VTBD AD 2. AERODROMES

VTBD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBD - BANGKOK/DON MUEANG INTERNATIONAL AIRPORT

VTBD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat 135452N Long 1003620E centre line of RWY 03L/21R, 1510M from THR RWY 21R
2	Direction and distance from (city)	12 NM NNE of Bangkok
3	Elevation/Reference temperature	2.65m (9 ft) /35˚C
4	Geoid undulation at AD ELEV PSN	Nil
5	MAG VAR/Annual change	0˚ 36' W (2016)/ 0˚ 0' E
6	AD Administration, address, telephone, telefax, telex, AFS	Airports of Thailand Public Company Limited (AOT) Don Mueang International Airport ADD: 222 Vibhavadi Rangsit Road, Donmueang, Bangkok 10210 Tel: 66(0)2 535 1515, 66(0)2 535 1516 Fax: 66(0)2 535 1065, 66(0)2 535 1306 E-mail : dmk.dep@airportthai.co.th Internet : www.airportthai.co.th AFS : VTBDYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

VTBD AD 2.3 OPERATIONAL HOURS

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

VTBD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available from Bangkok Flight Services Co., Ltd. (BFS)
2	Fuel/oil types	Jet A1 and AVGAS
3	Fuelling facilities/capacity	13 Fuel Trucks 15,000-75,000 liters/ Available From Bangkok Aviation Fuel Services Co., Ltd. (BAFS)
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	For Private Aircraft Maximum take-off weight ≤ 45,000 T, Operated by Mjets Ltd.
6	Repair facilities for visiting aircraft	a) Aircraft Maximum take-off weight > 45,000 T, Operated by Thai Airways International Plc. b) Private Aircraft Maximum take-off weight ≤ 45,000 T, Operated by Mjets Ltd.
7	Remarks	The airport has provided ground handling agents as following number : a) MJETS LIMITED.(Private Aircraft only) Ground Handling Inquiry E-mail : ground@mjets.com Flight Handling Inquiry E-mail : dispatch@mjets.com General inquiry E-mail: info@mjets.com Phone : H24 66(0)85 485 6623 or 66(0)2 504 2950 b) BFS Cargo DMK Email : BFSCGODMK@BFSASIA.COM Phone : 66(0)2 504 3324-5 Fax : 66(0)2 504 3326 SITA : DMKTOXH c) LSG Sky Chefs (Thailand) Co.,Ltd Internet : www.lsgskychefs.com Airline Catering Service : Email : DL.APAC.BKK.CustomerServices@lsgskychefs.com Phone : 66(0)2 131 1900 Fax : 66(0)2 131 1999 SITA : BKKZFLH d) Thai Airways International Public Co.,Ltd.(TG) Email : tg.charter@thaiairways.com Phone : 66(0)2 563 8107 Fax : 66(0)2 563 8106 SITA : DMKZMTG AFTN : VTBDTHAK e) BAGS GROUND Services Co.,Ltd Ground Handling Inquiry E-mail : dutydmk@bags-groundservices.com Phone : 66(0)2 535 3853-55, 66(0)9 0198 1160 Fax : 66(0)2 535 3851 Operation Handling Inquiry E-mail : gsedmk@bags-groundservices.com Phone : 66(0)8 1918 3536 SITA : DMKBSXH

VTBD AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city including Airport Hotels near AD
2	Restaurants	At the AD and in the city with unlimited number of meals
3	Transportation	Public Taxi, Thai limousine, Airport Taxi, Airport Bus, Train, Bus and Car rental service.
4	Medical facilities	First aid at Airport clinic,H24
5	Bank and Post Office	Bank : At Terminal 1 Tel : - Post Office : At Terminal 1 Tel : 66(0)2 504 3070 Open MON-FRI 0100-1200 SAT-SUN: 0100-0800
6	Tourist Office	Office at Terminal 1 Departure hall ; Tel : 66(0)2 535 3673 Arrival hall ; Tel : 66(0)2 535 3674
7	Remarks	Nil

VTBD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Aerodrome Category 9
2	Rescue equipment	Available-Category 9
3	Capability for removal of disabled aircraft	Up to B747 Aircraft
4	Remarks	Nil

VTBD AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

VTBD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 82/R/D/W/T
2	Taxiway width, surface and strength	Width: 23 m-50 m Surface: Concrete/Asphalt Strength: PCN 84/R/D/W/T, PCN 86/F/D/W/T
3	ACL location and elevation	Location: At Apron Elevation: 3.25 m/10 ft
4	VOR/INS checkpoints	Nil
5	Remarks	Taxilane T between TWY V and TWY W can be used for Aircraft Code Letter A, B, C, D only

VTBD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Nose-wheel guide lines at aprons Solid nose-wheel guide lines at aircraft stands Guide lines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centre line, edge runway end as appropriate, marked and lighted. TWY: Holding position at all TWY/RWY Intersections, marked. Edge at all TWY, marked and lighted Center line at all TWY, marked. Center line at E,F,J,O,R,S,C(south),lighted Intermediate holding position light at TWY C between TWY O-R
3	Stop bars	Stop Bar Lights installed detail as follow : - At holding position RWY 21R on TWY B north, distance 130 M from RCL - At holding position RWY 21R on TWY D, distance 130 M right side of RCL - At holding position RWY 21R on TWY D, distance 210 M left side of RCL - At holding position RWY 21R on TWY S, distance 130 M right side of RCL - At holding position RWY 21R on TWY S, distance 130 M left side of RCL - At holding position RWY 21R on TWY C south ,distance 90 M from RCL
4	Remarks	Nil

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 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			- Radio mast HGT 70 M Marked, Lighted	135307.86N 1003351.09E	
			- Radio mast HGT 61 M Marked, Lighted	135452.97N 1003709.84E	
			-	-	Nil
			-	-	
			- Building HGT 87.10 M Lighted	135212.77N 1003403.06E	
			- Building HGT 50 M Lighted	135711.09N 1003715.04E	

VTBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

VTBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03L	029° PA I	3 700x60	126/F/D/W/T Asphalt/Concrete	135349.24N 1003545.38E	THR 2.0 M/7 FT
21R	209° PA II	3 700x60	126/F/D/W/T Asphalt/Concrete	135534.87N 1003644.62E	THR 2.0 M/7 FT
03R	028° NPA	3 500x45	126/F/D/W/T Asphalt/Concrete	135358.45N 1003605.50E	THR 1.49 M / 5 FT
21L	208° PA I	3 500x45	126/F/D/W/T Asphalt/Concrete	135528.41N 1003655.96E	THR 1.92 M / 6.4 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.05% 0% -0.05% (350M 2 850M 500M)	150x60	150x150	4 120x260	Nil	Nil
+0.056% 0% -0.05% (500M 2 850M 350M)	150x60	150x150	4 120x260	Nil	Nil
+0.03% -0.036% (2 000M 1 500M)	Nil	150x150	3 720x160	Nil	Nil
+0.036% -0.03% (1 500M 2 000M)	100x45	150x150	3 720x160	Nil	Nil

VTBD AD 2.13 DECLARED DISTANCES

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

VTBD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig-nator	APCH LGT type LEN INTST	THRLG colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03L	SALS 420M LIH	Green	PAPI LEFT/RIGHT 3° (71.46 ft)	Nil	3700M,30M White; FM 2800M - 3400M Red/White; FM 3400m Red; LIH	3700M,60M White, LIH	Red	150M Red	Nil
21R	CAT ll 900M LIH	Green	PAPI LEFT/RIGHT 3° (65.06 ft)	900M	3700M,30M White; FM 2800M - 3400M Red/White; FM 3400m Red; LIH	3700M,60M White; LIH	Red	150M Red	Nil
03R	SALS (5 BAR) 300M LIH	Green	PAPI LEFT/RIGHT 3° (63.81 ft)	Nil	Nil	3500,60M White; FM 2900M - 3500M Yellow; LIH	Red	Nil	Nil
21L	CAT l 900M LIH	Green	PAPI LEFT/RIGHT 3.15° (61.75 ft)	Nil	Nil	3500,60M Red; FM 350M - 2900M White FM 2900M Yellow; LIH	Red	Nil	Nil

VTBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN : At the top of tower Building FLG WG EV 4 Sec IBN : Nil HN : IMC
2	LDI location and LGT Anemometer location and LGT.	LDI : wind cone 350 M From THR 21R Between RWY 21R and 21L, illuminated
3	TWY edge and centre line lighting	Edge: All TWY Center Line: TWY E, F, J, O, R, S, C(s)
4	Secondary power supply/switch-over time	- Secondary power supply to all lighting at RWY 21L/03R Switch-over time: 13 Sec - Secondary power supply to all lighting at RWY 21R/03L Switch-over time: 0 Sec
5	Remarks	Stop Bars at TWY B,D,S,C(s) Intermediate Holding Position Lights at TWY C between TWY O - R

VTBD 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

VTBD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Don Mueang Aerodrome traffic zone (ATZ) a circle, radius 5 NM centred on VTBD ARP (135452.0N 1003620.0E
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Don Mueang Tower English, Thai
5	Transition altitude	11 000 FT MSL
6	Remarks	Nil

AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Don Mueang Approach Bangkok Approach	119.4 MHZ / 262.5 MHZ 121.7 MHZ / 262.5 MHZ 125.2 MHZ / 262.5 MHZ 124.35 MHZ / 262.5 MHZ 118.4 MHZ / 262.5 MHZ 122.35 MHZ / 262.5 MHZ	H24	
CDC	Don Mueang Delivery	127.7 MHZ 121.5 MHZ / 243.0 MHZ		(1) Emergency frequency
DAR	Don Mueang Arrival	125.5 MHZ / 262.5 MHZ	0100-1300 UTC	
TWR	Don Mueang Tower	118.1 MHZ / 236.6 MHZ	H24	
SMC	Don Mueang Ground	121.9 MHZ / 257.8 MHZ 122.5MHZ(2) / 257.8 MHZ		(2) 21L/03R (3) 21R/03L
ATIS	Don Mueang Intl Airport	126.4 MHZ / 344.6 MHZ		(4) D-ATIS synthesized Voice broadcast

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS DME (For VOR/ ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME trans-mitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	BKK	117.7 MHZ CH 124X	H24	135336.8N 1003546.3E (WGS-84)	16.58M	Due to terrain surround DVOR/DME : -RDL 001-009 DEG beyond 40 NM should not below 2 500 FT -RDL 010-049 DEG beyond 40 NM should not below 2 500 FT -RDL 050-209 DEG beyond 40 NM should not below 3 000 FT -RDL 210-229 DEG beyond 40 NM should not below 2 500 FT -RDL 230-320 DEG beyond 40 NM should not below 3 000 FT -RDL 321-360 DEG beyond 40 NM should not below 2 000 FT

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of oper-ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS CAT ll LOC-21R	IBKK	109.3 MHz		135340.6N 1003540.6E (WGS-84)		Instrument Landing System - Reference Datum Height (RDH) is 16.46 m (54ft). A. Localizer - LOC 300 m (984 ft) from THR RWY 03L, along RWY centerline. Course width 3°
GP/DME		332.0 MHz CH 30 X		135523.5N 1003642.8E (WGS-84)		B. Glide Path 3° - GP 333 m (1,093 ft) from THR RWY 21R, 120 m (394 ft) from RWY centerline. C.DME - Co-located with GP.
MM		75 MHz		135556.3N 1003710.9E (WGS-84)		
OM		75 MHz	H24	135941.4N 1003902.9E (WGS-84)		
LMM	KK	276 kHz		135603.6N 1003700.8E (WGS-84)		
NDB (LOM)	BK	293 kHz		135940.7N 1003903.2E (WGS-84)		
ILS CAT I LLZ/DME RWY21L	IDMG	110.3 MHz CH40X		135351.8N 1003601.8E (WGS-84)		A. ILS Cat l / B2, LLZ distance is 372 m to threshold runway 03R and 4382 m (2.4NM) to MM.

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/ MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of oper-ation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
						B. Front course 208º Mag. Width 3.6º coverage sector 35º either side of the runway centre-line. No back course and voice feature. B. GP is 120 m to runway centre-line, 315 m to threshold runway 21L GP angle 3.15º ILS reference datum 57 ft. C. DME paired with LOC frequency, Omnidirectional, power output 100 watts.
GP		335.0 MHz	H24	1355.8N 10037.4E		
ILS CAT I LOC RWY03L	IBKD	109.7 MHz CH34X		135543.71N 1003649.60E		Designated operation coverage 9 DME (I-BKD),ALT 6000 ft/AMSL
DME				135544.88N 1003647.53E	3 ft	Paired with LOC freq.
GP		333.2 MHz		135356.48N 1003554.02E		3 DEG,REF datum height 55 ft.

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.

5. Speed Control

5.1 All aircraft when flying below 10 000 feet are subject to a speed limitation of 250 knots unless previously removed by ATC.

5.2 Procedures required that aircraft should fly at 210 knots during the intermediate approach phase. ATC will request speed reductions to within the band 160 knots to 180 knots on, or shortly before closing heading to the ILS, and 160 knots when established on the ILS to final approach points; all speeds to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speed will be used.

5.3 At other times, speed control may be applied on a tactical basis to the extent determined by the Radar Controller. Pilots unable to conform to speed specified by the Radar Controller should immediately inform ATC stating what speeds will be used.

5.4 ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase ***"NO (ATC) SPEED RESTRICTIONS".*** An instruction to notify that the aircraft need no longer comply with the previously issued speed restriction, the phrase "***RESUME NORMAL SPEED****" will be used.*

NOTE- *An instruction to "resume normal speed" does not delete speed restrictions that are applicable to published procedures of upcoming segments of flight, aircraft shall comply with the speed restrictions specified in 5.1, 5.2 and 5.3.*

5.5 Except as detailed in 5.1, 5.2 and 5.3, all aircraft navigating under conditions of RNAV (GNSS) SIDs/STARs shall conform to speed limitation as published in the procedures.

5.6 En-route holding and Initial Approach Waypoint (IAWP) holding will be in accordance with ICAO standard holding speeds requirement.

NOTE- 1) *En-route holding;* ***MOCHI,BATOK, GOMES, RYN, JASSY, PASTA, TARDY, OSUKA, TL, NOBER.***

2) *IAWP holding****; ARONS, CAROS, DANNY, NAUTY, SILVA, CABIN, DAREN, GIPSY, NUMAN, TERRY.***

6. Starting up Procedures

6.1 When Flight Formalities have been completed and aircraft is ready to start-up, all IFR aircraft are to call Don Mueang Delivery for ATC clearance on the frequency 127.7 MHz, giving parking stand number or location and proposed flight level.

6.2 Pilots are to call Don Mueang Ground on 121.9 MHz for push back and start up and should give parking stand number or location and ATIS information.

6.2.1 Unless other ATC restriction is imposed, the aircraft must be push back within 5 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled.

Additionally, in order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received.

6.2.2 If ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall maintain listening watch on Don Mueang ground in readiness for push back and are to call Don Mueang ground in the appropriate time with the departure time restriction. Pilots who fail to comply with these requirements or amended departure time restriction will result in cancellation of ATC clearance.

7. Warning for Taxiing Aircraft

7.1 Pilots should exercise extreme caution when maneouvring on the apron due to the proximity of other aircraft, ground staff and equipments. In case the point that aircraft assigned to park at terminal contact gates, engine power should be restricted to the absolute minimum required to reduce the adverse effect of jet blast when making the turn to parking bay. Pilots who cannot follow this procedure must stop before making the turn, then request ATC for towing-in. If accident occurred during aircraft taxiing or turning. Pilots and airline operators must take responsible to all of the damages.

7.2 In order to prevent jet blast damage the aircraft parking on area closed to taxiway B (North) all taxiing aircraft have to reduce to minimum power while taxiing along taxiway B (North).

7.3 Aircraft landing RWY 21L, when vacating the RWY to the right on TWY S, must hold short of RWY 21R at the holding PSN and remain on Don Mueang Tower frequency 118.1 MHz for permission to cross the RWY.Changing of frequency shall not be done unless otherwise advised. The aircraft shall continuously guard the VHF emergency frequency 121.5 MHz at all times for reasons of safety.

8. Closure of the Aerodrome

8.1 Aircraft will not be refused permission to land or take off at Don Mueang International Airport solely because of adverse weather conditions. The pilot-in-command of a commercial air transport aircraft shall be responsible for operation in accordance with applicable company weather minima.

8.2 The Aerodrome will be closed

a. When the surface of the runway is unsafe (rough surface of dangerous obstruction on the manoeuvring area) or

b. At such other times and in conditions specified by NOTAM.

8.3 Take off and Landing:

8.3.1 The pilot-in-command shall not take off and landing without a clearance from Don MueangTower

8.3.2 After Landing, The pilot-in-command shall vacate the runway as expeditiously as possible, in order to reduce runway occupancy time.

8.4 Disturbance of ILS Glide Path signal

In the interest of maximizing the traffic flow during VMC conditions, Don Mueang Tower may authorize a departing aircraft to cross the Runway 21R to use RWY 21L for departure. This may cause reflection and/or diffraction of the ILS Glide Path signal. The arriving aircraft will be advised accordingly.

9. Low visibility procedures (LVP)

9.1 RWY 21R is equipped with ILS and is approved for CAT II operations and low visibility take-off (LVTO)

9.2 Low visibility procedures will be established when a visibility of less than RVR 550M or a cloud base of less than 200 feet.

9.3 RWY exits.

9.3.1 All RWY exits are equipped with GREEN/YELLOW coded taxiway centerline lights to indicate the boundary of the localizer sensitive area.

9.3.2 Pilots should select the first convenient exit and continue on the TWY centerline lead-off lights toward to TWY B for A designated parking stand.

9.3.3 The following route restrictions shall be used during low visibility operations.

A) When vacating on TWY O taxi route is O-B or O-N and B
B) When vacating on TWY R taxi route is R-B
C) When vacating on TWY S taxi route is S-B
D) When vacating on TWY C(S) taxi route is C(S)-B

9.3.4 Pilots are required to make a “RUNWAY VACATED” call giving due allowance for the size of the aircraft to ensure that the entire aircraft has vacated the localizer sensitive area.

9.4 RWY-holding positions.

9.4.1 Departing aircraft are required to use the TWY D and B(N) which are CAT II holding positions.

9.4.2 Intersection take-offs are not permitted.

9.5 CAT II approach and landing.

9.5.1 Pilots will be informed by ATIS or RTF when low visibility procedures are in operation.

9.5.2 Pilots must request an ILS CAT II approach on first contact with Bangkok Approach. Pilots may carry out a practice ILS CAT II approach if traffic conditions permitted.

9.5.3 Aircraft will be vectored to intercept the localizer at least 10 NM from touchdown.

9.5.4 Special procedures and safeguarding will be applied during CAT II operations to protect aircraft operating in low visibility and to avoid interference to the ILS signals in accordance with ICAO DOC 9365 : Manual of All-Weather Operations.

9.6 Low visibility take-off.

Pilots wishing to conduct an ILS guided take-off shall inform ATC on start-up in order to ensure that the protection of the localizer sensitive area is provided.

9.7 RWY 21L is not permitted for landing and take-off in low visibility procedures.

10. Pilot Procedure to Enhance Runway Capacity

To achieve the highest possible rate/hour for departure and arrival at Don Mueang International Airport, the runway occupancy times shall be reduced to a minimum. Therefore the follow procedure are introduced;

10.1 Departing aircraft

10.1.1 Commensurate with safety and standard operating procedure, one receipt of line up clearance, pilots should ensure that they are able to taxi into the correct hold and line up position on the runway as soon as the preceding aircraft has commenced its take-off roll

10.1.2 Cockpit checks should be completed before line up, any further checks requiring completion whilst on the runway shall be kept to a minimum. Pilots shall ensure that they are able to commence the take-off roll immediately after a take-off clearance is issued.

10.1.3 Pilots unable to comply with these procedure shall inform ATC prior to passing the runway holding position

10.2 Arriving aircraft

Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on Final Approach that will achieve maximum runway utilization as well as minimize the occurrence of go-arounds.

11. Aircraft Manoeuvring Procedures

In order to avoid jet blast damage to the terminal building and to aircraft, equipment and personnel on nearby stands, the following aircraft manoeuvring procedures are to be observed:

11.1 When the pilot is ready for start-up and push-back, he shall seek confirmation from the ground crew that there is on hazard to his aircraft starting up. He shall then notify the ground controller that he is ready for push-back. On being told by Don Mueang Ground that push-back is approved, he shall co-ordinate with the ground crew for the start-up and push-back of the aircraft.

11.2 Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or push-back of aircraft commences.

11.3 Pilots are reminded that they should always use minimum power when starting engine or manoeuvring within the apron area. It is especially important when commencing to taxi that breakaway thrust is kept to an absolute minimum and then reduced to idle thrust as soon as practicable.

11.4 Following push-back from aircraft stands, the points where the tug will be disconnected from the aircraft and breakaway thrust will be applied in these positions:

11.4.1 North and South Remote Apron

11.4.1.1 The intersection of the lead-in line and “taxilane A” or “taxilane B” centre line.

11.4.2 Behind the holding line on “taxilane B” marked as letter “S-TOWBAR” on the ground.

11.4.2.1 Abeam pier 2, pier 3, pier 4, pier 5 and pier 6

11.4.2.2 Abeam stand 73, stand 88 and stand 129

11.4.3 On centre line of aircraft stand taxilane, from cul-de-cac stands, marked as letter “S”

11.4.3.1 Between pier 2 and pier 3

11.4.3.2 Between pier 3 and pier 4

11.4.3.3 Between pier 4 and pier 5

11.4.3.4 Between pier 5 and pier 6

11.4.3.5 Behind stand 68 and stand 130

11.5 Due to aircraft congestion, self-manoeuvring is not permitted at any parking stands, all aircraft must use towbar for push-back procedures

11.6 The following table describes the procedure for push-back of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, Don Mueang Ground will issue specific instructions to the pilots.

Aircraft Stands	Aircraft Manoeuvring Procedures
North Remote Apron Stands 1 2 3 4 91 92 93 94 95 96 97 98 99 100A 100B 100C	❒ The aircraft (on idle power) shall be pushed back to face either north or south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi. Remarks ❒ Stand 100B and stand 100C in case of push-back facing north, the aircraft shall then be towed forward until behind stand 100B.

Aircraft Stands	Aircraft Manoeuvring Procedures
Terminal Apron Stands 11 12	❒ The aircraft (on idle power) shall be pushed back to face either north or south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi**.**
Stand 14	❒ The aircraft (on idle power) shall be pushed back to face north till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line, then tow forward until behind stand 14 or to face south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi**.**
Stand 15	❒ The aircraft (on idle power) shall be pushed back to face south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi. Alternative ❒ The aircraft (on idle power) shall be pushed back onto “taxilane B” to face either north or south behind the holding line. Breakaway thrust will be applied when cleared to taxi.
Stand 21	❒ The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi.
Stands 23 25	❒ The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi. Alternative ❒ The aircraft may start one engine to idle power. They will be pushed back onto “taxilane A” to face south till aircraft is behind the holding line abeam stand 15, other engines may be started to idle and breakaway thrust will be applied when cleared to taxi.
Stands 22 31 32 41 42 51 52	❒ The aircraft except DC-10, MD-11 and L-1011 may start one engine to idle power. They will be pushed back onto stand taxilane to face east and then tow forward till its nosewheel is at “S” mark. Other engines may be started to idle power, when cleared to taxi. Breakaway thrust will be applied on wing-mounted engines only. Tail engine must not exceed idle thrust until the aircraft is clear of apron.
Stands 61 62	❒ The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 63 64 65 66 67	❒ The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi. Alternative ❒ The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at “S” mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.

Aircraft Stands	Aircraft Manoeuvring Procedures
Stand 68	❒ The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi. Alternative ❒ Aircraft up to A300 may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
South Remote Apron Stand 121	❒ The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi.
Stand 122	❒ The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north till its nosewheel is behind the holding line abeam stand 73 or south till the aircraft is on "taxilane B" abeam stand 130. Other engines may be started and breakaway thrust will be applied when cleared to taxi.
Stand 123 125 127 129	❒ The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi. Alternative ❒ The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 124 126 128 130	❒ The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north till the aircraft is behind the holding line abeam stand 73 or south till the aircraft is on "taxilane B" abeam stand 130. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi. Alternative ❒ The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 73 109	❒ The aircraft (on idle power) shall be pushed back to face either north till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line or south till its body is aligned with "taxilane B" centre line. Breakaway thrust will be applied when cleared to taxi.
Stands 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 101 102 103 104 105 106 107 110 112 113 114 115	❒ The aircraft (on idle power) shall be pushed back to face either north till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line or south till its body is aligned with "taxilane B" centre line. Breakaway thrust will be applied when cleared to taxi.
Stands 89 90 108	❒ The aircraft (on idle power) shall be pushed back to face north till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line. Then tow forward till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line. Breakaway thrust will be applied when cleared to taxi.

VTBD AD 2.21 NOISE ABATEMENT PROCEDURES

In order to alleviate problem of noise within the vicinity of Bangkok international airport. The noise abatement procedures in accordance with ICAO DOC 8168-OPS/611 (PAN-OPS) shall be applied for all take-off and landing, details are as follows :

AAA. Departing aircraft

Pilots are to adopt either one of the two procedures listed below for all take-off

1. Procedure for alleviating noise close to the aerodrome.

1.1 The noise abatement procedure is not to be initiated at less than 800 FT above aerodrome elevation. T

1.2 The initial climb speed to the noise abatement initiation point shall not be less than V2 plus 10 KNOTS.

1.3 On reaching an altitude at or above 800 FT, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule, maintain A climb speed of V2 plus 10 to 20 KNOTS with Flaps and Slats in the take-off configuration.

1.4 At no more than an altitude equivalent to 3000 FT while maintaining a positive rate of climb, accelerate and retract Flats/Slats on schedule, at 3000 FT accelerate to enroute climb speed.

2. Procedure for alleviating noise distant from the aerodrome

2.1 The noise abatement procedure is not to be initiated at less than 800 FT above aerodrome elevation.

2.2 The initial climbing speed to the noise abatement initiation point is V2 plus 10 to 20 KNOTS

2.3 On reaching an altitude equivalent to at least 800 FT decrease aircraft body angle/angle of pitch whilst maintaining a positive rate of climb, accelerate towards VZF and reduce power with the initiation of the first Flaps/Slats retraction.

2.4 Maintain a positive rate of climb and accelerate to maintain a climb speed of VZF plus 10 to 20 KNOTS, on reaching 3000 FT transition to normal enroute climb speed.

BBB. Arriving aircraft

Reverse thrust above idle shall not be used between 1800 and 2200 UTC. Except for safety reason.

VTBD AD 2.22 FLIGHT PROCEDURES

VFR FLIGHTS

1. VFR Flight in Bangkok Control Zone

1.1 By Day (Sunrise/Sunset)

- Unless authorized, VFR flight will not be permitted to land / take-off at Don Mueang International Airport when weather conditions as reported to Don Mueang APP/TWR by an authorized ground observer are LESS than:

Ground Visibility	- 5 km; or
Ceiling	- 450 m (1500 ft)

Authorization may be granted by ATC for special VFR flight, (see 2.4) to land / take-off at Don Mueang International Airport under conditions LESS than (1.1) above but NOT LESS than

Ground Visibility	- 1500 m

1.2 By NIGHT (Sunset/Sunrise)

- Authorization may be granted by ATC for VFR flight to land / take-off at Don Mueang International Airport under conditions reported to be AT or BETTER than (1.1) above; such flight will be treated as special VFR flight (see 1.4) for ATC purposes.

1.2 AT All Times

- VFR flight within Bangkok 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, Table 3-1.

- Flight Visibility	- 5 km below 3050 m (10 000 ft) AMSL and - 8 km at and above 3050 m (10 000 ft) AMSL
- Distance from cloud	- 1500 m horizontally and 300 m (1000 ft) vertically.

1.4 SPECIAL VFR FLIGHT

Special VFR flight may be permitted when the ground visibility is not less than 1500 m, provided that the aircraft is equipped with functioning radio and the pilot has agreed to guard on the appropriate ATC communications frequency. ATC shall provide IFR separation between all special VFR flights and between such flights and IFR flights.

2. VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFTS AND HELICOPTERS

2.1 The details of VFR entry and exit procedures are given in ENR 2.2 VFR ENTRY AND EXIT PROCEDURES IN BANGKOK CONTROL ZONE.

3. TRAINING IN DANGER AREA

3.1 D 47

a. Jet / Conventional Aircraft departing from Don Mueang International Airport must contact Don Mueang Approach on frequency 119.4 MHz
b. Before leaving VT D47 the pilot must report his position, distance and heading to Don Mueang Approach.
c. Test Flights: If the pilot desires to fly outside the area of VT D47, he must maintain two-way radio communicatios with, and follow instruction from Bangkok Approach/Don Mueang Approach.

3.2 D 72

a. Light Aircraft departing form Don Mueang International Airport must contact Don Mueang Approach, the controller will instruct the pilot over Bangbuathong at altitude not above 1000 feet before entering D 72.
b. Before leaving VT D72 the pilot must report his position, distance and heading to Don Mueang Approach. The controller will instruct the pilot to report over Ladlumkaew at altitude not above 1000 feet, report Patumtani, 5 NM West and then report entering downwind for landing RWY 21L/R or RWY 03R/L.

4. RADIO COMMUNICATION FAILURE

4.1 Departing Aircraft.

a. Aircraft will not be permitted to take off unless two-way radio communications can be maintained with the control tower.

4.2 Arriving Aircraft.

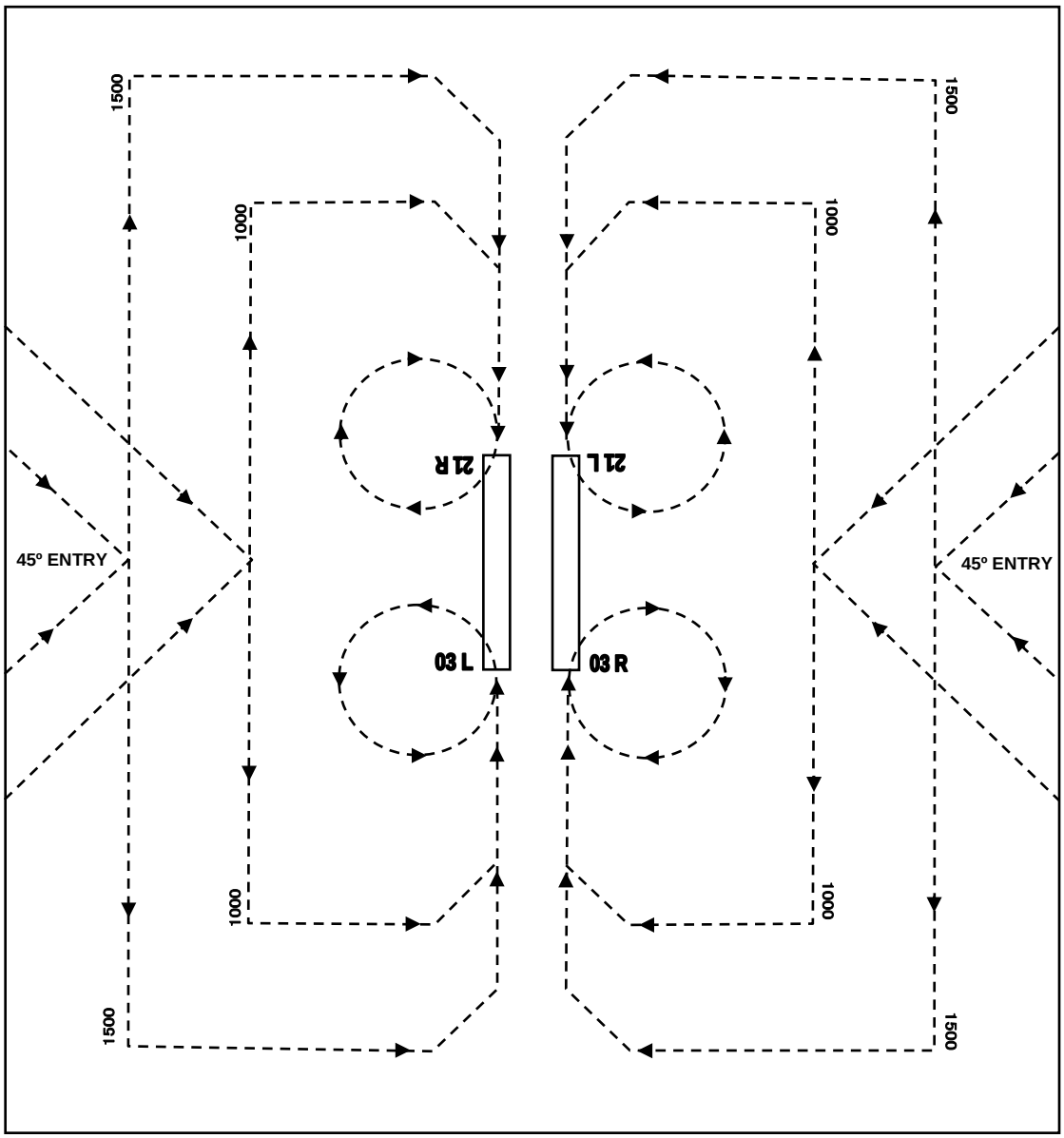
a. Report their position, distance, heading, altitude and departure point when approaching 50 NM radius of VTBD ARP by transmitting in the blind.
b. Observe the direction of traffic in pattern, and enter downwind with the flow of traffic.
c. Conform to the altitude for the type of aircraft as listed in Note 1.
d. Make a low approach between the runways at an altitude of 500 feet, and rock the wings of the aircraft.
e. Re-enter downwind leg and observe light signals.

Note 1: Traffic Patterns

(1) Altitudes:

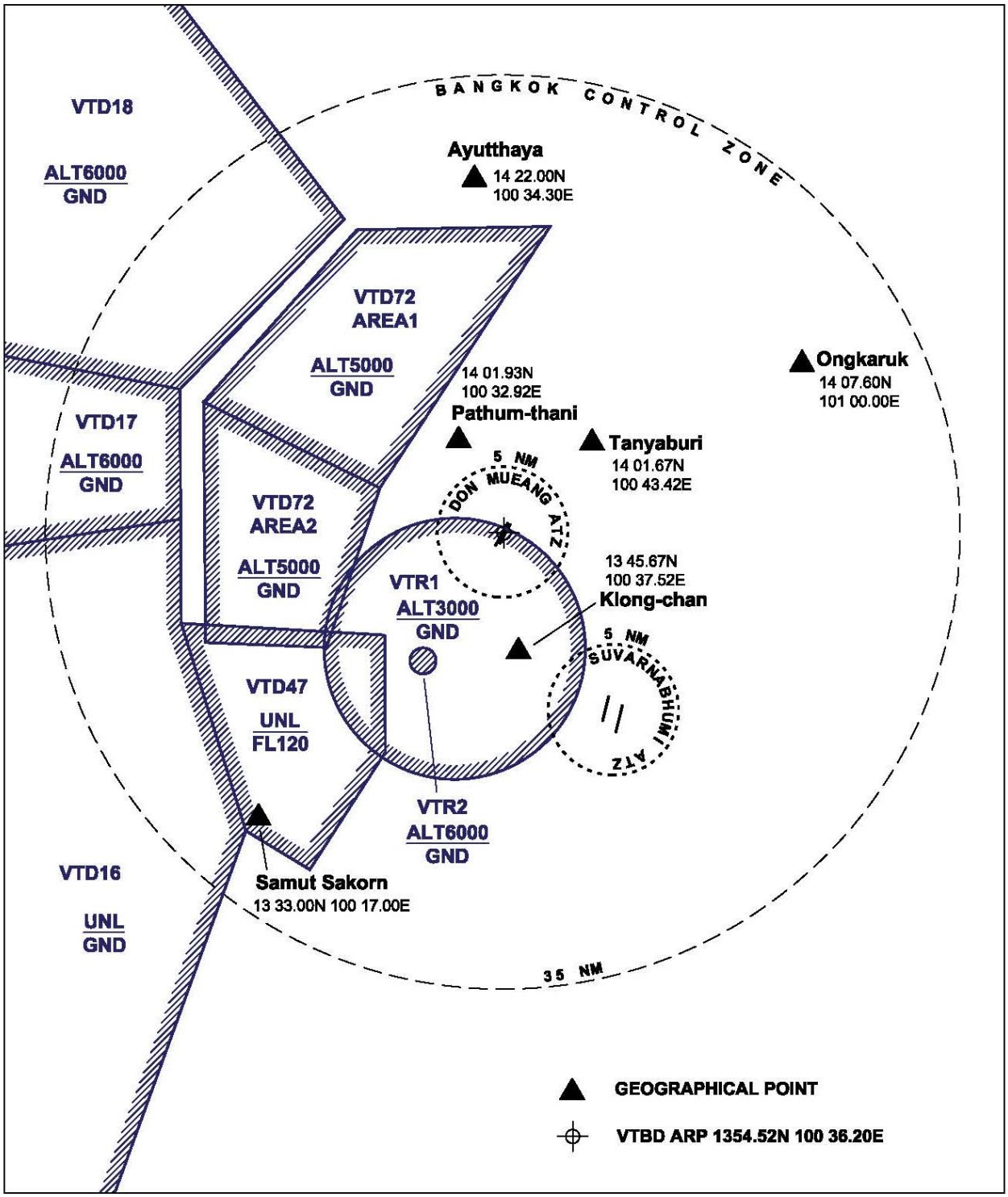
a. Jet	1500 ft.
b. Light Aircraft	1000 ft.
c. Helicopter	500 ft.

- Traffic Pattern



ILLUSTRATON :

BANGKOK CONTROL ZONE AND DON MUEANG AERODROME TRAFFIC ZONE



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VTBD AD 2.23 ADDITIONAL INFORMATION

Requirement for Airbus A380 and Boeing 747-8 operations at Don Mueang International Airport as an alternate airport

The operations of Airbus A380 and Boeing 747-8 aircraft at Don Mueang International Airport as an alternate airport will be complied with the following regulations:

(a.) The Airbus A380 and Boeing 747-8 aircraft operation procedures prescribe specially for alternating airport at Don Mueang International Airport ONLY.

(b.) All airlines wishing to operate the Airbus A380 and Boeing 747-8 aircraft at Don Mueang International Airport as an alternate airport are required to comprehend and agree with the requirement of Airbus A380 and Boeing 747-8 operations at Don Mueang International Airport as an alternate airport and shall be inform the airport authority and the approval must be received before operations.

(c.) Runway 03L/21R has been approved for the designated primary arrivals and departures runway for Airbus A380 and Boeing 747-8 aircraft ONLY.

(d.) The primary parking position is assigned at the aircraft stand No.80 and the alternate parking positions are at aircraft stand No.90 and Taxiway B North.

(e.) The maneuvering area designation system is illustrated on VTBD aerodrome – Airbus A380 and Boeing 747-8 ground movement chart.

(f.) Upon operating to and from the aircraft stand, the Airbus A380 and Boeing 747-8 aircraft are required to strictly follow the “Follow me” guidance and be ensure that aircraft clearances and wingtips are escorted by wingman.

(g.) Taxi and ground movement procedures are prescribed as follow:

- Taxi aid camera system is used for aircraft taxiing and ground operation. (If applicable)
- The Airbus A380 and Boeing 747-8 aircraft are required to taxi within the speed limit.
- While the Airbus A380 or Boeing 747-8 aircraft is operating on Taxiway C, the aircraft operating on Taxiway B shall be restricted up to the aircraft code C (aircraft with a maximum wingspan of 36 meters).
- While other aircraft is taking off or landing on the runway 03L/21R, the Airbus A380 or Boeing 747-8 aircraft entering the runway 03L/21R is required to hold on Taxiway C.
- The aircraft gross weight of any Airbus A380 or Boeing 747-8 operating at Don Mueang International airport must not be over 420 tons.

(h.) All ground service equipments needed by the Airbus A380 or Boeing 747-8 aircraft at Don Mueang International airport must be provided by an airline operating the Airbus A380 or Boeing 747-8 aircraft or provided by any ground service equipment company at Don Mueang International airport.

(i.) In case of the Airbus A380 or Boeing 747-8 aircraft accident or incident on the Airport, an aircraft owner operating the Airbus A380 or Boeing 747-8 shall be responsibility of disable aircraft removal as soon as possible.

A380 AND B747-8 ARRIVAL FLIGHT ON 21R RUNWAY

- Turn right on taxiway S to aircraft stand number 80 or
- Turn right on taxiway C South to aircraft stand number 90
- Turn right to taxiway S then turn right and taxi on taxiway C facing to north till taxiway D then turn left to taxiway D and turn right to park on taxiway B north

A380 AND B747-8 ARRIVAL FLIGHT ON 03L RUNWAY

- Turn left on taxiway D and turn right to park on taxiway B north or
- Turn left on taxiway E or taxiway D to taxiway D to taxiway C then taxi to south and
- Turn right on taxiway S to aircraft stand number 80 or
- Turn left on taxiway S to runway and taxi to taxiway C south to aircraft stand number 90

A380 AND B747-8 DEPARTURE FLIGHT ON 21R RUNWAY

AIRCRAFT STAND NO 80 :

- The aircraft shall be pushed back onto taxilane B (to face either north or south) and tow forward till the aircraft is on taxiway S.
- Turn left to taxiway C and taxing toward north after that turn right onto taxiway D and prepare to take-off on runway.

AIRCRAFT STAND NO 90 :

- The aircraft shall be pushed back onto taxilane B (to face south only) and tow the aircraft on to taxilane B to stop beside aircraft stand number 108 and release the tow bar.
- The aircraft shall be taxied on taxiway C south and turn left to runway.
- The aircraft shall be taxied on runway forward north.
- Turn left on taxiway E and turn right on taxiway C after that turn on taxiway D to the runway.

B NORTH

- The aircraft shall be taxied to runway 21R.

A380 AND B747-8 DEPARTURE FLIGHT ON 03L RUNWAY

AIRCRAFT STAND NO 80 :

- The aircraft shall be pushed back onto taxilane B (to face either north or south) and tow forward till the aircraft is on taxiway S.
- Turn left to runway (distance for take-off ~2,900 m.)

AIRCRAFT STAND NO 90 :

- The aircraft shall be pushed back onto taxilane B (to face south only) and tow the aircraft on to taxiway C south on runway holding position.
- Turn left on runway 03L.

B NORTH

- The aircraft shall be taxied to runway 21R.
- Turn right on taxiway E and turn left on taxiway C, taxing toward south.
- Turn left on taxiway S to runway 21R (distance for take-off ~2,900 m.) (In case of low visibility, not allow to use runway 03L)

VTBD AD 2.24 CHARTS RELATED TO AN AERODROME