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

AIP - THAILAND
Amendment 2
19 NOV 09

1. Insert the attached replacement pages. The checklist (GEN 0.4-1 TO GEN 0.4-9) 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 This amendment information contained in the following which are hereby superseded: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 2006

C5620/A2566

NOTAM 2008

C0549/A0267

C6384/A2635

NOTAM 2009

C2717
C6229

C4739/A1676

AIP Supplement : Series

2007	:	A12
2008	:	A10
2009	:	A5

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

Page	Date	Page	Date	Page	Date
PART 1-GENERAL (GEN)		2.2-8	30 Jul 09	3.5-2	10 Dec 08
GEN 0		2.2-9	30 Jul 09	3.5-3	10 Dec 08
0.1-1	10 Dec 08	2.2-10	30 Jul 09	3.5-4	10 Dec 08
0.1-2	10 Dec 08	2.2-11	30 Jul 09	3.5-5	10 Dec 08
0.1-3	10 Dec 08	2.3-1	10 Dec 08	3.5-6	10 Dec 08
0.2-1	10 Dec 08	2.3-2	10 Dec 08	3.5-7	10 Dec 08
0.3-1	10 Dec 08	2.3-3	10 Dec 08	3.5-8/Chart	10 Dec 08
*0.4-1	19 Nov 09	2.4-1	10 Dec 08	3.6-1	10 Dec 08
*0.4-2	19 Nov 09	2.4-2	10 Dec 08	3.6-2	10 Dec 08
*0.4-3	19 Nov 09	2.5-1	10 Dec 08	3.6-3	10 Dec 08
*0.4-4	19 Nov 09	2.5-2	10 Dec 08	3.6-4/Chart	10 Dec 08
*0.4-5	19 Nov 09	2.6-1	10 Dec 08	GEN 4	
*0.4-6	19 Nov 09	2.6-2	10 Dec 08	4.1-1	10 Dec 08
*0.4-7	19 Nov 09	2.7-1	10 Dec 08	4.1-2	10 Dec 08
*0.4-8	19 Nov 09	GEN 3		4.1-3	10 Dec 08
*0.4-9	19 Nov 09	3.1-1	10 Dec 08	4.2-1	10 Dec 08
0.5-1	10 Dec 08	3.1-2	10 Dec 08	4.2-2	10 Dec 08
0.6-1	10 Dec 08	3.1-3	10 Dec 08	4.2-3	10 Dec 08
0.6-2	10 Dec 08	3.1-4	10 Dec 08	4.2-4	10 Dec 08
GEN 1		3.1-5	10 Dec 08	4.2-5	10 Dec 08
1.1-1	10 Dec 08	3.2-1	10 Dec 08	4.2-6	10 Dec 08
1.1-2	10 Dec 08	3.2-2	10 Dec 08		
1.2-1	10 Dec 08	*3.2-3	19 Nov 09	PART 2-EN-ROUTE(ENR)	
1.2-2	10 Dec 08	3.2-4	10 Dec 08	ENR 0	
1.2-3	10 Dec 08	3.2-5	10 Dec 08	*0.6-1	19 Nov 09
1.2-4	10 Dec 08	3.2-6	10 Dec 08	0.6-2	10 Dec 08
1.3-1	10 Dec 08	3.2-7	10 Dec 08		
1.3-2	10 Dec 08	3.2-8	10 Dec 08		
1.3-3	10 Dec 08	3.2-9	10 Dec 08		
1.3-4	10 Dec 08	3.2-10	10 Dec 08	ENR 1	
1.4-1	10 Dec 08	3.2-11	10 Dec 08	1.1-1	10 Dec 08
1.4-2	10 Dec 08	3.2-13	10 Dec 08	1.2-1	10 Dec 08
1.5-1	10 Dec 08	3.3-1	10 Dec 08	1.2-2	10 Dec 08
1.6-1	10 Dec 08	3.3-2	10 Dec 08	1.2-3	10 Dec 08
1.7-1	10 Dec 08	3.3-3	10 Dec 08	1.2-4	10 Dec 08
1.7-2	10 Dec 08	3.3-4	10 Dec 08	1.2-5	10 Dec 08
GEN 2		3.4-1	10 Dec 08	1.2-6	10 Dec 08
2.1-1	10 Dec 08	3.4-2	10 Dec 08	1.2-7	10 Dec 08
2.1-2	10 Dec 08	3.4-3	10 Dec 08	1.3-1	10 Dec 08
2.2-1	30 Jul 09	3.4-4	10 Dec 08	1.4-1	10 Dec 08
2.2-2	30 Jul 09	3.4-5	10 Dec 08	1.4-2	10 Dec 08
2.2-3	30 Jul 09	3.4-6	10 Dec 08	1.5-1	10 Dec 08
2.2-4	30 Jul 09	3.4-7	10 Dec 08	*1.6-1	19 Nov 09
2.2-5	30 Jul 09	3.4-8	10 Dec 08	1.6-2	10 Dec 08
2.2-6	30 Jul 09	3.4-9	10 Dec 08	1.6-3	10 Dec 08
2.2-7	30 Jul 09	3.5-1	10 Dec 08	1.6-4	10 Dec 08

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

Page	Date	Page	Date	Page	Date
1.6-5	10 Dec 08	1.14-8	10 Dec 08	3.1-13	10 Dec 08
1.6-6	10 Dec 08	1.14-9	10 Dec 08	3.1-14	10 Dec 08
*1.6-7	19 Nov 09	ENR 2		3.1-15	10 Dec 08
1.6-9/Chart	10 Dec 08	2.1-1	10 Dec 08	3.1-16	10 Dec 08
1.7-1	10 Dec 08	2.1-2	10 Dec 08	3.1-17	30 Jul 09
1.7-2	10 Dec 08	2.1-3	10 Dec 08	3.1-18	10 Dec 08
1.7-3	10 Dec 08	2.1-4	10 Dec 08	3.1-19/Chart	10 Dec 08
1.8-1	10 Dec 08	2.1-5	10 Dec 08	3.3-1	10 Dec 08
1.8-2	10 Dec 08	2.1-6	10 Dec 08	3.3-2	10 Dec 08
1.8-3	10 Dec 08	2.1-7	10 Dec 08	3.3-3	10 Dec 08
1.8-4	10 Dec 08	2.1-8	10 Dec 08	3.6-1	10 Dec 08
1.8-5	10 Dec 08	2.1-9	10 Dec 08	ENR 4	
1.8-6	10 Dec 08	2.1-10	10 Dec 08	4.1-1	10 Dec 08
*1.9-1	19 Nov 09	2.1-11	10 Dec 08	4.1-2	10 Dec 08
*1.9-2	19 Nov 09	2.1-12	10 Dec 08	4.1-3	10 Dec 08
*1.9-3	19 Nov 09	2.1-13	10 Dec 08	4.1-4	10 Dec 08
*1.9-4	19 Nov 09	2.1-14	10 Dec 08	4.2-1	10 Dec 08
*1.9-5	19 Nov 09	2.1-15	10 Dec 08	4.3-1	10 Dec 08
*1.9-6	19 Nov 09	2.1-16	10 Dec 08	4.3-2	10 Dec 08
*1.9-7	19 Nov 09	2.1-17	10 Dec 08	4.3-3	10 Dec 08
*1.9-8	19 Nov 09	2.1-18	10 Dec 08	4.4-1	10 Dec 08
*1.9-9	19 Nov 09	2.1-19	10 Dec 08	4.4-2	10 Dec 08
*1.9-10	19 Nov 09	2.1-20	30 Jul 09	ENR -5	
*1.9-11	19 Nov 09	2.1-21	10 Dec 08	5.1-1	10 Dec 08
*1.9-12	19 Nov 09	2.1-22	10 Dec 08	5.1-2	10 Dec 08
*1.9-13	19 Nov 09	2.1-23	10 Dec 08	5.1-3	10 Dec 08
*1.9-14	19 Nov 09	2.1-24	10 Dec 08	5.1-4	10 Dec 08
*1.9-15	19 Nov 09	2.1-25	10 Dec 08	5.1-5	10 Dec 08
*1.9-16	19 Nov 09	2.1-26	10 Dec 08	5.1-6	10 Dec 08
1.10-1	10 Dec 08	2.1-27	10 Dec 08	5.1-7	10 Dec 08
1.11-1	10 Dec 08	2.1-28	10 Dec 08	5.1-8	10 Dec 08
1.11-2	10 Dec 08	2.2-1	10 Dec 08	5.1-9	10 Dec 08
1.12-1	10 Dec 08	ENR 3		5.1-10	10 Dec 08
1.12-2	10 Dec 08	3.1-1	10 Dec 08	5.1-11	10 Dec 08
1.12-3	10 Dec 08	3.1-2	10 Dec 08	5.1-12	10 Dec 08
1.13-1	10 Dec 08	3.1-3	30 Jul 09	5.1-13	10 Dec 08
1.14-1	10 Dec 08	3.1-4	10 Dec 08	5.1-14	10 Dec 08
1.14-2	10 Dec 08	3.1-5	10 Dec 08	5.1-15	10 Dec 08
1.14-3	10 Dec 08	3.1-6	10 Dec 08	5.1-16	10 Dec 08
1.14-4	10 Dec 08	3.1-7	10 Dec 08	5.1-17	10 Dec 08
1.14-5	10 Dec 08	3.1-8	10 Dec 08	5.2-1	10 Dec 08
1.14-6	10 Dec 08	3.1-9	10 Dec 08	5.3-1	10 Dec 08
1.14-7	10 Dec 08	3.1-10	10 Dec 08	5.4-1	10 Dec 08
1.14-8	10 Dec 08	3.1-11	10 Dec 08	5.5-1	10 Dec 08
1.14-9	10 Dec 08	3.1-12	10 Dec 08	5.6-1	10 Dec 08

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

Page	Date	Page	Date	Page	Date
ENR 6 6-1	10 Dec 08	VTBD AD 2-6	30 Jul 09	VTCC AD 2-13	10 Dec 08
		VTBD AD 2-7	30 Jul 09	VTCC AD 2-14	30 Jul 09
		VTBD AD 2-8	30 Jul 09	VTCC AD 2-15	10 Dec 08
		VTBD AD 2-9	30 Jul 09	VTCC AD 2-16	30 Jul 09
		VTBD AD 2-10	10 Dec 08	VTCC AD 2-17	10 Dec 08
PART 3 AERODROME (AD)		VTBD AD 2-11	30 Jul 09	VTCC AD 2-19	10 Dec 08
AD 0		VTBD AD 2-12	30 Jul 09	VTCC AD 2-21/Chart	10 Dec 08
0.6-1	10 Dec 08	VTBD AD 2-13	10 Dec 08	VTCC AD 2-23/Chart	10 Dec 08
0.6-2	10 Dec 08	*VTBD AD 2-14	19 Nov 09	VTCC AD 2-25/Chart	10 Dec 08
0.6-3	10 Dec 08	VTBD AD 2-15	10 Dec 08	VTCC AD 2-27/Chart	10 Dec 08
0.6-4	10 Dec 08	VTBD AD 2-16	10 Dec 08	VTCC AD 2-29/Chart	10 Dec 08
0.6-5	10 Dec 08	VTBD AD 2-17	10 Dec 08	VTCC AD 2-31/Chart	10 Dec 08
0.6-6	10 Dec 08	VTBD AD 2-18	10 Dec 08	VTCC AD 2-32/Chart	10 Dec 08
0.6-7	10 Dec 08	VTBD AD 2-19	10 Dec 08	VTCC AD 2-33/Chart	10 Dec 08
0.6-8	30 Jul 09	VTBD AD 2-20	10 Dec 08	VTCC AD 2-34/Chart	10 Dec 08
0.6-9	10 Dec 08	VTBD AD 2-21	10 Dec 08	VTCC AD 2-35/Chart	10 Dec 08
0.6-10	10 Dec 08	VTBD AD 2-22	30 Jul 09	VTCC AD 2-36/Chart	10 Dec 08
0.6-11	10 Dec 08	VTBD AD 2-23	30 Jul 09	VTCC AD 2-37/Chart	10 Dec 08
0.6-12	10 Dec 08	VTBD AD 2-25/Chart	10 Dec 08	VTCC AD 2-39/Chart	10 Dec 08
0.6-13	10 Dec 08	VTBD AD 2-27/Chart	10 Dec 08	VTCC AD 2-41/Chart	10 Dec 08
0.6-14	10 Dec 08	VTBD AD 2-29/Chart	10 Dec 08	VTCC AD 2-42/Chart	10 Dec 08
0.6-15	10 Dec 08	VTBD AD 2-31/Chart	30 Jul 09	VTCC AD 2-43/Chart	10 Dec 08
0.6-16	10 Dec 08	VTBD AD 2-33/Chart	30 Jul 09	VTCC AD 2-44/Chart	10 Dec 08
0.6-17	30 Jul 09	VTBD AD 2-35/Chart	10 Dec 08	VTCC AD 2-45/Chart	10 Dec 08
0.6-18	30 Jul 09	VTBD AD 2-37/Chart	10 Dec 08		
AD 1		VTBD AD 2-39/Chart	10 Dec 08	CHIANG RAI / INTL	
1.1-1	30 Jul 09	VTBD AD 2-41/Chart	10 Dec 08	VTCT AD 2-1	10 Dec 08
1.1-2	10 Dec 08	VTBD AD 2-42/Chart	10 Dec 08	VTCT AD 2-2	10 Dec 08
1.1-3	10 Dec 08	VTBD AD 2-43/Chart	10 Dec 08	VTCT AD 2-3	10 Dec 08
1.2-1	10 Dec 08	VTBD AD 2-44/Chart	10 Dec 08	VTCT AD 2-4	30 Jul 09
1.3-1	10 Dec 08	VTBD AD 2-45/Chart	10 Dec 08	VTCT AD 2-5	10 Dec 08
1.3-2	10 Dec 08	VTBD AD 2-46/Chart	10 Dec 08	VTCT AD 2-6	30 Jul 09
1.3-3	10 Dec 08			VTCT AD 2-7	10 Dec 08
1.3-4	10 Dec 08			VTCT AD 2-8	10 Dec 08
1.3-5	10 Dec 08			VTCT AD 2-9	10 Dec 08
1.3-6	10 Dec 08	CHING MAI / INTL		VTCT AD 2-11/Chart	10 Dec 08
1.3-7	10 Dec 08	VTCC AD 2-1	10 Dec 08	VTCT AD 2-13/Chart	10 Dec 08
1.3-8	10 Dec 08	VTCC AD 2-2	10 Dec 08	VTCT AD 2-15/Chart	10 Dec 08
1.3-9/Chart	10 Dec 08	VTCC AD 2-3	10 Dec 08	VTCT AD 2-17/Chart	10 Dec 08
1.4-1	10 Dec 08	VTCC AD 2-4	10 Dec 08	VTCT AD 2-19/Chart	10 Dec 08
		VTCC AD 2-5	10 Dec 08	VTCT AD 2-20/Chart	10 Dec 08
AD 2		VTCC AD 2-6	10 Dec 08	VTCT AD 2-21/Chart	10 Dec 08
DON MUEANG / INTL		VTCC AD 2-7	10 Dec 08	VTCT AD 2-23/Chart	10 Dec 08
VTBD AD 2-1	30 Jul 09	VTCC AD 2-8	10 Dec 08	VTCT AD 2-25/Chart	10 Dec 08
VTBD AD 2-2	30 Jul 09	VTCC AD 2-9	10 Dec 08		
VTBD AD 2-3	30 Jul 09	VTCC AD 2-10	10 Dec 08	PHUKET / INTL	
VTBD AD 2-4	10 Dec 08	VTCC AD 2-11	30 Jul 09	VTSP AD 2-1	10 Dec 08
VTBD AD 2-5	10 Dec 08	VTCC AD 2-12	10 Dec 08	VTSP AD 2-2	10 Dec 08

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

Page	Date	Page	Date	Page	Date
VTSP AD 2-3	10 Dec 08	VTBS AD 2-14	10 Dec 08	VTBS AD 2-62	10 Dec 08
VTSP AD 2-4	10 Dec 08	VTBS AD 2-15	10 Dec 08	VTBS AD 2-63	10 Dec 08
VTSP AD 2-5	10 Dec 08	VTBS AD 2-16	10 Dec 08	VTBS AD 2-64	10 Dec 08
VTSP AD 2-6	10 Dec 08	VTBS AD 2-17	10 Dec 08	VTBS AD 2-65	10 Dec 08
VTSP AD 2-7	10 Dec 08	VTBS AD 2-18	10 Dec 08	VTBS AD 2-66	10 Dec 08
VTSP AD 2-8	10 Dec 08	VTBS AD 2-19	10 Dec 08	VTBS AD 2-67	10 Dec 08
VTSP AD 2-9	10 Dec 08	VTBS AD 2-20	10 Dec 08	VTBS AD 2-68	10 Dec 08
VTSP AD 2-10	10 Dec 08	VTBS AD 2-21	30 Jul 09	VTBS AD 2-69	10 Dec 08
VTSP AD 2-11	10 Dec 08	VTBS AD 2-23	10 Dec 08	VTBS AD 2-70	10 Dec 08
VTSP AD 2-12	10 Dec 08	VTBS AD 2-24	10 Dec 08	VTBS AD 2-71	10 Dec 08
VTSP AD 2-13	10 Dec 08	*VTBS AD 2-25	19 Nov 09	VTBS AD 2-72	10 Dec 08
VTSP AD 2-14	10 Dec 08	VTBS AD 2-26	10 Dec 08	VTBS AD 2-73	10 Dec 08
VTSP AD 2-15	10 Dec 08	VTBS AD 2-27	10 Dec 08	VTBS AD 2-74	10 Dec 08
VTSP AD 2-16	10 Dec 08	VTBS AD 2-28	10 Dec 08	VTBS AD 2-75	10 Dec 08
VTSP AD 2-17	30 Jul 09	VTBS AD 2-29	10 Dec 08	VTBS AD 2-76	10 Dec 08
VTSP AD 2-18	30 Jul 09	VTBS AD 2-30	10 Dec 08	*VTBS AD 2-77	19 Nov 09
VTSP AD 2-19	10 Dec 08	VTBS AD 2-31	10 Dec 08	VTBS AD 2-78	10 Dec 08
VTSP AD 2-21	10 Dec 08	VTBS AD 2-32	10 Dec 08	VTBS AD 2-79	10 Dec 08
VTSP AD 2-23/Chart	10 Dec 08	VTBS AD 2-33	10 Dec 08	VTBS AD 2-80	10 Dec 08
VTSP AD 2-25/Chart	10 Dec 08	VTBS AD 2-34	10 Dec 08	VTBS AD 2-81	10 Dec 08
VTSP AD 2-27/Chart	10 Dec 08	VTBS AD 2-35	10 Dec 08	VTBS AD 2-82	10 Dec 08
VTSP AD 2-29/Chart	10 Dec 08	VTBS AD 2-36	10 Dec 08	VTBS AD 2-83	10 Dec 08
VTSP AD 2-31/Chart	10 Dec 08	VTBS AD 2-37	10 Dec 08	VTBS AD 2-84	10 Dec 08
VTSP AD 2-33/Chart	10 Dec 08	VTBS AD 2-38	10 Dec 08	VTBS AD 2-85	10 Dec 08
VTSP AD 2-34/Chart	10 Dec 08	VTBS AD 2-39	10 Dec 08	VTBS AD 2-86	10 Dec 08
VTSP AD 2-35/Chart	10 Dec 08	VTBS AD 2-40	10 Dec 08	VTBS AD 2-87	10 Dec 08
VTSP AD 2-37/Chart	10 Dec 08	VTBS AD 2-41	10 Dec 08	VTBS AD 2-88	10 Dec 08
VTSP AD 2-38/Chart	10 Dec 08	VTBS AD 2-42	10 Dec 08	VTBS AD 2-89	10 Dec 08
VTSP AD 2-39/Chart	10 Dec 08	VTBS AD 2-43	10 Dec 08	VTBS AD 2-91	10 Dec 08
VTSP AD 2-40/Chart	10 Dec 08	VTBS AD 2-44	10 Dec 08	VTBS AD 2-93	10 Dec 08
VTSP AD 2-41/Chart	10 Dec 08	VTBS AD 2-45	10 Dec 08	VTBS AD 2-95/Chart	10 Dec 08
		VTBS AD 2-46	10 Dec 08	VTBS AD 2-97/Chart	10 Dec 08
		VTBS AD 2-47	10 Dec 08	VTBS AD 2-99/Chart	10 Dec 08
SUARNABHUMI/INTL		VTBS AD 2-48	10 Dec 08	VTBS AD 2-101/Chart	10 Dec 08
VTBS AD 2-1	10 Dec 08	VTBS AD 2-49	10 Dec 08	VTBS AD 2-103/Chart	10 Dec 08
VTBS AD 2-2	10 Dec 08	VTBS AD 2-50	10 Dec 08	VTBS AD 2-105/Chart	10 Dec 08
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
VTBS AD 2-9	10 Dec 08	VTBS AD 2-57	10 Dec 08	VTBS AD 2-119/Chart	10 Dec 08
VTBS AD 2-10	10 Dec 08	VTBS AD 2-58	10 Dec 08	VTBS AD 2-121/Chart	10 Dec 08
VTBS AD 2-11	10 Dec 08	VTBS AD 2-59	10 Dec 08	VTBS AD 2-123/Chart	10 Dec 08
VTBS AD 2-12	10 Dec 08	VTBS AD 2-60	10 Dec 08	VTBS AD 2-125/Chart	10 Dec 08
VTBS AD 2-13	10 Dec 08	VTBS AD 2-61	10 Dec 08	VTBS AD 2-127/Chart	10 Dec 08

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

Page	Date	Page	Date	Page	Date
VTBS AD 2-129/Chart	10 Dec 08	VTBU AD 2-4	10 Dec 08	BURI RAM	
VTBS AD 2-131/Chart	10 Dec 08	VTBU AD 2-5	10 Dec 08		
VTBS AD 2-133/Chart	10 Dec 08	VTBU AD 2-6	10 Dec 08		
VTBS AD 2-135	10 Dec 08	VTBU AD 2-7	30 Jul 09		
VTBS AD 2-137/Chart	10 Dec 08	VTBU AD 2-8	10 Dec 08		VTUO AD 2-1 10 Dec 08
VTBS AD 2-139/Chart	10 Dec 08	VTBU AD 2-9	10 Dec 08		VTUO AD 2-2 10 Dec 08
VTBS AD 2-141/Chart	10 Dec 08	VTBU AD 2-10	10 Dec 08		VTUO AD 2-3 10 Dec 08
VTBS AD 2-143/Chart	10 Dec 08	VTBU AD 2-11	10 Dec 08		VTUO AD 2-4 10 Dec 08
VTBS AD 2-145	10 Dec 08	VTBU AD 2-12	10 Dec 08		VTUO AD 2-5 10 Dec 08
VTBS AD 2-147/Chart	10 Dec 08	VTBU AD 2-13	10 Dec 08		VTUO AD 2-6 10 Dec 08
VTBS AD 2-148	10 Dec 08	VTBU AD 2-14	10 Dec 08		VTUO AD 2-7 30 Jul 09
VTBS AD 2-149/Chart	10 Dec 08	VTBU AD 2-15	10 Dec 08		VTUO AD 2-8 10 Dec 08
VTBS AD 2-150	10 Dec 08	VTBU AD 2-17/Chart	10 Dec 08		VTUO AD 2-9 10 Dec 08
VTBS AD 2-151/Chart	10 Dec 08	VTBU AD 2-19/Chart	10 Dec 08		VTUO AD 2-11/Chart 10 Dec 08
VTBS AD 2-152	10 Dec 08	VTBU AD 2-21/Chart	10 Dec 08		VTUO AD 2-13/Chart 10 Dec 08
VTBS AD 2-153/Chart	10 Dec 08	VTBU AD 2-23/Chart	10 Dec 08		VTUO AD 2-15/Chart 10 Dec 08
VTBS AD 2-154	10 Dec 08	VTBU AD 2-25/Chart	10 Dec 08		VTUO AD 2-16/Chart 10 Dec 08
VTBS AD 2-155/Chart	10 Dec 08	VTBU AD 2-26/Chart	10 Dec 08		VTUO AD 2-17/Chart 10 Dec 08
VTBS AD 2-156	10 Dec 08	VTBU AD 2-27/Chart	10 Dec 08		VTUO AD 2-18/Chart 10 Dec 08
VTBS AD 2-157	10 Dec 08			CHUMPHON	
VTBS AD 2-159	10 Dec 08				
VTBS AD 2-161/Chart	10 Dec 08				VTSE AD 2-1 10 Dec 08
VTBS AD 2-162	10 Dec 08				VTSE AD 2-2 10 Dec 08
VTBS AD 2-163/Chart	10 Dec 08	HAT YAI / INTL			VTSE AD 2-3 10 Dec 08
VTBS AD 2-164	10 Dec 08	VTSS AD 2-1	10 Dec 08		VTSE AD 2-4 10 Dec 08
VTBS AD 2-165/Chart	10 Dec 08	VTSS AD 2-2	30 Jul 09		VTSE AD 2-5 10 Dec 08
VTBS AD 2-166	10 Dec 08	VTSS AD 2-3	10 Dec 08		VTSE AD 2-6 10 Dec 08
VTBS AD 2-167/Chart	10 Dec 08	VTSS AD 2-4	10 Dec 08		VTSE AD 2-7 30 Jul 09
VTBS AD 2-168	10 Dec 08	VTSS AD 2-5	10 Dec 08		VTSE AD 2-9 10 Dec 08
VTBS AD 2-169/Chart	10 Dec 08	VTSS AD 2-6	10 Dec 08		VTSE AD 2-11/Chart 10 Dec 08
VTBS AD 2-170	10 Dec 08	VTSS AD 2-7	10 Dec 08		VTSE AD 2-13/Chart 10 Dec 08
VTBS AD 2-171	10 Dec 08	VTSS AD 2-8	30 Jul 09	KHON KAEN	VTSE AD 2-14/Chart 10 Dec 08
VTBS AD 2-173	10 Dec 08	VTSS AD 2-9	10 Dec 08		VTSE AD 2-15/Chart 10 Dec 08
VTBS AD 2-175/Chart	10 Dec 08	VTSS AD 2-10	30 Jul 09		VTSE AD 2-16/Chart 10 Dec 08
VTBS AD 2-177/Chart	10 Dec 08	VTSS AD 2-11	30 Jul 09		
VTBS AD 2-179/Chart	10 Dec 08	VTSS AD 2-13	10 Dec 08		
VTBS AD 2-181/Chart	10 Dec 08	*VTSS AD 2-15	19 Nov 09		VTUK AD 2-1 10 Dec 08
VTBS AD 2-183/Chart	10 Dec 08	VTSS AD 2-17/Chart	10 Dec 08		VTUK AD 2-2 10 Dec 08
VTBS AD 2-185/Chart	10 Dec 08	VTSS AD 2-19/Chart	10 Dec 08		VTUK AD 2-3 10 Dec 08
		VTSS AD 2-21/Chart	10 Dec 08		VTUK AD 2-4 10 Dec 08
		VTSS AD 2-23/Chart	10 Dec 08		VTUK AD 2-5 10 Dec 08
		VTSS AD 2-25/Chart	10 Dec 08		VTUK AD 2-6 10 Dec 08
		*VTSS AD 2-27/Chart	19 Nov 09		VTUK AD 2-7 10 Dec 08
U-TAPHAO / INTL		*VTSS AD 2-29/Chart	19 Nov 09		VTUK AD 2-9 10 Dec 08
VTBU AD 2-1	10 Dec 08	*VTSS AD 2-31/Chart	19 Nov 09		VTUK AD 2-11 10 Dec 08
VTBU AD 2-2	10 Dec 08	*VTSS AD 2-33/Chart	19 Nov 09		VTUK AD 2-13/Chart 10 Dec 08
VTBU AD 2-3	10 Dec 08	*VTSS AD 2-35/Chart	19 Nov 09		VTUK 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
VTUK AD 2-17/Chart	10 Dec 08	LOP BURI/Khok Kathiam (MIL)		VTUW AD 2-9/Chart	10 Dec 08
VTUK AD 2-18/Chart	10 Dec 08	VTBL AD 2-1	10 Dec 08	VTUW AD 2-11/Chart	10 Dec 08
VTUK AD 2-19/Chart	10 Dec 08	VTBL AD 2-2	10 Dec 08	VTUW AD 2-12/Chart	10 Dec 08
KRABI		VTBL AD 2-3	10 Dec 08	VTUW AD 2-13/Chart	10 Dec 08
VTSG AD 2-1	30 Jul 09	VTBL AD 2-4	10 Dec 08	VTUW AD 2-15/Chart	10 Dec 08
VTSG AD 2-2	30 Jul 09	VTBL AD 2-5	10 Dec 08	VTUW AD 2-16/Chart	10 Dec 08
VTSG AD 2-3	10 Dec 08	VTBL AD 2-6	10 Dec 08	NAKHON RATCHASIMA	
VTSG AD 2-4	10 Dec 08	MAE HONG SON		VTUQ AD 2-1	10 Dec 08
VTSG AD 2-5	30 Jul 09	VTCH AD 2-1	10 Dec 08	VTUQ AD 2-2	10 Dec 08
VTSG AD 2-6	10 Dec 08	VTCH AD 2-2	10 Dec 08	VTUQ AD 2-3	10 Dec 08
VTSG AD 2-7	30 Jul 09	VTCH AD 2-3	30 Jul 09	VTUQ AD 2-4	10 Dec 08
VTSG AD 2-8	30 Jul 09	VTCH AD 2-4	10 Dec 08	VTUQ AD 2-5	10 Dec 08
VTSG AD 2-9	30 Jul 09	VTCH AD 2-5	10 Dec 08	VTUQ AD 2-6	10 Dec 08
VTSG AD 2-11/Chart	10 Dec 08	VTCH AD 2-6	10 Dec 08	VTUQ AD 2-7	30 Jul 09
VTSG AD 2-13/Chart	10 Dec 08	VTCH AD 2-7	30 Jul 09	VTUQ AD 2-8	10 Dec 08
VTSG AD 2-15/Chart	10 Dec 08	VTCH AD 2-9/Chart	10 Dec 08	VTUQ AD 2-9	10 Dec 08
VTSG AD 2-17/Chart	10 Dec 08	VTCH AD 2-11/Chart	10 Dec 08	VTUQ AD 2-11/Chart	10 Dec 08
VTSG AD 2-19/Chart	10 Dec 08	VTCH AD 2-2	10 Dec 08	VTUQ AD 2-13/Chart	10 Dec 08
VTSG AD 2-20/Chart	10 Dec 08	MAE HONG SON/Pai		VTUQ AD 2-14/Chart	10 Dec 08
VTSG AD 2-21/Chart		VTCL AD 2-1	10 Dec 08	VTUQ AD 2-15/Chart	10 Dec 08
LAMPANG		VTCL AD 2-2	10 Dec 08	VTUQ AD 2-16/Chart	10 Dec 08
VTCL AD 2-1	10 Dec 08	VTCL AD 2-3	10 Dec 08	NAKHON RACHASIMA/Khorat (MIL)	
VTCL AD 2-2	10 Dec 08	VTCL AD 2-4	10 Dec 08	VTUN AD 2-1	30 Jul 09
VTCL AD 2-3	10 Dec 08	VTCL AD 2-5	10 Dec 08	VTUN AD 2-2	10 Dec 08
VTCL AD 2-4	10 Dec 08	VTCL AD 2-6	10 Dec 08	VTUN AD 2-3	10 Dec 08
VTCL AD 2-5	10 Dec 08	VTCL AD 2-7	10 Dec 08	VTUN AD 2-4	10 Dec 08
VTCL AD 2-6	30 Jul 09	VTCL AD 2-9	10 Dec 08	VTUN AD 2-5	10 Dec 08
VTCL AD 2-7	10 Dec 08	NAKHON PATHOM/Kamphaeng Saen		VTUN AD 2-6	10 Dec 08
VTCL AD 2-9 / Chart	10 Dec 08	(MIL)		VTUN AD 2-7	10 Dec 08
VTCL AD 2-11 / Chart	10 Dec 08	VTBK AD 2-1	10 Dec 08	NAKHON SAWAN	
VTCL AD 2-12 / Chart	10 Dec 08	VTBK AD 2-2	10 Dec 08	*VTPN AD 2-1	19 Nov 09
VTCL AD 2-13 / Chart	10 Dec 08	VTBK AD 2-3	10 Dec 08	VTPN AD 2-2	10 Dec 08
VTCL AD 2-14 / Chart	10 Dec 08	VTBK AD 2-4	10 Dec 08	*VTPN AD 2-3	19 Nov 09
VTCL AD 2-15 / Chart	10 Dec 08	VTBK AD 2-5	10 Dec 08	NAKHON SAWAN/Takhli (MIL)	
LOEI		VTBK AD 2-6	30 Jul 09	VTPI AD 2-1	10 Dec 08
VTUL AD 2-1	10 Dec 08	NAKHON PHANOM		VTPI AD 2-2	10 Dec 08
VTUL AD 2-2	10 Dec 08	VTUW AD 2-1	10 Dec 08	VTPI AD 2-3	10 Dec 08
VTUL AD 2-3	10 Dec 08	VTUW AD 2-2	10 Dec 08	VTPI AD 2-4	10 Dec 08
VTUL AD 2-4	10 Dec 08	VTUW AD 2-3	30 Jul 09	VTPI AD 2-5	10 Dec 08
VTUL AD 2-5	10 Dec 08	VTUW AD 2-4	30 Jul 09	VTPI AD 2-6	30 Jul 09
VTUL AD 2-7	10 Dec 08	VTUW AD 2-5	30 Jul 09	NAKHON SI THAMMARAT	
VTUL AD 2-9/Chart	10 Dec 08	VTUW AD 2-6	30 Jul 09	VTSF AD 2-1	10 Dec 08
VTUL AD 2-11/Chart	10 Dec 08	VTUW AD 2-7	10 Dec 08		

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

Page	Date	Page	Date	Page	Date
VTSF AD 2-2	10 Dec 08	PATTANI		PHRAE	
VTSF AD 2-3	10 Dec 08	VTSK AD 2-1	10 Dec 08	VTCP AD 2-1	10 Dec 08
VTSF AD 2-4	30 Jul 09	VTSK AD 2-2	10 Dec 08	VTCP AD 2-2	10 Dec 08
VTSF AD 2-5	10 Dec 08	VTSK AD 2-3	10 Dec 08	VTCP AD 2-3	10 Dec 08
VTSF AD 2-6	10 Dec 08	VTSK AD 2-4	10 Dec 08	VTCP AD 2-4	10 Dec 08
VTSF AD 2-7	30 Jul 09	VTSK AD 2-5	10 Dec 08	VTCP AD 2-5	10 Dec 08
VTSF AD 2-8	10 Dec 08	VTSK AD 2-7/Chart	10 Dec 08	VTCP AD 2-7	10 Dec 08
VTSF AD 2-9	10 Dec 08	VTSK AD 2-9/Chart	10 Dec 08	VTCP AD 2-9 /Chart	10 Dec 08
VTSF AD 2-11/Chart	10 Dec 08	VTSK AD 2-10/Chart	10 Dec 08		
VTSF AD 2-13/Chart	10 Dec 08	PHETCHABUN		PRACHUAP KHIRI KHAN (MIL)	
VTSF AD 2-14/Chart	10 Dec 08	VTPB AD 2-1	10 Dec 08	VTBP AD 2-1	30 Jul 09
NAKHON SI THAMMARAT/Cha-lan		VTPB AD 2-2	10 Dec 08	VTBP AD 2-2	10 Dec 08
VTSN AD 2-1	10 Dec 08	VTPB AD 2-3	10 Dec 08	VTBP AD 2-3	10 Dec 08
VTSN AD 2-2	10 Dec 08	VTPB AD 2-4	10 Dec 08	VTBP AD 2-4	10 Dec 08
VTSN AD 2-3	10 Dec 08	VTPB AD 2-5	10 Dec 08	VTBP AD 2-5	10 Dec 08
		VTPB AD 2-6	10 Dec 08	VTBP AD 2-6	10 Dec 08
NAN		VTPB AD 2-7	30 Jul 09	VTBP AD 2-7	10 Dec 08
VTCL AD 2-1	10 Dec 08	VTPB AD 2-8	10 Dec 08		
VTCL AD 2-2	10 Dec 08	VTPB AD 2-9	10 Dec 08	PRACHUAP KHIRI KHAN/Hua Hin	
VTCL AD 2-3	10 Dec 08	VTPB AD 2-11/Chart	10 Dec 08	VTPH AD 2-1	10 Dec 08
VTCL AD 2-4	10 Dec 08	VTPB AD 2-13/Chart	10 Dec 08	VTPH AD 2-2	10 Dec 08
VTCL AD 2-5	10 Dec 08	VTPB AD 2-15/Chart	10 Dec 08	VTPH AD 2-3	10 Dec 08
VTCL AD 2-6	30 Jul 09	VTPB AD 2-16/Chart	10 Dec 08	VTPH AD 2-4	30 Jul 09
VTCL AD 2-7	10 Dec 08	VTPB AD 2-17/Chart	10 Dec 08	VTPH AD 2-5	10 Dec 08
VTCL AD 2-9/Chart	10 Dec 08	PHITSANULOK		VTPH AD 2-6	10 Dec 08
VTCL AD 2-11/Chart	10 Dec 08	VTPP AD 2-1	30 Jul 09	VTPH AD 2-7	10 Dec 08
VTCL AD 2-12/Chart	10 Dec 08	VTPP AD 2-2	10 Dec 08	VTPH AD 2-8	10 Dec 08
VTCL AD 2-13/Chart	10 Dec 08	VTPP AD 2-3	10 Dec 08	VTPH AD 2-9	10 Dec 08
VTCL AD 2-14/Chart	10 Dec 08	VTPP AD 2-4	10 Dec 08	VTPH AD 2-11	10 Dec 08
		VTPP AD 2-5	10 Dec 08	VTPH AD 2-13/Chart	10 Dec 08
NARATHIWAT		VTPP AD 2-6	30 Jul 09	VTPH AD 2-15/Chart	10 Dec 08
VTSC AD 2-1	10 Dec 08	VTPP AD 2-7	30 Jul 09	VTPH AD 2-17/Chart	10 Dec 08
VTSC AD 2-2	10 Dec 08	VTPP AD 2-8	30 Jul 09		
VTSC AD 2-3	30 Jul 09	VTPP AD 2-9	10 Dec 08	RANONG	
VTSC AD 2-4	30 Jul 09	VTPP AD 2-10	10 Dec 08	VTSR AD 2-1	10 Dec 08
VTSC AD 2-5	10 Dec 08	VTPP AD 2-11	10 Dec 08	VTSR AD 2-2	10 Dec 08
VTSC AD 2-7/Chart	10 Dec 08	VTPP AD 2-13	10 Dec 08	VTSR AD 2-3	10 Dec 08
VTSC AD 2-9/Chart	10 Dec 08	VTPP AD 2-15/Chart	10 Dec 08	VTSR AD 2-4	10 Dec 08
VTSC AD 2-11/Chart	10 Dec 08	VTPP AD 2-17/Chart	10 Dec 08	VTSR AD 2-5	10 Dec 08
VTSC AD 2-13/Chart	10 Dec 08	VTPP AD 2-18/Chart	10 Dec 08	VTSR AD 2-6	10 Dec 08
VTSC AD 2-15/Chart	10 Dec 08	VTPP AD 2-19/Chart	10 Dec 08	VTSR AD 2-7	30 Jul 09
VTSC AD 2-17/Chart	10 Dec 08	VTPP AD 2-20/Chart	10 Dec 08	VTSR AD 2-9	10 Dec 08
VTSC AD 2-19/Chart	10 Dec 08	VTPP AD 2-21/Chart	10 Dec 08	VTSR AD 2-11/Chart	10 Dec 08
		VTPP AD 2-22/Chart	10 Dec 08	VTSR AD 2-13/Chart	10 Dec 08
		VTPP AD 2-23/Chart	10 Dec 08	VTSR AD 2-14/Chart	10 Dec 08
		VTPP AD 2-24/Chart	10 Dec 08		

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

Page	Date	Page	Date	Page	Date
ROI ET		VTPO AD 2-9	10 Dec 08	VTUJ AD 2-4	10 Dec 08
VTUV AD 2-1	10 Dec 08	VTPO AD 2-11/Chart	10 Dec 08	VTUJ AD 2-5	10 Dec 08
VTUV AD 2-2	10 Dec 08	VTPO AD 2-13/Chart	10 Dec 08	VTUJ AD 2-7	10 Dec 08
VTUV AD 2-3	10 Dec 08	VTPO AD 2-15/Chart	10 Dec 08	VTUJ AD 2-9	10 Dec 08
VTUV AD 2-4	10 Dec 08	VTPO AD 2-17/Chart	10 Dec 08	VTUJ AD 2-11/Chart	10 Dec 08
VTUV AD 2-5	10 Dec 08	VTPO AD 2-19/Chart	10 Dec 08		
VTUV AD 2-6	10 Dec 08	VTPO AD 2-20/Chart	10 Dec 08	TAK / Tak	
VTUV AD 2-7	30 Jul 09	VTPO AD 2-21/Chart	10 Dec 08	VTPT AD 2-1	10 Dec 08
VTUV AD 2-8	10 Dec 08	VTPO AD 2-22/Chart	10 Dec 08	VTPT AD 2-2	10 Dec 08
VTUV AD 2-9	10 Dec 08			VTPT AD 2-3	10 Dec 08
VTUV AD 2-11/Chart	10 Dec 08	SURAT THANI / Surat Thani		VTPT AD 2-4	10 Dec 08
VTUV AD 2-13/Chart	10 Dec 08	VTSB AD 2-1	10 Dec 08	VTPT AD 2-5	10 Dec 08
VTUV AD 2-14/Chart	10 Dec 08	VTSB AD 2-2	10 Dec 08	VTPT AD 2-7/Chart	10 Dec 08
		VTSB AD 2-3	10 Dec 08		
SAKON NAKHON		VTSB AD 2-4	30 Jul 09	TAK/Mae Sot	
VTUI AD 2-1	10 Dec 08	VTSB AD 2-5	10 Dec 08	VTPT AD 2-1	10 Dec 08
VTUI AD 2-2	10 Dec 08	VTSB AD 2-6	10 Dec 08	VTPT AD 2-2	10 Dec 08
VTUI AD 2-3	10 Dec 08	VTSB AD 2-7	30 Jul 09	VTPT AD 2-3	10 Dec 08
VTUI AD 2-4	10 Dec 08	VTSB AD 2-9	10 Dec 08	VTPT AD 2-4	10 Dec 08
VTUI AD 2-5	10 Dec 08	*VTSB AD 2-11	19 Nov 09	VTPT AD 2-5	10 Dec 08
VTUI AD 2-6	30 Jul 09	VTSB AD 2-13/Chart	10 Dec 08	VTPT AD 2-6	10 Dec 08
VTUI AD 2-7	10 Dec 08	*VTSB AD 2-15/Chart	19 Nov 09	VTPT AD 2-7	10 Dec 08
VTUI AD 2-9	10 Dec 08	*VTSB AD 2-16	19 Nov 09	VTPT AD 2-9/Chart	10 Dec 08
VTUI AD 2-11/Chart	10 Dec 08	*VTSB AD 2-17/Chart	19 Nov 09		
VTUI AD 2-13/Chart	10 Dec 08	*VTSB AD 2-18	19 Nov 09	TRANG / Trang	
VTUI AD 2-14/Chart	10 Dec 08	*VTSB AD 2-19/Chart	19 Nov 09	VTST AD 2-1	10 Dec 08
		*VTSB AD 2-20	19 Nov 09	VTST AD 2-2	10 Dec 08
		*VTSB AD 2-21/Chart	19 Nov 09	VTST AD 2-3	10 Dec 08
		*VTSB AD 2-22	19 Nov 09	VTST AD 2-4	10 Dec 08
SONGKHLA/Songkhla (MIL)		SURAT THANI / Samui		VTST AD 2-5	30 Jul 09
VTSH AD 2-1	10 Dec 08	VTSM AD 2-1	10 Dec 08	VTST AD 2-7	10 Dec 08
VTSH AD 2-2	10 Dec 08	VTSM AD 2-2	10 Dec 08	VTST AD 2-9/Chart	10 Dec 08
VTSH AD 2-3	10 Dec 08	VTSM AD 2-3	10 Dec 08	VTST AD 2-11/Chart	10 Dec 08
VTSH AD 2-4	10 Dec 08	VTSM AD 2-4	10 Dec 08	VTST AD 2-13/Chart	10 Dec 08
VTSH AD 2-5	10 Dec 08	VTSM AD 2-5	10 Dec 08	VTST AD 2-14/Chart	10 Dec 08
VTSH AD 2-6	10 Dec 08	VTSM AD 2-6	10 Dec 08		
VTSH AD 2-7	10 Dec 08	VTSM AD 2-7	10 Dec 08	TRAT/Trat	
VTSH AD 2-9/Chart	10 Dec 08	VTSM AD 2-9	10 Dec 08	VTBO AD 2-1	30 Jul 09
		VTSM AD 2-11/Chart	10 Dec 08	VTBO AD 2-2	30 Jul 09
SUKHOTHAI / Sukhothai		VTSM AD 2-13/Chart	10 Dec 08	VTBO AD 2-3	30 Jul 09
VTPO AD 2-1	30 Jul 09	VTSM AD 2-15/Chart	10 Dec 08	VTBO AD 2-4	30 Jul 09
VTPO AD 2-2	30 Jul 09			VTBO AD 2-5	30 Jul 09
VTPO AD 2-3	10 Dec 08	SURIN/Surin		VTBO AD 2-6	30 Jul 09
VTPO AD 2-4	10 Dec 08	VTUJ AD 2-1	10 Dec 08	VTBO AD 2-7	30 Jul 09
VTPO AD 2-5	30 Jul 09	VTUJ AD 2-2	10 Dec 08	VTBO AD 2-8	30 Jul 09
VTPO AD 2-6	30 Jul 09	VTUJ AD 2-3	10 Dec 08		
VTPO AD 2-7	10 Dec 08				

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

Page	Date	Page	Date	Page	Date
UBON RATCHATHANI / Ubon					
VTUU AD 2-1	30 Jul 09				
VTUU AD 2-2	10 Dec 08				
VTUU AD 2-3	10 Dec 08				
VTUU AD 2-4	10 Dec 08				
VTUU AD 2-5	10 Dec 08				
VTUU AD 2-6	10 Dec 08				
VTUU AD 2-7	10 Dec 08				
VTUU AD 2-8	30 Jul 09				
VTUU AD 2-9	30 Jul 09				
VTUU AD 2-10	10 Dec 08				
VTUU AD 2-11	10 Dec 08				
VTUU AD 2-13/Chart	10 Dec 08				
VTUU AD 2-15/Chart	10 Dec 08				
VTUU AD 2-16/Chart	10 Dec 08				
VTUU AD 2-17/Chart	10 Dec 08				
VTUU AD 2-18/Chart	10 Dec 08				
VTUU AD 2-19/Chart	10 Dec 08				
UDON THANI					
VTUD AD 2-1	30 Jul 09				
VTUD AD 2-2	30 Jul 09				
VTUD AD 2-3	10 Dec 08				
VTUD AD 2-4	30 Jul 09				
VTUD AD 2-5	30 Jul 09				
VTUD AD 2-6	30 Jul 09				
VTUD AD 2-7	10 Dec 08				
VTUD AD 2-9	30 Jul 09				
VTUD AD 2-11/Chart	30 Jul 09				
VTUD AD 2-13/Chart	10 Dec 08				
VTUD AD 2-15/Chart	10 Dec 08				
VTUD AD 2-17/Chart	10 Dec 08				
VTUD AD 2-18/Chart	10 Dec 08				
VTUD AD 2-19/Chart	10 Dec 08				
VTUD AD 2-20/Chart	10 Dec 08				

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3.2.5 List of Aeronautical Charts Available

Type of series	Scale	Name and /or number	Price (\$US)	Date
Instrument Approach Chart- ICAO (IAC)		<u>DON MUEANG INTERNATIONAL AIRPORT</u>		
		NDB / DME RWY 03L	In AIP	1 Apr 1997
		RNAV (GNSS or VOR/DME) RWY 21R	"	25 Nov 2004
		RNAV (GNSS or VOR/DME) RWY 21L	"	25 Nov 2004
		Manoeuvring (Push-Back) Procedures	In SUP A14/04	30 Sep 2004
		VOR / ILS / DME RWY 03L	In SUP A1/03	19 Mar 2003
		VOR / LLZ / DME RWY 03L	In SUP A1/03	19 Mar 2003
		RNAV Departure Transition RWY 21L/21R	In SUP A14/01	18 Oct 2001
		GPS/FMS RNAV Arrival	In SUP A13/01	29 Nov 2001
		Transition to final approach chart		
		VOR / DME RWY 03R	In SUP A8/99	23 Sep 1999
		VOR / DME ILS RWY 03L	In SUP A6/99	29 Sep 1999
		VOR / DME RWY 21L	In SUP A6/99	29 Sep 1999
		VOR / DME RWY 21R	In SUP A6/99	29 Sep 1999
Instrument Approach Chart- ICAO (IAC)		<u>CHIANG MAI INTERNATIONAL AIRPORT</u>		
	1:500 000	NDB RWY36	In AIP	1 Apr 1997
	1:500 000	VOR RWY36	"	"
	1:500 000	NDB / DME RWY 18/36	"	"
	1:500 000	VOR / DME RWY 18/36	"	"
	1:500 000	NDB / DME RWY 36	"	"
	1:500 000	VOR / DME RWY 36	"	"
	1:500 000	RNAV (GNSS or VOR/DME) RWY 36	"	25 Nov 2004
Instrument Approach Chart- ICAO (IAC)	1:500 000	ILS / DME RWY 36	"	1 Apr 1997
		<u>CHIANG RAI INTERNATIONAL AIRPORT</u>		
	1:500 000	NDB / DME RWY03	In AIP	8 Jul 2004
	1:500 000	VOR / DME RWY 03	"	"
Instrument Approach Chart- ICAO (IAC)		<u>RAYONG / U-TAPAO INTERNATIONAL AIRPORT</u>		
	1:500 000	NDB RWY 36	In AIP	24 Nov 2005
	1:500 000	VOR / DME RWY 18	"	12 Jul 2001
	1:500 000	VOR / DME RWY 36	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	ILS / DME RWY 18	"	"
		<u>PHUKET INTERNATIONAL AIRPORT</u>		
	1:500 000	ILS / DME RWY 27	In AIP	1 Apr 1997
	1:500 000	VOR / RWY 09/27	"	"
	1:500 000	NDB RWY 27	"	"
	1:500 000	VOR / DME RWY 09	"	"
	1:500 000	VOR / DME RWY 27	"	"

3.2.5 List of Aeronautical Charts Available

Type of series	Scale	Name and /or number	Price (\$US)	Date
Instrument Approach Chart- ICAO (IAC)	1:500 000	<u>HAT YAI INTERNATIONAL AIRPORT</u>	In AIP	1 Apr 1997
	1:500 000	ILS / DME RWY 26	"	"
	1:500 000	VOR / DME RWY 26	"	"
	1:500 000	VOR RWY 26/08	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	VOR / DME RWY 08/26	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	<u>BURI RAM</u>	In AIP	25 Nov 2004
	1:500 000	NDB RWY 04	"	"
	1:500 000	VOR / DME RWY 04	"	"
	1:500 000	VOR / DME RWY 22	"	29 Jul 1999
	1:500 000	ILS / DME RWY 24	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	LLZ / DME RWY 24	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	<u>CHUMPHON</u>	In AIP	8 JUL 2004
	1:500 000	DVOR / DME RWY 06	"	"
	1:500 000	DVOR / DME RWY 24	"	"
	1:500 000	ILS / DME RWY 24	"	24 Nov 2005
Instrument Approach Chart- ICAO (IAC)	1:500 000	LLZ / DME RWY 24	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	<u>KHON KAEN</u>	In SUP B2/03	20 Mar 2003
	1:500 000	VOR / DME RWY 03	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	<u>KRABI</u>	In AIP	8 JUL 2004
	1:500 000	VOR / DME RWY 32	"	"
	1:500 000	VOR / DME RWY 14/32	"	"
	1:500 000	ILS / DME RWY 32	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	LLZ / DME RWY 32	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	<u>LAMPANG</u>	In AIP	24 Nov 2005
	1:500 000	VOR / DME RWY 18	"	"
	1:500 000	VOR / DME RWY 36	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	LLZ / DME RWY 36	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	<u>LOEI</u>	In AIP	24 Nov 2005
		DVOR / DME RWY 19	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	<u>MAE HONG SON</u>	In AIP	23 Mar 2000
		IGS DVOR / DME RWY 11	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	<u>KAMPHAENG SAEN</u>	In SUP B7/01	9 Aug 2001
	1:500 000	ILS RWY 21	"	"
	1:500 000	NDB RWY 21	"	"
	1:500 000	VOR RWY 21	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	VOR / DME RWY 21	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	<u>NAKHON PHANOM</u>	In AIP	8 Jul 2004
	1:500 000	VOR / DME RWY 15	"	"
	1:500 000	VOR / DME RWY 33	"	"
	1:500 000	VOR / DME RWY 15/33	"	"
	1:500 000	ILS / DME RWY 15	"	25 Nov 2004
Instrument Approach Chart- ICAO (IAC)	1:500 000	LLZ / DME RWY 15	"	"
Instrument Approach Chart- ICAO (IAC)	1:500 000	<u>NAKHON RATCHASIMA</u>	In SUP B5/03	17 Apr 2003
	1:500 000	VOR / DME RWY 24	"	"
	1:500 000	VOR / DME RWY 06	"	"
	1:500 000	ILS / DME RWY 06	In SUP B14/03	25 Dec 2003
Instrument Approach Chart- ICAO (IAC)	1:500 000	LLZ / DME RWY 06	"	"

PART 2—EN-ROUTE (ENR)**ENR 0.**

ENR 0.1	PREFACE – Not applicable
ENR 0.2	RECORD OF AIP AMENDMENTS – Not applicable
ENR 0.3	RECORD OF AIP SUPPLEMENTS – Not applicable
ENR 0.4	CHECKLIST OF AIP PAGES – Not applicable
ENR 0.5	LIST OF HAND AMENDMENTS TO THE AIP – Not applicable
ENR 0.6	TABLE OF CONTENTS TO PART 2

ENR 0.6 TABLE OF CONTENTS TO PART 2

		Page
ENR 1.	GENERAL RULES AND PROCEDURES	
ENR 1.1	General rules	ENR 1.1-1
ENR 1.2	Visual Flight Rules	ENR 1.2-1
ENR 1.3	Instrument Flight Rules	ENR 1.3-1
ENR 1.4	ATS airspace classification	ENR 1.4-1
ENR 1.5	Holding, approach and departure procedures	ENR 1.5-1
	ENR 1.5-1 General	ENR 1.5-1
	ENR 1.5-2 Arriving flights	ENR 1.5-1
	ENR 1.5-3 Departing flights	ENR 1.5-1
ENR 1.6	Radar services and procedures	ENR 1.6-1
	ENR 1.6,1 Primary radar	ENR 1.6-1
	ENR 1.6,2 Secondary surveillance radar (SSR)	ENR 1.6-6
ENR 1.7	Altimeter setting procedures	ENR 1.7-1
ENR 1.8	Regional supplementary procedures (Doc 7030)	ENR 1.8-1
ENR 1.9	Air Traffic Flow Management (ATFM)	ENR 1.9-1
	ENR 1.9,1 RVSM Policy and Procedures in the Bangkok FIR	ENR 1.9-1
	ENR 1.9,2 Air Traffic Flow Management Procedures over Bay of Bengal, South Asia and Pakistan through Kabul FIR	ENR 1.9-11
ENR 1.10	Flight planning	ENR 1.10-1
ENR 1.11	Addressing of flight plan messages	ENR 1.11-1
ENR 1.12	Interception of civil aircraft	ENR 1.12-1
ENR 1.13	Unlawful interference	ENR 1.13-1
ENR 1.14	Air traffic incidents	ENR 1.14-1
ENR 2.	AIR TRAFFIC SERVICES AIRSPACE	
ENR 2.1	FIR, UIR, TMA	ENR 2.1-1
ENR 2.2	Other regulated airspace	ENR 2.2-1

		Page
ENR 3.	ATS ROUTES	
ENR 3.1	ATS routes	ENR 3.1-1
CHART	Air Traffic Services system	ENR 3.1-19
ENR 3.3	Area navigation (RNAV) routes	ENR 3.3-1
ENR 3.6	En-route holding	ENR 3.6-1
ENR 4.	RADIO NAVIGATION AIDS/ SYSTEMS	
ENR 4.1	Radio navigation aids—en-route	ENR 4.1-1
ENR 4.2	Special navigation systems	ENR 4.2-1
ENR 4.3	Name-code designators for significant points	ENR 4.3-1
ENR 4.4	Aeronautical ground lights—en-route	ENR 4.4-1
ENR 5.	NAVIGATION WARNINGS	
ENR 5.1	Prohibited, restricted and danger areas	ENR 5.1-1
CHART	Prohibited, restricted and danger areas	ENR 5.1-17
ENR 5.2	Military exercise and training areas	ENR 5.2-1
ENR 5.3	Other activities of a dangerous nature	ENR 5.3-1
ENR 5.4	Air navigation obstacles--en-route	ENR 5.4-1
ENR 5.5	Aerial sporting and recreational activities	ENR 5.5-1
ENR 5.6	Bird migration and areas with sensitive fauna	ENR 5.6-1
ENR 6.	EN-ROUTE CHARTS	ENR 6-1

ENR 1.6 RADAR SERVICES AND PROCEDURES**1. Operation**

1.1 Air traffic control radar is the predominant means of control at Bangkok Area Control Centre and Approach Control Units at Bangkok, Suvarnabhumi, Chiang Mai, Hat Yai, Phuket, U-Tapao International airport, Phitsanulok and Hua-Hin airports provided in accordance with ICAO Doc4444 ATM/501 Chapter 8.

1.2 Radio Communications procedures

<u>Stations</u>	<u>Service</u>	<u>Callsign</u>
- Bangkok Area Control Centre	Procedural and radar	Bangkok Control
- Bangkok Approach Control Unit	Procedural and radar	Bangkok Approach
- Chiang Mai Approach Control Unit	Procedural and radar	Chiang Mai Approach
- Hat Yai Approach Control Unit	Procedural and radar	Hat Yai Approach
- Phuket Approach Control Unit	Procedural and radar	Phuket Approach
- U-Tapao Approach Control Unit	Procedural and radar	U-Tapao Approach
- Phitsanulok Approach Control Unit	Procedural and radar	Phitsanulok Approach
- Hua Hin Approach Control Unit	Procedural and radar	Hua Hin Approach

2. Theoretical Primary and Secondary Surveillance Radar coverage within Bangkok FIR

2.1 Bangkok Area Control Service operates nine radar stations

- a) SSR – station at Don Mueang international airport 135518N 1003633E range 250 NM.
- b) SSR – station at Suvarnabhumi international airport 134149.60N 1004615.20E range 250 NM.
- c) SSR – station at Chiang Mai international airport 184533N 985808E range 250 NM.
- d) SSR – station at Surat Thani airport 090751N 990839E range 200 NM.
- e) SSR – station at Ubon airport 151420N 1045202E range 250 NM.
- f) SSR – station at Phu Keaw, Sakon Nakhon Province 170808.0N 1035937.5E(WGS84) range 150 NM.
- g) SSR – station at Doi Intanon, Chiang Mai Province 183521.2N 0982921.0E(WGS84) range 150 NM.
- h) SSR – station at Khao Wangching, Song Khla Province 065031.5N 1002524.0E(WGS84)
range 157.5°-225.0° : 70 NM., 225.5°-157.0° : 200 NM.
- i) SSR – station at Khao Mai Tao Sib Song, Phuket Province 075244.7N 0981909.3E(WGS84)
range 220 NM

2.2 Hours of operation (Secondary Surveillance Radar)

- Hours of operation will be 24 hours with the exception of scheduled preventive maintenance period:
- a) SSR – station at Bangkok airport
The third Saturday of each month from 2000-2200 UTC.
- b) SSR – station at Suvarnabhumi airport
The first Saturday of each month from 2000-2200 UTC.
- c) SSR ASR – station at Chiang Mai airport
The second and fourth Friday of each month from 1430-1630 UTC.
- d) SSR – station at Surat Thani airport
The third Wednesday of each month from 1900-2100 UTC.
- e) SSR – station at Ubon airport
The first Tuesday of each month from 1900-2100 UTC.
- f) SSR – station at U-Taphao airport
Between 2300-1100 UTC (Other period is on requested 1 HR PN to ATC).

2.3 Bangkok Approach Control Service Operates:

- a) ASR – station at Don mueang international airport position 13546N 1003611E range 80 NM
- b) ASR – station at Suvarnabhumi international airport position 134123.3N 1004613.1E range 80 NM

2.4 Chiang Mai Approach Control Service Operates:

- ASR – station at Chiang Mai international airport position 184533N 985808E
- Range 60 NM with coverage restricted as follow :
Between 270 radial and 342 radial clockwise, beyond 12 NM from CMA DVOR/DME below 8 000 feet.

2.5 Hat Yai Approach Control Service Operates:

- ASR – station at Hat Yai international airport position 065606N 1002400E
- Range 60 NM with following limitations:
 - 1) Altitude 3 000 feet within 30 NM
 - 2) Altitude 4 000 feet within 40 NM
 - 3) Altitude 5 000 feet within 50 NM
 - 4) Altitude 6 000 feet within 60 NM

- 2.6 Phuket Approach Control Service Operates:
- ASR – station at Bang duk Hill Phuket position 080754N 0981954E
 - Range 60 NM with following limitations:
 - 1) Altitude 3 000 feet within 35 NM
 - 2) Altitude 5 000 feet within 40 NM
 - 3) Altitude 7 000 feet within 60 NM
- 2.7 Hua Hin Approach Control Service Operates:
- ASR – station at Hua Hin airport position 123729N995655E (On aerodrome HHN R195/0.6 NM)
 - Range 60 NM with following limitations:
 - 1) Altitude 1 000 feet within 10 NM
 - 2) Altitude 2 000 feet within 15 NM
 - 3) Altitude 3 000 feet within 20 NM
 - 4) Altitude 4 000 feet within 25 NM
 - 5) Altitude 5 000 feet within 35 NM
 - 6) Altitude 7 000 feet within 40 NM
 - 7) Altitude 10 000 feet within 60 NM
 - 8) Altitude 20 000 feet within 60 NM
- 2.8 Phitsanulok Approach Control Service Operates:
- ASR – station at Phitsanulok airport position 164023N1001643E
 - Range 60 NM with following limitations:
 - 1) Altitude 1 000 feet within 35 NM
 - 2) Altitude 2 000 feet within 45 NM
 - 3) Altitude 5 000 feet within 50 NM
 - 4) Altitude 7 000 feet within 50 NM
 - 5) Altitude 10 000 feet within 50 NM
 - 6) Altitude 15 000 feet and above within 60 NM
- 2.9 U-Taphao Approach Control Service Operates:
- ASR – station at U-Taphao international airport position 124055.104N1005953.74E
 - Range 250 NM
 - 1) Altitude 1 000 feet outer fringe 59.2 NM
 - 2) Altitude 2 000 feet outer fringe 71.2 NM inner fringe 0.8 NM
 - 3) Altitude 3 000 feet outer fringe 84.4 NM
 - 4) Altitude 5 000 feet outer fringe 113.6 NM inner fringe 1.9 NM
 - 5) Altitude 7 000 feet outer fringe 129.9 NM
 - 6) Altitude 10 000 feet outer fringe 160.0 NM inner fringe 2.9 NM
 - 7) Altitude 20 000 feet outer fringe 168.9 NM inner fringe 5.6 NM
- 2.10 Hours of operation (Primary radar)
- Hours of operation will be 24 hours with the exception of scheduled preventive maintenance period:
 - a) ASR – station at Don Mueang international airport
The second and fourth Saturday of each month from 1900-2100 UTC.
 - b) ASR – station at Suvarnabhumi international airport
The third Saturday of each month from 1900-2100 UTC.
 - c) ASR – station at Chiang Mai international airport
The second and fourth Friday of each month from 1430-1630 UTC
 - d) ASR – station at Hat Yai international airport
The second and fourth Friday of each month from 0600-0800 UTC.
 - e) ASR – station at Bang Duk Hill, Phuket
The second and fourth Friday of each month from 1230-1500 UTC
 - f) ASR – station at Hua Hin airport
The second and fourth Thursday of each month from 1400-1700 UTC.
 - g) ASR – station at Phitsanulok airport
The second and fourth Friday of each month from 0700-1000 UTC.

3. Application of Radar Control Service

- 3.1 Radar identification is achieved according to the provisions specified by ICAO Doc. 4444 Part X.
- 3.2 Radar control service is provided in controlled airspace to aircraft operating within Bangkok Control Zone, Chiang Mai, Hat Yai, Phuket, Hua Hin and U-Taphao TMAs/CTRs and along all airways.
- 3.3 Radar service in respect of unknown aircraft:
- In controlled airspace, traffic information will be given when an identified controlled flight is observed to be on a conflicting path with an aircraft which ATC have no specific information deemed to constitute a collision

4. Code Assignment Method

4.1 IFR flights operation in Bangkok FIR can be expect assigned codes as follows:

Bangkok Approach Control	A4200-A4207, A4250-A4257
U-Taphao Approach Control - Domestic	A4470-A4477
Chiang Mai / Lampang/Mae Hong Son - Domestic - International	A3370-A3377, A4570-A4577 A0770-A0773
Hat Yai / Naratiwat /Pattani /Trang - Domestic - International	A3350-A3357 A0750-A0757
Phuket /Krabi - Domestic - International	A3360-A3367 A0760-A0767
Phitsanulok / Sukhothai - Domestic	A4540-A4547
Samui/Surat Thani/ Nakhon Si Thammarat - Domestic	A4550-A4567
Ubon Ratchathani - Domestic	A4530-A4537
Bangkok Area control Centre Sector 1: - Domestic - International Sector 2: - Domestic - International Sector 3: - Domestic - International Sector 4: - Domestic - International Sector 5: - Domestic - International Sector 6: - Domestic - International Sector 7: - Domestic - International	A3310-A3317, A4210-A4217, A7210-A7217 A0700-A0707, A0710-A0717, A6110-A6117 A3320-A3327, A4220-A4227, A7220-A7227 A6100-A6107, A6120-A6127, A6170-A6177, A0720-A0727 A3330-A3337, A4230-A4237, A7230-A7237 A0730-A0737, A6130-A6137 A3340-A3347, A4240-A4247, A7240-A7247 A0740-A0747, A6140-A6147 A7250-A7257 A6150-A6157 A4260-A4267, A7260-A7267 A6160-A6167 A4270-A4277, A7270-A7277 A0774-A0777

4.2 VFR Operation

4.2.1 VFR flight operating in Bangkok FIR shall be assigned SSR codes by ATS unit concerned.

4.2.2 VFR flight departing from an aerodrome without SSR code being assigned shall use mode A code 2000 until a specific code is assigned by an ATS unit.

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ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)**1. RVSM POLICY AND PROCEDURES IN THE BANGKOK FIR****1.1 Airworthiness and Operational Approval and Monitoring**

- 1.1.1 APPROVAL PROCESS. Operators must obtain airworthiness and operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations. On behalf of the Pacific ATS providers, the FAA is maintaining a website containing documents and policy for RVSM approval. The Internet address is : <http://www.faa.gov/ats/ato/rvsm1.htm>. in the "RVSM Documentation" section, under "Documents Applicable to All RVSM Approvals", the "Aircraft/Operator Approval Events Outlines" for US and Non-US Operators provides an outline of approval process tasks with references to related documents.
- 1.1.2 AIRCRAFT MONITORING. (Source Document: IG 91-RVSM/TGL #6, Asia/Pacific Minimum Monitoring Requirements) Operators are required to participate in the RVSM aircraft monitoring program. This is an essential element of the RVSM implementation program in that it confirms that the aircraft altitude-keeping performance standard is being met.
- 1.1.2.1 Monitoring accomplished for other regions can be used to fulfill the monitoring requirements for the Asia/Pacific region. There are numbers of organizations worldwide who may be able to perform monitoring services in the Asia/Pacific region. Operators should contact the Monitoring Agency for Asia Region (MAAR) for confirmation that a monitoring contractor is acceptable for the submission of monitoring data.
- 1.1.2.2 An additional source that provides information on the monitoring requirements and monitoring services is the Monitoring Agency for Asia Region (MAAR) website and the information can be accessed by:
- a) Accessing the "Monitoring Program" section of the MAAR website.
 - b) The Internet address for MAAR is: <http://www.aerothai.co.th/maar>

1.2 In-flight Procedures within RVSM Airspace

- 1.2.1 Before entering RVSM airspace, the pilot should review the status of required equipment (see Appendix 4 of FAA IG 91-RVSM for pilot RVSM procedures). The following equipment should be operating normally:
- a) two primary altimetry systems;
 - b) one automatic altitude-keeping device; and
 - c) one altitude-alerting device;
 - d) *one altitude operating transponder (if required for operation in that specific RVSM airspace)*
- 1.2.2 See Appendix A of this Policy and Procedures or Appendix 5 of FAA IG 91-RVSM for pilot and controller actions in contingencies. The pilot must notify ATC whenever the aircraft:
- a) is no longer RVSM compliant due to equipment failure; or
 - b) experiences loss of redundancy of altimetry systems; or
 - c) encounters turbulence that affects the capability to maintain flight level.
- 1.2.3 TRANSITION BETWEEN FL's. (Source Document: 91-RVSM/TGL #6) During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft (45m).
- 1.2.4 PILOT LEVEL CALL. *Except when instructed by ATC*, pilots shall report reaching any altitude assigned within RVSM airspace in the Bangkok FIR.
- 1.2.5 CONTINGENCY PROCEDURES. The weather deviation procedures in 1.3 may be applied in the Bangkok FIR.

1.3 Weather Deviation Procedures**General procedures**

- 1.3.1 The following procedures are intended to provide guidance. All possible circumstances cannot be covered. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.
- 1.3.2 If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. In the meantime, the aircraft shall follow the procedures detailed in 1.3.9 below.

- 1.3.3 The pilot shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centerline of its cleared route.
- 1.3.4 When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response.
- 1.3.5 The pilot still retains the option of initiating the communications using the urgency call "PAN PAN" to alert all listening parties to a special handling condition, which may receive ATC priority for issuance of a clearance or assistance.
- 1.3.6 When controller-pilot communications are established, the pilot shall notify ATC and request clearance to deviate from track, advising, when possible, the extent of the deviation expected. ATC will take one of the following actions:
- a) if there is no conflict traffic in the horizontal dimension, ATC will issue clearance to deviate from track; or
 - b) if there is conflict traffic in the horizontal dimension, ATC will separate aircraft by establishing vertical separation or, if unable to establish vertical separation, ATC shall:
 - i) advise the pilot unable to issue clearance for requested deviation
 - ii) advise pilot of conflicting traffic
 - iii) request pilot's intentions
- SAMPLE PHRASEOLOGY:**
"Unable (requested deviation), traffic is (call sign, position, altitude, direction), advise intentions."
- 1.3.7 The pilot will take the following actions:
- a) Advise ATC of intentions by the most expeditious means available.
 - b) Comply with air traffic control clearance issued or...
 - c) Execute the procedures detailed in 1.3.9 below. (ATC will issue essential traffic information to all affected aircraft).
 - d) If necessary, establish voice communications with ATC to expedite dialogue on the situation

Actions to be taken if a revised air traffic control clearance cannot be obtained

- 1.3.8 The pilot shall take the actions listed below under the provision that the pilot may deviate from rules of the air (e.g., the requirement to operate on route or track center line unless otherwise directed by ATC), when it is absolutely necessary in the interests of safety to do so.
- 1.3.9 ***If a revised air traffic control clearance cannot be obtained*** and deviation from track is required to avoid weather, the pilot shall take the following actions:
- a) If possible, deviate away from an organized track or route system;
 - b) Establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code) and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5 MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency 123.45 MHz).
 - c) Watch for conflict traffic both visually and by reference to ACAS;
Note: 1.3.9 b) and c) above calls for the pilot to: broadcast aircraft position and pilot's intentions, identify conflict traffic and communicate air-to-air with near-by aircraft. If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.
 - d) Turn on **all** aircraft exterior lights (commensurate with appropriate operating limitations);
 - e) For deviations of less than 10 NM, aircraft should remain at the level assigned by ATC;
 - f) **For deviations of greater than 10 NM**, when the aircraft is approximately 10 NM from track, initiate a level change based on the following criteria:

Route center line track	Deviations > 10 NM	Level change
EAST 000-179 magnetic	LEFT RIGHT	DESCEND 300 ft CLIMB 300 ft
WEST 180-359 magnetic	LEFT RIGHT	CLIMB 300 ft DESCEND 300 ft

- g) If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.
- h) When returning to track, be at its assigned flight level, when the aircraft is within approximately 10 NM of center line.

1.4 Flight planning Requirements

- 1.4.1 Unless special arrangement is made as detailed below, RVSM approval is required for operators and aircraft to operate within designated RVSM airspace. The operator must determine that the appropriate State authority has granted them RVSM operational approval and they will meet the RVSM requirements for the filed route of flight and any planned alternate routes. The letter "W" shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate that both the aircraft and operator are RVSM approved.
- 1.4.2 All operators filing Repetitive Flight Plans (RPLs) shall include the letter "**W**" in **Item Q** of the RPL to indicate RVSM approval status and include all equipment and capability in conformity with Item 10 of the ICAO Flight Plan.

1.5 Procedures for Operation of Non-RVSM Compliant Aircraft in RVSM airspace

- 1.5.1 **FLIGHT PRIORITY.** It should be noted that RVSM approved aircraft will be given priority for level allocation over non-RVSM approved aircraft.
- 1.5.2 **VERTICAL SEPARATION APPLIED.** The vertical separation minimum between non-RVSM aircraft operating in the RVSM stratum and all other aircraft is 2,000 ft.
- 1.5.3 **PHRASEOLOGY.** Non-RVSM compliant aircraft operating in RVSM airspace should use the phraseology contained in Appendix B.
- 1.5.4 **CONTINUOUS CLIMB/DESCENT OF NON-COMPLIANT AIRCRAFT THROUGH RVSM AIRSPACE.** Non-RVSM compliant aircraft may be cleared to climb to and operate above FL410 or descend to and operate below FL290 provided that they:
- a) Do not climb or descend at less than the normal rate for the aircraft and
 - b) Do not level off at an intermediate level while passing through the RVSM stratum.
- 1.5.5 **SPECIAL COORDINATION PROCEDURES FOR CRUISE OPERATION OF NON-RVSM COMPLIANT AIRCRAFT IN RVSM AIRSPACE.** Non-RVSM compliant aircraft may not flight plan between FL290 and FL410 inclusive within RVSM airspace, except for the following situations:
- a) The aircraft is being initially delivered to the State of Registry or Operator (see 1.6 for additional details and information); or
 - b) The aircraft was RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval; or
 - c) The aircraft is transporting a spare engine mounted under the wing; or
 - d) The aircraft is being utilized for mercy or humanitarian purposes; or
 - e) State aircraft (those aircraft used in military, custom and police services shall be deemed state aircraft)
- Note: The procedures are intended exclusively for the purposes indicated and not as a means to circumvent the normal RVSM approval process.
- 1.5.5.1 The assignment of cruising levels to non-RVSM compliant aircraft listed in paragraph 1.5.5 a) to e) shall be subject to an ATC clearance. Aircraft operators shall include the "**STS/ Category of operations (i.e. FERRY/HUMANITARIAN/MILITARY/CUSTOMS/POLICE)/NON-RVSM COMPLIANT**" in Filed 18 of the ICAO Flight Plan.
- 1.5.5.2 Where necessary, the Air Traffic Control Centre may be contacted as follows:

Bangkok Area Control Centre

Telephone: +662 285 9111
AFTN: VTBBZRZX
FAX: +662 285 9077

1.6 Delivery Flight for Aircraft that are RVSM Compliant on Delivery

- 1.6.1 An aircraft that is RVSM compliant on delivery may operate in RVSM airspace provided that the crew is trained on RVSM policies and procedures applicable in the airspace and the responsible State issues the operator a letter of authorization approving the operation. State notification to the MAAR should be in the form of a letter, e-mail or fax documenting the one-time flight. The planned date of the flight, flight identification, registration number and aircraft type/series should be included.

E-mail address: safety@motc.go.th.
Fax number: +662 286 2913.
AFTN address: VTBAYAYX

1.7 Procedures for Suspension of RVSM

- 1.7.1 Air traffic services will consider suspending RVSM procedures within affected areas of the Bangkok FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2,000 ft

1.8 Guidance for Pilots and Controllers for Actions in the Event of Aircraft System Malfunction or Turbulence Greater than Moderate

- 1.8.1 See Appendix A for guidance in these circumstances.

1.9 Procedures for Air-Ground Communication Failure

- 1.9.1 The air-ground communication failure procedures specified in ICAO PANS-ATM Doc 4444 or when so prescribe in Regional Supplementary Procedures – Doc 7030/4 MID/ASIA/RAC, should be applied accordingly within Bangkok FIR.
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Appendix A**CONTINGENCY SCENARIOS**

The following paragraphs summarize pilot actions to mitigate the potential for conflict with other aircraft in certain contingency situations. They should be reviewed in conjunction with the expanded contingency scenarios detailed on Appendix B, which contain additional technical and operational detail.

***Scenario 1: The pilot is: 1) unsure of the vertical position of the aircraft due to the loss or degradation of all primary altimetry systems, or 2) unsure of the capability to maintain cleared flight level (CFL) due to turbulence or loss of all automatic altitude control systems.**

The Pilot should:	ATC can be expected to:
Maintain CFL while evaluating the situation;	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped;	
If considered necessary, alert nearby aircraft by 1) Making maximum use of exterior lights; 2) Broadcasting position, FL, and intentions on 121.5 MHz (as a back up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Notify ATC of the situation and intended course of action. Possible courses of action include:	Obtain the pilot's intentions and pass essential traffic information.
1) Maintaining the CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.	1) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
2) Requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish adequate separation from other aircraft.	2) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.
3) Executing the contingency maneuver shown in 1.6 and 1.7 of this RVSM POLICY AND PROCEDURES to offset from the assigned track and FL, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.	3) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation.
	4) Notify adjoining ATC facilities/sectors of the situation.

Scenario 2: There is a failure or loss of accuracy of one primary altimetry system (e.g., greater than 200 feet difference between primary altimeters)

The Pilot should
Cross check standby altimeter, confirm the accuracy of a primary altimeter system and notify ATC of the loss of redundancy. If unable to confirm primary altimeter system accuracy, follow pilot actions listed in the preceding scenario.

EXPANDED EQUIPMENT FAILURE AND TURBULENCE ENCOUNTER SCENARIOS

Operators may consider this material for use in training programs.

Scenario 1: All automatic altitude control systems fail (e.g., Automatic Altitude Hold).

The Pilot should	ATC can be expected to
Initially	
Maintain CFL	
Evaluate the aircraft's capability to maintain altitude through manual control.	
Subsequently	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by <ol style="list-style-type: none"> 1) Making maximum use of exterior lights; 2) Broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used.) 	
Notify ATC of the failure and intended course of action. Possible courses of action include:	
1) Maintaining the CFL and route, provided that the aircraft can maintain level.	1) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum
2) Requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish lateral, longitudinal or conventional vertical separation.	2) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.
3) Executing the contingency maneuver shown in 1.6 and 1.7 of this RVSM POLICY AND PROCEDURES to offset from the assigned track and FL, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.	3) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation.
	4) Notify adjoining ATC facilities/sectors of the situation.

Scenario 2: Loss of redundancy in primary altimetry systems

The Pilot should	ATC can be expected to
If the remaining altimetry system is functioning normally, couple that system to the automatic altitude control system, notify ATC of the loss of redundancy and maintain vigilance of altitude keeping.	Acknowledge the situation and continue to monitor progress.

Scenario 3: All primary altimetry systems are considered unreliable or fail

The Pilot should	ATC can be expected to
Maintain CFL by reference to the standby altimeter (if the aircraft is so equipped).	
Alert nearby aircraft by 1) Making maximum use of exterior lights; 2) Broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used.)	
Consider declaring an emergency. Notify ATC of the failure and intended course of action. Possible courses of action include:	Obtain pilot's intentions, and pass essential traffic information.
1) Maintaining CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.	1) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
2) Requesting ATC clearance to climb above or descend below RVSM airspace if ATC cannot establish adequate separation from other aircraft.	2) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.
3) Executing the contingency maneuver shown in 1.6 and 1.7 of this RVSM POLICY AND PROCEDURES to offset from the assigned track and FL, if ATC clearance cannot be obtained.	3) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation.
	4) Notify adjoining ATC facilities/sectors of the situation.

Scenario 4: The primary altimeters diverge by more than 200 ft (60 m)

The Pilot should
Determine the defective system through the normal airplane integrated comparator warning system or in the absence of such a system, establish trouble-shooting procedures comparing the primary altimeters to the standby altimeter (corrected using the correction card)
If the defective system can be determined, couple the functioning altimeter to the altitude keeping device in use.
If the defective system cannot be determined, follow the guidance in Scenario 3 for failure or unreliable altimeter indications of all primary altimeters

Scenario 5. Turbulence (greater than moderate), which the pilot believes, will impact the aircraft's capability to maintain flight level.

The Pilot should	ATC can be expected to
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by 1) Making maximum use of exterior lights; 2) Broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used.)	
Notify ATC of intended course of action as soon as possible. Possible courses of action include:	
1) Maintaining CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.	1) Assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
2) Requesting flight level change, if necessary.	2) If unable to provide adequate separation, advise the pilot of essential traffic information and request pilot's intentions.
3) Executing the contingency maneuver shown in 1.6 and 1.7 of this RVSM POLICY AND PROCEDURES to offset from the assigned track and FL, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.	3) Notify other aircraft in the vicinity and continue to monitor the situation.
	4) Notify adjoining ATC facilities/sectors of the situation.

Appendix B**PHASEOLOGY RELATED TO RVSM OPERATIONS****Controller-Pilot phraseology:**

Message	Phraseology
For a controller to ascertain the RVSM approval status of an aircraft:	(call sign) CONFIRM RVSM APPROVED
<p>For a pilot to report non-RVSM approval status:</p> <ul style="list-style-type: none"> i. on the initial call on any frequency within the RVSM airspace (controllers shall provide & readback with this same phrase), and ii. in all requests for flight level changes pertaining to flight levels within the RVSM airspace; and iii. in all read-backs to flight level clearances pertaining to flight levels within the RVSM airspace <p>Additionally, except for State aircraft, pilot shall include this phrase to read back flight level clearances involving the vertical transit through FL 290 or FL 410</p> <p><i>See examples that follow.</i></p>	NEGATIVE RVSM
For a pilot to report RVSM approval status	AFFIRM RVSM
For a pilot of a non-RVSM approved State aircraft to report non-RVSM approval status, in response to the phrase (call sign) CONFIRM RVSM APPROVED .	NEGATIVE RVSM STATE AIRCRAFT
Denial of clearance into the RVSM airspace:	(call sign) UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] FLIGHT LEVEL (number)
For a pilot to report when severe turbulence affects the aircraft's capability to maintain the height-keeping requirements for RVSM.	UNABLE RVSM DUE TURBULENCE*
<p>For a pilot to report that the aircraft's equipment has degraded en-route below that required for flight within the RVSM airspace. (See Appendix A)</p> <p><i>(This phrase is to be used to convey both the initial indication of the non-MASPS compliance, and henceforth, on initial contact on all frequencies within the lateral limits of the RVSM airspace until such time as the problem ceases to exist, or the aircraft has exited the RVSM airspace.)</i></p>	UNABLE RVSM DUE EQUIPMENT*
For a pilot to report the ability to resume operations within the RVSM airspace after an equipment or weather-related contingency.	READY TO RESUME RVSM
For a controller to confirm that an aircraft has regained its RVSM approval status, or to confirm that the pilot is ready to resume RVSM operations.	REPORT ABLE TO RESUME RVSM

- Example 1:** A non-RVSM approved aircraft, maintaining FL 260, subsequently requests a climb to FL 320.
Pilot: (call sign) REQUEST FL 320, NEGATIVE RVSM
Controller: (call sign) CLIMB TO FL 320
Pilot: (call sign) CLIMB TO FL 320, NEGATIVE RVSM
- Example 2:** A non-RVSM approved aircraft, maintaining FL 260, subsequently requests a climb to FL 430.
Pilot: (call sign) REQUEST FL 430, NEGATIVE RVSM
Controller: (call sign) CLIMB TO FL 430
Pilot: (call sign) CLIMB TO FL 430, NEGATIVE RVSM
- Example 3:** A non-RVSM approved aircraft, maintaining FL 360, subsequently requests a climb to FL380.
Pilot: (call sign) REQUEST FL 380, NEGATIVE RVSM
Controller: (call sign) CLIMB TO FL 380
Pilot: (call sign) CLIMB TO FL 380, NEGATIVE RVSM
- Example 4:** A non-RVSM approved civil aircraft, maintaining FL 280, subsequently requests a climb to FL320.
Pilot: (call sign) REQUEST FL 320, NEGATIVE RVSM
Controller: (call sign) UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN FL 280

FLIGHT LEVEL ALLOCATION SCHEME (FLAS) FOR SOUTH CHINA SEA AREA

ATS Route	No-Pre-Departure Coordination (No-PDC) Flight Levels. <i><u>Other levels available with prior approval</u></i>
G474/L628 B202/L628	EB – FL 330, 370, 410 WB – FL 280, 340
N891	SB – FL 330 NB – FL 260, 300, 380
A1	EB – FL 290, 330, 370, 390, 410 WB – FL 280, 300, 340, 380, 400
R468/M768	EB – FL 270, 330, 410 WB – FL 300, 380
A202	EB – FL 290, 330, 370, 390, 410 WB – FL 280, 300, 340, 380, 400 <i>Note: Implemented 14 Jan 2008 in Bangkok FIR</i>

2. AIR TRAFFIC FLOW MANAGEMENT PROCEDURES OVER BAY OF BENGAL, SOUTH ASIA AND PAKISTAN THROUGH KABUL FIR

2.1 Provision of ATFM Services

- 2.1.1 ATFM services are provided by Aeronautical Radio of Thailand LTD (AEROTHAI) from the Bangkok Air Traffic Flow Management Unit (ATFMU) at Bangkok ACC. ATFM services will be limited to calculation, promulgation and management of mandatory Allocated Wheels Up Time (AWUT) and Kabul FIR flight level, ATS route and entry fix time for each affected flight.
- 2.1.2 Air Navigation Services Providers (ANSPs) retain responsibility for the tactical management of flights that are subject to ATFM. In discharging tactical responsibilities, ANSPs will manage non-ATFM compliant flights using delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.
- 2.1.3 The ATFMU utilizes the automated, web based Bay of Bengal Cooperative ATFM System (BOBCAT) in meeting its ATFM responsibilities. These responsibilities will be managed in coordination with aircraft operators and ANSPs in the FIRs concerned.
- 2.1.4 The ATFMU operates on 24 hour basis and is responsible for westbound flights entering the Kabul FIR at specified times, flight levels and ATS routes in accordance with 2.2 of this procedures. The objectives of these ATFM services are to:
 - a) Reduce ground and en-route delays;
 - b) Maximize capacity and optimize the flow of air traffic within the area;
 - c) Provide an informed choice of routing and flight level selection;
 - d) Alleviate unplanned in flight re-routing and technical stops; and
 - e) Assist regional ANSPs in planning for and managing future workload in the light of forecast increased traffic flows within the area.

2.2 ATFM affected ATS routes, flight levels and applicable hours.

- 2.2.1 All westbound flights intending to enter the Kabul FIR between 2000UTC and 2359UTC daily on ATS routes A466, L750, N644 from FL280 to FL390 inclusive and G792/V390 from FL310 to FL390 inclusive shall comply with the ATFM procedures contained in this procedures. This includes a mandatory requirement for all flights to obtain a specific ATFM slot allocation from the ATFMU (including AWUT) for entry into the Kabul FIR during the period mentioned above.
- 2.2.2 Flight who plan to enter Kabul FIR without an AWUT and entry slot (comprising flight level, ATS route and entry fix time) will be accommodated only after flights with slots have been processed. Such flights should expect delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.
- 2.2.3 In order to ensure availability of slots for westbound departures from designated airports in northern India and Pakistan, departures from these airports are given priority for FL280 in the slot allocation. This does not preclude these flights from requesting higher flight levels with initial slot request.

2.3 Flights Exempted from BOBCAT ATFM

- 2.3.1 The following flights are exempted from the ATFM procedures:
 - a) Humanitarian or medical flights
 - b) State aircraft with Head of State onboard
- 2.3.2 Flights exempted from ATFM procedures shall indicate the exemption in their flight plan (Field 18 – STS-BOB ATFM EXMP).
- 2.3.3 *AIS Centres (VTBD/VTBS), Aerodrome Aeronautical Information Services Units (VTCC/VTSS/VTSP) or Base Operations (Military)* shall forward the flight plan information to the ATFMU at AFTN address VTBBZDZX.

2.4 Mandatory AWUT and Kabul FIR Slot allocation

- 2.4.1 Affected flights shall obtain the mandatory AWUT, Kabul FIR entry time, flight level and ATS route from the BOBCAT system. The AWUT and Kabul slot allocation will enable ANSPs to tactically control westbound flight transiting the Kabul FIR at specified times by assigning minimum spacing requirements at established gateway fix points in the vicinity of the eastern boundary of the Kabul FIR.

Kabul FIR Entry point : At SERKA for route SERKA B466 PAROD all westbound flights intending to enter the Kabul FIR between 2000 and 2359 daily on ATS route B466 between SERKA and PAROD from FL310 to FL390 inclusive shall comply with ATFM Procedures including Mandatory requirement to obtain ATFM slot allocation from Bangkok ATFMU

- 2.4.2 The application, calculation and distribution of AWUT and Kabul FIR entry fix slot allocations will be managed via internet access to the BOBCAT system in accordance with the ATFM operation procedure in 2.5.

2.5 BOBCAT-Operating Procedures

- 2.5.1 All affected flights are required to submit slot requests to the BOBCAT system by logging onto <https://www.bobcat.aero> between 0001 and 1200UTC on day of flight and completing the electronic templates provided.
- 2.5.2 Affected operators who do not have dedicated BOBCAT username/password access should complete the attached application form in Appendix A and fax the form to the ATFMU as soon as possible.
- 2.5.3 Slot Allocation Process
- 2.5.3.1 The slot allocation process is divided into 3 phases, namely the slot request submission. Initial slot allocation and finally slot distribution to aircraft operators and ANSPs.
- 2.5.4 Slot Request Submission
- 2.5.4.1 Slot requests including preferred ATS route, flight level and Maximum Acceptable Delay (MAD) should be lodged between 0001UTC and 1200UTC on the day of flight. Slot requests may subsequently be amended prior to 1200UTC, which is the cut-off time. Aircraft operators are encouraged to submit additional slot request options in case their first choice is not available. This may include variations to ATS route, flight level and MAD.
- 2.5.4.2 Slot requests shall be for flight parameters that are able to be met by the flight. For example, flights requesting a slot at FL390 must be able to transit Kabul FIR at FL390. Flight subsequently unable to meet slot parameters (flight level, ATS route or entry fix time) should expect non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.
- 2.5.4.3 As BOBCAT will allocate FL280 on a priority basis to facilitate departures from northern India and Pakistan underneath over-flying traffic, flights departing these airports are encouraged to include FL280 as at least one slot request preference.
- 2.5.4.4 Flights that were not allocated a slot in the initial slot allocation, are not satisfied with the allocated slot or did not submit a slot request should select slots from the listing of remaining unallocated slots available immediately after slot distribution has been completed.
- 2.5.5 Slot Allocation and Distribution.
- 2.5.5.1 Slot allocation will commence at the cut-off time at 1200UTC. BOBCAT will process and generate the slot allocation based on the information submitted in the slot requests. Notification of slot allocation will be made not later than 1230UTC via the ATFMU website. Alternative arrangements for notification of slot distribution (e.g. Fax, Telephone, E-mail) should be coordinated with the ATFMU.
- 2.5.5.2 After the slot allocation has been published at <http://www.bobcat.aero>, aircraft operators can:
- a) Use the slot allocation result for ATS flight planning purposes,
 - b) Cancel the allocated slot and/or,
 - c) Change slot allocation to another available slot in the published list of unallocated slots.
- 2.5.5.3 ATS Units involved within Bangkok FIR (e.g. Bangkok Area Control Centre, Aerodrome Control at the departure airports, AIS Centres, Aerodrome Aeronautical Information Services Units and Base Operations) can also view the slot allocation results at <https://www.bobcat.aero>.
- 2.5.6 Submission of ATS Flight Plan
- 2.5.6.1 Once aircraft operators are in receipt of the slot allocation, they shall submit the ATS flight plan using the time, ATS route and flight level parameters of the BOBCAT allocated slot.
- 2.5.6.2 In addition to normal AFTN addressees, operators should also address flight plan (FPL) and related ATS messages (e.g. DLA, CNL, CHG) to the ATFMU via AFTN address VTBBZDZX for all flights that have submitted a slot request.

2.6 Aircraft Operator/Pilot in Command and ANSP Responsibilities

Aircraft Operator/Pilot in Command

- 2.6.1 In accordance with ICAO PANS ATM provisions, it is the responsibility of the Pilot in Command (PIC) and the aircraft operator to ensure that the aircraft is ready to taxi in time to meet any required

- 2.6.2 departure time. PIC shall be kept informed by their operators of the AWUT, Kabul FIR entry fix times and flight parameters (route/level) nominated by BOBCAT.
- 2.6.3 The PIC, in collaboration with ATC, shall arrange take-off as close as possible to the AWUT in order to meet the Kabul FIR slot time.

ANSPs

- 2.6.4 In accordance with ICAO PANS ATM provisions, flights with an ATFM slot allocation should be given priority for take off to facilitate compliance with AWUT
- 2.6.5 AWUT shall be included as part of the initial ATC clearance. In collaboration with PIC, Aerodrome Control shall ensure that every opportunity and assistance is granted to a flight to meet AWUT and allocated entry fix times at Kabul FIR.

2.7 Coordination procedure between Aircraft Operator/Pilot in Command, ANSPs and Bangkok ATFMU to be applied within the Bangkok FIR

- 2.7.1 The ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for NOTAMs regarding any planned activities that may affect slot availability (e.g. reservation of airspace/ closure of airspace, non-availability of routes, etc).
- 2.7.2 The ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for ATS messages (e.g. FPL, DEP, DLA, CHG, CNL) relating to flights subject to ATFM procedures.
- 2.7.3 Prior to departure and before obtaining an Airway Clearance, in circumstances where it becomes obvious that the Kabul slot time will not be met, a new slot allocation should be obtained as soon as possible via aircraft operators/flight dispatcher as primary to avoid frequency congestion, the alternative means via Ground Control or Clearance Delivery and the ATFMU. Early advice that the Kabul slot time will be missed also enables the slots so vacated to be efficiently reassigned to other flights.
- 2.7.4 The PIC shall include the AWUT in the initial ATC clearance request.
- 2.7.5 A missed slot results in considerable increase in coordination workload for ATC and PIC and should be avoided. To minimize coordination workload in obtaining a revised slot allocation, if the flight is still at the gate and an Airway Clearance has been obtained, PIC shall advise Ground Control of the missed slot and obtains new AWUT specified in 2.7.3. If it becomes essential, the ATC Clearance may be cancelled.
- 2.7.6 Prior to departure and after the aircraft has left the gate, in the event that the aircraft is unable to meet the Kabul slot time, when requested by the PIC, Aerodrome Control shall assist the PIC in coordination with Bangkok ACC and the ATFMU for a revised slot allocation.
- 2.7.7 PIC shall adjust cruise flight to comply with slot parameters at the Kabul FIR entry fix, requesting appropriate ATC clearances including speed variations in accordance with published AIP requirements.

2.8 ATFM Operations for Departing Aircraft from Suvarnabhumi Airport (VTBS)

- 2.8.1 To increase the effectiveness for departing aircraft from VTBS during the ATFM period and to ensure priority departure in accordance with AWUT, the following procedures are required for all ATFM related flights;
 - a) Before obtaining an Airway Clearance, ensure a flight is ready at least 25 minutes prior to the allocated AWUT (the additional 5 minutes buffer to AWUT should not be taken into account under this provision),
 - b) Radio communication with Suvarnabhumi Ground Control shall also be established within 5 minutes of enroute ATC clearance being received.
 - c) Flights that do not adhere to the procedures mentioned in a) and/or b) above, will be considered as unready and may result in withdrawal of Airway clearance as well as AWUT.
 - d) Notwithstanding the above, there may be some occasions where, due to the location of the aircraft's parking bay, the aircraft could take less time of taxi than the Standard Taxi Time (STT). In these cases, ATC may delay the pushback and start-up procedures in order for the aircraft to have a smooth transition to the holding point.

2.9 Basic computer requirement.

- 2.9.1 Aircraft operators and ATS units involved are required to have computer equipment capable of connecting to the BOBCAT website <http://www.bobcat.aero> via the Internet and satisfying the following minimum technical requirements:
 - a) A personal computer of any operating system with the following characteristics;

- i) Processor: minimum CPU clock speed of 150 MHz
- ii) Operating System: Any that operates one of the following web browsers (i.e. Windows 2000/XP, Linux, Unix or Mac OS);
- iii) Web Browser: Internet Explorer 5.5 or newer, Mozilla 1.0 or newer, Mozilla Firefox 1.0 or newer, Netscape 7 or newer;
- iv) RAM: 64 MB or large (depending on operating system);
- v) Hard Disk Space: minimum of 500 MB or larger (depending on operating system);
- vi) Monitor Display Resolution: Minimum of 800x600 pixels; and
- vii) Internet Connection: 56 Kbps Modem or faster.

2.10 ATFM Users Handbook

- 2.10.1 Supporting documentation, including detailed information in respect of the ATFM operations described above and other pertinent information has been included in the *Bay of Bengal and South Asia ATFM Handbook* (the "ATFM Users Handbook"), available at <http://www.bobcat.aero>
- 2.10.2 ANSPs and aircraft operators shall ensure that they are conversant with and able to apply the relevant procedures described in the ATFM Users Handbook.

2.11 Contingency Procedures

- 2.11.1 In the event that an aircraft operator or ATS unit is unable to access the ATFMU website, the ATFMU shall be contacted via the alternative means (telephone, fax, AFTN) described in 2.12.
- 2.11.2 Contingency procedures for submission of slot request, including activation of Contingency Slot Request Templates (CSRT), are included in the ATFM Users Handbook.
- 2.11.3 In the event of system failure of BOBCAT, ATFMU shall notify all parties concerned and advise that ATFM slot allocation procedures are suspended. In this event, all parties concerned will revert to the existing ATM procedures as applicable outside the daily period of ATFM metering.

2.12 ATFM System Fault Reporting

- 2.12.1 An ATFM system fault is defined as a significant occurrence affecting an ATS unit, an aircraft operator or ATFMU resulting from the application of ATFM procedures.
- 2.12.2 Aircraft operators and ATS units involved in Bangkok FIR, experiencing an ATFM system fault should complete an ATFM System Fault Report Form from the ATFM Users Handbook (see Appendix B) and forward it to the ATFMU at the address indicated on the form. The ATFMU will analyze all reports, make recommendations/suggestions as appropriate and provide feed back to the parties concerned to enable remedial action.

2.13 Address of Air Traffic Flow Management Unit (ATFMU)

- 2.13.1 The ATFMU may be contacted as follows;
 - Unit Name: Bangkok ATFMU
 - Telephone: +66 2287 8024, +66 2287 8025
 - Fax: +66 2287 8027
 - Tel/Fax: +66 2287 8026
 - E-mail: atfmua@bobcat.aero
 - AFTN: VTBBZDZX
 - Website: <http://www.bobcat.aero>

Appendix A**BOBCAT USERNAME / CONTACT INFORMATION MODIFICATION FORM**

To be submitted to Bangkok ATFMU

SECTION I: ADD NEW USERS

Prefix	First Name	Last Name	Proposed Username Up to 20 characters	E-mail Address

SECTION II: REMOVE USERS

Prefix	First Name	Last Name	Username	E-mail Address

SECTION III: RESET PASSWORD

Prefix	First Name	Last Name	Username

SECTION IV: NOTIFICATION E-MAIL ADDRESS

☐ Change our organization's notification e-mail address
to _____

SECTION V: CONTACT INFORMATION

Organization: _____

Full Name: _____

Tel: _____

E-mail: _____

Signature: _____

Date/Time of Request: _____

Appendix B

ATFM SYSTEM FAULT AND EVENT REPORT FORM

To be submitted to Bangkok ATFMU

SECTION I: GENERAL INFORMATION

1. Date and time (UTC) of Occurrence _____ / _____ / _____ / _____ / _____
yy / mm / dd / hh / mm
2. Type of Event
 - 2.1 Failure of BOBCAT system
 - 2.2 Communication Link failure
 - 2.3 Non compliance with ATFM procedures by Pilot / Airline Operator / ANSP
 - 2.4 Error in FPL and associated messages
 - 2.5 Failure in ATFM Slot Monitoring (i.e. TWR at Aerodrome of Departure)
 - 2.6 Non compliance with slot allocation window
3. Restrictions applicable to the flight: _____

SECTION II: DETAILED INFORMATION

1. Flight Data (if applicable) – Call Sign: _____

Attach copies of Flight Progress Strips indicating DEP, EOBT, WUT, DES or Entry Point & ETO over entry point, FL to ATC Unit/sector area of activity as applicable.
2. Other details necessary for analysis of the incident

Attach copies of FPL or RPL, subsequent ATS modifying messages etc. If appropriate

SECTION III: SUPPLEMENTARY INFORMATION

1. Actions already initiated: _____

2. Contact information follow-up action:
 - 2.1 Name : _____
 - 2.2 Designation: _____
 - 2.3 Tel: _____
 - 2.4 E-mail: _____
3. Signature: _____
4. Date/Time of Report: _____

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 Unless other ATC restriction is imposed, the aircraft must be push back within 5 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled.

Additionally 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.

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 Unless other ATC restriction is imposed, the aircraft must be push back within 5 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled.

Additionally 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.

- 8.5 Towing of aircraft
- 8.5.1 Aircraft towing will be restricted when the RVR down to less than 550 m.
- 8.6 Aircraft guidance under all-weather operations category II
- 8.6.1 Taxiway centre line lights
- 8.6.1.1 As soon as the operation of category II low visibility procedures is announced, aircraft will be only permitted to taxi on taxiways with operating centre line lights.
- 8.6.1.2 Taxiway centre line lights within the ILS sensitive area are colour-coded (Green/Yellow) from runway 19L/01R to taxiway B and from runway 19R/01L to taxiway E. To indicate that the aircraft has vacated the ILS sensitive area, pilots are to delay the call "RUNWAY VACATED" until the aircraft has completely passed the end of the Green/Yellow colour-coded taxiway centre line lights.
- 8.6.2 Stop bars
- 8.6.2.1 Taxiing across stop bars is strictly prohibited as long as they are in operation. No kind of clearance includes permission to taxi across a stop bar in operation.
- 8.6.2.2 Stop bars are installed at every runway holding position to assist in preventing inadvertent incursions of aircraft and vehicles onto the runway. In addition, stop bars are arranged on the following listed below to provide traffic control by visual means.
- on taxiway B at the intermediate holding position to taxiway C7
 - on taxiway G at the intermediate holding position to taxiway C
 - on taxiway E at the intermediate holding position to taxiway E12
 - on taxiway D at the intermediate holding position to taxiway G
- 8.6.3 Clearance bars / Intermediate holding position lights
- 8.6.3.1 Taxiing across clearance bars / intermediate holding position lights is allowed.
- 8.6.3.2 Clearance bars / intermediate holding position lights are installed at every intermediate holding position except where a stop bar has been installed.
- 8.6.3.3 Clearance bars / intermediate holding position lights consist of seven fixed unidirectional lights showing yellow in the direction of approach to intermediate holding position.
- 8.7 Adverse weather warning
- 8.7.1 Aircraft will not be refused permission to land or take off at Suvarnabhumi International Airport solely because of adverse weather conditions. The pilot in-command of a commercial air transport aircraft shall be responsible for operation in accordance with applicable company weather minima.

9. Modes of Operation

9.1 Selected Modes of Operation for Suvarnabhumi International Airport .

Segregated Parallel Approaches / Departures (Mode 4) will be the standard operating mode for Suvarnabhumi International Airport. There may be semi-mixed operations, i.e. one runway is used exclusively for departures, while the other runway is used for a mixture of approaches and departures; or, one runway is used exclusively for approaches while the other is used for a mixture of approaches and departures, there may also be mixed operations, i.e. simultaneous parallel approaches with departures interspersed on both runways (ICAO DOC 9643). Several types of parallel runway operations, which are described as operational models may be conducted in segregated parallel approaches and departures.

9.2 The utilization of operational models shall be based on traffic situations at the time with the purpose to achieve an orderly and expeditious flow of traffic. The criteria shall also meet the most effectiveness of runway utilization. However, as far as the operational model is selected, the basic concept of operating aircraft on ground movement area shall not aim at the shortest taxi route to the active runway but the respective departure direction. In addition, the selected model should support the independent parallel departure operation with safety and maximum runway capacity.

VTSS AD 2.24 CHARTS RELATED TO AN AERODROME

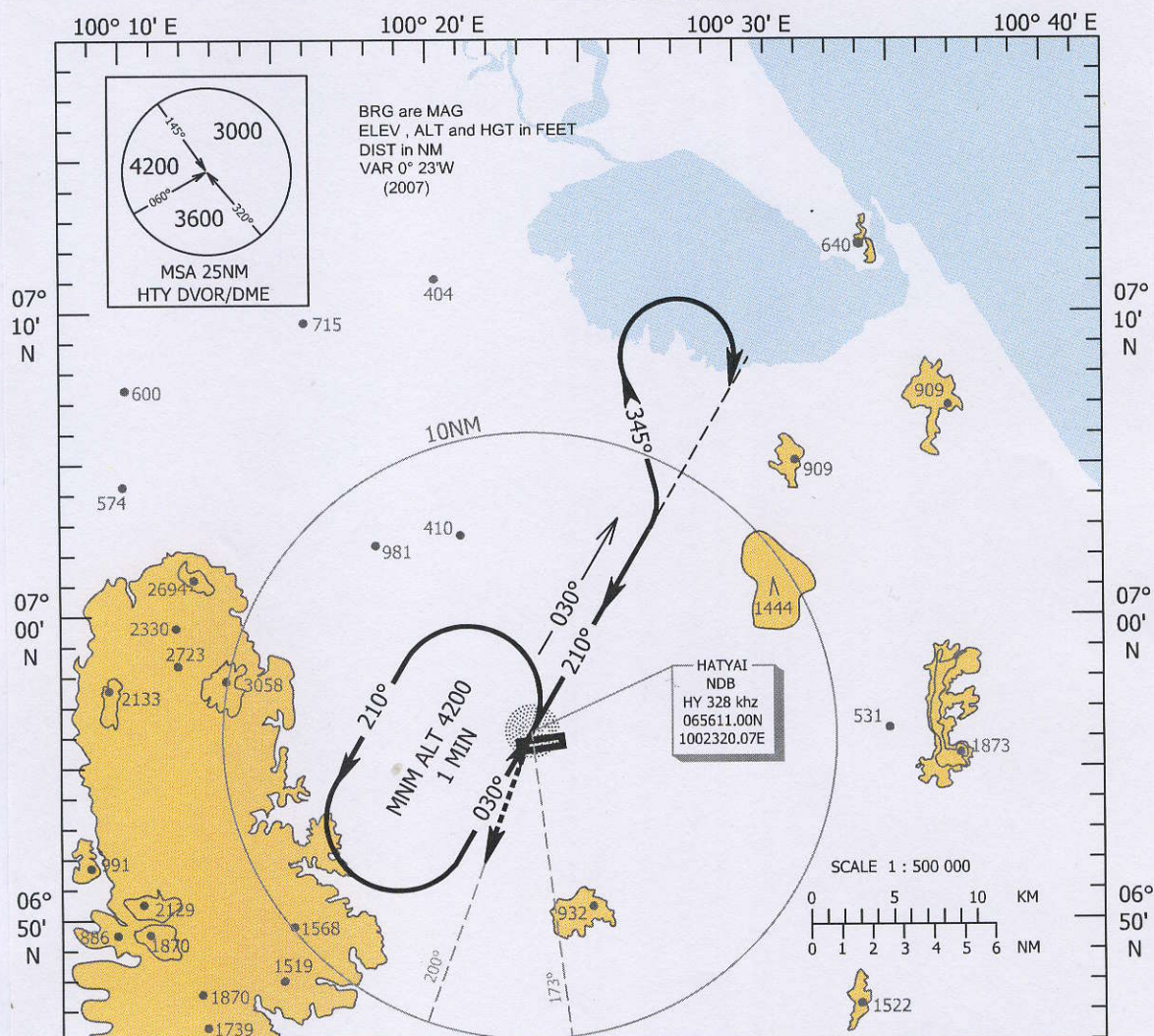
	Page
Aerodrome Chart- ICAO	VTSS AD 2-17
Aircraft Parking/Docking Chart - ICAO	VTSS AD 2-19
Aerodrome Ground Movement Chart - ICAO	VTSS AD 2-21
Aerodrome obstacle Chart - ICAO - Type A - RWY 08/26	VTSS AD 2-23
Area Chart- ICAO	VTSS AD 2-25
Instrument Approach Chart - ICAO – NDB C	VTSS AD 2-27
Instrument Approach Chart - ICAO – VOR A	VTSS AD 2-29
Instrument Approach Chart - ICAO – VOR B	VTSS AD 2-31
Instrument Approach Chart - ICAO – RWY 26 - VOR	VTSS AD 2-33
Instrument Approach Chart - ICAO – RWY 26 – ILS or LLZ	VTSS AD 2-35

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INSTRUMENT AERODROME ELEV 90 ft
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 126.7
TWR : 118.1 , 236.6
ATIS : 128.8

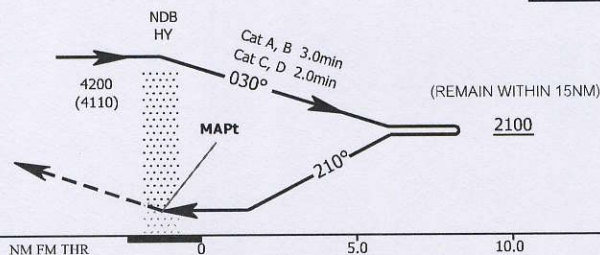
SONGKHLA / Hat Yai Intl (VTSS)
NDB-C



MISSED APPROACH :

At NDB, Climb straight ahead to 700ft then turn left to intercept and proceed along BRG 200 outbound to 2100ft, then turn left to intercept and proceed along BRG 173 from NDB HY inbound to 4200ft and hold or as directed by ATC

ELEV 90



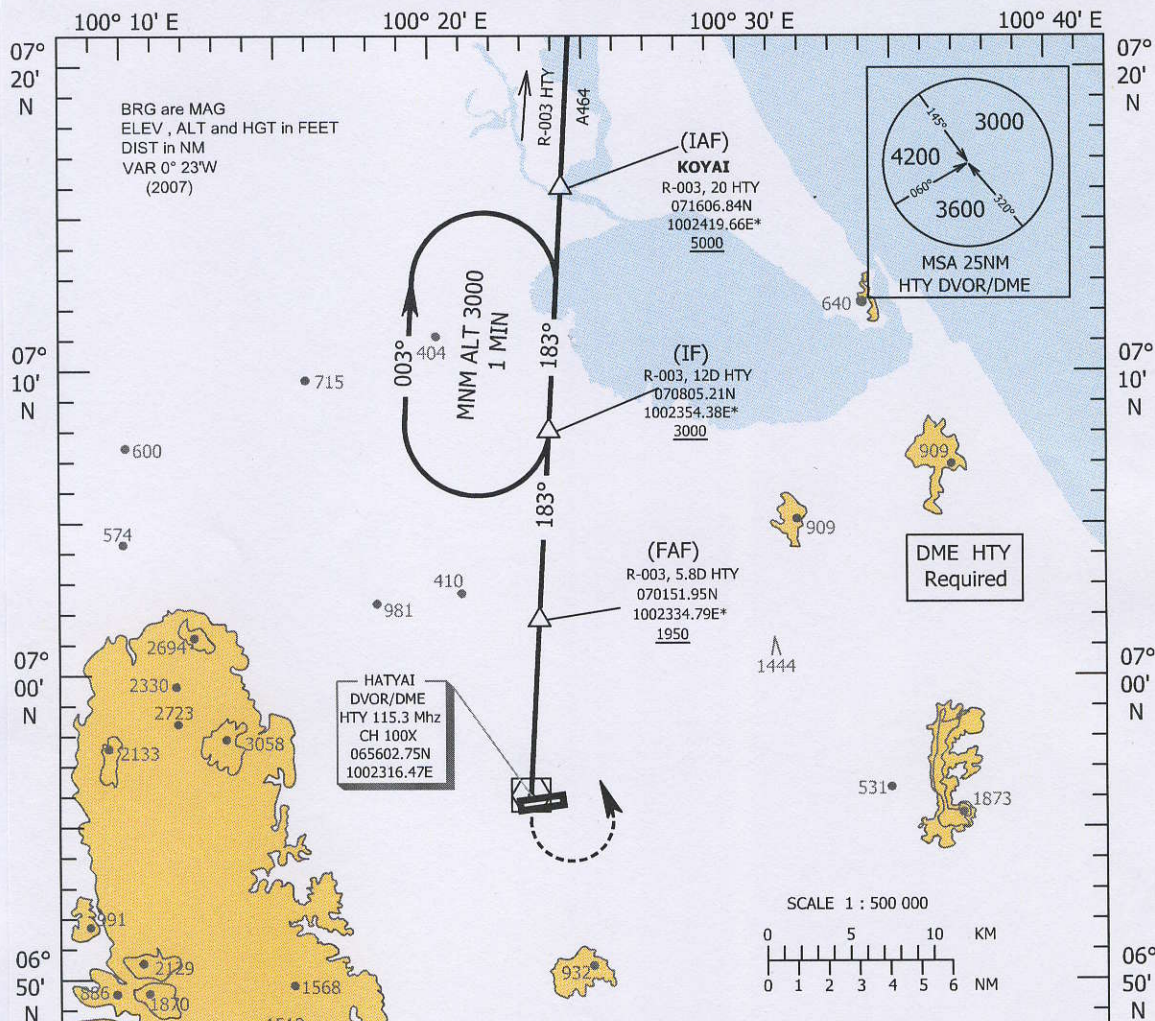
OCA/H				
Cat. of ACFT	A	B	C	D
Straight - in Approach	Not Authorized			
Circling	550 (460)	680 (590)	780 (690)	780 (690)

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INSTRUMENT AERODROME ELEV 90 ft
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 126.7
TWR : 118.1 , 236.6
ATIS : 128.8

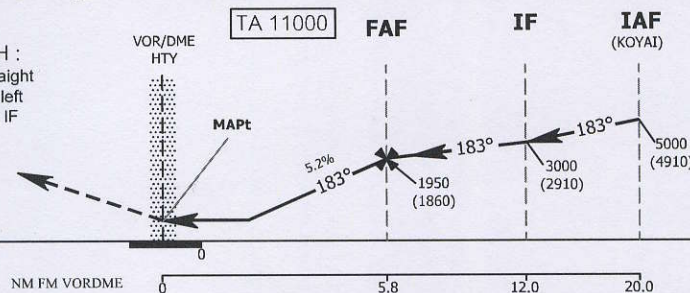
SONGKHLA / Hat Yai Intl (VTSS)
VOR A



MISSED APPROACH :

At VOR/DME , Climb straight
ahead to 650ft then turn left
and continue climbing to IF
at 3000ft and hold or as
directed by ATC

ELEV 90



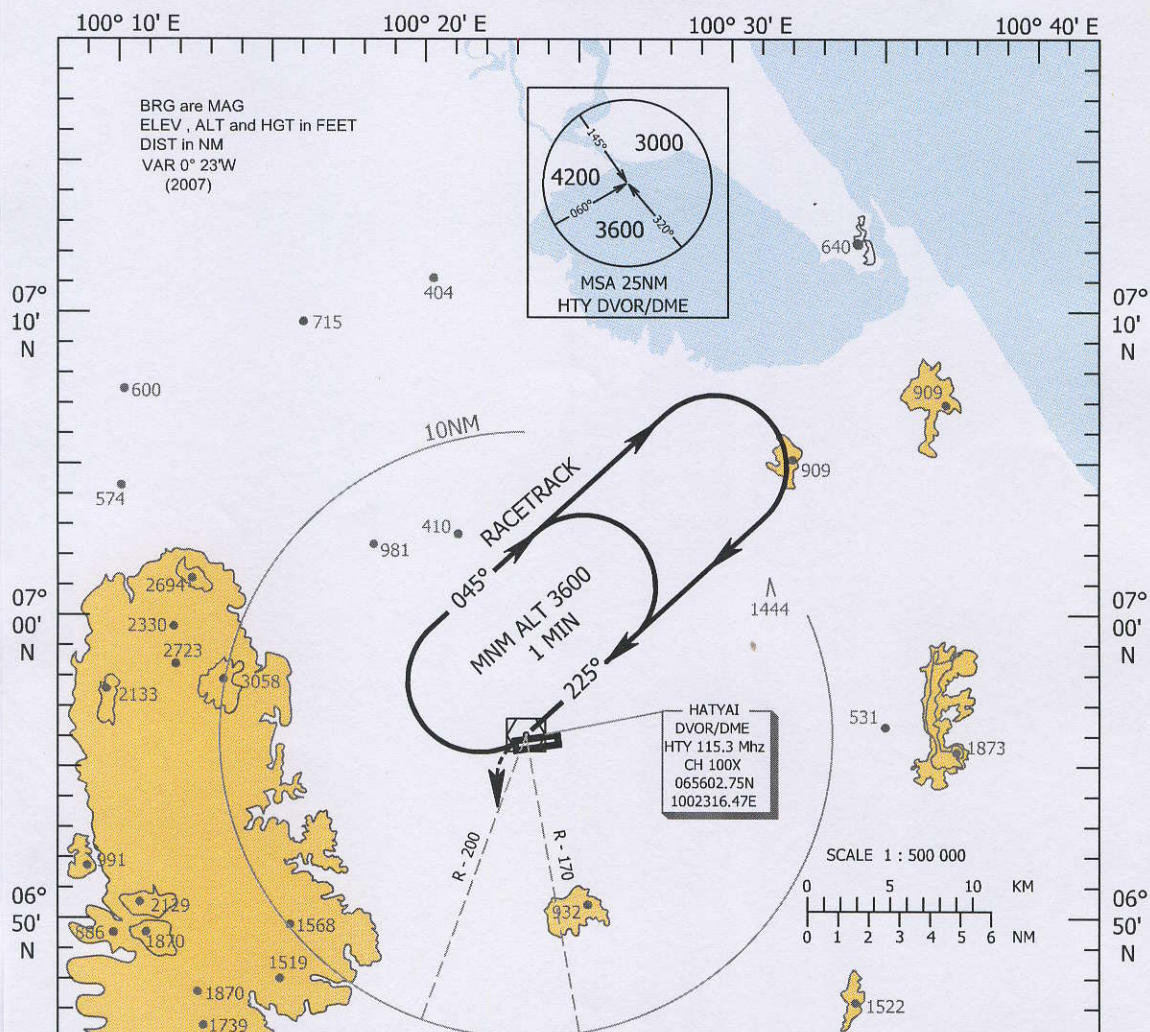
OCA/H					Distance (HTY)		2DME	3DME	4DME	5DME
Cat. of ACFT	A	B	C	D	Altitude		780	1090	1410	1720
Straight - in Approach	Not Authorized				Ground Speed (GS)		kt	100	120	140
					FAF - MAPt 5.8NM		m:s	3:29	2:54	2:29
Circling	550 (460)	680 (590)	780 (690)	780 (690)	Rate of Descent		ft/min	531	637	743
								849	955	

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INSTRUMENT AERODROME ELEV 90 ft
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

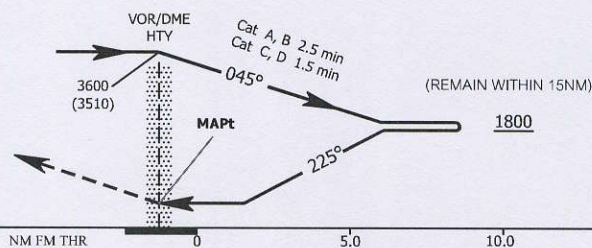
APP : 126.7
TWR : 118.1 , 236.6
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)
VOR B



MISSED APPROACH :
At VOR/DME Climb straight
ahead to 1000ft then turn
left to intercept and proceed
along R-200 **outbound** to
1800ft, then turn left to
intercept and proceed along
R-170 **inbound** to VOR/DME
HTY at 3600ft and hold or
as directed by ATC

ELEV 90



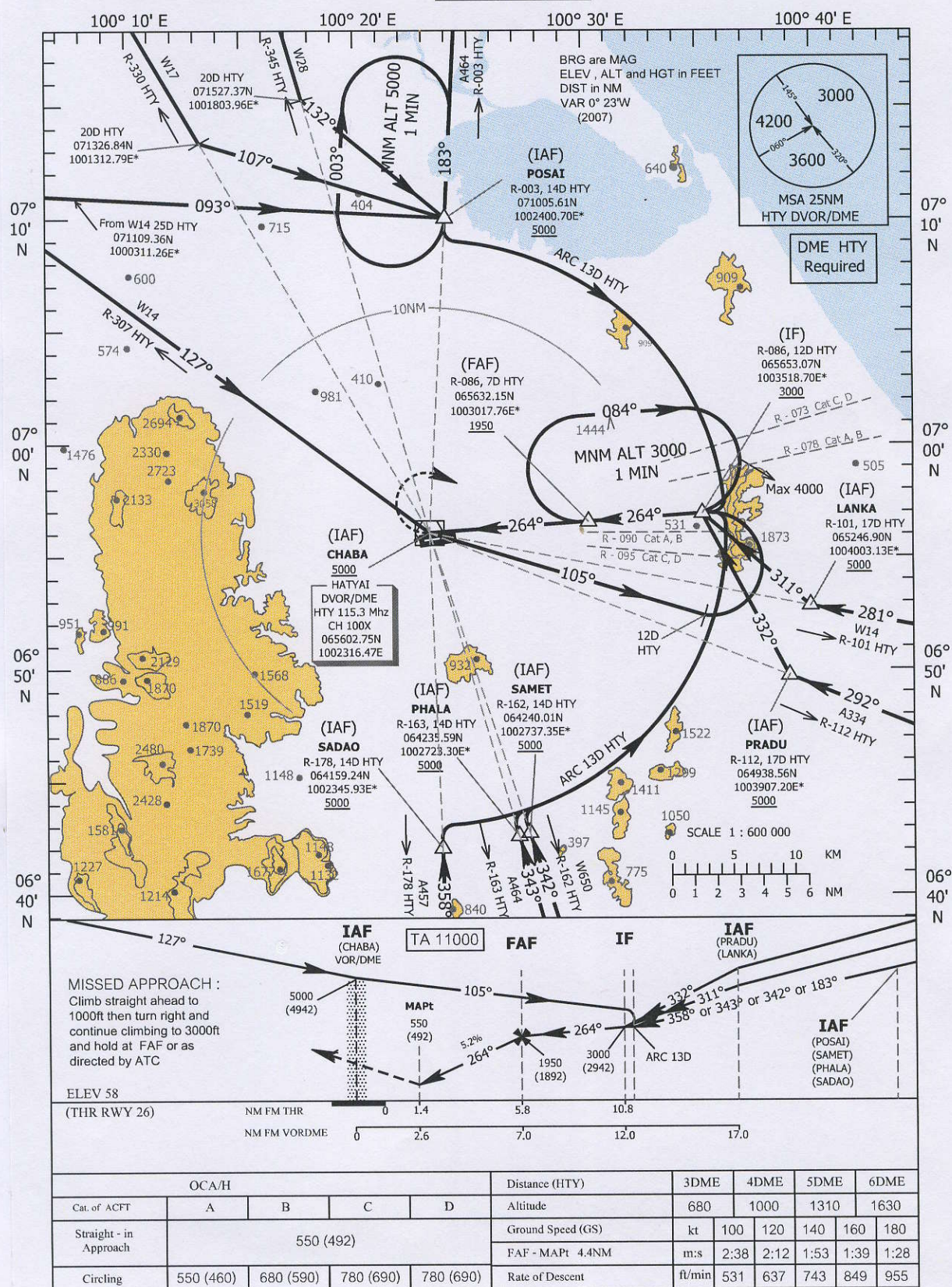
OCA/H				
Cat. of ACFT	A	B	C	D
Straight - in Approach	Not Authorized			
Circling	550 (460)	680 (590)	780 (690)	780 (690)

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INSTRUMENT AERODROME ELEV 90 ft
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY 26 - ELEV 58 ft

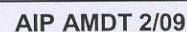
APP : 126.7
TWR : 118.1, 236.6
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)
VOR RWY26



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SONGKHLA / Hat Yai Intl (VTSS)
ILS or LLZ RWY26



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VTPN AD 2. AERODROMES

VTPN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPN- NAKHON SAWAN/NAKHON SAWAN AIRPORT

VTPN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	154014N 1000821E
2	Direction and distance from (city)	5 KM, from city
3	Elevation/Reference temperature	34 M (113 FT) /33°C
4	MAG VAR/Annual change	
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Nakhon Sawan Airport Nakhon Sawan Airport Amphoe Muang, Nakhon Sawan Province 60000 Thailand. Telephone: (056) 255030 FAX : (056) 255601 AFS : VTPNYDYX
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	Nil

VTPN AD 2.3 OPERATIONAL HOURS

1	AD Administration	0130-0900 MON-FRI	←
2	Customs and immigration	-	
3	Health and sanitation	-	
4	AIS Briefing Office	-	
5	ATS Reporting Office (ARO)	-	
6	MET Briefing Office	-	
7	ATS	0130-0900 MON-FRI	←
8	Fuelling	-	
9	Handling	-	
10	Security	-	
11	De-icing	-	
12	Remarks	Other this period and holiday 48 HRS PN to airport	←

VTPN 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	-	1200x30	22/F/D/Y/T Asphalt	-	-	
23		1200x30	22/F/D/Y/T Asphalt	-	-	
Slope of REW-SWY		SWY dimensions (M)	CWY dimension (M)	Strip dimensions (M)	OFZ	Remarks
7		8	9	10	11	12
-		-	40 x 60 M	-	-	-
			125 x 60 M	-	-	-

VTPN 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
05	Nil	Nil	PAPI Left 3.7°	Nil	Nil	Nil	Nil	Nil	Nil
23	Nil	Nil	PAPI Left 3°	Nil	Nil	Nil	Nil	Nil	Nil

VTPN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Nakhon Sawan aerodrome (1540.2N 10008.3E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language (S)	Nakhon Sawan Tower En, Thai
5	Transition altitude	-
6	Remarks	Nil

VTPN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Nakhon Sawan Tower	122.8 MHZ 236.6 MHZ 122.3 MHZ	} 0130-0900 MON-FRI	Primary Freq. Secondary Freq.

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VTSB AD 2.24 CHARTS RELATED TO AN AERODROME

	Page
Aerodrome Chart - ICAO	VTSB AD 2-13
Instrument Approach Chart – ICAO – RWY22 NDB	VTSB AD 2-15
Instrument Approach Chart – ICAO – RWY04 VOR	VTSB AD 2-17
Instrument Approach Chart – ICAO – RWY22 VOR	VTSB AD 2-19
Instrument Approach Chart – ICAO – RWY22 ILS or LLZ	VTSB AD 2-21

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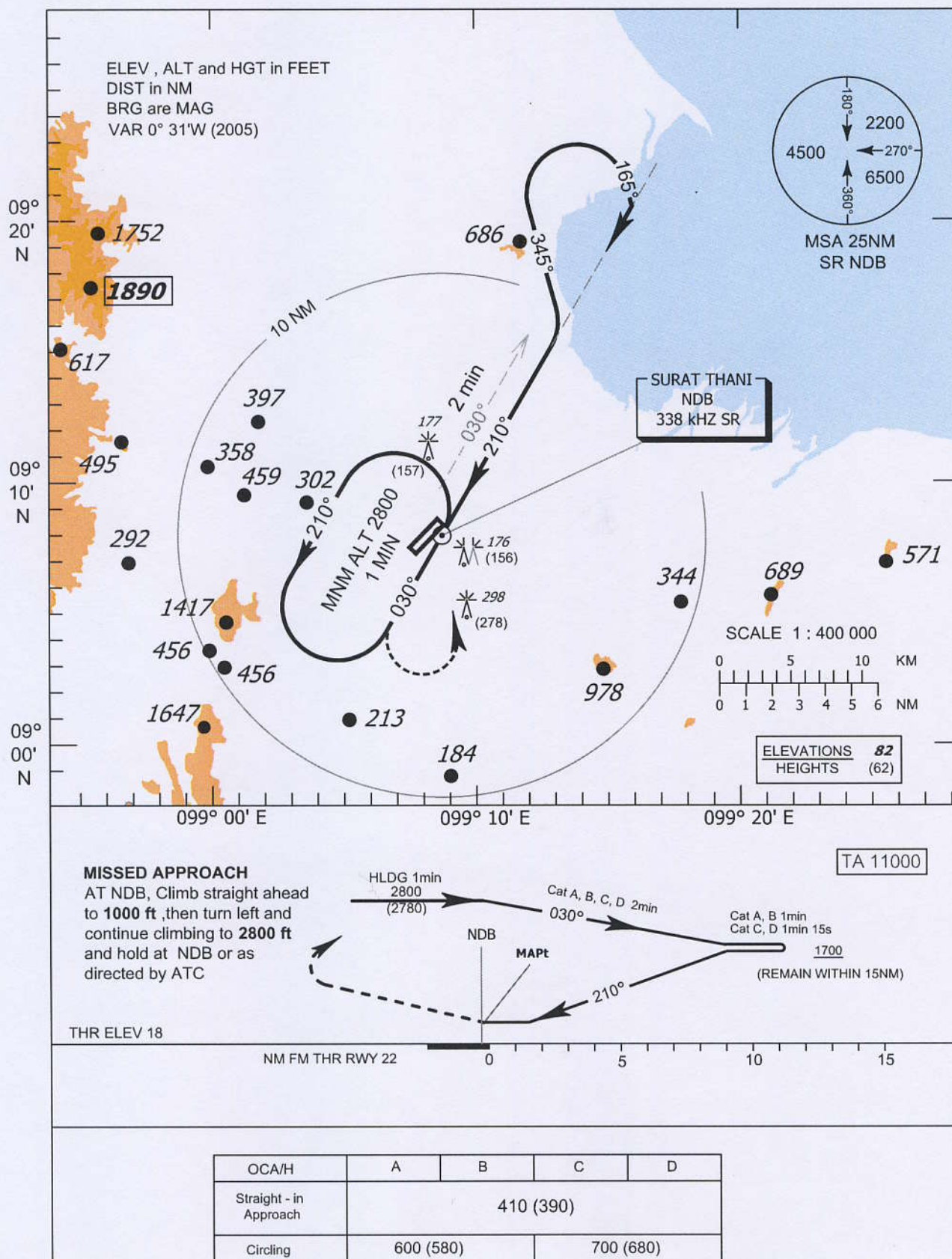
INSTRUMENT AERODROME ELEV 20 FT
APPROACH
CHART - ICAO

HEIGHTS RELATED TO
AERODROME ELEV

APP : 129.6 , 305.4
TWR : 122.7 , 274.5
ATIS : 338.0

SURAT THANI / Surat Thani (VTSB)

NDB RWY22



Facility	Latitude	Longitude
NDB	090759.29N	0990843.63E

**INSTRUMENT
APPROACH
CHART - ICAO**

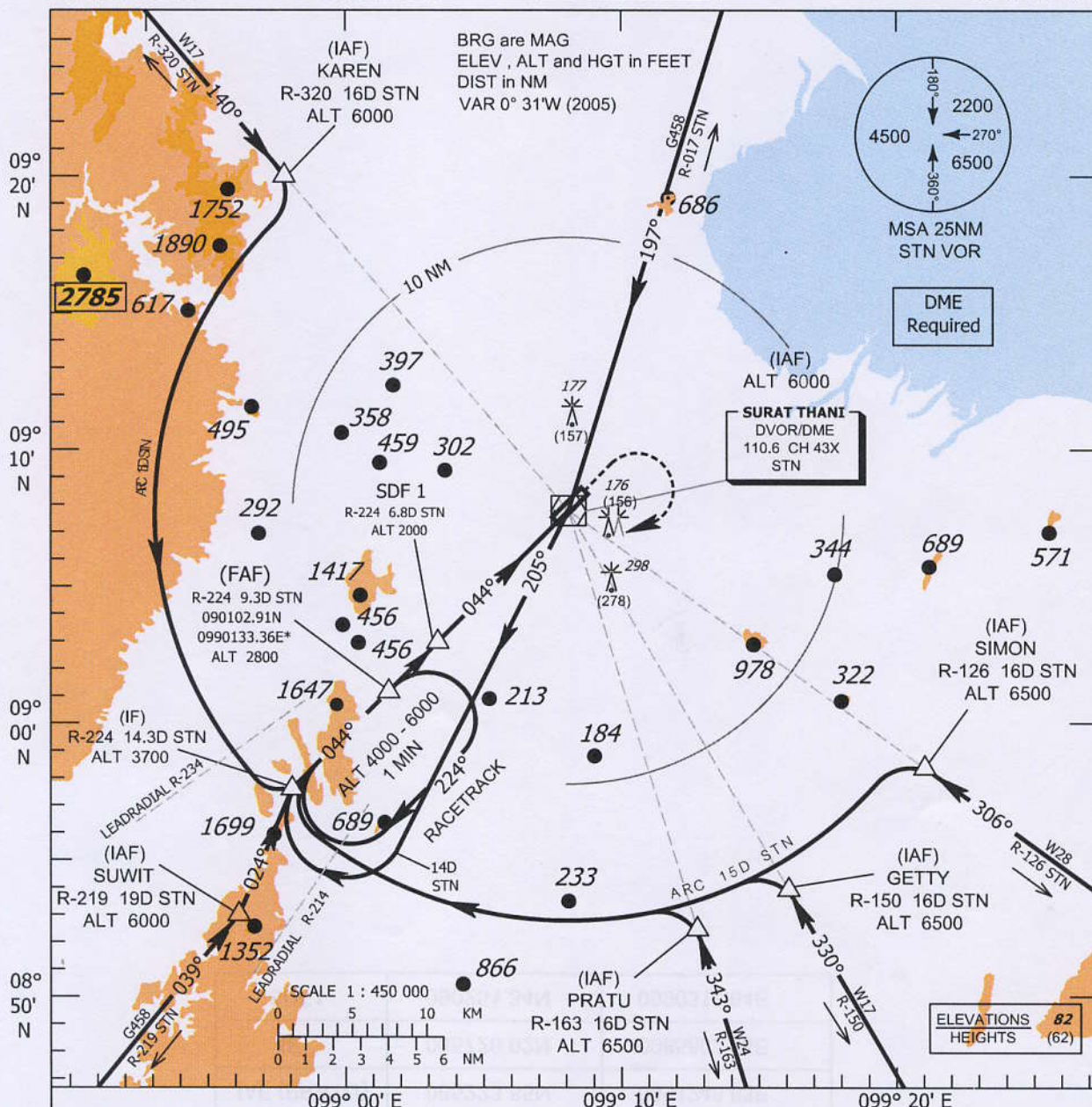
AERODROME ELEV 20 FT

HEIGHTS RELATED TO
AERODROME ELEV

APP : 129.6 , 305.4
TWR : 122.7 , 274.5
ATIS : 338.0

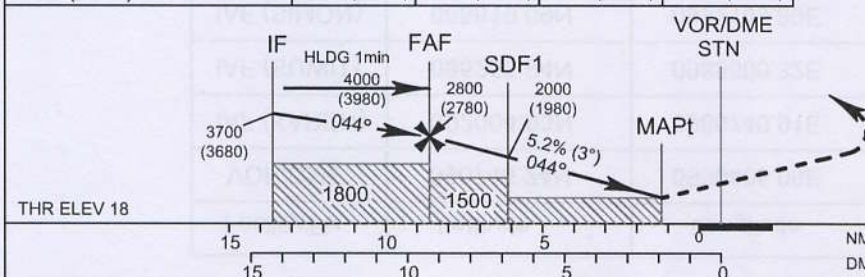
SURAT THANI / Surat Thani (VTSB)

VOR RWY04



DME STN	8D	7D	6D	5D
ALT (HGT) 3° APCH	2380 (2360)	2070 (2050)	1750 (1730)	1430 (1410)

TA 11000



MISSED APPROACH
Climb straight ahead to **1000 ft**, then turn right and continue climbing to **4000 ft** and hold at FAF or as directed by ATC

Remark : SDF = Step Down Fix

OCA/H	A	B	C	D	Ground Speed (GS)	kt	100	120	140	160	180
Straight - in Approach	340 (320)				FAF - MAPt 7.4NM	m:s	4:41	3:54	3:21	2:56	2:36
Circling	600 (580)				Rate of Descent	ft/min	527	632	737	843	948

Facility/Fix	Latitude	Longitude
VOR/DME	090746.24N	0990805.09E
IAF (KAREN)	092004.93N	0985740.91E
IAF (SUWIT)	085255.94N	0985600.32E
IAF (SIMON)	085819.09N	0992109.89E
IAF (GETTY)	085350.87N	0991610.03E
IAF (PRATU)	085223.85N	0991248.63E
IF	085726.02N	0985802.85E
SDF1	090251.34N	0990318.64E

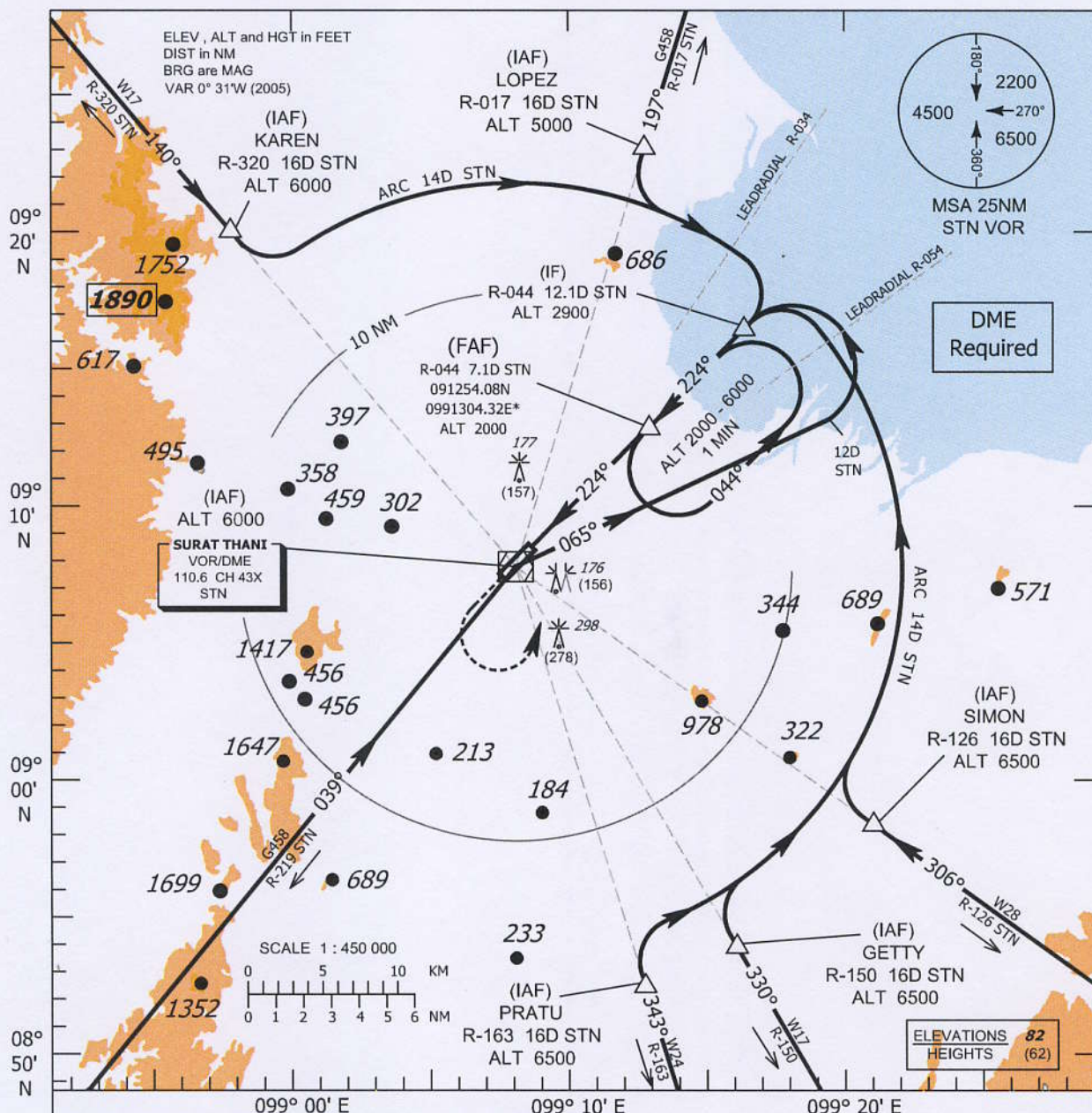
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 20 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 129.6 , 305.4
TWR : 122.7 , 274.5
ATIS : 338.0

SURAT THANI / Surat Thani (VTSB)

VOR RWY22



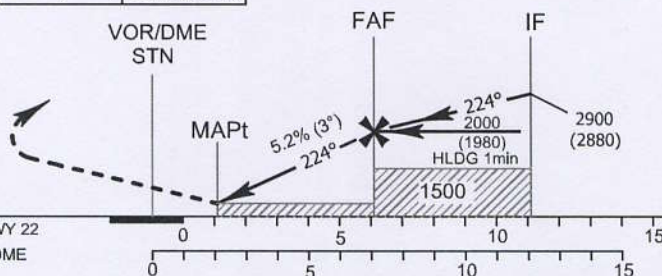
DME STN	3D	4D	5D
ALT (HGT) 3° APCH	710 (690)	1020 (1000)	1340 (1320)

TA 11000

MISSED APPROACH
Climb straight ahead to
1000 ft, then turn left and
continue climbing to **2000 ft**
and hold at FAF or as
directed by ATC

THR ELEV 18

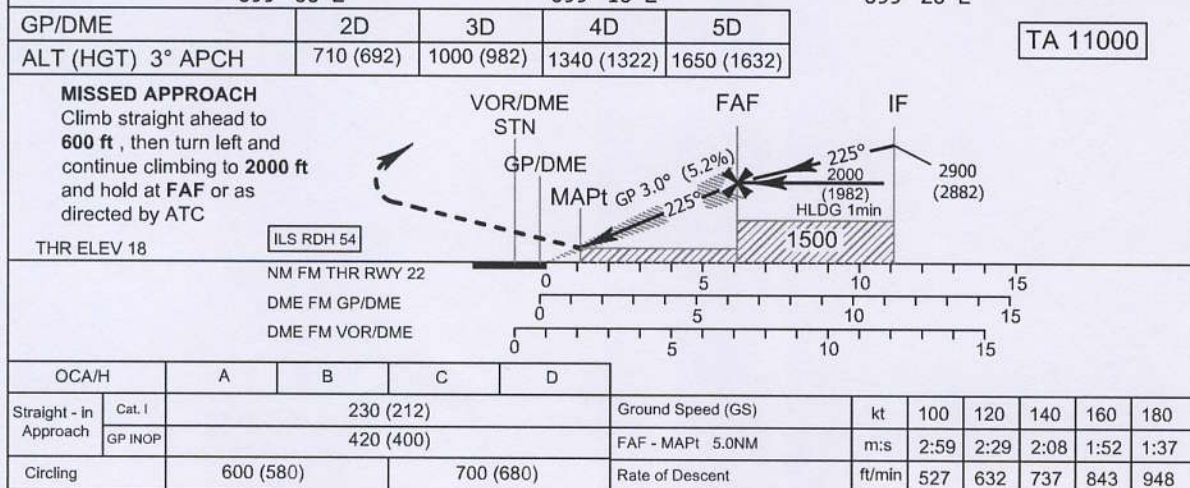
NM FM THR RWY 22
DME FM VOR/DME



OCA/H	A	B	C	D	Ground Speed (GS)	kt	100	120	140	160	180
Straight - in Approach	430 (410)				FAF - MAPt 5.0NM	m:s	3:00	2:30	2:09	1:53	1:40
Circling	600 (580)				Rate of Descent	ft/min	527	632	737	843	948

Facility/Fix	Latitude	Longitude
VOR/DME	090746.24N	0990805.09E
IAF (KAREN)	092004.93N	0985740.91E
IAF (LOPEZ)	092308.55N	0991249.04E
IAF (SIMON)	085819.09N	0992109.89E
IAF (GETTY)	085350.87N	0991610.03E
IAF (PRATU)	085223.85N	0991248.63E
IF	091630.82N	0991635.13E

ILS or LLZ RWY22



Facility/Fix	Latitude	Longitude
VOR/DME	090746.24N	0990805.09E
LLZ	090715.04N	0990726.77E
GP/DME	090821.76N	0990837.47E
IAF (KAREN)	092004.93N	0985740.91E
IAF (LOPEZ)	092308.55N	0991249.04E
IAF (SIMON)	085819.09N	0992109.89E
IAF (GETTY)	085350.87N	0991610.03E
IAF (PRATU)	085223.85N	0991248.63E
IF	091632.49N	0991631.74E