ENR 1.2 VISUAL FLIGHT RULES

1. VISUAL FLIGHT RULES IN BANGKOK FIR

1.1 General

1.1.1 These procedures are applicable to all aircraft including helicopter.

1.2 VFR flight in BANGKOK FIR

1.2.1 VFR flight shall be conducted when a flight visibility of not less than 5 km below 3 050 m (10 000 ft) AMSL and 8 km at and above 3 050 m (10 000 ft) AMSL and capable of maintaining at least 1 500 m horizontally and 300 m (1000 ft) vertically clear of cloud.

1.2.2 VFR flight shall not be conducted between sunset and sunrise unless authorized by appropriate authority.

1.2.3 VFR flight shall not be operated above FL 200 except military operation.

1.2.4 VFR flight shall maintain altitude or flight level according to Annex 2- Appendix 3.

1.3 VFR flight in controlled airspace

1.3.1 VFR flight shall maintain two-way communications with appropriate ATC unit.

1.3.2 VFR flight shall be granted by appropriate ATC unit prior to entering into controlled airspace and switch transponder on while in this airspace if equipped with transponder.

1.4 VFR flights outside controlled airspace

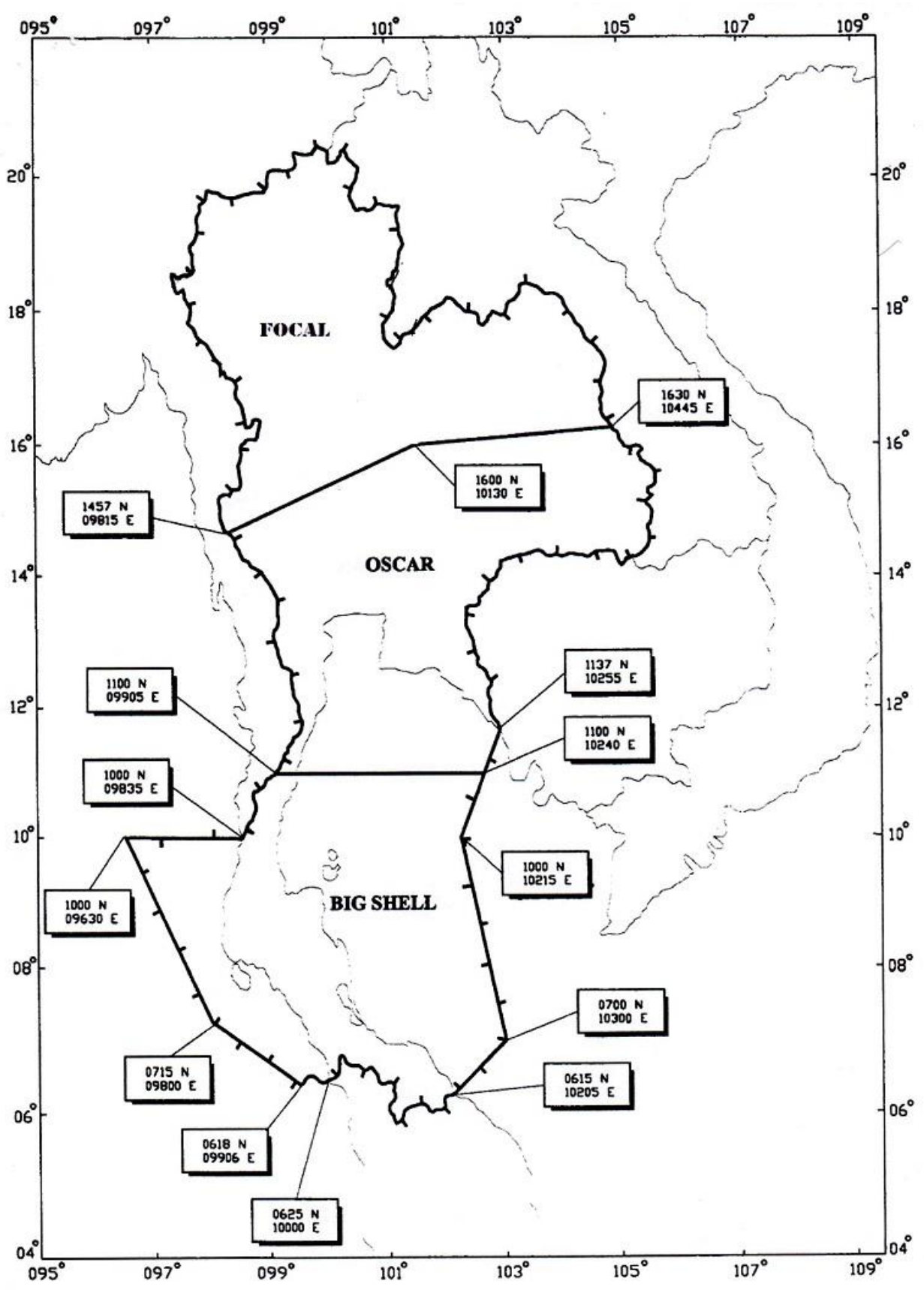
All VFR flights outside controlled airspace must contact authorities concerned on frequency 127.0 MHz or 331.3 MHz and prepare to stand by.

Details of call signs and responsible areas of authorities concerned are as follows: (see page ENR 1.2-2)

CALL SIGNS	RESPONSIBLE AREAS
FOCAL	An area bounded by a line joining the following points: 1457N09815E northward along the nation border to 1630N10445E, 1600N10130E then back to the point of origin.
OSCAR	An area bounded by a line joining the following points: 1457N 09815E southward along the nation border to 1100N09905E, 1100N10240E, 1137N10255E northward along the nation border to 1630N10445E, 1600N10130E, then back to the point of origin.
BIG SHELL	An area bounded by a line joining the following points: 1100N09905E, 1100N10240E, 1000N10215E, 0700N10300E, 0615N10205E westward along the nation border to 0625N 10000E, 0618N09906E, 0715N09800E, 1000N09630E, 1000N 09835E northward along the nation border, then back to the point of origin.

The aforementioned regulations are to ensure the effectiveness of Air Traffic Services and to improve safety standard.

RESPONSIBLE AREAS OF AUTHORITIES CONCERNED



2. VFR OPEPATING IN CONTROL ZONE

2.1 Introduction

2.1.1 All of regulations as stated below are stipulated specially for all public airports which the control zone are established, except Suvarnabhumi International Airport.

2.1.2 Aerodrome/Approach Control issues air traffic clearances, instructions and information to aircraft to ensure the safe, orderly and expeditious flow of air traffic.

2.1.3 In VMC, all aircraft flying in a control zone (CTR) come under Aerodrome/Approach Control. This does not, however, relieve the pilot-in-command from responsibility in avoiding collision.

2.1.4 CTR dimensions are specified in **ENR 2**.

2.2 Procedure

2.2.1 For all operation, aircraft shall be equipped with appropriate two-way communication, plus a radio compass. Exception may be granted by the appropriate ATS authority.

2.2.2 Radio communication shall be established with the appropriate Aerodrome/Approach Control unit:

2.2.2.1 Prior to taxiing for departure; or

2.2.2.2 When intending to operate in CTR.

2.2.3 Aircraft shall call Aerodrome/Approach Control approximately 10 minutes before ETA at the zone boundary.

2.2.4 Aircraft which are about to enter, cross or operate within CTR shall:

2.2.4.1 Notify Aerodrome/Approach Control on the appropriate radio frequency of the aircraft's position, level and track of aircraft;

2.2.4.2 Estimate time of crossing the zone boundary.

2.2.4.3 Maintain a continuous listening watch on that frequency while in control zone.

2.2.4.4 Navigate in accordance with the flight plan and ATC clearance; and

2.2.4.5 Carry out any instructions received from Aerodrome/Approach Control.

2.3 VFR flight

2.3.1 BY DAY (Sunrise/sunset)

Unless otherwise specifically authorized, VFR flights will NOT be permitted to land/take-off at any airport when conditions as reported to Aerodrome/Approach Control, by an authorized ground observer are LESS than;

Ground visibility 5 km; or

Ceiling 450 m (1 500 feet)

Authorization may be granted by ATC for special VFR flights, to land/take-off at any airport under conditions LESS than (3.1) above but NOT LESS than;

Ground visibility 1 500 m

as reported to Aerodrome/Approach Control, by an authorized ground observer

2.3.2 BY NIGHT (Sunset/sunrise)

VFR flights to land/take-off at any airport shall NOT be authorized to operate between sunset and sunrise, or such other period between sunset and sunrise, unless by pre-arrangement and authorized by The Civil Aviation Authority of Thailand.

2.3.3 AT ALL TIMES as authorized

VFR flights within the CTR shall be conducted so that the aircraft maintain flight visibility and distance from cloud EQUAL TO or GREATER THAN those specified in ICAO Annex 2, Chapter 3, table 3-1;

Flight visibility	– 5 km below 3 050 m (10 000 ft) AMSL; and – 8 km at and above 3 050 m (10 000 ft) AMSL
Distance from cloud	– 1 500 m horizontally and 300 m (1 000 ft) vertically

2.4 Special VFR flight

2.4.1 Special VFR flight may be authorized to enter a CTR for the purpose of landing, taking-off and departing directly from a CTR when ground visibility is not less than 1 500 m, provided that the aircraft is equipped with functioning radio receiver and the pilot has agreed to guard on the appropriate ATC communication frequency.

2.4.2 A special VFR clearance shall be issued only when specifically requested by a pilot.

2.4.3 Before clearing a special VFR flight an ATC must consider the extent of the proposed of flight and the availability of air/ground communication.

2.4.4 The pilot of an aircraft on special VFR flight;

2.4.4.1 shall comply with ATC instructions

2.4.4.2 is responsible for ensuring that his flight conditions enable him to remain clear of cloud, determine his flight path with reference to the surface and keep clear of obstructions.

2.4.4.3 is still regard with the rules of flight over the congested area of cities, towns or settlements or over an open air assembly of persons at a height at least 1 000 feet above the highest obstacle within a radius of 600 metres from the aircraft.

2.4.5 Aircraft on special VFR clearances are not normally given a specific height to fly but for the purpose of ensuring vertical separation from other aircraft flying above the special, it may be required to fly not above a specific level.

2.5 Radio communication failure

2.5.1 Departing aircraft:

2.5.1.1 Aircraft will not be permitted to take-off unless two-way radio communications can be maintained with the Control Tower; and

2.5.1.2 If an aircraft experiences radio communications failure after departure, the pilot will comply with the VFR cruising altitude.

2.5.2 Arriving aircraft:

2.5.2.1 When aircraft radio receiver is inoperative, pilot shall report their position, distance, heading, altitude and departure point when approaching CTR of the airport by transmitting in the blind.

2.5.2.2 When two-way communication fail, radio transmitter or receiver inoperative, pilot shall observe the direction of traffic in the pattern, and enter downwind with the flow of traffic:

2.5.2.2.1 DAY TIME

- Join the traffic pattern of the landing runway by conform to the height for the type of aircraft, then make a low approach along the runway at 500 feet above the terrain, rocking wings of the aircraft until it reaches the end of the runway; and
- Re-enter downwind leg and observe light signals from the control tower.

2.5.2.2.2 NIGHT TIME

- Join the traffic pattern of the landing runway by conform to the height for the type of aircraft, then make a low approach along the runway at 500 feet above the terrain and blinking the landing light until it reaches the end of runway; and
- Re-enter downwind leg and observe mobile control and/or control tower for light signals on base leg and final approach.

2.6 Aerodrome traffic circuit and visual circuit reporting procedure

2.6.1 Height:

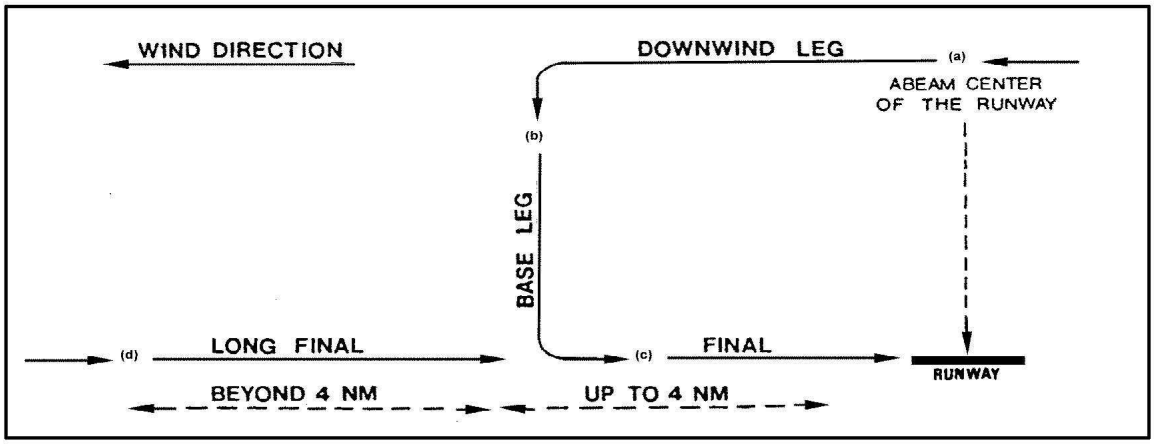
a) Jet and Prop-jet 1 500 feet;
b) Conventional 1 000 feet;
c) Light aircraft 600 feet; and
d) Helicopter 500 feet.

Remark: If true airspeed is less than 130 knots, aircraft is considered a light aircraft

2.6.2 Enter downwind leg at a 45 degrees angle, at the centre of the pattern.

2.6.3 Except when specifically authorized by the Aerodrome Control, the pilot-in-command shall report position in accordance with the

following diagram



a) Downwind

Aircraft shall report "Downwind" abeam centre of the runway;

b) Base leg

Aircraft shall report "Base Leg" on completion of the turn on to base leg;

c) Final

Aircraft shall report "Final" after completion of the turn on to final approach, not more than 4 NM from the approach end of the runway; and

d) Long Final

Aircraft flying a straight-in approach shall report "Long Final" 8 NM from the approach end of the runway and "Final" when at 4 NM

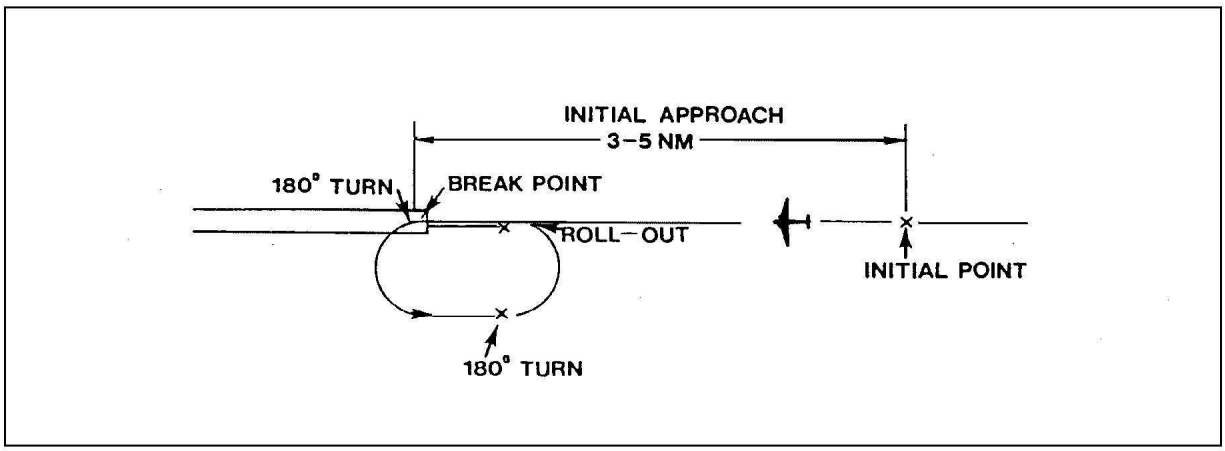
2.7 Overhead approach pattern and procedure

2.7.1 Height 1 500 ft AGL (Jet and Prop-jet) 1 000 ft AGL (Conventional)

2.7.2 Direction of traffic (see details from each airport)

2.7.3 Except when specifically authorized by the Aerodrome Control, the pilot-in-command of military aircraft shall report position in

accordance with the following diagram



a) Initial approach point, military aircraft shall report "Initial" after established the extended runway centre line between 3 to 5 NM; and
b) Break point, military aircraft shall report "Break" at the approach end of the runway. If required for traffic of other reasons, the aircraft may be asked to report "Break" at the specified point (i.e. mid field or departure end of runway).

2.7.4 The existence of an overhead approach pattern does not eliminate the possible requirement for the military aircraft to conform to aerodrome traffic circuit if an overhead approach can not be approved.

2.8 Use of runway

2.8.1 The aerodrome controller will nominate the runway direction according to prevailing circumstances.

2.8.2 Notwithstanding the runway direction nominated by ATC, the pilot-in-command shall ensure that there is sufficient length of run and that the crosswind or downwind component is within the operational limits of each particular operation. If the nominated runway direction is not suitable for these reasons or for any other safety reason, he may request for an alternative runway direction. The use of an alternative runway direction will be granted by ATC but the flight may be subjected to some delay because of other traffic.

2.8.3 Unless prior permission has been obtained from ATC, the pilot-in-command shall not hold on the runway in use.

2.8.4 Only one aircraft will be cleared to land on the runway in use at any one time. In VMC, an aircraft may be cleared to continue approach to a runway occupied by a preceding aircraft but clearance to land will not be given until the run way is vacated.

2.9 Closure of aerodrome

2.9.1 Permission for aircraft to land or take-off from aerodrome will not be refused because of adverse weather conditions. The pilot-in-command of a public transport aircraft shall be responsible for operation in accordance with applicable company weather minima.

2.9.2 Aerodrome will be closed:

a) When the surface of the landing area is not suitable (e.g. soft surface or hazardous obstruction on the manoeuvring area); or
b) At such other times and in conditions specified by NOTAM.

3. VFR OPERATING AT UNCONTROLLED AERODROME

3.1 General

3.1.1 Uncontrolled aerodrome is an aerodrome without control tower or aerodrome that has a tower which is temporarily closed or operated on a part-time basis.

3.1.2 Pilots operating at an uncontrolled aerodromes should use the frequency designated for that aerodrome or 123.0 MHz where there is no designated frequency to self-announce their position and intentions and monitoring other traffic.

3.1.3 There is no substitute for alertness while in the vicinity of an airport. It is essential for pilot to be alert and to look for other traffic when

approaching or departing an uncontrolled aerodrome.

3.2 Procedure

3.2.1 Arriving aircraft

3.2.1.1 Pilot of arriving aircraft should monitor and communicate on the designated frequency or 123.0 MHz from 10 miles prior to landing unless otherwise specified by the CAAT regulations.

3.2.1.2 Pilot of arriving aircraft should self-announce their position and intentions approximately 10 miles from the aerodrome.

3.2.1.3 Pilot of arriving aircraft should self-announce their position and intentions on downwind, base, and final approach.

3.2.1.4 Pilot of arriving aircraft should self-announce their position on exiting the runway.

3.2.2 Departing aircraft

3.2.2.1 Pilot of departing aircraft should monitor and communicate on the designated frequency or 123.0 MHz from start-up to while within 10 miles from the aerodrome unless otherwise specified by the CAAT regulations.

3.2.2.2 Pilot of departing aircraft should self-announce their position and intentions before taxi.

3.2.2.3 Pilot of departing aircraft should self-announce their position and intentions before entering the runway.

3.2.2.4 Pilot of departing aircraft should self-announce their position and intentions before taking-off from the runway.

3.2.2.5 Pilot of departing aircraft should self-announce their position and intentions on leaving the traffic pattern.

3.2.3 Aircraft operating at altitudes used normally by arriving and departing aircraft

3.2.3.1 Pilot of aircraft conducting other than arriving or departing operations at altitudes used normally by arriving and departing aircraft should monitor and communicate on the designated frequency or 123.0 MHz while within 10 miles from the aerodrome unless otherwise specified by the CAAT regulations.

3.2.4 Self-Announce Position and Intentions

3.2.4.1 Self-announce is a procedure whereby pilot broadcast their position and intent flight activity or ground operation on a designated frequency or 123.0 MHz.

3.2.4.2 Aircraft operating at the other nearby airport maybe making self-announce broadcast on the same frequency. To help identify one airport from the other, the airport name should be spoken at the beginning and the end of each self-announce broadcast.

3.2.4.3 Example of self-announce phraseology

3.2.4.3.1 Arriving Aircraft

(AIRPORT NAME) TRAFFIC, HOTEL SIERRA DELTA CHARLIE ALFA, (POSITION), (ALTITUDE), LANDING, (AIRPORT NAME)

(AIRPORT NAME) TRAFFIC, HOTEL SIERRA DELTA CHARLIE ALFA, ENTERING DOWNWIND RUNWAY TWO ONE, FULL STOP, (AIRPORT NAME)

(AIRPORT NAME) TRAFFIC, HOTEL SIERRA DELTA CHARLIE ALFA, CLEAR OF RUNWAY TWO ONE, (AIRPORT NAME)

3.2.4.3.2 Departing Aircraft

(AIRPORT NAME) TRAFFIC, HOTEL SIERRA DELTA CHARLIE ALFA, (LOCATION ON AIRPORT), TAXIING TO RUNWAY ZERO THREE, (AIRPORT NAME)

(AIRPORT NAME) TRAFFIC, HOTEL SIERRA DELTA CHARLIE ALFA, DEPARTING RUNWAY ZERO THREE, DEPARTING THE PATTERN TO THE SOUTH, CLIMBING TO (ALTITUDE), (AIRPORT NAME)

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