ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Classification of airspaces

1.1 ATS airspaces are classified and designated in accordance with the following:

Class A. **IFR** flights are permitted only, all flights are subject to Air Traffic Control service and are separated from each other.
Class B. **IFR and VFR** flights are permitted, all flights are subject to Air Traffic Control service and are separated from each other.
Class C. **IFR and VFR** flights are permitted, all flights are subject to Air Traffic Control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.
Class D. **IFR and VFR** flights are permitted and all flights are subject to Air Traffic Control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.
Class E. **IFR and VFR** flights are permitted, IFR flights are subject to Air Traffic Control service and are separated from other IFR flights. ALL flights receive traffic information as far as practical.
Class F. **IFR and VFR** flights are permitted, all participating IFR flights receive an Air Traffic Advisory service and all flights receive flight information service if request.
Class G. **IFR and VFR** flights are permitted and receive flight information service if request.

1.2 Airspace classification is defined all ATS routes within Bangkok FIR are as follows:

- **Class A from FL290 and above.**
- **Class B from FL280 and below.**

The requirements for the flights within each class of airspace are as shown in the table.

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Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL clear of clouds	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1. Air traffic control service for separation from IFR 2. VFR traffic information (and traffic avoidance advice on request)	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud	250 kt IAS Below 3050 m (10 000 ft)AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service including traffic information about VFR flight (and traffic avoidance device on request)	Not applicable	250 kt IAS below 3050 m (10 000 ft)AMSL	Continuous two-way	Yes
	VFR	Not provided	Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	8 km at and above 3 050 m(10 000 ft) AMSL 5 km below 3 050 m(10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud	250 kt IAS below 3050 m (10 000 ft)AMSL	Continuous two-way	Yes

Class	Typeof flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearanc e
E	IFR	IFR from IFR	Air traffic control service and traffic information about VFR flights as far as practical	Not applicable	250 kt IAS below 3050 m (10 000 ft)AMSL	Continuous two-way	Yes
	VFR	Not provided	Traffic information as far as practical	8 km at and above 3 050 m(10 000 ft) AMSL 5 km below 3 050 m(10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud	250 kt IAS below 3050 m (10 000 ft)AMSL	Not required	Not re-quired
F	IFR	IFR from IFR as far as practical	Air traffic advisory service; flights information service	Not applicable	250 kt IAS below 3050 m (10 000 ft)AMSL	Continuous two-way	Not re-quired
	VFR	Not provided	Flight information service	8 km at and above 3 050 m(10 000 ft) AMSL 5 km below 3 050 m(10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud At and below 900 m AMSL or 300 m above terrain whichever is higher- 5 km* clear of cloud and in sight of ground of water	250 kt IAS below 3050 m (10 000 ft)AMSL	Not required	Not re-quired
G	IFR	Not provided	Flight information service	Not applicable	250 kt IAS below 3050 m (10 000 ft)AMSL	Continuous two-way	Not required
	VFR	Not provided	Flight information service	8 km at and above 3 050 m(10 000 ft) AMSL 5 km below 3 050 m(10 000 ft) AMSL 1 500 m horizontal ; 300 m vertical distance from cloud At and below 900 m AMSL or 300 m above terrain whichever is higher- 5 km* clear of cloud and in sight of ground of water	250 kt IAS below 3050 m (10 000 ft)AMSL	Not required	Not required

* When so prescribed by the appropriate ATS authority:

a) lower flight visibilities to 1 500 m may be permitted for flights operating:
   1. at speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
   2. in circumstance in which the probability of encounters with other traffic would normally below e.g. in areas of low traffic volume an for aerial work at low levels;

b) helicopters may be permitted to operate in less than 1 500 m flights visibility, if manoeuvred at the speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.