 2-7	30 Jul 09	VTUO AD 2-6	10 Dec 08	VTSG AD 2-6	10 Dec 08
VTBU AD 2-8	10 Dec 08	VTUO AD 2-7	10 Dec 08	*VTSG AD 2-7	30 Jul 09
VTBU AD 2-9	10 Dec 08	VTUO AD 2-9	10 Dec 08	*VTSG AD 2-8	30 Jul 09
VTBU AD 2-10	10 Dec 08	VTUO AD 2-11/Chart	10 Dec 08	*VTSG AD 2-9	30 Jul 09
VTBU AD 2-11	10 Dec 08	VTUO AD 2-13/Chart	10 Dec 08	VTSG AD 2-11/Chart	10 Dec 08
VTBU AD 2-12	10 Dec 08	VTUO AD 2-15/Chart	10 Dec 08	VTSG AD 2-13/Chart	10 Dec 08
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VTBU AD 2-17/Chart	10 Dec 08			VTSG AD 2-20/Chart	10 Dec 08
VTBU AD 2-19/Chart	10 Dec 08	CHUMPHON		VTSG AD 2-21/Chart	10 Dec 08
VTBU AD 2-21/Chart	10 Dec 08	VTSE AD 2-1	10 Dec 08		
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VTBU AD 2-25/Chart	10 Dec 08	VTSE AD 2-3	10 Dec 08	VTCL AD 2-1	10 Dec 08
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VTBU AD 2-27/Chart	10 Dec 08	VTSE AD 2-5	10 Dec 08	VTCL AD 2-3	10 Dec 08
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VTSS AD 2-1	10 Dec 08	*VTSE AD 2-7	30 Jul 09	VTCL AD 2-5	10 Dec 08
*VTSS AD 2-2	30 Jul 09	VTSE AD 2-9	10 Dec 08	*VTCL AD 2-6	30 Jul 09
VTSS AD 2-3	10 Dec 08	VTSE AD 2-11/Chart	10 Dec 08	VTCL AD 2-7	10 Dec 08
VTSS AD 2-4	10 Dec 08	VTSE AD 2-13/Chart	10 Dec 08	VTCL AD 2-9 / Chart	10 Dec 08
VTSS AD 2-5	10 Dec 08	VTSE AD 2-14/Chart	10 Dec 08	VTCL AD 2-11 / Chart	10 Dec 08
VTSS AD 2-6	10 Dec 08	VTSE AD 2-15/Chart	10 Dec 08	VTCL AD 2-12 / Chart	10 Dec 08
VTSS AD 2-7	10 Dec 08	VTSE AD 2-16/Chart	10 Dec 08	VTCL AD 2-13 / Chart	10 Dec 08
*VTSS AD 2-8	30 Jul 09			VTCL AD 2-14 / Chart	10 Dec 08
VTSS AD 2-9	10 Dec 08	KHON KAEN		VTCL AD 2-15 / Chart	10 Dec 08

GEN 0.4 CHECKLIST OF AIP PAGES
(* DENOTES NEW OR REPLACEMENT PAGES)

Page	Date	Page	Date	Page	Date
LOEI		VTBK AD 2-5	10 Dec 08	NAKHON SAWAN/Takhli (MIL)	
VTUL AD 2-1	10 Dec 08	*VTBK AD 2-6	30 Jul 09	VTPI AD 2-1	10 Dec 08
VTUL AD 2-2	10 Dec 08			VTPI AD 2-2	10 Dec 08
VTUL AD 2-3	10 Dec 08			VTPI AD 2-3	10 Dec 08
VTUL AD 2-4	10 Dec 08	NAKHON PHANOM		VTPI AD 2-4	10 Dec 08
VTUL AD 2-5	10 Dec 08	VTUW AD 2-1	10 Dec 08	VTPI AD 2-5	10 Dec 08
VTUL AD 2-7	10 Dec 08	VTUW AD 2-2	10 Dec 08	*VTPI AD 2-6	30 Jul 09
VTUL AD 2-9/Chart	10 Dec 08	*VTUW AD 2-3	30 Jul 09		
VTUL AD 2-11/Chart	10 Dec 08	*VTUW AD 2-4	30 Jul 09	NAKHON SI THAMMARAT	
		*VTUW AD 2-5	30 Jul 09	VTSF AD 2-1	10 Dec 08
LOP BURI/Khok Kathiam (MIL)		*VTUW AD 2-6	30 Jul 09	VTSF AD 2-2	10 Dec 08
VTBL AD 2-1	10 Dec 08	VTUW AD 2-7	10 Dec 08	VTSF AD 2-3	10 Dec 08
VTBL AD 2-2	10 Dec 08	VTUW AD 2-9/Chart	10 Dec 08	*VTSF AD 2-4	30 Jul 09
VTBL AD 2-3	10 Dec 08	VTUW AD 2-11/Chart	10 Dec 08	VTSF AD 2-5	10 Dec 08
VTBL AD 2-4	10 Dec 08	VTUW AD 2-12/Chart	10 Dec 08	VTSF AD 2-6	10 Dec 08
VTBL AD 2-5	10 Dec 08	VTUW AD 2-13/Chart	10 Dec 08	*VTSF AD 2-7	30 Jul 09
VTBL AD 2-6	10 Dec 08	VTUW AD 2-15/Chart	10 Dec 08	VTSF AD 2-9	10 Dec 08
		VTUW AD 2-16/Chart	10 Dec 08	VTSF AD 2-11/Chart	10 Dec 08
MAE HONG SON		NAKHON RATCHASIMA		VTSF AD 2-13/Chart	10 Dec 08
VTCH AD 2-1	10 Dec 08	VTUQ AD 2-1	10 Dec 08	VTSF AD 2-14/Chart	10 Dec 08
VTCH AD 2-2	10 Dec 08	VTUQ AD 2-2	10 Dec 08		
*VTCH AD 2-3	30 Jul 09	VTUQ AD 2-3	10 Dec 08	NAKHON SI THAMMARAT/Cha-lan	
VTCH AD 2-4	10 Dec 08	VTUQ AD 2-4	10 Dec 08	VTSN AD 2-1	10 Dec 08
VTCH AD 2-5	10 Dec 08	VTUQ AD 2-5	10 Dec 08	VTSN AD 2-2	10 Dec 08
*VTCH AD 2-6	30 Jul 09	VTUQ AD 2-6	10 Dec 08	VTSN AD 2-3	10 Dec 08
VTCH AD 2-7	10 Dec 08	*VTUQ AD 2-7	30 Jul 09		
VTCH AD 2-9/Chart	10 Dec 08	VTUQ AD 2-9	10 Dec 08	NAN	
VTCH AD 2-11/Chart	10 Dec 08	VTUQ AD 2-11/Chart	10 Dec 08	VTCN AD 2-1	10 Dec 08
		VTUQ AD 2-13/Chart	10 Dec 08	VTCN AD 2-2	10 Dec 08
MAE HONG SON/Pai		VTUQ AD 2-14/Chart	10 Dec 08	VTCN AD 2-3	10 Dec 08
VTCT AD 2-1	10 Dec 08	VTUQ AD 2-15/Chart	10 Dec 08	VTCN AD 2-4	10 Dec 08
VTCT AD 2-2	10 Dec 08	VTUQ AD 2-16/Chart	10 Dec 08	VTCN AD 2-5	10 Dec 08
VTCT AD 2-3	10 Dec 08	NAKHON RACHASIMA/Khorat (MIL)		*VTCN AD 2-6	30 Jul 09
VTCT AD 2-4	10 Dec 08	*VTUN AD 2-1	30 Jul 09	VTCN AD 2-7	10 Dec 08
VTCT AD 2-5	10 Dec 08	VTUN AD 2-2	10 Dec 08	VTCN AD 2-9/Chart	10 Dec 08
VTCT AD 2-6	10 Dec 08	VTUN AD 2-3	10 Dec 08	VTCN AD 2-11/Chart	10 Dec 08
VTCT AD 2-7	10 Dec 08	VTUN AD 2-4	10 Dec 08	VTCN AD 2-12/Chart	10 Dec 08
VTCT AD 2-9	10 Dec 08	VTUN AD 2-5	10 Dec 08	VTCN AD 2-13/Chart	10 Dec 08
		VTUN AD 2-6	10 Dec 08	VTCN AD 2-14/Chart	10 Dec 08
		VTUN AD 2-7	10 Dec 08		
NAKHON PATHOM/Kamphaeng Saen (MIL)		NAKHON SAWAN		NARATHIWAT	
VTBK AD 2-1	10 Dec 08	VTPN AD 2-1	10 Dec 08	VTSC AD 2-1	10 Dec 08
VTBK AD 2-2	10 Dec 08	VTPN AD 2-2	10 Dec 08	VTSC AD 2-2	10 Dec 08
VTBK AD 2-3	10 Dec 08	VTPN AD 2-3	10 Dec 08	*VTSC AD 2-3	30 Jul 09
VTBK AD 2-4	10 Dec 08				

GEN 0.4 CHECKLIST OF AIP PAGES
(* DENOTES NEW OR REPLACEMENT PAGES)

Page	Date	Page	Date	Page	Date
*VTSC AD 2-4	30 Jul 09	VTTP AD 2-10	10 Dec 08	RANONG	
VTSC AD 2-5	10 Dec 08	VTTP AD 2-11	10 Dec 08		
VTSC AD 2-7/Chart	10 Dec 08	VTTP AD 2-13	10 Dec 08		VTSR AD 2-1 10 Dec 08
VTSC AD 2-9/Chart	10 Dec 08	VTTP AD 2-15/Chart	10 Dec 08		VTSR AD 2-2 10 Dec 08
VTSC AD 2-11/Chart	10 Dec 08	VTTP AD 2-17/Chart	10 Dec 08		VTSR AD 2-3 10 Dec 08
VTSC AD 2-13/Chart	10 Dec 08	VTTP AD 2-18/Chart	10 Dec 08		VTSR AD 2-4 10 Dec 08
VTSC AD 2-15/Chart	10 Dec 08	VTTP AD 2-19/Chart	10 Dec 08		VTSR AD 2-5 10 Dec 08
VTSC AD 2-17/Chart	10 Dec 08	VTTP AD 2-20/Chart	10 Dec 08		VTSR AD 2-6 10 Dec 08
VTSC AD 2-19/Chart	10 Dec 08	VTTP AD 2-21/Chart	10 Dec 08		*VTSR AD 2-7 30 Jul 09
		VTTP AD 2-22/Chart	10 Dec 08		VTSR AD 2-9 10 Dec 08
PATTANI		VTTP AD 2-23/Chart	10 Dec 08		VTSR AD 2-11/Chart 10 Dec 08
VTSK AD 2-1	10 Dec 08	VTTP AD 2-24/Chart	10 Dec 08		VTSR AD 2-13/Chart 10 Dec 08
VTSK AD 2-2	10 Dec 08				VTSR AD 2-14/Chart 10 Dec 08
VTSK AD 2-3	10 Dec 08	PHRAE			
VTSK AD 2-4	10 Dec 08	VTCP AD 2-1	10 Dec 08		
VTSK AD 2-5	10 Dec 08	VTCP AD 2-2	10 Dec 08	ROI ET	10 Dec 08
VTSK AD 2-7/Chart	10 Dec 08	VTCP AD 2-3	10 Dec 08	VTUV AD 2-1	10 Dec 08
VTSK AD 2-9/Chart	10 Dec 08	VTCP AD 2-4	10 Dec 08	VTUV AD 2-2	10 Dec 08
VTSK AD 2-10/Chart	10 Dec 08	VTCP AD 2-5	10 Dec 08	VTUV AD 2-3	10 Dec 08
		VTCP AD 2-7	10 Dec 08	VTUV AD 2-4	10 Dec 08
PHETCHABUN		VTCP AD 2-9 /Chart	10 Dec 08	VTUV AD 2-5	10 Dec 08
VTPB AD 2-1	10 Dec 08			VTUV AD 2-6	10 Dec 08
VTPB AD 2-2	10 Dec 08	PRACHUAP KHIRI KHAN (MIL)		*VTUV AD 2-7	30 Jul 09
VTPB AD 2-3	10 Dec 08	*VTBP AD 2-1	30 Jul 09	VTUV AD 2-9	10 Dec 08
VTPB AD 2-4	10 Dec 08	VTBP AD 2-2	10 Dec 08	VTUV AD 2-11/Chart	10 Dec 08
VTPB AD 2-5	10 Dec 08	VTBP AD 2-3	10 Dec 08	VTUV AD 2-13/Chart	10 Dec 08
VTPB AD 2-6	10 Dec 08	VTBP AD 2-4	10 Dec 08	VTUV AD 2-14/Chart	10 Dec 08
*VTPB AD 2-7	30 Jul 09	VTBP AD 2-5	10 Dec 08		
VTPB AD 2-8	10 Dec 08	VTBP AD 2-6	10 Dec 08	SAKON NAKHON	
VTPB AD 2-9	10 Dec 08	VTBP AD 2-7	10 Dec 08	VTUI AD 2-1	10 Dec 08
VTPB AD 2-11/Chart	10 Dec 08			VTUI AD 2-2	10 Dec 08
VTPB AD 2-13/Chart	10 Dec 08	PRACHUAP KHIRI KHAN/Hua Hin		VTUI AD 2-3	10 Dec 08
VTPB AD 2-15/Chart	10 Dec 08	VTPH AD 2-1	10 Dec 08	VTUI AD 2-4	10 Dec 08
VTPB AD 2-16/Chart	10 Dec 08	VTPH AD 2-2	10 Dec 08	VTUI AD 2-5	10 Dec 08
VTPB AD 2-17/Chart	10 Dec 08	VTPH AD 2-3	10 Dec 08	*VTUI AD 2-6	30 Jul 09
VTPB AD 2-18/Chart	10 Dec 08	*VTPH AD 2-4	30 Jul 09	VTUI AD 2-7	10 Dec 08
PHITSANULOK		VTPH AD 2-5	10 Dec 08	VTUI AD 2-9	10 Dec 08
*VTTP AD 2-1	30 Jul 09	VTPH AD 2-6	10 Dec 08	VTUI AD 2-11/Chart	10 Dec 08
VTTP AD 2-2	10 Dec 08	VTPH AD 2-7	10 Dec 08	VTUI AD 2-13/Chart	10 Dec 08
VTTP AD 2-3	10 Dec 08	VTPH AD 2-8	10 Dec 08	VTUI AD 2-14/Chart	10 Dec 08
VTTP AD 2-4	10 Dec 08	VTPH AD 2-9	10 Dec 08		
*VTTP AD 2-6	30 Jul 09	VTPH AD 2-11	10 Dec 08	SONGKHLA/Songkhla (MIL)	
*VTTP AD 2-7	30 Jul 09	VTPH AD 2-13/Chart	10 Dec 08	VTSH AD 2-1	10 Dec 08
*VTTP AD 2-8	30 Jul 09	VTPH AD 2-15/Chart	10 Dec 08	VTSH AD 2-2	10 Dec 08
VTTP AD 2-9	10 Dec 08	VTPH AD 2-17/Chart	10 Dec 08		

GEN 0.4 CHECKLIST OF AIP PAGES
(* DENOTES NEW OR REPLACEMENT PAGES)

Page	Date	Page	Date	Page	Date
VTSH AD 2-3	10 Dec 08	VTSM AD 2-6	10 Dec 08	TRAT/Trat	
VTSH AD 2-4	10 Dec 08	VTSM AD 2-7	10 Dec 08	*VTBO AD 2-1	30 Jul 09
VTSH AD 2-5	10 Dec 08	VTSM AD 2-9	10 Dec 08	*VTBO AD 2-2	30 Jul 09
VTSH AD 2-6	10 Dec 08	VTSM AD 2-11/Chart	10 Dec 08	*VTBO AD 2-3	30 Jul 09
VTSH AD 2-7	10 Dec 08	VTSM AD 2-13/Chart	10 Dec 08	*VTBO AD 2-4	30 Jul 09
VTSH AD 2-9/Chart	10 Dec 08	VTSM AD 2-15/Chart	10 Dec 08	*VTBO AD 2-5	30 Jul 09
				*VTBO AD 2-6	30 Jul 09
				*VTBO AD 2-7	30 Jul 09
				*VTBO AD 2-8	30 Jul 09
SUKHOTHAI / Sukhothai		SURIN/Surin			
*VTPO AD 2-1	30 Jul 09	VTUJ AD 2-1	10 Dec 08		
*VTPO AD 2-2	30 Jul 09	VTUJ AD 2-2	10 Dec 08		
VTPO AD 2-3	10 Dec 08	VTUJ AD 2-3	10 Dec 08		
VTPO AD 2-4	10 Dec 08	VTUJ AD 2-4	10 Dec 08	UBON RATCHATHANI / Ubon	
*VTPO AD 2-5	30 Jul 09	VTUJ AD 2-5	10 Dec 08	*VTUU AD 2-1	30 Jul 09
*VTPO AD 2-6	30 Jul 09	VTUJ AD 2-7	10 Dec 08	VTUU AD 2-2	10 Dec 08
VTPO AD 2-7	10 Dec 08	VTUJ AD 2-9	10 Dec 08	VTUU AD 2-3	10 Dec 08
VTPO AD 2-9	10 Dec 08	VTUJ AD 2-11/Chart	10 Dec 08	VTUU AD 2-4	10 Dec 08
VTPO AD 2-11/Chart	10 Dec 08			VTUU AD 2-5	10 Dec 08
VTPO AD 2-13/Chart	10 Dec 08	TAK / Tak		VTUU AD 2-6	10 Dec 08
VTPO AD 2-15/Chart	10 Dec 08	VTPT AD 2-1	10 Dec 08	VTUU AD 2-7	10 Dec 08
VTPO AD 2-17/Chart	10 Dec 08	VTPT AD 2-2	10 Dec 08	*VTUU AD 2-8	30 Jul 09
VTPO AD 2-19/Chart	10 Dec 08	VTPT AD 2-3	10 Dec 08	*VTUU AD 2-9	30 Jul 09
VTPO AD 2-20/Chart	10 Dec 08	VTPT AD 2-4	10 Dec 08	VTUU AD 2-11	10 Dec 08
VTPO AD 2-21/Chart	10 Dec 08	VTPT AD 2-5	10 Dec 08	VTUU AD 2-13/Chart	10 Dec 08
VTPO AD 2-22/Chart	10 Dec 08	VTPT AD 2-7/Chart	10 Dec 08	VTUU AD 2-15/Chart	10 Dec 08
				VTUU AD 2-17/Chart	10 Dec 08
				VTUU AD 2-19/Chart	10 Dec 08
		TAK/Mae Sot			
SURAT THANI / Surat Thani		VTTPM AD 2-1	10 Dec 08	UDON THANI / Udon	
VTSB AD 2-1	10 Dec 08	VTTPM AD 2-2	10 Dec 08	*VTUD AD 2-1	30 Jul 09
VTSB AD 2-2	10 Dec 08	VTTPM AD 2-3	10 Dec 08	*VTUD AD 2-2	30 Jul 09
VTSB AD 2-3	10 Dec 08	VTTPM AD 2-4	10 Dec 08	VTUD AD 2-3	10 Dec 08
*VTSB AD 2-4	30 Jul 09	VTTPM AD 2-5	10 Dec 08	*VTUD AD 2-4	30 Jul 09
VTSB AD 2-5	10 Dec 08	VTTPM AD 2-6	10 Dec 08	*VTUD AD 2-5	30 Jul 09
VTSB AD 2-6	10 Dec 08	VTTPM AD 2-7	10 Dec 08	*VTUD AD 2-6	30 Jul 09
*VTSB AD 2-7	30 Jul 09	VTTPM AD 2-9/Chart	10 Dec 08	VTUD AD 2-7	10 Dec 08
VTSB AD 2-9	10 Dec 08			*VTUD AD 2-9	30 Jul 09
VTSB AD 2-11	10 Dec 08	TRANG / Trang		*VTUD AD 2-11/Chart	30 Jul 09
VTSB AD 2-13/Chart	10 Dec 08	VTST AD 2-1	10 Dec 08	VTUD AD 2-13/Chart	10 Dec 08
VTSB AD 2-15/Chart	10 Dec 08	VTST AD 2-2	10 Dec 08	VTUD AD 2-15/Chart	10 Dec 08
		VTST AD 2-3	10 Dec 08	VTUD AD 2-17/Chart	10 Dec 08
		VTST AD 2-4	10 Dec 08	VTUD AD 2-18/Chart	10 Dec 08
SURAT THANI / Samui		*VTST AD 2-5	30 Jul 09	VTUD AD 2-19/Chart	10 Dec 08
VTSM AD 2-1	10 Dec 08	VTST AD 2-7	10 Dec 08	VTUD AD 2-20/Chart	10 Dec 08
VTSM AD 2-2	10 Dec 08	VTST AD 2-9/Chart	10 Dec 08		
VTSM AD 2-3	10 Dec 08	VTST AD 2-11/Chart	10 Dec 08		
VTSM AD 2-4	10 Dec 08	VTST AD 2-13/Chart	10 Dec 08		
VTSM AD 2-5	10 Dec 08	VTST AD 2-14/Chart	10 Dec 08		

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400.

A

A	Amber
A/A	Air-to-air
AAL	Above aerodrome level
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
AC	Altocumulus
ACAS	Airborne collision avoidance system
ACC	Area control centre or area control
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft classification number
ACP	Acceptance (message type designator)
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN	Addition or additional
ADF	Automatic direction-finding equipment
ADIZ	(to be pronounced "AY-DIZ") Air defence identification zone
ADJ	Adjacent
ADO	Aerodrome office (specify service)
ADR	Advisory route
ADS-B	Automatic dependent surveillance-broadcast
ADS-C	Automatic dependent surveillance-contract
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM	Yes or affirm or affirmative or that is correct
AFS	Aeronautical fixed service
AFT...	After...(time or place)
AFTN	Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	Air-report
AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operation
AIS	Aeronautical information services
ALA	Alighting area
ALERFA	Alert phase
ALR	Alerting (message type designator)

ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (light alternates in colour)
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
AMD	Amend or amended (used to indicate amended meteorological message; message type designator)
AMDT	Amendment (AIP amendment)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANC...	Aeronautical chart-1:500 000 (followed by name/title)
ANCS...	Aeronautical navigation chart-small scale (followed by name/title)
ANS	Answer
AOC	Aerodrome obstacle chart
AP	Airport
APCH	Approach
APDC...	Aircraft parking/docking chart (followed by name/title)
APN	Apron
APP	Approach control office or approach control or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APV	Approve or approved or approval
ARC	Area chart
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrive or arrival
ARR	Arrival (message type designator)
ARS	Special air-report (message type designator)
ARST	Arresting [specify (part of) aircraft arresting equipment]
AS	Altostratus
ASC	Ascent to or ascending to
ASE	Altimetry system error
ASDA	Accelerate-stop distance available
ASPH	Asphalt
ATA	Actual time of arrival
ATC	Air traffic control (in general)
ATCSMAC...	Air traffic control surveillance minimum altitude chart (followed by name/title)
ATD	Actual time of departure
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	At...(time or place)
ATS	Air traffic services
ATTN	Attention
ATZ	Aerodrome traffic zone

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400.

AUG	August	CLA	Clear type of ice formation	
AUTH	Authorized or authorization	CLBR	Calibration	
AUW	All up weight	CLD	Cloud	
AUX	Auxiliary	CLG	Calling	
AVBL	Available or availability	CLIMB-OUT	Climb-out area	←
AVG	Average	CLR	Clear(s) or cleared to ...or clearance	
AVGAS	Aviation gasoline	CLSD	Close or closed or closing	
AWY	Airway	CM	Centimetre	
AZM	Azimuth	CMB	Climb to or climbing to	←
B		CMPL	Completion or completed or complete	
B	Blue	CNL	Cancel or cancelled	
BA	Braking action	CNL	Flight plan cancellation (message type designator)	
BASE	Cloud base	CNS	Continuous	
BCFG	Fog patches	COM	Communications	
BCN	Beacon (aeronautical ground light)	CONC	Concrete	
BCST	Broadcast	COND	Condition	
BDRY	Boundary	CONS	Continuous	
BFR	Before	CONST	Construction or constructed	
BKN	Broken	CONT	Continue or continued	
BLDG	Building	COOR	Co-ordinate or co-ordination	
BLO	Below clouds	COP	Change-over point	
BLW...	Below...	COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)	
BOMB	Bombing	COT	At the coast	
BR	Mist	COV	Cover or covered or covering	
BRF	Short (used to indicate the type of approach desired or required)	CPDLC	Controller-pilot data link communications	←
BRG	Bearing	CPL	Current flight plan (message type designator)	
BRKG	Braking	CRC	Cyclic redundancy check	
BS	Commercial broadcasting station	CRM	Collision risk model	
BTL	Between layers	CRZ	Cruise	
BTN	Between	CS	Call sign	←
C		CS	Cirrostratus	
...C	Centre (preceded by runway designation number to identify a parallel runway)	CTA	Control area	
C	Degrees Celsius (Centigrade)	CTAM	Climb to and maintain	
CA	Course to an altitude	CTC	Contact	
CAT	Category	CTL	Control	
CAT	Clear air turbulence	CTN	Caution	
CAVOK	(to be pronounced "KAV-OH-KAY") Visibility, cloud and present weather better than prescribed values or conditions	CTR	Control zone	
CB	(to be pronounced "CEE BEE") Cumulonimbus	CU	Cumulus	
CC	Cirrocumulus	CUF	Cumuliform	
CD	Candela	CUST	Customs	
CDN	Co-ordination (message type designator)	CW	Continuous wave	
CF	Change frequency to...	CWY	Clearway	
CF	Course to a fix	D		
CGL	Circling guidance light(s)	D...	Danger area (followed by identification)	
CH	Channel	DA	Decision altitude	
CHG	Modification (message type designator)	D-ATIS	(to be pronounced "DEE-ATIS") Data link automatic terminal information service	
CI	Cirrus	DCA*	Department of Civil Aviation	
CIDIN	Common ICAO data interchange network	DCD	Double channel duplex	
CIT	Near or over large towns	DCKG	Docking	
CIV	Civil	DCP	Datum crossing point	
CK	Check	DCPC	Direct controller-pilot communications	
CL	Centre line	DCS	Double channel simplex	
		DCT	Direct (in relation to flight plan clearances and type of approach)	
		DEC	December	

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400

→	DEG	Degrees	EN*	English	
	DEP	Depart or departure	END	Stop-end (related to RVR)	
→	DER	Departure end of the runway	ENE	East north east	
	DES	Descend to or descending to	ENG	Engine	
	DEST	Destination	ENR	En-route	
	DETRESFA	Distress phase	EOBT	Estimated off-block time	
	DEV	Deviation or deviating	EQPT	Equipment	
	DF	Direction finding	ER	Here...or herewith	
	DFDR	Digital flight data recorder	ESE	East-south-east	
	DFTI	Distance from touchdown indicator	EST	Estimate or estimated or estimation (message type designator)	
	DH	Decision height	ETA	Estimated time of departure or estimating arrival	
	DIF	Diffuse	ETD	Estimated time of departure or estimating departure	
	DIST	Distance	ETO	Estimated time over significant point	
	DIV	Divert or diverting	EV	Every	
	DLA	Delay (message type designator)	EXC	Except	
	DLA	Delay or delayed	EXER	Exercises or exercising or to exercise	
	DLIC	Data link initiation capability	EXP	Expect or expected or expecting	
	DLY	Daily	EXTD	Extend or extending	
	DME	Distance measuring equipment			
	DNG	Danger or dangerous	F	Degrees Fahrenheit	
	DOM	Domestic	F	Fixed	
	DP	Dew point temperature	FA	Course from a fix to an altitude	←
	DPT	Depth	FAC	Facilities	
	DR	Dead reckoning	FAF	Final approach fix	
→	DRG	During			
	DS	Duststorm	FAL	Facilitation of international air transport	
	DSB	Double sideband	FAP	Final approach point	
	DTAM	Descend to and maintain	FAS	Final approach segment	←
→	DTG	Date-time group	FATO	Final approach and take-off	
→	DTHR	Displaced runway threshold	FAX	Facsimile transmission	
	DTRT	Deteriorate or deteriorating	FBL	Light (used to qualify icing, turbulence, interference or static reports)	
→	DTW	Dual tandem wheels	FC	Funnel cloud	
	DU	Dust	FCST	Forecast	
	DUC	Dense upper cloud	FCT	Friction coefficient	
→	DUR	Duration	FDPS	Flight data processing system	
→	D-VOLMET	Data link VOLMET	FEB	February	
	DVOR	Doppler VOR	FG	Fog	
	DW	Dual wheels	FIC	Flight information center	
	DX*	Duplex	FIR	Flight information region	
	DZ	Drizzle	FIS	Flight information service	
	E	East or eastern longitude	FISA	Automated flight information service	
	E	East or eastern longitude	FL	Flight level	
	EAT	Expected approach time	FLD	Field	
→	EB	Eastbound	FLG	Flashing	
	EDA	Elevation differential area	FLR	Flares	
→	EET	Estimated elapsed time	FLT	Flight	
	EFC	Expect further clearance	FLTCK	Flight check	
	EHF	Extremely high frequency [30 000 to 300 000 MHz]	FLUC	Fluctuating or fluctuation or fluctuated	
	ELBA	Emergency location beacon-aircraft	FLW	Follow(s) or following	
	ELEV	Elevation	FLY	Fly or flying	
→	ELR	Extra long range	FM	Course from a fix to manual termination (used in navigation database coding)	
	ELT	Emergency locator transmitter	FM	From	
	EM	Emission	FNA	Final approach	
	EMBD	Embedded in layer (to indicate Cumulonimbus embedded in layer of other clouds)			
	EMERG	Emergency			

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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FPL	Filed flight plan (message type designator)	GRIB	Processed meteorological data in the form of grid point values expressed in binary form (meteorological code)
FPM	Feet per minute	GRVL	Gravel
FPR	Flight plan route	GS	Ground speed
FR	Fuel remaining	GS	Small hail and/or snow pellets
FREQ	Frequency	GUND	Geoid undulation
FRI	Friday		
FRNG	Firing	H	
FRONT	Front (relating to weather)	H	High pressure area or the centre of high pressure
FROST	Frost (used in aerodrome warnings)	H24	Continuous day and night service
FRQ	Frequent	HA	Holding/racetrack to an altitude
FSL	Full stop landing	HAPI	Helicopter approach path indicator
FSS	Flight service station	HBN	Hazard beacon
FST	First	HDF	High frequency direction-finding station
FT	Feet	HDG	Heading
FTE	Flight technical error	HEL	Helicopter
FTP	Fictitious threshold point	HF	High frequency [3 000 to 30 000 kHz]
FTT	Flight technical tolerance	HF	Holding/racetrack to a fix
FU	Smoke	HGT	Height or height above
FZ	Freezing	HJ	Sunrise to sunset
FZDZ	Freezing drizzle	HLDG	Holding
FZFG	Freezing fog	HM	Holding/racetrack to a manual termination
FZRA	Freezing rain	HN	Sunset to sunrise
		HO	Service available to meet operational requirement
G		HOL	Holiday
G	Green	HOSP	Hospital aircraft
G/A	Ground-to-air	HPA	Hectopascal
G/A/G	Ground-to-air and air-to-ground	HR	Hours
GAGAN	GPS and geostationary earth orbit augmented navigation	HS	Service available during hours of scheduled operations
GAMET	Area forecast for low-level flights	HURCN	Hurricane
GARP	GBAS azimuth reference point	HVDF	High and very high frequency direction-finding stations (at the same location)
GBAS	(to be pronounced "GEE-BAS") Ground-based augmentation system	HVY	Heavy
GCA	Ground controlled approach system or ground controlled approach	HX	No specific working hours
GEN	General	HYR	Higher
GEO	Geographic or true	HZ	Haze
GES	Ground earth station	HZ	Hertz (cycle per second)
GLD	Glider		
GLONASS	(to be pronounced "GLO-NAS") Global orbiting navigation satellite system	I	
GMC..	Ground movement chart (followed by name/title)	IAC	Instrument approach chart (followed by name/title)
GLS	GBAS landing system	IAF	Initial approach fix
GND	Ground	IAO	In and out of clouds
GNDCK	Ground check	IAP	Instrument approach procedure
GNSS	Global navigation satellite system	IAR	Intersection of air routes
GP	Glide path	IAS	Indicated air speed
GPA	Glide path angle	IBN	Identification beacon
GPIP	Glide path intercept point	ICE	Icing
GPS	Global positioning system	ID	Identifier or identify
GPWS	Ground proximity warning system	IDENT	Identification
GR	Hail	IF	Intermediate approach fix
GRAS	(to be pronounced "GRASS") Ground-based regional augmentation system	IFF	Identification friend/foe
GRASS	Grass landing area	IFR	Instrument flight rules
		IGA	International general aviation
		ILS	Instrument landing system

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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IM	Inner marker	LDA	Landing distance available	
IMC	Instrument meteorological conditions	LDAH	Landing distance available, helicopter	←
IMG	Immigration	LDG	Landing	
IMPR	Improve or improving	LDI	Landing direction indicator	
IMT	Immediate or immediately	LEN	Length	
INA	Initial approach	LF	Low frequency [30 to 300 kHz]	
INBD	Inbound	LGT	Light or lighting	
INC	In cloud	LGTD	Lighted	
INCERFA	Uncertainty phase	LIH	Light intensity high	
INFO	Information	LIL	Light intensity low	
INOP	Inoperative	LIM	Light intensity medium	
INP	If not possible	LM	Locator, middle	
INPR	In progress	LMT	Local mean time	
INS	Inches (dimensional unit)	LNAV	(to be pronounced "EL-NAV") Lateral navigation	
INS	Inertial navigation system	LNG	Long (used to indicate the type of approach desired or required)	
INSTL	Install or installed or installation	LO	Locator, outer	
INSTR	Instrument	LOC	Localizer	←
INT	Intersection	LONG	Longitude	
INTER	Intermittent	LORAN	Loran (long range air navigation system)	
INTL	International	LPV	Localizer performance with vertical guidance	←
INTRG	Interrogator	LRG	Long range	
INTRP	Interrupt or interruption or interrupted	LTD	Limited	
INTSF	Intensify or intensifying	LTP	Landing threshold point	←
INTST	Intensity	LTT	Landline teletypewriter	
IR	Ice on runway	LV	Light and variable (relating to wind)	
→ IRS	Inertial reference system	LVE	Leave or leaving	
ISA	International standard atmosphere	LVL	Level	
ISB	Independent sideband	LYR	Layer or layered	
ISOL	Isolated			
ITC*	International aeronautical fixed Telecommunication center			
		M		
J		...M	Metres (preceded by figures)	
JAN	January	M...	Mach number (followed by figures)	
JTST	Jet stream	M...	Minimum value of runway visual range (followed by figures in METAR/SPECI)	
JUL	July			
JUN	June	MAA	Maximum authorized altitude	
		MAG	Magnetic	
K		MAHF	Missed approach holding fix	←
→ KG	Kilograms	MAINT	Maintenance	
		MAP	Aeronautical maps and charts	
→ KHZ	Kilohertz	MAPT	Missed approach point	
		MAR	At sea	
KIAS	Knots indicated airspeed	MAR	March	
KM	Kilometres	MAS	Manual A1 Simplex	
KMH	Kilometres per hour	MATF	Missed approach turning fix	←
KPA	Kilopascal	MAX	Maximum	
KT	Knots	MAY	May	
KW	Kilowatts	MBST	Microburst	←
L		MCA	Minimum crossing altitude	
...L	Left (preceded by runway designation number to identify a parallel runway)	MCW	Modulated continuous wave	
→ L	Locator (see LM, LO)	MDA	Minimum descent altitude	
		MDF	Medium frequency direction-finding station	
L	Low pressure area or the centre of low pressure	MDH	Minimum descent height	
LAM	Logical acknowledgment (message type designator)	MEA	Minimum en-route altitude	
LAN	Inland	MEHT	Minimum eye height over threshold (for visual approach slope indicator system)	
→ LAT	Latitude	MET	Meteorological or meteorology	
		METAR	Aerodrome routine meteorological report (in meteorological code)	
→ LCA	Local or locally or location or located			

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MF	Medium frequency [300 to 3000 kHz]	N	North or northern latitude
MHDF	Medium and high frequency direction-finding stations (at the same location)	NAT	North Atlantic
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)	NAV	Navigation
MHZ	Megahertz	NB	Northbound
MID	Mid-point (related to RVR)	NBFR	Not before
MIFG	Shallow fog	NC	No change
MIL	Military	NDB	Non-directional radio beacon
MIN	Minutes	NE	North-east
MKR	Marker radio beacon	NEB	North-eastbound
MLS	Microwave landing system	NEG	No or negative or permission not granted or that is not correct
MM	Middle marker	NGT	Night
MNM	Minimum	NIL	None or I have nothing to send to you
MNPS	Minimum navigation performance specifications	NM	Nautical miles
MNT	Monitor or monitoring or monitored	NML	Normal
MNTN	Maintain	NNE	North-north-east
MOA	Military operating area	NNW	North-north-west
MOC	Minimum obstacle clearance (required)	NOF	International NOTAM office
MOCA	Minimum obstacle clearance altitude	NOSIG	No significant change (used in trend-type landing forecasts)
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g MODRA=moderate rain)	NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
MON	Above mountains	NOV	November
MON	Monday	NR	Number
MOPS	Minimum operational performance standards	NRH	No reply heard
MOTNE	Meteorological Operational Telecommunications Network Europe	NS	Nimbostratus
MOV	Move or moving or movement	NSC	Nil significant cloud
MPS	Metres per second	NSE	Navigation system error
MRA	Minimum reception altitude	NW	North-west
MRG	Medium range	NWB	North-westbound
MRP	ATS/MET reporting point	NXT	Next
MS	Minus	O	
MSA	Minimum sector altitude	OAC	Oceanic area control center
MSAS	(to be pronounced "EM-SAS") Multi-functional transport satellite (MTSAT)	OAS	Obstacle assessment surface
MSAW	Minimum safe altitude warning	OBS	Observe or observed or observation
MSG	Message	OBSC	Obscure or obscured or obscuring
MSL	Mean sea level	OBST	Obstacle
MT	Mountain	OCA	Obstacle clearance altitude
MTU	Metric units	OCA	Oceanic control area
MTW	Mountain waves	OCC	Occulting (light)
MVDF	Medium and very high frequency direction-finding stations (at the same location)	OCH	Obstacle clearance height
M/W*	Microwave	OCL	Obstacle clearance limit
MWO	Meteorological watch office	OCNL	Occasional or occasionally
MX	Mixed type of ice formation (white and clear)	OCS	Obstacle clearance surface
N		OCT	October
N	No distinct tendency (in RVR during previous 10 minutes)	OFZ	Obstacle free zone
		OHD	Overhead
		OIS	Obstacle identification surface
		OLDI	On-line data interchange
		OM	Outer marker
		OPA	Opaque, white type of ice formation
		OPC	The control indicated is operational control

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OPMET	Operational meteorological (information)	PSR	Primary surveillance radar
OPN	Open or opening or opened	PSYS	Pressure system(s)
OPR	Operator or operate or operative or operating or operational	PTN	Procedure turn
OPS	Operations	PTS	Polar track structure
O/R	On request	PWR	Power
ORD	Indication of an order	Q	
OSV	Ocean station vessel	QDM	Magnetic heading (zero wind)
OTLK	Outlook (used in SIGMET messages for volcanic ash and tropical cyclones)	QDR	Magnetic bearing
OTP	On top	QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
OTS	Organized track system	QFU	Magnetic orientation of runway
OUBD	Outbound	QNH	Altimeter sub-scale setting to obtain levation when on the ground
OVC	Overcast	QTE	True bearing
P		QUAD	Quadrant
P...	Prohibited area (followed by identification)	R	
PA	Precision approach	...R	Right (preceded by runway designation number to identify a parallel runway)
PALS	Precision approach lighting system (specify category)	R	Rate of turn
PANS	Procedures for air navigation services	R	Red
PAPI	Precision approach path indicator	R...	Restricted area (followed by identification)
PAR	Precision approach radar	R...	Runway (followed by figures in METAR/SPECI)
PARL	Parallel	RA	Rain
PACT...	Precision approach terrain chart (followed by name/title)	RA	Resolution advisory
PAX	Passenger(s)	RAC	Rules of the air and air traffic services
PBN	Performance-based navigation	RAG	Ragged
PCD	Proceed or proceeding	RAG	Runway arresting gear
PCL	Pilot-controlled lighting	RAI	Runway alignment indicator
PCN	Pavement classification number	RAIM	Receiver autonomous integrity monitoring
PDC	Pre-departure clearance	RAPCON*	Radar approach control
PDG	Procedure design gradient	RASC	Regional AIS system centre
PER	Performance	RASS	Remote altimeter setting source
PERM	Permanent	RB	Rescue boat
PIB	Pre-flight information bulletin	RCA	Reach cruising altitude
PJE	Parachute jumping exercise	RCAG*	Remote control air ground
PL	Ice pellets	RCC	Rescue co-ordination centre
PLA	Practice low approach	RCF	Radio communication failure (message type designator)
PLN	Flight plan	RCH	Reach or reaching
PLVL	Present level	RCL	Runway center line
PN	Prior notice required	RCLL	Runway center line light(s)
PNR	Point of no return	RCLR	Recleared
PO	Dust devils	RCP	Required communication performance
POB	Persons on board	RDH	Reference datum height (for ILS)
POSS	Possible	RDL	Radial
PPI	Plan position indicator	RDO	Radio
PPR	Prior permission required	RE	Recent (used to qualify weather phenomena such as rain, e.g. recent rain = RERA)
PPSN	Present position	REC	Receive or receiver
PRFG	Aerodrome partially covered by fog	REDL	Runway edge light(s)
PRI	Primary	REF	Reference to...or refer to...
PRKG	Parking	REG	Registration
PROB	Probability	REIL*	Runway end identifier light(s)
PROC	Procedure	RENL	Runway end light(s)
PROV	Provisional	REP	Report or reporting or reporting point
PS	Plus		
PSG	Passing		
PSN	Position		
PSP	Pierced steel plank		

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	REQ	Request or requested	RVR	Runway visual range	
	RE RTE	Re-route	RVSM	Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410	
	RESA	Runway end safety area			
	RF	Constant radius arc to a fix			
	RG	Range (lights)	RWY	Runway	
→	RHC	Right-hand circuit	S		
	RIF	Reclearance in flight	S	South or southern latitude	
	RITE	Right (direction of turn)	S...	State of the sea (followed by figures in METAR/SPECI)	
	RL	Report leaving			
	RLA	Relay to	SA	sand	
→	RLCE	Request level change en route	SALS	Simple approach lighting system	
	RLLS	Runway lead-in lighting system	SAN	Sanitary	
	RMK	Remark	SAP	As soon as possible	
	RNAV	(to be pronounced "AR-NAV") Area navigation	SAR	Search and rescue	
	RNG	Radio range	SARPS	Standard and Recommended Practices (ICAO)	
→	RNP	Required navigation performance	SAT	Saturday	
	ROBEX	Regional OPMET bulletin exchange (scheme)	SATCOM	Satellite communication	
	ROC	Rate of climb	SB	Southbound	
	ROD	Rate of descent	SBAS	(to be pronounced "ESS-BAS") Satellite- based augmentation system	
	ROFOR	Route forecast (in aeronautical meteorological code)	SC	Stratocumulus	
	RON	Receiving only	SCT	Scattered	
	RPDS	Reference path data selector	SD	Standard deviation	←
	RPI	Radar position indicator	SDBY	Stand by	
	RPL	Repetitive flight plan	SDF	Standard deviation Step down fic	←
	RPLC	Replace or replaced	SE	South-east	
	RPS	Radar position symbol	SEB	South-eastbound	
	RQNMTS	Requirements	SEC	Seconds	
	RR	Report reaching	SECN	Section	←
	RRA	(or RRB, RRC...etc., in sequence) Delayed meteorological message (message type designator)	SECT	Sector	
	RSC	Rescue sub-centre	SELCAL	Selective calling system	
	RSCD	Runway surface condition	SEP	September	
	RSP	Responder beacon	SER	Service or servicing or served	
	RSP	En-route surveillance radar	SEV	Severe (used e.g. to qualify icing and turbulence reports)	
	RSR	Royal Thai Air Force	SFC	Surface	
	RTAF*	Delayed (used to indicate delayed meteorological message; message type designator)	SG	Snow grains	
	RTD	Route	SGL	Signal	
	RTE	Radiotelephone	SH...	Shower (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)	
	RTF	Radiotelegraph	SHF	Super high frequency [3 000 to 30 000 MHz]	
	RTG	Runway threshold light(s)	SI	International system of units	←
→	RTHL	Return or returned or returning	SID	Standard instrument departure	
	RTN	Return or returned or returning	SIF	Selective identification feature	
	RTN*	Royal Thai Navy	SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operations	
	RTODAH	Rejected take-off distance available, helicopter	SIMUL	Simultaneous or simultaneously	
	RTS	Return to service	SIWL	Single isolated wheel load	
	RTT	Radioteletypewriter	SKC	Sky clear	
	RTZL	Runway touchdown zone light(s)	SKED	Schedule or scheduled	
	RUT	Standard regional route transmitting frequencies			
	RV	Rescue vessel			

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SLP	Speed limiting point	T	Temperature	
SLW	Slow	T	Temperature	
SMC	Surface movement control	TA	Traffic advisory	←
SMR	Surface movement radar	TA	Transition altitude	
SN	snow	TAA	Terminal arrival altitude	←
SNOCLO	Aerodrome closed due to snow (used in MATAR/SPECI)	TACAN	UHF tactical air navigation aid	
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format	TAF	Aerodrome forecast	
		TA/H	Turn at an altitude/height	←
		TAIL	Tail wind	
		TAR	Terminal area surveillance radar	
		TAS	True airspeed	
		TAX	Taxiing or taxi	
		TC	Tropical cyclone	
SPECI	Aviation selected special weather report (in aeronautical meteorological (code)	TCAC	Tropical cyclone advisory centre	
	Special meteorological report (in abbreviated plain language)	TCAS RA	(to be pronounced "TEE-CAS-AR-AY" Traffic alert and collision avoidance system resolution advisory	
SPECIAL	Special position indicator			
→ SPI	Supplementary flight plan (message type designator)	TCH	Threshold crossing height	
SPL	SAR point of contact	TCU	Towering cumulus	
→ SPOC	Spot wind	TDO	Tornado	
SPOT	Squall	TDZ	Touchdown zone	
SQ	Sunrise	TECR	Technical reason	
SR	Surveillance radar approach	TEL	Telephone	
SRA	Surveillance radar element of precision approach radar system	TEMPO	Temporary or temporarily	
SRE	Short range	TF	Track to fix	←
		TFC	Traffic	
SRG	Search and rescue region	TGL	Touch-and-go landing	
SRR	Secondary	TGS	Taxiing guidance system	
SRY	Sandstorm	THR	Threshold	
→ SS	Sunset	THRU	Through	
SS	Single sideband	THU	Thursday	
SSB	South-south-east	TIL	Until	
SSE	Secondary surveillance radar	TIP	Until past...(place)	
SSR	Supersonic transport	TKOF	Take-off	
SST	South-south-west	TL...	Till (followed by time by which weather change is forecast to end)	
SSW	Stratus			
ST	Straight in approach	TLOF	Touchdown and lift-off area	
STA	Standard instrument arrival	TMA	Terminal control area	
STAR	Standard	TN...	Minimum temperature (followed by figures in TAF)	
STD	Stratiform			
STF	Station	TNA	Turn altitude	
STN	Stationary	TNH	Turn height	
STNR	Short take-off and landing	TO...	To...(place)	
STOL	Status	TOC	Top of climb	
STS	Stopway light(s)	TODA	Take-off distance available	
STWL	Subject to	TODAH	Take-off distance available, helicopter	
SUBJ	Sunday	TOP	Cloud top	
SUN	Regional supplementary procedures	TORA	Take-off run available	
SUPPS	Service message	TP	Turning point	
SVC	Serviceable	TR	Track	
SVCBL	South-west	TRA	Temporary reserved airspace	
SW	South-westbound	TRANS	Transmits or transmitter	
SWB	Stopway	TRL	Transition level	
SWY	Simplex	TROP	Tropopause	
SX*		TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)	

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TS...	Thunderstorm (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. TSRANSN=thunderstorm with rain and snow)	VASIS	Visual approach slope indicator systems	
TSUNAMI	Tsunami (used in aerodrome warnings)	VC...	Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, SH=shower, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand, BLSN=blowing snow, DS=dust storm, SS=sandstorm, TS=thunderstorm or VA=volcanic ash, e.g. VCFG=vicinity fog)	
TT	Teletypewriter	VCY	Vicinity	
TUE	Tuesday	VDF	Very high frequency direction-finding station	
TURB	Turbulence	VER	Vertical	
T-VASIS	(to be pronounced "TEE-VASIS") T visual approach slope indicator system	VFR	Visual flight rules	
TVOR	Terminal VOR	VHF	Very high frequency [30 to 300 MHz]	
TWR	Aerodrome control tower or aerodrome control	VI	Heading to an intercept	←
TWY	Taxiway	VIP	Very important person	
TWYL	Taxiway-link	VIS	Visibility	
TX...	Maximum temperature (followed by figures in TAF)	VLF	Very low frequency [3 to 30 kHz]	
TYP	Type of aircraft	VLR	Very long range	
TYPH	Typhoon	VM	Heading to a manual termination	←
U		VMC	Visual meteorological conditions	
U	Upward (tendency in RVR during previous 10 minutes)	VNAV	(to be pronounced "VEE-NAV") Vertical navigation	
UAB...	Until advised by...	VOLMET	Meteorological information for aircraft in flight	
UAC	Upper area control center	VOR	VHF omnidirectional radio range	
UAR	Upper air route	VORTAC	VOR and TACAN combination	
UDF	Ultra high frequency direction-finding station	VOT	VOR airborne equipment test facility	
UFN	Until further notice	VPA	Vertical path angle	←
UHDT	Unable higher due traffic	VRB	Variable	
UHF	Ultra high frequency [300 to 3 000 MHz]	VSA	By visual reference to the ground	
UIC	Upper information centre	VSP	Vertical speed	
UIR	Upper flight information region	VTF	Vector to final	←
ULR	Ultra long range	VTOL	Vertical take-off and landing	
UNA	Unable	VV...	Vertical visibility (followed by figures in METAR/SPECI and TAF)	
UNAP	Unable to approve			
UNL	Unlimited	W		
UNREL	Unreliable	W	West or western longitude	
UP	Unidentified precipitation (used in automated METAR/SPECI)	W	White	
U/S	Unserviceable	W...	Sea-surface temperature (followed by figures in METAR/SPECI)	
UTA	Upper control area	WAAS	Wide area augmentation system	
UTC	Coordinated Universal Time	WAC	World aeronautical Chart – ICAO 1: 1 000 000	
V		WAFC	World area forecast centre	
...V...	Variations from the mean wind direction (preceded and followed by figures in METAR/SPECI, e.g. 350V070)	WB	Westbound	
VA	Heading to an altitude	WBAR	Wing bar lights	
VA	Volcanic ash	WBI	Wind direction indicator	
VAAC	Volcanic ash advisory centre	WDSRP	Widespread	
VAC...	Visual approach chart (followed by name/title)	WED	Wednesday	
VAL	In valleys	WEF	With effect from or effective from	
VAN	Runway control van	WGS-84	World Geodetic System-1984	←
VAR	Magnetic variation	WI	Within	
VAR	Visual-aural radio range	WID	Width	
		WIE	With immediate effect or effective immediately	

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WILCO	Will comply
WITEM	Forecast upper wind and temperature for aviation
WIP	Work in progress
WKN	Weaken or weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
→ WSPD	Wind speed
WSW	West-south-west
WT	Weight
→ WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
X	
X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics
Y	
Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YR	Your
Z	
Z	Coordinated Universal Time (in meteorological messages)

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ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
B. Phrae Terminal Control Area The airspace enclosed by the following boundary : Starting from a point 182634.6N1000218.1E and then direct to a point 183634.6N0993948.1E and then clockwise along 30 NM arc radius centred on Phrae DVOR/DME (180802.78N1000958.35E) to a point 183804.4N1001048.0E and then direct to a point 182804.6N1001212.0E and then clockwise along 20 NM arc radius centred on Phrae DVOR/DME (180802.78N1000958.35E) to a point 175704.8N1002748.0E and then direct to a point 174934.8N1003447.9E and then clockwise along 30 NM arc radius centred on Phrae DVOR/DME (180802.78N1000958.35E) to a point 173804.9N1000718.1E and then direct to a point 174822.8N1000642.1E and then clockwise along 20 NM arc radius the centred on Phare DVOR/DME (180802.78N1000958.35E) to the starting point <u>ALT 11 000 FT</u> 2 000 FT Excluding Lampang TMA Class of airspace: C	Bangkok Approach Control Centre (Chiang Rai Sector)	Phrae Approach (En, Thai) 2330-1430*	120.10 MHz**	**TWR hours of services : Mon-FRI 0200-1000 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Chiang Rai Sector) via AFTN VTBBZAZX Fax 02-2859610 VTBBZAZX : Tel 02-2859695 VTCPTZTX : Tel 01-9285017 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
26. Phuket Controlled Airspaces A. Phuket Control Zone A circle of 10 NM centres on PUT DVOR/DME (080654.83N981822.69E) Vertical limit : up to but not including 2 000 FT AGL Class of airspace: C B. Phuket Terminal Control Area The airspace within a circle of 30 NM radius centres on PHUKET DVOR/DME (080654.83N981822.69E) <u>ALT 11 000 FT</u> 2 000 FT Class of airspace: C	Phuket Approach Control Centre	Phuket Approach (En, Thai) H 24	124.7 MHz 284.0 MHz	

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
<p>27. Ranong Controlled Airspaces</p> <p>A. Ranong Control Zone</p> <p>The airspace within a circle of 10 NM radius centred on RAN DVOR/DME (094643.18N983502.11E) Vertical limit : up to but not including 2 000 FT AGL Class of airspace : D</p> <p>B. Ranong Terminal Control Area</p> <p>The airspace within a circle of 25 NM radius centred on RAN VOR/DME (094643.18N983502.11E) <u>ALT 11 000 FT</u> 2 000 FT</p> <p>Excluding the portion of area produced in Yangon FIR</p> <p>Class of airspace: D</p>	<p>Phuket Approach Control Centre (Phuket Sector)</p>	<p>Ranong Approach (En, Thai) 2330-1130*</p>	<p>125.10 MHz**</p>	<p>**TWR hours of services : Mon-FRI 0130-0930 other than this period and holiday 3 HR PN to Phuket Approach Control Centre via AFTN VTSPZAZX VTSPZTZX Fax 076-327195 VTSPZTZX : Tel 076-327195 VTSRZTZX : Tel 01-4827837 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.</p>
<p>28. Roi Et Controlled Airspaces</p> <p>A. Roi Et Control Zone</p> <p>The airspace within a circle of 10 NM radius centred on RoiEt DVOR/DME (160700.59N1034619.45E) Vertical limit : up to but not including 2 000 FT AGL Class of airspace : C</p> <p>B. RoiEt Terminal Control Area</p> <p>The airspace within a circle of 30 NM radius centred on RoiEt DVOR/DME (160700.59N1034619.45E) <u>ALT 11 000 FT</u> 2 000 FT</p> <p>Class of airspace: C</p>	<p>Bangkok Approach Control Centre (Ubon Sector)</p>	<p>Roi-Et Approach (En, Thai) 2330-1430*</p>	<p>125.4 MHz**</p>	<p>**TWR hours of services : Mon-FRI 0100-0900 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Ubon Sector) via AFTN VTBBZAZX Fax 02-2859610 Refer AIP VTUV AD 2.3/ page VTUV AD2-1, VTUV AD2.18/page VTUV AD2-6 VTBBZAZX : Tel 02-2859695 VTUVZTZX : Tel 01-9285012 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.</p>

ENR 3.1 ATS ROUTES-INTERNATIONAL

Route designator Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
A 581 ▲ BOMAS 172304.8N 980549.1E ▲ TATEL 172904.8N 984548.8E ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 985740.55E ▲ CHIANG RAI DVOR/DME (CTR) 195653.65N 995300.12E ▲ PONUK 201858.1N 1002305.8E	 <u>081</u> 261 39 NM <u>008</u> 188 77 NM <u>036</u> 217 88 NM <u>052</u> 232 36 NM	 <u>FL 460</u> FL 105 FL 110 Class A (FL290 and above) <u>FL 350</u> FL 075 FL 080 Class A (FL290 and above) <u>FL 460</u> FL 120 FL 130 Class A (FL290 and above)	 <			

ENR 3. ATS ROUTES

ENR 3.1 ATS ROUTES- INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
B205 ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E ▲ BOKAK 125736.3N 1022947.3E	<u>077</u> 257 49 NM	<u>FL 460</u> FL 155 FL 160	*	↓	↑	Longitudinal separation between aircraft 10 mins.
B346 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ NOBER 151635.6N 1004006.0E ▲ PETCHABUN DVOR/DME (PCB) 164033.66N 1011148.12E ▲ YAKUA 174414.79N 1013051.65E	<u>003</u> 183 83 NM <u>020</u> 200 89 NM <u>016</u> 196 66 NM	<u>FL 460</u> FL 100 FL 110	20	↓	↑	Longitudinal separation between aircraft 15 mins.
B463 ▲ EKAVO 113736.5N 993024.7E ▲ MENEX 110830.7N 994542.6E ▲ UPNEP 094213.1N 1002936.4E △ SUPIN 083434.55N 1010419.34E ▲ SUWAN 080319.5N 1012018.0E ▲ KADAX 061602.0N 1021541.7E ▲ KOTA BHARU VOR/DME (VKB) 061002.0N 1021848.0E	<u>153</u> 333 33 NM <u>153</u> 333 96 NM <u>153</u> 333 76 NM <u>153</u> 333 35 NM <u>153</u> 333 120 NM <u>153</u> 333 7 NM	<u>FL 460</u> FL 95 FL 100	*	↓	↑	Longitudinal separation between aircraft 15 mins.
B579 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ DALAN 062808N 993920E	<u>141</u> 321 127 NM	<u>FL 460</u> FL 95 FL 100	20	↓	↑	Longitudinal separation between aircraft 10 mins.

*For the width of Airways see ENR 2.1-1

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W36 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ MACHI 191222.3N 0983506.7E ▲ MAE HONG SON DVOR/DME (MHS) 191910.73N 0975443.50E	<u>321</u> 141 34 NM <u>280</u> 100 39 NM	<u>FL 460</u> FL 80 FL 90	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W37 ▲ KORAT DVOR/DME (KRT) 145502.35N 1020823.32E ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ SAVANNAKHET VOR/DME (SAV) 163342.0N 1044556.0E	<u>053</u> 233 119 NM <u>065</u> 245 63 NM	<u>FL 460</u> FL 70 FL 75 <u>FL 460</u> FL 285 FL 290	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W38 ▲ RAMEI 150103.57N 1025940.72E ▲ BURI RUM DVOR/DME (BRM) 151422.43N 1031531.59E ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E	<u>050</u> 230 20 NM <u>029</u> 209 60 NM	<u>FL 460</u> FL 65 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W39 ▲ NOBER 151635.6N 1004006.0E ▲ PHETCHABUN DVOR/DME (PCB) 164033.66N 1011148.12E ▲ LOEI VOR/DME (LOY) 172649.38N 1014323.12E	<u>020</u> 200 89 NM <u>033</u> 213 55 NM	<u>FL 460</u> FL 65 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W40 ▲ PHRAE DVOR/DME (PAE) 180802.78N 1000958.35E ▲ PHETCHABUN DVOR/DME (PCB) 164033.66N 1011148.12E	<u>146</u> 326 105 NM	<u>FL 460</u> FL 65 FL 70	10	↓	↑	Longitudinal separation between aircraft 10 mins.
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W41 ▲ VIENTIANE DVOR/DME (VTN) 180018N 1023224E ▲ LOEI VOR/DME (LOY) 172649.38N 1014323.12E ▲ CHUM PHAE DVOR/DME (CMP) 163811.3N 1015905.4E	234 054 57 NM 163 343 51 NM	FL460 FL65 FL70	20			Longitudinal separation between aircraft 10 mins.
W42 ▲ MENEX 110830.7N 0994542.6E ▲ REGOS 120006.5N 1003454.3E ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E ▲ TOPER 143505.9N 1024347.2E ▲ RAMEI 150103.57N 1025940.72E	043 223 71 NM 054 234 79 NM 029 209 124 NM 031 211 30 NM	FL 460 FL 285 FL 290	20			Longitudinal separation between aircraft 10 mins.
W43 ▲ CHUM PHARE DVOR/DME (CMP) 163811.3N 1015905.4E ▲ OKENA 161627.5N 1042329.3E	099 279 140 NM	FL 460 FL 65 FL 70	20			Longitudinal separation between aircraft 10 mins.
W650 ▲ HAT YAI DVOR/DME (HYT) 065602.75N 1002316.47E ▲ POPID 062907.9N 1003212.4E	162 342 28 NM	FL 145 FL 105 FL 110	10			Longitudinal separation between aircraft 10 mins.
<p style="text-align: right;">*For the width of Airways see ENR 2.1-1</p>						

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MAE HONG SON

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VTCH	AD 2.10	Aerodrome obstacles	AD 2-2
VTCH	AD 2.11	Meteorological informational provided	AD 2-3
VTCH	AD 2.12	Runway Physical characteristics	AD 2-3
VTCH	AD 2.13	Declared distances	AD 2-3
VTCH	AD 2.14	Approach and runway lighting	AD 2-4
VTCH	AD 2.15	Other lighting, secondary power supply	AD 2-4
VTCH	AD 2.17	ATS airspace	AD 2-4
VTCH	AD 2.18	ATS communication facilities	AD 2-5
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MAE HONG SON / Pai

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VTCT	AD 2.6	Rescue and fire fighting services	AD 2-2
VTCT	AD 2.7	Seasonal availability – clearing	AD 2-2
VTCT	AD 2.8	Aprons, taxiways and check locations data	AD 2-2
VTCT	AD 2.9	Surface movement guidance and control system and marking	AD 2-2
VTCT	AD 2.10	Aerodrome obstacles	AD 2-2
VTCT	AD 2.11	Meteorological informational provided	AD 2-3
VTCT	AD 2.12	Runway Physical characteristics	AD 2-4
VTCT	AD 2.13	Declared distances	AD 2-4
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AD 2. AERODROMES

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VTBK	AD 2.6	Rescue and fire fighting services	AD 2-2
VTBK	AD 2.7	Seasonal availability – clearing	AD 2-2
VTBK	AD 2.8	Aprons, taxiways and check locations data	AD 2-2
VTBK	AD 2.9	Surface movement guidance and control system and marking	AD 2-3
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VTBK	AD 2.11	Meteorological informational provided	AD 2-3
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VTBK	AD 2.13	Declared distances	AD 2-4
VTBK	AD 2.14	Approach and runway lighting	AD 2-4
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NAKHON PHANOM

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VTUW	AD 2.4	Handling services and facilities	AD 2-1
VTUW	AD 2.5	Passenger facilities	AD 2-1
VTUW	AD 2.6	Rescue and fire fighting services	AD 2-1
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VTUW	AD 2.11	Meteorological informational provided	AD 2-2
VTUW	AD 2.12	Runway Physical characteristics	AD 2-3
VTUW	AD 2.13	Declared distances	AD 2-3
VTUW	AD 2.14	Approach and runway lighting	AD 2-3
VTUW	AD 2.15	Other lighting, secondary power supply	AD 2-4
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NAKHON RATCHASIMA

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VTUQ	AD 2.5	Passenger facilities	AD 2-2
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VTUQ	AD 2.11	Meteorological informational provided	AD 2-4
VTUQ	AD 2.12	Runway Physical characteristics	AD 2-4
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VTPM	AD 2.5	Passenger facilities	AD 2-1
VTPM	AD 2.6	Rescue and fire fighting services	AD 2-1
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VTPM	AD 2.14	Approach and runway lighting	AD 2-4
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VTPM	AD 2.17	ATS airspace	AD 2-5
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TRANG

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VTST	AD 2.4	Handling services and facilities	AD 2-1
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VTST	AD 2.8	Aprons, taxiways and check locations data	AD 2-2
VTST	AD 2.9	Surface movement guidance and control system and marking	AD 2-2
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VTST	AD 2.11	Meteorological information provided	AD 2-3
VTST	AD 2.12	Runway Physical characteristics	AD 2-3
VTST	AD 2.13	Declared distances	AD 2-3
VTST	AD 2.14	Approach and runway lighting	AD 2-4
VTST	AD 2.15	Other lighting, secondary power supply	AD 2-4
VTST	AD 2.17	ATS airspace	AD 2-4
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VTBO	AD 2.11	Meteorological informational provided	AD 2-4
VTBO	AD 2.12	Runway Physical characteristics	AD 2-4
VTBO	AD 2.13	Declared distances	AD 2-5
VTBO	AD 2.14	Approach and runway lighting	AD 2-5
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AD 2. AERODROMES

UBON RATCHATANI / Ubon

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VTUU	AD 2.8	Aprons, taxiways and check locations data	AD 2-2
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VTUU	AD 2.11	Meteorological informational provided	AD 2-6
VTUU	AD 2.12	Runway Physical characteristics	AD 2-6
VTUU	AD 2.13	Declared distances	AD 2-7
VTUU	AD 2.14	Approach and runway lighting	AD 2-7
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VTUU	AD 2.17	ATS airspace	AD 2-8
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UDON THANI / Udon

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VTUD	AD 2.8	Aprons, taxiways and check locations data	AD 2-2
VTUD	AD 2.9	Surface movement guidance and control system and marking	AD 2-2
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VTUD	AD 2.12	Runway Physical characteristics	AD 2-4
VTUD	AD 2.13	Declared distances	AD 2-4
VTUD	AD 2.14	Approach and runway lighting	AD 2-4
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AD 1. AERODROMES – INTRODUCTION

AD 1.1 AERODROME AVAILABILITY

1. INTRODUCTION

- 1.1 This section contains information on all aerodromes which are available for use in international and domestic aircraft operations. Section AD 1 gives a description relating to the use of aerodromes and the clearance formalities involved. Section AD 2 contains information on the physical characteristics of aerodromes available for international and domestic operations.

As there are no heliports, section AD 3 has been omitted.

2. AERODROMES ADMINISTRATION

- 2.1 The administration of domestic aerodromes are responsibility of Director of the airports of the Department of Civil Aviation while Samui, Sukhothai and Trat Airports are under the Bangkok Airways Company Limited and Suvarnabhumi, Don Mueang, Chiang Mai, Chaing Rai, Hat Yai and Phuket International Airports are under the Airports of Thailand Public Company Limited, with the exception of Rayong/U-taphao International Airport which is the responsibility of the Royal Thai Navy. (See AD 2 item 2.2 for postal and telegraphic addresses).

3. CONDITIONS OF AVAILABILITY

- 3.1 Civil aircraft are not permitted to land at any aerodrome not listed in this AIP except in cases of real emergency or where special permission has been granted.

4. REGULATIONS CONCERNING AIRPORT USE

- 4.1 STANDARD CONDITIONS APPLICABLE TO THE LANDING, PARKING OR STORAGE OF AIRCRAFT ON AERODROMES AVAILABLE FOR USE BY CIVIL AIRCRAFT.

- 4.1.1 The conditions under which aircraft may land, be parked, housed or otherwise dealt with, at any of the aerodromes available to civil aviation in Thailand are as follows:

- a) The fees and charges for the landing, parking or housing of aircraft shall be those from time to time published by the Director General of the Department of Civil Aviation in the AIP of Aeronautical Information Circulars. The fees and charges referred to in this paragraph shall accrue from day to day and shall be payable on demand;
- b) The Airports Authority shall have the right to delay the aircraft until such fees and charges as aforesaid are paid;
- c) Neither the Airports Authority nor any servant or agent of the Government shall be liable for loss of or damage to the aircraft, its parts or accessories or any property contained in the aircraft, however such loss or damage is on any of the aerodromes under the control of the Airports Authority or is the course of landing or taking off at any such aerodromes or damage may arise, occurring while the

4.1.2 LANDING MADE ELSEWHERE THAN AT ALTERNATE AIRPORTS

If a landing is made elsewhere than at an international airport or a designated alternate airport, the pilot-in-command shall report the landing as soon as practicable to the health, customs, immigration and agricultural authorities at the international airport at which the landing was scheduled to take place. This notification may be made through any available communication link, or by telegram.

The pilot-in-command shall be responsible for ensuring that:

- a) If pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and the passengers and crew on the other is avoided;
- b) That cargo, baggage and mail are not removed from the aircraft unless such action is necessary to avoid loss or destruction;

- c) Any foodstuff or overseas origin, or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc., must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons. In which case they must be destroyed by destroyed by burning or deep burial.

5. TRAFFIC OF PERSONS AND VEHICLES ON AERODROMES

5.1 Demarcation of Zone

The ground of each aerodromes are divided into two zones:

- (a) a public zone Comprising the part of the aerodrome open to the public;
- (b) a restricted zone, Comprising the rest of the aerodrome.

5.2 Movement of Persons

Access to the restricted zone is authorized only under conditions prescribed by the special rules governing the aerodrome. The customs, immigration and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the air traffic regulations and by the special rules laid down by the person responsible for the management of the aerodrome.

5.3 Movement of Vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit and an official card of admittance. Drivers of vehicles, of whatever type, driving within the confines of the aerodrome, must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with instructions given by the competent authorities.

5.4 Policing

Care and protection of aircraft, vehicles, equipment or goods for which the aerodrome facilities are used are not the responsibility of the Government of Thailand, who cannot be responsible for loss or damage which is not incurred through action by them or their agents.

6. APPLICABLE ICAO DOCUMENTS

6.1 ICAO Standards and Recommended Practices contained in Annex 14 are applied.

6.2 Differences from Standards and Recommended Practices.

ANNEX 14 Reference

Differences

TABLE 3-1

Taxiway Minimum.
Clearance

1. At Bangkok International Airport.

The minimum distance between the centre line of the runway 03R/21L and the centre line of parallel taxiway T

- At the adjoining taxiway D is 165 m.
- At the adjoining taxiway U is 156 m.
- At the adjoining taxiway V is 150 m.
- At the adjoining taxiway V to taxiway S is 180 m.

Remark / take-off and landing restrictions. Pilots who do not hold a valid professional pilot license or instructor rating shall not take-off or landing when there is a wide-bodied aircraft on taxiway T.

2. At Phuket Internaltion Airport

The minimum distance between the centre line of the runway and the centre line of the parallel Taxiway P is 150 m.

VTBD AD 2. AERODROMES**VTBD AD 2.1 AERODROME LOCATION INDICATOR AND NAME****VTBD BANGKOK/DON MUEANG INTERNATIONAL AIRPORT****VTBD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	Lat 135452N Long 1003620E centre line of RWY 03L/21R, 1510M from THR RWY 21R
2	Direction and distance from (city)	12 NM NNE of Bangkok
3	Elevation/Reference temperature	2.65m (9 ft) /35°C
4	MAG VAR/Annual change	0° 0' E (1004)/3'E
5	AD Administration, address, telephone, telefax, telex, AFS	Airports of Thailand Public Company Limited (AOT) Don Mueang International Airport ADD: 222 Vibhavadi Rangsit Road, Donmueang, Bangkok 10210 Tel: 66(0)2535 1515, 66(2) 2535 1516 Fax: 66(0)2535 1065, 66(0) 2535 1306 AFS: VTBDYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTBD AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	-
12	Remarks	Nil

VTBD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All Modern Facilities handling weights up to 7 tons
2	Fuel/oil types	Jet A1 and AVGAS
3	Fuelling facilities/capacity	13 Fuel Trucks 15,000-75,000 litres
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	Nil

VTBD AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city including Airport Hotels near AD
2	Restaurants	At the AD and in the city with unlimited number of meals
3	Transportation	Public Taxi, Thai limousine, Airport Taxi, Airport Bus, Train, Bus and Car rental service.
4	Medical facilities	First aid at Airport clinic,H24
5	Bank and Post Office	Bank : at Domestic Terminal Post Office : at Domestic Terminal Tel: 66(0) 2504 3070
6	Tourist Office	Office at Domestic Terminal Departure hall Tel : 66(0) 2535 4307 Arrival hall Tel : 66(0) 2535 4306
7	Remarks	Nil

VTBD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Aerodrome Category 9
2	Rescue equipment	Available-Category 9
3	Capability for removal of disabled aircraft	Up to B747 Aircraft
4	Remarks	Nil

VTBD AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	The aerodrome is available all seasons.

VTBD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 82/R/D/W/U
2	Taxiway width, surface and strength	Width: 23 m-50 m Surface: Concrete/Asphalt Strength: PCN 84/R/D/W/U, PCN 86/F/D/W/U
3	ACL location and elevation	Location: At Apron Elevation: 3.25 m/10 ft
4	VOR/INS checkpoints	INS: See AD Chart
5	Remarks	Nil

**VTBD 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 of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Nose-wheel guide lines at aprons Solid nose-wheel guide lines at aircraft stands Guide lines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centre line, edge runway end as appropriate, marked and lighted. TWY: Holding position at all TWY/RWY Intersections, marked. Edge at all TWY, marked and lighted Center line at all TWY, marked. Center line at E,F,J,O,R,S,C(south),lighted Intermediate holding position light at TWY C between TWY O-R
3	Stop bars	Stop Bar Lights installed detail as follow : <ul style="list-style-type: none">- At holding position RWY 21R on TWY B north, distance 130 M from RCL- At holding position RWY 21R on TWY D, distance 130 M right side of RCL- At holding position RWY 21R on TWY D, distance 210 M left side of RCL- At holding position RWY 21R on TWY S, distance 130 M right side of RCL- At holding position RWY 21R on TWY S, distance 130 M left side of RCL- At holding position RWY 21R on TWY C south ,distance 90 M from RCL
4	Remarks	Nil

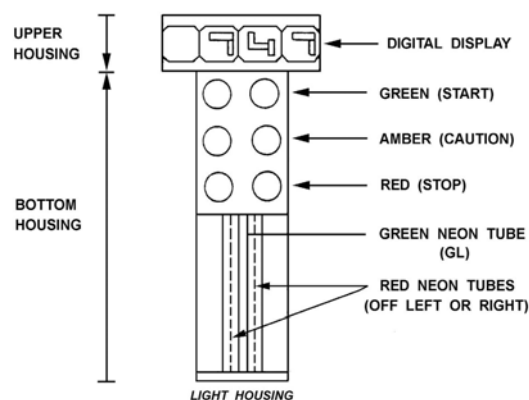
RLG AUTOMATED GUIDE-IN SYSTEM

1. INTRODUCTION

- 1.1 The system enables the pilot seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position.
- 1.2 All types of the aircraft programmed into the system are as follows:-
- | | | | | | |
|------|----------|-----|------|---------|------|
| A300 | B707 | DC8 | IL62 | L1011-1 | MD11 |
| A320 | B737 | DC9 | IL86 | L1011-5 | |
| A330 | B7475P | | | | |
| A340 | B747-400 | | | | |
| | B757 | | | | |
| | B767 | | | | |
| | B777 | | | | |

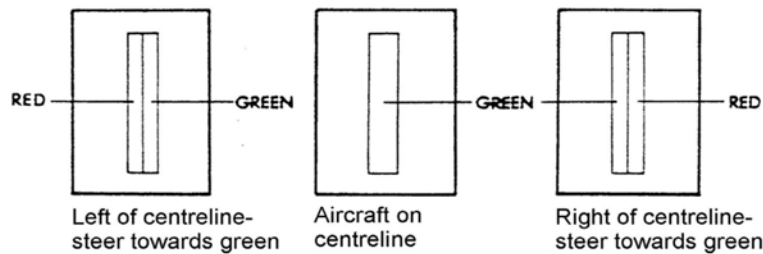
2. PILOT OPERATING INSTRUCTION

- 2.1 Check aircraft indicator light to be sure that ground crew has set the system for your type of aircraft.
- 2.2 If the aircraft indicator light is set correctly and the ROUND-GREEN-CLEAR lamps are illuminated you may enter the gate.
- 2.3 Align the aircraft so that the green vertical azimuth tube on the bottom part of the light housing is visible. This must be accomplished from the left hand seat only. If a vertical line of red light can be seen on one side of the green azimuth only, the aircraft is off line in that direction. Re-align the aircraft so that only the green azimuth is visible.
- 2.4 ROUND AMBER - CAUTION lamps will illuminate 15 ft (4.57 m) prior to reaching the desired stop position. At this time the round-green lights will go out.
- 2.5 ROUND RED-STOP lamps will illuminate when the appropriate stopping position is reached. This will allow the rear edge of the aircraft door open to clear the air bridge collar. Caution the aircraft has from 1 ft and 1 inch (0.33 m) to 4 ft (1.31 m) depending on aircraft type to its Maximum stopping position before the aircraft door will foul the air bridge collar when the door is opened.
- 2.6 If any lamps fail, the entire system will automatically shut down. This means stop immediately you will be tower or manually guided into your final parking position.
- 2.7 Your ground crew has a back - up manual switch and can pre-empty all automatic controls should emergency stopping be required or to complete manual Guide - in procedures should the Apron Sensors be inoperative.
- 2.8 DIAGRAM RLG AUTOMATED GUIDE SYSTEM 2.9 CENTRE LINE GUIDANCE-BOTTOM HOUSING NEON TUBES a) Look at bottom housing and interpret vertical neon light as show:



2.9 CENTRE LINE GUIDANCE-BOTTOM HOUSING NEOB TUBES

- a) Look at bottom housing and interpret vertical neon light a show:



- b) Discontinue docking when light goes off (Apron Marshaller shall marshall aircraft into bay)

2.10 STOPPING GUIDANCE Look at round incandescent lamps on top half of bottom housing and interpret as shown:



3. ALLOCATION OF AIRCRAFT PARKING BAYS

All aircraft parking bays are allocated by Ground/Apron controller with regard to aircraft type and the prevailing or anticipated traffic situation.

4. AIRCRAFT MARSHALLING AND TOWING SERVICES

The marshalling of scheduled, non - scheduled and casual aircraft into the bays either manually and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or its appointed ground handling agency.

5. TAXIING PROCEDURES

5.1 Arriving Aircraft

Aircraft entering the aprons are to follow closely to the taxiway and apron center - lines so as to avoid reducing safety distances between them and parking aircraft.

5.2 Departing Aircraft

When start-up clearance is issued by ATC, then pushed out onto apron center - line and/or abeam center - line of taxiway B.

VTBD AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	Nil
a	b	c	a	b	
			- Radio mast HGT 70 M Marked, Lighted	135307.86N 1003351.09E	
			- Radio mast HGT 61 M Marked, Lighted	135452.97N 1003709.84E	
			- Building HGT 99.80 M Lighted	135352.30N 1003253.99E	
			- Building HGT 87.10 M Lighted	135212.77N 1003403.06E	
			- Building HGT 50 M Lighted	135711.09N 1003715.04E	

VTBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Flying Training School, Royal Thai Police, Aeronautical radio of Thailand Company Ltd. Airport of Thailand Public Company Ltd. Thai Airways International Public Company Ltd. and others
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF Preparation Periods of validity	Transport Meteorological Operation Bureau issue TAF on standard time 00,06,12,18,UTC and 03,09,15,21 UTC
4	Type of landing forecast Interval of issuance	observe METAR every half an hour observe SPECI off standard time issue Trend Type Landing Forecast
5	Briefing/consultation provided	Yes
6	Flight documentation Language (s) used	English
7	Charts and other information available for briefing or consultation	S,W/T85,W/T70,W/T50,W/T30,W/T25,W/T20,SWH.SWL
8	Supplementary equipment available for providing information	WXR,SAT,WSAS
9	ATS units provided with information	ATS Workstation
10	Additional information (limited of service, etc.)	IP system

VTBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03L	029° NPA	3 700x60	126/F/D/W/T Asphalt/Concrete	135349.24N 1003545.38E	THR 2.0 M/7 FT
21R	209° PA II	3 700x60	126/F/D/W/T Asphalt/Concrete	135534.87N 1003644.62E	THR 2.0 M/7 FT
03R	028° NPA	3 500x45	126/F/D/W/T Asphalt/Concrete	135358.45N 1003605.50E	THR 2.0 M/7 FT
21L	208° PA I	3 500x45	126/F/D/W/T Asphalt/Concrete	135528.41N 1003655.96E	THR 2.53 M/8 FT
Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.05% 0% -0.05% (350M 2 850M 500M)	150x60	150x150	4 120x260	Nil	Nil
+0.056% 0% -0.05% (500M 2 850M 350M)	150x60	150x150	4 120x260	Nil	Nil
-0.025% -0.02% (2 525M 975M)	Nil	150x150	3 720x160	Nil	Nil
+0.02% -0.025% (975M 2 525M)	100x45	150x150	3 720x160	Nil	Nil

VTBD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03L	3 700	3 850	3 850	3 700	Nil
21R	3 700	3 850	3 850	3 700	Nil
03R	3 500	3 650	3 500	3 500	Nil
21L	3 500	3 650	3 600	3 150	Nil

VTBD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig- nator	APCH LGT type LEN INTST	THRLG 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
03L	SALS 420M LIH	Green	PAPI LEFT/RIGHT 3° (72.04 ft)	Nil	3700M,30M White; FM 2800M - 3400M Red/White; FM 3400m Red; LIH	3700M,60M White, LIH	Red	150M Red	Nil
21R	CAT II 900M LIH	Green	PAPI LEFT/RIGHT 3° (65.64 ft)	900M	3700M,30M White; FM 2800M - 3400M Red/White; FM 3400m Red; LIH	3700M,60M White; LIH	Red	150M Red	Nil
03R	SALS (5 BAR) 300M LIH RTIL*	Green	PAPI LEFT/RIGHT 3° (62.07 ft)	Nil	Nil	3500,60M White; FM 2900M - 3500M Yellow; LIH	Red	Nil	*Runway threshold identification lights
21L	CAT I 900M LIH	Green	PAPI LEFT/RIGHT 3° (64.07 ft)	Nil	Nil	3500,60M Red; FM 350M - 2900M White FM 2900M Yellow; LIH	Red	Nil	Nil

VTBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At tower building. WG Rotates 10 RPM. IBN : Nil HN : IMC
2	LDI location and LGT Anemometer location and LGT.	LDI : wind cone 350 M From THR 21R Between RWY 21R and 21L, illuminated
3	TWY edge and centre line lighting	Edge: All TWY Center Line: TWY E, F, J, O, R, S, C(s)
4	Secondary power supply/switch-over time	- Secondary power supply to all lighting at RWY 21L/03R Switch-over time: 13 Sec - Secondary power supply to all lighting at RWY 21R/03L Switch-over time: 0 Sec
5	Remarks	Stop Bars at TWY B,D,S,C(s)

VTBD AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	-
2	TLOF and/or FATO elevation M/FT	-
3	TLOF and FATO area dimensions, surface, strength, marking	-
4	True and MAG BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	Nil

VTBD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Don Mueang Aerodrome traffic zone (ATZ) a circle, radius 5 NM centred on VTBD ARP (135452.0N 1003620.0E
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Don Mueang Tower English, Thai
5	Transition altitude	11 000 FT MSL
6	Remarks	Nil

AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Don Mueang Approach Bangkok Approach	119.4 MHZ / 254.6MHZ 122.35MHZ / 257.6MHZ 124.35MHZ / 262.5MHZ 125.2 MHZ / 259.6MHZ 121.7 MHz / 262.5 MHz 121.8 MHZ(1) 121.5 MHZ (2) / 243.0MHZ(2)	H24	(1) Clearance Delivery for aircraft departing to adjacent aerodromes, detailed in AD2.20 (2)Emergency frequencies (3)Congested Traffic Operation
ARR	Don Mueang Arrival	125.5MHZ(3)		
TWR	Don Mueang Tower	118.1 MHZ / 236.6 MHZ 121.5 MHZ(2) / 243.0 MHZ(2)		
SMC	Don Mueang Ground	121.9 MHZ / 257.8 MHZ 122.5 MHZ(3) 121.5MHZ(2) / 243.0MHZ(2)		
ATIS	Don Mueang Intl Airport	126.4 MHZ / 344.6 MHZ		D-ATIS synthesis voice broadcast

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS DME (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	BKK	117.7 MHZ CH 124X	H24	135336.8N 1003546.3E (WGS-84)	16.58M	Due to terrain surround DVOR/DME : -RDL 001-009 DEG beyond 40 NM should not below 2 500 FT -RDL 010-049 DEG beyond 40 NM should not below 2 500 FT -RDL 050-209 DEG beyond 40 NM should not below 3 000 FT -RDL 210-229 DEG beyond 40 NM should not below 2 500 FT -RDL 230-320 DEG beyond 40 NM should not below 3 000 FT -RDL 321-360 DEG beyond 40 NM should not below 2 000 FT

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of oper- ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS CAT II LOC-21R	IBKK	109.3 MHz	H24	135340.6N 1003540.6E (WGS-84)		A. ILS distance is 12 720m (6.8NM) to OM, 5 008 m (2.7NM), to MM 4 000 m (2.156 NM) to threshold runway 21R and 300 m to the end of runway 21R.
GP		332.0 MHz		135523.5N 1003642.8E (WGS-84)		B. Front course 209° Mag. Width 3.0° coverage sector 35° either side of the runway centre-line. No back course and voice feature.
MM		75 MHz		135556.3N 1003710.9E (WGS-84)		C. GP is 120 m to runway centre - line 333 m to threshold runway 21R, 1 341 m to MM, 9053 m (4.88 NM) to OM. GP angle 3°. ILS reference datum 17.45m (57 FT).
OM		75 MHz		135941.4N 1003902.9E (WGS-84)		D. OM and Compass Locator 8 720m (4.7NM) from threshold runway 21R.
LMM	KK	276 kHz		135603.6N 1003700.8E (WGS-84)		
NDB (LOM)	BK	293 kHz		135940.7N 1003903.2E (WGS-84)		
ILS CAT I LLZ/DME RWY21L	IDMG	110.3 MHz CH40X		135351.8N 1003601.8E (WGS-84)		A. ILS Cat I / B2, LLZ distance is 372 m to threshold runway 03R and 4382 m (2.4NM) to MM.

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of oper- ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
GP	IBKD	335.0 MHz	H24	1355.8N 10037.4E	3 ft	B. Front course 208° Mag. Width 3.6° coverage sector 35° either side of the runway centre-line. No back course and voice feature. B. GP is 120 m to runway centre-line, 315 m to threshold runway 21L GP angle 3.15° ILS reference datum 57 ft. C. DME paired with LOC frequency, Omnidirectional, power output 100 watts.
ILS CAT I LOC RWY03L		109.7 MHz CH34X		135543.71N 1003649.60E		Designated operation coverage 9 DME (I-BKD), ALT 6000 ft/AMSL
DME				135544.88N 1003647.53E		Paired with LOC freq.
GP		333.2 MHz		135356.48N 1003554.02E		3 DEG, REF datum height 55 ft.

VTBD AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Technical Test Flights

A technical test flight after repair over Don Mueang International Airport can only be performed upon permission given by the Airport Authority at least 24 hours prior to each test flight.

2. Parking Area for General Aviation

The parking area for general aviation aircraft is also available.

3. Removal of Disabled Aircraft from Runways

- 3.1 When the aircraft is involved in an accident at Don Mueang, Suvarnabhumi, Chiang Mai, Hat Yai and Phuket International Airports, the aircraft operator or the registered owner is responsible for removal of its disabled aircraft. If the accident is likely to cause danger or obstruction to the movement of other aircraft or vehicles, the Managing Director, Airports of Thailand Public Company Limited, or his authorized representative may order the aircraft operator or the registered owner to remove its disabled aircraft without delay.
- 3.2 If the aircraft operator or the registered owner does not comply with such order, the Managing Director, Airports of Thailand Public Company Limited, or his authorized representative shall empower to remove the aircraft himself. The expense incurred in removing such aircraft shall be recovered from aircraft operator or the registered owner. The managing Director, Airports of Thailand Public Company Limited or his authorized representative shall not be responsible for any damage occurring to the aircraft during its removal.

4. Use of Runways 03R/21L – Don Mueang International Airport

- 4.1 The use of Runway 03R/21L at Don Mueang International Airport is normally restricted to military traffic. But they may be made available to civil traffic. The hours of operation is 24 hours daily, all traffic is controlled by Don Mueang Tower.
- 4.2 The traffic circuit pattern for these runways is as follows:
 - 4.2.1 Outbound - after take-off, turn to east and leave circuit pattern at an angle of 45° to the cross-wind leg.
 - 4.2.2 Inbound - join circuit pattern at 45° in the middle of the down - wind leg east of the runway, at the following heights:
 - a) 1 500 feet for jet aircraft,
 - b) 1 000 feet for conventional aircraft,
 - c) 800 feet for light aircraft,
 - d) 500 feet for helicopter.
 - 4.2.3 No straight in approaches are permitted without prior approval from Don Mueang Tower.

5. Speed Control

- 5.1 All aircraft when flying below 10 000 feet are subject to a speed limitation of 250 knots unless previously removed by ATC.
- 5.2 Procedures required that aircraft should fly at 210 knots during the intermediate approach phase. ATC will request speed reductions to within the band 160 knots to 180 knots on, or shortly before closing heading to the ILS, and 160 knots when established on the ILS to final approach points; all speeds to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speed will be used.
- 5.3 At other times, speed control may be applied on a tactical basis to the extent determined by the Radar Controller. Pilots unable to conform to speed specified by the Radar Controller should immediately inform ATC stating what speeds will be used.
- 5.4 ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase **“NO (ATC) SPEED RESTRICTIONS”**. An instruction to notify that the aircraft need no longer comply with the previously issued speed restriction, the phrase **“RESUME NORMAL SPEED”** will be used.
- NOTE-** An instruction to “resume normal speed” does not delete speed restrictions that are applicable to published procedures of upcoming segments of flight, aircraft shall comply with the speed restrictions specified in 5.1, 5.2 and 5.3.
- 5.5 Except as detailed in 5.1, 5.2 and 5.3, all aircraft navigating under conditions of RNAV (GNSS) SIDs/STARs shall conform to speed limitation as published in the procedures.
- 5.6 En-route holding and Initial Approach Waypoint (IAWP) holding will be in accordance with ICAO standard holding speeds requirement.

NOTE- 1) En-route holding; **MOCHI, BATOK, GOMES, RYN, JASSY, PASTA, TARDY, OSUKA, TL, NOBER.**
2) IAWP holding; **ARONS, CAROS, DANNY, NAUTY, SILVA, CABIN, DAREN, GIPSY, NUMAN, TERRY.**

6. Starting up Procedures

- 6.1 When Flight Formalities have been completed and aircraft is ready to start-up, all IFR aircraft are to call Bangkok Control for ATC clearance on the following frequencies, giving parking stand number or location and proposed flight level:

Frequency	Outbound Routes
120.40 MHZ	A464 (Southbound), G458, M751, W19, W31
133.40 MHZ	A1 (Eastbound), A202, W1
125.95 MHZ	G474, N891, R468 (Eastbound)
128.40 MHZ	A1 (Westbound), A464 (Northbound), B346, G463, L507, P646, R468 (Westbound), R474, W9, W21

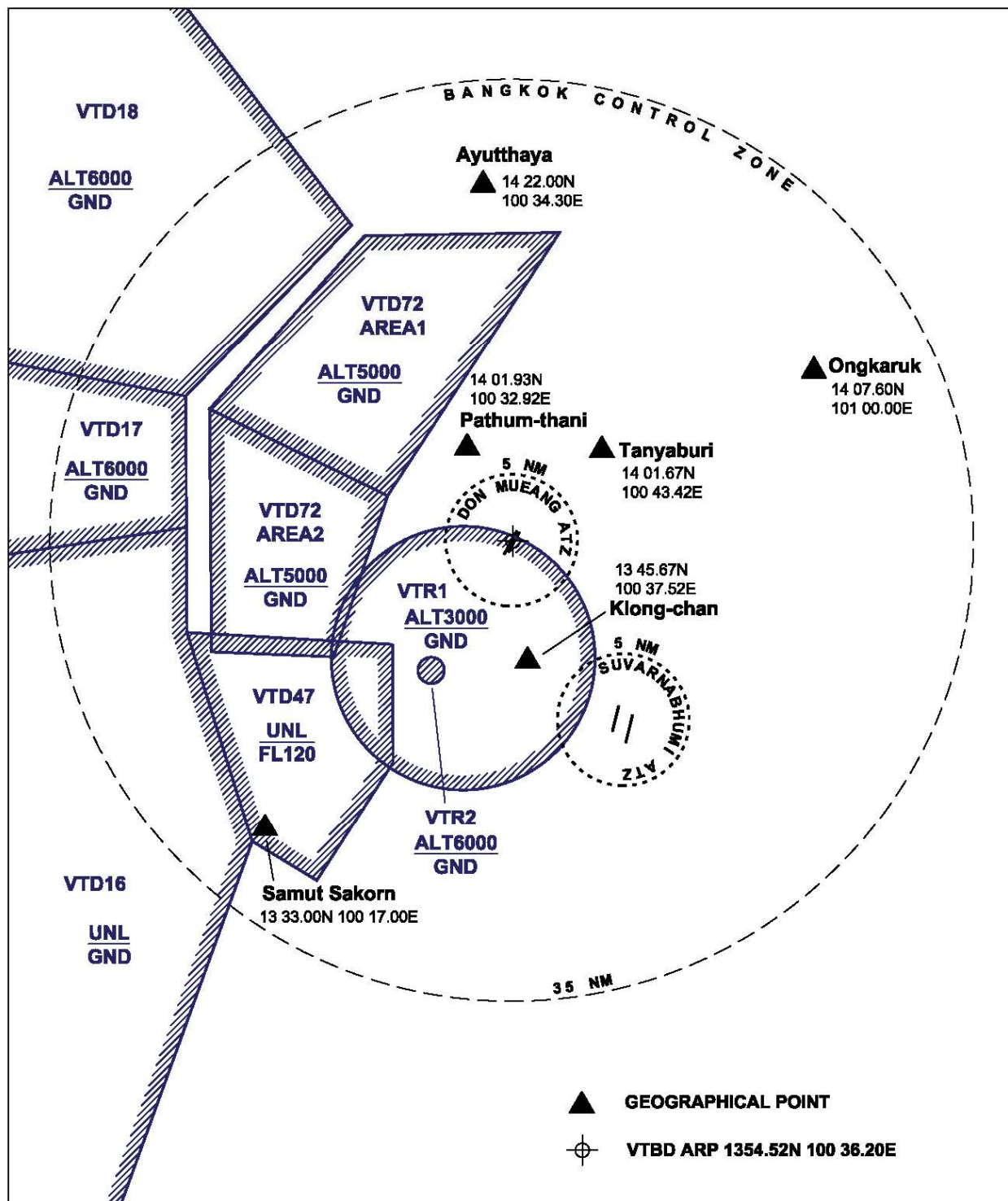
Except IFR aircraft departing to VTBS VTBU VTBK VTBH VTBL VTPH and VTPI at or below FL160 are to call Bangkok Approach on 121.8 MHz.

- 6.2 Pilots are to call Don Mueang Ground on 121.9 MHz for push back and start up and should give parking stand number or location and ATIS information.

- 6.2.1 In order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received.
- 6.2.2 If ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall maintain listening watch on Don Mueang ground in readiness for push back and are to call Don Mueang ground in the appropriate time with the departure time restriction. Pilots who fail to comply with these requirements or amended departure time restriction will result in cancellation of ATC clearance.

ILLUSTRATION :

BANGKOK CONTROL ZONE AND DON MUEANG AERODROME TRAFFIC ZONE



VTBD AD 2.23 ADDITIONAL INFORMATION

1. Pilot should exercise extreme caution when manoeuvring on the apron due to the proximity of other aircraft, ground staff and equipments in case the point that aircraft assigned to park at terminal contact gates, engine power should be restricted to the absolute minimum required to reduce the adverse effect of jet blast when making the turn to parking bay, pilot who cannot follow this procedure must stop before making the turn, then request ATC for towing-in. If accident occurred during aircraft taxiing or turning. Pilots and Airline Operators must take responsible to all of the damages.
2. Low Visibility Procedures (LVP)
 - 2.1 RWY 21R is equipped with ILS and is approved for CAT II operations and low visibility take-off (LVTO)
 - 2.2 Low visibility procedures will be established when a visibility of less than RVR 550 M or a cloud base of less than 200 feet.
 - 2.3 RWY Exits
 - 2.3.1 All RWY Exits are equipped with green / yellow coded taxiway centerline lights to indicate the boundary of the localizer sensitive area.
 - 2.3.2 Pilots should select the first convenient exit and continue on the taxiway centerline lead-off lights toward to TWY B for a designated parking stand.
 - 2.3.3 The following route restrictions shall be used during low visibility operations
 - A) When vacating on TWY O Taxi route is O-B or O-N and B
 - B) When vacating on TWY R Taxi route is R-B
 - C) When vacating on TWY S Taxi route is S-B
 - D) When vacating on TWY C(s) Taxi route is C(s)-B
 - 2.3.4 Pilots are required to make a "RUNWAY VACATED" call giving due allowance for the size of the aircraft to ensure that the entire aircraft has vacated the localizer sensitive area
 - 2.4 RWY Holding Positions
 - 2.4.1 Departing aircrafts are required to use the TWY D and B(n) which are CAT II Holding Positions
 - 2.4.2 Intersection Take-off are not permitted
 - 2.5 CAT II Approach and Landing
 - 2.5.1 Pilots will be informed by ATIS of RTF when low visibility procedures are in operation.
 - 2.5.2 Pilots must request an ILS CAT II APPROACH on first contact with BANGKOK APPROACH. Pilots may carry out a PRACTICE ILS CAT II APPROACH if traffic conditions permitted.
 - 2.5.3 Aircraft will be vectored to intercept the localizer at least 10 NM from Touchdown.
 - 2.5.4 Special 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.
 - 2.6 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.
 - 2.7 RWY 21L is permitted for landing and take-off in low visibility procedures.

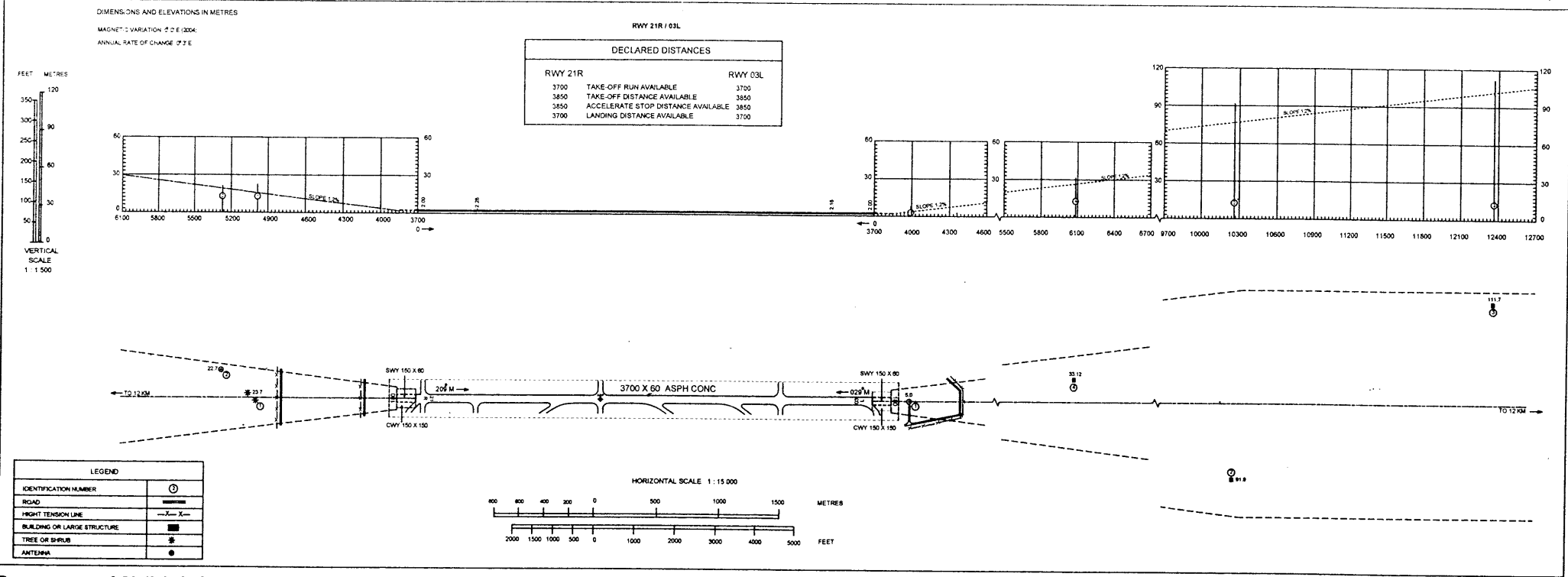
VTBD AD 2.24 CHARTS RELATED TO AN AERODROME

	Page	
Aerodrome Chart - ICAO	VTBD AD 2-25	
Aircraft Parking/Docking Chart - ICAO	VTBD AD 2-27	
Aerodrome Ground Movement Chart - ICAO	VTBD AD 2-29	
Aerodrome Obstacle Chart - ICAO Type A - RWY 21R / 03L	VTBD AD 2-31	←
Aerodrome Obstacle Chart - ICAO Type A - RWY 21L / 03R	VTBD AD 2-33	←
Precision Approach Terrain Chart - ICAO RWY 21R	VTBD AD 2-35	
GPS/FMS RNAV Arrival/Transition to Final Approach Chart – RWY 21L/21R -ANNIE 4A BETTY 4A PAULA 4A	VTBD AD 2-37	
GPS/FMS RNAV Arrival/Transition to Final Approach Chart – RWY 21L/21R -CANDY 4A	VTBD AD 2-39	
Instrument Approach Chart - ICAO - RWY 21R -VOR	VTBD AD 2-41	
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Instrument Approach Chart - ICAO - RWY 03L –VOR/ILS/DME	VTBD AD 2-43	
Instrument Approach Chart - ICAO - RWY 03L –VOR/LLZ/DME	VTBD AD 2-44	
Instrument Approach Chart - ICAO - RWY 21R - ILS or LLZ (CAT II)	VTBD AD 2-45	
Instrument Approach Chart - ICAO - RWY 21L - ILS or LLZ	VTBD AD 2-46	

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

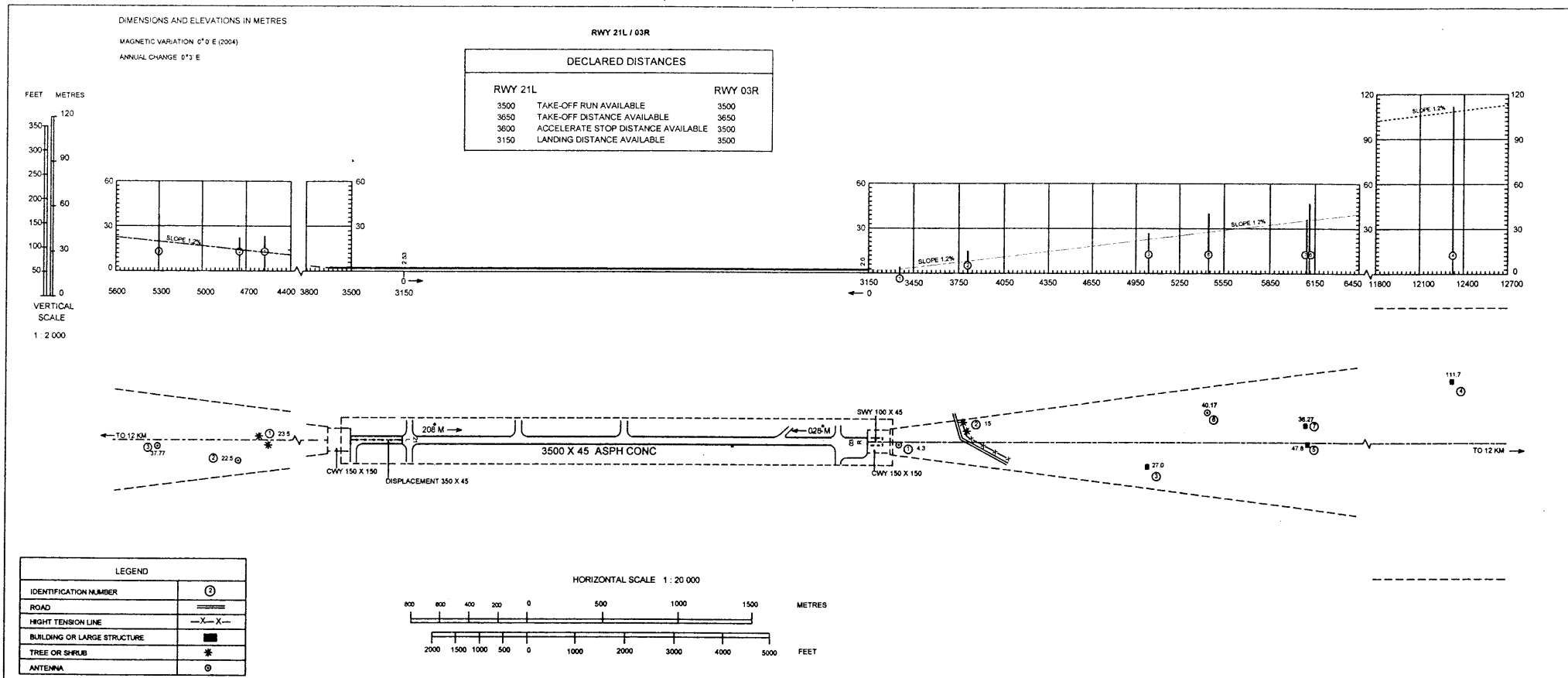
Don Mueang International Airport



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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

Don Mueang International Airport



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VTCC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig nator	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
36	SALS 420 m LIH	Green	PAPI Left/Right 3° (60 ft)	Nil	Nil	3 100 m 60 m White;LIH	Red	Nil	Nil
18	SALS 420 m LIH	Green	PAPI Left/Right 3° (60 ft)	Nil	Nil	3 100 m 60 m White;LIH	Red	Nil	Nil

VTCC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At Tower building, FLG W G EV 7 SEC IBN : Nil As AD Administration
2	LDI location and LGT Anemometer location and LGT	Wind Cone near right PAPI 36 , illuminated Anemometer : nil
3	TWY edge and centre line lighting	EDGE : All TWY Centre Line : Nil
4	Secondary power supply/switch-over time	Secondary power supply to all lighting At AD switch-overtime : 15 SEC
5	Remarks	Nil

VTCC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

VTCC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centered on 1845.9N 9857.9E
2	Vertical limits	5000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Chiang Mai Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTCC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Chiang Mai Approach	129.6 MHz 305.4 MHz	H24 H24	* Emergency Freq.
TWR	Chiang Mai Tower	118.1 MHz *121.5 MHz 236.6 MHz *243.0 MHz	H24 H24 H24 H24	
GND	Ground Control	121.9 MHz 275.8 MHz	H24 H24	
ATIS	Chiang Mai Intl Airport	127.2 MHz 301.5 MHz	H24 H24	

VTCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	CGM	255 kHz	H24	184535.32N 985801.96E (WGS-84)	318 m	NDB AVBL 50 NM coverage as follow : BRG 090°-210° ALT 5500 ft BRG 211°-340° ALT 8500ft BRG 341°-089° ALT 8000ft
DVOR / DME	CMA	116.9 MHz CH 116X	H24	184558.03N 985740.55E (WGS-84)		DVOR restriction, DVOR Unusable below 6,500 ft 360° to 080° beyond 40 NM and RDL 270° to 360° at all direction and altitudes.
ILS CAT I LOC/DME RWY 36	ICMA	109.9 MHz CH 36X	H24	184703.35N 985746.51E (WGS-84)		A. Instrument landing system (ILS) coverage over a sector of 35° either side of the runway center line, no back course. The localizer aerial array is located on the extended runway center line at the distance of 350 m (1155 ft) from the THR of RWY18. Height of the array is 3.9 m (13 ft) B. Glide path 3° C. DME paired with localizer Freq. omnidirectional, high power output 125 watts D. VOR coverage 140 NM at 30000 ft. Coverage restricted between R-050 to R-080 beyond 20 NM below 6500 ft R-271 to R-355 unserviceable.

VTCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
GP		333.8 MHz	H24	184521.63N 985742.14E (WGS-84)		AVBL 24 HR
LMM	MA	201 kHz		184440.01N 985745.66E (WGS-84)		
TACAN	CHM	CH 109	Mon-Fri 0200- 0500	1846.2N 9858.2E		PN to ATC.

VTCC AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

CHIANG MAI INTERNATIONAL AIRPORT

1. Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into Chiang Mai International Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft, be set up as follows:

- a) Aircraft entering to land from north of Chiang Mai International Airport, shall report over Mae Rim District, designated as MIKE ROMEO (1855.0N 9857.1E), Which is approximately 9 NM on R-353 of CMA VOR. When reaching MR the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- b) Aircraft entering to land from northeast of Chiang Mai International Airport, shall report over Doi Saket District, designated as DELTA SIERRA (1852.5N 9908.5E) and San Sai District, designated as DELTA SIERRA (1851.5N 9903.0E) Which are approximately 12 NM on R-057 and 7 NM on R-043 of CMA VOR respectively. When reaching DS the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- c) Aircraft entering to land from east of Chiang Mai International Airport, shall report over San Kampaeng District, designated as SIERRA KILO (1844.5N 9907.5E) Which is approximately 9 NM on R-099 of CMA VOR. When reaching SK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- d) Aircraft entering to land from south of Chiang Mai International Airport, shall report over Mae Tha District, designated as MIKE TANGO (1827.5N 9908.0E) and Sarapi District as SIERRA INDIA (1843.0N 9902.0E) Which are approximately 21 NM on R-152 and 5 NM on R-130 of CMA VOR respectively. When reaching SI the aircraft will be instructed to join aerodrome traffic circuit accordingly.

2. Aerodrome traffic circuit

- a) Using runway 18 by entering left traffic circuit only.
- b) Using runway 36 by entering right traffic circuit only.

3. Overhead approach pattern

- a) Using runway 18 by left turn pattern.
- b) Using runway 36 by right turn pattern.

STARTING UP PROCEDURE

1. Chiang Mai International Airport

- 1.1 All IFR aircraft are to call "Ground Control" 5 minutes prior to start up request for ATC clearance.
- 1.2 Pilot are to inform "Ground Control" their call signs, and proposed flight level if it is different from the flight plan when they make the call as item 1.1 above.
- 1.3 In order to provide a more flexible ground traffic movement all domestic departures shall on longer be required to be ready to taxi within 5 minutes after clearance received.

VTCT 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 of aircraft stands	Taxiway centre-line are painted in yellow and illuminated guidance signs are provided at various intersections. TWY edge and TWY holding position are provided
2	RWY and TWY markings and LGT	Runway : centre-line, touch down zone, marked. runway threshold , marked and lighted. Taxiway : centre-line, marked .

VTCT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Radio of Thailand Company Ltd. Airports of Thailand Public Company Ltd. Thai Airways International Public Company Ltd.
2	Hours of service MET Office outside hours	2300-1500
3	Office responsible for TAF Preparation Periods of validity	observe METAR every hour supply TAF from Northern Regional Met. Center
4	Type of landing forecast Interval of issuance	observe METAR every hour supply TAF from Northern Regional Met. Center
5	Briefing/consultation provided	No
6	Flight documentation Language (s) used	-
7	Charts and other information available for briefing or consultation	Daily Weather Forecast
8	Supplementary equipment available for providing information	AWOS
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	IP system

VTCT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) And surface of RWY and SWY	THR coordinates	THR elevation and highest elevation Of TDZ of precision APP RWY
1	2	3	4	5	6
03	030	3 000x45	84/F/D/X/T Asphalt	195625.75N 0995233.51E	390.23 M (1280 FT AMSL)
21	210	3 000x45	80/F/D/X/T Asphalt	195751.10N 09953323.57E	388.77 M (1275 FT AMSL)
Slope of RWY-SWY	SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
-0.05%	60x60	-	3120x300	-	-
+0.05%	60x60	-	3120x300	-	-

VTCT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	3 000	3 000	3 060	3 000	-
21	3 000	3 000	3 060	3 000	-

VTCT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLG 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
03	Cat I 900 M LIH	GREEN GREEN	PAPI Left 3° Right 3° (19.86 M)	Nil	Nil	3000 M 60 M White LIH	Red	Nil	Nil
21	SALS 420 M LIH	GREEN GREEN	PAPI Left 3° Right 3° (18.49 M)	Nil	Nil	3000 M 60 M White LIH	Red	Nil	Nil

VTCT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At Tower Building, FLG WG EV 3 SEC
2	LDI location and LGT Anemometer location and LGT.	-
3	TWY edge and centre line lighting	EDGE: All TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time 12 SEC.
5	Remarks	Nil

VTCT AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on CTR DVOR/DME (195653.65N0995300.12E)
2	Vertical limits	2 000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Chiang Rai Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTCT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Chiang Rai Approach	120.05 MHz 257.8 MHz	2300-1430	*Emergency Freq.
TWR	Chiang Rai Tower	*121.5 MHz 118.40 MHz 236.6 MHz		
G/A/G	Chiang Rai Radio	6667 kHz 5520 kHz		Primary Freq. } Upper Secondary Freq. } Side band
ATIS	Chiang Rai Intl	277 kHz		

VTCT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of oper- ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	CT	277 kHz	H24	195735.1N 0995259.1E		Coverage restricted as follows: - 25 NM from 140°- 360° at 5500 ft - 25 NM from 360°- 280° at 7500 ft - 40 NM from 280°-180° at 7500 ft - 40 NM from 180°-140° at 6000 ft
DVOR/DME	CTR	116.5 MHz CH 112X		195653.65N 0995300.12E (WGS-84)		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes and distance in various areas as following: - Radial 331°-140° altitude should not below 4 500 ft. (Due to border limited.) - Radial 141°-180° at 40 NM ALT should not below 7 500 ft. - Radial 181°-240° at 40 NM ALT should not below 7 500 ft. - Radial 241°-260° at 40 NM ALT should not below 9 500 ft. -Radial 261°-280° at 40 NM ALT should not below 7 500 ft. - Radial 281°-330° at 20 NM ALT should not below 7 500 ft.
ILS CAT I LOC/DME RWY 03	ICTR	109.5 MHz CH32 X		195759.5N 0995328.5E		A. Instrument Landing System (ILS) coverage over a sector of 35 either side of the runway centre line, no back course. The antenna array is located on the extended runway centre line at the distance of 300 m from the threshold of RWY 21, height of the array is 2 m. B. Glide Path 3° . C. Middle marker distance 1 150 m from approached of RWY 03. D. DME co - located with localizer, power output 100 watts omni directional.
GP		332.6 MHz		195632.6N 0995242.6E		
MM		75 MHz		195552.9N 0995214.0E		

VTSP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	PUT	116.9 MHz CH 116X	H24	080654.83N 981822.69E (WGS-84)	16.72 m	<p>A. ILS with non-standard localizer alignment, coverage over a sector of 35° either side of course, no back course and voice feature, the antenna array is located 245 m from end of RWY 27 120 m from runway centre line.</p> <p>B. Front course 266° Mag. Width 4.4°.</p> <p>C. Glide Path angle 3.2°</p> <p>D. Middle Marker (MM without compass locator) distance 804 m from approach end of RWY 27</p> <p>E. DME co-located with localizer</p> <p>F. Glide slope unusable starting at the middle marker (2.0 DME) to RWY THR. Glide slope shall not be used when DME out of service.</p> <p>G. Altitude will be restricted due to terrain at 4 DME not below 900 ft. Both DVOR and DME unusable beyond 40 NM in the following areas from 000°-130° below 5000 ft. from 130°-180° below 7000 ft. from 180°-230° below 5000 ft. from 230°-360° below 3500 ft.</p>
ILS CAT I LOC/DME RWY 27	IPKT	109.9 MHz CH 36X	H24	080647.72N 981819.73E (WGS-84)		
GP		338.8 MHz	H24	080648.27N 981942.21E (WGS-84)		
MM		75 MHz	H24	080655.43N 982015.73E (WGS-84)		

VTSP AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

PHUKET INTERNATIONAL AIRPORT

1. Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into airport, the procedure of the inbound traffic of VFR flights, conventional and prop-jet aircraft, be set up as follow:

- a) Aircraft entering to land from north of Phuket International Airport, shall report over Thai Muang District, designated as TANGO MIKE (0823.5N 9816.0E) and Ban Khok kloi designated as KILO KILO (0816.0N 9819.0E) which are approximately 17 NM on R-352 and 9 NM on R-360 of PUT VOR/DME respectively. When reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- b) Aircraft entering to land from northeast of Phuket International Airport, shall report over Phang Nga City, designated as PAPA NOVEMBER (0826.5N 9831.5E) which is 24 NM on R-033 of PUT VOR/DME. When reaching PN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- c) Aircraft entering to land from east of Phuket International Airport, shall report over Ko Yao Noi, designated as YANKEE NOVEMBER (0807.0N 9837.0E) which is 18 NM on R-089 of PUT VOR/DME. When reaching YN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- d) Aircraft entering to land from south of Phuket International Airport, shall report over Ko Racha Yai, designated as ROMEO CHARLIE (0736.0N 9822.0E) and Phuket City, designated as PAPA KILO (0753.0N 9823.5E) which are approximately 31 NM on R-174 and 15 NM on R-160 of PUT VOR/DME respectively. When reach PK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

2. Aerodrome traffic circuit

Using both sides of traffic circuit.

3. Overhead approach pattern

- a) Using runway 09 by left turn pattern.
- b) Using runway 27 by left turn pattern.

STARTING UP PROCEDURE

1. Phuket International Airport

- 1.1 All IFR aircraft are to call "Ground Control" 5 minutes prior to start up to request for ATC clearance.
- 1.2 Pilots are to inform "Ground Control" their call signs, and proposed flight level if it is different from the flight plan when they make the call as item 1.1 above.
- 1.3 In order to provide a more flexible ground traffic movement all domestic departures shall on longer be required to be ready to taxi within 5 minutes after clearance received.

2. Surface Movement

The supplementary of surface movement procedures has been established at Phuket International Airport as follows :-

2.1 Parking procedures :

- A. Nose – in parking system except stand NR 21 to 28
- B. Ground services are provided by aircraft operating agency, for non-agency aircraft are persuaded to contact THAI INTER traffic on VHF 131.5 MHz or TAGS on VHF 135.4 MHz 15 MIN prior to arrival or notify by Flight Plan.

2.2 Start up and push back procedures :

- A. All aircraft are to start up and push back with minimum power

2.3 Manoeuvring on movement area :

- A. Almost of the area between apron Alpha to Charlie is the blind spot area, when ATC instruction is issued, aircraft are to manoeuvre by pilot discretion.
- B. Simultaneous operations on near parallel TWY due to minimum separation distance between RCL and TWY center line is 150 m. When IMC, the wide body aircraft may be requested to hold on the TWY for wide body aircraft landing or taking-off
- C. Taxiing on TWY PAPA in connection with TWY ECHO due to the minimum separation distance between TWY center line and objects is 39.5 m wide body aircraft to taxi with extreme caution.

VTBS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmittin g antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	SVB	111.4 MHz CH51X	H24	13 39 32.5 N 100 43 53.2 E		
ILS CAT II LOC/DME RWY 01L GP	I-SWS	109.1 MHz CH28X 331.4 MHz		13 42 22.3 N 100 44 37.8 E 13 40 27.8 N 100 44 03.6 E		←
ILS CAT II LOC/DME RWY 19R GP	I-SWN	109.5 MHz CH32X 332.6 MHz		13 40 07.5 N 100 44 02.4 E 13 42 03.9 N 100 44 28.9 E		←
ILS CAT II LOC/DME RWY 01R GP	I-SES	110.1 MHz CH38X 334.4 MHz		13 41 39.3 N 100 45 42.1 E 13 39 33.4 N 100 45 13.1 E		←
ILS CAT II LOC/DME RWY 19L GP	I-SEN	110.5 MHz CH42X 329.6 MHz		13 39 15.0 N 100 45 04.2 E 13 41 19.0 N 100 45 40.9 E		←

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4. ATC Clearance Procedures

4.1 Issuance of en route clearance

When flight formalities have been completed and aircraft is ready for departure (all doors are closed), all aircraft are to call Bangkok Control for ATC clearance on the following frequencies:

Frequency	Outbound routes
120.8 MHz	A464 (SOUTHBOUND), G458, M751, W19, W31
133.8 MHz	A1 (EASTBOUND), A202, W1
135.8 MHz	N891, G474, R468 (EASTBOUND)
128.7 MHz	A1/L507, A464 (NORTHBOUND), B346, G463/P646, R468 (WESTBOUND), R474, W9, W21

(Except : IFR aircraft departing to VTBD, VTBU, VTBK, VTBL, VTPI and VTPH at or below FL160 are to call Bangkok Approach on 125.8 MHz)

A call as in para 4.1 above shall include the aircraft call sign and proposed flight level, if different from flight plan.

4.2 Cancellation of en route clearance

After the ATC clearance received, pilots will be instructed to call the relevant Ground Control frequency for push back and start up, and should give parking stand number or location and received ATIS information.

4.2.1 In order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received.

4.2.2 If ATC clearance includes a departure time restrictions in order to establish longitudinal separation, pilots shall:

- keep listening watch on relevant Suvarnabhumi Ground Control frequency at all times for additional or revised ATC clearance and in readiness for push back; and
- call that Ground Control in the appropriate time with the departure time restriction.

Pilot who fail to comply with 4.2.2a and/or 4.2.2b will result in cancellation of ATC clearance.

4.3 Pilots shall give aircraft type when requesting ATC clearance, and shall contact defined ground control frequency accordingly to the parking stand for start up and push back, after ATC clearance received.

4.4 To reduce communication between pilot and tower controller, take off clearance provided by ATC shall not include departure frequency pilots are required to contact relevant approach frequency when airborne.

5. Push Back Procedures

5.1 Scope

The procedure covers and details the activities to be carried out by ATC staff, AOT staff and airport agencies staff when involved in the process of an aircraft start up and push back at Suvarnabhumi International Airport.

5.2 Objective

5.2.1 The procedure "Aircraft start up and push back" applies to all persons involved in handling the process of aircraft start up and push back.

5.2.2 The procedure also implies conditions for operations during Low Visibility Conditions at the airport.

5.3 General

- 5.3.1 Aircraft which are parked either nose in to the terminal building on a stand attached to a PASSENGER LOADING BRIDGE or nose in on a remote stand will need to be pushed back from the stand towards the taxilane centerline taking into account the standard taxiway routing.
- 5.3.2 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 start up, stating the parking position and after that for push back permission.
- Note.- fully ready in this sense means all passengers, hold and cargo doors are closed, the Passenger Loading Bridge is disconnected and back in its rest position, the tug is connected to the aircraft and the ground engineer is in position and in contact with the pilot in command.
- 5.3.3 When the anti-collision beacons of the aircraft have been switched on no vehicular movement is permitted behind the aircraft.
- 5.3.4 ATC may deviate from the standard push back procedure as stated below for reasons such as traffic or work in progress. The deviation will be given in the push back permission and the pilot-in-command has to make sure that the ground engineer fully understands the deviation.
- 5.3.5 The P.i.C. shall use minimum break away power and minimum taxi power when operating on the aprons and taxi lanes.
- 5.3.6 Nose wheel positions have been marked on the taxi lane centerline to indicate to the driver where the push pull manoeuvre has to be stopped and the tug can be disconnected.
- 5.3.7 A340-600 aircraft may only be pushed back using a towbarless tow tractor. This is to avoid blocking the road in front of the aircraft by a tractor with towbar.
- 5.3.8 To avoid jet blast in the apron areas pilots are urgently requested to adhere strictly to the start up and push back procedures and to use minimum break away power and taxi power when operation on the aprons and taxi lanes. Furthermore, the aircraft shall be pushed back and towed forward on the yellow taxi lane centre line marking.

VTBU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	UP	414 kHz	H24	1239.7N10059.7E	6 m / AGL	<p>DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal 40 NM at required altitude in various areas.</p> <p>1. 40 NM orbit flown from.</p> <ul style="list-style-type: none"> - RDL 041-090 degree ALT should not below 3 500 ft. - RDL 091-110 degree ALT should not below 4 500 ft. - RDL 111-200 degree ALT should not below 2 000 ft. - RDL 201-240 degree ALT should not below 4 000 ft - RDL 321-040 degree ALT should not below 4 500 ft. <p>2. 25 NM orbit flown from</p> <ul style="list-style-type: none"> - RDL 241-280 degree ALT should not below 2 500 ft. - RDL 281-320 degree ALT should not below 3 000 ft. <p>A. The Cat I ILS/DME installed at U-Taphao International Airport for RWY18. There is no back course. The localize aerial array is located on the extended runway centre line at distance of 420 m (1377.9 ft) from the threshold of RWY 36. The antenna array 1.30 m (4.3 ft) high is installed on top of wooden platform 3.6 m (11.8 ft) high above ground, with an aperture of 40.3 m (132.2 ft).</p> <p>B. DME paired with LOC. frequency omnidirectional, low power (100 watts).</p>
DVOR/DME	BUT	110.8 MHz CH 45X		1240.0N10100.0E		
ILS CAT I RWY 18 LOC/DME	IBUT	111.1 MHz CH 48X		1239.6N10100.2E		
GP		331.7 MHz		1241.5N10100.4E	5 m / AGL	
MM		75 MHz		1242.1N10100.0E		
Compass Locator	UT	234 kHz		1242.1N10100.0E		

VTBU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Fre- quency	Hours of opera- tion	Site of transmitting antenna coordinates	Elevation of DME trans- mitting antenna	Remarks
1	2	3	4	5	6	7
TACAN	BUT	CH 105	2300- 1100	1240.5N10100.4E		<p>C. Glide Path 3° above the horizontal, paired with localizer frequency. The 15 m (49.2 ft) glide path aerial mast is offset 120 m (393.7 ft) to the east side of runway centre line and from threshold of RWY18, 371 M (1217 ft).</p> <p>D. Middle Marker 1050 m (3445 ft) from threshold of RWY18 along extended runway centre line.</p> <p>Military Facilities 30 min PN to ATC.</p>

VTSS AD 2. AERODROMES

VTSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSS - SONGKLA / HAT YAI INTERNATIONAL AIRPORT

VTSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	065558N1002342E(WGS-84) Centre of runway 1600 M from THR RWY 08
2	Direction and distance from (city)	12 KM SW
3	Elevation/Reference temperature	27.5 M (90 ft) /26.8°C
4	MAG VAR/Annual change	0°24'W (1995) / 3'E
5	AD Administration, address, telephone, telefax, telex, AFS	Hat Yai International Airport Airports of Thailand Public Company Limited Hat Yai, Songkhla 90115, Thailand. Tel. 66-0-7422-7000 Fax. 66-0-7425-1334 AFS: VTSSYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTSS AD 2.3 OPERATIONAL HOURS VTSS

1	AD Administration	AD 2300-1700, ATS H24
2	Customs and immigration	Available within AD hours
3	Health and sanitation	Available within AD hours
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	2300-1500
9	Handling	Available within AD hours
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

VTSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Thai Airways International Public Co., Ltd.
2	Fuel/oil types	Jet A-1, AVGAS
3	Fuelling facilities/capacity	2 JET A-1 Refueller @ 12,000 LTS 1 AVGAS 100LL Refueller @ 3,000 LTS - JET A-1: 4 tank.TTK 960,000 LTS - AVGAS 100 LL: 1 tank.TTK 3,000 LTS
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	Nil

VTSS AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines and Taxis
4	Medical facilities	First aid at AD. Hospitals in the city
5	Bank and Post Office	In the city/ At AD open within AD HR.
6	Tourist Office	Office in the city Tel. (074) 243747 Telefax. (074) 245986
7	Remarks	2310555

VTSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Facility of Category 7 is provided
3	Capability for removal of disabled aircraft	Available-Category 7
4	Remarks	Nil

VTSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	The aerodrome is available all seasons.

VTSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
08	082°	3 050x45	60/F/C/X/T Asphaltic Concrete	065551.55N 1002249.84E (WGS-84)	THR 19.81 M/65 ft	
26	262°	3 050x45	60/F/C/X/T Asphaltic Concrete	065603.92N 1002428.30E (WGS-84)	THR 17.81 m/58 ft	
Slope of RWY-SWY		SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7		8	9	10	11	12
0.60% +0.30% -0.13% -0.80%		60x45	Nil	3290x300	Nil	Nil
(1110 m 1460 m 1910 m 3050 m)						
+0.80% +0.13% -0.30%-0.60%		60x45	Nil	3290x300	Nil	Nil
(1140 m 1590 m 1940 m 3050 m)						

VTSS AD 2.13 DECLARED DISTANCESVTSS

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
08	3050	3050	3110	3050	-
26	3050	3050	3110	3050	-

VTSS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig- nator	APCH LGT type LEN INTST	THRLG 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
26	SALS 420 m LIH	Green	PAPI Left/Right 3° (18.62 m)	Nil	Nil	3050 m,60 m White; FM 2450-3050 m Yellow:LIH	Red	Nil	Nil
08	Nil	Green	PAPI Left/Right 3° (20.44m)	Nil	Nil	3050 m,60 m White; FM 2450-3050 m Yellow:LIH	Red	Nil	Nil

VTSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: ON top of control tower , FLG WG EV 8 SEC and weather condition.
2	LDI location and LGT Anemometer location and LGT.	Wind Cone with light
3	TWY edge and centre line lighting	EDGE: All TWY Centre Line: Nil
4	Secondary power supply/switch-over time	RWY 08/26 supplied by stand by generator switch over time 15 SEC
5	Remarks	-


VTSS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	-
2	TLOF and/or FATO elevation M/FT	-
3	TLOF and FATO area dimensions, surface, strength, marking	-
4	True and MAG BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	Adjacent to apron: near Terminal Building

VTSS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on 0655.9N 10023.5E
2	Vertical limits	3000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Hat Yai Tower En, Thai
5	Transition altitude	11000 ft
6	Remarks	Nil

VTSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Hat Yai Approach	126.7 MHz 301.5 MHz	 H24	*Emergency Freq.
TWR	Hat Yai Tower	118.1 MHz 121.5* MHz 275.8 MHz 243.0* MHz		
GND	Ground Control	121.9 MHz 257.8 MHz		
ATIS	Hat Yai Intl.Airport	128.8 MHz		

VTSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME trans- mitting antenna	Remarks
1	2	3	4	5	6	7
NDB	HY	328 kHz	H24	065611.00N 1002320.07E (WGS-84)	37.3 m	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as following : - 40 NM orbit RDL 321-040 degree ALT should not below 2,000 ft. RDL 041-100 degree ALT should not below 3,000 ft. - 30 NM orbit RDL 101-130 degree ALT should not below 3,000 ft. RDL 131-240 degree ALT should not below 5,000 ft. - 15 NM orbit RDL 241-320 degree ALT should not below 5,000 ft. (due to border limited)
DVOR/DME	HTY	115.3 MHz CH100X		065602.75N 1002316.47E (WGS-84)		
COMPASS LOCATOR	TY	303 kHz		0655.9N 10025.1E		
ILS CAT I LOC/DME RWY26	IHTY	109.9 MHz CH 36X		065549.07N 1002230.14E (WGS-84)		
GP		333.8 MHz		065558.83N 1002419.24E (WGS-84)		
MM		75 MHz		065607.30N 1002455.23E (WGS-84)		
TACAN	HTY	115.70 MHz CH104X	2300- 1100 daily	065541N 1002344E		HR service 30 Min PN to ATC

VTSS AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

HAT YAI INTERNATIONAL AIRPORT

1. Reporting points for VFR flight
In order to expedite and maintain an orderly flow of air traffic into airport, the procedure of the inbound traffic of VFR flights, conventional and prop-jet aircraft, be set up as follow:
 - a) Aircraft entering to land from north of Hat yai international Airport, shall report over Pak Phayun District, designated as PAPA PAPA (0722.0N 10022.0E) which is approximately 26 NM on R-356 of HTY VOR/DME. When reaching PP the aircraft will be instructed to join aerodrome traffic circuit accordingly.
 - b) Aircraft entering to land from east of Hat Yai International Airport, shall report over Chana District, designated as CHARLIE NOVEMBER (0655.0E 10044.5E) which is approximately 20 NM on R-094 of HTY VOR/DME. When reaching CN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
 - c) Aircraft entering to land from south of Hat Yai International Airport, shall report over Sadao District, designated as SIERRA DELTA (0639.0N 10027.0E) which is approximately 18 NM on R-175 of HTY VOR/DME. When reaching SD the aircraft will be instructed to join aerodrome traffic circuit accordingly.
 - d) Aircraft entering to land from northwest of Hat Yai International Airport, shall report over Khao Hua Chang, designated as KILO CHARLIE (0718.0N 10002.0E) and Rattaphum District, designated as ROMEO PAPA (0708.0N 10016.0E) which are approximately 31 NM on R-315 and 14 NM on R-322 of HTY VOR / DME respectively, when reaching RP the aircraft will be instructed to join aerodrome traffic circuit accordingly.
2. Aerodrome traffic circuit
Using both sides of traffic circuit.
3. Overhead approach pattern
 - a) Using runway 08 by right turn pattern.
 - b) Using runway 26 by left turn pattern.

STARTING UP PROCEDURE

1. **Hat Yai International Airport**
 - 1.1 All IFR aircraft are to call "Ground Control" 5 minutes prior to start up to request for ATC clearance.
 - 1.2 Pilot are to inform "Ground Control" their call signs, and proposed flight level if it is different from the flight plan when they make the call as item 1.1 above.
 - 1.3 In order to provide a more flexible ground traffic movement all domestic departures shall on longer be required to be ready to taxi within 5 minutes after clearance received.

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SECONDARY/OTHER INTERNATIONAL AERODROME
AND NATIONAL AERODROMES

BURI RAM	VTUO
CHUMPHON	VTSE
KHON KHEN	VTUK
KRABI	VTSG
LAM PANG	VTCL
LOEI	VTUL
LOP BURI	VTBL
MAE HONG SON	VTCH
MAE HONG SON / Pai	VTCT
NAKHON PHATHOM / Kamphaeng Saen	VTBK
NAKHON PHANOM	VTUW
NAKHON RATCHASIMA	VTUQ
NAKHON RATCHASIMA / Khorat	VTUN
NAKHON SAWAN	VTPN
NAKHON SAWAN / Takli	VTPI
NAKHON SI THAMMARAT	VTST
NAKHON SI THAMMARAT / Cha-lan	VTSN
NAN	VTCT
NARATTHIWAT	VTSC
PATTANI	VTST
PHETCHABUN	VTPB
PHISANULOK	VTPP
PHRAE	VTCT
PRACHUAP KHIRI KHAN / Prachuap	VTBP
PRACHUAP KHIRI KHAN / Hua Hin	VTPH
RANONG	VTST
ROI ET	VTUV
SAKHON NAKHON	VTUI
SONGKHLA	VTST
SUKHOTHAI	VTPD
SURAT THANI	VTST
SURAT THANI / Samui	VTST
SURIN	VTUJ
TAK	VTPT
TAK / Mae Sot	VTPM
TRANG	VTST
TRAT	VTBO
UBON RATCHATANI / Ubon	VTUU
UDON THANI / Udon	VTUD



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VTUO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of oper- ation	Site of transmitting antenna Coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	BR	303 kHz	H24	151419.18N 1031509.15E	543.43 ft	LOC : Designated operation coverage 18 NM, ALT 7000 ft AMSL. GP : 3 DEG, RDH 50 ft DME : Paired with LOC FREQ.
DVOR/DME	BRM	117.2 MHz CH 119X		151422.43N 1031531.59E		
LOC RWY04 ILS CAT I	I-BRM	109.3 MHz		151427.29N 1031541.27E		
GP		332.0 MHz		151327.74N 1031454.49E		
DME	I-BRM	CH 30X (109.3 MHz)		151429.12N 1031539.63E		

VTUO AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

VTSE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS (For VOR/ ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	CP	279 kHz	H24	104303.93N 0992157.99E		50 NM coverage was check and found as follow : -Bearing 016-200 degrees ALT should not below 1,500 ft -Bearing 201-225 degrees ALT should not below 5,000 ft -Bearing 226-015 degrees unable to perform flight inspection due to border limited
DVOR/DME	CPN	110.0 MHz CH 37X		104240.21N 0992156.03E	5.50 m (18 ft)	DVOR/DME restriction, due to mountainous terrain coverage orbit shall be as follow : 1. 40 NM clockwise orbit flown from - RDL 011-190 degrees ALT should not below 2,000 ft - RDL 191-240 degrees ALT should not below 3,500 ft 2. RDL 241-010 degrees unable to fly. (due to border limited)
LOC RWY24 ILS CAT I	I-CPN	109.9 MHz		104218.37N 992103.61E		LOC : Designated operation coverage 18 NM, ALT 6300 ft AMSL ←
GP		333.8 MHz		104249.31N 992205.84E		GP : 3 DEG, RDH 50 ft
DME	I-CPN	CH 36X (109.9 MHz)		104220.40N 992102.42E	15 ft	DME : Paired with LOC FREQ. ←

VTSE AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

VTSG AD 2. AERODROMES

VTSG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSG - KRABI/KRABI AIRPORT

VTSG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	080545.49N 0985919.55E (WGS-84) 1500 m FM THR RWY14
2	Direction and distance from (city)	10 km NE from city
3	Elevation/Reference temperature	93 ft /TEMP 30°C
4	MAG VAR/Annual change	0°12' W / 0°3'E
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Krabi Airport Krabi Airport Amphoe Naua Khlong, Krabi Province Thailand 81130 TEL: 0-7563-6541-2 FAX: 0-7563-6549 AFS: VTSGYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	-

VTSG AD 2.3 OPERATIONAL HOURS

1	AD Administration	HJ
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	2330-1130
6	MET Briefing Office	HJ
7	ATS	2330-1130 Other than this period 1 HR PN to ATC
8	Fuelling	0100-1000
9	Handling	-
10	Security	H 24
11	De-icing	-
12	Remarks	-

VTSG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	-
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	2 JET A-1 Refueller @ 12,000 L 1 JET A-1 Refueller @ 3,000 L
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	-

VTSG AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Airport
3	Transportation	Limousines - car rent
4	Medical facilities	First AID at AD and hospital in the city
5	Bank and Post Office	-
6	Tourist Office	HJ
7	Remarks	-

VTSG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	-
4	Remarks	-

VTSG AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	The aerodrome is available all seasons.

VTSG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	3000	3000	3060	3000	-
32	3000	3000	3060	3000	-

VTSG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APC LGT type LEN INTST	H THRLG colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour,	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
14	SALS 420 m	Green	PAPI Left 3.6° (28.24 M)	Nil	Nil	3000 m 60 m White, LIH	Red	Nil	Nil
32	SALS 420 m	Green	PAPI Left 3.2° (25.25 M)	Nil	Nil	3000 m 60 m White, LIH	Red	Nil	Nil

VTSG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At tower building FLG W G EV 7 SEC
2	LDI location and LGT Anemometer location and LGT.	-
3	TWY edge and centre line lighting	EDGE : All Taxiways
4	Secondary power supply/switch-overtime	Secondary power supply at tower and Air Field Lighting (AFL).
5	Remarks	Nil

VTSG AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	-
2	TLOF and/or FATO elevation M/FT	-
3	TLOF and FATO area dimensions, surface, strength, marking	-
4	True and MAG BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	2 Landing areas

VTSG AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on KBI DVOR/DME
2	Vertical limits	2 000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Krabi Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTSG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Krabi Approach	120.05 MHz	**0100-1300	*Emergency Freq.
TWR	Krabi Tower	118.6 MHz 236.6 MHz *121.5 MHz	**0000-1200	**Other than this period 1 HR PN to ATC
GND	Krabi Ground Control	121.9 MHz	**0100-1200	
ATIS		132.40 MHz		

VTSG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of oper- ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	KB	299 kHz	H24	080619.0N 0985828.25E (WGS-84)	-	50 NM coverage restricted as follow : BRG 090-160 DEG ALT should not below 4000 ft. BRG 161-270 DEG ALT should not below 1500 ft. BRG 271-300 DEG ALT should not below 5000 ft. BRG 351-089 DEG ALT should not below 7000 ft. BRG 301-350 DEG excessive needle oscillation out of tolerances.
DVOR/DME	KBI	111.0 MHz CH47X		080627.19N 0985839.07E (WGS-84)		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitude in various areas 1. 40 NM clockwise orbit flown from -RDL 001-039 degree ALT should not below 3,500 ft. -RDL 040-270 degree ALT should not below 3,000 ft. -RDL 271-300 degree ALT should not below 5,000 ft. -RDL 351-360 degree ALT should not below 4,000 ft. 2.30 NM clockwise orbit flown from -RDL 301-350 degree ALT should not below 7,000 ft.
ILS CAT I LOC RWY 32	IKBI	110.1 MHz CH 38X		080630.62N 0985842.38E		Designated operation coverage 18 NM, ALT 6300 ft/AMSL.
DME				080629.46N 0985840.31E	71 ft	Paired with LOC freq.
GP		334.4 MHz		080519N 0985946.6E		3.2 DEG,RDH 15.13 M (55.05 ft)

VTSG AD 2.20 LOCAL TRAFFIC REGULATION

- For take-off and landing safety, aircraft type B737 or heavier take-off/landing must use the runway turn pads to back track. Due to prevent damage runway leading to cracks and creating FOD, pilots are to follow ATC instructions strictly.

VTSG AD 2.24 CHARTS RELATED TO AN AERODROME

	Page
Aerodrome Chart - ICAO	VTSG AD 2-11
Standard Instrument Departure Chart - RWY 14	VTSG AD 2-13
Standard Instrument Departure Chart - RWY 32	VTSG AD 2-15
Instrument Approach Chart - ICAO - RWY 32 -VOR Y	VTSG AD 2-19
Instrument Approach Chart - ICAO - RWY 32 –VOR Z	VTSG AD 2-20
Instrument Approach Chart - ICAO - RWY 32 - ILS or LLZ	VTSG AD 2-21



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VTCL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on LPN DVOR/DME (181636.75N 0993008.64E (WGS-84))
2	Vertical limits	2 000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language (S)	Lampang Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTCL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Lampang Approach	**119.3 MHz	2300-1100	*Emergency Freq.
TWR	Lampang Tower	*121.5 MHz **122.3 MHz 236.6 MHz		**Other this period 3 HR PN to ATC
ATIS		395 kHz		

VTCL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS(For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	LP	395 kHz	H24	181640.88N 0993026.88E (WGS-84)		DVOR/DME Restriction, due to Terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes in various areas; -RDL 351-070 beyond 40 NM should not below 6 000 ft. -RDL 071-130 beyond 30 NM should not below 6 000 ft.
DVOR/DME	LPN	114.7 MHz CH94X		181636.75N 0993008.64E (WGS-84)		

VTCL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/ MLS(For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of oper- ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC RWY 36	I-LPN	109.7 MHz	} H24	181651.64N 0993011.95E	782.58 ft	-RDL 131-320 beyond 40 NM should not below 6 000 ft -RDL 321-350 beyond 30 NM should not below 6 000 ft
DME		CH 34X (109.7)		181651.87N 0993014.39E		LOC : Designated operation coverage 18 NM, ALT 7000 ft AMSL DME : Paired with LOC Freq. GP : Not installation.

VTCH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Provincial Trade Office Aeronautical Radio of Thailand Company Ltd. Airports of Thailand Public Company Ltd. Thai Airways International Public Company Ltd.
2	Hours of service MET Office outside hours	0200-0900
3	Office responsible for TAF Preparation Periods of validity	supply TAF from Northern Regional Met. Center
4	Type of landing forecast Interval of issuance	supply TAF from Northern Regional Met. Center
5	Briefing/consultation provided	No
6	Flight documentation Language (s) used	-
7	Charts and other information available for briefing of consultation	Daily Weather Forecast
8	Supplementary equipment available for providing information	AWOS, Radar
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	IP system

VTCH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
11	108.75°	2000x30	41/F/C/X/T Asphalt	191815.29N 0975800.56E (WGS-84)	THR 865 FT TDZ 872 FT	
29	288.75°	2000x30	41/F/C/X/T Asphalt	191755.28N 0975905.72E (WGS-84)	THR 929 FT TDZ 929 FT	
Slope of REW-SWY		SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7		8	9	10	11	12
-		Nil	Nil	2 060 x 80	-	-
-		Nil	Nil	2 060 x 80	-	-

VTCH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
11	Nil	Nil	Nil	2000	-
29	2000	2000	2000	Nil	-

VTCH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig- nator	APCH LGT type LEN INTST	THRLG 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
11	RTIL	Green	PAPI Left 3° Right 3° (15.72 m)	Nil	Nil	2000 M 60 M White / LIM	Red	Nil	Nil
29	Nil	Nil	Nil	Nil	Nil	2000 M 60 M White / LIM	Red	Nil	Nil

VTCH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At Tower Building FLG WG EV 7 SEC
2	LDI location and LGT Anemometer location and LGT.	-
3	TWY edge and centre line lighting	EDGE: All TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport Switch-over time: 15 SEC
5	Remarks	Flares 2 HR PN

VTCH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on MHS DVOR/DME (191910.73N 0975443.50E(WGS-84)). Excluding the Myanmar territory.
2	Vertical limits	2000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language (s)	Mae Hong Son Tower En, Thai
5	Transition altitude	11000 ft
6	Remarks	-

VTCH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Mae Hong Son Approach	*126.2 MHz	2300-1100	*Other this period 3 HR PN to ATC
TWR	Mae Hong Son Tower	*122.3 MHz *236.6 MHz		
ATIS		384 kHz		

VTCH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/ MLS (For VOR/ ILS/MLS, give declination)	ID	Frequency	Hours of oper- ation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	MH	384 kHz	H24	191755.84N 0975830.59E (WGS-84)		Due to excessive needle swing during low approach (on bearing 020 at 8 NM to runway).
DVOR/DME	MHS	115.5 MHz CH102X		191910.73N 0975443.50E (WGS-84)		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM. At the required altitude in various areas as follow : - RDL 060-080 DEG beyond 40 NM should not below 8,500 ft. - RDL 081-120 DEG beyond 40 NM should not below 11,000 ft. - RDL 121-180 DEG beyond 40 NM should not below 9,000 ft. - RDL 181-059 DEG unable to performed due to border limited. DME unusable RDL 080-120 DEG beyond 30 NM altitude below 10,000 ft DVOR/DME unusable due to roughness and scalloping on RDL 040 distance between 10-12 DME, RDL 119 distance between 8-10 DME and RDL 090 Distance between 8-9 DME.

VTCH AD 2.20 LOCAL TRAFFIC REGULATIONS

- ▶ - To prevent of runway subside pilot of ATR aircraft or larger are request to make back track at the end of runway.

VTBK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN : At Parachute Tower
2	LDI location and LGT Anemometer location and LGT.	Nil Anemometer : 1 850 M from THR 21, no LGT Windsock : 240 M from THR 21, 267 M from THR 03, LGT
3	TWY edge and centre line lighting	Edge : All TWY Centre Line : Nil
4	Secondary power supply/switch-over time	All LGT at AD/ 3 SEC
5	Remarks	Nil

VTBK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True and MAG BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

VTBK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on KPS TACAN (1405.9N 9954.8E)
2	Vertical limits	2 000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Kamphaeng Saen Tower En, Thai
5	Transition altitude	6 000 FT
6	Remarks	Nil

VTBK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Kamphaeng Saen APP	347.2 MHZ 127.75 MHZ	H24	Secondary Operation
ASR	Arrival	347.2 MHZ 127.75 MHZ	0000-0900 weekdays MON-FRI (Except public holiday or on request 1 HR prior notice required to ATC)	Radar Approach Primary Operation during weekdays.
ASR	Departure	237.0 MHZ 134.1 MHZ		
SRA	Final Controller	382.4 MHZ 125.0 MHZ		
TWR	Kamphaeng Saen Tower	237.5 MHZ 123.3 MHZ 119.7 MHZ *121.5 MHZ *243.0 MHZ	H24	Primary Operation Secondary Operation
GND	Ground Control	257.8 MHZ 121.75 MHZ	H24	*Emergency Freq.

VTBK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (0° 17'W)	KPS	114.5MHZ CH 92 X	2300-1100	140956N 995715E	-	Nil
NDB (0° 17'W)	KPS	251.0 KHZ	2300-1100	141008N995735E	-	
LOC 21 ILS CAT I (0° 17'W)	IKPS	109.9MHZ	0100-0900	140514N995446E	-	
GP 21		333.8MHZ	0100-0900	140629N995534E	-	
MM 21		75 KHZ	0100-0900	140710N995854E	-	
OM 21		75 KHZ	0100-0900	141008N995735E	-	
TACAN	KPS	CH98	2300-1100	140522N995456E	-	

VTUW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
15	144.96°	2 500x45	61/F/C/X/T Asphaltic Concrete	172334.95 N 1043810.44E (WGS-84)	THR 587 ft TDX 587 ft	
33	324.96°	2 500x45	61/F/C/X/T Asphaltic Concrete	172228.37 N 1043859.32 E (WGS-84)	THR 555 ft TDZ 555 ft	
Slope of REW-SWY		SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7		8	9	10	11	12
-		60x60	-	2740x300	-	-
-		60x60	-	2740x300	-	-

VTUW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15	2 500	2 500	2 560	2 500	-
33	2 500	2 500	2 560	2 500	-

VTUW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig- nator	APCH LGT type LEN INTST	THRLG 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
15	Cat I 900 M	GREEN WBAR	PAPI Left 3° Right 3°	Nil	Nil	2 500 M 60 M White LIH	Red	Nil	-
33	SALS 420 M LIH	GREEN WBAR	PAPI Left 3°	Nil	Nil	2 500M 60 M White LIH	Red	Nil	-

VTUW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At Tower Building, FLG W EV 7 SEC
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VTUW AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on nakhon Phanom DVOR/DME (172317.87N 1043818.01E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Nakhon Phanom Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTUW AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Sakhon Nakhon Approach	123.35 MHz 284.0 MHz	2300-1100	*Emergency Freq.
TWR	Nakhon Phanom Tower	122.5 MHz *121.5 MHz		
GND	Nakhon Phanom Ground	121.9 MHz		

VTUW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS(For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NP	383 kHz	H24	172332.69N 1043833.44E (WGS-84)		Output 400 watts. 50 NM Coverage clockwise orbit data refer from commissioning checked as follow : -Bearing 170-350 degree at 2,100 ft -Bearing 351-169 degree unable to check due to border limited.
DVOR/DME	NKP	111.6 MHz CH5X		172317.87N 1043818.04E (WGS-84)		DVOR/DME coverage restriction as follow; -RDL 181-250 DEG beyond 40 NM ALT should not below 3500 ft. -RDL 251-320 DEG beyond 40 NM ALT should not below 2000 ft. -RDL 321-180 DEG unable to check due to border limited.

VTUW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of oper- ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC RWY15 ILS CAT I	I-NKP	109.7 MHz	H24	172220.65N 10439044.98E	552.54 ft	LOC : Designated operation coverage unable to perform 10 DEG/ 90 Hz 18 NM and 35 DEG/ 90 Hz 10 NM due to LAOS PDR border ALT 6000 ft AMSL.
GP		333.2 MHz		172324.48N 1043813.98E		GP : 3 DEG, RDH 50 ft
DME	I-NKP	Ch 34X (109.7 MHz)		172219.39N 1043903.02E		Paired with LOC FREQ.

VTUW AD 2.20 LOCAL TRAFFIC REGULATIONS

NAKHON PHANOM FLYING TRAINING AREA

VFR Departure/Arrival route flying training area within VT D64 in Bangkok FIR

DEPARTURE ROUTES:

Runway 15 (To Training Area 1)

Climb straight ahead until ALT 500 feet AGL. Turn right to crosswind leg, and climb on crosswind leg until ALT 1500 feet. Then proceed direct to point **TANGO** (172724.77N 1042630.25E / NKP R-290/12D), continue climbing to not above ALT 2000 feet at point **TANGO**. After point **TANGO** climb to final altitude and enter training area 1.

Runway 15 (To Training Area 2)

Climb straight ahead until ALT 1500 feet. Turn right proceed direct to point **SIERRA** (170833.95N 1043502.60E / NKP R-192/15D), continue climbing to not above ALT 2000 feet at point **SIERRA**. After point **SIERRA** climb to final altitude and enter training area 2.

Runway 33 (To Training Area 1)

Climb straight ahead until ALT 1500 feet. Then turn left to point **TANGO** (172724.77N 1042630.25E / NKP R-290/12D), continue climbing to not above ALT 2000 feet at point **TANGO**. After point **TANGO** climb to final altitude and enter training area 1.

Runway 33 (To Training Area 2)

Climb straight ahead until ALT 1100 feet. Turn left to crosswind leg and downwind leg, continue climbing on downwind until ALT 2000 feet. Then maintain ALT 2000 feet proceed direct to point **SIERRA** (170833.95N 1043502.60E / NKP R-192/15D). After point **SIERRA** climb to final altitude and enter training area 2.

ARRIVAL ROUTES:

Runway 15/33 (From Training Area 1)

Leaving training area 1, climb or descend, as appropriate, to ALT 3000 feet proceed to point **PAPA** (171714.81E 1042726.80E / NKP R-240/12D). Then proceed to point **UNIFORM** (172036.61N 1043511.55E / NKP R-228/4D) descending to ALT 1500 feet, and join downwind to the active runway as cleared by ATC. In case of PFL, from point **PAPA**, proceed to point **UNIFORM** descending to ALT 2500 feet and carry out PFL as cleared by ATC.

Runway 15/33 (From Training Area 2)

Leaving training area 2, climb or descend, as appropriate, to ALT 3000 feet proceed to point **PAPA** (171714.81E 1042726.80E / NKP R-240/12D). Then proceed to point **UNIFORM** (172036.61N 1043511.55E / NKP R-228/4D) descending to ALT 1500 feet, and join downwind to the active runway as cleared by ATC. In case of PFL, from point **PAPA**, proceed to point **UNIFORM** descending to ALT 2500 feet and carry out PFL as cleared by ATC.

CIRCUIT PROCEDURES:

Standard circuits shall be flown at ALT 1500 feet. Patterns shall be flown to the West of airfield (i.e. RWY15 RH, RWY33 LH circuits). Any deviation of this procedure is upon approval by ATC.

HOLDING POINTS IN TRAINING AREA

If required, you may be instructed to hold in the training area. The following are the points designated for holding:

Area 1 Point **KILO** (173547.38N 1041536.09E / NKP R-300/25D)

Area 2 Point **NOVEMBER** (165705.22N 1043103.47E / NKP R-195/27D)

Point **CHARLIE** (165652.14N 1042533.65E / NKP R-205/29D)

VTUQ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/ MLS(For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of oper- ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	KR	399 kHz	H24	145723.28N 1021852.93E	732 ft	LOC : Designated operation coverage 18 NM, ALT 7000 ft AMSL GP : 3 DEG, RDH 54 ft DME : Paired with LOC Freq.
DVOR/DME	NKR	110.2 MHz CH39X		145647.66N 1021840.35N		
LOC RWY 30 ILS CAT I	I-NKR	109.7 MHz		145719.26N 1021925.51E		
GP		333.2 MHz		145643.23N 1021826.07E		
DME	I-NKR	CH 34X (109.7 MHZ)		145717.24N 1021926.61E		

VTUQ AD 2.20 LOCAL TRAFFIC REGULATIONS
VFR REPORTING POINTS AND LOCAL PROCEDURES

Nakhon Ratchasima Airport

1. Reporting points for VFR flight In order to expedite and maintain an orderly flow of air traffic into Nakhon Ratchasima Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft be set up as follow :
 - a) Aircraft entering to land from northeast of Nakhon Ratchasima Airport shall report over Ban Huai Hin, designated as LIMA (1453.0N 10236.4E) which is approximately 16.5 NM at 4 000 ft on R-102 of NKR DVOR/DME and Ban Nong Sano, designated as KILO (1453.0N 10223.0E) which is approximately 5.5 NM at 3 000 ft on R-133 on NKR DVOR/DME respectively, when reaching KILO the aircraft will be instructed by Khorat approach to join aerodrome traffic pattern accordingly.
 - b) Aircraft entering to land from southeast of Nakhon Ratchasima Airport, shall report over Pak Thong Chai district, designated as PAPA (1443.0N 10201.7E) which is approximately 22 NM at 4 000 ft on R-232 of NKR DVOR/DME and Ban Nong Sano, designated as KILO which is approximately 5.5 NM at 3 000 ft on R-133 of NKR DVOR/DME respectively, when reaching KILO the aircraft will be instructed by Khorat approach to join aerodrome traffic pattern accordingly.
2. Aerodrome traffic circuit
 - a) Using RWY 24 by entering left traffic circuit only.
 - b) Using RWY 06 by entering right traffic circuit only.

VTUN AD 2. AERODROMES

VTUN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUN - NAKHON RATCHASIMA / KHORAT AIRPORT



VTUN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat 145600N Long 1020500E
2	Direction and distance from (city)	020/5 km from Nakhon Ratchasima
3	Elevation/Reference temperature	222 m(729) /35° C
4	MAG VAR/Annual change	Nil
5	AD Administration, address, telephone, telefax, telex, AFS	Wing 1, Khorat AFB Royal Thai Air Force Nakhon Ratchasima Province Tel: (044)358051 Fax: (02) 5346000 Ext. 41366 AFS : VTUNYXXYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTUN AD 2.3 OPERATIONAL HOURS

1	AD Administration	0100-0900 MON-FRI
2	Customs and immigration	Nil
3	Health and sanitation	0100-0900 MON-FRI
4	AIS Briefing Office	0100-0900 MON-FRI
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	0100-0900 MON-FRI
7	ATS	H24
8	Fuelling	0100-0900 MON-FRI
9	Handling	0100-0900 MON-FRI
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

VTUN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	JP8, Octane 100/130, Oil
3	Fuelling facilities/capacity	4JP8 trucks 20 000 litres and 1 Octain truck 6 000 litres
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

VTUN AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	In the city
3	Transportation	Car hire from and to the city
4	Medical facilities	First aid at Aerodrome, hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	Office in the city
7	Remarks	Nil

VTUN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	One Helicopter
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

VTUN AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	The aerodrome is available all seasons.

VTUN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 75/R/B/Y/U
2	Taxiway width, surface and strength	Width: 23 M Surface: Concrete Strength: PCN 75/R/B/Y/U
3	ACL location and elevation	Elevation : 221 m (727 ft)
4	VOR/INS checkpoints	Nil
5	Remarks	Nil

VTPI AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5NM radius centred on 1516.1N 10218.0E
2	Vertical limits	2 000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Takhli Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTPI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Takhli APP	325.0 MHz 124.0 MHz	H24	Secondary Operation
ASR	Takhli Arrival	325.0MHz 124.0 MHz	0100-0900 weekdays MON-FRI (Except public holiday or on request 1 HR prior notice required to ATC)	Radar Approach Primary Operation during weekdays.
ASR	Takhli Departure	282.5 MHz 134.1 MHz		
SRA	Final Controller	382.4 MHz		
TWR	Takhli Tower	241.5 MHz 133.25 MHz *121.5 MHz *243.0 MHz	H24 H24	*Emergency Freq.
GND	Takhli Ground	236.6 MHz 257.8 MHz 121.75 MHz		
ATIS		253.0 MHz	0100-0900, Mon- Fri (Exception, Sat-Sun)	

VTPI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/ MLS (For VOR/ ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	TL	350 kHz	H24	151608.09N 1001751.05E (WGS-84)		
TACAN	TKL	CH95	2300-1100	1516.5N10018.0E		
ILS CAT I LOC	I-TKL	109.9 MHz	MON-FRI 0100-0900	151539N1001743E		
GP/DME		333.8 MHz CH36X	MON-FRI 0100-0900	151715N1001752E		
MM		75 MHz	MON-FRI 0100-0900	151759N1001746E		

VTSF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Concrete Strength : PCN 45 / R / C / X / T
2	Taxiway width, surface and strength	Width : 23 M Surface : Asphaltic Concrete Strength : PCN 42 / F / C / X / T
3	ACL location and elevation	-
4	VOR/INS checkpoints	-
5	Remarks	Nil

**VTSF 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 of aircraft stands	-
2	RWY and TWY markings and LGT	RWY and TWY : Marked and lighted
3	Stop bars	-
4	Remarks	Nil

VTSF AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
	Radio Mast HGT 60 M MARKED RED LGT ON TOP	083452N 0995658E	-		

VTSF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Fourth army Area Command
2	Hours of service MET Office outside hours	2300-0100, 0900-1200
3	Office responsible for TAF Preparation Periods of validity	-
4	Type of landing forecast Interval of issuance	-
5	Briefing/consultation provided	No
6	Flight documentation Language (s) used	-
7	Charts and other information available for briefing or consultation	Daily Weather Forecast
8	Supplementary equipment available for providing information	AWOS
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	IP system

VTSF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
01	06.49°	2100 x 45	42/F/C/X/T Asphaltic Concrete	083148.51N 0995637.41E (WGS-84)	THR 13 FT TDZ 13 FT	
19	186.49°	2100 x 45	42/F/C/X/T Asphaltic Concrete	083256.73N 0995644.61E (WGS-84)	THR 13 FT TDZ 13 FT	
Slope of RWY-SWY		SWY dimensions (M)	CWY dimension (M)	Strip dimensions (M)	OFZ	Remarks
7		8	9	10	11	12
0.00%		60x60	Nil	2340x300	Nil	Nil
0.00%		60x60	Nil	2340x300	Nil	Nil

VTSF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NK	289 kHz	H24	083248.08N 0995626.67E	13 ft	Unusable from 330-340 ° due to excessive needle swing.
DVOR/DME	NKS	117.4 MHz CH 121X		083229.95N 0995648.67E		Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM, at required altitudes is various areas: RDL 001-190 beyond 40 NM should not below 2500 ft. RDL 191-240 beyond 40 NM should not below 7000 ft. RDL 241-280 beyond 25 NM should not below 8000 ft. RDL 281-320 beyond 40 NM should not below 7000 ft. RDL 321-360 beyond 40 NM should not below 5000 ft.
LOC RWY01 ILS CAT I	I-NKS	109.7 MHz		083301.91N 995645.15E		LOC : Designated operation coverage 18 NM, ALT 6500 ft AMSL
GP		333.2 MHz		083157.52N 995642.32E		GP : 3 DEG, RDH 50 ft
DME	I-NKS	CH 34X (109.7 MHz)		083301.52N 995647.74E		DME : Paired with LOC FREQ.

VTSF AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

VTCN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Nan Approach	120.25 MHz	2300-1000	*Emergency Freq.
TWR	Nan Tower	**118.55 MHz *121.5 MHz **236.6 MHz *243.0 MHz		**After this period and holidays 3 HR PN to ATC
ATIS		355 kHz	H24	

VTCN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NN	355 kHz	H24	184826.00N 1004711.91E (WGS-84)		NDB restriction, orbit coverage in mountain terrain and border limited was check and found as follow: -40 NM from bearing 331-045 DEG (CW) altitude should not below 8000 ft (due to border limited). -20 NM from bearing 046-160 DEG (CW) altitude should not below 6500 ft (due to border limited). -50 NM from bearing 161-330 DEG (CW) altitude should not below 7500 ft.
DVOR/DME	NAN	115.7 MHz CH104X		184832.76N 1004657.31E (WGS-84)		DVOR/DME restriction, due to Mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM. At the required altitude in various areas as follow: -RDL 011-110 DEG at 20 NM should not below 8000 ft. -RDL 111-160 DEG at 20 NM should not below 6000 ft. -RDL 161-180 DEG at 40 NM should not below 6000 ft. -RDL 181-330 DEG at 40 NM Should not below 7000 ft. -RDL 311-010 DEG at 40 NM should not below 8000 ft.

VTCN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/ MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME trans- mitting antenna	Remarks
1	2	3	4	5	6	7
ILS CAT I RWY02 LOC/DME	INAN	110.3 MHz CH40X	H24	184903.30N 1004714.13E	687.34ft	LOC designated operation coverage 18 NM, ALT 7 000 ft AMSL
DME				184904.17N 1004711.85E		DME paired with LOC FREQ
GP		335.0 MHz		184808.72N 1004648.08		GP 3.4 DEG, RDH 58 ft

VTSC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
02	2000	2000	2060	2000	-
20	2000	2000	2060	2000	-

VTSC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLG 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
02	CAT I 900 m LIH	Green	PAPI Left 3° Right 3°	Nil	Nil	2000 m 60 m white/LIH	Red	Nil	Nil
20	RTIL	Green	PAPI Left 3° Right 3°	Nil	Nil	2000 m 60 m white/LIH	Red	Nil	Nil

VTSC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At Tower Building, FLG WG EV 7 SEC
2	LDI location and LGT Anemometer location and LGT.	-
3	TWY edge and centre line lighting	EDGE : ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport. Switch-over time: 15 SEC
5	Remarks	Flares 2 HR PN

VTSC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on NTW DVOR/DME (063138.24N 1014442.48E)(WGS-84)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language (S)	Narathiwat Tower En, Thai
5	Transition altitude	11000 FT
6	Remarks	Nil

VTSC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Narathiwat Approach	125.55 MHz 284.0MHz	2300-1000	*Emergency Freq.
TWR	Narathiwat Tower	*121.5 MHz 122.7 MHz **236.6 MHz		Primary Freq. } Upper Secondary Freq. } Side-band
G/A/G	Narathiwat Radio	6577 kHz 5490 kHz		
ATIS		383 kHz		

VTSC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NT	383 kHz	H24	063120.61N 1014454.75E (WGS-84)		Output 400 watts NDB, 50 NM coverage restriction as follow: -BRG 260-300 DEG ALT should not below 5500ft. -BRG 301-055 DEG ALT should not below 1500ft. BRG 056-259 DEG unable to perform flight inspection due to border limited. Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM. At required altitude in various areas: 1.40 NM clockwise orbit flown from -RDL 270-290 DEG ALT should not below 9 000 ft. -RDL 291-300 DEG ALT should not below 4 000 ft. -RDL 301-020 DEG ALT should not below 2 000 ft. 2.20 NM clockwise orbit flown from -RDL 021-130 DEG ALT should not below 2000 ft. -RDL 131-270 DEG ALT should not below 5 000 ft. ILS coverage over a sector 35° either side of runway centre-line, no back course and voice feature. Distance 1050 m to THR RWY 02.
DVOR/DME	NTW	116.3 MHz CH110X		063138.24N 1014442.48E (WGS-84)		
ILS CAT I LOC RWY 02	INTW	110.1 MHz		063149.20N 1014452.49E (WGS-84)		
GP/DME		334.4 MHz CH 38X		063048.90N 1014430.60E (WGS-84)		
MM		75 MHz		063010.15N 1014406.57E (WGS-84)		

VTPB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PH	283.0 kHz	H24	163939.13N 1011125.30E (WGS-84)		Output 400 watts. NDB can not provide adequate signal to 50 NM at required altitude in various areas due to mountainous area around the STN : -RDL 041-180 DEG beyond 50 NM should not below 7000 ft. -RDL 181-270 DEG beyond 50 NM should not below 7100 ft. -RDL 271-340 DEG beyond 50 NM should not below 8500 ft . -RDL 341-015 DEG flown to 45 NM should not below 8500 ft. (due to border limited) -RDL 016-040 DEG beyond 50 NM should not below 7000 ft.
DVOR/DME	PCB	115.4 MHz CH 101X		164033.66N 1011148.12E (WGS-84)		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal 40 NM at the required altitude in various areas as following : -RDL 061-230 DEG beyond 30 NM ALT should not below 6500 ft. -RDL 231-320 DEG beyond 30 NM ALT should not below 8000 ft. -RDL 321-060 DEG beyond 40 NM ALT should not below 7500 ft.
ILS CAT I RWY36 LOC/DME	IPCB	109.1 MHz CH 28X		164117.65N 1011142.43E	446.84 ft	LOC designated operation coverage 18 NM, ALT 7000 ft AMSL
DME				164117.66N 1011144.85E		DME Paired with LOC FREQ.
GP		331.4 MHz		164008.96N 1011146.42E		GP 3 DEG, RDH 50 ft

VTPB AD 2.20 LOCAL TRAFFIC REGULATIONS

Nil

VTPP AD 2. AERODROMES

VTPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPP – PHITSANULOK / PHITSANULOK AIRPORT

VTPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	164659N 1001645E (WGS -84)
2	Direction and distance from (city)	3 km N, from city
3	Elevation/Reference temperature	145 ft / 40°C
4	MAG VAR/Annual change	0°12 'W (2001) / 0° 3'E
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Phitsanulok Airport Phitsanulok Airport Phitsanulok Province Thailand. TEL. (055) 301010-13 FAX. (055) 301009 AFS : VTPPYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTPP AD 2.3 OPERATIONAL HOURS

1	AD Administration	2300-1430
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	2300-1430
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	H24
8	Fueling	0100-1430

VTPP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	-
2	Fuel/oil types	JET A-1 AVGAS
3	Fueling facilities/capacity	2 JET A-1 Refueller @ 12,000 L 1 AVGAS Refueller @ 3,000 L

VTTP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine and car hire from the airport
4	Medical facilities	-
5	Bank and Post Office	Bank : Nil Post Office : Open from 0130-0930

VTTP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	-
4	Remarks	Nil

VTTP AD 2.7 SEASONAL AVAILABILITY -CLEARING

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	The aerodrome is available all seasons.

VTTP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Width : 137.5 m Surface : Concrete / Asphaltic Concrete Strength : PCN 45/F/C/X/T, PCN 61/F/C/X/T
2	Taxiway width, surface and strength	Width : 23 m Surface : Asphaltic Concrete Strength : PCN 45/F/C/X/T, PCN 61/F/C/X/T
3	ACL Location and elevation	-
4	VOR/INS checkpoints	-
5	Remarks	Nil

**VTTP 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 of aircraft stands	Marked
2	RWY and TWY marking and LGT	RWY AND TWY : Marked and lighted.
3	Stop bars	Marked
4	Remarks	NIL

VTPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN : At Tower Building, FLG W G EV 7 SEC.
2	LDI location and LGT Anemometer location and LGT.	-
3	TWY edge and centre line lighting	EDGE: ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport Switch-over time: 15 SEC
5	Remarks	Flares 2 HR PN

VTPP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on NAN DVOR/DME (164613.34N 1001728.70E)
2	Vertical limits	2 000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Phitsanulok Tower En, Thai
5	Transition altitude	11000 FT
6	Remarks	Nil

VTPP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phitsanulok Approach	120.7 MHz 284.0MHz	H24	*Emergency Freq.
TWR	Phitsanulok Tower	121.5* MHz 118.9 MHz 236.6 MHz		
GND	Ground Control	121.9 MHz		
ATIS	Phitsanulok airport	263 MHz		

VTPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of opera- tion	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PL	263 KHZ	H24	164745.44N 1001632.62E		-Excessive ADF oscillation between 100° to 120° clock wise. -Airway radial 076 usable to 5 NM only. Distance 1270 m from South end of RWY 32.
DVOR/DME	PSL	114.1 MHz CH 88X		164613.34N 1001728.70E		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows:- -RDL 001°-130° ALT should not below 5,500 ft -RDL 131°-260° ALT should not below 3,000 ft -RDL 261°-360° ALT should not below 5,000 ft
ILS CAT I LOC RWY 32	IPSL	110.1 MHz		164746.19N 1001608.82E (WGS-84)		- Designated operational coverage 18 NM ±10° and 10 NM ±35° of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 310 m from THR of runway 14.
GP/DME		334.4 MHz CH38X		164629.87N 1001711.63E (WGS-84)		- Glide Path 3° - DME co-located with Glide Slope power output 100 watts Uni-directional.
TACAN		CH99		1647.6N 10016.7E		Military Facility, operation on request 30 MIN PN to ATC.

VTTP AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

PHITSANULOK AIRPORT

1. Reporting points for VFR flight
In order to expedite and maintain an orderly flow of air traffic into Phitsanulok Airport, the procedures of the inbound traffic of VFR flights, conventional and prop-jet aircraft is set up as follow:
 - a) Aircraft entering to land from north of Phitsanulok Airport, shall report over Watt Boot District, designated as WHISKY BRAVO (1659.5N 10019.0E) which is approximately 13.5 NM on R-007 of PSL VOR/DME. When reaching WB the aircraft will be instructed to join aerodrome traffic circuit accordingly.
 - b) Aircraft entering to land from east of Phitsanulok Airport, shall report over Wang Thong District, designated as WHISKY TANGO (1649.0N 10026.0E) which is approximately 9 NM on R-069 of PSLV OV/DME. When reaching WT the aircraft will be instructed to join aerodrome traffic circuit accordingly.
 - c) Aircraft entering to land from south of phitsanulok Airport, shall report over Sam Ngam District, designated as SIERRA NOVEMBER (1630.5N 10012.5E) which is approximately 17 NM on R-191 of PSL VOR/DME. When reaching SN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
 - d) Aircraft entering to land from west of Phitsanulok Airport, shall report over Bang Rakam District, designated as BRAVO ROMEO (1645.5N 10007.5E) which is approximately 10 NM on R-263 of PSL VOR/DME. When reaching BR the aircraft will be instructed to join aerodrome traffic circuit accordingly.
 - e) Aircraft entering from northwest of Phitsanulok Airport, shall report over Kong Krairat District, designated as KILO KILO (1656.0N 9958.0E) which is approximately 21 NM on R-292 of PSLVOR/DNE. When reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
2. Aerodrome traffic circuit
Using both sides of traffic circuit.
3. Overhead approach pattern.
 - a) Using runway 15 by right turn pattern.
 - b) Using runway 33 by left turn pattern.

VTPP AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

VTBP AD 2. AERODROMES

VTBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBP – PRACHUAP KHIRIKHAN/PRACHUAP AIRPORT

VTBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat 114712N Long 0994818E
2	Direction and distance from (city)	3 KM SE of Prachuap Khirikhan Province
3	Elevation/Reference temperature	451 FT /28°C
4	MAG VAR/Annual change	10(3)25.5 °C
5	AD Administration, address, telephone, telefax, telex, AFS	Wing 53, Prachuap Air Force Base Prachuap Khirikhan Province Tel: 5341039 Fax: 5344840 AFS: VTBPYXYX
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	Nil

VTBP AD 2.3 OPERATIONAL HOURS

1	AD Administration	0100-0900 MON-FRI
2	Customs and immigration	Nil
3	Health and sanitation	Nil
4	AIS Briefing Office	0100-0900 MON-FRI
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	2300-1100 every day
7	ATS	2300-1100 every day
8	Fuelling	0100-0900 MON-FRI
9	Handling	0100-0900 MON-FRI
10	Security	H 24
11	De-icing	Nil
12	Remarks	Outside these HR services are available O/R. Request to be submitted to TWR not later than 0900 UTC.

VTBP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	JP8, AVGAS 100LL, PTT, SAE 40 Aero Shell Turbine 500, Hydronic spec Mil-H-5605,9150
3	Fuelling facilities/capacity	4 trucks 5 500 litres, 75 litres/MIN.
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

VTBP AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	In the city
3	Transportation	Car hire from and to the city
4	Medical facilities	First aid at Aerodrome. Hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	Office in the city
7	Remarks	Nil

VTBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within ATS HR; 2 fire fighting trucks with 4 000 L Of water 500 L of foam
2	Rescue equipment	Yes, 1 boat of 15 persons
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

VTBP AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	The aerodrome is available all seasons.

VTBP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Asphalt Strength : PCN 39/F/A/Y/T
2	Taxiway width, surface and strength	Width : TWY A 50 ft, TWY B 30 ft Surface : Asphalt Strength : PCN 50/F/D/X/T (TWY A)
3	ACL location and elevation	Location : At apron Elevation: 10 ft
4	VOR/INS checkpoints	Nil
5	Remarks	Nil

VTPH AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT Coordinates		
a	b	c	a	b	
-	Radio mast HGT 85 m painted red/ white LGTD on top.	123430N 995730E	-		
	Radio mast HGT 60 m painted red/ white LGTD on top.	123748N 995713E			
	Antenna HGT 156 ft AGL/ Marked and LGTD.	124004.57N 995704.23E			

VTPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Border patrol Police, Parachutre Police Aviation Institute
2	Hours of service MET Office outside hours	0000-1200
3	Office responsible for TAF Preparation Periods of validity	Supply TAF from Southern (Eastcoast) Regional Met. Center.
4	Type of landing forecast Interval of issuance	Supply TAF from Southern (Eastcoast) Regional Met. Center.
5	Briefing/consultation provided	No
6	Flight documentation Language (s) used	-
7	Charts and other information available for briefing or consultation	Daily Weather Forecast
8	Supplementary equipment available for providing information	AWOS, Radar
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	IP system

VTPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
16	159.96°	2100x35	42 F/B/Y/T Asphaltic Concrete	123841.01N 0995652.75E (WGS84)	THR 62 ft TDZ 62 ft	
34	339.96°	2100x35	42 F/B/Y/T Asphaltic Concrete	1237841.54n 0995715.28E (WGS-84)	THR 17 ft TDZ 22 ft	
Slope of RWY-SWY		SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7		8	9	10	11	12
-		29x50	Nil	2309x150	-	-
-		60x65	Nil	2309x150	-	-

VTPH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2 100	2 100	2 129	2 100	-
34	2 100	2 100	2 160	1 950	-

VTPH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLG 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
16	Nil	Nil	PAPI Left 3° (15.72 m)	Nil	Nil	2100 m 60 m White, LIH	Red	Nil	-
34	Nil	Nil	Nil	Nil	Nil	2100 m 60 m White, LIH	Red	Nil	Nil
* RWY 16 PAPI restriction. Due mountain on right side of approach path, distance approximately 6 NM from RWY, 1300 ft height, aircraft approach to RWY 16 Should be careful,									

VTSR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/ MLS (For VOR/ ILS/MLS, give declination)	ID	Frequency	Hours of oper- ation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	RN	375 kHz	H24	094659.91N 983527.60E (WGS-84)		DVOR/DME restriction, due to mountainous terrain surround DVOR/ DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: -RDL 020 -120 DEG ALT should not below 14000 ft. -RDL 121-170 DEG ALT should not below 11000 ft. -RDL 171-200 DEG ALT should not below 6500 ft. -RDL 201-019 DEG unable to fly due to border limited.
DVOR/DME	RAN	113.4 MHz CH 81X		094643.18N 983502.11E (WGS-84)		
ILS CAT I LOC/DME RWY02	I-RAN	110.5 MHz CH 42X		094718.17N 983524.92E (WGS-84)		
GP		331.7 MHz		094620.14 983454.88E (WGS-84)		

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VTUV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME trans- mitting antenna	Remarks
1	2	3	4	5	6	7
NDB	RE	319 kHz	H 24	160638.46N 1034641.60E		
DVOR/DME	ROT	111.2 MHz CH 49X		160700.59N 1034619.45E		
LOC RWY36 ILS CAT I	I-ROT	109.5 MHz		160744.28N 1034627.64E		LOC : Designated operation coverage 18 NM, ALT 6700 ft AMSL.
GP		332.6 MHz		160635.76N 1034620.54E		GP : 3 GEG, RDH 50 ft
DME	I-ROT	CH 32X (109.5 MHz)		160744.36N 1034625.22E	448 ft	DME : Paired with LOC FREQ.

VTUV AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

VTUI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At Tower Building, FLG W G EV 7 SEC.
2	LDI location and LGT Anemometer location and LGT.	-
3	TWY edge and centre line lighting	Edge: ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport. Switch over time: 15 SEC.
5	Remarks	Nil

VTUI AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on RAN DVOR/DME (171250.89N1040812.34E(WGS-84))
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (s)	Ranong Tower En, Thai
5	Transition altitude	11,000 ft
6	Remarks	Nil

VTUI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Sakon nakhon Approach	123.35 MHZ	2300-1100	* Emergency Freq.
TWR	Sakon Nakhon Tower	*121.5 MHZ 119.65 MHZ 236.6 MHZ	2300-1100	
ATIS		375 kHz	2300-1100	

VTUI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS (For VOR/ ILS/MLS, give VAR)	ID	Frequency	Hours of oper- ation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	SN	365 kHz	H 24	171149.17N 10406653.42E (WGS-84)	-	NDB unuseable between 140-180 degrees beyond 15 NM
DVOR/DME	SKN	114.2 MHz CH 89	H 24	171250.89N 1040812.34E (WGS-84)		DVOR/DME coverage restriction as follow : REL 001-090 DEG beyoun 30 NM ALT should not below 2000 FT RDL 091-130 DEG beyoun 30 NM ALT should not below 1500 FT RDL 131-280 DEG beyoun 40 NM ALT should not below 4000 FT RDL 281-360 DEG beyoun 40 NM ALT should not below 2500 FT
IILS CAT I RWY 23 LOC	ISKN	110.3 MHz CH 40X	H 24	171107.73N 1040630.87E (WGS-84)		Designated operation coverage 18 NM. ALT 6800 FT/AMSL.
DME				171106.06N 1040632.52E	527 FT	Paired with LOC FREQ
GP		335.0 MHz	H 24	171208.11N 1040728.88E		3 DEG REF Datum height 50 FT

VTPO AD 2. AERODROMES

VTPO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPO – SUKHOTHAI/SUKHOTHAI AIRPORT

VTPO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	171416N 994906E 1050 m From THR 36
2	Direction and distance from (city)	27 KM From Sukhothai
3	Elevation/Reference temperature	54.5 M (179 ft)
4	MAG VAR/Annual change	0°12'W (2001) / 3'E
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Sukhotahi Airport Sukhothai Airport 99 Moo 4 Klong Krachong, Swankhalok District Sukhothai Thailand 64120 TEL: (055) 612803 FAX: (055) 612804 AFS: VTPOZTZX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTPO AD 2.3 OPERATIONAL HOURS

1	AD Administration	0000-1000
2	Customs and immigration	Customs: Available Immigration: Available
3	Health and sanitation	Quarantine available
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	0000-0800
6	MET Briefing Office	-
7	ATS	2300-1100
8	Fuelling	Available within AD hours
9	Handling	Available within AD hours
10	Security	H24
11	De-icing	-
12	Remarks	Nil

VTPO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	-
2	Fuel/oil types	JA 1, by truck
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	-

VTPO AD 2.5 PASSENGER FACILITIES

1	Hotels	Available in town
2	Restaurants	Available in town
3	Transportation	Limousines
4	Medical facilities	First AID at airport
5	Bank and Post Office	Available in town
6	Tourist Office	Office in town Tel: (055)681370 Telefax : (055) 610085
7	Remarks	-

VTPO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

→	1	AD category for fire fighting	Category 5
	2	Rescue equipment	-
	3	Capability for removal of disabled aircraft	-
	4	Remarks	-

VTPO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	The aerodrome is available all seasons.

VTPO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18	2100	2160	2100	2100	-
36	2100	2250	2100	2100	-

VTPO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLG 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
Nil									

VTPO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At tower building.
2	LDI location and LGT Anemometer location and LGT.	-
3	TWY edge and centre line lighting	Nil
4	Secondary power supply/switch-over time	40 SEC
5	Remarks	-

VTPO AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	-
2	TLOF and/or FATO elevation M/FT	-
3	TLOF and FATO area dimensions, surface, strength, marking	-
4	True and MAG BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	-

VTPO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius FM NDB excluding Phitsanulok TMA
2	Vertical limits	2 000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Sukhothai Tower, sukhothai Approach EN, Thai
5	Transition altitude	ALT 7 000 ft.
6	Remarks	Active BTN 0000-0800 ft

VTPO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phitsanulok Approach	120.7 MHz	2300-1100	* Emergency Freq.
TWR	Sukhothai Tower	118.7 MHz *121.5 MHz		

VTPO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME trans- mitting antenna	Remarks
1	2	3	4	5	6	7
NDB	THS	292 kHz	H24	171406.81N 994919.23E	181.03 FT	DME : Paired with NDB Freq.
ME	THS	Ch 40X (292 kHz)		171408.27N 994906.83E		
LOC RWY 36 ILS CAT I	ISKT	109.5 MHz		171458.01N 994906.83E		
GP		332.6 MHz		171351.07N 994902.08E	175.79 FT	GP : 3 DEG, RDN 50 ft
DME	ISKT	Ch 32X (109.5 MHz)		171457.85N 994909.24E		DME : Paired with LOC Freq

VTSB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : concrete Strength: PCN 65/R/C/X/T
2	Taxiway width, surface and strength	TWY A and B Width : 23 M Surface : Asphaltic Concrete Strength : PCN 65/F/C/X/T TWY C (Parallel TWY), D, E, F, G, H, I and J Width : 23 M Surface : Concrete Strength : PCN 65/R/C/X/T
3	ACL location and elevation	-
4	VOR/INS checkpoints	-
5	Remarks	Nil

**VTSB 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 of aircraft stands	-
2	RWY and TWY markings and LGT	RWY and TWY: Marked and lighted
3	Stop bars	-
4	Remarks	Nil

VTSB AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	-
a	b	c	a	b	
-	Radio mast HGT 45 M, painted red/ white LGTD on top.	090900N 991000E	-	-	
	Radio mast HGT 45 M painted red/white LGTD on top.	090823N 990715E			
	Radio mast HGT 121 M painted red/white LGTD on top.	090750N 992130E			

VTSB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Air-force intelligence Agency : Air Div Wing 7
2	Hours of service/MET Office outside hours	1300-1600
3	Office responsible for TAF Preparation Periods of validity	supply TAF from Southern (Eastcoast) Regional Met. Center
4	Type of landing forecast Interval of issuance	supply TAF from Southern (Eastcoast) Regional Met. Center
5	Briefing/consultation provided	No
6	Flight documentation Language (s) used	-
7	Charts and other information available for briefing or consultation	Daily Weather Forecast
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	IP system

VTSB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04	44.09°	3 000x45	65/F/C/X/T Asphaltic Concrete	090722.19N 0990733.72E (WGS-84)	THR 20 FT TDZ 20 FT
22	224.09°	3 000x45	65/F/C/X/T Asphaltic Concrete	090832.55N 0990842.50E (WGS-84)	THR 18 FT TDZ 18 FT
Slope of RWY-SWY	SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
-	60x45	Nil	3270x300	-	-
-	60x45	Nil	3270x300	-	-

VTSB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of oper- ation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	SR	338 kHz	H24	090759.29N 0990843.63E (WGS-84)		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage orbit 40 NM as follow : RDL 001-070 DEG ALT should not below 1500 FT RDL 071-090 DEG ALT should not below 3500 FT RDL 091-150 DEG ALT should not below 5000 FT RDL 151-190 DEG ALT should not below 1500 FT RDL 191-360 DEG ALT should not below 4000 FT RDL 227 DEG distance approximate 10-13 DME out of tolerance roughness and scalloping.
DVOR/DME	STN	110.6 MHz CH43X		090746.24N 0990805.09E (WGS-84)		
ILS CAT I LOC RWY22	ISTN	109.5 MHz		090715.04N 990726.77E (WGS-84)		
GP/DME		332.6 MHz CH32X		090821.76N 990837.47E (WGS-84)		
TACAN	SRT	CH79	2300-1100	0907.9N 9908.1E		- Designated operational coverage 18 NM $\pm 10^\circ$ and 10 NM $\pm 35^\circ$ of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 305 m from THR of runway 04. - Glide Path 3° - DME co-located with Glide Slope power output 100 watts Uni-directional. Military Facility

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VTST AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Trang Approach	125.3 MHz	2300-1100	
TWR	Trang Tower	118.4 MHz 236.6 MHz		
ATIS		134.5 MHz		

VTST AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	TR	248 kHz	H24	073042.59N 0993712.34E (WGS-84)	47.29 ft	Out put 25 Watts.
DVOR/DME	TRN	116.6 MHz CH113X		073032.17N 0993733.67E (WGS-84)		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal 40 NM at the required altitude in various areas as following : -RDL 150-350 DEG at 40 NM ALT should not below 4,000 ft. -RDL 351-020 DEG at 40 NM ALT should not below 6,000 ft. -RDL 021-150 EDG at 20 NM ALT should not below 6,000 ft.
LOC RWY 08 ILS CAT I	ITRN	110.3 MHz		073038.42N 993743.17E		LOC : Designated Operation Coverage 18 NM, ALT 6300 ft/ AMSL
GP		335.0 MHz		073030.79N 993634.69E		GP : 3.50 DEG, RDH 58 ft
DME		CH 40X (110.3)		073040.75N 993742.82E		DME : Paired with LOC FREQ.

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VTBO AD 2. AERODROMES

VTBO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBO – TRAT (KHAO SMING)/TRAT AIRPORT

VTBO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	121631N 1021912E Centre line of RWY, 900 m From THR 23
2	Direction and distance from (city)	32 KM , NW of city (Trat)
3	Elevation/Reference temperature	82 ft (25 m.) /36°C
4	MAG VAR/Annual change	0° 37' W (2009) 0° 3' W
5	AD Administration, address, telephone, telefax, telex, AFS	Trat Airport Bangkok Airways CO.,LTD 99 Moo 3 Tambon Tasom Khao Saming District Trat Thailand TEL: (039) 525777 FAX: (039) 525778
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTBO AD 2.3 OPERATIONAL HOURS

1	AD Administration	2300-1130
2	Customs and immigration	-
3	Health and sanitation	-
4	AIS Briefing Office	2300-1100
5	ATS Reporting Office (ARO)	2300-1100 other this period 3 HR PN to ATC via AFTN : VTBBZAZX or TEL 0 2285 9695
6	MET Briefing Office	2300-1100
7	ATS	2300-1100 other this period 3 HR PN to ATC via AFTN : VTBBZAZX or TEL 0 2285 9695
8	Fuelling	-
9	Handling	Nil
10	Security	H24
11	De-icing	-
12	Remarks	Nil

VTBO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	-
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	-

VTBO AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousines
4	Medical facilities	First AID at airport
5	Bank and Post Office	In the city
6	Tourist Office	Office in town
7	Remarks	-

VTBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	AVBL at fire fighting truck
3	Capability for removal of disabled aircraft	Nil
4	Remarks	-

VTBO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	The aerodrome is available all seasons.

VTBO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	N/A
2	Taxiway width, surface and strength	N/A
3	ACL location and elevation	THR 18 , 61 ft
4	VOR/INS checkpoints	N/A
5	Remarks	ACFT parking on RWY

VTBO 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 of aircraft stands	N/A
2	RWY and TWY markings and LGT	RWY : Marking and lighting
3	Stop bars	N/A
4	Remarks	No TWY

VTBO AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT Coordinates		
a	b	c	a	b	
Nil			Hill	210 m. (690 ft)	121608N 1021805E
			Hill	206 m. (676 ft)	121533N 1021909E
			Hill	102.46 m. (340 ft)	121601N 1021845E

VTBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	U-Taphao (VTBU)
2	Hours of service MET Office outside hours	2300-1130 Tel : 66(0) 2399 4566-75 (H24)
3	Office responsible for TAF Preparation Periods of validity	U-Taphao (VTBU) Met Centre
4	Type of landing forecast Interval of issuance	TAF
5	Briefing/consultation provided	At Control Tower
6	Flight documentation Language (s) used	THAI, ENGLISH
7	Charts and other information available for briefing or consultation	METAR, TAF, SIGMET (At VTBU)
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	Control Tower
10	Additional information (Limitation of service, etc.)	2300-1130

VTBO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
05	051.28°	1800x45	PCN 12/F/B/Y/U ASPH/CONC	121612.65N 1021848.46E (WGS-84)	-	
23	231.28°	1800x45	PCN 12/F/B/Y/U ASPH/CONC	121649.30N 1021934.94E (WGS-84)	-	
Slope of REW-SWY		SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7		8	9	10	11	12
-0.80%-0.40% (1550, 250)		-	60 x150	1920x150	-	-
+0.40%+0.80% (250, 1550)		-	60 x 150	1920x150	-	-

VTBO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
05	1800	1860	1800	1800	-
23	1800	1860	1800	1800	-

VTBO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLG 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	-	Green	PAPI Left 4°	-	1800 M 60 M White	1800 M 60 M White	RED	-	-
23	-	Green	PAPI Left 3°	-	1800 M 60 M White	1800 M 60 M White	RED	-	-

VTBO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: On top of Control Tower. FLG WG EV 3 SEC 2300-1130
2	LDI location and LGT Anemometer location and LGT.	WDI 315 m offset 100 m FM THR23 left side illuminated WDI at THR23 right side offset 88 m. WDI 628 offset 88 m FM THR23 right side illuminated
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	STBY power switch-overtime 17 SEC
5	Remarks	-

VTBO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Trat NDB (121628.10N 1021850.08E)
2	Vertical limits	2 000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language (S)	Trat Tower EN, Thai
5	Transition altitude	11 000 ft.
6	Remarks	-

VTBO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Trat Approach	118.6 MHz	2300-1100	If unable to contact Approach Control Centre/office attempt to contact tower on Approach frequency Other than this period and holiday 3 HR PN to Bangkok Approach Control Centre via AFTN: (VTBBZAZX) TEL: 0 2285 9695
TWR	Trat Tower	122.9 MHz		

VTBO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME trans- mitting antenna	Remarks
1	2	3	4	5	6	7
NDB	TRT	384 kHz	H24	121628.10N 1021850.08E	24 m from ground	NDB restriction, due to NDB 50 NM orbit coverage data found as follows:- - Bearing 001-130° unusable due to border limited. - Bearing 131-320° Altitude should not below 5 000 feet. - Bearing 321-360° Altitude should not below 8 000 feet.
DME	TRT	Tx. 997 MHz Rx.1060 MHz CH 36 (109.9 MHz)		121628.10N 102185008E	5 m from ground	DME restriction, due to DME 25 NM orbit coverage data found as follows :- - Bearing 001-060° Altitude should not below 2 000 feet. Flown at 10 NM unusable beyond 10 NM due to border limited. - Bearing 061-120° Altitude should not below 4 000 feet. Flown at 10 NM unusable beyond 10 NM due to border limited. - Bearing 121-140° Altitude should not below 4 000 feet. Flown at 10 NM unusable beyond 10 NM due to border limited. - Bearing 141-260° Altitude should not below 9 000 feet. - Bearing 261-330° Altitude should not below 5 000 feet. - Bearing 331-360° Altitude should not below 12 000 feet.

VTBO AD 2.20 LOCAL TRAFFIC REGULATIONS

- If an aircraft is parking on RWY, using the RWY is totally prohibited for another aircraft.

VTUU AD 2. AERODROMES

VTUU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUU – UBON/ UBON RATCHATHANI AIRPORT

VTUU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	151505N1045213E (WGS-84)
2	Direction and distance from (city)	1 km N, from city
3	Elevation/Reference temperature	406 ft/36°C
4	MAG VAR/Annual change	0° 12'W/2'E
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Ubon Ratchathani Airport Ubon Ratchathani Airport Amphone Muang, Ubon Ratchathani Province 34000 Thailand. TEL. (045) 245612-3 FAX. (045) 244406 AFS : VTUUYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTUU AD 2.3 OPERATIONAL HOURS

1	AD Administration	2300-1430 *After this period 1 HR PN to ATC.
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	2300-1430
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	H24
8	Fuelling	0100-1130

VTUU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	-
2	Fuel/oil types	JET A-1, AVGAS
3	Fuelling facilities/capacity	-

VTUU AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	In the city
3	Transportation	Limousine
4	Medical facilities	-
5	Bank and Post Office	Bank : Available Post office : Available
6	Tourist Office	Office in the city
7	Remarks	Nil

VTUU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 7
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	-
4	Remarks	Nil

VTUU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	The aerodrome is available all seasons.

VTUU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 61/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 m Surface: Asphaltic concrete Strength: PCN 61/F/C/X/T

VTUU 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 of aircraft stands	-
2	RWY and TWY markings and LGT	RWY and TWY : Marked and lighted

VTUU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
05	3 000	3 000	3 060	3 000	-
23	3 000	3 000	3 060	3 000	-

VTUU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLG 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	SALS 420 m LIM	Green WBAR	PAPI Left 3°	Nil	Nil	3 000 m 60 m White, LIM	Red	Nil	Nil
23	SALS 420 m LIM	Green WBAR	PAPI Left 3°	Nil	Nil	3 000 m 60 m White, LIM	Red	Nil	Nil

VTUU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At Tower Building, FLG W G EV 4 SEC.
2	LDI location and LGT Anemometer location and LGT.	-
3	TWY edge and centre line lighting	EDGE: All TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport, Switch – over time : 15 SEC.
5	Remarks	Nil

VTUU AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on UBL DVOR/DME (151442.71N 1045157.30E) (WGS-84)
2	Vertical limits	3 000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Ubon Tower EN, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTUU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ubon Approach	123.5 MHz 257.8 MHz	**2330-1430	*Emergency Freq.
TWR	Ubon Tower	*121.5 MHz 119.9 MHz *243.0 MHz 274.5MHz	H24	**Other this period 3 HR PN TO ATC
GND	Ground Control	121.9 MHz 275.8 MHz		
ATIS		373 kHz		
ASR/SSR	Departure Control	335.5 MHz 134.1 MHz	MON,TUE,THU and FRI 0230-0430 and 0600-0730 WED 0230-0430 SAT,SUN and Public HOL NOT AVBL	Royal Thai Air Force ASR/SSR OPS AVBL for MIL - Coverage/HGT : ASR 70 NM/40 000 ft SSR 700 NM/100 000 ft - EM : ASR-0500 KW SSR 1.5 KW
	Arrival Control	282.2 MHz 125.75 MHz		
SRA		382.4 MHz		

VTUU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME trans- mitting antenna	Remarks
1	2	3	4	5	6	7
NDB	UB	373 kHz	H24	151425.83N 1045148.77E (WGS-84)		Out put 100 watts.
DVOR/DME	UBL	112.7 MHz CH74.X		151442.71N 1045157.30E (WGS-84)		Coverage or bit data refer from commissioning checked : - RDL 071-110 DEG at 30 NM ALT should not below 2,000 ft. (due to border limited) - RDL 111-070 DEG at 40 NM ALT should not below 2,000 ft.
ILS CAT I LOC RWY23	IUBL	110.1 MHz CH38X		151423.85N 1045120.10E (WGS-84)		A. ILS coverage over sector of 35 either side of runway centerline, no back course and voice feature, the antenna array is located on extended runway centerline at distance 500 M from THR of RWY 05, height of antenna array is 4.1 M from ground level. B. Glide Path angle 3.0°. C. DME co-located with glide path power output 100 watts omnidirectional. D. No marker
GP/DME		334.4 MHz		151526.05N 1045247.13E (WGS-84)		
TACAN	UBL	114.6 MHz CH93	MON,TUE THU AND FRI 0230-0430 and 0600-0730 WED 0230-0430 SAT, SUN And Public Holiday not available	1515.7N 10453.2E		

VTUU AD 2.20 LOCAL TRAFFIC REGULATIONS
VFR REPORTING POINTS AND LOCAL PROCEDURES

UBON RATCHATHANI AIRPORT

1. Reporting points for VFR flight
In order to expedite and maintain an orderly flow of air traffic into Ubon Ratchathani Airport, The procedures of inbound traffic or VFR flight, conventional and prop jet aircraft be set up as follow:
 - a) Aircraft entering to land from north of Ubon Ratchathani Airport, shall report over Khuang Nai District, designated as KILO NOVEMBER (1523.0N 10434.0E) and / or Nong Tae District designated as NOVEMBER (1524.4N 10447.9E) which are 22 NM on R-300 and 11NM on R-337 of UBL VOR/DME respectively. When reaching November the aircraft will be instructed to join aerodrome traffic pattern accordingly.
 - b) Aircraft entering to land from west or southwest of Ubon Ratchathani Airport, shall report over Kantharom District, designated as KILO ROMEO (1505.5N 10431.5E) and/or Pak Nam Chi designated as DELTA (1511.5N 10443.5E) which are 24 NM on R-248 and 10 NM on R-250 of UBL VOR/DME respectively. When reaching DELTA the aircraft will be instructed to join aerodrome traffic pattern accordingly.
 - c) Aircraft entering to land from south of Ubon Ratchathani Airport, shall report over Sri-cai Bridge, designated as SIERRA (1506.0N 10454.4E) which is 9 NM on R-167 of UBLVOR/DME. When Reaching SIERRA the aircraft will be instructed to join aerodrome traffic pattern accordingly..
2. Aerodrome traffic circuit
Using both sides of traffic circuit.
3. Overhead approach pattern
 - a) Using runway 05 by left turn pattern.
 - b) Using runway 23 by right turn pattern
4. Landing and Take - off
.
In order to avoid the high percentage of noise pollution at Ubon Airport, If traffic and weather condition permit, Pilots are requested to land by using RWY23 and take off RWY05.

VTUD AD 2. AERODROMES

VTUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUD- UDON THANI / UDON THANI AIRPORT

VTUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	172311N1024718E (WGS-84)
2	Direction and distance from (city)	3 km SW, from city
3	Elevation/Reference temperature	579 ft 26°C
4	MAG VAR/Annual change	0° 18'W/3'E
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Udon Thani Airport Udon Thani Airport Tambon Makkhaeng, Amphoe Muang, Udon Thani Province 41000 Thailand. TEL. (042) 244426 FAX. (042) 246804 AFS : VTUDYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTUD AD 2.3 OPERATIONAL HOURS

1	AD Administration	2300-1430 *After this period 1 HR PN to ATC.
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	2300-1430
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	2300-1430 Other than this period 1 HR PN to ATC.
8	Fuelling	2300-1400

VTUD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	-
2	Fuel/oil types	Jet A-1, AVGAS
3	Fuelling facilities/capacity	1 JET A-1 Refueller @ 12,000 L 1 JET A-1 Refueller @ 8,000 L 1 AVGAS DC Motor Dispenser from drum 200 L

VTUD AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine

VTUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 8
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	-
4	Remarks	Nil

VTUD AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	The aerodrome is available all seasons.

VTUD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 61/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Concrete Strength PCN 61/R/C/X/T

**VTUD 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 of aircraft stands	Marked
2	RWY and TWY markings and LGT	RWY and TWY : Marked and lighted

VTUD AD 2.10 AERODROME OBSTACLES

In approach /TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings /LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
-	Radio mast HGT 80 M painted red/ white LGTD on top	172444N 1024733E	-	-	
	Radio mast HGT 105 M painted red/ white LGTD on top.	172655N 1024714E			
	Two Radio masts HGT 120 M Painted red/white LGTD on top.	172455N 1024738E 172343N 1024743E			

VTUD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Air-Force intelligence Agency : Air Div Wing 23 Aeronautical Radio of Thailand Company Ltd. Airports of Thailand Public Company Ltd. Thai Airways International Public Company Ltd.
2	Hours of service MET Office outside hours	2300-1300
3	Office responsible for TAF Preparation Periods of validity	Supply TAF from Northeastern Regional Met. Center
4	Type of landing forecast Interval of issuance	Supply TAF from Northeastern Regional Met. Center
5	Briefing/consultation provided	No
6	Flight documentation Language (s) used	-
7	Charts and other information available for briefing or consultation	Daily Weather Forecast
8	Supplementary equipment available for providing information	AWOS
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	IP system

VTUD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
12	117.69°	3 048x45	65/F/C/X/T Asphalt	172333.72N 1024631.65E (WGS-84)	THR 579 ft TDZ 579 ft	
30	297.68°	3 048x45	65/F/C/X/T Asphalt	172248.62N 1024803.73E (WGS-84)	THR 579 ft TDZ 579 ft	
Slope of RWY-SWY		SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7		8	9	10	11	12
	-	300x45	Nil	3 768x300	-	-
	-	300x45	Nil	3 768x300	-	-

VTUD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
12	3 048	3 048	3 348	3 048	No SWY lights
30	3 048	3 048	3 348	3 048	No SWY lights

VTUD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig- nator	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
12	SALS 420 m LIH	GREEN	PAPI Left 3°	Nil	Nil	3 048 m 60 m White LIH	Red	Nil	Nil
30	SALS 420 m LIH	GREEN	PAPI Left 3°	Nil	Nil	3 048 m 60 m White LIH	Red	Nil	Nil

VTUD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At Tower Building, FLG WG EV 4 SEC. IBN : Nil	←
2	LDI location and LGT Anemometer location and LGT.	-	
3	TWY edge and centre line lighting	EDGE: All TWY	
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport. Switch-over time 13 SEC	←
5	Remarks	Nil	

VTUD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on UDN DVOR/DME (172304.20N1024630.05E (WGS-84))
2	Vertical limits	3 000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Udon Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTUD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Udon Approach	126.2 MHz 265.9 MHz	2300-1430	*Emergency Freq.
TWR	Udon Tower	*121.5 MHz 122.5 MHz *243.0 MHz 355.4 MHz		**Other than this period 1 HR PN to ATC
GND	Ground Control	121.9 MHz 275.8 MHz		
G/A/G	Udon Radio	6595 KHz 5631 KHz		Primary Freq. } Upper Secondary Freq. } Side band
ATIS	Udon airport	236 kHz (ON VOICE CH OF UD NDB) 392.5 MHz	0100-0900 (MON-FRI)	

VTUD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

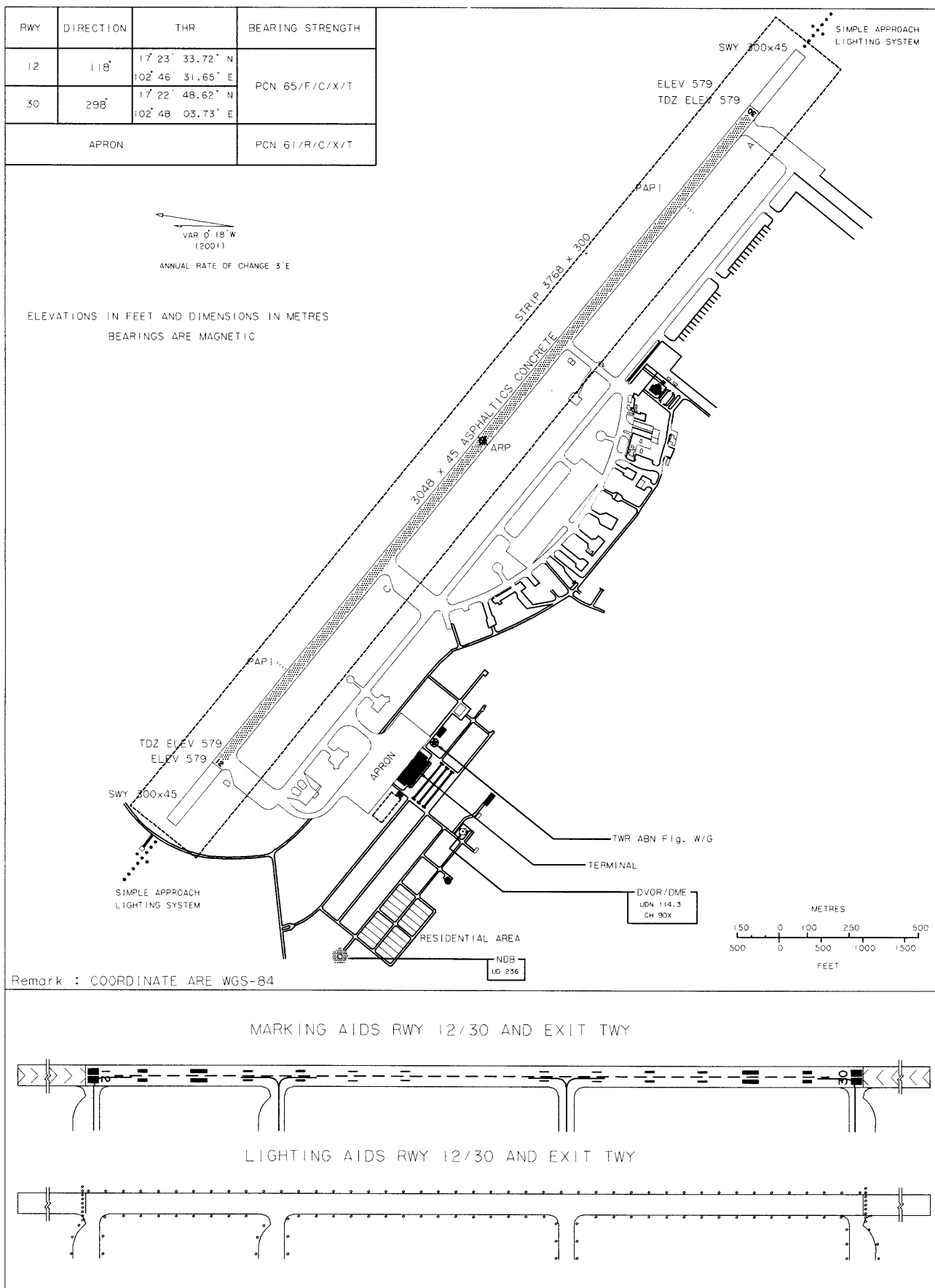
Type of aid, MAG VAR CAT of ILS/ MLS(For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of oper- ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	UD	236 kHz	H24	172316.17N 1024611.49E		<p>Coverage orbit data refer from commissioning checked due to mountainous terrain coverage orbit shall be as follows :</p> <ul style="list-style-type: none"> -RDL 091-330 DEG at 40 NM ALT should not below 3,000 ft. -RDL 331-090 DEG at 20 NM ALT should not below 3,000 ft. (due to border limited) <p>- Designated operational coverage 18 NM $\pm 10^\circ$ and 10 NM $\pm 35^\circ$ of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 505 m from THR of runway 12.</p> <p>- Glide path 3°</p> <p>- DME co-located with Glide Slope power output 100 watts Uni-directional.</p> <p>Military Facilities PN 30 min to ATC</p>
DVOR/DME	UDN	114.3 MHz CH90X		172304.20N 1024630.05N (WGS-84)		
ILS CAT I LOC RWY 30	IUDN	110.1 MHz		172341.25N 1024616.25E (WGS-84)		
GP/DME		334.4 MHz CH38X		172256.70N 1024755.94E (WGS-84)		
TACAN	UDN	CH86		1722.9N 10248.1E		

VTUD AD 2.24 CHARTS RELATED TO AN AERODROME

	Page	
Aerodrome Chart - ICAO	VTUD AD 2-11	←
Instrument Approach Chart - ICAO - RWY 12 - NDB	VTUD AD 2-13	
Instrument Approach Chart - ICAO - RWY 12 - VOR	VTUD AD 2-15	
Instrument Approach Chart - ICAO - RWY 12 – VOR/DME	VTUD AD 2-17	
Instrument Approach Chart - ICAO - RWY 30 – VOR/DME	VTUD AD 2-18	
Instrument Approach Chart - ICAO - RWY 30 – ILS/DME	VTUD AD 2-19	
Instrument Approach Chart - ICAO - RWY 30 – LLZ/DME	VTUD AD 2-20	

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AERODROME CHART-ICAD 17° 23' 11" N ELEV 579 ft TWR 122.5 UDON THANI / Udon Thani
102° 47' 18" E 176 m 355.4



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