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 07/20
7 MAY 20

This AIRAC AIP AMDT 07/20 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 2.5	LIST OF RADIO NAVIGATION AIDS
GEN 3.1	AERONAUTICAL INFORMATION SERVICES
GEN 3.2	AERONAUTICAL CHARTS
ENR 2.1	FIR, UIR, TMA
ENR 3.1	ATS ROUTES
ENR 3.3	AREA NAVIGATION (RNAV) ROUTES
ENR 4.1	RADIO NAVIGATION AND LANDING AIDS
ENR 4.4	NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS
ENR 5.1	PROHIBITED, RESTRICTED, DANGER AREAS
ENR 6	EN-ROUTE CHARTS
AD 0.6	TABLE OF CONTENTS TO PART 3
AD 2-VTBD-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBD-2	AIRCRAFT PARKING/DOCKING CHART - ICAO
	AERODROME GROUND MOVEMENT CHART - ICAO
AD 2-VTBS-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA
	AD 2.10 AERODROME OBSTACLES
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBS-2	AERODROME CHART - ICAO
	AIRCRAFT PARKING/DOCKING CHART - ICAO
	AERODROME GROUND MOVEMENT CHART - ICAO - STANDARD TAXI ROUTE - INBOUND - LANDING RWY 19R
	AERODROME GROUND MOVEMENT CHART - ICAO - STANDARD TAXI ROUTE - INBOUND - LANDING RWY 19L
	AERODROME GROUND MOVEMENT CHART - ICAO - STANDARD TAXI ROUTE - INBOUND - LANDING RWY 01R
	AERODROME GROUND MOVEMENT CHART - ICAO - STANDARD TAXI ROUTE - INBOUND - LANDING RWY 01L
	AERODROME GROUND MOVEMENT CHART - ICAO - STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF RWY 19R
	AERODROME GROUND MOVEMENT CHART - ICAO - STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF RWY 19L
	AERODROME GROUND MOVEMENT CHART - ICAO - STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF RWY 01R
	AERODROME GROUND MOVEMENT CHART - ICAO - STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF RWY 01L

AD 2-VTUO-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTSG-1	AD 2.23 ADDITIONAL INFORMATION
AD 2-VTCL-1	AD 2.23 ADDITIONAL INFORMATION
AD 2-VTPP-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.5 PASSENGER FACILITIES
	AD 2.23 ADDITIONAL INFORMATION
AD 2-VTCP-1	AD 2.3 OPERATIONAL HOURS
AD 2-VTSM-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTSM-6	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A (TABULAR DESCRIPTION)
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A (WAYPOINT LIST TABLE)
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OL-BAG1B RUMVA1B UPNEP1B
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OL-BAG1B RUMVA1B UPNEP1B (TABULAR DESCRIPTION)
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OL-BAG1B RUMVA1B UPNEP1B (WAYPOINT LIST TABLE)
AD 2-VTSM-8	INSTRUMENT APPROACH CHART - ICAO - VOR RWY 17 - CAT A, B
	INSTRUMENT APPROACH CHART - ICAO - VOR RWY 17 - CAT A, B (FIX AND POINT LIST TABLE)
	INSTRUMENT APPROACH CHART - ICAO - VOR RWY 17 - CAT C
	INSTRUMENT APPROACH CHART - ICAO - VOR RWY 17 - CAT C (FIX AND POINT LIST TABLE)
	INSTRUMENT APPROACH CHART - ICAO - VOR RWY 35 - CAT A, B
	INSTRUMENT APPROACH CHART - ICAO - VOR RWY 35 - CAT A, B (FIX AND POINT LIST TABLE)
	INSTRUMENT APPROACH CHART - ICAO - VOR RWY 35 - CAT C
	INSTRUMENT APPROACH CHART - ICAO - VOR RWY 35 - CAT C (FIX AND POINT LIST TABLE)
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 17 - CAT A, B
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 17 - CAT A, B (TABULAR DESCRIPTION)
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 17 - CAT A, B (WAYPOINT LIST TABLE)
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 17 - CAT C
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 17 - CAT C (TABULAR DESCRIPTION)
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 17 - CAT C (WAYPOINT LIST TABLE)
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 35 - CAT A, B
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 35 - CAT A, B (TABULAR DESCRIPTION)
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 35 - CAT A, B (WAYPOINT LIST TABLE)
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 35 - CAT C
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 35 - CAT C (TABULAR DESCRIPTION)
	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 35 - CAT C (WAYPOINT LIST TABLE)
AD 2-VTUU-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.20 LOCAL AERODROME REGULATIONS
AD 2-VTUD-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.5 PASSENGER FACILITIES

	AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA
	AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS
	AD 2.13 DECLARED DISTANCES
	AD 2.14 APPROACH AND RUNWAY LIGHTING
	AD 2.18 ATS COMMUNICATION FACILITIES
	AD 2.23 ADDITIONAL INFORMATION
AD 2-VTSY-1	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.14 APPROACH AND RUNWAY LIGHTING
	AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.23 ADDITIONAL INFORMATION
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTSY-2	AERODROME CHART - ICAO

1.

DESTROY			INSERT		
GEN	0.2-1	21 MAY 2020	GEN	0.2-1	18 JUN 2020
	0.4-1	21 MAY 2020		0.4-1	18 JUN 2020
	0.4-2	21 MAY 2020		0.4-2	18 JUN 2020
	0.4-3	21 MAY 2020		0.4-3	18 JUN 2020
	0.4-4	21 MAY 2020		0.4-4	18 JUN 2020
	0.4-5	21 MAY 2020		0.4-5	18 JUN 2020
	0.4-6	21 MAY 2020		0.4-6	18 JUN 2020
	0.4-7	21 MAY 2020		0.4-7	18 JUN 2020
	0.4-8	21 MAY 2020		0.4-8	18 JUN 2020
	0.4-9	21 MAY 2020		0.4-9	18 JUN 2020
	0.4-10	21 MAY 2020		0.4-10	18 JUN 2020
	2.5-1	18 JUL 2019		2.5-1	18 JUN 2020
	3.1-4	12 SEP 2019		3.1-4	18 JUN 2020
	3.1-5	12 SEP 2019		3.1-5	18 JUN 2020
	3.1-6	12 SEP 2019		3.1-6	18 JUN 2020
	3.2-8	23 APR 2020		3.2-8	18 JUN 2020
	3.2-9	23 APR 2020		3.2-9	18 JUN 2020
	3.2-10	26 MAR 2020		3.2-10	18 JUN 2020
	3.2-11	23 APR 2020		3.2-11	18 JUN 2020
	3.2-12	15 AUG 2019		3.2-12	18 JUN 2020
	3.2-14	23 APR 2020		3.2-14	18 JUN 2020
	3.2-15	21 MAY 2020		3.2-15	18 JUN 2020
ENR	2.1-28	21 MAY 2020	ENR	2.1-28	18 JUN 2020
	3.1-31	7 NOV 2019		3.1-31	18 JUN 2020
	3.1-59	7 NOV 2019		3.1-59	18 JUN 2020
	3.1-60	7 NOV 2019		3.1-60	18 JUN 2020

DESTROY			INSERT		
	3.1-69	7 NOV 2019		3.1-69	18 JUN 2020
	3.1-70	7 NOV 2019		3.1-70	18 JUN 2020
	3.1-71	7 NOV 2019		3.1-71	18 JUN 2020
	-	-		3.1-72	18 JUN 2020
	3.3-22	23 APR 2020		3.3-22	18 JUN 2020
	3.3-35	23 APR 2020		3.3-35	18 JUN 2020
	3.3-36	23 APR 2020		3.3-36	18 JUN 2020
	3.3-37	23 APR 2020		3.3-37	18 JUN 2020
	3.3-38	23 APR 2020		3.3-38	18 JUN 2020
	3.3-39	23 APR 2020		3.3-39	18 JUN 2020
	3.3-40	23 APR 2020		3.3-40	18 JUN 2020
	3.3-41	21 MAY 2020		3.3-41	18 JUN 2020
	-	-		3.3-42	18 JUN 2020
	-	-		3.3-43	18 JUN 2020
	4.1-1	12 SEP 2019		4.1-1	18 JUN 2020
	4.1-2	23 APR 2020		4.1-2	18 JUN 2020
	4.1-3	23 APR 2020		4.1-3	18 JUN 2020
	4.1-4	12 SEP 2019		4.1-4	18 JUN 2020
	4.1-5	18 JUL 2019		4.1-5	18 JUN 2020
	4.1-6	18 JUL 2019		4.1-6	18 JUN 2020
	4.1-7	7 NOV 2019		4.1-7	18 JUN 2020
	4.1-8	7 NOV 2019		4.1-8	18 JUN 2020
	-	-		4.1-9	18 JUN 2020
	4.4-1	23 APR 2020		4.4-1	18 JUN 2020
	4.4-2	23 APR 2020		4.4-2	18 JUN 2020
	4.4-3	23 APR 2020		4.4-3	18 JUN 2020
	5.1-9	5 DEC 2019		5.1-9	18 JUN 2020
	5.1-16	5 DEC 2019		5.1-16	18 JUN 2020
	6-1	21 MAY 2020		6-1	18 JUN 2020
	6-3	21 MAY 2020		6-3	18 JUN 2020
AD	0.6-3	18 JUL 2019	AD	0.6-3	18 JUN 2020
	0.6-4	18 JUL 2019		0.6-4	18 JUN 2020
	0.6-11	21 MAY 2020		0.6-11	18 JUN 2020
	0.6-12	21 MAY 2020		0.6-12	18 JUN 2020
	0.6-13	21 MAY 2020		0.6-13	18 JUN 2020
	0.6-14	21 MAY 2020		0.6-14	18 JUN 2020
	0.6-15	21 MAY 2020		0.6-15	18 JUN 2020
	0.6-16	21 MAY 2020		0.6-16	18 JUN 2020
	0.6-17	18 JUL 2019		0.6-17	18 JUN 2020
	0.6-18	18 JUL 2019		0.6-18	18 JUN 2020
	0.6-19	7 DEC 2017		0.6-19	18 JUN 2020

DESTROY		INSERT	
2-VTBD-1-22	21 MAY 2020	2-VTBD-1-22	18 JUN 2020
2-VTBD-2-3	7 NOV 2019	2-VTBD-2-3	18 JUN 2020
-	-	2-VTBD-2-4	18 JUN 2020
2-VTBD-2-5	5 DEC 2019	2-VTBD-2-5	18 JUN 2020
2-VTBD-2-6	2 JAN 2020	-	-
2-VTBS-1-1	12 SEP 2019	2-VTBS-1-1	18 JUN 2020
2-VTBS-1-4	23 APR 2020	2-VTBS-1-4	18 JUN 2020
2-VTBS-1-5	23 APR 2020	2-VTBS-1-5	18 JUN 2020
2-VTBS-1-6	23 APR 2020	2-VTBS-1-6	18 JUN 2020
2-VTBS-1-68	23 APR 2020	2-VTBS-1-68	18 JUN 2020
2-VTBS-2-1	18 JUL 2019	2-VTBS-2-1	18 JUN 2020
2-VTBS-2-3	23 APR 2020	2-VTBS-2-3	18 JUN 2020
2-VTBS-2-7	23 APR 2020	2-VTBS-2-7	18 JUN 2020
2-VTBS-2-9	23 APR 2020	2-VTBS-2-9	18 JUN 2020
2-VTBS-2-11	23 APR 2020	2-VTBS-2-11	18 JUN 2020
2-VTBS-2-13	23 APR 2020	2-VTBS-2-13	18 JUN 2020
2-VTBS-2-15	23 APR 2020	2-VTBS-2-15	18 JUN 2020
2-VTBS-2-17	23 APR 2020	2-VTBS-2-17	18 JUN 2020
2-VTBS-2-19	23 APR 2020	2-VTBS-2-19	18 JUN 2020
2-VTBS-2-21	23 APR 2020	2-VTBS-2-21	18 JUN 2020
2-VTUO-1-5	10 OCT 2019	2-VTUO-1-5	18 JUN 2020
2-VTUO-1-6	18 JUL 2019	2-VTUO-1-6	18 JUN 2020
2-VTUO-1-7	18 JUL 2019	2-VTUO-1-7	18 JUN 2020
2-VTUO-1-8	10 OCT 2019	2-VTUO-1-8	18 JUN 2020
2-VTUO-1-9	18 JUL 2019	2-VTUO-1-9	18 JUN 2020
2-VTSG-1-9	18 JUL 2019	2-VTSG-1-9	18 JUN 2020
2-VTSG-1-10	18 JUL 2019	2-VTSG-1-10	18 JUN 2020
2-VTCL-1-6	12 SEP 2019	2-VTCL-1-6	18 JUN 2020
2-VTPP-1-1	12 SEP 2019	2-VTPP-1-1	18 JUN 2020
2-VTPP-1-2	12 SEP 2019	2-VTPP-1-2	18 JUN 2020
2-VTPP-1-12	12 SEP 2019	2-VTPP-1-12	18 JUN 2020
2-VTPP-1-13	12 SEP 2019	2-VTPP-1-13	18 JUN 2020
2-VTCP-1-1	12 SEP 2019	2-VTCP-1-1	18 JUN 2020
2-VTSM-1-9	12 SEP 2019	2-VTSM-1-9	18 JUN 2020
2-VTSM-1-10	12 SEP 2019	2-VTSM-1-10	18 JUN 2020
2-VTSM-1-11	12 SEP 2019	2-VTSM-1-11	18 JUN 2020
2-VTSM-1-12	12 SEP 2019	2-VTSM-1-12	18 JUN 2020
-	-	2-VTSM-6-1	18 JUN 2020
-	-	2-VTSM-6-2	18 JUN 2020
-	-	2-VTSM-6-3	18 JUN 2020
-	-	2-VTSM-6-5	18 JUN 2020

DESTROY		INSERT	
-	-	2-VTSM-6-6	18 JUN 2020
-	-	2-VTSM-6-7	18 JUN 2020
2-VTSM-8-1	18 JUL 2019	2-VTSM-8-1	18 JUN 2020
2-VTSM-8-2	18 JUL 2019	2-VTSM-8-2	18 JUN 2020
2-VTSM-8-3	18 JUL 2019	2-VTSM-8-3	18 JUN 2020
2-VTSM-8-4	18 JUL 2019	2-VTSM-8-4	18 JUN 2020
2-VTSM-8-5	18 JUL 2019	2-VTSM-8-5	18 JUN 2020
2-VTSM-8-6	18 JUL 2019	2-VTSM-8-6	18 JUN 2020
2-VTSM-8-7	18 JUL 2019	2-VTSM-8-7	18 JUN 2020
2-VTSM-8-8	18 JUL 2019	2-VTSM-8-8	18 JUN 2020
2-VTSM-8-9	18 JUL 2019	2-VTSM-8-9	18 JUN 2020
2-VTSM-8-10	18 JUL 2019	2-VTSM-8-10	18 JUN 2020
2-VTSM-8-11	18 JUL 2019	2-VTSM-8-11	18 JUN 2020
2-VTSM-8-12	18 JUL 2019	-	-
2-VTSM-8-13	18 JUL 2019	2-VTSM-8-13	18 JUN 2020
2-VTSM-8-14	18 JUL 2019	2-VTSM-8-14	18 JUN 2020
2-VTSM-8-15	18 JUL 2019	2-VTSM-8-15	18 JUN 2020
2-VTSM-8-16	18 JUL 2019	-	-
2-VTSM-8-17	18 JUL 2019	2-VTSM-8-17	18 JUN 2020
2-VTSM-8-18	18 JUL 2019	2-VTSM-8-18	18 JUN 2020
2-VTSM-8-19	18 JUL 2019	2-VTSM-8-19	18 JUN 2020
2-VTSM-8-20	18 JUL 2019	-	-
-	-	2-VTSM-8-21	18 JUN 2020
-	-	2-VTSM-8-22	18 JUN 2020
-	-	2-VTSM-8-23	18 JUN 2020
2-VTUU-1-8	10 OCT 2019	2-VTUU-1-8	18 JUN 2020
2-VTUU-1-9	10 OCT 2019	2-VTUU-1-9	18 JUN 2020
2-VTUU-1-10	18 JUL 2019	2-VTUU-1-10	18 JUN 2020
2-VTUU-1-11	18 JUL 2019	2-VTUU-1-11	18 JUN 2020
2-VTUU-1-13	10 OCT 2019	2-VTUU-1-13	18 JUN 2020
-	-	2-VTUU-1-14	18 JUN 2020
2-VTUD-1-1	12 SEP 2019	2-VTUD-1-1	18 JUN 2020
2-VTUD-1-2	12 SEP 2019	2-VTUD-1-2	18 JUN 2020
2-VTUD-1-4	12 SEP 2019	2-VTUD-1-4	18 JUN 2020
2-VTUD-1-5	12 SEP 2019	2-VTUD-1-5	18 JUN 2020
2-VTUD-1-7	12 SEP 2019	2-VTUD-1-7	18 JUN 2020
-	-	2-VTUD-1-8	18 JUN 2020
2-VTSY-1-4	21 MAY 2020	2-VTSY-1-4	18 JUN 2020
2-VTSY-1-5	21 MAY 2020	2-VTSY-1-5	18 JUN 2020
2-VTSY-1-6	21 MAY 2020	2-VTSY-1-6	18 JUN 2020
-	-	2-VTSY-2-1	18 JUN 2020

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	A0967/20 (C1393/20), C1394/20, J6390/19, J6355/19

- 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	
7/20	07 MAY 2020	18 JUN 2020	

INTENTIONALLY BLANK

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date
PART 1 - GENERAL (GEN)	
GEN 0.	
0.1-1	18 JUL 19
0.1-2	18 JUL 19
0.1-3	18 JUL 19
0.2-1	**18 JUN 20**
0.3-1	18 JUL 19
0.4-1	**18 JUN 20**
0.4-2	**18 JUN 20**
0.4-3	**18 JUN 20**
0.4-4	**18 JUN 20**
0.4-5	**18 JUN 20**
0.4-6	**18 JUN 20**
0.4-7	**18 JUN 20**
0.4-8	**18 JUN 20**
0.4-9	**18 JUN 20**
0.4-10	**18 JUN 20**
0.5-1	18 JUL 19
0.6-1	18 JUL 19
GEN 1.	
1.1-1	18 JUL 19
1.1-2	10 OCT 19
1.1-3	10 OCT 19
1.2-1	18 JUL 19
1.2-2	18 JUL 19
1.2-3	18 JUL 19
1.2-4	18 JUL 19
1.3-1	18 JUL 19
1.3-2	18 JUL 19
1.3-3	18 JUL 19
1.3-4	18 JUL 19
1.3-5	18 JUL 19
1.4-1	18 JUL 19
1.4-2	18 JUL 19
1.4-3	18 JUL 19
1.4-4	18 JUL 19
1.5-1	18 JUL 19
1.6-1	18 JUL 19
1.6-2	18 JUL 19
1.7-1	18 JUL 19
1.7-2	18 JUL 19
1.7-3	18 JUL 19
1.7-4	18 JUL 19
GEN 2.	
2.1-1	27 FEB 20
2.1-2	27 FEB 20
2.2-1	12 SEP 19
2.2-2	12 SEP 19
2.2-3	12 SEP 19
2.2-4	12 SEP 19
2.2-5	12 SEP 19
2.2-6	12 SEP 19
2.2-7	12 SEP 19
2.2-8	12 SEP 19
2.2-9	12 SEP 19
2.2-10	12 SEP 19
2.2-11	12 SEP 19
2.2-12	12 SEP 19
2.2-13	12 SEP 19
2.2-14	12 SEP 19
2.2-15	12 SEP 19
2.2-16	12 SEP 19
2.2-17	12 SEP 19
2.2-18	12 SEP 19
2.3-1	18 JUL 19
2.3-2	18 JUL 19
2.4-1	18 JUL 19
2.4-2	18 JUL 19
2.4-3	21 MAY 20
2.5-1	**18 JUN 20**
2.5-2	18 JUL 19
2.5-3	18 JUL 19
2.6-1	18 JUL 19
2.6-2	18 JUL 19
2.6-3	18 JUL 19
2.7-1	18 JUL 19
GEN 3.	
3.1-1	12 SEP 19
3.1-2	12 SEP 19
3.1-3	12 SEP 19
3.1-4	**18 JUN 20**
3.1-5	**18 JUN 20**
3.1-6	**18 JUN 20**
3.1-7	12 SEP 19
3.2-1	18 JUL 19
3.2-2	15 AUG 19
3.2-3	15 AUG 19
3.2-4	15 AUG 19
3.2-5	23 APR 20
3.2-6	23 APR 20
3.2-7	23 APR 20
3.2-8	**18 JUN 20**
3.2-9	**18 JUN 20**
3.2-10	**18 JUN 20**
3.2-11	**18 JUN 20**
3.2-12	**18 JUN 20**
3.2-13	23 APR 20
3.2-14	**18 JUN 20**
3.2-15	**18 JUN 20**
3.3-1	27 FEB 20
3.3-2	18 JUL 19
3.3-3	18 JUL 19
3.3-4	18 JUL 19
3.4-1	18 JUL 19
3.4-2	18 JUL 19
3.4-3	18 JUL 19
3.4-4	18 JUL 19
3.4-5	18 JUL 19
3.4-6	18 JUL 19
3.4-7	18 JUL 19
3.4-8	18 JUL 19
3.4-9	18 JUL 19
3.5-1	21 MAY 20
3.5-2	21 MAY 20
3.5-3	27 FEB 20
3.5-4	26 MAR 20
3.5-5	27 FEB 20
3.6-1	18 JUL 19
3.6-2	18 JUL 19
3.6-3	18 JUL 19
GEN 4.	
4.1-1	18 JUL 19
4.1-2	18 JUL 19
4.1-3	18 JUL 19
4.2-1	18 JUL 19
4.2-2	18 JUL 19
4.2-3	18 JUL 19
4.3-1	18 JUL 19
PART 2 - EN-ROUTE (ENR)	
ENR 0.	
0.6-1	18 JUL 19
0.6-2	18 JUL 19
ENR 1.	
1.1-1	18 JUL 19
1.2-1	18 JUL 19
1.2-2	18 JUL 19
1.2-3	18 JUL 19
1.2-4	18 JUL 19
1.2-5	18 JUL 19
1.2-6	18 JUL 19
1.2-7	18 JUL 19
1.3-1	18 JUL 19
1.4-1	18 JUL 19
1.4-2	18 JUL 19
1.5-1	18 JUL 19
1.6-1	18 JUL 19
1.6-2	18 JUL 19
1.6-3	18 JUL 19
1.6-4	18 JUL 19
1.6-5	18 JUL 19
1.6-6	18 JUL 19
1.6-7	5 DEC 19
1.7-1	18 JUL 19
1.7-2	18 JUL 19
1.7-3	18 JUL 19
1.8-1	18 JUL 19
1.8-2	18 JUL 19
1.8-3	18 JUL 19
1.8-4	18 JUL 19
1.9-1	18 JUL 19
1.9-2	18 JUL 19
1.9-3	18 JUL 19
1.9-4	18 JUL 19
1.9-5	18 JUL 19
1.9-6	18 JUL 19
1.9-7	18 JUL 19
1.9-8	18 JUL 19
1.9-9	18 JUL 19
1.9-10	18 JUL 19
1.9-11	18 JUL 19
1.9-12	18 JUL 19
1.9-13	18 JUL 19
1.9-14	18 JUL 19
1.9-15	18 JUL 19
1.9-16	18 JUL 19
1.9-17	18 JUL 19
1.10-1	18 JUL 19
1.10-2	18 JUL 19
1.10-3	18 JUL 19
1.10-4	18 JUL 19
1.10-5	12 SEP 19
1.10-6	7 NOV 19
1.10-7	7 NOV 19
1.10-8	7 NOV 19
1.10-9	7 NOV 19
1.10-10	7 NOV 19
1.10-11	7 NOV 19
1.10-12	7 NOV 19
1.10-13	7 NOV 19
1.11-1	18 JUL 19
1.12-1	18 JUL 19
1.12-2	18 JUL 19
1.12-3	18 JUL 19
1.13-1	18 JUL 19
1.14-1	18 JUL 19
1.14-2	18 JUL 19
1.14-3	18 JUL 19
1.14-4	18 JUL 19
1.14-5	18 JUL 19
1.14-6	18 JUL 19

Page	Date
1.14-7	18 JUL 19
ENR 2.	
2.1-1	21 MAY 20
2.1-2	27 FEB 20
2.1-3	27 FEB 20
2.1-4	27 FEB 20
2.1-5	26 MAR 20
2.1-6	27 FEB 20
2.1-7	21 MAY 20
2.1-8	27 FEB 20
2.1-9	27 FEB 20
2.1-10	27 FEB 20
2.1-11	27 FEB 20
2.1-12	27 FEB 20
2.1-13	27 FEB 20
2.1-14	27 FEB 20
2.1-15	27 FEB 20
2.1-16	27 FEB 20
2.1-17	27 FEB 20
2.1-18	27 FEB 20
2.1-19	27 FEB 20
2.1-20	27 FEB 20
2.1-21	27 FEB 20
2.1-22	27 FEB 20
2.1-23	21 MAY 20
2.1-24	27 FEB 20
2.1-25	21 MAY 20
2.1-26	21 MAY 20
2.1-27	21 MAY 20
2.1-28	**18 JUN 20**
2.1-29	21 MAY 20
2.1-30	26 MAR 20
2.2-1	15 AUG 19
2.2-2	15 AUG 19
2.2-3	12 SEP 19
2.2-4	12 SEP 19
2.2-5	15 AUG 19
2.2-6	18 JUL 19
2.2-7	18 JUL 19
2.2-8	15 AUG 19
2.2-9	12 SEP 19
2.2-10	12 SEP 19
2.2-11	18 JUL 19
2.2-12	15 AUG 19
2.2-13	15 AUG 19
2.2-14	15 AUG 19
2.2-15	15 AUG 19
2.2-16	15 AUG 19
2.2-17	15 AUG 19
ENR 3.	
3.1-1	15 AUG 19
3.1-2	18 JUL 19
3.1-3	23 APR 20
3.1-4	18 JUL 19
3.1-5	18 JUL 19
3.1-6	7 NOV 19
3.1-7	7 NOV 19
3.1-8	7 NOV 19
3.1-9	5 DEC 19
3.1-10	7 NOV 19
3.1-11	7 NOV 19
3.1-12	7 NOV 19
3.1-13	7 NOV 19
3.1-14	7 NOV 19
3.1-15	7 NOV 19
3.1-16	7 NOV 19
3.1-17	7 NOV 19
3.1-18	7 NOV 19
3.1-19	7 NOV 19
3.1-20	7 NOV 19
3.1-21	7 NOV 19
3.1-22	7 NOV 19
3.1-23	7 NOV 19
3.1-24	7 NOV 19
3.1-25	7 NOV 19
3.1-26	7 NOV 19
3.1-27	7 NOV 19
3.1-28	7 NOV 19
3.1-29	7 NOV 19
3.1-30	7 NOV 19
3.1-31	**18 JUN 20**
3.1-32	7 NOV 19
3.1-33	7 NOV 19
3.1-34	7 NOV 19
3.1-35	7 NOV 19
3.1-36	7 NOV 19
3.1-37	7 NOV 19
3.1-38	7 NOV 19
3.1-39	23 APR 20
3.1-40	7 NOV 19
3.1-41	7 NOV 19
3.1-42	7 NOV 19
3.1-43	7 NOV 19
3.1-44	7 NOV 19
3.1-45	7 NOV 19
3.1-46	7 NOV 19
3.1-47	7 NOV 19
3.1-48	7 NOV 19
3.1-49	7 NOV 19
3.1-50	7 NOV 19
3.1-51	7 NOV 19
3.1-52	7 NOV 19
3.1-53	7 NOV 19
3.1-54	7 NOV 19
3.1-55	7 NOV 19
3.1-56	7 NOV 19
3.1-57	7 NOV 19
3.1-58	7 NOV 19
3.1-59	**18 JUN 20**
3.1-60	**18 JUN 20**
3.1-61	7 NOV 19
3.1-62	7 NOV 19
3.1-63	23 APR 20
3.1-64	7 NOV 19
3.1-65	7 NOV 19
3.1-66	7 NOV 19
3.1-67	7 NOV 19
3.1-68	7 NOV 19
3.1-69	**18 JUN 20**
3.1-70	**18 JUN 20**
3.1-71	**18 JUN 20**
3.1-72	**18 JUN 20**
3.2-1	18 JUL 19
3.3-1	23 APR 20
3.3-2	23 APR 20
3.3-3	23 APR 20
3.3-4	23 APR 20
3.3-5	23 APR 20
3.3-6	23 APR 20
3.3-7	23 APR 20
3.3-8	23 APR 20
3.3-9	23 APR 20
3.3-10	23 APR 20
3.3-11	23 APR 20
3.3-12	23 APR 20
3.3-13	23 APR 20
3.3-14	23 APR 20
3.3-15	23 APR 20
3.3-16	23 APR 20
3.3-17	23 APR 20
3.3-18	23 APR 20
3.3-19	23 APR 20
3.3-20	23 APR 20
3.3-21	23 APR 20
3.3-22	**18 JUN 20**
3.3-23	23 APR 20
3.3-24	23 APR 20
3.3-25	23 APR 20
3.3-26	23 APR 20
3.3-27	23 APR 20
3.3-28	23 APR 20
3.3-29	23 APR 20
3.3-30	23 APR 20
3.3-31	23 APR 20
3.3-32	23 APR 20
3.3-33	23 APR 20
3.3-34	23 APR 20
3.3-35	**18 JUN 20**
3.3-36	**18 JUN 20**
3.3-37	**18 JUN 20**
3.3-38	**18 JUN 20**
3.3-39	**18 JUN 20**
3.3-40	**18 JUN 20**
3.3-41	**18 JUN 20**
3.3-42	**18 JUN 20**
3.3-43	**18 JUN 20**
3.4-1	18 JUL 19
3.5-1	18 JUL 19
3.6-1	18 JUL 19
ENR 4.	
4.1-1	**18 JUN 20**
4.1-2	**18 JUN 20**
4.1-3	**18 JUN 20**
4.1-4	**18 JUN 20**
4.1-5	**18 JUN 20**
4.1-6	**18 JUN 20**
4.1-7	**18 JUN 20**
4.1-8	**18 JUN 20**
4.1-9	**18 JUN 20**
4.2-1	18 JUL 19
4.3-1	18 JUL 19
4.3-2	18 JUL 19
4.4-1	**18 JUN 20**
4.4-2	**18 JUN 20**
4.4-3	**18 JUN 20**
4.5-1	18 JUL 19
ENR 5.	
5.1-1	5 DEC 19
5.1-2	5 DEC 19
5.1-3	5 DEC 19
5.1-4	5 DEC 19
5.1-5	5 DEC 19
5.1-6	5 DEC 19
5.1-7	5 DEC 19
5.1-8	5 DEC 19
5.1-9	**18 JUN 20**
5.1-10	5 DEC 19
5.1-11	5 DEC 19
5.1-12	5 DEC 19
5.1-13	5 DEC 19
5.1-14	5 DEC 19
5.1-15	5 DEC 19
5.1-16	**18 JUN 20**
5.1-17	5 DEC 19
5.1-18	5 DEC 19
5.1-19	5 DEC 19
5.1-20	2 JAN 20
5.1-21	5 DEC 19
5.2-1	18 JUL 19

Page	Date
5.3-1	18 JUL 19
5.4-1	18 JUL 19
5.5-1	18 JUL 19
5.6-1	18 JUL 19
ENR 6.	
6-1	**18 JUN 20**
6-3	**18 JUN 20**
PART 3 - AERODROMES (AD)	
AD 0.	
0.6-1	21 MAY 20
0.6-2	18 JUL 19
0.6-3	**18 JUN 20**
0.6-4	**18 JUN 20**
0.6-5	18 JUL 19
0.6-6	18 JUL 19
0.6-7	18 JUL 19
0.6-8	18 JUL 19
0.6-9	18 JUL 19
0.6-10	18 JUL 19
0.6-11	**18 JUN 20**
0.6-12	**18 JUN 20**
0.6-13	**18 JUN 20**
0.6-14	**18 JUN 20**
0.6-15	**18 JUN 20**
0.6-16	**18 JUN 20**
0.6-17	**18 JUN 20**
0.6-18	**18 JUN 20**
0.6-19	**18 JUN 20**
AD 1.	
1.1-1	18 JUL 19
1.1-2	18 JUL 19
1.2-1	18 JUL 19
1.3-1	10 OCT 19
1.3-2	10 OCT 19
1.3-3	21 MAY 20
1.3-4	10 OCT 19
1.4-1	18 JUL 19
1.5-1	26 MAR 20
AD 2.	
BANGKOK/DON MUEANG INTERNATIONAL AIRPORT	
2-VTBD-1-1	18 JUL 19
2-VTBD-1-2	21 MAY 20
2-VTBD-1-3	21 MAY 20
2-VTBD-1-4	21 MAY 20
2-VTBD-1-5	21 MAY 20
2-VTBD-1-6	21 MAY 20
2-VTBD-1-7	21 MAY 20
2-VTBD-1-8	21 MAY 20
2-VTBD-1-9	21 MAY 20
2-VTBD-1-10	21 MAY 20
2-VTBD-1-11	21 MAY 20
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	**18 JUN 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	**18 JUN 20**
2-VTBD-2-4	**18 JUN 20**
2-VTBD-2-5	**18 JUN 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
2-VTBD-6-2	18 JUL 19
2-VTBD-6-3	18 JUL 19
2-VTBD-6-4	18 JUL 19
2-VTBD-6-5	18 JUL 19
2-VTBD-6-6	18 JUL 19
2-VTBD-6-7	18 JUL 19
2-VTBD-6-8	18 JUL 19
2-VTBD-6-9	18 JUL 19
2-VTBD-6-10	18 JUL 19
2-VTBD-6-11	18 JUL 19
2-VTBD-6-12	18 JUL 19
2-VTBD-6-13	18 JUL 19
2-VTBD-6-14	18 JUL 19
2-VTBD-6-15	18 JUL 19
2-VTBD-6-16	18 JUL 19
2-VTBD-6-17	18 JUL 19
2-VTBD-6-18	18 JUL 19
2-VTBD-6-19	18 JUL 19
2-VTBD-6-20	18 JUL 19
2-VTBD-6-21	18 JUL 19
2-VTBD-6-22	18 JUL 19
2-VTBD-6-23	18 JUL 19
2-VTBD-6-24	18 JUL 19
2-VTBD-6-25	18 JUL 19
2-VTBD-6-26	18 JUL 19
2-VTBD-6-27	18 JUL 19
2-VTBD-6-28	18 JUL 19
2-VTBD-6-29	18 JUL 19
2-VTBD-6-30	18 JUL 19
2-VTBD-6-31	18 JUL 19
2-VTBD-6-32	18 JUL 19
2-VTBD-6-33	18 JUL 19
2-VTBD-6-34	18 JUL 19
2-VTBD-6-35	18 JUL 19
2-VTBD-6-36	18 JUL 19
2-VTBD-6-37	18 JUL 19
2-VTBD-6-39	18 JUL 19
2-VTBD-6-40	18 JUL 19
2-VTBD-6-41	18 JUL 19
2-VTBD-6-42	18 JUL 19
2-VTBD-6-43	18 JUL 19
2-VTBD-6-44	18 JUL 19
2-VTBD-6-45	18 JUL 19
2-VTBD-6-46	18 JUL 19
2-VTBD-6-47	18 JUL 19
2-VTBD-6-48	18 JUL 19
2-VTBD-6-49	18 JUL 19
2-VTBD-6-50	18 JUL 19
2-VTBD-6-51	18 JUL 19
2-VTBD-7-1	18 JUL 19
2-VTBD-7-2	18 JUL 19
2-VTBD-7-3	18 JUL 19
2-VTBD-7-4	18 JUL 19
2-VTBD-7-5	18 JUL 19
2-VTBD-7-6	18 JUL 19
2-VTBD-7-7	18 JUL 19
2-VTBD-7-8	18 JUL 19
2-VTBD-7-9	18 JUL 19
2-VTBD-7-10	18 JUL 19
2-VTBD-7-11	18 JUL 19
2-VTBD-7-12	18 JUL 19
2-VTBD-7-13	18 JUL 19
2-VTBD-7-14	18 JUL 19
2-VTBD-7-15	18 JUL 19
2-VTBD-7-16	18 JUL 19
2-VTBD-8-1	18 JUL 19
2-VTBD-8-3	18 JUL 19
2-VTBD-8-5	18 JUL 19
2-VTBD-8-7	18 JUL 19
2-VTBD-8-9	18 JUL 19
2-VTBD-8-10	18 JUL 19
2-VTBD-8-11	18 JUL 19
2-VTBD-8-13	18 JUL 19
2-VTBD-8-14	18 JUL 19
2-VTBD-8-15	18 JUL 19
2-VTBD-8-17	18 JUL 19
2-VTBD-8-18	18 JUL 19
2-VTBD-8-19	18 JUL 19
2-VTBD-8-21	18 JUL 19
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

Page	Date
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
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
2-VTSP-3-3	18 JUL 19
2-VTSP-6-1	18 JUL 19
2-VTSP-6-2	18 JUL 19
2-VTSP-6-3	18 JUL 19
2-VTSP-6-5	18 JUL 19
2-VTSP-6-6	18 JUL 19
2-VTSP-6-7	18 JUL 19
2-VTSP-6-8	18 JUL 19
2-VTSP-6-9	18 JUL 19
2-VTSP-6-10	18 JUL 19
2-VTSP-6-11	18 JUL 19
2-VTSP-6-12	18 JUL 19
2-VTSP-7-1	18 JUL 19
2-VTSP-7-2	18 JUL 19
2-VTSP-7-3	18 JUL 19
2-VTSP-7-4	18 JUL 19
2-VTSP-7-5	18 JUL 19
2-VTSP-7-7	18 JUL 19
2-VTSP-7-8	18 JUL 19
2-VTSP-7-9	18 JUL 19
2-VTSP-7-10	18 JUL 19
2-VTSP-7-11	18 JUL 19
2-VTSP-8-1	18 JUL 19
2-VTSP-8-3	18 JUL 19
2-VTSP-8-5	18 JUL 19
2-VTSP-8-7	18 JUL 19
2-VTSP-8-9	18 JUL 19
2-VTSP-8-11	18 JUL 19
2-VTSP-8-12	18 JUL 19
2-VTSP-8-13	18 JUL 19
2-VTSP-8-14	18 JUL 19
2-VTSP-8-15	18 JUL 19
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	**18 JUN 20**
2-VTBS-1-2	5 DEC 19
2-VTBS-1-3	5 DEC 19
2-VTBS-1-4	**18 JUN 20**
2-VTBS-1-5	**18 JUN 20**
2-VTBS-1-6	**18 JUN 20**
2-VTBS-1-7	23 APR 20
2-VTBS-1-8	23 APR 20
2-VTBS-1-9	23 APR 20
2-VTBS-1-10	23 APR 20
2-VTBS-1-11	23 APR 20
2-VTBS-1-12	23 APR 20
2-VTBS-1-13	23 APR 20
2-VTBS-1-14	23 APR 20
2-VTBS-1-15	23 APR 20
2-VTBS-1-16	23 APR 20
2-VTBS-1-17	23 APR 20
2-VTBS-1-18	23 APR 20
2-VTBS-1-19	23 APR 20
2-VTBS-1-20	23 APR 20
2-VTBS-1-21	23 APR 20
2-VTBS-1-22	23 APR 20
2-VTBS-1-23	23 APR 20
2-VTBS-1-24	23 APR 20
2-VTBS-1-25	23 APR 20
2-VTBS-1-26	23 APR 20
2-VTBS-1-27	23 APR 20
2-VTBS-1-28	23 APR 20
2-VTBS-1-29	23 APR 20
2-VTBS-1-30	23 APR 20
2-VTBS-1-31	23 APR 20
2-VTBS-1-32	23 APR 20
2-VTBS-1-33	23 APR 20
2-VTBS-1-34	23 APR 20
2-VTBS-1-35	23 APR 20
2-VTBS-1-36	23 APR 20
2-VTBS-1-37	23 APR 20
2-VTBS-1-38	23 APR 20
2-VTBS-1-39	23 APR 20
2-VTBS-1-40	23 APR 20
2-VTBS-1-41	23 APR 20
2-VTBS-1-42	23 APR 20
2-VTBS-1-43	23 APR 20
2-VTBS-1-44	23 APR 20
2-VTBS-1-45	23 APR 20
2-VTBS-1-46	23 APR 20
2-VTBS-1-47	23 APR 20
2-VTBS-1-48	23 APR 20
2-VTBS-1-49	23 APR 20
2-VTBS-1-50	23 APR 20
2-VTBS-1-51	23 APR 20
2-VTBS-1-52	23 APR 20
2-VTBS-1-53	23 APR 20
2-VTBS-1-54	23 APR 20
2-VTBS-1-55	23 APR 20
2-VTBS-1-56	15 AUG 19
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
2-VTBS-1-66	23 APR 20
2-VTBS-1-67	23 APR 20
2-VTBS-1-68	**18 JUN 20**
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 JUN 20**
2-VTBS-2-3	**18 JUN 20**
2-VTBS-2-4	23 APR 20
2-VTBS-2-5	23 APR 20
2-VTBS-2-6	23 APR 20
2-VTBS-2-7	**18 JUN 20**
2-VTBS-2-9	**18 JUN 20**
2-VTBS-2-11	**18 JUN 20**
2-VTBS-2-13	**18 JUN 20**
2-VTBS-2-15	**18 JUN 20**
2-VTBS-2-17	**18 JUN 20**
2-VTBS-2-19	**18 JUN 20**
2-VTBS-2-21	**18 JUN 20**
2-VTBS-3-1	18 JUL 19
2-VTBS-3-3	18 JUL 19
2-VTBS-3-5	18 JUL 19
2-VTBS-3-7	18 JUL 19
2-VTBS-4-1	18 JUL 19
2-VTBS-6-1	18 JUL 19
2-VTBS-6-2	18 JUL 19
2-VTBS-6-3	18 JUL 19
2-VTBS-6-4	18 JUL 19
2-VTBS-6-5	18 JUL 19
2-VTBS-6-6	18 JUL 19
2-VTBS-6-7	18 JUL 19
2-VTBS-6-9	18 JUL 19
2-VTBS-6-10	18 JUL 19
2-VTBS-6-11	18 JUL 19
2-VTBS-6-12	18 JUL 19

Page	Date
2-VTBS-6-13	18 JUL 19
2-VTBS-6-14	18 JUL 19
2-VTBS-6-15	18 JUL 19
2-VTBS-6-16	18 JUL 19
2-VTBS-6-17	18 JUL 19
2-VTBS-6-18	18 JUL 19
2-VTBS-6-19	18 JUL 19
2-VTBS-6-20	18 JUL 19
2-VTBS-6-21	18 JUL 19
2-VTBS-6-23	18 JUL 19
2-VTBS-6-24	18 JUL 19
2-VTBS-6-25	18 JUL 19
2-VTBS-6-26	18 JUL 19
2-VTBS-6-27	18 JUL 19
2-VTBS-6-28	18 JUL 19
2-VTBS-6-29	18 JUL 19
2-VTBS-6-30	18 JUL 19
2-VTBS-6-31	18 JUL 19
2-VTBS-6-32	18 JUL 19
2-VTBS-6-33	18 JUL 19
2-VTBS-6-34	18 JUL 19
2-VTBS-6-35	18 JUL 19
2-VTBS-6-36	18 JUL 19
2-VTBS-6-37	18 JUL 19
2-VTBS-6-38	18 JUL 19
2-VTBS-6-39	18 JUL 19
2-VTBS-6-40	18 JUL 19
2-VTBS-6-41	18 JUL 19
2-VTBS-6-42	18 JUL 19
2-VTBS-6-43	18 JUL 19
2-VTBS-6-44	18 JUL 19
2-VTBS-6-45	18 JUL 19
2-VTBS-6-46	18 JUL 19
2-VTBS-6-47	18 JUL 19
2-VTBS-6-48	18 JUL 19
2-VTBS-6-49	18 JUL 19
2-VTBS-6-50	18 JUL 19
2-VTBS-6-51	18 JUL 19
2-VTBS-6-52	18 JUL 19
2-VTBS-7-1	18 JUL 19
2-VTBS-7-2	18 JUL 19
2-VTBS-7-3	18 JUL 19
2-VTBS-7-4	18 JUL 19
2-VTBS-7-5	18 JUL 19
2-VTBS-7-6	18 JUL 19
2-VTBS-7-7	18 JUL 19
2-VTBS-7-8	18 JUL 19
2-VTBS-7-9	18 JUL 19
2-VTBS-7-10	18 JUL 19
2-VTBS-7-11	18 JUL 19
2-VTBS-7-12	18 JUL 19
2-VTBS-7-13	18 JUL 19
2-VTBS-7-14	18 JUL 19
2-VTBS-7-15	18 JUL 19
2-VTBS-7-16	18 JUL 19
2-VTBS-8-1	18 JUL 19
2-VTBS-8-2	18 JUL 19
2-VTBS-8-3	18 JUL 19
2-VTBS-8-4	18 JUL 19
2-VTBS-8-5	18 JUL 19
2-VTBS-8-6	18 JUL 19
2-VTBS-8-7	18 JUL 19
2-VTBS-8-8	18 JUL 19
2-VTBS-8-9	18 JUL 19
2-VTBS-8-10	18 JUL 19
2-VTBS-8-11	18 JUL 19
2-VTBS-8-12	18 JUL 19
2-VTBS-8-13	18 JUL 19
2-VTBS-8-14	18 JUL 19
2-VTBS-8-15	18 JUL 19
2-VTBS-8-17	18 JUL 19
2-VTBS-8-18	18 JUL 19
2-VTBS-8-19	18 JUL 19
2-VTBS-8-21	18 JUL 19
2-VTBS-8-22	18 JUL 19
2-VTBS-8-23	18 JUL 19
2-VTBS-8-25	18 JUL 19
2-VTBS-8-26	18 JUL 19
2-VTBS-8-27	18 JUL 19
2-VTBS-8-29	18 JUL 19
2-VTBS-8-30	18 JUL 19
2-VTBS-8-31	18 JUL 19
2-VTBS-8-32	18 JUL 19
2-VTBS-8-33	18 JUL 19
2-VTBS-8-34	18 JUL 19
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
2-VTBU-3-1	18 JUL 19
2-VTBU-6-1	18 JUL 19
2-VTBU-6-2	18 JUL 19
2-VTBU-6-3	18 JUL 19
2-VTBU-6-4	18 JUL 19
2-VTBU-8-1	18 JUL 19
2-VTBU-8-3	18 JUL 19
2-VTBU-8-4	18 JUL 19
2-VTBU-8-5	18 JUL 19
2-VTBU-8-6	18 JUL 19
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
2-VTSS-2-1	7 NOV 19
2-VTSS-2-3	7 NOV 19
2-VTSS-2-5	7 NOV 19
2-VTSS-3-1	7 NOV 19
2-VTSS-5-1	18 JUL 19
2-VTSS-8-1	18 JUL 19
2-VTSS-8-3	18 JUL 19
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	**18 JUN 20**
2-VTUO-1-6	**18 JUN 20**
2-VTUO-1-7	**18 JUN 20**
2-VTUO-1-8	**18 JUN 20**
2-VTUO-1-9	**18 JUN 20**
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
2-VTUO-8-5	18 JUL 19
2-VTUO-8-6	18 JUL 19
2-VTUO-8-7	18 JUL 19
2-VTUO-8-8	18 JUL 19
2-VTUO-8-9	18 JUL 19
2-VTUO-8-10	18 JUL 19
2-VTUO-8-11	18 JUL 19
2-VTUO-8-12	18 JUL 19
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

Page	Date
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
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 JUN 20**
2-VTSG-1-10	**18 JUN 20**
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	**18 JUN 20**
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

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

Page	Date
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

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
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	**18 JUN 20**
2-VTSM-1-10	**18 JUN 20**
2-VTSM-1-11	**18 JUN 20**
2-VTSM-1-12	**18 JUN 20**
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-6-1	**18 JUN 20**
2-VTSM-6-2	**18 JUN 20**
2-VTSM-6-3	**18 JUN 20**
2-VTSM-6-5	**18 JUN 20**
2-VTSM-6-6	**18 JUN 20**
2-VTSM-6-7	**18 JUN 20**
2-VTSM-8-1	**18 JUN 20**
2-VTSM-8-2	**18 JUN 20**
2-VTSM-8-3	**18 JUN 20**
2-VTSM-8-4	**18 JUN 20**
2-VTSM-8-5	**18 JUN 20**
2-VTSM-8-6	**18 JUN 20**
2-VTSM-8-7	**18 JUN 20**
2-VTSM-8-8	**18 JUN 20**
2-VTSM-8-9	**18 JUN 20**
2-VTSM-8-10	**18 JUN 20**
2-VTSM-8-11	**18 JUN 20**
2-VTSM-8-13	**18 JUN 20**
2-VTSM-8-14	**18 JUN 20**
2-VTSM-8-15	**18 JUN 20**
2-VTSM-8-17	**18 JUN 20**
2-VTSM-8-18	**18 JUN 20**
2-VTSM-8-19	**18 JUN 20**
2-VTSM-8-21	**18 JUN 20**
2-VTSM-8-22	**18 JUN 20**
2-VTSM-8-23	**18 JUN 20**

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
2-VTPT-1-5	12 SEP 19

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

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	**18 JUN 20**
2-VTSY-1-5	**18 JUN 20**
2-VTSY-1-6	**18 JUN 20**
2-VTSY-1-7	21 MAY 20
2-VTSY-2-1	**18 JUN 20**

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station name	Aid	Purpose A=Aerodrome E=Enroute AE=Both	Station name	ID	Aid	Purpose A=Aerodrome E=Enroute AE=Both
BET	BETONG	VOR/DME	AE	BANGKOK	BKK	VOR/DME	AE
BKK	BANGKOK	VOR/DME	AE	BANGKOK	IBKK	ILS/LLZ/ RWY21R	A
BR	BURI RAM	NDB	A	BETONG	BET	VOR/DME	AE
BRM	BURI RAM	DVOR/DME	A	BURI RAM	BR	NDB	A
BUT	U-TAPAO	DVOR/DME	AE	BURI RAM	BRM	DVOR/DME	A
CGM	CHIANG MAI	NDB	A	BURI RAM	IBRM	ILS/LLZ/ DME/ RWY36	A
CMA	CHIANG MAI	DVOR/DME	AE	CHIANG MAI	CGM	NDB	A
CMP	CHUM PHAE	DVOR/DME	E	CHIANG MAI	CMA	DVOR/DME	AE
CT	CHIANG RAI	NDB	A	CHIANG MAI	ICMA	ILS/LLZ/ DME/ RWY36	A
CTR	CHIANG RAI	DVOR/DME	AE	CHIANG RAI	CT	NDB	A
HHN	HUA HIN	DVOR/DME	AE	CHIANG RAI	CTR	DVOR/DME	AE
HN	HUA HIN	NDB	A	CHIANG RAI	ICTR	ILS/LLZ/ DME/ RWY03	A
HTY	HAT YAI	DVOR/DME	AE	CHUM PHAE	CMP	DVOR/DME	E
HY	HAT YAI	NDB	A	DON MUEANG	IDMG	ILS/LLZ/ DME/ RWY21L	A
IBKK	BANGKOK	ILS/LLZ/ RWY21R	A	HAT YAI	HY	NDB	A
IBRM	BURI RAM	ILS/LLZ/ DME/ RWY04	A	HAT YAI	TY	L	A
IBUT	U-TAPAO	ILS/LLZ/ DME/ RWY18	A	HAT YAI	HTY	DVOR/DME	AE
ICMA	CHIANG MAI	ILS/LLZ/ DME/ RWY36	A	HAT YAI	IHTY	ILS/LLZ/ DME/ RWY26	A
ICTR	CHIANG RAI	ILS/LLZ/ DME/ RWY03	A	HUA HIN	HN	NDB	A
IDMG	DONG MUEANG	ILS/LLZ/ DME/ RWY21L	A	HUA HIN	HHN	DVOR/DME	AE
IHTY	HAT YAI	ILS/LLZ/ DME/ RWY26	A	KAMPHAENG SAEN	KPS	NDB	A
IKKN	KHON KAEN	ILS/LLZ/ DME/ RWY03	A	KAMPHAENG SAEN	KPS	VOR/DME	A

ID	Station name	Aid	Purpose A=Aerodrome E=Enroute AE=Both	Station name	ID	Aid	Purpose A=Aerodrome E=Enroute AE=Both
IPKT	PHUKET	ILS/LLZ/ DME/ RWY27	A	KHON KAEN	KN	NDB	A
IPSL	PHITSANULOK	ILS/LLZ/ DME/ RWY32	A	KHON KAEN	KKN	DVOR/DME	AE
ISTN	SURAT THANI	ILS/LLZ/ DME/ RWY22	A	KHON KAEN	IKKN	ILS/LLZ/ DME/ RWY03	A
IUBL	UBON RATCH-THANI	ILS/LLZ/ DME/ RWY23	A	KHORAT	KT	NDB	A
IUDN	UDON THANI	ILS/LLZ/ DME/ RWY30	A	KHORAT	KRT	DVOR/DME	AE
KKN	KHON KAEN	DVOR/DME	AE	LAMPANG	LP	NDB	A
KN	KHON KAEN	NDB	A	LAMPANG	LPN	DVOR/DME	AE
KPS	KAMPHAENG SAEN	NDB	A	LOEI	LY	NDB	AE
KPS	KAMPHAENG SAEN	VOR/DME	A	LOP BURI	LB	NDB	A
KRT	KHORAT	DVOR/DME	AE	MAE HONG SON	MH	NDB	A
KT	KHORAT	NDB	A	MAE HONG SON	MHS	DVOR/DME	AE
LB	LOP BURI	NDB	A	MAE SOT	MS	NDB	A
LP	LAMPANG	NDB	A	MAE SOT	MST	DVOR/DME	AE
LPN	LAMPANG	DVOR/DME	AE	NAKHON PHANOM	NP	NDB	A
LY	LOEI	NDB	AE	NAKHON PHANOM	NKP	VOR	A
MH	MAE HONG SON	NDB	A	NAKHON SI THAMMARAT	NK	NDB	AE
MHS	MAE HONG SON	DVOR/DME	AE	NAN	NN	NDB	A
MS	MAE SOT	NDB	A	NAN	NAN	DVOR/DME	AE
MST	MAE SOT	DVOR/DME	AE	NARATHIWAT	NT	NDB	A
NAN	NAN	DVOR/DME	AE	NARATHIWAT	NTW	DVOR/DME	AE
NKP	NAKHON PHANOM	VOR	A	PATTANI	PT	NDB	AE
NN	NAN	NDB	A	PHITSANULOK	PL	NDB	A
NP	NAKHON PHANOM	NDB	A	PHITSANULOK	PSL	DVOR/DME	AE
NS	NAKHON SI THAMMARAT	NDB	AE	PHITSANULOK	IPSL	ILS/LLZ/ DME/ RWY32	A
NT	NARATHIWAT	NDB	A	PHRAE	PR	NDB	AE
NTW	NARATHIWAT	DVOR/DME	AE	PHUKET	PU	NDB	A
PCK	PRACHUAP KHIRI KHAN	NDB	A	PHUKET	PUT	DVOR/DME	AE

3.5 Aeronautical Information Circulars (AIC)

3.5.1 The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory of advisory nature concerning technical, legislative or purely administrative matters.

3.5.2 AICs are available in HTML and CD-ROM, which are normally issued and published in website on a specified AIRAC publication date recognized in AIRAC cycle which is interval every 28 days. For the necessary, AIC may be published less than 28 days.

3.5.3 Each AIC is assigned a serial number, that is consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of each supplement, eg. AIC 1/18.

3.5.4 A checklist of AIC currently in force is issued once in a year.

3.6 NOTAM and Pre-flight Information Bulletins (PIB)

3.6.1 NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the signification/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Bangkok FIR and are distributed in five series identified by the letters A, C, J, H and G as follows:

Series A - NOTAM containing information on Thailand International Airports and ATS routes according to circumstances. Distribution: International
Series C - NOTAM containing information on Thailand International Airports, domestic airports and ATS routes according to circumstances. Distribution: Domestic
Series J - NOTAM containing information of concern to scope warning (W) activity near or affecting Controlled Airspace or ATS routes according to circumstances. Distribution: International and Domestic.
Series H - NOTAM containing information of concern VIP Flight in Bangkok FIR. Distribution: International and Domestic.
Series G - NOTAM concerning the status of elements of the global navigation satellite system (GNSS). Distribution: International and Domestic.

3.6.2 Each NOTAM is assigned a serial number preceded by the appropriate letter indicating the series. The serial numbers start with NR 0001 at 0000 UTC on 1 January every year. A checklist of NOTAM currently in force is issued every month over the AFTN, and in addition, a printed plain language summary of their substance is sent by airmail to those who had originally received the NOTAM over the AFTN, as well as to others on request.

3.6.3 NOTAM are published as and when necessary to disseminate information of direct operational significance which:-

- is of an ephemeral nature;
- requires advance distribution; or
- is appropriate to the AIP but immediate dissemination is required.

3.6.4 Each NOTAM is given a serial number, a new series being established for each calendar year. A checklist of NOTAM currently in force is issued at the beginning of each month

3.6.5 NOTAM are exchanged between Bangkok NOF and other NOTAM Offices as follows:

SENT TO NOF					
SERIES A		SERIES C	SERIES J	SERIES H	SERIES G
International		Domestic	International and Domestic	International and Domestic	International and Domestic
Amman	Manila				
Amsterdam	Moscow				
Ankara	Mumbai				
Athens	Muscat				
Auckland	Nairobi				
Bahrain	Nicosia				
Bali	Paris				
Beijing	Paro				
Brunei	Phnom Penh				
Brussel	Praha/ Ruzyne				
Bucharest	Qatar				
Cairo	Reykjavik				
Chennai	Riga				
Colombo	Rome				
Copenhagen	Seoul				
Delhi	Seychelles				
Dhaka	Singapore				
Dubai	Sofia				
Frankfurt	Stockholm				
Hanoi	Sydney				
Helsinki	Taipei				
Heydar allyev	Tashkent				
Hong Kong	Tehran				
Ibrahim nasir	Tel-aviv				
Jakarta	Tokyo				
Jeddah	Ulaanbaatar				
Kabul	Vienna				
Karachi	Vientiane				
Kathmandu	Warsaw				
Kolkata	Washington				
Kuala Lumpur	Xiamen				
Kuwait	Yangon				
London	Zurich				
Macao					

3.7 Checklist and list of valid of NOTAM

A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed summary of NOTAM distributed by mail to all recipients of the integrated Aeronautical Information Package. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

3.8 Sale of publications

3.8.1 Most AIS publications are available in HTML. The AIP, AIP SUPs and AICs may be obtained from the CD-ROM and, in addition, these documents feature on the AIS Web site https://ais.caat.or.th/

3.8.2 All subscription or purchase requests and enquiries regarding the supply of AIS publications (CD-ROM version) are available on https://ais.caat.or.th/

3.8.3 Details and prices of AIS publications are available in AIS website.

4. AIRAC System

4.1 AIRAC Information are originated and distributed by AIS with the objective of reaching data provider and data handlers at least 28 days in advance of the effective date. Data Originator should note that strict adherence to both the AIRAC publication and effective dates is essential if the information is to be incorporated in flight-deck documentation and flight management systems by the effective date of the selected AIRAC Cycle.

4.2 The establishment and withdrawal of, and predetermined significant changes (including operational trials) to the information listed below is required by ICAO to be published and brought into effect in accordance with the AIRAC System**.**

4.2.1 Limits (horizontal and vertical), regulations and procedures applicable to:

a) flight information regions;
b) control areas;
c) control zones;
d) advisory areas;
e) ATS routes;
f) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and ADIZ;
g) permanent areas or routes or portions thereof where the possibility of interception exists;

4.2.2 Positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities.

4.2.3 Holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures.

4.2.4 Transition levels, transition altitudes and minimum sector altitudes.

4.2.5 Meteorological facilities (including broadcasts) and procedures.

4.2.6 Runways and stopways.

4.2.7 Taxiways and aprons.

4.2.8 Aerodrome ground operating procedures (including low visibility procedures).

4.2.9 Approach and runway lighting.

4.2.10 Aerodrome operating minima if published by a State.

4.3 In addition, the establishment and withdrawal of, and predetermined significant changes to the information listed below may be published and brought into effect in accordance with the AIRAC System:

4.3.1 Position, height and lighting of navigational obstacles.

4.3.2 Hours of service of aerodromes, facilities and services.

4.3.3 Customs, immigration and health services.

4.3.4 Temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft.

4.3.5 Temporary areas or routes or portions thereof where the possibility of interception exists.

4.4 When operationally necessary, the ICAO AIRAC System permits major changes to be promulgated two Cycles (56 days) in advance. Similarly, additional notice is required if the introduction of an intended change cannot be planned to take place on an AIRAC effective date. Publication would then be required no later than the AIRAC Cycle within which the actual effective date falls.

The establishment of, and premeditated major changes to:

4.4.1 New aerodromes for international IFR operations.

4.4.2 New runways for IFR operations at international aerodromes.

4.4.3 Design and structure of the air traffic services route network

4.4.4 Design and structure of a set of terminal procedures (including change of procedure bearings due to magnetic variation change).

4.4.5 Circumstances listed in Part 1 if the entire State or any significant portion thereof is affected or if cross-border coordination is required.

4.5 Data Originators should aware of the schedule for AIRAC cycle which is published annually in an AIC that announce the latest date information reach to AIS, Publication date and effective date schedule to comply with international AIRAC system prescribed by ICAO.

4.6 Schedule of AIRAC effective dates

Schedule of AIRAC effective dates.

AIRAC Cycle number	2017	2018	2019	2020	2021
1	5 JAN	4 JAN	3 JAN	2 JAN	28 JAN
2	2 FEB	1 FEB	31 JAN	30 JAN	25 FEB
3	2 MAR	1 MAR	28 FEB	27 FEB	25 MAR
4	30 MAR	29 MAR	28 MAR	26 MAR	22 APR
5	27 APR	26 APR	25 APR	23 APR	20 MAY
6	25 MAY	24 MAY	23 MAY	21 MAY	17 JUN
7	22 JUN	21 JUN	20 JUN	18 JUN	15 JUL
8	20 JUL	19 JUL	18 JUL	16 JUL	12 AUG
9	17 AUG	16 AUG	15 AUG	13 AUG	9 SEP
10	14 SEP	13 SEP	12 SEP	10 SEP	7 OCT
11	12 OCT	11 OCT	10 OCT	8 OCT	4 NOV
12	9 NOV	8 NOV	7 NOV	5 NOV	2 DEC
13	7 DEC	6 DEC	5 DEC	3 DEC	30 DEC
14				30 DEC	

Type of series	Scale	Name and /or number	Price ($US)	Date
Instrument Approach Chart ICAO (IAC)		**Narathiwat**		
	1 : 400,000	ILS or LOC RWY02	In AIP	18 JUL 2019
	1 : 400,000	VOR RWY 02	In AIP	18 JUL 2019
	1 : 400,000	VOR RWY 20	In AIP	18 JUL 2019
	1 : 400,000	RNAV (GNSS) RWY 20	In AIP	18 JUL 2019
	1 : 400,000	RNAV (GNSS) RWY 02	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Pattani**		
	1 : 400,000	NDB RWY 08	In AIP	18 JUL 2019
	1 : 400,000	NDB RWY 26	In AIP	18 JUL 2019
	1 : 400,000	RNAV (GNSS) RWY 08	In AIP	18 JUL 2019
	1 : 400,000	RNAV (GNSS) RWY 26	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Phetchabun**		
	1 : 500,000	NDB RWY 36	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 36	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 36	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 36	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 18	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Phrae**		
	1 : 500,000	VOR / DME RWY 01	In SUP B8/00	5 OCT 2000
	1 : 500,000	VOR / DME RWY 19	In AIP	18 JUL 2019
	1 : 600,000	RNAV (GNSS) RWY 01	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Phachuap Khiri Khan / Hua Hin**		
	1 : 400,000	VOR RWY 16	In AIP	26 MAR 2020
	1 : 400,000	NDB RWY 16	In AIP	26 MAR 2020
	1 : 400,000	RNAV (GNSS) RWY 16	In AIP	26 MAR 2020
Instrument Approach Chart ICAO (IAC)		**Ranong**		
	1 : 500,000	VOR RWY 02	In AIP	18 JUL 2019
	1 : 500,000	ILS RWY 02	In AIP	18 JUL 2019
	1 : 500,000	LOC RWY 02	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 02	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Phitsanulok**		
	1 : 500,000	NDB RWY 14	In AIP	18 JUL 2019
	1 : 500,000	NDB RWY 32	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 14	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 32	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 32	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 14	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 32	In AIP	18 JUL 2019

Type of series	Scale	Name and /or number	Price ($US)	Date
Instrument Approach Chart ICAO (IAC)		**Trat**		
	1 : 400,000	RNAV (GNSS) RWY 23	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Roiet**		
	NOT TO SCALE	VOR / DME RWY 18	In AIP	18 JUL 2019
	NOT TO SCALE	VOR / DME RWY 36	In AIP	18 JUL 2019
	1 : 500,000	LLZ / DME RWY 36	In SUP B13/03	25 DEC 2003
	1 : 500,000	ILS / DME RWY 36	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Sakon Nakhon**		
	1 : 500,000	ILS RWY 23	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 23	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 05	In AIP	18 JUL 2019
	1 : 500,000	LOC RWY 23	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 23	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 05	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Sukhothai**		
	1 : 500,000	NDB RWY 36	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 36	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 36	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 18	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Surat Thani**		
	1 : 500,000	ILS or LOC y RWY 22	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC z RWY 22	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 04	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 22	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 04	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 22	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Surat Thani / Samui**		
	1 : 500,000	VOR RWY 17 CAT A, B	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 17 CAT C	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 CAT A, B	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 CAT C	In AIP	18 JUN 2020
	1 : 500,000	RNAV (GNSS) RWY 17 CAT A, B	In AIP	18 JUN 2020
	1 : 500,000	RNAV (GNSS) RWY 17 CAT C	In AIP	18 JUN 2020
	1 : 500,000	RNAV (GNSS) RWY 35 CAT A, B	In AIP	18 JUN 2020
	1 : 500,000	RNAV (GNSS) RWY 35 CAT C	In AIP	18 JUN 2020

Instrument Approach Chart ICAO (IAC)		**Trang**		
	1 : 500,000	VOR / DME RWY 08	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 08	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 08	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Ubon Ratchathani**		
	1 : 500,000	VOR RWY 05	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 23	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 23	In AIP	18 JUL 2019
	1 : 600,000	RNAV (GNSS) RWY 05	In AIP	18 JUL 2019
	1 : 600,000	RNAV (GNSS) RWY 23	In AIP	18 JUL 2019
Instrument Approach Chart ICAO (IAC)		**Udon Thani**		
	1 : 600,000	RNAV (GNSS) RWY 30	In AIP	18 JUL 2019
	1 : 500,000	RNAV (GNSS) RWY 12	In AIP	18 JUL 2019
	1 : 600,000	ILS or LOC RWY 30	In AIP	18 JUL 2019
	1 : 600,000	VOR RWY 30	In AIP	18 JUL 2019
	1 : 600,000	VOR RWY 12	In AIP	18 JUL 2019
	1 : 600,000	NDB RWY 30	In AIP	18 JUL 2019
	1 : 600,000	NDB RWY 12	In AIP	18 JUL 2019

Aerodrome Chart ICAO (ADC)		Bangkok / Don Mueang	In AIP	5 DEC 2019
		Chiang Mai	In AIP	18 JUL 2019
		Chiang Rai / Mae Fah Luang-Chiang Rai	In AIP	27 FEB 2020
		Phuket	In AIP	18 JUL 2019
		Rayong / U-Tapao Rayong Pattaya	In AIP	15 AUG 2019
		Bangkok / Suvarnabhumi	In AIP	18 JUN 2020
		Songkhla / Hat Yai	In AIP	7 NOV 2019
		Buri Ram	In AIP	18 JUL 2019
		Chumphon	In AIP	18 JUL 2019
		Khon Kaen	In AIP	18 JUL 2019
		Krabi	In AIP	18 JUL 2019
		Lampang	In AIP	18 JUL 2019
		Loei	In AIP	18 JUL 2019
		Mae Hong Song	In AIP	18 JUL 2019
		Mae Hong Song / Pai	In AIP	18 JUL 2019
		Nakhon Phanom	In AIP	18 JUL 2019
		Nakhon Ratchasima	In AIP	18 JUL 2019
		Nakhon Si Thammarat	In AIP	18 JUL 2019
		Nan Nakhon	In AIP	18 JUL 2019
		Narathiwat	In AIP	18 JUL 2019
		Pattani	In AIP	18 JUL 2019
		Phetchabun	In AIP	18 JUL 2019
		Phisanulok	In AIP	18 JUL 2019
		Phrae	In AIP	26 MAR 2020
		Prachuap Khiri Khan / Hua Hin	In AIP	18 JUL 2019
		Ranong	In AIP	18 JUL 2019
		Roi Et	In AIP	26 MAR 2020
		Sakon Nakhon	In AIP	26 MAR 2020
		Songkhla	In AIP	18 JUL 2019
	1 : 20,000	Sukhothai	In AIP	18 JUL 2019
		Surat Thani	In AIP	18 JUL 2019
	1 : 20,000	Surat Thani / Samui	In AIP	18 JUL 2019
		Tak	In AIP	18 JUL 2019
		Tak / Mae Sot	In AIP	27 FEB 2020
		Trang	In AIP	18 JUL 2019
		Ubon Ratchathani	In AIP	18 JUL 2019
		Udon Thani	In AIP	18 JUL 2019
		Yala / Betong	In AIP	18 JUN 2020

		Bangkok / Don Mueang	In AIP	18 JUN 2020
		Chiang Mai	In AIP	18 JUL 2019
		Chiang Rai / Mae Fah Luang-Chiang Rai	In AIP	27 FEB 2020
		Phuket	In AIP	18 JUL 2019
	1 : 15,000	Rayong / U-Tapao Rayong Pattaya	In AIP	18 JUL 2019
	1 : 10,000	Songkhla / Hat Yai	In AIP	7 NOV 2019
	1 : 10,000	Sukhothai	In AIP	18 JUL 2019
	1 : 10,000	Surat Thani / Samui	In AIP	18 JUL 2019
		Bangkok / Suvarnabhumi		
Aerodrome Ground Movement Chart ICAO (GMC)		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 19R	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 19L	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 01R	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 01L	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF RWY 19R	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF RWY 19L	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF RWY 01R	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF RWY 01L	In AIP	18 JUN 2020
Aerodrome Obstacle Chart ICAO Type A (AOC)		**Bangkok / Suvarnabhumi**		
	1 : 20,000	RWY 01L / 19R	In AIP	18 JUL 2019
	1 : 20,000	RWY 01R / 19L	In AIP	18 JUL 2019
Aerodrome Obstacle Chart ICAO Type A (AOC)		**Bangkok / Don Mueang**		
	1 : 20,000	RWY 21L / 03R	In AIP	18 JUL 2019
	1 : 15,000	RWY 21R / 03L	In AIP	18 JUL 2019
Aerodrome Obstacle Chart ICAO Type A (AOC)		**Chiang Mai**		
	1 : 20,000	RWY 18 / 36	In AIP	18 JUL 2019
Aerodrome Obstacle Chart ICAO Type A (AOC)		**Chiang Rai / Mae Fah Luang-Chiang Rai**		
	1 : 12,500	RWY 03 / 21	In AIP	18 JUL 2019
Aerodrome Obstacle Chart ICAO Type A (AOC)		**Phuket**		
	1 : 20,000	RWY 09 / 27	In AIP	18 JUL 2019
Aerodrome Obstacle Chart ICAO Type A (AOC)		Rayong / U-Tapao Rayong Pattaya		
		RWY 18 / 36	In AIP	18 JUL 2019
Aerodrome Obstacle Chart ICAO Type A (AOC)		**Songkhla / Hat Yai**		
	1 : 20,000	RWY 08 / 26	In AIP	7 NOV 2019
Aerodrome Obstacle Chart ICAO Type A (AOC)		Sukhothai		
	1 : 15,000	RWY 18 / 36	In AIP	18 JUL 2019

Aerodrome Obstacle Chart ICAO Type A (AOC)		Surat Thani / Samui		
	1 : 15,000	RWY 17 / 35	In AIP	18 JUL 2019
Aerodrome Obstacle Chart ICAO Type B (AOC)		Phuket		
		RWY 09 / 27	In AIP	18 JUL 2019

Aircraft Parking/Docking Chart - ICAO		Bangkok / Don Mueang	In AIP	18 JUN 2020
		Chiang Mai	In AIP	18 JUL 2019
		Chiang Rai / Mae Fah Luang-Chiang Rai	In AIP	27 FEB 2020
		Phuket	In AIP	18 JUL 2019
		Songkhla / Hat Yai	In AIP	7 NOV 2019
		Bangkok / Suvarnabhumi	In AIP	18 JUN 2020
Aircraft Parking/Docking Chart - ICAO	1 : 20,000	**Surat Thani / Samui**	In AIP	18 JUL 2019
Precision Approach Terrain Chart - ICAO		**Bangkok / Suvarnabhumi**		
	1 : 2,500	RWY 01L / 19R	In AIP	18 JUL 2019
	1 : 2,500	RWY 01R / 19L	In AIP	18 JUL 2019
Area Chart - ICAO		**Chiang Mai**	In AIP	18 JUL 2019
		Songkhla / Hat Yai	In AIP	18 JUL 2019

Standard Departure Chart Instrument (SID) - ICAO		**Bangkok / Don Mueang**		
		RNAV RWY 21L - ALBOS3C BONVO3C NOBER3C NUNLI3C PASTO3C ROBKA3C SEMBO3C TANGO3C TARED3C TL3C UPKUP3C	In AIP	18 JUL 2019
		RNAV RWY21L - BATOK3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	In AIP	18 JUL 2019
		RNAV RWY 21R - ALBOS3A BONVO3A NOBER3A NUNLI3A PASTO3A ROBKA3A SEMBO3A TANGO3A TARED3A TL3A UPKUP3A	In AIP	18 JUL 2019
		RNAV RWY 21R - BATOK3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	In AIP	18 JUL 2019
		RNAV RWY 03L - ALBOS1B NOBER1B NUNLI1B ROBKA1B SEMBO1B TANGO1B TARED1B TL1B UPKUP1B	In AIP	18 JUL 2019
		RNAV RWY 03L - BATOK1B BONVO1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	In AIP	18 JUL 2019
		RNAV RWY 03R - ALBOS1D NOBER1D NUNLI1D ROBKA1D SEMBO1D TANGO1D TARED1D TL1D UPKUP1D	In AIP	18 JUL 2019
		RNAV RWY 03R - BATOK1D BONVO1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	In AIP	18 JUL 2019

Standard Departure Chart Instrument (SID) - ICAO		**Bangkok / Suvarnabhumi**		
		RNAV RWY 19L - ALBOS3J BONVO3J NOBER3J NUNLI3J PASTO3J ROBKA3J SEMBO3J TANGO3J TARED3J TL3J UPKUP3J	In AIP	18 JUL 2019
		RNAV RWY 19L - BATOK3J GORSI3J HHN3J KASNI3J KIGOB3J REGOS3J RYN3J SABIS3J UKERA3J	In AIP	18 JUL 2019
		RNAV RWY 19R - ALBOS3G BONVO3G NOBER3G NUNLI3G PASTO3G ROBKA3G SEMBO3G TANGO3G TARED3G TL3G UPKUP3G	In AIP	18 JUL 2019
		RNAV RWY 19R - BATOK3G GORSI3G HHN3G KASNI3G KIGOB3G REGOS3G RYN3G SABIS3G UKERA3G	In AIP	18 JUL 2019
		RNAV RWY 01L - ALBOS3H BONVO3H NOBER3H NUNLI3H PASTO3H ROBKA3H SEMBO3H TANGO3H TARED3H TL3H UPKUP3H	In AIP	18 JUL 2019
		RNAV RWY 01L - BATOK3H GORSI3H HHN3H KASNI3H KIGOB3H REGOS3H RYN3H SABIS3H UKERA3H	In AIP	18 JUL 2019
		RNAV RWY 01R - ALBOS3K BONVO3K NOBER3K NUNLI3K PASTO3K ROBKA3K SEMBO3K TANGO3K TARED3K TL3K UPKUP3K	In AIP	18 JUL 2019
		RNAV RWY 01R - BATOK3K GORSI3K HHN3K KASNI3K KIGOB3K REGOS3K RYN3K SABIS3K UKERA3K	In AIP	18 JUL 2019
Standard Departure Chart Instrument (SID) - ICAO		**Rayong / U-Tapao Rayong Pattaya**		
	1 : 700,000	RNAV RWY 18 - BKK1A	In AIP	18 JUL 2019
	1 : 700,000	RNAV RWY 36 - BKK1B	In AIP	18 JUL 2019
Standard Departure Chart Instrument (SID) - ICAO		**Lampang**		
	1 : 400,000	SID RNAV RWY 18	In AIP	18 JUL 2019
	1 : 400,000	SID RNAV RWY 36	In AIP	18 JUL 2019
		SID RWY 18	In AIP	18 JUL 2019
		SID RWY 36	In AIP	18 JUL 2019
Standard Departure Chart Instrument (SID) - ICAO		**Mae Hong Son**		
	1 : 500,000	SID RNAV RWY 29 - BOKIB1L BOKIB1R DOMKA1L DOMKA1R	In AIP	23 APR 2020
Standard Departure Chart Instrument (SID) - ICAO		**Nakhon Si Thammarat**		
	1 : 500,000	SID RNAV RWY 19	In AIP	18 JUL 2019
	1 : 500,000	SID RNAV RWY 01	In AIP	18 JUL 2019
Standard Departure Chart Instrument (SID) - ICAO		**Phuket**		
	1 : 800,000	SID RNAV RWY 09	In AIP	18 JUL 2019
	1 : 800,000	SID RNAV RWY 27	In AIP	18 JUL 2019
Standard Departure Chart Instrument (SID) - ICAO		**Ubon Ratchathani**		
	1 : 500,000	SID RNAV RWY 23	In AIP	18 JUL 2019
	1 : 500,000	SID RNAV RWY 05	In AIP	18 JUL 2019

Standard Departure Chart Instrument (SID) - ICAO		**Khon Kaen**		
	1 : 400,000	SID RNAV RWY 03	In AIP	18 JUL 2019
	1 : 400,000	SID RNAV RWY 21	In AIP	18 JUL 2019
Standard Departure Chart Instrument (SID) - ICAO		**Krabi**		
	1 : 500,000	SID RWY 14	In AIP	18 JUL 2019
	1 : 500,000	SID RWY 32	In AIP	18 JUL 2019
	1 : 600,000	SID RNAV RWY 14	In AIP	18 JUL 2019
	1 : 600,000	SID RNAV RWY 32	In AIP	18 JUL 2019
Standard Departure Chart Instrument (SID) - ICAO		**Tak / Mae Sot**		
	1 : 400,000	RNAV RWY 09 - ISBEL1A ISBEL1B LILRI1A	In AIP	12 SEP 2019
Standard Departure Chart Instrument (SID) - ICAO		**Nakhon Ratchasima**		
	1 : 600,000	SID RNAV RWY 06	In AIP	18 JUL 2019
	1 : 600,000	SID RNAV RWY 24	In AIP	18 JUL 2019
Standard Departure Chart Instrument (SID) - ICAO		**Sukhothai**		
	1 : 400,000	RNAV RWY 18 - KIMET1A TOPAS1A	In AIP	18 JUL 2019
	1 : 400,000	RNAV RWY 36 - KIMET1B TOPAS1B	In AIP	18 JUL 2019
Standard Departure Chart Instrument (SID) - ICAO		**Phitsanulok**		
	1 : 600,000	RNAV RWY 14 – PEBLI1A PIBIK1A	In AIP	18 JUL 2019
	1 : 600,000	RNAV RWY 32 - GOKON1B GOSTA1B NI-ROP1B PEBLI1B PIBIK1B POLOB1B REM-ER1B	In AIP	18 JUL 2019
Standard Departure Chart Instrument (SID) - ICAO		**Surat Thani**		
	1 : 500,000	RNAV RWY 04 - ADLAL1D EMVEL1D ID-NAR1D LAMUL1D NIXET1D SEGRA1D TAV-AT1D TOGIM1D	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 22 - ADLAL1D EMVEL1C ID-NAR1C LAMUL1C NIXET1C NIXET1X SEG-RA1C TAVAT1C TOGIM1C	In AIP	30 JAN 2020
Standard Departure Chart Instrument (SID) - ICAO		**Surat Thani / Samui**		
	1 : 550,000	RNAV RWY 17 - DORNA1A ENRAG1A ME-SEM1A OLBAG1A RUMVA1A UPNEP1A	In AIP	18 JUN 2020
	1 : 500,000	RNAV RWY 35 - ENRAG1B MESEM1B OL-BAG1B RUMVA1B UPNEP1B	In AIP	18 JUN 2020

Standard Arrival Chart Instrument (STAR) - ICAO		**Phuket**		
	1 : 800,000	STAR RNAV RWY 09	In AIP	18 JUL 2019
	1 : 800,000	STAR RNAV RWY 27	In AIP	18 JUL 2019
Standard Arrival Chart Instrument (STAR) - ICAO		**Bangkok / Don mueang**		
		RNAV RWY 21L / 21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A	In AIP	18 JUL 2019
		RNAV RWY 03L / 03R - ENDUU3B NAKON3B SABAI3B SEHNA3B WEHHA3B	In AIP	18 JUL 2019

Standard Arrival Chart Instrument (STAR) - ICAO		**Bangkok / Suvarnabhumi**		
		RNAV RWY 19L / 19R - DOLNI3C EASTE3C LEBIM3C NORTA3C WILLA3C	In AIP	18 JUL 2019
		RNAV RWY 01L / 01R - DOLNI3D EASTE3D LEBIM3 NORTA3D WILLA3D	In AIP	18 JUL 2019
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	18 JUN 2020

INTENTIONALLY BLANK

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** 119.45 MHZ***	*TWR hours of services: Daily 2300-1430 VTBBZAZX Tel: +662 285 9695 Fax: +662 285 9610 VTUDZTZX Tel: +668 1809 5016 **RCAG ***Backup frequency 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 Approach (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

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
R575					
▲ PHUKET DVOR/DME (PUT) 080655N 0981823E	069° / 249° 30.0 NM	FL 460 / 8 500 FT Class A	10	↓	(*) For width of airways, see ENR 2.1-1.
▲ ONETI 081757N 0984633E	069° / 249° 45.0 NM	9 000 FT			
▲ RECNO 083425N 0992825E	031° / 211° 38.0 NM				
▲ MESEM 090719N 0994816E	031° / 211° 30.0 NM				
▲ SAMUI DVOR/DME (SMU) 093249N 1000342E	070° / 250° 15.0 NM	FL 460 / 6 500 FT Class A			
△ VININ 093754N 1001740E	070° / 250° 13.0 NM	7 000 FT			
▲ UPNEP 094213N 1002936E	051° / 231° 48.0 NM		(*)		
△ EMELA 101249N 1010729E	053° / 233° 18.0 NM	FL 460 / FL 155 Class A			
▲ RILVI 102334N 1012142E	053° / 233° 37.0 NM	FL 160			
▲ ALUMO 104554N 1015123E	053° / 233° 29.0 NM				
△ ANOBO 110323N 1021442E	054° / 234° 56.0 NM			↑	
▲ SAKDA 113654N 1030000E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST(COP)	Upper limits / Lower limits or Airspace classification Minimum flight altitude	Lateral limits NM	Direction of cruising levels Odd | Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
R588					
▲ PHUKET DVOR/DME (PUT) 080655N 0981823E	092° 272°	FL 460 9 500 FT	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ EMRIT 080621N 0984840E	30.0 NM 090° 270°	Class A 10 000 FT			
▲ KRABI DVOR/DME (KBI) 080627N 0985839E	10.0 NM 092° 272°				
▲ RELIP 080432N 1002619E	87.0 NM 052° 232°	FL 460 FL 155			
▲ IDRUK 082724N 1005513E	37.0 NM 052° 232°	Class A FL 160			
△ SUPIN 083435N 1010419E	12.0 NM 052° 232°				
△ MUBAN 085441N 1012952E	32.0 NM 052° 232°				
▲ TENUM 090229N 1013948E	13.0 NM 052° 232°				
△ TONIK 091736N 1015907E	24.0 NM 052° 232°			↑	
▲ BASIT 093447N 1022108E	28.0 NM				
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification / Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W32					
▲ REGOS 120007N 1003454E	193° 013° 43.0 NM	FL 460 3 500 FT Class A 4 000 FT	10		Unidirectional Conditional Route (CDR) Portion REGOS - SMU 1.Available on weekdays, Mon - Fri 1700-2300 UTC. 2.Available from Friday 1700 UTC to Sunday 2300 UTC and public holiday. 3.Other Period, Availability shall be notified by NOTAM or Airspace use plan (AUP) in www.thaicmac.aerothai.aero
▲ GOKEX 111815N 1002544E	193° 013° 63.0 NM			↑	
▲ SUPOJ 101642N 1001220E	191° 011° 15.0 NM			↓	
▲ ENRAG 100223N 1000931E	191° 011° 30.0 NM				
▲ SAMUI DVOR/DME (SMU) 093249N 1000342E	246° 066° 19.0 NM				
▲ DORNA 092459N 0994614E	246° 066° 16.0 NM				
△ ADLAL 091810N 0993106E	246° 066° 9.0 NM				
▲ VEGNA 091427N 0992251E	246° 066° 16.0 NM				
▲ SURAT THANI DVOR/DME (STN) 090746N 0990805E	189° 009° 19.0 NM	FL 460 7 500 FT Class A 8 000 FT			
▲ TEDOS 084834N 0990507E	189° 009° 6.0 NM				
▲ TAVAT 084257N 0990416E	189° 009° 12.0 NM				
▲ NULMA 083118N 0990228E	189° 009° 3.0 NM				
▲ LUXIR 082819N 0990200E	189° 009° 7.0 NM				
▲ SARER 082127N 0990057E	189° 009° 15.0 NM			↑	
▲ KRABI DVOR/DME (KBI) 080627N 0985839E	133° 313° 28.0 NM			↓	
▲ TUNRA 074737N 0991905E	133° 313° 25.0 NM			↑	
▲ TRANG DVOR/DME (TRN) 073032N 0993734E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W33					
▲ PHUKET DVOR/DME (PUT) 080655N 0981823E	069° / 249°	FL 460 / 9 500 FT	10	↓	Conditional Route (CDR) Portion PUT-SMU 1.Available on weekdays, Monday to Friday 1700-2300 UTC. 2.Available from Friday 1700 UTC to Sunday 2300 UTC and public holiday. 3.Other Period, Availability shall be notified by NOTAM or Airspace use plan (AUP) in www.thaicmac.aerothai.aero
▲ ONETI 081757N 0984633E	30.0 NM	Class A 10 000 FT			
	069° / 249°				
▲ RECNO 083425N 0992825E	45.0 NM				
	031° / 211°	FL 460 / 6 500 FT			
▲ MESEM 090719N 0994816E	38.0 NM	Class A 7 000 FT			
	031° / 211°				
▲ SAMUI DVOR/DME (SMU) 093249N 1000342E	30.0 NM				
	070° / 250°				
△ VININ 093754N 1001740E	15.0 NM				
	070° / 250°				
▲ UPNEP 094213N 1002936E	13.0 NM				
	046° / 226°				
▲ MABKO 094809N 1003543E	8.0 NM				
	046° / 226°				
▲ SURIX 105959N 1015015E	103.0 NM				
	021° / 201°				
▲ TRAT NDB (TRT) 121628N 1021850E	81.0 NM				
	310° / 129°			↑	
▲ RAYONG DVOR/DME (RYN) 124648N 1014042E	48.0 NM				

For flight planning procedure, see ENR 1.10.

Route designator (RNP type)* Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
W44					
▲ NARATHIWAT DVOR/DME (NTW) 063138N 1014442E	219° 039° 25.0 NM	FL 460 8 500 FT Class A	10	↓	
▲ ERVES 061208N 1012853E	219° 039° 32.0 NM	9 000 FT		↑	
▲ BETONG DVOR/DME (BET) 054708N 1010839E					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
W650					
▲ HAT YAI DVOR/DME (HTY) 065603N 1002316E	162° 342° 28.0 NM	FL 145 10 500 FT Class A 11 000 FT/FL 110	10	↓ ↑	Longitudinal separation between aircraft 10 min.
▲ POPID 062908N 1003212E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
W94					
NAKHON SI THAMMARAT DVOR/DME (NKS)					
▲ 083230N 0995649E	061° 241° 35.0 NM	FL 460 4 500 FT Class A 5 000 FT	10	↓ ↑	
GUPMO					
▲ 085012N 1002750E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W99					
SAMUI DVOR/DME (SMU)					
▲ 093249N 1000342E	030° / 210°	FL 460 / 4 500 FT	10	↓	Uni-directional route (northbound)
OLBAG	30.0 NM	Class A			
▲ 095849N 1001852E	030° / 210°	5 000 FT			
APUSA	2.0 NM				
△ 100057N 1002007E	031° / 211°	FL 460 / 6 500 FT			
DONSI	8.0 NM	Class A			
▲ 100738N 1002401E	031° / 211°	7 000 FT			
TUSPU	14.0 NM				
▲ 101948N 1003108E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y3 **(RNAV 2)** **[GNSS]**					
▲ MENEX 110831N 0994543E	180° 000° 103.0 NM	FL 460 7 000 FT Class A		↓	Uni-directional route 1. Y3 (southbound) and Y4 (northbound) available when VTD58 is activated. 2. Aircraft shall keep within the lateral limit 5 NM either side of the route and close to the centreline as much as possible to avoid entering VTD58
▲ DORNA 092459N 0994614E	229° 049° 55.0 NM	8 000 FT			
▲ TEDOS 084834N 0990507E	229° 049° 32.0 NM				
▲ MONBU 082659N 0984056E	229° 049° 30.0 NM				
▲ PHUKET DVOR/DME (PUT) 080655N 0981823E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y4 **(RNAV 2)** **[GNSS]**					
NONEL ▲ 105301N 0995337E	173° 353° 80.0 NM	FL 460 7 000 FT Class A 8 000 FT			Uni-directional route 1. Y3 (southbound) and Y4 (northbound) available when VTD58 is activated. 2. Aircraft shall keep within the lateral limit 5 NM either side of the route and close to the centreline as much as possible to avoid entering VTD58
SAMUI DVOR/DME (SMU) ▲ 093249N 1000342E	211° 031° 30.0 NM				
MESEM ▲ 090719N 0994816E	211° 031° 38.0 NM				
RECNO ▲ 083425N 0992825E	227° 047° 11.0 NM				
BITEN ▲ 082659N 0992029E	227° 047° 10.0 NM				
OSPEX ▲ 082015N 0991319E	227° 047° 20.0 NM			↑	
KRABI DVOR/DME (KBI) ▲ 080627N 0985839E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
Y17 **(RNAV 2)** **[GNSS]**					
▲ SAMUI DVORDME (SMU) 093249N 1000342E	030° 210° 30.0 NM	FL 460 4 500 FT Class A		↓	Uni-directional route (northbound)
▲ OLBAG 095849N 1001852E	030° 210° 2.0 NM	5 000 FT			
△ APUSA 100057N 1002007E	031° 211° 8.0 NM				
▲ DONSI 100738N 1002401E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits; Airspace Classification; Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels: Odd / Even 5	Remarks Controlling unit Frequency 6
Y18 **(RNAV 2)** **[GNSS]**					
▲ HAT YAI DVOR/DME (HTY) 065603N 1002316E	124° / 304° 58.0 NM	FL 460 / 6 500 FT Class A		↓	Conditional Route (CDR) 1. Available on weekdays, Monday to Friday 1100-2300 UTC. 2. Available from Friday 1100 UTC to Sunday 2300 UTC and public holiday. 3. Other period, Availability shall be notified by NOTAM or Airspace use plan (AUP) in www.thaicmac.aerothai.aero
▲ TONUV 062319N 1011127E	124° / 304° 10.0 NM	7 000 FT			
▲ PETAC 061740N 1011945E	200° / 020° 32.0 NM			↑	
▲ BETONG DVOR/DME (BET) 054708N 1010839E					

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits Airspace Classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y19 **(RNAV 2)** **[GNSS]**					
▲ PATTANI NDB (PT) 064718N 1010853E	160° / 340° 21.0 NM	FL 460 / 6 500 FT Class A		↓	Conditional Route (CDR) 1. Available on weekdays, Monday to Friday 1100-2300 UTC. 2. Available from Friday 1100 UTC to Sunday 2300 UTC and public holiday. 3. Other period, Availability shall be notified by NOTAM or Airspace use plan (AUP) in www.thaicmac.aerothai.aero
▲ LERNI 062706N 1011618E	160° / 340° 10.0 NM	7 000 FT			
▲ PETAC 061740N 1011945E	200° / 020° 32.0 NM			↑	
▲ BETONG DVOR/DME (BET) 054708N 1010839E					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits Airspace Classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
Y93 **(RNAV 2)** **[GNSS]**					
▲ AKVUG 090349N 0992219E	049° 229° 14.0 NM	FL 460 7 500 FT Class A 8 000 FT		↓	Uni-directional route (northbound)
△ OTGOL 091306N 0993248E	049° 229° 18.0 NM	FL 460 4 500 FT Class A 5 000 FT			
▲ DORNA 092459N 0994614E	066° 246° 19.0 NM				
▲ SAMUI DVOR/DME (SMU) 093249N 1000342E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits Airspace Classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
Y94 **(RNAV 2)** **[GNSS]**					
NAKHON SI THAM-MARAT DVOR/DME (NKS)					
▲ 083230N 0995649E	061° 241° 29.0 NM	FL 460 4 500 FT Class A 5 000 FT		↓	
DOXAS					
▲ 084657N 1002208E	061° 241° 14.0 NM	FL 460 6 500 FT Class A 7 000 FT		↑	
LOSDA					
▲ 085356N 1003425E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits; Airspace Classification; Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels: Odd | Even 5	Remarks Controlling unit Frequency 6
Y95 **(RNAV 2)** **[GNSS]**					
▲ SAMUI DVOR/DME (SMU) 093249N 1000342E	142° 322°	FL 460 4 500 FT		↓	
	20.0 NM	Class A			
▲ RUMVA 091717N 1001600E	142° 322°	5 000 FT			
	2.0 NM				
△ PAGLU 091549N 1001709E	142° 322°	FL 460 6 500 FT			
	9.0 NM	Class A			
▲ RIPMU 090852N 1002238E	142° 322°	7 000 FT			
	9.0 NM				
▲ APOBI 090147N 1002814E	142° 322°				
	10.0 NM				
▲ LOSDA 085356N 1003425E	142° 322°				
	34.0 NM				
▲ IDRUK 082724N 1005513E	142° 322°	FL 460 9 500 FT			
	60.0 NM	Class A		↑	
▲ IKOGA 073935N 1013235E		10 000 FT			

For flight planning procedure, see ENR 1.10.

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits; Airspace Classification; Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels: Odd | Even 5	Remarks Controlling unit Frequency 6
Y96 **(RNAV 2)** **[GNSS]**					
▲ GOKEX 111815N 1002544E	332° 152°	FL 460 7 500 FT		↓	Uni-directional route (northbound)
▲ OLSEL 113411N 1001649E	18.0 NM 332° 152°	Class A 8 000 FT			
▲ UPVIL 113836N 1001421E	5.0 NM 332° 152°				
▲ EMTIX 114931N 1000814E	12.0 NM				

For flight planning procedure, see ENR 1.10.

Route designator (RNP type)* Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits Airspace Classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
Y98 **(RNAV 2)** **[GNSS]**					
▲ NONEL 105301N 0995337E	030° 210° 47.0 NM	FL 460 7 500 FT Class A		↓	Uni-directional route (northbound)
▲ OLSEL 113411N 1001649E	030° 210° 20.0 NM	8 000 FT			
▲ SURMA 115122N 1002633E	002° 182° 74.0 NM				
▲ LEBIM 130515N 1002825E	009° 189° 49.0 NM				
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits Airspace Classification Minimum flight altitude 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)
	30.0 NM	Class A			
▲ EMRIT 080621N 0984840E	090° / 270°	7 000 FT			
	10.0 NM				
▲ KRABI DVORDME (KBI) 080627N 0985839E	047° / 227°	FL 460 / 7 500 FT			
	20.0 NM	Class A			
▲ OSPEX 082015N 0991319E	047° / 227°	8 000 FT			
	10.0 NM				
▲ BITEN 082659N 0992029E	003° / 183°				
	18.0 NM				
▲ EMVEL 084438N 0992122E	003° / 183°				
	19.0 NM				
▲ AKVUG 090349N 0992219E	003° / 183°				
	11.0 NM				
▲ VEGNA 091427N 0992251E	018° / 198°				
	11.0 NM				
▲ NIXET 092517N 0992613E	018° / 198°				
	91.0 NM				
▲ NONEL 105301N 0995337E	018° / 198°				
	37.0 NM				
▲ EGUBO 112838N 1000450E	010° / 190°				
	21.0 NM				
▲ EMTIX 114931N 1000814E	010° / 190°				
	71.0 NM				
▲ HOTEL 130006N 1001948E	017° / 197°				
	12.0 NM				
▲ MOTNA 131110N 1002306E	017° / 197°				
	44.0 NM				
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E					

For flight planning procedure, see ENR 1.10.

INTENTIONALLY BLANK

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
BANGKOK DVOR/DME	BKK	117.7MHZ (CH 124X)	H24	135336.8N 1 003546.3E	16.58 M	Due to terrain surround DVOR/DME: – Radial 001º-009º beyond 40 NM should not below 2 500 FT – Radial 010º-049º beyond 40 NM should not below 2 500 FT – Radial 050º-209º beyond 40 NM should not below 3 000 FT – Radial 210º-229º beyond 40 NM should not below 2 500 FT – Radial 230º-320º beyond 40 NM should not below 3 000 FT – Radial 321º-360º beyond 40 NM should not below 2 000 FT
BETONG DVOR/DME	BET	113.1MHZ (CH 78X)	H24	054707.68N 1010838.65E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitude and distance in various areas as follows: – Radial 350°-020° altitude should not below 8 000 FT – Radial 021°-040° altitude should not below 6 500 FT – Radial 041°-060° altitude should not below 9 000 FT – Radial 061°-075° altitude should not below 15 000 FT – Radial 076°-349° unable to check due to border limited DME.
BURI RAM DVOR/DME	BRM	117.2MHZ (CH 119X)	H24	151422.43N 1031531.59E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 091°-140° altitude should not below 3 500 FT – Radial 141°-240° altitude should not below 5 000 FT – Radial 241°-280° altitude should not below 4 000 FT – Radial 281°-090° altitude should not below 2 500 FT
CHIANG MAI DVOR/DME	CMA	116.9MHZ (CH 116X)	H24	184558.06N 0985740.38E	318 M	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal at required altitudes in various areas as follows: 1. Beyond 40 NM – Radial 350º-080º altitude should not below 8 000 FT – Radial 081º-180º altitude should not below 7 000 FT – Radial 181º-240º altitude should not below 9 000 FT 2. Beyond 20 NM – Radial 241º-349º altitude should not below 12 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
CHIANG RAI DVOR/DME	CTR	116.5MHZ (CH 112X)	H24	195653.65N 0995300.12E	-	DVOR/DME restriction to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes and distance in various areas as following: – Radial 271º -340º at 20 NM ALT should not below 6 500 FT (Due to border limited.) – Radial 341º -140º at 20 NM ALT should not below 5 000 FT (Due to border limited.) – Radial 141º -180º at 40 NM ALT should not below 5 000 FT – Radial 181º -210º at 40 NM ALT should not below 7 500 FT – Radial 211º -240º at 40 NM ALT should not below 9 000 FT – Radial 241º -260º at 40 NM ALT should not below 12 000 FT – Radial 261º -270º at 40 NM ALT should not below 10 000 FT DVOR/DME unusable due to roughness on radial 340º distance between 7-9 DME at ALT 6 000 FT. DVOR/DME unusable due to roughness on radial 143º distance between 13 -15 DME at ALT 4 500 FT.
CHUM PHAE DVOR/DME	CMP	112.9MHZ (CH 76X)		163811.3N 1 015905.4E	-	
CHUM PHON DVOR/DME	CPN	110MHZ (CH 37X)	H24	104240.21N 0992156.03E	5.50 M (18 FT)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit at the required altitude and distance in various areas as follows: 1. 40 NM – Radial 011°-020° altitude should not below 5 000 FT – Radial 021°-050° altitude should not below 4 000 FT – Radial 051°-100° altitude should not below 2 000 FT – Radial 101°-110° altitude should not below 4 000 FT – Radial 111°-190° altitude should not below 2 000 FT – Radial 191°-225° altitude should not below 4 000 FT – Radial 226°-230° altitude should not below 6 000 FT 2. 30 NM (Due to border limited) – Radial 231°-270° altitude should not below 5 000 FT 3. 20 NM (Due to border limited) – Radial 271°-010° altitude should not below 5 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
HAT YAI DVOR/DME	HTY	115.3MHZ (CH 100X)	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 follows: – Radial 171º- 240º at 10 NM ALT should not below 5 000 FT – Radial 131º- 170º at 20 NM ALT should not below 4 000 FT – Radial 031º-130º at 40 NM ALT should not below 5 000 FT – Radial 241º- 270º at 40 NM ALT should not below 7 000 FT – Radial 271º- 300º at 40 NM ALT should not below 10 000 FT – Radial 301º- 330º at 40 NM ALT should not below 6 000 FT – Radial 331º- 030º at 40 NM ALT should not below 3 000 FT
HUA HIN DVOR/DME	HHN	113.3MHZ (CH 80X)	H24	123804.04N 0995704.23E	-	DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal 40 NM at required altitude in various areas: 1. 40 NM clockwise orbit flown from – Radial 001º-070º altitude should not below 4 000 FT (found roughness in tolerance, obstruction by condominium) – Radial 071º-170º altitude should not below 2 000 FT – Radial 171º-220º altitude should not below 5 000 FT – Radial 301º-360º altitude should not below 5 500 FT 2. 30 NM clockwise orbit flown from: – Radial 221º-300º altitude should not below 8 000 FT (Due to border limited)
KAMPHAENG SAEN DVOR/DME	KPS	114.5MHZ (CH 92X)	2300-1100	140956N 0995715E	-	
KHON KAEN DVOR/DME	KKN	114.9MHZ (CH 96X)	H24	162814.73N 1024716.07E	-	
KHORAT DVOR/DME	KRT	113.7MHZ	H24	145502.35N 1020823.32E	-	287 MAG/3.7 NM
KRABI DVOR/DME	KBI	111MHZ (CH 47X)	H24	080627.19N 0985839.07E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitude in various areas as follows: – Radial 001º-180º altitude should not below 5 500 FT – Radial 181º-200º altitude should not below 7 000 FT – Radial 201º-340º altitude should not below 10 000 FT – Radial 341º-360º altitude should not below 15 500 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
LAMPANG DVOR/DME	LPN	114.7MHZ (CH 94X)	H24	181635.87N 0993008.40E	-	DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes in various areas: – Radial 351º-070º beyond 40 NM should not below 6 000 FT – Radial 071º-130º beyond 30 NM should not below 6 000 FT – Radial 131º-320º beyond 40 NM should not below 6 000 FT – Radial 321º-350º beyond 30 NM should not below 6 000 FT
LOEI DVOR/DME	LOY	115.9MHZ (CH 106X)	H24	172649.38N 1014323.12E	-	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 follow; 1. 40 NM orbit – RDL 030-050º ALT should not below 10 000 FT – RDL 051-100º ALT should not below 7 000 FT – RDL 101-130º ALT should not below 10 000 FT – RDL 131-200º ALT should not below 5 000 FT – RDL 201-250º ALT should not below 12 000 FT – RDL 251-270º ALT should not below 13 000 FT 2. 20 NM orbit (Due to border limited) – RDL 271-029º ALT should not below 4 500 FT
MAE HONG SON DVOR/DME	MHS	115.5MHZ (CH 102X)	H24	191910.73N 0975443.50E	-	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 follow: 1. Radial 060º-080º beyond 40 NM should not below 8 500 FT 2. Radial 081º-120º beyond 40 NM should not below 11 000 FT 3. Radial 121º-180º beyond 40 NM should not below 9 000 FT 4. Radial 181º-059º unable to performed (Due to border limited.) DME unusable radial 080º-120º beyond 30 NM altitude below 10 000 FT DVOR/DME unusable due to roughness and scalloping on radial 040º distance between 10-12 DME, radial 119º distance between 8-10 DME and radial 090º distance between 8-9 DME.

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
MAE SOT DVOR/DME	MST	116.7MHZ (CH 114X)	H24	164152.13N 0983229.68E	-	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 follows: – Radial 000º-030º altitude should not below 7 000 FT – Radial 031º-060º altitude should not below 9 000 FT – Radial 061º-070º altitude should not below 10 000 FT – Radial 071º-120º altitude should not below 9 000 FT – Radial 121º-360º unable to fly (Due to border limited)
NAKHON PHANOM DVOR/DME	NKP	111.6MHZ (CH 53X)	H24	172317.87N 1043818.01E	-	DVOR/DME coverage restriction as follows: – Radial 181º-250º beyond 40 NM altitude should not below 3 500 FT – Radial 251º-320º beyond 40 NM altitude should not below 2 000 FT – Radial 321º-180º unable to check (Due to border limited.)
NAKHON RATCHASIMA DVOR/DME	NKR	110.2MHZ (CH 39X)	H24	145647.66N 1021840.35E	-	
NAKHON SI THAMMARAT DVOR/DME	NKS	117.4MHZ (CH 121X)	H24	083229.95N 0995648.67E	-	Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes is various areas: – Radial 001º-190º beyond 40 NM should not below 2 500 FT – Radial 191º-240º beyond 40 NM should not below 7 000 FT – Radial 241º-280º beyond 25 NM should not below 8 000 FT – Radial 281º-320º beyond 40 NM should not below 7 000 FT – Radial 321º-360º beyond 40 NM should not below 5 000 FT
NAN DVOR/DME	NAN	115.7MHZ (CH 104X)	H24	184832.76N 1004657.31E	-	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 follows: – Radial 011º-110º at 20 NM should not below 8 000 FT – Radial 111º-160º at 20 NM should not below 6 000 FT – Radial 161º-180º at 40 NM should not below 6 000 FT – Radial 181º-330º at 40 NM should not below 7 000 FT – Radial 311º-010º at 40 NM should not below 8 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
NARATHIWAT DVOR/DME	NTW	116.3MHZ (CH 110X)	H24	063138.24N 1014442.48E	-	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: 1. 40 NM clockwise orbit flown from – Radial 270º-290º altitude should not below 9 000 FT – Radial 291º-300º altitude should not below 4 000 FT – Radial 301º-020º altitude should not below 2 000 FT 2. 20 NM clockwise orbit flown from – Radial 021º-130º altitude should not below 2 000 FT – Radial 131º-270º altitude should not below 5 000 FT
PATTANI NDB	PT	201KHZ	H24	064718.45N 1010852.51E	-	
PHETCHABUN DVOR/DME	PCB	115.4MHZ (CH 101X)	H24	164033.66N 1011148.12E	-	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 follows: – Radial 061º-230º beyond 30 NM altitude should not below 6 500 FT – Radial 231º-320º beyond 30 NM altitude should not below 8 000 FT – Radial 321º-060º beyond 40 NM altitude should not below 7 500 FT
PHITSANULOK DVOR/DME	PSL	114.1MHZ (CH 88X)	H24	164613.34N 1001728.70E	-	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 follows: – Radial 001º-130º altitude should not below 5 500 FT – Radial 131º-260º altitude should not below 3 000 FT – Radial 261º-360º altitude should not below 5 000 FT
PHRAE DVOR/DME	PAE	111.8MHZ (CH 55X)	H24	180802.78N 1000958.35E	-	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 follows: – Radial 055º-080º at 40 NM altitude should not below 9 000 FT – Radial 081º-160º at 40 NM altitude should not below 11 000 FT – Radial 161º-180º at 40 NM altitude should not below 8 000 FT – Radial 181º-350º at 40 NM altitude should not below 6 000 FT – Radial 351º-054º at 40 NM altitude should not below 6 500 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
PHUKET DVOR/DME	PUT	116.9MHZ (CH 116X)	H24	080654.83N 0981822.69E	16.72 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 follows: – Radial 360º-030º altitude should not below 5 500 FT – Radial 031º-170º altitude should not below 9 000 FT – Radial 171º-220º altitude should not below 7 000 FT – Radial 221º-359º altitude should not below 3 000 FT
RANONG DVOR/DME	RAN	113.4MHZ (CH 81X)	H24	094643.18N 0983502.11E	-	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 follows: – Radial 020º-120º altitude should not below 14 000 FT – Radial 121º-170º altitude should not below 11 000 FT – Radial 171º-200º altitude should not below 6 500 FT – Radial 201º-019º unable to fly (Due to border limited.)
RAYONG DVOR/DME	RYN	112.5MHZ (CH 72X)	H24	124648.3N 1014041.7E	-	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: – Radial 011º-030º beyond 40 NM should not below 6 000 FT – Radial 031º-050º beyond 40 NM should not below 3 000 FT – Radial 051º-080º beyond 40 NM should not below 5 000 FT – Radial 081º-010º beyond 40 NM should not below 3 000 FT
ROI-ET DVOR/DME	ROT	111.2MHZ (CH 49X)	H24	160700.59N 1034619.45E	-	
SAKON NAKHON DVOR/DME	SKN	114.2MHZ (CH 89X)	H24	171250.89N 1040812.34E	-	DVOR/DME restriction due to mountain terrain surround as follows: – Radial 000º- 130º beyond 30 NM altitude should not below 2 100 FT – Radial 131º- 280º beyond 30 NM altitude should not below 5 500 FT
SONGKHLA DVOR/DME	SKL	113.5MHZ (CH 82X)	H24	071119.65N 1003615.11E	-	Military facility
SAMUI DVOR/DME	SMU	117.6MHZ (CH 123X)	H24	093249.47N 1000342.27E	24 M	

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
SURAT THANI DVOR/DME	STN	110.6MHZ (CH 43X)	H24	090746.24N 0990805.09E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage orbit 40 NM as follows: – Radial 001º-070º altitude should not below 1 500 FT – Radial 071º-090º altitude should not below 3 500 FT – Radial 091º-150º altitude should not below 5 000 FT – Radial 151º-190º altitude should not below 1 500 FT – Radial 191º-360º altitude should not below 4 000 FT – Radial 227º distance approximate 10-13 DME out of tolerance roughness and scalloping
SUKHOTHAI NDB DME	THS	292KHZ (CH 40X)	H24	171406.81N 0994919.23E	181.03 FT	DME: Paired with NDB Freq. DME Coordinates 171408.27N0994906.89E
TAKHLI NDB	TL	350KHZ	H24	151633.45N 1001751.11E	-	
TAK NDB	TK	332KHZ	H24	165358.24N 0991507.91E		
TRANG DVOR/DME	TRN	116.6MHZ (CH 113X)	H24	073032.17N 0993733.67E	-	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 follows: – Radial 150º- 350º at 40 NM altitude should not below 4 000 FT – Radial 351º- 020º at 40 NM altitude should not below 6 000 FT – Radial 021º-150º at 20 NM altitude should not below 6 000 FT
TRAT NDB	TRT	384KHZ (CH 36X)	H24	121628.10N 1021850.08E	-	NDB restriction, due to NDB 50 NM orbit coverage data found as follows: – Bearing 001º-130º unusable due to border limited – Bearing 131º-320º altitude should not below 5 000 FT – Bearing 321º-360º altitude should not below 8 000 FT
UBON DVOR/DME	UBL	112.7MHZ (CH 74X)	H24	151442.71N 1045157.30E	-	DVOR/DME restriction due to due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: 1. 40 NM – Radial 111°-155° altitude should not below 3 000 FT – Radial 156°-165° altitude should not below 7 000 FT – Radial 166°-200° altitude should not below 5 000 FT – Radial 201°-070° altitude should not below 3 000 FT 2. 30 NM (Due to border limited) – Radial 071°-110° altitude should not below 2 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
UDON DVOR/DME	UDN	114.3MHZ (CH 90X)	H24	172304.20N 1024630.05E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal at required altitudes in various areas as follows: 1. 20 NM orbit (Due to border limited) – RDL 331º-030º ALT should not below 2500 FT 2. 40 NM orbit – RDL 031º-090º ALT should not below 3000 FT – RDL 091º-190º ALT should not below 4000 FT – RDL 191º-220º ALT should not below 5000 FT – RDL 221º-330º ALT should not below 4000 FT 3. The airways were checked and result found satisfactory – Airway W15 on RDL 097º flown to 40.1 NM ALT 4000 FT – Airway W4 on RDL 143º flown to 50.0 NM ALT 4000 FT
U-TAPAO DVOR/DME	BUT	110.8MHZ (CH 45X)	H24	124000.02N 1010001.71E	6 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: 1. 40 NM orbit flown from – Radial 041º-090º altitude should not below 3 500 FT – Radial 091º-110º altitude should not below 4 500 FT – Radial 111º-200º altitude should not below 2 000 FT – Radial 201º-240º altitude should not below 4 000 FT – Radial 321º-040º altitude should not below 4 500 FT 2. 25 NM orbit flown from – Radial 241º-280º altitude should not below 2 500 FT – Radial 281º-320º altitude should not below 3 000 FT

INTENTIONALLY BLANK

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates		ATS route or other route
1	2		3
ABTOK	061818.0N	1021744.0E	M644
ADLAL	091810.00N	0993106.46E	W32
ADLUS	190610.49N	0991319.89E	A581/W20
ADNEP	080343.50N	1010318.20E	W19
AGEDO	132419.40N	1022138.60E	B204
AKATO	133715.53N	0991019.19E	M502
AKVUG	090349.18N	0992219.27E	Y93/Y99
ALBOS	144441.70N	1010141.90E	R474
ALEMI	123625.55N	1012559.92E	Y12/W42
ALUMO	104553.89N	1015122.86E	R575/M644/Y12
ANBOK	183634.60N	1011247.60E	R207
ANDAX	090441.11N	0983545.19E	Y5
ANOBO	110323.01N	1021441.61E	R575/N891
ANPAN	085115.59N	0973720.45E	L759
ANPUB	075140.88N	0975216.38E	P627
APOBI	090147.08N	1002813.76E	A464/Y95
APRIL	110006.70N	0994306.70E	G458
APUSA	100057.07N	1002006.66E	M626/Y17/W99
ASAVI	182325.51N	0992957.88E	W16
ASEKU	120305.65N	1003905.23E	M757/W42
BASIT	093447.46N	1022108.00E	R588
BATOK	135606.00N	1015353.60E	G474
BEKOD	162117.20N	0994636.40E	A464
BENSA	102631.00N	1022629.50E	N891
BERLU	131350.41N	1015620.49E	W42
BETNO	150553.50N	0981231.20E	G463/P646
BIDEM	142153.57N	1034750.07E	R345
BISOR	122106.50N	1024647.30E	A340
BITEN	082658.57N	0992028.83E	W24/Y4/Y99
BOKAK	125736.30N	1022947.30E	B205/R468
BOKIB	190433.60N	0982225.20E	W9
BOMAS	172304.80N	0980549.10E	A581
BONVO	134410.47N	0994606.72E	M502
BORNO	162057.21N	0994138.88E	Y6
BUTRA	152505.80N	1053545.9E	A1/Y16
BUXEL	114341.96N	0994540.35E	Y8
DADSA	090712.81N	0981749.34E	G331
DALAN	062808.00N	0993920.00E	B579
DANDO	073053.98N	1002023.99E	M769/Y9
DIPUN	120456.93N	1011011.13E	M904
DIRAX	110006.70N	1003248.30E	A464/W19
DOLNI	131739.62N	1011048.41E	N891/Y12
DOMKA	191419.38N	0982601.88E	W36
DONSI	100738.27N	1002401.22E	M769/Y17/W99
DORNA	092458.70N	0994614.10E	W32/Y3/Y93
DOXAS	084656.56N	1002207.73E	M769/Y94
DUBAX	062555.90N	1000736.60E	R325

Name-code designator	Coordinates		ATS route or other route
1	2		3
DUGON	080124.77N	1020548.57E	M644
DUKEN	150005.54N	1000807.90E	Y6
EGUBO	112837.74N	1000450.15E	W31/W42/Y5/ Y99
EKAVO	113736.50N	0993024.70E	M626
ELNIB	135647.47N	1022120.34E	W42
EMELA	101249.19N	1010729.14E	M751/R575
EMRIT	080621.05N	0984840.42E	R588/Y99
EMTIX	114930.73N	1000814.00E	Y96/Y99
EMVEL	084437.58N	0992121.67E	W17/Y99
ENBAT	180941.04N	0991004.36E	A464
ENRAG	100223.31N	1000931.07E	W32
EPGOT	075415.95N	0984554.93E	W14
ERVES	061207.88N	1012853.20E	W44
GOGOP	180812.79N	0985149.68E	A581
GOKEX	111814.72N	1002543.59E	W32/M769/Y96
GOKON	164300.76N	1004833.82E	W26
GOLUD	061706.00N	1021639.00E	M751/M770/Y11
GOMES	132406.10N	1013505.70E	B204/R468
GORSI	133054.64N	1012128.05E	R468
GOSTA	171557.30N	1002229.83E	W29
GRASO	150916.92N	1034714.07E	R345/W1/Y13/ Y15
GUPMO	085011.56N	1002750.26E	A464/ W94
GUROK	160329.39N	1041105.84E	A202/Y15
GUTSO	124819.94N	1003454.30E	A464/W19/M751
HOTEL	130006.20N	1001948.30E	G458/W31/Y99
IBETO	141036.14N	0992945.68E	L524
IDAGA	110006.80N	1005348.10E	M751
IDNAR	084343.73N	0991523.83E	W24
IDRUK	082723.86N	1005513.45E	W19/R588/Y95
IGEVI	083639.58N	0982319.78E	W34/Y5
IGONI	142632.73N	0995430.29E	L507
IKERA	093146.39N	0991532.00E	G458/Y8
IKOGA	073935.22N	1013234.94E	M626/Y95
IKULA	100006.90N	0972114.00E	R325/L515
ISBEL	164754.24N	0985340.89E	W26
KABMU	182738.58N	0993247.05E	W15
KADAX	061602.00N	1021541.70E	M626
KARMI	062940.00N	1003121.00E	A464/M757
KASNI	130450.17N	1004041.88E	M757
KEXIL	174204.37N	0992953.55E	Y7
KIGOB	130646.46N	1005106.33E	M904/Y11
LAMUL	084817.52N	0985208.16E	G458/Y8
LAMUN	190513.14N	0984044.26E	R207/W36
LEBIM	130514.81N	1002824.51E	M769/Y98
LEDER	175044.48N	1022824.55E	R474
LERNI	062705.83N	1011617.56E	Y19

Name-code designator	Coordinates		ATS route or other route
1	2		3
LILRI	170333.12N	0983652.59E	W7
LIPLI	141027.65N	1015756.34E	Y16
LOSDA	085356.13N	1003425.08E	M757/Y94
LUDVI	152849.23N	0983530.00E	L507
LUXIR	082818.59N	0990200.48E	W32
MABKO	094808.96N	1003543.02E	W33/M757
MACHI	191306.47N	0983346.32E	W36/R207
MAKAS	164947.00N	0982948.90E	G473
MALKI	143110.87N	1011152.69E	W1
MARNI	180836.14N	0990549.11E	Y6
MENAM	135724.10N	1024729.20E	G474
MENEX	110830.70N	0994542.60E	G458/W34/W42 M626/Y3/Y5/Y8
MESEM	090719.05N	0994815.85E	R575/W33/Y4
MIGAR	141822.51N	0985906.67E	L524/ L877
MONBU	082659.15N	0984056.41E	Y3
MONLO	184702.20N	0993743.35E	R207/W12
MOTNA	131110.14N	1002305.69E	G458/Y8/Y99
MUBAN	085440.87N	1012952.12E	R588/M751
MUDMA	090049.90N	0975115.36E	R325/L515
NIROP	171613.74N	1001444.33E	W22
NIXET	092517.11N	0992613.25E	Y99
NOBER	151635.60N	1004006.00E	B346/W21/W39
NOMEK	093404.16N	0984834.66E	Y5
NOMEP	113829.80N	1010454.33E	Y11
NONEL	105300.93N	0995337.40E	M626/Y4/Y98/ Y99
NULBO	102919.40N	1003643.45E	M757/ Y17
NULMA	083117.69N	0990228.03E	W32
NUNLI	145127.45N	0992303.60E	L507
NURDA	142450.65N	0983322.46E	L524
NUTGU	072802.94N	0985019.56E	B579
OBLEX	072947.50N	1003227.63E	M757/Y10
OKENA	161608.19N	1042532.75E	A202/W43
OLBAG	095849.36N	1001852.25E	W99/Y17
OLSEL	113411.07N	1001649.03E	Y96/Y98
ONETI	081757.38N	0984633.12E	R575/W33
OSPEX	082015.13N	0991319.48E	Y4/Y99
OSVIP	074253.09N	0984408.91E	R325
OTGOL	091305.80N	0993247.77E	Y93
PADET	100006.90N	0981719.30E	G331/M770
PAGLU	091548.91N	1001709.26E	W35/Y95
PAKMO	162013.35N	0995655.96E	Y7
PAKRI	145202.21N	1025408.69E	W42/Y13
PANKU	172035.00N	1005605.80E	W15
PANTA	181351.17N	0991917.05E	W9/Y7
PASAT	145726.81N	1034726.15E	A1/R345
PASTO	140004.50N	0993006.94E	L301
PASVA	061529.00N	1020431.00E	A334

Name-code designator	Coordinates		ATS route or other route
1	2		3
PEBLI	161605.94N	1001736.21E	W9
PEKBA	144807.73N	1034732.96E	R345/Y16
PETAC	061739.82N	1011945.08E	Y18/Y19
PIBIK	171130.33N	1000027.77E	W9
PIDEL	122142.71N	1010514.27E	M904/Y11/W42
PINUN	092825.16N	1002305.61E	W35/M769
PIPOB	142235.58N	1011913.75E	Y1/Y2/Y13
PIVUT	174644.25N	0994552.95E	W23
POLAK	132106.10N	1003454.30E	A464/M751/W19
POLOB	171309.43N	1000327.80E	W23
PONUK	201858.10N	1002305.80E	A581
POPID	062907.90N	1003212.40E	W650
PUMAM	180830.55N	0985001.09E	W7
PUMOR	141420.37N	0984347.85E	L877
RAMBU	150554.42N	1032318.85E	W1
RAMEI	150240.15N	1030040.02E	A202/W1/W38/ W42
REBED	074331.60N	0983736.19E	B579
RECNO	083425.3N	0992824.9E	R575/W33/Y4
REGOS	120006.5N	1003454.3E	A464/M571/ W19/ W32/ W39/ W42
RELIP	080431.5N	1002618.5E	A464/R588
REMER	165934.56N	1004531.34E	W27
RIGTO	064228.22N	1001504.23E	M769
RILVI	102333.74N	1012142.32E	R575/Y11
RINKA	173746.23N	0991609.23E	Y6
RIPMU	090852.33N	1002238.22E	M769/Y95
ROBDA	092558.15N	1003510.91E	M757/W19
ROBKA	141042.95N	1012507.95E	A1
RUKSA	143351.00N	1015512.34E	Y13
RUMVA	091716.93N	1001559.72E	Y95
RUPTA	125839.32N	1014732.71E	W42
RUSET	074616.0N	0974257.0E	P627
SABIS	125958.53N	1001124.53E	Y8
SAKDA	113654.00N	1030000.00E	R334/R575
SANAL	163704.80N	0993619.48E	Y6
SANOT	145134.21N	1032547.75E	A1/Y15
SAPAM	080434.00N	0973300.00E	L645/R203
SARER	082126.94N	0990057.22E	W32
SARIM	173029.97N	0994737.09E	W9
SATVA	082902.07N	0975756.08E	L759
SAVSA	083016.00N	0983728.53E	G458/Y8
SEGRA	085300.22N	0992831.31E	W28
SELKA	142020.06N	1015310.73E	A1/Y14
SEMBO	145359.16N	1001547.92E	A464
SIRAT	103450.16N	1013639.87E	M904
SISUK	194804.10N	0980242.90E	R207
SORTO	095353.22N	1002341.62E	M626/M769
SUPIN	083434.55N	1010419.34E	M626/R588

Name-code designator	Coordinates		ATS route or other route
1	2		3
SUPOJ	101642.14N	1001220.33E	W31/W32
SURIX	105959.08N	1015014.56E	W33
SURMA	115122.45N	1002632.65E	M769/W42/Y5/ Y98
SUSID	083659.26N	0981807.97E	G331
TAMOS	063207.90N	1002406.50E	A457
TANEK	140305.80N	0985818.90E	L301
TANGO	144022.25N	1001432.54E	Y6
TARED	142619.52N	0993128.87E	G463/P646
TATEL	172904.80N	0984548.80E	A581/R202
TAVAT	084256.59N	0990415.52E	W32
TAVUN	1000.0N	09633.2E	L759
TEDOS	084833.61N	0990507.41E	W32/Y3
TENUM	090228.94N	1013948.44E	R588/ Y11
TIDAR	065230.15N	1024959.82E	M904
TIKAL	080219.50N	1014447.90E	M751
TOGIM	092659.13N	0985148.08E	W17
TOMIP	191104.50N	1011547.50E	R215
TONIK	091736.12N	1015906.78E	M644/M904/ R588
TONUV	062319.11N	1011126.98E	Y18
TOPAS	172916.19N	0992358.16E	A464
TOPER	143807.60N	1024538.14E	A1/W42
TUNRA	074736.74N	0991904.91E	W32
TUSPU	101948.03N	1003108.44E	A464/W19/W99
UBLOD	143715.43N	1012611.66E	W1/Y1/Y2
UBNEN	080520.17N	0974812.19E	R203/L645
UKERA	120207.25N	1000109.59E	G458/W31
UPKUP	140352.65N	1012654.84E	Y16
UPNEP	094213.10N	1002936.40E	A464/M626/ R575/ W19/ W33/ W35
UPSAB	083347.80N	0980451.85E	R325/L515
UPVIL	113836.21N	1001420.66E	W42/Y96/Y5
URGAD	074614.95N	0984031.04E	R325
UTHAI	070007.70N	0992948.90E	R325
UTTAR	174304.90N	1002706.00E	W16/W29
VALSI	093108.40N	1003518.37E	M626/M757
VANKO	123511.05N	0994537.55E	Y8
VEGNA	091426.61N	0992251.21E	W32/Y99
VININ	093753.58N	1001739.94E	W33/R575
VISES	185811.41N	0983438.14E	W9
VUTHI	145006.95N	0995725.34E	W10
XIKMA	142236.09N	1023626.03E	W42/Y16
YAKUA	174414.79N	1013051.65E	B346

INTENTIONALLY BLANK

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD20 HUA HIN Area bounded by lines joining the following points: 1300N 09937E - 1300N 10010E - 1210N 10010E - then along the arc of 30 NM radius centred on HHN DVOR/DME (123804.04N 0995704.23E) 1300N 09937E *Excluding* Hua Hin CTR, Hua Hin TMA and G458	ALT 11 000 FT GND	Type of restriction : Civil Flight Training Area Nature of hazard/activity : Flight school training Time of activity : Sunrise to Sunset Inflight information : Hua Hin Approach freq. 126.2 MHZ Contact agency : -
VTD21 SATTAHIP BAY Area 1 Area bounded by lines joining successively the following points: 1220N 10030E - 1240N 10030E - 1240N 10040.8E - 1220N 10040.8E - 1220N 10030E	ALT 6 000 FT GND	Type of restriction : RTN Gun Training Range for surface ships Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHZ or 273.3 MHZ Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
Area 2 Area bounded by lines joining successively the following points: 1220N 10040.8E - 1240N 10040.8E - 1240N 10058E - 1220N 10058E - 1220N 10040.8E	FL 150 GND	
Area 3 Area bounded by lines joining successively the following points: 1220N 10058E - 1237N 10058E - 1237N 10115E - 1220N 10115E - 1220N 10058E	FL 150 GND	
VTD22 KO KHRAM, SATTAHIP Area bounded by lines joining successively the following points: 1251.3N 10040E - 1251.3N 10051E - 1240N 10051E - 1240N 10040E - 1251.3N 10040E	FL 150 GND	Type of restriction : RTN Gun Training Range for surface ships and aircraft Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHZ or 273.3 MHZ Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
VTD23 KO PHAI Area bounded by lines joining successively the following points: 1250N 10030E - 1305N 10030E - 1305N 10045E - 1250N 10045E - 1250N 10030E	ALT 6 000 FT GND	Type of restriction : RTN Gun Training Range for surface ships and aircraft Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHZ or 273.3 MHZ Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196

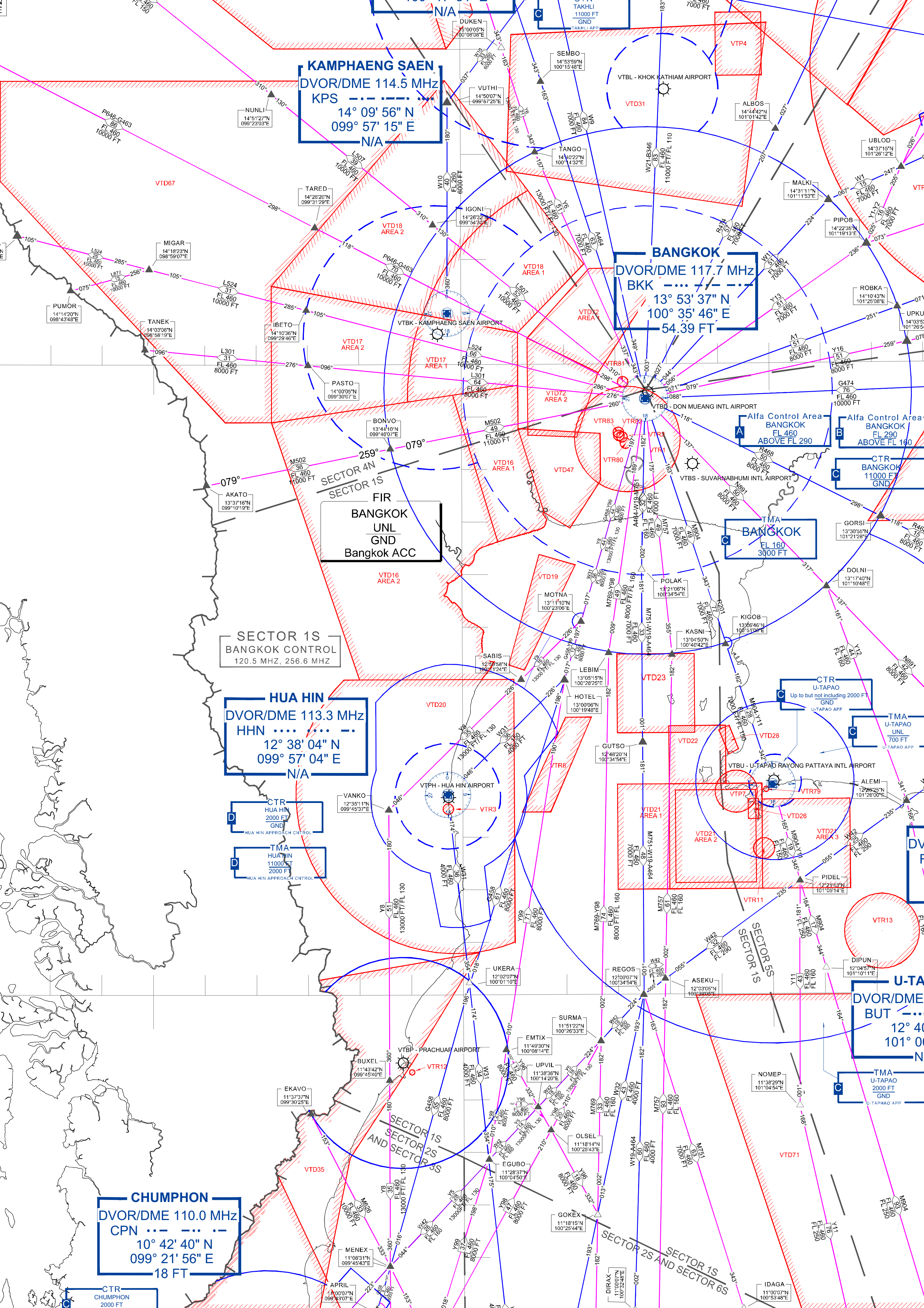
Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD24 KO CHANG, TRAT Circle of 5 NM radius centred on point 1203.1N 10214.6E	FL 150 GND	Type of restriction : RTN Gun Training Range for surface ships and aircraft Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHZ or 273.3 MHZ, if unable contact Trat Approach freq. 120.25 MHZ Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
VTD25 KO TAO, CHUMPHON Circle of 5 NM radius centred on point 0956.6N 09959.8E	FL 150 GND	Type of restriction : RTN Weapon Training Range for surface ships and aircraft Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : Samui Approach freq. 129.6 MHZ or 305.4 MHZ Pilots are advised to contact prior to entering. Contact agency : Wing 7, Surat Thani Air Force Base, Tel. +667 744 1132
VTD26 CHONG SAMAE SAN, SATTAHIP Area bounded by lines joining successively the following points: 1233.5N 10055.3E - 1237.3N 10055.3E - 1237.3N 10057.3E - 1233.5N 10057.3E - 1233.5N 10055.3E	FL 150 GND	Type of restriction : RTN Gun Training Range Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHZ or 273.3 MHZ Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
VTD27 PONG NAM RON, CHANTHABURI Area bounded by lines joining successively the following points: 1255.2N 10217.1E - 1250.6N 10220.4E - 1255.8N 10222.8E - 1259.5N 10221.4E - 1255.2N 10217.1E	ALT 8 000 FT GND	Type of restriction : RTN Gun Training Range Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHZ or 273.3 MHZ Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
VTD28 SATTAHIP Area bounded by lines joining successively the following points: 1250.5N 10049.7E - 1251.3N 10051.7E - 1246.8N 10053.5E - 1245.8N 10051.6E - 1250.5N 10049.7E	FL 150 GND	Type of restriction : RTN Gun Training Range Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHZ or 273.3 MHZ Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
VTD29 HIN RAKIT PATTANI Circle of 3 NM radius centred on point 0644N 10144E	FL 150 GND	Type of restriction : RTN Weapon Training Range for surface ships and aircraft Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : Narathiwat Approach freq. 125.55 MHZ Pilots are advised to contact prior to entering. Contact agency : 2nd Naval Area Command, Tel. +667 432 5804

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD50 SONGKHLA Area bounded by lines joining successively the following points: 0656.0N 10046.0E - 0711.0N 10037.0E - 0754.0N 10039.0E - then follow the arc 60 NM clockwise from HAT YAI DVOR/DME (065602.75N 1002316.47E) 0656.0N 10124.0E - 0656.0N 10046.0E	UNL ALT 8 000FT	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2300-1100 Inflight information : BIG SHELL Control freq. 127.0 MHZ or 331.3 MHZ, if unable contact Hat Yai Approach freq. 126.7 MHZ or 301.5 MHZ Pilots are advised to contact prior to entering. Contact agency : Wing 56 Air Traffic Control branch, Tel. +662 534 6000 ext 63555, 63520
	ALT 6 000 FT GND	Type of restriction : RTN Flying Training Nature of hazard/activity : Military operations Time of activity : MON - FRI, 2300-1100 Inflight information: Songkhla Tower freq. 126.2 MHZ or 227.0 MHZ Pilots are advised to contact prior to entering. Contact agency: 2nd Naval Area Command, Tel. +667 432 5804
VTD53 PHITSANULOK Area bounded by lines joining successively the following points: 1653.0N 09930.0E - 1653.0N 09909.0E - 1610.0N 09934.0E - 1523.0N 10005.0E - 1523.0N 10017.0E - 1602.0N 10017.0E - 1653.0N 09930.0E	ALT 6 500 FT GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0200-0500 and 0600-0800 Inflight information : FOCAL freq. 127.0 MHZ or 331.3 MHZ, if unable contact Phitsanulok Approach freq. 120.7 MHZ or 284.0 MHZ Pilots are advised to contact prior to entering. Contact agency : Wing 46 Air Traffic Control branch, Tel. +662 534 6000 ext 55164, 55157
VTD54 UBON Area bounded by 15 NM arc from UBL TACAN (151544.70N 1045300.00E) beginning at point 152900N 1044900E - 152900N 1045300E - 161400N 1045500E - 161400N 1040900E - then along the arc to the starting point.	UNL GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2200-1700 Inflight information : OSCAR Control freq. 127.0 MHZ or 331.3 MHZ, if unable contact Ubon Approach freq. 123.5 MHZ or 257.8 MHZ Pilots are advised to contact prior to entering. Contact agency : Wing 21 Air Traffic Control branch, Tel. +662 534 6000 ext 43506, 43502
VTD55 UBON Area bounded by 15 NM arc from UBL TACAN (151544.70N 1045300.00E) beginning at point 152900N 1045300E - 161400N 1045500E - 161400N 1050100E then clockwise along the FIR boundary to 153600N 1053700E - 152700N 1050000E - then along the arc to the starting point.	UNL GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2200-1700 Inflight information : OSCAR Control freq. 127.0 MHZ or 331.3 MHZ, if unable contact Ubon Approach freq. 123.5 MHZ or 257.8 MHZ Pilots are advised to contact prior to entering. Contact agency : Wing 46 Air Traffic Control branch, Tel. +662 534 6000 ext 55164, 55157

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD57 PHITSANULOK Area 1 Area bounded by lines joining successively the following points: 152405.50N 1002148.20E - 163005.20N 1000408.30E - 163605.20N 0995848.30E - 163559.33N 1001648.06E - 163458.20N 1004628.25E - then follow the arc 30 NM clockwise from PSL DVOR/DME (164613.34N 1001728.70E) to 161623.05N 1002148.10E - 152405.50N 1002148.20E *Excluding Airway* W9.	FL 280 FL 120	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000-1000 Inflight information : OSCAR Control freq. 127.0 MHZ or 331.3 MHZ, if unable contact Takhli Approach freq. 124.0 MHZ or 325.0 MHZ Pilots are advised to contact prior to entering. Contact agency : Wing 46 Air Traffic Control branch, Tel. +662 534 6000 ext 55164, 55157
Area 2 Area bounded by lines joining successively the following points: 153222.66N 1002148.11E - 163604.56N 1000100.74E - 163559.33N 1001648.06E - 163458.20N 1004628.25E - then follow the arc 30 NM clockwise from PSL DVOR/DME (164613.34N 1001728.70E) to 161623.05N 1002148.10E - 153222.66N 1002148.11E *Excluding Airway* W9.	UNL FL 120	
VTD58 SURAT THANI Area bounded by lines joining successively the following points: 112554.32N 0992354.41E Thai-Myanmar border to 105129.09N 0994016.74E - 092518.00N 0994006.00E - 083301.22N 0983331.55E - then follow the arc 30 NM clockwise from PUT DVOR/DME (080654.83N 0981822.69E) to 083625.96N 0982432.98E - 090818.00N 0975118.00E - 092900.00N 0971600.00E - 095000.00N 0982500.00E - 100004.46N 0983705.87E - then follow the boundary to the starting point.	FL 390 GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : Notified by NOTAM Inflight information : BIG SHELL Control freq. 127.0 MHZ or 331.3 MHZ, if unable, contact Surat Approach freq. 119.3 MHZ or 236.6 MHZ Pilots are advised to contact prior to entering. Contact agency : Wing 7 Air Traffic Control branch, Tel. +662 534 6000 ext 65556, 65513

ENR 5. EN-ROUTE CHARTS

INTENTIONALLY BLANK



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
SECTOR 1S
SECTOR 2S
AND SECTOR 3S
SECTOR 2S AND SECTOR 1S
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
CTR
BANGKOK
11000 FT
GND
TMA
BANGKOK
FL 160
3000 FT
CTR
U-TAPAO
Up to but not including 2000 FT
GND
U-TAPAO APP
TMA
U-TAPAO
UNL
700 FT
CTR
HUA HIN
2000 FT
GND
HUA HIN APPROACH CNTROL
TMA
HUA HIN
11000 FT
2000 FT
TMA
U-TAPAO
2000 FT
GND
CTR
CHUMPHON
2000 FT
DUKEN
SEMBO
VUTHI
NUNLI
TARED
IGONI
TANGO
ALBOS
UBLOD
MALKI
PIPOB
ROBKA
MIGAR
PUMOR
TANEK
IBETO
PASTO
BONVO
AKATO
GORSI
DOLNI
MOTNA
POLAK
KIGOB
KASNI
SABIS
LEBIM
HOTEL
GUTSO
VANKO
ALEMI
PIDEL
DIPUN
UKERA
REGOS
ASEKU
SURMA
EMTIX
UPVIL
BUXEL
EKAVO
OLSEL
EGUBO
GOKEX
NOMEP
MENEX
APRIL
DIRAX
IDAGA
VTD67
VTD18 AREA 1
VTD18 AREA 2
VTD17 AREA 1
VTD17 AREA 2
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
VTR3
VTR8
VTR11
VTR12
VTR13
VTR79
VTR80
VTR81
VTR83
VTP7

INTENTIONALLY BLANK

INTENTIONALLY BLANK

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

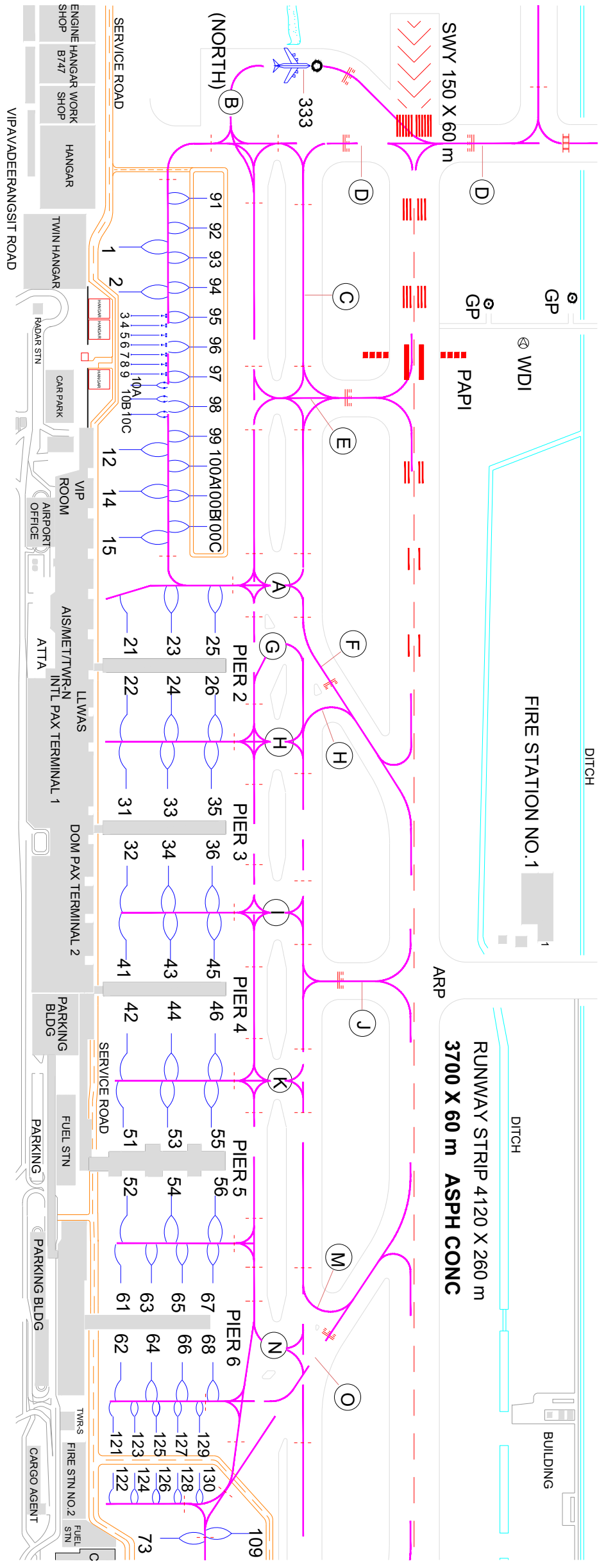
AIRCRAFT PARKING DOCKING CHART - ICAO

APRON ELEV
10 FT

TWR	118.1
GND	121.9

BANGKOK / Don Mueang Intl

MAG VAR 0º 36' W (2016)
ANNUAL CHANGE 0º 0' E



LEGEND	
• AIRCRAFT STAND	56
• INTERMEDIATE HOLDING POSITION	

REMARKS

- TAXIWAY AND APRON BEARING STRENGTH SEE VTBD AD 2.8 APRONS, TAXIWAY AND CHECK LOCATION DATA
- INS COORDINATES FOR AIRCRAFT STAND SEE VERSO PAGE
- ARP 13 54 52N 100 36 20E

NOT TO SCALE

CHANGE: LEGEND. TRUE NORTH ARROW.

INS COORDINATES AND ACCOMMODATION FOR AIRCRAFT STAND

STAND NR	NORTH LAT	EAST LONG	ACFT UP TO
NORTH APRON			
1	13° 55' 36.05"	100° 36' 25.74"	E (B744)
2	13° 55' 34.00"	100° 36' 24.59"	E (B744)
3	13° 55' 32.15"	100° 36' 24.73"	CODE A
4	13° 55' 31.64"	100° 36' 24.45"	CODE A
5	13° 55' 31.12"	100° 36' 24.16"	CODE A
6	13° 55' 30.61"	100° 36' 23.87"	CODE A
7	13° 55' 30.10"	100° 36' 23.58"	CODE A
8	13° 55' 29.58"	100° 36' 23.29"	CODE A
9	13° 55' 29.07"	100° 36' 23.00"	CODE A
10A	13° 55' 28.44"	100° 36' 22.65"	CODE B
10B	13° 55' 27.66"	100° 36' 22.21"	CODE B
10C	13° 55' 26.89"	100° 36' 21.78"	CODE B
91	13° 55' 35.74"	100° 36' 33.31"	D (B762)
92	13° 55' 34.16"	100° 36' 32.42"	D (B762)
93	13° 55' 32.58"	100° 36' 31.54"	D (B762)
94	13° 55' 30.99"	100° 36' 30.65"	D (B762)
95	13° 55' 29.41"	100° 36' 29.76"	D (B762)
96	13° 55' 27.82"	100° 36' 28.87"	D (B762)
97	13° 55' 26.33"	100° 36' 27.93"	CODE C
98	13° 55' 24.83"	100° 36' 27.09"	CODE C
99	13° 55' 23.33"	100° 36' 26.25"	CODE C
100A	13° 55' 21.83"	100° 36' 25.41"	CODE C
100B	13° 55' 20.33"	100° 36' 24.57"	CODE C
100C	13° 55' 18.84"	100° 36' 23.73"	CODE C
NORTH CORRIDOR			
12	13° 55' 25.84"	100° 36' 19.81"	E (B744)
14	13° 55' 23.78"	100° 36' 18.65"	E (B744)
15	13° 55' 21.72"	100° 36' 17.49"	E (B744)
PIER 2			
21	13° 55' 16.18"	100° 36' 15.70"	E (B772)
22	13° 55' 14.11"	100° 36' 14.53"	E (B744)
23	13° 55' 15.02"	100° 36' 17.81"	E (B772)
24	13° 55' 12.96"	100° 36' 16.66"	E (B744)
25	13° 55' 13.86"	100° 36' 19.91"	E (B772)
26	13° 55' 11.82"	100° 36' 18.78"	E (B744)
PIER 3			
31	13° 55' 08.19"	100° 36' 11.22"	E (B772)
32	13° 55' 06.09"	100° 36' 10.03"	E (B744)
33	13° 55' 07.06"	100° 36' 13.34"	E (B772)
34	13° 55' 04.95"	100° 36' 12.16"	E (B744)
35	13° 55' 05.92"	100° 36' 15.46"	E (B772)
36	13° 55' 03.81"	100° 36' 14.28"	E (B744)
PIER 4			
41	13° 55' 00.17"	100° 36' 06.80"	E (B772)
42	13° 54' 58.15"	100° 36' 05.54"	E (B744)
43	13° 54' 59.04"	100° 36' 08.92"	E (B772)
44	13° 54' 57.01"	100° 36' 07.67"	E (B744)
45	13° 54' 57.89"	100° 36' 11.02"	E (B772)
46	13° 54' 55.88"	100° 36' 09.78"	E (B744)

STAND NR	NORTH LAT	EAST LONG	ACFT UP TO
PIER 5			
51	13° 54' 51.67"	100° 36' 02.03"	E (B744)
52	13° 54' 50.17"	100° 36' 01.19"	E (B744)
53	13° 54' 50.53"	100° 36' 04.14"	E (B744)
54	13° 54' 49.03"	100° 36' 03.30"	E (B744)
55	13° 54' 49.44"	100° 36' 06.28"	E (B744)
56	13° 54' 47.87"	100° 36' 05.40"	E (B744)
PIER 6			
61	13° 54' 44.04"	100° 35' 57.18"	C (B739)
62	13° 54' 41.88"	100° 35' 55.74"	C (B739)
63	13° 54' 43.22"	100° 35 58.71"	C (B739)
64	13° 54' 41.05"	100° 35' 57.28"	C (B739)
65	13° 54' 42.40"	100° 36' 00.25"	C (B739)
66	13° 54' 40.23"	100° 35' 58.81"	C (B734)
67	13° 54' 42.04"	100° 36' 01.74"	C (B734)
68	13° 54' 39.39"	100° 36' 00.37"	E (B744)
SOUTH APRON			
73	13° 54' 31.67"	100° 35' 51.77"	E (B744)
74	13° 54' 29.61"	100° 35' 50.61"	E (B744)
75	13° 54' 27.54"	100° 35' 49.45"	E (B744)
76	13° 54' 25.47"	100° 35' 48.29"	E (B744)
77	13° 54' 23.40"	100° 35' 47.13"	E (B744)
78	13° 54' 21.33"	100° 35' 45.97"	E (B744)
79	13° 54' 19.26"	100° 35' 44.81"	E (B744)
80	13° 54' 17.19"	100° 35' 43.64"	E (B744)
81	13° 54' 14.68"	100° 35' 42.23"	E (B744)
82	13° 54' 12.62"	100° 35' 41.08"	E (B744)
83	13° 54' 10.54"	100° 35' 39.92"	E (B744)
84	13° 54' 08.47"	100° 35' 38.76"	E (B744)
85	13° 54' 06.40"	100° 35' 37.60"	E (B744)
86	13° 54' 04.33"	100° 35' 36.44"	E (B744)
87	13° 54' 02.26"	100° 35' 35.28"	E (B744)
88	13° 54' 00.20"	100° 35' 34.12"	E (B744)
89	13° 53' 58.12"	100° 35' 32.96"	E (B744)
90	13° 53' 56.05"	100° 35' 31.79"	E (B744)
101	13° 54' 11.28"	100° 35' 48.79"	E (B744)
102	13° 54' 08.97"	100° 35' 47.50"	E (B744)
103	13° 54' 06.66"	100° 35' 46.20"	E (B744)
104	13° 54' 04.34"	100° 35' 44.90"	E (B744)
105	13° 54' 02.03"	100° 35' 43.61"	E (B744)
106	13° 53' 59.72"	100° 35' 42.31"	E (B744)
107	13° 53' 57.41"	100° 35' 41.01"	E (B744)
108	13° 53' 55.10"	100° 35' 39.72"	E (B744)
109	13° 54' 28.72"	100° 35' 58.44"	E (B772)
SOUTH APRON			
110	13° 54' 26.77"	100° 35' 57.34"	E (B772)
112	13° 54' 24.61"	100° 35' 56.13"	E (B772)
113	13° 54' 22.47"	100° 35' 54.93"	E (B772)
114	13° 54' 20.45"	100° 35' 53.80"	E (B772)
115	13° 54' 18.41"	100° 35' 52.65"	D (B767)

STAND NR	NORTH LAT	EAST LONG	ACFT UP TO
121	13° 54' 37.13"	100° 35' 52.59"	C (B734)
122	13° 54' 36.26"	100° 35' 52.15"	C (B734)
123	13° 54' 36.47"	100° 35' 53.66"	C (B734)
124	13° 54' 35.69"	100° 35' 53.22"	C (B734)
125	13° 54' 35.90"	100° 35' 54.73"	C (B734)
126	13° 54' 35.12"	100° 35' 54.29"	C (B734)
127	13° 54' 35.40"	100° 35' 55.83"	C (B734)
128	13° 54' 34.62"	100° 35' 55.39"	C (B734)
129	13° 54' 34.83"	100° 35' 56.90"	C (B734)
130	13° 54' 33.98"	100° 35' 56.42"	C (B734)

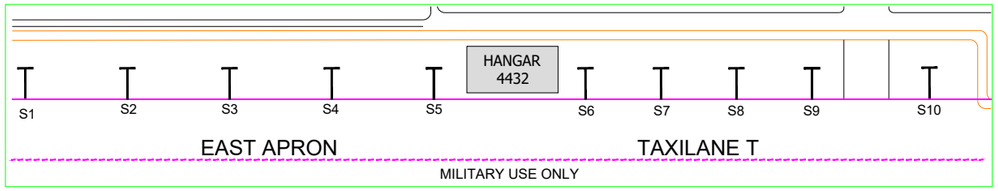
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 10 FT

TWR 118.1 **GND 121.9**

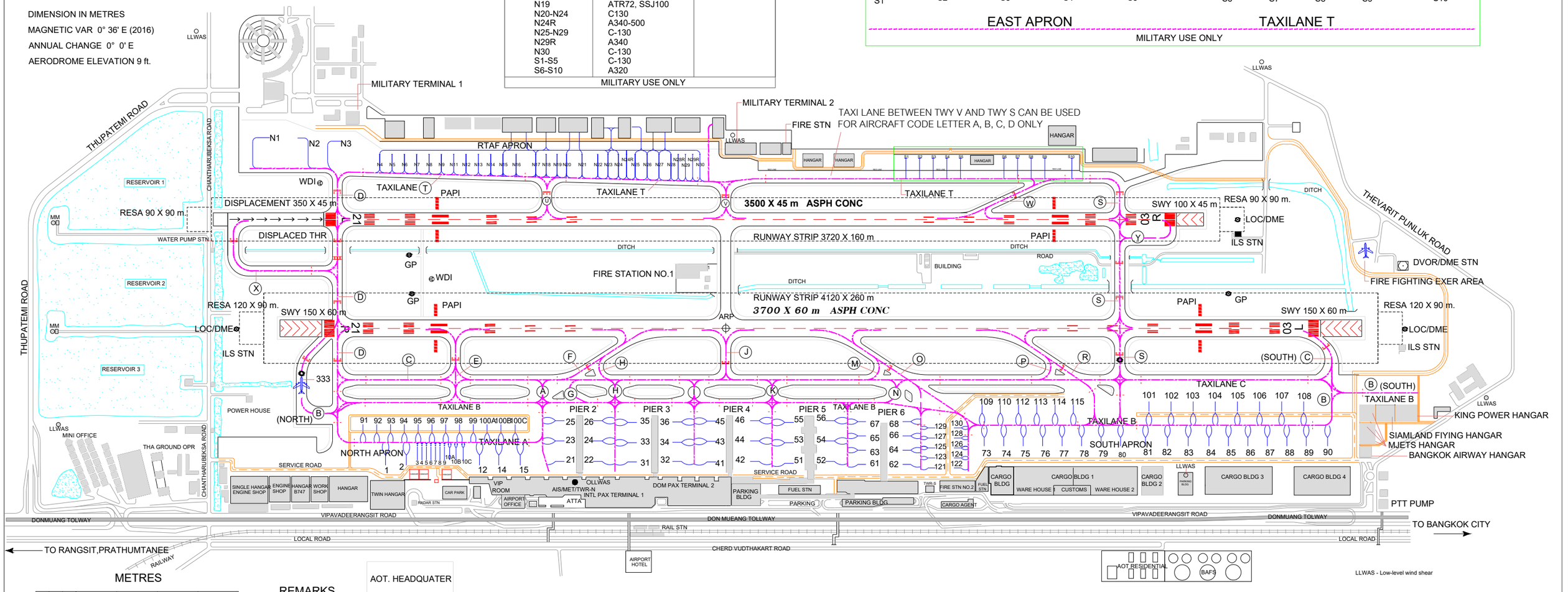
BANGKOK / Don Mueang Intl

ACCOMMODATION FOR RTAF APRON		
ACFT STANDS NR	ACFT UP TO	REMARKS
N1-N3	B747-400, A340-500	FOR VVIP, VIP
N4	A310	FOR VVIP, VIP
N5-N14	ATR72, SSJ100	FOR VVIP, VIP
N15-N18	A320	
N19	ATR72, SSJ100	
N20-N24	C130	
N24R	A340-500	
N25-N29	C-130	
N29R	A340	
N30	C-130	
S1-S5	C-130	
S6-S10	A320	
MILITARY USE ONLY		



N

DIMENSION IN METRES
MAGNETIC VAR 0° 36' E (2016)
ANNUAL CHANGE 0° 0' E
AERODROME ELEVATION 9 ft.



METRES
150 100 50 0 150 300 450 600

LEGEND	
AERODROME REFERENCE POINT (13 54 52 N 100 36 20 E)	⊕
BUILDING OR LARGE STRUCTURE	
TAXI ROUTES	
AIRCRAFT STAND AND IDENTIFICATION 25	
RUNWAY-HOLDING POSITION	
ILS CAT II HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
TAXIWAY IDENTIFICATION	(H)
SWAMP, DITCH OR CHANNCEL	
VOR CHECK POINT	◯

REMARKS

* TWY B NORTH WIDTH 23 m.
* TWY C SOUTH WIDTH 23 m.
* TAXI LANE B EXTENSION FM TAXILANE A TO TWY D WIDTH 23 m. PCN 84/R/D/W/U-CONC
* AIRCRAFT STAND NR 333 FOR ISOLATED PARKING
* ALL AIRCRAFT STAND IS NOSE-IN PARKING
* TWY J FOR AIRCRAFT UP TO B737
* TWY D FM RWY21L TO RTAF APRON WIDTH 23 m.
* TAXI LANE T BETWEEN TWY V AND TWY W CAN BE USED FOR AIRCRAFT C0DE LETTER A, B, C, D ONLY

TAXIWAYS : STRENGTH ,SURFACE AND WIDTH								
ID	PCN-SFC	WIDTH (m.)	ID	PCN-SFC	WIDTH(m.)	ID	PCN-SFC	WIDTH(m.)
A	78/R/D/W/U-CONC	TAXILANE	I	78/R/D/W/U-CONC	50	S	78/R/D/W/U-CONC	23
B	78/R/D/W/U-CONC	TAXILANE	J	78/R/D/W/U-CONC	25	T	78/R/D/W/U-CONC	TAXILANE
C	84/R/D/W/U-CONC	28	K	78/R/D/W/U-CONC	50	U	78/R/D/W/U-CONC	23
D	78/R/D/W/U-CONC	30	M	78/R/D/W/U-CONC	30	V	78/R/D/W/U-CONC	23
E	78/R/D/W/U-CONC	25	N	78/R/D/W/U-CONC	32	W	78/R/D/W/U-CONC	36
F	78/R/D/W/U-CONC	30	O	78/R/D/W/U-CONC	30	X	78/R/D/W/U-CONC	30
G	78/R/D/W/U-CONC	32	P	78/R/D/W/U-CONC	30	Y	86/F/D/W/U-ASPH CONC	30
H	84/R/D/W/U-CONC	40	R	78/R/D/W/U-CONC	30			

CHANGE: LOC/DME. TWY D.

INTENTIONALLY BLANK

VTBS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBS - BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT

VTBS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	134109N 1004456E Midpoint between taxiways G, H, H2 and H3
2	Direction and distance from (city)	25 KM East of Bangkok
3	Elevation/Reference temperature	4.6 FT (1.4 M) / 33°C
4	Geoid undulation at AD ELEV PSN	-97.5 FT (-29.7 M)
5	MAG VAR/Annual change	0° 35' W (2016) / 0° 0' E
6	AD Administration, address, telephone, telefax, telex, AFS	999 Moo 1 Nong Prue, Bangphli, Samut Prakan 10540, Thailand Tel: +662 132 1888 Fax: +662 132 1885 E-mail: suvarnnab_suggestion@airportthai.co.th Website:www.suvarnabhumiairport.com AFS: VTBSYDYX
7	Types of traffic permitted (IFR/VFR)	IFR / Authorized VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

VTBS 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	AIS briefing office and ATS reporting office located at level 4 in the passenger terminal building. The type of services via AFTN, internet: http://www.aerothai.co.th, fax, phone and E-mail: aisservices@aerothai.co.th

VTBS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available from Thai Airways International Plc.and Bangkok Flight Services Cargo
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	a) Bangkok Aviation Fuel Service Public Company Limited (BAFS) Website:www.bafsthai.com E-mail: kannika@bafs.co.th natkamol@bafs.co.th Tel: +662 326 3800 Fax: +662 326 3888 Fuel Dispenser Truck: 40 Fuel Refueller Truck: 4 - 2 Capacity: 65,000 L - 1 Capacity: 40,000 L - 1 Capacity: 35,000 L b) Aircraft Service International Group (THAILAND) CO.,LTD. (ASIG) Website:www.menziesaviation.com E-mail: natthaphong.boonpithaksap@menziesaviation.com adun.surbjabok@menziesaviation.com venus.singhasenee@menziesaviation.com Tel: +662 327 3293-7 Fax: +662 327 3298 Fuel Dispenser Truck: 10 Fuel Refueller Truck: 2 Capacity: 35,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited, operated by Thai Airways International Plc.
6	Repair facilities for visiting aircraft	Major and minor repair available from Thai Airways International Plc. and line maintenance from International Airlines Technical Pool.

7	Remarks	The Airport has provided ground handling agents as following: a) Bangkok Flight Services Co, Ltd. (BFS) Website:www.bangkokflightservices.com **Schedule Airlines and Seasonal Charter:** Robert Ruesz, General Manager, Sales and Ground Services E-mail: RobertR@BFSASIA.com Tel: +668 8002 4975 Fax: +662 131 5099 **Ad Hoc Charter and Corporate Jet:** Ekpol Mekvishai, Contracts Manager E-mail: EkpolM@BFSASIA.com Tel: +668 5055 7671 Fax: +662 131 5099 **General Inquiry:** E-mail: marketing@bfsasia.com Tel: +662 131 5000 Fax: +662 131 5077 +662 131 5099 b) Thai Airways International Public Co.Ltd. (TG) Website:www.thaiairways.com **Ground Handling Services:** E-mail: thaigroundservices@thaiairways.com SITA: BKKKATG Tel: +662 137 1610 Fax: +662 137 1675 **Ad Hoc Charter Handling Services:** E-mail: tg.charter@thaiairways.com SITA: BKKZMTG Tel: +662 134 5067-8 Fax: +662 134 5066 **Catering Services:** Website: www.thaicatering.com SITA: BKKCYTG Tel: +662 137 2101-5 Fax: +662 137 2450 c) LSG SKY CHEFS Website:www.lsgskychefs.com E-mail: DL.APAC.BKK.CustomerServices@lsgskychefs.com Tel: +662 131 1900 +662 131 1952 (24 hrs) +668 7970 3884 (24 hrs) d) Bangkok Air Catering Co, Ltd. (BAC) Website:www.bangkokaircatering .com E-mail: sales@bangkokaircatering.com Tel: +662 131 7500 Fax: +662 131 7599

VTBS AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD and in the city.
2	Restaurants	At AD and in the city.
3	Transportation	Airport Rail Link, buses, taxis and car hire from the AD.
4	Medical facilities	Medical clinic which provides first aid and emergency response at AD is open 24 hours. Emergency number is +662 132 7777.
5	Bank and Post Office	At AD.
6	Tourist Office	At AD.
7	Remarks	For further information visit Internet address : www.suvarnabhumiairport.com

VTBS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 10
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	Capable of handling all aircraft up to B744 dimensions & weight International Plc.
4	Remarks	NIL

VTBS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 126/R/D/X/T
2	Taxiway width, surface and strength	Width: 30 M Surface: Asphalt Strength: PCN 137/F/D/X/T
3	Altimeter checkpoint location and elevation	Location : At Apron Elevation : 5.9 FT (1.8 M)
4	VOR checkpoints	NIL
5	INS checkpoints	See Aircraft Parking/Docking Chart - ICAO (Verso 1, 2 and 3) for coordinates of aircraft stand.
6	Remarks	NIL

VTBS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guidelines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, Centre line, edge and runway end marked and lighted. TWY: Centre line and edge marked and lighted.
3	Stop bars	Stop bars at runway holding positions on all TWY/RWY intersections.
4	Remarks	Intermediate holding positions are provided at some TWY/TWY intersections.

VTBS 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	
19R/APCH 01L/TKOF			Control Tower Top of Antenna 475.4 FT (144.9 M) LGTD	134147.2N 1004458.3E	
			Tower on top of building 178.2 FT (54.3 M)	134124.1N 1004346.5E	
01L/APCH 19R/TKOF	Tower on top of building 174.6 FT (53.2 M)	133808.2N 1004340.2E	Tower 160.8 FT (49.0 M)	133943.8N 1004259.5E	NIL
	Tower on top of building 179.8 FT (54.8 M)	133751.8N 1004354.2E	Tower on top of building 191.0 FT (58.2 M)	133810.0N 1004233.7E	
			Tower 381.9 FT (116.4 M)	133802.9N 1004217.7E	
			Tower 300.5 FT (91.6 M)	133747.5N 1004226.1E	
			Tower 160.8 FT (49.0 M)	133806.3N 1004237.6E	
19L/APCH 01R/TKOF	Tower on top of building 256.3 FT (78.1 M)	134339.8N 1004620.6E			
	Tower 145.7 FT (44.4 M)	134316.9N 1004549.8E			
	Hangar roof 153.2 FT (46.7 M) LGTD	134224.7N 1004534.8E			
	Hangar corner 130.3 FT (39.7 M) LGTD	134222.0N 1004538.9E			
	Tower on top of building 160.4 FT (48.9 M)	134332.3N 1004617.2E			
01R/APCH 19L/TKOF	Building 334.0 FT (101.8 M)	133512.8N 1004425.7E			
	Tower 350.1 FT (106.7 M)	133458.3N 1004430.7E			
	Tower 389.5 FT (118.7 M)	133458.1N 1004429.0E			

VTBS 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	Trend forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +662 134 0006-07 Fax: +662 134 0009-10
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 pictures
8	Supplementary equipment available for providing information	Automated Weather Observation System (AWOS), Low Level Wind Shear Alert System (LLWAS), Weather Radar, Local Lightning Warning System (LLWS), LIDAR, Wind Profiler
9	ATS units provided with information	Suvarnabhumi TWR Suvarnabhumi APP Suvarnabhumi ACC
10	Additional information (limitation of service, etc.)	NIL

VTBS 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
01L	014.42°	3700x60	PCN 137/F/D/X/T Asphalt	134016.60N 1004404.79E -97.5 FT (-29.7 M)	THR/TDZ 4.53 FT (1.38 M)
19R	194.42°	3700x60	PCN 137/F/D/X/T Asphalt	134213.21N 1004435.44E -97.5 FT (-29.7 M)	THR/TDZ 4.46 FT (1.36 M)
01R	014.42°	4000x60	PCN 137/F/D/X/T Asphalt	133924.11N 1004506.59E -97.1 FT (-29.6 M)	THR/TDZ 4.46 FT (1.36 M)
19L	194.42°	4000x60	PCN 137/F/D/X/T Asphalt	134130.17N 1004539.72E -97.1 FT (-29.6 M)	THR/TDZ 4.40 FT (1.34 M)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0%	NIL	1100x150	3820x300	Provided for all runways to precision approach category 2 requirements.	Paved jet blast protection areas at runway ends; 120 M long and 75 M wide. Runway end safety areas are 240 m long and 150 M wide. Runway 01L/19R surface is grooved; Runway 01R/19L surface is not grooved. Concrete drainage channels are located in the runway strips, parallel to and at 120 M offset from the runway centre lines
0%	NIL	700x150	3820x300		
0%	NIL	NIL	4120x300		
0%	NIL	550x150	4120x300		

8.2 Departure Time Restriction

8.2.1 Departure time restrictions may be imposed for Air Traffic Management when so required.

8.2.2 When ATC clearance includes departure time restrictions, pilots shall:

a) Keep listening watch on relevant Suvarnabhumi Ground Control frequency at all times for additional or revised ATC clearance and in readiness for push back; and
b) Call Ground Control in the appropriate time with the departure time restriction.

8.3 Cancellation of en route clearance

8.3.1 Once an ATC clearance has been received, unless there is a departure time restriction included in ATC clearance or other restriction resulting from Air Traffic Management, 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.

8.3.2 Pilot who fail to comply with para. 8.2.2 will result in cancellation of ATC clearance.

8.4 After ATC clearance received, pilot shall contact defined ground control frequency according to the parking stand for start-up and push back.

VTBS AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations

1.1 Bird concentrations in the vicinity of Suvarnabhumi International Airport.

1.1.1 It has been observed that migratory birds in sizeable numbers appear on or in the vicinity of Suvarnabhumi International Airport mostly during the rainy season (May to October) and the winter season (October to February), while the resident birds are present in variable numbers every month. Pilots are requested to report bird strikes to the General Manager of the airport via

Wildlife Hazard Control staff
Phone +662 132 6981, +662 132 6982
E-mail: birdstrikevtbs@airportthai.co.th

Highly endangered kinds are as follows:

Species	Weight (KG)	Period
Open-billed stork	2.3 - 4.4	All year (mostly in June - July)
Painted stork	2 - 3	All year (mostly in June - July)
Cattle Egret	0.3 - 0.4	All year (mostly in July - November)
Oriental Pratincole	0.07 - 0.095	February - November
Black-winged Stilt	0.25 - 0.3	All year (mostly in April - February)
Red Collared Dove	0.08 - 0.1	All year (mostly in June - October)

Remark: Bird concentrations chart is shown in page AD2-VTBS-9-1 Dated 18 July 2019

1.1.2 There could be some activities to reduce birds and make the area unattractive for birds such as mowing the grass and other plants, removing aquatic weeds from drainage canals and using chemical substances to eliminate snails.

1.2 Grass mowing program

1.2.1 Grass mowing in the airside may take place daily during 0100-1000 UTC

1.2.2 The mowing work is carried out in the following areas:

– grass areas outside the boundary of runways strip and the critical area.

– grass areas outside the boundary of taxiways strip. For safety reason, the work will temporary stop when taxiing aircraft approaches.

1.2.3 Presence of workers and machines are under ATC and AOT staff supervision.

1.2.4 All grass mowing activities will attract birds, therefore, pilots are advised to exercise with caution.

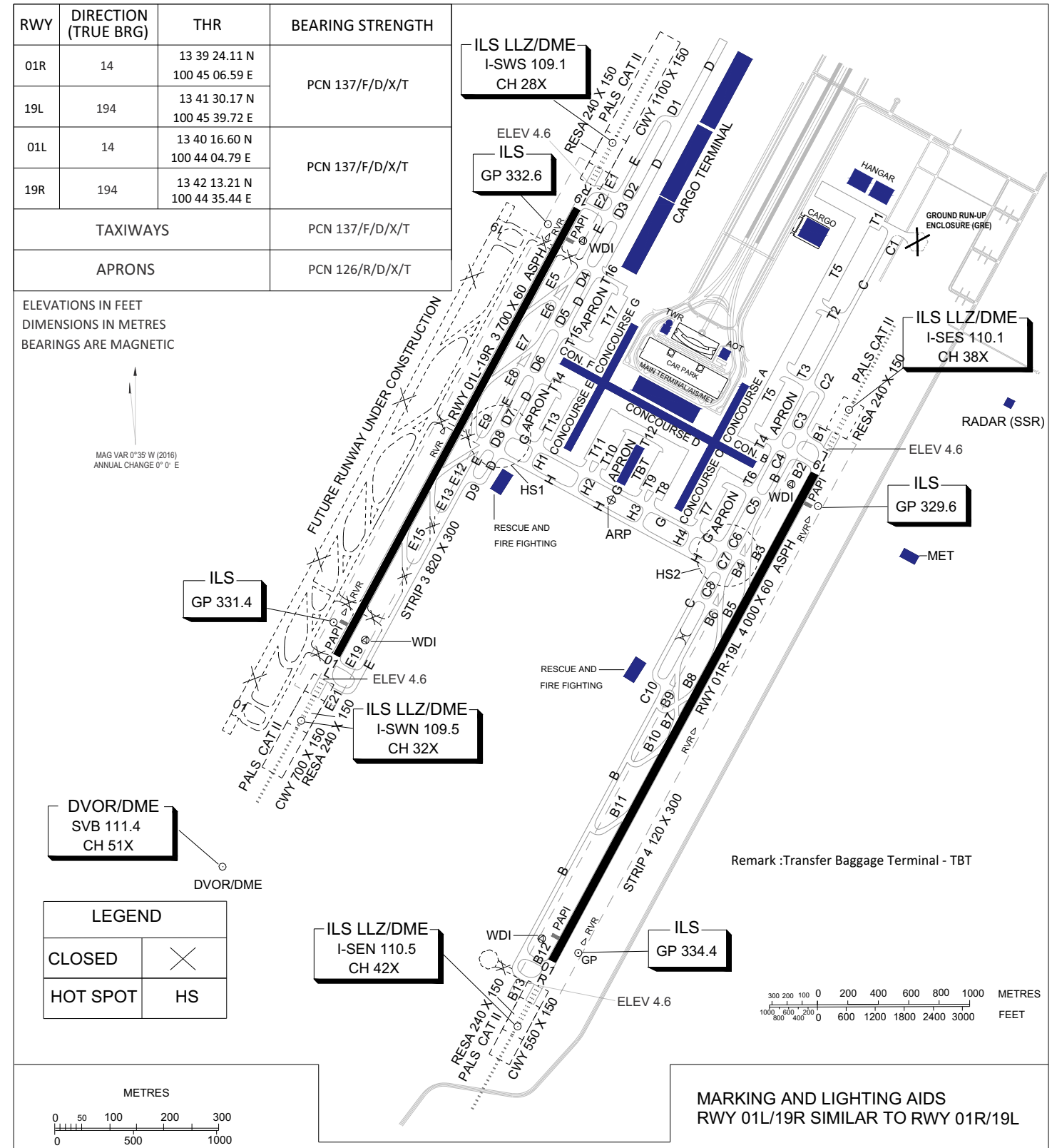
VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO | **13 41 09 N 100 44 56 E** | **ELEV 4.6 FT** | **TWR 118.2 274.5 119.0 121.5 243.0** | **BANGKOK / Suvarnabhumi Intl**

RWY	DIRECTION (TRUE BRG)	THR	BEARING STRENGTH
01R	14	13 39 24.11 N 100 45 06.59 E	PCN 137/F/D/X/T
19L	194	13 41 30.17 N 100 45 39.72 E	
01L	14	13 40 16.60 N 100 44 04.79 E	PCN 137/F/D/X/T
19R	194	13 42 13.21 N 100 44 35.44 E	
TAXIWAYS			PCN 137/F/D/X/T
APRONS			PCN 126/R/D/X/T

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

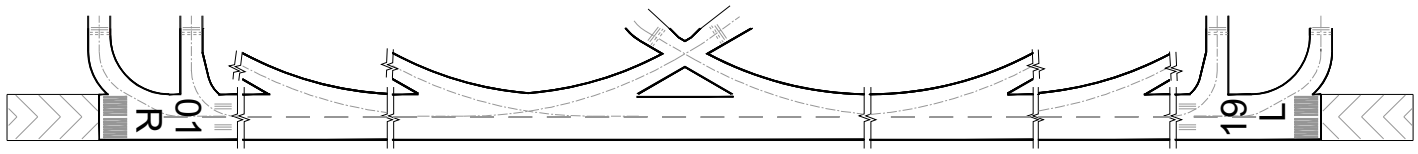
MAG VAR 0°35' W (2016)
ANNUAL CHANGE 0° 0' E



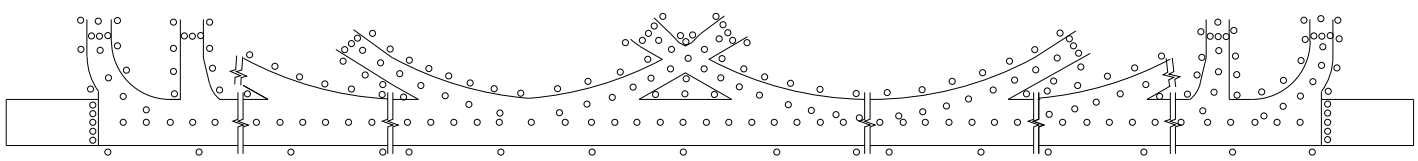
LEGEND	
CLOSED	✕
HOT SPOT	HS

MARKING AND LIGHTING AIDS
RWY 01L/19R SIMILAR TO RWY 01R/19L

MARKING AIDS RWY 01R/19L AND EXIT TWY



LIGHTING AIDS RWY 01R/19L AND EXIT TWY



CHANGE : REVISED CHART.

INTENTIONALLY BLANK

AIRCRAFT PARKING / DOCKING CHART- ICAO

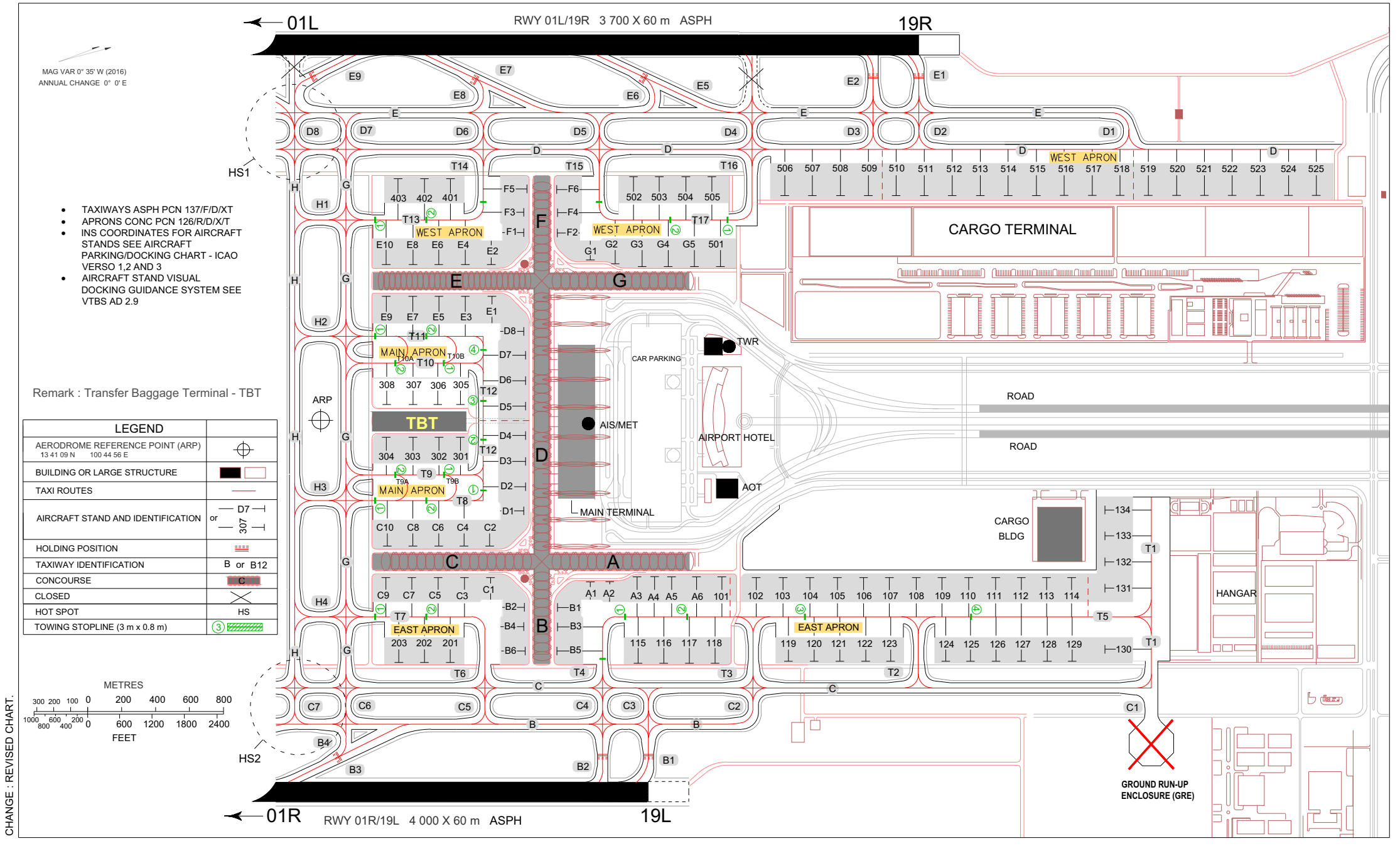
13 41 09 N
100 44 56 E

APRON ELEV
5.9 FT

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

BANGKOK / Suvarnabhumi Intl



CHANGE : REVISED CHART.

**AIRCRAFT PARKING/
DOCKING CHART - ICAO**

BANGKOK/Suvarnabhumi Intl

INS COORDINATES FOR AIRCRAFT STANDS

LOCATION	STAND NR	COORDINATES	
EAST APRON	A1	13 41 30.11N	100 45 17.81E
	A2	13 41 31.95N	100 45 18.44E
	A3	13 41 34.19N	100 45 18.72E
	A4	13 41 35.91N	100 45 19.54E
	A5	13 41 37.77N	100 45 19.77E
	A6	13 41 40.11N	100 45 20.27E
	B1	13 41 26.73N	100 45 19.83E
	B3	13 41 26.38N	100 45 21.79E
	B5	13 41 25.74N	100 45 23.97E
	101L	13 41 41.76N	100 45 21.25E
	101	13 41 42.44N	100 45 20.82E
	101R	13 41 42.92N	100 45 21.56E
	102L	13 41 44.78N	100 45 21.73E
	102	13 41 45.40N	100 45 21.89E
	102R	13 41 46.01N	100 45 22.05E
	103L	13 41 47.24N	100 45 22.37E
	103	13 41 47.86N	100 45 22.54E
	103R	13 41 48.47N	100 45 22.70E
	104L	13 41 49.70N	100 45 23.02E
	104	13 41 50.31N	100 45 23.18E
	104R	13 41 50.93N	100 45 23.34E
	105L	13 41 52.16N	100 45 23.67E
	105	13 41 52.77N	100 45 23.83E
	105R	13 41 53.39N	100 45 23.99E
	106L	13 41 54.62N	100 45 24.31E
	106	13 41 55.23N	100 45 24.48E
	106R	13 41 55.85N	100 45 24.64E
	107L	13 41 57.07N	100 45 24.96E
	107	13 41 57.69N	100 45 25.12E
	107R	13 41 58.30N	100 45 25.28E
	108L	13 41 59.53N	100 45 25.61E
	108	13 42 00.15N	100 45 25.77E
	108R	13 42 00.76N	100 45 25.93E
	109L	13 42 01.99N	100 45 26.25E
	109	13 42 02.61N	100 45 26.41E

LOCATION	STAND NR	COORDINATES	
EAST APRON	109R	13 42 03.22N	100 45 26.58E
	110L	13 42 04.45N	100 45 26.90E
	110	13 42 05.06N	100 45 27.06E
	110R	13 42 05.68N	100 45 27.22E
	111L	13 42 06.91N	100 45 27.55E
	111	13 42 07.52N	100 45 27.71E
	111R	13 42 08.14N	100 45 27.87E
	112L	13 42 09.36N	100 45 28.19E
	112	13 42 09.98N	100 45 28.35E
	112R	13 42 10.59N	100 45 28.51E
	113L	13 42 11.82N	100 45 28.84E
	113	13 42 12.44N	100 45 29.00E
	113R	13 42 13.05N	100 45 29.16E
	114L	13 42 14.28N	100 45 29.48E
	114	13 42 14.90N	100 45 29.65E
	114R	13 42 15.51N	100 45 29.81E
	115L	13 41 32.69N	100 45 26.76E
	115	13 41 32.06N	100 45 26.65E
	115R	13 41 31.46N	100 45 26.44E
	116L	13 41 35.15N	100 45 27.41E
	116	13 41 34.52N	100 45 27.30E
	116R	13 41 33.92N	100 45 27.09E
	117L	13 41 37.60N	100 45 28.05E
	117	13 41 36.98N	100 45 27.94E
	117R	13 41 36.37N	100 45 27.73E
	118L	13 41 40.06N	100 45 28.70E
	118	13 41 39.43N	100 45 28.59E
	118R	13 41 38.83N	100 45 28.38E
	119L	13 41 46.52N	100 45 30.46E
	119	13 41 45.91N	100 45 30.30E
	119R	13 41 45.29N	100 45 30.13E
	120L	13 41 48.98N	100 45 31.10E
	120	13 41 48.36N	100 45 30.94E
	120R	13 41 47.75N	100 45 30.78E
	121L	13 41 51.44N	100 45 31.75E

LOCATION	STAND NR	COORDINATES	
EAST APRON	121	13 41 50.82N	100 45 31.59E
	121R	13 41 50.21N	100 45 31.43E
	122L	13 41 53.90N	100 45 32.40E
	122	13 41 53.28N	100 45 32.24E
	122R	13 41 52.67N	100 45 32.07E
	123L	13 41 56.35N	100 45 33.04E
	123	13 41 55.74N	100 45 32.88E
	123R	13 41 55.12N	100 45 32.72E
	124	13 42 01.03N	100 45 34.27E
	125L	13 42 03.73N	100 45 34.98E
	125	13 42 03.11N	100 45 34.82E
	125R	13 42 02.57N	100 45 34.68E
	126L	13 42 06.19N	100 45 35.63E
	126	13 42 05.57N	100 45 35.47E
	126R	13 42 04.96N	100 45 35.31E
	127L	13 42 08.64N	100 45 36.28E
	127	13 42 08.03N	100 45 36.11E
	127R	13 42 07.41N	100 45 35.95E
	128L	13 42 11.10N	100 45 36.92E
	128	13 42 10.49N	100 45 36.76E
	128R	13 42 09.87N	100 45 36.60E
	129L	13 42 13.56N	100 45 37.57E
	129	13 42 12.95N	100 45 37.41E
	129R	13 42 12.33N	100 45 37.24E
	130	13 42 16.57N	100 45 37.23E
	131	13 42 18.24N	100 45 31.74E
	132	13 42 18.83N	100 45 29.41E
	133	13 42 18.87N	100 45 27.33E
	134	13 42 19.55N	100 45 24.62E
	B2	13 41 22.94N	100 45 18.94E
	B4	13 41 22.65N	100 45 20.91E
	B6	13 41 22.24N	100 45 23.16E
	C1	13 41 20.86N	100 45 15.21E
	C3	13 41 18.45N	100 45 14.58E
	C5	13 41 16.04N	100 45 13.94E

CHANGE: NEW CHART

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 5.9 FT

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

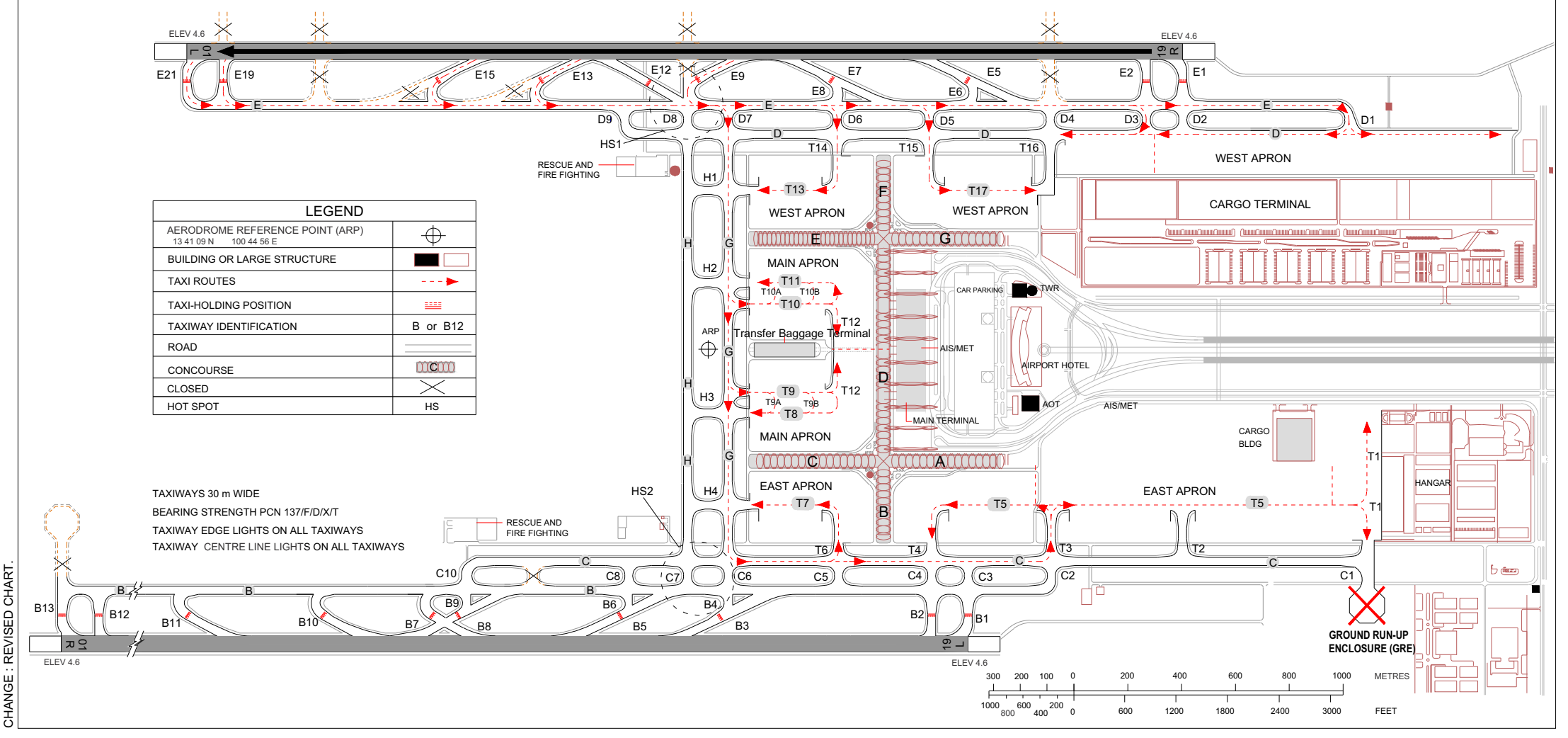
BANGKOK / Suvarnabhumi Intl

STANDARD TAXI ROUTES

INBOUND TAXI ROUTES - LANDING RUNWAY 19R

ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

MAG VAR 0° 35' W (2016)
ANNUAL CHANGE 0° 0' E



LEGEND	
AERODROME REFERENCE POINT (ARP) 13 41 09 N 100 44 56 E	
BUILDING OR LARGE STRUCTURE	
TAXI ROUTES	
TAXI-HOLDING POSITION	
TAXIWAY IDENTIFICATION	B or B12
ROAD	
CONCOURSE	C
CLOSED	
HOT SPOT	HS

TAXIWAYS 30 m WIDE
BEARING STRENGTH PCN 137/F/D/X/T
TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTRE LINE LIGHTS ON ALL TAXIWAYS

CHANGE : REVISED CHART.

INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 5.9 FT

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

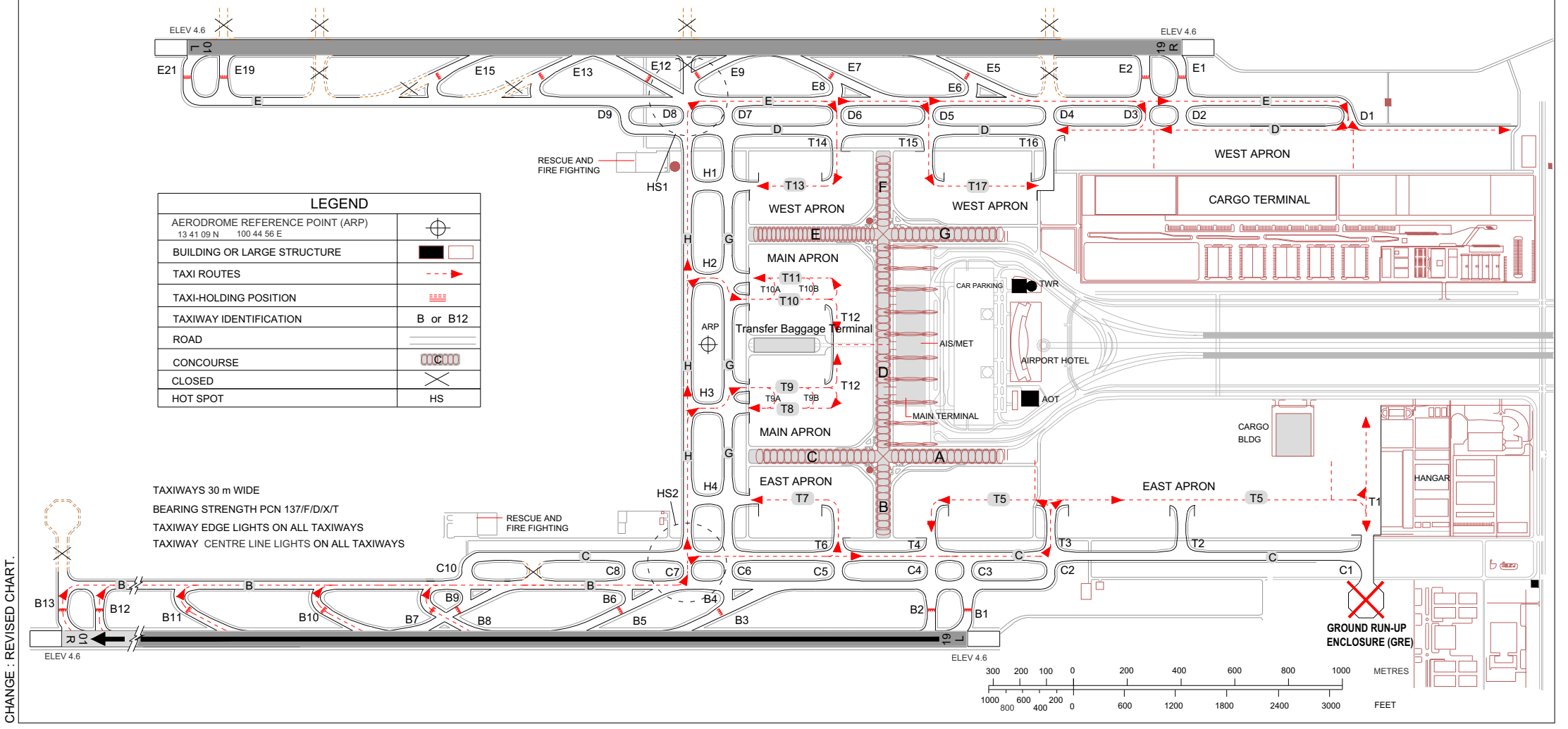
BANGKOK / Suvarnabhumi Intl

STANDARD TAXI ROUTES

INBOUND TAXI ROUTES - LANDING RUNWAY 19L

ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

MAG VAR 0° 35' W (2016)
ANNUAL CHANGE 0° 0' E



CHANGE : REVISED CHART.

INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 5.9 FT

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

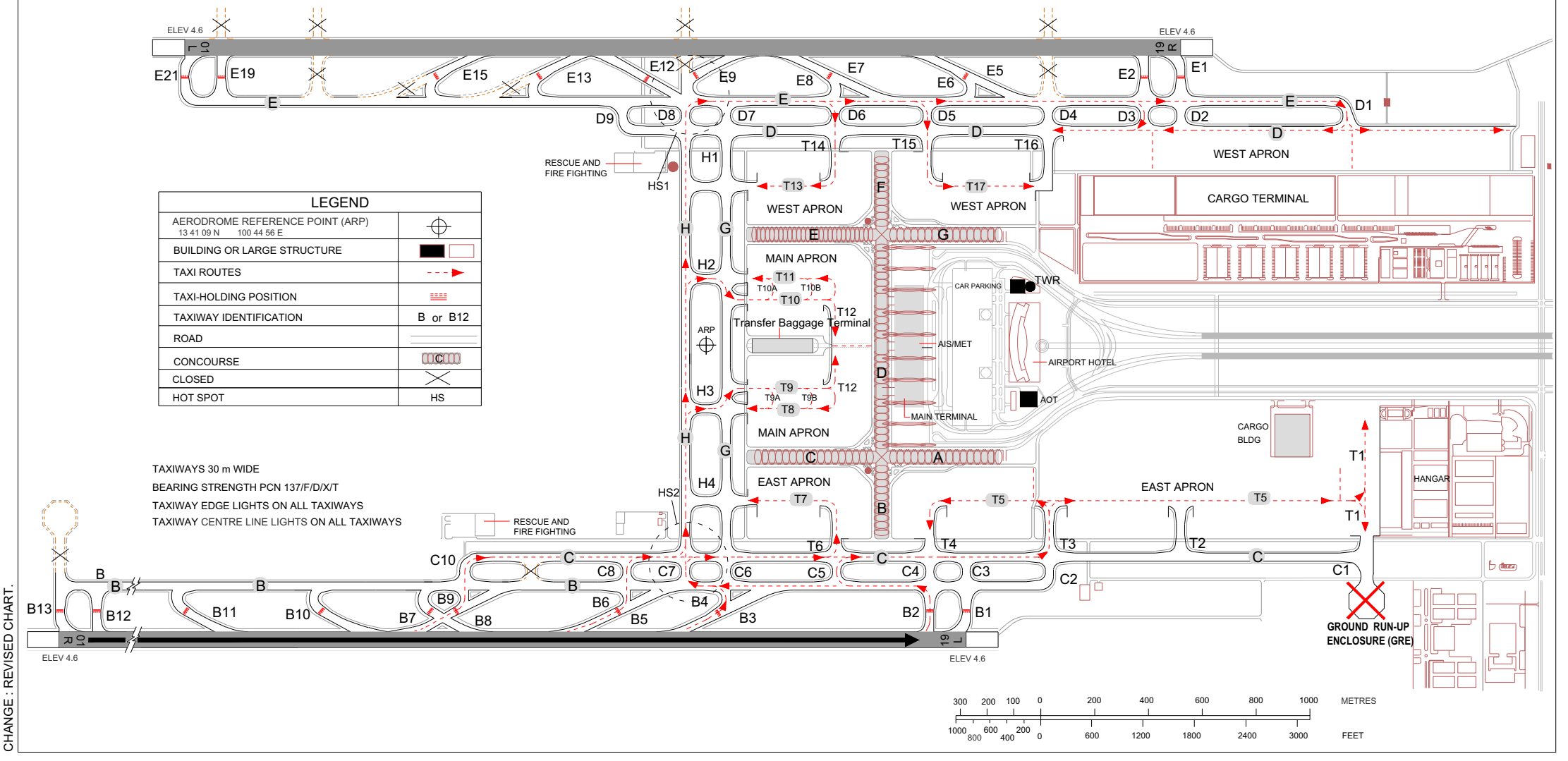
BANGKOK / Suvarnabhumi Intl

STANDARD TAXI ROUTES

INBOUND TAXI ROUTES - LANDING RUNWAY 01R

ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

MAG VAR 0° 35' W (2016)
ANNUAL CHANGE 0° 0' E



LEGEND	
AERODROME REFERENCE POINT (ARP) 13 41 09 N 100 44 56 E	⊕
BUILDING OR LARGE STRUCTURE	■ □
TAXI ROUTES	- - - ▶
TAXI-HOLDING POSITION	≡≡≡
TAXIWAY IDENTIFICATION	B or B12
ROAD	———
CONCOURSE	C
CLOSED	✕
HOT SPOT	HS

CHANGE : REVISED CHART.

INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 5.9 FT

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

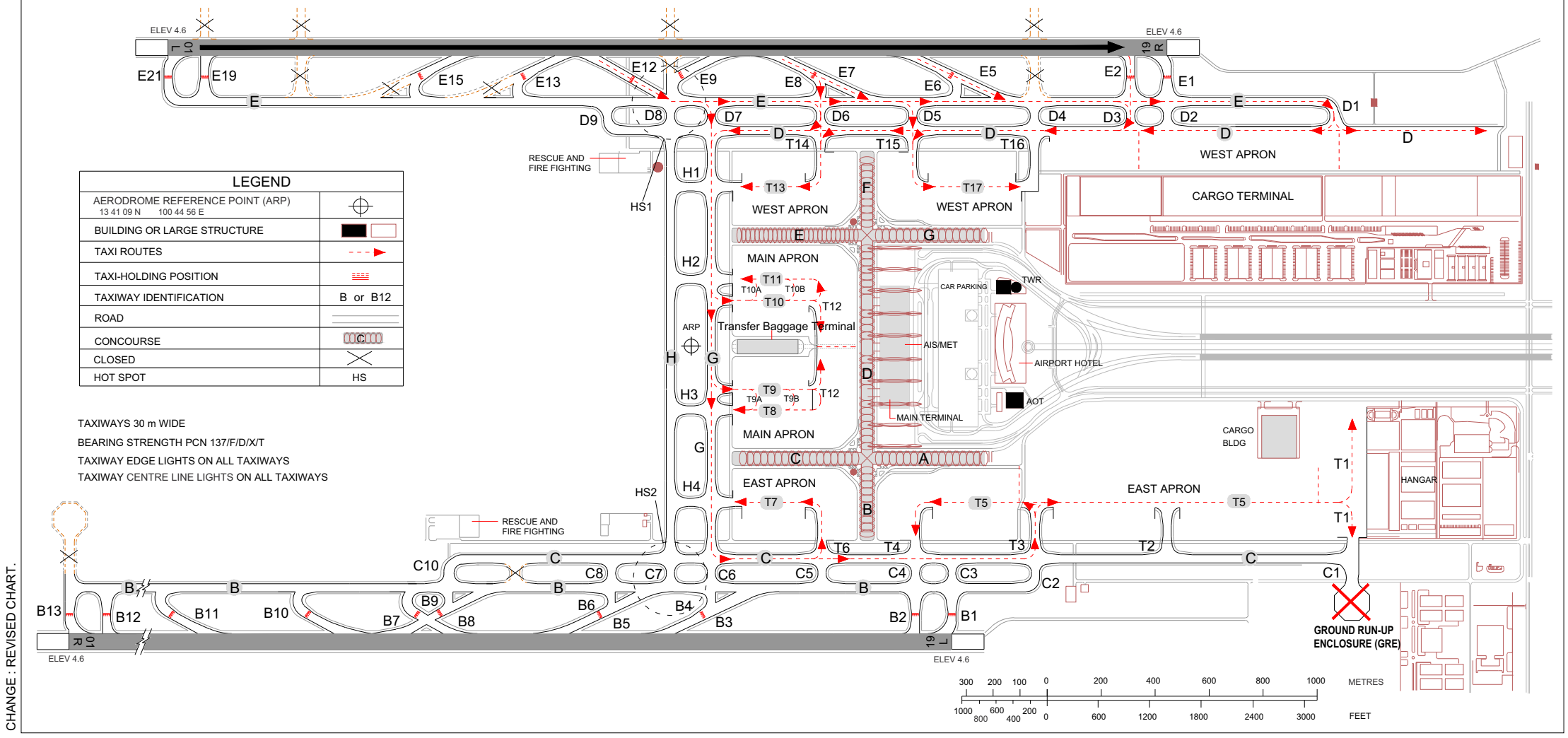
BANGKOK / Suvarnabhumi Intl

STANDARD TAXI ROUTES

ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

MAG VAR 0° 35' W (2016)
ANNUAL CHANGE 0° 0' E

INBOUND TAXI ROUTES - LANDING RUNWAY 01L



LEGEND	
AERODROME REFERENCE POINT (ARP) 13 41 09 N 100 44 56 E	
BUILDING OR LARGE STRUCTURE	
TAXI ROUTES	
TAXI-HOLDING POSITION	
TAXIWAY IDENTIFICATION	B or B12
ROAD	
CONCOURSE	C
CLOSED	
HOT SPOT	HS

TAXIWAYS 30 m WIDE
BEARING STRENGTH PCN 137/F/D/X/T
TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTRE LINE LIGHTS ON ALL TAXIWAYS

CHANGE : REVISED CHART.

INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 5.9 FT

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

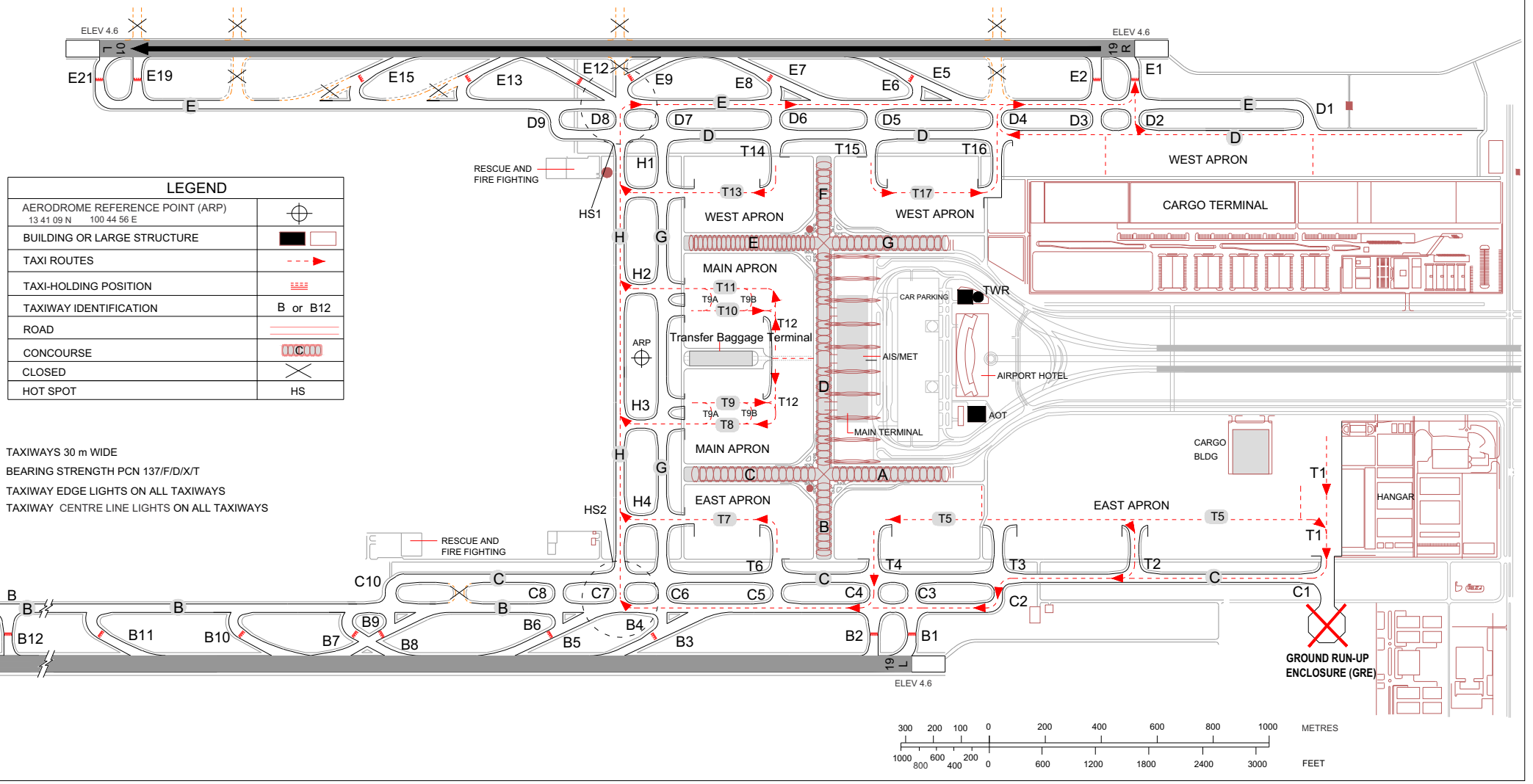
BANGKOK / Suvarnabhumi Intl

STANDARD TAXI ROUTES

OUTBOUND TAXI ROUTES - TAKE - OFF RUNWAY 19R

ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

MAG VAR 0° 35' W (2016)
ANNUAL CHANGE 0° 0' E



LEGEND	
AERODROME REFERENCE POINT (ARP) 13 41 09 N 100 44 56 E	
BUILDING OR LARGE STRUCTURE	
TAXI ROUTES	
TAXI-HOLDING POSITION	
TAXIWAY IDENTIFICATION	B or B12
ROAD	
CONCOURSE	C
CLOSED	
HOT SPOT	HS

TAXIWAYS 30 m WIDE
BEARING STRENGTH PCN 137/F/D/X/T
TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTRE LINE LIGHTS ON ALL TAXIWAYS

CHANGE : REVISED CHART.

INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 5.9 FT

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

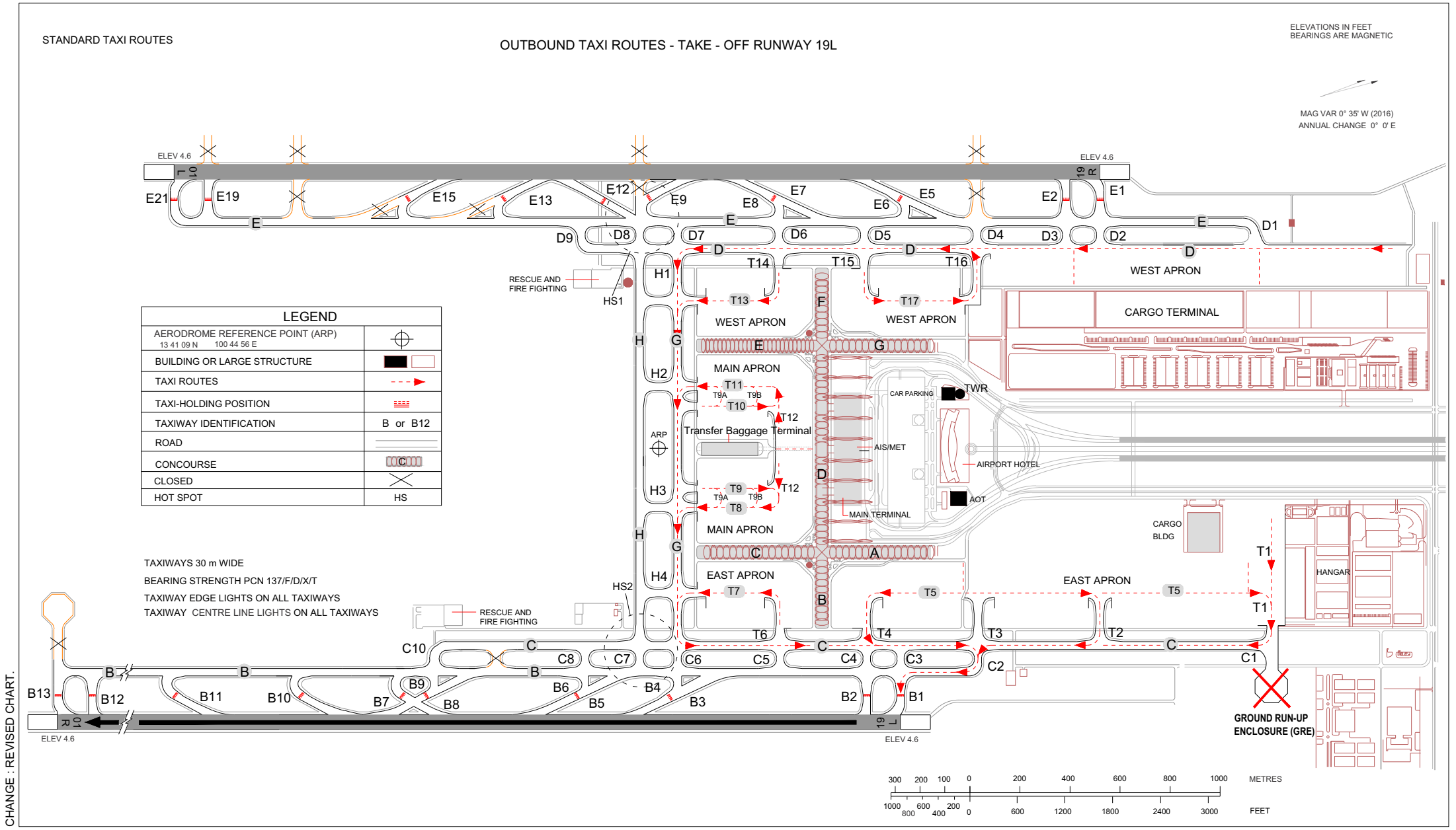
BANGKOK / Suvarnabhumi Intl

STANDARD TAXI ROUTES

OUTBOUND TAXI ROUTES - TAKE - OFF RUNWAY 19L

ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

MAG VAR 0° 35' W (2016)
ANNUAL CHANGE 0° 0' E



LEGEND	
AERODROME REFERENCE POINT (ARP) 13 41 09 N 100 44 56 E	
BUILDING OR LARGE STRUCTURE	
TAXI ROUTES	
TAXI-HOLDING POSITION	
TAXIWAY IDENTIFICATION	B or B12
ROAD	
CONCOURSE	C
CLOSED	
HOT SPOT	HS

TAXIWAYS 30 m WIDE
BEARING STRENGTH PCN 137/F/D/X/T
TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTRE LINE LIGHTS ON ALL TAXIWAYS

CHANGE : REVISED CHART.

INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 5.9 FT

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

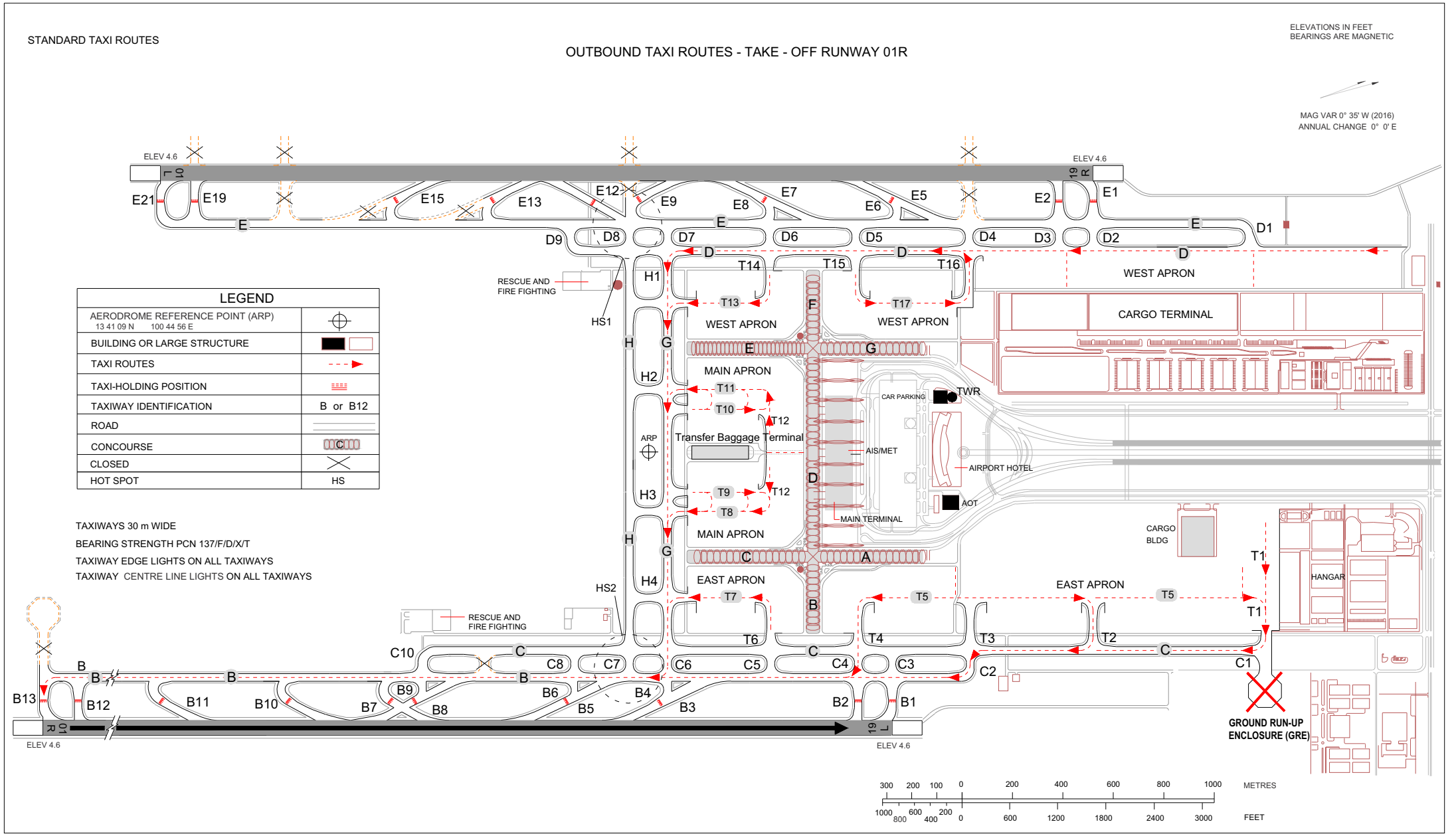
BANGKOK / Suvarnabhumi Intl

STANDARD TAXI ROUTES

OUTBOUND TAXI ROUTES - TAKE - OFF RUNWAY 01R

ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

MAG VAR 0° 35' W (2016)
ANNUAL CHANGE 0° 0' E



LEGEND	
AERODROME REFERENCE POINT (ARP) 13 41 09 N 100 44 56 E	⊕
BUILDING OR LARGE STRUCTURE	■ □
TAXI ROUTES	- - ▶
TAXI-HOLDING POSITION	≡≡
TAXIWAY IDENTIFICATION	B or B12
ROAD	
CONCOURSE	C
CLOSED	✕
HOT SPOT	HS

TAXIWAYS 30 m WIDE
BEARING STRENGTH PCN 137/F/D/X/T
TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTRE LINE LIGHTS ON ALL TAXIWAYS

CHANGE : REVISED CHART.

INTENTIONALLY BLANK

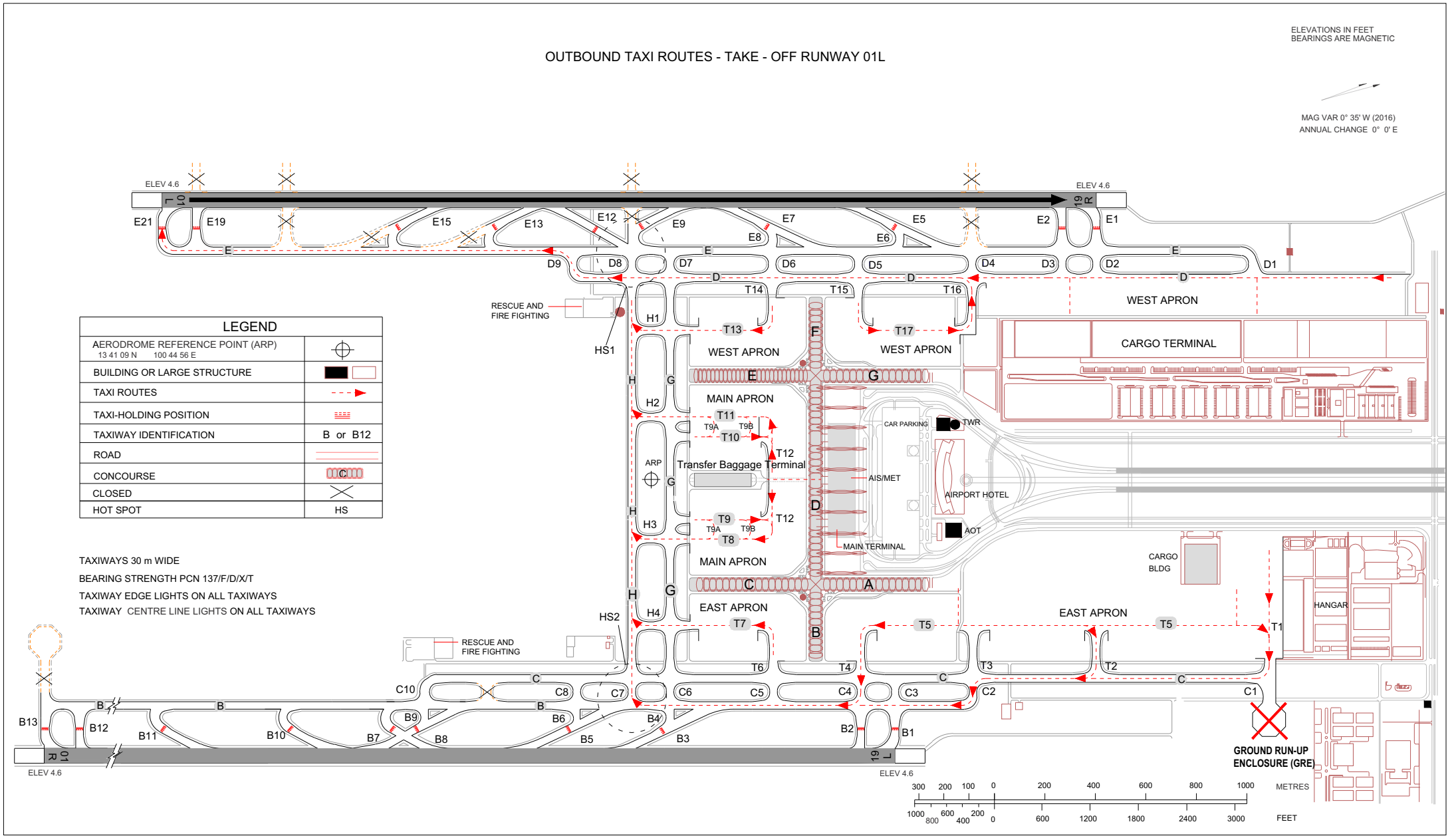
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 5.9 FT

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

BANGKOK / Suvarnabhumi Intl



CHANGE : REVISED CHART.

INTENTIONALLY BLANK

VTUO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM Radius centred on BRM DVOR/DME (151422.43N1031531.59E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Buri Ram Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Buri Ram Approach	125.55 MHZ	23:00-11:00	NIL
TWR	Buri Ram Tower	122.5 MHZ	23:00-11:00	
ATIS		303 KHZ	23:00-11:00	

VTUO 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
NDB	BR	303 KHZ	H24	151419.18N 1031509.15E		
DVOR/DME	BRM	117.2 MHZ CH119X	H24	151422.43N 1031531.59E		DVOR/DME restriction due to due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 091°-140° altitude should not below 3 500 FT – Radial 141°-240° altitude should not below 5 000 FT – Radial 241°-280° altitude should not below 4 000 FT – Radial 281°-090° altitude should not below 2 500 FT
LOC RWY04 ILS CAT I	IBRM	109.3 MHZ	H24	151427.29N 1031541.27E		LOC: Designated operation coverage 18 NM, ALT 7000 FT AMSL.
GP		332 MHZ	H24	151327.74N 1031454.49E		GP: 3 DEG, RDH 50 FT
DME	IBRM	CH30X (109.3 MHZ)	H24	151429.12N 1031539.63E	543.43 FT	DME: Paired with LOC FREQ.

VTUO AD 2.20 LOCAL AERODROME REGULATIONS

All aircraft code letter C and higher are not allowed to turn on runway. The turn shall be made on the runway turn pad only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand/The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTUO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUO AD 2.22 FLIGHT PROCEDURES

1. IMPLEMENTATION OF THE CONTINUOUS DESCENT OPERATIONS (CDO) FOR ARRIVALS INTO BURI RAM AIRPORT

1.1 Condition of Use

1.1.1 Conditions for Conducting a CDO

1.1.1.1 CDO application can be either under Surveillance or Procedural environment

1.1.1.2 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.*

1.1.2 Application of Other ATC Procedures

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

1.1.2.2 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.

1.1.3 Change of Runway-In-Use

1.1.3.1 In case of change on Runway-in-Use prior to aircraft reaching to Intermediate Fix (IF). i.e. from RWY 04 to RWY 22 CDO procedure shall be cancelled.

1.1.3.2 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.

1.1.4 Aircraft Type

CDO procedure is applicable for FMS capable aircraft.

1.1.5 Arrival Routes

CDO procedure is in place for all aircraft on W1 inbound to Buri Ram Airport.

1.1.6 Operations Time

CDO is available 24 hours.

1.1.7 Available Runway

CDO procedure is available for RWY 04.

1.1.8 Types of Approach

1.1.8.1 ILS or LOC y RWY 04

1.1.8.2 ILS or LOC z RWY 04

1.1.9 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

1.1.10 Minimum Flight Altitude

1.1.10.1 Outside BURI RAM TMA, aircraft shall comply with altitude constraints of the CDO procedure.

1.1.10.2 Inside BURI RAM TMA, during CDO, minimum safety altitudes are identical to those within Instrument Approach Procedures required.

1.2 CDO Procedure

1.2.1 Before aircraft reaching TOD (approximately 60 NM from the airport), either pilot or ATC can initiate CDO using phraseologies described in paragraph 1.3.

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

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

1.2.4 Aircraft should descend continuously on normal arrival route to BURI RAM TMA.

1.2.5 Longitudinal separation required will be at least 8 minutes between CDO traffic.

1.2.6 CDO Operations

1.2.6.1 Fully ILS or LOC y RWY 04 Procedure

Aircraft Arriving on W1

Aircraft Arriving on W1 after 35 DME from BURI RAM DVOR, altitude 7,000 FT., then proceed to RAMAI altitude 4,000 FT., follow the ILS or LOC y RWY 04 procedure as published in AIP Thailand.

1.2.6.2 Direct IF ILS or LOC y RWY 04 Procedure

The pilot may request permission to fly directly to Intermediate Fix (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to Intermediate (IF), and cross 35 DME from BURI RAM DVOR, altitude 7,000 FT., and cross Intermediate (IF) altitude 3,000 FT., following the ILS or LOC y RWY 04 procedure as published in AIP Thailand.

1.2.6.3 Fully ILS or LOC z RWY 04 Procedure

Aircraft Arriving on W1 after 35 DME from BURI RAM DVOR, altitude 7,000 FT., then proceed to RAMAI altitude 4,000 FT., follow the ILS or LOC z RWY 04 procedure as published in AIP Thailand.

1.2.6.4 Direct IF ILS or LOC z RWY 04 Procedure

The pilot may request permission to fly directly to Intermediate Fix (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to Intermediate (IF), and cross 35 DME from BURI RAM DVOR, altitude 7,000 FT., and cross Intermediate (IF) altitude 3,000 FT., following the ILS or LOC z RWY 04 procedure as published in AIP Thailand.

1.2.7 Radio Communications Failure

1.2.7.1 In the event of radio communication failure, CDO flight will be terminated immediately.

1.2.7.2 Pilot is to apply radio failure procedures stated in AIP Thailand ENR 1.6-7 paragraph 6.

1.3 Phraseology

1.3.1 The following phraseology does not phrases and regular radio telephony procedure words contain in Doc 4444 and Doc 9432, but it enables clear and concise communications between pilot and controller to maintain safety of CDO arrivals.

1.3.2 ATC-initiated CDO

"(aircraft call sign), (ATC unit), CDO AVAILABLE, DO YOU ACCEPT?"

1.3.3 Pilots response to ATC-initiated CDO

1.3.3.1 "(aircraft call sign), ACCEPT CDO"

1.3.3.2 "(aircraft call sign), NEGATIVE CDO"

1.3.4 Pilot-requested CDO

"(ATC Unit), (aircraft call sign), REQUEST CDO (type of approach) APPROACH"

1.3.5 Approval CDO by Bangkok Area Control Centre

"(aircraft call sign), CDO (type of approach) APPROVED DESCEND TO (level or altitude), QNH (number)"

1.3.6 Denial CDO by Bangkok Area Control Centre

1.3.6.1 "(aircraft call sign), UNABLE TO APPROVED, DUE TO (reason)"

1.3.6.2 "(aircraft call sign), EXPECT CDO FROM BURI RAM APPROACH"

1.3.7 CDO Cleared or Approved by Buri Ram Approach Control Unit

1.3.7.1 "(aircraft call sign), DIRECT TO (point), DESCEND (level or altitude), QNH (number), CLEARED CDO (type of approach) APPROACH RWY 04, REPORT ESTABLISHED"

1.3.7.2 "(aircraft call sign), CDO DESCENT TO (level) QNH (number) INFORMATION …….CURRENT EXPECT (type of approach) APPROAC RWY 04"

1.3.7.3 "(aircraft call sign), DESCEND TO (level), QNH (number), CDO (type of approach) APPROVED"

1.3.7.4 "(aircraft call sign), DESCEND TO (level), QNH (number), Cleared CDO (type of approach) REPORT over IF"

1.3.8 CDO Cancellation

1.3.8.1 "(aircraft call sign), CANCEL CDO DUE TO (reason), STOP DESCEND (level or altitude), QNH (number)"

1.3.8.2 "(aircraft call sign), CDO TERMINATED DUE TO (reason)"

1.3.9 Resuming CDO

"(aircraft call sign), RESUME CDO DIRECT (point), DESCEND TO (level or altitude), QNH (number), CLEAR (type of approach) APPROACH RWY 04"

1.3.10 Pilot report leaving assigned level

"(aircraft call sign), CDO LEAVING (level)"

1.3.11 Warning of aircraft below CDO Profile

"(aircraft call sign), BELOW CDO PROFILE, ALTITUDE SHOULD BE (altitude) OR ABOVE"

1.4 Information/Training

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

1.4.2 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

VTUO AD 2.23 ADDITIONAL INFORMATION

- Birds concentration on and in the vicinity of an aerodrome.

VTUO AD 2.24 CHARTS RELATED TO AN AERODROME

INTENTIONALLY BLANK

1.4.6 Denial CDO by Bangkok Area Control Centre

1.4.6.1 “(aircraft call sign), UNABLE TO APPROVED, DUE TO (reason)”

1.4.6.2 “(aircraft call sign), EXPECT CDO FROM KRABI APPROACH”

1.4.7 CDO Cleared or Approved by Krabi Approach Control Unit

1.4.7.1 “(aircraft call sign), CONTINUE NEYMA1A ARRIVAL CLEARED CDO (type of approach) APPROACH RWY 32, QNH (number) REPORT ESTABLISHED”

1.4.7.2 “(aircraft call sign), DESCEND TO (level), QNH (number), CDO (type of approach) APPROVED”

1.4.8 When vectoring for CDO

“(aircraft call sign), FLY HEADING (three digits); TURN LEFT (or RIGHT) HEADING (three digits) VECTORING FOR CDO, POSITION (number) MILES FROM TOUCHDOWN”

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), CDO TERMINATED DUE TO (reason)”

1.4.10 Resuming CDO

“(aircraft call sign), RESUME CDO DIRECT (point), DESCEND TO (level or altitude), QNH (number), CLEAR (type of approach) APPROACH RWY 32”

1.4.11 Pilot report leaving assigned level

“(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 3.2° in Final Approach.

VTSG AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSG AD 2.24 CHARTS RELATED TO AN AERODROME

VTCL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on LPN DVOR/DME (181635.87N 0993008.40E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Lampang Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTCL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Lampang Approach	**119.3 MHZ	23:00-11:00	
TWR	Lampang Tower	*121.5 MHZ **122.3 MHZ 236.6 MHZ	23:00-11:00	*Emergency Freq. **Other this period 3 HR PN to ATC
ATIS	Lampang Airport	395 KHZ	23:00-11:00	

VTCL 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	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	LP	395 KHZ	H24	181640.88N 0993026.88E		
DVOR/DME	LPN	114.7 MHZ CH94X	H24	181635.87N 0993008.40E		DVOR/DME Restriction, due to Terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes in various areas; - RDL 351-070 beyond 40 NM should not below 6 000 FT. - RDL 071-130 beyond 30 NM should not below 6 000 FT. - RDL 131-320 beyond 40 NM should not below 6 000 FT. - RDL 321-350 beyond 30 NM should not below 6 000 FT. - Unusable on RDL 360 DIST 10.10-11.00 DME at altitude 2300 FT. due to roughness and Scalloping out of tolerance
LOC RWY 36	I-LPN	109.7 MHZ	H24	181651.63N 0993011.99E	782.58 FT	LOC: Designated operation coverage 18 NM, ALT 7000 FT AMSL
DME		CH34X (109.7 MHZ)	H24	181651.86N 0993014.43E		DME: Paired with LOC Freq. GP: Not installation LOC/DME RWY 36 unusable beyond 29 DEG below 3000 FT right of course due to terrain.

VTCL AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTCL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCL AD 2.22 FLIGHT PROCEDURES

NIL

VTCL AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

  Type of birds: Red-wattled, Starling, Coucals, Bat, Dove, Tailorbird, Heron and Martin.

  Bird weight: From 0.02 - 0.375 KG.

  Max. flock size: 15 birds.

VTCL AD 2.24 CHARTS RELATED TO AN AERODROME

VTPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPP - PHITSANULOK / PHITSANULOK AIRPORT

VTPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	164658.56N 1001644.85E
2	Direction and distance from (city)	8 KM SE, from city
3	Elevation/Reference temperature	145 FT/40°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.74°W (2016)/0.00°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Phitsanulok Airport Phitsanulok Airport Phitsanulok Province Thailand Tel: +665 530 1010 Fax: +665 530 1009 AFS: VTPPYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTPP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	2300-1430
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	H24
8	Fuelling	0100-1430
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

VTPP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1, AVGAS
3	Fuelling facilities/capacity	2 JET A-1 Refueller @ 12,000 L 1 AVGAS Refueller @ 3,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTPP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine and car hire from the airport
4	Medical facilities	NIL
5	Bank and Post Office	Bank: NIL Post Office: In the city
6	Tourist Office	NIL
7	Remarks	NIL

VTPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTPP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Width x Length: 137.5 M Surface: Concrete Strength: PCN 57/R/C/X/T
2	Taxiway width, surface and strength	TWY A, B, C, D and E Width: 19 M Surface: Concrete and asphalt Strength: PCN 45/F/C/X/T TWY F and I Width: 23 M Surface: Concrete and asphalt Strength: PCN 61/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTPP 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	Marked
2	RWY and TWY markings and LGT	RWY AND TWY: Marked and lighted.
3	Stop bars	Marked
4	Remarks	NIL

described in paragraph 3.4.

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

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

3.3.4 Aircraft should descend continuously on normal arrival route to Phitsanulok TMA.

3.3.5 Longitudinal separation required will be at least 4 minutes or 8 NM on final approach segment between CDO traffic.

3.3.6 Operations without Vectoring

3.3.6.1 ILS OR LOC RWY 32 Procedure

Aircraft Arriving on W9

- After passing, 30 NM from PSL DVOR, altitude not lower than 8,000 FT., then proceed to GITAR altitude not lower than 5,000 FT. and follow the ILS or LOC RWY 32 procedure as published in AIP Thailand.
- The pilot may request permission to fly directly to Intermediate Fix (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to (IF), and cross 30 NM from PSL DVOR, altitude not lower than 8,000 FT., following the ILS or LOC RWY 32 procedure as published in AIP Thailand.

3.3.6.2 RNAV (GNSS) RWY 32 Procedure

Aircraft Arriving on W9

- After passing, PERIN 30 NM from PSL DVOR, altitude not lower than 8,000 FT., then proceed to KANPU altitude not lower than 3,200 FT. and follow the RNAV (GNSS) RWY 32 procedure as published in AIP Thailand.
- The pilot may request permission to fly directly to (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to (IF) and cross 30 NM from PSL DVOR, altitude not lower than 8,000 FT., following the RNAV (GNSS) procedure as published in AIP Thailand.

3.3.7 Operations under Vectoring

3.3.7.1 Pilot should receive CDO clearance at altitude not lower than 10,000 FT.

3.3.7.2 ATC shall provide vectoring guidance and track mile estimate to pilot.

3.3.8 Radio Communications Failure

3.3.8.1 In the event of radio communication failure, CDO flight will be terminated immediately.

3.3.8.2 Pilot is to apply radio failure procedures stated in AIP Thailand ENR 1.6-6 paragraph 6.

3.4 PHRASEOLOGY

3.4.1 The following phraseology does not phrases and regular radiotelephony procedure words contain in Doc 4444 and Doc 9432, but it enables clear and concise communications between pilot and controller to maintain safety of CDO arrivals.

3.4.2 ATC-initiated CDO

"(aircraft call sign), (ATC unit), CDO AVAILABLE, DO YOU ACCEPT?"

3.4.3 Pilots response to ATC-initiated CDO

3.4.3.1 "(aircraft call sign), ACCEPT CDO"

3.4.3.2 "(aircraft call sign), NEGATIVE CDO"

3.4.4 Pilot-requested CDO

"(ATC Unit), (aircraft call sign), REQUEST CDO (type of approach) APPROACH"

3.4.5 Approval CDO by Bangkok Area Control Centre

3.4.5.1 "(aircraft call sign), CDO (type of approach) APPROVED DESCEND TO (level or altitude), QNH (number)"

3.4.5.2 "(aircraft call sign), CLEARED DIRECT TO (point), CDO DESCEND (level or altitude), QNH (number)"

3.4.6 Denial CDO by Bangkok Area Control Centre

3.4.6.1 “(aircraft call sign), UNABLE TO APPROVED, DUE TO (reason)”

3.4.6.2 “(aircraft call sign), EXPECT CDO FROM PHITSANULOK APPROACH”

3.4.7 CDO Cleared or Approved by Phitsanulok Approach Control Unit

3.4.7.1 “(aircraft call sign), DIRECT TO (point), DESCEND (level or altitude), QNH (number), CLEARED CDO (type of approach) APPROACH RWY 32, REPORT ESTABLISHED”

3.4.7.2 “(aircraft call sign), DESCEND TO (level), QNH (number), CDO (type of approach) APPROVED”

3.4.8 When vectoring for CDO

“(aircraft call sign), FLY HEADING (three digits); TURN LEFT (or RIGHT) HEADING (three digits) VECTORING FOR CDO, POSITION (number) MILES FROM TOUCHDOWN”

3.4.9 CDO Cancellation

3.4.9.1 “(aircraft call sign), CANCEL CDO DUE TO (reason), STOP DESCEND (level or altitude), QNH (number)”

3.4.9.2 “(aircraft call sign), CDO TERMINATED DUE TO (reason)”

3.4.10 Resuming CDO

“(aircraft call sign), RESUME CDO DIRECT (point), DESCEND TO (level or altitude), QNH (number), CLEAR (type of approach) APPROACH RWY 32”

3.4.11 Pilot report leaving assigned level

“(aircraft call sign), CDO LEAVING (level)”

3.4.12 Warning of aircraft below CDO Profile

“(aircraft call sign), BELOW CDO PROFILE, ALTITUDE SHOULD BE (altitude) OR ABOVE”

3.5 INFORMATION/TRAINING

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

3.5.2 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.

VTPP AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTPP AD 2.24 CHARTS RELATED TO AN AERODROME

INTENTIONALLY BLANK

VTCP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCP - PHRAE / PHRAE AIRPORT

VTCP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	180754.17N 1000952.62E
2	Direction and distance from (city)	3 KM E, from city
3	Elevation/Reference temperature	538 FT/27°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.80°W (2016)/0.00°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Phrae Airport Phrae Airport 72 Chohae Road, Tambon Nachack Amphoe Muangphrae, Phrae Province 54000 Thailand Tel: +665 451 1184 +665 452 2706 Fax: +665 452 2705 AFS: VTCPYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTCP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	HJ
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	2300-1100
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

VTCP 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

VTCP AD 2.5 PASSENGER FACILITIES

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

VTCP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTCP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTCP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSTIONS DATA

1	Apron surface and strength	Surface: Concrete and asphalt Strength: PCN 20/F/C/X/T
2	Taxiway width, surface and strength	Width: 15 M Surface: Concrete and asphalt Strength: PCN 20/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTCP 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	NIL
2	RWY and TWY markings and LGT	RWY and TWY: Markings and lighted
3	Stop bars	NIL
4	Remarks	NIL

1.2.8 Types of Approach

1.2.8.1 RNAV (GNSS) RWY17 CAT A, B

1.2.8.2 RNAV (GNSS) RWY17 CAT C

1.2.8.3 VOR RWY17 CAT A, B

1.2.8.4 VOR RWY17 CAT C

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 SMU 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 Samui commencing descent

1.3.4 Aircraft should descend continuously on normal arrival route to SMU TMA

1.3.5 Longitudinal separation required will be at least 5 minutes (15 NM) between CDO traffic

1.3.6 Operations without Vectoring

1.3.6.1 RNAV (GNSS) RWY17 CAT A, B Procedure

a) Aircraft Arriving on W32

– After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 FT., then proceed to PENFO and follow the RNAV (GNSS) RWY17 CAT A, B procedure as published in AIP Thailand, or
– The pilot may request permission to fly directly to (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to (IF) altitude 3,200 FT., and cross 30 NM from SMU DVOR, altitude not lower than 4,000 FT., following the RNAV (GNSS) RWY17 CAT A, B procedure as published in AIP Thailand.

1.3.6.2 RNAV (GNSS) RWY17 CAT C Procedure

a) Aircraft Arriving on W32

– After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 FT., then proceed to PENFO and follow the RNAV (GNSS) RWY17 CAT C procedure as published in AIP Thailand, or
– The pilot may request permission to fly directly to (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to (IF) altitude 3,200 FT., and cross 30 NM from SMU DVOR, altitude not lower than 4,000 FT., following the RNAV (GNSS) RWY17 CAT C procedure as published in AIP Thailand.

1.3.6.3 VOR RWY17 CAT A, B Procedure

a) Aircraft Arriving on W32

– After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 FT., then proceed to PENFO and follow the VOR RWY17 CAT A, B procedure as published in AIP Thailand, or

– The pilot may request permission to fly directly to (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to (IF) altitude 3,500 FT., and cross 30 NM from SMU DVOR, altitude not lower than 4,000 FT.,following the VOR RWY17 CAT A, B procedure as published in AIP Thailand

1.3.6.4 VOR RWY17 CAT C Procedure

a) Aircraft Arriving on W32

– After passing, 30 NM from SMU DVOR, altitude not lower than 6,000 FT., then proceed to PENFO and follow the VOR RWY17 CAT C procedure as published in AIP Thailand, or
– The pilot may request permission to fly directly to (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to (IF) altitude 3,500 FT., and cross 30 NM from SMU DVOR, altitude not lower than 4,000 FT., following the VOR RWY17 CAT C 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 track mile estimate to 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 procedures 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"

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 SAMUI APPROACH"

1.4.7 Approval by Samui 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, 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”

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

VTSM AD 2.23 ADDITIONAL INFORMATION

NIL

VTSM AD 2.24 CHARTS RELATED TO AN AERODROME

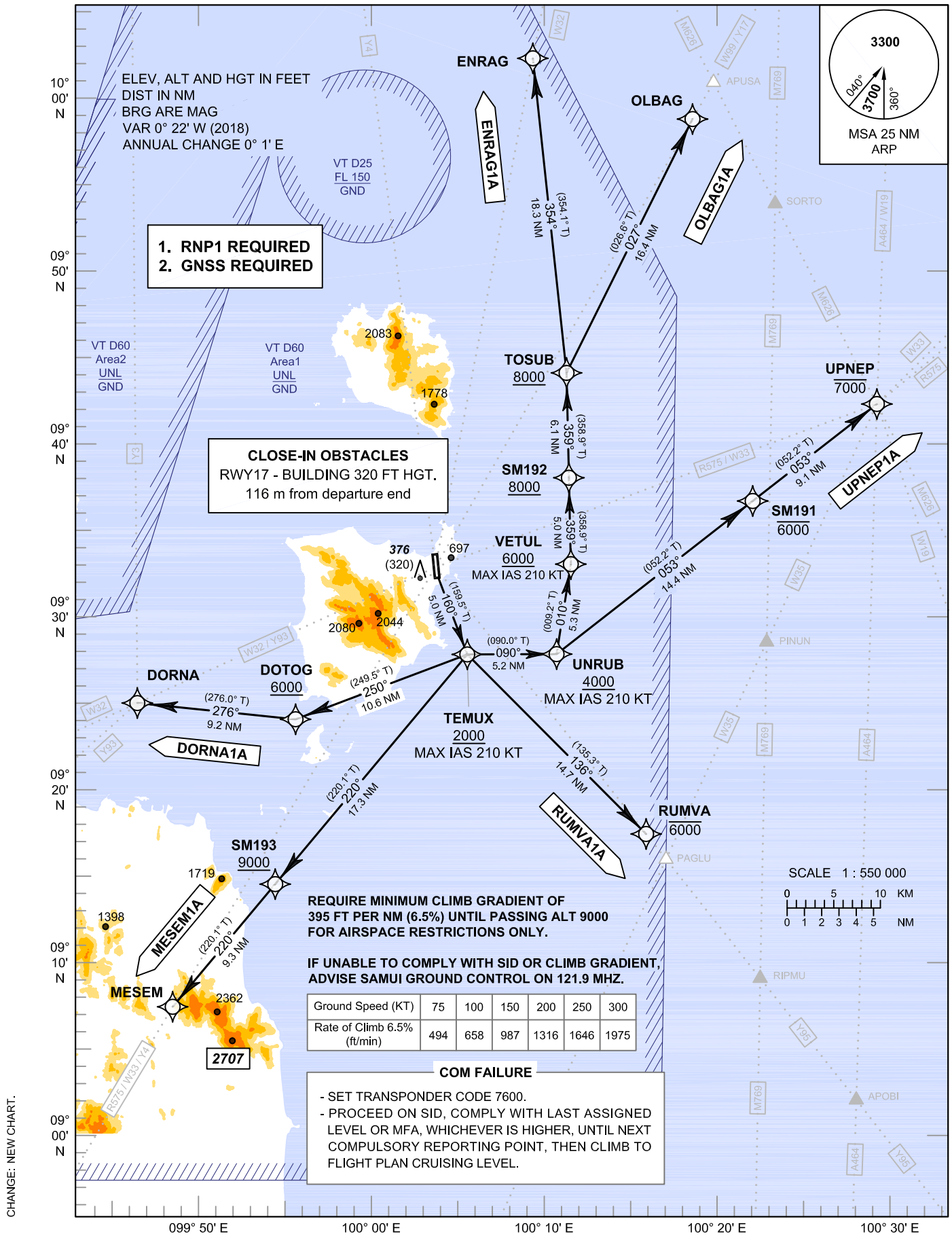
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURAT THANI / Samui (VTSM)
RNAV RWY17

DORNA1A ENRAG1A MESEM1A
OLBAG1A RUMVA1A UPNEP1A



Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb 6.5% (ft/min)	494	658	987	1316	1646	1975

CHANGE: NEW CHART.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SURAT THANI / Samui (VTSM)
RNAV RWY17

DORNA1A ENRAG1A MESEM1A
OLBAG1A RUMVA1A UPNEP1A

TABULAR DESCRIPTION

RNAV RWY17

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
DORNA1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	R	+2000	-210	-	RNP 1
030	TF	DOTOG	-	250°(249.5°)	+0.33	10.6	R	+6000	-	-	RNP 1
040	TF	DORNA	-	276°(276.0°)	+0.33	9.2	-	-	-	-	RNP 1
ENRAG1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	L	+2000	-210	-	RNP 1
030	TF	UNRUB	-	090°(090.0°)	+0.33	5.2	L	+4000	-210	-	RNP 1
040	TF	VETUL	-	010°(009.2°)	+0.33	5.3	L	+6000	-210	-	RNP 1
050	TF	SM192	-	359°(358.9°)	+0.33	5.0	-	+8000	-	-	RNP 1
060	TF	TOSUB	-	359°(358.9°)	+0.33	6.1	L	+8000	-	-	RNP 1
070	TF	ENRAG	-	354°(354.1°)	+0.33	18.3	-	-	-	-	RNP 1
MESEM1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	R	+2000	-210	-	RNP 1
030	TF	SM193	-	220°(220.1°)	+0.33	17.3	-	+9000	-	-	RNP 1
040	TF	MESEM	-	220°(220.1°)	+0.33	9.3	-	-	-	-	RNP 1
OLBAG1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	L	+2000	-210	-	RNP 1
030	TF	UNRUB	-	090°(090.0°)	+0.33	5.2	L	+4000	-210	-	RNP 1
040	TF	VETUL	-	010°(009.2°)	+0.33	5.3	L	+6000	-210	-	RNP 1
050	TF	SM192	-	359°(358.9°)	+0.33	5.0	-	+8000	-	-	RNP 1
060	TF	TOSUB	-	359°(358.9°)	+0.33	6.1	R	+8000	-	-	RNP 1
070	TF	OLBAG	-	027°(026.6°)	+0.33	16.4	-	-	-	-	RNP 1
RUMVA1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	L	+2000	-210	-	RNP 1
030	TF	RUMVA	-	136°(135.3°)	+0.33	14.7	-	-6000	-	-	RNP 1
UPNEP1A											
010	-	DER RWY17	-	-	+0.33	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160°(159.5°)	+0.33	5.0	L	+2000	-210	-	RNP 1
030	TF	UNRUB	-	090°(090.0°)	+0.33	5.2	L	+4000	-210	-	RNP 1
040	TF	SM191	-	053°(052.2°)	+0.33	14.4	-	-6000	-	-	RNP 1
050	TF	UPNEP	-	053°(052.2°)	+0.33	9.1	-	-7000	-	-	RNP 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SURAT THANI / Samui (VTSM)
RNAV RWY17

DORNA1A ENRAG1A MESEM1A
OLBAG1A RUMVA1A UPNEP1A

WAYPOINT LIST

RNAV RWY17

Waypoint Identifier	Coordinates	
DER RWY17	09° 32' 27.55" N	100° 03' 47.31" E
DORNA	09° 24' 58.70" N	099° 46' 14.10" E
DOTOG	09° 24' 00.75" N	099° 55' 29.95" E
ENRAG	10° 02' 23.31" N	100° 09' 31.07" E
MESEM	09° 07' 19.05" N	099° 48' 15.85" E
OLBAG	09° 58' 49.36" N	100° 18' 52.25" E
RUMVA	09° 17' 16.93" N	100° 15' 59.72" E
SM191	09° 36' 36.69" N	100° 22' 18.46" E
SM192	09° 38' 00.18" N	100° 11' 32.87" E
SM193	09° 14' 25.82" N	099° 54' 16.76" E
TEMUX	09° 27' 45.27" N	100° 05' 33.73" E
TOSUB	09° 44' 05.84" N	100° 11' 25.88" E
UNRUB	09° 27' 45.24" N	100° 10' 47.51" E
UPNEP	09° 42' 13.10" N	100° 29' 36.40" E
VETUL	09° 32' 58.84" N	100° 11' 38.63" E

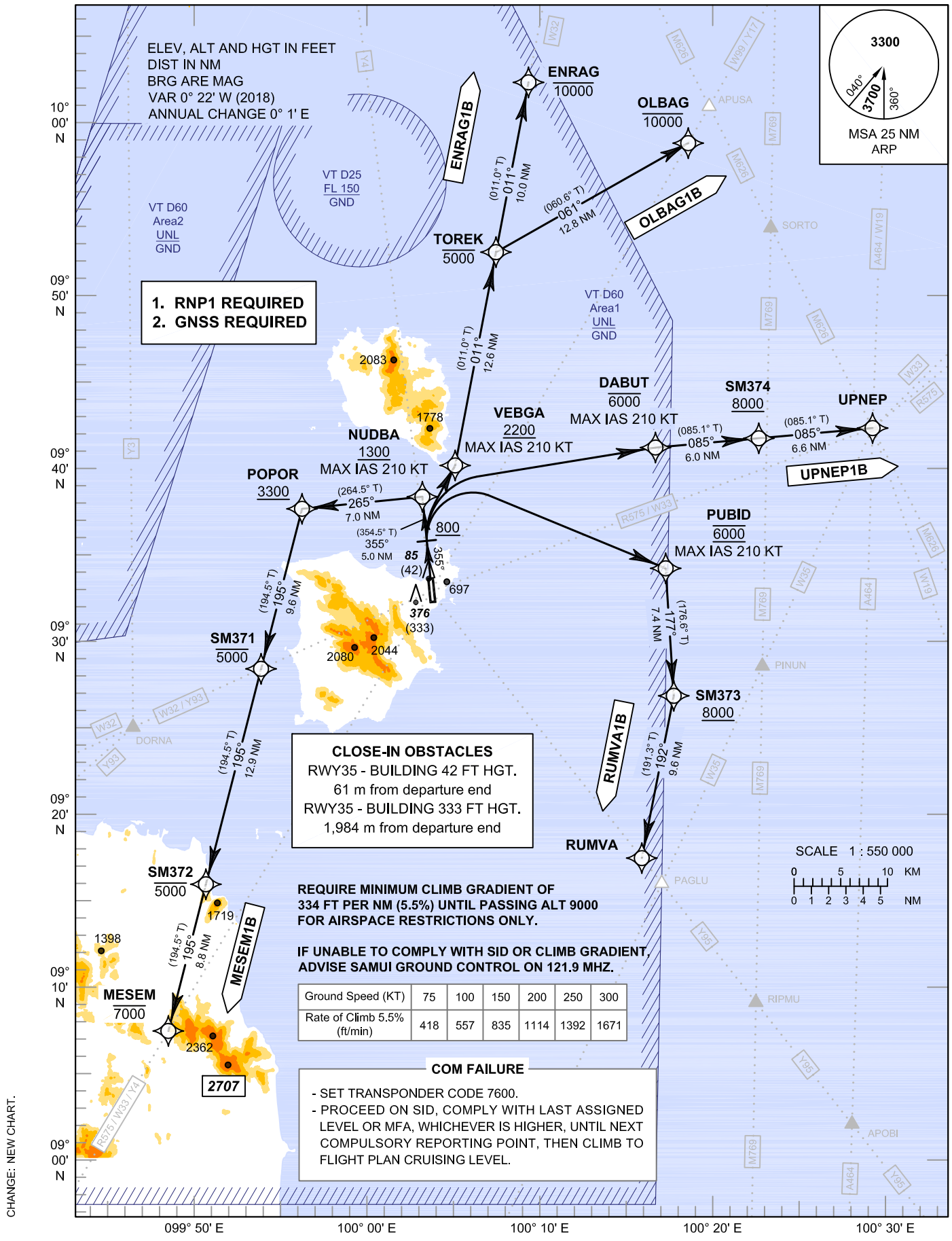
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURAT THANI / Samui (VTSM)
RNAV RWY35

ENRAG1B MESEM1B
OLBAG1B RUMVA1B UPNEP1B



CHANGE: NEW CHART.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SURAT THANI / Samui (VTSM)
RNAV RWY35

ENRAG1B MESEM1B
OLBAG1B RUMVA1B UPNEP1B

TABULAR DESCRIPTION

RNAV RWY35

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ENRAG1B											
010	-	DER RWY35	-	-	+0.33	-	-	-	-	-	RNP 1
020	CA	-	-	355°(354.5°)	+0.33	-	-	+800	-	-	RNP 1
030	DF	VEBGA		-	+0.33	-	R	+2200	-210	-	RNP 1
040	TF	TOREK	-	011°(011.0°)	+0.33	12.6	-	-5000	-	-	RNP 1
050	TF	ENRAG	-	011°(011.0°)	+0.33	10.0	-	-10000	-	-	RNP 1
MESEM1B											
010	-	DER RWY 35	-	-	+0.33	-	-	-	-	-	RNP 1
020	CF	NUDBA	-	355°(354.5°)	+0.33	5.0	L	+1300	-210	-	RNP 1
030	TF	POPOR	-	265°(264.5°)	+0.33	7.0	L	+3300	-	-	RNP 1
040	TF	SM371	-	195°(194.5°)	+0.33	9.6	-	-5000	-	-	RNP 1
050	TF	SM372	-	195°(194.5°)	+0.33	12.9	-	-5000	-	-	RNP 1
060	TF	MESEM	-	195°(194.5°)	+0.33	8.8	-	-7000	-	-	RNP 1
OLBAG1B											
010	-	DER RWY35	-	-	+0.33	-	-	-	-	-	RNP 1
020	CA	-	-	355°(354.5°)	+0.33	-	-	+800	-	-	RNP 1
030	DF	VEBGA	-	-	+0.33	-	R	+2200	-210	-	RNP 1
040	TF	TOREK	-	011°(011.0°)	+0.33	12.6	R	-5000	-	-	RNP 1
050	TF	OLBAG	-	061°(060.6°)	+0.33	12.8	-	-10000	-	-	RNP 1
RUMVA1B											
010	-	DER RWY35	-	-	+0.33	-	-	-	-	-	RNP 1
020	CA	-	-	355°(354.5°)	+0.33	-	-	+800	-	-	RNP 1
030	DF	PUBID	-	-	+0.33	-	R	@6000	-210	-	RNP 1
040	TF	SM373	-	177°(176.6°)	+0.33	7.4	R	+8000	-	-	RNP 1
050	TF	RUMVA	-	192°(191.3°)	+0.33	9.6	-	-	-	-	RNP 1
UPNEP1B											
010	-	DER RWY35	-	-	+0.33	-	-	-	-	-	RNP 1
020	CA	-	-	355°(354.5°)	+0.33	-	-	+800	-	-	RNP 1
030	DF	DABUT	-	-	+0.33	-	R	-6000	-210	-	RNP 1
040	TF	SM374	-	085°(085.1°)	+0.33	6.0	-	+8000	-	-	RNP 1
050	TF	UPNEP	-	085°(085.1°)	+0.33	6.6	-	-	-	-	RNP 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SURAT THANI / Samui (VTSM)
RNAV RWY35

ENRAG1B MESEM1B
OLBAG1B RUMVA1B UPNEP1B

WAYPOINT LIST

RNAV RWY35

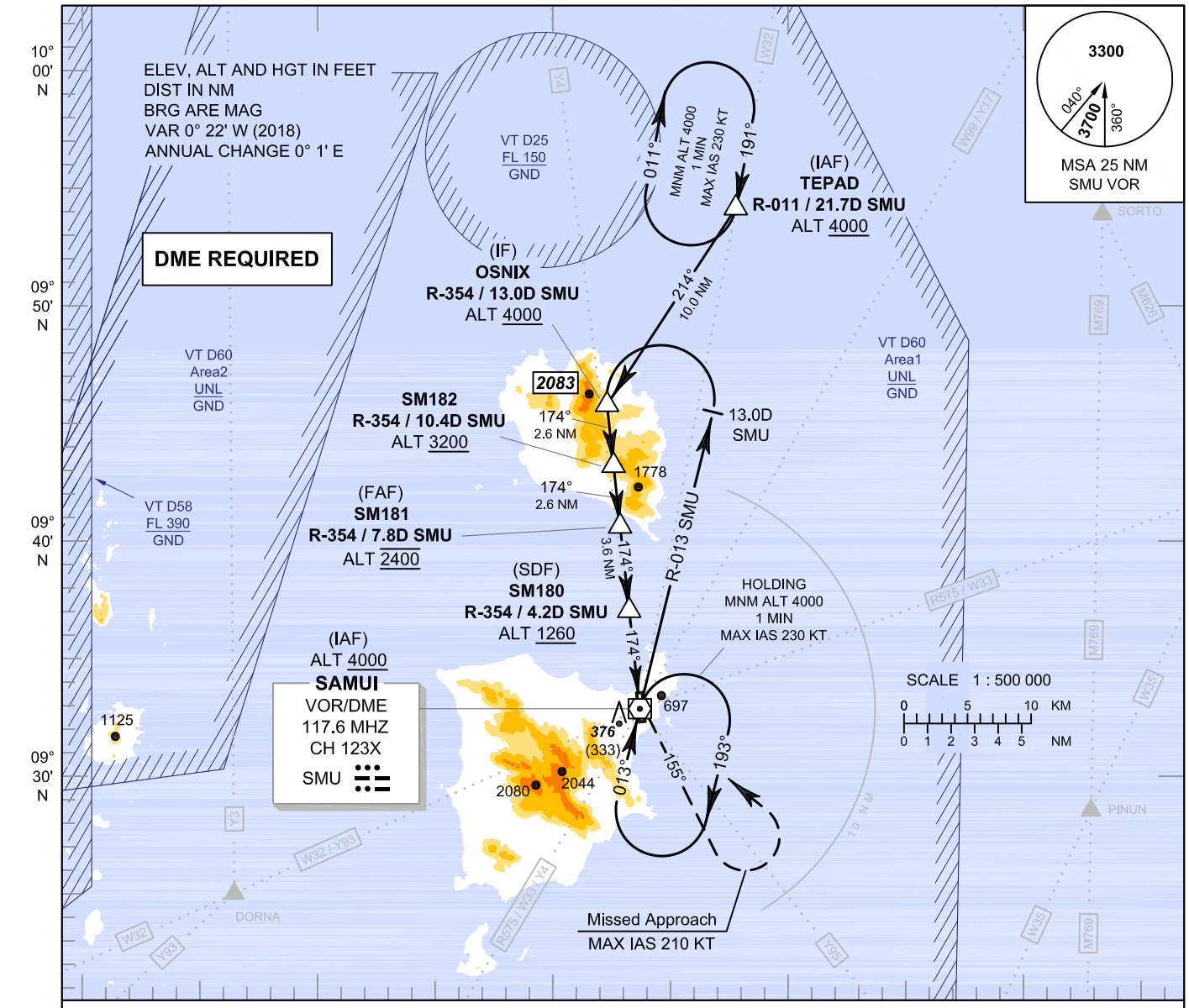
Waypoint Identifier	Coordinates	
DER RWY35	09° 33' 19.40" N	100° 03' 42.26" E
DABUT	09° 41' 08.45" N	100° 16' 53.04" E
ENRAG	10° 02' 23.31" N	100° 09' 31.07" E
MESEM	09° 07' 19.05" N	099° 48' 15.85" E
NUDBA	09° 38' 19.40" N	100° 03' 13.03" E
OLBAG	09° 58' 49.36" N	100° 18' 52.25" E
POPOR	09° 37' 38.71" N	099° 56' 09.81" E
PUBID	09° 34' 07.10" N	100° 17' 27.30" E
RUMVA	09° 17' 16.93" N	100° 15' 59.72" E
SM371	09° 28' 21.11" N	099° 53' 44.42" E
SM372	09° 15' 50.22" N	099° 50' 28.85" E
SM373	09° 26' 42.51" N	100° 17' 53.96" E
SM374	09° 41' 39.27" N	100° 22' 56.23" E
TOREK	09° 52' 31.68" N	100° 07' 34.62" E
UPNEP	09° 42' 13.10" N	100° 29' 36.40" E
VEBGA	09° 40' 08.36" N	100° 05' 08.47" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT A, B



CHANGE: NEW PROCEDURES.
INTERMEDIATE APPROACH SEGMENT - NO HORIZONTAL DISTANCE 1.0 NM
DUE TO TERRAIN RESTRICTIONS.

OCA/H	A	B
Straight - in Approach	920 (877)	
Circling* (OCH AAL)	1400 (1336)	

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	FAF	7 D	6 D	5 D	4 D	3.1 D
Altitude (Height)	2400 (2357)	2145 (2102)	1830 (1787)	1515 (1472)	1200 (1157)	920 (877)

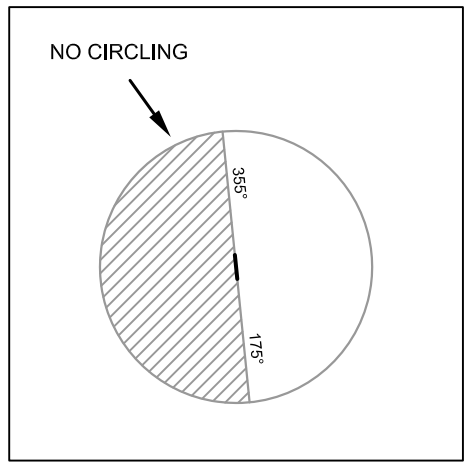
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT A, B

Fix / Point		Coordinates	
(IAF) TEPAD	R-011 / 21.7D SMU	09° 54' 11.99" N	100° 07' 54.35" E
(IF) OSNIX	R-354 / 13.0D SMU	09° 45' 48.80" N	100° 02' 19.70" E
SM182	R-354 / 10.4D SMU	09° 43' 12.94" N	100° 02' 36.22" E
(FAF) SM181	R-354 / 7.8D SMU	09° 40' 37.07" N	100° 02' 52.74" E
(SDF) SM180	R-354 / 4.2D SMU	09° 37' 00.86" N	100° 03' 15.65" E
MAPt	R-354 / 0.5D SMU	09° 33' 19.09" N	100° 03' 39.13" E
(IAF) VOR	SMU	09° 32' 49.47" N	100° 03' 42.27" E

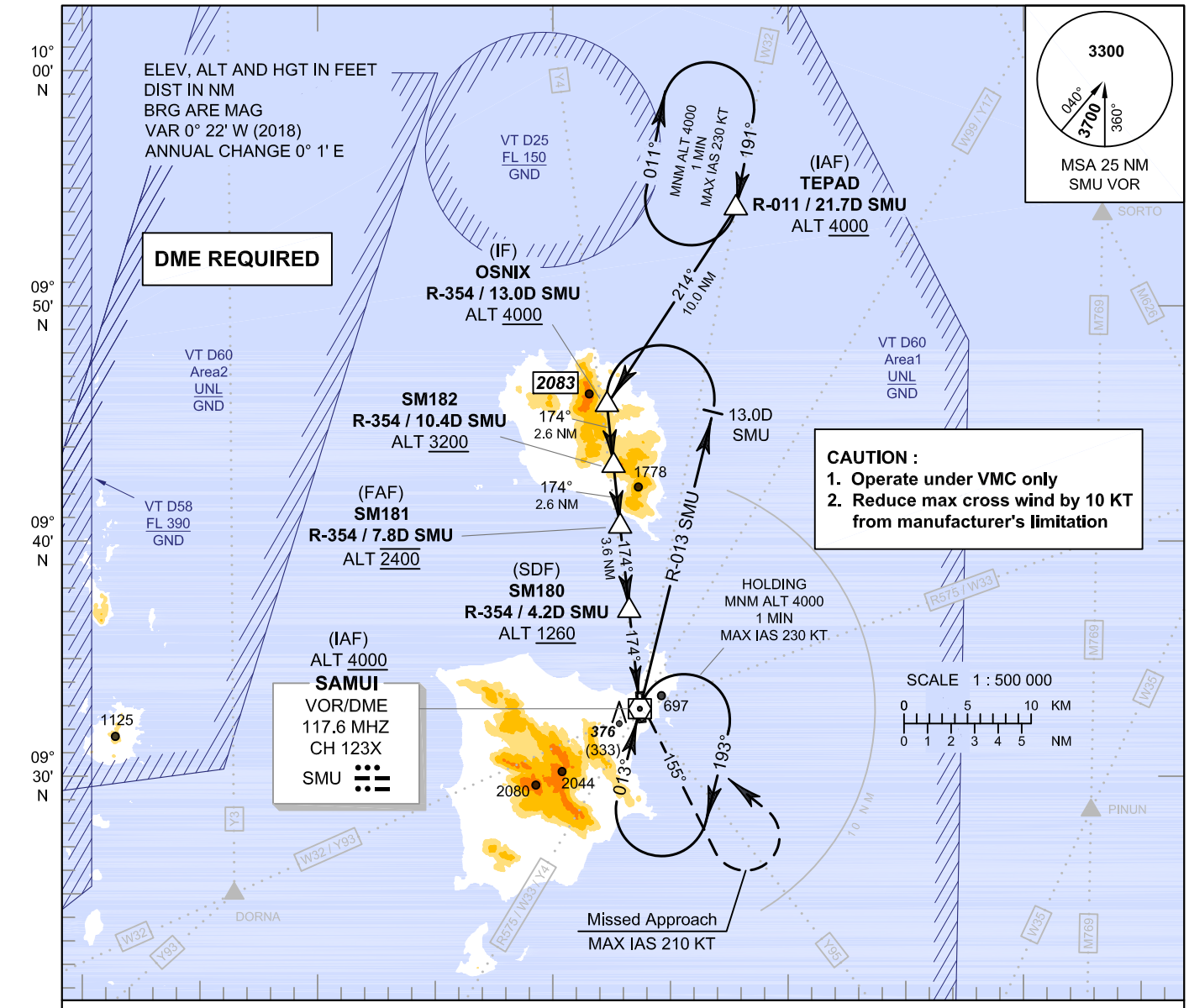


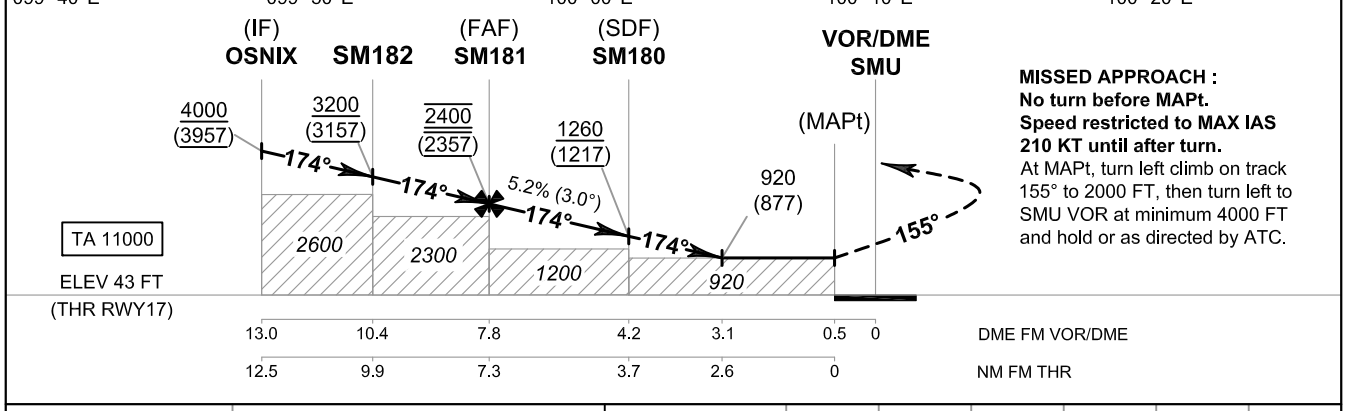
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT C





OCA/H	C
Straight - in Approach	920 (877)
Circling* (OCH AAL)	1400 (1336)

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	FAF	7 D	6 D	5 D	4 D	3.1 D
Altitude (Height)	2400 (2357)	2145 (2102)	1830 (1787)	1515 (1472)	1200 (1157)	920 (877)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

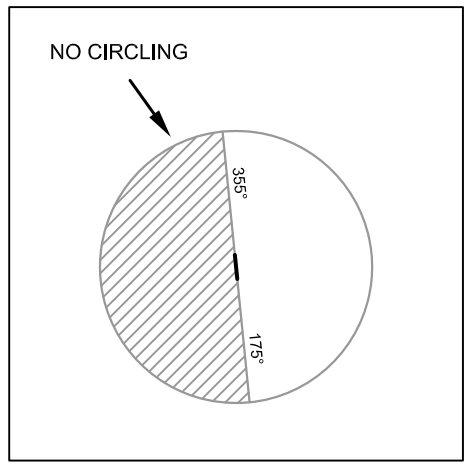
CHANGE: NEW PROCEDURES.
INTERMEDIATE APPROACH SEGMENT - NO HORIZONTAL DISTANCE 1.5 NM
DUE TO TERRAIN RESTRICTIONS.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT C

Fix / Point		Coordinates	
(IAF) TEPAD	R-011 / 21.7D SMU	09° 54' 11.99" N	100° 07' 54.35" E
(IF) OSNIX	R-354 / 13.0D SMU	09° 45' 48.80" N	100° 02' 19.70" E
SM182	R-354 / 10.4D SMU	09° 43' 12.94" N	100° 02' 36.22" E
(FAF) SM181	R-354 / 7.8D SMU	09° 40' 37.07" N	100° 02' 52.74" E
(SDF) SM180	R-354 / 4.2D SMU	09° 37' 00.86" N	100° 03' 15.65" E
MAPt	R-354 / 0.5D SMU	09° 33' 19.09" N	100° 03' 39.13" E
(IAF) VOR	SMU	09° 32' 49.47" N	100° 03' 42.27" E

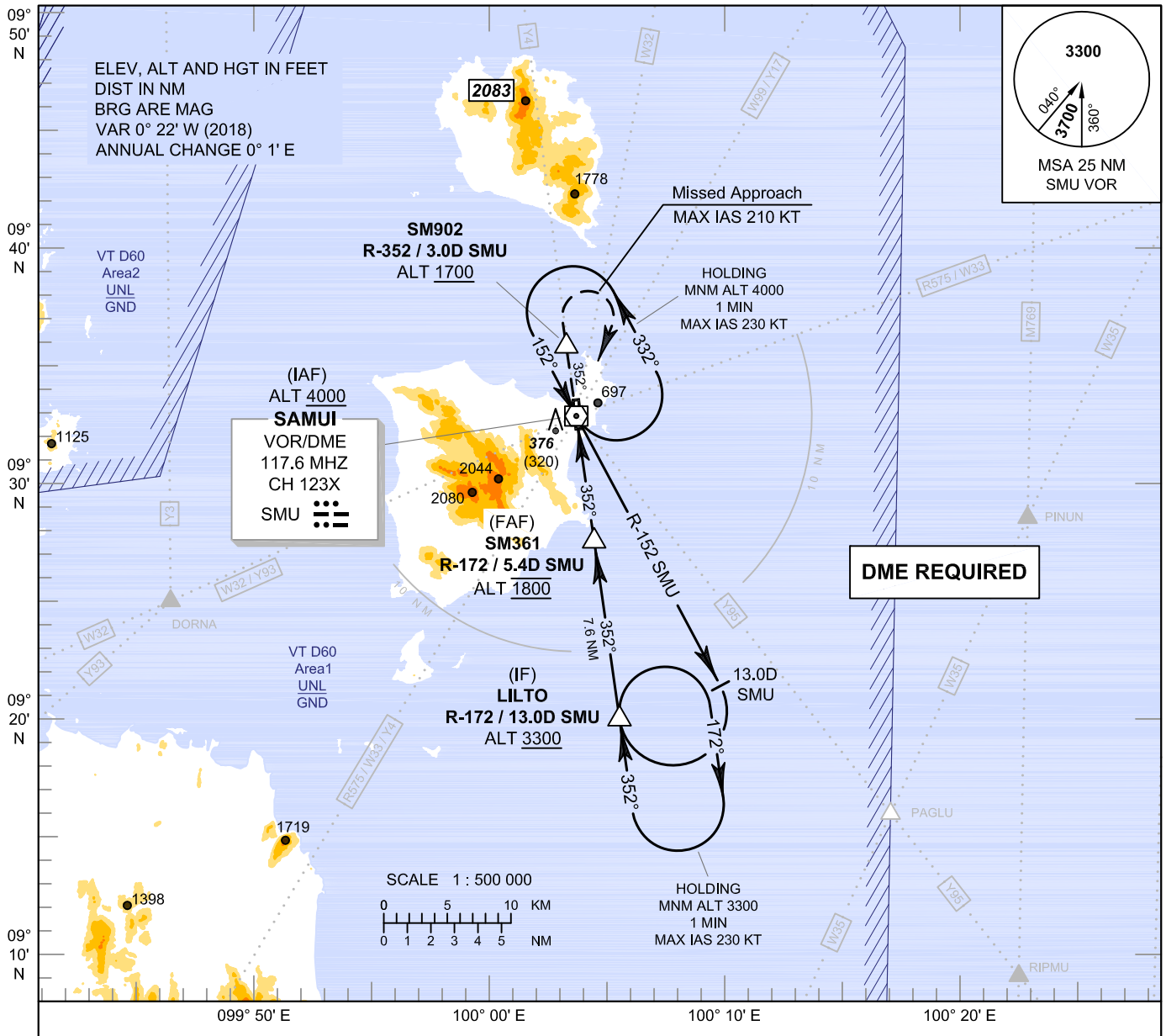


INSTRUMENT APPROACH CHART - ICAO

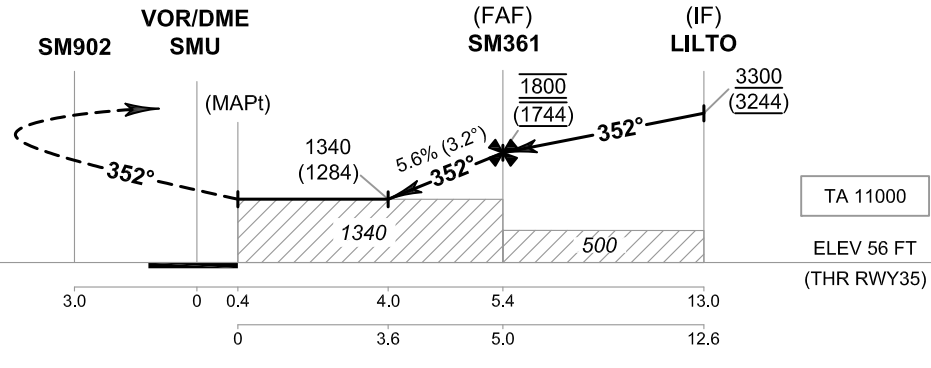
AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT A, B



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb on track 352° to SM902, then turn right to SMU VOR at minimum 4000 FT and hold or as directed by ATC.



OCA/H	A	B
Straight - in Approach	1340 (1284)	
Circling* (OCH AAL)	1400 (1336)	

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	4 D	5 D	FAF
Altitude (Height)	1340 (1284)	1670 (1614)	1800 (1744)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.6%	ft/min	397	510	567	681	794	907

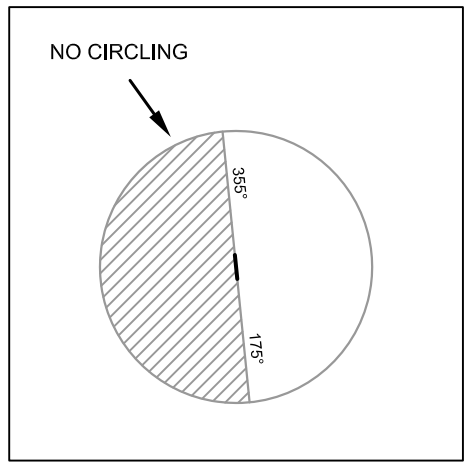
CHANGE: NEW PROCEDURES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT A, B

Fix / Point		Coordinates	
(IAF) VOR	SMU	09° 32' 49.47" N	100° 03' 42.27" E
(IF) LILTO	R-172 / 13.0D SMU	09° 19' 53.35" N	100° 05' 31.31" E
(FAF) SM361	R-172 / 5.4D SMU	09° 27' 28.88" N	100° 04' 27.33" E
MAPt	R-172 / 0.4D SMU	09° 32' 27.20" N	100° 03' 45.40" E
SM902	R-352 / 3.0D SMU	09° 35' 48.57" N	100° 03' 17.09" E

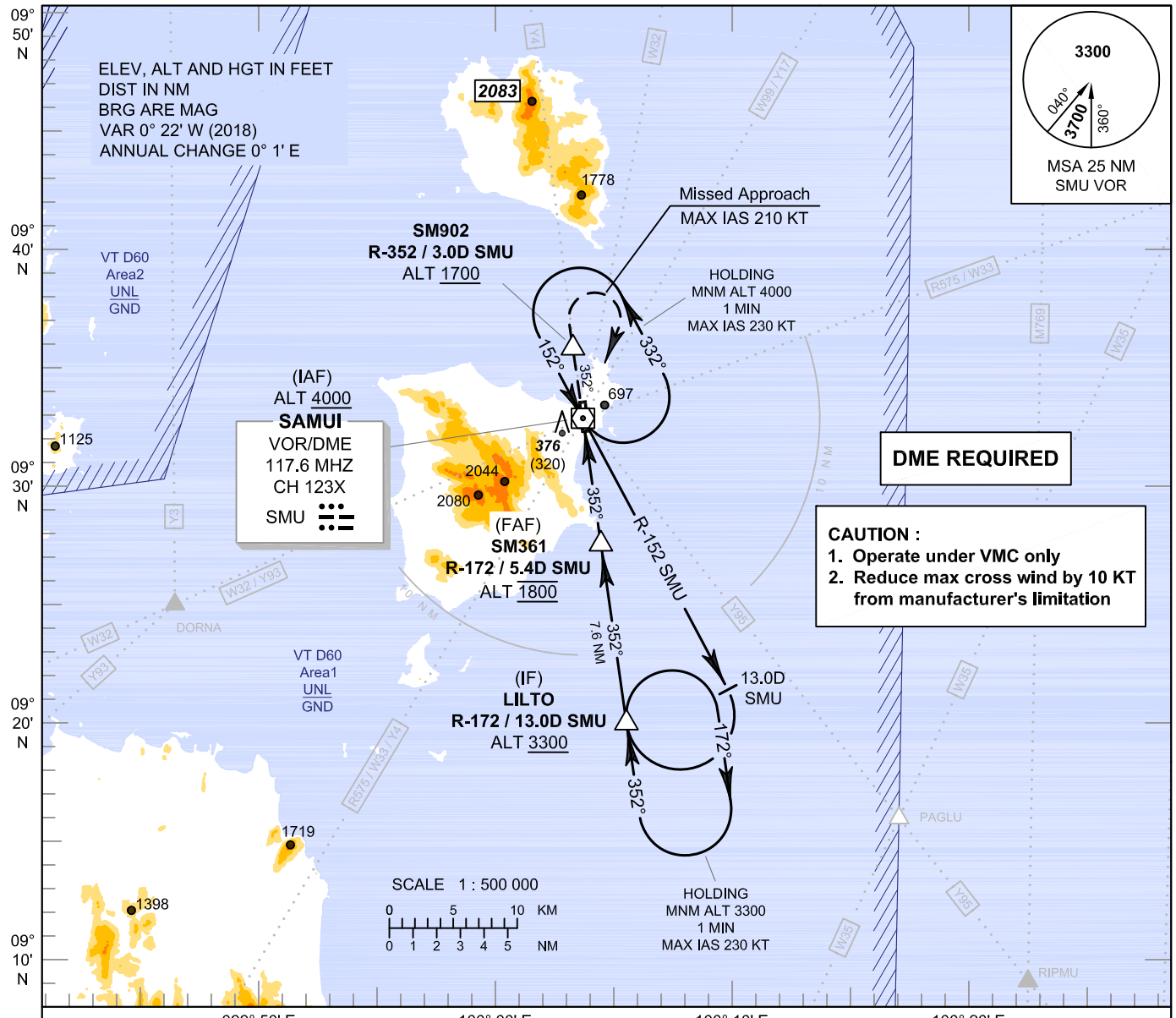


INSTRUMENT APPROACH CHART - ICAO

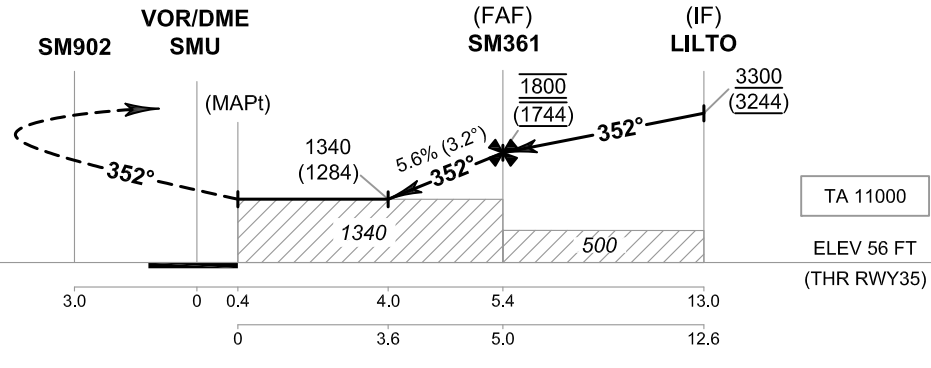
AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT C



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb on track 352° to SM902, then turn right to SMU VOR at minimum 4000 FT and hold or as directed by ATC.



OCA/H	C
Straight - in Approach	1340 (1284)
Circling* (OCH AAL)	1400 (1336)

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	4 D	5 D	FAF
Altitude (Height)	1340 (1284)	1670 (1614)	1800 (1744)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.6%	ft/min	397	510	567	681	794	907

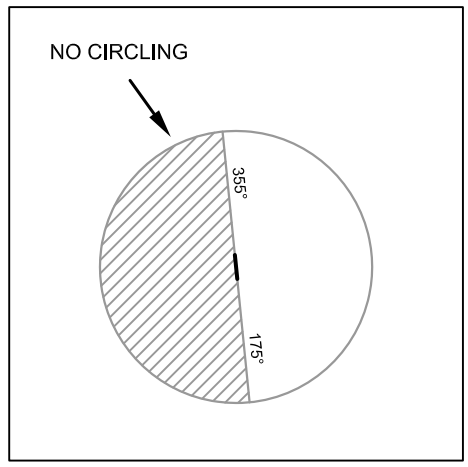
CHANGE: NEW PROCEDURES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT C

Fix / Point		Coordinates	
(IAF) VOR	SMU	09° 32' 49.47" N	100° 03' 42.27" E
(IF) LILTO	R-172 / 13.0D SMU	09° 19' 53.35" N	100° 05' 31.31" E
(FAF) SM361	R-172 / 5.4D SMU	09° 27' 28.88" N	100° 04' 27.33" E
MAPt	R-172 / 0.4D SMU	09° 32' 27.20" N	100° 03' 45.40" E
SM902	R-352 / 3.0D SMU	09° 35' 48.57" N	100° 03' 17.09" E

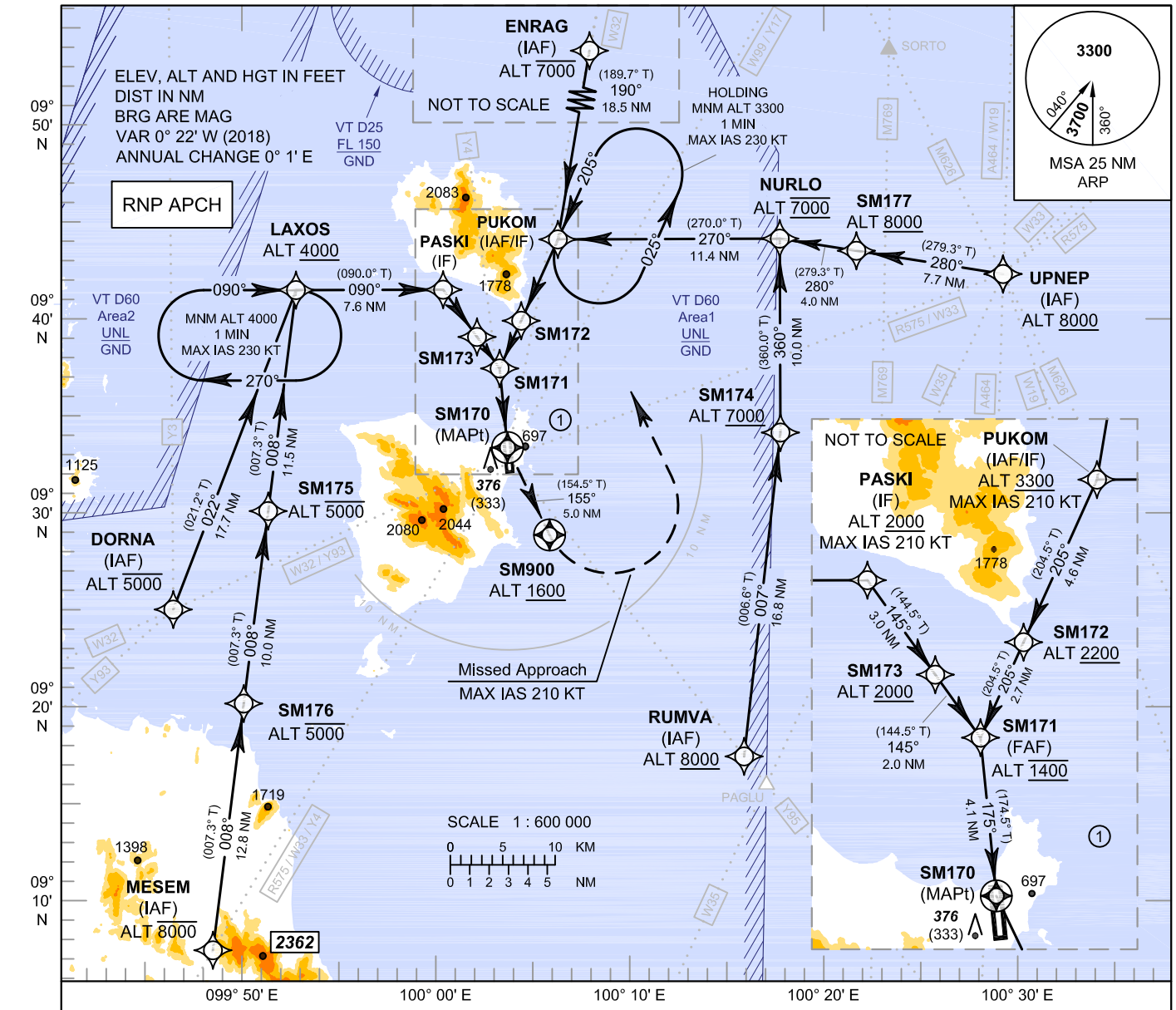


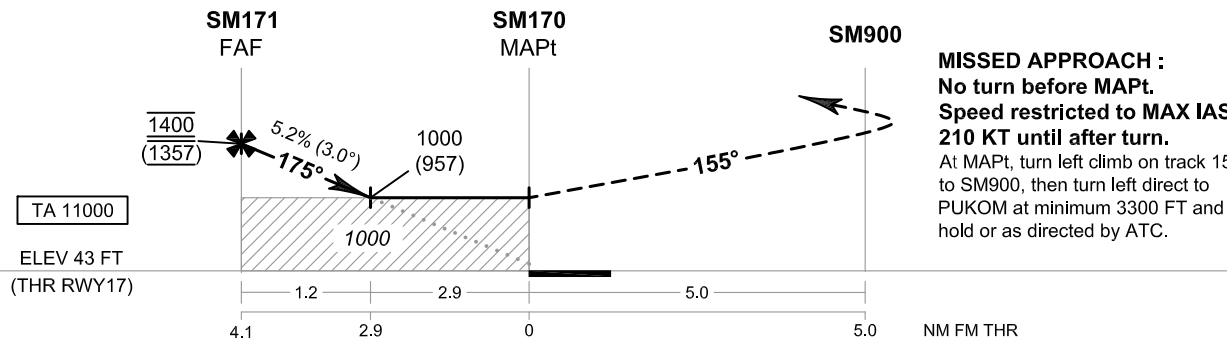
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

APP	: 129.6
TWR	: 118.9
GND	: 121.9
ATIS	: 128.6

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT A, B





CHANGE: NEW PROCEDURES.
INTERMEDIATE APPROACH SEGMENT - NO HORIZONTAL DISTANCE 1.0 NM
DUE TO TERRAIN RESTRICTIONS.

OCA/H	A	B	NM to NEXT WPT	FAF	4 NM	3 NM	2.9 NM
LNAV	1000 (957)		Altitude (Height)	1400 (1357)	1355 (1312)	1040 (997)	1000 (957)
Circling* (OCH AAL)	1400 (1336)		Ground Speed	knot	70	90	100	120	140	160
* FOR CIRCLING RESTRICTIONS SEE VERSO.			Rate of Descent FAF - MAPt 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT A, B

TABULAR DESCRIPTION

RNAV (GNSS) RWY17

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	RUMVA (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM174	-	007°(006.6°)	+0.33	16.8	L	+7000	-	-	RNP APCH
030	TF	NURLO	-	360°(360.0°)	+0.33	10.0	L	@7000	-	-	RNP APCH
040	TF	PUKOM (IAF/IF)	-	270°(270.0°)	+0.33	11.4	L	+3300	-210	-	RNP APCH
050	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
060	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	UPNEP (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM177	-	280°(279.3°)	+0.33	7.7	-	+8000	-	-	RNP APCH
030	TF	NURLO	-	280°(279.3°)	+0.33	4.0	L	@7000	-	-	RNP APCH
040	TF	PUKOM (IAF/IF)	-	270°(270.0°)	+0.33	11.4	L	+3300	-210	-	RNP APCH
050	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
060	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	ENRAG (IAF)	-	-	+0.33	-	-	-7000	-	-	RNP APCH
020	TF	PUKOM (IAF/IF)	-	190°(189.7°)	+0.33	18.5	R	+3300	-210	-	RNP APCH
030	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
040	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	MESEM (IAF)	-	-	+0.33	-	-	-8000	-	-	RNP APCH
020	TF	SM176	-	008°(007.3°)	+0.33	12.8	-	-5000	-	-	RNP APCH
030	TF	SM175	-	008°(007.3°)	+0.33	10.0	-	-5000	-	-	RNP APCH
040	TF	LAXOS	-	008°(007.3°)	+0.33	11.5	R	+4000	-	-	RNP APCH
050	TF	PASKI (IF)	-	090°(090.0°)	+0.33	7.6	R	+2000	-210	-	RNP APCH
060	TF	SM173	-	145°(144.5°)	+0.33	3.0	-	+2000	-	-	RNP APCH
070	TF	SM171 (FAF)	-	145°(144.5°)	+0.33	2.0	-	@1400	-	-	RNP APCH
010	IF	DORNA (IAF)	-	-	+0.33	-	-	-5000	-	-	RNP APCH
020	TF	LAXOS	-	022°(021.2°)	+0.33	17.7	R	+4000	-	-	RNP APCH
030	TF	PASKI (IF)	-	090°(090.0°)	+0.33	7.6	R	+2000	-210	-	RNP APCH
040	TF	SM173	-	145°(144.5°)	+0.33	3.0	-	+2000	-	-	RNP APCH
050	TF	SM171 (FAF)	-	145°(144.5°)	+0.33	2.0	-	@1400	-	-	RNP APCH
010	IF	PUKOM (IAF/IF)	-	-	+0.33	-	-	+3300	-210	-	RNP APCH
020	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
030	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	SM171 (FAF)	-	-	+0.33	-	-	@1400	-	-	RNP APCH
020	TF	SM170 (MAPt)	Y	175°(174.5°)	+0.33	4.1	-	@93	-	-3.0 / 50	RNP APCH
030	TF	SM900	Y	155°(154.5°)	+0.33	5.0	L	+1600	-	-	RNP APCH
040	DF	PUKOM (IAF/IF)	-	-	+0.33	-	L	+3300	-210	-	RNP APCH
050	HM	PUKOM (IAF/IF)	Y	205°(204.5°)	+0.33	1 minute	L	+3300	-230	-	RNP APCH

INSTRUMENT APPROACH CHART - ICAO

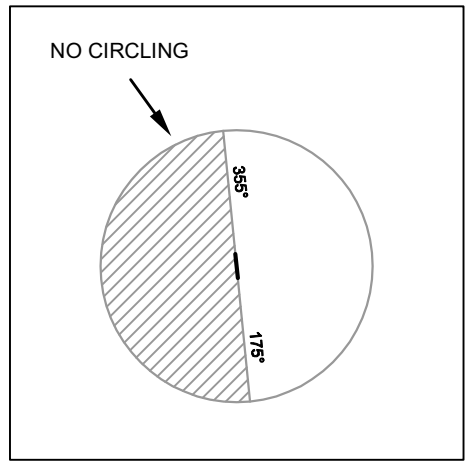
AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT A, B

WAYPOINT LIST

RNAV (GNSS) RWY17

Waypoint Identifier	Coordinates	
DORNA	09° 24' 58.70" N	099° 46' 14.10" E
ENRAG	10° 02' 23.31" N	100° 09' 31.07" E
LAXOS	09° 41' 30.78" N	099° 52' 40.85" E
MESEM	09° 07' 19.05" N	099° 48' 15.85" E
NURLO	09° 44' 05.89" N	100° 17' 57.36" E
PASKI	09° 41' 30.69" N	100° 00' 21.81" E
PUKOM	09° 44' 05.87" N	100° 06' 22.07" E
RUMVA	09° 17' 16.93" N	100° 15' 59.72" E
SM170	09° 33' 19.40" N	100° 03' 42.26" E
SM171	09° 37' 25.40" N	100° 03' 18.29" E
SM172	09° 39' 53.52" N	100° 04' 26.25" E
SM173	09° 39' 03.52" N	100° 02' 07.71" E
SM174	09° 34' 03.10" N	100° 17' 57.17" E
SM175	09° 30' 04.04" N	099° 51' 12.06" E
SM176	09° 20' 06.14" N	099° 49' 54.83" E
SM177	09° 43' 27.23" N	100° 21' 57.26" E
SM900	09° 28 47.41" N	100° 05' 53.06" E
UPNEP	09° 42' 13.10" N	100° 29' 36.40" E



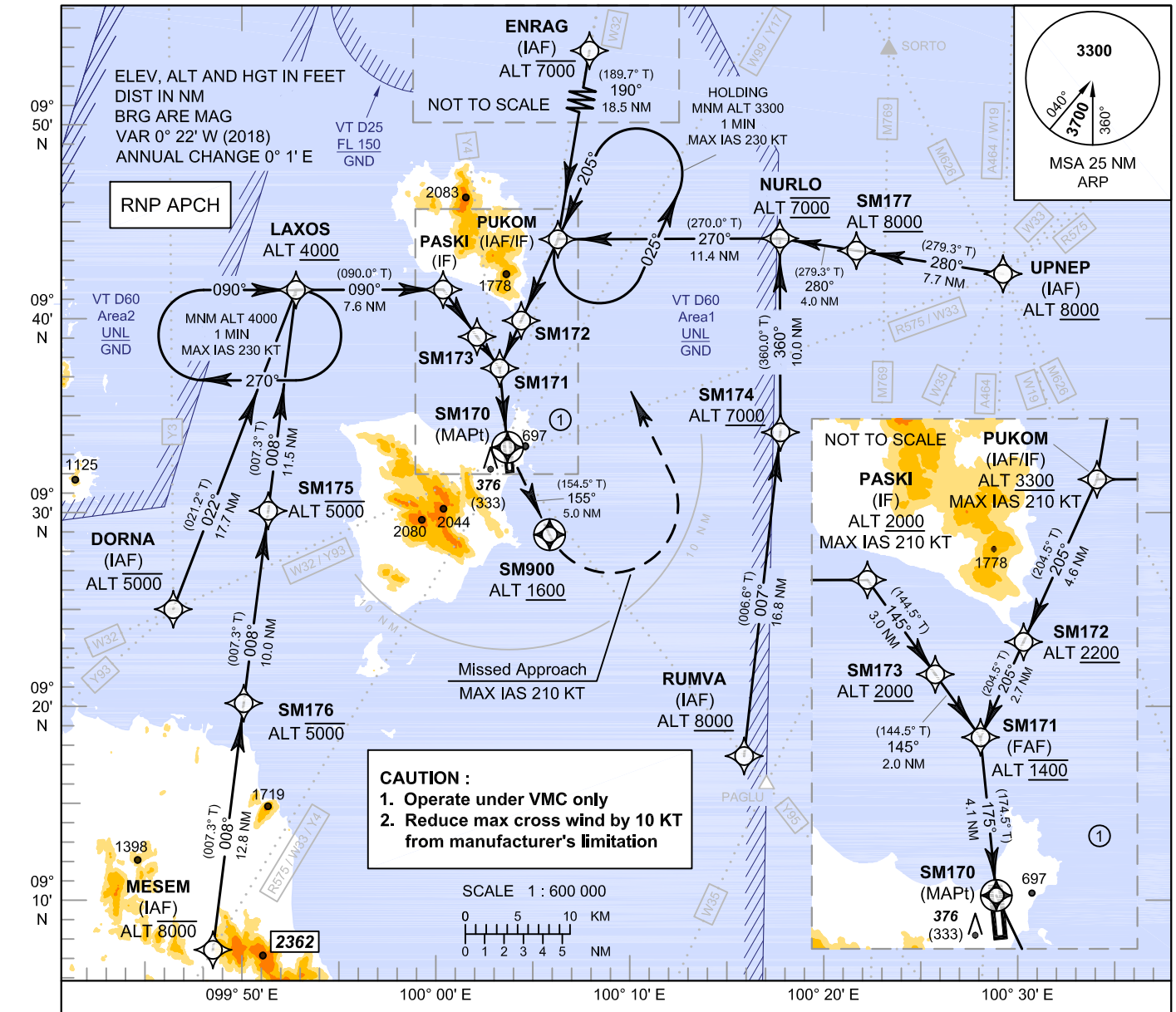
INTENTIONALLY BLANK

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT C



CHANGE: NEW PROCEDURES.
INTERMEDIATE APPROACH SEGMENT - NO HORIZONTAL DISTANCE 1.5 NM
DUE TO TERRAIN RESTRICTIONS.

OCA/H	C	NM to NEXT WPT	FAF	4 NM	3 NM	2.9 NM
LNAV	1000 (957)	Altitude (Height)	1400 (1357)	1355 (1312)	1040 (997)	1000 (957)
Circling* (OCH AAL)	1400 (1336)	Ground Speed	knot 70	90	100	120	140	160
* FOR CIRCLING RESTRICTIONS SEE VERSO.		Rate of Descent FAF - MAPt 5.2%	ft/min 369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT C

TABULAR DESCRIPTION

RNAV (GNSS) RWY17

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	RUMVA (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM174	-	007°(006.6°)	+0.33	16.8	L	+7000	-	-	RNP APCH
030	TF	NURLO	-	360°(360.0°)	+0.33	10.0	L	@7000	-	-	RNP APCH
040	TF	PUKOM (IAF/IF)	-	270°(270.0°)	+0.33	11.4	L	+3300	-210	-	RNP APCH
050	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
060	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	UPNEP (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM177	-	280°(279.3°)	+0.33	7.7	-	+8000	-	-	RNP APCH
030	TF	NURLO	-	280°(279.3°)	+0.33	4.0	L	@7000	-	-	RNP APCH
040	TF	PUKOM (IAF/IF)	-	270°(270.0°)	+0.33	11.4	L	+3300	-210	-	RNP APCH
050	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
060	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	ENRAG (IAF)	-	-	+0.33	-	-	-7000	-	-	RNP APCH
020	TF	PUKOM (IAF/IF)	-	190°(189.7°)	+0.33	18.5	R	+3300	-210	-	RNP APCH
030	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
040	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	MESEM (IAF)	-	-	+0.33	-	-	-8000	-	-	RNP APCH
020	TF	SM176	-	008°(007.3°)	+0.33	12.8	-	-5000	-	-	RNP APCH
030	TF	SM175	-	008°(007.3°)	+0.33	10.0	-	-5000	-	-	RNP APCH
040	TF	LAXOS	-	008°(007.3°)	+0.33	11.5	R	+4000	-	-	RNP APCH
050	TF	PASKI (IF)	-	090°(090.0°)	+0.33	7.6	R	+2000	-210	-	RNP APCH
060	TF	SM173	-	145°(144.5°)	+0.33	3.0	-	+2000	-	-	RNP APCH
070	TF	SM171 (FAF)	-	145°(144.5°)	+0.33	2.0	-	@1400	-	-	RNP APCH
010	IF	DORNA (IAF)	-	-	+0.33	-	-	-5000	-	-	RNP APCH
020	TF	LAXOS	-	022°(021.2°)	+0.33	17.7	R	+4000	-	-	RNP APCH
030	TF	PASKI (IF)	-	090°(090.0°)	+0.33	7.6	R	+2000	-210	-	RNP APCH
040	TF	SM173	-	145°(144.5°)	+0.33	3.0	-	+2000	-	-	RNP APCH
050	TF	SM171 (FAF)	-	145°(144.5°)	+0.33	2.0	-	@1400	-	-	RNP APCH
010	IF	PUKOM (IAF/IF)	-	-	+0.33	-	-	+3300	-210	-	RNP APCH
020	TF	SM172	-	205°(204.5°)	+0.33	4.6	-	+2200	-	-	RNP APCH
030	TF	SM171 (FAF)	-	205°(204.5°)	+0.33	2.7	-	@1400	-	-	RNP APCH
010	IF	SM171 (FAF)	-	-	+0.33	-	-	@1400	-	-	RNP APCH
020	TF	SM170 (MAPt)	Y	175°(174.5°)	+0.33	4.1	-	@93	-	-3.0 / 50	RNP APCH
030	TF	SM900	Y	155°(154.5°)	+0.33	5.0	L	+1600	-	-	RNP APCH
040	DF	PUKOM (IAF/IF)	-	-	+0.33	-	L	+3300	-210	-	RNP APCH
050	HM	PUKOM (IAF/IF)	Y	205°(204.5°)	+0.33	1 minute	L	+3300	-230	-	RNP APCH

INSTRUMENT APPROACH CHART - ICAO

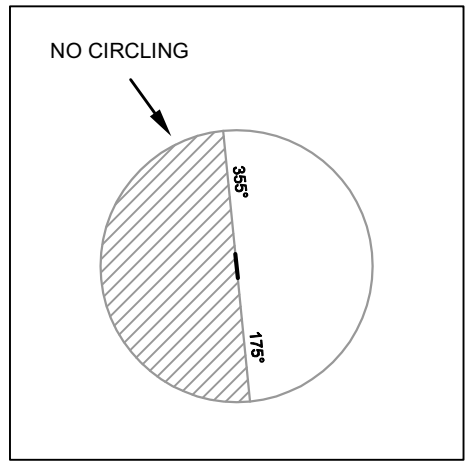
AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY17
CAT C

WAYPOINT LIST

RNAV (GNSS) RWY17

Waypoint Identifier	Coordinates	
DORNA	09° 24' 58.70" N	099° 46' 14.10" E
ENRAG	10° 02' 23.31" N	100° 09' 31.07" E
LAXOS	09° 41' 30.78" N	099° 52' 40.85" E
MESEM	09° 07' 19.05" N	099° 48' 15.85" E
NURLO	09° 44' 05.89" N	100° 17' 57.36" E
PASKI	09° 41' 30.69" N	100° 00' 21.81" E
PUKOM	09° 44' 05.87" N	100° 06' 22.07" E
RUMVA	09° 17' 16.93" N	100° 15' 59.72" E
SM170	09° 33' 19.40" N	100° 03' 42.26" E
SM171	09° 37' 25.40" N	100° 03' 18.29" E
SM172	09° 39' 53.52" N	100° 04' 26.25" E
SM173	09° 39' 03.52" N	100° 02' 07.71" E
SM174	09° 34' 03.10" N	100° 17' 57.17" E
SM175	09° 30' 04.04" N	099° 51' 12.06" E
SM176	09° 20' 06.14" N	099° 49' 54.83" E
SM177	09° 43' 27.23" N	100° 21' 57.26" E
SM900	09° 28 47.41" N	100° 05' 53.06" E
UPNEP	09° 42' 13.10" N	100° 29' 36.40" E



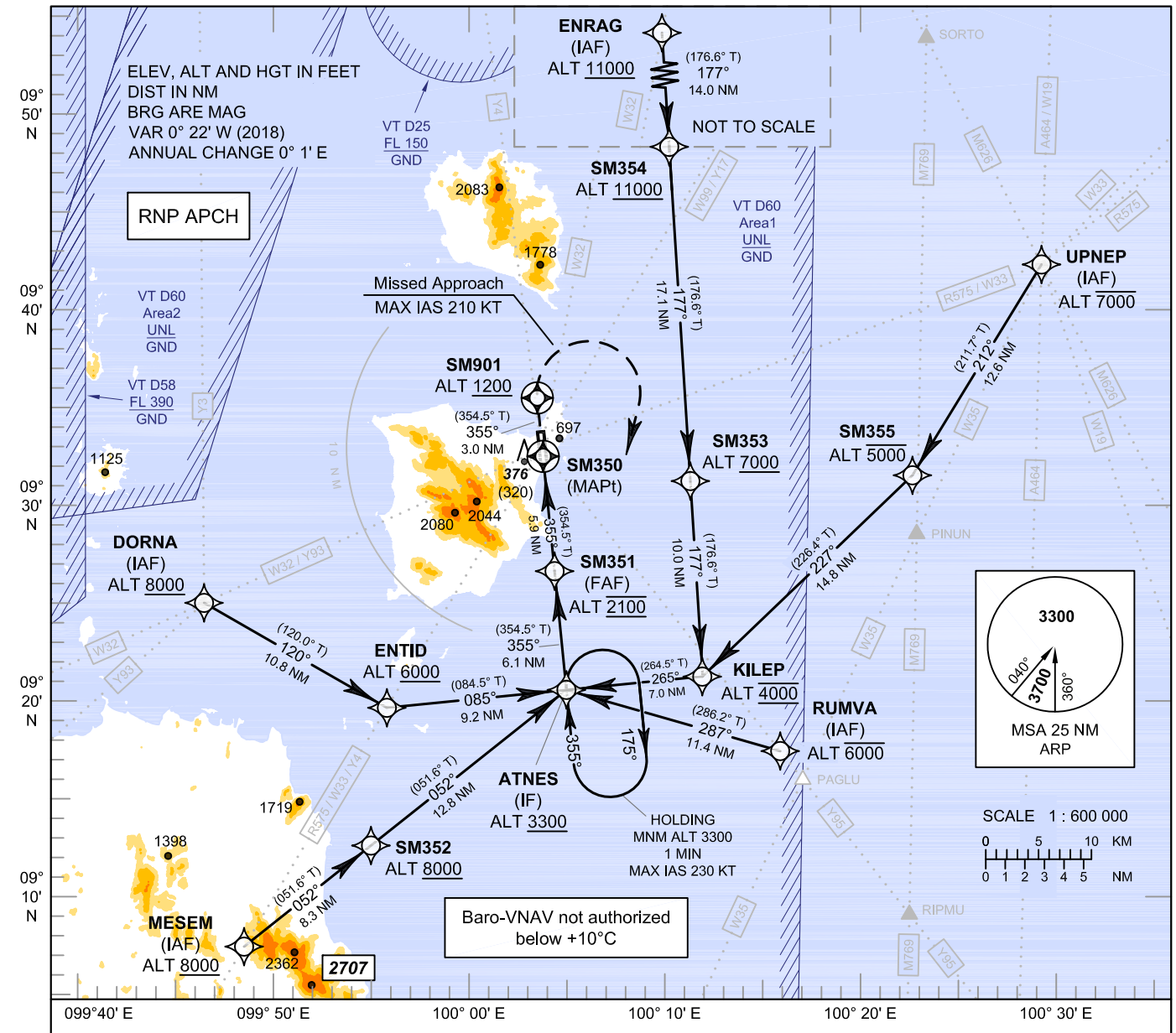
INTENTIONALLY BLANK

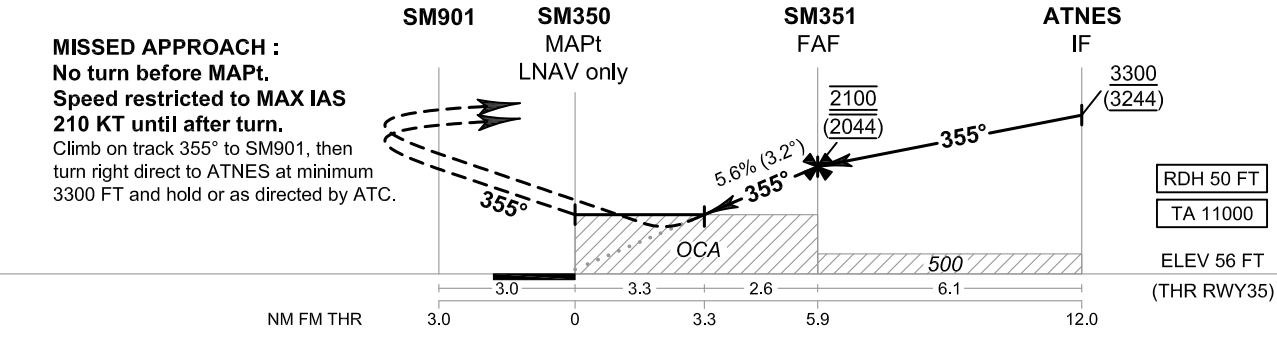
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

APP	: 129.6
TWR	: 118.9
GND	: 121.9
ATIS	: 128.6

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT A, B





MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb on track 355° to SM901, then turn right direct to ATNES at minimum 3300 FT and hold or as directed by ATC.

OCA/H	A	B
LNAV/VNAV	1120 (1064)	
LNAV	1220 (1164)	
Circling* (OCH AAL)	1400 (1336)	

* FOR CIRCLING RESTRICTIONS SEE VERSO.

NM to NEXT WPT	3.3 NM	4 NM	5 NM	FAF
Altitude (Height)	1220 (1164)	1470 (1414)	1810 (1754)	2100 (2044)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent FAF - MAPt 5.6%	ft/min	397	510	567	681	794	907

CHANGE: NEW PROCEDURES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT A, B

TABULAR DESCRIPTION

RNAV (GNSS) RWY35

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	UPNEP (IAF)	-	-	+0.33	-	-	-7000	-	-	RNP APCH
020	TF	SM355	-	212°(211.7°)	+0.33	12.6	R	-5000	-	-	RNP APCH
030	TF	KILEP	-	227°(226.4°)	+0.33	14.8	R	@4000	-	-	RNP APCH
040	TF	ATNES (IF)	-	265°(264.5°)	+0.33	7.0	-	+3300	-	-	RNP APCH
010	IF	ENRAG (IAF)	-	-	+0.33	-	-	+11000	-	-	RNP APCH
020	TF	SM354	-	177°(176.6°)	+0.33	14.0	-	+11000	-	-	RNP APCH
030	TF	SM353	-	177°(176.6°)	+0.33	17.1	-	+7000	-	-	RNP APCH
040	TF	KILEP	-	177°(176.6°)	+0.33	10.0	R	@4000	-	-	RNP APCH
050	TF	ATNES (IF)	-	265°(264.5°)	+0.33	7.0	-	+3300	-	-	RNP APCH
010	IF	RUMVA (IAF)	-	-	+0.33	-	-	-6000	-	-	RNP APCH
020	TF	ATNES (IF)	-	287°(286.2°)	+0.33	11.4	-	+3300	-	-	RNP APCH
010	IF	MESEM (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM352	-	052°(051.6°)	+0.33	8.3	-	+8000	-	-	RNP APCH
030	TF	ATNES (IF)	-	052°(051.6°)	+0.33	12.8	-	+3300	-	-	RNP APCH
010	IF	DORNA (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	ENTID	-	120°(120.0°)	+0.33	10.8	L	+6000	-	-	RNP APCH
030	TF	ATNES (IF)	-	085°(084.5°)	+0.33	9.2	-	+3300	-	-	RNP APCH
010	IF	ATNES (IF)	-	-	+0.33	-	-	+3300	-	-	RNP APCH
020	TF	SM351 (FAF)	-	355°(354.5°)	+0.33	6.1	-	@2100	-	-	RNP APCH
030	TF	SM350 (MAPt)	Y	355°(354.5°)	+0.33	5.9	-	@106	-	-3.2 / 50	RNP APCH
040	TF	SM901	Y	355°(354.5°)	+0.33	3.0	-	+1200	-	-	RNP APCH
050	DF	ATNES (IF)	-	-	+0.33	-	R	+3300	-210	-	RNP APCH
060	HM	ATNES (IF)	Y	355°(354.5°)	+0.33	1 minute	R	+3300	-230	-	RNP APCH

INSTRUMENT APPROACH CHART - ICAO

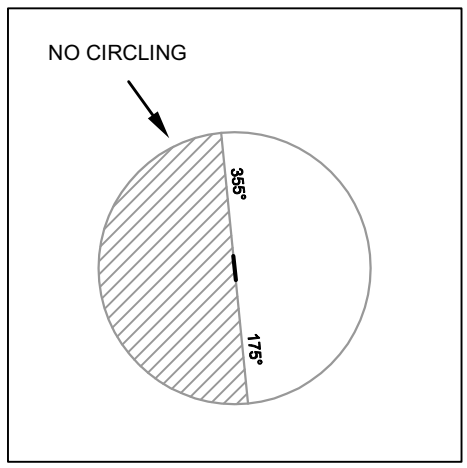
AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT A, B

WAYPOINT LIST

RNAV (GNSS) RWY35

Waypoint Identifier	Coordinates	
ATNES	09° 20' 27.55" N	100° 04' 57.39" E
DORNA	09° 24' 58.70" N	099° 46' 14.10" E
ENRAG	10° 02' 23.31" N	100° 09' 31.07" E
ENTID	09° 19' 33.96" N	099° 55' 40.38" E
KILEP	09° 21' 08.06" N	100° 12' 00.28" E
MESEM	09° 07' 19.05" N	099° 48' 15.85" E
RUMVA	09° 17 16.93" N	100° 15' 59.72" E
SM350	09° 32' 27.55" N	100° 03' 47.31" E
SM351	09° 26' 33.55" N	100° 04' 21.78" E
SM352	09° 12' 29.52" N	099° 54' 49.95" E
SM353	09° 31' 09.79" N	100° 11' 24.06" E
SM354	09° 48' 20.10" N	100° 10' 21.97" E
SM355	09° 31' 25.18" N	100° 22' 53.12" E
SM901	09° 35' 27.55" N	100° 03' 29.78" E
UPNEP	09° 42' 13.10" N	100° 29' 36.40" E



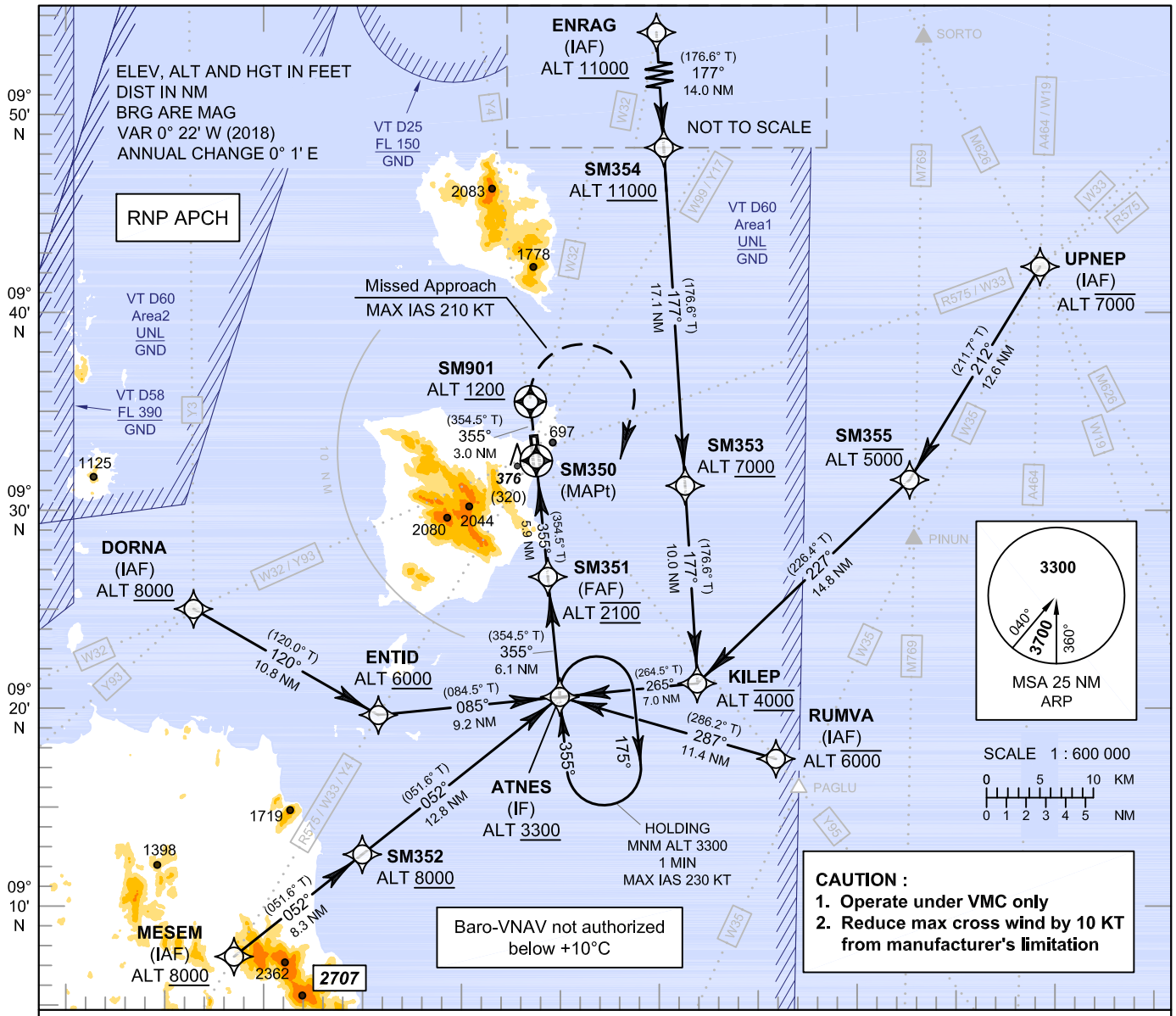
INTENTIONALLY BLANK

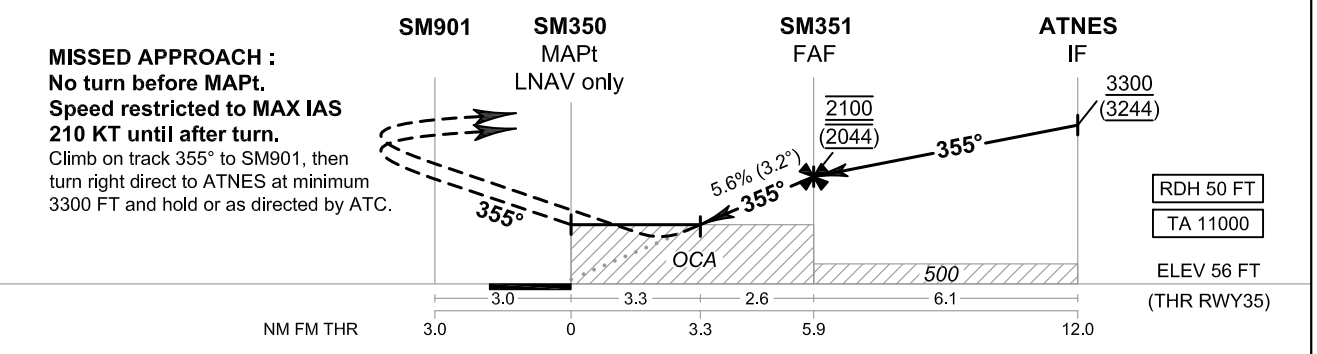
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

APP	: 129.6
TWR	: 118.9
GND	: 121.9
ATIS	: 128.6

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT C





OCA/H	C
LNAV/VNAV	1120 (1064)
LNAV	1220 (1164)
Circling* (OCH AAL)	1400 (1336)
* FOR CIRCLING RESTRICTIONS SEE VERSO.	

NM to NEXT WPT	3.3 NM	4 NM	5 NM	FAF
Altitude (Height)	1220 (1164)	1470 (1414)	1810 (1754)	2100 (2044)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent FAF - MAPt 5.6%	ft/min	397	510	567	681	794	907

CHANGE: NEW PROCEDURES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT C

TABULAR DESCRIPTION

RNAV (GNSS) RWY35

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	UPNEP (IAF)	-	-	+0.33	-	-	-7000	-	-	RNP APCH
020	TF	SM355	-	212°(211.7°)	+0.33	12.6	R	-5000	-	-	RNP APCH
030	TF	KILEP	-	227°(226.4°)	+0.33	14.8	R	@4000	-	-	RNP APCH
040	TF	ATNES (IF)	-	265°(264.5°)	+0.33	7.0	-	+3300	-	-	RNP APCH
010	IF	ENRAG (IAF)	-	-	+0.33	-	-	+11000	-	-	RNP APCH
020	TF	SM354	-	177°(176.6°)	+0.33	14.0	-	+11000	-	-	RNP APCH
030	TF	SM353	-	177°(176.6°)	+0.33	17.1	-	+7000	-	-	RNP APCH
040	TF	KILEP	-	177°(176.6°)	+0.33	10.0	R	@4000	-	-	RNP APCH
050	TF	ATNES (IF)	-	265°(264.5°)	+0.33	7.0	-	+3300	-	-	RNP APCH
010	IF	RUMVA (IAF)	-	-	+0.33	-	-	-6000	-	-	RNP APCH
020	TF	ATNES (IF)	-	287°(286.2°)	+0.33	11.4	-	+3300	-	-	RNP APCH
010	IF	MESEM (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	SM352	-	052°(051.6°)	+0.33	8.3	-	+8000	-	-	RNP APCH
030	TF	ATNES (IF)	-	052°(051.6°)	+0.33	12.8	-	+3300	-	-	RNP APCH
010	IF	DORNA (IAF)	-	-	+0.33	-	-	+8000	-	-	RNP APCH
020	TF	ENTID	-	120°(120.0°)	+0.33	10.8	L	+6000	-	-	RNP APCH
030	TF	ATNES (IF)	-	085°(084.5°)	+0.33	9.2	-	+3300	-	-	RNP APCH
010	IF	ATNES (IF)	-	-	+0.33	-	-	+3300	-	-	RNP APCH
020	TF	SM351 (FAF)	-	355°(354.5°)	+0.33	6.1	-	@2100	-	-	RNP APCH
030	TF	SM350 (MAPt)	Y	355°(354.5°)	+0.33	5.9	-	@106	-	-3.2 / 50	RNP APCH
040	TF	SM901	Y	355°(354.5°)	+0.33	3.0	-	+1200	-	-	RNP APCH
050	DF	ATNES (IF)	-	-	+0.33	-	R	+3300	-210	-	RNP APCH
060	HM	ATNES (IF)	Y	355°(354.5°)	+0.33	1 minute	R	+3300	-230	-	RNP APCH

INSTRUMENT APPROACH CHART - ICAO

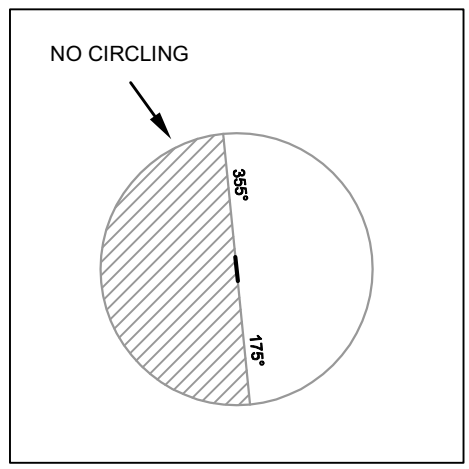
AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
RNAV (GNSS) RWY35
CAT C

WAYPOINT LIST

RNAV (GNSS) RWY35

Waypoint Identifier	Coordinates	
ATNES	09° 20' 27.55" N	100° 04' 57.39" E
DORNA	09° 24' 58.70" N	099° 46' 14.10" E
ENRAG	10° 02' 23.31" N	100° 09' 31.07" E
ENTID	09° 19' 33.96" N	099° 55' 40.38" E
KILEP	09° 21' 08.06" N	100° 12' 00.28" E
MESEM	09° 07' 19.05" N	099° 48' 15.85" E
RUMVA	09° 17 16.93" N	100° 15' 59.72" E
SM350	09° 32' 27.55" N	100° 03' 47.31" E
SM351	09° 26' 33.55" N	100° 04' 21.78" E
SM352	09° 12' 29.52" N	099° 54' 49.95" E
SM353	09° 31' 09.79" N	100° 11' 24.06" E
SM354	09° 48' 20.10" N	100° 10' 21.97" E
SM355	09° 31' 25.18" N	100° 22' 53.12" E
SM901	09° 35' 27.55" N	100° 03' 29.78" E
UPNEP	09° 42' 13.10" N	100° 29' 36.40" E



INTENTIONALLY BLANK

VTUU 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
05	SALS 420M LIH	Green WBAR	PAPI LEFT 3°	NIL	NIL	3 000 M 60 M White, LIH YCZ: 600 M	Red	NIL	NIL
23	SALS 420M LIH	Green WBAR	PAPI LEFT 3°	NIL	NIL	3 000 M 60 M White, LIH YCZ: 600 M	Red	NIL	NIL

VTUU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 4 SEC.
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport Switch – over time : 15 SEC..
5	Remarks	NIL

VTUU 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

VTUU AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5NM radius centred on UBL DVOR/DME (151442.71N 1045157.30E)
2	Vertical limits	3000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Ubon Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ubon Approach	123.5 MHZ 257.8 MHZ	**2330-1430	*Emergency Freq.
TWR	Ubon Tower	*121.5 MHZ 119.9 MHZ *243.0 MHZ 274.5 MHZ	H24	**Other this period 3 HR PN TO ATC
GND	Ubon Ground	121.9 MHZ 275.8 MHZ	H24	
ATIS	Ubon Airport	373.0 KHZ	2300-1400	
ASR	Departure Control	335.5 MHZ 134.1 MHZ	***0100-0900 MON-FRI (Except Public Holiday)	***Other this period 2 HR PN TO ATC Royal Thai Air Force ASR OPS AVBL for MIL
	Arrival Control	282.2 MHZ 125.75 MHZ		- Coverage/HGT: PSR 70 NM/30 000 FT SSR 200 NM/100 000 FT
SRA	Final Control	382.4 MHZ		- EM: PSR 500 KW SSR 1.5 KW

VTUU 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
NDB	UB	373 KHZ	H24	151425.83N 1045148.77E		Output 100 watts
DVOR/DME	UBL	112.7 MHZ CH74X	H24	151442.71N 1045157.30E		DVOR/DME restriction due to due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: 1. 40 NM – Radial 111°-155° altitude should not below 3 000 FT – Radial 156°-165° altitude should not below 7 000 FT – Radial 166°-200° altitude should not below 5 000 FT – Radial 201°-070° altitude should not below 3 000 FT 2. 30 NM (Due to border limited) – Radial 071°-110° altitude should not below 2 000 FT

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
ILS CAT I LOC RWY23	IUBL	110.1 MHZ CH38X	H24	151423.85N 1045120.10E		A. ILS coverage over sector of 35 either side of runway centre line, no back course and voice feature, the antenna array is located on extended runway centre line at distance 500 M from THR of RWY 05, height of antenna array is 4.1 M from ground B. Glide Path angle 3.0°. C. DME co-located with glide path power output 100 watts omnidirectional D. No marker
GP/DME		334.4 MHZ	H24	151526.05N 1045247.13E		
TACAN	UBL	114.6 MHZ CH93	2300-1100 MON-FRI (Except Public Holiday)	151544.79N 1045300.00E		Other this period 2 HR PN TO ATC

VTUU AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher shall make 180 degrees turn on the runway. The turn shall be made on the runway turn pad located on both end of runway. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator and shall be liable for the compensation caused by such violation.

VTUU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUU AD 2.22 FLIGHT PROCEDURES

1. Implementation of the Continuous Descent Operations (CDO) for arrivals at Ubon Ratchathani Airport

1.1 Introduction

1.1.1 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, enhanced flight punctuality and predictability, as well as other economic benefits for flights into Ubon Ratchathani 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 endeavor to issue further descent clearance prior to the CDO flight reaching the last assigned altitude so as to prevent aircraft from leveling 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 RWY05 to RWY23 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 RNAV- capable aircraft

1.2.5 Arrival Routes

CDO procedure is in place for all aircraft on A1 (Radial 253) inbound from Bangkok to Ubon Ratchathani Airport.

1.2.6 Operations Time

CDO is available 24 hours.

1.2.7 Available Runway

CDO procedure is available for RWY05 and RWY23.

1.2.8 Types of Approach

1.2.8.1 RNAV (GNSS) RWY05

1.2.8.2 VOR RWY05

1.2.8.3 ILS or LOC RWY23

1.2.8.4 RNAV (GNSS) RWY23

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 UBL 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 UBON TMA.

1.3.5 Longitudinal separation required will be at least 7 minutes between CDO traffic.

1.3.6 Operations without Vectoring

1.3.6.1 RNAV (GNSS) RWY05 Procedure

Aircraft Arriving on A1

- After passing 30NM from UBL DVOR, altitude not lower than 8,000 FT then proceed to KATIB (IAF) and follow the RNAV (GNSS) RWY05 procedure as published in AIP Thailand, or
- The pilot may request permission to fly directly to (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to MAYSA (IF), altitude not lower than 3,300 FT, and cross 30NM from UBL DVOR, altitude not lower than 8,000 FT, following the RNAV (GNSS) RWY05 procedure as published in AIP Thailand.

1.3.6.2 VOR RWY05 Procedure

Aircraft Arriving on A1

- After passing 30NM from UBL DVOR, altitude not lower than 8,000 FT then proceed to KATIB (IAF) and follow the VOR RWY05 procedure as published in AIP Thailand, or
- The pilot may request permission to fly directly to (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to WIMON (IF), altitude not lower than 3,300 FT, and cross 30NM from UBL DVOR, altitude not lower than 8,000 FT, following the VOR RWY05 procedure as published in AIP Thailand.

1.3.6.3 ILS or LOC RWY23 Procedure

Aircraft Arriving on A1

- After passing, 30NM from UBL DVOR, altitude not lower than 8,000 FT, then proceed to UBL DVOR/DME (IAF) altitude not lower than 5,000 FT and follow the ILS or LOC RWY23 procedure as published in AIP Thailand, or
- The pilot may request permission to fly directly to (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to MAPAW (IF) altitude 3,300 FT, and cross 30NM from UBL DVOR, altitude not lower than 8,000 FT, following the ILS or LOC RWY23 procedure as published in AIP Thailand.

1.3.6.4 RNAV (GNSS) RWY23 Procedure

Aircraft Arriving on A1

- After passing, 30NM from UBL DVOR, altitude not lower than 8,000 FT, then proceed to NANOI altitude not lower than 5,000 FT and follow the RNAV (GNSS) RWY23 procedure as published in AIP Thailand, or
- The pilot may request permission to fly directly to (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to KANYA (IF) altitude 3,300 FT, and cross 30 NM from UBL DVOR, altitude not lower than 8,000 FT, following the RNAV (GNSS) RWY23 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 track mile estimate to 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 procedures 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 (number)"

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 UBON APPROACH"

1.4.7 Approval by Ubon 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 (number), 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.

2. VFR REPORTING POINTS AND LOCAL PROCEDURES

2.1 Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into Ubon Ratchathani Airport, The procedures of inbound traffic or VFR flight, conventional and prop jet aircraft be set up as follow:

a) Aircraft entering to land from north of Ubon Ratchathani Airport, shall report over Khuang Nai District, designated as KILO NOVEMBER (1523.0N 10434.0E) and / or Nong Tae District designated as NOVEMBER (1524.4N 10447.9E which are 22 NM on R-300 and 11NM or R-337 of UBL DVOR/DME respectively. When reaching November the aircraft will be instructed to join aerodrome traffic pattern accordingly.
b) Aircraft entering to land from west or southwest of Ubon Ratchathani Airport, shall report over Kantharom District, designated as KILO ROMEO (1505.5N 10431.5E) and/or Pak Nam Chi designated as DELTA (1511.5N 10443.5E) which are 24 NM on R-248 and 10 NM on R-250 of UBL VOR/DME respectively. When reaching DELTA the aircraft will be instructed to join aerodrome traffic pattern accordingly.
c) Aircraft entering to land from south of Ubon Ratchathani Airport, shall report over Sri-cai Bridge, designated as SIERRA (1506.0N 10454.4E) which is 9 NM on R-167 of UBL DVOR/DME. When Reaching SIERRA the aircraft will be instructed to join aerodrome traffic pattern accordingly.

2.2 Aerodrome traffic circuit

Using both sides of traffic circuit.

2.3 Overhead approach pattern

a) Using RWY05 by left turn pattern.
b) Using RWY23 by right turn pattern

2.4 Landing and Take - off

In order to avoid the high percentage of noise pollution at Ubon Ratchathani Airport, If traffic and weather condition permit, Pilots are requested to land by using RWY23 and take off RWY05.

VTUU AD 2.23 ADDITIONAL INFORMATION

- BAK14 RAG installed at 400 M from threshold runway 05 and 23 cable height 3 inches.

- Net Barrier installed on both side of runway 05/23 at 35 M (115 FT.) from threshold, height 1.35 M (4.5 FT.)

- Birds concentration on and in the vicinity of an aerodrome.

VTUU AD 2.24 CHARTS RELATED TO AN AERODROME

VTUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUD - UDON THANI / UDON THANI AIRPORT

VTUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	172311.17N 1024717.69E
2	Direction and distance from (city)	3 KM SW, from city
3	Elevation/Reference temperature	579 FT/26°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.87°W(2016) / 0.01°W
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Udon Thani Airprot Udon Thani Airport Makkhaeng, Muang Udon Thani 41000 Thailand Tel: +664 224 4426 Fax: +664 224 6804 AFS: VTUDYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUD AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1500
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	2300-1500
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	2300-1430
8	Fuelling	2300-1400
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

VTUD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1, AVGAS
3	Fuelling facilities/capacity	3 JET A-1 Refueller @ 12,000 L1 JET A-1 Refueller @ 22,000 L1 AVGAS DC Motor Dispenser from drum 200 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTUD AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines and shuttle bus
4	Medical facilities	Hospital in the city
5	Bank and Post Office	Bank: NIL Post office: At AD, open 0300-1100
6	Tourist Office	At AD and in the city
7	Remarks	NIL

VTUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 8
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTUD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 61/R/C/X/T
2	Taxiway width, surface and strength	TWY A-TWY N Width: 23 M Surface: Concrete Strength: PCN 61/R/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUD 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 shall follow marshaller strictly.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, CL, Aiming Point and RWY Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: CL and Edge TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTUD 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	NIL	NIL	Radio mast HGT 80 M painted red/ white LGTD on top	172444N 1024733E	NIL
			Radio mast HGT 105 M painted red/ white LGTD on top.	172655N 1024714E	
			Two Radio masts HGT 120 M Painted red/white LGTD on top	172455N 1024738E 172343N 1024743E	
			Radio mast HGT 73 M painted red/white LGTD on top	172419N 1024648E	

VTUD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Udon Thani, Upper Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1500 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Upper Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 224 6803
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observation System (AWOS) and Low Level Wind Shear Alert System (LLWAS)
9	ATS units provided with information	Udon Thani TWR
10	Additional information (limitation of service, etc.)	NIL

VTUD 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
12	117.69°	3048x45	PCN 65/F/C/X/T Asphalt	172333.72N 1024631.65E	THR 579 FT TDZ 579 FT
30	297.68°	3048x45	PCN 65/F/C/X/T Asphalt	172248.62N 1024803.73E	THR 579 FT TDZ 579 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	300x45	NIL	3768x300	NIL	NIL
NIL	300x45	NIL	3768x300	NIL	NIL

VTUD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	3048	3048	3348	3048	NIL
30	3048	3048	3348	3048	NIL

VTUD 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
12	SALS 420 M LIH	Green	PAPI LEFT 3° 20.7 M	NIL	NIL	3 048 M 60 M White LIH	Red	Red	NIL
30	SALS 420 M LIH	Green	PAPI LEFT 3°	NIL	NIL	3 048 M 60 M White LIH	Red	Red	NIL

VTUD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG WG EV 4 SEC.. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport. Switch-over time 13 SEC
5	Remarks	NIL

VTUD 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

VTUD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on UDN DVOR/DME (172304.20N 1024630.05E)
2	Vertical limits	3000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Udon Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Udon Approach	126.2 MHZ 265.9 MHZ ***119.45 MHZ	2300-1430	*Emergency Freq. **Other than this period 1 HR PN to ATC ***Backup Freq.
TWR	Udon Tower	*121.5 MHZ 122.5 MHZ *243.0 MHZ 355.4 MHZ ***119.45 MHZ	2300-1430	
GND	Udon Ground	121.9 MHZ 275.8 MHZ	2300-1430	
ATIS	Udon Airport	127.6 MHZ	2300-1430	UD NDB out of services

VTUD 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
NDB	UD	236 KHZ	H24	172316.17N 1024611.49E		
VOR/DME	UDN	114.3 MHZ CH90X	H24	172304.20N 1024630.05E		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal at required altitudes in various areas as follow: 1.20 NM orbit (due to border limited) - RDL331º-030º ALT should not below 2500 FT 2. 40 NM orbit - RDL031º-090º ALT should not below 3000 FT - RDL091º-190º ALT should not below 4000 FT - RDL191º-220º ALT should not below 5000 FT - RDL221º-330º ALT should not below 4000 FT 3. The airways were checked and result found satisfactory - Airway W15 on RDL097º flown to 40.1 NM ALT 4000 FT - Airway W4 on RDL143º flown to 50.0 NM ALT 4000 FT
ILS CAT I LOC RWY30	IUDN	110.1 MHZ	H24	172341.25N 1024616.25E		- Designated operational coverage 18 NM ±10º and 10 NM ±35º of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 505 M from THR of runway 12.
GP/DME		334.4 MHZ CH38X	H24	172256.70N 1024755.94E		- Glide path 3° - DME co-located with Glide Slope power output 100 watts Uni-directional.
TACAN	UDN	CH86	0000-1300	1722.9N 10248.1E		Military Facilities PN 30 min to ATC

VTUD AD 2.20 LOCAL AERODROME REGULATIONSS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Reporting points for VFR flight In order to expedite and maintain an order flow of air traffic into Udon Thani Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft be set up as follow:

a) Aircraft entering to land from north and northeast of Udon Thani Airport, will report over Bantin Distric, designated as TANGO (1739.6N 10247.6E) which is 17 NM on R-360 of UD VOR. When reaching TANGO the aircraft will be instructed to join aerodrome traffic pattern accordingly

b) Aircraft entering to land from east and southeast of Udon Thani Airport, will report over Nonghan District, designated as NOVEMBER (1721.5N 10306.1E) which is 17 NM on R-095 of UD VOR. When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic pattern accordingly

c) Aircraft entering to land from south and southwest of Udon Thani Airport will report over Ban Dongrueng, designated as ROMEO (1709.5N 10258.0E) which is 16 NM on R-145 of UD VOR. When reaching ROMEO the aircraft will be instructed to join aerodrome traffic pattern accordingly

d) Aircraft entering to land from west of Udon Thani Airport, will report over Ban Hua Khua (Hui Luang Reservoir) designated as HOTEL (1725.0N 10236.5E) which is 12 NM on R-280 of UD VOR. When reaching HOTEL the aircraft will be instructed to join aerodrome traffic pattern accordingly

1.2 Aerodrome traffic circuit.

Using both sides of traffic circuit

1.3 Overhead approach pattern.

a) Using runway 12 by right turn pattern.
b) Using runway 30 by left turn pattern.

VTUD AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUD AD 2.22 FLIGHT PROCEDURES

NIL

VTUD AD 2.23 ADDITIONAL INFORMATION

1. MILITARY RADAR AND FACILITIES

- Royal Thai Air Force ASR/SSR facilities installed and operations details as follows:

Radio call sign : UDON Departure Control/ UDOM Arrival Control

DEP freq : 134.1 and 261.4 MHZ

ARR freq : 119.6, 298.0 and 382.4 MHZ

Conver range/height : ASR 70 NM/40 000 FT

: SSR 200 NM/100 000 FT

Hours of operations : Monday-Friday 0100-0900

Emission : ASR 500 KW, SSR 1.5 KW

Remarks : Available for Military.

- BAK 14 RAG installed at 427 M from threshold runway 12 and 30 cable height 3 inches.

- Net Barrier installed on both side of runway 12/30 at 15 M from threshold.

2. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTUD AD 2.24 CHARTS RELATED TO AN AERODROME

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 (Non-instrument runway)	070.09°	1800x30	PCN 23/F/D/X/T Asphalt	054714.15N 1010834.44E	225 M (738 FT)
25 (Non-instrument runway)	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	NIL	NIL	NIL	1800 M 30 M White, LIH YCZ 600 M	Red NIL	NIL	NIL
25	NIL	Green NIL	NIL	NIL	NIL	1800 M 30 M White, LIH YCZ 600 M	Red NIL	NIL	RTIL

VTSY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: NIL 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
DVOR	BET	113.1MHZ	H24	054707.68N 1010838.65E		DVOR/DME restriction due to mountainous terrain surround DVOR/ DME station, coverage check does not provide adequate signal to 40 NM at required altitude and distance in various areas as follows: – Radial 350°-020° altitude should not below 8 000 FT – Radial 021°-040° altitude should not below 6 500 FT – Radial 041°-060° altitude should not below 9 000 FT – Radial 061°-075° altitude should not below 15 000 FT – Radial 076°-349° unable to check due to border limited DME.
DME		78X	H24	054707.82N 1010838.27E		DME co-located with DVOR

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

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSY AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSY-2-1

AERODROME CHART - ICAO

05 47 19.66 N
101 08 49.78 E

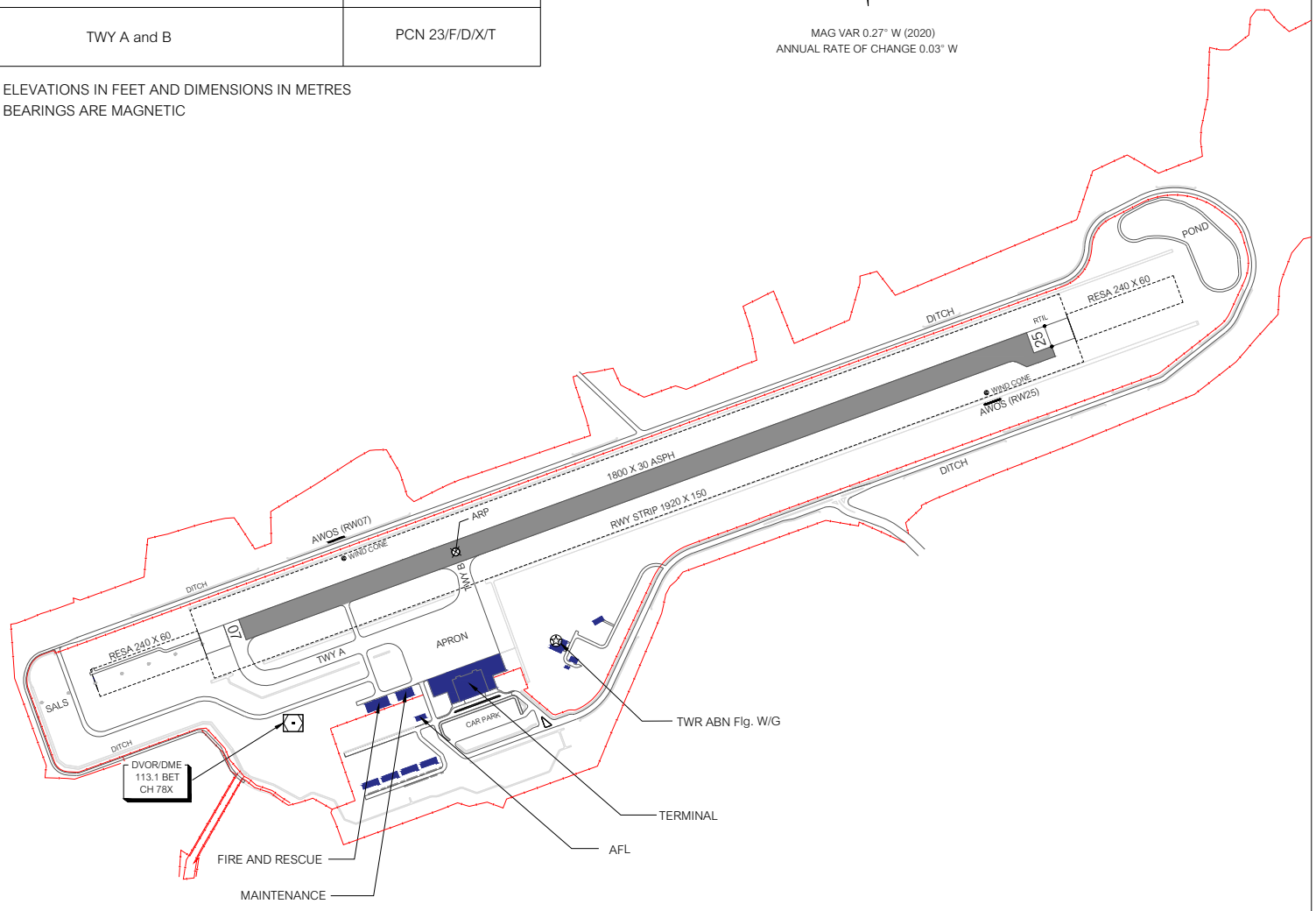
ELEV 738 FT
225 m

YALA / Betong

RWY	DIRECTION (TRUE BRG)	THR	BEARING STRENGTH
07	70.09	05 47 14.15 N 101 08 34.44 E	PCN 23/F/D/X/T
25	250.09	05 47 33.97 N 101 09 29.47 E	
APRON			PCN 23/R/D/X/T
TWY A and B			PCN 23/F/D/X/T

MAG VAR 0.27° W (2020)
ANNUAL RATE OF CHANGE 0.03° W

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

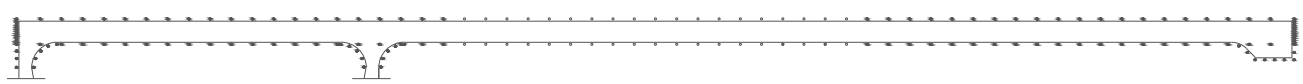


METRES
150 0 100 250 500
500 0 500 1000 1500
FEET

Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 07/25 AND EXIT TWY

LIGHTING AIDS RWY 07/25 AND EXIT TWY



CHANGE: NEW CHART

INTENTIONALLY BLANK