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DEPARTMENT OF CIVIL AVIATION

AERONAUTICAL INFORMATION SERVICE

TUNG-MAHAMEK, BANGKOK 10120

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AIP - THAILAND

Amendment 5

18 NOV 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 This amendment incorporates information contained in the following which are hereby superseded: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 2010

C4128	C4458
C4516	C4517
C4975	C4976
C4984	C5405 / A1721
C5917 / A1956	C5934 / A1965
C5982 / A1990	C6020
C6410 / A2177	C6543 / A2245

AIP Supplement : Series “A”

2010 : A7 A8

AIP Supplement : Series “A”

2010 : B5

GEN 0.4 CHECKLIST OF AIP PAGES

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0.1-2	10 Dec 08	*2.2-9	18 Nov 10	3.5-3	29 Jul 10
0.1-3	10 Dec 08	*2.2-10	18 Nov 10	3.5-4	29 Jul 10
0.2-1	10 Dec 08	*2.2-11	18 Nov 10	3.5-5	10 Dec 08
0.3-1	10 Dec 08	2.3-1	10 Dec 08	3.5-6	10 Dec 08
*0.4-1	18 Nov 10	2.3-2	10 Dec 08	3.5-7	10 Dec 08
*0.4-2	18 Nov 10	2.3-3	10 Dec 08	3.5-8/Chart	10 Dec 08
*0.4-3	18 Nov 10	2.4-1	29 Jul 10	3.6-1	10 Dec 08
*0.4-4	18 Nov 10	2.4-2	29 Jul 10	3.6-2	10 Dec 08
*0.4-5	18 Nov 10	2.5-1	10 Dec 08	3.6-3	10 Dec 08
*0.4-6	18 Nov 10	2.5-2	10 Dec 08	3.6-4/Chart	10 Dec 08
*0.4-7	18 Nov 10	2.6-1	10 Dec 08	**GEN 4**	
*0.4-8	18 Nov 10	2.6-2	10 Dec 08	4.1-1	29 Jul 10
*0.4-9	18 Nov 10	2.7-1	10 Dec 08	4.1-2	29 Jul 10
0.5-1	10 Dec 08	**GEN 3**		4.1-3	29 Jul 10
0.6-1	10 Dec 08	3.1-1	29 Jul 10	4.2-1	29 Jul 10
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*1.1-1	18 Nov 10	*3.1-4	18 Nov 10	4.2-4	29 Jul 10
1.1-2	10 Dec 08	3.1-5	29 Jul 10	4.2-5	29 Jul 10
*1.2-1	18 Nov 10	3.2-1	10 Dec 08	4.2-6	11 Mar 10
*1.2-2	18 Nov 10	3.2-2	10 Dec 08		
1.2-3	10 Dec 08	3.2-3	19 Nov 09	**PART 2-EN-ROUTE(ENR)**	
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*1.3-1	18 Nov 10	3.2-5	10 Dec 08	0.6-1	19 Nov 09
*1.3-2	18 Nov 10	3.2-6	10 Dec 08	0.6-2	10 Dec 08
*1.3-3	18 Nov 10	3.2-7	10 Dec 08	**ENR 1**	
*1.3-4	18 Nov 10	3.2-8	10 Dec 08	1.1-1	10 Dec 08
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*1.4-4	18 Nov 10	3.2-13	10 Dec 08	1.2-4	10 Dec 08
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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
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*2.2-3	18 Nov 10	3.4-6	10 Dec 08	1.6-3	10 Dec 08
*2.2-4	18 Nov 10	3.4-7	10 Dec 08	1.6-4	10 Dec 08
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GEN 0.4 CHECKLIST OF AIP PAGES
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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
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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	18 Nov 10
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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
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1.9-12	19 Nov 09	2.1-21	11 Mar 10	3.6-1	10 Dec 08
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1.9-16	19 Nov 09	2.1-25	11 Mar 10	4.1-3	11 Mar 10
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1.11-1	10 Dec 08	2.1-28	11 Mar 10	*4.1-6	18 Nov 10
1.11-2	11 Mar 10	2.1-29	11 Mar 10	*4.1-7	18 Nov 10
1.12-1	10 Dec 08	*2.2-1	18 Nov 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
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*5.1-5	18 Nov 10	1.3-4	10 Dec 08	VTBD AD 2-49/Chart	29 Jul 10
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5.1-13	10 Dec 08				
5.1-14	10 Dec 08	**AD 2**		**CHING MAI / INTL**	
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5.1-16	29 Jul 10	VTBD AD 2-1	30 Jul 09	VTCC AD 2-2	10 Dec 08
5.1-17	10 Dec 08	VTBD AD 2-2	11 Mar 10	VTCC AD 2-3	29 Jul 10
5.2-1	10 Dec 08	VTBD AD 2-3	30 Jul 09	VTCC AD 2-4	10 Dec 08
5.3-1	10 Dec 08	VTBD AD 2-4	10 Dec 08	VTCC AD 2-5	10 Dec 08
5.4-1	10 Dec 08	VTBD AD 2-5	10 Dec 08	VTCC AD 2-6	10 Dec 08
5.5-1	10 Dec 08	VTBD AD 2-6	30 Jul 09	VTCC AD 2-7	10 Dec 08
5.6-1	10 Dec 08	VTBD AD 2-7	30 Jul 09	VTCC AD 2-8	10 Dec 08
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AD 0		VTBD AD 2-11	30 Jul 09	VTCC AD 2-12	10 Dec 08
0.6-1	10 Dec 08	VTBD AD 2-12	30 Jul 09	VTCC AD 2-13	10 Dec 08
0.6-2	29 Jul 10	VTBD AD 2-13	10 Dec 08	VTCC AD 2-14	11 Mar 10
0.6-3	29 Jul 10	VTBD AD 2-14	11 Mar 10	VTCC AD 2-15	11 Mar 10
0.6-4	29 Jul 10	VTBD AD 2-15	11 Mar 10	VTCC AD 2-16	30 Jul 09
0.6-5	10 Dec 08	VTBD AD 2-16	29 Jul 10	VTCC AD 2-17	10 Dec 08
0.6-6	10 Dec 08	VTBD AD 2-17	29 Jul 10	VTCC AD 2-19	29 Jul 10
0.6-7	10 Dec 08	VTBD AD 2-18	29 Jul 10	VTCC AD 2-21/Chart	10 Dec 08
0.6-8	30 Jul 09	VTBD AD 2-19	29 Jul 10	VTCC AD 2-23/Chart	10 Dec 08
0.6-9	10 Dec 08	VTBD AD 2-20	29 Jul 10	VTCC AD 2-25/Chart	10 Dec 08
0.6-10	10 Dec 08	VTBD AD 2-21	29 Jul 10	VTCC AD 2-27/Chart	10 Dec 08
0.6-11	10 Dec 08	VTBD AD 2-22	29 Jul 10	VTCC AD 2-29/Chart	10 Dec 08
0.6-12	10 Dec 08	VTBD AD 2-23	29 Jul 10	VTCC AD 2-31/Chart	10 Dec 08
0.6-13	10 Dec 08	VTBD AD 2-25	29 Jul 10	VTCC AD 2-32/Chart	10 Dec 08
0.6-14	10 Dec 08	*VTBD AD 2-27	18 Nov 10	VTCC AD 2-33/Chart	10 Dec 08
0.6-15	10 Dec 08	*VTBD AD 2-29/Chart	18 Nov 10	VTCC AD 2-34/Chart	10 Dec 08
0.6-16	10 Dec 08	VTBD AD 2-31/Chart	29 Jul 10	VTCC AD 2-35/Chart	10 Dec 08
0.6-17	30 Jul 09	VTBD AD 2-33/Chart	29 Jul 10	VTCC AD 2-36/Chart	10 Dec 08
0.6-18	30 Jul 09	VTBD AD 2-35/Chart	29 Jul 10	VTCC AD 2-37/Chart	10 Dec 08
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		*VTSP AD 2-21	18 Nov 10	VTBS AD 2-27	10 Dec 08
		*VTSP AD 2-23/Chart	18 Nov 10	VTBS AD 2-28	10 Dec 08
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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
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*VTSP AD 2-3	18 Nov 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	18 Nov 10	*VTBS AD 2-19	18 Nov 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 2-75	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
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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
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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
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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
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VTBS AD 2-135	10 Dec 08	VTBU AD 2-3	10 Dec 08	VTSS AD 2-35/Chart	19 Nov 09
VTBS AD 2-137/Chart	10 Dec 08	VTBU AD 2-4	10 Dec 08		
VTBS AD 2-139/Chart	10 Dec 08	VTBU AD 2-5	10 Dec 08		
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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS
GEN 1.1 DESIGNATED AUTHORITIES

INTRODUCTION

The requirements for entry and departure of aircraft engaged in international flights, the standard procedure for clearance of these aircraft at all international airports, are given for the information and guidance of operators conducting international flights.

The postal and telegraphic addresses of the designated authorities concerned with the entry, transit and departure of international air navigation, and for the collection of fees therefrom, are as follows:

1. Civil Aviation

Director of Air Transport Control
Department of Civil Aviation
71 Soi Ngamdu-plee, Rama IV Road.
Bangkok 10120,
Thailand
Telephone number: (662) 286 8154
Telefax number: (662) 287 3139
Telex number: Nil
AFS address: VTBAYAYX

2. Meteorology

Director General
Meteorological Department
4353 Sukhumvit Road
Bangkok 10260
Thailand
Telephone number: (662) 399 4566-75
Telefax number: (662) 399 1613, 399 4011
Telex number: Nil
AFS address: VTBBYMYX

3. Customs

Director General
Customs Department
Suntornkosa Road, Klongtoei,
Bangkok 10110
Thailand
Telephone number: (662) 249 0442, 249 7556
Telefax number: (662) 249 1279
Telex number: Nil
AFS address: Nil

4. Immigration

Commisioner Immigration Bureau
Immigration Bureau
507 Soi Suan Phlu
Bangkok 10120
Thailand
Telephone number: (662) 287 3101-10
Telefax number: (662) 287 1310, 287 1516
Telex number: Nil
AFS address: Nil

5. Health

Director of International
Communicable Disease Control Office
Department of Communicable Disease Control
Tiwanond Road.
Nonthaburi 11000
Thailand
Telephone number: (662) 580 5726
Telefax number: (662) 580 5727
Telex number: Nil
AFS address: Nil

6. Airport Charges

The President
Airports of Thailand Public Company Limited
333 Cherdwutagard Road
Don Mueang Bangkok
Thailand
Telephone number: (662) 535 1111
Telefax number: (662) 535 4061, 504 3846
Telex number: Nil
AFS address: VTBAYAYX

7. Agricultural Quarantine

Office of Agricultural Regulatory
Department of Agriculture
Bangkok 10900
Thailand
Telephone number: (662) 579 4856
Telefax number: (662) 579 8535
Telex number: Nil
AFS address: Nil

8. Animal Quarantine

Division of Movement Control and Quarantine
Bureau of Disease Control and Veterinary Services
Department of Livestock Development
Bangkok 10400
Thailand
Telephone number: (662) 653 4444 ext. 4112
Telefax number: (662) 653 4865
Telex number: Nil
AFS address: Nil
E-mail address: quarantine_dcontrol@dld.go.th

9. Aircraft Accident Investigation

Aircraft Accident Investigation Division
Flight Standards Bureau
Department of Civil Aviation
Ngamdu-plee, Tungmahamek
Bangkok 10120
Thailand
Telephone number: (662) 287 3198
Telefax number: (662) 286 2913, 287 3186
Telex number: Nil
AFS address: VTBAYAYX

10. Air Navigation Facility Charges

The President
Aeronautical Radio of Thailand Limited.
102 Ngamdu-plee, Tungmahamek,
Bangkok 10120
Thailand
Telephone number: (662) 285 9000
Telefax number: (662) 287 3131
Telex number: AEROTHAI
AFS address: VTBBYFYX
Website : http://www.aerothai.co.th

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. General

1.1 International flight into, from or over the Kingdom of Thailand territory shall be subjected to the current Thai regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.1.1 To fly over or take-off or land in the territory of the Kingdom of Thailand, foreign aircraft/airline is required to obtain prior permission. Application for such permission shall be made to the Director of Air Transport Control Division as address in Designated Authorities.

1.1.2 No aircraft entering or leaving the Kingdom of Thailand shall land before or depart except at or from a Customs Airport. Provided that an aircraft which is compelled by force majeure to land before arrival at or after departure from a Customs Airport shall, after compliance with the procedure laid down below, be deemed to have landed at or departed from a Customs Airport according to the requirement of the foregoing paragraph.
In case that any aircraft entering or leaving the Kingdom of Thailand is compelled by force majeure to land at any place other than a Customs Airport, the person in charge shall forthwith report to a Customs Officer or an Administrative or Police Official, and on demand, produce to such Officer the log books of the aircraft and shall not allow any goods to be unloaded from the aircraft without the consent of a Customs Officer; and no passenger or member of the personnel thereof shall leave the immediate vicinity without the consent of a Customs Officer or an Administrative or Police Official. If the place of landing be an airport, the person in charge shall forthwith report the arrival of the aircraft and the place whence it came to the proprietor or officer in charge of the airport, who shall forthwith report the arrival of the aircraft to a Customs Officer and shall not allow any goods to be unloaded therefrom or any passenger or member of the personnel thereof to leave the airport without the consent of such Officer.

2. Scheduled flights

2.1 General

Scheduled international air services may be foreign airline into or in transit across the Kingdom of Thailand in pursuance of:

a) The International Air Services Transit Agreement, provided that States in which the airline is registered is a contracting party to this agreement; or

b) Agreement between the Kingdom of Thailand and States in which the airline is registered.

2.2 Documentary Requirements for Clearance of Aircraft

2.2.1 The documents required for clearance of aircraft on entry and departure to and from the Kingdom of Thailand must be submitted by authorized agent or pilot-in-command. All documents are acceptable when completed in legible English. No visas are required in connection with such documents. The requirements are as follows:

2.2.2 Aircraft Documents Required (Arrival/ Departure)

Required by	General Declaration	Passenger Manifest	Cargo Manifest	Stores List
Departure				
Airport Authority	1	1	1	-
Customs	1	1	2	1
Immigration	2	3	-	-
Health Authority	-	-	-	-
Animal Quarantine	-	-	1	-
Total	4	5	4	1

Required by	General Declaration	Passenger Manifest	Cargo Manifest	Stores List
Arrival				
Airport Authority	1	1	1	-
Customs	1	1	2	-
Immigration	2	3	-	-
Health Authority	1	1	-	-
Plant Quarantine	-	-	1	-
Animal Quarantine	-	-	1	-
Total	5	6	5	-

2.3 Public Health Measures Applied to Aircraft

2.3.1 Public health measures are required to be carried out in respect of aircraft entering the Kingdom of Thailand in accordance with Infections Disease Act., Thailand and International Health Regulations (WHO)

2.3.2 Aircraft arriving from affected area may land at an international airport provided the aircraft has been disinsected while in flight approximately thirty minutes before arrival at the airport. The insecticide to be used is authorized aerosol (standard reference aerosol). If, in special circumstances a second spraying of the aircraft is deemed necessary by the Health Authority to be carried out on the ground, passengers and crew are permitted to disembark beforehand.

3. Non-scheduled flights

3.1 Procedures

3.1.1 Subject to the observance of the terms of the Convention on International Civil Aviation, application must be made and prior approval obtained from the Thai Department of Civil Aviation for all aircraft of the Contracting States of the Convention on International Civil Aviation desiring to carry out non-scheduled fight into, in transit non-stop across Thailand, or to make stops for non-traffic purpose in Thailand. The application must contain the following particulars:

1. Name, address and business connection with the aircraft of the informant;
2. Owner, type, nationality and registration mark of the aircraft;
3. Name of operator;
4. Purpose of flight;
5. Routing, including aerodromes before/after the Kingdom of Thailand;
6. Names of aerodromes to land in the Kingdom of Thailand; and
7. Dates and times of its arrival and departure at each aerodrome.

3.1.2 Aircraft of non-Contracting States of the Convention on International Civil Aviation, desiring to fly in transit, non-stop across the Kingdom of Thailand or to land for non-traffic purposes, must apply and obtain prior approval through diplomatic channel. The application must contain the particulars in the 3.1.1

3.1.3 Aircraft of Contracting States of the Convention on International Civil Aviation intending to perform a non-scheduled flight into and/or out of the Kingdom of Thailand for the purpose of taking on and /or discharging passengers, cargo and mail, must apply in writing to the Department of Civil Aviation. The application must be submitted not less than 7 days in advance of the intended date of operation and contain the following particulars:

1. Name of operator;
2. Type, nationality and registration mark of the aircraft;
3. Purpose of flight and landing in the Kingdom of Thailand;
4. Routing;
5. Name of aerodrome to land in the Kingdom of Thailand;
6. Dates and times of its arrival and departure at each aerodrome;

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 or 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 months. 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 days 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, Canada, Denmark, Finland, France, Germany, Hellenic, Hong Kong, Iceland, Indonesia, Ireland, Israel, Italy, Japan, Korea (South), Kuwait, Luxembourg, Malaysia, Monaco, Netherlands, New Zealand, Norway, Oman, Peru, Philippines, Portugal, Qatar, Singapore, Spain, South Africa, Sweden, Switzerland, Turkey, United Arab Emirates, United Kingdom, United State of America, Vietnam.

2.4.2 Holding the nationality and passport of the following countries: Hong Kong, Loas (with a passport with at least six-month validity), Macao, Mongolia, Russia, Vietnam

2.4.3 Holding a diplomatic or an official passport who enter and stays temporality in the Kingdom of tourism purposes: Cambodia, China, Hong Kong, Laos, Oman, Macao, Mongolia, Myanmar and Vietnam.

2.4.4 Holding a diplomatic an official or a service passport of Cambodia.

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

2.4.6 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.

2.4.7 The ambassador, the ambassador's spouse and their children who holding diplomatic passports from any country (in addition to who have been previously identified)

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, France, Germany ,Hungary, India Israel, Italy, Japan, Korea (South), Liechtenstein, Luxembourg, Malaysia, Mexico, Nepal, Netherlands, Oman, Panama, Peru, Philippines, Poland, Romania, Russia, Singapore, Slovakia, South Africa, Switzerland, Turkey, Ukraine 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. The card must be valid and marked "THA" in the back of the card.

2.6 An alien holding the nationality of following countries that issue passports or its equivalent document 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, Cyprus, Czech, Estonia, Ethiopia, Hungary, India, Kazakhstan, Latvia, Liechtenstein, Lithuania, Maldives, Mauritius, Oman, Poland, Russia, Saudi Arabia, Slovakia, Slovenia, Ukraine and Uzbekistan

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 with a passport presented to the officer.

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 affected 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. Animal Quarantine Requirements

4.1 Exportation

4.1.1 Animals or animal carcasses specified in Animal Epidemics Act B.E.2499 and Ministerial Regulations is prohibited unless accompanied by Export License and Veterinary Health Certificate granted by Authorized Veterinary Officer of Department of Livestock Development.

4.1.2 Application for Export License and Veterinary Health Certificate must be done at least 15 days prior to date of departure.

4.2 Importation, Transshipment

4.2.1 Animals or animal carcasses specified in Animal Epidemics Act B.E.2499 and Ministerial Regulations is prohibited unless there are Import Permit granted by Authorized Veterinary Officer of Department of Livestock Development and Veterinary Health Certificate of the country of origin.

4.2.2 Veterinary Health Certificate of the country of origin must be in English and issued by an Authorized Veterinary Officer and accompanied with every shipment of animals or animal carcasses. The aforementioned Certificate should meet the importation requirement of Department of Livestock Development.

4.2.3 Import Permit granted by Authorized Veterinary Officer of Department of Livestock Development must be done at least 15 days prior to date of entry.

4.2.4 Veterinary Health Certificate and Import Permit must declare to the Authorized Veterinary Officer at port of entry.

4.2.5 The carrier administrator shall provide details of imported animals or animal carcasses into Kingdom of Thailand to Animal Quarantine Station of port of entry before the arrival date of such carrier.

5. Other

5.1 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.

5.2 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.

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. Customs Requirement Concerning Cargo and Other Articles

1.1 The following documents are required for clearance of goods through Customs for entering into the Kingdom of Thailand:
1.1.1 Customs Import Entry and copy;
1.1.2 Bill of lading of Air Waybill;
1.1.3 Invoice;
1.1.4 Customs Permit form;
1.1.5 Description of Customs Value (Customs form No.170) (in case of the value exceeds 100,000 Baht);
1.1.6 Packing list (if possible);
1.1.7 Insurance Premium Invoice;
1.1.8 Import Permit required by concerned government agencies for some certain goods;
1.1.9 Certificate of Origin (for the purpose of reduction in Customs Tariff);
1.1.10 Letter from Board of Investment (for the purpose of duty exemption/reduction under BOI scheme); and
1.1.11 The other necessary document such as Formula document, Catalogue etc.

1.2 The Following documents are required for transshipment of goods:
1.2.1 Transshipment Entry;
1.2.2 Bill of Lading (Through bill of landing);
1.2.3 Manifest which shown embarking port, transshipment port and destination port as same as through bill of lading; and
1.2.4 If transit goods are under controlled by various agencies it is required Transit Permit before transit the Kingdom of Thailand.

1.3 The following documents are required for clearance of goods to be shipped out of the Kingdom of Thailand:
1.3.1 Customs Export Entry and copy;
1.3.2 Invoice;
1.3.3 Packing list (if possible);
1.3.4 Air Waybill; and
1.3.5 Export Permit required by concerned government agencies for some certain goods.

1.4 Permit granted by Airport Authority is required for transporting following dangerous objects or the animals by air:

1.4.1 Dangerous Objects:
a. Corrosive materials;
b. Explosive materials;
c. Compressed gases;
d. Fire-Arm;
e. Ammunition;
f. Passive Weaponry;
g. Arms Imitation;
h. Flammable materials;
i. Poisonous materials;
j. Oxidizing materials;
k. Radioactive materials; and
l. Articles of noxious or irritating characteristics which are harmful to persons on board the aircraft.

1.4.2 Animals
a. Fierce of poisonous animals; and
b. Huge animals.

2. Customs Procedure For Postal Parcels

2.1 Categorization of Postal Items for Customs Formalities
Postal items sent from aboard to Thailand are subject to selective inspection for Customs formalities categorization purpose before further distribution to the consignees. The postal items can be categorized into 3 groups as follow.

Group 1 : Exempted from duty items, which are the items that follow below criteria.

1) Postal items sent by mail and the value of each dose not exceed 1,000 baht.
2) Trade samples of no commercial value. The Customs Officers will deliver such items to Thailand Post for further distribution to the consignees at the stated address on the postal items.

Group 2 : Dutiable items, regardless a number of packages, sent at the same time by one consigner to another consignee or arrived simultaneously, whose FOB (Free on Board) values do not exceed 40,000 baht and are not the prohibited goods or restricted goods.

The Customs officers will open the packages with the presence of Thailand Post officers to joint inspect and make assessment of goods. Then pass the postal items to Thailand Post to send to the destined postal office in order to distribute to the consignees and collect the duty for the Customs Department. Thailand Post will issue "Notification to collect international postal items" and send to the stated consignee. The consignee will have to take the notification to the Thailand Post office stated on "Notification to collect international postal items" to pay the duty and receive the postal items. Officers of Thailand Post will issue the receipt for the duty payment on behalf of the customs.

In case the Customs officers find any postal items with the problems relating the goods value assessment or items that the consignees require the duty receipt issued by the Customs Department, the Customs officer will categorize such items as Group 3.

Group 3 : Postal items other than Group 1 and Group 2

The Customs officers will pass the postal items to Thailand Post to keep in the cargo. Thailand Post will issue "Notification to collect international postal items" and send to the consignees stated on the package. The consignees will have to take "Notification to collect international postal items" to Postal and Airport Customs Service Division or the Customs House stated in the notification and follow the customs formalities in order to receive the goods.

The customs formalities for the goods of Group 3 can be done in 2 ways.

1) If the value of goods exceeds 40,000 baht, the consignee is required to make an Import Declaration Form through the paperless system.
2) In case the value of goods does not exceed 40,000 baht, the Customs officer will then collect the duties and issue a receipt. The consignee is not required to make an Import Declaration Form.

2.2 Documents Required for receipt of postal items at Postal and Airport Customs Service Division or Customs House.

2.2.1 Documents required for fulfilling customs formalities in case of receiving goods by oneself**.**

1) " Notification to collect international postal items "
2) The personal identification card or any cards issued by the government agencies of the consignee whose name appears on the notification.

2.2.2 In the case of authority being given to other persons to receive goods on behalf on oneself**.**

1) "Notification to collect international postal items" with the authority appointer being filled in details on the back of the notification and duly signed.
2) The identification card of the appointer (copy & certified).
3) The identification card of the appointee.

2.2.3 In the case of the consignee being a legal entity, such as a company, a firm or a shop.

1) "Notification to collect international postal items" with the signature of the company's authorized person and the company's seal on the back of the notification.
2) The owner's card or a manager's card or an identification card of a person empowered to sign the documents binding such legal entity (copy & certified) and the appointee's card.
3) A certified copy of company registration.

Note: The appointee has no authorization to appoint any third person as another appointee.

2.3 Objection to Duty Assessment (items of Group 2)

When the consignees contact the Postal Office to receive the goods and are requested to pay for the duties of such goods, if the consignees disagree with the duty assessments, the consignees have to do:

1) Make a request in writing (the request form can be downloaded from www.postalcustoms.com). The request should be submitted along with "Notification to collect international postal items" and any related document directly.
2) The request should be submitted to Postal and Airport Customs Service Division , the Department of Customs or send through the Postal Office where the consignee contacts to receive the goods.
3) The consignee must not accept the duties at the Postal Office. After the request has been submitted, such postal items will be sent to Postal and Airport Customs Service Division for further consideration of the request.
4) The persons who submit the request can receive and make the payment for the duties at Postal and Airport Customs Service Division, Rongmuang Road, Wang-Mai, Patumwan District, Bangkok.

2.4 Contact us

For further inquiry and information please contact:
Customs Call Center: Call 1164 or
Customs Clinic: Call 0-2667-7800-4, Fax. 0-2667-7885,
email. Customs_clinic@customs.go.th

Additional information may also be obtained from Customs ports of entry/exit. Please consult our telephone directory for a Customs office near you. The listing can be found under the “CONTACT US” section. “

3. Agricultural Quarantine Requirements

3.1 Plant Quarantine Requirements: According to the Plant Quarantine Act B.E. 2507 (1964) amended by the Plant Quarantine Act (No.2) B.E. 2542 (1999) and the Plant Quarantine Act (No.3) B.E. 2551 (2008), the importation and exportation of plants shall be complied with the following rules.

3.1.1 Import Plant Quarantine Requirements

(1) Prohibited articles: Prohibited articles which are specified in Ministerial Notifications are specific part of plants, any part of plants including soil, organic fertilizer, agricultural micro-organisms, animal pests of plant, earthworms, insects, mites, nematodes, snails, slugs, weeds, parasites or predators. Any person importing or bringing in transit prohibited articles shall comply with the following rules. (i) The importation or bringing in transit of prohibited articles for research purpose shall be received permission from the Director-General, accompanied by a phytosanitary certificate and complied with criteria, procedures and conditions specified by the Director-General. (ii) The importation or bringing in transit of prohibited articles which have already been subjected to pest risk analysis and allowed to import for commercial purpose or other purposes shall be received permission from the Director-General, accompanied by a phytosanitary certificate and complied with criteria, procedures and conditions specified by the Director-General. (iii) The importation or bringing in transit of prohibited articles for research, commercial or other purposes shall be made through the plant quarantine station for inspection by the plant quarantine official.

(2) Restricted articles: Restricted articles which are specified in Ministerial Notifications are specific part of plants or any part of plants. Any person importing or bringing in transit restricted articles shall comply with the following rules. (i) The importation or bringing in transit shall be accompanied by a phytosanitary certificate and complied with criteria, procedures and conditions specified by the Director-General. (ii) The importation or bringing in transit of restricted articles shall be made through the plant quarantine station for inspection by the plant quarantine official.

(3) Unprohibited articles: Unprohibited articles are plants other than prohibited and restricted articles. Any person importing or bringing in transit of unprohibited articles shall attach with a phytosanitary certificate and shall declare to the plant quarantine official.

3.1.2 Export Plant Quarantine Requirements

Any person who would like to apply for a phytosanitary certificate or phytosanitary certificate for re-export shall comply with the following rules.

(1) The applicant shall pay inspection and treatment fees at the rates specified by the Director-General.

(2) The plant quarantine official has the authority to issue a phytosanitary certificate and phytosanitary certificate for re-export to the applicant and shall collect fees for the issuance of a phytosanitary certificate or phytosanitary certificate for re-export at the rates prescribed in the Ministerial Regulation.

(3) The request for and issuance of a phytosanitary certificate or phytosanitary certificate for re-export shall be complied with the criteria, procedures and conditions specified by the Director-General.

4. Animal Quarantine Requirements

4.1 Exportation

4.1.1 Animals or animal carcasses specified in Animal Epidemics Act B.E.2499 and Ministerial Regulations is prohibited unless accompanied by Export License and Veterinary Health Certificate granted by Authorized Veterinary Officer of Department of Livestock Development.

4.1.2 Application for Export License and Veterinary Health Certificate must be done at least 15 days prior to date of departure.

4.2 Importation, Transshipment

4.2.1 Animals or animal carcasses specified in Animal Epidemics Act B.E.2499 and Ministerial Regulations is prohibited unless there are Import Permit granted by Authorized Veterinary Officer of Department of Livestock Development and Veterinary Health Certificate of the country of origin.

4.2.2 Veterinary Health Certificate of the country of origin must be in English and issued by an Authorized Veterinary Officer and accompanied with every shipment of animals or animal carcasses. The aforementioned Certificate should meet the importation requirement of Department of Livestock Development.

4.2.3 Import Permit granted by Authorized Veterinary Officer of Department of Livestock Development must be done at least 15 days prior to date of entry.

4.2.4 Veterinary Health Certificate and Import Permit must declare to the Authorized Veterinary Officer at port of entry.

4.2.5 The carrier administrator shall provide details of imported animals or animal carcasses into Kingdom of Thailand to Animal Quarantine Station of port of entry before the arrival date of such carrier.

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

A	
A	Amber
A/A	Air-to-air
AAL	Above aerodrome level
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
AC	Altocumulus
ACAS	Airborne collision avoidance system
ACC	Area control centre or area control
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft classification number
ACP	Acceptance (message type designator)
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN	Addition or additional
ADF	Automatic direction-finding equipment
ADIZ	(to be pronounced "*AY-DIZ*") Air defence identification zone
ADJ	Adjacent
ADO	Aerodrome office (specify service)
ADR	Advisory route
ADS-B	Automatic dependent surveillance-broadcast
ADS-C	Automatic dependent surveillance-contract
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM	Yes or affirm or affirmative or that is correct
AFS	Aeronautical fixed service
AFT…	After…(time or place)
AFTN	Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	Air-report
AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operation
AIS	Aeronautical information services
ALA	Alighting area
ALERFA	Alert phase
ALR	Alerting (message type designator)
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (light alternates in colour)
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
AMD	Amend or amended (used to indicate amended meteorological message; message type designator)
AMDT	Amendment (AIP amendment)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANC…	Aeronautical chart-1:500 000 (followed by name/title)
ANCS…	Aeronautical navigation chart-small scale (followed by name/title)
ANS	Answer
AOC	Aerodrome obstacle chart
AP	Airport
APCH	Approach
APDC…	Aircraft parking/docking chart (followed by name/title)
APN	Apron
APP	Approach control office or approach control or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APV	Approve or approved or approval
ARC	Area chart
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrive or arrival
ARR	Arrival (message type designator)
ARS	Special air-report (message type designator)
ARST	Arresting [specify (part of) aircraft arresting equipment]
AS	Altostratus
ASC	Ascent to or ascending to
ASE	Altimetry system error
ASDA	Accelerate-stop distance available
ASPH	Asphalt
ATA	Actual time of arrival
ATC	Air traffic control (in general)
ATCSMAC...	Air traffic control surveillance mininmum altitude chart (followed by name/title)
ATD	Actual time of departure
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	At…(time or place)
ATS	Air traffic services
ATTN	Attention
ATZ	Aerodrome traffic zone

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

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

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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FPL	Filed flight plan (message type designator)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front (relating to weather)
FROST	Frost (used in aerodrome warnings)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet
FTE	Flight technical error
FTP	Fictitious threshold point
FTT	Flight technical tolerance
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain
G	
G	Green
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAIN	Airspeed or headwind gain
GAGAN	GPS and geostationary earth orbit augmented navigation
GAMET	Area forecast for low-level flights
GARP	GBAS azimuth reference point
GBAS	(to be pronounced "*GEE-BAS*") Ground-based augmentation system
GCA	Ground controlled approach system or ground controlled approach
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS	(to be pronounced "*GLO-NAS*") Global orbiting navigation satellite system
GMC..	Ground movement chart (followed by name/title)
GLS	GBAS landing system
GND	Ground
GNDCK	Ground check
GNSS	Global navigation satellite system
GP	Glide path
GPA	Glide path angle
GPIP	Glide path intercept point
GPS	Global positioning system
GPWS	Ground proximity warning system
GR	Hail
GRAS	(to be pronounced "*GRASS*") Ground-based regional augmentation system
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (meteorological code)
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation
H	
H	Hight pressure area or the centre of high pressure
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
HF	High frequency [3 000 to 30 0000 kHz]
HF	Holding/racetrack to a fix
HGT	Height or height above
HJ	Sunrise to sunset
HLDG	Holding
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HO	Service available to meet operational requirement
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HS	Service available during hours of scheduled operations
HUD	Head-up display
HURCN	Hurricane
HVDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycle per second)
I	
IAC	Instrument approach chart (followed by name/title)
IAF	Initial approach fix
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated air speed
IBN	Identification beacon
ICE	Icing
ID	Identifier or identify
IDENT	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

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SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	snow
SNOCLO	Aerodrome closed due to snow (used in MATAR/SPECI)
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SPECI	Aviation selected special weather report (in aeronautical meteorological (code)
SPECIAL	Special meteorological report (in abbreviated plain language)
SPI	Special position indicator
SPL	Supplementary flight plan (message type designator)
	SAR point of contact
SPOC	Spot wind
SPOT	Squall
SQ	Sunrise
SR	Surveillance radar approach
SRA	Surveillance radar element of precision approach radar system
SRE	Short range
SRG	Search and rescue region
SRR	Secondary
SRY	Sandstorm
SS	Sunset
SS	Single sideband
SSB	South-south-east
SSE	Secondary surveillance radar
SSR	Supersonic transport
SST	South-south-west
SSW	Stratus
ST	Straight in approach
STA	Standard instrument arrival
STAR	Standard
STD	Stratiform
STF	Station
STN	Stationary
STNR	Short take-off and landing
STOL	Status
STS	Stopway light(s)
STWL	Subject to
SUBJ	Sunday
SUN	Regional supplementary procedures
SUPPS	Service message
SVC	Serviceable
SVCBL	South-west
SW	South-westbound
SWB	Stopway
SWY	Simplex
SX*	

T	
T	Temperature
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TA/H	Turn at an altitude/height
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory centre
TCAS RA	(to be pronounced "*TEE-CAS-AR-AY*" Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIL	Until
TIP	Until past…(place)
TKOF	Take-off
TL…	Till (followed by time be shich weather change is forcast to end)
TLOF	Touchdown and lift-off area
TMA	Terminal control area
TN…	Minimum temperature (followed be figures in TAF)
TNA	Turn altitude
TNH	Turn height
TO…	To…(place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

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

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

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

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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.

2011	2012
13 JAN	12 JAN
10 FEB	9 FEB
10 MAR	8 MAR
7 APR	5 APR
5 MAY	3 MAY
2 JUN	31 MAY
30 JUN	28 JUN
28 JUL	26 JUL
25 AUG	23 AUG
22 SEP	20 SEP
20 OCT	18 OCT
17 NOV	15 NOV
15 DEC	13 DEC

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 of light aircraft and helicopter operations under VFR in Bangkok control zone.

1.1.2 VFR entry and exit procedure charts are the recommended flight paths and altitudes for the purpose of air traffic management.

1.1.3 Adherence to charted flight paths and altitudes is not mandatory. ATC may assign flight paths and altitudes, however, pilot has final authorities to decide whether he or she would comply with it but shall comply with Visual flight rules (VFR).

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.

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)

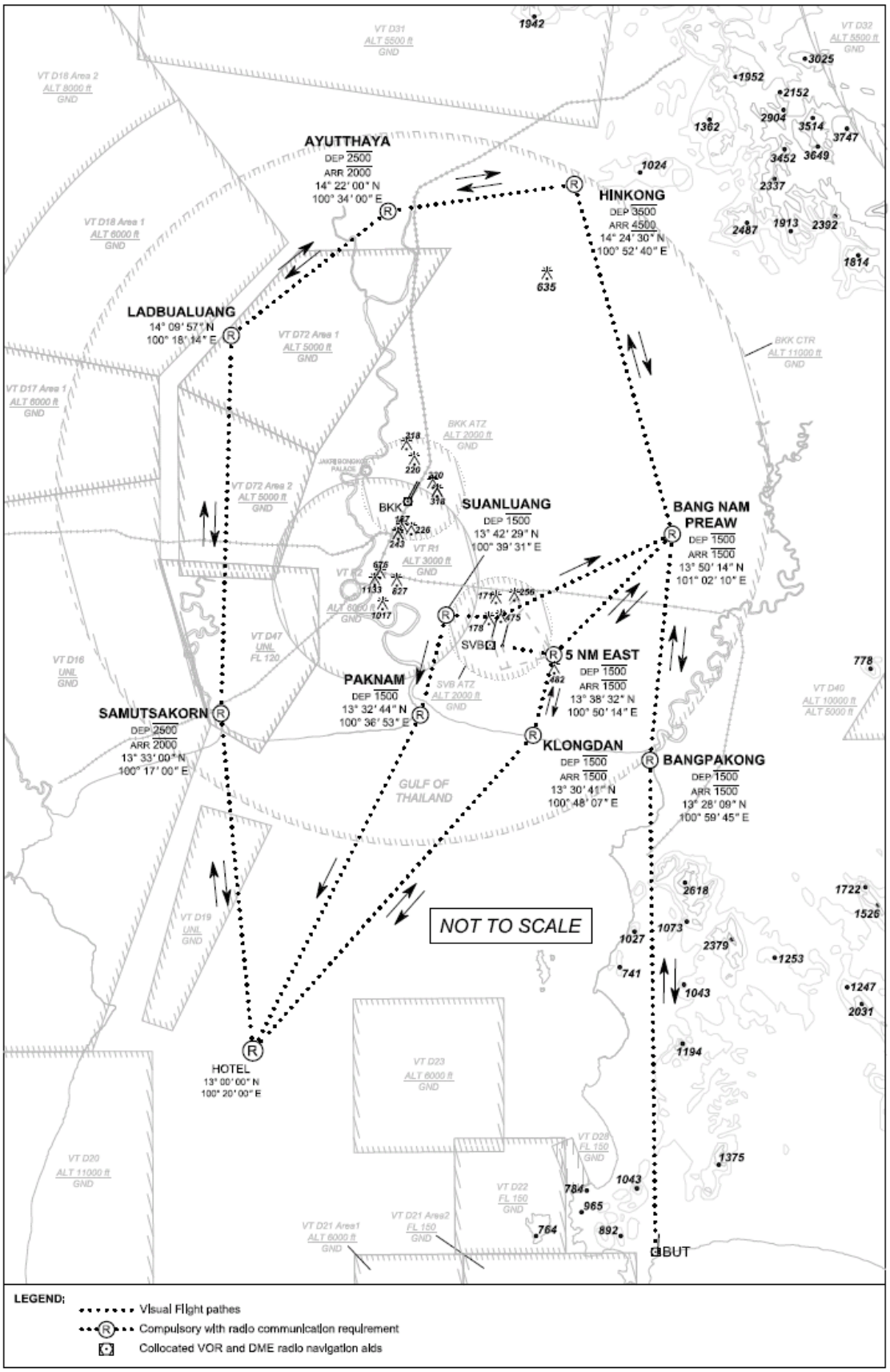
Direction of flight	Reporting point	Reporting point	Reporting point	Reporting point	Reporting point
From the NORTH to the SOUTH or SOUTHWEST	AYUTTHAYA	LADBUALUANG	SAMUTSAKORN		
From the NORTH to the SOUTH or SOUTHEAST	AYUTTHAYA	LADBUALUANG	SAMUTSAKORN	KOH SRI CHANG	
From the SOUTHEAST to the NORHT	KOH 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. 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 completion of landing shall be informed to the appropriate ATS unit 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 could 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

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: Odd	Direction of Cruising levels: Even	Remarks Controlling units Frequency
1	2	3	4	5		6
A340 ▲ PHNOM PENH VOR (PNH) 1132.8N 10450.5E	291 111 130 NM	FL 460 FL 165	20	↓		Longitudinal separation between aircraft 10 mins.
▲ BISOR 122106.5N 1024647.3E	292 111 70 NM	FL 170			↑	
▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E						
A457 ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E	178 358 24 NM	FL 460 FL 95 FL 100	20	↓	↑	Longitudinal separation between aircraft 15 mins.
▲ TAMOS 063207.9N 1002406.5E						
A464 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E	162 342 81 NM	FL 460 FL 65 FL 70	*	↓		Longitudinal separation between aircraft 10 mins.
Δ TOPAS 172916.19N 0992358.16E	162 342 71 NM					
▲ BEKOD 162117.2N 0994636.4E	162 342 155 NM					
▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E	182 001 32 NM					
Δ POLAK 132106.1N 1003454.3E	180 360 81 NM					
▲ REGOS 120006.5N 1003454.3E	182 002 60 NM	FL 460 FL 35 FL 40	20			
Δ DIRAX 110006.7N 1003248.3E	182 002 78 NM					
▲ UPNEP 094213.1N 1002936.4E	182 002 97 NM					
▲ RELIP 080431.5N 1002618.5E	183 003 68 NM					
▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E	163 343 27 NM	FL 460 FL 85 FL90			↑	
▲ KARMI 062949.9N 1003106.4E						

* 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: Odd	Direction of Cruising levels: Even	Remarks Controlling units Frequency
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 △ SARIM 173029.97N 0994737.09E ▲ 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 89 NM	FL 460 FL 65 FL 70				Longitudinal separation Between aircraft 10 mins.
	147 327 53 NM					
	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 3.1 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: Odd	Direction of Cruising levels: Even	Remarks Controlling units Frequency
1	2	3	4	5		6
W17						
▲ RANONG DVOR/DME (RAN) 094643.18N 983502.11E	140 320 51 NM	FL 460 FL 65 FL 70	10	↓		Longitudinal separation between aircraft 10 mins.
▲ SURAT DVOR/DME (STN) 090746.24N 990805.09E						
▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E	150 330 151 NM	FL 460 FL 75 FL 80			↑	
W19						
▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E	182 002 32 NM	FL 460 FL 65 FL 70	*	↓		Longitudinal separation between aircraft 10 mins.
△ POLAK 132106.1N 1003454.2E	180 360 81 NM					
▲ REGOS 120006.5N 1003454.3E	182 002 60 NM					
△ DIRAX 110006.7N 1003248.3E	182 002 78 NM					
▲ UPNEP 094213.1N 1002936.4E	161 341 104 NM					
△ ADNEP 080343.5N 1010318.2E	156 336 100 NM				↑	
▲ NARATHIWAT DVOR/DME (NTW) 063138.24N 1014442.48E						
W20						
▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E	036 216 88 NM	FL 350 FL 75 FL 80	10	↓	↑	Longitudinal separation between aircraft 10 mins.
▲ CHIANG RAI DVOR/DME (CTR) 195653.65N 995300.12E						
W21						
▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E	003 183 83 NM	FL 460 FL 100 FL 110	10	↓		Longitudinal separation between aircraft 10 mins.
▲ NOBER 151635.6N 1004006.0E	043 223 111 NM	FL 460 FL 65 FL 70				
▲ CHUM PHAE DVOR/DME (CMP) 163811.3N 1015905.4E	046 226 64 NM				↑	
▲ UDON DVOR/DME (UDN) 172304.20N 1024630.05E						

*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
W22 ▲ PHITSANULOK DVOR/DME (PSL) 164613.34N 1001728.70E ▲ PHRAE DVOR/DME (PAE) 180802.78N 1000958.35E ▲ CHIANG RAI DVOR/DME (CTR) 195653.65N 995300.12E	355 175 82 NM 352 172 110 NM	FL 460 FL 65 FL 70	10	↓ ↑		Longitudinal separation between aircraft 10 mins.
W23 ▲ PHITSANULOK DVOR/DME (PSL) 164613.34N 1001728.70E △ PIVUT 174644.25N 0994552.95E ▲ LAMPANG DVOR/DME (LPN) 181636.75N 993008.64E	333 153 68 NM 333 153 33 NM	FL 460 FL 65 FL 70	*	↓ ↑		Longitudinal separation between aircraft 10 mins.
W24 ▲ SURAT DVOR/DME (STN) 090746.24N 990805.09E ▲ TRANG DVOR/DME (TRN) 073032.17N 993733.67E	163 343 101 NM	FL 460 FL 90 FL 100	*	↑	↓	Longitudinal separation between aircraft 10 mins.
W25 ▲ SUKHOTHAI NDB 171412.0N 994907.3E ▲ PHRAE DVOR/DME (PAE) 180802.78N 1000958.35E ▲ NAN DVOR/DME (NAN) 184832.76N 1004657.31E	021 201 57 NM 041 221 54 NM	FL 460 FL 65 FL 90 FL 460 FL 80 FL 90	*	↑	↓	Longitudinal separation between aircraft 10 mins.
W26 ▲ MAE SOT DVOR/DME (MST) 164155.27N 983231.58E ▲ TAK NDB (TK) 165358.24N 991507.91E ▲ PHITSANULOK DVOR/DME (PSL) 164613.34N 1001728.70E ▲ PHETCHABUN DVOR/DME (PCB) 164033.66N 1011148.12E ▲ CHUM PHAE DVOR/DME (CMP) 163811.3N 1015905.4E	074 254 43 NM 097 277 60 NM 096 276 52 NM 093 273 45 NM	FL460 FL65 FL70	*	↑	↓	Longitudinal separation between aircraft 10 mins.

*For the width of Airways see ENR 2.1-1

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

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

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
KRABI DVOR/DME	KBI	111.0 MHz (CH 47X)	H 24	080627.19N 985839.07 (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitude in various areas: 1. 40 NM clockwise orbit flown from - Radial 001º-039º altitude should not below 3 500 ft - Radial 0040º-270º altitude should not below 3 000 ft - Radial 271º-300º altitude should not below 5 000 ft - Radial 351º-360º altitude should not below 4 000 ft 2. 30 NM clockwise orbit flown from - Radial 301º-350º altitude should not below 7 000 ft
LAMPANG DVOR/DME	LPN	114.7 MHz (CH 94X)	H 24	181636.75N 993008.64E (WGS-84)	-	DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes in various areas: - Radial 351º-070º beyond 40 NM should not below 6 000 ft - Radial 071º-130º beyond 30 NM should not below 6 000 ft - Radial 131º-320º beyond 40 NM should not below 6 000 ft - Radial 321º-350º beyond 30 NM should not below 6 000 ft
LOEI DVOR/DME	LOY	115.9 MHZ CH106X	H24	172649.38N 1014323.12E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow;

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
						1. 40 NM orbit - RDL030-050º ALT should not below 10000 ft - RDL051-100º ALT should not below 7000 ft - RDL101-130º ALT should not below 10000 ft - RDL131-200º ALT should not below 5000 ft - RDL201-250º ALT should not below 12000 ft - RDL251-270º ALT should not below 13000 ft 2. 20 NM orbit (Due to border limited) - RDL271-029º ALT should not below 4500 ft
MAE HONG SON DVOR/DME	MHS	115.5 MHz (CH 102X)	H 24	191910.73N 975443.50E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow: - Radial 060º-080º beyond 40 NM should not below 8 500 ft - Radial 081º-120º beyond 40 NM should not below 11 000 ft - Radial 121º-180º beyond 40 NM should not below 9 000 ft - Radial 181º-059º unable to performed due to border limited. DME unusable radial 080º-120º beyond 30 NM altitude below 10 000 ft DVOR/DME unusable due to roughness and scalloping on radial 040º distance between 10-12 DME, radial 119º distance between 8-10 DME and radial 090º distance between 8-9 DME.
MAE SOT DVOR/DME	MST	116.7 MHz (CH 114X)	H 24	164155.27N 983231.58E (WGS-84)	-	- DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
						area as follows: - Radial 001º-030º altitude should not below 7 000 ft - Radial 031º-060º altitude should not below 6 500 ft - Radial 061º-100º altitude should not below 6 000 ft - Radial 101º-120º altitude should not below 7 000 ft - Radial 121º-360º unable to fly (due to border limited)
NAKHON PHANOM VOR/DME	NKP	111.6 MHz (CH 53X)	H 24	172317.87N 1043818.01E (WGS-84)	-	DVOR/DME coverage restriction as follow: - Radial 181º-250º beyond 40 NM altitude should not below 3 500 ft - Radial 251º-320º beyond 40 NM altitude should not below 2 000 ft - Radial 321º-180º unable to check due to border limited.
NAKHON RATCHASIMA DVOR/DME	NKR	110.2 MHz (CH 39X)	H 24	145647.66N 1021840.35E (WGS-84)	-	
NAKHON SI THAMMARAT DVOR/DME	NKS	117.4 MHz (CH 121X)	H 24	083229.95N 995648.67E (WGS-84)	-	Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes is various areas: - Radial 001º-190º beyond 40 NM should not below 2 500 ft - Radial 191º-240º beyond 40 NM should not below 7 000 ft - Radial 241º-280º beyond 25 NM should not below 8 000 ft - Radial 281º-320º beyond 40 NM should not below 7 000 ft - Radial 321º-360º beyond 40 NM should not below 5 000 ft
NAN DVOR/DME	NAN	115.7 MHz (CH 104X)	H 24	184832.76N 1004657.31E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow: - Radial 011º-110º at 20 NM should not below 8 000 ft

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
NARATHIWAT DVOR/DME	NTW	116.3 MHz (CH 110X)	H 24	063138.24N 1014442.48E (WGS-84)	-	- Radial 111º-160º at 20 NM should not below 6 000 ft - Radial 161º-180º at 40 NM should not below 6 000 ft - Radial 181º-330º at 40 NM should not below 7 000 ft - Radial 311º-010º at 40 NM should not below 8 000 ft DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas: 1. 40 NM clockwise orbit flown from - Radial 270º-290º altitude should not below 9 000 ft - Radial 291º-300º altitude should not below 4 000 ft - Radial 301º-020º altitude should not below 2 000 ft 2. 20 NM clockwise orbit flown from - Radial 021º-130º altitude should not below 2 000 ft - Radial 131º-270º altitude should not below 5 000 ft
PHETCHABUN DVOR/DME	PCB	115.4 MHz (CH 101X)	H 24	164033.66N 1011148.12E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow: - Radial 061º-230º beyond 30 NM altitude should not below 6 500 ft - Radial 231º-320º beyond 30 NM altitude should not below 8 000 ft - Radial 321º-060º beyond 40 NM altitude should not below 7 500 ft

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

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

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 AREA		
VT R15 Ubon Area bounded by lines joining successively the following points : 151013N1045610E 151046N1045642E 151046N1045749E 150942N1045649E 150942N1045642E and 151013N1045610E	ALT 8 000 ft GND	RTAF Jettison Area H 24
VT R51 Songkhla Area bounded by lines joining successively the following points : 0717N9954E 0717N9959E 0715N9959E 0713N9954E and 0717N9954E	ALT 5 000 ft GND	RTAF Jettison Area Sunrise to sunset
VT R52 Songkhla Area bounded by lines joining successively the following points : 0629N10032E 0636N10032E 0636N 10038E 0629N10038E and 0629N10032E	ALT 8 000 ft GND	RTAF Jettison Area Sunrise to sunset
VT R62 Eastern Area Area bounded by lines joining successively the following points : 113800N1025530E 113000N1023000E 120945N1023432E 125613N1021250E 135000N1021250E 142800N1031000E 144500N1040000E 144500N1044100E 142400N1045100E thence westward along the Thai-Cambodian border to the starting point.	ALT 13 000ft GND	Military operations Sunset to sunrise
VT R66 Phu Phan Palace Circle of 5 NM radius centred on point 170800N1040100E	ALT 6 000 ft GND	Royal Residence Area Notified by NOTAM
VT R68 Nam Phong Area bounded by lines joining successively the following points : 164048.58N1025559.19E 163810.90N1025605.94E 164049.25N 1025706.67E and 163814.77N1025708.31E	ALT 15 000 ft GND	RTAF Jettison Area Mon-Fri 0000-1000
VT R79 Phimanmas Palace Circle of 0.5 NM radius centred on this point (123908N1005848E)	ALT 6 000 ft GND	Royal Residence Area Notified by NOTAM
VT R80 Srapathum Palace Circle of 1 NM radius centred on point 134452.69N 1003155.92E	ALT 6 000 ft GND	Royal Residence Area H 24
VT R81 Jakribongkot Palace Circle of 1 NM radius centred on point 135648.31N 1003126.90E	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
DANGER AREAS		
VT D16 Ratchaburi Area bounded by lines joining successively the following points : 1332N10016E then follows the coast line to 1300N10004E 1300N9940E 1349N9923E 1356N10011E 1348N10011E and 1332N10016E.	UNL GND	RTAF Flying Training Mon - Fri, 2300 - 1700 Contact Kamphaeng Saen Tower treq.123.3 or 237.5 MHz before entering.
VT D17 Kanchanaburi 1. Area bounded by lines joining successively the following points : 1356N10011E 1349N9923E 1415N9923E 1406N10011E and 1356N10011E 2. Area beyond 45 NM arc from BKK VOR/DME (135336.8N1003546.3E)	ALT 6 000 ft GND ALT 8 000 ft GND	RTAF Flying Training Daily, 2300 - 1400 Contact Kamphaeng Saen Tower freq.123.3 or 237.5 MHz before entering.
VT D18 Suphan Buri 1. Area bounded by lines joining successively the following points : 1406N10011E 1415N 9923E 1454N9957E 1419N10024E and 1406N10011E. 2. Area beyond 45 NM arc from BKK VOR/DME (135336.8N1003546.3E)	ALT 6 000 ft GND UNL FL 200 ALT 8 000 ft GND	RTAF Flying Training 1) Daily, 2300 - 1400 Contact Kamphaeng Saen Tower freq.123.3 or 237.5 MHz before entering. 2) Training aircraft at FL 200 and above will be authorized by Bangkok ACC.
VT D19 Mae Klong Area bounded by lines joining successively the following points : 1324N10015E 1322N 10022E 1302N10012E 1303N10009E and 1324N10015E	UNL GND	High Altitude Training Area Mon - Fri, 0030 - 0900 Contact Kamphaeng Saen Tower freq.123.3 or 237.5 MHz before entering.
VT D20 Hua Hin Area bounded by lines joining the following points : 1300N09937E 1300N10010E 1210N10010E thence along the arc of 30 NM radius centred on Hua Hin DVOR/DME (123804.04N0995704.23E) to 1300N09937E. Excluding Hua Hin CTR and TMA and G458.	ALT 11 000 ft GND	Civil Aviation Training Centre Flying Training School VFR Daily, Sunrise to sunset Contact Hua Hin Approach freq. 126.2 MHz before entering.

VTBD AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

13 54 52 N
100 36 20 E

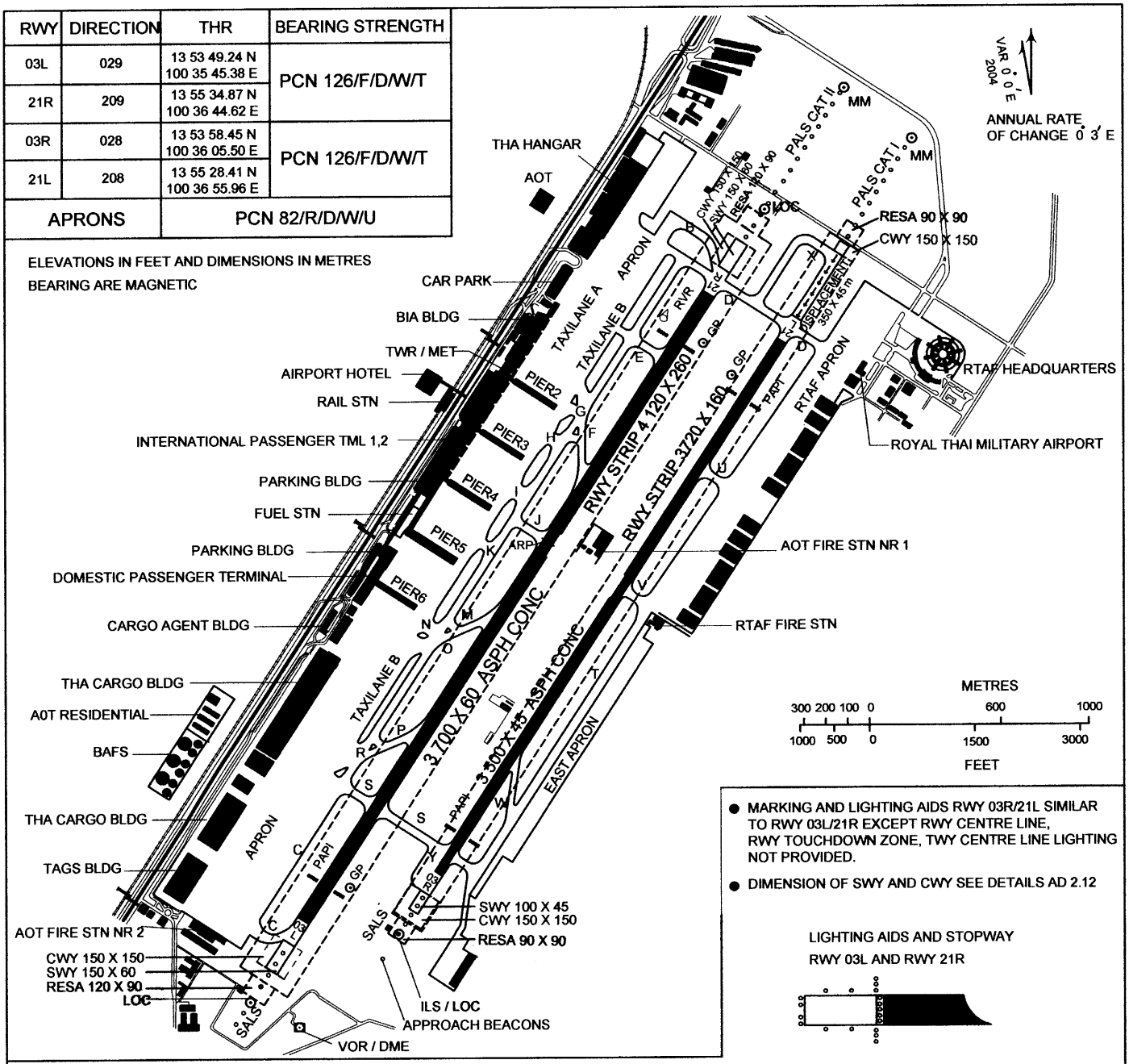
ELEV 9 ft

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	

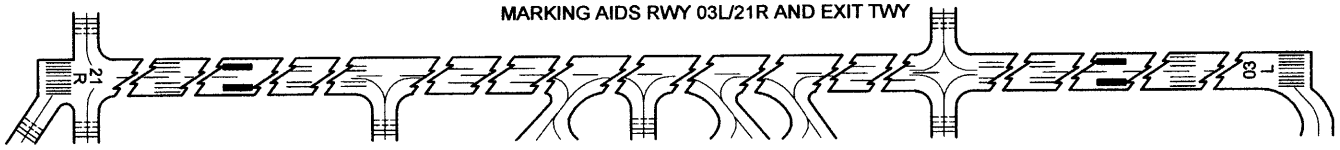
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



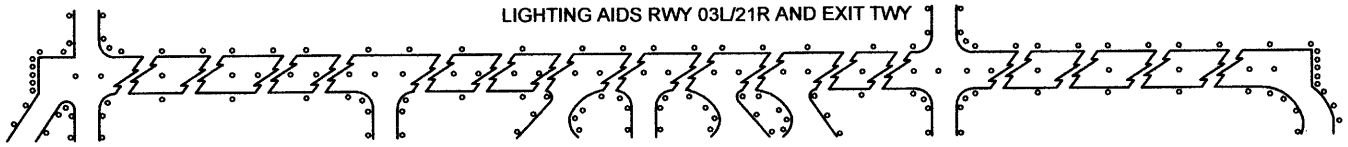
- MARKING AND LIGHTING AIDS RWY 03R/21L SIMILAR TO RWY 03L/21R EXCEPT RWY CENTRE LINE, RWY TOUCHDOWN ZONE, TWY CENTRE LINE LIGHTING NOT PROVIDED.
- DIMENSION OF SWY AND CWY SEE DETAILS AD 2.12

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



0 100 200 300 400 500 600 METRES
0 500 1000 2000 FEET

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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 TWY B available and 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.

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	SALS (7 BAR) 420 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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AERODROME CHART - ICAO

08 06 45 N
98 18 33 E

ELEV 82 ft

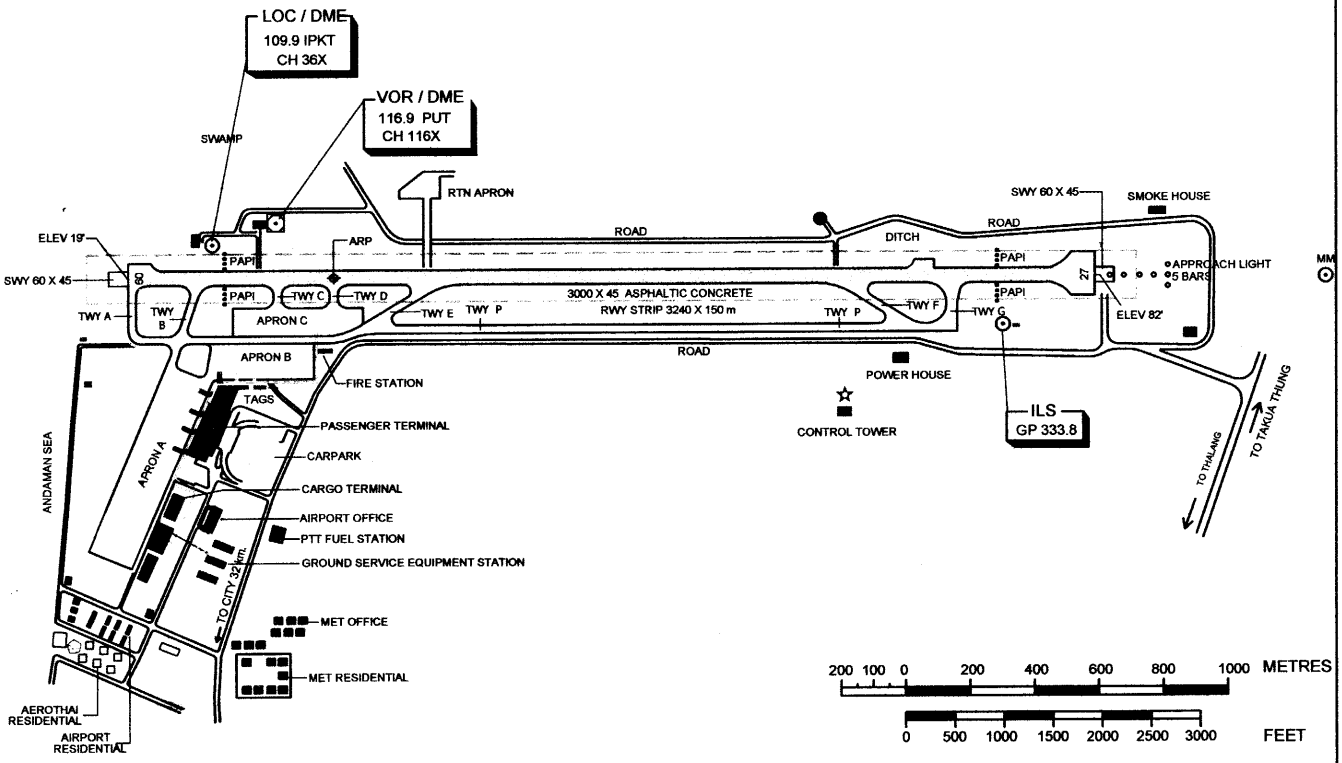
TWR 118.1

PHUKET / Phuket Intl

RWY	DIRECTION	THR	BEARING STRENGTH
09	85	08 06 43.05 N 98 18 11.90 E	PCN 59/F/A/X/T
27	265	08 06 52.23 N 98 19 49.46 E	
TAXIWAY			PCN 78/R/C/X/T
APRON A, B, C			PCN 78/R/C/X/T

VAR 0° 18' W
2001
ANNUAL RATE
OF CHANGE 0° 3' E

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC

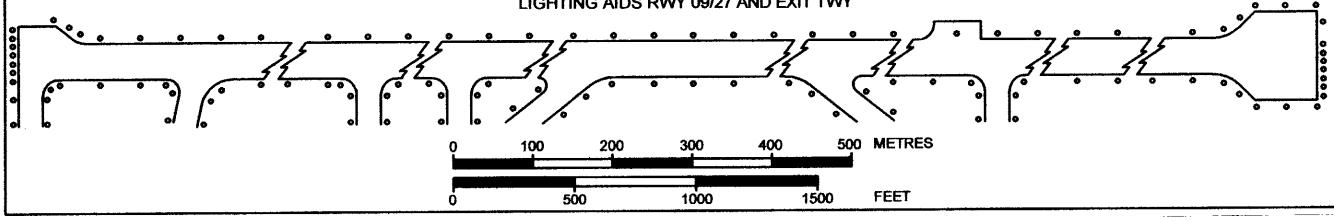


LIGHTING AIDS : RWY LIGHT : WHITE
TWY LIGHT : BLUE
THR/END LIGHT : GREEN/RED
BIDIRECTIONAL

Remarks : Coordinate are WGS-84

MARKING AIDS RWY 09/27 AND EXIT TWY

LIGHTING AIDS RWY 09/27 AND EXIT TWY



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

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

VTUL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of oper-ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	LY	325 KHZ	H24	172655.09N 1014335.41E (WGS-84)	-	NDB : unusable due to excessive needle swing bearing 255 to 205 degrees, counter clockwise below 8000 FT.
DVOR/DME	LOY	115.9 MHZ CH106X	H24	172649.38N 1014323.12E (WGS-84)	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow; 1. 40 NM orbit - RDL030-050º ALT should not below 10000 FT - RDL051-100º ALT should not below 7000 FT - RDL101-130º ALT should not below 10000 FT - RDL131-200º ALT should not below 5000 FT - RDL201-250º ALT should not below 12000 FT - RDL251-270º ALT should not below 13000 FT 2. 20 NM orbit (Due to border limited) - RDL271-029º ALT should not below 4500 FT

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VTSG AD 2. AERODROMES

VTSG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSG - KRABI/KRABI AIRPORT

VTSG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	080545.49N 0985919.55E (WGS-84) 1500 m FM THR RWY14
2	Direction and distance from (city)	10 km NE from city
3	Elevation/Reference temperature	93 ft /TEMP 30ºC
4	MAG VAR/Annual change	0º12' W / 0º3'E
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Krabi Airport Krabi Airport Amphoe Naua Khlong, Krabi Province Thailand 81130 TEL: 0-7563-6541-2 FAX: 0-7563-6549 AFS: VTSGYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	-

VTSG AD 2.3 OPERATIONAL HOURS

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

VTSG AD 2.4 HANDLING SERVICES AND FACILTIES

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

VTSG AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Airport
3	Transportation	Limousines - car rent
4	Medical facilities	First AID at AD and hospital in the city
5	Bank and Post Office	Money exchange service available between 0200-1100 UTC, but postal services not available
6	Tourist Office	HJ
7	Remarks	-

VTSG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTSG AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTSG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 68 / R / C / X / T
2	Taxiway width, surface and strength	Width: 23 m Surface: Asphaltic Concrete Strength: PCN 72 / F / C / X / T
3	ACL location and elevation	-
4	VOR/INS checkpoints	-
5	Remarks	Nil

VTSG AD 2.9 SURFACE MOVEMENT GUIDANCE ANDCONTROL SYSTEM AND MARKINGS

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

VTSG 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	
RWY 32	Chimney HGT 171 m LGTD	075930N 0990306E	-		-

VTSG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Department of Aviation Aeronautical Radio of Thailand Ltd.
2	Hours of service MET Office outside hours	-
3	Office responsible for TAF Preparation Periods of validity	supply TAF from Southern (Westcoast) Regional Met. center
4	Type of landing forecast Interval of issuance	supply TAF from Southern (Westcoast) Regional Met. center
5	Briefing/consultation provided	No
6	Flight documentation Language (s) used	-
7	Charts and other information available for briefing or consultation	Daily Weather Forecast
8	Supplementary equipment available for providing information	AWOS, Low level wind shear alert system.
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	-

VTSG 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
14	140.60°	3000x45	72/F/C/X/T Asphaltic Concrete	080623.28N 0985848.43E (WGS-84)	THR 82 ft TDZ 82 ft
32	320.60°	3000x45	72/F/C/X/T Asphaltic Concrete	080507.74N 0985950.66E (WGS-84)	THR 93 ft TDZ 93 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
-0.033% 0.00%	60x60 60x60	Nil Nil	3240x300 3240x300		Concrete drainge channels are located in the Runway strips, parallel to and at 120 m. offset from the Runway centerlines.

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 06 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.

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 kHz		

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.

VTCP AD 2. AERODROMES

VTCP AD 2.1 AERODDROME LOCATION INDICATOR AND NAME

VTCP - PHRAE / PHRAE AIRPORT

VTCP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	180754N1000953E (WGS-84)
2	Direction and distance from (city)	3 km E, from city
3	Elevation/Reference temperature	538 ft /27ºC
4	MAG VAR/Annual change	0º 12' W / 0º 3' E
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Phrae Airport Phrae Airport 104 Chohae Road, Tambon Nachack Amphoe Muangphrae, Phrae Province 54000 Thailand. Tel. 0 5451 1184, 0 5452 2706 Fax. 0 5452 2705 AFS: VTCPYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTCP AD 2.3 OPERATIONAL HOURS

1	AD Administration	HJ
2	Customs and immigration	-
3	Health and sanitation	-
4	AIS Briefing Office	HJ
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	2300-1100
8	Fuelling	0100-1000

VTCP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	-
2	Fuel/oil types	-
3	Fuelling facilities/capacity	-

VTCP AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	in the city

VTCP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTCP AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTCP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Asphaltic concrete Strength: PCN 20/F/C/X/T
2	Taxiway width, surface and strength	Width: 15 m Surface: Asphaltic concrete Strength: PCN 20/F/C/X/T

VTCP AD 2.9 SURFACE MOVEMENT GUIDANCE ANDCONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Taxiway width, surface and strength	RWY and TWY : Markings and lighted

VTCP AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
-	Radio mast HGT 75 m painted red/ white LGTD on top. Radio mast HGT 80 m	10840N 1000850E 181036N 1001116E	-		-

VTUU AD 2. AERODROMES

VTUU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUU – UBON/ UBON RATCHATHANI AIRPORT

VTUU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

VTUU AD 2.3 OPERATIONAL HOURS

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

VTUU AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTUU AD 2.5 PASSENGER FACILITIES

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

VTUU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTUU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTUU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

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

VTUU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

VTUU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

VTUU AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

UBON RATCHATHANI AIRPORT

1. Reporting points for VFR flight
In order to expedite and main tain an orderly flow of air traffic into Ubon Ratchathani Airport, The procedures of inbound traffic or VFR flight, conventional and prop jet aircraft be set up as follow:

   a) Aircraft entering to land from north of Ubon Ratchathani Airport, shall report over Khuang Nai District, designated as KILO NOVEMBER (1523.0N 10434.0E) and / or Nong Tae District designated as NOVEMBER (1524.4N 10447.9E which ar e 22 NM on R-300 and 11NM or R-337 of UBL VOR/DME respectively. When reaching November the aircraft will be instructed to join aerodrome traffic pattern accordingly.

   b) Aircraft entering to land from west or southwest of Ubon Ratchathani Airport, shall report over Kantharom District, designated as KILO ROMEO (1505.5N 10431.5E) and/or Pak Nam Chi designated as DELTA (1511.5N 10443.5E) which are 24 NM on R-248 and 10 NM on R-250 of UBL VOR/DME respectively. When reaching DELTA the aircraft will be instructed to join aerodrome traffic pattern accordingly.

   c) Aircraft entering to land from south of Ubon Ratchathani Airport, shall report over Sri-cai Bridge, designated as SIERRA (1506.0N 10454.4E) which is 9 NM on R-167 of UBLVOR/DME. When Reaching SIERRA the aircraft will be instructed to join aerodrome traffic pattern accordingly..

2. Aerodrome traffic circuit
   Using both sides of traffic circuit.

3. Overhead approach pattern
   a) Using runway 05 by left turn pattern.
   b) Using runway 23 by right turn pattern

4. Landing and Take - off
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   In order to avoid the high percentage of noise pollution at Ubon Airport, If traffic and weather condition permit, Pilots are requested to land by using RWY23 and take off RWY05.

VTUU AD 2.23 ADDITIONAL INFORMATION

→ - BAK14 RAG installed at 400 M from threshold runway 05 and 23 cable height 3 inches.

VTUD AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

Udon Thani Airport

1. Reporting points for VFR flight In order to expedite and main tain an order flow of air traffic into Udon Thani Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft be set up as follow :

   a) Aircraft entering to land from north and northeast of Udon Thani Airport, will report over Bantin Distric, designated as TANGO (1739.6N 10247.6E) which is 17 NM on R-360 of UD VOR. When reaching TANGO the aircraft will be instructed to join aerodrome traffic pattern accordingly.

   b) Aircraft entering to land from east and southeast of Udon Thani Airport, will report over Nonghan District, designated as NOVEMBER (1721.5N 10306.1E) which is 17 NM on R-095 of UD VOR. When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic pattern accordingly.

   c) Aircraft entering to land from south and southwest of Udon Thani Airport, will report over Ban Dongrueng, designated as ROMEO (1709.5N 10258.0E) which is 16 NM on R-145 of UD VOR. When reaching ROMEO the aircraft will be instructed to join aerodrome traffic pattern accordingly.

   d) Aircraft entering to land from west of Udon Thani Airport, will report over Ban Hua Khua (Hui Luang Reservoir) designated as HOTEL (1725.0N 10236.5E) which is 12 NM on R-280 of UD VOR. When reaching HOTEL the aircraft will be instructed to join aerodrome traffic pattern accordingly.

2. Aerodrome traffic circuit

   Using both sides of traffic circuit.

3. Overhead approach pattern.

   a) Using runway 12 by right turn pattern.
   b) Using runway 30 by left turn pattern.

VTUD AD 2.23 ADDITIONAL INFORMATION

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

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

- BAK 14 RAG installed at 427 M from threshold runway 12 and 30 cable height 3 inches.

- Net Barrier installed on both side of runway 12/30 at 15 M from threshold.