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

AIP - THAILAND
Amendment 3
11 MAR 10

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 This amendment incorporates information contained in the following which are hereby superseded:

NOTAM 1998		
C0491		C3377
C3661		
NOTAM 2000		
C0668		
NOTAM 2001		
C4190 / A1884		
NOTAM 2002		
C0801 / A0395		
NOTAM 2003		
C0754		
NOTAM 2004		
C2005		C5248 / A2230
NOTAM 2005		
C1890 / A0909		C2062
C4074		
NOTAM 2006		
C0381 / A0161		C6330 / A2904
NOTAM 2007		
C0317 / A0155		C0955 / A0485
C5492 / A2360		
NOTAM 2008		
C4686		C6094 / A0089
NOTAM 2009		
C3701 / A1308		C4534 / A1583
C5626 / A2052		C6358 / A2381
C6909 / A2654		C6913 / A2658
C6916 / A2660		C6926 / A2669
C6953		C6954
C6965 / A2702		C6967 / A2704
C7003 / A2727		C7061 / A2761
C7149		C7191 / A2824
C7415 / A2963		C7506

/ NOTAM 2010...

NOTAM 2010

C0068 / A0028
C0070 / A0030
C0072 / A0032

C0069 / A0029
C0071 / A0031
C0374

AIP Supplement : Series "A"

2009 : A8 A9 A10 A11 A12 A13 A15
2010 : A1

AIP Supplement : Series "B"

2009 : B10 B11 B12 B16 B18

GEN 0.4 CHECKLIST OF AIP PAGES
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*0.4-2	11 Mar 10	2.4-2	10 Dec 08	3.6-2	10 Dec 08
*0.4-3	11 Mar 10	2.5-1	10 Dec 08	3.6-3	10 Dec 08
*0.4-4	11 Mar 10	2.5-2	10 Dec 08	3.6-4/Chart	10 Dec 08
*0.4-5	11 Mar 10	2.6-1	10 Dec 08	GEN 4	
*0.4-6	11 Mar 10	2.6-2	10 Dec 08	4.1-1	10 Dec 08
*0.4-7	11 Mar 10	2.7-1	10 Dec 08	4.1-2	10 Dec 08
*0.4-8	11 Mar 10	GEN 3		4.1-3	10 Dec 08
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*1.7-2	11 Mar 10	3.3-4	10 Dec 08	1.3-1	10 Dec 08
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1.8-2	10 Dec 08	2.1-5	10 Dec 08	3.1-19/Chart	10 Dec 08
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1.8-4	10 Dec 08	*2.1-7	11 Mar 10	*3.3-2	11 Mar 10
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1.13-1	10 Dec 08	*3.1-2	11 Mar 10	*5.1-4	11 Mar 10
1.14-1	10 Dec 08	3.1-3	30 Jul 09	5.1-5	10 Dec 08
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5.6-1	10 Dec 08	VTBD AD 2-9	30 Jul 09	VTCC AD 2-21/Chart	10 Dec 08
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*1.2-1	11 Mar 10	VTBD AD 2-45/Chart	10 Dec 08	VTCT AD 2-8	10 Dec 08
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1.3-8	10 Dec 08	VTCC AD 2-6	10 Dec 08	VTCT AD 2-21/Chart	10 Dec 08
1.3-9/Chart	10 Dec 08	VTCC AD 2-7	10 Dec 08	VTCT AD 2-23/Chart	10 Dec 08
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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
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VTSP AD 2-11	10 Dec 08	VTBS AD 2-23	10 Dec 08	VTBS AD 2-70	10 Dec 08
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*VTSP AD 2-18	11 Mar 10	VTBS AD 2-30	10 Dec 08	*VTBS AD 2-77	11 Mar 10
*VTSP AD 2-19	11 Mar 10	VTBS AD 2-31	10 Dec 08	VTBS AD 2-78	10 Dec 08
*VTSP AD 2-20	11 Mar 10	VTBS AD 2-32	10 Dec 08	VTBS AD 2-79	10 Dec 08
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VTSP AD 2-31/Chart	10 Dec 08	VTBS AD 2-38	10 Dec 08	*VTBS AD 2-85	11 Mar 10
VTSP AD 2-33/Chart	10 Dec 08	VTBS AD 2-39	10 Dec 08	VTBS AD 2-86	10 Dec 08
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VTSP AD 2-35/Chart	10 Dec 08	VTBS AD 2-41	10 Dec 08	VTBS AD 2-88	10 Dec 08
VTSP AD 2-37/Chart	10 Dec 08	VTBS AD 2-42	10 Dec 08	*VTBS AD 2-89	11 Mar 10
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VTSP AD 2-39/Chart	10 Dec 08	VTBS AD 2-44	10 Dec 08	*VTBS AD 2-93	11 Mar 10
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VTBS AD 2-4	10 Dec 08	VTBS AD 2-52	10 Dec 08	VTBS AD 2-109/Chart	10 Dec 08
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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
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GEN 0.4 CHECKLIST OF AIP PAGES
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VTBS AD 2-149/Chart	10 Dec 08	VTBU AD 2-11	10 Dec 08	VTUO AD 2-8	10 Dec 08
VTBS AD 2-150	10 Dec 08	VTBU AD 2-12	10 Dec 08	VTUO AD 2-9	10 Dec 08
VTBS AD 2-151/Chart	10 Dec 08	VTBU AD 2-13	10 Dec 08	VTUO AD 2-11/Chart	10 Dec 08
VTBS AD 2-152	10 Dec 08	VTBU AD 2-14	10 Dec 08	VTUO AD 2-13/Chart	10 Dec 08
VTBS AD 2-153/Chart	10 Dec 08	VTBU AD 2-15	10 Dec 08	VTUO AD 2-15/Chart	10 Dec 08
VTBS AD 2-154	10 Dec 08	VTBU AD 2-17/Chart	10 Dec 08	VTUO AD 2-16/Chart	10 Dec 08
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VTBS AD 2-156	10 Dec 08	VTBU AD 2-21/Chart	10 Dec 08	VTUO AD 2-18/Chart	10 Dec 08
VTBS AD 2-157	10 Dec 08	VTBU AD 2-23/Chart	10 Dec 08		
VTBS AD 2-159	10 Dec 08	VTBU AD 2-25/Chart	10 Dec 08	CHUMPHON	
VTBS AD 2-161/Chart	10 Dec 08	VTBU AD 2-26/Chart	10 Dec 08	VTSE AD 2-1	10 Dec 08
VTBS AD 2-162	10 Dec 08	VTBU AD 2-27/Chart	10 Dec 08	VTSE AD 2-2	10 Dec 08
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*VTBS AD 2-175/Chart	11 Mar 10	VTSS AD 2-10	30 Jul 09	VTSE AD 2-16/Chart	10 Dec 08
*VTBS AD 2-176	11 Mar 10	VTSS AD 2-11	30 Jul 09		
*VTBS AD 2-177/Chart	11 Mar 10	VTSS AD 2-13	10 Dec 08	KHON KAEN	
*VTBS AD 2-178	11 Mar 10	VTSS AD 2-15	19 Nov 09	VTUK AD 2-1	10 Dec 08
*VTBS AD 2-179/Chart	11 Mar 10	VTSS AD 2-17/Chart	10 Dec 08	VTUK AD 2-2	10 Dec 08
*VTBS AD 2-181/Chart	11 Mar 10	VTSS AD 2-19/Chart	10 Dec 08	VTUK AD 2-3	10 Dec 08
*VTBS AD 2-183/Chart	11 Mar 10	VTSS AD 2-21/Chart	10 Dec 08	VTUK AD 2-4	10 Dec 08
*VTBS AD 2-185/Chart	11 Mar 10	VTSS AD 2-23/Chart	10 Dec 08	VTUK AD 2-5	10 Dec 08
*VTBS AD 2-187/Chart	11 Mar 10	VTSS AD 2-25/Chart	10 Dec 08	VTUK AD 2-6	10 Dec 08
*VTBS AD 2-189/Chart	11 Mar 10	VTSS AD 2-27/Chart	19 Nov 09	VTUK AD 2-7	10 Dec 08
		VTSS AD 2-29/Chart	19 Nov 09	VTUK AD 2-9	10 Dec 08
		VTSS AD 2-31/Chart	19 Nov 09	VTUK AD 2-11	10 Dec 08
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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
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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	11 Mar 10	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	11 Mar 10
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 2-19/Chart	10 Dec 08	VTCH AD 2-11/Chart	10 Dec 08	VTUQ AD 2-11/Chart	10 Dec 08
VTSG AD 2-20/Chart	10 Dec 08	VTCH AD 2-2	10 Dec 08	VTUQ AD 2-13/Chart	10 Dec 08
VTSG AD 2-21/Chart	10 Dec 08	MAE HONG SON/Pai		VTUQ AD 2-14/Chart	10 Dec 08
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VTCL AD 2-1	10 Dec 08	VTCL AD 2-2	10 Dec 08	VTUQ AD 2-16/Chart	10 Dec 08
VTCL AD 2-2	10 Dec 08	VTCL AD 2-3	10 Dec 08	NAKHON RACHASIMA/Khorat (MIL)	
VTCL AD 2-3	10 Dec 08	VTCL AD 2-4	10 Dec 08	VTUN AD 2-1	30 Jul 09
VTCL AD 2-4	10 Dec 08	VTCL AD 2-5	10 Dec 08	VTUN AD 2-2	10 Dec 08
VTCL AD 2-5	10 Dec 08	VTCL AD 2-6	10 Dec 08	VTUN AD 2-3	10 Dec 08
VTCL AD 2-6	30 Jul 09	VTCL AD 2-7	10 Dec 08	VTUN AD 2-4	10 Dec 08
VTCL AD 2-7	10 Dec 08	VTCL AD 2-9 / Chart	10 Dec 08	VTUN AD 2-5	10 Dec 08
VTCL AD 2-11 / Chart	10 Dec 08	NAKHON PATHOM/Kamphaeng Saen (MIL)		VTUN AD 2-6	10 Dec 08
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VTCL AD 2-13 / Chart	10 Dec 08	VTBK AD 2-2	10 Dec 08	NAKHON SAWAN	
VTCL AD 2-14 / Chart	10 Dec 08	VTBK AD 2-3	10 Dec 08	VTPN AD 2-1	19 Nov 09
VTCL AD 2-15 / Chart	10 Dec 08	VTBK AD 2-4	10 Dec 08	VTPN AD 2-2	10 Dec 08
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VTUL AD 2-5	10 Dec 08	VTUW AD 2-3	30 Jul 09	VTPI AD 2-4	10 Dec 08
VTUL AD 2-7	10 Dec 08	*VTUW AD 2-4	11 Mar 10	VTPI AD 2-5	10 Dec 08
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VTUL AD 2-11/Chart	10 Dec 08	VTUW AD 2-6	30 Jul 09	NAKHON SI THAMMARAT	
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VTSF AD 2-5	10 Dec 08	VTSK AD 2-3	10 Dec 08	VTCP AD 2-2	10 Dec 08
VTSF AD 2-6	10 Dec 08	*VTSK AD 2-4	11 Mar 10	VTCP AD 2-3	10 Dec 08
VTSF AD 2-7	30 Jul 09	VTSK AD 2-5	10 Dec 08	*VTCP AD 2-4	11 Mar 10
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VTSF AD 2-13/Chart	10 Dec 08	PHETCHABUN			
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		VTPB AD 2-2	10 Dec 08	VTBP AD 2-1	30 Jul 09
NAKHON SI THAMMARAT/Cha-lan		VTPB AD 2-3	10 Dec 08	VTBP AD 2-2	10 Dec 08
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VTCTN AD 2-3	10 Dec 08	VTPB AD 2-13/Chart	10 Dec 08	VTPH AD 2-1	10 Dec 08
VTCTN AD 2-4	10 Dec 08	VTPB AD 2-15/Chart	10 Dec 08	VTPH AD 2-2	10 Dec 08
VTCTN AD 2-5	10 Dec 08	VTPB AD 2-16/Chart	10 Dec 08	VTPH AD 2-3	10 Dec 08
VTCTN AD 2-6	30 Jul 09	VTPB AD 2-17/Chart	10 Dec 08	VTPH AD 2-4	30 Jul 09
VTCTN AD 2-7	10 Dec 08	PHITSANULOK		VTPH AD 2-5	10 Dec 08
VTCTN AD 2-9/Chart	10 Dec 08	VTPP AD 2-1	30 Jul 09	VTPH AD 2-6	10 Dec 08
VTCTN AD 2-11/Chart	10 Dec 08	VTPP AD 2-2	10 Dec 08	VTPH AD 2-7	10 Dec 08
VTCTN AD 2-12/Chart	10 Dec 08	VTPP AD 2-3	10 Dec 08	VTPH AD 2-8	10 Dec 08
VTCTN AD 2-13/Chart	10 Dec 08	VTPP AD 2-4	10 Dec 08	VTPH AD 2-9	10 Dec 08
VTCTN AD 2-14/Chart	10 Dec 08	VTPP AD 2-5	10 Dec 08	VTPH AD 2-11	10 Dec 08
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VTSC AD 2-2	10 Dec 08	VTPP AD 2-9	10 Dec 08		
VTSC AD 2-3	30 Jul 09	VTPP AD 2-10	10 Dec 08	RANONG	
VTSC AD 2-4	30 Jul 09	VTPP AD 2-11	10 Dec 08	VTSR AD 2-1	10 Dec 08
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VTSC AD 2-7/Chart	10 Dec 08	*VTPP AD 2-15/Chart	11 Mar 10	VTSR AD 2-3	10 Dec 08
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VTSC AD 2-13/Chart	10 Dec 08	VTPP AD 2-19/Chart	10 Dec 08	VTSR AD 2-6	10 Dec 08
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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
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VTUV AD 2-8	10 Dec 08	VTPO AD 2-22/Chart	10 Dec 08	VTPT AD 2-2	10 Dec 08
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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
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SAKON NAKHON		VTSB AD 2-5	10 Dec 08	VTPT AD 2-1	10 Dec 08
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VTUI AD 2-2	10 Dec 08	VTSB AD 2-7	30 Jul 09	VTPT AD 2-3	10 Dec 08
VTUI AD 2-3	10 Dec 08	VTSB AD 2-9	10 Dec 08	VTPT AD 2-4	10 Dec 08
VTUI AD 2-4	10 Dec 08	*VTSB AD 2-10	10 Mar 10	VTPT AD 2-5	10 Dec 08
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VTUI AD 2-6	30 Jul 09	VTSB AD 2-13/Chart	10 Dec 08	VTPT AD 2-7	10 Dec 08
VTUI AD 2-7	10 Dec 08	VTSB AD 2-15/Chart	19 Nov 09	VTPT AD 2-9/Chart	10 Dec 08
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VTUI AD 2-11/Chart	10 Dec 08	VTSB AD 2-17/Chart	19 Nov 09	TRANG / Trang	
VTUI AD 2-13/Chart	10 Dec 08	VTSB AD 2-18	19 Nov 09	VTST AD 2-1	10 Dec 08
VTUI AD 2-14/Chart	10 Dec 08	VTSB AD 2-19/Chart	19 Nov 09	VTST AD 2-2	10 Dec 08
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VTSH AD 2-4	10 Dec 08	VTSM AD 2-3	10 Dec 08	VTST AD 2-13/Chart	10 Dec 08
VTSH AD 2-5	10 Dec 08	VTSM AD 2-4	10 Dec 08	VTST AD 2-14/Chart	10 Dec 08
*VTSH AD 2-6	11 Mar 10	VTSM AD 2-5	10 Dec 08		
VTSH AD 2-7	10 Dec 08	VTSM AD 2-6	10 Dec 08	TRAT/Trat	
VTSH AD 2-9/Chart	10 Dec 08	VTSM AD 2-7	10 Dec 08	VTBO AD 2-1	30 Jul 09
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VTPO AD 2-2	30 Jul 09	VTSM AD 2-15/Chart	10 Dec 08	VTBO AD 2-5	30 Jul 09
VTPO AD 2-3	10 Dec 08			VTBO AD 2-6	30 Jul 09
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VTPO AD 2-5	30 Jul 09	VTUJ AD 2-1	10 Dec 08	VTBO AD 2-8	30 Jul 09
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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	11 Mar 10				
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VTUU AD 2-19/Chart	10 Dec 08				
UDON THANI					
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**GEN 1.7 DIFFERENCES FROM ICAO STANDARDS,
RECOMMENDED PRACTICES AND PROCEDURES**

1. Annex 1 – Personnel Licensing, (8th edition) – Nil
2. Annex 2 – Rules of the Air, (9th edition) – Nil Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) – Nil Regional Supplementary Procedures (Doc 7030) – Nil
3. Annex 3 – Meteorological Service for International Air Navigation, (12th edition) – Nil
4. Annex 4 – Aeronautical Charts, (9th edition)- Nil
5. Annex 5 – Units of Measurement to be Used in Air and Ground Operations, (4th edition) – Nil
6. Annex 6 – Operation of Aircraft, (6th edition) – Nil
7. Annex 7 – Aircraft Nationality and Registration Marks, (4th edition) – Nil
8. Annex 8 – Airworthiness of Aircraft, (8th edition) – Nil
9. Annex 9 – Facilitation, (12th edition)

APPLICABLE ICAO DOCUMENTS

National regulations and practices concerning facilitation of international air transport are being carried out at Thai international airports in accordance with the provisions set forth in the Standards and Recommended Practices of Annex 9 to the Convention on International Civil Aviation. Differences from certain Annex 9 provisions only exist in those cases where it has not yet been possible to amend national legislation accordingly. Continuous efforts are however, being made, through FAL Sub Committee of Civil Aviation Board to eliminate these differences as soon as possible. Any significant differences are reflected in the regulations and procedures described on the following items and are noted below.

**DIFFERENCES BETWEEN NATIONAL REGULATIONS AND PRACTICES OF THAILAND AND
INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES CONTAINED IN ANNEX 9****Chapter 2**

- 2.7 Only documents for entry and departure of aircraft furnished in English or Thai or both in English or Thai are to be accepted.
- 2.43 Border inspection and clearance of aircraft and their loads in Thailand are under the responsibility of CIQ agencies, consisting of Customs, Immigration and Quarantine, each of which has its own specific laws. Thailand, therefore, is unable to authorize one governmental agency to undertake the procedures on its behalf.

Chapter 3

- 3.9.1 On the process of considering the details on joining ICAO Public Key Directory.
- 3.18 Before departure from Thailand, a resident alien shall bring his/her certificate of residence to the competent official for endorsement as evidence of his/her leaving the kingdom for re-entry permit.
- 3.26 It is required that Embarkation/Disembarkation Card be filled in. Moreover, in some cases, additional documents are requested for reasons of security and the prevention of crime.
- 3.29 Each port of entry in Thailand nowadays provides passengers with an embarkation/disembarkation card without any charge. However, airline operators and/or their travel agents who request a large number of these cards must contact the Police Printing Bureau to buy them.
- 3.47 On the process of considering to use the advance passenger information (API) system.
- 3.47.1 On the process of considering to use the advance passenger information (API) system.
- 3.47.2 On the process of considering to use the advance passenger information (API) system.
- 3.47.3 On the process of considering to use the advance passenger information (API) system.
- 3.47.4 On the process of considering to use the advance passenger information (API) system.
- 3.47.5 On the process of considering to use the advance passenger information (API) system.
- 3.52 The permission will be in line with humanitarian reasons based on relevant laws.
- 3.68 Thailand's format of Crew Member Certificate (CMC) is different from ICAO's requirements.
- 3.73 Aviation safety inspectors will not be treated in the same manner as crew members since aviation safety inspectors are not on duty as regular as crew members. However, Thai law gives such inspector a privilege approved by governmental agency to request for a maximum of one year further stay in the kingdom.
- 3.74 The format of a safety inspector's identity document in Thailand is different from ICAO's requirements.
- 3.75 The format of a safety inspector's identity document in Thailand is different from ICAO's requirements.
- 3.76 Aviation safety inspectors will not be treated in the same manner as crew members since aviation safety inspectors are not on duty as regular as crew members. However, Thai law gives such inspector a privilege approved by governmental agency to request for a maximum of one year further stay in the kingdom.

Chapter 5

- 5.9.1 The owner or the controller of the conveyance or the inadmissible persons shall be responsible for all expenses according to the relevant laws.
- 5.14 The laws of Thailand's Immigration Bureau impose penalties upon aircrafts operators in which arriving or in-transit persons are found to be improperly documented.
- 5.18 The owner or the controller of the conveyance or the deportee shall be responsible for expenses according to relevant laws.

Chapter 6

- 6.47 The certificate showing the amounts of funds in possession will be issued upon travellers' request.
-
10. Annex 10 – Aeronautical Telecommunication Volume I – Radio Navigation Aids, (5th edition) – Nil
11. Annex 10 – Aeronautical Telecommunication Volume II – Communication Procedures, (6th edition) – Nil
12. Annex 10 – Aeronautical Telecommunication Volume III – Communication Systems,,(1st edition) – Nil
13. Annex 10 – Aeronautical Telecommunication Volume IV – Surveillance Radar and Collision Avoidance Systems, (3rd edition) – Nil
14. Annex 10 – Aeronautical Telecommunication Volume V – Aeronautical Frequency Spectrum Utilization, (2nd edition) – Nil
15. Annex 11 – Air Traffic Services, (13th edition) – Nil
16. Annex 12 – Search and Rescue, (8th edition) – Nil
17. Annex 13 – Aircraft Accident and Incident Investigation, (9th edition) – Nil
18. Annex 14 – Aerodrome Volume I – Aerodrome Design and Operations, (4th edition) – Nil
19. Annex 14 – Aerodrome Volume II – Heliports, (2nd edition) – Nil
20. Annex 15 – Aeronautical Information Services, (12th edition) – Nil
21. Annex 16 – Environmental Protection Volume I – Aircraft Noise, (3rd edition) – Nil
22. Annex 16 – Environmental Protection Volume II – Aircraft Engine Emissions, (2nd edition) – Nil
23. Annex 17 – Security, (7th edition) – Nil
24. Annex 18 – The Safe Transport of Dangerous Goods by Air, (3rd edition) – Nil

2.3 Chartered flight for tourists and/or goods into/from the Kingdom of Thailand by non-member airlines

Resultant charge by type of operation

Baht/Flight

Category	Aircraft Weight Max-take-off (tones)	Flight Operating Between Airports								
		BKK-DMK	BKK/DMK-CN/HDY/HKT/CEI	BKK/DMK-Domestic	BKK/DMK-UTP	CNX/HDY/HKT/CEI-CN/HDY/HKT/CEI	CNX/HDY/HKT/CEI-Domestic	CNX/HDY/HKT/CEI-UTP	Domestic-Domestic	Domestic-UTP
1	Over 400	40,950	32,955	30,420	30,225	24,960	22,425	22,230	19,890	19,695
2	301-400	34,650	27,885	25,740	25,575	21,120	18,975	18,810	16,830	16,665
3	201-300	28,350	22,815	21,060	20,925	17,280	15,525	15,390	13,770	13,635
4	101-200	25,200	20,280	18,720	18,600	15,360	13,800	13,680	12,240	12,120
5	51-100	23,625	19,013	17,550	17,438	14,400	12,938	12,825	11,475	11,363
6	26-50	15,750	12,675	11,700	11,625	9,600	8,625	8,550	7,650	7,575
7	11-25	9,450	7,605	7,020	6,975	5,760	5,175	5,130	4,590	4,545
8	4-10	7,875	6,338	5,850	5,813	4,800	4,313	4,275	3,825	3,788
9	0-3	4,725	3,803	3,510	3,488	2,880	2,588	2,565	2,295	2,273

Remarks : 1. 'BKK', 'DMK', 'CEI', 'CNX', 'HDY', 'HKT', and 'UTP' are abbreviations for Suvarnabhumi, Don Mueang, Chiang Rai, Chiang Mai, Hat Yai, Phuket and U-Tapao Airport respectively;
 2. For the calculation of flight charges, any fraction of the aircraft weight less than 1 tonne is to be considered as 1 tonne; and
 3. Flights in this schedule are based on the completed flights. (Arrival & Departure).

3. Messages transmitted over the AFTN

Per line of 69 characters: Class B Traffic 40 Baht

Payment

In cases of airlines making non-scheduled flight have a recognized agent in Bangkok, payment may be made at the end of the month by the agent to Aeronautical Radio of Thailand Ltd. (AEROTHAI) on presentation of the bill. Where there is no agent, payment must be made to Aeronautical Radio of Thailand Ltd. before departure at the airport.

Bank's details

Bank name	:	Krung Thai Bank PCL.
Branch	:	Queen Sirikit National Convention Center
Saving Account no.	:	009-1-10246-4
Swift code	:	KRTHTHBK

Exemptions

- (a) Foreign military aircraft;
- (b) Aircraft used for the operation of the foreign governments which carries the representatives of that government to or through the Kingdom of Thailand;
- (c) Aircraft which the Civil Aviation Board considered necessarily to be used in special government services; and
- (d) Aircraft of flying clubs as well as private aircraft with maximum take-off weight not exceeding 5.7 tonnes which are non-commercial or operated on a non-profit basis.

Air Navigation Facility Charges

Postal address:	The President Aeronautical Radio of Thailand Ltd. 102 Ngamdu-plee, Tungmahamek Bangkok 10120, Thailand
Telephone number:	Nil
Telefax number:	(662) 287 3131
Telex number:	AEROTHAI
AFS address:	VTBBTFYX
Website:	http://www.aerothai.co.th

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, Hua-Hin and Krabi 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

Holding Axis : 040/220
Pattern : 1 minute, right hand race-track pattern.

3.6.5.3 Phuket Terminal Control Area
Name : KARON (KRN)
Position : 20 DME radial 200 (0747.9N 09811.6E)
Lower Limit : 3 000 feet QNH
Upper Limit : 11 000 feet QNH
Holding Axis : 200/020
Pattern : 1 minute, right hand race-track pattern.

4. The provision of radar approach control service based on SSR data only by approach control center (Bangkok) is the limited service dependent upon aircraft which are equipped with functioning transponders, provided that the following condition apply :
 - 4.1 Regardless of weather conditions, an ATC authorization is required prior to operate within these TMA.
 - 4.2 Unless otherwise authorized by appropriate approach controller, each aircraft must be equipped as follow:
 - 4.2.1 TWO-WAY radio capable of communications with approach control center on appropriate frequency for that area.
 - 4.2.2 Operable radar beacon transponder.
 - 4.2.3 Request for deviation from the 4096 transponder equipment must be submitted to the approach control center (VTBBZAZX) at least one hour before the proposed operation.
 - 4.2.4 An operable VOR, ADF or TACAN receiver.
 - 4.3 Pilot of arriving aircraft should contact the appropriate approach control center on the publicized frequency and give their position, altitude, radar beacon code and destination, radio contact should be initiated far enough from the TMA boundary to preclude entering the TMA before radio communication is established.
 - 4.4 IFR operation : aircraft on W1 or within Surat, Samui, Ubon, Phuket and Krabi TMAs/CTRs are required to operate in accordance with current IFR procedures as prescribed in Annex 2. AIP-Thailand or NOTAM and Amendment thereto. ←
 - 4.5 VFR operation
 - 4.5.1 Arriving aircraft must obtain authorization prior to entering these TMAs/CTRs and must contact approach on the appropriate frequency.
 - 4.5.2 Departing aircraft require a clearance to depart the TMA and should advise the appropriate control tower of their intended cruising altitude and route of flight. ATC will normally advise VFR aircraft when leaving the geographical limit of TMA. Radar service is not automatically terminate with this advisory unless specifically state by the controller.
 - 4.5.3 VFR aircraft outside TMA are cautioned against operating to closely to TMA boundaries especially when the floor of that TMA is 3000 ft or less or when VFR cruise altitude are at or near the floor of higher level. Obervance at this precaution will reduce the potential for encountering TMA aircraft operation at TMA floor altitude.
 - 4.5.4 This programme is not to be interpreted as a relieve to the pilot of their responsibilities to see and avoid other traffic operating in basic VFR weather conditions and to adjust their operating in basic VFR weather conditions and to adjust their operations and flight path as necessary to preclude serious wake encounters and to or better than VMC. Approach control should be advised and a revised clearance or instruction obtained when compliance with an assigned route, heading, and or/altitude is likely to compromise pilot responsibilities with respect to terrain and obstruction clearance, VORTEX exposure, and weather minimum.
 - 4.6 ATC clearance and separation an ATC authorization is required to enter and operate within these TMA
 - 4.6.1 Sequencing of all arriving radar controlled aircraft.
 - 4.6.2 10 NM radar separation between IFR aircraft.

4.6.3 10 NM radar separation between IFR and VFR aircraft.

4.6.4 Between VFR aircraft – TFC advisories and as appropriate safety alert, and also information to enable them to fit into the landing sequence.

4.7 SSR radar approach control service to aircraft proceeding to Surat Tani, Samui, or Ubon in this programme will be terminated at a sufficient distance to allow time to change to the appropriate tower frequency.

5. Radio Failure

5.1 In the event of radar failure or loss of radar identification, instructions will be issued to restore standard non-radar separation.

5.2 The use of flight levels separated by 500 feet below FL290 or 1 000 feet at or above FL290 may be resorted to temporarily if standard non-radar separation cannot be provided immediately.

5.3 Radar controller shall continue to control the traffic by using non-radar separation.

6. Radio Failure

6.1 If two-way communication is lost with an aircraft, the radar controller should first determine whether or not the aircraft's receiver is functioning by instructing the aircraft on frequency so far used to acknowledge by making a specified manoeuvre and by observing the aircraft's track or by instructing the aircraft to operate the Special Position Identification (SPI) feature or to make the code changes. Where it has been established by the action mentioned above that the aircraft's radio receiver is functioning, the radar controller will continue to provide radar services to the aircraft.

6.2 If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover

SECONDARY SURVILLANCE RADAR

1. Operating Procedures

1.1 All aircraft flying within Bangkok FIR are required to operate their transponders in accordance with ATC instructions. They should maintain the setting of SSR codes until otherwise instructed except as provided for in 2, 3 and 4 below.

1.2 Pilots of aircraft about to enter Bangkok FIR who have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on mode A/3 code 33 (or 3300) before entry and maintain that code setting until otherwise instructed.

1.3 Inbound aircraft (Domestic) shall operate the transponder on the code last assigned to them by the appropriate ATS unit or if no code has been previously assigned, to operate transponders on mode A/3 code 33 (or 3300)

2. Emergency Procedures

2.1 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances. The transponder shall be set to mode A/3 code 77 (or 7700)

2.2 Notwithstanding the procedure in 2.1 above, a pilot may select mode A/3 code 77 (or 7700) whenever the nature of the emergency is such that this appears to him to be the most suitable course of action.

3. Radio Communication Failure Procedures

3.1 In the event of an aircraft radio receiver failure, a pilot shall select mode A/3 code 76 (or 7600) and follow established procedures; subsequent control of the aircraft will be based on those procedures.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)**Air Traffic Management**

- Air Traffic Management for flight operating on ATS routes A202 , W21 / R474 , B346 and R215
 1. Flightplaning for traffic transiting from Bangkok FIR into Vientiane FIR should be as follows:
 - 1.1 Flight intends to operate on ATS route B218 within Vientiane FIR should flightplan via B346 or R215
 - 1.2 Flight intends to operate on ATS route R474 between 0100-1000 UTC on Monday-Friday should flightplan via W21 CMP R474 vice versa
 - 1.3 R474 is available as follows:
 - a) Monday-Friday between 1001-0059 UTC
 - b) H24 for Saturday, Sunday and Public holiday
 2. Flight level assignment will be as follows:
 - 2.1 B346
 - a) All odd flight level (RVSM table)
 - b) Pre-Departure Coordination (PDC): FL270, FL310, FL330
 - 2.2 R215 : NO-PDC FL310
 - 2.3 R474 and W21 CMP R474:
 - a) All odd flight level (RVSM table)
 - b) Pre-Departure Coordination (PDC): FL270, FL330
 - 2.4 A202 : NO-PDC FL290, FL330, FL370, FL390, FL410, FL450
- For facilitate of Air Traffic Flow Management on A1, A202 and W1 overfly aircraft shall flightplan via BKK A1 SELKA DCT RAMEI A202
- Control frequency for aircraft on G474 for an airspace management purpose aircraft flying on G474 within Bangkok FIR (BKK-MENAM VV) to contact Bangkok Control on 135.5 MHz
- 1730-2330 daily Clearance Delivery Control (CDC) frequency changed CDC freq 120.4 MHz will be operated in substitution with 125.95 MHz

No-Pre-Departure Coordination Procedures (NO-PDC)**- Flight Level Allocation.**

NO-PDC arrangement applies to flight operating on RNAV/ATS routes out bound from Bangkok FIR will be cleared to specific levels as indicated below:

ATS route designator	NO-PDC flight level
A202	FL290 or above
G474 / L628	FL290 and FL370
R468 / M768	FL290
N891	FL330 and FL410

- Remark :
1. Departing aircraft will be cleared to the flight levels appropriate to the route.
 2. 10 minutes longitudinal separation will be applied, with MNT, to succeeding aircraft on the same route and at same flight level such longitudinal separation will be adjusted for faster or slower preceding aircraft as appropriate.
 3. Levels indicated above are intended to facilitate initial departure only, level allocation once airborne is still subject to normal ATC requirements.

- Procedure for Bay of Bengal ATS route network.

NO-PDC arrangement will be applied for flight operating on the following ATS routes;

ATS route designator	NO-PDC flight level
P646 , L507	All westbound level available
R468 / P762 , R468 / L301 , P646 / N895 , L645 , A327	FL260 , FL320
L759 , L515 / M770	FL280 , FL300 , FL340

- Remark :
1. Flight level mentioned above are intended to facilitate traffic flow during departure phase only.
 2. Availability of flight level shall subject to traffic situation.
 3. FL360 and above is available base on coordination.

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ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via Bangkok FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Note -Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight cancellation messages (ICAO PANS/ATM Doc 4444, Chapter 11, paragraph 11.2.1.1.3) refers

Category of flight (IFR,VFR or both)	Route (into or via FIR and/or TMA)	Message address
1	2	3
All flights	into or via Bangkok FIR and, in addition, for flights:	VTBBZQZX
	- into Bangkok TMA	VTBDZPZX
	- into Bangkok TMA	VTBSZPZX
	- into Chiang Rai TMA	VTCTZTZX
	- into Hat Yai TMA	VTSSZPZX
	- into Phuket TMA	VTSPZPZX
	- into U-Tapao TMA	VTBUZPZX
	- into Lampang (VTCL), Mae Hong Son (VTCH), Mae Sot (VTPM) TMA/CTR (Chiang Mai Sector)	VTCCZAZX
	- into Trang (VTST), Pattani (VTSK), Narathiwat (VTSC) TMA/CTR (Hat Yai Sector)	VTSSZAZX
	- into Krabi (VTSG), Ranong (VTSR) TMA/CTR (Phuket Sector)	VTSPZAZX
	- into Chumphon (VTSE), Nakhon Si Thammarat (VTSF), Nakhon Si Thammarat/Cha-lan (VTSN), Surat Thani (VTSB), Trat (VTBO) TMA/CTR (Samui Sector)	VTBBZAZX
	- into Buri Ram (VTUO), Nakhon Ratchasima (VTUQ), Roi Et (VTUV), Surin (VTUJ), Ubon Ratchathani (VTUU) TMA/CTR (Ubon Sector)	VTBBZAZX

Category of flight (IFR,VFR or both)	Route (into or via FIR and/or TMA)	Message address
1	2	3
All flights	- into Khon Kaen (VTUK), Nakhon Phanom (VTUW), Sakon Nakhon (VTUI), Udon Thani (VTUD), TMA/CTR (Khon Kaen Sector)	VTBBZAZX
	- into Chiang Rai (VTCT). Nan (VTCN), Phetchabun (VTPB) Phrae (VTCP TMA/CTR (Chiang Rai Sector)	VTBBZAZX
	- into Phitsanulok (VTPP), Tak (VTPT), Sukhothai (VTPO) TMA/CTR	VTBBZAZX
All VIP flights and/or all military flights	- into Bangkok TMA	VTBDYXYX

All international flight between Bangkok FIR and Vientiane FIR on ATS route R474 B218 shall address flight plan to VTBBZAZX in case of :

AAA. Arriving or departing at VLV

BBB. Operating between FL070 and FL110.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
BANGKOK FLIGHT INFORMATION REGION A point on the Thai border at 100010.2N thence along the national border between Thailand and Myanmar/Laos/Comodia to the coast then to 100007.1N1021447.6E 070000N1030000E 064500N1024000E 061500N1021500E thence westward along the national border between Thailand and Malaysia to 063007.9N0992948.9E then to 071507.9N0975949.5E 100006.9N0962950.1E then eastward along 100010.2N to the Thai border. UNL GND	Bangkok ACC	Bangkok Control (En, Thai) H 24		
WIDTH OF AIRWAYS Airways within Bangkok FIR The lateral limits of airways commences from 5 NM either side of the centre line at the facility funneling out on a 5 degrees (VOR) or 7.5 degrees (NDB) tolerance to a maximum width of 10 NM either side of the centre line. Airways within Bangkok Area of Responsibility The width of airways within Bangkok area of responsibility (AOR) is 50 NM CONTROL AREAS 1. Alfa control Area The airspace within a circle of 50 NM radius centred on 135452.0N1003620.0E. FL 460 ABOVE FL290 Class of airspace: A FL 290 ABOVE FL160 Class of airspace: B VFR Flight in Alfa Control Area In order to avoid collision between aircraft in Control Area, all VFR aircraft before entering Alfa Control Area, must contact Bangkok Area Control by reporting position.	Bangkok ACC	Bangkok Control (En, Thai) H 24		Excluding VTD16.D19 And D47

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
2. Bangkok Area Control Centre Sector Organization Bangkok Area Control Centre is divided into 8 sectors as follows: Sector 1 An area bounded by straight lines joining the following points 135506.0N1003548.1E 132006.1N1004948.1E 124106.3N1004948.1E 122500N1005105E 104130N1012502E 110006.8N1005948.1E 114006.5N993448.7E thence clockwise along Bangkok/Yangon FIR to 33006.0N991248.8E and then straight line to the starting point (135506.0N1003548.1E).	Bangkok ACC	Bangkok Control (En, Thai) H 24	120.5 MHz 256.6 MHz	
Sector 2 An area bounded by a straight lines joining the following points 135506.0N1003548.1E to 161329.4N1020259.4E 160948.0N1030000.0E 141302.0N1030000.0E and thence straight line to the starting point. (135506.0N1003548.1E)	Bangkok ACC	Bangkok Control (En, Thai) H 24	133.1 MHz 285.3 MHz	
Sector 3 An area bounded by a straight lines joining the following points 135506.0N1003548.1E 141302N1030000E thence clockwise along Bangkok/Phnom Penh FIR to 1137.3N10259.0E (KOH KONG) / 1051.0N10236.0E / (KAKET) / 100000.0N1021500.0E 104130N1012502E 122500N1005105E 124106.3N1004948.1E 132006.1N1004948.1E and then straight line to the starting point (135506.0N1003548.1E)	Bangkok ACC	Bangkok Control (En, Thai) H 24	135.5 MHz 285.5 MHz	

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	1	Unit providing service	2	Call sign Languages Area and conditions of use Hours of service	3	Frequency/Purpose	4	Remarks	5
3.3 The area of responsibility of the west sector is defined by straight line joining successively the following point VTBS ARP (134108.59N1004456.24E) and SVB VOR R236/45D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP (135452.0N1003620.0E) to SVB VOR R329/67D thence straight line to VTBS ARP excluding D16, D17, D18, D47, D72, which encompasses ATS route A1, G463, L507, P646 and R468. 3.4 The area of responsibility of the north sector is defined by straight line joining successively the following point VTBS ARP (134108.59N1004456.24E) and SVB VOR R329/67D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP (135452.0N1003620.0E) to SVB VOR R020/58D thence straight line to VTBS ARP excluding D18, D31, D72, which encompasses ATS route A464, B346, R474474, W9 and W21. 3.5 Air Traffic Services will be provided in each sector by Approach Control on frequencies 122.35 MHz or 257.6 MHz (east sector), 124.35 MHz or 262.5 MHz (south sector), 125.2 MHz or 259.6 MHz (west sector) and 121.7 MHz or 262.5 MHz (north sector). BANGKOK CONTROL ZONE The airspace within a circle of 35 NM radius centred on VTBD ARP (135452.0N1003620.0E) <u>ALT 11000 ft</u> GND Class of airspace: C		Bangkok APP	Bangkok Approach (En, Thai) H 24			122.35 MHz 124.35 MHz 125.2 MHz 121.7 MHz 257.6 MHz 262.5 MHz 259.6 MHz		Excluding Bangkok CTR, Kamphaeng Saen CTR, VTR9, VTD 16, D17, D18, D19, D31, D47 and D72	
4. Buriram Controlled Airspaces The airspace within a circle of 10 NM radius centred on BRM DVOR/DME (151422.43N1031531.59E) Vertical limit : up to but including 2000 ft AGL Class of airspace: C		Bangkok Approach Control Centre (Ubon Sector)	Buriram Approach* (En, Thai) 2330-1430**			123.6 MHz***		See ENR 2.1-6 in remarks Buri Ram TMA	

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1 B. Buriram Terminal control Area The airspace enclosed by the following boundaries beginning at a point 152840N 1033030E then clockwise along 20 NM arc from BRM DVOR/DME (151422.43N1031531.59) to 151633N1033522E and then clockwise along 25 NM arc radius centred on SURIN ARP (145209.4N1032920.0E) to a point 145132N1035548E and then direct to a point 144953N1035055E and then clockwise along 20 NM arc radius centred on SURIN ARP (145209.4N1032920.0E) to a point 143830N1031416E and then direct to a point 143652N1030924E then clockwise along 25 NM arc radius centred on SURIN ARP (145209.4N1032920.0E) to a point 145620N1030434E then direct to a point 145300N1024000E and then counter clockwise along 35 NM arc from KORAT TACAN (145605.94N1020422.11E) to a point 151135N1023700E then direct to a point 151224N1030024E then clockwise along 15 NM arc from BRM DVOR/DME (15142243N 1031531.59E) to a point 152918N1031751E then direct to 154407N1032620E and counter clockwise along 30 NM arc from ROT DVOR/DME (160700.59N1034619.45E) to 153849N1033630E then direct to starting point. ALT 11 000 ft 2 000 ft AGL Class of airspace: C	2 Bangkok Approach Control Centre (Ubon Sector)	3 Buriram Approach* (En, Thai) 2330-1430**	4 123.6 MHz***	5 *Approach Control unit shall accordingly maintain close coordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace **TWR hours of services : Mon-Fri 0230-1030 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Ubon Sector) via AFTN VTBBZAZX Fax 02-2859610 VTBBZAZX :Tel 02-2859695 VTBBZAZX :Tel 01-4402915 (Mobile) ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
5. Chiang Mai Controlled Airspaces A. Chiang Mai Control Zone Starting from 184604.4N 0984748.7E then clockwise along an arc of 10 NM radius from CMA DVOR/DME (184558.03N 0985740.55E) to 185516.4N 0985754.6E then direct to 191204.3N 0991048.5E from this point make an arc of 30 NM radius from CMA DVOR/DME clockwise to 190640.4N 0991848.4E then direct to 184904.4N 0990718.5E and then direct to 184958.4N 0991754.4E from this point make an arc of 20 NM radius from CMA DVOR/DME clockwise to 183216.5N 0984248.7E then direct to the starting point. Excluding airspace extending upward from ground to and including 2 000 ft above ground surface enclosed by boundaries beginning at 184308.28N 0990520.15E then direct to 184259.37N 0991135.51E then direct to 183640.00N 0991156.20E then direct to 183638.57N 0990558.75E then direct to starting point. Vertical limit : up to but not including 5 000 ft AGL - Class of airspace : C	Chiang Mai APP	Chiang Mai / Radar Approach (En, Thai) H24	129.6 MHz 305.4 MHz	

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
B. Chiang Mai Terminal Control Area The airspace enclosed by the following boundaries: beginning at 185537.35N 0985403.29E then clockwise along an arc of 10 NM radius from 184618.35N 0985759.60E to 185619.51N 0985842.96E then direct to 191302.80N 0991133.52E from this point make an arc of 30 NM radius from CMA DVOR/DME (184558.03N 0985740.55E) clockwise to 190743.93N 0991934.17E then direct to 184904.00N 0990718.50E then direct to 184804.75N 0993740.90E from this point make an arc of 38 NM radius from CMA DVOR/DME clockwise to 181444.61N 0983440.44E then direct to 184604.40N 0984748.70E and direct to 185355.50N 0983240.05E from this point make an arc of 25 NM radius from CMA DVOR/DME clockwise to 190851.63N 0984650.56E then direct to the starting point. <u>ALT 11 000 FT</u> 2 000 FT - Class of airspace: C	Chiang Mai APP	Chiang Mai / Radar Approach (En, Thai) H24	129.6 MHz 305.4 MHz	
6. Chiang Rai Controlled Airspaces A. Chiang Rai Control Zone The airspace within a circle of 10 NM radius centred on CTR DVOR/DME (195653.65N 0995300.12E) Vertical limit : up to but not including 2000 FT AGL Class of airspace : C B. Chiang Rai Terminal Control Area The airspace enclosed by the following boundary: starting from a point 194834.2N 0994018.2E and then clockwise along 15 NM arc radius centred on CTR DVOR/DME (195653.65N 0995300.12E) to a point 194922.2N 1000506.0E and then direct to a point 193746.3N 1001424.0E and then clockwise along 30 NM arc radius centred CTR DVOR/DME (195653.65N 0995300.12E) to 193634.2N 0993148.3E to the starting point. <u>ALT 11 000 FT</u> 2 000 FT AGL Class of airspace: C	Bangkok Approach Control Centre (Chiang Rai Sector)	Chiang Rai Approach (En, Thai) 2330-1430	120.05 MHz / 257.8 MHz*	VTBBZAX : Tel 02-2859695 VTCTZTX : Tel 01-9285010 (Mobile) *RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
7. Chumphon Controlled Airspaces A. Chumphon Control Zone A circle of 15 NM radius centred on CPN DVOR/DME (104240.21N992156.03E) Vertical limit : up to but not including 2 000 FT AGL Class of airspace: d B. Chumphon Terminal Control Area The airspace enclosed by the following boundary : Starting from a point 105612.7N0994154.7E and the clockwise along 25 NM arc radius centred on CPN DVOR/DME (104240.21N992156.03E) to a point 101524.9N0991500.9E and then direct to a point 101324.9N0991500.9E and the clockwise along 30 NM arc radius centred on CPN DVOR/DME (104240.21N992156.03E) to a point 101718.9N0990701.0E and then direct to a point 102154.9N0990842.9E and then clockwise along 30 NM arc radius centred on CPN DVOR/DME (104240.21N992156.03E) to a point 110124.7N0994530.6E then direct to the starting point. Excluding the portion of area protrude in Yangon FIR ALT 2000-7000 FT ALT 7000 FT 2000 FT AGL Class of airspace: C	Bangkok Approach Control Centre (Samui Sector)	Chumphon Approach (En, Thai) 2330-1430*	129.6 MHZ / 305.4 MHZ**	*TWR hours of services : 3 HR PN in advance to Bangkok ApproachControl Centre (Samui Sector) via AFTN VTBBZAZX Fax 02- 2859610 Refer AIP VTSE AD 2.3/ page VTSE AD 2-1 VTBBZAZX : Tel 02-2859695 VTSEZTZ : Tel 01-8334111 (Mobile) *RCAG If unable to contact Approach Control Centre/Office attempt to Contact tower on appropriate frequency.
8. Hat Yai Controlled Airspaces A. Hat Yai Control Zone A Circle of 15 NM radius cent red on Hat Yai DVOR/DME (065602.75N1002316.47E) Vertical limit : up to but not including 3 000 FT AGL Class of airspace: C	Hat Yai APP	Hat Yai / Radar Approach (En, Thai) H24	126.7 MHZ 301.5 MHZ	

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
B. Hat Yai Terminal Control Area The airspace enclosed by the following boundaries beginning at 070301.7N0994912.7E then clockwise along 35 NM arc from Hat Yai FVOR/DME (065602.75N1002316.47E) to 071507.7N1005248.3E then direct to 065601.8N1004836.3E then clockwise along 25 NM arc from Hat Yai DVOR/DME to 064607.8N0994630.8E then direct to 064655.8N1004242.4E then direct to 063607.9N1003848.4E then direct to 062737.9N1003830.4E then follow westward along the Bangkok FIR boundary to 064331.8N1001148.6E then direct to 064507.8N1000648.6E then direct to 070007.8N1000448.6E then direct to the starting point. ALT 11000 FT 3 000 FT Class of airspace: C	Hat Yai APP	Hat Yai / Radar Approach (En, Thai) H24	126.7 MHz 301.5 MHz	Except the airspace overlapped VT D50 ALT 8 000 / 3 000 FT
9. Hua Hin Controlled Airspaces A. Hua Hin Control Zone The airspace within a circle of 10 NM radius centre on HHN DVOR/DME (123804.04N995704.23E) Vertical limit : up to but not including 2000 FT AGL Class of airspace: D B. Hua Hin Terminal Control Area The airspace enclosed by the following boundary : beginning at a point 124200N1001200E from this point make an arc of 15 NM from HHN DVOR/DME (123804.04N995704.23E) clockwise to 122444N1000408E then direct to 121431N1000515E then clockwise along 25 NM from HHN VOR/DME to 121316N0995533E then direct to 122339N0995332E then clockwise along arc 15 NM from HHN DVOR/DME to 124300N0994310E then make a straight line north ward 125600N0994100E then make an arc of 25 NM from HHN DVOR/DME clockwise to 125000N1001830E then southward to the starting point. Excluding VT R3 and VT R8 and G458. ALT 11 000 FT 2 000 FT Class of airspace: D	Hua Hin Approach Control	Hua Hin Approach (En, Thai) 2300-1130	126.2 MHz	RMK / Aircraft inadvertent penetrate R3 (Royal Palace) located at HHN 180R/ 3 NM have become a matter of serious concern to alleviate the situation. All pilot are urged to anticipate his/her flight path and follow ATC instruction to avoid this area. VTPHZZTX : Tel 01-9096690 (Mobile)

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
10. Kamphaeng Saen Control Zone The airspace within a circle of 25 NM radius centred on KPS TACAN (channel 98, 140522N095456E) <u>ALT 6 000 FT</u> <u>GND</u> Class of airspace: C	Kamphaeng Saen APP	Kamphaeng Saen Approach (En, Thai) H 24	134.1 MHz 308.6 MHz	Excluding Bangkok Control Zone
11. Khon Kaen Controlled Airspaces A. Khon Kaen Control Zone The airspace within a circle of 10 NM radius centred on KKN DVOR/DME (162814.73N 1024716.07E) Vertical limits: up to but not including 2 000 FT AGL - Class of airspace: C B. Khon Kaen Terminal Control Area The airspace enclosed by the following boundaries: Starting from a point located at 165549.06N 1025943.25E then clockwise along 30 NM arc radius centred on KKN DVOR/DME (162814.73N 1024716.07E) to a point located at 162237.63N 1031752.28E then direct to a point located at 162204.42N 1031924.64E then counter clockwise along 30 NM arc radius centred on ROT DVOR/DME (160700.59N 1034619.45E) to a point located at 161241.05N 1031547.42E then direct to a point located at 161314.24N 1031415.12E then clockwise along 30 NM arc radius centred on KKN DVOR/DME (162814.73N 1024716.07E) to a point located at 165529.09N 1023401.97E then counter clockwise along 30 NM arc radius centred on UDN DVOR/DME (172304.20N 1024630.05E) to the starting point. <u>ALT 11 000 FT</u> <u>2 000 FT</u> - Class of airspace: C	Bangkok Approach Control Centre (Khon Kaen Sector)	Khon Kaen Approach (En, Thai) 2330 - 1430	123.4 MHz*	VTBZAZX : Tel 02-2859695 VTUKZTX : Tel 089-8415374 ((Mobile)) *RCAG If unable to contact Khon Kaen Approach attempt to contact tower on appropriate frequency.

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
12. Khorat Control Zone The airspace enclosed by the following boundaries beginning at a point 150735.7N 1022135.3E thence direct to a point 151135.7N1023647.2E and clockwise along a 35 NM arc radius centred on Khorat TACAN (145605.94N1020422.11E) to a point 145305.8N 1023947.2E thence direct to a point 145105.8N1022447.3E and clockwise along 20 NM arc radius centred on Khorat TACAN to a point 143605.8N1020147.5E thence direct to a point 143005.8N 1014047.6E and clockwise along a 35 NM arc radius centred on Korat TACAN to a point 144705.8N1012947.7E thence direct to a point 145353.7N1014347.6E and clockwise along a 20 NM arc radius centred on Korat TACAN to the starting point. <u>ALT 11,000 FT</u> GND Class of airspace: C	Khorat APP	Khorat Approach (En, Thai) H 24	134.1 MHZ 236.6 MHZ	All inbound traffic to Korat CTR shall contact Korat APP on freq 282.5 or 124.0 MHZ before entering CTR.
13. Krabi Controlled Airspaces A. Krabi Control Zone The airspace within a circle of 10 NM radius centred on KRABI VOR/DME (080627.19N 0985839.07E) Vertical limits: up to but not including 2 000 FT AGL - Class of airspace: C	Phuket Approach Control Centre (phuket Sector)	Krabi Approach* (En, Thai) 2330-1130**	120.05 MHZ**	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace **TWR hours of services : Moon-Fri 0230-1030 other this period and holiday 3 HR PN to Phuket Approach Control Centre via AFTN VTSPZAZX VTSPZTZX Fax 076-327195 VTSPZTZX : Tel 076-327195 VTSPZTZX : Tel 01-9128502 (Mobile) ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

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Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1 B. Krabi Terminal Control Area The airspace enclosed by the following boundaries: Starting from a point located at 073408.31N 0991744.57E then direct to a point located at 074956.18N 0984322.54E and then counter clockwise along 30 NM arc radius centred on PHUKET DVOR/DME (080654.83N 0981822.69E) to a point located at 082115.49N 0984500.06E and then clockwise along 20 NM arc radius centred on KRABI VOR/DME (080627.19N 0985839.07E) to a point located at 082623.61N 0985605.57E then direct to a point 083636.11N 0985805.68E then clockwise along 30 NM arc radius centred on KRABI VOR/DME (080627.19N 0985839.07E) to a point located at 083509.81N 0990754.38E then direct to a point located at 082507.75N 0990607.06E and then clockwise along 20 NM arc radius centred on KRABI DVOR/DME (080627.19N 0985839.07E) to a point located at 075171.53N 0991636.23E then direct to appoint 074749.70N 0992717.16E and then counter clockwise along 20 NM arc radius centred on TRANG DVOR/DME (073032.17N 0993733.67E) to the starting point. Excluding Phuket TMA. ALT 11 000 FT 2 000 FT - Class of airspace: C	2 Phuket Approach Control Centre (phuket Sector)	3 Krabi Approach* (En, Thai) 2330-1130**	4 120.05 MHZ**	5 *Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace **TWR hours of services : Moon-Fri 0230-1030 other this period and holiday 3 HR PN to Phuket Approach Control Centre via AFTN VTSPZAZX VTSPZTZX Fax 076-327195 VTSPZTZX : Tel 076-327195 VTSPZTZX : Tel 01-9128502 (Mobile) ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
14. Lampang Controlled Airspaces A. Lampang Control Zone The airspace within a circle of 10 NM radius centre on LPN DVOR/DME (181636.75N993008.64E) Vertical limit : up to but not including 2000 FT AGL Class of airspace : C	Chiang Mai Approach Control Centre (Chiang Mai Sector)	Lampang Approach (En, Thai) 2330 - 1130*	119.3 MHZ**	*TWR hours of services : Mon-Fri 0230-1030 other than this period and holiday 3 HR PN to Chiang Mai Approach Control Centre via AFTN VTCCZAZX VTCCZTZX Fax 053-277897 VTCCZTZX Fax 053-277776 VTCLZTZX Tel 01-3081938 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
B. Lampang Terminal control Area The airspace enclosed by a circle of 25 NM radius centred on LPN DVOR/DME (181636.75N993008.64E) ALT 11 000 FT 2 000 FT Class of airspace :C	Chiang Mai Approach Control Centre (Chiang Mai Sector)	Lampang Approach (En, Thai) 2330 - 1130*	119.3 MHZ**	*TWR hours of services : Mon-Fri 0230-1030 other than this period and holiday 3 HR PN to Chiang Mai Approach Control Centre via AFTN VTCCZAZX VTCCZTZX Fax 053-277897 VTCCZTZX Fax 053-277776 VTCLZTZX Tel 01-3081938 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
15. Loei Controlled Airspaces A. Loei Control Zone The airspace within a circle of 10 NM radius centred on Loei DVOR/DME (172649.38N1014323.12E) Vertical limit : up to but not including 2000 FT AGL - Class of airspace: C B. Loei Terminal Control Area The airspace enclosed by the following boundaries: Starting from a point located at 172903.41N 1012236.19E and then clockwise along 20 NM arc radius centred on Loei DVOR/DME (172649.38N 1014323.12E) to a point located at 173039.85N 1020354.41E then direct to a point located at 172957.00N 1021559.60E then counter clockwise along 30 NM arc radius centred on UDN DVOR/DME (172304.20N 1024630.05E) to a point located at 171956.38N 1021520.80E then direct to a point located at 172039.09N 1020316.26E then clockwise along 20 NM arc radius centred on Loei DVOR/DME (172649.38N 1014323.12E) to a point located at 171341.88N 1012734.57E then direct to a point located at 170942.48N 1011736.03E then clockwise along 30 NM arc radius centred on Loei DVOR/DME (172649.38N 1014323.12E) to a point located at 172734.43N 1011201.63E then direct to the starting point ALT 11 000 FT 2 000 FT - Class of airspace : C	Bangkok Approach Control Centre (Khon Kaen Sector)	Loei Approach* (En, Thai) 2330 – 1430**	122.55 MHZ ***	* Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint use airspace. ** TWR hours of services : 3 HR PN in advance to Bangkok Approach Control Centre (Khon Kaen Sector) via AFTN VTBBZAZX Fax 02-2859610 Refer AIP VTUL AD 2.3/Page VTUL AD 2.18/page VTUL AD 2-4 VTBBZAZX : Tel 02-2873181 *** RCAG If unable to contact Loei Approach attempt to contact tower on appropriate frequency.

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
16. Mae Hong Son Controlled Airspaces A. Mae Hong Son Control Zone The airspace within a circle of 10 NM radius on MHS DVOR/DME (1919.10.73N095443.50E) Vertical limit : up to but not including 2000 FT AGL Class of airspace: D B. Mae Hong Son Terminal Control Area The airspace enclosed by a circle of 30 NM radius centred on MHS DVOR/DME (1919.10.73N0975443.50E) ALT 11 000 FT 2 000 FT Class of airspace: D	Chiang Mai Approach Control Centre (Chiang Mai Sector)	Mae Hong Son Approach (En, Thai) 2330 - 1130*	126.2 MHz** 125.3 MHz**	*TWR hours of services : Mon-Fri 0230-1030 other than this period and holiday 3 HR PN to Chiang Mai Approach Control Centre via AFTN VTCCZAZX VTCCZTZX Fax 053-277897 VTCCZTZX : Tel 053-277776 VTCHZTZX : Tel 01-9883273 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
17. Mae Sot Controlled Airspaces A. Mae Sot Control Zone The airspace enclosed by the following boundary : Starting from a point 165147.0N 0983218.9E and then clockwise along 10 NM arc radius centred on Mae-Sot DVOR/DME (164155.27N983231.58E) to a point 163205.1N0983612.9E and then along BKK FIR to the starting point. Vertical limit : up to but not including 2000 FT AGL Class of airspace: C	Chiang Mai Approach Control Centre	Mae Sot Approach* (En, Thai) 2330 - 1130**	120.65 MHz***	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace. **TWR hours of services : Moon-Fri 0030-0830 other than this period and holiday 3 HR PN to Chiang Mai Approach Control Centre via AFTN VTCCZAZX VTCCZTZX Fax 053-277897 Refer AIP VTPM page AD 2.3/ page VTPM AD 2-1 VTCCZTZX : Tel 053-277776 VTPMZTZX : Tel 01-3081939 (Mobile) ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

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Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1 B. Mae Sot Terminal Control Area The airspace enclosed by the following boundary : Starting from a point 170104.9N098249.0E and then clockwise along 20 NM arc radius centred on Mae-Sot DVOR/DME (164155.27N983231.58E) to a point 170134.9N0983118.9E and then direct to a point 171152.9N0983300.9E and then clockwise along 30 NM arc radius centred on Mae-Sot DVOR/DME (164155.27N983231.58E) to a point 170958.9N0984348.8E and then direct to a point 170005.0N 984148.80E and then clockwise along 20 NM arc radius centred on Mae-Sot DVOR/DME (164155.27N983231.58E) to a point 165205.0N985048.8E and then direct to a point 165305.0N985348.8E and then counter clockwise along 20 NM arc radius centred on Tak NDB (165358.24N0991507.91E to a point 064305.1N0985648.7E and then direct to point 164235.1N0985348.8E and then clockwise along 20 NM arc radius centred on Mae-Sot DVOR/DME (164155.27N983231.58E) to the point 162235.1N 0983918.9E and then along BKK FIR to the starting point. <u>ALT 11 000 FT</u> 2 000 FT Class of airspace: C	2 Chiang Mai Approach Control Centre	3 Mae Sot Approach* (En, Thai) 2330 - 1130**	4 120.65 MHz***	5 *Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace. **TWR hours of services : Moon-Fri 0030-0830 other than this period and holiday 3 HR PN to Chiang Mai Approach Control Centre via AFTN VTCCZAZX VTCCZTX Fax 053-277897 Refer AIP VTPM page AD 2.3/ page VTPM AD 2-1 VTCCZTX : Tel 053-277776 VTPMZTX : Tel 01-3081939 (Mobile) ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
18. Narathiwat Controlled Airspaces A. Narathiwat Control Zone The airspace within a circle of 10 NM radius centred on NTW DVOR/DME (063138.24N 1014442.48E) Vertical limit : up to but not including 2000 FT AGL Class of airspace: C B. Narathiwat Terminal Control Area A circle of 25 NM radius centred on NTW DVOR/DME (063138.24N1014442.48E) <u>ALT 11 000 FT</u> 2 000 FT Class of airspace: C	Hat Yai Approach Control Centre (Hat Yai Sector)	Narathiwat Approach (En, Thai) 2330 – 1130*	125.55 MHz** 284.0 MHz	*TWR hours of services : Mon-Fri 0130-0930 other than this period and holiday 3 HR PN to Hat Yai Approach Control Centre via AFTN VTSSZAZX VTSSZTX Fax 074-251074 VTSSZTX : Tel 074-251074 VTSCZTX : Tel 01-4973900 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
19. Nan Controlled Airspaces A. Nan Control Zone The airspace within a circle of 10 NM radius centred on Nan DVOR/DME (184832.76N1004657.31E) Vertical limit : up to but not including 2000 FT AGL Class of airspace: C B. Nan Terminal Control Area The airspace enclosed by the following boundary : Starting from a point 183704.6N1002947.9E and then clockwise along 20 NM arc radius centred on Nan DVOR/DME (184832.76N1004657.3E) to a point 190104.5N1003047.9E and then direct to a point 190834.4N1002347.9E from this point clockwise along 30 NM arc radius centred on Non DVOR/DME (184832.76N1004657.31E) to a point 191452.4N1003217.8E and then direct to a point 190646.5N1003847.8E and then clockwise along 20 NM arc radius centred on Nan DVOR/DME (184832.76N1004657.31E) to a point 183004.6N1003741.8E and then direct to a point 181904.7N1002747.9E and then counter clockwise along 20 NM arc radius centred on Phrae DVOR/DME (184832.76N1004657.31E) to a point 182604.6N1001948.0E and then direct to the starting point. ALT 11 000 FT 2 000 FT Class of airspace: C	Bangkok Approach Control Centre (Chiang Rai Sector)	Nan Approach (En, Thai) 2330-1430*	120.65 MHz**	*TWR hours of services : Mon-Fri 0200-1000 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Chiang Rai Sector) via AFTN VTBBZAZX Fax 02-2859610 VTBBZTX : Tel 02-2859695 VTCNZTX : Tel 01-9285014 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
20. Nakhon Phanom Controlled Airspaces A. Nakhon Phanom Control Zone The airspace enclosed by the following boundary : Starting from a point 173305.2N1043846.1E along BKK FIR to a point 171905.3N1044728 and then clockwise along 10 NM arc radius centred on Nakhon Phanom DVORDME (172317.87N1043818.01E) to the starting point Vertical limit : up to but not including 2000 FT AGL Class of airspace: C	Bangkok Approach Control Centre (Khon Kaen Sector)	Sakon Nakhon Approach* (En, Thai) 2330-1430*	123.35 MHz*** 284.0 MHz	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace **TWR hours of services : Moon-Fri 2330-0730 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Khon Kaen Sector) via AFTN VTBBZAZX Fax 02-2859610 VTBBZAZX : Tel 02-2859695 VTUWZTX : Tel 01-8894013 (Mobile) ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
21. Nakhon Si Thammarat Controlled Airspaces A. Nakhon Si Thammarat Control Zone The airspace within a circle of 10 NM radius centred on NKS DVOR/DME (083229.95N995648.67E) Vertical limit : up to but not including 2000 FT AGL Class of airspace: C B. Nakhon Si Thammarat Terminal Control Area The airspace enclosed by the following boundary : Starting from a point 085313.3N0993442.8E and then direct to a point 084601.3N994318.8E and then clockwise along 20 NM arc radius centred on Nakhon Si Thammarat DVOR/DME (083229.95N995648.67E) to a point 081343.5N1000654.6E and then direct to a point 080349.5N1000930.6E and then clockwise along 30 NM arc radius centred on Nakhon Si Thammarat DVOR/DME (083229.95N995648.67E) to a point 080419.5N0994306.7E and then direct to a point 081401.4N0994606.7E and then clockwise along 20 NM arc radius centred on Nakhon Si Thammarat DVOR/DME (083229.95N995648.67E) to a point 083737.3N0993706.8E and then direct to a point 084525.3N0992854.8E and then counter clockwise along 30 NM arc radius centred on Surat DVOR/DME (090746.24N990805.09E) to the starting point. <u>ALT 11 000 FT</u> 2 000 FT Class of airspace: C	Bangkok Approach Control Centre (Samui Sector)	Nakhon Si Thammarat Approach* (En, Thai) 2330-1430**	129.6 MHz / 305.4 MHz (PRI)*** 119.75 MHz / 240.0 MHz (SEC)***	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace **TWR hours of services : Sun-Fri 2330-0730 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Samui Sector) via AFTN VTBZAZX Fax 02-2859610 Refer AIP VTFS AD 2.3 page/VTFS AD 2-1 VTBZAZX : Tel 02-2859695 VTSFZTX : Tel 01-3081942 (Mobile) ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
18. Pattani Controlled Airspaces A. Pattani Control Zone The airspace within a circle of 10 NM radius centred on Pattani BDB (064718.45N1010852.51E) Vertical limit : up to but not including 2000 FT AGL Class of airspace: C B. Pattani Terminal Control Area The airspace enclosed by the following boundary : Starting from a point 070819.7N1005000.3E and then direct to a point 065431.8N1013524.0E and then direct to a point 062807.9N1011936.1E and then direct to a point 064019.9N1004018.4E and then direct to a starting point <u>ALT 11 000 FT</u> 2 000 FT Excluding Hat Yai TMA, Narathiwat TMA Class of airspace: C	Hat Yai Approach Control Centre (Hat Yai Sector)	Pattani Approach* (En, Thai) 2330-1130*	125.55 MHz***	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace **TWR hours of services : 3 HR PN in advance to Hat Yai Approach Control Centre via AFTN VTSSZAZX VTSSZTX Fax 074-251070 VTSSZTX : Tel 074-251074 VTSKZTX : Tel 01-9883274 (Mobile) ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
23. Phetchabun Controlled Airspaces A. Phetchabun Control Zone The airspace within a circle of 10 NM radius centred on Phetchabun DVOR/DME (164033.66N1011148.12E) Vertical limit : up to but not including 2000 FT AGL Class of airspace: C B. Phetchabun Terminal Control Area The airspace enclosed by the following boundary : Starting from a point 170242.63N1004957.84E and then clockwise along 30 NM arc radius from Phetchabun DVOR/DME (164033.66N1011148.12E) to a point 170819.51N1005837.17E then direct to a point 165959.98N1010427.29E from this point clockwise along 20 NM arc radius centred on Phetchabun DVOR/DME (164033.66N1011148.12E) to a point 170001.3N1011857.39E and then direct to a point 170823.73N1012443.06E and then clockwise along 20 NM arc radius centred on Phetchabun DVOR/DME (164033.66N1011148.12E) to a point 170255.62N1013328.43E and then direct to a point 165433.23N1012742.93E and then clockwise along 20 NM arc radius centred on Phetchabun DVOR/DME (164033.66N1011148.12E) to a point 161957.83N1010934.85E then direct to a point 161031.71N1010601.45E and then clockwise along 30 NM arc radius centred on Phetchabun DVOR/DME (164033.66N1011148.12E) to a point 161357.78N1005615.51E then direct to a point 162323.90N1005948.97E then clockwise along 20 NM arc radius from Phetchabun DVOR/DME (164033.66N1011148.12E) to a point 163745.48N1005031.20E then direct to a point 163801.69N1004759.02E and counter clockwise along 30 NM arc radius centred on Phitsanulok DVOR/DME (164613.34N1001728.70E) to a point 164800.50N1004907.60E then direct to a point 164744.29N1005139.91E then clockwise along 20 NM arc radius centred on Phetchabun DVOR/DME (164033.66N1011148.12E) to a point 165423.10N1005547.78E then direct to the starting point. <u>ALT 11 000 FT</u> 2 000 FT Class of airspace: C	Bangkok Approach Control Centre (Chiang Rai Sector)	Phetchabun Approach* (En, Thai) 2330-1430**	126.70 MHz***	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military units for activities that may affect controlled flights within the joint-use airspace **TWR hours of services : Mon-Fri 0300-1100 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre via AFTN VTBBZAZX Fax 02-2859610 VTBBZAZX : Tel 02-2859695 VTPBZTZX : Tel 01-6208068 (Mobile) ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
24. Phitsanulok Controlled Airspaces A. Phitsanulok Control Zone The airspace within a circle of 15 NM radius centred on PSL DVOR/DME (164613.34N1001728.70E) Vertical limit : up to but not including 2 000 FT AGL Class of airspace: C B. Phitsanulok Terminal Control Area The airspace enclosed by a circle of 30 NM radius centred on Phitsanulok DVOR/DME (164613.34N1001728.70E) ALT 11 000 FT 2 000 FT Class of airspace: C	Phitsanulok Approach Control Centre	Phitsanulok Approach (En, Thai) H24	120.7 MHz / 284.0 MHz	VTPPTZX : Tel 01-9285011 (Mobile)
25. Phrae Controlled Airspaces A. Phrae Control Zone The airspace within a circle of 10 NM radius centred on Phrae DVOR/DME (180802.78N1000958.35E) Vertical limit : up to but not including 2 000 FT AGL Class of airspace: C	Bangkok Approach Control Centre (Chiang Rai Sector)	Phrae Approach (En, Thai) 2330-1430*	120.10 MHz**	**TWR hours of services : Mon-FRI 0200-1000 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Chiang Rai Sector) via AFTN VTBBZAZX Fax 02-2859610 VTBBZAZX : Tel 02-2859695 VTCPTZX : Tel 01-9285017 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
B. Phrae Terminal Control Area The airspace enclosed by the following boundary : Starting from a point 182634.6N1000218.1E and then direct to a point 183634.6N093948.1E and then clockwise along 30 NM arc radius centred on Phrae DVOR/DME (180802.78N1000958.35E) to a point 183804.4N1001048.0E and then direct to a point 182804.6N1001212.0E and then clockwise along 20 NM arc radius centred on Phrae DVOR/DME (180802.78N1000958.35E) to a point 175704.8N1002748.0E and then direct to a point 174934.8N1003447.9E and then clockwise along 30 NM arc radius centred on Phrae DVOR/DME (180802.78N1000958.35E) to a point 173804.9N1000718.1E and then direct to a point 174822.8N1000642.1E and then clockwise along 20 NM arc radius the centred on Phare DVOR/DME (180802.78N1000958.35E) to the starting point <u>ALT 11 000 FT</u> 2 000 FT Excluding Lampang TMA Class of airspace: C	Bangkok Approach Control Centre (Chiang Rai Sector)	Phrae Approach (En, Thai) 2330-1430*	120.10 MHZ**	**TWR hours of services : Mon-FRI 0200-1000 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Chiang Rai Sector) via AFTN VTBBZAZX Fax 02-2859610 VTBBZAZX : Tel 02-2859695 VTCPTZTX : Tel 01-9285017 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
26. Phuket Controlled Airspaces A. Phuket Control Zone A circle of 10 NM centres on PUT DVOR/DME (080654.83N981822.69E) Vertical limit : up to but not including 2 000 FT AGL Class of airspace: C B. Phuket Terminal Control Area The airspace within a circle of 30 NM radius centres on PHUKET DVOR/DME (080654.83N981822.69E) <u>ALT 11 000 FT</u> 2 000 FT Class of airspace: C	Phuket Approach Control Centre	Phuket Approach (En, Thai) H 24	124.7 MHZ 284.0 MHZ	

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
27. Ranong Controlled Airspaces A. Ranong Control Zone The airspace within a circle of 10 NM radius centred on RAN VOR/DME (094643.18N 0983502.11E) Vertical limits: up to but not including 2 000 FT AGL - Class of airspace: C B. Ranong Terminal Control Area The airspace enclosed by the following boundaries: Starting from a point located at 093117.14N 0985500.96E then then direct to a point located at 092955.95N 0985609.83E then counter clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N 0990805.09E) to a point located at 092313.08N 0984808.19E then direct to a point located at 092434.24N 0984659.31E then clockwise along 25 NM arc radius centred on RAN VOR/DME (094643.18N 0983502.11E) to the starting point. Excluding the portion of area produced in Yangon FIR. <u>ALT 11 000 FT</u> 2 000 FT - Class of airspace: C	Phuket Approach Control Centre (Phuket Sector)	Ranong Approach (En, Thai) 2330 – 1130*	125.10 MHz**	*TWR hours of services : 2330-1130, 0130-0930 other this period and holiday 3 HR PN to Phuket Approach Control Centre via AFTN VTSPZAZX VTSPZTZX : Fax 076-327195 VTSPZTZX : Tel 076-327195 VYSRZTZX : Tel 081-9351275 ((Mobile)) **RCAG If unable to contact Ranong Approach attempt to contact tower on appropriate frequency.
28. Roi Et Controlled Airspaces A. Roi Et Control Zone The airspace within a circle of 10 NM radius centred on RoiEt DVOR/DME (160700.59N1034619.45E) Vertical limit : up to but not including 2 000 FT AGL Class of airspace : C B. RoiEt Terminal Control Area The airspace within a circle of 30 NM radius centred on RoiEt DVOR/DME (160700.59N1034619.45E) <u>ALT 11 000 FT</u> 2 000 FT Class of airspace: C	Bangkok Approach Control Centre (Ubon Sector)	Roi-Et Approach (En, Thai) 2330-1430*	125.4 MHz**	**TWR hours of services : Mon-Fri 0100-0900 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Ubon Sector) via AFTN VTBBZAZX Fax 02-2859610 Refer AIP VTUV AD 2.3/ page VTUV AD2-1, VTUV AD2.18/page VTUV AD2-6 VTBBZAZX : Tel 02-2859695 VTUVZTZX : Tel 01-9285012 ((Mobile)) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
29. Sakon Nakon Controlled Airspaces A. Sakon Nakon Control Zone The airspace within a circle of 10 NM radius centred on Nakhon DVOR/DME (171250.89N104812.34E) Vertical limit : up to but not including 2 000 FT AGL Class of airspace : C B. Sakon Nakon Terminal Control Area The airspace enclosed by the following boundary : Starting from a point 174253.1N 1040758.4E and then direct to a point 174253.1N104246.2E and then along BKK FIR to a point 164253.4N104444.1E and then direct to a point 164253.4N1040758.4E and then clockwise along 30 NM arc radius centred on Sakon Nakhon DVOR/DME (171250.89N1040812.34E) to the starting point. ALT 11 000 FT 2 000 FT Excluding Nakhon Phanom Control Zone Class of airspace: C	Bangkok Approach Control Centre (Khon Kaen Sector)	Sakon Nakhon Approach* (En, Thai) 2330-1430*	123.35 MHz / 284.0 MHz ***	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military units for activities that may affect controlled flights within the joint-use airspace. **TWR hours of services : MON-FRI 2300-0700 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Khon Kaen Sector) via AFTN VTBBZAZX Fax 02-2859610 VTBBZAZX : Tel 02-2859695 VTUIZTX : Tel 081-8894013 (Mobile) ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
30. Surat Thani Controlled Airspaces A. Surat Thani Control Zone The airspace within a circle of 10 NM radius centred on STN DVOR/DME (090746.24N990805.09E) Vertical limit : up to but not including 3 000 FT AGL Class of airspace : C B. Surat Thani Terminal Control Area The airspace enclosed by the following boundary : Starting from a point 093307.1N0991101.0E direct to a point 093737.1N0991230.9E and then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N990805.09E) to a point 093443.1N0992200.9E and then direct to a point 093019.1N0992030.9E and then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N990805.09E) to a point 085607.3N0993036.8E and then direct to a point 085307.3N0993418.8E and then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N990805.09E) to a point 084031.3N0991930.9E and direct to a point (cont'd)	Bangkok Approach Control Centre (Samui Sector)	Surat Approach (En, Thai) 2330-1430*	129.6 MHz / 305.4 MHz (PRI)** 119.75 MHz / 240.0 MHz (SEC)**	*TWR hours of services : H24 VTBBZAZX Tel 02-2859695 Fax 02-2859610 VTSBZTX : Tel 02-8452758 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
B. Surat Thani Terminal Control Area (cont'd) 084467.3N0991706.9E and then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N990805.09E) to a point 084549.3N0985701.1E and direct to a point 084207.03N0985349.1E and then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N990805.09E) to a point 084837.3N0984607.1E and direct to a point 085225.2N0984925.1E and then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N990805.09E) to the starting point. <u>ALT 11 000 FT</u> 2 000 FT Class of airspace: C	Bangkok Approach Control Centre (Samui Sector)	Surat Approach* (En, Thai) 2330-1430*	129.6 MHz / 305.4 MHz (PRI)** 119.75 MHz / 240.0 MHz (SEC)**	*TWR hours of services : H24 VTBBZAZX Tel 02-2859695 Fax 02-2859610 VTSBZTZ : Tel 02-8452758 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
31. Samui Controlled Airspaces A. Samui Aerodrome traffic zone A circle of 5 NM radius centered on SAMUI NDB (093314.10N 1000335.65E) Vertical limits : GND up to 2,000FT AGL Class of airspace : D B. Samui Control zone The airspace within a circle of 10 NM radius centered of SAMUI NDB (093314.10N 1000335.65E) Vertical limits : up to but not including 3,000 FT AGL Class of airspace : C C. Samui Terminal Control Area The airspace enclosed by the following boundary: starting from a point 100256.00N 1000511.00E and then clockwise along 30 NM arc radius on Samui NDB (093314.10N 1000335.65E) to a point 093802.00N 1003338.00E and direct to a point 093300.00N 1002357.00E and then clockwise along 20 NM arc radius on Samui NDB (093314.10N 1000335.65E) to point 091346.00N 0995834.00E and direct to a point 090459.00N 0995306.00E and clockwise along 30NM arc radius centered on Samui NDB (093314.10N 1000335.65E) to a point 091000.00N 0994428.00E and then direct to a point 091851.00N 0994940.00E and then clockwise along 20 NM arc radius centered on Samui NDB (093314.10N 1000335.65E) to a point 095256.00N 1000302.00E and then direct to starting point. Including B463 Vertical limits : 2,000FT AGL to 11 000FT Class of airspace : C D. Transition Altitude : 11 000 FT	Samui Tower Bangkok Approach Control Centre. (Samui Sector) Bangkok Approach Control Centre. (Samui Sector)	Samui Approach (En, Thai) 2330-1430*	129.6 MHz / 305.4 MHz (PRI)** 119.75 MHz / 240.0 MHz (SEC)**	*TWR hours of services : Daily 2330-1430 other than this period and holiday 3 HR PN to Bangkok and holiday 3 HR PN to Bangkok Sector) via AFTN VTBBZAZX VTBBZAZX Tel 02-2859695 Fax 02-2859610 VTSMZTZ : Tel 081-3081936 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
32. Sukhothai Controlled Airspaces A. Sukhothai Aerodrome Traffic Zone A circle of 10 NM radius centred on Sukhothai NDB (171406.81N0994919.23E) Vertical limit : GND up to 2 000 FT AGL Class of airspace : C B. Sukhothai Control Zone The airspace within a circle of 10 NM radius centred on Sukhothai NDB (171406.81N0994919.23E) Excluding Phitsanulok TMA. Vertical limit : up to but not including 2 000 FT AGL Class of airspace : C C. Sukhothai Terminal Control Area The airspace enclosed by the follow boundaries beginning at 174029N1000432E then direct to 172551N0995909E then clockwise along 15 NM arc from Sukhothai NDB (171406.81N0994919.23E) to 170000N0995100E then direct to 164454N0994854E then clockwise along 30 NM arc from Sukhothai NDB (171406.81N0994919.23E) to 164648N0993848E then direct to 170130N0994154E then clockwise along 15 NM arc from Sukhothai NDB (171406.81N0994919.23E) to 171348N0993412E then direct to 172442N0992006E then clockwise along 30 NM arc from Sukhothai NDB (171406.81N0994919.23E) to the starting point. Excluding Phitsanulok TMA Vertical limit : 2 000 FT AGL up to ALT 11 000 FT Class of airspace: C D. Transition Altitude : 11 000 FT	Sukhothai Tower Phitsanulok Approach Control Centre Phitsanulok Approach Control Centre	Sukhothai Approach (En, Thai) 2330-1130*	120.7 MHz**	*TWR hours of services : MON-FRI 0230-1030 other than this period and holiday 3 HR PN to Phitsanulok Approach Control Centre via AFTN VTPPZAZX, VPPZTZ Fax 055-253016 VTPPZAZX : Tel 01-9285011 (Mobile) VTPOZTZX : Tel 01-4902275 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
33. Surin Controlled Airspaces A. Surin Control Zone The airspace within a circle of 5 NM radius centred on Surin ARP (145209.4N1032920.0E) Vertical limit : GND up to 2000 FT AGL Class of airspace : D B. Surin Terminal Control Area (Buriram TMA, including the extension airspace to cover Surin aerodrome) The airspace enclosed by the following boundaries beginning at a point 152840N 1033030E then clockwise along 20 NM arc from BRM DVOR/DME (151422.43N1031531.59) to 151633N 1033522E and then clockwise along 25 NM arc radius centred on SURIN ARP (145209.4N1032920.0E) to a point 145132N1035548E and then direct to a point 144953N1035055E and then clockwise along 20 NM arc radius centred on SURIN ARP (145209.4N1032920.0E) to a point 1031416E and then direct to a point 143652N 1030924E then clockwise along 25 NM arc radius centred on SURIN ARP (145209.4N1032920.0E) to a point 145620N1030434E then direct to a point 145300N1024000E and then counter clockwise along 35 NM arc from KORAT TACAN (145605.94N1020422.11E) to a point 151135N1023700E then direct to a point 151224N1030024E then clockwise along 15 NM arc from BRM DVOR/DME (15142243N 1031531.59E) to a point 152918N1031751E then direct to 154407N1032620E and counter clockwise along 30 NM arc from ROT DVOR/DME (160700.59N1034619.45E) to 153849N1033630E then direct to starting point. $\frac{\text{ALT 11 000 FT}}{2\ 000\ \text{FT}}$ Class of airspace: C	Bangkok Approach Control Centre (Ubon Sector)	Buriram Approach* (En, Thai) 2330-1430**	123.6 MHz***	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military units for activities that may affect controlled flight within the joint-use airspace **TWR hours of services : Mon-Fri 0230-1030 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Ubon Sector) via AFTN VTBZAZX Fax 02-2859610 VTBZAZX : Tel 02-2859695 VTBZAZX : Tel 01-4402915 (Mobile) ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
34. Tak Controlled Airspaces A. Tak Control Zone The airspace within a circle of 10 NM radius centred on Tak NDB (165358.24N 991507.91E) Vertical limit : up but not including 2000 ft AGL Class of airspace : C B. Tak Terminal Control Area The airspace enclosed by the following boundaries: Starting from a point located at 165629.81N 993550.14E then direct to a point located at 165553.24N 994046.08E then direct to a point located at 164601.66N 993836.55E then direct to a point located at 164632.03N 993430.61E and then clockwise along 20 NM arc radius centred on Tak NDB (165358.24N 991507.91E) to the starting point Excluding A464, G473, VT D33 and VT D 56 <u>ALT 11 000 FT</u> 2 000 FT - Class of airspace : C	Phitsanulok Approach Control Centre	Tak Approach* (En, Thai) 2330-1130**	126.0 MHz	* Approach control unit shall accordingly maintain close coordination with the appropriate military units for activities that may affect controlled flight within the joint-use airspace. ** TWR hours of services : 3 HR PN in advance to Phitsanulok Approach Control Centre AFTN VTPPZAZX VTPPZTZ Fax 055-301447 VTPPZAZX : Tel 081-9731481 (Mobile) VTPPZTZ : Tel 089-8563554 (Mobile) If unable to contact Tak Approach.
35. Takhli Control Zone The airspace enclosed by the following boundaries: beginning at a point 144511.7N 1003309.1E and clockwise along a 35 NM arc radius from Takhli TACAN (151628.67N1001756.69E) to a point 145805.7N1004848.0E then counter clockwise along a 12 NM arc radius from Khok Krathiam (centred on 145226.7N 1003936.1E) to the starting point. <u>ALT 11000 ft</u> GND Class of airspace: C	Takhli APP	Takhli Approach (En, Thai) H 24	122.3 MHz 236.6 MHz 253.5 MHz	Conventional Approach (Secondary) Excluding Alfa Control Area, VT D31 and Nakhon Swan AD Traffic Zone.

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ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
38. Ubon Controlled Airspaces A. Ubon Control Zone The airspace within a circle of 10 NM radius centred on UBL DVOR/DME (151442.71N1045157.30E) Vertical limit : up to but not including 3 000 ft AGL Class of airspace: C B. Ubon Terminal Control Area The airspace enclosed by a circle of 30 NM radius centred on UBL DVOR/DME (151442.71N1045157.30E) FL 200 2 000 ft AGL Class of airspace: C	Bangkok Approach Control Centre (Ubon Sector)	Ubon Approach (En, Thai) 2330-1430*	123.5 MHz / 257.8 MHz**	*TWR hours of services : H24 VTBBZAX : Tel 02-2859695 Fax 02-2859610 VTUJZTX : Tel 01-3081943 (Mobile) **RCAG
39. Udon Controlled Airspaces A. Udon Control Zone The airspace within a circle of 10 NM radius centred on UDN DVOR/DME (172304.20N1024630.05E) Vertical limit : up to but not including 3 000 ft AGL Class of airspace : C B. Udon Terminal Control Area The airspace enclosed by a circle of 30 NM radius centred on UDN DVOR/DME (172304.20N1024630.05E) Except airspace overlapping Vientiane FIR <u>ALT 11 000 ft</u> 2 000 ft Class of airspace: C	Bangkok Approach Control Centre (Khon Kaen Sector)	Udon Approach (En, Thai) 2330-1430*	126.2 MHz / 236.6 MHz**	*TWR hours of services : Daily 2330-1330 VTBBZAX : Tel 02-2859695 Fax 02-2859610 VTUDZTX : Tel 01-8095016 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
40. U – Taphao Controlled Airspaces A. U – Taphao Control Zone The airspace within a circle of 5 NM radius centred on U-Taphao aerodrome (124058.88N1005957.20E) Vertical limit : up to but not including 2 000 FT AGL Class of airspace: C B. U - Taphao Terminal Control Area The airspace enclosed by a circle of 50 NM radius centred on U – Taphao aerodrome (124058.88N1005957.20E) 1. From 5 NM to 15 NM radius measured from the centre of the aerodrome, 700 FT above ground level to unlimited. 2. From 15 NM to 50 NM radius measured from the centre of the aerodrome, 2 000 FT above ground level to unlimited with the following exception :- (i) U – Taphao Control Zone (ii) That portion overlapped by Bangkok Alfa Control Area and Hua Hin Terminal Control Area. (iii) All airspace on airways A464, R468, G463 and G458 from FL65 to FL460	U – Taphao APP	U – Taphao Approach (En, Thai) H 24	119.7 MHz 134.5 MHz 273.3 MHz	
41. Area Outside Control Airspace The area outside control airspace (outside airways TMA and CTR), but within Bangkok FIR. Class of airspace : G	Bangkok ACC	Bangkok Control (En, Thai) H24		See frequency in use at appropriate sectors

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ENR 3. ATS ROUTES

ENR 3.1 ATS ROUTES – INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
A1 ▲ LIMLA 154605.3N 0983549.0E △ OSUKA 144253.7N 0994248.5E ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ SELKA 142135.9N 1015947.5E ▲ PASAT 145507.93N 1034728.55E ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E ▲ BUTRA 152505.8N 1053545.9E	<u>134</u> 314 90 NM <u>134</u> 314 71 NM <u>071</u> 251 86 NM <u>072</u> 253 109 NM <u>072</u> 253 65 NM <u>076</u> 256 44 NM	<u>FL 270</u> FL 80 FL 90 <u>FL 460</u> FL 70 FL 80 <u>FL 460</u> FL 90 FL 100	*	↓ ↑	Longitudinal separation between aircraft 10 mins.	
Note : One way system will be applied for a portion between BKK DVOR/DME and UBL DVOR/DME as follows : - ATS route A1 will apply for eastbound traffic only - Westbound traffic shall filed flight plan via W1 after UBL - The available for westbound traffic on A1 or direct route will be subject to prior approval from ATC.						
A202 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ KORAT DVOR/DME (KRT) 145502.35N 1020823.32E ▲ RAMEI 150103.57N 1025940.72E ▲ OKENA 161608.19N 1042532.75E ▲ SUVANNAKHET DVOR/DME (SAV) 163342.0N 1044556.0E	<u>056</u> 236 109 NM <u>083</u> 263 50 NM <u>048</u> 228 112 NM <u>048</u> 228 26 NM	<u>FL 460</u> FL 65 FL 70 <u>FL 460</u> FL 125 FL 130 <u>FL 460</u> FL 65 FL 70	*	↓ ↑	10 mins longitudinal separation between aircraft applying Mach Number Technique	
A334 ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E ▲ PASVA 061529N 1020431E ▲ KOTA BHARU VOR/DME (VKB) 060948.3N 1021851.1E	<u>112</u> 292 108 NM <u>112</u> 292 15 NM	<u>FL 460</u> FL 95 FL 100	20	↓ ↑	10 mins longitudinal separation between RNAV- equipped aircraft apply Mach Number Technique. 15 mins longitudinal separation between other aircraft	
* For the width of airways see ENR 2.1-1.						

ENR 3.1 ATS ROUTES – INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
A340 ▲ PHNOM PENH VOR (PNH) 1132.8N 10450.5E ▲ BISOR 122106.5N 1024647.3E ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E	<u>291</u> 111 130 NM	<u>FL 460</u> FL 165	20	↓		Longitudinal separation between aircraft 10 mins.
	<u>292</u> 111 70 NM	FL 170		↑		
A350 ▲ KORAT DVOR/DME (KRT) 145502.35N 1020823.32E ▲ ROJET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ SAVANNAKHET VOR/DME (SAV) 163342.0N 1044556.0E	<u>053</u> 233 119 NM	<u>FL 460</u> FL 70 FL 75	*	↓		Longitudinal separation between aircraft 10 mins.
	<u>065</u> 245 63 NM	<u>FL 460</u> FL 285 FL 290		↑		
A457 ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E ▲ TAMOS 063207.9N 1002406.5E	<u>178</u> 358 24 NM	<u>FL 460</u> FL 95 FL 100	20	↓		Longitudinal separation between aircraft 15 mins.
				↑		
A464 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ BEKOD 162117.2N 0994636.4E ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E △ POLAK 132106.1N 1003454.3E ▲ REGOS 120006.5N 1003454.3E △ DIRAX 110006.7N 1003248.3E ▲ UPNEP 094213.1N 1002936.4E ▲ RELIP 080431.5N 1002618.5E ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E ▲ KARMI 062949.9N 1003106.4E	<u>162</u> 342 152 NM	<u>FL 460</u> FL 65 FL 70	*	↓		Odd levels FL 290 (and below), FL 330, FL 370, FL 410 and FL 450 shall be used for outbound flights on A464 (portion between BKK VOR and KARMI) and B469. Even levels FL 280 (and below), FL 310, FL 350, FL 390 and FL 430 shall be used for inbound flights.
	<u>162</u> 342 155 NM			↑		
	<u>182</u> 001 32 NM					
	<u>180</u> 360 81 NM					
	<u>182</u> 002 60 NM	<u>FL 460</u> FL 35 FL 40	20	↓		Longitudinal separation between aircraft 10 mins.
	<u>182</u> 002 78 NM			↑		
	<u>182</u> 002 97 NM					
	<u>183</u> 003 68 NM					
	<u>163</u> 343 27 NM	<u>FL 460</u> FL 85 FL 90		↑		

* For the width of airways see ENR 2.1-1.

ENR 3.1 ATS ROUTES-INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
A 581 ▲ BOMAS 172304.8N 980549.1E ▲ TATEL 172904.8N 984548.8E ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 985740.55E ▲ CHIANG RAI DVOR/DME (CTR) 195653.65N 995300.12E ▲ PONUK 201858.1N 1002305.8E	081 261 39 NM 008 188 77 NM 036 217 88 NM 052 232 36 NM	FL 460 FL 105 FL 110 Class A (FL290 and above) FL 350 FL 075 FL 080 Class A (FL290 and above) FL 460 FL 120 FL 130 Class A (FL290 and above)	10		Longitudinal separation between aircraft 10 mins.	
B202 ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E ▲ PAKSE VOR (PAK) 151148N 1054417E	093 273 51 NM	FL 460 FL 260 FL 270	*		Longitudinal separation between aircraft 15 mins.	
B204 ▲ GOMES 132406.1N 1013505.7E ▲ AGEDO 132419.4N 1022138.6E	090 270 45 NM	FL 460 FL 135 FL 140	*		Longitudinal separation between aircraft 10 mins.	
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES- INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
B205 ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E ▲ BOKAK 125736.3N 1022947.3E	<u>077</u> 257 49 NM	<u>FL 460</u> FL 155 FL 160	*	↓	↑	Longitudinal separation between aircraft 10 mins.
B218 ▲ VIENTIANE DVOR/DME (VTN) 180018N 1023224E ▲ LOEI VOR/DME (LOY) 172649.38N 1014323.12E ▲ CHUM PHAE DVOR/DME (CMP) 163811.3N 1015905.4E	<u>234</u> 054 57 NM <u>163</u> 343 51 NM	<u>FL 460</u> FL 65 FL 70	20	↑	↓	Longitudinal separation between aircraft 10 mins.
B346 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ NOBER 151635.6N 1004006.0E ▲ PETCHABUN DVOR/DME (PCB) 164033.66N 1011148.12E ▲ YAKUA 174414.79N 1013051.65E	<u>003</u> 183 83 NM <u>020</u> 200 89 NM <u>016</u> 196 66 NM	<u>FL 460</u> FL 100 FL 110	20	↓	↑	Longitudinal separation between aircraft 15 mins.
B579 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ DALAN 062808N 993920E	<u>141</u> 321 127 NM	<u>FL 460</u> FL 95 FL 100	20	↓	↑	Longitudinal separation between aircraft 10 mins.
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES- INTERNATIONAL

Route designator Points Coordinates (WGS-84)	Name of significant	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Later al limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
					Odd	Even	
1		2	3	4	5		6
R325 ▲ IKULA 100006.9N 972114.0E ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ UTHAI 070007.7N 992948.9E ▲ DUBAX 062555.9N 1000736.6E		153 333 126 NM	FL 270 FL 90 FL 100	*	↓ ↑	Longitudinal separation between aircraft 10 mins.	
		134 313 97 NM	FL 460 FL 95 FL 100				
		132 312 51 NM					
R334 ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E ▲ KOH KONG 1136.9N 10300.0E ▲ PHNOM PENH VOR (PNH) 1132.8N 10450.5E		132 312 103 NM	FL 460 FL 165 FL 170	20	↓ ↑	Longitudinal separation between aircraft 10 mins.	
		092 272 109 NM					
R345 ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ GRASO 150650.28N 1034716.84E ▲ PASAT 145507.93N 1034728.55E ▲ BIDE M 142153.57N 1034750.07E		180 360 60 NM	FL 460 FL 215 FL 220		↓ ↑		
		180 360 12 NM					
		180 360 33 NM					
R468 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E △ GOMES 132406.1N 1013505.7E ▲ BOKAK 125736.3N 1022947.3E ▲ PHNOM PENH VOR (PNH) 1132.8N 10450.5E		117 297 65 NM	FL 460 FL 75 FL 80	*	↓ ↑	Longitudinal separation between aircraft 10 mins for inbound traffic. Longitudinal separation between aircraft 10 mins for outbound traffic.	
		116 296 60 NM					
		121 302 161 NM					
*For the width of Airways see ENR 2.1-1							

ENR 3.1 ATS ROUTES- INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
R470 ▲ VIENTIANE VOR/DME (VTN) 180037N 1023226E ▲ UDON DVOR/DME (UDN) 172304.20N 1024630.05E ▲ ROI ET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E	339 159 40 NM 143 323 95 NM 129 309 82 NM	FL 460 FL 65 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins.
R474 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ ALBOS 144441.7N 1010141.9E ▲ CHUM PHAE DVOR/DME (CMP) 163811.3N 1015905.4E ▲ VIENTIANE VOR/DME (VTN) 180037N 1023226E	026 206 57 NM 026 206 126 NM 021 201 88 NM	FL 460 FL 65 FL 70	*	↓	↑	Longitudinal separation between aircraft 15 mins.
R575 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ RECNO 083425.3N 992824.9E ▲ SAMUI VOR/DME (SMU) 093249.47N 1000342.27E ▲ UPNEP 094213.1N 1002936.4E Δ EMELA 101249.19N 1010729.14E ▲ ALUMO 104553.89N 1015122.86E Δ ANOBO 110323.01N 1021441.61E ▲ KOH KONG 113700.7N 1025947.2E	068 248 75 NM 031 211 68 NM 070 250 27 NM 051 231 48 NM 053 233 54 NM 053 233 29 NM 053 233 55 NM	FL 460 FL 90 FL 95 FL 460 FL 65 FL 70 FL 460 FL 155 FL 160		↓	↑	
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES- INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
R588 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ RELIP 080431.5N 1002618.5E △ SUPIN 083434.55N 1010419.34E △ MUBAN 085440.87N 1012952.12E △ TONIK 091736.12N 1015906.78E ▲ BASIT 093447.46N 1022108.00E	<u>091</u> 271 127 NM	<u>FL 460</u> FL 95 FL 100		↓ ↑		
	<u>052</u> 232 48 NM	<u>FL 460</u> FL 155 FL 160				
	<u>052</u> 232 32 NM					
	<u>052</u> 232 37 NM					
	<u>052</u> 232 28 NM					

*For the width of Airways see ENR 2.1-1

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W1 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ KHORAT DVOR/DME (KRT) 145502.35N 1020823.32E Δ RAMEI 150103.57N 1025940.72E Δ RAMBU 150351.24N 1032316.32E ▲ GRASO 150650.28N 1034716.84E ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E	<u>056</u> 236 109 NM <u>083</u> 263 50 NM <u>083</u> 263 23 NM <u>083</u> 263 23 NM <u>083</u> 263 63 NM	FL 460 FL 65 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins. (RAMEI on request for W1)
W4 ▲ UDON DVOR/DME (UDN) 172304.20N 1024630.05E ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E	<u>143</u> 323 95 NM <u>129</u> 309 82 NM	FL 460 FL 65 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W5 ▲ UDON DVOR/DME (UDN) 172304.20N 1024630.05E ▲ KHON KHEN DVOR/DME (KKN) 162814.73N 1024716.07E ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E	<u>180</u> 360 55 NM <u>110</u> 290 61 NM <u>129</u> 309 82 NM	FL 460 FL 65 FL 70	*	↓	↑	Longitudinal separation Between aircraft 10 mins.
W6 ▲ KORAT DVOR/DME (KRT) 145502.35N 1020823.32E ▲ KHON KAEN DVOR/DME (KKN) 162814.73N 1024716.07E ▲ SAKON NAKHON DVOR/DME (SKN) 171250.89N 1040812.34E ▲ NAKHON PHANOM DVOR/DME (NKP) 172317.87N 1043818.01E	<u>022</u> 202 100 NM <u>060</u> 240 89 NM <u>070</u> 250 31 NM	FL 460 FL 65 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins.
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W7 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ MAE SOT DVOR/DME (MST) 164155.27N 0983231.58E	<u>191</u> 011 126 NM	<u>FL 460</u> FL 80 FL 90	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W8 ▲ TAKHLI NDB (TL) 151608.09N 1001751.05E ▲ KORAT DVOR/DME (KRT) 145502.35N 1020823.32E	<u>101</u> 281 109 NM	<u>FL 460</u> FL 65 FL 70	*	↓	↑	Longitudinal separation Between aircraft 10 mins.
W9 ▲ MAE HONG SON DVOR/DME (MHS) 191910.73N 0975443.50E ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ PHITSANULOK DVOR/DME (PSL) 164613.34N 1001728.70E ▲ TAKHLI NDB (TL) 151608.09N 1001751.05E ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E	<u>119</u> 299 68 NM <u>147</u> 327 142 NM <u>180</u> 360 90 NM <u>168</u> 348 84 NM	<u>FL 460</u> FL 85 FL 90 <u>FL 460</u> FL 65 FL 70	*	↓	↑	Excluding restricted area VTR 5. Longitudinal separation Between aircraft 10 mins.
W10 ▲ KAMPHAENG SAEN DVOR/DME (KPS) 140956.0N 0995715.0E ▲ VUTHI 145006.95N 0995725.34E ▲ TAKHLI NDB (TL) 151608.09N 1001751.05E	<u>360</u> 180 40 NM <u>037</u> 217 33 NM	<u>FL 260</u> FL 55 FL 60	*	↓	↑	For Military use only.
W12 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ NAN DVOR/DME (NAN) 184832.76N 1004657.31E	<u>088</u> 268 104 NM	<u>FL 460</u> FL 70 FL 80	*	↓	↑	Longitudinal separation Between aircraft 10 mins.
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W13 ▲ LAMPANG DVOR/DME (LPN) 181636.75N 993008.64E ▲ PHRAE DVOR/DME (PAE) 180802.78N 1000958.35E						Longitudinal separation between aircraft 10 mins.
	<u>103</u> 283 39 NM	<u>FL 460</u> FL 60 FL 70	*	↓	↑	
W14 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ TRANG DVOR/DME (TRN) 073032.17N 993733.67E ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E ▲ PATTANI NDB (PT) 064718.45N 1010852.51E ▲ NARATHIWAT DVOR/DME (NTW) 063138.24N 1014442.48E						Longitudinal separation between aircraft 10 mins.
	<u>115</u> 295 87 NM	<u>FL 460</u> FL 65 FL 70	10	↓	↑	
	<u>127</u> 307 57 NM					
	<u>101</u> 281 46 NM					
	<u>114</u> 294 39 NM					
W15 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ PHRAE DVOR/DME (PAE) 180802.78N 1000958.35E △ DELTA 172035.0N 1005605.8E ▲ LOEI DVOR/DME (LOY) 172649.38N 1014323.12E ▲ UDON DVOR/DME (UDN) 172304.20N 1024630.05E ▲ SAKON NAKHON DVOR/DME (SKN) 171250.89N 1040812.34E						Longitudinal separation between aircraft 10 mins.
	<u>119</u> 299 78 NM	<u>FL 460</u> FL 65 FL 70	*	↓	↑	
	<u>137</u> 317 65 NM					
	<u>082</u> 262 45 NM					
	<u>094</u> 274 61 NM					
	<u>097</u> 277 79 NM					
W16 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ UTTAR 174304.9N 1002706.0E ▲ CHUM PHAE DVOR/DME (CMP) 163811.3N 1015905.4E ▲ KHON KAEN DVOR/DME (KKN) 162814.73N 1024716.07E						Longitudinal separation between aircraft 10 mins.
	<u>126</u> 306 106 NM	<u>FL 460</u> FL 65 FL 70	*	↓	↑	
	<u>126</u> 306 109 NM					
	<u>102</u> 282 47 NM					

*For the width of Airways see ENR 2.1-1

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W27 ▲ PHITSANULOK DVOR/DME (PSL) 164613.34N 1001728.70E ▲ LOEI DVOR/DME (LOY) 172649.38N 1014323.12E	<u>063</u> 243 91 NM	<u>FL 460</u> FL 60 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W28 ▲ SURAT DVOR/DME (STN) 090746.24N 990805.09E ▲ NAKHON SI DVOR/DME (NKS) 083229.95N 995648.67E ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E	<u>126</u> 306 60 NM <u>165</u> 345 100 NM	<u>FL 460</u> FL 80 FL 90 <u>FL 460</u> FL 75 FL 80	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W29 ▲ PHITSANULOK DVOR/DME (PSL) 164613.34N 1001728.70E ▲ UTTAR 174304.9N 1002706.0E ▲ NAN DVOR/DME (NAN) 184832.76N 1004657.31E ▲ CHIANG RAI DVOR/DME (CTR) 195653.65N 995300.12E	<u>009</u> 189 57 NM <u>016</u> 196 68 NM <u>323</u> 143 85 NM	<u>FL 460</u> FL 95 FL 100	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W31 ▲ SUPOJ 101642.14N 1001220.33E Δ UKERA 120207.25N 1000109.59E ▲ HUA HIN DVOR/DME (HHN) 123804.04N 995704.23E ▲ HOTEL 1300.0N 10020.0E ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E	<u>354</u> 174 105 NM <u>354</u> 174 36 NM <u>045</u> 225 31 NM <u>016</u> 196 56 NM	<u>FL 460</u> FL 35 FL 40 <u>FL 150</u> FL 35 FL 40 <u>FL 150</u> FL 75 FL 80	10	↓	↑	Longitudinal separation between aircraft 10 mins
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W32 ▲ REGOS 120006.5N 1003454.3E ▲ SUPOJ 101642.14N 1001220.33E ▲ SAMUI DVOR/DME (SMU) 093249.47N 1000342.27E ▲ SURAT DVOR/DME (STN) 090746.24N 0990805.09N ▲ KRABI DVOR/DME (KBI) 080627.19N 0985839.07E ▲ TRANG DVOR/DME (TRN) 073032.17N 993733.67E	192 012 105 NM 191 011 45 NM 246 066 60 NM 189 009 62 NM 133 313 62 NM	FL 460 FL 35 FL 40 FL 460 FL 75 FL 80	10	↓ ↑ ↓	↑ ↓	Longitudinal separation between aircraft 10 mins.
W33 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ RECNO 083425.3N 992824.9E ▲ SAMUI DVOR/DME (SMU) 093249.47N 1000342.27E ▲ UPNEP 094213.1N 1002936.4E ▲ SURIX 10595908N 1015014.56E ▲ TRAT NDB/DME(TRT) 121628.10N 1021850.08E ▲ RAYONG DVOR/DME(RYN) 124648.3N 1014041.7E	068 248 75 NM 031 211 68 NM 070 250 27 NM 045 225 111 NM 020 200 82 NM 309 129 48 NM	FL 460 FL 90 FL 100 FL 460 FL 65 FL 70	10	↓ ↓ ↓	↑ ↑	Longitudinal separation between aircraft 10 mins.
W34 ▲ MENEX 110830.7N 994542.6E ▲ CHUMPHON DVOR/DME (CPN) 104240.21N 992156.03E ▲ RANONG DVOR/DME (RAN) 094643.18N 983502.11E ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E	222 042 35 NM 220 040 72 NM 189 009 101 NM	FL 460 FL 65 FL 70	10	↓ ↓	↑ ↑	Longitudinal separation between aircraft 10 mins.
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W35 ▲ UPNEP 094213.1N 1002936.4E ▲ NAKHON SI DVOR/DME (NKS) 083229.95N 995648.67E ▲ TRANG DVOR/DME (TRN) 073032.17N 993733.67E	<u>205</u> 025 77 NM <u>197</u> 017 65 NM	<u>FL 460</u> FL 75 FL 80	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W36 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ MACHI 191222.3N 0983506.7E ▲ MAE HONG SON DVOR/DME (MHS) 191910.73N 0975443.50E	<u>321</u> 141 34 NM <u>280</u> 100 39 NM	<u>FL 460</u> FL 80 FL 90	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W38 ▲ RAMEI 150103.57N 1025940.72E ▲ BURI RUM DVOR/DME (BRM) 151422.43N 1031531.59E ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E	<u>050</u> 230 20 NM <u>029</u> 209 60 NM	<u>FL 460</u> FL 65 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W39 ▲ NOBER 151635.6N 1004006.0E ▲ PHETCHABUN DVOR/DME (PCB) 164033.66N 1011148.12E ▲ LOEI VOR/DME (LOY) 172649.38N 1014323.12E	<u>020</u> 200 89 NM <u>033</u> 213 55 NM	<u>FL 460</u> FL 65 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W40 ▲ PHRAE DVOR/DME (PAE) 180802.78N 1000958.35E ▲ PHETCHABUN DVOR/DME (PCB) 164033.66N 1011148.12E	<u>146</u> 326 105 NM	<u>FL 460</u> FL 65 FL 70	10	↓	↑	Longitudinal separation between aircraft 10 mins.
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W42 ▲ MENEX 110830.7N 0994542.6E ▲ REGOS 120006.5N 1003454.3E ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E ▲ TOPER 143505.9N 1024347.2E ▲ RAMEI 150103.57N 1025940.72E	043 223 71 NM 054 234 79 NM 029 209 124 NM 031 211 30 NM	FL 460 FL 285 FL 290	20	↓	↑	Longitudinal separation between aircraft 10 mins.
W43 ▲ CHUM PHARE DVOR/DME (CMP) 163811.3N 1015905.4E ▲ OKENA 161608.19N 1042532.75E	098 278 142 NM	FL 460 FL 65 FL 70	20	↓	↑	Longitudinal separation between aircraft 10 mins.
W650 ▲ HAT YAI DVOR/DME (HYT) 065602.75N 1002316.47E ▲ POPID 062907.9N 1003212.4E	162 342 28 NM	FL 145 FL 105 FL 110	10	↓	↑	Longitudinal separation between aircraft 10 mins.
*For the width of Airways see ENR 2.1-1						

ENR 3 ATS ROUTES

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
L301 ▲ TANEK 140305.8N 985818.9E ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E	<u>095</u> 276 95 NM	<u>FL 460</u> FL 75 FL 80	*	↓	↑	Longitudinal separation between aircraft 10 mins or 80 nm.
L507 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E △ OSUKA 1442.8N 09943.0E ▲ LIMLA 1546.0N 09836.0E	<u>314</u> 134 71 NM <u>314</u> 134 90 NM	<u>FL 460</u> FL 275 FL 280	*	↓	↑	Longitudinal separation between aircraft 10 mins
L515 ▲ IKULA 1000.0N 0972114.0E ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E	<u>154</u> 334 126 NM	<u>FL 460</u> FL 105 FL 110	*	↓	↑	Longitudinal separation between aircraft 10 mins
L645 ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E ▲ SAPAM 080434N 0973300E	<u>268</u> 088 45 NM	<u>FL 460</u> FL 275 FL 280	*	↑	↓	Longitudinal separation between aircraft 10 mins
L759 ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E ▲ TAVUN 1000.0N 09633.2E	<u>318</u> 138 154 NM	<u>FL 460</u> FL 105 FL 110	*	↑	↓	Longitudinal separation between aircraft 10 mins
M502 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E ▲ AKATO 133715.53N 0991019.19E	<u>259</u> 079 85 NM	<u>FL 460</u> FL 100 FL 110	*	↑	↓	Activate Monday-Friday, 1700-2300 And Saturday-Sunday, H24
*For the width of Airways see ENR 2.1-1						

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
M626 ▲ EKAVO 113736.5N 0993024.7E ▲ MENEX 110830.7N 0994542.6E ▲ UPNEP 094213.1N 1002936.4E △ SUPIN 083434.55N 1010419.34E ▲ SUWAN 080319.5N 1012018.0E ▲ KADAX 061602.0N 1021541.7E ▲ KOTA BHARU VOR/DME (VKB) 061002.0N 1021848.0E	153 333 33 NM 153 333 96 NM 153 333 76 NM 153 333 35 NM 153 333 120 NM 153 333 7 NM	FL 460 FL 95 FL 100	*	↓	↑	Longitudinal separation between aircraft 10 mins
M644 ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E ▲ ALUMO 104553.89N 1055122.86E △ TONIK 100131.14N 1015516.15E △ DUGON 080124.77N 1020548.57E ▲ ABTOK 061818.0N 1021744.0E	175 355 121 NM 175 355 88 NM 175 355 76 NM 173 353 103 NM	FL 460 FL 285 FL 290	*	↓	↑	Longitudinal separation between aircraft 10 mins
M751 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E △ POLAK 132106.1N 1003454.2E ▲ REGOS 120006.0N 1003454.1E △ IDAGA 110006.8N 1005348.1E ▲ EMELA 101249.19N 1010729.14E △ MUBAN 091848.37N 1012301.53E ▲ TIKAL 080219.5N 1014447.9E ▲ GOLUD 061706.0N 1021639.0E ▲ KOTA BHARU VOR/DME (VKB) 061002.0N 1021848.0E	180 360 32 NM 180 360 81 NM 163 343 63 NM 164 344 49 NM 164 344 80 NM 164 344 54 NM 164 344 109 NM 164 344 7 NM	FL 460 FL 65 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins

*For the width of Airways see ENR 2.1-1

ENR 3.1 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
M770 ▲ PADET 100006.9N 0981719.3E ▲ RANONG DVOR/DME (RAN) 094643.18N 983502.11E ▲ GOLUD 061706.0E 1021639.0E	127 307 22 NM 134 314 302 NM	FL 460 FL 275 FL 280	*	↓ ↑		<u>Conditional RNAV route M 770</u> Portion between GOLUD and RAN DVOR/DME is available for westbound flight only under the following conditions; 1.1500 – 2000 UTC for Saturday and Sunday . 2.1630 – 2000 UTC, daily from Monday to Friday.
N891 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E ▲ RAYONG VOR/DME (RYN) 124648.3N 1014041.7E Δ ANOBO 110323.0N 1021441.61E ▲ BENSAN 102631.0N 1022629.5E	136 316 92 NM 162 342 108 NM 162 342 39 NM 162 342 40 NM	FL 460 FL 70 FL 80 FL 460 FL 160 FL 170	*	↓ ↑		Longitudinal separation between aircraft 10 mins
P627 ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E ▲ RUSET 074616.0N 0974257.0E	240 060 41 NM	FL 460 FL 95 FL 100	*	↑ ↓		Longitudinal separation between aircraft 15 mins.
P646 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E ▲ BETNO 1505.8N 09812.7E	298 118 156 NM	FL 460 FL 275 FL 280	*	↑ ↓		Longitudinal separation between aircraft 10 mins.
Y1 ▲ UDON DVOR/DME (UDN) 172304.2N 1024630.05E ▲ MOCHI 143603.26N 1013934.93E	202 022 178 NM	FL 460 FL 120 FL 130 Class A/FL290 and above		↓		Activate Monday-Friday, 1000-2300 And Saturday-Sunday, H24 Expect ATC clearance transition to Initial waypoint STAR
Y2 ▲ KHON KHAEN DVOR/DME (KKN) 162814.73N 1024716.07E ▲ MOCHI 143603.26N 1013934.93E	211 031 129 NM	FL 460 FL 120 FL 130 Class A/FL290 and above		↓		Activate Monday-Friday, 1000-2300 And Saturday-Sunday, H24 Expect ATC clearance transition to Initial waypoint STAR
*For the width of Airways see ENR 2.1-1						

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ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
BANGKOK VOR/DME	BKK	117.7 MHz (CH 124X)	H 24	135336.8N 1003546.3E (WGS-84)	16.58M	Due to terrain surround DVOR/DME : - Radial 001°-009° beyond 40 NM should not below 2 500 ft - Radial 010° -049° beyond 40 NM should not below 2 500 ft - Radial 050° -209° beyond 40 NM should not below 3 000 ft - Radial 210° -229° beyond 40 NM should not below 2 500 ft - Radial 230° -320° beyond 40 NM should not below 3 000 ft - Radial 321° -360° beyond 40 NM should not below 2 000 ft
BURI RAM DVOR/DME	BRM	117.2 MHz (CH 119X)	H 24	151422.43N 1031531.59E (WGS-84)	-	
CHIANG MAI DVOR/DME	CMA	116.9 MHz (CH 116X)	H 24	184558.03N 985740.55E (WGS-84)	318M	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal at required altitudes in various area as follows: 1. Beyond 40 NM - Radial 350°-080° altitude should not below 8 000 ft - Radial 081°-180° altitude should not below 7 000 ft - Radial 181°-240° altitude should not below 9 000 ft 2. Beyond 20 NM - Radial 241°-349° altitude should not below 12 000 ft
CHIANG RAI DVOR/DME	CTR	116.5 MHz (CH 112X)	H 24	195653.65N 0995300.12E (WGS-84)	-	Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes and distance in various areas as following: - Radial 331° -140° altitude should not below 4 500 ft (Due to border limited.) - Radial 141° -180° at 40 NM altitude should not below 7 500 ft

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
CHUM PHAE DVOR/DME	CMP	112.9 MHz (CH 76X)	H 24	163811.3N 1015905.4E (WGS-84)	-	- Radial 181° -240° at 40 NM altitude should not below 7 500 ft - Radial 241° -260° at 40 NM altitude should not below 9 500 ft - Radial 261° -280° at 40 NM altitude should not below 7 500 ft - Radial 281° -330° at 20 NM altitude should not below 7 500 ft
CHUM PHON DVOR/DME	CPN	110.0 MHz (CH 37X)	H 24	104240.21N 992156.03E (WGS-84)	5.50M (18 ft)	DVOR/DME restriction, due to mountainous terrain coverage orbit shall be as follow: 40 NM clockwise orbit flown from - Radial 011°-190° altitude should not below 2 000 ft - Radial 191°-240° altitude should not below 3 500 ft - Radial 241°-010° unable to fly. (due to border limited)
HAT YAI DVOR/DME	HTY	115.3 MHz (CH 100X)	H 24	065602.75N 1002316.47E (WGS-84)	37.3M	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as following: 40 NM orbit - Radial 321°-040° altitude should not below 2 000 ft - Radial 041°-100° altitude should not below 3 000 ft 30 NM orbit - Radial 101°-130° altitude should not below 3 000 ft - Radial 131°-240° altitude should not below 5 000 ft

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
HUA HIN DVOR/DME	HHN	113.3 MHz (CH 80X)	H 24	123804.04N 995704.23E		3. 15 NM orbit - Radial 241°-320° altitude should not below 5 000 ft (due to border limited) DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal 40 NM at required altitude in various areas: 1. 40 NM clockwise orbit flow from - Radial 001°-070° altitude should not below 4 000 ft (found roughness tolerance, obstruction by condominium) - Radial 071°-170° altitude should not below 2 000 ft - Radial 171°-220° altitude should not below 5 000 ft - Radial 301°-360° altitude should not below 5 500 ft 2. 30 NM clockwise orbit flow from: - Radial 221°-300° altitude should not below 8 000 ft (due to border limited)
KAMPHAENG SAEN VOR/DME	KPS	114.5 MHz (CH 92X)	2300- 1100	140956N 995715E	-	
KHON KAEN DVOR/DME	KKN	114.9 MHz (CH 96X)	H 24	162814.73N 1024716.07E (WGS-84)	-	
KHORAT DVOR/DME	KRT	113.7 MHz (CH 84X)	H 24	145502.35N 1020823.32E (WGS-84)	-	

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
KRABI DVOR/DME	KBI	111.0 MHz (CH 47X)	H 24	080627.19N 985839.07 (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitude in various areas: 1. 40 NM clockwise orbit flown from - Radial 001°-039° altitude should not below 3 500 ft - Radial 0040°-270° altitude should not below 3 000 ft - Radial 271°-300° altitude should not below 5 000 ft - Radial 351°-360° altitude should not below 4 000 ft 2. 30 NM clockwise orbit flown from - Radial 301°-350° altitude should not below 7 000 ft
LAMPANG DVOR/DME	LPN	114.7 MHz (CH 94X)	H 24	181636.75N 993008.64E (WGS-84)	-	DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes in various areas: - Radial 351°-070° beyond 40 NM should not below 6 000 ft - Radial 071°-130° beyond 30 NM should not below 6 000 ft - Radial 131°-320° beyond 40 NM should not below 6 000 ft - Radial 321°-350° beyond 30 NM should not below 6 000 ft

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
MAE HONG SON DVOR/DME	MHS	115.5 MHz (CH 102X)	H 24	191910.73N 975443.50E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow: - Radial 060°-080° beyond 40 NM should not below 8 500 ft - Radial 081°-120° beyond 40 NM should not below 11 000 ft - Radial 121°-180° beyond 40 NM should not below 9 000 ft - Radial 181°-059° unable to performed due to border limited. DME unusable radial 080°-120° beyond 30 NM altitude below 10 000 ft DVOR/DME unusable due to roughness and scalloping on radial 040° distance between 10-12 DME, radial 119° distance between 8-10 DME and radial 090° distance between 8-9 DME.
MAE SOT DVOR/DME	MST	116.7 MHz (CH 114X)	H 24	164155.27N 983231.58E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various area as follows: - Radial 001°-030° altitude should not below 7 000 ft - Radial 031°-060° altitude should not below 6 500 ft - Radial 061°-100° altitude should not below 6 000 ft - Radial 101°-120° altitude should not below 7 000 ft - Radial 121°-360° unable to fly (due to border limited)

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
NAKHON PHANOM VOR/DME	NKP	111.6 MHz (CH 53X)	H 24	172317.87N 1043818.01E (WGS-84)	-	DVOR/DME coverage restriction as follow: - Radial 181°-250° beyond 40 NM altitude should not below 3 500 ft - Radial 251°-320° beyond 40 NM altitude should not below 2 000 ft - Radial 321°-180° unable to check due to border limited.
NAKHON RATCHASIMA DVOR/DME	NKR	110.2 MHz (CH 39X)	H 24	145647.66N 1021840.35E (WGS-84)	-	
NAKHON SI THAMMARAT DVOR/DME	NKS	117.4 MHz (CH 121X)	H 24	083229.95N 995648.67E (WGS-84)	-	Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes is various areas: - Radial 001°-190° beyond 40 NM should not below 2 500 ft - Radial 191°-240° beyond 40 NM should not below 7 000 ft - Radial 241°-280° beyond 25 NM should not below 8 000 ft - Radial 281°-320° beyond 40 NM should not below 7 000 ft - Radial 321°-360° beyond 40 NM should not below 5 000 ft
NAN DVOR/DME	NAN	115.7 MHz (CH 104X)	H 24	184832.76N 1004657.31E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow: - Radial 011°-110° at 20 NM should not below 8 000 ft - Radial 111°-160° at 20 NM should not below 6 000 ft - Radial 161°-180° at 40 NM should not below 6 000 ft - Radial 181°-330° at 40 NM should not below 7 000 ft - Radial 311°-010° at 40 NM should not below 8 000 ft

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
NARATHIWAT DVOR/DME	NTW	116.3 MHz (CH 110X)	H 24	063138.24N 1014442.48E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas: 1. 40 NM clockwise orbit flown from - Radial 270°-290° altitude should not below 9 000 ft - Radial 291°-300° altitude should not below 4 000 ft - Radial 301°-020° altitude should not below 2 000 ft 2. 20 NM clockwise orbit flown from - Radial 021°-130° altitude should not below 2 000 ft - Radial 131°-270° altitude should not below 5 000 ft
PHETCHABUN DVOR/DME	PCB	115.4 MHz (CH 101X)	H 24	164033.66N 1011148.12E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow: - Radial 061°-230° beyond 30 NM altitude should not below 6 500 ft - Radial 231°-320° beyond 30 NM altitude should not below 8 000 ft - Radial 321°-060° beyond 40 NM altitude should not below 7 500 ft

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
PHITSANULOK DVOR/DME	PSL	114.1 MHz (CH 88X)	H 24	164613.34N 1001728.70E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow: - Radial 001°-130° altitude should not below 5 500 ft - Radial 131°-260° altitude should not below 3 000 ft - Radial 261°-360° altitude should not below 5 000 ft
PHUKET DVOR/DME	PUT	116.9 MHz (CH 116X)	H 24	080654.83N 981822.69E (WGS-84)	16.72M	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow: 1. Radial 360°-030° altitude should not below 5 500 ft 2. Radial 031°-170° altitude should not below 9 000 ft 3. Radial 171°-220° altitude should not below 7 000 ft 4. Radial 221°-359° altitude should not below 3 000 ft
RANONG VOR/DME	RAN	113.4 MHz (CH 81X)	H 24	094643.18N 983502.11E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow: - Radial 020°-120° altitude should not below 14 000 ft - Radial 121°-170° altitude should not below 11 000 ft - Radial 171°-200° altitude should not below 6 500 ft - Radial 201°-019° unable to fly due to border limited

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
RAYONG DVOR/DME	RYN	112.5MHz (CH 72X)	H 24	124648.3N 1014041.7E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas: - Radial 011°-030° beyond 40 NM should not below 6 000 ft - Radial 031°-050° beyond 40 NM should not below 3 000 ft - Radial 051°-080° beyond 40 NM should not below 5 000 ft - Radial 081°-010° beyond 40 NM should not below 3 000 ft
ROI-ET DVOR/DME	ROT	111.2 MHz (CH 49X)	H 24	160700.59N 1034619.45E (WGS-84)	-	
SAKON NAKHON DVOR/DME	SKN	114.2 MHz (CH 89X)	H 24	171250.89M 1040812.34E (WGS-84)	-	DVOR/DME coverage restriction as follow: - Radial 001°-090° beyond 30 NM altitude should not below 2 000 ft - Radial 091°-130° beyond 30 NM altitude should not below 1 500 ft - Radial 131°-280° beyond 40 NM altitude should not below 4 000 ft - Radial 281°-360° beyond 40 NM altitude should not below 2 500 ft
SONGKHLA VOR/DME	SKL	113.5 MHz (CH 82X)	H 24	071119.65N 1003615.11E (WGS-84)	-	Military facility

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
SAMUI DVOR/DME	SMU	117.6 MHz (CH 123X)	H 24	093249.47N 1000342.27E (WGS-84)	24M	Due to mountainous terrain surround DVOR/DME station coverage does not provide adequate signal to 40 NM at required altitudes in various areas: - Radial 001°-060° beyond 25 NM should not below 4 000 ft - Radial 161°-180° beyond 40 NM should not below 5 500 ft - Radial 181°-250° beyond 40 NM should not below 11 000 ft - Radial 251°-280° beyond 24 NM should not below 4 000 ft - Radial 281°-360° beyond 40 NM should not below 4 000 ft
SURAT THANI DVOR/DME	STN	110.6 MHz (CH 43X)	H 24	090746.24N 990805.09E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage orbit 40 NM as follow: - Radial 001°-070° altitude should not below 1 500 ft - Radial 071°-090° altitude should not below 3 500 ft - Radial 091°-150° altitude should not below 5 000 ft - Radial 151°-190° altitude should not below 1 500 ft - Radial 191°-360° altitude should not below 4 000 ft - Radial 227° distance approximate 10-13 DME out of tolerance roughness and scalloping
SUKHOTHAI NDB DME	THS	292 KHz (CH 40X)	H 24 H 24	171406.81N 994919.23E 171408.27N 994906.83E (WGS-84)	181.03 ft	DME:Paired with NDB Freq.

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
TRANG DVOR/DME	TRN	116.6 MHz (CH 113X)	H 24	073032.17N 993733.67E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow: - Radial 150°-350° at 40 NM altitude should not below 4 000 ft - Radial 351°-020° at 40 NM altitude should not below 6 000 ft - Radial 021°-150° at 20 NM altitude should not below 6 000 ft
UBON DVOR/DME	UBL	112.7 MHz (CH 74X)	H 24	151442.71N 1045157.30E (WGS-84)	-	Coverage orbit data refer from commissioning checked: - Radial 071°-110° at 30 NM altitude should not below 2 000 ft (due to border limited) - Radial 111°-070° at 40 NM altitude should not below 2 000 ft
UDON DVOR/DME	UDN	114.3 MHz (CH 90X)	H 24	172304.20N 1024630.05E (WGS-84)	-	Coverage orbit data refer from commissioning checked due to mountainous terrain coverage orbit shall be as follows: - Radial 091°-330° at 40 NM altitude should not below 3 000 ft - Radial 331°-090° at 20 NM altitude should not below 3 000 ft (due to border limited)

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
U-TAPAO VOR/DME	BUT	110.8 MHz (CH 45X)	H 24	1420.0N 10100.0E	6M/AGL	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas: 1. 40 NM orbit flown from - Radial 041°-090° altitude should not below 3 500 ft - Radial 091°-110° altitude should not below 4 500 ft - Radial 111°-200° altitude should not below 2 000 ft - Radial 201°-240° altitude should not below 4 000 ft - Radial 321°-040° altitude should not below 4 500 ft 2. 25 NM orbit flown from - Radial 241°-280° altitude should not below 2 500 ft - Radial 281°-320° altitude should not below 3 000 ft

ENR 4.3 NAME – CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates	ATS route or other route	Name-code designator	Coordinates	ATS route or other route
1	2	3	1	2	3
ABTOK	061818.0N 1021744.0E	M644	BETNO	150553.5N 981231.2E	G463 / P646
ADNEP	080343.5N 1010318.2E	W19	BIDEM	142153.57N 1034750.07E	R345
AGEDO	132419.4N 1022138.6E	B204	BISOR	122106.5N 1024647.3E	A340
AKATO	133715.53N 0991019.19E	M502	BOKAK	125736.3N 1022947.3E	B205 / R468
ALBOS	144441.7N 1010141.9E	R474	BOMAS	172304.8N 980549.1E	A581
ALUMO	104553.89N 1015122.86E	R575 / M644	BUTRA	152505.8N 1053545.9E	A1
ANBOK	183634.6N 1011247.6E	R207	DALAN	062808N 993920E	B579
ANOBO	110323.01N 1021441.61E	R575 / N891	DELTA	172035.0N 1005605.8E	W15
APRIL	110006.7N 994306.7E	G458	DIRAX	110006.7N 1003248.3E	A464 / W19
BASIT	093447.46N 1022108.00E	R588	DUBAX	062555.9N 1000736.6E	R325
BATOK	135606.0N 1015353.6E	G474	DUGON	080124.77N 1020548.57E	M644
BEKOD	162117.2N 994636.4E	A464	EKAVO	113736.5N 993024.7E	M626
BENSA	102631.0N 1022629.5E	N891	EMELA	101249.19N 1010729.14E	M751 / R575

ENR 4.3 NAME - CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates	ATS route or other route	Name-code designator	Coordinates	ATS route or other route
1	2	3	1	2	3
GOLUD	061706.0N 1021639.0E	M751 / M770	MENEX	110830.7N 994542.6E	G458 / M626 / W34 / W42
GOMES	132406.1N 1013505.7E	B204 / R468	MOCHI	143603.26N 1013934.93E	Y1 / Y2
GRASO	150650.28N 1034716.84E	R345 / W1	MUBAN	085440.87N 1012952.12E	M751 / R588
HOTEL	130006.2N 1001948.3E	G458 / W29	NOBER	151635.6N 1004006.0E	B346 / W21 / W39
IDAGA	110006.8N 1005348.1E	M751	OKENA	161608.19N 1042532.75E	A202 / W43
IKULA	100006.9N 972114.0E	L515 / R325	OSUKA	144253.7N 994248.5E	A1 / L507
KADAX	061602.0N 1021541.7E	M626	PADET	100006.9N 981719.3E	G331 / M770
KARMI	062949.9N 1003106.4E	A464	PASAT	145507.93N 1034728.55E	A1 / R345
KOH KONG	113700.7N 1025947.2E	R334 / R575	PASVA	061529N 1020431E	A334
LIMLA	154605.3N 983549.0E	A1 / L507	POLAK	132106.1N 1003454.2E	A464 / M751 / W19
MACHI	191222.3N 983506.7E	W36	PONUK	201858.1N 1002305.8E	A581
MAKAS	164947.0N 982948.9E	G473	POPID	062907.9N 1003212.4E	W650
MENAM	135724.1N 1024729.2E	G474	RAMBU	150351.24N 1032316.32E	W1

ENR 4.3 NAME - CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates	ATS route or other route	Name-code designator	Coordinates	ATS route or other route
1	2	3	1	2	3
RAMEI	150103.57N 1025940.72E	A202/ W1 / W38 / W42	TATEL	172904.8N 0984548.8E	A581
RECNO	083425.3N 992824.9E	R575 / W33	TAVUN	1000.0N 09633.2E	L759
REGOS	120006.5N 1003454.3E	A464 / M571 / W19 / W39 / W42	TIKAL	080219.5N 1014447.9E	M751
RELIP	080431.5N 1002618.5E	A464 / R588	TOMIP	191104.5N 1011547.5E	R215
RUSET	074616.0N 0974257.0E	P627	TONIK	091736.12N 1015906.78E	M644 / R588
SAPAM	080434N 0973300E	L645 / R203	TOPER	143505.9N 1024347.2E	W42
SELKA	142135.9N 1015947.5E	A1	UKERA	120207.25N 1000109.59E	G458 / W31
SUPIN	083434.55N 1010419.34E	M626 / R588	UPNEP	094213.1N 1002936.4E	A464 / M626 / R575 / W19 / W33 / W35
SUPOJ	101642.14N 1001220.33E	W31 / W32	UTHAI	070007.7N 0992948.9E	R325
SURIX	105959.08N 1015014.56E	W33	UTTAR	174304.9N 1002706.0E	W16 / W29
SUWAN	080319.5N 1012018.0E	M626	VUTHI	145006.95N 0995725.34E	W1
TAMOS	063207.9N 1002406.5E	A457	YAKUA	174414.79N 1013051.65E	B346
TANEK	140305.8N 0985818.9E	L301			

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ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGEROUS AREAS

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
PROHIBITED AREAS VT P4 Muang Kom Area bounded by lines joining successively the following points : 150700N1005900E 150700N1005000E 145500N1005000E 145500N1005900E and 150700N1005900E VT P7 Sattahip Circle of 4 NM radius centred on point 123845N1005300E VT P36 Khao Soidao Tai A semi-circle 17 NM radius of 125613N 1021250E from 0° to 180° VT P37 Khao Khlong Oa A semi-circle 14 NM radius of 123419N 1023635E from 135° to 315°. VT P38 Ko Chang - Ko Khud Area bounded by lines joining successively the following points : 121737N1021424E 120945N1023432E 114630N1025324E 113800N1025530E 113000N1023000E 120000N1021100E and 121737N1021424E.	FL 240 GND UNL GND ALT 5 000 ft GND ALT 5 000 ft GND ALT 5 000 ft GND	RTAF Bombing / Air Firing Area H 24 Naval Base H 24 Military operations Sunset to sunrise Military operations Sunset to sunrise Military operations Sunset to sunrise
RESTRICTED AREAS VT R1 Bangkok City Circle of 10 NM radius centred on point 134555N1003230E VT R2 Chitrlada Palace circle of 1 NM radius centred on point 134605.18N1003116.44E	ALT 6 000 ft GND ALT 6 000 ft GND	Congested Area Flying over Bangkok City at a lower altitude is not permitted except for state aircraft and aircraft authorized by DCA. H 24 Royal Residence Area H 24

ENR 5.1 PROHIBITED, RESTRICTED AND DANGEROUS AREAS

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RESTRICTED AREAS		
VT R3 Hua Hin Palace Circle of 1 NM radius centred on point 123600N0995700E	<u>UNL</u> GND	Royal Residence Area Notified by NOTAM
VT R5 Phu Phing Palace Circle of 2 NM radius of 184820N0985357E.	<u>ALT 12 000 ft</u> GND	Royal Residence Area Notified by NOTAM
VT R6 Thak Sin Palace Circle of 5 NM radius of 062500N1015300E.	<u>ALT 6 000 ft</u> GND	Royal Residence Area Notified by NOTAM
VT R8 Area bounded by lines joining successively the following points : 125300N1002000E 125300N1002500E 123500N1001700E 123500N 1001130E and 125300N1002000E.	<u>ALT 7 000 ft</u> GND	RTAF Jettison Area HJ, after this period notified by NOTAM Contact Kamphaeng Saen TWR freq. 123.3 or 237.5 MHz before entering.
VT R9 Area bounded by lines joining successively the following points : 143320N1011100E 143320N1013900E 140620N1013900E 140620N 1011100E and 143320N1011100E.	<u>ALT 4 000 ft</u> GND	Military operations Sunset to sunrise
VT R11 Ko Hin Chalam, Sattahip Circle of 2 NM radius centred on point 122753N1005819E.	<u>UNL</u> GND	RTN Jettison Area H 24
VT R12 Ko Luam, Prachuap Khiri Khan Circle of 0.5 NM radius centred on point 114530N0995000E.	<u>ALT 9 000 ft</u> GND	RTN Jettison Area Notified by NOTAM
VT R13 Ko Samet, Rayong Circle of 7.1 NM radius centred on point 121200N1012100E.	<u>UNL</u> GND	RTN Jettison Area/ Ground Gunnery Area H 24
VT R73 Laem Chabang Industrial Estate Area bounded by straight lines joining points : 130700N1005216E 130700N1005518E 130218N1005518E 130218N1005216E 130700N1005216E.	Up to but not in <u>cluding 2 000 ft</u> Surface	Sea Port Industrial Estate H 24

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
DANGER AREAS VT D21 Sattahip Bay <u>Area 1</u> Area bounded by lines joining successively the following points : 1220N10030E 1240N10030E 1240N10040.8E 1220N10040.8E and 1220N10030E <u>Area 2</u> Area bounded by lines joining successively the following points : 1220N10040.8E 1240N 10040.8E 1240N10058E 1220N10058E and 1220N10040.8E <u>Area 3</u> Area bounded by lines joining successively the following points : 1220N10058E 1237N10058E 1237N10115E 1220N10115E and 1220N10058E VT D22 Ko Khram, Sattahip Area bounded by lines joining successively the following points : 1251.3N10040E 1251.3N10051E 1240N10051E 1240N10040E and 1251.3N10040E VT D23 Ko Phai Area bounded by lines joining successively the following points : 1250N10030E 1305N10030E 1305N10045E 1250N10045E and 1250N10030E. VT D24 Ko Chang, Trat Circle of 5 NM radius centred on point 1203.1N10214.6E. VT D25 Ko Tao, Chumphon Circle of 5 NM radius centred on point 0956.6N9959.8E VT D26 Chong Samae San, Sattahip Area bounded by lines joining successively the following points : 1233.5N10055.3E 1237.3N10055.3E 1237.3N10057.3E 1233.5N10057.3E and 1233.5N10055.3E.	<u>ALT 6 000 ft</u> GND <u>FL 150</u> GND <u>FL 150</u> GND <u>FL 150</u> GND <u>ALT 6 000 ft</u> GND <u>FL 150</u> GND <u>FL 150</u> GND <u>FL 150</u> GND	RTN Gun Training Range for surface ships. 1. Areas 1, 2 and 3 notified by NOTAM 2. Area 1 change of ALT 6 000 ft. to FL 150 will be notified by NOTAM, 7 days in advance of activation. 3. Contact U-taphao Tower freq 118.1 or 126.2 MHz before entering area 1 or 2 or 3. RTN Gun Training Range for surface ships. Notified by NOTAM. Contact U-taphao Tower freq 118.1 or 126.2 MHz before entering. RTN Gun Training Range for surface ships and aircraft. Notified by NOTAM. Contact U-taphao Tower freq 118.1 or 126.2 MHz before entering. RTN Gun Training Range for surface ships and aircraft. Notified by NOTAM. Contact U-taphao Tower freq 118.1 or 126.2 MHz before entering. RTN Weapon Training Range for surface ships and aircraft. Notified by NOTAM. Contact U-taphao Tower freq 118.1 or 126.2 MHz before entering. RTN Weapon Training Range for surface ships and aircraft. Notified by NOTAM. Contact Surat Thani Tower freq 122.7 or 236.6 MHz before entering. RTN Gun Traing Range Notified by NOTAM. Contact U-taphao Tower freq 118.1 or 126.2 MHz before entering.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGEROUS AREAS

Identification, name and lateral limits	<u>Upper limit</u> Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
DANGER AREAS		
VT D27 Pong Nam Ron, Chanthaburi Area bounded by lines joining successively the following points : 1255.2N10217.1E 1250.6N10220.4E 1255.8N10222.8E 1259.5N10221.4E and 1255.2N10217.1E	<u>ALT 8 000 ft</u> GND	RTN Gun Training Range Notified by NOTAM. Contact U-taphao Tower freq 118.1 or 126.2 MHz before entering.
VT D28 Sattahip Area bounded by lines joining successively the following points : 1250.5N10049.7E 1251.3N10051.7E 1246.8N10053.5E 1245.8N10051.6E and 1250.5N10049.7E	<u>FL 150</u> GND	RTN Gun Training Range Notified by NOTAM. Contact U-taphao Tower freq 118.1 or 126.2 MHz before entering.
VT D29 Hin Rakit, Pattani Circle of 3 NM radius centred on point : 0644N10144E	<u>FL 150</u> GND	RTN Weapon Training Range for surface ships and aircraft Notified by NOTAM. Contact Narathiwat Tower freq 122.7 or 236.6 MHz before entering.
VT D30 West Nakhon Ratchasima (Area 1) Area bounded by lines joining successively the following points : 144905.7N1011547.8E 162005.4N1021047.3E 160405.5N1022847.2E 145935.7N1015947.5E and 144305.8N1012247.8E (WGS-84)	<u>UNL</u> GND	RTAF Flying Training Mon - Fri, 2300 - 1000. Contact OSCAR Control freq 127.0 or 331.3 MHz, if unable, contact Khorat APP freq 129.75 or 285.0 MHz before entering.
VT D30 East Nakhon Ratchasima (Area 2) Area bounded by lines joining successively the following points : 150905.7N1021947.3E 160005.5N1024247.1E 154905.6N1032146.8E and 151305.7N1032146.8E(WGS-84)	<u>UNL</u> GND	RTAF Flying Training Mon - Fri, 2300 - 1000. Contact OSCAR Control freq 127.0 or 331.3 MHz, if unable, contact Khorat APP freq 129.75 or 285.0 MHz before entering.
VT D31 Lop Buri Area bounded by lines joining successively the following points : 1503N10010E 1505N 10100E 1430N10055E 1437N10009E and 1503N 10010E. Excluding VT P4 (Muang Kom)	<u>ALT 5 500 ft</u> GND	RTAF Flying Training Mon - Fri, 2200 - 1700 Contact Khok Kathiam Tower freq 122.6 or 238.6 MHz before entering.

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES

1. Rescue and fire fighting services

Adequate rescue and fire fighting vehicles, equipment and personnel have been provided at all aerodromes available for use by international commercial air transport. The scale of protection available has been determined in terms of aerodrome category. Each rescue and fire fighting service is under the Director of the airports and full service on each aerodrome operating hours is normally provided, facilities for foaming of runways are available at Rayong / U-taphao International Airport.



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

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

VTBD AD 2.3 OPERATIONAL HOURS

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

VTBD AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTBD AD 2.5 PASSENGER FACILITIES

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

VTBD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTBD AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTBD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 82/R/D/W/U
2	Taxiway width, surface and strength	Width: 23 m-50 m Surface: Concrete/Asphalt Strength: PCN 84/R/D/W/U, PCN 86/F/D/W/U
3	ACL location and elevation	Location: At Apron Elevation: 3.25 m/10 ft
4	VOR/INS checkpoints	INS: See AD Chart
5	Remarks	Taxilane T between TWY V and TWY W can be used for Aircraft Code Letter A, B, C, D only

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.
- 1730-2330 Daily clearance delivery control (CDC) frequency changed CDC Freq 120.4 MHz will be operated in substitution with 125.95 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.

7. Warning for Taxiing Aircraft

- 7.1 Pilots should exercise extreme caution when manoeuvring on the apron due to the proximity of other aircraft, ground staff and equipments. In case the point that aircraft assigned to park at terminal contact gates, engine power should be restricted to the absolute minimum required to reduce the adverse effect of jet blast when making the turn to parking bay. Pilots who cannot follow this procedure must stop before making the turn then request ATC for towing-in. If accident occurred during aircraft taxiing or turning. Pilots and airline operators must take responsible to all of the damages.
- 7.2 In order to prevent jet blast damage the aircraft parking on area closed to taxiway B (North) all taxiing aircraft have to reduce to minimum power while taxiing along taxiway B (North).
- 7.3 Aircraft landing RWY 21L, when vacating the RWY to the right on TWY S, must hold short of RWY 21R at the holding PSN and remain on Don Mueang Tower frequency 118.1 MHz for permission to cross the RWY. Changing of frequency shall not be done unless otherwise advised. The aircraft shall continuously guard the VHF emergency frequency 121.5 MHz at all times for reasons of safety.

8. Closure of the Aerodrome

- 8.1 Aircraft will not be refused permission to land or take off at Don Mueang 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.
- 8.2 The Aerodrome will be closed
 - a. When the surface of the runway is unsafe (rough surface of dangerous obstruction on the manoeuvring area) or
 - b. At such other times and in conditions specified by NOTAM.
- 8.3 Take off and Landing:
 - 8.3.1 The pilot-in-command shall not take off and landing without a clearance from Don Mueang Tower
 - 8.3.2 After Landing, The pilot-in-command shall vacate the runway as expeditiously as possible, in order to reduce runway occupancy time.
- 8.4 Disturbance of ILS Glide Path signal

In the interest of maximizing the traffic flow during VMC conditions, Don Mueang Tower may authorize a departing aircraft to cross the Runway 21R to use RWY 21L for departure. This may cause reflection and/or diffraction of the ILS Glide Path signal. The arriving aircraft will be advised accordingly.

9. Low visibility procedures (LVP)

- 9.1 RWY 21R is equipped with ILS and is approved for CAT II operations and low visibility take-off (LVTO)
- 9.2 Low visibility procedures will be established when a visibility of less than RVR 550M or a cloud base of less than 200 feet.
- 9.3 RWY exits.
 - 9.3.1 All RWY exits are equipped with GREEN/YELLOW coded taxiway centerline lights to indicate the boundary of the localizer sensitive area.
 - 9.3.2 Pilots should select the first convenient exit and continue on the TWY centerline lead-off lights toward to TWY B for A designated parking stand.
 - 9.3.3 The following route restrictions shall be used during low visibility operations.
 - A) When vacating on TWY O taxi route is O-B or O-N and B
 - B) When vacating on TWY R taxi route is R-B
 - C) When vacating on TWY S taxi route is S-B
 - D) When vacating on TWY C(S) taxi route is C(S)-B
 - 9.3.4 Pilots are required to make a "RUNWAY VACATED" call giving due allowance for the size of the aircraft to ensure that the entire aircraft has vacated the localizer sensitive area.
- 9.4 RWY-holding positions.
 - 9.4.1 Departing aircraft are required to use the TWY D and B(N) which are CAT II holding positions.
 - 9.4.2 Intersection take-offs are not permitted.
- 9.5 CAT II approach and landing.
 - 9.5.1 Pilots will be informed by ATIS or RTF when low visibility procedures are in operation.
 - 9.5.2 Pilots must request an ILS CAT II approach on first contact with Bangkok Approach. Pilots may carry out a practice ILS CAT II approach if traffic conditions permitted.
 - 9.5.3 Aircraft will be vectored to intercept the localizer at least 10 NM from touchdown.
 - 9.5.4 Special procedures and safeguarding will be applied during CAT II operations to protect aircraft operating in low visibility and to avoid interference to the ILS signals in accordance with ICAO DOC 9365 : Manual of All-Weather Operations.
- 9.6 Low visibility take-off.

Pilots wishing to conduct an ILS guided take-off shall inform ATC on start-up in order to ensure that the protection of the localizer sensitive area is provided.
- 9.7 RWY 21L is not permitted for landing and take-off in low visibility procedures.

10. Pilot Procedure to Enhance Runway Capacity

To achieve the highest possible rate/hour for departure and arrival at Don Mueang International Airport, the runway occupancy times shall be reduced to a minimum. Therefore the follow procedure are introduced;

10.1 Departing aircraft

- 10.1.1 Commensurate with safety and standard operating procedure, one receipt of line up clearance, pilots should ensure that they are able to taxi into the correct hold and line up position on the runway as soon as the preceding aircraft has commenced its take-off roll
- 10.1.2 Cockpit checks should be completed before line up, any further checks requiring completion whilst on the runway shall be kept to a minimum. Pilots shall ensure that they are able to commence the take-off roll immediately after a take-off clearance is issued.
- 10.1.3 Pilots unable to comply with these procedure shall inform ATC prior to passing the runway holding position

10.2 Arriving aircraft

Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on Final Approach that will achieve maximum runway utilization as well as minimize the occurrence of go-arounds.

VTBD AD 2.21 NOISE ABATEMENT PROCEDURES

In order to alleviate problem of noise within the vicinity of Bangkok international airport. The noise abatement procedures in accordance with ICAO DOC 8168-OPS/611 (PAN-OPS) shall be applied for all take-off and landing, details are as follows :

AAA. Departing aircraft

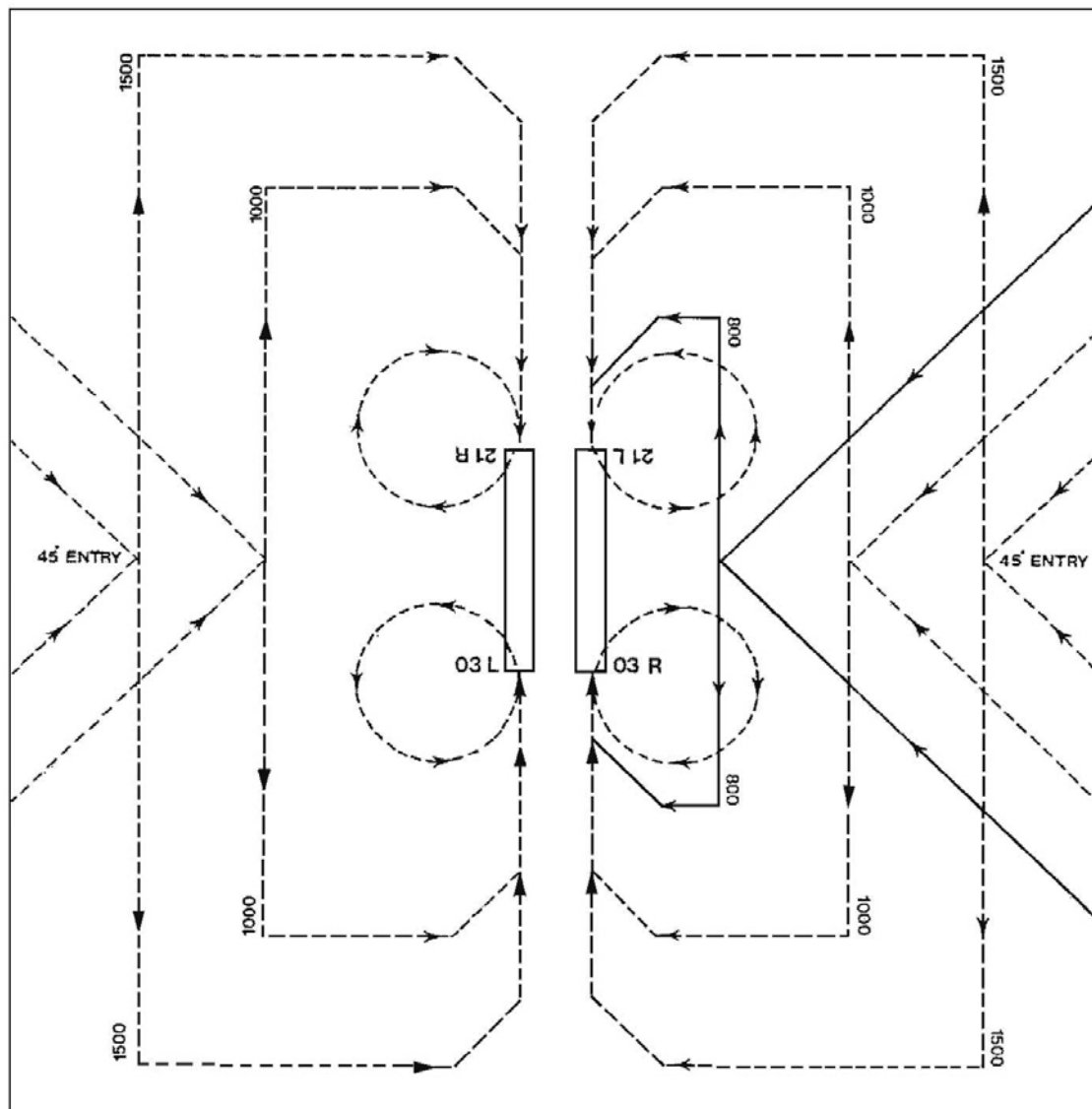
Pilots are to adopt either one of the two procedures listed below for all take-off

- 1. Procedure for alleviating noise close to the aerodrome.
 - 1.1 The noise abatement procedure is not to be initiated at less than 800 FT above aerodrome elevation. T
 - 1.2 The initial climb speed to the noise abatement initiation point shall not be less than V2 plus 10 KNOTS.
 - 1.3 On reaching an altitude at or above 800 FT, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule, maintain A climb speed of V2 plus 10 to 20 KNOTS with Flaps and Slats in the take-off configuration.
 - 1.4 At no more than an altitude equivalent to 3000 FT while maintaining a positive rate of climb, accelerate and retract Flaps/Slats on schedule, at 3000 FT accelerate to enroute climb speed.
- 2. Procedure for alleviating noise distant from the aerodrome
 - 2.1 The noise abatement procedure is not to be initiated at less than 800 FT above aerodrome elevation.
 - 2.2 The initial climbing speed to the noise abatement initiation point is V2 plus 10 to 20 KNOTS
 - 2.3 On reaching an altitude equivalent to at least 800 FT decrease aircraft body angle/angle of pitch whilst maintaining a positive rate of climb, accelerate towards VZF and reduce power with the initiation of the first Flaps/Slats retraction.
 - 2.4 Maintain a positive rate of climb and accelerate to maintain a climb speed of VZF plus 10 to 20 KNOTS, on reaching 3000 FT transition to normal enroute climb speed.

BBB. Arriving aircraft

Reverse thrust above idle shall not be used between 1800 and 2200 UTC. Except for safety reason.

Remark: If true airspeed is less than 130 knots, aircraft is considered a light aircraft. Note 2: VFR Cruising Altitudes



Note 2: VFR Cruising Altitudes

Track			
FROM 000 ° THROUGH 179 °		180 ° THROUGH 359 °	
(FL)	ALTITUDE IN ft	(FL)	ALTITUDE IN ft
35	3 500	45	4 500
55	5 500	65	6 500
75	7 500	85	8 500
95	9 500	105	10 500
115	11 500	125	12 500
135	13 500	145	14 500
155	15 500	165	16 500
175	17 500	185	18 500
(etc)	(etc)	(etc)	(etc)

Note 3 : Conventional Aircraft Training in Danger Areas

(1) **VT D72**

- Aircraft departing from Don Mueang International Airport must contact Don Mueang Approach, the controller will instruct the pilot to report over Bang Bua Thong (135610N 1002540E) at altitude not above 1 500 feet before entering VT D72.
- Before leaving VT D72 the pilot must report his position, distance and heading to Don Mueang Approach, the controller will instruct the pilot to report over Pathumthani (140156N 1003255E) at altitude not above 1 000 feet, then report 3 NM West (135556N 1003335E) and then report entering downwind for landing RWY 21L/21R or RWY 03R/03L.

(2) **VT D47**

- Aircraft departing from Don Mueang International Airport must contact Don Mueang Approach,
- Before leaving VT D47 the pilot must report his position, distance and heading to Bangkok Approach

IFR FLIGHTS

7. FLIGHT PLAN

- Departing flight from Don Mueang International Airport to Siem Reap Airport (VDSR) shall file flight plan via "BKK R468 GOMES R468 BOKAK W3" and return flight via W13 MENAM G474 BATOK G474 BKK".
- Departing flight from Don Mueang International Airport to Phnom Penh Airport (VDPP) shall file flight plan via "BKK GOMES R468 BOKAK R468 PNH " and return flight via "A340 RYN N891 BKK"
- Air traffic management for flight operating on ATS route A202, departure aircraft shall flight plan via A1 SELKA DCT RAMEI A202.

8. LONGITUDINAL SEPARATION

- Longitudinal separation minima of 10 minutes, the mach number technique and RNAV criteria will be applied on certain portions of the following ATS routes within Bangkok FIR/AOR will be established with the applicable mach number technique and RNAV criteria: A327, A334, B219, G463, G466, G467, N891, R468, R201, R203 ausep criteria will no longer be applicable.

9. COMMUNICATION

- Controller-pilot Data Link Communications (CPDLC) at Bangkok Area Control Centre for all aircrafts fly over Bangkok FIR (not landing) by log on VTBB 10 MIN before enter Bangkok FIR.

VTCC AD 2.18 ATS COMMUNICATION FACILITIES

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

VTCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	CGM	255 kHz	H24	184535.32N 985801.96E (WGS-84)		NDB AVBL 50 NM coverage as follow : BRG 090°-210° ALT 5500 ft BRG 211°-340° ALT 8500ft BRG 341°-089° ALT 8000ft
DVOR / DME	CMA	116.9 MHz CH 116X	H24	184558.03N 985740.55E (WGS-84)	318 m	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal at required altitudes in various area as follows: 1. Beyond 40 NM - Radial 350°-080° altitude should not below 8 000 ft - Radial 081°-180° altitude should not below 7 000 ft - Radial 181°-240° altitude should not below 9 000 ft 2. Beyond 20 NM - Radial 241°-349° altitude should not below 12 000 ft
ILS CAT I LOC/DME RWY 36	ICMA	109.9 MHz CH 36X	H24	184703.35N 985746.51E (WGS-84)		A. Instrument landing system (ILS) coverage over a sector of 35° either side of the runway center line, no back course. The localizer aerial array is located on the extended runway center line at the distance of 350 m (1155 ft) from the THR of RWY18. Height of the array is 3.9 m (13 ft) B. Glide path 3°

VTCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
GP		333.8 MHz	H24	184521.63N 985742.14E (WGS-84)		C. DME paired with localizer Freq. omnidirectional, high power output 125 watts D. VOR coverage 140 NM at 30000 ft. Coverage restricted between R-050 to R-080 beyond 20 NM below 6500 ft R-271 to R-355 unserviceable. AVBL 24 HR
LMM	MA	201 kHz		184440.01N 985745.66E (WGS-84)		
TACAN	CHM	CH 109	Mon-Fri 0200- 0500	1846.2N 9858.2E		PN to ATC.

VTCC AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

CHIANG MAI INTERNATIONAL AIRPORT

1. Reporting points for VFR flight

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

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

2. Aerodrome traffic circuit

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

3. Overhead approach pattern

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

STARTING UP PROCEDURE

1. Chiang Mai International Airport

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

VTSP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	PUT	116.9 MHz CH 116X	H24	080654.83N 981822.69E (WGS-84)	16.72 m	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal 40 NM at required altitudes in various area as follows: 1. Radial 360°-030° altitude should not below 5 500 ft 2. Radial 031°-170° altitude should not below 9 000 ft 3. Radial 171°-220° altitude should not below 7 000 ft 4. Radial 221°-359° altitude should not below 3 000 ft
ILS CAT I LOC/DME RWY 27	IPKT	109.9 MHz CH 36X	H24	080647.72N 981819.73E (WGS-84)		A. ILS with non-standard localizer alignment, coverage over a sector of 35° either side of course, no back course and voice feature, the antenna array is located 245 m from end of RWY 27 120 m from runway centre line. B. Front course 266° Mag. Width 4.4°. C. Glide Path angle 3.2° D. Middle Marker (MM without compass locator) distance 804 m from approach end of RWY 27 E. DME co-located with localizer
GP		338.8 MHz	H24	080648.27N 981942.21E (WGS-84)		
MM		75 MHz	H24	080655.43N 982015.73E (WGS-84)		

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
						F. Glide slope unusable starting at the middle marker (2.0 DME) to RWY THR. Glide slope shall not be used when DME out of service. G. Altitude will be restricted due to terrain at 4 DME not below 900 ft. Both DVOR and DME unusable beyond 40 NM in the following areas - from 000°-130° below 5000 ft. - from 130°-180° below 7000 ft. - from 180°-230° below 5000 ft. - from 230°-360° below 3500 ft.

VTSP AD 2.20 LOCAL TRAFFIC REGULATIONS**VFR REPORTING POINTS AND LOCAL PROCEDURES****PHUKET INTERNATIONAL AIRPORT****1. Reporting points for VFR flight**

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

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

2. Aerodrome traffic circuit

Using both sides of traffic circuit.

3. Overhead approach pattern

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

STARTING UP PROCEDURE**1. Phuket International Airport**

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

2. Surface Movement

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

2.1 Parking procedures :

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

2.2 Start up and push back procedures :

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

2.3 Manoeuvring on movement area :

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

VTSP AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

VTSP AD 2.22 FLIGHT PROCEDURES

Nil

VTSP AD 2.23 ADDITIONAL INFORMATION

Nil

VTBS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmittin g antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	SVB	111.4 MHz CH51X	H24	13 39 32.5 N 100 43 53.2 E		RWY01L/19R and RWY01R/19L ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 ft AMSL.
ILS CAT II LOC/DME RWY 01L GP	I-SWS	109.1 MHz CH28X		13 42 22.3 N 100 44 37.8 E		
		331.4 MHz		13 40 27.8 N 100 44 03.6 E		
ILS CAT II LOC/DME RWY 19R GP	I-SWN	109.5 MHz CH32X		13 40 07.5 N 100 44 02.4 E		
		332.6 MHz		13 42 03.9 N 100 44 28.9 E		
ILS CAT II LOC/DME RWY 01R GP	I-SES	110.1 MHz CH38X		13 41 39.3 N 100 45 42.1 E		
		334.4 MHz		13 39 33.4 N 100 45 13.1 E		
ILS CAT II LOC/DME RWY 19L GP	I-SEN	110.5 MHz CH42X		13 39 15.0 N 100 45 04.2 E		
		329.6 MHz		13 41 19.0 N 100 45 40.9 E		

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

RUNWAY 19L	TORA (m)
B1	3800
B2	3700

RUNWAY 19R	TORA (m)
E1	3500
E2	3 400

RUNWAY 01R	TORA (m)
B13	3800
B12	3700

RUNWAY 01L	TORA (m)
E21	3500
E19	3400

7.6.5 In order to expedite departure traffic, the runway declared distance at each additional available departing point when entering from taxiway, are as follows:-

RUNWAY 19L	TORA (m)
B3	2890

RUNWAY 19R	TORA (m)
E5	2710

RUNWAY 01L	TORA (m)
E15	2590

RUNWAY 01R	TORA (m)
B11	2710

Remarks: The aircraft take-off from these points shall be approved when traffic permitted in VMC only.

7.7 Arrivals – Minimum Runway Occupancy Time

7.7.1 Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilization and will minimize the occurrence of 'go-arounds'.

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

7.8 High Intensity Runway Operation

7.8.1 To achieve the highest possible rate/hour for arrivals and departures, runway occupancy times are to be reduced to a minimum, as a rule. Runways shall be vacated via high speed turn-offs.

7.8.2 Whenever runway conditions permit, pilots should prepare their landing so as to vacate the runways via the following high speed turn-offs.

RUNWAY 19L	DISTANCE TO TURN OFF (m)
B8	1640
B10	2050
B11	2560

RUNWAY 19R	DISTANCE TO TURN OFF (m)
E9	1470
E13	2050
E15	2440

RUNWAY 01R	DISTANCE TO TURN OFF (m)
B7	1770
B5	2350
B3	2740

RUNWAY 01L	DISTANCE TO TURN OFF (m)
E12	1360
E7	2050
E5	2560

Remark : Distance to turn off is the distance of the respective runway to turn-off intersection.

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

8. Low Visibility Operations

8.1 General

8.1.1 Low visibility procedures will be established for operation in a visibility of less than RVR 550 m or a cloud base of less than 200 ft.

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

8.1.3 Runway 19L/01R and runway 19R/01L, subject to serviceability of the required facilities, are suitable for Cat II operations by operators whose minima have been accepted by the Department of Civil Aviation (DCA).

8.2 Arrival

8.2.1 Cat II approach and landing

8.2.1.1 Pilots who wish to carry out an ILS Cat II approach shall inform Bangkok Approach on initial contact.

8.2.1.2 Pilots may carry out a practice ILS Cat II approach at any time. But the full safeguarding procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

8.2.1.3 When Low Visibility Procedures are in operation, a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft.

8.2.1.4 Aircraft will be vectored to intercept the ILS localizer at least 10 NM from touchdown.

8.2.2 Runway exits

8.2.2.1 All runway exits are equipped with green/yellow coded taxiway center line lights to indicate the boundary of the localizer sensitive area.

8.2.2.2 Pilots are required to make a "RUNWAY VACATED" call giving due allowance for the size of the aircraft to ensure that the entire aircraft has vacated the localizer sensitive area.

8.2.2.3 Aircraft shall vacate the runway via the first convenient exist taxiways which are designated as follows:
Runway 19L via B8, B10, B11,B12, B13
Runway 01R via B7, B5, B3, B2, B1
Runway 19R via E9, E13, E15, E19, E21
Runway 01L via, E12, E7, E5, E2, E1

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

8.3 Departure

8.3.1 Runway holding positions

8.3.1.1 ATC will require departing aircraft to use the Cat II holding positions listed below:
Runway 19L : B1, B2
Runway 01R : B13, B12
Runway 19R : E1, E2
Runway 01L : E21, E19

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

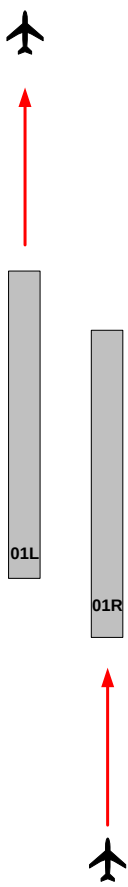
- 8.3.2 Low visibility take-off
- 8.3.2.1 Pilots wishing to conduct an ILS guided take-off shall inform ATC on start up in order to ensure that the protection of the localizer sensitive area is provided.
- 8.4 Taxiing aircraft
- 8.4.1 Taxiing aircraft must follow the lighted taxiway centre line in relation to the standard taxi route provided by ATC. The deviation from the standard taxi route may be approved for traffic reason.
- 8.4.2 When low visibility operating procedures are in operation pilots-in-command shall adjust aircraft taxiing speeds to ensure that they are able to comply with ATC instructions.
- 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.

MODEL 7 SEGREGATED PARALLEL OPERATION				
OPERATIONAL CONDITIONS ✦ DEPARTURE RUNWAY 01L ✦ ARRIVAL RUNWAY 01R				
FIGURE	AIRWAYS	DEPARTURE RUNWAY		RNAV SIDs
	W1, A202	01L		CHEST 1B DEPARTURE KRT TRANSITION
	A1	01L		CHEST 1B DEPARTURE SELKA TRANSITION
	G474	01L		CHEST 1B DEPARTURE BATOK TRANSITION
	R468	01L		CHEST 1B DEPARTURE GOMES TRANSITION
	N891	01L		CHEST 1B DEPARTURE RYN TRANSITION
	R201	01L		FIRNN 1B DEPARTURE BUT TRANSITION
	A464, M751, W19	01L		FIRNN 1B DEPARTURE REGOS TRANSITION
	G458, W31	01L		FIRNN 1B DEPARTURE HOTEL TRANSITION
	R468	01L		JEANS 1B DEPARTURE TANEK TRANSITION
	G463, P646	01L		JEANS 1B DEPARTURE BETNO TRANSITION
	A1, L507	01L		JEANS 1B DEPARTURE LIMLA TRANSITION
	A464	01L		JEANS 1B DEPARTURE BEKOD TRANSITION
	W9	01L		JEANS 1B DEPARTURE TL TRANSITION
	B346, W21	01L		JORGE 1B DEPARTURE NOBER TRANSITION
	R474	01L		JORGE 1B DEPARTURE ALBOS TRANSITION

- 9.4 For air traffic management and effective traffic flow, runway 19L and 01L shall be mainly used for departure while runway 19R and 01R shall be used for arrival. The use of runway different from this requirement may be possible as considered necessary under special circumstances, such as adverse weather conditions or operational necessity, in normal situation, only when traffic permits ATC may initiate pilots to depart and land on the appropriate runway.

10. Removal of disabled aircraft.
- 10.1 When the aircraft is involved in an accident at Suvarnabhumi International Airport, 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 General Manager of Suvarnabhumi International Airport or his authorized representative may order the aircraft operator or the registered owner to remove its disabled aircraft without delay.
- 10.2 If the aircraft operator or the registered owner does not comply with such order, the General Manager of Suvarnabhumi International Airport or 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 General Manager of Suvarnabhumi International Airport or authorized representative shall not be responsible for any damage occurring to the aircraft during its removal.

4. Speed limitation

- 4.1 All aircraft when flying below 10 000 ft. are subject to a speed limitation of 250 kt unless previously removed by ATC. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No ATC speed restrictions'.
- 4.2 Procedures required that aircraft should fly at 210 kt during the intermediate approach phase. ATC will request speed reductions to within the band 160 kt to 180 kt on, or shortly before closing heading to the ILS, and 160 kt 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.
- 4.3 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.
- 4.4 Except as detailed in 4.1, 4.2, and 4.3, all aircraft navigating under conditions of RNAV (GNSS) SIDs/STARs shall conform to speed limitation as published in the procedures.
- 4.5 En-route holding and IAWP holding will be in accordance with ICAO standard holding speeds requirement.
Note:
 - *En-route holding ; MOCHI, BATOK, GOMES, RYN, JASSY, PASTA, TARDY, OSUKA, TL, NOBER.*
 - *IAWP holding ; ARONS, CAROS, DANNY, NAUTY, SILVA, CABIN, DAREN, GIPSY, NUMAN, TERRY.*

5. Operational for safety and more effective Air Traffic Management in Bangkok TMA.

Suvarnabhumi Departure shall be established to provide Air Traffic Control Service at Suvarnabhumi International Airport, the operational procedures shall be as follow:

- 5.1 All departing aircraft, before transferring to relevant approach sectors (East, West, South and North), are strictly required to contact Suvarnabhumi Departure on frequency 119.25 MHz immediately after airborne.
- 5.2 Standard Instrument Departures (SIDs), profiles and speed control of maximum IAS 250 kt, below 10 000 ft as specified in AIP shall be followed unless otherwise instructed by ATC.
- 5.3 Pilot shall be reminded that, to reduce communication workload, the departure frequency shall not be included in take off clearance.

6. Reduce communication workload

To reduce communication workload, additional Arrival Control Frequency 126.30 MHz shall be established and used during the congested traffic periods. The control of arriving aircraft shall be transferred from Arrival Control frequency 133.60 MHz to Arrival Control frequency 126.30 MHz.

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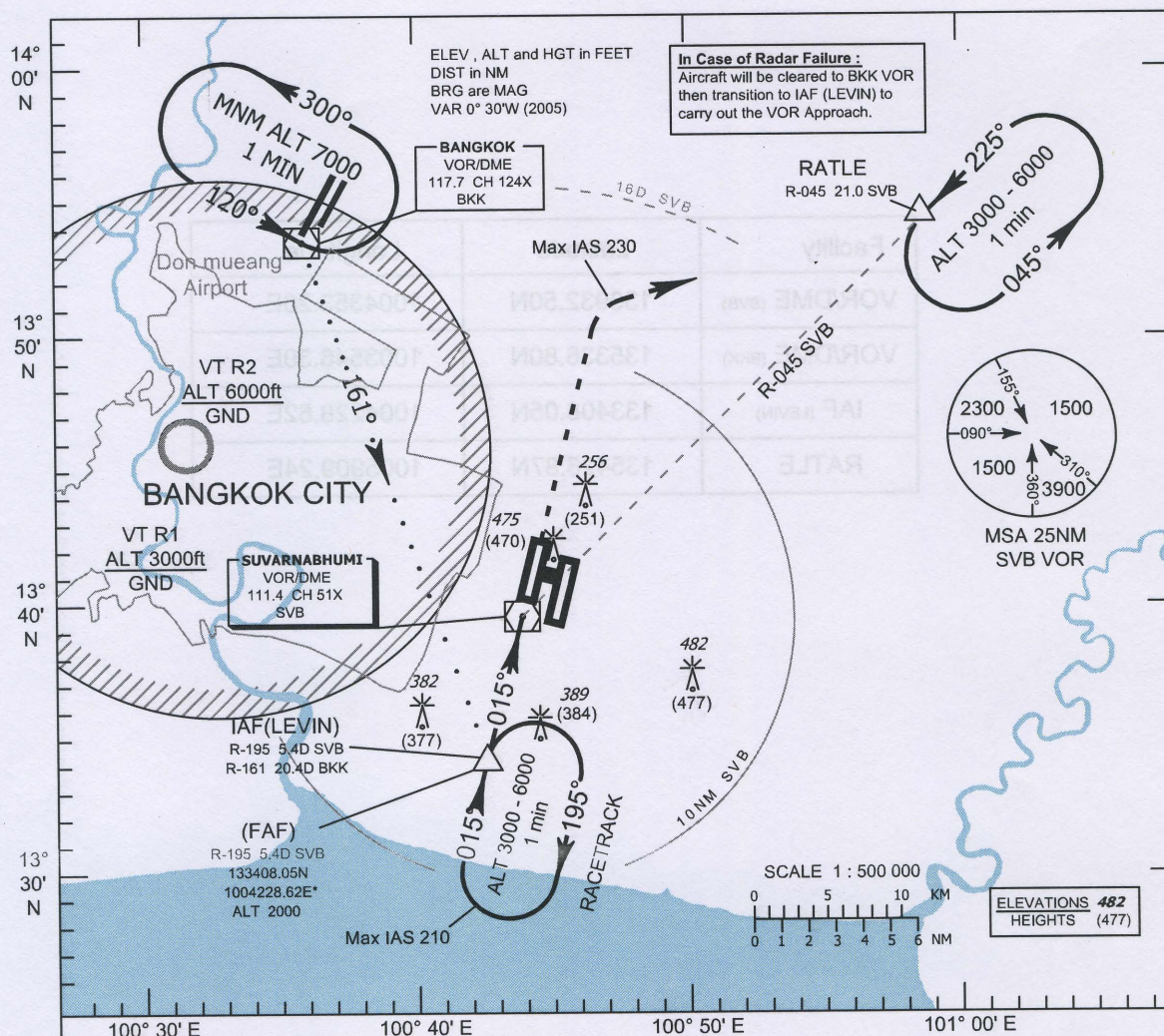
VTBS AD 2.24 CHARTS RELATED TO THE AERODROME

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RNAV (GNSS) SIDs - RWY 19L – COSMO 1C / RWY 19R – COSMO 1B	VTBS AD 2-125
RNAV (GNSS) SIDs - RWY 19L – SIMON 1C / RWY 19R – SIMON 1B	VTBS AD 2-127
RNAV (GNSS) SIDs - RWY 19R – COMET 1B	VTBS AD 2-129
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RNAV (GNSS) SIDs - RWY 01L – JORGE 1B / RWY 01R – JORGE 1C	VTBS AD 2-139
RNAV (GNSS) SIDs - RWY 01L – CHEST 1B / RWY 01R – CHEST 1C	VTBS AD 2-141
RNAV (GNSS) SIDs - RWY 01L – FIRNN 1B / RWY 01R – FIRNN 1C	VTBS AD 2-143
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RNAV (GNSS) STAR - RWY 01L / 01R – NUMAN 1B	VTBS AD 2-161
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Instrument Approach Chart - ICAO - ILS or LLZ RWY 01R CAT II	VTBS AD 2-181
Instrument Approach Chart - ICAO - ILS or LLZ RWY 19L CAT II	VTBS AD 2-183
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Bird concentrations in the vicinity of aerodromes	VTBS AD 2-189

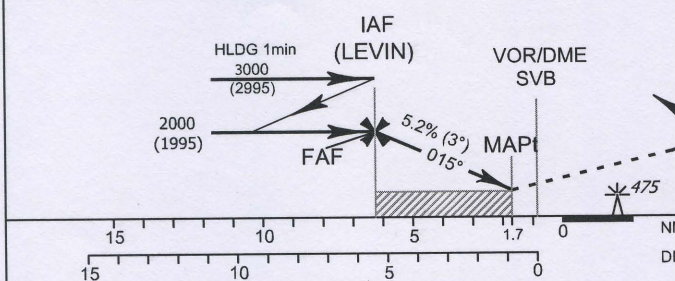
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**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 5 FT**
HEIGHTS RELATED TO
AERODROME ELEVAPP : 121.70, 125.20, 124.35, 122.35
262.50 259.60
ARR : 133.60, 126.30
TWR : 118.20, 119.00
ATIS : 127.80, 278.60**BANGKOK / Suvarnabhumi Intl (VTBS)**

VOR RWY01L



VOR/DME	5D	4D	3D	2D
ALT (HGT) 3° APCH	1890 (1885)	1580 (1575)	1260 (1255)	940 (935)

TA 11000**MISSED APPROACH :**
Climb straight ahead to
3000 ft within 16D SVB, then
turn right with IAS not above
230kt to **RATLE** and hold or
as directed by ATC

OCA/H	A	B	C	D
Straight-in Approach	600 (595)			
Circling	800 (795)		900 (895)	

Ground Speed (GS)	kt	100	120	140	160	180
FAF - MAPt 4.4NM	m.s	2:38	2:12	1:53	1:39	1:28
Rate of Descent	ft/min	527	632	737	843	948

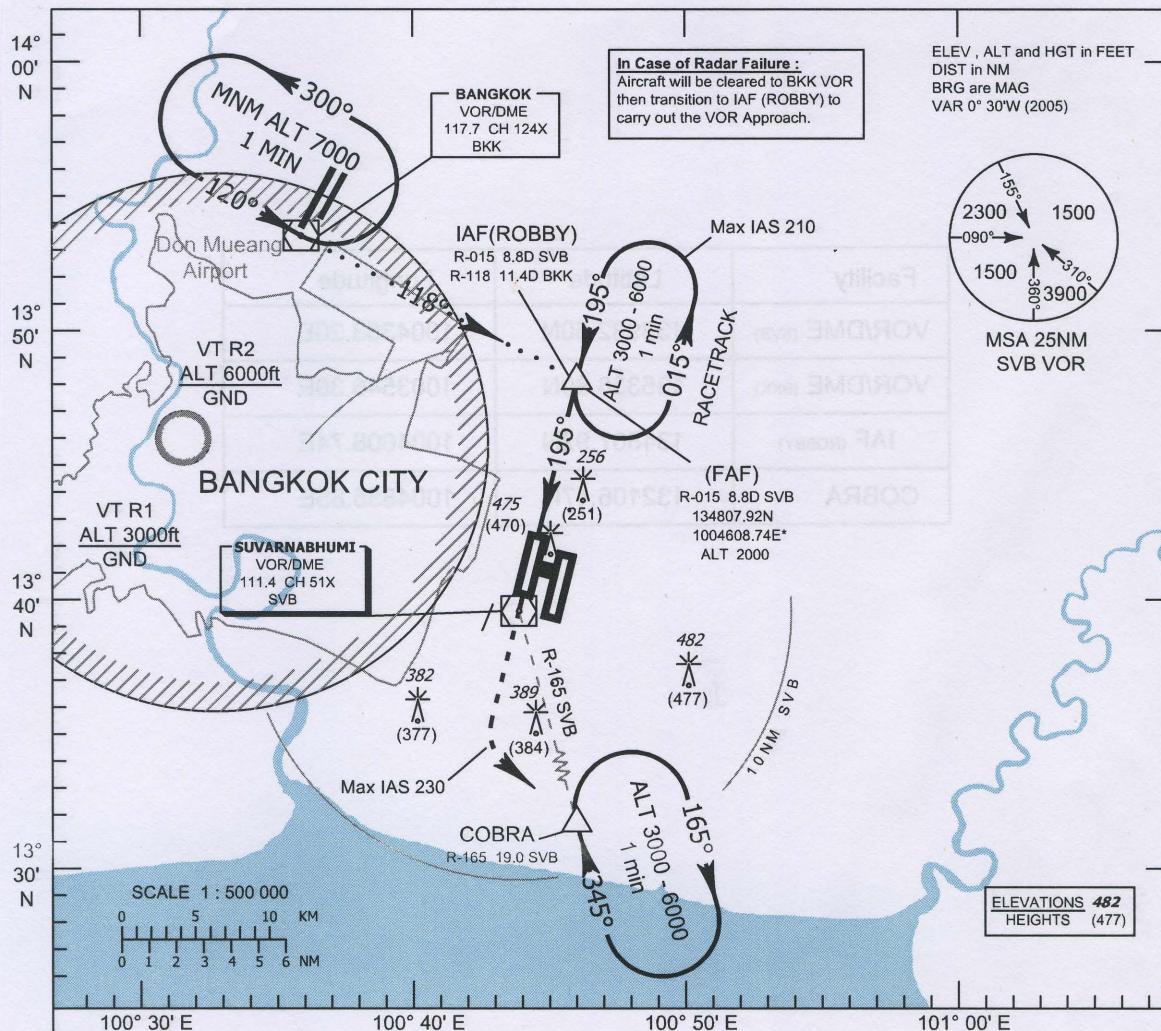
Facility	Latitude	Longitude
VOR/DME (SVB)	133932.50N	1004353.20E
VOR/DME (BKK)	135336.80N	1003546.30E
IAF (LEVIN)	133408.05N	1004228.62E
RATLE	135426.87N	1005909.24E

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 5 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 121.70, 125.20, 124.35, 122.35
262.50 259.60
ARR : 133.60, 126.30
TWR : 118.20, 119.00
ATIS : 127.80, 278.60

BANGKOK / Suvarnabhumi Intl (VTBS)

VOR RWY19R



VOR/DME	5D	6D	7D
ALT (HGT) 3° APCH	790 (785)	1100 (1095)	1420 (1415)

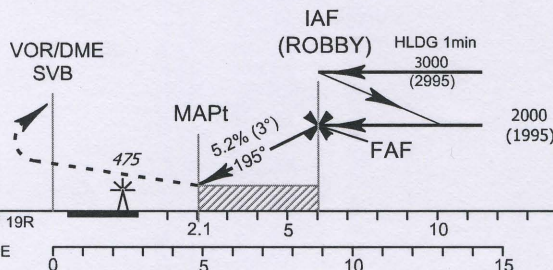
TA 11000

MISSED APPROACH :
Climb straight ahead to 3000 ft, then turn left with IAS not above 230kt to COBRA and hold or as directed by ATC

THR ELEV 19R

NM FM THR RWY 19R

DME FM VOR/DME



OCA/H	A	B	C	D	Ground Speed (GS)	kt	100	120	140	160	180
Straight - in Approach	730 (725)				FAF - MAPt 4.0NM	m.s	2:24	2:00	1:43	1:30	1:20
Circling	800 (795)				Rate of Descent	ft/min	527	632	737	843	948

Facility	Latitude	Longitude
VOR/DME (SVB)	133932.50N	1004353.20E
VOR/DME (BKK)	135336.80N	1003546.30E
IAF (ROBBY)	134807.92N	1004608.74E
COBRA	132106.47N	1004855.85E

INSTRUMENT
APPROACH
CHART - ICAO

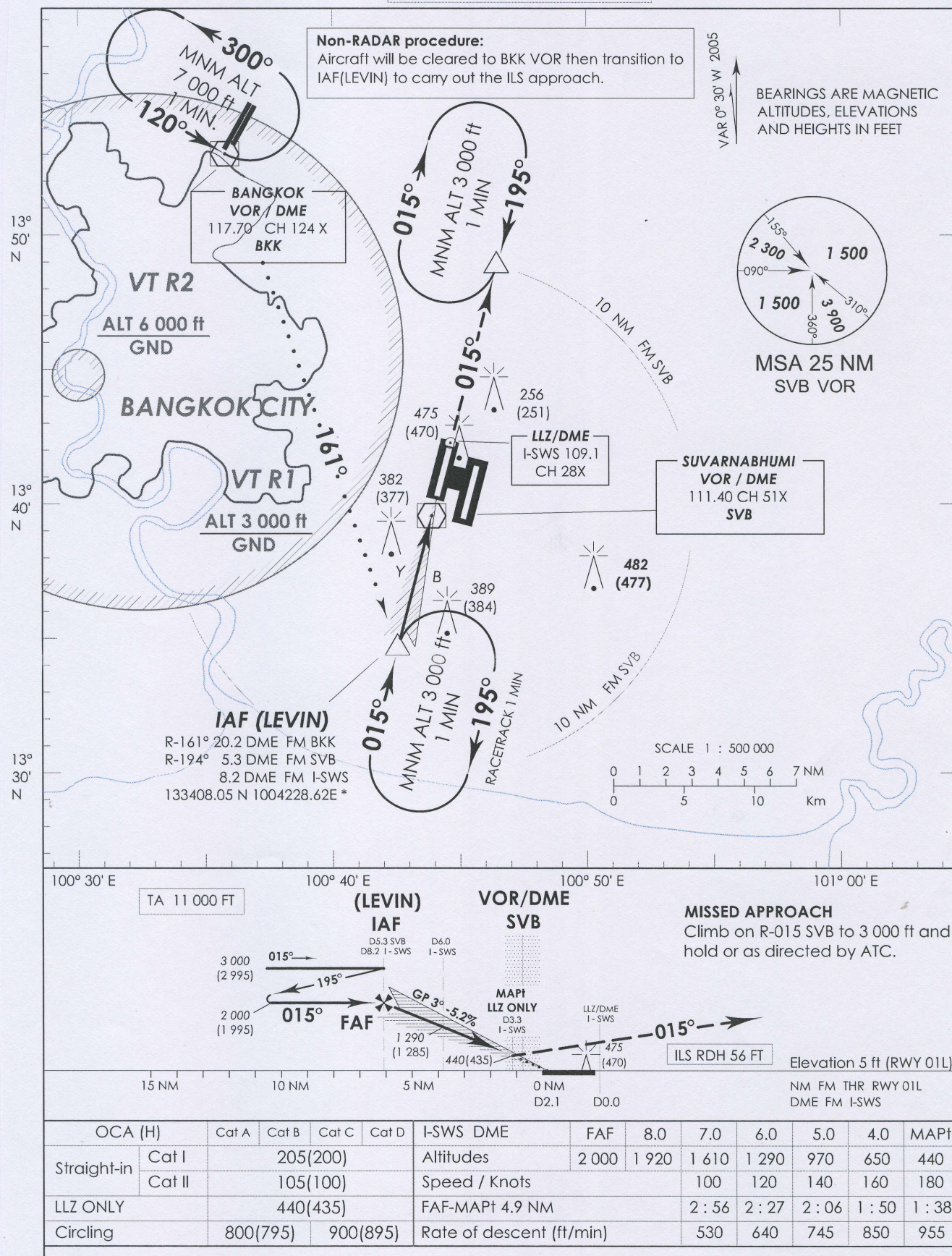
AERODROME ELEV 5 FT
HEIGHT RELATED TO
THR RWY 01L - ELEV 5 FT

APP : 121.70, 125.20, 124.35, 122.35
262.50, 259.60
ARR : 133.60, 126.30
TWR : 118.20, 119.0
ATIS : 127.80, 278.60

BANGKOK / Suvarnabhumi Intl

ILS or LLZ RWY 01L

CAT II



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INSTRUMENT
APPROACH
CHART - ICAO

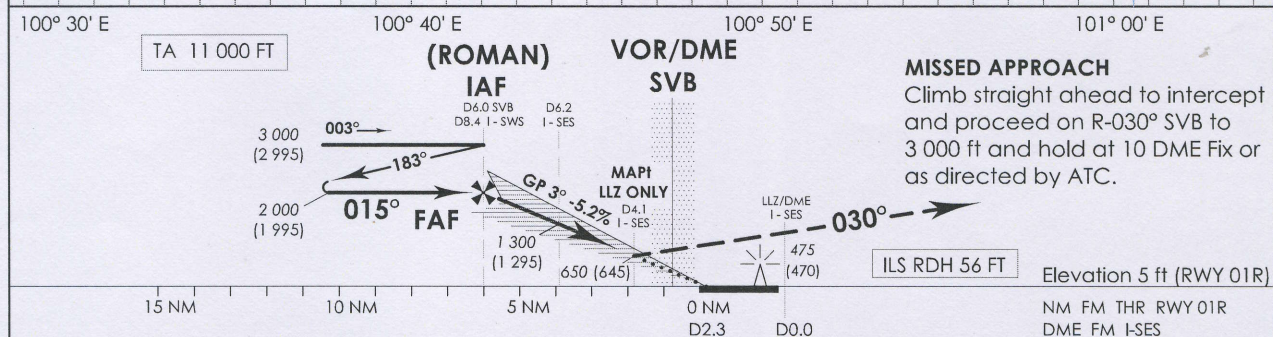
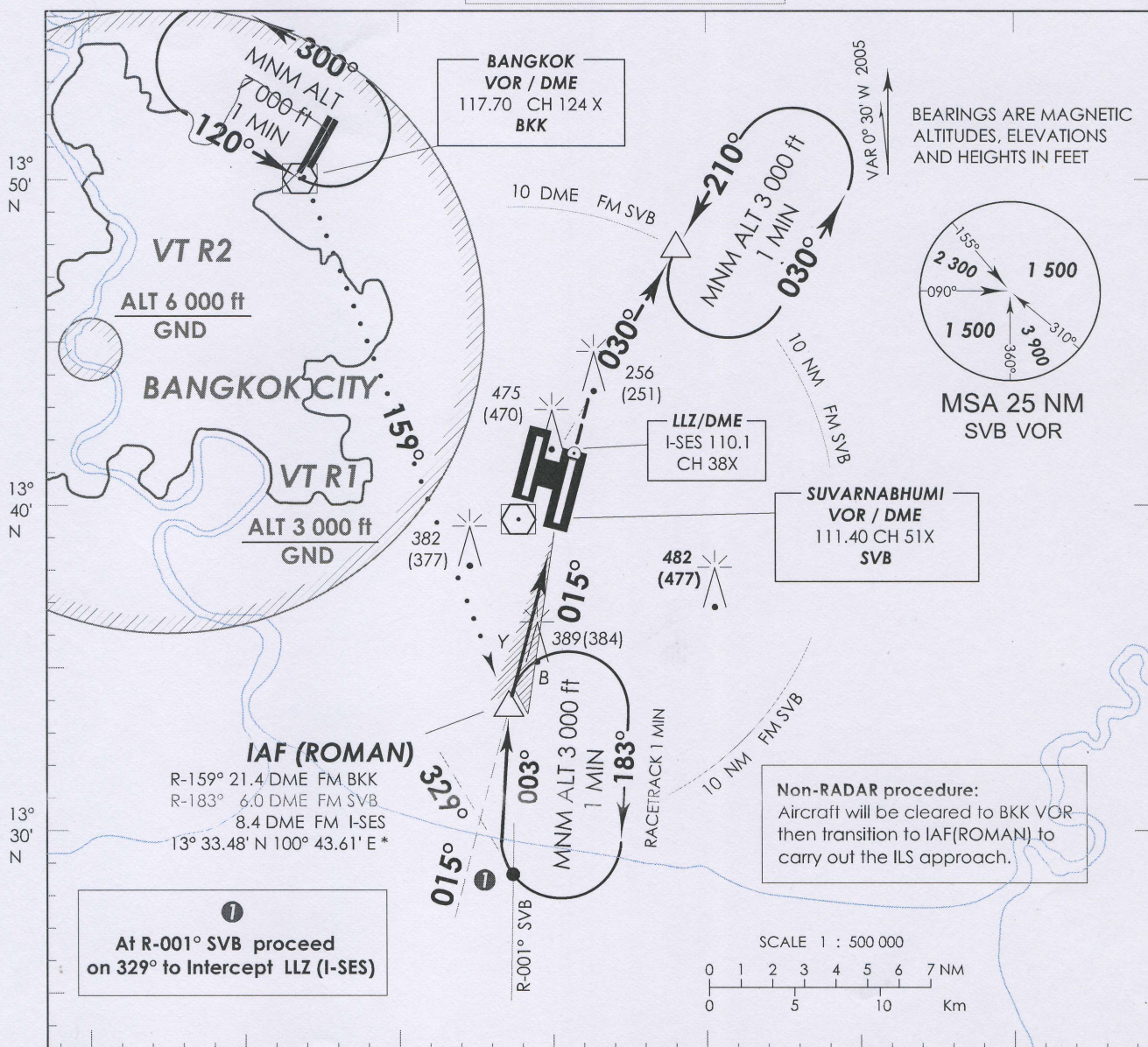
AERODROME ELEV 5 FT
HEIGHT RELATED TO
THR RWY 01R - ELEV 5 FT

APP : 121.70, 125.20, 124.35, 122.35
262.50, 259.60
ARR : 133.60, 126.30
TWR : 118.20, 119.0
ATIS : 127.80, 278.60

BANGKOK / Suvarnabhumi Intl

ILS or LLZRWY 01R

CAT II



OCA (H)	Cat A	Cat B	Cat C	Cat D	I-SES DME	FAF	8.0	7.0	6.0	5.0	MAPt
Straight-in	Cat I	205(200)			Altitudes	2 000	1 870	1 550	1 240	920	650
	Cat II	105(100)			Speed / Knots		100	120	140	160	180
LLZ ONLY		650(645)			FAF-MAPt 4.3 NM		2 : 35	2 : 09	1 : 50	1 : 36	1 : 26
Circling		800(795)	900(895)		Rate of descent (ft/min)		530	640	745	850	955

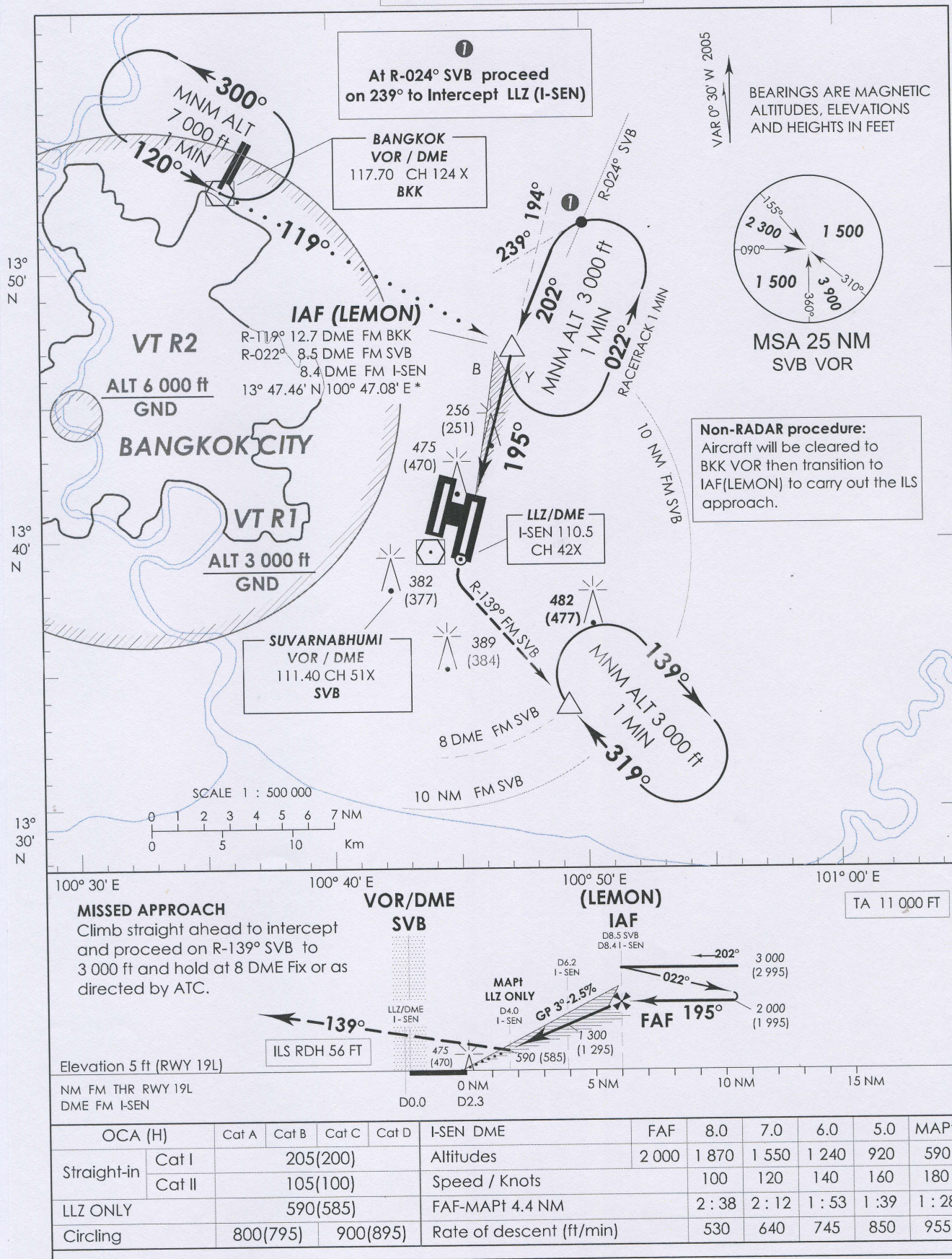
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INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 5 FT
HEIGHT RELATED TO
THR RWY 19L - ELEV 5 FT

APP : 121.70, 125.20, 124.35, 122.35
262.50, 259.60
ARR : 133.60, 126.30
TWR : 118.20, 119.0
ATIS : 127.80, 278.60

BANGKOK / Suvarnabhumi Intl
ILS or LLZ RWY 19L
CAT II



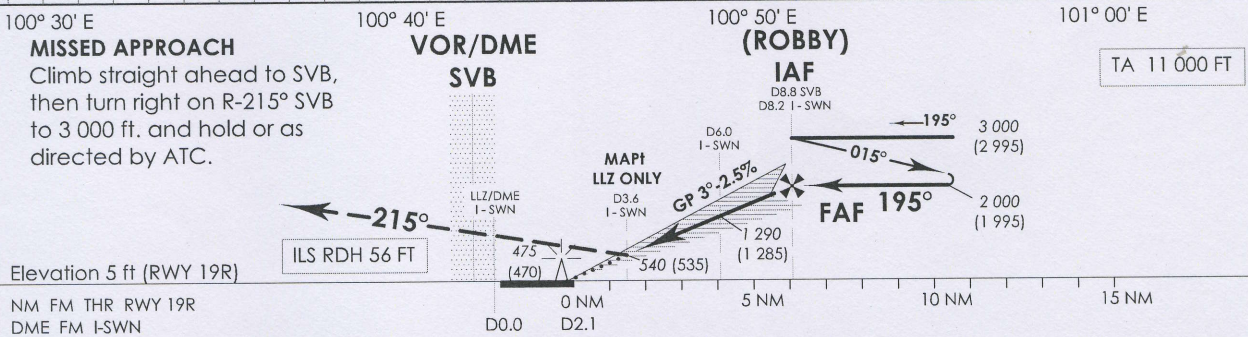
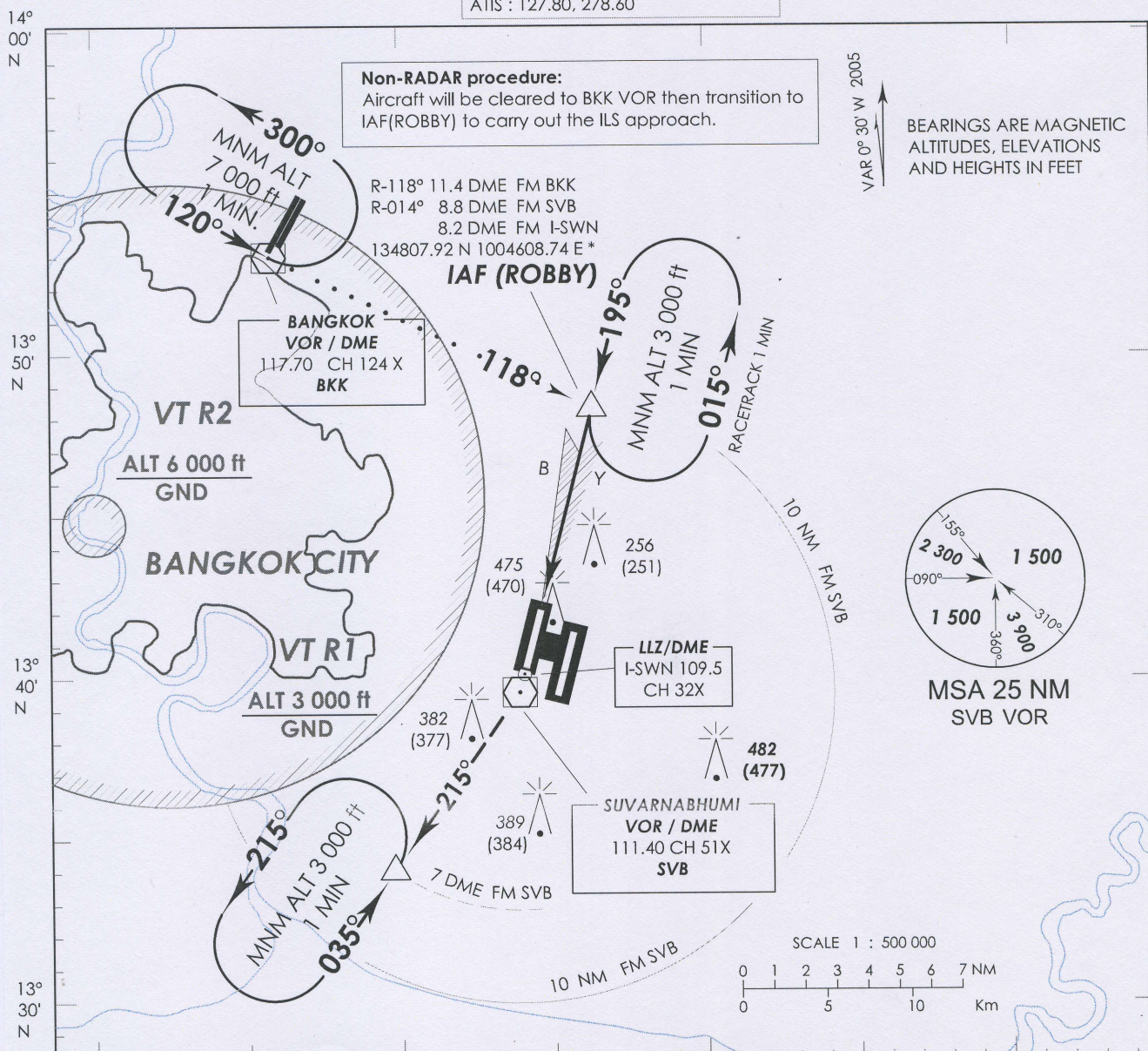
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INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 5 FT
HEIGHT RELATED TO
THR RWY 19R - ELEV 5 FT

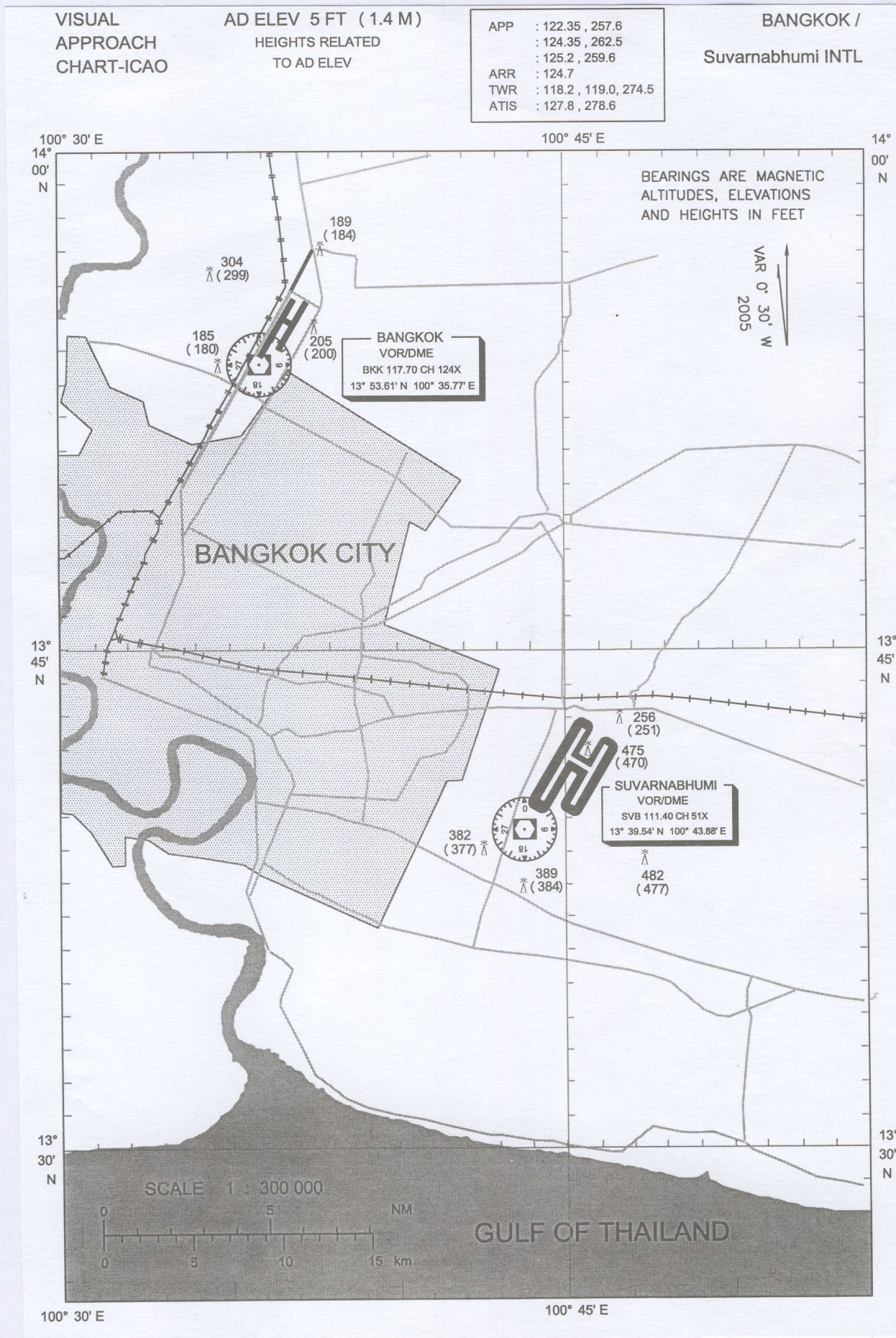
APP : 121.70, 125.20, 124.35, 122.35
262.50, 259.60
ARR : 133.60, 126.30
TWR : 118.20, 119.0
ATIS : 127.80, 278.60

BANGKOK / Suvarnabhumi Intl
ILS or LLZ RWY 19R
CAT II



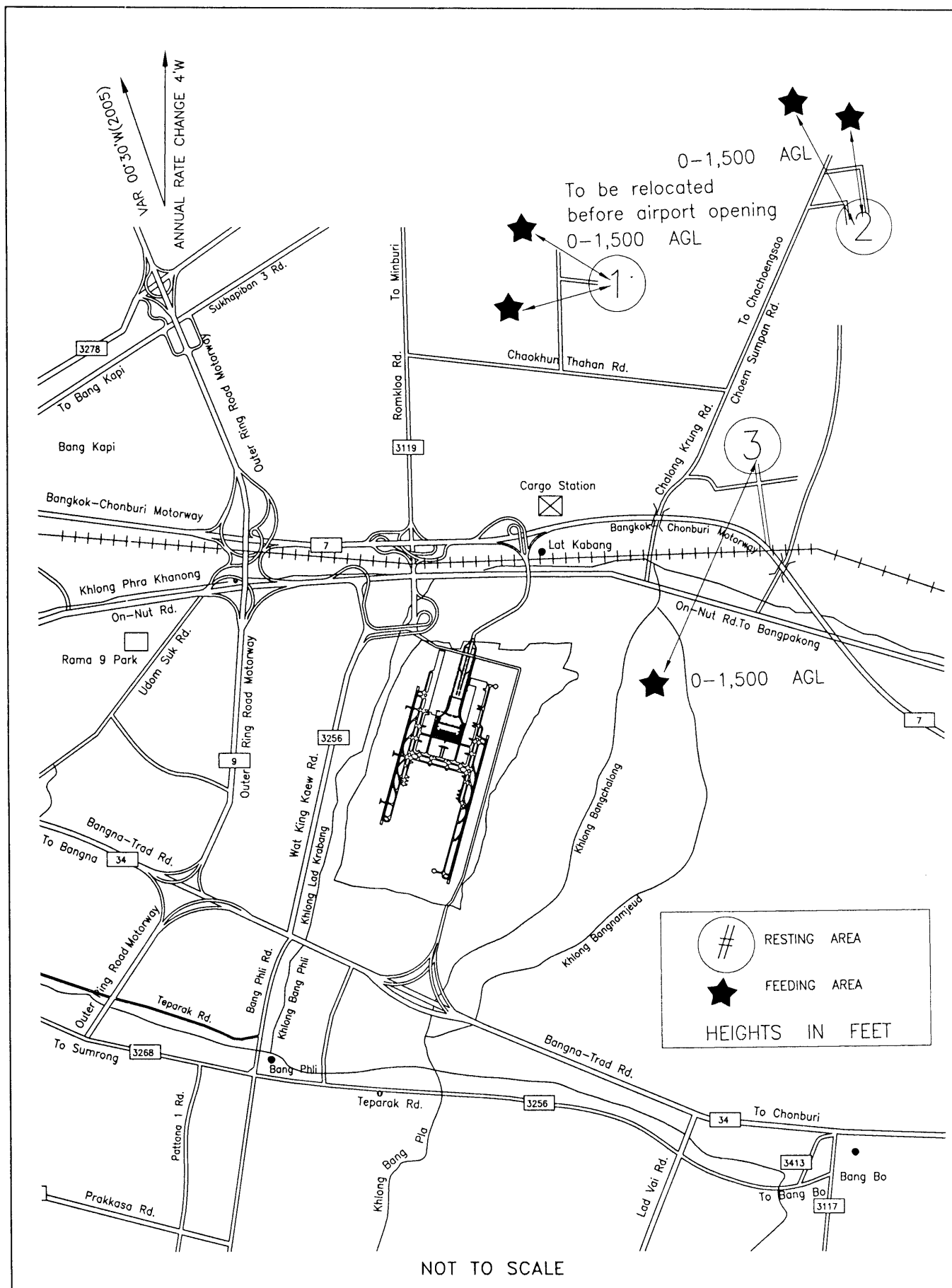
OCA (H)		Cat A	Cat B	Cat C	Cat D	I-SWN DME	FAF	8.0	7.0	6.0	5.0	4.0	MAPt
Straight-in	Cat I	205(200)				Altitudes	2 000	1 920	1 610	1 290	970	650	540
	Cat II	105(100)				Speed / Knots			100	120	140	160	180
LLZ ONLY		540(535)				FAF-MAPt 4.6 NM			2 : 45	2 : 18	1 : 58	1 : 43	1 : 32
Circling		800(795) 900(895)				Rate of descent (ft/min)			530	640	745	850	955

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BIRD CONCENTRATIONS – BANGKOK/SUVARNABHUMI INTERNATIONAL



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VTSG AD 2.13 DECLARED DISTANCES

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

VTSG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APC LGT type LEN INTST	H THRLG colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour,	RWY Edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	SALS 420 m	Green	PAPI Left 3.6° (28.24 M)	Nil	Nil	3000 m 60 m White, LIH	Red	Nil	Nil
32	SALS 420 m	Green	PAPI Left 3.2° (25.25 M)	Nil	Nil	3000 m 60 m White, LIH	Red	Nil	Nil

VTSG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTSG AD 2.16 HELICOPTER LANDING AREA

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

VTSG AD 2.17 ATS AIRSPACE

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

VTSG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Krabi Approach	120.05 MHz	**0100-1300	*Emergency Freq.
TWR	Krabi Tower	122.5 MHz 236.6 MHz *121.5 MHz	**0000-1200	**Other than this period 1 HR PN to ATC
GND	Krabi Ground Control	121.9 MHz	**0100-1200	
ATIS		132.40 MHz		

VTUW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

VTUW AD 2.13 DECLARED DISTANCES

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

VTUW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig- nator	APCH LGT type LEN INTST	THRLG colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
15	Cat I 900 M	GREEN WBAR	PAPI Left 3° Right 3°	Nil	Nil	2 500 M 60 M White LIH	Red	Nil	-
33	SALS 420 M LIH	GREEN WBAR	PAPI Left 3°	Nil	Nil	2 500M 60 M White LIH	Red	Nil	-

VTUW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At Tower Building, FLG W EV 7 SEC
---	---	--

VTUW AD 2.17 ATS AIRSPACE

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

VTUW AD 2.18 ATS COMMUNICATION FACILITIES

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

VTUW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS(For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NP	383 kHz	H24	172332.69N 1043833.44E (WGS-84)		Output 400 watts. 50 NM Coverage clockwise orbit data refer from commissioning checked as follow : -Bearing 170-350 degree at 2,100 ft -Bearing 351-169 degree unable to check due to border limited.
DVOR/DME	NKP	111.6 MHz CH53X		172317.87N 1043818.01E (WGS-84)		DVOR/DME coverage restriction as follow; -RDL 181-250 DEG beyond 40 NM ALT should not below 3500 ft. -RDL 251-320 DEG beyond 40 NM ALT should not below 2000 ft. -RDL 321-180 DEG unable to check due to border limited.

VTUQ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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

Nakhon Ratchasima Airport

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

VTUN AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

KHORAT AIRPORT

Reporting points for VFR flight

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

- a) Aircraft entering to land from R-271 – R-090 of Khorat Airport, shall report over Ban Khok Sung District, designated as NOVEMBER (1503.9N10200.1E) which is approximately 8 NM on R-355 of KRT TACAN. When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- b) Aircraft entering to land from R-091 – R-270 of Khorat Airport, shall report over Ban Nong kok Chai District, designated as SIERRA (1446.0N10205.0E) which is approximately 10 NM on R-180 of KRT TACAN. When reaching SIERRA the aircraft will be instructed to join aerodrome traffic circuit accordingly.

VTUN AD 2.23 ADDITIONAL INFORMATION

- Runway 06/24 RAG installed details as follows:

BAK14	:	1,415 FT from threshold runway 06 / 1,252 FT from threshold runway 24 Operating cable height above runway 3 inches.
NET BARRIER	:	115 FT from threshold into overrun runway 06 / 82 FT from threshold into overrun runway 24 height 3.70 M.

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VTPI AD 2.17 ATS AIRSPACE

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

VTPI AD 2.18 ATS COMMUNICATION FACILITIES

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

VTPI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

VTPI AD 2.23 ADDITIONAL INFORMATION

- Runway 18/36 RAG installed and in operations details as follows:
 - BAK14 : 396 M from threshold cable height 3 inches.
 - NET BARRIER : height 3.7 M position 25 M from end of runway

VTSK AD 2. AERODROMES

VTSK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSK - PATTANI / PATTANI AIRPORT

VTSK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	064708N 1010913E (WGS-84)
2	Direction and distance from (city)	16 km S, from city
3	Elevation/Reference temperature	8 ft /35°C
4	MAG VAR/Annual change	0°0'W(2001)/3'E
5	AD Administration, address, telephone, telefax, telex, AFS	Air Task Force 9, Royal Thai Air Force Pattani Airport Amphoe Nongjig, Pattani Province 94170 Thailand. TEL. 073-431190, 073-437023 FAX. 073-431195 AFS: VTSKYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTSK AD 2.3 OPERATIONAL HOURS

1	AD Administration	HJ
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	HJ
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	2300 -1100, outside this period 1 HR PN to Pattani Tower

VTSK AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	in the city
3	Transportation	Taxi

VTSK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTSK AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTSK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Asphaltic Concrete Strength : PCN 21/R/C/X/T
2	Taxiway width, surface and strength	Width : 20 m Surface : Asphaltic Concrete Strength : PCN 21/F/C/X/T

VTSK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual/docking/parking system of aircraft stands	-
2	RWY and TWY marking and LGT	RWY and TWY : Markings and lighted

VTSK AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	-
a	b	c	a	b	
-	Radio mast HGT 30 m painted red/ white LGTD on top.	073500N 993700E	-	-	

VTSK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

VTSK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
08	085.05°	1400 x 40	21/F/C/X/T Asphaltic Concrete	064706.12N 1010850.08E (WGS-84)	THR 7 FT TDZ 7 FT	
26	265.05°	1400 x 40	21/F/C/X/T Asphaltic Concrete	064709.17N 1010935.62E (WGS-84)	THR 8 FT TDZ 8 FT	
Slope of RWY-SWY		SWY dimensions (M)	CWY dimension (M)	Strip dimensions (M)	OFZ	Remarks
7		8	9	10	11	12
-		30x55	Nil	1 700x300	-	-
-		150x55	Nil	1 700x300	-	-

VTSK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	1 400	1 400	1 430	1 400	-
26	1 400	1 400	1 550	1 400	-

VTSK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTSK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Pattani NDB (064718.45N1010852.51E(WGS-84)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (s)	Pattani Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	-

VTSK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Pattani Approach	126.0 MHz	**2330-1130	*Emergency Freq.
TWR	Pattani Tower	*121.5 MHz 236.6 MHz	2300 -1100, outside this period 1 HR PN to Pattani Tower via AFTN :VTSKZTZX or FAX 073-340130	** Outside this period and Holiday 1 HR PN to ATC

VTSK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PT	201 KHZ	H24	064718.45N 1010852.51E (WGS-84)	-	Output 50 watts

VTTP AD 2.24 CHARTS RELATED TO AN AERODROME

	Page	
Aerodrome Chart – ICAO	VTTP AD 2-15	←
Instrument Approach Chart - ICAO - RWY 14 NDB	VTTP AD 2-17	
Instrument Approach Chart - ICAO - RWY 32 NDB	VTTP AD 2-18	
Instrument Approach Chart - ICAO - RWY 14 VOR	VTTP AD 2-19	
Instrument Approach Chart - ICAO - RWY 32 VOR	VTTP AD 2-20	
Instrument Approach Chart - ICAO - RWY 14 VOR/DME	VTTP AD 2-21	
Instrument Approach Chart - ICAO - RWY 32 VOR/DME	VTTP AD 2-22	
Instrument Approach Chart - ICAO - RWY 32 LLZ/DME	VTTP AD 2-23	
Instrument Approach Chart - ICAO - RWY 32 ILS/DME	VTTP AD 2-24	

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16° 46' 59" N ELEV 145 ft
100° 16' 45" E 44 m

TWR	118.9
	236.6

PHITSANULOK/Phitsanulok

APRON	PCN 57/R/C/X/T
-------	----------------

TAXIWAY F AND I 23 WIDE
TAXIWAY A,B,C,D AND E 19 WIDE
TAXIWAY J 15 WIDE

ILS LLZ
IPSL 110.1
CH 38X

NDB
PL 263

- VIP TERMINAL.

VAR 0' 12" W
(2001)

ANNUAL RATE OF CHANGE 3'E

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

- TWR ABN Flg. W/G

RTA APRON

ILS -
GP 334.4

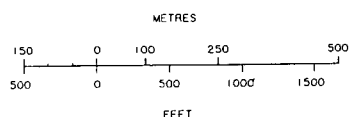
DVOR/DME
PSL 114.1
CH 88X

PRECISION APPROACH
LIGHTING SYSTEM
CAT 1

GROUND EQUIPMENT

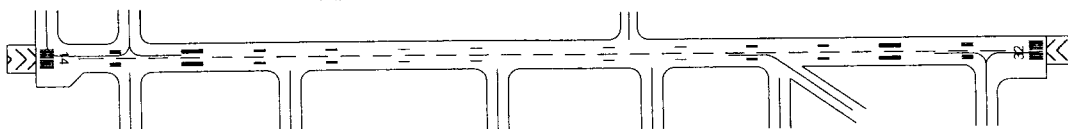
FIRE & RESCUE

— TERMINAL

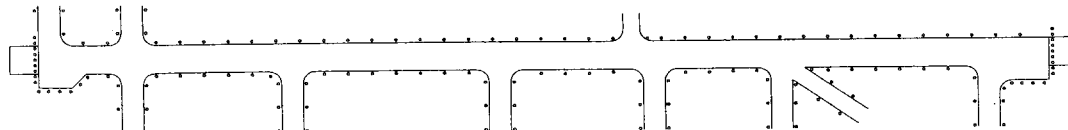


Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 14/32 AND EXIT TWY



LIGHTING AIDS RWY 14/32 AND EXIT TWY



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VTCP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	associated MET Office	Aeronautical Radio of Thailand Ltd. Airports of Thailand Public Company Ltd. Thai Airways International Public Company Ltd.
2	Hours of service MET Office outside hours	0100-0600
3	Office responsible for TAF Preparation Periods of validity	supply TAF from northern Regional Met. Center
4	Type of landing forecast Interval of issuance	supply TAF from northern Regional Met. Center
5	Briefing/consultation provided	No
6	Flight documentation Language (s) used	-
7	Charts and other informtion available	Daily Weather Forecast
8	Supplementary equipment available for briefing of consultation	AWOS
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	IP system

VTCP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) And surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
01	05.39°	1500x30	20/F/C/X/T Asphaltic Concrete	180731.41N 1000950.31E (WAS-84)	THR 538FT TDZ 538 FT	
19	185.39°	1500x30	20/F/C/X/T Asphaltic Concrete	180820.20N 1000955.27E (WGS-84)	THR 535 FT TDZ 537 FT	
Slope of REW-SWY		SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7		8	9	10	11	12
-		75X30	Nil	1 770X150	-	-
-		75X30	Nil	1 770X150	-	-

VTCP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	1 500	1 500	1 575	1 500	-
19	1 500	1 500	1 575	1 500	-

VTCP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig- nator	APCH LGT type LEN INTST	THRLG colour WBAR	VASIS TDZ,LGT (MEHT) LEN PAPI		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
01	Nil	Green	PAPI Left 3.5° (13.10M)	Nil	Nil	1500 M 60 M WHITE, LIM	RED	Nil	Nil
19	Nil	Green	PAPI Left 3.2° Right 3.2° (15.19M)	Nil	Nil	1500 M 60 M WHITE, LIM	RED	Nil	Nil

VTCP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTCP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Phrae DVOR/DME (180802.78N1000958.35E(WGS-84))
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Phrae Tower En, Thai
5	Transition altitude	11 000 FT
6	Remarks	-

VTUI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTUI AD 2.17 ATS AIRSPACE

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

VTUI AD 2.18 ATS COMMUNICATION FACILITIES

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

VTUI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS (For VOR/ ILS/MLS, give VAR)	ID	Frequency	Hours of oper- ation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	SN	365 kHz	H 24	171149.17N 10406653.42E (WGS-84)	-	NDB unusable between 140-180 degrees beyond 15 NM
DVOR/DME	SKN	114.2 MHz CH 89	H 24	171250.89N 1040812.34E (WGS-84)		DVOR/DME coverage restriction as follow: - Radial 001°-090° beyond 30 NM altitude should not below 2 000 ft - Radial 091°-130° beyond 30 NM altitude should not below 1 500 ft - Radial 131°-280° beyond 40 NM altitude should not below 4 000 ft - Radial 281°-360° beyond 40 NM altitude should not below 2 500 ft
IILS CAT I RWY 23 LOC	ISKN	110.3 MHz CH 40X	H 24	171107.73N 1040630.87E (WGS-84)		Designated operation coverage 18 NM. ALT 6800 FT/AMSL.
DME				171106.06N 1040632.52E	527 FT	Paired with LOC FREQ
GP		335.0 MHz	H 24	171208.11N 1040728.88E		3 DEG REF Datum height 50 FT

VTSH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
13		Green		-	-	1510M 45M White, LIH	Red	-	
31	Simple App LGT 300M LIM	White	-	-	-	1510M 45M White, LIH	Red	-	-

VTSH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristic and hours of operation.	ABN: On top of tower, at FLG W G EV 3 sec HO and IMC
2	LDI location and LGT Anemometer location and LGT.	Nil
3	TWY edge and centre line lighting	Nil
4	Secondary power supply/switch-over time	Secondary power supply to Control TWR building and AFLD lighting, switch-over time : 3 sec
5	Remarks	Nil

VTSH AD 2.16 HELICOPTER LANDING AREA VTSH AD 2-6 AIP 19 NOV 98 Thailand

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

VTSH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Songkhla AD : Beginning at 0710.4N 10026.6E then clockwise along 10 NM arc from Songkhla VOR/DME (0711.4N 10036.9E) to 0701.2N 10037.7E then follow westward along Hat Yai Control Zone to the starting point.
2	Vertical limits	Up to but not including 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Language (S)	Songkhla Tower En, Thai
5	Transition altitude	Nil
6	Remarks	Nil

VTSH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Songkhla Tower	121.5*MHZ 126.2 MHZ 227.0 MHZ	HJ	*Emergency Freq.
AFS	Songkhla	USB 7745 KHZ USB 5443 KHZ		Domestic circuit 7745-PRI. 5443-SEC.

VTSH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	SKL	113.5MHZ CH 82X	H24	071119.65N 1003615.11E		Military Facility
NDB	SK	410 KHZ	2300- 1100			

*Remark: Coordinates are WGS-84

VTSB AD 2.20 LOCAL TRAFFIC REGULATIN

VFR REPORTING POINTS AND LOCAL PROCEDURES

SURAT THANI AIRPORT

1. Reporting points for VFR flight In order to expedite and maintain an orderly flow of air traffic into Surat Thani Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft be set up as follow:
 - a) Aircraft entering to land from north of Surat Thani Airport, shall report over Chai Ya District, designated as CHARLIE point (0923.0N 9912.5E) which is approximately 15 NM on bearing 010 from SR NDB. When reaching CHARLIE the aircraft will be instructed to join aerodrome traffic pattern accordingly.
 - b) Aircraft entering to land from east of Surat Thani Airport, shall report over Surat Thani District, designated as SIERRA point (0908.0N 9920.0E) which is approximately 12 NM on bearing 090 from SR NDB. When reaching SIERRA the aircraft will be instructed to join aerodrome traffic pattern accordingly.
 - c) Aircraft entering to land from south of Surat Thani Airport, shall report over Ban Nasaŋ District, designated as NOVEMBER point (0848.0N 9922.0E) which is approximately 25 NM on bearing 145 from SR NDB. When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic pattern accordingly.
 - d) Aircraft entering to land from west of Surat Thani Airport, shall report over Khirirat Nikhom District, designated as KILO point (0902.0N 9858.0E) which is approximately 14 NM on bearing 240 from SR NDB. When reaching KILO the aircraft will be instructed to join aerodrome traffic pattern accordingly.
2. Aerodrome traffic circuit
Using both sides of traffic circuit.
3. Overhead approach pattern
 - a) Using runway 04 by left turn pattern.
 - b) Using runway 22 by right turn pattern.

VTSB AD 2.23 ADDITIONAL INFORMATION

- Royal Thai Air Force ASR/SSR Air-to-ground facilities operations located at Surat Thani Airport
 - Radio call sign : SURAT
 - APP/ARR freq : 134.75, 342.5, 382.4 and 123.6 MHz
 - DEP freq : 134.1 and 335.5 MHz
 - Cover range / height : ASR 70 NM / 40 000 FT
 - SSR 200 NM / 100 000 FT
 - Hours of operations : Monday-Friday 0100-0900
 - Emission : ASR 500 KW, SSR 1.5 KW
 - Remarks : Available for Military.
- Windshear Alert System installed and operations at Aerodrome.
- BAK14 RAG installed on both side 400 M from Threshold of Runway 04/22

VTUU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

VTUU AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

UBON RATCHATHANI AIRPORT

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

VTUU AD 2.23 ADDITIONAL INFORMATION

- BAK12 RAG installed at position 1,200 FT from threshold runway 05 and runway 23 cable height 3 inches.

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

Udon Thani Airport

1. Reporting points for VFR flight In order to expedite and maintain an order flow of air traffic into Udon Thani Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft be set up as follow :
 - a) Aircraft entering to land from north and northeast of Udon Thani Airport, will report over Bantin District, designated as TANGO (1739.6N 10247.6E) which is 17 NM on R-360 of UD VOR. When reaching TANGO the aircraft will be instructed to join aerodrome traffic pattern accordingly.
 - b) Aircraft entering to land from east and southeast of Udon Thani Airport, will report over Nonghan District, designated as NOVEMBER (1721.5N 10306.1E) which is 17 NM on R-095 of UD VOR. When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic pattern accordingly.
 - c) Aircraft entering to land from south and southwest of Udon Thani Airport, will report over Ban Dongrueng, designated as ROMEO (1709.5N 10258.0E) which is 16 NM on R-145 of UD VOR. When reaching ROMEO the aircraft will be instructed to join aerodrome traffic pattern accordingly.
 - d) Aircraft entering to land from west of Udon Thani Airport, will report over Ban Hua Khua (Hui Luang Reservoir) designated as HOTEL (1725.0N 10236.5E) which is 12 NM on R-280 of UD VOR. When reaching HOTEL the aircraft will be instructed to join aerodrome traffic pattern accordingly.
2. Aerodrome traffic circuit
Using both sides of traffic circuit.
3. Overhead approach pattern.
 - a) Using runway 12 by right turn pattern.
 - b) Using runway 30 by left turn pattern.

VTUD AD 2.23 ADDITIONAL INFORMATION

- Royal Thai Air Force ASR/SSR facilities installed and operations details as follows:

Radio call sign	:	UDON Departure Control / UDON Arrival Control
DEP freq	:	134.1 and 261.4 MHz
ARR freq	:	119.6, 298.0 and 382.4 MHz
Cover range / height	:	ASR 70 NM / 40 000 FT
		SSR 200 NM / 100 000 FT
Hours of operations	:	Monday-Friday 0100-0900
Emission	:	ASR 500 KW, SSR 1.5 KW
Remarks	:	Available for Military.

- Runway 12 installed RAG MAG8, 1,500 FT from Threshold / Cable height 3 inches.