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

AIP - THAILAND
Amendment 10
26 JUL 12

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 This amendment incorporates information contained in the following which are hereby superseded:

AIP Supplement : Series "A"

2010 : A9, A12

2012 : A8

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VTUO AD 2-17/Chart	10 Dec 08			VTCH AD 2-2	10 Dec 08
VTUO AD 2-18/Chart	10 Dec 08			VTCH AD 2-3	30 Jul 09
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VTSE AD 2-1	28 Jul 11			VTCH AD 2-5	10 Dec 08
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VTSE AD 2-3	10 Dec 08			VTCH AD 2-7	10 Dec 08
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VTSE AD 2-9	10 Dec 08			VTCL AD 2-2	10 Dec 08
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VTSE AD 2-13/Chart	10 Dec 08			VTCL AD 2-4	28 Jul 11
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VTUW AD 2-11/Chart	10 Dec 08			VTSC AD 2-19/Chart	10 Dec 08
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VTUW AD 2-13/Chart	10 Dec 08	VTSF AD 2-1	28 Jul 11		
VTUW AD 2-15/Chart	10 Dec 08	VTSF AD 2-2	10 Dec 08		
VTUW AD 2-16/Chart	10 Dec 08	VTSF AD 2-3	10 Mar 11		
		VTSF AD 2-4	30 Jul 09	PATTANI	
NAKHON RATCHASIMA		VTSF AD 2-5	10 Dec 08	VTSK AD 2-1	28 Jul 11
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VTUQ AD 2-5	10 Dec 08	VTSF AD 2-11/Chart	10 Dec 08	VTSK AD 2-7/Chart	10 Dec 08
VTUQ AD 2-6	10 Dec 08	VTSF AD 2-13/Chart	10 Dec 08	VTSK AD 2-9/Chart	10 Dec 08
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VTSM AD 2-18	29 Jul 10	VTST AD 2-1	28 Jul 11	VTUD AD 2-1	28 Jul 11
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GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREWS**1. Customs Requirements**

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

- 1) For International Airport in Thailand, the dual-channel system for the clearance inwards of passengers and their baggage is introduced.
 - a) One (green channels) with the words "NOTHING TO DECLARE" for passengers having with them no goods or only goods which can be admitted free of import duties and taxes and which are not subject to import prohibitions or restrictions.
 - b) The other (red channels) with the words "GOODS TO DECLARE" for other passengers or the passengers is unsure whether or not goods are subject to a).
- 2) Passenger proceeding through the green channel may be subject to random search if the customs officer has reasonable suspicion.
- 3) The following goods accompanying passengers are duty free allowance :
 - 200 cigarettes or 250 grams of cigars and tobacco or altogether weighting not more than 250 grams at the maximum
 - 1 litre of alcoholic 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, 2.5 and 2.6.

2.4 Holder of a passport of Cambodia may enter into Thailand for a period of up to 14 days without visa.

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

2.5.1 Holding the nationality and passport or a travel document of the following countries:

Australia, Austria, Belgium, Brazil, Bahrain, Canada, Czech Republic, 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, Principality of Liechtenstein, Qatar, Republic of Hungary, Republic of Poland, Republic of Slovenia, Singapore, Slovak Republic, Spain, South Africa, Sweden, Switzerland, Turkey, United Arab Emirates, United Kingdom, United State of America, Vietnam.

2.5.2 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

2.5.3 Holder of diplomatic or an official passport who enters and stays temporarily in the Kingdom of tourism purposes: Cambodia, China, Hong Kong, Laos, Oman, Macao, Mongolia, Myanmar and Vietnam.

2.5.4 Holding a diplomatic, an official or a service passport of Cambodia.

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

- 2.5.6 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.
- 2.5.7 The ambassador, the ambassador's spouse and their children who holding diplomatic passports from any country (in addition to who have been previously identified)
- 2.6 An alien may enter into Thailand for a period of up to 90 days without visa under following conditions.
- 2.6.1 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.
- 2.6.2 Holding a passport of Argentina, Brazil, Chile, Korea (South) and Peru.
- 2.6.3 Holding a diplomatic or service passports of Ukraine.
- 2.6.4 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.
- 2.6.5 Nationals of the Kingdom of Spain, holding a valid, current Spanish diplomatic passport, may enter the territory of the Kingdom of Thailand without a visa for stays of up to ninety (90) days during a period of one hundred and eighty (180) days, provided that they do not engage in gainful activity during their stay and provided that the entry is not carried out for accreditation purposes.
- 2.7 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, Principality of Andorra, Republic of Bulgaria, Republic of Malta, Republic of San Marino, Romania, Russia, Saudi Arabia, Slovakia, Slovenia, Ukraine and Uzbekistan.
- 2.8 For embarking passengers, only passports or documents used in Lieu of passports and Embarkation Card are required to be submitted.
- 2.9 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.

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

Air Navigation Service Charges by Aeronautical Radio of Thailand Ltd.

For the provision of International and Domestic Communications Services, Area Control, Approach Control and Aerodrome Control Services as described in AIP-Thailand, Aeronautical Radio of Thailand Ltd. will charge operators the new structure of Air Navigation Service (ANS) charges at the following rates:

1. Air Navigation Service Charges**1.1 Member Airlines**

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

to be the Company's member airline by submitting a letter of application together with a copy of flight schedule as published in the timetable, a letter of permission from the Department of Civil Aviation, a copy of the certificate of the airline company's registration and a Power of Attorney (authorizing the person to act on behalf of the airline) with a copy of passport or I.D. card. For more information, please visit www.aerothai.co.th/shareholder

1.2 Non-Member Airlines

Non-member Airlines are airline companies which normally operate scheduled or non-scheduled services into and/or domestic services in Thailand.

1.3 Chartered flight

Chartered Flights operates for tourists and/or goods into/from Thailand by non-member airlines.

Structure of Air Navigation Service Charges:

$\text{ANS Charges} = \text{En Route Charge} + \text{Terminal Charge}$
--

- En Route Charge = $\sqrt{\text{MTOW}/X}$ x Distance/250 Km x Unit Rate
- Terminal Charge = $\sqrt{\text{MTOW}}$ x Terminal Multiplier x Unit Rate

Where the value of X is:

MTOW	=	0 – 100 Ton,	X = 50
MTOW	=	101- 200 Ton,	X = MTOW/2
MTOW	>	200 Ton,	X = 100

Descriptions:**1. MTOW**

MTOW is the maximum take-off Weight of aircraft in 'metric ton', roundup fraction to the next whole number as specified by the factory. The calculation of ANS charges will be based on MTOW which provided by AEROTHAI.

(See details in www.aerothai.co.th/airlineservices)

2. Distance

Distance is the great circle distance traveled within Bangkok FIR in 'kilometer', roundup fraction to the next whole number. For each landing and take-off within the Bangkok FIR, 50 kilometers are deducted from the great circle distance. If the great circle distance after being deducted for landing/take-off is less than 250 kilometers, it will be calculated as 250 kilometers or Distance Factor = 1.

The calculation of ANS charges will be based on distance factor which provided by AEROTHAI.

(See details in www.aerothai.co.th/airlineservices)

3. Terminal Multiplier

Suvarnabhumi Airport	=	0.90
Don Mueang Airport	=	0.50
Regional International Airports	=	0.50
(Chiang Mai, Mae Fah Luang -Chiang Rai, Phuket & Hat Yai International Airports)		
Provincial Airports	=	0.05
U-Tapao Pattaya International Airport	=	0

4. Unit Rate

Effective as from 1 June 2012 to 30 September 2013

En Route Charge	=	3,300 Baht per unit
Terminal Charge	=	500 Baht per unit

Effective as from 1 October 2013 onwards

En Route Charge	=	3,500 Baht per unit
Terminal Charge	=	500 Baht per unit

- Note:
1. ANS Charges for Member Airlines and Charter Flight will be calculated at the rate of one third of ANS Charges for Non-member Airlines.
 2. In order to promote the Government's Policy to support domestic flights, AEROTHAI is pleased to increase the discount of ANS Charges for domestic flights from 25% to 35%. This is effective for a period of one year from 1 June 2012 to 31 May 2013.
 3. Overfly ANS Charges will be 1.45 times of International Flight ANS Charges.

2. Payment

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

Bank's details

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

Exemptions

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

Contact

Postal address:	1. The President Aeronautical Radio of Thailand Ltd. 102 Ngamdu-plee, Tungmahamek Bangkok 10120, Thailand
Fax number:	+66 2285 9599
AFTN:	VTBBYTYX
Website:	http://www.aerothai.co.th
Fax number:	2. Director, Revenue and Accounting Department +66 2285 9203
SITA:	BKKTOYF
AFTN:	VTBBYFYX
Email:	accounts@aerothai.co.th

hazard, a course of avoiding action will be suggested, if so requested by the pilot or if in the opinion of the radar controller the situation warrants.

- When an identified IFR flight operating outside controlled airspace is observed to be on a conflicting path with another aircraft, the identified aircraft will be advised of the need for collision avoidance. If so requested by the pilot or if in the opinion of the radar controller the situation warrants, a course of avoiding action will be suggested.
- In both cases mentioned in 3.3 the decision as to whether or not to comply with the ATC suggestion rests solely with the pilot.
- Whenever suggestion to assist the pilot for avoiding action is given, the consideration will be given if practicable to the rules of the air, but pilot are nevertheless reminded that they are ultimately responsible for the prevention of collision.

3.4 The minimum horizontal radar separation are:

- a) 5 miles en-routes along airways, and
- b) 5 miles in the Bangkok CTR, Chiang Mai, Hat Yai Phuket Hua Hin and U-Taphao TMAs/CTRs.

3.5 Level assigned by the radar controller to pilot will provide a minimum terrain clearance according to the phase of flight.

3.6 Radar approach procedures will be provided within Chiang Mai, Hat Yai Phuket Hua Hin and U-Taphao TMAs/CTRs.

3.6.1 Inbound aircraft

3.6.1.1 Inbound on airway

Aircraft flying on the airways system will be cleared into the TMA/CTR without having to request a specific entry clearance.

3.6.1.2 Inbound other than on airway

Aircraft wishing to enter the TMA/ CTR are required to obtain permission at least 10 minutes before reaching the zone boundary, when they will be advised of the route to be followed consistent with the current traffic situation.

3.6.1.3 Initial approach procedures with radar control

- When inbound traffic is being sequenced by radar, the initial and intermediate approach procedures will be flown under directions from the approach radar controller and will consist of the part of the approach between the zone boundary or the terminal holding fix and the final approach path. When holding procedures are not in use, radar sequencing may commence before the terminal holding fix.
- Pilots should plan their flight profile in such a manner as to be able to achieve the minimum holding level at the holding point if so required.
- When an aircraft is under approach radar control, changes of heading or flight level/altitude will be made only on instructions from the radar controller, except in the case of radio communication failure in the aircraft or at the radar unit.
- Heading and flight levels/altitudes at which to leave the zone boundary or holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
- Speed control may be applied on a tactical basis to the extent determined necessary by the radar controller. Aircraft unable to conform to the speeds specified by the radar controller should inform ATC immediately and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustment as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
- In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for intermediate approach without radar control will be put into effect.

- 3.6.1.4 Initial approach procedures – without radar control
- When inbound traffic is not being sequenced by radar, aircraft will be cleared from the TMA zone boundary to carry out an instrument approach procedure appropriate for the landing direction.
- 3.6.2 Outbound Aircraft
- 3.6.2.1 Routes from the airport
- Routes may be varied at ATC discretion according to the prevailing traffic conditions.
 - Warning: Pilots are reminded to maintain adequate terrain clearance, except when being vectored under radar control, in which case the radar controller will ensure that adequate terrain clearance exists prior to issuing radar vectors.
 - For ATC purposes, outbound aircraft will normally be required to cross a certain point at or above the altitude assigned. Pilots who cannot comply with the necessary climb profile must inform ATC in good time (i.e. before departure) so that an alternative routing can be co-ordinated.
- 3.6.2.2 Visual reporting points
- To facilitate the integration of VFR flights within the controlled airspace, pilots may be required to join/leave the airspace via the specified visual reporting points.
 - For the benefit of pilots of VFR flight who prefer to determine their position by radio navigation aids rather than by visual pin-points, the visual reporting points are suitably defined in AIP-Thailand.
- 3.6.3 Missed approaches
- 3.6.3.1 As directed by ATC.
- 3.6.3.2 In the absence of instructions from ATC, the procedures are as in the published charts in AIP-Thailand.
- 3.6.4 Special VFR flight
- 3.6.4.1 Special VFR clearances for flights within the controlled airspace may be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for special VFR flights.
- 3.6.4.2 Aircraft may be given a radar service whilst within the zone if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable pilot to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with the relevant low flying restrictions of the rules of the air. For the pilots of fixed-wing aircraft, he must inform the radar controller if compliance with the above entails a change of heading or height.
- 3.6.4.3 Clearance for special VFR flight below minimum sector altitude cannot be given, unless at some specific radial or bearing which provides sufficient terrain clearance.
- 3.6.5 Holding point for radar service
- 3.6.5.1 Chiang Mai Terminal Control Area
- | | |
|--------------|--|
| Name | : LANNA (LNA) |
| Position | : 18 DME radial 210 CMA DVOR/DME
(18 30.4N 098 48.3E) |
| Lower Limit | : 6 000 feet QNH |
| Upper Limit | : 11 000 feet QNH |
| Holding Axis | : 030/210 (Inbound Track 030, Outbound Track 210) |
| Pattern | : 1 minute, left hand race-track pattern |
- 3.6.5.2 Hat Yai Terminal Control Area
- | | |
|-------------|--|
| Name | : KOYAW (KYN) |
| Position | : 20 DME radial 040 HTY DVOR/DME
(07 11.0N 100 36.7E) |
| Lower Limit | : 3 000 feet QNH |
| Upper Limit | : 7 000 feet QNH |

	Holding Axis	: 040/220 (Inbound Track 220, Outbound Track 040)
	Pattern	: 1 minute, right hand race-track pattern.
3.6.5.3	Phuket Terminal Control Area	
	Name	: KARON (KRN)
	Position	: 20 DME radial 200 PUT DVOR/DME (07 47.9N 098 11.6E)
	Lower Limit	: 3 000 feet QNH
	Upper Limit	: 11 000 feet QNH
	Holding Axis	: 200/020 (Inbound Track 020, Outbound Track 200)
	Pattern	: 1 minute, right hand race-track pattern.

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

4.6.3 10 NM radar separation between IFR and VFR aircraft.

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

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

5. Radio Failure

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

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

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

6. Radio Failure

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

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

SECONDARY SURVILLANCE RADAR

1. Operating Procedures

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

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

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

2. Emergency Procedures

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

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

3. Radio Communication Failure Procedures

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

VTCC AD 2.24 CHARTS RELATED TO THE AERODROME

	Page
Aerodrome Chart – ICAO	VTCC AD 2-21
Aircraft Parking/Docking Chart – ICAO	VTCC AD 2-23
Aerodrome Ground Movement Chart – ICAO	VTCC AD 2-25
Aerodrome Obstacle Chart – ICAO Type A-RWY 18/36	VTCC AD 2-27
Area Chart – ICAO	VTCC AD 2-29
Standard Instrument Departure Chart – RWY 18	VTCC AD 2-31
Standard Instrument Departure Chart – RWY 18	VTCC AD 2-32
Standard Instrument Departure Chart – RWY 36	VTCC AD 2-33
Standard Instrument Departure Chart – RWY 36	VTCC AD 2-34
Standard Departure Chart – Instrument - ICAO	VTCC AD 2-35
Standard Departure Chart – Instrument - ICAO	VTCC AD 2-36
Instrument Approach Chart - ICAO - RNAV(GNSS) RWY 36	VTCC AD 2-37
Instrument Approach Chart – ICAO – RWY 36 – VOR	VTCC AD 2-39
Instrument Approach Chart - ICAO - RNAV(GNSS) RWY 18	VTCC AD 2-41
Instrument Approach Chart – ICAO – RWY 36 – VOR / DME	VTCC AD 2-43
Instrument Approach Chart – ICAO – RWY 18/36 – VOR / DME	VTCC AD 2-44
Instrument Approach Chart – ICAO – RWY 36 – ILS or LLZ	VTCC AD 2-45

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AERODROME CHART - ICAO

18 46 17 N
98 57 46 E

ELEV 1036 ft

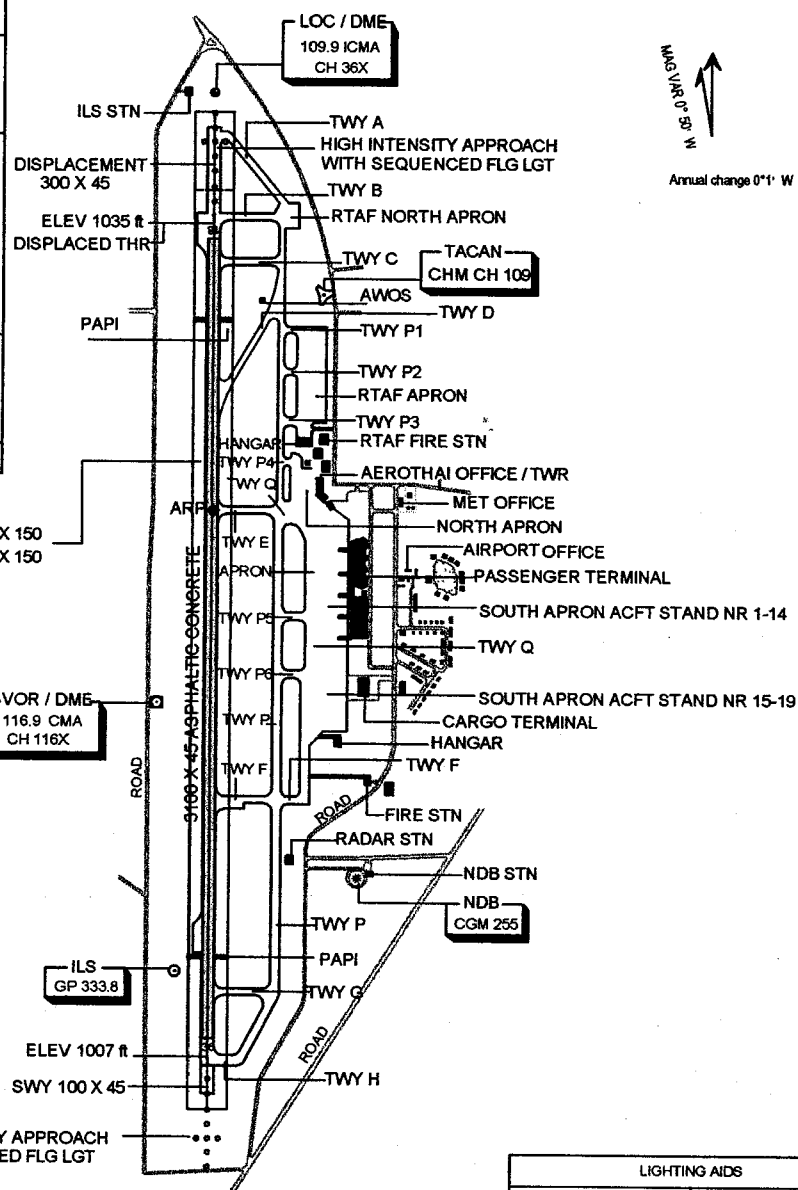
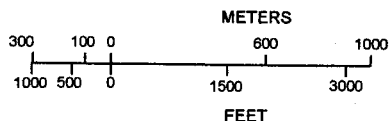
TWR 118.1

CHIANG MAI / Chiang Mai Intl

RWY	DIRECTION	THR	BEARING STRENGTH
18	180	18 46 51.81 N 98 57 46.51 E	PCN 59/F/A/X/T
36	360	18 45 10.95 N 98 57 46.26 E	
RWY EXTENSION (DISPLACEMENT AREA 300 m. BEFORE THR 18)			PCN 70/R/B/W/T
TAXIWAY A			PCN 70/R/B/W/T
TAXIWAY F,H,Q,P			PCN 88/R/D/X/T
RAPID EXIT TAXIWAY (TWY D)			PCN 85/F/C/Y/T
TAXIWAY B,C,E,G,P5,P6			PCN 59/F/A/X/T
NORTH APRON			PCN 29/R/D/Y/T
SOUTH APRON ACFT STAND NR 1-14			PCN 78/R/C/X/T
SOUTH APRON ACFT STAND NR 15-19			PCN 62/R/B/X/T
RTAF NORTH APRON			672 000 lbs

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC

RWY STRIP RWY 18 3620 X 150
RWY STRIP RWY 36 3320 X 150



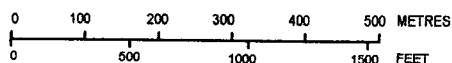
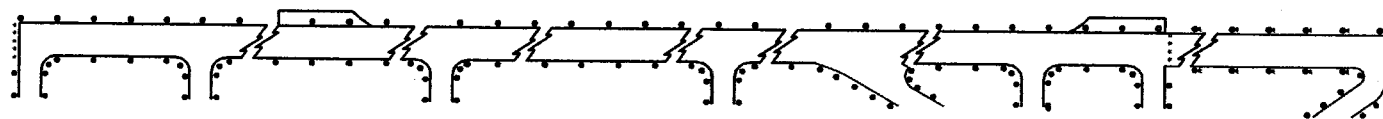
MAG VAR 0° 50' W
Annual change 0° 1' W

LIGHTING AIDS	
RWY EDGE LIGHT	○ WHITE ◐ RED ◑ UNIDIRECTIONAL
TWY EDGE LIGHT	● BLUE
THR/END LIGHT	● RED/GREEN ● BIDIRECTIONAL

MARKING AIDS RWY 18/36 AND EXIT TWY



LIGHTING AIDS RWY 18/36 AND EXIT TWY



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AIRCRAFT PARKING /
DOCKING CHART - ICAO

SOUTH APRON
ELEV 1020 ft

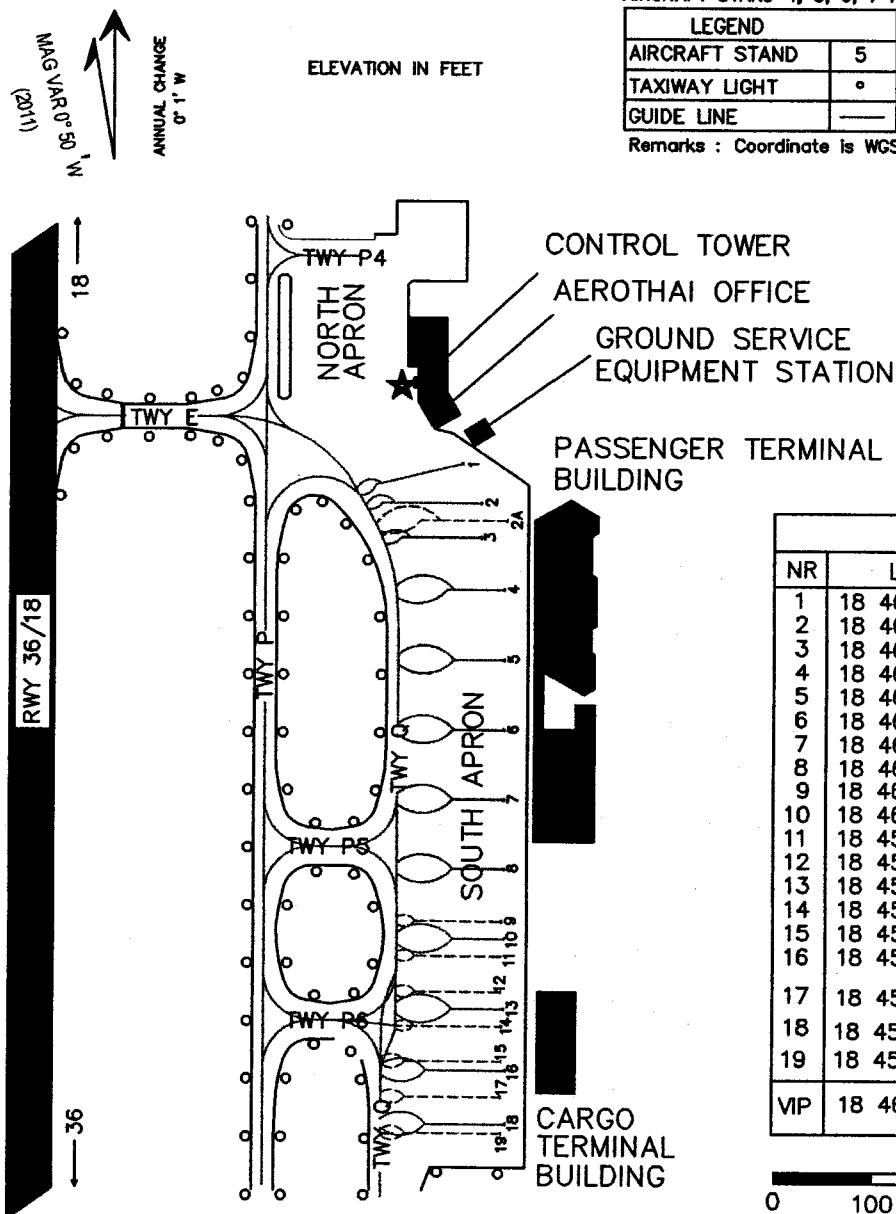
TWR 118.1
GND 121.9

CHIANG MAI
CHIANG MAI / INTL

AIRCRAFT STAND 4, 5, 6, 7 AND 8 SAFEGATE DOCKING SYSTEM EQUIPPED

LEGEND		TAXIWAY AND APRON BEARING
AIRCRAFT STAND	5	STRENGTH
TAXIWAY LIGHT	o	INS COORDINATES FOR ACFT STAND
GUIDE LINE	—	SEE VTCC AD 2-21

Remarks : Coordinate is WGS-84



AIRCRAFT STAND COORDINATES			
NR	LAT (N)	LONG (E)	UP TO
1	18 46 15.47	98 58 00.71	ATR72
2	18 46 14.58	98 58 01.60	B737
3	18 46 13.69	98 58 02.49	B737
4	18 46 11.21	98 58 02.76	B747-400
5	18 46 08.86	98 58 03.06	B747-400
6	18 46 06.50	98 58 03.00	B747
7	18 46 04.14	98 58 02.94	B747-400
8	18 46 02.39	98 58 02.87	B737
9	18 46 01.80	98 58 02.86	B747-400
10	18 46 01.21	98 58 02.86	B737
11	18 45 59.45	98 58 02.86	B737
12	18 45 58.86	98 58 02.85	B747-400
13	18 45 58.27	98 58 02.85	B737
14	18 45 57.68	98 58 02.85	B737
15	18 45 57.09	98 58 02.85	B747-400
16	18 45 56.50	98 58 02.85	B737
17	18 45 54.11	98 58 02.96	B737
18	18 45 53.21	98 58 02.98	A300
19	18 45 52.90	98 58 03.00	B737
VIP	18 46 34.70	98 57 59.55	

0 100 200 300 m

ARP 18°46'17"N 98°57'46"E

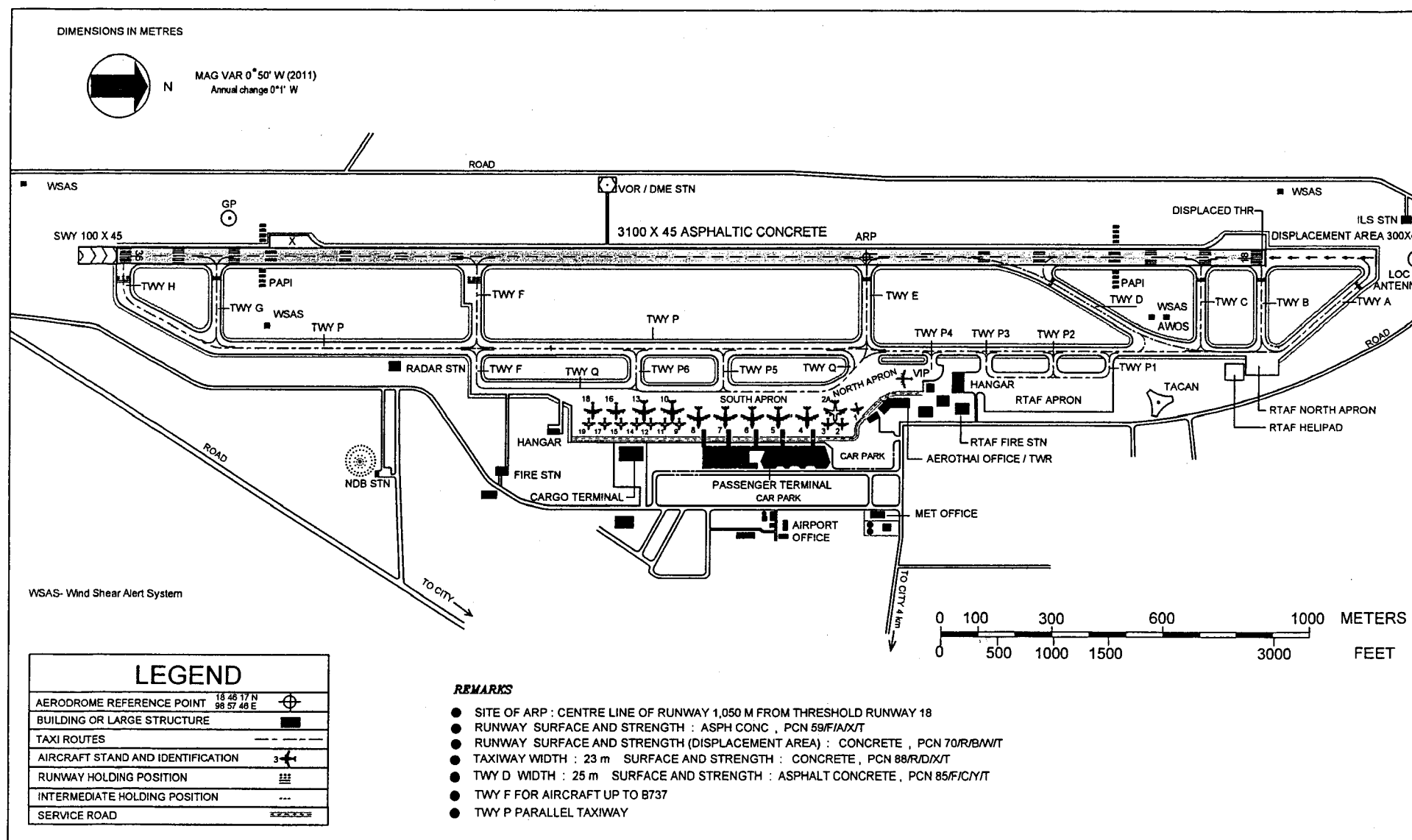
REMARKS

- SOUTH APRON ACFT STAND NR 1-14 SURFACE AND STRENGTH : CONCRETE , PCN 78/R/C/X/T
- SOUTH APRON ACFT STAND NR 15-19 SURFACE AND STRENGTH : CONCRETE , PCN 62/R/B/X/T
- ACFT STAND NR 4, 5, 6, 7 AND 8 AVBL WITH SINGLE-END PASSENGER LOADING BRIDGES.
- ACFT STAND NR 4, 5, 6, 7 AND 8 AVBL WITH SAFE GATE DOCKING SYSTEM
- ACFT STAND NR 2-19 AVBL WITH FUEL HYDRANT SYSTEM (JET A-1)

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AERODROME GROUND MOVEMENT CHART

Chiangmai International Airport



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AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

Chiangmai International Airport

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 0° 50' W (2011)

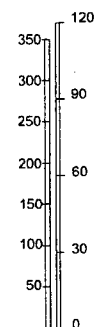
Annual Change 0° 1' W

RWY 18 / 36

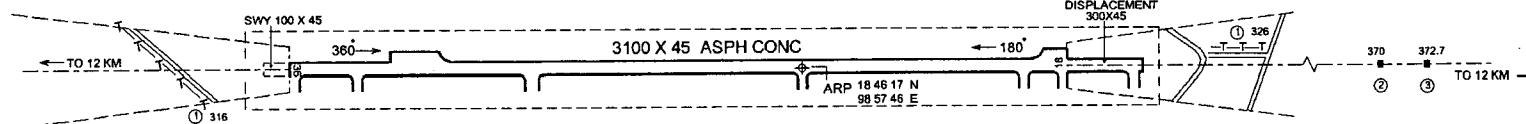
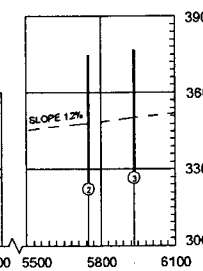
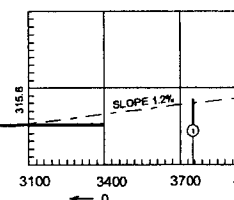
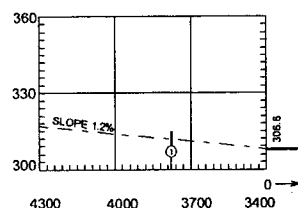
DECLARED DISTANCES

RWY 18		RWY 36
3400	TAKE-OFF RUN AVAILABLE	3100
3400	TAKE-OFF DISTANCE AVAILABLE	3100
3500	ACCELERATE STOP DISTANCE AVAILABLE	3100
3100	LANDING DISTANCE AVAILABLE	3100

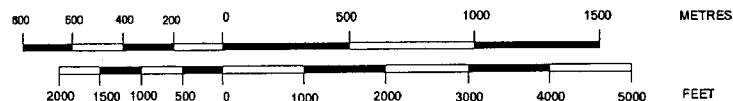
FEET METRES



VERTICAL
SCALE
1 : 2 000



HORIZONTAL SCALE 1 : 20 000



LEGEND

IDENTIFICATION NUMBER	②
ROAD	==
HIGHT TENSION LINE	-T-T-
BUILDING OR LARGE STRUCTURE	■

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VTCT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiway centre-line are painted in yellow and illuminated guidance signs are provided at various intersections. TWY edge and TWY holding position are provided. Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. RLG Docking System at aircraft Stand number 2 and 3
2	RWY and TWY markings and LGT	RWY marking : RWY Designation, THR, TDZ, Centre-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	Nil
4	Remarks	See AIP Page VTCT AD 2-15

VTCT AD 2.10 AERODROME OBSTACLES

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

VTCT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

VTCT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE 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
03	030	3 000x45	84/F/D/X/T Asphalt	195625.75N 0995233.51E	390.23 M (1280 FT AMSL)
21	210	3 000x45	84/F/D/X/T Asphalt	195751.10N 0995323.57E	388.77 M (1275 FT AMSL)
Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
-0.05%	60x60	-	3240x300	-	-
+0.05%	60x60	-	3240x300	-	-

VTCT AD 2.13 DECLARED DISTANCES

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

VTCT AD 2.14 APPROACH AND RUNWAY LIGHTING

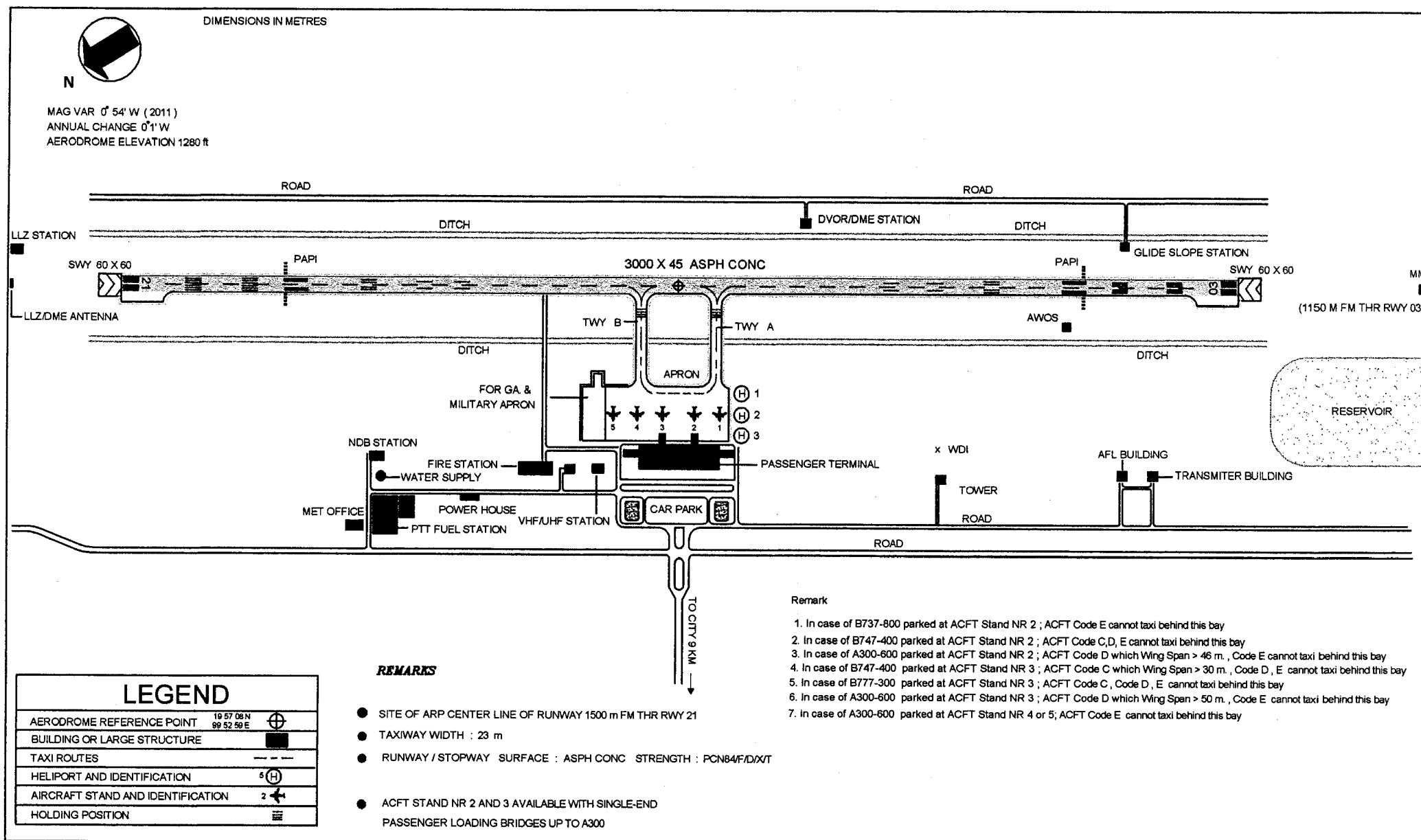
RWY Designator	APCH LGT type LEN INTST	THRLG colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Cat I 900 M LIH	GREEN GREEN	PAPI Left 3° Right 3° (65.16 ft)	Nil	Nil	3000 M 60 M White LIH	Red	Red	Nil
21	SALS 420 M LIH	GREEN GREEN	PAPI Left 3° Right 3° (60.66 ft)	Nil	Nil	3000 M 60 M White LIH	Red	Red	Nil

VTCT AD 2.24 CHARTS RELATED TO AN AERODROME

	Page
Aerodrome Chart - ICAO	VTCT AD 2-11
Aircraft Parking/Docking Chart - ICAO	VTCT AO 2-13
Aerodrome Ground Movement Chart - ICAO	VTCT AD 2-15
Aerodrome Obstacle Chart - ICAO - Type A - RWY 03/21	VTCT AD 2-17
Standard Instrument Departure (SID) - RWY 03	VTCT AD 2-19
Standard Instrument Departure (SID) - RWY 21	VTCT AD 2-20
Instrument Approach Chart - ICAO - RWY 03 - NDB / DME	VTCT AD 2-21
Instrument Approach Chart - ICAO - RWY 03 - DVOR / DME	VTCT AD 2-23
Instrument Approach Chart - ICAO - RWY 03 - ILS / DME	VTCT AD 2-25

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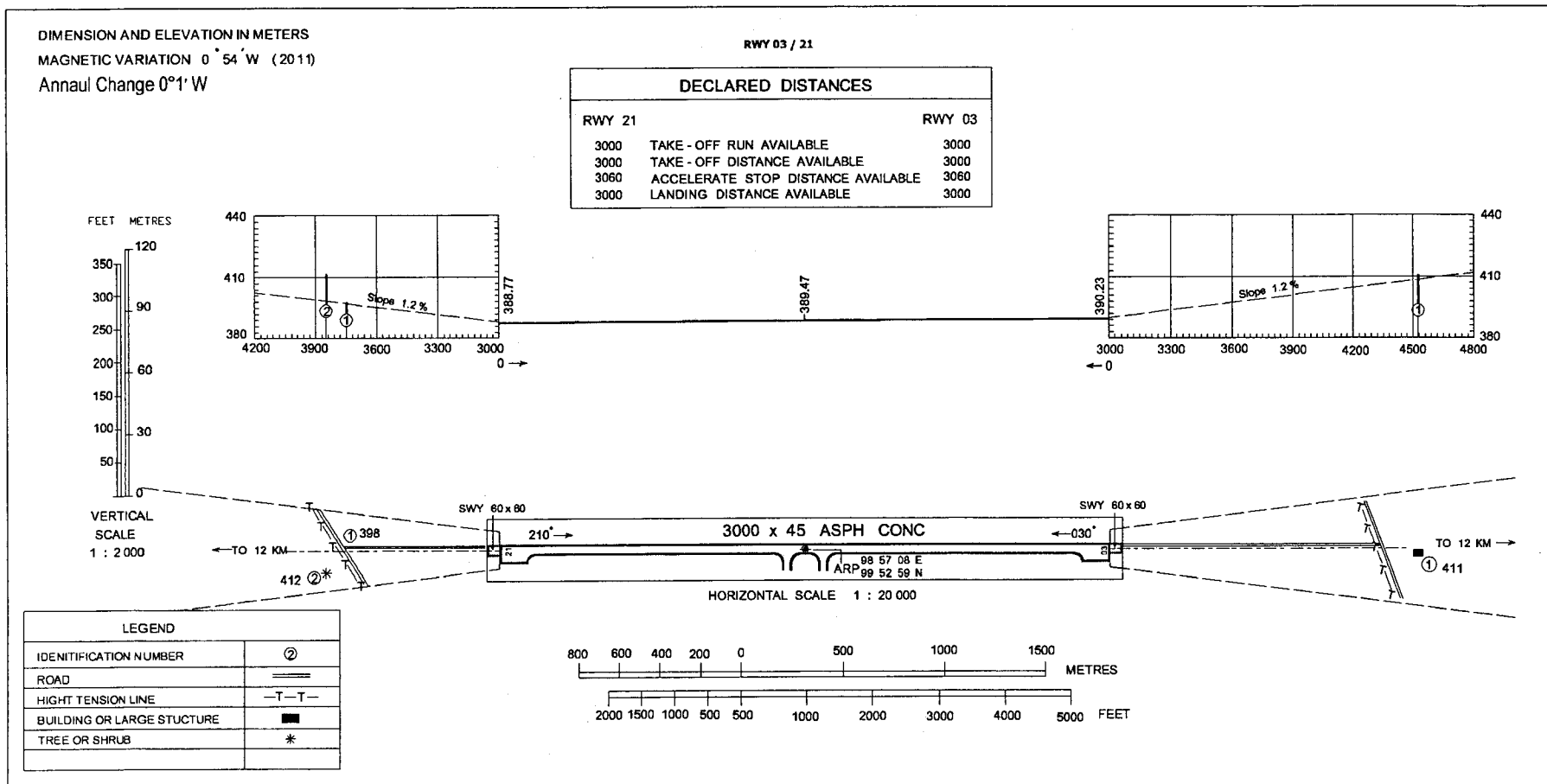
Mae Fah Laung-Chiang Rai International Airport / Aerodrome Ground Movement Chart



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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

Mae Fah Luang-Chiang Rai International Airport



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VTSP AD 2. AERODROMES

VTSP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSP - PHUKET / PHUKET INTERNATIONAL AIRPORT

VTSP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	08 06 45 N 98 18 33 E Centre of runway 660 m from THR RWY 09
2	Direction and distance from (city)	32 km (NW)
3	Elevation/Reference temperature	25 m (82 ft) 33°C
4	Geoid undulation at AD ELEV PSN	Nil
5	MAG VAR/Annual change	0° 37' W (2011) / 0° 0' W
6	AD Administration, address, telephone, telefax, telex, AFS	Phuket International Airport Airport of Thailand Public Company Limited Phuket 83111, Thailand Tel. 66-0-7632-7230-7 Fax. 66-0-7632-7478 AFS : VTSPYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

VTSP AD 2.3 OPERATIONAL HOURS

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

VTSP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Thai Airways International Public Co.,Ltd. / TAGS
2	Fuel/oil types	JET A-1, AVGAS 100LL : Hydrant System
3	Fuelling facilities/capacity	Refuel Jet A-1 : Tank TTL 1,400,000 LTRS Jet A-1 : 2 Trailers TTL 24,000 LTRS AVGAS 100LL : 1 Tank TTL 3,000 LTRS AVGAS 100LL : 1 Trailer TTL 3,000 LTRS
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	In case of private flight, ground handling agent shall be provided a) THAI Airways International Public Co.,Ltd. Tel. +66 (0) 7635 1725, +66 (0) 8754 4447 b) BAGS Tel. +66 (0) 7635 1725, +66 (0) 8754 4447

VTSP AD 2.5 PASSENGER FACILITIES

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

VTSP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTSP AD 2.7 SEASONAL AVAILABILITY – CLEARING

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

VTSP AD 2.24 CHARTS RELATED TO AN AERODROME

	Page
Aerodrome Chart- ICAO	VTSP AD 2-23
Aircraft Parking/Docking Chart - ICAO	VTSP AD 2-25
Aerodrome Ground Movement Chart - ICAO	VTSP AD 2-27
Aerodrome Obstacle Chart - ICAO - Type A - RWY 09/27	VTSP AD 2-29
Aerodrome Obstacle Chart – ICAO –Type B-RWY 09/27	VTSP AD 2-31
Standard Instrument Departure Chart – RWY 09	VTSP AD 2-33
Standard Instrument Departure Chart – RWY 27	VTSP AD 2-34
Standard Instrument Departure Chart – RWY 09/27	VTSP AD 2-35
Instrument Approach Chart - ICAO - RWY 09 – VOR Y	VTSP AD 2-37
Instrument Approach Chart - ICAO - RWY 27 – VOR Y	VTSP AD 2-38
Instrument Approach Chart - ICAO - RWY 09 – VOR Z	VTSP AD 2-39
Instrument Approach Chart - ICAO - RWY 27 – VOR Z	VTSP AD 2-40
Instrument Approach Chart - ICAO - RWY 27 – ILS/DME	VTSP AD 2-41
Instrument Approach Chart - ICAO - RNAV(GNSS) RWY 09	VTSP AD 2-43
Instrument Approach Chart - ICAO - RNAV(GNSS) RWY 27	VTSP AD 2-45

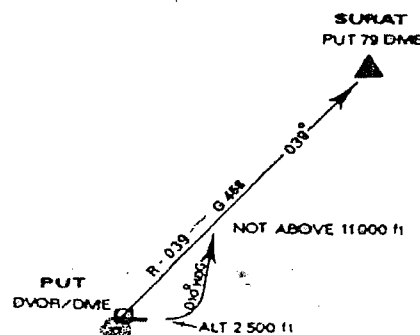
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STANDARD INSTRUMENT DEPARTURE (SID) PHUKET INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 09

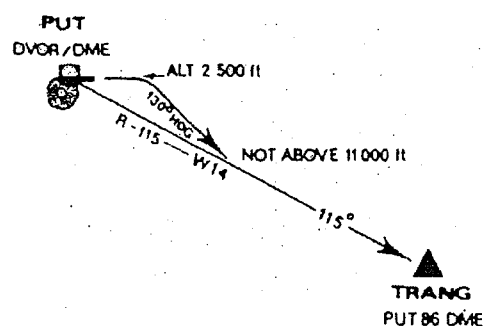
SURAT ONE ALFA (STN 1 A)

Departure gradient 4.3% Take off, climb runway heading until 2 500 ft or above. Then turn left heading 010° to intercept and proceed on PUT R-039 not above 11 000 ft. Expect radar control. Contact Phuket Approach on 124.7,284.0 MHz after take-off.



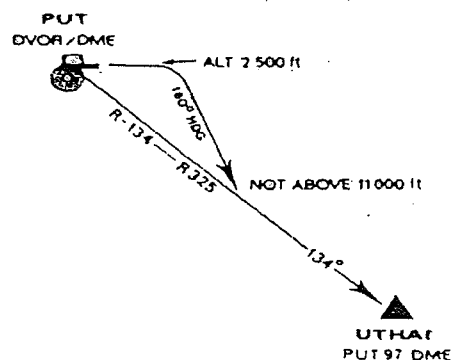
TRANG ONE ALFA (TRN 1 A)

Departure gradient 4.3% Take off, climb runway heading until 2 500 ft or above. Then turn right heading 130° to intercept and proceed on PUT R-115 not above 11 000 ft. Expect radar control. Contact Phuket Approach on 124.7,284.0 MHz after take-off.



UTHAI ONE ALFA (UTHAI 1 A)

Departure gradient 4.3% Take off, climb runway heading until 2 500 ft or above. Then turn right heading 160° to intercept and proceed on PUT R-134 not above 11 000 ft. Expect radar control. Contact Phuket Approach on 124.7,284.0 MHz after take-off.

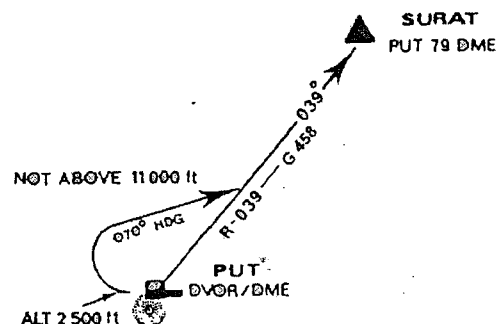


STANDARD INSTRUMENT DEPARTURE (SID) PHUKET INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 27

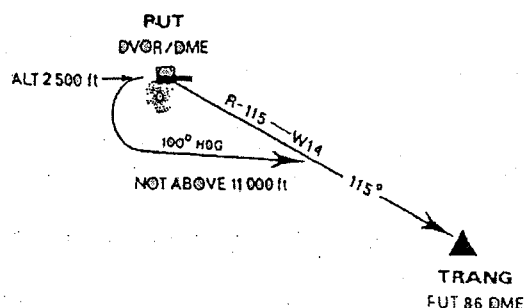
SURAT ONE BRAVO (STN 1 B)

Take off, climb runway heading until 2 500 ft or above. Then turn right heading 070° to intercept and proceed on PUT R-039 not above 11 000 ft. Expect radar control. Contact Phuket Approach on 124.7,284.0 MHz after take-off.



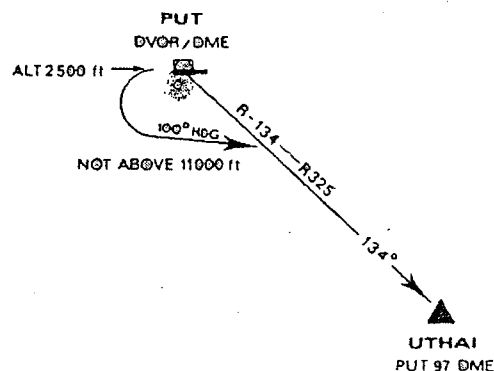
TRANG ONE BRAVO (TRN 1 B)

Take off, climb runway heading until 2 500 ft or above. Then turn left heading 100° to intercept and proceed on PUT R-115 not above 11 000 ft. Expect radar control. Contact Phuket Approach on 124.7,284.0 MHz after take-off.



UTHAI ONE BRAVO (UTHAI 1 B)

Take off, climb runway heading until 2 500 ft or above. Then turn left heading 100° to intercept and proceed on PUT R-134 not above 11 000 ft. Expect radar control. Contact Phuket Approach on 124.7,284.0 MHz after take-off.

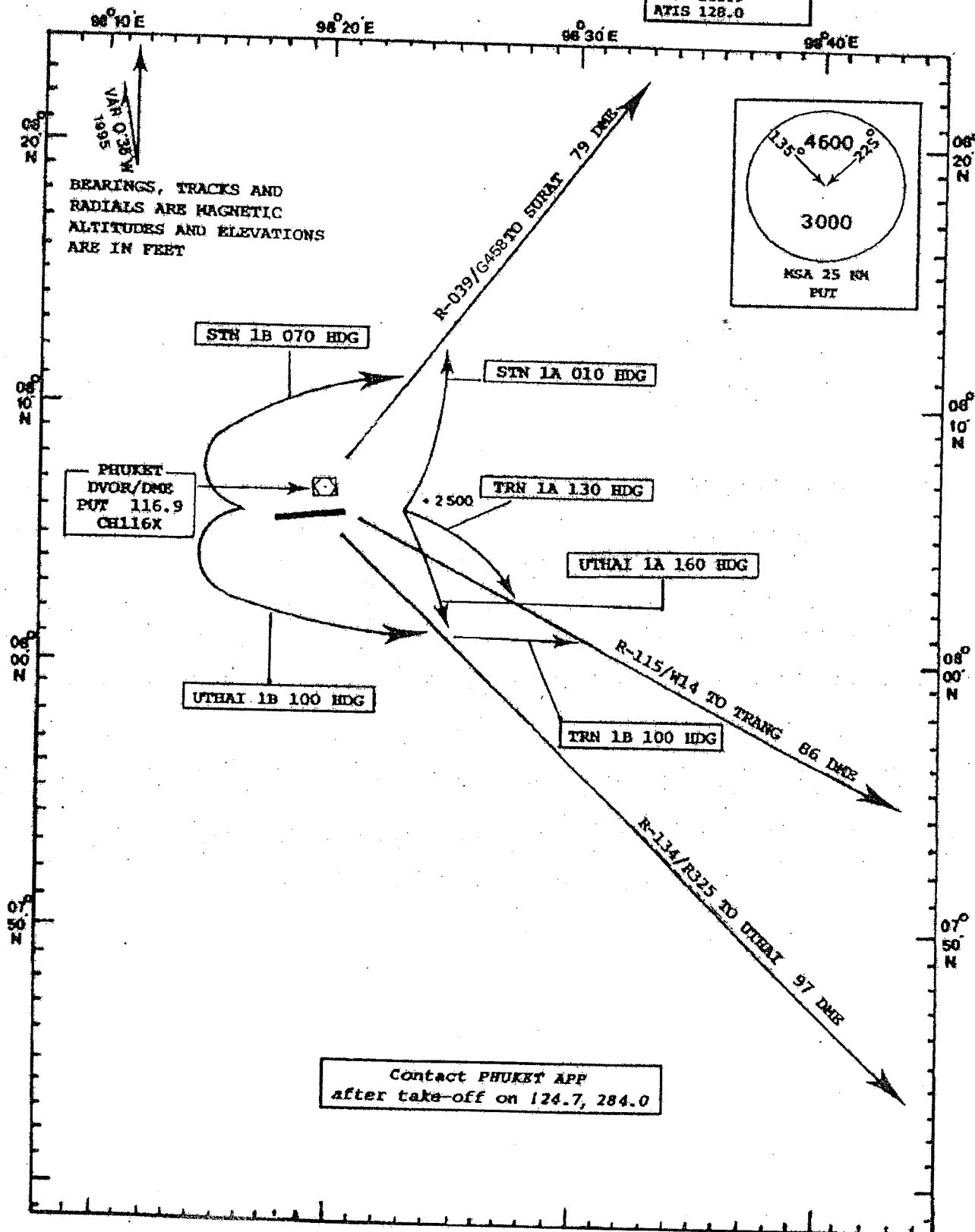


STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 ft

TWR 118.1 236.6
APP 124.7 284.0
GND 121.9
ATIS 128.0

PHUKET
RWY 09-27



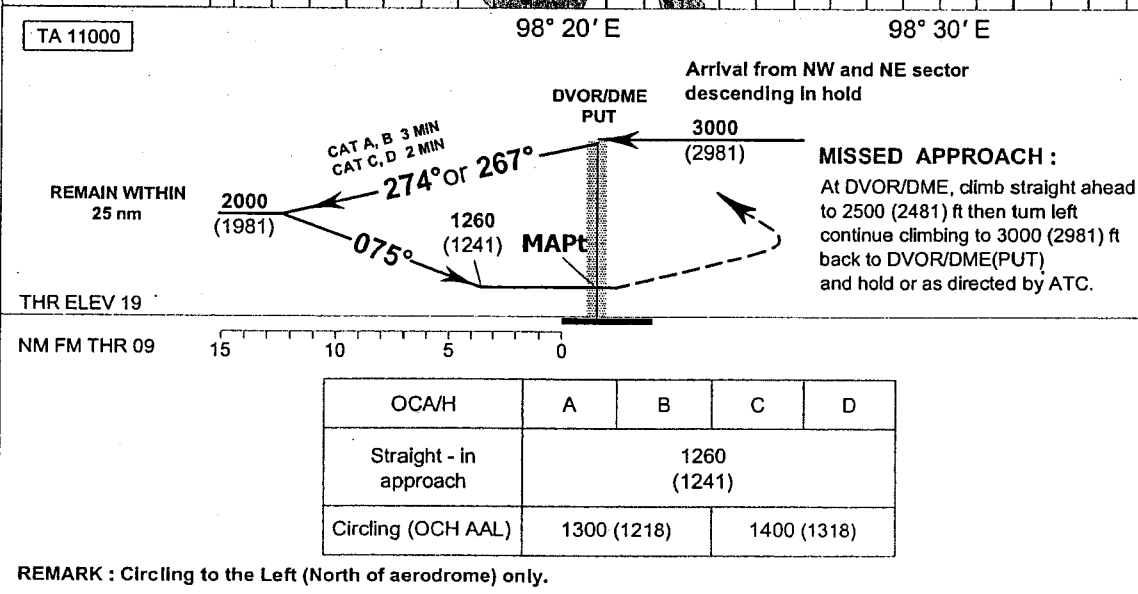
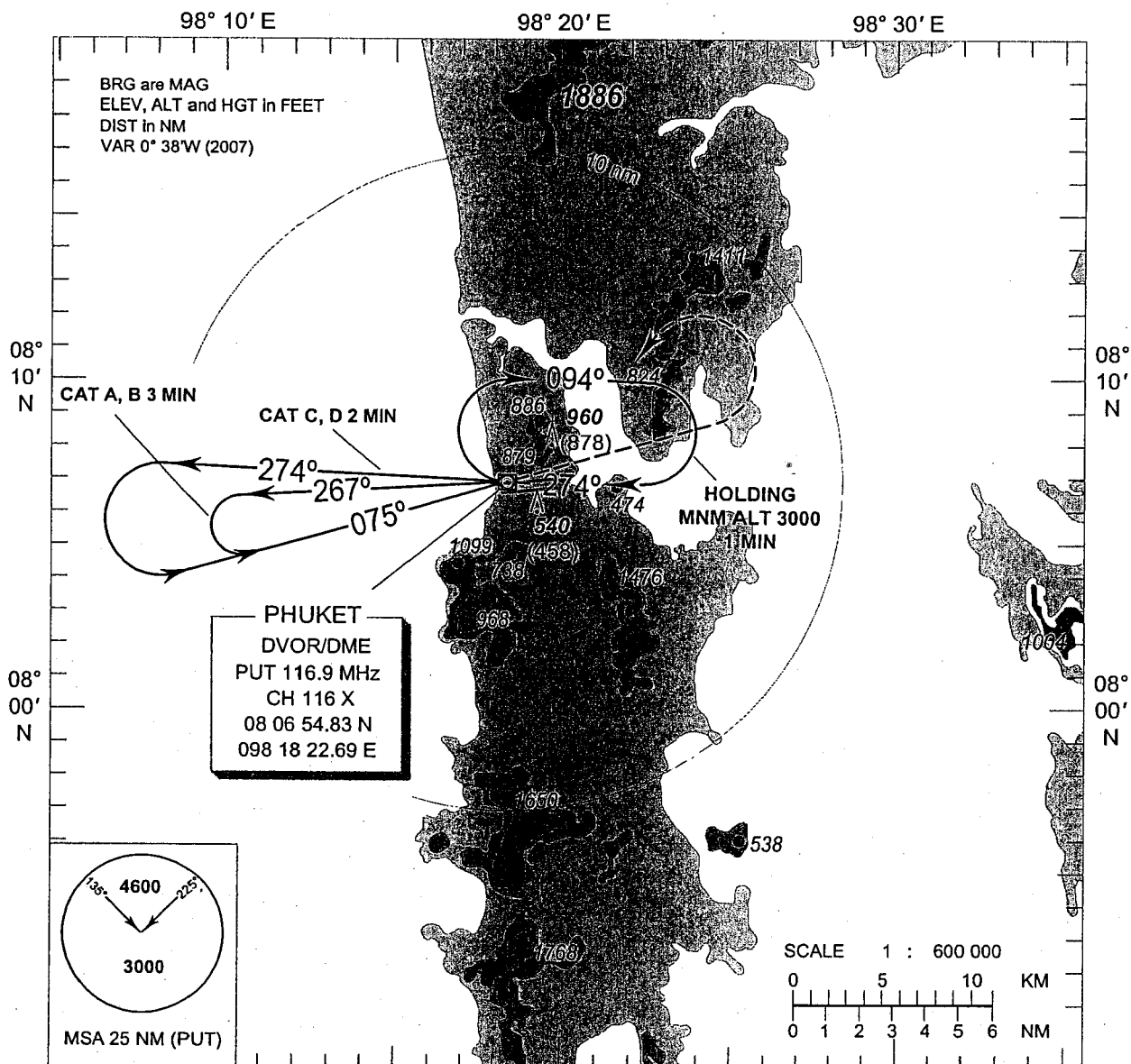
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INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 82 ft
HEIGHTS RELATED TO
THR RWY 09 ELEV 19 ft

APP : 124.7, 284.0
TWR : 118.1, 236.6

PHUKET / Phuket Intl (VTSP)

VOR Y RWY 09

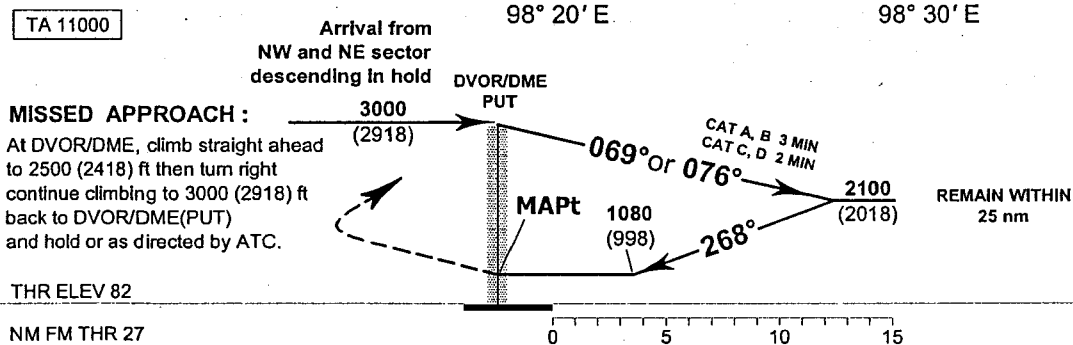
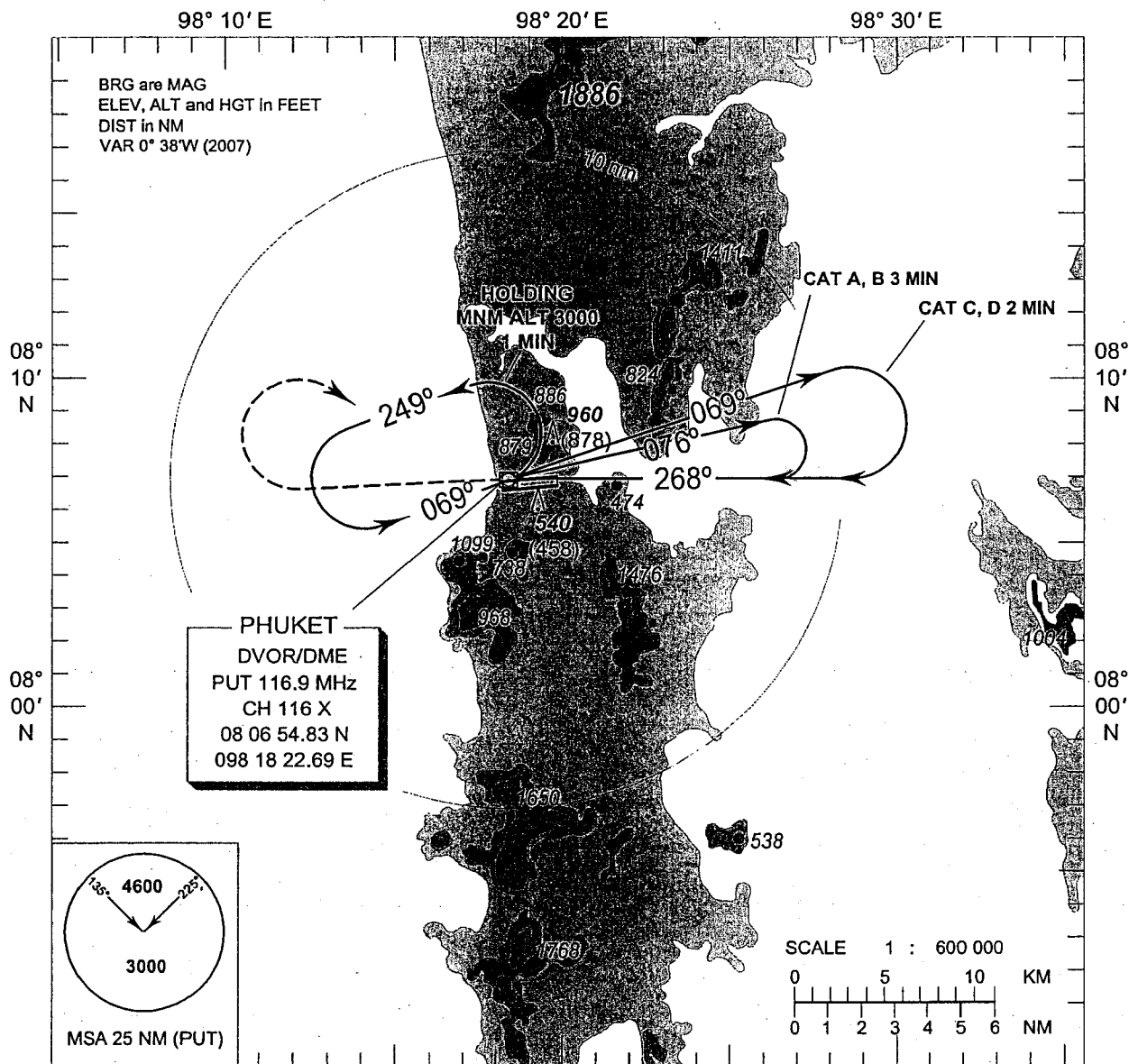


INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 82 ft
HEIGHTS RELATED TO
AERODROME ELEV.

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket Intl (VTSP)

VOR Y RWY 27

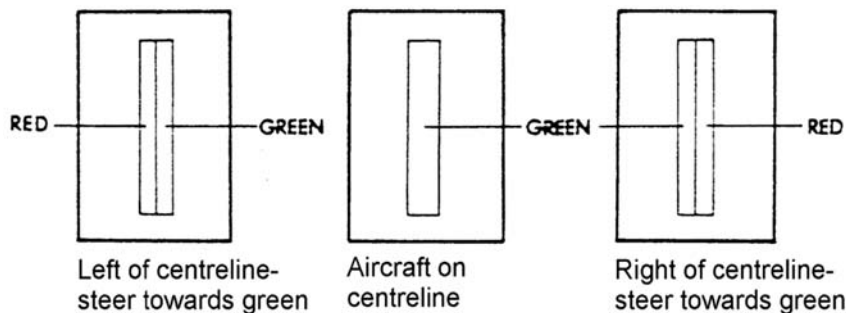


OCA/H	A	B	C	D
Straight - in approach	1080 (998)			
Circling (OCH AAL)	1300 (1218)		1400 (1318)	

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

2.9 CENTRE LINE GUIDANCE-BOTTOM HOUSING NEON TUBES.

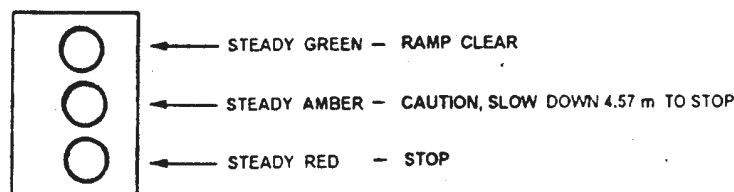
- a) Look at bottom housing and interpret vertical neon light as show:



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

2.10 STOPPING GUIDANCE.

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



3. ALLOCATION OF AIRCRAFT PARKING BAYS.

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

4. AIRCRAFT MARSHALLING AND TOWING SERVICES.

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

5. TAXIING PROCEDURES

Due to the minimum separation distance between runway centre line and centre line of parallel TWY A and TWY J (military use) are 120 m and 150 m respectively. Taxiway A and J not available to other aircraft when aircraft with code C, D or E take off or landing on the runway, due to the distances between the runway centre line and taxiway centre lines are less than the required minimum of 182.5 Metres.

5.1 Arriving Aircraft

- 5.1.1 Aircraft entering the aprons are to follow closely to the taxiing and apron centre-line so as to avoid reducing safety distance between them and parking aircraft.

5.2 Departing Aircraft

- 5.2.1 When start-up clearance is issued by ATC, and then pushed out onto apron centre-line.

VTSS 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 45M 065624N1002338E Marked/LGT		

VTSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hat Yai
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF Preparation Periods of validity	Songkhla/Hat yai, Chumpon, Surat Thani, Nakhon Sri Thamarat, Samui, Pattani, Narathiwat 24 HR
4	Type of landing forecast Interval of issuance	TREND 2 HR
5	Briefing/consultation provided	Personal Consultation,telephone,internet
6	Flight documentation Language (s) used	Charts,abbreviated plain language text English
7	Charts and other information available for briefing or consultation	S,U85,U70,U50,P85,P70,P50,P30,P20 SWH,SWL
8	Supplementary equipment available for providing information	WXR,APT
9	ATS units provided with information	Hat Yai TWR Hat Yai APP
10	Additional information (Limitation of service, etc.)	Nil

VTSS AD 2.24 CHARTS RELATED TO AN AERODROME

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

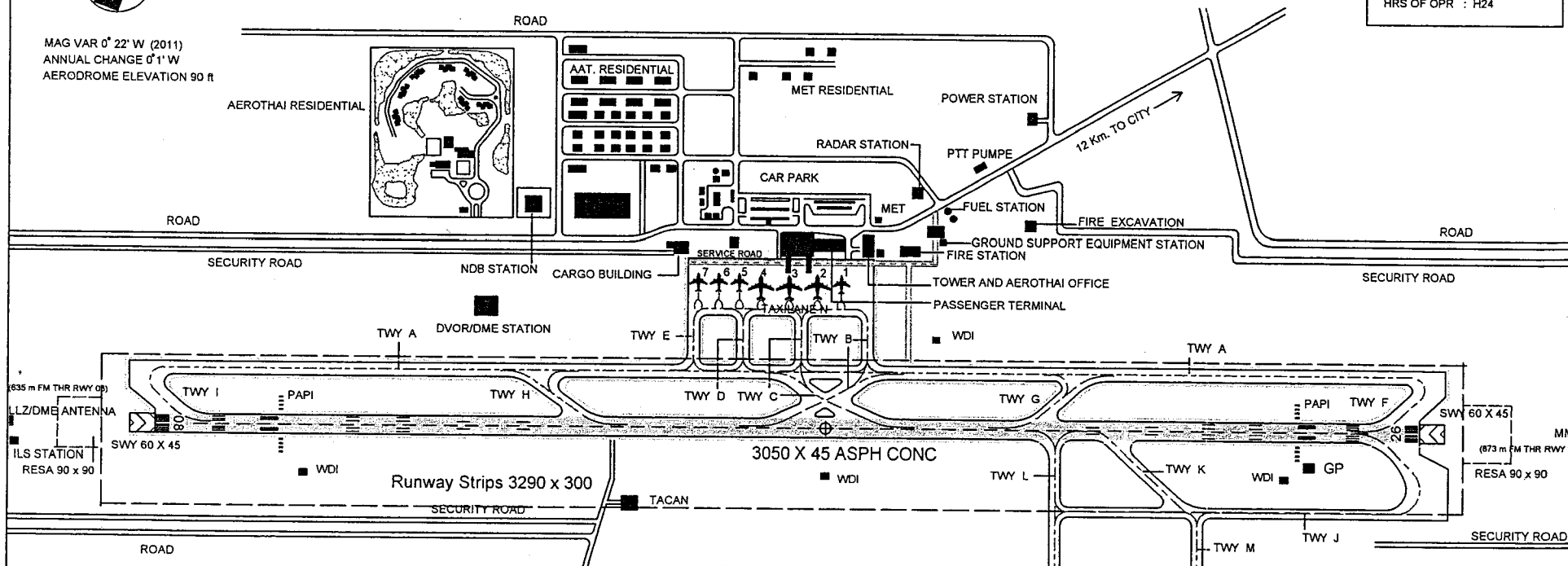
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DIMENSIONS IN METRES



MAG VAR 0° 22' W (2011)
ANNUAL CHANGE 0° 1' W
AERODROME ELEVATION 90 ft

TWR : 118.1, 275.8
APP : 126.7, 301.5
GND : 121.9, 257.8
EMERGENCY : 121.5, 243.0
ATIS : 128.8
HRS OF OPR : H24



REMARKS

- SITE OF ARP : CENTRE LINE OF RUNWAY 1,600 m FROM THRESHOLD RUNWAY 08
 - TAXIWAY WIDTH : A 23 m. B,C,D 26 m. E 30 m. F,I 27 m. G,H 24 m., TAXIWAY J,K,L,M FOR MILITARY USE
CONCRETE / ASPHALT SURFACE, PCN 60/R/C/X/T, PCN 60/F/C/X/T
 - APRON SURFACE / STRENGTH : CONCRETE / PCN 60/R/C/X/T
 - AIRCRAFT STAND NR 1 FOR ACFT UP TO A300
 - AIRCRAFT STAND NR 2, 3, 4 FOR ACFT UP TO B747-400
 - AIRCRAFT STAND NR 5,6,7 FOR ACFT UP TO B737
 - AIRCRAFT STAND NR 2 and 3 PASSENGER-LOADING BRIDGES AVAILABLE.
 - TAXIWAY A AND J NOT AVAILABLE TO OTHER AIRCRAFT WHEN AIRCRAFT WITH CODE LETTER C, D OR E TAKE-OFF OR LANDING ON THE RUNWAY, DUE TO THE DISTANCE BETWEEN THE
RUNWAY CENTRE LINE AND THE TAXIWAY CENTRE LINES ARE LESS THAN THE REQUIRED MINIMUM OF 182.5 METERS
 - TAXILANE N NOT AVAILABLE FOR AIRCRAFT CODE E TAXI BEHIND AIRCRAFT STAND NR 2,3,4 WHEN AIRCRAFT CODE E PARKED AT STAND NR 2,3,4

LEGEND	
AERODROME REFERENCE POINT	06 55 58 N 100 23 42 E
BUILDING OR LARGE STRUCTURE	
TAXI ROUTES	-----
AIRCRAFT STAND AND IDENTIFICATION	3 
HOLDING POSITION	

SCALE 1 : 10 000

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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 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
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
-0.4% 0% +0.5% +0.8% 0% (1050m 1575m 2250m 2750m 3000m)		60x60	Nil	3240x300	Concrete drainage channels are located in the Runway strips, parallel to and at 120 m. offset from the Runway centerlines.	
0% -0.8% -0.5% 0% +0.4% (250m 750m 1425m 1950m 3000m)		60x60	Nil	3240x300		

VTBO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

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

VTBO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	N/A
2	RWY and TWY markings and LGT	RWY : Marking and lighting
3	Stop bars	N/A
4	Remarks	No TWY

VTBO AD 2.10 AERODROME OBSTACLES

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

VTBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

VTBO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
05	051.28°	1800x45	PCN 12/F/B/Y/U ASPH/CONC	121612.65N 1021848.46E (WGS-84)	THR 32.15 m	
23	231.28°	1800x45	PCN 12/F/B/Y/U ASPH/CONC	121649.30N 1021934.94E (WGS-84)	THR 18.73 m	
Slope of REW-SWY		SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7		8	9	10	11	12
-0.80%-0.40% (1550, 250)		-	60 x150	1920x150	-	-
+0.40%+0.80% (250, 1550)		-	60 x 150	1920x150	-	-

VTSC AD 2.24 CHARTS RELATED TO AN AERODROME

	Page	
Aerodrome Chart- ICAO	VTSC AD 2-7	←
Instrument Approach Chart - ICAO - RWY 20 - VOR	VTSC AD 2-11	←
Instrument Approach Chart - ICAO - RWY 20 - VOR/DME	VTSC AD 2-15	←
Instrument Approach Chart - ICAO – RWY 02/20(2)-VOR/DME	VTSC AD 2-19	

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VTSM AD 2.24 CHARTS RELATED TO AN AERODROME

	Page
Aerodrome Chart - ICAO	VTSM AD 2-11
Aerodrome Ground Movement Chart - ICAO	VTSM AD 2-13
Aerodrome Obstacle Chart - ICAO - Type A (for each runway)	VTSM AD 2-15
Instrument Approach Chart - ICAO VOR RWY 17 CAT A, B	VTSM AD 2-17
Instrument Approach Chart - ICAO VOR A RWY 17 CAT A, B	VTSM AD 2-19
Instrument Approach Chart - ICAO VOR RWY 35 CAT A, B	VTSM AD 2-21
Instrument Approach Chart - ICAO RNAV (GNSS) RWY 17 CAT A, B	VTSM AD 2-23
Instrument Approach Chart - ICAO RNAV (GNSS) RWY 35 CAT A, B	VTSM AD 2-27

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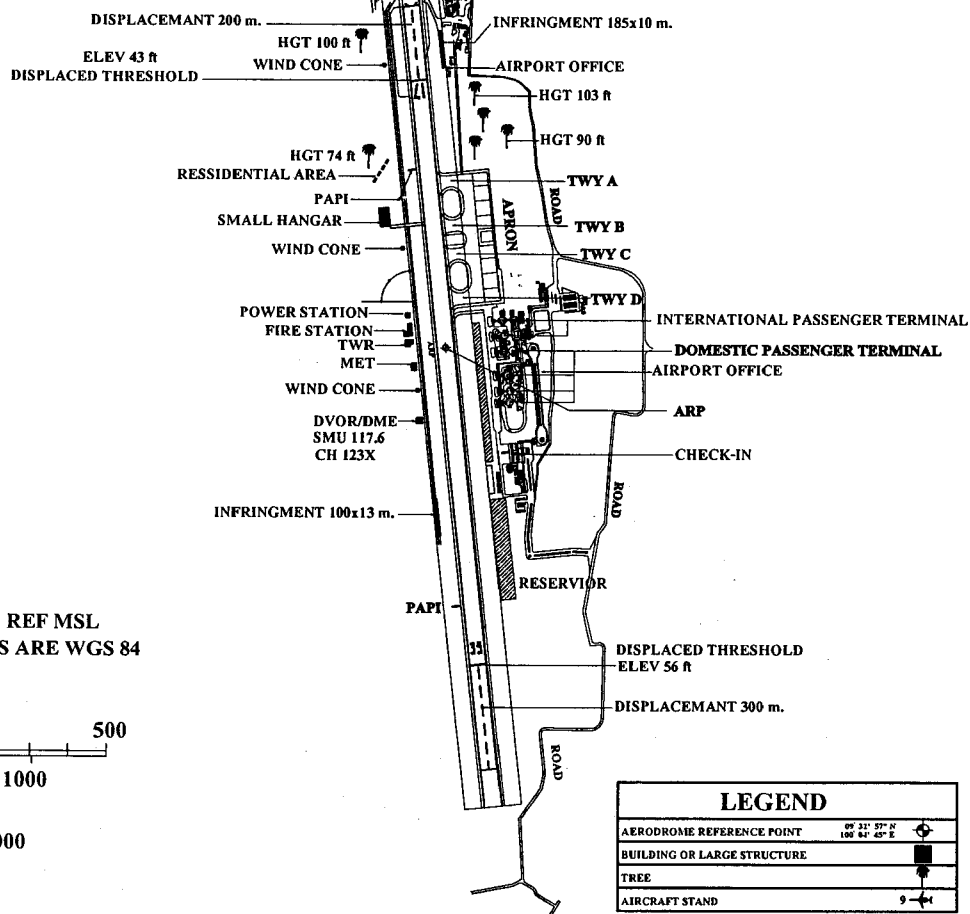
Aerodrome Chart - ICAO

09 32 57 N
100 03 45 EELEV 64 ft
(19.50 m.)

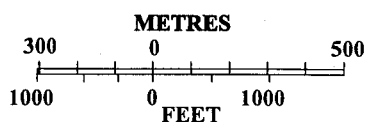
TWR 118.9

Surat Thani / Samui Airport

RWY	DIRECTION	THR	BEARING RTRENGTH
17	174	09 33 19.40 N 100 03 42.26 E	PCN 38 F/B/W/T
35	354	09 32 27.55 N 100 03 49.31 E	
APRON			42R/D/X/T

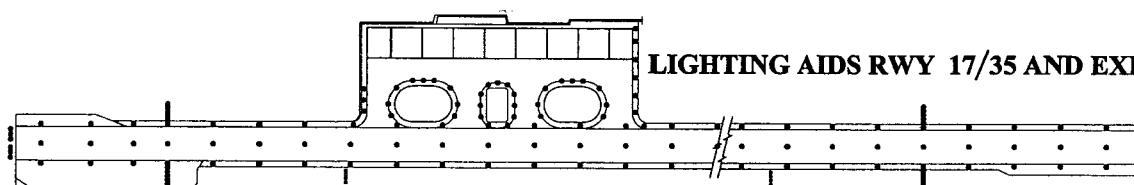
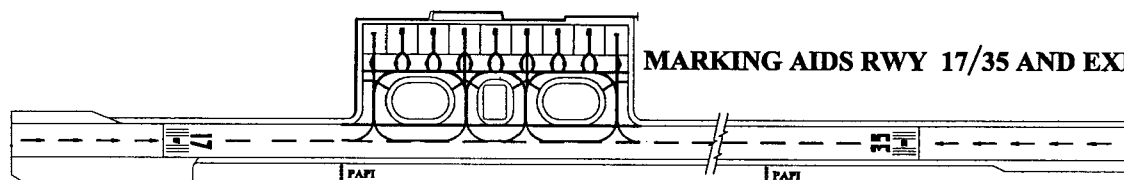
ELEVATION IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETICVAR 0°30' W
2011

ANNUAL RATE OF CHANGE 0° 1' W

REMARK/ ALL HEIGHTS REF MSL
COORDINATES ARE WGS 84

SCALE 1 : 20,000

LEGEND	
AERODROME REFERENCE POINT	09° 32' 57" N 100° 03' 45" E
BUILDING OR LARGE STRUCTURE	
TREE	
AIRCRAFT STAND	9



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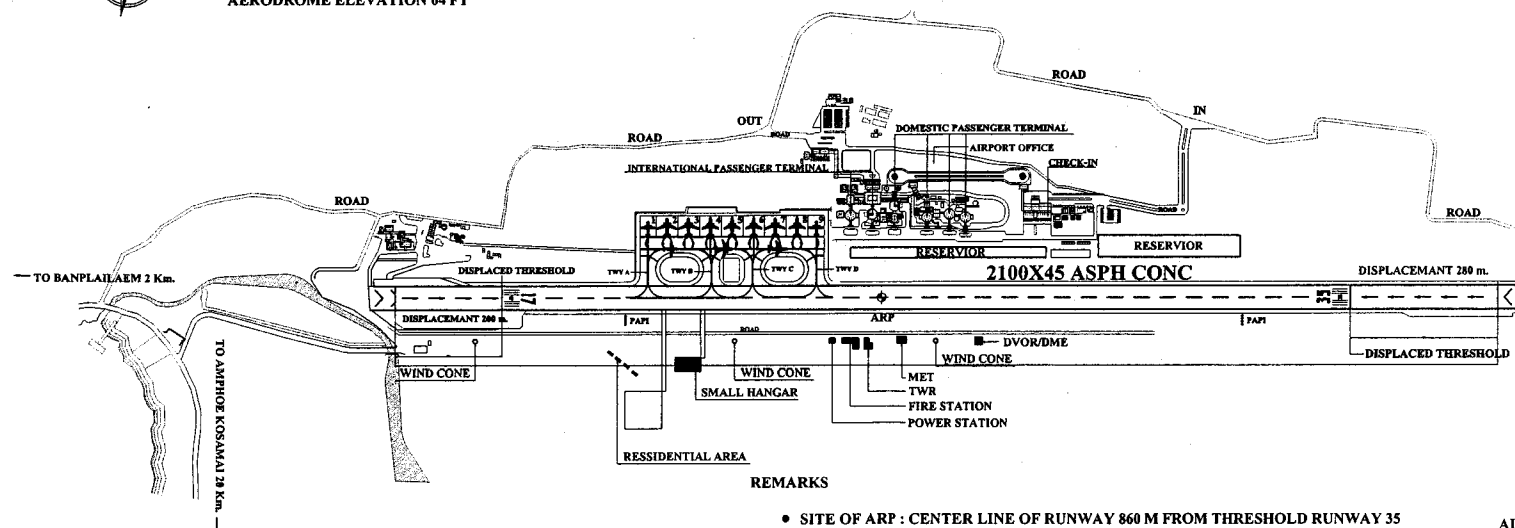
Aerodrome Ground Movement Chart - ICAO

Surat Thani / Samui Airport

DIMENSIONS IN METRES



MAG VAR 0° 30' W (2011)
ANNUAL CHANGE 0° 1' W
AERODROME ELEVATION 64 FT



REMARKS

- SITE OF ARP : CENTER LINE OF RUNWAY 860 M FROM THRESHOLD RUNWAY 35
- RUNWAY : SURFACE / STRENGTH : ASPHALTIC CONCRETE / PCN 38/F/B/W/T
- TAXIWAY WIDTH : A , B , C AND D 30 M, SURFACE : CONCRETE, STRENGTH: PCN 42R/D/X/T
- APRON SURFACE : CONCRETE, STRENGTH : PCN 42R/D/X/T
- AIRCRAFT STAND NR.1,2,3,4,5,6,7,8,9

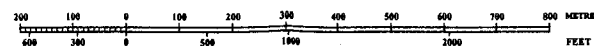
AIRCRAFT STAND COORDINATES

NR	LAT	LONG
1	09° 33' 10.81"	100° 03' 47.76"
2	09° 33' 09.64"	100° 03' 47.88"
3	09° 33' 08.32"	100° 03' 48.01"
4	09° 33' 07.00"	100° 03' 48.13"
5	09° 33' 05.68"	100° 03' 48.26"
6	09° 33' 04.36"	100° 03' 48.39"
7	09° 33' 03.04"	100° 03' 48.51"
8	09° 33' 01.71"	100° 03' 48.65"
9	09° 33' 00.54"	100° 03' 48.76"

LEGEND

AERODROME REFERENCE POINT	09° 32' 57" N 100° 04' 45" E	
BUILDING OR LARGE STRUCTURE		
TAXI ROUTES		
AIRCRAFT STAND		

SCALE 1 : 10,000



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Aerodrome Obstacle Chart - ICAO Type A (Operation Limitations)

Surat Trani / Samui Airport

DIMENSIONS AND ELEVATIONS IN METRES
MAGNETIC VARIATION 0° 30' W (2011)

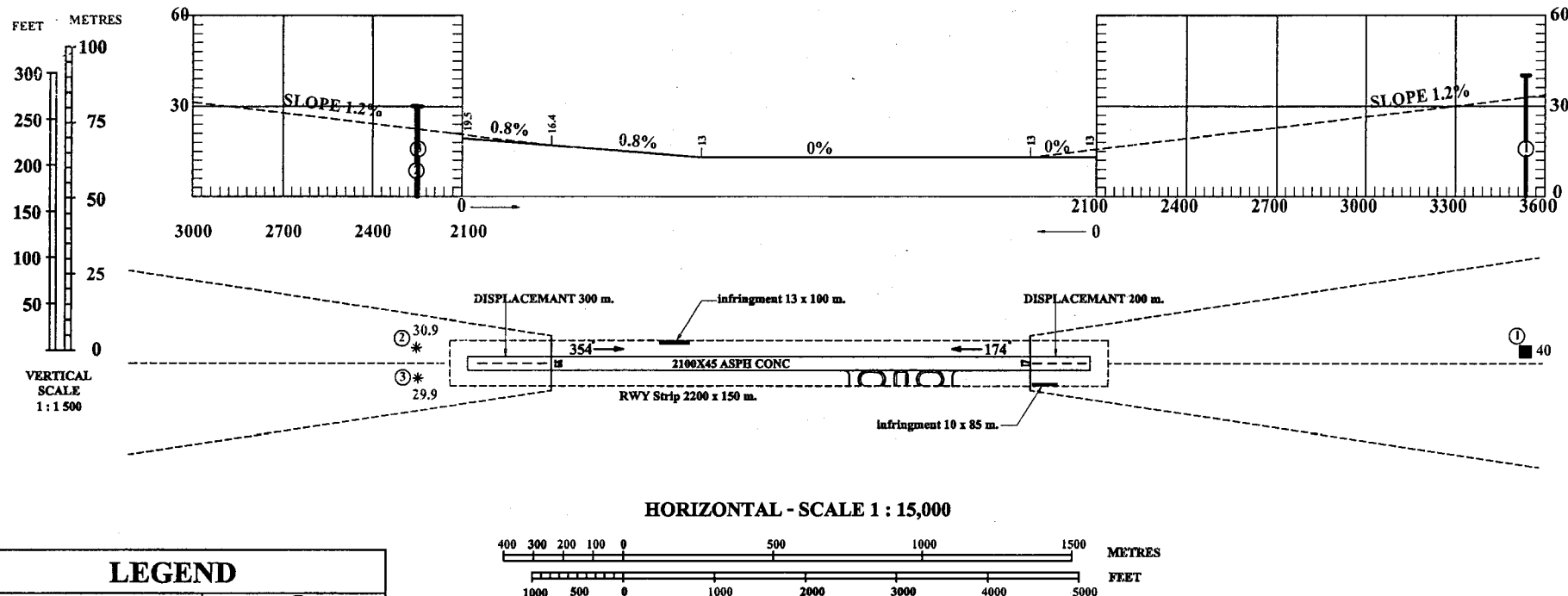
RUNWAY 35 / 17

DECLARED DISTANCES

RWY 35		RWY 17
1960	TAKE-OFF RUN AVAILABLE	1860
1960	TAKE-OFF DISTANCE AVAILABLE	1860
2100	ACCELERATE STOP DISTANCE AVAILABLE	2100
1800	LANDING DISTANCE AVAILABLE	1900

OPERATING LIMITATIONS

For ICAO reference code C aircraft
during take-off and landing max cross-wind
dry and wet RWY should be 5kts less than the
flight manual recommended limits



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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	
05			Building AWOS	127.0 (m)	151523.2N 1045243.5E	-
			Radio Mast G/P Marked/LGT	133.9 (m)	151525.9N 1045247.1E	
			Building marked DVOR/DME	133.1 (m)	151442.9N 1045157.1E	
			Tower Marked/LGT	166.4 (m)	151445.8N 1045209.2E	
23	Tree	131.2 (m) 151541.7N 1045256.9E	Radio Mast Marked	179.2 (m)	151345.9N 1045136.4E	
	TACAN Building/LGT	130.0 (m) 151544.7N 1045300.0E	Radio Mast LGT	181.6 (m)	151333.5N 1045201.1E	
	Tree	141.7 (m) 151552.8N 1045314.5E	Radio Mast	176.6 (m)	151236.6N 1045141.5E	
	Tree	148.3 (m) 151557.4N 1045313.7E	Radio Mast marked/LGT	178.0 (m)	151602.4N 1045145.8E	
	Tree	148.4 (m) 151600.5N 1045314.1E	Radio Mast marked/LGT	169.9 (m)	151411.9N 1045147.1E	
	Radio Mast marked	167.6 (m) 151349.8N 1045058.0E	Radio Mast Marked	170.4 (m)	151416.6N 1045149.2E	
			Radio Mast marked/LGT	174.6 (m)	151411.4N 1045149.8E	
			Radio Mast marked/LGT	166.5 (m)	151425.4N 1045200.1E	
			Radio Mast marked/LGT	178.6 (m)	151409.3N 1045227.7E	
			Radio Mast marked/LGT	170.4 (m)	151427.7N 1045252.7E	
			Radio Mast	170.1 (m)	151512.0N 1045252.7E	
			Radio Mast marked/LGT	174.5 (m)	151439.8N 1045341.1E	
			Radio Mast marked/LGT	172.9 (m)	151618.3N 1045501.2E	
			Radio Mast marked/LGT	262.9 (m)	151609.5N 1045544.3E	

VTUU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Air-Force Intelligence Agency : Air Div Wing21 Aeronautical Radio of Thailand Company Ltd. Airports of Thailand Public Company Ltd. Thai Airways International Public Company Ltd.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF Preparation Periods of validity	Supply TAF from Northeastern Regional Met. Center issue FAF on standard time 00,06,12,18 UTC observe METAR every half an hour special on 2330-1030 issue Trend Type Landing Forecast
4	Type of landing forecast Interval of issuance	Supply TAF from Northeastern Regional Met. Center issue FAF on standard time 00,06,12,18 UTC observe METAR every half an hour special on 2330-1030 issue Trend Type Landing Forecast
5	Briefing/consultation provided	No
6	Flight documentation Language (s) used	English
7	Charts and other information available for briefing or consultation	Daily Weather Forecast Upper wind levels 850, 700, 500, 300, 200 hpa. SIG.WX.Chart
8	Supplementary equipment available for providing information	AWOS, Radar
9	ATS units provided with information	ATS Workstation
10	Additional information (Limitation of service, etc.)	IP system

VTUU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
05	51.55°	3 000x45	61/F/C/X/T Asphaltic Concrete	151434.17N 1045133.46E (WGS-84)	THR 406 FT TDZ 406 FT	
23	231.55°	3 000x45	61/F/C/X/T Asphaltic Concrete	151535.02N 1045252.20E (WGS-84)	THR 392 FT TDZ 392 FT	
Slope of RWY-SWY		SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7		8	9	10	11	12
-		60x60	Nil	3 240X75	-	-
-		60x60	Nil	3 240X75	-	-

VTUU AD 2.13 DECLARED DISTANCES

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

VTUU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLG colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	SALS 420 m LIH	Green WBAR	PAPI Left 3°	Nil	Nil	3 000 m 60 m White, LIH YCZ: 600 m	Red	Nil	PAPI not CO-INCIDENT with Glide Slope for Aircraft Smaller than B-747 at 0.7 DME 600 feet (MSL)
23	SALS 420 m LIH	Green WBAR	PAPI Left 3°	Nil	Nil	3 000 m 60 m White, LIH YCZ: 600 m	Red	Nil	PAPI not CO-INCIDENT with Glide Slope for Aircraft Smaller than B-747 at 0.7 DME 600 feet (MSL)

VTUU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTUU AD 2.17 ATS AIRSPACE

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

VTUU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ubon Approach	123.5 MHz 257.8 MHz	**2330-1430	*Emergency Freq.
TWR	Ubon Tower	*121.5 MHz 119.9 MHz *243.0 MHz 274.5MHz	H24	**Other this period 3 HR PN TO ATC
GND	Ground Control	121.9 MHz 275.8 MHz		
ATIS		373 kHz	2300-1400	
ASR/SSR	Departure Control	335.5 MHz 134.1 MHz	MON,TUE,THU and FRI 0230-0430 and 0600-0730	Royal Thai Air Force ASR/SSR OPS AVBL for MIL
	Arrival Control	282.2 MHz 125.75 MHz	WED 0230-0430 SAT,SUN and Public	- Coverage/HGT : ASR 70 NM/40 000 ft SSR 700 NM/100 000 ft
SRA		382.4 MHz	HOL NOT AVBL	- EM : ASR-0500 KW SSR 1.5 KW

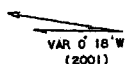
VTUD AD 2.24 CHARTS RELATED TO AN AERODROME

	Page	
Aerodrome Chart - ICAO	VTUD AD 2-11	←
Instrument Approach Chart - ICAO - RWY 12 - NDB	VTUD AD 2-13	
Instrument Approach Chart - ICAO - RWY 12 - VOR	VTUD AD 2-15	
Instrument Approach Chart - ICAO - RWY 12 – VOR/DME	VTUD AD 2-17	
Instrument Approach Chart - ICAO - RWY 30 – VOR	VTUD AD 2-19	
Instrument Approach Chart - ICAO - RWY 30 – ILS or LLZ	VTUD AD 2-21	

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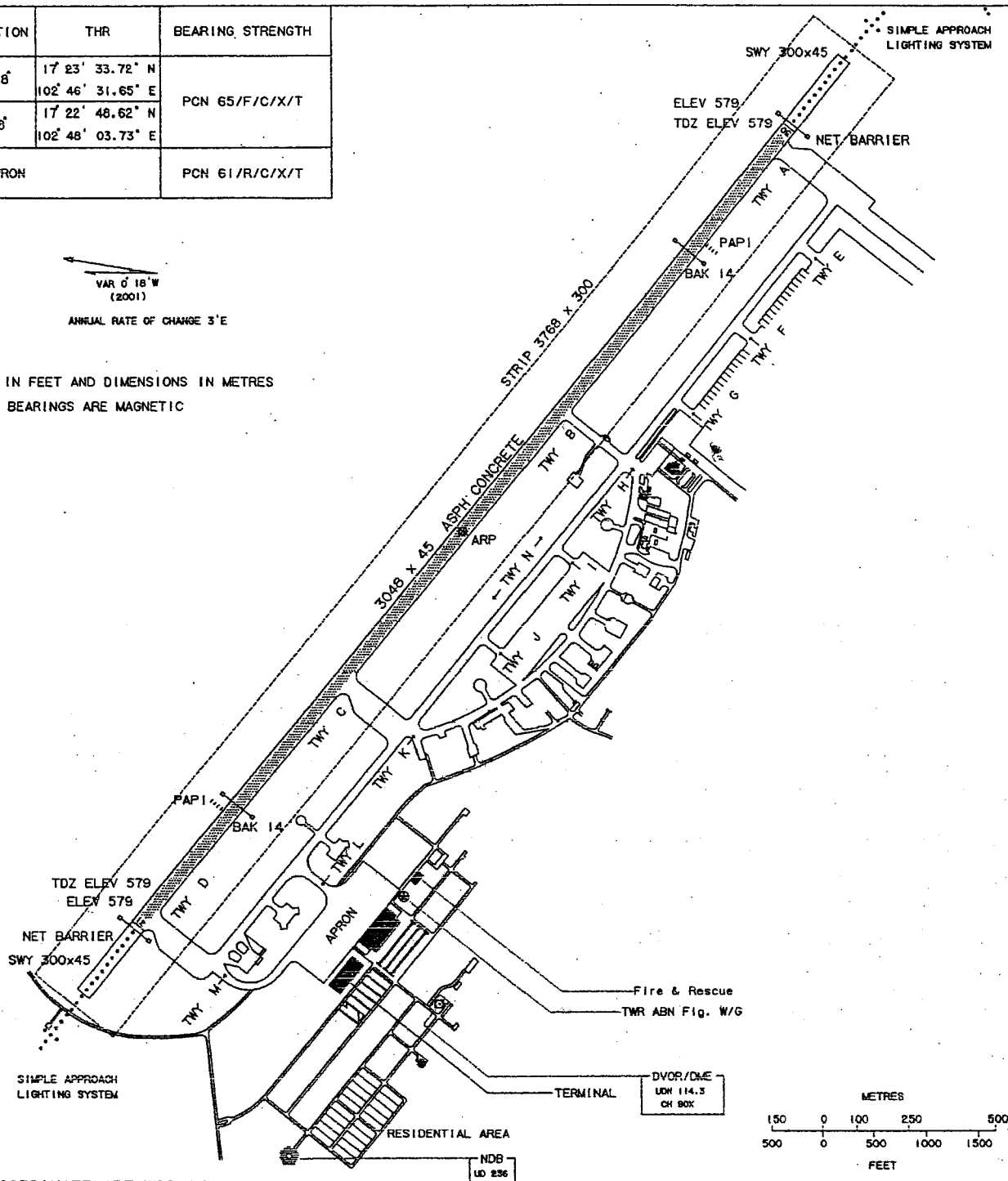
AERODROME CHART-ICAD 17° 23' 11" N ELE 579 ft TWR 122.5 UDDN THANI / Udon Thani
102° 47' 18" E 176 m 353.4

RWY	DIRECTION	THR	BEARING, STRENGTH
12	118°	17° 23' 33.72" N 102° 46' 31.65" E	PCN 65/F/C/X/T
30	298°	17° 22' 48.62" N 102° 48' 03.73" E	
APRON			PCN 61/R/C/X/T



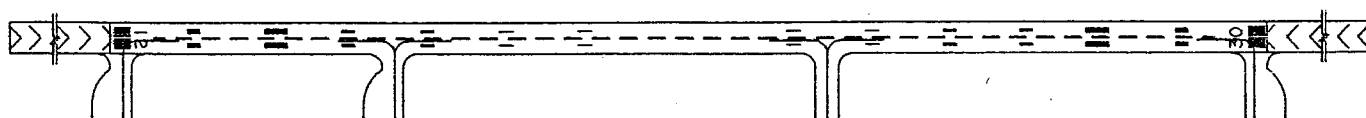
ANNUAL RATE OF CHANGE 3'E

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

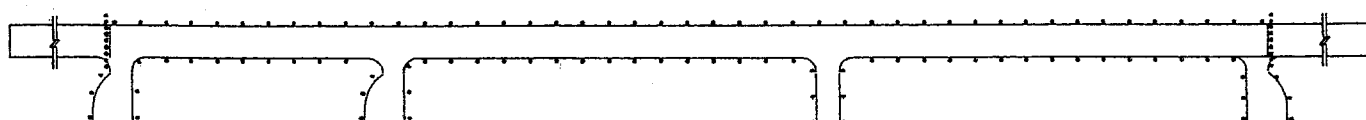


Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 12/30 AND EXIT TWY



LIGHTING AIDS RWY 12/30 AND EXIT TWY



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