

# ด่วนที่สุด

ที่ กพท ๐๙/๔๓๙๒



สำนักงานการบินพลเรือนแห่งประเทศไทย  
๓๓๓/๑๐๕ อาคารหลักสี่พลาซ่า  
ถนนกำแพงเพชร ๖ แขวงตลาดบางเขน  
เขตหลักสี่ กรุงเทพฯ ๑๐๒๑๐

๒๑ กรกฎาคม ๒๕๖๕

เรื่อง การยกเว้นการดำเนินการตามมาตรฐานที่กำหนดไว้ในข้อกำหนดของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๑๔ ว่าด้วยมาตรฐานสนามบิน ณ สนามบินสมุย แบบชั่วคราว (Temporary Exemption)

เรียน กรรมการผู้อำนวยการใหญ่ บริษัท การบินกรุงเทพ จำกัด (มหาชน)

- อ้างถึง
๑. หนังสือบริษัท การบินกรุงเทพ จำกัด (มหาชน) ที่ ๑๔-๐๒-๐๘๐ ลงวันที่ ๓ มีนาคม ๒๕๖๔
  ๒. ปรขณียอเล็กทรอนิกส์สำนักงานการบินพลเรือนแห่งประเทศไทย ลงวันที่ ๑๐ มีนาคม ๒๕๖๕
  ๓. หนังสือบริษัท การบินกรุงเทพ จำกัด (มหาชน) ที่ ๑๔-๐๒-๒๒๒ ลงวันที่ ๒๐ กรกฎาคม ๒๕๖๔
  ๔. หนังสือสำนักงานการบินพลเรือนแห่งประเทศไทย ด่วนที่สุด ที่ กพท ๑๗/๘๒๓๙ ลงวันที่ ๑๘ พฤศจิกายน ๒๕๖๔
  ๕. หนังสือบริษัท การบินกรุงเทพ จำกัด (มหาชน) ที่ ๑๖-๐๑-๐๕๑ ลงวันที่ ๒๑ ธันวาคม ๒๕๖๔
  ๖. ปรขณียอเล็กทรอนิกส์สำนักงานการบินพลเรือนแห่งประเทศไทย ลงวันที่ ๔ มีนาคม ๒๕๖๕
  ๗. ปรขณียอเล็กทรอนิกส์บริษัท การบินกรุงเทพ จำกัด (มหาชน) ลงวันที่ ๒๕ มีนาคม ๒๕๖๕
  ๘. หนังสือสำนักงานการบินพลเรือนแห่งประเทศไทย ที่ กพท ๑๗/๒๒๘๒ ลงวันที่ ๒๒ เมษายน ๒๕๖๕
  ๙. หนังสือบริษัท การบินกรุงเทพ จำกัด (มหาชน) ที่ ๑๔-๐๒-๐๖๔ ลงวันที่ ๑๐ พฤษภาคม ๒๕๖๕

สิ่งที่ส่งมาด้วย Assessment form of Granting Exemption ของสนามบินสมุย จำนวน ๑๑ ฉบับ

ตามหนังสือที่อ้างถึง ๑.- ๘. บริษัท การบินกรุงเทพ จำกัด (มหาชน) ขอให้สำนักงานการบินพลเรือนแห่งประเทศไทย (กพท.) พิจารณายกเว้นการดำเนินการตามมาตรฐานที่กำหนดในข้อกำหนดของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๑๔ ว่าด้วยมาตรฐานสนามบิน ข้อ ๑๓๕, ๑๓๘, ๑๔๑, ๑๕๒, ๑๕๕, ๑๕๙, ๑๖๐, ๑๖๒, ๑๘๕, ๒๙๔, ๒๙๕, ๓๑๖, ๓๑๗, ๔๗๘ และ ๑๐๘๘ แบบชั่วคราว (Temporary Exemption) ณ สนามบินสมุยจำนวน ๑๒ รายการ พร้อมนำเสนอเอกสารประกอบการพิจารณา รายงานการประเมินความเสี่ยง (Safety Assessment Report) และมาตรการบรรเทาความเสี่ยง (Mitigation Measure) โดย กพท. ได้ขอให้บริษัทฯ ดำเนินการปรับปรุงเอกสาร รายงานการประเมินความเสี่ยง และส่งเอกสารประกอบการพิจารณาเพิ่มเติม ซึ่งต่อมาบริษัทฯ ได้มีหนังสือตามที่อ้างถึง ๙. ดำเนินการแก้ไขและนำเสนอเอกสารฉบับปรับปรุงให้ กพท. พิจารณา และปรับลดการขอยกเว้นฯ เหลือ ๑๑ รายการ เนื่องจากบริษัทฯ แจ้งว่าสามารถแก้ไขข้อบกพร่องตามข้อกำหนดของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๑๔ ว่าด้วยมาตรฐานสนามบิน ข้อ ๑๕๒ ได้ จึงไม่จำเป็นต้องขอยกเว้นตามมาตรฐานดังกล่าว ความละเอียดแจ้งแล้ว นั้น

กพท. พิจารณาตามคำขอของบริษัทฯ แล้วเห็นว่าการขอยกเว้นการไม่ปฏิบัติตามมาตรฐานแบบชั่วคราว (Temporary Exemption) ดังกล่าวเป็นการขอยกเว้นการไม่ปฏิบัติตามมาตรฐานตามที่กำหนดในข้อกำหนดของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๑๔ ว่าด้วยมาตรฐานสนามบิน ข้อ ๑๓๕, ๑๓๘, ๑๔๑, ๑๕๕, ๑๕๙, ๑๖๐, ๑๖๒, ๑๘๕, ๒๙๔, ๒๙๕, ๓๑๖, ๓๑๗, ๔๗๘ และ ๑๐๘๘

โดยบริษัทฯ...

โดยบริษัทฯ ได้ชี้แจงเหตุผลความจำเป็นเพื่อประโยชน์ต่อการบินพลเรือนในการรองรับเที่ยวบินสาธารณะมาจากและไปยังสนามบินสมุย และการขอยกเว้นการไม่ปฏิบัติตามมาตรฐานแบบชั่วคราว (Temporary Exemption) ครั้งนี้ เป็นการขอยกเว้นในระหว่างบริษัทฯ ดำเนินการตามแผนการแก้ไขข้อบกพร่อง (Corrective Action Plans, CAPs) ในการจัดทำรายงานการศึกษาทางด้านการบิน (Aeronautical Study) เพื่อประกอบการขอยกเว้นการไม่ปฏิบัติตามมาตรฐานแบบถาวร (Permanent Exemption) ซึ่งมาตรการบรรเทาความเสี่ยง (Mitigation Measure) ชั่วคราวที่บริษัทฯ เสนอได้ผ่านการพิจารณาจากคณะทำงานพิจารณารายงานการศึกษาทางด้านการบินให้ใช้ได้ในช่วงการยกเว้นการไม่ปฏิบัติตามมาตรฐานแบบชั่วคราว (Temporary Exemption) แล้ว โดย กพท. พิจารณาเอกสารรายงานการประเมินความเสี่ยง (Safety Assessment Report) มาตรการบรรเทาความเสี่ยง (Mitigation Measure) รวมทั้งเอกสารที่เกี่ยวข้องแล้วเห็นว่าการดำเนินการดังกล่าวเป็นไปตาม หรือมีประสิทธิผลมากกว่าการปฏิบัติตามข้อกำหนดของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๑๔ ว่าด้วยมาตรฐานสนามบิน ดังนั้น อาศัยอำนาจตามความในมาตรา ๑๕/๑๔ (๒) แห่งพระราชบัญญัติการเดินอากาศ พ.ศ. ๒๔๙๗ ประกอบประกาศสำนักงานการบินพลเรือนแห่งประเทศไทย เรื่อง นโยบายและกระบวนการในการให้ข้อยกเว้น (Exemption Policy and Procedure) พ.ศ. ๒๕๖๒ คู่มือนโยบายและกระบวนการในการให้ข้อยกเว้น (Exemption Policy and Procedure Manual) Chapter 7 – Exemption for Aerodrome แบบท้ายประกาศฯ และข้อ ๑๑๓๓ ของข้อกำหนดของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๑๔ ว่าด้วยมาตรฐานสนามบิน ผู้อำนวยการสำนักงานการบินพลเรือนแห่งประเทศไทยจึงให้การยกเว้นแก่บริษัทฯ ในการปฏิบัติตามข้อ ๑๓๕, ๑๓๘, ๑๔๑, ๑๕๕, ๑๕๙, ๑๖๐, ๑๖๒, ๑๘๕, ๒๙๔, ๒๙๕, ๓๑๖, ๓๑๗, ๔๗๘ และ ๑๐๘๘ ของข้อกำหนดของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๑๔ ว่าด้วยมาตรฐานสนามบิน สนามบินสมุย เป็นระยะเวลา ๓๖ เดือน นับแต่วันที่ ๒๑ กรกฎาคม ๒๕๖๕ รายละเอียดตามสิ่งที่ส่งมาด้วย โดยให้บริษัทฯ ดำเนินการต่อไปนี้

๑. ดำเนินการตามแผนการแก้ไขข้อบกพร่องและมาตรการบรรเทาความเสี่ยง (Mitigation Measure) ตามที่ระบุไว้ในรายงานการประเมินความเสี่ยงอย่างเคร่งครัด โดยเฝ้าระวังและติดตามการดำเนินการตามมาตรการบรรเทาความเสี่ยงอย่างต่อเนื่อง รวมถึงจัดให้มีการทบทวนกรณีที่มีการเปลี่ยนแปลงสภาพแวดล้อมทางการบินของสนามบินที่อาจจะกระทบมาตรการบรรเทาความเสี่ยง เพื่อให้คงไว้ซึ่งประสิทธิภาพและความปลอดภัยในการดำเนินงานของสนามบิน

๒. จัดเก็บข้อมูลและเอกสารหลักฐานการดำเนินการ รวมทั้งการทบทวน และการปรับปรุง มาตรการบรรเทาความเสี่ยง (Mitigation Measure) ดังกล่าว เพื่อใช้เป็นเอกสารในการอ้างอิงสำหรับการตรวจสอบและการตรวจติดตามของ กพท.

จึงเรียนมาเพื่อทราบและดำเนินการให้เป็นไปตามมาตรการที่กำหนดต่อไป ทั้งนี้ กพท. สงวนสิทธิในการยกเลิกการให้การยกเว้นตามหนังสือฉบับนี้ หากบริษัทฯ ไม่ดำเนินการให้เป็นไปตามมาตรการที่กำหนด ในหนังสือฉบับนี้ หรือเมื่อมีข้อบ่งชี้ว่าการดำเนินการตามที่ให้การยกเว้นในเรื่องนี้กระทบหรืออาจกระทบต่อความปลอดภัยในการเดินอากาศ

ขอแสดงความนับถือ



(นายสุทธิพงษ์ คงพูล)

ผู้อำนวยการสำนักงานการบินพลเรือนแห่งประเทศไทย

ฝ่ายมาตรฐานสนามบิน

โทรศัพท์ ๐ ๒๕๖๘ ๘๘๒๖ ต่อ ๓๔๐๒

ไปรษณีย์อิเล็กทรอนิกส์ aga@caat.or.th

ASSESSMENT FORM OF GRANTING/REJECTION OF EXEMPTION

1. DETAILS OF APPLICANT

- 1.1 Name of Applicant/Organization.. Bangkok Airways Public Company Limited (สนามบินสมุย)
- 1.2 License / Certificate / Approval Number..... Initial Public Aerodrome Certification.....
- 1.3 Full name of applicant (in capital letters) ...BANGKOK AIRWAYS PUBLIC COMPANY LIMITED

2. DETAIL OF EXEMPTION SOUGHT (SP-VTSM20-AOI-001)

2.1 Relevant provisions of the Air Navigation Act or the Regulations for which exemption is sought:

- Satisfactory
- Not Satisfactory

2.2 Reasons why the exemption is needed.

- Justified
- Not Justified

2.3 Nature of exemption applied for

- Temporary
- Permanent

2.4 If the exemption will affect a particular kind of operation, the details there of Operational conditions for the aircraft instrument approach. The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g. Airbus A319) to: conduct an approach under VMC only, Higher instrument approach minimums.

2.5 For temporary exemption, the action plan for rectification and review of non-compliance, including the mitigation measures adopted for ensuring the safety during the exemption period.

- Satisfactory
- Not Satisfactory

2.6 For permanent exemption, the mitigation measures adopted to ensure safety of aircraft operation. Complete safety assessment report shall be enclosed.

- Satisfactory
- Not Satisfactory

2.7 What factors were considered by the applicant in the determination of Public Interest?

- a) The airport maintains its level of operation capacity in order to support the air transportation in the area and driven the local socioeconomic of Samui Island.
- b) Communities and public spaces will be least affected by the development for airport compliance.

If required additional page(s) may be included.

Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory



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2.8 What factors were considered by the applicant to ensure equivalent level of Safety?

Identify criteria and formulate as conditions of the exemption:

- a) The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation

action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME

b) VTSM has a current procedure for survey, control and publish airport obstacles as per in reference to CAAT Regulations 14 (Airport Regulations) as well as continuously revise VTSM obstacles chart published in the AIP. This mitigation action will mitigate the risk of aircraft imminent impact with the surrounding terrains resulting in aircraft structural damage. Evidence of such actions can be found in attachment G: Airport Obstacles and attachment I: Koh Samui Obstacles


If required additional page(s) may be included. Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory

2.9 The justified period of exemptions: .....36.....Days/Months

3. NAME (S) OF THE CAAT TEAM MEMBER(S) ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE OPERATOR:

The application has been examined and forwarded for granting/denial of exemptions application:

S/N	Name of the official	Area	Signature
01.	Aeronautical Study Review Working Group	-	 (The Working Group Chair)

4. RECOMMENDATION:

- The exemptions  may be granted for .....36.....Days/Months  
 May be not granted.

*SLA*  
 Manager of.....AGA.....Department  
 Date..... 4 Jul 22 .....  
 (official seal)

5. APPROVAL:

The exemption is hereby granted

  
 Director General  
 Date..... 21 JULY 2022 .....  
 (official seal)



ASSESSMENT FORM OF GRANTING/REJECTION OF EXEMPTION

1. DETAILS OF APPLICANT

- 1.1 Name of Applicant/Organization Bangkok Airways Public Company Limited (การบินกรุงเทพ)
- 1.2 License / Certificate / Approval Number Initial Public Aerodrome Certification
- 1.3 Full name of applicant (in capital letters) BANGKOK AIRWAYS PUBLIC COMPANY LIMITED

2. DETAIL OF EXEMPTION SOUGHT (SP-VTSM20-AOI-002)

2.1 Relevant provisions of the Air Navigation Act or the Regulations for which exemption is sought:

- Satisfactory
- Not Satisfactory

2.2 Reasons why the exemption is needed.

- Justified
- Not Justified

2.3 Nature of exemption applied for

- Temporary
- Permanent

2.4 If the exemption will affect a particular kind of operation, the details there of

1. Operational conditions for the aircraft instrument approach. The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) to: - Conduct an approach under VMC only - Higher instrument approach minimums

2.5 For temporary exemption, the action plan for rectification and review of non-compliance, including the mitigation measures adopted for ensuring the safety during the exemption period.

- Satisfactory
- Not Satisfactory

2.6 For permanent exemption, the mitigation measures adopted to ensure safety of aircraft operation. Complete safety assessment report shall be enclosed.

- Satisfactory
- Not Satisfactory

2.7 What factors were considered by the applicant in the determination of Public Interest?

- a) The airport maintains its level of operation capacity in order to support the air transportation in the area and driven the local socioeconomic of Samui Island.
- b) Communities and public spaces will be least affected by the development for airport compliance.

If required additional page(s) may be included.

Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory

2.8 What factors were considered by the applicant to ensure equivalent level of Safety?

Identify criteria and formulate as conditions of the exemption:

- a) The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor



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visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME.

b) VTSM currently installed a number of Visual Aids such as Runway Centerline Lights, Simple Touchdown Zone Lights and Runway Threshold Identification Lights (amongst others) in order to provide flight crew with better runway visual reference at/or above MDA/MDH during poor visibility conditions and/or night operations. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Evidence of the previously mentioned Visual Aids can be found in attachment B: VTSM Visual Aids

If required additional page(s) may be included. Are conditions related to Public Interest required?


Satisfactory

Not Satisfactory

2.9 The justified period of exemptions: .....36.....Days/Months

3. NAME (S) OF THE CAAT TEAM MEMBER(S) ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE OPERATOR:

The application has been examined and forwarded for granting/denial of exemptions application:

S/N	Name of the official	Area	Signature
01.	Aeronautical Study Review Working Group	-	 (The Working Group Chair)

4. RECOMMENDATION:

The exemptions  may be granted for .....36.....Days/Months

May be not granted.

  
Manager of.....AGA.....Department

Date.....4 Jul 22.....

(official seal)

5. APPROVAL:

The exemption is hereby granted



Director General

Date.....21 July 2022.....

(official seal)



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ASSESSMENT FORM OF GRANTING/REJECTION OF EXEMPTION

1. DETAILS OF APPLICANT

- 1.1 Name of Applicant/Organization.. Bangkok Airways Public Company Limited (สนามบินสมุย)..
- 1.2 License / Certificate / Approval Number.. Initial Public Aerodrome Certification.....
- 1.3 Full name of applicant (in capital letters) ...BANGKOK AIRWAYS PUBLIC COMPANY LIMITED

2. DETAIL OF EXEMPTION SOUGHT (SP-VTSM20-PHC-004)

2.1 Relevant provisions of the Air Navigation Act or the Regulations for which exemption is sought:

- Satisfactory
- Not Satisfactory

2.2 Reasons why the exemption is needed.

- Justified
- Not Justified

2.3 Nature of exemption applied for

- Temporary
- Permanent

2.4 If the exemption will affect a particular kind of operation, the details there of Operational conditions for the aircraft instrument approach. The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) to:

- Conduct an approach under VMC only - Higher instrument approach minimums - Reduce max cross wind by 10 knots from manufacturer's limitation.....

2.5 For temporary exemption, the action plan for rectification and review of non-compliance, including the mitigation measures adopted for ensuring the safety during the exemption period.

- Satisfactory
- Not Satisfactory

2.6 For permanent exemption, the mitigation measures adopted to ensure safety of aircraft operation. Complete safety assessment report shall be enclosed.

- Satisfactory
- Not Satisfactory

2.7 What factors were considered by the applicant in the determination of Public Interest?

- a) The airport maintains its level of operation capacity in order to support the air transportation in the area and driven the local socioeconomic of Samui Island.....
- b) Communities and public spaces will be least affected by the development for airport compliance.....

If required additional page(s) may be included. Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory

2.8 What factors were considered by the applicant to ensure equivalent level of Safety? Identify criteria and formulate as conditions of the exemption:

a) The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated



2.1 N.A. 2565

with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME.....

b).VTSM currently installed a number of Visual Aids such as Runway Centerline Lights, Simple Touchdown Zone Lights and Runway Threshold Identification Lights (amongst others) in order to provide flight crew with better runway visual reference at/or above MDA/MDH during poor visibility conditions and/or night operations. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Evidence of the previously mentioned Visual Aids can be found in attachment B: VTSM Visual Aids.....

c).VTSM has a current procedure for survey, control and publish airport obstacles within 140 meters from both side of runway center line. This mitigation action will mitigate the risk of aircraft imminent impact with the surrounding terrains resulting in aircraft structural damage. Evidence of such actions can be found in attachment G: Airport Obstacles.....

d).VTSM personnel has been trained in the knowledge of Runway Safety Team and Global Reporting Format (GRF) for runway surface condition assessment to raise the awareness of the importance of runway inspection and runway condition report.....

e).In order to maintain the runway friction, VTSM maintenance team currently has scheduled a monthly runway inspection for rubber deposits. By maintaining such standards, the aircraft operating on VTSM runway will have sufficient braking performance for a full-stop within the safety area while operating in normal/abnormal/emergency operations. Resulting in safer operations and reduce the changes of accident/incident that may cause structural damage to the aircraft. Evidence of such actions can be found in attachment D: Runway Friction inspections.....

f).VTSM maintenance team have a procedure for inspecting the condition of the current runway strip area (75 m from each side of the center line). Evidence of such actions can be found in attachment H: Runway Safety Area inspection.....

g).VTSM Rescue and Fire Fighting team has survey the airport parameters including the terrains with access difficulties in order to assess risks. Evidence of such actions can be found in attachment E: Rescue and Fire Fighting, the current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME.....

If required additional page(s) may be included. Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory




2.9 The justified period of exemptions: .....36.....Days/Months

3. NAME (S) OF THE CAAT TEAM MEMBER(S) ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE OPERATOR:

21 N.A. 2565

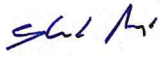


The application has been examined and forwarded for granting/denial of exemptions application:

S/N	Name of the official	Area	Signature
01.	Aeronautical Study Review Working Group	-	 (The Working Group Chair)

4. RECOMMENDATION:

The exemptions  may be granted for .....36.....Days/Months  
 May be not granted.

  
Manager of.....AGA.....Department

Date..... 4 Jul 22 .....

(official seal)

5. APPROVAL:

The exemption is hereby granted



Director General

Date..... 21 JULY 2022 .....

(official seal)



ASSESSMENT FORM OF GRANTING/REJECTION OF EXEMPTION

1. DETAILS OF APPLICANT

- 1.1 Name of Applicant/Organization Bangkok Airways Public Company Limited (การบินไทย)
- 1.2 License / Certificate / Approval Number Initial Public Aerodrome Certification
- 1.3 Full name of applicant (in capital letters) BANGKOK AIRWAYS PUBLIC COMPANY LIMITED

2. DETAIL OF EXEMPTION SOUGHT (SP-VTSM20-PHC-005)

2.1 Relevant provisions of the Air Navigation Act or the Regulations for which exemption is sought:

- Satisfactory
- Not Satisfactory

2.2 Reasons why the exemption is needed.

- Justified
- Not Justified

2.3 Nature of exemption applied for

- Temporary
- Permanent

2.4 If the exemption will affect a particular kind of operation, the details there of

1. Operational conditions for the aircraft instrument approach. The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) to: - Conduct an approach under VMC only, - Higher instrument approach minimums, - Reduce max cross wind by 10 knots from manufacturer's limitation

2.5 For temporary exemption, the action plan for rectification and review of non-compliance, including the mitigation measures adopted for ensuring the safety during the exemption period.

- Satisfactory
- Not Satisfactory

2.6 For permanent exemption, the mitigation measures adopted to ensure safety of aircraft operation. Complete safety assessment report shall be enclosed.

- Satisfactory
- Not Satisfactory

2.7 What factors were considered by the applicant in the determination of Public Interest?

- a) The airport maintains its level of operation capacity in order to support the air transportation in the area and driven the local socioeconomic of Samui Island.
- b) Communities and public spaces will be least affected by the development for airport compliance.

If required additional page(s) may be included.

Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory



21 N.A. 2565

2.8 What factors were considered by the applicant to ensure equivalent level of Safety?

Identify criteria and formulate as conditions of the exemption:

- a) The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated

with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME.

b).VTSM currently installed a number of Visual Aids such as Runway Centerline Lights, Simple Touchdown Zone Lights and Runway Threshold Identification Lights (amongst others) in order to provide flight crew with better runway visual reference at/or above MDA/MDH during poor visibility conditions and/or night operations. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Evidence of the previously mentioned Visual Aids can be found in attachment B: VTSM Visual Aids.

c). VTSM has a current procedure for survey, control and publish airport obstacles within 140 meters from both side of runway center line. This mitigation action will mitigate the risk of aircraft imminent impact with the surrounding terrains resulting in aircraft structural damage. Evidence of such actions can be found in attachment G: Airport Obstacles.

d). VTSM personnel has been trained in the knowledge of Runway Safety Team and Global Reporting Format (GRF) for runway surface condition assessment to raise the awareness of the importance of runway inspection and runway condition report.

e). In order to maintain the runway friction, VTSM maintenance team currently has scheduled a monthly runway inspection for rubber deposits. By maintaining such standards, the aircraft operating on VTSM runway will have sufficient braking performance for a full-stop within the safety area while operating in normal/abnormal/emergency operations. Resulting in safer operations and reduce the changes of accident/incident that may cause structural damage to the aircraft. Evidence of such actions can be found in attachment D: Runway Friction inspections.

f). VTSM maintenance team have a procedure for inspecting the condition of the current runway strip area (75 m from each side of the center line). Evidence of such actions can be found in attachment H: Runway Safety Area inspection.

g). VTSM Rescue and Fire Fighting team has survey the airport parameters including the terrains with access difficulties in order to assess risks. Evidence of such actions can be found in attachment E: Rescue and Fire Fighting. the current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME.

If required additional page(s) may be included. Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory


2.9 The justified period of exemptions: .....36.....Days/Months



21 N.A. 2565

3. NAME (S) OF THE CAAT TEAM MEMBER(S) ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE OPERATOR:

The application has been examined and forwarded for granting/denial of exemptions application:

S/N	Name of the official	Area	Signature
01.	Aeronautical Study Review Working Group	-	 (The Working Group Chair)

4. RECOMMENDATION:

The exemptions  may be granted for .....36.....Days/Months  
 May be not granted.

*S. C. A. S.*

Manager of.....AGA.....Department

Date..... *4 Jul 22* .....

(official seal)

5. APPROVAL:

The exemption is hereby granted

*K. S. S.*

Director General

Date..... *21 July 2022* .....

(official seal)



ASSESSMENT FORM OF GRANTING/REJECTION OF EXEMPTION

1. DETAILS OF APPLICANT

- 1.1 Name of Applicant/Organization.. Bangkok Airways Public Company Limited(สนามบินสมุย)..
- 1.2 License / Certificate / Approval Number..... Initial Public Aerodrome Certification.....
- 1.3 Full name of applicant (in capital letters) ...BANGKOK AIRWAYS PUBLIC COMPANY LIMITED

2. DETAIL OF EXEMPTION SOUGHT (SP-VTSM20-PHC-006)

2.1 Relevant provisions of the Air Navigation Act or the Regulations for which exemption is sought:

- Satisfactory
- Not Satisfactory

2.2 Reasons why the exemption is needed.

- Justified
- Not Justified

2.3 Nature of exemption applied for

- Temporary
- Permanent

2.4 If the exemption will affect a particular kind of operation, the details there of

1. Operational conditions for the aircraft instrument approach. The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) to:

- Conduct an approach under VMC only - Reduce max cross wind by 10 knots from manufacturer's limitation

2.5 For temporary exemption, the action plan for rectification and review of non-compliance, including the mitigation measures adopted for ensuring the safety during the exemption period.

- Satisfactory
- Not Satisfactory

2.6 For permanent exemption, the mitigation measures adopted to ensure safety of aircraft operation. Complete safety assessment report shall be enclosed.

- Satisfactory
- Not Satisfactory

2.7 What factors were considered by the applicant in the determination of Public Interest?

- a) The airport maintains its level of operation capacity in order to support the air transportation in the area and driven the local socioeconomic of Samui Island.
- b) Communities and public spaces will be least affected by the development for airport compliance

If required additional page(s) may be included.

Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory



21 N.A. 2565

2.8 What factors were considered by the applicant to ensure equivalent level of Safety? Identify criteria and formulate as conditions of the exemption:

- a) VTSM currently installed a number of Visual Aids such as Runway Centerline Lights, Simple Touchdown Zone Lights and Runway Threshold Identification Lights (amongst others) in order to provide flight crew with better runway visual reference at/or above MDA/MDH during poor

visibility conditions and/or night operations. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Evidence of the previously mentioned Visual Aids can be found in attachment B: VTSM Visual Aids

b). The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME.

c). VTSM has a current procedure for survey, control and publish airport obstacles within 140 m from both side of runway center line. This mitigation action will mitigate the risk of aircraft imminent impact with the surrounding terrains resulting in aircraft structural damage. Evidence of such actions can be found in attachment G: Airport Obstacles.

d). In order to maintain the runway friction, VTSM maintenance team currently has scheduled a monthly runway inspection for rubber deposits. By maintaining such standards, the aircraft operating on VTSM runway will have sufficient braking performance for a full-stop within the safety area while operating in normal/abnormal/emergency operations. Resulting in safer operations and reduce the changes of accident/incident that may cause structural damage to the aircraft. Evidence of such actions can be found in attachment C: Runway inspections.

e). VTSM maintenance team have a procedure for inspecting the condition of the runway safety area (75 m from each side of the center line). Evidence of such actions can be found in attachment H: Runway Safety Area inspection.

f). VTSM Rescue and Fire Fighting team has survey the airport parameters including the terrains with access difficulties in order to assess risks. Evidence of such actions can be found in attachment E: Rescue and Fire Fighting.

If required additional page(s) may be included. Are conditions related to Public Interest required?


- Satisfactory
- Not Satisfactory

2.9 The justified period of exemptions: .....36.....Days/Months



3. NAME (S) OF THE CAAT TEAM MEMBER(S) ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE OPERATOR:

The application has been examined and forwarded for granting/denial of exemptions application:

S/N	Name of the official	Area	Signature
01.	Aeronautical Study Review Working Group	-	 (The Working Group Chair)

4. RECOMMENDATION:

The exemptions  may be granted for .....36.....Days/Months  
 May be not granted.



Manager of.....AGA.....Department

Date..... 4 Jul 22 .....

(official seal)

5. APPROVAL:

The exemption is hereby granted



Director General

Date..... 21 July 2022 .....

(official seal)



ASSESSMENT FORM OF GRANTING/REJECTION OF EXEMPTION

1. DETAILS OF APPLICANT

- 1.1 Name of Applicant/Organization Bangkok Airways Public Company Limited (สมานบินไทย)
- 1.2 License / Certificate / Approval Number Initial Public Aerodrome Certification
- 1.3 Full name of applicant (in capital letters) BANGKOK AIRWAYS PUBLIC COMPANY LIMITED

2. DETAIL OF EXEMPTION SOUGHT (SP-VTSM20-PHC-008)

2.1 Relevant provisions of the Air Navigation Act or the Regulations for which exemption is sought:

- Satisfactory
- Not Satisfactory

2.2 Reasons why the exemption is needed.

- Justified
- Not Justified

2.3 Nature of exemption applied for

- Temporary
- Permanent

2.4 If the exemption will affect a particular kind of operation, the details there of

1. Operational conditions for the aircraft instrument approach. The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) to:  
 - Conduct an approach under VMC only - Reduce max cross wind by 10 knots from manufacturer's limitation - Higher instrument approach minimums

2.5 For temporary exemption, the action plan for rectification and review of non-compliance, including the mitigation measures adopted for ensuring the safety during the exemption period.

- Satisfactory
- Not Satisfactory

2.6 For permanent exemption, the mitigation measures adopted to ensure safety of aircraft operation. Complete safety assessment report shall be enclosed.

- Satisfactory
- Not Satisfactory

2.7 What factors were considered by the applicant in the determination of Public Interest?

- a) The airport maintains its level of operation capacity in order to support the air transportation in the area and driven the local socioeconomic of Samui Island
- b) Minimize disruption to the local community from public roads and canals re-design
- c) Residential communities and public water source around runway 35 will not be invaded by the RESA expansion

If required additional page(s) may be included. Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory

2.8 What factors were considered by the applicant to ensure equivalent level of Safety?

Identify criteria and formulate as conditions of the exemption:

- a) The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated



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with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME.

b) VTSM maintenance team have a procedure for inspecting the condition of the runway safety area (75 m from each side of the center line). Evidence of such actions can be found in attachment H: Runway Safety Area inspection.

c) In order to maintain the runway friction, VTSM maintenance team currently has scheduled a monthly runway inspection for rubber deposits. By maintaining such standards, the aircraft operating on VTSM runway will have sufficient braking performance for a full-stop within the safety area while operating in normal/abnormal/emergency operations. Resulting in safer operations and reduce the changes of accident/incident that may cause structural damage to the aircraft. Evidence of such actions can be found in attachment D: Runway inspections.

d) VTSM personnel has been trained in the knowledge of Runway Safety Team and Global Reporting Format (GRF) for runway surface condition assessment to raise the awareness of the importance of runway inspection and runway condition report.

e) VTSM Rescue and Fire Fighting team has survey the airport parameters including the terrains with access difficulties in order to assess risks. Evidence of such actions can be found in attachment E: Rescue and Fire Fighting.

f) VTSM Rescue and Fire Fighting team are continuously, fully on-watch during aircraft takeoff or landing -- resulting in faster response time and minimizing the damage as a result from incident/accident. Evidence of such actions can be found in attachment F: Rescue and Fire Fighting on watch.

g) VTSM has a procedure to ensure the public road after the Runway End Safety Area of runway 17 are protected by coordination between the airport operation team and Air Traffic Control Tower or block off any oncoming cars from passing through the area during aircraft takeoff or landing. In order to minimize the damage in an unlikely event of aircraft overshoot/overrun. Evidence of such actions can be found in attachment D: Public road blockage.

If required additional page(s) may be included. Are conditions related to Public Interest required?

Satisfactory


Not Satisfactory

2.9 The justified period of exemptions: .....36.....Days/Months



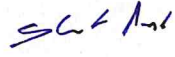
3. NAME (S) OF THE CAAT TEAM MEMBER(S) ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE OPERATOR:

The application has been examined and forwarded for granting/denial of exemptions application:

S/N	Name of the official	Area	Signature
01.	Aeronautical Study Review Working Group	-	 (The Working Group Chair)

4. RECOMMENDATION:

The exemptions  may be granted for .....36.....Days/Months  
 May be not granted.

  
 Manager of.....AGA.....Department  
 Date..... 4 Jul 22 .....  
 (official seal)

5. APPROVAL:

The exemption is hereby granted

  
 Director General  
 Date..... 21 July 2022 .....  
 (official seal)



ASSESSMENT FORM OF GRANTING/REJECTION OF EXEMPTION

1. DETAILS OF APPLICANT

- 1.1 Name of Applicant/Organization Bangkok Airways Public Company Limited (กบข.ป.บ.)
- 1.2 License / Certificate / Approval Number Initial Public Aerodrome Certification
- 1.3 Full name of applicant (in capital letters) BANGKOK AIRWAYS PUBLIC COMPANY LIMITED

2. DETAIL OF EXEMPTION SOUGHT (SP-VTSM20-PHC-009)

2.1 Relevant provisions of the Air Navigation Act or the Regulations for which exemption is sought:

- Satisfactory
- Not Satisfactory

2.2 Reasons why the exemption is needed.

- Justified
- Not Justified

2.3 Nature of exemption applied for

- Temporary
- Permanent

2.4 If the exemption will affect a particular kind of operation, the details there of

1. Operational conditions for the aircraft instrument approach. The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) to: Conduct an approach under VMC only - Reduce max cross wind by 10 knots from manufacturer's limitation - Higher instrument approach minimums

2.5 For temporary exemption, the action plan for rectification and review of non-compliance, including the mitigation measures adopted for ensuring the safety during the exemption period.

- Satisfactory
- Not Satisfactory

2.6 For permanent exemption, the mitigation measures adopted to ensure safety of aircraft operation. Complete safety assessment report shall be enclosed.

- Satisfactory
- Not Satisfactory

2.7 What factors were considered by the applicant in the determination of Public Interest?

- a) The airport maintains its level of operation capacity in order to support the air transportation in the area and driven the local socioeconomic of Samui Island
- b) Minimize disruption to the local community from public roads and canals re-design
- c) Residential communities and public water source around runway 35 will not be invaded by the RESA expansion

If required additional page(s) may be included. Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory

2.8 What factors were considered by the applicant to ensure equivalent level of Safety?

Identify criteria and formulate as conditions of the exemption:

- a) The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated



with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME.

b) VTSM maintenance team have a procedure for inspecting the condition of the runway safety area (75 m from each side of the center line). Evidence of such actions can be found in attachment H: Runway Safety Area inspection.

c) In order to maintain the runway friction, VTSM maintenance team currently has scheduled a monthly runway inspection for rubber deposits. By maintaining such standards, the aircraft operating on VTSM runway will have sufficient braking performance for a full-stop within the safety area while operating in normal/abnormal/emergency operations. Resulting in safer operations and reduce the chances of accident/incident that may cause structural damage to the aircraft. Evidence of such actions can be found in attachment D: Runway inspections.

d) VTSM personnel has been trained in the knowledge of Runway Safety Team and Global Reporting Format (GRF) for runway surface condition assessment to raise the awareness of the importance of runway inspection and runway condition report.

e) VTSM Rescue and Fire Fighting team has survey the airport parameters including the terrains with access difficulties in order to assess risks. Evidence of such actions can be found in attachment E: Rescue and Fire Fighting.

f) VTSM has a procedure to ensure the public road after the Runway End Safety Area of runway 17 are protected by coordination between the airport operation team and Air Traffic Control Tower or block off any oncoming cars from passing through the area during aircraft takeoff or landing. In order to minimize the damage in an unlikely event of aircraft overshoot/overrun. Evidence of such actions can be found in attachment D: Public road blockage.

If required additional page(s) may be included. Are conditions related to Public Interest required?

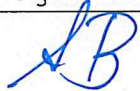
Satisfactory

Not Satisfactory

2.9 The justified period of exemptions: .....36.....Days/Months

3. NAME (S) OF THE CAAT TEAM MEMBER(S) ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE OPERATOR:

The application has been examined and forwarded for granting/denial of exemptions application:

S/N	Name of the official	Area	Signature
01.	Aeronautical Study Review Working Group	-	 (The Working Group Chair)

4. RECOMMENDATION:

The exemptions  may be granted for .....36.....Days/Months  
 May be not granted.



*Signature*

Manager of.....AGA.....Department

Date..... 4 Jul 22 .....

21 N.A. 2565

(official seal)

5. APPROVAL:

The exemption is hereby granted



Director General

Date..... 21 July 2022

(official seal)



ASSESSMENT FORM OF GRANTING/REJECTION OF EXEMPTION

1. DETAILS OF APPLICANT

- 1.1 Name of Applicant/Organization Bangkok Airways Public Company Limited (การบินกรุงเทพ)
- 1.2 License / Certificate / Approval Number Initial Public Aerodrome Certification
- 1.3 Full name of applicant (in capital letters) BANGKOK AIRWAYS PUBLIC COMPANY LIMITED

2. DETAIL OF EXEMPTION SOUGHT (SP-VTSM20-PHC-010)

2.1 Relevant provisions of the Air Navigation Act or the Regulations for which exemption is sought:

- Satisfactory
- Not Satisfactory

2.2 Reasons why the exemption is needed.

- Justified
- Not Justified

2.3 Nature of exemption applied for

- Temporary
- Permanent

2.4 If the exemption will affect a particular kind of operation, the details there of

1. Operational conditions for the aircraft instrument approach. The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) to:

- Conduct an approach under VMC only - Reduce max cross wind by 10 knots from manufacturer's limitation - Higher instrument approach minimums

2.5 For temporary exemption, the action plan for rectification and review of non-compliance, including the mitigation measures adopted for ensuring the safety during the exemption period.

- Satisfactory
- Not Satisfactory

2.6 For permanent exemption, the mitigation measures adopted to ensure safety of aircraft operation. Complete safety assessment report shall be enclosed.

- Satisfactory
- Not Satisfactory

2.7 What factors were considered by the applicant in the determination of Public Interest?

- a) The airport maintains its level of operation capacity in order to support the air transportation in the area and driven the local socioeconomic of Samui Island
- b) Minimize disruption to the local community from public roads and canals re-design
- c) Residential communities and public water source around runway 35 will not be invaded by the RESA expansion

If required additional page(s) may be included. Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory

2.8 What factors were considered by the applicant to ensure equivalent level of Safety? Identify criteria and formulate as conditions of the exemption:

a) The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated



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with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME.....

b). VTSM maintenance team have a procedure for inspecting the condition of the runway safety area (75 m from each side of the center line). Evidence of such actions can be found in attachment H: Runway Safety Area inspection.....

c). In order to maintain the runway friction, VTSM maintenance team currently has scheduled a monthly runway inspection for rubber deposits. By maintaining such standards, the aircraft operating on VTSM runway will have sufficient braking performance for a full-stop within the safety area while operating in normal/abnormal/emergency operations. Resulting in safer operations and reduce the chances of accident/incident that may cause structural damage to the aircraft. Evidence of such actions can be found in attachment D: Runway inspections.....

d). VTSM personnel has been trained in the knowledge of Runway Safety Team and Global Reporting Format (GRF) for runway surface condition assessment to raise the awareness of the importance of runway inspection and runway condition report.....

e). VTSM Rescue and Fire Fighting team has survey the airport parameters including the terrains with access difficulties in order to assess risks. Evidence of such actions can be found in attachment E: Rescue and Fire Fighting.....

f). VTSM has a procedure to ensure the public road after the Runway End Safety Area of runway 17 are protected by coordination between the airport operation team and Air Traffic Control Tower or block off any oncoming cars from passing through the area during aircraft takeoff or landing. In order to minimize the damage in an unlikely event of aircraft overshoot/overrun. Evidence of such actions can be found in attachment D: Public road blockage.....

If required additional page(s) may be included. Are conditions related to Public Interest required?

Satisfactory

Not Satisfactory


2.9 The justified period of exemptions: .....36.....Days/Months



21 N.A. 2565

3. NAME (S) OF THE CAAT TEAM MEMBER(S) ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE OPERATOR:

The application has been examined and forwarded for granting/denial of exemptions application:

S/N	Name of the official	Area	Signature
01.	Aeronautical Study Review Working Group	-	 (The Working Group Chair)

4. RECOMMENDATION:

The exemptions  may be granted for .....36.....Days/Months  
 May be not granted.



Manager of.....AGA.....Department

Date..... 4 Jul 22 .....

(official seal)

5. APPROVAL:

The exemption is hereby granted



Director General

Date..... 21 July 2022 .....

(official seal)





ASSESSMENT FORM OF GRANTING/REJECTION OF EXEMPTION

1. DETAILS OF APPLICANT

- 1.1 Name of Applicant/Organization Bangkok Airways Public Company Limited(สนามบินสมุย)
- 1.2 License / Certificate / Approval Number Initial Public Aerodrome Certification
- 1.3 Full name of applicant (in capital letters) BANGKOK AIRWAYS PUBLIC COMPANY LIMITED

2. DETAIL OF EXEMPTION SOUGHT (SP-VTSM20-PHC-011)

2.1 Relevant provisions of the Air Navigation Act or the Regulations for which exemption is sought:

- Satisfactory
- Not Satisfactory

2.2 Reasons why the exemption is needed.

- Justified
- Not Justified

2.3 Nature of exemption applied for

- Temporary
- Permanent

2.4 If the exemption will affect a particular kind of operation, the details there of

1. Operational conditions for the aircraft take-off and landing. The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g. Airbus 319) to conduct an approach under VMC only and reduce max cross wind by 10 knots from manufacturer's limitation.....

2. Operation conditions to the aircraft taxi operation and push back from the aircraft stands...

2.5 For temporary exemption, the action plan for rectification and review of non-compliance, including the mitigation measures adopted for ensuring the safety during the exemption period.

- Satisfactory
- Not Satisfactory

2.6 For permanent exemption, the mitigation measures adopted to ensure safety of aircraft operation. Complete safety assessment report shall be enclosed.

- Satisfactory
- Not Satisfactory

2.7 What factors were considered by the applicant in the determination of Public Interest?

a) The airport maintains its level of operation capacity in order to support the air transportation in the area and driven the local socioeconomic of Samui Island.....

If required additional page(s) may be included. Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory

2.8 What factors were considered by the applicant to ensure equivalent level of Safety? Identify criteria and formulate as conditions of the exemption:

a) The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AERODROME.....



b). VTSM maintenance team have a procedure for inspecting the condition of the runway safety area (75 m from each side of the center line). Evidence of such actions can be found in attachment H: Runway Safety Area inspection.....

c). In order to maintain the runway friction, VTSM maintenance team currently has scheduled a monthly runway inspection for rubber deposits. By maintaining such standards, the aircraft operating on VTSM runway will have sufficient braking performance for a full-stop within the safety area while operating in normal/ abnormal/ emergency operations. Resulting in safer operations and reduce the chances of accident/ incident that may cause structural damage to the aircraft. Evidence of such actions can be found in attachment D: Runway inspections...

d). VTSM personnel has been trained in the knowledge of Runway Safety Team (RST) and Global Reporting Format (GRF) for runway surface condition assessment to raise the awareness of the importance of runway inspection and runway condition report.

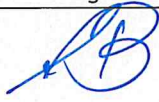
If required additional page(s) may be included. Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory

2.9 The justified period of exemptions: .....36.....Days/Months

3. NAME (S) OF THE CAAT TEAM MEMBER(S) ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE OPERATOR:

The application has been examined and forwarded for granting/denial of exemptions application:

S/N	Name of the official	Area	Signature
01.	Aeronautical Study Review Working Group	-	 (The Working Group Chair)

4. RECOMMENDATION:

- The exemptions  may be granted for .....36.....Days/Months  
 May be not granted.

*SLA Amc*  
 Manager of.....AGA.....Department  
 Date..... 4 Jul 22.....  
 (official seal)

5. APPROVAL:

The exemption is hereby granted

  
 Director General  
 Date..... 21 July 2022.....  
 (official seal)





b).VTSM maintenance team have a procedure for inspecting the condition of the runway safety area (75 m from each side of the center line). Evidence of such actions can be found in attachment H: Runway Safety Area inspection.....

c).The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME.....

d).VTSM currently installed a number of Visual Aids such as Runway Centerline Lights, Simple Touchdown Zone Lights and Runway Threshold Identification Lights (amongst others) in order to provide flight crew with better runway visual reference at/or above MDA/MDH during poor visibility conditions and/or night operations. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Evidence of the previously mentioned Visual Aids can be found in attachment B: VTSM Visual Aids.....

e).In order to maintain the runway friction, VTSM maintenance team currently has scheduled a monthly runway inspection for rubber deposits. By maintaining such standards, the aircraft operating on VTSM runway will have sufficient braking performance for a full-stop within the safety area while operating in normal/abnormal/emergency operations. Resulting in safer operations and reduce the chances of accident/incident that may cause structural damage to the aircraft. Evidence of such actions can be found in attachment D: Runway inspections.....

f).VTSM personnel has been trained in the knowledge of Runway Safety Team and Global Reporting Format (GRF) for runway surface condition assessment to raise the awareness of the importance of runway inspection and runway condition report.....

g).VTSM Rescue and Fire Fighting team has survey the airport parameters including the terrains with access difficulties in order to assess risks. Evidence of such actions can be found in attachment E: Rescue and Fire Fighting.....

If required additional page(s) may be included. Are conditions related to Public Interest required?

Satisfactory

Not Satisfactory


2.9 The justified period of exemptions: .....36.....Days/Months



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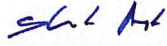
3. NAME (S) OF THE CAAT TEAM MEMBER(S) ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE OPERATOR:

The application has been examined and forwarded for granting/denial of exemptions application:

S/N	Name of the official	Area	Signature
01.	Aeronautical Study Review Working Group	-	 (The Working Group Chair)


4. RECOMMENDATION:

The exemptions  may be granted for .....36.....Days/Months  
 May be not granted.

  
 Manager of.....AGA.....Department  
 Date..... 4 Jul 22 .....  
 (official seal)

5. APPROVAL:

The exemption is hereby granted

  
 Director General  
 Date..... 21 July 2022 .....  
 (official seal)



ASSESSMENT FORM OF GRANTING/REJECTION OF EXEMPTION

1. DETAILS OF APPLICANT

- 1.1 Name of Applicant/Organization Bangkok Airways Public Company Limited(การบินไทย)
- 1.2 License / Certificate / Approval Number Initial Public Aerodrome Certification
- 1.3 Full name of applicant (in capital letters) BANGKOK AIRWAYS PUBLIC COMPANY LIMITED

2. DETAIL OF EXEMPTION SOUGHT (SP-VTSM20-VAN-001)

2.1 Relevant provisions of the Air Navigation Act or the Regulations for which exemption is sought:

- Satisfactory
- Not Satisfactory

2.2 Reasons why the exemption is needed.

- Justified
- Not Justified

2.3 Nature of exemption applied for

- Temporary
- Permanent

2.4 If the exemption will affect a particular kind of operation, the details there of

1. Operational conditions for the aircraft instrument approach. The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) to: - Conduct an approach under VMC only - Higher instrument approach minimums

2.5 For temporary exemption, the action plan for rectification and review of non-compliance, including the mitigation measures adopted for ensuring the safety during the exemption period.

- Satisfactory
- Not Satisfactory

2.6 For permanent exemption, the mitigation measures adopted to ensure safety of aircraft operation. Complete safety assessment report shall be enclosed.

- Satisfactory
- Not Satisfactory

2.7 What factors were considered by the applicant in the determination of Public Interest?

- a) .....
- b) .....
- c) .....
- d) .....

If required additional page(s) may be included.

Are conditions related to Public Interest required?

- Satisfactory
- Not Satisfactory



21 N.A. 2565

2.8 What factors were considered by the applicant to ensure equivalent level of Safety? Identify criteria and formulate as conditions of the exemption:

a) The current revision of VTSM AD 2.24 CHARTS RELATED TO AN AERODROME published in the CAAT AIP has specified the condition for category C aircraft (e.g., Airbus A319) must conduct an approach under VMC only. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor

visibility condition. Such approach condition can be found in attachment A: VTSM AD 2.24 CHARTS RELATED TO AN AERODROME.....

b) VTSM currently installed a number of Visual Aids such as Runway Centerline Lights, Simple Touchdown Zone Lights and Runway Threshold Identification Lights (amongst others) in order to provide flight crew with better runway visual reference at/or above MDA/MDH during poor visibility conditions and/or night operations. This mitigation action will mitigate the risk associated with flight crew experiencing difficulty in establishing runway visual reference under poor visibility condition. Evidence of the previously mentioned Visual Aids can be found in attachment B: VTSM Visual Aids.....

If required additional page(s) may be included. Are conditions related to Public Interest required?


Satisfactory

Not Satisfactory

2.9 The justified period of exemptions: .....36.....Days/Months

3. NAME (S) OF THE CAAT TEAM MEMBER(S) ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE OPERATOR:

The application has been examined and forwarded for granting/denial of exemptions application:

S/N	Name of the official	Area	Signature
01.	Aeronautical Study Review Working Group	-	 (The Working Group Chair)

4. RECOMMENDATION:

The exemptions

may be granted for .....36.....Days/Months

May be not granted.



Manager of.....AGA.....Department

Date.....4 Jul 22.....

(official seal)

5. APPROVAL:

The exemption is hereby granted



Director General

Date.....21 July 2022.....

(official seal)

