

GEN 4.2 AIR NAVIGATION SERVICE CHARGES

Air Navigation Service Charges by Aeronautical Radio of Thailand Ltd.

For the provision of International and Domestic Communications Services, Area Control, Approach Control and Aerodrome Control Services as described in AIP-Thailand, Aeronautical Radio of Thailand Ltd. (AEROTHAI) will charge operators the Air Navigation Service (ANS) charges at the following rates:

1. Customers

1.1 Member Airlines

Member airlines are airline companies operating regularly scheduled services into and/or domestic services in the Kingdom of Thailand (Thailand) scheduled in the published timetables, whose applications to become the Company's shareholders have been approved by the Company. They have responsibility for the Company's finance. Eligible airlines can apply to be the Company's member airline by submitting a letter of application together with a copy of flight schedule as published in the timetable, a letter of permission from the Civil Aviation Authority of Thailand, a copy of the certificate of the airline company's registration and a Power of Attorney (authorizing the person to act on behalf of the airline) with a copy of passport or I.D. card. For more information, please visit www.aerothai.co.th/shareholder

1.2 Non-Member Airlines

Non-member Airlines are airline companies which normally operate scheduled or non-scheduled services into and/or domestic services in Thailand.

1.3 Charter Flights

Charter Flights operates for tourists and/or goods into/from Thailand by non-member airlines.

1.4 School Flights

School Flights are operated with small aircraft with maximum take-off weight not exceeding 5.7 tones and are performed by students as trainees or pilots within the frames of training programs of training schools accredited by the Civil Aviation Authority of Thailand.

2. Structure of Air Navigation Service Charges (ANS):

ANS Charges = En Route Charge + Terminal Charge
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2.1

$$\text{En Route Charge} = \sqrt{\text{MTOW}/X} \times \text{Distance}/250 \text{ Km} \times \text{Unit Rate}$$

2.2

$$\text{Terminal Charge} = \sqrt{\text{MTOW}} \times \text{Terminal Multiplier} \times \text{Unit Rate}$$

Where the value of X is:

MTOW = 0 – 100 Tonne, X = 50
MTOW = 101 – 200 Tonne, X = MTOW/2
MTOW > 200 Tonne, X = 100

Descriptions:a) **MTOW**

MTOW is the Maximum Take-off Weight of aircraft in 'metric ton' as specified by the factory, rounding up fraction to the next whole number. The calculation of ANS charges will be based on MTOW which is provided by AEROTHAI. (See details in www.aerothai.co.th/airlineservices)

b) **Distance**

Distance is the great circle distance travelled within Bangkok FIR in 'kilometer', rounding up fraction to the next whole number. For each landing and take-off within the Bangkok FIR, 50 kilometers are deducted from the great circle distance. If the great circle

distance after being deducted for landing/take-off is less than 250 kilometers, it will be calculated as 250 kilometers (Distance Factor = 1). The calculation of ANS charges will be based on a distance factor which is provided by AEROTHAI. (See details in www.aerothai.co.th/airlineservices)

c) **Terminal Multiplier**

Suvarnabhumi International Airport	=0.90
Don Mueang International Airport	=0.50
Regional International Airports (Chiang Mai, Mae Fah Luang -Chiang Rai, Phuket & Hat Yai International Airports)	=0.50
U-Tapao Rayong Pattaya International Airport	= 0.05

d) **Unit Rate**

En Route Charge	= 3,500 Baht per unit
Terminal Charge	= 500 Baht per unit

Note 1: The calculation of ANS charges for Member Airlines and Charter Flights is specified at the Unit Rate stated above which in one-third of Non-Member Airlines' calculation.

Note 2: The specified ANS charges hereunder are applicable to School Flights, effective from 1 January 2016 onwards.

Part	Types of Charges	4 Training Hub Airports (Hua Hin, Nakhon Ratchasima, Phitsanulok, Khon Kaen)	Non-Training Hub Airports
1	En Route Charge	10% of Member Airlines' Charge	20% of Member Airlines' Charge
2	Terminal Charge (Departure/Arrival (DEP/ARR))	50% of Member Airlines' Charge	100% of Member Airlines' Charge
3	3.1 Terminal Charge (Touch & Go Landing (TGL), Low Approach (LA), Missed Approach (MAT))	<ul style="list-style-type: none"> - 50% of Member Airlines' Charge - DEP and ARR together counted as 1 flight - Only the final flight charged 	<ul style="list-style-type: none"> - 100% of Member Airlines' Charge - DEP and ARR together counted as 1 flight - Every flight charged
	3.2 Terminal Charge (Stop & Go Landing (SGL))	<ul style="list-style-type: none"> - 50% of Member Airlines' Charge - DEP and ARR together counted as 2 flights - Only the final flight charged 	<ul style="list-style-type: none"> - 100% of Member Airlines' Charge - DEP and ARR together counted as 2 flights - Every flight charged

- In order to promote the government's policy to support domestic flights, 25% discount on ANS charges is applied to domestic flights including School Flights.
- Overfly ANS Charges are 1.45 times of International Flight ANS Charges.

3. Payment

3.1 Setting the payment of ANS charges is the responsibility of the aircraft operator or the owner.

3.2 Payment of ANS Charges can be made by cash at AEROTHAI's offices at either the head office or the airports. Otherwise, the payment can be transferred to the following bank account:

Account name	:Aeronautical Radio of Thailand Ltd.
Bank name	:Krung Thai Bank PCL.
Branch	:Queen Sirikit National Convention Center
Account no.	:009-1-10246-4
Swift code	:KRTHTHBK

3.3 For scheduled flight, invoice will be billed on a monthly basis, and the payment must be made within the due date presented on the invoice.

3.4 For non-scheduled flight, airlines shall have a recognized agent in Thailand, and the payment must be made by the agent to AEROTHAI at the end of the month. Where there is no agent, payment must be made to AEROTHAI at the airports before departure or to our bank account stated above before landing or overflying Thailand.

4. Exemptions

4.1 Foreign military aircraft;

4.2 Aircraft used for the operation of the foreign governments which carries the representatives of that government to or through

Thailand;

4.3 Aircraft which the Civil Aviation Board considered necessarily to be used in special government services; and

4.4 Aircraft of flying clubs as well as private aircraft with MTOW not exceeding 5.7 T which operated on a non-commercial or non-profit basis.

5. Contact

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