

Phone : 66 2286 0922
FAX : 66 2287 4060
AFTN : VTBAYOYX
E-mail : aisthai@aviation.go.th

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

AIP - THAILAND
Amendment 16
24 JUL 14

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 This amendment incorporates information contained in the following which are hereby superseded: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 2009

C6557

NOTAM 2011

C1620

NOTAM 2012

C6953
A3205/C7141
A3489/C7622

C6954
A3487/C7620

NOTAM 2013

C4320
A3291/C7381
C8327

A2588/C5863
C7940

NOTAM 2014

A0722/C1334
A0737/C1361
C1682
A1101/C2282
A1439/C3029
A1848/C4137
A1903/C4269

A0723/C1335
A0779/C1461
A1009/C2001
C2986
C4003
C4261

AIP Supplement : Series "A"

2012 : A12 A13 A15

2014 : A5 A8 A9 A10 A12

AIP Supplement : Series "B"

2013 : B1 B4

2014 : B2

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0.4-9*	24 Jul 14	2.6-2	10 Dec 08		
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VTBS AD 2-137/Chart	10 Dec 08	VTBU AD 2-7	29 Jul 10	VTSS AD 2-41/Chart	25 Jul 13
VTBS AD 2-139/Chart	10 Dec 08	VTBU AD 2-8	10 Dec 08	VTSS AD 2-42	25 Jul 13
VTBS AD 2-141/Chart	10 Dec 08	VTBU AD 2-9	29 Jul 10	VTSS AD 2-43/Chart	25 Jul 13
VTBS AD 2-143/Chart	10 Dec 08	VTBU AD 2-10	29 Jul 10	VTSS AD 2-44	25 Jul 13
VTBS AD 2-145	10 Dec 08	VTBU AD 2-11	10 Dec 08		
VTBS AD 2-147/Chart	10 Dec 08	VTBU AD 2-12	10 Dec 08		

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VTUO AD 2-1	28 Jul 11	VTSG AD 2-1	17 Nov 11	VTBL AD 2-1	8 Mar 12
VTUO AD 2-2	10 Dec 08	VTSG AD 2-2	18 Nov 10	VTBL AD 2-2	14 Nov 13
VTUO AD 2-3	10 Dec 08	VTSG AD 2-3	10 Dec 08	VTBL AD 2-3	8 Mar 12
VTUO AD 2-4	10 Dec 08	VTSG AD 2-4	26 Jul 12	VTBL AD 2-4	14 Nov 13
VTUO AD 2-5	10 Dec 08	VTSG AD 2-5	30 Jul 09	VTBL AD 2-5	10 Dec 08
VTUO AD 2-6*	24 Jul 14	VTSG AD 2-6*	24 Jul 14	VTBL AD 2-6	6 Mar 14
VTUO AD 2-7	30 Jul 09	VTSG AD 2-7	6 Mar 14	VTBL AD 2-7	8 Mar 12
VTUO AD 2-8	10 Dec 08	VTSG AD 2-8	28 Jul 11	VTBL AD 2-8	8 Mar 12
VTUO AD 2-9	10 Dec 08	VTSG AD 2-9	30 Jul 09	VTBL AD 2-9	8 Mar 12
VTUO AD 2-11/Chart	10 Dec 08	VTSG AD 2-11/Chart	10 Dec 08	MAE HONG SON	
VTUO AD 2-13/Chart	10 Dec 08	VTSG AD 2-13/Chart	10 Dec 08	VTCH AD 2-1	28 Jul 11
VTUO AD 2-15/Chart	10 Dec 08	VTSG AD 2-15/Chart	10 Dec 08	VTCH AD 2-2	10 Dec 08
VTUO AD 2-16/Chart	10 Dec 08	VTSG AD 2-19/Chart	10 Dec 08	VTCH AD 2-3	30 Jul 09
VTUO AD 2-17/Chart	10 Dec 08	VTSG AD 2-20/Chart	10 Dec 08	VTCH AD 2-4	7 Mar 13
VTUO AD 2-18/Chart	10 Dec 08	VTSG AD 2-21/Chart	10 Dec 08	VTCH AD 2-5	10 Dec 08
CHUMPHON		LAMPANG		VTCH AD 2-6	30 Jul 09
VTSE AD 2-1*	24 Jul 14	VTCL AD 2-1	25 Jul 13	VTCH AD 2-7	10 Dec 08
VTSE AD 2-2	25 Jul 13	VTCL AD 2-2	25 Jul 13	VTCH AD 2-9/Chart	10 Dec 08
VTSE AD 2-3	10 Dec 08	VTCL AD 2-3	25 Jul 13	VTCH AD 2-11/Chart	10 Dec 08
VTSE AD 2-4	10 Dec 08	VTCL AD 2-4	28 Jul 11	MAE HONG SON / Pai	
VTSE AD 2-5	10 Dec 08	VTCL AD 2-5	25 Jul 13	VTCL AD 2-1	28 Jul 11
VTSE AD 2-6	10 Dec 08	VTCL AD 2-6	25 Jul 13	VTCL AD 2-2	10 Dec 08
VTSE AD 2-7	30 Jul 09	VTCL AD 2-7	14 Nov 13	VTCL AD 2-3	10 Dec 08
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VTSE AD 2-11/Chart	10 Dec 08	VTCL AD 2-11/Chart	10 Dec 08	VTCL AD 2-5	10 Dec 08
VTSE AD 2-13/Chart	10 Dec 08	VTCL AD 2-12/Chart	10 Dec 08	VTCL AD 2-6	10 Dec 08
VTSE AD 2-14/Chart	10 Dec 08	VTCL AD 2-13/Chart	14 Nov 13	VTCL AD 2-7	10 Dec 08
VTSE AD 2-15/Chart	10 Dec 08	VTCL AD 2-15/Chart	14 Nov 13	VTCL AD 2-9/Chart	10 Dec 08
VTSE AD 2-16/Chart	10 Dec 08	VTCL AD 2-17/Chart	14 Nov 13	NAKHON PATHOM/Kamphaeng Saen (MIL)	
KHON KAEN		VTCL AD 2-19/Chart	14 Nov 13	VTBK AD 2-1	10 Dec 08
VTUK AD 2-1	28 Jul 11	VTCL AD 2-21/Chart	14 Nov 13	VTBK AD 2-2	10 Dec 08
VTUK AD 2-2	10 Dec 08	VTCL AD 2-23/Chart	14 Nov 13	VTBK AD 2-3	10 Dec 08
VTUK AD 2-3	10 Dec 08	VTCL AD 2-25/Chart	14 Nov 13	VTBK AD 2-4	10 Dec 08
VTUK AD 2-4	10 Dec 08	LOEI		VTBK AD 2-5	10 Dec 08
VTUK AD 2-5	10 Dec 08	VTUL AD 2-1	28 Jul 11	VTBK AD 2-6	30 Jul 09
VTUK AD 2-6	10 Dec 08	VTUL AD 2-2	10 Dec 08	NAKHON PHANOM	
VTUK AD 2-7	10 Dec 08	VTUL AD 2-3	7 Mar 13	VTUW AD 2-1	28 Jul 11
VTUK AD 2-8*	24 Jul 14	VTUL AD 2-4	7 Mar 13	VTUW AD 2-2	10 Dec 08
VTUK AD 2-9*	24 Jul 14	VTUL AD 2-5	18 Nov 10	VTUW AD 2-3	30 Jul 09
VTUK AD 2-11	10 Dec 08	VTUL AD 2-7	10 Dec 08	VTUW AD 2-4	11 Mar 10
VTUK AD 2-13/Chart	10 Dec 08	VTUL AD 2-9/Chart	10 Dec 08	VTUW AD 2-5	30 Jul 09
VTUK AD 2-15/Chart	10 Dec 08	VTUL AD 2-11/Chart	10 Dec 08	VTUW AD 2-6	30 Jul 09
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VTUW AD 2-11/Chart	10 Dec 08			VTSC AD 2-13/Chart*	24 Jul 14
VTUW AD 2-12/Chart	10 Dec 08	NAKHON SI THAMMARAT		VTSC AD 2-15/Chart*	24 Jul 14
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VTUW AD 2-15/Chart	10 Dec 08	VTSF AD 2-2	14 Nov 13		
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		VTSF AD 2-4	30 Jul 09	PATTANI	
NAKHON RATCHASIMA		VTSF AD 2-5	10 Dec 08	VTSC AD 2-1	28 Jul 11
VTUQ AD 2-1	28 Jul 11	VTSF AD 2-6	6 Mar 14	VTSC AD 2-2	10 Mar 11
VTUQ AD 2-2	10 Dec 08	VTSF AD 2-7*	24 Jul 14	VTSC AD 2-3	10 Mar 11
VTUQ AD 2-3	10 Dec 08	VTSF AD 2-8	10 Dec 08	VTSC AD 2-4	11 Mar 10
VTUQ AD 2-4	10 Dec 08	VTSF AD 2-9	10 Dec 08	VTSC AD 2-5	10 Dec 08
VTUQ AD 2-5	10 Dec 08	VTSF AD 2-11/Chart	10 Dec 08	VTSC AD 2-7/Chart	10 Dec 08
VTUQ AD 2-6	10 Dec 08	VTSF AD 2-13/Chart	10 Dec 08	VTSC AD 2-9/Chart	10 Dec 08
VTUQ AD 2-7	18 Nov 10	VTSF AD 2-14/Chart	10 Dec 08	VTSC AD 2-10/Chart	10 Dec 08
VTUQ AD 2-8	29 Jul 10				
VTUQ AD 2-9	10 Dec 08	NAKHON SI THAMMARAT/Cha-lan		PHETCHABUN	
VTUQ AD 2-11/Chart	10 Dec 08	VTSN AD 2-1	10 Dec 08	VTPB AD 2-1	28 Jul 11
VTUQ AD 2-13/Chart	10 Dec 08	VTSN AD 2-2	10 Dec 08	VTPB AD 2-2	10 Dec 08
VTUQ AD 2-14/Chart	10 Dec 08	VTSN AD 2-3	10 Mar 11	VTPB AD 2-3	10 Dec 08
VTUQ AD 2-15/Chart	10 Dec 08			VTPB AD 2-4	10 Dec 08
VTUQ AD 2-16/Chart	10 Dec 08			VTPB AD 2-5	10 Dec 08
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VTUN AD 2-1	30 Jul 09	VTCN AD 2-2	10 Dec 08	VTPB AD 2-8	10 Dec 08
VTUN AD 2-2	10 Dec 08	VTCN AD 2-3	10 Dec 08	VTPB AD 2-9	10 Dec 08
VTUN AD 2-3	10 Dec 08	VTCN AD 2-4	10 Dec 08	VTPB AD 2-11/Chart	10 Dec 08
VTUN AD 2-4	10 Dec 08	VTCN AD 2-5	6 Mar 14	VTPB AD 2-13/Chart	10 Dec 08
VTUN AD 2-5	10 Dec 08	VTCN AD 2-6	30 Jul 09	VTPB AD 2-15/Chart	10 Dec 08
VTUN AD 2-6	29 Jul 10	VTCN AD 2-7	10 Dec 08	VTPB AD 2-16/Chart	10 Dec 08
VTUN AD 2-7	11 Mar 10	VTCN AD 2-9/Chart	10 Dec 08	VTPB AD 2-17/Chart	10 Dec 08
		VTCN AD 2-11/Chart	10 Dec 08		
NAKHON SAWAN		VTCN AD 2-12/Chart	10 Dec 08		
VTPN AD 2-1	19 Nov 09	VTCN AD 2-13/Chart	10 Dec 08	PHITSANULOK	
VTPN AD 2-2	10 Dec 08	VTCN AD 2-14/Chart	10 Dec 08	VTPP AD 2-1*	24 Jul 14
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VTPI AD 2-1	10 Dec 08	VTSC AD 2-2	17 Nov 11	VTPP AD 2-5*	24 Jul 14
VTPI AD 2-2	10 Dec 08	VTSC AD 2-3	15 Nov 12	VTPP AD 2-6	29 Jul 10
VTPI AD 2-3	10 Dec 08	VTSC AD 2-4	15 Nov 12	VTPP AD 2-7	30 Jul 09
VTPI AD 2-4	10 Dec 08	VTSC AD 2-5*	24 Jul 14	VTPP AD 2-8	30 Jul 09
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VTTP AD 2-17/Chart	29 Jul 10	VTSR AD 2-2	10 Dec 08	VTSH AD 2-6	11 Mar 10
VTTP AD 2-19/Chart	29 Jul 10	VTSR AD 2-3	10 Dec 08	VTSH AD 2-7	10 Dec 08
VTTP AD 2-21/Chart	29 Jul 10	VTSR AD 2-4	10 Dec 08	VTSH AD 2-9	10 Dec 08
VTTP AD 2-23/Chart	29 Jul 10	VTSR AD 2-5	10 Dec 08	VTSH AD 2-11/Chart	10 Dec 08
VTTP AD 2-25/Chart	29 Jul 10	VTSR AD 2-6	10 Dec 08		
VTTP AD 2-27/Chart	29 Jul 10	VTSR AD 2-7	30 Jul 09		
VTTP AD 2-29/Chart	29 Jul 10	VTSR AD 2-9	10 Dec 08	SUKHOTHAI	
		VTSR AD 2-11/Chart	10 Dec 08	VTPO AD 2-1	17 Nov 11
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		VTSR AD 2-14/Chart	10 Dec 08	VTPO AD 2-3	29 Jul 10
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VTCP AD 2-1	28 Jul 11			VTPO AD 2-5	29 Jul 10
VTCP AD 2-2	10 Dec 08	ROI ET		VTPO AD 2-6	29 Jul 10
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VTCP AD 2-4	11 Mar 10	VTUV AD 2-2*	24 Jul 14	VTPO AD 2-9	10 Mar 11
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VTCP AD 2-7	10 Dec 08	VTUV AD 2-4	10 Dec 08	VTPO AD 2-13/Chart	14 Nov 13
VTCP AD 2-9 /Chart	10 Dec 08	VTUV AD 2-5	10 Dec 08	VTPO AD 2-15/Chart	10 Dec 08
		VTUV AD 2-6	10 Dec 08	VTPO AD 2-17/Chart	10 Dec 08
		VTUV AD 2-7	30 Jul 09	VTPO AD 2-21/Chart	10 Dec 08
PRACHUAP KHIRI KHAN (MIL)		VTUV AD 2-8	29 Jul 10	VTPO AD 2-22/Chart	10 Dec 08
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VTBP AD 2-3	10 Dec 08	VTUV AD 2-13/Chart	10 Dec 08	SURAT THANI	
VTBP AD 2-4	10 Dec 08	VTUV AD 2-14/Chart	10 Dec 08	VTSB AD 2-1	6 Mar 14
VTBP AD 2-5	10 Dec 08			VTSB AD 2-2	6 Mar 14
VTBP AD 2-6	10 Dec 08	SAKON NAKHON		VTSB AD 2-3	10 Dec 08
VTBP AD 2-7	10 Dec 08	VTUI AD 2-1	7 Mar 13	VTSB AD 2-4	30 Jul 09
PRACHUAP KHIRI KHAN/Hua Hin		VTUI AD 2-2	10 Dec 08	VTSB AD 2-5	8 Mar 12
VTPH AD 2-1	28 Jul 11	VTUI AD 2-3	10 Dec 08	VTSB AD 2-6	6 Mar 14
VTPH AD 2-2	10 Dec 08	VTUI AD 2-4	10 Dec 08	VTSB AD 2-7	30 Jul 09
VTPH AD 2-3	10 Dec 08	VTUI AD 2-5	10 Dec 08	VTSB AD 2-9	10 Dec 08
VTPH AD 2-4	8 Mar 12	VTUI AD 2-6	25 Jul 13	VTSB AD 2-10	15 Nov 12
VTPH AD 2-5	15 Nov 12	VTUI AD 2-7	10 Dec 08	VTSB AD 2-11*	24 Jul 14
VTPH AD 2-6	10 Dec 08	VTUI AD 2-9	10 Dec 08	VTSB AD 2-13/Chart	10 Dec 08
VTPH AD 2-7	10 Dec 08	VTUI AD 2-11/Chart	10 Dec 08		
VTPH AD 2-8	10 Dec 08	VTUI AD 2-13/Chart	10 Dec 08		
VTPH AD 2-9	10 Dec 08	VTUI AD 2-14/Chart	10 Dec 08		
VTPH AD 2-11	10 Dec 08				
VTPH AD 2-13/Chart	10 Dec 08	SONGKHLA (MIL)			
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VTSM AD 2-2	17 Nov 11	VTSM AD 2-2	6 Mar 14	VTUU AD 2-13/Chart	10 Dec 08
VTSM AD 2-3	17 Nov 11	VTSM AD 2-3	6 Mar 14	VTUU AD 2-15/Chart	10 Dec 08
VTSM AD 2-4	8 Mar 12	VTSM AD 2-4	10 Dec 08	VTUU AD 2-16/Chart	10 Dec 08
VTSM AD 2-5	8 Mar 12	VTSM AD 2-5	6 Mar 14	VTUU AD 2-17/Chart	10 Dec 08
VTSM AD 2-6*	24 Jul 14	VTSM AD 2-6	10 Dec 08	VTUU AD 2-18/Chart	10 Dec 08
VTSM AD 2-7	10 Dec 08	VTSM AD 2-7	10 Dec 08	VTUU AD 2-19/Chart	10 Dec 08
VTSM AD 2-9	26 Jul 12	VTSM AD 2-9/Chart	10 Dec 08		
VTSM AD 2-11/Chart	26 Jul 12				
VTSM AD 2-13/Chart	26 Jul 12				
VTSM AD 2-15/Chart	26 Jul 12				
VTSM AD 2-17/Chart	29 Jul 10	TRANG		UDON THANI	
VTSM AD 2-18	29 Jul 10	VTST AD 2-1*	24 Jul 14	VTUD AD 2-1*	24 Jul 14
VTSM AD 2-19/Chart	29 Jul 10	VTST AD 2-2	10 Dec 08	VTUD AD 2-2	30 Jul 09
VTSM AD 2-20	29 Jul 10	VTST AD 2-3	10 Dec 08	VTUD AD 2-3*	24 Jul 14
VTSM AD 2-21/Chart	29 Jul 10	VTST AD 2-4	15 Nov 12	VTUD AD 2-4*	24 Jul 14
VTSM AD 2-22	29 Jul 10	VTST AD 2-5	15 Nov 12	VTUD AD 2-5*	24 Jul 14
VTSM AD 2-23/Chart	29 Jul 10	VTST AD 2-7	10 Dec 08	VTUD AD 2-6	10 Mar 11
VTSM AD 2-24	29 Jul 10	VTST AD 2-9/Chart	10 Dec 08	VTUD AD 2-7	10 Dec 08
VTSM AD 2-25	29 Jul 10	VTST AD 2-11/Chart	10 Dec 08	VTUD AD 2-8	18 Nov 10
VTSM AD 2-27/Chart	29 Jul 10	VTST AD 2-13/Chart	10 Dec 08	VTUD AD 2-9	14 Nov 13
VTSM AD 2-28	29 Jul 10	VTST AD 2-14/Chart	10 Dec 08	VTUD AD 2-11/Chart	26 Jul 12
VTSM AD 2-29	29 Jul 10			VTUD AD 2-13/Chart	14 Nov 13
		TRAT		VTUD AD 2-15/Chart	14 Nov 13
		VTBO AD 2-1*	24 Jul 14	VTUD AD 2-17/Chart	14 Nov 13
		VTBO AD 2-2	30 Jul 09	VTUD AD 2-19/Chart	14 Nov 13
		VTBO AD 2-3	30 Jul 09	VTUD AD 2-21/Chart	14 Nov 13
		VTBO AD 2-4	26 Jul 12	VTUD AD 2-23/Chart	14 Nov 13
		VTBO AD 2-5	30 Jul 09	VTUD AD 2-25/Chart	14 Nov 13
		VTBO AD 2-6	30 Jul 09		
		VTBO AD 2-7	30 Jul 09		
		VTBO AD 2-8	30 Jul 09		
SURIN		UBON RATCHATHANI			
VTUJ AD 2-1	10 Dec 08	VTUU AD 2-1	28 Jul 11		
VTUJ AD 2-2	10 Dec 08	VTUU AD 2-2	18 Nov 10		
VTUJ AD 2-3	10 Dec 08	VTUU AD 2-3	10 Dec 08		
VTUJ AD 2-4	10 Dec 08	VTUU AD 2-4	10 Dec 08		
VTUJ AD 2-5	10 Dec 08	VTUU AD 2-5	10 Dec 08		
VTUJ AD 2-7	10 Dec 08	VTUU AD 2-6	26 Jul 12		
VTUJ AD 2-9*	24 Jul 14	VTUU AD 2-7	26 Jul 12		
		VTUU AD 2-8	30 Jul 09		
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GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREWS**1. Customs Requirements**

- 1.1 Effective from 21 September 2004, all inbound passengers are not required to present completed form of customs declaration (Form 211). Nevertheless, they are still needed to proceed to customs green or red channels for customs inspection. Passenger who has nothing to declare, will be immediately released through the green channel, while passengers who has goods to declare, must proceed through the red channel for customs inspection.
- 1) For International Airport in Thailand, the dual-channel system for the clearance inwards of passengers and their baggage is introduced.
 - a) One (green channels) with the words "NOTHING TO DECLARE" for passengers having with them no goods or only goods which can be admitted free of import duties and taxes and which are not subject to import prohibitions or restrictions.
 - b) The other (red channels) with the words "GOODS TO DECLARE" for other passengers or the passengers is unsure whether or not goods are subject to a).
 - 2) Passenger proceeding through the green channel may be subject to random search if the customs officer has reasonable suspicion.
 - 3) The following goods accompanying passengers are duty free allowance :
 - 200 cigarettes 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 Customs 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, Samui and Trat, 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, Samui and Trat, 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, Bahrain, Belgium, Brazil, Brunei Darussalam, Canada, Czech Republic, Denmark, Estonia, 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, Laos (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 Holder of valid diplomatic passport of Islamic Republic of Pakistan may enter, exit, or transit without a visa for staying in the Kingdom of Thailand for a period not exceeding thirty (30) days, provided that they do not take up any employment, be itself-employment, or any other private activity in the Kingdom of Thailand. Nationals of the Islamic Republic of Pakistan, holding a valid diplomatic passport, who are assigned as members of the diplomatic mission or consular, or who are representatives of an international organization in the Kingdom of Thailand, as well as their family members holding valid diplomatic passports may enter, stay, and leave the Kingdom of Thailand without visa for a period up to thirty (30) days. Such period will depend on request of the Ministry of Foreign Affairs or the Embassy concerned, be extended until the end of their assignment,
- 2.5.8 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:
Albania, 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 the Republic of Tajikistan and 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.
- 2.6.6 Holder of a valid diplomatic or an official passport of the Democratic Socialist Republic of Sri Lanka may enter, exit, or transit without a visa for staying in the Kingdom of Thailand for a period not exceeding ninety (90) days since the first day of arrival, provided that they do not take up any employment, be it self-employment, or any other private activity in the Kingdom of Thailand. Nationals of the Democratic Socialist Republic of Sri Lanka, holding a valid diplomatic passport, who are assigned as members of the diplomatic mission or consular in the Kingdom of Thailand, as well as their family members holding valid diplomatic passports requires obtaining a visa to enter, stay, and leave the Kingdom of Thailand
- 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, 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:
- 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.
 - 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

- 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)
- Reproductions of antiquities can also exported with licenses.
- Procedures to obtain a license for export of antiquities or Buddha images:
 - The following documents should be produced together with the application form:
 - Two copies (3x5 inches) of front view photograph of the object(s)
 - 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.)
 - Bring the object (s) and the documents to apply for a license at any of the following places:
 - Office of Archaeology and National Museums, 81/1 Si Ayutthaya Road, Theves, Dusit, Bangkok, Tel: 0 2628 5032
 - Chiang Mai National Museum, Superhighway Rod, Amphoe Muang, Chiang Mai, Tel: (053) 221-308
 - Songkhla National Museum, 12/1 Jana Road, Tambon Bohyang, Amphoe Muang, Songhla, Tel: (074) 331-728, 311-881
 - Thalang National Museum, Tambon Si Sunthorn, Amphoe Thalang, Phuket. Tel: (076) 311-426
 - Please allow 4 working days for license issuing process.

GEN 2.4 LOCATION INDICATORS

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

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

GEN 2.4 LOCATION INDICATORS

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

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

3.2.5 List of Aeronautical Charts Available

Type of series	Scale	Name and /or number	Price (\$US)	Date
Instrument Approach Chart- ICAO (IAC)		<u>DON MUEANG INTERNATIONAL AIRPORT</u>	In AIP	29 JUL 2010
		GPS/FMS/RNAV ARRIVAL/TRANSITION TO FINAL APPROCH RWY 21L/21R CHART	"	"
		GPS/FMS/ RNAV ARRIVAL / TRANSITION TO FINAL APPROACH CHART	"	"
		NDB RWY 21L	"	"
		NDB RWY 21R	"	"
		VOR RWY 21R	"	"
		VOR RWY 21L	"	"
		VOR / ILS / DME RWY 03L	"	"
		VOR / LLZ / DME RWY 03L	"	"
		ILS or LLZ (CAT II) RWY 21R	"	"
		ILS or LLZ RWY 21L	"	"
		RNAV Departure Transition RWY 21L/21R	In SUP A14/01	18 Oct 2001
		VOR / DME RWY 03R	In SUP A8/99	23 Sep 1999
Instrument Approach Chart- ICAO (IAC)		<u>CHIANG MAI INTERNATIONAL AIRPORT</u>	In AIP	10 Dec 2008
		VOR RWY 36	"	"
		VOR / DME RWY 36	"	"
		VOR / DME RWY 18/36	"	"
Instrument Approach Chart- ICAO (IAC)		<u>CHIANG RAI INTERNATIONAL AIRPORT</u>	In AIP	10 Dec 2008
		NDB / DME RWY03	"	24 Jul 2014
		VOR RWY21	"	"
		VOR RWY03	"	"
		ILS or LOC RWY03	"	"
		RNAV (GNSS) RWY21	"	"
		RNAV (GNSS) RWY03	"	"
Instrument Approach Chart- ICAO (IAC)		<u>RAYONG / U-TAPAO INTERNATIONAL AIRPORT</u>	In AIP	10 Dec 2008
		NDB RWY 36	"	"
		VOR / DME RWY 18	"	"
		VOR / DME RWY 36	"	"
		ILS / DME RWY 18	"	"
Instrument Approach Chart- ICAO (IAC)		<u>PHUKET INTERNATIONAL AIRPORT</u>	In AIP	10 Dec 2008
		VOR Y RWY 09	"	"
		VOR Y RWY 27	"	"
		VOR Z RWY 09	"	"
		VOR Z RWY 27	"	"
		ILS / DME RWY 27	"	"
		RNAV (GNSS) RWY 09	"	29 JUL 2010
		RNAV (GNSS) RWY 27	"	"
Instrument Approach Chart- ICAO (IAC)		<u>HAT YAI INTERNATIONAL AIRPORT</u>	In AIP	25 JUL 2013
		NDB C	"	"
		VOR A	"	"
		VOR B	"	"
		VOR RWY 26	"	"
		ILS or LLZ RWY 26	"	"
		RNAV (GNSS) RWY 08	"	"
		RNAV (GNSS) RWY 26	"	"

3.2.5 List of Aeronautical Charts Available

Type of series	Scale	Name and /or number	Price (\$US)	Date
Instrument Approach Chart- ICAO (IAC)	1 : 400,000	<u>BURI RAM</u> NDB RWY 04 VOR / DME RWY 04 VOR / DME RWY 22 ILS / DME RWY 04 LLZ / DME RWY 04	In AIP " " " "	10 Dec 2008 " " " "
Instrument Approach Chart- ICAO (IAC)		<u>CHUMPHON</u> VOR / DME RWY 06 VOR / DME RWY 24 ILS / DME RWY 24 LLZ / DME RWY 24	In AIP " " " "	10 Dec 2008 " " " "
Instrument Approach Chart- ICAO (IAC)		<u>KHON KAEN</u> VOR / DME RWY 03 VOR / DME RWY 21 NDB y RWY 03 NDB z RWY 03 NDB RWY 21	In SUP B2/03 " In AIP " "	20 Mar 2003 " 10 Dec 2008 " "
Instrument Approach Chart- ICAO (IAC)		<u>KRABI</u> VOR Y RWY 32 VOR Z RWY 32 ILS or LLZ RWY 32	In AIP " "	10 Dec 2008 " "
Instrument Approach Chart- ICAO (IAC)		<u>LAMPANG</u> RNAV (GNSS) RWY 18 RNAV (GNSS) RWY 36 LOC RWY 36 VOR RWY 18 VOR RWY 36	In AIP " " " " "	14 Nov 2013 " " " " "
Instrument Approach Chart- ICAO (IAC)		<u>LOEI</u> DVOR / DME RWY 19	In AIP	10 Dec 2008
Instrument Approach Chart- ICAO (IAC)		<u>MAE HONG SON</u> IGS DVOR / DME RWY 11	In AIP	10 Dec 2008
Instrument Approach Chart- ICAO (IAC)		<u>NAKHON PHANOM</u> VOR / DME RWY 15 VOR / DME RWY 33 VOR / DME RWY 15/33 ILS / DME RWY 15 LLZ / DME RWY 15	In AIP " " " " "	10 Dec 2008 " " " " "
Instrument Approach Chart- ICAO (IAC)		<u>NAKHON RATCHASIMA</u> VOR / DME RWY 24 VOR / DME RWY 06 ILS / DME RWY 06 LLZ / DME RWY 06	In AIP " " " "	10 Dec 2008 " " " "

3.2.5 List of Aeronautical Charts Available

Type of series	Scale	Name and /or number	Price (\$US)	Date
Instrument Approach Chart- ICAO (IAC)		<u>NAKHON SI THAMMARAT</u> ILS / DME RWY 01 LLZ / DME RWY 01	In AIP "	10 Dec 2008 "
Instrument Approach Chart- ICAO (IAC)		<u>NAN</u> VOR / DME RWY 02 VOR / DME RWY 20 ILS / DME RWY 02 LLZ / DME RWY 02	In AIP " " "	10 Dec 2008 " "
Instrument Approach Chart- ICAO (IAC)		<u>NARATHIWAT</u> ILS / DME RWY 02 ILS or LOC RWY02 VOR RWY 02 VOR RWY 20 RNAV (GNSS) RWY 20 RNAV (GNSS) RWY 02	In SUP B1/10 In AIP " " " "	22 Jan 2010 24 Jul 2014 " " "
Instrument Approach Chart- ICAO (IAC)		<u>PATTANI</u> NDB RWY 08 NDB RWY 26	10 Dec 2008 "	10 Dec 2008 "
Instrument Approach Chart- ICAO (IAC)		<u>PHETCHABUN</u> ILS / DME RWY 36 LLZ / DME RWY 36 NDB RWY 36 VOR RWY 18 VOR RWY 36	In AIP " " " "	10 Dec 2008 " "
Instrument Approach Chart- ICAO (IAC)		<u>PHRAE</u> VOR / DME RWY 01 VOR / DME RWY 19	In SUP B8/00 "	5 Oct 2000 "
Instrument Approach Chart- ICAO (IAC)		<u>PHACHUAP KHIRI KHAN / HUA HIN</u> VOR / DME RWY 16A NDB RWY 16	In AIP "	10 Dec 2008 "
Instrument Approach Chart- ICAO (IAC)		<u>RANONG</u> VOR / DME RWY 02 ILS / DME RWY 02	In AIP "	10 Dec 2008 "

3.2.5 List of Aeronautical Charts Available

Type of series	Scale	Name and /or number	Price (\$US)	Date
Instrument Approach Chart- ICAO (IAC)		<u>ROJET</u> VOR / DME RWY 18 VOR / DME RWY 36 LLZ / DME RWY 36 ILS / DME RWY 36	In AIP " In SUP B13/03 "	10 Dec 2008 " 25 Dec 2003 "
Instrument Approach Chart- ICAO (IAC)		<u>SAKHON NAKHON</u> ILS / DME RWY 23 LLZ / DME RWY 23	In AIP "	10 Dec 2008 "
Instrument Approach Chart- ICAO (IAC)		<u>SUKHOTHAI</u> NDB RWY 36 ILS / DME RWY 36 LLZ / DME RWY 36	In AIP " "	10 Dec 2008 " "
Instrument Approach Chart- ICAO (IAC)		<u>SURAT THANI</u> NDB RWY 22 VOR RWY 04 VOR RWY 22 VOR / DME RWY 22 ILS or LLZ RWY 22	In AIP " " In SUP B2/00 In AIP	10 Dec 2008 " " 28 Feb 2000 10 Dec 2008
Instrument Approach Chart- ICAO (IAC)		<u>SURAT THANI / SAMUI</u> VOR RWY 17 CAT A, B VOR A RWY 17 CAT A, B VOR RWY 35 CAT A, B RNAV (GNSS) RWY 17 CAT A, B RNAV (GNSS) RWY 35 CAT A, B	In AIP " " " "	29 Jul 2010 " " " "
Instrument Approach Chart- ICAO (IAC)		<u>TRANG</u> VOR / DME RWY 08 ILS / DME RWY 08 LLZ / DME RWY 08	In AIP " "	10 Dec 2008 " "
Instrument Approach Chart- ICAO (IAC)		<u>UBON RATCHATHANI</u> VOR RWY 05 VOR RWY 23 ILS or LLZ RWY 23	In AIP " "	10 Dec 2008 " "
Instrument Approach Chart- ICAO (IAC)	1 : 600,000	<u>UDON THANI</u> RNAV (GNSS) RWY 30 RNAV (GNSS) RWY 12 ILS or LOC RWY 30 VOR RWY 30 VOR RWY 12 NDB RWY 30 NDB RWY 12	In AIP " " " " " "	14 Nov 2013 " " " " " "

3.2.5 List of Aeronautical Charts Available

<i>Type of series</i>	<i>Scale</i>	<i>Name and /or number</i>	<i>Price (\$US)</i>	<i>Date</i>
Aerodrome Ground Movement Chart - ICAO		Don Mueang International Airport, VTBD AD	In AIP	23 Jul 2010
	1 : 10,000	Chiang Mai International Airport, VTCC AD	"	10 Dec 2008
		Chiang Rai International Airport, VTCT AD	"	10 Dec 2008
	1 : 10,000	Phuket International Airport, VTSP AD	"	10 Dec 2008
	1 : 15,000	Rayong/U-Tapao International Airport, VTBU AD	"	10 Dec 2008
	1 : 10,000	Hat Yai International Airport, VTSS AD	"	10 Mar 2011
	1 : 10,000	Sukhothai Airport, VTPO AD	"	14 Nov 2013
	1 : 10,000	Samui Airport, VTSM AD	"	17 Nov 2011
		Bangkok / Suvarnabhumi INTL	"	10 Mar 2011
	1 : 20,000	Bangkok / Suvarnabhumi INTL	"	10 Dec 2008
Aerodrome Obstacle Chart - ICAO Type A (AOC)	1 : 15,000	Don Mueang International Airport, VTBD AD	"	29 Jul 2010
	1 : 20,000	Chiang Mai International Airport, VTCC AD	"	10 Dec 2008
	1 : 12,500	Chiang Rai International Airport, VTCT AD	"	10 Dec 2008
		Phuket International Airport VTSP AD	"	10 Dec 2008
		Rayong/U-Tapao International VTBU AD	"	10 Dec 2008
	1 : 1,500	Hat Yai International Airport VTSS AD	"	10 Mar 2011
	1 : 1,500	Sukhothai Airport, VTPO AD	"	10 Dec 2008
	1 : 1,500	Surat Thani/Samui Airport, VTSM AD	"	17 Nov 2011
		Phuket International Airport, VTSP AD	"	10 Dec 2008
		Phuket International Airport, VTSP AD	"	10 Dec 2008
Aerodrome Obstacle Chart - ICAO Type B (AOC)		Phuket International Airport, VTSP AD	"	10 Dec 2008

3.2.5 List of Aeronautical Charts Available

Type of series	Scale	Name and /or number	Price (\$US)	Date
Aircraft Parking/Docking Chart - ICAO	1 : 10,000	Don Mueang International Airport, VTBD AD	In AIP	29 Jul 2012
		Chiang Mai International Airport, VTCC AD	"	10 Dec 2008
		Chiang Rai International Airport, VTCT AD	"	10 Dec 2008
		Phuket International Airport, VTSP AD	"	10 Mar 2011
		Hat Yai International Airport VTSS AD	"	10 Dec 2008
		Bangkok / Suvarnabhumi INTL		10 Mar 2011
Area Chart - ICAO		Chiang Mai International Airport, VTCC AD	"	10 Dec 2008
		Hat Yai International Airport VTSS AD	"	10 Dec 2008
Standard Instrument Departure Chart - ICAO (SID)	1 : 600,000	Bangkok / Don mueang International Airport SID RNAV RWY 21L/21R (BRUCE3A)	In AIP	24 Jul 2014
		SID RNAV RWY 21L/21R (EAGLE1A)	"	"
		SID RNAV RWY 21L/21R (GRANT3A)	"	"
		SID RNAV RWY 21L/21R (HELEN5A)	"	"
	1 : 400,000	Lampang SID RNAV RWY18	In AIP	14 Nov 2013
		SID RNAV RWY36	"	"

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction

1.1 The following altimeter setting procedures describe the method for providing adequate vertical separation between aircraft and adequate terrain clearance during all phases of flight.

1.2 QNH and QFE values are given in whole hectopascal or inch of mercury, but they will be provided in tenths on request for landing.

2. Basic altimeter setting procedures

2.1 General

2.1.1 The transition altitude for Bangkok FIR is 11000 ft.

2.1.2 The transition level for Bangkok FIR is flight level 130 (FL130).

2.1.3 The transition layer is located between the transition altitude and the transition level.

2.1.4 The vertical position of aircraft operating at or below the transition altitude shall be expressed in terms of altitudes, which are determined from an altimeter set to sea level pressure (QNH).

Note: This does not preclude a pilot using a QFE setting for terrain clearance purposes during the final approach to the runway.

2.1.5 The vertical position at or above the transition level shall be expressed in terms of flight levels, which are surfaces of constant atmospheric pressure based on an altimeter setting of 1013.2 hPa or 29.92 inHg.

2.1.6 While passing through the transition layer, vertical position shall be expressed in terms of:

2.1.6.1 flight levels when climbing; and

2.1.6.2 altitudes when descending.

2.1.7 Cruising within the transition layer is not permitted unless specifically cleared by the ATS unit providing control services for that portion of airspace.

2.1.8 While operating in the transition layer, vertical position shall be expressed in terms of flight levels or altitudes as advised by ATC.

2.1.9 Flight level zero is located at the atmospheric pressure level of 1013.2 hPa (29.92 inHg). Consecutive flight levels are separated by a pressure interval corresponding to 500 ft (152.4 m) in the International Standard Atmosphere.

2.1.10 For all flights operating at or below the transition altitude, altimeter shall be set to the appropriate QNH derived from an available source.

2.2 QNH for aircraft operating at or below the transition altitude

2.2.1 Pilot who operating an aircraft at or below the transition altitude shall set an altimeter to the currently reported QNH of the nearest station along the route of flight, except as provide in 2.2.2 and 2.2.3.

2.2.2 Pilot who operating an aircraft operating in a terminal control area or a terminal control zone shall set an altimeter to the currently reported QNH of the major aerodrome of that airspace, which will be given by ATC.

2.2.3 When there is no appropriate available station, pilot shall set an altimeter to the elevation of the departure aerodrome until the appropriate QNH can be obtained.

Note: Pressure-altitude-derived level information displayed to the controller and level received from a pilot by radiotelephony might be vary due to different pressure setting. ATC shall comply with criteria as stated in ICAO doc 4444 paragraph 8.5.5 Level information based on the use of pressure-altitude information.

2.3 Take-off and climb

2.3.1 Altimeter setting is made available to aircraft in the routine takeoff and climb instructions.

2.3.2 Vertical displacement of aircraft during climb is controlled by reference to altitude until passing the transition altitude above which vertical displacement is controlled by reference to flight level.

Note: The word "controlled" is used in a composite sense in that a pilot will wish to fly his aircraft on predetermined flight levels or altitudes and ATS will wish to advise a pilot the availability of flight levels or altitudes: both are concerned with vertical position of aircraft.

2.4 Vertical Separation - en-route

2.4.1 Aircraft en-route in the Bangkok FIR (irrespective of whether IFR or VFR) shall be flown at flight levels or altitudes where appropriate .

2.4.2 When complying with the table of cruising levels in Civil Aviation Board (CAB) Regulation on Rules of the air, or for VFR flight above 900 metres (3 000 feet), aircraft shall be flown at levels corresponding to the tracks shown in the following table :

TRACK											
From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
FL	Level		FL	Level		FL	Level		FL	Level	
Feet	Meters		Feet	Meters		Feet	Meters		Feet	Meters	
	1000	300	-	-	-		2000	600	-	-	-
	3000	900		3500	1050		4000	1200		4500	1350
	5000	1500		5500	1700		6000	1850		6500	2000
	7000	2150		7500	2300		8000	2450		8500	2600
	9000	2750		9500	2900		10000	3050		10500	3200
110	11000	3350	115	11500	3500	120	12000	3650	125	12500	3800
130	13000	3950	135	13500	4100	140	14000	4250	145	14500	4400
150	15000	4550	155	15500	4700	160	16000	4900	165	16500	5050
170	17000	5200	175	17500	5350	180	18000	5500	185	18500	5650
190	19000	5800	195	19500	5950	200	20000	6100	205	20500	6250
210	21000	6400	215	21500	6550	220	22000	6700	225	22500	6850
230	23000	7000	235	23500	7150	240	24000	7300	245	24500	7450
250	25000	7600	255	25500	7750	260	26000	7900	265	26500	8100
270	27000	8250	275	27500	8400	280	28000	8550	285	28500	8700
290	29000	8850				300	30000	9150			
310	31000	9450				320	32000	9750			
330	33000	10050				340	34000	10350			
350	35000	10650				360	36000	10950			
370	37000	11300				380	38000	11600			
390	39000	11900				400	40000	12200			
410	41000	12500				430	43000	13100			
450	45000	13700				470	47000	14350			
490	49000	14950				510	51000	15550			
etc.	etc.	etc.				etc.	etc.	etc.			

2.5 Approach and landing

2.5.1 A QNH altimeter setting is made available in the routine approach and landing instructions.

2.5.2 A QFE altimeter setting is made available on request in approach and landing clearance but reports to ATC are to be made in altitude.

2.5.3 Vertical displacement of aircraft during approach is effected by reference to flight level until passing the transition level below which vertical displacement is controlled by reference to altitude, except as provided in 2.5.4 .

- 2.5.4 After approach clearance has been issued and the descent to land is commenced, the vertical position of an aircraft above the transition level may be by reference to altitude (QNH) provided that level flight above the transition altitude is not indicated or anticipated.

2.6 Missed Approach

- 2.6.1 The relevant portions of paragraph 2.3, 2.4 and 2.5 shall be applied in case of a missed approach.

3. Procedure applicable to operators and pilots

3.1 Flight Planning

- 3.1.1 The levels at which a flight is to be conducted shall be specified in a flight plan:
- 3.1.1.1 in terms of flight levels, if the flight is to be conducted at or above the transition level; and
 - 3.1.1.2 in terms of altitudes, if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

Note 1: Short flight in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.

Note 2: Flight levels are specified in the flight plan by number, and not in terms of feet in the case of altitudes.

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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 Prew	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	BANGLOOKSUA	Pradhana Vanalai Studio	R070/ 29.0D	140310N1010404E
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
22	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 LAN	
From the SOUTHEAST to the NORHT	KOH LAN	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 LAN
From the NORTH or NORTHEAST to the SOUTHEAST (2)	HINKONG	AYUTTHAYA	LADBUALUANG	SAMUTSAKORN	KOH SRI CHANG*
From the NORTH or NORTHEAST to the SOUTHEAST (3)	AYUTTHAYA	HINKONG	BANGLOOKSUA	BANG NAM PREAW	BANG PAKONG
From the EAST to the NORTH or NORHTEAST	BANG NAM PREAW	BANGLOOKSUA	HINKONG	AYUTTHAYA	
From the EAST to the SOUTH or SOUTHEAST	BANG NAM PREAW	BANG PAKONG	KOH SRI CHANG	SAMUTSAKORN	

Note: (*) When VTD 22 or VTD 23 active, U-TAPAO Approach will request the departure aircraft to report over KOH SRICHANG reporting point.

Bangkok/Control Zone
OVERFLY



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

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

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

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

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

c) VFR entry procedures for VTBD

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

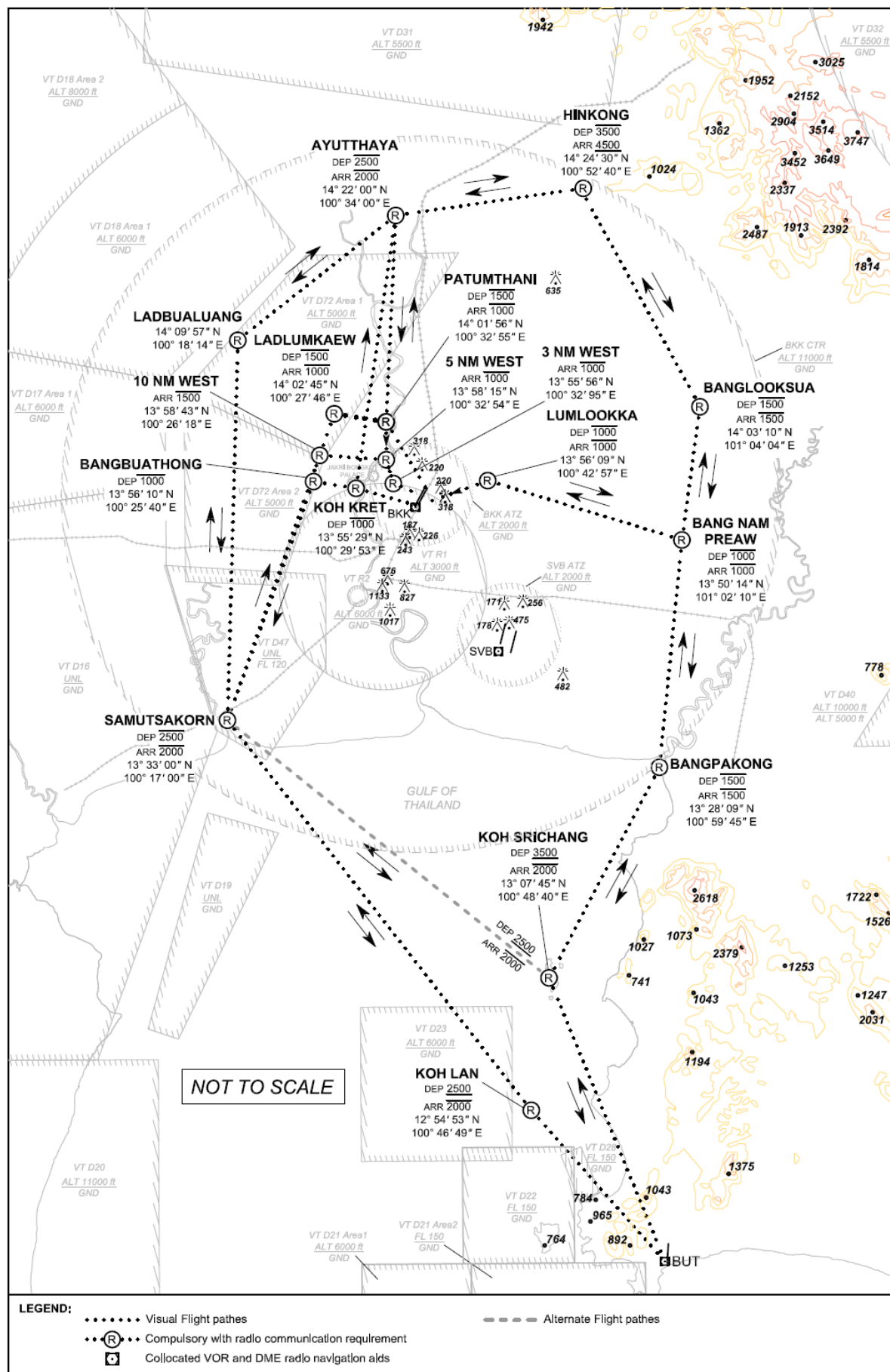
Note: (*) When VTD 22 or VTD 23 active, U-TAPAO Approach will assign the arrival aircraft to report over KOH SRICHANG reporting point.

VFR ENTRY AND EXIT
PROCEDURE
FOR LIGHT AIRCRAFT
CHART

AERODROME ELEV. 9 FT

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

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



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

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

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

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

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

c) VFR entry procedures for VTBS

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

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.	BANGLOOKSUA	Pradhana Vanalai Studio	R070/ 29.0D	140310N1010404E
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	Tanyaburi Rd. crossing Rungsit-Nakhon Nayok Rd.(Khlung 7)	R048/12.0D	140135N1004457E
23.	TPAD	Thai Police Aviation Division	R131/ 2.98D	135135N1003815E
24.	WANGNOI	District Office of Wangnoi	R020/20.0D	141226N1004256E
25.	KANCHANAPHISEK BRIDGE	Kanchanaphisek Bridge	R193/12.8D	134051N1003253E

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

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

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

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

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

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

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

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

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

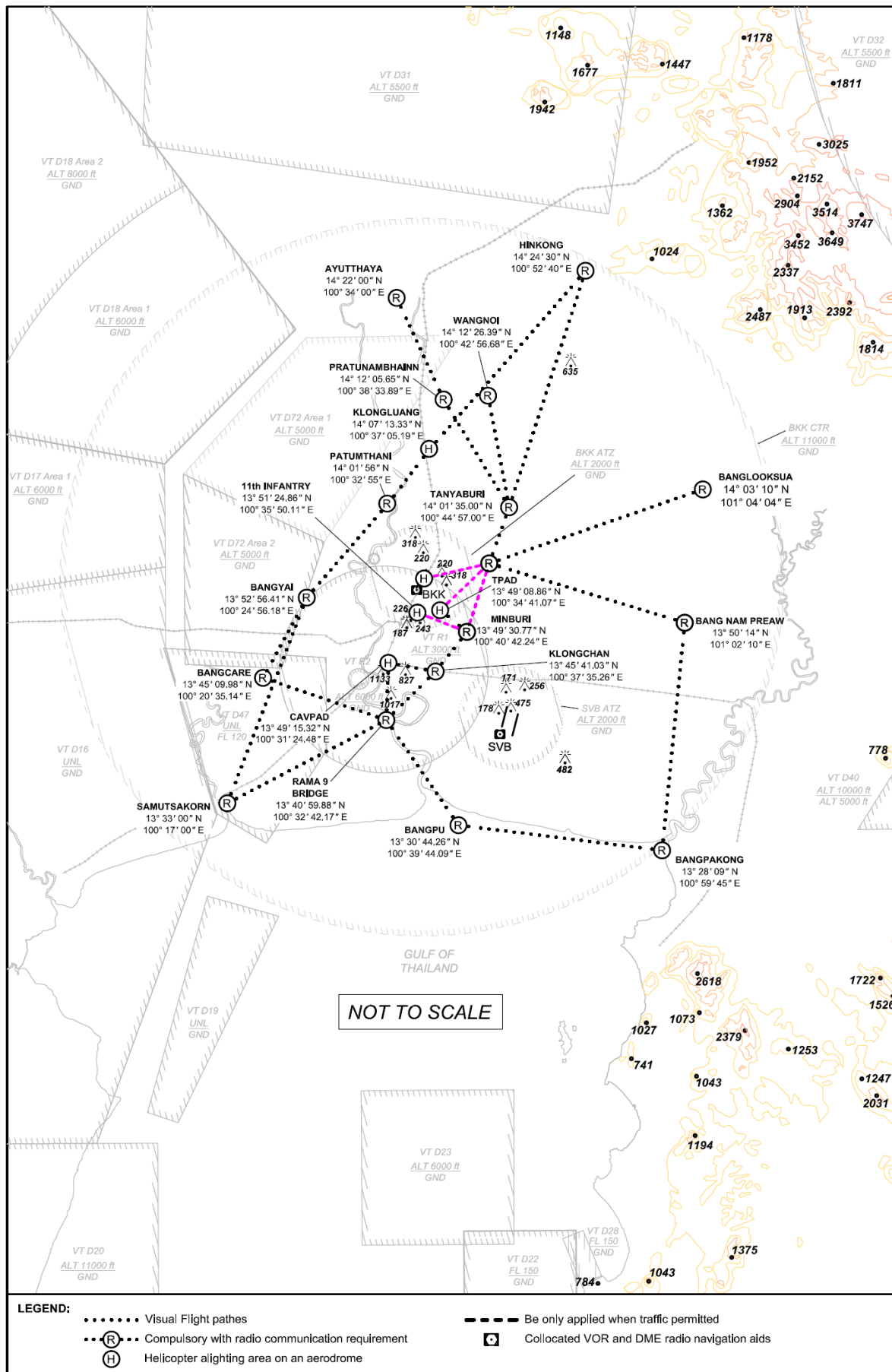
Direction Of flight	Reporting point	Reporting point	Reporting point	Reporting point
KLONGLUANG – AYUTTAYA	AYUTTAYA			
KLONGLUANG – HINKONG	HINKONG			
KLONGLUANG – BANGLOOKSUA	BANGLOOKSUA			
KLONGLUANG – BANGNAMPREAW	TANYABURI	BANGNAMPREAW		
KLONGLUANG – BANGPAKONG	TANYABURI	BANGNAMPREAW	BANGPAKONG	
KLONGLUANG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

VFR ENTRY AND EXIT
PROCEDURE
FOR HELICOPTER
CHART

AERODROME ELEV. 9 FT

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

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



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

VT D31
ALT 5500 ft
GND

VT D18 Area 2
ALT 8000 ft
GND

VT D18 Area 1
ALT 6000 ft
GND

VT D17 Area 1
ALT 6000 ft
GND

VT D72 Area 2
ALT 5000 ft
GND

VT D72 Area 1
ALT 5000 ft
GND

VT D16
UNIL
GND

VT D19
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GND

VT D20
ALT 11000 ft
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VT D23
ALT 6000 ft
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VT D22
FL 150
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VT D28
FL 150
GND

VT D40
ALT 10000 ft
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ENR 3. ATS ROUTES

ENR 3.1 ATS ROUTES – INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
A1 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ SELKA 142135.9N 1015947.5E ▲ PASAT 145507.93N 1034728.55E ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E ▲ BUTRA 152505.8N 1053545.9E	<u>071</u> 251 86 NM <u>072</u> 253 109 NM <u>072</u> 253 65 NM <u>076</u> 256 44 NM	FL 460 ALT 7,500FT ALT 8,000FT FL 460 ALT 9,500FT ALT 10,000FT	*	↓ ↑		Longitudinal separation between aircraft 10 mins.
Note : One way system will be applied for a portion between BKK DVOR/DME and UBL DVOR/DME as follows : - ATS route A1 will apply for eastbound traffic only - Westbound traffic shall filed flight plan via W1 after UBL - The available for westbound traffic on A1 or direct route will be subject to prior approval from ATC.						
A202 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ KORAT DVOR/DME (KRT) 145502.35N 1020823.32E ▲ RAMEI 150103.57N 1025940.72E ▲ OKENA 161608.19N 1042532.75E ▲ SUVANNAKHET DVOR/DME (SAV) 163342.0N 1044556.0E	<u>056</u> 236 109 NM <u>083</u> 263 50 NM <u>048</u> 228 112 NM <u>048</u> 228 26 NM	FL 460 ALT 6,500FT ALT 7,000FT FL 460 ALT 12,500FT / FL 125 ALT 13,000FT / FL 130 FL 460 ALT 6,500FT ALT 7,000FT	*	↓ ↑		10 mins longitudinal separation between aircraft applying Mach Number Technique
A334 ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E ▲ PASVA 061529N 1020431E ▲ KOTA BHARU VOR/DME (VKB) 060948.3N 1021851.1E	<u>112</u> 292 108 NM <u>112</u> 292 15 NM	FL 460 ALT 9,500FT ALT 10,000FT		20	↓ ↑	
A340 ▲ PHNOM PENH VOR (PNH) 1132.8N 10450.5E ▲ BISOR 122106.5N 1024647.3E ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E	<u>291</u> 111 130 NM <u>292</u> 111 70 NM	FL 460 FL 165 FL 170	20		↓ ↑	
* For the width of airways see ENR 2.1-1.						

ENR 3.1 ATS ROUTES – INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
A457 ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E ▲ TAMOS 063207.90N 1002406.50E	178 358 24 NM	FL 460 ALT 9,500FT ALT 10,000FT	20	↓	↑	Longitudinal separation between aircraft 15 mins.
A464 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E Δ TOPAS 172916.19N 0992358.16E ▲ BEKOD 162117.2N 0994636.4E ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E Δ POLAK 132106.1N 1003454.3E ▲ REGOS 120006.5N 1003454.3E Δ DIRAX 110006.7N 1003248.3E ▲ UPNEP 094213.1N 1002936.4E ▲ RELIP 080431.5N 1002618.5E ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E ▲ KARMI 062949.9N 1003106.4E	162 342 81 NM 162 342 71 NM 162 342 155 NM 182 001 32 NM 180 360 81 NM 182 002 60 NM 182 002 78 NM 182 002 97 NM 183 003 68 NM 163 343 27 NM	FL 460 ALT 6,500FT ALT 7,000FT FL 460 ALT 3,500FT ALT 4,000FT FL 460 ALT 8,500FT ALT 9,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
A581 ▲ BOMAS 172304.8N 980549.1E ▲ TATEL 172904.8N 984548.8E ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 985740.55E ▲ CHIANG RAI DVOR/DME (CTR) 195653.65N 995300.12E ▲ PONUK 201858.1N 1002305.8E	081 261 39 NM 008 188 77 NM 036 217 88 NM 052 232 36 NM	FL 460 ALT 10,500FT ALT 11,000FT/ FL 110 Class A (FL290 and above) FL 350 ALT 7,500FT ALT 8,000FT Class A (FL290 and above) FL 460 ALT 12,000FT /FL 120 ALT 13,000FT/ FL 130 Class A (FL290 and above)	10	↑	↓	Longitudinal separation between aircraft 10 mins.

*For the width of Airways see ENR 2.1-1

ENR 3.1 ATS ROUTES – INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
B202 ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E ▲ PAKSE VOR (PAK) 151148N 1054417E	<u>093</u> 273 51 NM	<u>FL 460</u> FL 260 FL 270	*	↓	↑	Longitudinal separation between aircraft 15 mins.
B204 ▲ GOMES 132406.1N 1013505.7E ▲ AGEDO 132419.4N 1022138.6E	<u>090</u> 270 45 NM	<u>FL 460</u> FL 135 FL 140	*	↓	↑	Longitudinal separation between aircraft 10 mins.
B205 ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E ▲ BOKAK 125736.3N 1022947.3E	<u>077</u> 257 49 NM	<u>FL 460</u> FL 155 FL 160	*	↓	↑	Longitudinal separation between aircraft 10 mins.
B218 ▲ VIENTIANE DVOR/DME (VTN) 180018N 1023224E ▲ LOEI VOR/DME (LOY) 172649.38N 1014323.12E ▲ CHUM PHAE DVOR/DME (CMP) 163811.3N 1015905.4E	<u>234</u> 054 57 NM	<u>FL 460</u> ALT 3,500FT ALT 4,000FT	20	↑	↓	Longitudinal separation between aircraft 10 mins
	<u>163</u> 343 51 NM	<u>FL 460</u> ALT 6,500FT ALT 7,000FT		↓	↑	
B346 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ NOBER 151635.6N 1004006.0E ▲ PETCHABUN DVOR/DME (PCB) 164033.66N 1011148.12E ▲ YAKUA 174414.79N 1013051.65E	<u>003</u> 183 83 NM	<u>FL 460</u> ALT 10,000FT ALT 11,000FT /FL 110	20	↓	↑	Longitudinal separation between aircraft 15 mins.
	<u>020</u> 200 89 NM			↑		
	<u>016</u> 196 66 NM			↓		
B460 ▲ KORAT DVOR/DME (KRT) 145502.35N 1020823.32E ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ SAVANNAKHET VOR/DME (SAV) 163342.0N 1044556.0E	<u>053</u> 233 119 NM	<u>FL 460</u> ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
	<u>065</u> 245 63 NM			↑		
B579 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ DALAN 062808N 993920E	<u>141</u> 321 127 NM	<u>FL 460</u> ALT 9,500FT ALT 10,000FT	20	↓	↑	Longitudinal separation between aircraft 10 mins.
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES – INTERNATIONAL

Route designator 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
G331 ▲ PADET 100006.9N 981719.3E ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E	<u>179</u> <u>359</u> 113 NM	<u>FL 460</u> ALT 9,500FT ALT 10,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.
G458 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ MOTNA 131110.14N 1002305.69E ▲ HOTEL 130006.2N 1001948.3E ▲ UKERA 120207.25N 1000109.59E ▲ MENEX 110830.7N 994542.6E ▲ APRIL 110006.7N 994306.7E ▲ SURAT DVOR/DME (STN) 090746.24N 990805.09E ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E	<u>196</u> <u>016</u> 44 NM <u>196</u> <u>016</u> 12 NM <u>198</u> <u>018</u> 61 NM <u>196</u> <u>016</u> 55 NM <u>197</u> <u>017</u> 9 NM <u>197</u> <u>017</u> 117 NM <u>219</u> <u>039</u> 78 NM	<u>FL 460</u> ALT 7,500FT ALT 8,000FT <u>FL 460</u> ALT 7,000FT ALT 8,000FT <u>FL 460</u> ALT 6,500FT ALT 7,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.
G463 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ BETNO 150553.5N 981231.2E	<u>298</u> <u>117</u> 157 NM	<u>FL 460</u> ALT 9,500FT ALT 10,000FT	*	↑	↓	Longitudinal separation between aircraft 10 mins.
G473 ▲ MAKAS 164947.0N 982948.9E ▲ PHITSANULOK DVOR/DME (PSL) 164613.34N 1001728.70E ▲ CHUM PHAE DVOR/DME (CMP) 163811.3N 1015905.4E ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E	<u>092</u> <u>272</u> 103 NM <u>094</u> <u>275</u> 98 NM <u>116</u> <u>297</u> 186 NM	<u>FL 460</u> ALT 9,000FT ALT 10,000FT	*	↓	↑	Longitudinal separation between aircraft 15 mins.
G474 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E △ BATOK 135606.0N 1015353.6E ▲ MENAM 135724.1N 1024729.2E	<u>088</u> <u>268</u> 76 NM <u>088</u> <u>269</u> 52 NM	<u>FL 460</u> ALT 9,500FT ALT 10,000FT	*	↓	↑	10 mins longitudinal separation between aircraft applying Mach Number Technique.

*For the width of Airways see ENR 2.1-1

ENR 3.1 ATS ROUTES – INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
R201 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ U-TAPAO DVOR/DME (BUT) 124006.3N 1005948.0E	<u>162</u> 342 77 NM	<u>FL 460</u> ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins. Excluding area of VTP7
R202 ▲ TATEL 172904.8N 984548.8E ▲ PHRAE 180802.78N 1000958.35E	<u>064</u> 244 89NM	<u>FL460</u> ALT 12,500FT / FL125 FL130	10	↓	↑	
R203 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ SAPAM 080434N 973300E	<u>268</u> 088 45 NM	<u>FL 460</u> ALT 9,500FT ALT 10,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
R207 ▲ SISUK 194804.1N 980242.9E ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 985740.55E ▲ NAN DVOR/DME (NAN) 184832.76N 1004657.31E ▲ ANBOK 183634.6N 1011247.6E	<u>140</u> 320 81 NM <u>088</u> 269 104 NM <u>116</u> 296 27 NM	<u>FL 460</u> ALT 8,000FT ALT 9,000FT <u>FL 460</u> ALT 9,500FT ALT 10,000FT	20	↓	↑	Longitudinal separation between aircraft 15 mins.
R215 ▲ CHIANG RAI DVOR/DME (CTR) 195653.65N 995300.12E ▲ NAN DVOR/DME (NAN) 184832.76N 1004657.31E ▲ TOMIP 191104.5N 1011547.5E	<u>143</u> 323 85 NM <u>051</u> 231 35 NM	<u>FL 460</u> ALT 9,500FT ALT 10,000FT	*	↓	↑	Longitudinal separation between aircraft 15 mins.
R325 ▲ IKULA 100006.9N 972114.0E ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ UTHAI 070007.7N 992948.9E ▲ DUBAX 062555.9N 1000736.6E	<u>153</u> 333 126 NM <u>134</u> 313 97 NM <u>132</u> 312 51 NM	<u>FL 270</u> ALT 9,000FT ALT 10,000FT <u>FL 460</u> ALT 9,500FT ALT 10,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES – INTERNATIONAL

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
R334 ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E ▲ KOH KONG 1136.9N 10300.0E ▲ PHNOM PENH VOR (PNH) 1132.8N 10450.5E	132 312 103 NM 092 272 109 NM	FL 460 FL 165 FL 170	20	↓	↑	Longitudinal separation between aircraft 10 mins.
R345 ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ GRASO 150650.28N 1034716.84E ▲ PASAT 145507.93N 1034728.55E ▲ BIDE M 142153.57N 1034750.07E	180 360 60 NM 180 360 12 NM 180 360 33 NM	FL 460 FL 215 FL 220		↓	↑	
R468 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ GOMES 132406.1N 1013505.7E ▲ BOKAK 125736.3N 1022947.3E ▲ PHNOM PENH VOR (PNH) 1132.8N 10450.5E	117 297 65 NM 116 296 60 NM 121 302 161 NM	FL 460 ALT 7,500FT ALT 8,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins for inbound traffic. Longitudinal separation between aircraft 10 mins for outbound traffic.
R470 ▲ VIENTIANE VOR/DME (VTN) 180037N 1023226E ▲ UDON DVOR/DME (UDN) 172304.20N 1024630.05E ▲ ROI ET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E	339 159 40 NM 143 323 95 NM 129 309 82 NM	FL 460 ALT 3,500FT ALT 4,000FT FL 460 ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
R474 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ ALBOS 144441.7N 1010141.9E ▲ CHUM PHAE DVOR/DME (CMP) 163811.3N 1015905.4E ▲ VIENTIANE VOR/DME (VTN) 180037N 1023226E	026 206 57 NM 026 206 126 NM 021 201 88 NM	FL 460 ALT 6,500FT ALT 7,000FT FL 460 ALT 3,500FT ALT 4,000FT	*	↓	↑	Longitudinal separation between aircraft 15 mins.
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES – INTERNATIONAL

Route designator Points Coordinates (WGS-84)	Name of significant	Track MAG(GEO) VOR RDL DIST (COP)	<u>Upper limits</u> 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
R575 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ RECNO 083425.3N 992824.9E ▲ SAMUI VOR/DME (SMU) 093249.47N 1000342.27E ▲ UPNEP 094213.1N 1002936.4E △ EMELA 101249.19N 1010729.14E ▲ RILVI 102333.74N 1012142.32E ▲ ALUMO 104553.89N 1015122.86E △ ANOBO 110323.01N 1021441.61E ▲ KOH KONG 113700.7N 1025947.2E		<u>068</u> 248 75 NM	<u>FL 460</u> ALT 9,000FT ALT 9,500FT		↓		
		<u>031</u> 211 68 NM					
		<u>070</u> 250 27 NM	<u>FL 460</u> ALT 6,500FT				
		<u>051</u> 231 48 NM	ALT 7,000FT				
		<u>053</u> 233 18 NM	<u>FL 460</u> FL 155 FL 160				
		<u>053</u> 233 37 NM					
		<u>053</u> 233 29 NM					
		<u>053</u> 233 55 NM					
	R588 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ RELIP 080431.5N 1002618.5E △ SUPIN 083434.55N 1010419.34E △ MUBAN 085440.87N 1012952.12E ▲ TENUM 090228.94N 1013948.44E △ TONIK 091736.12N 1015906.78E ▲ BASIT 093447.46N 1022108.00E		<u>091</u> 271 127 NM				<u>FL 460</u> ALT 9,500FT ALT 10,000FT
		<u>052</u> 232 48 NM	<u>FL 460</u> FL 155 FL 160				
		<u>052</u> 232 32 NM					
		<u>052</u> 232 13 NM					
		<u>052</u> 232 24 NM					
		<u>052</u> 232 28 NM					

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W1 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ KHORAT DVOR/DME (KRT) 145502.35N 1020823.32E Δ RAMEI 150103.57N 1025940.72E Δ RAMBU 150351.24N 1032316.32E ▲ GRASO 150650.28N 1034716.84E ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E	056 236 109 NM 083 263 50 NM 083 263 23 NM 083 263 23 NM 083 263 63 NM	FL 460 ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins. (RAMEI on request for W1)
W4 ▲ UDON DVOR/DME (UDN) 172304.20N 1024630.05E ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E	143 323 95 NM 129 309 82 NM	FL 460 ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W5 ▲ UDON DVOR/DME (UDN) 172304.20N 1024630.05E ▲ KHON KHEN DVOR/DME (KKN) 162814.73N 1024716.07E ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E ▲ UBON DVOR/DME (UBL) 151442.71N 1045157.30E	180 360 55 NM 110 290 61 NM 129 309 82 NM	FL 460 ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W6 ▲ KORAT DVOR/DME (KRT) 145502.35N 1020823.32E ▲ KHON KAEN DVOR/DME (KKN) 162814.73N 1024716.07E ▲ SAKON NAKHON DVOR/DME (SKN) 171250.89N 1040812.34E ▲ NAKHON PHANOM DVOR/DME (NKP) 172317.87N 1043818.01E	022 202 100 NM 060 240 89 NM 070 250 31 NM	FL 460 ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
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 ALT 8,000FT ALT 9,000FT	*	↓	↑	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
W8 ▲ TAKHLI NDB (TL) 151608.09N 1001751.05E ▲ KORAT DVOR/DME (KRT) 145502.35N 1020823.32E	<u>101</u> 281 109 NM	<u>FL 460</u> ALT 6,500FT ALT 7,000FT	*	↓	↑	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	<u>119</u> 299 68 NM <u>147</u> 327 89 NM <u>147</u> 327 53 NM <u>180</u> 360 90 NM <u>168</u> 348 84 NM	<u>FL 460</u> ALT 8,500FT ALT 9,000FT <u>FL 460</u> ALT 6,500FT ALT 7,000FT	*	↓	↑	Excluding restricted area VTR 5. Longitudinal separation Between aircraft 10 mins.
W10 ▲ KAMPHAENG SAEN DVOR/DME (KPS) 140956.0N 0995715.0E ▲ VUTHI 145006.95N 0995725.34E ▲ TAKHLI NDB (TL) 151608.09N 1001751.05E	<u>360</u> 180 40 NM <u>037</u> 217 33 NM	<u>FL 260</u> ALT 5,500FT ALT 6,000FT	*	↓	↑	For Military use only.
W12 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ NAN DVOR/DME (NAN) 184832.76N 1004657.31E	<u>088</u> 268 104 NM	<u>FL 460</u> ALT 7,000FT ALT 8,000FT	*	↓	↑	Longitudinal separation Between aircraft 10 mins.
W13 ▲ LAMPANG DVOR/DME (LPN) 181636.75N 993008.64E ▲ PHRAE DVOR/DME (PAE) 180802.78N 1000958.35E	<u>103</u> 283 39 NM	<u>FL 460</u> ALT 6,000FT ALT 7,000FT	*	↓	↑	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	<u>115</u> 295 87 NM <u>127</u> 307 57 NM <u>101</u> 281 46 NM <u>114</u> 294 39 NM	<u>FL 460</u> ALT 6,500FT ALT 7,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.

*For the width of Airways see ENR 2.1-1

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant Points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
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	<u>119</u> 299 78 NM <u>137</u> 317 65 NM <u>082</u> 262 45 NM <u>094</u> 274 61 NM <u>097</u> 277 79 NM	FL 460 ALT 6,500FT ALT 7,000FT	*	↓	↑	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	<u>126</u> 306 106 NM <u>126</u> 306 109 NM <u>102</u> 282 47 NM	FL 460 ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W17 ▲ RANONG DVOR/DME (RAN) 094643.18N 983502.11E ▲ SURAT DVOR/DME (STN) 090746.24N 990805.09E ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E	<u>140</u> 320 51 NM <u>150</u> 330 151 NM	FL 460 ALT 6,500FT ALT 7,000FT FL 460 ALT 7,500FT ALT 8,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W19 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E △ POLAK 132106.1N 1003454.2E ▲ REGOS 120006.5N 1003454.3E △ DIRAX 110006.7N 1003248.3E ▲ UPNEP 094213.1N 1002936.4E △ ADNEP 080343.5N 1010318.2E ▲ NARATHIWAT DVOR/DME (NTW) 063138.24N 1014442.48E	<u>182</u> 002 32 NM <u>180</u> 360 81 NM <u>182</u> 002 60 NM <u>182</u> 002 78 NM <u>161</u> 341 104 NM <u>156</u> 336 100 NM	FL 460 ALT 6,500FT ALT 7,000FT	*	↓	↑	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)	Later al limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W20 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ CHIANG RAI DVOR/DME (CTR) 195653.65N 995300.12E	<u>036</u> 216 88 NM	<u>FL 350</u> ALT 7,500FT ALT 8,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W21 ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E ▲ NOBER 151635.6N 1004006.0E ▲ CHUM PHAE DVOR/DME (CMP) 163811.3N 1015905.4E ▲ UDON DVOR/DME (UDN) 172304.20N 1024630.05E	<u>003</u> 183 83 NM <u>043</u> 223 111 NM <u>046</u> 226 64 NM	<u>FL 460</u> ALT 10,000FT ALT 11,000FT /FL 110 <u>FL 460</u> ALT 6,500FT ALT 7,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.
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	<u>355</u> 175 82 NM <u>352</u> 172 110 NM	<u>FL 460</u> ALT 6,500FT ALT 7,000FT	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	<u>333</u> 153 68 NM <u>333</u> 153 33 NM	<u>FL 460</u> ALT 6,500FT ALT 7,000FT	*	↑	↓	Longitudinal separation between aircraft 10 mins.
W24 ▲ SURAT DVOR/DME (STN) 090746.24N 990805.09E ▲ TRANG DVOR/DME (TRN) 073032.17N 993733.67E	<u>163</u> 343 101 NM	<u>FL 460</u> ALT 7,500FT ALT 8,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W25 ▲ SUKHOTHAI NDB 171406.81N 994919.23E ▲ PHRAE DVOR/DME (PAE) 180802.78N 1000958.35E ▲ NAN DVOR/DME (NAN) 184832.76N 1004657.31E	<u>021</u> 201 57 NM <u>041</u> 221 54 NM	<u>FL 460</u> ALT 6,500FT ALT 9,000FT <u>FL 460</u> ALT 8,000FT ALT 9,000FT	*	↓	↑	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
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	<u>074</u> 254 43 NM <u>097</u> 277 60 NM <u>096</u> 276 52 NM <u>093</u> 273 45 NM	FL460 ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W27 ▲ PHITSANULOK DVOR/DME (PSL) 164613.34N 1001728.70E ▲ LOEI DVOR/DME (LOY) 172649.38N 1014323.12E	<u>063</u> 243 91 NM	FL 460 ALT 6,000FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W28 ▲ SURAT DVOR/DME (STN) 090746.24N 990805.09E ▲ NAKHON SI DVOR/DME (NKS) 083229.95N 995648.67E ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E	<u>126</u> 306 60 NM <u>165</u> 345 100 NM	FL 460 ALT 8,000FT ALT 9,000FT FL 460 ALT 7,500FT ALT 8,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W29 ▲ PHITSANULOK DVOR/DME (PSL) 164613.34N 1001728.70E ▲ UTTAR 174304.9N 1002706.0E ▲ NAN DVOR/DME (NAN) 184832.76N 1004657.31E ▲ CHIANG RAI DVOR/DME (CTR) 195653.65N 995300.12E	<u>009</u> 189 57 NM <u>016</u> 196 68 NM <u>323</u> 143 85 NM	FL 460 ALT 9,500FT ALT 10,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W31 ▲ SUPOJ 101642.14N 1001220.33E ▲ UKERA 120207.25N 1000109.59E ▲ HUA HIN DVOR/DME (HHN) 123804.04N 995704.23E ▲ HOTEL 1300.0N 10020.0E ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E	<u>354</u> 174 105 NM <u>354</u> 174 36 NM <u>045</u> 225 31 NM <u>016</u> 196 56 NM	FL 460 ALT 3,500FT ALT 4,000FT FL 150 ALT 3,500FT ALT 4,000FT FL 150 ALT 7,500FT ALT 8,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins

*For the width of Airways see ENR 2.1-1

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W32 ▲ REGOS 120006.5N 1003454.3E ▲ GOKEX 111814.72N 1002543.59E ▲ SUPOJ 101642.14N 1001220.33E ▲ SAMUI DVOR/DME (SMU) 093249.47N 1000342.27E ▲ DORNA 092458.70N 0994614.10E ▲ SURAT DVOR/DME (STN) 090746.24N 0990805.09N ▲ TEDOS 084833.61N 0990507.41E ▲ KRABI DVOR/DME (KBI) 080627.19N 0985839.07E ▲ TRANG DVOR/DME (TRN) 073032.17N 993733.67E	<u>192</u> 012 43 NM <u>192</u> 012 63 NM <u>191</u> 011 45 NM <u>246</u> 066 19 NM <u>246</u> 066 41 NM <u>189</u> 009 20 NM <u>189</u> 009 42 NM <u>133</u> 313 53 NM	FL 460 ALT 3,500FT ALT 4,000FT FL 460 ALT 7,500FT ALT 8,000FT	10			Longitudinal separation between aircraft 10 mins.
W33 ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E ▲ RECNO 083425.3N 992824.9E ▲ SAMUI DVOR/DME (SMU) 093249.47N 1000342.27E ▲ UPNEP 094213.1N 1002936.4E ▲ MABKO 094808.96N 1003543.02E ▲ SURIX 10595908N 1015014.56E ▲ TRAT NDB/DME(TRT) 121628.10N 1021850.08E ▲ RAYONG DVOR/DME(RYN) 124648.3N 1014041.7E	<u>068</u> 248 75 NM <u>031</u> 211 68 NM <u>070</u> 250 27 NM <u>046</u> 226 8 NM <u>046</u> 226 103 NM <u>020</u> 200 82 NM <u>309</u> 129 48 NM	FL 460 ALT 9,000FT ALT 10,000FT FL 460 ALT 6,500FT ALT 7,000FT	10			Longitudinal separation between aircraft 10 mins.

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
W34 ▲ MENEX 110830.7N 994542.6E ▲ CHUMPHON DVOR/DME (CPN) 104240.21N 992156.03E ▲ RANONG DVOR/DME (RAN) 094643.18N 983502.11E ▲ PHUKET DVOR/DME (PUT) 080654.83N 981822.69E	222 042 35 NM 220 040 72 NM 189 009 101 NM	FL 460 ALT 6,500FT ALT 7,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W35 ▲ UPNEP 094213.1N 1002936.4E ▲ PINUN 092825.16N 1002305.61E ▲ NAKHON SI DVOR/DME (NKS) 083229.95N 995648.67E ▲ TRANG DVOR/DME (TRN) 073032.17N 993733.67E	205 025 15 NM 205 025 62 NM 197 017 65 NM	FL 460 ALT 7,500FT ALT 8,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W36 ▲ CHIANG MAI DVOR/DME (CMA) 184558.03N 0985740.55E ▲ MACHI 191222.3N 0983506.7E ▲ MAE HONG SON DVOR/DME (MHS) 191910.73N 0975443.50E	321 141 34 NM 280 100 39 NM	FL 460 ALT 8,000FT ALT 9,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.
W38 ▲ RAMEI 150103.57N 1025940.72E ▲ BURI RUM DVOR/DME (BRM) 151422.43N 1031531.59E ▲ ROIET DVOR/DME (ROT) 160700.59N 1034619.45E	050 230 20 NM 029 209 60 NM	FL 460 ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W39 ▲ NOBER 151635.6N 1004006.0E ▲ PHETCHABUN DVOR/DME (PCB) 164033.66N 1011148.12E ▲ LOEI VOR/DME (LOY) 172649.38N 1014323.12E	020 200 89 NM 033 213 55 NM	FL 460 ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins.
W40 ▲ PHRAE DVOR/DME (PAE) 180802.78N 1000958.35E ▲ PHETCHABUN DVOR/DME (PCB) 164033.66N 1011148.12E	146 326 105 NM	FL 460 ALT 6,500FT ALT 7,000FT	10	↓	↑	Longitudinal separation between aircraft 10 mins.
*For the width of Airways see ENR 2.1-1						

ENR 3.1 ATS ROUTES-DOMESTIC

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
W42 ▲ MENEX 110830.7N 0994542.6E ▲ REGOS 120006.5N 1003454.3E ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E ▲ TOPER 143505.9N 1024347.2E ▲ RAMEI 150103.57N 1025940.72E	<u>043</u> 223 71 NM <u>054</u> 234 79 NM <u>029</u> 209 124 NM <u>031</u> 211 30 NM	FL 460 FL 285 FL 290	20	↓	↑	Longitudinal separation between aircraft 10 mins.
W43 ▲ CHUM PHARE DVOR/DME (CMP) 163811.3N 1015905.4E ▲ OKENA 161608.19N 1042532.75E	<u>098</u> 278 142 NM	FL 460 ALT 6,500FT ALT 7,000FT	20	↓	↑	Longitudinal separation between aircraft 10 mins.
W650 ▲ HAT YAI DVOR/DME (HYT) 065602.75N 1002316.47E ▲ POPID 062907.9N 1003212.4E	<u>162</u> 342 28 NM	FL 145 ALT 10,500FT ALT 11,000FT / FL 110	10	↓	↑	Longitudinal separation between aircraft 10 mins.
*For the width of Airways see ENR 2.1-1						

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ENR 3 ATS ROUTES

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
L301 ▲ TANEK 140305.8N 985818.9E ▲ BANGKOK DVOR/DME (BKK) 135336.8N 1003546.3E	<u>095</u> 276 95 NM	<u>FL 460</u> ALT 7,500FT ALT 8,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins or 80 nm.
L507 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E △ OSUKA 1442.8N 09943.0E ▲ LIMLA 1546.0N 09836.0E	<u>314</u> 134 71 NM <u>314</u> 134 90 NM	<u>FL 460</u> ALT 8,500FT ALT 9,000FT	*	↑	↓	Longitudinal separation between aircraft 10 mins
L515 ▲ IKULA 1000.0N 0972114.0E ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E	<u>154</u> 334 126 NM	<u>FL 460</u> ALT 10,500FT ALT 11,000FT / FL 110	*	↓	↑	Longitudinal separation between aircraft 10 mins
L645 ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E ▲ SAPAM 080434N 0973300E	<u>268</u> 088 45 NM	<u>FL 460</u> FL 275 FL 280	*	↑	↓	Longitudinal separation between aircraft 10 mins
L759 ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E ▲ TAVUN 1000.0N 09633.2E	<u>318</u> 138 154 NM	<u>FL 460</u> ALT 10,500FT ALT 11,000FT / FL 110	*	↑	↓	Longitudinal separation between aircraft 10 mins
M502 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E ▲ AKATO 133715.53N 0991019.19E	<u>259</u> 079 85 NM	<u>FL 460</u> ALT 10,000FT ALT 11,000FT / FL 110	*	↑	↓	Activate Monday-Friday, 1500-2300 And Saturday-Sunday, H24
*For the width of Airways see ENR 2.1-1						

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
M626 ▲ EKA VO 113736.5N 0993024.7E ▲ MENEX 110830.7N 0994542.6E ▲ UPNEP 094213.1N 1002936.4E △ SUPIN 083434.55N 1010419.34E ▲ SUWAN 080319.5N 1012018.0E ▲ KADAX 061602.0N 1021541.7E ▲ KOTA BHARU VOR/DME (VKB) 061002.0N 1021848.0E	153 333 33 NM 153 333 96 NM 153 333 76 NM 153 333 35 NM 153 333 120 NM 153 333 7 NM	FL 460 ALT 9,500FT ALT 10,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins
M644 ▲ RAYONG DVOR/DME (RYN) 124648.3N 1014041.7E ▲ ALUMO 104553.89N 1055122.86E △ TONIK 100131.14N 1015516.15E △ DUGON 080124.77N 1020548.57E ▲ ABTOK 061818.0N 1021744.0E	175 355 121 NM 175 355 88 NM 175 355 76 NM 173 353 103 NM	FL 460 FL 285 FL 290	*	↓	↑	Longitudinal separation between aircraft 10 mins
M751 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E △ POLAK 132106.1N 1003454.2E ▲ REGOS 120006.0N 1003454.1E △ IDAGA 110006.8N 1005348.1E ▲ EMELA 101249.19N 1010729.14E △ MUBAN 091848.37N 1012301.53E ▲ TIKAL 080219.5N 1014447.9E ▲ GOLUD 061706.0N 1021639.0E ▲ KOTA BHARU VOR/DME (VKB) 061002.0N 1021848.0E	180 360 32 NM 180 360 81 NM 163 343 63 NM 164 344 49 NM 164 344 80 NM 164 344 54 NM 164 344 109 NM 164 344 7 NM	FL 460 ALT 6,500FT ALT 7,000FT	*	↓	↑	Longitudinal separation between aircraft 10 mins

*For the width of Airways see ENR 2.1-1

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	<u>Upper limits</u> Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
M770 ▲ PADET 100006.9N 0981719.3E ▲ RANONG DVOR/DME (RAN) 094643.18N 0983502.11E ▲ GOLUD 061706.0E 1021639.0E	<u>127</u> 307 22 NM <u>134</u> 314 302 NM	<u>FL460</u> FL275 FL280	* 	↓	↑	<u>Conditional RNAV route M 770</u> Portion between GOLUD and RAN DVOR/DME is available for westbound flight only under the following conditions; 1. 0000 – 2300 UTC for Saturday and Sunday . 2. 1630 – 2300 UTC daily from Monday to Friday.
M904 (RNAV 5) ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E ▲ KIGOB 130646.46N 1005106.33E ▲ U-TAPHAO DVOR/DME (BUT) 124006.3N 1005948.0E ▲ PIDEL 122142.71N 1010514.27E Δ DIPUN 120456.93N 1011011.13E Δ SIRAT 103450.16N 1013639.87E Δ TONIK 091736.12N 1015906.78E ▲ TIDAR 065230.15N 1024959.82E	<u>162</u> 342 49 NM <u>162</u> 342 28 NM <u>164</u> 344 19 NM <u>164</u> 344 17 NM <u>164</u> 344 93 NM <u>164</u> 344 80 NM <u>161</u> 341 153 NM	<u>FL460</u> ALT 6,500FT ALT 7,000FT <u>FL460</u> FL145 FL150 <u>FL460</u> FL245 FL250	12	↓	↑	1. Between BKK and BUT, aircraft shall keep within the lateral limit of the route and close to the centerline as much as possible to avoid entering VT P7 2. When VT D71 is activated, M904 is not available for flight planning.
N891 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E ▲ DOLNI 131739.62N 1011048.41E ▲ RAYONG VOR/DME (RYN) 124648.3N 1014041.7E Δ ANOBO 110323.0N 1021441.61E ▲ BENSA 102631.0N 1022629.5E	<u>136</u> 316 50 NM <u>136</u> 316 42 NM <u>162</u> 342 108 NM <u>162</u> 342 39 NM <u>162</u> 342 40 NM	<u>FL460</u> ALT 7,000FT ALT 8,000FT <u>FL460</u> FL160 FL170	*	↓	↑	Longitudinal separation between aircraft 10 mins
P627 ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E ▲ RUSET 074616.0N 0974257.0E	<u>240</u> 060 41 NM	<u>FL460</u> ALT 9,500FT ALT 10,000FT	*	↑	↓	Longitudinal separation between aircraft 15 mins.
P646 ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E ▲ BETNO 1505.8N 09812.7E	<u>298</u> 118 156 NM	<u>FL460</u> FL275 FL280	*	↑	↓	Longitudinal separation between aircraft 10 mins.

*For the width of Airways see ENR 2.1-1

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
Y1 ▲ UDON DVOR/DME (UDN) 172304.2N 1024630.05E ▲ MOCHI 143603.26N 1013934.93E	<u>202</u> 022 178 NM	<u>FL460</u> ALT 12,000FT / FL120 ALT 13,000FT / FL130 Class A/FL290 and above			↓	Activate Monday-Friday, 1000-2300 And Saturday-Sunday, H24 Expect ATC clearance transition to Initial waypoint STAR
Y2 ▲ KHON KHAEN DVOR/DME (KKN) 162814.73N 1024716.07E ▲ MOCHI 143603.26N 1013934.93E	<u>211</u> 031 129 NM	<u>FL460</u> ALT 12,000FT / FL120 ALT 13,000FT / FL130 Class A/FL290 and above			↓	Activate Monday-Friday, 1000-2300 And Saturday-Sunday, H24 Expect ATC clearance transition to Initial waypoint STAR
Y3 (RNAV5) ▲ MENEX 110830.7N 0994542.6E ▲ DORNA 092458.7N 0994614.1E ▲ TEDOS 084833.61N 0990507.41E ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E	<u>180</u> 360 103 NM <u>228</u> 048 54 NM <u>228</u> 048 54 NM	<u>FL460</u> ALT 7,000FT ALT 8,000FT	10		↓	1. Y3 and Y4 available when VTD58 is activated. 2. Aircraft shall keep within the lateral limit of the route and close to the centerline as much as possible to avoid entering VTD58
Y4 (RNAV5) ▲ MENEX 110830.7N 0994542.6E ▲ SAMUI DVOR/DME (SMU) 093249.47N 1000342.27E ▲ RECNO 083425.3N 0992824.9E ▲ KRABI DVOR/DME (KBI) 080627.19N 0985839.07E	<u>169</u> 031 97 NM <u>211</u> 031 68 NM <u>228</u> 048 54 NM	<u>FL460</u> ALT 7,000FT ALT 8,000FT	10		↑	
Y5 (RNAV5) ▲ KIKOT 083639.58N 0982319.78E △ ANDAX 090441.11N 0983545.19E ▲ NOMEK 093404.16N 0984834.66E ▲ MALIP 111240.07N 0993155.14E ▲ HOTEL 130006.20N 1001948.30E	<u>024</u> 204 31 NM <u>024</u> 204 32 NM <u>024</u> 204 107 NM <u>024</u> 204 31 NM	<u>FL460</u> ALT 6,500FT ALT 7,000FT <u>FL460</u> ALT 12,500FT / FL125 ALT 13,000FT / FL130	12		↓	1.Available on weekdays (Monday to Friday) from 1701-2200 UTC. 2. Available from Friday, 1701 UTC to Sunday, 2200 UTC. 3.For other periods, the route availability will be notified by NOTAM.

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
Y6 (RNAV5) ▲ BANGKOK DVOR/DME (BKK) 135336.80N 1003546.30E ▲ TANGO 144022.25N 1001432.54E △ DUKEN 150005.54N 1000807.90E ▲ BORNO 162057.21N 0994138.88E △ SANAL 163704.80N 0993619.48E △ RINKA 173746.23N 0991609.23E ▲ MARNI 180836.14N 0990549.11E	337 157 51 NM 343 163 21 NM 343 163 84 NM 343 163 17 NM 343 163 64 NM 343 163 32 NM	FL460 ALT 12,500FT / FL125 ALT 13,000FT / FL130 FL460 FL285 FL290 FL460 ALT 12,500FT / FL125 ALT 13,000FT / FL130 FL460 ALT 6,500FT ALT 7,000FT	12	↓		
Y7 (RNAV5) ▲ PANTA 181351.17N 0991917.05E △ KEXIL 174204.37N 0992953.55E ▲ PAKMO 162013.35N 0995655.96E ▲ TAKHLI NDB (TL) 151608.09N 1001751.05E	163 343 33 NM 163 343 86 NM 163 343 67 NM	FL460 ALT 6,500FT ALT 7,000FT FL460 ALT 12,500FT / FL125 ALT 13,000FT / FL130	12	↓		
Y8 (RNAV5) ▲ MOTNA 131110.14N 1002305.69E ▲ SABIS 125958.53N 1001124.53E ▲ VANKO 123511.05N 0994537.55E ▲ BUXEL 114341.96N 0994540.35E ▲ MENEX 110830.70N 0994542.60E	226 046 16 NM 226 046 35 NM 180 360 51 NM 180 360 35 NM	FL460 ALT 12,500FT / FL125 ALT 13,000FT / FL130	12	↓		

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency	
				Odd	Even		
1	2	3	4	5		6	
Y9 (RNAV5) ▲ BANGKOK VOR/DME (BKK) 135336.80N 1003546.30E ▲ LEBIM 130514.81N 10002824.51E ▲ SURMA 115122.45N 1002632.65E ▲ GOKEX 111814.72N 1002543.59E ▲ PINUN 092825.16N 1002305.61E ▲ DANDO 073053.98N 1002023.99E ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E	<u>189</u> 009 49 NM	<u>FL460</u> FL155 FL160	12				
	<u>182</u> 002 74 NM						
	<u>182</u> 002 34 NM						
	<u>182</u> 002 109 NM						
	<u>182</u> 002 117 NM	<u>FL460</u> ALT 6,500FT ALT 7,000FT					
	<u>176</u> 356 35 NM						
	Y10 (RNAV5) ▲ BANGKOK VOR/DME (BKK) 135336.80N 1003546.30E ▲ KASNI 130450.17N 1004041.88E ▲ NULBO 102919.40N 1003643.45E ▲ MABKO 094808.96N 1003543.02E ▲ LOSDA 085356.13N 1003425.08E ▲ OBLEX 072947.50N 1003227.63E ▲ HAT YAI DVOR/DME (HTY) 065602.75N 1002316.47E	<u>175</u> 355 49 NM				<u>FL460</u> FL155 FL160	12
<u>182</u> 002 155 NM							
<u>182</u> 002 41 NM		<u>FL460</u> ALT 6,500FT ALT 7,000FT					
<u>182</u> 002 54 NM							
<u>182</u> 002 84 NM							
<u>196</u> 016 35 NM							

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
1	2	3	4	5		6
Y11 (RNAV5) ▲ KIGOB 130646.46N 1005106.33E ▲ U-TAPHAO DVOR/DME (BUT) 124006.30N 1005948.00E ▲ PIDEL 122142.71N 1010514.27E △ NOME P 113829.80N 1010514.27E ▲ RILVI 102333.74N 1012142.32E ▲ TENUM 090228.94N 1013948.44E ▲ GOLUD 061706.00N 1021639.00E	<u>163</u> 343 28 NM <u>164</u> 344 19 NM <u>180</u> 360 43 NM <u>168</u> 348 76 NM <u>168</u> 348 83 NM <u>168</u> 348 169 NM	<u>FL460</u> FL155 FL160 <u>FL460</u> FL245 FL250	12		1. Between KIGOB and BUT, aircraft shall fly on the centerline of the route as much as possible to avoid entering VT P7 2. When VT D71 is activated, Y11 is not available for flight planning	
Y12 (RNAV5) ▲ DOLNI 131739.62N 1011048.41E ▲ ALEMI 123625.55N 1012559.92E ▲ ALUMO 104553.89N 1015122.86E	<u>161</u> 341 44 NM <u>167</u> 347 113 NM	<u>FL460</u> FL155 FL160	12		When VT R13 is activated, Y12 is not available for flight planning	

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PART 3 – AERODROMES (AD)**AD 0.**

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

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AD 2. AERODROMES

CHIANG MAI / INTL

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CHIANG RAI / Mae Fah Luang-Chiang Rai INTL

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BANGKOK / Suvarnabhumi INTL

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SONGKLA / Hat Yai INTL

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AD 2. AERODROMES

UBON RATCHATANI / Ubon

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VTUU	AD 2.4	Handling services and facilities	AD 2-1
VTUU	AD 2.5	Passenger facilities	AD 2-2
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1. ALLOCATION OF AIRCRAFT PARKING BAYS

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

2. AIRCRAFT MARSHALLING AND TOWING SERVICES

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

3. TAXIING PROCEDURES

3.1 Arriving Aircraft

Aircraft entering the aprons are to follow closely to the taxiway and apron center - lines so as to avoid reducing safety distances between them and parking aircraft.

3.2 Departing Aircraft

When start-up clearance is issued by ATC, then pushed out onto apron center - line and/or abeam center - line of taxiway B.

VTBD 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	Nil
a	b	c	a	b	
			- Radio mast HGT 70 M Marked, Lighted	135307.86N 1003351.09E	
			- Radio mast HGT 61 M Marked, Lighted	135452.97N 1003709.84E	
			- Building HGT 99.80 M Lighted	135352.30N 1003253.99E	Nil
			- Building HGT 87.10 M Lighted	135212.77N 1003403.06E	
			- Building HGT 50 M Lighted	135711.09N 1003715.04E	

VTBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Flying Training School, Royal Thai Police, Aeronautical radio of Thailand Company Ltd. Airport of Thailand Public Company Ltd. Thai Airways International Public Company Ltd. and others
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF Preparation Periods of validity	Transport Meteorological Operation Bureau issue TAF on standard time 00,06,12,18,UTC and 03,09,15,21 UTC
4	Type of landing forecast Interval of issuance	observe METAR every half an hour observe SPECI off standard time issue Trend Type Landing Forecast
5	Briefing/consultation provided	Yes
6	Flight documentation Language (s) used	English
7	Charts and other information available for briefing or consultation	S,W/T85,W/T70,W/T50,W/T30,W/T25,W/T20,SWH.SWL
8	Supplementary equipment available for providing information	WXR,SAT,WSAS,LLWAS
9	ATS units provided with information	ATS Workstation
10	Additional information (limited of service, etc.)	IP system

VTBD AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Technical Test Flights

A technical test flight after repair over Don Mueang International Airport can only be performed upon permission given by the Airport Authority at least 24 hours prior to each test flight.

2. Parking Area for General Aviation

The parking area for general aviation aircraft is also available.

3. Removal of Disabled Aircraft from Runways

- 3.1 When the aircraft is involved in an accident at Don Mueang, Suvarnabhumi, Chiang Mai, Hat Yai and Phuket International Airports, the aircraft operator or the registered owner is responsible for removal of its disabled aircraft. If the accident is likely to cause danger or obstruction to the movement of other aircraft or vehicles, the Managing Director, Airports of Thailand Public Company Limited, or his authorized representative may order the aircraft operator or the registered owner to remove its disabled aircraft without delay.
- 3.2 If the aircraft operator or the registered owner does not comply with such order, the Managing Director, Airports of Thailand Public Company Limited, or his authorized representative shall empower to remove the aircraft himself. The expense incurred in removing such aircraft shall be recovered from aircraft operator or the registered owner. The managing Director, Airports of Thailand Public Company Limited or his authorized representative shall not be responsible for any damage occurring to the aircraft during its removal.

4. Use of Runways 03R/21L – Don Mueang International Airport

- 4.1 The use of Runway 03R/21L at Don Mueang International Airport is normally restricted to military traffic. But they may be made available to civil traffic. The hours of operation is 24 hours daily, all traffic is controlled by Don Mueang Tower.
- 4.2 The traffic circuit pattern for these runways is as follows:
 - 4.2.1 Outbound - after take-off, turn to east and leave circuit pattern at an angle of 45 ° to the cross-wind leg.
 - 4.2.2 Inbound - join circuit pattern at 45 ° in the middle of the down - wind leg east of the runway, at the following heights:
 - a) 1 500 feet for jet aircraft,
 - b) 1 000 feet for conventional aircraft,
 - c) 800 feet for light aircraft,
 - d) 500 feet for helicopter.
 - 4.2.3 No straight in approaches are permitted without prior approval from Don Mueang Tower.

5. Speed Control

- 5.1 All aircraft when flying below 10 000 feet are subject to a speed limitation of 250 knots unless previously removed by ATC.
- 5.2 Procedures required that aircraft should fly at 210 knots during the intermediate approach phase. ATC will request speed reductions to within the band 160 knots to 180 knots on, or shortly before closing heading to the ILS, and 160 knots when established on the ILS to final approach points; all speeds to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speed will be used.
- 5.3 At other times, speed control may be applied on a tactical basis to the extent determined by the Radar Controller. Pilots unable to conform to speed specified by the Radar Controller should immediately inform ATC stating what speeds will be used.
- 5.4 ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase **“NO (ATC) SPEED RESTRICTIONS”**. An instruction to notify that the aircraft need no longer comply with the previously issued speed restriction, the phrase **“RESUME NORMAL SPEED”** will be used.
- NOTE- An instruction to “resume normal speed” does not delete speed restrictions that are applicable to published procedures of upcoming segments of flight, aircraft shall comply with the speed restrictions specified in 5.1, 5.2 and 5.3.*
- 5.5 Except as detailed in 5.1, 5.2 and 5.3, all aircraft navigating under conditions of RNAV (GNSS) SIDs/STARs shall conform to speed limitation as published in the procedures.
- 5.6 En-route holding and Initial Approach Waypoint (IAWP) holding will be in accordance with ICAO standard holding speeds requirement.

NOTE- 1) En-route holding; MOCHI, BATOK, GOMES, RYN, JASSY, PASTA, TARDY, OSUKA, TL, NOBER.
2) IAWP holding; ARONS, CAROS, DANNY, NAUTY, SILVA, CABIN, DAREN, GIPSY, NUMAN, TERRY.

6. Starting up Procedures

- 6.1 When Flight Formalities have been completed and aircraft is ready to start-up, all IFR aircraft are to call Don Mueang Delivery for ATC clearance on the frequency 127.7 MHz, giving parking stand number or location and proposed flight level.
- 6.2 Pilots are to call Don Mueang Ground on 121.9 MHz for push back and start up and should give parking stand number or location and ATIS information.
- 6.2.1 Unless other ATC restriction is imposed, the aircraft must be push back within 5 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled.
- Additionally in order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received.
- 6.2.2 If ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall maintain listening watch on Don Mueang ground in readiness for push back and are to call Don Mueang ground in the appropriate time with the departure time restriction. Pilots who fail to comply with these requirements or amended departure time restriction will result in cancellation of ATC clearance.

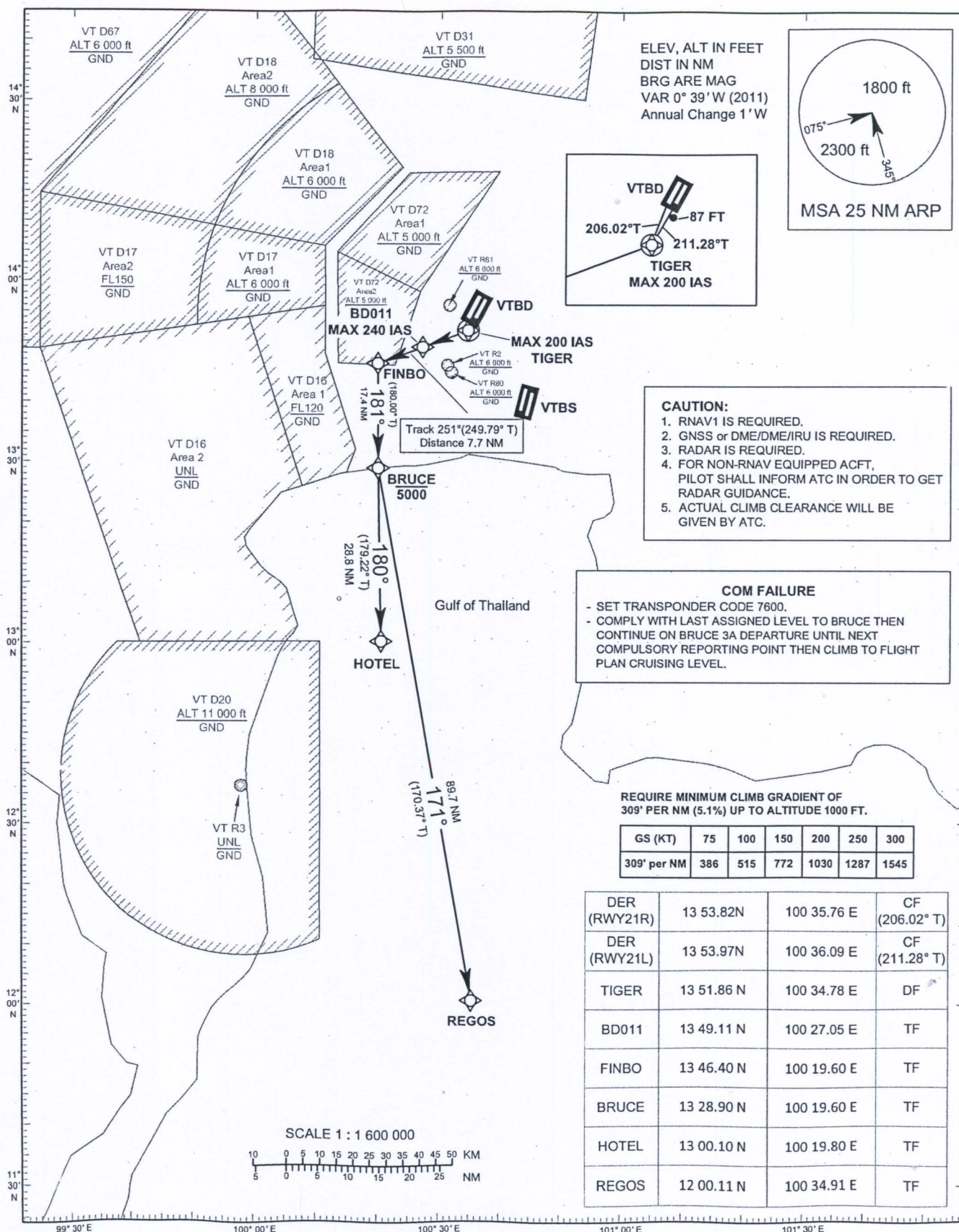
VTBD AD 2.24 CHARTS RELATED TO AN AERODROME

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Aerodrome Chart - ICAO	VTBD AD 2-29
Aircraft Parking/Docking Chart - ICAO	VTBD AD 2-31
Aerodrome Ground Movement Chart - ICAO	VTBD AD 2-33
Aerodrome Obstacle Chart - ICAO Type A - RWY 21R / 03L	VTBD AD 2-35
Aerodrome Obstacle Chart - ICAO Type A - RWY 21L / 03R	VTBD AD 2-37
Precision Approach Terrain Chart - ICAO RWY 21R	VTBD AD 2-39
GPS/FMS RNAV Arrival/Transition to Final Approach Chart – RWY 21L/21R -ANNIE 4A BETTY 4A PAULA 4A	VTBD AD 2-41
GPS/FMS RNAV Arrival/Transition to Final Approach Chart – RWY 21L/21R -CANDY 4A	VTBD AD 2-43
Instrument Approach Chart - ICAO - RWY 21L -NDB	VTBD AD 2-45
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Instrument Approach Chart - ICAO - RWY 21R -VOR	VTBD AD 2-47
Instrument Approach Chart - ICAO - RWY 21L -VOR	VTBD AD 2-48
Instrument Approach Chart - ICAO - RWY 03L –VOR/ILS/DME	VTBD AD 2-49
Instrument Approach Chart - ICAO - RWY 03L –VOR/LLZ/DME	VTBD AD 2-50
Instrument Approach Chart - ICAO - RWY 21R - ILS or LLZ (CAT II)	VTBD AD 2-51
Instrument Approach Chart - ICAO - RWY 21L - ILS or LLZ	VTBD AD 2-52
Standard Departure Chart RNAV(SID) – ICAO – RWY21L/21R – BRUCE3A	VTBD AD 2-53
Standard Departure Chart RNAV(SID) – ICAO – RWY21L/21R – EAGLE1A	VTBD AD 2-55
Standard Departure Chart RNAV(SID) – ICAO – RWY21L/21R – GRANT3A	VTBD AD 2-57
Standard Arrival Chart RNAV(STAR) – ICAO – RWY21L/21R – HELEN5A	VTBD AD 2-59

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STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAOTRANSITION ALTITUDE
11000 ft
SPEED RESTRICTION BKK TMA
MAX 250 KT IAS BELOW 10000APP : 119.4, 262.5
: 122.35, 262.5
: 124.35, 262.5
: 125.2, 262.5
: 121.7, 262.5
ARR : 125.5, 262.5
TWR : 118.1, 236.6
ATIS : 126.4, 344.6BANGKOK/DON MUEANG Intl (VTBD)
RNAV RWY21L/21R

BRUCE 3A



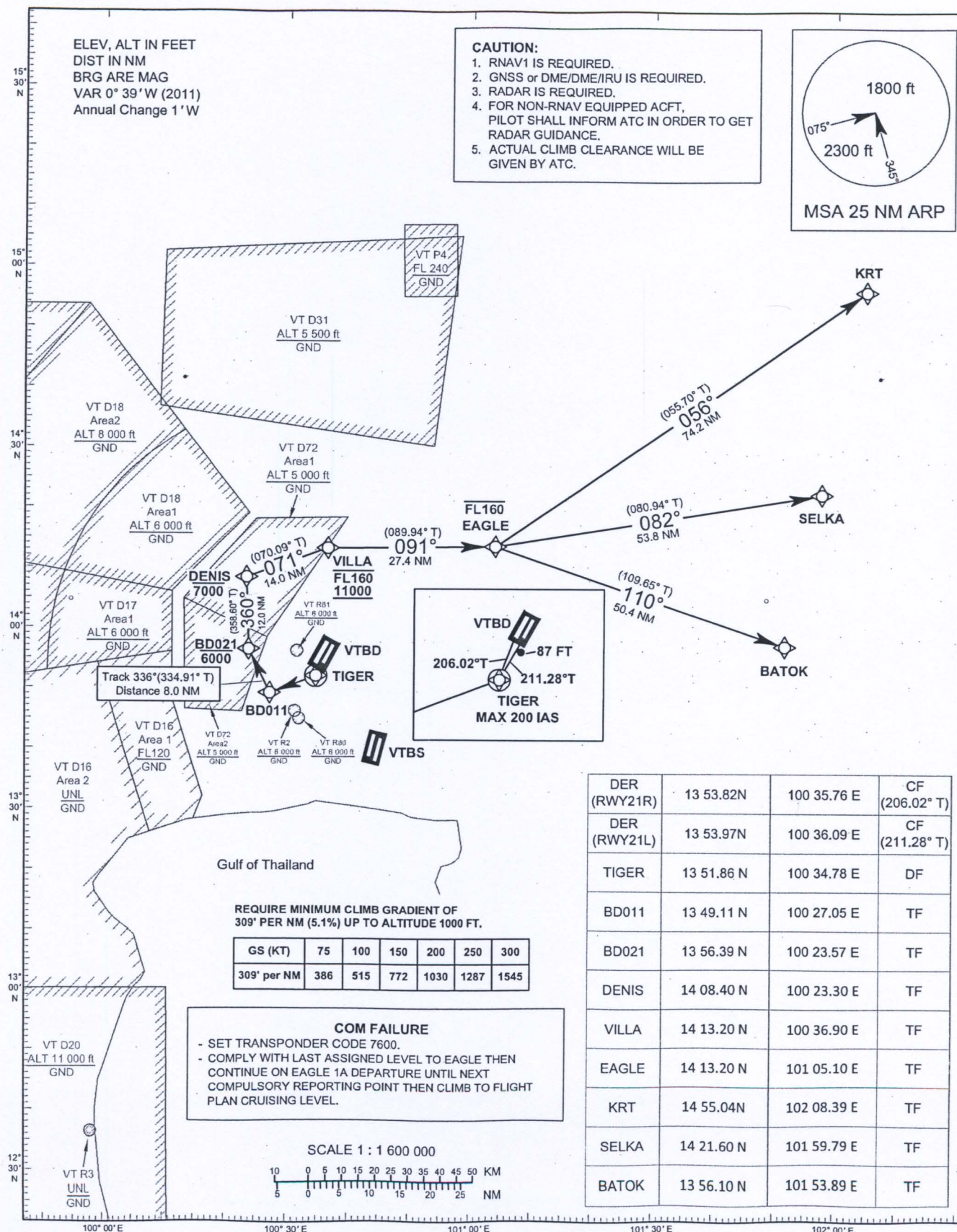
15 OCTOBER 2012

TRANSITION ALTITUDE 11000 ft
SPEED RESTRICTION BKK TMA MAX 250 KT IAS BELOW 10000

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

**BANGKOK/DON MUEANG Intl (VTBD)
RNAV RWY21L/21R**

EAGLE 1A



15 OCTOBER 2012

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

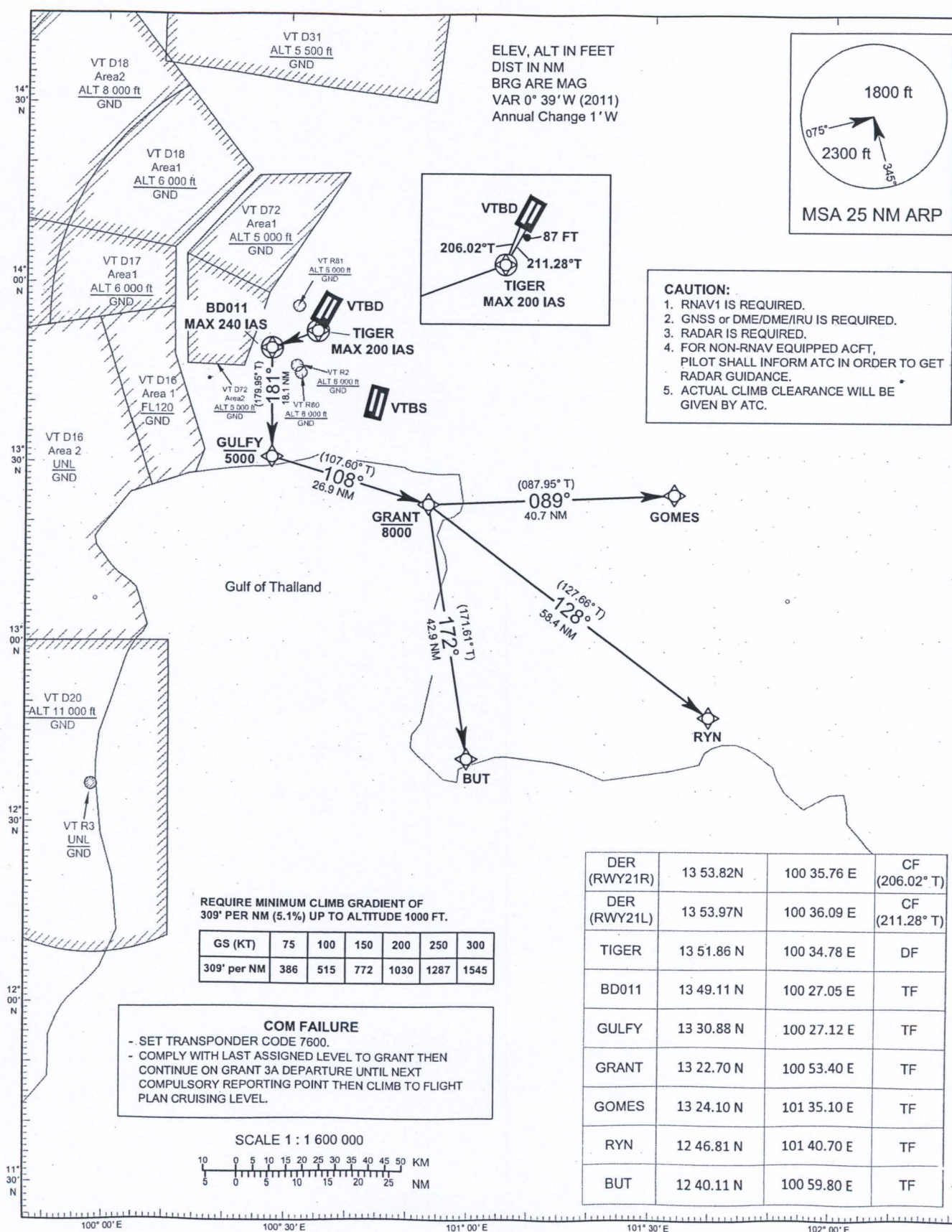
TRANSITION ALTITUDE
11000 ft

SPEED RESTRICTION BKK TMA
MAX 250 KT IAS BELOW 10000

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

BANGKOK/DON MUEANG Intl (VTBD)
RNAV RWY21L/21R

GRANT 3A



15 OCTOBER 2012

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

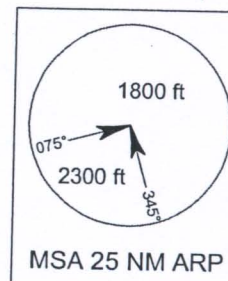
SPEED RESTRICTION BKK TMA
MAX 250 KT IAS BELOW 10000

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

BANGKOK/DON MUEANG Intl (VTBD)
RNAV RWY21L/21R

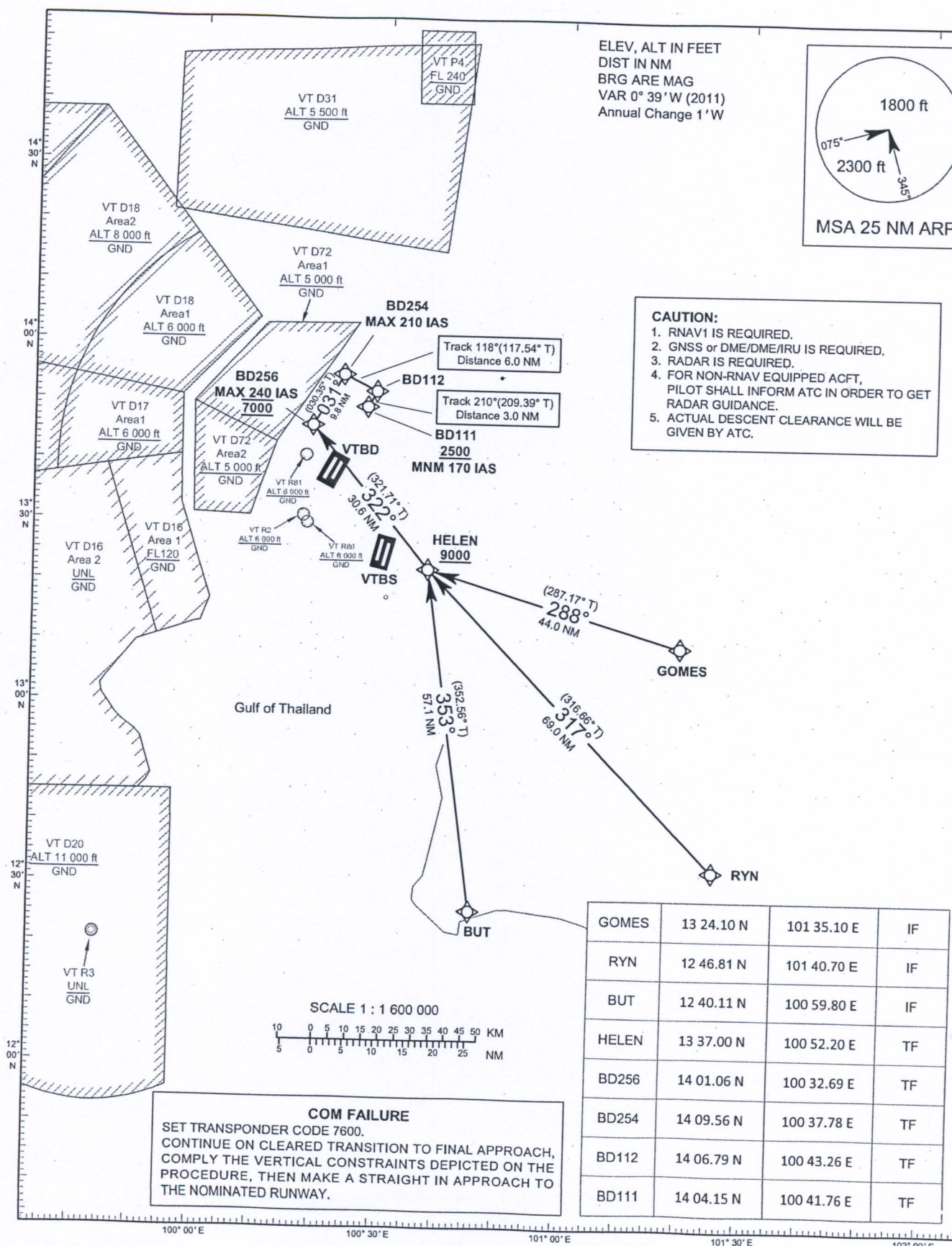
HELEN 5A

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 0° 39' W (2011)
Annual Change 1' W



CAUTION:

1. RNAV1 IS REQUIRED.
2. GNSS or DME/DME/IRU IS REQUIRED.
3. RADAR IS REQUIRED.
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE.
5. ACTUAL DESCENT CLEARANCE WILL BE GIVEN BY ATC.



15 OCTOBER 2012

VTCT AD 2.24 CHARTS RELATED TO AN AERODROME

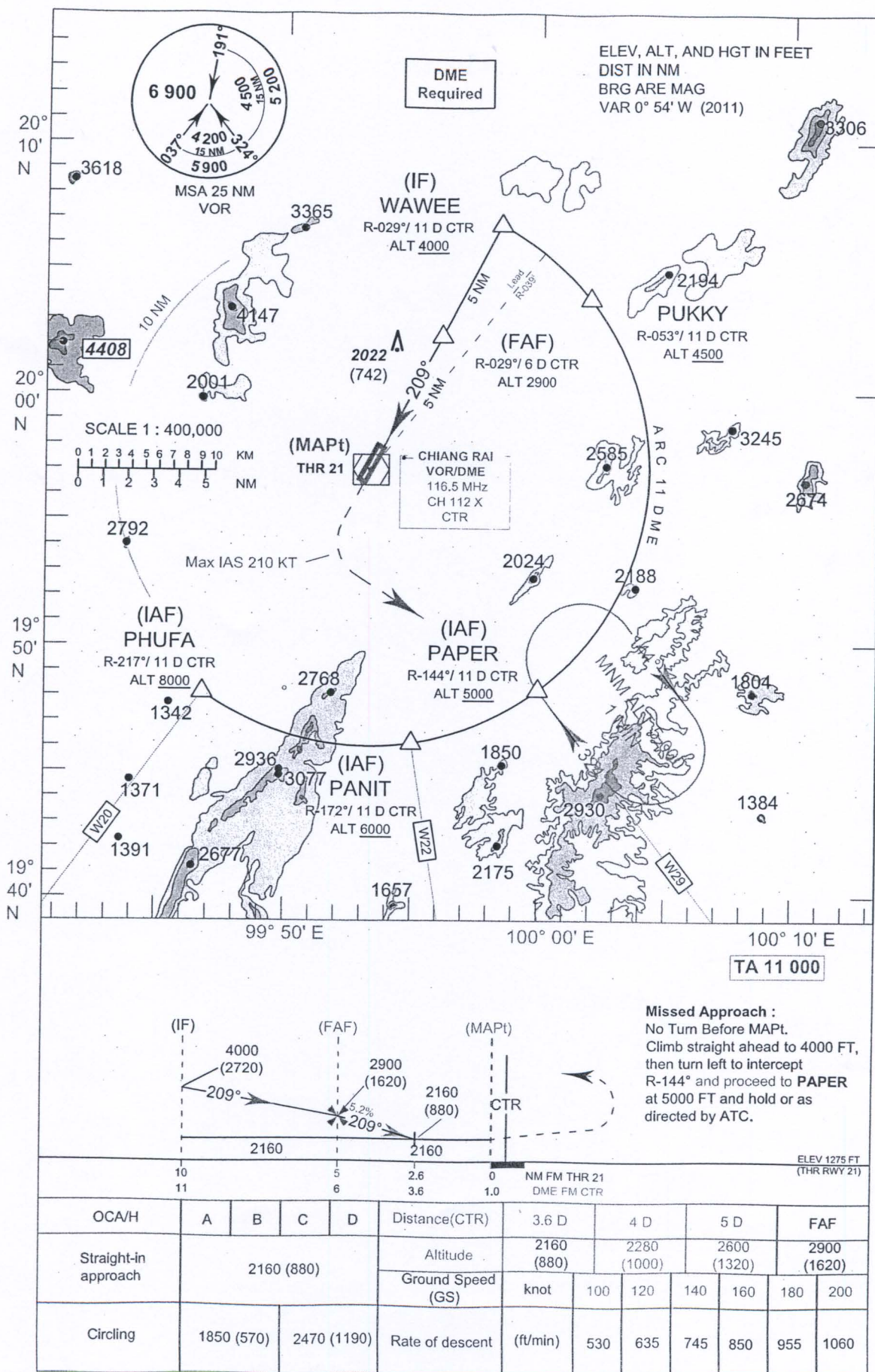
	Page
Aerodrome Chart - ICAO	VTCT AD 2-11
Aircraft Parking/Docking Chart - ICAO	VTCT AD 2-13
Aerodrome Ground Movement Chart - ICAO	VTCT AD 2-15
Aerodrome Obstacle Chart - ICAO - Type A - RWY 03/21	VTCT AD 2-17
Standard Instrument Departure (SID) - RWY 03	VTCT AD 2-19
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Instrument Approach Chart - ICAO - RWY 03 - NDB / DME	VTCT AD 2-21
Instrument Approach Chart - ICAO - RWY 21 VOR	VTCT AD 2-23
Instrument Approach Chart - ICAO - RWY 03 – VOR	VTCT AD 2-25
Instrument Approach Chart - ICAO - RWY 03 – ILS or LOC	VTCT AD 2-27
Instrument Approach Chart - ICAO - RWY 21 – RNAV (GNSS)	VTCT AD 2-29
Instrument Approach Chart - ICAO - RWY 03 – RNAV (GNSS)	VTCT AD 2-31

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INSTRUMENT APPROACH
CHART-ICAO
AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 120.05, 257.80
TWR : 118.40, 236.60

CHIANG RAI/
MAE FAH LUANG-Chiang Rai (VTCT)
VOR RWY 21

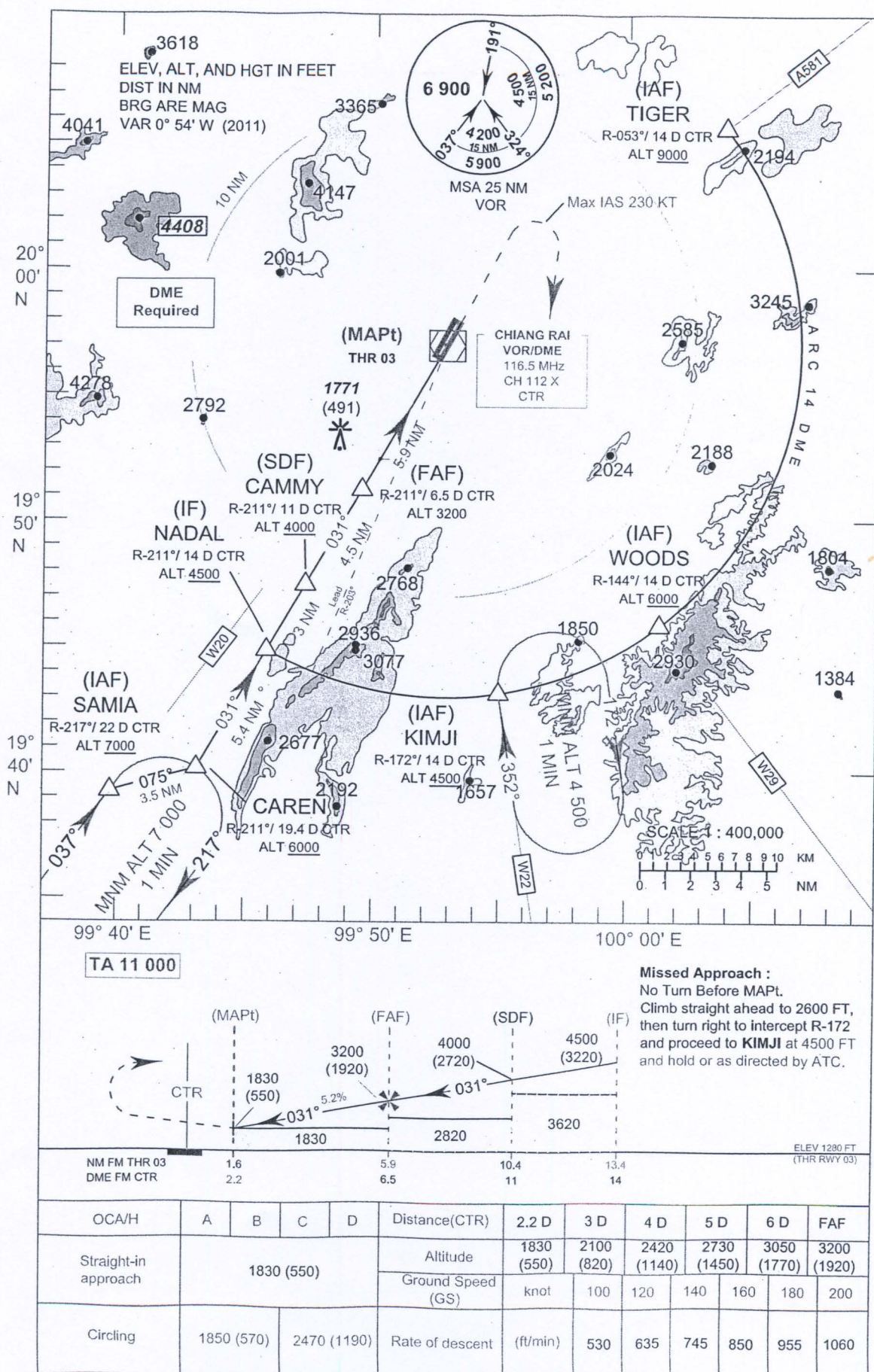


10/09/2012

INSTRUMENT APPROACH
CHART-ICAO
AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 120.05, 257.80
TWR : 118.40, 236.60

CHIANG RAI/
MAE FAH LUANG-Chiang Rai (VTCT)
VOR RWY 03



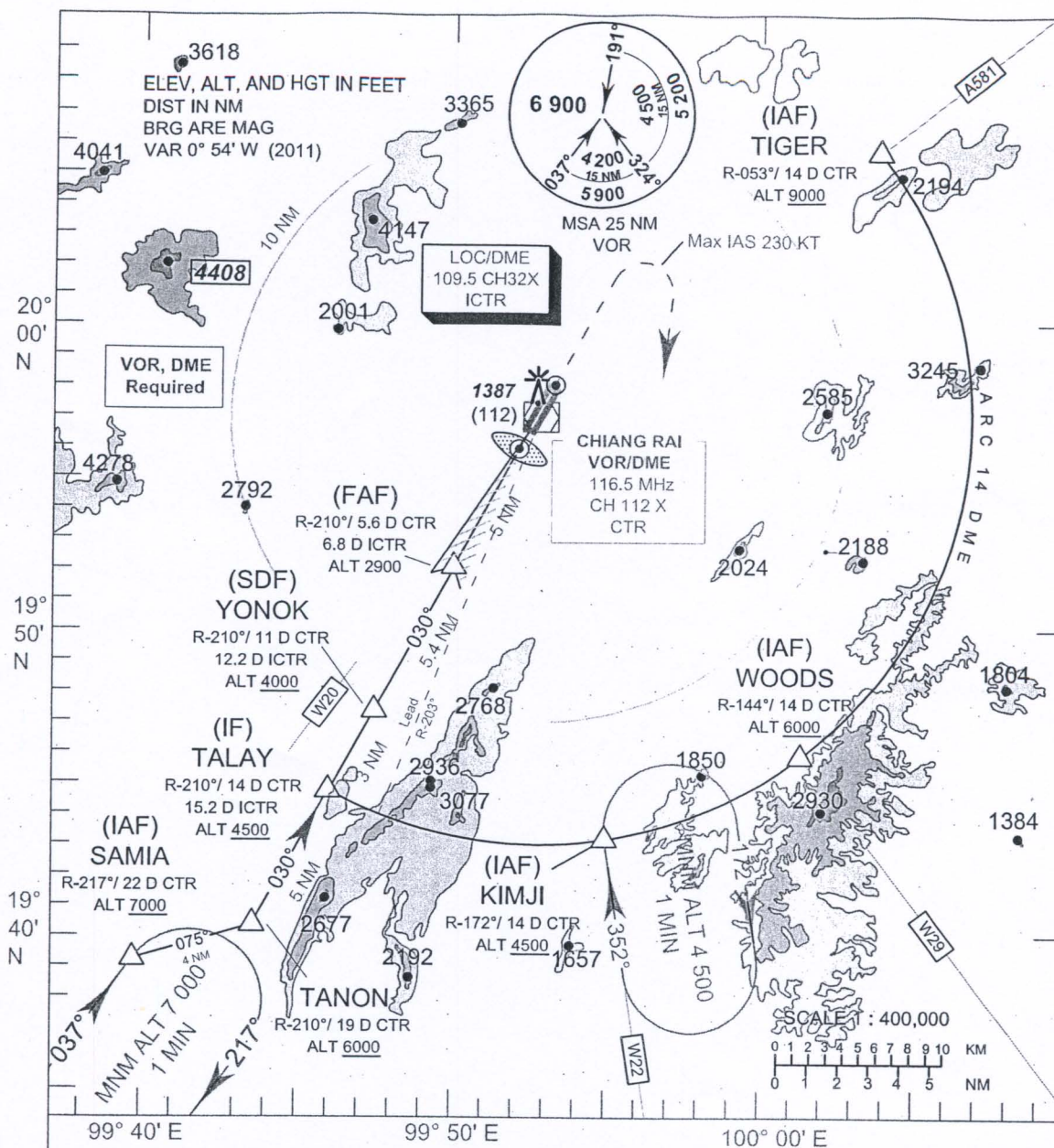
10/09/2012

INSTRUMENT APPROACH
CHART-ICAO

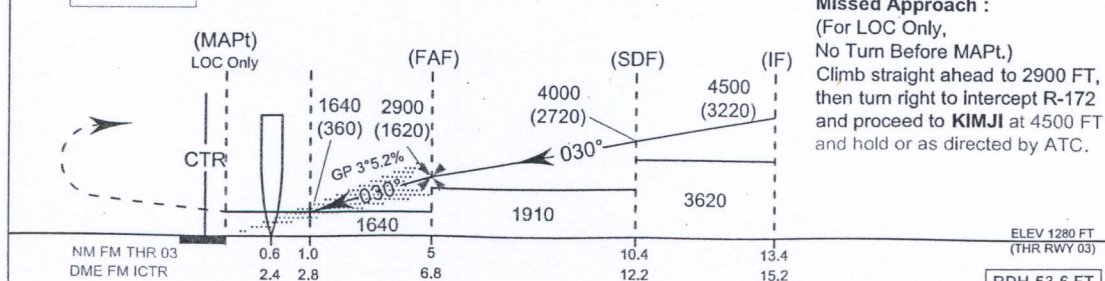
AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
THRESHOLD ELEV 1280 FT

APP : 120.05, 257.80
TWR : 118.40, 236.60

CHIANG RAI/
MAE FAH LUANG-Chiang Rai (VTCT)
ILS or LOC RWY 03



TA 11 000



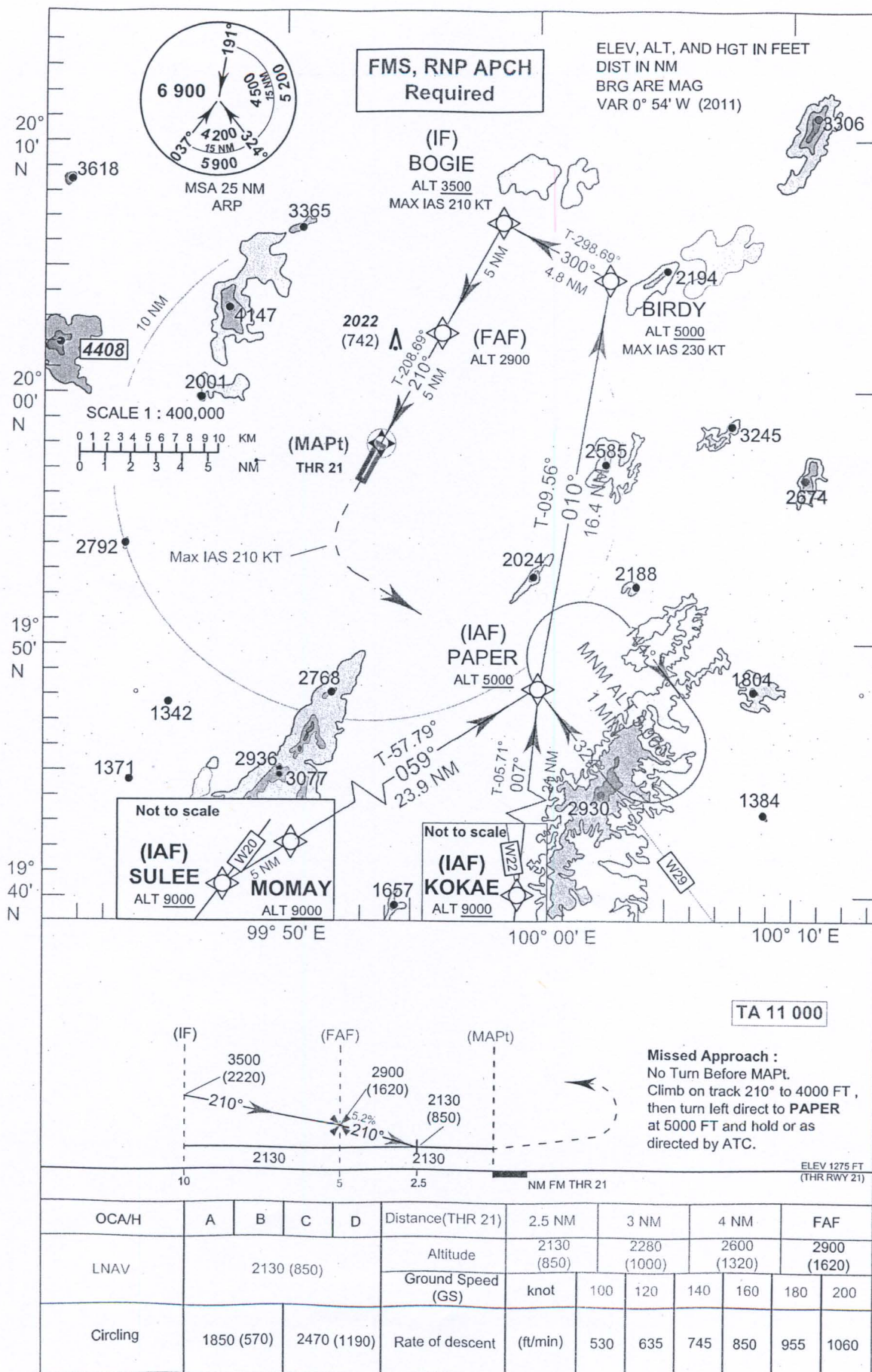
Missed Approach :

(For LOC Only,
No Turn Before MAPt.)
Climb straight ahead to 2900 FT,
then turn right to intercept R-172
and proceed to KIMJI at 4500 FT
and hold or as directed by ATC.

OCA/H	A	B	C	D	Distance(ICTR)	2.8 D	4 D	5 D	6 D	FAF		
Straight-in approach CAT I	1480 (200)				Altitude	1640 (360)	2030 (750)	2350 (1070)	2670 (1390)	2900 (1620)		
					Ground Speed (GS)	knot	100	120	140	160	180	200
LOC Only	1640 (360)				Rate of descent	(ft/min)	530	635	745	850	955	1060
Circling	1850 (570)	2470 (1190)										

10/09/2012

CHIANG RAI/
MAE FAH LUANG-Chiang Rai (VTCT)
RNAV (GNSS) RWY 21



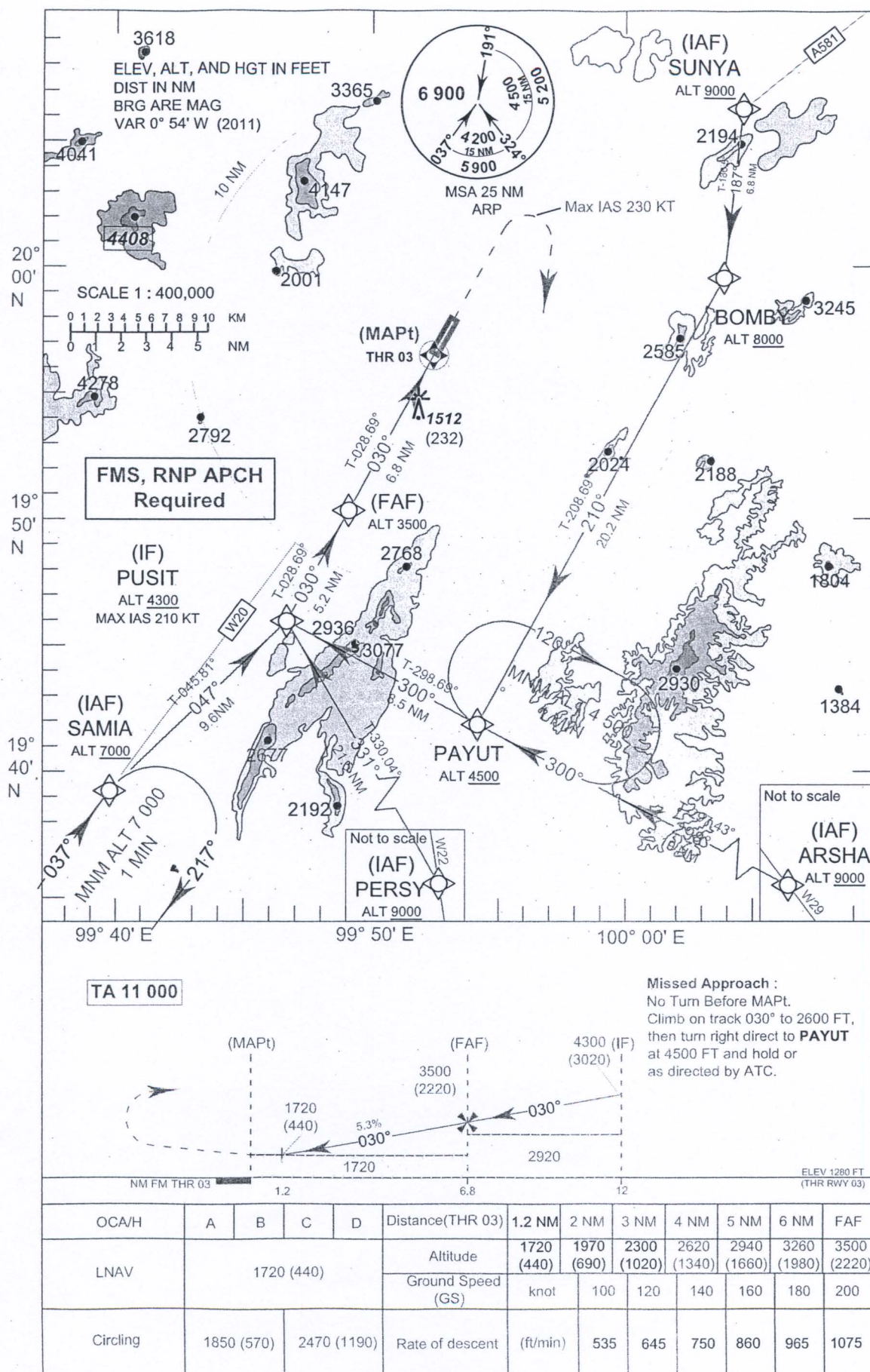
RNAV (GNSS) RWY21

Fix identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic variation	Navigation performance
	Latitude	Longitude								
SULEE	19 32 45.22 N	99 34 00.67 E	IF	-	059°(057.79°)	R	+9000	-	0° 54'	RNP1
MOMAY	19 35 24.87 N	99 38 30.18 E	TF	-	059°(057.79°)	-	+9000	-	0° 54'	RNP1
KOKAE	19 27 08.21 N	99 57 39.93 E	IF	-	007°(005.71°)	R	+9000	-	0° 54'	RNP1
PAPER	19 48 06.37 N	100 00 00.46 E	IF,TF	-	010°(009.56°)	R,L	+5000	-	0° 54'	RNP1
BIRDY	20 04 17.77 N	100 02 59.96 E	TF	-	300°(298.69°)	R,L	+5000	230 KT	0° 54'	RNP1
BOGIE	20 06 37.92 N	99 58 32.77 E	TF	-	210°(208.69°)	L	+3500	210 KT	0° 54'	RNP1
FAF	20 02 14.53 N	99 55 58.12 E	TF	-	210°(208.69°)	-	2900	-	0° 54'	RNP0.3
MAPt (THR21)	19 57 51.09 N	99 53 23.62 E	-	Y	210°(208.69°)	-	2130	-	0° 54'	RNP0.3
			CA	-					0° 54'	RNP1
PAPER	19 48 06.37 N	100 00 00.46 E	DF	-		R	4000	230 KT	0° 54'	RNP1
PAPER	19 48 06.37 N	100 00 00.46 E	HM	-	324°(322.72°)	R	5000	230 KT	0° 54'	RNP1

INSTRUMENT APPROACH
CHART-ICAO
AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 120.05, 257.80
TWR : 118.40, 236.60

CHIANG RAI/
MAE FAH LUANG-Chiang Rai (VTCT)
RNAV (GNSS) RWY 03



10/09/2012

RNAV (GNSS) RWY 03

Fix identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic variation	Navigation performance
	Latitude	Longitude								
SUNYA	20 06 10.80 N	100 05 33.89 E	IF	-	187°(186.50°)	L	+9000	-	0° 54'	RNP1
BOMBY	19 59 27.10 N	100 04 42.36 E	TF	-	210°(208.69°)	R	+8000	-	0° 54'	RNP1
PAYUT	19 41 44.02 N	99 54 18.86 E	TF	-	300°(298.69°)	R	+4500	-	0° 54'	RNP1
ARSHA	19 32 51.16 N	100 12 06.10 E	IF	-	298°(297.43°)	L	+9000	-	0° 54'	RNP1
PERSY	19 27 08.21 N	99 57 39.93 E	IF	-	331°(330.04°)	L	+9000	-	0° 54'	RNP1
SAMIA	19 39 10.76 N	99 39 02.55 E	IF	-	047°(045.81°)	R	+7000	-	0° 54'	RNP1
PUSIT	19 45 53.28 N	99 46 23.50 E	TF	-	030°(028.69°)	R,L	+4300	210 KT	0° 54'	RNP1
FAF	19 50 27.38 N	99 49 03.77 E	TF	-	030°(028.69°)	-	3500	-	0° 54'	RNP0.3
MAPt (THR03)	19 56 25.74 N	99 52 33.60 E	-	Y	030°(028.69°)	-	1720	-	0° 54'	RNP0.3
			CA	-					0° 54'	RNP1
PAYUT	19 41 44.02 N	99 54 18.86 E	DF	-	300°(298.69°)	R	2600	230 KT	0° 54'	RNP1
PAYUT	19 41 44.02 N	99 54 18.86 E	HM	-		R	4500	230 KT	0° 54'	RNP1

VTBS AD 2. AERODROMES

VTBS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBS – BANGKOK / SUVARNABHUMI INTERNATIONAL

VTBS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	134109N 1004456E Midpoint between taxiways G, H, H2 and H3
2	Direction and distance from (city)	25 km East of Bangkok
3	Elevation/Reference temperature	1.4 m (4.6 ft) / 35 °C
4	Geoid undulation at AD ELEV PSN	- 29.7 m (-97.5 ft)
5	MAG VAR/Annual change	0° 39' W (2011)/ 0° 1' W
6	AD Administration, address, telephone, telefax, telex, AFS	999 Moo 1 Nong Prue, Bangphli, Samut Prakan 10540, Thailand Telephone : 66(0) 2132 1888, 66(0) 2132 5140, 66(0) 2723 0000 Telefax : 66(0) 2132 1885, 66(0) 2132 5105-6 E-mail : nbia@bangkokairport.co.th URL : www.suvarnabhumiairport.com AFS : VTBSYDYX
7	Types of traffic permitted (IFR/VFR)	IFR / Authorised VFR
8	Remarks	Nil

VTBS 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	AIS briefing office and ATS reporting office located at level 4 in the passenger terminal building. The type of services via AFTN, internet : www.aerothai.co.th , fax, phone and E-mail : aisservices@aerothai.co.th

VTBS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available from Thai Airways International Plc. and Bangkok Flight Services Cargo
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	Available from BAFS and ASIG.
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Limited, operated by Thai Airways International Plc.
6	Repair facilities for visiting aircraft	Major and minor repair available from Thai Airways International Plc. and line maintenance from International Airlines Technical Pool.
7	Remarks	a) For the purpose of noise and emission reduction on the apron area, any aircraft that is designated to park at the stand served with passenger loading bridges shall utilize the fixed ground power supply(400Hz) and fixed pre-conditioned air supply provided by the airport if in service. b) Fixed ground power supply (400Hz) –Operators are recommended to reduce electric load immediately after parking. If fixed ground power supply is out of service, mobile GPU may be used. APU shall not be used for more than 5 minutes after parking. If the operators request to operate the APU, the aircraft shall be allocated to the remote stand. c) Fixed pre-conditioned air supply -Operators are recommended to turn off the cabin air re-circulation system to prevent outside air mixing with PC-Air. If fixed PCA is out of service, mobile ACU may be used. d) Visual Docking Guidance System is provided at all stands. If VDGS is out of service, a marshaller shall guide the aircraft from the taxiway to the parking position on the stand. e) Bangkok Flight Services Co, Ltd. (BFS) Internet : www.bangkokflightservices.com Ad Hoc Charter Flight Handling Inquiry : E-mail: EkpolM@BFSASIA.com or Araks@BFSASIA.com Phone :+66(0) 2134 4371, Fax : +66(0) 2134 4356 General Inquiry : E- mail : bizinfo@Bangkokflightservice.com Phone :+66(0) 2131 5000, Fax:+66(0)2131 5077,+66(0)2131 5099 Bangkok Air Catering Co, Ltd. (BAC) Internet : www.bangkokaircatering.com E-mail : sales@bangkokaircatering.com Phone : +66(0)2131 7500 Ext. 8600, Fax :+66(0)2131 7599 f) Thai Airways International Public Co, Ltd.(TG) Internet : www.thaiair.com Ground Handling Services : E-mail : tg.groundservice@thaiairways.com , SITA : BKKKATG Phone : +66(0) 2137 1610, Fax : +66(0) 2137 1675 Ad Hoc Charter Handling Services : E-mail : tg.charter@thaiairways.com , SITA : BKKZMTG Phone : +66(0) 2134 5067-8, Fax : +66(0) 2134 5066 Catering Services : Internet : www.thaicatering.com , SITA : BKKCYTG Phone : +66(0) 2137 2370, Fax : +66(0) 2137 2465

5.4.3 Aircraft parking at West Apron (44 stands)

Aircraft stands	Frequency Ground Control	Push Back Instructions
E2	121.95 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T14 until nose wheel on marking on taxilane
E4, E6	121.95 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T13 then towed forward until nose wheel is on marking 2.
E8, E10	121.95 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T13 then towed forward until nose wheel is on marking 1.
401, 402	121.95 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T13 until nose wheel is on marking 2.
403	121.95 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T13 then towed forward until nose wheel is on marking 1.
F1, F3	121.95 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T14 until nose wheel is on marking on taxilane
F2, F4	121.95 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T15 until nose wheel is on marking on taxilane
F5	121.95 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T14 then towed forward until nose wheel is on marking on taxilane
F6	121.95 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T15 then towed forward until nose wheel is on marking 1.
G1, G2	121.95 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T15 until nose wheel is on marking on taxilane
G3, G4	121.95 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T17 then towed forward until nose wheel is on marking 2.
G5	121.95 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T17 then towed forward until nose wheel is on marking 1.
501	121.95 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T17 then towed forward until nose wheel is on marking 1.
502, 503	121.95 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T17 then towed forward until nose wheel is on marking 2.
504, 505	121.95 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T17 then towed forward until nose wheel is on marking 1.
506 - 521	121.95 MHz	Aircraft shall be pushed back to face south onto taxiway D.
522 - 525	121.95 MHz	Aircraft shall be pushed back to face south onto taxiway D, then towed forward until abeam stand 522 with nose wheel on marking on taxiway.

5.5 Responsibilities

5.5.1 Responsibilities of the pilot-in-command

When the aircraft is fully ready the pilot-in-command is responsible to obtain start up and push back permission, stating the parking position.

5.5.2 Responsibilities of the ground engineer

The ground engineer of the Airline or Ground Handling Agent is responsible for a safe process of aircraft start up and push back and to report to the pilot-in-command when he/she and the tug are clear of the taxiway in the event of Low Visibility Condition.

5.5.3 Responsibilities of the tug driver

The tug driver is responsible to ensure that the aircraft is pushed back (and pulled forward if required) into the

right direction onto the taxilane.

5.5.4 Responsibilities of the Apron Control Tower

The Apron Controller is responsible to monitor the engines start up and push back activities and to ensure that the aircraft will be pushed back into the right direction onto the taxilane.

5.6 Actions to be taken

5.6.1 Actions to be taken by the pilot-in-command

When the aircraft is fully ready the pilot-in-command shall:

- Contact Ground Control for permission to start up the engines. It may be that not all engines are being started up at the stand, but only one (on idle power), and the other engines after the push back manoeuvre has been completed and the tug has been disconnected.
- Ensure that the ground engineer, who is in direct intercom-radio contact with the pilot-in-command, acknowledges the start up permission.
- Ensure that the anti-collision beacons of the aircraft have been switched on before starting the engines.
- Ask Ground Control for push back permission when the engine(s) have been started.
- Ensure that the ground engineer acknowledges the permission.
- Ensure that the aircraft is being pushed back in the right direction onto the taxilane.
- Request permission from Ground Control to taxi when the tug has been disconnected as confirmed by the ground engineer and the ground engineer has given the “all clear” signal.

5.6.2 Actions to be taken by the ground engineer

The ground engineer of the Airline or Handling Agent shall:

- Ensure that the stand area is clear of any obstacle and FOD.
- Ensure that the tug is connected to the aircraft and that the tug driver is ready.
- Acknowledge the Ground Control permission to start up the engine(s) to the pilot-in-command.
- Ensure that the anti-collision beacons of the aircraft are switched on.
- Monitor the engine(s) start up sequence.
- Acknowledge the Ground Control permission for push back to the pilot-in-command.
- Ensure that the tug driver understood the push back permission (by hand -signaling to the tug driver) and is starting the push back maneuver.
- Ensure that the aircraft is pushed back into the right direction onto the taxilane.
- Make sure that during the push back maneuver he/she will be in contact with the pilot-in-command at all times.
- Ensure that the tug has been disconnected from the aircraft on the taxilane stop position and confirm so to the pilot-in-command.
- When disconnected from the radio contact with the pilot-in-command, give the “all clear” signal to the Pilot-in-command, being well clear of the aircraft’s path of taxiing.
- Return to the stand area.

During low visibility conditions (CAT II) the ground engineer will, together with the tug driver, return behind the double white marking line on the apron surface as soon as possible and will indicate to the pilot-in-command that both of them are clear of the taxiway.

Note: CAT II: Runway Visual Range of less than 550 meters or cloud base of less than 200 feet.

5.6.3 Actions to be taken by the tug driver

The tug driver of the Airline or Handling Agent shall:

- Ensure that the tug is well connected to the aircraft
- Start the push back maneuver when permission to do so has been given by the ground engineer.
- Make sure that the aircraft is pushed back into the right direction onto the taxilane stop position.
- Disconnect the tug from the aircraft when in position on the taxilane.
- Return to the stand area.

During low visibility conditions (CAT II) the tug driver will, together with the ground engineer, return behind the red clearance line marking on the apron surface as soon as possible.

Note: CAT II: Runway Visual Range of less than 550 meters or cloud base of less than 200 feet.

VTUO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
04	2100	2100	2550	2100	-
22	2100	2100	2550	2100	-

VTUO AD2.14 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
04	Nil	Green WBAR	PAPI Left 3° Right 3°	Nil	Nil	2 100 m 60 m White,LIH	Red	Nil	-
22	Nil	Green WBAR	PAPI Left 3° Right 3°	Nil	Nil	2 100 m 60 m White,LIH	Red	Nil	-

VTUO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location characteristics and hours of operation	ABN : At tower building, FLG W G EV 3 SEC.
2	LDI location and LGT Anemometer location and LGT	-
3	TWY edge and centre line lighting	Edge : All taxiways
4	Secondary power supply/switch-overtime	Secondary power supply to all lighting at the airport, Switch-over time : 12 SEC.
5	Remarks	-

VTUO AD 2.16 HELICOPTER LANDING AREA

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

VTUO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM Radius centred on BRM DVOR/DME (151422.43N1031531.59E(WGS-84))
2	Vertical limits	2,000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Buri Ram Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTUO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Buri Ram Approach	125.55 MHz	2300-1100	
TWR	Buri Ram Tower	122.5 MHz		
ATIS		303 kHz		

VTSE AD 2. AERODROMES

VTSE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSE - CHUMPHON/CHUMPHON AIRPORT

VTSE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	104240.33N 992142.16E Centre RWY 1050 m from THR 06
2	Direction and distance from (city)	35 km N
3	Elevation/Reference temperature	18 ft /35°C
4	MAG VAR/Annual change	0°34' W (2010) / 1'W
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Chumphon Airport Chumphon Airport Amphoe Pathiu, Chumphon Thailand 86160 TEL: (077) 591263-9 FAX: (077) 591272 , (007) 591265 AFS: VTSEYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTSE 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	0100-0900 (Mon-Fri)*
5	ATS Reporting Office (ARO)	0100-0900 (Mon-Fri)*
6	MET Briefing Office	On request
7	ATS	2300-1100
8	Fuelling	-
9	Handling	-
10	Security	H24
11	De-icing	-
12	Remarks	*Other this period and holiday 3 HR PN to ATC

VTSE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Nil
3	Fuelling facilities/capacity	Nil
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	-

VTSE AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city
2	Restaurants	In the city
3	Transportation	Available
4	Medical facilities	First aid at AD, hospital in town and in the city
5	Bank and Post Office	In town and in the city
6	Tourist Office	In the city
7	Remarks	-

VTSE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTSE AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTUK 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	KN	393 kHz	} H24	162743.41N 1024704.18E (WGS-84)		
DVOR/DME	KKN	114.9 MHz CH96X		162814.73N 1024716.07E (WGS-84)		

VTUK AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

KHON KAEN AIRPORT

1. Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into Khon Kaen Airport, reporting points for VFR flight into Khon Kaen Airport will be established, the procedures of inbound traffic of VFR flight, conventional and prop-jet aircraft shall be set up as follow:

- a) Aircraft entering to land from north of Khon Kaen Airport, shall report over Ubol Ratana Dam designated as KILO UNIFORM (1649.5N 10236.5E) which is approximately 21 NM on R-330 of KKN VOR / DME (1628.3N 10247.5E) when reaching KU the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- b) Aircraft entering to land from northeast of Khon Kaen Airport, shall report over Kranuan District, designated as KILO KILO (1642.4N 10305.1E) which is 22 NM on R-050 of KKN VOR/DME when reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- c) Aircraft entering to land from southeast of Khon Kaen Airport, shall report over Kosum Phisai District, designated as KILO PAPA (1614.2N 10305.1E) which is 22 NM on R-130 of KKN VOR / DME when reaching KP the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- d) Aircraft entering to land from south of Khon Kaen Airport, shall report over Ban Phai District, designated as KILO BRAVO (1602.6N 10243.7E) which is 26 NM on R-188 of KKN VOR/DME (1628.3N 10247.5E) when reaching KB the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- e) Aircraft entering to land from west of Khon Kaen Airport, shall report over Nong Rue District, designated as KILO ROMEO (1629.1N 10224.6E) which is 22 NM on R-272 of KKN VOR/DME (1628.3N 10247.5E) when reaching KR the aircraft will be instructed to join aerodrome traffic circuit accordingly.

2. Landing and Take off

Aircraft intended to landing/take off at Khon Kaen airport take off RWY03 and land at RWY 21 only, except for the safe of aircraft.

VTUK AD 2.24 CHARTS RELATED TO AN AERODROME

	Page
Aerodrome Chart - ICAO	VTUK AD 2-13
Aircraft Parking / Docking Chart - ICAO	VTUK AD 2-15
Instrument Approach Chart - ICAO- RWY 03 - NDB y	VTUK AD 2-17
Instrument Approach Chart - ICAO- RWY 03 - NDB z	VTUK AD 2-18
Instrument Approach Chart - ICAO- RWY 21 - NDB	VTUK AD 2-19

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VTSG AD 2.13 DECLARED DISTANCES

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

VTSG AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTSG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTSG AD 2.16 HELICOPTER LANDING AREA

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

VTSG AD 2.17 ATS AIRSPACE

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

VTSG AD 2.18 ATS COMMUNICATION FACILITIES

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

VTSF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NK	289 kHz	H24	083248.08N 0995626.67E		Unusable from 330-340 ° due to excessive needle swing.
DVOR/DME	NKS	117.4 MHz CH 121X		083229.95N 0995648.67E		Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM, at required altitudes is various areas: RDL 001-190 beyond 40 NM should not below 2500 ft. RDL 191-240 beyond 40 NM should not below 7000 ft. RDL 241-280 beyond 25 NM should not below 8000 ft. RDL 281-320 beyond 40 NM should not below 7000 ft. RDL 321-360 beyond 40 NM should not below 5000 ft.
LOC RWY19 ILS CAT I	I-NKS	109.7 MHz		083138.445N 0995636.378E		
GP		333.2 MHz		083245.315N 09955647.386E		GP : 3 DEG, RDH 50 ft
DME		CH 34X (333.2 MHz)		083245.315N 09955647.386E		DME : Paired with GP FREQ.

VTSF AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

VTCHN AD 2.24 CHARTS RELATED TO AN AERODROME

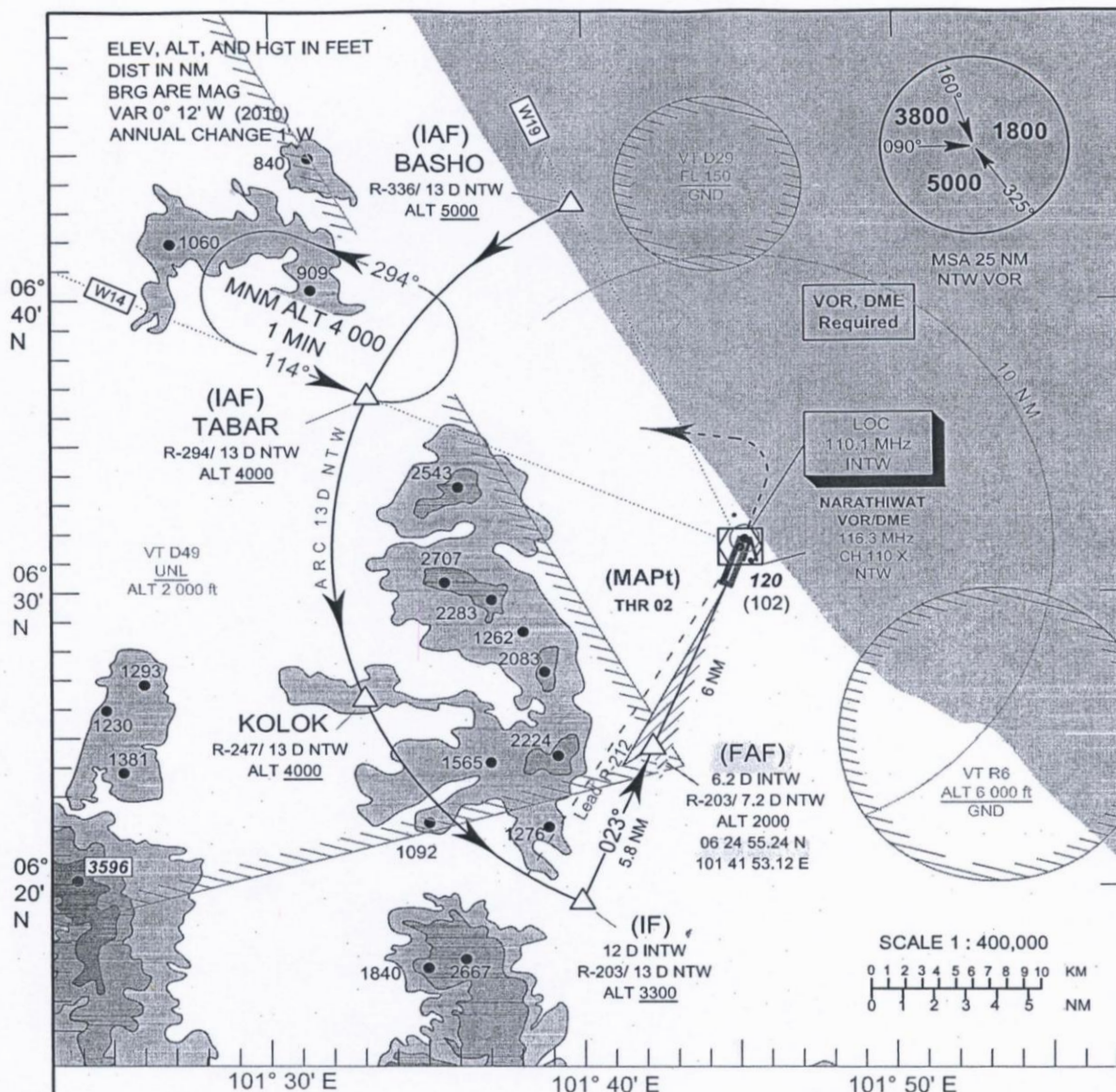
	Page
Aerodrome Chart- ICAO	VTSC AD 2-7
Instrument Approach Chart - ICAO – ILS or LOC RWY 02	VTSC AD 2-9
Instrument Approach Chart - ICAO – VOR RWY 02	VTSC AD 2-11
Instrument Approach Chart - ICAO – VOR RWY 20	VTSC AD 2-13
Instrument Approach Chart - ICAO – RNAV (GNSS) RWY 20	VTSC AD 2-15
Instrument Approach Chart - ICAO – RNAV (GNSS) RWY 02	VTSC AD 2-17

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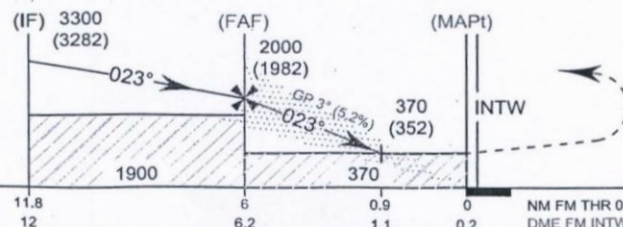
INSTRUMENT APPROACH
CHART-ICAO
AERODROME ELEV 18 FT
HEIGHTS RELATED TO
THRESHOLD ELEV

APP : 125.55, 284.00
TWR : 122.70

NARATHIWAT/ Narathiwat (VTSC)
ILS or LOC RWY 02



TA 11 000



Missed Approach :
(For LOC Only,
No Turn Before MAPt.)
Climb straight ahead to 2200 FT,
then turn left to intercept
R-294 and proceed to TABAR
at 4000 FT and hold or as
directed by ATC.

RDH 54 FT

ELEV 18 FT
(THR RWY 02)

OCA/H	A	B	C	D	Distance (INTW)	FAF	5 D	4 D	3 D	2 D	1.1 D
Straight-in approach CAT I	270 (252)				Altitude	2000 (1982)	1590 (1572)	1280 (1262)	960 (942)	650 (632)	370 (352)
					Ground Speed (GS)	knot	100	120	140	160	180
LOC Only	370 (360)				Rate of descent (ft/min)						
Circling	730 (720)	830 (820)				530	630	740	845	950	1055

24 JAN 2013

NARATHIWAT/ Narathiwat (VTSC)
ILS RWY 02

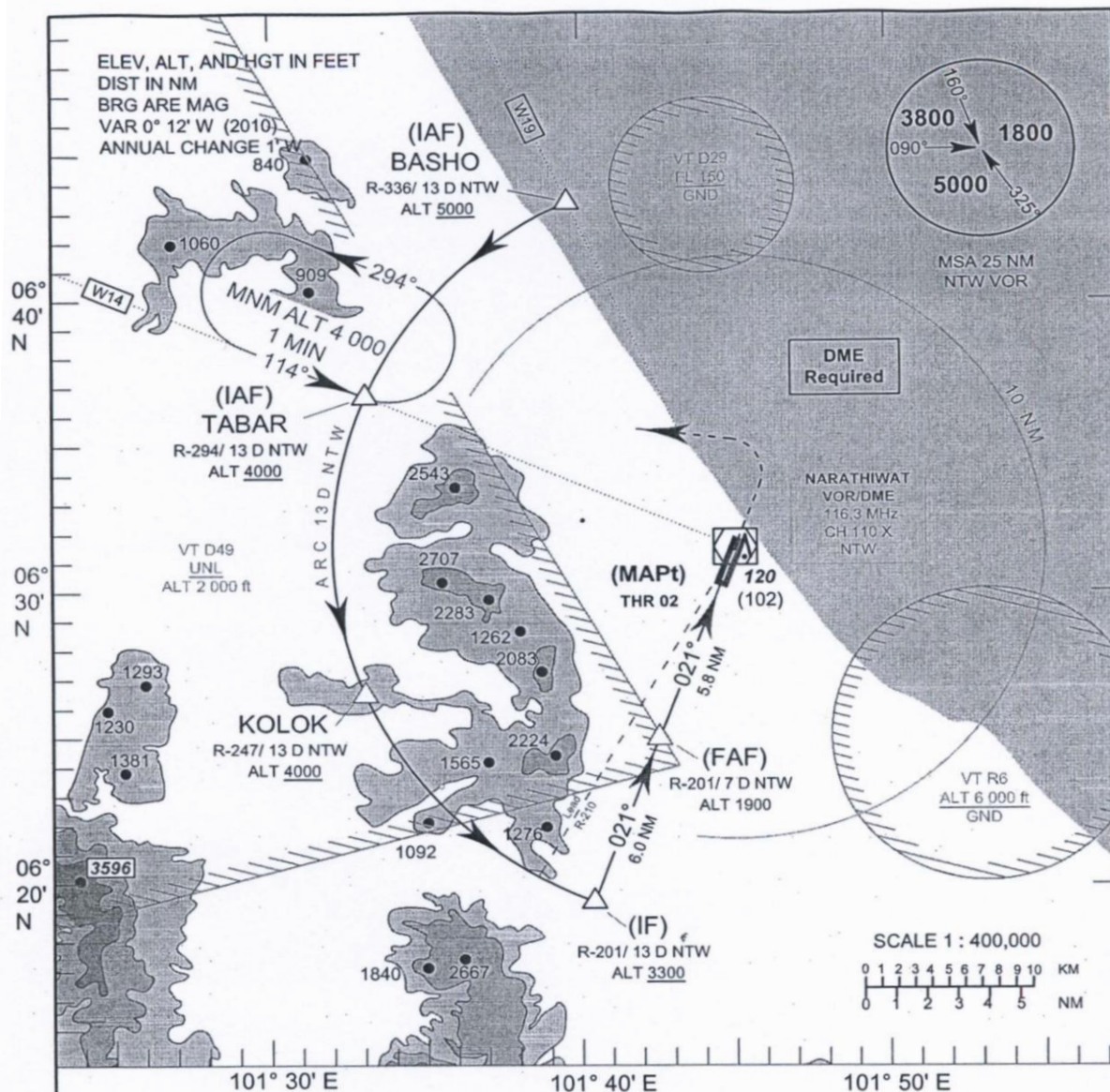
BASHO (IAF)	R - 336 13 D NTW	06 43 32.72 N 06 43.55 N	101 39 21.79 E 101 39.36 E
TABAR	R - 294 13 D NTW	06 36 52.29 N 06 36.87 N	101 32 45.01 E 101 32.75 E
KOLOK	R - 247 13 D NTW	06 26 37.00 N 06 26.62 N	101 32 39.60 E 101 32.66 E
IF	R - 203 13 D NTW	06 19 37.65 N 06 19.63 N	101 39 35.56 E 101 39.59 E
(FAF)	R - 203 7.2 D NTW	06 24 55.24 N 06 24.92 N	101 41 53.12 E 101 41.89 E

INSTRUMENT
APPROACH
CHART-ICAO

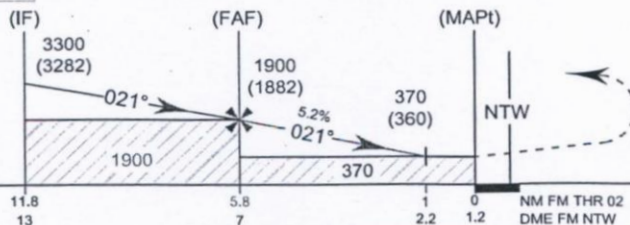
AERODROME ELEV 18 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 125.55, 284.00
TWR : 122.70

NARATHIWAT/ Narathiwat (VTSC)
VOR RWY 02



TA 11 000



OCA/H	A	B	C	D	Distance (NTW)	FAF	6 D	5 D	4 D	3 D	2.2 D
Straight-in approach	370 (360)				Altitude	1900 (1882)	1580 (1562)	1270 (1252)	950 (932)	640 (622)	370 (352)
					Ground Speed (GS)	knot	100	120	140	160	200
Circling	730 (720)		830 (820)		Rate of descent	(ft/min)	530	630	740	845	1055

24 JAN 2013

NARATHIWAT/ Narathiwat (VTSC)
VOR RWY 02

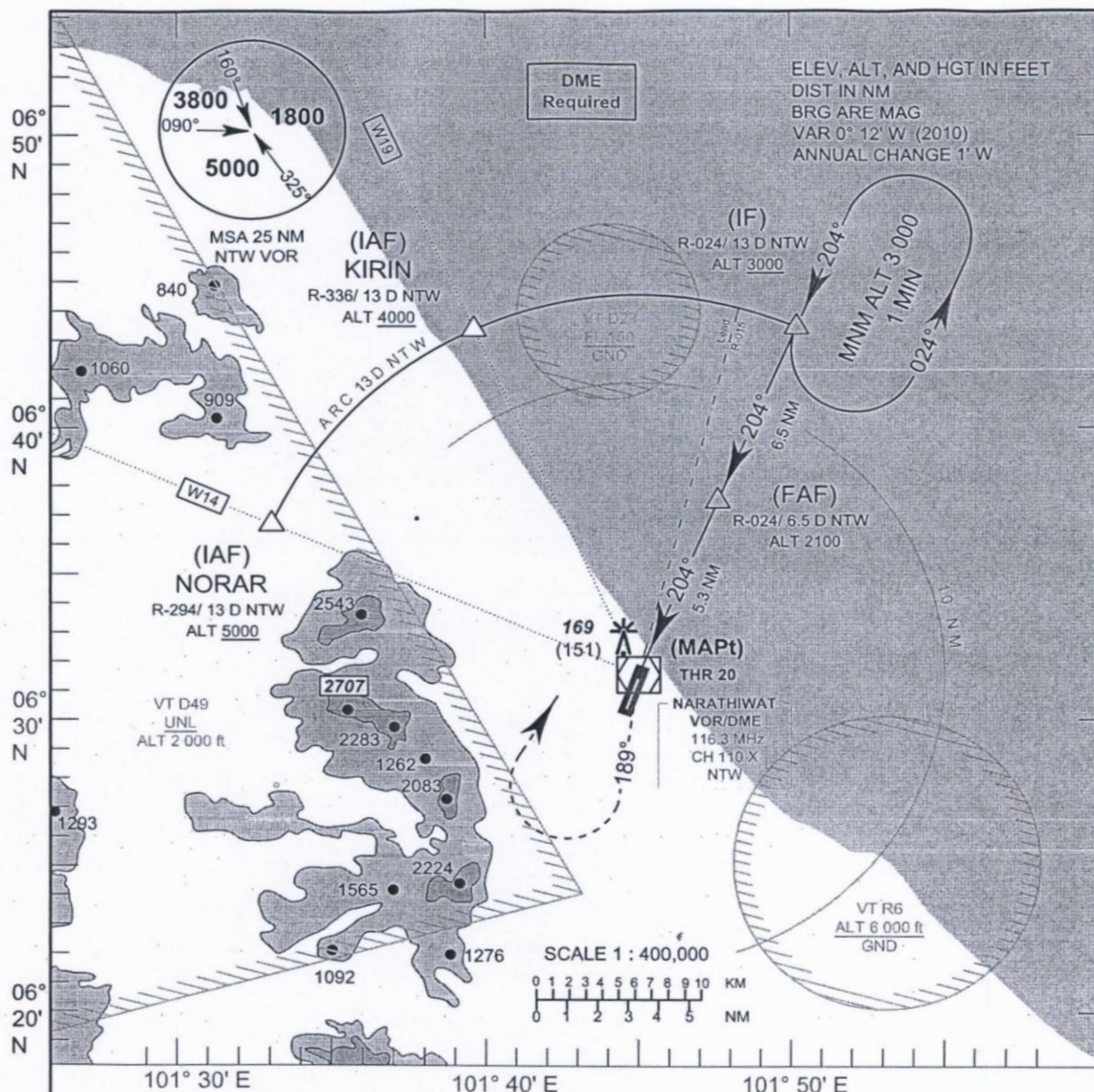
BASHO (IAF)	R - 336 13 D NTW	06 43 32.72 N 06 43.55 N	101 39 21.79 E 101 39.36 E
TABAR	R - 294 13 D NTW	06 36 52.29 N 06 36.87 N	101 32 45.01 E 101 32.75 E
KOLOK	R - 247 13 D NTW	06 26 37.00 N 06 26.62 N	101 32 39.60 E 101 32.66 E
IF	R - 201 13 D NTW	06 19 27.66 N 06 19.46 N	101 40 00.16 E 101 40.00 E
(FAF)	R - 201 7 D NTW	06 25 04.83 N 06 25.08 N	101 42 10.41 E 101 42.17 E

INSTRUMENT APPROACH
CHART-ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 125.55, 284.00
TWR : 122.70

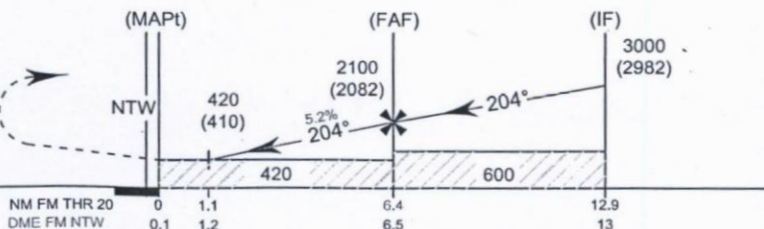
NARATHIWAT/ Narathiwat (VTSC)
VOR RWY 20



Missed Approach :
No Turn Before MAPt.
Climb to VOR, then outbound on R-189 continue climb to 3000 FT, then turn right to intercept R-024 and proceed to IF at 3000 FT and hold or as directed by ATC.

TA 11 000

ELEV 18 FT
(THR RWY 20)



OCA/H	A	B	C	D	Distance (NTW)	1.2 D	2 D	3 D	4 D	5 D	6 D	FAF
Straight-in approach	420 (410)				Altitude	420 (402)	670 (652)	980 (962)	1300 (1282)	1620 (1602)	1930 (1912)	2100 (2082)
					Ground Speed (GS)	knot	100	120	140	160	180	200
Circling	730 (720)		830 (820)		Rate of descent	(ft/min)	530	630	740	845	950	1055

24 JAN 2013

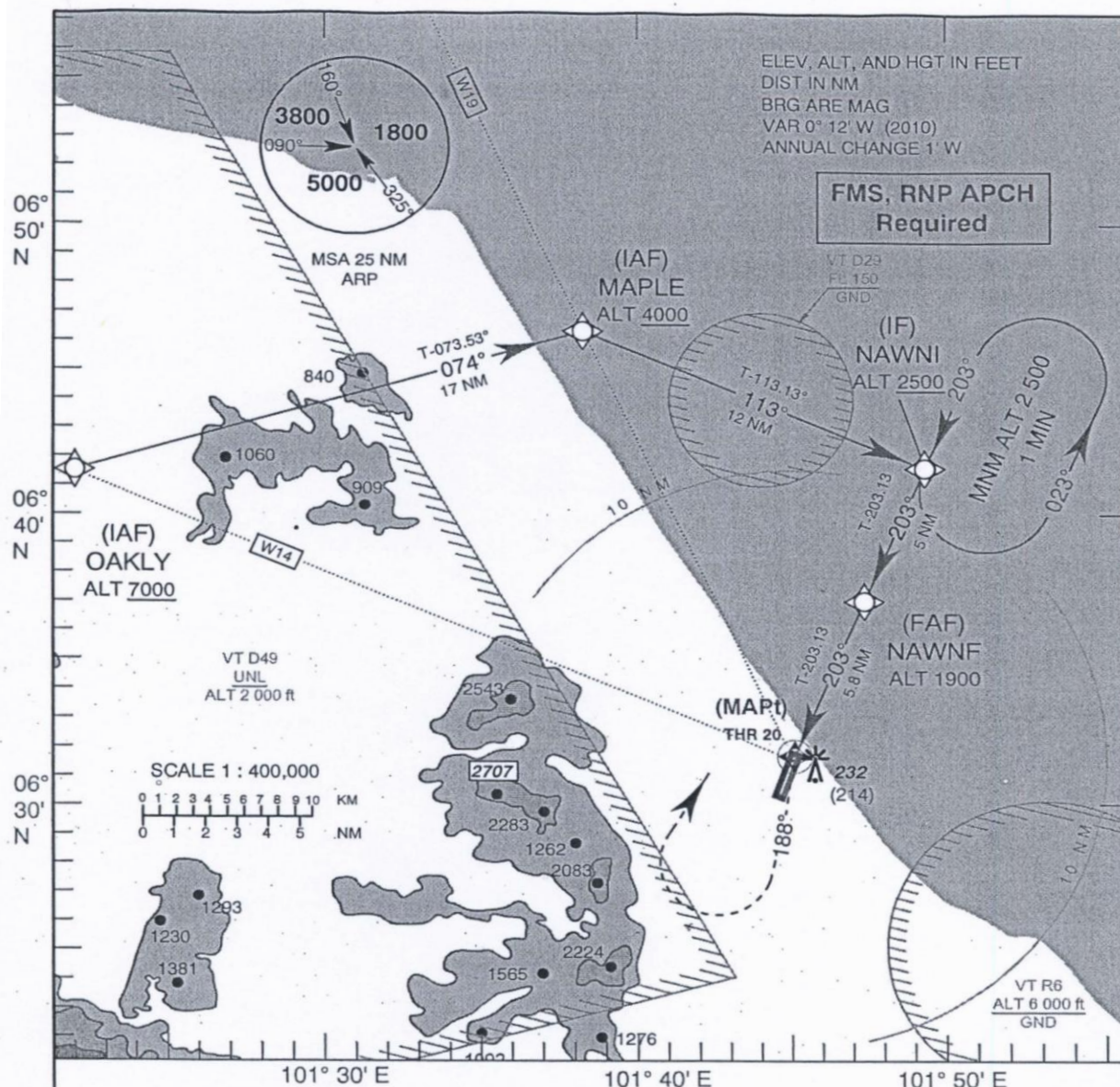
NARATHIWAT/ Narathiwat (VTSC)
VOR RWY 20

NORAR (IAF)	R - 294 13 D NTW	06 36 52.29 N 06 36.87 N	101 32 45.01 E 101 32.75 E
KIRIN	R - 336 13 D NTW	06 43 32.72 N 06 43.55 N	101 39 21.79 E 101 39.36 E
IF	R - 024 13 D NTW	06 43 34.10 N 06 43.57 N	101 49 59.90 E 101 50.00 E
(FAF)	R - 024 6.5 D NTW	06 37 36.16 N 06 37.60 N	101 47 21.14 E 101 47.35 E

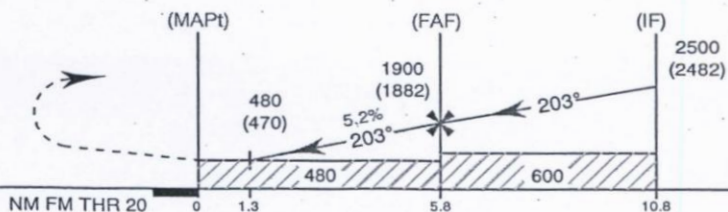
INSTRUMENT APPROACH
CHART-ICAO
AERODROME ELEV 18 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 125.55, 284.00
TWR : 122.70

NARATHIWAT/ Narathiwat (VTSC)
RNAV (GNSS) RWY 20



Missed Approach :
No Turn Before MAPt.
At MAPt, turn left to track 188° and climb to 2200 FT, then turn right direct to IF at 2500 FT and hold or as directed by ATC.



OCA/H	A	B	C	D	Distance (THR 20)	1.3 NM	2 NM	3 NM	4 NM	5 NM	FAF	
LNAV	480 (470)				Altitude	480 (462)	700 (682)	1020 (1002)	1330 (1312)	1650 (1632)	1900 (1882)	
					Ground Speed (GS)	knot	100	120	140	160	180	200
Circling	730 (720)		830 (820)		Rate of descent	(ft/min)	530	630	740	845	950	1055

24 JAN 2013

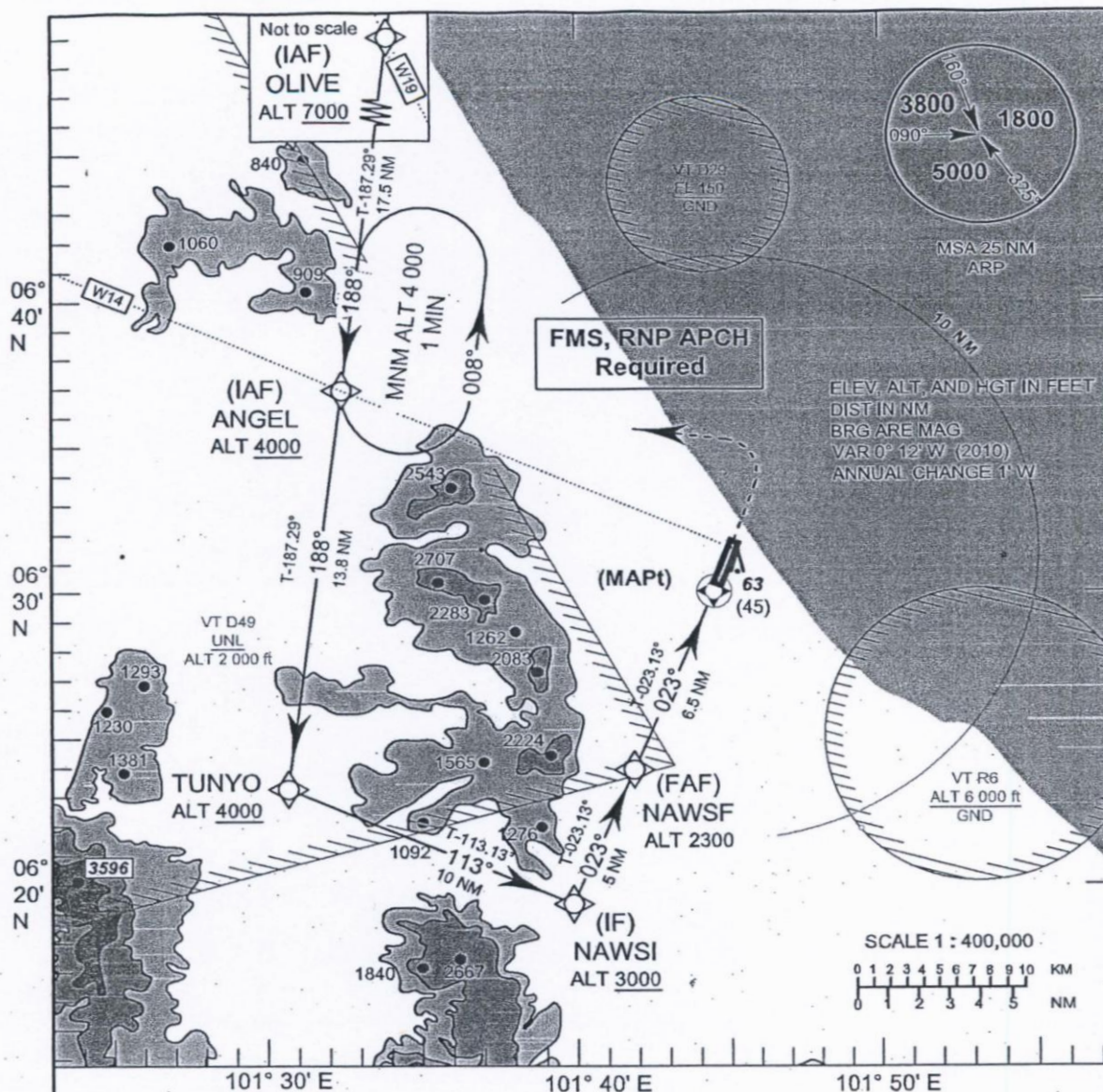
RNAV (GNSS) RWY 20

Fix identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic variation	Navigation performance
	Latitude	Longitude								
OAKLY	06 41 42.08 N	101 21 42.44 E	IF	-	074°(073.53°)	L	+7000	-	0° 14'	RNP1
MAPLE	06 46 26.62 N	101 38 03.72 E	IF,TF	-	113°(113.13°)	R,L	+4000	-	0° 14'	RNP1
IF	06 41 38.46 N	101 49 08.19 E	TF	-	203°(203.13°)	R	+2500	-	0° 14'	RNP1
FAF	06 37 02.15 N	101 47 08.28 E	TF	-	203°(203.13°)	-	1900	-	0° 14'	RNP0.3
MAPt (THR20)	06 31 41.60 N	101 44 49.25 E	-	Y	188°(188.13°)	L	480	-	0° 14'	RNP0.3
			CA	-			2200	-	0° 14'	RNP1
IF	06 41 38.46 N	101 49 08.19 E	DF	-		L	2500		0° 14'	RNP1
IF	06 41 38.46 N	101 49 08.19 E	HM	-	203°(203.13°)	L	2500		0° 14'	RNP1

INSTRUMENT APPROACH
CHART-ICAO AERODROME ELEV 18 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 125.55, 284.00
TWR : 122.70

NARATHIWAT/ Narathiwat (VTSC)
RNAV (GNSS) RWY 02



TA 11 000

Missed Approach :
No Turn Before MAPt.
Climb on track 023° to 2200 FT,
then turn left direct to ANGEL
at 4000 FT and hold or as
directed by ATC.

ELEV 18 FT
(THR RWY 02)

OCA/H	A	B	C	D	Distance (THR 02)	FAF	6 NM	5 NM	4 NM	3 NM	2 NM	0.8 NM
LNAV	320 (310)				Altitude	2300 (2282)	1970 (1952)	1650 (1632)	1330 (1312)	1020 (1002)	700 (682)	320 (302)
					Ground Speed (GS)	knot	100	120	140	160	180	200
Circling	730 (720)				830 (820)	Rate of descent (ft/min)	530	630	740	845	950	1055

MAY 2013

RNAV (GNSS) RWY02

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic variation	Navigation performance
	Latitude	Longitude								
OLIVE	06 54 32.33 N	101 34 25.63 E	IF	-	188°(187.29°)	R	+7000	-	0° 14'	RNP1
ANGEL	06 37 09.09 N	101 32 06.62 E	IF,TF	-	188°(187.29°)	R,-	+4000	-	0° 14'	RNP1
TUNYO	06 23 23.01 N	101 30 16.82 E	TF	-	113°(113.13°)	R	+4000	-	0° 14'	RNP1
IF	06 19 23.55 N	101 39 29.45 E	TF	-	023°(023.13°)	L	+3000	-	0° 14'	RNP1
FAF	06 23 59.96 N	101 41 29.17 E	TF	-	023°(023.13°)	-	2300	-	0° 14'	RNP0.3
MAPt	06 29 59.25 N	101 44 04.87 E	TF	Y	023°(023.13°)	-	320	-	0° 14'	RNP0.3
			CA	-			2200		0° 14'	RNP1
ANGEL	06 37 09.09 N	101 32 06.62 E	DF	-	188°(187.29°)	L	4000	-	0° 14'	RNP1
ANGEL	06 37 09.09 N	101 32 06.62 E	HM	-		L	4000	-	0° 14'	RNP1

VTPP AD 2. AERODROMES

VTPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPP – PHITSANULOK / PHITSANULOK AIRPORT

VTPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	164658.56N 1001644.85E
2	Direction and distance from (city)	3 km SE, from city
3	Elevation/Reference temperature	145 ft / 40°C
4	MAG VAR/Annual change	0°45 'W (2010) / 2'W
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Phitsanulok Airport Phitsanulok Airport Phitsanulok Province Thailand. TEL. (055) 301010-13 FAX. (055) 301009 AFS : VTPPYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTPP AD 2.3 OPERATIONAL HOURS

1	AD Administration	2300-1430
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	Fueling	0100-1430

VTPP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	-
2	Fuel/oil types	JET A-1 AVGAS
3	Fueling facilities/capacity	2 JET A-1 Refueller @ 12,000 L 1 AVGAS Refueller @ 3,000 L

VTTP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine and car hire from the airport
4	Medical facilities	-
5	Bank and Post Office	Bank : Nil Post Office : Open from 0130-0930

VTTP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTTP AD 2.7 SEASONAL AVAILABILITY -CLEARING

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

VTTP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Width : 137.5 m Surface : Concrete / Asphaltic Concrete Strength : PCN 45/F/C/X/T, PCN 61/F/C/X/T
2	Taxiway width, surface and strength	Width : 23 m Surface : Asphaltic Concrete Strength : PCN 45/F/C/X/T, PCN 61/F/C/X/T
3	ACL Location and elevation	-
4	VOR/INS checkpoints	-
5	Remarks	Nil

**VTTP 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	Marked
2	RWY and TWY marking and LGT	RWY AND TWY : Marked and lighted.
3	Stop bars	Marked
4	Remarks	NIL

VTPP 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	Microwave mast distance 1200 M from ARP, R-235 from PSL DVOR,
a	b	c	a	b	
	Radio mast HGT 66 M painted red / white LGTD on top.	164731N 1001658E	-	-	
	Microwave mast HGT 45 M painted red / white LGTD on top.	164650N 1001615E			
	TACAN HGT 15 M painted red / white LGTD on top.	164630.63N 1001712.46E			

VTPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Air-force intelligence Agency : Air Div Wing 46
2	Hours of service MET Office outside hours	2300-1300
3	Office responsible for TAF Preparation Periods of validity	Supply TAF from Northern regional Met. Center
4	Type of landing forecast Interval of issuance	Supply TAF from Northern regional Met. Center
5	Briefing/consultation provided	No
6	Flight documentation Language (s) used	-
7	Charts and other information available for briefing or consultation	Daily Weather Forecast
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	IP System

VTTP 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	
14	143.69°	3000x45	61/F/C/X/T Asphaltic Concrete	164738.00N 1001614.99E (WGS-84)	THR 145 FT TDZ 145 FT	
32	323.69°	3000x45	61/F/C/X/T Asphaltic Concrete	164619.16N 1001714.69E (WGS-84)	THR 145 FT TDZ 145 FT	
Slope of RWY-SWY		SWY dimensions (M)	CWY dimension (M)	Strip dimensions (M)	OFZ	Remarks
7		8	9	10	11	12
0%		Nil	Nil	3240x300	-	-
0%		60 x 60	Nil	3240x300	-	-

VTTP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	3 000	3 000	3 000	3 000	-
32	3 000	3 000	3 060	3 000	-

VTTP 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
14	Nil	Green	PAPI Left 3°	Nil	Nil	3 000 M 60 M white,LIM	Redl	Nil	Nil
32	CAT I 900 M	Green	PAPI Left3° (15.72M)	Nil	Nil	3 000 M 60 M white,LIM	Red	Nil	Nil

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 6 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 ±10° and 10 NM ±35° 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 3° Unusable beyond 7.0° 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.

VTUV AD 2. AERODROMES

VTUV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUV - ROI ET/ROI ET AIRPORT

VTUV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	160700.34N 1034625.67E Centre of RWY 1050 M. from THR RWY 18	←
2	Direction and distance from (city)	16 KM E From city	
3	Elevation/Reference temperature	451 FT /28°C	
4	MAG VAR/Annual change	0°45' W (2010) / 2' W	←
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Roi Et Airport Roi Et Airport, Roi Et-Phonthong Road Tambon Nongphok, Amphoe Thawatchaburi Roi Et Province, 45170 Thailand TEL: (043) 518246-55 FAX: (043) 518253 AFS: VTUVYDYX	
6	Types of traffic permitted (IFR/VFR)	IFR/VFR	
7	Remarks	Nil	

VTUV AD 2.3 OPERATIONAL HOURS

1	AD Administration	HJ
2	Customs and immigration	-
3	Health and sanitation	-
4	AIS Briefing Office	0100-0900 (Mon-Fri)*
5	ATS Reporting Office (ARO)	0100-0900 (Mon-Fri)*
6	MET Briefing Office	-
7	ATS	2300-1100
8	Fuelling	-
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	*Other this period and holiday 3 HRS PN to ATC

VTUV AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	-
2	Fuel/oil types	-
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	Nil

VTUV AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Taxi and car hire from the airport
4	Medical facilities	Hospital in the city
5	Bank and Post Office	Bank and Post office in the city
6	Tourist Office	Nil
7	Remarks	Nil

VTUV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 7
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	-
4	Remarks	Nil

VTUV AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTSB AD 2.24 CHARTS RELATED TO AN AERODROME

	Page
Aerodrome Chart - ICAO	VTSB AD 2-13

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VTUJ AD 2.24 CHARTS RELATED TO AN AERODROME

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VTST AD 2. AERODROMES

VTST AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTST- TRANG /TRANG AIRPORT

VTST AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	073031.02N 993656.79E
2	Direction and distance from (city)	7km S, from city
3	Elevation/Reference temperature	67 ft / 31°C
4	MAG VAR/Annual change	0° 27'W (2010) / 1'W
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Trang Airport Trang Airport Trang-palanan Road Amphone Muang, Trang Province 92000 Thailand. Tel. 0 7557 2151, 0 7557 2152, 0 7557 2153 Fax. 0 7557 2154 AFS : VTSTYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTST AD 2.3 OPERATIONAL HOURS

1	AD Administration	2300-1230 Outside this period 1 HR PN to ATC for OPS	←
2	Customs and immigration	On request	
3	Health and sanitation	On request	
4	AIS Briefing Office	HJ	
5	ATS Reporting Office (ARO)	-	
6	MET Briefing Office	-	
7	ATS	2300-1130 Outside this period 1 HR PN to ATC for OPS	←
8	Fuelling	Nil	

VTST AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTST AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousines

VTST AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTST AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTST AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Apron A: Surface: Asphaltic Concrete Strength: PCN 42/F/C/X/T Apron B: Surface: Concrete Strength: PCN 45/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Asphaltic Concrete Strength: PCN 42/F/C/X/T

VTST 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	Marked
2	RWY and TWY markings and LGT	RWY and TWY Markings and lighted

VTST 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 36 m Painted red/ white LGTD on top.	0730.5N 09937.8E	-	-	

VTBO AD 2. AERODROMES

VTBO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBO – TRAT (KHAO SMING)/TRAT AIRPORT

VTBO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	121631N 1021912E Centre line of RWY, 900 m From THR 23
2	Direction and distance from (city)	32 KM , NW of city (Trat)
3	Elevation/Reference temperature	82 ft (25 m.) /36°C
4	MAG VAR/Annual change	0° 31' W (2011) 0° 1' W / YEAR
5	AD Administration, address, telephone, telefax, telex, AFS	Trat Airport Bangkok Airways CO.,LTD 99 Moo 3 Tambon Tasom Khao Saming District Trat Thailand TEL: (039) 525777 FAX: (039) 525778
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTBO AD 2.3 OPERATIONAL HOURS

1	AD Administration	2300-1200	←
2	Customs and immigration	-	
3	Health and sanitation	-	
4	AIS Briefing Office	2300-1200	
5	ATS Reporting Office (ARO)	2300-1200 other this period 3 HR PN to ATC via AFTN : VTBBZAZX or TEL 0 2285 9695	
6	MET Briefing Office	2300-1200	
7	ATS	2300-1200 other this period 3 HR PN to ATC via AFTN : VTBBZAZX or TEL 0 2285 9695	
8	Fuelling	-	
9	Handling	Nil	
10	Security	H24	
11	De-icing	-	
12	Remarks	Nil	

VTBO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	-
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	-

VTBO AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousines
4	Medical facilities	First AID at airport
5	Bank and Post Office	In the city
6	Tourist Office	Office in town
7	Remarks	-

VTBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTBO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTUD AD 2. AERODROMES

VTUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUD- UDON THANI / UDON THANI AIRPORT

VTUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	172311.17N 1024717.69E
2	Direction and distance from (city)	3 km SW, from city
3	Elevation/Reference temperature	579 ft 26°C
4	MAG VAR/Annual change	0° 49'W (2010) / 2'W
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Udon Thani Airport Udon Thani Airport Tambon Makkhaeng, Amphoe Muang, Udon Thani Province 41000 Thailand. TEL. (042) 244426 FAX. (042) 246804 AFS : VTUDYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTUD 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	2300-1430 Other than this period 1 HR PN to ATC.
8	Fuelling	2300-1400

VTUD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	-
2	Fuel/oil types	Jet A-1, AVGAS
3	Fuelling facilities/capacity	3 JET A-1 Refueller @ 12,000 L 1 JET A-1 Refueller @ 22,000 L 1 AVGAS DC Motor Dispenser from drum 200 L

VTUD AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine

VTUD 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

VTUD AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTUD 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: Concrete Strength PCN 61/R/C/X/T

**VTUD 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	Marked
2	RWY and TWY markings and LGT	RWY and TWY : Marked and lighted

VTUD 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 80 M painted red/ white LGTD on top	172444N 1024733E	
			Radio mast HGT 105 M painted red/ white LGTD on top.	172655N 1024714E	
			Two Radio masts HGT 120 M Painted red/white LGTD on top.	172455N 1024738E 172343N 1024743E	

VTUD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Thai Meteorological Department
2	Hours of service MET Office outside hours	2300-1400
3	Office responsible for TAF Preparation Periods of validity	Supply TAF from Northeastern Regional Met. Center
4	Type of landing forecast Interval of issuance	Supply TAF from Northeastern 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, Windshear
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	IP system

VTUD 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	
12	117.69°	3 048x45	65/F/C/X/T Asphalt	172333.72N 1024631.65E (WGS-84)	THR 579 ft TDZ 579 ft	
30	297.68°	3 048x45	65/F/C/X/T Asphalt	172248.62N 1024803.73E (WGS-84)	THR 579 ft TDZ 579 ft	
Slope of RWY-SWY		SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7		8	9	10	11	12
-		300x45	Nil	3 768x300	-	-
-		300x45	Nil	3 768x300	-	-

VTUD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
12	3 048	3 048	3 348	3 048	No SWY lights
30	3 048	3 048	3 348	3 048	No SWY lights

VTUD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig- nator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	SALS 420 m LIH	GREEN	PAPI Left 3° (20.7M)	Nil	Nil	3 048 m 60 m White LIH	Red	Nil	Nil
30	SALS 420 m LIH	GREEN	PAPI Left 3°	Nil	Nil	3 048 m 60 m White LIH	Red	Nil	Nil

VTUD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At Tower Building, FLG WG EV 4 SEC. IBN : Nil	←
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 13 SEC	←
5	Remarks	Nil	

VTUD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on UDN DVOR/DME (172304.20N1024630.05E (WGS-84)
2	Vertical limits	3 000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Udon Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTUD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Udon Approach	126.2 MHz 265.9 MHz	2300-1430	*Emergency Freq.
TWR	Udon Tower	*121.5 MHz 122.5 MHz *243.0 MHz 355.4 MHz		**Other than this period 1 HR PN to ATC
GND	Ground Control	121.9 MHz 275.8 MHz		
G/A/G	Udon Radio	6595 KHz 5631 kHz		Primary Freq. } Upper Secondary Freq. } Side band
ATIS	Udon airport	128.8MHz		UD NDB out of services

VTUD 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	UD	236 kHz	H24	172316.17N 1024611.49E		
DVOR/DME	UDN	114.3 MHz CH90X		172304.20N 1024630.05N (WGS-84)		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal at required altitudes in various areas as follow; 1. 20 NM orbit (due to border limited) - RDL331°-030° ALT should not below 2500 FT 2. 40 NM orbit - RDL031°-090° ALT should not below 3000 FT - RDL091°-190° ALT should not below 4000 FT - RDL191°-220° ALT should not below 5000 FT - RDL221°-330° ALT should not below 4000 FT 3. The airways were checked and result found satisfactory - Airway W15 on RDL097° flown to 40.1 NM ALT 4000 FT - Airway W4 on RDL143° flown to 50.0 NM ALT 4000 FT
ILS CAT I LOC RWY 30	IUDN	110.1 MHz		172341.25N 1024616.25E (WGS-84)		- Designated operational coverage 18 NM ±10° and 10 NM ±35° of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 505 m from THR of runway 12.
GP/DME		334.4 MHz CH38X		172256.70N 1024755.94E (WGS-84)		- Glide path 3° - DME co-located with Glide Slope power output 100 watts Uni-directional.
TACAN	UDN	CH86		1722.9N 10248.1E		Military Facilities PN 30 min to ATC