

- Official Emblem -

Rules of the Civil Aviation Authority of Thailand
on Criteria for Slot Allocation for Airport Arrival and Departure of Aircraft (No. 2)
B.E. 2568 (2025)

Whereas it is expedient to revise and enhance clarity of the Criteria for Slot Allocation for Airport Arrival and Departure of Aircraft.

By virtue of Section 15/10 (4) of the Air Navigation Act B.E. 2497 (1954) amended by Air Navigation Act (No.14) B.E. 2562 (2019), the Director General stipulates the rules on Criteria for Slot Allocation for Airport Arrival and Departure of Aircraft as follows;

Article 1. These Rules shall be cited as the “Rules of the Civil Aviation Authority of Thailand on Criteria for Slot Allocation for Airport Arrival and Departure of Aircraft (No. 2) B.E. 2568 (2025)”

Article 2. These Rules shall come into force on the day following the date of its publication in the Government Gazette.

Article 3. The provisions of Article 5 of the Civil Aviation Authority of Thailand's Rules on Criteria for Slot Allocation for Airport Arrival and Departure of Aircraft B.E. 2562 (2019) shall be repealed and replaced by the following provisions;

“Article 5. The Authority shall establish the Slot Coordination Committee entrusted with powers and duties as follows:

- (1) contemplating to determine policy and rules on airport slot allocation of Thailand;
- (2) contemplating to resolve conflicts regarding slot allocation;
- (3) coordinating with relevant parties regarding slot allocation for data support or collaboration;
- (4) appointing the Slot Performance Sub-Committee;
- (5) appointing other appropriate task forces as deemed appropriate and necessary.”

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Article 4. The first paragraph of Article 73 of the Civil Aviation Authority of Thailand's Rules on Criteria for Airport Slot Allocation for Aircraft B.E. 2562 (2019) shall be repealed and replaced by the following provisions;

“Article 73. The Slot Coordinator shall deem that an airline or aircraft operator misuses slot when finding intentional and repeated cases of:

- (1) Operating without an allocated slot;
- (2) Operating a flight at a significantly different time from the allocated slot;
- (3) Operating a flight in a significantly different way to the allocated slot;
- (4) Holding slots with no intention to operate, transfer, swap, or use in a shared operation;
- (5) Application for slot allocation for an operation other than that indicated, with the intention of gaining improved priority as specified in Part 8.”

Given on the 6th October B.E. 2568 (2025)

Air Chief Marshal -Signature-

(Manat Chavanaprayoon)

Director General of the Civil Aviation Authority of Thailand