Phone: +662 568 8831
Fax: +662 576 1903
AFTN: VTBAYOYX
E-mail: aisthai@caat.or.th
ais@caat.or.th

THE CIVIL AVIATION AUTHORITY OF THAILAND
Aeronautical Information Services Department
333/105 Lak Si Plaza, Khamphaeng Phet 6 Rd.,
Talat Bang Khen, Lak Si, Bangkok 10210 Thailand

AIRAC AIP - THAILAND
Amendment 06/20
9 APR 20

This AIRAC AIP AMDT 06/20 contains:

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GEN 3.5	METEOROLOGICAL SERVICES
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1.

DESTROY			INSERT		
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2-VTUJ-2-1	18 JUL 2019	-	-

2. Hand amendments

NIL

3. Record entry of AIRAC AMDT on the page GEN 0.2-1.

4. The following publications have been incorporated in this AIRAC AMDT:

AIP SUP	NIL
AIC	NIL
NOTAM	NIL

- END -

GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by

AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Effective date	Inserted by
9/19	04 JUL 2019	15 AUG 2019	
10/19	01 AUG 2019	12 SEP 2019	
11/19	29 AUG 2019	10 OCT 2019	
12/19	26 SEP 2019	7 NOV 2019	
13/19	24 OCT 2019	5 DEC 2019	
1/20	21 NOV 2019	2 JAN 2020	
2/20	19 DEC 2019	30 JAN 2020	
3/20	16 JAN 2020	27 FEB 2020	
4/20	13 FEB 2020	26 MAR 2020	
5/20	12 MAR 2020	23 APR 2020	
6/20	09 APR 2020	21 MAY 2020	

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GEN 0.4 CHECKLIST OF AIP PAGES

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0.1-3	18 JUL 19
0.2-1	**21 MAY 20**
0.3-1	18 JUL 19
0.4-1	**21 MAY 20**
0.4-2	**21 MAY 20**
0.4-3	**21 MAY 20**
0.4-4	**21 MAY 20**
0.4-5	**21 MAY 20**
0.4-6	**21 MAY 20**
0.4-7	**21 MAY 20**
0.4-8	**21 MAY 20**
0.4-9	**21 MAY 20**
0.4-10	**21 MAY 20**
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1.6-2	18 JUL 19
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1.7-2	18 JUL 19
1.7-3	18 JUL 19
1.7-4	18 JUL 19
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2.2-16	12 SEP 19
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2.2-18	12 SEP 19
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4.3-1	18 JUL 19
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1.14-6	18 JUL 19

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1.14-7	18 JUL 19
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5.2-1	18 JUL 19
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5.4-1	18 JUL 19
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0.6-3	18 JUL 19
0.6-4	18 JUL 19
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0.6-16	**21 MAY 20**
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1.3-2	10 OCT 19
1.3-3	**21 MAY 20**
1.3-4	10 OCT 19
1.4-1	18 JUL 19
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BANGKOK/DON MUEANG INTERNATIONAL AIRPORT	
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2-VTBD-1-12	**21 MAY 20**
2-VTBD-1-13	**21 MAY 20**
2-VTBD-1-14	**21 MAY 20**
2-VTBD-1-15	**21 MAY 20**
2-VTBD-1-16	**21 MAY 20**
2-VTBD-1-17	**21 MAY 20**
2-VTBD-1-18	18 JUL 19
2-VTBD-1-19	18 JUL 19
2-VTBD-1-20	18 JUL 19
2-VTBD-1-21	2 JAN 20
2-VTBD-1-22	**21 MAY 20**
2-VTBD-1-23	**21 MAY 20**
2-VTBD-1-24	**21 MAY 20**
2-VTBD-1-25	**21 MAY 20**
2-VTBD-2-1	5 DEC 19
2-VTBD-2-3	7 NOV 19
2-VTBD-2-5	5 DEC 19
2-VTBD-2-6	2 JAN 20
2-VTBD-3-1	18 JUL 19
2-VTBD-3-3	18 JUL 19
2-VTBD-3-5	18 JUL 19
2-VTBD-6-1	18 JUL 19
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2-VTBD-6-9	18 JUL 19
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2-VTBD-8-22	18 JUL 19
2-VTBD-8-23	18 JUL 19
2-VTBD-8-24	18 JUL 19
CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT	
2-VTCC-1-1	12 SEP 19
2-VTCC-1-2	12 SEP 19
2-VTCC-1-3	12 SEP 19
2-VTCC-1-4	26 MAR 20
2-VTCC-1-5	12 SEP 19
2-VTCC-1-6	12 SEP 19
2-VTCC-1-7	15 AUG 19
2-VTCC-1-8	15 AUG 19
2-VTCC-1-9	12 SEP 19
2-VTCC-1-10	7 DEC 17
2-VTCC-1-11	7 DEC 17
2-VTCC-1-12	12 SEP 19
2-VTCC-1-13	12 SEP 19
2-VTCC-1-14	12 SEP 19
2-VTCC-1-15	12 SEP 19
2-VTCC-1-16	12 SEP 19
2-VTCC-1-17	12 SEP 19
2-VTCC-1-18	12 SEP 19
2-VTCC-1-19	12 SEP 19
2-VTCC-1-20	12 SEP 19
2-VTCC-1-21	12 SEP 19
2-VTCC-1-22	12 SEP 19
2-VTCC-1-23	12 SEP 19
2-VTCC-2-1	18 JUL 19
2-VTCC-2-3	18 JUL 19
2-VTCC-2-5	18 JUL 19
2-VTCC-3-1	18 JUL 19
2-VTCC-5-1	18 JUL 19
2-VTCC-6-1	18 JUL 19
2-VTCC-6-2	18 JUL 19
2-VTCC-6-3	18 JUL 19
2-VTCC-6-5	18 JUL 19
2-VTCC-6-6	18 JUL 19
2-VTCC-6-7	18 JUL 19
2-VTCC-6-9	18 JUL 19
2-VTCC-6-10	18 JUL 19
2-VTCC-6-11	18 JUL 19
2-VTCC-6-12	18 JUL 19
2-VTCC-6-13	18 JUL 19
2-VTCC-6-14	18 JUL 19
2-VTCC-6-15	18 JUL 19
2-VTCC-6-16	18 JUL 19
2-VTCC-6-17	18 JUL 19
2-VTCC-6-20	18 JUL 19
2-VTCC-7-1	18 JUL 19
2-VTCC-7-2	18 JUL 19
2-VTCC-7-3	18 JUL 19
2-VTCC-7-4	18 JUL 19
2-VTCC-7-5	18 JUL 19
2-VTCC-7-6	18 JUL 19
2-VTCC-8-1	18 JUL 19
2-VTCC-8-2	18 JUL 19
2-VTCC-8-3	18 JUL 19
2-VTCC-8-4	18 JUL 19

Page	Date
2-VTCC-8-5	18 JUL 19
2-VTCC-8-6	18 JUL 19
2-VTCC-8-7	18 JUL 19
2-VTCC-8-9	18 JUL 19
2-VTCC-8-10	18 JUL 19

CHIANG RAI / Mae Fah Luang-CHIANG RAI INTERNATIONAL AIRPORT

2-VTCT-1-1	12 SEP 19
2-VTCT-1-2	27 FEB 20
2-VTCT-1-3	27 FEB 20
2-VTCT-1-4	26 MAR 20
2-VTCT-1-5	27 FEB 20
2-VTCT-1-6	12 SEP 19
2-VTCT-1-7	27 FEB 20
2-VTCT-1-8	27 FEB 20
2-VTCT-1-9	27 FEB 20
2-VTCT-1-10	27 FEB 20
2-VTCT-1-11	27 FEB 20
2-VTCT-2-1	27 FEB 20
2-VTCT-2-3	27 FEB 20
2-VTCT-2-5	27 FEB 20
2-VTCT-3-1	18 JUL 19
2-VTCT-6-1	18 JUL 19
2-VTCT-6-3	18 JUL 19
2-VTCT-7-1	18 JUL 19
2-VTCT-7-2	18 JUL 19
2-VTCT-8-1	18 JUL 19
2-VTCT-8-3	18 JUL 19
2-VTCT-8-5	18 JUL 19
2-VTCT-8-7	18 JUL 19
2-VTCT-8-8	18 JUL 19
2-VTCT-8-9	18 JUL 19
2-VTCT-8-10	18 JUL 19
2-VTCT-8-11	18 JUL 19
2-VTCT-8-12	18 JUL 19
2-VTCT-8-13	18 JUL 19

PHUKET / PHUKET INTERNATIONAL AIRPORT

2-VTSP-1-1	12 SEP 19
2-VTSP-1-2	12 SEP 19
2-VTSP-1-3	27 FEB 20
2-VTSP-1-4	27 FEB 20
2-VTSP-1-5	26 MAR 20
2-VTSP-1-6	27 FEB 20
2-VTSP-1-7	27 FEB 20
2-VTSP-1-8	12 SEP 19
2-VTSP-1-9	12 SEP 19
2-VTSP-1-10	12 SEP 19
2-VTSP-1-11	12 SEP 19
2-VTSP-1-12	27 FEB 20
2-VTSP-1-13	27 FEB 20
2-VTSP-1-14	7 DEC 17
2-VTSP-1-15	27 FEB 20
2-VTSP-1-16	27 FEB 20
2-VTSP-1-17	27 FEB 20
2-VTSP-1-18	27 FEB 20
2-VTSP-1-19	27 FEB 20
2-VTSP-1-20	27 FEB 20
2-VTSP-1-21	27 FEB 20
2-VTSP-1-22	27 FEB 20
2-VTSP-1-23	27 FEB 20
2-VTSP-1-24	27 FEB 20
2-VTSP-2-1	18 JUL 19
2-VTSP-2-3	18 JUL 19
2-VTSP-2-4	18 JUL 19
2-VTSP-2-5	18 JUL 19
2-VTSP-3-1	18 JUL 19
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2-VTSP-8-16	18 JUL 19
2-VTSP-8-18	18 JUL 19
2-VTSP-8-19	18 JUL 19
2-VTSP-8-20	18 JUL 19
2-VTSP-8-21	18 JUL 19

BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT

2-VTBS-1-1	12 SEP 19
2-VTBS-1-2	5 DEC 19
2-VTBS-1-3	5 DEC 19
2-VTBS-1-4	23 APR 20
2-VTBS-1-5	23 APR 20
2-VTBS-1-6	23 APR 20
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2-VTBS-1-8	23 APR 20
2-VTBS-1-9	23 APR 20
2-VTBS-1-10	23 APR 20
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2-VTBS-1-16	23 APR 20
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2-VTBS-1-57	23 APR 20
2-VTBS-1-58	23 APR 20
2-VTBS-1-59	15 AUG 19
2-VTBS-1-60	15 AUG 19
2-VTBS-1-61	15 AUG 19
2-VTBS-1-62	15 AUG 19
2-VTBS-1-63	23 APR 20
2-VTBS-1-64	23 APR 20
2-VTBS-1-65	23 APR 20
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2-VTBS-1-69	23 APR 20
2-VTBS-1-70	23 APR 20
2-VTBS-1-71	23 APR 20
2-VTBS-2-1	18 JUL 19
2-VTBS-2-3	23 APR 20
2-VTBS-2-4	23 APR 20
2-VTBS-2-5	23 APR 20
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2-VTBS-6-15	18 JUL 19
2-VTBS-6-16	18 JUL 19

Page	Date
2-VTBS-6-17	18 JUL 19
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2-VTBS-8-35	18 JUL 19
2-VTBS-8-36	18 JUL 19
2-VTBS-9-1	18 JUL 19

RAYONG / U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT

2-VTBU-1-1	12 SEP 19
2-VTBU-1-2	12 SEP 19
2-VTBU-1-3	12 SEP 19
2-VTBU-1-4	12 SEP 19
2-VTBU-1-5	12 SEP 19
2-VTBU-1-6	12 SEP 19
2-VTBU-1-7	12 SEP 19
2-VTBU-1-8	12 SEP 19
2-VTBU-1-9	12 SEP 19
2-VTBU-1-10	12 SEP 19
2-VTBU-2-1	15 AUG 19
2-VTBU-2-3	18 JUL 19
2-VTBU-2-4	18 JUL 19
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2-VTBU-8-7	18 JUL 19
2-VTBU-8-8	18 JUL 19
2-VTBU-8-9	18 JUL 19
2-VTBU-8-10	18 JUL 19
2-VTBU-8-11	18 JUL 19
2-VTBU-8-12	18 JUL 19

SONGKHLA / HAT YAI INTERNATIONAL AIRPORT

2-VTSS-1-1	12 SEP 19
2-VTSS-1-2	12 SEP 19
2-VTSS-1-3	7 NOV 19
2-VTSS-1-4	26 MAR 20
2-VTSS-1-5	12 SEP 19
2-VTSS-1-6	12 SEP 19
2-VTSS-1-7	23 APR 20
2-VTSS-1-8	7 NOV 19
2-VTSS-1-9	12 SEP 19
2-VTSS-1-10	12 SEP 19
2-VTSS-1-11	12 SEP 19
2-VTSS-1-12	12 SEP 19
2-VTSS-1-13	12 SEP 19
2-VTSS-1-14	7 NOV 19
2-VTSS-1-15	7 NOV 19
2-VTSS-1-16	7 NOV 19
2-VTSS-1-17	7 NOV 19
2-VTSS-1-18	7 NOV 19
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2-VTSS-2-3	7 NOV 19
2-VTSS-2-5	7 NOV 19
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2-VTSS-8-5	18 JUL 19
2-VTSS-8-7	18 JUL 19
2-VTSS-8-9	18 JUL 19
2-VTSS-8-10	18 JUL 19
2-VTSS-8-11	18 JUL 19
2-VTSS-8-12	18 JUL 19

BURIRAM / BURI RAM AIRPORT

2-VTUO-1-1	10 OCT 19
2-VTUO-1-2	10 OCT 19
2-VTUO-1-3	26 MAR 20
2-VTUO-1-4	18 JUL 19
2-VTUO-1-5	10 OCT 19
2-VTUO-1-6	18 JUL 19
2-VTUO-1-7	18 JUL 19
2-VTUO-1-8	10 OCT 19
2-VTUO-1-9	18 JUL 19
2-VTUO-2-1	18 JUL 19
2-VTUO-8-1	18 JUL 19
2-VTUO-8-3	18 JUL 19
2-VTUO-8-4	18 JUL 19
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2-VTUO-8-6	18 JUL 19
2-VTUO-8-7	18 JUL 19
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2-VTUO-8-9	18 JUL 19
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2-VTUO-8-11	18 JUL 19
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2-VTUO-8-13	18 JUL 19
2-VTUO-8-14	18 JUL 19
2-VTUO-8-15	18 JUL 19
2-VTUO-8-17	18 JUL 19
2-VTUO-8-18	18 JUL 19
2-VTUO-8-19	18 JUL 19

CHUMPHON / CHUMPHON AIRPORT

2-VTSE-1-1	12 SEP 19
2-VTSE-1-2	12 SEP 19
2-VTSE-1-3	26 MAR 20
2-VTSE-1-4	12 SEP 19
2-VTSE-1-5	23 APR 20
2-VTSE-1-6	23 APR 20
2-VTSE-1-7	23 APR 20
2-VTSE-2-1	18 JUL 19
2-VTSE-8-1	18 JUL 19
2-VTSE-8-3	18 JUL 19
2-VTSE-8-5	18 JUL 19
2-VTSE-8-6	18 JUL 19
2-VTSE-8-7	18 JUL 19
2-VTSE-8-8	18 JUL 19
2-VTSE-8-9	18 JUL 19
2-VTSE-8-10	18 JUL 19
2-VTSE-8-11	18 JUL 19
2-VTSE-8-12	18 JUL 19
2-VTSE-8-13	18 JUL 19
2-VTSE-8-15	18 JUL 19
2-VTSE-8-16	18 JUL 19
2-VTSE-8-17	18 JUL 19
2-VTSE-8-18	18 JUL 19

KHON KAEN / KHON KAEN AIRPORT

2-VTUK-1-1	12 SEP 19
2-VTUK-1-2	12 SEP 19
2-VTUK-1-3	26 MAR 20
2-VTUK-1-4	12 SEP 19
2-VTUK-1-5	27 FEB 20
2-VTUK-1-6	27 FEB 20
2-VTUK-2-1	18 JUL 19

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2-VTUK-2-3	18 JUL 19
2-VTUK-6-1	18 JUL 19
2-VTUK-6-2	18 JUL 19
2-VTUK-6-3	18 JUL 19
2-VTUK-6-4	18 JUL 19
2-VTUK-8-1	18 JUL 19
2-VTUK-8-3	18 JUL 19
2-VTUK-8-5	18 JUL 19
2-VTUK-8-6	18 JUL 19
2-VTUK-8-7	18 JUL 19
2-VTUK-8-8	18 JUL 19
2-VTUK-8-9	18 JUL 19
2-VTUK-8-10	18 JUL 19
2-VTUK-8-11	18 JUL 19
2-VTUK-8-12	18 JUL 19
2-VTUK-8-13	18 JUL 19
2-VTUK-8-14	18 JUL 19
2-VTUK-8-15	18 JUL 19
2-VTUK-8-16	18 JUL 19
2-VTUK-9-1	27 FEB 20
2-VTUK-9-2	27 FEB 20
2-VTUK-9-3	27 FEB 20
2-VTUK-9-4	27 FEB 20
2-VTUK-9-5	27 FEB 20
2-VTUK-9-6	27 FEB 20
2-VTUK-9-7	27 FEB 20
2-VTUK-9-8	27 FEB 20
2-VTUK-9-9	27 FEB 20
2-VTUK-9-10	27 FEB 20
2-VTUK-9-11	27 FEB 20
2-VTUK-9-12	27 FEB 20

KRABI / KRABI AIRPORT

2-VTSG-1-1	18 JUL 19
2-VTSG-1-2	10 OCT 19
2-VTSG-1-3	26 MAR 20
2-VTSG-1-4	18 JUL 19
2-VTSG-1-5	18 JUL 19
2-VTSG-1-6	23 APR 20
2-VTSG-1-7	23 APR 20
2-VTSG-1-8	18 JUL 19
2-VTSG-1-9	18 JUL 19
2-VTSG-1-10	18 JUL 19
2-VTSG-2-1	18 JUL 19
2-VTSG-6-1	18 JUL 19
2-VTSG-6-3	18 JUL 19
2-VTSG-6-5	18 JUL 19
2-VTSG-6-6	18 JUL 19
2-VTSG-6-7	18 JUL 19
2-VTSG-6-8	18 JUL 19
2-VTSG-6-9	18 JUL 19
2-VTSG-7-1	18 JUL 19
2-VTSG-7-2	18 JUL 19
2-VTSG-8-1	18 JUL 19
2-VTSG-8-2	18 JUL 19
2-VTSG-8-3	18 JUL 19
2-VTSG-8-4	18 JUL 19
2-VTSG-8-5	18 JUL 19
2-VTSG-8-6	18 JUL 19
2-VTSG-8-7	18 JUL 19
2-VTSG-8-8	18 JUL 19

LAMPANG / LAMPANG AIRPORT

2-VTCL-1-1	12 SEP 19
2-VTCL-1-2	12 SEP 19
2-VTCL-1-3	26 MAR 20
2-VTCL-1-4	12 SEP 19
2-VTCL-1-5	12 SEP 19
2-VTCL-1-6	12 SEP 19
2-VTCL-2-1	18 JUL 19
2-VTCL-6-1	18 JUL 19
2-VTCL-6-3	18 JUL 19
2-VTCL-6-5	18 JUL 19
2-VTCL-6-6	18 JUL 19
2-VTCL-6-7	18 JUL 19
2-VTCL-6-8	18 JUL 19
2-VTCL-8-1	18 JUL 19
2-VTCL-8-2	18 JUL 19
2-VTCL-8-3	18 JUL 19
2-VTCL-8-4	18 JUL 19
2-VTCL-8-5	18 JUL 19
2-VTCL-8-6	18 JUL 19
2-VTCL-8-7	18 JUL 19
2-VTCL-8-8	18 JUL 19
2-VTCL-8-9	18 JUL 19
2-VTCL-8-10	18 JUL 19
2-VTCL-8-11	18 JUL 19
2-VTCL-8-12	18 JUL 19

LOEI / LOEI AIRPORT

2-VTUL-1-1	18 JUL 19
2-VTUL-1-2	18 JUL 19
2-VTUL-1-3	26 MAR 20
2-VTUL-1-4	18 JUL 19
2-VTUL-1-5	10 OCT 19
2-VTUL-1-6	10 OCT 19
2-VTUL-1-7	10 OCT 19
2-VTUL-1-8	10 OCT 19
2-VTUL-2-1	18 JUL 19
2-VTUL-8-1	18 JUL 19
2-VTUL-8-2	18 JUL 19
2-VTUL-8-3	18 JUL 19
2-VTUL-8-4	18 JUL 19
2-VTUL-8-5	18 JUL 19

LOP BURI / KHOK KATHIAM AIRPORT

2-VTBL-1-1	12 SEP 19
2-VTBL-1-2	12 SEP 19
2-VTBL-1-3	12 SEP 19
2-VTBL-1-4	12 SEP 19
2-VTBL-1-5	12 SEP 19
2-VTBL-1-6	12 SEP 19
2-VTBL-1-7	12 SEP 19
2-VTBL-1-8	12 SEP 19
2-VTBL-1-9	12 SEP 19
2-VTBL-1-10	12 SEP 19

MAE HONG SON / MAE HONG SON AIRPORT

2-VTCH-1-1	10 OCT 19
2-VTCH-1-2	18 JUL 19
2-VTCH-1-3	26 MAR 20
2-VTCH-1-4	18 JUL 19
2-VTCH-1-5	18 JUL 19
2-VTCH-1-6	23 APR 20
2-VTCH-2-1	18 JUL 19
2-VTCH-6-1	23 APR 20
2-VTCH-6-2	23 APR 20
2-VTCH-8-1	18 JUL 19
2-VTCH-8-3	23 APR 20
2-VTCH-8-4	23 APR 20

MAE HONG SON / PAI AIRPORT

2-VTCI-1-1	12 SEP 19
2-VTCI-1-2	12 SEP 19
2-VTCI-1-3	12 SEP 19
2-VTCI-1-4	12 SEP 19
2-VTCI-1-5	12 SEP 19
2-VTCI-1-6	12 SEP 19
2-VTCI-2-1	18 JUL 19

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NAKHON PATHOM/KAMPHAENG SAEN AIRPORT

2-VTBK-1-1	12 SEP 19
2-VTBK-1-2	12 SEP 19
2-VTBK-1-3	12 SEP 19
2-VTBK-1-4	12 SEP 19
2-VTBK-1-5	12 SEP 19
2-VTBK-1-6	12 SEP 19

NAKHON PHANOM / NAKHON PHANOM AIRPORT

2-VTUW-1-1	12 SEP 19
2-VTUW-1-2	12 SEP 19
2-VTUW-1-3	26 MAR 20
2-VTUW-1-4	12 SEP 19
2-VTUW-1-5	12 SEP 19
2-VTUW-1-6	12 SEP 19
2-VTUW-1-7	12 SEP 19
2-VTUW-1-8	12 SEP 19
2-VTUW-2-1	18 JUL 19
2-VTUW-8-1	18 JUL 19
2-VTUW-8-2	18 JUL 19
2-VTUW-8-3	18 JUL 19
2-VTUW-8-4	18 JUL 19
2-VTUW-8-5	18 JUL 19
2-VTUW-8-6	18 JUL 19
2-VTUW-8-7	18 JUL 19
2-VTUW-8-8	18 JUL 19
2-VTUW-8-9	18 JUL 19
2-VTUW-8-10	18 JUL 19

NAKHON RATCHASIMA / NAKHON RATCHASIMA AIRPORT

2-VTUQ-1-1	12 SEP 19
2-VTUQ-1-2	12 SEP 19
2-VTUQ-1-3	26 MAR 20
2-VTUQ-1-4	12 SEP 19
2-VTUQ-1-5	12 SEP 19
2-VTUQ-1-6	12 SEP 19
2-VTUQ-2-1	18 JUL 19
2-VTUQ-6-1	18 JUL 19
2-VTUQ-6-3	18 JUL 19
2-VTUQ-6-5	18 JUL 19
2-VTUQ-6-7	18 JUL 19
2-VTUQ-6-9	18 JUL 19
2-VTUQ-8-1	18 JUL 19
2-VTUQ-8-3	18 JUL 19
2-VTUQ-8-5	18 JUL 19
2-VTUQ-8-7	18 JUL 19
2-VTUQ-8-9	18 JUL 19
2-VTUQ-8-10	18 JUL 19
2-VTUQ-8-11	18 JUL 19
2-VTUQ-8-12	18 JUL 19

NAKHON RATCHASIMA / KHORAT AIRPORT

2-VTUN-1-1	12 SEP 19
2-VTUN-1-2	12 SEP 19
2-VTUN-1-3	12 SEP 19
2-VTUN-1-4	12 SEP 19
2-VTUN-1-5	12 SEP 19
2-VTUN-1-6	12 SEP 19
2-VTUN-1-7	23 APR 20
2-VTUN-2-1	18 JUL 19
2-VTUN-8-1	23 APR 20
2-VTUN-8-2	23 APR 20

NAKHON SAWAN /NAKHON SAWAN AIRPORT

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2-VTPN-1-1	12 SEP 19
2-VTPN-1-2	12 SEP 19
2-VTPN-1-3	12 SEP 19
2-VTPN-1-4	12 SEP 19
2-VTPN-1-5	12 SEP 19

NAKHON SAWAN/TAKHLI AIRPORT

2-VTPI-1-1	12 SEP 19
2-VTPI-1-2	2 JAN 20
2-VTPI-1-3	12 SEP 19
2-VTPI-1-4	12 SEP 19
2-VTPI-1-5	12 SEP 19
2-VTPI-1-6	7 NOV 19
2-VTPI-2-1	18 JUL 19
2-VTPI-8-1	7 NOV 19
2-VTPI-8-2	7 NOV 19
2-VTPI-8-3	7 NOV 19
2-VTPI-8-5	7 NOV 19
2-VTPI-8-6	7 NOV 19
2-VTPI-8-7	5 DEC 19
2-VTPI-8-8	7 NOV 19
2-VTPI-8-9	5 DEC 19
2-VTPI-8-10	5 DEC 19

NAKHON SI THAMMARAT / NAKHON SI THAMMARAT AIRPORT

2-VTSF-1-1	12 SEP 19
2-VTSF-1-2	12 SEP 19
2-VTSF-1-3	26 MAR 20
2-VTSF-1-4	12 SEP 19
2-VTSF-1-5	12 SEP 19
2-VTSF-1-6	12 SEP 19
2-VTSF-1-7	12 SEP 19
2-VTSF-1-8	12 SEP 19
2-VTSF-1-9	12 SEP 19
2-VTSF-2-1	18 JUL 19
2-VTSF-6-1	18 JUL 19
2-VTSF-6-2	18 JUL 19
2-VTSF-6-3	18 JUL 19
2-VTSF-6-4	18 JUL 19
2-VTSF-8-1	18 JUL 19
2-VTSF-8-2	18 JUL 19
2-VTSF-8-3	18 JUL 19
2-VTSF-8-4	18 JUL 19
2-VTSF-8-5	18 JUL 19
2-VTSF-8-6	18 JUL 19
2-VTSF-8-7	18 JUL 19
2-VTSF-8-8	18 JUL 19
2-VTSF-8-9	18 JUL 19
2-VTSF-8-10	18 JUL 19
2-VTSF-8-11	18 JUL 19
2-VTSF-8-12	18 JUL 19
2-VTSF-8-13	18 JUL 19
2-VTSF-8-14	18 JUL 19

NAKHON SI THAMMARAT / CHA - IAN AIRPORT

2-VTSN-1-1	18 JUL 19
2-VTSN-1-2	18 JUL 19
2-VTSN-1-3	18 JUL 19
2-VTSN-1-4	18 JUL 19
2-VTSN-1-5	18 JUL 19

NAN / NAN NAKHON AIRPORT

2-VTCN-1-1	12 SEP 19
2-VTCN-1-2	12 SEP 19
2-VTCN-1-3	26 MAR 20
2-VTCN-1-4	12 SEP 19
2-VTCN-1-5	12 SEP 19
2-VTCN-1-6	12 SEP 19
2-VTCN-1-7	12 SEP 19
2-VTCN-1-8	12 SEP 19
2-VTCN-1-9	12 SEP 19
2-VTCN-2-1	18 JUL 19
2-VTCN-8-1	18 JUL 19
2-VTCN-8-2	18 JUL 19
2-VTCN-8-3	18 JUL 19
2-VTCN-8-4	18 JUL 19
2-VTCN-8-5	18 JUL 19
2-VTCN-8-6	18 JUL 19
2-VTCN-8-7	18 JUL 19
2-VTCN-8-8	18 JUL 19
2-VTCN-8-9	18 JUL 19
2-VTCN-8-10	18 JUL 19
2-VTCN-8-11	18 JUL 19
2-VTCN-8-12	18 JUL 19
2-VTCN-8-13	18 JUL 19
2-VTCN-8-15	18 JUL 19
2-VTCN-8-16	18 JUL 19
2-VTCN-8-17	18 JUL 19
2-VTCN-8-18	18 JUL 19

NARATHIWAT / NARATHIWAT AIRPORT

2-VTSC-1-1	18 JUL 19
2-VTSC-1-2	18 JUL 19
2-VTSC-1-3	26 MAR 20
2-VTSC-1-4	18 JUL 19
2-VTSC-1-5	2 JAN 20
2-VTSC-1-6	18 JUL 19
2-VTSC-1-7	18 JUL 19
2-VTSC-2-1	18 JUL 19
2-VTSC-8-1	18 JUL 19
2-VTSC-8-2	18 JUL 19
2-VTSC-8-3	18 JUL 19
2-VTSC-8-4	18 JUL 19
2-VTSC-8-5	18 JUL 19
2-VTSC-8-6	18 JUL 19
2-VTSC-8-7	18 JUL 19
2-VTSC-8-8	18 JUL 19
2-VTSC-8-9	18 JUL 19
2-VTSC-8-10	18 JUL 19

PATTANI / PATTANI AIRPORT

2-VTSK-1-1	12 SEP 19
2-VTSK-1-2	12 SEP 19
2-VTSK-1-3	12 SEP 19
2-VTSK-1-4	12 SEP 19
2-VTSK-1-5	12 SEP 19
2-VTSK-1-6	12 SEP 19
2-VTSK-2-1	18 JUL 19
2-VTSK-8-1	18 JUL 19
2-VTSK-8-3	18 JUL 19
2-VTSK-8-5	18 JUL 19
2-VTSK-8-6	18 JUL 19
2-VTSK-8-7	18 JUL 19
2-VTSK-8-8	18 JUL 19

YALA/BETONG AIRPORT

2-VTSY-1-1	**21 MAY 20**
2-VTSY-1-2	**21 MAY 20**
2-VTSY-1-3	**21 MAY 20**
2-VTSY-1-4	**21 MAY 20**
2-VTSY-1-5	**21 MAY 20**
2-VTSY-1-6	**21 MAY 20**
2-VTSY-1-7	**21 MAY 20**

PHETCHABUN / PHETCHABUN AIRPORT

2-VTPB-1-1	12 SEP 19
2-VTPB-1-2	12 SEP 19
2-VTPB-1-3	26 MAR 20
2-VTPB-1-4	12 SEP 19
2-VTPB-1-5	12 SEP 19
2-VTPB-1-6	12 SEP 19
2-VTPB-2-1	18 JUL 19
2-VTPB-8-1	18 JUL 19
2-VTPB-8-3	18 JUL 19
2-VTPB-8-4	18 JUL 19
2-VTPB-8-5	18 JUL 19
2-VTPB-8-6	18 JUL 19
2-VTPB-8-7	18 JUL 19
2-VTPB-8-8	18 JUL 19
2-VTPB-8-9	18 JUL 19
2-VTPB-8-10	18 JUL 19

PHITSANULOK / PHITSANULOK AIRPORT

2-VTPP-1-1	12 SEP 19
2-VTPP-1-2	12 SEP 19
2-VTPP-1-3	26 MAR 20
2-VTPP-1-4	12 SEP 19
2-VTPP-1-5	12 SEP 19
2-VTPP-1-6	12 SEP 19
2-VTPP-1-7	12 SEP 19
2-VTPP-1-8	12 SEP 19
2-VTPP-1-9	12 SEP 19
2-VTPP-1-10	12 SEP 19
2-VTPP-1-11	12 SEP 19
2-VTPP-1-12	12 SEP 19
2-VTPP-1-13	12 SEP 19
2-VTPP-2-1	18 JUL 19
2-VTPP-6-1	18 JUL 19
2-VTPP-6-3	18 JUL 19
2-VTPP-6-5	18 JUL 19
2-VTPP-6-6	18 JUL 19
2-VTPP-6-7	18 JUL 19
2-VTPP-8-1	18 JUL 19
2-VTPP-8-3	18 JUL 19
2-VTPP-8-5	18 JUL 19
2-VTPP-8-6	18 JUL 19
2-VTPP-8-7	18 JUL 19
2-VTPP-8-8	18 JUL 19
2-VTPP-8-9	18 JUL 19
2-VTPP-8-10	18 JUL 19
2-VTPP-8-11	18 JUL 19
2-VTPP-8-12	18 JUL 19
2-VTPP-8-13	18 JUL 19
2-VTPP-8-14	18 JUL 19

PHRAE / PHRAE AIRPORT

2-VTCP-1-1	12 SEP 19
2-VTCP-1-2	12 SEP 19
2-VTCP-1-3	26 MAR 20
2-VTCP-1-4	26 MAR 20
2-VTCP-1-5	12 SEP 19
2-VTCP-1-6	26 MAR 20
2-VTCP-2-1	26 MAR 20
2-VTCP-8-1	18 JUL 19
2-VTCP-8-2	18 JUL 19

PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT

2-VTBP-1-1	12 SEP 19
2-VTBP-1-2	12 SEP 19
2-VTBP-1-3	12 SEP 19
2-VTBP-1-4	12 SEP 19
2-VTBP-1-5	12 SEP 19
2-VTBP-1-6	12 SEP 19

PRACHUAP KHIRI KHAN / HUA HIN AIRPORT

2-VTPH-1-1	12 SEP 19

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2-VTPH-1-2	12 SEP 19
2-VTPH-1-3	26 MAR 20
2-VTPH-1-4	12 SEP 19
2-VTPH-1-5	12 SEP 19
2-VTPH-1-6	12 SEP 19
2-VTPH-1-7	12 SEP 19
2-VTPH-1-8	26 MAR 20
2-VTPH-2-1	18 JUL 19
2-VTPH-8-1	26 MAR 20
2-VTPH-8-3	26 MAR 20
2-VTPH-8-4	18 JUL 19
2-VTPH-8-5	26 MAR 20
2-VTPH-8-6	18 JUL 19
2-VTPH-9-1	27 FEB 20
2-VTPH-9-2	27 FEB 20
2-VTPH-9-3	27 FEB 20
2-VTPH-9-4	27 FEB 20
2-VTPH-9-5	27 FEB 20
2-VTPH-9-6	27 FEB 20
2-VTPH-9-7	27 FEB 20
2-VTPH-9-8	27 FEB 20
2-VTPH-9-9	27 FEB 20
2-VTPH-9-10	27 FEB 20
2-VTPH-9-11	27 FEB 20
2-VTPH-9-12	27 FEB 20

RANONG / RANONG AIRPORT

2-VTSR-1-1	12 SEP 19
2-VTSR-1-2	12 SEP 19
2-VTSR-1-3	26 MAR 20
2-VTSR-1-4	12 SEP 19
2-VTSR-1-5	12 SEP 19
2-VTSR-1-6	12 SEP 19
2-VTSR-2-1	18 JUL 19
2-VTSR-6-1	18 JUL 19
2-VTSR-6-2	18 JUL 19
2-VTSR-6-3	18 JUL 19
2-VTSR-6-4	18 JUL 19
2-VTSR-6-5	18 JUL 19
2-VTSR-6-6	18 JUL 19
2-VTSR-6-7	18 JUL 19
2-VTSR-6-8	18 JUL 19
2-VTSR-8-1	18 JUL 19
2-VTSR-8-2	18 JUL 19
2-VTSR-8-3	18 JUL 19
2-VTSR-8-4	18 JUL 19
2-VTSR-8-5	18 JUL 19
2-VTSR-8-6	18 JUL 19
2-VTSR-8-7	18 JUL 19
2-VTSR-8-8	18 JUL 19

ROI ET / ROI ET AIRPORT

2-VTUV-1-1	26 MAR 20
2-VTUV-1-2	26 MAR 20
2-VTUV-1-3	26 MAR 20
2-VTUV-1-4	26 MAR 20
2-VTUV-1-5	12 SEP 19
2-VTUV-1-6	26 MAR 20
2-VTUV-2-1	26 MAR 20
2-VTUV-8-1	18 JUL 19
2-VTUV-8-3	18 JUL 19

SA KAEO / WATTHANA NAKHON AIRPORT

2-VTBW-1-1	12 SEP 19
2-VTBW-1-2	12 SEP 19
2-VTBW-1-3	12 SEP 19
2-VTBW-1-4	12 SEP 19
2-VTBW-1-5	12 SEP 19

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SAKON NAKHON / SAKON NAKHON AIRPORT

2-VTUI-1-1	26 MAR 20
2-VTUI-1-2	26 MAR 20
2-VTUI-1-3	26 MAR 20
2-VTUI-1-4	26 MAR 20
2-VTUI-1-5	12 SEP 19
2-VTUI-1-6	12 SEP 19
2-VTUI-1-7	26 MAR 20
2-VTUI-2-1	26 MAR 20
2-VTUI-8-1	18 JUL 19
2-VTUI-8-2	18 JUL 19
2-VTUI-8-3	18 JUL 19
2-VTUI-8-4	18 JUL 19
2-VTUI-8-5	18 JUL 19
2-VTUI-8-6	18 JUL 19
2-VTUI-8-7	18 JUL 19
2-VTUI-8-8	18 JUL 19
2-VTUI-8-9	18 JUL 19
2-VTUI-8-10	18 JUL 19
2-VTUI-8-11	18 JUL 19
2-VTUI-8-12	18 JUL 19

SONGKHLA / SONGKHLA AIRPORT

2-VTSH-1-1	12 SEP 19
2-VTSH-1-2	12 SEP 19
2-VTSH-1-3	12 SEP 19
2-VTSH-1-4	12 SEP 19
2-VTSH-1-5	12 SEP 19
2-VTSH-2-1	18 JUL 19

SUKHOTHAI / SUKHOTHAI AIRPORT

2-VTPO-1-1	12 SEP 19
2-VTPO-1-2	12 SEP 19
2-VTPO-1-3	26 MAR 20
2-VTPO-1-4	12 SEP 19
2-VTPO-1-5	12 SEP 19
2-VTPO-1-6	12 SEP 19
2-VTPO-1-7	12 SEP 19
2-VTPO-1-8	12 SEP 19
2-VTPO-1-9	12 SEP 19
2-VTPO-2-1	18 JUL 19
2-VTPO-2-3	18 JUL 19
2-VTPO-3-1	18 JUL 19
2-VTPO-6-1	18 JUL 19
2-VTPO-6-2	18 JUL 19
2-VTPO-6-3	18 JUL 19
2-VTPO-6-4	18 JUL 19
2-VTPO-8-1	18 JUL 19
2-VTPO-8-3	18 JUL 19
2-VTPO-8-4	18 JUL 19
2-VTPO-8-5	18 JUL 19
2-VTPO-8-7	18 JUL 19
2-VTPO-8-8	18 JUL 19
2-VTPO-8-9	18 JUL 19
2-VTPO-8-10	18 JUL 19

SURAT THANI / SURAT THANI AIRPORT

2-VTSB-1-1	18 JUL 19
2-VTSB-1-2	18 JUL 19
2-VTSB-1-3	26 MAR 20
2-VTSB-1-4	18 JUL 19
2-VTSB-1-5	18 JUL 19
2-VTSB-1-6	18 JUL 19
2-VTSB-1-7	18 JUL 19
2-VTSB-1-8	18 JUL 19
2-VTSB-1-9	18 JUL 19
2-VTSB-1-10	30 JAN 20
2-VTSB-2-1	18 JUL 19

Page	Date
2-VTSB-6-1	18 JUL 19
2-VTSB-6-2	18 JUL 19
2-VTSB-6-3	18 JUL 19
2-VTSB-6-5	30 JAN 20
2-VTSB-6-6	18 JUL 19
2-VTSB-6-7	18 JUL 19
2-VTSB-6-8	18 JUL 19
2-VTSB-7-1	18 JUL 19
2-VTSB-7-2	18 JUL 19
2-VTSB-7-3	18 JUL 19
2-VTSB-7-5	18 JUL 19
2-VTSB-7-6	18 JUL 19
2-VTSB-7-7	18 JUL 19
2-VTSB-7-8	18 JUL 19
2-VTSB-8-1	18 JUL 19
2-VTSB-8-2	18 JUL 19
2-VTSB-8-3	18 JUL 19
2-VTSB-8-4	18 JUL 19
2-VTSB-8-5	18 JUL 19
2-VTSB-8-6	18 JUL 19
2-VTSB-8-7	18 JUL 19
2-VTSB-8-8	18 JUL 19
2-VTSB-8-9	18 JUL 19
2-VTSB-8-11	18 JUL 19
2-VTSB-8-12	18 JUL 19
2-VTSB-8-13	18 JUL 19
2-VTSB-8-14	18 JUL 19

SURAT THANI / SAMUI AIRPORT

2-VTSM-1-1	12 SEP 19
2-VTSM-1-2	12 SEP 19
2-VTSM-1-3	12 SEP 19
2-VTSM-1-4	26 MAR 20
2-VTSM-1-5	12 SEP 19
2-VTSM-1-6	12 SEP 19
2-VTSM-1-7	12 SEP 19
2-VTSM-1-8	12 SEP 19
2-VTSM-1-9	12 SEP 19
2-VTSM-1-10	12 SEP 19
2-VTSM-1-11	12 SEP 19
2-VTSM-1-12	12 SEP 19
2-VTSM-2-1	18 JUL 19
2-VTSM-2-3	18 JUL 19
2-VTSM-2-5	18 JUL 19
2-VTSM-3-1	18 JUL 19
2-VTSM-8-1	18 JUL 19
2-VTSM-8-2	18 JUL 19
2-VTSM-8-3	18 JUL 19
2-VTSM-8-4	18 JUL 19
2-VTSM-8-5	18 JUL 19
2-VTSM-8-6	18 JUL 19
2-VTSM-8-7	18 JUL 19
2-VTSM-8-8	18 JUL 19
2-VTSM-8-9	18 JUL 19
2-VTSM-8-10	18 JUL 19
2-VTSM-8-11	18 JUL 19
2-VTSM-8-12	18 JUL 19
2-VTSM-8-13	18 JUL 19
2-VTSM-8-14	18 JUL 19
2-VTSM-8-15	18 JUL 19
2-VTSM-8-16	18 JUL 19
2-VTSM-8-17	18 JUL 19
2-VTSM-8-18	18 JUL 19
2-VTSM-8-19	18 JUL 19
2-VTSM-8-20	18 JUL 19

TAK / TAK AIRPORT

2-VTPT-1-1	12 SEP 19
2-VTPT-1-2	12 SEP 19
2-VTPT-1-3	26 MAR 20
2-VTPT-1-4	12 SEP 19

Page	Date
2-VTPT-1-5	12 SEP 19
2-VTPT-1-6	12 SEP 19
2-VTPT-2-1	18 JUL 19

TAK / MAE SOT AIRPORT

2-VTPM-1-1	18 JUL 19
2-VTPM-1-2	27 FEB 20
2-VTPM-1-3	27 FEB 20
2-VTPM-1-4	26 MAR 20
2-VTPM-1-5	27 FEB 20
2-VTPM-1-6	27 FEB 20
2-VTPM-1-7	27 FEB 20
2-VTPM-2-1	27 FEB 20
2-VTPM-6-1	12 SEP 19
2-VTPM-6-2	12 SEP 19
2-VTPM-8-1	12 SEP 19
2-VTPM-8-2	12 SEP 19
2-VTPM-8-3	12 SEP 19
2-VTPM-8-4	12 SEP 19

TRANG / TRANG AIRPORT

2-VTST-1-1	12 SEP 19
2-VTST-1-2	12 SEP 19
2-VTST-1-3	26 MAR 20
2-VTST-1-4	12 SEP 19
2-VTST-1-5	12 SEP 19
2-VTST-1-6	12 SEP 19
2-VTST-1-7	12 SEP 19
2-VTST-1-8	12 SEP 19
2-VTST-2-1	18 JUL 19
2-VTST-8-1	18 JUL 19
2-VTST-8-2	18 JUL 19
2-VTST-8-3	18 JUL 19
2-VTST-8-4	18 JUL 19
2-VTST-8-5	18 JUL 19
2-VTST-8-6	18 JUL 19

TRAT (KHAO SMING) / TRAT AIRPORT

2-VTBO-1-1	12 SEP 19
2-VTBO-1-2	12 SEP 19
2-VTBO-1-3	26 MAR 20
2-VTBO-1-4	12 SEP 19
2-VTBO-1-5	12 SEP 19
2-VTBO-1-6	7 NOV 19
2-VTBO-2-1	18 JUL 19
2-VTBO-8-1	18 JUL 19
2-VTBO-8-2	18 JUL 19

UBON RATCHATHANI / UBON RATCHATHANI AIRPORT

2-VTUU-1-1	18 JUL 19
2-VTUU-1-2	18 JUL 19
2-VTUU-1-3	18 JUL 19
2-VTUU-1-4	18 JUL 19
2-VTUU-1-5	18 JUL 19
2-VTUU-1-6	26 MAR 20
2-VTUU-1-7	27 FEB 20
2-VTUU-1-8	10 OCT 19
2-VTUU-1-9	10 OCT 19
2-VTUU-1-10	18 JUL 19
2-VTUU-1-11	18 JUL 19
2-VTUU-1-12	18 JUL 19
2-VTUU-1-13	10 OCT 19
2-VTUU-2-1	18 JUL 19
2-VTUU-6-1	18 JUL 19
2-VTUU-6-3	18 JUL 19
2-VTUU-6-5	18 JUL 19
2-VTUU-6-6	18 JUL 19
2-VTUU-6-7	18 JUL 19
2-VTUU-6-8	18 JUL 19
2-VTUU-8-1	18 JUL 19

Page	Date
2-VTUU-8-2	18 JUL 19
2-VTUU-8-3	18 JUL 19
2-VTUU-8-4	18 JUL 19
2-VTUU-8-5	18 JUL 19
2-VTUU-8-6	18 JUL 19
2-VTUU-8-7	18 JUL 19
2-VTUU-8-8	18 JUL 19
2-VTUU-8-9	18 JUL 19
2-VTUU-8-10	18 JUL 19

UDON THANI / UDON THANI AIRPORT

2-VTUD-1-1	12 SEP 19
2-VTUD-1-2	12 SEP 19
2-VTUD-1-3	26 MAR 20
2-VTUD-1-4	12 SEP 19
2-VTUD-1-5	12 SEP 19
2-VTUD-1-6	12 SEP 19
2-VTUD-1-7	12 SEP 19
2-VTUD-2-1	18 JUL 19
2-VTUD-8-1	18 JUL 19
2-VTUD-8-2	18 JUL 19
2-VTUD-8-3	18 JUL 19
2-VTUD-8-4	18 JUL 19
2-VTUD-8-5	18 JUL 19
2-VTUD-8-6	18 JUL 19
2-VTUD-8-7	18 JUL 19
2-VTUD-8-8	18 JUL 19
2-VTUD-8-9	18 JUL 19
2-VTUD-8-10	18 JUL 19
2-VTUD-8-11	18 JUL 19
2-VTUD-8-12	18 JUL 19
2-VTUD-8-13	18 JUL 19
2-VTUD-8-14	18 JUL 19

1. ENCODE		2. DECODE	
Location	**Indicator**	**Indicator**	**Location**
Satun	VTSA	VTSS	Songkhla / Hat Yai International Airport
Songkhla	VTSH	VTST	Trang
Songkhla / Hat Yai International Airport	VTSS	VTSY	Yala/ Betong
Sukhothai	VTPO	VTUD	Udon Thani
Surat Thani	VTSB	VTUI	Sakon Nakhon/ Ban Khai
Surat Thani/ Samui	VTSM	VTUK	Khon Kaen
Tak	VTPT	VTUL	Loei
Tak/ Mae Sot	VTPM	VTUN	Nakhon Ratchasima / Khorat
Tak/ Khuan Phumiphon	VTPY	VTUO	Buri Ram Airport
Trang	VTST	VTUP	Nakhon Ratchasima/ Pak Chong
Trat	VTBV	VTUQ	Nakhon Ratchasima
Trat/ Khao Sming	VTBO	VTUR	Roi Et/ Rob Muang
Ubon Ratchathani	VTUU	VTUU	Ubon Ratchathani
Udon Thani	VTUD	VTUV	Roi Et
Yala/ Betong	VTSY	VTUW	Nakhon Phanom

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Standard Arrival Chart Instrument (STAR) - ICAO		**Chiang Mai**		
	1 : 700,000	RNAV(STAR) - RWY 36 - LAMUN1A VISES1A	In AIP	18 JUL 2019
	1 : 700,000	RNAV(STAR) - RWY 36 - ADLUS1A ASAVI1A ENBAT1A GOGOP1A KABMU1A MARNI1A MONLO1A PANTA1A PUMAM1A	In AIP	18 JUL 2019
Standard Arrival Chart Instrument (STAR) - ICAO		**Chiang Rai / Mae Fah Luang-Chiang Rai**		
	1 : 400,000	RNAV(STAR) - RWY 03 - PERSY 1A	In AIP	18 JUL 2019
Standard Arrival Chart Instrument (STAR) - ICAO		**Krabi**		
	1 : 600,000	RNAV RWY 32 - EMRIT1E NULMA1E TUN-RA1E	In AIP	18 JUL 2019
Standard Arrival Chart Instrument (STAR) - ICAO		**Surat Thani**		
	1 : 500,000	RNAV RWY 04 - ADLAL1B EMVEL1B ID-NAR1B IKERA1B LAMUL1B SEGRA1B TAV-AT1B TOGIM1B	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 22 - ADLAL1A EMVEL1A ID-NAR1A IKERA1A LAMUL1A SEGRA1A TAV-AT1A TOGIM1A	In AIP	18 JUL 2019
Enroute Chart - ICAO		**Enroute Chart**	In AIP	21 MAY 2020

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GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible services

The meteorological services for civil aviation are provided by the Meteorological Department of the Ministry of Digital Economy and Society:

Meteorological Department
4353 Sukhumvit Road
Bangkok 10260
Thailand
Tel: +662 399 4566-74
Fax: +662 399 4597-8
AFS: VTBBYMYX
The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 3 – Meteorological Service for International Air Navigation

Doc 7030 – Regional Supplementary Procedures

Differences to these provisions are detailed in subsection **GEN 1.7**.

2. Area of responsibility

Meteorological services are provided within Bangkok FIR.

3. Meteorological observations and reports

Table **GEN 3.5.3** Meteorological observations and reports

Name of Station / Location indicator	Type & frequency of observation/ automatic observation equipment	Type of MET report & Supplementary Information included	Observation System & Site (s)	Hours of operation	Climatological information
1	2	3	4	5	6
Bangkok/ SUVARNABHUMI International VTBS	Half hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 350 M from THR 01R, THR 01L, THR 19L and THR 19R	H24	Climatological table AVBL
Bangkok / DON MUEANG International VTBD	Half hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 390 M from THR 21R and 160 M from THR 03L	H24	Climatological table AVBL
CHIANG MAI International VTCC	Half hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 300 M from THR 18 and 402 M from THR 36	H24	Climatological table AVBL
CHIANGRAI / MAE FAH LUANG-CHIANG RAI International VTCT	Hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 436 M from THR 03 and 445 M from THR 21	H24	Climatological table AVBL
KHON KAEN VTUK	Hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 300 M from THR 03 and THR 21	H24	NIL

Name of Station / Location indicator	Type & frequency of observation/ automatic observation equipment	Type of MET report & Supplementary Information included	Observation System & Site (s)	Hours of operation	Climatological information
1	2	3	4	5	6
PHUKET International VTSP	Half hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 205 M from THR 09 and 405 M from THR 27	H24	Climatological table AVBL
SONGKHLA / HAT YAI International VTSS	Half hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 425 M from THR 08 and 399 M from THR 26	H24	Climatological table AVBL
UBON RATCHATHANI VTUU	Hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 420 M from THR 05 and 390 M from THR 23	H24	NIL

4. Types of services

Personal briefing and consultation for flight crew members are provided for all international aerodromes.

4.1 The Meteorological Office and Meteorological Watch Office at Bangkok/Suvarnabhumi International Airport operate throughout 24 hours and provide the following services for civil aviation:

a) Full meteorological documentation for current operational planning for all flights operating out of Bangkok/Suvarnabhumi International Airport, whenever possible the pilot-in-command or his representative is given personal briefing by a forecaster at the Meteorological Office, otherwise briefing may be carried out by telephone;
b) Area meteorological watch over Bangkok FIR with the supply of meteorological information including SIGMET information to aircraft in flight through the Bangkok ATS radio channels;
c) Continuous VOLMET broadcasts of aviation weather reports and SIGMET information are also included in HF/SSB broadcasts: SIGMET for Bangkok FIR, Yangon FIR; METAR/SPECI with TREND for Bangkok/Suvarnabhumi, Yangon/ Mingaladon, Hanoi/Noibai, Ho Chi Minh/Tan Sonnhat, Phanom Penh, Vientiane/Wattay, Rayong/U-Tapao, Chiang Mai, Phuket, Bangkok/Donmuang; TAF for Suvarnabhumi; and
d) Meteorological informational for Air Traffic Service.

4.2 The Meteorological Office at CHIANG MAI International Airport (VTCC-48327), SONGKHLA / HAT YAI International Airport (VTSS-48569), PHUKET International Airport (VTSP-48565), KHON KAEN Airport (VTUK-48381) and UBON RATCHATHANI Airport (VTUU-48407) operate throughout 24 hours and provide the following services for civil aviation:

a) Meteorological documentation for current operational planning for all flights operating out of the international airports, whenever possible the pilot-in-command or his representative is given personal briefing by a forecaster at the Meteorological Office, otherwise briefing may be carried out by telephone;
b) Meteorological information including SIGMET information to aircraft in flight through the ATS radio channels; and
c) Meteorological information for Air Traffic Services.

4.3 Details of documentation supplied for each flight are determined by agreement between operator and meteorological office. In general, the pilot-in-command is provided with documentation comprising

- Forecasts of upper wind and upper-air temperature and SIGWX phenomena.

- METAR or SPECI (including trend forecasts as issued in accordance with regional air navigation agreement) for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes.

- TAF or amended TAF for the aerodromes of departure and intended landing, and for take-off, en-route.

- SIGMET information and appropriate special air-reports relevant to the whole route.

- volcanic ash and tropical cyclone advisory information relevant to the whole route.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
BANGKOK FLIGHT INFORMATION REGION A point on the Thai border at 100010.2N then along the national border between Thailand and Myanmar/ Laos/Cambodia to the coast then to 100007.1N 1021447.6E - 070000N 1030000E - 064500N 1024000E - 061500N 1021500E - then westward along the national border between Thailand and Malaysia to 063007.9N 0992948.9E - 071507.9N 0975949.5E - 100006.9N 0962950.1E then eastward along 100010.2N to the Thai border. UNL GND	Bangkok ACC	Bangkok Control (English, Thai) H24		
WIDTH OF AIRWAYS **AIRWAYS WITHIN BANGKOK FIR** The lateral limits of airways commences from 5 NM either side of the centre line at the facility funnelling out on a 5 degrees (VOR) or 7.5 degrees (NDB) tolerance to a maximum width of 10 NM either side of the centre line. **AIRWAYS WITHIN BANGKOK AREA OF RESPONSIBILITY** The width of airways within Bangkok area of responsibility (AOR) is 50 NM CONTROL AREAS **ALFA CONTROL AREA** The airspace within a circle of 50 NM radius centred on 135452.0N1003620.0E. FL 460 ABOVE FL 290 Class of airspace: A FL 290 ABOVE FL 160 Class of airspace: B **VFR FLIGHT IN ALFA CONTROL AREA** In order to avoid collision between aircraft in Control Area, all VFR aircraft before entering ALFA Control Area, must contact Bangkok Area Control by reporting position.	Bangkok ACC	Bangkok Control (English, Thai) H24		Excluding VTD16, VTD19 and VTD47

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
BANGKOK AREA CONTROL CENTRE SECTOR ORGANIZATION ***BANGKOK AREA CONTROL CENTRE IS DIVIDED INTO 12 SECTORS AS FOLLOWS:*** **SECTOR 1N** An area bounded by 162305.20N 0985436.80E - then clockwise along Bangkok/Yangon FIR boundary and Bangkok/Vientiane FIR boundary to 173356.83N 1010000.00E - 170000.00N 1004517.30E - then along the clockwise arc of 30 NM radius centred on PSL DVOR/DME (164613.34N 1001728.70E) to 163201.74N 1004502.60E - 161748.43N 1004455.31E - 162305.20N 0985436.80E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	124.5 MHZ 256.3 MHZ	
SECTOR 2N An area bounded by 161748.43N 1004455.31E - 163201.74N 1004502.60E - then along the clockwise arc of 30 NM radius centred on PSL DVOR/DME (164613.34N 1001728.70E) to 170000.00N 1004517.30E - 173356.83N 1010000.00E - then clockwise along Bangkok/Vientiane FIR boundary to 175851.00N 1030000.00E - 160948.00N 1030000.00E - 161329.40N 1020259.40E - 161748.43N 1004455.31E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	126.5 MHZ	
SECTOR 3N An area bounded by a straight lines joining the following points 135506.00N 1003548.10E - 162305.20N 0985436.80E - 161748.43N 1004455.31E - 161329.40N 1020259.40E - 135506.00N 1003548.10E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	128.1 MHZ 263.8 MHZ	
SECTOR 4N An area bounded by 133006.00N 0991248.80E then clockwise along Bangkok/Yangon FIR boundary to 162305.20N 0985436.80E - 135506.00N 1003548.10E - 133006.00N 0991248.80E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	120.95 MHZ	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
BANGKOK CONTROL ZONE The airspace within a circle of 35 NM radius centred on VTBD ARP (1135452N1003620E) ALT 11000 FT GND Class of airspace: C	Bangkok APP	Bangkok Approach (English, Thai) H24	122.35MHZ 124.35MHZ 125.2MHZ 121.7MHZ 257.6 MHZ 262.5MHZ 259.6 MHZ	Excluding Bangkok CTR, Kamphaeng Saen CTR VTR9, VTD16 VTD17, VTD18, VTD19, VTD31, VTD47 And VTD72
BURI RAM CONTROLLED AIRSPACES **A. BURI RAM CONTROL ZONE** The airspace within a circle of 10 NM radius centred on BRMDVOR/DME (151422.43N1031531.59E) UP TO BUT INCLUDING 2000 FT AGL GND Class of airspace: C	Bangkok APP (Ubon Sector)	Buri Ram Approach* (English, Thai) 2330-1430**	123.6 MHZ***	*Approach Control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace **TWR hours of services: MON-FRI 0230-1030 other than this period and holiday 3 HR PN to Bangkok Approach Control Centre (Ubon Sector) via AFTN VTBBZAZX Fax: +662 285 9610 VTBBZAZX Tel: +662 285 9695 VTBBZAZX Tel: +661 440 2915 ***RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
B. BURI RAM TERMINAL CONTROL AREA The airspace enclosed by the following boundaries beginning at a point 152840N 1033030E then clockwise along 20 NM arc from BRM DVOR/DME (151422.43N1031531.59E) to 151633N 1033522E then clockwise along 25 NM arc radius centred on 145209.4N 1032920.0E to 145132N 1035548E - 144953N 1035055E then clockwise along 20 NM arc radius centred on 145209.4N 1032920.0E to 143830N 1031416E - 143652N 1030924E then clockwise along 25 NM arc radius centred on 145209.4N 1032920.0E to 145620N 1030434E - 145300N 1024000E then counter clockwise along 35 NM arc from KHORAT TACAN (145606.0N1020421.8E) 151135N 1023700E - 151224N 1030024E then clockwise along 15 NM arc from BRM DVOR/DME (151422.43N1031531.59E) to 152918N 1031751E - 154407N 1032620E then counter clockwise along 30 NM arc from ROT DVOR/DME (160700.59N1034619.45E) then direct to starting point. ALT 11000 FT 2000 FT AGL Class of airspace: C	Bangkok APP (Ubon Sector)	Buri Ram Approach* (English, Thai) 2330-1430**	123.6 MHZ***	
CHIANG MAI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
A. CHIANG MAI CONTROL ZONE Starting from 184604.4N 0984748.7E then clockwise along an arc of 10 NM radius from CMA DVOR/DME (184558.06N0985740.38E) to 185516.4N 0985754.6E - 191204.3N 0991048.5E - from this point make an arc of 30 NM radius from CMA DVOR/DME clockwise to 190640.4N 0991848.4E - 184904.4N 0990718.5E - 184958.4N 0991754.4E - from this point make an arc of 20 NM radius from CMA DVOR/DME clockwise to 183216.5N 0984248.7E then direct to the starting point. Excluding airspace extending upward from ground to and including 2 000 FT above mean sea level enclosed by boundaries beginning at 184206.71N 0990436.34E - 184159.10N 0991209.38E - 183648.33N 0991108.95E - 183645.32N 0990441.37E then direct to starting point. UP TO BUT NOT INCLUDING 5000 FT AGL GND Class of airspace: C	Chiang Mai APP	Chiang Mai Approach (English, Thai) H24	129.6MHZ 305.4MHZ	
B. CHIANG MAI TERMINAL CONTROL AREA The airspace enclosed by the following boundaries, beginning at 185355.53N 0983239.89E then clockwise along an arc of 25 NM radius from CMA DVOR/DME (184558.06N0985740.38E) to 184832.29N 0992353.72E - 184804.79N 0993740.73E - from this point make an arc of 38 NM radius from CMA DVOR/DME clockwise to 181444.64N 0983440.27E - 184604.43N 0984748.53E - and direct to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Chiang Mai APP	Chiang Mai/Radar Approach (English, Thai) H24	129.6MHZ 305.4MHZ	
CHIANG RAI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
SURAT THANI CONTROLLED AIRSPACES **A. SURAT THANI CONTROL ZONE** The airspace within a circle of 10 NM radius centred on STN DVOR/DME (090746.24N0990805.09E) up to but not including 3000 FT GND Class of airspace: C **B. SURAT THANI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 093307.1N 0991101.0E - 093737.1N 0991230.9E - then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 093443.1N 0992200.9E - 093019.1N 0992030.9E - then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 085607.3N 0993036.8E - 085307.3N 0993418.8E - then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 084031.3N 0991930.9E - 084467.3N 0991706.9E - then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 084549.3N 0985701.1E - 084207.03N 0985349.1E - then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 084837.3N 0984607.1E - 085225.2N 0984925.1E - then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to the starting point. ALT 11000 FT 2000 FT Class of airspace: C	Bangkok APP (Samui Sector)	Surat Thani Approach (English, Thai) 2330-1430*	129.6 MHZ / 305.4 MHZ (PRI)** 123.35 MHZ / 240.0 MHZ (SEC)**	*TWR hours of services: H24 VTBBZAZX Tel: +662 285 9695 Fax: +662 285 9610 VTSBZTZX Tel: +662 845 2758 (Mobile) **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
SAMUI CONTROLLED AIRSPACES **A. SAMUI AERODROME TRAFFIC ZONE** A circle of 5 NM radius centred on SM NDB (093314.01N1000335.65E) 2000 FT AGL GND Class of airspace: D **B.SAMUI CONTROL ZONE** The airspace within a circle of 10 NM radius centred of SM NDB (093314.01N1000335.65E) up to but not including 3000 FT AGL GND Class of airspace: C **C. SAMUI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: starting from a point 100256.00N 1000511.00E then clockwise along 30 NM arc radius on SM NDB (093314.01N1000335.65E) to 093802N 1003338E - 093300N 1002357E then clockwise along 20 NM arc radius on SM NDB (093314.01N1000335.65E) to 091346.00N 0995834.00E - 090459.00N 0995306.00E - clockwise along 30NM arc radius centred on SM NDB (093314.01N1000335.65E) to 091000.00N 0994428.00E - 091851.00N 0994940.00E - then clockwise along 20 NM arc radius centred on SM NDB (093314.01N1000335.65E) to 095256.00N 1000302.00E - then direct to starting point. Including B463 11000 FT AGL 2000 FT AGL Class of airspace: C **D. Transition Altitude: 11 000 FT**	Samui TWR Bangkok APP (Samui Sector) Bangkok APP (Samui Sector)	Samui Approach (English, Thai) 2300-1500*	129.6 MHZ / 305.4 MHZ (PRI)** 119.75 MHZ / 240.0 MHZ (SEC)**	*TWR hours of services: Daily 2330-1430 other than this period and holiday 3 HR PN to Bangkok APP (Samui Sector) via AFTN VTBBZAZX VTBBZAZX Tel: +662 285 9695 Fax +662 285 9610 VTBBZAZX Tel: +662 285 9695 VTSMZTZX Tel: +668 1308 1936 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

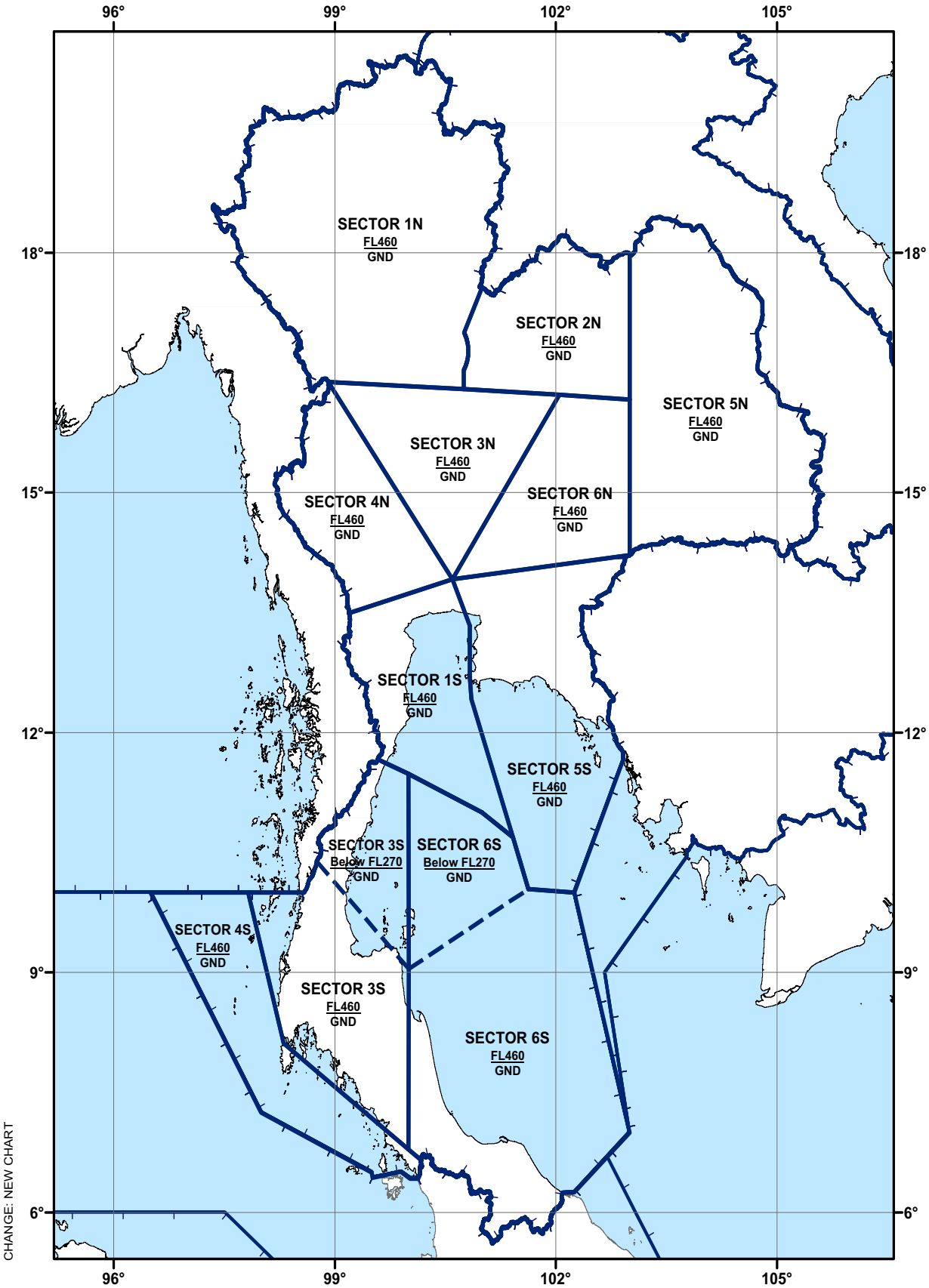
Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
SUKHOTHAI CONTROLLED AIRSPACES **A. SUKHOTHAI AERODROME TRAFFIC ZONE** A circle of 10 NM radius centred on THS NDB (171406.81N0994919.23E) 2000 FT AGL GND Class of airspace: C **B. SUKHOTHAI CONTROL ZONE** The airspace within a circle of 10 NM radius centred on THS NDB (171406.81N0994919.23E) Excluding Phitsanulok TMA. up to but not including 2000 FT AGL GND **C. SUKHOTHAI TERMINAL CONTROL AREA** The airspace enclosed by the follow boundaries beginning at 174029N 1000432E - 172551N 0995909E then clockwise along 15 NM arc from THS NDB (171406.81N0994919.23E) to 170000N 0995100E - 164454N 0995100E then clockwise along 30 NM arc from THS NDB (171406.81N0994919.23E) to 164648N 0993848E - 170130N 0994154E then clockwise along 15 NM arc from THS NDB (171406.81N0994919.23E) to 171348N 0993412E - 172442N 0992006E then clockwise along 30 NM arc from THS NDB (171406.81N0994919.23E) to the starting point. Excluding Phitsanulok TMA. ALT 11000 FT 2000 FT Class of airspace: C **D. Transition Altitude: 11 000 FT**	Sukhotai TWR Phitsanulok APP	Sukhothai Approach (English, Thai) 2330-1130*	120.7 MHZ**	*TWR hours of services: MON-FRI 0230-1030 other than this period and holiday 3 HR PN to Phitsanulok Approach Control Center via AFTN VTPPZAZX VPPZTZX Fax: +665 525 3016 VTPPZAZX Tel: +661 928 5011 (Mobile) VTPOZTZX Tel: +661 490 2275 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
TAK CONTROLLED AIRSPACES **A. TAK CONTROL ZONE** The airspace within a circle of 10 NM radius centred on TK NDB (165358.24N0991507.91E) up to but not including 2000 FT GND Class of airspace: C **B. TAK TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 165629.81N 0993550.14E - 165553.24N 0994046.08E - 164601.66N 0993836.55E - 164632.03N 0993430.61E - then clockwise along 20 NM arc radius centred on TK NDB (165358.24N0991507.91E) to the starting point Excluding A464, G473, VTD33 and VT D 56 ALT 11000 FT 2000 FT Class of airspace: C	Phitsanulok APP	Tak Approach* (English, Thai) 2330-1130**	126.0 MHz	* Approach control unit shall accordingly maintain close co-ordination with the appropriate military units for activities that may affect controlled flight within the joint-use airspace. ** TWR hours of services: 3 HR PN in advance to Phitsanulok Approach Control Centre AFTN VTPPZAZX VTPPZTZX Fax: +665 530 1447 VTPPZAZX Tel: +668 1973 1481 VTPTZTZX Tel: +668 9856 3554 If unable to contact Tak Approach.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
TAKHLI CONTROL ZONE The airspace enclosed by the following boundaries: beginning at 144511.7N 1003309.1E and clockwise along a 35 NM arc radius from TKL TACAN (151629.13N1001756.62E) to 145805.7N 1004848.0E then counter clockwise along a 12 NM arc radius from Khok Kathiam (centred on 145228.7N1003948.2E) to the starting point. ALT 11000 FT 2000 Class of airspace: C	Takhli APP	Takhli Approach (English, Thai) H24	122.3 MHz 236.6 MHz 253.5 MHz	Conventional Approach (Secondary) Excluding Alfa Control Area, VTD31 and Nakhon Sawan Aerodrome Traffic Zone.
TRANG CONTROLLED AIRSPACES **A. TRANG CONTROL ZONE** The airspace within a circle of 10 NM radius centred on TRN DVOR/DME (073032.17N0993733.67E) up to but not including 2000 FT GND Class of airspace: C **B. TRANG TERMINAL CONTROL AREA** The airspace enclosed by a circle of 25 NM radius centred on TRN DVOR/DME (073032.17N0993733.67E) Excluding Hat Yai TMA. ALT 11000 FT 2000 FT Class of airspace: C	Hat Yai APP (Hat Yai Sector)	Trang Approach (English, Thai) 2330-1130*	125.3 MHZ**	*TWR hours of service: MON-FRI 0030-0800 other than this period and holiday 3 HR PN to Hat Yai Approach Control Centre via AFTN VTSSZAZX VTSSZTZX Fax: +667 425 1074 VTSSZTZX Tel: +667 425 1074 VTSTZTZX Tel: +668 1485 3429 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
TRAT CONTROLLED AIRSPACES **A. TRAT AERODROME TRAFFIC ZONE** A circle of 5 NM radius centred on TRT NDB (121628.10N1021850.08E) ALT 2000 FT AGL GND Class of airspace: D **B. TRAT CONTROL ZONE** The airspace within a circle of 10 NM radius centred of TRT NDB (121628.10N1021850.08E) up to but not including 2000 FT GND Class of airspace: C **C. TRAT TERMINAL CONTROL AREA** The airspace enclosed by the follow boundaries beginning at 123259.66N 1020609.45E then clockwise along 20 NM arc radius centred on TRT NDB to 115552.08N 1021639.12E - 114625.74N 1021309.78E - then clockwise along 30 NM arc radius centred on TRT NDB to 114951.88N 1020334.90E - 115918.21N 1020704.28E - then clockwise along 20 NM arc radius centred on TRT NDB to 122511.30N 1015943.07E - 123130.69N 1015146.64E - then clockwise along 30 NM arc radius centred on TRT NDB to 123919.05N 1015812.68E - then direct to starting point ALT 11000 FT ALT 2000 FT Class of airspace: C **D. Transition Altitude: 11 000 FT**	Trat TWR	Trat Approach (English, Thai) 2300-1100* UTC	120.25 MHZ**	*TWR hours of service 2300 -1100 UTC Other than this period and holiday 3 HR PN to Bangkok Approach Control Centre via AFTN: VTBBZAZX Tel: +662 285 9613 VTBOZTZX Tel: +668 1936 7805 **RCAG If unable to contact approach control centre attempt to contact tower on appropriate frequency.
UBON CONTROLLED AIRSPACES **A. UBON CONTROL ZONE** The airspace within a circle of 10 NM radius centred on UBL DVOR/DME (151442.71N1045157.30E) up to but not including 3000 FT AGL GND Class of airspace: C **B. UBON TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on UBL DVOR/DME (151442.71N1045157.30E) FL 200 2000FT AGL Class of airspace: C	Bangkok APP (Ubon Sector)	Ubon Approach (English, Thai) 2330-1430*	123.5 MHZ / 257.8 MHZ**	*TWR hours of services: H24 VTBBZAZX Tel: +662 285 9695 Fax: +662 285 9610 VTUUZTZX Tel: +661 308 1943 **RCAG

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
UDON CONTROLLED AIRSPACES **A. UDON CONTROL ZONE** The airspace within a circle of 10 NM radius centred on UDN DVOR/DME (172304.20N1024630.05E) up to but not including 3000 FT AGL GND Class of airspace: C **B. UDON TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on UDN DVOR/DME (172304.20N1024630.05E) Except airspace overlapping Vientiane FIR ALT 11000 FT 2000 FT Class of airspace: C	Bangkok APP (Khon Kaen Sector)	Udon Approach (English, Thai) 2330-1430*	126.2 MHZ / 265.9 MHZ**	*TWR hours of services: Daily 2300-1430 VTBBZAZX Tel: +662 285 9695 Fax: +662 285 9610 VTUDZTZX Tel: +668 1809 5016 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
U–TAPAO CONTROLLED AIRSPACES **A. U-TAPAO CONTROL ZONE** The airspace within a circle of 5 NM radius centred on U-Tapao aerodrome (124046.6N1010017.7E) up to but not including 2000 FT AGL GND Class of airspace: C **B. U-TAPAO TERMINAL CONTROL AREA** The airspace enclosed by a circle of 50 NM radius centred on U-Tapao aerodrome (124046.6N1010017.7E) 1. From 5 NM to 15 NM radius measured from the centre of the aerodrome, 700 FT above ground level to unlimited. 2. From 15 NM to 50 NM radius measured from the centre of the aerodrome, 2 000 FT above ground level to unlimited with the following exception: (i) U-Tapao Control Zone (ii) That portion overlapped by Bangkok Alfa Control Area and Hua Hin Terminal Control Area. (iii) All airspace on airways A464, R468, G463 and G458 from FL65 to FL460	U-Tapao APP	U-Tapao Ap-proach (English, Thai) H24	119.7 MHZ 134.5 MHZ 273.3 MHZ	
AREA OUTSIDE CONTROL AIRSPACE The area outside control airspace (outside airways TMA and CTR), but within Bangkok FIR. Class of airspace: G	Bangkok ACC	Bangkok Control (English, Thai) H24		See frequency in use at appropriate sectors

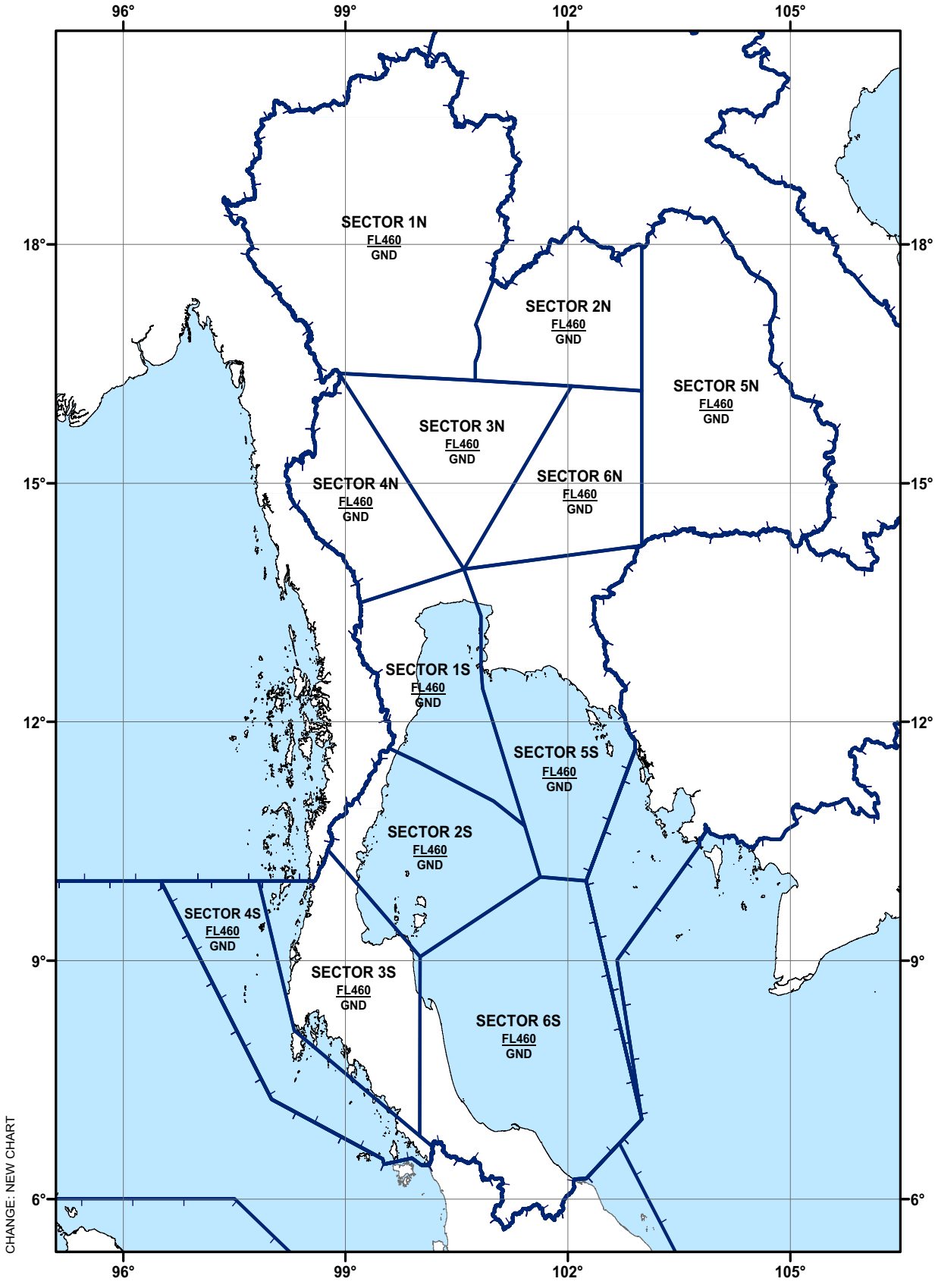
AREAS OF RESPONSIBILITY AND SECTORIZATION OF BANGKOK AREA CONTROL CENTRE (Below FL270)



CHANGE: NEW CHART

February 2020

AREAS OF RESPONSIBILITY AND SECTORIZATION OF BANGKOK AREA CONTROL CENTRE (FL 270 - FL 460)



February 2020

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits Airspace Classification 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y99 **(RNAV 2)** **[GNSS]**					
PHUKET DVOR/DME (PUT) 080655N 0981823E	092° / 272°	FL 460 / 6 500 FT		↓	Uni-directional route (northbound)
EMRIT 080621N 0984840E	30.0 NM	Class A			
	090° / 270°	7 000 FT			
KRABI DVORDME (KBI) 080627N 0985839E	10.0 NM				
	047° / 227°	FL 460 / 7 500 FT			
OSPEX 082015N 0991319E	20.0 NM	Class A			
	047° / 227°	8 000 FT			
BITEN 082659N 0992029E	10.0 NM				
	003° / 183°				
EMVEL 084438N 0992122E	18.0 NM				
	003° / 183°				
AKVUG 090349N 0992219E	19.0 NM				
	003° / 183°				
VEGNA 091427N 0992251E	11.0 NM				
	018° / 198°				
NIXET 092517N 0992613E	11.0 NM				
	018° / 198°				
NONEL 105301N 0995337E	91.0 NM				
	018° / 198°				
EGUBO 112838N 1000450E	37.0 NM				
	010° / 190°				
EMTIX 114931N 1000814E	21.0 NM				
	010° / 190°				
HOTEL 130006N 1001948E	71.0 NM				
	017° / 197°				
MOTNA 131110N 1002306E	12.0 NM				
	017° / 197°				
BANGKOK DVOR/DME (BKK) 135337N 1003546E	44.0 NM				

For flight planning procedure, see ENR 1.10.

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ENR 6. EN-ROUTE CHARTS

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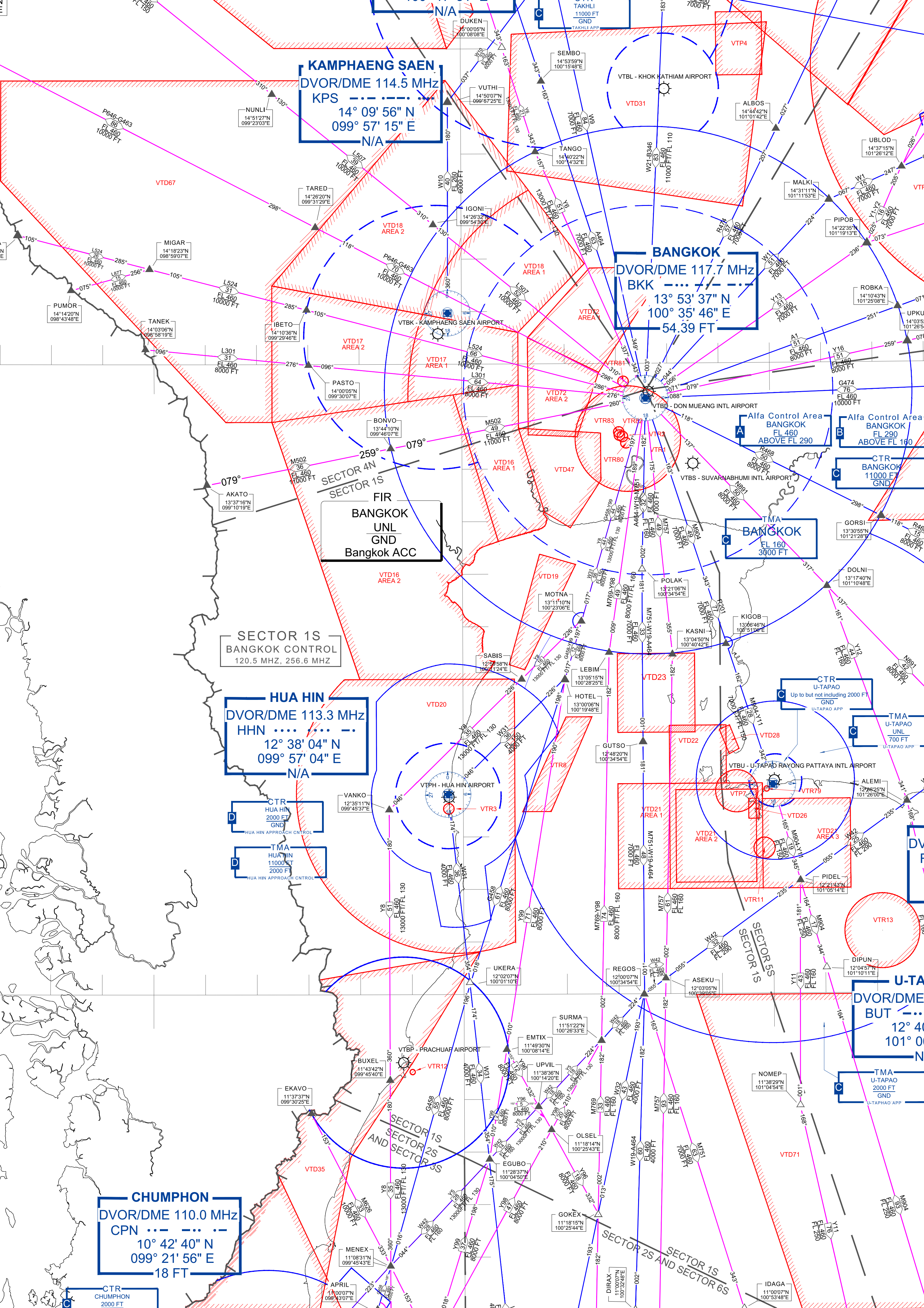

KAMPHAENG SAEN
DVOR/DME 114.5 MHz
KPS
14° 09' 56" N
099° 57' 15" E
N/A
BANGKOK
DVOR/DME 117.7 MHz
BKK
13° 53' 37" N
100° 35' 46" E
54.39 FT
HUA HIN
DVOR/DME 113.3 MHz
HHN
12° 38' 04" N
099° 57' 04" E
N/A
CHUMPHON
DVOR/DME 110.0 MHz
CPN
10° 42' 40" N
099° 21' 56" E
18 FT
FIR
BANGKOK
UNL
GND
Bangkok ACC
SECTOR 1S
BANGKOK CONTROL
120.5 MHZ, 256.6 MHZ
SECTOR 4N
SECTOR 1S
SECTOR 5S
SECTOR 1S AND SECTOR 2S AND SECTOR 3S
SECTOR 2S AND SECTOR 1S AND SECTOR 6S
VTBL - KHOK KATHIAM AIRPORT
VTBK - KAMPHAENG SAEN AIRPORT
VTBD - DON MUEANG INTL AIRPORT
VTBS - SUVARNABHUMI INTL AIRPORT
VTPH - HUA HIN AIRPORT
VTBP - PRACHUAP AIRPORT
VTBU - U-TAPAO RAYONG PATTAYA INTL AIRPORT
Alfa Control Area
BANGKOK
FL 460
ABOVE FL 290
Alfa Control Area
BANGKOK
FL 290
ABOVE FL 160
CTR
BANGKOK
11000 FT
GND
TMA
BANGKOK
FL 160
3000 FT
CTR
U-TAPAO
Up to but not including 2000 FT
GND
TMA
U-TAPAO
UNL
700 FT
CTR
HUA HIN
2000 FT
GND
HUA HIN APPROACH CNTROL
TMA
HUA HIN
11000 FT
2000 FT
HUA HIN APPROACH CNTROL
TMA
U-TAPAO
2000 FT
GND
CTR
CHUMPHON
2000 FT
CTR
TAKHLI
11000 FT
GND
TAKHLI APP
DUKEN 15°00'05"N 100°08'08"E
SEMBO 14°53'59"N 100°15'48"E
VUTHI 14°50'07"N 099°57'25"E
NUNLI 14°51'27"N 099°23'03"E
TANGO 14°40'22"N 100°14'32"E
ALBOS 14°44'42"N 101°01'42"E
UBLOD 14°37'15"N 101°26'12"E
MALKI 14°31'11"N 101°11'53"E
PIPOB 14°22'35"N 101°19'13"E
TARED 14°26'20"N 099°31'29"E
IGONI 14°26'32"N 099°54'30"E
MIGAR 14°18'23"N 098°59'07"E
ROBKA 14°10'43"N 101°25'08"E
PUMOR 14°14'20"N 098°43'48"E
TANEK 14°03'06"N 098°58'19"E
IBETO 14°10'36"N 099°29'46"E
PASTO 14°00'05"N 099°30'07"E
BONVO 13°44'10"N 099°46'07"E
AKATO 13°37'16"N 099°10'19"E
GORSI 13°30'55"N 101°21'28"E
DOLNI 13°17'40"N 101°10'48"E
POLAK 13°21'06"N 100°34'54"E
MOTNA 13°11'10"N 100°23'06"E
KIGOB 13°06'46"N 100°51'06"E
KASNI 13°04'50"N 100°40'42"E
SABIS 12°58'58"N 100°11'24"E
LEBIM 13°05'15"N 100°28'25"E
HOTEL 13°00'06"N 100°19'48"E
GUTSO 12°48'20"N 100°34'54"E
VANKO 12°35'11"N 099°45'37"E
ALEMI 12°26'25"N 101°26'00"E
PIDEL 12°21'43"N 101°05'14"E
DIPUN 12°04'57"N 101°10'11"E
UKERA 12°02'07"N 100°01'10"E
REGOS 12°00'07"N 100°34'54"E
ASEKU 12°03'05"N 100°39'05"E
SURMA 11°51'22"N 100°26'33"E
EMTIX 11°49'30"N 100°08'14"E
UPVIL 11°38'36"N 100°14'20"E
BUXEL 11°43'42"N 099°45'40"E
EKAVO 11°37'37"N 099°30'25"E
NOMEP 11°38'29"N 101°04'54"E
OLSEL 11°18'14"N 100°25'43"E
EGUBO 11°28'37"N 100°04'50"E
GOKEX 11°18'15"N 100°25'44"E
MENEX 11°08'31"N 099°45'43"E
APRIL 11°00'07"N 099°43'07"E
DIRAX 11°00'07"N 100°32'48"E
IDAGA 11°00'07"N 100°53'48"E
VTD67
VTD18 AREA 2
VTD18 AREA 1
VTD17 AREA 2
VTD17 AREA 1
VTD72 AREA 1
VTD72 AREA 2
VTD16 AREA 1
VTD16 AREA 2
VTD47
VTD31
VTP4
VTD19
VTD20
VTD23
VTD22
VTD28
VTD21 AREA 1
VTD21 AREA 2
VTD21 AREA 3
VTD26
VTD35
VTD71
VTR81
VTR83
VTR82
VTR80
VTR1
VTR3
VTR8
VTR7
VTR79
VTR11
VTR12
VTR13
U-TA
DVOR/DME
BUT

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PART 3 - AERODROMES (AD)

AD 0.

AD 0.1 PREFACE

Not applicable.

AD 0.2 RECORD OF AIP AMENDMENTS

Not applicable.

AD 0.3 RECORD OF AIP SUPPLEMENTS

Not applicable.

AD 0.4 CHECKLIST OF AIP PAGES

Not applicable.

AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP

Not applicable.

AD 0.6 TABLE OF CONTENTS TO PART 3

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International-National (INTL-NTL)	IFR-VFR	S = scheduled NS = Non-scheduled P = Private	
1	2	3	4	5
SONGKHLA/ SONGKHLA AIRPORT VTSH	NTL	VFR	NIL	AD 2-VTSH
SUKHOTHAI/SUKHOTHAI AIRPORT VTPO	NTL	IFR, VFR	S, NS, P	AD 2-VTPO
SURAT THANI/ SURAT THANI AIRPORT VTSB	NTL	IFR, VFR	S, NS, P	AD 2-VTSB
TAK/TAK AIRPORT VTPT	NTL	IFR, VFR	S, NS, P	AD 2-VTPT
TRANG/TRANG AIRPORT VTST	NTL	IFR, VFR	S, NS, P	AD 2-VTST
TRAT/TRAT AIRPORT VTBO	NTL	IFR, VFR	S, NS, P	AD 2-VTBO
RAYONH/ U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT VTBU	INTL	IFR, VFR	S, NS, P	AD 2-VTBU
UBON RATCHATHANI/ UBON RATCHATHANI AIRPORT VTUU	NTL	IFR, VFR	S, NS, P	AD 2-VTUU
UDON THANI/ UDON THANI AIRPORT VTUD	NTL	IFR, VFR	S, NS, P	AD 2-VTUD
SA KAEO/ WATTHANA NAKHON AIRPORT VTBW	NTL	IFR, VFR	NIL	AD 2-VTBW
YALA/BETONG AIRPORT VTSY	NTL	VFR	S, NS, P	AD 2-VTSY
* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.				

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International-National (INTL-NTL)	IFR-VFR	S = scheduled NS = Non-scheduled P = Private	
1	2	3	4	5
Heliport				
BANGKOK CITY Bang Rak – Changri-La Hotel 134317.30N 1003050.90E	NTL	VFR	P	NIL
BANGKOK CITY Bang Rak – C.P. Tower 1 134733.70N 1003208.60E	NTL	VFR	P	NIL
BANGKOK CITY Vadhana – Bam Rung Rad Hospital 134444.81N 1003308.37E	NTL	VFR	P	NIL

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International-National (INTL-NTL)	IFR-VFR	S = scheduled NS = Non-scheduled P = Private	
1	2	3	4	5
LAMPANG Mae Mo – Mae Mo Power Plant 4 181647.00N 0994410.00E	NTL	VFR	P	NIL
PHRA NAKHON SI AYUTHAYA Bang Pa-in – NMB-Minebea Thai Ltd. 140910.30N 1003702.90E	NTL	VFR	P	NIL
CHONBURI Bang Lamung – Royal Cliff Beach Hotel 125601.00N 1005230.00E	NTL	VFR	P	NIL
KRABI Ao Nang – Phi Phi Island Village Beach Front Resort 074535.56N 0984612.28E	NTL	VFR	P	NIL

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	135452N 1003620E centre line of RWY 03L/21R, 1510 M from THR RWY 21R
2	Direction and distance from (city)	12 NM NE of Bangkok
3	Elevation/Reference temperature	2.65 M(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 222 Vibhavadi Rangsit Road, Donmueang, Bangkok 10210 Thailand Tel: +662 535 1515 +662 535 1516 Fax: +662 535 1065 +662 535 1306 E-mail: dmk.dep@airportthai.co.th Website: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	Aerodrome Operator	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	NIL
12	Remarks	NIL

VTBD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available form a) Asia Ground Service Co.,Ltd (AGS) 7 Forklifts (7 T - 1 Forklifts, 5 T - 1 Forklifts, 3 T - 1 Forklifts, 2.5 T - 4 Forklifts) 3 Electric Hand-lifts (1.5 T - 3 Forklifts), 2 Trucks Handling weight up to 200 T per day. b) Technology Asia Pacific Co.,Ltd (TAP) 4 Forklifts (7 T - 1 Forklifts, 2.5 T - 3 Forklifts) Handling weight up to 200 tons per day.
2	Fuel/oil types	Jet A1 and AVGAS
3	Fuelling facilities/capacity	Bangkok Aviation Fuel Service Public Co.,Ltd. (BAFS) Website:www.bafsthai.com Tel: +662 834 8900 Fax: +662 834 8999 Fuel Dispenser Truck: 21 Fuel Truck: 7, Capacity: 65,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Private Aircraft operated by Mjets Ltd.
6	Repair facilities for visiting aircraft	Private Aircraft operated by Mjets Ltd.

7	Remarks	The airport has provided ground handling agents as following number: a) AGS CARGO DMK E-mail: dmkfa@asiagroundservice.com Tel: +662 504 3821-3 +669 5208 4161-2 Fax: +662 504 3825 b) AOT GROUND AVIATION SERVICES CO., LTD. (AOTGA) Website: www.aotga.com Ground Handling Inquiry: - Marketing Department E-mail: marketing@aotga.com Tel: +666 4182 5396 Operation Inquiry: - Ground & Operation Department E-mail: dmkroc@aotga.com, dmkopsocc@aotga.com Tel: +668 2941 7679 (24 hrs.) +666 4182 5391 (24 hrs.) Air To Ground Communication Frequency: 131.925 MHZ Call sign: Blue Port Don Mueang c) BANGKOK AIR CATERING DON MUEANG CO., LTD E-mail: dmkhhpg@bangkokaircatering.com Mob: +666 4209 3694 d) 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 Center Flight Inquiry E-mail: centers@mjets.com Tel: H24 +668 5485 6623 or +662 034 5678 e) TAP CARGO DMK E-mail: dmk@tapaircargo.com Tel: +662 157 3539 Fax: +662 157 3540 SITA: DMKTPXH, DMKTAXH f) THAI AIRWAYS INTERNATIONAL PUBLIC CO.,LTD. (TG) E-mail: tg.charter@thaiairways.com Tel: +662 563 8107 Fax: +662 563 8106 SITA: DMKZMTG AFS: VTBDTHAK

VTBD AD 2.5 PASSENGER FACILITIES

1	Hotels	At the 4th floor (Terminal 2) Tel: +662 535 7555-8 Also near AD and in the city
2	Restaurants	At the AD and in the city
3	Transportation	Public Taxi, Airport Taxi, Thai limousine, Airport Shuttle Bus, Limo 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 & 2 Post office: At the 3rd Floor (Terminal 1 & 2) Tel: +662 504 3070 (Terminal 1) +662 504 3181 (Terminal 2) Open : Daily 0130 - 1200
6	Tourist Office	Office at the 1st Floor (Terminal 1) Arrival hall; Tel: +662 535 3433
7	Remarks	For further information Tel: +662 535 1192 +662 535 2110 E-mail: psd_dmk@airportthai.co.th

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	NIL
2	Clearance priorities	NIL
3	Remarks	The aerodrome is available all seasons.

VTBD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 82/R/D/W/U
2	Taxiway width, surface and strength	Width: 23 M - 50 M Surface: Concrete and asphalt Strength: PCN 84/R/D/W/T PCN 86/F/D/W/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 3.25 M/10 FT
4	VOR checkpoints	Location: - At holding position RWY 21R on TWY B (north) - RDL 023/2.2 NM - At holding position RWY 03L on TWY S (nearby TWY C) - RDL 012/0.6 NM Radio frequency: 117.7 MHZ
5	INS checkpoints	See Aerodrome Ground Movement Chart - ICAO (Verso) for coordinates of aircraft stand.
6	Remarks	Taxilane T between TWY V and TWY S 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 Centre line at all TWY, marked. Centre 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	Aircraft marshalling and Towing service: The marshalling of scheduled and non-scheduled 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.

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	
NIL			Radio mast HGT 70 M Marked, Lighted	135307.86N 1003351.09E	NIL
			Radio mast HGT 61 M Marked, Lighted	135452.97N 1003709.84E	NIL
			Building HGT 78 M Marked, Lighted	135339.003N 1003341.633E	NIL
			Building HGT 87.10 M Lighted	135212.77N 1003403.06E	NIL
			Building HGT 50 M Lighted	135711.09N 1003715.04E	NIL

VTBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorology Division, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Aeronautical Meteorology Division 30 HR
4	Type of landing forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +662 535 1256 Fax: +662 535 1252
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts. English
7	Charts and other information available for briefing or consultation	S, U85, SWH, SWM, SWL, P85, P70, P50,P40, P30, P25, P20, P15, satellite and radar pictures
8	Supplementary equipment available for providing information	Automated Weather Observation System (AWOS), Low Level Windshear Alert System (LLWAS), Weather Radar
9	ATS units provided with information	Don Mueang TWR
10	Additional information (limited of service, etc.)	NIL

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 RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03L	029° PAI	3700x60	PCN 126/F/D/W/T Concrete and asphalt	135349.24N 1003545.38E	THR 2 M/7 FT
21R	209° PAII	3700x60	PCN 126/F/D/W/T Concrete and asphalt	135534.87N 1003644.62E	THR 2 M/7 FT
03R	028° NPA	3500x45	PCN 126/F/D/W/T Concrete and asphalt	135358.45N 1003605.50E	THR 1.49 M/5 FT
21L	208° PAI	3500x45	PCN 126/F/D/W/T Concrete and asphalt	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	4120x260	NIL	NIL
+0.056% 0% -0.05% (500M 2 850M 350M)	150x60	150x150	4120x260	NIL	NIL
+0.03% -0.036% (2 000M 1 500M)	NIL	150x150	3720x160	NIL	NIL
+0.036% -0.03% (1 500M 2 000M)	100x45	150x150	3720x160	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	3700	3850	3850	3700	NIL
21R	3700	3850	3850	3700	NIL
03R	3500	3650	3500	3500	NIL
21L	3500	3650	3600	3150	NIL

VTBD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLGT 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 420 M LIH	Green	PAPI Both 3° (71.46 FT)	NIL	3700M, 30 M White FM 2800 M-3400 M Red/White; FM 3400 M Red; LIH	3700 M, 60 M White, LIH	Red	150 M Red	NIL
21R	CAT II 900 M LIH	Green	PAPI Both 3° (65.06 FT)	900 M	3700 M, 30 M White FM 2800 M-3400 M Red/White; FM 3400 M Red; LIH	3700 M, 60 M White, LIH	Red	150 M Red	NIL
03R	SALS (5 BAR) 300 M LIH	Green	PAPI Both 3° (63.81 FT)	NIL	NIL	3500 M, 60 M White; FM 2900 M-3500 M Yellow; LIH	Red	NIL	NIL
21L	CAT1 900 M LIH	Green	PAPI Both 3° (64.35 FT)	NIL	NIL	3500 M, 60M Red; FM 350 M-2900 M White FM 2900 M 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 TWR-S Building FLG WG EV 4 Sec IBN: NIL HN: IMC
2	LDI location and LGT Anemometer location and LGT	WDI : 1 WDI 700 M FM THR RWY 21R AND 500 M FM RWY 21R CL, BTN RWY 21R AND 21L illuminated : 1 WDI left side of THR RWY 21L, 158 M FM RWY CL illuminated
3	TWY edge and centre line lighting	Edge: All TWY Centre 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: 0 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 Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

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 (135452N 1003620E)
2	Vertical limits	$\frac{\text{2000FT}}{\text{AGL}}$
3	Airspace classification	C
4	ATS unit call sign Language(s)	Don Mueang Tower English, Thai
5	Transition altitude	11000 FT MSL
6	Remarks	NIL

VTBD 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	H24	(1) Emergency frequency
DAR	Don Mueang Arrival	125.5 MHZ / 262.5 MHZ	01:00 - 13:00 UTC	
TWR	Don Mueang Tower	118.1 MHZ / 236.6 MHZ	H24	
SMC	Don Mueang Ground	121.9 MHZ / 257.8 MHZ 122.5 MHZ(2) / 257.8 MHZ	H24	(2) 03R/21L (3) 03L/21R
ATIS	Don Mueang Intl Airport	126.4 MHZ [5] / 344.6 MHZ [5] / 118.55 MHZ [6]	H24	(4) D-ATIS synthesized voice broadcast (5) Arrival ATIS (6) Departure ATIS

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Positions of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	BKK	117.7 MHZ CH 124X	H24	135336.8N 1003546.3E	16.58 M	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
ILS CAT II LOC-21R	IBKK	109.3 MHZ	H24	135340.6N 1003540.6E		Instrument Landing System - Reference Datum Height (RDH) is 16.46 M (54 FT). A. Localizer - LOC 300 M (984 FT) from THR RWY 03L, along RWY centre line. Course width 3° B. Glide Path 3° - GP 333 M (1,093 FT) from THR RWY 21R, 120 M (394 FT) from RWY centre line. C.DME - Co-located with GP.
GP/DME		332.0 MHZ CH 30X	H24	135523.5N 1003642.8E		

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Positions of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS CAT I LOC RWY21L	IDMG	110.3 MHZ	H24	135351.83N 1003601.85E		Instrument Landing System – Reference Datum Height (RDH) is 53 FT. A. Localizer
GP/DME		335.0 MHZ CH40X	H24	135521.25N 1003647.45E		– LOC 225 M from THR RWY 03R, along RWY centre line. – Course width 3.6° B.Glide Path 3° – GP 320 M from THR RWY 21L, 120 M from RWY centre line. C.DME – Co-located with GP
ILS CAT I LOC RWY03L	IBKD	109.7MHZ CH34X	H24	135543.71N 1003649.60E		Designated operation coverage 9 DME (I-BKD), ALT 6000 FT/AMSL
DME			H24	135544.88N 1003647.53E	3FT	Paired with LOC freq.
GP		333.2MHZ	H24	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 FT for jet aircraft,
b) 1 000 FT for conventional aircraft,
c) 800 FT for light aircraft,
d) 500 FT 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 FT are subject to a speed limitation of 250 KT unless previously removed by ATC.

5.2 Procedures required that aircraft should fly at 210 KT during the intermediate approach phase. ATC will request speed reductions to within the band 160 KT to 180 KT on, or shortly before closing heading to the ILS, and 160 KT 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.***

Note 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 manoeuvring 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 Mueang Tower
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 550 M or a cloud base of less than 200 FT

9.3 RWY exits.

9.3.1 All RWY exits are equipped with GREEN/YELLOW coded taxiway centre line 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 centre line 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 Pier2, Pier3, Pier4, Pier5 and Pier6

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 Pier2 and Pier3

11.4.3.2 Between Pier3 and Pier4

11.4.3.3 Between Pier4 and Pier5

11.4.3.4 Between Pier5 and Pier6

11.4.3.5 Behind stand 68 and stand 130

11.5 Due to aircraft congestion, self-manoeuvring and power back are not permitted at any parking stands, all aircraft must use towbar for push-back procedures except authorized by airport authority.

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 5 6 7 8 9 10A 10B 10C 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 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 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 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 24 26 33 34 35 36 43 44 45 46 53 54 55 56 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.
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.

Aircraft Stands	Aircraft Manoeuvring Procedures
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 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 101 102 103 104 105 106 107 109 110 112 113 114 115	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 of stand 89 or south 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.

12. 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.

13. TAXIING PROCEDURES

13.1 Arriving Aircraft

Aircraft entering the aprons are to follow closely to the taxiway and apron centre line so as to avoid reducing safety distances between them and parking aircraft.

13.2 Departing Aircraft

When start-up clearance is issued by ATC, then pushed out onto apron centre line and/or abeam centre line of taxilane B.

14. OPERATION OF MODE S TRANSPONDERS ON GROUND

14.1 Mode S transponder. Aircraft operators intending to use Don Mueang International Airport should ensure that mode S transponders are able to operate when the aircraft is on the ground.

14.2 For aircraft that are capable of reporting aircraft identification (i.e. call signs used in flight), the aircraft identification should also be entered via FMS or control panel. The ICAO defined format for aircraft identification (i.e. same format as used in ICAO flight plan e.g. AIQ3321, TLM634, NOK9820) shall be used.

14.3 Flight crew should select XPDR or the equivalent according to specific installation. It must also be ensured that the transponder is operational/activate (i.e. OUT OF STAND-BY, or OFF POSITION) and the assigned mode A code is selected in accordance with the following.

14.3.1 For a departing flight, upon received pushback clearance.

14.3.2 For an arriving flight, continuously until the aircraft is fully parked at the stand.

14.4 To prevent possible interference to radar surveillance system, TCAS should be functioned;

14.4.1 For departure, when aircraft are entering the runway or line up clearance is received;

14.4.2 For arrival, until aircraft have vacated the runway.

14.5 During on ground, pilot of aircraft not equipped with mode S transponder shall operate the transponder and select mode A code as individually directed by the ATC until:

14.5.1 For departure, when receiving pushback clearance.

14.5.2 For arrival, until aircraft have completely parked.

14.6 Tracking and identifications of airport surface vehicles

14.6.1 To provide tracking and identification of any authorized movement of vehicle operating on runway(s) at Don Mueang International Airport, authorized vehicle should be equipped with mode S squitter box to inform its position when it is on the runway and the squitter box shall be activated at all time until it vacates the runway. However, the mode S squitter box on vehicle is optional, but for safety reason is highly recommended to install it on every vehicle.

15. PROVISION OF AERODROME AIR TRAFFIC SERVICES

15.1 Aerodrome air traffic services are generally sectorized as follows:

15.1.1 AD Control Serviced are provide at Air Traffic Control Tower South (TWR-S).

15.1.2 Air Traffic Control Tower North (TWR-N) will be used as contingency tower.

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:

1. Departing aircraft

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

1.1 Procedure for alleviating noise close to the aerodrome.

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

1.1.2 The initial climb speed to the noise abatement initiation point shall not be less than V2 plus 10 KT

1.1.3 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 KT with Flaps and Slats in the take-off configuration.

1.1.4 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.

1.2 Procedure for alleviating noise distant from the aerodrome

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

1.2.2 The initial climbing speed to the noise abatement initiation point is V2 plus 10 to 20 KT

1.2.3 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.

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

2. 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

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.

1.3 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 D47

a) Jet / Conventional Aircraft departing from Don Mueang International Airport must contact Don Mueang Approach on frequency 119.4 MHZ
b) Before leaving VTD47 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 VTD47, he must maintain two-way radio communications with, and follow instruction from Bangkok Approach/Don Mueang Approach.

3.2 D72

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 D72.
b) Before leaving VTD72 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 FT, 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.

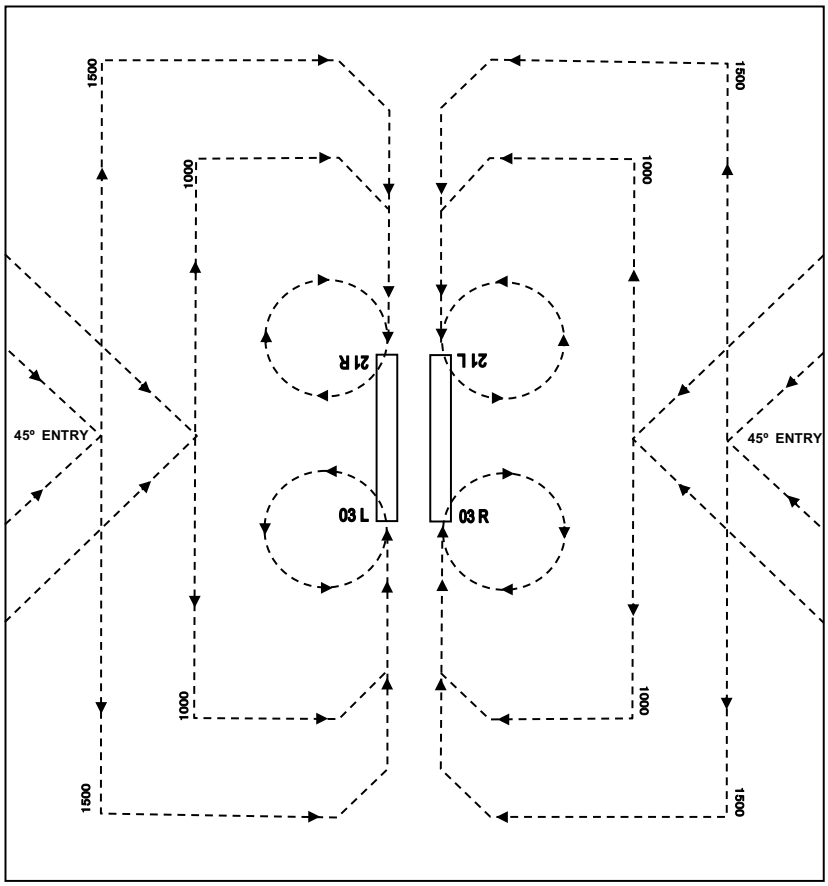
a) Report their position, distance, heading, altitude and departure point when approaching 50 NM radius of VTBD ARP by transmitting in the blind.
b) Observe the direction of traffic in pattern, and enter downwind with the flow of traffic.
c) Conform to the altitude for the type of aircraft as listed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



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

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VTSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSY - YALA/BETONG AIRPORT

VTSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	054719.66N 1010849.78E
2	Direction and distance from (city)	10 KM NE from city
3	Elevation/Reference temperature	225 M (738 FT)
4	Geoid Undulation at AD ELEV PSN	-9 M (-30 FT)
5	MAG VAR/Annual change	0.27ºW (2020) / 0.03ºW
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Betong Airport Betong Airport 125 Moo.8, Yarom Betong Yala 95110 Thailand
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Operator: Department of Airports

VTSY AD 2.3 OPERATIONAL HOURS

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

VTSY AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTSY AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	NIL
4	Medical facilities	Hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	NIL
7	Remarks	NIL

VTSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	Accordance with AD Category 5
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTSY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

VTSY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 23/R/D/X/T
2	Taxiway width, surface and strength	TWY A and B Width: 18 M Surface: Asphalt Strength: PCN 23/F/D/X/T
3	Altimeter checkpoint location and elevation	Location: 054714.33N 1010851.00E 054713.84N 1010849.62E 054713.34N 1010848.25E Elevation: MSL 225.109 M (738.547 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSY 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	Aircraft stand ID signs: Marked TWY guide lines: Yes VDGS of aircraft stands: NIL, aircraft parking shall follow marshaller strictly.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, CL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: CL, Edge, RWY Holding Position and Intermediate Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTSY AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area 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	
NIL	NIL	NIL	NIL	NIL	NIL

VTSY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

VTSY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	070.09°	1800x30	PCN 23/F/D/X/T Asphalt	054714.15N 1010834.44E	225 M (738 FT)
25	250.09°	1800x30	PCN 23/F/D/X/T Asphalt	054733.98N 1010929.48E	218.953 M (718 FT)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.00% -0.63% (690M 1100M)	NIL	NIL	1920x150	NIL	NIL
0.63% 0.00% (1100M 690M)	NIL	NIL	1920x150	NIL	NIL

VTSY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	1800	1800	1800	1800	NIL
25	1800	1800	1800	1800	NIL

VTSY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	SALS 420 M LIH	Green NIL	PAPI Left 3° (44.91 FT)	NIL	NIL	1800 M 30 M White, LIH YCZ 600 M	Red NIL	NIL	NIL
25	NIL	Green NIL	PAPI Left 4.7° (42.49FT)	NIL	NIL	1800 M 30 M White, LIH YCZ 600 M	Red NIL	NIL	NIL

VTSY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At the top of main electrical substation, FLG W/G EV 15 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: Wind cone at 280 M from THR 07 off set left side 67 M from RCL and wind cone at 155 M from THR 25 off set left side 67 M from RCL
3	TWY edge and centre line lighting	Edge: TWY A and B Centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AFL Building Switch-over time: 15 SEC
5	Remarks	NIL

VTSY AD 2.16 HELICOPTER LANDING AREA

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

VTSY AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	NIL
4	ATS unit call sign Language(s)	NIL
5	Transition altitude	NIL
6	Remarks	NIL

VTSY AD 2.18 ATS COMMUNICATION FACILITIES

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

VTSY 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 operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

VTSY AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSY AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSY AD 2.22 FLIGHT PROCEDURES

NIL

VTSY AD 2.23 ADDITIONAL INFORMATION

NIL

VTSY AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

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