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Talat Bang Khen, Lak Si, Bangkok 10210 Thailand

AIRAC AIP - THAILAND
Amendment 12/20
24 SEP 20

This AIRAC AIP AMDT 12/20 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 1.4	ENTRY, TRANSIT AND DEPARTURE OF CARGO
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GEN 4.3	REGULATORY FEE
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	AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS
	AD 2.14 APPROACH AND RUNWAY LIGHTING

1.

DESTROY			INSERT		
GEN	0.2-1	8 OCT 2020	GEN	0.2-1	5 NOV 2020
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	0.4-9	8 OCT 2020		0.4-9	5 NOV 2020
	0.4-10	8 OCT 2020		0.4-10	5 NOV 2020
	0.4-11	8 OCT 2020		0.4-11	5 NOV 2020
	1.4-1	18 JUL 2019		1.4-1	5 NOV 2020

DESTROY			INSERT		
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	1.4-3	18 JUL 2019		1.4-3	5 NOV 2020
	1.4-4	18 JUL 2019		1.4-4	5 NOV 2020
	3.2-10	13 AUG 2020		3.2-10	5 NOV 2020
	3.2-15	8 OCT 2020		3.2-15	5 NOV 2020
	4.3-1	18 JUL 2019		4.3-1	5 NOV 2020
ENR	3.3-16	8 OCT 2020	ENR	3.3-16	5 NOV 2020
	3.3-17	8 OCT 2020		3.3-17	5 NOV 2020
	3.3-18	8 OCT 2020		3.3-18	5 NOV 2020
	3.3-19	8 OCT 2020		3.3-19	5 NOV 2020
	3.3-20	8 OCT 2020		3.3-20	5 NOV 2020
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	3.3-22	8 OCT 2020		3.3-22	5 NOV 2020
	3.3-23	8 OCT 2020		3.3-23	5 NOV 2020
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	3.3-28	8 OCT 2020		3.3-28	5 NOV 2020
	3.3-29	8 OCT 2020		3.3-29	5 NOV 2020
	3.3-30	8 OCT 2020		3.3-30	5 NOV 2020
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	3.3-33	8 OCT 2020		3.3-33	5 NOV 2020
	3.3-34	8 OCT 2020		3.3-34	5 NOV 2020
	3.3-35	8 OCT 2020		3.3-35	5 NOV 2020
	3.3-36	8 OCT 2020		3.3-36	5 NOV 2020
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	3.3-48	8 OCT 2020		-	-
	4.1-4	10 SEP 2020		4.1-4	5 NOV 2020
	4.1-5	10 SEP 2020		4.1-5	5 NOV 2020
	4.4-1	8 OCT 2020		4.4-1	5 NOV 2020

DESTROY			INSERT		
	4.4-2	8 OCT 2020		4.4-2	5 NOV 2020
	6-1	8 OCT 2020		6-1	5 NOV 2020
	6-3	8 OCT 2020		6-3	5 NOV 2020
AD	2-VTBD-1-5	21 MAY 2020	AD	2-VTBD-1-5	5 NOV 2020
	2-VTBD-1-7	21 MAY 2020		2-VTBD-1-7	5 NOV 2020
	2-VTBD-1-22	8 OCT 2020		2-VTBD-1-22	5 NOV 2020
	2-VTBD-2-1	5 DEC 2019		2-VTBD-2-1	5 NOV 2020
	2-VTPH-1-6	12 SEP 2019		2-VTPH-1-6	5 NOV 2020
	2-VTPH-1-7	12 SEP 2019		2-VTPH-1-7	5 NOV 2020
	2-VTPH-1-8	26 MAR 2020		2-VTPH-1-8	5 NOV 2020
	2-VTSB-1-4	18 JUL 2019		2-VTSB-1-4	5 NOV 2020
	2-VTSB-1-10	30 JAN 2020		2-VTSB-1-10	5 NOV 2020
	2-VTSB-2-1	18 JUL 2019		2-VTSB-2-1	5 NOV 2020
	2-VTSM-1-2	12 SEP 2019		2-VTSM-1-2	5 NOV 2020
	2-VTSM-1-3	12 SEP 2019		2-VTSM-1-3	5 NOV 2020
	2-VTSM-1-5	12 SEP 2019		2-VTSM-1-5	5 NOV 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	A2202/20 (C3288/20)

- 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	
8/20	04 JUN 2020	16 JUL 2020	
9/20	02 JUL 2020	13 AUG 2020	
10/20	30 JUL 2020	10 SEP 2020	
11/20	27 AUG 2020	8 OCT 2020	
12/20	24 SEP 2020	5 NOV 2020	

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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	**5 NOV 20**
0.3-1	18 JUL 19
0.4-1	**5 NOV 20**
0.4-2	**5 NOV 20**
0.4-3	**5 NOV 20**
0.4-4	**5 NOV 20**
0.4-5	**5 NOV 20**
0.4-6	**5 NOV 20**
0.4-7	**5 NOV 20**
0.4-8	**5 NOV 20**
0.4-9	**5 NOV 20**
0.4-10	**5 NOV 20**
0.4-11	**5 NOV 20**
0.5-1	18 JUL 19
0.6-1	18 JUL 19
GEN 1.	
1.1-1	18 JUL 19
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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	**5 NOV 20**
1.4-2	**5 NOV 20**
1.4-3	**5 NOV 20**
1.4-4	**5 NOV 20**
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1.6-1	8 OCT 20
1.6-2	8 OCT 20
1.6-3	8 OCT 20
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	16 JUL 20
2.1-2	16 JUL 20
2.2-1	12 SEP 19
2.2-2	12 SEP 19
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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.	
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3.1-2	12 SEP 19
3.1-3	12 SEP 19
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3.1-7	12 SEP 19
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3.2-14	8 OCT 20
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3.4-9	18 JUL 19
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3.5-1	8 OCT 20
3.5-2	8 OCT 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	8 OCT 20
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	**5 NOV 20**
PART 2 - EN-ROUTE (ENR)	
ENR 0.	
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ENR 1.	
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1.6-7	5 DEC 19
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1.14-2	18 JUL 19

Page	Date
1.14-3	18 JUL 19
1.14-4	18 JUL 19
1.14-5	18 JUL 19
1.14-6	18 JUL 19
1.14-7	18 JUL 19
ENR 2.	
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3.6-1	18 JUL 19
ENR 4.	
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4.1-9	10 SEP 20
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4.1-11	10 SEP 20
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4.3-2	18 JUL 19
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4.4-2	**5 NOV 20**
4.4-3	8 OCT 20
4.5-1	18 JUL 19
ENR 5.	
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5.1-2	5 DEC 19
5.1-3	16 JUL 20
5.1-4	16 JUL 20
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	16 JUL 20
5.1-14	16 JUL 20

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2-VTCC-7-3	18 JUL 19
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2-VTCC-7-5	18 JUL 19
2-VTCC-7-6	18 JUL 19
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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	10 SEP 20
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
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2-VTCT-1-8	27 FEB 20
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2-VTCT-6-3	18 JUL 19
2-VTCT-6-4	8 OCT 20
2-VTCT-6-5	8 OCT 20
2-VTCT-6-6	8 OCT 20
2-VTCT-6-7	8 OCT 20
2-VTCT-8-1	18 JUL 19
2-VTCT-8-3	8 OCT 20
2-VTCT-8-4	8 OCT 20
2-VTCT-8-5	8 OCT 20
2-VTCT-8-6	8 OCT 20
2-VTCT-8-7	8 OCT 20
2-VTCT-8-8	8 OCT 20
2-VTCT-8-9	8 OCT 20
2-VTCT-8-10	8 OCT 20
2-VTCT-8-11	8 OCT 20
2-VTCT-8-13	8 OCT 20
2-VTCT-8-14	8 OCT 20
2-VTCT-8-15	8 OCT 20
2-VTCT-8-16	8 OCT 20

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	16 JUL 20
2-VTSP-1-8	16 JUL 20
2-VTSP-1-9	16 JUL 20
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	16 JUL 20
2-VTSP-1-21	16 JUL 20
2-VTSP-1-22	16 JUL 20
2-VTSP-1-23	16 JUL 20
2-VTSP-1-24	16 JUL 20
2-VTSP-1-25	16 JUL 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
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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
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2-VTSP-7-9	18 JUL 19
2-VTSP-7-10	18 JUL 19
2-VTSP-7-11	18 JUL 19
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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
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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
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2-VTBS-1-50	23 APR 20
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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	8 OCT 20
2-VTBS-1-69	8 OCT 20
2-VTBS-1-70	8 OCT 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

Page	Date
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	8 OCT 20
2-VTBS-6-10	8 OCT 20
2-VTBS-6-11	8 OCT 20
2-VTBS-6-12	8 OCT 20
2-VTBS-6-13	8 OCT 20
2-VTBS-6-14	8 OCT 20
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
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2-VTBS-6-24	8 OCT 20
2-VTBS-6-25	8 OCT 20
2-VTBS-6-26	8 OCT 20
2-VTBS-6-27	8 OCT 20
2-VTBS-6-28	8 OCT 20
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	8 OCT 20
2-VTBS-6-36	8 OCT 20
2-VTBS-6-37	8 OCT 20
2-VTBS-6-38	8 OCT 20
2-VTBS-6-39	8 OCT 20
2-VTBS-6-40	8 OCT 20
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	8 OCT 20
2-VTBS-6-48	8 OCT 20
2-VTBS-6-49	8 OCT 20
2-VTBS-6-50	8 OCT 20
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2-VTBS-6-52	8 OCT 20
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2-VTBS-7-4	8 OCT 20
2-VTBS-7-5	8 OCT 20
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2-VTBS-7-14	8 OCT 20
2-VTBS-7-15	8 OCT 20
2-VTBS-7-16	8 OCT 20
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2-VTBS-8-4	18 JUL 19
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2-VTBS-8-6	18 JUL 19
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2-VTBS-8-11	18 JUL 19
2-VTBS-8-12	18 JUL 19
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2-VTBS-8-14	18 JUL 19
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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	13 AUG 20
2-VTSS-1-7	16 JUL 20
2-VTSS-1-8	16 JUL 20
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	13 AUG 20
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	13 AUG 20
2-VTSS-8-3	13 AUG 20
2-VTSS-8-5	13 AUG 20
2-VTSS-8-7	13 AUG 20
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	13 AUG 20
2-VTUO-1-6	13 AUG 20
2-VTUO-1-7	18 JUN 20
2-VTUO-1-8	18 JUN 20
2-VTUO-1-9	13 AUG 20
2-VTUO-2-1	18 JUL 19
2-VTUO-8-1	13 AUG 20
2-VTUO-8-3	13 AUG 20
2-VTUO-8-4	18 JUL 19
2-VTUO-8-5	13 AUG 20
2-VTUO-8-6	18 JUL 19
2-VTUO-8-7	13 AUG 20
2-VTUO-8-8	18 JUL 19
2-VTUO-8-9	13 AUG 20
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	13 AUG 20
2-VTUO-8-14	18 JUL 19
2-VTUO-8-15	18 JUL 19
2-VTUO-8-17	13 AUG 20
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	13 AUG 20
2-VTSE-1-6	13 AUG 20
2-VTSE-1-7	13 AUG 20
2-VTSE-2-1	18 JUL 19
2-VTSE-8-1	13 AUG 20
2-VTSE-8-3	13 AUG 20
2-VTSE-8-5	13 AUG 20
2-VTSE-8-6	18 JUL 19
2-VTSE-8-7	13 AUG 20

Page	Date
2-VTSE-8-8	18 JUL 19
2-VTSE-8-9	13 AUG 20
2-VTSE-8-10	18 JUL 19
2-VTSE-8-11	13 AUG 20
2-VTSE-8-12	18 JUL 19
2-VTSE-8-13	18 JUL 19
2-VTSE-8-15	13 AUG 20
2-VTSE-8-16	18 JUL 19
2-VTSE-8-17	13 AUG 20
2-VTSE-8-18	18 JUL 19

KHON KAEN / KHON KAEN AIRPORT

2-VTUK-1-1	12 SEP 19
2-VTUK-1-2	12 SEP 19
2-VTUK-1-3	26 MAR 20
2-VTUK-1-4	12 SEP 19
2-VTUK-1-5	13 AUG 20
2-VTUK-1-6	13 AUG 20
2-VTUK-2-1	18 JUL 19
2-VTUK-2-3	18 JUL 19
2-VTUK-6-1	13 AUG 20
2-VTUK-6-2	18 JUL 19
2-VTUK-6-3	13 AUG 20
2-VTUK-6-4	18 JUL 19
2-VTUK-8-1	13 AUG 20
2-VTUK-8-3	13 AUG 20
2-VTUK-8-5	13 AUG 20
2-VTUK-8-6	18 JUL 19
2-VTUK-8-7	13 AUG 20
2-VTUK-8-8	18 JUL 19
2-VTUK-8-9	13 AUG 20
2-VTUK-8-10	18 JUL 19
2-VTUK-8-11	13 AUG 20
2-VTUK-8-12	18 JUL 19
2-VTUK-8-13	13 AUG 20
2-VTUK-8-14	18 JUL 19
2-VTUK-8-15	13 AUG 20
2-VTUK-8-16	18 JUL 19
2-VTUK-9-1	13 AUG 20
2-VTUK-9-2	27 FEB 20
2-VTUK-9-3	13 AUG 20
2-VTUK-9-4	27 FEB 20
2-VTUK-9-5	13 AUG 20
2-VTUK-9-6	27 FEB 20
2-VTUK-9-7	13 AUG 20
2-VTUK-9-8	27 FEB 20
2-VTUK-9-9	13 AUG 20
2-VTUK-9-10	27 FEB 20
2-VTUK-9-11	13 AUG 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	13 AUG 20
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	16 JUL 20
2-VTCH-1-7	16 JUL 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	8 OCT 20
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	13 AUG 20
2-VTUQ-1-6	13 AUG 20
2-VTUQ-1-7	13 AUG 20
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

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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	13 AUG 20
2-VTUN-1-7	23 APR 20
2-VTUN-2-1	18 JUL 19
2-VTUN-8-1	23 APR 20
2-VTUN-8-2	23 APR 20

NAKHON SAWAN /NAKHON SAWAN AIRPORT

2-VTPN-1-1	16 JUL 20
2-VTPN-1-2	12 SEP 19
2-VTPN-1-3	12 SEP 19
2-VTPN-1-4	12 SEP 19
2-VTPN-1-5	12 SEP 19

NAKHON SAWAN/TAKHLI AIRPORT

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

NAKHON SI THAMMARAT / NAKHON SI THAMMARAT AIRPORT

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

NAKHON SI THAMMARAT / CHA - IAN AIRPORT

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

NAN / NAN NAKHON AIRPORT

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

NARATHIWAT / NARATHIWAT AIRPORT

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

PATTANI / PATTANI AIRPORT

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

PHETCHABUN / PHETCHABUN AIRPORT

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

PHITSANULOK / PHITSANULOK AIRPORT

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

PHRAE / PHRAE AIRPORT

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

PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT

2-VTBP-1-1	10 SEP 20

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

PRACHUAP KHIRI KHAN / HUA HIN AIRPORT

2-VTPH-1-1	12 SEP 19
2-VTPH-1-2	12 SEP 19
2-VTPH-1-3	26 MAR 20
2-VTPH-1-4	12 SEP 19
2-VTPH-1-5	13 AUG 20
2-VTPH-1-6	**5 NOV 20**
2-VTPH-1-7	**5 NOV 20**
2-VTPH-1-8	**5 NOV 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	16 JUL 20
2-VTSR-1-6	16 JUL 20
2-VTSR-1-7	16 JUL 20
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	13 AUG 20
2-VTUV-1-6	16 JUL 20
2-VTUV-2-1	26 MAR 20
2-VTUV-6-1	16 JUL 20
2-VTUV-6-2	16 JUL 20
2-VTUV-6-3	16 JUL 20
2-VTUV-6-5	16 JUL 20
2-VTUV-6-6	16 JUL 20
2-VTUV-6-7	16 JUL 20
2-VTUV-8-1	16 JUL 20
2-VTUV-8-2	16 JUL 20
2-VTUV-8-3	16 JUL 20
2-VTUV-8-4	16 JUL 20
2-VTUV-8-5	16 JUL 20
2-VTUV-8-6	16 JUL 20
2-VTUV-8-7	16 JUL 20
2-VTUV-8-8	16 JUL 20
2-VTUV-8-9	16 JUL 20
2-VTUV-8-10	16 JUL 20
2-VTUV-8-11	16 JUL 20
2-VTUV-8-12	16 JUL 20
2-VTUV-8-13	16 JUL 20
2-VTUV-8-15	16 JUL 20
2-VTUV-8-16	16 JUL 20
2-VTUV-8-17	16 JUL 20

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	**5 NOV 20**
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	**5 NOV 20**
2-VTSB-2-1	**5 NOV 20**
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	**5 NOV 20**
2-VTSM-1-3	**5 NOV 20**
2-VTSM-1-4	26 MAR 20
2-VTSM-1-5	**5 NOV 20**
2-VTSM-1-6	10 SEP 20
2-VTSM-1-7	10 SEP 20
2-VTSM-1-8	10 SEP 20
2-VTSM-1-9	10 SEP 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

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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
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	16 JUL 20
2-VTST-1-6	16 JUL 20
2-VTST-1-7	16 JUL 20
2-VTST-1-8	16 JUL 20
2-VTST-1-9	16 JUL 20
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

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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	13 AUG 20
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	13 AUG 20
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	13 AUG 20
2-VTUU-1-14	18 JUN 20
2-VTUU-2-1	13 AUG 20
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
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

Page	Date
2-VTSY-1-3	21 MAY 20
2-VTSY-1-4	16 JUL 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

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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. Customs Requirement Concerning Cargo and Other Articles

1.1 The minimum documents required for clearance of goods through Customs for entering into the Kingdom of Thailand are as follows:

1.1.1 Import Declaration;

1.1.2 Bill of lading (B/L) of Air Waybill;

1.1.3 Invoice;

1.1.4 Packing List;

1.1.5 Import License (if applicable);

1.1.6 Certificate of Origin (if applicable);

1.1.7 Insurance Premium Invoice (if applicable);

1.1.8 Other relevant documents such as catalogue, product ingredients, etc.

1.2 The Following documents are required for transshipment of goods:

1.2.1 Transshipment Entry;

1.2.2 Bill of Lading (Through bill of landing);

1.2.3 Manifest which shown embarking port, transshipment port and destination port as same as through bill of lading; and

1.2.4 If transit goods are under controlled by various agencies it is required Transit Permit before transit the Kingdom of Thailand.

1.3 The minimum documents are required for clearance of goods to be shipped out of the Kingdom of Thailand are as follows:

1.3.1 Export Declaration;

1.3.2 Invoice;

1.3.3 Export License (if possible);

1.3.4 Other relevant documents such as catalogue, product ingredients, etc.

1.4 Permit granted by The Civil Aviation Authority of Thailand (CAAT) is required for transport of dangerous goods by air:

1.4.1 Dangerous Goods:

Class 1: Explosives

Division 1.1: Substances and articles which have a mass explosion hazard

Division 1.2: Substances and articles which have a projection hazard but not a mass explosion hazard

Division 1.3: Substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard

Division 1.4: Substances and articles which present no significant hazard

Division 1.5: Very insensitive substances which have a mass explosion hazard

Division 1.6: Extremely insensitive articles which do not have a mass explosion hazard

Class 2: Gases

Division 2.1: Flammable gases

Division 2.2: Non-flammable, non-toxic gases

Division 2.3: Toxic gases

Class 3: Flammable liquids

Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, on contact with water, emit flammable gases

Division 4.1: Flammable solids, self-reactive and related substances and solid desensitized explosives and polymerizing substances

Division 4.2: Substances liable to spontaneous combustion

Division 4.3: Substances which, in contact with water, emit flammable gases

Class 5: Oxidizing substances and organic peroxides

Division 5.1: Oxidizing substances

Division 5.2: Organic peroxides

Class 6: Toxic and infectious substances

Division 6.1: Toxic substances

Division 6.2: Infectious substances

Class 7: Radioactive material

Class 8: Corrosive substances

Class 9: Miscellaneous dangerous substances and articles, including environmentally hazardous substances

2. Customs Procedure for Postal Parcels

2.1 Categorization of Postal Items for Customs Formalities

Postal items sent from aboard to Thailand are subject to selective inspection for Customs formalities categorization purpose before further distribution to the consignees. The postal items can be categorized into 3 groups as follow.

Group 1: Exempted from duty items, which are the items that follow below criteria.

a) Postal items sent by mail and the value of each dose not exceed 1,500 baht.
b) Trade samples of no commercial value. The Customs Officers will deliver such items to Thailand Post for further distribution to the consignees at the stated address on the postal items.

Group 2: Dutiable items, regardless a number of packages, sent at the same time by one consigner to another consignee or arrived simultaneously, whose FOB (Free on Board) values do not exceed 40,000 baht and are not the prohibited goods or restricted goods.

The Customs officers will open the packages with the presence of Thailand Post officers to joint inspect and make assessment of goods. Then pass the postal items to Thailand Post to send to the destined postal office in order to distribute to the consignees and collect the duty for the Customs Department. Thailand Post will issue “Notification to collect international postal items” and send to the stated consignee. The consignee will have to take the notification to the Thailand Post office stated on “Notification to collect international postal items” to pay the duty and receive the postal items. Officers of Thailand Post will issue the receipt for the duty payment on behalf of the customs.

In case the Customs officers find any postal items with the problems relating the goods value assessment or items that the consignees require the duty receipt issued by the Customs Department, the Customs officer will categorize such items as Group 3.

Group 3: Postal items other than Group 1 and Group 2.

The Customs officers will pass the postal items to Thailand Post to keep in the cargo. Thailand Post will issue “Notification to collect international postal items” and send to the consignees stated on the package. The consignees will have to take “Notification to collect international postal items” to Postal and Airport Customs Service Division or the Customs House stated in the notification and follow the customs formalities in order to receive the goods.

The customs formalities for the goods of Group 3 can be done in 2 ways.

a) If the value of goods exceeds 40,000 baht, the consignee is required to make an Import Declaration Form through the paperless system.
b) In case the value of goods does not exceed 40,000 baht, the Customs officer will then collect the duties and issue a receipt. The consignee is not required to make an Import Declaration Form.

2.2 Documents Required for receipt of postal items at Postal and Airport Customs Service Division or Customs House.

2.2.1 Documents required for fulfilling customs formalities in case of receiving goods by oneself.

a) “Notification to collect international postal items”
b) The personal identification card or any cards issued by the government agencies of the consignee whose name appears on the notification.

2.2.2 In the case of authority being given to other persons to receive goods on behalf on oneself.

a) “Notification to collect international postal items” with the authority appointer being filled in details on the back of the notification and duly signed.
b) The identification card of the appointer (copy & certified).
c) The identification card of the appointee.

2.2.3 In the case of the consignee being a legal entity, such as a company, a firm or a shop.

a) “Notification to collect international postal items” with the signature of the company's authorized person and the company's seal on the back of the notification.
b) The owner's card or a manager's card or an identification card of a person empowered to sign the documents binding such legal entity (copy & certified) and the appointee's card.
c) A certified copy of company registration.

Note: *The appointee has no authorization to appoint any third person as another appointee.*

2.3 Objection to Duty Assessment (items of Group 2)

When the consignees contact the Postal Office to receive the goods and are requested to pay for the duties of such goods, if the consignees disagree with the duty assessments, the consignees have to do:

a) Make a request in writing (the request form can be downloaded from www.postalcustoms.com). The request should be submitted along with “Notification to collect international postal items” and any related document directly.
b) The request should be submitted to Postal and Airport Customs Service Division, the Department of Customs or send through the Postal Office where the consignee contacts to receive the goods.
c) The consignee must not accept the duties at the Postal Office. After the request has been submitted, such postal items will be sent to Postal and Airport Customs Service Division for further consideration of the request.
d) The persons who submit the request can receive and make the payment for the duties at Postal and Airport Customs Service Division, Rongmuang Road, Wang-Mai, Patumwan District, Bangkok.

2.4 Contact us

For further inquiry and information please contact:

Customs Call Center: Call 1164 or
Customs Clinic: Call +662 667 7800-4, Fax. +662 667 7885,
E-mail: Customs_clinic@customs.go.th
Additional information may also be obtained from Customs ports of entry/exit. Please consult our telephone directory for a Customs office near you. The listing can be found under the “CONTACT US” section.

3. Plants Quarantine Requirements

3.1 Plant Quarantine Requirements: According to the Plant Quarantine Act B.E. 2507 (1964) amended by the Plant Quarantine Act (No.2) B.E. 2542 (1999) and the Plant Quarantine Act (No.3) B.E. 2551 (2008), the importation and exportation of plants shall be complied with the following rules.

3.1.1 Import Plant Quarantine Requirements

a) Prohibited articles: Prohibited articles which are specified in Ministerial Notifications are specific part of plants, any part of plants including soil, organic fertilizer, agricultural micro-organisms, animal pests of plant, earthworms, insects, mites, nematodes, snails, slugs, weeds, parasites or predators. Any person importing or bringing in transit prohibited articles shall comply with the following rules. (i) The importation or bringing in transit of prohibited articles for research purpose shall be received permission from the Director-General, accompanied by a phytosanitary certificate and complied with criteria, procedures and conditions specified by the Director-General. (ii) The importation or bringing in transit of prohibited articles which have already been subjected to pest risk analysis and allowed to import for commercial purpose or other purposes shall be received permission from the Director-General, accompanied by a phytosanitary certificate and complied with criteria, procedures and conditions specified by the Director-General. (iii) The importation or bringing in transit of prohibited articles for research, commercial or other purposes shall be made through the plant quarantine station for inspection by the plant quarantine official.
b) Restricted articles: Restricted articles which are specified in Ministerial Notifications are specific part of plants or any part of plants. Any person importing or bringing in transit restricted articles shall comply with the following rules. (i) The importation or bringing in transit shall be accompanied by a phytosanitary certificate and complied with criteria, procedures and conditions specified by the Director-General. (ii) The importation or bringing in transit of restricted articles shall be made through the plant quarantine station for inspection by the plant quarantine official.
c) Unprohibited articles: Unprohibited articles are plants other than prohibited and restricted articles. Any person importing or bringing in transit of unprohibited articles shall attach with a phytosanitary certificate and shall declare to the plant quarantine official.

3.1.2 Export Plant Quarantine Requirements

Any person who would carry out plants and/or plant products to abroad shall provide the phytosanitary certificate issued by Plant Quarantine Service, which comply with the requirement of the importing countries.

Procedure of export plant quarantine primarily depends on the requirements of importing countries which vary with the nature of plants and pests of quarantine concern.

These requirements generally consist of following measures.

a) Entry prohibited.
b) Entry approved under import permit.
c) Entry approved with the attachment of export phytosanitary certificate issued by the plant quarantine service of the exporting country.
d) Disinfection treatment required in exporting country.
e) Phytosanitary inspection required at growing site in exporting country.
f) Restriction posed on method of transportation, stage and portion of plant products, time of importation and mode of packing

By far, the most common is the requirement for export inspection and attachment of phytosanitary certificate which is issued by the Plant Quarantine Service in the country of origin. Therefore, you may have to apply for export inspection of the plants in order to obtain the phytosanitary certificate. The import requirements have to be followed which may take much time if specific requirements are required i.e. laboratory test, treatments.

Phytosanitary certification process

The applicant submits the application from P.Q.7 at the Plant Quarantine Station. In some cases, import permit from the importing countries need to be obtained in advance. Attached the import permit or its copy (if any) with the application form P.Q.7. If the import requirements cannot be followed by the plant quarantine officer at the office such as specific laboratory tests, inspection at the growing or production site, arrangements with the responsible agency has to be made in advance and laboratory report has to be attached. 'Phytosanitary Certificate' will be issued for the shipment which has approved by the inspectors.

Inspection method

Inspection is made primarily to confirm whether your plants are prohibited entry into the destined country or infested with the past of quarantine concern to the country.

Inspection site

Export inspection is carried out at the Plant Quarantine Station or the exporter packing house.

Other reminders

Some kind of plants must be examined by special inspection procedure. Please remind, therefore, that the inspection may not be completed within a day.

Fees

The applicant shall pay inspection (and/or treatment) and issuance of a phytosanitary certificate fee at the rate specified by the Director General, Department of Agriculture.

4. Animal Quarantine Requirements

4.1 Exportation

4.1.1 Animals or animal carcasses specified in Animal Epidemics Act B.E.2558(2015) and Ministerial Regulations is prohibited unless accompanied by Export License and Veterinary Health Certificate granted by Authorized Veterinary Officer of Department of Livestock Development.

4.1.2 Application for Export License and Veterinary Health Certificate must be done at least 15 days prior to date of departure.

4.2 Importation, Transshipment

4.2.1 Animals or animal carcasses specified in Animal Epidemics Act B.E.2558(2015) and Ministerial Regulations is prohibited unless there are Import Permit granted by Authorized Veterinary Officer of Department of Livestock Development and Veterinary Health Certificate of the country of origin.

4.2.2 Veterinary Health Certificate of the country of origin must be in English and issued by an Authorized Veterinary Officer and accompanied with every shipment of animals and/or animal carcasses. The aforementioned Certificate should meet the importation requirement of Department of Livestock Development.

4.2.3 Import Permit granted by Authorized Veterinary Officer of Department of Livestock Development must be done at least 15 days prior to date of entry.

4.2.4 Veterinary Health Certificate and Permit must declare to the Authorized Veterinary Officer at port of entry.

4.2.5 The carrier administrator shall provide details of imported animals and/or animal carcasses into Kingdom of Thailand to Animal Quarantine Station of port of entry before the arrival date of such carrier.

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 NOV 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
		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	5 NOV 2020
	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	13 AUG 2020
		Udon Thani	In AIP	18 JUL 2019
		Yala / Betong	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	8 OCT 2020
		RNAV RWY 03L / 03R - ENDUU3B NAKON3B SABAI3B SEHNA3B WEHHA3B	In AIP	8 OCT 2020
Standard Arrival Chart Instrument (STAR) - ICAO		**Bangkok / Suvarnabhumi**		
		RNAV RWY 19L / 19R - DOLNI3C EASTE3C LEBIM3C NORTA3C WILLA3C	In AIP	8 OCT 2020
		RNAV RWY 01L / 01R - DOLNI3D EASTE3D LEBIM3 NORTA3D WILLA3D	In AIP	8 OCT 2020
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		**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	5 NOV 2020

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GEN 4.3 REGULATORY FEE

1. Regulatory fee by The Civil Aviation Authority of Thailand

The Civil Aviation Authority of Thailand collect an arrival and departure fee to support the performance of regulatory and safety oversight functions.

2. Establishment of arrival and departure fee

In order to support the performance of regulatory functions, The Civil Aviation Authority of Thailand will collect the International arrival and departure fee from air operators on the basis of numbers of arriving and departing passenger international flights.

3. Charge application

Air operators shall collect and remit the International arrival and departure fee by calculated from the number of arriving and departing passengers on international flights, at the rate of 15 (fifteen) Thai baht (THB) per passenger per flight including transit and transfer passengers.

*In calculating numbers of International Arrival and Departure Fees under paragraph 1, the following passengers shall not be included:

a) A transit passenger who stay in the transit area not more than 12 hours;
b) A transit passenger in an international departure flight, who stay in the transit area more than 12 hours;
c) A transfer passenger in an international departure flight.

The following air operators are required to collect and remit the fee:

a) Operators with Thai Air Operators Certificate providing scheduled and/or non-scheduled air transport services on international routes; and
b) Foreign air operators providing scheduled and/or non-scheduled air transport services on international routes.

4. Payment

Information on methods of payment is available on The Civil Aviation Authority of Thailand website at www.caat.or.th. Fees unpaid or not fully paid by the date shall be liable for a surcharge of two percent per month.

5. Enquires

Point of Contact
Ms. Kanjana Sirapongpairoj
The Civil Aviation Authority of Thailand (CAAT)
333/105 Lak Si Plaza, Khamphaeng Phet 6 Rd.,
Talat Bang Khen, Lak Si, Bangkok, Thailand 10210
Website: www.caat.or.th
E-mail: regulatoryfee@caat.or.th

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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
M769 **(RNAV 2)** **[GNSS]**					
BANGKOK DVOR/DME (BKK) ▲ 135337N 1003546E	189° / 009° 49.0 NM	FL 460 / FL 155 Class A			Uni-directional route (northbound)
LEBIM ▲ 130515N 1002825E	182° / 002° 74.0 NM	FL 160			
SURMA ▲ 115122N 1002633E	182° / 002° 33.0 NM				
GOKEX ▲ 111815N 1002544E	182° / 002° 70.0 NM				
DONSI ▲ 100738N 1002401E	182° / 002° 14.0 NM				
SORTO ▲ 095353N 1002342E	182° / 002° 25.0 NM	FL 460 / FL 125 Class A			
PINUN ▲ 092825N 1002306E	182° / 002° 19.0 NM	FL 130			
RIPMU ▲ 090852N 1002238E	182° / 002° 22.0 NM				
DOXAS ▲ 084657N 1002208E	182° / 002° 76.0 NM				
DANDO ▲ 073054N 1002024E	187° / 007° 48.0 NM			↑	
RIGTO ▲ 064228N 1001504E					
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
M904 **(RNAV 2)** **[GNSS]**					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	163° 343° 49.0 NM	FL 460 6 500 FT Class A		↓	Between BKK and BUT, aircraft shall keep within the lateral limit for the route and close to the centreline as much as possible to avoid entering VT P7. When VT D71 is activated, M904 is not available for flight planning.
▲ KIGOB 130646N 1005106E	162° 342° 28.0 NM	7 000 FT			
▲ U-TAPAO DVOR/DME (BUT) 124000N 1010002E	165° 345° 19.0 NM	FL 460 FL 145 Class A FL 150			
▲ PIDEL 122143N 1010514E	164° 344° 17.0 NM	FL 460 FL 245 Class A			
△ DIPUN 120457N 1011011E	164° 344° 93.0 NM	FL 250			
△ SIRAT 103450N 1013640E	164° 344° 80.0 NM				
△ TONIK 091736N 1015907E	161° 341° 153.0 NM			↑	
▲ TIDAR 065230N 1025000E					
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 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
N506 **(RNAV 2)** **[GNSS]**					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	117° / 298° 18.0 NM	FL 460 / 7 500 FT Class A		↓	
▲ UGIPA 134524N 1005221E	118° / 298° 32.0 NM	8 000 FT			
▲ GORSI 133055N 1012128E	118° / 298° 15.0 NM				
▲ GOMES 132406N 1013506E	117° / 297° 23.0 NM				
▲ BERLU 131350N 1015620E	117° / 297° 36.0 NM	FL 460 / FL 155 Class A			
▲ BOKAK 125736N 1022947E		FL160			
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**
N891					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	137° 317° 50.0 NM	FL 460 7 000 FT Class A		↓	Longitudinal separation between aircraft 10 min.
▲ DOLNI 131740N 1011048E	137° 317° 42.0 NM	8 000 FT			
▲ RAYONG DVORDME (RYN) 124648N 1014042E	163° 343° 108.0 NM	FL 460 FL 160 Class A			
△ ANOBO 110323N 1021442E	163° 343° 39.0 NM	FL 170		↑	
▲ BENSA 102631N 1022630E					
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**
P627					
▲ PHUKET DVOR/DME (PUT) 080655N 0981823E	240° 060° 30.0 NM	FL 460 6 500 FT Class A		↓	
▲ ANPUB 075141N 0975216E	240° 060° 11.0 NM	7 000 FT		↑	
▲ RUSET 074616N 0974257E					
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 Airspace Classification	Lateral limits NM	Direction of cruising levels Odd | Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
P629 **(RNAV 2)** **[GNSS]**					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	137° 317°	FL 460 7 500 FT			
	11.0 NM	Class A			
▲ MUBUS 134530N 1004342E	137° 317°	8 000 FT			
	38.0 NM				
▲ DOLNI 131740N 1011048E	112° 292°				
	41.0 NM				
▲ NUGPA 130254N 1014959E	112° 292°				
	25.0 NM				
▲ OLDIR 125401N 1021325E	112° 292°	FL 460 FL 155			
	19.0 NM	Class A FL 160		↑	
▲ VAPVU 124701N 1023149E					

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**
P646					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	298° 118° 70.0 NM	FL 460 9 500 FT Class A		↓	Longitudinal separation between aircraft 10 min.
▲ TARED 142620N 0993129E	298° 118° 86.0 NM	10 000 FT		↑	
▲ BETNO 150554N 0981231E					
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**
Y1 **(RNAV 2)** **[GNSS]**					
UDON DVOR/DME (UDN) 172304N 1024630E	206° 026° 182.0 NM	FL 460 12 000 FT/FL 120 Class A 13 000 FT/FL 130		↓	Activate Monday to Friday 1000-2300 UTC and Saturday-Sunday H24 Expect ATC clearance transition to Initial waypoint STAR
UBLOD 143715N 1012612E	205° 025° 16.0 NM	FL 460 6 500 FT Class A 7 000 FT			
PIPOB 142236N 1011914E					
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**
Y2 **(RNAV 2)** **[GNSS]**					
▲ KHON KAEN DVOR/DME (KKN) 162815N 1024716E	216° 036° 135.0 NM	FL 460 12 000 FT/FL 120 Class A 13 000 FT/FL 130		↓	Activate Monday to Friday 1000-2300 UTC and Saturday-Sunday H24 Expect ATC clearance transition to Initial waypoint STAR
▲ UBLOD 143715N 1012612E	205° 025° 16.0 NM	FL 460 6 500 FT Class A 7 000 FT			
▲ PIPOB 142236N 1011914E					
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°	FL 460 / 7 000 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
DORNA	103.0 NM	Class A			
▲ 092459N 0994614E	229° / 049°	8 000 FT			
TEDOS	55.0 NM				
▲ 084834N 0990507E	229° / 049°				
MONBU	32.0 NM				
▲ 082659N 0984056E	229° / 049°				
PHUKET DVOR/DME (PUT)	30.0 NM				
▲ 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			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	8 000 FT			
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
Y5 **(RNAV 2)** **[GNSS]**					
PHUKET DVOR/DME (PUT) ▲ 080655N 0981823E	010° 190° 30.0 NM	FL 460 6 500 FT Class A		↓	Uni-directional route (northbound) Conditional Route (CDR) 1. Available on weekdays (Monday to Friday) from 1700-2200 UTC. 2. Available from Friday 1700 UTC to Sunday 2200 UTC and public holiday. 3. Other periods, Availability shall be notified by NOTAM or Airspace use plan (ASU) in www.thaicmac.aerothai.aero
IGEVI ▲ 083640N 0982320E	024° 204° 31.0 NM	7 000 FT			
ANDAX △ 090441N 0983545E	024° 204° 32.0 NM	FL 460 12 500 FT/FL 125 Class A			
NOMEK ▲ 093404N 0984835E	026° 206° 76.0 NM	13 000 FT/FL 130			
CHUM PHON DVOR/DME (CPN) ▲ 104240N 0992156E	043° 223° 35.0 NM				
MENEX ▲ 110831N 0994543E	044° 224° 28.0 NM				
EGUBO ▲ 112838N 1000450E	044° 224° 14.0 NM				
UPVIL ▲ 113836N 1001421E	044° 224° 18.0 NM				
SURMA ▲ 115122N 1002633E					
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
Y6 **(RNAV 2)** **[GNSS]**					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	337° 157° 51.0 NM	FL 460 12 500 FT/FL 125 Class A		↓	
▲ TANGO 144022N 1001433E	343° 163° 21.0 NM	13 000 FT/FL 130			
△ DUKEN 150006N 1000808E	343° 163° 84.0 NM	FL 460 FL 245 Class A			
▲ BORNO 162057N 0994139E	343° 163° 17.0 NM	FL 250			
△ SANAL 163705N 0993619E	343° 163° 63.0 NM	FL 460 12 500 FT/FL 125 Class A 13 000 FT/FL 130			
△ RINKA 173746N 0991609E	343° 163° 32.0 NM	FL 460 6 500 FT Class A			
▲ MARNI 180836N 0990549E	349° 169° 38.0 NM	7 000 FT			
▲ CHIANG MAI DVOR/DME (CMA) 184558N 0985740E					

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
Y7 **(RNAV 2)** **[GNSS]**					
▲ PANTA 181351N 0991917E	163° 343° 33.0 NM	FL 460 6 500 FT Class A		↓	
△ KEXIL 174204N 0992954E	163° 343° 86.0 NM	7 000 FT			
▲ PAKMO 162013N 0995656E	163° 343° 67.0 NM	FL 460 12 500 FT/FL 125 Class A 13 000 FT/FL 130			
▲ TAKHLI NDB (TL) 151633N 1001751E					

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
Y8 **(RNAV 2)** **[GNSS]**					
BANGKOK DVOR/DME (BKK)					
▲ 135337N 1003546E	197° 017°	FL 460 12 500 FT/FL 125		↓	Uni-directional route (southbound)
	44.0 NM	Class A			
MOTNA					
▲ 131110N 1002306E	226° 046°	13 000 FT/FL 130			
	16.0 NM				
SABIS					
▲ 125959N 1001125E	226° 046°				
	35.0 NM				
VANKO					
▲ 123511N 0994538E	180° 000°				
	51.0 NM				
BUXEL					
▲ 114342N 0994540E	180° 000°				
	35.0 NM				
MENEX					
▲ 110831N 0994543E	198° 018°	FL 460 7 500 FT			
	101.0 NM	Class A			
IKERA					
▲ 093146N 0991532E	198° 018°	8 000 FT			
	25.0 NM				
SURAT THANI DVOR/DME (STN)					
▲ 090746N 0990805E	220° 040°	FL 460 6 500 FT			
	25.0 NM	Class A			
LAMUL					
▲ 084818N 0985208E	219° 039°	7 000 FT			
	23.0 NM				
SAVSA					
▲ 083016N 0983729E	220° 040°				
	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**
Y9 **(RNAV 2)** **[GNSS]**					
▲ DANDO 073054N 1002024E	176° 356° 35.0 NM	FL 460 6 500 FT Class A 7 000 FT		↑	
▲ HAT YAI DVOR/DME (HTY) 065603N 1002316E					
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
Y10 **(RNAV 2)** **[GNSS]**					
▲ OBLEX 072948N 1003228E	196° 015° 35.0 NM	FL 460 6 500 FT Class A 7 000 FT		↓	
▲ HAT YAI DVOR/DME (HTY) 065603N 1002316E					
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
Y11 **(RNAV 2)** **[GNSS]**					
KIGOB					
▲ 130646N 1005106E	162° 342° 28.0 NM	FL 460 FL 155 Class A		↓	When VTD71 is activated, Y11 is not available for flight planning. Between KIGOB and BUT, aircraft shall fly on the centerline of the route as much as possible to avoid entering VTP7.
U-TAPAO DVOR/DME (BUT)					
▲ 124000N 1010002E	165° 345° 19.0 NM	FL 160			
PIDEL					
▲ 122143N 1010514E	181° 001° 43.0 NM				
NOMEP					
△ 113830N 1010454E	168° 348° 76.0 NM	FL 460 FL 245 Class A			
RILVI					
▲ 102334N 1012142E	168° 348° 83.0 NM	FL 250			
TENUM					
▲ 090229N 1013948E	172° 352° 168.0 NM				
PASVA					
▲ 061529N 1020431E					
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**
Y12 **(RNAV 2)** **[GNSS]**					
DOLNI ▲ 131740N 1011048E	161° 341° 44.0 NM	FL 460 FL 155 Class A			When VTR13 is activated, Y12 is not available for flight planning.
ALEMI ▲ 123626N 1012600E	168° 348° 113.0 NM	FL 160		↑	
ALUMO ▲ 104554N 1015123E					
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
Y13 **(RNAV 2)** **[GNSS]**					
BANGKOK DVOR/DME (BKK)					
▲ 135337N 1003546E	056° 236° 51.0 NM	FL 460 6 500 FT Class A			Available for aircraft with VTBS as destination only.
PIPOB					
▲ 142236N 1011914E	073° 253° 37.0 NM	7 000 FT			
RUKSA					
▲ 143351N 1015512E	073° 253° 60.0 NM	FL 460 FL 205 Class A			
PAKRI					
▲ 145202N 1025409E	072° 252° 54.0 NM	FL 210		↑	
GRASO					
▲ 150917N 1034714E					
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**
Y14 **(RNAV 2)** **[GNSS]**					
▲ SELKA 142020N 1015311E	024° 204° 38.0 NM	FL 460 FL 205 Class A FL 210		↓	
▲ KHORAT DVOR/DME (KRT) 145502N 1020823E					
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
Y15 **(RNAV 2)** **[GNSS]**					
SANOT					
△ 145134N 1032548E	050° 230° 27.0 NM	FL 460 FL 205 Class A		↓	
GRASO					
▲ 150917N 1034714E	024° 204° 59.0 NM	FL 210			
GUROK					
▲ 160329N 1041106E					
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**
Y16 **(RNAV 2)** **[GNSS]**					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	079° 259° 51.0 NM	FL 460 7 500 FT Class A		↓	
▲ UPKUP 140353N 1012655E	078° 258° 31.0 NM	8 000 FT			
▲ LIPLI 141028N 1015756E	073° 253° 39.0 NM	FL 460 FL 205 Class A			
▲ XIKMA 142236N 1023626E	070° 251° 73.0 NM	FL 210			
▲ PEKBA 144808N 1034733E	071° 252° 111.0 NM				
▲ BUTRA 152506N 1053546E					
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		↓	
▲ RUMVA 091717N 1001600E	20.0 NM 142° / 322°	Class A 5 000 FT			
△ PAGLU 091549N 1001709E	2.0 NM 142° / 322°	FL 460 / 6 500 FT			
▲ RIPMU 090852N 1002238E	9.0 NM 142° / 322°	Class A 7 000 FT			
▲ APOBI 090147N 1002814E	9.0 NM 142° / 322°				
▲ LOSDA 085356N 1003425E	10.0 NM 142° / 322°				
▲ IDRUK 082724N 1005513E	34.0 NM 142° / 322°	FL 460 / 9 500 FT			
▲ IKOGA 073935N 1013235E	60.0 NM	Class A 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	Class A			
	332° 152°	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.					

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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° 30.0 NM	FL 460 / 6 500 FT Class A		↓	Uni-directional route (northbound)
EMRIT ▲ 080621N 0984840E	090° / 270° 10.0 NM	7 000 FT			
KRABI DVORDME (KBI) ▲ 080627N 0985839E	047° / 227° 20.0 NM	FL 460 / 7 500 FT Class A			
OSPEX ▲ 082015N 0991319E	047° / 227° 10.0 NM	8 000 FT			
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.					

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Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
CHUM PHAE DVOR/DME	CMP	112.9MHZ (CH 76X)		163811.3N 1 015905.4E	-	DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, during radial check found roughness and bends out of tolerance, DVOR/DME unusable on radial as follows: – Radial 102° distance between 9.5-10.5 DME at altitude 4 500 FT – Radial 223º distance between 11.0-12.0 DME at altitude 5 000 FT – Radial 273º distance between 13.0-14.0 DME at altitude 6 000 FT – Radial 343º distance between 6.0-8.5 DME at altitude 5 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes and distances in various areas as follows: – Radial 001º-010º altitude should not below 5 500 FT – Radial 011º-080º altitude should not below 4 500 FT – Radial 081º-105º altitude should not below 7 000 FT – Radial 106º-120º altitude should not below 6 000 FT – Radial 121º-190º altitude should not below 5 000 FT – Radial 191º-230º altitude should not below 6 000 FT – Radial 231º-260º altitude should not below 8 000 FT – Radial 261º-310º altitude should not below 7 000 FT – Radial 311º-330º altitude should not below 8 000 FT – Radial 331º-350º altitude should not below 5 500 FT – Radial 351º-360º 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
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
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 as follows: 1. 40 NM clockwise orbit – Radial 001°-170° altitude should not below 3 000 FT – Radial 171°-210° altitude should not below 7 000 FT – Radial 301°-340° altitude should not below 10 000 FT – Radial 340°-360° altitude should not below 3 000 FT 2. 30 NM clockwise orbit (Due to border limited) – Radial 211°- 300° altitude should not below 10 000 FT 3. Radial 341° distance 10.3 DME at altitude 4 000 FT found roughness out of tolerance

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
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	-	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 081°-280° altitude should not below 5 000 FT – Radial 281°-080° altitude should not below 3 500 FT
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
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

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 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: – Radial 060º-080º beyond 40 NM should not below 8 500 FT – Radial 081º-120º beyond 40 NM should not below 11 000 FT – Radial 121º-180º beyond 40 NM should not below 9 000 FT – 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.
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 restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: – Radial 181°-190° altitude should not below 2 500 FT – Radial 191°-260° altitude should not below 4 000 FT – Radial 261°-320° altitude should not below 2 500 FT – Radial 321°-180° 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

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
ANKID	154048.67N	1033057.40E	W38
ANKOS	135259.65N	1012741.57E	G474/L880
ANOBO	110323.01N	1021441.61E	R575/N891
ANPAN	085115.59N	0973720.45E	L759
ANPUB	075140.88N	0975216.38E	P627
ANREN	135212.48N	1021837.95E	W42/G474/L880
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
BEKOD	162117.20N	0994636.40E	A464
BENSA	102631.00N	1022629.50E	N891
BENVI	192706.52N	0995741.02E	W22
BERLU	131350.41N	1015620.49E	W42/R468
BETNO	150553.50N	0981231.20E	G463/P646
BIDEM	142153.57N	1034750.07E	R345
BITEN	082658.57N	0992028.83E	W24/Y4/Y99
BODUR	154852.90N	1032127.21E	B460
BOKAK	125736.30N	1022947.30E	B205/R468/N506
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/P629
DOMKA	191419.38N	0982601.88E	W36
DONSI	100738.27N	1002401.22E	M769/Y17/W99

Name-code designator	Coordinates		ATS route or other route
1	2		3
DORNA	092458.70N	0994614.10E	W32/Y3/Y93
DOTUS	163103.01N	1032731.56E	R470/W4
DOSBU	135240.26N	1015001.98E	G474/L880
DOXAS	084656.56N	1002207.73E	M769/Y94
DUBAX	062555.90N	1000736.60E	R325
DUBEN	193249.42N	1001206.83E	R215/W29
DUGON	080124.77N	1020548.57E	M644
DUKEN	150005.54N	1000807.90E	Y6
DULEM	134415.58N	1021359.75E	W42/M633
EGUBO	112837.74N	1000450.15E	W31/W42/Y5/ Y99
EKAVO	113736.50N	0993024.70E	M626
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
ENTEK	154754.67N	1041024.31E	R470/W4/W5
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
GOMES	132406.10N	1013505.70E	B204/R468/N506
GORSI	133054.64N	1012128.05E	R468/N506
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

Name-code designator	Coordinates		ATS route or other route
1	2		3
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
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
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
MUBUS	134529.73N	1004342.17E	M633/P629
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
NUGPA	130254.16N	1014959.29E	W42
NULBO	102919.40N	1003643.45E	M757/ Y17
NULMA	083117.69N	0990228.03E	W32
NUMDO	193243.43N	0993401.89E	A581/W20
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
OLDIR	125401.34N	1021324.77E	B205
OLSEL	113411.07N	1001649.03E	Y96/Y98
OLTUM	134438.56N	1014956.16E	M633
OMURO	135142.77N	1024559.41E	G474/L880
ONETI	081757.38N	0984633.12E	R575/W33

Name-code designator	Coordinates		ATS route or other route
1	2		3
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
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/Y11
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
RURAR	161943.04N	1041435.65E	B460
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

ENR 6. EN-ROUTE CHARTS

INTENTIONALLY BLANK

PROHIBITED, RESTRICTED, DANGER AREAS

Identification	Upper limit / Lower limit	Activation time
P4	FL 240 / GND	H24
P7	UNL / GND	H24
P36	ALT 5000 ft / GND	HN
P37	ALT 5000 ft / GND	HN
P38	ALT 5000 ft / GND	HN
R1	ALT 3000 ft / GND	H24
R2	ALT 6000 ft / GND	H24
R3	ALT 6000 ft / GND	NOTIFIED BY NOTAM
R5	ALT 12000 ft / GND	NOTIFIED BY NOTAM
R6	ALT 6000 ft / GND	NOTIFIED BY NOTAM
R8	ALT 7000 ft / GND	H24
R11	UNL / GND	H24
R12	ALT 9000 ft / GND	NOTIFIED BY NOTAM
R13	UNL / GND	H24
R15	ALT 8000 ft / GND	H24
R51	ALT 5000 ft / GND	HJ
R52	ALT 8000 ft / GND	HJ
R62	FL 130 / GND	HN
R66	ALT 6000 ft / GND	NOTIFIED BY NOTAM
R68	FL 150 / GND	MON - FRI 0000-1000
R79	ALT 6000 ft / GND	NOTIFIED BY NOTAM
R80	ALT 6000 ft / GND	H24
R81	ALT 6000 ft / GND	H24
R82	ALT 6000 ft / GND	H24
R83	ALT 6000 ft / GND	H24
R84	ALT 7500 ft / GND	H24
D16 AREA1	FL 120 / GND	MON - FRI 2300-1300
D16 AREA2	UNL / GND	MON - FRI 2300-1300
D17 AREA1	ALT 6000 ft / GND	MON - FRI 2300-1300
D17 AREA2	ALT 9000 ft / GND	MON - FRI 2300-1300
D18 AREA1	ALT 6000 ft / GND , UNL / FL 200	MON - FRI 2300-1300
D18 AREA2	ALT 8000 ft / GND , UNL / FL 200	MON - FRI 2300-1300
D19	UNL / FL 200	MON - FRI 0030-0900
D20	ALT 11000 ft / GND	HJ
D21 AREA1	ALT 6000 ft / GND	NOTIFIED BY NOTAM
D21 AREA2	FL 150 / GND	NOTIFIED BY NOTAM
D21 AREA3	FL 150 / GND	NOTIFIED BY NOTAM
D22	FL 150 / GND	NOTIFIED BY NOTAM
D23	ALT 6000 ft / GND	NOTIFIED BY NOTAM
D24	FL 150 / GND	NOTIFIED BY NOTAM
D25	FL 150 / GND	NOTIFIED BY NOTAM
D26	FL 150 / GND	NOTIFIED BY NOTAM
D27	ALT 8000 ft / GND	NOTIFIED BY NOTAM
D28	FL 150 / GND	NOTIFIED BY NOTAM
D29	FL 150 / GND	NOTIFIED BY NOTAM
D30 AREA1	UNL / GND	MON - FRI 2300-1000
D30 AREA2	UNL / GND	MON - FRI 2300-1000
D31	ALT 5500 ft / GND	MON - FRI 2200-1700
D32	ALT 5500 ft / GND	MON - FRI 2300-1400
D33 AREA1	FL 240 / GND	MON - FRI 2200-1700
D33 AREA2	UNL / GND	MON - FRI 2200-1700
D34 AREA1	FL 280 / GND	MON - FRI 2200-1700
D34 AREA2	UNL / GND	MON - FRI 2200-1700
D35	ALT 6500 ft / GND	MON - FRI 2300-1100
D40	ALT 10000 ft / ALT 5000 ft , ALT 5000 ft / GND	MON - FRI 2300-1500
D41	UNL / GND	MON - FRI 0100-1400
D42	UNL / GND	MON - FRI 0100-1400
D43	FL 350 / GND	MON - FRI 0100-0900
D44	FL 200 / GND	MON - FRI 2300-1000
D45	UNL / ALT 3000 ft	MON - FRI 2200-1300
D46	FL 200 / GND	MON - FRI 2300-1000
D47	UNL / FL 120	MON - FRI 0130-0930
D48	UNL / GND	MON - FRI 0200-0800
D49	UNL / ALT 2000 ft	MON - FRI 2300-1100
D50	UNL / ALT 8000 ft , ALT 6000 ft / GND	MON - FRI 2300-1100
D53	ALT 6500 ft / GND	MON - FRI 0200-0500 , MON - FRI 0600-0800
D54	UNL / GND	MON - FRI 2200-1700
D55	UNL / GND	MON - FRI 2200-1700
D57 AREA1	FL 280 / FL 120	MON - FRI 0000-1000
D57 AREA2	UNL / FL 120	MON - FRI 0000-1000
D58	FL 390 / GND	NOTIFIED BY NOTAM
D59 AREA1	UNL / GND	MON - FRI 2300-1700
D59 AREA2	ALT 12000 ft / GND	MON - FRI 2300-1700
D60 AREA1	UNL / GND	MON - FRI 2300-1700
D60 AREA2	UNL / GND	NOTIFIED BY NOTAM
D61	ALT 7000 ft / GND	MON - FRI 2300-1700
D63 AREA1	UNL / GND	MON - FRI 2200-1700
D63 AREA2	ALT 10000 ft / GND	MON - FRI 2200-1700
D64	UNL / GND	MON - FRI 2200-1700
D64 AREA1	ALT 6000 ft / GND	MON - FRI 2300-1100
D64 AREA2	ALT 6000 ft / GND	MON - FRI 2300-1100
D65	FL 150 / GND	MON - FRI 0000-1000
D67	ALT 6000 ft / GND	NOTIFIED BY NOTAM
D70	FL 150 / GND	MON - FRI 0130-0930
D71	FL 300 / GND	NOTIFIED BY NOTAM
D72 AREA1	ALT 5000 ft / GND	MON - FRI 2300-1500
D72 AREA2	ALT 5000 ft / GND	MON - FRI 2300-1500
D74 AREA1	FL 150 / GND	NOTIFIED BY NOTAM
D74 AREA2	ALT 9000 ft / GND	NOTIFIED BY NOTAM
D74 AREA3	ALT 8000 ft / GND	NOTIFIED BY NOTAM
D75	ALT 6000 ft / GND	SAT - SUN 2300-1400
D76	ALT 6000 ft / GND	SAT - SUN 2300-1400
D77	ALT 6000 ft / GND	SAT - SUN 2300-1400

COMMUNICATION FACILITIES

BACC
SECTOR 1N 124.5 MHZ; 256.3 MHZ
SECTOR 2N 126.5 MHZ
SECTOR 3N 128.1 MHZ; 263.8 MHZ
SECTOR 4N 120.95 MHZ
SECTOR 5N 132.1 MHZ; 268.5 MHZ
SECTOR 6N 133.1 MHZ; 285.3 MHZ
SECTOR 1S 120.5 MHZ; 256.6 MHZ
SECTOR 2S 118.35 MHZ
SECTOR 3S 125.7 MHZ; 268.5 MHZ
SECTOR 4S 133.9 MHZ
SECTOR 5S 135.5 MHZ; 285.5 MHZ
SECTOR 6S 123.95 MHZ; 265.9 MHZ

DON MUEANG
APP 119.4 MHZ; 121.7 MHZ; 125.2 MHZ; 118.4 MHZ; 122.35 MHZ; 262.5 MHZ
CDC 127.7 MHZ; 121.5 MHZ; 243.0 MHZ
DAR 125.5 MHZ
TWR 118.1 MHZ
SMC 121.9 MHZ; 122.5 MHZ; 257.8 MHZ
ATIS 126.4 MHZ; 344.6 MHZ; 118.55 MHZ

SUVARNABHUMI
APP 122.35 MHZ; 124.35 MHZ; 125.2 MHZ; 121.7 MHZ; 125.8 MHZ; 262.5 MHZ
APP(DEP) 119.25 MHZ
APP(ARR) 133.6 MHZ; 126.3 MHZ; 133.4 MHZ; 121.5 MHZ
TWR 118.2 MHZ; 274.5 MHZ; 119.0 MHZ; 121.5 MHZ; 243.0 MHZ
SMC 121.65 MHZ; 275.8 MHZ; 121.75 MHZ; 121.95 MHZ
ATIS 133.6 MHZ; 278.6 MHZ; 127.65 MHZ

CMA(CHIANG MAI)
APP 129.6 MHZ; 305.4 MHZ
TWR 118.1 MHZ; 121.5 MHZ; 236.6 MHZ; 243.0 MHZ
GND 121.9 MHZ; 275.8 MHZ
ATIS 127.2 MHZ; 301.5 MHZ

CTR(CHIANG RAI)
APP 120.05 MHZ; 257.8 MHZ
TWR 121.5 MHZ; 118.4 MHZ; 236.6 MHZ
ATIS 127.85 MHZ

PUT(PHUKET)
APP 124.7 MHZ; 284.0 MHZ
ARR 120.7 MHZ;
TWR 118.1 MHZ; 121.5 MHZ; 236.6 MHZ; 243.0 MHZ
GND 121.9 MHZ
CDC 118.55 MHZ
ATIS 128.0 MHZ

BUT(U-TAPAO)
APP 119.7 MHZ; 121.5 MHZ; 134.5 MHZ; 238.3 MHZ; 273.3 MHZ; 243.0 MHZ
TWR 118.1 MHZ; 121.5 MHZ; 118.3 MHZ; 227.0 MHZ; 243.0 MHZ
GND 121.9 MHZ; 275.8 MHZ
ATIS 414 KHZ

HTY(HAT YAI)
APP 126.7 MHZ; 301.5 MHZ; 133.2 MHZ
TWR 118.1 MHZ; 121.5 MHZ; 275.8 MHZ; 243.0 MHZ; 133.2 MHZ
GND 121.9 MHZ; 257.8 MHZ
ATIS 128.8 MHZ

BRM(BURI RAM)
APP 125.55 MHZ
TWR 118.05 MHZ; 236.6 MHZ; 121.5 MHZ
ATIS 303 KHZ

CPN(CHUMPHON)
APP 122.6 MHZ;
TWR 122.15 MHZ; 236.6 MHZ; 121.5 MHZ

KKN(KHON KAEN)
APP 123.4 MHZ; 240.0 MHZ
TWR 121.5 MHZ; 122.25 MHZ; 236.6 MHZ
GND 121.9 MHZ
ATIS 126.85 MHZ

KBI(KRABI)
APP 120.05 MHZ
TWR 122.5 MHZ; 236.6 MHZ; 121.5 MHZ
GND 121.9 MHZ
ATIS 132.4 MHZ

LPN(LAMPANG)
APP 119.3 MHZ
TWR 121.5 MHZ; 122.3 MHZ; 236.6 MHZ
ATIS 395 KHZ

LOY(LOEI)
APP 122.55 MHZ
TWR 121.5 MHZ; 118.35 MHZ; 236.6 MHZ
ATIS 126.25 MHZ

KHOK KATHIAM
TWR 122.6 MHZ; 238.6 MHZ; 121.5 MHZ; 243.0 MHZ
GND 121.75 MHZ; 257.8 MHZ

MHS(MAE HONG SON)
APP 126.2 MHZ
TWR 122.3 MHZ; 236.6 MHZ
ATIS 384 KHZ

KPS(KAMPHAENG SAEN)
APP 347.2 MHZ; 127.75 MHZ
ASR(ARR) 347.2 MHZ; 127.75 MHZ
ASR(DEP) 237.0 MHZ; 134.1 MHZ
SRA 382.4 MHZ; 123.1 MHZ
TWR 237.5 MHZ; 123.3 MHZ; 121.5 MHZ; 243.0 MHZ
GND 257.8 MHZ; 121.75 MHZ

NKP(NAKHON PHANOM)
APP 123.35 MHZ; 284.0 MHZ
TWR 122.5 MHZ; 121.5 MHZ; 236.6 MHZ
GND 121.9 MHZ
ATIS 383 KHZ

NKR(NAKHON RATCHASIMA)
APP 123.6 MHZ
TWR 119.8 MHZ; 236.6 MHZ; 121.5 MHZ
ATIS 399 KHZ

KRT(KHORAT)
APP 349.0 MHZ; 129.75 MHZ
ASR(ARR) 349.0 MHZ; 129.75 MHZ
ASR(DEP) 285.0 MHZ; 134.1 MHZ
SRA 382.4 MHZ
TWR 240.5; 122.2 MHZ; 121.5 MHZ; 243.0 MHZ
GND 257.8 MHZ; 121.75 MHZ
ATIS 390.6 MHZ

NAKHON SAWAN
TWR 122.8 MHZ; 122.3 MHZ; 121.5 MHZ; 236.6 MHZ

SONGKHLA
TWR 121.5 MHZ; 126.2 MHZ; 227.0 MHZ
AFS USB 7745 KHZ; USB 5443 KHZ

TL(TAKHLI)
APP 325.0 MHZ; 124.0 MHZ
ASR(ARR) 325.0 MHZ; 124.0 MHZ
ASR(DEP) 282.5 MHZ; 134.1 MHZ
SRA 382.4 MHZ
TWR 241.5 MHZ; 133.25 MHZ; 121.5 MHZ; 243.0 MHZ
GND 236.6 MHZ; 257.8 MHZ; 121.75 MHZ
ATIS 253.0 MHZ

NKS(NAKHON SI THAMMARAT)
APP 119.75 MHZ;
TWR 122.55 MHZ; 236.6 MHZ; 121.5 MHZ; 243.0 MHZ
GND 121.9 MHZ
ATIS 123.4 MHZ

CHA-LAN
TWR 122.7 MHZ; 236.6 MHZ; 121.5 MHZ
G/A/G 121.9 MHZ; 6577 KHZ; 5490 KHZ

NAN(NAN NAKHON)
APP 120.25 MHZ
TWR 118.55 MHZ; 121.5 MHZ; 236.6 MHZ; 243.0 MHZ
ATIS 355 KHZ

NTW(NARATHIWAT)
APP 125.55 MHZ
TWR 121.5 MHZ; 122.7 MHZ; 236.6 MHZ
G/A/G 6577 KHZ; 5490 KHZ
ATIS 355 MHZ

PT(PATTANI)
APP 126.0 MHZ
TWR 121.5 MHZ; 236.6 MHZ

PCB(PHETCHABUN)
APP 126.7 MHZ
TWR 122.3 MHZ; 236.6 MHZ

PSL(PHITSANULOK)
APP 120.7 MHZ; 284.0 MHZ
TWR 121.5 MHZ; 118.9 MHZ; 236.6 MHZ; 243.0 MHZ
GND 121.9 MHZ
ATIS 127.4 MHZ

PAE(PHRAE)
APP 120.10 MHZ
TWR 121.5 MHZ; 118.6 MHZ; 236.6 MHZ
G/A/G 6667 KHZ; 5520 KHZ
ATIS 340 KHZ

PRACHUAP
TWR 351.1 MHZ; 135.9 MHZ; 236.6 MHZ; 121.5 MHZ; 243.0 MHZ
GND 257.8 MHZ; 121.75 MHZ

HHN(HUA HIN)
APP 126.2 MHZ;
TWR 122.7 MHZ; 236.6 MHZ; 121.5 MHZ; 243.0 MHZ
GND 121.9 MHZ
ATIS 126.8 MHZ

RAN(RANONG)
APP 125.10 MHZ
TWR 121.5 MHZ; 122.25 MHZ
ATIS 375 KHZ

ROT(ROI-ET)
APP 125.4 MHZ
TWR 119.75 MHZ; 236.6 MHZ; 121.5 MHZ
ATIS 319 KHZ

WATTHANA NAKHON
TWR 121.5 MHZ; 243.0 MHZ

SKN(SAKON NAKHON)
APP 123.35 MHZ
TWR 121.5 MHZ; 119.65 MHZ; 236.6 MHZ
ATIS 365 KHZ

THS(SUKHOTHAI)
APP 120.7 MHZ
TWR 122.9 MHZ; 121.5 MHZ

STN(SURAT THANI)
APP 129.6 MHZ; 305.4 MHZ; 123.35 MHZ; 240.0 MHZ
TWR 121.5 MHZ; 122.7 MHZ; 274.5 MHZ; 243.0 MHZ
GND 6577 KHZ; 5490 KHZ
ATIS 125.95 MHZ

SMU(SAMUI)
APP 129.6 MHZ
TWR 118.9 MHZ
GND 121.9 MHZ
ATIS 128.6 MHZ

TK(TAK)
APP 120.7 MHZ
TWR 121.5 MHZ; 118.8 MHZ; 236.6 MHZ

MST(MAE SOT)
APP 120.65 MHZ
TWR 121.5 MHZ; 118.35 MHZ; 236.6 MHZ
ATIS 316 KHZ

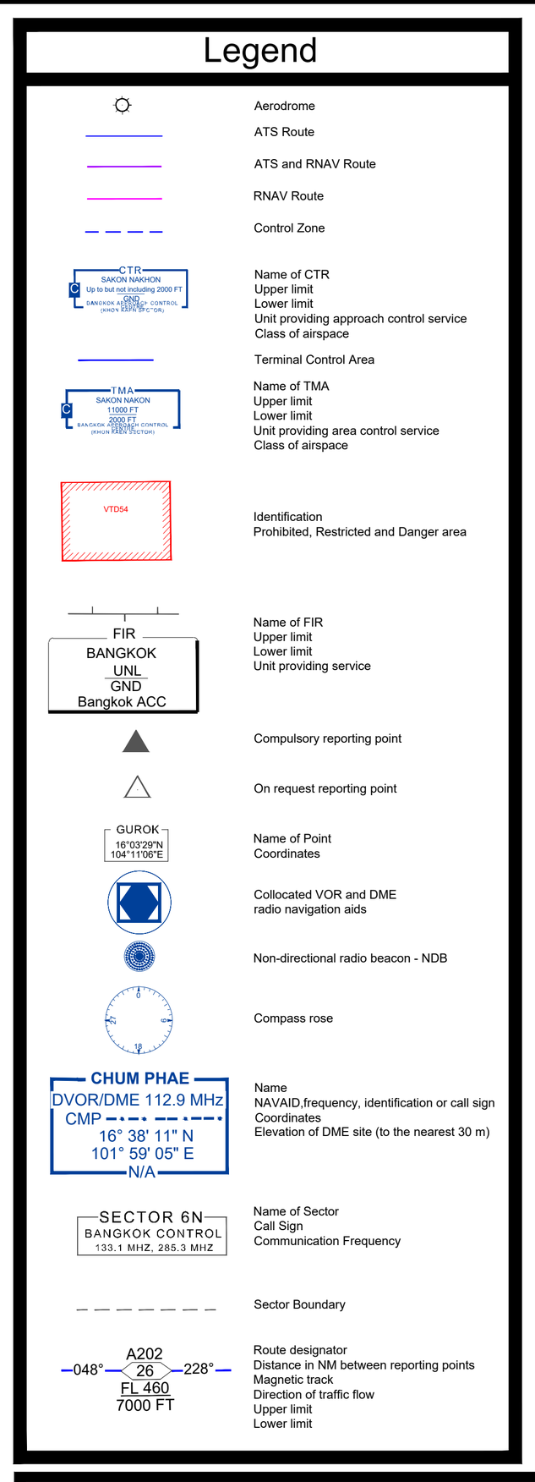
TRN(TRANG)
APP 125.3 MHZ
TWR 118.4 MHZ
ATIS 134.5 MHZ

TRT(TRAT)
APP 120.25 MHZ
TWR 122.9 MHZ; 121.5 MHZ

UBL(UBON RATCHATHANI)
APP 123.5 MHZ; 257.8 MHZ
TWR 121.5 MHZ; 119.9 MHZ; 243.0 MHZ; 274.5 MHZ
GND 121.9 MHZ; 275.8 MHZ
ATIS 373 KHZ
ASR(ARR) 282.2 MHZ; 125.75 MHZ
SSR(DEP) 335.5 MHZ; 134.1 MHZ
SRA 382.4 MHZ

UDN(UDON THANI)
APP 126.2 MHZ; 265.9 MHZ
TWR 121.5 MHZ; 122.5 MHZ; 243.0 MHZ; 355.4 MHZ
GND 121.9 MHZ; 275.8 MHZ
ATIS 128.8 MHZ

Legend

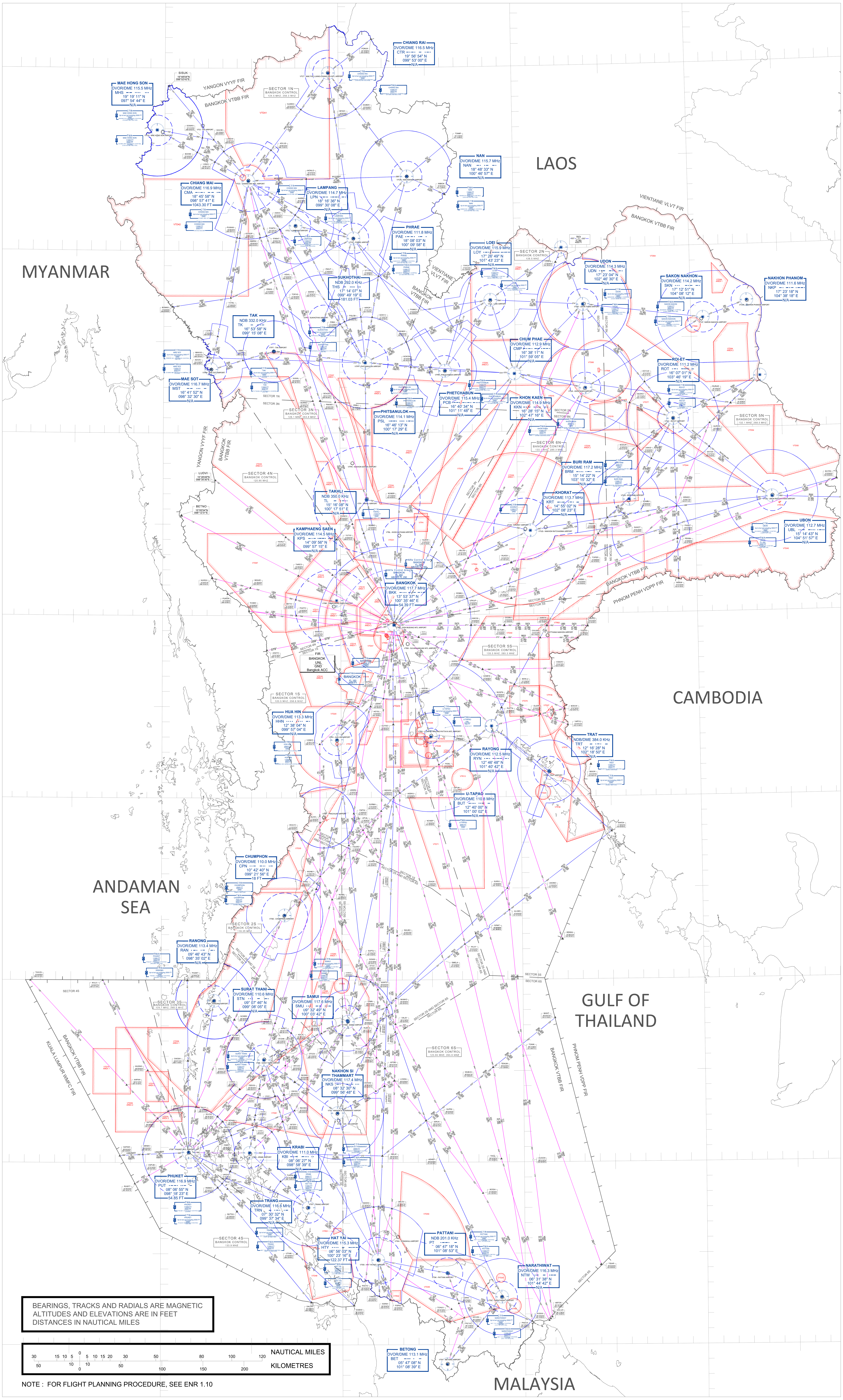


AERONAUTICAL INFORMATION SERVICES DEPARTMENT
CIVIL AVIATION AUTHORITY OF THAILAND

ENROUTE CHART - ICAO

AIRAC AIP AMENDMENT 12/20
EFFECTIVE DATE
5 NOV 20

CHANGE: M770 CANCELLED.



Lambert Conformal Conic Projection

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VTBD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Nose-wheel guide lines at aprons Solid nose-wheel guide lines at aircraft stands Guide lines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centre line, RWY Edge, RWY End, SWY as appropriate, marked and lighted. TWY: Holding position at all TWY/RWY Intersections, marked. Edge at all TWY, marked and lighted Centre line at all TWY, marked. Centre line at E, F, J, O, R, S, C (south), lighted Intermediate holding position light at TWY C between TWY O-R
3	Stop bars	Stop Bar Lights installed detail as follow: – At holding position RWY 21R on TWY B north, distance 130 M from RCL – At holding position RWY 21R on TWY D, distance 130 M right side of RCL – At holding position RWY 21R on TWY D, distance 210 M left side of RCL – At holding position RWY 21R on TWY S, distance 130 M right side of RCL – At holding position RWY 21R on TWY S, distance 130 M left side of RCL – At holding position RWY 21R on TWY C south, distance 90 M from RCL
4	Remarks	Aircraft marshalling and Towing service: The marshalling of scheduled and non-scheduled aircraft into the bays either manually and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or its appointed ground handling agency.

VTBD AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL			Radio mast HGT 70 M Marked, Lighted	135307.86N 1003351.09E	NIL
			Radio mast HGT 61 M Marked, Lighted	135452.97N 1003709.84E	NIL
			Building HGT 78 M Marked, Lighted	135339.003N 1003341.633E	NIL
			Building HGT 87.10 M Lighted	135212.77N 1003403.06E	NIL
			Building HGT 50 M Lighted	135711.09N 1003715.04E	NIL

VTBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

VTBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03L	029° PAI	3700x60	PCN 126/F/D/W/T Concrete and asphalt	135349.24N 1003545.38E	THR 2 M/7 FT
21R	209° PAII	3700x60	PCN 126/F/D/W/T Concrete and asphalt	135534.87N 1003644.62E	THR 2 M/7 FT
03R	028° NPA	3500x45	PCN 126/F/D/W/T Concrete and asphalt	135358.45N 1003605.50E	THR 1.49 M/5 FT
21L	208° PAI	3500x45	PCN 126/F/D/W/T Concrete and asphalt	135528.41N 1003655.96E	THR 1.92 M/6.4 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.05% 0% -0.05% (350M 2 850M 500M)	150x60	150x150	4120x260	NIL	NIL
+0.056% 0% -0.05% (500M 2 850M 350M)	150x60	150x150	4120x260	NIL	NIL
+0.03% -0.036% (2 000M 1 500M)	NIL	150x150	3720x160	NIL	NIL
+0.036% -0.03% (1 500M 2 000M)	100x45	150x150	3720x160	NIL	NIL

VTBD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03L	3700	3850	3850	3700	NIL
21R	3700	3850	3850	3700	NIL
03R	3500	3650	3500	3500	NIL
21L	3500	3650	3600	3150	NIL

VTBD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03L	SALS 420 M LIH	Green	PAPI Both 3° (71.46 FT)	NIL	3700M, 30 M White FM 2800 M-3400 M Red/White; FM 3400 M Red; LIH	3700 M, 60 M White, LIH	Red	150 M Red	NIL
21R	CAT II 900 M LIH	Green	PAPI Both 3° (65.06 FT)	900 M	3700 M, 30 M White FM 2800 M-3400 M Red/White; FM 3400 M Red; LIH	3700 M, 60 M White, LIH	Red	150 M Red	NIL
03R	SALS (5 BAR) 300 M LIH	Green	PAPI Both 3° (63.81 FT)	NIL	NIL	3500 M, 60 M White; FM 2900 M-3500 M Yellow; LIH	Red	NIL	NIL
21L	CAT1 900 M LIH	Green	PAPI Both 3° (64.35 FT)	NIL	NIL	3500 M, 60M Red; FM 350 M-2900 M White FM 2900 M Yellow; LIH	Red	100 M Red	NIL

VTBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At the top of TWR-S Building FLG WG EV 4 Sec IBN: NIL HN: IMC
2	LDI location and LGT Anemometer location and LGT	WDI : 1 WDI 700 M FM THR RWY 21R AND 500 M FM RWY 21R CL, BTN RWY 21R AND 21L illuminated : 1 WDI left side of THR RWY 21L, 158 M FM RWY CL illuminated
3	TWY edge and centre line lighting	Edge: All TWY Centre Line: TWY E, F, J, O, R, S, C(s)
4	Secondary power supply/switch-over time	-Secondary power supply to all lighting at RWY 21L/03R Switch-over time: 0 Sec -Secondary power supply to all lighting at RWY 21R/03L Switch-over time: 0 Sec
5	Remarks	Stop Bars at TWY B, D, S, C(s) Intermediate Holding Position Lights at TWY C between TWY O - R

VTBD AD 2.16 HELICOPTER LANDING AREA

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

VTBD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Don Mueang Aerodrome Traffic Zone (ATZ) a circle, radius 5 NM centred on VTBD ARP (135452N 1003620E)
2	Vertical limits	$\frac{\text{2000FT}}{\text{AGL}}$
3	Airspace classification	C
4	ATS unit call sign Language(s)	Don Mueang Tower English, Thai
5	Transition altitude	11000 FT MSL
6	Remarks	NIL

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

AERODROME CHART - ICAO

13 54 52 N
100 36 20 E

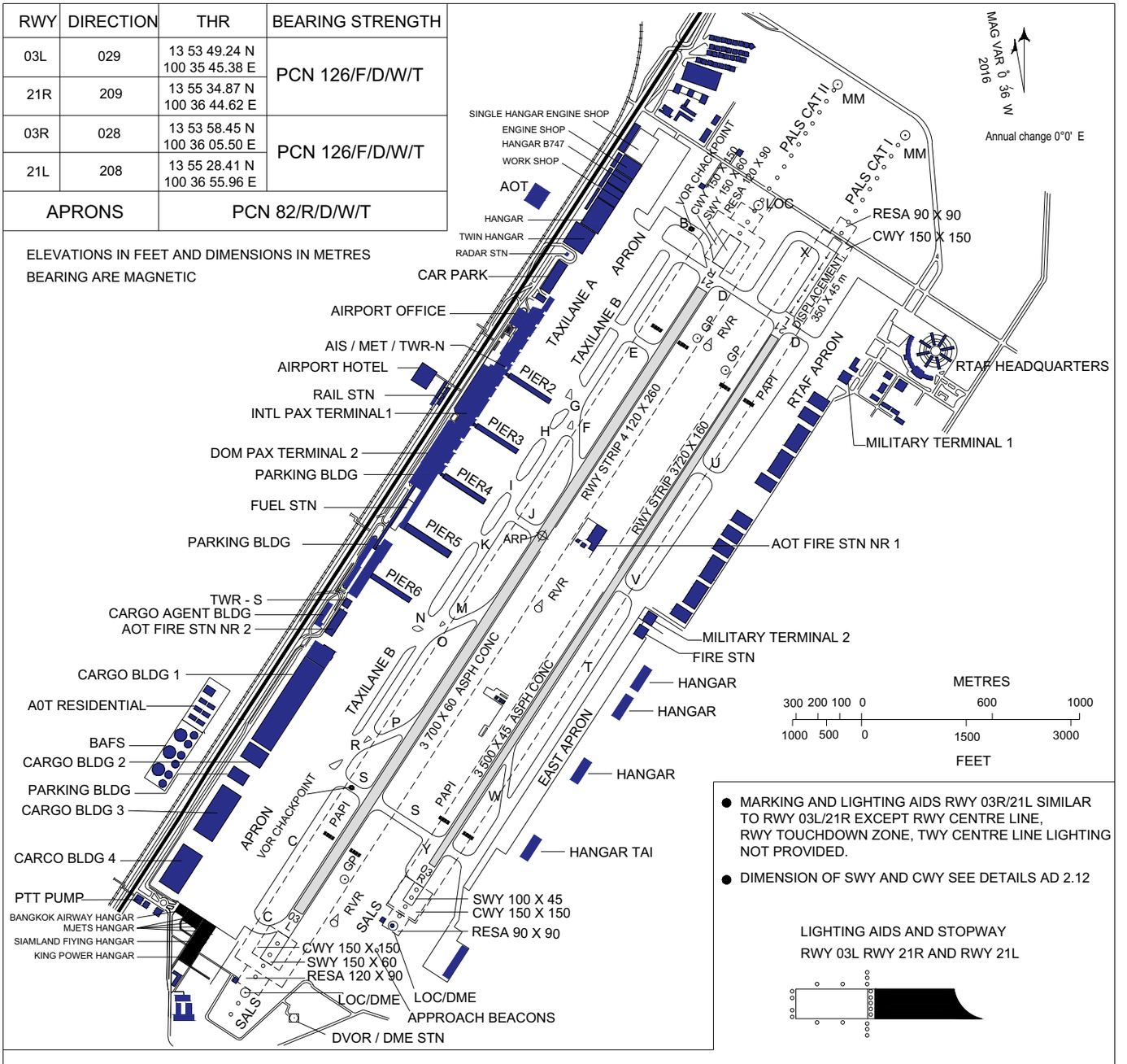
ELEV 9 FT

TWR 118.1

BANGKOK / Don Mueang Intl

RWY	DIRECTION	THR	BEARING STRENGTH
03L	029	13 53 49.24 N 100 35 45.38 E	PCN 126/F/D/W/T
21R	209	13 55 34.87 N 100 36 44.62 E	
03R	028	13 53 58.45 N 100 36 05.50 E	PCN 126/F/D/W/T
21L	208	13 55 28.41 N 100 36 55.96 E	
APRONS		PCN 82/R/D/W/T	

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC

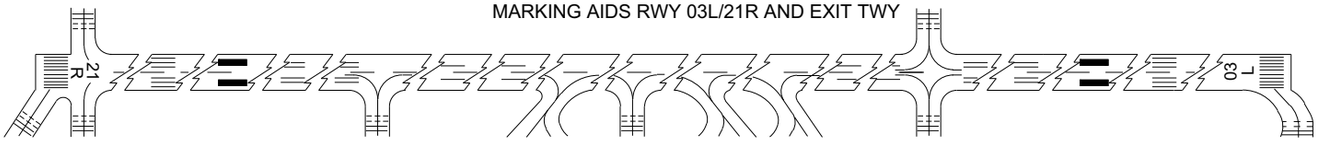


METRES
300 200 100 0 600 1000
1000 500 0 1500 3000
FEET

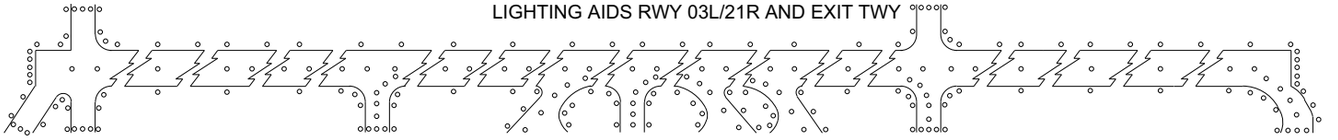
- MARKING AND LIGHTING AIDS RWY 03R/21L SIMILAR TO RWY 03L/21R EXCEPT RWY CENTRE LINE, RWY TOUCHDOWN ZONE, TWY CENTRE LINE LIGHTING NOT PROVIDED.
- DIMENSION OF SWY AND CWY SEE DETAILS AD 2.12

LIGHTING AIDS AND STOPWAY
RWY 03L RWY 21R AND RWY 21L

MARKING AIDS RWY 03L/21R AND EXIT TWY



LIGHTING AIDS RWY 03L/21R AND EXIT TWY



0 100 200 300 400 500 600 METRES
0 500 1000 2000 FEET

CHANGE : SWY LGT 21L ADDED.

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VTPH 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

VTPH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on HHN DVOR/DME (123804.04N0995704.23E). Excluding VTR3.
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Hua Hin Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTPH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Hua Hin Approach	126.2 MHZ[1)]	23:00-13:00	[1)]Other this period 3 HR PN To ATC [1)]Emergency frequency
TWR	Hua Hin Tower	122.7 MHZ[1)] 236.6 MHZ 121.5MHZ[2)] 243.0MHZ[2)]	23:00-13:00	
GND	Hua Hin Ground	121.9 MHZ[1)]	23:00-13:00	
ATIS	Hua Hin Airport	126.8 MHZ	23:00-13:00	

VTPH 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	HN	213 KHZ	H24	123842.03N 0995646.49E	NIL	The coverage orbit data refer to commissioning check as follows: 1. 50 NM orbit flown from bearing 001°-179° (CW) at altitude 1 500 FT 2. 30 NM orbit flown from bearing 180°-360° (CW) at altitude 4 000 FT (due to border limited) 3. Due to the fluctuation of needle is out of tolerance from bearing 180°-330°
DVOR/DME	HHN	113.3 MHZ CH80X	H24	123804.04N 0995704.23E	NIL	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 as follows: 1. 40 NM clockwise orbit – Radial 001°-170° altitude should not below 3 000 FT – Radial 171°-210° altitude should not below 7 000 FT – Radial 301°-340° altitude should not below 10 000 FT – Radial 340°-360° altitude should not below 3 000 FT 2. 30 NM clockwise orbit (Due to border limited) – Radial 211°- 300° altitude should not below 10 000 FT 3. Radial 341° distance 10.3 DME at altitude 4 000 FT found roughness out of tolerance

VTPH AD 2.20 LOCAL AERODROME REGULATIONS

Aerodrome services are specified only for Government owned aircraft, State enterprise aircraft, Airline's scheduled flights and not be allowed to use as the alternate aerodrome

VTPH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPH AD 2.22 FLIGHT PROCEDURES

1. Provision for Radar Service

1.1 GENERAL PROCEDURES FOR RADAR SERVICES

As specified by ICAO Doc444 Part VI

1.2 RADAR SERVICES PROVIDED TO IFR FLIGHTS

Within Hua Hin TMA (Class D Airspace)

Radar service, as appropriate, to all IFR flight under approach control according to the provision specified by ICAO 4444 Part VI.

1.3 RADAR SERVICE PROVIDED TO VFR FLIGHTS

1.3.1 General

Hua Hin Radar approach will provide radar assistance and navigation service (vectors) to VFR aircraft Provided the aircraft can communicate with the facility, are within radar coverage, and can be radar identified.

Pilots should clearly understand that authorization to proceed in accordance with such radar navigational assistance does not constitute authorization for the pilot to violate the requirement for operation under VFR. In effect, assistance provided is on the basis that navigation guidance information issued is advisory in nature.

In many cases, controllers will be unable to determine if flight into instrument conditions will result from their instructions. To avoid possible hazards resulting from being vectored into IFR conditions, pilot should keep controllers advised of the weather conditions in which they are operation and along the course ahead.

Radar sequencing and separation Service for VFR aircraft within Hua Hin Terminal Control Area. This service has been established as special program for all participating aircraft. The purpose of this service is to provide separation between all participating VFR aircraft and all IFR aircraft operating within Hua Hin Terminal Radar Service Area. Pilot participation is urged but is not mandatory.

1.3.2 Arriving aircraft

Pilots of arriving aircraft should contact approach control on the publicized frequency and give their position, altitude, call sign, type aircraft, radar beacon code (if transponder equipped), destination, and request traffic information.

Vectoring service may be provided when requested by the pilot or with pilot concurrence when suggested by ATC.

Approach control will issue runway, wind, and altimeter setting. Traffic information is provided on a workload permitting basis. Approach control will specify the time or place at which the pilot is to contact the tower on local control frequency for further landing information. Radar service is automatically terminated upon being advised to contact the tower.

Sequencing for VFR aircraft is available. The purpose of the service is to adjust the flow of arriving VFR and IFR aircraft into the traffic pattern in a safe and orderly manner and to provide radar traffic information to departing VFR aircraft. Pilot participation is urged but is not mandatory.

Traffic information is provided on a workload permitted basis. Standard radar separation between VFR or between VFR and IFR aircraft is no provided.

a) Pilots of arriving VFR aircraft should initiate radio contact on the publicized frequency with approach control when approximately 35 miles from the airport or before leaving the flying training areas. (VTD20) at which sequencing services are being provided. On initial contact by VFR aircraft, approach control will assume that sequencing service is requested. After radar contact is established, the pilot may use pilot navigation to enter the traffic pattern or, depending on traffic conditions, approach control may provide the pilot with routings or vectors necessary for proper sequencing with other participating VFR and IFR traffic enroute to the airport. When a flight is positioned behind a preceding aircraft and the pilot report having that aircraft insight, the pilot will be instructed to follow the preceding aircraft. THE ATC INSTRUCTION TO FOLLOW THE PRECEDING AIRCRAFT DOES NOT AUTHORIZE THE PILOT TO FOLLOW THE PILOT TO COMLY WITH ANY ATC CLEARANCE OR INSTRUCTION ISSUED TO THE PRECEDING AIRCRAFT. If other" nonparticipation" or " local" aircraft are in the traffic pattern, the tower will issue a landing sequence.
b) Pilots of aircraft transiting the area and in radar contact/communication with approach control will receive traffic information on a controller workload permitting basis. Pilot of such aircraft should give their position, altitude, aircraft call sign, aircraft type, radar beacon code (if transponder equipped), destination, and,/or route of flight.

   While operating within Hua Hin Terminal Radar Service Area, pilots are provided radar service and separation as prescribed in this paragraph. In the event of a radar outage, separation and sequencing of VFR aircraft will be suspended as this service dependent on radar. The pilot will be advised that the service is not available and issued runway, wind, and altimeter setting, and the time or place to contact the tower traffic information will be provided on a workload permitting basis.If any aircraft does not want the service, the pilot should state "NEGATIVE RADAR SERVICE" or make a similar comment, on initial contact with approach control or ground control, as appropriate.

   Within the Hua Hin Terminal Radar service area, traffic information on observed but unidentified targets will, to the extent possible, be provided to all IFR and participating VFR aircraft, The pilot will be vectored upon request to avoid the observed traffic, provided the aircraft to be vectored is within the airspace under the jurisdiction of the controller.

1.3.3 Departing aircraft

Pilots of departing VFR aircraft are encouraged to request radar traffic information by notifying ground control on initial contact with their request and proposed direction of flight.

Example:

Hua Hin ground, Hotel Tango Charlie, Cessna One Seventy Two, ready to taxi, VFR southbound Area 2 at 2,500 request radar traffic information.
Departing VFR aircraft may be asked if they can visually follow a preceding departure out of the Hua Hin Terminal Radar Service Area. The pilot will be instructed to follow the other aircraft provided that the pilot can maintain visual contact with that aircraft.

Departing aircraft should inform ATC of their intended destination and / or route of flight and proposed cruising altitude.
ATC will normally advise participating VFR aircraft when leaving the geographical limits of the Hua Hin Terminal Radar Service Area.
Radar service is not automatically terminated with this advisory unless specifically stated by the controller.

Separation

VFR aircraft will be separated from VFR/IFR aircraft by one of the following

a) Minimum 500 FT vertical separation.
b) Visual separation
c) Target resolution (a process to ensure that correlated radar targets do not touch).

Participating pilots operating VFR in a Hua Hin Terminal radar Service Area:

Must maintain an altitude when assigned by ATC unless the altitude assignment is to maintain at/or below a specified altitude ATC may assign altitudes for separation that do not conform to the table for VFR cruising altitude. When the altitude assignment is no longer needed for separation or when leaving the Hua Hin Terminal Radar Service Area, the instruction will be broadcast, “RESUME APPROPRIATE VFR ALTITUDES.” Pilots must then return to an altitude that conforms to the table of VFR cruising altitude as soon as practicable.
When not assigned an altitude, the pilot should coordinate with ATC prior to any altitude change.

2. VFR PROCEDURES

Details of VFR entry and exit procedures, see charts.

VTPH AD 2.23 ADDITIONAL INFORMATION

NIL

VTPH AD 2.24 CHARTS RELATED TO AN AERODROME

VTSB AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	Radio mast HGT 45 M painted red/ white LGTD on top	090900N 0991000E	NIL	NIL	NIL
	Radio mast HGT 45 M painted red/ white LGTD on top	090823N 0990715E			
	Radio mast HGT 121 M painted red/ white LGTD on top	090750N 0992130E			

VTSB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Surat Thani, Southern East-Coast 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 Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 744 1132 ext. 5514
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), Low Level Wind Shear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Surat Thani TWR
10	Additional information (limitation of service, etc.)	NIL

VTSB 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
04	044.09°	3000x45	PCN 65/F/C/X/T Concrete and asphalt	090722.19N 0990733.72E	THR 20 FT TDZ 20 FT
22	224.09	3000x45	PCN 65/F/C/X/T Concrete and asphalt	090832.55N 0990842.50E	THR 18 FT TDZ 18 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	60x45	NIL	3270x300	NIL	NIL
NIL	60x45	NIL	3270x300	NIL	NIL

VTSB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	3000	3000	3060	3000	NIL
22	3000	3000	3060	3000	NIL

VTSB 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
04	NIL	Green	PAPI Left 3° (53.45 FT)	NIL	NIL	3000 M 60 M White, LIH	Red	NIL	NIL
22	CAT1 900M	Green	PAPI Left 3° (58.92 FT)	NIL	NIL	3000 M 60 M White, LIH	Red	NIL	NIL

VTSB 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 7 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 air field lighting (AFL) Switch-over time: 20 SEC
5	Remarks	Flares 2 HR PN

VTSB 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

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 Surat 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.

VTSB AD 2.23 ADDITIONAL INFORMATION

- Royal Thai Air Force ASR/SSR Air-to-ground facilities operations located at Surat Thani Airport

Radio call sign	:	SURAT
APP/ARR freq	:	134.75, 342.5, 382.4 and 123.6 MHZ
DEP freq	:	134.1 and 335.5 MHZ
Cover 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

- Windshear Alert System installed and operations at Aerodrome.

- BAK14 RAG installed on both side 400 M from Threshold of Runway 04/22

- Aircraft code letter C and over are not allowed to make 180 degree on runway for preventing runway pavement structural damage. Remark : The turn shall be made on the turnpad close to runway 22 and on runway 04 near taxiway E.

VTSB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

09 08 10 N
099 08 21 E

ELEV 20 FT

TWR 121.5 122.7 274.5 243.0

SURAT THANI / Surat Thani

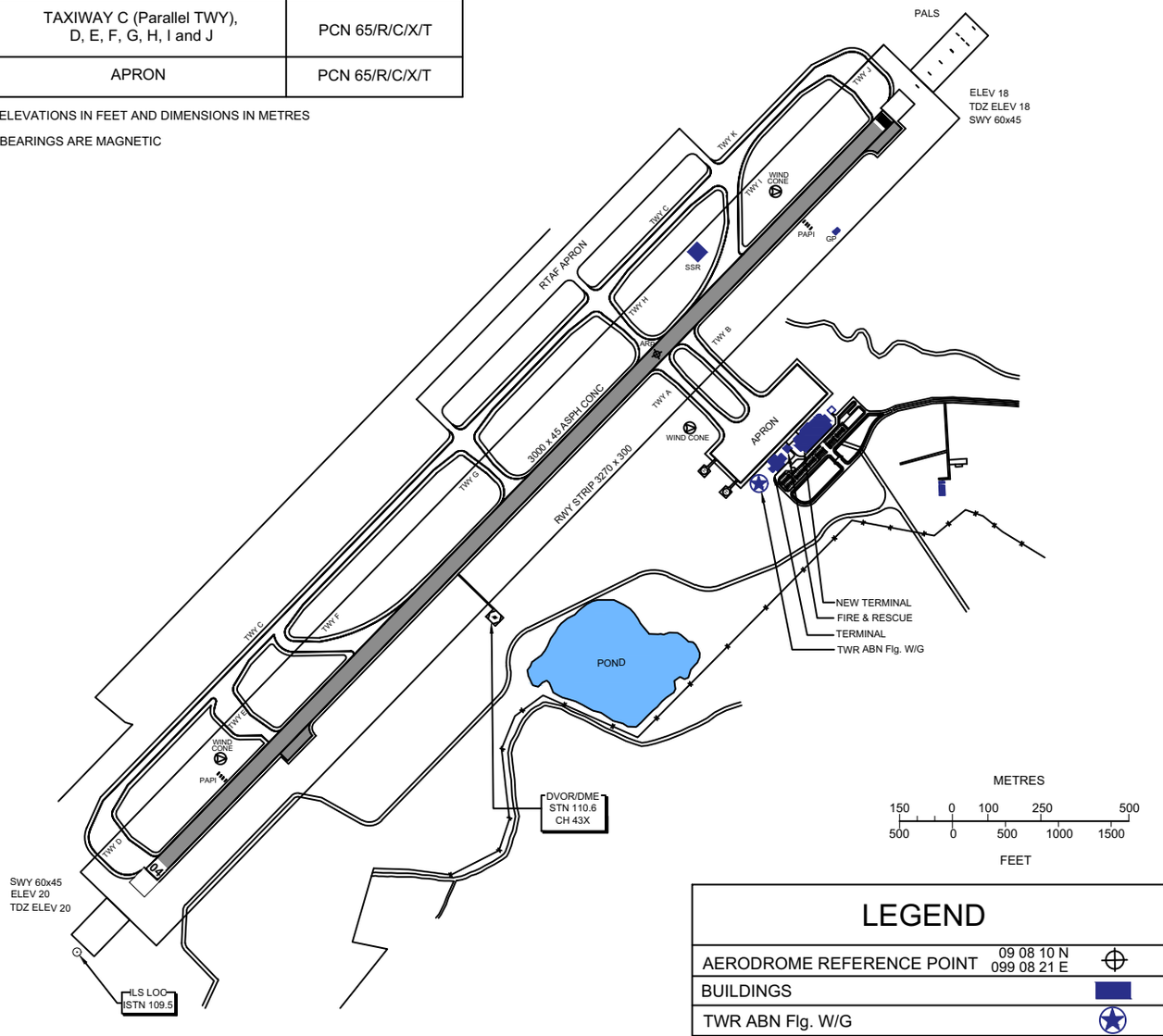
RWY	DIRECTION	THR	BEARING STRENGTH
04	44.09	09 07 22.19 N 099 07 33.72 E	PCN 65/F/C/X/T
22	224.09	09 08 32.55 N 099 08 42.50 E	
TAXIWAY A and B			PCN 65/F/C/X/T
TAXIWAY C (Parallel TWY), D, E, F, G, H, I and J			PCN 65/R/C/X/T
APRON			PCN 65/R/C/X/T

ELEVATIONS IN FEET AND DIMENSIONS IN METRES

BEARINGS ARE MAGNETIC

MAG VAR 0.46° W (2016)

ANNUAL RATE OF CHANGE 0.01°E

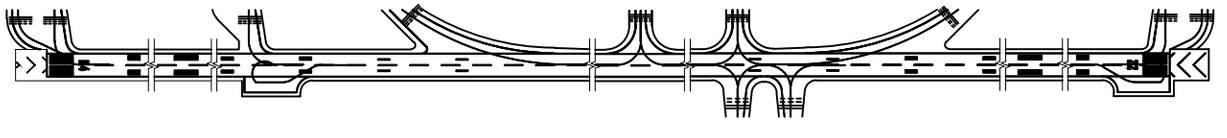


LEGEND

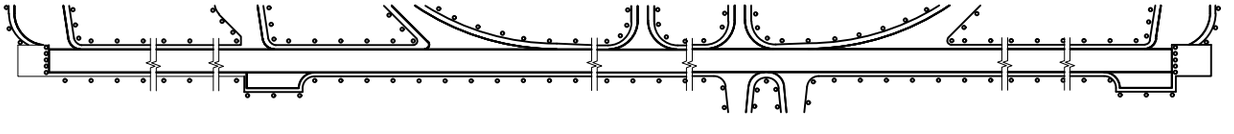
AERODROME REFERENCE POINT 09 08 10 N 099 08 21 E	⊕
BUILDINGS	■
TWR ABN Flg. W/G	★
FENCE	——×——

REMARK : COORDINATES ARE WGS-84

MARKING AIDS RWY 04/22 AND EXIT TWY



LIGHTING AIDS RWY 04/22 AND EXIT TWY



CHANGE : REVISED CHART: MAG VAR, ANNUAL RATE OF CHANGE, PAPI 04/22 RIGHT CANCELLED. LOC, DVOR/DME, TWY BEARING STRENGTH, WIND CONE ADDED. TWR FREQ. NDB CANCELLED.

INTENTIONALLY BLANK

VTSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSM - SURAT THANI / SAMUI AIRPORT

VTSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	093256N 1000345E Centre line of RWY, 860 M from THR 35
2	Direction and distance from (city)	17 KM, from city
3	Elevation/Reference temperature	19.5 M (64 FT) / 33°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°22'W(2018)/0°1'E/year
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Samui Airport Samui Airport Amphoe Ko.Samui Surat Thani Province 84320 Thailand Tel: +667 742 8521 Fax: +667 742 8539 E-mail: samuiairport@bangkokair.com Website:www.samuiairport.com AFS: VTSMYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Bangkok Airways Public Company Limited

VTSM AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500 After this period 1 HR PN to ATC
2	Customs and immigration	2300-1500
3	Health and sanitation	2300-1500
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1500
6	MET Briefing Office	NIL
7	ATS	2300-1500
8	Fuelling	2300-1500
9	Handling	2300-1500
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A1
3	Fuelling facilities/capacity	Refueller @ 2 Trailers 12,000 L, 1 Trailer 7,500 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	The airport has provided ground handling agents as following: Bangkok Airways Ground Services Co., Ltd (PGGS) Ground Handling Inquiry E-mail: office@pg-gs.com Phone: +667 742 8500 ext 31381 or +666 3079 6696

VTSM AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity of AD
2	Restaurants	At AD
3	Transportation	Limousine
4	Medical facilities	First aid at AD
5	Bank and Post Office	Money Exchange: Available Post Office: NIL
6	Tourist Office	Open 0100-1300
7	Remarks	NIL

VTSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	1 Rescue vehicle
3	Capability for removal of disabled aircraft	Available up to A319
4	Remarks	For removal of disabled aircraft by contracted external resource please contact aerodrome coordinator: - Airport Manager Tel: +668 1666 5451 - Airport Operations Manager Tel: +669 5256 9144 - Airport Fire Station Tel: +667 742 8500 ext. 31526

VTSM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 42/R/D/X/T
2	Taxiway width, surface and strength	Taxiway A, B, C, D, E and F Width: 30 M Surface: Concrete Strength: PCN 42/R/D/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSM 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	Taxi guidance signs and guide lines at TWY and Apron
2	RWY and TWY markings and LGT	RWY: Marked and lighted
3	Stop bars	NIL
4	Remarks	NIL

VTSM 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**	
RWY17/APCH	Building 28.5 M (93.5 FT) No Markings No LGT	093335.23N 1000346.24E	Hill 630 M	093324N 1000423E	See Aerodrome obstacle chart type A for details
RWY35/TKOF	Building 40 M (131 FT) No Markings No LGT	093415.23N 1000334.55E			

VTSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Samui, Southern East-Coast 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 Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 742 8520
6	Flight documentation Language(s) used	Thai/English
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	Barometer, Anemometer and Thermometer Screen
9	ATS units provided with information	Samui TWR
10	Additional information (limitation of service, etc.)	NIL

VTSM 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 THE geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17	174°	2100x45	PCN 38/F/B/W/T Concrete and asphalt	093319.40N 1000342.26E	43 FT
35	354°	2100x45	PCN 38/F/B/W/T Concrete and asphalt	093227.55N 1000347.31E	56 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0% / 0.8% 1300 M / 800 M	225x45	60x45	2085x150	NIL	See below
-0.8% / 0% 800 M / 1300 M (See of Type A chart)	60x45	60x45	2020x150	NIL	See below

Remarks

Infringement of RWY strips

Infringement maximum of 52.5 M start at 376 M to 480 M from runway threshold 35, located on left side of runway 35.

VTSM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	1800	1860	2025	1825	NIL
35	1900	1960	1960	1660	NIL

VTSM 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
17	NIL	Green	PAPI Right 3° (47.53 FT)	White 2 Pairs	2100 M,30 M White FM 0-1208 M, Red/White FM 1208-1800 M, Red FM 1800-2100 M, LIH	2100 M,60 M Red FM 0-200 M, White FM 200-1504 M, Yellow FM 1504-2100 M, LIH	Red	NIL	RTIL
35	NIL	Green	PAPI Left 3.2° (46.35 FT)	White 2 Pairs	2100 M,30 M White FM 0-1188 M, Red/White FM 1188-1780 M, Red FM 1780-2100 M, LIH	2100 M,60 M Red FM 0-300 M, White, FM 300-1485 M, Yellow FM 1485-2100 M, LIH	Red	NIL	RTIL

VTSM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: at Control Tower FLG/WG. EV 7 Sec 2300-1500
2	LDI location and LGT Anemometer location and LGT	LDI: 3 Wind cone with illumination at THR 17, 500 M and 800 M from THR 17 and 180 M from THR 35 Anemometer: At MET Station 410 M from THR 17
3	TWY edge and centre line lighting	TWY edge Lighted
4	Secondary power supply/switch-over time	Electrical Generator / 0 Sec (UPS)
5	Remarks	NIL

VTSM 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

VTSM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on SAMUI NDB (093314.01N 1000335.65E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Samui Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTSM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Samui Approach	129.6 MHZ	2300-1500	(1)Emergency Frequency (2)If unable to contact Samui Approach, contact Samui TWR on 118.9 MHZ
TWR	Samui Tower	118.9 MHZ 121.5 MHZ 243.0 MHZ(1)	2300-1500	
GND	Samui Ground	121.9 MHZ	2300-1500	
ATIS	Samui Airport Information	128.6 MHZ	2300-1500	