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**DEPARTMENT OF CIVIL AVIATION**

**AERONAUTICAL INFORMATION SERVICE**

**TUNG-MAHAMEK, BANGKOK 10120**

**THAILAND.**

**AIP - THAILAND**

**Amendment 20**

**12 NOV 15**

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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 This amendment incorporates information contained in the following which are hereby superseded: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 2015**

| | |
|---|---|
| A1947 / C3184 | A2760 / C4393 |
| A1965 / C3207 | C3197 |
| A2045 / C3329 | C3637 |
| A2284 / C3674 | |

**AIP Supplement : Series "A"**
2014 : A15

**AIP Supplement : Series "B"**
2014 : B4, B6

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| VTCC AD 2-10 | 14 Nov 13 |
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| VTSP AD 2-47/Chart | 13 Nov 14 | VTBS AD 2-36 | 10 Dec 08 | VTBS AD 2-82 | 23 Jul 15 |
| VTSP AD 2-49/Chart | 13 Nov 14 | VTBS AD 2-37 | 10 Dec 08 | VTBS AD 2-83 | 23 Jul 15 |
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| VTBS AD 2-30 | 24 Jul 14 | VTBS AD 2-73 | 10 Dec 08 | VTBS AD 2-147/Chart | 10 Dec 08 |
| VTBS AD 2-31 | 10 Dec 08 | VTBS AD 2-74 | 13 Nov 14 | VTBS AD 2-148 | 10 Dec 08 |
| VTBS AD 2-32 | 10 Dec 08 | VTBS AD 2-75 | 23 Jul 15 | VTBS AD 2-149/Chart | 10 Dec 08 |
| VTBS AD 2-33 | 10 Dec 08 | VTBS AD 2-76 | 23 Jul 15 | VTBS AD 2-150 | 10 Dec 08 |
| VTBS AD 2-34 | 10 Dec 08 | VTBS AD 2-77 | 23 Jul 15 | VTBS AD 2-151/Chart | 10 Dec 08 |
| VTBS AD 2-35 | 10 Dec 08 | VTBS AD 2-78 | 23 Jul 15 | VTBS AD 2-152 | 10 Dec 08 |

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| VTBS AD 2-153/Chart | 10 Dec 08 | **U-TAPAO PATTAYA / INTL** | | **HAT YAI / INTL** | |
| VTBS AD 2-154 | 10 Dec 08 | VTBU AD 2-1 | 23 Jul 15 | VTSS AD 2-1 | 5 Mar 15 |
| VTBS AD 2-155/Chart | 10 Dec 08 | VTBU AD 2-2 | 13 Nov 14 | VTSS AD 2-2 | 5 Mar 15 |
| VTBS AD 2-156 | 10 Dec 08 | VTBU AD 2-3 | 10 Dec 08 | VTSS AD 2-3 | 25 Jul 13 |
| VTBS AD 2-157 | 10 Dec 08 | VTBU AD 2-4 | 10 Dec 08 | VTSS AD 2-4 | 25 Jul 13 |
| VTBS AD 2-159 | 10 Dec 08 | VTBU AD 2-5 | 10 Dec 08 | VTSS AD 2-5 | 25 Jul 13 |
| VTBS AD 2-161/Chart | 10 Dec 08 | VTBU AD 2-6 | 29 Jul 10 | VTSS AD 2-6 | 25 Jul 13 |
| VTBS AD 2-162 | 10 Dec 08 | VTBU AD 2-7 | 23 Jul 15 | VTSS AD 2-7 | 25 Jul 13 |
| VTBS AD 2-163/Chart | 10 Dec 08 | VTBU AD 2-8 | 10 Dec 08 | VTSS AD 2-8 | 25 Jul 13 |
| VTBS AD 2-164 | 10 Dec 08 | VTBU AD 2-9* | 12 Nov 15 | VTSS AD 2-9 | 25 Jul 13 |
| VTBS AD 2-165/Chart | 10 Dec 08 | VTBU AD 2-10 | 23 Jul 15 | VTSS AD 2-10 | 25 Jul 13 |
| VTBS AD 2-166 | 10 Dec 08 | VTBU AD 2-11 | 10 Dec 08 | VTSS AD 2-11 | 25 Jul 13 |
| VTBS AD 2-167/Chart | 10 Dec 08 | VTBU AD 2-12 | 10 Dec 08 | VTSS AD 2-12 | 23 Jul 15 |
| VTBS AD 2-168 | 10 Dec 08 | VTBU AD 2-13 | 23 Jul 15 | VTSS AD 2-13 | 25 Jul 13 |
| VTBS AD 2-169/Chart | 10 Dec 08 | VTBU AD 2-14 | 10 Dec 08 | VTSS AD 2-14 | 23 Jul 15 |
| VTBS AD 2-170 | 10 Dec 08 | VTBU AD 2-15 | 10 Dec 08 | VTSS AD 2-15* | 12 Nov 15 |
| VTBS AD 2-171 | 10 Dec 08 | VTBU AD 2-17/Chart | 10 Dec 08 | VTSS AD 2-16 | 25 Jul 13 |
| VTBS AD 2-173 | 10 Dec 08 | VTBU AD 2-19/Chart | 10 Dec 08 | VTSS AD 2-17 | 25 Jul 13 |
| VTBS AD 2-175/Chart | 11 Mar 10 | VTBU AD 2-21/Chart | 10 Dec 08 | VTSS AD 2-18 | 25 Jul 13 |
| VTBS AD 2-176 | 11 Mar 10 | VTBU AD 2-23/Chart | 10 Dec 08 | VTSS AD 2-19 | 23 Jul 15 |
| VTBS AD 2-177/Chart | 29 Jul 10 | VTBU AD 2-25/Chart | 10 Dec 08 | VTSS AD 2-21/Chart | 25 Jul 13 |
| VTBS AD 2-178 | 29 Jul 10 | VTBU AD 2-26/Chart | 10 Dec 08 | VTSS AD 2-23/Chart | 25 Jul 13 |
| VTBS AD 2-179/Chart | 29 Jul 10 | VTBU AD 2-27/Chart | 10 Dec 08 | VTSS AD 2-25/Chart | 25 Jul 13 |
| VTBS AD 2-181/Chart | 29 Jul 10 | | | VTSS AD 2-27/Chart | 25 Jul 13 |
| VTBS AD 2-183/Chart | 11 Mar 10 | | | VTSS AD 2-29/Chart | 25 Jul 13 |
| VTBS AD 2-185/Chart | 29 Jul 10 | | | VTSS AD 2-31/Chart | 25 Jul 13 |
| VTBS AD 2-187/Chart | 11 Mar 10 | | | VTSS AD 2-33/Chart | 25 Jul 13 |
| VTBS AD 2-189/Chart | 11 Mar 10 | | | VTSS AD 2-35/Chart | 25 Jul 13 |
| | | | | VTSS AD 2-37/Chart | 25 Jul 13 |
| | | | | VTSS AD 2-39/Chart | 23 Jul 15 |
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| VTUO AD 2-5 | 10 Dec 08 |
| VTUO AD 2-6 | 24 Jul 14 |
| VTUO AD 2-7 | 30 Jul 09 |
| VTUO AD 2-8* | 12 Nov 15 |
| VTUO AD 2-9 | 10 Dec 08 |
| VTUO AD 2-11/Chart | 10 Dec 08 |
| VTUO AD 2-13/Chart | 10 Dec 08 |
| VTUO AD 2-15/Chart | 10 Dec 08 |
| VTUO AD 2-16/Chart | 10 Dec 08 |
| VTUO AD 2-17/Chart | 10 Dec 08 |
| VTUO AD 2-18/Chart | 10 Dec 08 |
| **CHUMPHON** | |
| VTSE AD 2-1 | 5 Mar 15 |
| VTSE AD 2-2 | 25 Jul 13 |
| VTSE AD 2-3 | 10 Dec 08 |
| VTSE AD 2-4 | 10 Dec 08 |
| VTSE AD 2-5 | 13 Nov 14 |
| VTSE AD 2-6 | 5 Mar 15 |
| VTSE AD 2-7 | 30 Jul 09 |
| VTSE AD 2-8* | 12 Nov 15 |
| VTSE AD 2-9 | 10 Dec 08 |
| VTSE AD 2-11/Chart | 10 Dec 08 |
| VTSE AD 2-13/Chart | 10 Dec 08 |
| VTSE AD 2-14/Chart | 10 Dec 08 |
| VTSE AD 2-15/Chart | 10 Dec 08 |
| VTSE AD 2-16/Chart | 10 Dec 08 |
| **KHON KAEN** | |
| VTUK AD 2-1 | 23 Jul 15 |
| VTUK AD 2-2 | 10 Dec 08 |
| VTUK AD 2-3 | 10 Dec 08 |
| VTUK AD 2-4 | 10 Dec 08 |
| VTUK AD 2-5 | 10 Dec 08 |
| VTUK AD 2-6 | 10 Dec 08 |
| VTUK AD 2-7 | 10 Dec 08 |
| VTUK AD 2-8* | 12 Nov 15 |
| VTUK AD 2-9* | 12 Nov 15 |
| VTUK AD 2-11* | 12 Nov 15 |
| VTUK AD 2-13/Chart | 10 Dec 08 |
| VTUK AD 2-15/Chart | 10 Dec 08 |
| VTUK AD 2-17/Chart | 10 Dec 08 |
| VTUK AD 2-18/Chart | 10 Dec 08 |
| VTUK AD 2-19/Chart | 10 Dec 08 |
| VTUK AD 2-21/Chart* | 12 Nov 15 |
| VTUK AD 2-23/Chart* | 12 Nov 15 |
| VTUK AD 2-25/Chart* | 12 Nov 15 |
| VTUK AD 2-27/Chart* | 12 Nov 15 |
| VTUK AD 2-29/Chart* | 12 Nov 15 |
| VTUK AD 2-31/Chart* | 12 Nov 15 |
| VTUK AD 2-33/Chart* | 12 Nov 15 |
| VTUK AD 2-35/Chart* | 12 Nov 15 |
| **KRABI** | |
| VTSG AD 2-1 | 23 Jul 15 |
| VTSG AD 2-2 | 23 Jul 15 |
| VTSG AD 2-3 | 10 Dec 08 |
| VTSG AD 2-4 | 23 Jul 15 |
| VTSG AD 2-5 | 30 Jul 09 |
| VTSG AD 2-6 | 23 Jul 15 |
| VTSG AD 2-7 | 6 Mar 14 |
| VTSG AD 2-8* | 12 Nov 15 |
| VTSG AD 2-9 | 30 Jul 09 |
| VTSG AD 2-11/Chart | 10 Dec 08 |
| VTSG AD 2-13/Chart | 10 Dec 08 |
| VTSG AD 2-15/Chart | 10 Dec 08 |
| VTSG AD 2-19/Chart | 10 Dec 08 |
| VTSG AD 2-20/Chart | 10 Dec 08 |
| VTSG AD 2-21/Chart | 10 Dec 08 |
| **LAMPANG** | |
| VTCL AD 2-1* | 12 Nov 15 |
| VTCL AD 2-2* | 12 Nov 15 |
| VTCL AD 2-3* | 12 Nov 15 |
| VTCL AD 2-4* | 12 Nov 15 |
| VTCL AD 2-5* | 12 Nov 15 |
| VTCL AD 2-6* | 12 Nov 15 |
| VTCL AD 2-7* | 12 Nov 15 |
| VTCL AD 2-9* | 12 Nov 15 |
| VTCL AD 2-11/Chart* | 12 Nov 15 |
| VTCL AD 2-13/Chart* | 12 Nov 15 |
| VTCL AD 2-15/Chart* | 12 Nov 15 |
| VTCL AD 2-17/Chart* | 12 Nov 15 |
| VTCL AD 2-19/Chart* | 12 Nov 15 |
| VTCL AD 2-21/Chart* | 12 Nov 15 |
| VTCL AD 2-23/Chart* | 12 Nov 15 |
| VTCL AD 2-25/Chart* | 12 Nov 15 |
| VTCL AD 2-27/Chart* | 12 Nov 15 |
| VTCL AD 2-29/Chart* | 12 Nov 15 |
| **LOEI** | |
| VTUL AD 2-1* | 12 Nov 15 |
| VTUL AD 2-2* | 12 Nov 15 |
| VTUL AD 2-3* | 12 Nov 15 |
| VTUL AD 2-4* | 12 Nov 15 |
| VTUL AD 2-5* | 12 Nov 15 |
| VTUL AD 2-6* | 12 Nov 15 |
| VTUL AD 2-7* | 12 Nov 15 |
| VTUL AD 2-9* | 12 Nov 15 |
| VTUL AD 2-11/Chart* | 12 Nov 15 |
| VTUL AD 2-13/Chart* | 12 Nov 15 |
| **LOP BURI/Khok Kathiam (MIL)** | |
| VTBL AD 2-1* | 12 Nov 15 |
| VTBL AD 2-2 | 14 Nov 13 |
| VTBL AD 2-3 | 8 Mar 12 |
| VTBL AD 2-4 | 5 Mar 15 |
| VTBL AD 2-5 | 10 Dec 08 |
| VTBL AD 2-6 | 6 Mar 14 |
| VTBL AD 2-7* | 12 Nov 15 |
| VTBL AD 2-8 | 8 Mar 12 |
| VTBL AD 2-9 | 8 Mar 12 |
| VTBL AD 2-10* | 12 Nov 15 |
| VTBL AD 2-11* | 12 Nov 15 |
| **MAE HONG SON** | |
| VTCH AD 2-1* | 12 Nov 15 |
| VTCH AD 2-2 | 10 Dec 08 |
| VTCH AD 2-3 | 30 Jul 09 |
| VTCH AD 2-4* | 12 Nov 15 |
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| VTCI AD 2-4 | 10 Dec 08 |
| VTCI AD 2-5* | 12 Nov 15 |
| VTCI AD 2-6* | 12 Nov 15 |
| VTCI AD 2-7* | 12 Nov 15 |
| VTCI AD 2-9* | 12 Nov 15 |
| VTCI AD 2-11/Chart* | 12 Nov 15 |
| **NAKHON PATHOM / Kamphaeng Kamphaeng Saen(MIL)** | |
| VTBK AD 2-1 | 5 Mar 15 |
| VTBK AD 2-2 | 10 Dec 08 |
| VTBK AD 2-3 | 10 Dec 08 |
| VTBK AD 2-4 | 10 Dec 08 |
| VTBK AD 2-5 | 13 Nov 14 |
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| **NAKHON PHANOM** | |
| VTUW AD 2-1* | 12 Nov 15 |
| VTUW AD 2-2* | 12 Nov 15 |
| VTUW AD 2-3* | 12 Nov 15 |
| VTUW AD 2-4* | 12 Nov 15 |
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| VTUW AD 2-6* | 12 Nov 15 |
| VTUW AD 2-7* | 12 Nov 15 |
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| VTUW AD 2-9* | 12 Nov 15 |
| VTUW AD 2-11/Chart* | 12 Nov 15 |
| VTUW AD 2-13/Chart* | 12 Nov 15 |
| VTUW AD 2-15/Chart* | 12 Nov 15 |
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| **NAKHON RATCHASIMA** | |
| VTUQ AD 2-1 | 5 Mar 15 |
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| VTUQ AD 2-4 | 10 Dec 08 |
| VTUQ AD 2-5 | 10 Dec 08 |
| VTUQ AD 2-6 | 10 Dec 08 |
| VTUQ AD 2-7 | 18 Nov 10 |
| VTUQ AD 2-8* | 12 Nov 15 |
| VTUQ AD 2-9* | 12 Nov 15 |
| VTUQ AD 2-11* | 12 Nov 15 |
| VTUQ AD 2-13/Chart* | 12 Nov 15 |
| VTUQ AD 2-15/Chart* | 12 Nov 15 |
| VTUQ AD 2-17/Chart* | 12 Nov 15 |
| VTUQ AD 2-19/Chart* | 12 Nov 15 |
| VTUQ AD 2-21/Chart* | 12 Nov 15 |
| **NAKHON RACHASIMA/Khorat(MIL)** | |
| VTUN AD 2-1 | 5 Mar 15 |
| VTUN AD 2-2 | 5 Mar 15 |
| VTUN AD 2-3 | 23 Jul 15 |
| VTUN AD 2-4 | 5 Mar 15 |
| VTUN AD 2-5 | 10 Dec 08 |
| VTUN AD 2-6 | 23 Jul 15 |
| VTUN AD 2-7* | 12 Nov 15 |
| **NAKHON SAWAN** | |
| VTPN AD 2-1* | 12 Nov 15 |
| VTPN AD 2-2* | 12 Nov 15 |
| VTPN AD 2-3* | 12 Nov 15 |
| VTPN AD 2-4* | 12 Nov 15 |
| VTPN AD 2-5* | 12 Nov 15 |
| VTPN AD 2-6* | 12 Nov 15 |
| VTPN AD 2-7* | 12 Nov 15 |
| **NAKHON SAWAN/Takhli (MIL)** | |
| VTPI AD 2-1 | |
| VTPI AD 2-2 | 10 Dec 08 |
| VTPI AD 2-3 | 10 Dec 08 |
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| **NAKHON SI THAMMARAT** | |
| VTSF AD 2-1 | 5 Mar 15 |
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| VTSF AD 2-4 | 30 Jul 09 |
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| VTSF AD 2-15/Chart | 23 Jul 15 |
| VTSF AD 2-17/Chart | 23 Jul 15 |
| VTSF AD 2-19/Chart | 23 Jul 15 |
| VTSF AD 2-21/Chart | 23 Jul 15 |
| VTSF AD 2-23/Chart | 23 Jul 15 |
| VTSF AD 2-25/Chart | 23 Jul 15 |
| VTSF AD 2-27/Chart | 23 Jul 15 |
| VTSF AD 2-29/Chart | 23 Jul 15 |
| **NAKHON SI THAMMARAT/Cha-Ian** | |
| VTSN AD 2-1* | 12 Nov 15 |
| VTSN AD 2-2* | 12 Nov 15 |
| VTSN AD 2-3* | 12 Nov 15 |
| VTSN AD 2-4* | 12 Nov 15 |
| VTSN AD 2-5* | 12 Nov 15 |
| VTSN AD 2-6* | 12 Nov 15 |
| VTSN AD 2-7* | 12 Nov 15 |
| **NAN/Nan Nakhon** | |
| VTCN AD 2-1* | 12 Nov 15 |
| VTCN AD 2-2* | 12 Nov 15 |
| VTCN AD 2-3* | 12 Nov 15 |
| VTCN AD 2-4* | 12 Nov 15 |
| VTCN AD 2-5* | 12 Nov 15 |
| VTCN AD 2-6* | 12 Nov 15 |
| VTCN AD 2-7* | 12 Nov 15 |
| VTCN AD 2-9* | 12 Nov 15 |
| VTCN AD 2-11/Chart* | 12 Nov 15 |
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| VTCN AD 2-15/Chart* | 12 Nov 15 |
| VTCN AD 2-17/Chart* | 12 Nov 15 |
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| VTSC AD 2-4* | 12 Nov 15 |
| VTSC AD 2-5* | 12 Nov 15 |
| VTSC AD 2-6* | 12 Nov 15 |
| VTSC AD 2-7* | 12 Nov 15 |
| VTSC AD 2-9* | 12 Nov 15 |
| VTSC AD 2-11/Chart* | 12 Nov 15 |
| VTSC AD 2-13/Chart* | 12 Nov 15 |
| VTSC AD 2-15/Chart* | 12 Nov 15 |
| VTSC AD 2-17/Chart* | 12 Nov 15 |
| VTSC AD 2-19/Chart* | 12 Nov 15 |
| VTSC AD 2-21/Chart* | 12 Nov 15 |
| **PATTANI** | |
| VTSK AD 2-1* | 12 Nov 15 |
| VTSK AD 2-2* | 12 Nov 15 |
| VTSK AD 2-3* | 12 Nov 15 |
| VTSK AD 2-4* | 12 Nov 15 |
| VTSK AD 2-5* | 12 Nov 15 |
| VTSK AD 2-6* | 12 Nov 15 |
| VTSK AD 2-7* | 12 Nov 15 |
| VTSK AD 2-9/Chart* | 12 Nov 15 |
| VTSK AD 2-11/Chart* | 12 Nov 15 |
| VTSK AD 2-13/Chart* | 12 Nov 15 |
| **PHETCHABUN** | |
| VTPB AD 2-1 | 5 Mar 15 |
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| VTPB AD 2-3 | 10 Dec 08 |
| VTPB AD 2-4 | 23 Jul 15 |
| VTPB AD 2-5 | 10 Dec 08 |
| VTPB AD 2-6 | 10 Dec 08 |
| VTPB AD 2-7 | 30 Jul 09 |
| VTPB AD 2-8* | 12 Nov 15 |
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| VTPB AD 2-11/Chart | 10 Dec 08 |
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| VTPB AD 2-17/Chart | 10 Dec 08 |

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| **PHITSANULOK** | |
| VTPP AD 2-1 | 23 Jul 15 |
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| VTPP AD 2-4 | 10 Dec 08 |
| VTPP AD 2-5* | 12 Nov 15 |
| VTPP AD 2-6 | 29 Jul 10 |
| VTPP AD 2-7* | 12 Nov 15 |
| VTPP AD 2-8 | 30 Jul 09 |
| VTPP AD 2-9 | 10 Dec 08 |
| VTPP AD 2-10 | 10 Dec 08 |
| VTPP AD 2-11 | 10 Dec 08 |
| VTPP AD 2-12* | 12 Nov 15 |
| VTPP AD 2-13 | 29 Jul 10 |
| VTPP AD 2-15/Chart | 11 Mar 10 |
| VTPP AD 2-17/Chart | 29 Jul 10 |
| VTPP AD 2-19/Chart | 29 Jul 10 |
| VTPP AD 2-21/Chart | 29 Jul 10 |
| VTPP AD 2-23/Chart | 29 Jul 10 |
| VTPP AD 2-25/Chart | 29 Jul 10 |
| VTPP AD 2-27/Chart | 29 Jul 10 |
| VTPP AD 2-29/Chart | 29 Jul 10 |
| **PHRAE** | |
| VTCP AD 2-1 | 23 Jul 15 |
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| VTCP AD 2-4* | 12 Nov 15 |
| VTCP AD 2-5* | 12 Nov 15 |
| VTCP AD 2-6* | 12 Nov 15 |
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| VTCP AD 2-9* | 12 Nov 15 |
| VTCP AD 2-11/Chart* | 12 Nov 15 |
| VTCP AD 2-13/Chart* | 12 Nov 15 |
| **PRACHUAP KHIRI KHAN (MIL)** | |
| VTBP AD 2-1 | 5 Mar 15 |
| VTBP AD 2-2 | 10 Dec 08 |
| VTBP AD 2-3 | 10 Dec 08 |
| VTBP AD 2-4 | 10 Dec 08 |
| VTBP AD 2-5 | 10 Dec 08 |
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| **PRACHUAP KHIRI KHAN/Hua Hin** | |
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| VTPH AD 2-2 | 10 Dec 08 |
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| VTPH AD 2-4 | 5 Mar 15 |
| VTPH AD 2-5* | 12 Nov 15 |
| VTPH AD 2-6 | 10 Dec 08 |
| VTPH AD 2-7* | 12 Nov 15 |
| VTPH AD 2-8 | 10 Dec 08 |
| VTPH AD 2-9 | 10 Dec 08 |
| VTPH AD 2-10* | 12 Nov 15 |
| VTPH AD 2-11 | 10 Dec 08 |
| VTPH AD 2-13/Chart | 10 Dec 08 |
| VTPH AD 2-15/Chart | 10 Dec 08 |
| VTPH AD 2-17/Chart | 10 Dec 08 |
| **RANONG** | |
| VTSR AD 2-1 | 5 Mar 15 |
| VTSR AD 2-2 | 10 Dec 08 |
| VTSR AD 2-3 | 10 Dec 08 |
| VTSR AD 2-4 | 23 Jul 15 |
| VTSR AD 2-5 | 10 Dec 08 |
| VTSR AD 2-6 | 10 Dec 08 |
| VTSR AD 2-7 | 30 Jul 09 |
| VTSR AD 2-8* | 12 Nov 15 |
| VTSR AD 2-9 | 10 Dec 08 |
| VTSR AD 2-11/Chart | 10 Dec 08 |
| VTSR AD 2-13/Chart | 10 Dec 08 |
| VTSR AD 2-14/Chart | 10 Dec 08 |
| **ROI ET** | |
| VTUV AD 2-1 | 23 Jul 15 |
| VTUV AD 2-2 | 24 Jul 14 |
| VTUV AD 2-3 | 10 Dec 08 |
| VTUV AD 2-4 | 23 Jul 15 |
| VTUV AD 2-5 | 10 Dec 08 |
| VTUV AD 2-6 | 10 Dec 08 |
| VTUV AD 2-7 | 30 Jul 09 |
| VTUV AD 2-8* | 12 Nov 15 |
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| VTUI AD 2-3 | 10 Dec 08 |
| VTUI AD 2-4 | 23 Jul 15 |
| VTUI AD 2-5* | 12 Nov 15 |
| VTUI AD 2-6 | 25 Jul 13 |
| VTUI AD 2-7* | 12 Nov 15 |
| VTUI AD 2-8* | 12 Nov 15 |
| VTUI AD 2-9 | 10 Dec 08 |
| VTUI AD 2-11/Chart | 10 Dec 08 |
| VTUI AD 2-13/Chart | 10 Dec 08 |
| VTUI AD 2-14/Chart | 10 Dec 08 |
| **SONGKHLA (MIL)** | |
| VTSH AD 2-1 | 5 Mar 15 |
| VTSH AD 2-2 | 10 Dec 08 |
| VTSH AD 2-3 | 10 Dec 08 |
| VTSH AD 2-4 | 10 Dec 08 |
| VTSH AD 2-5 | 10 Dec 08 |
| VTSH AD 2-6 | 13 Nov 14 |
| VTSH AD 2-7* | 12 Nov 15 |
| VTSH AD 2-9 | 10 Dec 08 |
| VTSH AD 2-11/Chart | 10 Dec 08 |
| **SUKHOTHAI** | |
| VTPO AD 2-1 | 23 Jul 15 |
| VTPO AD 2-2 | 29 Jul 10 |
| VTPO AD 2-3 | 29 Jul 10 |
| VTPO AD 2-4 | 29 Jul 10 |
| VTPO AD 2-5 | 29 Jul 10 |
| VTPO AD 2-6 | 13 Nov 14 |
| VTPO AD 2-7* | 12 Nov 15 |
| VTPO AD 2-8* | 12 Nov 15 |
| VTPO AD 2-9 | 10 Mar 11 |
| VTPO AD 2-11/Chart | 14 Nov 13 |
| VTPO AD 2-13/Chart | 14 Nov 13 |
| VTPO AD 2-15/Chart | 10 Dec 08 |
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| **SURAT THANI** | |
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| VTSB AD 2-5 | 8 Mar 12 |
| VTSB AD 2-6 | 5 Mar 15 |
| VTSB AD 2-7 | 30 Jul 09 |
| VTSB AD 2-9* | 12 Nov 15 |
| VTSB AD 2-10 | 15 Nov 12 |
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| VTSB AD 2-19/Chart | 13 Nov 14 |
| VTSB AD 2-21/Chart | 13 Nov 14 |
| VTSB AD 2-23/Chart | 13 Nov 14 |
| VTSB AD 2-25/Chart | 13 Nov 14 |
| **SURAT THANI /Samui** | |
| VTSM AD 2-1 | 23 Jul 15 |
| VTSM AD 2-2* | 12 Nov 15 |
| VTSM AD 2-3 | 23 Jul 15 |
| VTSM AD 2-4 | 23 Jul 15 |
| VTSM AD 2-5* | 12 Nov 15 |
| VTSM AD 2-6 | 24 Jul 14 |
| VTSM AD 2-7* | 12 Nov 15 |
| VTSM AD 2-8 | 13 Nov 14 |
| VTSM AD 2-9* | 12 Nov 15 |
| VTSM AD 2-10 | 23 Jul 15 |
| VTSM AD 2-11/Chart | 26 Jul 12 |
| VTSM AD 2-13/Chart | 26 Jul 12 |
| VTSM AD 2-15/Chart | 26 Jul 12 |
| VTSM AD 2-17/Chart | 23 Jul 15 |
| VTSM AD 2-19/Chart | 23 Jul 15 |
| VTSM AD 2-21/Chart | 23 Jul 15 |
| VTSM AD 2-23/Chart | 23 Jul 15 |
| VTSM AD 2-25/Chart | 23 Jul 15 |
| VTSM AD 2-27/Chart | 23 Jul 15 |
| VTSM AD 2-29/Chart | 23 Jul 15 |
| VTSM AD 2-31/Chart | 23 Jul 15 |
| VTSM AD 2-33/Chart | 23 Jul 15 |
| VTSM AD 2-35/Chart | 23 Jul 15 |

| Page | Date |
|---|---|
| **SURIN** | |
| VTUJ AD 2-1 | 10 Dec 08 |
| VTUJ AD 2-2 | 10 Dec 08 |
| VTUJ AD 2-3 | 10 Dec 08 |
| VTUJ AD 2-4* | 12 Nov 15 |
| VTUJ AD 2-5* | 12 Nov 15 |
| VTUJ AD 2-7* | 12 Nov 15 |
| VTUJ AD 2-8* | 12 Nov 15 |
| VTUJ AD 2-9 | 24 Jul 14 |
| **TAK** | |
| VTPT AD 2-1* | 12 Nov 15 |
| VTPT AD 2-2* | 12 Nov 15 |
| VTPT AD 2-3* | 12 Nov 15 |
| VTPT AD 2-4* | 12 Nov 15 |
| VTPT AD 2-5* | 12 Nov 15 |
| VTPT AD 2-6* | 12 Nov 15 |
| VTPT AD 2-7* | 12 Nov 15 |
| VTPT AD 2-9/Chart* | 12 Nov 15 |
| **TAK/Mae Sot** | |
| VTPM AD 2-1* | 12 Nov 15 |
| VTPM AD 2-2* | 12 Nov 15 |
| VTPM AD 2-3* | 12 Nov 15 |
| VTPM AD 2-4* | 12 Nov 15 |
| VTPM AD 2-5* | 12 Nov 15 |
| VTPM AD 2-6* | 12 Nov 15 |
| VTPM AD 2-7* | 12 Nov 15 |
| VTPM AD 2-9* | 12 Nov 15 |
| VTPM AD 2-11/Chart* | 12 Nov 15 |
| **TRANG** | |
| VTST AD 2-1 | 5 Mar 15 |
| VTST AD 2-2 | 10 Dec 08 |
| VTST AD 2-3 | 10 Dec 08 |
| VTST AD 2-4* | 12 Nov 15 |
| VTST AD 2-5 | 23 Jul 15 |
| VTST AD 2-6* | 12 Nov 15 |
| VTST AD 2-7 | 13 Nov 14 |
| VTST AD 2-9/Chart | 10 Dec 08 |
| VTST AD 2-11/Chart | 10 Dec 08 |
| VTST AD 2-13/Chart | 10 Dec 08 |
| VTST AD 2-14/Chart | 10 Dec 08 |
| VTST AD 2-15/Chart | 13 Nov 14 |

**GEN 0.4 CHECKLIST OF AIP PAGES**
( *DENOTES NEW OR REPLACEMENT PAGES)

| Page | Date | Page | Date | Page | Date |
|---|---|---|---|---|---|
| **TRAT** | | **UBON RATCHATHANI** | | **UDON THANI** | |
| VTBO AD 2-1 | 23 Jul 15 | VTUU AD 2-1 | 5 Mar 15 | VTUD AD 2-1 | 23 Jul 15 |
| VTBO AD 2-2 | 30 Jul 09 | VTUU AD 2-2 | 18 Nov 10 | VTUD AD 2-2 | 30 Jul 09 |
| VTBO AD 2-3 | 30 Jul 09 | VTUU AD 2-3 | 10 Dec 08 | VTUD AD 2-3 | 24 Jul 14 |
| VTBO AD 2-4 | 26 Jul 12 | VTUU AD 2-4 | 10 Dec 08 | VTUD AD 2-4 | 24 Jul 14 |
| VTBO AD 2-5 | 30 Jul 09 | VTUU AD 2-5 | 10 Dec 08 | VTUD AD 2-5* | 12 Nov 15 |
| VTBO AD 2-6* | 12 Nov 15 | VTUU AD 2-6 | 26 Jul 12 | VTUD AD 2-6 | 10 Mar 11 |
| VTBO AD 2-7 | 30 Jul 09 | VTUU AD 2-7 | 26 Jul 12 | VTUD AD 2-7* | 12 Nov 15 |
| VTBO AD 2-8* | 12 Nov 15 | VTUU AD 2-8* | 12 Nov 15 | VTUD AD 2-8 | 18 Nov 10 |
| VTBO AD 2-9* | 12 Nov 15 | VTUU AD 2-9 | 30 Jul 09 | VTUD AD 2-9 | 23 Jul 15 |
| | | VTUU AD 2-10* | 12 Nov 15 | VTUD AD 2-11/Chart | 26 Jul 12 |
| | | VTUU AD 2-11 | 23 Jul 15 | VTUD AD 2-13/Chart | 23 Jul 15 |
| | | VTUU AD 2-13/Chart | 10 Dec 08 | VTUD AD 2-15/Chart | 23 Jul 15 |
| | | VTUU AD 2-15/Chart | 10 Dec 08 | VTUD AD 2-17/Chart | 23 Jul 15 |
| | | VTUU AD 2-16/Chart | 10 Dec 08 | VTUD AD 2-19/Chart | 23 Jul 15 |
| | | VTUU AD 2-17/Chart | 23 Jul 15 | VTUD AD 2-21/Chart | 23 Jul 15 |
| | | VTUU AD 2-19/Chart | 23 Jul 15 | VTUD AD 2-23/Chart | 23 Jul 15 |
| | | VTUU AD 2-21/Chart | 23 Jul 15 | VTUD AD 2-25/Chart | 23 Jul 15 |
| | | VTUU AD 2-23/Chart | 23 Jul 15 | | |
| | | VTUU AD 2-25/Chart | 23 Jul 15 | | |
| | | VTUU AD 2-27/Chart | 23 Jul 15 | | |
| | | VTUU AD 2-29/Chart | 23 Jul 15 | | |

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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 Int'l 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 and Myanmar 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 and Brunei.

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

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

2.5.7 Holder of valid diplomatic passport of Islamic Republic of Pakistan may enter, exit, or transit without a visa for staying in the Kingdom of Thailand for a period not exceeding thirty (30) days, provided that they do not take up any employment, be itself-employment, or any other private activity in the Kingdom of Thailand. Nationals of the Islamic Republic of Pakistan, holding a valid diplomatic passport, who are assigned as members of the diplomatic mission or consular, or who are representatives of an international organization in the Kingdom of Thailand, as well as their family members holding valid diplomatic passports may enter, stay, and leave the Kingdom of Thailand without visa for a period up to thirty (30) days. Such period will depend on request of the Ministry of Foreign Affairs or the Embassy concerned, be extended until the end of their assignment,

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

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

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

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

2.6.3 Holding a diplomatic or service passports of the Republic of Tajikistan and Ukraine.

2.6.4 Holder of a passport or its equivalent document of Asia-Pacific Economic Cooperation (APEC) Economies holding APEC Business Travel Card (ABTC) who enters and stays temporarily in the Kingdom for any business not exceeding 90 days. The card must be valid and marked "THA" in the back of the card.

2.6.5 Nationals of the Kingdom of Spain, holding a valid, current Spanish diplomatic passport, may enter the territory of the Kingdom of Thailand without a visa for stays of up to ninety (90) days during a period of one hundred and eighty (180) days, provided that they do not engage in gainful activity during their stay and provided that the entry is not carried out for accreditation purposes.

2.6.6 Holder of a valid diplomatic or an official passport of the Democratic Socialist Republic of Sri Lanka may enter, exit, or transit without a visa for staying in the Kingdom of Thailand for a period not exceeding ninety (90) days since the first day of arrival, provided that they do not take up any employment, be it self-employment, or any other private activity in the Kingdom of Thailand. Nationals of the Democratic Socialist Republic of Sri Lanka, holding a valid diplomatic passport, who are assigned as members of the diplomatic mission or consular in the Kingdom of Thailand, as well as their family members holding valid diplomatic passports requires obtaining a visa to enter, stay, and leave the Kingdom of Thailand

2.6.7 Holder of valid diplomatic or service passports of Montenegro may entry, exit, transit and stay in the Kingdom of Thailand for a period not exceeding ninety (90) days, within a six-month period, counting from the day of the first entry, provided that they do not apply for temporary residence and do not take up any employment, be itself-employment, or any other private activity in the Kingdom of Thailand. Nationals of Montenegro, holding valid diplomatic and service passports, who are assigned as members of the diplomatic mission or consular post of Montenegro or who are representatives of Montenegro to an international organization in the Kingdom of Thailand, as well as their family members holding valid diplomatic or service passports of Montenegro, may enter, stay, and exit the Kingdom of Thailand without obtaining a visa for a period not exceeding ninety (90) days within a six-month period, counting from the day of first entry. Such period will, upon request of the Ministry of Foreign Affairs of Montenegro or the Embassy of Montenegro accredited to the Kingdom of Thailand, be extended until the end of their assignment.

2.7 An alien holding the nationality of following countries that issue passports or its equivalent document may enter into Thailand for a period of up to 15 days by asking a visa on arrival at Don Mueang, Suvarnabhumi, Chiang Mai, Mae Fah Luang-Chiang Rai, Phuket, Hat Yai, U-Tapao Rayong Pattaya, Krabi, Samui, Sukhothai and Surat Thani airports: Bhutan, China and Taiwan, Cyprus, Czech, Ethiopia, Hungary, India, Kazakhstan, Latvia, Liechtenstein, Lithuania, Maldives, Mauritius, Oman, Poland, Principality of Andorra, Republic of Bulgaria, Republic of Malta, Republic of San Marino, Romania, Russia, Saudi Arabia, Slovakia, Slovenia, Ukraine and Uzbekistan.

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

2.9 A flight crew member and a crew member who are on duty and retain their valid licenses or their certificates in their possession may enter into Thailand for a period of up to 30 days with a passport presented to the officer.

**3. Public Health Requirements**

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

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

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

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

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

**4. Animal Quarantine Requirements**

4.1 Exportation

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

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

4.2 Importation, Transshipment

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

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

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

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

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

**5. Other**

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

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

2) Reproductions of antiquities can also exported with licenses.

3) Procedures to obtain a license for export of antiquities or Buddha images:
   1) The following documents should be produced together with the application form:
      a) Two copies (3x5 inches) of front view photograph of the object(s)
         a) A photocopy of the applicant's passport
         (in case of export of Buddha images the photocopy of passport must be certified as true copy by the respective Embassy or Consulate in Thailand.)
   2) Bring the object (s) and the documents to apply for a license at any of the following places:
      a) Office of Archaeology and National Museums, 81/1 Si Ayutthaya Road, Theves, Dusit, Bangkok, Tel: 0 2628 5032
      b) Chiang Mai National Museum, Superhighway Rod, Amphoe Muang, Chiang Mai, Tel: (053) 221-308
      c) Songkhla National Museum, 12/1 Jana Road, Tambon Bohyang, Amphoe Muang, Songkhla, Tel: (074) 331-728, 311-881
      d) Thalang National Museum, Tambon Si Sunthorn, Amphoe Thalang, Phuket. Tel: (076) 311-426
   3) Please allow 4 working days for license issuing process.

5.2 Limitation of gel, aerosol and liquid

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

1. All liquids, gels, aerosols and the like must be carried in containers with a capacity not greater than 100 millilitres each (or equivalent in other volumetric measurements). Liquids etc. carried in containers with a capacity of more than 100 millilitres will not be accepted, even if the container is only partially filled;
2. Containers must be placed in a transparent re-sealable plastic bag with a maximum capacity not exceeding 1 litre. The containers must fit comfortably within the transparent plastic bag, which must be completely closed;
3. The transparent plastic bag is to be presented for screening at the security screening point by separating it from other hand baggage such as coats and laptop computers.
4. Each passenger is permitted to carry only one such bag.
5. Reasonable amount of medicines and baby milk/foods are exempted from the requirements stated in items 1, 2 and 3 but they are to be presented for screening at the security screening point.
6. All liquids, gels, aerosols and the like bought from the duty-free shops at the airport or on board aircraft are exempted from the requirements stated in items 1, 2 and 3 but they must be packed in a transparent sealed plastic bag without reopening sign after buying. Also, the receipt shall be clearly displayed and the date of purchase shall coincide with the day of travel of normal, transit or transfer passengers.

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

### 3.2.5 List of Aeronautical Charts Available

| *Type of series* | *Scale* | *Name and /or number* | *Price ($US)* | *Date* |
|---|---|---|---|---|
| Instrument Approach Chart-ICAO (IAC) | 1 : 500,000 | 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 LOC (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 | 5 Mar 2015 |
| | | ILS or LOC RWY 36 | " | " |
| | | RNAV (GNSS) RWY 36 | " | " |
| | | RNAV (GNSS) RWY 18 | " | 8 Mar 2012 |
| 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 | | |
| | | VORy RWY 09 | In AIP | 10 Dec 2008 |
| | | VORy RWY 27 | " | " |
| | | VORz RWY 09 | " | " |
| | | VORz RWY 27 | " | " |
| | | ILS / DME RWY 27 | " | " |
| | | RNAV (GNSS) RWY 09 | " | 13 Nov 2014 |
| | | RNAV (GNSS) RWY 27 | " | " |
| Instrument Approach Chart-ICAO (IAC) | 1 : 500,000 | HAT YAI INTERNATIONAL AIRPORT | | |
| | | NDB C | In AIP | 25 Jul 2013 |
| | | VOR A | " | " |
| | | VOR B | " | " |
| | | VOR RWY 26 | " | " |
| | | ILS or LOC RWY 26 | " | 23 JUL 15 |
| | | RNAV (GNSS) RWY 08 | " | " |
| | | RNAV (GNSS) RWY 26 | " | " |
| Instrument Approach Chart-ICAO (IAC) | | SUVARNABHUMI INTERNATIONAL AIRPORT | | |
| | | VOR RWY 01L | In AIP | 11 Mar 2010 |
| | | VOR RWY 19R | " | 29 Jul 2010 |
| | | ILS or LLZ RWY 01L CAT II | " | " |
| | | ILS or LLZ RWY 01R CAT II | " | " |
| | | ILS or LLZ RWY 19L CAT II | " | 11 Mar 2010 |
| | | ILS or LLZ RWY 19R CAT II | " | 29 Jul 2010 |

### 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 | | |
| | | NDBy RWY 03 | In AIP | 10 Dec 2008 |
| | | NDBz RWY 03 | “ | “ |
| | | NDB RWY 21 | “ | “ |
| | 1 : 600,000 | VORy RWY 03 | “ | 12 Nov 2015 |
| | | VORz RWY 03 | “ | “ |
| | | VORy RWY 21 | “ | “ |
| | | VORz RWY 21 | “ | “ |
| | | RNAV (GNSS) RWY 03 | “ | “ |
| | | RNAV (GNSS) RWY 21 | “ | “ |
| Instrument Approach Chart-ICAO (IAC) | | KRABI | | |
| | | VORy RWY 32 | In AIP | 10 Dec 2008 |
| | | VORz 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 or LOCz RWY 19 | In AIP | 23 Jul 2015 |
| | | ILS or LOCy RWY 19 | " | " |
| | | VORz RWY 19 | " | " |
| | | VORy RWY 19 | " | " |
| | | VOR RWY 01 | " | " |
| | | RNAV (GNSS) RWY 19 | " | " |
| | | RNAV (GNSS) 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 | " | " |
| | 1 : 600,000 | RNAV (GNSS) RWY 01 | " | 12 Nov 2015 ← |
| 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* |
|---|---|---|---|---|
| Standard Departure Chart - Instrument - ICAO (SID) | 1 : 400,000 | Lampang | | |
| | | SID RNAV RWY 18 | In AIP | 14 Nov 2013 |
| | | SID RNAV RWY 36 | " | " |
| Standard Departure Chart - Instrument - ICAO (SID) | 1 : 500,000 | Nakhon Si Thammarat | | |
| | | SID RNAV RWY 19 | In AIP | 23 Jul 2015 |
| | | SID RNAV RWY 01 | " | " |
| | 1 : 800,000 | Phuket International Airport | | |
| | | SID RNAV RWY 09 | In AIP | 13 Nov 2014 |
| | | SID RNAV RWY 27 | " | " |
| | 1 : 500,000 | Ubon Ratchathani | | |
| | | SID RNAV RWY 23 | In AIP | 23 Jul 2015 |
| | | SID RNAV RWY 05 | " | " |
| | 1 : 400,000 | Khon Kaen | | |
| | | SID RNAV RWY 03 | In AIP | 12 Nov 2015 |
| | | SID RNAV RWY 21 | " | " |
| 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 | " | " |
| | | Suvarnabhumi International Airport | | |
| | | RNAV(GNSS) STAR – RWY19L / 19R – CAROS 1B | In AIP | 10 Dec 08 |
| | | RNAV(GNSS) STAR – RWY 19L/ 19R – NAUTY 1B | " | " |
| | | RNAV(GNSS) STAR – RWY 19L/ 19R – ARONS 1B | " | " |
| | | RNAV(GNSS) STAR – RWY 19L/ 19R – DANNY 1B | " | " |
| | | RNAV(GNSS) STAR – RWY 19L/ 19R – SILVA 1B | " | " |
| | | RNAV(GNSS) STAR – RWY 01L/ 01R – NUMAN 1B | " | " |
| | | RNAV(GNSS) STAR – RWY 01L/ 01R – GIPSY 1B | " | " |
| | | RNAV(GNSS) STAR – RWY 01L/ 01R – DAREN 1B | " | " |
| | | RNAV(GNSS) STAR – RWY 01L/ 01R – CABIN 1B | " | " |
| | | RNAV(GNSS) STAR – RWY 01L/ 01R – TERRY 1B | " | " |
| | | Chiang Mai International Airport | | |
| | | RNAV(STAR) - RWY 36 - WARMY 1A WEEWA 1A | In AIP | 5 Mar 2015 |
| | | RNAV(STAR) - RWY 36 - NUNWA 1A EASEE 1A EMMET 1A ANYAR 1A PANTA 1A ALLAY 1A MARNI 1A ZUGAR 1A ZARDY 1A | " | " |
| World Aeronautical Chart-ICAO (WAC) | 1 : 1,000,000 | IRRAWADDY RIVER (2556) | 2.00 | Feb 1994 |
| | 1 : 1,000,000 | GULF OF MARTABAN (2677) | " | Jul 2002 |
| | 1 : 1,000,000 | GULF OF TONGKING (2617) | " | Nov 1996 |
| | 1 : 1,000,000 | CHAO PHRAYA RIVER (2678) | " | Oct 1997 |
| | 1 : 1,000,000 | LAKE SAP (2738) | " | Nov 2001 |
| | 1 : 1,000,000 | GULF OF THAILAND (2799) | " | Nov 2002 |
| | 1 : 1,000,000 | MEKONG DELTA (2739) | " | Jan 1996 |
| | 1 : 1,000,000 | SONGKHLA (2859) | " | Jan 2001 |
| | 1 : 1,000 000 | EAST INDIES (2920) | " | Nov 1995 |
| | 1 : 1,000,000 | WE ISLAND (2800) | " | Nov 1998 |
| | 1 : 500,000 | ZONE C (2678) | " | Oct 1997 |

| *Name*<br>*Lateral limits*<br>*Vertical limits*<br>*Class of airspace* | *Unit providing service* | *Call sign*<br>*Languages*<br>*Area and conditions of use*<br>*Hours of service* | *Frequency/Purpose* | *Remarks* |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| **B. Buriram Terminal control Area**<br><br>The airspace enclosed by the following boundaries beginning at a point 152840N 1033030E then clockwise along 20 NM arc from BRM DVOR/DME (151422.43N1031531.59) to 151633N1033522E and then clockwise along 25 NM arc radius centred on SURIN ARP (145209.4N1032920.0E) to a point145132N1035548E and then direct to a point 144953N1035055E and then clockwise along 20 NM arc radius centred on SURIN APR (145209.4N1032920.0E) to a point 143830N1031416E and then direct to a point 143652N1030924E then clockwise along 25 NM arc radius centred on SURIN ARP (145209.4N1032920.0E) to a point 145620N1030434E then direct to a point 145300N1024000E and then counter clockwise along 35 NM arc from KORAT TACAN (145605.94N1020422.11E) to a point151135N1023700E then direct to a point151224N1030024E then clockwise along 15 NM arc from BRM DVOR/DME (15142243N 1031531.59E) to a point 152918N1031751E then direct to 154407N1032620E and counter clockwise along 30 NM arc from ROT DVOR/DME (160700.59N1034619.45E) to 153849N1033630E then direct to starting point.<br><br><u>ALT 11 000 ft</u><br>2 000 ft AGL<br>Class of airspace: C | Bangkok Approach Control Centre<br>(Ubon Sector) | Buriram Approach*<br>(En, Thai)<br><br>2330-1430** | 123.6 MHz*** | *Approach Control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace<br>**TWR hours of services : Mon-Fri 0230-1030 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Ubon Sector) via AFTN<br>VTBBZAZX Fax 02-2859610<br>VTBBZAZX :Tel 02-2859695<br>VTBBZAZX :Tel 01-4402915 (Mobile)<br>***RCAG<br>If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency |
| **5. Chiang Mai Controlled Airspaces**<br><br>**A. Chiang Mai Control Zone**<br>Starting from 184604.4N 0984748.7E then clockwise along an arc of 10 NM radius from CMA DVOR/DME (184558.03N 0985740.55E) to 185516.4N 0985754.6E then direct to 191204.3N 0991048.5E from this point make an arc of 30 NM radius from CMA DVOR/DME clockwise to 190640.4N 0991848.4E then direct to 184904.4N 0990718.5E and then direct to 184958.4N 0991754.4E from this point make an arc of 20 NM radius from CMA DVOR/DME clockwise to 183216.5N 0984248.7E then direct to the starting point. Excluding airspace extending upward from ground to and including 2 000 ft above mean sea level enclosed by boundaries beginning at 184206.71N 0990436.34E then direct to 184159.10N 0991209.38E then direct to 183648.33N 0991108.95E then direct to 183645.32N 0990441.37E then direct to starting point.<br>Vertical limit : up to but not including 5 000 ft AGL<br><br>- Class of aircpace : C | Chiang Mai APP | Chiang Mai / Radar Approach<br>(En, Thai)<br><br>H24 | 129.6 MHZ<br>305.4 MHZ | |

| *Name*<br>*Lateral limits*<br>*Vertical limits*<br>*Class of airspace* | *Unit providing service* | *Call sign*<br>*Languages*<br>*Area and conditions of use*<br>*Hours of service* | *Frequency/Purpose* | *Remarks* |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| **B. Surat Thani Terminal Control Area (cont'd)**<br>084467.3N0991706.9E and then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N990805.09E) to a point 084549.3N0985701.1E and direct to a point 084207.03N0985349.1E and then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N990805.09E) to a point 084837.3N0984607.1E and direct to a point 085225.2N0984925.1E and then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N990805.09E) to the starting point.<br>ALT 11 000 FT<br>2 000 FT<br>Class of airspace: C | Bangkok Approach Control Centre<br>(Samui Sector) | Surat Approach*<br>(En, Thai)<br><br>2330-1430* | 129.6 MHZ / 305.4 MHZ<br><br>(PRI)**<br><br>123.35 MHZ / 240.0 MHZ<br><br>(SEC)** | *TWR hours of services : H24<br>VTBBZAZX Tel 02-2859695<br>Fax 02-2859610<br>VTSBZTZX : Tel 02-8452758<br>(Mobile)<br>**RCAG<br>If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency. |
| **31. Samui Controlled Airspaces**<br><br>**A. Samui Aerodrome traffic zone**<br>A circle of 5 NM radius centered on SAMUI NDB (093314.10N 1000335.65E)<br>Vertical limits : GND up to 2,000FT AGL<br>Class of airspace : D<br><br>**B.Samui Control zone**<br>The airspace within a circle of 10 NM radius centered of SAMUI NDB (093314.10N 1000335.65E)<br>Vertical limits : up to but not including 3,000 FT AGL<br>Class of airspace : C<br><br>**C. Samui Terminal Control Area**<br>The airspace enclosed by the following boundary: starting from a point 100256.00N 1000511.00E and then clockwise along 30 NM arc radius on Samui NDB (093314.10N 1000335.65E) to a point 093802.00N 1003338.00E and direct to a point 093300.00N 1002357.00E and then clockwise along 20 NM arc radius on Samui NDB (093314.10N 1000335.65E) to point 091346.00N 0995834.00E and direct to a point 090459.00N 0995306.00E and clockwise along 30NM arc radius centered on Samui NDB (093314.10N 1000335.65E) to a point 091000.00N 0994428.00E and direct to a point 091851.00N 0994940.00E and then clockwise along 20 NM arc radius centered on Samui NDB (093314.10N 1000335.65E) to a point 095256.00N 1000302.00E and then direct to starting point. Including B463<br>Vertical ltmits : 2,000FT AGL to 11 000FT<br>Class of airspace : C<br><br>**D. Transition Altitude : 11 000 FT** | Samui Tower<br><br>Bangkok Approach Control Centre.<br>(Samui Sector)<br><br>Bangkok Approach Control Centre.<br><br>(Samui Sector) | Samui Approach<br>(En, Thai)<br><br>2300-1500* | 129.6 MHZ / 305.4 MHZ<br><br>(PRI)**<br><br>119.75 MHZ / 240.0 MHZ<br><br>(SEC)** | *TWR hours of services : Daily 2330-1430 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Samui Sector) via AFTN VTBBZAZX<br>VTBBZAZX Tel 02-2859695<br>Fax 02-2859610<br>VTBBZAZX : Tel 02-2859695<br>VTSMZTZX : Tel 081-3081936<br>(Mobile)<br>**RCAG<br>If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency. |

# PART 3 – AERODROMES (AD)

## AD 0.

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

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### CHIANG RAI / Mae Fah Luang-Chiang Rai INTL

## AD 2. AERODROMES

### PHUKET / INTL



### BANGKOK / Suvarnabhumi INTL

## AD 2. AERODROMES

### RAYONG / U-Tapao Rayong Pattaya INTL



### SONGKLA / Hat Yai INTL

## AD 2. AERODROMES

### BURI RAM



### CHUMPHON



### KHON KAEN

## AD 2. AERODROMES

### KHON KAEN



### KRABI



### LAM PANG

## AD 2. AERODROME

### LAM PANG



### LOEI



### LOP BURI

## AD 2. AERODROMES

### LOP BURI



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### MAE HONG SON / Pai

## AD 2. AERODROMES

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## AD 2. AERODROMES

### NAKHON RATCHASIMA



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### NAKHON SAWAN

## AD 2. AERODROMES

### NAKHON SAWAN



### NAKHON SAWAN / Takhli



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## AD 2. AERODROMES

### NAKHON SI THAMMARAT



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### PHETCHABUN



### PHISANULOK



### PHRAE

## AD 2. AERODROMES

### PHRAE



### PRACHUAP KHIRI KHAN / Prachuap



### PRACHUAP KHIRI KHAN / Hua Hin

## AD 2. AERODROMES

### PRACHUAP KHIRI KHAN / Hua Hin



### RANONG



### ROIET

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### SURAT THANI



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### TAK

## AD 2. AERODROMES

### TAK



### TAK / Mae Sot



### TRANG

## AD 2. AERODROMES

### TRAT



### UBON RATCHATANI / Ubon

## AD 2. AERODROMES

### UDON THANI / Udon

## RLG AUTOMATED GUIDE - IN SYSTEM AT DON MUEANG INTL AIRPORT

### 1. ALLOCATION OF AIRCRAFT PARKING BAYS

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

### 2. AIRCRAFT MARSHALLING AND TOWING SERVICES

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

### 3. TAXIING PROCEDURES

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

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

## VTBD AD 2.20 LOCAL AERODROME REGULATIONS

### 1. Technical Test Flights

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

### 2. Parking Area for General Aviation

The parking area for general aviation aircraft is also available.

### 3. Removal of Disabled Aircraft from Runways

3.1 When the aircraft is involved in an accident at Don Mueang,Suvarnabhumi, Chiang Mai, Hat Yai and Phuket International Airports, the aircraft operator or the registered owner is responsible for removal of its disabled aircraft. If the accident is likely to cause danger or obstruction to the movement of other aircraft or vehicles, the Managing Director, Airports of Thailand Public Company Limited, or his authorized representative may order the aircraft operator or the registered owner to remove its disabled aircraft without delay.

3.2 If the aircraft operator or the registered owner does not comply with such order, the Managing Director, Airports of Thailand Public Company Limited, or his authorized representative shall empower to remove the aircraft himself. The expense incurred in removing such aircraft shall be recovered from aircraft operator or the registered owner. The managing Director, Airports of Thailand Public Company Limited or his authorized representative shall not be responsible for any damage occurring to the aircraft during its removal.

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

4.1 The use of Runway 03R/21L at Don Mueang International Airport is normally restricted to military traffic. But they may be made available to civil traffic. The hours of operation is 24 hours daily, all traffic is controlled by Don Mueang Tower.

4.2 The traffic circuit pattern for these runways is as follows:

4.2.1 Outbound - after take-off, turn to east and leave circuit pattern at an angle of 45 º to the cross-wind leg.

4.2.2 Inbound - join circuit pattern at 45 º in the middle of the down - wind leg east of the runway, at the following heights:

a) 1 500 feet for jet aircraft,

b) 1 000 feet for conventional aircraft,

c) 800 feet for light aircraft,

d) 500 feet for helicopter.

4.2.3 No straight in approaches are permitted without prior approval from Don Mueang Tower.

## VTBD AD 2.24 CHARTS RELATED TO AN AERODROME

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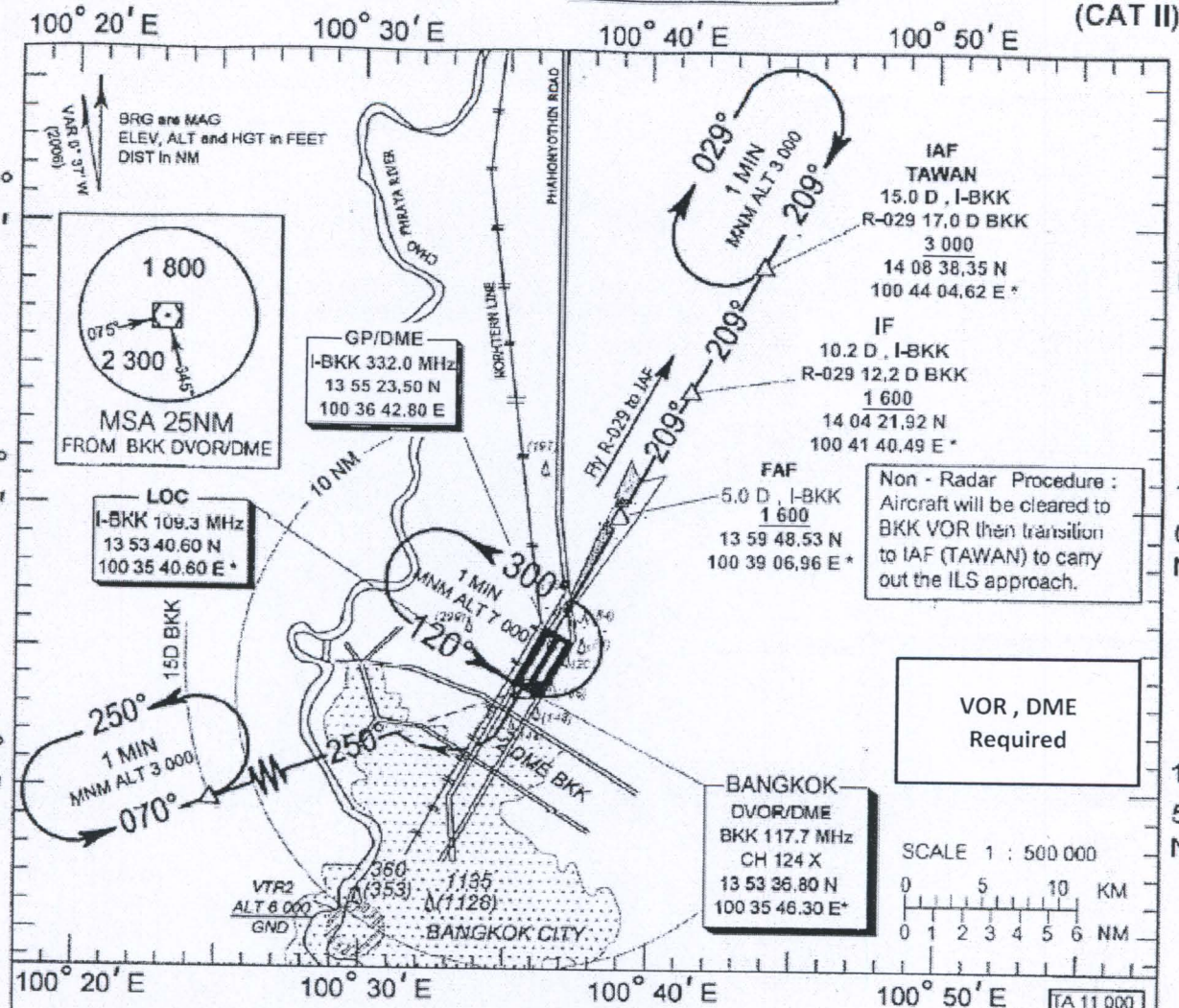
INSTRUMENT APPROACH CHART - ICAO

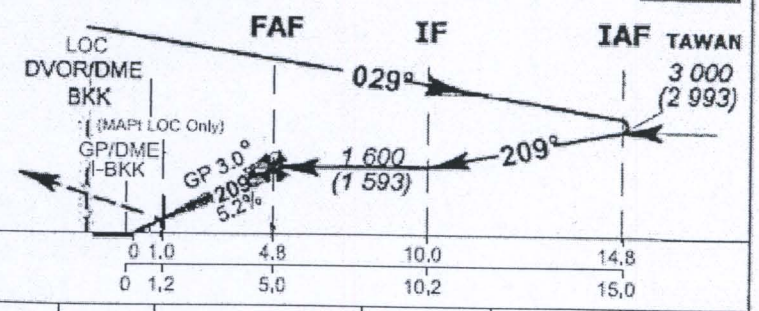
AERODROME ELEV 9 ft
HEIGHTS RELATED TO
THR RWY 21R - ELEV 7 ft

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

BANGKOK / Bangkok INTL
ILS or LOC
RWY 21R
(CAT II)




MISSED APPROACH :
Climb on Runway heading until 2DME BKK outbound then turn right continue climb on R-250 BKK VOR to 3 000 ft and hold at 15 D BKK VOR or as directed by ATC.




ELEV 7
(THR RWY 21R)
ILS RDH 57
NM FM THR 21R
DME FM GP/DME

| OCA/H | | A | B | C | D | Distance (I-BKK) | | 2 DME | | 3 DME | | 4 DME | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Straight - in approach | CAT I | 207 (200) | | | | Altitude (ft) | | 630 (623) | | 950 (943) | | 1 265 (1 258) | |
| | CAT II | 107 (100) | | | | Ground speed (GS) | knot | 100 | 120 | 140 | 160 | 180 | 200 |
| LOC Only | | 380 (373) | | | | FAF-MAPt 3.8 NM | (min/s) | 2:17 | 1:54 | 1:38 | 1:26 | 1:16 | 1:08 |
| Circling | | 700 (693) | | 800 (793) | | Rate of descent | (ft/min) | 530 | 637 | 743 | 849 | 955 | 1 061 |

## VTCC AD 2.20 LOCAL AERODROME 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.

## VTCT AD 2.20 LOCAL AERODROME REGULATIONS

**AERODROME CONFUSION**

Aircraft landing at Mae Fah Luang-Chiang Rai International Airport (VTCT) shall be aware of another operative aerodrome, Rob Wiang Airport (VTCR) located 5 miles southeast of Mae Fah Luang-Chiang Rai International Airport (radial 218 from CTR VOR).

**180 degrees turn on the runway**

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher shall make a 180 degrees turn at the runway turn pads located on both end of runway. Any breach done by the aircraft operator shall be recorded and reported to the Department of Civil Aviation/ the Headquarter of that operator and shall be liable for the compensation caused by such violation.

## VTCT AD 2.21 NOISE ABATEMENT PROCEDURES

Between 1500-2259 UTC, departing aircraft shall use runway 03 avoid the residential area, unless it would affect the safety of flight.

## VTCT AD 2.22 FLIGHT PROCEDURES

**Nil**

## VTCT AD 2.23 ADDITIONAL INFORMATION

**Nil**

## VTSP AD 2.20 LOCAL AERODROME REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

**PHUKET INTERNATIONAL AIRPORT**

1. Reporting points for VFR flight

   In order to expedite and maintain an orderly flow of air traffic into airport, the procedure of the inbound traffic of VFR flights, conventional and prop-jet aircraft, be set up as follow:

   a) Aircraft entering to land from north of Phuket International Airport, shall report over Thai Muang District, designated as TANGO MIKE (0823.5N 9816.0E) and Ban Khok Kloi designated as KILO KILO (0816.0N 9819.0E) which are approximately 17 NM on R-352 and 9 NM on R-360 of PUT VOR/DME respectively. When reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

   b) Aircraft entering to land from northeast of Phuket International Airport, shall report over Phang Nga City, designated as PAPA NOVEMBER (0826.5N 9831.5E) which is 24 NM on R-033 of PUT VOR/DME. When reaching PN the aircraft will be instructed to join aerodrome traffic circuit accordingly.

   c) Aircraft entering to land from east of Phuket International Airport, shall report over Ko Yao Noi, designated as YANKEE NOVEMBER (0807.0N 9837.0E) which is 18 NM on R-089 of PUT VOR/DME. When reaching YN the aircraft will be instructed to join aerodrome traffic circuit accordingly.

   d) Aircraft entering to land from south of Phuket International Airport, shall report over Ko Racha Yai, designated as ROMEO CHARLIE (0736.0N 9822.0E) and Phuket City, designated as PAPA KILO (0753.0N 9823.5E) which are approximately 31 NM on R-174 and 15 NM on R-160 of PUT VOR/DME respectively. When reach PK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

2. Aerodrome traffic circuit

   Using both sides of traffic circuit.

3. Overhead approach pattern

   a) Using runway 09 by left turn pattern.

   b) Using runway 27 by left turn pattern.

**STARTING UP PROCEDURE**

1. Phuket International Airport

   1.1 All IFR aircraft are to call “Ground Control” 5 minutes prior to start up to request for ATC clearance.

   1.2 Pilots 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.

2. Surface Movement

   The supplementary of surface movement procedures has been established at Phuket International Airport as follows :-

   2.1 Parking procedures :

   A. Nose – in parking system except stand NR 21 to 28

   B. Ground services are provided by aircraft operating agency, for non-agency aircraft are persuaded to contact THAI INTER traffic on VHF 131.5 MHz or TAGS on VHF 135.4 MHz 15 MIN prior to arrival or notify by Flight Plan.

   2.2 Start up and push back procedures :

   A. All aircraft are to start up and push back with minimum power

   2.3 Manoeuvring on movement area :

   A. Almost of the area between apron Alpha to Charlie is the blind spot area, when ATC instruction is issued, aircraft are to manoeuvre by pilot discretion.

   B. Simultaneous operations on near parallel TWY due to minimum separation distance between RCL and TWY center line is 150 m. Aircraft code C, D, E may be requested to hold on the TWY when aircraft code C, D, E take-off or landing in IMC.

   C. Taxiing on TWY PAPA in connection with TWY ECHO due to the minimum separation distance between TWY center line and objects is 39.5 m wide body aircraft to taxi with extreme caution.

## VTBS AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA* (m) | TODA* (m) | ASDA* (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01L | 3 700 | 4 800 | 3 700 | 3 700 | The TORA/ASDA when entering RWY from TWY E19 is 3 590 m. |
| 19R | 3 700 | 4 400 | 3 700 | 3 700 | The TORA/ASDA when entering RWY from TWY E2 is 3 590 m. |
| 01R | 4 000 | 4 000 | 4 000 | 4 000 | The TORA/ASDA when entering RWY from TWY B12 is 3 890 m. |
| 19L | 4 000 | 4 550 | 4 000 | 4 000 | The TORA/ASDA when entering RWY from TWY B2 is 3 870 m. |

## VTBS AD 2.20 LOCAL AERODROME REGULATIONS

### 1. Airport Regulations

1.1 Suvarnabhumi Aerodrome Traffic Zone (ATZ) airspace is classified as class C.

1.2 IFR and authorised VFR flights only are permitted, all flights are subject to air traffic control service and separated from each other.

1.3 To retain the defined value of runway capacity at Suvarnabhumi International Airport, and to provide efficient separation between aircraft for the safety of flight and orderly flow of air traffic, only aircraft category B or above with the minimum final approach speed of 110 kt. are permitted to use Suvarnabhumi International Airport. However, other aircraft may be authorized to operate within Suvarnabhumi ATZ if:

1.3.1 The aircraft is being used for or in connection with:
a) a search and rescue operation;
b) a medical emergency; or
c) a flight inspection of air navigation facilities.

1.3.2 The pilot of the aircraft has declared an in-flight emergency.

1.3.3 The aircraft constitutes VIP flight.

1.3.4 The aircraft is as may be determined by the appropriate authority.

1.4 The following school and training flights are not permitted:
a) school and training flights;
b) continuous take-off and landing exercises;
c) solo flight during basic flight training.

### 2. Provision of Aerodrome Air Traffic Services

2.1 Aerodrome air traffic services are generally sectorized as follows:

2.1.1 Tower Control on frequency 118.20 MHz for arrivals and departures on runway 19L / 01R or East runway.

2.1.2 Tower Control on frequency 119.00 MHz for arrivals and departures on runway 19R / 01L or West runway.

2.1.3 Ground Control on frequency 121.65 MHz for operations on East apron:
- Aircraft parking stands:
  A1, A2, A3, A4, A5, A6
  B1, B2, B3, B4, B5, B6
  C1, C3, C5, C7, C9
  101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111,112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134
  201, 202, 203

Including:
- Aircraft stand taxilane T1, T2, T3, T4, T5, T6, T7
- Taxiway B, B1, B2, B3, B4, B5, B6, B7, B8, B9, B10,B11, B12, B13
- Taxiway C, C1, C2, C3, C4, C5, C6, C7, C8, C10
- Taxiway G between taxiway C and taxiway H4 including taxiway H4
- Taxiway H between taxiway C and taxiway H3

2.1.4 Ground Control on frequency 121.75 MHz for operations on Main apron:
- Aircraft parking stands:
  C2, C4, C6, C8, C10
  D1, D2, D3, D4, D5, D6, D7, D8
  E1, E3, E5, E7, E9
  301, 302, 303, 304, 305, 306, 307, 308

Airlines, Ground Service Providers, and Airside Operator's Procedures

When receive the adverse weather condition level 3;

- Restrain from operating and stay in the nearby buildings, or vehicles, or lightning shelters, or high mass light poles within 22.60 meters, or under aircraft with ground receptacle bonded and monitor the weather conditions outside periodically.
- Avoid contacting or staying near the aircraft without ground receptacle connected.
- When receive the lightning warning while being outside the building, do not lie down on the floor. Do sit on feet together with knees up in order to least contact with the ground and decrease the overall body height which might induce electricity through the body from the lightning currents.
- Refrain from refueling the aircraft.
- Airlines informs ground service providers the adverse weather condition warning level 3 and recommend them the temporary suspension of ground operations and cease the communication with pilot.

Arrival Aircraft

- Aircraft designated to park at parking bay with Visual Docking Guidance System: VDGS;
  1) While the aircraft is approaching to the parking bay, the License Mechanic who is responsible for aircraft conveyance shall monitor the aircraft movement in order to make sure the moving aircraft is safe. This should be done while he/she is in the safe area.

  2) When the aircraft reaches the parking bay and is in the right position of stand markings, the License Mechanic shall coordinate with pilots to apply parking brake and bond the aircraft's nose gear and aircraft ground receptacle. Also, wait for the cancellation of adverse weather condition warning from Suvarnabhumi International airport. Then, the operations could be done as normal.

- Aircraft arranged to park at parking bay without Visual Docking Guidance System : VDGS;
  1) Airlines and ground service providers must provide the License Mechanic who is responsible for aircraft conveyance to perform as Marshaller leading the aircraft to its parking bay.

  2) When the aircraft reaches the parking bay and is in the right position of stand markings, the License Mechanic shall coordinate with pilots to apply parking brake and bond the aircraft's nose gear and aircraft ground receptacle. And also, wait for the cancellation of adverse weather condition warning from Suvarnabhumi International airport. Then, the operations should be done as normal.

Departure Aircraft

Departure aircraft operating at parking bay should be done as follows;

1) While the aircraft is being pushed back from parking bay and/or being on the taxilane ready to take off with all engines started, operate a normal procedures until they are completed and the aircraft has taken off.

2) In case the aircraft is being pushed back but the engine is not started yet. If the ground service providers consider bringing the aircraft back to its parking bay and wait for the cancellation of adverse weather condition warning from Suvarnabhumi International airport, airline or ground service providers must inform AOCC of that decision. This is because the airport is needed to rearrange the parking bay for another arriving aircraft.

3) For the aircraft in no.2 which arranged to park at the Contact Gate that has passenger loading bridges, while waiting for the adverse weather condition warning to be cancelled and airline or ground service provider considers that the aircraft bridge is needed again, inform the Airside Operations Control Center (AOCC) accordingly. Also, follow the procedures for facility request from Suvarnabhumi International airport properly.

Suspending the operations of airlines and/or ground service providers is conducted solely for the sake of safety of all operators which was mutually decided between airline members/ ground service providers and the airport operator. Therefore, in case of flight delays, airlines and ground service providers shall not claim any compensation from Suvarnabhumi International airport or concerned units.

**10. Modes of Operation**

10.1 Selected Modes of Operation for Suvarnabhumi International airport .

Segregated Parallel Approaches / Departures (Mode 4) will be the standard operating mode for Suvarnabhumi International airport. There may be semi-mixed operations, i.e. one runway is used exclusively for departures, while the other runway is used for a mixture of approaches and departures; or, one runway is used exclusively for approaches while the other is used for a mixture of approaches and departures, there may also be mixed operations, i.e. simultaneous parallel approaches with departures interspersed on both runways (ICAO DOC

## VTBU AD 2.20 LOCAL AERODROME REGULATIONS

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

**1. VFR FLIGHT**

**1.1 BY DAY (Sunrise/Sunset)**

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

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

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

Ground Visibility - 1 500 m

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

**1. 2 BY NIGHT (Sunset/Sunrise)**

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

**1. 3 AT ALL TIME as authorized**

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

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

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

**2. VFR DEPARTURE PROCEDURES**

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

**3. U-TAPAO VFR LOCAL PROCEDURES**

**3.1 Aerodrome Traffic Pattern**

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

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

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

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

**3.2 VFR Departure Procedures**

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

## VTSS AD 2.20 LOCAL AERODROME REGULATIONS

### VFR REPORTING POINTS AND LOCAL PROCEDURES

**HAT YAI INTERNATIONAL AIRPORT**

1. Reporting points for VFR flight
In order to expedite and maintain an orderly flow of air traffic into airport, the procedure of the inbound traffic of VFR flights, conventional and prop-jet aircraft, be set up as follow:

a) Aircraft entering to land from north of Hat yai international Airport, shall report over Pak Phayun District, designated as PAPA PAPA (0722.0N 10022.0E) which is approximately 26 NM on R-356 of HTY VOR/DME. When reaching PP the aircraft will be instructed to join aerodrome traffic circuit accordingly.

b) Aircraft entering to land from east of Hat Yai International Airport, shall report over Chana District, designated as CHARLIE NOVEMBER (0655.0E 10044.5E) which is approximately 20 NM on R-094 of HTY VOR/DME. When reaching CN the aircraft will be instructed to join aerodrome traffic circuit accordingly.

c) Aircraft entering to land from south of Hat Yai International Airport, shall report over Sadao District, designated as SIERRA DELTA (0639.0N 10027.0E) which is approximately 18 NM on R-175 of HTY VOR/DME. When reaching SD the aircraft will be instructed to join aerodrome traffic circuit accordingly.

d) Aircraft entering to land from northwest of Hat Yai International Airport, shall report over Khao Hua Chang, designated as KILO CHARLIE (0718.0N 10002.0E) and Rattaphum District, designated as ROMEO PAPA (0708.0N 10016.0E) which are approximately 31 NM on R-315 and 14 NM on R-322 of HTY VOR / DME respectively, when reaching RP the aircraft will be instructed to join aerodrome traffic circuit accordingly.

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

3. Overhead approach pattern
a) Using runway 08 by right turn pattern.
b) Using runway 26 by left turn pattern.

**STARTING UP PROCEDURE**

1. **Hat Yai International Airport**

1.1 All IFR aircraft are to call "Ground Control" 5 minutes prior to start up to 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.

## VTUO AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTUO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTUO AD 2.22 FLIGHT PROCEDURES

NIL

## VTUO AD 2.23 ADDITIONAL INFORMATION

NIL

## VTSE AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTSE AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTSE AD 2.22 FLIGHT PROCEDURES

NIL

## VTSE AD 2.23 ADDITIONAL INFORMATION

NIL

## VTUK AD 2.20 LOCAL AERODROME REGULATIONS

## VFR REPORTING POINTS AND LOCAL PROCEDURES

### KHON KAEN AIRPORT

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

a) Aircraft entering to land from north of Khon Kaen Airport, shall report over Ubol Ratana Dam designated as KILO UNIFORM (1649.5N 10236.5E) which is approximately 21 NM on R-330 of KKN VOR / DME (1628.3N 10247.5E) when reaching KU the aircraft will be instructed to join aerodrome traffic circuit accordingly.

b) Aircraft entering to land from northeast of Khon Kaen Airport, shall report over Kranuan District, designated as KILO KILO (1642.4N 10305.1E) which is 22 NM on R-050 of KKN VOR/DME when reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

c) Aircraft entering to land from southeast of Khon Kaen Airport, shall report over Kosum Phisai District, designated as KILO PAPA (1614.2N 10305.1E) which is 22 NM on R-130 of KKN VOR / DME when reaching KP the aircraft will be instructed to join aerodrome traffic circuit accordingly.

d) Aircraft entering to land from south of Khon Kaen Airport, shall report over Ban Phai District, designated as KILO BRAVO (1602.6N 10243.7E) which is 26 NM on R-188 of KKN VOR/DME (1628.3N. 10247.5E) when reaching KB the aircraft will be instructed to join aerodrome traffic circuit accordingly.

e) Aircraft entering to land from west of Khon Kaen Airport, shall report over Nong Rue District, designated as KILO ROMEO (1629.1N 10224.6E) which is 22 NM on R-272 of KKN VOR/DME (1628.3N 10247.5E) when reaching KR the aircraft will be instructed to join aerodrome traffic circuit accordingly.

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

## VTUK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTUK AD 2.22 FLIGHT PROCEDURES

NIL

## VTUK AD 2.23 ADDITIONAL INFORMATION

NIL

## VTUK AD 2.24 CHARTS RELATED TO AN AERODROME

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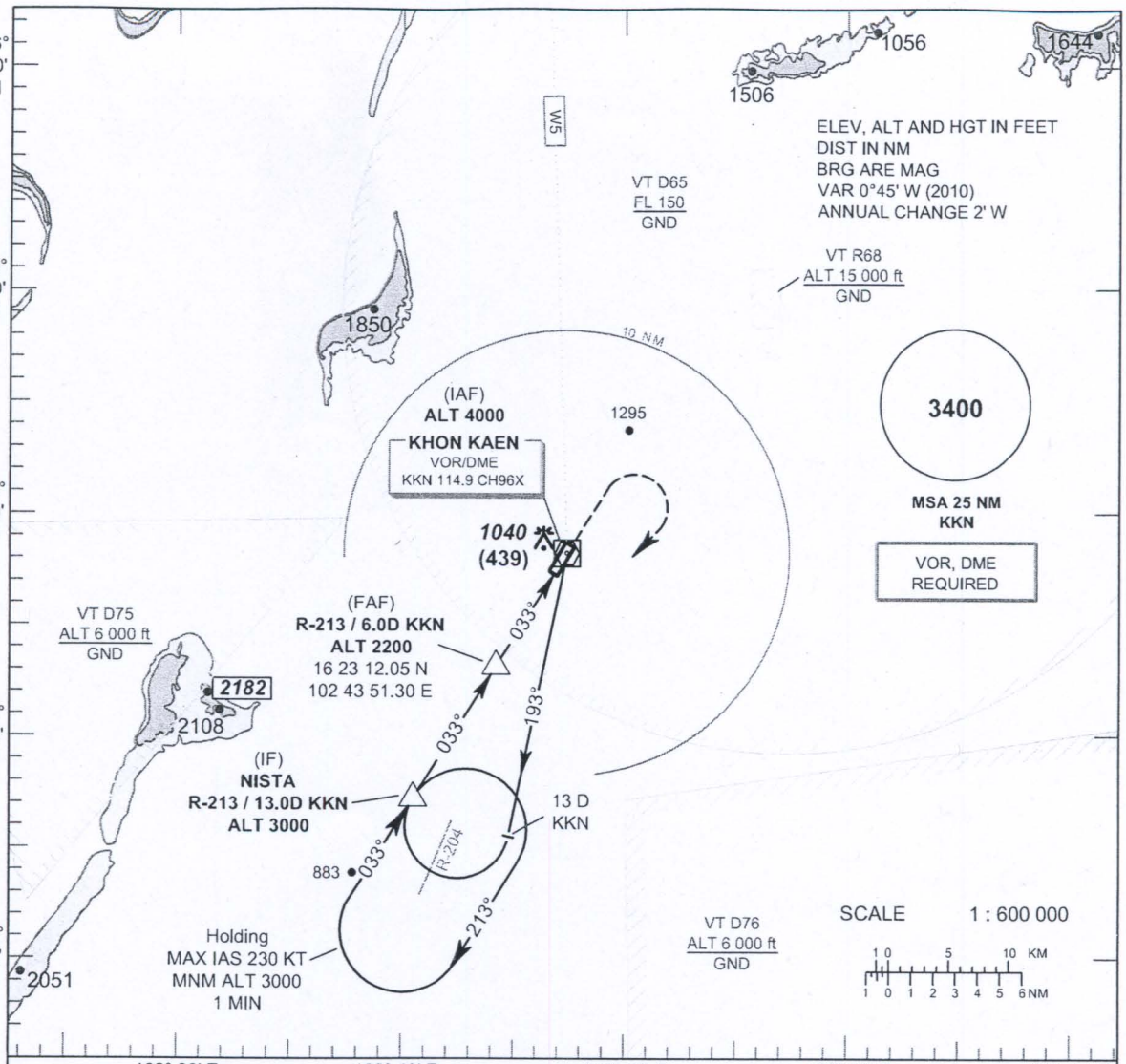
**INSTUMENT APPROACH CHART - ICAO**

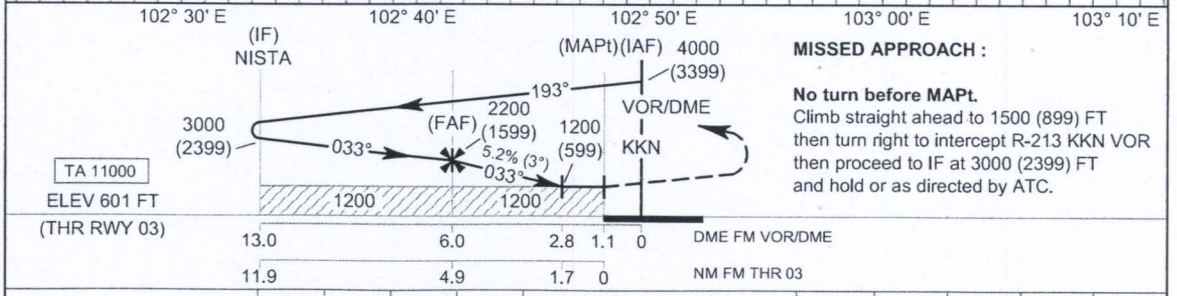
**AERODROME ELEV 670 FT**
HEIGHTS RELATED TO
THR RWY 03 - ELEV 601 FT

APP : 123.4 , 240.0
TWR : 122.25 , 236.6

**KHON KAEN / Khon Kaen (VTUK)**

**VOR y RWY 03**




**MISSED APPROACH :**

**No turn before MAPt.**
Climb straight ahead to 1500 (899) FT then turn right to intercept R-213 KKN VOR then proceed to IF at 3000 (2399) FT and hold or as directed by ATC.

| OCA/H | A | B | C | D | Distance to KKN | FAF | 5 D | 4 D | 3 D | 2.8 D |
|---|---|---|---|---|---|---|---|---|---|---|
| Straight-in Approach | 1200 (599) | | | | Altitude (Height) | 2200 (1599) | 1880 (1279) | 1570 (969) | 1250 (649) | 1200 (599) |
| | | | | | Ground speed (GS) | Knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | 1600 (930) | | | | Rate of descent | (ft/min) | 530 | 630 | 740 | 845 | 950 | 1055 |

Date : 8 July 2014

**KHON KAEN / Khon Kaen (VTUK)**

**VOR y RWY 03**

| FIX/POINT | | COORDINATES | |
|---|---|---|---|
| (IAF) VOR | KKN | 16 28 14.73 N | 102 47 16.07 E |
| (IF) NISTA | R-213 / 13.0D KKN | 16 17 19.75 N | 102 39 53.52 E |
| (FAF) | R-213 / 6.0D KKN | 16 23 12.05 N | 102 43 51.30 E |
| (MAPt) | R-213 / 1.1D KKN | 16 27 19.24 N | 102 46 38.52 E |

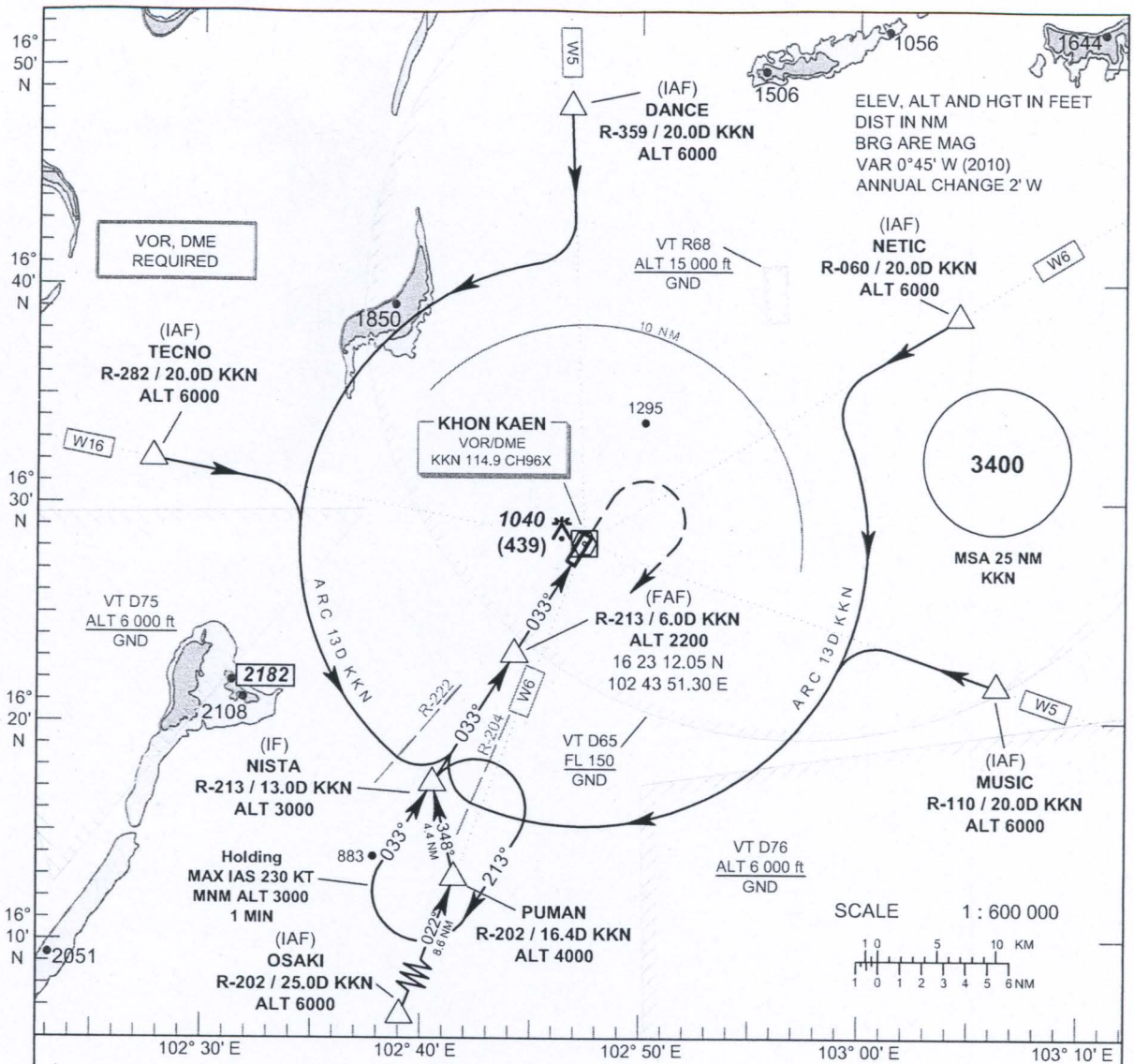
**INSTUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 670 FT**
HEIGHTS RELATED TO
THR RWY 03 - ELEV 601 FT

APP : 123.4 , 240.0
TWR : 122.25 , 236.6

**KHON KAEN / Khon Kaen (VTUK)**

**VOR z RWY 03**




**MISSED APPROACH :**

**No turn before MAPt.**
Climb straight ahead to 1500 (899) FT then turn right to intercept R-213 KKN VOR then proceed to IF at 3000 (2399) FT and hold or as directed by ATC.

| OCA/H | A | B | C | D | Distance to KKN | FAF | 5 D | 4 D | 3 D | 2.8 D |
|---|---|---|---|---|---|---|---|---|---|---|
| Straight-in Approach | 1200 (599) | | | | Altitude (Height) | 2200 (1599) | 1880 (1279) | 1570 (969) | 1250 (649) | 1200 (599) |
| | | | | | Ground speed (GS) | Knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | 1600 (930) | | | | Rate of descent | (ft/min) | 530 | 630 | 740 | 845 | 950 | 1055 |

Date : 8 July 2014

**KHON KAEN / Khon Kaen (VTUK)**

**VOR z RWY 03**

| FIX/POINT | | COORDINATES | |
|---|---|---|---|
| (IAF) DANCE | R-359 / 20.0D KKN | 16 48 18.18 N | 102 46 59.27 E |
| (IAF) NETIC | R-060 / 20.0D KKN | 16 38 15.82 N | 103 05 17.32 E |
| (IAF) MUSIC | R-110 / 20.0D KKN | 16 21 17.06 N | 103 06 45.17 E |
| (IAF) OSAKI | R-202 / 25.0D KKN | 16 04 58.85 N | 102 37 30.21 E |
| (IAF) TECNO | R-282 / 20.0D KKN | 16 32 28.35 N | 102 26 56.54 E |
| PUMAN | R-202 / 16.4D KKN | 16 13 01.40 N | 102 40 52.07 E |
| (IF) NISTA | R-213 / 13.0D KKN | 16 17 19.75 N | 102 39 53.52 E |
| (FAF) | R-213 / 6.0D KKN | 16 23 12.05 N | 102 43 51.30 E |
| (MAPt) | R-213 / 1.1D KKN | 16 27 19.24 N | 102 46 38.52 E |

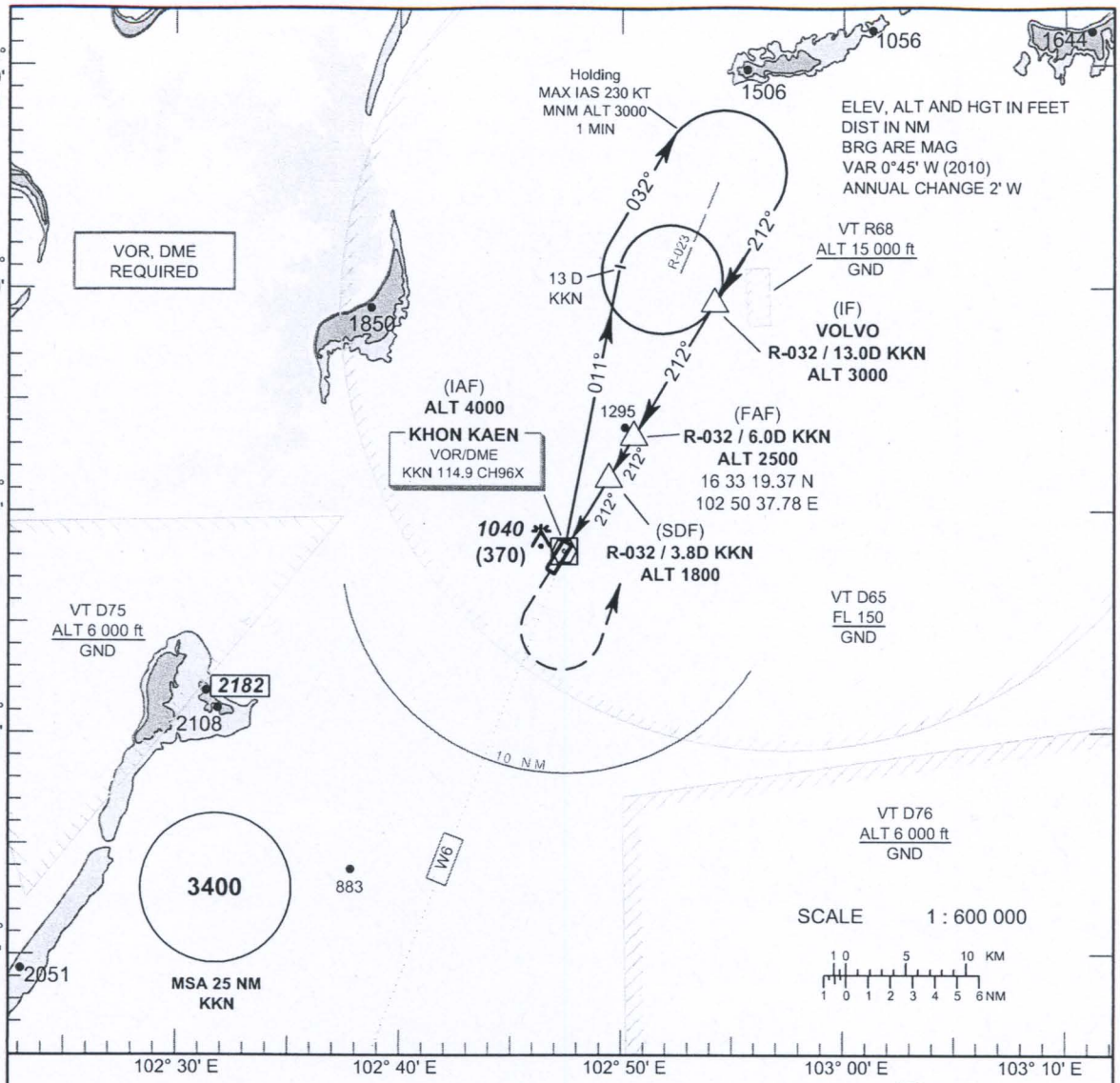
**INSTUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 670 FT**
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.4 , 240.0
TWR : 122.25 , 236.6

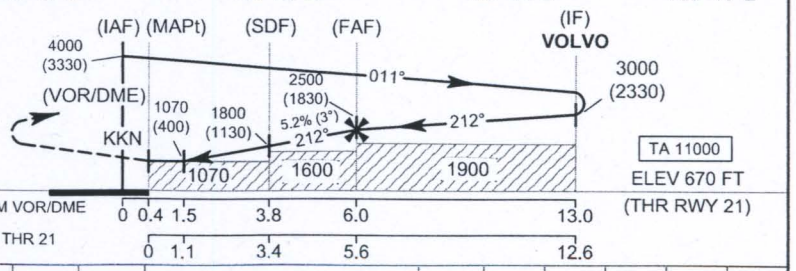
**KHON KAEN / Khon Kaen (VTUK)**

**VOR y RWY 21**




**MISSED APPROACH :**

**No turn before MAPt.**
Climb straight ahead to 1500 (830) FT then turn left to intercept R-032 KKN VOR then proceed to IF at 3000 (2330) FT and hold or as directed by ATC.




| OCA/H | A | B | C | D | Distance to KKN | 1.5 D | 2 D | 3 D | 4 D | 5 D | FAF |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Straight-in Approach | 1070 (400) | | | | Altitude (Height) | 1070 (400) | 1225 (555) | 1540 (870) | 1860 (1190) | 2170 (1500) | 2500 (1830) |
| | | | | | Ground speed (GS) | Knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | 1600 (930) | | | | Rate of descent | (ft/min) | 530 | 630 | 740 | 845 | 950 | 1055 |

Date : 8 July 2014

**KHON KAEN / Khon Kaen (VTUK)**

**VOR y RWY 21**

| FIX/POINT | | COORDINATES | |
|---|---|---|---|
| (IAF) VOR | KKN | 16 28 14.73 N | 102 47 16.07 E |
| (IF) VOLVO | R-032 / 13.0D KKN | 16 39 15.19 N | 102 54 33.28 E |
| (FAF) | R-032 / 6.0D KKN | 16 33 19.37 N | 102 50 37.78 E |
| (SDF) | R-032 / 3.8D KKN | 16 31 27.68 N | 102 49 23.80 E |
| (MAPt) | R-032 / 0.4D KKN | 16 28 35.04 N | 102 47 29.51 E |

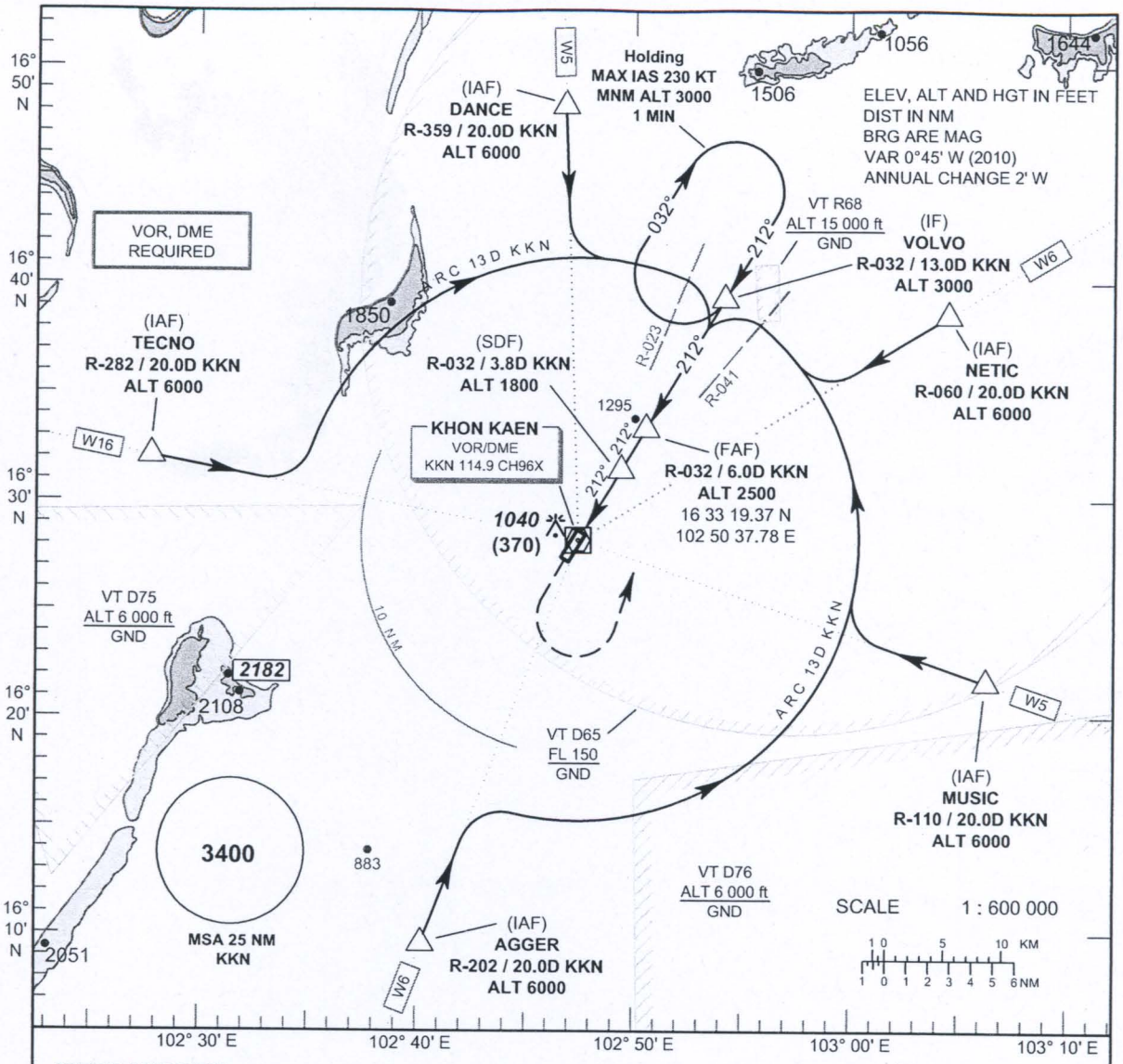
**INSTUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 670 FT**
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.4 , 240.0
TWR : 122.25 , 236.6

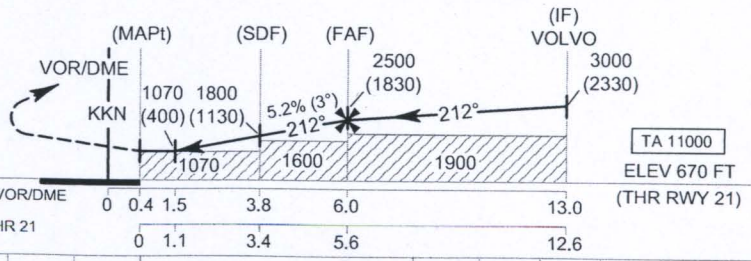
**KHON KAEN / Khon Kaen (VTUK)**

**VOR z RWY 21**




**MISSED APPROACH :**

**No turn before MAPt.**
Climb straight ahead to 1500 (830) FT then turn left to intercept R-032 KKN VOR then proceed to IF at 3000 (2330) FT and hold or as directed by ATC.




| OCA/H | A | B | C | D | Distance to KKN | 1.5 D | 2 D | 3 D | 4 D | 5 D | FAF |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Straight-in Approach | 1070 (400) | | | | Altitude (Height) | 1070 (400) | 1225 (555) | 1540 (870) | 1860 (1190) | 2170 (1500) | 2500 (1830) |
| | | | | | Ground speed (GS) | Knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | 1600 (930) | | | | Rate of descent | (ft/min) | 530 | 630 | 740 | 845 | 950 | 1055 |

Date : 8 July 2014

**KHON KAEN / Khon Kaen (VTUK)**

**VOR z RWY 21**

| FIX/POINT | | COORDINATES | |
|---|---|---|---|
| (IAF) DANCE | R-359 / 20.0D KKN | 16 48 18.18 N | 102 46 59.27 E |
| (IAF) NETIC | R-060 / 20.0D KKN | 16 38 15.82 N | 103 05 17.32 E |
| (IAF) MUSIC | R-110 / 20.0D KKN | 16 21 17.06 N | 103 06 45.17 E |
| (IAF) AGGER | R-202 / 20.0D KKN | 16 09 40.73 N | 102 39 27.78 E |
| (IAF) TECNO | R-282 / 20.0D KKN | 16 32 28.35 N | 102 26 56.54 E |
| (IF) VOLVO | R-032 / 13.0D KKN | 16 39 15.19 N | 102 54 33.28 E |
| (FAF) | R-032 / 6.0D KKN | 16 33 19.37 N | 102 50 37.78 E |
| (SDF) | R-032 / 3.8D KKN | 16 31 27.68 N | 102 49 23.80 E |
| (MAPt) | R-032 / 0.4D KKN | 16 28 35.04 N | 102 47 29.51 E |

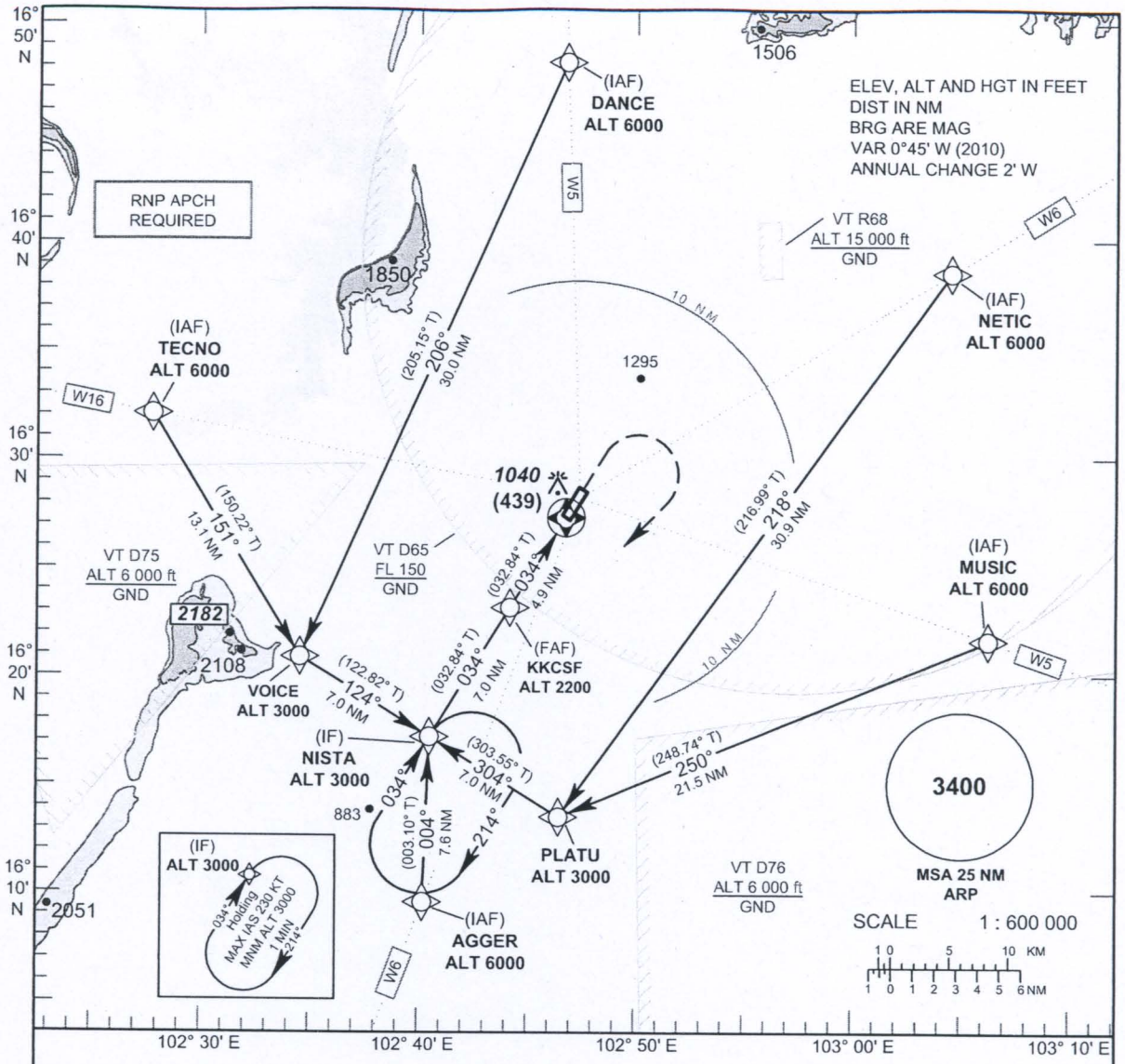
**INSTUMENT APPROACH CHART - ICAO**

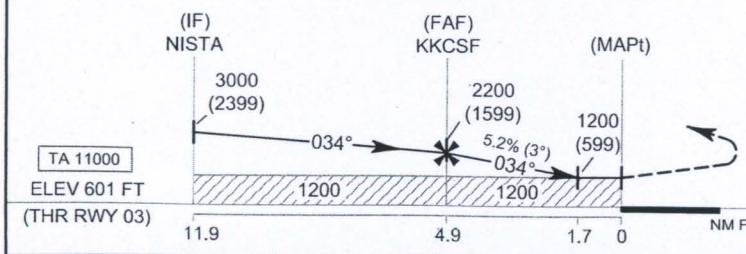
**AERODROME ELEV 670 FT**
HEIGHTS RELATED TO
THR RWY 03 - ELEV 601 FT

APP : 123.4 , 240.0
TWR : 122.25 , 236.6

**KHON KAEN / Khon Kaen (VTUK)**

**RNAV (GNSS) RWY 03**




**MISSED APPROACH :**

**No turn before MAPt.**
Climb on track 034 ° to 1500 (899) FT then turn right direct to IF at 3000 (2399) FT and hold or as directed by ATC.

| OCA/H | A | B | C | D | NM to THR 03 | FAF | 4 NM | 3 NM | 2 NM | 1.7 NM |
|---|---|---|---|---|---|---|---|---|---|---|
| LNAV | 1200 (599) | | | | Altitude (Height) | 2200 (1599) | 1915 (1314) | 1600 (999) | 1280 (679) | 1200 (599) |
| | | | | | Ground speed (GS) | Knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | 1600 (930) | | | | Rate of descent | (ft/min) | 530 | 630 | 740 | 845 | 950 | 1055 |

Date : 8 July 2014

**KHON KAEN / Khon Kaen (VTUK)**

**RNAV (GNSS) RWY03**

| Serial Number | Path Descriptor | Waypoint Identifier | WGS-84 Coordinates | | Flyover | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Latitude | Longtitude | | | | | | | | | |
| 001 | IF | DANCE (IAF) | 16 48 18.18 N | 102 46 59.27 E | - | 206°(20 5.15°) | 0.88 | 30.0 | - | 6000 | - | - | RNP APCH |
| 002 | IF | TECNO (IAF) | 16 32 28.35 N | 102 26 56.54 E | - | 151°(15 0.22°) | 0.88 | 13.1 | - | 6000 | - | - | RNP APCH |
| 003 | TF | VOICE | 16 21 01.54 N | 102 33 43.58 E | - | 124°(122.82°) | 0.88 | 7.0 | L | 3000 | - | - | RNP APCH |
| 004 | IF | NETIC (IAF) | 16 38 15.82 N | 103 05 17.32 E | - | 218°(21 6.99°) | 0.88 | 30.9 | - | 6000 | - | - | RNP APCH |
| 005 | IF | MUSIC (IAF) | 16 21 17.06 N | 103 06 45.17 E | - | 250°(24 8.74°) | 0.88 | 21.5 | - | 6000 | - | - | RNP APCH |
| 006 | TF | PLATU | 16 13 26.92 N | 102 45 57.20 E | - | 304°(303.55°) | 0.88 | 7.0 | R | 3000 | - | - | RNP APCH |
| 007 | IF | AGGER (IAF) | 16 09 40.73 N | 102 39 27.78 E | - | 004°(00 3.10°) | 0.88 | 7.6 | - | 6000 | - | - | RNP APCH |
| 008 | TF | NISTA (IF) | 16 17 19.75 N | 102 39 53.52 E | - | 034°(032 .84°) | 0.88 | 7.0 | L, R | 3000 | - | - | RNP APCH |
| 009 | TF | KKCSF (FAF) | 16 23 14.20 N | 102 43 50.21 E | - | 034°(03 2.84°) | 0.88 | 4.9 | - | 2200 | - | - | RNP APCH |
| 010 | - | MAPt (THR03) | 16 27 22.26 N | 102 46 36.04 E | Y | 034°(03 2.84°) | 0.88 | - | - | 1200 | - | - | RNP APCH |
| 011 | CA | - | - | - | - | 034°(032.84°) | 0.88 | - | R | 1500 | - | - | RNP APCH |
| 012 | DF | NISTA (IF) | 16 17 19.75 N | 102 39 53.52 E | - | - | 0.88 | - | - | 3000 | - | - | RNP APCH |
| 013 | HM | NISTA (IF) | 16 17 19.75 N | 102 39 53.52 E | - | 034°(032 .84°) | 0.88 | - | R | 3000 | - | - | RNP APCH |

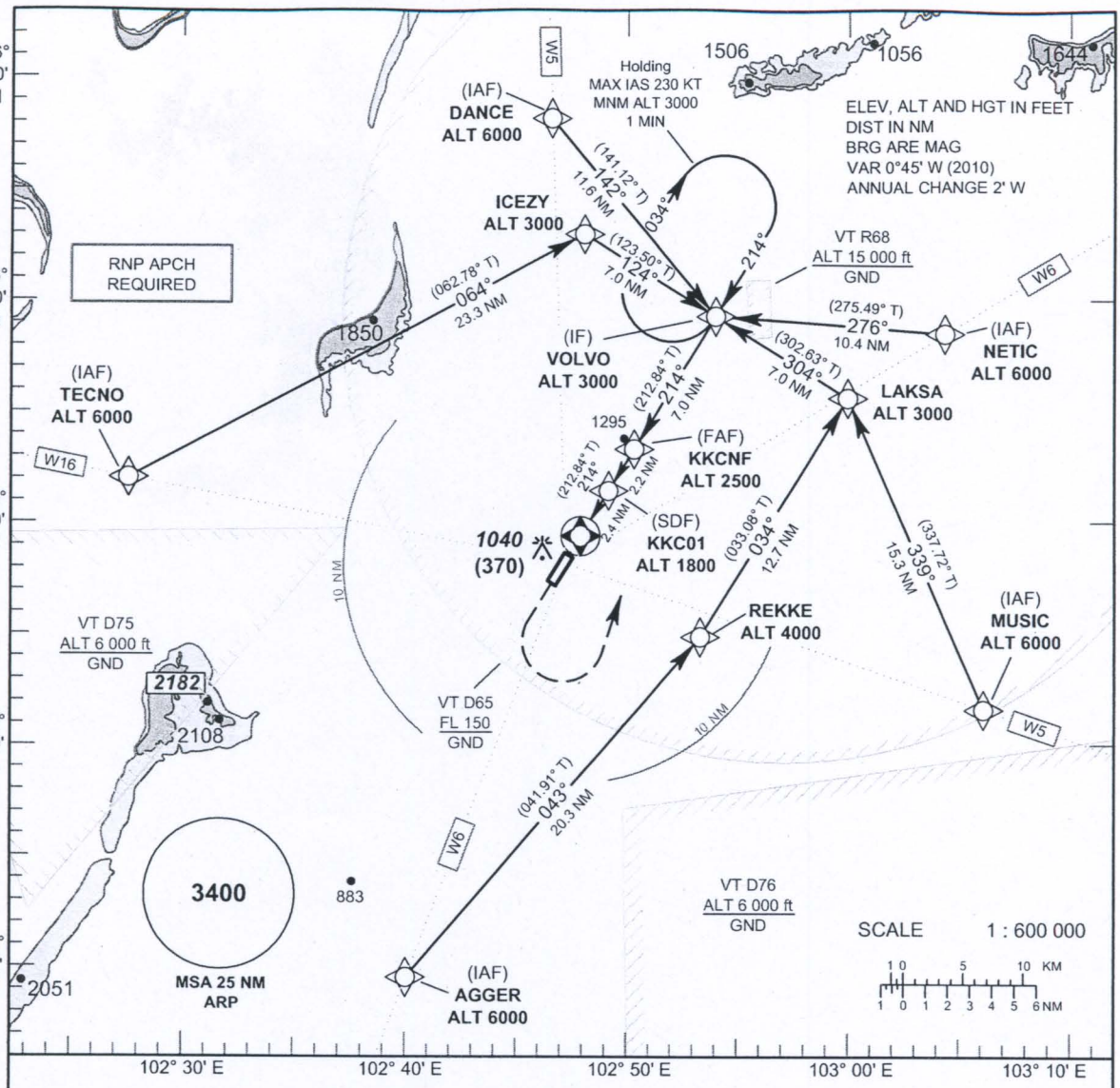
**INSTUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 670 FT**
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.4 , 240.0
TWR : 122.25 , 236.6

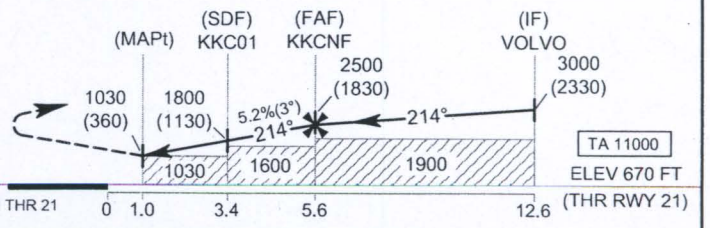
**KHON KAEN / Khon Kaen (VTUK)**

**RNAV (GNSS) RWY 21**




**MISSED APPROACH :**

**No trun before MAPt.**
Climb on track 214 ° to 1500 (830) FT then turn left direct to IF at 3000 (2330) FT and hold or as directed by ATC.




| OCA/H | A | B | C | D | NM to THR 21 | 1 NM | 2 NM | 3 NM | 4 NM | 5 NM | FAF |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LNAV | 1030 (360) | | | | Altitude (Height) | 1030 (360) | 1350 (680) | 1670 (1000) | 1980 (1310) | 2300 (1630) | 2500 (1830) |
| | | | | | Ground speed (GS) | Knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | 1600 (930) | | | | Rate of descent | (ft/min) | 530 | 630 | 740 | 845 | 950 | 1055 |

Date : 8 July 2014

**KHON KAEN / Khon Kaen (VTUK)**

**RNAV (GNSS) RWY21**

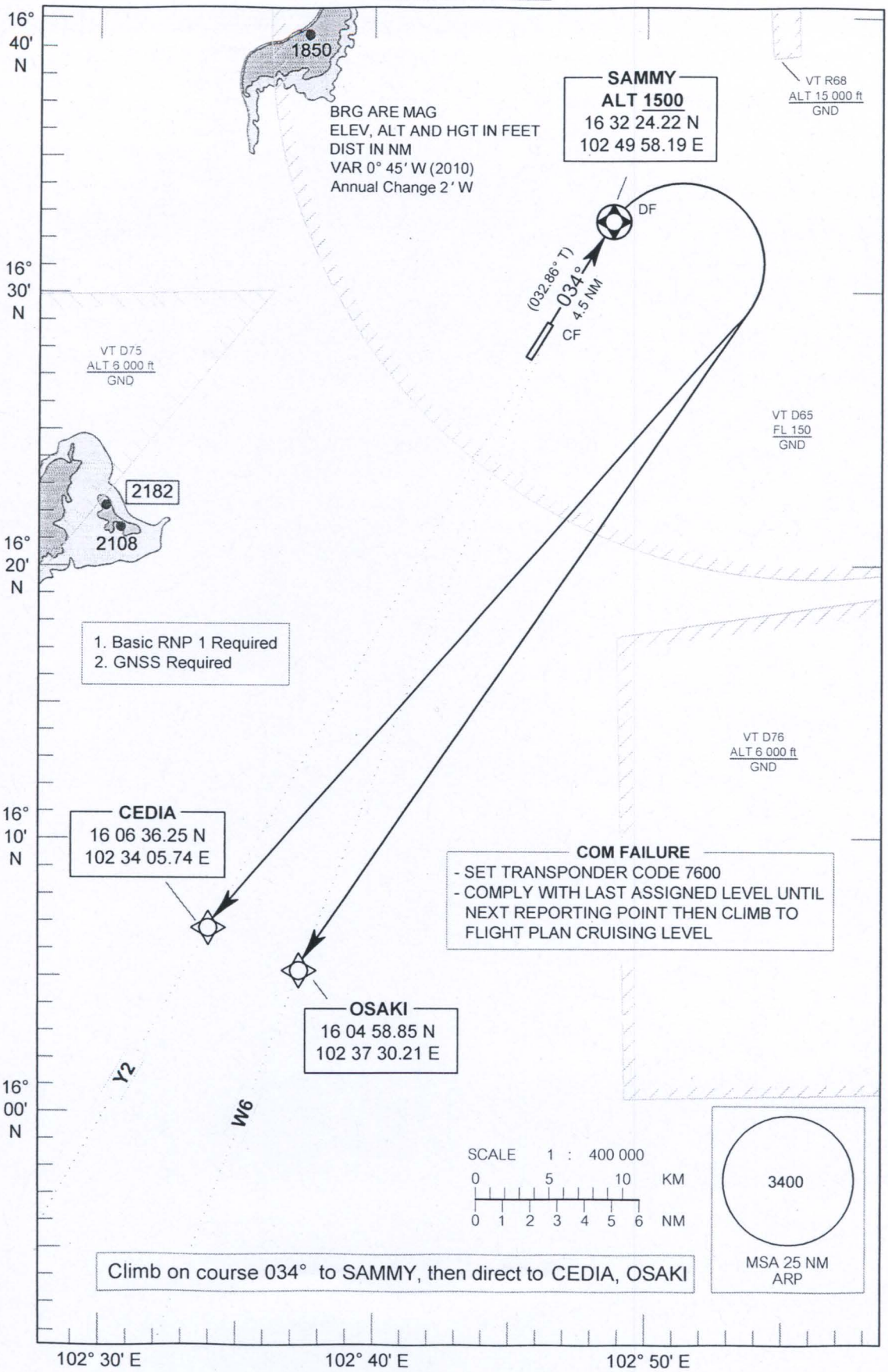
| Serial Number | Path Descriptor | Waypoint Identifier | WGS-84 Coordinates | | Flyover | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Latitude | Longtitude | | | | | | | | | |
| 001 | IF | DANCE (IAF) | 16 48 18.18 N | 102 46 59.27 E | - | 142°(14 1.12°) | 0.88 | 11.6 | - | 6000 | - | - | RNP APCH |
| 002 | IF | NETIC (IAF) | 16 38 15.82 N | 103 05 17.32 E | - | 276°(27 5.49°) | 0.88 | 10.4 | - | 6000 | - | - | RNP APCH |
| 003 | IF | TECNO (IAF) | 16 32 28.35 N | 102 26 56.54 E | - | 064°(06 2.78°) | 0.88 | 23.3 | - | 6000 | - | - | RNP APCH |
| 004 | TF | ICEZY | 16 43 07.87 N | 102 48 28.71 E | - | 124°(123.50°) | 0.88 | 7.0 | R | 3000 | - | - | RNP APCH |
| 005 | IF | MUSIC (IAF) | 16 21 17.06 N | 103 06 45.17 E | - | 339°(33 7.72°) | 0.88 | 15.3 | - | 6000 | - | - | RNP APCH |
| 006 | IF | AGGER (IAF) | 16 09 40.73 N | 102 39 27.78 E | - | 043°(04 1.91°) | 0.88 | 20.3 | - | 6000 | - | - | RNP APCH |
| 007 | TF | REKKE | 16 24 49.12 N | 102 53 32.92 E | - | 034°(033.08 °) | 0.88 | 12.7 | L | 4000 | - | - | RNP APCH |
| 008 | TF | LAKSA | 16 35 27.60 N | 103 00 43.66 E | - | 304°(302.63°) | 0.88 | 7.0 | L | 3000 | - | - | RNP APCH |
| 009 | TF | VOLVO (IF) | 16 39 15.19 N | 102 54 33.28 E | - | 214°(212 .84°) | 0.88 | 7.0 | L, R | 3000 | - | - | RNP APCH |
| 010 | TF | KKCNF (FAF) | 16 33 20.93 N | 102 50 35.99 E | - | 214°(21 2.84°) | 0.88 | 2.2 | - | 2500 | - | - | RNP APCH |
| 011 | TF | KKC01 (SDF) | 16 31 29.57 N | 102 49 21.46 E | - | 214°(21 2.84°) | 0.88 | 2.4 | - | 1800 | - | - | RNP APCH |
| 012 | - | MAPt (1.0 NM FM THR21) | 16 29 28.08 N | 102 48 00.19 E | Y | 214°(212.84°) | 0.88 | - | - | 1030 | - | - | RNP APCH |
| 013 | CA | - | - | - | - | 214°(212.84°) | 0.88 | - | L | 1500 | - | - | RNP APCH |
| 014 | DF | VOLVO (IF) | 16 39 15.19 N | 102 54 33.28 E | - | - | 0.88 | - | - | 3000 | - | - | RNP APCH |
| 015 | HM | VOLVO (IF) | 16 39 15.19 N | 102 54 33.28 E | - | 214°(212 .84°) | 0.88 | - | R | 3000 | - | - | RNP APCH |

**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

APP : 123.4 , 240.0
TWR : 122.25 , 236.6

TRANSITION ALTITUDE
11000 FT

**KHON KAEN / Khon Kaen (VTUK)**
**RNAV RWY 03**
**CEDIA 1A**
**OSAKI 1A**




Date : 8 July 2014

**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

**KHON KAEN / Khon Kaen (VTUK)**
**RNAV RWY 03**
**CEDIA 1A**
**OSAKI 1A**

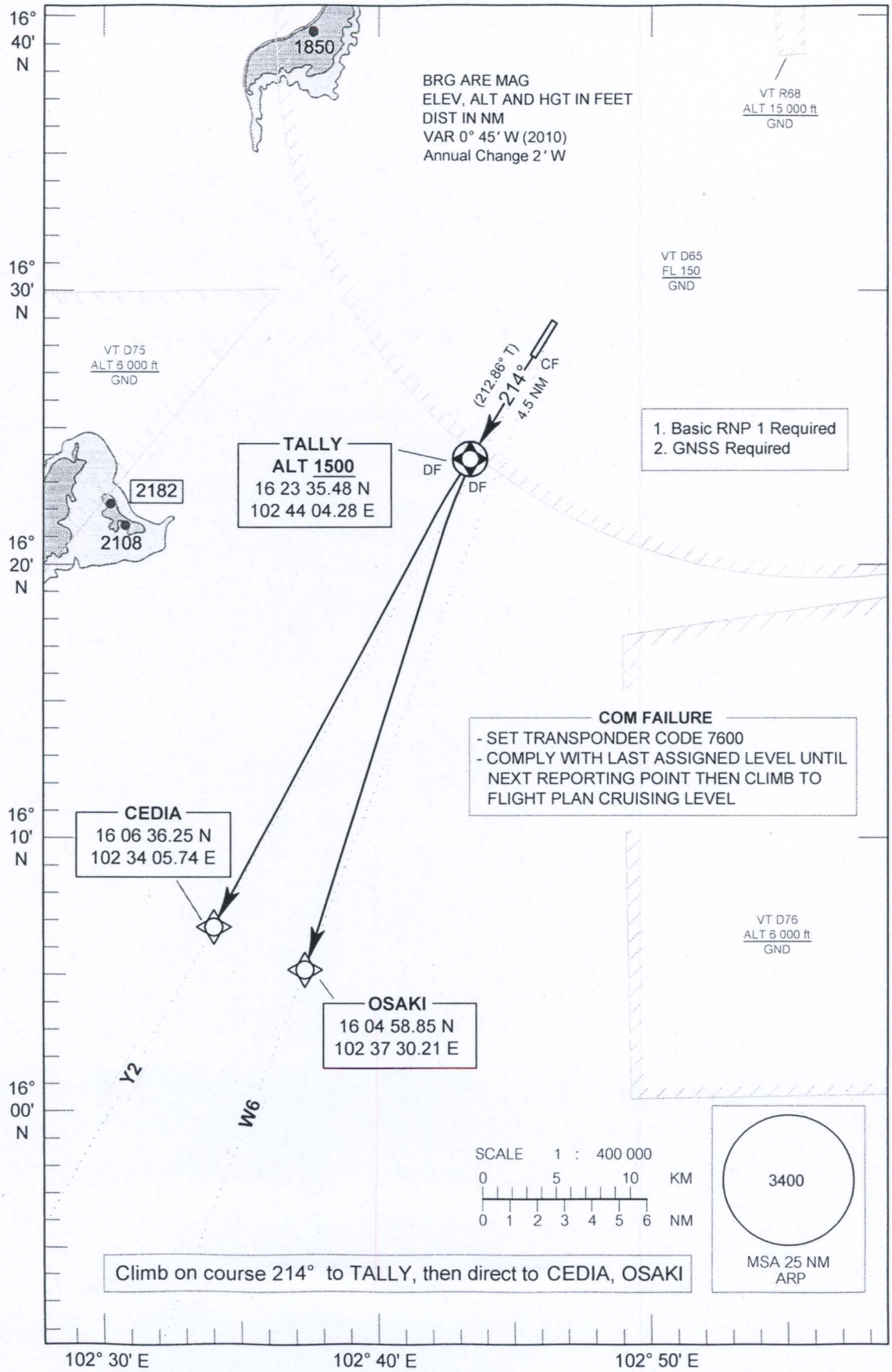
| Serial Number | Path Descriptor | Waypoint Identifier | WGS-84 Coordinates | | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Latitude | Longtitude | | | | | | | | | |
| 001 | - | DER RWY03 | 16 28 37.46 N | 102 47 26.33 E | - | - | 0.88 | - | - | - | - | - | B-RNP1 |
| 002 | CF | SAMMY | 16 32 24.22 N | 102 49 58.19 E | Y | 034°(032.86°) | 0.88 | 4.5 | R | 1500+ | - | - | B-RNP1 |
| 003 | DF | CEDIA | 16 06 36.25 N | 102 34 05.74 E | - | - | 0.88 | - | - | - | - | - | B-RNP1 |
| 004 | DF | OSAKI | 16 04 58.85 N | 102 37 30.21 E | - | - | 0.88 | - | - | - | - | - | B-RNP1 |

**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

APP : 123.4 , 240.0
TWR : 122.25 , 236.6

TRANSITION ALTITUDE
11000 FT

**KHON KAEN / Khon Kaen (VTUK)**
**RNAV RWY 21**
**CEDIA 1B**
**OSAKI 1B**




Date : 8 July 2014

**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

**KHON KAEN / Khon Kaen (VTUK)**
**RNAV RWY 21**
**CEDIA 1B**
**OSAKI 1B**

| Serial Number | Path Descriptor | Waypoint Identifier | WGS-84 Coordinates | | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Latitude | Longtitude | | | | | | | | | |
| 001 | - | DER RWY21 | 16 27 22.26 N | 102 46 36.04 E | - | - | 0.88 | - | - | - | - | - | B-RNP1 |
| 002 | CF | TALLY | 16 23 35.48 N | 102 44 04.28 E | Y | 214°(212.86°) | 0.88 | 4.5 | L | 1500+ | - | - | B-RNP1 |
| 003 | DF | CEDIA | 16 06 36.25 N | 102 34 05.74 E | - | - | 0.88 | - | - | - | - | - | B-RNP1 |
| 004 | DF | OSAKI | 16 04 58.85 N | 102 37 30.21 E | - | - | 0.88 | - | - | - | - | - | B-RNP1 |

## VTSG AD 2.20 LOCAL AERODROME REGULATIONS

1. For preventing runway pavement structural damage, aircraft with weight equivalent to or heavier than B737 or A319 are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turnpad located near the threshold of runway 32.

2. Traffic departing runway 14 may be delayed in the apron or on the appropriate taxiway in case there is a landing traffic on runway 32.

## VTSG AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

## VTSG AD 2.22 FLIGHT PROCEDURES

**NIL**

## VTSG AD 2.23 ADDITIONAL INFORMATION

**NIL**

# VTCL AD 2. AERODROMES

## VTCL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

**VTCL – LAMPANG / LAMPANG AIRPORT**

## VTCL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 181619.62N 993014.62E |
| 2 | Direction and distance from (city) | 2 km, S from city |
| 3 | Elevation/Reference temperature | 811 ft /37°C |
| 4 | MAG VAR/Annual change | 0° 48' W (2010) / 2'W |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Director of Lampang Airport<br>Lampang Airport<br>175 Thanon Sanambin 1, Tambon Phrabaht<br>Amphoe Muang, Lampang Province 52000<br>Thailand.<br>TEL. 0-5482-1505<br>FAX. 0-5482-1509<br>AFS : VTCLYDYX |
| 6 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 7 | Remarks | Operator : Department of Civil Aviation |

## VTCL AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 2300-1300 |
| 2 | Customs and immigration | - |
| 3 | Health and sanitation | - |
| 4 | AIS Briefing Office | 2300-1100 |
| 5 | ATS Reporting Office (ARO) | 2300-1100 |
| 6 | MET Briefing Office | - |
| 7 | ATS | 2300-1100 |

## VTCL AD 2.4 HANDLING SERVICES AND FACILITIES

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

## VTCL AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the city |
| 2 | Restaurants | In the city |
| 3 | Transportation | - |
| 4 | Medical facilities | - |
| 5 | Bank and Post Office | - |
| 6 | Tourist Office | - |
| 7 | Remarks | Nil |

## VTCL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

## VTCL AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

## VTCL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface: Concrete<br>Strength: PCN 41 / R / C / X / T |
| 2 | Taxiway width, surface and strength | Width: 23 M<br>Surface: Asphalt<br>Strength PCN 41 / F / C / X / T |
| 3 | ACL location and elevation | - |
| 4 | VOR/INS checkpoint | - |
| 5 | Remarks | Nil |

## VTCL AD 2.9 SURFACE MOVEMENT GUIDANCE ANDCONTROL SYSTEM AND MARKINGS

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

## VTCL AD 2.10 AERODROME OBSTACLES

| In approach /TKOF areas | | | In circling areas and at AD | | Remarks |
|---|---|---|---|---|---|
| 1 | | | 2 | | 3 |
| RWY/Area affected | Obstacle type<br>Elevation<br>Markings /LGT | Coordinates | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | |
| a | b | c | a | b | |
| - | Gymnasium<br>Building HGT<br>19 M, dist 616 M<br>From THR RWY<br>18 LGTD on top. | 181709N<br>993013E | Radio mast<br>HGT 12 M<br>Painted red/white<br>LGTD on top. | 181522.8N<br>993210.2E | - |

## VTCL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | Aeronautical Radio of Thailand Company Ltd. |
| 2 | Hours of service<br>MET Office outside hours | 0130-1130 |
| 3 | Office responsible for TAF Preparation<br>Periods of validity | Supply TAF from Northern Regional Met. Center |
| 4 | Type of landing forecast<br>Interval of issuance | Supply TAF from Northern Regional Met. Center |
| 5 | Briefing/consultation provided | No |
| 6 | Flight documentation<br>Language (s) used | - |
| 7 | Charts and other information available for briefing or consultation | Daily Weather Forecast |
| 8 | Supplementary equipment available for providing information | AWOS |
| 9 | ATS units provided with information | - |
| 10 | Additional information (Limitation of service, etc.) | IP system |

## VTCL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE & MAG BRG | Dimensions of RWY (m) | Strength (PCN) and surface of RWY and SWY | THR coordinates | THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 18 | 175.27° | 1 975 x 30 | 41/F/C/X/T Asphalt | 181641.91N 0993012.76E (WGS-84) | THR 789 ft TDZ 797 ft |
| 36 | 355.27° | 1 975 x 30 | 41/F/C/X/T Asphalt | 181547.58N 0993017.31E (WGS-84) | THR 811 ft TDZ 811 ft |

| Slope of RWY-SWY | SWY dimensions (m) | CWY dimension (m) | Strip dimensions (m) | OFZ | Remarks |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| - | Nil | Nil | 2135 x 106 | - | - |
| - | 60 x 30 | Nil | 2135 x 106 | - | - |

## VTCL AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 18 | 1875 | 1875 | 1975 | 1775 | - |
| 36 | 1775 | 1775 | 2035 | 1875 | - |

## VTCL 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 |
| 18 | Nil | GREEN | PAPI Left 3º (15.72 m) | Nil | Nil | 1750 m 60 m White LIH | Red | Nil | Nil |
| 36 | RTIL | GREEN | PAPI Left 3º (15.72 m) | Nil | Nil | 1750 m 60 m White LIH | Red | Nil | Nil |

## VTCL 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<br>Anemometer location and LGT. | - |
| 3 | TWY edge and centre line lighting | EDGE: All taxiways |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at the airport.<br>Switch-over time 15 SEC. |
| 5 | Remarks | Nil |

## VTCL 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 | - |

## VTCL AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on LPN DVOR/DME (181635.87N 0993008.40E (WGS-84) |
| 2 | Vertical limits | 2 000 ft/AGL |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign<br>Language (S) | Lampang Tower<br>En, Thai |
| 5 | Transition altitude | 11 000 ft |
| 6 | Remarks | Nil |

## VTCL AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Lampang Approach | **119.3 MHz | 2300-1100 | *Emergency Freq.<br>**Other this period 3 HR PN to ATC |
| TWR | Lampang Tower | *121.5 MHz<br>**122.3 MHz<br>236.6 MHz | | |
| ATIS | | 395 kHz | | |

## VTCL 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 | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB<br><br>DVOR/DME | LP<br><br>LPN | 395 kHz<br><br>114.7 MHz<br>CH94X | H24 | 181640.88N<br>0993026.88E<br>(WGS-84)<br><br>181635.87N<br>0993008.40E<br>(WGS-84) | | DVOR/DME Restriction, due to Terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes in various areas;<br>-RDL 351-070 beyond 40 NM should not below 6 000 ft.<br>-RDL 071-130 beyond 30 NM should not below 6 000 ft.<br>-RDL 131-320 beyond 40 NM should not below 6 000 ft<br>-RDL 321-350 beyond 30 NM should not below 6 000 ft<br>-Unusable on RDL 360 DIST 10.10-11.00 DME at altitude 2300 ft due to roughness and Scalloping out of tolerance |
| LOC RWY 36<br><br>DME | I-LPN | 109.7 MHz<br><br>CH 34X<br>(109.7) | H24 | 181651.63N<br>0993011.99E<br><br>181651.86N<br>0993014.43E | 782.58 ft | LOC : Designated operation coverage 18 NM, ALT 7000 ft AMSL<br><br>DME : Paired with LOC Freq.<br><br>GP : Not installation<br><br>LOC/DME RWY 36 unusable beyond 29 DEG below 3000 ft right of course due to terrain. |

## VTCL AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTCL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTCL AD 2.22 FLIGHT PROCEDURES

NIL

## VTCL AD 2.23 ADDITIONAL INFORMATION

NIL

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## VTCL AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART-ICAO

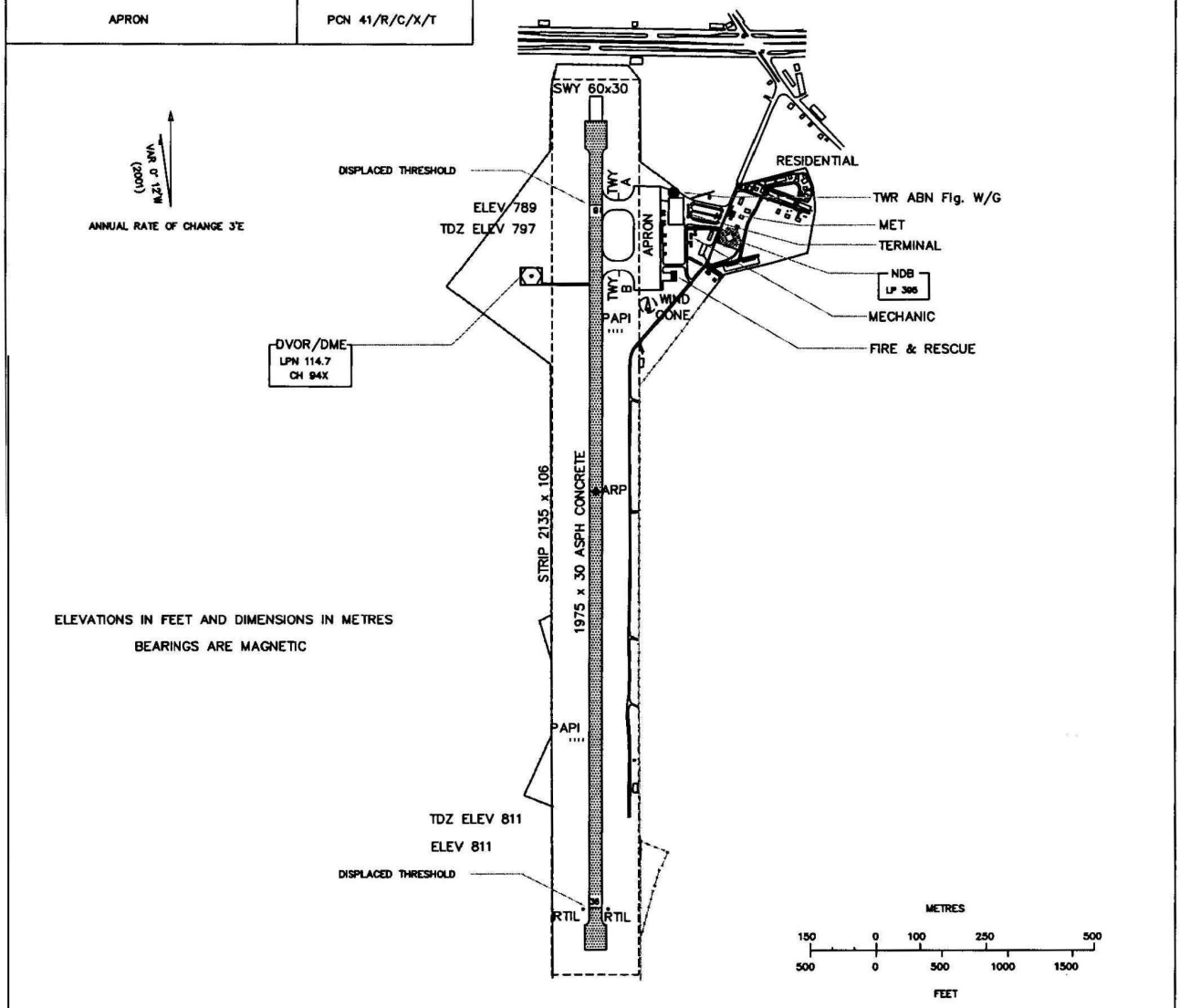
18° 16' 20" N
99° 30' 15" E

ELEV 811 ft
247 m

TWR 122.3 236.6

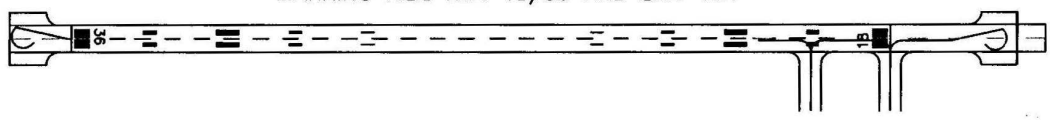
LAMPANG/Lampang

| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 18 | 175° | 18° 16' 41.91" N<br>99° 30' 12.76" E | PCN 41/F/C/X/T |
| 36 | 355° | 18° 15' 47.58" N<br>99° 30' 17.31" E | |
| APRON | | | PCN 41/R/C/X/T |

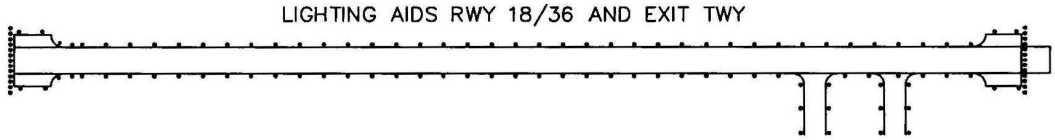



Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 18/36 AND EXIT TWY




LIGHTING AIDS RWY 18/36 AND EXIT TWY



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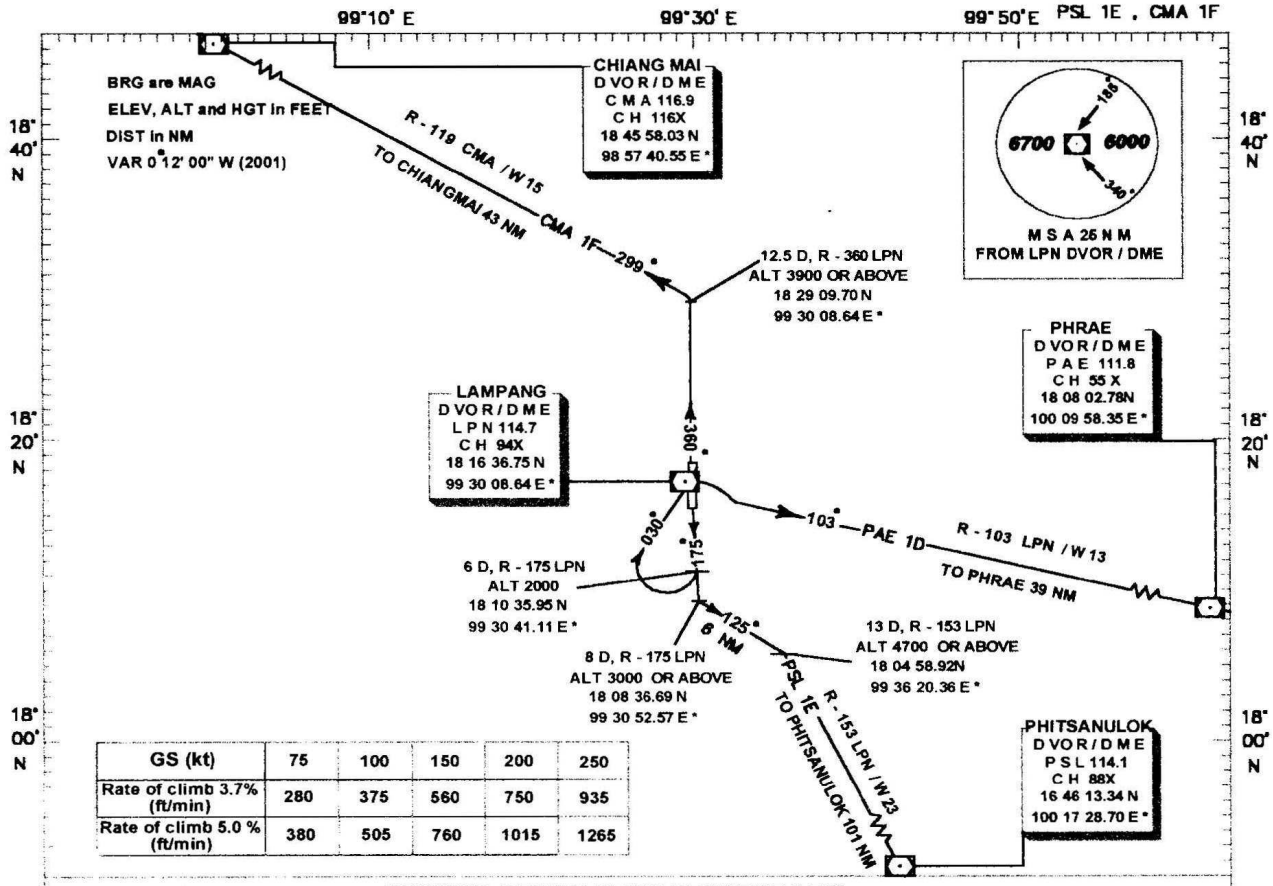
**STANDARD DEPARTURE CHART**
**INSTRUMENT (SID) - ICAO**

| TRANSITION ALTITUDE |
|---|
| 11000 ft |

| APP 119.3 |
|---|
| TWR 122.3, 236.6 |

**LAMPANG/Lampang**
**RWY 18**
PAE 1D
PSL 1E , CMA 1F




| GS (kt) | 75 | 100 | 150 | 200 | 250 |
|---|---|---|---|---|---|
| Rate of climb 3.7% (ft/min) | 280 | 375 | 560 | 750 | 935 |
| Rate of climb 5.0 % (ft/min) | 380 | 505 | 760 | 1015 | 1265 |

**PHRAE ONE DELTA (PAE 1D)**

- MINIMUM DESIGN CLIMB GRADIENT 3.7 %
- AFTER DEPARTURE CLIMB ON TRACK-175° MAG UNTIL REACHING ALT 2000 FEET OR ABOVE WI 6 DME
- TURN RIGHT AND TRACK-030° MAG TO LPN DVOR/DME
- LEAVE LPN DVOR/DME TURN RIGHT CLIMB ON R-103 LPN FOR ALT 11000 FEET TO PAE DVOR/DME

**PHITSANULOK ONE ECHO (PSL 1E)**

- MINIMUM DESIGN CLIMB GRADIENT 5.0 %
- AFTER DEPARTURE CLIMB ON TRACK-175° MAG UNTIL REACHING ALT 3000 FEET OR ABOVE WI 8 DME
- TURN LEFT CLIMB ON TRACK-125° MAG TO INTERCEPT R-153 LPN ALT 4700 FEET OR ABOVE WI 13 DME AND PROCEED ON R-153 LPN FOR ALT 11000 FT TO PSL DVOR/DME

**CHIANG MAI ONE FOXTROT (CMA 1F)**

- MINIMUM DESIGN CLIMB GRADIENT 3.7 %
- AFTER DEPARTURE CLIMB ON TRACK-175° MAG UNTIL REACHING ALT 2000 FEET OR ABOVE WI 6 DME
- TURN RIGHT AND TRACK-030° MAG TO LPN DVOR/DME
- LEAVE LPN DVOR/DME TURN LEFT CLIMB ON TRACK-360° MAG TO INTERCEPT TRACK-299° MAG WI 12.5 DME AND PROCEED ON TRACK-299° MAG ( R-119 CMA) FOR 11000 FT TO CMA DVOR/DME

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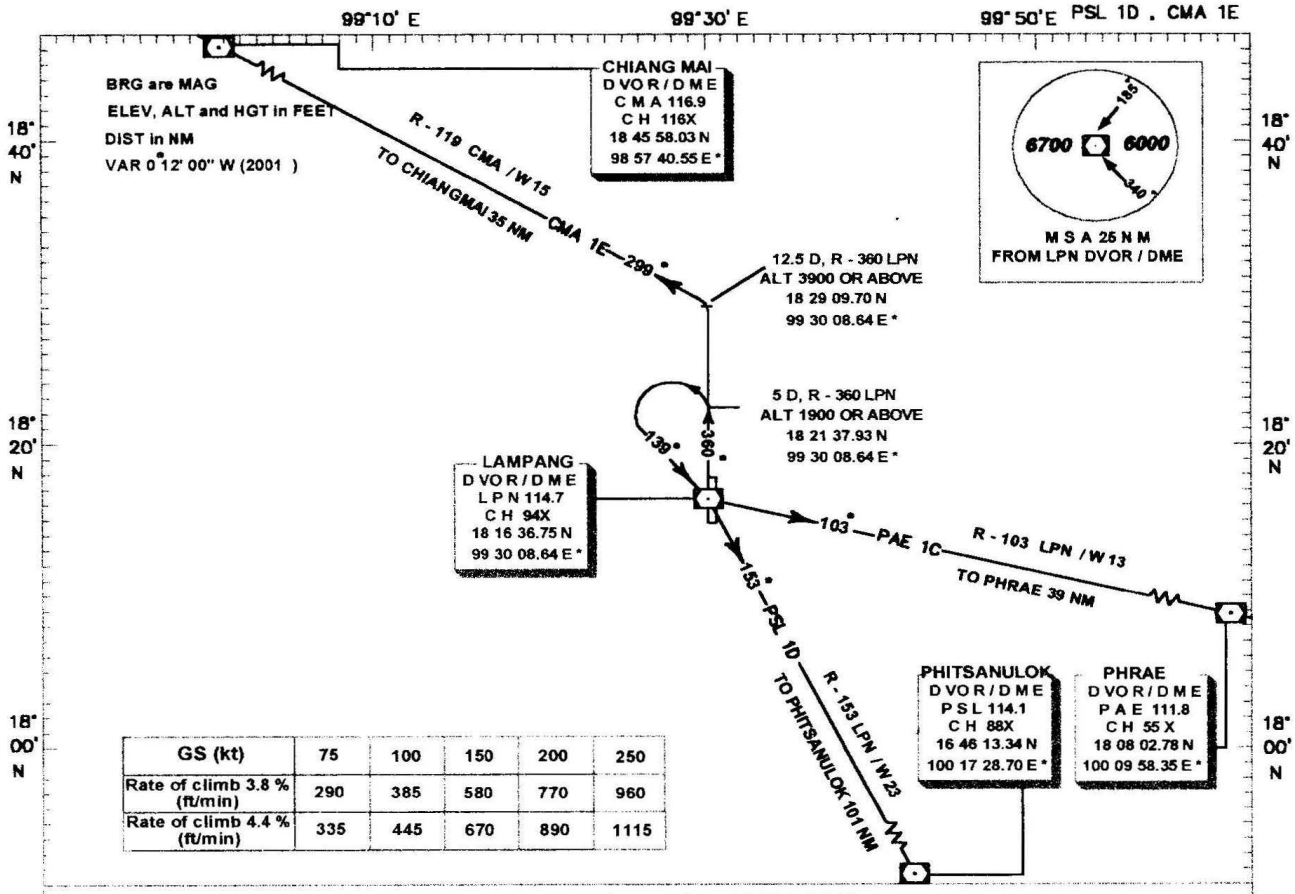
**STANDARD DEPARTURE CHART**
**INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000 ft

APP 119.3
TWR 122.3, 236.6

**LAMPANG/Lampang**
**RWY 36**
PAE 1C
PSL 1D . CMA 1E




| GS (kt) | 75 | 100 | 150 | 200 | 250 |
|---|---|---|---|---|---|
| Rate of climb 3.8 % (ft/min) | 290 | 385 | 580 | 770 | 960 |
| Rate of climb 4.4 % (ft/min) | 335 | 445 | 670 | 890 | 1115 |

**PHRAE ONE CHARLIE (PAE 1C)**

- MINIMUM DESIGN CLIMB GRADIENT 3.8 %
- AFTER DEPARTURE CLIMB ON TRACK-360° MAG UNTIL REACHING ALT 1900 FEET OR ABOVE WI 5 DME
- TURN LEFT AND TRACK-139° MAG TO LPN DVOR/DME
- LEAVE LPN DVOR/DME TURN LEFT CIMB ON R-103 LPN FOR ALT 11000 FEET TO PAE DVOR/DME

**PHITSANULOK ONE DELTA (PSL 1D)**

- MINIMUM DESIGN CLIMB GRADIENT 3.8 %
- AFTER DEPARTURE CLIMB ON TRACK-360° MAG UNTIL REACHING ALT 1900 FEET OR ABOVE WI 5 DME
- TURN LEFT AND TRACK-139° MAG TO LPN DVOR/DME
- LEAVE LPN DVOR/DME TURN RIGHT CLIMB ON R-153 LPN FOR ALT 11000 FT TO PSL DVOR/DME

**CHIANG MAI ONE ECHO (CMA 1E)**

- MINIMUM DESIGN CLIMB GRADIENT 3.8 % UNTIL ALT 1900 FEET OR ABOVE WI 5 DME THEN 4.4 %
- AFTER DEPARTURE CLIMB ON TRACK-360° MAG UNTIL REACHING ALT 1900 FEET OR ABOVE WI 5 DME
- CONTINUTING CLIMB ON TRACK-360° MAG TO INTERCEPT TRACK-299° MAG WI 12.5 DME AND PROCEED ON TRACK-360° MAG (R-119 CMA) FOR 11000 FT TO CMA DVOR/DME

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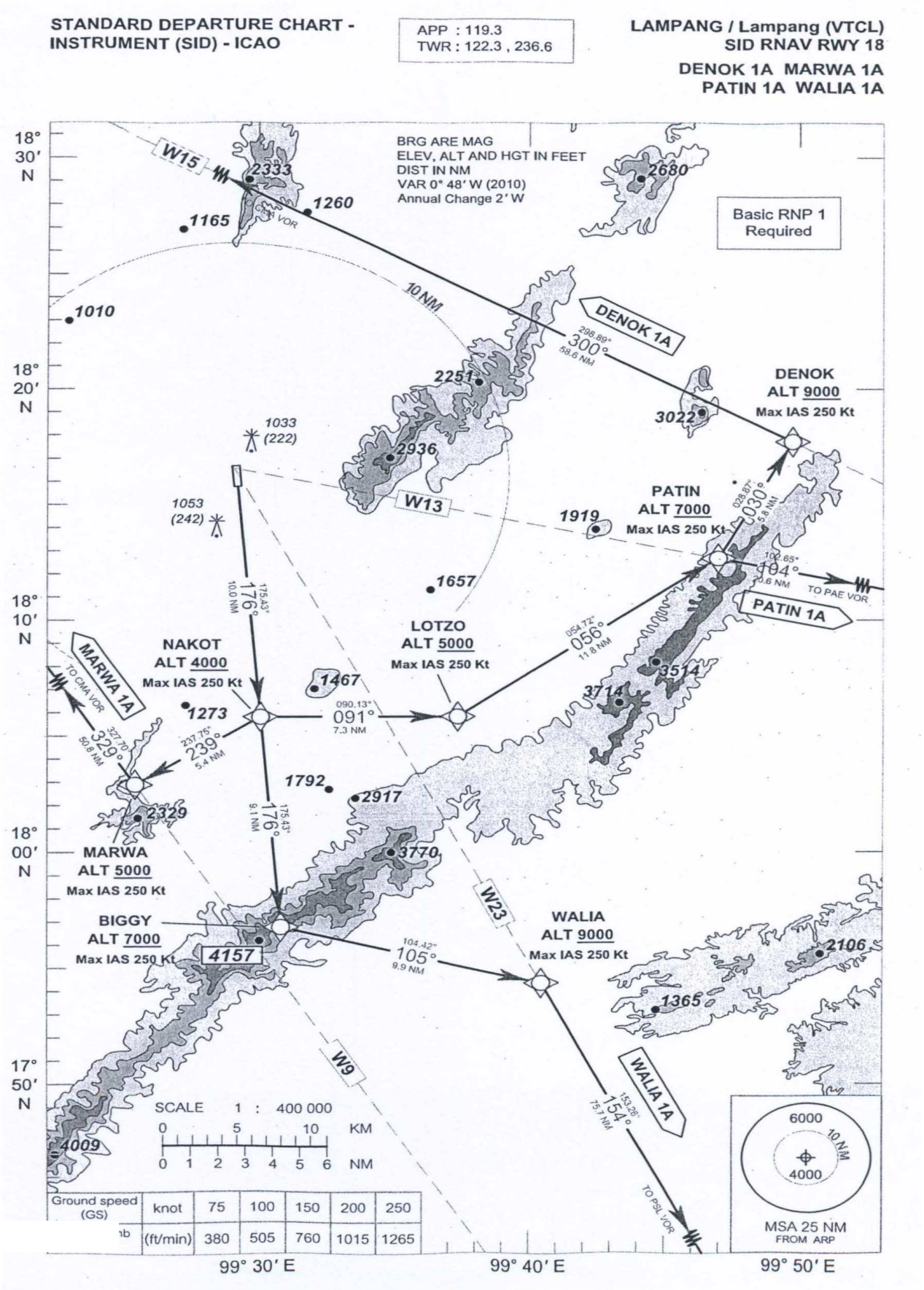



Date: 05 SEP 2012

LAMPANG / Lampang (VTCL)

SID RNAV RWY 18

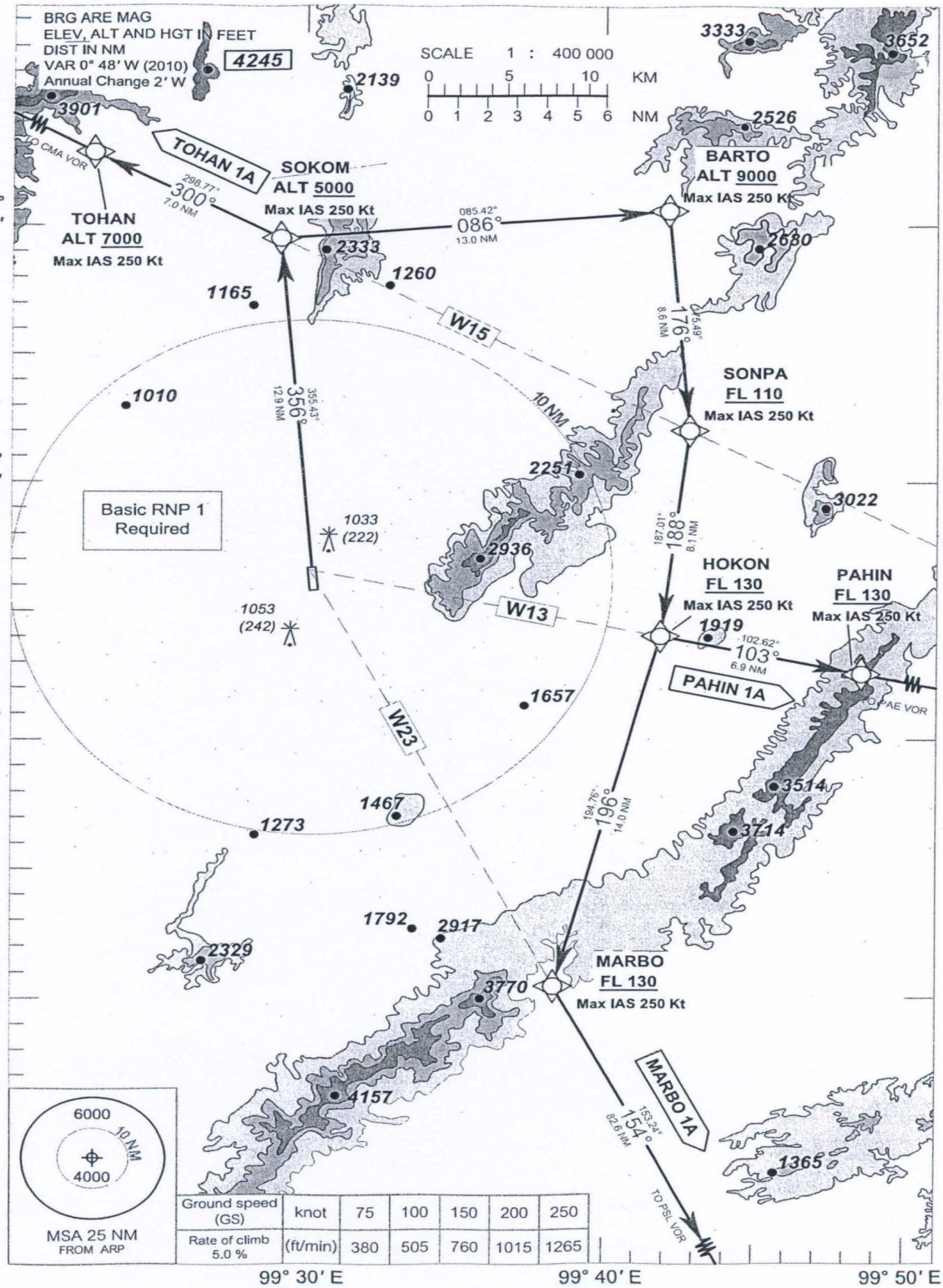
| Fix identifier (Waypoint name) | WGS-84 Coordinates Latitude | Longtitude | Path descriptor | Flyover | Course ° M (° T) | Turn direction | Altitude | Speed limit | Magnetic variation | Navigation performance |
|---|---|---|---|---|---|---|---|---|---|---|
| DER RWY18 | 181547.63 N | 0993017.35 E | CF | - | 176°(175.43°) | - | - | - | 0.8 | RNP1 |
| NAKOT | 180546.72 N | 0993107.58 E | TF | - | 176°(175.43°) | L,R | +4000 | 250 | 0.8 | RNP1 |
| MARWA | 180251.96 N | 0992618.09 E | TF | - | 239°(237.75°) | R | +5000 | 250 | 0.8 | RNP1 |
| LOTZO | 180545.58 N | 0993844.63 E | TF | - | 091°(090.13°) | L | +5000 | 250 | 0.8 | RNP1 |
| PATIN | 181235.84 N | 0994851.67 E | TF | - | 056°(054.72°) | L | +7000 | 250 | 0.8 | RNP1 |
| DENOK | 181739.36 N | 0995146.87 E | TF | - | 030°(028.87°) | L | +9000 | 250 | 0.8 | RNP1 |
| BIGGY | 175640.38 N | 0993153.26 E | TF | - | 176°(175.43°) | L | +7000 | 250 | 0.8 | RNP1 |
| WALIA | 175411.39 N | 0994157.40 E | TF | - | 105°(104.42°) | R | +9000 | 250 | 0.8 | RNP1 |

Date: 05 SEP 2012

**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

APP : 119.3
TWR : 122.3 , 236.6

**LAMPANG / Lampang (VTCL)**
**SID RNAV RWY 36**
**MARBO 1A PAHIN 1A TOHAN 1A**




| Ground speed (GS) | knot | 75 | 100 | 150 | 200 | 250 |
|---|---|---|---|---|---|---|
| Rate of climb 5.0 % | (ft/min) | 380 | 505 | 760 | 1015 | 1265 |

Date: 05 SEP 2012

LAMPANG / Lampang (VTCL)

SID RNAV RWY 36

| Fix identifier (Waypoint name) | WGS-84 Coordinates Latitude | Longtitude | Path descriptor | Flyover | Course ° M (° T) | Turn direction | Altitude | Speed limit | Magnetic variation | Navigation performance |
|---|---|---|---|---|---|---|---|---|---|---|
| DER RWY36 | 181641.88 N | 0993012.81 E | CF | - | 356°(355.43°) | - | - | - | 0.8 | RNP1 |
| SOKOM | 182933.28 N | 0992908.18 E | TF | - | 356°(355.43°) | L,R | +5000 | 250 | 0.8 | RNP1 |
| TOHAN | 183256.22 N | 0992240.53 E | TF | - | 300°(298.77°) | L | +7000 | 250 | 0.8 | RNP1 |
| BARTO | 183035.35 N | 0994246.65 E | TF | - | 086°(085.42°) | R | +9000 | 250 | 0.8 | RNP1 |
| SONPA | 182201.42 N | 0994329.07 E | TF | - | 176°(175.49°) | R | +11000 | 250 | 0.8 | RNP1 |
| HOKON | 181358.29 N | 0994226.87 E | TF | - | 188°(187.01°) | L,R | +13000 | 250 | 0.8 | RNP1 |
| PAHIN | 181227.82 N | 0994929.02 E | TF | - | 103°(102.62°) | - | +13000 | 250 | 0.8 | RNP1 |
| MARBO | 180022.22 N | 0993842.17 E | TF | - | 196°(194.76°) | L | +13000 | 250 | 0.8 | RNP1 |

Date: 05 SEP 2012

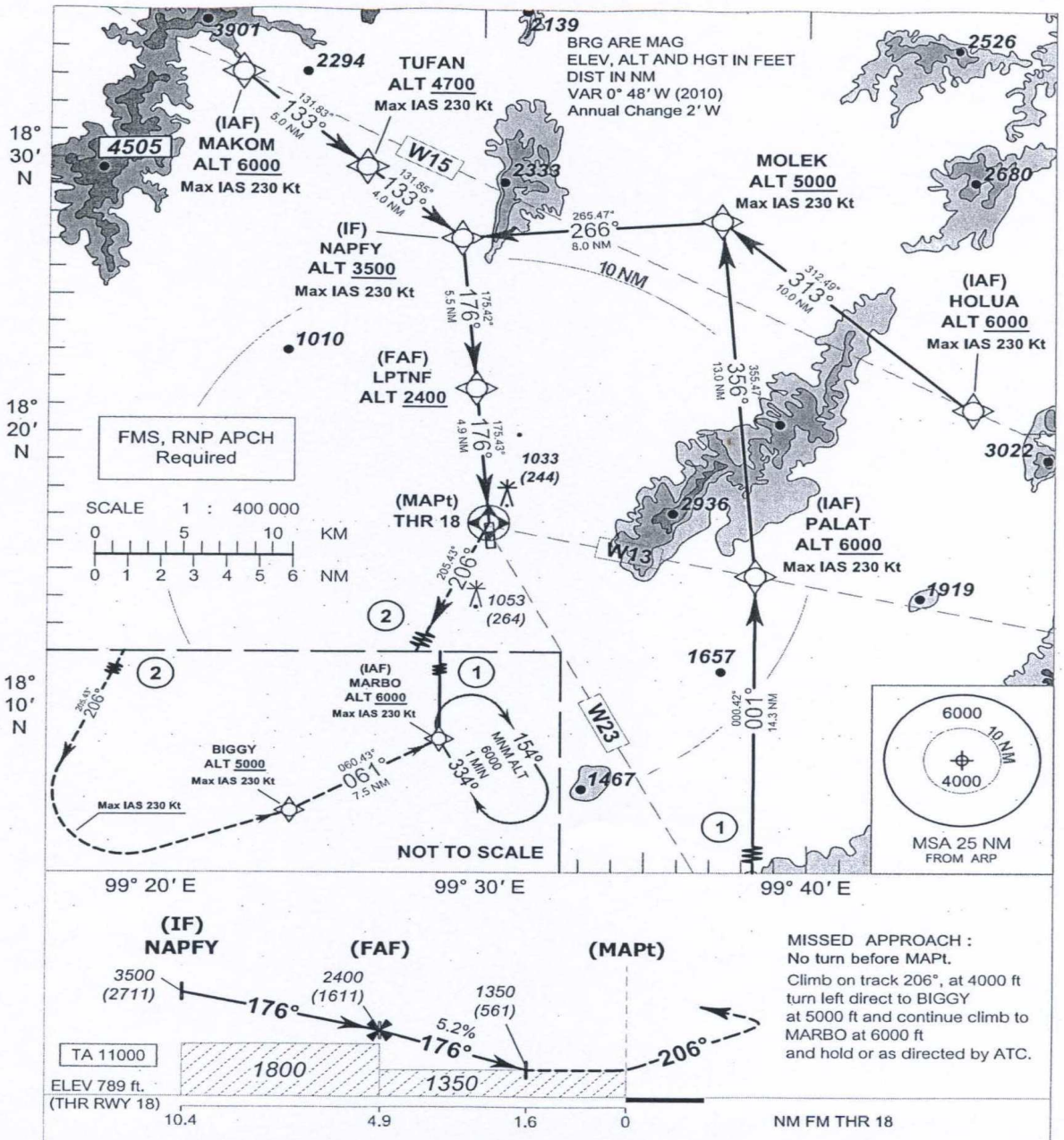
**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV. 811 ft**
HEIGHTS RELATED TO
THR RWY 18 ELEV. 789 ft

APP : 119.3
TWR : 122.3 , 236.6

**LAMPANG / Lampang (VTCL)**

**RNAV (GNSS) RWY 18**




| OCA/H | A | B | C | D | NM to THR 18 | | FAF | 4 NM | 3 NM | 2 NM | 1.6 NM |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LNAV | 1350 (561) | | | | Altitude (Height) | | 2400 (1611) | 2115 (1326) | 1795 (1006) | 1475 (686) | 1350 (561) |
| | | | | | Ground speed (GS) | knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | 1350 (539) | | 1500 (689) | | Rate of descent | (ft/min) | 530 | 635 | 740 | 850 | 950 | 1060 |

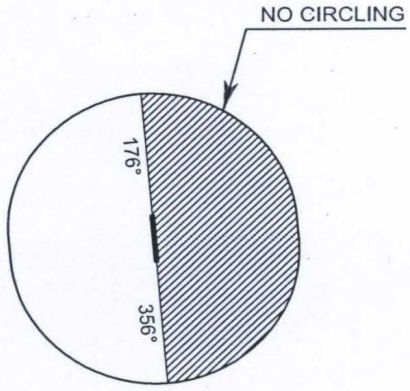
REMARK : FOR CIRCLING RESTRICTION SEE VERSO

Date: 05 SEP 2012

**LAMPANG / Lampang (VTCL)**

**RNAV RWY 18**

| Fix identifier | WGS-84 Coordinates | | Path | Flyover | Course | Turn | Altitude | Speed | Magnetic | Navigation |
|---|---|---|---|---|---|---|---|---|---|---|
| (Waypoint name) | Latitude | Longtitude | descriptor | | ° M (° T) | direction | | limit | variation | performance |
| MARBO (IAF) | 180022.22 N | 0993842.17 E | IF | - | 001°(000.42°) | R | +6000 | 230 | 0.8 | RNP1 |
| PALAT (IAF) | 181444.92 N | 0993848.76 E | IF, TF | - | 356°(355.47°) | L | +6000 | 230 | 0.8 | RNP1 |
| HOLUA (IAF) | 182058.08 N | 0994529.53 E | IF | - | 313°(312.49°) | R | +6000 | 230 | 0.8 | RNP1 |
| MAKOM | 183308.60 N | 0992216.79 E | IF | - | 133°(131.83°) | R | +6000 | 230 | 0.8 | RNP1 |
| TUFAN | 182947.63 N | 0992612.09 E | TF | - | 133°(131.85°) | - | +4700 | 230 | 0.8 | RNP1 |
| MOLEK | 182744.86 N | 0993744.02 E | TF | - | 266°(265.47°) | L | +5000 | 230 | 0.8 | RNP1 |
| NAPFY (IF) | 182706.57 N | 0992920.48 E | TF | - | 176°(175.42°) | L, R | +3500 | 230 | 0.8 | RNP1 |
| FAF | 182136.21 N | 0992948.17 E | TF | - | 176°(175.43°) | - | 2400 | - | 0.8 | RNP0.3 |
| MAPt (THR18) | 181641.88 N | 0993012.81 E | - | Y | 206°(205.43°) | R | 1300 | - | 0.8 | RNP0.3 |
| | | | CA | - | 206°(205.43°) | L | +4000 | 230 | 0.8 | RNP1 |
| BIGGY | 175640.38 N | 0993153.26 E | DF | - | 061°(060.43°) | L | +5000 | 230 | 0.8 | RNP1 |
| MARBO (IAF) | 180022.22 N | 0993842.17 E | HM | - | 334°(333.05°) | L, R | +6000 | 230 | 0.8 | RNP1 |




Date: 05 SEP 2012

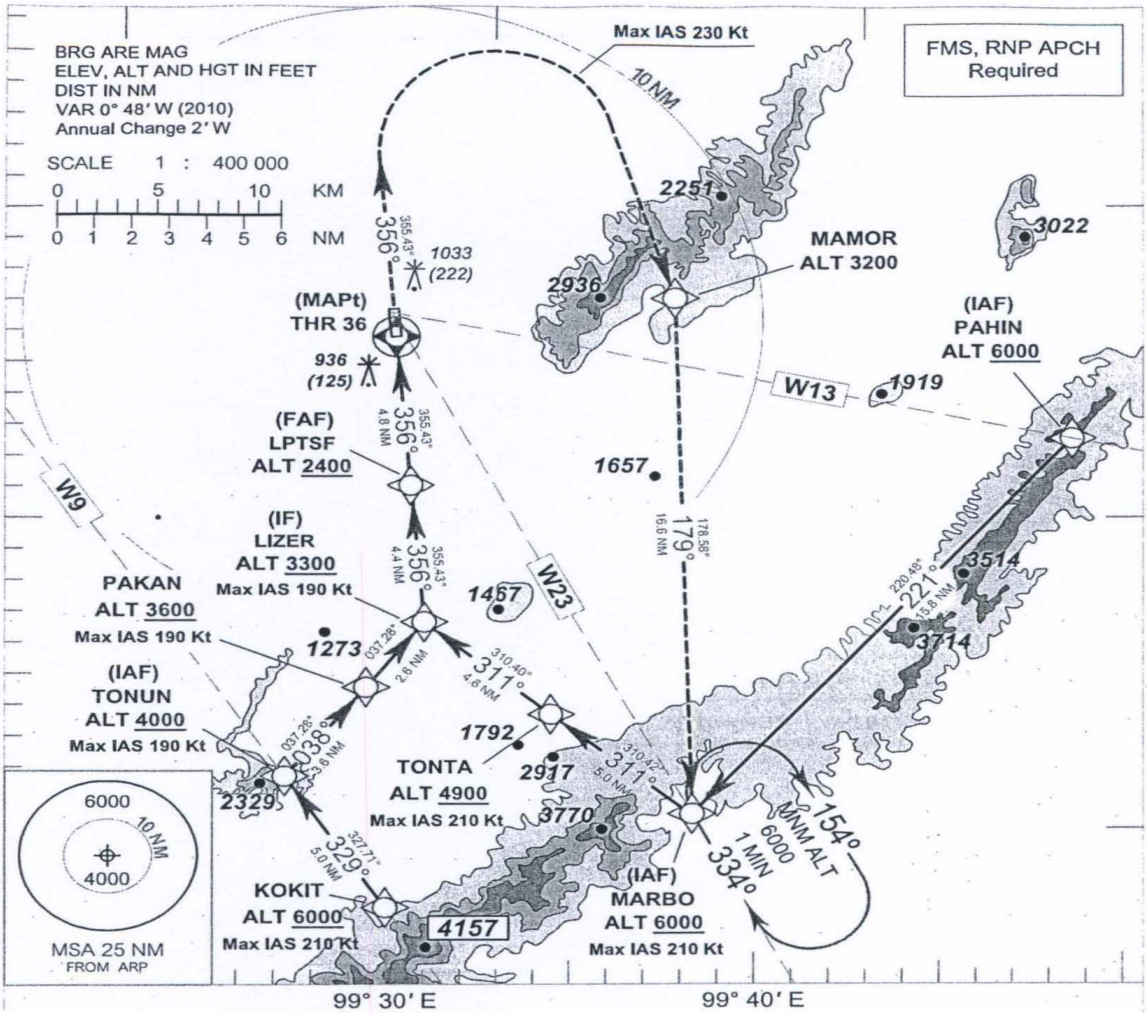
INSTRUMENT APPROACH CHART - ICAO

**AERODROME ELEV. 811 ft**
HEIGHTS RELATED TO AERODROME ELEV.

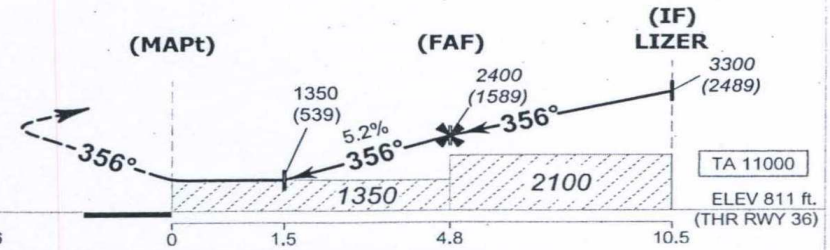
APP : 119.3
TWR : 122.3 , 236.6

**LAMPANG / Lampang (VTCL)**

**RNAV (GNSS) RWY 36**




MISSED APPROACH :
Climb on track 356°, at 2500 ft turn right direct to MAMOR at 3200 ft and continue climb to MARBO at 6000 ft and hold or as directed by ATC.




| OCA/H | A | B | C | D | NM to THR 36 | | 1.5 NM | 2 NM | 3 NM | 4 NM | FAF |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LNAV | 1350 (539) | | | | Altitude (Height) | | 1350 (539) | 1500 (689) | 1815 (1004) | 2135 (1324) | 2400 (1589) |
| | | | | | Ground speed (GS) | knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | 1350 (539) | | 1500 (689) | | Rate of descent | (ft/min) | 530 | 635 | 740 | 850 | 950 | 1060 |

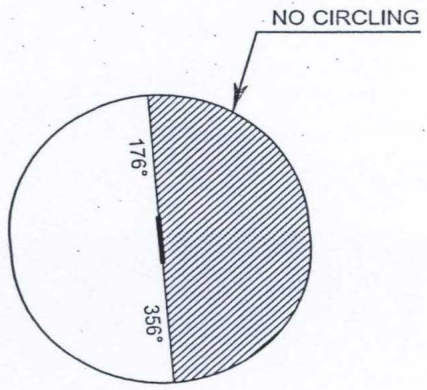
REMARK : FOR CIRCLING RESTRICTION SEE VERSO

Date: 05 SEP 2012

**LAMPANG / Lampang (VTCL)**

**RNAV (GNSS) RWY 36**

| Fix identifier | WGS-84 Coordinates | | Path | Flyover | Course | Turn | Altitude | Speed | Magnetic | Navigation |
|---|---|---|---|---|---|---|---|---|---|---|
| (Waypoint name) | Latitude | Longtitude | descriptor | | ° M (° T) | direction | | limit | variation | performance |
| PAHIN (IAF) | 181227.82 N | 0994929.02 E | IF | - | 221°(220.48°) | L | +6000 | - | 0.8 | RNP1 |
| MARBO (IAF) | 180022.22 N | 0993842.17 E | IF, TF | - | 311°(310.42°) | L, R | +6000 | 210 | 0.8 | RNP1 |
| KOKIT | 175723.53 N | 0992955.03 E | IF | - | 329°(327.71°) | - | +6000 | 210 | 0.8 | RNP1 |
| TONUN (IAF) | 180138.23 N | 0992706.81 E | IF, TF | - | 038°(037.28°) | R | +4000 | 190 | 0.8 | RNP1 |
| TONTA | 180337.53 N | 0993442.36 E | TF | - | 311°(310.40°) | - | +4900 | 210 | 0.8 | RNP1 |
| PAKAN | 180430.84 N | 0992924.18 E | TF | - | 038°(037.28°) | - | +3600 | 190 | 0.8 | RNP1 |
| LIZER (IF) | 180635.59 N | 0993103.51 E | TF | - | 356°(355.43°) | L, R | +3300 | 190 | 0.8 | RNP1 |
| LPTSF (FAF) | 181059.31 N | 0993041.47 E | TF | - | 356°(355.43°) | - | 2400 | - | 0.8 | RNP0.3 |
| MAPt (THR36) | 181547.63 N | 0993017.35 E | - | Y | 356°(355.43°) | - | 1200 | - | 0.8 | RNP0.3 |
| | | | CA | - | 356°(355.43°) | R | 2500 | 230 | 0.8 | RNP1 |
| MAMOR | 181659.94 N | 0993816.26 E | DF | - | 179°(178.58°) | R | +3200 | 230 | 0.8 | RNP1 |
| MARBO (IAF) | 180022.22 N | 0993842.17 E | HM | - | 334°(333.25°) | L, R | +6000 | 210 | 0.8 | RNP1 |




Date: 05 SEP 2012

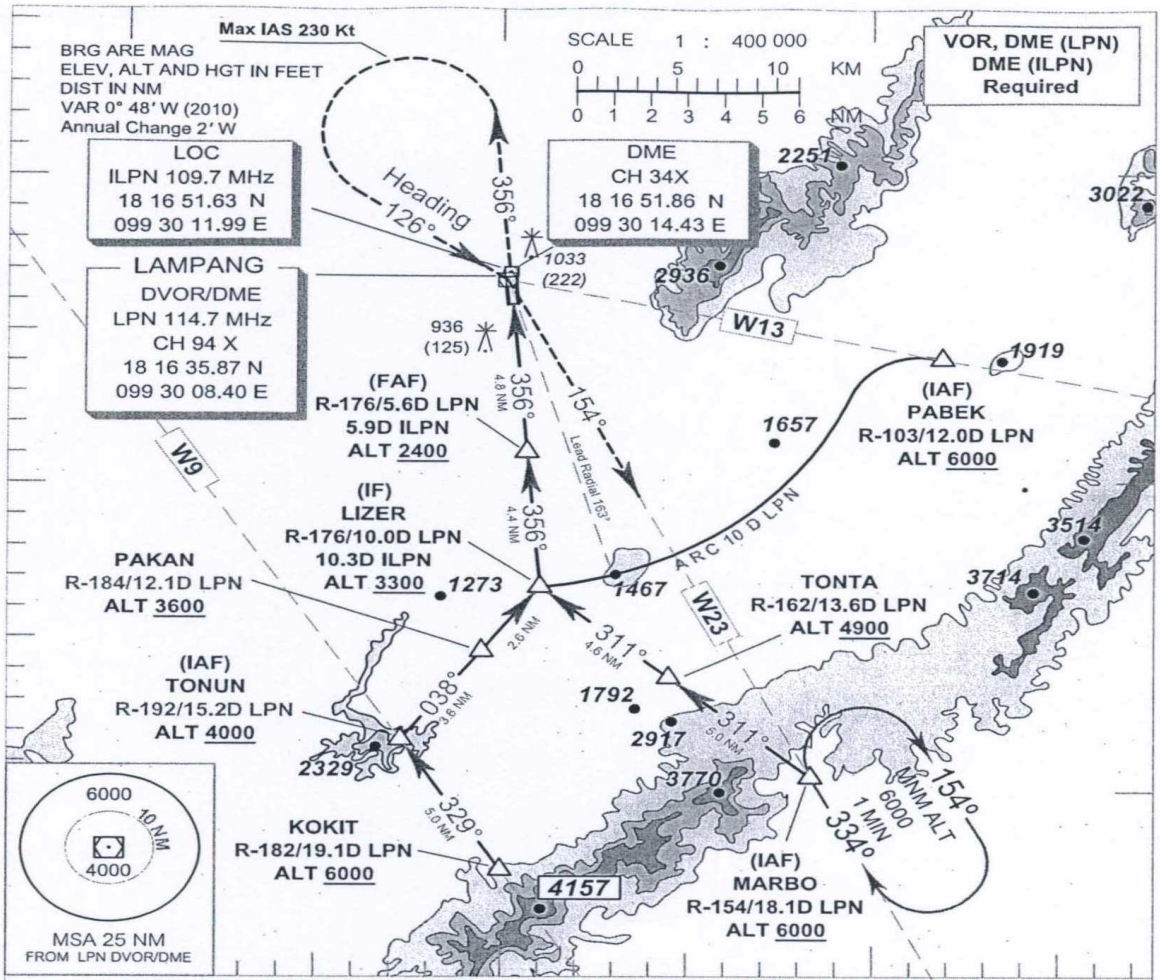
**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV. 811 ft**
HEIGHTS RELATED TO AERODROME ELEV.

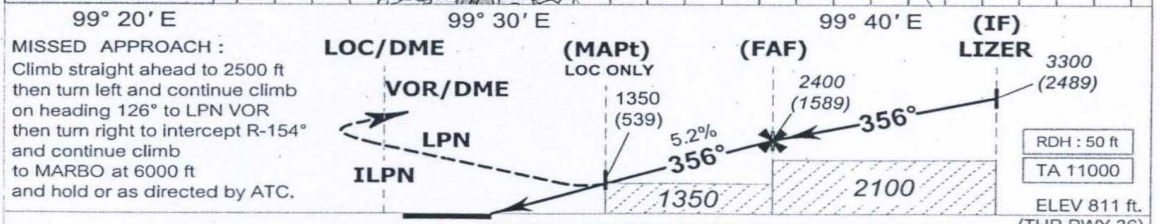
APP : 119.3
TWR : 122.3 , 236.6

**LAMPANG / Lampang (VTCL)**

**LOC RWY 36**




MISSED APPROACH :
Climb straight ahead to 2500 ft then turn left and continue climb on heading 126° to LPN VOR then turn right to intercept R-154° and continue climb to MARBO at 6000 ft and hold or as directed by ATC.




| | | | | |
|---|---|---|---|---|
| NM FM THR 36 | 0 | 1.5 | 4.8 | 9.2 |
| DME FM VOR/DME | 0 0.8 | 2.3 | 5.6 | 10.0 |
| DME FM LOC/DME | 0 1.1 | 2.6 | 5.9 | 10.3 |

| OCA/H | | A | B | C | D | Distance (ILPN) | | MAPt | 3D | 4D | 5D | FAF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Straight - in approach | LOC Only | 1350 (539) | | | | Altitude (Height) | | 1350 (539) | 1465 (654) | 1785 (974) | 2105 (1294) | 2400 (1589) |
| | | | | | | Ground speed (GS) | knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | | 1350 (539) | | 1500 (689) | | Rate of descent | (ft/min) | 530 | 635 | 740 | 850 | 950 | 1060 |

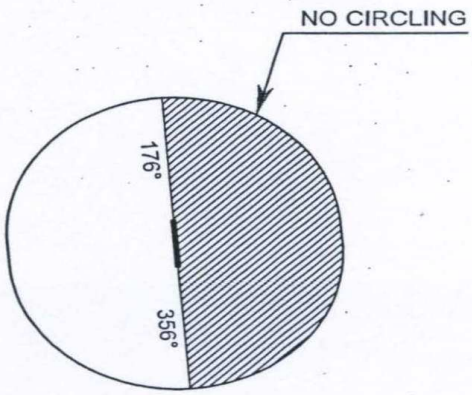
REMARK : FOR CIRCLING RESTRICTION SEE VERSO

Date: 05 SEP 2012

LAMPANG / Lampang (VTCL)

LOC RWY 36

| | | | |
|---|---|---|---|
| (IAF) MARBO | 18.1D, R-154 LPN | 18 00 22.22 N* | 099 38 42.17 E* |
| (IAF) PABEK | 12.0D, R-103 LPN | 18 13 58.26 N* | 099 42 27.02 E* |
| (IAF) TONUN | 15.2D, R-192 LPN | 18 01 38.23 N* | 099 27 06.81 E* |
| KOKIT | 19.1D, R-182 LPN | 17 57 23.53 N* | 099 29 55.03 E* |
| TONTA | 13.6D, R-162 LPN | 18 03 37.53 N* | 099 34 42.36 E* |
| PAKAN | 12.1D, R-184 LPN | 18 04 30.84 N* | 099 29 24.18 E* |
| (IF) LIZER | 10.0D, R-176 LPN<br>10.3D ILPN | 18 06 35.59 N* | 099 31 03.51 E* |
| (FAF) | 5.6D, R-176 LPN<br>5.9D ILPN | 18 10 59.31 N* | 099 30 41.47 E* |
| (MAPt) | 2.3D, R-174 LPN<br>2.6D ILPN | 18 14 17.53 N* | 099 30 24.89 E* |




Date: 05 SEP 2012

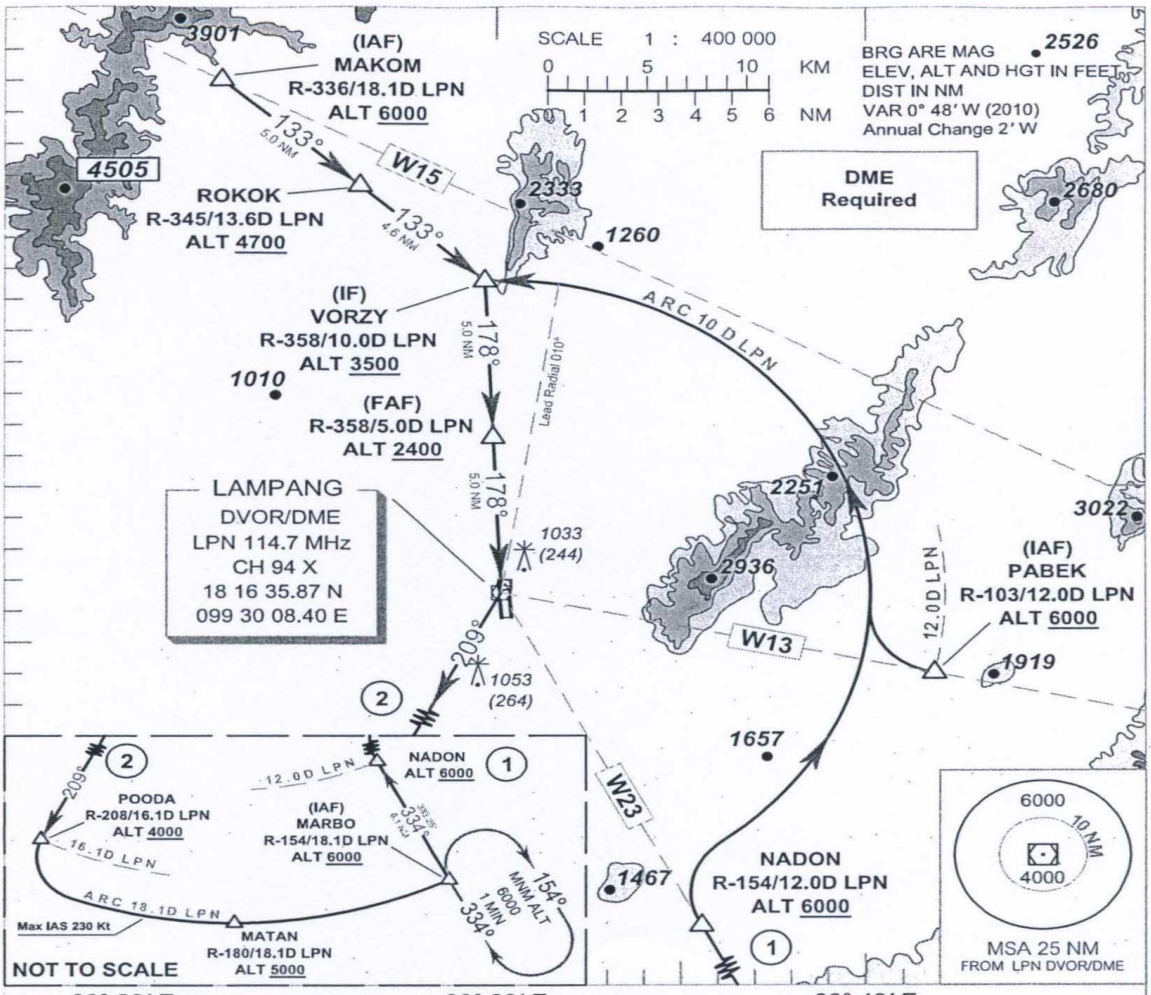
**INSTRUMENT APPROACH CHART - ICAO**

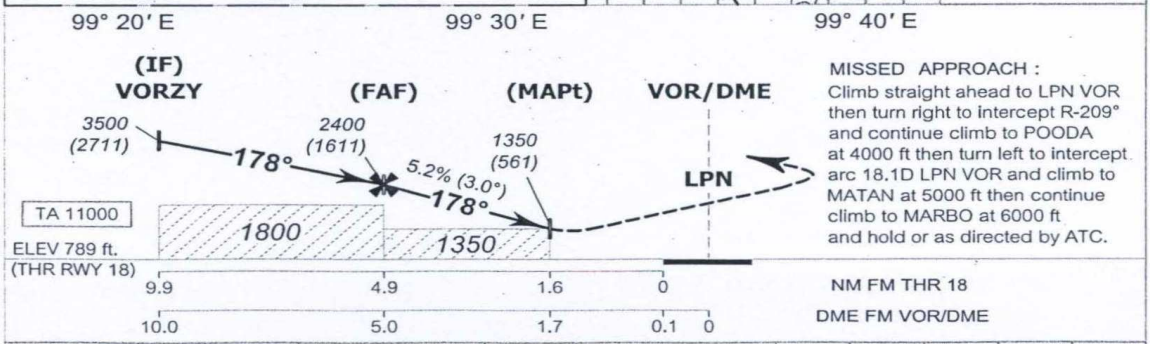
**AERODROME ELEV. 811 ft**
HEIGHTS RELATED TO
THR RWY 18 ELEV. 789 ft

APP : 119.3
TWR : 122.3 , 236.6

**LAMPANG / Lampang (VTCL)**

**VOR RWY 18**




MISSED APPROACH :
Climb straight ahead to LPN VOR then turn right to intercept R-209° and continue climb to POODA at 4000 ft then turn left to intercept arc 18.1D LPN VOR and climb to MATAN at 5000 ft then continue climb to MARBO at 6000 ft and hold or as directed by ATC.

| OCA/H | A | B | C | D | Distance (LPN) | | FAF | 4D | 3D | 2D | MAPt |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Straight - in approach | 1350 (561) | | | | Altitude (Height) | | 2400 (1611) | 2080 (1291) | 1760 (971) | 1445 (656) | 1350 (561) |
| | | | | | Ground speed (GS) | knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | 1350 (539) | | 1500 (689) | | Rate of descent | (ft/min) | 530 | 635 | 740 | 850 | 950 | 1060 |

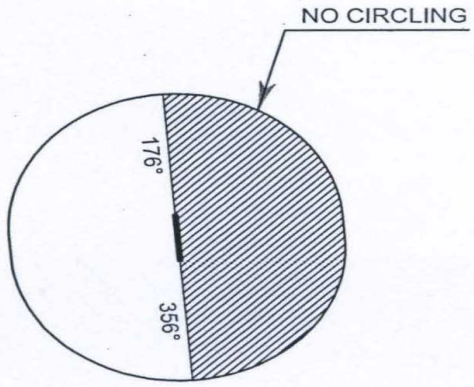
REMARK : FOR CIRCLING RESTRICTION SEE VERSO

Date: 05 SEP 2012

LAMPANG / Lampang (VTCL)

VOR RWY 18

| | | | |
|---|---|---|---|
| (IAF) MARBO | 18.1D, R-154 LPN | 18 00 22.22 N* | 099 38 42.17 E* |
| (IAF) PABEK | 12.0D, R-103 LPN | 18 13 58.26 N* | 099 42 27.02 E* |
| (IAF) MAKOM | 18.1D, R-336 LPN | 18 33 08.60 N* | 099 22 16.79 E* |
| NADON | 12.0D, R-154 LPN | 18 05 50.31 N* | 099 35 49.24 E* |
| ROKOK | 13.6D, R-345 LPN | 18 29 44.72 N* | 099 26 09.32 E* |
| (IF) VORZY | 10.0D, R-358 LPN | 18 26 37.93 N* | 099 29 42.15 E* |
| (FAF) | 5.0D, R-358 LPN | 18 21 36.73 N* | 099 29 55.29 E* |
| (MAPt) | 1.7D, R-358 LPN | 18 18 18.18 N* | 099 30 03.94 E* |
| POODA | 16.1D, R-208 LPN | 18 02 16.38 N* | 099 22 18.73 E* |
| MATAN | 18.1D, R-180 LPN | 17 58 25.32 N* | 099 30 05.29 E* |




Date: 05 SEP 2012

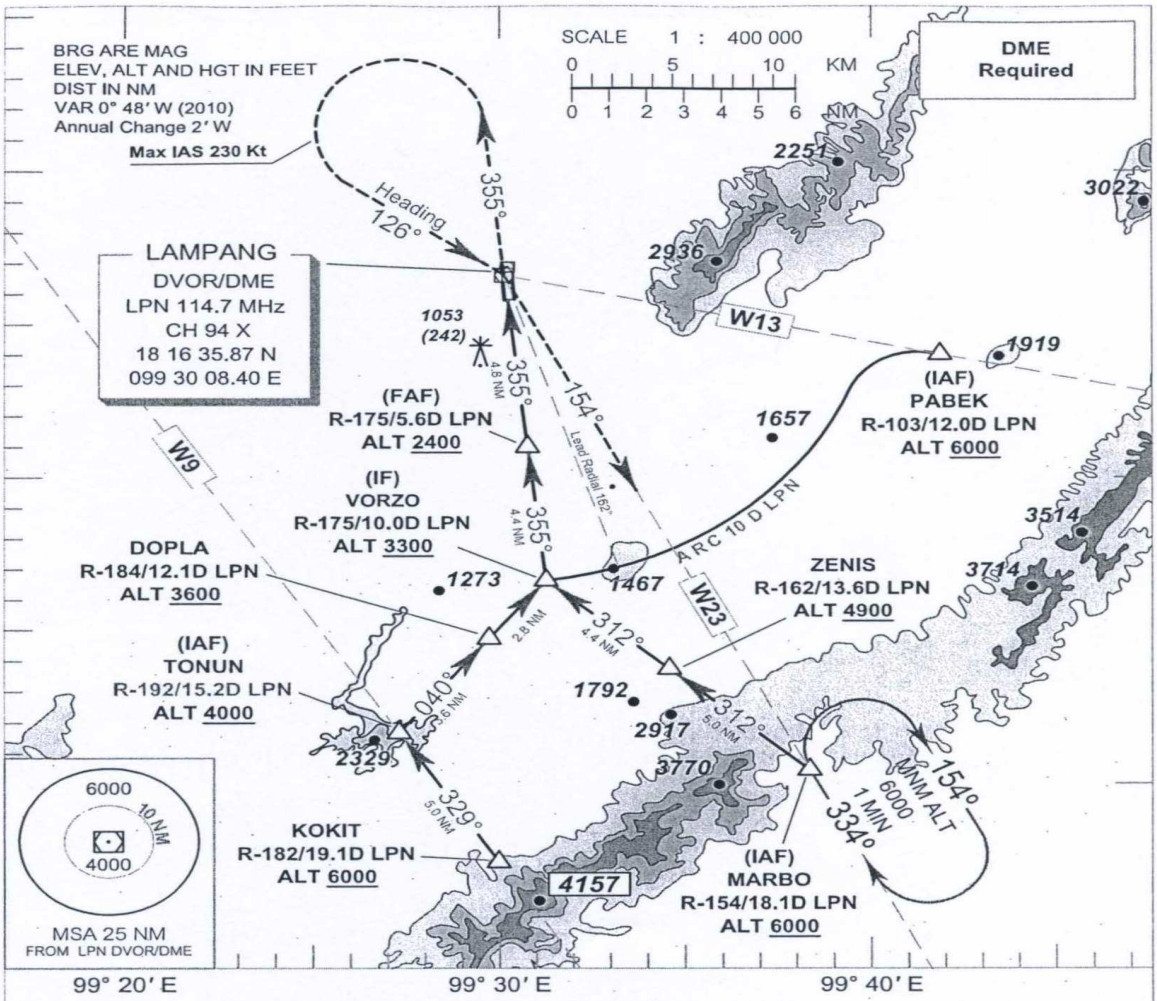
**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV. 811 ft**
HEIGHTS RELATED TO AERODROME ELEV.

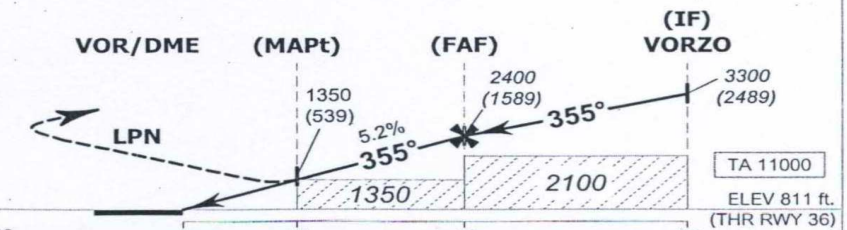
APP : 119.3
TWR : 122.3 , 236.6

**LAMPANG / Lampang (VTCL)**

**VOR RWY 36**




**MISSED APPROACH :**
Climb straight ahead to 2500 ft
then turn left and continue climb
on heading 126° to LPN VOR
then turn right to intercept R-154°
and continue climb
to MARBO at 6000 ft
and hold or as directed by ATC.




| | | | |
|---|---|---|---|
| NM FM THR 36 | 0 | 1.5 | 4.8 | 9.2 |
| DME FM VOR/DME | 0 0.8 | 2.3 | 5.6 | 10.0 |

| OCA/H | A | B | C | D | Distance (LPN) | | MAPt | 3D | 4D | 5D | FAF |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Straight - in approach | 1350 (539) | | | | Altitude (Height) | | 1350 (539) | 1560 (749) | 1880 (1069) | 2190 (1379) | 2400 (1589) |
| | | | | | Ground speed (GS) | knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | 1350 (539) | | 1500 (689) | | Rate of descent | (ft/min) | 530 | 635 | 740 | 850 | 950 | 1060 |

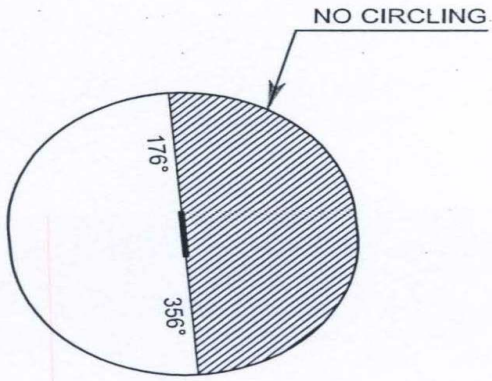
REMARK : FOR CIRCLING RESTRICTION SEE VERSO

**Date: 05 SEP 2012**

**LAMPANG / Lampang (VTCL)**

**VOR RWY 36**

| | | | |
|---|---|---|---|
| (IAF) MARBO | 18.1D, R-154 LPN | 18 00 22.22 N* | 099 38 42.17 E* |
| (IAF) PABEK | 12.0D, R-103 LPN | 18 13 58.26 N* | 099 42 27.02 E* |
| (IAF) TONUN | 15.2D, R-192 LPN | 18 01 38.23 N* | 099 27 06.81 E* |
| KOKIT | 19.1D, R-182 LPN | 17 57 23.53 N* | 099 29 55.03 E* |
| ZENIS | 13.6D, R-162 LPN | 18 03 41.33 N* | 099 34 45.80 E* |
| DOPLA | 12.1D, R-184 LPN | 18 04 27.48 N* | 099 29 28.67 E* |
| (IF) VORZO | 10.0D, R-175 LPN | 18 06 36.88 N* | 099 31 17.20 E* |
| (FAF) | 5.6D, R-175 LPN | 18 10 59.97 N* | 099 30 47.00 E* |
| (MAPt) | 2.3D, R-175 LPN | 18 14 17.49 N* | 099 30 24.30 E* |




Date: 05 SEP 2012

# VTUL AD 2. AERODROMES

## VTUL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

**VTUL - LOEI / LOEI AIRPORT**

## VTUL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINSTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 172620.88N 1014319.43E |
| 2 | Direction and distance from (city) | 5 KM, from city |
| 3 | Elevation/Reference temperature | 860 FT /30ºC |
| 4 | MAG VAR/Annual change | 0º48' W (2010) / 2'W |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Director of Loei Airport<br>Loei Airport<br>Loei Province 42000<br>Thailand.<br>Tel. 0 4281 2654, 0 4281 1521<br>Fax. 0 4281 2654<br>AFS: VTULYDYX |
| 6 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 7 | Remarks | Operator : Department of Civil Aviation |

## VTUL AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | HJ |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | HJ |
| 5 | ATS Reporting Office (ARO) | Nil |
| 6 | MET Briefing Office | Nil |
| 7 | ATS | Available on request 4 HR PN in advance to Udonthani Aerodrome Control Tower and Loei Approach Control Unit via AFTN VTUDZTZX and VTBBZAZX or FAX 0 4224 6803 ext 7109 and 0 2285 9610 |

## VTUL AD 2.4 HANDLING SERVICES AND FACILITIES

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

## VTUL AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | in the city |
| 2 | Restaurants | in the city |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## VTUL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

## VTUL AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

## VTUL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface : Concrete<br>Strength: PCN 45/R/C/X/T |
| 2 | Taxiway width, surface and strength | Width: 23 M<br>Surface : Asphaltic Concrete<br>Strength: PCN 42/F/C/X/T |

## VTUL AD 2.9 SURFACE MOVEMENT GUIDANCE ANDCONTROL SYSTEM AND MARKINGS

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

## VTUL AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling areas and at AD | | Remarks |
|---|---|---|---|---|---|
| 1 | | | 2 | | 3 |
| RWY/Area affected | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | |
| a | b | c | a | b | |
| - | Radio mast HGT 110 M, painted red/white LGTD on top. | 172800N 1014220E | - | - | - |

## VTUL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | Office of the Provincial Forestry<br>Aeronautical Radio of Thailand Company Ltd.<br>Airport of Thailand Public Company Ltd.<br>Thai Airways International Public Company Ltd. |
| 2 | Hours of service<br>MET Office outside hours | Before take off / after take off 2 hours |
| 3 | Office responsible for TAF Preparation<br>Periods of validity | supply TAF from Northeastern Regional Met. Center |
| 4 | Type of landing forecast<br>Interval of issuance | supply TAF from Northeastern Regional Met. Center |
| 5 | Briefing/consultation provided | No |
| 6 | Flight documentation<br>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<br>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 2.16 HELICOPTER LANDING AREA

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

## 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<br>Language (S) | Loei Tower<br>En, Thai |
| 5 | Transition altitude | 11 000 FT |
| 6 | Remarks | Nil |

## VYUL 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<br>118.35 MHz | 2300-1100 | |

## VTUL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

## VTUL AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTUL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTUL AD 2.22 FLIGHT PROCEDURES

NIL

## VTUL AD 2.23 ADDITIONAL INFORMATION

NIL

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## VTUL AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART-ICAO

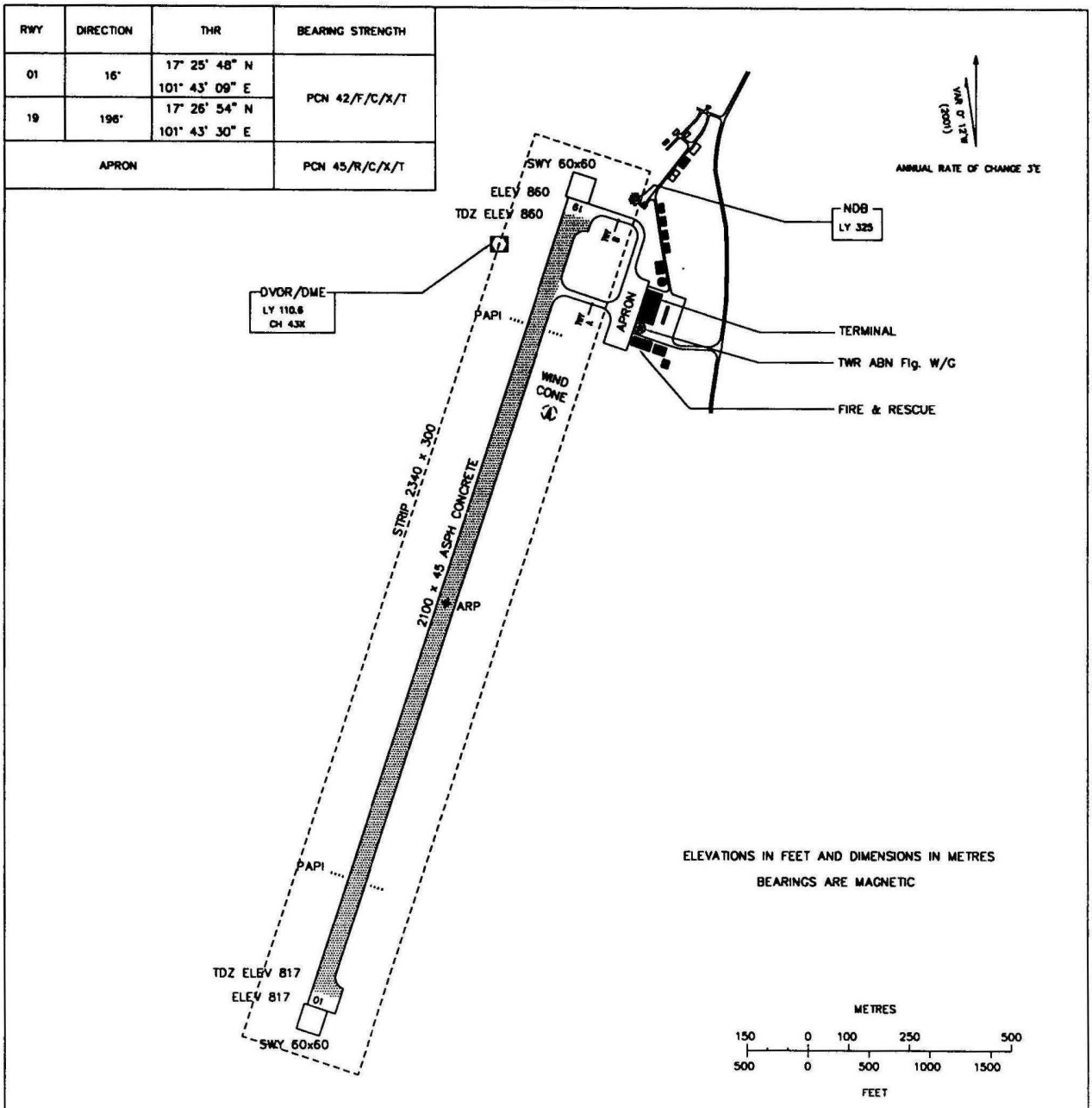
17° 26' 21" N
101° 43' 19" E

ELEV 860 ft
262 m

TWR 122.5

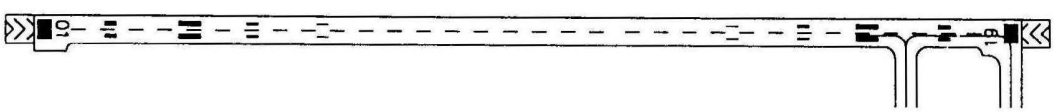
LOEI/Loei

| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 01 | 16° | 17° 25' 48" N<br>101° 43' 09" E | PCN 42/F/C/X/T |
| 19 | 196° | 17° 26' 54" N<br>101° 43' 30" E | |
| APRON | | | PCN 45/R/C/X/T |

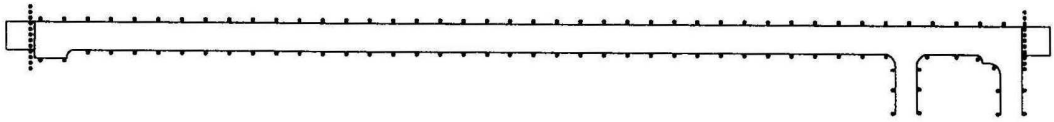



Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY



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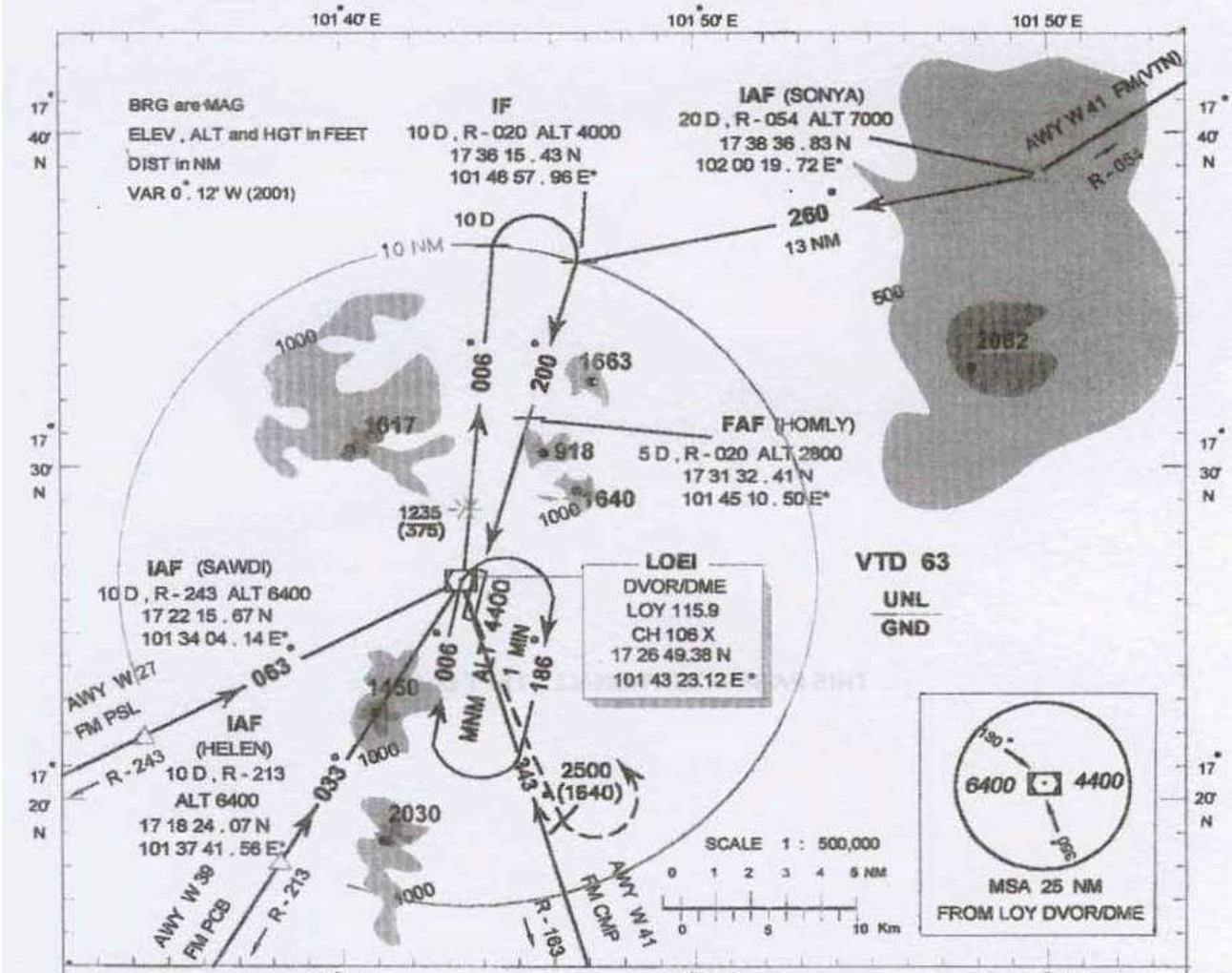
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 860 ft
HEIGHTS RELATED TO AERODROME ELEV

APP 126.2 , 236.6
TWR 122.5

LOEI / Loei
DVOR / DME
RWY 19




**MISSED APPROACH :** At 1.6 DME climb on track 200° to the **DVOR/DME** then turn left climb on R-160 to **2500 (1640)** ft then turn left continuing climb to **4400 (3540)** ft then direct to **DVOR/DME** and hold **4400 (3540)** ft.

| REMARK : MAX IAS IN BASE TURN 185 KT | | | | | Distance (DME) | | 2 D | 3 D | 4 D |
|---|---|---|---|---|---|---|---|---|---|
| OCA / H | A | B | C | D | Altitude (Height) | | 1640 (780) | 2030 (1170) | 2410 (1550) |
| Straight Approach | 1480 (620) | | | | GS (kt) | 100 | 120 | 140 | 160 | 180 |
| Circling | 2000 (1140) | | 2700 (1840) | | Rate of descent (ft/min) | 640 | 765 | 890 | 1020 | 1150 |

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## VTBL AD 2. AERODROMES

### VTBL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

### VTBL- LOP BURI/KHOK KATHIAM AIRPORT

### VTBL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 145228.7 N 1003948.2E |
| 2 | Direction and distance from (city) | 10 km NE of City |
| 3 | Elevation/Reference temperature | 117 ft/34°C |
| 4 | MAG VAR/Annual change | - |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Wing 2, Khok Kathiam Air Force Base<br>Mueang District, Lop Buri Province<br>Tel. 036-486380-3 Ext.50520-1, 196, 036-642675<br>Fax. (02) 5346000 Ext.50514, 036-486380-3 Ext. 50514<br>AFS: VTBLYXYX |
| 6 | Types of traffic permitted (IFR/VFR) | VFR |
| 7 | Remarks | Operator : Royal Thai Air Force |

### VTBL AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 2300-1100 DAILY or on Request |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | 2300-1100 DAILY or on Request |
| 5 | ATS Reporting Office (ARO) | Nil |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | 2300-1100 DAILY or on Request |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

### VTBL AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/oil types | JP8, Octane 100/130 |
| 3 | Fuelling facilities/capacity | 1 truck 6 000 litres, 2 truck 8 000 litres, 1 truck 12 000 litres, 100 litres/MIN |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

## VTBL AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR flight

1.1 By Day (Sunrise/Sunset)

a) unless otherwise specifically authorized VFR flights shall not be permitted to land/take-off at Khok kathiam aerodrome when weather conditions as reported by ground observer are less than.

Ground visibility : 5 km or
Ceiling : 450 m (1 500 ft)

b) Except for the helicopters may be permitted to operated when the flight visibility are less than 1.5 km if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

1.2 By Night (Sunset/Sunrise)

VFR flights shall be operated in the night time when otherwise specifically authorized only.

1.3 At all time as authorized

VFR flight within the Khok kathiam aerodrome traffic zone and local flights in VTD31 shall be conducted so that the aircraft maintain flight visibility and distance from cloud equal to of greater than.

Flight visibility - 8 km when at and above 3 050 m (10 000 ft)
- 5 km when below 3 050 m (10 000 ft)

Distance from cloud - 1 500 m horizontally
and 300 m (1 000 ft) vertically

1.4 No authorization for special VFR flights.

2. VFR departure procedures

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

RMK/ Fix wings shall start turn when passing 500 ft.
Helicopter shall start turn when passing 200 ft.

2.2 Take-off from RWY 16 shall right turn for leaved traffic.

2.3 Take-off from RWY 34, RWY 05 shall left turn for leaved traffic.

2.4 Take-off from RWY 23 shall left or right turn as pilot requested.

2.5 VFR departure to others aerodrome

2.5.1 Aircraft shall be reported of their the following information to the control tower prior to taxi for departure.

- aircraft call signs
- type of aircraft
- Destination
- Cruising level
- Radial outbound or Route
- Transponder code
- Intention of the pilot if necessary

2.5.2 Aircraft shall be reported to the control tower when passing 12 NM or 5500 ft. which is earlier.

2.6 VFR departure to VTD31 (local flight)

a) After departure climbing to 5 NM West of the airfield at an altitude 1500 ft. (500 ft. for Helicopter) initially then proceeding to area 1 (GND - 5500 ft.)

b) After departure, climbing to Lima point (about 5nm south of the airfield) at an altitude 1500 ft. (500 ft. for Helicopter) initially then proceeding to area 2, area 3 and area 4 (GND - 5500 ft.)

c) All aircrafts are operating in VTD31 should be reported altitude and the words “operation normal” every 30 minutes to the control tower for traffic advised.

## VTBL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTBL AD 2.22 FLIGHT PROCEDURES

NIL

## VTBL AD 2.23 ADDITIONAL INFORMATION

NIL

## VTBL AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

# VTCH AD 2. AERODROMES

## VTCH AD 2.1 AERODDROME LOCATION INDICATOR AND NAME

## VTCH - MAE HONG SON / MAE HONG SON AIRPORT

## VTCH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 191806.18N 975830.20E |
| 2 | Direction and distance from (city) | 2 km NE, from city |
| 3 | Elevation/Reference temperature | 929 ft /30ºC |
| 4 | MAG VAR/Annual change | 0º 48'W (2010) / 1'W |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Director of Mae Hong Son Airport<br>Mae Hong Son Airports<br>Niwet Pisan Road<br>Amphoe Muang, Mae Hong Son 58000<br>Thailand.<br>Tel. (053)612057, 611499<br>Fax. (053)611499<br>AFS: VTCHYDYX |
| 6 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 7 | Remarks | Operator : Department of Civil Aviation |

## VTCH 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 |

## VTCH AD 2.4 HANDLING SERVICES AND FACILITIES

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

## VTCH AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the city |
| 2 | Restaurants | In the city |
| 3 | Transportation | Taxis |

## VTCH 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 |
| 11 | RTIL | Green | PAPI<br>Left 3º<br>Right 3°<br>(44.63 ft) | Nil | Nil | 2000 M<br>60 M<br>White / LIM | Red | Nil | Nil |
| 29 | Nil | Nil | Nil | Nil | Nil | 2000 M<br>60 M<br>White / LIM | Red | Nil | Nil |

## VTCH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation. | ABN: At Tower Building FLG W G EV 4 SEC |
| 2 | LDI location and LGT<br>Anemometer location and LGT. | WDI NO.1 832 M FM THR RWY11 ON THE LEFT<br>WDI NO.2 1200 M FM THR RWY11 ON THE RIGHT |
| 3 | TWY edge and centre line lighting | EDGE: All TWY |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at the airport Switch-over time: 15 SEC |
| 5 | Remarks | Nil |

## VTCH AD 2.16 HELICOPTER LANDING AREA

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

## VTCH AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on MHS DVOR/DME (191910.73N 0975443.50E(WGS-84)).<br>Excluding the Myanmar territory. |
| 2 | Vertical limits | 2000 ft/AGL |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign<br>Language (s) | Mae Hong Son Tower<br>En, Thai |
| 5 | Transition altitude | 11000 ft |
| 6 | Remarks | - |

## VTCH AD 2.20 LOCAL AERODROME REGULATIONS

- To prevent of runway subside pilot of ATR aircraft or larger are request to make back track at the end of runway.

## VTCH AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

## VTCH AD 2.22 FLIGHT PROCEDURES

**NIL**

## VTCH AD 2.23 ADDITIONAL INFORMATION

**NIL**

# VTCI AD 2. AERODROMES

## VTCI AD 2.1 AERODDROME LOCATION INDICATOR AND NAME

## VTCI - MAE HONG SON / PAI AIRPORT

## VTCI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 192219.23N 982609.11E |
| 2 | Direction and distance from (city) | 1 km. from town. |
| 3 | Elevation/Reference temperature | 1676 ft / 38ºC |
| 4 | MAG VAR/Annual change | 0° 49´W (2010) / 1´W |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Director of Mae Hong Son Airport<br>Mae Hong Son Airports<br>Niwet Pisan Road<br>Amphoe Muang, Mae Hong Son 58000<br>Thailand.<br>Tel. (053)612057, 611499<br>Fax. (053)611499 |
| 6 | Types of traffic permitted (IFR/VFR) | VFR only |
| 7 | Remarks | Operator : Department of Civil Aviation |

## VTCI AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | HJ (Sunrise-Sunset) |
| 2 | Customs and immigration | - |
| 3 | Health and sanitation | - |
| 4 | AIS Briefing Office | - |
| 5 | ATS Reporting Office (ARO) | - |
| 6 | MET Briefing Office | - |
| 7 | ATS | - |

## VTCI AD 2.4 HANDLING SERVICES AND FACILITIES

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

## VTCI AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the city |
| 2 | Restaurants | Available at the city |
| 3 | Transportation | - |

## VTCI AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling areas and at AD | | Remarks |
|---|---|---|---|---|---|
| 1 | | | 2 | | 3 |
| RWY/Area affected | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | - |
| a | b | c | a | b | |
| 01/APP | | | MAST (H)<br>524.60 m. | 19 22 10.28N<br>98 26 4.04E | |
| | | | MAST (I)<br>524.60 m. | 19 22 11.58N<br>98 26 3.94E | |
| | | | MAST (J)<br>524.60 m. | 19 22 12.88N<br>98 26 3.91E | |
| | | | MAST (O)<br>524.60 m. | 19 22 26.48N<br>98 26 8.19E | |
| | | | MAST (P)<br>524.60 m. | 19 22 27.69N<br>98 26 8.70E | |
| | | | MAST (Q)<br>524.60 m. | 19 22 28.97N<br>98 26 8.92E | |

## VTCI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | - |
| 2 | Hours of service<br>MET Office outside hours | - |
| 3 | Office responsible for TAF Preparation<br>Periods of validity | - |
| 4 | Type of landing forecast<br>Interval of issuance | - |
| 5 | Briefing/consultation provided | - |
| 6 | Flight documentation<br>Language (s) used | - |
| 7 | Charts and other information available for briefing of consultation | - |
| 8 | Supplementary equipment available for providing information | - |
| 9 | ATS units provided with information | - |
| 10 | Additional information (Limitation of service, etc.) | - |

## VTCI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation. | - |
| 2 | LDI location and LGT<br>Anemometer location and LGT. | - |
| 3 | TWY edge and centre line lighting | - |
| 4 | Secondary power supply/switch-over time | - |
| 5 | Remarks | - |

## VTCI AD 2.16 HELICOPTER LANDING AREA

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

## VTCI AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | - |
| 2 | Vertical limits | - |
| 3 | Airspace classification | G |
| 4 | ATS unit call sign<br>Language (s) | - |
| 5 | Transition altitude | - |
| 6 | Remarks | - |

## VTCI AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| - | - | - | - | - |

## VTCI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, MAG VAR CAT of ILS/ MLS (For VOR/ ILS/MLS, give declination) | ID | Frequency | Hours of oper-ation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| - | - | - | - | - | - | - |

## VTCI AD 2.20 LOCAL AERODROME REGULATIONS

**NIL**

## VTCI AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

## VTCI AD 2.22 FLIGHT PROCEDURES

**Departure and arrival procedure**

Pai Airport is an uncontrolled aerodrome. Operations at Pai Airport shall comply with procedure for VFR operating at uncontrolled aerodrome established in ENR 1.2

**Traffic pattern**

All aircraft arriving to and departing from Pai Airport should use left-hand traffic pattern only.

**Designated frequency**

Designated frequency for pilot to self-announce their position and intentions at Pai Airport is 123.0 MHz

**Reporting point for VFR flight**

In order to maintain safety of flight at Pai Airport, all aircraft arriving to and departing from Pai Airport shall broadcast self-announce on frequency 123.0 MHz over Wat Jan designated as Juliett Point (191306.0N 982552.0E) or Doi Mae Ya designated as Yankee Point (191459.0N 983736.0E)

## VTCI AD 2.23 ADDITIONAL INFORMATION

**NIL**

## VTCI AD 2.24 CHARTS RELATED TO AN AERODROME

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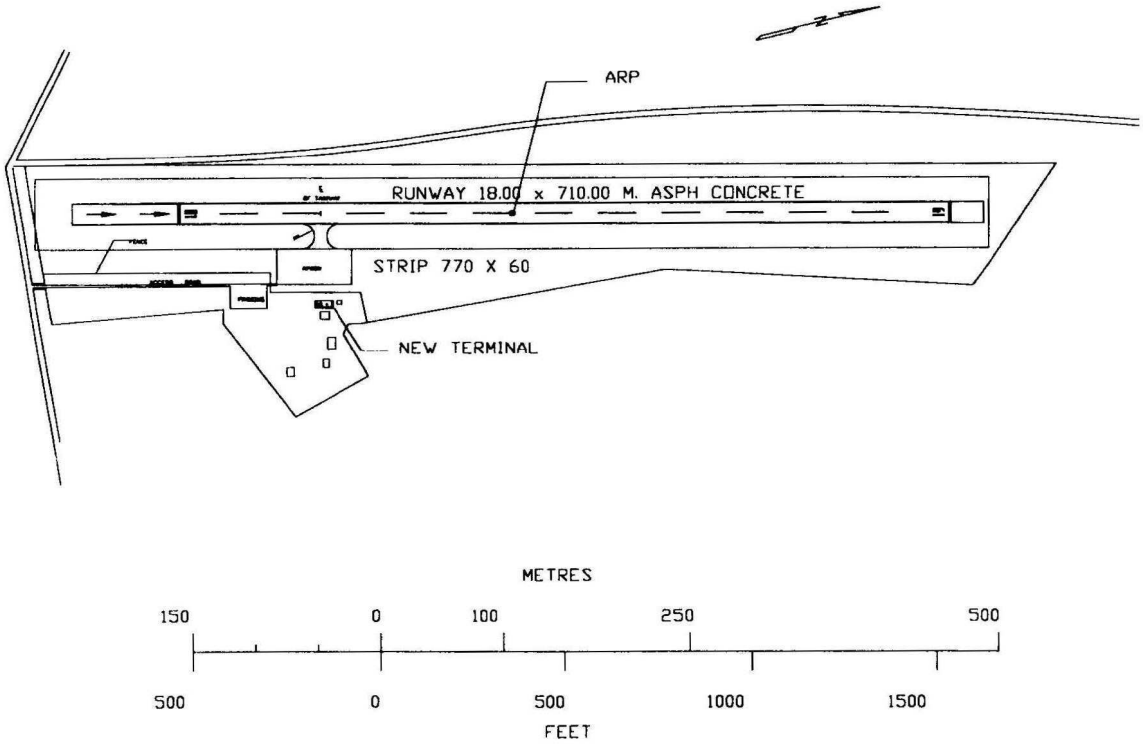
AERODROME CHART - ICAO 19° 22' 19" N 98° 26' 9.2" E ELEV. 1663 ft. 506.96 m. MAEHONGSON/pa

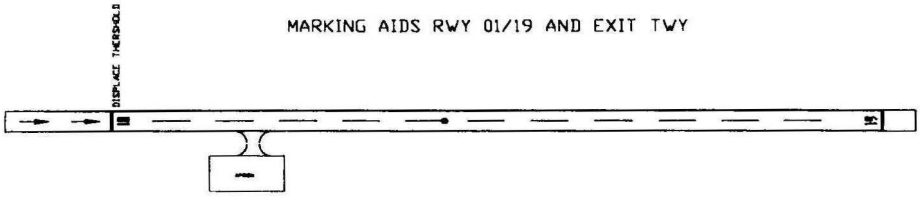
| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 01 | 14° | 19° 22' 10.5" N 98° 26' 6.6" E | 5,700 Kg./0.50Mpa |
| 19 | 194° | 19° 22' 30.3" N 98° 26' 12.4" E | |
| APRON | | | 5,700 Kg./0.50Mpa |

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC




Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 01/19 AND EXIT TWY



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## VTBK AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTBK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTBK AD 2.22 FLIGHT PROCEDURES

NIL

## VTBK AD 2.23 ADDITIONAL INFORMATION

NIL

## VTBK AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

# 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<br>Nakhon Phanom Airport<br>Tambon Photak, Amphoe Muang<br>Nakhon Phanom Province 48000 Thailand.<br>TEL. (042) 531586 FAX. (042) 531587<br>AFS : VTUWYDYX |
| 6 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 7 | Remarks | Operator : Department of Civil Aviation |

## VTUW AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | HJ or On request |
| 2 | Customs and immigration | On request |
| 3 | Health and sanitation | On request |
| 4 | AIS Briefing Office | HJ |
| 5 | ATS Reporting Office (ARO) | Nil |
| 6 | MET Briefing Office | Nil |
| 7 | ATS | 2300-1100 |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

## VTUW AD 2.4 HANDLING SERVICES AND FACILITIES

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

## VTUW AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the city |
| 2 | Restaurants | In the city |
| 3 | Transportation | Limousine, Car Rental |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## 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 | Nil |
| 4 | Remarks | Nil |

## VTUW AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|---|---|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |
| 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<br>Strength: PCN 61/R/C/X/T |
| 2 | Taxiway width, surface and strength | Width: 23 M<br>Surface: Asphaltic Concrete<br>Strength: PCN 41/F/C/X/T |
| 3 | ACL location and elevation | Nil |
| 4 | VOR/INS checkpoints | Nil |
| 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 | Nil |
| 2 | RWY and TWY markings and LGT | RWY : Marked |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

## VTUW AD 2.10 AERODROME OBSTACLES

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

## VTUW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | Aeronautical Radio of Thailand Company Ltd. |
| 2 | Hours of service<br>MET Office outside hours | SAT, SUN 0200-0500, 0700-1000<br>MON-FRI 0100-1000 |
| 3 | Office responsible for TAF Preparation<br>Periods of validity | Supply TAF from Northeastern Regional Met. Center |
| 4 | Type of landing forecast<br>Interval of issuance | Supply TAF from Nakhonphanom Met. Station |
| 5 | Briefing/consultation provided | No |
| 6 | Flight documentation<br>Language (s) used | Nil |
| 7 | Charts and other information available for briefing or consultation | Daily Weather Forecast |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | Nil |
| 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 |
| Nil | 60x60 | Nil | 2740x300 | Nil | Nil |
| Nil | 60x60 | Nil | 2740x300 | Nil | Nil |

## 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 | Nil |
| 33 | 2 500 | 2 500 | 2 560 | 2 500 | Nil |

## 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<br>900 M | GREEN<br>WBAR | PAPI<br>Left 3º<br>- | Nil | Nil | 2 500 M<br>60 M<br>White LIH | Red | Nil | Nil |
| 33 | SALS<br>420 M<br>LIH | GREEN<br>WBAR | PAPI<br>Left 3º | Nil | Nil | 2 500M<br>60 M<br>White LIH | Red | Nil | 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 | LDI location and LGT<br>Anemometer location and LGT | Nil |
| 3 | TWY edge and centre line lighting | Nil |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at the air field lighting (AFL). Switch over time : 15 sec. |
| 5 | Remarks | Nil |

## VTUW 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 |

## 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<br>Language (S) | Nakhon Phanom Tower<br>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<br>284.0 MHz | 2300-1100 | *Emergency Freq. |
| TWR | Nakhon Phanom Tower | 122.5 MHz<br>*121.5 MHz<br>236.6 MHz | | |
| GND | Nakhon Phanom Ground | 121.9 MHz | | |
| ATIS | Nakhon Phanom Airport | 383 kHz | | |

## VTUW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR) | ID | Frequency | Hours of oper-ation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | NP | 383 kHz | H24 | 172332.69N 1043833.44E (WGS-84) | | Output 400 watts.<br>50 NM Coverage clockwise orbit data refer from commissioning checked as follow :<br>-Bearing 170-350 degree at 2,100 ft<br>-Bearing 351-169 degree unable to check due to border limited. |
| DVOR/DME | NKP | 111.6 MHz CH53X | | 172317.87N 1043818.01E (WGS-84) | | DVOR/DME coverage restriction as follow;<br>-RDL 181-250 DEG beyond 40 NM ALT should not below 3500 ft.<br>-RDL 251-320 DEG beyond 40 NM ALT should not below 2000 ft.<br>-RDL 321-180 DEG unable to check due to border limited. |
| LOC RWY15 ILS CAT I | I-NKP | 109.7 MHz | | 172220.65N 10439044.98E | | LOC : Designated operation coverage unable to perform<br>10 DEG/ 90 Hz 18 NM and<br>35 DEG/ 90 Hz 10 NM due to LAOS PDR border ALT 6000 ft AMSL. |
| GP | | 333.2 MHz | | 172324.48N 1043813.98E | | GP : 3 DEG, RDH 50 ft |
| DME | I-NKP | Ch 34X (109.7 MHz) | | 172219.39N 1043903.02E | 552.54 ft | Paired with LOC FREQ. |

## VTUW AD 2.20 LOCAL AERODROME REGULATIONS

### NAKHON PHANOM FLYING TRAINING AREA

**VFR Departure/Arrival route flying training area within VT D64 in Bangkok FIR**

**DEPARTURE ROUTES:**

**Runway 15 (To Training Area 1)**
Climb straight ahead until ALT 500 feet AGL. Turn right to crosswind leg, and climb on crosswind leg until ALT 1500 feet. Then proceed direct to point **TANGO** (172724.77N 1042630.25E / NKP R-290/12D), continue climbing to not above ALT 2000 feet at point **TANGO**. After point **TANGO** climb to final altitude and enter training area 1.

**Runway 15 (To Training Area 2)**
Climb straight ahead until ALT 1500 feet. Turn right proceed direct to point **SIERRA** (170833.95N 1043502.60E / NKP R-192/15D), continue climbing to not above ALT 2000 feet at point **SIERRA**. After point **SIERRA** climb to final altitude and enter training area 2.

**Runway 33 (To Training Area 1)**
Climb straight ahead until ALT 1500 feet. Then turn left to point **TANGO** (172724.77N 1042630.25E / NKP R-290/12D), continue climbing to not above ALT 2000 feet at point **TANGO**. After point **TANGO** climb to final altitude and enter training area 1.

**Runway 33 (To Training Area 2)**
Climb straight ahead until ALT 1100 feet. Turn left to crosswind leg and downwind leg, continue climbing on downwind until ALT 2000 feet. Then maintain ALT 2000 feet proceed direct to point **SIERRA** (170833.95N 1043502.60E / NKP R-192/15D). After point **SIERRA** climb to final altitude and enter training area 2.

**ARRIVAL ROUTES:**

**Runway 15/33 (From Training Area 1)**
Leaving training area 1, climb or descend, as appropriate, to ALT 3000 feet proceed to point **PAPA** (171714.81E 1042726.80E / NKP R-240/12D). Then proceed to point **UNIFORM** (172036.61N 1043511.55E / NKP R-228/4D) descending to ALT 1500 feet, and join downwind to the active runway as cleared by ATC. In case of PFL, from point **PAPA**, proceed to point **UNIFORM** descending to ALT 2500 feet and carry out PFL as cleared by ATC.

**Runway 15/33 (From Training Area 2)**
Leaving training area 2, climb or descend, as appropriate, to ALT 3000 feet proceed to point **PAPA** (171714.81E 1042726.80E / NKP R-240/12D). Then proceed to point **UNIFORM** (172036.61N 1043511.55E / NKP R-228/4D) descending to ALT 1500 feet, and join downwind to the active runway as cleared by ATC. In case of PFL, from point **PAPA**, proceed to point **UNIFORM** descending to ALT 2500 feet and carry out PFL as cleared by ATC.

**CIRCUIT PROCEDURES:**

Standard circuits shall be flown at ALT 1500 feet. Patterns shall be flown to the West of airfield (i.e. RWY15 RH, RWY33 LH circuits). Any deviation of this procedure is upon approval by ATC.

**HOLDING POINTS IN TRAINING AREA**

**If required**, you may be instructed to hold in the training area. The following are the points designated for holding:

**Area 1** Point **KILO** (173547.38N 1041536.09E / NKP R-300/25D)

**Area 2** Point **NOVEMBER** (165705.22N 1043103.47E / NKP R-195/27D)

Point **CHARLIE** (165652.14N 1042533.65E / NKP R-205/29D)

## VTUW AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTUW AD 2.22 FLIGHT PROCEDURES

NIL

## VTUW AD 2.23 ADDITIONAL INFORMATION

NIL

## VTUW AD 2.24 CHARTS RELATED TO AN AERODROME

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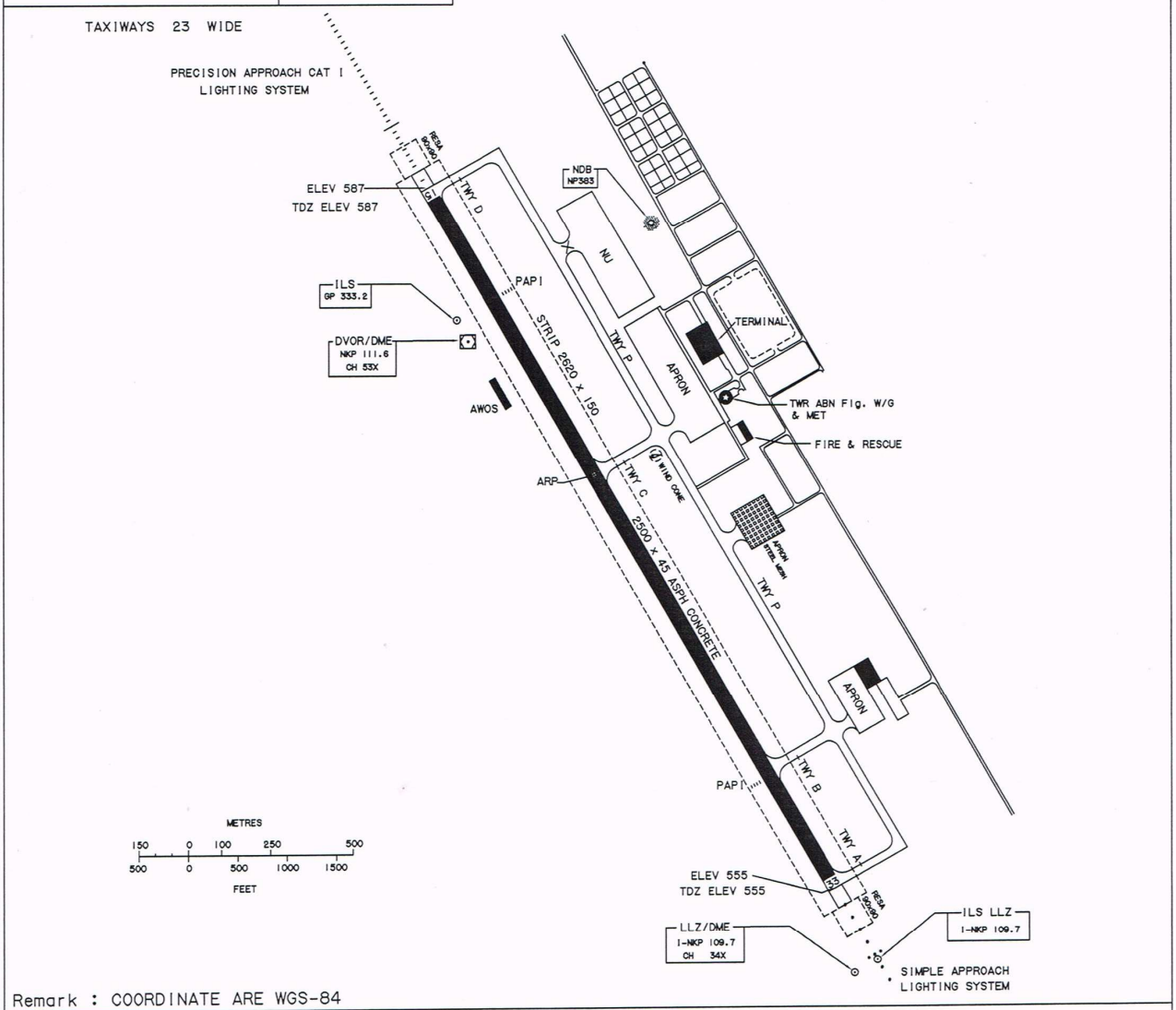
AERODROME CHART-ICAO 17°23' 07" N 104°38' 31" E ELEV 587 ft 179 m TWR 122.5 236.6 NAKHON PHANOM/Nakhon Phanom

| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 15 | 145° | 17°23' 35" N 104°38' 10" E | PCN 61/F/C/X/T runway and all taxiways |
| 33 | 325° | 17°22' 28" N 104°38' 59" E | |
| APRON | | | PCN 61/R/C/X/T |

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

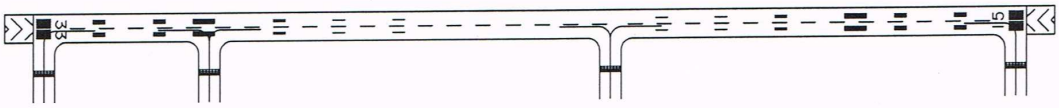
VAR 0° 46' W (2003)
ANNUAL RATE OF CHANGE 4'W

TAXIWAYS 23 WIDE

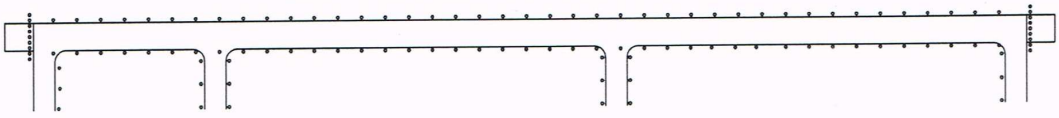



Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 15/33 AND EXIT TWY




LIGHTING AIDS RWY 15/33 AND EXIT TWY



150 0 100 250 500 METRES
500 0 500 1000 1500 FEET

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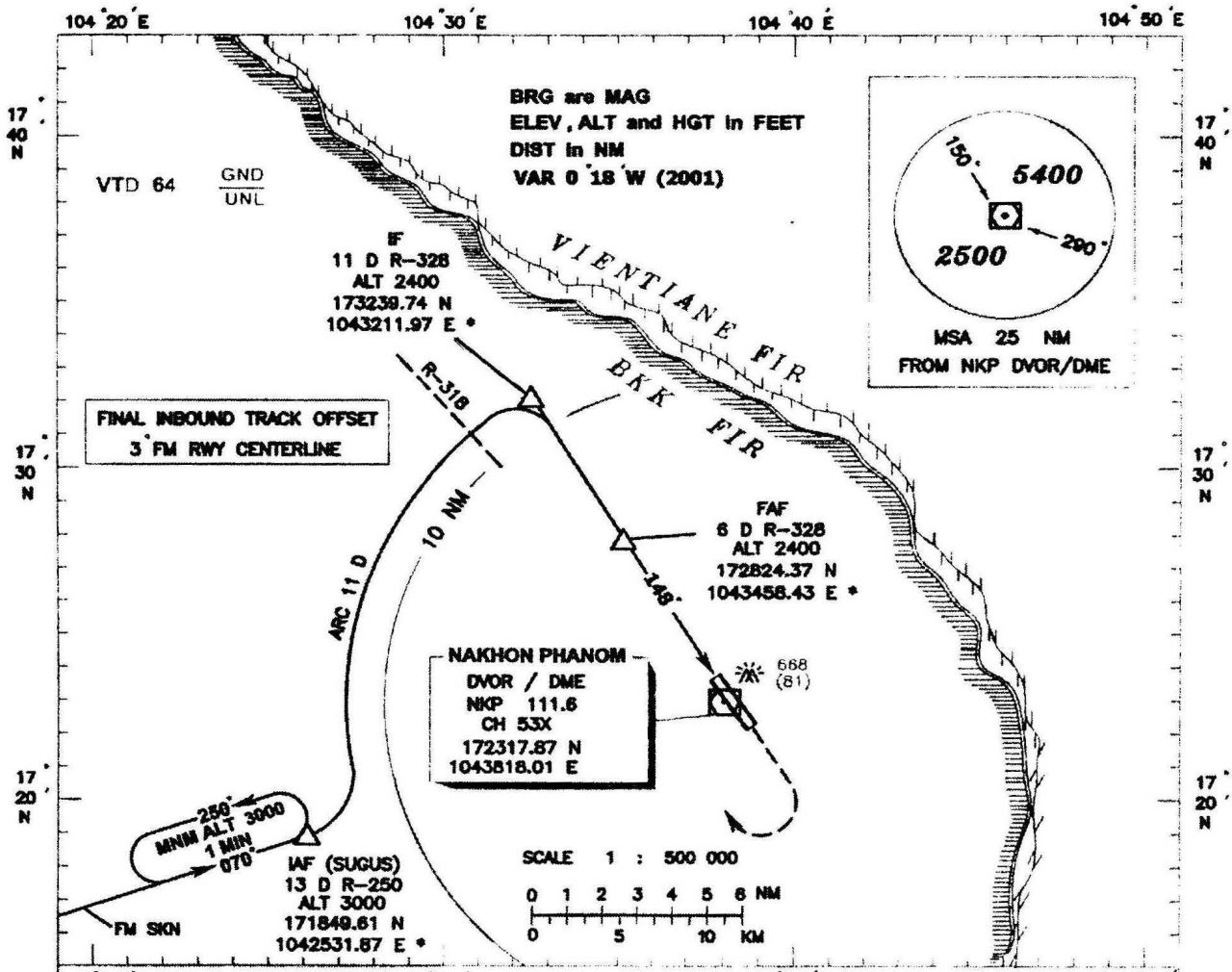
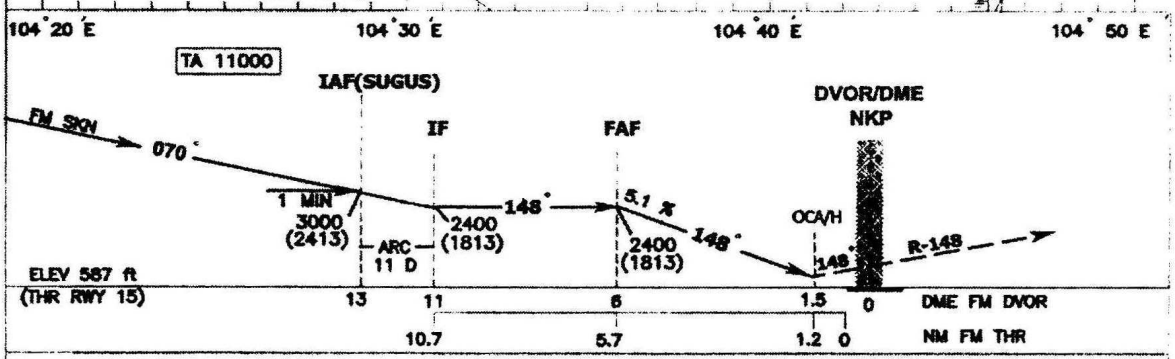
**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 587 ft**
**HEIGHTS RELATED TO AERODROME ELEV**

APP 123.35 ,284.0
TWR 122.5

**NAKHON PHANOM /Nakhon Phanom**
**VOR/DME**
**RWY 15**




**MISSED APPROACH** : Climb on track 148° to the DVOR/VOR ,then climb on R-148 to 2000(1413) ft, then turn right climbing to 3000(2413) ft and back to IAF 3000(2413) ft and hold.

| OCA/H | A | B | C | D |
|---|---|---|---|---|
| Straight-in approach | 1010(423) | | | |
| Circling | 1085(498) | | 1185 (598) | 1285 (698) |

| Distance | 2 D | | 3 D | 4 D | | 5 D |
|---|---|---|---|---|---|---|
| Altitude(Height) | 1165 (578) | | 1475 (888) | 1785 (1198) | | 2095 (1508) |
| Gs (kt) | 100 | 120 | 140 | 160 | 180 | 200 |
| Rate of descent (ft/min) | 515 | 520 | 725 | 825 | 930 | 1035 |

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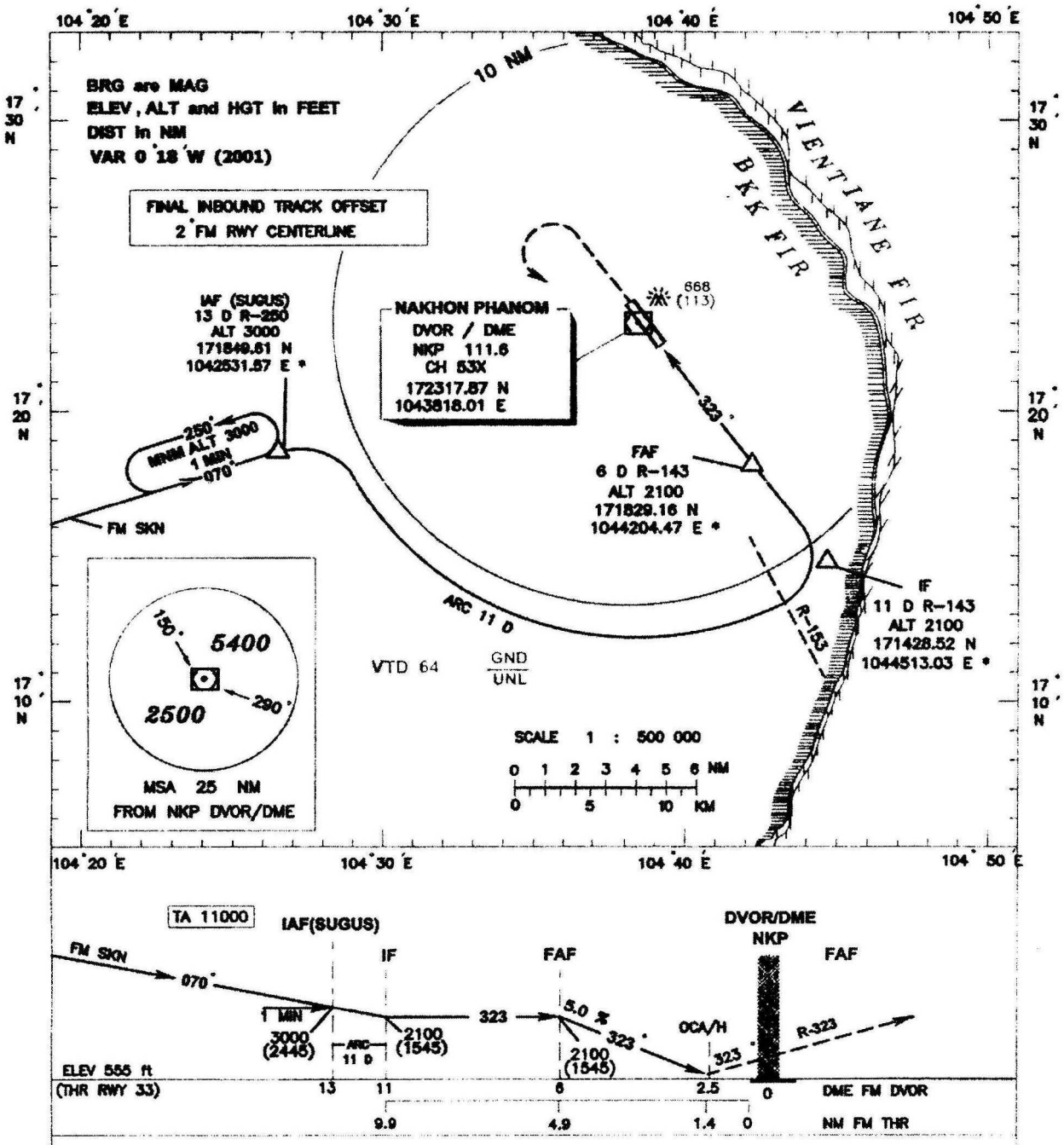
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 587 ft
HEIGHTS RELATED TO THR RWY 33 ELEV 555 ft

APP 123.35 ,284.0
TWR 122.5

NAKHON PHANOM /Nakhon Phanom
VOR/DME
RWY 33







**MISSED APPROACH :** Climb on track 323° to the DVOR/DME ,then climb on R-323 to 1500(946) ft , then turn left climbing to 3000(2445) ft and back to IAF 3000(2445) ft and hold.

| | | | | | Distance | 3 D | | 4 D | | 5 D | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA/H | A | B | C | D | Altitude(Height) | 1200 (645) | | 1500 (945) | | 1800 (1245) | |
| Straight–in approach | 1045(490) | | | | Gs (kt) | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling | 1080(525) | | 1185 (630) | 1285 (730) | Rate of descent (ft/min) | 505 | 610 | 710 | 810 | 910 | 1010 |

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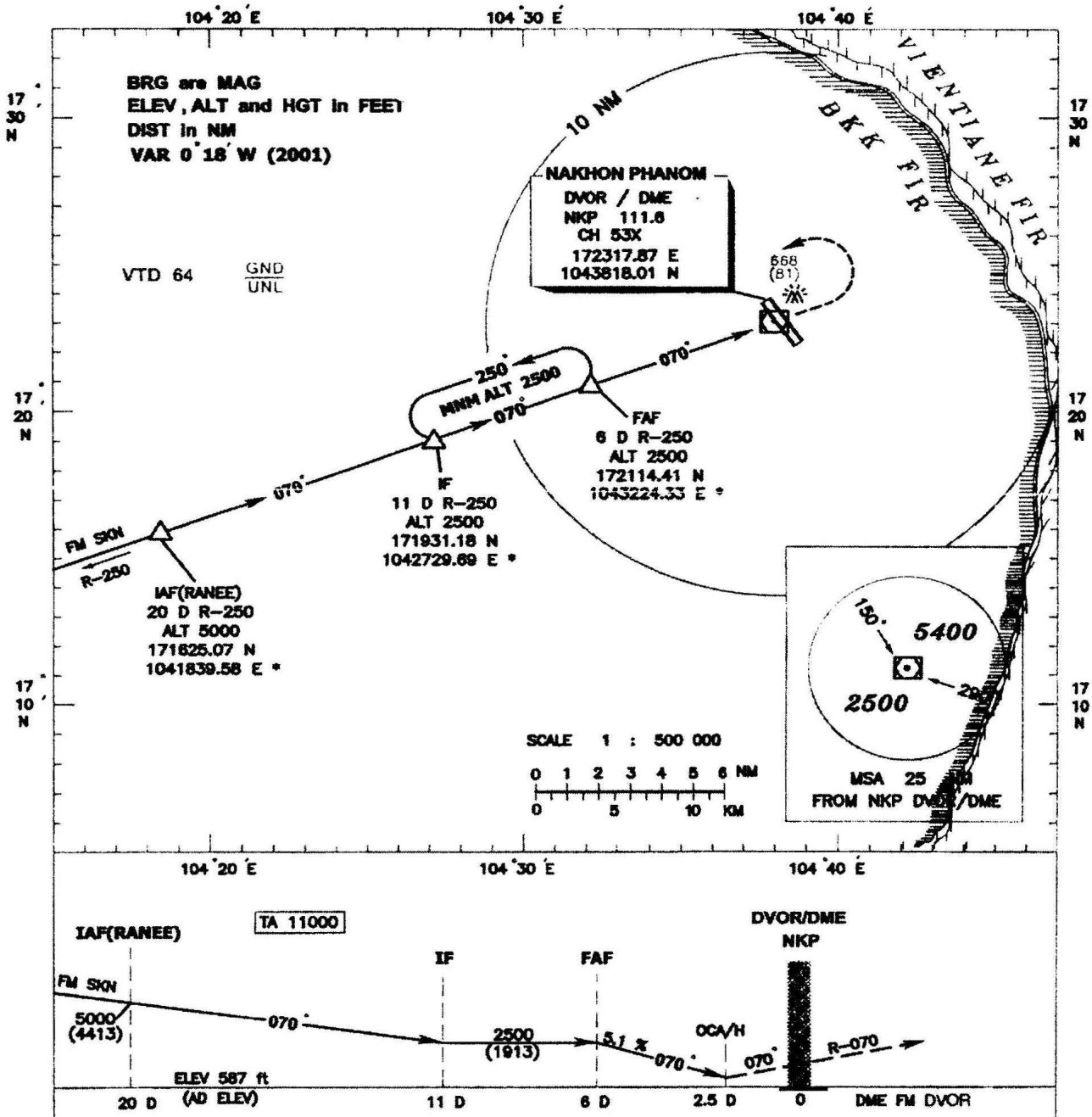
**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 587 ft**
**HEIGHTS RELATED TO AERODROME ELEV**

APP 123.35 ,284.0
TWR 122.5

**NAKHON PHANOM /Nakhon Phanom**
**VOR/DME**
**RWY 15/33**







**MISSED APPROACH** : At 2.5 D ,climb straight ahead when over DVOR/DME climb on R-070 until reaching 1500(913) ft and turn left back to FAF 2500(1913) ft and hold.

| Distance | 2 D | 3 D | 4 D | 5 D |
|---|---|---|---|---|
| Altitude(Height) | 1255 (668) | 1565 (978) | 1875 (1288) | 2185 (1598) |

| OCA/H | A | B | C | D |
|---|---|---|---|---|
| Straight-in approach | Not Authorized | | | |
| Circling | 1085(498) | | 1185 (598) | 1285 (698) |

| Gs (kt) | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|
| Rate of descent (ft / min) | 515 | 620 | 725 | 825 | 930 |
| FAF–MAPT 3.5 NM (min : s) | 2:06 | 1:45 | 1:30 | 1:19 | 1:10 |

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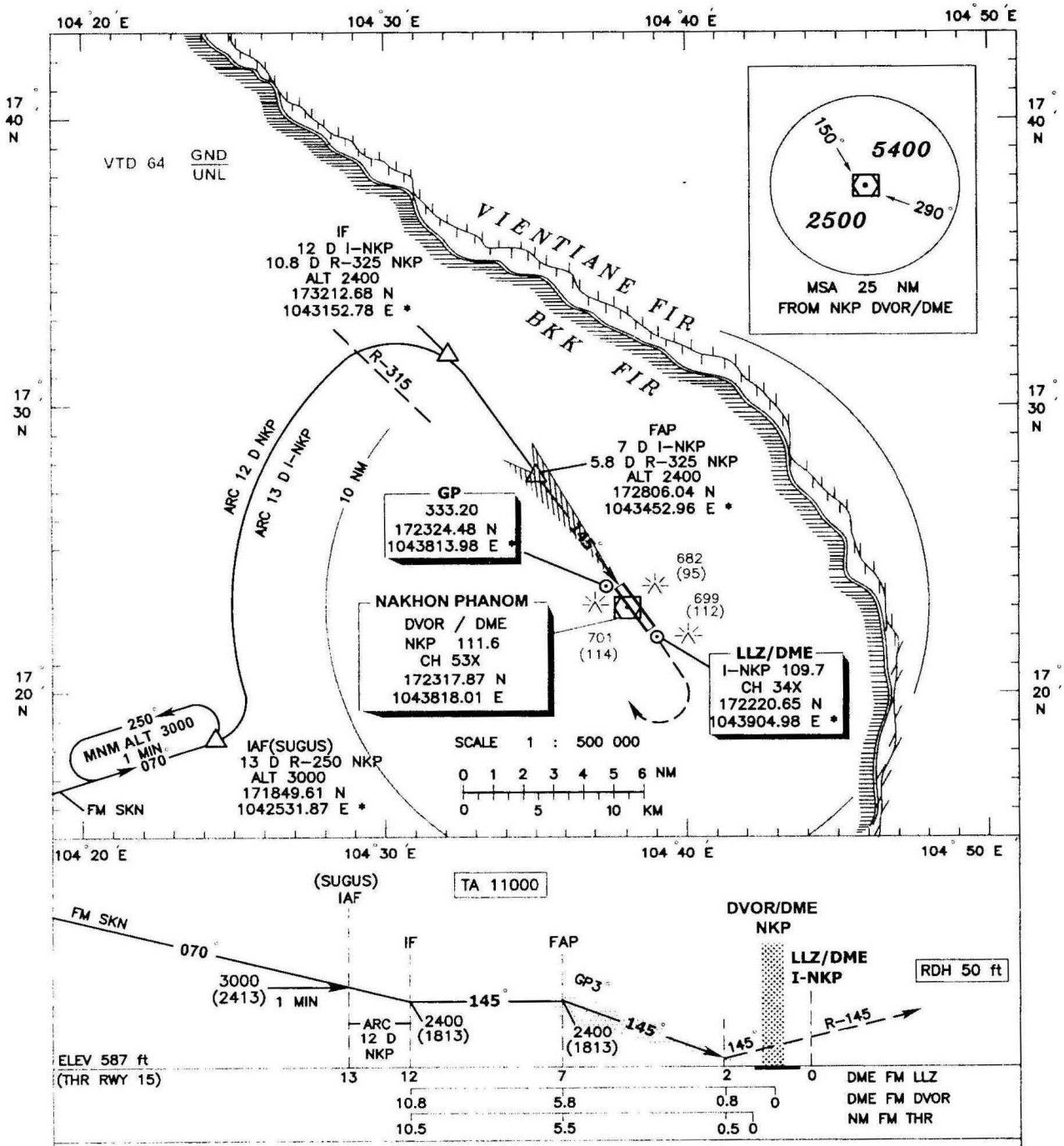
INSTRUMENT APPROACH CHART - ICAO

**AERODROME ELEV 587 ft**
HEIGHTS RELATED TO AERODROME ELEV

APP 123.35 ,284.0
TWR 122.5

**NAKHON PHANOM /Nakhon Phanom**
**ILS/DME**
**RWY 15**




**MISSED APPROACH** : Climb on track 145° to **1500(913)** ft ,then turn right continuing climb to **3000(2413)** ft and back to **IAF 3000(2413)** ft and hold.

| OCA/H | | A | B | C | D |
|---|---|---|---|---|---|
| Straight – in approach | Cat I | 800(213) | | | |
| Circling | | 1085(498) | | 1185 (598) | 1285 (698) |

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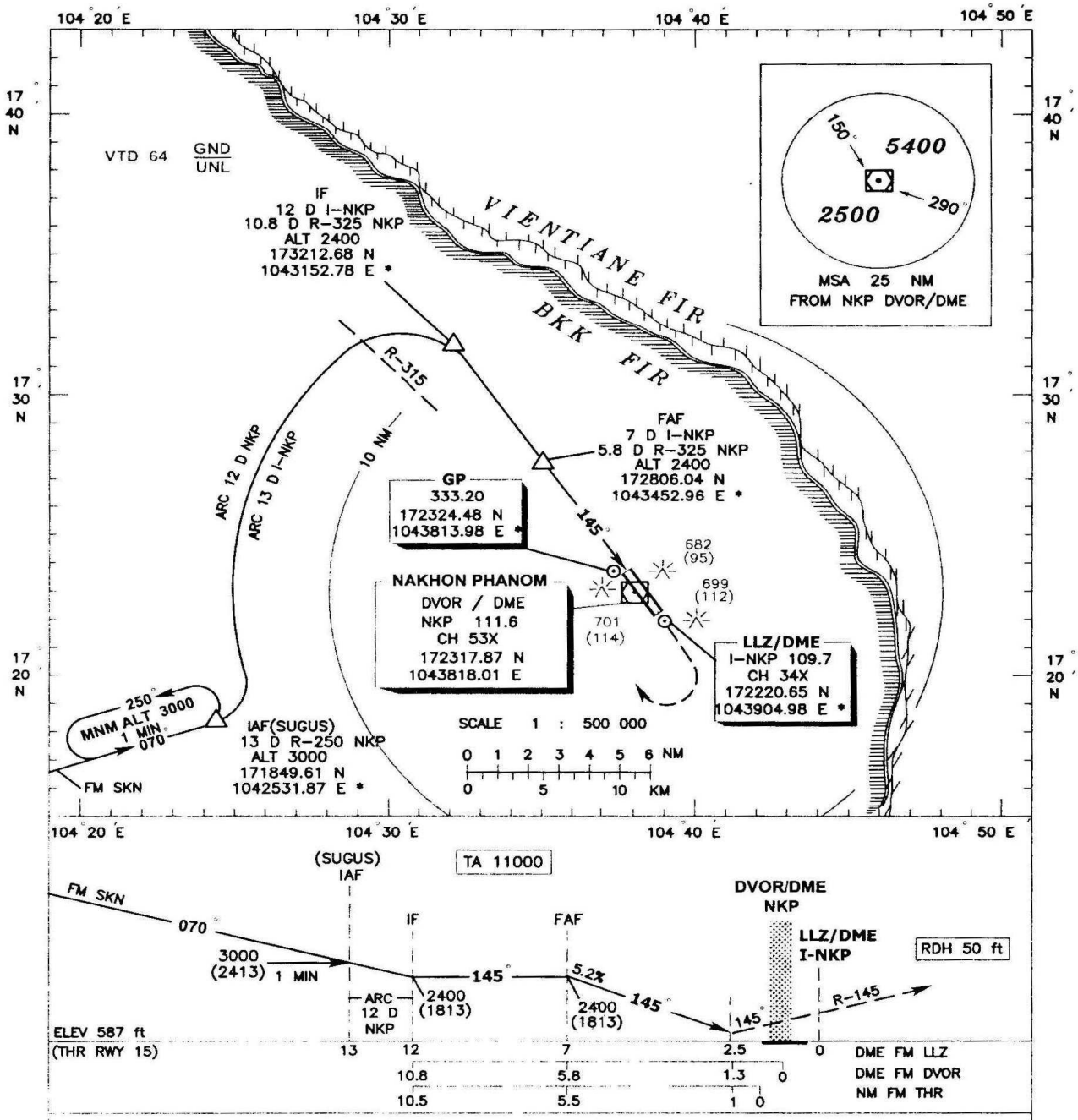
INSTRUMENT APPROACH CHART - ICAO

**AERODROME ELEV 587 ft**
HEIGHTS RELATED TO AERODROME ELEV

APP 123.35 ,284.0
TWR 122.5

**NAKHON PHANOM /Nakhon Phanom**
**LLZ/DME**
**RWY 15**







**MISSED APPROACH** : Climb on track **145°** to **1500(913)** ft ,then turn right continuing climb to **3000(2413)** ft and back to **IAF 3000(2413)** ft and hold.

| OCA/H | | A | B | C | D |
|---|---|---|---|---|---|
| Straight – in approach | LLZ/DME ONLY | 950(363) | | | |
| Circling | | 1085(498) | | 1185 (598) | 1285 (698) |

| Distance (I–NKP) | 3 D | 4 D | 5 D | 6 D |
|---|---|---|---|---|
| Altitude (Height) | 1115 (528) | 1430 (843) | 1750 (1163) | 2070 (1483) |

| Ground Speed (GS) | knot | 90 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| Rate of descent | (ft/min) | 480 | 525 | 630 | 740 | 840 | 950 |
| FAF–MAPt 4.5 NM | (min/s) | 3:0 | 2:42 | 2:15 | 1:56 | 1:41 | 1:30 |

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## VTUQ AD 2.20 LOCAL AERODROME REGULATIONS

## VFR REPORTING POINTS AND LOCAL PROCEDURES

**Nakhon Ratchasima Airport**

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

   a) Aircraft entering to land from northeast of Nakhon Ratchasima Airport shall report over Ban Huai Hin, designated as LIMA (1453.0N 10236.4E) which is approximately 16.5 NM at 4 000 ft on R-102 of NKR DVOR/DME and Ban Nong Sano, designated as KILO (1453.0N 10223.0E) which is approximately 5.5 NM at 3 000 ft on R-133 on NKR DVOR/DME respectively, when reaching KILO the aircraft will be instructed by Khorat approach to join aerodrome traffic pattern accordingly.

   b) Aircraft entering to land from southeast of Nakhon Ratchasima Airport, shall report over Pak Thong Chai district, designated as PAPA (1443.0N 10201.7E) which is approximately 22 NM at 4 000 ft on R-232 of NKR DVOR/DME and Ban Nong Sano, designated as KILO which is approximately 5.5 NM at 3 000 ft on R-133 of NKR DVOR/DME respectively, when reaching KILO the aircraft will be instructed by Khorat approach to join aerodrome traffic pattern accordingly.

2. Aerodrome traffic circuit

   a) Using RWY 24 by entering left traffic circuit only.
   b) Using RWY 06 by entering right traffic circuit only.

### NAKHON RATCHASIMA CORRIDOR (NTC)

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

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

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

## VTUQ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTUQ AD 2.22 FLIGHT PROCEDURES

NIL

## VTUQ AD 2.23 ADDITIONAL INFORMATION

NIL

## VTUQ AD 2.24 CHARTS RELATED TO AN AERODROME

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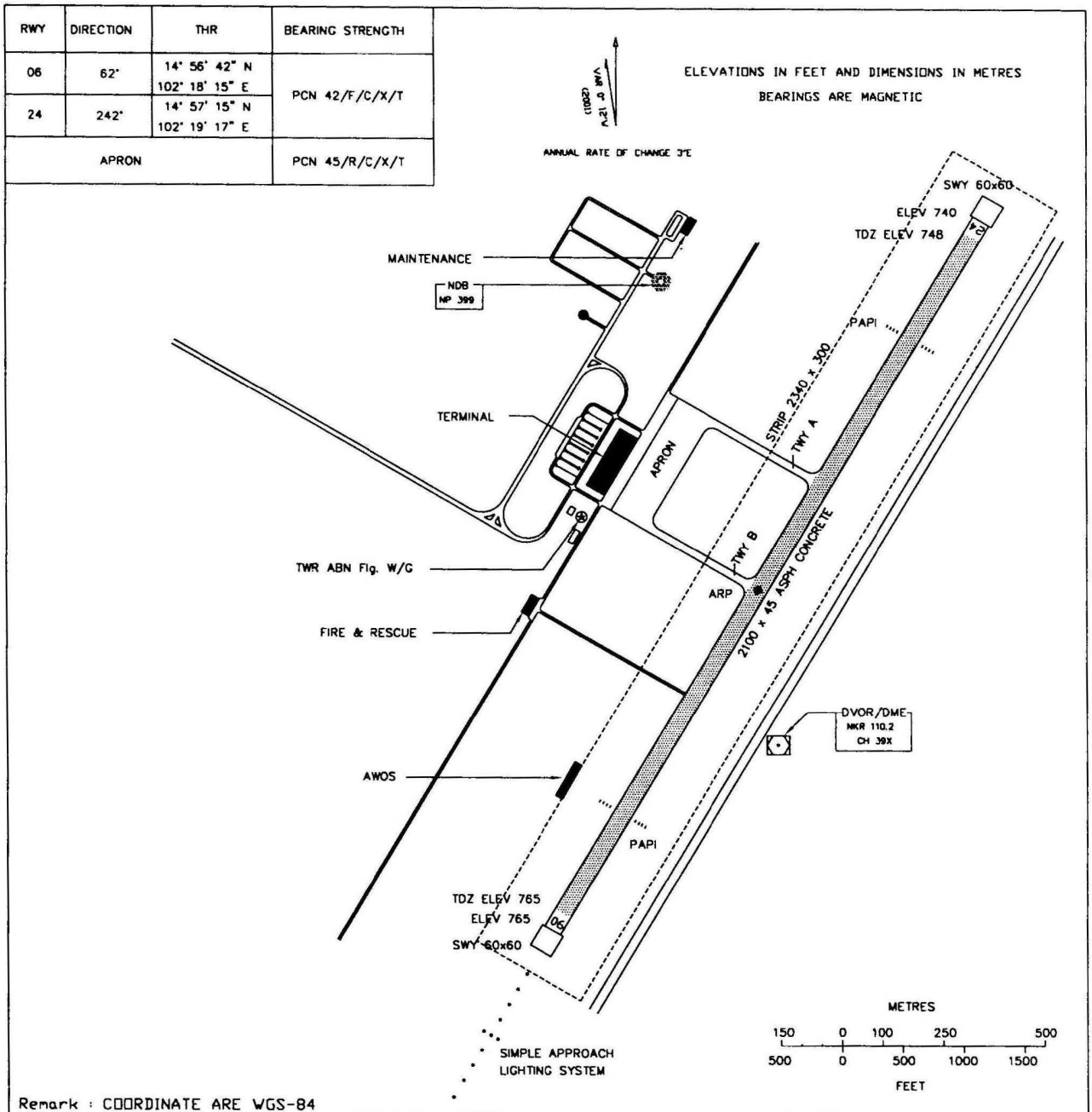
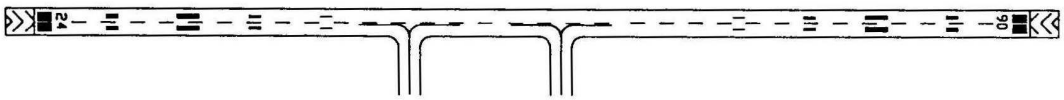
AERODROME CHART-ICAO 14° 56' 58" N 102° 18' 46" E ELEV 765 ft 233 m TWR 119.8 236.6 NAKHON RATCHASIMA / Nakhon Ratchasima

| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 06 | 62° | 14° 56' 42" N 102° 18' 15" E | PCN 42/F/C/X/T |
| 24 | 242° | 14° 57' 15" N 102° 19' 17" E | |
| APRON | | | PCN 45/R/C/X/T |

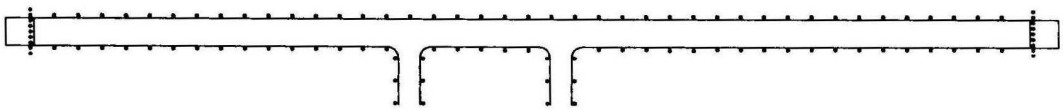



Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 06/24 AND EXIT TWY



LIGHTING AIDS RWY 06/24 AND EXIT TWY



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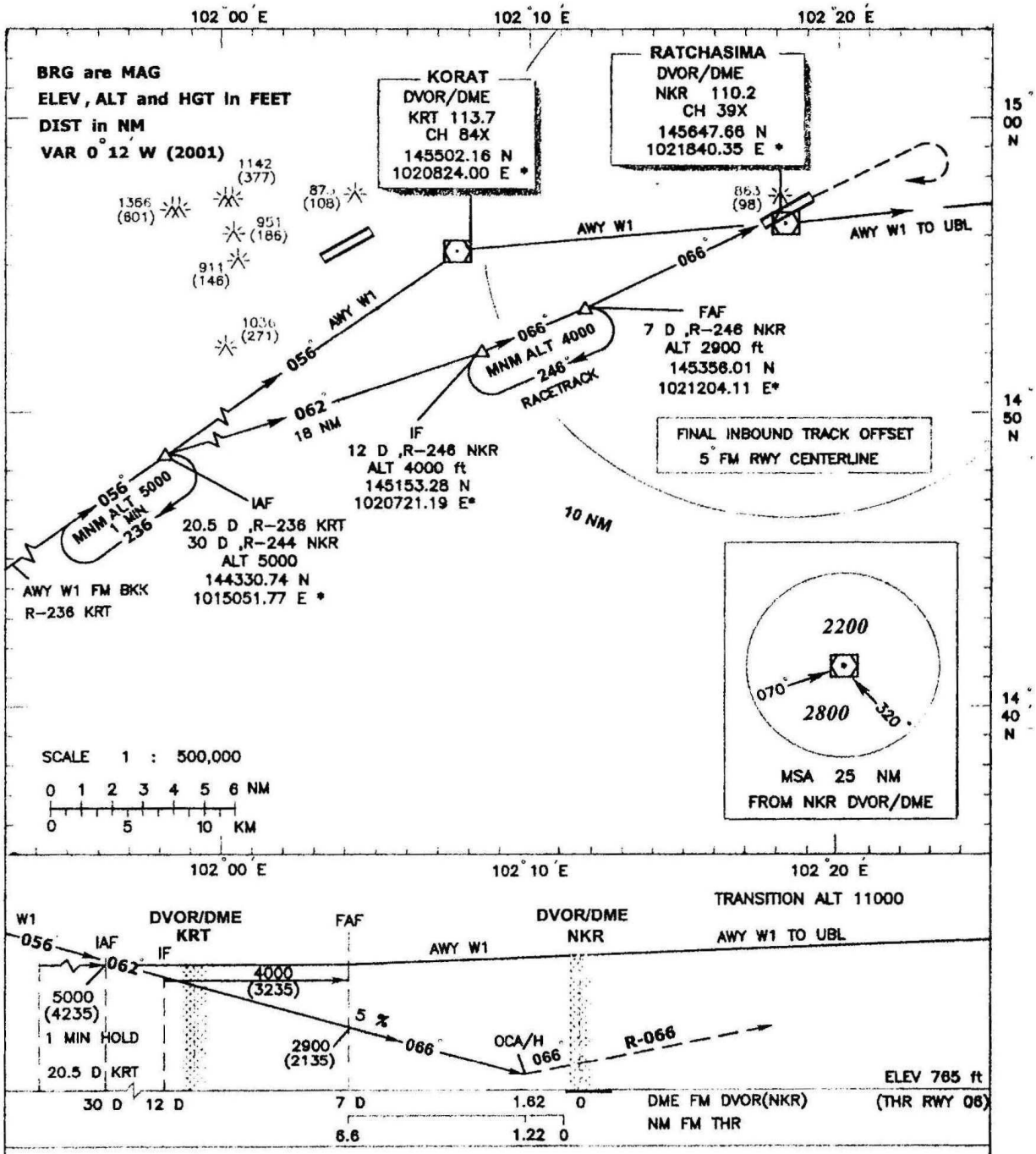
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 765 ft
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.6
TWR : 119.8 ,236.6

NAKHON RATCHASIMA / Ratchasima
VOR/DME
RWY 06







**MISSED APPROACH** : Climb on track **066°** to the **DVOR/DME** then climb on **R-066** to **2000(1235)** ft, then turn right continuing climb back to **FAF 4000(3235)** ft and hold.

Remark : Circling to the right only

| OCA / H | A | B | C | D |
|---|---|---|---|---|
| Straight–in approach | 1200(435) | | | |
| Circling | 1400(835) | | 1500(735) | |

| Distance | 2 D | 3 D | 4 D | 5 D | 6 D |
|---|---|---|---|---|---|
| Altitude(Height) | 1320 (555) | 1635 (870) | 1950 (1185) | 2285 (1500) | 2580 (1815) |

| Gs(kt) | knot | 100 | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|---|---|
| Rate of descent | (ft/min) | 525 | 830 | 740 | 845 | 950 | 1055 |

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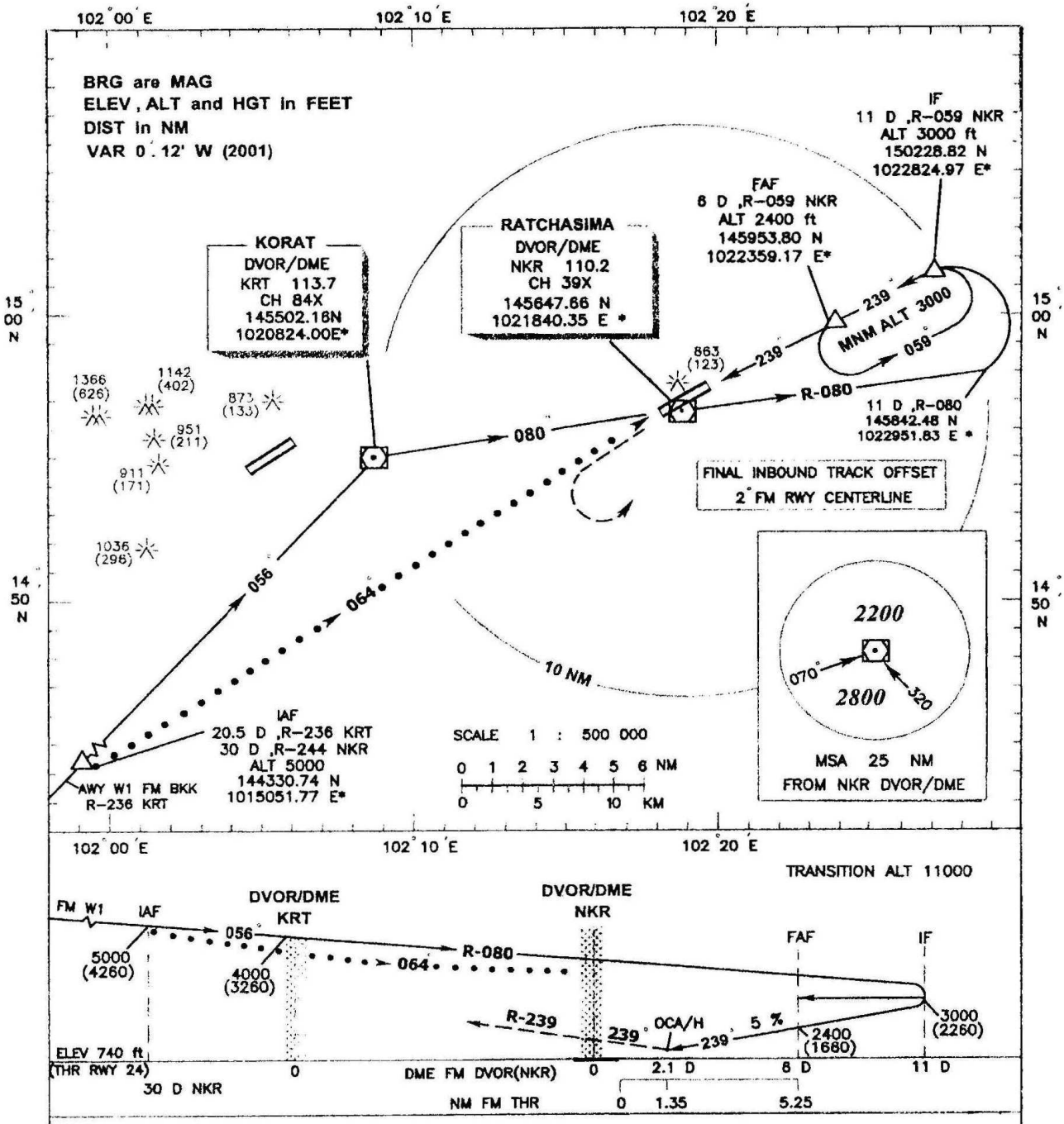
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 765 ft
HEIGHTS RELATED TO THR RWY 24 ELEV 740 ft

APP : 123.6
TWR : 119.8 ,236.6

NAKHON RATCHASIMA / Ratchasima
VOR/DME
RWY 24




**MISSED APPROACH** : Climb on track 239° to the **DVOR/DME** then climb on **R-239** to **2000(1260)** ft, then turn left continuing climb back to **FAF 3000(2260)** ft and hold.

Remark : Circling to the left only

| OCA/H | A | B | C | D |
|---|---|---|---|---|
| Straight–in approach | 1200(460) | | | |
| Circling | 1400(660) | | 1500(760) | |

| Distance | | 2 D | 3 D | 4 D | 5 D | | |
|---|---|---|---|---|---|---|---|
| Altitude(Height) | | 1175 (435) | 1480 (740) | 1780 (1040) | 2080 (1340) | | |
| Gs | knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Rate of descent | (ft/min) | 505 | 610 | 710 | 810 | 910 | 1015 |

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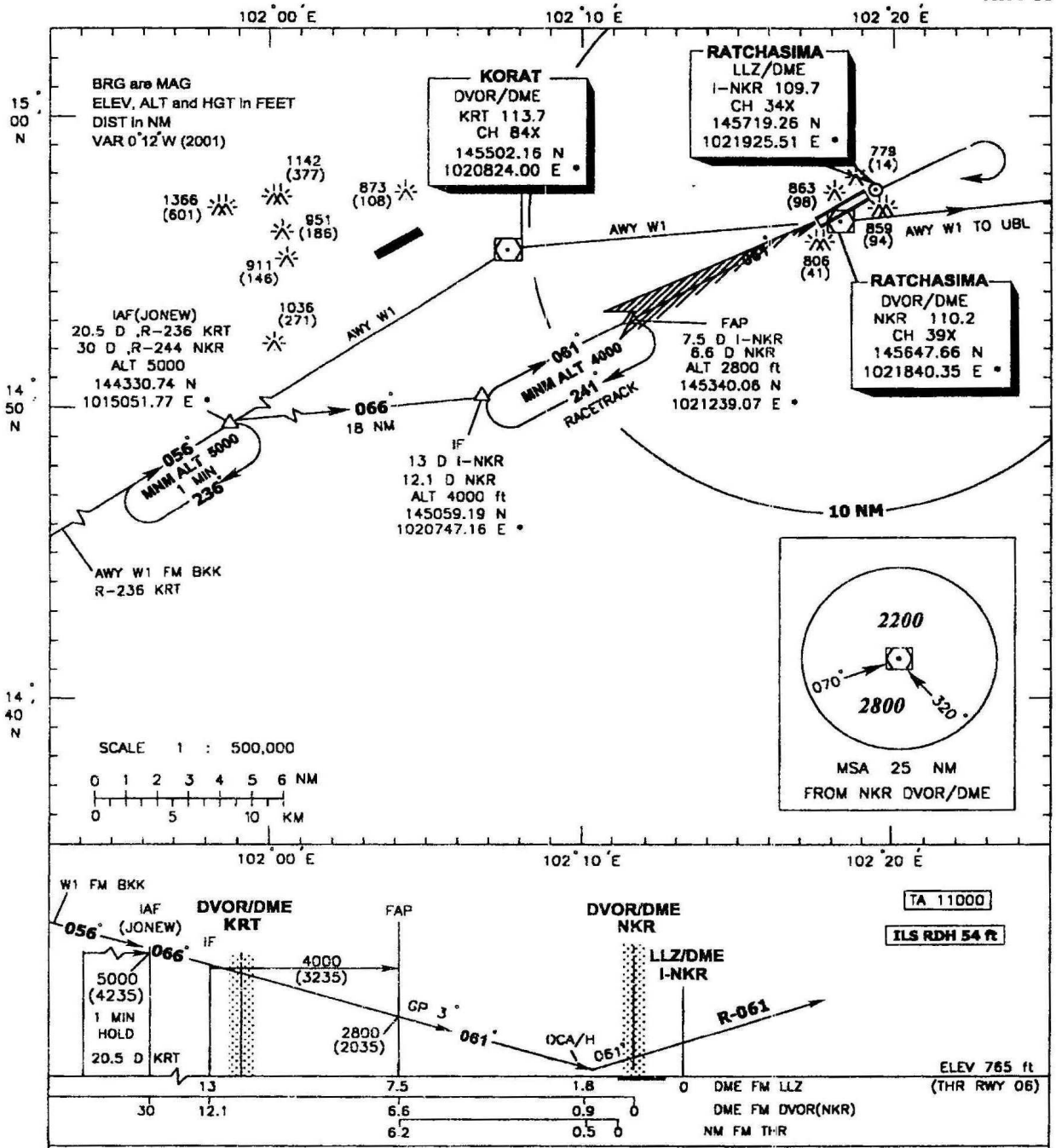
**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 765 ft**
**HEIGHTS RELATED TO AERODROME ELEV**

APP : 123.6
TWR : 119.8 ,236.6

**NAKHON / Nakhon RATCHASIMA / Ratchasima**
**ILS/DME**
**RWY 06**




**MISSED APPROACH** : Climb on track **061°** to the **LLZ/DME** then climb to intercept **R-061 NKR** to **2000(1235)** ft , then turn right continuing climb back to **FAP 4000(3235)** ft and hold.

| OCA / H | | A | B | C | D |
|---|---|---|---|---|---|
| Straight-in approach | Cat I | 975(210) | | | |
| Circling | | 1400(635) | | 1500(735) | |

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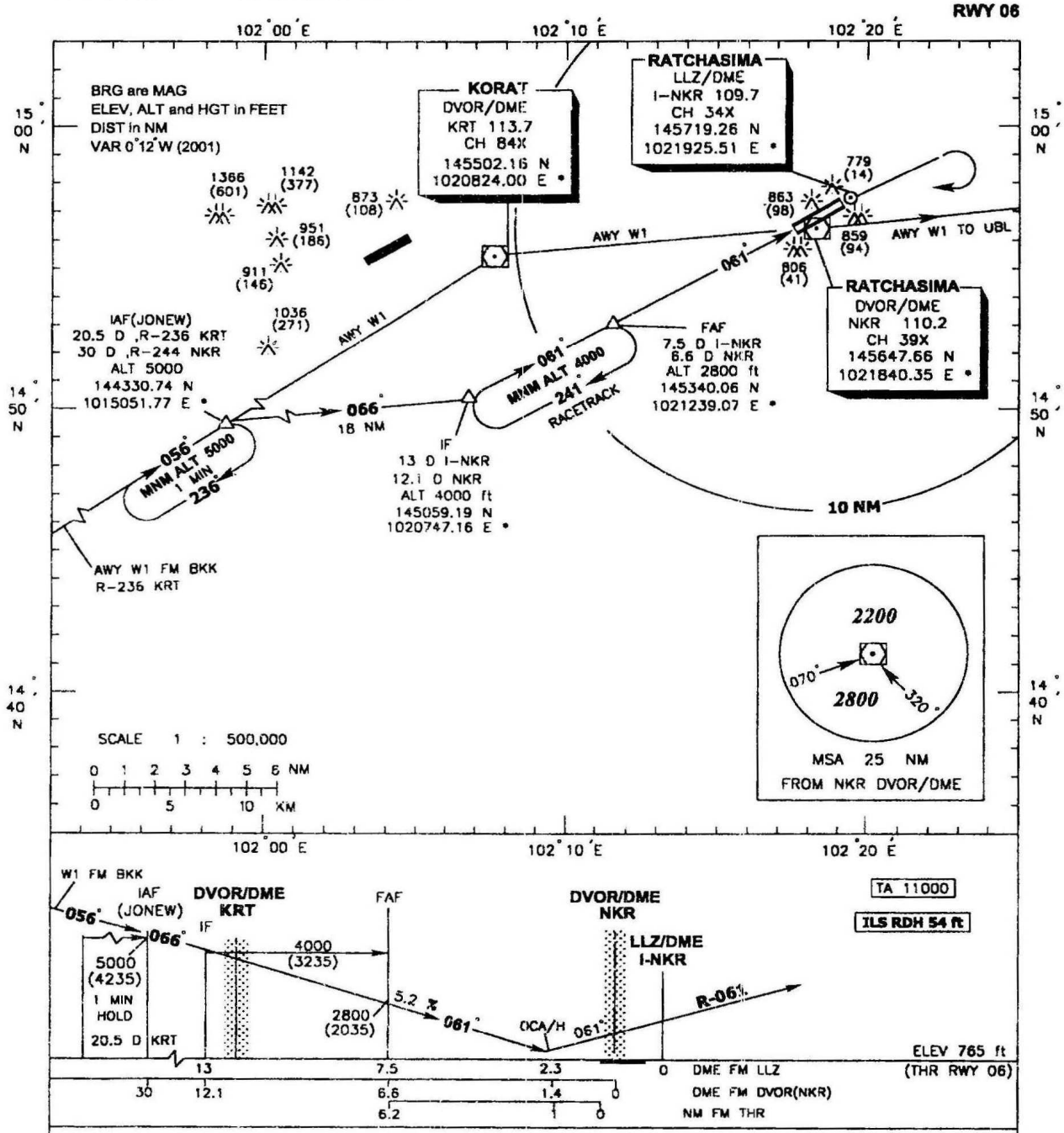
**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 765 ft**
**HEIGHTS RELATED TO AERODROME ELEV**

APP : 123.6
TWR : 119.8 ,236.6

**NAKHON / Nakhon**
**RATCHASIMA / Ratchasima**
**LLZ/DME**
**RWY 06**




**MISSED APPROACH** : Climb on track **061°** to the **LLZ/DME** then climb to intercept **R-061 NKR** to **2000(1235)** ft , then turn right continuing climb back to **FAF 4000(3235)** ft and hold.

Remark : Circling to the right only

| OCA / H | A | B | C | D |
|---|---|---|---|---|
| Straight-in approach | 1145(380) | | | |
| Circling | 1400(635) | | 1500(735) | |

| Distance | 2 D | 3 D | 4 D | 5 D | 6 D | 7 D |
|---|---|---|---|---|---|---|
| Altitude(Height) | 1040 (275) | 1360 (595) | 1680 (915) | 2000 (1235) | 2315 (1550) | 2630 (1865) |
| Gs (kt) | knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Rate of descent | (ft/min) | 525 | 630 | 740 | 845 | 950 | 1055 |
| FAF-MAPt 5.2 NM (I-NRK) | | 3:07 | 2:36 | 2:14 | 1:57 | 1:44 | 1:34 |

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## VTUN AD 2.20 LOCAL AERODROME REGULATIONS

## VFR REPORTING POINTS AND LOCAL PROCEDURES

**KHORAT AIRPORT**

Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into Khorat Airport, the procedures of inbound traffic for VFR flight, conventional and prop-jet aircraft be set up as follows:

a) Aircraft entering to land from R-271 – R-090 of Khorat Airport, shall report over Ban Khok Sung District, designated as NOVEMBER (1503.9N10200.1E) which is approximately 8 NM on R-355 of KRT TACAN. When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic circuit accordingly.

b) Aircraft entering to land from R-091 – R-270 of Khorat Airport, shall report over Ban Nong kok Chai District, designated as SIERRA (1446.0N10205.0E) which is approximately 10 NM on R-180 of KRT TACN. When reaching SIERRA the aircraft will be instructed to join aerodrome traffic circuit accordingly.

## VTUN AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

## VTUN AD 2.22 FLIGHT PROCEDURES

**NIL**

## VTUN AD 2.23 ADDITIONAL INFORMATION

- Runway 06/24 RAG installed details as follows:

| | | |
|---|---|---|
| BAK14 | : | 1,415 FT from threshold runway 06 / 1,252 FT from threshold runway 24<br>Operating cable height above runway 3 inches. |
| NET BARRIER | : | 115 FT from threshold into overrun runway 06 / 82 FT from threshold into overrun runway 24 height 3.70 M. |

## VTUN AD 2.24 CHARTS RELATED TO AN AERODROME

**NIL**

# 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 | Nil |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Diretor of Nakhon Sawan Airport<br>Nakhon Sawan Airport<br>Amphoe Muang, Nakhon Sawan Province 60000<br>Thailand.<br>Telephone: (056) 255030<br>FAX : (056) 255601<br>AFS : VTPNYDYX |
| 6 | Types of traffic permitted (IFR/VFR) | VFR |
| 7 | Remarks | Operator : Department of Royal Rainmaking and Agricultural Aviation |

## VTPN AD 2.3 OPERATIONAL HOURS

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

## VTPN AD 2.4 HANDLING SERVICES AND FACILITIES

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

## VTPN AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Nil |
| 2 | Restaurants | Nil |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## VTPN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

## VTPN AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|---|---|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

## VTPN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Nil |
| 2 | Taxiway width, surface and strength | Nil |
| 3 | ACL location and elevation | Nil |
| 4 | VOR/INS checkpoints | Nil |
| 5 | Remarks | Nil |

## VTPN 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 | Nil |
| 2 | RWY and TWY markings and LGT | Nil |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

## VTPN AD 2.10 AERODROME OBSTACLES

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

## VTPN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | Nil |
| 2 | Hours of service<br>MET Office outside hours | Nil |
| 3 | Office responsible for TAF Preparation<br>Periods of validity | Nil |
| 4 | Type of landing forecast<br>Interval of issuance | Nil |
| 5 | Briefing/consultation provided | Nil |
| 6 | Flight documentation<br>Language (s) used | Nil |
| 7 | Charts and other information available for briefing or consultation | Nil |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | Nil |
| 10 | Additional information (Limitation of service, etc.) | Nil |

## 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<br>Asphalt | - | - |
| 23 | - | 1200x30 | 22/F/D/Y/T<br>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 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | - | - | - | - | Nil |
| 23 | - | - | - | - | Nil |

## 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 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation. | Nil |
| 2 | LDI location and LGT<br>Anemometer location and LGT | Nil |
| 3 | TWY edge and centre line lighting | Nil |
| 4 | Secondary power supply/switch-over time | Nil |
| 5 | Remarks | Nil |

## VTPN 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 |

## 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<br>Language (S) | Nakhon Sawan Tower<br>En, Thai |
| 5 | Transition altitude | 11 000 ft |
| 6 | Remarks | Nil |

## VTPN AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| TWR | Nakhon Sawan Tower | 122.8 MHZ<br>236.6 MHZ<br>122.3 MHZ | 0130-0900<br>MON-FRI | Primary Freq.<br>Secondary Freq. |

## VTPN 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 |
| - | - | - | - | - | - | Nil |

## VTPN AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTPN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTPN AD 2.22 FLIGHT PROCEDURES

NIL

## VTPN AD 2.23 ADDITIONAL INFORMATION

NIL

## VTPN AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

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## VTPI 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 |
| NDB | TL | 350 kHz | H24 | 151608.09N 1001751.05E (WGS-84) | | |
| TACAN | TKL | CH95 | 2300-1100 | 1516.5N10018.0E | | |
| ILS CAT I LOC | I-TKL | 109.9 MHz | MON-FRI 0100-0900 | 151539N1001743E | | |
| GP/DME | | 333.8 MHz CH36X | MON-FRI 0100-0900 | 151715N1001752E | | |
| MM | | 75 MHz | MON-FRI 0100-0900 | 151759N1001746E | | |

## VTPI AD 2.20 LOCAL AERODROME REGULATIONS

**NIL**

## VTPI AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

## VTPI AD 2.22 FLIGHT PROCEDURES

**NIL**

## VTPI AD 2.23 ADDITIONAL INFORMATION

- Runway 18/36 RAG installed and in operations details as follows:

| | | |
|---|---|---|
| BAK14 | : | 396 M from threshold cable height 3 inches. |
| NET BARRIER | : | height 3.7 M position 25 M from end of runway |

## VTPI AD 2.24 CHARTS RELATED TO AN AERDROME

**NIL**

## VTSF AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTSF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTSF AD 2.22 FLIGHT PROCEDURES

NIL

## VTSF AD 2.23 ADDITIONAL INFORMATION

NIL

## VTSN AD 2. AERODROMES

### VTSN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

### VTSN - NAKHON SI THAMMARAT / CHA - IAN AIRPORT

### VTSN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 082750N 995730E |
| 2 | Direction and distance from (city) | 5 KM N from city |
| 3 | Elevation/Reference temperature | 15 M (44 FT) /37.46ºC |
| 4 | MAG VAR/Annual change | 0º 24'W/3'E |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Director of Nakhon Si Thammarat Airport<br>Nakhon Si Thammarat Airport<br>Amphoe Muang, Nakhon Si Thammarat Province 80000 Thailand.<br>TEL. (075) 343052<br>FAX. (075) 343052<br>AFS: VTSNYDYX |
| 6 | Types of traffic permitted (IFR/VFR) | VFR |
| 7 | Remarks | Operator : Thai Army Airfield |

### VTSN AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0000-1000 |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | 0000-1000 |
| 5 | ATS Reporting Office (ARO) | Nil |
| 6 | MET Briefing Office | Nil |
| 7 | ATS | HJ |

### VTSN AD 2.4 HANDLING SERVICES AND FACILITIES

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

## VTSN AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the city |
| 2 | Restaurants | In the city |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## VTSN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

## VTSN AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

## VTSN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

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

## VTSN 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 | Nil |
| 2 | RWY and TWY markings and LGT | RWY : Marked |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

## VTSN AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling areas and at AD | | Remarks |
|---|---|---|---|---|---|
| 1 | | | 2 | | 3 |
| RWY/Area affected | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | Nil |
| a | b | c | a | b | |
| - | Radio mast HGT 100 M, painted red / white LGTD on top. | 082535N 995732E | - | - | |

## VTSN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | Nil |
| 2 | Hours of service<br>MET Office outside hours | Nil |
| 3 | Office responsible for TAF Preparation<br>Periods of validity | Nil |
| 4 | Type of landing forecast<br>Interval of issuance | Nil |
| 5 | Briefing/consultation provided | No |
| 6 | Flight documentation<br>Language (s) used | Nil |
| 7 | Charts and other information available for briefing or consultation | Nil |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | Nil |
| 10 | Additional information (Limitation of service, etc.) | Nil |

## VTSN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE & MAG BRG | Dimensions of RWY (M) | Strength (PCN) and surface of RWY and SWY | THR coordinates | THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 18 | - | 2300x45 | 20/F/B/Y/T<br>Asphaltic Concrete | - | - |
| 36 | - | 2300x45 | 20/F/B/Y/T<br>Asphaltic Concrete | - | - |

| Slope of REW-SWY | SWY dimensions (m) | CWY dimension (m) | Strip dimensions (m) | OFZ | Remarks |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| - | 100x30 | Nil | - | - | - |
| - | 150x30 | Nil | - | - | - |

## VTSN AD 2.13 DECLARED DISTANCES

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

## VTSN AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Desig-nator | APCH LGT type LEN INTST | THRLG colour WBAR | VASIS (MEHT) PAPI | TDZ,LGT LEN | RWY Centre Line LGT Length, spacing, colour, INTST | RWY edge LGT LEN, spacing colour INTST | RWY End LGT colour WBAR | SWY LGT LEN (M) colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 18 | - | - | - | - | - | - | - | - | - |
| 36 | - | - | - | - | - | - | - | - | - |

## VTSN 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<br>Anemometer location and LGT | Nil |
| 3 | TWY edge and centre line lighting | Nil |
| 4 | Secondary power supply/switch-over time | Nil |
| 5 | Remarks | Nil |

## VTSN 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 |

## VTSN AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on Nakhon Si Thammarat NDB (0827.7N 9957.7E) |
| 2 | Vertical limits | 2000 FT/AGL |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign<br>Language (S) | Nakhon Si Thammarat Tower<br>En, Thai |

## VTSN AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| TWR<br><br>G/A/G | Nakhon Si Thammarat Tower<br><br>Nakhon Si Thammarat Radio | 122.7 MHz<br>236.6 MHz<br>*121.5MHz<br><br>121.9 MHz<br>6577 KHz<br>5490 KHz | HJ | *Emergency Freq.<br><br>Primary Freq. } Upper<br>Secondary Freq. } Side band |

## VTSN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR) | ID | Frequency | Hours of opera-tion | Site of transmitting antenna coordinates | Elevation of DME trans-mitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| - | - | - | - | - | - | - |

## VTSN AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTSN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTSN AD 2.22 FLIGHT PROCEDURES

NIL

## VTSN AD 2.23 ADDITIONAL INFORMATION

NIL

## VTSN AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

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# VTCN AD 2. AERODROMES

## VTCN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTCN - NAN / NAN NAKHON AIRPORT

## VTCN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 184828.49N 1004700.31E |
| 2 | Direction and distance from (city) | 3 km N, from city |
| 3 | Elevation/Reference temperature | 685 ft / 29ºC |
| 4 | MAG VAR/Annual change | 0º51'W (2010) / 2'W |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Director of Nan Nakhon Airport<br>Nan Nakhon Airport<br>Nan-Thung Chang Road, Moo 2 Tambon pasing<br>Amphoe Muang, Nan 55000 Thailand.<br>TEL : (054) 771308, 710270<br>FAX : (054) 771650<br>AFS : VTCNYDYX |
| 6 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 7 | Remarks | Operator : Department of Civil Aviation |

## VTCN 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 |

## VTCN AD 2.4 HANDLING SERVICES AND FACILITIES

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

## VTCN AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the city |
| 2 | Restaurants | In the city |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## VTCN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

## VTCN AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

## VTCN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface : Concrete<br>Strength : PCN 45/R/C/X/T |
| 2 | Taxiway width, surface and strength | Width : 20 m<br>Surface : Asphaltic Concrete<br>Strength : PCN 37/F/C/X/T |
| 3 | ACL location and elevation | Nil |
| 4 | VOR/INS checkpoints | Nil |
| 5 | Remarks | Nil |

## VTCN 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 | Nil |
| 2 | RWY and TWY marking and LGT | RWY AND TWY : Marked and lighted. |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

## VTCN AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling areas and at AD | | Remarks |
|---|---|---|---|---|---|
| 1 | | | 2 | | 3 |
| RWY/Area affected | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | |
| a | b | c | a | b | |
| - | - | - | Radio mast erected at field right side of RWY 20,215 m from centre line, height 24 m and the another, height 153 m , both painted red and white alternatively lighted by red light on top | 184430N<br>1004435 E | - |

## VTCN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | Aeronautical Radio of Thailand Company Ltd.<br>Airports of Thailand Public Company Ltd.<br>Thai Airways International Public Company Ltd. |
| 2 | Hours of service<br>MET Office outside hours | 0130-1130 |
| 3 | Office responsible for TAF Preparation<br>Periods of validity | Supply TAF from Northern regional Met. Center |
| 4 | Type of landing forecast<br>Interval of issuance | Supply TAF from Northern regional Met. Center |
| 5 | Briefing/consultation provided | No |
| 6 | Flight documentation<br>Language (s) used | Nil |
| 7 | Charts and other information available for briefing or consultation | Daily Weather Forecast |
| 8 | Supplementary equipment available for providing information | AWOS |
| 9 | ATS units provided with information | Nil |
| 10 | Additional information (Limitation of service, etc.) | IP System |

## VTCN 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 |
| 02 | 20.12° | 2000x45 | 42/F/C/X/T Asphaltic Concrete | 184758.24N 1004648.31E (WAS-84) | THR 679 ft TDZ 681 ft |
| 20 | 200.12° | 2000x45 | 42/F/C/X/T Asphaltic Concrete | 184858.74N 1004712.31E (WGS-84) | THR 682 ft TDZ 685 ft |

| Slope of RWY-SWY | SWY dimensions (m) | CWY dimension (m) | Strip dimensions (m) | OFZ | Remarks |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| - | - | 150 X 45 | 2120x150 | - | - |
| - | - | 150 X 45 | 2120x150 | - | - |

## VTCN AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02 | 2000 | 2150 | 2000 | 2000 | - |
| 20 | 2000 | 2150 | 2000 | 2000 | - |

## VTCN AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Desig-nator | APCH LGT type LEN INTST | THRLG co lour WBAR | VASIS (MEHT) PAPI | TDZ,LGT LEN | RWY Centre Line LGT Length, spacing, co lour, INTST | RWY edge LGT LEN, spacing co lour INTST | RWY End LGT co lour WBAR | SWY LGT LEN (M) co lour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 02 | Nil | Nil | PAPI Left 3.4° Right 3.4º (16.12 m) | Nil | Nil | 2 000 m 60 m White, LIM | Nil | Nil | Nil |
| 20 | Nil | Nil | PAPI Left3° | Nil | Nil | 2 000 m 60 m White, LIM | Nil | Nil | Nil |

## VTCN 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<br>IBN : Nil |
| 2 | LDI location and LGT<br>Anemometer location and LGT. | Nil |
| 3 | TWY edge and centre line lighting | Edge : TWY A, B |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all tower, PAPI<br>Switch-over time: 15 SEC |
| 5 | Remarks | Flares 2 HR PN |

## VTCN 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 |

## VTCN AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on NAN DVOR/DME (184832.76n1004657.31E) |
| 2 | Vertical limits | 2000 ft/AGL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign<br>Language (S) | Nan Tower<br>En, Thai |
| 5 | Transition altitude | 11000 ft |
| 6 | Remarks | Nil |

## VTCN AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Nan Approach | 120.25 MHz | | *Emergency Freq. |
| TWR | Nan Tower | **118.55 MHz<br>*121.5 MHz<br>**236.6 MHz<br>*243.0 MHz | 2300-1000 | **After this period and holidays 3 HR PN to ATC |
| ATIS | | 355 kHz | H24 | |

## VTCN 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 | Site of transmitting antenna coordinates | Elevation of DME trans-mitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | NN | 355 kHz | H24 | 184826.00N 1004711.91E (WGS-84) | | NDB restriction, orbit coverage in mountain terrain and border limited was check and found as follow:<br>-40 NM from bearing 331-045 DEG (CW) altitude should not below 8000 ft (due to border limited).<br>-20 NM from bearing 046-160 DEG (CW) altitude should not below 6500 ft (due to border limited).<br>-50 NM from bearing 161-330 DEG (CW) altitude should not below 7500 ft. |
| DVOR/DME | NAN | 115.7 MHz CH104X | | 184832.76N 1004657.31E (WGS-84) | | DVOR/DME restriction, due to Mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM.<br>At the required altitude in various areas as follow:<br>-RDL 021-110 DEG at 20 NM should not below 8000 ft.<br>-RDL 111-160 DEG at 20 NM should not below 6000 ft.<br>-RDL 161-230 DEG at 40 NM should not below 7000 ft.<br>-RDL 231-250 DEG at 40 NM Should not below 9000 ft.<br>-RDL 251-290 DEG at 40 NM should not below 11000 ft.<br>-RDL 291-350 DEG at 40 NM should not below 9000 ft.<br>-RDL 351-020 DEG at 40 NM should not below 8000 ft. |
| ILS CAT I RWY02 LOC/DME | INAN | 110.3 MHz CH 40X | | 184903.30N 1004714.13E | 687.34 ft | LOC designated operation coverage 18 NM,<br>ALT 7 000 ft AMSL |
| DME | | | | 184904.17N 1004711.85E | | DME paired with LOC FREQ |
| GP | | 335.0 MHz | | 184808.72N 1004648.08 | | GP 3.4 DEG, RDH 58 ft |

## VTCN AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTCN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTCN AD 2.22 FLIGHT PROCEDURES

NIL

## VTCN AD 2.23 ADDITIONAL INFORMATION

NIL

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## VTCN AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART-ICAO

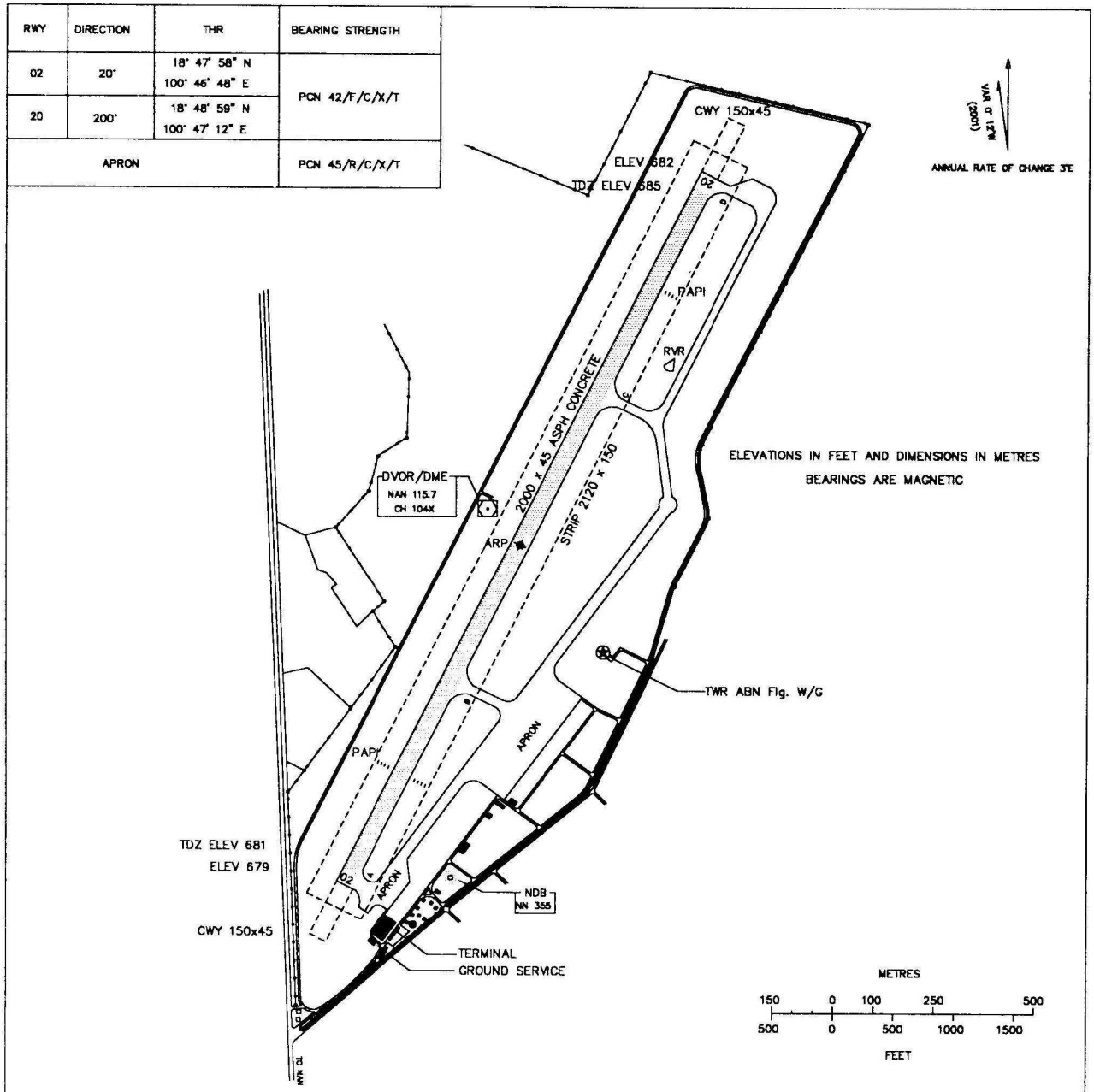
18° 48' 28" N
100° 47' 00" E

ELEV 685 ft
209 m

TWR 118.55 236.6

NAN / Nan

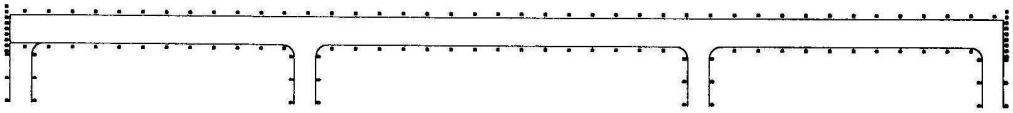
| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 02 | 20° | 18° 47' 58" N<br>100° 46' 48" E | PCN 42/F/C/X/T |
| 20 | 200° | 18° 48' 59" N<br>100° 47' 12" E | |
| APRON | | | PCN 45/R/C/X/T |




Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 02/20 AND EXIT TWY


LIGHTING AIDS RWY 02/20 AND EXIT TWY



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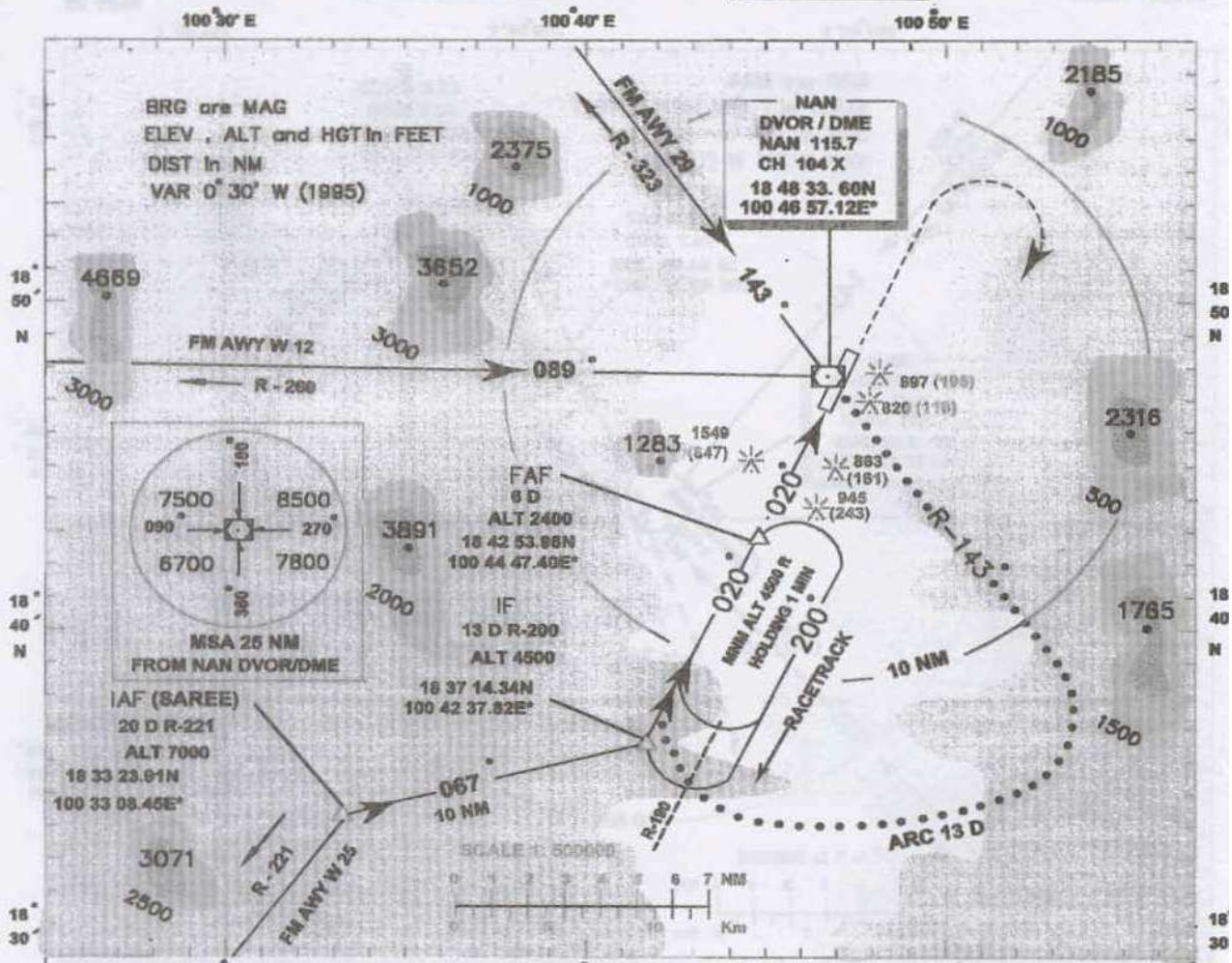
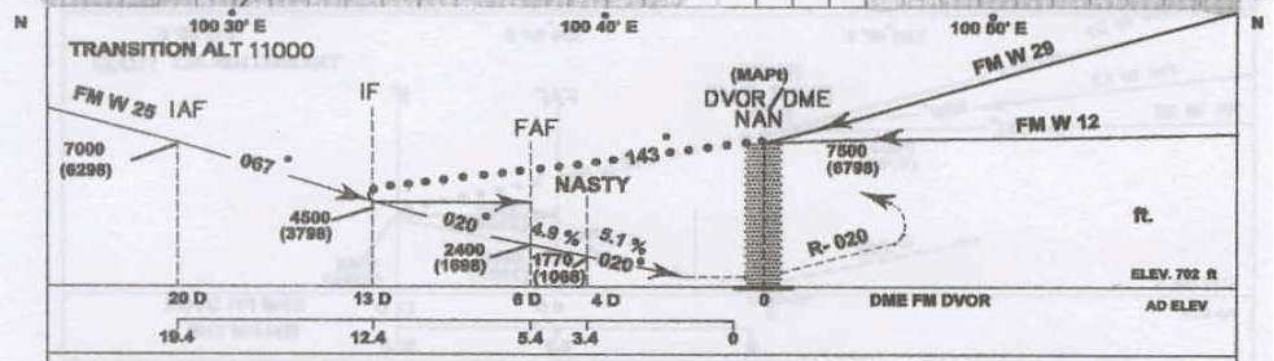
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 702 ft
HEIGHTS RELATED TO AERODROME ELEV

APP 120.25
TWR 118.55
236.60

NAN / Nan
VOR / DME
RWY 02




**MISSED APPROACH :** At DVOR / DME climb on R - 020 until 5 DME , then turn right continuing climb to 4500 (3798) ft and back to FAF 4500 (3798) ft .

| OCA / H | A | B | C | D |
|---|---|---|---|---|
| Straight-in Approach | 1600 (898) | | | |
| Circling | 1650(948) | | 2120 (1418) | 2460 (1758) |

| Distance | 3 D | 4 D | 5 D |
|---|---|---|---|
| Altitude (Height) | 1500 (798) | 1770 (1068) | 2070(1368) |

| GS (kt) | 90 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|
| Rate of descent (ft/min) 5.1 % | 465 | 515 | 620 | 725 | 825 | 930 |

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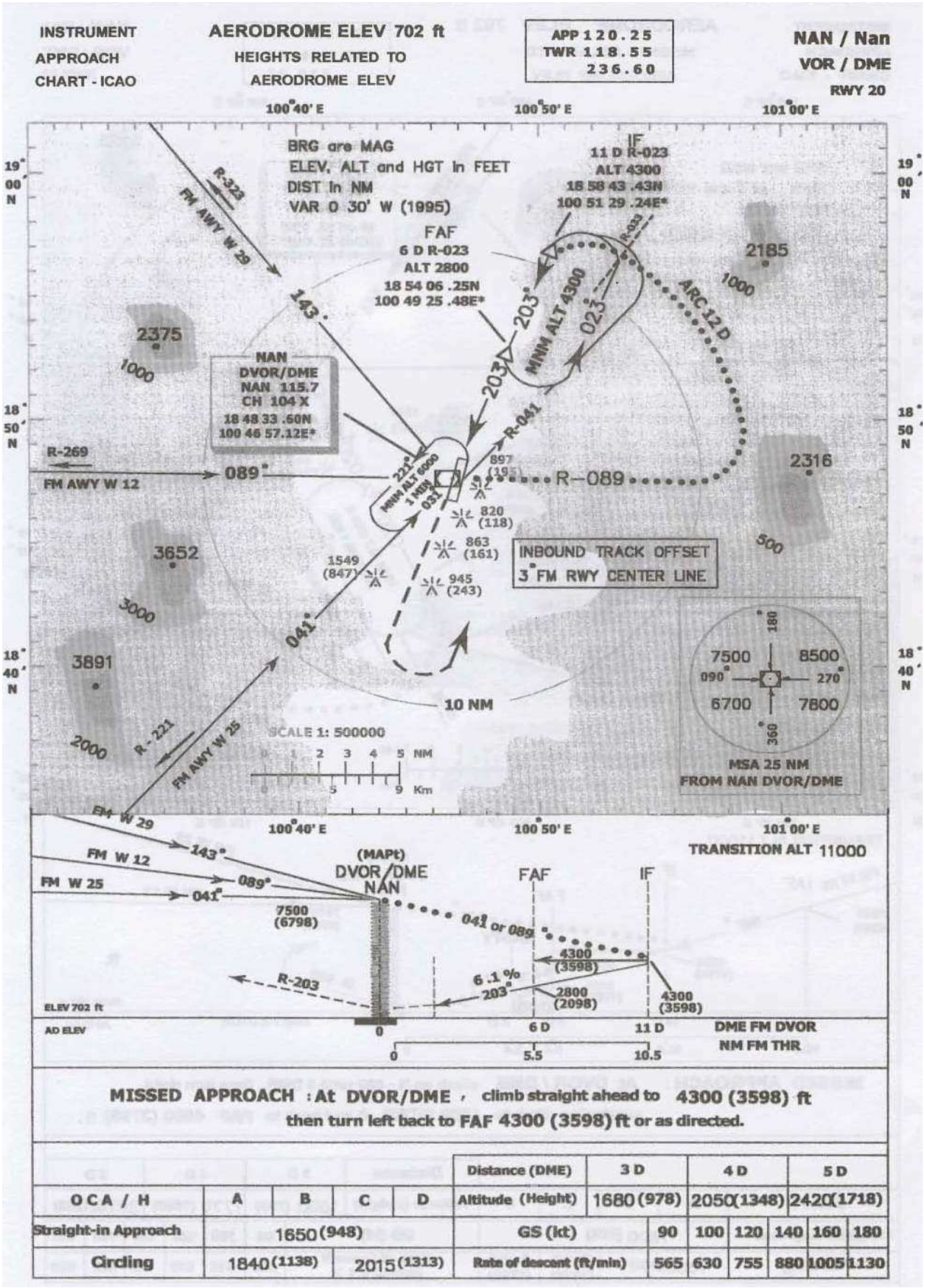


**MISSED APPROACH** : At DVOR/DME, climb straight ahead to **4300 (3598) ft** then turn left back to **FAF 4300 (3598) ft** or as directed.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Distance (DME) | 3 D | | 4 D | | 5 D | | |
| OCA / H | A | B | C | D | Altitude (Height) | 1680 (978) | | 2050 (1348) | | 2420 (1718) | | |
| Straight-in Approach | 1650 (948) | | | | GS (kt) | 90 | 100 | 120 | 140 | 160 | 180 | |
| Circling | 1840 (1138) | | 2015 (1313) | | Rate of descent (ft/min) | 565 | 630 | 755 | 880 | 1005 | 1130 | |

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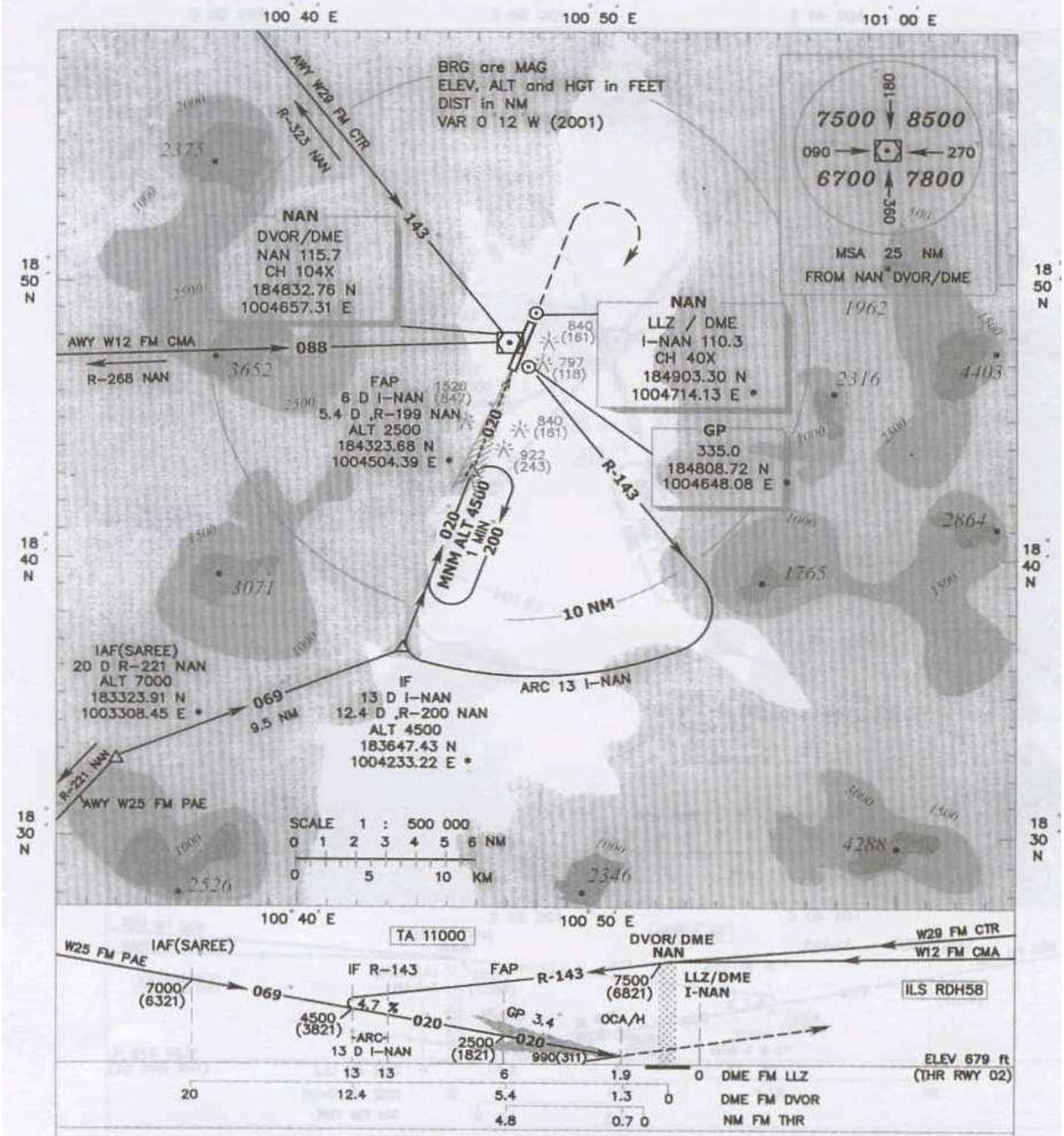
INSTRUMENT APPROACH CHART - ICAO

**AERODROME ELEV 685 ft**
**HEIGHTS RELATED TO THR RWY 02 ELEV 679 ft**

APP : 120.25
TWR : 118.55 ,236.60

**NAN / Nan**
**ILS/DME**
**RWY 02**




**MISSED APPROACH:** Climb on track **020** until **5 DME I-NAN** ,then turn right continuing climb to **4500(3821)** ft and back to **FAP** at **4500(3821)** ft and hold.

| OCA/H | | A | B | C | D |
|---|---|---|---|---|---|
| Straight – in approach | Cat I | 990(311) | | | |
| Circling | | 1650(971) | | 2120 (1441) | 2460 (1781) |

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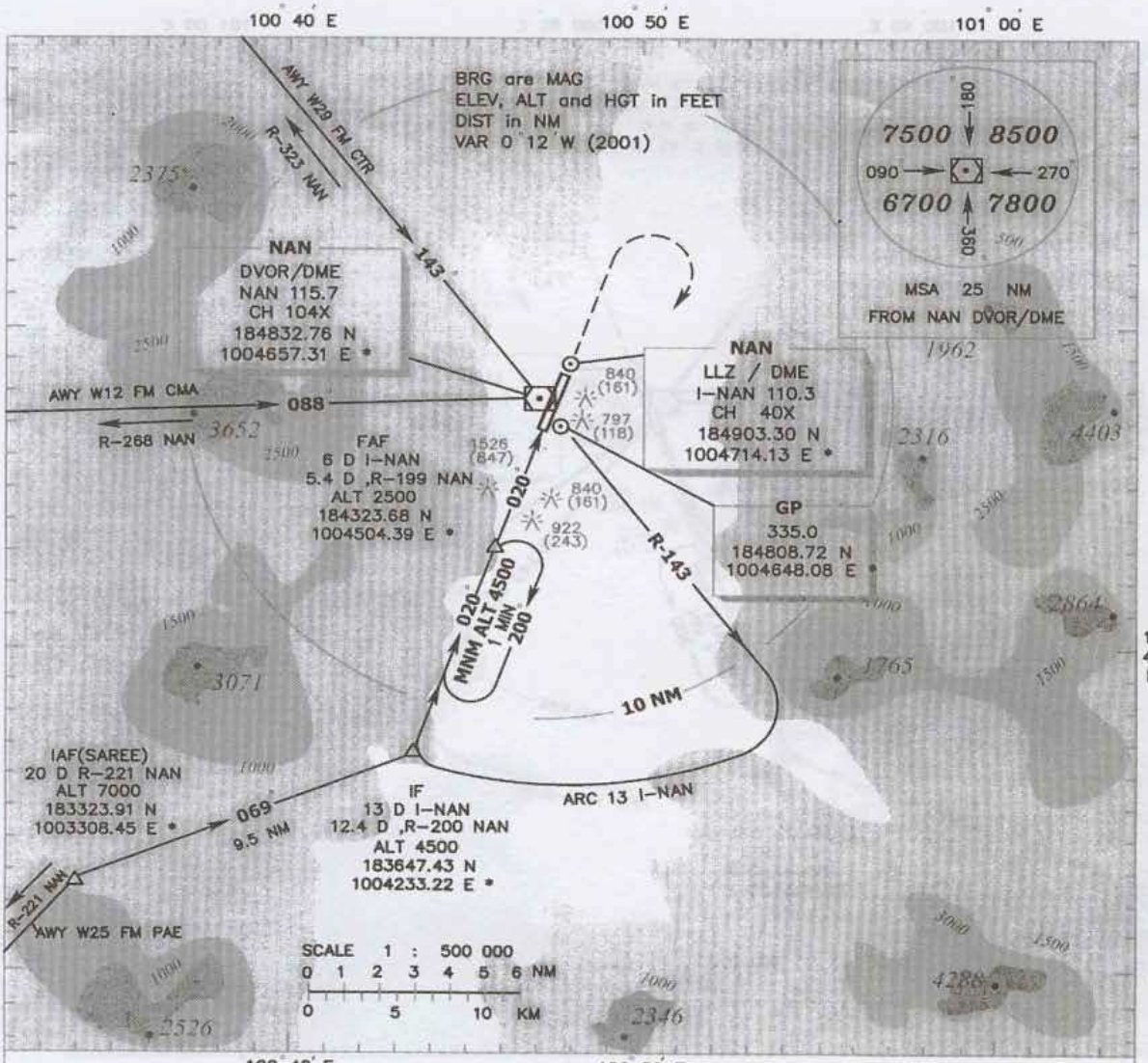
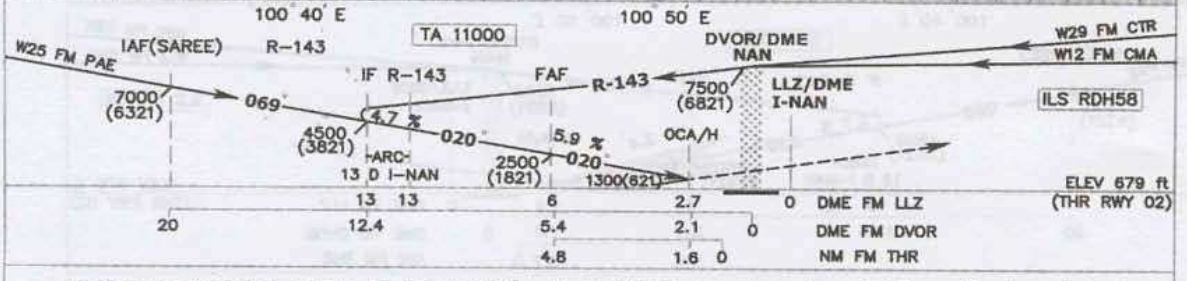
INSTRUMENT APPROACH CHART - ICAO

**AERODROME ELEV 685 ft**
**HEIGHTS RELATED TO THR RWY 02 ELEV 679 ft**

APP : 120.25
TWR : 118.55 ,236.60

**NAN / Nan**
**LLZ/DME**
**RWY 02**




**MISSED APPROACH:** Climb on track **020** until **5 DME I-NAN** ,then turn right continuing climb to **4500(3821)** ft and back to **FAF** at **4500(3821)** ft and hold.

| OCA/H | | A | B | C | D |
|---|---|---|---|---|---|
| Straight – in approach | LLZ/DME ONLY | 1300(621) | | | |
| Circling | | 1650(971) | | 2120 (1441) | 2460 (1781) |

| Distance | 3 D | 4 D | 5 D |
|---|---|---|---|
| Altitude (Height) | 1400 (721) | 1760 (1081) | 2125 (1446) |

| GS(kt) | 90 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|
| Rate of descent (ft/min) 5.9% | 540 | 600 | 720 | 840 | 960 | 1080 |
| FAF–MAPt 3.3 NM(m:s) | 2:12 | 1:59 | 1:39 | 1:25 | 1:14 | 1:06 |

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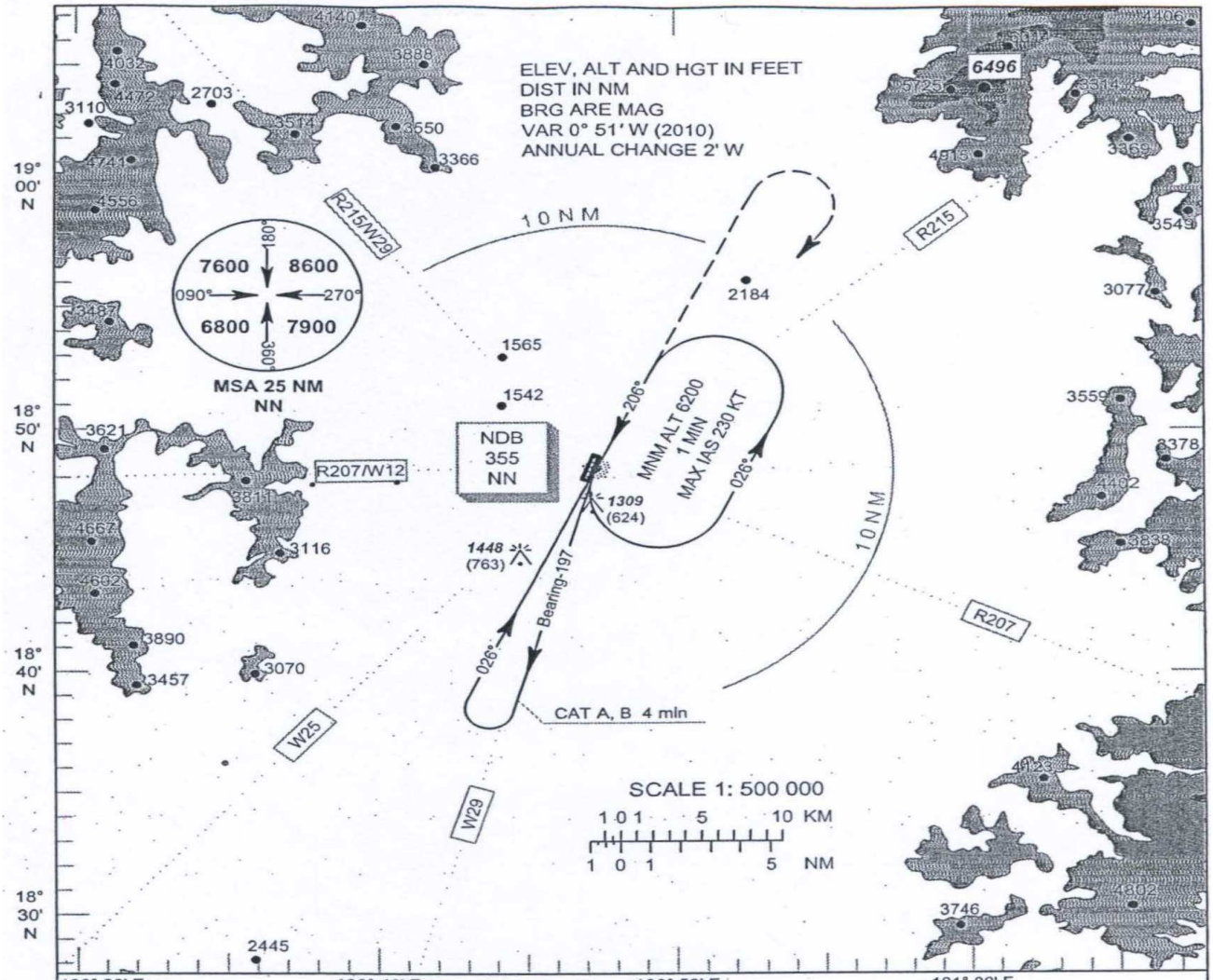
**INSTRUMENT APPROACH CHART - ICAO**

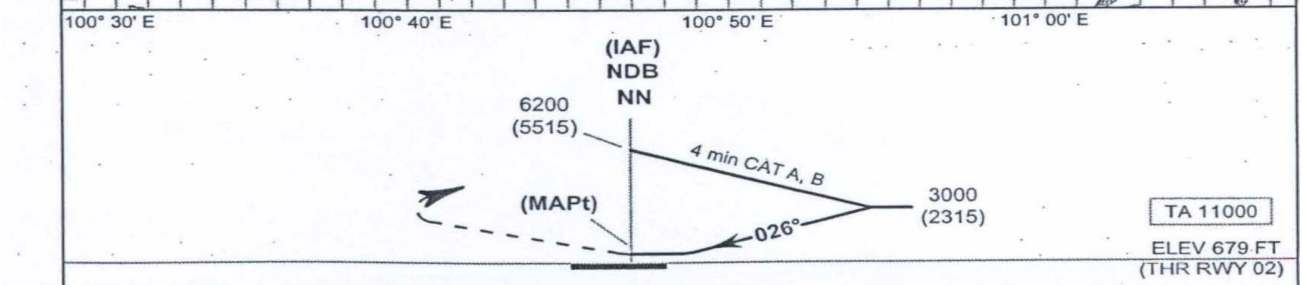
**AERODROME ELEV 685 FT**
HEIGHTS RELATED TO AERODROME ELEV

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<br>18 48.43 N | 100 47 11.91 E<br>100 47.20 E |
| THR RWY 02 | - | 18 47 58.24 N<br>18 47.97 N | 100 46 48.31 E<br>100 46.81 E |
| NDB | NN | 18 48 26.00 N<br>18 48.43 N | 100 47 11.91 E<br>100 47.20 E |

Date: Aug 2013

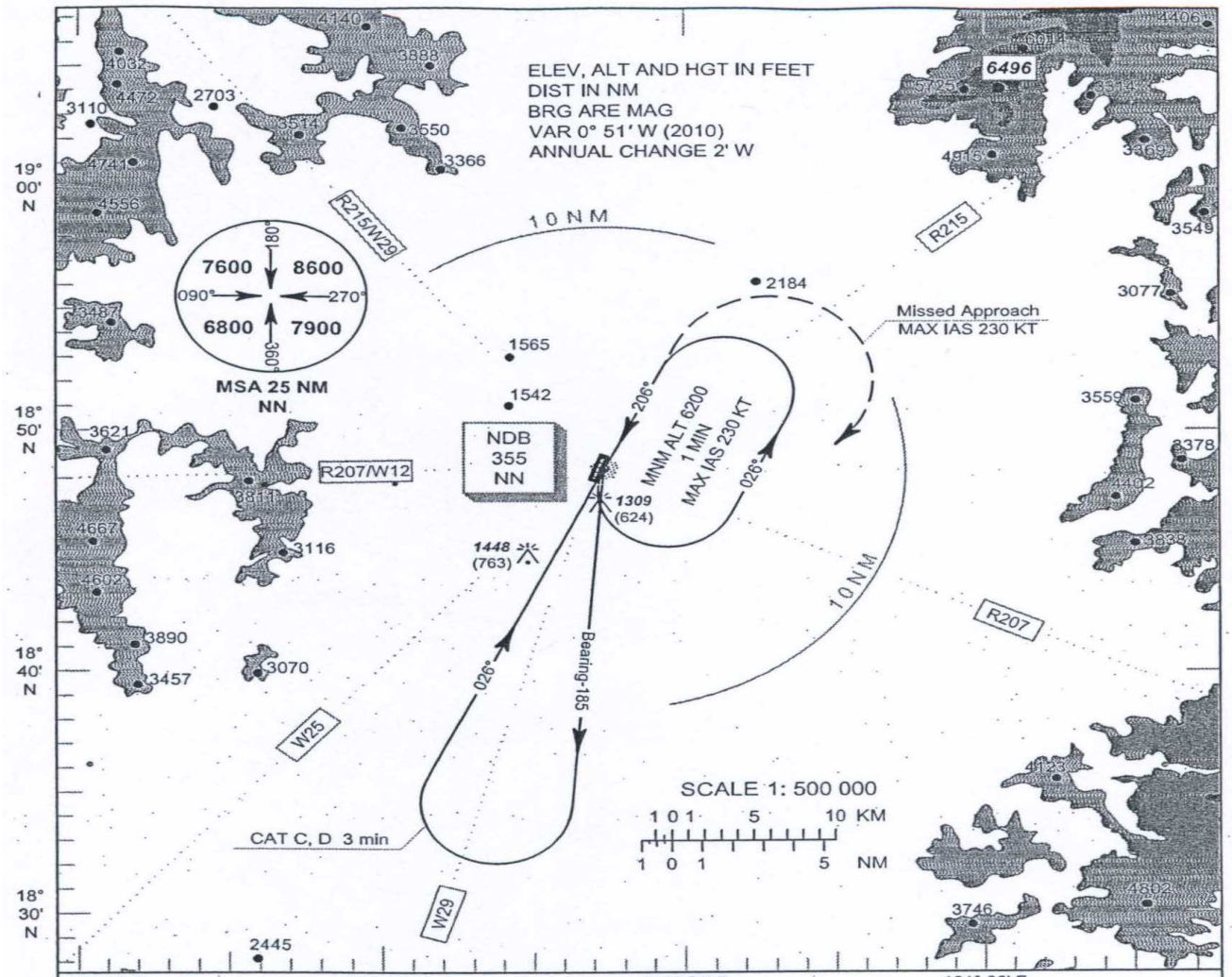
**INSTRUMENT APPROACH CHART - ICAO**

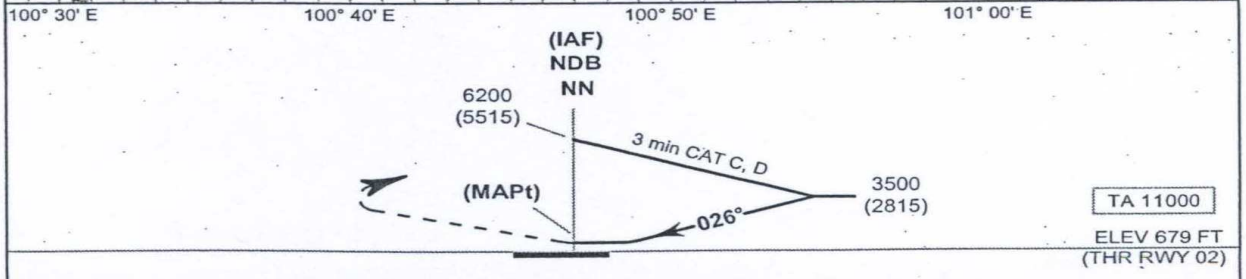
**AERODROME ELEV 685 FT**
HEIGHTS RELATED TO AERODROME ELEV

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<br>18 48.43 N | 100 47 11.91 E<br>100 47.20 E |
| THR RWY 02 | - | 18 47 58.24 N<br>18 47.97 N | 100 46 48.31 E<br>100 46.81 E |
| NDB | NN | 18 48 26.00 N<br>18 48.43 N | 100 47 11.91 E<br>100 47.20 E |

Date: Aug 2013

## VTSC AD 2. AERODROMES

### VTSC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

### VTSC – NARATHIWAT / NARATHIWAT AIRPORT

### VTSC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 063123.66N 1014441.43E |
| 2 | Direction and distance from (city) | 13 km SE, from city |
| 3 | Elevation/Reference temperature | 18 ft / 29ºC |
| 4 | MAG VAR/Annual change | 0º12'W (2010) /1'W |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Director of Narathiwat Airport<br>Narathiwat Airport<br>Main Office Narathiwat Province Thailand.<br>TEL : (073) 565061-5<br>FAX : (073) 565066<br>AFS : VTSCYDYX |
| 6 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 7 | Remarks | Operator : Department of Civil Aviation |

### VTSC 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 |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

### VTSC AD 2.4 HANDLING SERVICES AND FACILITIES

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

## VTSC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the city |
| 2 | Restaurants | In the city |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## VTSC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

## VTSC AD 2.7 SEASONAL AVAILABILITY -CLEARING

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

## VTSC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface : Concrete<br>Strength : PCN 65/R/C/X/T |
| 2 | Taxiway width, surface and strength | Width : 23 m<br>Surface : Asphaltic Concrete<br>Strength : PCN 65/F/C/X/T |
| 3 | ACL location and elevation | Nil |
| 4 | VOR/INS checkpoints | Nil |
| 5 | Remarks | Nil |

## VTSC 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 marking and LGT | RWY AND TWY : Marked and lighted. |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

## VTSC AD 2.10 AERODROME OBSTACLES

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

## VTSC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | VIP Flight<br>Aeronautical Radio of Thailand Company Ltd. |
| 2 | Hours of service MET Office outside hours | 0000-0900 |
| 3 | Office responsible for TAF Preparation<br>Periods of validity | Supply TAF from Southern (Eastcoast) Regional Met. |
| 4 | Type of landing forecast<br>Interval of issuance | Supply TAF from Southern (Eastcoast) Regional Met. |
| 5 | Briefing/consultation provided | No |
| 6 | Flight documentation<br>Language (s) used | - |
| 7 | Charts and other information available<br>for briefing or consultation | Daily Weather Forecast |
| 8 | Supplementary equipment available for providing information | AWOS,Radar |
| 9 | ATS units provided with information | - |
| 10 | Additional information (Limitation of service, etc.) | IP System |

## VTSC 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 |
| 02 | 20.35° | 2500x45 | 65/F/C/X/T<br>Asphaltic Concrete | 063026.99N<br>1014416.85E<br>(WGS-84) | THR 18 ft<br>TDZ 18 ft |
| 20 | 202.35° | 2500x45 | 65/F/C/X/T<br>Asphaltic Concrete | 063141.64N<br>1014449.22E<br>(WGS-84) | THR 18 ft<br>TDZ 18 ft |

| Slope of RWY-SWY | SWY dimensions (m) | CWY dimension (m) | Strip dimensions (m) | OFZ | Remarks |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| - | 60x45 | - | 2740x300 | - | - |
| - | 60x45 | - | 2740x300 | - | - |

## VTSC AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02 | 2500 | 2500 | 2560 | 2500 | - |
| 20 | 2500 | 2500 | 2560 | 2500 | - |

## VTSC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Desig-nator | APCH LGT type LEN INTST | THRLG co lour WBAR | VASIS (MEHT) PAPI | TDZ,LGT LEN | RWY Centre Line LGT Length, spacing, co lour, INTST | RWY edge LGT LEN, spacing co lour INTST | RWY End LGT co lour WBAR | SWY LGT LEN (M) co lour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 02 | CAT I 900 m LIH | Green | PAPI Left 3° Right 3º | Nil | Nil | 2 500 m 60 m White/LIH | Red | Nil | Nil |
| 20 | RTIL | Green | PAPI Left3° | Nil | Nil | 2 500 m 60 m White/LIH | Red | Nil | Nil |

## VTSC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

## VTSC 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 |

## VTSC AD 2.17 ATS AIRSPACE

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

## VTSC AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Narathiwat Approach | 125.55 MHz | 2330-1130 | *Emergency Freq. |
| TWR | Narathiwat Tower | *121.5 MHz<br>122.7 MHz<br>**236.6 MHz | 2300-1000 | Primary Freq<br>Secondary Freq } Upper Side-band |
| G/A/G | Narathiwat Radio | 6577 KHz<br>5490 KHz | | |
| ATIS | | 355 kHz | | |

## VTSC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, CAT of ILS/ MLS (For VOR/ILS/ MLS, give VAR) | ID | Fre-quency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME trans-mitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | NT | 383 kHz | H24 | 063120.61N 1014454.75E (WGS-84) | | Output 400 watts<br>NDB, 50 NM coverage restriction as follow:<br>-BRG 260-300 DEG ALT should not below 5 500 ft.<br>-BRG 301-055 DEG ALT should not below 1 500 ft.<br>BRG 056-259 DEG unable to perform flight inspection due to border limited. |
| DVOR/DME | NTW | 116.3 MHz CH110X | | 063138.24N 1014442.48E (WGS-84) | | Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM. At required altitude in various areas:<br>1.40 NM clockwise orbit flown from<br>-RDL 270-290 DEG ALT should not below 9 000 ft.<br>-RDL 291-300 DEG ALT should not below 4 000 ft.<br>-RDL 301-020 DEG ALT should not below 2 000 ft.<br>2.20 NM clockwise orbit flown from<br>-RDL 021-130 DEG ALT should not below 2 000 ft.<br>-RDL 131-270 DEG ALT should not below 5 000 ft. |
| ILS CAT I LOC RWY 02 | INTW | 110.1 MHz | | 063149.20N 1014452.49E (WGS-84) | | ILS coverage over a sector 35° either side of runway centre-line, no back course and voice feature. |
| GP/DME | | 334.4 MHz CH 38X | | 063048.90N 1014430.60E (WGS-84) | | Distance 1 050 m to THR RWY 02. |

## VTSC AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTSC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTSC AD 2.22 FLIGHT PROCEDURES

NIL

## VTSC AD 2.23 ADDITIONAL INFORMATION

NIL

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## VTSC AD 2.24 CHARTS RELATED TO AN AERODROME

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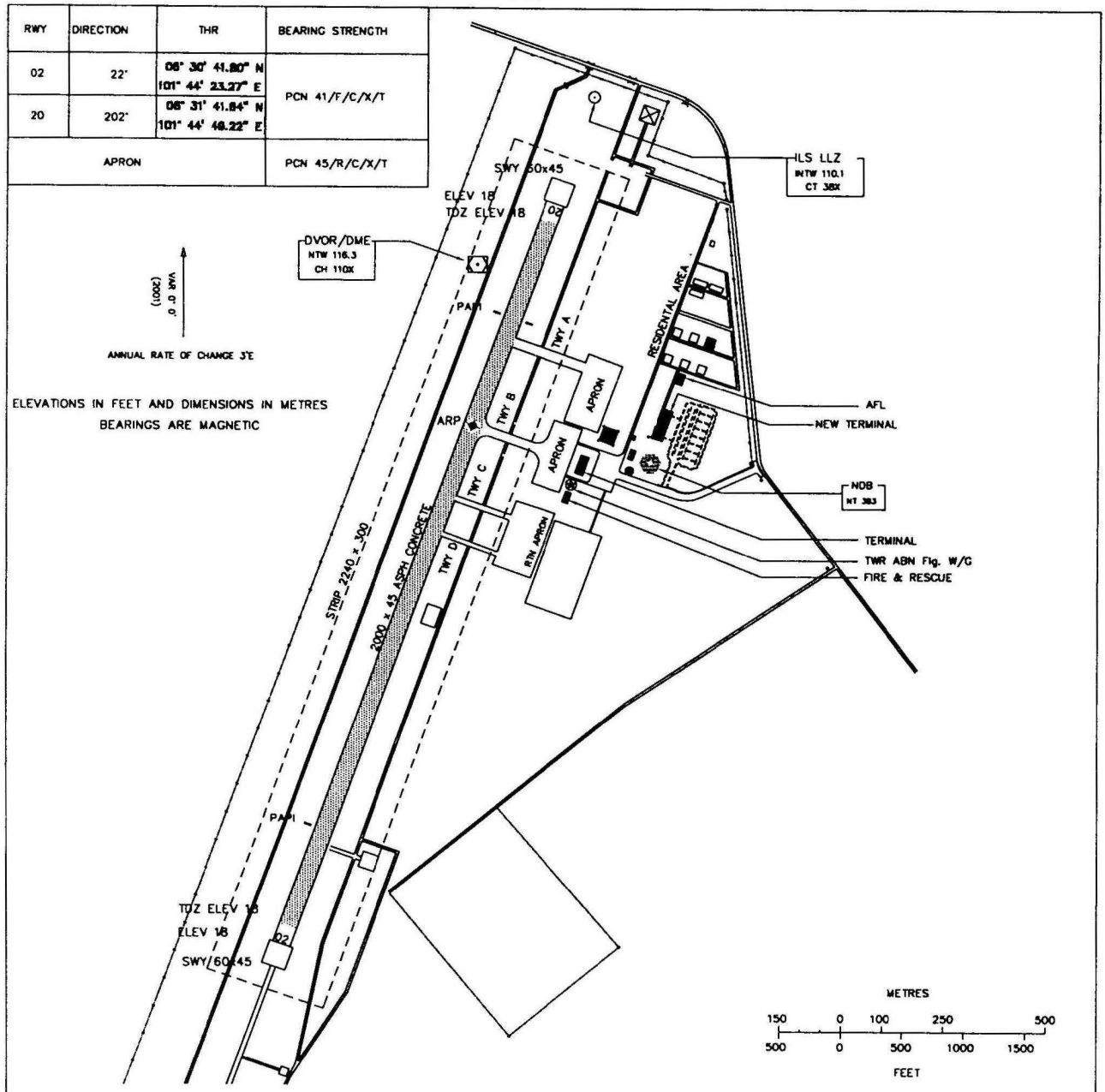
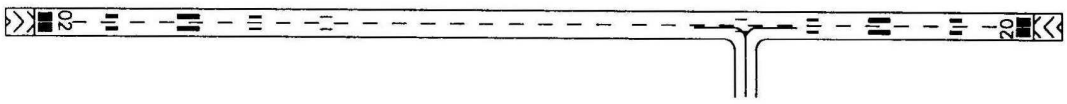
AERODROME CHART-ICAO 06° 31' 24" N 101° 44' 41" E ELEV 18 ft 5 m TWR 122.7 236.6 NARATHIWAT/ Narathiwat

| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 02 | 22° | 06° 30' 41.80" N 101° 44' 23.27" E | PCN 41/F/C/X/T |
| 20 | 202° | 06° 31' 41.84" N 101° 44' 48.22" E | |
| APRON | | | PCN 45/R/C/X/T |

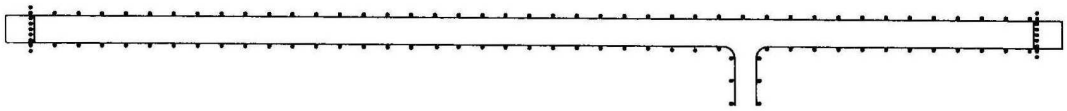



Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 02/20 AND EXIT TWY




LIGHTING AIDS RWY 02/20 AND EXIT TWY



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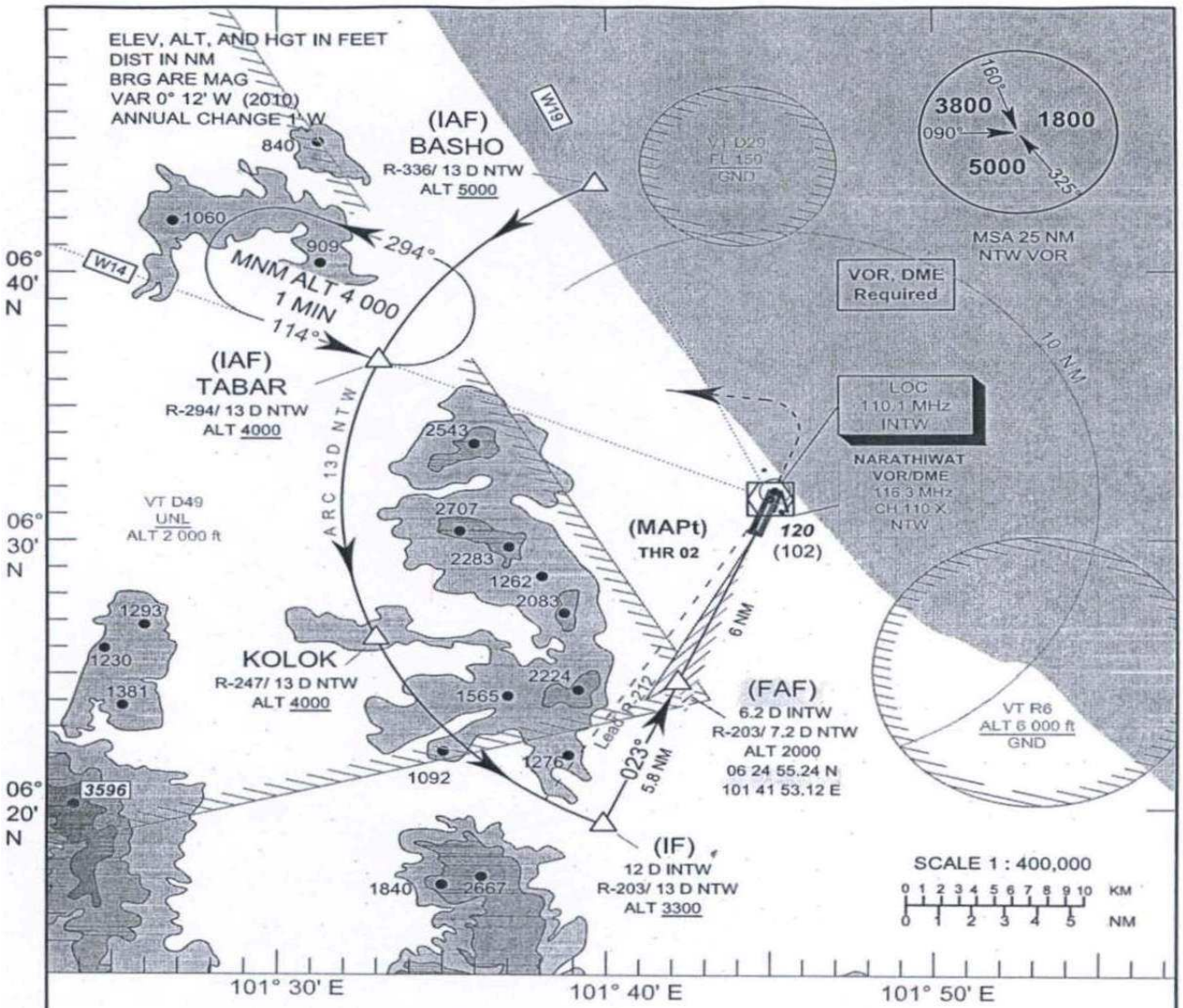
**INSTRUMENT APPROACH CHART-ICAO**

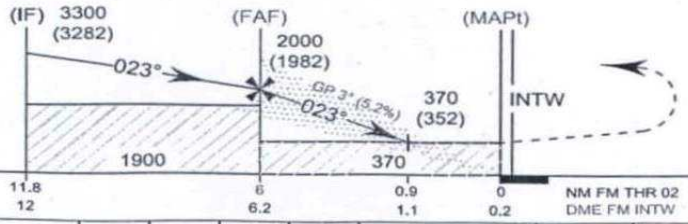
**AERODROME ELEV 18 FT**
HEIGHTS RELATED TO
**THRESHOLD ELEV**

APP : 125.55, 284.00
TWR : 122.70

**NARATHIWAT/ Narathiwat (VTSC)**
**ILS or LOC RWY 02**




**TA 11 000**




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

RDH 54 FT

ELEV 18 FT
(THR RWY 02)

| OCA/H | A | B | C | D |
|---|---|---|---|---|
| Straight-in approach CAT I | 270 (252) | | | |
| LOC Only | 370 (360) | | | |
| Circling | 730 (720) | | 830 (820) | |

| Distance (INTW) | FAF | 5 D | 4 D | 3 D | 2 D | 1.1 D |
|---|---|---|---|---|---|---|
| Altitude | 2000 (1982) | 1590 (1572) | 1280 (1262) | 960 (942) | 650 (632) | 370 (352) |
| Ground Speed (GS) | knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Rate of descent | (ft/min) | 530 | 630 | 740 | 845 | 950 | 1055 |

24 JAN 2013

NARATHIWAT/ Narathiwat (VTSC)
**ILS RWY 02**

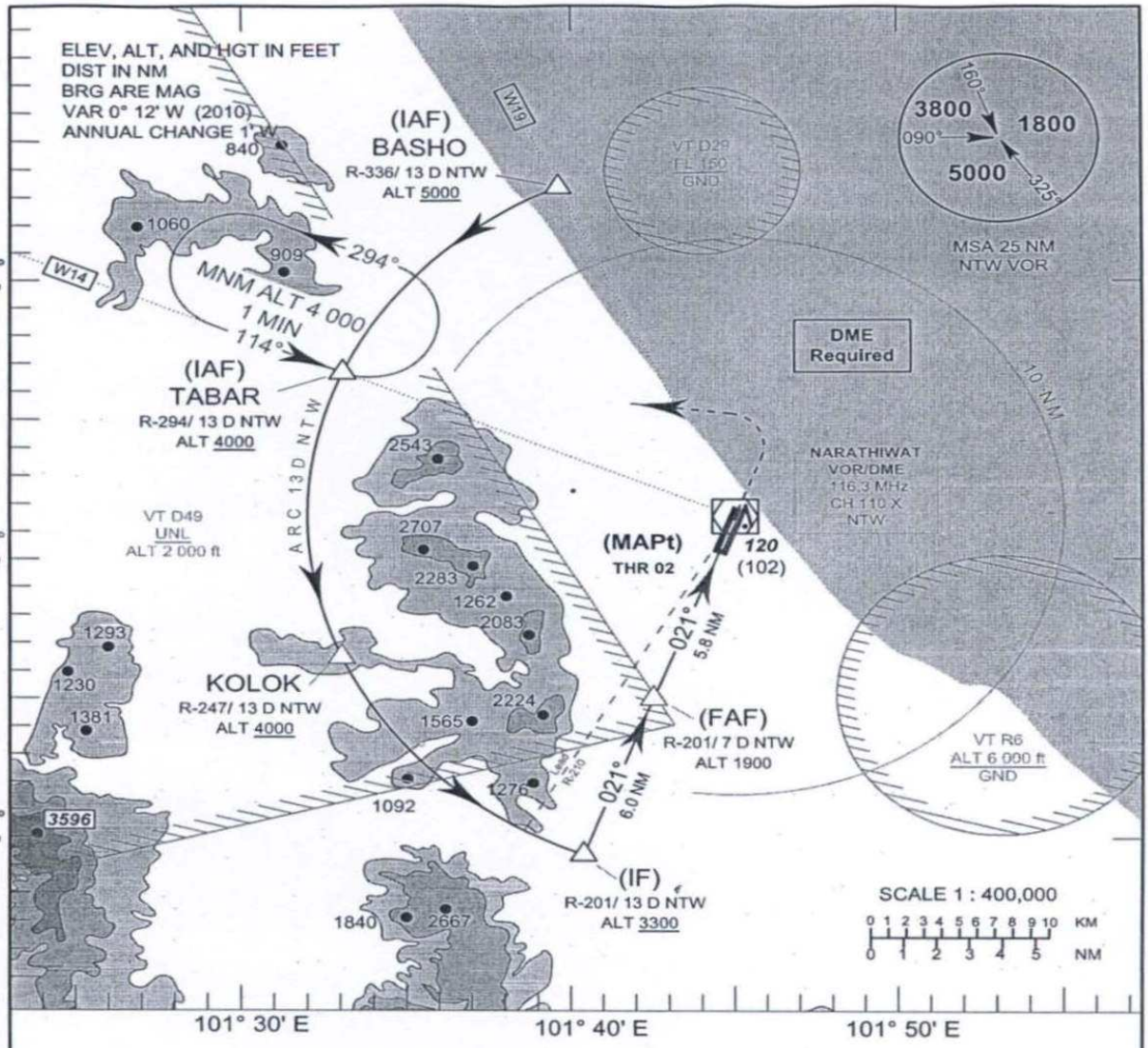
| | | | |
|---|---|---|---|
| BASHO (IAF) | R - 336<br>13 D NTW | 06 43 32.72 N<br>06 43.55 N | 101 39 21.79 E<br>101 39.36 E |
| TABAR | R - 294<br>13 D NTW | 06 36 52.29 N<br>06 36.87 N | 101 32 45.01 E<br>101 32.75 E |
| KOLOK | R - 247<br>13 D NTW | 06 26 37.00 N<br>06 26.62 N | 101 32 39.60 E<br>101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

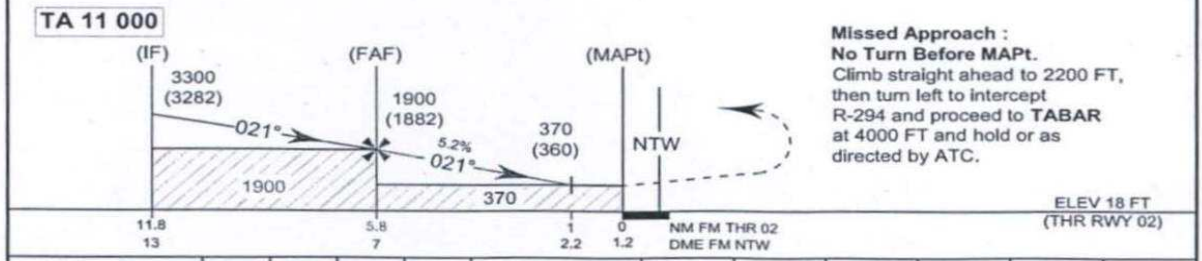
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 125.55, 284.00
TWR : 122.70

NARATHIWAT/ Narathiwat (VTSC)
VOR RWY 02




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

| OCA/H | A | B | C | D | Distance (NTW) | FAF | 6 D | 5 D | 4 D | 3 D | 2.2 D |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Straight-in approach | 370 (360) | | | | Altitude | 1900 (1882) | 1580 (1562) | 1270 (1252) | 950 (932) | 640 (622) | 370 (352) |
| | | | | | Ground Speed (GS) | knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling | 730 (720) | | 830 (820) | | Rate of descent | (ft/min) | 530 | 630 | 740 | 845 | 950 | 1055 |

24 JAN 2013

NARATHIWAT/ Narathiwat (VTSC)
VOR RWY 02

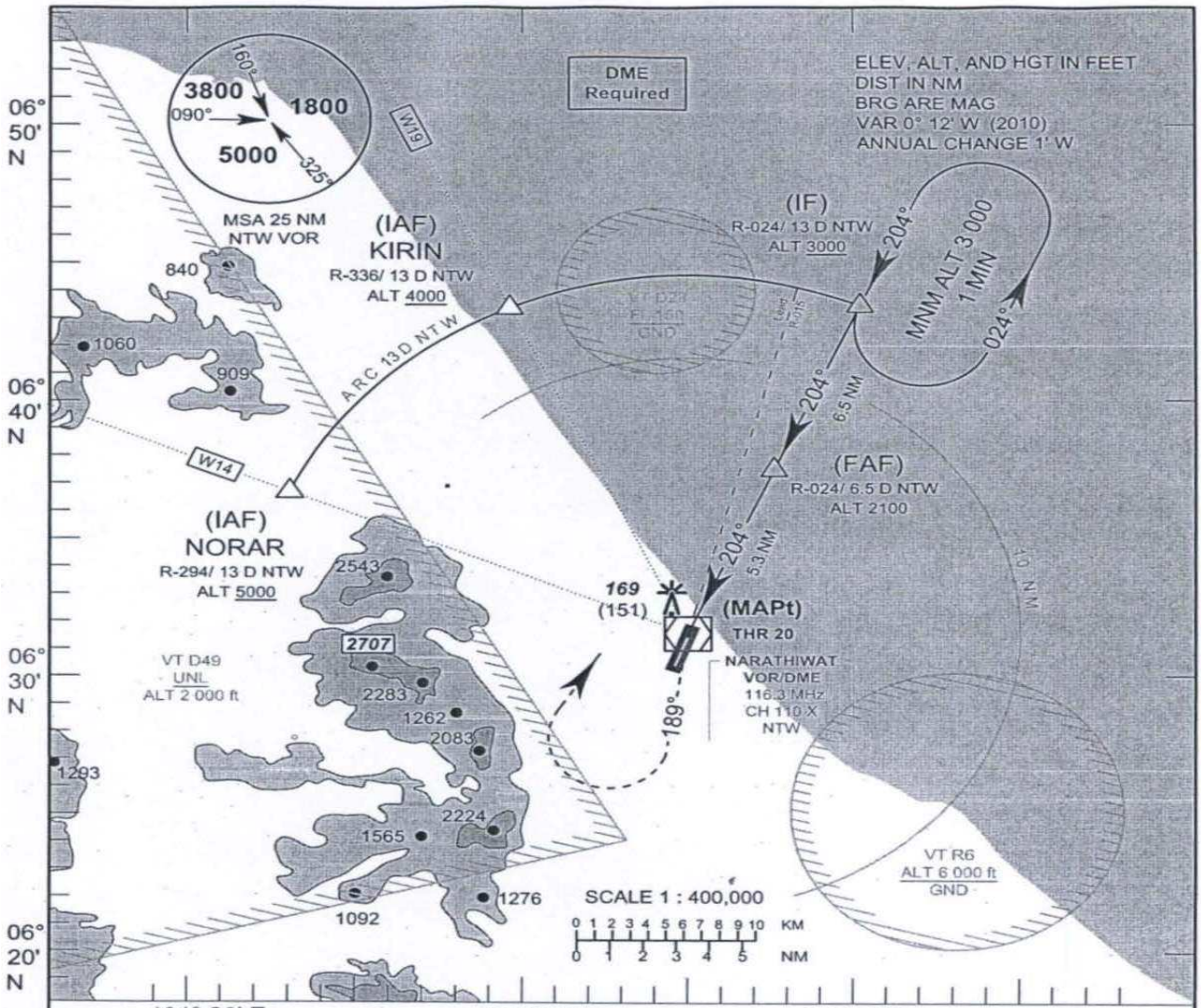
| | | | |
|---|---|---|---|
| BASHO (IAF) | R - 336<br>13 D NTW | 06 43 32.72 N<br>06 43.55 N | 101 39 21.79 E<br>101 39.36 E |
| TABAR | R - 294<br>13 D NTW | 06 36 52.29 N<br>06 36.87 N | 101 32 45.01 E<br>101 32.75 E |
| KOLOK | R - 247<br>13 D NTW | 06 26 37.00 N<br>06 26.62 N | 101 32 39.60 E<br>101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

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

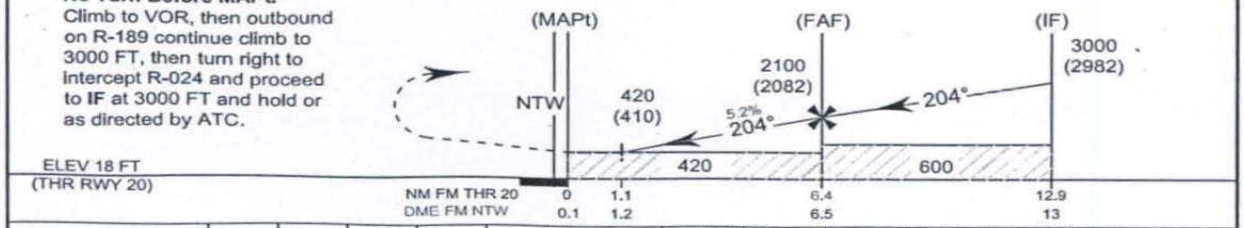
APP : 125.55, 284.00
TWR : 122.70

NARATHIWAT/ Narathiwat (VTSC)
VOR RWY 20




TA 11 000

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




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

24 JAN 2013

NARATHIWAT/ Narathiwat (VTSC)
VOR RWY 20

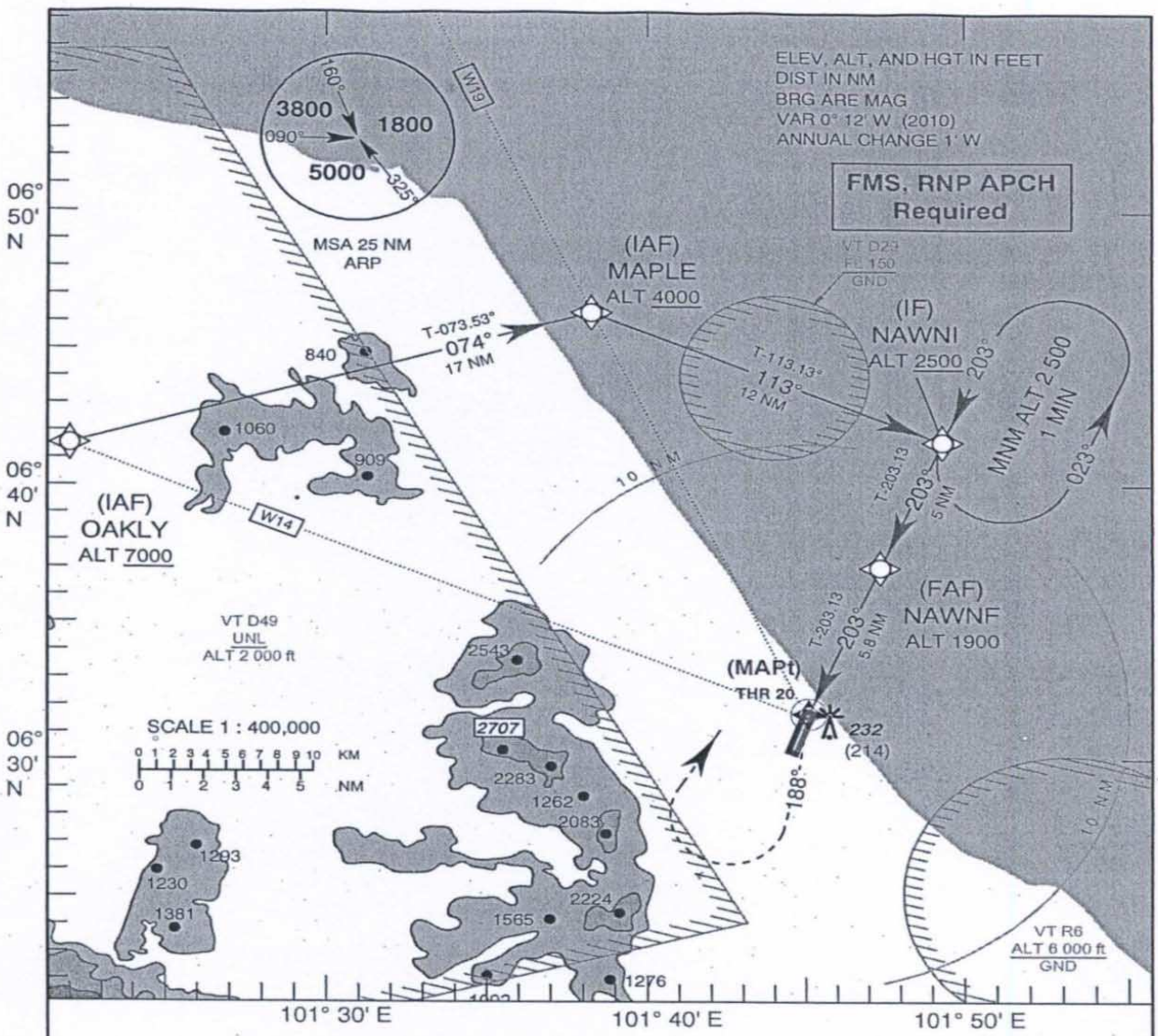
| | | | |
|---|---|---|---|
| NORAR (IAF) | R - 294<br>13 D NTW | 06 36 52.29 N<br>06 36.87 N | 101 32 45.01 E<br>101 32.75 E |
| KIRIN | R - 336<br>13 D NTW | 06 43 32.72 N<br>06 43.55 N | 101 39 21.79 E<br>101 39.36 E |
| IF | R - 024<br>13 D NTW | 06 43 34.10 N<br>06 43.57 N | 101 49 59.90 E<br>101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

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

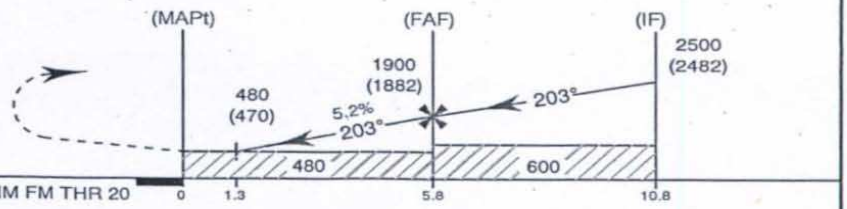
APP : 125.55, 284.00
TWR : 122.70

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




TA 11 000

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




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

24 JAN 2013

RNAV (GNSS) RWY 20

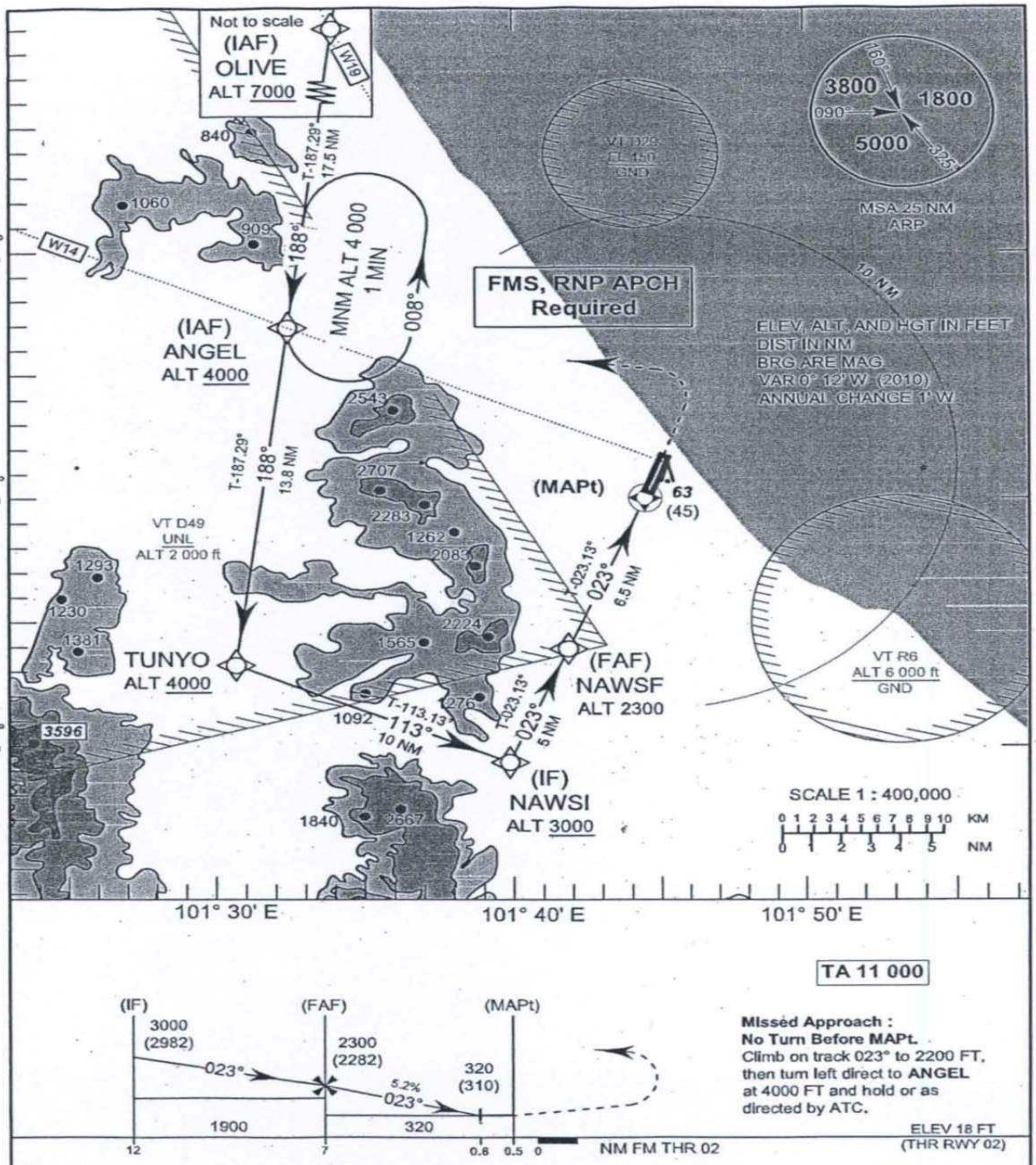
| Fix identifier (Waypoint name) | WGS-84 Coordinates | | Path descriptor | Flyover | Course ° M (° T) | Turn direction | Altitude | Speed limit | Magnetic variation | Navigation performance |
|---|---|---|---|---|---|---|---|---|---|---|
| | Latitude | Longtitude | | | | | | | | |
| OAKLY | 06 41 42.08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

**INSTRUMENT APPROACH CHART-ICAO**

**AERODROME ELEV 18 FT**
HEIGHTS RELATED TO
**AERODROME ELEV**

APP : 125.55, 284.00
TWR : 122.70

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




**TA 11 000**




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

ELEV 18 FT
(THR RWY 02)

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

MAY 2013

RNAV (GNSS) RWY02

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

# VTSK AD 2. AERODROMES

## VTSK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTSK - PATTANI / PATTANI AIRPORT

## VTSK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 064708.55N 1010913.09E |
| 2 | Direction and distance from (city) | 16 km S, from city |
| 3 | Elevation/Reference temperature | 8 ft /35ºC |
| 4 | MAG VAR/Annual change | 0º16' W (2010) / 1'W |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Air Task Force 9, Royal Thai Air Force<br>Pattani Airport<br>Amphoe Nongjig, Pattani Province 94170 Thailand.<br>TEL. 0 7343 1190, 0 7343 7023<br>FAX. 0 7343 1195<br>AFS: VTSKYDYX |
| 6 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 7 | Remarks | Operator : Department of Civil Aviation |

## VTSK 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, outside this period 1 HR PN to Pattani Tower |

## VTSK AD 2.4 HANDLING SERVICES AND FACILITIES

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

## VTSK AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | in the city |
| 2 | Restaurants | in the city |
| 3 | Transportation | Taxi |
| 4 | Bank and Post Office | Nil |
| 5 | Remarks | Nil |

## VTSK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

## VTSK AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

## VTSK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface : Asphaltic Concrete<br>Strength : PCN 27/F/A/Y/T |
| 2 | Taxiway width, surface and strength | Width : 20 m<br>Surface : Asphaltic Concrete<br>Strength : PCN 27/F/A/Y/T |
| 3 | ACL location and elevation | Nil |
| 4 | VOR/INS checkpoints | Nil |
| 5 | Remarks | Nil |

## VTSK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft sand ID signs, TWY guide lines and visual/docking/parking system of aircraft stands | - |
| 2 | RWY and TWY marking and LGT | RWY and TWY : Markings and lighted |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

## VTSK AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling area at AD | | Remarks |
|---|---|---|---|---|---|
| 1 | | | 2 | | 3 |
| RWY/Area affected | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | - |
| a | b | c | a | b | |
| - | Radio mast<br>HGT 30 m<br>painted red/<br>white LGTD<br>on top. | 073500N<br>993700E | - | - | |

## VTSK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | - |
| 2 | Hours of service<br>MET Office outside hours | Nil |
| 3 | Office responsible for TAF Preparation<br>Periods of validity | supply TAF from Southern (Eastcoast) Regional Met. Center |
| 4 | Type of landing forecast<br>Interval of issuance | supply TAF from Southern (Eastcoast) Regional Met. Center |
| 5 | Briefing/consultation provided | No |
| 6 | Flight documentation<br>Language (s) used | - |
| 7 | Charts and other information available for briefing of 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 |

## VTSK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE & MAG BRG | Dimensions of RWY (M) | Strength (PCN) and surface of RWY and SWY | THR coordinates | THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 085.05° | 1400 x 40 | 27/F/A/Y/T<br>Asphaltic Concrete | 064706.12N<br>1010850.08E<br>(WGS-84) | THR 7 FT<br>TDZ 7 FT |
| 26 | 265.05° | 1400 x 40 | 27/F/A/Y/T<br>Asphaltic Concrete | 064709.17N<br>1010935.62E<br>(WGS-84) | THR 8 FT<br>TDZ 8 FT |

| Slope of RWY-SWY | SWY dimensions (M) | CWY dimension (M | Strip dimensions (M) | OFZ | Remarks |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| - | 30x55 | Nil | 1 700x300 | - | - |
| - | 150x55 | Nil | 1 700x300 | - | - |

## VTSK AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 1 400 | 1 400 | 1 430 | 1 400 | - |
| 26 | 1 400 | 1 400 | 1 550 | 1 400 | - |

## VTSK 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 |
| 08 | - | - | - | - | - | - | - | - | Nil |
| 26 | - | - | - | - | - | - | - | -I | Nil |

## VTSK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

## VTSK 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 |

## VTSK AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on Pattani NDB (064718.45N1010852.51E( WGS-84 ) |
| 2 | Vertical limits | 2000 ft/AGL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign<br>Language (s) | Pattani Tower<br>En, Thai |
| 5 | Transition altitude | 11 000 ft |
| 6 | Remarks | - |

## VTSK AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Pattani Approach | 126.0 MHz | **2330-1130 | * Emergency Freq. |
| TWR | Pattani Tower | *121.5 MHz<br>236.6 MHz | 2300 -1100, outside this period 1 HR PN to Pattani Tower via AFTN :VTSKZTZX or FAX 073-340130 | ** Outside this period and Holiday 1 HR PN to ATC |

## VTSK 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 | Position of transmitting antenna coordinates | Elevation of DME trans-mitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | PT | 201 KHZ | H24 | 064718.45N 1010852.51E (WGS-84) | - | Output 50 watts |

## VTSK AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTSK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTSK AD 2.22 FLIGHT PROCEDURES

NIL

## VTSK AD 2.23 ADDITIONAL INFORMATION

NIL

## VTSK AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART-ICAO

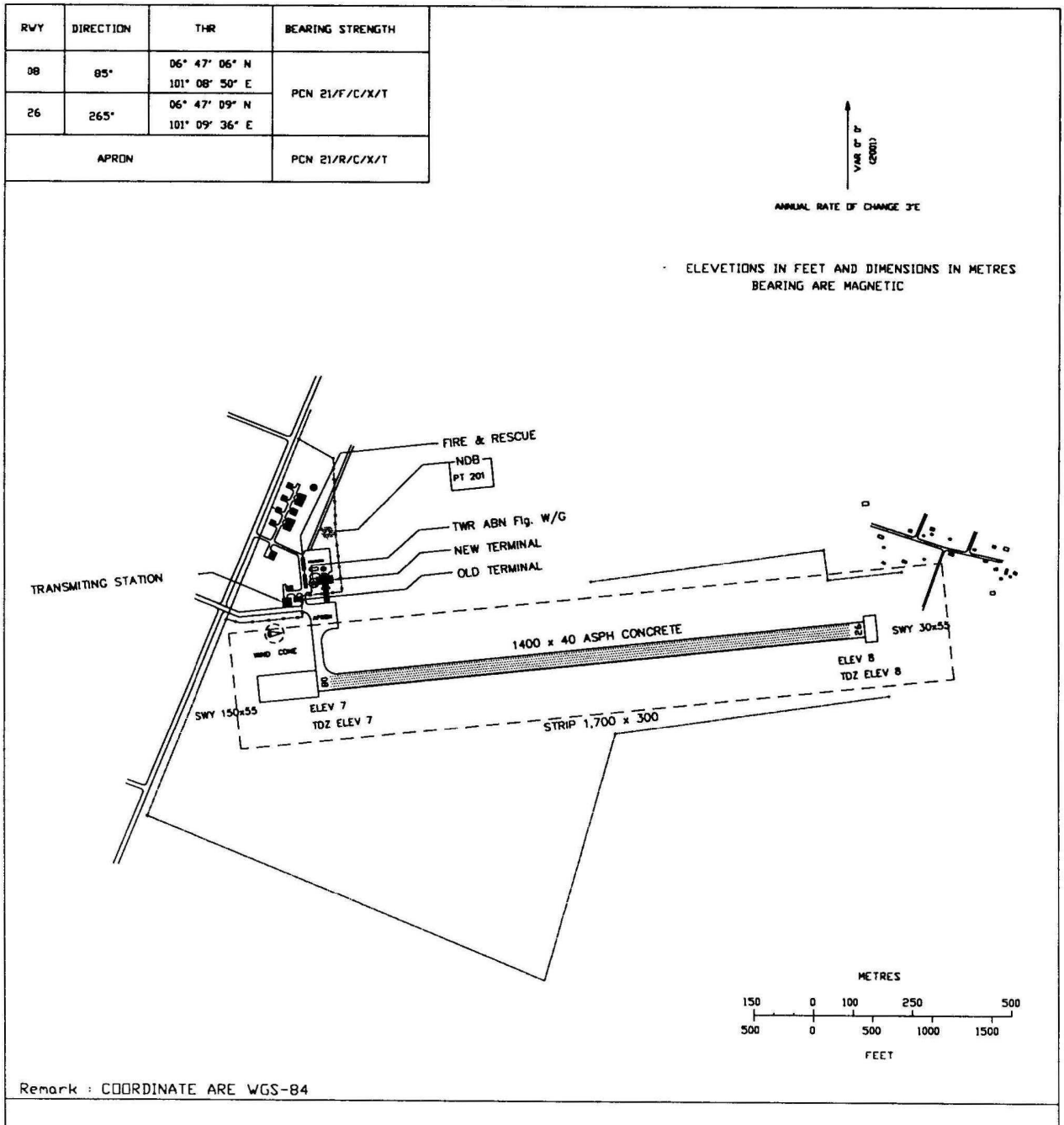
06° 47' 08" N
101° 09' 13" E

ELEV 8 ft
2 m

TWR 119.3 236.6

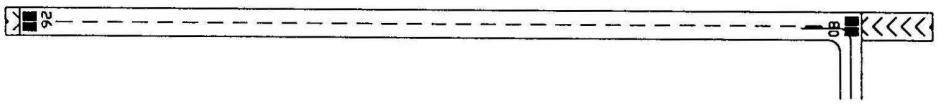
PATTANI/Pattani

| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 08 | 85° | 06° 47' 06" N<br>101° 08' 50" E | PCN 21/F/C/X/T |
| 26 | 265° | 06° 47' 09" N<br>101° 09' 36" E | |
| APRON | | | PCN 21/R/C/X/T |

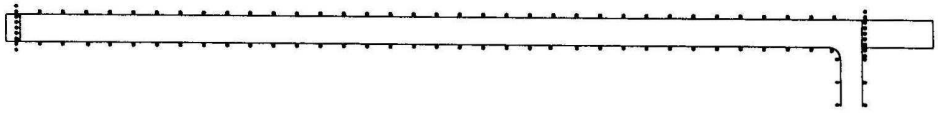



Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 08/26 AND EXIT TWY




LIGHTING AIDS RWY 08/26 AND EXIT TWY



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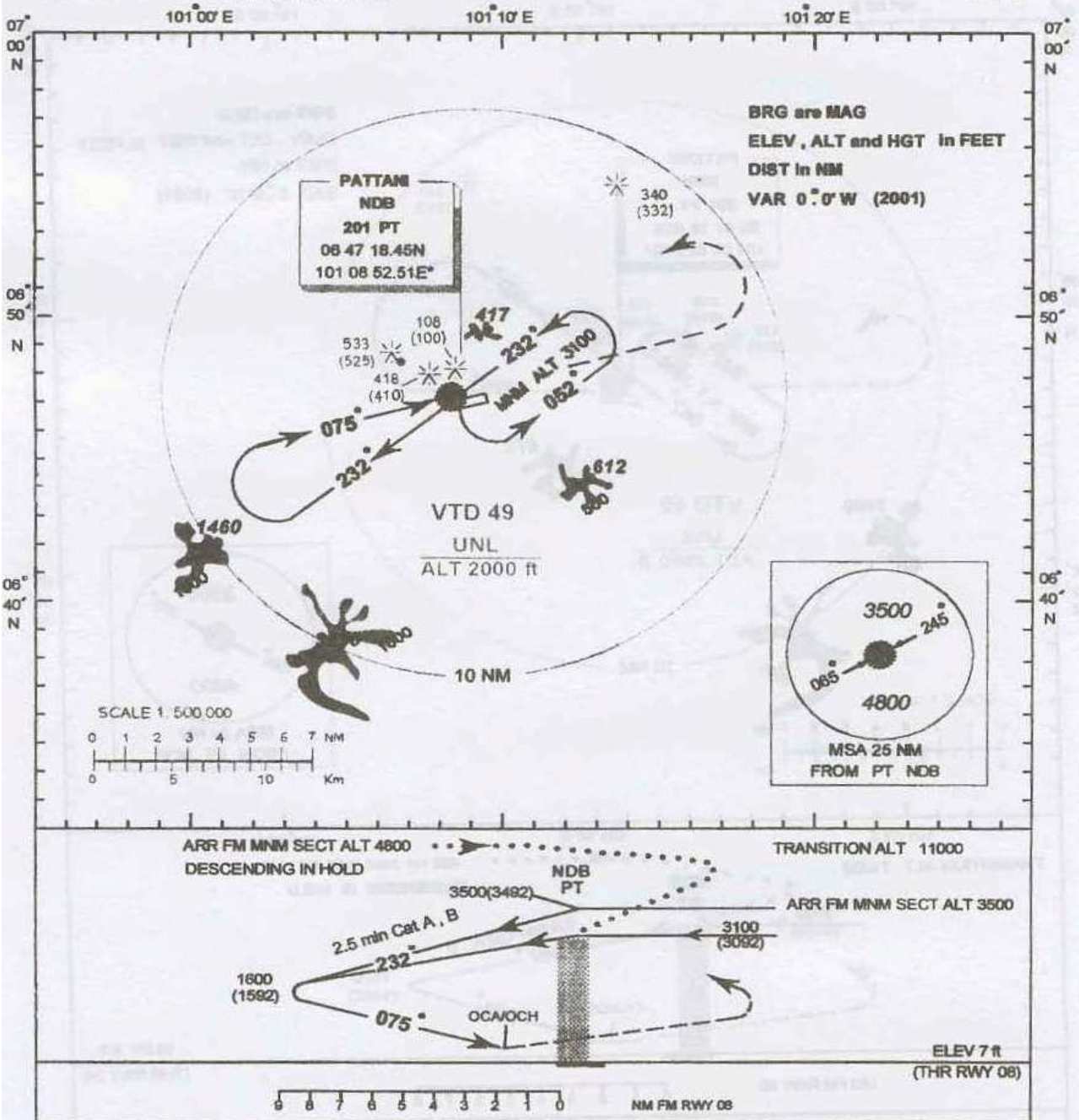
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 ft
HEIGHTS RELATED TO AERODROME ELEV

| | |
|---|---|
| TWR | 119.30 , 236.6 |
| APP | 125.55 , 284.0 |

PATTANI / Pattani
NDB
RWY 08







MISSED APPROACH : Climb on track 075° to the PT NDB then climb on bearing 075° to 1500(1492) ft then turn left to NDB continuing climb to 3100(3092) ft and hold.

| OCA/H | A | B | C | D |
|---|---|---|---|---|
| Straight-in Approach | 900(892) | | NA | NA |
| Circling | 900(892) | | NA | NA |

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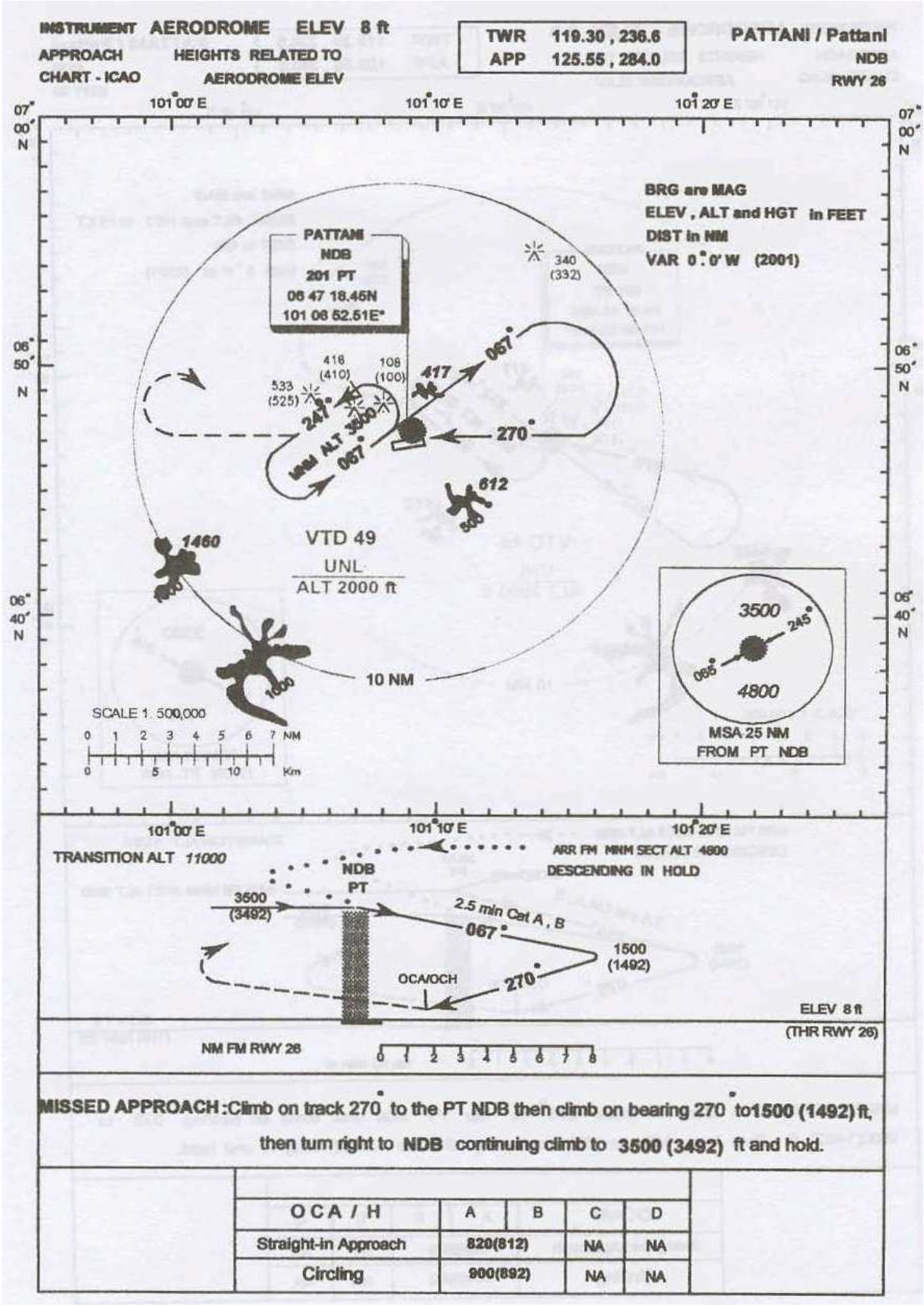


**MISSED APPROACH**: Climb on track 270° to the PT NDB then climb on bearing 270° to **1500 (1492)** ft, then turn right to **NDB** continuing climb to **3500 (3492)** ft and hold.

| OCA / H | A | B | C | D |
|---|---|---|---|---|
| Straight-in Approach | 820(812) | | NA | NA |
| Circling | 900(892) | | NA | NA |

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## VTPB AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTPB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTPB AD 2.22 FLIGHT PROCEDURES

NIL

## VTPB AD 2.23 ADDITIONAL INFORMATION

NIL

## VTPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation. | ABN : At Tower Building, FLG W G EV 6 SEC. |
| 2 | LDI location and LGT<br>Anemometer location and LGT. | - |
| 3 | TWY edge and centre line lighting | EDGE: ALL TWY |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at the airport<br>Switch-over time: 15 SEC |
| 5 | Remarks | Flares 2 HR PN |

## VTPP 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 |

## VTPP AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on PSL DVOR/DME (164613.34N 1001728.70E) |
| 2 | Vertical limits | 2 000 FT/AGL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign<br>Language (S) | Phitsanulok Tower<br>En, Thai |
| 5 | Transition altitude | 11 000 FT |
| 6 | Remarks | Nil |

## VTPP AD 2.18 ATS COMMUNICATION FACILITIES

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

## VTPP AD 2.20 LOCAL AERODROME REGULATIONS

## VFR REPORTING POINTS AND LOCAL PROCEDURES

### PHITSANULOK AIRPORT

1. Reporting points for VFR flight
   In order to expedite and maintain an orderly flow of air traffic into Phitsanulok Airport, the procedures of the inbound traffic of VFR flights, conventional and prop-jet aircraft is set up as follow:
   a) Aircraft entering to land from north of Phitsandulok Airport, shall report over Watt Boot District, designated as WHISKY BRAVO (1659.5N 10019.0E) which is approximately 13.5 NM on R-007 of PSL VOR/DME. When reaching WB the aircraft will be instructed to join aerodrome traffic circuit accordingly.
   b) Aircraft entering to land from east of Phitsanulok Airport, shall report over Wang Thong District, designated as WHISKY TANGO (1649.0N 10026.0E) which is approximately 9 NM on R-069 of PSLV OV/DME. When reaching WT the aircraft will be instructed to join aerodrome traffic circuit accordingly.
   c) Aircraft entering to land from south of phitsanulok Airport, shall report over Sam Ngam District, designated as SIERRA NOVEMBER (1630.5N 10012.5E) which is approximately 17 NM on R-191 of PSL VOR/DME. When reaching SN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
   d) Aircraft entering to land from west of Phitsanulok Airport, shall report over Bang Rakam District, designated as BRAVO ROMEO (1645.5N 10007.5E) which is approximately 10 NM on R-263 of PSL VOR/DME. When reaching BR the aircraft will be instructed to join aerodrome traffic circuit accordingly.
   e) Aircraft entering from northwest of Phitsanulok Airport, shall report over Kong Krairat District, designated as KILO KILO (1656.0N 9958.0E) which is approximately 21 NM on R-292 of PSLVOR/DNE. When reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

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

3. Overhead approach pattern.
   a) Using runway 15 by right turn pattern.
   b) Using runway 33 by left turn pattern.

## VTPP AD 2.23 ADDITIONAL INFORMATION

NIL

## VTCP AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 1 500 | 1 500 | 1 575 | 1 500 | - |
| 19 | 1 500 | 1 500 | 1 575 | 1 500 | - |

## VTCP AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Desig-nator | APCH LGT type LEN INTST | THRLG colour WBAR | VASIS TDZ,LGT (MEHT) PAPI | 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 | Nil | Green | PAPI<br>Left 3.5º<br>(13.10M) | Nil | Nil | 1500 M<br>60 M<br>WHITE, LIM | RED | Nil | Nil |
| 19 | Nil | Green | PAPI<br>Left 3.2º<br>Right 3.2º<br>(15.19M) | Nil | Nil | 1500 M<br>60 M<br>WHITE, LIM | RED | Nil | Nil |

## VTCP 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<br>Anemometer location and LGT. | |
| 3 | TWY edge and centre line lighting | EDGE: All TWY |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at the airport Switch-over time: 15 SEC. |
| 5 | Remarks | Flares 2 HR PN |

## VTCP 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 |

## VTCP AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on Phrae DVOR/DME (180802.78N1000958.35E(WGS-84)) |
| 2 | Vertical limits | 2000 FT/AGL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign<br>Language (S) | Phrae Tower<br>En, Thai |
| 5 | Transition altitude | 11 000 FT |
| 6 | Remarks | - |

## VTCP AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Phrae Approach | 120.10 MHz | 2300-1100 | *Emergency freq. |
| TWR | Phrae Tower | *121.5MHz<br>118.6 MHz<br>236.6 MHz | | Primary Freq.<br>Secondary Freq. } Upper Side band |
| G/A/G | Phrae Radio | 6667 KHz<br>5520 KHz | | |
| ATIS | | 340 KHz | | |

## VTCP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR) | ID | Fre-quency | Hours of oper ation | Site of transmitting antenna coordinates | Elevation of DME trans-mitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | PR | 340 KHz | H24 | 180746.14N 1000940.91E (WGS-84) | | Out put 400 watts NDB unusable due to excessive needle swing, bearing<br>-040º -360º counter clock wise altitude below 7 000 FT.<br>-359º -259º counter clock wise altitude below 6 000 FT.<br>-260º -199º counter clock wise altitude below 8 000 FT.<br>-200º -179º counter clock wise altitude below 5 000 FT.<br>-180º -039º counter clock wise altitude below 8 000 FT. |
| DVOR/DME | PAE | 111.8 MHz CH55X | H24 | 180802.78N 1000958.35E (WGS-84) | | DVOR/DME restriction due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follow :<br>- RDL 055-080 DEG at 40 NM ALT should not below 9 000 FT.<br>- RDL 081-160 DEG at 40 NM ALT should not below 11 000 FT.<br>- RDL 161-180 DEG at 40 NM ALT should not below 8 000 FT.<br>- RDL 181-350 DEG at 40 NM ALT should not below 6 000 FT.<br>- RDL 351-054 DEG at 40 NM ALT should not below 6 500 FT. |

## VTCP AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTCP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTCP AD 2.22 FLIGHT PROCEDURES

NIL

## VTCP AD 2.23 ADDITIONAL INFORMATION

NIL

## VTCP AD 2.24 CHARTS RELATED TO AN AERODROME

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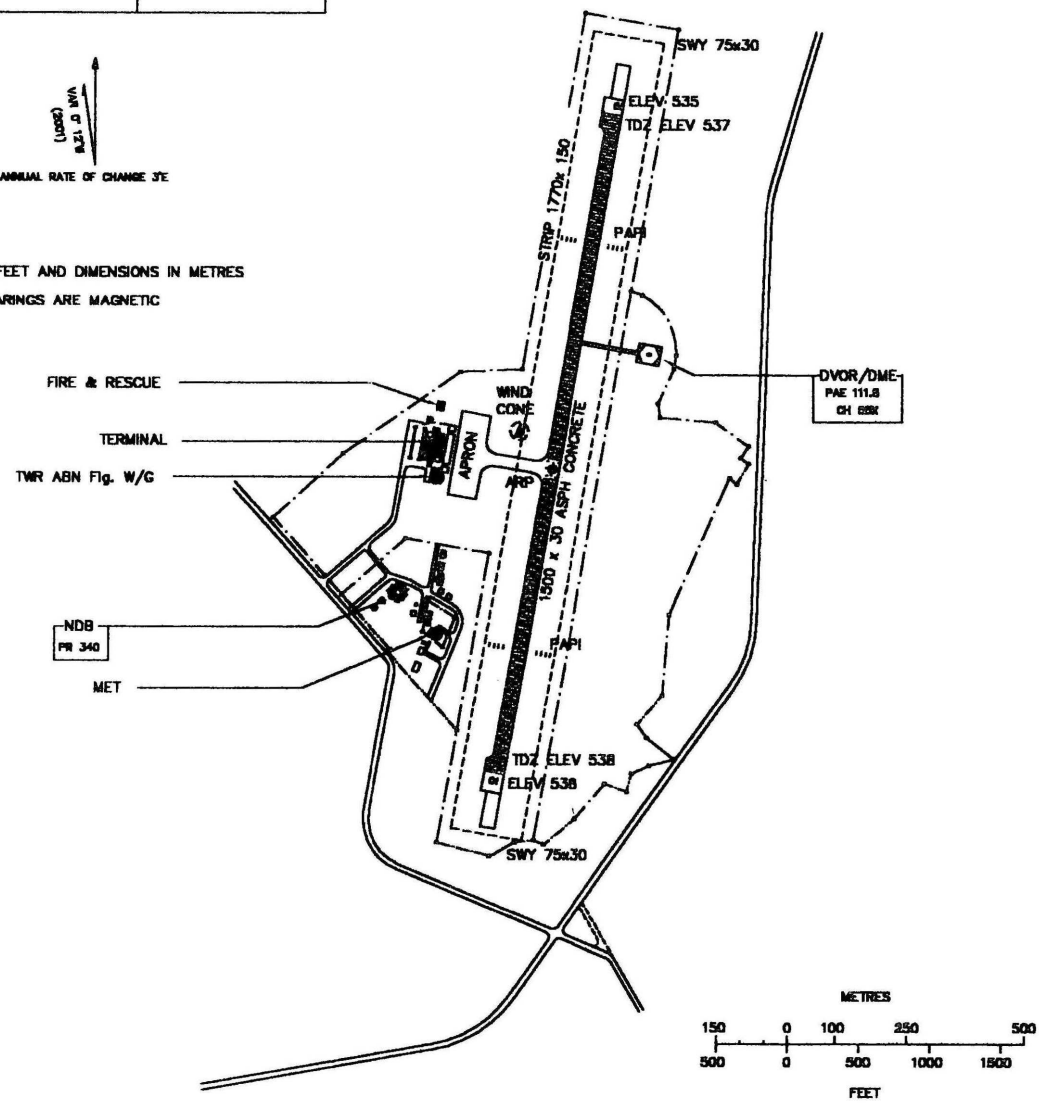
AERODROME CHART-ICAO 18° 07' 54" N 100° 09' 53" E ELEV 538 ft 164 m TWR 118.6 236.6 PHRAE/Phrae

| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 01 | 05° | 18° 07' 31.41" N 100° 09' 50.31" E | PCN 20/F/C/X/T |
| 19 | 185° | 18° 08' 20.20" N 100° 09' 55.27" E | |
| APRON | | | PCN 20/F/C/X/T |

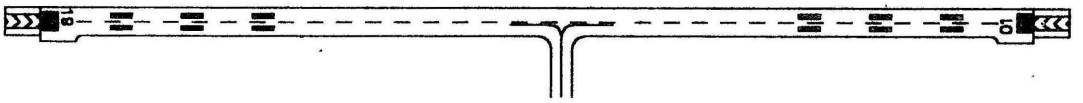



ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

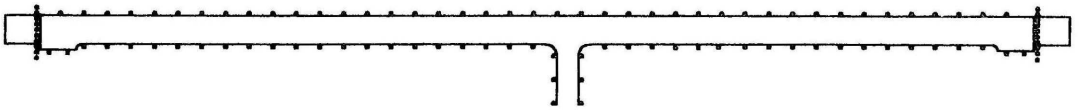



Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 01/19 AND EXIT TWY




LIGHTING AIDS RWY 01/19 AND EXIT TWY



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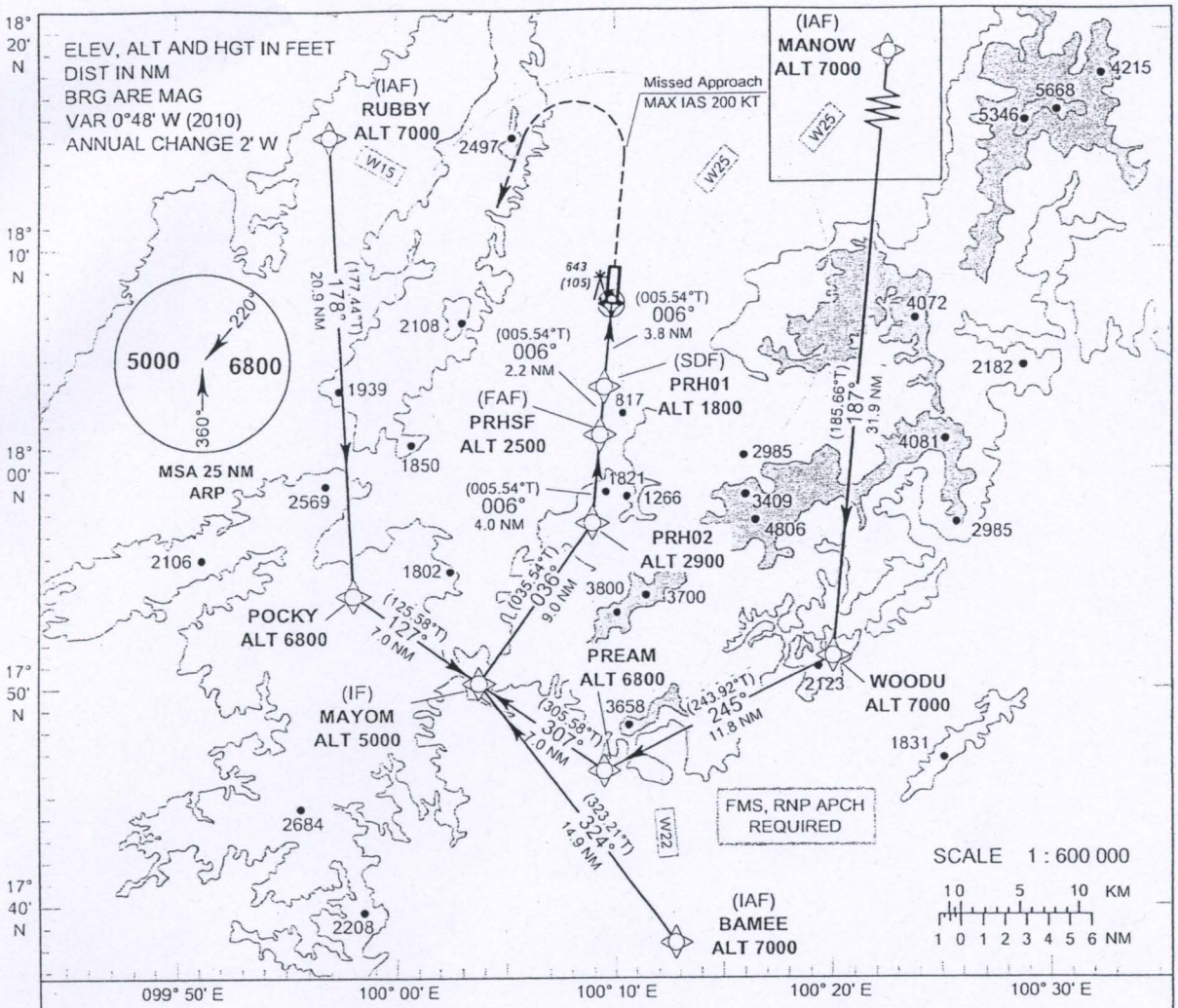
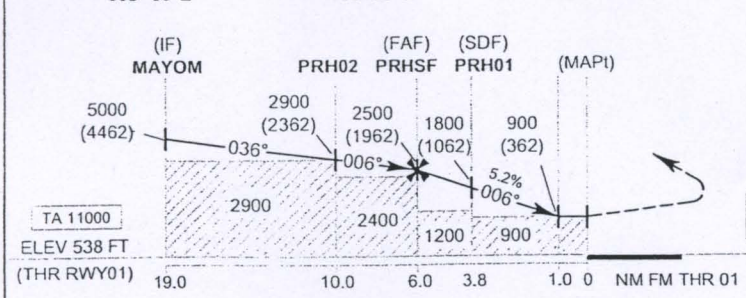
**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 538 FT**
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.1
TWR : 118.6

**PHRAE/ Phrae (VTCP)**
**RNAV (GNSS) RWY 01**




**MISSED APPROACH :**
**No turn before MAPt.**
**Speed restricted to MAX IAS 200 KT until after turn.**
Climb on track 006° to 4000 (3462) FT then turn left to POCKY at 6800 (6262) FT and expect further clearance from ATC.

* Descent gradient not coincident with PAPI

| OCA/H | A | B | C | NM to THR 01 | FAF | 5 NM | 4 NM | 3 NM | 2 NM | 1 NM |
|---|---|---|---|---|---|---|---|---|---|---|
| LNAV | 900 (362) | | | Altitude (Height) | 2500 (1962) | 2170 (1632) | 1850 (1312) | 1535 (997) | 1220 (682) | 900 (362) |
| | | | | Ground speed (GS) | knot | 100 | 120 | 140 | 160 | 180 | 200 |
| Circling (OCH AAL) | 1200 (662) | | | Rate of descent | (ft/min) | 530 | 630 | 740 | 845 | 950 | 1055 |

**PHRAE / Phrae (VTCP)**

**RNAV (GNSS) RWY01**

| Serial Number | Path Descriptor | Waypoint Identifier | WGS-84 Coordinates | | Flyover | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Latitude | Longtitude | | | | | | | | | |
| 001 | IF | BAMEE (IAF) | 17 38 09.59 N | 100 12 43.43 E | - | 324°(32 3.21°) | 0.93 | 14.9 | - | 7000 | - | - | RNP APCH |
| 002 | IF | MANOW (IAF) | 18 23 08.23 N | 100 23 42.42 E | - | 187°(18 5.66°) | 0.93 | 31.9 | - | 7000 | - | - | RNP APCH |
| 004 | TF | WOODU | 17 51 18.24 N | 100 20 24.72 E | - | 245°(243.92°) | 0.93 | 11.8 | R | 7000 | - | - | RNP APCH |
| 005 | TF | PREAM | 17 46 05.42 N | 100 09 18.39 E | - | 307°(305.58°) | 0.93 | 7.0 | R | 6800 | - | - | RNP APCH |
| 003 | IF | RUBBY (IAF) | 18 15 13.65 N | 099 56 23.10 E | - | 178°(17 7.44°) | 0.93 | 20.9 | - | 7000 | - | - | RNP APCH |
| 006 | TF | POCKY | 17 54 15.74 N | 099 57 21.95 E | - | 127°(125.58°) | 0.93 | 7.0 | L | 6800 | - | - | RNP APCH |
| 007 | TF | MAYOM (IF) | 17 50 10.67 N | 100 03 20.31 E | - | 036°(035 .54°) | 0.93 | 9.0 | L, R | 5000 | - | - | RNP APCH |
| 008 | TF | PRH02 | 17 57 31.85 N | 100 08 49.42 E | - | 006°(005.54°) | 0.93 | 4.0 | L | 2900 | - | - | RNP APCH |
| 009 | TF | PRHSF (FAF) | 18 01 31.68 N | 100 09 13.76 E | - | 006°(00 5.54°) | 0.93 | 2.2 | - | 2500 | - | - | RNP APCH |
| 010 | TF | PRH01 (SDF) | 18 03 43.53 N | 100 09 27.15 E | - | 006°(00 5.54°) | 0.93 | 3.8 | - | 1800 | - | - | RNP APCH |
| 011 | - | MAPt (THR01) | 18 07 31.41 N | 100 09 50.31 E | Y | - | 0.93 | - | - | 900 | 200 | - | RNP APCH |
| 012 | CA | - | - | - | - | 006°(005.54°) | 0.93 | - | L | 4000 | - | - | RNP APCH |
| 013 | DF | POCKY | 17 54 15.74 N | 099 57 21.95 E | - | - | 0.93 | - | L | 6800 | - | - | RNP APCH |

## VTBP AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTBP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTBP AD 2.22 FLIGHT PROCEDURES

NIL

## VTBP AD 2.23 ADDITIONAL INFORMATION

NIL

## VTBP AD 2.24 CHARTS RELATED TO AN AERODROME

**Not applicable**

## VTPH 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 | LDI location and LGT<br>Anemometer location and LGT. | - |
| 3 | TWY edge and centre line lighting | EDGE: All TWY |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at AD.<br>Switch-over time 12 SEC. |
| 5 | Remarks | Nil |

## VTPH 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 |

## VTPH AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on HHN DVOR/DME (123804.04N 995704.23E). Excluding VTR 3. |
| 2 | Vertical limits | 2 000 ft/AGL |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign<br>Language (S) | Hua Hin Tower<br>En, Thai |
| 5 | Transition altitude | 11 000 ft |
| 6 | Remarks | Nil |

## VTPH AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Hua Hin Approach | *126.2 MHz | 2300-1100 | *Other this period 3 HR PN To ATC |
| TWR | Hua Hin Tower | *122.7 MHz<br>236.6 MHz | | |
| GND | Ground Control | *121.9 MHz | | |
| ATIS | | 213 kHz | | |

## VTPH AD 2.20 LOCAL AERODROME REGULATIONS

## VFR REPORTING POINTS AND LOCAL PROCEDURES

### HUA HIN AIRPORT

Reporting points for VFR flight
In order to expedite and maintain an orderly flow of Air Traffic into Hua Hin Airport, the procedure of inbound traffic of VFR flight, conventional and prop-jet aircraft shall set up as follows:

a) Aircraft entering to land from NW, N or NE of Hua Hin Airport shall report over Ban Nong Pao Tan, designated as November Point (1253.8N 9954.5E) which is approximate 15 NM or R-350 of HHN DVOR/DME (123804.04N 995704.23E), when reaching November point the aircraft will be instructed to join Aerodrome Traffic Circuit accordingly.

b) Aircraft entering to land from W,SW, S, WE or E of Hua Hin Airport shall report over Amphoe Pran Buri, designated as PAPA Point (1223.3N 9954.7E) which is approximate 15 NM or R-200 of HHN DVOR/DME (123804.04N 995704.23E) when reaching PAPA Point the aircraft will be instructed to join Aerodrome Traffic Circuit accordingly.

To avoid flying penetrate Hua Hin Palace (VTR3) when VTR3 is activated, the inbound and outbound aircraft are not permitted of fly in the area beginning at 123659N0995904E 123500N1000226E then follow the arc 6 DME clockwise from HHN VOR/DME to 123414N0995213E 123621N0995446E and 123659N0995904E.

## VTPH AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

## VTPH AD 2.23 ADDITIONAL INFORMATION

NIL

## VTSR AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTSR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTSR AD 2.22 FLIGHT PROCEDURES

NIL

## VTSR AD 2.23 ADDITIONAL INFORMATION

NIL

## VTUV AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTUV AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTUV AD 2.22 FLIGHT PROCEDURES

NIL

## VTUV AD 2.23 ADDITIONAL INFORMATION

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

## VTUI 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<br>Anemometer location and LGT. | - |
| 3 | TWY edge and centre line lighting | Edge: ALL TWY |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at the airport.<br>Switch over time: 15 SEC. |
| 5 | Remarks | Nil |

## VTUI 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 |

## VTUI AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on SKN DVOR/DME (171250.89N1040812.34E (WGS-84)) |
| 2 | Vertical limits | 2000 ft/AGL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign<br>Language (s) | Sakon Nakhon Tower<br>En, Thai |
| 5 | Transition altitude | 11,000 ft |
| 6 | Remarks | Nil |

## VTUI AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Sakon nakhon Approach | 123.35 MHZ | 2300-1100 | * Emergency Freq. |
| TWR | Sakon Nakhon Tower | *121.5 MHZ<br>119.65 MHZ<br>236.6 MHZ | 2300-1100 | |
| ATIS | | 375 kHZ | 2300-1100 | |

## VTUI AD 2.20 LOCAL AERODROME REGULATIONS

## VFR REPORTING POINTS AND LOCAL PROCEDURES

### SAKON NAKHON AIRPORT

Reporting points for VFR flight In order to expedite and maintain an orderly flow of air traffic into Sakon Nakhon Airport, the procedures of inbound traffic for VFR flight, conventional and prop - jet aircraft be set up as follows:

a) Aircraft entering to land from north of Sakon Nakhon Airport, shall report over Nong Wai reservoir designated as November Whisky (172205.2N 1040316E) which is approximately 10 NM on radial 334 of SKN DVOR/DME (171250.89N1040812.34E(WGS-84)), when reaching NW the aircraft will be instructed to join aerodrome traffic circuit accordingly.

b) Aircraft entering to land from east of Sakon Nakhon Airport, shall report over Hoai Wung reservoir designated as Hotel Whisky (171805.2N 1043056.2E) which is approximately 22.5 NM on radial 077 of SKN DVOR/DME (171250.89N1040812.34E(WGS-84)) when reaching HW the aircraft will be instructed to join aerodrome traffic circuit accordingly.

c) Aircraft entering to land from south of Sakon Nakhon Airport, shall report over Nam Phung Dam designated as November Papa (170245.3N 1041216.3E), which is approximately 11 NM on radial 158 of SKN DVOR/DME (171250.89N1040812.34E(WGS-84)), when reaching NP the aircraft will be instructed to join aerodrome traffic circuit accordingly.

d) Aircraft entering to land from south of Sakon Nakhon Airport, shall report over Ban Na reservoir, designated as November Kilo (164625.4N 1040201.5E) which is approximately 27 NM on radial 192 of SKN DVOR/DME (171250.89N1040812.34E(WGS-84)), when reaching NK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

e) Aircraft entering to land from west of Sakon Nakhon Airport, shall report over Nam Un reservoir, designated as November Uniform (171005.2N 1034646.5E) which is approximately 20.5 NM on radial 262 of SKN DVOR/DME (171250.89N1040812.34E(WGS-84)), when reaching NU the aircraft will be instructed to join aerodrome traffic circuit accordingly.

## VTUI AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTUI AD 2.22 FLIGHT PROCEDURES

NIL

## VTUI AD 2.23 ADDITIONAL INFORMATION

NIL

## VTSH AD 2.20 LOCAL AERODROME REGULATIONS

**VFR TRAFFIC PATTERN**

Rectangular : Altitude 1 000 ft AGL

## VTSH AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

## VTSH AD 2.22 FLIGHT PROCEDURES

**NIL**

## VTSH AD 2.23 ADDITIONAL INFORMATION

**NIL**

## VTPO AD 2.20 LOCAL AERODROME REGULATIONS

### SUKHOTHAI AIRPORT

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

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

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

Inbound to Sukhothai airport

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

Outbound from Sukhothai airport.

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

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

## VTPO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTPO AD 2.22 FLIGHT PROCEDURES

NIL

## VTPO AD 2.23 ADDITIONAL INFORMATION

NIL

## VTSB AD 2.20 LOCAL AERODROME REGULATIONS

## VFR REPORTING POINTS AND LOCAL PROCEDURES

**SURAT THANI AIRPORT**

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

   a) Aircraft entering to land from north of Surat Thani Airport, shall report over Chai Ya District, designated as CHARLIE point (0923.0N 9912.5E) which is approximately 15 NM on bearing 010° from SR NDB. When reaching CHARLIE the aircraft will be instructed to join aerodrome traffic pattern accordingly.

   b) Aircraft entering to land from east of Surat Thani Airport, shall report over Surat Thani District, designated as SIERRA point (0908.0N 9920.0E) which is approximately 12 NM on bearing 090° from SR NDB. When reaching SIERRA the aircraft will be instructed to join aerodrome traffic pattern accordingly.

   c) Aircraft entering to land from south of Surat Thani Airport, shall report over Ban Nasan District, designated as NOVEMBER point (0848.0N 9922.0E) which is approximately 25 NM on bearing 145° from SR NDB. When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic pattern accordingly.

   d) Aircraft entering to land from west of Surat Thani Airport, shall report over Khirirat Nikhom District, designated as KILO point (0902.0N 9858.0E) which is approximately 14 NM on bearing 240° from SR NDB. When reaching KILO the aircraft will be instructed to join aerodrome traffic pattern accordingly.

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

3. Overhead approach pattern
   a) Using runway 04 by left turn pattern.
   b) Using runway 22 by right turn pattern.

## VTSB AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

## VTSB AD 2.22 FLIGHT PROCEDURES

**NIL**

## VTSM AD 2.5 PASSENGER FACILITIES

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

## VTSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 6 |
| 2 | Rescue equipment | Available at fire fighting trucks |
| 3 | Capability for removal of disabled aircraft | A-319 |
| 4 | Remarks | Nil |

## VTSM AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

## VTSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface: Concrete<br>Strength: PCN 42/R/D/X/T |
| 2 | Taxiway width, surface and strength | Taxiway A, B, C and D<br>Width: 30 M<br>Surface: Concrete<br>Strength: PCN 42/R/D/X/T |
| 3 | VOR/INS checkpoints | - |
| 4 | Remarks | Aircraft type C not available for aircraft stand 1, 8 |

## VTSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Taxi guidance signs and guide lines at TWY and Apron |
| 2 | RWY and TWY markings and LGT | RWY: Marked and lighted |
| 3 | Stop bars | Marked |
| 4 | Remarks | When parking, aircraft type C not permitted to be passed at the rear by the same type of aircraft |

## 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<br>Anemometer location and LGT. | -<br>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 2.16 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 |

## 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<br>Language (S) | Samui Tower<br>En, Thai |
| 5 | Transition altitude | 11 000 ft |
| 6 | Remarks | Nil |

## VTSM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTSM AD 2.22 FLIGHT PROCEDURES

NIL

## VTSM AD 2.23 ADDITIONAL INFORMATION

NIL

## VTUJ AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | - | - | - | 1 536 | - |
| 19 | 1 536 | 1 536 | 1 716 | - | - |

## VTUJ 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 |
| | | | | | - | | | | |

## VTUJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation. | - |
| 2 | LDI location and LGT Anemometer location and LGT. | Unlighted wind direction indicator |
| 3 | TWY edge and centre line lighting | - |
| 4 | Secondary power supply/switch-over time | - |
| 5 | Remarks | - |

## VTUJ 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 |

## VTUJ AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on SURIN APR (145209.4N1032920.0E) |
| 2 | Vertical limits | GND up to ALT 2000 FT |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign Language (S) | Surin Tower En, Thai |
| 5 | Transition altitude | 11 000 FT |
| 6 | Remarks | Nil |

## VTUJ AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Buri Ram Approach | 123.6 MHz | 2300-1430 | |
| TWR | Surin Tower | 122.7 MHz | 2300-1100 | |

## VTUJ 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 |
| - | - | - | - | - | - | - |

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## VTUJ AD 2.20 LOCAL AERODROME REGULATIONS

## VFR REPORTING POINTS AND LOCAL PROCEDURES

### SURIN AIRPORT

1. Reporting points for VFR flight
   a) Aircraft entering to land from northwest of Surin Aerodrome, shall report over Amphoe Krasung, designated as KILO SIERRA (KS) (145535N 1031816.90E(WGS-84)) which is approximately bearing 287/12 NM from Surin APR (145209.4N1032920.0E). When reaching KS the aircraft will be instructed to join aerodrome traffic pattern accordingly.
   b) Aircraft entering to land from southwest of Surin Aerodrome, shall report over Amphoe Prakhon Chai, designated as PAPA CHARLIE (PC) (143635.9N 1030447E(WGS-84)) which is approximately bearing 238/29 NM from Surin APR (145209.4N1032920.0E). When reaching PC the aircraft will be instructed to join aerodrome traffic pattern accordingly.
   c) Aircraft entering to land from south of Surin Aerodrome, shall report over Amphoe Prasat, designated as PAPA SIERRA (PS) (143835.9N 1032416.9E(WGS-84)) which is approximately bearing 238/29 NM from Surin APR (145209.4N1032920.0E). When reaching PS the aircraft will be instructed to join aerodrome traffic pattern accordingly.
   d) Aircraft entering to land from northeast of Surin Aerodrome, shall report over Amphoe Si Khoraphum, designated as SIERRA PAPA (SP) (145635.84N 1034726.7E(WGS-84)) which is approximately bearing 075/17.5 NM from Surin APR (145209.4N1032920.0E). When reaching SP the aircraft will be instructed to join aerodrome traffic pattern accordingly.
   e) Aircraft entering to land from southwest of Surin Aerodrome, shall report over Amphoe Sang Kha, designated as SIERRA KILO (SK) (143805.95N 1035111.7E(WGS-84) ) which is approximately bearing 124/25 NM from Surin APR (145209.4N1032920.0E). When reaching SK the aircraft will be instructed to join aerodrome traffic pattern accordingly.

2. Aerodrome traffic circuit
   a) Using RWY 01 for landing by entering left or right traffic circuit.
   b) Using RWY 19 for departure only.

3. Overhead approach
   Using RWY 01 by right turn only.

4. Rectangular Traffic Patterns

| | |
|---|---|
| a) Jet, Prop jet | ALT 2 000 FT |
| b) Conventional | ALT 1 500 FT |
| c) Light Aircraft | ALT 1 100 FT |
| d) Helicopter | ALT 1 000 FT |

## VTUJ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTUJ AD 2.22 FLIGHT PROCEDURES

NIL

## VTUJ AD 2.23 ADDITIONAL INFORMATION

NIL

## VTPT AD 2. AERODROMES

### VTPT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

**VTPT - TAK / TAK AIRPORT**

### VTPT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 165345.55N 991513.42E |
| 2 | Direction and distance from (city) | 15 km E, from city |
| 3 | Elevation/Reference temperature | 478 ft /38ºC |
| 4 | MAG VAR/Annual change | 0º 46'W (2010) / 1'W |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Director of Tak Airport<br>Tak Airport<br>Amphoe Muang, Tak Province 63000<br>Thailand<br>TEL. (055) 512603<br>FAX. (055) 514059<br>AFS: VTPTYDYX |
| 6 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 7 | Remarks | Operator : Department of Civil Aviation |

### VTPT AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | HJ |
| 2 | Customs and immigration | - |
| 3 | Health and sanitation | - |
| 4 | AIS Briefing Office | HJ |
| 5 | ATS Reporting Office (ARO) | - |
| 6 | MET Briefing Office | - |
| 7 | ATS | Available on request 3 hours prior notice required<br>in-advance to Phitsanulok approach control center<br>via AFTN : VTPPZAZX VTPPZTZX<br>or FAX : 055-253016 |

### VTPT AD 2.4 HANDLING SERVICES AND FACILITIES

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

### VTPT AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the city |
| 2 | Restaurants | In the city |

## VTPT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

## VTPT AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

## VTPT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface : Asphaltic Concrete<br>Strength : PCN 16 / F / C / X / T |
| 2 | Taxiway width, surface and strength | Width : 15 m<br>Surface : Asphaltic Concrete<br>Strength : PCN 16 / F / C / X / T |

## VTPT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

## VTPT AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling area at AD | | Remarks |
|---|---|---|---|---|---|
| 1 | | | 2 | | 3 |
| RWY/Area affected | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | |
| a | b | c | a | b | |
| - | Radio mast HGT 98 ft, painted red/white LGTD on top<br><br>Radio mast HGT 82 ft, painted red/white LGTD on top<br><br>*2 Radio mast HGT 60 m (See RMK) | 164000N 983300E<br><br>164207N 983218E | - | - | 1. DIST 600 m on radial 340 FM MST DVOR<br><br>2. DIST 1300 m on radial 270 FM MST DVOR<br><br>3. Both painted red/ white LGTD on top |

## VTPT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | - |
| 2 | Hours of service<br>MET Office outside hours | - |
| 3 | Office responsible for TAF Preparation<br>Periods of validity | - |
| 4 | Type of landing forecast<br>Interval of issuance | - |
| 5 | Briefing/consultation provided | - |
| 6 | Flight documentation<br>Language (s) used | - |
| 7 | Charts and other information available for briefing or consultation | - |
| 8 | Supplementary equipment available for providing information | - |
| 9 | ATS units provided with information | - |
| 10 | Additional information (Limitation of service, etc.) | - |

## VTPT 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 |
| 09 | 90.54° | 1 500x30 | 16/F/C/X/T<br>Asphaltic Concrete | 165345.68N<br>0991446.72E<br>(WGS-84) | THR 469 FT<br>TDZ 473 FT |
| 27 | 270.54° | 1 500x30 | 16/F/C/X/T<br>Asphaltic Concrete | 165345.43N<br>0991537.41E<br>(WGS-84) | THR 478 FT<br>TDZ 478 FT |

| Slope of REW-SWY | SWY dimensions (m) | CWY dimension (m) | Strip dimensions (m) | OFZ | Remarks |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| - | 75x45 | Nil | 1770X150 | - | - |
| - | 75x45 | Nil | 1770X150 | - | - |

## VTPT AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1 500 | 1 500 | 1 575 | 1 500 | - |
| 27 | 1 500 | 1 500 | 1 575 | 1 500 | - |

## VTPT 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 |
| 09 | Nil | Nil | NiI | Nil | Nil | 1 500 M Nil | Nil | Nil | Nil |
| 27 | Nil | Nil | PAPI Left 3º Right 3º | Nil | Nil | 1 500 M Nil | Nil | Nil | Nil |

## VTPT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

## VTPT 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 |

## VTPT AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on Tak NDB (165358.24N0991507.91E(WGS-84)) |
| 2 | Vertical limits | 2 000 FT/AGL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign Language (S) | Tak Tower En, Thai |
| 5 | Transition altitude | 11 000 FT |
| 6 | | Nil |

## VTPT AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP<br><br>TWR | Tak Approach<br><br>Tak Tower | 120.7 MHZ<br><br>*121.5 MHZ<br>118.8 MHZ<br>236.6 MHZ | H24<br><br>available on request 3 HRS PN in advance to Phisanulok Approach Control Center via AFTN VTPPZAZX VTPPZTZX or FAX 055-253016 | *Emergency Freq. |

## VTPT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR) | ID | Frequency | Hours of oper-ation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | TK | 332 kHZ | H24 | 165358.24N 0991507.91E (WGS-84) | - | Output 25 watts |

## VTPT AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTPT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTPT AD 2.22 FLIGHT PROCEDURES

NIL

## VTPT AD 2.23 ADDITIONAL INFORMATION

NIL

## VTPT AD 2.24 CHART RELATED TO AN AERODROME

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AERODROME CHART-ICAO

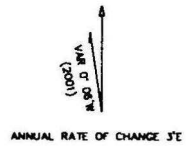
16° 53' 46" N
99° 15' 13" E

ELEV 478 ft
146 m

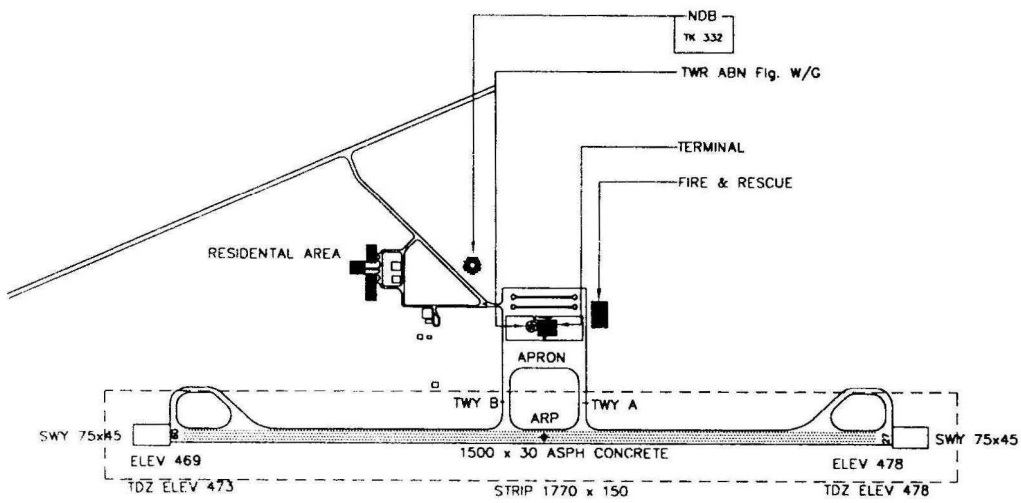
TWR 118.8 236.6

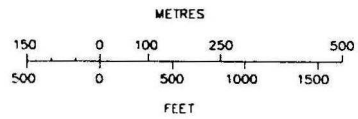
TAK / Tak

| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 09 | 91° | 16° 53' 46" N<br>99° 14' 47" E | PCN 16/F/C/X/T |
| 27 | 271° | 16° 53' 45" N<br>99° 15' 37" E | |
| APRON | | | PCN 16/F/C/X/T |



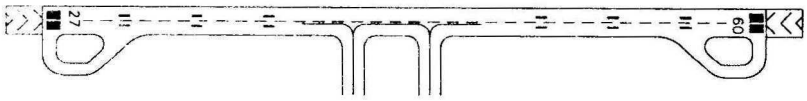

ELEVETIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



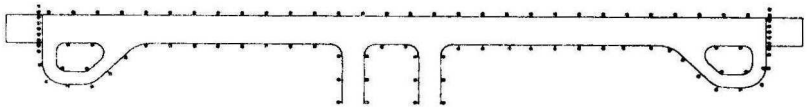




Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 09/27 AND EXIT TWY




LIGHTING AIDS RWY 09/27 AND EXIT TWY



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## VTPM AD 2. AERODROMES

### VTPM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

### VTPM - TAK / MAE SOT AIRPORT

### VTPM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 164159.40N 983236.54E |
| 2 | Direction and distance from (city) | 5 km W, from city |
| 3 | Elevation/Reference temperature | 690 ft / 37ºC |
| 4 | MAG VAR/Annual change | 0º 46'W (2010) / 1'W |
| 5 | AD Administration, address, telephone, telefax, telex, AFS | Director of Mae Sot Airport<br>Mae Sot Airport<br>Amphoe Mae Sot, Tak Province<br>Thailand<br>TEL. (055) 563620<br>FAX. (055) 544593<br>AFS: VTPMYDYX |
| 6 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 7 | Remarks | Operator : Department of Civil Aviation |

### VTPM 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) | Nil |
| 6 | MET Briefing Office | Nil |
| 7 | ATS | 2300-1100 |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

### VTPM AD 2.4 HANDLING SERVICES AND FACILITIES

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

## VTPM AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | in the city |
| 2 | Restaurants | in the city |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## VTPM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

## VTPM AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

## VTPM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface: Asphaltic concrete<br>Strength: PCN/ 16 / F / C / X / T |
| 2 | Taxiway width, surface and strength | Width: 16 m<br>Surface: Asphaltic concrete<br>Strength: PCN/ 16 / F / C / X / T |
| 3 | ACL location and elevation | Nil |
| 4 | VOR/INS checkpoints | Nil |
| 5 | Remarks | Nil |

## VTPM 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 | Nil |
| 2 | RWY and TWY markings and LGT | RWY and TWY: markings and lighted |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

## VTPM AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling areas and at AD | | Remarks |
|---|---|---|---|---|---|
| 1 | | | 2 | | 3 |
| RWY/Area affected | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | |
| a | b | c | a | b | |
| - | Radio mast HGT<br>60 m painted<br>red/ white LGTD<br>on top.<br>DIST 750 m<br>N FM DVOR | 164218.14N<br>983220.31E | - | - | |
| | Radio mast HGT<br>60 m painted<br>red/ white LGTD<br>on top.<br>DIST 3000 m<br>NE FM DVOR | 16435.91N<br>983129.90E | | | |
| | Radio mast HGT<br>60 m painted<br>red/ white LGTD<br>on top.<br>DIST 1940 m<br>SW FM DVOR | 164138.20N<br>983129.90E | | | |
| | Water Tank TWR<br>HGT 140 ft<br>DIST 759 m<br>RDL005 FM MST<br>DVOR | 164219.86N<br>983233.99E | | | |

## VTPM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | Nil |
| 2 | Hours of service<br>MET Office outside hours | 0100-1000 |
| 3 | Office responsible for TAF Preparation<br>Periods of validity | supply TAF from Northern Regional Met. Center |
| 4 | Type of landing forecast<br>Interval of issuance | supply TAF from Northern Regional Met. Center |
| 5 | Briefing/consultation provided | No |
| 6 | Flight documentation<br>Language (s) used | - |
| 7 | Charts and other information available for briefing or consultation | Daily Weather Forecast |
| 8 | Supplementary equipment available for providing information | AWOS |
| 9 | ATS units provided with information | - |
| 10 | Additional information (Limitation of service, etc.) | IP system |

## VTPM 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 |
| 09 | 89.13° | 1 500x30 | 16/F/C/X/T Asphalt | 164159.10N 0983216.69E (WGS-84) | THR 690 FT TDZ 690 FT |
| 27 | 269.13° | 1 500x30 | 16/F/C/X/T Asphalt | 164159.85N 0983307.71E (WGS-84) | THR 676 FT TDZ 685 FT |

| Slope of REW-SWY | SWY dimensions (m) | CWY dimension (m) | Strip dimensions (m) | OFZ | Remarks |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| - | 60x60 | Nil | 1660x130 | - | - |
| - | 60x60 | Nil | 1660x130 | - | - |

## VTPM AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1 500 | 1 500 | 1 560 | 1 500 | - |
| 27 | 1 500 | 1 500 | 1 560 | 1 500 | - |

## VTPM AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | THR LGT colour WBAR | VASIS (MEHT) PAPI | TDZ,LGT LEN | RWY Centre Line LGT Length, spacing, colour, INTST | RWY edge LGT LEN, spacing colour INTST | RWY End LGT colour WBAR | SWY LGT LEN (M) colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | Nil | Green | Nil | Nil | Nil | 1 500 M<br>60 M<br>White, LIM | Red | Nil | Nil |
| 27 | Nil | Green | *PAPI<br>Left 3º | Nil | Nil | 1 500 M<br>60 M<br>White, LIM | Red | Nil | Nil<br>* RWY27 based on 3º glide slope, distance 250 M from THR |

## VTPM 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 | LDI location and LGT Anemometer location and LGT. | - |
| 3 | TWY edge and centre line lighting | EDGE: TWY |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at the airport, Switch- over time: 15 SEC. |
| 5 | Remarks | Flares 2 HR PN |

## VTPM 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 |

## VTPM AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | Starting from a point 1644.7N9829.0E and then clockwise along 5 NM arc radius centred on Mae Sot DVOR/DME (164155.27N983231.58E(WGS-84)) to a point 1637.0N9835.0E and then along Bangkok FIR to the starting point. |
| 2 | Vertical limits | 2 000 FT/AGL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign Language (S) | Mae Sot Tower En, Thai |
| 5 | Transition altitude | 11 000 FT |
| 6 | Remarks | Nil |

## VTPM AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Mae Sot Approach | 120.65 MHZ | 2300-1100 | *Emergency Freq. |
| TWR | Mae Sot Tower | *121.5 MHZ<br>118.35 MHZ<br>236.6 MHZ | 2300-1100 | |
| ATIS | | 316 KHZ | 2300-1100 | |

## VTPM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, CAT of ILS/ MLS(For VOR/ILS/ MLS, give VAR) | ID | Frequency | Hours of oper-ation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | MS | 316 KHZ | H24 | 164206.97N<br>983223.25E<br>(WGS-84) | - | - |
| DVOR/DME | MST | 116.7<br>MHZ<br>CH114X | H24 | 164155.27N<br>983231.58E<br>(WGS-84) | - | DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows:<br>-RDL 001º-030º ALT should not below 7,000 FT<br>-RDL 031º-060º ALT should not below 6,500 FT<br>-RDL 061º-100º ALT should not below 6,000 FT<br>-RDL 101º-120º ALT should not below 7,000 FT<br>-RDL 121º-360º unable to fly (due to border limited) |

## VTPM AD 2.20 LOCAL AERODROME REGULATIONS

**MAE SOT AIRPORT**

All aircraft flying to Mae Sot Airport are requested to use RWY27 for landing due to RWY09 unsuitable, because it may cross over Yangon FIR while approaching to land.

## VTPM AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

## VTPM AD 2.22 FLIGHT PROCEDURES

**NIL**

## VTPM AD 2.23 ADDITIONAL INFORMATION

**NIL**

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## VTPM AD 2.24 CHARTS RELATED TO AN AERODROME

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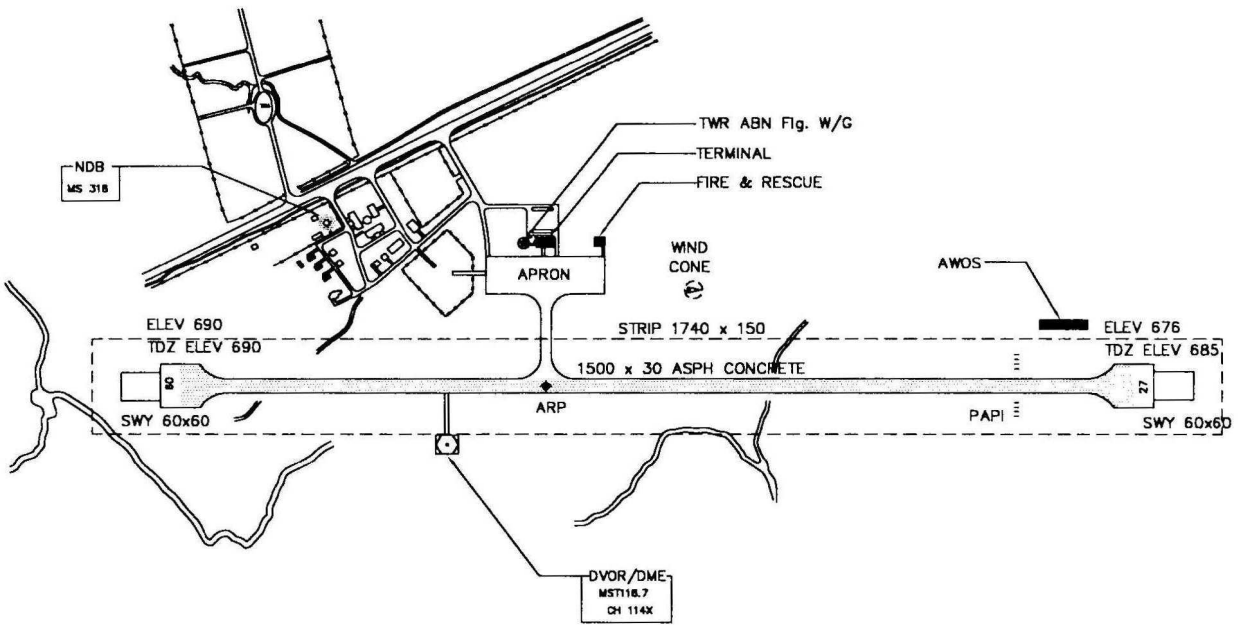
AERODROME CHART-ICAO 16° 41' 59" N 98° 32' 37" E ELEV 690 ft 210 m TWR 118.35 236.6 TAK / Mae Sot

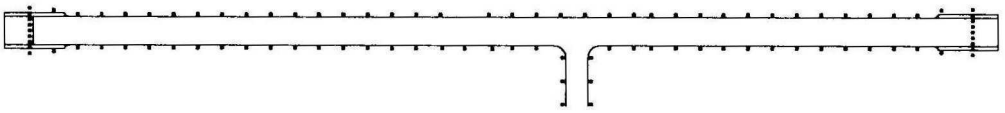
| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 09 | 89° | 16° 41' 59" N 98° 32' 17" E | PCN 16/F/C/X/T |
| 27 | 269° | 16° 42' 00" N 98° 33' 08" E | |
| APRON | | | PCN 16/F/C/X/T |




Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 09/27 AND EXIT TWY


LIGHTING AIDS RWY 09/27 AND EXIT TWY



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## VTST 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 |
| 08 | SALS 420 M LIH | Green | PAPI Left/Right 3.5° | Nil | Nil | 2 320 M 60 M White/LIH | Red | Nil | Nil |
| 26 | Nil | Green | PAPI Left/Right 3.5° | Nil | Nil | 2 320 M 60 M White/LIH | Red | Nil | Nil |

## VTST 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.<br>IBN : Nil |
| 2 | LDI location and LGT<br>Anemometer location and LGT. | - |
| 3 | TWY edge and centre line lighting | EDGE: All TWY |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at the air field lighting (AFL) and tower :<br>Switch-over time 15 SEC. |
| 5 | Remarks | Flares 2 HR PN |

## VTST 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 |

## VTST AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on TRN DVOR/DME (073032.17N0993733.67E (WGS-84) |
| 2 | Vertical limits | 2 000 FT/AGL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign<br>Language (S) | Trang Tower<br>EN, Thai |
| 5 | Transition altitude | 11 000 FT |
| 6 | Remarks | - |

## VTST AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VTST AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTST AD 2.22 FLIGHT PROCEDURES

NIL

## VTST AD 2.23 ADDITIONAL INFORMATION

NIL

## VTBO 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 |

## VTBO AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on Trat NDB (121628.10N 1021850.08E) |
| 2 | Vertical limits | 2 000 ft/AGL |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign<br>Language (S) | Trat Tower<br>EN, Thai |
| 5 | Transition altitude | 11 000 ft. |
| 6 | Remarks | - |

## VTBO AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP<br><br>TWR | Trat Approach<br><br>Trat Tower | 118.6 MHz<br><br>122.9 MHz | 2300-1100 | If unable to contact Approach Control Centre/office attempt to contact tower on Approach frequency<br>Other than this period and holiday 3 HR PN to Bangkok Approach Control Centre via AFTN: (VTBBZAZX)<br>TEL: 0 2285 9695 |

## VTBO AD 2.20 LOCAL AERODROME REGULATIONS

- If an aircraft is parking on RWY, using the RWY is totally prohibited for another aircraft.

## VTBO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTBO AD 2.22 FLGHT PROCEDURES

NIL

## VTBO AD 2.23 ADDITIONAL INFORMATION

NIL

## VTBO AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

## VTUU 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 |

## VTUU AD 2.17 ATS AIRSPACE

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

## VTUU AD 2.18 ATS COMMUNICATION FACILITIES

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

## VTUU AD 2.20 LOCAL AERODROME REGULATIONS

## VFR REPORTING POINTS AND LOCAL PROCEDURES

**UBON RATCHATHANI AIRPORT**

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

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

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

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

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

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

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

## VTUU AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

## VTUU AD 2.22 FLIGHT PROCEDURES

**NIL**

## VTUU AD 2.23 ADDITIONAL INFORMATION

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

## VTUD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation. | ABN: At Tower Building, FLG WG EV 4 SEC.<br>IBN : Nil |
| 2 | LDI location and LGT<br>Anemometer location and LGT. | - |
| 3 | TWY edge and centre line lighting | EDGE: All TWY |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at the airport.<br>Switch-over time 13 SEC |
| 5 | Remarks | Nil |

## VTUD 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 |

## VTUD AD 2.17 ATS AIRSPACE

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

## VTUD AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Udon Approach | 126.2 MHz<br>265.9 MHz | 2300-1430 | *Emergency Freq. |
| TWR | Udon Tower | *121.5 MHz<br>122.5 MHz<br>*243.0 MHz<br>355.4 MHz | | **Other than this period<br>1 HR PN to ATC |
| GND | Ground Control | 121.9 MHz<br>275.8 MHz | | |
| ATIS | Udon airport | 128.8MHZ | | UD NDB out of services |

## VTUD AD 2.20 LOCAL AERODROME REGULATIONS

## VFR REPORTING POINTS AND LOCAL PROCEDURES

**Udon Thani Airport**

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

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

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

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

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

2. Aerodrome traffic circuit

   Using both sides of traffic circuit.

3. Overhead approach pattern.

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

## VTUD AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

## VTUD AD 2.22 FLIGHT PROCEDURES

**NIL**