

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Classification of airspaces

1.1 ATS airspaces are classified and designated in accordance with the following:

Class A. IFR flights are permitted only, all flights are subject to Air Traffic Control service and are separated from each other.
Class B. IFR and VFR flights are permitted, all flights are subject to Air Traffic Control service and are separated from each other.

Class C. IFR and VFR flights are permitted, all flights are subject to Air Traffic Control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D. IFR and VFR flights are permitted and all flights are subject to Air Traffic Control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E. IFR and VFR flights are permitted, IFR flights are subject to Air Traffic Control service and are separated from other IFR flights. ALL flights receive traffic information as far as practical.

Class F. IFR and VFR flights are permitted, all participating IFR flights receive an Air Traffic Advisory service and all flights receive flight information service if request.

Class G. IFR and VFR flights are permitted and receive flight information service if request.

1.2 Airspace classification is defined all ATS routes within Bangkok FIR are as follows:

- Class A from FL285 and above.
- Class B from Below FL285.

The requirements for the flights within each class of airspace are as shown in the table.

ATS AIRSPACE CLASSIFICATION

| Class | Type of flight | Separation provided | Service provided | VMC visibility and distance from cloud minima | Speed limitation | Radio communication requirement | Subject to an ATC clearance |
|-------|----------------|------------------------------|--|---|---|---------------------------------|-----------------------------|
| A | IFR only | All aircraft | Air traffic control service | Not applicable | Not applicable | Continuous two-way | Yes |
| B | IFR | All aircraft | Air traffic control service | Not applicable | Not applicable | Continuous two-way | Yes |
| | VFR | All aircraft | Air traffic control service | 8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL clear of clouds | Not applicable | Continuous two-way | Yes |
| C | IFR | IFR from IFR IFR from VFR | Air traffic control service | Not applicable | Not applicable | Continuous two-way | Yes |
| | VFR | VFR from IFR | 1. Air traffic control service for separation from IFR 2. VFR traffic information (and traffic avoidance advice on request) | 8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud | 250 kt IAS Below 3050 m (10 000 ft) AMSL | Continuous two-way | Yes |
| D | IFR | IFR from IFR | Air traffic control service including traffic information about VFR flight (and traffic avoidance device on request) | Not applicable | 250 kt IAS below 3050 m (10 000 ft) AMSL | Continuous two-way | Yes |
| | VFR | Not provided | Traffic information between VFR and IFR flights (and traffic avoidance advice on request) | 8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud | 250 kt IAS below 3050 m (10 000 ft) AMSL | Continuous two-way | Yes |

| Class | Type of flight | Separation provided | Service provided | VMC visibility and distance from cloud minima | Speed limitation | Radio communication requirement | Subject to an ATC clearance |
|-------|----------------|----------------------------------|---|---|---|---------------------------------|-----------------------------|
| E | IFR | IFR from IFR | Air traffic control service and traffic information about VFR flights as far as practical | Not applicable | 250 kt IAS below 3050 m (10 000 ft)AMSL | Continuous two-way | Yes |
| | VFR | Not provided | Traffic information as far as practical | 8 km at and above 3 050 m(10 000 ft) AMSL 5 km below 3 050 m(10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud | 250 kt IAS below 3050 m (10 000 ft)AMSL | Not required | Not required |
| F | IFR | IFR from IFR as far as practical | Air traffic advisory service; flights information service | Not applicable | 250 kt IAS below 3050 m (10 000 ft)AMSL | Continuous two-way | Not required |
| | VFR | Not provided | Flight information service | 8 km at and above 3 050 m(10 000 ft) AMSL 5 km below 3 050 m(10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud At and below 900 m AMSL or 300 m above terrain whichever is higher- 5 km* clear of cloud and in sight of ground of water | 250 kt IAS below 3050 m (10 000 ft)AMSL | Not required | Not required |
| G | IFR | Not provided | Flight information service | Not applicable | 250 kt IAS below 3050 m (10 000 ft)AMSL | Continuous two-way | Not required |
| | VFR | Not provided | Flight information service | 8 km at and above 3 050 m(10 000 ft) AMSL 5 km below 3 050 m(10 000 ft) AMSL 1 500 m horizontal ; 300 m vertical distance from cloud At and below 900 m AMSL or 300 m above terrain whichever is higher- 5 km* clear of cloud and in sight of ground of water | 250 kt IAS below 3050 m (10 000 ft)AMSL | Not required | Not required |

* When so prescribed by the appropriate ATS authority:

- a) lower flight visibilities to 1 500 m may be permitted for flights operating:
 1. at speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 2. in circumstance in which the probability of encounters with other traffic would normally below e.g. in areas of low traffic volume an for aerial work at low levels;
- b) helicopters may be permitted to operate in less than 1 500 m flights visibility, if manoeuvred at the speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.