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DEPARTMENT OF CIVIL AVIATION

AERONAUTICAL INFORMATION SERVICE

TUNG-MAHAMEK, BANGKOK 10120

THAILAND.

AIP - THAILAND

Amendment 17

13 NOV 14

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1. Insert the attached replacement pages. The checklist (GEN 0.4-1 TO GEN 0.4-9) gives lists of pages that are current in the whole AIP after the incorporation of this amendment. New or replacement pages are indicated with an asterisk (*). Amended text has been identified by a vertical line, or an arrow in the margin of the replacement pages.
2. Record entry of amendment on page GEN 0.2-1.
3. This amendment incorporates information contained in the following which are hereby superseded:

NOTAM 2013

C7827
C7960

NOTAM 2014

C6667
A3849/C8599
C7157
A3374
C6114
C8181

AIP Supplement : Series "A"

2013 : A9
2014 : A5

AIP Supplement : Series "B"

2012 : B2
2013 : B2, B3, B5

GEN 0.4 CHECKLIST OF AIP PAGES

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PART 1-GENERAL (GEN)	
GEN 0	
0.1-1	10 Dec 08
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0.3-1	10 Dec 08
0.4-1*	13 Nov 14
0.4-2	24 Jul 14
0.4-3*	13 Nov 14
0.4-4*	13 Nov 14
0.4-5*	13 Nov 14
0.4-6*	13 Nov 14
0.4-7*	13 Nov 14
0.4-8*	13 Nov 14
0.4-9*	13 Nov 14
0.5-1	10 Dec 08
0.6-1	10 Dec 08
0.6-2	14 Nov 13
GEN 1	
1.1-1	18 Nov 10
1.1-2	10 Dec 08
1.2-1	18 Nov 10
1.2-2	18 Nov 10
1.2-3	10 Dec 08
1.2-4	10 Dec 08
1.3-1	18 Nov 10
1.3-2*	13 Nov 14
1.3-3	24 Jul 14
1.3-4	6 Mar 14
1.3-5	6 Mar 14
1.4-1	18 Nov 10
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GEN 2	
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2.2-1	30 Jul 09
2.2-2	18 Nov 10
2.2-3	18 Nov 10
2.2-4	18 Nov 10
2.2-5	18 Nov 10
2.2-6	18 Nov 10
2.2-7	18 Nov 10
2.2-8	18 Nov 10
2.2-9	18 Nov 10
2.2-10	18 Nov 10
2.2-11	18 Nov 10
2.3-1	10 Dec 08
2.3-2	10 Dec 08
2.3-3	10 Dec 08
2.4-1	24 Jul 14
2.4-2	24 Jul 14
2.5-1	10 Dec 08
2.5-2	10 Dec 08
2.6-1	10 Dec 08
2.6-2	10 Dec 08
2.7-1	10 Dec 08
GEN 3	
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3.1-2	10 Dec 08
3.1-3	10 Dec 08
3.1-4	18 Nov 10
3.1-5	29 Jul 10
3.2-1	10 Dec 08
3.2-2	10 Dec 08
3.2-3*	13 Nov 14
3.2-4	14 Nov 13
3.2-5*	13 Nov 14
3.2-6*	13 Nov 14
3.2-7	15 Nov 12
3.2-8	14 Nov 13
3.2-9	14 Nov 13
3.2-10*	13 Nov 14
3.2-11	10 Dec 08
3.3-1	10 Dec 08
3.3-2	10 Dec 08
3.3-3	10 Dec 08
3.3-4	10 Dec 08
3.4-1	10 Dec 08
3.4-2	10 Dec 08
3.4-3	10 Dec 08
3.4-4	10 Dec 08
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3.4-6	10 Dec 08
3.4-7	10 Dec 08
3.4-8	10 Dec 08
3.4-9	10 Dec 08
3.5-1	10 Dec 08
3.5-2	29 Jul 10
3.5-3	29 Jul 10
3.5-4	29 Jul 10
3.5-5	10 Dec 08
3.5-6	10 Dec 08
3.5-7	10 Dec 08
3.5-8/Chart	10 Dec 08
3.6-1	10 Dec 08
3.6-2	10 Dec 08
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3.6-4/Chart	10 Dec 08
GEN 4	
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4.1-2	29 Jul 10
4.1-3	6 Mar 14
4.2-1	26 Jul 12
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PART 2-EN-ROUTE(ENR)	
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ENR 1	
1.1-1	10 Dec 08
1.2-1	10 Dec 08
1.2-2	10 Dec 08
1.2-3	10 Dec 08
1.2-4	10 Dec 08
1.2-5	10 Dec 08
1.2-6	10 Dec 08
1.2-7	28 Jul 11
1.3-1	10 Dec 08
1.4-1	10 Dec 08
1.4-2	10 Dec 08
1.5-1	10 Dec 08
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1.6-9/Chart	10 Dec 08			**ENR 3**	
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1.7-3	24 Jul 14	2.1-2	10 Dec 08	3.1-3	24 Jul 14
1.8-1	10 Dec 08	2.1-3	10 Dec 08	3.1-4	24 Jul 14
1.8-2	10 Dec 08	2.1-4	14 Nov 13	3.1-5	24 Jul 14
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1.8-4	10 Dec 08	2.1-6	11 Mar 10	3.1-7	24 Jul 14
1.8-5	10 Dec 08	2.1-7	17 Nov 11	3.1-8	24 Jul 14
1.8-6	10 Dec 08	2.1-8	10 Dec 08	3.1-9	24 Jul 14
1.9-1	19 Nov 09	2.1-9	15 Nov 12	3.1-10	24 Jul 14
1.9-2	19 Nov 09	2.1-10	11 Mar 10	3.1-11	24 Jul 14
1.9-3	19 Nov 09	2.1-11	11 Mar 10	3.1-12	24 Jul 14
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1.9-11	19 Nov 09	2.1-19	11 Mar 10	3.3-5	24 Jul 14
1.9-12	19 Nov 09	2.1-20	11 Mar 10	3.3-6	24 Jul 14
1.9-13	19 Nov 09	2.1-21	11 Mar 10	3.3-7	24 Jul 14
1.9-14	19 Nov 09	2.1-22	11 Mar 10	3.6-1	10 Dec 08
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1.9-16	19 Nov 09	2.1-24	11 Mar 10	4.1-1	11 Mar 10
1.9-17	11 Mar 10	2.1-25	11 Mar 10	4.1-2	11 Mar 10
1.10-1	10 Dec 08	2.1-26	11 Mar 10	4.1-3	11 Mar 10
1.11-1	10 Dec 08	2.1-27	7 Mar 13	4.1-4	18 Nov 10
1.11-2	11 Mar 10	2.1-28	11 Mar 10	4.1-5	18 Nov 10
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5.1-5	15 Nov 12
5.1-6	14 Nov 13
5.1-7	15 Nov 12
5.1-8	15 Nov 12
5.1-9	15 Nov 12
5.1-10	14 Nov 13
5.1-11	14 Nov 13
5.1-12	6 Mar 14
5.1-13	6 Mar 14
5.1-14*	13 Nov 14
5.1-15	6 Mar 14
5.1-16	6 Mar 14
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0.6-5	24 Jul 14
0.6-6	24 Jul 14
0.6-7	24 Jul 14
0.6-8	24 Jul 14
0.6-9	24 Jul 14
0.6-10	24 Jul 14
0.6-11	24 Jul 14
0.6-12	24 Jul 14
0.6-13	24 Jul 14
0.6-14	24 Jul 14
0.6-15	24 Jul 14
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1.1-3	10 Dec 08
1.2-1	29 Jul 10
1.3-1	29 Jul 10
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1.3-4	10 Dec 08
1.3-5	10 Dec 08
1.3-6	10 Dec 08
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DON MUEANG / INTL	
VTBD AD 2-1	25 Jul 13
VTBD AD 2-2	6 Mar 14
VTBD AD 2-3	6 Mar 14
VTBD AD 2-4	25 Jul 13
VTBD AD 2-5	25 Jul 13
VTBD AD 2-6	24 Jul 14
VTBD AD 2-7*	13 Nov 14
VTBD AD 2-8	25 Jul 13
VTBD AD 2-9	25 Jul 13
VTBD AD 2-10	7 Mar 13
VTBD AD 2-11*	13 Nov 14
VTBD AD 2-12	30 Jul 09
VTBD AD 2-13	10 Dec 08
VTBD AD 2-14	24 Jul 14
VTBD AD 2-15	10 Dec 08
VTBD AD 2-16	29 Jul 10
VTBD AD 2-17	29 Jul 10
VTBD AD 2-18	29 Jul 10
VTBD AD 2-19	29 Jul 10
VTBD AD 2-20	29 Jul 10
VTBD AD 2-21	29 Jul 10
VTBD AD 2-22	29 Jul 10
VTBD AD 2-23	29 Jul 10
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VTBD AD 2-37/Chart	29 Jul 10
VTBD AD 2-39/Chart	29 Jul 10
VTBD AD 2-41/Chart	29 Jul 10
VTBD AD 2-43/Chart	29 Jul 10
VTBD AD 2-45/Chart	29 Jul 10
VTBD AD 2-46/Chart	29 Jul 10
VTBD AD 2-47/Chart	29 Jul 10
VTBD AD 2-48/Chart	29 Jul 10
VTBD AD 2-49/Chart	29 Jul 10
VTBD AD 2-50/Chart	29 Jul 10
VTBD AD 2-51/Chart	29 Jul 10
VTBD AD 2-52/Chart	29 Jul 10
VTBD AD 2-53/Chart	24 Jul 14
VTBD AD 2-55/Chart	24 Jul 14
VTBD AD 2-57/Chart	24 Jul 14
VTBD AD 2-59/Chart	24 Jul 14
CHING MAI / INTL	
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VTCC AD 2-3	29 Jul 10
VTCC AD 2-4	10 Dec 08
VTCC AD 2-5	10 Dec 08
VTCC AD 2-6	10 Dec 08
VTCC AD 2-7	10 Dec 08
VTCC AD 2-8	10 Dec 08
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VTCC AD 2-31/Chart	10 Dec 08
VTCC AD 2-32/Chart	10 Dec 08
VTCC AD 2-33/Chart	10 Dec 08
VTCC AD 2-34/Chart	10 Dec 08
VTCC AD 2-35/Chart	10 Dec 08
VTCC AD 2-36/Chart	10 Dec 08
VTCC AD 2-37/Chart	8 Mar 12
VTCC AD 2-38	8 Mar 12
VTCC AD 2-39/Chart	10 Dec 08
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		VTSP AD 2-21*	13 Nov 14	VTBS AD 2-27	10 Dec 08
		VTSP AD 2-23/Chart	10 Mar 11	VTBS AD 2-28	10 Dec 08
		VTSP AD 2-25/Chart	10 Dec 08	VTBS AD 2-29	10 Dec 08
MAE FAH LUANG-CHIANG RAI / INTL		VTSP AD 2-27/Chart	10 Mar 11	VTBS AD 2-30	24 Jul 14
VTCT AD 2-1	7 Mar 13	VTSP AD 2-29/Chart	10 Mar 11	VTBS AD 2-31	10 Dec 08
VTCT AD 2-2	7 Mar 13	VTSP AD 2-31/Chart	10 Dec 08	VTBS AD 2-32	10 Dec 08
VTCT AD 2-3	7 Mar 13	VTSP AD 2-33/Chart	26 Jul 12	VTBS AD 2-33	10 Dec 08
VTCT AD 2-4	7 Mar 13	VTSP AD 2-34/Chart	26 Jul 12	VTBS AD 2-34	10 Dec 08
VTCT AD 2-5	7 Mar 13	VTSP AD 2-35/Chart	26 Jul 12	VTBS AD 2-35	10 Dec 08
VTCT AD 2-6	7 Mar 13	VTSP AD 2-37/Chart	26 Jul 12	VTBS AD 2-36	10 Dec 08
VTCT AD 2-7	7 Mar 13	VTSP AD 2-38/Chart	26 Jul 12	VTBS AD 2-37	10 Dec 08
VTCT AD 2-8	7 Mar 13	VTSP AD 2-39/Chart	10 Dec 08	VTBS AD 2-38	10 Dec 08
VTCT AD 2-9	24 Jul 14	VTSP AD 2-40/Chart	10 Dec 08	VTBS AD 2-39	10 Dec 08
VTCT AD 2-11/Chart	10 Dec 08	VTSP AD 2-41/Chart	10 Dec 08	VTBS AD 2-40	10 Dec 08
VTCT AD 2-13/Chart	7 Mar 13	VTSP AD 2-43/Chart*	13 Nov 14	VTBS AD 2-41	10 Dec 08
VTCT AD 2-15/Chart	7 Mar 13	VTSP AD 2-45/Chart*	13 Nov 14	VTBS AD 2-42	10 Dec 08
VTCT AD 2-17/Chart	26 Jul 12	VTSP AD 2-47/Chart*	13 Nov 14	VTBS AD 2-43	10 Dec 08
VTCT AD 2-19/Chart	10 Dec 08	VTSP AD 2-49/Chart*	13 Nov 14	VTBS AD 2-44	10 Dec 08
VTCT AD 2-20/Chart	10 Dec 08	VTSP AD 2-51/Chart*	13 Nov 14	VTBS AD 2-45	10 Dec 08
VTCT AD 2-21/Chart	10 Dec 08	VTSP AD 2-53/Chart*	13 Nov 14	VTBS AD 2-46	10 Dec 08
VTCT AD 2-23/Chart	24 Jul 14			VTBS AD 2-47	10 Dec 08
VTCT AD 2-25/Chart	24 Jul 14	**SUVARNABHUMI / INTL**		VTBS AD 2-48	10 Dec 08
VTCT AD 2-27/Chart	24 Jul 14	VTBS AD 2-1	8 Mar 12	VTBS AD 2-49	10 Dec 08
VTCT AD 2-29/Chart	24 Jul 14	VTBS AD 2-2	24 Jul 14	VTBS AD 2-50	10 Dec 08
VTCT AD 2-31/Chart	24 Jul 14	VTBS AD 2-3	10 Dec 08	VTBS AD 2-51	10 Dec 08
		VTBS AD 2-4	10 Dec 08	VTBS AD 2-52	10 Dec 08
PHUKET / INTL		VTBS AD 2-5	10 Dec 08	VTBS AD 2-53	10 Dec 08
VTSP AD 2-1	8 Mar 12	VTBS AD 2-6	10 Dec 08	VTBS AD 2-54	10 Dec 08
VTSP AD 2-2	26 Jul 12	VTBS AD 2-7	10 Dec 08	VTBS AD 2-55	10 Dec 08
VTSP AD 2-3	18 Nov 10	VTBS AD 2-8	10 Dec 08	VTBS AD 2-56	10 Dec 08
VTSP AD 2-4	10 Dec 08	VTBS AD 2-9	10 Dec 08	VTBS AD 2-57	10 Dec 08
VTSP AD 2-5	10 Dec 08	VTBS AD 2-10	10 Dec 08	VTBS AD 2-58	10 Dec 08
VTSP AD 2-6	10 Dec 08	VTBS AD 2-11	10 Dec 08	VTBS AD 2-59	10 Dec 08
VTSP AD 2-7	10 Dec 08	VTBS AD 2-12	10 Mar 11	VTBS AD 2-60	10 Dec 08
VTSP AD 2-8	10 Dec 08	VTBS AD 2-13	10 Dec 08	VTBS AD 2-61	10 Dec 08
VTSP AD 2-9	10 Dec 08	VTBS AD 2-14	10 Dec 08	VTBS AD 2-62	10 Dec 08
VTSP AD 2-10	10 Dec 08	VTBS AD 2-15	10 Dec 08	VTBS AD 2-63	10 Dec 08
VTSP AD 2-11	10 Dec 08	VTBS AD 2-16	10 Mar 11	VTBS AD 2-64	10 Dec 08
VTSP AD 2-12	29 Jul 10	VTBS AD 2-17	10 Dec 08	VTBS AD 2-65	10 Dec 08
VTSP AD 2-13	10 Mar 11	VTBS AD 2-18	10 Dec 08	VTBS AD 2-66	10 Dec 08
VTSP AD 2-14	18 Nov 10	VTBS AD 2-19	18 Nov 10	VTBS AD 2-67	10 Dec 08
VTSP AD 2-15	10 Dec 08	VTBS AD 2-20	7 Mar 13	VTBS AD 2-68	10 Dec 08
VTSP AD 2-16	10 Dec 08	VTBS AD 2-21	11 Mar 10	VTBS AD 2-69	10 Dec 08
VTSP AD 2-17	11 Mar 10	VTBS AD 2-23	10 Dec 08	VTBS AD 2-70	10 Dec 08
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VTBS AD 2-75	11 Mar 10	VTBS AD 2-151/Chart	10 Dec 08	VTBU AD 2-17/Chart	10 Dec 08
VTBS AD 2-76	11 Mar 10	VTBS AD 2-152	10 Dec 08	VTBU AD 2-19/Chart	10 Dec 08
VTBS AD 2-77	11 Mar 10	VTBS AD 2-153/Chart	10 Dec 08	VTBU AD 2-21/Chart	10 Dec 08
VTBS AD 2-78	10 Dec 08	VTBS AD 2-154	10 Dec 08	VTBU AD 2-23/Chart	10 Dec 08
VTBS AD 2-79	10 Dec 08	VTBS AD 2-155/Chart	10 Dec 08	VTBU AD 2-25/Chart	10 Dec 08
VTBS AD 2-80	10 Dec 08	VTBS AD 2-156	10 Dec 08	VTBU AD 2-26/Chart	10 Dec 08
VTBS AD 2-81	10 Dec 08	VTBS AD 2-157	10 Dec 08	VTBU AD 2-27/Chart	10 Dec 08
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VTBS AD 2-84	10 Dec 08	VTBS AD 2-162	10 Dec 08	VTSS AD 2-1	8 Mar 12
VTBS AD 2-85	11 Mar 10	VTBS AD 2-163/Chart	10 Dec 08	VTSS AD 2-2	29 Jul 10
VTBS AD 2-86	10 Mar 11	VTBS AD 2-164	10 Dec 08	VTSS AD 2-3	25 Jul 13
VTBS AD 2-87	10 Dec 08	VTBS AD 2-165/Chart	10 Dec 08	VTSS AD 2-4	25 Jul 13
VTBS AD 2-88	10 Dec 08	VTBS AD 2-166	10 Dec 08	VTSS AD 2-5	25 Jul 13
VTBS AD 2-89	29 Jul 10	VTBS AD 2-167/Chart	10 Dec 08	VTSS AD 2-6	25 Jul 13
VTBS AD 2-91	10 Dec 08	VTBS AD 2-168	10 Dec 08	VTSS AD 2-7	25 Jul 13
VTBS AD 2-93	10 Mar 11	VTBS AD 2-169/Chart	10 Dec 08	VTSS AD 2-8	25 Jul 13
VTBS AD 2-95/Chart	10 Mar 11	VTBS AD 2-170	10 Dec 08	VTSS AD 2-9	25 Jul 13
VTBS AD 2-97/Chart	10 Mar 11	VTBS AD 2-171	10 Dec 08	VTSS AD 2-10	25 Jul 13
VTBS AD 2-99/Chart	10 Mar 11	VTBS AD 2-173	10 Dec 08	VTSS AD 2-11	25 Jul 13
VTBS AD 2-101/Chart	10 Mar 11	VTBS AD 2-175/Chart	11 Mar 10	VTSS AD 2-12	25 Jul 13
VTBS AD 2-103/Chart	10 Mar 11	VTBS AD 2-176	11 Mar 10	VTSS AD 2-13	25 Jul 13
VTBS AD 2-105/Chart	10 Mar 11	VTBS AD 2-177/Chart	29 Jul 10	VTSS AD 2-14	25 Jul 13
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VTBS AD 2-111/Chart	10 Mar 11	VTBS AD 2-181/Chart	29 Jul 10	VTSS AD 2-17	25 Jul 13
VTBS AD 2-113/Chart	10 Mar 11	VTBS AD 2-183/Chart	11 Mar 10	VTSS AD 2-18	25 Jul 13
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VTBS AD 2-127/Chart	10 Dec 08	VTBU AD 2-2*	13 Nov 14	VTSS AD 2-31/Chart	25 Jul 13
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VTBS AD 2-131/Chart	10 Dec 08	VTBU AD 2-4	10 Dec 08	VTSS AD 2-35/Chart	25 Jul 13
VTBS AD 2-133/Chart	10 Dec 08	VTBU AD 2-5	10 Dec 08	VTSS AD 2-37/Chart	25 Jul 13
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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 alcholic liquor
   - Personal effects in reasonable quantity and of which value not exceeding 10,000 Baht
   - Used household effects on permanent change of domicile in reasonable amounts.

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

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

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

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

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

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

2) The following articles are restricted and prohibited to take out of Thailand:
   1. Narcotics and stimulated drugs;
   2. Armaments and dangerous objects;
   3. Obscene articles;
   4. Wild animals and plants;
   5. Antique and artistic objects;
   6. Buddha images, idols and parts.
   7. Other restricted and prohibited goods according to laws and regulation of concerned government agencies.
3) Outbound passengers who want to apply for VAT. Refund must submit the completed form for vat. Refund application for tourist (pp. 10.) This form should be presented together with the purchased goods and the receipts to the Customs officers at the Customs Inspection offices at the departure hall before checking in the tickets at airline counters. After passengers proceeding at the immigration counters, they can claim the VAT refund at the revenue department's offices.

2. Immigrant Requirements

2.1 First Port of Arrival and First Port of Departure

2.1.1 First Port of Arrival

1) All passengers arriving into Thailand must clear immigration formalities at their first port of arrival.
2) Passengers transferring to C.I.Q. (Customs, Immigration, Quarantine) destinations, which currently are Suvarnabhumi, Chiang Mai, Mae Fah Luang-Chiang Rai, Krabi, Phuket, Samui, Trat and Udon Thani, 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, Trat and Udon - Thani, 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.

3.2.5 List of Aeronautical Charts Available

Type of series	*Scale*	*Name and /or number*	*Price ($US)*	*Date*
Instrument Approach Chart-ICAO (IAC)		DON MUEANG INTERNATIONAL AIRPORT		
		GPS/FMS/RNAV ARRIVAL/TRANSITION TO FINAL APPROCH RWY 21L/21R CHART	In AIP	29 JUL 2010
		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)		CHIANG MAI INTERNATIONAL AIRPORT		
		VOR RWY 36	In AIP	10 Dec 2008
		VOR / DME RWY 36	"	"
		VOR / DME RWY 18/36	"	"
		ILS or LLZ RWY 36	"	29 JUL 2010
Instrument Approach Chart-ICAO (IAC)		CHIANG RAI INTERNATIONAL AIRPORT		
		NDB / DME RWY03	In AIP	10 Dec 2008
		VOR RWY21	"	24 Jul 2014
		VOR RWY03	"	"
		ILS or LOC RWY03	"	"
		RNAV (GNSS) RWY21	"	"
		RNAV (GNSS) RWY03	"	"
Instrument Approach Chart-ICAO (IAC)		RAYONG / U-TAPAO INTERNATIONAL AIRPORT		
		NDB RWY 36	In AIP	10 Dec 2008
		VOR / DME RWY 18	"	"
		VOR / DME RWY 36	"	"
		ILS / DME RWY 18	"	"
Instrument Approach Chart-ICAO (IAC)		PHUKET INTERNATIONAL AIRPORT		
		VOR Y RWY 09	In AIP	10 Dec 2008
		VOR Y RWY 27	"	"
		VOR Z RWY 09	"	"
		VOR Z RWY 27	"	"
		ILS / DME RWY 27	"	"
		RNAV (GNSS) RWY 09	"	13 Nov 2014
		RNAV (GNSS) RWY 27	"	"
Instrument Approach Chart-ICAO (IAC)		HAT YAI INTERNATIONAL AIRPORT		
		NDB C	In AIP	25 JUL 2013
		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)		BURI RAM		
		NDB RWY 04	In AIP	10 Dec 2008
		VOR / DME RWY 04	"	"
		VOR / DME RWY 22	"	"
		ILS / DME RWY 04	"	"
		LLZ / DME RWY 04	"	"
Instrument Approach Chart-ICAO (IAC)		CHUMPHON		
		VOR / DME RWY 06	In AIP	10 Dec 2008
		VOR / DME RWY 24	"	"
		ILS / DME RWY 24	"	"
		LLZ / DME RWY 24	"	"
Instrument Approach Chart-ICAO (IAC)		KHON KAEN		
		VOR / DME RWY 03	In SUP B2/03	20 Mar 2003
		VOR / DME RWY 21	"	"
		NDB y RWY 03	In AIP	10 Dec 2008
		NDB z RWY 03	"	"
		NDB RWY 21	"	"
Instrument Approach Chart-ICAO (IAC)		KRABI		
		VOR Y RWY 32	In AIP	10 Dec 2008
		VOR Z RWY 32	"	"
		ILS or LLZ RWY 32	"	"
Instrument Approach Chart-ICAO (IAC)	1 : 400,000	LAMPANG		
		RNAV (GNSS) RWY 18	In AIP	14 Nov 2013
		RNAV (GNSS) RWY 36	"	"
		LOC RWY 36	"	"
		VOR RWY 18	"	"
		VOR RWY 36	"	"
Instrument Approach Chart-ICAO (IAC)		LOEI		
		DVOR / DME RWY 19	In AIP	10 Dec 2008
Instrument Approach Chart-ICAO (IAC)		MAE HONG SON		
		IGS DVOR / DME RWY 11	In AIP	10 Dec 2008
Instrument Approach Chart-ICAO (IAC)		NAKHON PHANOM		
		VOR / DME RWY 15	In AIP	10 Dec 2008
		VOR / DME RWY 33	"	"
		VOR / DME RWY 15/33	"	"
		ILS / DME RWY 15	"	"
		LLZ / DME RWY 15	"	"
Instrument Approach Chart-ICAO (IAC)		NAKHON RATCHASIMA		
		VOR / DME RWY 24	In AIP	10 Dec 2008
		VOR / DME RWY 06	"	"
		ILS / DME RWY 06	"	"
		LLZ / DME RWY 06	"	"

3.2.5 List of Aeronautical Charts Available

Type of series	*Scale*	*Name and /or number*	*Price ($US)*	*Date*
Instrument Approach Chart-ICAO (IAC)		NAKHON SI THAMMARAT		
		ILS / DME RWY 01	In AIP	10 Dec 2008
		LLZ / DME RWY 01	"	"
Instrument Approach Chart-ICAO (IAC)		NAN		
		VOR / DME RWY 02	In AIP	10 Dec 2008
		VOR / DME RWY 20	"	"
		ILS / DME RWY 02	"	"
		LLZ / DME RWY 02	"	"
		NDB RWY 02 CAT A, B	"	13 Nov 2014
		NDB RWY 02 CAT C, D	"	"
Instrument Approach Chart-ICAO (IAC)		NARATHIWAT		
		ILS / DME RWY 02	In SUP B1/10	22 Jan 2010
		ILS or LOC RWY02	In AIP	24 Jul 2014
		VOR RWY 02	"	"
		VOR RWY 20	"	"
		RNAV (GNSS) RWY 20	"	"
		RNAV (GNSS) RWY 02	"	"
Instrument Approach Chart-ICAO (IAC)		PATTANI		
		NDB RWY 08	10 Dec 2008	10 Dec 2008
		NDB RWY 26	"	"
Instrument Approach Chart-ICAO (IAC)		PHETCHABUN		
		ILS / DME RWY 36	In AIP	10 Dec 2008
		LLZ / DME RWY 36	"	"
		NDB RWY 36	"	"
		VOR RWY 18	"	"
		VOR RWY 36	"	"
Instrument Approach Chart-ICAO (IAC)		PHRAE		
		VOR / DME RWY 01	In SUP B8/00	5 Oct 2000
		VOR / DME RWY 19	"	"
Instrument Approach Chart-ICAO (IAC)		PHACHUAP KHIRI KHAN / HUA HIN		
		VOR / DME RWY 16A	In AIP	10 Dec 2008
		NDB RWY 16	"	"
Instrument Approach Chart-ICAO (IAC)		RANONG		
		VOR / DME RWY 02	In AIP	10 Dec 2008
		ILS / DME RWY 02	"	"

3.2.5 List of Aeronautical Charts Available

Type of series	*Scale*	*Name and /or number*	*Price ($US)*	*Date*
Instrument Approach Chart-		ROI ET		
ICAO (IAC)		VOR / DME RWY 18	In AIP	10 Dec 2008
		VOR / DME RWY 36	"	"
		LLZ / DME RWY 36	In SUP B13/03	25 Dec 2003
		ILS / DME RWY 36	"	"
Instrument Approach Chart-		SAKHON NAKHON		
ICAO (IAC)		ILS / DME RWY 23	In AIP	10 Dec 2008
		LLZ / DME RWY 23	"	"
Instrument Approach Chart-		SUKHOTHAI		
ICAO (IAC)		NDB RWY 36	In AIP	10 Dec 2008
		ILS / DME RWY 36	"	"
		LLZ / DME RWY 36	"	"
Instrument Approach Chart-		SURAT THANI		
ICAO (IAC)		NDB RWY 22	In AIP	13 Nov 2014
		VOR RWY 04	"	"
		VOR RWY 22	"	"
		ILS or LOC RWY 22	"	"
		RNAV (GNSS) RWY 04	"	"
		RNAV (GNSS) RWY 22	"	"
Instrument Approach Chart-		SURAT THANI / SAMUI		
ICAO (IAC)		VOR RWY 17 CAT A, B	In AIP	29 Jul 2010
		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	"	"
Instrument Approach Chart-		TRANG		
ICAO (IAC)		VOR / DME RWY 08	In AIP	10 Dec 2008
		ILS / DME RWY 08	"	"
		LLZ / DME RWY 08	"	"
	1 : 500,000	NDBa RWY 08/26	"	13 Nov 2014
Instrument Approach Chart-		UBON RATCHATHANI		
ICAO (IAC)		VOR RWY 05	In AIP	10 Dec 2008
		VOR RWY 23	"	"
		ILS or LLZ RWY 23	"	"
Instrument Approach Chart-	1 : 600,000	UDON THANI		
ICAO (IAC)		RNAV (GNSS) RWY 30	In AIP	14 Nov 2013
		RNAV (GNSS) RWY 12	"	"
		ILS or LOC RWY 30	"	"
		VOR RWY 30	"	"
		VOR RWY 12	"	"
		NDB RWY 30	"	"
		NDB RWY 12	"	"

3.2.5 List of Aeronautical Charts Available

Type of series	*Scale*	*Name and /or number*	*Price ($US)*	*Date*
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 / Suvarnabhuml INTL	"	10 Mar 2011
Aerodrome Obstacle Chart - ICAO Type A (AOC)	1 : 20,000	Bangkok / Suvarnabhuml INTL	"	10 Dec 2008
	1 : 15,000 1 : 20,000	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
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 / Suvarnabhuml 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 Departure Chart - Instrument - 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	"	"
	1 : 800,000	Phuket International Airport		
		SID RNAV RWY 09	In AIP	13 Nov 2014
		SID RNAV RWY 27	"	"
Standard Arrival Chart - Instrument – ICAO (STAR)	1 : 800,000	Phuket International Airport		
		STAR RNAV RWY 09	In AIP	13 Nov 2014
		STAR RNAV RWY 27	"	"

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: Odd	Direction of Cruising levels: Even	Remarks Controlling units Frequency
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	127 / 307 22 NM 134 / 314 302 NM	FL460 / FL275 FL280	*		↑	Available as follow: 1. Saturday and Sunday between 0000 – 2300 UTC 2. Monday to Friday between 1630 – 2300 UTC 3. Only the direction from GOLUD to PADET
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 ∆ DIPUN 120456.93N 1011011.13E ∆ SIRAT 103450.16N 1013639.87E ∆ TONIK 091736.12N 1015906.78E ▲ TIDAR 065230.15N 1024959.82E	162 / 342 49 NM 162 / 342 28 NM 164 / 344 19 NM 164 / 344 17 NM 164 / 344 93 NM 164 / 344 80 NM 161 / 341 153 NM	FL460 ALT 6,500FT ALT 7,000FT FL460 / FL145 FL150 FL460 / 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 ∆ ANOBO 110323.0N 1021441.61E ▲ BENSA 102631.0N 1022629.5E	136 / 316 50 NM 136 / 316 42 NM 162 / 342 108 NM 162 / 342 39 NM 162 / 342 40 NM	FL460 ALT 7,000FT ALT 8,000FT FL460 / FL160 FL170	*	↓	↑	Longitudinal separation between aircraft 10 mins
P627 ▲ PHUKET DVOR/DME (PUT) 080654.83N 0981822.69E ▲ RUSET 074616.0N 0974257.0E	240 / 060 41 NM	FL460 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	298 / 118 156 NM	FL460 / 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 Odd	Direction of Cruising levels Even	Remarks Controlling units Frequency
1	2	3	4	5		6
Y1 ▲ UDON DVOR/DME (UDN) 172304.2N 1024630.05E ▲ MOCHI 143603.26N 1013934.93E	202 022 178 NM	FL460 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	211 031 129 NM	FL460 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	180 360 103 NM 228 048 54 NM 228 048 54 NM	FL460 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	169 031 97 NM 211 031 68 NM 228 048 54 NM	FL460 ALT 7,000FT ALT 8,000FT	10	↑		
Y5 (RNAV5) ▲ KIKOT 083639.58N 0982319.78E Δ ANDAX 090441.11N 0983545.19E ▲ NOMEK 093404.16N 0984834.66E ▲ MALIP 111240.07N 0993155.14E ▲ HOTEL 130006.20N 1001948.30E	024 204 31 NM 024 204 32 NM 024 204 107 NM 024 204 31 NM	FL460 ALT 6,500FT ALT 7,000FT FL460 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 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
DANGER AREAS		
VT D50 Songkhla Area bounded by lines joining successively the following points : 0656.0N10046.0E 0711.0N10037.0E 0754.0N10039.0E thence follow the arc 60 NM clockwise from Hat Yai DVOR / DME (0655.9N10023.5E) to a point 0656.0N10124.0E then to the starting point.	UNL ALT 8000 ft	RTAF Flying Training Mon - Fri 2300 - 1100. Contact RONDA Control FREQ 127.0 or 331.3 MHz, if unable, contact Hat Yai APP FREQ 126.7 or 301.5 MHz before entering.
	ALT 6000 ft GND	RTN Flying Training Mon - Fri , 2300 - 1100. Contact Songkhla Tower FREQ 126.2or 227.0 MHz before entering.
VT D53 Phitsanulok Area bounded by lines joining successively the following points : 1653.0N09930.0E 1653.0N09909.0E 1610.0N09934.0E 1523.0N10005.0E 1523.0N10017.0E 1602.0N10017.0E and 1653.0N09930.0E	ALT 6500 ft GND	RTAF Flying Training Mon - Fri , 0200 - 0500 and 0600 - 0800. Contact DORA Control FREQ 127.0 or 331.3 MHz , if unable, contact Phitsanulok APP FREQ 120.7 or 284.0 MHz before entering.
VT D54 Ubon Area bounded by 15 NM arc from UbonTACAN (1515.7N10453.2E) beginning at point : 1529.0N10449.0E 1614.0N10409.0E 1614.0N10455.0E 1530.3N10453.0E thence along the arc to the starting point.	UNL GND	RTAF Flying Training Mon - Fri, 2200 - 1700 Contact OSCAR Control freq 127.0 or 331.3 MHz, if unable, contact Ubon APP FREQ 126.2 or 236.6 MHz before entering.
VT D55 Ubon Area bounded by 15 NM arc from UbonTACAN (1515.7N10453.2E) beginning at point : 1529.0N10453.0E 1614.0N10455.0E 1614.0N10501.0E thence clockwise along the FIR boundary to 1536.0N10538.0E 1527.0N10500.0E thence along the arc to the starting point.	UNL GND	RTAF Flying Training Mon - Fri , 2200 - 1700. Contact OSCAR Control FREQ 127.0or 331.3 MHz, if unable, contact Ubon APP FREQ 126.2 or 236.6 MHz before entering.
VT D56 Phitsanulok Area1 Area bounded by lines joining successively the following points : 152205.50N 0995948.30E 160805.30N 0992648.50E 163705.10N 0991348.60E 163705.10N 0993048.50E and152205.50N 0995948.30E	FL280 ALT 8500 ft	RTAF Flying Training Mon - Fri , 0000 - 1000. Contact FOCAL Control freq 127.0 or 331.3 MHz, if unable, contact Takhli APP FREQ 124.0 or 325.0 MHz before entering.
Area2 Area bounded by lines joining successively the following points : 154255.60N 0994453.73E 160805.30N 0992648.50E 163705.10N 0991348.60E 163705.22N 0992701.62E and154255.60N 0994453.73E	UNL ALT 8500 ft	

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
DANGER AREAS		
VT D57 Phitsanulok Area1 Area bounded by lines joining successively the following points : 152405.50N 1002148.20E 163005.20N 100048.30E 163605.20N 0995848.30E 163559.33N 1001648.06E 163458.20N 1004628.25E then follow the arc 30 NM clockwise from Phitsanulok DVOR/DME (164613.34N 1001728.70E) to 161623.05N 1002148.10E and152405.50N1002148.20E Excluding Airway W9.	FL280 FL120	RTAF Flying Training Mon - Fri , 0000 - 1000 Contact FOCAL Control FREQ 127.0 or 331.3 MHz, if unable, contact Takhli APP freq 124.0 or 325.0 MHz before entering
Area2 Area bounded by lines joining successively the following points : 153222.66N 1002148.11E 163604.56N 1000100.74E 163559.33N 1001648.06E 163458.20N 1004628.25E then follow the arc 30 NM clockwise from Phitsanulok DVOR/DME (164613.34N 1001728.70E) to 161623.05N 1002148.10E And 153222.66N 1002148.11E Excluding Airway W9.	UNL FL120	
VT D58 Surat Thani Area bounded by lines joining successively the following points : 112554.32N 992354.41E Thai-Myanmar border to 105129.09N 994016.74E 092518.00N 994006.00E 083301.22N 983331.55E then follow the arc 30 NM counterclockwise from Phuket DVOR/DME (080654.83N 981822.69E) to 083625.96N 982432.98E 090818.00N 975118.00E 092900.00N 971600.00E 095000.00N 982500.00E 100004.46N 983705.87E thence follow the boundary to the starting point.	GND FL390	RTAF Flying Training Mon – Fri, 0100 – 0900 except Public Holidays. Effective Dates will be notified by NOTAM. Contact BIG SHELL control freq 331.3 or 127.0 MHz, if unable contact emergency freq 243.0 or 121.5 MHz
VT D59 Surat Thani (Area 1) Area bounded by lines joining successively the following points : 1058.0N9906.0E Thai-Myanmar border to 1058.0N9934.5E 0933.0N9911.0E then follow the arc 25 NM counterclockwise from Surat DVOR/DME (0908.2N9909.1E) to 0852.3N9849.5E 0833.0N 9833.5E then follow the arc 30 NM counterclockwise from Phuket DVOR/DME (0806.7N 9818.6E) to 0836.0N9812.0E 0929.0N9736.0E 0929.0N9816.0E 0950.0N9825.0E 0955.0N 9832.0E thence follow the boundary to the starting point. Excluding Chumphon TMA and Ranong TMA and CTR.	UNL GND	RTAF Flying Training Mon - Fri, 2300 - 1700. Contact SWALLOW Control FREQ 127.0 or 331.3 MHz, if unable, contact Surat APP freq 119.3 or 236.6 MHz before entering.

AD 2. AERODROMES

SONGKHLA

SUKHOTHAI

SURAT THANI

AD 2. AERODROMES

SURAT THANI/ Samui

SURIN

TAK

VTBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

VTBD AD 2.13 DECLARED DISTANCES

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

VTBD AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTBD AD 2.19 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
ILS CAT ll LOC-21R	IBKK	109.3 MHz	H24	135340.6N 1003540.6E (WGS-84)		Instrument Landing System - Reference Datum Height (RDH) is 16.46 m (54ft). A. Localizer - LOC 300 m (984 ft) from THR RWY 03L, along RWY centerline. Course width 3°
GP/DME		332.0 MHz CH 30 X		135523.6N 1003642.8E (WGS-84)		B. Glide Path 3° - GP 333 m (1,093 ft) from THR RWY 21R, 120 m (394 ft) from RWY centerline. C.DME - Co-located with GP.
MM		75 MHz		135556.3N 1003710.9E (WGS-84)		
OM		75 MHz		135941.4N 1003902.9E (WGS-84)		
LMM	KK	276 kHz		135603.6N 1003700.8E (WGS-84)		
NDB (LOM)	BK	293 kHz		135940.7N 1003903.2E (WGS-84)		
ILS CAT I LLZ/DME RWY21L	IDMG	110.3 MHz CH40X		135351.8N 1003601.8E (WGS-84)		A. ILS Cat I / B2, LLZ distance is 372 m to threshold runway 03R and 4382 m (2.4NM) to MM.

VTBD 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
						B. Front course 208º Mag. Width 3.6º coverage sector 35º either side of the runway centre-line. No back course and voice feature. B. GP is 120 m to runway centre-line, 315 m to threshold runway 21L GP angle 3.15º ILS reference datum 57 ft. C. DME paired with LOC frequency, Omnidirectional, power output 100 watts.
GP		335.0 MHz	H24	1355.8N 10037.4E		
ILS CAT I LOC RWY03L	IBKD	109.7 MHz CH34X		135543.71N 1003649.60E		Designated operation coverage 9 DME (I-BKD),ALT 6000 ft/AMSL
DME				135544.88N 1003647.53E	3 ft	Paired with LOC freq.
GP		333.2 MHz		135356.48N 1003554.02E		3 DEG,REF datum height 55 ft.

VTCC AD 2.18 ATS COMMUNICATION FACILITIES

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

VTCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR / DME	CMA	116.9 MHz CH 116X	H24	184558.06N 985740.38E	318 m	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal at required altitudes in various area as follows: 1. Beyond 40 NM - Radial 350º-080º altitude should not below 8 000 ft - Radial 081º-180º altitude should not below 7 000 ft - Radial 181º-240º altitude should not below 9 000 ft 2. Beyond 20 NM - Radial 241º-349º altitude should not below 12 000 ft
ILS CAT I LOC RWY 36	ICMA	109.9 MHz	H24	184707.42N 985746.56E (LOC)		Instrument landing system (ILS) - Reference Datum Height (RDH) is 16.5 m. A. Localizer - Coverage 25 NM within ± 10° and 17 NM between ± 10° and ± 35° from the front course line. - The localizer antenna array is located on the extended runway center line at distance 478 m from THR of RWY 18. - Height of the array is 2.3 m.

VTCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
GP/DME		333.8 MHz CH 36X	H24	184521.62N 985742.19E		B. Glide path 3° - Coverage in sectors of 8° in azimuth on each side of the center line of the ILS glide path to a distance of 10 NM up to 1.75 times the glide angle and down to 0.45 times the glide angle above the horizontal or down to 0.30 times the glide angle as required. C. DME - Paired with Glide Slope. - Power output 100 watts. - Bi-directional antenna.
LMM	MA	201 kHz	Mon-Fri 0200- 0500	184439.46N 985746.17E		AVBL 24 HR
TACAN	CHM	CH 109		1846.2N 9858.2E		PN to ATC.

VTCC AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

CHIANG MAI INTERNATIONAL AIRPORT

1. Reporting points for VFR flight

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

a) Aircraft entering to land from north of Chiang Mai International Airport, shall report over Mae Rim District, designated as MIKE ROMEO (1855.0N 9857.1E), which is approximately 9 NM on R-353 of CMA VOR. When reaching MR the aircraft will be instructed to join aerodrome traffic circuit accordingly.

b) Aircraft entering to land from northeast of Chiang Mai International Airport, shall report over Doi Saket District, designated as DELTA SIERRA (1852.5N 9908.5E) and San Sai District, designated as DELTA SIERRA (1851.5N 9903.0E), which are approximately 12 NM on R-057 and 7 NM on R-043 of CMA VOR respectively. When reaching DS the aircraft will be instructed to join aerodrome traffic circuit accordingly.

c) Aircraft entering to land from east of Chiang Mai International Airport, shall report over San Kampaeng District, designated as SIERRA KILO (1844.5N 9907.5E), which is approximately 9 NM on R-099 of CMA VOR. When reaching SK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

d) Aircraft entering to land from south of Chiang Mai International Airport, shall report over Mae Tha District, designated as MIKE TANGO (1827.5N 9908.0E) and Sarapi District as SIERRA INDIA (1843.0N 9902.0E), which are approximately 21 NM on R-152 and 5 NM on R-130 of CMA VOR respectively. When reaching SI the aircraft will be instructed to join aerodrome traffic circuit accordingly.

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

3. Overhead approach pattern
   a) Using runway 18 by left turn pattern.
   b) Using runway 36 by right turn pattern.

STARTING UP PROCEDURE

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

VTSP AD 2.24 CHARTS RELATED TO AN AERODROME

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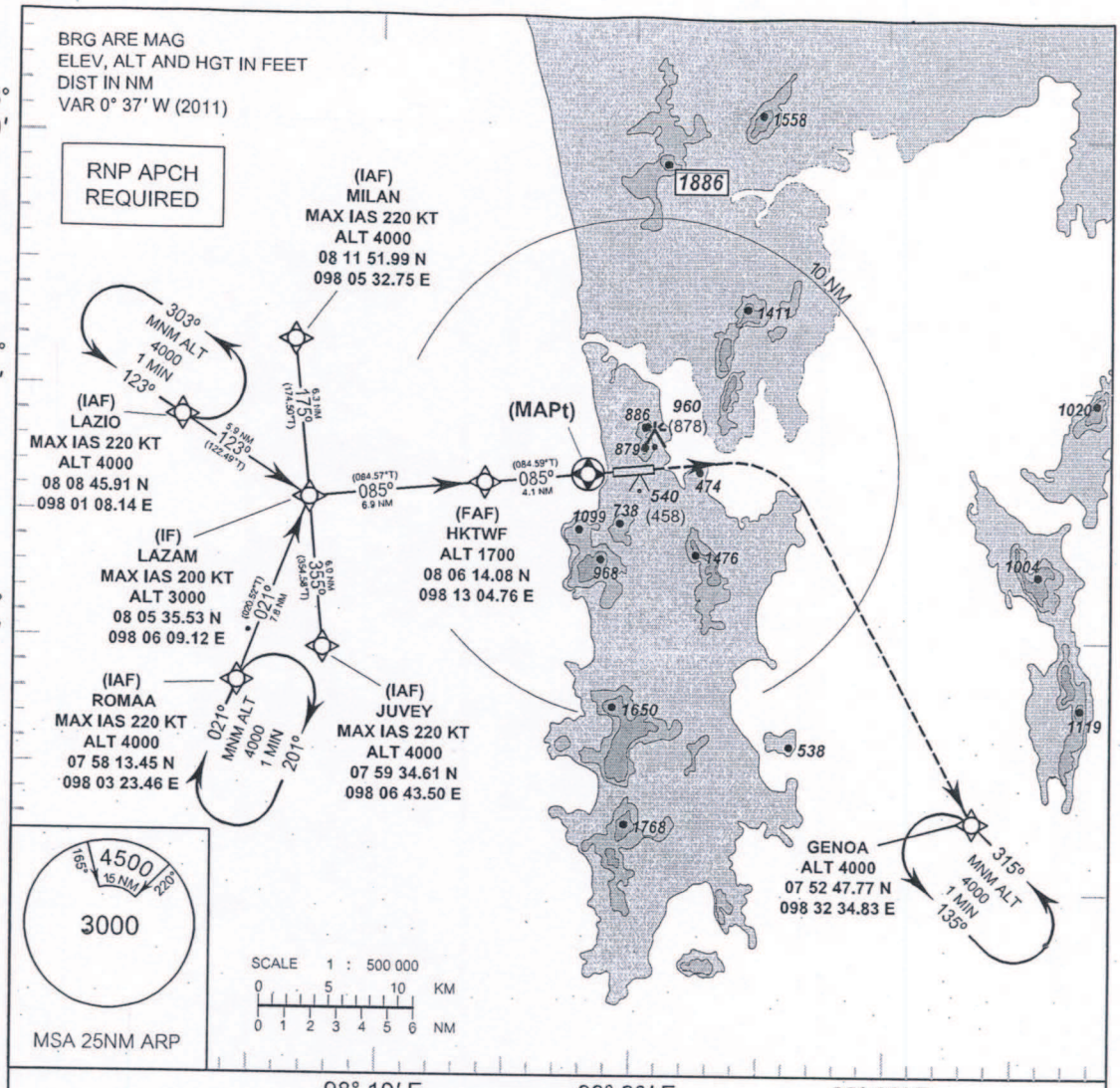
INSTRUMENT APPROACH CHART - ICAO

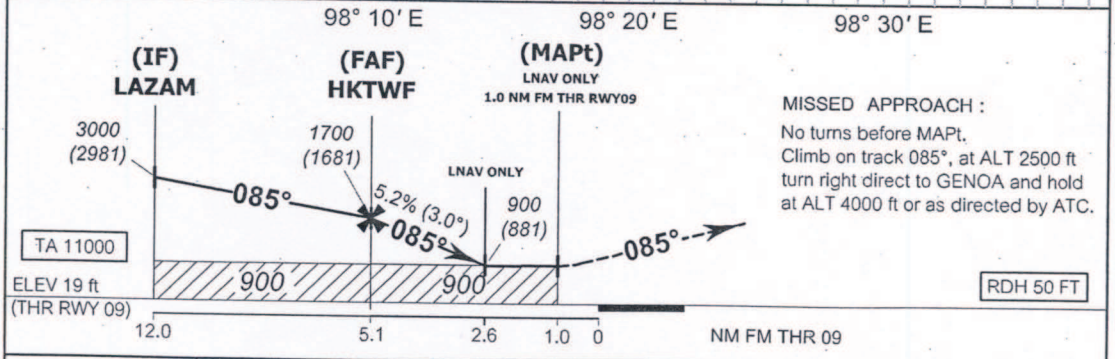
AERODROME ELEV 82 FT
HEIGHTS RELATED TO
THR RWY09 - ELEV 19 FT
BARO-VNAV NA BELOW +15°C

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket INTL (VTSP)

RNAV (GNSS) RWY 09





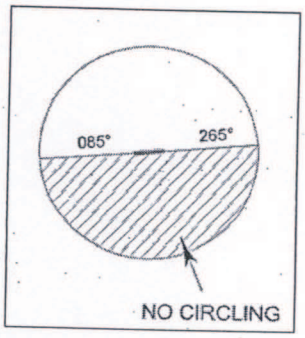
MISSED APPROACH :
No turns before MAPt.
Climb on track 085°, at ALT 2500 ft turn right direct to GENOA and hold at ALT 4000 ft or as directed by ATC.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF		4 NM		3 NM		2.6 NM
LNAV/VNAV	870 (851)				Altitude (Height)	1700 (1681)		1345 (1326)		1025 (1006)		900 (881)
LNAV	900 (881)				Ground speed (GS)	knot	100	120	140	160	180	200
Circling (OCH AAL)	1500 (1418)				Rate of descent	(ft/min)	530	630	740	845	950	1055

* FOR CIRCLING RESTRICTIONS SEE VERSO.

RNAV(GNSS) RWY09

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
LAZIO	08 08 45.91 N	098 01 08.14 E	IF	-	123° (122.49°)	-	4000	220	0.62	RNP1
MILAN	08 11 51.99 N	098 05 32.75 E	IF	-	175° (174.50°)	-	4000	220	0.62	RNP1
ROMAA	07 58 13.45 N	098 03 23.46 E	IF	-	021° (020.52°)	-	4000	220	0.62	RNP1
JUVEY	07 59 34.61 N	098 06 43.50 E	IF	-	355° (354.58°)	-	4000	220	0.62	RNP1
LAZAM	08 05 35.53 N	098 06 09.12 E	TF	-	085° (084.57°)	R, L	3000	200	0.62	RNP1
HKTWF	08 06 14.08 N	098 13 04.76 E	TF	-	085° (084.59°)	-	1700	-	0.62	RNP0.3
Mapt (1.0 NM FM THR09)	08 06 37.38 N	098 17 11.68 E	-	Y	085° (084.59°)	-	900	-	0.62	RNP0.3
-	-	-	CA	-	085° (084.59°)	R	+2500	-	0.62	RNP1
GENOA	07 52 47.77 N	098 32 34.83 E	DF	-	-	-	4000	-	0.62	RNP1
GENOA	07 52 47.77 N	098 32 34.83 E	HM	-	315° (314.38°)	L	4000	-	0.62	RNP1



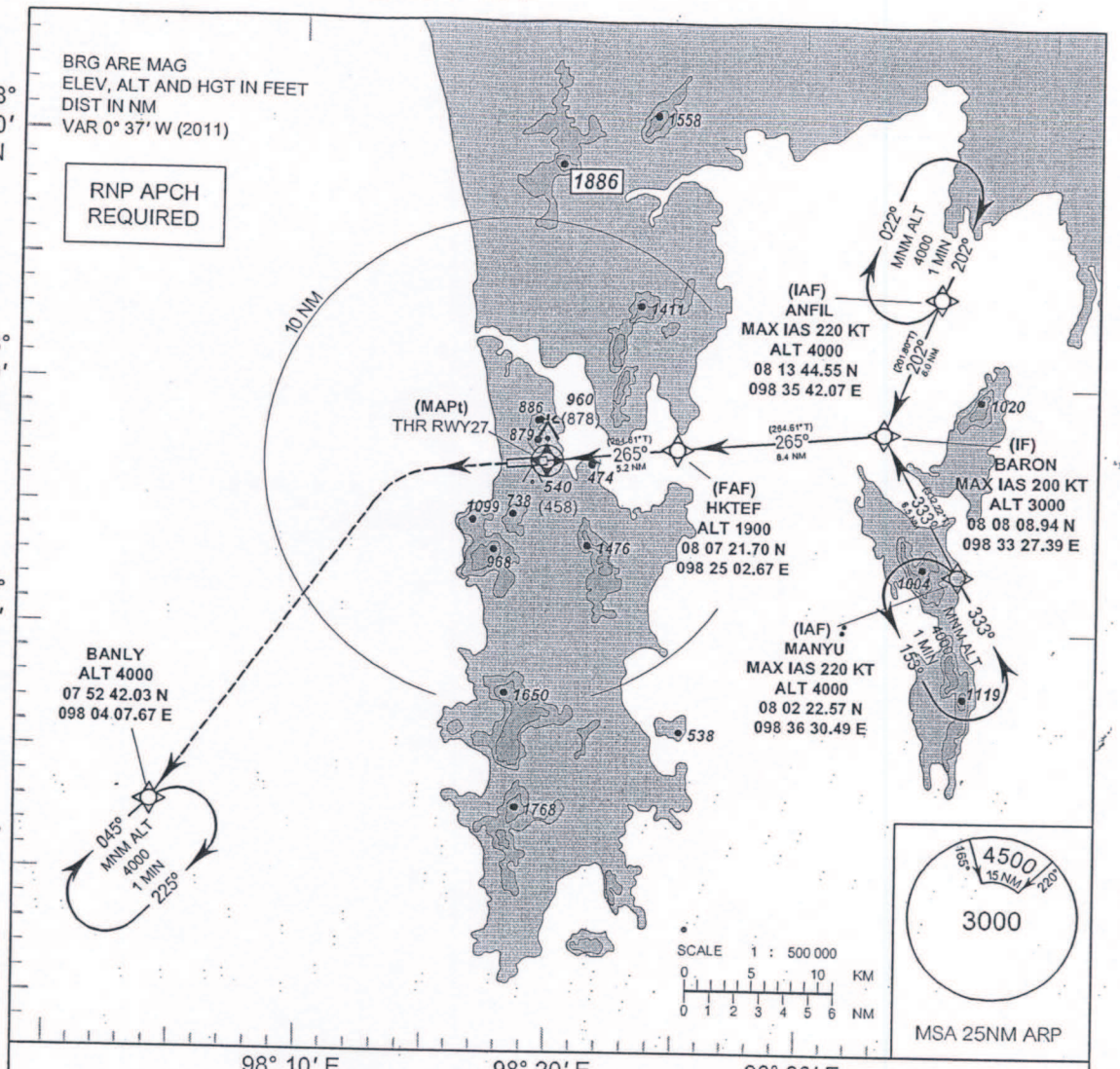
INSTRUMENT APPROACH CHART - ICAO

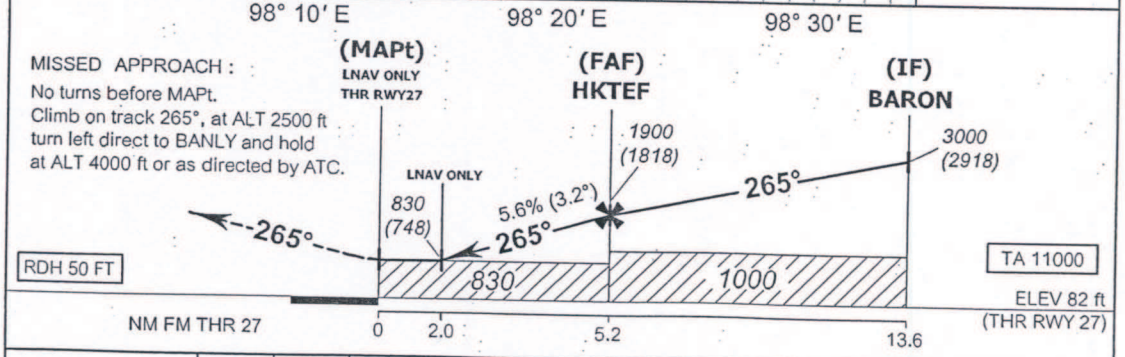
AERODROME ELEV 82 FT
HEIGHTS RELATED TO AERODROME ELEV
BARO-VNAV NA BELOW +15°C

APP : 124.7 , 284.0
TWR : 118.1 , 236.6

PHUKET / Phuket INTL (VTSP)

RNAV (GNSS) RWY 27





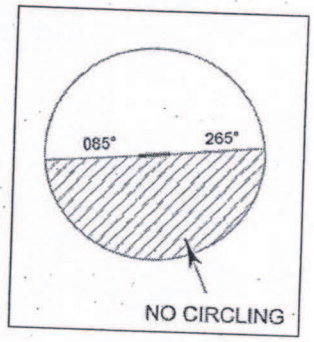
MISSED APPROACH :
No turns before MAPt.
Climb on track 265°, at ALT 2500 ft turn left direct to BANLY and hold at ALT 4000 ft or as directed by ATC.

OCA/H	A	B	C	D	NM to MAPt	2 NM	3 NM	4 NM	FAF
LNAV/VNAV	740 (658)				Altitude (Height)	830 (748)	1160 (1078)	1500 (1418)	1900 (1818)
LNAV	830 (748)				Ground speed (GS)	knot	100	120	140	160	180	200
Circling (OCH AAL)	1500 (1418)				Rate of descent	(ft/min)	565	680	795	905	1020	1135

* FOR CIRCLING RESTRICTIONS SEE VERSO.

RNAV(GNSS) RWY27

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
ANFIL	08 13 44.55 N	098 35 42.07 E	IF	-	202° (201.80°)	-	4000	220	0.62	RNP1
MANYU	08 02 22.57 N	098 36 30.49 E	IF	-	333° (332.22°)	-	4000	220	0.62	RNP1
BARON	08 08 08.94 N	098 33 27.39 E	TF	-	265° (264.61°)	R, L	3000	200	0.62	RNP1
HKTEF	08 07 21.70 N	098 25 02.67 E	TF	-	265° (264.61°)	-	1900	-	0.62	RNP0.3
Mapt (THR27)	08 06 52.23 N	098 19 49.46 E	-	Y	265° (264.61°)	-	830	-	0.62	RNP0.3
-	-	-	CA	-	265° (264.61°)	L	+2500	-	0.62	RNP1
BANLY	07 52 42.03 N	098 04 07.67 E	DF	-	-	-	4000	-	0.62	RNP1
BANLY	07 52 42.03 N	098 04 07.67 E	HM	-	045° (044.40°)	R	4000	-	0.62	RNP1



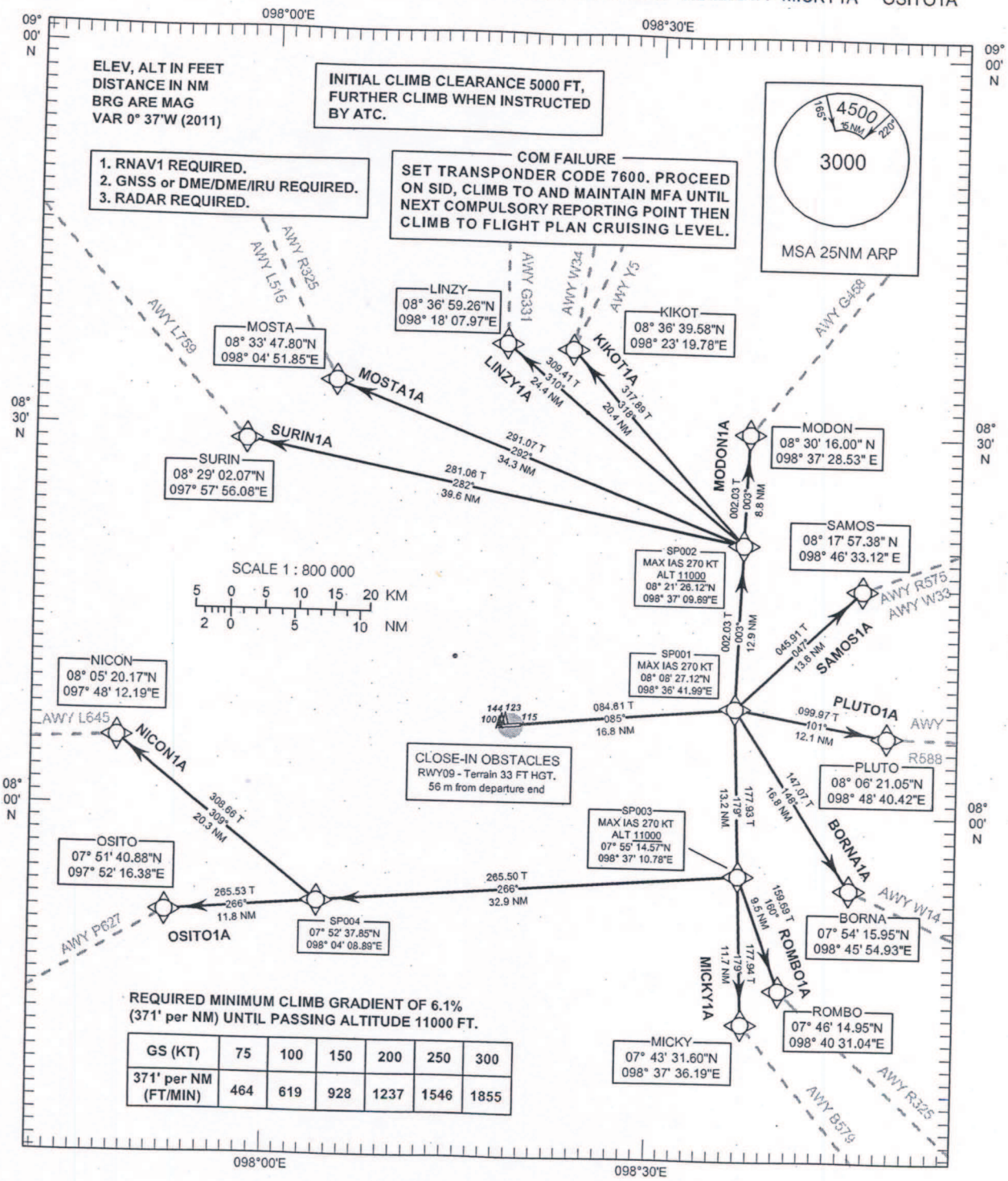
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 11000 FT

APP : 124.7, 284.0
TWR : 118.1, 236.6

PHUKET/Phuket INTL (VTSP)
RNAV RWY09

NICON1A SURIN1A MOSTA1A LINZY1A KIKOT1A MODON1A
SAMOS1A PLUTO1A BORNA1A ROMBO1A MICKY1A OSITO1A



REQUIRED MINIMUM CLIMB GRADIENT OF 6.1% (371' per NM) UNTIL PASSING ALTITUDE 11000 FT.

GS (KT)	75	100	150	200	250	300
371' per NM (FT/MIN)	464	619	928	1237	1546	1855

SID RNAV RWY09

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
DER RWY09	08 06 52.23 N	098 19 49.46 E	CF	-	085° (084.61°)	-	-	-	0.62	RNAV1
SP001	08 08 27.12 N	098 36 41.99 E	TF	-	-	L	-	270	0.62	RNAV1
SP002	08 21 26.12 N	098 37 09.69 E	TF	-	-	- , L	+11000	270	0.62	RNAV1
MODON	08 30 16.00 N	098 37 28.53 E	TF	-	-	-	-	-	0.62	RNAV1
KIKOT	08 36 39.58 N	098 23 19.78 E	TF	-	-	-	-	-	0.62	RNAV1
LINZY	08 36 59.26 N	098 18 07.97 E	TF	-	-	-	-	-	0.62	RNAV1
MOSTA	08 33 47.80 N	098 04 51.85 E	TF	-	-	-	-	-	0.62	RNAV1
SURIN	08 29 02.07 N	097 57 56.08 E	TF	-	-	-	-	-	0.62	RNAV1

SID RNAV RWY09

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
DER RWY09	08 06 52.23 N	098 19 49.46 E	CF	-	085° (084.61°)	-	-	-	0.62	RNAV1
SP001	08 08 27.12 N	098 36 41.99 E	TF	-	-	L , R	-	270	0.62	RNAV1
SAMOS	08 17 57.38 N	098 46 33.12 E	TF	-	-	-	-	-	0.62	RNAV1
PLUTO	08 06 21.05 N	098 48 40.42 E	TF	-	-	-	-	-	0.62	RNAV1
BORNA	07 54 15.95 N	098 45 54.93 E	TF	-	-	-	-	-	0.62	RNAV1

SID RNAV RWY09

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
DER RWY09	08 06 52.23 N	098 19 49.46 E	CF	-	085° (084.61°)	-	-	-	0.62	RNAV1
SP001	08 08 27.12 N	098 36 41.99 E	TF	-	-	R	-	270	0.62	RNAV1
SP003	07 55 14.57 N	098 37 10.78 E	TF	-	-	- , L , R	+11000	270	0.62	RNAV1
SP004	07 52 37.85 N	098 04 08.89 E	TF	-	-	- , R	-	-	0.62	RNAV1
ROMBO	07 46 14.95 N	098 40 31.04 E	TF	-	-	-	-	-	0.62	RNAV1
MICKY	07 43 31.60 N	098 37 36.19 E	TF	-	-	-	-	-	0.62	RNAV1
NICON	08 05 20.17 N	097 48 12.19 E	TF	-	-	-	-	-	0.62	RNAV1
OSITO	07 51 40.88 N	097 52 16.38 E	TF	-	-	-	-	-	0.62	RNAV1

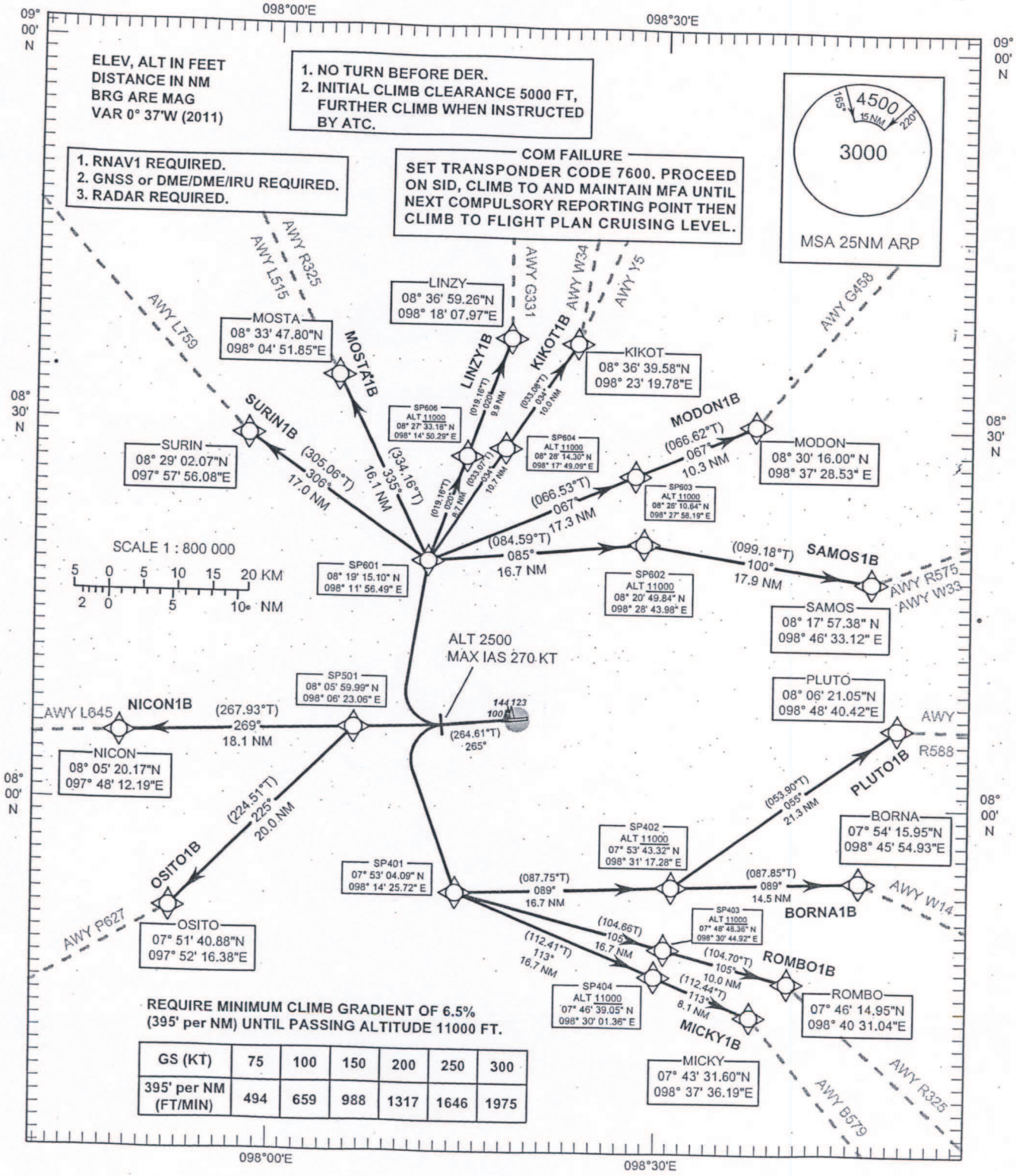
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 124.7, 284.0
TWR : 118.1, 236.6

PHUKET/Phuket INTL (VTSP)
RNAV RWY27

BORNA1B KIKOT1B LINZY1B MICKY1B ROMBO1B MODON1B
MOSTA1B NICON1B OSITO1B PLUTO1B SAMOS1B SURIN1B



REQUIRE MINIMUM CLIMB GRADIENT OF 6.5% (395' per NM) UNTIL PASSING ALTITUDE 11000 FT.

GS (KT)	75	100	150	200	250	300
395' per NM (FT/MIN)	494	659	988	1317	1646	1975

SID RNAV RWY27

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
DER RWY27	08 06 43.05 N	098 18 11.90 E	CA	-	265° (264.61°)	L	+2500	270	0.62	RNAV1
SP401	07 53 04.09 N	098 14 25.72 E	DF	-	-	L	-	-	0.62	RNAV1
SP402	07 53 43.32 N	098 31 17.28 E	TF	-	-	-, L	+11000	-	0.62	RNAV1
SP403	07 48 48.36 N	098 30 44.92 E	TF	-	-	-	+11000	-	0.62	RNAV1
SP404	07 46 39.05 N	098 30 01.36 E	TF	-	-	-	+11000	-	0.62	RNAV1
PLUTO	08 06 21.05 N	098 48 40.42 E	TF	-	-	-	-	-	0.62	RNAV1
BORNA	07 54 15.95 N	098 45 54.93 E	TF	-	-	-	-	-	0.62	RNAV1
ROMBO	07 46 14.95 N	098 40 31.04 E	TF	-	-	-	-	-	0.62	RNAV1
MICKY	07 43 31.60 N	098 37 36.19 E	TF	-	-	-	-	-	0.62	RNAV1

SID RNAV RWY27

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
DER RWY27	08 06 43.05 N	098 18 11.90 E	CA	-	265° (264.61°)	R	+2500	270	0.62	RNAV1
SP501	08 05 59.99 N	098 06 23.06 E	DF	-	-	L, R	-	-	0.62	RNAV1
NICON	08 05 20.17 N	097 48 12.19 E	TF	-	-	-	-	-	0.62	RNAV1
OSITO	07 51 40.88 N	097 52 16.38 E	TF	-	-	-	-	-	0.62	RNAV1

SID RNAV RWY27

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
DER RWY27	08 06 43.05 N	098 18 11.90 E	CA	-	265° (264.61°)	R	+2500	270	0.62	RNAV1
SP601	08 19 15.10 N	098 11 56.49 E	DF	-	-	L, R	-	-	0.62	RNAV1
SP602	08 20 49.84 N	098 28 43.98 E	TF	-	-	R	+11000	-	0.62	RNAV1
SP603	08 26 10.64 N	098 27 58.19 E	TF	-	-	-	+11000	-	0.62	RNAV1
SP604	08 28 14.30 N	098 17 49.09 E	TF	-	-	-	+11000	-	0.62	RNAV1
SP606	08 27 33.18 N	098 14 50.29 E	TF	-	-	-	+11000	-	0.62	RNAV1
SAMOS	08 17 57.38 N	098 46 33.12 E	TF	-	-	-	-	-	0.62	RNAV1
MODON	08 30 16.00 N	098 37 28.53 E	TF	-	-	-	-	-	0.62	RNAV1
KIKOT	08 36 39.58 N	098 23 19.78 E	TF	-	-	-	-	-	0.62	RNAV1
LINZY	08 36 59.26 N	098 18 07.97 E	TF	-	-	-	-	-	0.62	RNAV1
MOSTA	08 33 47.80 N	098 04 51.85 E	TF	-	-	-	-	-	0.62	RNAV1
SURIN	08 29 02.07 N	097 57 56.08 E	TF	-	-	-	-	-	0.62	RNAV1

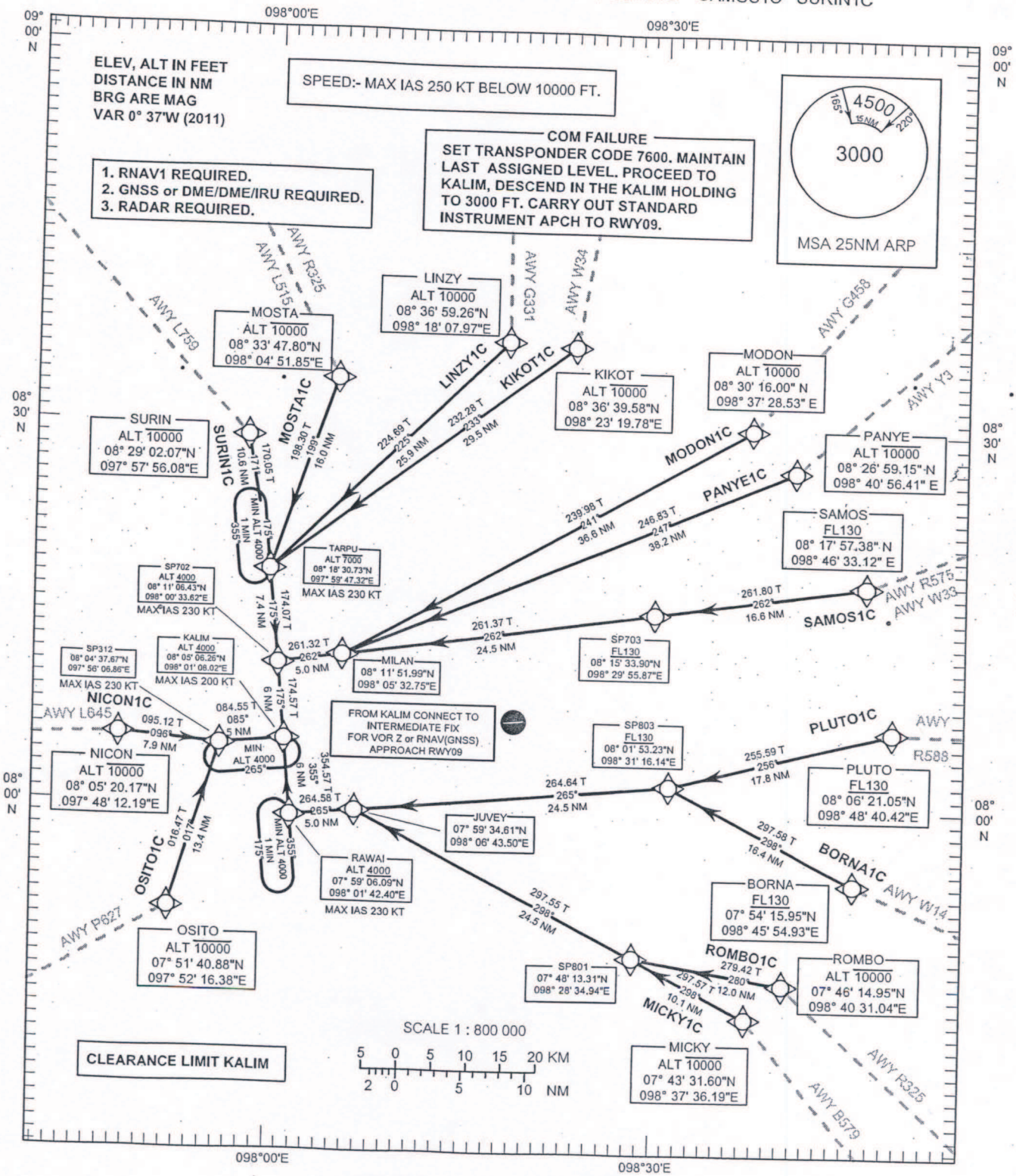
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 11000 FT

APP : 124.7, 284.0
TWR : 118.1, 236.6

PHUKET/ Phuket INTL(VTSP)
RNAV RWY09

BORNA1C KIKOT1C LINZY1C MICKY1C ROMBO1C MODON1C MOSTA1C
NICON1C OSITO1C PANYE1C PLUTO1C SAMOS1C SURIN1C



STAR RNAV RWY09

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
SAMOS	08 17 57.38 N	098 46 33.12 E	IF	-	262° (261.80°)	-	+FL130	-	0.62	RNAV1
SP703	08 15 33.90 N	098 29 55.87 E	TF	-	262° (261.37°)	-	+FL130	-	0.62	RNAV1
PANYE	08 26 59.15 N	098 40 56.41 E	IF	-	247° (246.83°)	-	-10000	-	0.62	RNAV1
MODON	08 30 16.00 N	098 37 28.53 E	IF	-	241° (239.98°)	-	-10000	-	0.62	RNAV1
MILAN	08 11 51.99 N	098 05 32.75 E	TF	-	262° (261.32°)	- , R	-	-	0.62	RNAV1
SP702	08 11 06.43 N	098 00 33.62 E	TF	-	175° (174.57°)	L	+4000	230	0.62	RNAV1
KALIM	08 05 06.26 N	098 01 08.02 E	TF	-	-	L	+4000	200	0.62	RNAV1

STAR RNAV RWY09

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
KIKOT	08 36 39.58 N	098 23 19.78 E	IF	-	233° (232.28°)	-	-10000	-	0.62	RNAV1
LINZY	08 36 59.26 N	098 18 07.97 E	IF	-	225° (224.69°)	-	-10000	-	0.62	RNAV1
MOSTA	08 33 47.80 N	098 04 51.85 E	IF	-	199° (198.30°)	-	-10000	-	0.62	RNAV1
SURIN	08 29 02.07 N	097 57 56.08 E	IF	-	171° (170.05°)	-	-10000	-	0.62	RNAV1
TARPU	08 18 30.73 N	097 59 47.32 E	TF	-	175° (174.07°)	L , R	-7000	230	0.62	RNAV1
SP702	08 11 06.43 N	098 00 33.62 E	TF	-	175° (174.57°)	R	+4000	230	0.62	RNAV1
KALIM	08 05 06.26 N	098 01 08.02 E	TF	-	-	L	+4000	200	0.62	RNAV1

STAR RNAV RWY09

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
NICON	08 05 20.17 N	097 48 12.19 E	IF	-	096° (095.12°)	-	-10000	-	0.62	RNAV1
OSITO	07 51 40.88 N	097 52 16.38 E	IF	-	017° (016.47°)	-	-10000	-	0.62	RNAV1
SP312	08 04 37.67 N	097 56 06.86 E	TF	-	085° (084.55°)	L , R	-	230	0.62	RNAV1
KALIM	08 05 06.26 N	098 01 08.02 E	TF	-	-	-	+4000	200	0.62	RNAV1

STAR RNAV RWY09

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
PLUTO	08 06 21.05 N	098 48 40.42 E	IF	-	256° (255.59°)	-	+FL130	-	0.62	RNAV1
BORNA	07 54 15.95 N	098 45 54.93 E	IF	-	298° (297.58°)	-	+FL130	-	0.62	RNAV1
SP803	08 01 53.23 N	098 31 16.14 E	TF	-	265° (264.64°)	L , R	+FL130	-	0.62	RNAV1
JUVEY	07 59 34.61 N	098 06 43.50 E	TF	-	265° (264.58°)	-	-	-	0.62	RNAV1
RAWAI	07 59 06.09 N	098 01 42.40 E	TF	-	355° (354.57°)	R	+4000	230	0.62	RNAV1
KALIM	08 05 06.26 N	098 01 08.02 E	TF	-	-	R	+4000	200	0.62	RNAV1

STAR RNAV RWY09

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
ROMBO	07 46 14.95 N	098 40 31.04 E	IF	-	280° (279.42°)	-	-10000	-	0.62	RNAV1
MICKY	07 43 31.60 N	098 37 36.19 E	IF	-	298° (297.57°)	-	-10000	-	0.62	RNAV1
SP801	07 48 13.31 N	098 28 34.94 E	TF	-	298° (297.55°)	- , R	-	-	0.62	RNAV1
JUVEY	07 59 34.61 N	098 06 43.50 E	TF	-	265° (264.58°)	L	-	-	0.62	RNAV1
RAWAI	07 59 06.09 N	098 01 42.40 E	TF	-	355° (354.57°)	R	+4000	230	0.62	RNAV1
KALIM	08 05 06.26 N	098 01 08.02 E	TF	-	-	R	+4000	200	0.62	RNAV1

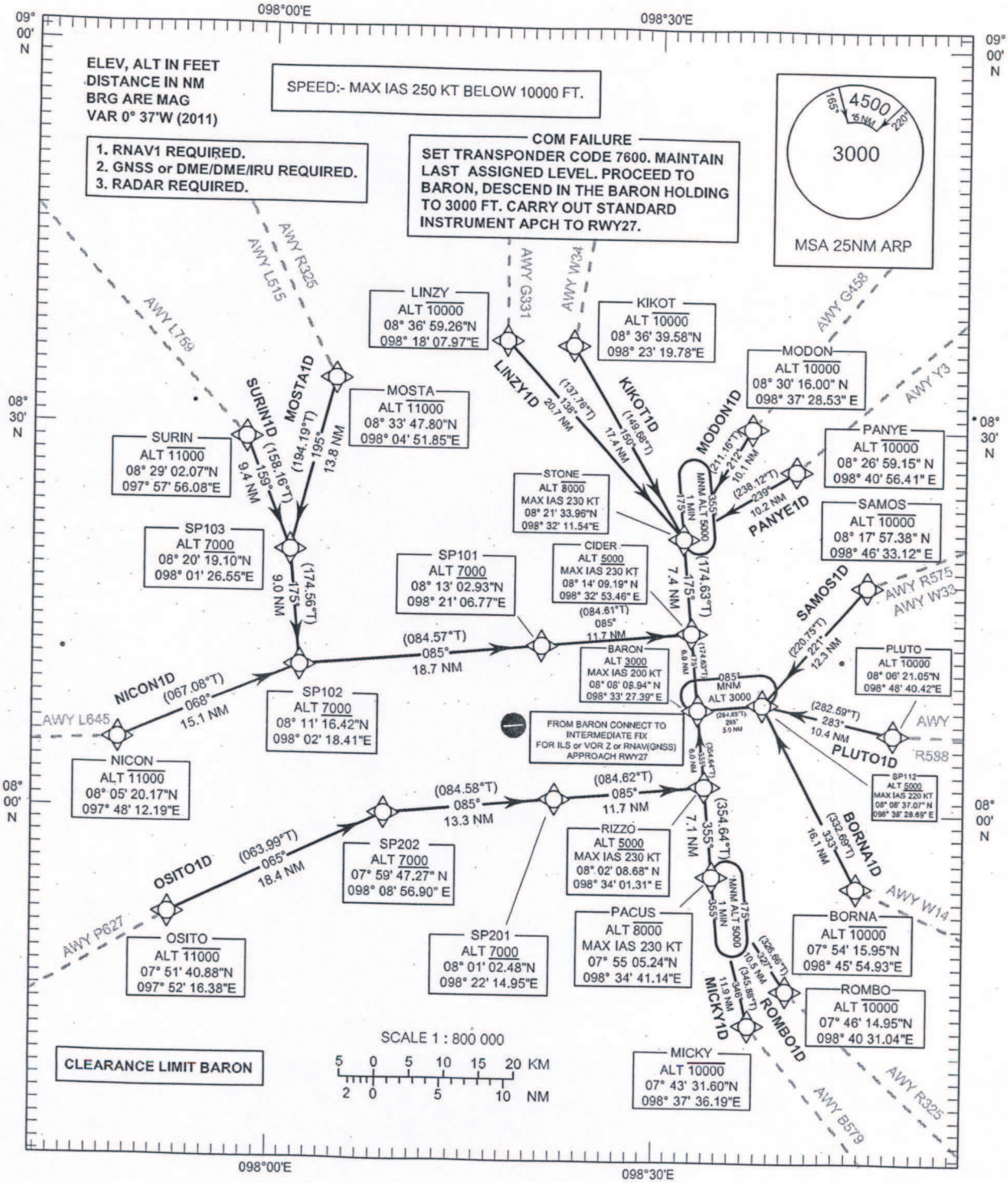
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 124.7, 284.0
TWR : 118.1, 236.6

PHUKET/Phuket INTL (VTSP)
RNAV RWY27

BORNA1D KIKOT1D LINZY1D MICKY1D ROMBO1D MODON1D MOSTA1D
NICON1D OSITO1D PANYE1D PLUTO1D SAMOS1D SURIN1D



STAR RNAV RWY27

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
SAMOS	08 17 57.38 N	098 46 33.12 E	IF	-	221° (220.75°)	-	-10000	-	0.62	RNAV1
PLUTO	08 06 21.05 N	098 48 40.42 E	IF	-	283° (282.59°)	-	-10000	-	0.62	RNAV1
BORNA	07 54 15.95 N	098 45 54.93 E	IF	-	333° (332.69°)	-	-10000	-	0.62	RNAV1
SP112	08 08 37.07 N	098 38 28.69 E	TF	-	265° (264.65°)	L , R	+5000	220	0.62	RNAV1
BARON	08 08 08.94 N	098 33 27.39 E	TF	-	-	-	+3000	200	0.62	RNAV1

STAR RNAV RWY27

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
PANYE	08 26 59.15 N	098 40 56.41 E	IF	-	239° (238.12°)	-	-10000	-	0.62	RNAV1
MODON	08 30 16.00 N	098 37 28.53 E	IF	-	212° (211.16°)	-	-10000	-	0.62	RNAV1
KIKOT	08 36 39.58 N	098 23 19.78 E	IF	-	150° (149.68°)	-	-10000	-	0.62	RNAV1
LINZY	08 36 59.26 N	098 18 07.97 E	IF	-	138° (137.76°)	-	-10000	-	0.62	RNAV1
STONE	08 21 33.96 N	098 32 11.54 E	TF	-	175° (174.63°)	L, R	-8000	230	0.62	RNAV1
CIDER	08 14 09.19 N	098 32 53.46 E	TF	-	175° (174.63°)	-	+5000	230	0.62	RNAV1
BARON	08 08 08.94 N	098 33 27.39 E	TF	-	-	R	+3000	200	0.62	RNAV1

STAR RNAV RWY27

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
MOSTA	08 33 47.80 N	098 04 51.85 E	IF	-	195° (194.19°)	-	-11000	-	0.62	RNAV1
SURIN	08 29 02.07 N	097 57 56.08 E	IF	-	159° (158.16°)	-	-11000	-	0.62	RNAV1
SP103	08 20 19.10 N	098 01 26.55 E	TF	-	175° (174.56°)	L , R	+7000	-	0.62	RNAV1
NICON	08 05 20.17 N	097 48 12.19 E	IF	-	068° (067.08°)	-	-11000	-	0.62	RNAV1
SP102	08 11 16.42 N	098 02 18.41 E	TF	-	085° (084.57°)	L , R	+7000	-	0.62	RNAV1
SP101	08 13 02.93 N	098 21 06.77 E	TF	-	085° (084.61°)	-	+7000	-	0.62	RNAV1
CIDER	08 11 06.43 N	098 00 33.62 E	TF	-	175° (174.63°)	R	+5000	230	0.62	RNAV1
BARON	08 08 08.94 N	098 33 27.39 E	TF	-	-	R	+3000	200	0.62	RNAV1

STAR RNAV RWY27

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
OSITO	07 51 40.88 N	097 52 16.38 E	IF	-	065° (063.99°)	-	-11000	-	0.62	RNAV1
SP202	07 59 47.27 N	098 08 56.90 E	TF	-	085° (084.58°)	R	+7000	-	0.62	RNAV1
SP201	08 01 02.48 N	098 22 14.95 E	TF	-	085° (084.62°)	-	+7000	-	0.62	RNAV1
RIZZO	08 02 08.68 N	098 34 01.31 E	TF	-	355° (354.64°)	L	+5000	230	0.62	RNAV1
BARON	08 08 08.94 N	098 33 27.39 E	TF	-	-	L	+3000	200	0.62	RNAV1

STAR RNAV RWY27

Fix Identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic Variation	Navigation Performance
	Latitude	Longitude								
ROMBO	07 46 14.95 N	098 40 31.04 E	IF	-	327° (326.66°)	-	-10000	-	0.62	RNAV1
MICKY	07 43 31.60 N	098 37 36.19 E	IF	-	346° (345.88°)	-	-10000	-	0.62	RNAV1
PACUS	07 55 05.24 N	098 34 41.14 E	TF	-	355° (354.64°)	R	-8000	230	0.62	RNAV1
RIZZO	08 02 08.68 N	098 34 01.31 E	TF	-	355° (354.64°)	-	+5000	230	0.62	RNAV1
BARON	08 08 08.94 N	098 33 27.39 E	TF	-	-	L	+3000	200	0.62	RNAV1

WEST APRON

RUNWAY	APRON	TAXI ROUTE DESIGNATOR	TAXI ROUTE DETAIL	AIRCRAFT STANDS			
01R	WEST APRON	WD / 01R	STRAIGHT AHEAD ON D	506	507	508	509
			THEN TURN LEFT G, C6	510	511	512	513
			THEN TURN RIGHT B	514	515	516	517
			TO HOLDING POSITION	518	519	520	521
			B13	522	523	524	525

RUNWAY	APRON	TAXI ROUTE DESIGNATOR	TAXI ROUTE DETAIL	AIRCRAFT STANDS			
01R	WEST APRON	WT13 / 01R	T13 THEN TURN LEFT	E2	E4	E6	E8
			G, C6 THEN TURN RIGHT	E10	401	402	403
			B TO HOLDING				
			POSITION B13				
			T14,T13 THEN TURN	F1	F3	F5	
			LEFT G, C6 THEN TURN				
			RIGHT B TO HOLDING				
			POSITION B13				

RUNWAY	APRON	TAXI ROUTE DESIGNATOR	TAXI ROUTE DETAIL	AIRCRAFT STANDS			
01R	WEST APRON	WT16 / 01R	T15, T17, T16 THEN TURN	F2	F4	F6	
			LEFT D THEN TURN				
			LEFT G, C6 THEN TURN				
			RIGHT B TO HOLDING				
			POSITION B13				
			T17, T16 THEN TURN	G1	G2	G3	G4
			LEFT D THEN TURN	G5	501	502	503
			LEFT G, C6 THEN TURN	504	505		
			RIGHT B TO HOLDING				
			POSITION B13				

7. Runway Utilization Procedures

7.1 Runway-in-use

The runway-in-use is selected by Suvarnabhumi Control Tower as the best for general purpose. If it is unsuitable for a particular operation, the pilot can obtain permission from ATC to use another but must accept that he may thereby incur a delay.

7.2 Runway Friction Measurement

7.2.1 The friction coefficient of runway surface is measured periodically by the use of a Surface Friction Tester(SFT) Vehicle, SAAB or VOLVO. This tester which is equipped with self wetting features uses the fifth wheel with a tire that meets the requirements of ASTM E1551 incorporating with measuring system and computerized data processing and records.

7.2.2 The test will be performed on the surface at a speed of 95 km/hr with 1 mm thick water depth underneath the testing wheel, it will be carried out in two directions over the usable length of runway at approximately 3 and 6 meters each side of the runway centerline. The test results provide average of friction values of 100 meter segments along the length of the runway. Should the friction value fall to 0.34 or less, NOTAM will be promulgated to notify that the runway may be slippery when wet.

Friction Value	Determination of the value
>0.34	Normal
≤0.34	May be slippery when wet (NOTAM will be promulgated)

7.3 Departure sequence

7.3.1 Departure shall normally be cleared in the order in which they are ready for take-off, except that deviations may be made from this order of priority to facilitate the maximum number of departures with the least average delay.

7.3.2 To increase runway capacity and to comply with slot times if required, ATC may re-order departure sequence at any time. In addition, intersections will be assigned for departure. Pilots unable to accept the reduced take-off run available for the assigned intersection, shall inform ATC directly.

7.4 Departure clearance

7.4.1 The order in which aircraft are given take-off clearances will be determined on the basis of normal traffic priorities, the application of wake turbulence standard separation and departure slot allocations and management.

7.4.2 Under normal circumstances all departing aircraft will be issued with SIDs. If, for traffic management reason, a SID has to be cancelled, the pilot will be given a specific departure instruction.

7.5 Intersection departure

Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. Pilots-in-command may request or ATC may propose an intersection departure to resolve a particular runway or manoeuvring area conflict. The final decision whether to make an intersection departure rests with the pilot-in-command.

7.6 Clearance for immediate take-off

A pilot receiving an immediate take-off instruction is required to act as follows:

a) if waiting clear of the runway, taxi immediately on to it and begin his take off run without stopping his aircraft ;
b) if already lined up on the runway, take off without delay ;
c) if unable to comply with the instruction, inform ATC immediately.

7.7 Departures – Minimum Runway Occupancy Time

7.7.1 On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operation procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced its take off roll.

VTBU AD 2. AERODROMES

VTBU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBU – RAYONG / U-TAPAO PATTAYA INTERNATIONAL AIRPORT

VTBU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

VTBU AD 2.3 OPERATIONAL HOURS

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

VTBU AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTBU AD 2.5 PASSENGER FACILITIES

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

VTBU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTBU AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTSE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	2100	2100	2160	2100	-
24	2100	2100	2160	2100	-

VTSE 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
06	Nil	Green	PAPI LEFT 3° -	Nil	Nil	2100 m 60 m WHITE,LIH	Red	Nil	Nil
24	SALS 420 m	Green	PAPI LEFT 3° -	Nil	Nil	2100 m 60 m WHITE, LIH	Red	Nil	Nil

VTSE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTSE AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	In front of tower
2	TLOF and/or FATO elevation M/FT	6 m (18 ft)
3	TLOF and FATO area dimensions, surface, strength, marking	Dimensions : 20 x 22 m. Surface : Concrete Marked / No.1, 2
4	True and MAG BRG of FATO	240º
5	Declared distance available	Clear
6	APP and FATO lighting	-
7	Remarks	Landing area on both side of apron

VTSE AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on CPN DVOR/DME (104240.21N 0992156.03E (WGS-84))
2	Vertical limits	2 000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language (s)	Chumphon Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTSE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Chumphon Approach	119.75 MHz	2330-1430	
TWR	Chumphon Tower	122.15 MHz 236.60 MHz	2300-1100	

VTUL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Office of the Provincial Forestry Aeronautical Radio of Thailand Company Ltd. Airport of Thailand Public Company Ltd. Thai Airways International Public Company Ltd.
2	Hours of service MET Office outside hours	Before take off / after take off 2 hours
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	-
9	ATS units provided with information	-
10	Additional information (Limitation of service, etc.)	IP system

VTUL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	16.47°	2100x45	42/F/C/X/T Asphaltic Concrete	172548.12N 1014309.10E (WGS-84)	THR 817 FT TDZ 817 FT
19	196.47°	2100x45	42/F/C/X/T Asphaltic Concrete	172653.63N 1014329.77E (WGS-84)	THR 860 FT TDZ 860 FT

Slope of RWY-SWY	SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
-0.60%	60x60	Nil	2430x150	-	-
-0.90%	60x60	Nil	2430x150	-	-

VTUL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	2 100	2 100	2 160	2 100	-
19	2 100	2 100	2 160	2 100	-

VTUL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig-nator	APCH LGT type LEN INTST	THRLG colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	SALS	Green	PAPI Left 3°	Nil	Nil	2 100 M 60 M White; LIM	Red	Nil	-
19	RTIL	Green	PAPI Left3°	Nil	Nil	2 100 M 60 M White; LIM	Red	Nil	-

VTUL 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-over time	Secondary power at tower and air field lighting (AFL).
5	Remarks	Nil

VTUL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Loei DVOR/DME (172649.38N 1014323.12E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Loei Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTUL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Loei Approach	122.55 MHz	2300-1100	*Emergency Freq.
TWR	Loei Tower	*121.5 MHz 118.35 MHz	2300-1100	

VTBK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN : At Parachute Tower
2	LDI location and LGT Anemometer location and LGT.	Nil Anemometer : 1 850 M from THR 21, no LGT Windsock : 240 M from THR 21, 267 M from THR 03, LGT
3	TWY edge and centre line lighting	Edge : All TWY Centre Line : Nil
4	Secondary power supply/switch-over time	All LGT at AD/ 3 SEC
5	Remarks	Nil

VTBK AD 2.16 HELICOPTER LANDING AREA

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

VTBK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on KPS TACAN (1405.9N 9954.8E)
2	Vertical limits	2 000 ft /AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Kamphaeng Saen Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTBK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Kamphaeng Saen APP	347.2 MHz 127.75 MHz	H24	Secondary Operation
ASR	Arrival	347.2 MHz 127.75 MHz	0000-0900 weekdays MON-FRI (Except public holiday or on request 1 HR prior notice required to ATC)	Radar Approach Primary Operation during weekdays.
ASR	Departure	237.0 MHz 134.1 MHz		
SRA	Final Controller	382.4 MHz 125.0 MHz		
TWR	Kamphaeng Saen Tower	237.5 MHz 123.3 MHz 119.7 MHz *121.5 MHz *243.0 MHz	H24	Primary Operation Secondary Operation
GND	Ground Control	257.8 MHz 121.75 MHz	H24	*Emergency Freq.

VTBK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (0° 17'W)	KPS	114.5MHz CH 92X	2300-1100	140956N 995715E	-	Nil
NDB (0° 17'W)	KPS	251.0 kHz	2300-1100	141008N995735E	-	
LOC 21 ILS CAT I (0° 17'W)	IKPS	109.9MHz	0100-0900	140514N995446E	-	
GP 21		333.8MHz	0100-0900	140629N995534E	-	
MM 21		75 kHz	0100-0900	140710N995854E	-	
OM 21		75 kHz	0100-0900	141008N995735E	-	
TACAN	KPS	CH98	2300-1100	140522N995456E	-	

VTUW AD 2. AERODROMES

VTUW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUW- NAKHON PHANOM / NAKHON PHANOM AIRPORT

VTUW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	172307.22N 1043830.80E
2	Direction and distance from (city)	15 km W from city
3	Elevation/Reference temperature	587 ft
4	MAG VAR/Annual change	0° 52'W (2010) / 2'W
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Nakhon Phanom Airport Nakhon Phanom Airport Tambon Photak, Amphoe Muang Nakhon Phanom Province 48000 Thailand. TEL. (042) 531586 FAX. (042) 531587 AFS : VTUWYDYX ←
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTUW AD 2.3 OPERATIONAL HOURS

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

VTUW AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTUW AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine, Car Rental ←

VTUW 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

VTUW AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTUW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 61/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Asphaltic Concrete Strength: PCN 41/F/C/X/T
3	ACL location and elevation	-
4	VOR/INS checkpoints	-
5	Remarks	Nil

VTUW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

VTUW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Radio of Thailand Company Ltd.
2	Hours of service MET Office outside hours	SAT, SUN 0200-0500, 0700-1000 MON-FRI 0100-1000
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 Nakhonphanom Met. Station
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

VTUW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15	144.96°	2 500x45	61/F/C/X/T Asphaltic Concrete	172334.95 N 1043810.44E (WGS-84)	THR 587 FT TDZ 587 FT
33	324.96°	2 500x45	61/F/C/X/T Asphaltic Concrete	172228.37 N 1043859.32 E (WGS-84)	THR 555 FT TDZ 555 FT

Slope of REW-SWY	SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
-	60x60	-	2740x300	-	-
-	60x60	-	2740x300	-	-

VTUW AD 2.13 DECLARED DISTANCES

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

VTUW AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTUW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At Tower Building, FLG W EV 7 SEC
2	Secondary power supply/switch-over time	Secondary power supply to all lighting at the air field lighting (AFL).

VTUW AD 2.17 ATS AIRSPACE

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

VTUW AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Sakhon Nakhon Approach	123.35 MHz 284.0 MHz	2300-1100	*Emergency Freq.
TWR	Nakhon Phanom Tower	122.5 MHz *121.5 MHz 236.6 MHz		
GND	Nakhon Phanom Ground	121.9 MHz		
ATIS	Nakhon Phanom Airport	383 kHz		

VTPN AD 2. AERODROMES

VTPN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPN- NAKHON SAWAN/NAKHON SAWAN AIRPORT

VTPN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	154014N 1000821E
2	Direction and distance from (city)	5 km, from city
3	Elevation/Reference temperature	34 m (113 ft) /33°C
4	MAG VAR/Annual change	
5	AD Administration, address, telephone, telefax, telex, AFS	Diretor of Nakhon Sawan Airport Nakhon Sawan Airport Amphoe Muang, Nakhon Sawan Province 60000 Thailand. Telephone: (056) 255030 FAX : (056) 255601 AFS : VTPNYDYX
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	Nil

VTPN AD 2.3 OPERATIONAL HOURS

1	AD Administration	0130-0900 MON-FRI
2	Customs and immigration	-
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	0130-0900 MON-FRI
8	Fuelling	-
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	Other this period and holiday 48 HRS PN to airport

VTPN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	-	1200x30	22/F/D/Y/T Asphalt	-	-
23		1200x30	22/F/D/Y/T Asphalt	-	-

Slope of REW-SWY	SWY dimensions (M)	CWY dimension (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-	-	40 x 60 M	-	-	-
		125 x 60 M	-	-	-

VTPN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig-nator	APCH LGT type LEN INTST	THRLG colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Nil	Nil	PAPI Left 3.7°	Nil	Nil	Nil	Nil	Nil	Nil
23	Nil	Nil	PAPI Left 3°	Nil	Nil	Nil	Nil	Nil	Nil

VTPN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Nakhon Sawan aerodrome (1540.2N 10008.3E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language (S)	Nakhon Sawan Tower En, Thai
→ 5	Transition altitude	11 000 ft
6	Remarks	Nil

VTCN AD 2.24 CHARTS RELATED TO AN AERODROME

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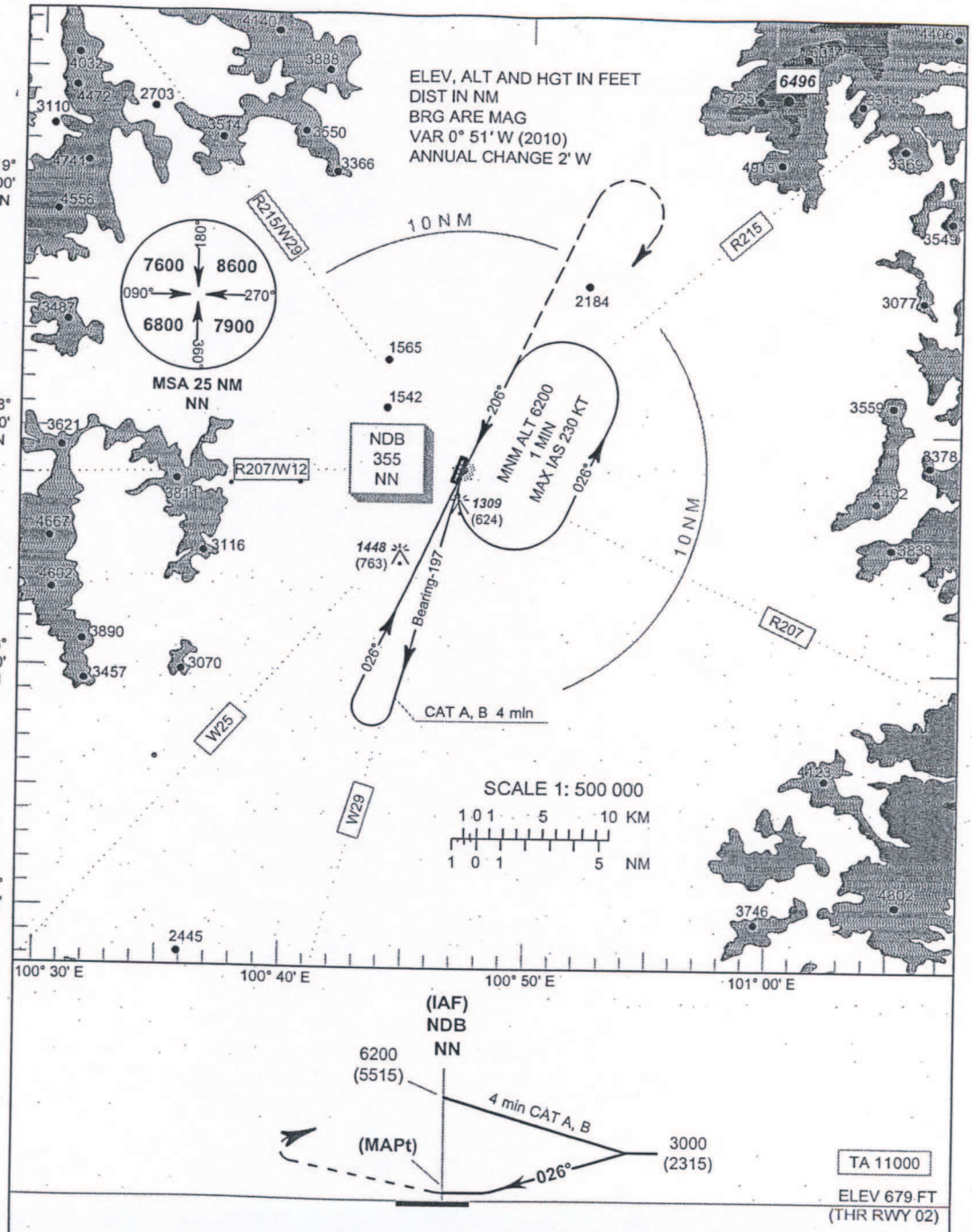
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 685 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.25
TWR : 118.55 , 236.6

NAN / Nan (VTCN)

NDB RWY02
CAT A, B



MISSED APPROACH: **No turn before MAPt.** Climb on Bearing-026 until 3600 FT then turn right direct to NN NDB at 6200 FT and hold or as directed by ATC.

OCA/H	A	B
Straight - in Approach	1800 (1115)	
Circling (OCH AAL)	1800 (1115)	

Date: Aug 2013

NAN / Nan (VTCN)

NDB RWY02
CAT A, B

Fixes / Points		Coordinates	
MAPt	NN	18 48 26.00 N 18 48.43 N	100 47 11.91 E 100 47.20 E
THR RWY 02	-	18 47 58.24 N 18 47.97 N	100 46 48.31 E 100 46.81 E
NDB	NN	18 48 26.00 N 18 48.43 N	100 47 11.91 E 100 47.20 E

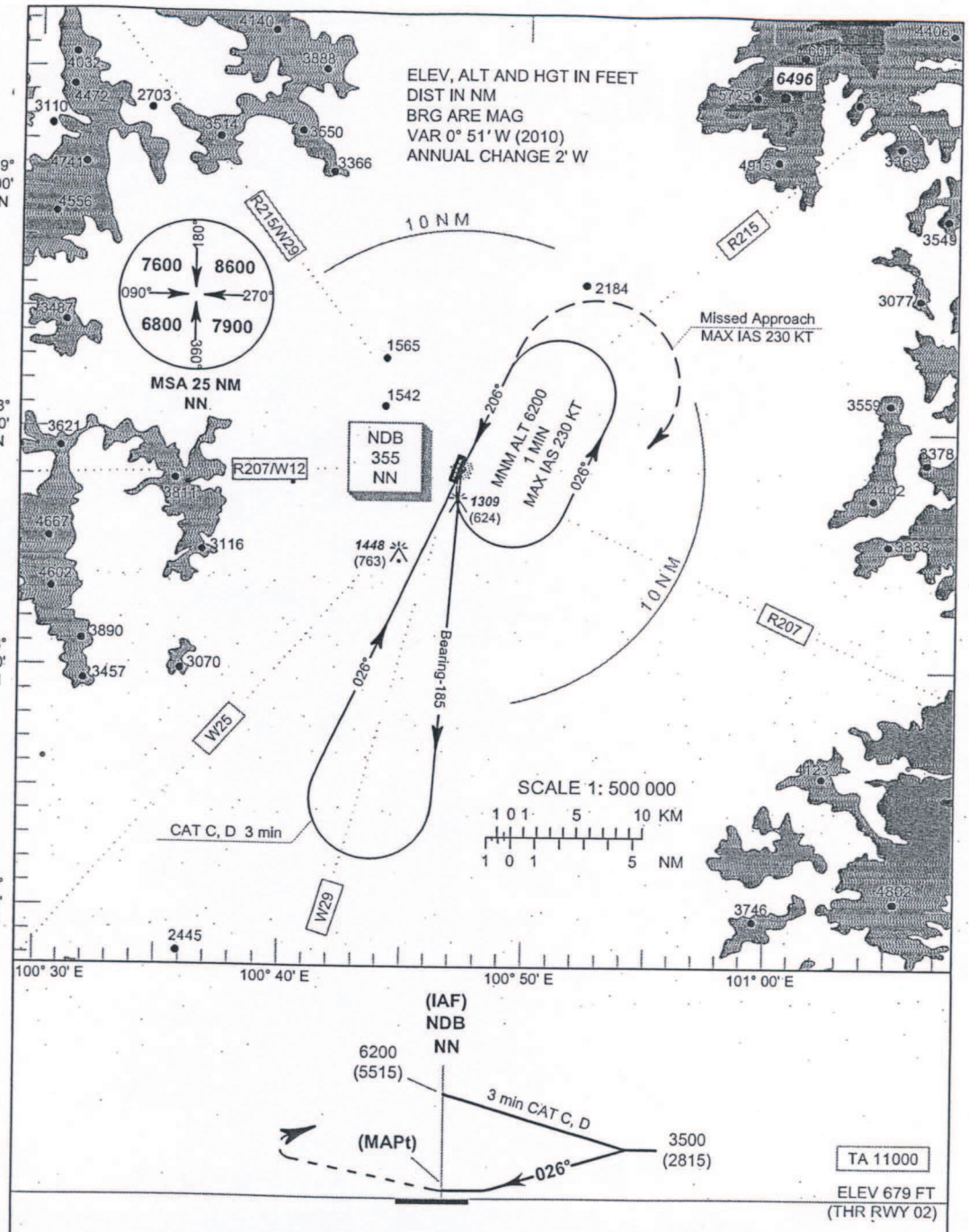
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 685 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.25
TWR : 118.55 , 236.6

NAN / Nan (VTCN)

NDB RWY02
CAT C, D



MISSED APPROACH: **No turn before MAPt.** Climb on Bearing-026 until 3500 FT then turn right direct to NN NDB at 6200 FT and hold or as directed by ATC.

OCA/H	C	D
Straight - in Approach	2800 (2115)	
Circling (OCH AAL)	2800 (2115)	

Date: Aug 2013

NAN / Nan (VTCN)

NDB RWY02
CAT C, D

Fixes / Points		Coordinates	
MAPt	NN	18 48 26.00 N 18 48.43 N	100 47 11.91 E 100 47.20 E
THR RWY 02	-	18 47 58.24 N 18 47.97 N	100 46 48.31 E 100 46.81 E
NDB	NN	18 48 26.00 N 18 48.43 N	100 47 11.91 E 100 47.20 E

VTBP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
08	2000	2000	2000	2000	Nil
26	2000	2000	2000	2000	Nil
18	1000	1000	1050	1000	Nil
36	1000	1000	1000	1000	Nil

VTBP 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
08	-	Green	Nil	-	-	2100 m 50 m White, LIH	Red	-	Nil
26	-	Green	Nil	-	-	2100 m 50 m White, LIH	Red	-	Nil

VTBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At tower building
2	LDI location and LGT Anemometer location and LGT.	Nil
3	TWY edge and centre line lighting	Nil
4	Secondary power supply/switch-over time	Secondary power supply :Limited to RDO/COM only Switching-over time : Manual with in 5 MIN.
5	Remarks	Nil

VTBP AD 2.16 HELICOPTER LANDING AREA

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

VTBP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 20 NM radius centred on 114710N 994818E
2	Vertical limits	6000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language (S)	Prachuap Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTBP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Prachuap TWR	351.1 MHz 135.9 MHz 236.6 MHz *121.5 MHz *243.0 MHz	2300-1100	Primary operation * Emergency Freq.
GND	Prachuap GND	257.8 MHz 121.75 MHz	2300-1100	Secondary operation
ATIS	Prachuap Airport	390.6 MHz	0001-1100	

VTSH AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTSH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

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

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

VTSH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Songkhla AD : Beginning at 0710.4N 10026.6E then clockwise along 10 NM arc from Songkhla VOR/DME (0711.4N 10036.9E) to 0701.2N 10037.7E then follow westward along Hat Yai Control Zone to the starting point.
2	Vertical limits	Up to but not including 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Language (S)	SongkhlaTower En, Thai
→ 5	Transition altitude	11 000 ft
6	Remarks	Nil

VTSH AD 2.18 ATS COMMUNICATION FACILITIES

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

VTSH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

*Remark: Coordinates are WGS-84

VTPO AD 2.13 DECLARED DISTANCES

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

VTPO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig-nator	APCH LGT type LEN INTST	THRLG colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
Nil									

VTPO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: At tower building. FLG W/G EV 3 Sec. 0000-1100
2	LDI location and LGT Anemometer location and LGT.	- At MET Station, 1000 m. from THR 18
3	TWY edge and centre line lighting	Nil
4	Secondary power supply/switch-over time	-
5	Remarks	-

VTPO AD 2.16 HELICOPTER LANDING AREA

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

VTPO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius FM NDB excluding Phitsanulok TMA
2	Vertical limits	2 000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Sukhothai Tower, Sukhothai Approach EN, Thai
→ 5	Transition altitude	11 000 ft
6	Remarks	Active BTN 0000-0800 ft

VTPO AD 2.18 ATS COMMUNICATION FACILITIES

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

VTPO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

VTSB AD 2.24 CHARTS RELATED TO AN AERODROME

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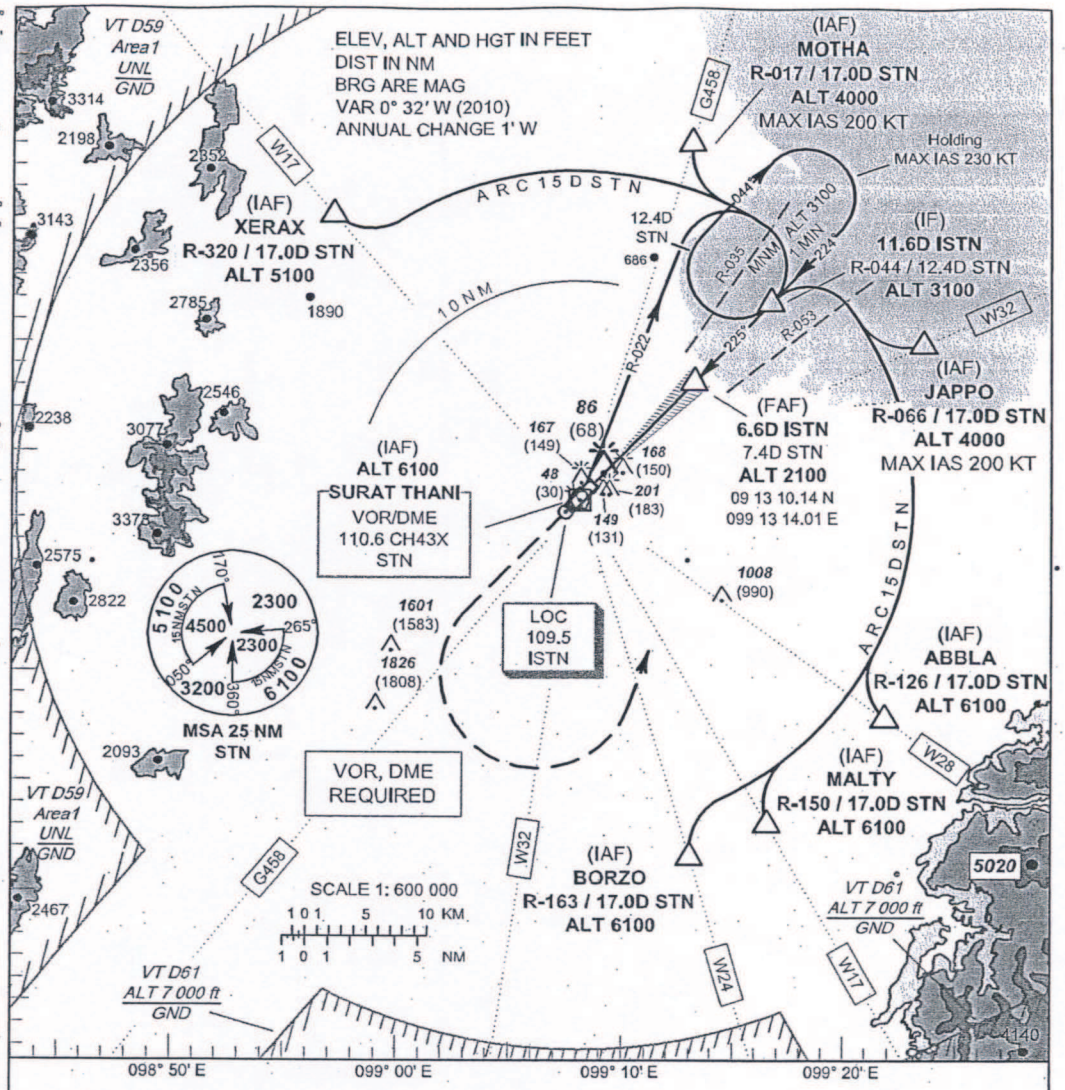
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 20 FT
HEIGHTS RELATED TO
THR RWY22 - ELEV 18 FT

APP : 123.35, 240.0
TWR : 122.7 , 274.5
GND : 121.9 , 275.8

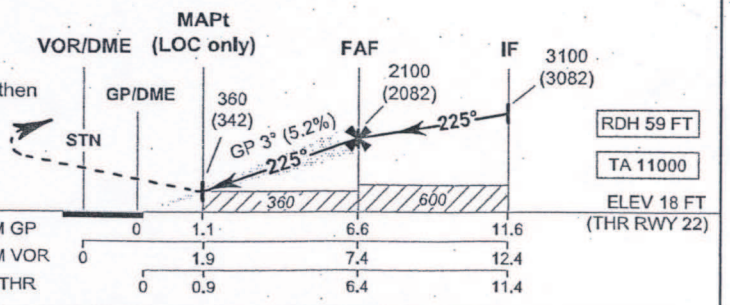
SURAT THANI / Surat thani (VTSB)

ILS or LOC RWY22



MISSED APPROACH:

No turn before MAPt.
Climb straight ahead to 1500 FT then turn left direct to IF at 3100 FT and hold or as directed by ATC.



OCA/H		A	B	C	D
Straight - in Approach	CAT I	255 (237)			
LOC only (OCH AAL)		360 (340)			
Circling (OCH AAL)		600 (580)		760 (740)	

Distance (ISTN)	1.1 D	2 D	3 D	4 D	5 D	6 D	FAF
Altitude	360 (342)	650 (632)	970 (952)	1285 (1267)	1605 (1587)	1925 (1907)	2100 (2082)
Ground speed (GS)	knot	100	120	140	160	180	200
Rate of descent	(ft/min)	530	640	745	850	955	1060

Date: Aug 2013

SURAT THANI / Surat thani (VTSB)

ILS or LOC RWY22

Fixes / Points		Coordinates	
XERAX (IAF)	R-320 / 17.0 D STN	09 20 50.61 N 09 20.84 N	098 57 00.66 E 098 57.01 E
MOTHA (IAF)	R-017 / 17.0 D STN	09 24 05.97 N 09 24.10 N	099 13 08.92 E 099 13.15 E
JAPPO (IAF)	R-066 / 17.0 D STN	09 14 50.57 N 09 14.84 N	099 23 44.28 E 099 23.74 E
ABBLA (IAF)	R-126 / 17.0 D STN	08 57 43.61 N 08 57.73 N	099 21 59.40 E 099 21.99 E
MALTY (IAF)	R-150 / 17.0 D STN	08 52 55.79 N 08 52.93 N	099 16 36.11 E 099 16.60 E
BORZO (IAF)	R-163 / 17.0 D STN	08 51 24.95 N 08 51.42 N	099 13 03.59 E 099 13.06 E
IF	11.6 D ISTN	09 16 46.35 N 09 16.77 N	099 16 45.57 E 099 16.76 E
FAF	6.6 D ISTN	09 13 10.14 N 09 13.17 N	099 13 14.01 E 099 13.23 E
MAPt (LOC only)	1.1 D ISTN	09 09 12.23 N 09 09.20 N	099 09 21.33 E 099 09.36 E
THR RWY 22	-	09 08 32.55 N 09 08.54 N	099 08 42.50 E 099 08.71 E
LOC	ISTN	09 07 15.04 N 09 07.25 N	099 07 26.77 E 099 07.45 E
VOR (IAF)	STN	09 07 46.24 N 09 07.77 N	099 08 05.09 E 099 08.08 E

Date: Aug 2013

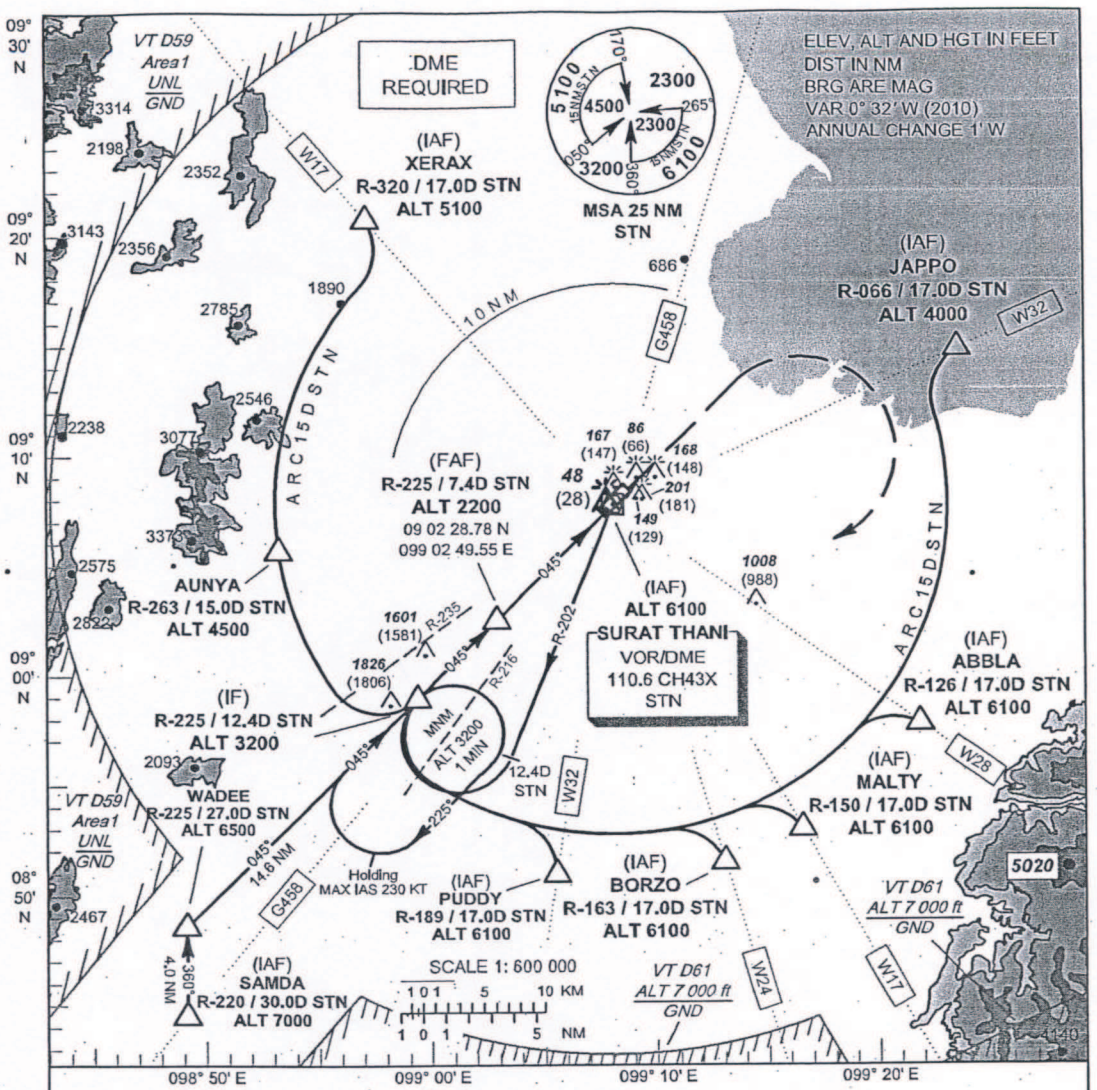
INSTRUMENT APPROACH CHART - ICAO

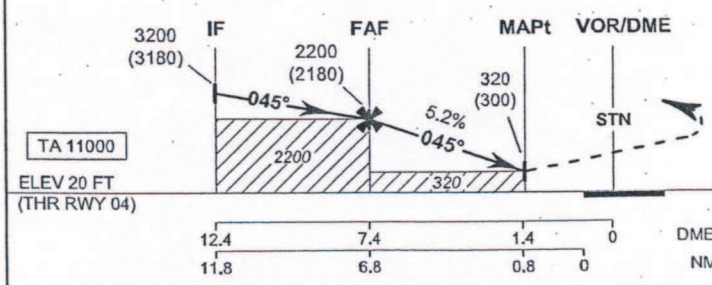
AERODROME ELEV 20 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 123.35, 240.0
TWR	: 122.7 , 274.5
GND	: 121.9 , 275.8

SURAT THANI / Surat thani (VTSB)

VOR RWY04





MISSED APPROACH:

No turn before MAPt.
Climb straight ahead to 1500 FT then turn right direct to IF at 3200 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight - in Approach	320 (300)			
Circling (OCH AAL)	600 (580)		760 (740)	

Distance (STN)	FAF	7 D	6 D	5 D	4 D	3 D	2 D	1.4 D
Altitude (Height)	2200 (2180)	2090 (2070)	1775 (1755)	1460 (1440)	1145 (1125)	830 (810)	510 (490)	320 (300)
Ground speed (GS)	knot	100	120	140	160	180	200	
Rate of descent	(ft/min)	530	640	745	850	955	1060	

Date: Aug 2013

SURAT THANI / Surat thani (VTSB)

VOR RWY04

Fixes / Points		Coordinates	
XERAX (IAF)	R-320 / 17.0 D STN	09 20 50.61 N 09 20.84 N	098 57 00.66 E 098 57.01 E
AUNYA	R-263 / 15.0 D STN	09 05 39.13 N 09 05.65 N	098 53 03.97 E 098 53.07 E
SAMDA (IAF)	R-220 / 30.0 D STN	08 44 23.10 N 08 44.39 N	098 48 56.56 E 098 48.94 E
WADEE	R-225 / 27.0 D STN	08 48 27.55 N 08 48.46 N	098 48 54.52 E 098 48.91 E
JAPPO (IAF)	R-066 / 17.0 D STN	09 14 50.57 N 09 14.84 N	099 23 44.28 E 099 23.74 E
ABBLA (IAF)	R-126 / 17.0 D STN	08 57 43.61 N 08 57.73 N	099 21 59.40 E 099 21.99 E
MALTY (IAF)	R-150 / 17.0 D STN	08 52 55.79 N 08 52.93 N	099 16 36.11 E 099 16.60 E
BORZO (IAF)	R-163 / 17.0 D STN	08 51 24.95 N 08 51.42 N	099 13 03.59 E 099 13.06 E
PUDDY (IAF)	R-189 / 17.0 D STN	08 50 52.88 N 08 50.88 N	099 05 28.86 E 099 05.48 E
IF	R-225 / 12.4D STN	08 58 54.23 N 08 58.90 N	098 59 16.43 E 098 59.27 E
FAF	R-225 / 7.4D STN	09 02 28.78 N 09 02.48 N	099 02 49.55 E 099 02.83 E
MAPt	R-225 / 1.4D STN	09 06 44.54 N 09 06.74 N	099 07 03.75 E 099 07.06 E
THR RWY 04	-	09 07 22.19 N 09 07.37 N	099 07 33.72 E 099 07.56 E
VOR (IAF)	STN	09 07 46.24 N 09 07.77 N	099 08 05.09 E 099 08.08 E

Date: Aug 2013

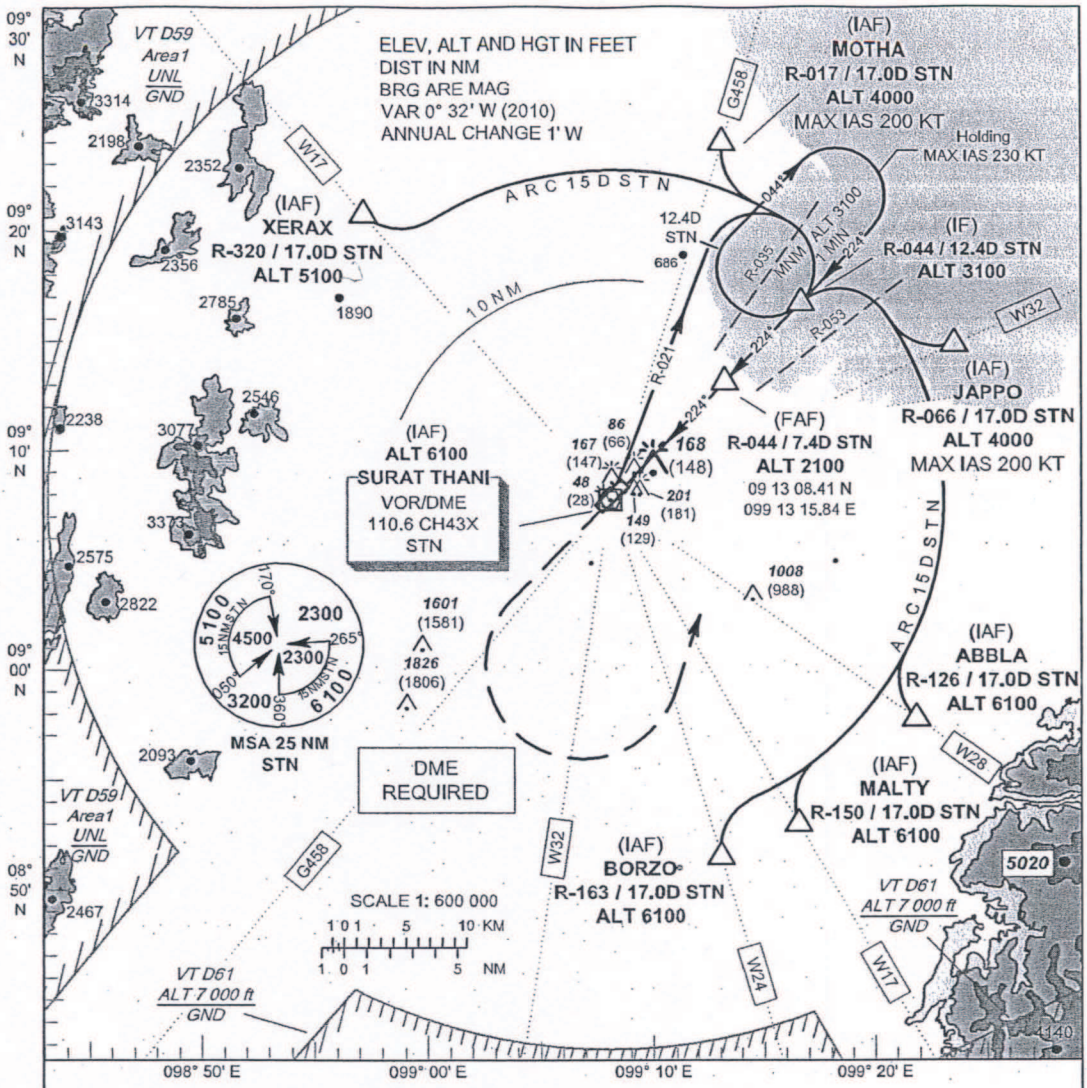
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 20 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 123.35, 240.0
TWR	: 122.7 , 274.5
GND	: 121.9 , 275.8

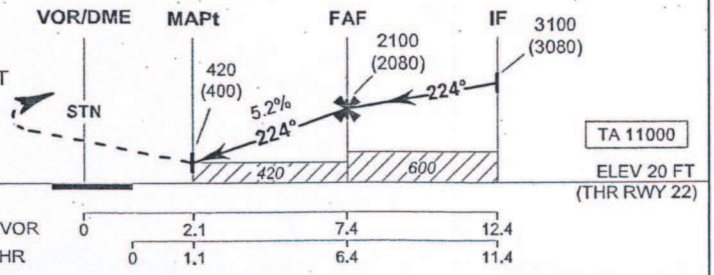
SURAT THANI / Surat thani (VTSB)

VOR RWY22



MISSED APPROACH:

No turn before MAPt.
Climb straight ahead to 1500 FT then turn left direct to IF at 3100 FT and hold or as directed by ATC.



OCA/H	A	B	C	D
Straight - in Approach	420 (400)			
Circling (OCH AAL)	600 (580)		760 (740)	

Distance (STN)	2.1 D	3 D	4 D	5 D	6 D	7 D	FAF
Altitude (Height)	420 (400)	700 (680)	1020 (1000)	1335 (1315)	1650 (1630)	1965 (1945)	2100 (2080)
Ground speed (GS)	knot	100	120	140	160	180	200
Rate of descent	(ft/min)	530	640	745	850	955	1060

Date: Aug 2013

SURAT THANI / Surat thani (VTSB)

VOR RWY22

Fixes / Points		Coordinates	
XERAX (IAF)	R-320 / 17.0 D STN	09 20 50.61 N 09 20.84 N	098 57 00.66 E 098 57.01 E
MOTHA (IAF)	R-017 / 17.0 D STN	09 24 05.97 N 09 24.10 N	099 13 08.92 E 099 13.15 E
JAPPO (IAF)	R-066 / 17.0 D STN	09 14 50.57 N 09 14.84 N	099 23 44.28 E 099 23.74 E
ABBLA (IAF)	R-126 / 17.0 D STN	08 57 43.61 N 08 57.73 N	099 21 59.40 E 099 21.99 E
MALTY (IAF)	R-150 / 17.0 D STN	08 52 55.79 N 08 52.93 N	099 16 36.11 E 099 16.60 E
BORZO (IAF)	R-163 / 17.0 D STN	08 51 24.95 N 08 51.42 N	099 13 03.59 E 099 13.06 E
IF	R-044 / 12.4D STN	09 16 46.05 N 09 16.77 N	099 16 45.89 E 099 16.76 E
FAF	R-044 / 7.4D STN	09 13 08.41 N 09 13.14 N	099 13 15.84 E 099 13.26 E
MAPt	R-044 / 2.1D STN	09 09 17.19 N 09 09.29 N	099 09 32.79 E 099 09.55 E
THR RWY 22	-	09 08 32.55 N 09 08.54 N	099 08 42.50 E 099 08.71 E
VOR (IAF)	STN	09 07 46.24 N 09 07.77 N	099 08 05.09 E 099 08.08 E

Date: Aug 2013

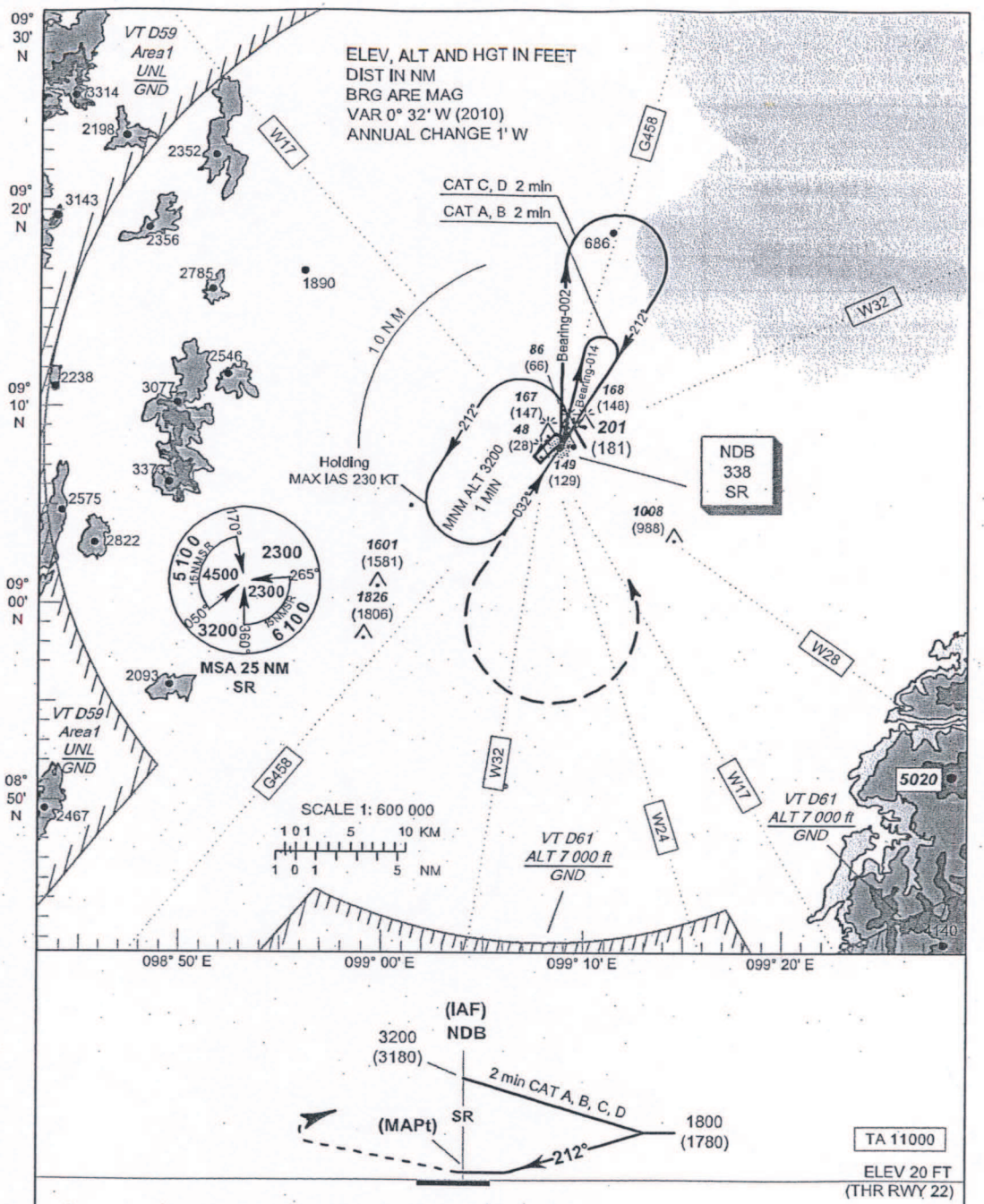
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 20 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.35, 240.0
TWR : 122.7 , 274.5
GND : 121.9 , 275.8

SURAT THANI / Surat thani (VTSB)

NDB RWY22



MISSED APPROACH: No turn before MAPt. Climb on Bearing-212 until 1500 (1480) FT then turn left direct to SR NDB at 3200 (3180) FT and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight - in Approach	500 (480)			
Circling (OCH AAL)	600 (580)		760 (740)	

Date: Aug 2013

SURAT THANI / Surat thani (VTSB)

NDB RWY22

Fixes / Points		Coordinates	
MAPt	SR	09 07 59.29 N 09 07.99 N	099 08 43.63 E 099 08.73 E
THR RWY 22	-	09 08 32.55 N 09 08.54 N	099 08 42.50 E 099 08.71 E
NDB	SR	09 07 59.29 N 09 07.99 N	099 08 43.63 E 099 08.73 E

Date: Aug 2013

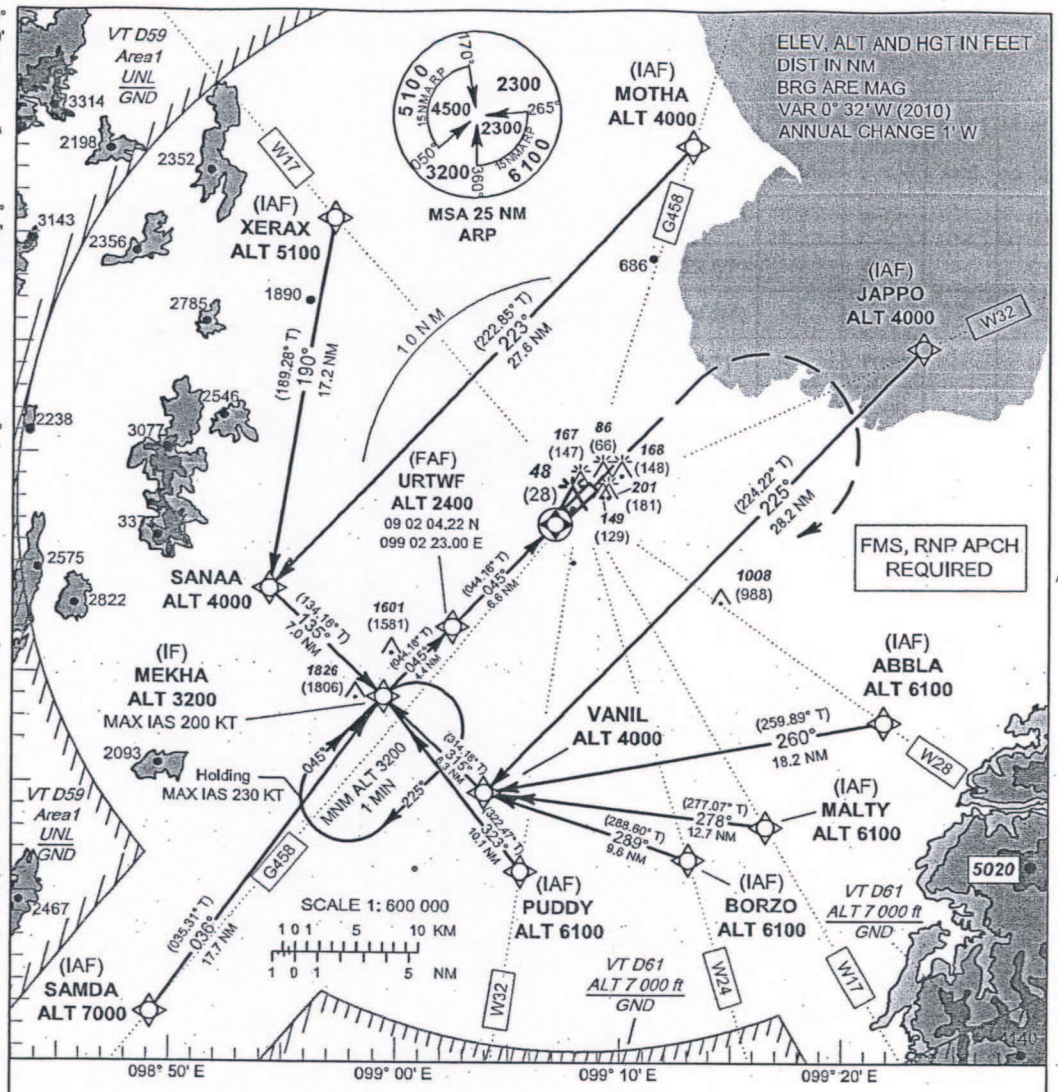
INSTRUMENT APPROACH CHART - ICAO

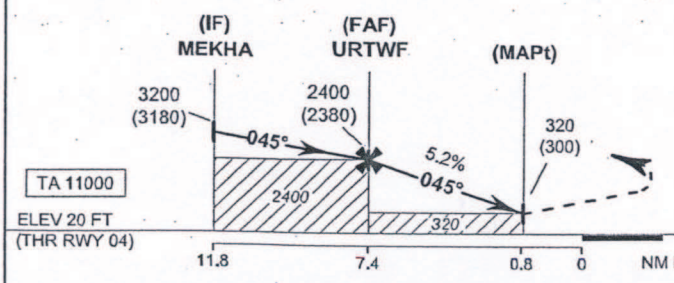
AERODROME ELEV 20 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 123.35, 240.0
TWR	: 122.7 , 274.5
GND	: 121.9 , 275.8

SURAT THANI / Surat thani (VTSB)

RNAV (GNSS) RWY04





MISSED APPROACH:

No turn before MAPt.
Climb on track 045° to 1500 FT then turn right direct to IF at 3200 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV	320 (300)			
Circling (OCH AAL)	600 (580)		760 (740)	

NM to THR 04	FAF	7 NM	6 NM	5 NM	4 NM	3 NM	2 NM	1 NM	0.8NM
Altitude (Height)	2400 (2380)	2280 (2260)	1965 (1945)	1650 (1630)	1335 (1315)	1020 (1000)	700 (680)	385 (365)	320 (300)
Ground speed (GS)	knot		100	120	140	160	180	200	
Rate of descent	(ft/min)		530	640	745	850	955	1060	

Date: Aug 2013

SURAT THANI / Surat thani (VTSB)

RNAV (GNSS) RWY04

Fix identifier	WGS-84 Coordinates		Path	Flyover	Course	Turn	Altitude	Speed	Magnetic	Navigation
(Waypoint name)	Latitude	Longtitude	descriptor		° M (° T)	direction		limit	variation	performance
XERAX (IAF)	09 20 50.61 N	098 57 00.66 E	IF	-	190°(189.28°)	-	5100	-	0.6	RNP1
MOTHA (IAF)	09 24 05.97 N	099 13 08.92 E	IF	-	223°(222.85°)	-	4000	-	0.6	RNP1
SANAA	09 03 47.96 N	098 54 12.62 E	TF	-	135°(134.16°)	L	4000	-	0.6	RNP1
SAMDA (IAF)	08 44 23.10 N	098 48 56.56 E	IF	-	036°(035.31°)	-	7000	-	0.6	RNP1
PUDDY (IAF)	08 50 52.88 N	099 05 28.86 E	IF	-	323°(322.47°)	-	6100	-	0.6	RNP1
JAPPO (IAF)	09 14 50.57 N	099 23 44.28 E	IF	-	225°(224.22°)	-	4000	-	0.6	RNP1
ABBLA (IAF)	08 57 43.61 N	099 21 59.40 E	IF	-	260°(259.89°)	-	6100	-	0.6	RNP1
MALTY (IAF)	08 52 55.79 N	099 16 36.11 E	IF	-	278°(277.07°)	-	6100	-	0.6	RNP1
BORZO (IAF)	08 51 24.95 N	099 13 03.59 E	IF	-	289°(288.60°)	-	6100	-	0.6	RNP1
VANIL	08 54 29.99 N	099 03 50.33 E	TF	-	315°(314.18°)	R	4000	-	0.6	RNP1
MEKHA (IF)	08 58 53.97 N	098 59 17.11 E	TF	-	045°(044.16°)	L, R	3200	200	0.6	RNP1
URTWF (FAF)	09 02 04.22 N	099 02 23.00 E	TF	-	045°(044.16°)	-	2400	-	0.6	RNP0.3
MAPt 0.8 NM fm THR04	09 06 47.98 N	099 07 00.28 E	-	Y	-	-	320	-	0.6	RNP0.3
-	-	-	CA	-	045°(044.16°)	R	1500	-	0.6	RNP1
MEKHA (IF)	08 58 53.97 N	098 59 17.11 E	DF	-	-	-	3200	230	0.6	RNP1
MEKHA (IF)	08 58 53.97 N	098 59 17.11 E	HM	-	045°(044.16°)	R	3200	230	0.6	RNP1

Date: Aug 2013

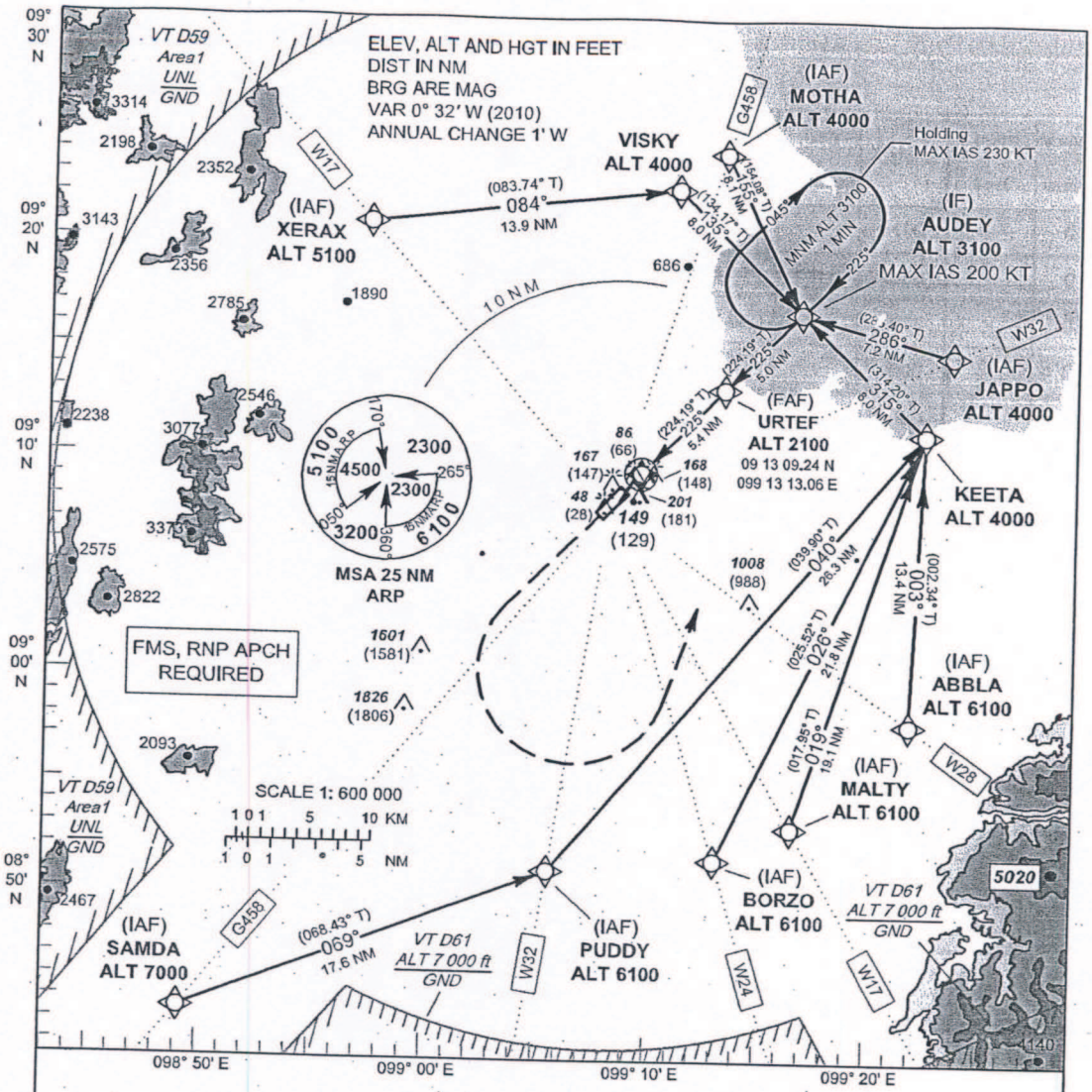
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 20 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.35, 240.0
TWR : 122.7 , 274.5
GND : 121.9 , 275.8

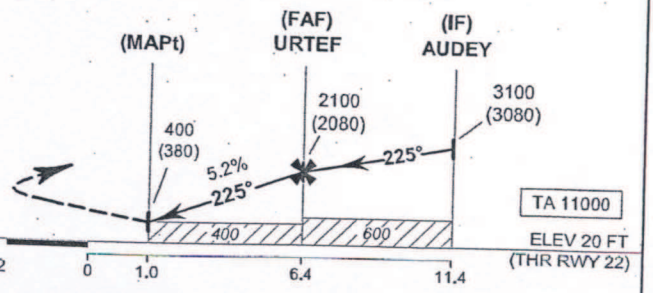
SURAT THANI / Surat thani (VTSB)

RNAV (GNSS) RWY22



MISSED APPROACH:

No turn before MAPt.
Climb on track 225° to 1500 FT
then turn left direct to IF at 3100 FT
and hold or as directed by ATC.



OCA/H	A	B	C	D
LNAV	400 (380)			
Circling (OCH AAL)	600 (580)		760 (740)	

NM to THR 22	1.0 NM	2 NM	3 NM	4 NM	5 NM	6 NM	FAF
Altitude (Height)	400 (380)	700 (680)	1020 (1000)	1335 (1315)	1650 (1630)	1965 (1945)	2100 (2080)
Ground speed (GS)	knot	100	120	140	160	180	200
Rate of descent	(ft/min)	530	640	745	850	955	1060

Date: Aug 2013

SURAT THANI / Surat thani (VTSB)

RNAV (GNSS) RWY22

Fix identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic variation	Navigation performance
	Latitude	Longtitude								
XERAX (IAF)	09 20 50.61 N	098 57 00.66 E	IF	-	084°(083.74°)	-	5100	-	0.6	RNP1
VISKY	09 22 21.42 N	099 10 56.29 E	TF	-	135°(134.17°)	R	4000	-	0.6	RNP1
MOTHA (IAF)	09 24 05.97 N	099 13 08.92 E	IF	-	155°(154.08°)	-	4000	-	0.6	RNP1
JAPPO (IAF)	09 14 50.57 N	099 23 44.28 E	IF	-	286°(285.40°)	-	4000	-	0.6	RNP1
SAMDA (IAF)	08 44 23.10 N	098 48 56.56 E	IF	-	069°(068.43°)	-	7000	-	0.6	RNP1
PUDDY (IAF)	08 50 52.88 N	099 05 28.86 E	IF / TF	-	040°(039.90°)	-	6100	-	0.6	RNP1
BORZO (IAF)	08 51 24.95 N	099 13 03.59 E	IF	-	026°(025.52°)	-	6100	-	0.6	RNP1
MALTY (IAF)	08 52 55.79 N	099 16 36.11 E	IF	-	019°(017.95°)	-	6100	-	0.6	RNP1
ABBLA (IAF)	08 57 43.61 N	099 21 59.40 E	IF	-	003°(002.34°)	-	6100	-	0.6	RNP1
KEETA	09 11 09.23 N	099 22 32.56 E	TF	-	315°(314.20°)	L	4000	-	0.6	RNP1
AUDEY (IF)	09 16 45.37 N	099 16 44.52 E	TF	-	225°(224.19°)	L, R	3100	200	0.6	RNP1
URTEF (FAF)	09 13 09.24 N	099 13 13.06 E	TF	-	225°(224.19°)	-	2100	-	0.6	RNP0.3
MAPt 1.0 NM fm THR22	09 09 17.71 N	099 09 26.65 E	-	Y	-	-	400	-	0.6	RNP0.3
-	-	-	CA	-	225°(224.19°)	L	1500	-	0.6	RNP1
AUDEY (IF)	09 16 45.37 N	099 16 44.52 E	DF	-	-	-	3100	230	0.6	RNP1
AUDEY (IF)	09 16 45.37 N	099 16 44.52 E	HM	-	225°(224.19°)	R	3100	230	0.6	RNP1

Date: Aug 2013

VTSM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig-nator	APCH LGT type LEN INTST	THRLG colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	-	Green	PAPI Right3º	-	2100m ,60m White	2100m,60m White	Red	-	-
35	-	Green	PAPI Left3.2º	-	2100m,60m White	2100m,60m White	Red	-	

VTSM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: at Control Tower FLG/WG. EV 7 Sec 2300-1500
2	LDI location and LGT Anemometer location and LGT.	- At Met station 400 m from THR 17
3	TWY edge and centre line lighting	TWY edge Lighted
4	Secondary power supply/switch-over time	12 sec
5	Remarks	Nil

VTSM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on SAMUI NDB (093314.10N1000335.65E)
2	Vertical limits	2 000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language (S)	Samui Tower En, Thai
5	Transition altitude	11 000 ft
6	Remarks	Nil

VTSM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
App	Samui Approach	129.6 MHz	2300-1500	If unable to contact Samui Approach, contact Samui TWR on 118.9 MHz
TWR	Samui Tower	118.9 MHz		
GND	Samui Ground	121.9 MHz		
ATIS	Samui Airport Information	128.6 MHz		

VTSM 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
DVOR/DME	SMU	117.6 MHz CH 123X	H24	093249.47N 1000342.27E	24 m	Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM, at required altitudes is various areas. -Readial 001-060 beyond 25 NM, should not below 4 000 ft -Radial 061-160 beyond 40 NM, should not below 3 000 ft -Radial 161-180 beyond 40 NM, should not below 5 500 ft -Radial 181-250 beyond 40 NM, should not below 10 000 ft -Radial 251-280 beyond 24 Nm, should not below 4 000 ft -Radial 281-360 beyond 40 NM, should not below 4 000 ft

VTSM AD 2.20 LOCAL TRAFFIC REGULATIONS

Nil

VTSM AD 2.21 NOISE ABATEMENT PROCEDURES

1. ICAO Noise Abatement Departure Procedure RWY 17/35

1.1 ICAO have developed aircraft operating procedures, Noise Abatement Departure Procedure 1 (NADP 1) and Noise Abatement Departure Procedure 2 (NADP 2), for the take-off climb to ensure that the necessary safety of flight operations is maintained whilst minimizing exposure to noise on the ground.

1.2 NADP 1 is intended to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway. NADP 2 provides noise reduction to areas more distant from the runway end.

1.3 All operators are to adopt NADP 1 procedures for all take-offs from Samui Airport on RWY 17 or RWY 35.

1.4 Full details of NADP 1 and NADP 2 are contained in ICAO Procedures for Air Navigation Services – Aircraft Operations, Volume 1 – Flight Procedures (PANSOPS, Doc 8168 Volume 1).

1.5 For Propeller and Turboprop Aeroplane, after take-off Pilot-in-Command should aim to use an airspeed giving the best rate of climb.

2. Noise Mitigating Measures

2.1 The following procedures are implemented to reduce aircraft noise levels when operating conditions permit. These measures include:

a) Preferential use of Runway
b) APU Restrictions
c) Reverse Thrust Use

2.2 Preferential use of Runway

RWY 35 for take-off and RWY 17 for landing are preferentially to be used. However, in order to achieve maximum flight safety, this procedure is not applied under the following circumstances.

a) The use of other runway is necessary in consideration of safety of the aircraft operation.
b) The condition of the specified runway is not suitable for landing or take-off.
c) The tail wind component, including gusts, exceeds 5 knots.
d) The cross wind component, including gusts, exceeds 15 knots.
e) When the possibility exists that orderly flow of traffic may be impeded.

2.3 APU Restrictions

For noise abatement purposes, pilots are encouraged to limit Auxiliary Power Units (APU) use to the minimum time necessary. The maximum recommended APU run-time is (30) minutes.

2.4 Reverse Thrust Use

The use of reverse thrust may negatively impact the residential community surrounding the Samui Airport, particularly during night hours. The use of minimum reverse thrust necessary for safety is recommended consistent with runway conditions and available length.

3. Noise Level Limits

3.1 Noise Operating Restrictions

Under the Environmental Protection (Aircraft Noise) Regulations, international and domestic aircraft operating to/from Samui Airport are required to be certified as compliant with the relevant ICAO Annex 16 Volume I, Aircraft Noise.

- Subsonic jets must be certified as Chapter 3 or Chapter 4.
- Aircraft with Chapter 2 noise certification are not permitted to operate.

3.2 Marginally Compliant Chapter 3 (MCC3) Aircraft

The operations to flights which will be operated by subsonic jet aircraft that meet the Chapter 3 standards by a cumulative margin of not more than 5 EPNdB (Marginally Compliant Chapter 3 (MCC3) Aircraft) will be prohibited for take-off and landing at Samui Airport between 1100 UTC and 2359 UTC.

3.3 Exempted MCC3 Aircraft

MCC3 aircraft operated for emergency, medical and humanitarian purposes are exempted from the above restriction.

VTST AD 2.24 CHARTS RELATED TO AN AERODROME

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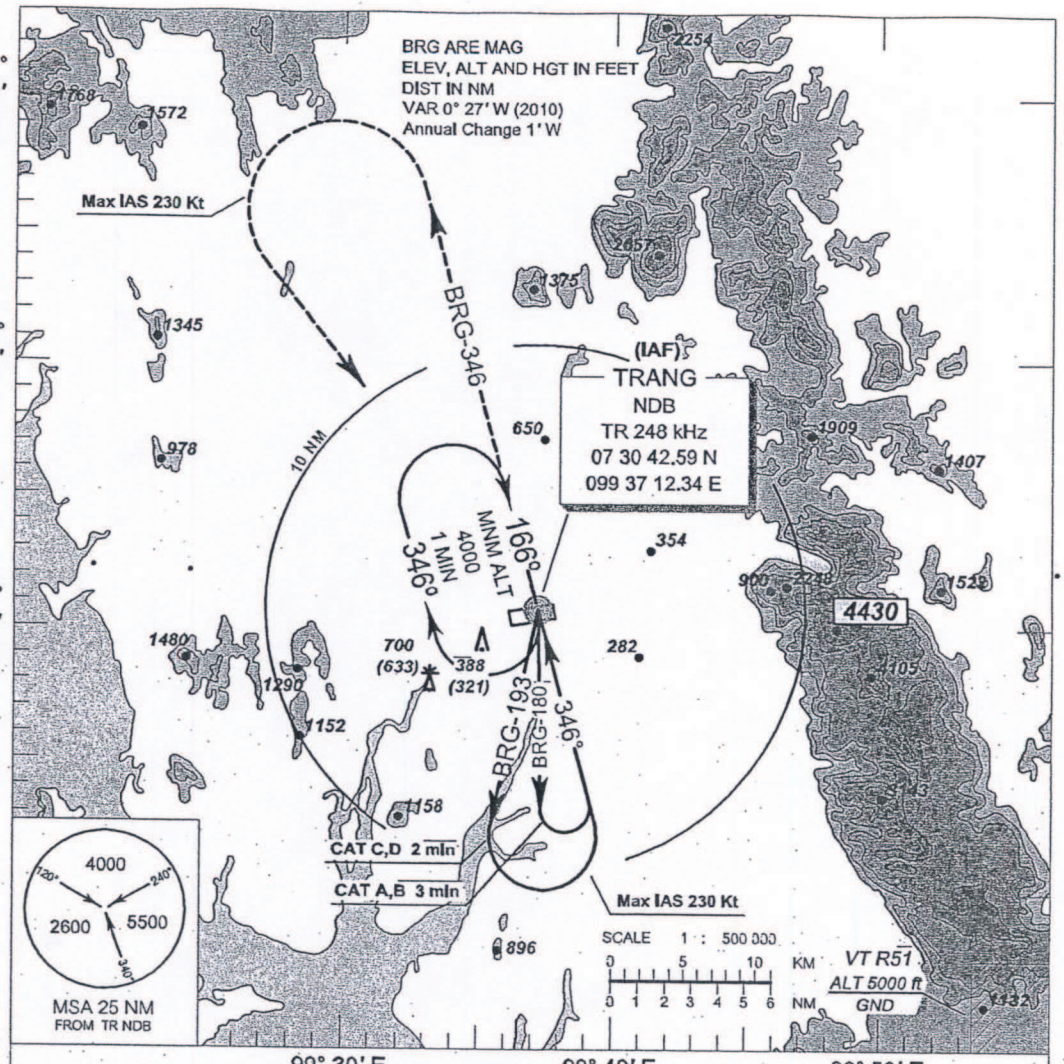
INSTRUMENT APPROACH CHART - ICAO

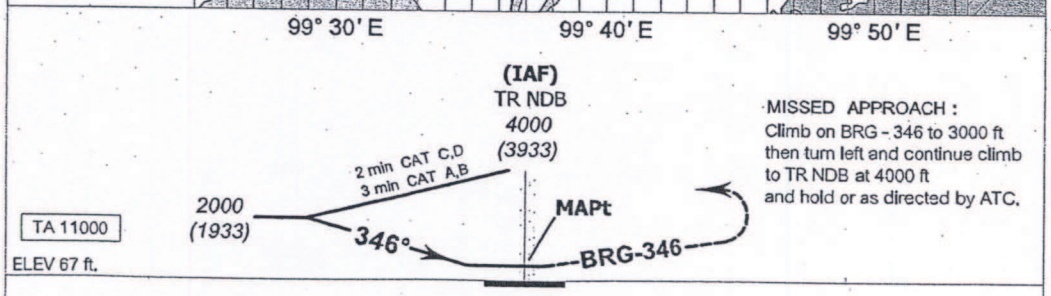
AERODROME ELEV. 67 ft
HEIGHTS RELATED TO AERODROME ELEV.

APP : 125.3
TWR : 118.4 , 236.6

TRANG / Trang (VTST)

NDB a RWY 08/26





MISSED APPROACH :
Climb on BRG - 346 to 3000 ft then turn left and continue climb to TR NDB at 4000 ft and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight - in approach	Not authorized			
Circling (OCH AAL)	1150 (1083)			

Date : Aug 2013