

VTSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSS - SONGKHLA / HAT YAI INTERNATIONAL AIRPORT

VTSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	065558N 1002342E Centre of runway 1600 M from THR RWY 08
2	Direction and distance from (city)	12 KM SW
3	Elevation/Reference temperature	27.5 M (90 FT) / 26.8°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0° 17' W (2016) / 0° 1' E
6	AD Administration, address, telephone, telefax, telex, AFS	Hat Yai International Airport Airports of Thailand Public Company Limited Hat Yai, Songkhla 90115, Thailand Tel: +667 422 7000 Fax: +667 425 1334 AFS: VTSSYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

VTSS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	AD 2300-1700, ATS H24
2	Customs and immigration	Available within AD hours
3	Health and sanitation	Available within AD hours
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24 (Jet A-1 and AVGAS 100 LL)
9	Handling	AD 2300-1400, from 1400-1700 shall be requested 3 hrs. prior landing.
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	1 Forks lifts 1.5 T, 1 Tractor. Handling weights up to 18 T per day. Provided by Thai Airways International Public Co.,Ltd.
2	Fuel/oil types	Jet A-1, AVGAS 100 LL
3	Fuelling facilities/capacity	Fuelling provide by PTT Public Company Limited. Tel: +667 422 7248 Fax: +667 422 7247 3 JET A-1 Refueller @ 12,000+22,000+18,000 L AVGAS 100LL Drum tank 50 L @ 1,000 L -JET A-1: 4 tank.TTK 960,000 L -AVGAS 100 LL: Drum tank 50 L @ 1,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL

6	Repair facilities for visiting aircraft	NIL
7	Remarks	The airport has provided ground handling agents as following: a) Thai Airways International Public Co.,Ltd E-mail: hdykk@thaairways.com Tel: +667 422 7273 Fax: +667 425 1335 b) BAGS Ground Services Co.,Ltd E-mail: hdy-stationmanager@bags-groundservices.com hdy-seniorteam@bags-groundservices.com Tel: +667 422 7264 (23.30-14.30 UTC) +666 1172 2177(24 HR) Fax: +667 425 1558

VTSS AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines and Taxis
4	Medical facilities	First aid at AD. Hospitals in the city
5	Bank and Post Office	In the city/ At AD open within AD HR.
6	Tourist Office	Office in the city Tel: +667 424 3747 Fax: +667 424 5986
7	Remarks	NIL

VTSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	Available – Up to B747
4	Remarks	NIL

VTSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 60/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A: 23 M, Asphalt, PCN 60/F/C/X/T Taxiway B: 26 M, Concrete and asphalt, PCN 60/R/C/X/T Taxiway C: 26 M, Concrete and asphalt, PCN 60/F/C/X/T Taxiway D: 26 M, Concrete, PCN 60/R/C/X/T Taxiway E: 30 M, Concrete, PCN 60/R/C/X/T Taxiway F: 27 M, Concrete, PCN 60/R/C/X/T Taxiway I: 27 M, Concrete, PCN 60/R/C/X/T Taxiway G: 24 M, Asphalt, PCN 60/F/C/X/T Taxiway H: 24 M, Asphalt, PCN /60/F/C/X/T Taxiway J: 26 M, Asphalt Taxiway K: 26 M, Asphalt Taxiway L: 23 M, Asphalt Taxiway M: 23 M, Asphalt Taxiway N: Concrete, PCN 60/R/C/X/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 27.5 M/90 FT
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	- Taxiway J, K, L and M are the responsibility of RTAF. - Taxiway A not available when the aircraft code C, D, E take-off and landing. - Taxilane N not available for aircraft code E taxi or tow behind aircraft stand number 5, 6 when aircraft code E parked at aircraft stand number 5, 6

VTSS 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. Nose-in guidance at aircraft stands. Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. VISUAL DOCKING SYSTEM at aircraft stand number 4, 5 and 6.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, Centre line, Aiming Point and Side Strip. RWY LGT: THR, RWY Edge and RWY End lights TWY marking: Centre line, Edge, RWY Holding Positions and Intermediate Holding Positions. TWY LGT: TWY Edge light.
3	Stop bars	NIL
4	Remarks	NIL

VTSS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL			Radio mast HGT 45 M Marked/LGT	065624N 1002338E	NIL

VTSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 425 1884 Fax: +667 425 1083
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, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observation System (AWOS), Low Level Wind Shear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Hat Yai TWR Hat Yai APP
10	Additional information (limitation of service, etc.)	NIL

VTSS 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
08	082°	3050x45	PCN 60/F/C/X/T Concrete and asphalt	065551.55N 1002249.84E	THR 19.81 M / 65 FT
26	262°	3050x45	PCN 60/F/C/X/T Concrete and asphalt	065603.92N 1002428.30E	THR 17.81 M / 58 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.60% +0.30% -0.13% -0.80% (1110 M 1460 M 1910 M 3050 M)	60x45	NIL	3290x300	NIL	NIL
+0.80% +0.13% -0.30% -0.60% (1140 M 1590 M 1940 M 3050 M)	60x45	NIL	3290x300	NIL	NIL

VTSS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	3050	3050	3110	3050	NIL
26	3050	3050	3110	3050	NIL

VTSS 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
08	SALS 420 M LIH	Green	PAPI Both 3° (64.06 FT)	NIL	NIL	3050 M 60 M White FM2450-3050 M Yellow: LIH	Red	60	NIL
26	SALS 420 M LIH	Green	PAPI Both 3° (61.09 FT)	NIL	NIL	3050 M 60 M White FM 2450-3050 M Yellow: LIH	Red	60	NIL

VTSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of control tower, FLG WG EV 3 Sec / IBN: NIL H24
2	LDI location and LGT Anemometer location and LGT	WDI: 3 Wind Cones, illuminated at 1. 1,196 M. from the right side of THR RWY 26 2. 450 M. from THR RWY 26 : offset to the left side from RCL 105 M., and 3. 450 M. from THR RWY 08 : offset to the left side from RCL 65 M Anemometer: see AD Chart.
3	TWY edge and centre line lighting	EDGE: All TWY Centre line: NIL
4	Secondary power supply/switch-over time	RWY 08/26 supplied by stand by generator switch over time 15 SEC
5	Remarks	NIL

VTSS 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	Adjacent to apron: near Terminal Building

VTSS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on 0655.9N 10023.5E
2	Vertical limits	3000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Hat Yai Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Hat Yai Approach	126.7 MHZ 301.5 MHZ	H24	*Emergency Freq.
TWR	Hat Yai Tower	118.1 MHZ 121.5* MHZ 275.8 MHZ 243.0* MHZ	H24	
GND	Hat Yai Ground	121.9 MHZ 257.8 MHZ	H24	
ATIS	Hat Yai Intl. Airport	128.8 MHZ	H24	

VTSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	HTY	115.3 MHZ CH100X	H24	065602.75N 1002316.47E	37.3 M	DVOR/DME restriction, due to mountainous terrain surround DVOR/ DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as following: <ul style="list-style-type: none"> - RDL 171-240 DEG at 10 NM ALT should not below 5,000 FT. - RDL 131-170 DEG at 20 NM ALT should not below 4,000 FT. - RDL 031-130 DEG at 40 NM ALT should not below 5,000 FT. - RDL 241-270 DEG at 40 NM ALT should not below 7,000 FT. - RDL 271-300 DEG at 40 NM ALT should not below 10,000 FT. - RDL 301-330 DEG at 40 NM ALT should not below 6,000 FT. - RDL 331-030 DEG at 40 NM ALT should not below 3,000 FT.
ILS CAT I LOC RWY 26	IHTY	109.9 MHZ	H24	065549.07N 1002230.14E	37.7 M	Both Glide slope tolerances are exceeded at a specific point on the glide path starting at Middle Marker (2.4 DME) to runway Threshold. RWY 26 ILS glide slope unusable below 250 FT MSL (2.4 DME).
GP/DME		333.8 MHZ 36X		065558.83N 1002419.24E		
TACAN	HTY	115.70 MHZ CH104X	2300-1100 Daily	065541N 1002344E		HR service 30 Min PN to ATC

VTSS AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into airport, the procedure of the inbound traffic of VFR flights, conventional and prop-jet aircraft, be set up as follow:

- a) Aircraft entering to land from North of Hat Yai International Airport, shall report over Pak Phayun District, designated as PAPA PAPA (0722.0N 10022.0E) which is approximately 26 NM on R-356 of HTY VOR/DME. When reaching PP the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- b) Aircraft entering to land from East of Hat Yai International Airport, shall report over Chana District, designated as CHARLIE NOVEMBER (0655.0E 10044.5E) which is approximately 20 NM on R-094 of HTY VOR/DME. When reaching CN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- c) Aircraft entering to land from South of Hat Yai International Airport, shall report over Sadao District, designated as SIERRA DELTA (0639.0N 10027.0E) which is approximately 18 NM on R-175 of HTY VOR/DME. When reaching SD the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- d) Aircraft entering to land from North-west of Hat Yai International Airport, shall report over Khao Hua Chang, designated as KILO CHARLIE (0718.0N 10002.0E) and Rattaphum District, designated as ROMEO PAPA (0708.0N 10016.0E) which are approximately 31 NM on R-315 and 14 NM on R-322 of HTY VOR/DME respectively, when reaching RP the aircraft will be instructed to join aerodrome traffic circuit accordingly.

1.2 Aerodrome traffic circuit
Using both sides of traffic circuit.

1.3 Overhead approach pattern

- a) Using runway 08 by right turn pattern
- b) Using runway 26 by left turn pattern.

2. STARTING UP PROCEDURE

2.1 All IFR aircraft are to call "Ground Control" 5 minutes prior to start up to request for ATC clearance.

2.2 Pilot are to inform "Ground Control" their call signs, and proposed flight level if it is different from the flight plan when they make the call as item 2.1 above.

2.3 In order to provide a more flexible ground traffic movement all domestic departures shall on longer be required to be ready to taxi within 5 minutes after clearance received.

3. PUSH BACK PROCEDURE

3.1 Procedures for Push-back of aircraft in Apron described on paragraph as follows:

3.1.1 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.

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

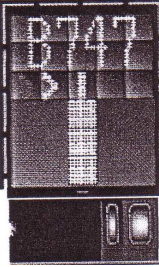
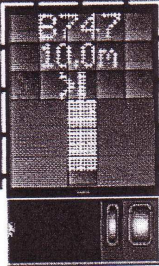
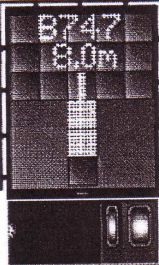
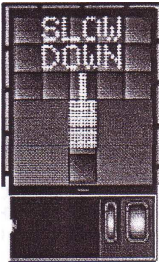
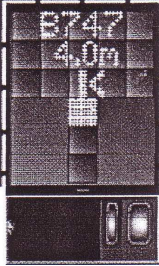
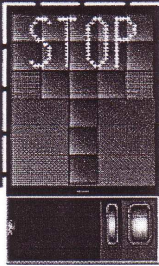
3.1.3 Pilots are reminded that they shall always use minimum power when starting engine or manoeuvring within the apron area. It is especially important when commencing to taxi that breakaway thrust is kept to an absolute minimum and then reduced to idle thrust as soon as practicable.

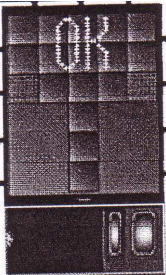
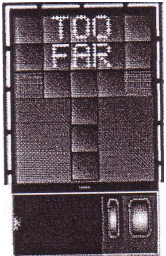
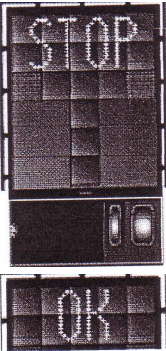
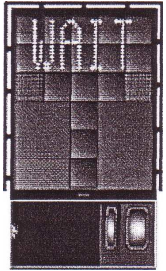
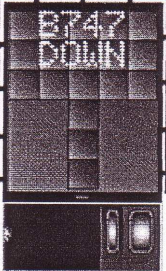
3.1.4 The points where the tug will be disconnected from the aircraft and breakaway thrust will be applied on "taxilane N"

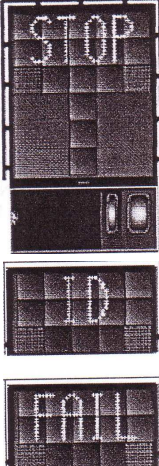
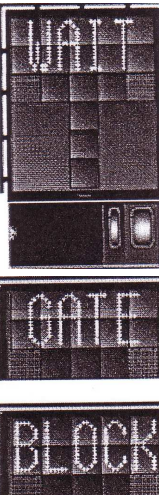
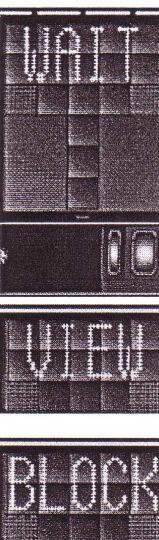
3.1.5 Due to aircraft congestion, self-maneuvering is not permitted at any parking stands, all aircraft must use tow bar for push-back procedures except aircraft code letter C or below that permitted from Hat Yai International Airport.

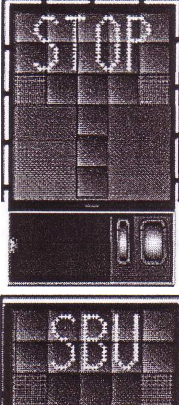
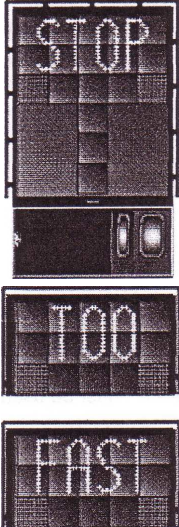
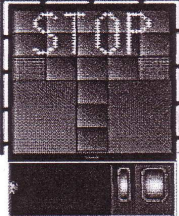
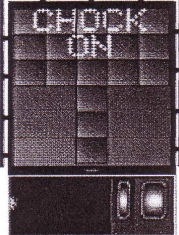
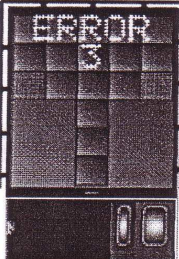
3.2 The following table describes the procedure for push-back of aircraft from the aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, Hat Yai Ground will issue specific instructions to the pilots.

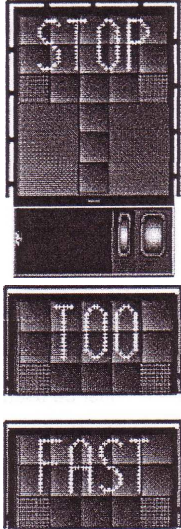
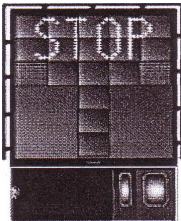
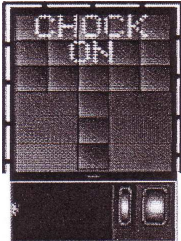
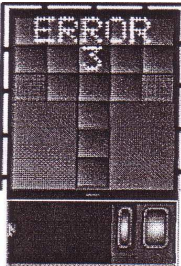
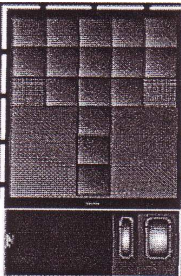
Aircraft stand	Aircraft push back procedure
Stand 1,2	The aircraft (on idle power) shall be pushed back on yellow guideline to face East until its nosewheel on safe positioned at the taxilane N, the tug will be disconnected on this position. Breakaway thrust will be applied when cleared to taxi.
Stand 3,4,5,6,7	The aircraft (on idle power) shall be pushed back on yellow guideline to face either East or West until its nosewheel on safe positioned at the taxilane N, the tug will be disconnected on this position. Breakaway thrust will be applied when cleared to taxi.
Stand 8,9	The aircraft (on idle power) shall be pushed back on yellow guideline to face west until its nosewheel on safe positioned at the taxilane N, the tug will be disconnected on this position. Breakaway thrust will be applied when cleared to taxi.
Remarks	Stand 1 and 9 capacity up to code C MAX wingspan 29 M. Stand 2,3,4,7,8 capacity up to code C. Stand 5 capacity up to code E. Stand 6 up to code E MAX wingspan 64 M. Taxi lane N not available for aircraft code E taxi or tow behind stand no. 5,6 When aircraft code E parked at stand 5,6.

	<p>3.2.4 TRACKING.</p> <p>When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line. This indicator give correct position and azimuth guidance.</p>
	<p>3.2.5 CLOSING RATE.</p> <p>Display of digital countdown will start when the aircraft is 20 M from stop position. When the aircraft is less than 12 M from the stop position, the closing rate is indicated by turning off one row of the center line symbol per 0.5 M, covered by the aircraft. Thus, when the last row is turned off, 0.5 M remains to stop.</p>
	<p>3.2.6 ALIGNED TO CENTRE</p> <p>The aircraft is eight meters from the stop position. The absence of any direction arrow indicates an aircraft on the centre line.</p>
	<p>3.2.7 SLOW DOWN</p> <p>If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.</p>
	<p>3.2.8 AZIMUTH GUIDANCE</p> <p>The aircraft is 4 M from the stop-position. The yellow arrow indicates an aircraft to the right of the centre line, and the red flashing arrow indicates the direction to turn.</p>
	<p>3.2.9 STOP POSITION REACHED.</p> <p>When the correct stop-position is reached, the display will show STOP and red lights will be lit.</p>

	<p>3.2.10 DOCKING COMPLETE.</p> <p>When the aircraft has parked, OK will be displayed.</p>
	<p>3.2.11 OVERSHOOT</p> <p>If the aircraft overshoot the stop-position, TOO FAR will be displayed.</p>
	<p>3.2.12 STOP SHORT</p> <p>If the aircraft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a while.</p>
	<p>3.2.13 WAIT</p> <p>If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking, before 12 M to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.</p> <p>As the aircraft is approaching the stop position, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 M before the stop-position, the display will show WAIT, STOP and ID FAIL. The text will be alternating on the upper two row of the display.</p> <p>The pilot must not proceed beyond the bridge, unless the "WAIT" message has been superseded by the closing rate bar.</p>
	<p>3.2.14 BAD WEATHER CONDITION</p> <p>During heavy fog, rain or snow, the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will deactivate the floating arrows and show DOWN GRADE. This message will be superseded by the closing rate bar, as soon as the System detects the approaching aircraft.</p> <p>The pilot must not proceed beyond the bridge, unless the DOWN GRADE text has been superseded by the closing rate bar.</p>

	<p>3.2.15 AIRCRAFT VERIFICATION FAILURE</p> <p>During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 40 FT metres before the stop-position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed. The text will be alternating on the upper two rows of the display.</p> <p>The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.</p>
	<p>3.2.16 GATE BLOCKED</p> <p>If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed.</p> <p>The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.</p>
	<p>3.2.17 VIEW BLOCKED</p> <p>If the view towards the approaching aircraft is hindered for instance by dirt on the window, the DGS will report a view block condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.</p> <p>The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.</p>

	<p>3.2.18 SBU-STOP.</p> <p>Any unrecoverable error during the docking procedure will generate an SBU condition. The display will show red stop bar and the text STOP SBU.</p> <p>A manual backup procedure must be used for docking guidance.</p>
	<p>3.2.19 TOO FAST</p> <p>If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed.</p> <p>The docking system must be re-started or docking procedure completed by manual guidance.</p>
	<p>3.2.20 EMERGENCY STOP.</p> <p>When the emergency stop button is pressed, STOP is displayed.</p>
	<p>3.2.21 CHOCKS ON.</p> <p>CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.</p>
	<p>3.2.22 ERROR.</p> <p>If a system error occurs, the message ERROR is display with an error code. The code is used for maintenance purposes and explained else where.</p>

	<p>4.2.19 TOO FAST</p> <p>If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed.</p> <p>The docking system must be re-started or docking procedure completed by manual guidance.</p>
	<p>4.2.20 EMERGENCY STOP.</p> <p>When the emergency stop button is pressed, STOP is displayed.</p>
	<p>4.2.21 CHOCKS ON.</p> <p>CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.</p>
	<p>4.2.22 ERROR.</p> <p>If a system error occurs, the message ERROR is display with an error code. The code is used for maintenance purposes and explained else where.</p>
	<p>4.2.23 SYSTEM BREAKDOWN</p> <p>In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.</p> <p>4.2.24 POWER FAILURE</p> <p>In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.</p>

4.3 ALLOCATION OF AIRCRAFT PARKING BAYS.

All aircraft parking bays are allocated by Ground / Apron. Controller with regard to aircraft type involved and the prevailing or anticipated traffic situation.

4.4 AIRCRAFT MARSHALLING AND TOWING SERVICES.

The marshalling of scheduled, non-scheduled and casual aircraft into the bays either manually or by the aid of the RLG Guide - in system and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or its appointed ground handling agency.

4.5 TAXIING PROCEDURES

Due to the minimum separation distance between runway centre line and centre line of parallel TWY A and TWY J (military use) are 120 M and 150 M respectively. Taxiway A and J not available to other aircraft when aircraft with code C, D or E take off or landing on the runway, due to the distances between the runway centre line and taxiway centre lines are less than the required minimum of 182.5 M.

4.5.1 Arriving Aircraft

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

4.5.2 Departing Aircraft

4.5.2.1 When start-up clearance is issued by ATC, and then pushed out onto apron centre line.

5. 180 DEGREES TURN ON RUNWAY

To prevent runway pavement damage, all aircraft code letter "C" and higher are not allowed to make 180 degrees turn on Runway.

VTSS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSS AD 2.22 FLIGHT PROCEDURES

1. IMPLEMENTATION OF THE CONTINUOUS DESCENT OPERATIONS (CDO) FOR ARRIVALS INTO HAT YAI INTERNATIONAL AIRPORT

1.1 Introduction

1.1.1 As part of AEROTHAI's ongoing efforts to improve operational efficiency and air traffic management, Continuous Descent Operations (CDO) will commence from 0000 UTC on 19 September 2013 with trial period from 0000 UTC on 18 August 2013 until 2359 UTC on 18 September 2013. CDO is an operation, enabled by airspace design, procedure design and ATC facilitation, in which an aircraft descends continuously, to the greatest possible extent, by employing minimum engine thrust, ideally in a low drag configuration, prior to Final Approach Fix / Final Approach Point.

1.1.2 Vertical profile of CDO aims to improve flight stability (minimal level-off), increase terrain safety, ensure environmental friendly procedures by reducing aircraft noise, fuel consumption and emissions, enhance flight punctuality and predictability, as well as other economic benefits for flights into Hat Yai International Airport.

1.2 Condition of Use

1.2.1 Conditions for Conducting a CDO

1.2.1.1 CDO application must be under surveillance environment.

1.2.1.2 CDO can be requested by pilot or initiated by ATC.

Pilot should request CDO at least 5 minutes prior to reaching Top of Descent (TOD) for any type of approach.

Note: 1. There is limited benefit if CDO clearance is received at altitude lower than 10,000 FT.

Note: 2. In case of CDO procedure being impractical due to an emergency, weather condition, traffic situation or any other reasons, an alternate instruction will be issued by ATC, or requested by pilot.

1.2.2 Application of Other ATC Procedures

1.2.2.1 When conducting CDO, standard ATC procedures continue to apply. ATC may issue clearance to an intermediate approach level while facilitating a CDO profile

1.2.2.2 In doing so, ATC shall endeavour to issue further descent clearance prior to the CDO flight reaching the last assigned altitude so as to prevent aircraft from levelling off.

1.2.3 Change of Runway-In-Use

1.2.3.1 In case of change on Runway-in-Use prior to aircraft reaching Final Approach Fix, i.e. from RWY 26 to RWY 08 CDO procedure shall

be cancelled.

1.2.3.2 Pilot should then re-plan arrival route to the revised landing runway and inform ATC if the flight would still be able to meet all required speed/altitude restrictions.

1.2.4 Aircraft Type

CDO procedure is applicable for any RNAV-capable aircraft.

1.2.5 Arrival Routes

CDO procedure is in place for all aircraft on A464 (Radial 003) inbound to Hat Yai International Airport.

1.2.6 Operations Time

CDO is available 24 hours

1.2.7 Available Runway

CDO procedure is available for RWY 26.

1.2.8 Types of Approach

1.2.8.1 ILS or LOC RWY 26

1.2.8.2 RNAV (GNSS) RWY 26

1.2.9 Speed

When traffic permits, aircraft will operate at an optimum speed calculated by FMS, depending on aircraft type. The following speed guidance should be applicable in case of high traffic volume.

Flight Status	Speed Range
Above 10 000 FT	250 - 320 IAS
Below 10 000 FT	220 - 250 IAS
Final Segment (up to 4 NM)	160 - 180 IAS

1.2.10 Minimum Flight Altitude

1.2.10.1 Outside Hat Yai TMA, aircraft shall comply with altitude constraints of the CDO procedure.

1.2.10.2 During CDO, minimum safety altitudes are identical to those within Instrument Approach Procedures requested.

1.3 CDO Procedure

1.3.1 Before aircraft reaching TOD (approximately 150 NM from the airport), either pilot or ATC can initiate CDO using phraseologies described in para 1.4.

1.3.2 When all requirements for CDO are met and situation permits, CDO will commence.

1.3.3 Pilot shall operate aircraft FMS to plan optimal descent profile and report CDO execution upon commencing descent.

1.3.4 Aircraft should descend continuously on normal arrival route to Hat Yai TMA.

1.3.5 Longitudinal separation required will be at least 5 minutes between CDO traffic.

1.3.6 Operations without Vectoring

1.3.6.1 ILS or LOC RWY 26 Procedure

When crossing 35 NM from HTY DVOR, altitude not lower than 8,000 FT, then direct to IF, altitude not lower than 3,000 FT, and follow the ILS or LOC RWY 26. Procedure as published in AIP Thailand.

1.3.6.2 RNAV (GNSS) RWY 26 Procedure

When crossing 35 NM from HTY DVOR, altitude not lower than 8,000 FT, then direct to BINLA, altitude not lower than 4,500 FT, and follow RNAV (GNSS) RWY 26. Procedure as published in AIP Thailand.

- 1.3.7 Operations under Vectoring
 - 1.3.7.1 Pilot should receive CDO clearance at altitude not lower than 10,000 FT.
 - 1.3.7.2 ATC shall provide vectoring guidance and distance to go for pilot.
- 1.3.8 Radio Communications Failure
 - 1.3.8.1 In the event of radio communication failure, CDO flight will be terminated immediately.
 - 1.3.8.2 Pilot is to apply radio failure procedure stated in AIP Thailand ENR 1.6-6 para 6.
- 1.4 Phraseology
 - 1.4.1 The following phraseology enables clear and concise communications between pilot and controller to maintain safety of CDO arrivals.
 - 1.4.2 ATC-initiated CDO
 - “(aircraft call sign), (ATC unit), CDO AVAILABLE, DO YOU ACCEPT?”
 - 1.4.3 Pilots response to ATC-initiated CDO
 - 1.4.3.1 “(aircraft call sign), ACCEPT CDO”
 - 1.4.3.2 “(aircraft call sign), NEGATIVE CDO”
 - 1.4.4 Pilot-requested CDO
 - “(ATC Unit), (aircraft call sign), REQUEST CDO (type of approach) APPROACH RWY 26”
 - 1.4.5 Approval by Bangkok Area Control Centre
 - “(aircraft call sign), CLEARED DIRECT TO (point), CDO DESCEND [(level) or (altitude), QNH (number)]”
 - 1.4.6 Denial from Bangkok Area Control Centre
 - 1.4.6.1 “(aircraft call sign), NEGATIVE CDO, DUE TO (reason)”
 - 1.4.6.2 “(aircraft call sign), EXPECT CDO FROM HAT YAI APPROACH”
 - 1.4.7 Approval by Hat Yai Approach Control Unit
 - 1.4.7.1 “(aircraft call sign), DIRECT TO (point), DESCEND [(level) or (altitude), QNH (number)], CLEARED CDO (type of approach) APPROACH RWY 26, REPORT ESTABLISHED”
 - 1.4.7.2 “(aircraft call sign), DESCEND INITIALLY [(level) or (altitude), QNH (number)], CDO APPROVED”
 - 1.4.8 When vectoring for CDO
 - “(aircraft call sign), VECTORING FOR CDO, FLY HEADING (number), DESCEND [(level) or (altitude), QNH (number)], TRACK MILE (number)”
 - 1.4.9 CDO Cancellation
 - 1.4.9.1 “(aircraft call sign), CANCEL CDO DUE TO (reason), (STOP) DESCEND [(level) or (altitude), QNH (number)]”
 - 1.4.9.2 “(aircraft call sign), DUE TO (reason), CDO IS NOW TERMINATED”
 - 1.4.10 Resuming CDO
 - “(aircraft call sign), RESUME CDO, DCT (point), DESCEND [(level) or (altitude), QNH (number)], CLEARED (type of approach) APPROACH RWY (number)”
 - 1.4.11 Pilot report leaving
 - “(aircraft call sign), CDO LEAVING (level)”
 - 1.4.12 Warning of aircraft below CDO profile
 - “(aircraft call sign), BELOW CDO PROFILE, ALTITUDE SHOULD BE (altitude) OR ABOVE”

1.5 Information / Training

1.5.1 Each airline must ensure that, for each type of aircraft, pilots are aware of CDO performance requirements.

1.5.2 Airlines are expected to define strategy to be adopted to drag-generating parts extension to stabilize aircraft in landing configuration at an altitude in compliance with flight safety, taking into account glide path at 3° in Final Approach

1.6 CDO Implementation

CDO for arrivals at Hat Yai International Airport will be implemented with effect from 0000UTC on 19 September 2013.

2. LOW VISIBILITY PROCEDURES (LVP)

2.1 RWY 26 is equipped with ILS and is approved for CAT I operations.

2.2 Low visibility procedures will be established when a visibility of less than RVR 550M.

2.3 Low visibility procedures will be enforced based on 3 Phases of Low visibility conditions (LVC) as following.

2.3.1 LVC warning (RVR 800-550M)

2.3.1.1 LVC warning or preparation phase will be established when RVR is less than 800M but not less than 550M.

2.3.1.2 All ground operators will be informed by flashing-orange lights.

2.3.1.3 Standard Operating Procedures (SOPs) for low visibility condition shall be strictly applied by all ground operators.

2.3.2 LVP In Operation (RVR 550M-100M)

2.3.2.1 LVP In Operation will be established when RVR is less than 550M but not less than 100M.

2.3.2.2 All ground operators will be informed by flashing-white lights.

2.3.2.3 Standard Operating Procedures (SOPs) for low visibility condition shall be strictly applied by all ground operators.

2.3.2.4 All the vehicles must have their obstruction light "ON" and comply with speed limit of vehicles on Service road and the Apron area as mentioned in the airport rules and regulations.

2.3.2.5 A Follow-me car is available on stand by to assist pilot during taxi upon request.

2.3.2.6 The number of vehicles on the manoeuvring area shall be restricted. No vehicle enters the ILS sensitive area.

2.3.3 STOP work phase (RVR < 100M)

2.3.3.1 When RVR is less than 100M all ground operators will be informed by flashing-white lights with sound (siren).

2.3.3.2 Standard Operating Procedures (SOPs) for low visibility condition shall be strictly applied by all ground operators.

2.3.3.3 STOP All operations in the apron area.

2.4 Termination of low visibility procedures (RVR > 800M)

2.4.1 LVP will be terminated when RVR is greater than 800M and a continuing improvement in these condition is expected.

2.4.2 All ground operators will be informed when LVP is terminated by telephone and all warning lights are turned off.

2.4.3 All ground operators shall resume normal operations.

VTSS AD 2.23 ADDITIONAL INFORMATION

1. Operations of aircraft at Hat Yai International Airport outside Airport's hours of operation.

1.1 All aircraft wishing to operate outside specified hours of operations at Hat Yai International Airport shall adhere to the following procedures:

1.1.1 Inform the airport authority, and approval must be received before such operation.

1.1.2 All scheduled and non-scheduled flights, including flight selecting Hat Yai International Airport as alternate aerodrome shall have

handling agent at Hat Yai International Airport.

1.1.3 Nose-in parking is applicable to all aircraft.

1.1.4 Aircraft ready to taxi out shall prepare their own tow bars.

Remark: Aircraft below code letter "C" is allowed to seft-maneuver. Inform Hat Yai before seft-maneuver.

VTSS AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSS-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTSS-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTSS-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 08/26	AD 2-VTSS-3-1
Area Chart - ICAO	AD 2-VTSS-5-1
Instrument Approach Chart - ICAO - VOR A	AD 2-VTSS-8-1
Instrument Approach Chart - ICAO - VOR B	AD 2-VTSS-8-3
Instrument Approach Chart - ICAO - VOR RWY 26	AD 2-VTSS-8-5
Instrument Approach Chart - ICAO - ILS or LOC RWY 26	AD 2-VTSS-8-7
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 08	AD 2-VTSS-8-9
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 08 (Tabular description)	AD 2-VTSS-8-10
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 26	AD 2-VTSS-8-11
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 26 (Tabular description)	AD 2-VTSS-8-12

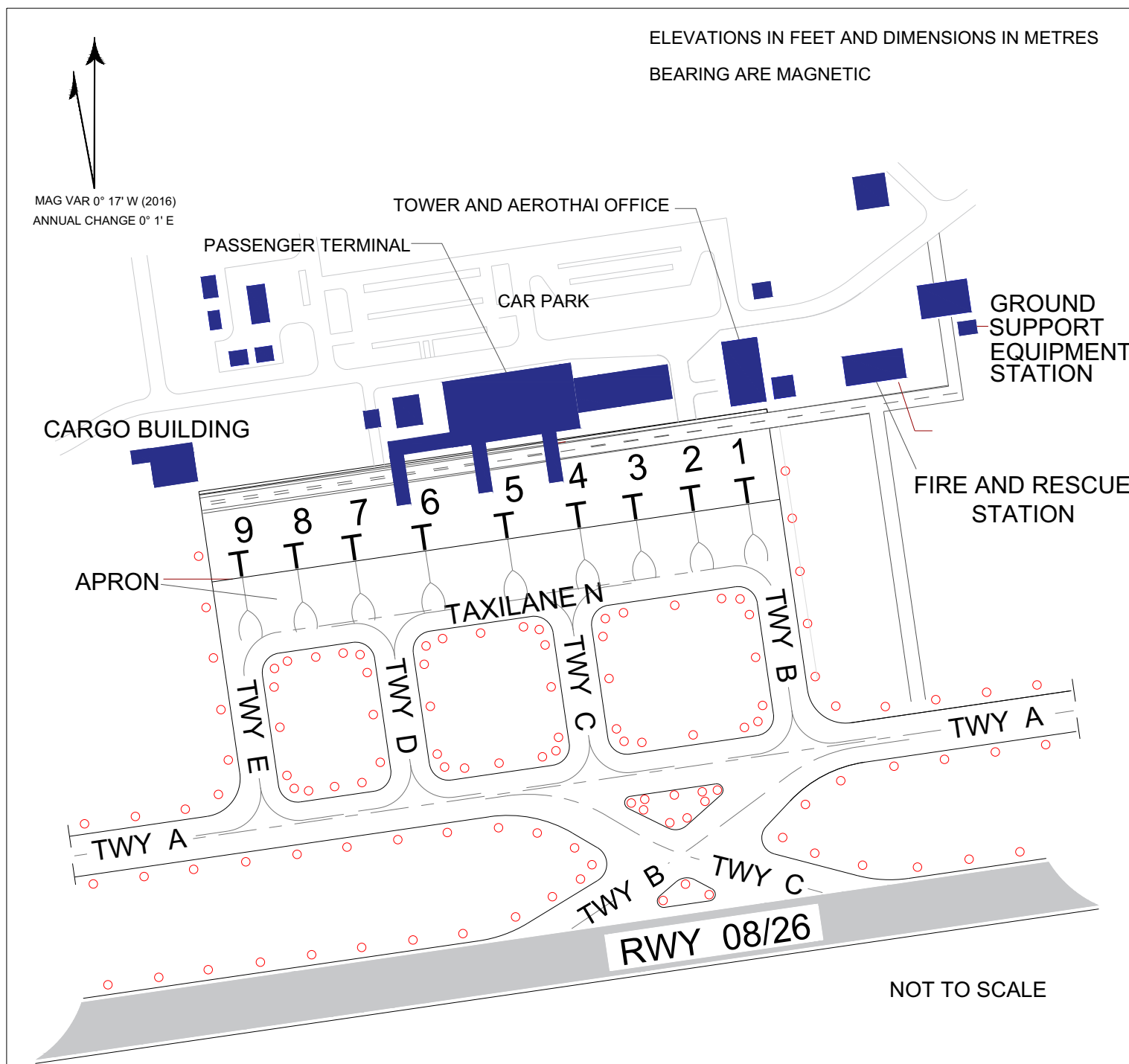
INTENTIONALLY BLANK

**AIRCRAFT PARKING /
DOCKING CHART - ICAO**

**APRON ELEV
90 FT**

**TWR 118.1
GND 121.9**

SONGKHLA / Hat Yai Intl



LEGEND	
AIRCRAFT STAND AND IDENTIFICATION	2 T
BUILDING OF LARGE STRUCTURE	■
TAXI ROUTE	---
SERVICE ROAD	==
TAXIWAY EDGE LIGHT	○

REMARKS

- ARP 06 55 58N 100 23 42E
- AIRCRAFT STAND NR4, 5 AND 6 VDGS EQUIPPED.
- TAXIWAY AND APRON SURFACE AND STRENGTH SEE AERODROME CHART-ICAO

ACFT STAND NR	COORDINATES(WGS-84)	
	LAT	LONG
1	06 56 09.30 N	100 23 43.25 E
2	06 56 09.15 N	100 23 42.04 E
3	06 56 08.99 N	100 23 40.73 E
4	06 56 08.83 N	100 23 39.42 E
5	06 56 08.82 N	100 23 37.10 E
6	06 56 08.56 N	100 23 34.74 E
7	06 56 08.02 N	100 23 32.92 E
8	06 56 07.86 N	100 23 31.61 E
9	06 56 07.71 N	100 23 30.40 E

CHANGE : ACFT STAND AND COORDINATES. ACFT STAND SAFEGATE EQUIPPED. REMARKS UPDATED.

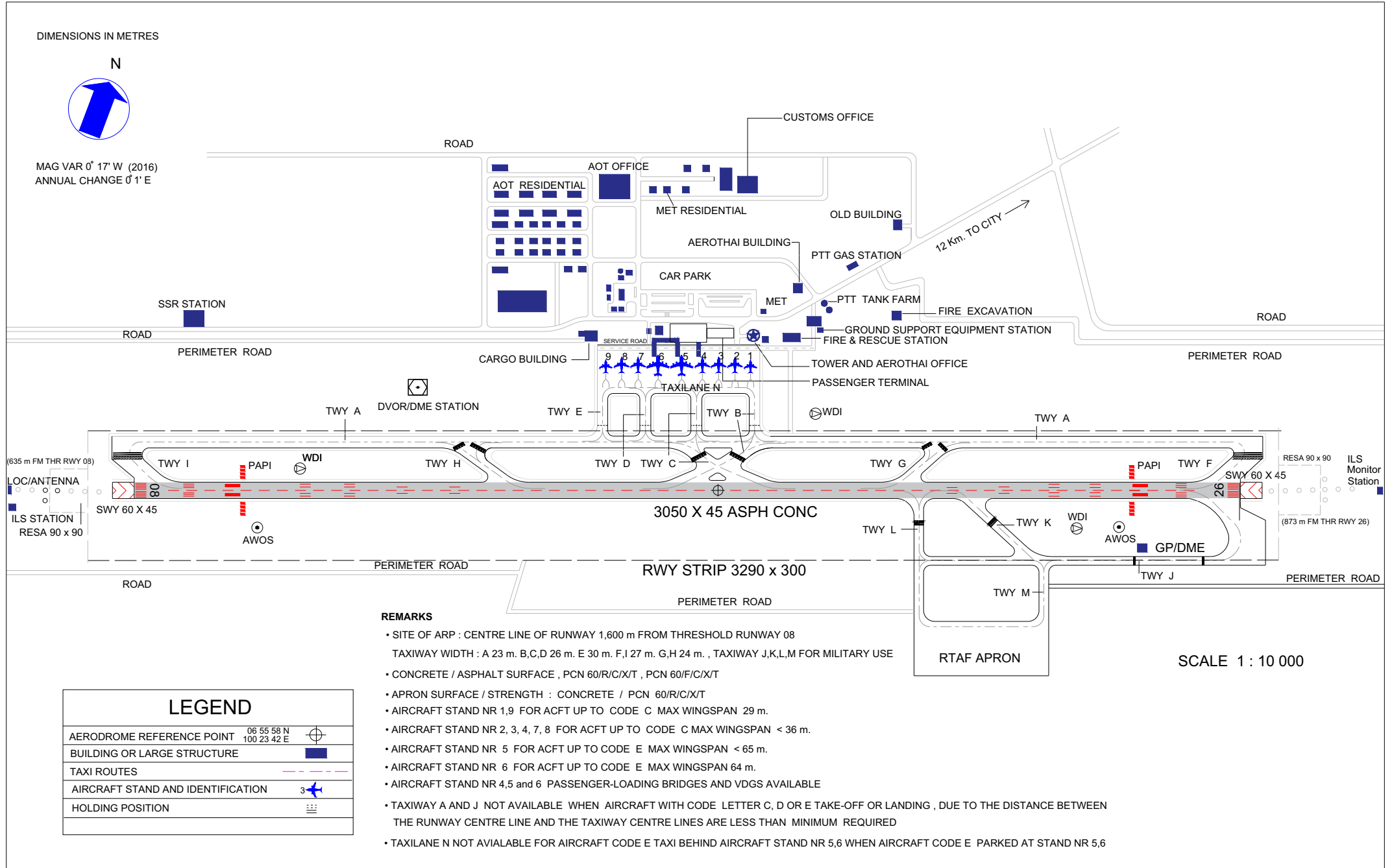
INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART-ICAO

APRON ELEV
90 FT

TWR : 118.1, 275.8
APP : 126.7, 301.5
GND : 121.9, 257.8
EMERGENCY : 121.5, 243.0
ATIS : 128.8

SONGKHLA / Hat Yai Intl

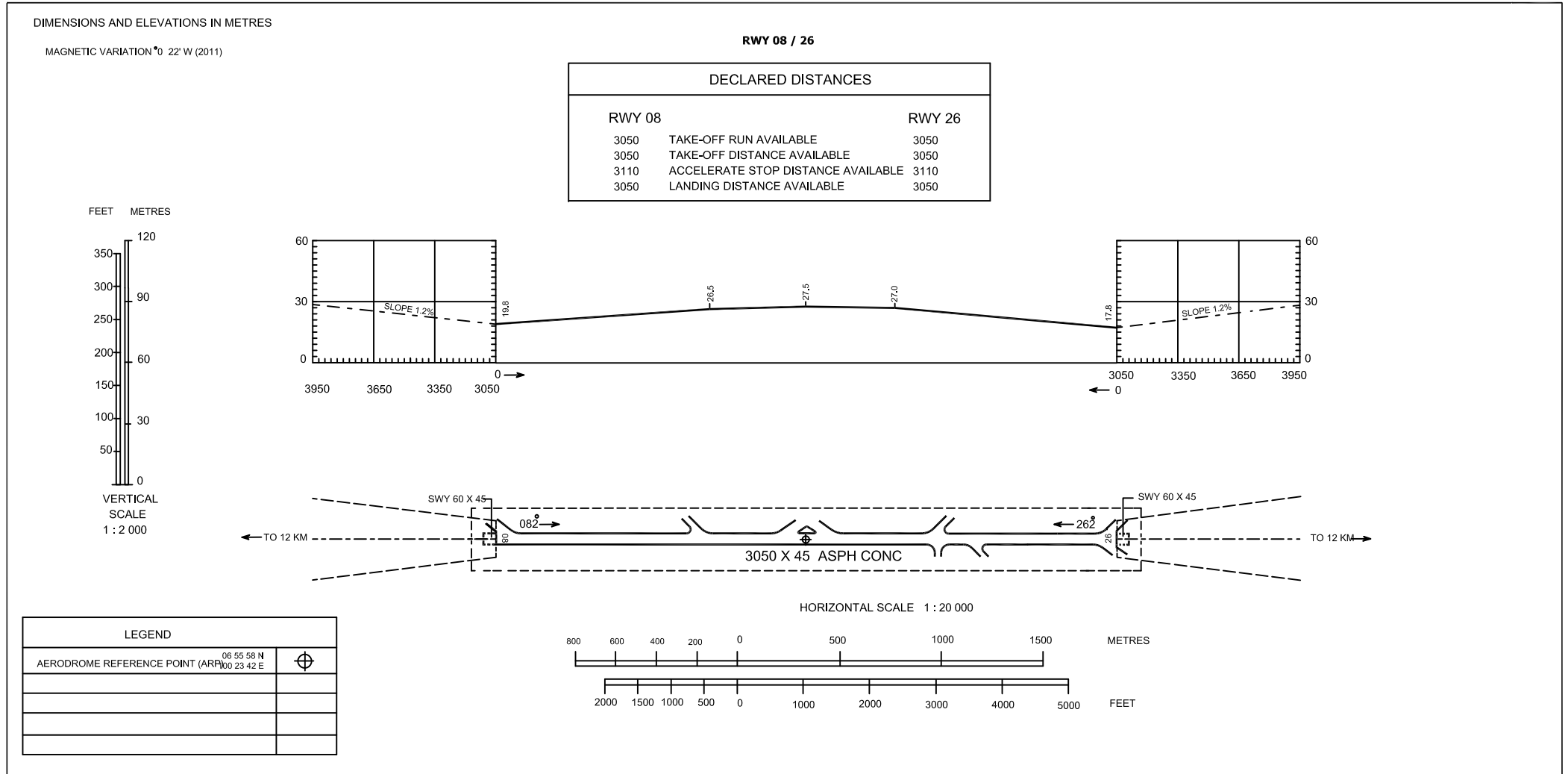


CHANGE : ACFT STAND NUMBER. AWOS ADDED. REMARKS UPDATED. RENAME BLDG.

INTENTIONALLY BLANK

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

Songkhla / Hat Yai International Airport



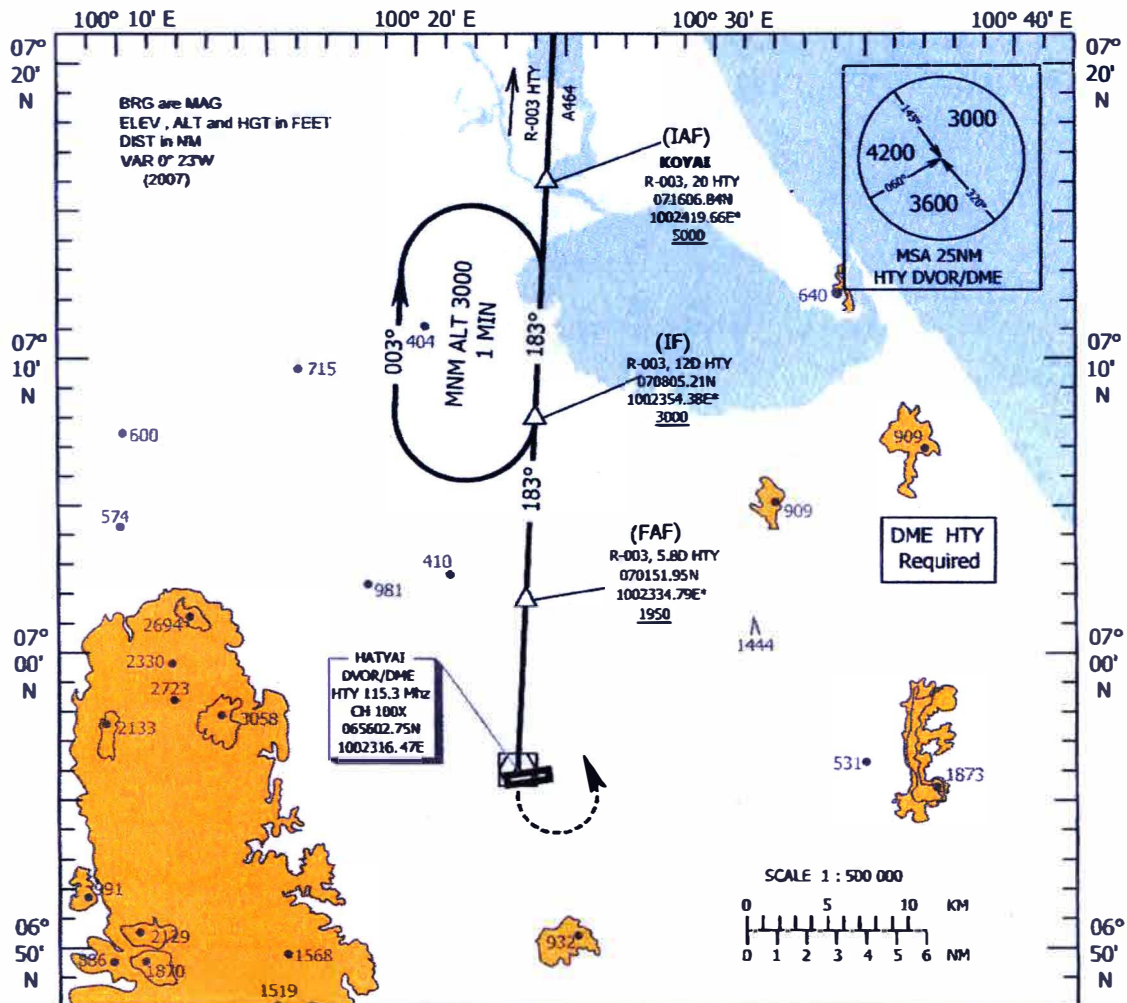
INTENTIONALLY BLANK

INTENTIONALLY BLANK

INSTRUMENT AERODROME ELEV 90 ft
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 126.7
TWR : 118.1 , 236.6
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)
VOR A



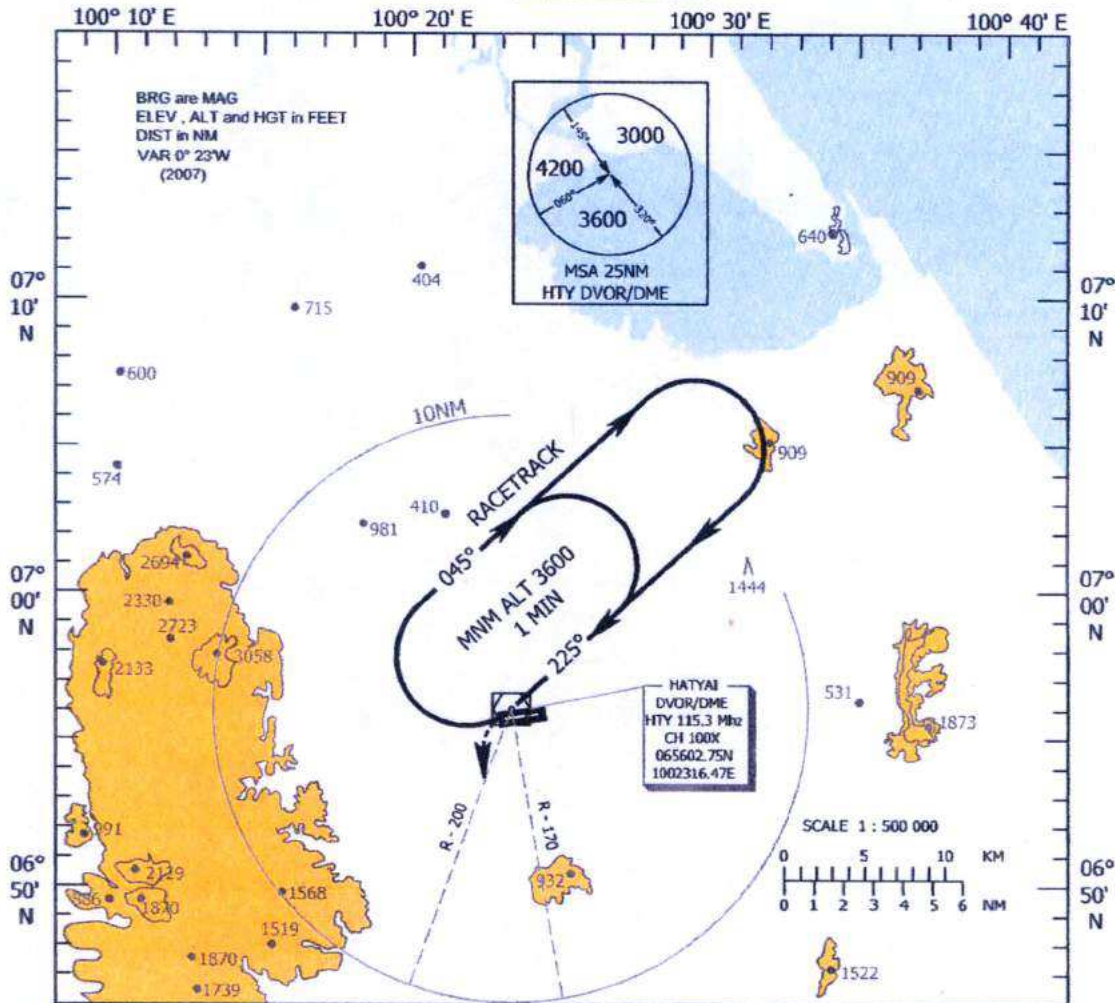
OCA/H					Distance (HTY)	2DME	3DME	4DME	5DME		
Cal. of ACTT	A	B	C	D	Altitude	780	1090	1410	1720		
Straight - in Approach	Not Authorized				Ground Speed (GS)	kt	100	120	140	160	180
					FAF - MAPt 5.8NM	m:s	3:29	2:54	2:29	2:11	1:56
Circling	550 (460)	680 (590)	780 (690)	780 (690)	Rate of Descent	ft/min	531	637	743	849	955

INTENTIONALLY BLANK

INSTRUMENT AERODROME ELEV 90 ft
 APPROACH HEIGHTS RELATED TO
 CHART - ICAO AERODROME ELEV

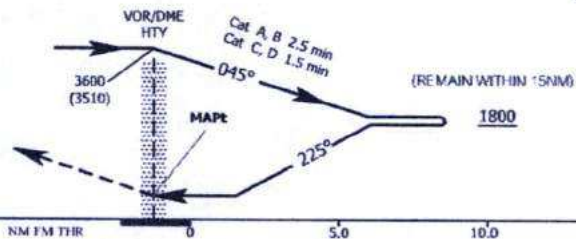
APP : 126.7
 TWR : 118.1, 236.6
 ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)
 VOR B



MISSED APPROACH :
 At VOR/DME Climb straight ahead to 1000ft then turn left to intercept and proceed along R-200 outbound to 1800ft, then turn left to intercept and proceed along R-170 inbound to VOR/DME HTY at 3600ft and hold or as directed by ATC

TA 11000



ELEV 90

OCA/H				
Cat of ACFT	A	B	C	D
Straight - in Approach	Not Authorized			
Circling	550 (460)	680 (590)	780 (690)	780 (690)

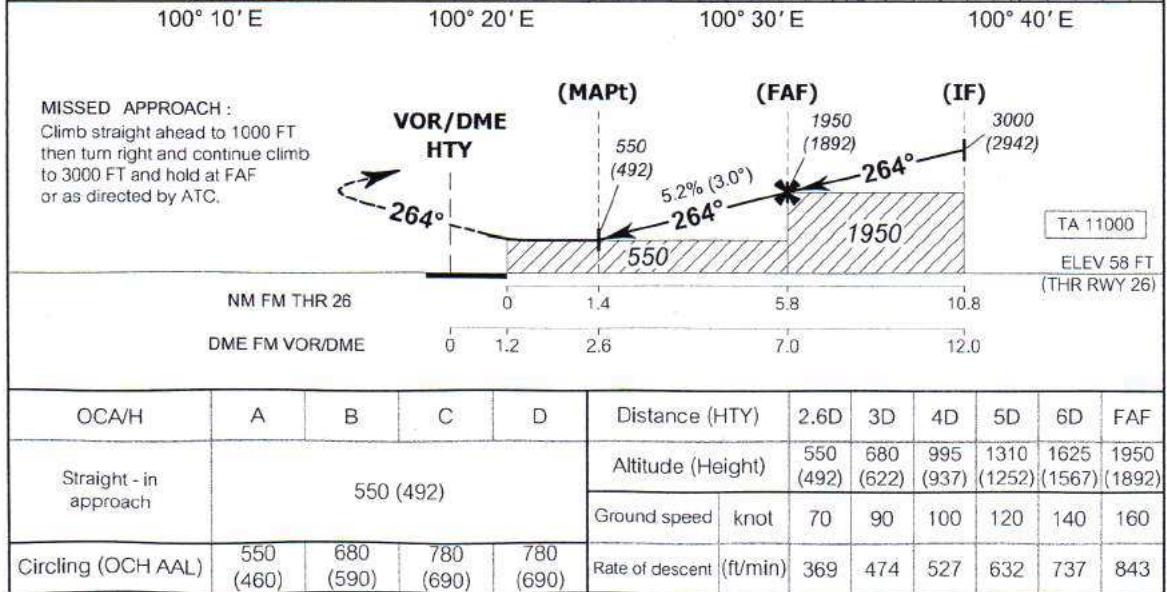
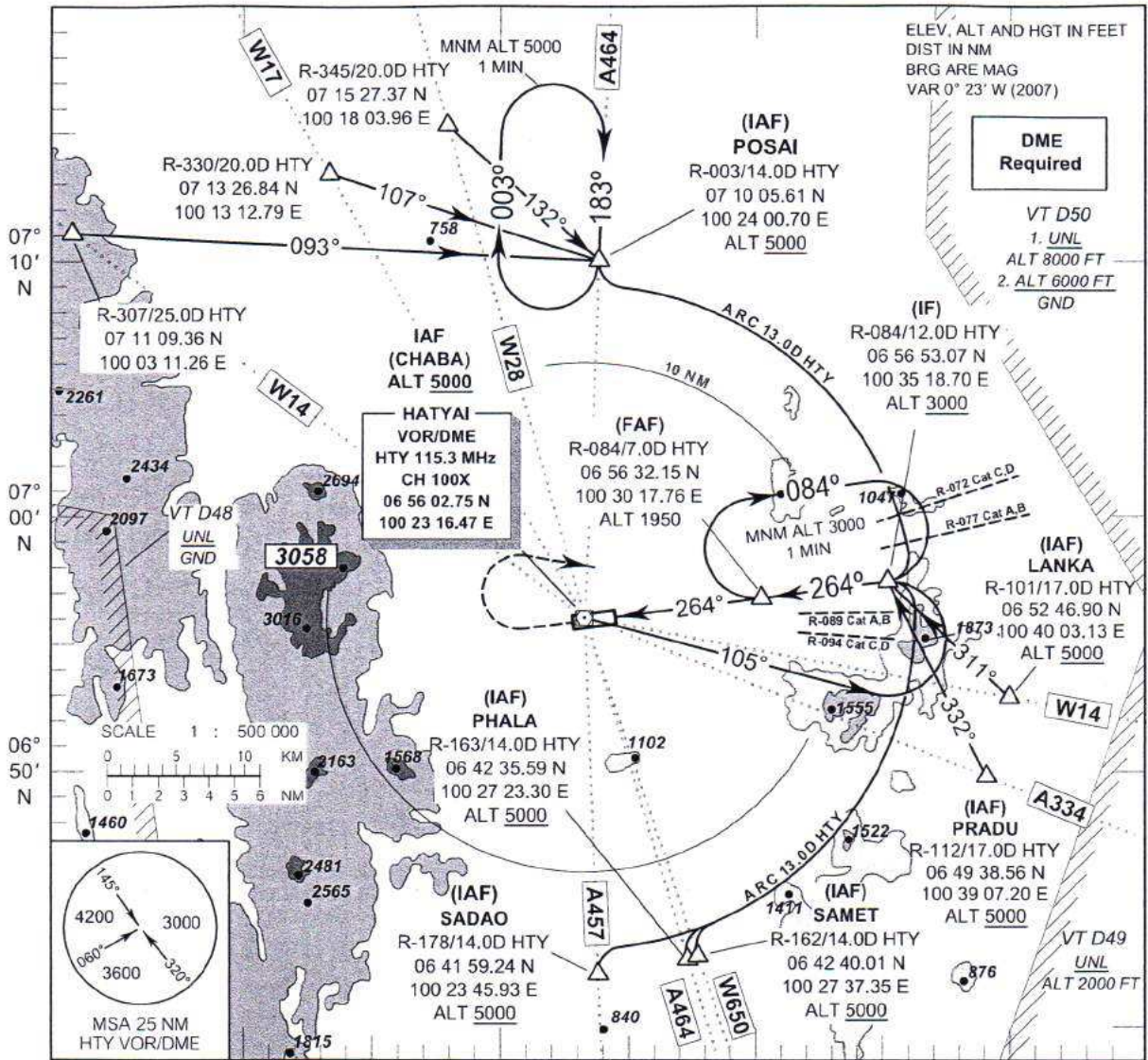
INTENTIONALLY BLANK

INSTRUMENT AERODROME ELEV 90 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY26 - ELEV 58 FT

APP : 126.7
TWR : 118.1 , 236.6
ATIS : 128.8

SONGKHLA / Hat Yai INTL (VTSS)

VOR RWY26



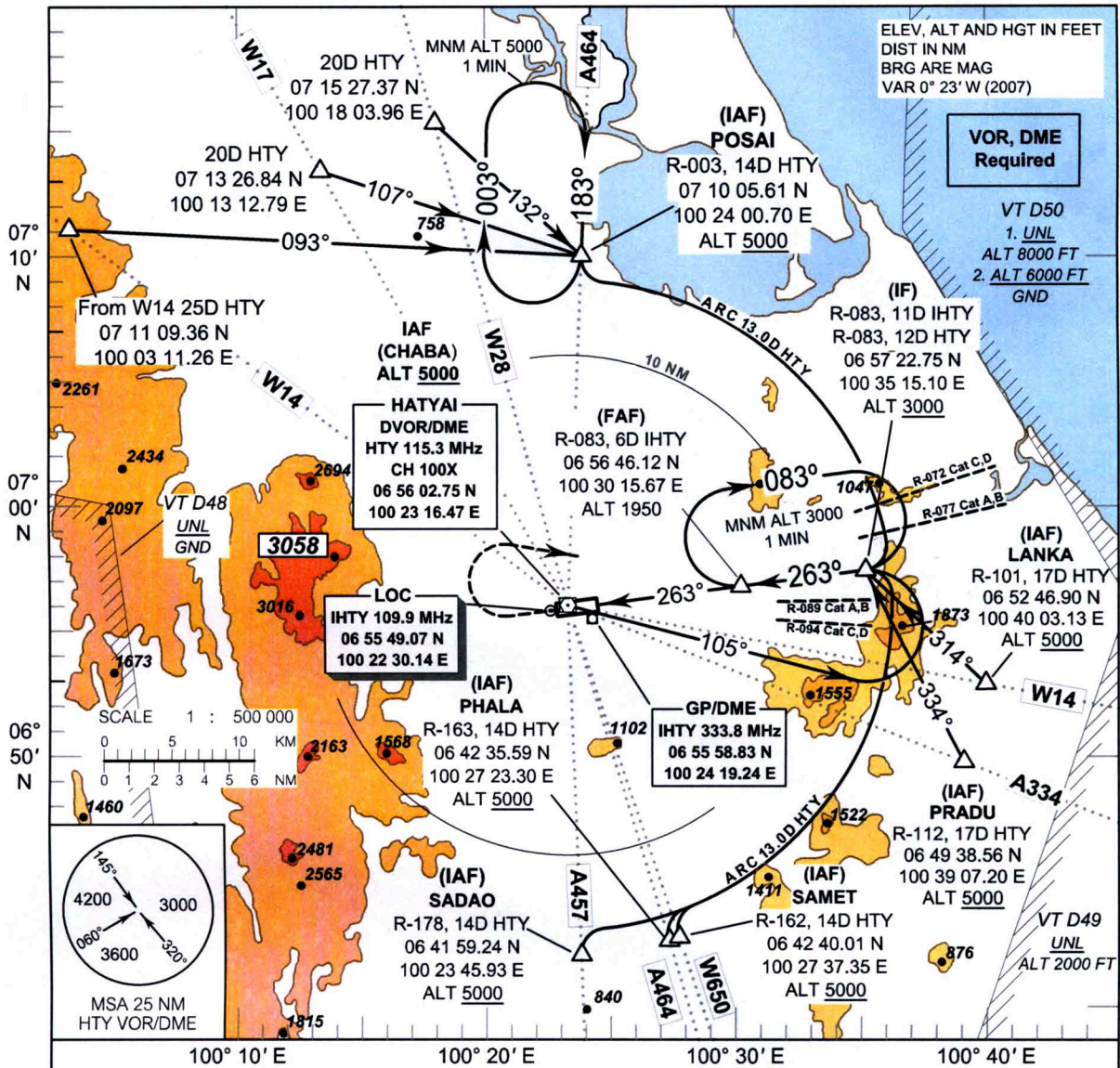
INTENTIONALLY BLANK

INSTRUMENT AERODROME ELEV 90 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY26 - ELEV 58 FT

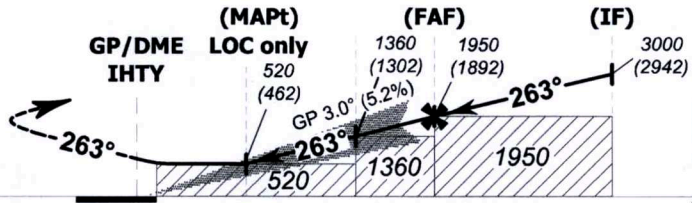
APP : 126.7
TWR : 118.1 , 236.6
ATIS : 128.8

SONGKHLA / Hat Yai INTL (VTSS)

ILS or LOC RWY 26



MISSED APPROACH :
Climb straight ahead to 600 FT
then turn right and continue climb
to 3000 FT and hold at FAF
or as directed by ATC.



RDH 55 FT
TA 11000
ELEV 58 FT
(THR RWY 26)

NM FM THR 26

DME FM GP/DME

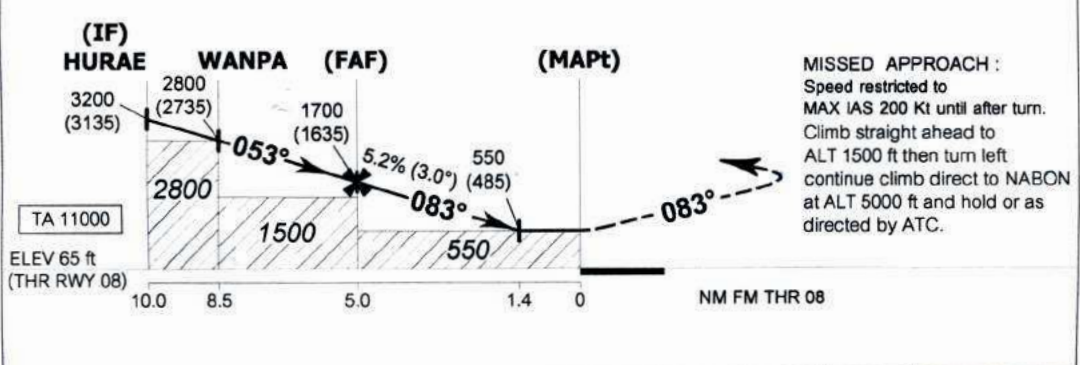
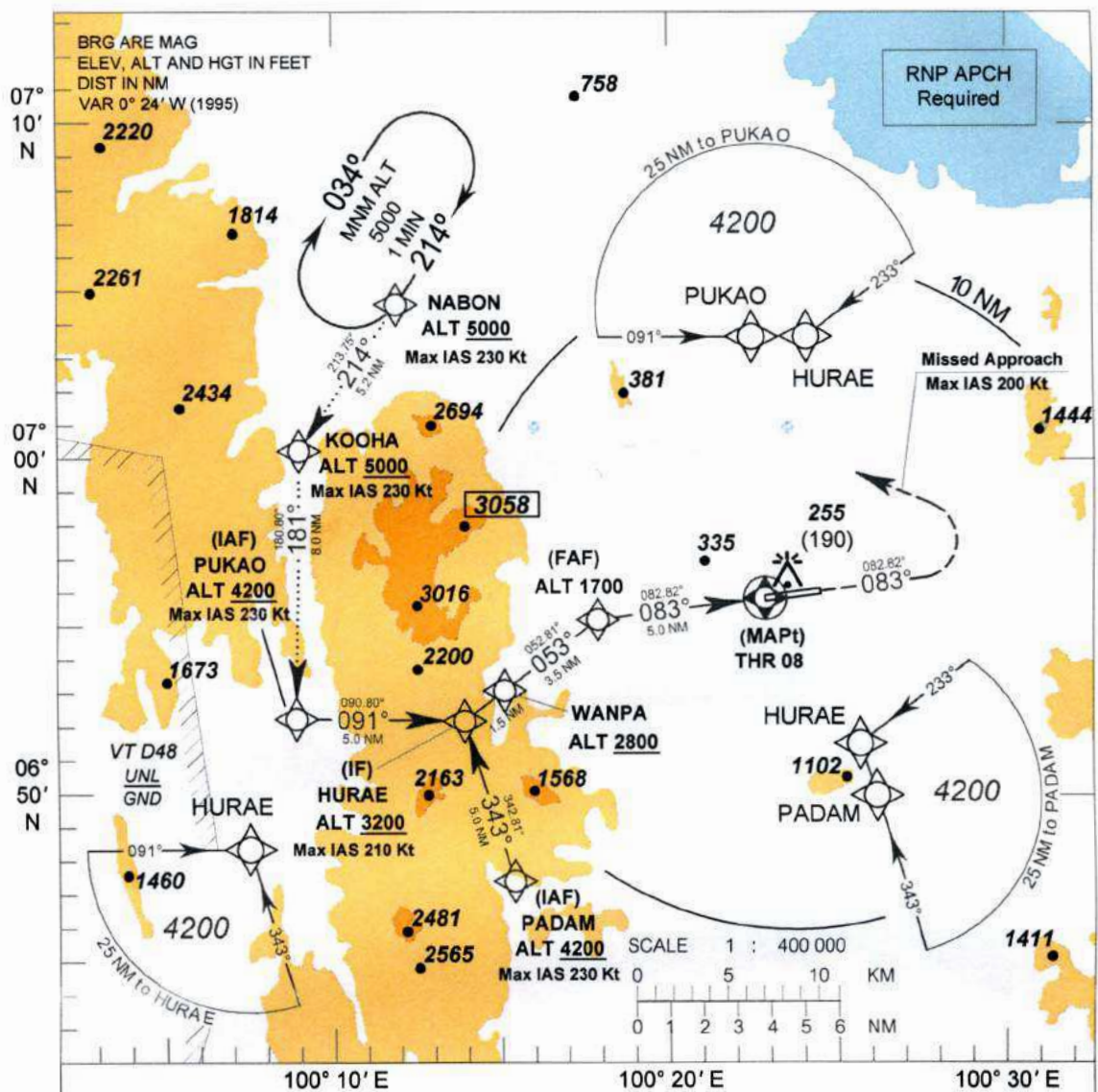
OCA/H		A	B	C	D	Distance (IHTY)	2D	3D	4D	5D	FAF		
Straight-in approach	CAT I	230	240	250	260	Altitude (Height)	680	1000	1315	1630	1950		
		(172)	(182)	(192)	(202)		(622)	(942)	(1257)	(1572)	(1892)		
LOC Only		520 (462)				Ground speed (GS)	knot	70	90	100	120	140	160
Circling (OCH AAL)		550	680	780	780		Rate of descent (ft/min)	369	474	527	632	737	843
		(460)	(590)	(690)	(690)								

INTENTIONALLY BLANK

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 90 FT** **HEIGHTS RELATED TO THR RWY 08 ELEV 65 FT**

APP : 126.7, 301.5 **SONGKHLA / Hat Yai INTL (VTSS)**
 TWR : 118.1, 275.8
 GND : 121.9, 257.8
 ATIS : 128.8

RNAV (GNSS) RWY 08



OCA/H	A	B	C	D	NM to THR 08	FAF	4 NM	3 NM	2 NM	1.4 NM		
LNAV	550 (485)				Altitude (Height)	1700 (1635)	1390 (1325)	1070 (1005)	750 (685)	550 (485)		
Circling (OCH AAL)	550 (460)	680 (590)	780 (690)		Ground speed (GS)	knot	100	120	140	160	180	200
REMARK: No direct to IF due to high terrain and proximity to Malaysian border.					Rate of descent	(ft/min)	530	635	740	850	955	1060

RNAV (GNSS) RWY08

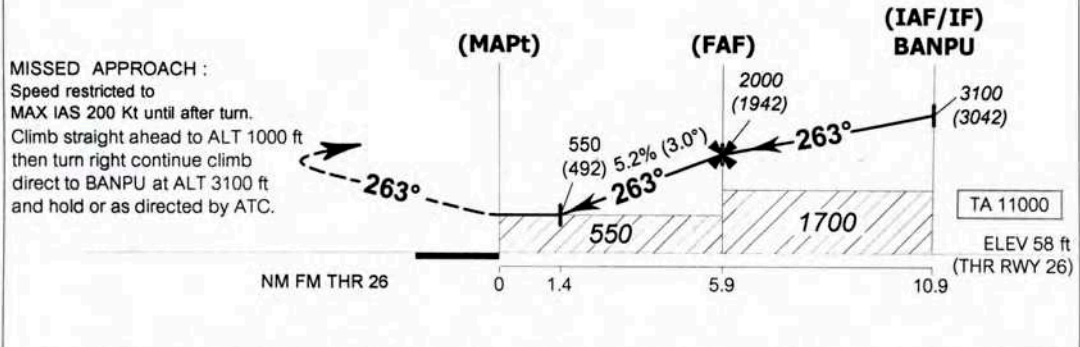
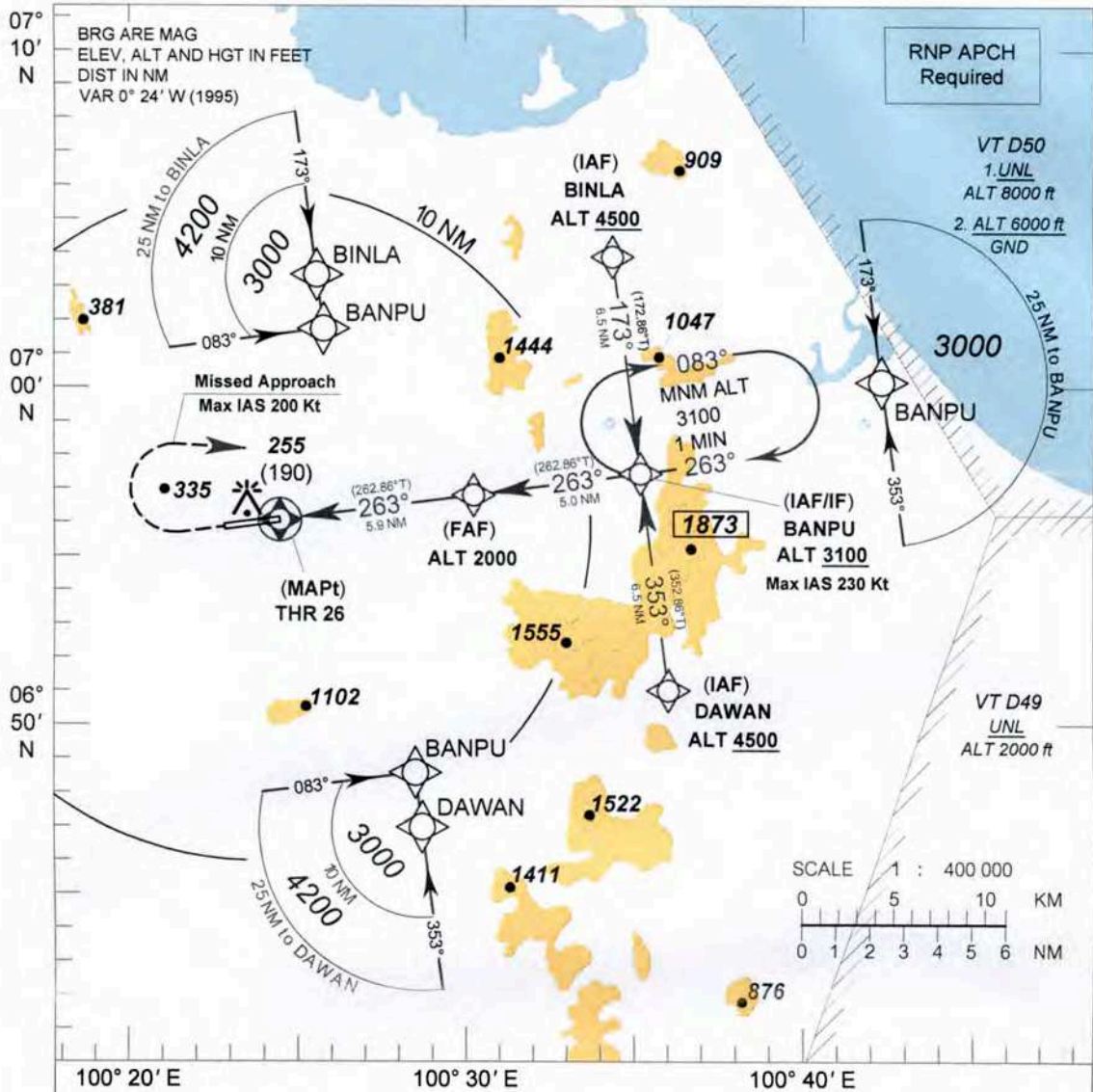
Fix identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic variation	Navigation performance
	Latitude	Longitude								
NABON	070440.87 N	1001150.88 E	IF	-	214°(213.75°)	-	+5000	230	0.4	RNP1
KOOHA	070018.30 N	1000855.30 E	TF	-	181°(180.80°)	L	+5000	230	0.4	RNP1
PUKAO	065215.95 N	1000848.52 E	IF, TF	-	091°(090.80°)	L	+4200	230	0.4	RNP1
PADAM	064723.68 N	1001519.29 E	IF	-	343°(342.81°)	-	+4200	230	0.4	RNP1
HURAE	065211.70 N	1001350.16 E	TF	-	053°(052.81°)	L, R	+3200	210	0.4	RNP1
WANPA	065306.52 N	1001502.47 E	TF	-	053°(052.81°)	-	+2800	-	0.4	RNP1
FAF	065513.91 N	1001750.51 E	TF	-	083°(082.82°)	R	1700	-	0.4	RNP0.3
MAPt (THR08)	065551.55 N	1002249.84 E	-	Y	083°(082.82°)	-	550	-	0.4	RNP0.3

INSTRUMENT AERODROME ELEV 90 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY 26 ELEV 58 FT

APP : 126.7 , 301.5
TWR : 118.1 , 275.8
GND : 121.9 , 257.8
ATIS : 128.8

SONGKHLA / Hat Yai INTL (VTSS)

RNAV (GNSS) RWY 26



OCA/H	A	B	C	D	NM to THR 26	1.4 NM	2 NM	3 NM	4 NM	5 NM	FAF	
LNAV	550 (492)				Altitude (Height)	550 (492)	745 (687)	1065 (1007)	1380 (1322)	1700 (1642)	2000 (1942)	
Circling (OCH AAL)	550 (460)	680 (590)	780 (690)		Ground speed (GS)	knot	100	120	140	160	180	200
						Rate of descent (ft/min)	530	635	740	850	955	1060

RNAV (GNSS) RWY26

Fix identifier (Waypoint name)	WGS-84 Coordinates		Path descriptor	Flyover	Course ° M (° T)	Turn direction	Altitude	Speed limit	Magnetic variation	Navigation performance
	Latitude	Longitude								
BINLA	070357.26 N	1003431.75 E	IF	-	173°(172.86°)	-	+4500	-	0.4	RNP1
DAWAN	065057.53 N	1003609.52 E	IF	-	353°(352.86°)	-	+4500	-	0.4	RNP1
BANPU	065725.74 N	1003520.84 E	IF, TF	-	263°(262.86°)	L, R	+3100	230	0.4	RNP1
FAF	065648.24 N	1003021.51 E	TF	-	263°(262.86°)	-	2000	-	0.4	RNP0.3
MAPt (THR26)	065603.92 N	1002428.30 E	-	Y	263°(262.86°)	-	550	-	0.4	RNP0.3