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DEPARTMENT OF CIVIL AVIATION

AERONAUTICAL INFORMATION SERVICE

TUNG-MAHAMEK, BANGKOK 10120

THAILAND.

AIP - THAILAND

Amendment 4

29 JUL 10

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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 This amendment incorporates information contained in the following which are hereby superseded: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 1999

C2884

NOTAM 2001

C2653

NOTAM 2004

C4147

NOTAM 2009

C7416 / 2964

NOTAM 2010

C0652
C1123 / A0601
C1124 / A0602
C1229 / A0667
C1387 / A0735
C1388 / A0736
C1556
C1909 / A0936
C1937 / A0940
C1985 / A0960
C1986 / A0961
C2474
C3600

AIP Supplement :		**Series “A”**
2004	:	A14
2008	:	A17 A18
2009	:	A1
2010	:	A2 A4 A5 A6

AIP Supplement :		**Series “B”**
2009	:	B1 B3 B4
2010	:	B2 B4

GEN 0.4 CHECKLIST OF AIP PAGES

(* DENOTES NEW OR REPLACEMENT PAGES)

Page	Date	Page	Date	Page	Date
PART 1-GENERAL (GEN)		2.2-8	30 Jul 09	*3.5-2	29 Jul 10
GEN 0		2.2-9	30 Jul 09	*3.5-3	29 Jul 10
0.1-1	10 Dec 08	2.2-10	30 Jul 09	*3.5-4	29 Jul 10
0.1-2	10 Dec 08	2.2-11	30 Jul 09	3.5-5	10 Dec 08
0.1-3	10 Dec 08	2.3-1	10 Dec 08	3.5-6	10 Dec 08
0.2-1	10 Dec 08	2.3-2	10 Dec 08	3.5-7	10 Dec 08
0.3-1	10 Dec 08	2.3-3	10 Dec 08	3.5-8/Chart	10 Dec 08
*0.4-1	29 Jul 10	*2.4-1	29 Jul 10	3.6-1	10 Dec 08
*0.4-2	29 Jul 10	*2.4-2	29 Jul 10	3.6-2	10 Dec 08
*0.4-3	29 Jul 10	2.5-1	10 Dec 08	3.6-3	10 Dec 08
*0.4-4	29 Jul 10	2.5-2	10 Dec 08	3.6-4/Chart	10 Dec 08
*0.4-5	29 Jul 10	2.6-1	10 Dec 08	**GEN 4**	
*0.4-6	29 Jul 10	2.6-2	10 Dec 08	*4.1-1	29 Jul 10
*0.4-7	29 Jul 10	2.7-1	10 Dec 08	*4.1-2	29 Jul 10
*0.4-8	29 Jul 10	**GEN 3**		*4.1-3	29 Jul 10
*0.4-9	29 Jul 10	*3.1-1	29 Jul 10	*4.2-1	29 Jul 10
0.5-1	10 Dec 08	3.1-2	10 Dec 08	*4.2-2	29 Jul 10
0.6-1	10 Dec 08	3.1-3	10 Dec 08	*4.2-3	29 Jul 10
0.6-2	10 Dec 08	*3.1-4	29 Jul 10	*4.2-4	29 Jul 10
GEN 1		*3.1-5	29 Jul 10	*4.2-5	29 Jul 10
1.1-1	10 Dec 08	3.2-1	10 Dec 08	4.2-6	11 Mar 10
1.1-2	10 Dec 08	3.2-2	10 Dec 08		
1.2-1	10 Dec 08	3.2-3	19 Nov 09	**PART 2-EN-ROUTE(ENR)**	
1.2-2	10 Dec 08	3.2-4	10 Dec 08	**ENR 0**	
1.2-3	10 Dec 08	3.2-5	10 Dec 08	0.6-1	19 Nov 09
1.2-4	10 Dec 08	3.2-6	10 Dec 08	0.6-2	10 Dec 08
1.3-1	10 Dec 08	3.2-7	10 Dec 08	**ENR 1**	
*1.3-2	29 Jul 10	3.2-8	10 Dec 08	1.1-1	10 Dec 08
*1.3-3	29 Jul 10	3.2-9	10 Dec 08	1.2-1	10 Dec 08
1.3-4	10 Dec 08	3.2-10	10 Dec 08	1.2-2	10 Dec 08
1.4-1	10 Dec 08	3.2-11	10 Dec 08	1.2-3	10 Dec 08
1.4-2	10 Dec 08	3.2-13	10 Dec 08	1.2-4	10 Dec 08
1.5-1	10 Dec 08	3.3-1	10 Dec 08	1.2-5	10 Dec 08
1.6-1	10 Dec 08	3.3-2	10 Dec 08	1.2-6	10 Dec 08
*1.7-1	29 Jul 10	3.3-3	10 Dec 08	1.2-7	10 Dec 08
1.7-2	11 Mar 10	3.3-4	10 Dec 08	1.3-1	10 Dec 08
GEN 2		3.4-1	10 Dec 08	1.4-1	10 Dec 08
2.1-1	10 Dec 08	3.4-2	10 Dec 08	1.4-2	10 Dec 08
*2.1-2	29 Jul 10	3.4-3	10 Dec 08	1.5-1	10 Dec 08
2.2-1	30 Jul 09	3.4-4	10 Dec 08	*1.6-1	29 Jul 10
2.2-2	30 Jul 09	3.4-5	10 Dec 08	*1.6-2	29 Jul 10
2.2-3	30 Jul 09	3.4-6	10 Dec 08	1.6-3	10 Dec 08
2.2-4	30 Jul 09	3.4-7	10 Dec 08	1.6-4	10 Dec 08
2.2-5	30 Jul 09	3.4-8	10 Dec 08	1.6-5	11 Mar 10
2.2-6	30 Jul 09	3.4-9	10 Dec 08	1.6-6	10 Dec 08
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GEN 0.4 CHECKLIST OF AIP PAGES

(* DENOTES NEW OR REPLACEMENT PAGES)

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1.6-9/Chart	10 Dec 08	**ENR 2**		*3.1-2	29 Jul 10
1.7-1	10 Dec 08	2.1-1	11 Mar 10	3.1-3	30 Jul 09
1.7-2	10 Dec 08	2.1-2	10 Dec 08	*3.1-4	29 Jul 10
1.7-3	10 Dec 08	2.1-3	10 Dec 08	3.1-5	10 Dec 08
1.8-1	10 Dec 08	2.1-4	10 Dec 08	3.1-6	10 Dec 08
1.8-2	10 Dec 08	2.1-5	10 Dec 08	3.1-7	11 Mar 10
1.8-3	10 Dec 08	2.1-6	11 Mar 10	3.1-8	10 Dec 08
1.8-4	10 Dec 08	2.1-7	11 Mar 10	3.1-9	10 Dec 08
1.8-5	10 Dec 08	2.1-8	10 Dec 08	3.1-10	11 Mar 10
1.8-6	10 Dec 08	2.1-9	10 Dec 08	*3.1-11	29 Jul 10
1.9-1	19 Nov 09	2.1-10	11 Mar 10	3.1-12	10 Dec 08
1.9-2	19 Nov 09	2.1-11	11 Mar 10	3.1-13	10 Dec 08
1.9-3	19 Nov 09	2.1-12	11 Mar 10	3.1-14	10 Dec 08
1.9-4	19 Nov 09	2.1-13	11 Mar 10	3.1-15	11 Mar 10
1.9-5	19 Nov 09	2.1-14	11 Mar 10	3.1-16	11 Mar 10
1.9-6	19 Nov 09	2.1-15	11 Mar 10	3.1-17	11 Mar 10
1.9-7	19 Nov 09	2.1-16	11 Mar 10	3.1-18	11 Mar 10
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1.9-9	19 Nov 09	2.1-18	11 Mar 10	*3.3-1	29 Jul 10
1.9-10	19 Nov 09	2.1-19	11 Mar 10	3.3-2	11 Mar 10
1.9-11	19 Nov 09	2.1-20	11 Mar 10	3.3-3	11 Mar 10
1.9-12	19 Nov 09	2.1-21	11 Mar 10	3.6-1	10 Dec 08
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1.9-15	19 Nov 09	2.1-24	11 Mar 10	4.1-2	11 Mar 10
1.9-16	19 Nov 09	2.1-25	11 Mar 10	4.1-3	11 Mar 10
1.9-17	11 Mar 10	2.1-26	11 Mar 10	4.1-4	11 Mar 10
1.10-1	10 Dec 08	2.1-27	11 Mar 10	4.1-5	11 Mar 10
1.11-1	10 Dec 08	2.1-28	11 Mar 10	4.1-6	11 Mar 10
1.11-2	11 Mar 10	2.1-29	11 Mar 10	4.1-7	11 Mar 10
1.12-1	10 Dec 08	*2.2-1	29 Jul 10	4.1-8	11 Mar 10
1.12-2	10 Dec 08	*2.2-2	29 Jul 10	4.1-9	11 Mar 10
1.12-3	10 Dec 08	*2.2-3	29 Jul 10	4.1-10	11 Mar 10
1.13-1	10 Dec 08	*2.2-4	29 Jul 10	4.1-11	11 Mar 10
1.14-1	10 Dec 08	*2.2-5	29 Jul 10	4.1-12	11 Mar 10
1.14-2	10 Dec 08	*2.2-6	29 Jul 10	4.2-1	10 Dec 08
1.14-3	10 Dec 08	*2.2-7	29 Jul 10	4.3-1	11 Mar 10
1.14-4	10 Dec 08	*2.2-8	29 Jul 10	4.3-2	11 Mar 10
1.14-5	10 Dec 08	*2.2-9	29 Jul 10	4.3-3	11 Mar 10
1.14-6	10 Dec 08	*2.2-10	29 Jul 10	*4.4-1	29 Jul 10
1.14-7	10 Dec 08	*2.2-11	29 Jul 10	*4.4-2	29 Jul 10
1.14-8	10 Dec 08	*2.2-12	29 Jul 10	**ENR 5**	
1.14-9	10 Dec 08	*2.2-13	29 Jul 10	5.1-1	10 Dec 08
1.14-8	10 Dec 08	**ENR 3**		5.1-2	10 Dec 08
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GEN 0.4 CHECKLIST OF AIP PAGES

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5.1-8	11 Mar 10
5.1-9	10 Dec 08
5.1-10	10 Dec 08
5.1-11	10 Dec 08
5.1-12	10 Dec 08
5.1-13	10 Dec 08
5.1-14	10 Dec 08
5.1-15	10 Dec 08
*5.1-16	29 Jul 10
5.1-17	10 Dec 08
5.2-1	10 Dec 08
5.3-1	10 Dec 08
5.4-1	10 Dec 08
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ENR 6	
6-1	10 Dec 08
PART 3 AERODROME (AD)	
AD 0	
0.6-1	10 Dec 08
*0.6-2	29 Jul 10
*0.6-3	29 Jul 10
*0.6-4	29 Jul 10
0.6-5	10 Dec 08
0.6-6	10 Dec 08
0.6-7	10 Dec 08
0.6-8	30 Jul 09
0.6-9	10 Dec 08
0.6-10	10 Dec 08
0.6-11	10 Dec 08
0.6-12	10 Dec 08
0.6-13	10 Dec 08
0.6-14	10 Dec 08
0.6-15	10 Dec 08
0.6-16	10 Dec 08
0.6-17	30 Jul 09
0.6-18	30 Jul 09
AD 1	
*1.1-1	29 Jul 10
1.1-2	10 Dec 08
1.1-3	10 Dec 08
*1.2-1	29 Jul 10
*1.3-1	29 Jul 10
1.3-2	10 Dec 08
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1.3-4	10 Dec 08
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1.3-6	10 Dec 08
1.3-7	10 Dec 08
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AD 2	
DON MUEANG / INTL	
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VTBD AD 2-2	11 Mar 10
VTBD AD 2-3	30 Jul 09
VTBD AD 2-4	10 Dec 08
VTBD AD 2-5	10 Dec 08
VTBD AD 2-6	30 Jul 09
VTBD AD 2-7	30 Jul 09
*VTBD AD 2-8	29 Jul 10
VTBD AD 2-9	30 Jul 09
VTBD AD 2-10	10 Dec 08
VTBD AD 2-11	30 Jul 09
VTBD AD 2-12	30 Jul 09
VTBD AD 2-13	10 Dec 08
VTBD AD 2-14	11 Mar 10
VTBD AD 2-15	11 Mar 10
*VTBD AD 2-16	29 Jul 10
*VTBD AD 2-17	29 Jul 10
*VTBD AD 2-18	29 Jul 10
*VTBD AD 2-19	29 Jul 10
*VTBD AD 2-20	29 Jul 10
*VTBD AD 2-21	29 Jul 10
*VTBD AD 2-22	29 Jul 10
*VTBD AD 2-23	29 Jul 10
*VTBD AD 2-25	29 Jul 10
*VTBD AD 2-27	29 Jul 10
*VTBD AD 2-29/Chart	29 Jul 10
*VTBD AD 2-31/Chart	29 Jul 10
*VTBD AD 2-33/Chart	29 Jul 10
*VTBD AD 2-35/Chart	29 Jul 10
*VTBD AD 2-37/Chart	29 Jul 10
*VTBD AD 2-39/Chart	29 Jul 10
*VTBD AD 2-41/Chart	29 Jul 10
*VTBD AD 2-43/Chart	29 Jul 10
*VTBD AD 2-45/Chart	29 Jul 10
*VTBD AD 2-46/Chart	29 Jul 10
*VTBD AD 2-47/Chart	29 Jul 10
*VTBD AD 2-48/Chart	29 Jul 10
*VTBD AD 2-49/Chart	29 Jul 10
*VTBD AD 2-50/Chart	29 Jul 10
*VTBD AD 2-51/Chart	29 Jul 10
*VTBD AD 2-52/Chart	29 Jul 10
CHING MAI / INTL	
VTCC AD 2-1	10 Dec 08
VTCC AD 2-2	10 Dec 08
*VTCC AD 2-3	29 Jul 10
VTCC AD 2-4	10 Dec 08
VTCC AD 2-5	10 Dec 08
VTCC AD 2-6	10 Dec 08
VTCC AD 2-7	10 Dec 08
VTCC AD 2-8	10 Dec 08
*VTCC AD 2-9	29 Jul 10
*VTCC AD 2-10	29 Jul 10
*VTCC AD 2-11	29 Jul 10
VTCC AD 2-12	10 Dec 08
VTCC AD 2-13	10 Dec 08
VTCC AD 2-14	11 Mar 10
VTCC AD 2-15	11 Mar 10
VTCC AD 2-16	30 Jul 09
VTCC AD 2-17	10 Dec 08
*VTCC AD 2-19	29 Jul 10
VTCC AD 2-21/Chart	10 Dec 08
VTCC AD 2-23/Chart	10 Dec 08
VTCC AD 2-25/Chart	10 Dec 08
VTCC AD 2-27/Chart	10 Dec 08
VTCC AD 2-29/Chart	10 Dec 08
VTCC AD 2-31/Chart	10 Dec 08
VTCC AD 2-32/Chart	10 Dec 08
VTCC AD 2-33/Chart	10 Dec 08
VTCC AD 2-34/Chart	10 Dec 08
VTCC AD 2-35/Chart	10 Dec 08
VTCC AD 2-36/Chart	10 Dec 08
VTCC AD 2-37/Chart	10 Dec 08
VTCC AD 2-39/Chart	10 Dec 08
VTCC AD 2-41/Chart	10 Dec 08
VTCC AD 2-42/Chart	10 Dec 08
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		VTSP AD 2-20	11 Mar 10	VTBS AD 2-26	10 Dec 08
		*VTSP AD 2-21	29 Jul 10	VTBS AD 2-27	10 Dec 08
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		VTSP AD 2-25/Chart	10 Dec 08	VTBS AD 2-29	10 Dec 08
MAE FAH LUANG-CHIANG RAI / INTL		VTSP AD 2-27/Chart	10 Dec 08	VTBS AD 2-30	10 Dec 08
*VTCT AD 2-1	29 Jul 10	VTSP AD 2-29/Chart	10 Dec 08	VTBS AD 2-31	10 Dec 08
VTCT AD 2-2	10 Dec 08	VTSP AD 2-31/Chart	10 Dec 08	VTBS AD 2-32	10 Dec 08
VTCT AD 2-3	10 Dec 08	VTSP AD 2-33/Chart	10 Dec 08	VTBS AD 2-33	10 Dec 08
VTCT AD 2-4	30 Jul 09	VTSP AD 2-34/Chart	10 Dec 08	VTBS AD 2-34	10 Dec 08
VTCT AD 2-5	10 Dec 08	VTSP AD 2-35/Chart	10 Dec 08	VTBS AD 2-35	10 Dec 08
VTCT AD 2-6	30 Jul 09	VTSP AD 2-37/Chart	10 Dec 08	VTBS AD 2-36	10 Dec 08
*VTCT AD 2-7	29 Jul 10	VTSP AD 2-38/Chart	10 Dec 08	VTBS AD 2-37	10 Dec 08
VTCT AD 2-8	10 Dec 08	VTSP AD 2-39/Chart	10 Dec 08	VTBS AD 2-38	10 Dec 08
VTCT AD 2-9	10 Dec 08	VTSP AD 2-40/Chart	10 Dec 08	VTBS AD 2-39	10 Dec 08
VTCT AD 2-11/Chart	10 Dec 08	VTSP AD 2-41/Chart	10 Dec 08	VTBS AD 2-40	10 Dec 08
VTCT AD 2-13/Chart	10 Dec 08	*VTSP AD 2-43/Chart	29 Jul 10	VTBS AD 2-41	10 Dec 08
VTCT AD 2-15/Chart	10 Dec 08	*VTSP AD 2-45/Chart	29 Jul 10	VTBS AD 2-42	10 Dec 08
VTCT AD 2-17/Chart	10 Dec 08	*VTSP AD 2-47	29 Jul 10	VTBS AD 2-43	10 Dec 08
VTCT AD 2-19/Chart	10 Dec 08			VTBS AD 2-44	10 Dec 08
VTCT AD 2-20/Chart	10 Dec 08			VTBS AD 2-45	10 Dec 08
VTCT AD 2-21/Chart	10 Dec 08			VTBS AD 2-46	10 Dec 08
VTCT AD 2-23/Chart	10 Dec 08			VTBS AD 2-47	10 Dec 08
VTCT AD 2-25/Chart	10 Dec 08	**SUVARNABHUMI / INTL**		VTBS AD 2-48	10 Dec 08
		VTBS AD 2-1	10 Dec 08	VTBS AD 2-49	10 Dec 08
		VTBS AD 2-2	10 Dec 08	VTBS AD 2-50	10 Dec 08
		VTBS AD 2-3	10 Dec 08	VTBS AD 2-51	10 Dec 08
		VTBS AD 2-4	10 Dec 08	VTBS AD 2-52	10 Dec 08
PHUKET / INTL		VTBS AD 2-5	10 Dec 08	VTBS AD 2-53	10 Dec 08
VTSP AD 2-1	10 Dec 08	VTBS AD 2-6	10 Dec 08	VTBS AD 2-54	10 Dec 08
*VTSP AD 2-2	29 Jul 10	VTBS AD 2-7	10 Dec 08	VTBS AD 2-55	10 Dec 08
*VTSP AD 2-3	29 Jul 10	VTBS AD 2-8	10 Dec 08	VTBS AD 2-56	10 Dec 08
VTSP AD 2-4	10 Dec 08	VTBS AD 2-9	10 Dec 08	VTBS AD 2-57	10 Dec 08
VTSP AD 2-5	10 Dec 08	VTBS AD 2-10	10 Dec 08	VTBS AD 2-58	10 Dec 08
VTSP AD 2-6	10 Dec 08	VTBS AD 2-11	10 Dec 08	VTBS AD 2-59	10 Dec 08
VTSP AD 2-7	10 Dec 08	VTBS AD 2-12	10 Dec 08	VTBS AD 2-60	10 Dec 08
VTSP AD 2-8	10 Dec 08	VTBS AD 2-13	10 Dec 08	VTBS AD 2-61	10 Dec 08
VTSP AD 2-9	10 Dec 08	VTBS AD 2-14	10 Dec 08	VTBS AD 2-62	10 Dec 08
VTSP AD 2-10	10 Dec 08	VTBS AD 2-15	10 Dec 08	VTBS AD 2-63	10 Dec 08
VTSP AD 2-11	10 Dec 08	VTBS AD 2-16	10 Dec 08	VTBS AD 2-64	10 Dec 08
*VTSP AD 2-12	29 Jul 10	VTBS AD 2-17	10 Dec 08	VTBS AD 2-65	10 Dec 08
*VTSP AD 2-13	29 Jul 10	VTBS AD 2-18	10 Dec 08	VTBS AD 2-66	10 Dec 08
*VTSP AD 2-14	29 Jul 10	*VTBS AD 2-19	29 Jul 10	VTBS AD 2-67	10 Dec 08
VTSP AD 2-15	10 Dec 08	VTBS AD 2-20	10 Dec 08	VTBS AD 2-68	10 Dec 08
VTSP AD 2-16	10 Dec 08	VTBS AD 2-21	11 Mar 10	VTBS AD 2-69	10 Dec 08
VTSP AD 2-17	11 Mar 10	VTBS AD 2-23	10 Dec 08	VTBS AD 2-70	10 Dec 08
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VTBS AD 2-74	10 Dec 08	VTBS AD 2-150	10 Dec 08	VTBU AD 2-12	10 Dec 08
VTBS AD 2-75	11 Mar 10	VTBS AD 2-151/Chart	10 Dec 08	*VTBU AD 2-13	29 Jul 10
VTBS AD 2-76	11 Mar 10	VTBS AD 2-152	10 Dec 08	VTBU AD 2-14	10 Dec 08
VTBS AD 2-77	11 Mar 10	VTBS AD 2-153/Chart	10 Dec 08	VTBU AD 2-15	10 Dec 08
VTBS AD 2-78	10 Dec 08	VTBS AD 2-154	10 Dec 08	VTBU AD 2-17/Chart	10 Dec 08
VTBS AD 2-79	10 Dec 08	VTBS AD 2-155/Chart	10 Dec 08	VTBU AD 2-19/Chart	10 Dec 08
VTBS AD 2-80	10 Dec 08	VTBS AD 2-156	10 Dec 08	VTBU AD 2-21/Chart	10 Dec 08
VTBS AD 2-81	10 Dec 08	VTBS AD 2-157	10 Dec 08	VTBU AD 2-23/Chart	10 Dec 08
VTBS AD 2-82	10 Dec 08	VTBS AD 2-159	10 Dec 08	VTBU AD 2-25/Chart	10 Dec 08
VTBS AD 2-83	10 Dec 08	VTBS AD 2-161/Chart	10 Dec 08	VTBU AD 2-26/Chart	10 Dec 08
VTBS AD 2-84	10 Dec 08	VTBS AD 2-162	10 Dec 08	VTBU AD 2-27/Chart	10 Dec 08
VTBS AD 2-85	11 Mar 10	VTBS AD 2-163/Chart	10 Dec 08		
VTBS AD 2-86	10 Dec 08	VTBS AD 2-164	10 Dec 08		
VTBS AD 2-87	10 Dec 08	VTBS AD 2-165/Chart	10 Dec 08		
VTBS AD 2-88	10 Dec 08	VTBS AD 2-166	10 Dec 08		
*VTBS AD 2-89	29 JUL 10	VTBS AD 2-167/Chart	10 Dec 08	**HAT YAI / INTL**	
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*VTBS AD 2-93	29 Jul 10	VTBS AD 2-169/Chart	10 Dec 08	*VTSS AD 2-2	29 Jul 10
VTBS AD 2-95/Chart	10 Dec 08	VTBS AD 2-170	10 Dec 08	*VTSS AD 2-3	29 Jul 10
VTBS AD 2-97/Chart	10 Dec 08	VTBS AD 2-171	10 Dec 08	VTSS AD 2-4	10 Dec 08
VTBS AD 2-99/Chart	10 Dec 08	VTBS AD 2-173	10 Dec 08	VTSS AD 2-5	10 Dec 08
VTBS AD 2-101/Chart	10 Dec 08	VTBS AD 2-175/Chart	11 Mar 10	VTSS AD 2-6	10 Dec 08
VTBS AD 2-103/Chart	10 Dec 08	VTBS AD 2-176	11 Mar 10	VTSS AD 2-7	10 Dec 08
VTBS AD 2-105/Chart	10 Dec 08	*VTBS AD 2-177/Chart	29 Jul 10	*VTSS AD 2-8	29 Jul 10
VTBS AD 2-107/Chart	10 Dec 08	*VTBS AD 2-178	29 Jul 10	VTSS AD 2-9	10 Dec 08
VTBS AD 2-109/Chart	10 Dec 08	*VTBS AD 2-179/Chart	29 Jul 10	VTSS AD 2-10	30 Jul 09
VTBS AD 2-111/Chart	10 Dec 08	*VTBS AD 2-181/Chart	29 Jul 10	VTSS AD 2-11	30 Jul 09
VTBS AD 2-113/Chart	10 Dec 08	VTBS AD 2-183/Chart	11 Mar 10	VTSS AD 2-13	10 Dec 08
VTBS AD 2-115/Chart	10 Dec 08	*VTBS AD 2-185/Chart	29 Jul 10	VTSS AD 2-15	19 Nov 09
VTBS AD 2-117/Chart	10 Dec 08	VTBS AD 2-187/Chart	11 Mar 10	VTSS AD 2-17/Chart	10 Dec 08
VTBS AD 2-119/Chart	10 Dec 08	VTBS AD 2-189/Chart	11 Mar 10	VTSS AD 2-19/Chart	10 Dec 08
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VTBS AD 2-123/Chart	10 Dec 08			VTSS AD 2-23/Chart	10 Dec 08
VTBS AD 2-125/Chart	10 Dec 08			VTSS AD 2-25/Chart	10 Dec 08
VTBS AD 2-127/Chart	10 Dec 08			VTSS AD 2-27/Chart	19 Nov 09
VTBS AD 2-129/Chart	10 Dec 08	**U-TAPAO PATTAYA / INTL**		VTSS AD 2-29/Chart	19 Nov 09
VTBS AD 2-131/Chart	10 Dec 08	*VTBU AD 2-1	29 Jul 10	VTSS AD 2-31/Chart	19 Nov 09
VTBS AD 2-133/Chart	10 Dec 08	VTBU AD 2-2	10 Dec 08	VTSS AD 2-33/Chart	19 Nov 09
VTBS AD 2-135	10 Dec 08	VTBU AD 2-3	10 Dec 08	VTSS AD 2-35/Chart	19 Nov 09
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GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREWS

1. Customs Requirements

1.1 Effective from 21 September 2004, all inbound passengers are not required to present completed form of customs declaration (Form 211). Nevertheless, they are still needed to proceed to customs green or red channels for customs inspection. Passenger who has nothing to declare, will be immediately released through the green channel, while passengers who has goods to declare, must proceed through the red channel for customs inspection.

1) For International Airport in Thailand, the dual-channel system for the clearance inwards of passengers and their baggage is introduced.
   a) One (green channels) with the words “NOTHING TO DECLARE” for passengers having with them no goods or only goods which can be admitted free of import duties and taxes and which are not subject to import prohibitions or restrictions.
   b) The other (red channels) with the words “GOODS TO DECLARE” for other passengers or the passengers is unsure whether or not goods are subject to a).

2) Passenger proceeding through the green channel may be subject to random search if the customs officer has reasonable suspicion.

3) The following goods accompanying passengers are duty free allowance :
   - 200 cigarettes of 250 grams of cigars and tobacco or altogether weighting not more than 250 grams at the maximum
   - 1 litre of alcholic liquor
   - Personal effects in reasonable quantity and of which value not exceeding 10,000 Baht
   - Used household effects on permanent change of domicile in reasonable amounts.

4) The following articles are restricted and prohibited to bring into Thailand :
   1. Narcotics and stimulated drugs;
   2. Armaments and dangerous objects;
   3. Obscene articles;
   4. Telecommunication equipments;
   5. Wild animals and plants;
   6. Any articles concerning Intellectual Property Right (IPR) violation
   7. Other prohibited and restricted goods according to laws and regulations of concerned government agencies.

5) Passenger with dutiable item and restricted articles which are not intended for use in Thailand must inform Customs and present the airplane ticket stating the destination to the third country. Those items shall be placed in Customs custody not more than 2 mounts. They can be reclaimed on the departure date while checking in by informing the airline staff and paying the storage fees at the customs office.

6) No limit of foreign currency and Thai currency to bring into Thailand. In case that passengers bring more than 20,000 $US, they might ask the customs officers at customs channels to issue the certified document to used as the evidence in bringing that amount of money into Thailand.

7) Any dutiable, prohibited and/or restricted articles found being brought through the Green Channel will be confiscated and the bearer may be subject to a fine equal to four times the duty-paid value of the goods or 10-year imprisonment, or both.

1.2 Baggage belonging to out-bound passenger will normally be released without interference of the Customs due to most of export items are exempted from Customs duty.

1) Currency
   a) Thai currency
      - Maximum 500,000 Baht can be taken out to Thailand’s bordered countries and Vietnam.
      - Maximum 50,000 Baht can be taken out to the other countries.
      - The export permit must be granted by authorized bank if the amount exceeding the above maximum.
   b) Foreign currency
      - No limit of foreign currency to take out of Thailand but in reasonable amount for the detail information, please ask the authorized banks or Bank of Thailand.
      - Bringing or taking an aggregate amount of foreign currency exceeding USD 20,000 or its equivalent out of or into the Kingdom of Thailand shall declare such amount of foreign currency to a Custom officer.
      - Failure to declare upon bringing foreign currency that exceeds the amount restricted by law or its equivalent out of or into the Kingdom of Thailand or making any false declaration to a Customs officer is a criminal offence.

2) The following articles are restricted and prohibited to take out of Thailand:
   1. Narcotics and stimulated drugs;
   2. Armaments and dangerous objects;
   3. Obscene articles;
   4. Wild animals and plants;
   5. Antique and artistic objects;
   6. Buddha images, idols and parts.
   7. Other restricted and prohibited goods according to laws and regulation of concerned government agencies.

3) Outbound passengers who want to apply for VAT. Refund must submit the completed form for vat. Refund application for tourist (pp. 10.) This form should be presented together with the purchased goods and the receipts to the Customs officers at the Customs Inspection offices at the departure hall before checking in the tickets at airline counters. After passengers proceeding at the immigration counters, they can claim the VAT refund at the revenue department's offices.

2. Immigrant Requirements

2.1 First Port of Arrival and First Port of Departure

2.1.1 First Port of Arrival

1) All passengers arriving into Thailand must clear immigration formalities at their first port of arrival.
2) Passengers transferring to C.I.Q. (Customs, Immigration, Quarantine) destinations, which currently are Suvarnabhumi, Chiang Mai, Mae Fah Luang-Chiang Rai, Krabi, Phuket and Samui, can have their luggage through-checked to the final destinations, and subsequently clear customs formalities for their checked-luggage at the respective destination airports.
3) However, customs inspection of carry-on luggage may take place at the first port of arrival.
4) In addition, health, animal and plant quarantine may also take place at the first port of arrival.
5) The aforementioned first port of arrival procedures are effective from the following dates :
   a. For passenger whose first port of arrival is Suvarnabhumi airport, from 1 April 2007 onwards,
   b. For passengers whose first port of arrival is any other C.I.Q. airport, from 28 October 2007 onwards.

2.1.2 First Port of Departure

1) Passengers who originate their flights at any of C.I.Q. (Customs, Immigration Quarantine) airports, which currently are Suvarnabhumi, Chiang Mai, Mae Fah Luang-Chiang Rai, Krabi, Phuket and Samui, and will connect to international flights leaving Thailand may have their luggage through-checked, then clear immigration, customs as well as health, animal and plant quarantine at the airport of origin, i.e. the first port of departure.
2) The aforementioned first port of departure procedures are currently in effect; they are included here only for the sake of completeness.

2.2 No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport and staying within transit lounge not exceeding 12 hours.

2.3 An alien who wishes to enter into Thailand must hold a valid passport and a visa, the latter being issued at Thai Embassy or Thai Consulate abroad, with the exception of certain types of aliens stated in items 2.3, 2.4 and 2.5

2.4 An alien may enter into Thailand for a period of up to 30 day without visa under following conditions:

2.4.1 Holding the nationality and passport or a travel document of the following countries:
Australia, Austria, Belgium, Brazil, Bahrain, Brunei Darussalam, Canada, Denmark, Finland, France, Germany, Greece, Hong Kong, Iceland, Indonesia, Ireland, Israel, Italy, Japan, Korea (South), Kuwait, Lao People's Democratic Republic, Luxembourg, Malaysia, Macao,Monaco, Mongolia, Netherlands, New Zealand, Norway, Oman, Peru, Philippines, Portugal, Qatar, Russia,Singapore, Spain, South Africa, Sweden, Switzerland, Turkey, United Arab Emirates, United Kingdom, United State of America, Vietnam,

2.4.2 Holding a diplomatic or an official passport of China, Hong Kong, Laos, Macao, Mongolia, Myanmar and Vietnam.

2.4.3 Holding a diplomatic passport of Cambodia.

2.4.4 Holding a diplomatic, special and service passports of Oman.

2.4.5 Holder of a passport of its equivalent document who enters and stays temporarily in the Kingdom for any international meetings or sports competition which are hosted by the Thai Government or approved by the Ministries, Department concerned.

2.5 An alien may enter into Thailand for a period of up to 90 days without visa under following conditions.

2.5.1 Holding a diplomatic or an official passport of the following countries:
Argentina, Austria, Belgium, Brazil, Bhutan, Chile, Costa Rica, Croatia, Czech & Slovak, Germany ,Hungary, India Israel, Italy, Japan, Korea (South), Luxembourg, Malaysia, Mexico, Nepal, Netherlands, Panama, Peru, Philippines, Poland, Romania, Russia, Singapore, South Africa, Switzerland, Tunisia, Turkey and Uruguay.

2.5.2 Holding a passport of Argentina, Brazil, Chile, Korea (South) and Peru.

2.5.3 Holding a diplomatic or service passports of Ukraine.

2.5.4 Holder of a passport or its equivalent document of Asia-Pacific Economic Cooperation (APEC) Economies holding APEC Business Travel Card (ABTC) who enters and stays temporarily in the Kingdom for any business not exceeding 90 days.

2.6 An alien holding the nationality of the following countries may enter into Thailand for a period of up to 15 days by asking a visa on arrival at Don Mueang, Suvarnabhumi, Chiang Mai, Mae Fah Luang-Chiang Rai, Phuket, Hat Yai, U-Tapao Pattaya, Krabi, Samui, Sukhothai and Surat Thani airports:
Bhutan, China and Taiwan, Czech Republic, Cyprus, Estonia, Hungary, India, Kazakhstan, Latvia, Liechtenstein, Lithunia, Maldives, Mauritius, Oman, Poland, Republic of Uzbekistan, Russia, Saudi Arabia, Slovakia, Slovenia and Ukraine

2.7 For embarking passengers, only passports or documents used in Lieu of passports and Embarkation Card are required to be submitted.

2.8 A flight crew member and a crew member who are on duty and retain their valid licenses or their certificates in their possession may enter into Thailand for a period of up to 30 days without a passport or visa.

3. Public Health Requirements

3.1 The requirement of possession the valid international certificates of vaccination or revaccination against yellow fever is necessary if the individual comes from infected area, except the direct transit passenger who remains in direct transit area of the airport.

3.2 In accordance with the immigration Act, Thailand B.E.2522, aliens which fall into any of the following categories are excluded from entering into the kingdom:

a. Mental or physical defects, having any of the diseases prescribed in the ministerial regulation of the following diseases: leprosy tuberculosis, filariasis in the stage of repulsive in appearance, tertiary stage of syphilis, drug addicts.

b. Having not yet been vaccinated or inoculated or undergone any other medical treatment for protection against quarantinable diseases during the declaration of the above mentioned diseases and having refused to have such vaccinations administered by the immigration Doctor.

3.3 On departure, health formalities are required in accordance with International Health Regulations (WHO)

4. Other

4.1 Instruction on the export of antiquities or Buddha Images from The Kingdom of Thailand

1) Buddha images, Bodhisattva images or related fragments a part of ancient Monuments and prehistoric objects, are forbidden to be taken out of the Kingdom, Newly cast complete Buddha Images can be exported for worship, cultural exchange or educational purposes with licenses issued by the Fine Arts Department. Not more than 5 pieces per person shall be allowed. (more information contact to 0 2628 5032)

2) Reproductions of antiquities can also exported with licenses.

3) Procedures to obtain a license for export of antiquities or Buddha images:
   1) The following documents should be produced together with the application form:
      a) Two copies (3x5 inches) of front view photograph of the object(s)
      b) A photocopy of the applicant's passport
      (in case of export of Buddha images the photocopy of passport must be certified as true copy by the respective Embassy or Consulate in Thailand.)
   2) Bring the object (s) and the documents to apply for a license at any of the following places:
      a) Office of Archaeology and National Museums, 81/1 Si Ayutthaya Road, Theves, Dusit, Bangkok, Tel: 0 2628 5032
      b) Chiang Mai National Museum, Superhighway Rod, Amphoe Muang, Chiang Mai, Tel: (053) 221-308
      c) Songkhla National Museum, 12/1 Jana Road, Tambon Bohyang, Amphoe Muang, Songhla, Tel: (074) 331-728, 311-881

d) Thalang National Museum, Tambon Si Sunthorn, Amphoe Thalang, Phuket.
Tel: (076) 311-426

3) Please allow 4 working days for license issuing process.

4.2 Limitation of gel, aerosol and liquid

Thailand will implement the new security measures on the carriage of liquids, gels, aerosols and the like in hand baggage on board scheduled, non-scheduled and private flights both domestic and international from Thailand as of 1 June 2007 as follows:

1. All liquids, gels, aerosols and the like must be carried in containers with a capacity not greater than 100 millilitres each (or equivalent in other volumetric measurements). Liquids etc. carried in containers with a capacity of more than 100 millilitres will not be accepted, even if the container is only partially filled;

2. Containers must be placed in a transparent re-sealable plastic bag with a maximum capacity not exceeding 1 litre. The containers must fit comfortably within the transparent plastic bag, which must be completely closed;

3. The transparent plastic bag is to be presented for screening at the security screening point by separating it from other hand baggage such as coats and laptop computers.

4. Each passenger is permitted to carry only one such bag.

5. Reasonable amount of medicines and baby milk/foods are exempted from the requirements stated in items 1, 2 and 3 but they are to be presented for screening at the security screening point.

6. All liquids, gels, aerosols and the like bought from the duty-free shops at the airport or on board aircraft are exempted from the requirements stated in items 1, 2 and 3 but they must be packed in a transparent sealed plastic bag without reopening sign after buying. Also, the receipt shall be clearly displayed and the date of purchase shall coincide with the day of travel of normal, transit or transfer passengers.

For the passengers'benefit before shopping in duty-free shops at the airports, please check the information with the shops or the airlines for the regulations on the carriage of liquids, gels, aerosols and the like which are practised at the airport of your destination, transit and transfer.

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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, (11th edition)

Chapter 11

11.4 The basic sheet size is 210 x 297 mm (A4)

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

GEN 2. TABLE AND CODES
GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

2.1.1 Units of measurement

QUANTITY	UNIT OF MEASUREMENT
-Distance used in navigation, position reporting, etc.-generally in excess of 2 to 3 nautical miles	-KILOMETRES or NAUTICAL MILES
-Relatively short distances such as those relating to aerodrome (e.g. runway lengths)	-METRES
-Altitudes, elevations and heights	-METRES or FEET
-Horizontal speed, including wind speed	-KILOMETRES PER HOUR or KNOTS
-Vertical speed	-METRES PER SECOND or FEET PER MINUTE
-Wind direction for landing and take-off	-DEGREES MAGNETIC
-Wind direction except for landing and take-off	-DEGREES TRUE
-Visibility	-KILOMETRES
-Runway visual range	-METRES
-Altimeter setting	-HECTOPASCALS (MILLIBARS)
-Temperature	-DEGREES CELSIUS
-Mass (Weight)	-KILOGRAMES or METRIC TON
-Time	-HOURS AND MINUTES, THE DAY OF 24 HOURS BEGINNING AT MIDNIGHT (UTC)
Visibility of less than 5 km may be given In metres.	

2.1.2 Time system

Co-ordinated Universal Time (UTC) is used in the air traffic and communication services and in documents published by the Aeronautical Information Services. When reporting time, the nearest full minute is used, e.g., 12 hr 40 min 40 sec is reported as 1241. Time checks to aircraft are accurate within 30 sec.

2.1.3 Geodetic reference datum

2.1.3.1 Name/designation of datum

All published geographical coordinates indicating latitude and longitude are expressed in terms of local datum; except the coordinates which have been transformed into the World Geodetic System - 1984 (WGS - 84) are indicated by remarks.

2.1.3.2 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Services, i.e. the entire territory of Thailand as well as the airspace over the high seas encompassed by the Bangkok Flight Information Region in accordance with the regional air navigation agreement.

2.1.4 Aircraft nationality and registration marks

The nationality mark for aircraft registered in Thailand consists of the letters HS. The nationality mark is followed by a Hyphen and a registration mark consisting of 3 letters, e.g., HS-TDD.

2.1.5 Public holidays

Name	Date		
H.M. The Queen's Birthday	12	August	2010
Substitution for H.M. The Queen's Birthday	13	August	2010
Substitution for King Chulalongkorn Memorial Day	25	October	2010
Substitution for H.M. The King's Birthday	6	December	2010
Constitution Day	10	December	2010
New Year's Eve	31	December	2010
Substitution for New Year's Day	3	January	2011
Makha Bucha Day	18	February	2011
Chakri Memorial Day	6	April	2011
Songkran Festival	13-15	April	2011
Coronation Day	5	May	2011
Royal Ploughing Ceremony Day	9	May	2011
Wisakha Bucha Day	17	May	2011
Asarnha Bucha Day	15	July	2011
Buddhist Lent Day	16	July	2011

GEN 2.4 LOCATION INDICATORS

The location indicators marked with and asterisk (*) cannot be used in the address component of AFS messages.

1. ENCODE		2. DECODE	
Location	**Indicator**	**Indicator**	**Location**
Bangkok (ACC / FIC / COM Centre)	VTBB	VTBA	Bangkok (Department of Civil Aviation)
Bangkok (Department of Civil Aviation)	VTBA	VTBB	Bangkok (ACC / FIC / COM Centre)
Bangkok / Don Mueang Intl Airport	VTBD	VTBC	Chanthaburi
Bangkok / Suvarnabhumi Intl Airport	VTBS	VTBD	Bangkok / Don Mueang Intl Airport
Buri Ram	VTUO	VTBE	Saraburi
Chanthaburi	VTBC	VTBF	Chon Buri / Pattaya
Chiang Mai / Chiang Mai Intl Airport	VTCC	VTBH	Lop Buri / Sapran Nak
Chiang Rai / Mae Fah Luang-Chiang Rai Intl Airport	VTCT	VTBI	Prachin Buri
Chiang Rai / Rob Wiang	VTCR	VTBK	Nakhon Pathom / Kamphaeng Saen
Chon Buri / Bang Phra	VTBT	VTBL	Lop Buri / Khok Kathiam
Chon Buri / Pattaya	VTBF	VTBM	Phetchaburi / Maruk
Chumphon / Tab Gai	VTSE	VTBO	Trat / Khao Sming
Khon Kaen	VTUK	VTBP	Prachuap Khiri Khan
Krabi	VTSG	VTBS	Bangkok / Suvarnabhumi Intl Airport
Krabi / Phi Phi	VTSI	VTBT	Chon Buri / Bang Phra
Lampang	VTCL	VTBU	Rayong / U-Tapao Pattaya Intl Airport
Lamphun	VTCO	VTBV	Trat
Lamphun / Ban-Thi	VTCM	VTBW	Prachin Buri / Watthana Nakhon
Lamphun / Mae Hat Noi	VTCY*	VTBX	Phra Nakhon Si Ayutthaya / BangPa-in
Loei	VTUL	VTBY	Phra Nakhon Si Ayutthaya / Uthai
Lop Buri / Khok Kathiam	VTBL	VTBZ	Lop Buri / Nikom Sang Ton Eng
Lop Buri / Nikhom Sang Ton Eng	VTBZ	VTCC	Chiang Mai / Chiang Mai Intl Airport
Lop Buri / Sapran Nak	VTBH	VTCH	Mae Hong Son
Mae Hong Son	VTCH	VTCL	Lampang
Nakhon Pathom / Kamphaeng Saen	VTBK	VTCM	Lamphun / Ban-Thi
Nakhon Phanom	VTUW	VTCN	Nan
Nakhon Ratchasima	VTUQ	VTCO	Lamphun
Nakhon Ratchasima / Khorat	VTUN	VTCP	Phrae
Nakhon Ratchasima / Pak Chong	VTUP	VTCR	Chiang Rai / Rob Wiang
Nakhon Sawan	VTPN	VTCT	Chiang Rai / Mae Fah Luang-Chiang Rai Intl Airport
Nakhon Sawan / Takhli	VTPI	VTCY	Lamphun / Mae Hat Noi
Nakhon Si Thammarat	VTSF	VTPB	Phetchabun
Nakhon Si Thammarat / Cha-Ian	VTSN	VTPH	Prachuap Khiri Khan / Hua Hin
Nan	VTCN	VTPI	Nakhon Sawan / Takhli
Narathiwat	VTSC	VTPL*	Phetchabun / Lom Sak

GEN 2.4 LOCATION INDICATORS

The location indicators marked with and asterisk (*) cannot be used in the address component of AFS messages.

1. ENCODE		2. DECODE	
Location	**Indicator**	**Indicator**	**Location**
Pattani	VTSK	VTPM	Tak / Mae Sot
Phetchabun	VTPB	VTPN	Nakhon Sawan
Phetchabun / Lom Sak	VTPL*	VTPO	Sukhothai
Phetchaburi / Maruk	VTBM	VTPP	Phitsanulok
Phitsanulok	VTPP	VTPR	Ratchaburi / Photharam
Phra Nakhon Si Ayutthaya / bang Pa-in	VTBX	VTPT	Tak
Phra Naknon Si Ayutthaya / Uthai	VTBY	VTPY	Tak / Khuan Phumiphon
Phrae	VTCP	VTSA	Satun
Phuket / Phuket Intl Airport	VTSP	VTSB	Surat Thani
Prachin Buri	VTBI	VTSC	Narathiwat
Prachin Buri / Watthana Nakhon	VTBW	VTSE	Chumphon/Tab Gai
Prachuap Khiri Khan	VTBP	VTSF	Nakhon Si Thammarat
Prachuap Khiri Khan / Hua Hin	VTPH	VTSG	Krabi
Ranong	VTSR	VTSH	Songkhla
Ratchaburi / Photharam	VTPR	VTSI	Krabi / Phi Phi
Rayong / U-Tapao Pattaya Intl Airport	VTBU	VTSK	Pattani
Roi Et	VTUV	VTSM	Surat Thani / Samui
Roi Et / Rob Muang	VTUR	VTSN	Nakhon Si Tammarat / Cha-Ian
Sakon Nakhon / Ban Khai	VTUI	VTSP	Phuket / Phuket Intl Airport
Saraburi	VTBE	VTSR	Ranong
Satun	VTSA	VTSS	Songkhla / Hat Yai Intl Airport
Songkhla	VTSH	VTST	Trang
Songkhla / Hat Yai Intl Airport	VTSS	VTUD	Udon Thani
Sukhothai	VTPO	VTUI	Sakon Nakhon / Ban Khai
Surat Thani	VTSB	VTUJ	Surin
Surat Thani / Samui	VTSM	VTUK	Khon Kaen
Surin	VTUJ	VTUL	Loei
Tak	VTPT	VTUN	Nakhon Ratchasima / Khorat
Tak / Mae Sot	VTPM	VTUO	Buri Ram
Tak / Khuan Phumiphon	VTPY	VTUP	Nakhon Ratchasima / Pak Chong
Trang	VTST	VTUQ	Nakhon Ratchasima
Trat	VTBV	VTUR	Roi Et / Rob Muang
Trat / Khao Sming	VTBO	VTUU	Ubon Ratchathani
Ubon Ratchathani	VTUU	VTUV	Roi Et
Udon Thani	VTUD	VTUW	Nakhon Phanom

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

3.1.1 Responsible service

3.1.1.1 AIS Headquarters

The Aeronautical Information Services Headquarters Thailand forms part of the Airport Standards and Air Navigation Facilitating Division of the Department of Civil Aviation:

Postal Address:	Aeronautical Information Services Department of Civil Aviation Ngamdu-plee, Tung Mahamek Bangkok 10120 Thailand
Aeronautical Telegraphic Address:	VTBAYOYX
Telephone Number:	(662) 286 0922
Fax:	(662) 287 4060
E-mail:	aisthai@aviation.go.th

3.1.1.2 International NOTAM Office (NOF)

The International NOTAM Office is operated by Aeronautical Radio of Thailand (AEROTHAI) Ltd., and maintains close liaison with the Aeronautical Information Services Headquarters. The International NOTAM Office is located at Don Mueang International Airport:

Postal Address:	International NOTAM Office Aeronautical Informational Services Centre, Aeronautical Radio of Thailand Ltd. P.O.Box 34 Don Mueang Bangkok 10211 Thailand
Aeronautical Telegraphic Address:	VTBDYNYX
Telephone Number:	(662) 2859832, 2859833, 5351231 and 5351343
Fax:	(662) 2859793 and 5351879
E-mail:	aisserv@aerothai.co.th

The service is provided in accordance with the provision contained in ICAO Annex 15-Aeronautical Information Services. All AIS material not handled over the AFTN e.q.AIP, AIP Supplement, AIC etc., should however, be addressed to the address given in paragraph 1.2 above.

3.1.2 Area of responsibility

3.1.2.1 The Aeronautical Information Services Headquarters is responsible for the collection and dissemination of information for the whole of Thailand and for the airspace over the sea under the jurisdiction of Thailand for air traffic control purpose.

3.1.2.2 The International NOTAM Office is responsible for the collection and dissemination of NOTAM including its monthly summary in plain language.

3.1.3 Aeronautical publications

The aeronautical information is provided in the form of the integrated Aeronautical Information Package consisting of the following elements:

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC); and
- Checklists and summaries.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while the PIB are made available at aerodrome AIS units. All other elements of the package are distributed by mail.

3.1.3.1 Aeronautical Information Publication (AIP)

The AIP, issued in one volume, is the basic aeronautical Information document published for Thailand, and contains information of a lasting character essential to air navigation. It is available in English only and is maintained up to date by an amendment service consisting of reprinted pages and, in the case of minor amendments, manuscript corrections.

3.1.3.2 Amendment service to the AIP (AIP AMDT)

Amendment to the AIP is made by means of replacement sheets. One type of AIP AMDT are produced:

- regular AIP Amendment (AIP AMDT) issued in accordance with the established regular interval (see GEN 0.1-2 par 3.2) incorporates permanent changes into the AIP on the indicated publication date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left margin (or immediately to the left) of the change / addition. A check list of AIP pages containing page number/ chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

3.1.3.3 Supplement to the AIP (AIP Sup)

Temporary changes of long duration (3 months or longer) and information of operational significance containing comprehensive text and / or graphics are published as AIP Supplement. Each AIP Supplement is assigned a serial number, a new series being established for each calendar year. A checklist of AIP Supplement in force is issued every month through the Printed plan language summary of NOTAM.

AIP Supplement is issued in two series as follows:-

Series A - Containing information concerning facilities, services and procedures of interest to international civil aviation, and given general international distribution;

Series B - Containing information of concern only to aircraft other than those engaged in international civil aviation, and given national distribution only.

3.1.3.4 NOTAM and Pre-flight Information

Bulletins (PIB)

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the signification/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Bangkok FIR and are distributed in two series identified by the letters A and C

Series A - NOTAM containing information on Thailand International Airports and ATS routes according to circumstances. Distribution: States

Series C - NOTAM containing information on Thailand International Airports, domestic airports and ATS routes according to circumstances. Distribution: Domestic

Each NOTAM is assigned a serial number preceded by the appropriate letter indicating the series. The serial numbers start with NR 0001 at 0000 UTC on 1 January every year. A checklist of NOTAM currently in force is issued every month over the AFTN, and in addition, a printed plain language summary of their substance is sent by airmail to those who had originally received the NOTAM over the AFTN, as well as to others on request.

NOTAM are published as and when necessary to disseminate information of direct Operational significance which:-

1) is of an ephemeral nature;
2) requires advance distribution; or
3) is appropriate to the AIP but immediate dissemination is required.

Each NOTAM is given a serial number, a new series being established for each calendar year. A checklist of NOTAM currently in force is issued at the beginning of each month.

NOTAM are exchanged between Bangkok NOF and other NOTAM Offices as follows:

SENT TO NOF		
SERIES A		SERIES C
Addis Ababa	Kathmandu	Domestic
Amman	Kuwait	
Amsterdam	Kuala Lumpur	
Ankara	London	
Athens	Madras	
Auckland	Maldives	
Baghdad	Moscow	
Bahrain	Muscat	
Beijing	Nairobi	
Bombay]	Nicosia	
Brunei	Ottawa	
Bucharest	Paris	
Calcutta	Rome	
Cairo	Seoul	
Colombo	Seychelles	
Copenhagen	Singapore	
Dacca	Stockholm	
Damuscus	Sydney	
Delhi	Taipei	
Dubai	Tehran	
Frankfurt	Tokyo	
Helsinki	Vienna	
Hanoi	Vientiane	
Hong Kong	Warsaw	
Jaddah	Washington	
Jakarta	Yangon	
Karachi	Zurich	

3.1.3.5 Aeronautical Information Circulars (AIC)

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory of advisory nature concerning technical, legislative or purely administrative matters.

3.1.3.6 Checklist and summary of NOTAM

A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed summary of NOTAM distributed by mail to all recipients of the integrated Aeronautical Information Package. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

Sale of publications

All publication of the Aeronautical Information Services are available from the AIS Headquarters. Publications of the Aeronautical Information Services are available as indicated below:-

Publication	Price*	
	Local (Thai Baht)	Overseas (US $)
AIP Thailand (CD-ROM)	1,000	43

* The postage has already been included.

3.1.4 AIRAC System

3.1.4.1 In order to control and regulate the flow of changes relating to amendments to charts, route-manuals etc., such changes, will be issued at predetermined dates, according to the AIRAC SYSTEM, and published as and AIRAC AIP Sup.

3.1.4.2 The table below indicates AIRAC effective dates for coming years. AIRAC will be issued so that information will be received not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date a trigger NOTAM will be issued giving a brief description of the content of the supplement, the effective date and the reference number of the AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB until the new checklist/ summary is issued.

Schedule of AIRAC effective dates.

2009	2010
15 JAN	14 JAN
12 FEB	11 FEB
12 MAR	11 MAR
9 APR	8 APR
7 MAY	6 MAY
4 JUN	3 JUN
2 JUL	1 JUL
30 JUL	29 JUL
27 AUG	26 AUG
24 SEP	23 SEP
22 OCT	21 OCT
19 NOV	18 NOV
17 DEC	16 DEC

3.1.5 Pre – flight Information Service at Aerodromes

3.1.5.1 A pre-flight information service unit is available at each of the following listed aerodrome, with the coverage indicated.

Aerodrome	Briefing coverage
BANGKOK/Bangkok International Airport	Bangkok, Bombay Calcutta, Delhi, Jakarta, Hong Kong, Karachi, Manila, Yangon, Singapore and Malaysia FIRs.
BANGKOK /Suvarnabhumi International Airport	Bangkok, Bombay Calcutta, Delhi, Jakarta, Hong Kong, Karachi, Manila, Yangon, Singapore and Malaysia FIRs.
CHIANG MAI/Chiang Mai International Airport	Bangkok, Hong Kong, Singapore and Malaysia FIRs.
CHIANG RAI/Mae Fah Luang-Chiang Rai International Airport	Bangkok, Hong Kong, Singapore and Malaysia FIRs.
PHUKET/Phuket International Airport	Bangkok, Hong Kong, Singapore and Malaysia FIRs.
RAYONG/U – Taphao Pattaya International Airport	Bangkok, Bombay, Calcutta, Delhi, Jakarta, Hong Kong, Karachi, Manila, Yangon, Singapore and Malaysia FIRs.
SONGKHLA/Hat Yai International Airport	Bangkok, Hong Kong, Singapore and Malaysia FIRs.

3.1.5.2 Post-flight information forms, for annotation by aircrews of information concerning the state and operation of air navigation facilities, are available at the information service unit at the aerodromes mentioned above.

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GEN 3.5 METEOROLOGICAL SERVICES

3.5.1 Responsible services

The meteorological services for civil aviation are provided by the Meteorological Department of the Ministry of Transport:

Meteorological Department
4353 Sukhumvit Road
Bangkok 10260
Thailand.

Telephone number:	(662) 399 4566-75
Telefax number:	(662) 399 4597-8
Telex number:	Nil
AFS address:	METEOROLOGICAL DEPT. BANGKOK (Commercial)

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 3 – Meteorological Service for International Air Navigation
Doc 7030 – Regional Supplementary Procedures

Differences to these provisions are detailed in subsection GEN 1.7.

3.5.2 Area of responsibility

Meteorological services are provided within Bangkok FIR.

3.5.3 Meteorological observations and reports

Table GEN 3.5.3 Meteorological observations and reports

Name of Station / Location indicator	*Type & frequency of observation/ automatic observation equipment*	*Type of MET report & Supplementary Information included*	*Observation System & Site (s)*	*Hours of operation*	*Climatological information*
1	2	3	4	5	6
Bangkok / DON MUEANG International VTBD	Half hourly plus special observations	METAR, SPECI TREND	Complete observation station 300 m from THR 21R and THR 03L included with one RVR EQPT at the middle of RWY 21R/03L Doppler SODAR is located in the base station 300 m W of THR 21R	H24	Climatological table AVBL
CHIANGMAI / International VTCC	Half hourly plus special observations	METAR, SPECI TREND	Complete observation station 300 m from THR 18 and THR 36 except RVR EQPT and ceilometer is located at 300 m from THR 36 only	H24	NIL
CHIANGRAI / MAE FAH LUANG-CHIANG RAI International VTCT	Hourly plus special observations	METAR, SPECI Suppl : NIL	Complete observation station 300 m from THR 03	0700-1900	NIL
PHUKET / International VTSP	Half hourly plus special observations	METAR, SPECI TREND	Complete observation station 300 m from THR 09 and THR 27	H24	NIL
RAYONG / U-TAPAO PATTAYA International VTBU	Half hourly plus special observations	METAR, SPECI TREND	Complete observation station 300 m from THR 16. Ceilometer is not included.	H24	NIL
SONGKHLA / HAT YAI International VTSS	Half hourly plus special observations	METAR, SPECI TREND	Complete observation station 300 m from THR 08 and THR 26	H24	NIL
UBON / International VTUU	Half hourly plus special observations	METAR, SPECI TREND	Complete observation station 300 m from THR 23	H24	NIL

3.5.4 Types of services

Personal briefing and consultation for flight crew members are provided for all international aerodromes.

3.5.4.1 The Meteorological Office and Meteorological Watch Office at Bangkok International Airport operate throughout 24 hours and provide the following services for civil aviation:

a) Full meteorological documentation for current operational planning for all flights operating out of Bangkok International Airport, whenever possible the pilot-in-command or his representative is given personal briefing by a forecaster at the Meteorological Office, otherwise briefing may be carried out by telephone;

b) Area meteorological watch over Bangkok FIR with the supply of meteorological information including SIGMET information to aircraft in flight through the Bangkok ATS radio channels;

c) Continuous VOLMET broadcasts of aviation weather reports and SIGMET information are also included in HF/SSB broadcasts for Bangkok / International Airport, Rangoon / Mingaladon International Airport, Kuala Lumpur / International Airport, Dhaka / International Airport, Chiang Mai / International Airport, U-Tapao Pattaya / International Airport and Phuket / International Airport; and

d) Meteorological informational for Air Traffic Service.

3.5.4.2 The Meteorological Office at Chiang Mai International Airport (VTCC-48327), Rayong / U-Tapao Pattaya International Airport (VTBU-48477), Songkhla / Hat Yai International Airport (VTSS-48569), Phuket International Airport (VTSP-48565), and Ubon Ratchathani Airport (VTUU-48407) operate throughout 24 hours and provide the following services for civil aviation:

a) Meteorological documentation for current operational planning for all flights operating out of the international airports, whenever possible the pilot-in-command or his representative is given personal briefing by a forecaster at the Meteorological Watch Office, otherwise briefing may be carried out by telephone;

b) Meteorological information including SIGMET information to aircraft in flight through the ATS radio channels; and

c) Meteorological information for Air Traffic Services.

3.5.4.3 Details of documentation supplied for each flight are determined by agreement between operator and meteorological office. In general, the pilot-in-command is provided with documentation comprising forecasts for take-off, climb and descent (ICAO model H), appropriate aerodrome forecasts in TAF code form (ICAO model A2), one fixed-time prognostic significant weather chart (ICAO model SWH/SWL) together with a selection of up to two of the following streamline/isotach/spot temperature charts (ICAO model IS):

A prognostic 850 hPa chart as necessary
A prognostic 700 hPa chart and/or
A prognostic 500 hPa chart and/or
A prognostic 300 hPa chart and/or
A prognostic 200 hPa chart and/or
A prognostic 100 hPa chart as necessary

3.5.4.4 Routine aerodrome forecasts received from other meteorological offices are normally included in meteorological documentation without modification. When a required aerodrome forecast is not received, a provisional forecast may be issued by the meteorological office providing the documentation.

3.5.5 Notification required from operators

Notification from operators in respect of briefing, consultation, flight documentation and other meteorological information needed by them is normally required (reference ICAO Annex 3,2.3). Such notification should be received as prior as possible and at least 1 hour before the expected time of departure for non-scheduled flight would be required at Bangkok Meteorological office.

3.5.6 Aircraft reports

Pursuant to ICAO Annex 3, 5.3.1 the making and transmission of aircraft reports (AIREP) are required at the following ATS reporting points:

ATS ROUTE	AIRCRAFT ATS / MET REPORTING POINTS IN THE BANGKOK FIR
ALFA 1	BUTRA
ALFA 464	REGOS
GOLF 463	BETNO
GOLF 473	MAKAS
ROMEO 588	KAKET

The ATS/MET reporting points in respect of routes crossing FIR are indicated on page GEN 3.5-5

3.5.7 VOLMET service

Table GEN 3.5.7 VOLMET Service

Name of station	*CALL SIGN Identification (EM)*	*Frequency*	*Broadcast period*	*Hours Of service*	*Aerodromes / Heliports included*	*Content & format of REP and FCST & Remarks*
1	2	3	4	5	6	7
Bangkok	Bangkok RADIO J3E	11387 kHz 6676 kHz 2956 kHz	H+10 to H+15 and H+40 to H+45	2310 – 1145 Z. H24 1210 - 2245 Z.	BANGKOK YANGON /MINGALADON HANOI/NOIBAI HO CHI MINH PHNOM PENH VIENTIANE U-TAPAO PATTAYA CHIANG MAI PHUKET SONGKHLA/HAT YAI BANGKOK	SIGMET (as available) METAR, SPECI with trend METAR, SPECI with trend METAR, SPECI with trend METAR, SPECI with trend METAR, SPECI with trend METAR, SPECI with trend METAR, SPECI with trend METAR, SPECI with trend METAR, SPECI with trend METAR, SPECI with trend TAFOR (valid for 9 hrs)

GEN 4. CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME CHARGES

4.1.1 General

The charges set out hereunder are collected in accordance with the Air Navigation Act.B.E. 2497 including the amendments concerned.

4.1.2 Landing charges

Landing rates is based daily on maximum permissible take-off weight of the aircraft as specified in its Flight Manual as follows:

4.1.2.1 Rates for airports of Department of Civil Aviation are as follows :

a) First 50 metric tons: not exceeding 85 Baht per metric ton;
b) Over 50 to 100 metric tons: the charge for (a) plus not exceeding 95 Baht for every metric ton in excess of 50 metric tons; and
c) Over 100 metric tons: the charge for (a) and (b) plus not exceeding 105 Baht for every metric ton in excess of 100 metric tons;

4.1.2.2 Rates for International Airport of Suvarnabhumi, Don Mueang, Chiang Mai, Mae Fah Luang-Chiang Rai, Hat Yai, and Phuket are as follows:

a) First 10 metric tons: not exceeding 1,150 Baht;
b) Over 10 up to 50 metric tons: the charge for (a) plus not exceeding 135 Baht for every metric ton excess of 10 metric tons;
c) Over 50 up to 100 metric tons: the charge for (a) and (b) plus not exceeding 155 Baht for every metric ton in excess of 50 metric tons; and
d) Over 100 metric tons: the charge for (a) and (b) and (c) plus not exceeding 175 Baht for every metric ton in excess of 100 metric tons.

4.1.2.3 At Samui airport, Sukhothai airport and Trat airport, rate will be charged not exceeding 100 Baht per metric ton.

4.1.2.4 At Khok Kathiam (Lop Buri), Khorat, Takhli (Nakhon Sawan), U-Tapao Pattaya, and Prachuab Khiri Khan airports, the charges are not exceeding the rates for aerodromes in 2.1.

4.1.2.5 At Cha-Ian (Nakhon Si Thammarat), Nakhon Sawan, and Songkhla airports, the charges are not exceeding 50% of the rates for aerodromes in 2.1.

4.1.2.6 Other aerodromes not mentioned above and all temporary areas for take-off and landing of aircraft, the charges are not exceeding 25% of the rates for aerodromes in 2.1.

Any fraction of a metric ton (1 000 Kilograms) is counted as a full metric ton.

Reductions

(a) Landing rates for domestic flights at aerodromes in 2.3, 2.4, 2.5, 2.6, the charges are not exceeding 50%;
(b) Landing at U-Tapao Pattaya exporting of Thai fruits, the charges are not exceeding 50% of the rates for aerodromes in 2.4; and
(c) If a landing is made in conjunction with the seasonal festival or for flight training at aerodromes in 2.1, 2.3, 2.4, 2.5, 2.6 the charges are not exceeding 50%.

Exemptions

(a) Foreign military aircraft;
(b) Foreign government-owned aircraft or aircraft wholly chartered by foreign government in use of carrying heads of their states, guests of their Majesties the King and the Queen of the Kingdom of Thailand or guests of Thai Government to and from the Kingdom of Thailand
(c) Aircraft used in International Red Cross services;
(d) Aircraft registered on behalf of State; and
(e) Aircraft with the permission of the Minister of Transport.

4.1.3 Passenger service charges

4.1.3.1 Passengers departing from any airports for foreign destination will be charged as follows:

4.1.3.1.1 Suvarnabhumi, Don Mueang, Chiang Mai, Mae Fah Lung-Chiang Rai, Hat Yai, and Phuket airports: not exceeding 700 Baht

4.1.3.1.2 Samui and Sukhothai airports: not exceeding 500 Baht; and

4.1.3.1.3 Other airports: not exceeding 400 Baht.

4.1.3.2 Passengers departing from domestic destination airports will be charged as follows:

4.1.3.2.1 Samui and Sukhothai airports: not exceeding 400 Baht;

4.1.3.2.2 Trat airport: not exceeding 200 Baht;

4.1.3.2.3 Suvarnabhumi, Don Mueang, Chiang Mai, Mae Fah Lung-Chiang Rai, Hat Yai, and Phuket airports: not exceeding 100 Baht; and

4.1.3.2.4 Airports of Department of Civil Aviation and other airports: not exceeding 50 Baht.

Payment

The owner or possessor of aircraft or his agent is authorized to collect the passenger service charge from passengers boarding his aircraft, if neither of them are in the Kingdom of Thailand, pilot-in-command or an officer appointed by the Minister of Transport is authorized to collect the charge. The collected charge must be handed over to Airport Manager, together with the boarding passenger list certified by an immigration officer, within 7 days of departure except the charge collected by pilot-in-command must be handed over to Airport Manager before departure. The one who fails to comply with the above mentioned regulations shall be punished by fine three times of the collected charge.

Exemptions

(a) Their Majesties the King and the Queen, all the members of the Royal family and their entourage;
(b) His Holiness the Patriarch and his entourage;
(c) Heads of foreign States and their entourage;
(d) The guests of their Majesties the King and the Queen and their entourage;
(e) Government guests and their entourage;
(f) Children two years of age and under;
(g) Passengers in Thai or foreign government-owned aircraft or in the aircraft chartered wholly by Thai or foreign government with evidence showing that it is in government service;
(h) For international flight, transit passengers who do not leave transit area or who have to leave transit area for relaxation because of the delay of flight schedule. For domestic flight, transit passengers who stay within 6 hours or have to stay longer than 6 hours because of the delay of flight schedule; and
(i) Passengers with the permission of the Minister of Transport.

4.1.4 Storage charges

4.1.4.1 **Parking Rates**

Parking rates is based daily on maximum permissible take-off weight of the aircraft as specified in its Flight Manual as follows:

4.1.4.1.1 The rates of not exceeding 100 Baht per metric ton will be charged at Samui airport, Sukhothai airport, and Trat airport .

4.1.4.1.2 Rates for Khorat and Cha-Ian (Nakhon Si Thammarat) airports are as follows:

a) First 5 metric tons: not exceeding 400 Baht;
b) Over 5 up to 15 metric tons: the charge for (a) plus not exceeding 10 Baht for every metric ton in excess of 5 metric tons;
c) Over 15 up to 35 metric tons: the charge for (a) and (b) plus not exceeding 6 Baht for every metric ton in excess of 15 metric tons;
d) Over 35 up to 50 metric tons: the charge for (a) and (b) and (c) plus not exceeding 2 Baht for every metric ton in excess of 35 metric tons;
e) Over 50 up to 100 metric tons: the charge for (a) and (b) and (c) and (d) plus not exceeding 10 Baht for every metric ton in excess of 50 metric tons; and
f) Over 100 metric tons: the charge for (a) and (b) and (c) and (d) and (e) plus not exceeding 5 Baht for every metric ton in excess of 100 metric tons.

4.1.4.1.3 Rates for International Airport of Suvarnabhumi, Don Mueang, Chiang Mai, Mae Fah Lung-Chiang Rai, Hat Yai, and Phuket are as follows:

a) First 5 metric tons: not exceeding 880 Baht;
b) Over 50 up to 100 metric tons: the charge for (a) plus not exceeding 14 Baht for every metric ton in excess of 50 metric tons; and
c) Over 100 metric tons: the charge for (a) and (b) plus not exceeding 7 baht for every metric ton in excess of 50 metric tons.

4.1.4.1.3 Rates for airports of Department of Civil Aviation, other aerodromes, and temporary areas for take-off and landing of aircraft are as follows:

a) First 5 metric tons: not exceeding 650 Baht;
b) Over 50 up to 100 metric tons: the charge for (a) plus not exceeding 10 Baht for every metric ton in excess of 50 metric tons; and
c) Over 100 metric tons: the charge for (a) and (b) plus not exceeding 5 Baht for every metric ton in excess of 100 metric tons.

Note : 1. Any fraction of a metric ton (1 000 Kilogrammes) is counted as a full metric ton.
2. Any fraction of a day (24 hours) is counted as a full day except the first day. The exceeding 3 hours is counted as a full day.

Reductions

(a) Aircraft used for domestic flight at aerodromes in 4.1.1, 4.1.2, 4.1.4, the charges are not exceeding 50%; and
(b) Parking rates for private aircraft at aerodromes in 4.1.2 and 4.1.4, the charges are not exceeding 25%.

Exemptions

(a) Foreign military aircraft;
(b) Foreign government-owned aircraft or aircraft wholly chartered by foreign government in use of carrying heads of their states, guests of their Majesties the King and the Queen of the Kingdom of Thailand or guests of Thai Government to and from the Kingdom of Thailand
(c) Aircraft used in International Red Cross services;
(d) Aircraft registered on behalf of State; and
(e) Aircraft with the permission of the Minister of Transport.

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GEN 4.2 AIR NAVIGATION SERVICES CHARGES

Air Navigation Facility Charges by Aeronautical Radio of Thailand Limited

For the provision of International and Domestic Communications Services, Area Control, Approach Control and Aerodrome Control Services as described in AIP – Thailand, Aeronautical Radio of Thailand Ltd., will charge operators at the following rates:

1. Air navigation facility charges

1.1 Member airlines

Member airlines are airline companies operating regularly scheduled services into and/or domestic services in the Kingdom of Thailand scheduled in the published timetables, whose applications to become the Company's shareholders have been approved by the Company. They have responsibility for the Company's finance. Eligible airlines can apply to be the Company's member airline by submitting a letter of application together with a copy of the published timetables.

Details of the charges:

Unit: Baht

Monthly Basic charges	3,000.00
Charge per flight unit	9,990.00

International Flights

Baht/Flight

Category	Aircraft Weight Max. Take-off (tonnes)	Landing				Overflight
		At BKK, DMK International Airports	At CNX, HDY, HKT, CEI International Airports	At Domestic Airports	At UTP International Airport	
1	Over 400	40,260	29,610	26,234	25,974	25,974
2	301-400	34,066	25,055	22,198	21,978	21,978
3	201-300	27,872	20,499	18,162	17,982	17,982
4	101-200	24,775	18,222	16,144	15,984	15,984
5	51-100	23,227	17,083	15,135	14,985	14,985
6	26-50	15,485	11,389	10,090	9,990	9,990
7	11-25	9,291	6,833	6,054	5,994	5,994
8	4-10	7,742	5,694	5,045	4,995	4,995
9	0-3	4,645	3,417	3,027	2,997	2,997

Remarks:

1. 'BKK', 'DMK', 'CEI', 'CNX', 'HDY', 'HKT' and 'UTP' are abbreviations for Suvarnabhumi, Don Mueang, Mae Fah Lung-Chiang Rai, Chiang Mai ,Hat Yai, Phuket and U-Tapao Pattaya International 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).

1.2 Non-member airlines

International Flights

Baht/Flight

Category	Aircraft Weight Max. Take-off (tonnes)	Landing				Overflight
		At BKK, DMK International Airports	At CNX, HDY, HKT, CEI International Airports	At Domestic Airports	At UTP International Airport	
1	Over 400	120,900	88,920	78,780	78,000	78,000
2	301-400	102,300	75,240	66,660	66,000	66,000
3	201-300	83,700	61,560	54,540	54,000	54,000
4	101-200	74,400	54,720	48,480	48,000	48,000
5	51-100	69,750	51,300	45,450	45,000	45,000
6	26-50	46,500	34,200	30,300	30,000	30,000
7	11-25	27,900	20,520	18,180	18,000	18,000
8	4-10	23,250	17,100	15,150	15,000	15,000
9	0-3	13,950	10,260	9,090	9,000	9,000

Remarks:

1. 'BKK', 'DMK', 'CEI', 'CNX', 'HDY', 'HKT' and 'UTP' are abbreviations for Suvarnabhumi, Don Mueang, Mae Fah Lung-Chiang Rai, Chiang Mai ,Hat Yai, Phuket and U-Tapao Pattaya International 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).

1.3 Chartered Flights Operators for tourists and/or goods into/from Thailand by Non-Member Airlines

International Flights

Baht/Flight

Category	Aircraft Weight Max. Take-off (tonnes)	Landing			
		At BKK, DMK International Airports	At CNX, HDY, HKT, CEI International Airports	At Domestic Airports	At UTP International Airport
1	Over 400	40,300	29,640	26,260	26,000
2	301-400	34,100	25,080	22,220	22,000
3	201-300	27,900	20,520	18,180	18,000
4	101-200	24,800	18,240	16,160	16,000
5	51-100	23,250	17,100	15,150	15,000
6	26-50	15,500	11,400	10,100	10,000
7	11-25	9,300	6,840	6,060	6,000
8	4-10	7,750	5,700	5,050	5,000
9	0-3	4,650	3,420	3,030	3,000

Remarks:

1. 'BKK', 'DMK', 'CEI', 'CNX', 'HDY', 'HKT' and 'UTP' are abbreviations for Suvarnabhumi, Don Mueang, Mae Fah Lung-Chiang Rai, Chiang Mai, Hat Yai, Phuket and U-Tapao Pattaya International 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).

2. Air navigation facility charges for domestic flight

2.1 Member airlines **Unit: Baht**

Monthly basic charge **3,000.00**

Charge per flight unit **9,990.00**

Resultant charge by type of operation ——— **Baht/Flight**

Category	Aircraft Weight Max-take-off (tones)	Flight Operating Between Airports							
		BKK-DMK	BKK/DMK-CNX/HDY/HKT/CEI	BKK/DMK-Domestic	BKK/DMK-UTP	CNX/HDY/IHKT/CEI-CNX/HDY/IHKT/CEI	CNX/HDY/IHKT/CEI-Domestic	CNX/HDY/HKT/CEI-UTP	Domestic-Domestic	Domestic-UTP
1	Over 400	40,909	32,922	30,390	30,195	24,935	22,403	22,208	19,870	19,675
2	301-400	34,615	27,857	25,174	25,549	21,099	18,956	18,791	16,813	16,648
3	201-300	28,322	22,792	21,039	20,904	17,263	15,509	15,375	13,756	13,621
4	101-200	25,175	20,260	18,701	18,581	15,345	13,786	13,666	12,228	12,108
5	51-100	23,601	18,993	17,532	17,420	14,386	12,925	12,812	11,464	11,351
6	26-50	15,734	12,662	11,688	11,613	9,590	8,616	8,541	7,642	7,567
7	11-25	9,441	7,597	7,013	6,968	5,754	5,170	5,125	4,585	4,540
8	4-10	7,867	6,331	5,844	5,807	4,795	4,308	4,271	3,821	3,784
9	0-3	4,720	3,799	3,506	3,484	2,877	2,585	2,562	2,293	2,270

Remarks:
1. 'BKK', 'DMK', 'CEI', 'CNX', ' HDY', 'HKT' and 'UTP' are abbreviations for Suvarnabhumi, Don Mueang, Mae Fah Lung-Chiang Rai, Chiang Mai, Hat Yai, Phuket and U-Tapao Pattaya 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).

2.2 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-CNX/HDY/HKT/CEI	BKK/DMK-Domestic	BKK/DMK-UTP	CNX/HDY/HKT/CEI-CNX/HDY/HKT/CEI	CNX/HDY/HKT/CEI-Domestic	CNX/HDY/HKT/CEI-UTP	Domestic-Domestic	Domestic-UTP
1	Over 400	122,850	98,865	91,260	90,675	74,880	67,275	66,690	59,670	59,085
2	301-400	103,950	83,655	77,220	76,725	63,360	56,925	56,430	50,490	49,995
3	201-300	85,050	68,445	63,180	62,775	51,840	46,575	46,170	41,310	40,905
4	101-200	75,600	60,840	56,160	55,800	46,080	41,400	41,040	36,720	36,360
5	51-100	70,875	57,038	52,650	52,313	43,200	38,813	38,475	34,425	34,088
6	26-50	47,250	38,025	35,100	34,875	28,800	25,875	25,650	22,950	22,725
7	11-25	28,350	22,815	21,060	20,925	17,280	15,525	15,390	13,770	13,635
8	4-10	7,867	6,331	5,844	5,807	4,795	4,308	4,271	3,821	3,784
9	0-3	4,720	3,799	3,506	3,484	2,877	2,585	2,562	2,293	2,270

Remarks : 1. 'BKK', 'DMK', 'CEI', 'CNX', ' HDY', 'HKT', and 'UTP' are abbreviations for Suvarnabhumi, Don Mueang, Mae Fah Lung-Chiang Rai, Chiang Mai, Hat Yai, Phuket and U-Tapao Pattaya 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).

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-CNX/HDY/HKT/CEI	BKK/DMK-Domestic	BKK/DMK-UTP	CNX/HDY/HKT/CEI-CNX/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, Mae Fah Lung-Chiang Rai, Chiang Mai, Hat Yai, Phuket and U-Tapao Pattaya 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 Don Mueang, Suvarnabhumi, Chiang Mai, Hat Yai, Phuket, U-Tapao Pattaya International airport, Phitsanulok, Hua-Hin and Krabi airports provided in accordance with ICAO Doc4444 ATM/501 Chapter 8. ←

1.2 Radio Communications procedures

Stations	Service	Callsign
- 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 Approch Control Unit	Procedural and radar	Phitsanulok Approach
- Hua Hin Approch 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 Pattaya 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 Pattaya 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

ENR 2.2 OTHER REGULATED AIRSPACE

1. VFR ENTRY AND EXIT PROCEDURES IN BANGKOK CONTROL ZONE

1.1 General

1.1.1 The VFR entry and exit procedures are designed to enhance the uniformity for light aircraft and helicopter operating under VFR in Bangkok control zone.

1.1.2 VFR entry and exit procedure charts show the flight paths which are not specific courses.

1.1.3 Adherence to charted flight paths and recommended altitudes is voluntary. Even though ATC may assign charted flight paths and altitudes, pilot has final authorities to decide whether he or she would comply with it.

1.1.4 There is no substitute for alertness while operating under VFR. Pilots still have full responsibility to see and avoid other traffic and maintain adequate distance from clouds.

1.1.5 The VFR entry and exit procedures are to be flown only in daylight hours. They could either be flown separately or in combination.

1.2 VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFT

1.2.1 The procedures for light aircraft are designed for aircraft with speed less than 130 knots.

1.2.2 Light aircraft with speed of more than 130 knots may be given departure and arrival instructions and radar vectoring for providing separation.

1.2.3 Table of VFR reporting points for light aircraft within Bangkok Control Zone

No.	Reporting point	Landmark	Radial/DME from BKK VOR	Lat/Long
1	3 NM WEST	Supreme General Headquarter (Dome shape)	R317/3.14D	135556N1003295E
2	5 NM WEST	Baan Uea artorn Condominium, Bangkradee, Patumthani	R331/5.5D	135815N1003254E
3	10 NM WEST	Kanchanapisek Rd. crossing Pra-u-dom canal	R298/10.5 D	135843N 1002618E
4	AYUTTHAYA	Preedee Panomyong Bridge (Ayutthaya Downtown)	R356/28.32D	142200N1003400E
5	BANGBUATHONG	the Outer Ring West Toll Way crossing the Highway 345	R284/10.15D	135610N1002540E
6	BANG NAM PREAW	District Office of Bang Nam Preaw	R097/26.4D	135014N1010210E
7	BANGPAKONG	Bang Pa Kong Delta	R137/34.3D	132809N1005945E
8	HINKONG	Racetrack Ring Toll Way, Saraburi	R028/34.86D	142430N1005240E
9	JAKRIBONGKOT PALACE	-	R306/5D	135605N1003138E
10	LADBUALUANG	District Office of Ladbualuang	R314/23.5D	140957N1001814E
11	LADLUMKAEW	the Factory around the Outer Ring West Toll Way crossing Patumthani-Ladlumkaew Rd.	R319/12D	140245N1002746E
12	LUMLOOKKA	the Outer Ring East Toll Way crossing Lumlooka Rd.	R070/7.42D	135609N1004257E
13	KOHSRICHANG	Koh Srichang	R167/45.00D	130745N1004840E
14	KOH KRET	Koh Kret	R289/6D	135529N1002953E
15	KOH LAN	Koh Lan	R169/59D	125453N 1004649E
16	ONGKARAK	District Office of Ongkarak	R060/ 27.11D	140702N1010001E
17	PATUMTHANI	Patumthani Bridge (Crossing Chaopraya River)	R341/8.74D	140156N1003255E
18	SAMUTSAKORN	Mae Klong Delta	R221/27.48D	133300N1001700E
19	5 NM EAST (for VTBS)	-	R100/6.3D (from SVB VOR)	133832N1005014E
20	KLONGDAN (for VTBS)	Klongdan (Water Treatment System)	R156/10D (from SVB VOR)	133041N1004807E
21	PAKNAM (for VTBS)	Samuthprakarn Delta	R225/10D (from SVB VOR)	133244N1003653E
23	SUANLUANG (for VTBS)	Rama 9th Park	R290/5D (from SVB VOR)	134229N1003931E

1.2.4 VFR entry and exit procedures for light aircraft transition flight (overfly) (See ENR 2.2-3)

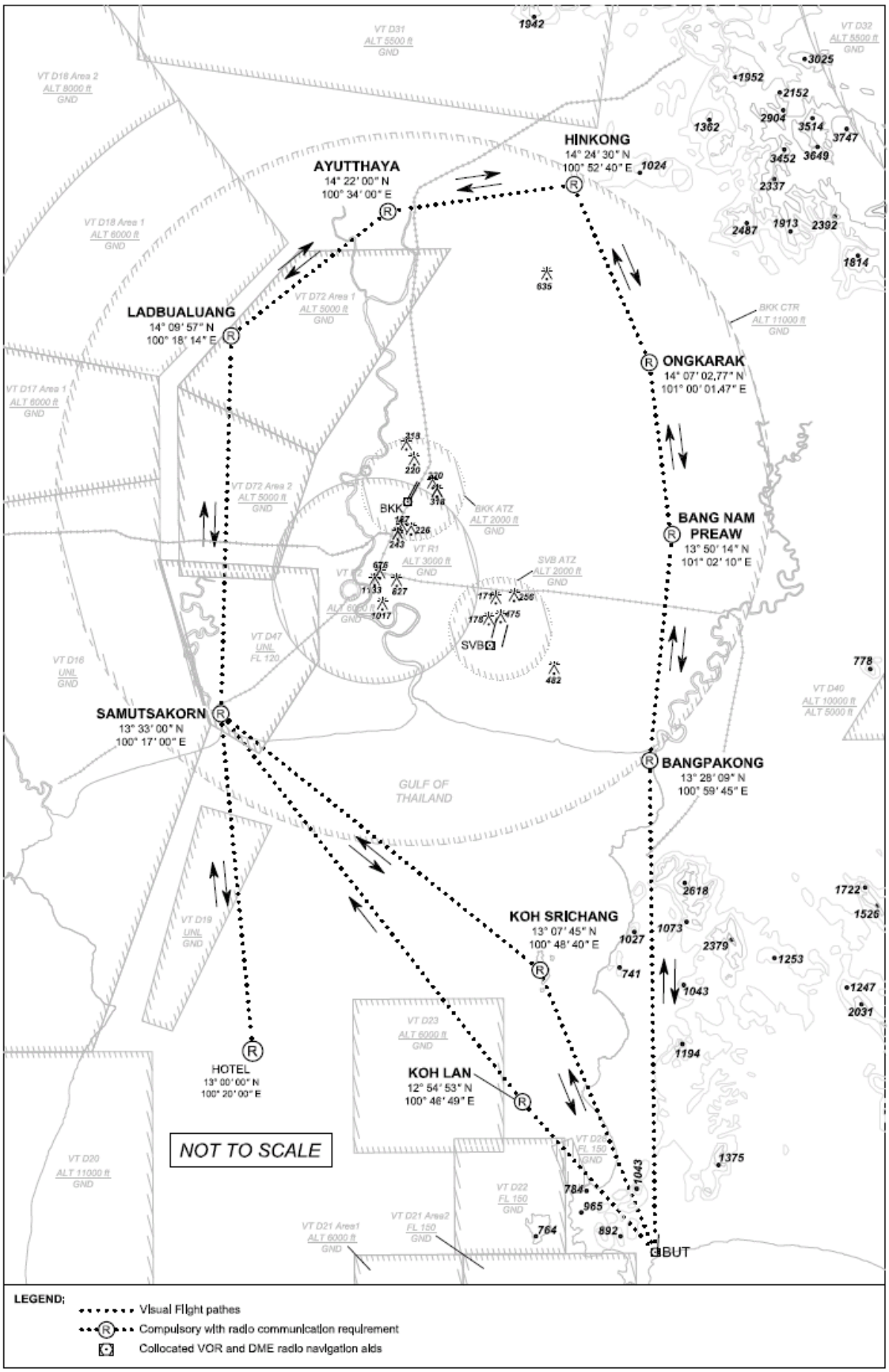
Direction of flight	Reporting point	Reporting point	Reporting point	Reporting point	Reporting point
From the NORTH to the SOUTH or SOUTHWEST	AYUTTHAYA	LADBUALUANG	SAMUTSAKORN		
From the NORTH to the SOUTH or SOUTHEAST	AYUTTHAYA	LADBUALUANG	SAMUTSAKORN	KOH SRI CHANG	
From the SOUTHEAST to the NORHT	KOH SRI CHANG	SAMUTSAKORN	LADBUALUANG	AYUTTHAYA	
From the SOUTH or SOUTHWEST to the NORHT	SAMUTSAKORN	LADBUALUANG	AYUTTHAYA		
From the WEST to the NORTH or NORTHEAST	LADBUALUANG	AYUTTHAYA	HINKONG		
From the NORTH or NORTHEAST to the WEST	HINKONG	AYUTTHAYA	LADBUALUANG		
From the NORTH or NORTHEAST to the SOUTHEAST (1)	HINKONG	AYUTTHAYA	LADBUALUANG	SAMUTSAKORN	KOH SRI CHANG
From the NORTH or NORTHEAST to the SOUTHEAST (2)	AYUTTHAYA	HINKONG	ONGKARAK	BANG NAM PREAW	BANG PAKONG
From the EAST to the NORTH or NORHTEAST	BANG NAM PREAW	ONGKARAK	HINKONG	AYUTTHAYA	
From the EAST to the SOUTH or SOUTHEAST	BANG NAM PREAW	BANG PAKONG	KOH SRI CHANG	SAMUTSAKORN	

VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV. 9 FT

APP : 122.35, 257.6
124.35, 262.5
125.2, 259.6
121.7
VTBD ATIS : 126.4, 344.6
VTBS ATIS : 127.8, 278.6

Bangkok/Control Zone
OVERFLY



1.2.5 VFR entry and exit procedures for light aircraft operating at Don Mueang International Airport (VTBD) (See ENR 2.2-5)

a) VFR exit procedures for VTBD RWY 21L and 21R

Direction of flight	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude
To the NORTH	KOH KRET 1000 ft	AYUTTHAYA 2500 ft	
To the NORTHEAST	KOH KRET 1000 ft	AYUTTHAYA 2500 ft	HIN KONG 3500 ft
To the WEST	BANG BUA THONG 1000 ft		
To the SOUTHWEST	BANG BUA THONG 1000 ft	SAMUTSAKORN 2500 ft	
To the SOUTHEAST (1)	BANG BUA THONG 1000 ft	SAMUTSAKORN 2500 ft	KOH SRI CHANG 3500 ft
To the SOUTHEAST (2)	LUMLOOKKA 1000 ft	BANG NAM PREAW 1000 ft	BANG PAKONG 1500 ft
To the EAST	LUMLOOKKA 1000 ft	BANG NAM PREAW 1000 ft	

b) VFR exit procedures for VTBD RWY 03L and 03R

Direction of flight	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude
To the NORTH	PATUMTHANI 1500 ft	AYUTTHAYA 2500 ft	
To the NORTHEAST	PATUMTHANI 1500 ft	AYUTTHAYA 2500 ft	HIN KONG 3500 ft
To the WEST	PATUMTHANI 1500 ft	LADLUMKAEW 1500 ft	
To the SOUTHWEST	PATUMTHANI 1500 ft	LADLUMKAEW 1500 ft	SAMUTSAKORN 3500 ft
To the SOUTHEAST (1)	LADLUMKAEW 1500 ft	SAMUTSAKORN 3500 ft	KOH SRI CHANG 3500 ft
To the SOUTHEAST (2)	LUMLOOKKA 1000 ft	BANG NAM PREAW 1000 ft	BANG PAKONG 1500 ft
To the EAST	LUMLOOKKA 1000 ft	BANG NAM PREAW 1000 ft	

c) VFR entry procedures for VTBD

Direction Of flight	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude
From the NORTH	AYUTTHAYA 2000 ft	PATUMTHANI 1000 ft	5 NM WEST 1000 ft	3 NM WEST 1000 ft	
From the NORTHEAST	HINKONG 4500 ft or above	AYUTTHAYA 2000 ft	PATUMTHANI 1000 ft	5 NM WEST 1000 ft	3 NM WEST 1000 ft
From the WEST	LADLUMKAEW 1000 ft	PATUMTHANI 1000 ft	5 NM WEST 1000 ft	3 NM WEST 1000 ft	
From the SOUTHWEST	SAMUTSAKORN 2000 ft	10 NM WEST 1500 ft	5 NM WEST 1000 ft	3 NM WEST 1000 ft	
From the SOUTHEAST (1)	KOH SRICHANG 4500 ft or above	SAMUTSAKORN 2000 ft	10 NM WEST 1500 ft	5 NM WEST 1000 ft	3 NM WEST 1000 ft
From the SOUTHEAST (2)	KOH LAN * 4500 ft or above	SAMUTSAKORN 2000 ft	10 NM WEST 1500 ft	5 NM WEST 1000 ft	3 NM WEST 1000 ft
From the SOUTHEAST (3)	BANGPAKONG 1500 ft	BANGNAMPREAW 1000 ft	LUMLOOKKA 1000 ft		
From the EAST	BANGNAMPREAW 1000 ft	LUMLOOKKA 1000 ft			

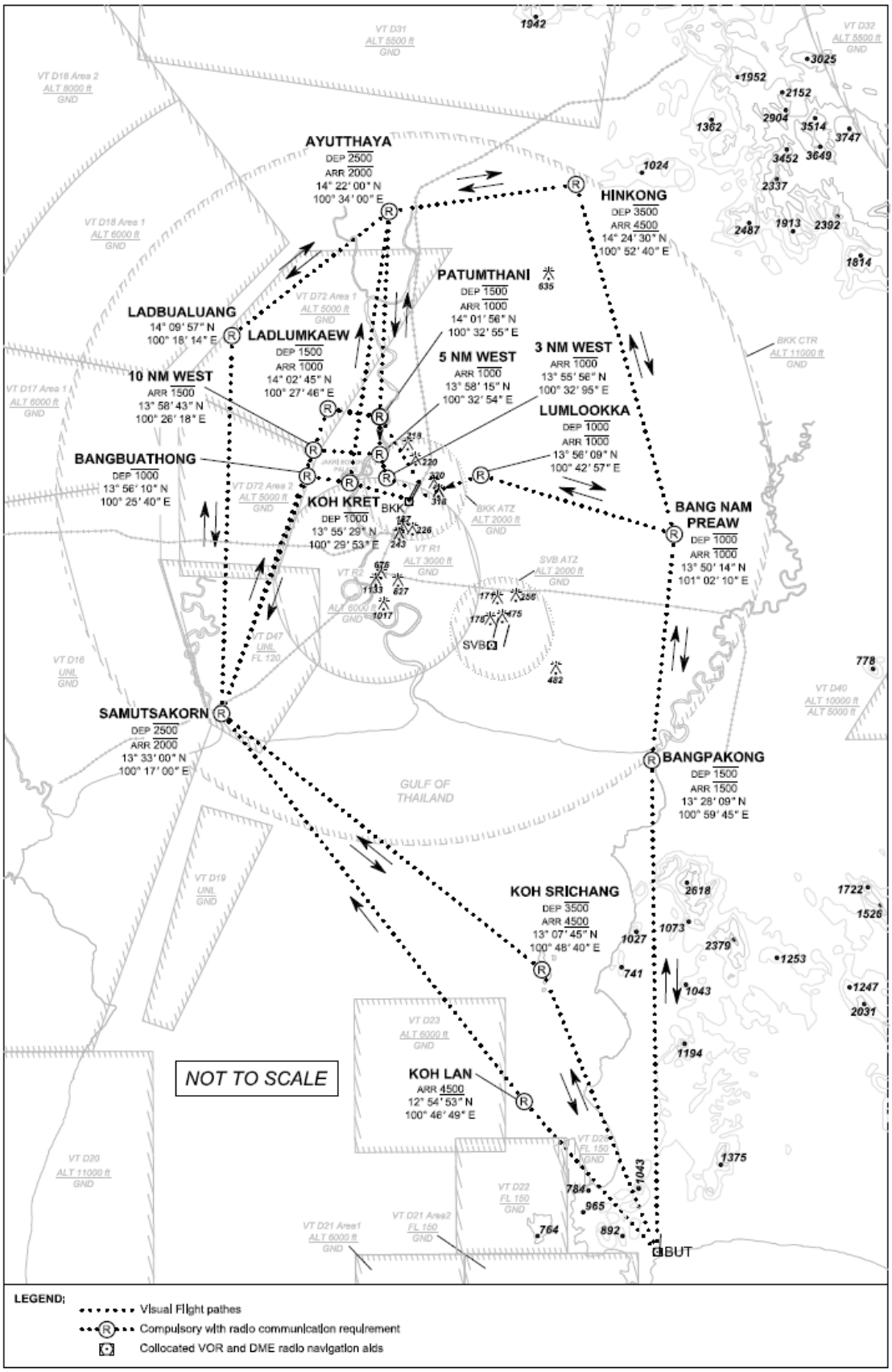
Note: (*) When VTD 22 inactive, U-TAPAO Approach will assign the arrival aircraft to report over Koh Lan reporting point.

VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV. 9 FT

APP : 122.35, 257.6
124.35, 262.5
125.2, 259.6
119.4, 254.6
121.7
TWR : 118.1, 236.6
GND : 121.9, 257.8
ATIS : 126.4, 344.6

Bangkok/Control Zone
VTBD/Don Mueang Intl
RWY 03L/21R and 03R/21L



1.2.6 VFR entry and exit procedure for light aircraft operating at Suvarnabhumi International Airport (VTBS) (See ENR 2.2-7)

a) VFR exit procedures for VTBS RWY 19L and 19R

Direction Of flight	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude
To the SOUTH	5 NM EAST 1500 ft	KLONGDAN 1500 ft	HOTEL Altitude will be advised by ATC
To the NORTH	5 NM EAST 1500 ft	BANG NAM PREAW 1500 ft	HIN KONG Altitude will be advised by ATC

b) VFR exit procedures for VTBS RWY 01L and 01R

Direction Of flight	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude
To the SOUTH	SUANLUANG 1000 ft	PAK NAM 1500 ft	HOTEL Altitude will be advised by ATC
To the NORTH	BANGNAMPREAW 1500 ft	HIN KONG Altitude will be advised by ATC	

c) VFR entry procedures for VTBS

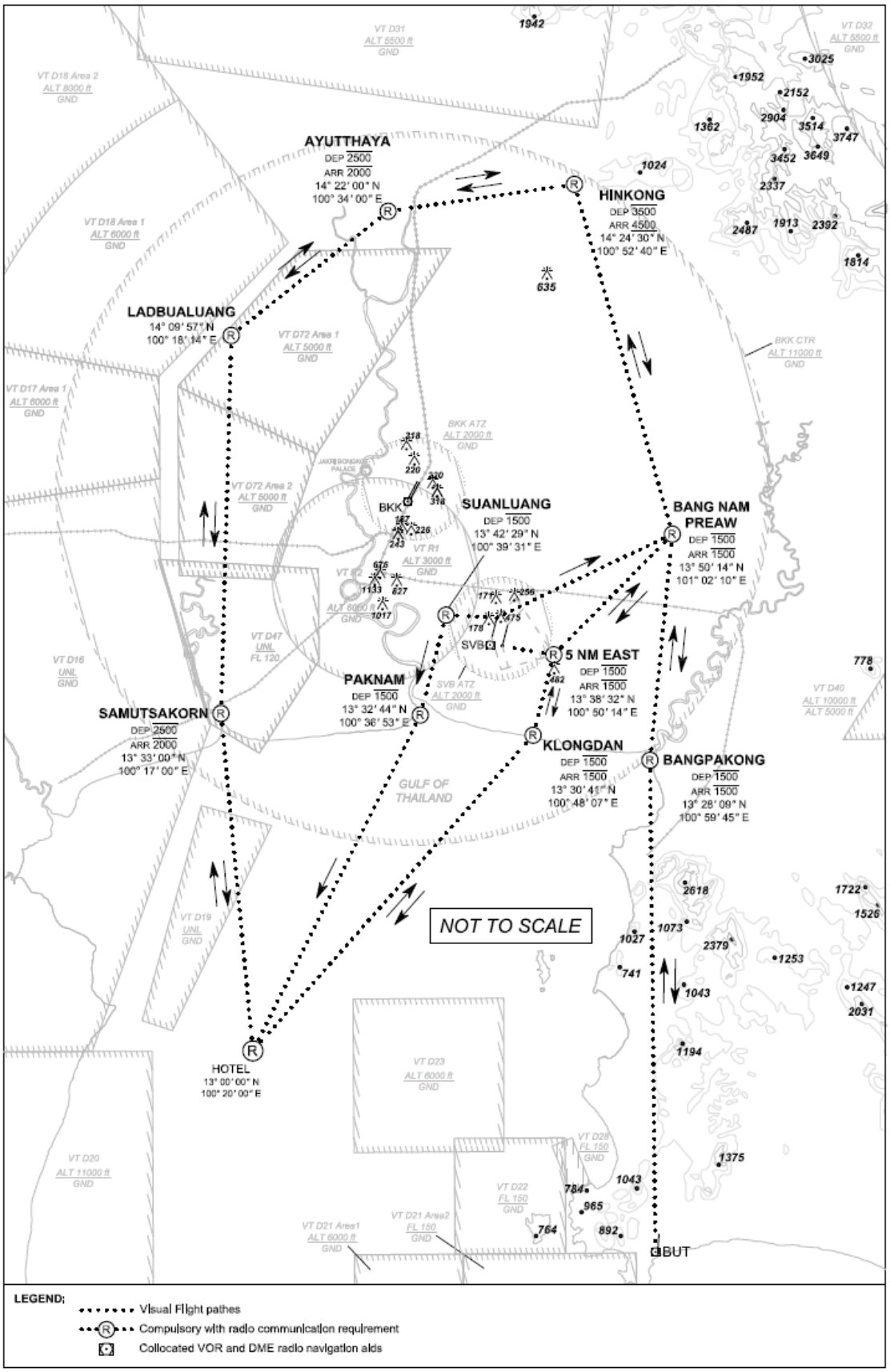
Direction Of flight	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude	Reporting point/ Recommended maximum altitude
From the SOUTH	HOTEL Altitude will be advised by ATC	KLONGDAN 1500 ft	5 NM EAST 1500 ft
From the NORTH	HIN KONG Altitude will be advised by ATC	BANGNAMPREAW 1500 ft	5 NM EAST 1500 ft

VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV. 5 FT

APP : 122.35, 257.6
124.35, 262.5
125.2, 259.6
128.95
TWR : 118.2, 274.5
119.0
ATIS : 127.8, 278.6

Bangkok/Control Zone
VTBS/Suvarnabhumi Intl
RWY 01L/19R and 01R/19L



1.3 VFR ENTRY AND EXIT PROCEDURES FOR HELICOPTERS

1.3.1 Two – way radio communication shall be established as soon as possible or not later than reaching altitude 500 feet above ground level.

1.3.2 Arriving helicopters intending to land at Don Mueang Airport or other helipads within Don Mueang ATZ shall be advised to contact Don Mueang Tower on frequency 118.1 MHz for landing instruction. The complete landing shall be informed to ATC as soon as practicable.

1.3.3 Those taking off from heliports or helipads outside Don Mueang ATZ shall contact Bangkok Approach on frequency 125.8 MHz. If the communication may not be done through radio frequencies as specified, the operator may use other available means such as telephone for departure instruction and necessary information prior to taking off.

1.3.4 Table of VFR reporting points for helicopter within Bangkok Control Zone

No.	Reporting point	Landmark	Radial/DME from BKK VOR	Lat/Long
1.	BANGKHEN	11 TH Infantry	R178/ 2.19D	135124N1003550E
2.	AYUTTHAYA	Preedee Panomyong Bridge (Ayutthaya Downtown)	R356/28.32D	142200N1003400E
3.	BANGCARE	The mall department store Building	R240/16.9D	134509N1002035E
4.	BANG NAM PREAW	District Office of Bang Nam Preaw	R097/26.4D	135014N1010210E
5.	BANGPAKONG	Bang Pa Kong Delta	R137/34.3D	132809N1005945E
6.	BANGPU	Sukta Bridge	R170/23.1D	133044N1003944E
7.	BANGYAI	Kanchanapisek Rd. crossing Rattanathibet Rd.	R266/10.56D	135256N1002456E
8.	CAVPAD	Cavalry Helipad (Sanampao)	R201/7.55D	134617N1003322E
9.	CRIMINAL COURT	Criminal Court	R193/4.57D	134908N1003441E
10.	MINBURI	Kanchanapisek Rd. Intersection crossing Ramintra Rd.	R130/ 6.3D	134930N1004042E
11.	HINKONG	Racetrack Ring Toll Way, Saraburi	R028/34.86D	142430N1005240E
12.	KLONGCHAN	Hua Mark Stadium	R167/ 8.09D	134541N1003735E
13.	KLONGLUANG	Ministry of Agriculture Helipad	R005/ 13.61D	140713N1003705E
14.	LUMLOOKKA	the Outer Ring East Toll Way crossing Lumlooka Rd.	R070/7.42D	135609N1004257E
15.	ONGKARAK	District Office of Ongkarak	R060/ 27.11D	140702N1010001E
16.	PATUMTHANI	Patumthani Bridge (Crossing Chaopraya River)	R341/8.74D	140156N1003255E
17.	PRATUNAMBHAINN	The Outer Ring East Toll way Pratunambhainn	R008/18.60D	141205N1003833E
18.	JAKRIBONGKOT PALACE	-	R306/5D	135605N1003138E
19.	RAMA 7 BRIDGE	Rama 7 Bridge	R224/ 6.07D	134915N1003124E
20.	RAMA 9 BRIDGE	Rama 9 Bridge	R193/12.91D	134054N1003056E
21.	SAMUTSAKORN	Mae Klong Delta	R221/27.48D	133300N1001700E
22.	TANYABURI	District Office of Tanyaburi	R042/ 10.93D	140143N1004321E
23.	TPAD	Thai Police Aviation Division	R131/ 2.98D	135135N1003815E
24.	WANGNOI	District Office of Wangnoi	R020/20.0D	141226N1004256E
25.	KANCHANAPHISEK BRIDGE	Kanchanaphisek Bridge	R193/12.8D	134051N1003253E

1.3.5 VFR entry and exit procedure for helicopters operating at Don Mueang International Airport (VTBD) (see ENR 2.2-12 and ENR 2.2-13)

Direction Of flight	Reporting point	Reporting point	Reporting point	Reporting point
DON MUEANG – AYUTTAYA	LUMLOOKKA	TANYABURI	PRATUNAMBHAINN	AYUTTAYA
DON MUEANG – WANGNOI	LUMLOOKKA	TANYABURI	WANGNOI	
DON MUEANG – HINKONG	LUMLOOKKA	TANYABURI	HINKONG	
DON MUEANG – ONGKARAK	LUMLOOKKA	ONGKARAK		
DON MUEANG – BANGNAMPREAW	LUMLOOKKA	BANGNAMPREAW		
DON MUEANG – BANGPAKONG (1)	CRIMINAL COURT	BANGPU	BANGPAKONG	
DON MUEANG – BANGPAKONG (2) *When VTBD RWY 03L and 03R in use	LUMLOOKKA	BANGNAMPREAW	BANGPAKONG	
DON MUEANG – SAMUTSAKORN (1)	CRIMINAL COURT	RAMA 9th BRIDGE	SAMUTSAKORN	
DON MUEANG – SAMUTSAKORN (2) *When VTBD RWY 03L and 03R in use	LUMLOOKKA	MINBURI	KLONGCHAN	RAMA 9th BRIDGE
	SAMUTSAKORN			
DON MUEANG – BANGYAI (1)	CRIMINAL COURT	RAMA 7th BRIDGE	BANGYAI	
DON MUEANG – BANGYAI (2) *When VTBD RWY 03L and 03R in use	LUMLOOKKA	MINBURI	KLONGCHAN	RAMA 9th BRIDGE
	BANGCARE	BANGYAI		
DON MUEANG – SOUTHBOUND AND WESTBOUND	3NM West	RAMA 7th BRIDGE		
DON MUEANG – NORTHBOUND	3NM West	PATUMTHANI		

1.3.6 VFR entry and exit procedure for helicopters operating at at TPAD (Thai Police Aviation Division) (see ENR 2.2-12 and ENR 2.2-13)

Direction Of flight	Reporting point	Reporting point	Reporting point	Reporting point
TPAD – AYUTTAYA	LUMLOOKKA	TANYABURI	PRATUNAMBHAINN	AYUTTAYA
TPAD – WANGNOI	LUMLOOKKA	TANYABURI	WANGNOI	
TPAD – HINKONG	LUMLOOKKA	TANYABURI	HINKONG	
TPAD – ONGKARAK	LUMLOOKKA	ONGKARAK		
TPAD – BANGNAMPREAW	LUMLOOKKA	BANGNAMPREAW		
TPAD – BANGPAKONG (1)	CRIMINAL COURT	BANGPU	BANGPAKONG	
TPAD – BANGPAKONG (2) *When VTBD RWY 03L and 03R in use	LUMLOOKKA	BANGNAMPREAW	BANGPAKONG	
TPAD – SAMUTSAKORN	CRIMINAL COURT	RAMA 9th BRIDGE	SAMUTSAKORN	
TPAD – BANGYAI	CRIMINAL COURT	RAMA 7th BRIDGE	BANGYAI	

1.3.7 VFR entry and exit procedure for helicopters operating at 11th Infantry (Bangkhen) (see ENR 2.2-12 and ENR 2.2-13)

Direction Of flight	Reporting point	Reporting point	Reporting point	Reporting point	Reporting point
BANGKHEN – AYUTTAYA	MINBURI	LUMLOOKKA	TANYABURI	PRATUNAM BHAINN	AYUTTAYA
BANGKHEN – WANGNOI	MINBURI	LUMLOOKKA	TANYABURI	WANGNOI	
BANGKHEN – HINKONG	MINBURI	LUMLOOKKA	TANYABURI	HINKONG	
BANGKHEN – ONGKARAK	MINBURI	LUMLOOKKA	ONGKARAK		
BANGKHEN – BANGNAMPREAW	MINBURI	LUMLOOKKA	BANGNAM PREAW		
BANGKHEN – BANGPAKONG (1)	CRIMINAL COURT	BANGPU	BANGPAKONG		
BANGKHEN – BANGPAKONG (2) *When VTBD RWY 03L and 03R in use	MINBURI	LUMLOOKKA	BANGNAM PREAW	BANGPAKONG	
BANGKHEN – SAMUTSAKORN (1)	CRIMINAL COURT	RAMA 9th BRIDGE	SAMUTSAKORN		
BANGKHEN – SAMUTSAKORN (2) *When VTBD RWY 03L and 03R in use	MINBURI	KLONGCHAN	RAMA 9th BRIDGE	SAMUTSAKORN	
BANGKHEN – BANGYAI (1)	CRIMINAL COURT	RAMA 7th BRIDGE	BANGYAI		
BANGKHEN – BANGYAI (2) *When VTBD RWY 03L and 03R in use	CRIMINAL COURT	KLONGCHAN	RAMA 9th BRIDGE	BANGCARE	BANGYAI

1.3.8 VFR entry and exit procedure for helicopters operating at CAVPAD and helipads in Bangkok city (Bangkok) (see ENR 2.2-12 and ENR 2.2-13)

Direction Of flight	Reporting point	Reporting point	Reporting point	Reporting point	Reporting point
BANGKOK – AYUTTAYA	KLONGCHAN	MINBURI	LUMLOOKKA	TANYABURI	PRATUNAM BHAINN
	AYUTTAYA				
BANGKOK – WANGNOI	KLONGCHAN	MINBURI	LUMLOOKKA	TANYABURI	WANGNOI
BANGKOK – DON MUEANG (1)	CRIMINAL COURT	DON MUEANG			
BANGKOK – DON MUEANG (2) *When VTBD RWY 03L and 03R in use	KLONGCHAN	MINBURI	LUMLOOKKA		
BANGKOK – HINKONG	KLONGCHAN	MINBURI	LUMLOOKKA	TANYABURI	HINKONG
BANGKOK – ONGKARAK	KLONGCHAN	MINBURI	LUMLOOKKA	ONGKARAK	
BANGKOK – BANGNAMPREAW	KLONGCHAN	MINBURI	LUMLOOKKA	BANGNAM PREAW	
BANGKOK – BANGPAKONG (1)	CRIMINAL COURT	BANGPU	BANGPAKONG		
BANGKOK – BANGPAKONG (2) *When VTBD RWY 03L and 03R in use	RAMA 9th BRIDGE	BANGPU	BANGPAKONG		
BANGKOK – SAMUTSAKORN	RAMA 9th BRIDGE	SAMUTSAKORN			
BANGKOK – BANGYAI (1)	RAMA 7th BRIDGE	BANGYAI			
BANGKOK – BANGYAI (2) *When VTBD RWY 03L and 03R in use	RAMA 9th BRIDGE	BANGCARE	BANGYAI		

1.3.9 VFR entry and exit procedure for helicopters operating at Klongluang (see ENR 2.2-12 and ENR 2.2-13)

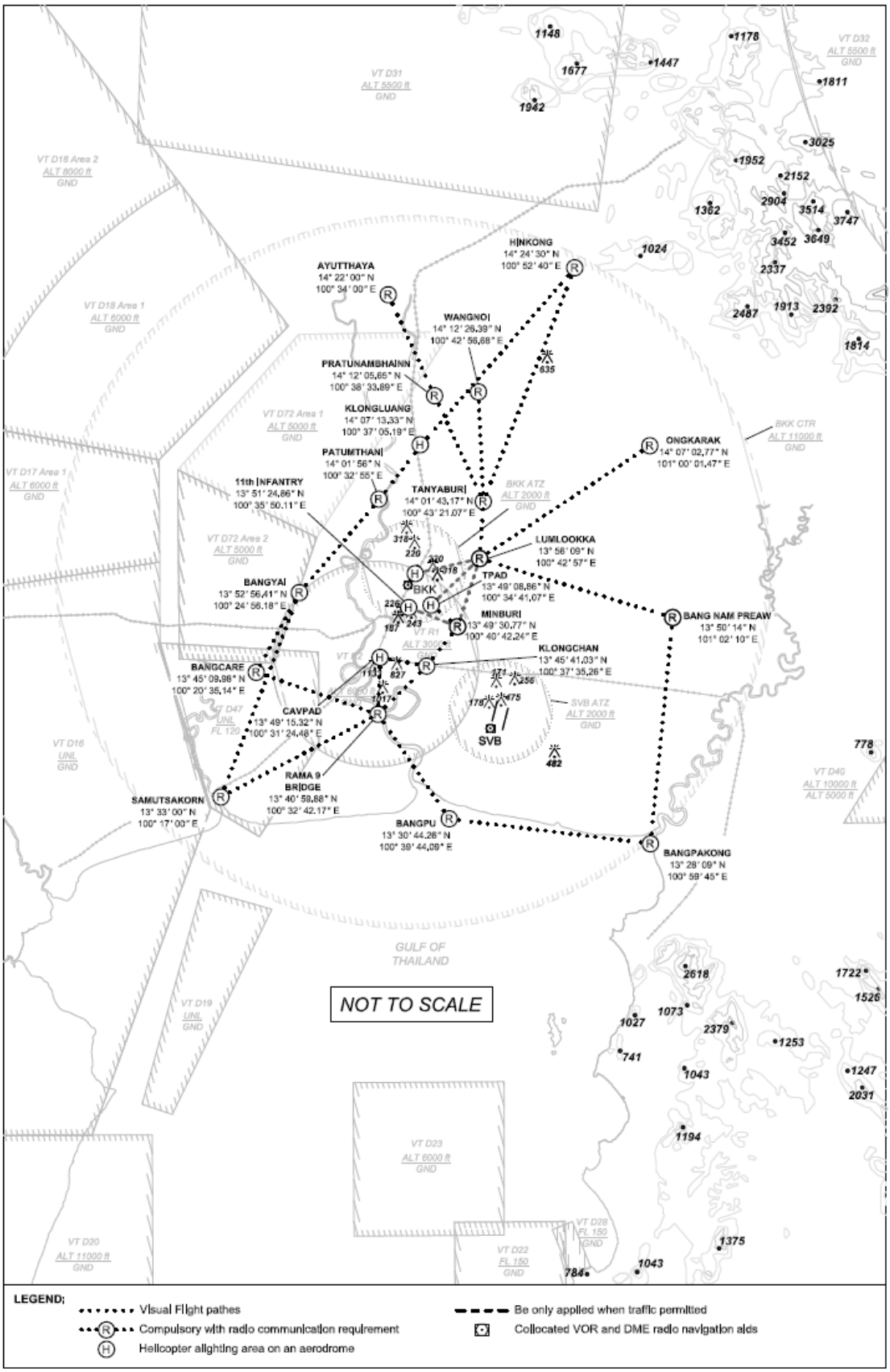
Direction Of flight	Reporting point	Reporting point	Reporting point	Reporting point
KLONGLUANG – AYUTTAYA	AYUTTAYA			
KLINGLUANG – HINKONG	HINKONG			
KLINGLUANG – ONGKARAK	ONGKARAK			
KLINGLUANG – BANGNAMPREAW	TANYABURI	BANGNAMPREAW		
KLINGLUANG – BANGPAKONG	TANYABURI	BANGNAMPREAW	BANGPAKONG	
KLINGLUANG – DON MUEANG	TANYABURI	LUMLOOKKA	DON MUEANG	
KLINGLUANG - BANGKOK	TANYABURI	LUMLOOKKA	MINBURI	KLONGCHAN
KLINGLUANG - PATUMTHANI	PATUMTHANI			
BANGKOK – SAMUTSAKORN	PATUMTHANI	BANGYAI	SAMUTSAKORN	

VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV. 9 FT

APP : 122.35, 257.6
124.35, 262.5
125.2, 259.6
119.4, 254.6
121.7
125.8
TWR : 118.1, 236.6
GND : 121.9, 257.8
ATIS : 126.4, 344.6

Bangkok/Control Zone
VTBD/Don Mueang Intl
RWY 03L and 03R



LEGEND:

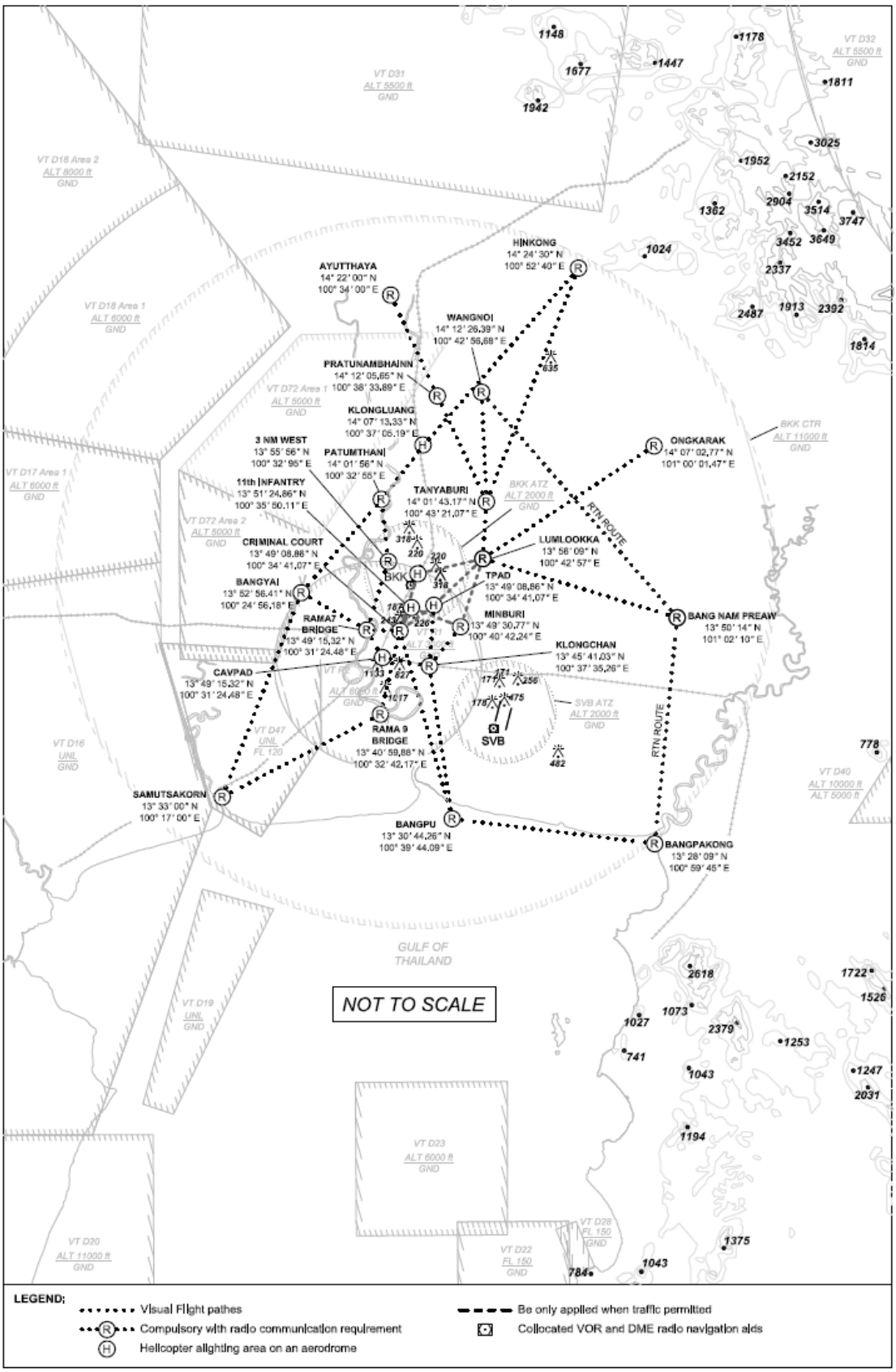
- Visual Flight pathes
- Compulsory with radio communication requirement
- Helicopter alighting area on an aerodrome
- Be only applied when traffic permitted
- Collocated VOR and DME radio navigation aids

VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV. 9 FT

APP : 122.35, 257.6
124.35, 262.5
125.2, 259.6
119.4, 254.6
121.7
125.8
TWR : 118.1, 236.6
GND : 121.9, 257.8
ATIS : 126.4, 344.6

Bangkok/Control Zone
VTBD/Don Mueang Intl
RWY 21L and 21R



LEGEND;

- Visual Flight pathes
- Compulsory with radio communication requirement
- Helicopter alighting area on an aerodrome
- Be only applied when traffic permitted
- Collocated VOR and DME radio navigation aids

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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: Odd	Direction of Cruising levels: Even	Remarks Controlling units Frequency
1	2	3	4	5		6
A1 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E	071 251 86 NM	FL 460 FL 75 FL 80	*	↓		
▲ SELKA 142135.9N 1015947.5E	072 253 109 NM					Longitudinal separation between aircraft 10 mins.
▲ PASAT 145507.93N 1034728.55E	072 253 65 NM					
▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E	076 256 44 NM	FL 460 FL 95 FL 100			↑	
▲ BUTRA 152505.8N 1053545.9E						
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	056 236 109 NM	FL 460 FL 65 FL 70	*	↓		10 mins longitudinal separation between aircraft applying Mach Number Technique
▲ KORAT DVOR/DME (KRT) 145502.35N 1020823.32E	083 263 50 NM					
▲ RAMEI 150103.57N 1025940.72E	048 228 112 NM	FL 460 FL 125 FL 130				
▲ OKENA 161608.19N 1042532.75E	048 228 26 NM	FL 460 FL 65 FL 70			↑	
▲ SUVANNAKHET DVOR/DME (SAV) 163342.0N 1044556.0E						
A334 ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E	112 292 108 NM	FL 460 FL 95 FL 100	20	↓		10 mins longitudinal separation between RNAV-equipped aircraft apply Mach Number Technique. 15 mins longitudinal separation between other aircraft
▲ PASVA 061529N 1020431E	112 292 15 NM					
▲ KOTA BHARU VOR/DME (VKB) 060948.3N 1021851.1E					↑	

* 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	291 / 111 130 NM 292 / 111 70 NM	FL 460 FL 165 FL 170	20	↓ ↑		Longitudinal separation between aircraft 10 mins.
A457 ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E ▲ TAMOS 063207.9N 1002406.5E	178 / 358 24 NM	FL 460 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 Δ POLAK 132106.1N 1003454.3E ▲ REGOS 120006.5N 1003454.3E Δ 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	162 / 342 152 NM 162 / 342 155 NM 182 / 001 32 NM 180 / 360 81 NM 182 / 002 60 NM 182 / 002 78 NM 182 / 002 97 NM 183 / 003 68 NM 163 / 343 27 NM	FL 460 FL 65 FL 70 FL 460 FL 35 FL 40 FL 460 FL 85 FL90	* 20	↓ ↑ ↓ ↑		Odd levels FL 290 (and below), FL 330,FL 370, FL 410 and FL450 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. 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 Odd	Direction of Cruising levels Even	Remarks Controlling units Frequency
1	2	3	4	5		6
A581 ▲ 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	077 257 49 NM	FL 460 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	234 054 57 NM 163 343 51 NM	FL460 FL65 FL70	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	003 183 83 NM 020 200 89 NM 016 196 66 NM	FL 460 FL 100 FL 110	20	↓	↑	Longitudinal separation between aircraft 15 mins.
B460 ▲ KORAT DVOR/DME (KRT) 145502.35N 1020823.32E ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ SAVANNAKHET VOR/DME (SAV) 163342.0N 1044556.0E	053 233 119 NM 065 245 63 NM	FL 460 FL 70 FL 75 FL 460 FL 285 FL 290	*	↓	↑	Longitudinal separation between aircraft 10 mins.
B579 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ DALAN 062808N 993920E	141 321 127 NM	FL 460 FL 95 FL 100	20	↓	↑	Longitudinal separation between aircraft 10 mins.

*For the width of Airways see ENR 2.1-1

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits / Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W7 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ MAE SOT DVOR/DME (MST) 164155.27N 0983231.58E	191 / 011 126 NM	FL 460 / 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	101 / 281 109 NM	FL 460 / 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	119 / 299 68 NM	FL 460 / FL 85 / FL 90	*	↓	↑	Excluding restricted area VTR 5.
	147 / 327 142 NM	FL 460 / FL 65 FL 70		↑	↓	Longitudinal separation Between aircraft 10 mins.
	180 / 360 90 NM			↑	↓	
	168 / 348 84 NM			↓	↑	
W10 ▲ KAMPHAENG SAEN DVOR/DME (KPS) 140956.0N 0995715.0E ▲ VUTHI 145006.95N 0995725.34E ▲ TAKHLI NDB (TL) 151608.09N 1001751.05E	360 / 180 40 NM	FL 260 / FL 55 FL 60	*	↓	↑	For Military use only.
	037 / 217 33 NM			↓	↑	
W12 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ NAN DVOR/DME (NAN) 184832.76N 1004657.31E	088 / 268 104 NM	FL 460 / 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	103 / 283 39 NM	FL 460 / FL 60 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins.
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	115 / 295 87 NM 127 / 307 57 NM 101 / 281 46 NM 114 / 294 39 NM	FL 460 / FL 65 FL 70	10	↓	↑	Longitudinal separation between aircraft 10 mins.
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	119 / 299 78 NM 137 / 317 65 NM 082 / 262 45 NM 094 / 274 61 NM 097 / 277 79 NM	FL 460 / FL 65 FL 70	*	↓	↑	Longitudinal separation between aircraft 10 mins.
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	126 / 306 106 NM 126 / 306 109 NM 102 / 282 47 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 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 fight 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	095 276 95 NM	FL 460 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	314 134 71 NM 314 134 90 NM	FL 460 FL 85 FL 90	*	↑	↓	Longitudinal separation between aircraft 10 mins
L515 ▲ IKULA 1000.0N 0972114.0E ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E	154 334 126 NM	FL 460 FL 105 FL 110	*	↓	↑	Longitudinal separation between aircraft 10 mins
L645 ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E ▲ SAPAM 080434N 0973300E	268 088 45 NM	FL 460 FL 275 FL 280	*	↑	↓	Longitudinal separation between aircraft 10 mins
L759 ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E ▲ TAVUN 1000.0N 09633.2E	318 138 154 NM	FL 460 FL 105 FL 110	*	↑	↓	Longitudinal separation between aircraft 10 mins
M502 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E ▲ AKATO 133715.53N 0991019.19E	259 079 85 NM	FL 460 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 fight 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	153 333 33 NM	FL 460 FL 95 FL 100	*	↓		Longitudinal separation between aircraft 10 mins
▲ MENEX 110830.7N 0994542.6E	153 333 96 NM					
▲ UPNEP 094213.1N 1002936.4E	153 333 76 NM					
Δ SUPIN 083434.55N 1010419.34E	153 333 35 NM					
▲ SUWAN 080319.5N 1012018.0E	153 333 120 NM					
▲ KADAX 061602.0N 1021541.7E	153 333 7 NM				↑	
▲ KOTA BHARU VOR/DME (VKB) 061002.0N 1021848.0E						
M644 ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E	175 355 121 NM	FL 460 FL 285 FL 290	*	↓		Longitudinal separation between aircraft 10 mins
▲ ALUMO 104553.89N 1055122.86E	175 355 88 NM					
Δ TONIK 100131.14N 1015516.15E	175 355 76 NM					
Δ DUGON 080124.77N 1020548.57E	173 353 103 NM				↑	
▲ ABTOK 061818.0N 1021744.0E						
M751 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E	180 360 32 NM	FL 460 FL 65 FL 70	*	↓		Longitudinal separation between aircraft 10 mins
Δ POLAK 132106.1N 1003454.2E	180 360 81 NM					
▲ REGOS 120006.0N 1003454.1E	163 343 63 NM					
Δ IDAGA 110006.8N 1005348.1E	164 344 49 NM					
▲ EMELA 101249.19N 1010729.14E	164 344 80 NM					
Δ MUBAN 091848.37N 1012301.53E	164 344 54 NM					
▲ TIKAL 080219.5N 1014447.9E	164 344 109 NM					
▲ GOLUD 061706.0N 1021639.0E	164 344 7 NM				↑	
▲ KOTA BHARU VOR/DME (VKB) 061002.0N 1021848.0E						

*For the width of Airways see ENR 2.1-1

ENR 4.4 AERONAUTICAL GROUND LIGHTS - EN - ROUTE

Name IDENT (coordinates)	Type and intensity (1 000 Candelas)	Characteristics	Operating hours	Remarks
1	2	3	4	5
BANGKOK INTL / AIRPORT 1355N 10036E	ABN W1770 G420	Alltn Flg W G ev 8 sec	HO and IMC	-
CHIANG MAI INTL / AIRPORT 1846N 9858E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
MAE FAH LUNG-CHIANG RAI INTL / AIRPORT 1953N 9949E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
CHUMPHON KHET UDOM SUK 1239N 10051E	Marine 84	GP Flg (3) W ev 15 sec	HN and IMC	-
HAT YAI INTL / AIRPORT 0656N 10025E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
HUA HIN 1238N 9957E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
KHON KHAN 1627N10250E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
KO CHUANG 1231N 10058E	Marine 70	GP Flg (2) W ev 20 sec	HN and IMC	-
KO PHAI 1256N 10040E	Marine 25	Flg W ev 5 sec	HN and IMC	-
LAMPANG 1817N 9931E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
LOEI 1727N 10144E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
MAE HONG SON 1917N 9758E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
NAN 1848N 10047E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
NARATHIWAT 0631N 10045E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
PATTANI 0647N 10110E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-

ENR 4.4 AERONAUTICAL GROUND LIGHTS - EN - ROUTE

Name IDENT (coordinates)	Type and intensity (1 000 Candelas)	Characteristics	Operating hours	Remarks
1	2	3	4	5
PHRAE 1808N 10011E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
PHUKET INTL / AIRPORT 0808N 9819E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
→ RAYONG U-TAPAO PATTAYA INTL / AIRPORT 124040N 1010033E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
SURAT THANI 0908N 9908E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
TRANG 0733N 9936E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
UBON RATCHATHANI 1515N 10452E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-
UDON THANI 1723N 10248E	ABN W1770 G420	Altn Flg W G ev 8 sec	HO and IMC	-

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	FL 240 GND	RTAF Bombing / Air Firing Area H 24
VT P7 Sattahip Circle of 4 NM radius centred on point 123845N1005300E	UNL GND	Naval Base H 24
VT P36 Khao Soidao Tai A semi-circle 17 NM radius of 125613N 1021250E from 0° to 180°	ALT 5 000 ft GND	Military operations Sunset to sunrise
VT P37 Khao Khlong Oa A semi-circle 14 NM radius of 123419N 1023635E from 135° to 315°.	ALT 5 000 ft GND	Military operations Sunset to sunrise
VT P38 Ko Chang - Ko Khud Area bounded by lines joining successively the following points : 121737N1021424E 120945N1023432E 114630N1025324E 113800N1025530E 113000N1023000E 120000N1021100E and 121737N1021424E.	ALT 5 000 ft GND	Military operations Sunset to sunrise
RESTRICTED AREAS		
VT R1 Bangkok City Circle of 10 NM radius centred on point 134554N1003218E	ALT 3 000 ft GND	Congested Area Flying over Bangkok City at a lower altitude is not permitted except for state aircraft or aircraft authorized by DCA. H 24
VT R2 Chitrlada Palace circle of 1 NM radius centred on point 134605.18N1003116.44E	ALT 6 000 ft GND	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	UNL GND	Royal Residence Area Notified by NOTAM
VT R5 Phu Phing Palace Circle of 2 NM radius of 184820N0985357E.	ALT 12 000 ft GND	Royal Residence Area Notified by NOTAM
VT R6 Thak Sin Palace Circle of 5 NM radius of 062500N1015300E.	ALT 6 000 ft 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.	ALT 7 000 ft 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.	ALT 4 000 ft GND	Military operations Sunset to sunrise
VT R11 Ko Hin Chalam, Sattahip Circle of 2 NM radius centred on point 122753N1005819E.	UNL GND	RTN Jettison Area H 24
VT R12 Ko Luam, Prachuap Khiri Khan Circle of 0.5 NM radius centred on point 114530N0995000E.	ALT 9 000 ft GND	RTN Jettison Area Notified by NOTAM
VT R13 Ko Samet, Rayong Circle of 7.1 NM radius centred on point 121200N1012100E.	UNL 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 cluding 2 000 ft Surface	Sea Port Industrial Estate 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
DANGER AREAS		
VT D61 Surat Thani Area bounded by lines joining successively the following points : 0845.0N9929.0E 0827.0N9951.0E 0816.0N9947.0E 0828.0N9842.0E 0845.7N9857.2E then follow the arc 25 NM from Surat DVOR/DME (090746.24N0990805.09E) counter clockwise to 0844.5N9917.3E 0840.4N9919.7E and 0845.0N9929.0E	ALT 7 000 ft GND	RTAF Flying Training Mon - Fri, 2300 - 1700. Contact SWALLOW Control freq 127.0 or 331.3 MHz, if unable, contact Surat APP FREQ 119.3 or 236.6 MHz before entering.
VT D63 Udon, Loei (Area 1) Area bounded by lines joining successively the following points : 1750.8N10235.5E on Thai-Laotian border then follow the arc 30 NM counter clockwise from Udon TACAN (1722.9N10248.1E) to 1700.0N10228.0E 1700.0N10130.0E 1744.0N10130.0E thence eastward along the Thai-Laotian border to the starting point.	UNL GND	RTAF Flying Training Mon - Fri , 2200 - 1700. Contact BRIGHAM Control freq 127.0 or 331.3 MHz, if unable, contact Udon APP FREQ 122.5 or 236.6 MHz before entering.
VT D63 Udon, Loei, Khon Kaen (Area 2) Beginning at 1700.0N10228.0E then follow the arc 30 NM counter clockwise from Udon TACAN to 1656.0N10239.5E then follow the arc 30 NM counter clockwise from Khon Khan NDB (162743.41N1024704.18E) to 1630.0N10217.0E 1630.0N10130.0E 1700.0N10130.0E and 1700.0N10228.0E	ALT10 000 ft GND	RTAF Flying Training Mon - Fri , 2200 - 1700 Contact BRIGHAM Control freq 127.0 or 331.3 MHz, if unable, contact Udon APP FREQ 126.2 or 236.6 MHz before entering.
VT D64 Udon, Nong Khai Area bounded by lines joining successively the following points : 1755.0N10247.0E on Thai-Laotian border to 1753.0N10247.5E then follow the arc 30 NM clockwise from Udon TACAN (1722.9N10248.1E) to 1709.0N10315.8E 1630.0N10409.2E 1630.0N10440.0E thence northward along the Thai-Laotian border to the starting point.	UNL GND	RTAF Flying Training Mon - Fri , 2200 - 1700 Contact BRIGHAM Control FREQ 127.0 or 331.3 MHz, if unable, contact Udon APP freq 122.5 or 236.6 MHz before entering.
- Nakhon Phanom Flying Training Area within VT D64 Area 1 Area bounded by lines joining the following points: 172800N1041500E 174800N1041500E 173600N1042600E 172800N1042200E thence direct to starting point. Area 2 Area bounded by lines joining the following points: 163000N1041500E 165600N1041500E 170800N1042500E 170800N1043900E 170000N1043800E 163000N1043900E thence direct to starting point.	ALT 6 000 ft GND ALT 6 000 ft GND	Aviation Flying Training Area VFR Daily, BTN 2300-1100 UTC. The Joint-used airspace Sakon Nakhon TMA and VT D64. Contact Sakon Nakhon Approach freq. VHF 123.35 MHz or UHF 284.0 MHz, if unable Contact Nakhon Phanom Tower freq. VHF 122.5 MHz, before entering. *Aircraft training flight in this area shall continuously close monitor Sakon Nakhon Approach frequency.

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
DANGER AREAS		
VT D65 Northeastern Area A circle 20 NM radius centred on point 1639.0N10258.0E	FL 150 GND	RTAF Flying Training Mon - Fri, 0000 - 1000. Contact Khon Khan TOwer FREQ 122.5 or 236.6 MHz before entering.
VT D67 Kanchanaburi Area bounded by lines joining successively the following points : 1454.0N9830.0E 1454.0N9957.0E 1415.0N9923.0E 1349.0N 9923.0E 1349.0N9914.0N 1435.0N9830.0E then direct to the starting point.	ALT 6 000 ft GND	RTA Flying Training Mon - Fri , 0130 - 0930, except public holidays, aircraft are to contact Kanchanaburi Tower FREQ 122.0 MHz before entering.
VT D70 Chanthaburi Area bounded by the line joining the following points : 1253N10213E 1253N10153E 1313N10153E 1313N10213E (Banchankhtem Kitchakut District Chanthaburi Province)	ALT15000 ft GND	RTN Flying training aircraft are to contact U-Tapao APP FREQ 119.7 or 273.3 MHz before entering, the activity will be notified by NOTAM.
VT D71 Gulf of Thailand Area bounded by the line joining the following points : 1100N10135E 1100N10105E 1200N10045E 1200N10135E	ALT 30000 ft GND	RTN Flying training MON-FRI 0100-1000 except public holidays, aircraft are to contact U-Tapao APP FREQ 119.7 or 273.3 MHz before entering.
VT D72 Bangkok, Nonthaburi, Nakhon Pathom, Suphanburi Area bounded by lines joining successively the following points : Area 1 141820.38N1004014.57E 135819.51N1002641.46E 140459.67N1001251.12E 141811.10N1002501.17E and 141820.38N1004014.57E Area 2 135819.54N1002641.46E 134604.48N1002225.41E 134630.34N1001255.05E 140459.67N1001251.12E	ALT 5000 ft GND	RTAF Flying training MON-FRI 2300-1500 contact Don Mueang APP FREQ 119.4 or 262.5 or 259.6 MHz before entering.

PART 3 – AERODROMES (AD)

AD 0.

AD 0.1 PREFACE – Not applicable
AD 0.2 RECORD OF AIP AMENDMENTS – Not applicable
AD 0.3 RECORD OF AIP SUPPLEMENTS – Not applicable
AD 0.4 CHECKLIST OF AIP PAGES – Not applicable
AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP –Not applicable

AD 0.6 TABLE OF CONTENTS TO PART 3

INTRODUCTION

AD 2. AERODROMES

CHIANG MAI / INTL

CHIANG RAI / Mae Fah Luang-Chiang Rai INTL

PHUKET /INTL

AD 2. AERODROMES

PHUKET / INTL

BANGKOK / Suvarnabhumi INTL

RAYONG / U-Tapao Pattaya INTL

AD 2. AERODROMES

→ RAYONG / U-Tapao Pattaya INTL

→ SONGKLA / Hat Yai INTL

BURI RAM

AD 1. AERODROMES – INTRODUCTION

AD 1.1 AERODROME AVAILABILITY

1. INTRODUCTION

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

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

2. AERODROMES ADMINISTRATION

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

3. CONDITIONS OF AVAILABILITY

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

4. REGULATIONS CONCERNING AIRPORT USE

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

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

a) The fees and charges for the landing, parking or housing of aircraft shall be those from time to time published by the Director General of the Department of Civil Aviation in the AIP of Aeronautical Information Circulars. The fees and charges referred to in this paragraph shall accrue from day to day and shall be payable on demand;

b) The Airports Authority shall have the right to delay the aircraft until such fees and charges as aforesaid are paid;

c) Neither the Airports Authority nor any servant or agent of the Government shall be liable for loss of or damage to the aircraft, its parts or accessories or any property contained in the aircraft, however such loss or craft is on any of the aerodromes under the control of the Airports Authority or is the course of landing or taking – off at any such aerodromes or damage may arise, occurring while the

4.1.2 LANDING MADE ELSEWHERE THAN AT ALTERNATE AIRPORTS

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

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

a) If pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and the passengers and crew on the other is avoided:

b) That cargo, baggage and mail are not removed from the aircraft unless such action is necessary to avoid loss or destruction;

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

5. TRAFFIC OF PERSONS AND VEHICLES ON AERODROMES

5.1 Demarcation of Zone

The ground of each aerodromes are divided into two zones:

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

5.2 Movement of Persons

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

5.3 Movement of Vehicles

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

5.4 Policing

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

6. APPLICABLE ICAO DOCUMENTS

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

6.2 Differences from Standards and Recommended Practices.

ANNEX 14 Reference	Differences
TABLE 3-1 Taxiway Minimum. Clearance	**1. At Bangkok International Airport.** The minimum distance between the centre line of the runway 03R/21L and the centre line of parallel taxilane T - At the adjoining taxiway D is 165 m. - At the adjoining taxiway U is 156 m. - At the adjoining taxiway V is 150 m. - At the adjoining taxiway V to taxiway S is 180 m. Remark / take-off and landing restrictions. Pilots who do not hold a valid professional pilot license or instructor rating shall not take-off or landing when there is a wide-bodied aircraft on taxiway T. **2. At Phuket Internaltion Airport** The minimum distance between the centre line of the runway and the centre line of the parallel Taxiway P is 150 m.

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-Tapao Pattaya International Airport.

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AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome name Location indicator	Type of traffic permitted to use the aerodrome			Reference to AD Section and remarks
	International - National **(INTL-NTL)**	**IFR-VFR**	S = Scheduled NS = Non-scheduled P = Private	
1	2	3	4	5
Aerodromes				
BANGKOK/ Don Mueang International Airport VTBD	**INTL**	**IFR-VFR**	**S - NS - P**	**AD 2 - VTBD**
BANGKOK/ Suvarnabhumi International Airport VTBS	**INTL**	**IFR-VFR**	**S - NS - P**	**AD 2 - VTBS**
CHIANG MAI/ Chiang Mai International Airport VTCC	**INTL**	**IFR-VFR**	**S - NS - P**	**AD 2 - VTCC**
CHIANG RAI/ Mae Fah Luang-Chiang Rai International Airport VTCT	**INTL**	**IFR-VFR**	**S - NS - P**	**AD 2 - VTCT**
PHUKET/ Phuket International Airport VTSP	**INTL**	**IFR-VFR**	**S - NS - P**	**AD 2 - VTSP**
RAYONG/ U-Tapao Pattaya International Airport VTBU	**INTL**	**IFR-VFR**	**S - NS - P**	**AD 2 - VTBU**
SONGKHLA/ Hat Yai International Airport VTSS	**INTL**	**IFR-VFR**	**S - NS - P**	**AD 2 - VTSS**

Aerodrome name Location indicator	Type of traffic permitted to use the aerodrome			Reference to AD Section and remarks
	International - National **(INTL-NTL)**	**IFR-VFR**	S = Scheduled NS = Non-scheduled P = Private	
1	2	3	4	5
KHON KAEN/ Khon Kaen VTUK	**NTL**	**IFR-VFR**	**S - NS - P**	**AD 2 – VTUK**
LAMPANG/ Lampang VTCL	**NTL**	**IFR-VFR**	**S - P**	**AD 2 - VTCL**
LOEI/Loei VTUL	**NTL**	**VFR**	**S – P**	**AD 2 - VTUL**
LOP BURI/ Khok Kathiam VTBL	**NTL**	**VFR**	**-**	**-**
MAE HONG SON/ Mae Hong Son VTCH	**NTL**	**IFR-VFR**	**S – P**	**AD 2 - VTCH**
NAKHON PATHOM/ Kamphaeng Saen VTBK	**NTL**	**IFR-VFR**	**-**	**-**
NAKHON PHANOM/ Nakhon Phanom VTUW	**NTL**	**VFR IFR**	**S - P**	**AD 2 - VTUW**
NAKHON RATCHASIMA/ Khorat VTUN	**NTL**	**VFR**	**S**	**-**
NAKHON SAWAN/ Nakhon sawan VTPN	**NTL**	**VFR**	**-**	**AD 2 - VTPN**
NAKHON SAWAN/ Takhli VTPI	**NTL**	**IFR-VFR**	**-**	**-**
NAKHON SI THAMMARAT/ Nakhon si Thammarat VTSN	**NTL**	**VFR**	**S**	**AD 2 - VTSN**
NAN/ Nan VTCN	**NTL**	**VFR**	**S - P**	**AD 2 - VTCN**

VTBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03L	029° NPA	3 700x60	126/F/D/W/T Asphalt/Concrete	135349.24N 1003545.38E	THR 2.0 M/7 FT
21R	209° PA II	3 700x60	126/F/D/W/T Asphalt/Concrete	135534.87N 1003644.62E	THR 2.0 M/7 FT
03R	028° NPA	3 500x45	126/F/D/W/T Asphalt/Concrete	135358.45N 1003605.50E	THR 2.0 M/7 FT
21L	208° PA I	3 500x45	126/F/D/W/T Asphalt/Concrete	135528.41N 1003655.96E	THR 2.53 M/8 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.05% 0% -0.05% (350M 2 850M 500M)	150x60	150x150	4 120x260	Nil	Nil
+0.056% 0% -0.05% (500M 2 850M 350M)	150x60	150x150	4 120x260	Nil	Nil
-0.025% -0.02% (2 525M 975M)	Nil	150x150	3 720x160	Nil	Nil
+0.02% -0.025% (975M 2 525M)	100x45	150x150	3 720x160	Nil	Nil

VTBD AD 2.13 DECLARED DISTANCES

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

VTBD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig-nator	APCH LGT type LEN INTST	THRLG colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03L	SALS 420M LIH	Green	PAPI LEFT/RIGHT 3° (71.46 ft)	Nil	3700M,30M White; FM 2800M - 3400M Red/White; FM 3400m Red; LIH	3700M,60M White, LIH	Red	150M Red	Nil
21R	CAT ll 900M LIH	Green	PAPI LEFT/RIGHT 3° (65.06 ft)	900M	3700M,30M White; FM 2800M - 3400M Red/White; FM 3400m Red; LIH	3700M,60M White; LIH	Red	150M Red	Nil
03R	SALS (5 BAR) 300M LIH RTIL*	Green	PAPI LEFT/RIGHT 3° (63.81 ft)	Nil	Nil	3500,60M White; FM 2900M - 3500M Yellow; LIH	Red	Nil	*Runway threshold identification lights
21L	CAT l 900M LIH	Green	PAPI LEFT/RIGHT 3° (61.75 ft)	Nil	Nil	3500,60M Red; FM 350M - 2900M White FM 2900M Yellow; LIH	Red	Nil	Nil

VTBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTBD AD 2.16 HELICOPTER LANDING AREA

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

VTBD AD 2.17 ATS AIRSPACE

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

AD 2.18 ATS COMMUNICATION FACILITIES

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

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

7. Warning for Taxiing Aircraft

7.1 Pilots should exercise extreme caution when maneouvring 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 MueangTower

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.

11. Aircraft Manoeuvring Procedures

In order to avoid jet blast damage to the terminal building and to aircraft, equipment and personnel on nearby stands, the following aircraft manoiuvring procedures are to be observed:

11.1 When the pilot is ready for start-up and push-back, he shall seek confirmation from the ground crew that there is on hazard to his aircraft starting up. He shall then notify the ground controller that he is ready for push-back. On being told by Don Mueang Ground that push-back is approved, he shall co-ordinate with the ground crew for the start-up and push-back of the aircraft.

11.2 Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or push-back of aircraft commences.

11.3 Pilots are reminded that they should always use minimum power when starting engine or manoeuvring within the apron area. It is especially important when commencing to taxi that breakaway thrust is kept to an absolute minimum and then reduced to idle thrust as soon as practicable.

11.4 Following push-back from aircraft stands, the points where the tug will be disconnected from the aircraft and breakaway thrust will be applied in these positions:

11.4.1 North and South Remote Apron

11.4.1.1 The intersection of the lead-in line and “taxilane A” or “taxilane B” centre line.

11.4.2 Behind the holding line on “taxilane B” marked as letter “S-TOWBAR” on the ground.

11.4.2.1 Abeam pier 2, pier 3, pier 4, pier 5 and pier 6

11.4.2.2 Abeam stand 73, stand 88 and stand 129

11.4.3 On centre line of aircraft stand taxilane, from cul-de-cac stands, marked as letter “S”

11.4.3.1 Between pier 2 and pier 3

11.4.3.2 Between pier 3 and pier 4

11.4.3.3 Between pier 4 and pier 5

11.4.3.4 Between pier 5 and pier 6

11.4.3.5 Behind stand 68 and stand 130

11.5 Due to aircraft congestion, self-manoeuvring is not permitted at any parking stands, all aircraft must use towbar for push-back procedures

11.6 The following table describes the procedure for push-back of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, Don Mueang Ground will issue specific instructions to the pilots.

Aircraft Stands	Aircraft Manoeuvring Procedures
North Remote Apron Stands 1 2 3 4 91 92 93 94 95 96 97 98 99 100A 100B 100C	❒ The aircraft (on idle power) shall be pushed back to face either north or south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi. Remarks ❒ Stand 100B and stand 100C in case of push-back facing north, the aircraft shall then be towed forward until behind stand 100B.

Aircraft Stands	Aircraft Manoeuvring Procedures
Terminal Apron Stands 11 12	❒ The aircraft (on idle power) shall be pushed back to face either north or south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi**.**
Stand 14	❒ The aircraft (on idle power) shall be pushed back to face north till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line, then tow forward until behind stand 14 or to face south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi**.**
Stand 15	❒ The aircraft (on idle power) shall be pushed back to face south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi. Alternative ❒ The aircraft (on idle power) shall be pushed back onto “taxilane B” to face either north or south behind the holding line. Breakaway thrust will be applied when cleared to taxi.
Stand 21	❒ The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi.
Stands 23 25	❒ The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi. Alternative ❒ The aircraft may start one engine to idle power. They will be pushed back onto “taxilane A” to face south till aircraft is behind the holding line abeam stand 15, other engines may be started to idle and breakaway thrust will be applied when cleared to taxi.
Stands 22 31 32 41 42 51 52	❒ The aircraft except DC-10, MD-11 and L-1011 may start one engine to idle power. They will be pushed back onto stand taxilane to face east and then tow forward till its nosewheel is at “S” mark. Other engines may be started to idle power, when cleared to taxi. Breakaway thrust will be applied on wing-mounted engines only. Tail engine must not exceed idle thrust until the aircraft is clear of apron.
Stands 61 62	❒ The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 63 64 65 66 67	❒ The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi. Alternative ❒ The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at “S” mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.

Aircraft Stands	Aircraft Manoeuvring Procedures
Stand 68	❒ The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi. Alternative ❒ Aircraft up to A300 may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
South Remote Apron Stand 121	❒ The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi.
Stand 122	❒ The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north till its nosewheel is behind the holding line abeam stand 73 or south till the aircraft is on "taxilane B" abeam stand 130. Other engines may be started and breakaway thrust will be applied when cleared to taxi.
Stand 123 125 127 129	❒ The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi. Alternative ❒ The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 124 126 128 130	❒ The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north till the aircraft is behind the holding line abeam stand 73 or south till the aircraft is on "taxilane B" abeam stand 130. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi. Alternative ❒ The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 73 109	❒ The aircraft (on idle power) shall be pushed back to face either north till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line or south till its body is aligned with "taxilane B" centre line. Breakaway thrust will be applied when cleared to taxi.
Stands 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 101 102 103 104 105 106 107 110 112 113 114 115	❒ The aircraft (on idle power) shall be pushed back to face either north till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line or south till its body is aligned with "taxilane B" centre line. Breakaway thrust will be applied when cleared to taxi.
Stands 89 90 108	❒ The aircraft (on idle power) shall be pushed back to face north till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line. Then tow forward till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line. Breakaway thrust will be applied when cleared to taxi.

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 Flats/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.

VTBD AD 2.22 FLIGHT PROCEDURES

VFR FLIGHTS

1. VFR Flight in Bangkok Control Zone

1.1 By Day (Sunrise/Sunset)

- Unless authorized, VFR flight will not be permitted to land / take-off at Don Mueang International Airport when weather conditions as reported to Don Mueang APP/TWR by an authorized ground observer are LESS than:

  Ground Visibility - 5 km; or
  Ceiling - 450 m (1500 ft)

Authorization may be granted by ATC for special VFR flight, (see 2.4) to land / take-off at Don Mueang International Airport under conditions LESS than (1.1) above but NOT LESS than

Ground Visibility - 1500 m

1.2 By NIGHT (Sunset/Sunrise)

- Authorization may be granted by ATC for VFR flight to land / take-off at Don Mueang International Airport under conditions reported to be AT or BETTER than (1.1) above; such flight will be treated as special VFR flight (see 1.4) for ATC purposes.

1.3 AT All Times

- VFR flight within Bangkok CTR shall be conducted so that the aircraft maintain flight visibility and distance from cloud EQUAL TO or GREATER THAN those specified in ICAO Annex 2, Table 3-1.

  - Flight Visibility - 5 km below 3050 m (10 000 ft) AMSL and
    - 8 km at and above 3050 m (10 000 ft) AMSL
  - Distance from cloud - 1500 m horizontally and 300 m (1000 ft) vertically.

1.4 SPECIAL VFR FLIGHT

Special VFR flight may be permitted when the ground visibility is not less than 1500 m, provided that the aircraft is equipped with functioning radio and the pilot has agreed to guard on the appropriate ATC communications frequency. ATC shall provide IFR separation between all special VFR flights and between such flights and IFR flights.

2. VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFTS AND HELICOPTERS

2.1 The details of VFR entry and exit procedures are given in ENR 2.2 VFR ENTRY AND EXIT PROCEDURES IN BANGKOK CONTROL ZONE.

3. TRAINING IN DANGER AREA

3.1 D 47

a. Jet / Conventional Aircraft departing from Don Mueang International Airport must contact Don Mueang Approach on frequency 119.4 MHz
b. Before leaving VT D47 the pilot must report his position, distance and heading to Don Mueang Approach.
c. Test Flights: If the pilot desires to fly outside the area of VT D47, he must maintain two-way radio communicatios with, and follow instruction from Bangkok Approach/Don Mueang Approach.

3.2 D 72

a. Light Aircraft departing form Don Mueang International Airport must contact Don Mueang Approach, the controller will instruct the pilot over Bangbuathong at altitude not above 1000 feet before entering D 72.
b. 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 Ladlumkaew at altitude not above 1000 feet, report Patumtani, 5 NM West and then report entering downwind for landing RWY 21L/R or RWY 03R/L.

4. RADIO COMMUNICATION FAILURE

4.1 Departing Aircraft.

a. Aircraft will not be permitted to take off unless two-way radio communications can be maintained with the control tower.

4.2 Arriving Aircraft.

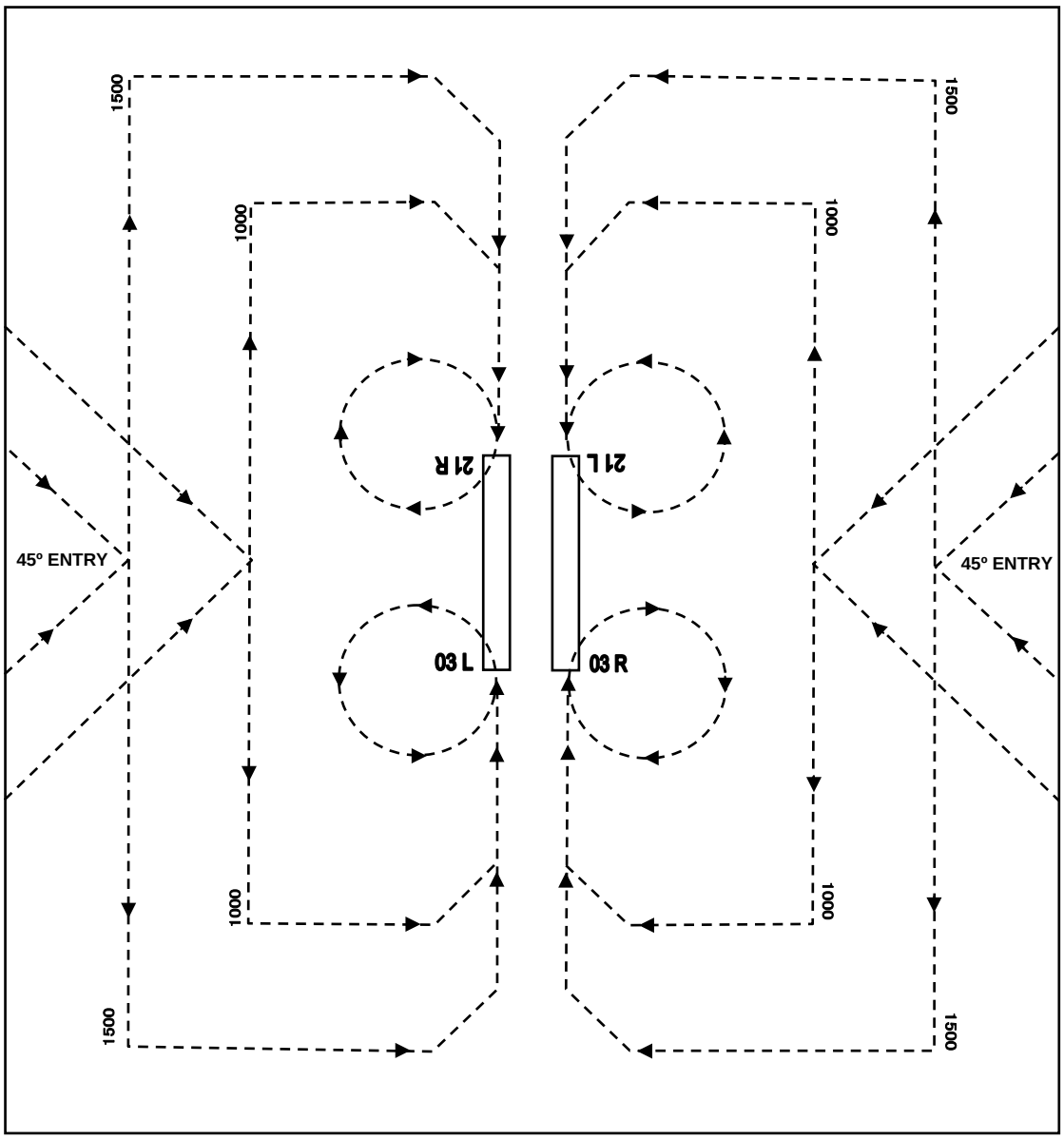
a. Report their position, distance, heading, altitude and departure point when approaching 50 NM radius of VTBD ARP by transmitting in the blind.
b. Observe the direction of traffic in pattern, and enter downwind with the flow of traffic.
c. Conform to the altitude for the type of aircraft as listed in Note 1.
d. Make a low approach between the runways at an altitude of 500 feet, and rock the wings of the aircraft.
e. Re-enter downwind leg and observe light signals.

Note 1: Traffic Patterns

(1) Altitudes:

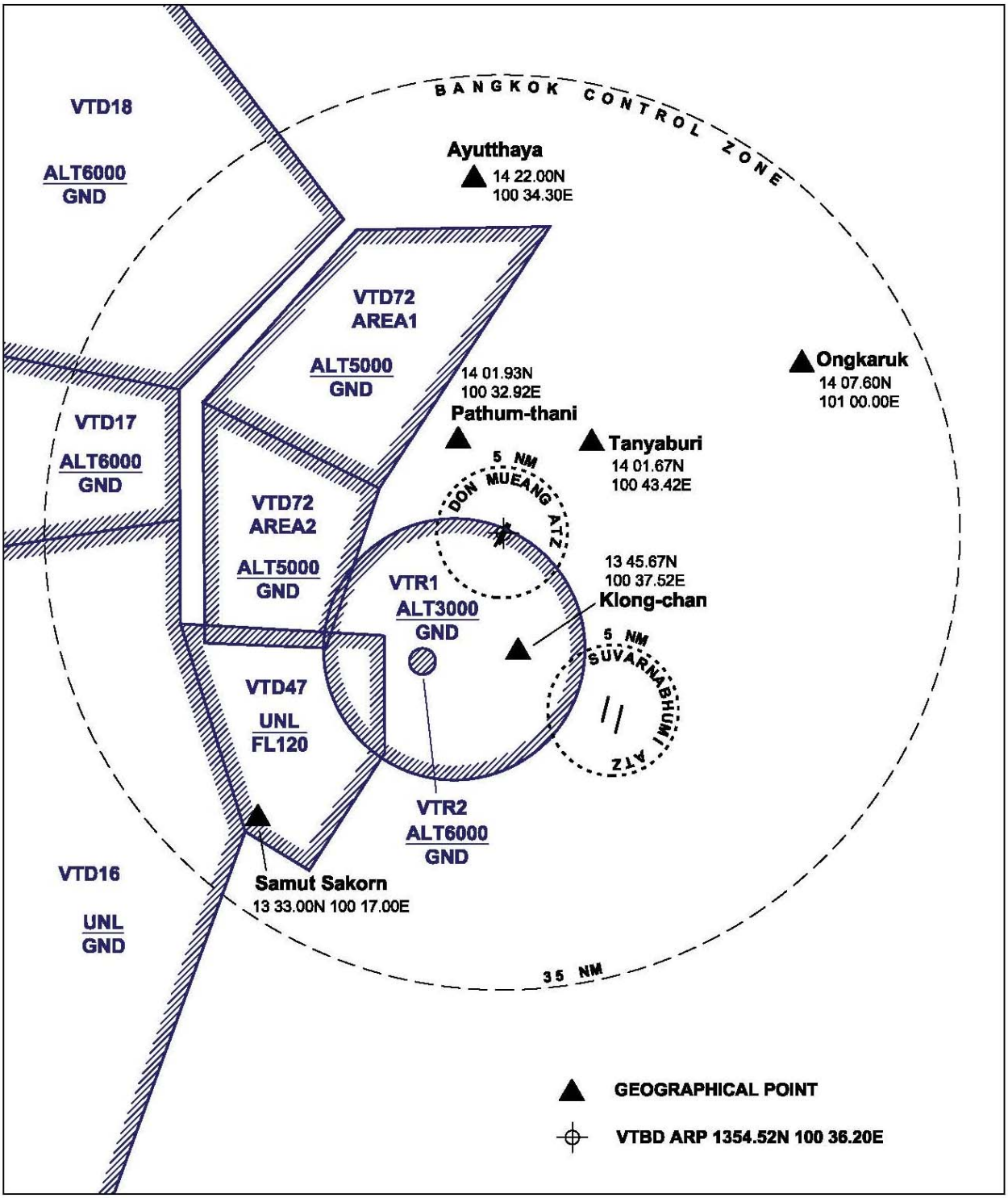
a. Jet	1500 ft
b. Light Aircraft	1000 ft
c. Helicopter	500 ft

- Traffic Pattern



ILLUSTRATON :

BANGKOK CONTROL ZONE AND DON MUEANG AERODROME TRAFFIC ZONE



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VTBD AD 2.23 ADDITIONAL INFORMATION

NIL

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VTBD AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

13 54 52 N
100 36 20 E

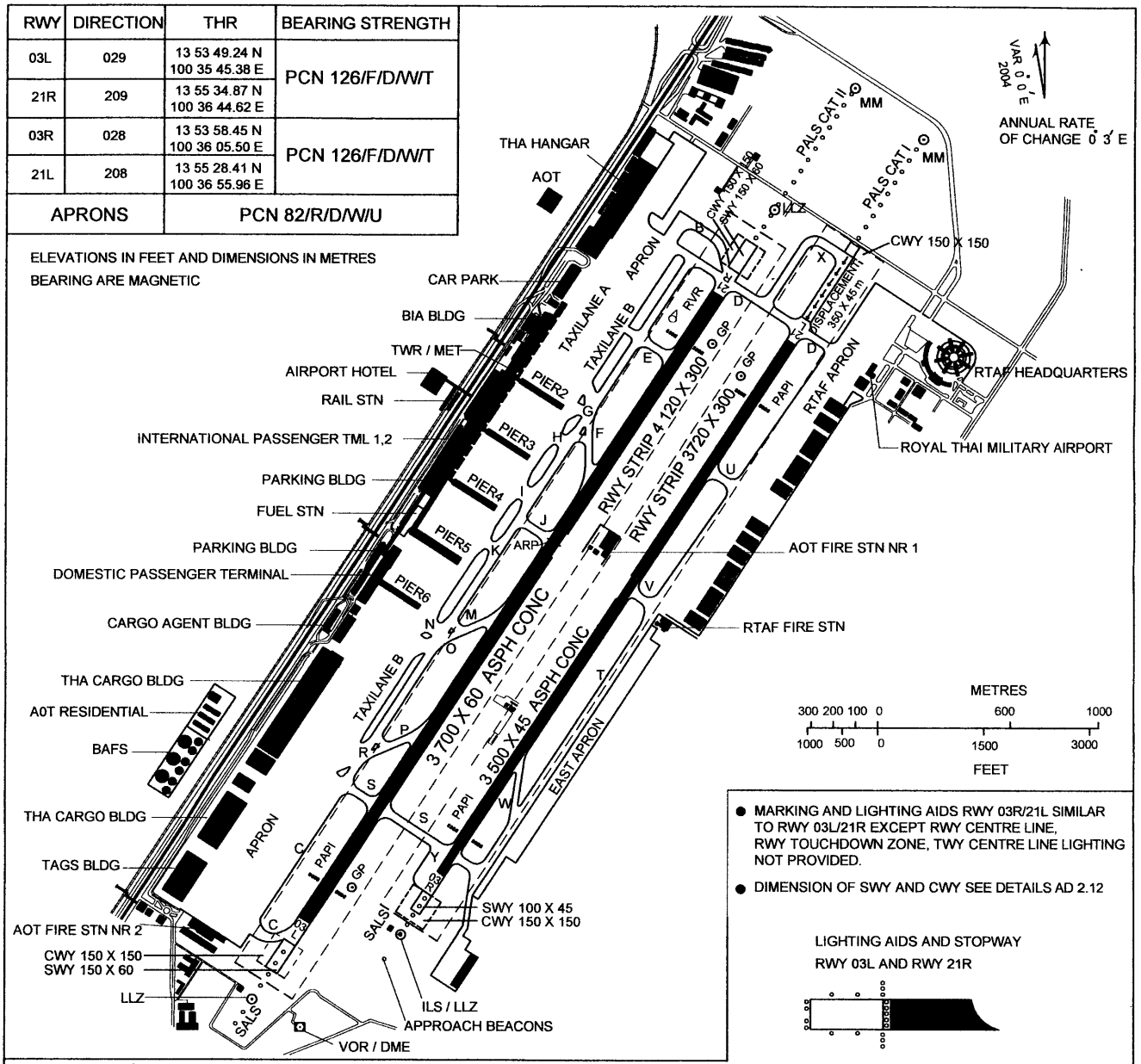
ELEV 9 ft

TWR 118.1

BANGKOK / DON MUEANG Intl.

RWY	DIRECTION	THR	BEARING STRENGTH
03L	029	13 53 49.24 N 100 35 45.38 E	PCN 126/F/D/W/T
21R	209	13 55 34.87 N 100 36 44.62 E	
03R	028	13 53 58.45 N 100 36 05.50 E	PCN 126/F/D/W/T
21L	208	13 55 28.41 N 100 36 55.96 E	
APRONS		PCN 82/R/D/W/U	

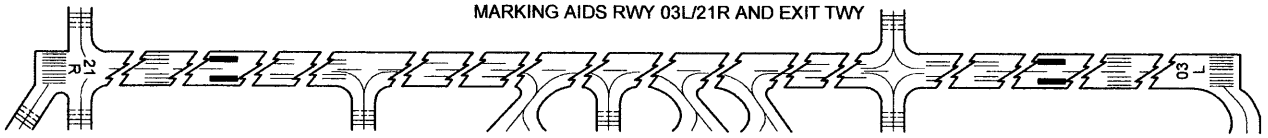
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



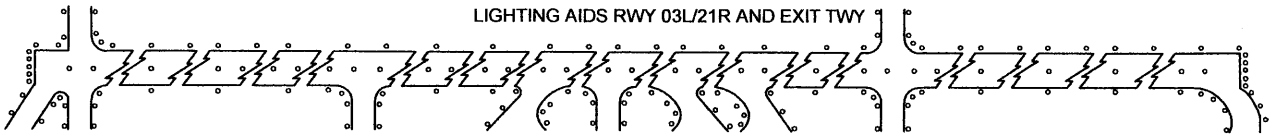
- MARKING AND LIGHTING AIDS RWY 03R/21L SIMILAR TO RWY 03L/21R EXCEPT RWY CENTRE LINE, RWY TOUCHDOWN ZONE, TWY CENTRE LINE LIGHTING NOT PROVIDED.
- DIMENSION OF SWY AND CWY SEE DETAILS AD 2.12

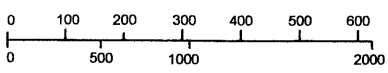
LIGHTING AIDS AND STOPWAY
RWY 03L AND RWY 21R

MARKING AIDS RWY 03L/21R AND EXIT TWY



LIGHTING AIDS RWY 03L/21R AND EXIT TWY





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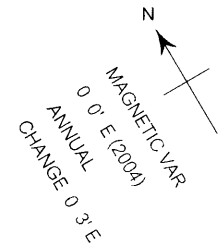
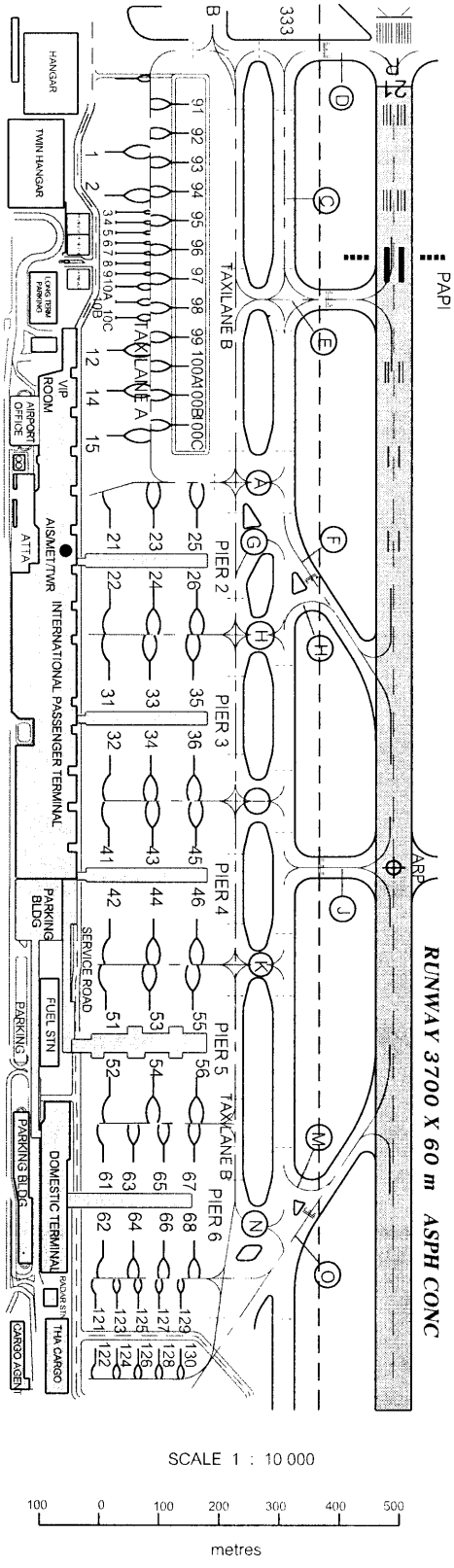
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
10 ft

TWR 118.1
GND 121.9

BANGKOK / DONMUEANG INTL





SCALE 1 : 10 000

100 0 100 200 300 400 500
metres

* TAXIWAY AND APRON BEARING STRENGTH SEE VTBD AD 2-2 AND AD 2-29

* INS COORDINATES FOR AIRCRAFT STAND SEE VTBD AD 2-29 FLIP SIDE

ARP 135452N 1003620E

LEGEND	
* AIRCRAFT STAND	56
* TAXIWAY LIGHT	·
* HOLDING POSITION	—

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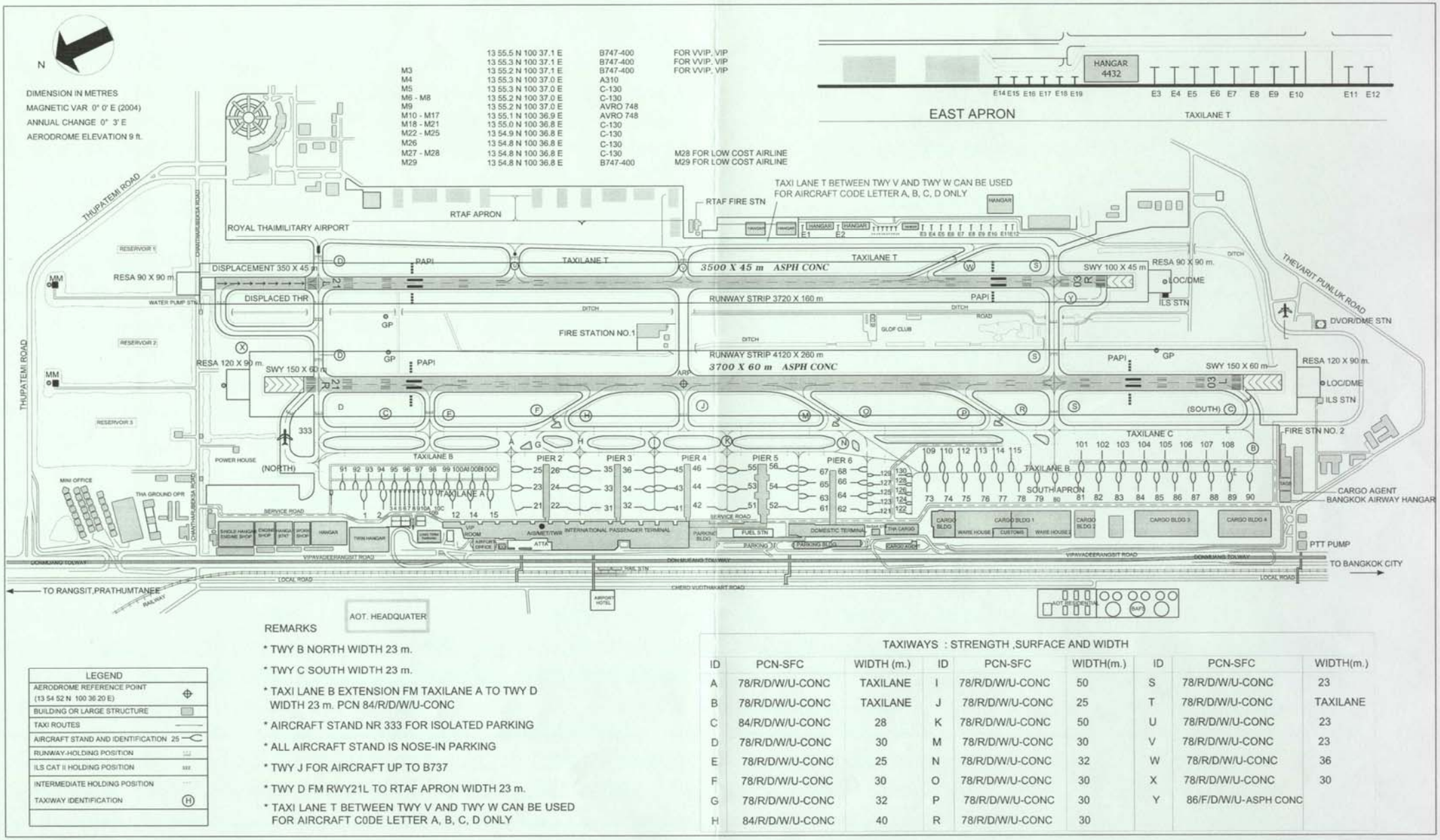
AERODROME GROUND MOVEMENT CHART-ICAO

APRON ELEV
10 ft.

TWR 118.1

GND 121.9

BANGKOK / DON MUEANG Intl.



LEGEND	
AERODROME REFERENCE POINT (13 54 52 N 100 36 20 E)	⊕
BUILDING OR LARGE STRUCTURE	
TAXI ROUTES	
AIRCRAFT STAND AND IDENTIFICATION 25	
RUNWAY-HOLDING POSITION	
ILS CAT II HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
TAXIWAY IDENTIFICATION	Ⓗ

REMARKS

* TWY B NORTH WIDTH 23 m.
* TWY C SOUTH WIDTH 23 m.
* TAXI LANE B EXTENSION FM TAXILANE A TO TWY D WIDTH 23 m. PCN 84/R/D/W/U-CONC
* AIRCRAFT STAND NR 333 FOR ISOLATED PARKING
* ALL AIRCRAFT STAND IS NOSE-IN PARKING
* TWY J FOR AIRCRAFT UP TO B737
* TWY D FM RWY21L TO RTAF APRON WIDTH 23 m.
* TAXI LANE T BETWEEN TWY V AND TWY W CAN BE USED FOR AIRCRAFT C0DE LETTER A, B, C, D ONLY

TAXIWAYS : STRENGTH ,SURFACE AND WIDTH

ID	PCN-SFC	WIDTH (m.)	ID	PCN-SFC	WIDTH(m.)	ID	PCN-SFC	WIDTH(m.)
A	78/R/D/W/U-CONC	TAXILANE	I	78/R/D/W/U-CONC	50	S	78/R/D/W/U-CONC	23
B	78/R/D/W/U-CONC	TAXILANE	J	78/R/D/W/U-CONC	25	T	78/R/D/W/U-CONC	TAXILANE
C	84/R/D/W/U-CONC	28	K	78/R/D/W/U-CONC	50	U	78/R/D/W/U-CONC	23
D	78/R/D/W/U-CONC	30	M	78/R/D/W/U-CONC	30	V	78/R/D/W/U-CONC	23
E	78/R/D/W/U-CONC	25	N	78/R/D/W/U-CONC	32	W	78/R/D/W/U-CONC	36
F	78/R/D/W/U-CONC	30	O	78/R/D/W/U-CONC	30	X	78/R/D/W/U-CONC	30
G	78/R/D/W/U-CONC	32	P	78/R/D/W/U-CONC	30	Y	86/F/D/W/U-ASPH CONC	
H	84/R/D/W/U-CONC	40	R	78/R/D/W/U-CONC	30			

INS COORDINATES AND ACCOMMODATION FOR AIRCRAFT STAND

STAND NR	NORTH LAT	EAST LONG	ACFT UP TO
NORTH APRON			
1	13 55 36.01	100 36 25.83	B744
2	13 55 33.95	100 36 24.68	B744
3	13 55 36.15	100 36 25.53	CODE A
4	13 55 35.63	100 36 25.25	CODE A
5	13 55 35.12	100 36 24.96	CODE A
6	13 55 34.61	100 36 24.67	CODE A
7	13 55 34.09	100 36 24.38	CODE A
8	13 55 33.58	100 36 24.09	CODE A
9	13 55 33.06	100 36 23.81	CODE A
10A	13 55 32.43	100 36 23.45	CODE B
10B	13 55 31.66	100 36 23.02	CODE B
10C	13 55 30.89	100 36 22.59	CODE B
91	13 55 35.77	100 36 33.28	B767
92	13 55 34.19	100 36 32.39	B767
93	13 55 32.60	100 36 31.50	B767
94	13 55 31.02	100 36 30.61	B767
95	13 55 29.43	100 36 29.72	B767
96	13 55 27.85	100 36 28.83	B767
97	13 55 26.36	100 36 27.88	A300
98	13 55 24.86	100 36 27.04	A300
99	13 55 23.36	100 36 26.20	A300
NORTH CORRIDOR			
12	13 55 25.75	100 36 19.91	B744/B773/A346
14	13 55 23.69	100 36 18.77	B744/B773/A346
15	13 55 21.63	100 36 17.61	B744/B773/A346
100A	13 55 21.86	100 36 25.36	A300
100B	13 55 20.36	100 36 24.52	A300
100C	13 55 18.86	100 36 23.68	A300

STAND NR	NORTH LAT	EAST LONG	ACFT UP TO
PIER 2			
21	13 55 16.17	100 36 15.71	B772
22	13 55 14.11	100 36 14.47	B744
23	13 55 15.03	100 36 17.83	B772
24	13 55 12.95	100 36 16.62	B744
25	13 55 13.90	100 36 19.95	B772
26	13 55 11.82	100 36 18.74	B744
PIER 3			
31	13 55 08.18	100 36 11.23	B772
32	13 55 06.12	100 36 09.99	B744
33	13 55 07.05	100 36 13.35	B772
34	13 55 04.97	100 36 12.14	B774
35	13 55 05.95	100 36 15.39	B772
36	13 55 03.83	100 36 14.25	B774
PIER 4			
41	13 55 00.19	100 36 06.75	B772
42	13 54 58.13	100 36 05.51	B744/B773/A346
43	13 54 59.06	100 36 08.86	B772
44	13 54 56.98	100 36 07.65	B744/B773/A346
45	13 54 57.96	100 36 10.91	B772
46	13 54 55.84	100 36 09.77	B744/B773/A346
PIER 5			
51	13 54 51.71	100 36 02.00	B744/B773/A346
52	13 54 50.16	100 36 01.13	B744/B773/A346
53	13 54 50.58	100 36 04.12	B744/B773/A346
54	13 54 49.03	100 36 03.25	B744/B773/A346
55	13 54 49.46	100 36 06.25	B744/B773/A346
56	13 54 47.90	100 36 05.37	B744/B773/A346
PIER 6			
61	13 54 44.06	100 35 57.14	A300
62	13 54 41.90	100 35 55.70	A300
63	13 54 43.24	100 25 58.67	A300
64	13 54 41.09	100 35 57.24	A300
65	13 54 42.42	100 35 00.21	A300
66	13 54 40.26	100 35 58.77	B734
67	13 54 42.05	100 35 01.70	B734
68	13 54 39.46	100 35 00.34	B744/B773

STAND NR	NORTH LAT	EAST LONG	ACFT UP TO
SOUTH APRON			
73	13 54 31.63	100 35 51.88	B744/B773/A346
74	13 54 29.55	100 35 50.70	B744/B773/A346
75	13 54 27.46	100 35 49.54	B744/B773/A346
76	13 54 25.42	100 35 48.39	B744/B773/A346
77	13 54 23.35	100 35 47.22	B744/B773/A346
78	13 54 21.28	100 35 46.06	B744/B773/A346
79	13 54 19.21	100 35 44.90	B744/B773/A346
80	13 54 17.14	100 35 43.75	B744/B773/A346
81	13 54 14.63	100 35 42.33	B744/B773/A346
82	13 54 12.57	100 35 41.19	B744/B773/A346
83	13 54 10.49	100 35 40.02	B744/B773/A346
84	13 54 08.36	100 35 38.70	B744/B773/A346
85	13 54 06.35	100 35 37.70	B744/B773/A346
86	13 54 04.28	100 35 36.53	B744/B773/A346
87	13 54 02.21	100 35 35.38	B744/B773/A346
88	13 54 00.14	100 35 34.21	B744/B773/A346
89	13 54 58.07	100 35 33.06	B744/B773/A346
90	13 53 56.00	100 35 31.90	B744/B773/A346
101	13 54 11.28	100 35 48.79	B744
102	13 54 08.97	100 35 47.50	B744
103	13 54 06.66	100 35 46.20	B744
104	13 54 04.34	100 35 44.90	B744
105	13 54 02.03	100 35 43.61	B744
106	13 53 59.72	100 35 42.31	B744
107	13 53 57.41	100 35 41.01	B744
108	13 53 55.10	100 35 39.72	B744
109	13 54 28.74	100 35 58.40	B772/A333/A346
110	13 54 26.79	100 35 57.30	B772/A333/A346
112	13 54 24.83	100 35 56.21	B772/A333/A346
113	13 54 22.87	100 35 55.11	B772/A333/A346
114	13 54 20.92	100 35 54.01	B772/A333/A346
115	13 54 19.08	100 35 52.98	MD11
121	13 54 37.13	100 35 52.59	B734
122	13 54 36.29	100 35 52.12	B734
123	13 54 36.55	100 35 53.65	B734
124	13 54 35.72	100 35 53.19	B734
125	13 54 35.99	100 35 54.72	B734
126	13 54 35.14	100 35 54.25	B734
127	15 54 35.42	100 35 55.79	B734
128	13 54 34.57	100 35 56.32	B734
129	13 54 34.84	100 35 56.85	B734
130	13 54 34.01	100 35 56.39	B734

AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

Don Mueang International Airport

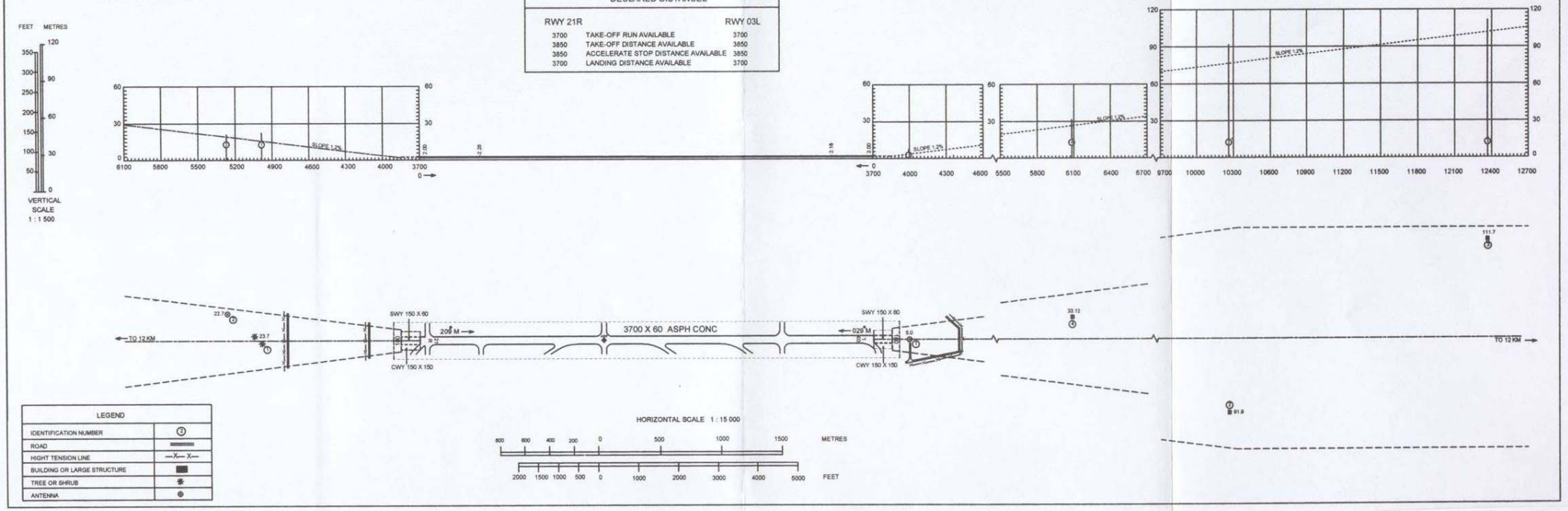
DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 0° 0' E (2004)

ANNUAL RATE OF CHANGE 0°3' E

RWY 21R / 03L

DECLARED DISTANCES		
RWY 21R		RWY 03L
3700	TAKE-OFF RUN AVAILABLE	3700
3850	TAKE-OFF DISTANCE AVAILABLE	3850
3850	ACCELERATE STOP DISTANCE AVAILABLE	3850
3700	LANDING DISTANCE AVAILABLE	3700



LEGEND	
IDENTIFICATION NUMBER	①
ROAD	
HIGHT TENSION LINE	—X— X—
BUILDING OR LARGE STRUCTURE	
TREE OR SHRUB	
ANTENNA	

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AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

Don Mueang International Airport

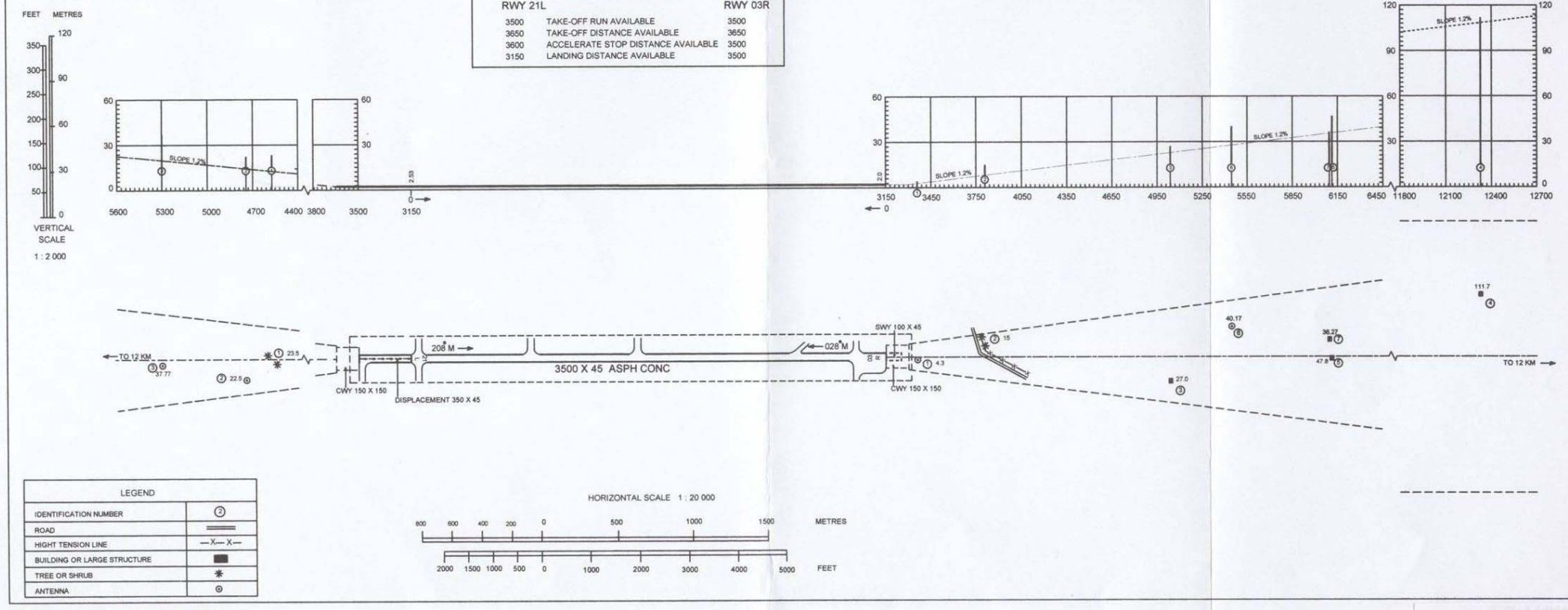
DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 0°0' E (2004)

ANNUAL CHANGE 0°3' E

RWY 21L / 03R

DECLARED DISTANCES		
RWY 21L		RWY 03R
3500	TAKE-OFF RUN AVAILABLE	3500
3650	TAKE-OFF DISTANCE AVAILABLE	3650
3600	ACCELERATE STOP DISTANCE AVAILABLE	3500
3150	LANDING DISTANCE AVAILABLE	3500



LEGEND	
IDENTIFICATION NUMBER	②
ROAD	═══
HIGHT TENSION LINE	—X—X—
BUILDING OR LARGE STRUCTURE	■
TREE OR SHRUB	✱
ANTENNA	⊙

HORIZONTAL SCALE 1 : 20 000

800 600 400 200 0 500 1000 1500 METRES

2000 1500 1000 500 0 1000 2000 3000 4000 5000 FEET

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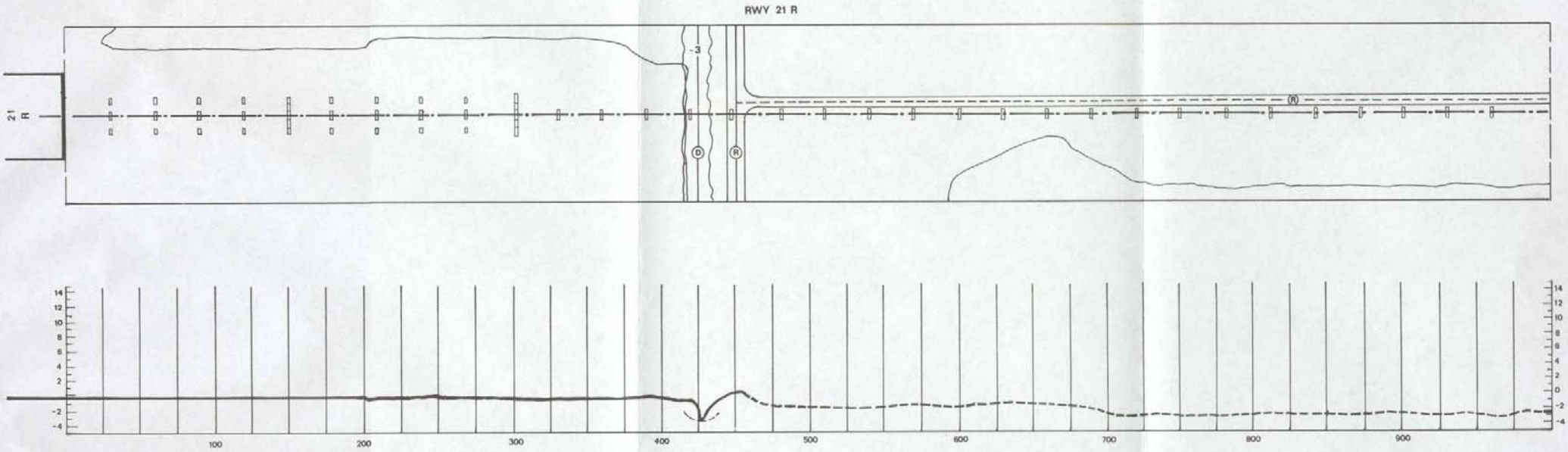
BANGKOK INTL

RWY 21 R

PRECISION APPROACH TERRAIN CHART - ICAO

DIMENSIONS AND HEIGHTS IN METRES



LEGEND	
ROAD - DITCH	
CONTOUR	
CENTRE - LINE PROFILE	
DEVIATION AT - LEAST ± 3m FROM CENTRE - LINE PROFILE	
APPROACH	
ORIGINAL GROUND	

VERTICAL SCALE 1 : 500

CONTOURS ARE HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

HORIZONTAL SCALE 1 : 2 500

25 0 50 100 200 300

METRES

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BANGKOK/Don Mueang Intl

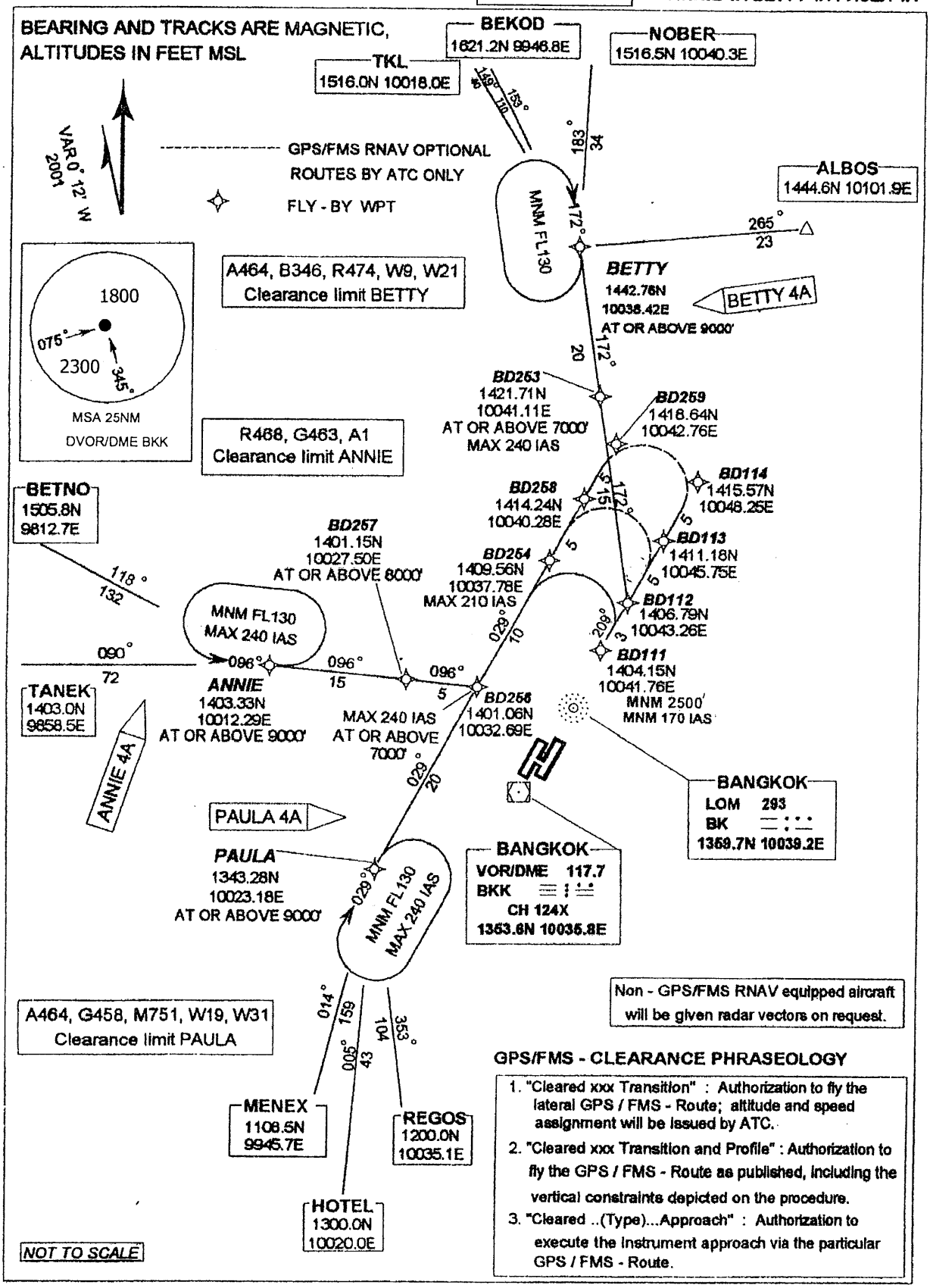
RWY 21L/21R

GPS/FMS RNAV ARRIVAL/TRANSITION TO FINAL APPROACH CHART

TRANSITION LEVEL FL130
TRANSITION ALTITUDE 11 000 ft

APP	: 122.35, 257.6
	: 124.35, 262.5
	: 125.2, 259.6
	: 121.7
	: 119.4, 254.6
ARR	: 125.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

ANNIE 4A BETTY 4A PAULA 4A



GPS/FMS - CLEARANCE PHRASEOLOGY

1. "Cleared xxx Transition" : Authorization to fly the lateral GPS / FMS - Route; altitude and speed assignment will be issued by ATC.
2. "Cleared xxx Transition and Profile" : Authorization to fly the GPS / FMS - Route as published, including the vertical constraints depicted on the procedure.
3. "Cleared ..(Type)...Approach" : Authorization to execute the instrument approach via the particular GPS / FMS - Route.

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BANGKOK/Don Mueang Intl

RWY 21L/21R

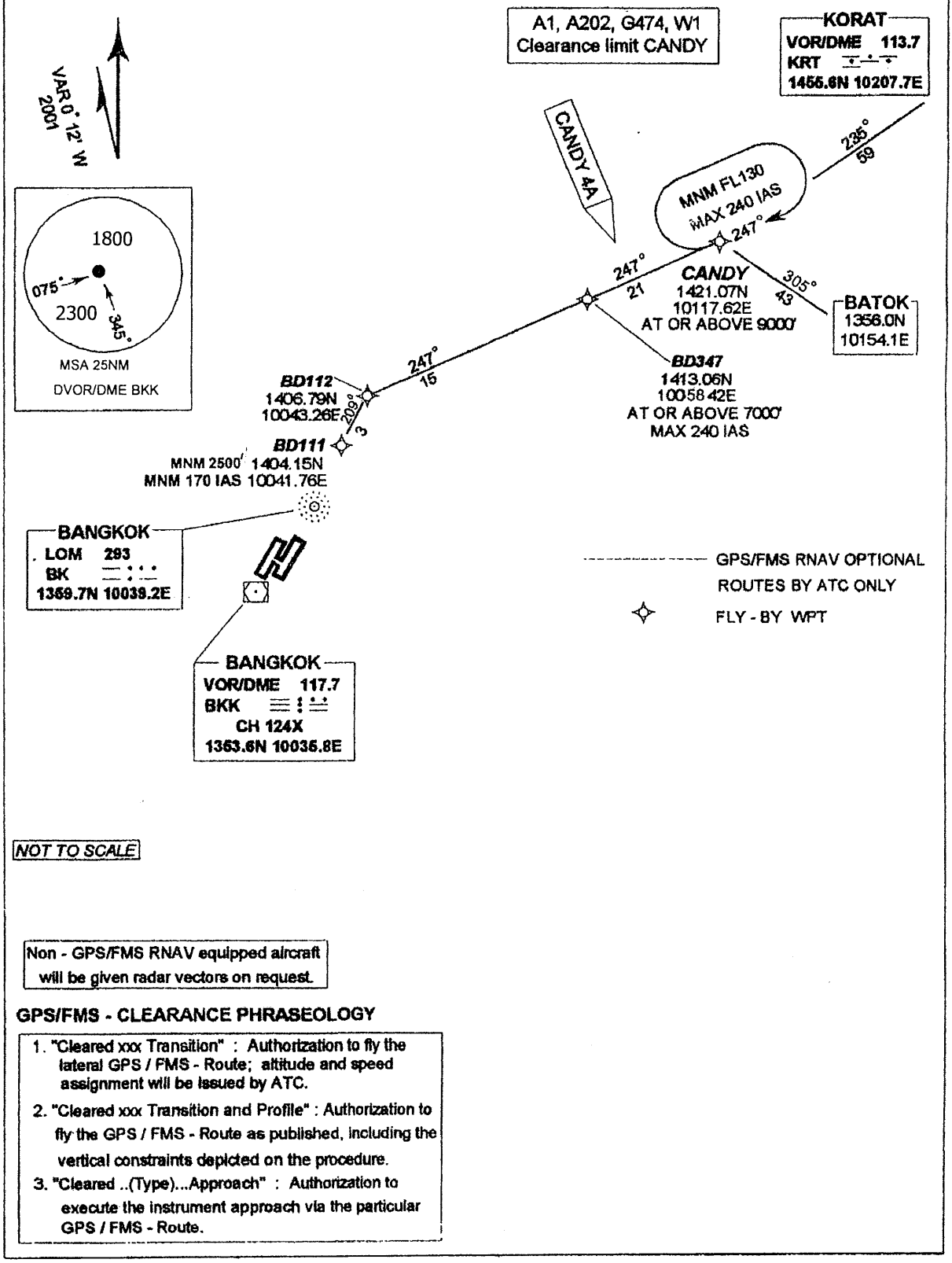
GPS/FMS RNAV ARRIVAL/TRANSITION TO FINAL APPROACH CHART

CANDY 4A

TRANSITION LEVEL FL130
TRANSITION ALTITUDE 11 000 ft

APP	: 122.35, 257.6
	: 124.35, 262.5
	: 125.2, 259.6
	: 121.7
	: 119.4, 254.6
ARR	: 125.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BEARING AND TRACKS ARE MAGNETIC,
ALTITUDES IN FEET MSL



NOT TO SCALE

Non - GPS/FMS RNAV equipped aircraft will be given radar vectors on request.

GPS/FMS - CLEARANCE PHRASEOLOGY

1. "Cleared xxx Transition" : Authorization to fly the lateral GPS / FMS - Route; altitude and speed assignment will be issued by ATC.
2. "Cleared xxx Transition and Profile" : Authorization to fly the GPS / FMS - Route as published, including the vertical constraints depicted on the procedure.
3. "Cleared ..(Type)...Approach" : Authorization to execute the instrument approach via the particular GPS / FMS - Route.

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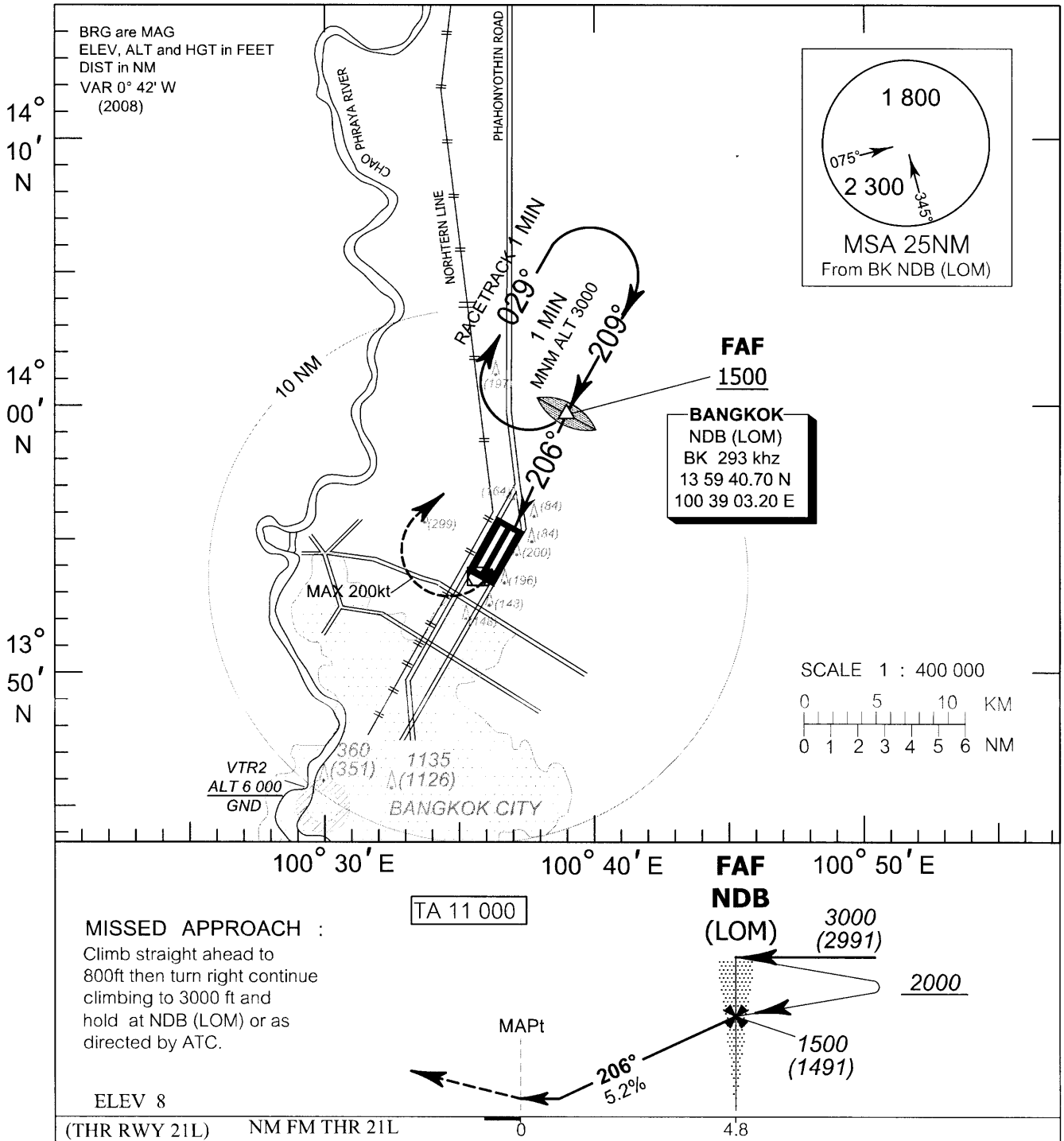
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 119.4	, 254.6
TWR	: 118.1	, 236.6
GND	: 121.9	, 122.5
	257.8	
ATIS	: 126.4	, 344.6

BANGKOK / Don Mueang Intl (VTBD)

NDB RWY21L



MISSED APPROACH :
Climb straight ahead to 800ft then turn right continue climbing to 3000 ft and hold at NDB (LOM) or as directed by ATC.

ELEV 8

(THR RWY 21L) NM FM THR 21L

OCA/H	A	B	C	D
Straight - in approach	470 (461)			
Circling	700 (691)		800 (791)	

Ground speed (GS)	knot	100	120	140	160	180	200
FAF-MAPt 4.8 NM	(min:s)	2:53	2:24	2:03	1:48	1:36	1:26
Rate of descent	(ft/min)	527	632	737	843	948	1053

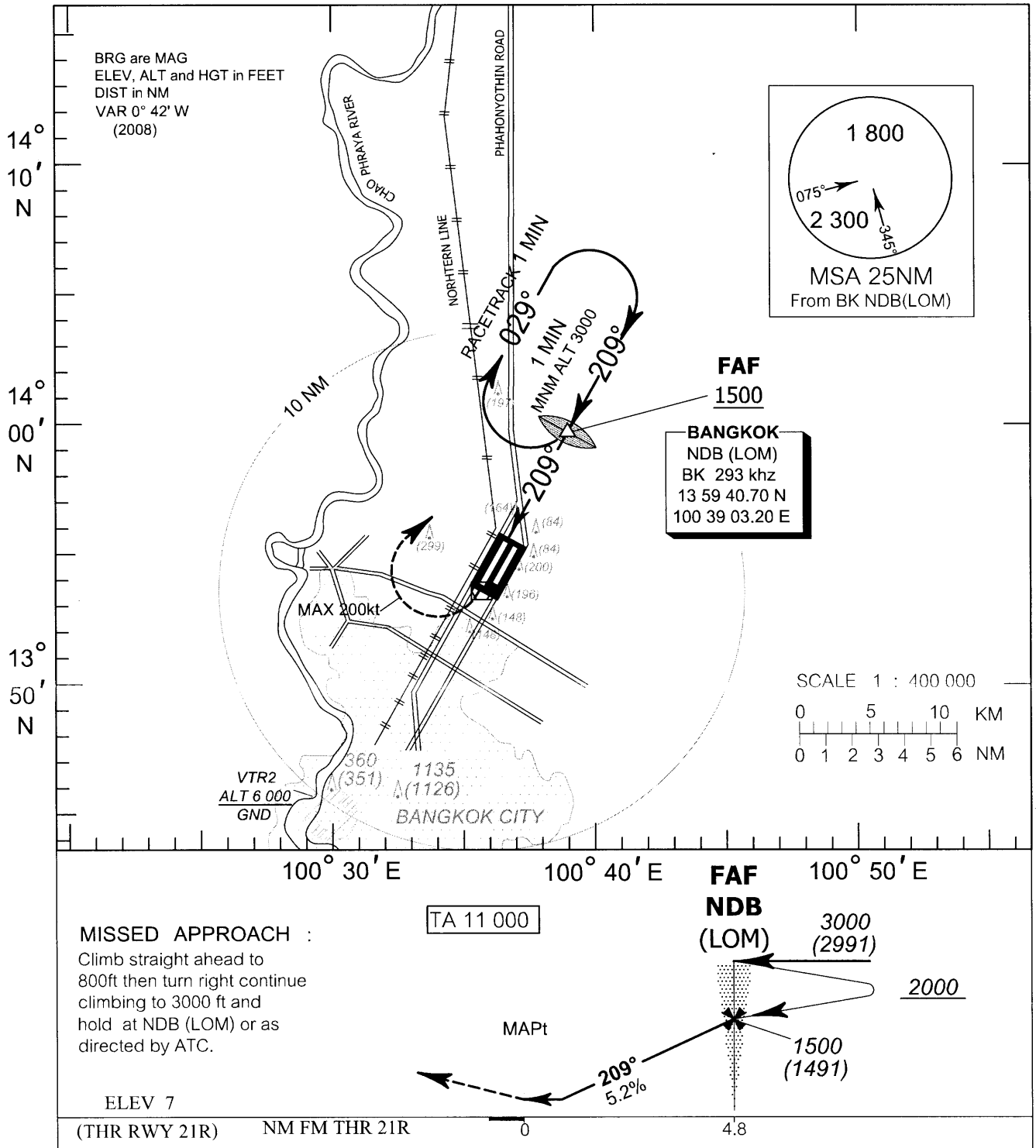
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 119.4	, 254.6
TWR	: 118.1	, 236.6
GND	: 121.9	, 122.5
	257.8	
ATIS	: 126.4	, 344.6

BANGKOK / Don Mueang Intl (VTBD)

NDB RWY21R



TA 11 000

MISSED APPROACH :
Climb straight ahead to 800ft then turn right continue climbing to 3000 ft and hold at NDB (LOM) or as directed by ATC.

ELEV 7

(THR RWY 21R) NM FM THR 21R 0 4.8

OCA/H	A	B	C	D
Straight - in approach	470 (461)			
Circling	700 (691)		800 (791)	

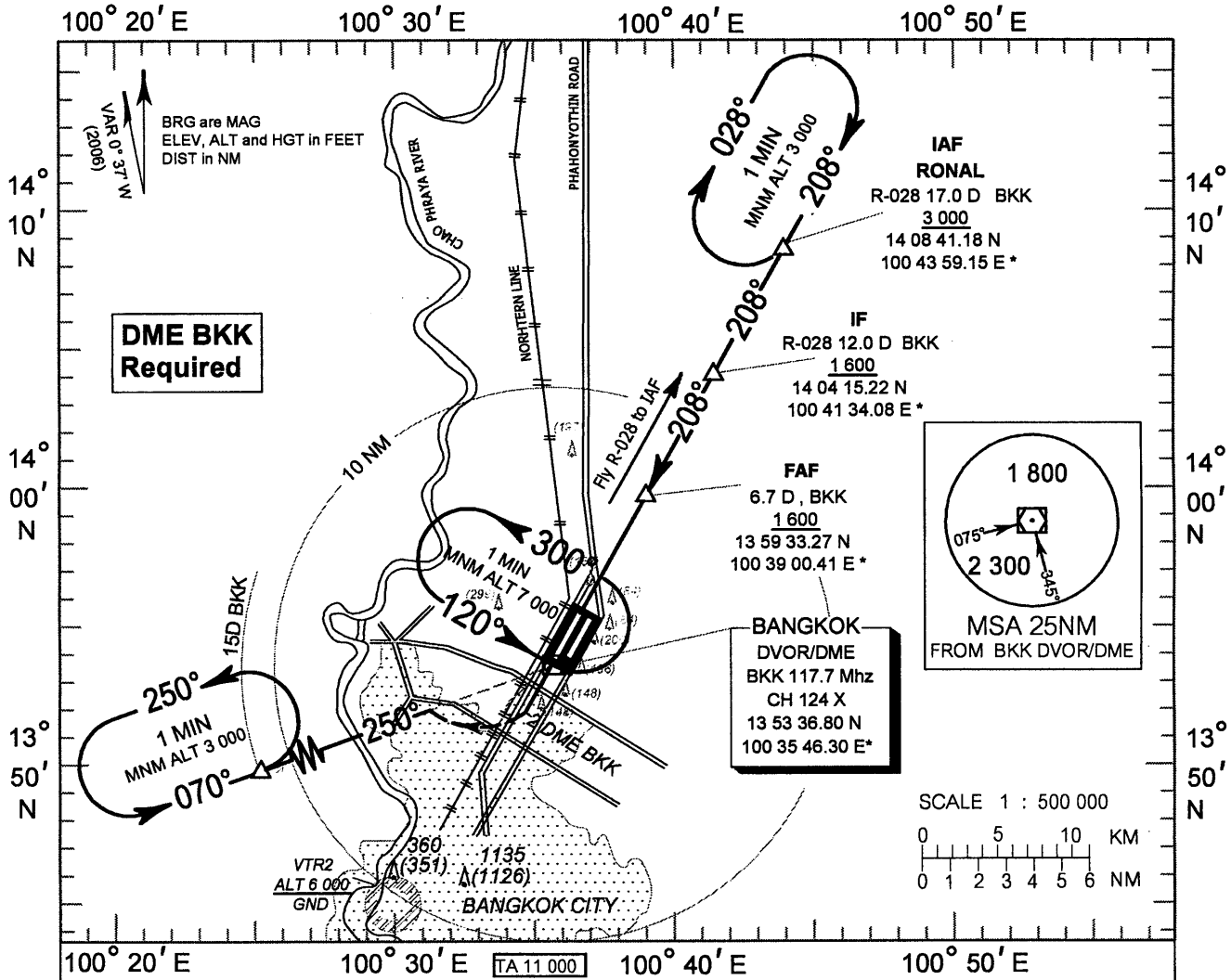
Ground speed (GS)	knot	100	120	140	160	180	200
FAF-MAPt 4.8 NM	(min:s)	2:53	2:24	2:03	1:48	1:36	1:26
Rate of descent	(ft/min)	527	632	737	843	948	1053

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 ft
HEIGHTS RELATED TO AERODROME ELEV

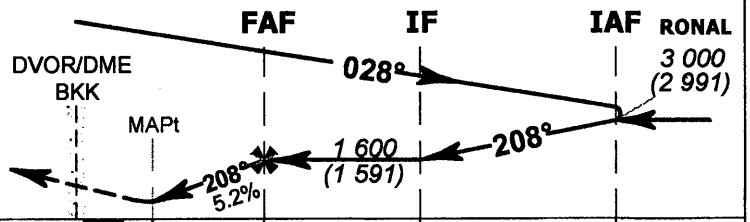
APP : 119.4 , 254.6
ARR : 125.5
TWR : 118.1 , 236.6
GND : 121.9 , 122.5 , 257.8
ATIS : 126.4 , 344.6

BANGKOK / Bangkok INTL
VOR
RWY 21R



MISSED APPROACH :
Climb straight ahead to DVOR/DME BKK until 2DME BKK outbound then turn right continue climb on R-250 BKK to 3000 ft and hold at 15DME BKK or as directed by ATC.

ELEV 7



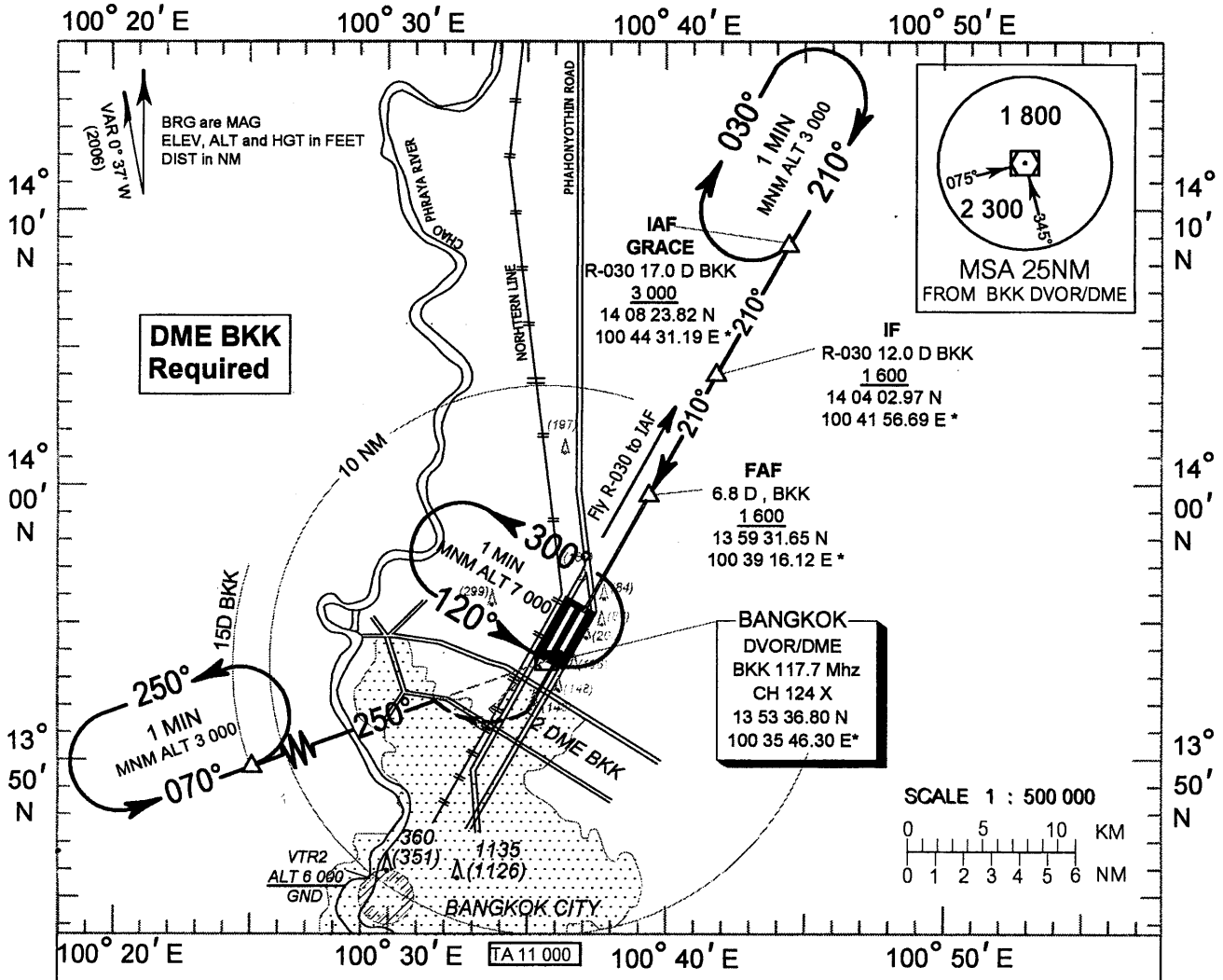
OCA/H	A	B	C	D	Distance (BKK)		4 DME		5 DME		6 DME	
Straight - in approach	520 (511)				Altitude		730		1050		1360	
					Ground speed (GS)	knot	100	120	140	160	180	200
					FAF-MAPt 3.4 NM	(min/s)	2:02	1:42	1:27	1:17	1:08	1:01
Circling	700 (691)		800 (791)		Rate of descent	(ft/min)	531	637	743	849	955	1061

INSTRUMENT APPROACH CHART - ICAO

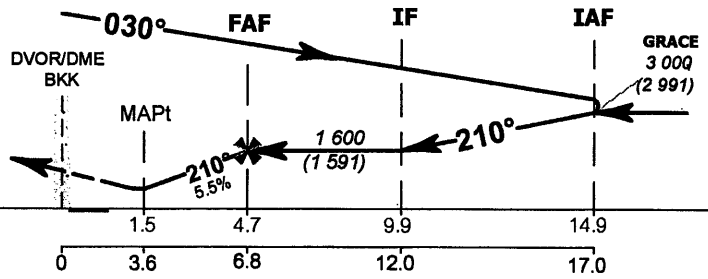
AERODROME ELEV 9 ft
HEIGHTS RELATED TO AERODROME ELEV

APP : 119.4 , 254.6
ARR : 125.5
TWR : 118.1 , 236.6
GND : 121.9 , 122.5 , 257.8
ATIS : 126.4 , 344.6

BANGKOK / Bangkok INTL
VOR
RWY 21L



MISSED APPROACH :
Climb straight ahead to DVOR/DME BKK until 2DME BKK outbound then turn right continue climb on R-250 BKK to 3000 ft and hold at 15DME BKK or as directed by ATC.

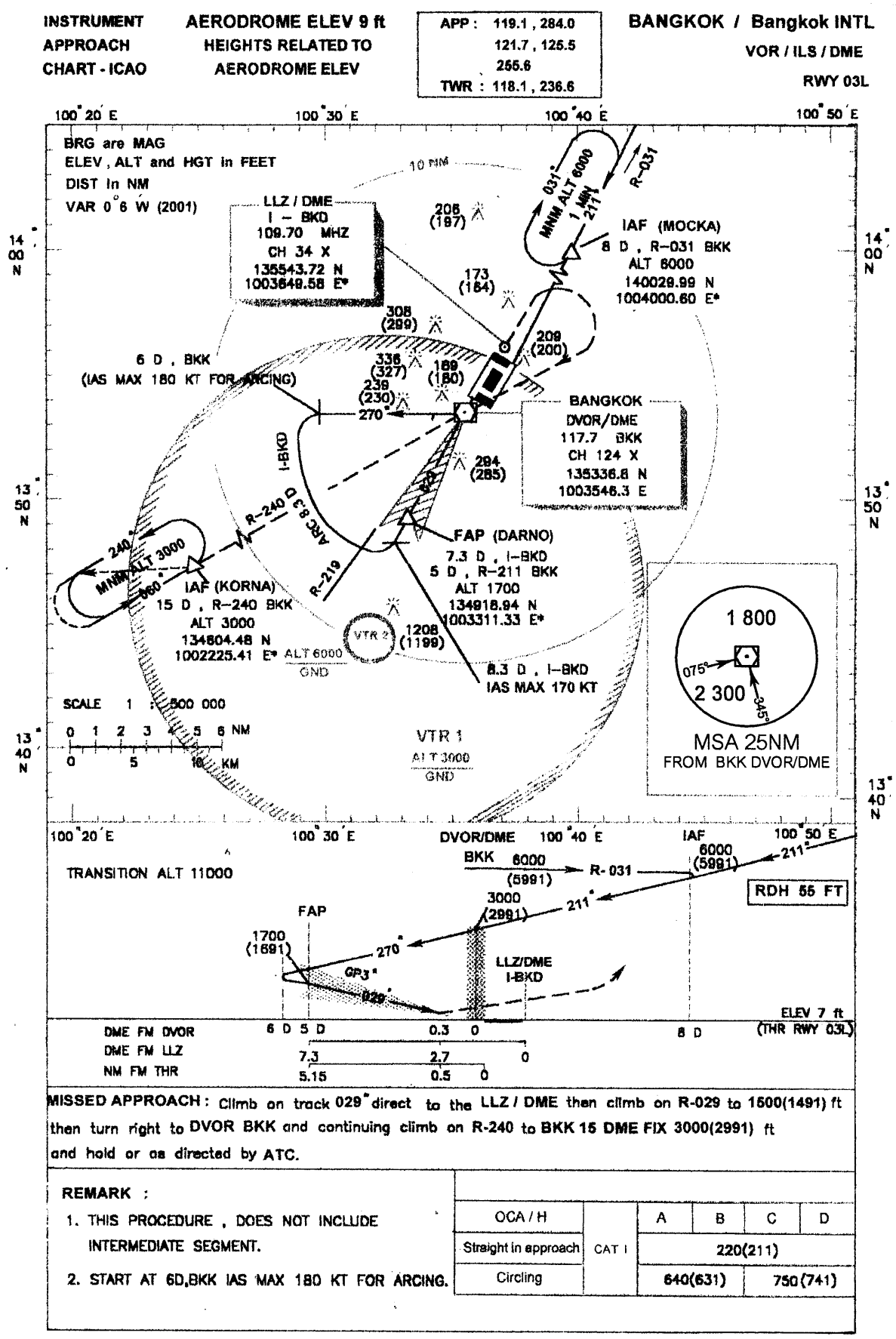


ELEV 8

(THR RWY 21L)

NM FM THR 21L
DME FM DVOR/DME

OCA/H	A	B	C	D	Distance (BKK)		4DME		5DME		6DME	
Straight - in approach	520 (511)				Altitude (ft)		700		1040		1370	
					Ground speed (GS)	knot	100	120	140	160	180	200
					FAF-MAPt 3.2 NM	(min/s)	1:55	1:36	1:22	1:12	1:04	0:58
Circling	700 (691)		800 (791)		Rate of descent	(ft/min)	557	668	780	891	1003	1114


INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 9 ft
HEIGHTS RELATED TO AERODROME ELEV
APP : 119.1 , 284.0
121.7 , 125.5
255.6
TWR : 118.1 , 236.6
BANGKOK / Bangkok INTL
VOR / ILS / DME
RWY 03L
BRG are MAG
ELEV , ALT and HGT in FEET
DIST In NM
VAR 0°6 W (2001)
LLZ / DME
I - BKD
109.70 MHZ
CH 34 X
135543.72 N
1003649.58 E*
IAF (MOCKA)
8 D , R-031 BKK
ALT 6000
140028.99 N
1004000.60 E*
6 D , BKK
(IAS MAX 180 KT FOR ARCING)
BANGKOK
DVOR/DME
117.7 BKK
CH 124 X
135336.8 N
1003546.3 E
FAP (DARNO)
7.3 D , I-BKD
5 D , R-211 BKK
ALT 1700
134918.94 N
1003311.33 E*
IAF (KORNA)
15 D , R-240 BKK
ALT 3000
134604.48 N
1002225.41 E*
8.3 D , I-BKD
IAS MAX 170 KT
VTR 2
VTR 1
ALT 3000
GND
ALT 6000
GND
1 800
2 300
MSA 25NM
FROM BKK DVOR/DME
SCALE 1 : 500 000
TRANSITION ALT 11000
DVOR/DME
BKK 6000
(5991)
R-031
IAF
6000
(5991)
211°
RDH 55 FT
FAP
3000
(2991)
1700
(1691)
270°
GP3°
029°
LLZ/DME
I-BKD
ELEV 7 ft
(THR RWY 03L)
DME FM DVOR
DME FM LLZ
NM FM THR
MISSED APPROACH : Climb on track 029° direct to the LLZ / DME then climb on R-029 to 1500(1491) ft then turn right to DVOR BKK and continuing climb on R-240 to BKK 15 DME FIX 3000(2991) ft and hold or as directed by ATC.
REMARK :
1. THIS PROCEDURE , DOES NOT INCLUDE INTERMEDIATE SEGMENT.
2. START AT 6D,BKK IAS MAX 180 KT FOR ARCING.
OCA / H
Straight in approach
Circling
CAT I
A
B
C
D
220(211)
640(631)
750(741)

INSTRUMENT APPROACH CHART - ICAO

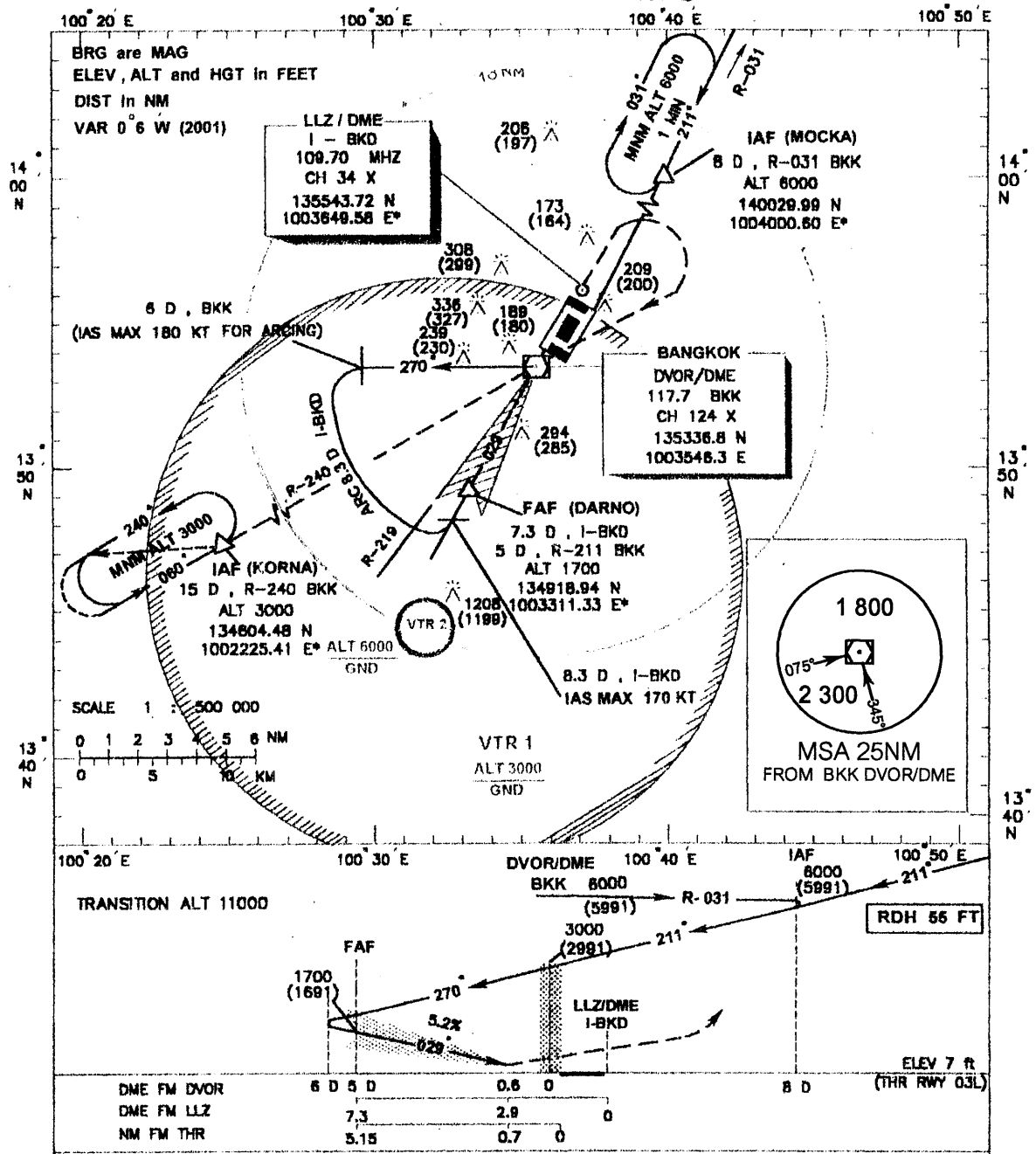
AERODROME ELEV 9 ft
HEIGHTS RELATED TO AERODROME ELEV

APP : 119.1 , 284.0
121.7 , 125.5
255.6
TWR : 118.1 , 236.6

BANGKOK / Bangkok INTL

VOR / LLZ / DME

RWY 03L



MISSED APPROACH : Climb on track 029° direct to the LLZ / DME then climb on R-029 to 1500(1491) ft then turn right to DVOR BKK and continuing climb on R-240 to BKK 15 DME FIX 3000(2991) ft and hold or as directed by ATC.

						Distance FM LLZ/DME	4 D		5 D		6 D	
OCA / H		A	B	C	D	Altitude (Height)	650 (641)		970 (961)		1290 (1281)	
Straight in approach	LLZ/DME	300 (291)				GS (kt)	100	120	140	160	180	200
Circling	ONLY	640 (631)		750 (741)		Rate of descent (ft/min)	525	635	740	850	955	1060
						FAF – MAPt 4.4 NM	2:38	2:12	1:53	1:38	1:28	1:19

REMARK
1. START AT 6D,BKK IAS MAX 180 KT FOR ARCING.
2. THIS PROCEDURE . DOES NOT INCLUDE INTERMEDIATE SEGMENT.

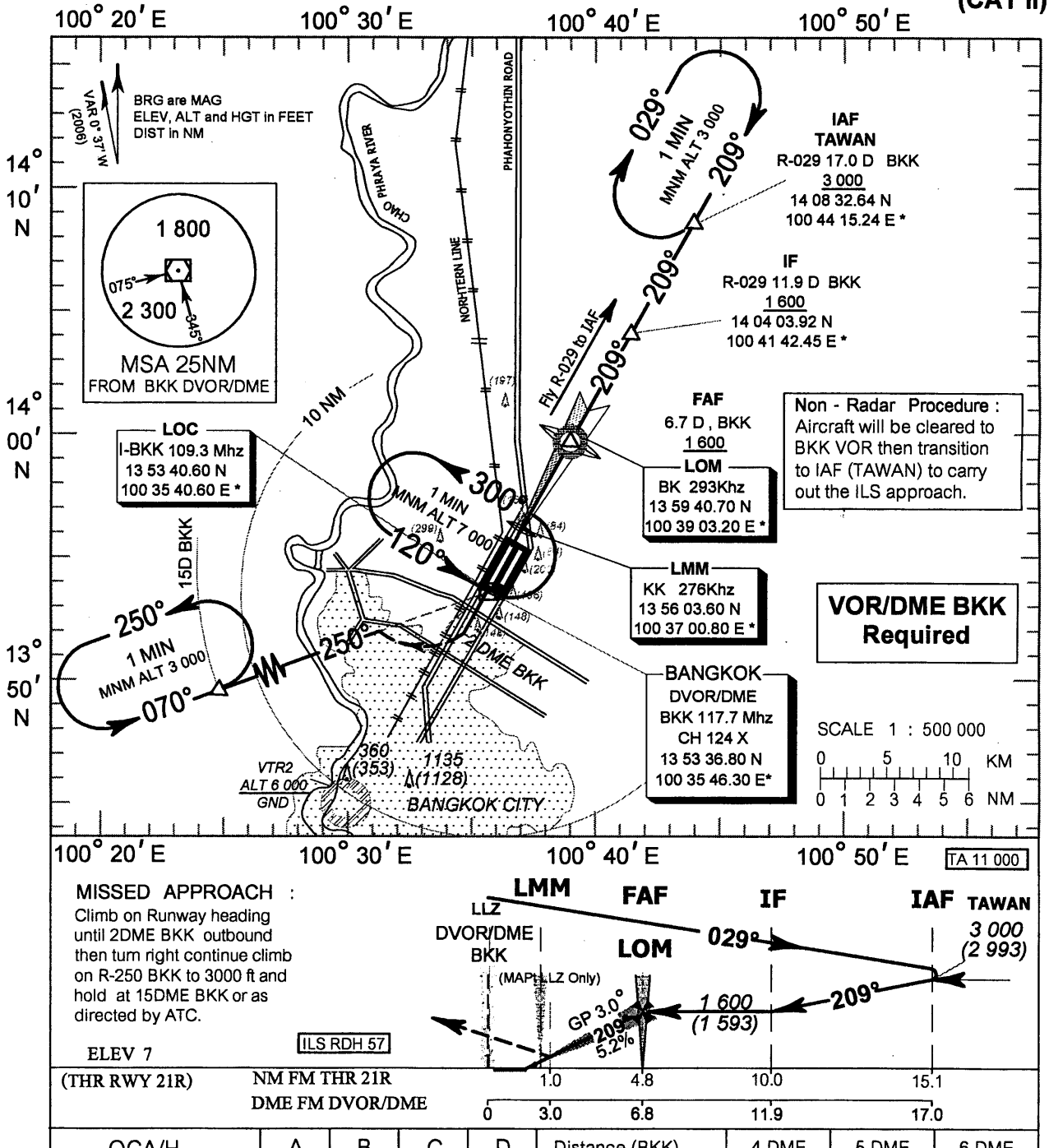
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 ft
HEIGHTS RELATED TO
THR RWY 21R - ELEV 7 ft

APP : 119.4 , 254.6
ARR : 125.5
TWR : 118.1 , 236.6
GND : 121.9 , 122.5 , 257.8
ATIS : 126.4 , 344.6

BANGKOK / Bangkok INTL

ILS or LLZ
RWY 21R
(CAT II)



MISSED APPROACH :
Climb on Runway heading until 2DME BKK outbound then turn right continue climb on R-250 BKK to 3000 ft and hold at 15DME BKK or as directed by ATC.

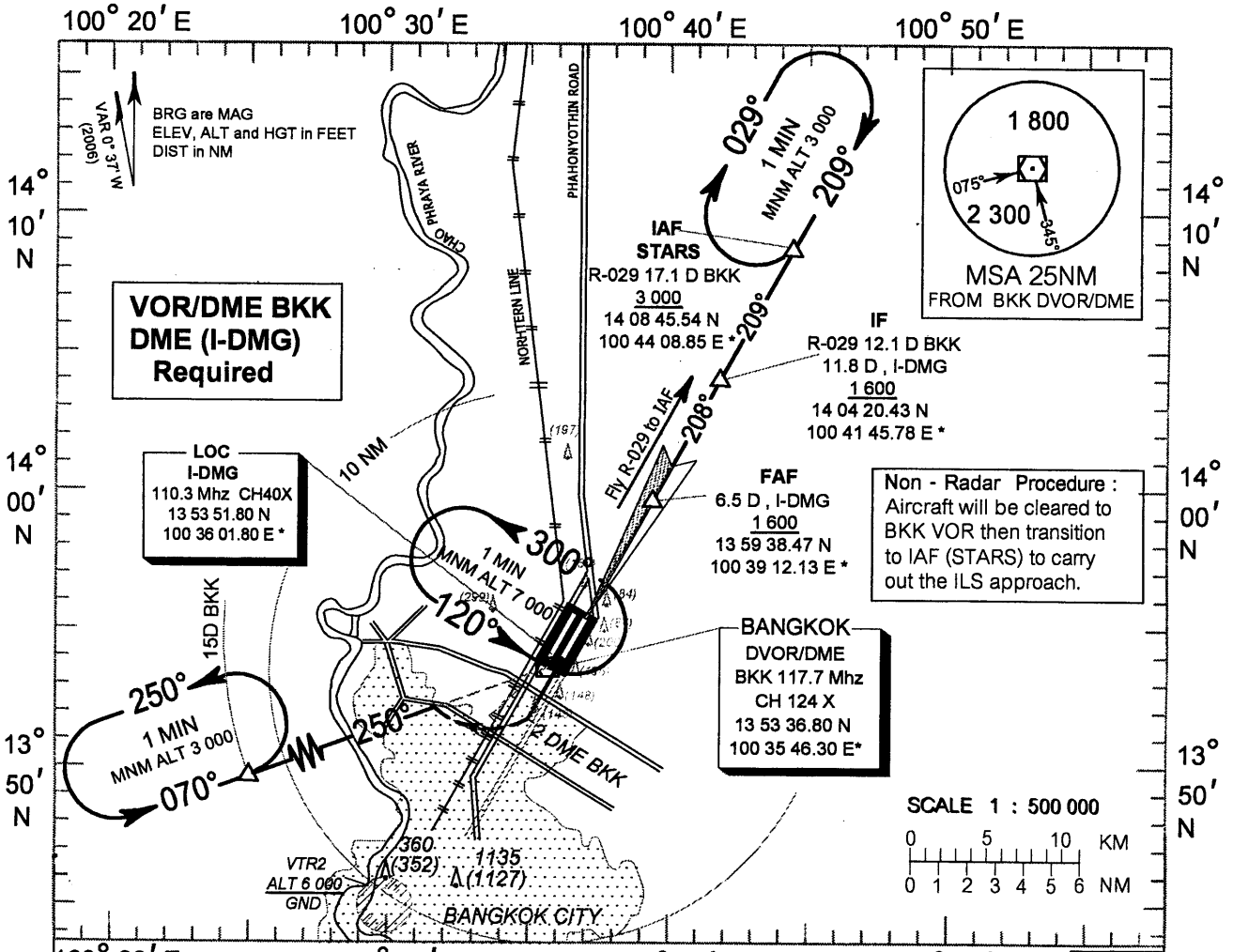
OCA/H		A	B	C	D	Distance (BKK)		4 DME		5 DME		6 DME	
Straight - in approach	CAT I	207 (200)				Altitude (ft)		730		1050		1360	
	CAT II	107 (100)				Ground speed (GS)	knot	100	120	140	160	180	200
LLZ Only		380 (373)				FAF-MAPt 3.8 NM	(min/s)	2:17	1:54	1:38	1:26	1:16	1:08
Circling		700 (693)		800 (793)		Rate of descent	(ft/min)	530	637	743	849	955	1061

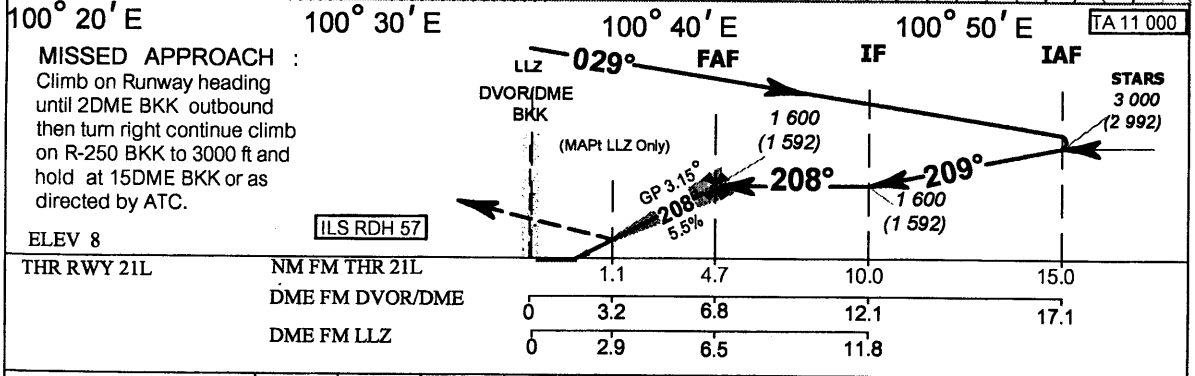
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 ft
HEIGHTS RELATED TO
THR RWY 21L - ELEV 8 ft

APP : 119.4 , 254.6
ARR : 125.5
TWR : 118.1 , 236.6
GND : 121.9 , 122.5 , 257.8
ATIS : 126.4 , 344.6

BANGKOK / Bangkok INTL
ILS or LLZ
RWY 21L





OCA/H		A	B	C	D	Distance (I-DMG)		4DME		5DME		6DME	
Straight - in approach	CAT I	208 (200)				Altitude (ft)		770		1100		1440	
						Ground speed (GS)	knot	100	120	140	160	180	200
LLZ Only		430 (422)				FAF-MAPt 3.5 NM	(min/s)	2:06	1:45	1:30	1:19	1:10	1:03
Circling		700 (692)		800 (792)		Rate of descent	(ft/min)	557	669	780	892	1003	1115

VTCC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	South Apron Aircraft Stand NR 1-14 Surface : Concrete Strength : PCN 78/R/C/X/T South Apron Aircraft Stand NR 15-19 Surface : Concrete Strength : PCN 62/R/B/X/T
2	Taxiway width, surface and strength	- Taxiway A Width : 27 m., Surface : Concrete, PCN 70/R/B/W/T - Taxiway B, C, E, G, P5 and P6 Width : 23 m., Surface : Asphalt, PCN 59/F/A/X/T - Taxiway D (Rapid Exit Taxiway) Width : 25 m., Surface : Asphalt, PCN 85/F/C/Y/T - Taxiway F, H and Q Width : 23 m., Surface : Concrete, PCN 88/R/D/X/T - Taxiway P Width : 23 m., Surface : Concrete, PCN 88/R/D/X/T Width : 23 m., Surface : Asphalt, PCN 59/F/A/X/T
3	Altimeter checkpoint location and elevation	Nil
4	VOR checkpoints	Nil
5	INS checkpoints	Nil
6	Remarks	Nil

VTCC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. Nose-in guidance at aircraft stands. Safegate Docking System at stand number 4, 5, 6, 7 and 8.
2	RWY and TWY markings and LGT	RWY marking : RWY Designation, THR, TDZ, Center line, Aiming Point and Side Stripe RWY LGT : THR, RWY Edge and RWY End lights TWY marking : Center line, Edge, RWY Holding Positions and Intermediate Holding Positions TWY LGT : TWY Edge lights
3	Stop bars	Stop bars where appropriate
4	Remarks	Nil

SAFEGATE DOCKING SYSTEM – IN SYSTEM AT CHIANG MAI INTL AIRPORT

1 INTRODUCTION

1.1 The SAFEGATE Docking System – in system is install at bay 4, 5, 6, 7 and 8
1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position

2 PILOT OPERATING INSTRUCTION

2.1 Safety procedure

a) General warning

The DGS system has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

If the pilot is unsure of the information, being shown on the DGS display unit, he must immediate stop the aircraft and obtain further information for clearance.

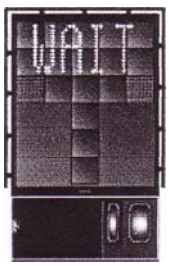
b) Item to check before entering the stand area

Warning : The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

Warning : The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft/ The Correctness of other information, such as 'door 2', shall also be checked.

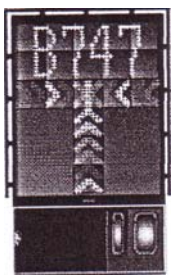
c) The SBU message

The message STOP SBU means that docking has been interrupted and has to be resumed only by manual guidance. Do not try to resume docking without manual guidance.



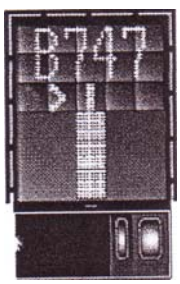
2.2 START-OF-DOCKING

The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.



2.3 CAPTURE

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.
If shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed.
The pilot must not proceed beyond the bridge, unless the arrows have been superseded by closing rate bar.

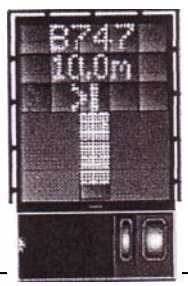


2.4 TRACKING

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator.

A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to the centre line. This indicator give correct position and azimuth guidance.



2.5 CLOSING RATE

Display of digital countdown will start when the aircraft is 20 meters from stop position.

When the aircraft is less than 12 meter from the stop position, the closing rate is indicated by turning off one row of the center line symbol per 0.5 metres, covered by the aircraft. Thus, when the last row is turned off, 0.5 metre remains to stop.

VTCC AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
TKOF RWY 36/ APCH RWY 18	- Building HGT 370 m. MSL - Building HGT 372.7 m. MSL		Mountain North West of Aerodrome		
See Aerodrome Obstacle Chart Type A			See Aerodrome Obstacle Chart Type B		

VTCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Radio of Thailand Company Ltd. Airport of Thailand Public Company Ltd. Thai Airways International Public Company Ltd.
2	Hours of service Met Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Regional MET Center issue TAF on standard time 00, 06, 12, 18 UTC observe METAR every half an hour issue Trend Type Landing Forecast
4	Trend forecast Interval of issuance	Supply TAF from Northern Regional MET. Center Issue TAF on standard time 00, 06, 12,18 UTC Observe METAR every half an hour Issue Trend Type Landing Forecast
5	Briefing/consultation provided	Yes
6	Flight documentation Language (s) used	English
7	Charts and other information available for briefing or consultation	Daily Weather Forecast Upper wind levels 850, 700, 500, 300, 200 hpa. SIG.WX.Chart
8	Supplementary equipment available for providing information	AWOS, Radar
9	ATC units provided with information	ATS Workstation
10	Additional information (limitation of service, etc.)	IP System

VTCC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation		THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5		6
18	180°	3 400x45	59/F/A/X/T Asphaltic Concrete 70/R/B/W/T Conrete (Displacement)	184651.22N 985746.46E (WGS-84)		THR 315.740 m/ 1 036 ft
36	360°	3 100x45	59/F/A/X/T Asphaltic Concrete	184511.45N 985746.21E (WGS-84)		THR 306.944 m/ 1007 ft
Slope of RWY-SWY		SWY dimension	CWY dimension	Strip dimension	OFZ	Remarks
7		8	9	10	11	12
0% -0.06% -0.53% -0.32% -0.05% -0.04% 0% (300m 674m 1241m 1719m 2517m 3000m 3400m)		100x45	Nil	3 620x150	Nil	Nil
0% +0.04% +0.05% +0.32% +0.53% +0.06% (400m 883m 1681m 2159m 2726m 3100m)		Nil	Nil	3320x150	Nil	Nil

VTCC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18	3 400	3 400	3 500	3 100	Nil
36	3 100	3 100	3 100	3 100	Nil

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

VTCC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTCC AD 2.16 HELICOPTER LANDING AREA

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

VTCC AD 2.17 ATS AIRSPACE

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

VTCC AD 2.24 CHARTS RELATED TO THE AERODROME

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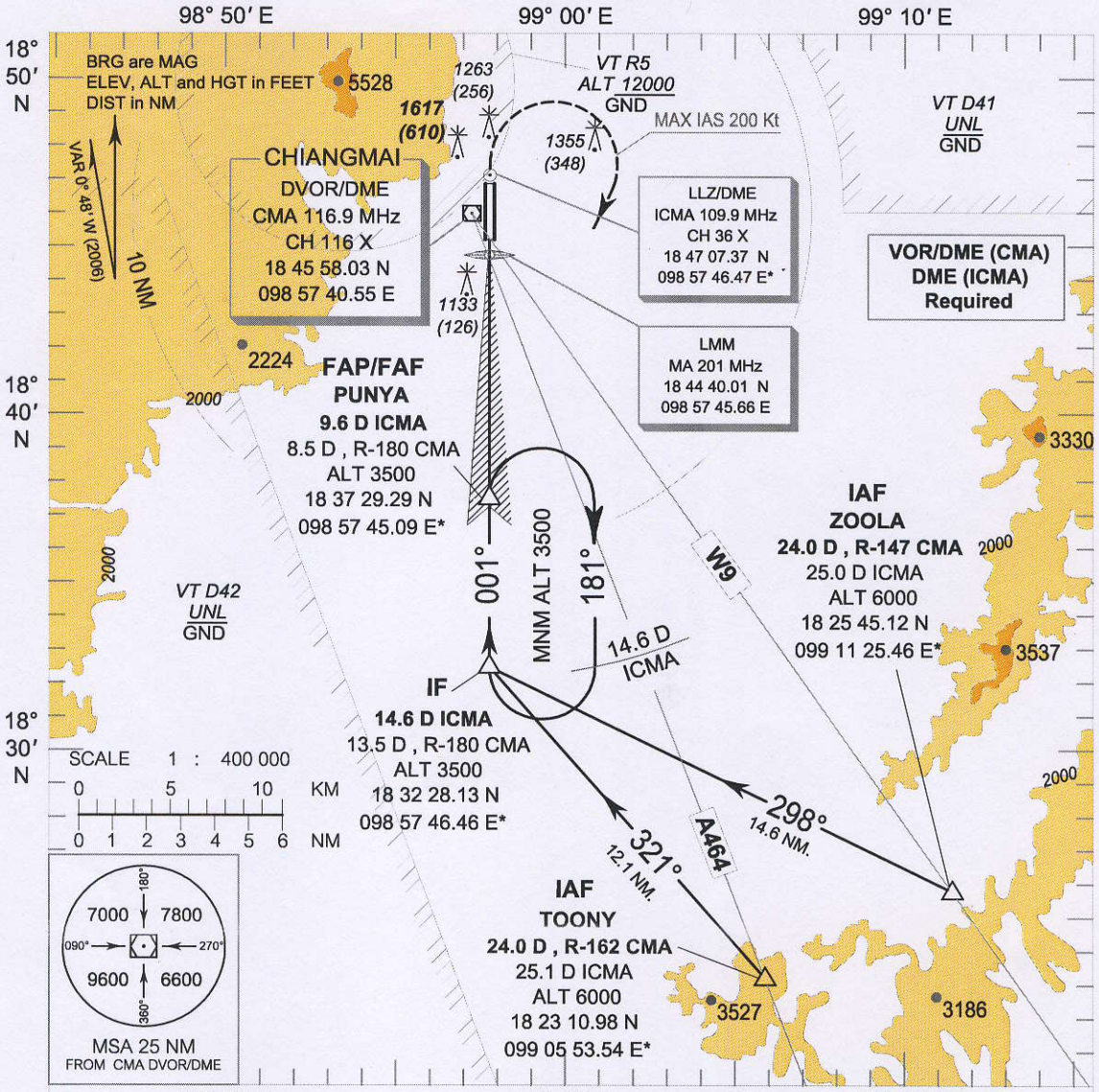
INSTRUMENT APPROACH CHART - ICAO

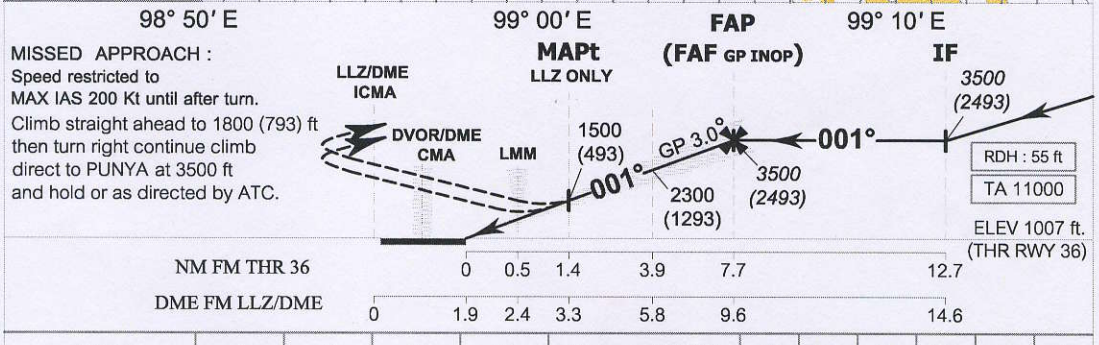
AERODROME ELEV. 1036 ft
HEIGHTS RELATED TO
THR RWY 36 ELEV. 1007 ft

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.2 , 301.5

CHIANGMAI / Chiangmai INTL

ILS or LLZ RWY 36





MISSED APPROACH :
Speed restricted to
MAX IAS 200 Kt until after turn.
Climb straight ahead to 1800 (793) ft
then turn right continue climb
direct to PUNYA at 3500 ft
and hold or as directed by ATC.

OCA/H		A	B	C	D	Distance (ICMA)		4D	5D	6D	7D	8D	9D
Straight - in approach	CAT I	1348 (341)	1358 (351)	1368 (361)	1378 (371)	Altitude (Height)		1730 (723)	2050 (1043)	2365 (1358)	2685 (1678)	3005 (1998)	3325 (2318)
						Ground speed (GS)	knot	100	120	140	160	180	200
LLZ Only		1500 (493)				Rate of descent	(ft/min)	530	635	740	850	950	1060
Circling		2100 (1064)		2200 (1164)		FAF-MAPt 6.3 NM	(min/s)	3:47	3:09	2:42	2:22	2:06	1:53

REMARK : Circling to the Right (East of aerodrome) only.

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VTCT AD 2. AERODROMES

VTCT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCT- CHIANG RAI / MAE FAH LUANG-CHIANG RAI INTERNATIONAL AIRPORT

VTCT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	195708N 0995259E Center Line of RWY, 1500 M from THR RWY21
2	Direction and distance from (city)	9 KM, NE from city
3	Elevation/Reference temperature	390.23 M (1280 FT) / 35º C
4	MAG VAR/Annual change	0º 12' W(2001)/3' E
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Mae Fah Luang-Chiang Rai Airport Mae Fah Luang-Chiang Rai International Airport 404 Chiang Rai-Maechan Road Rimkok-Baan Doo Sub-District Amphoe Muang, Chiang Rai 57100 Thailand Tel. 66-0-5379 8151, 66-0-5379 8000 Fax. 66-0-5379 3071 AFS: VTCTYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTCT AD 2.3 OPERATIONAL HOURS

1	AD Administration	2300-1500, after this period 1 HR PN to ATC
2	Customs and immigration	Customs: Available Immigration: Available
3	Health and sanitation	Available on request
4	AIS Briefing Office	2300-1400
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	2300-1430
8	Fuelling	H24
9	Handling	2300-1400
10	Security	2300-1400

VTCT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Not available
2	Fuel/oil types	Jet A-1
3	Fuelling facilities/capacity	1 Jet A-1 Refueller @ 12,000 L
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Not available
7	Remarks	Nil

VTCT AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Available at the airport and in the city
3	Transportation	Limousines
4	Medical facilities	First aid at AD hospitals in the city
5	Bank and Post Office	Bank: open from 0130-0930
6	Tourist Office	Available at the airport
7	Remarks	Nil

VTCT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTCT AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTCT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 73/R/D/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Asphaltic Concrete Strength: PCN 84/F/D/X/T
3	ACL location and elevation	Location: At Apron Elevation: 388.55 M

VTCT AD 2.20 LOCAL TRAFFIC REGULATIONS

In order to avoid confusion between Mae Fah Luang-Chiang Rai International Airport and Chiang Rai Military Aerodrome (195312N0994946E) located on R-218 distance approximate 5 NM of Mae Fah Luang-Chiang Rai International Airport aircraft are to take caution while landing.

VTCT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCT AD 2.22 FLIGHT PROCEDURES

NIL

VTCT AD 2.23 ADDITIONAL INFORMATION

NIL

VTSP AD 2. AERODROMES

VTSP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSP - PHUKET / PHUKET INTERNATIONAL AIRPORT

VTSP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	08 06 45 N 98 18 33 E Centre of runway 660 m from THR RWY 09
2	Direction and distance from (city)	32 km (NW)
3	Elevation/Reference temperature	25 m (82 ft) 33°C
4	Geoid undulation at AD ELEV PSN	Nil
5	MAG VAR/Annual change	0° 18' W (2001) / 3'E
6	AD Administration, address, telephone, telefax, telex, AFS	Phuket International Airport Airport of Thailand Public Company Limited Phuket 83111, Thailand Tel. 66-0-7632-7230-7 Fax. 66-0-7632-7478 AFS : VTSPYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

VTSP 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	Nil
12	Remarks	Nil

VTSP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Thai Airways International Public Co,Ltd. / TAGS
2	Fuel/oil types	JET A-1, AVGAS 100LL : Hydrant System
3	Fuelling facilities/capacity	Refuel Jet A-1 : Tank TTL 1,400,000 LTRS Jet A-1 : 2 Trailers TTL 24,000 LTRS AVGAS 100LL : 1 Tank TTL 3,000 LTRS AVGAS 100LL : 1 Trailer TTL 3,000 LTRS
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

VTSP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	At AD and In the city
3	Transportation	Limousines and taxis
4	Medical facilities	First aid at AD and hospitals in the city
5	Bank and Post Office	At AD open within AD HR
6	Tourist Office	Office in the city Tel. 0-7622-2177 Fax. 0-7635-4139
7	Remarks	Nil

VTSP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Facility of Category 9 is provided
→ 3	Capability for removal of disabled aircraft	Available – Up to B747
4	Remarks	Nil

VTSP AD 2.7 SEASONAL AVAILABILITY – CLEARING

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

VTSP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface : Concrete Strength : PCN 78/R/C/X/T
2	Taxiway width, surface and strength	- Taxiway A, B, E, F and G Width : 30 m., Surface : Concrete, PCN 78/R/C/X/T - Taxiway C Width : 30 m., Surface : Asphalt, PCN 59/F/A/X/T - Taxiway D Width : 23 m., Surface : Asphalt, PCN 59/F/A/X/T - Taxiway P Width : 23 m., Surface : Asphalt and Concrete, PCN 59/F/A/X/T and PCN 78/R/C/X/T
3	Altimeter checkpoint location and elevation	Location : At Apron Elevation : 5.18 m / 17 ft
4	VOR checkpoints	Nil
5	INS checkpoints	See AD Chart
6	Remarks	Nil

VTSP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. Nose-in guidance at aircraft stands. RLG Docking System at stand number 4, 8, 9 and 10. Safegate Docking System at stand number 5, 6 and 7.
2	RWY and TWY markings and LGT	RWY marking : RWY Designation, THR, TDZ, Center line, Aiming Point and Side Strip RWY LGT : THR, RWY Edge and RWY End lights TWY marking : Center line, Edge and RWY Holding Position TWY LGT : TWY Edge lights
3	Stop bars	Stop bars where appropriate
4	Remarks	Nil

RLG DOCKING SYSTEM – IN SYSTEM AT PHUKET INTL AIRPORT

1. INTRODUCTION

The RLG docking system – in system is install at bay 4, 8, 9 and 10

The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position

2. PILOT OPERATING INSTRUCTIONS

The pilot or co-pilot simply follows the center azimuth steering bars to keep the aircraft at the center, and to keep the aircraft to a reasonable speed.

The azimuth indication consists of a central green bar and two red bars – one to each side of the green bar. The center green bar will always be on, while the red side bars will only come on, one at a time, when the aircraft is off center

If the aircraft veers to far to the right, the right red bar will come on, along with the center green bar. Conversely, if the aircraft veers too far to the left, the left red bar will come on, along with the center green bar. The pilot would simply steer towards the green bar to get back to the center J-line.

When the aircraft is more than 30 meters away from the docking position, the only indications will be the aircraft type displayed on the first display line, and the azimuth bar(s) at lower center of the Pilot Display unit

Starting at 30 meters, the close-in distance will be displayed on the second display line, along with the progress meter at the lower left corner of the Pilot Display unit. The close in distance will be updated in 1 meter increments.

Starting at 10 meters, the close-in distance will be displayed in 0.2 meter increments.

If the aircraft is moving too fast, the Aircraft Display unit will let the pilot know by displaying the message “2 FAST”. The pilot should slow down the aircraft until the “2 Fast” message disappears.

If the incoming aircraft does not match the expected aircraft (shown on the top line of display) the message “NO ID” will immediately be displayed on the first line, and the message “STOP”, in red, on the second line of display. The pilot must stop the aircraft immediately, and follow any instructions from the ground crew.

If the aircraft overshoots and moves beyond the designated docking position, the Aircraft Display will display the message “2 FAR” to indicate the over travel. The pilot should also stop the plane immediately if this happens.

RLG system parking sequence

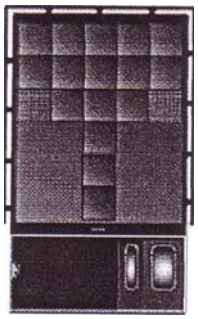
a) In this picture the aircraft is at a distance greater than 30 meters from the parking position and is directly at the center line.

Note that the progress bar and digital close-in distance are not displayed when the aircraft is greater than 30 meters away from the docking position.

A Boeing 747 aircraft is expected.

b) In this picture the aircraft is exactly 30 meters from the docking position, but is off to the right of the center line.

Starting at 30 meters, the digital close-in distance (second line of display) is displayed, in 1 meter increments. The progress meter (lower left) will also be activated at this distance.



2.23 SYSTEM BREAKDOWN

In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

2.24 POWER FAILURE

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

VTSP AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
TKOF RWY 09/ APCH RWY 27	Mountain HGT 138 m.MSL	See Aerodrome Obstacle Chart Type A, B	Transitional Surface - Mountain 141 m.MSL Inner Horizontal Surface - Mountains 130, 268 and 210 m.MSL (North) - Mountains 141, 120, 139 and 225 m.MSL (South) Conical Surface - Mountains 295 and 335 m. MSL	See Aerodrome Obstacle Chart Type B	

VTSP 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	H24
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern (WestCoast) Regional MET center. Issue TAF on standard time 00, 06, 12, 18 UTC Issue METAR every half an hour Observe SPECI off standard time Issue Trend Type Landing Forecast
4	Trend forecast Interval of issuance	Supply TAF from Southern (Westcoast) Regional MET center. Issue TAF on standard time 00, 06, 12, 18 UTC Issue METAR every haft an hour Observe SPECI off standard time Issue Trend Type Landing Forecast
5	Briefing/consultation provided	Yes
6	Flight documentation Language (s) used	English
7	Charts and other information available for briefing or consultation	Daily Weather Forecast Upper wind levels 850, 700, 500, 300, 200 hpa. SIG.WX.Chart
8	Supplementary equipment available for providing information	AWOS, Radar
9	ATC units provided with information	ATS Workstation
10	Additional information (limitation of service, etc.)	IP system

VTSP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	085° 085 MAG	3000x45	59/F/A/X/T Asphaltic Concrete	08 06 43.05 N 98 18 11.90 E	THR 5.792 m/19 ft
27	265° 265 MAG	3000x45	59/F/A/X/T Asphaltic Concrete	08 06 52.23 N 98 19 49.46 E	THR 24.94 m/81.8 ft

Slope of RWY-SWY	SWY dimension	CWY dimension	Strip dimension	OFZ	Remarks
7	8	9	10	11	12
+0.12% +0.01%+1.0%+0.08% (500m 1000m 2500m 3000m)	60x45	Nil	3240x150	Nil	Nil
-0.80% -1.0% -0.01% -0.12% (1000m 2000m 2500m 3000m)	60x45	Nil	3240x150	Nil	Nil

VTSP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA* (m)	TODA* (m)	ASDA* (m)	LDA (m)	Remarks
1	2	3	4	5	6
09	3000	3000	3060	3000	Nil
27	3000	3000	3060	3000	Nil

VTSP 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
09	RTIL	GREEN	PAPI Left/Right 3° (64.07 ft)	Nil	Nil	3000m, 60m WHITE : FM 2400m -3000m YELLOW : LIH	RED	Nil	Nil
27	APCH LGT (5 BAR) 300 m LIH	GREEN	PAPI Left/Right 3.2° (64.96 ft)	Nil	Nil	3000m, 60m WHITE : FM 2400m - 3000m YELLOW : LIH	RED	Nil	Nil

VTSP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : On top of control tower FLG W G EV 4 sec. / IBN: Nil , H 24
2	LDI location and LGT Anemometer location and LGT	LDI : Wind Cone near left PAPI 09 , illuminated. Anemometer : See AD Ground Movement Chart
3	TWY edge and centre line lighting	EDGE : All TWY CENTRE LINE : Nil
4	Secondary power supply/switch-over time	RWY 27/09 Supplied by stands by generator switch over time 8 sec.
5	Remarks	Nil

VTSP AD 2.24 CHARTS RELATED TO AN AERODROME

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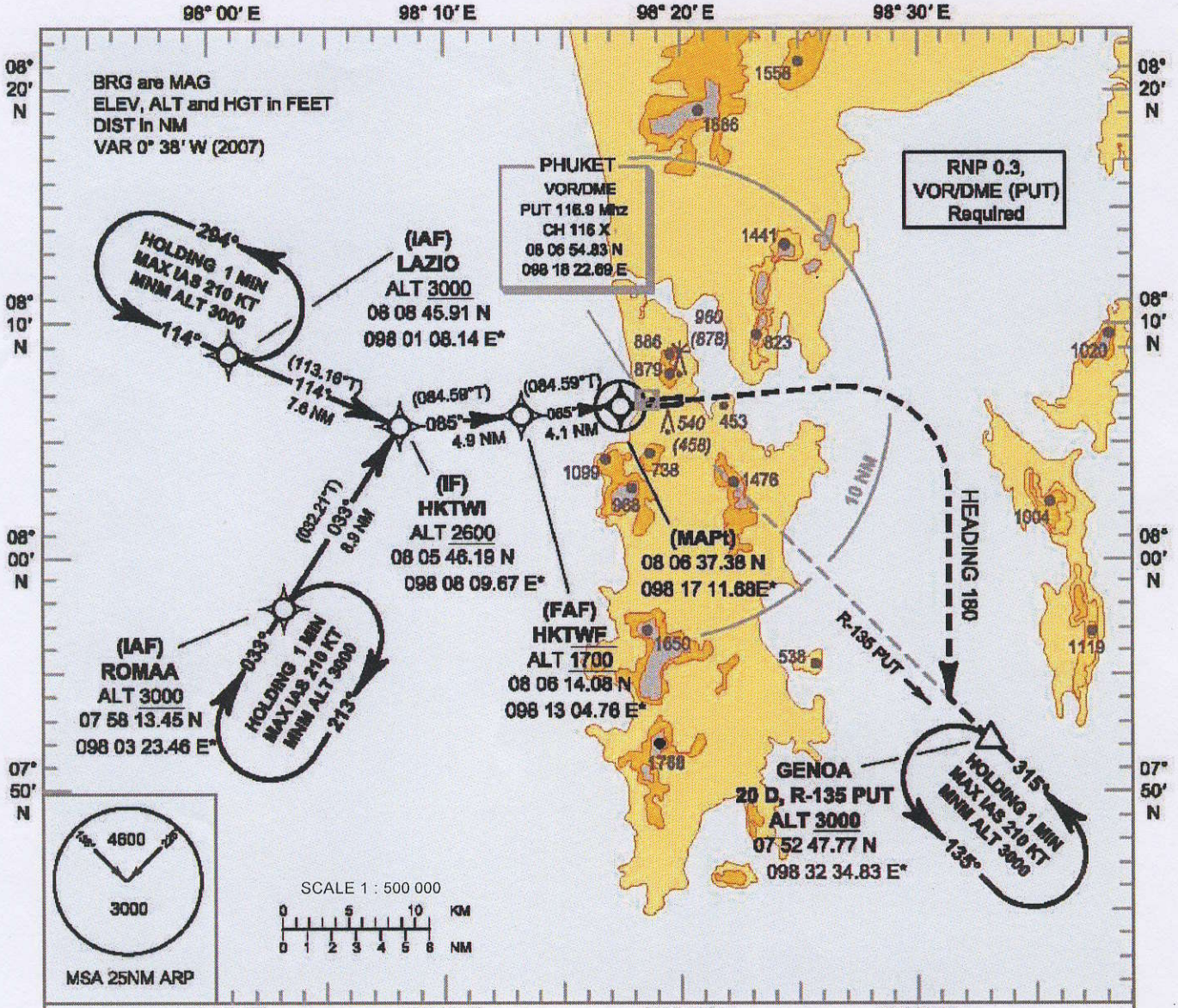
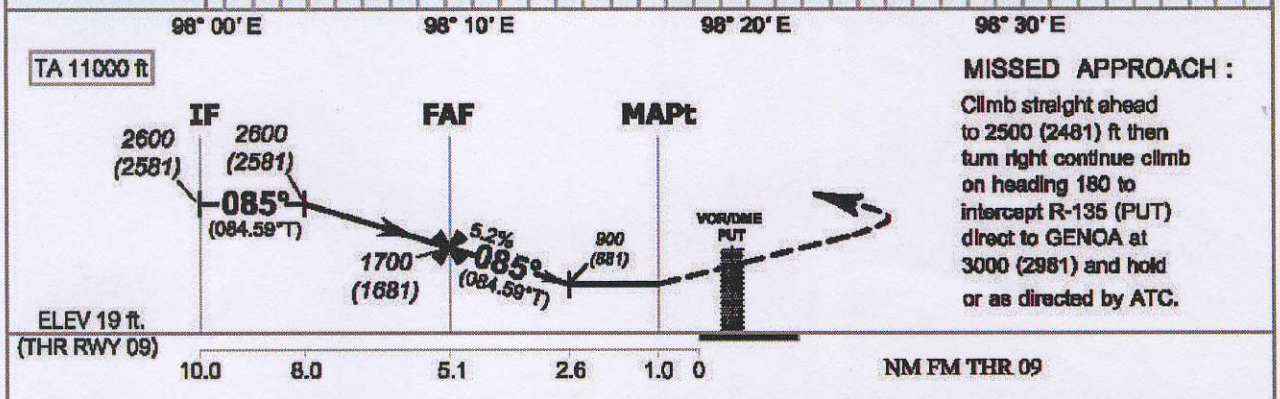
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 82 ft
HEIGHTS RELATED TO
THR RWY 09 ELEV 19 ft

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket INTL (VTSP)
RNAV (GNSS) RWY 09





OCA/H	A	B	C	D	NM to THR 09	8 NM	7 NM	6 NM	FAF	4 NM	3 NM	2.6 NM
LNAV	900 (881)				Altitude (Height)	2600 (2581)	2300 (2281)	2000 (1981)	1700 (1681)	1345 (1326)	1025 (1006)	900 (881)
Circling (OCH AAL)	1300 (1218)		1400 (1318)		Ground speed (GS)	knot	100	120	140	160	180	200
REMARK : Circling to the Left (North of aerdrome) only.					Rate of descent	(ft/min)	530	635	745	850	955	1060
					FAF-MAPt 4.1 NM	(min:s)	2:28	2:03	1:45	1:32	1:22	1:14

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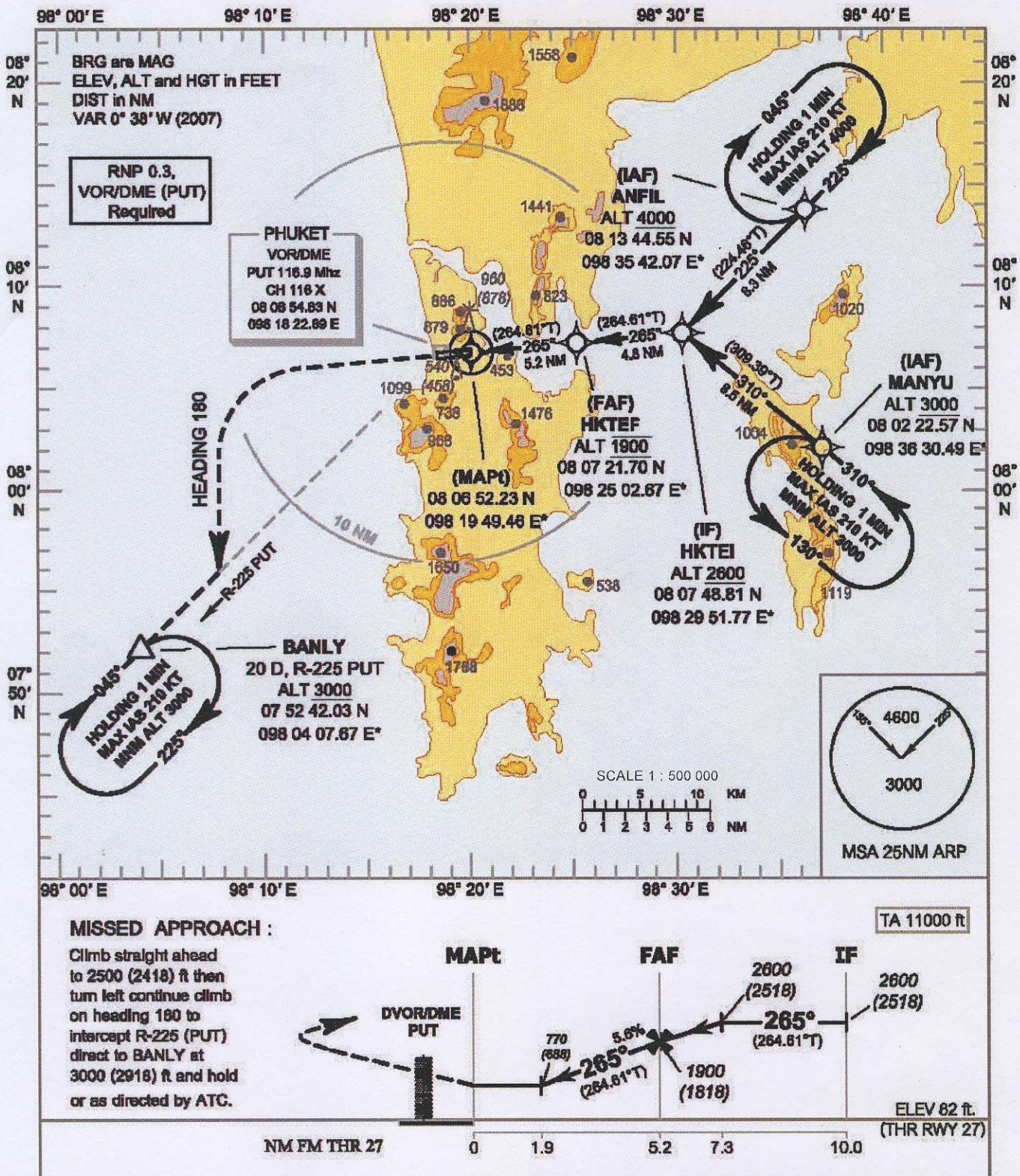
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 82 ft
HEIGHTS RELATED TO AERODROME ELEV.

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket INTL (VTSP)
RNAV (GNSS) RWY 27



MISSED APPROACH :

Climb straight ahead to 2500 (2418) ft then turn left continue climb on heading 180 to intercept R-225 (PUT) direct to BANLY at 3000 (2918) ft and hold or as directed by ATC.

TA 11000 ft

OCA/H	A	B	C	D	NM to THR 27	1.9 NM	3 NM	4 NM	FAF	6 NM	7.3 NM
LNAV	770 (688)				Altitude (Height)	770 (688)	1160 (1078)	1500 (1418)	1900 (1818)	2180 (2098)	2600 (2518)
Circling (OCH AAL)	1300 (1218)		1400 (1318)		Ground speed (GS)	knot	100	120	140	160	180	200
					Rate of descent	(ft/min)	565	680	795	905	1020	1135
					FAF-MAPt 5.2 NM	(min:s)	3:07	2:36	2:14	1:57	1:44	1:34

REMARK : 1. ATC clearance on request.
2. Circling to the Right (North of aerdrome) only.

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RNAV(GNSS) RWY 27

Fix identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic variation	Navigation performance
	Latitude	Longitude								
ANFIL	08 13 44.55 N *	098 35 42.07 E *	IF	-	225°(224.46°)	-	+4000	210	0.63	RNP1
MANYU	08 02 22.57 N *	098 36 30.49 E *	IF	-	310°(309.39°)	-	+3000	210	0.63	RNP1
HKTEI	08 07 48.81 N *	098 29 51.77 E *	TF	-	265°(264.61°)	R, L	+2600	-	0.63	RNP1
HKTEF	08 07 21.70 N *	098 25 02.67 E *	TF	-	265°(264.61°)	-	1900	-	0.63	RNP0.3
MAPt (THR 27)	08 06 52.23 N *	098 19 49.46 E *	TF	Y	265°(264.61°)	-	770	-	0.63	RNP0.3

RNAV(GNSS) RWY 09

Fix identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic variation	Navigation performance
	Latitude	Longitude								
LAZIO	08 08 45.91 N *	098 01 08.14 E *	IF	-	114°(113.16°)	-	+3000	210	0.63	RNP1
ROMAA	07 58 13.45 N *	098 03 23.46 E *	IF	-	033°(032.21°)	-	+3000	210	0.63	RNP1
HKTWI	08 05 46.19 N *	098 08 09.67 E *	TF	-	085°(084.59°)	L, R	+2600	-	0.63	RNP1
HKTWF	08 06 14.08 N *	098 13 04.76 E *	TF	-	085°(084.59°)	-	1700	-	0.63	RNP0.3
MAPt	08 06 37.38 N *	098 17 11.68 E *	TF	Y	085°(084.59°)	-	900	-	0.63	RNP0.3
THR RWY09	08 06 43.05 N	098 18 11.90 E	-	-	085°(084.59°)	-	-	-	0.63	RNP1

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VTBS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of ATC tower (13°41'47"N, 100°44'58"E), H24, Flashing White/Green every 4 seconds IBN: NIL
2	LDI location and LGT Anemometer location and LGT	4 WDIs 300 m from THR 01L, THR 19R, THR 01R, THR 19L, 115 m off-set from RWY Centre Line. All Lighted 4 Anemometers 350 m from THR 01L and THR 19R, 400 m from THR 01R and THR 19 L, 110 m off-set from RWY centerline
3	TWY edge and centre line lighting	All Taxiways
4	Secondary power supply/switch-over time	Secondary power supply to all airfield lighting at AD Switch-over time : Lights Associated to Runway 0 sec (UPS) Other lighting 15 sec
5	Remarks	Nil

VTBS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	134217N 1004547E (Engine Run-up Apron) geometric center of TLOF
2	TLOF and/or FATO elevation M/FT	0.9 M (3 FT) above MSL
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF dimensions : Diameter 20 M. TLOF surface : concrete TLOF strength : 10 tons FATO dimensions : 300 x 40 M. FATO surface : concrete, grass Marking : Heliport identification, FATO edge, TLOF edge
4	True BRG of FATO	010 / 190 MAG 0º 30' W (2005) / 4'W
5	Declared distance available	TODAH : 345 M. RTODAH : 300 M. LDAH : 300 M.
6	APP and FATO lighting	Nil
7	Remarks	a) Operational Hours : Day only b) Types of Heliport : Surface level c) Type of traffic permitted : VFR d) Helicopter stands : H11 and H12 (at aircraft stand 130) e) The flight plan submitted before arrival 2 hours f) Strictly to follow the safety and security measure of AOT.

VTBS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Suvarnabhumi Aerodrome traffic zone (ATZ) a circle, radius 5 NM centred on 134108.59N 1004456.24E (ARP)
2	Vertical limits	SFC to 2000 ft. MSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Suvarnabhumi Tower English, Thai
5	Transition altitude	11000 ft MSL.
6	Remarks	See VTBS AD 2.20 section 1

VTBS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Bangkok Approach	122.35 MHz / 257.6 MHz 124.35 MHz / 262.5 MHz 125.2 MHz / 259.6 MHz 121.7 MHz / 262.5 MHz 125.8 MHZ (2) 121.5 MHz(1) / 243.0 MHz (1)	H24	(1) Emergency frequency (2) Clearance delivery for aircraft departing to adjacent aerodromes and helicopters operating within BKK CTR (3) For RWY 01R/19L (4) For RWY01L/19R
ARR	Suvarnabhumi Arrival	133.6 MHz 126.3 MHz 121.5 MHz (1)		
TWR	Suvarnabhumi Tower	118.2 MHz (3) / 274.5 MHz 119.0 MHz (4) 121.5 MHz (1)/ 243.0 MHz (1)		
SMC	Suvarnabhumi Ground	121.65 MHz / 275.8 MHz 121.75 MHz 121.95 MHz		
ATIS	Suvarnabhumi Airport	127.8 MHz / 278.6 MHz		D-ATIS Synthesis Voice Broadcast

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 posible. 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 requirment.

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.

5.4 Air Traffic Management for flight operating on ATS route A202, departure aircraft shall flight plan via A1 SELKA DCT RAMEI A202.

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.

7. VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFTS AND HELICOPTERS

7.1 The details of VFR entry and exit procedures are given in ENR 2.2 VFR ENTRY AND EXIT PROCEDUES IN BANGKOK CONTROL ZONE.

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VTBS AD 2.24 CHARTS RELATED TO THE AERODROME

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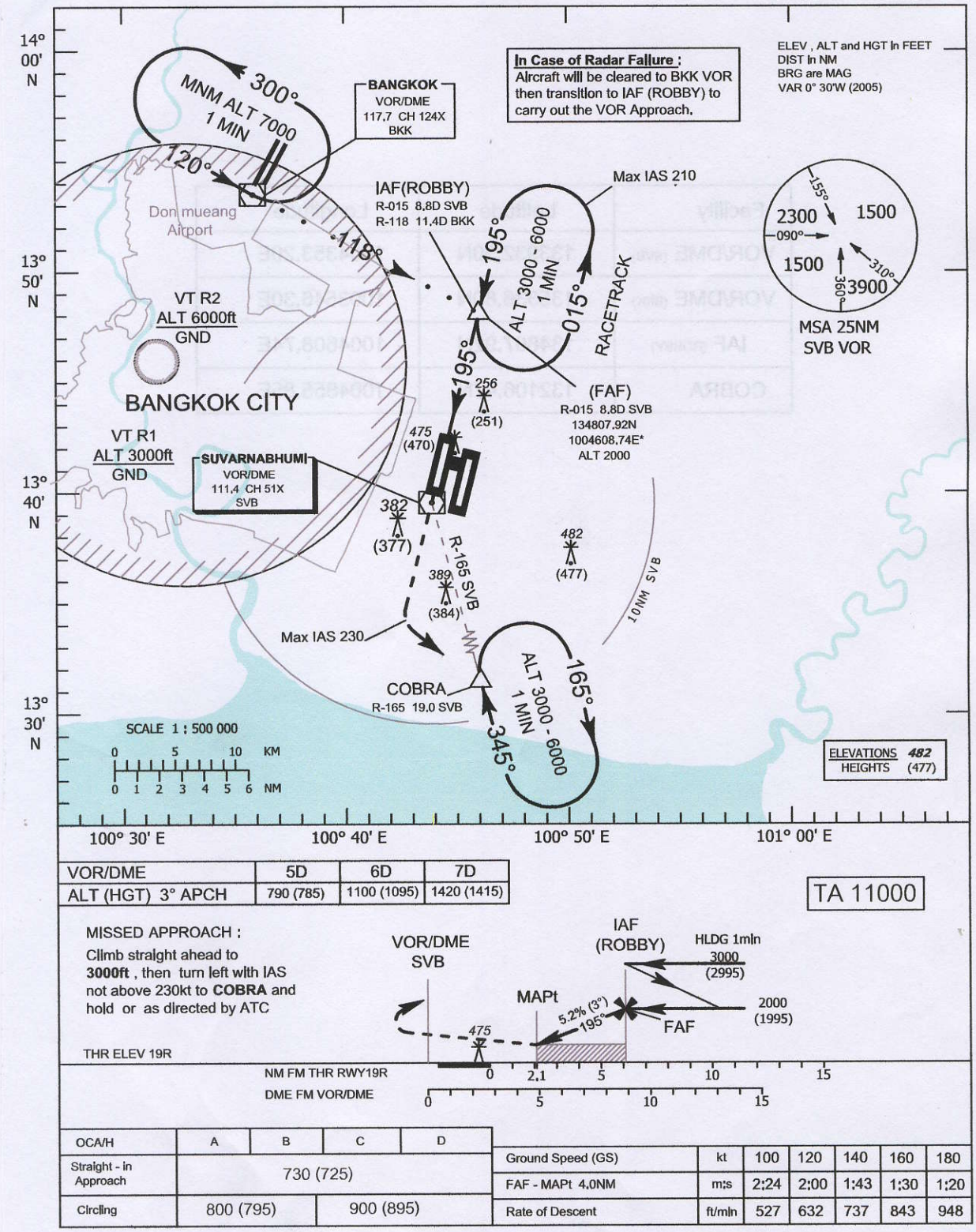
INSTRUMENT APPROACH CHART - ICAO

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 **3000ft** , then turn left with IAS not above 230kt to **COBRA** and hold or as directed by ATC

OCA/H	A	B	C	D
Straight - in Approach	730 (725)			
Circling	800 (795)		900 (895)	

Ground Speed (GS)	kt	100	120	140	160	180
FAF - MAPt 4.0NM	m:s	2:24	2:00	1:43	1:30	1:20
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

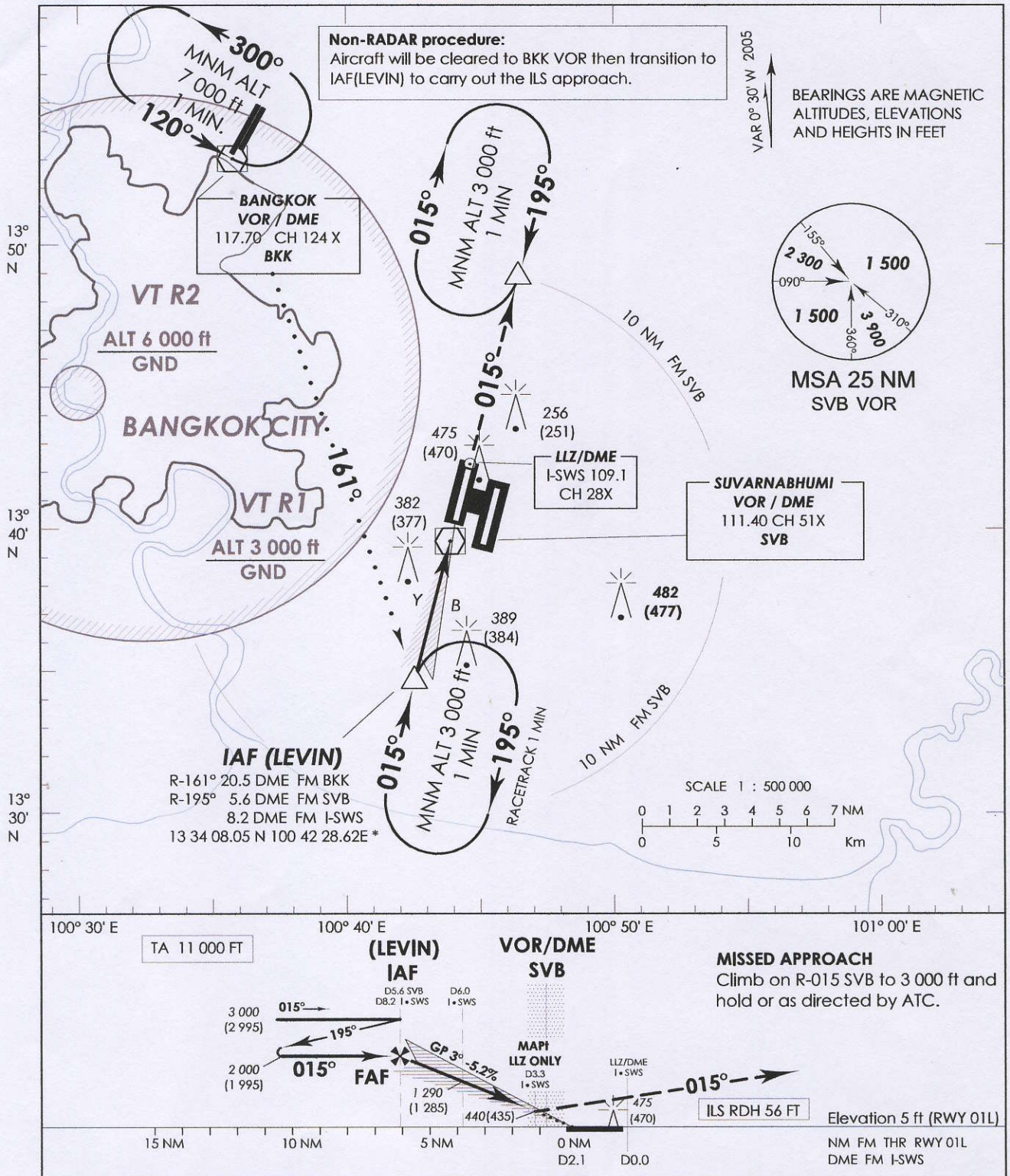
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 5 FT
HEIGHTS 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



MISSED APPROACH
Climb on R-015 SVB to 3 000 ft and hold or as directed by ATC.

OCA (H)		Cat A	Cat B	Cat C	Cat D
Straight-in	Cat I	205(200)			
	Cat II	105(100)			
LLZ ONLY		440(435)			
Circling		800(795)		900(895)	

I-SWS DME	FAF	8.0	7.0	6.0	5.0	4.0	MAPt
Altitudes	2 000	1 920	1 610	1 290	970	650	440
Speed / Knots			100	120	140	160	180
FAF-MAPt 4.9 NM			2 : 56	2 : 27	2 : 06	1 : 50	1 : 38
Rate of descent (ft/min)			530	640	745	850	955

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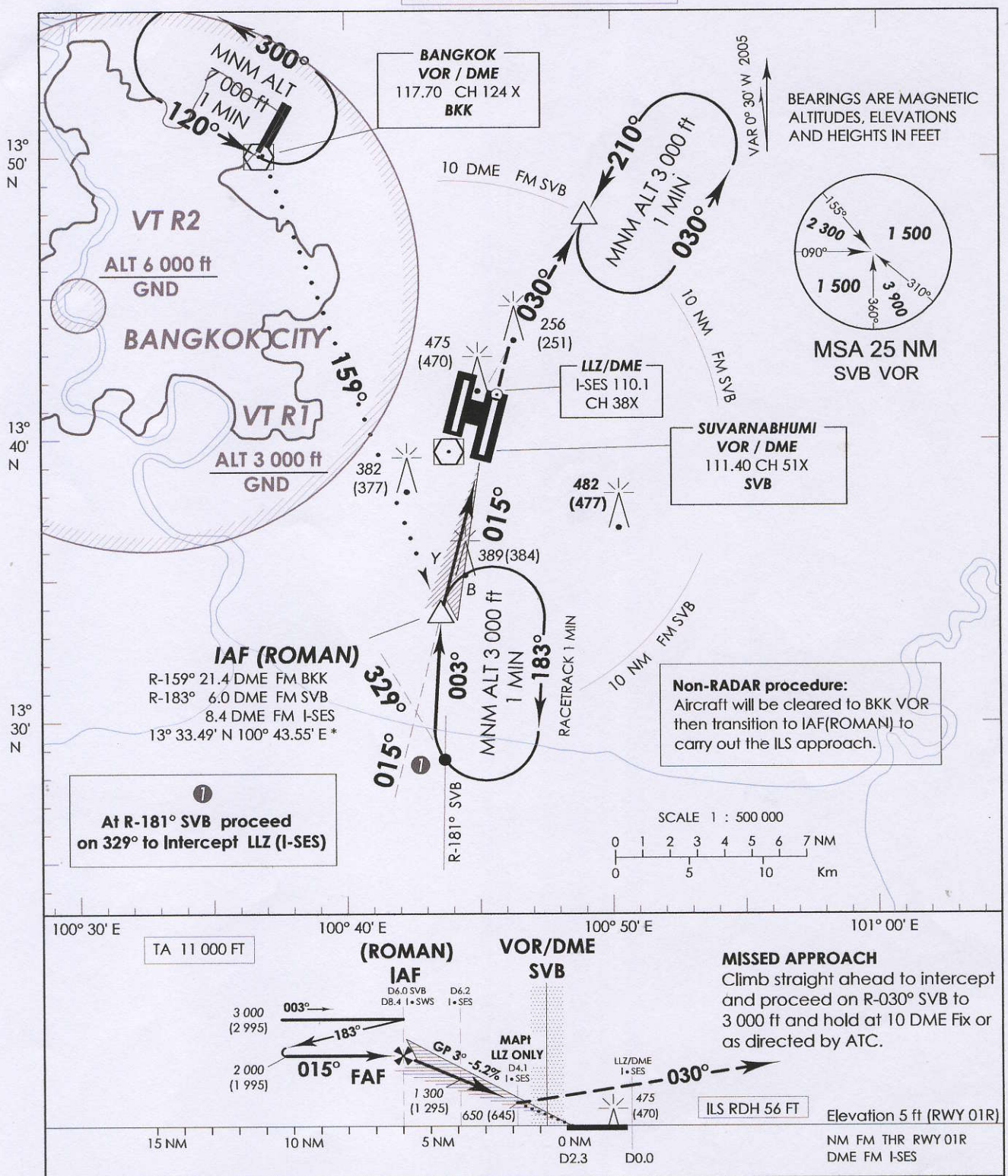
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 5 FT
HEIGHTS 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 LLZ RWY 01R
CAT II



OCA (H)		Cat A	Cat B	Cat C	Cat D
Straight-in	Cat I	205(200)			
	Cat II	105(100)			
LLZ ONLY		650(645)			
Circling		800(795)		900(895)	

I-SES DME	FAF	8.0	7.0	6.0	5.0	MAPt
Altitudes	2 000	1 870	1 550	1 240	920	650
Speed / Knots		100	120	140	160	180
FAF-MAPt 4.3 NM		2 : 35	2 : 09	1 : 50	1 : 36	1 : 26
Rate of descent (ft/min)		530	640	745	850	955

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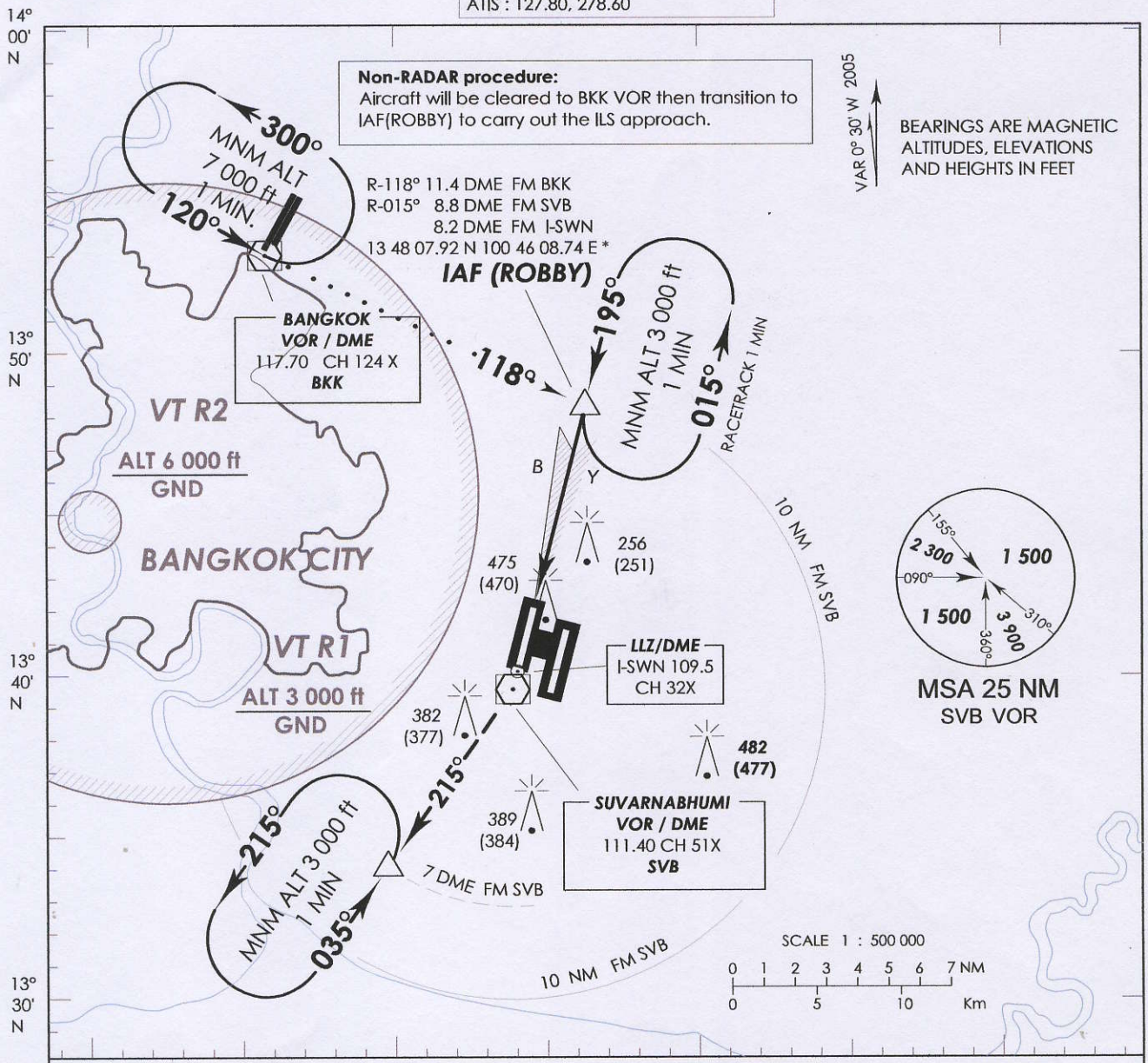
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 5 FT
HEIGHTS 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
Straight-in	Cat I	205(200)			
	Cat II	105(100)			
LLZ ONLY		540(535)			
Circling		800(795)		900(895)	

I-SWN DME	FAF	8.0	7.0	6.0	5.0	4.0	MAPt
Altitudes	2 000	1 920	1 610	1 290	970	650	540
Speed / Knots			100	120	140	160	180
FAF-MAPt 4.6 NM			2 : 45	2 : 18	1 : 58	1 : 43	1 : 32
Rate of descent (ft/min)			530	640	745	850	955

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VTBU AD 2. AERODROMES

VTBU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBU – RAYONG / U-TAPAO PATTAYA INTERNATIONAL AIRPORT

VTBU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	124046.6N1010017.7E Centre of the runway, 1752.5 M from THR RWY18
2	Direction and distance from (city)	34 km W of Rayong
3	Elevation/Reference temperature	18 m (59 ft) /34°C
4	MAG VAR/Annual change	0°24' W (2001) / 3'E
5	AD Administration, address, telephone, telefax, telex, AFS	Royal Thai Naval Air Division U-Tapao Pattaya International Airport Banchang Rayong 21130 TEL. (038) 245193, 245600 AFS: VTBUZTZX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTBU AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON - FRI 0130 - 0930 (0830 - 1630 L)
2	Customs and immigration	H 24
3	Health and sanitation	H 24
4	AIS Briefing Office	H 24
5	ATS Reporting Office (ARO)	H 24
6	MET Briefing Office	H 24
7	ATS	H 24
8	Fuelling	H 24
9	Handling	H 24
10	Security	H 24
11	De-icing	-
12	Remarks	Nil

VTBU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Handling weights up to 3 tons
2	Fuel/oil types	Jet A-1, AVGAS, JP-8
3	Fuelling facilities/capacity	1 JET A-1 Refueller @ 40,000 L 2 JET A-1 Refueller @ 12,000 L 1 Hydrant Dispenser for JET A-1 1 JET A-1 Refueller @ 45,000 L 1 JET A-1 Refueller @ 12,000 L 3 Hydrant Cart for JP-8 1 AVGAS DC Motor dispenser from drum 200 L
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	Nil

VTBU AD 2.5 PASSENGER FACILITIES

1	Hotels	5 KM from AD and in the city
2	Restaurants	In Pattaya city and Banchang
3	Transportation	Airport buses and limousines
4	Medical facilities	first aid station and queen Sirikit Hospital in the AD
5	Bank and Post Office	2 KM from AD
6	Tourist Office	In Pattaya city
7	Remarks	Nil

VTBU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	24 HR: CAT 8
2	Rescue equipment	2 boats of 10 people, Rescue truck, Ambulance
3	Capability for removal of disabled aircraft	-
4	Remarks	Nil

VTBU AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTBU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	3505	3810	3810	3505	-
36	3505	3810	3810	3505	-

VTBU 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
18	CAT1 (570M)	green	PAPI BI-Latteral/3°	- -	-	3505 M 60 M WHITE LIH	RED	-	-
36	SALS	green	PAPI Left /3°	-	-	3505 M 60 M LIH	RED	-	

VTBU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: Adjacent to control tower, W and G lights, 8 revolution/MIN. Sunset to sunrise and daylight when low visibility.
2	LDI location and LGT Anemometer location and LGT.	
3	TWY edge and centre line lighting	TWY edge lights (blue)
4	Secondary power supply/switch-over time	Automatic standby power supply generator is available for aerodrome lighting and control tower.
5	Remarks	Nil

VTBU 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	Landing on TWY E.

VTBU AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on 1240.7N10100.5E
2	Vertical limits	up to but not including 2,000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	U-Tapao Tower En, Thai
5	Transition altitude	11,000 FT
6	Remarks	Nil

VTBU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	U-Tapao Approach	119.7 MHZ 121.5* MHZ 134.5 MHZ 238.3 MHZ 273.3 MHZ 243.0 MHZ	H24	RTN
TWR	U-Tapao Tower	118.1 MHZ 121.5*MHZ 118.3 MHZ 227.0 MHZ 243.0*MHZ		*Emergency Freq.
GND	U-Tapao Ground	121.9 MHZ 275.8 MHZ		
ATIS		414 KHz		

VTBU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	UP	414 kHz	H24	1239.7N10059.7E		
DVOR/DME	BUT	110.8 MHz CH 45X		1240.0N10100.0E	6 m / AGL	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal 40 NM at required altitude in various areas. 1. 40 NM orbit flown from. - RDL 041-090 degree ALT should not below 3 500 ft. - RDL 091-110 degree ALT should not below 4 500 ft. - RDL 111-200 degree ALT should not below 2 000 ft. - RDL 201-240 degree ALT should not below 4 000 ft - RDL 321-040 degree ALT should not below 4 500 ft. 2. 25 NM orbit flown from - RDL 241-280 degree ALT should not below 2 500 ft. - RDL 281-320 degree ALT should not below 3 000 ft.
ILS CAT I RWY 18 LOC/DME	IBUT	111.1 MHz CH 48X		1239.6N10100.2E		**A.** The Cat I ILS/DME installed at U-Tapao Pattaya International Airport for RWY18.There is no back course. The localize aerial array is located on the extended runway centre line at distance of 420 m (1377.9 ft) from the threshold of RWY 36. The antenna array 1.30 m (4.3 ft) high is installed on top of wooden platform 3.6 m (11.8 ft) high above ground, with an aperture of 40.3 m (132.2 ft).
GP		331.7 MHz		1241.5N10100.4E	5 m / AGL	
MM		75 MHz		1242.1N10100.0E		
Compass Locator	UT	234 kHz		1242.1N10100.0E		**B.** DME paired with LOC. frequency omnidirectional, low power (100 watts).

VTBU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

VTBU AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR FLIGHTS IN U-TAPAO TERMINAL CONTROL AREA/ CONTROL ZONE

1. VFR FLIGHT

1.1 BY DAY (Sunrise/Sunset)

1.1.1 Unless otherwise specifically authorized, VFR flights shall not be Permitted to land / take-off at Rayong / U-Tapao Pattaya Intl airport when conditions as reported to U-Tapao APP/TWR, by an authorized ground observer are less than

Ground Visibility - 5 km; or
Ceiling - 450 m (1 500 ft)

1.1.2 Authorization may be granted by ATC for special VFR flights (1.4) to land / take-off at Rayong/U-Tapao Pattaya Intl Airport under conditions less than 1.1.1 above but not less than

Ground Visibility - 1 500 m

1.1.3 As reported to U-tapao APP/TWR, by an authorized ground observer.

1. 2 BY NIGHT (Sunset/Sunrise)

1.2.1 VFR flights to land/take-off at Rayong/U-Tapao Pattaya Intl Airport shall not be permitted to operate between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by U-tapao APP/TWR.

1. 3 AT ALL TIME as authorized

1.3.1 VFR flights within the U-Tapao TMA / CTR shall be conducted so that the aircraft maintain flight visibility and distance from cloud equal to or greater than those specified in ICAO Annex 2, Chapter 4 Table 4-1, viz:-

Flight Visibility	-8 km at and above 3 050 m (10 000 ft) AMSL -5 km below 3 050 m (10 000 ft) AMSI
Distance from cloud	-1500 m horizontally and 300 m (1 000 ft) vertically

1.4 SPECIAL VFR FLIGHTS may be permitted when ground visibility is not less than 1500 m, provided that the aircraft is equipped with functioning radio receiver and the pilot has agreed to guard on the appropriate ATC communication frequency. ATC shall effect IFR separation between all special VFR flights and between such flights and IFR flights.

2. VFR DEPARTURE PROCEDURES

2.1 After take-off, aircraft shall continue climbing straight ahead until passing the departure end of runway unless safety dictates otherwise or when specifically authorized by the tower.

3. U-TAPAO VFR LOCAL PROCEDURES

3.1 Aerodrome Traffic Pattern

Traffic pattern shown in diagram. The unlighted 896 feet hill, 2.2 NM NNE of U-Tapao constitutes a hazard to VFR operation:

3.1.1 Rectangular
- Altitude 1 400 ft MSL
- Left traffic for runway 18
- Right traffic for runway 36
- Enter downwind leg at a 45° .

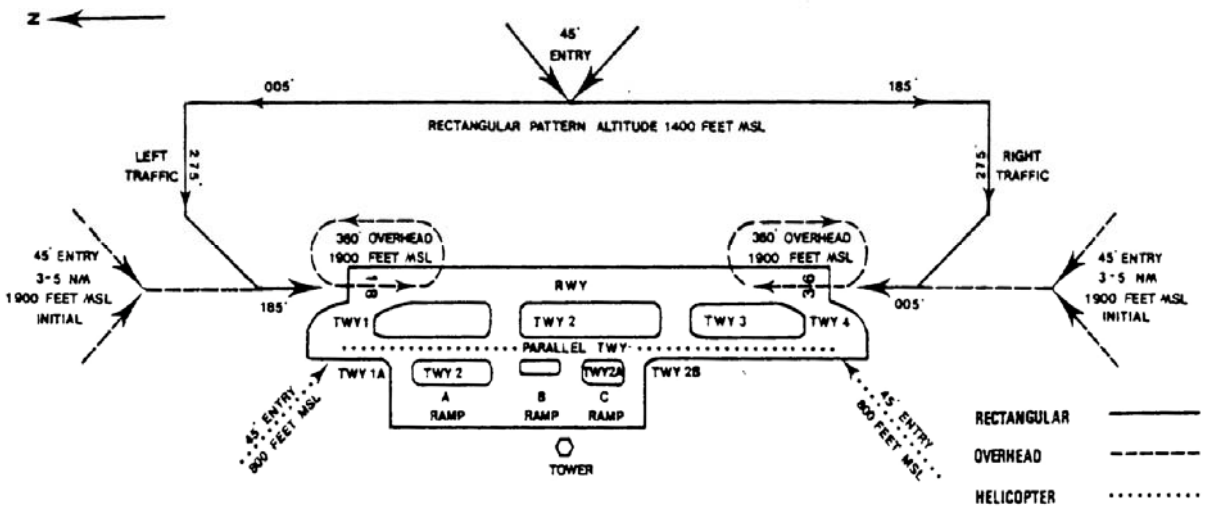
3.1.2 Overhead approach
- Altitude 1 900 ft MSL
- Runway 18 left turns
- Runway 36 right turns
- Enter final at a 45° .

3.1.3 Helicopter
- Altitude 800 ft MSL
- Right traffic for runway 18
- Left traffic for runway 36
- Landing on parallel taxiway
- Enter parallel taxiway at a 45° .

3.2 VFR Departure Procedures

3.2.1 After taking off aircraft shall continue climbing straight ahead until passing the departure end of runway unless safety dictates otherwise or when specifically authorized by the tower.

VFR TRAFFIC PATTERNSFIELD ELEVATION 59 FEET



4. RADIO COMMUNICATIONS FAILURE

4.1 Departing Aircraft

4.1.1 Aircraft shall not be permitted to take-off unless two-way radio communication can be maintained with the control tower.

4.1.2 If an aircraft experiences radio communications failure after departure, the pilot shall comply with the VFR cruising altitude.

4.2 Arriving Aircraft

4.2.1 When aircraft radio receiver inoperative, report their position, distance, heading, altitude and departure point when approaching 5ONM from U-Tapao Pattaya International Airport by transmitting in the blind.

4.2.2 When two-way communications failure, radio transmitter or receiver inoperative, observe the direction of traffic in the pattern, and enter downwind with the flow of traffic.

4.2.2.1 Day time

4.2.2.1.1 Joining the traffic pattern of the landing runway be conformed to the altitude for the type of aircraft as listed in item 3, then make a low approach along the runway at 500 ft above the terrain, rocking wings of the aircraft until it reaches end of the runway.

4.2.2.1.2 Re-enter downwind leg and observe light signals from the control tower.

4.2.2.2 Night time

4.2.2.2.1 Joining the traffic pattern of the landing runway be conformed to the altitude for the type of aircraft as listed in item 3, then make a low approach along the runway at 500 ft above the terrain, and blinking the landing light until it reaches end of runway.

4.2.2.2.2 Re-enter downwind leg and observe light signals from the control tower for light signal on base leg and final approach.

VTBU AD 2.22 FLIGHT PROCEDURES

GENERAL PROCEDURES

1. All aircraft flying within U-TAPAO Controlled airspaces equipped with SSR Transponder shall be provided Radar Approach Control Service,and other provided procedural.

2. Service Designation

2.1 **Radar Approach Control Service**

2.1.1 Aircraft to be provided by Radar Approach Control Service by means of SSR shall be equipped with a functioning operating on the appropriate MODE(S) and CODE (S

2.1.2 The provision of Radar Approach Control Service:

A) Provide Radar Vectoring of Arriving traffic on to pilot-Interpreted Final Approach Aids

B) Provide Radar Vectoring of Arriving traffic to a point from which a Visual Approach can be complete

C) Provide Radar Monitoring of other pilot-Interpreted Approaches.

D) Provide Radar Monitoring of aircraft equipped with SSR transponder while in affected airspace.

E) Provided Radar Separation between:

1 Succeeding Departing Aircraft.

2 Succeeding Arriving Aircraft.

3 A Departing aircraft and a Succeeding Arriving aircraft.

2.2 **Procedural**

Procedural shall be applied between Aircraft with functioning transponder and other aircraft, and between all non-transponding aircraft within the affected airspace.

3. All Aircraft shall obtain appropriate ATC Clearance before penetrating the affected airspace.

4. The radar separation Minimum to be used is 5 NM.

5. Emergency safe altitude for aircraft within 100 NM of U-Tapao Pattaya International Airport is 7,600 FT, descend below this level is only permitted in accordance with published Instrument Approach Procedures or ATS Routes Structure or Minimum Vector Altitude or Minimum Sector Altitude or when the aircraft having reported the terrain in-sight and has been cleared for visual approach.

6. Transition level is fixed at FL 130 and transition altitude is altitude 11,000 FT

7. Speed control may be applied on a tactical to the extent-determined necessary by the controller. Aircraft unable to conform to the speeds specified by the controller shall inform him immediately, and state what speeds will be used. In the interests of accurate spacing, pilot are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, and should advise ATC if circumstance necessitate a change of speed for aircraft performance reasons.

VTBU AD 2.23 ADDITIONAL INFORMATION

NIL

VTSS AD 2. AERODROMES

VTSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSS - SONGKLA / HAT YAI INTERNATIONAL AIRPORT

VTSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	065558N1002342E(WGS-84) Centre of runway 1600 M from THR RWY 08
2	Direction and distance from (city)	12 KM SW
3	Elevation/Reference temperature	27.5 M (90 ft) /26.8ºC
4	MAG VAR/Annual change	0º06'W (2001) / 3'E
5	AD Administration, address, telephone, telefax, telex, AFS	Hat Yai International Airport Airports of Thailand Public Company Limited Hat Yai, Songkhla 90115, Thailand. Tel. 66-0-7422-7000 Fax. 66-0-7425-1334 AFS: VTSSYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTSS AD 2.3 OPERATIONAL HOURS VTSS

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

VTSS AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTSS AD 2.5 PASSENGER FACILITIES

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

VTSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Facility of Category 9 is provided
3	Capability for removal of disabled aircraft	Available – Up to B747
4	Remarks	Nil

VTSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 60/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A : 23 m., Asphalt, PCN 60/F/C/X/T Taxiway B, C : 26 m., Concrete / Asphalt, PCN 60/R/C/X/T and PCN 60/F/C/X/T Taxiway D : 26 m., Concrete, PCN 60/R/C/X/T Taxiway E : 30 m., Concrete, PCN 60/R/C/X/T Taxiway F, I : 27 m., Concrete, PCN 60/R/C/X/T Taxiway G, H : 24 m., Asphalt, PCN 60/F/C/X/T Taxiway J, K : 26 m., Asphalt Taxiway L, M : 23 m., Asphalt Taxiway N : Concrete, PCN 60/R/C/X/T
3	ACL location and elevation	Location: At Apron Elevation: 27.5 m/90 ft
4	VOR/INS checkpoints	Nil
5	Remarks	- Taxiway J, K, L and M are the responsibility of RTAF. - Taxiway A not available when the aircraft code C, D, E take-off and landing. - Taxilane N not available for aircraft code E taxi behind aircraft stand number 2, 3, 4 when aircraft code E parked at aircraft stand number 2, 3, 4

VTSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY. Nose-in guidance at aircraft stands. Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. RLG Docking Guidance System at stand number 2 and 3.
2	RWY and TWY markings and LGT	RWY marking : RWY Designation, THR, TDZ, Centreline, Aiming Point and Side Strip. RWY LGT : THR, RWY Edge and RWY End lights TWY marking : Centre line, Edge , RWY Holding Positions and Intermediate Holding Positions. TWY LGT : TWY Edge light.
3	Stop bars	Nil
4	Remarks	Nil

RLG AUTOMATED GUIDE - IN SYSTEM AT HAT YAI INTERNATIONAL AIRPORT

1. INTRODUCTION

1.1 The RLG Automated Guide - in system is installed at Bay 2 and 3.

1.2 The system enables the pilot seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position**.**

1.3 All types of aircraft programmed into the system are as follow:

B767	DC8	A300	L1011-5	IL6Z
B757	DC8S	A310	L1011-1	
B747SP	DC10	A320		
B747/400	DC9			
B737				
B727				
B707				

2. PILOT OPERATING INSTRUCTION

2.1 Check aircraft indicator light to be sure that ground Crew has set the system for your type of aircraft.

2.2 If the aircraft indicator light is set correctly and the ROUND-GREEN-CLEAR lamps are illuminated you may enter the gate.

2.3 Align the aircraft so that the green vertical azimuth tube on the bottom part of the light housing is visible. This must be accomplished from the left hand seat only. If a vertical line of red light can be seen on one side of the green azimuth only, the aircraft is off line in that direction. Re-align the aircraft so that only the green azimuth is visible.

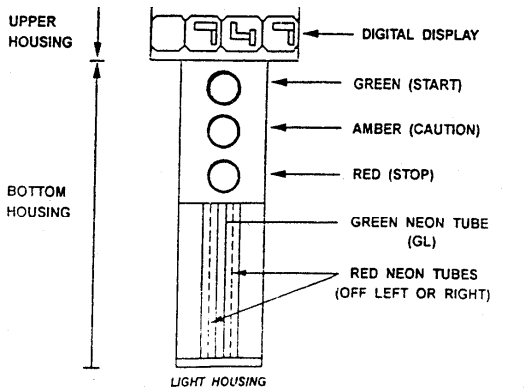
2.4 ROUND AMBER-CAUTION lamps will illuminate 15 ft (4. 57 m) prior to reaching the desired stop position. At this time the round-green lights will go out.

2.5 ROUND RED-STOP lamps will illuminate when the appropriate stopping position is reached. This will allow the rear edge of the aircraft door open to clear the air bridge collar. Caution, the aircraft has from 1 ft and 1 inch (0.33 m) to 4 ft (1.31 m) depending on aircraft type, to its maximum stopping position before the aircraft door will foul the air bridge collar. When the door is opened.

2.6 If any lamps fail, the entire system will automatically shut down. This means stop immediately, you will be towed or manually guided into your final parking position.

2.7 Your ground crew has a back-up manual switch and can pre-empt all automatic controls should emergency stopping be required or to complete manual Guide-in procedures should the Apron Sensors be inoperative.

2.8 DIAGRAM RLG AUTOMATED GUIDE-IN SYSTEM.



VTSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	082°	3 050x45	60/F/C/X/T Asphaltic Concrete	065551.55N 1002249.84E (WGS-84)	THR 19.81 M/65 ft
26	262°	3 050x45	60/F/C/X/T Asphaltic Concrete	065603.92N 1002428.30E (WGS-84)	THR 17.81 m/58 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
0.60% +0.30% -0.13% -0.80% (1110 m 1460 m 1910 m 3050 m)	60x45	Nil	3290x300	Nil	Nil
+0.80% +0.13% -0.30%-0.60% (1140 m 1590 m 1940 m 3050 m)	60x45	Nil	3290x300	Nil	Nil

VTSS AD 2.13 DECLARED DISTANCESVTSS

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

VTSS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig-nator	APCH LGT type LEN INTST	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
26	SALS 420 m LIH	Green	PAPI Left/Right 3º (61.09 ft)	Nil	Nil	3050 m,60 m White; FM2450-3050 m Yellow:LIH	Red	60	Nil
08	Nil	Green	PAPI Left/Right 3º (64.06 ft)	Nil	Nil	3050 m,60 m White; FM 2450-3050 m Yellow:LIH	Red	60	Nil

VTSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: ON top of control tower , FLG WG EV 3 Sec. / IBN : Nil H24
2	LDI location and LGT Anemometer location and LGT.	WDI : Wind Cone, illuminated At 1196 m. from right side of THR 26 Anemometer : see AD Chart.
3	TWY edge and centre line lighting	EDGE: All TWY Centre Line: Nil
4	Secondary power supply/switch-over time	RWY 08/26 supplied by stand by generator switch over time 15 SEC
5	Remarks	-

VTSS AD 2.16 HELICOPTER LANDING AREA

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

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		
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		LOC : Designated operation coverage 18 NM, ALT 7000 ft AMSL
GP		333.2 MHz		145643.23N 1021826.07E		GP : 3 DEG, RDH 54 ft
DME	I-NKR	CH 34X (109.7 MHZ)		145717.24N 1021926.61E	732 ft	DME : Paired with LOC Freq.

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.

NAKHON RATCHASIMA CORRIDOR (NTC)

In order to facilitate all aircraft to/from Nakhon Ratchasima Airport Temporary Transition Corridor is established within Korat Control Zone as follow:

Nakhon Ratchasima Transition Corridor (NTC) an area bounded by a line joining the following points: 143746.50N 1013621.56E to 144624.59N 1014902.48E to 145944.02N 1021819.43E to 150243.62N 1024312.81E then along a 35 NM arc clockwise from 'KRT' VOR/DME (1455.0N 10208.4E) to 145644.78N 1024358.14E to 145345.19N 1021905.45E to 144128.44N 1015235.14E to 143250.36N 1013954.53E then along a 35 NM arc clockwise from 'KRT' VOR/DME (1455.0N 10208.4E) to the starting point.

Vertical Limit	:	11 000 ft 2 000 ft
Period of Activity	:	To be notified by ATC
Type of Airspace	:	Temporary Airspace delegated turning point Nakhon Ratchasima Approach
Class of Airspace	:	C
Controlling Unit	:	Nakhon Ratchasima Approach
Frequency	:	123.6 MHz
Remark	:	NTC may be activated during low traffic period within Korat Control Zone, Nakhon Rachasima Approach shall accordingly maintain close co-ordination with Korat Approach for intended activities within NTC.

VTUN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: Alternating white and green lights installed on The top of water tank tower.
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	Nil
5	Remarks	Nil

VTUN AD 2.16 HELICOPTER LANDING AREA

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

VTUN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 10 NM radius centred on 1456.1N 10204.8E
2	Vertical limits	3 000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Khorat Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTUN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Khorat APP	285.0 MHz 129.75 MHz	H24	Secondary Operation
ASR	Khorat Arrival	349.0 MHz 129.75 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	Khorat Departure	285.0 MHz 134.1 MHz		
SRA	Final Controller	382.4 MHz		
TWR	Khorat Tower	240.5 MHz 122.2 MHz *121.5 MHz *243.0 MHz	H24	*Emergency Freq.
GND	Khorat Ground	257.8 MHz 121.75 MHz		
ATIS	Khorat AD	390.6 MHz	23000-1100	

VTUN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of oper-ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
TACAN	KRT	CH125	2300-1100	1456.2N 10204.6E		315 m (Centerline of RWY)
DVOR/DME	KRT	113.7MHz	H24	145502.35N 1020823.32E (WGS-84)		287 MAG / 3.7 NM

VTSC AD 2.13 DECLARED DISTANCES

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

VTSC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY 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
02	CAT I 900 m LIH	Green	PAPI Left 3° Right 3º	Nil	Nil	2000 m 60 m white/LIH	Red	Nil	Nil
20	RTIL	Green	PAPI Left3° Right 3°	Nil	Nil	2000 m 60m white/LIH	Red	Nil	Nil

VTSC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTSC AD 2.17 ATS AIRSPACE

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

VTSC AD 2.18 ATS COMMUNICATION FACILITIES

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

VTSC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

VTPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTPP AD 2.17 ATS AIRSPACE

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

VTPP AD 2.18 ATS COMMUNICATION FACILITIES

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

VTPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of opera-tion	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PL	263 kHZ	H24	164745.44N 1001632.62E		-Excessive ADF oscillation between 100° to 120° clock wise. -Airway radial 076 usable to 5 NM only. Distance 1270 m from South end of RWY 32.
DVOR/DME	PSL	114.1 MHz CH 88X		164613.34N 1001728.70E		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows:- -RDL 001°-130° ALT should not below 5,500 ft -RDL 131°-260° ALT should not below 3,000 ft -RDL 261°-360° ALT should not below 5,000 ft
ILS CAT I LOC RWY 32	IPSL	110.1 MHz		164746.19N 1001608.82E (WGS-84)		- Designated operational coverage 18 NM ±10º and 10 NM ±35º of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 310 m. from THR of runway 14.
GP/DME		334.4 MHz CH38X		164629.87N 1001711.63E (WGS-84)		- Glide Path 3º Unusable beyond 7.0º right side of localizer course line. - DME co-located with Glide Slope power output 100 watts Uni-directional.
TACAN		CH99		1647.6N 10016.7E		Military Facility, operation on request 30 MIN PN to ATC.

VTPP AD 2.24 CHARTS RELATED TO AN AERODROME

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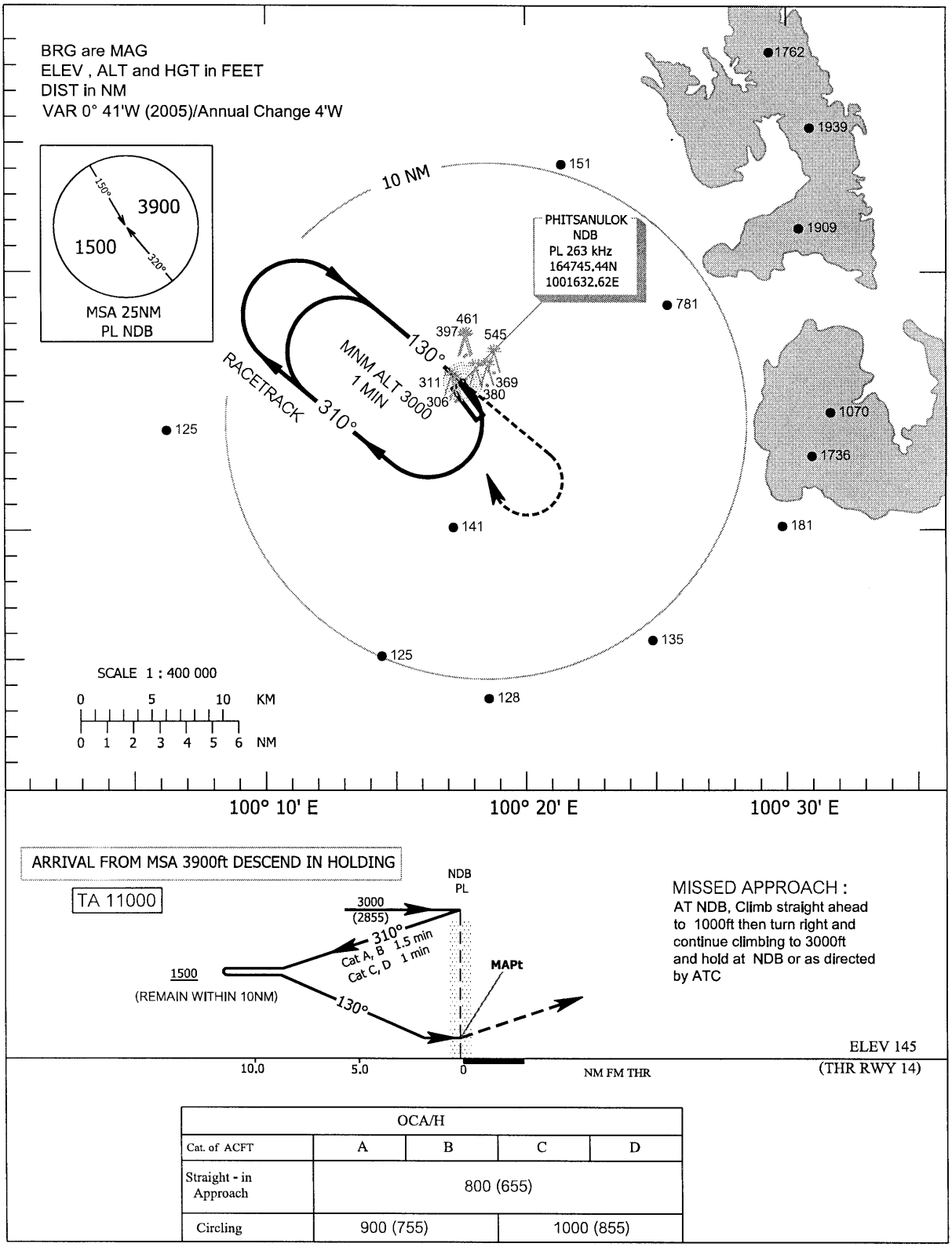
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 145 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.7 , 284.0
TWR : 118.9 , 236.6

PHITSANULOK / Phitsanulok (VTPP)

NDB RWY14



OCA/H				
Cat. of ACFT	A	B	C	D
Straight - in Approach	800 (655)			
Circling	900 (755)		1000 (855)	

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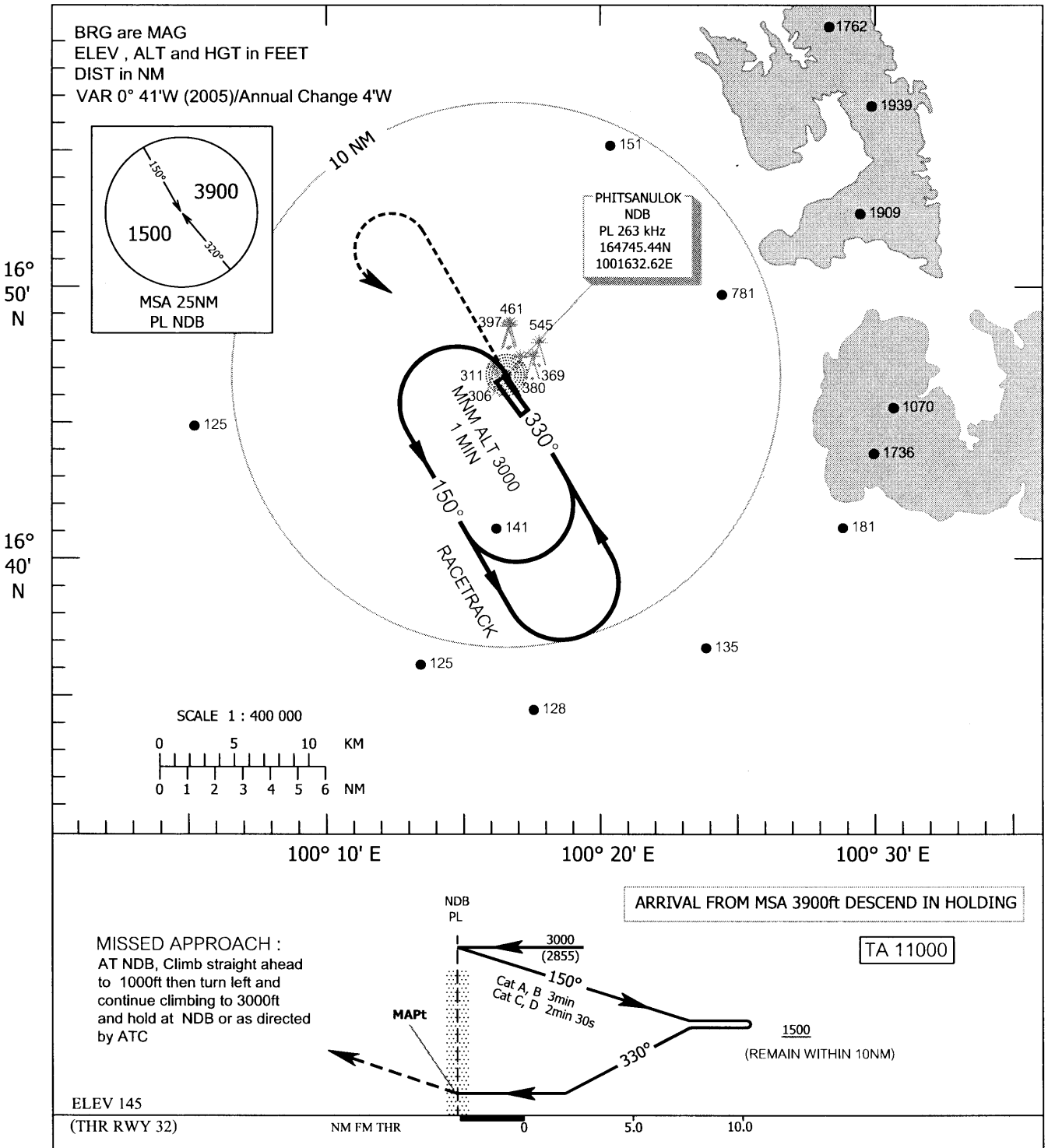
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 145 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.7 , 284.0
TWR : 118.9 , 236.6

PHITSANULOK / Phitsanulok (VTPP)

NDB RWY32



OCA/H				
Cat. of ACFT	A	B	C	D
Straight - in Approach	710 (565)			
Circling	900 (755)		1000 (855)	

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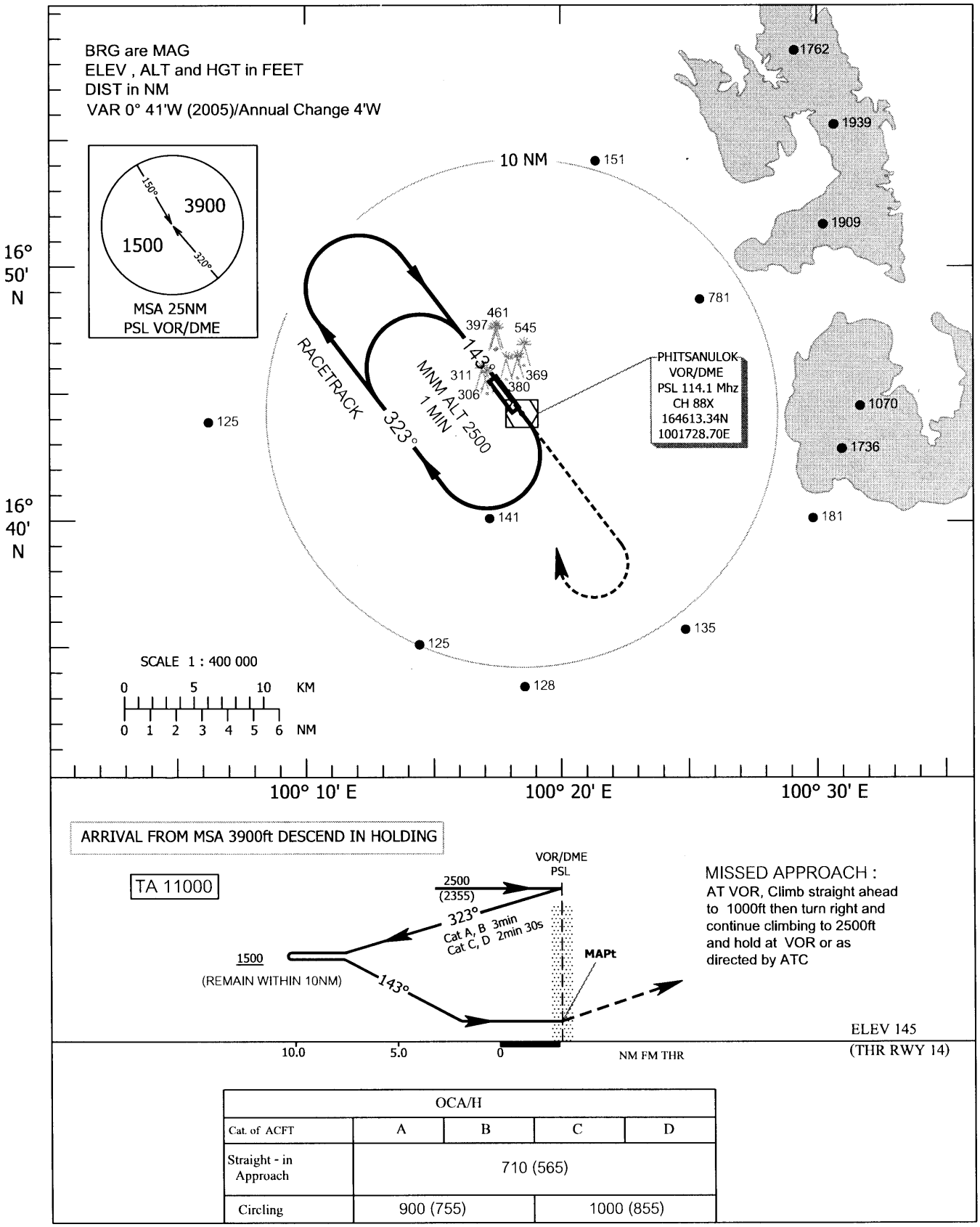
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 145 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.7 , 284.0
TWR : 118.9 , 236.6

PHITSANULOK / Phitsanulok (VTPP)

VOR y RWY14



ARRIVAL FROM MSA 3900ft DESCEND IN HOLDING

TA 11000

MISSED APPROACH :
AT VOR, Climb straight ahead to 1000ft then turn right and continue climbing to 2500ft and hold at VOR or as directed by ATC

ELEV 145
(THR RWY 14)

OCA/H				
Cat. of ACFT	A	B	C	D
Straight - in Approach	710 (565)			
Circling	900 (755)		1000 (855)	

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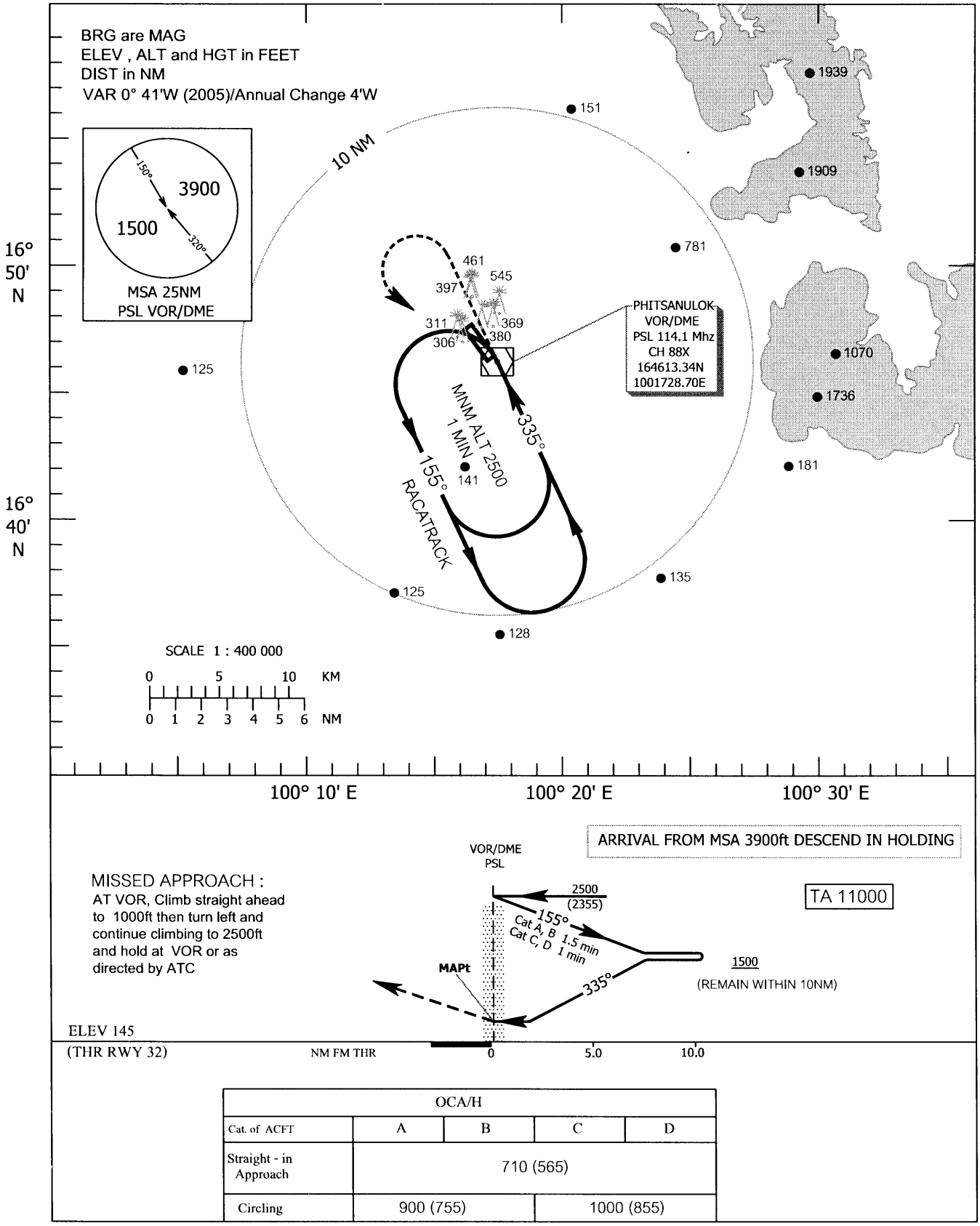
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 145 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.7 , 284.0
TWR : 118.9 , 236.6

PHITSANULOK / Phitsanulok (VTPP)

VOR y RWY32



OCA/H				
Cat. of ACFT	A	B	C	D
Straight - in Approach	710 (565)			
Circling	900 (755)		1000 (855)	

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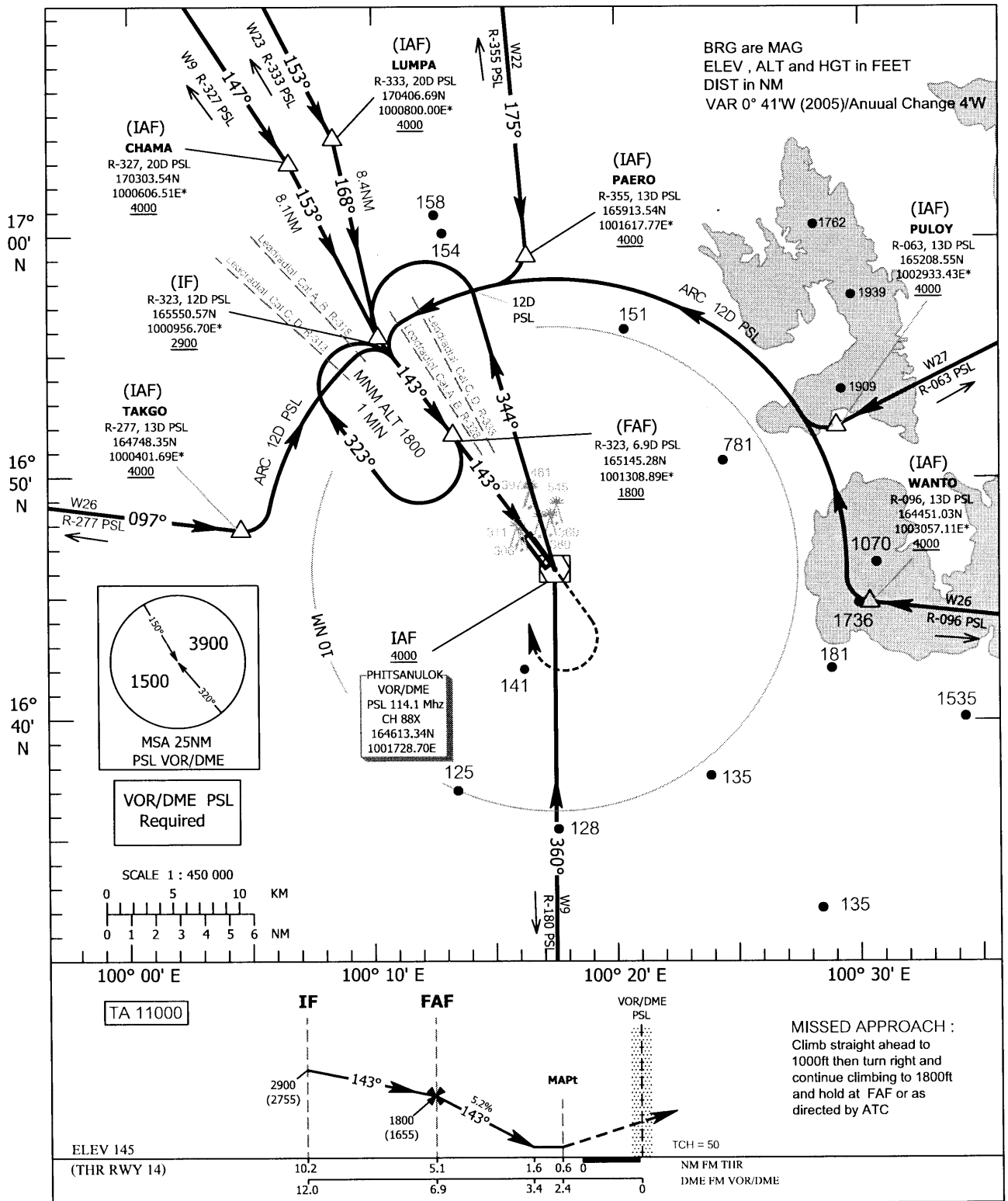
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 145 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.7 , 284.0
TWR : 118.9 , 236.6

PHITSANULOK / Phitsanulok (VTPP)

VOR z RWY14



OCA/H				
Cat. of ACFT	A	B	C	D
Straight - in Approach	710 (565)			
Circling	900 (755)		1000 (855)	

Distance (PSL)		4DME	5DME	6DME
Altitude (Height)		890 (745)	1210 (1065)	1530 (1385)
Ground Speed (GS)	kt	100	120	140	160	180
FAF - MAPt 4.5NM	m:s	2:42	2:15	1:56	1:41	1:30
Rate of Descent	ft/min	527	632	737	843	948

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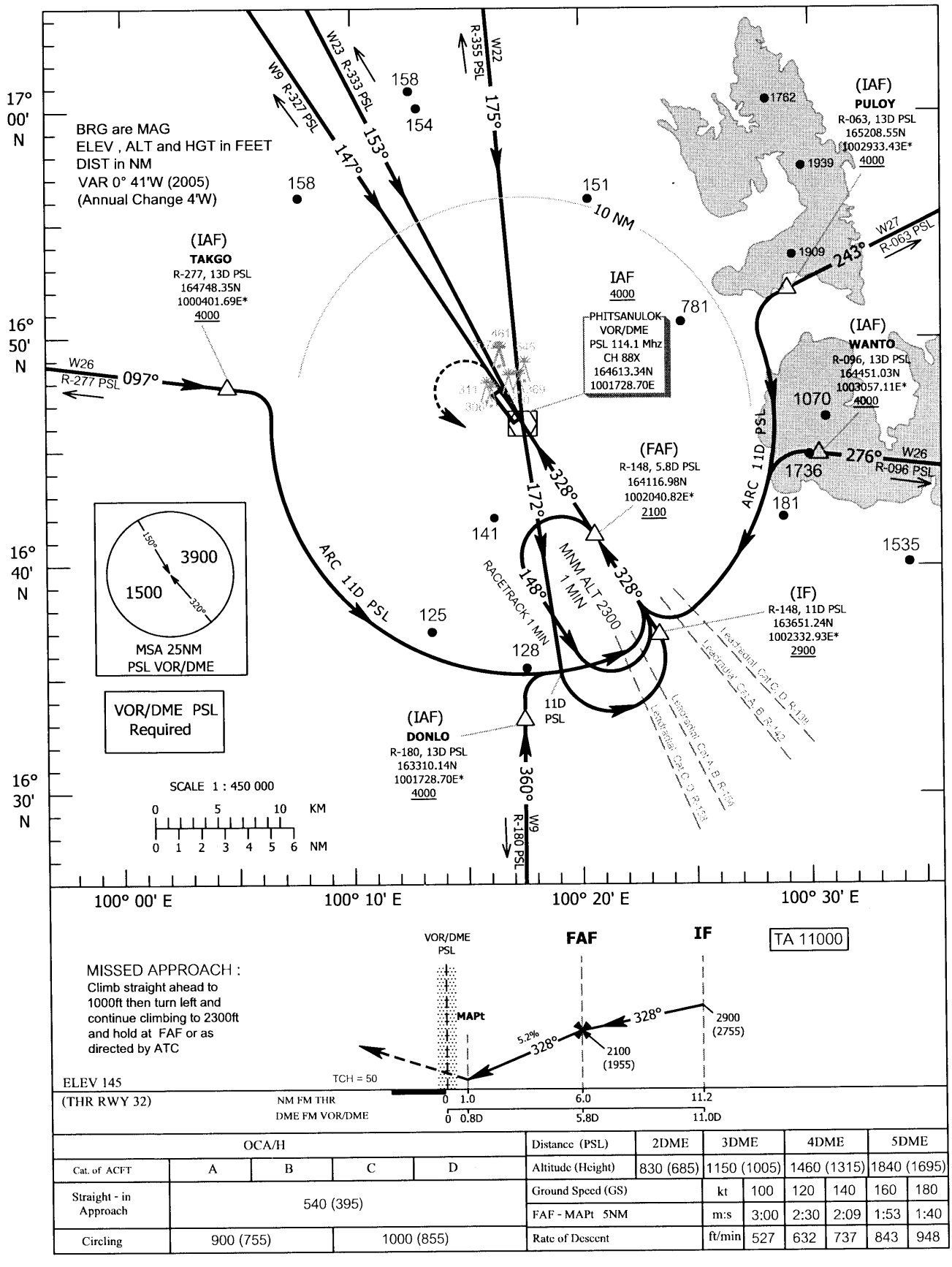
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 145 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.7 , 284.0
TWR : 118.9 , 236.6

PHITSANULOK / Phitsanulok (VTPP)

VOR z RWY32



OCA/H					Distance (PSL)	2DME	3DME		4DME		5DME	
Cat. of ACFT	A	B	C	D	Altitude (Height)	830 (685)	1150 (1005)		1460 (1315)		1840 (1695)	
Straight - in Approach	540 (395)				Ground Speed (GS)		kt	100	120	140	160	180
					FAF - MAPt 5NM		m:s	3:00	2:30	2:09	1:53	1:40
Circling	900 (755)		1000 (855)		Rate of Descent		ft/min	527	632	737	843	948

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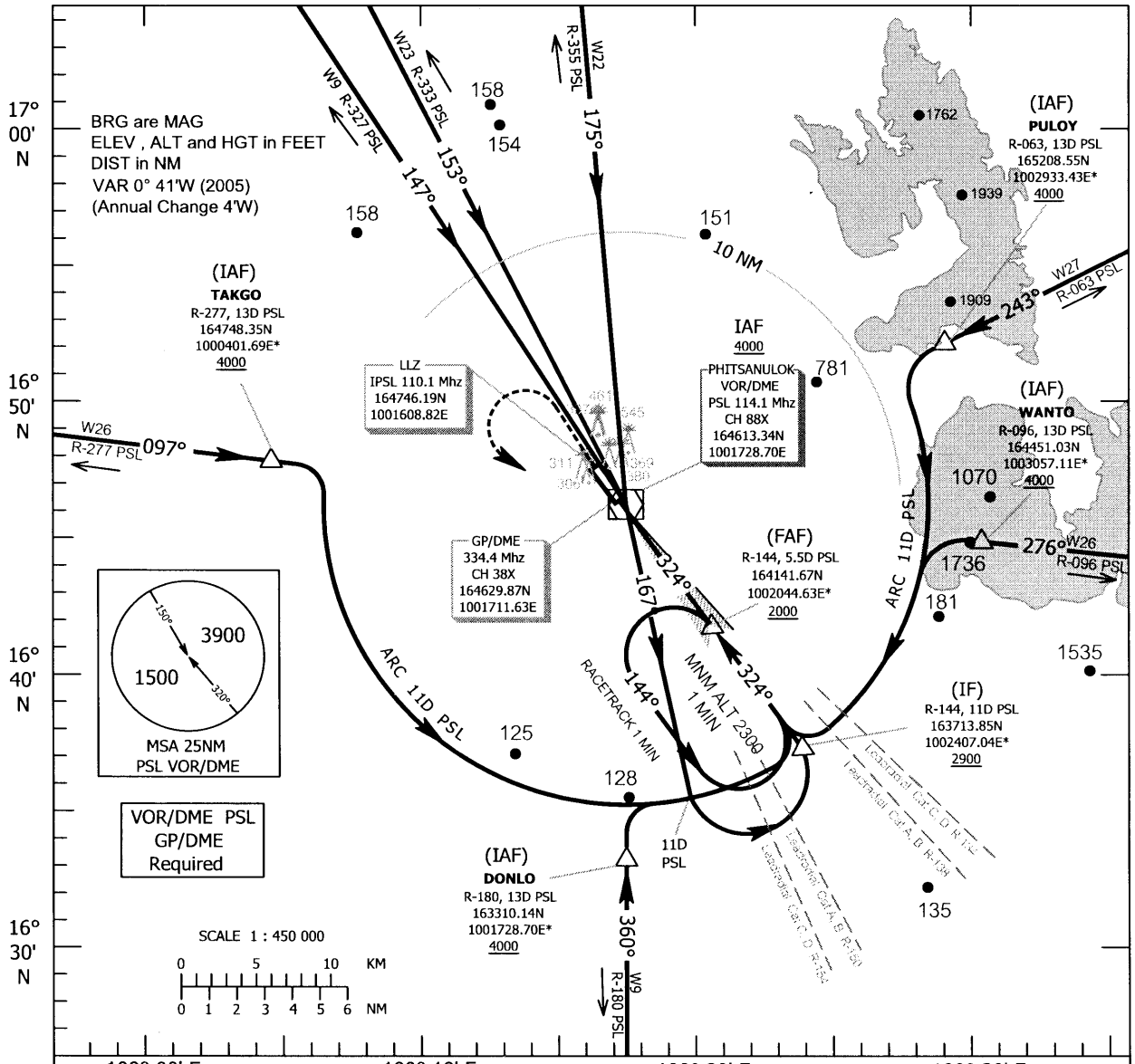
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 145 FT
HEIGHTS RELATED TO
THR RWY32 - ELEV 145 ft

APP : 120.7 , 284.0
TWR : 118.9 , 236.6

PHITSANULOK / Phitsanulok (VTPP)

ILS or LLZ RWY32



OCA/H						Distance (IPSL)	2DME	3DME	4DME	5DME
Cat of ACFT		A	B	C	D	Altitude (Height)	890 (745)	1210 (1065)	1530 (1385)	1860 (1715)
Straight - in Approach	Cat I	380 (235)	390 (245)	400 (255)		Ground Speed (GS)	kt	100	120	140	160	180
	GP INOP	500 (355)				FAF - MAPt 4.7NM	m:s	2:46	2:18	1:58	1:44	1:32
Circling		900 (755)		1000 (855)		Rate of Descent	ft/min	527	632	737	843	948

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VTUV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

VTUV AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

VTUV AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUV AD 2.22 FLIGHT PROCEDURES

NIL

VTUV AD 2.23 ADDITIONAL INFORMATION

→ - Birds concentration on and in the vicinity of an Aerodrome.

VTPO AD 2. AERODROMES

VTPO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPO – SUKHOTHAI/SUKHOTHAI AIRPORT

VTPO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	171416N 994906E 1050 m From THR 36
2	Direction and distance from (city)	27 KM From Sukhothai
3	Elevation/Reference temperature	54.5 M (179 ft)
4	MAG VAR/Annual change	0º 56'W (2009) / 0º 3'W
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Sukhotahi Airport Sukhothai Airport 99 Moo 4 Klong Krachong, Swankhalok District Sukhothai Thailand 64110 TEL: (055) 647225-6 FAX: (055) 647225 AFS: VTPOZTZX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTPO AD 2.3 OPERATIONAL HOURS

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

VTPO AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTPO AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD
2	Restaurants	At AD
3	Transportation	Limousines
4	Medical facilities	First AID at airport
5	Bank and Post Office	Available in town
6	Tourist Office	Office in town Tel: (055) 610222 Fax : (055) 614260
7	Remarks	Nil

VTPO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTPO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTPO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete
2	Taxiway width, surface and strength	Width: 30 m Surface: Asphatic CONC
3	ACL location and elevation	ALC location : THR RWY 18/36 Elevation : 54.5 M (179 ft)
4	VOR/INS checkpoints	-
5	Remarks	Nil

VTPO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxi guidance sign and guide line
2	RWY and TWY markings and LGT	MARKING : Designation, THR, centre line, edge runway and as appropriate marked
3	Stop bars	Marked
4	Remarks	Nil

VTPO AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
Nil			Nil		

VTPO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Control Tower
2	Hours of service MET Office outside hours	2300-1100 Tel : (662) 3994566-75 (H24)
3	Office responsible for TAF Preparation Periods of validity	Northern Regional MET Centre
4	Type of landing forecast Interval of issuance	TAF
5	Briefing/consultation provided	Control Tower
6	Flight documentation Language (s) used	Thai / English
7	Charts and other information available for briefing or consultation	Daily Weather Forecast
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	Control Tower
10	Additional information (Limitation of service, etc.)	Nil

VTPO 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
18	180°	2100x45	40/F/C/X/T Asphalt	171449.87N 994906.66E	THR 54.5 m /179 ft
36	360°	2100x45	40/F/C/X/T Asphalt	171341.56N 994905.27E	THR 54.5 m/ 179 ft

Slope of REW-SWY	SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
0.00%	Nil	60 x150	2220x150	-	-
0.00%	Nil	150 x 150	2220x150	-	-

VTPO AD 2.13 DECLARED DISTANCES

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

VTPO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY 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
Nil									

VTPO 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 3 Sec. 0000-1100
2	LDI location and LGT Anemometer location and LGT.	- At MET Station, 1000 m. from THR 18
3	TWY edge and centre line lighting	Nil
4	Secondary power supply/switch-over time	-
5	Remarks	-

VTPO AD 2.16 HELICOPTER LANDING AREA

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

VTPO AD 2.17 ATS AIRSPACE

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

VTPO AD 2.18 ATS COMMUNICATION FACILITIES

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

VTPO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME trans-mitting antenna	Remarks
1	2	3	4	5	6	7
NDB	THS	292 kHz	H24	171406.81N 994919.23E		
DME	THS	CH 40X (292 kHz)		171408.27N 994906.89E	181.03 FT	DME : Paired with NDB Freq.
LOC RWY 36 ILS CAT I	ISKT	109.5 MHz		171458.01N 994906.83E		LOC : Designated Operation coverage 18 NM, ALT 6500 ft/AMSL.
GP		332.6 MHz		171351.07N 994902.08E		
DME	ISKT	CH 32X (109.5 MHz)		171457.85N 994909.24E	175.79 FT	DME : Paired with LOC Freq

VTPO AD 2.20 LOCAL TRAFFIC REGULATIONS

SUKHOTHAI AIRPORT

1. Establishment of significance reporting point for inbound and outbound route within Sukhothai TMA are as follows:

NAME	CO-ORDINATES (WGS-84)	BEARING / DISTANCE FM THS (NDB)
TOPAS	172916.19N 0992358.16E	BRG 302 / 28NM
SARIM	173029.97N 0994737.09E	BRG 355 / 16 NM
KIMET	164927.60N 0994429.32E	BRG 190 / 25 NM

2. In order to facilitates all IFR aircraft to / from Sukhothai airport arrival / departure preference routes are established at Sukhothai airport as follows: ←

Inbound to Sukhothai airport

- Bangkok to Sukhothai
  The flight plan route : BKK(DVOR/DME)-W9-PSL(DVOR/DME) –DCT-THS(NDB).
- Chiang Mai to Sukhothai
  The flight plan route: CMA (DVOR/DME)-W9-SARIM(173029.97N0994737.09E)-DCT-THS(NDB)

Outbound from Sukhothai airport.

- Sukhothai to Bangkok
  The flight plan route : THS (NDB)-DCT-KIMET(164927.60N0994429.23E)-DCT-BEKOD-A464-BKK(DVOR DME).
- Sukhothai to Chiang Mai
  The flight plan route : THS(NDB)-DCT-TOPAS(172916.19N0992358.16E)-A464-CMA(DVOR/DME). ←

3. Due to temporary area at the right side of the threshold runway 36, the aircraft extremely caution while landing.

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VTSM AD 2. AERODROMES

VTSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSM- SURAT THANI / SAMUI AIRPORT

VTSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	093257N 1000345E Centre line of RWY, 860 M from THR 35
2	Direction and distance from (city)	17 km, from city
3	Elevation/Reference temperature	19.5 m (64 ft) / 33ºC
4	MAG VAR/Annual change	0º 36’ W(2009) / 0º 2’ W / year
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Samai Airport Samui Airport Amphoe Ko.Samui, Surat Thani Province 84140 Thailand Tel. (077) 425401 FAX. (077) 425010 AFS: VTSMYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTSM AD 2.3 OPERATIONAL HOURS

1	AD Administration	2300-1500 After this period 1 HR PN to ATC
2	Customs and immigration	2300-1500
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	2300-1500
6	MET Briefing Office	-
7	ATS	2300-1500
8	Fuelling	2300-1500
9	Handling	2300-1500
10	Security	H 24

VTSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	JET A1
3	Fuelling facilities/capacity	Refueller @ 12,000 L
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

VTSM AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity of AD
2	Restaurants	At AD
3	Transportation	Limousine
4	Medical facilities	First aid at AD
5	Bank and Post Office	Money Exchange: Available Post Office: Open from 0100-1000
6	Tourist Office	Open 0100-1300
7	Remarks	Nil

VTSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTSM AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 42/R/D/Y/T
2	Taxiway width, surface and strength	Taxiway A, B, C and D Width: 30 M Surface: Concrete Strength: PCN 42/R/D/Y/T
3	VOR/INS checkpoints	-
4	Remarks	Nil

VTSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxi guidance signs and guide lines at TWY and Apron
2	RWY and TWY markings and LGT	RWY: Marked and lighted
3	Stop bars	Marked
4	Remarks	Nil

VTSM AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
	-		-		-

VTSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Bangkok Airway Company Ltd. Aeronautical Radio of Thailand Company Ltd.
2	Hours of service MET Office outside hours	0000-1430
3	Office responsible for TAF Preparation Periods of validity	-
4	Type of landing forecast Interval of issuance	-
5	Briefing/consultation provided	No
6	Flight documentation Language (s) used	-
7	Charts and other information available for briefing or consultation	Daily Weather Forecast
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	IP system

VTSM 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
17	174°	2060x45	PCN 38/F/B/W/T Asphaltic Concrete	093317.52N 1000342.42E	43 ft
35	354°	2060x45	PCN 38/F/B/W/T Asphaltic Concrete	093228.93N 1000347.15E	56 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
0%/+0.25 /+0.8% 1200M/200m/765m	60x45	Nil	2165x100	Nil	Nil
-0.8% /-0.25% / 0% 765M/200M/ 1200M	45x45	Nil	2165x100	Nil	Nil

VTSM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	2060	2060	2120	1800	Nil
35	2060	2060	2105	1760	Nil

VTSM 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
17	-	GREEN	PAPI Right3º	-	2100 m,60m White	2100 m,60m White	Red	-	-
35	-	GREEN	PAPI Left3.7º	-	2100 m,60m White	2100m,60m White	Red	-	Due to mountain on the left side of APP direction extended from RWY THR approximate 4 NM at 2.4º height.

VTSM AD 2.20 LOCAL TRAFFIC REGULATIONS

Nil

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VTSM AD 2.24 CHARTS RELATED TO AN AERODROME

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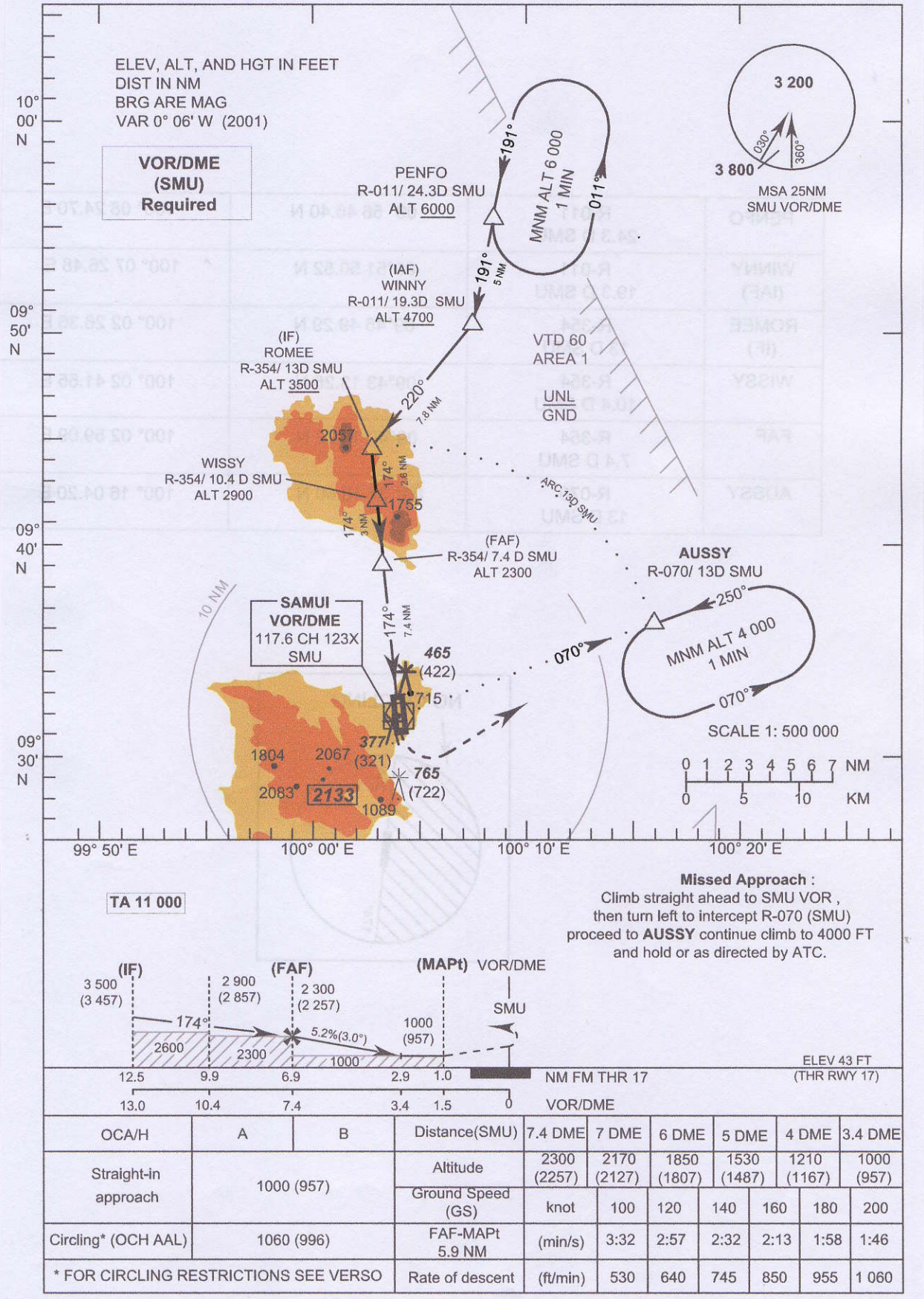
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY 17 ELEV 43 FT

APP : 129.6, 305.4
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURATTANI/Samui (VTSM)
VOR RWY 17
CAT A,B



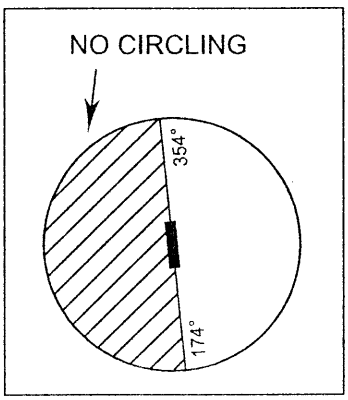
TA 11 000

Missed Approach :
Climb straight ahead to SMU VOR ,
then turn left to intercept R-070 (SMU)
proceed to **AUSSY** continue climb to 4000 FT
and hold or as directed by ATC.

OCA/H	A	B	Distance(SMU)	7.4 DME	7 DME	6 DME	5 DME	4 DME	3.4 DME
Straight-in approach	1000 (957)		Altitude	2300 (2257)	2170 (2127)	1850 (1807)	1530 (1487)	1210 (1167)	1000 (957)
			Ground Speed (GS)	knot	100	120	140	160	180	200
Circling* (OCH AAL)	1060 (996)		FAF-MAPt 5.9 NM	(min/s)	3:32	2:57	2:32	2:13	1:58	1:46
* FOR CIRCLING RESTRICTIONS SEE VERSO			Rate of descent	(ft/min)	530	640	745	850	955	1 060

SURATTANI/Samui (VTSM)
VOR RWY 17

PENFO	R-011 24.3 D SMU	09° 56 46.40 N	100° 08 24.70 E
WINNY (IAF)	R-011 19.3 D SMU	09°51 50.52 N	100° 07 26.48 E
ROMEE (IF)	R-354 13 D SMU	09°45 49.29 N	100° 02 26.36 E
WISSY	R-354 10.4 D SMU	09°43 13.26 N	100° 02 41.55 E
FAF	R-354 7.4 D SMU	09°40 13.22 N	100° 02 59.09 E
AUSSY	R-070 13 D SMU	09° 37 18.60 N	100° 16 04.20 E

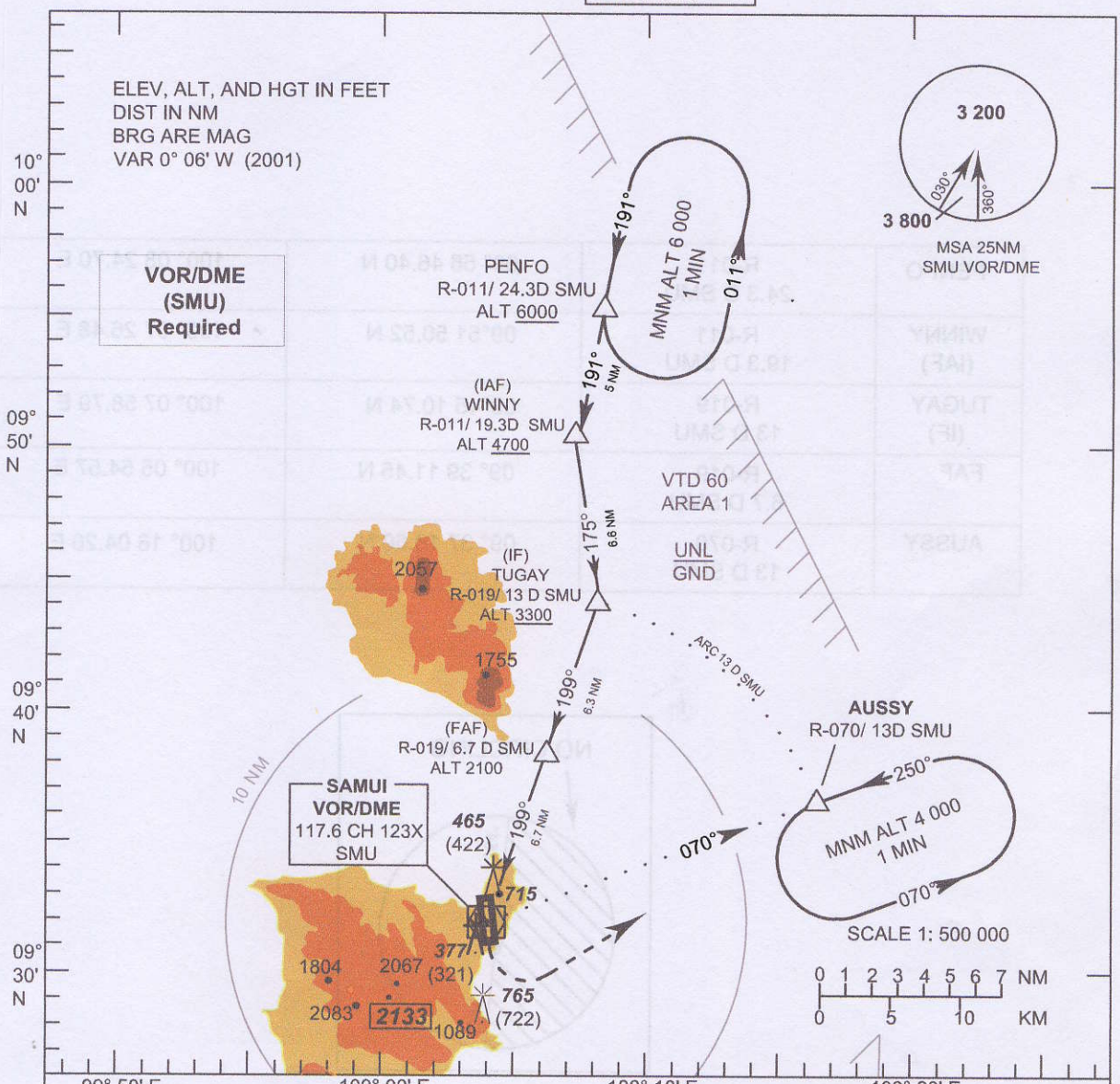


INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO AERODROME ELEV

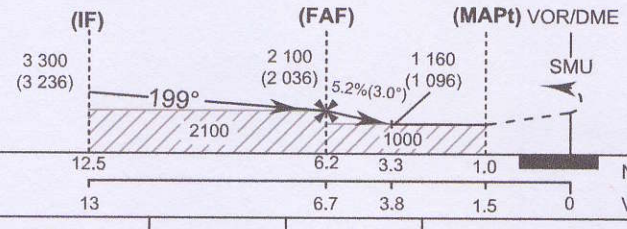
APP : 129.6, 305.4
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURATTANI/Samui (VTSM)
VOR A RWY 17
CAT A,B



TA 11 000

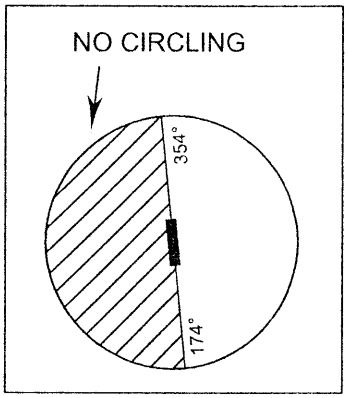
Missed Approach :
Climb straight ahead to SMU VOR, then turn left to intercept R-070 (SMU) proceed to **AUSSY** continue climb to 4000 FT and hold or as directed by ATC.



OCA/H	A	B	Distance(SMU)		6.7 DME	6 DME	5 DME	3.8 DME
Straight-in approach	NOT AUTHORIZED		Altitude (Height)		2100 (2036)	1870 (1806)	1550 (1486)	1160 (1096)
			Ground Speed (GS)	knot	100	120	140	160	180	200
Circling* (OCH AAL)	1160 (1096)		FAF-MAPt 5.2 NM	(min/s)	3:07	2:36	2:14	1:57	1:44	1:34
* FOR CIRCLING RESTRICTIONS SEE VERSO			Rate of descent	(ft/min)	530	640	745	850	955	1 060

SURATTANI/Samui (VTSM)
VOR A RWY 17

PENFO	R-011 24.3 D SMU	09° 56 46.40 N	100° 08 24.70 E
WINNY (IAF)	R-011 19.3 D SMU	09°51 50.52 N	100° 07 26.48 E
TUGAY (IF)	R-019 13 D SMU	09°45 10.74 N	100° 07 58.79 E
FAF	R-019 6.7 D SMU	09° 39 11.45 N	100° 05 54.57 E
AUSSY	R-070 13 D SMU	09° 37 18.60 N	100° 16 04.20 E

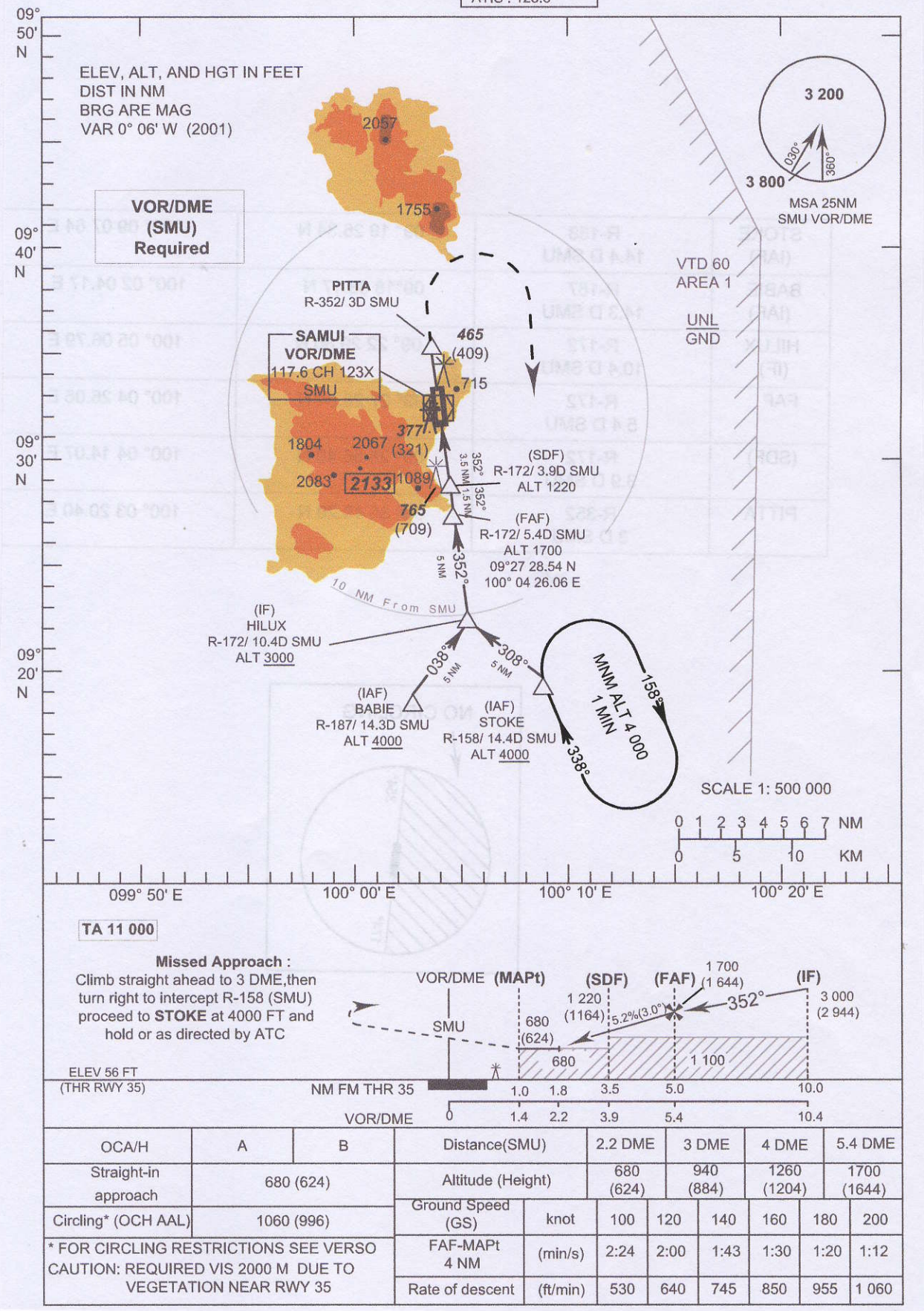


INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY 35 ELEV 56 FT

APP : 129.6, 305.4
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURATTANI/Samui (VTSM)
VOR RWY 35
CAT A,B



TA 11 000

Missed Approach :
Climb straight ahead to 3 DME,then turn right to intercept R-158 (SMU) proceed to **STOKE** at 4000 FT and hold or as directed by ATC

OCA/H	A	B
Straight-in approach	680 (624)	
Circling* (OCH AAL)	1060 (996)	

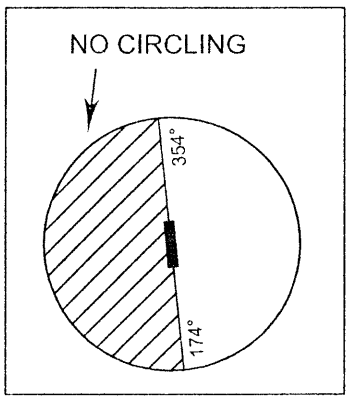
* FOR CIRCLING RESTRICTIONS SEE VERSO
CAUTION: REQUIRED VIS 2000 M DUE TO VEGETATION NEAR RWY 35

Distance(SMU)	2.2 DME	3 DME	4 DME	5.4 DME
Altitude (Height)	680 (624)	940 (884)	1260 (1204)	1700 (1644)

Ground Speed (GS)	knot	100	120	140	160	180	200
FAF-MAPt 4 NM	(min/s)	2:24	2:00	1:43	1:30	1:20	1:12
Rate of descent	(ft/min)	530	640	745	850	955	1 060

SURATTANI/Samui (VTSM)
VOR RWY 35

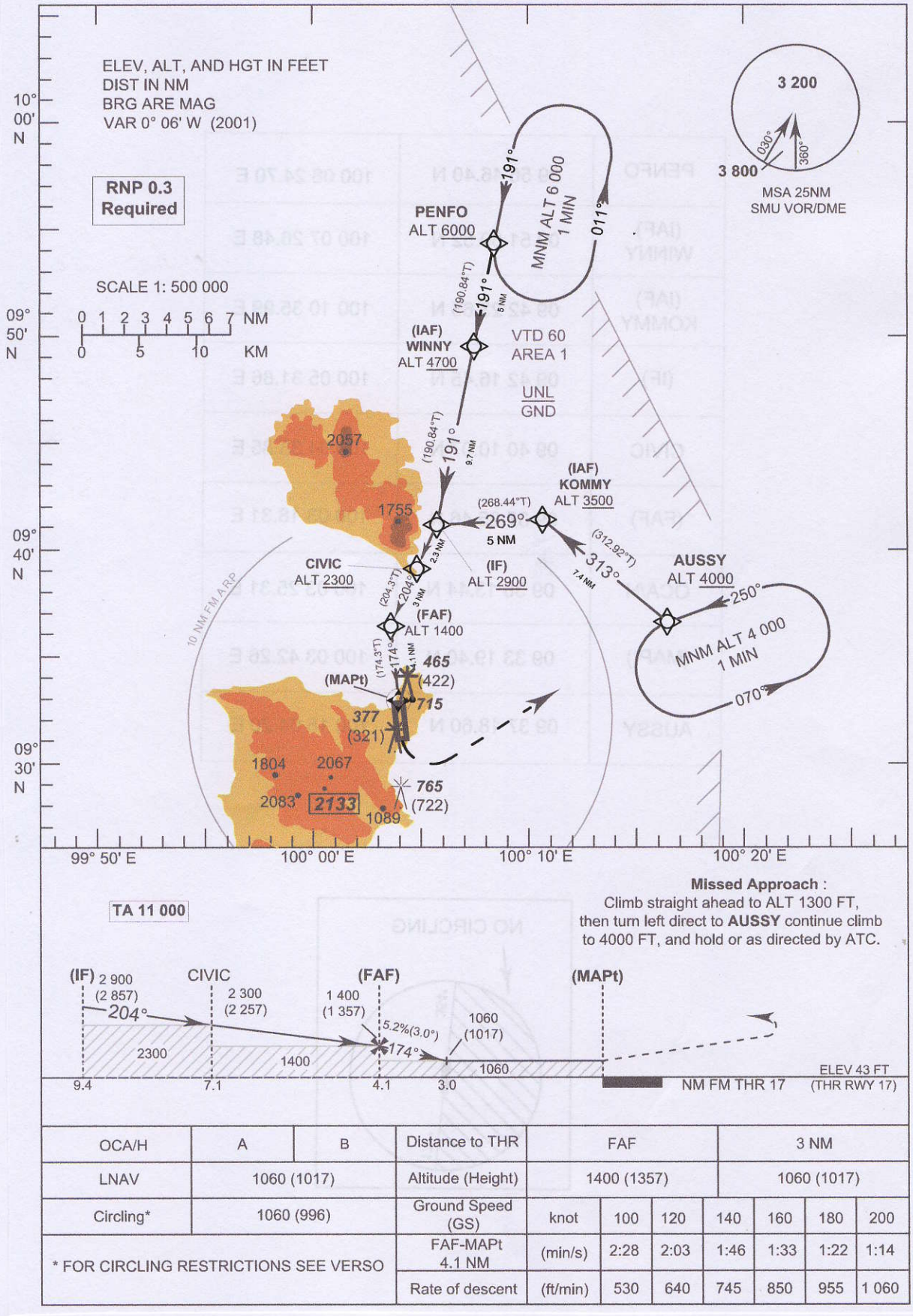
STOKE (IAF)	R-158 14.4 D SMU	09° 19 26.34 N	100° 09 07.64 E
BABIE (IAF)	R-187 14.3 D SMU	09°18 33.17 N	100° 02 04.17 E
HILUX (IF)	R-172 10.4 D SMU	09° 22 29.80 N	100° 05 06.79 E
FAF	R-172 5.4 D SMU	09° 27 28.54 N	100° 04 26.06 E
(SDF)	R-172 3.9 D SMU	09° 28 56.40 N	100° 04 14.07 E
PITTA	R-352 3 D SMU	09° 35 49.20 N	100° 03 20.40 E



INSTRUMENT APPROACH CHART-ICAO — **AERODROME ELEV 64 FT**
HEIGHTS RELATED TO
THR RWY 17 ELEV 43 FT

APP : 129.6, 305.4
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURATTANI/Samui (VTSM)
RNAV (GNSS) RWY 17
CAT A,B



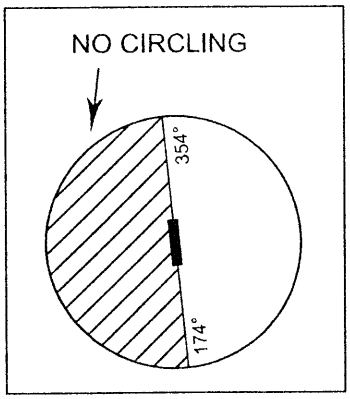
TA 11 000

Missed Approach :
Climb straight ahead to ALT 1300 FT, then turn left direct to **AUSSY** continue climb to 4000 FT, and hold or as directed by ATC.

OCA/H	A	B	Distance to THR	FAF			3 NM		
LNAV	1060 (1017)		Altitude (Height)	1400 (1357)			1060 (1017)		
Circling*	1060 (996)		Ground Speed (GS)	knot	100	120	140	160	180	200
* FOR CIRCLING RESTRICTIONS SEE VERSO			FAF-MAPt 4.1 NM	(min/s)	2:28	2:03	1:46	1:33	1:22	1:14
			Rate of descent	(ft/min)	530	640	745	850	955	1 060

SURATTANI/Samui (VTSM)
RNAV (GNSS) RWY 17

PENFO	09 56 46.40 N	100 08 24.70 E
(IAF) WINNY	09 51 50.52 N	100 07 26.48 E
(IAF) KOMMY	09 42 23.65 N	100 10 35.99 E
(IF)	09 42 16.45 N	100 05 31.86 E
CIVIC	09 40 10.07 N	100 04 33.85 E
(FAF)	09 37 25.46 N	100 03 18.31 E
OCA/H	09 36 13.44 N	100 03 25.31 E
(MAPt)	09 33 19.40 N	100 03 42.26 E
AUSSY	09 37 18.60 N	100 16 04.20 E



RNAV (GNSS) RWY17

Fix identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic variation	Navigation performance
	Latitude	Longtitude								
PENFO	095646.40 N	1000824.70 E	IF	-	191°(190.84°)	-	+6000	-	0.1	RNP1
WINNY	095150.52 N	1000726.48 E	IF, TF	-	191°(190.84°)	-	+4700	-	0.1	RNP1
AUSSY	093718.60 N	1001604.20 E	IF	-	313°(312.92°)	-	+4000	-	0.1	RNP1
KOMMY	094223.65 N	1001035.99 E	TF	-	269°(268.44°)	L	+3500	-	0.1	RNP1
IF	094216.45 N	1000531.86 E	TF	-	204°(204.30°)	L, R	+2900	-	0.1	RNP1
CIVIC	094010.07 N	1000433.85 E	TF	-	204°(204.30°)	-	+2300	-	0.1	RNP1
FAF	093725.46 N	1000318.31 E	TF	-	174°(174.30°)	L	1400	-	0.1	RNP0.3
MAPt (THR17)	093319.40 N	1000342.26 E	-	Y	174°(174.30°)	-	1060	-	0.1	RNP0.3

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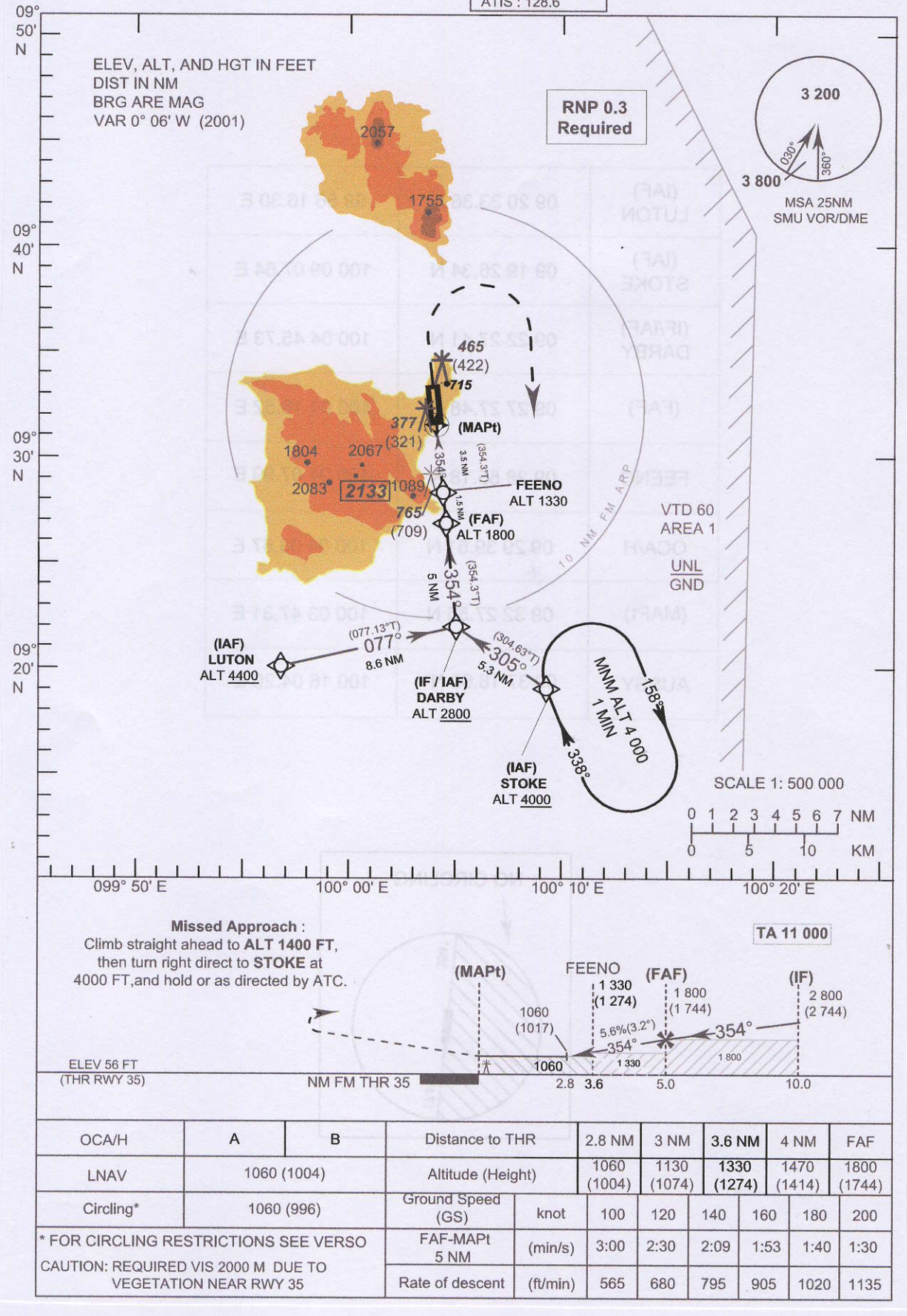
INSTRUMENT APPROACH CHART-ICAO — **AERODROME ELEV 64 FT** HEIGHTS RELATED TO THR RWY 35 ELEV 56 FT

APP : 129.6, 305.4
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURATTANI/Samui (VTSM)
RNAV (GNSS) RWY 35
CAT A,B

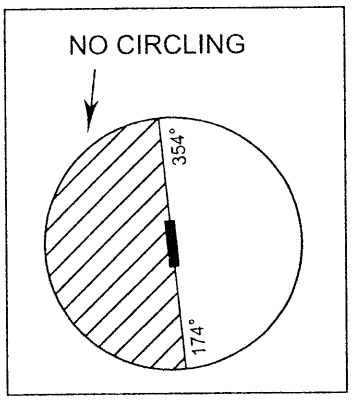


Missed Approach :
Climb straight ahead to **ALT 1400 FT**, then turn right direct to **STOKE** at 4000 FT,and hold or as directed by ATC.

OCA/H	A	B	Distance to THR	2.8 NM	3 NM	3.6 NM	4 NM	FAF
LNAV	1060 (1004)		Altitude (Height)	1060 (1004)	1130 (1074)	1330 (1274)	1470 (1414)	1800 (1744)
Circling*	1060 (996)		Ground Speed (GS) knot	100	120	140	160	180	200
* FOR CIRCLING RESTRICTIONS SEE VERSO			FAF-MAPt 5 NM (min/s)	3:00	2:30	2:09	1:53	1:40	1:30
CAUTION: REQUIRED VIS 2000 M DUE TO VEGETATION NEAR RWY 35			Rate of descent (ft/min)	565	680	795	905	1020	1135

SURATTANI/Samui (VTSM)
RNAV (GNSS) RWY 35

(IAF) LUTON	09 20 33.36 N	99 56 16.30 E
(IAF) STOKE	09 19 26.34 N	100 09 07.64 E
(IF/IAF) DARBY	09 22 27.41 N	100 04 45.73 E
(FAF)	09 27 27.48 N	100 04 16.52 E
FEENO	09 28 55.18 N	100 04 07.99 E
OCA/H	09 29 39.51 N	100 04 03.67 E
(MAPt)	09 32 27.55 N	100 03 47.31 E
AUSSY	09 37 18.60 N	100 16 04.20 E



RNAV (GNSS) RWY35

Fix identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic variation	Navigation performance
	Latitude	Longtitude								
LUTON	092033.36 N	995616.30 E	IF	-	077°(077.13°)	-	+4400	-	0.1	RNP1
STOKE	091926.34 N	1000907.64 E	IF	-	305°(304.63°)	-	+4000	-	0.1	RNP1
DARBY	092227.41 N	1000445.73 E	IF, TF	-	354°(354.30°)	L, R	+2800	-	0.1	RNP1
FAF	092727.48 N	1000416.52 E	TF	-	354°(354.30°)	-	1800	-	0.1	RNP0.3
FEENO	092855.18 N	1000407.99 E	TF	-	354°(354.30°)	-	1330	-	0.1	RNP0.3
MAPt (THR35)	093227.55 N	1000347.31 E	-	Y	354°(354.30°)	-	1060	-	0.1	RNP0.3

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VTUD AD 2.24 CHARTS RELATED TO AN AERODROME

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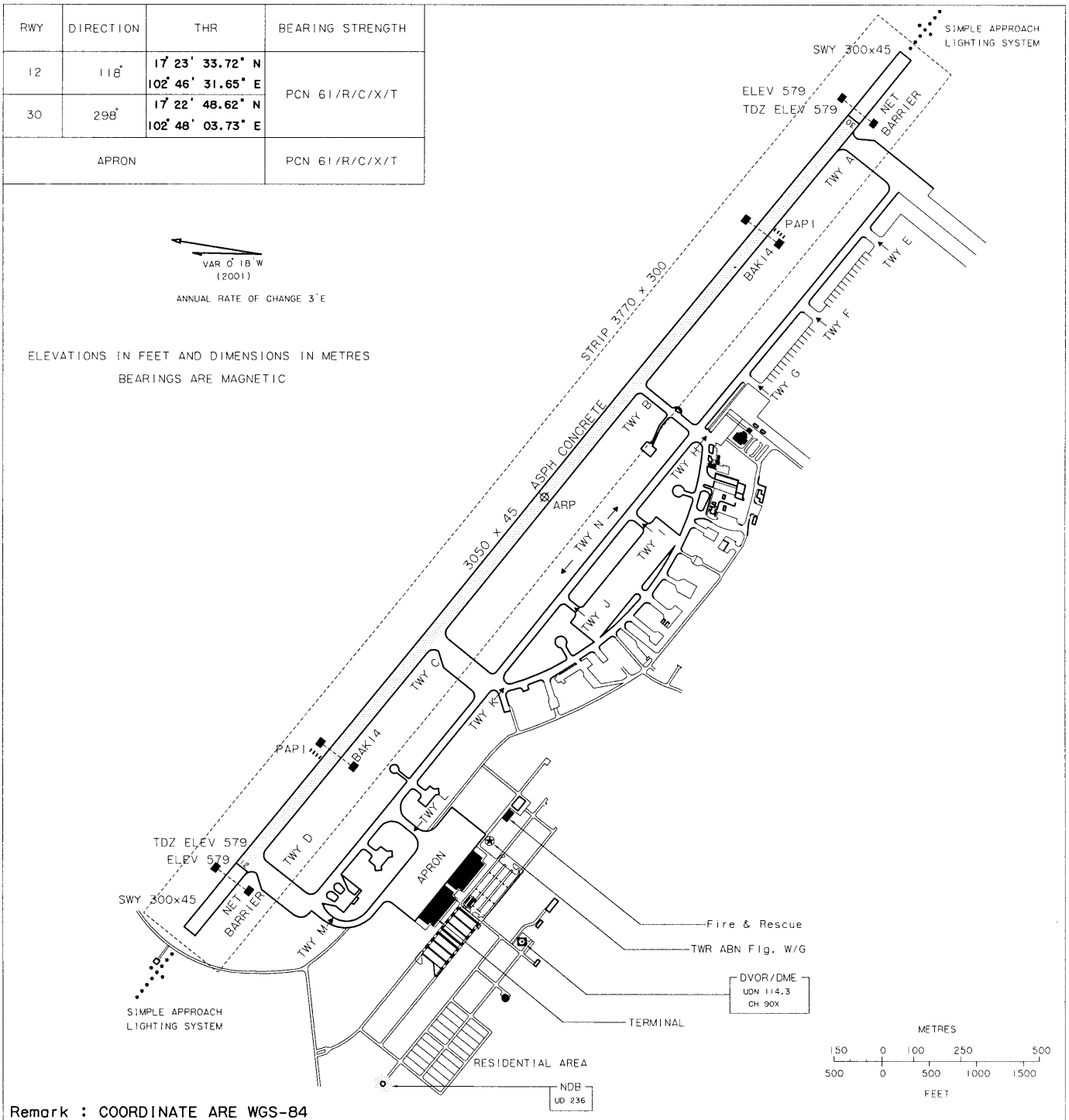
AERODROME CHART-ICAO 17° 23' 11" N 102° 47' 18" E ELEV 579 ft 176 m TWR 122.5 355.4 UDON THANI / Udon Thani

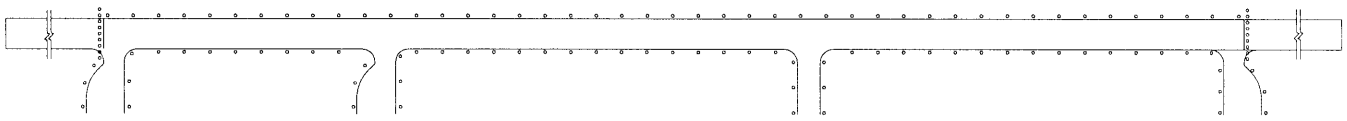
RWY	DIRECTION	THR	BEARING STRENGTH
12	118°	17° 23' 33.72" N 102° 46' 31.65" E	PCN 61/R/C/X/T
30	298°	17° 22' 48.62" N 102° 48' 03.73" E	
APRON			PCN 61/R/C/X/T



Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 12/30 AND EXIT TWY

LIGHTING AIDS RWY 12/30 AND EXIT TWY



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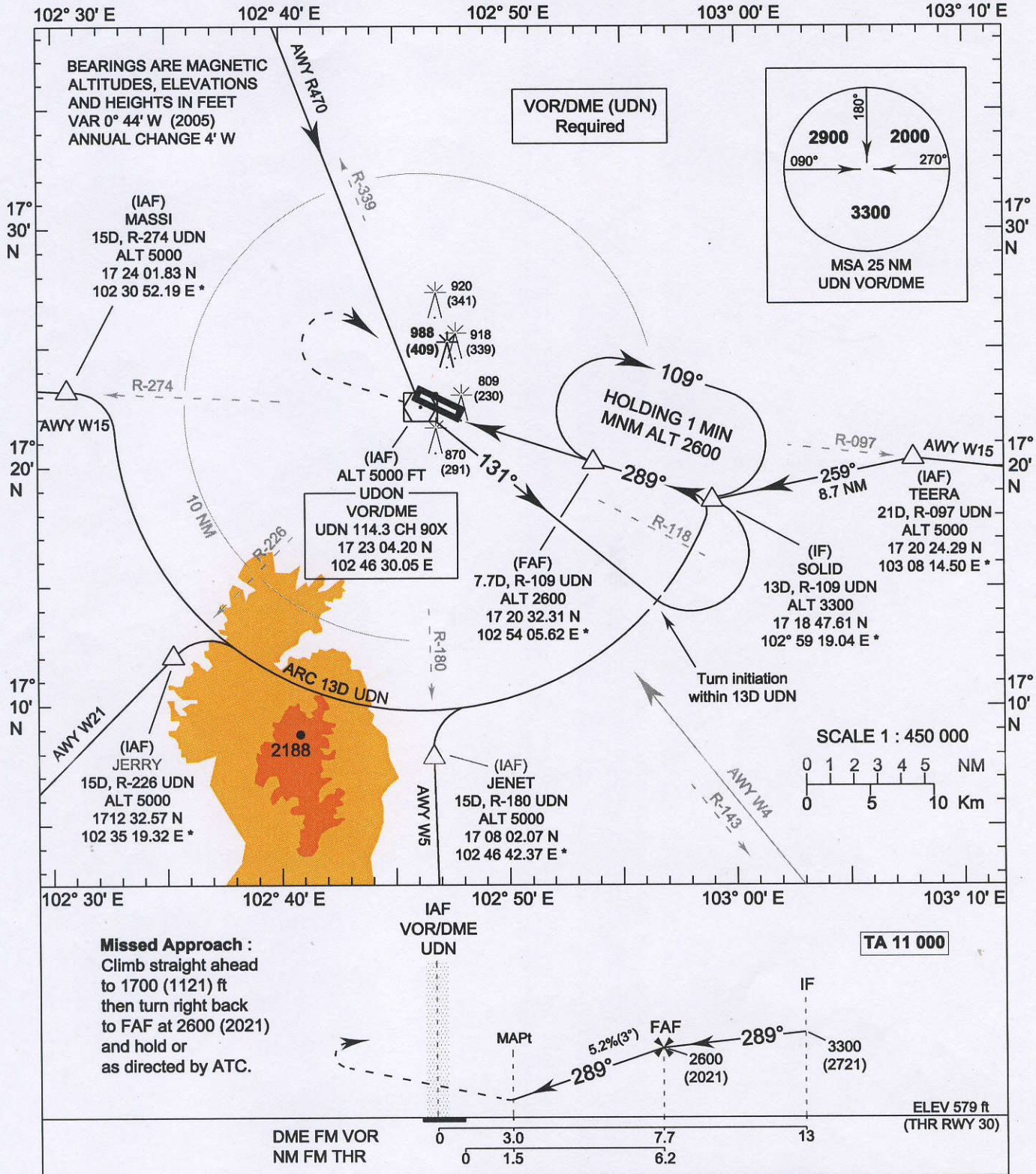
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 579 FT
HEIGHTS RELATED TO AERODROME ELEV

APP: 126.2, 265.9
TWR: 122.5, 355.4

UDON THANI/ Udon thani (VTUD)

VOR RWY30



Missed Approach :
Climb straight ahead
to 1700 (1121) ft
then turn right back
to FAF at 2600 (2021)
and hold or
as directed by ATC.

TA 11 000

ELEV 579 ft
(THR RWY 30)

DME FM VOR
NM FM THR

0 3.0 7.7 13
0 1.5 6.2

					Distance (UDN)	3 D	4 D	5 D	6 D	7 D	FAF
OCA/H	A	B	C	D	Altitude	1100 (521)	1430 (851)	1750 (1171)	2070 (1491)	2390 (1811)	2600 (2021)
Straight-in approach	1100(521)				Ground Speed (GS)	knot	100	120	140	160	180	200
					FAF-MAPt 4.7 NM	(min:s)	2:50	2:21	2:09	1:46	1:34	1:25
Circling (OCH AAL)	1300(721)		1400(821)		Rate of descent	(ft/min)	530	640	745	850	955	1060

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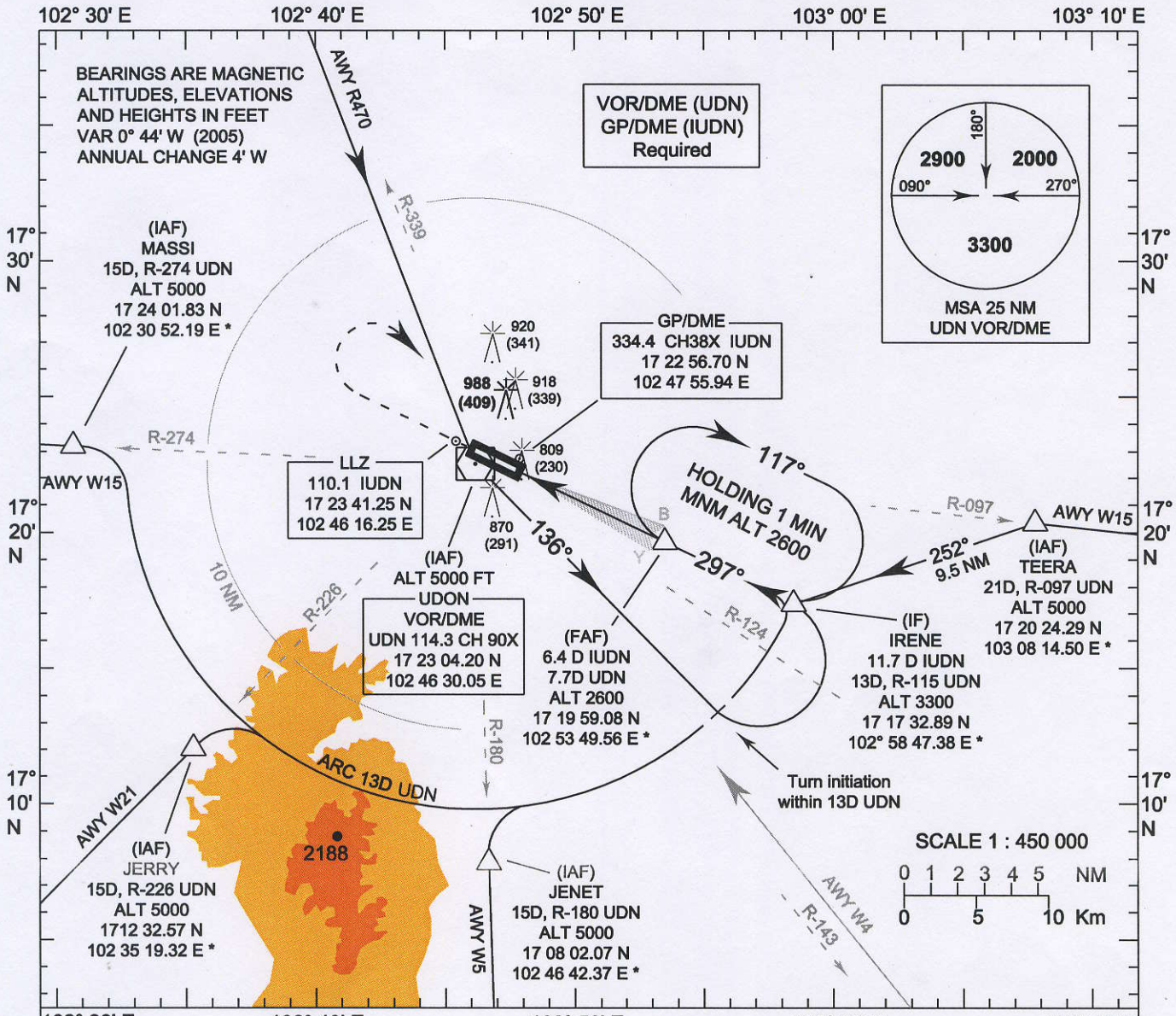
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 579 FT
HEIGHTS RELATED TO
THR RWY 30 - ELEV 579 FT

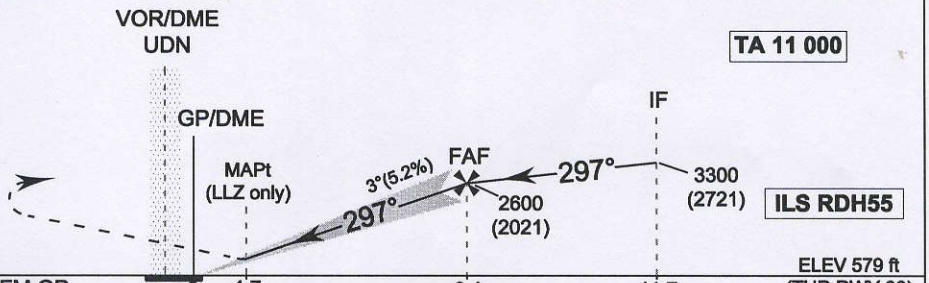
APP: 126.2, 265.9
TWR: 122.5, 355.4

UDON THANI/ Udon thani (VTUD)

ILS or LLZ RWY30



Missed Approach :
Climb straight ahead
to 1700 (1121) ft
then turn right back
to FAF at 2600 (2021)
and hold or
as directed by ATC.



OCA/H	A	B	C	D	Distance (IUDN)	1.7 D	2 D	3 D	4 D	5 D	6 D	FAF
Straight-in approach	940 (361)	950 (371)	960 (381)	970 (391)	Altitude	1100 (521)	1210 (631)	1530 (951)	1840 (1261)	2160 (1581)	2480 (1901)	2600 (2021)
					Ground Speed (GS)	knot	100	120	140	160	180	200
LLZ ONLY	1100(521)				FAF-MAPt 4.7 NM	(min:s)	2:50	2:21	2:09	1:46	1:34	1:25
Circling (OCH AAL)	1300(721)		1400(821)		Rate of descent	(ft/min)	530	640	745	850	955	1060

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