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THE CIVIL AVIATION AUTHORITY OF THAILAND
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Talat Bang Khen, Lak Si, Bangkok 10210 Thailand

AIRAC AIP - THAILAND
Amendment 12/21
21 OCT 21

This AIRAC AIP AMDT 12/21 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 3.2	AERONAUTICAL CHARTS
ENR 2.1	FIR, UIR, TMA
AD 2-VTCT-1	AD 2.6 RESCUE AND FIRE FIGHTING SERVICES
AD 2-VTBS-1	AD 2.22 FLIGHT PROCEDURES
AD 2-VTUO-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTSE-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTUK-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTSG-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTCL-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTUL-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTCH-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTUW-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTUQ-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTSF-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTCN-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTSC-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTPB-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTPP-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTCP-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTPH-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTSR-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTUV-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTUI-1	AD 2.18 ATS COMMUNICATION FACILITIES
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTPO-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTSB-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTPT-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTPM-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTST-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTUU-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTUD-1	AD 2.18 ATS COMMUNICATION FACILITIES
AD 2-VTSY-1	AD 2.18 ATS COMMUNICATION FACILITIES

1.

DESTROY			INSERT		
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	3.2-15	4 NOV 2021		3.2-15	2 DEC 2021
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	-	-		3.2-18	2 DEC 2021
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	2.1-17	22 APR 2021		2.1-17	2 DEC 2021
	2.1-18	25 MAR 2021		2.1-18	2 DEC 2021

DESTROY			INSERT		
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	2.1-30	15 JUL 2021		2.1-30	2 DEC 2021
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	2-VTBS-1-71	28 JAN 2021		2-VTBS-1-71	2 DEC 2021
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	2-VTSE-1-5	7 OCT 2021		2-VTSE-1-5	2 DEC 2021
	2-VTUK-1-5	7 OCT 2021		2-VTUK-1-5	2 DEC 2021
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	2-VTCL-1-5	7 OCT 2021		2-VTCL-1-5	2 DEC 2021
	2-VTUL-1-5	7 OCT 2021		2-VTUL-1-5	2 DEC 2021
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	2-VTUW-1-5	7 OCT 2021		2-VTUW-1-5	2 DEC 2021
	2-VTUQ-1-5	7 OCT 2021		2-VTUQ-1-5	2 DEC 2021
	2-VTSF-1-5	7 OCT 2021		2-VTSF-1-5	2 DEC 2021
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	2-VTSC-1-5	22 APR 2021		2-VTSC-1-5	2 DEC 2021
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	2-VTPP-1-6	7 OCT 2021		2-VTPP-1-6	2 DEC 2021
	2-VTCP-1-5	7 OCT 2021		2-VTCP-1-5	2 DEC 2021
	2-VTPH-1-5	25 MAR 2021		2-VTPH-1-5	2 DEC 2021
	2-VTSR-1-5	7 OCT 2021		2-VTSR-1-5	2 DEC 2021
	2-VTUV-1-5	17 JUN 2021		2-VTUV-1-5	2 DEC 2021
	2-VTUI-1-6	7 OCT 2021		2-VTUI-1-6	2 DEC 2021
	2-VTPO-1-5	22 APR 2021		2-VTPO-1-5	2 DEC 2021
	2-VTSB-1-6	7 OCT 2021		2-VTSB-1-6	2 DEC 2021
	2-VTPT-1-5	22 APR 2021		2-VTPT-1-5	2 DEC 2021
	2-VTPM-1-6	7 OCT 2021		2-VTPM-1-6	2 DEC 2021
	2-VTST-1-5	7 OCT 2021		2-VTST-1-5	2 DEC 2021
	2-VTUU-1-8	7 OCT 2021		2-VTUU-1-8	2 DEC 2021
	2-VTUD-1-6	7 OCT 2021		2-VTUD-1-6	2 DEC 2021
	2-VTSY-1-5	3 DEC 2020		2-VTSY-1-5	2 DEC 2021

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	NIL

- 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	07 NOV 2019	
13/19	24 OCT 2019	05 DEC 2019	
1/20	21 NOV 2019	02 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	08 OCT 2020	
12/20	24 SEP 2020	05 NOV 2020	
13/20	22 OCT 2020	03 DEC 2020	
14/20	19 NOV 2020	31 DEC 2020	
1/21	17 DEC 2020	28 JAN 2021	
2/21	NIL	NIL	
3/21	11 FEB 2021	25 MAR 2021	
4/21	11 MAR 2021	22 APR 2021	
5/21	08 APR 2021	20 MAY 2021	
6/21	06 MAY 2021	17 JUN 2021	
7/21	03 JUN 2021	15 JUL 2021	
8/21	01 JUL 2021	12 AUG 2021	
9/21	NIL	NIL	
10/21	26 AUG 2021	07 OCT 2021	
11/21	23 SEP 2021	04 NOV 2021	
12/21	21 OCT 2021	02 DEC 2021	

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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	**2 DEC 21**
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0.4-3	**2 DEC 21**
0.4-4	**2 DEC 21**
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0.4-6	**2 DEC 21**
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0.4-9	**2 DEC 21**
0.4-10	**2 DEC 21**
0.4-11	**2 DEC 21**
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0.6-1	18 JUL 19
GEN 1.	
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1.1-3	28 JAN 21
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1.2-3	18 JUL 19
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1.3-1	18 JUL 19
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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	31 DEC 20
1.4-3	31 DEC 20
1.4-4	31 DEC 20
1.4-5	31 DEC 20
1.5-1	3 DEC 20
1.6-1	8 OCT 20
1.6-2	8 OCT 20
1.6-3	8 OCT 20
1.7-1	31 DEC 20
1.7-2	31 DEC 20
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GEN 2.	
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2.2-2	12 SEP 19
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2.2-17	12 SEP 19
2.2-18	12 SEP 19
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2.3-2	18 JUL 19
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2.4-2	28 JAN 21
2.4-3	28 JAN 21
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2.5-4	25 MAR 21
2.6-1	18 JUL 19
2.6-2	18 JUL 19
2.6-3	18 JUL 19
2.7-1	18 JUL 19
GEN 3.	
3.1-1	12 SEP 19
3.1-2	12 SEP 19
3.1-3	12 SEP 19
3.1-4	18 JUN 20
3.1-5	18 JUN 20
3.1-6	13 AUG 20
3.1-7	12 SEP 19
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3.6-3	18 JUL 19
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4.1-3	18 JUL 19
4.2-1	28 JAN 21
4.2-2	28 JAN 21
4.2-3	28 JAN 21
4.3-1	5 NOV 20
PART 2 - EN-ROUTE (ENR)	
ENR 0.	
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1.6-5	31 DEC 20
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1.9-5	25 MAR 21
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1.12-1	18 JUL 19
1.12-2	18 JUL 19
1.12-3	18 JUL 19
1.13-1	18 JUL 19

Page	Date
1.14-1	18 JUL 19
1.14-2	18 JUL 19
1.14-3	18 JUL 19
1.14-4	18 JUL 19
1.14-5	18 JUL 19
1.14-6	18 JUL 19
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2.1-3	15 JUL 21
2.1-4	15 JUL 21
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3.5-1	18 JUL 19
3.6-1	18 JUL 19
ENR 4.	
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4.1-3	25 MAR 21
4.1-4	25 MAR 21
4.1-5	25 MAR 21
4.1-6	25 MAR 21
4.1-7	22 APR 21
4.1-8	22 APR 21
4.1-9	22 APR 21
4.1-10	22 APR 21
4.1-11	22 APR 21
4.1-12	22 APR 21
4.2-1	18 JUL 19
4.3-1	12 AUG 21
4.4-1	4 NOV 21
4.4-2	4 NOV 21
4.4-3	4 NOV 21
4.5-1	17 JUN 21
ENR 5.	
5.1-1	5 DEC 19
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

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5.1-11	5 DEC 19
5.1-12	20 MAY 21
5.1-13	20 MAY 21
5.1-14	20 MAY 21
5.1-15	5 DEC 19
5.1-16	18 JUN 20
5.1-17	5 DEC 19
5.1-18	5 DEC 19
5.1-19	5 DEC 19
5.1-20	2 JAN 20
5.1-21	5 DEC 19
5.2-1	18 JUL 19
5.3-1	18 JUL 19
5.4-1	18 JUL 19
5.5-1	18 JUL 19
5.6-1	18 JUL 19
ENR 6.	
6-1	4 NOV 21
6-3	4 NOV 21
PART 3 - AERODROMES (AD)	
AD 0.	
0.6-1	21 MAY 20
0.6-2	18 JUL 19
0.6-3	18 JUN 20
0.6-4	18 JUN 20
0.6-5	18 JUL 19
0.6-6	18 JUL 19
0.6-7	18 JUL 19
0.6-8	18 JUL 19
0.6-9	18 JUL 19
0.6-10	18 JUL 19
0.6-11	18 JUN 20
0.6-12	18 JUN 20
0.6-13	18 JUN 20
0.6-14	18 JUN 20
0.6-15	18 JUN 20
0.6-16	18 JUN 20
0.6-17	18 JUN 20
0.6-18	18 JUN 20
0.6-19	18 JUN 20
AD 1.	
1.1-1	28 JAN 21
1.1-2	28 JAN 21
1.2-1	28 JAN 21
1.3-1	10 SEP 20
1.3-2	10 OCT 19
1.3-3	21 MAY 20
1.3-4	10 OCT 19
1.4-1	18 JUL 19
1.5-1	31 DEC 20
AD 2.	
BANGKOK/DON MUEANG INTERNATIONAL AIRPORT	
2-VTBD-1-1	28 JAN 21
2-VTBD-1-2	7 OCT 21
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2-VTBD-1-8	20 MAY 21
2-VTBD-1-9	20 MAY 21
2-VTBD-1-10	20 MAY 21
2-VTBD-1-11	7 OCT 21
2-VTBD-1-12	20 MAY 21
2-VTBD-1-13	20 MAY 21
2-VTBD-1-14	7 OCT 21
2-VTBD-1-15	20 MAY 21
2-VTBD-1-16	20 MAY 21
2-VTBD-1-17	20 MAY 21
2-VTBD-1-18	20 MAY 21
2-VTBD-1-19	20 MAY 21
2-VTBD-1-20	20 MAY 21
2-VTBD-1-21	20 MAY 21
2-VTBD-1-22	28 JAN 21
2-VTBD-1-23	20 MAY 21
2-VTBD-1-24	20 MAY 21
2-VTBD-1-25	20 MAY 21
2-VTBD-1-26	4 NOV 21
2-VTBD-1-27	4 NOV 21
2-VTBD-1-28	20 MAY 21
2-VTBD-1-29	20 MAY 21
2-VTBD-1-30	20 MAY 21
2-VTBD-1-31	20 MAY 21
2-VTBD-1-32	4 NOV 21
2-VTBD-1-33	4 NOV 21
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2-VTBD-2-3	20 MAY 21
2-VTBD-2-4	28 JAN 21
2-VTBD-2-5	20 MAY 21
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2-VTBD-3-5	18 JUL 19
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2-VTBD-6-3	18 JUL 19
2-VTBD-6-4	18 JUL 19
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2-VTBD-6-6	18 JUL 19
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2-VTBD-6-9	8 OCT 20
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2-VTBD-6-15	18 JUL 19
2-VTBD-6-16	18 JUL 19
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2-VTBD-6-18	18 JUL 19
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2-VTBD-6-27	18 JUL 19
2-VTBD-6-28	18 JUL 19
2-VTBD-6-29	18 JUL 19
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2-VTBD-6-35	8 OCT 20
2-VTBD-6-36	8 OCT 20
2-VTBD-6-37	8 OCT 20
2-VTBD-6-39	28 JAN 21
2-VTBD-6-40	18 JUL 19
2-VTBD-6-41	18 JUL 19
2-VTBD-6-42	18 JUL 19
2-VTBD-6-43	18 JUL 19
2-VTBD-6-44	18 JUL 19
2-VTBD-6-45	28 JAN 21
2-VTBD-6-46	8 OCT 20
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2-VTBD-6-51	8 OCT 20
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2-VTBD-8-19	18 JUL 19
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2-VTBD-8-29	4 NOV 21
2-VTBD-8-30	4 NOV 21
2-VTBD-8-31	4 NOV 21
2-VTBD-8-32	4 NOV 21
CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT	
2-VTCC-1-1	12 SEP 19
2-VTCC-1-2	12 SEP 19
2-VTCC-1-3	3 DEC 20
2-VTCC-1-4	7 OCT 21
2-VTCC-1-5	7 OCT 21
2-VTCC-1-6	25 MAR 21
2-VTCC-1-7	28 JAN 21
2-VTCC-1-8	15 AUG 19
2-VTCC-1-9	12 SEP 19
2-VTCC-1-10	7 DEC 17
2-VTCC-1-11	7 DEC 17
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2-VTCC-1-14	28 JAN 21
2-VTCC-1-15	28 JAN 21
2-VTCC-1-16	28 JAN 21
2-VTCC-1-17	28 JAN 21
2-VTCC-1-18	28 JAN 21
2-VTCC-1-19	22 APR 21
2-VTCC-1-20	7 OCT 21
2-VTCC-2-1	7 OCT 21
2-VTCC-2-3	7 OCT 21
2-VTCC-2-5	7 OCT 21

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2-VTCC-3-1	7 OCT 21
2-VTCC-5-1	18 JUL 19
2-VTCC-6-1	18 JUL 19
2-VTCC-6-2	18 JUL 19
2-VTCC-6-3	18 JUL 19
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2-VTCC-8-2	18 JUL 19
2-VTCC-8-3	18 JUL 19
2-VTCC-8-4	18 JUL 19
2-VTCC-8-5	25 MAR 21
2-VTCC-8-6	25 MAR 21
2-VTCC-8-7	25 MAR 21
2-VTCC-8-9	25 MAR 21
2-VTCC-8-10	25 MAR 21

CHIANG RAI / Mae Fah Luang-CHIANG RAI INTERNATIONAL AIRPORT

2-VTCT-1-1	10 SEP 20
2-VTCT-1-2	**2 DEC 21**
2-VTCT-1-3	27 FEB 20
2-VTCT-1-4	26 MAR 20
2-VTCT-1-5	27 FEB 20
2-VTCT-1-6	20 MAY 21
2-VTCT-1-7	20 MAY 21
2-VTCT-1-8	20 MAY 21
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2-VTCT-2-3	27 FEB 20
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2-VTCT-8-16	8 OCT 20

PHUKET / PHUKET INTERNATIONAL AIRPORT

2-VTSP-1-1	31 DEC 20
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2-VTSP-1-3	17 JUN 21
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2-VTSP-1-5	17 JUN 21
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2-VTSP-8-14	17 JUN 21
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2-VTSP-8-16	17 JUN 21
2-VTSP-8-17	17 JUN 21
2-VTSP-8-19	17 JUN 21
2-VTSP-8-20	17 JUN 21
2-VTSP-8-21	17 JUN 21

BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT

2-VTBS-1-1	20 MAY 21
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2-VTBS-1-3	5 DEC 19
2-VTBS-1-4	7 OCT 21
2-VTBS-1-5	18 JUN 20
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2-VTBS-1-10	28 JAN 21
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2-VTBS-1-68	28 JAN 21
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2-VTBS-1-70	28 JAN 21
2-VTBS-1-71	**2 DEC 21**
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2-VTBS-1-73	20 MAY 21
2-VTBS-1-74	28 JAN 21
2-VTBS-1-75	28 JAN 21
2-VTBS-1-76	7 OCT 21
2-VTBS-2-1	20 MAY 21

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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
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2-VTBS-8-36	7 OCT 21
2-VTBS-9-1	18 JUL 19

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2-VTBU-1-1	22 APR 21
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2-VTBU-1-4	12 AUG 21
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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	7 OCT 21
2-VTBU-8-10	7 OCT 21
2-VTBU-8-11	7 OCT 21
2-VTBU-8-12	7 OCT 21

SONGKHLA / HAT YAI INTERNATIONAL AIRPORT

2-VTSS-1-1	12 SEP 19
2-VTSS-1-2	7 OCT 21
2-VTSS-1-3	28 JAN 21
2-VTSS-1-4	7 OCT 21
2-VTSS-1-5	31 DEC 20
2-VTSS-1-6	22 APR 21
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	28 JAN 21
2-VTSS-1-15	28 JAN 21
2-VTSS-2-1	31 DEC 20
2-VTSS-2-3	7 NOV 19
2-VTSS-2-5	31 DEC 20
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	3 DEC 20
2-VTSS-8-10	3 DEC 20
2-VTSS-8-11	3 DEC 20
2-VTSS-8-12	3 DEC 20

BURIRAM / BURI RAM AIRPORT

2-VTUO-1-1	7 OCT 21
2-VTUO-1-2	7 OCT 21
2-VTUO-1-3	7 OCT 21
2-VTUO-1-4	7 OCT 21
2-VTUO-1-5	**2 DEC 21**
2-VTUO-1-6	7 OCT 21
2-VTUO-1-7	7 OCT 21
2-VTUO-2-1	18 JUL 19
2-VTUO-8-1	17 JUN 21
2-VTUO-8-3	17 JUN 21
2-VTUO-8-4	18 JUL 19
2-VTUO-8-5	17 JUN 21
2-VTUO-8-6	18 JUL 19
2-VTUO-8-7	17 JUN 21
2-VTUO-8-8	18 JUL 19
2-VTUO-8-9	17 JUN 21
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	17 JUN 21
2-VTUO-8-14	20 MAY 21
2-VTUO-8-15	20 MAY 21
2-VTUO-8-17	17 JUN 21
2-VTUO-8-18	20 MAY 21
2-VTUO-8-19	20 MAY 21

CHUMPHON / CHUMPHON AIRPORT

2-VTSE-1-1	7 OCT 21
2-VTSE-1-2	7 OCT 21
2-VTSE-1-3	7 OCT 21
2-VTSE-1-4	7 OCT 21
2-VTSE-1-5	**2 DEC 21**

Page	Date
2-VTSE-1-6	7 OCT 21
2-VTSE-1-7	4 NOV 21
2-VTSE-2-1	18 JUL 19
2-VTSE-8-1	17 JUN 21
2-VTSE-8-3	17 JUN 21
2-VTSE-8-5	17 JUN 21
2-VTSE-8-6	18 JUL 19
2-VTSE-8-7	17 JUN 21
2-VTSE-8-8	18 JUL 19
2-VTSE-8-9	17 JUN 21
2-VTSE-8-10	18 JUL 19
2-VTSE-8-11	17 JUN 21
2-VTSE-8-12	18 JUL 19
2-VTSE-8-13	18 JUL 19
2-VTSE-8-15	4 NOV 21
2-VTSE-8-16	15 JUL 21
2-VTSE-8-17	4 NOV 21
2-VTSE-8-18	15 JUL 21
2-VTSE-9-1	17 JUN 21
2-VTSE-9-2	31 DEC 20
2-VTSE-9-3	17 JUN 21
2-VTSE-9-4	31 DEC 20
2-VTSE-9-5	17 JUN 21
2-VTSE-9-6	31 DEC 20

KHON KAEN / KHON KAEN AIRPORT

2-VTUK-1-1	7 OCT 21
2-VTUK-1-2	7 OCT 21
2-VTUK-1-3	7 OCT 21
2-VTUK-1-4	7 OCT 21
2-VTUK-1-5	**2 DEC 21**
2-VTUK-1-6	7 OCT 21
2-VTUK-1-7	4 NOV 21
2-VTUK-2-1	18 JUL 19
2-VTUK-2-3	18 JUL 19
2-VTUK-6-1	4 NOV 21
2-VTUK-6-2	4 NOV 21
2-VTUK-6-3	4 NOV 21
2-VTUK-6-5	4 NOV 21
2-VTUK-6-6	4 NOV 21
2-VTUK-6-7	4 NOV 21
2-VTUK-8-1	4 NOV 21
2-VTUK-8-3	4 NOV 21
2-VTUK-8-5	4 NOV 21
2-VTUK-8-6	4 NOV 21
2-VTUK-8-7	4 NOV 21
2-VTUK-8-8	4 NOV 21
2-VTUK-8-9	4 NOV 21
2-VTUK-8-10	4 NOV 21
2-VTUK-8-11	4 NOV 21
2-VTUK-8-13	4 NOV 21
2-VTUK-8-14	4 NOV 21
2-VTUK-8-15	4 NOV 21
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	7 OCT 21
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	**2 DEC 21**
2-VTSG-1-6	20 MAY 21
2-VTSG-1-7	17 JUN 21
2-VTSG-2-1	18 JUL 19
2-VTSG-6-1	20 MAY 21
2-VTSG-6-3	20 MAY 21
2-VTSG-6-5	17 JUN 21
2-VTSG-6-6	18 JUL 19
2-VTSG-6-7	17 JUN 21
2-VTSG-6-8	18 JUL 19
2-VTSG-6-9	18 JUL 19
2-VTSG-7-1	17 JUN 21
2-VTSG-7-2	18 JUL 19
2-VTSG-8-1	17 JUN 21
2-VTSG-8-2	18 JUL 19
2-VTSG-8-3	17 JUN 21
2-VTSG-8-4	18 JUL 19
2-VTSG-8-5	17 JUN 21
2-VTSG-8-6	18 JUL 19
2-VTSG-8-7	17 JUN 21
2-VTSG-8-8	17 JUN 21

LAMPANG / LAMPANG AIRPORT

2-VTCL-1-1	7 OCT 21
2-VTCL-1-2	7 OCT 21
2-VTCL-1-3	7 OCT 21
2-VTCL-1-4	7 OCT 21
2-VTCL-1-5	**2 DEC 21**
2-VTCL-1-6	7 OCT 21
2-VTCL-1-7	7 OCT 21
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	25 MAR 21
2-VTCL-8-8	25 MAR 21
2-VTCL-8-9	25 MAR 21
2-VTCL-8-10	25 MAR 21

LOEI / LOEI AIRPORT

2-VTUL-1-1	7 OCT 21
2-VTUL-1-2	7 OCT 21
2-VTUL-1-3	7 OCT 21
2-VTUL-1-4	7 OCT 21
2-VTUL-1-5	**2 DEC 21**
2-VTUL-1-6	7 OCT 21
2-VTUL-1-7	7 OCT 21
2-VTUL-2-1	18 JUL 19
2-VTUL-6-1	22 APR 21
2-VTUL-6-2	22 APR 21
2-VTUL-6-3	22 APR 21
2-VTUL-6-4	22 APR 21
2-VTUL-8-1	20 MAY 21
2-VTUL-8-2	20 MAY 21
2-VTUL-8-3	20 MAY 21
2-VTUL-8-4	22 APR 21
2-VTUL-8-5	22 APR 21

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	7 OCT 21
2-VTCH-1-2	7 OCT 21
2-VTCH-1-3	7 OCT 21
2-VTCH-1-4	18 JUL 19
2-VTCH-1-5	**2 DEC 21**
2-VTCH-1-6	25 MAR 21
2-VTCH-1-7	25 MAR 21
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	25 MAR 21
2-VTCH-8-4	25 MAR 21

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	7 OCT 21
2-VTUW-1-2	7 OCT 21
2-VTUW-1-3	7 OCT 21
2-VTUW-1-4	7 OCT 21
2-VTUW-1-5	**2 DEC 21**
2-VTUW-1-6	8 OCT 20
2-VTUW-1-7	12 SEP 19
2-VTUW-1-8	28 JAN 21
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	28 JAN 21
2-VTUW-8-8	28 JAN 21
2-VTUW-8-9	28 JAN 21
2-VTUW-8-10	28 JAN 21

NAKHON RATCHASIMA / NAKHON RATCHASIMA AIRPORT

2-VTUQ-1-1	7 OCT 21
2-VTUQ-1-2	7 OCT 21
2-VTUQ-1-3	7 OCT 21
2-VTUQ-1-4	7 OCT 21

Page	Date
2-VTUQ-1-5	**2 DEC 21**
2-VTUQ-1-6	7 OCT 21
2-VTUQ-1-7	7 OCT 21
2-VTUQ-2-1	18 JUL 19
2-VTUQ-6-1	17 JUN 21
2-VTUQ-6-2	17 JUN 21
2-VTUQ-6-3	17 JUN 21
2-VTUQ-6-4	17 JUN 21
2-VTUQ-6-5	17 JUN 21
2-VTUQ-8-1	17 JUN 21
2-VTUQ-8-3	17 JUN 21
2-VTUQ-8-5	17 JUN 21
2-VTUQ-8-7	17 JUN 21
2-VTUQ-8-9	17 JUN 21
2-VTUQ-8-10	20 MAY 21
2-VTUQ-8-11	17 JUN 21
2-VTUQ-8-12	20 MAY 21
2-VTUQ-9-1	17 JUN 21
2-VTUQ-9-2	17 JUN 21
2-VTUQ-9-3	17 JUN 21
2-VTUQ-9-4	17 JUN 21

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	25 MAR 21
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	7 OCT 21
2-VTSF-1-2	7 OCT 21
2-VTSF-1-3	7 OCT 21
2-VTSF-1-4	7 OCT 21
2-VTSF-1-5	**2 DEC 21**
2-VTSF-1-6	7 OCT 21
2-VTSF-1-7	7 OCT 21
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	15 JUL 21
2-VTSF-8-12	15 JUL 21
2-VTSF-8-13	15 JUL 21
2-VTSF-8-14	15 JUL 21

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	7 OCT 21
2-VTCN-1-2	7 OCT 21
2-VTCN-1-3	7 OCT 21
2-VTCN-1-4	15 JUL 21
2-VTCN-1-5	**2 DEC 21**
2-VTCN-1-6	15 JUL 21
2-VTCN-1-7	15 JUL 21
2-VTCN-2-1	15 JUL 21
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	15 JUL 21
2-VTCN-8-6	15 JUL 21
2-VTCN-8-7	18 JUL 19
2-VTCN-8-8	18 JUL 19
2-VTCN-8-9	15 JUL 21
2-VTCN-8-10	15 JUL 21
2-VTCN-8-11	15 JUL 21
2-VTCN-8-12	15 JUL 21

NARATHIWAT / NARATHIWAT AIRPORT

2-VTSC-1-1	7 OCT 21
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 DEC 21**
2-VTSC-1-6	22 APR 21
2-VTSC-1-7	25 MAR 21
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	3 DEC 20
2-VTSC-8-8	3 DEC 20
2-VTSC-8-9	3 DEC 20
2-VTSC-8-10	3 DEC 20

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	22 APR 21
2-VTSK-1-6	3 DEC 20
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	3 DEC 20
2-VTSK-8-6	3 DEC 20
2-VTSK-8-7	3 DEC 20
2-VTSK-8-8	3 DEC 20

PHETCHABUN / PHETCHABUN AIRPORT

2-VTPB-1-1	7 OCT 21
2-VTPB-1-2	7 OCT 21
2-VTPB-1-3	7 OCT 21
2-VTPB-1-4	7 OCT 21
2-VTPB-1-5	**2 DEC 21**
2-VTPB-1-6	7 OCT 21
2-VTPB-1-7	7 OCT 21
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	7 OCT 21
2-VTPP-1-2	7 OCT 21
2-VTPP-1-3	7 OCT 21
2-VTPP-1-4	7 OCT 21
2-VTPP-1-5	7 OCT 21
2-VTPP-1-6	**2 DEC 21**
2-VTPP-1-7	7 OCT 21
2-VTPP-1-8	7 OCT 21
2-VTPP-1-9	7 OCT 21
2-VTPP-1-10	7 OCT 21
2-VTPP-1-11	7 OCT 21
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	22 APR 21
2-VTPP-8-12	22 APR 21
2-VTPP-8-13	22 APR 21
2-VTPP-8-14	22 APR 21

PHRAE / PHRAE AIRPORT

2-VTCP-1-1	7 OCT 21
2-VTCP-1-2	7 OCT 21
2-VTCP-1-3	7 OCT 21
2-VTCP-1-4	7 OCT 21

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2-VTCP-1-5	**2 DEC 21**
2-VTCP-1-6	7 OCT 21
2-VTCP-1-7	7 OCT 21
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
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	7 OCT 21
2-VTPH-1-2	7 OCT 21
2-VTPH-1-3	7 OCT 21
2-VTPH-1-4	12 SEP 19
2-VTPH-1-5	**2 DEC 21**
2-VTPH-1-6	5 NOV 20
2-VTPH-1-7	5 NOV 20
2-VTPH-1-8	12 AUG 21
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	12 AUG 21
2-VTPH-8-6	12 AUG 21
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	7 OCT 21
2-VTSR-1-2	7 OCT 21
2-VTSR-1-3	7 OCT 21
2-VTSR-1-4	7 OCT 21
2-VTSR-1-5	**2 DEC 21**
2-VTSR-1-6	7 OCT 21
2-VTSR-1-7	7 OCT 21
2-VTSR-2-1	18 JUL 19
2-VTSR-6-1	20 MAY 21
2-VTSR-6-2	20 MAY 21
2-VTSR-6-3	20 MAY 21
2-VTSR-6-4	20 MAY 21
2-VTSR-6-5	20 MAY 21
2-VTSR-6-6	20 MAY 21
2-VTSR-6-7	20 MAY 21
2-VTSR-6-8	20 MAY 21
2-VTSR-8-1	20 MAY 21
2-VTSR-8-2	20 MAY 21
2-VTSR-8-3	20 MAY 21
2-VTSR-8-4	20 MAY 21
2-VTSR-8-5	20 MAY 21
2-VTSR-8-6	20 MAY 21
2-VTSR-8-7	17 JUN 21
2-VTSR-8-8	17 JUN 21

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ROI ET / ROI ET AIRPORT

2-VTUV-1-1	7 OCT 21
2-VTUV-1-2	7 OCT 21
2-VTUV-1-3	26 MAR 20
2-VTUV-1-4	26 MAR 20
2-VTUV-1-5	**2 DEC 21**
2-VTUV-1-6	7 OCT 21
2-VTUV-2-1	7 OCT 21
2-VTUV-6-1	17 JUN 21
2-VTUV-6-2	16 JUL 20
2-VTUV-6-3	16 JUL 20
2-VTUV-6-5	17 JUN 21
2-VTUV-6-6	16 JUL 20
2-VTUV-6-7	16 JUL 20
2-VTUV-8-1	17 JUN 21
2-VTUV-8-2	16 JUL 20
2-VTUV-8-3	17 JUN 21
2-VTUV-8-4	16 JUL 20
2-VTUV-8-5	17 JUN 21
2-VTUV-8-6	16 JUL 20
2-VTUV-8-7	17 JUN 21
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	17 JUN 21
2-VTUV-8-12	20 MAY 21
2-VTUV-8-13	20 MAY 21
2-VTUV-8-15	17 JUN 21
2-VTUV-8-16	20 MAY 21
2-VTUV-8-17	20 MAY 21

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	7 OCT 21
2-VTUI-1-2	7 OCT 21
2-VTUI-1-3	7 OCT 21
2-VTUI-1-4	7 OCT 21
2-VTUI-1-5	7 OCT 21
2-VTUI-1-6	**2 DEC 21**
2-VTUI-1-7	7 OCT 21
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	28 JAN 21
2-VTUI-8-10	28 JAN 21
2-VTUI-8-11	28 JAN 21
2-VTUI-8-12	28 JAN 21

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

Page	Date

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	**2 DEC 21**
2-VTPO-1-6	22 APR 21
2-VTPO-1-7	22 APR 21
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	22 APR 21
2-VTPO-8-8	22 APR 21
2-VTPO-8-9	22 APR 21
2-VTPO-8-10	22 APR 21

SURAT THANI / SURAT THANI AIRPORT

2-VTSB-1-1	7 OCT 21
2-VTSB-1-2	7 OCT 21
2-VTSB-1-3	7 OCT 21
2-VTSB-1-4	7 OCT 21
2-VTSB-1-5	7 OCT 21
2-VTSB-1-6	**2 DEC 21**
2-VTSB-1-7	7 OCT 21
2-VTSB-1-8	7 OCT 21
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	15 JUL 21
2-VTSB-8-12	15 JUL 21
2-VTSB-8-13	15 JUL 21
2-VTSB-8-14	15 JUL 21

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	22 APR 21

Page	Date
2-VTSM-1-7	10 SEP 20
2-VTSM-1-8	10 SEP 20
2-VTSM-1-9	15 JUL 21
2-VTSM-2-1	18 JUL 19
2-VTSM-2-3	18 JUL 19
2-VTSM-2-5	18 JUL 19
2-VTSM-3-1	18 JUL 19
2-VTSM-6-1	18 JUN 20
2-VTSM-6-2	18 JUN 20
2-VTSM-6-3	18 JUN 20
2-VTSM-6-5	18 JUN 20
2-VTSM-6-6	18 JUN 20
2-VTSM-6-7	18 JUN 20
2-VTSM-8-1	18 JUN 20
2-VTSM-8-2	18 JUN 20
2-VTSM-8-3	18 JUN 20
2-VTSM-8-4	18 JUN 20
2-VTSM-8-5	18 JUN 20
2-VTSM-8-6	18 JUN 20
2-VTSM-8-7	18 JUN 20
2-VTSM-8-8	18 JUN 20
2-VTSM-8-9	15 JUL 21
2-VTSM-8-10	15 JUL 21
2-VTSM-8-11	15 JUL 21
2-VTSM-8-13	15 JUL 21
2-VTSM-8-14	15 JUL 21
2-VTSM-8-15	15 JUL 21
2-VTSM-8-17	15 JUL 21
2-VTSM-8-18	15 JUL 21
2-VTSM-8-19	15 JUL 21
2-VTSM-8-21	15 JUL 21
2-VTSM-8-22	15 JUL 21
2-VTSM-8-23	15 JUL 21
TAK / TAK AIRPORT	
2-VTPT-1-1	7 OCT 21
2-VTPT-1-2	7 OCT 21
2-VTPT-1-3	7 OCT 21
2-VTPT-1-4	12 SEP 19
2-VTPT-1-5	**2 DEC 21**
2-VTPT-1-6	22 APR 21
2-VTPT-2-1	18 JUL 19
TAK / MAE SOT AIRPORT	
2-VTPM-1-1	7 OCT 21
2-VTPM-1-2	7 OCT 21
2-VTPM-1-3	7 OCT 21
2-VTPM-1-4	7 OCT 21
2-VTPM-1-5	7 OCT 21
2-VTPM-1-6	**2 DEC 21**
2-VTPM-1-7	7 OCT 21
2-VTPM-1-8	7 OCT 21
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	25 MAR 21
2-VTPM-8-4	25 MAR 21
TRANG / TRANG AIRPORT	
2-VTST-1-1	7 OCT 21
2-VTST-1-2	7 OCT 21
2-VTST-1-3	7 OCT 21
2-VTST-1-4	7 OCT 21
2-VTST-1-5	**2 DEC 21**
2-VTST-1-6	7 OCT 21
2-VTST-2-1	17 JUN 21
2-VTST-8-1	18 JUL 19
2-VTST-8-2	18 JUL 19
2-VTST-8-3	20 MAY 21

Page	Date
2-VTST-8-4	18 JUL 19
2-VTST-8-5	3 DEC 20
2-VTST-8-6	3 DEC 20

TRAT (KHAO SMING) / TRAT AIRPORT

2-VTBO-1-1	12 SEP 19
2-VTBO-1-2	12 SEP 19
2-VTBO-1-3	26 MAR 20
2-VTBO-1-4	12 SEP 19
2-VTBO-1-5	15 JUL 21
2-VTBO-1-6	15 JUL 21
2-VTBO-8-1	15 JUL 21
2-VTBO-8-2	15 JUL 21

UBON RATCHATHANI / UBON RATCHATHANI AIRPORT

2-VTUU-1-1	7 OCT 21
2-VTUU-1-2	7 OCT 21
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	**2 DEC 21**
2-VTUU-1-9	22 APR 21
2-VTUU-1-10	20 MAY 21
2-VTUU-1-11	20 MAY 21
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	20 MAY 21
2-VTUU-8-8	20 MAY 21
2-VTUU-8-9	20 MAY 21
2-VTUU-8-10	20 MAY 21

UDON THANI / UDON THANI AIRPORT

2-VTUD-1-1	7 OCT 21
2-VTUD-1-2	7 OCT 21
2-VTUD-1-3	7 OCT 21
2-VTUD-1-4	7 OCT 21
2-VTUD-1-5	7 OCT 21
2-VTUD-1-6	**2 DEC 21**
2-VTUD-1-7	7 OCT 21
2-VTUD-1-8	7 OCT 21
2-VTUD-2-1	18 JUL 19
2-VTUD-2-3	15 JUL 21
2-VTUD-6-1	28 JAN 21
2-VTUD-6-2	28 JAN 21
2-VTUD-6-3	28 JAN 21
2-VTUD-6-5	28 JAN 21
2-VTUD-6-6	28 JAN 21
2-VTUD-6-7	28 JAN 21
2-VTUD-7-1	28 JAN 21
2-VTUD-7-2	28 JAN 21
2-VTUD-7-3	28 JAN 21
2-VTUD-7-5	25 MAR 21
2-VTUD-7-6	28 JAN 21
2-VTUD-7-7	28 JAN 21
2-VTUD-8-1	25 MAR 21
2-VTUD-8-2	25 MAR 21
2-VTUD-8-3	25 MAR 21

Page	Date
2-VTUD-8-4	25 MAR 21
2-VTUD-8-5	25 MAR 21
2-VTUD-8-6	25 MAR 21
2-VTUD-8-7	25 MAR 21
2-VTUD-8-8	25 MAR 21
2-VTUD-8-9	25 MAR 21
2-VTUD-8-11	25 MAR 21
2-VTUD-8-12	25 MAR 21
2-VTUD-8-13	25 MAR 21
2-VTUD-8-14	25 MAR 21
YALA/BETONG AIRPORT	
2-VTSY-1-1	17 JUN 21
2-VTSY-1-2	21 MAY 20
2-VTSY-1-3	21 MAY 20
2-VTSY-1-4	17 JUN 21
2-VTSY-1-5	**2 DEC 21**
2-VTSY-1-6	17 JUN 21
2-VTSY-1-7	17 JUN 21
2-VTSY-2-1	3 DEC 20
2-VTSY-6-1	3 DEC 20
2-VTSY-6-2	3 DEC 20
2-VTSY-6-3	3 DEC 20
2-VTSY-6-4	3 DEC 20
2-VTSY-8-1	3 DEC 20
2-VTSY-8-2	3 DEC 20
2-VTSY-8-3	3 DEC 20
2-VTSY-8-4	3 DEC 20

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GEN 3.2 AERONAUTICALCHARTS

1. Responsible services

1.1 The Civil Aviation Authority of Thailand provides a wide range of aeronautical charts for use by all types of civil aviation. The aeronautical information service produces the charts which are part of the AIP.

1.2 The charts are produced in accordance with the provision contained in ICAO documents listed below:

a) Annex 4 - Aeronautical Charts
b) Doc 8697 - Aeronautical Chart Manual

2. Maintenance of charts

2.1 The aeronautical charts published in the AIP are kept up to date by amendments to the AIP.

2.2 If incorrect information detected on published charts is of operational significance, will be corrected by NOTAM.

3. Purchase arrangements

3.1 The charts as listed in item 5 of this subsection may be obtained from:

Aeronautical Information Services
The Civil Aviation Authority of Thailand
333/105 Lak Si Plaza
Khamphaeng Phet 6 Rd
Talat Bang Khen, Lak Si
Bangkok 10210, Thailand

Tel:	+662 568 8830, +666 3205 8831
Fax:	+662 576 1903
AFS:	VTBAYOYX
E-mail:	aisthai@caat.or.th, ais@caat.or.th

4. Aeronautical chart series available

4.1 The following series of Aeronautical charts are available

a) Aerodrome chart - ICAO
b) Aircraft Parking/Docking Chart - ICAO
c) Aerodrome Ground Movement Chart - ICAO
d) Aerodrome Obstacle Chart - ICAO Type A
e) Aerodrome Obstacle Chart - ICAO Type B
f) Precision Approach Terrain Chart - ICAO
g) Area Chart - ICAO
h) Standard Departure Chart - Instrument (SID) - ICAO
i) Standard Arrival Chart - Instrument (STAR) - ICAO
j) Instrument Approach Chart - ICAO
k) Enroute Chart - ICAO

In addition, AIP Thailand contains other charts as following;

– VFR Entry Procedure Chart
– VFR Exit Procedure Chart
– Bird concentrations

4.2 General description of each series

a) **Aerodrome Chart - ICAO**

This chart contains detailed aerodrome data to provide flight crew with information that will facilitate the ground movement of aircraft:

– from the aircraft stand to the runway; and
– from the runway to the aircraft stand.

It also provides essential operational information at the aerodrome.

b) **Aircraft Parking/Docking Chart - ICAO**

This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands.

c) **Aerodrome Ground Movement Chart - ICAO**

This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome chart - ICAO.

d) **Aerodrome Obstacle Chart - ICAO Type A**

This chart contains detailed information on obstacle in the take-off flight path area of aerodromes. It is shown in plan and profile view. This obstacle information provides the data necessary to enable an operator to comply with the performance operating limitations of ICAO Annex 6, Parts I and II, Chapter 5.

e) **Aerodrome Obstacle Chart - ICAO Type B**

This chart provides information the determination of critical heights, e.g. for circling procedures, or of procedures for use in the event of an emergency during take-off or landing, and of obstacle clearing and marking criteria.

f) **Precision Approach Terrain Chart - ICAO**

This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters.

g) **Area Chart - ICAO**

This chart is a simplified presentation of the air traffic services system, radio navigation aids, significant points and other aeronautical information essential for IFR flights within a certain area.

h) **Standard Departure Chart - Instrument (SID) - ICAO**

This chart provides flight crew with information that will enable them to comply with the designated standard departure route-instrument from the take-off phase to the en-route phase of flight.

i) **Standard Arrival Chart - Instrument (STAR) - ICAO**

This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route - instrument from the en-route phase to the approach phase of flight.

j) **Instrument Approach Chart - ICAO**

This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart -ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc. This chart provides flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing, including the missed approach procedure and where applicable, associated holding patterns.

k) **Enroute Chart - ICAO**

This chart is produced for the entire Bangkok FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail.

This chart provides the flight crew with information to facilitate navigation along ATS routes in compliance with air traffic services procedures.

5. List of Aeronautical Charts Available

5.1 Aerodrome Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-1	In AIP	20 MAY 2021
		Chiang Mai Intl	AD 2-VTCC-2-1	In AIP	7 OCT 2021
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-1	In AIP	27 FEB 2020
		Phuket Intl	AD 2-VTSP-2-1	In AIP	18 JUL 2019
		Suvarnabhumi Intl	AD 2-VTBS-2-1	In AIP	20 MAY 2021
		U-Tapao Rayong Pattaya Intl	AD 2-VTBU-2-1	In AIP	17 JUN 2021
		Hat Yai Intl	AD 2-VTSS-2-1	In AIP	31 DEC 2020
		Buri Ram	AD 2-VTUO-2-1	In AIP	18 JUL 2019
		Chumphon	AD 2-VTSE-2-1	In AIP	18 JUL 2019
		Khon Kaen	AD 2-VTUK-2-1	In AIP	18 JUL 2019
		Krabi	AD 2-VTSG-2-1	In AIP	18 JUL 2019
		Lampang	AD 2-VTCL-2-1	In AIP	18 JUL 2019
		Loei	AD 2-VTUL-2-1	In AIP	18 JUL 2019
		Mae Hong Song	AD 2-VTCH-2-1	In AIP	18 JUL 2019
		Pai	AD 2-VTCI-2-1	In AIP	18 JUL 2019
		Nakhon Phanom	AD 2-VTUW-2-1	In AIP	18 JUL 2019
		Nakhon Ratchasima	AD 2-VTUQ-2-1	In AIP	18 JUL 2019
		Nakhon Si Thammarat	AD 2-VTSF-2-1	In AIP	18 JUL 2019
		Nan Nakhon	AD 2-VTCN-2-1	In AIP	15 JUL 2021
		Narathiwat	AD 2-VTSC-2-1	In AIP	18 JUL 2019
		Pattani	AD 2-VTSK-2-1	In AIP	18 JUL 2019
		Phatchabun	AD 2-VTPB-2-1	In AIP	18 JUL 2019
		Phitsanulok	AD 2-VTPP-2-1	In AIP	18 JUL 2019
		Phrae	AD 2-VTCP-2-1	In AIP	26 MAR 2020
		Hua Hin	AD 2-VTPH-2-1	In AIP	18 JUL 2019
		Ranong	AD 2-VTSR-2-1	In AIP	18 JUL 2019
		Raoi Et	AD 2-VTUV-2-1	In AIP	7 OCT 2021
		Sakon Nakhon	AD 2-VTUI-2-1	In AIP	26 MAR 2020
		Songkhla	AD 2-VTSH-2-1	In AIP	18 JUL 2019
	1 : 20,000	**Sukhothai**	AD 2-VTPO-2-1	In AIP	18 JUL 2019
		Surat Thani	AD 2-VTSB-2-1	In AIP	5 NOV 2020
	1 : 20,000	**Samui**	AD 2-VTSM-2-1	In AIP	18 JUL 2019
		Tak	AD 2-VTPT-2-1	In AIP	18 JUL 2019
		Mae Sot	AD 2-VTPM-2-1	In AIP	27 FEB 2020
		Trang	AD 2-VTST-2-1	In AIP	17 JUN 2021
		Ubon Ratchathani	AD 2-VTUU-2-1	In AIP	13 AUG 2020
		Udon Thani	AD 2-VTUD-2-1	In AIP	18 JUL 2019
		Betong	AD 2-VTSY-2-1	In AIP	3 DEC 2020

5.2 Aircraft Parking/Docking Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aircraft Parking/ Docking Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-3	In AIP	20 MAY 2021
		Chiang Mai Intl	AD 2-VTCC-2-3	In AIP	7 OCT 2021
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-3	In AIP	27 FEB 2020
		Phuket Intl	AD 2-VTSP-2-3	In AIP	18 JUL 2019
		Suvarnabhumi Intl	AD 2-VTBS-2-3	In AIP	18 JUN 2020
		Hat Yai Intl	AD 2-VTSS-2-3	In AIP	7 NOV 2019
		Khon Kaen	AD 2-VTUK-2-3	In AIP	18 JUL 2019
	1 : 20,000	**Samui**	AD 2-VTSM-2-3	In AIP	18 JUL 2019
		Udon Thani	AD 2-VTUD-2-3	In AIP	15 JUL 2021

5.3 Aerodrome Ground Movement Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Ground Movement Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-5	In AIP	20 MAY 2021
		Chiang Mai Intl	AD 2-VTCC-2-5	In AIP	7 OCT 2021
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-5	In AIP	27 FEB 2020
		Phuket Intl	AD 2-VTSP-2-5	In AIP	18 JUL 2019
		Suvarnabhumi Intl			
		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 19R	AD 2-VTBS-2-7	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 19L	AD 2-VTBS-2-9	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 01R	AD 2-VTBS-2-11	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 01L	AD 2-VTBS-2-13	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF 19R	AD 2-VTBS-2-15	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF 19L	AD 2-VTBS-2-17	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF 01R	AD 2-VTBS-2-19	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUTBOUND - TAKE-OFF 01L	AD 2-VTBS-2-21	In AIP	18 JUN 2020
	1 : 15,000	**U-Tapao Rayong Pattaya Intl**	AD 2-VTBU-2-3	In AIP	18 JUL 2019
	1 : 10,000	**Hat Yai Intl**	AD 2-VTSS-2-5	In AIP	31 DEC 2020
	1 : 10,000	**Sukhothai**	AD 2-VTPO-2-3	In AIP	18 JUL 2019
	1 : 10,000	**Samui**	AD 2-VTSM-2-5	In AIP	18 JUL 2019

5.4 Aerodrome Obstacle Chart - ICAO Type A

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Obstacle Chart - ICAO Type A		**Don Mueang Intl**			
	1 : 15,000	RWY 21R/03L	AD 2-VTBD-3-3	In AIP	18 JUL 2019
	1 : 20,000	RWY 21L/03R	AD 2-VTBD-3-5	In AIP	18 JUL 2019
		Chiang Mai Intl			
	1 : 20,000	RWY 18/36	AD 2-VTCC-3-1	In AIP	7 OCT 2021
		Mae Fah Luang-Chiang Rai Intl			
	1 : 12,500	RWY 03/21	AD 2-VTCT-3-1	In AIP	18 JUL 2019
		Phuket Intl			
	1 : 20,000	RWY 09/27	AD 2-VTSP-3-1	In AIP	18 JUL 2019
		Suvarnabhumi Intl			
	1 : 20,000	RWY 01L/19R	AD 2-VTBS-3-1	In AIP	18 JUL 2019
	1 : 20,000	RWY 01R/19L	AD 2-VTBS-3-3	In AIP	18 JUL 2019
		U-Tapao Rayong Pattaya Intl			
		RWY 18/36	AD 2-VTBU-3-1	In AIP	18 JUL 2019
		Hat Yai Intl			
	1 : 20,000	RWY 08/26	AD 2-VTSS-3-1	In AIP	7 NOV 2019
		Sukhothai			
	1 : 15,000	RWY 18/36	AD 2-VTPO-3-1	In AIP	18 JUL 2019
		Samui			
	1 : 15,000	RWY 17/35	AD 2-VTSM-3-1	In AIP	18 JUL 2019

5.5 Aerodrome Obstacle Chart - ICAO Type B

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Obstacle Chart - ICAO Type B		**Phuket Intl**			
		RWY 09/27	AD 2-VTSP-3-3	In AIP	18 JUL 2019

5.6 Precision Approach Terrain Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Precision Approach Terrain Chart - ICAO		**Don Mueang Intl**			
	1 : 2,500	RWY 21L	AD 2-VTBD-3-1	In AIP	18 JUL 2019
		Suvarnabhumi Intl			
	1 : 2,500	RWY 01L/19R	AD 2-VTBS-3-5	In AIP	18 JUL 2019
	1 : 2,500	RWY 01R/19L	AD 2-VTBS-3-7	In AIP	18 JUL 2019

5.7 Area Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Area Chart - ICAO		**Chiang Mai Intl**	AD 2-VTCC-5-1	In AIP	18 JUL 2019
		Hat Yai Intl	AD 2-VTSS-5-1	In AIP	18 JUL 2019

5.8 Standard Departure Chart - Instrument (SID) - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Don Mueang Intl**			
		RNAV RWY 21L - ALBOS3C BONVO3C NOBER3C NUNLI3C PASTO3C ROBKA3C SEMBO3C TANGO3C TARED3C TL3C UPKUP3C	AD 2-VTBD-6-1	In AIP	28 JAN 2021
		RNAV RWY21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-7	In AIP	28 JAN 2021
		RNAV RWY 21R - ALBOS3A BONVO3A NOBER3A NUNLI3A PASTO3A ROBKA3A SEMBO3A TANGO3A TARED3A TL3A UPKUP3A	AD 2-VTBD-6-13	In AIP	28 JAN 2021
		RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-19	In AIP	28 JAN 2021
		RNAV RWY 03L - ALBOS1B NOBER1B NUNLI1B ROBKA1B SEMBO1B TANGO1B TARED1B TL1B UPKUP1B	AD 2-VTBD-6-25	In AIP	28 JAN 2021
		RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-31	In AIP	28 JAN 2021
		RNAV RWY 03R - ALBOS1D NOBER1D NUNLI1D ROBKA1D SEMBO1D TANGO1D TARED1D TL1D UPKUP1D	AD 2-VTBD-6-39	In AIP	28 JAN 2021
		RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-45	In AIP	28 JAN 2021
		Chiang Mai Intl			
		RWY 18	AD 2-VTCC-6-1	In AIP	18 JUL 2019
		RWY 36	AD 2-VTCC-6-5	In AIP	18 JUL 2019
		RNAV RWY 36 - LAMUN1N VISES1N	AD 2-VTCC-6-9	In AIP	18 JUL 2019
		RNAV RWY 36 - LAMUN1X VISES1X	AD 2-VTCC-6-11	In AIP	18 JUL 2019
		RNAV RWY 36 - ADLUS1N ASAVI1N ENBAT1N GOGOP1N KABMU1N MONLO1N PANTA1N PUMAM1N	AD 2-VTCC-6-13	In AIP	18 JUL 2019
		Mae Fah Luang-Chiang Rai Intl			
		RWY 03	AD 2-VTCT-6-1	In AIP	18 JUL 2019
		RWY 21	AD 2-VTCT-6-3	In AIP	18 JUL 2019
	1 : 750,000	RNAV RWY 03 - BENVI1A DOSBU1A NUM- DO1A PONUK1A	AD 2-VTCT-6-4	In AIP	8 OCT 2020
	1 : 750,000	RNAV RWY 03 - BENVI1B DOSBU1B NUM- DO1B PONUK1B	AD 2-VTCT-6-6	In AIP	8 OCT 2020

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Phuket**			
		RWY 09/27	AD 2-VTSP-6-1	In AIP	20 MAY 2021
	1 : 800,000	RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A	AD 2-VTSP-6-5	In AIP	20 MAY 2021
	1 : 800,000	RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B	AD 2-VTSP-6-9	In AIP	20 MAY 2021
		Suvarnabhumi Intl			
		RNAV RWY 19L - ALBOS3J BONVO3J NOBER3J NUNLI3J PASTO3J ROBKA3J SEMBO3J TANGO3J TARED3J TL3J UPKUP3J	AD 2-VTBS-6-1	In AIP	28 JAN 2021
		RNAV RWY 19L - DOSBU3J GORSI3J HHN3J KASNI3J KIGOB3J REGOS3J RYN3J SABIS3J UKERA3J	AD 2-VTBS-6-9	In AIP	28 JAN 2021
		RNAV RWY 19R - ALBOS3G BONVO3G NOBER3G NUNLI3G PASTO3G ROBKA3G SEMBO3G TANGO3G TARED3G TL3G	AD 2-VTBS-6-15	In AIP	28 JAN 2021
		RNAV RWY 19R - DOSBU3G GORSI3G HHN3G KASNI3G KIGOB3G REGOS3G RYN3G SABIS3G UKERA3G	AD 2-VTBS-6-23	In AIP	28 JAN 2021
		RNAV RWY 01L - ALBOS3H BONVO3H NOBER3H NUNLI3H PASTO3H ROBKA3H SEMBO3H TANGO3H TARED3H TL3H UPKUP3H	AD 2-VTBS-6-29	In AIP	28 JAN 2021
		RNAV RWY 01L - DOSBU3H GORSI3H HHN3H KASNI3H KIGOB3H REGOS3H RYN3H SABIS3H UKERA3H	AD 2-VTBS-6-35	In AIP	28 JAN 2021
		RNAV RWY 01R - ALBOS3K BONVO3K NOBER3K NUNLI3K PASTO3K ROBKA3K SEMBO3K TANGO3K TARED3K TL3K UPKUP3K	AD 2-VTBS-6-41	In AIP	28 JAN 2021
		RNAV RWY 01R - DOSBU3K GORSI3K HHN3K KASNI3K KIGOB3K REGOS3K RYN3K SABIS3K UKERA3K	AD 2-VTBS-6-47	In AIP	28 JAN 2021
		U-Tapao Rayong Pattaya Intl			
	1 : 700,000	RNAV RWY 18 - BKK1A	AD 2-VTBU-6-1	In AIP	18 JUL 2019
	1 : 700,000	RNAV RWY 36 - BKK1B	AD 2-VTBU-6-3	In AIP	18 JUL 2019
		Khon Kaen			
	1 : 600,000	RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SEDNO1C	AD 2-VTUK-6-1	In AIP	4 NOV 2021
	1 : 600,000	RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SEDNO1D	AD 2-VTUK-6-5	In AIP	4 NOV 2021

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Krabi**			
	1 : 500,000	RWY 14 - SURAT2H TRANG2D PHUKET2F	AD 2-VTSG-6-1	In AIP	20 MAY 2021
	1 : 500,000	RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3	In AIP	20 MAY 2021
	1 : 600,000	RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5	In AIP	17 JUN 2021
	1 : 600,000	RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7	In AIP	17 JUN 2021
		Lampang			
		RWY 18 - PAE1D PSL1E CMA1F	AD 2-VTCL-6-1	In AIP	18 JUL 2019
		RWY 36 - PAE1C PSL1D CMA1E	AD 2-VTCL-6-3	In AIP	18 JUL 2019
	1 : 400,000	RNAV RWY 18 - JUMKA1A MARWA1A PAMOK1A SAMAI1A WANSA1A	AD 2-VTCL-6-5	In AIP	18 JUL 2019
	1 : 400,000	RNAV RWY 36 - MARBO1A PAHIN1A PHATA1A TOHAN1A	AD 2-VTCL-6-7	In AIP	18 JUL 2019
		Loei			
	1 : 500,000	RNAV RWY 01 - BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A	AD 2-VTUL-6-1	In AIP	22 APR 2021
	1 : 500,000	RNAV RWY 19 - BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B	AD 2-VTUL-6-3	In AIP	22 APR 2021
		Mae Hong Son			
	1 : 500,000	RNAV RWY 29 - BOKIB1L BOKIB1R DOMKA1L DOMKA1R	AD 2-VTCH-6-1	In AIP	23 APR 2020
		Nakhon Ratchasima			
	1 : 600,000	RNAV RWY 06 - SAMBY1A SITTA1A VOBOT1A	AD 2-VTUQ-6-1	In AIP	17 JUN 2021
	1 : 600,000	RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B	AD 2-VTUQ-6-3	In AIP	17 JUN 2021
		Nakhon Si Thammarat			
	1 : 500,000	RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A	AD 2-VTSF-6-1	In AIP	13 AUG 2020
	1 : 500,000	RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B	AD 2-VTSF-6-3	In AIP	13 AUG 2020
		Phitsanulok			
	1 : 600,000	RNAV RWY 14 - PEBLI1A PIBIK1A	AD 2-VTPP-6-1	In AIP	18 JUL 2019
	1 : 600,000	RNAV RWY 32 - GOKON1B GOSTA1B NIROP1B PEBLI1B PIBIK1B POLOB1B REMER1B	AD 2-VTPP-6-5	In AIP	18 JUL 2019
		Ranong			
	1 : 500,000	RNAV RWY 02 - PAYUN1A	AD 2-VTSR-6-1	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 02 - KAOYA1A NEETA1A	AD 2-VTSR-6-3	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 20 - PAYUN1B	AD 2-VTSR-6-5	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 20 - KAOYA1B NEETA1B	AD 2-VTSR-6-7	In AIP	20 MAY 2021

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Roi Et**			
	1 : 500,000	RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A RURAR1A SED-NO1A	AD 2-VTUV-6-1	In AIP	17 JUN 2021
	1 : 500,000	RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SED-NO1B	AD 2-VTUV-6-5	In AIP	17 JUN 2021
		Sukhothai			
	1 : 400,000	RNAV RWY 18 - KIMET1A TOPAS1A	AD 2-VTPO-6-1	In AIP	18 JUL 2019
	1 : 400,000	RNAV RWY 36 - KIMET1B TOPAS1B	AD 2-VTPO-6-3	In AIP	18 JUL 2019
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1D EMVEL1D IDNAR1D LAMUL1D NIXET1D SEG-RA1D TAVAT1D TOGIM1D	AD 2-VTSB-6-1	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 22 - ADLAL1D EMVEL1C IDNAR1C LAMUL1C NIXET1C NIX-ET1X SEGRA1C TAVAT1C TOGIM1C	AD 2-VTSB-6-3	In AIP	30 JAN 2020
		Samui			
	1 : 550,000	RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UP-NEP1A	AD 2-VTSM-6-1	In AIP	18 JUN 2020
	1 : 550,000	RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B	AD 2-VTSM-6-5	In AIP	18 JUN 2020
		Mae Sot			
	1 : 400,000	RNAV RWY 09 - ISBEL1A ISBEL1B LILRI1A	AD 2-VTPM-6-1	In AIP	12 SEP 2019
		Ubon Ratchathani			
	1 : 500,000	RWY 05 - RAMBU1B ROT1B CMP1B BUTRA1B PAKSE1B	AD 2-VTUU-6-1	In AIP	18 JUL 2019
	1 : 500,000	RWY 23 - RAMBU1A ROT1A CMP1A BUTRA1A PAKSE1A	AD 2-VTUU-6-3	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 05 - ARARE1B BAMBO1B CHETA1B PACER1B ROONY1B	AD 2-VTUU-6-5	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 23 - ARARE1A BAMBO1A CHETA1A PACER1A ROONY1A	AD 2-VTUU-6-7	In AIP	18 JUL 2019
		Udon Thani			
	1 : 500,000	RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SUR-GU1B TERCO1B	AD 2-VTUD-6-1	In AIP	28 JAN 2021
	1 : 500,000	RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SUR-GU1D TERCO1D	AD 2-VTUD-6-5	In AIP	28 JAN 2021
		Betong			
	1 : 500,000	RNAV RWY 07 - ERVES1A PETAC1A	AD 2-VTSY-6-1	In AIP	3 DEC 2020
	1 : 500,000	RNAV RWY 25 - ERVES1B PETAC1B	AD 2-VTSY-6-3	In AIP	3 DEC 2020

5.9 Standard Arrival Chart - Instrument (STAR) - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Arrival Chart - Instrument (STAR) - ICAO		**Don Mueang Intl**			
		RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A	AD 2-VTBD-7-1	In AIP	28 JAN 2021
		RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B	AD 2-VTBD-7-9	In AIP	4 NOV 2021
		Chiang Mai Intl			
	1 : 700,000	RNAV RWY 36 - LAMUN1A VISES1A	AD 2-VTCC-7-1	In AIP	18 JUL 2019
	1 : 700,000	RNAV RWY 36 - ADLUS1A ASAVI1A ENBAT1A GOGOP1A KABMU1A MARNI1A MONLO1A PANTA1A PUMAM1A	AD 2-VTCC-7-3	In AIP	18 JUL 2019
		Phuket Intl			
	1 : 800,000	RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C	AD 2-VTSP-7-1	In AIP	20 MAY 2021
	1 : 800,000	RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D	AD 2-VTSP-7-7	In AIP	20 MAY 2021
		Suvarnabhumi Intl			
		RNAV RWY 19L/19R - DOLNI3C EASTE3C LEBIM3C NORTA3C WILLA3C	AD 2-VTBS-7-1	In AIP	28 JAN 2021
		RNAV RWY 01L/01R - DOLNI3D EASTE3D LEBIM3 NORTA3D WILLA3D	AD 2-VTBS-7-9	In AIP	28 JAN 2021
		Krabi			
	1 : 600,000	RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E	AD 2-VTSG-7-1	In AIP	17 JUN 2021
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1B EMVEL1B IDNAR1B IKERA1B LAMUL1B SEGRA1B TAVAT1B TOGIM1B	AD 2-VTSB-7-1	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 22 - ADLAL1A EMVEL1A IDNAR1A IKERA1A LAMUL1A SEGRA1A TAVAT1A TOGIM1A	AD 2-VTSB-7-5	In AIP	18 JUL 2019
		Udon Thani			
	1 : 500,000	RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A	AD 2-VTUD-7-1	In AIP	28 JAN 2021
	1 : 500,000	RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C	AD 2-VTUD-7-5	In AIP	25 MAR 2021

5.10 Instrument Approach Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Don Mueang Intl**			
	1 : 500,000	VOR RWY 21L	AD 2-VTBD-8-1	In AIP	4 NOV 2021
	1 : 500,000	VOR RWY 21R	AD 2-VTBD-8-3	In AIP	4 NOV 2021
	1 : 500,000	VOR RWY 03R	AD 2-VTBD-8-5	In AIP	4 NOV 2021
	1 : 500,000	ILS or LOC y RWY 03L	AD 2-VTBD-8-7	In AIP	4 NOV 2021
	1 : 500,000	ILS or LOC y RWY 21L	AD 2-VTBD-8-9	In AIP	4 NOV 2021
	1 : 500,000	ILS or LOC y RWY 21R CAT II	AD 2-VTBD-8-11	In AIP	4 NOV 2021
	1 : 500,000	ILS or LOC z RWY 21L	AD 2-VTBD-8-13	In AIP	4 NOV 2021
	1 : 500,000	ILS or LOC z RWY 21R CAT II	AD 2-VTBD-8-17	In AIP	4 NOV 2021
	1 : 500,000	ILS or LOC z RWY 03L	AD 2-VTBD-8-21	In AIP	4 NOV 2021
	1 : 500,000	RNP RWY 21L	AD 2-VTBD-8-25	In AIP	4 NOV 2021
	1 : 500,000	RNP RWY 21R	AD 2-VTBD-8-27	In AIP	4 NOV 2021
	1 : 500,000	RNP RWY 03L	AD 2-VTBD-8-29	In AIP	4 NOV 2021
	1 : 500,000	RNP RWY 03R	AD 2-VTBD-8-31	In AIP	4 NOV 2021
		Chiang Mai Intl			
	1 : 500,000	VOR RWY 36	AD 2-VTCC-8-1	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTCC-8-3	In AIP	18 JUL 2019
	1 : 500,000	RNP RWY 18	AD 2-VTCC-8-5	In AIP	25 MAR 2021
	1 : 400,000	RNP RWY 36	AD 2-VTCC-8-9	In AIP	25 MAR 2021
		Mae Fah Luang-Chiang Rai Intl			
	1 : 500,000	NDB/DME RWY 03	AD 2-VTCT-8-1	In AIP	18 JUL 2019
	1 : 550,000	VOR RWY 03	AD 2-VTCT-8-3	In AIP	8 OCT 2020
	1 : 550,000	VOR RWY 21	AD 2-VTCT-8-5	In AIP	8 OCT 2020
	1 : 550,000	ILS or LOC y RWY 03	AD 2-VTCT-8-7	In AIP	3 DEC 2020
	1 : 750,000	ILS or LOC z RWY 03	AD 2-VTCT-8-9	In AIP	8 OCT 2020
	1 : 750,000	RNP RWY 03	AD 2-VTCT-8-13	In AIP	8 OCT 2020
	1 : 750,000	RNP RWY 21	AD 2-VTCT-8-15	In AIP	8 OCT 2020
		Phuket Intl			
	1 : 600,000	VOR Y RWY 09	AD 2-VTSP-8-1	In AIP	20 MAY 2021
	1 : 600,000	VOR Y RWY 27	AD 2-VTSP-8-3	In AIP	20 MAY 2021
	1 : 700,000	VOR Z RWY 09	AD 2-VTSP-8-5	In AIP	20 MAY 2021
	1 : 500,000	VOR Z RWY 27	AD 2-VTSP-8-7	In AIP	20 MAY 2021
	1 : 500,000	ILS or LLZ RWY 27	AD 2-VTSP-8-9	In AIP	20 MAY 2021
	1 : 500,000	RNP z RWY 09	AD 2-VTSP-8-11	In AIP	17 JUN 2021
	1 : 500,000	RNP z RWY 27	AD 2-VTSP-8-13	In AIP	17 JUN 2021
	1 : 500,000	RNP y RWY 09 (AR)	AD 2-VTSP-8-15	In AIP	17 JUN 2021
	1 : 500,000	RNP y RWY 27 (AR)	AD 2-VTSP-8-19	In AIP	17 JUN 2021

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Suvarnabhumi Intl**			
	1 : 500,000	VOR RWY 01L	AD 2-VTBS-8-1	In AIP	28 JAN 2021
	1 : 500,000	VOR RWY 19R	AD 2-VTBS-8-3	In AIP	28 JAN 2021
	1 : 500,000	ILS or LOC y RWY 01L CAT II	AD 2-VTBS-8-5	In AIP	28 JAN 2021
	1 : 500,000	ILS or LOC y RWY 01R CAT II	AD 2-VTBS-8-7	In AIP	28 JAN 2021
	1 : 500,000	ILS or LOC y RWY 19L CAT II	AD 2-VTBS-8-9	In AIP	28 JAN 2021
	1 : 500,000	ILS or LOC y RWY 19R CAT II	AD 2-VTBS-8-11	In AIP	28 JAN 2021
	1 : 500,000	ILS or LOC z RWY 01L CAT II	AD 2-VTBS-8-13	In AIP	25 MAR 2021
	1 : 500,000	ILS or LOC z RWY 01R CAT II	AD 2-VTBS-8-17	In AIP	28 JAN 2021
	1 : 500,000	ILS or LOC z RWY 19L CAT II	AD 2-VTBS-8-21	In AIP	28 JAN 2021
	1 : 500,000	ILS or LOC z RWY 19R CAT II	AD 2-VTBS-8-25	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 01L	AD 2-VTBS-8-29	In AIP	7 OCT 2021
	1 : 500,000	RNP RWY 01R	AD 2-VTBS-8-31	In AIP	7 OCT 2021
	1 : 500,000	RNP RWY 19L	AD 2-VTBS-8-33	In AIP	7 OCT 2021
	1 : 500,000	RNP RWY 19R	AD 2-VTBS-8-35	In AIP	7 OCT 2021
		U-Tapao Rayong Pattaya Intl			
	1 : 500,000	NDB RWY 36	AD 2-VTBU-8-1	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 18	AD 2-VTBU-8-3	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 36	AD 2-VTBU-8-5	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 18	AD 2-VTBU-8-7	In AIP	18 JUL 2019
	1 : 500,000	RNP RWY 18	AD 2-VTBU-8-9	In AIP	7 OCT 2021
	1 : 500,000	RNP RWY 36	AD 2-VTBU-8-11	In AIP	7 OCT 2021
		Hat Yai Intl			
	1 : 500,000	VOR A	AD 2-VTSS-8-1	In AIP	13 AUG 2020
	1 : 500,000	VOR B	AD 2-VTSS-8-3	In AIP	13 AUG 2020
	1 : 500,000	VOR RWY 26	AD 2-VTSS-8-5	In AIP	13 AUG 2020
	1 : 500,000	ILS or LOC RWY 26	AD 2-VTSS-8-7	In AIP	13 AUG 2020
	1 : 400,000	RNP RWY 08	AD 2-VTSS-8-9	In AIP	3 DEC 2020
	1 : 400,000	RNP RWY 26	AD 2-VTSS-8-11	In AIP	3 DEC 2020
		Buri Ram			
	1 : 500,000	NDB RWY 04	AD 2-VTUO-8-1	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 04	AD 2-VTUO-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 22	AD 2-VTUO-8-5	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC y RWY 04	AD 2-VTUO-8-7	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC z RWY 04	AD 2-VTUO-8-9	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 04	AD 2-VTUO-8-13	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 22	AD 2-VTUO-8-17	In AIP	17 JUN 2021

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Chumphon**			
	1 : 500,000	NDB RWY 06	AD 2-VTSE-8-1	In AIP	17 JUN 2021
	1 : 500,000	NDB RWY 24	AD 2-VTSE-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 06	AD 2-VTSE-8-5	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 24	AD 2-VTSE-8-7	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC y RWY 24	AD 2-VTSE-8-9	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC z RWY 24	AD 2-VTSE-8-11	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 06	AD 2-VTSE-8-15	In AIP	4 NOV 2021
	1 : 500,000	RNP RWY 24	AD 2-VTSE-8-17	In AIP	4 NOV 2021
		Khon Kaen			
	1 : 500,000	NDB z RWY 03	AD 2-VTUK-8-1	In AIP	4 NOV 2021
	1 : 500,000	NDB RWY 21	AD 2-VTUK-8-3	In AIP	4 NOV 2021
	1 : 600,000	VOR RWY 03	AD 2-VTUK-8-5	In AIP	4 NOV 2021
	1 : 600,000	VOR RWY 21	AD 2-VTUK-8-7	In AIP	4 NOV 2021
	1 : 600,000	RNP RWY 03	AD 2-VTUK-8-9	In AIP	4 NOV 2021
	1 : 600,000	RNP RWY 21	AD 2-VTUK-8-13	In AIP	4 NOV 2021
		Krabi			
	1 : 400,000	VOR RWY 32	AD 2-VTSG-8-1	In AIP	17 JUN 2021
	1 : 400,000	LOC RWY 32	AD 2-VTSG-8-3	In AIP	17 JUN 2021
	1 : 400,000	ILS RWY 32	AD 2-VTSG-8-5	In AIP	17 JUN 2021
	1 : 400,000	RNP RWY 32	AD 2-VTSG-8-7	In AIP	17 JUN 2021
		Lampang			
	1 : 400,000	VOR RWY 18	AD 2-VTCL-8-1	In AIP	18 JUL 2019
	1 : 400,000	VOR RWY 36	AD 2-VTCL-8-3	In AIP	18 JUL 2019
	1 : 400,000	LOC RWY 36	AD 2-VTCL-8-5	In AIP	18 JUL 2019
	1 : 400,000	RNP RWY 18	AD 2-VTCL-8-7	In AIP	25 MAR 2021
	1 : 400,000	RNP RWY 36	AD 2-VTCL-8-9	In AIP	25 MAR 2021
		Loei			
	1 : 500,000	VOR RWY 19	AD 2-VTUL-8-1	In AIP	20 MAY 2021
	1 : 500,000	RNP RWY 19	AD 2-VTUL-8-3	In AIP	20 MAY 2021
		Mae Hong Son			
	1 : 500,000	IGS VOR/DME RWY 11	AD 2-VTCH-8-1	In AIP	18 JUL 2019
	1 : 500,000	RNP a RWY 11	AD 2-VTCH-8-3	In AIP	25 MAR 2021
		Nakhon Phanom			
	1 : 400,000	VOR RWY 15	AD 2-VTUW-8-1	In AIP	18 JUL 2019
	1 : 400,000	VOR RWY 33	AD 2-VTUW-8-3	In AIP	18 JUL 2019
	1 : 400,000	ILS or LOC RWY 15	AD 2-VTUW-8-5	In AIP	18 JUL 2019
	1 : 400,000	RNP RWY 15	AD 2-VTUW-8-7	In AIP	28 JAN 2021
	1 : 400,000	RNP RWY 33	AD 2-VTUW-8-9	In AIP	28 JAN 2021

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Nakhon Ratchasima**			
	1 : 500,000	VOR/DME RWY 06	AD 2-VTUQ-8-1	In AIP	17 JUN 2021
	1 : 500,000	VOR/DME RWY 24	AD 2-VTUQ-8-3	In AIP	17 JUN 2021
	1 : 500,000	ILS/DME RWY 06	AD 2-VTUQ-8-5	In AIP	17 JUN 2021
	1 : 500,000	LLZ/DME RWY 06	AD 2-VTUQ-8-7	In AIP	17 JUN 2021
	1 : 400,000	RNP RWY 06	AD 2-VTUQ-8-9	In AIP	17 JUN 2021
	1 : 400,000	RNP RWY 24	AD 2-VTUQ-8-11	In AIP	17 JUN 2021
		Khorat			
	1 : 400,000	ILS or LOC RWY 24	AD 2-VTUN-8-1	In AIP	23 APR 2020
		Takhli			
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTPI-8-1	In AIP	7 NOV 2019
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTPI-8-5	In AIP	7 NOV 2019
	1 : 500,000	RNAV (GNSS) RWY 18	AD 2-VTPI-8-7	In AIP	5 DEC 2019
	1 : 500,000	RNAV (GNSS) RWY 36	AD 2-VTPI-8-9	In AIP	5 DEC 2019
		Nakhon Si Thammarat			
	1 : 500,000	VOR RWY 01	AD 2-VTSF-8-1	In AIP	13 AUG 2020
	1 : 500,000	VOR y RWY 19	AD 2-VTSF-8-3	In AIP	13 AUG 2020
	1 : 500,000	VOR z RWY 19	AD 2-VTSF-8-5	In AIP	13 AUG 2020
	1 : 500,000	ILS or LOC y RWY 19	AD 2-VTSF-8-7	In AIP	13 AUG 2020
	1 : 500,000	ILS or LOC z RWY 19	AD 2-VTSF-8-9	In AIP	13 AUG 2020
		RNP RWY 01	AD 2-VTSF-8-11	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 19	AD 2-VTSF-8-13	In AIP	15 JUL 2021
		Nan Nakhon			
	1 : 500,000	NDB RWY 02 CAT A, B	AD 2-VTCN-8-1	In AIP	18 JUL 2019
	1 : 500,000	NDB RWY 02 CAT C, D	AD 2-VTCN-8-3	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 02	AD 2-VTCN-8-5	In AIP	15 JUL 2021
	1 : 500,000	VOR RWY 20	AD 2-VTCN-8-7	In AIP	18 JUL 2019
	1 : 500,000	RNP RWY 02	AD 2-VTCN-8-9	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 20	AD 2-VTCN-8-11	In AIP	8 OCT 2020
		Narathiwat			
	1 : 400,000	VOR RWY 02	AD 2-VTSC-8-1	In AIP	18 JUL 2019
	1 : 400,000	VOR RWY 20	AD 2-VTSC-8-3	In AIP	18 JUL 2019
	1 : 400,000	ILS or LOC RWY 02	AD 2-VTSC-8-5	In AIP	18 JUL 2019
	1 : 400,000	RNP RWY 02	AD 2-VTSC-8-7	In AIP	18 JUL 2019
	1 : 400,000	RNP RWY 20	AD 2-VTSC-8-9	In AIP	18 JUL 2019

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Pattani**			
	1 : 400,000	NDB RWY 08 CAT A, B	AD 2-VTSK-8-1	In AIP	18 JUL 2019
	1 : 400,000	NDB RWY 26 CAT A, B	AD 2-VTSK-8-3	In AIP	18 JUL 2019
	1 : 400,000	RNP RWY 08 CAT A, B	AD 2-VTSK-8-5	In AIP	3 DEC 2020
	1 : 400,000	RNP RWY 26 CAT A, B	AD 2-VTSK-8-7	In AIP	3 DEC 2020
		Phetchabun			
	1 : 500,000	NDB RWY 36	AD 2-VTPB-8-1	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 36	AD 2-VTPB-8-3	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPB-8-5	In AIP	18 JUL 2019
	1 : 500,000	RNP RWY 18	AD 2-VTPB-8-7	In AIP	8 OCT 2020
	1 : 500,000	RNP RWY 36	AD 2-VTPB-8-9	In AIP	8 OCT 2020
		Phitsanulok			
	1 : 500,000	NDB RWY 14	AD 2-VTPP-8-1	In AIP	18 JUL 2019
	1 : 500,000	NDB RWY 32	AD 2-VTPP-8-3	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 14	AD 2-VTPP-8-5	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 32	AD 2-VTPP-8-7	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 32	AD 2-VTPP-8-9	In AIP	18 JUL 2019
	1 : 500,000	RNP RWY 14	AD 2-VTPP-8-11	In AIP	22 APR 2021
	1 : 500,000	RNP RWY 32	AD 2-VTPP-8-13	In AIP	22 APR 2021
		Phrae			
	1 : 600,000	RNP RWY 01	AD 2-VTCP-8-1	In AIP	8 OCT 2020
		Hua Hin			
	1 : 400,000	NDB RWY 16	AD 2-VTPH-8-1	In AIP	26 MAR 2020
	1 : 400,000	VOR RWY 16	AD 2-VTPH-8-3	In AIP	26 MAR 2020
	1 : 400,000	RNP RWY 16	AD 2-VTPH-8-5	In AIP	12 AUG 2021
		Ranong			
	1 : 500,000	VOR RWY 02	AD 2-VTSR-8-1	In AIP	20 MAY 2021
	1 : 500,000	ILS RWY 02	AD 2-VTSR-8-3	In AIP	20 MAY 2021
	1 : 500,000	LOC RWY 02	AD 2-VTSR-8-5	In AIP	20 MAY 2021
	1 : 500,000	RNP RWY 02	AD 2-VTSR-8-7	In AIP	17 JUN 2021
		Roi Et			
	1 : 500,000	VOR RWY 18	AD 2-VTUV-8-1	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 36	AD 2-VTUV-8-3	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTUV-8-5	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTUV-8-7	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 18	AD 2-VTUV-8-11	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 36	AD 2-VTUV-8-15	In AIP	17 JUN 2021

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Sakon Nakhon**			
	1 : 500,000	VOR RWY 05	AD 2-VTUI-8-1	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 23	AD 2-VTUI-8-3	In AIP	18 JUL 2019
	1 : 500,000	ILS RWY 23	AD 2-VTUI-8-5	In AIP	18 JUL 2019
	1 : 500,000	LOC RWY 23	AD 2-VTUI-8-7	In AIP	18 JUL 2019
	1 : 500,000	RNP RWY 05	AD 2-VTUI-8-9	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 23	AD 2-VTUI-8-11	In AIP	28 JAN 2021
		Sukhothai			
	1 : 500,000	NDB RWY 36	AD 2-VTPO-8-1	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTPO-8-3	In AIP	18 JUL 2019
	1 : 500,000	RNP RWY 18	AD 2-VTPO-8-7	In AIP	22 APR 2021
	1 : 500,000	RNP RWY 36	AD 2-VTPO-8-9	In AIP	22 APR 2021
		Surat Thani			
	1 : 500,000	VOR RWY 04	AD 2-VTSB-8-1	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 22	AD 2-VTSB-8-3	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC y RWY 22	AD 2-VTSB-8-5	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC z RWY 22	AD 2-VTSB-8-7	In AIP	18 JUL 2019
	1 : 500,000	RNP RWY 04	AD 2-VTSB-8-11	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 22	AD 2-VTSB-8-13	In AIP	15 JUL 2021
		Samui			
	1 : 500,000	VOR RWY 17 - CAT A, B	AD 2-VTSM-8-1	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 17 - CAT C	AD 2-VTSM-8-3	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 - CAT A, B	AD 2-VTSM-8-5	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 - CAT C	AD 2-VTSM-8-7	In AIP	18 JUN 2020
	1 : 500,000	RNP RWY 17 - CAT A, B	AD 2-VTSM-8-9	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 17 - CAT C	AD 2-VTSM-8-13	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 35 - CAT A, B	AD 2-VTSM-8-17	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 35 - CAT C	AD 2-VTSM-8-21	In AIP	15 JUL 2021
		Mae Sot			
	1 : 500,000	RNP RWY 27	AD 2-VTPM-8-1	In AIP	25 MAR 2021
	1 : 500,000	VOR RWY 27	AD 2-VTPM-8-3	In AIP	12 SEP 2019
		Trang			
	1 : 500,000	VOR RWY 08	AD 2-VTST-8-1	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 08	AD 2-VTST-8-3	In AIP	20 MAY 2021
	1 : 500,000	RNP RWY 08	AD 2-VTST-8-5	In AIP	3 DEC 2020
		Trat			
	1 : 400,000	RNP RWY 23	AD 2-VTBO-8-1	In AIP	15 JUL 2021

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Ubon Ratchathani**			
	1 : 500,000	VOR RWY 05	AD 2-VTUU-8-1	In AIP	18 JUL 2019
	1 : 500,000	VOR RWY 23	AD 2-VTUU-8-3	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 23	AD 2-VTUU-8-5	In AIP	18 JUL 2019
	1 : 600,000	RNP RWY 05	AD 2-VTUU-8-7	In AIP	20 MAY 2021
	1 : 600,000	RNP RWY 23	AD 2-VTUU-8-9	In AIP	20 MAY 2021
		Udon Thani			
	1 : 500,000	VOR RWY 12	AD 2-VTUD-8-1	In AIP	25 MAR 2021
	1 : 500,000	VOR RWY 30	AD 2-VTUD-8-3	In AIP	28 JAN 2021
	1 : 500,000	ILS or LOC y RWY 30	AD 2-VTUD-8-5	In AIP	28 JAN 2021
	1 : 500,000	ILS or LOC z RWY 30	AD 2-VTUD-8-7	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 12	AD 2-VTUD-8-11	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 30	AD 2-VTUD-8-13	In AIP	28 JAN 2021
		Betong			
	1 : 500,000	VOR a	AD 2-VTSY-8-1	In AIP	3 DEC 2020
	1 : 500,000	RNP a	AD 2-VTSY-8-3	In AIP	3 DEC 2020

5.11 Enroute Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Enroute Chart - ICAO			ENR 6-3	In AIP	4 NOV 2021

5.12 Other Charts

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
VFR Entry Procedure Chart		**Chumphon**			
	1 : 400,000	RWY 06/24	AD 2-VTSE-9-1	In AIP	17 JUN 2021
		Khon Kaen			
	1 : 500,000	RWY 03/21 (NORTH)	AD 2-VTUK-9-1	In AIP	13 AUG 2020
	1 : 500,000	RWY 03/21 (SOUTH)	AD 2-VTUK-9-3	In AIP	13 AUG 2020
		Hua Hin			
	1 : 450,000	RWY 16/34	AD 2-VTPH-9-1	In AIP	27 FEB 2020
VFR Entry Procedure for Helicopter Chart		**Hua Hin**			
	1 : 450,000	RWY 16/34	AD 2-VTPH-9-3	In AIP	27 FEB 2020

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
VFR Exit Procedure Chart		**Chumphon**			
	1 : 400,000	RWY 06	AD 2-VTSE-9-3	In AIP	17 JUN 2021
	1 : 400,000	RWY 24	AD 2-VTSE-9-5	In AIP	17 JUN 2021
		Khon Kaen			
	1 : 500,000	RWY 03 (NORTH)	AD 2-VTUK-9-5	In AIP	13 AUG 2020
	1 : 500,000	RWY 03 (SOUTH)	AD 2-VTUK-9-7	In AIP	13 AUG 2020
	1 : 500,000	RWY 21 (NORTH)	AD 2-VTUK-9-9	In AIP	13 AUG 2020
	1 : 500,000	RWY 21 (SOUTH)	AD 2-VTUK-9-11	In AIP	13 AUG 2020
		Hua Hin			
	1 : 450,000	RWY 16	AD 2-VTPH-9-5	In AIP	27 FEB 2020
	1 : 450,000	RWY 34	AD 2-VTPH-9-7	In AIP	27 FEB 2020
VFR Exit Procedure for Helicopter Chart		**Hua Hin**			
	1 : 450,000	RWY 16	AD 2-VTPH-9-9	In AIP	27 FEB 2020
	1 : 450,000	RWY 34	AD 2-VTPH-9-11	In AIP	27 FEB 2020
VFR Entry and Exit Procedure for Light Aircraft Chart		**Bangkok/Control Zone**			
		Overfly	ENR 2.2-4	In AIP	12 SEP 2019
		VTBD/Don Mueang Intl RWY03L/21R and 03R/21L	ENR 2.2-7	In AIP	18 JUL 2019
		VTBS/Suvarnabhumi Intl RWY 01L/ 19R and 01R/19L	ENR 2.2-9	In AIP	12 SEP 2019
VFR Entry and Exit Procedure for Helicopter Chart		**Bangkok/Control Zone**			
		VTBD/Don Mueang Intl RWY 03L and 03R	ENR 2.2-16	In AIP	15 AUG 2019
		VTBD/Don Mueang Intl RWY 21L and 21R	ENR 2.2-17	In AIP	15 AUG 2019
Bird Concentrations		**Suvarnabhumi Intl**	AD 2-VTBS-9-1	In AIP	18 JUL 2019

6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000

NIL

7. Topographical charts

NIL

8. Corrections to charts not contained in the AIP

NIL

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
BANGKOK CONTROL ZONE The airspace within a circle of 35 NM radius centred on VTBD ARP (1135452N1003620E) ALT 11000 FT GND Class of airspace: C	Bangkok APP	Bangkok Approach (English, Thai) H24	119.1 MHZ 119.25 MHZ 119.4 MHZ 120.3 MHZ 121.1 MHZ 122.35 MHZ 124.35 MHZ 125.2 MHZ 125.8 MHZ 126.3 MHZ 128.95 MHZ 133.0 MHZ 262.5 MHZ 121.5 MHZ/EMERG 243.0 MHZ/EMERG	Excluding Kamphaeng Saen CTR, VTD16, VTD17, VTD18, and VTD72
BETONG CONTROLLED AIRSPACES				
A. BETONG CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point located at 055646.66N 1010551.38E then along Bangkok FIR/Kuala Lumpur FIR boundary to 054809.13N 1011837.28E and then counter clockwise along 10 NM radius centred on BET DVOR/DME (054707.68N 1010838.65E) to the starting point. up to but not including 4000 FT AGL GND Class of airspace: D	Hat Yai APP (Hat Yai Sector)	Narathiwat Approach (English, Thai) 2300-1100*	125.55 MHZ** 121.5 MHZ/EMERG	*TWR hours of services: 0130-0930 other than this period and holiday 3 HR PN to Hat Yai Approach Control Centre via AFTN VTSSZAZX VTSYZTZX Tel: +667 323 4900 VTSSZTZX Tel: +667 425 1074 VTSCZTZX Tel: +667 356 5077 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
BURI RAM CONTROLLED AIRSPACES **A. BURI RAM CONTROL ZONE** The airspace within a circle of 10 NM radius centred on BRM DVOR/DME (151422.43N1031531.59E) up to but not including 2000 FT AGL GND Class of airspace: C	Buri Ram APP (Ubon Sector)	Buri Ram Approach* (English, Thai) As AD OPR HR	125.55 MHZ** 121.5 MHZ/EMERG	*Approach Control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610 **RCAG If unable to contact Buri Ram APP attempt to contact tower on appropriate frequency
B. BURI RAM TERMINAL CONTROL AREA The airspace enclosed by the following boundaries beginning at a point 152840N 1033030E then clockwise along 20 NM arc from BRM DVOR/DME (151422.43N1031531.59E) to 151633N 1033522E then clockwise along 25 NM arc radius centred on 145209.4N 1032920.0E to 145132N 1035548E - 144953N 1035055E then clockwise along 20 NM arc radius centred on 145209.4N 1032920.0E to 143830N 1031416E - 143652N 1030924E then clockwise along 25 NM arc radius centred on 145209.4N 1032920.0E to 145620N 1030434E - 145300N 1024000E then counter clockwise along 35 NM arc from KHORAT TACAN (145606.0N1020421.8E) 151135N 1023700E - 151224N 1030024E then clockwise along 15 NM arc from BRM DVOR/DME (151422.43N1031531.59E) to 152918N 1031751E - 154407N 1032620E then counter clockwise along 30 NM arc from ROT DVOR/DME (160700.59N1034619.45E) then direct to starting point. ALT 11000 FT 2000 FT AGL Class of airspace: C				
CHIANG MAI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. CHIANG MAI CONTROL ZONE Starting from 184604.4N 0984748.7E then clockwise along an arc of 10 NM radius from CMA DVOR/DME (184558.06N0985740.38E) to 185516.4N 0985754.6E - 191204.3N 0991048.5E - from this point make an arc of 30 NM radius from CMA DVOR/DME clockwise to 190640.4N 0991848.4E - 184904.4N 0990718.5E - 184958.4N 0991754.4E - from this point make an arc of 20 NM radius from CMA DVOR/DME clockwise to 183216.5N 0984248.7E then direct to the starting point. Excluding airspace extending upward from ground to and including 2 000 FT above mean sea level enclosed by boundaries beginning at 184206.71N 0990436.34E - 184159.10N 0991209.38E - 183648.33N 0991108.95E - 183645.32N 0990441.37E then direct to starting point. UP TO BUT NOT INCLUDING 5000 FT AGL GND Class of airspace: C	Chiang Mai APP	Chiang Mai Approach (English, Thai) H24	129.6 MHZ 305.4 MHZ 121.5 MHZ/EMERG 243.0 MHZ/EMERG	
B. CHIANG MAI TERMINAL CONTROL AREA The airspace enclosed by the following boundaries, beginning at 185355.53N 0983239.89E then clockwise along an arc of 25 NM radius from CMA DVOR/DME (184558.06N0985740.38E) to 184832.29N 0992353.72E - 184804.79N 0993740.73E - from this point make an arc of 38 NM radius from CMA DVOR/DME clockwise to 181444.64N 0983440.27E - 184604.43N 0984748.53E - and direct to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Chiang Mai APP	Chiang Mai/Radar Approach (English, Thai) H24	129.6 MHZ 305.4 MHZ 121.5 MHZ/EMERG 243.0 MHZ/EMERG	
CHIANG RAI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. CHIANG RAI CONTROL ZONE The airspace within a circle of 10 NM radius centred on CTR DVOR/DME (195653.65N0995300.12E) up to but not including 2000 FT AGL GND Class of airspace: C **B. CHIANG RAI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: starting from a point 194456.49N 1002417.97E - 193556.99N 1001551.49E - then clockwise along 30 NM arc radius centred on CTR DVOR/DME (195653.65N 0995300.12E) to 193515.48N 0993052.64E - 194810.65N 0994001.50E - then clockwise along 15 NM arc radius centred on CTR DVOR/DME (195653.65N 0995300.12E) to 201155.25N 0995400.00E - 202611.39N 0995400.00E - and then along BKK FIR to the starting point. ALT 11000 FT 2000 FT AGL Class of airspace: C	Bangkok APP (Chiang Rai Sector)	Chiang Rai Approach (English, Thai) 2330-1430	120.05 MHZ* 257.8 MHZ* 121.5 MHZ/EMERG	VTBBZAZX: Tel: +662 285 9695 VTCTZTZX: Tel: +668 9851 1521 *RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
CHUMPHON CONTROLLED AIRSPACES				
A. CHUMPHON CONTROL ZONE A circle of 15 NM radius centred on CPN DVOR/DME (104240.21N0992156.03E) up to but not including 2000 FT AGL GND Class of airspace: D **B. CHUMPHON TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 105612.7N 0994154.7E then clockwise along 25 NM arc radius centred on CPN DVOR/DME (104240.21N0992156.03E) to 101524.9N 0991500.9E - 101324.9N 0991500.9E - then clockwise along 30 NM arc radius centred on CPN DVOR/DME (104240.21N0992156.03E) to 101718.9N 0990701.0E - 102154.9N 0990842.9E - then clockwise along 30 NM arc radius centred on CPN DVOR/DME (104240.21N0992156.03E) to 110124.7N 0994530.6E then direct to the starting point. Excluding the portion of area protrude in Yangon FIR ALT 2000-7000 FT ALT 7000 FT 2000 FT AGL Class of airspace: C	Chumphon APP (Samui Sector)	Chumphon Approach (English, Thai) As AD OPR HR	122.6 MHZ* 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610 *RCAG If unable to contact Chumphon APP attempt to contact tower on appropriate frequency.
HAT YAI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. HAT YAI CONTROL ZONE A Circle of 15 NM radius cent red on HTY DVOR/ DME (065602.75N1002316.47E) up to but not including 3000 FT GND Class of airspace: C **B. HAT YAI TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries beginning at 070301.7N 0994912.7E then clockwise along 35 NM arc from HTY DVOR/ DME (065602.75N1002316.47E) to 071507.7N 1005248.3E - 065601.8N 1004836.3E then clockwise along 25 NM arc from HTY DVOR/ DME to 064607.8N 0994630.8E - 064655.8N 1004242.4E - 063607.9N 1003848.4E - 062737.9N 1003830.4E - then follow westward along the Bangkok FIR boundary to 064331.8N 1001148.6E - 064507.8N 1000648.6E - 070007.81N 1000448.6E then direct to the starting point. ALT 11000FT 3000 FT Class of airspace: C	Hat Yai APP	Hat Yai / Radar Approach (English, Thai) H24	126.7 MHZ 301.5 MHZ 121.5 MHZ/EMERG 243.0 MHZ/EMERG	Except the airspace overlapped VTD50 ALT 8000 FT 3000 FT
HUA HIN CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. HUA HIN CONTROL ZONE The airspace within a circle of 10 NM radius centre on HHN DVOR/DME (123804.04N0995704.23E) up to but not including 2000FT GND Class of airspace: D **B. HUA HIN TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: beginning at a point 124200N 1001200E from this point make an arc of 15 NM from HHN DVOR/DME (123804.04N0995704.23E) clockwise to 122444N 1000408E - 121431N 1000515E - then clockwise along 25 NM from HHN DVOR/DME to 121316N 0995533E - 122339N 0995332E - then clockwise along arc 15 NM from HHN DVOR/DME to 124300N 0994310E - then make a straight line north ward 125600N 0994100E - then make an arc of 25 NM from HHN DVOR/DME clockwise to 125000N 1001830E - then southward to the starting point. Excluding VTR3 and VTR8 and G458. ALT 11000FT 2000FT Class of airspace: D	Hua Hin APP	Hua Hin Approach (English, Thai) As AD OPR HR	126.2 MHZ 121.5 MHZ/EMERG	RMK / Aircraft inadvertent penetrate R3 (Royal Palace) located at HHN 178R/ 2.7 NM have become a matter of serious concerned to alleviate the situation. All pilot are urged to anticipate his/her flight path and follow ATC instruction to avoid this area. VTPHZTZX Tel: +668 1572 4878
KAMPHAENG SAEN CONTROL ZONE The airspace within a circle of 25 NM radius centred on KPS TACAN (channel 98, 140522N0995456E) ALT 6000 FT GND Class of airspace: C	Kamphaeng Saen APP	Kamphaeng Saen Approach (English, Thai) H24	134.1 MHZ 308.6 MHZ	Excluding Bangkok Control Zone
KHON KAEN CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. KHON KAEN CONTROL ZONE The airspace within a circle of 10 NM radius centred on KKN DVOR/DME (162814.73N1024716.07E) up to but not including 2000 FT AGL GND Class of airspace: C **B. KHON KAEN TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 165549.06N 1025943.25E then clockwise along 30 NM arc radius centred on KKN DVOR/DME (162814.73N1024716.07E) to 162237.63N 1031752.28E - 162204.42N 1031924.64E - then counter clockwise along 30 NM arc radius centred on ROT DVOR/DME (160700.59N1034619.45E) to 161241.05N 1031547.42E - 161314.24N 1031415.12E - then clockwise along 30 NM arc radius centred on KKN DVOR/DME (162814.73N1024716.07E) to 165529.09N 1023401.97E - then counter clockwise along 30 NM arc radius centred on UDN DVOR/DME (172304.20N1024630.05E) to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Khon Kaen APP (Khon Kaen Sector)	Khon Kaen Approach (English, Thai) As AD OPR HR	123.4 MHZ* 240.0 MHZ* 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610 *RCAG If unable to contact Khon Kaen APP attempt to contact tower on appropriate frequency.
KHORAT CONTROL ZONE The airspace enclosed by the following boundaries beginning at a point 150735.7N 1022135.3E - 151135.7N 1023647.2E - and clockwise along a 35 NM arc radius centred on KRT TACAN (145606.0N1020421.8E) to 145305.8N 1023947.2E - 145105.8N 1022447.3E - and clockwise along 20 NM arc radius centred on KRT TACAN to 143605.8N 1020147.5E - 143005.8N 1014047.6E - and clockwise along a 35 NM arc radius centred on KRT TACAN to 144705.8N 1012947.7E - 145353.7N 1014347.6E - and clockwise along a 20 NM arc radius centred on KRT TACAN to the starting point. ALT 11000 FT GND Class of airspace: C	Khorat APP	Khorat Approach (English, Thai) H24	134.1 MHZ 236.6 MHZ	All inbound traffic to Khorat CTR shall contact Khorat APP on freq 282.5 or 124.0 MHZ before entering CTR.
KRABI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. KRABI CONTROL ZONE The airspace within a circle of 10 NM radius centred on KBI VOR/DME (080627.19N0985839.07E) up to but not including 2000 FT GND Class of airspace: C **B. KRABI TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 073617.95N 0991303.04E - 074956.18N 0984322.54E - then counter clockwise along 30 NM arc radius centred on PUT DVOR/DME (080654.83N0981822.69E) to 082115.49N 0984500.06E - then clockwise along 20 NM arc radius centred on KBI VOR/DME (080627.19N0985839.07E) to 082623.61N 0985605.57E - 083636.11N 0985805.68E - then clockwise along 30 NM arc radius centred on KBI VOR/DME (080627.19N0985839.07E) to 083509.81N 0990754.38E - 082507.75N 0990607.06E - then clockwise along 20 NM arc radius centred on KBI VOR/DME (080627.19N0985839.07E) to 075717.53N 0991636.23E - 075117.86N 0992322.29E - then counter clockwise along 25 NM arc radius centred on TRN DVOR/DME (073032.17N0993733.67E) to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Phuket APP (Phuket Sector)	Krabi Approach* (English, Thai) As AD OPR HR	120.05 MHZ** 121.5 MHZ/EMERG	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
LAMPANG CONTROLLED AIRSPACES				
A.LAMPANG CONTROL ZONE The airspace within a circle of 10 NM radius centre on LPN DVOR/DME (181635.87N0993008.40E) up to but not including 2000 FT GND Class of airspace: C **B. LAMPANG TERMINAL CONTOL AREA** The airspace enclosed by a circle of 25 NM radius centred on LPN DVOR/DME (181635.87N0993008.40E) excluding CHIANG MAI Terminal Control Area and ATS route A464 ALT 11000 FT 2000 FT Class of airspace: C	Chiang Mai APP (Chiang Mai Sector)	Lampang Approach (English, Thai) As AD OPR HR	119.3 MHZ* 121.5 MHZ/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
LOEI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. LOEI CONTROL ZONE The airspace within a circle of 10 NM radius centred on LOY DVOR/DME (172649.38N1014323.12E) up to but not including 2000 FT GND Class of airspace: C **B. LOEI TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 172903.41N 1012236.19E - and then clockwise along 20 NM arc radius centred on LOY DVOR/DME (172649.38N1014323.12E) to 173039.85N 1020354.41E - 172957.00N 1021559.60E - then counter clockwise along 30 NM arc radius centred on UDN DVOR/DME (172304.20N1024630.05E) to 171956.38N 1021520.80E - 172039.09N 1020316.26E - then clockwise along 20 NM arc radius centred on LOY DVOR/DME (172649.38N1014323.12E) to 171341.88N 1012734.57E - 170942.48N 1011736.03E - then clockwise along 30 NM arc radius centred on LOY DVOR/DME (172649.38N1014323.12E) to 172734.43N 1011201.63E - then direct to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Loei APP (Khon Kaen Sector)	Loei Approach* (English Thai) As AD OPR HR	122.55 MHZ** 121.5 MHZ/EMERG	* Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint use airspace. VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610 **RCAG If unable to contact Loei APP attempt to contact tower on appropriate frequency.
MAE HONG SON CONTROLLED AIRSPACES				
A. MAE HONG SON CONTROL ZONE The airspace within a circle of 10 NM radius on MHS DVOR/DME (191910.73N0975443.50E) up to but not including 2000 FT GND Class of airspace: D **B. MAE HONG SON TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on MHS DVOR/DME (191910.73N0975443.50E) ALT 11000 FT 2000 FT Class of airspace: D	Chiang Mai APP (Chiang Mai Sector)	Mae Hong Son Approach (English, Thai) As AD OPR HR	126.2 MHZ* 121.5 MHZ/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
MAE SOT CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. MAE SOT CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point 165147.0N 0983218.9E and then clockwise along 10 NM arc radius centred on MST DVOR/DME (164152.13N 0983229.68E) to 163205.1N 0983612.9E and then along BKK FIR to the starting point. up to but not including 2000 FT GND Class of airspace: C **B. MAE SOT TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 170104.9N 098249.0E and then clockwise along 20 NM arc radius centred on MST DVOR/DME (164152.13N 0983229.68E) to 170134.9N 0983118.9E - 171152.9N 0983300.9E and then clockwise along 30 NM arc radius centred on MST DVOR/DME (164152.13N 0983229.68E) to 170958.9N 0984348.8E - 170005.0N 0984148.80E and then clockwise along 20 NM arc radius centred on MST DVOR/DME (164152.13N 0983229.68E) to 165205.0N 0985048.8E - 165305.0N 0985348.8E and then counter clockwise along 20 NM arc radius centred on TK NDB (165358.24N 0991507.91E) to 064305.1N 0985648.7E - 164235.1N 0985348.8E and then clockwise along 20 NM arc radius centred on MST DVOR/DME (164152.13N 0983229.68E) to 162235.1N 0983918.9E and then along BKK FIR to the starting point. ALT 11000 FT 2000 FT Class of airspace: C	Chiang Mai APP (Chiang Mai Sector)	Mae Sot Approach* (English, Thai) As AD OPR HR	120.65 MHZ** 121.5 MHZ/EMERG	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace. **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
NARATHIWAT CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. NARATHIWAT CONTROL ZONE The airspace within a circle of 10 NM radius centred on NTW DVOR/DME (063138.24N1014442.48E) up to but not including 2000 FT AGL GND Class of airspace: C **B. NARATHIWAT TERMINAL CONTROL AREA** 1. A circle of 25 NM radius centred on NTW DVOR/DME (063138.24N1014442.48E) ALT 11000 FT 2000 FT 2. The airspace enclosed by the following boundaries: Starting from a point located at 061836.84N 1012314.09E - 061402.73N 1010630.29E then along Bangkok FIR/Kuala Lumpur FIR boundary to 055441.43N 1013651.39E - 060745.40N 1013655.15E and then clockwise along 25 NM radius centred on NTW DVOR/DME (063138.24N1014442.48E) to the starting point. ALT 11000 FT 4000 FT Class of airspace: C	Hat Yai APP (Hat Yai Sector)	Narathiwat Approach (English, Thai) As AD OPR HR	125.55 MHZ* 121.5 MHZ/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
NAN CONTROLLED AIRSPACES				
A. NAN CONTROL ZONE The airspace within a circle of 10 NM radius centred on NAN DVOR/DME (184832.76N1004657.31E) up to but not including 2000 FT AGL GND Class of airspace: C **B. NAN TERMINAL CONTROL AREA** The airspace enclosed by the following boundary : Starting from a point 185713.85N 1011714.96E - 182342.02N 1010448.43E then clockwise along 30 NM arc radius centred on NAN DVOR/DME (184832.76N1004657.31E) to 182234.95N 1003056.94E - 181854.45N 1002738.69E from this point then counter clockwise along 20 NM arc radius centred on PAE DVOR/DME (180802.78N1000958.35E) to 182552.98N 1001937.46E - 182915.55N 1002241.38E from this point clockwise along 30 NM arc radius centred on NAN DVOR/DME (184832.76N1004657.31E) to the starting point. ALT11000 FT 2000 FT Class of airspace: C	Nan APP (Chiang Rai Sector)	Nan Approach (English, Thai) As AD OPR HR	120.25 MHZ* 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9614 Fax: +662 285 9610 *RCAG If unable to contact Nan APP attempt to contact tower on appropriate frequency
NAKHON PHANOM CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. NAKHON PHANOM CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point 173305.2N 1043846.1E - 171905.3N 1044728E and then clockwise along 10 NM arc radius centred on NKP DVOR/DME (172317.87N1043818.01E) to the starting point up to but not including 2000 FT AGL GND Class of airspace: C	Sakon Nakhon APP (Khon Kaen Sector)	Sakon Nakhon Approach* (English, Thai) 2300-1500	123.35 MHZ** 284.0 MHZ 121.5 MHZ/EMERG	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610 **RCAG If unable to contact Sakon Nakhon APP attempt to contact tower on appropriate frequency
NAKHON SI THAMMARAT CONTROLLED AIRSPACES				
A.NAKHON SI THAMMARAT CONTROL ZONE The airspace within a circle of 10 NM radius centred on NKS DVOR/DME (083229.95N0995648.67E) up to but not including 2000 FT AGL GND Class of airspace: C **B.NAKHON SI THAMMARAT TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 085315.48N 0993440.19E - 084641.65N 0994230.63E - then clockwise along 20 NM arc radius centred on NKS DVOR/DME (083229.95N0995648.67E) to 084227.08N 1001421.39E - 084227.57N 1002524.11E - then clockwise along 30 NM arc radius centred on NKS DVOR/DME (083229.95N0995648.67E) to 080526.44N 0994327.40E - 081513.69N 0994629.07E - then clockwise along 20NM arc radius centred on NKS DVOR/DME (083229.95N0995648.67E) to 083729.54N 0993714.95E - 084538.48N 0992840.93E - then counter clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to the starting point. ALT 11000 FT 2000 FT Class of airspace: C	Nakhon Si Thammarat APP (Samui Sector)	Nakhon Si Thammarat Approach* (English, Thai) As AD OPR HR	119.75 MHZ/PRI** 121.5 MHZ/EMERG	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610 **RCAG If unable to contact Nakhon Si Thammarat APP attempt to contact tower on appropriate frequency
PATTANI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. PATTANI CONTROL ZONE The airspace within a circle of 10 NM radius centred on PT NDB (064718.45N1010852.51E) up to but not including 2000 FT AGL GND Class of airspace: C **B. PATTANI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 070819.7N 1005000.3E - 065431.8N 1013524.0E - 062807.9N 1011936.1E - 064019.9N 1004018.4E - then direct to a starting point ALT 11000 FT 2000 FT Excluding Hat Yai TMA, Narathiwat TMA Class of airspace: C	Hat Yai APP (Hat Yai Sector)	Pattani Approach* (English, Thai) 2330–1130*	126.0 MHZ**	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace TWR hours of services: 3 HR PN in advance to Hat Yai Approach Control Centre via AFTN VTSSZAZX VTSSZTZX Fax: +667 425 1070 VTSSZTZX Tel: +667 425 1074 VTSKZTZX Tel: +661 988 3274 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
PHETCHABUN CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. PHETCHABUN CONTROL ZONE The airspace within a circle of 10 NM radius centred on PCB DVOR/DME (164033.66N1011148.12E) up to but not including 2000 FT AGL GND Class of airspace: C **B. PHETCHABUN TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 170242.63N 1004957.84E - then clockwise along 30 NM arc radius from PCB DVOR/DME (164033.66N1011148.12E) to 170819.51N 1005837.17E - 165959.98N 1010427.29E - from this point clockwise along 20 NM arc radius centred on PCB DVOR/DME (164033.66N1011148.12E) to 170001.30N 1011857.39E - 170823.73N 1012443.06E - then clockwise along 20 NM arc radius centred on PCB DVOR/DME (164033.66N1011148.12E) to 170255.62N 1013328.43E - 165433.23N 1012742.93E - then clockwise along 20 NM arc radius centred on PCB DVOR/DME (164033.66N1011148.12E) to 161957.83N 1010934.85E - 161031.71N 1010601.45E - then clockwise along 30 NM arc radius centred on PCB DVOR/DME (164033.66N1011148.12E) to 161357.78N 1005615.51E - 162323.90N 1005948.97E - then clockwise along 20 NM arc radius from PCB DVOR/DME (164033.66N1011148.12E) to 163745.48N 1005031.20E - 163801.69N 1004759.02E and counter clockwise along 30 NM arc radius centred on PSL DVOR/DME (164613.34N1001728.70E) to 164800.50N 1004907.60E - 164744.29N 1005139.91E - then clockwise along 20 NM arc radius centred on PCB DVOR/DME (164033.66N1011148.12E) to 165423.10N 1005547.78E - then direct to the starting point. ALT 11000 FT 2000 FT Class of airspace: C	Phetchabun APP (Chiang Rai Sector)	Phetchabun Approach* (English, Thai) As AD OPR HR	126.7 MHZ**	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military units for activities that may affect controlled flights within the joint-use airspace VTBBZAZX Tel: +662 285 9614 Fax: +662 285 9610 **RCAG If unable to contact Phetchabun APP attempt to contact tower on appropriate frequency.
PHITSANULOK CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. PHITSANULOK CONTROL ZONE The airspace within a circle of 15 NM radius centred on PSL DVOR/DME (164613.34N 1001728.70E) up to but not including 2000 FT AGL GND Class of airspace: C **B. PHITSANULOK TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on PSL DVOR/DME (164613.34N 1001728.70E) ALT 11000 FT 2000 FT Class of airspace: C	Phitsanulok APP	Phitsanulok Approach (English, Thai) As AD OPR HR	120.7 MHZ/284.0 MHZ 121.5 MHZ/EMERG 243.0 MHZ/EMERG	
PHRAE CONTROLLED AIRSPACES **A. PHRAE CONTROL ZONE** The airspace within a circle of 10 NM radius centred on PAE DVOR/DME (180802.78N1000958.35E) up to but not including 2000 FT AGL GND Class of airspace: C **B. PHRAE TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 182634.6N 1000218.1E - 183634.6N 0993948.1E - then clockwise along 30 NM arc radius centred on PAE DVOR/DME (180802.78N1000958.35E) to 183804.4N 1001048.0E - 182804.6N 1001212.0E - then clockwise along 20 NM arc radius centred on PAE DVOR/DME (180802.78N1000958.35E) to 175704.8N 1002748.0E - 174934.8N 1003447.9E - then clockwise along 30 NM arc radius centred on PAE DVOR/DME (180802.78N1000958.35E) to 173804.9N 1000718.1E - 174822.8N 1000642.1E - and then clockwise along 20 NM arc radius the centred on PAE DVOR/DME (180802.78N1000958.35E) to the starting point ALT 11000 FT 2000 FT Excluding LAMPANG TMA Class of airspace: C	Phrae APP (Chiang Rai Sector)	Phrae Approach (English, Thai) As AD OPR HR	120.1 MHZ* 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9614 Fax: +662 285 9610 *RCAG If unable to contact Phrae APP attempt to contact tower on appropriate frequency.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
PHUKET CONTROLLED AIRSPACES **A. PHUKET CONTROL ZONE** A circle of 10 NM centres on PUT DVOR/DME (080654.83N0981822.69E) up to but not including 2000 FT AGL GND Class of airspace: C **B. PHUKET TERMINAL CONTROL AREA** The airspace within a circle of 30 NM radius centres on PUT DVOR/DME (080654.83N0981822.69E) ALT 11000 FT 2000 FT Class of airspace: C	Phuket APP	Phuket Approach (English, Thai) H24	124.7 MHZ 284.0 MHZ 120.7 MHZ/ARR 121.5 MHZ/EMERG 243.0 MHZ/EMERG	
RANONG CONTROLLED AIRSPACES **A. RANONG CONTROL ZONE** The airspace within a circle of 10 NM radius centred on RAN DVOR/DME (094643.18N0983502.11E) up to but not including 2000 FT GND Class of airspace: C **B. RANONG TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 093117.14N 0985500.96E - 092955.95N 0985609.83E - then counter clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 092313.08N 0984808.19E - 092434.24N 0984659.31E - then clockwise along 25 NM arc radius centred on RAN DVOR/DME (094643.18N0983502.11E) to the starting point. Excluding the portion of area produced in Yangon FIR. ALT 11000 FT 2000 FT Class of airspace: C	Phuket APP (Phuket Sector)	Ranong Approach (English, Thai) As AD OPR HR*	125.1 MHZ** 121.5 MHZ/EMERG	*Approach control unit shall accordingly maintain close coordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace. **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
ROI ET CONTROLLED AIRSPACES **A. ROIET CONTROL ZONE** The airspace within a circle of 10 NM radius centred on ROT DVOR/DME (160700.59N1034619.45E) up to but not including 2000 FT GND Class of airspace: C **B. ROI ET TERMINAL CONTROL AREA** The airspace within a circle of 30 NM radius centred on ROT DVOR/DME (160700.59N1034619.45E) ALT 11000 FT 2000 FT Class of airspace: C	Roi Et APP (Ubon Sector)	Roi Et Approach (English, Thai) As AD OPR HR	125.4 MHZ* 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610 *RCAG If unable to contact Roi Et APP attempt to contact tower on appropriate frequency.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SAKON NAKHON CONTROLLED AIRSPACES **A. SAKON NAKHON CONTROL ZONE** The airspace within a circle of 10 NM radius centred on SKN DVOR/DME (171250.89N1040812.34E) up to but not including 2000 FT GND Class of airspace: C **B. SAKON NAKHON TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 174253.1N 1040758.4E - 174253.1N 1042406.2E - 164253.4N 1044446.1E - 164253.4N 1040758.4E - then clockwise along 30 NM arc radius centred on SKN DVOR/DME (171250.89N1040812.34E) to the starting point. ALT 11000 FT 2000 FT Excluding Nakhon Phanom Control Zone Class of airspace: C	Sakon Nakhon APP (Khon Kaen Sector)	Sakon Nakhon Approach* (English, Thai) As AD OPR HR	123.35 MHZ / 284.0 MHZ** 121.5 MHZ/EMERG	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military units for activities that may affect controlled flights within the joint-use airspace. VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610 **RCAG If unable to contact Sakon Nakhon APP attempt to contact tower on appropriate frequency.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SURAT THANI CONTROLLED AIRSPACES **A. SURAT THANI CONTROL ZONE** The airspace within a circle of 10 NM radius centred on STN DVOR/DME (090746.24N0990805.09E) up to but not including 3000 FT GND Class of airspace: C **B. SURAT THANI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 093307.1N 0991101.0E - 093737.1N 0991230.9E - then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 093443.1N 0992200.9E - 093019.1N 0992030.9E - then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 085607.3N 0993036.8E - 085307.3N 0993418.8E - then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 084031.3N 0991930.9E - 084467.3N 0991706.9E - then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 084549.3N 0985701.1E - 084207.03N 0985349.1E - then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 084837.3N 0984607.1E - 085225.2N 0984925.1E - then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to the starting point. ALT 11000 FT 2000 FT Class of airspace: C	Surat Thani APP (Samui Sector)	Surat Thani Approach (English, Thai) As AD OPR HR	123.35 MHZ/240.0 MHZ/PRI* 129.6 MHZ/305.4 MHZ/SEC* 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610 *RCAG If unable to contact Surat Thani APP attempt to contact tower on appropriate frequency.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SAMUI CONTROLLED AIRSPACES **A. SAMUI AERODROME TRAFFIC ZONE** A circle of 5 NM radius centred on SM NDB (093314.01N1000335.65E) 2000 FT AGL GND Class of airspace: D	Samui TWR			*TWR hours of services: Daily 2330-1430 other than this period and holiday 3 HR PN to Bangkok APP (Samui Sector) via AFTN VTBBZAZX VTBBZAZX Tel: +662 285 9695 Fax +662 285 9610 VTBBZAZX Tel: +662 285 9695 VTSMZTZX Tel: +668 1308 1936 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
B.SAMUI CONTROL ZONE The airspace within a circle of 10 NM radius centred of SM NDB (093314.01N1000335.65E) up to but not including 3000 FT AGL GND Class of airspace: C **C. SAMUI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: starting from a point 100256.00N 1000511.00E then clockwise along 30 NM arc radius on SM NDB (093314.01N1000335.65E) to 093802N 1003338E - 093300N 1002357E then clockwise along 20 NM arc radius on SM NDB (093314.01N1000335.65E) to 091346.00N 0995834.00E - 090459.00N 0995306.00E - clockwise along 30NM arc radius centred on SM NDB (093314.01N1000335.65E) to 091000.00N 0994428.00E - 091851.00N 0994940.00E - then clockwise along 20 NM arc radius centred on SM NDB (093314.01N1000335.65E) to 095256.00N 1000302.00E - then direct to starting point. Including B463 11000 FT AGL 2000 FT AGL Class of airspace: C **D. Transition Altitude: 11 000 FT**	Bangkok APP (Samui Sector)	Samui Approach (English, Thai) 2300-1500*	129.6 MHZ/305.4 MHZ/PRI** 119.75 MHZ/SEC** 121.5 MHZ/EMERG	

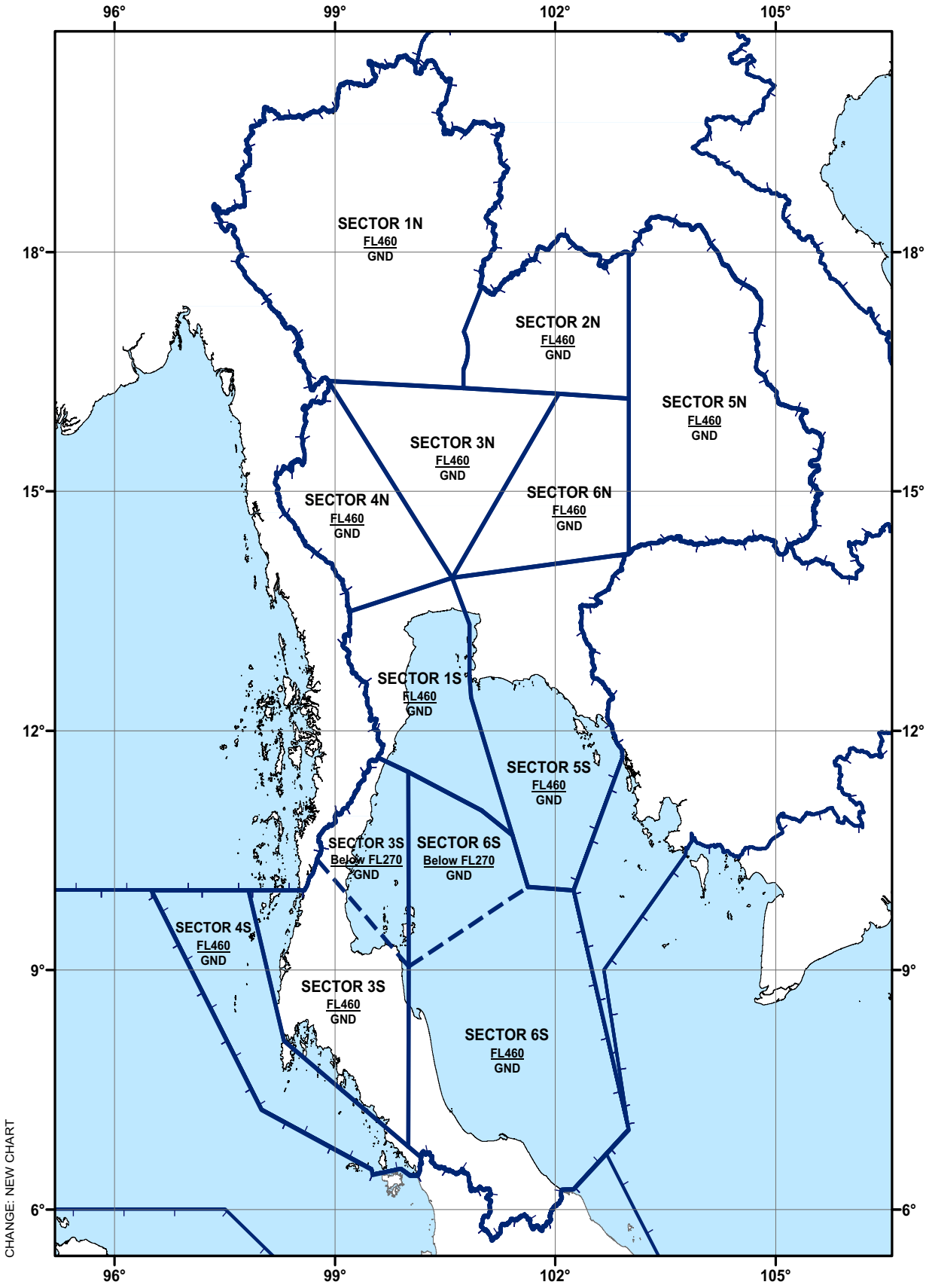
Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SUKHOTHAI CONTROLLED AIRSPACES **A. SUKHOTHAI AERODROME TRAFFIC ZONE** A circle of 5 NM radius centred on THS NDB (171406.81N0994919.23E) 2000 FT AGL GND Class of airspace: C	Sukhothai TWR			
B. SUKHOTHAI CONTROL ZONE The airspace within a circle of 10 NM radius centred on THS NDB (171406.81N0994919.23E) Excluding Phitsanulok TMA. up to but not including 2000 FT AGL GND **C. SUKHOTHAI TERMINAL CONTROL AREA** The airspace enclosed by the follow boundaries beginning at 174029N 1000432E - 172551N 0995909E then clockwise along 15 NM arc from THS NDB (171406.81N0994919.23E) to 170000N 0995100E - 164454N 0995100E then clockwise along 30 NM arc from THS NDB (171406.81N0994919.23E) to 164648N 0993848E - 170130N 0994154E then clockwise along 15 NM arc from THS NDB (171406.81N0994919.23E) to 171348N 0993412E - 172442N 0992006E then clockwise along 30 NM arc from THS NDB (171406.81N0994919.23E) to the starting point. Excluding Phitsanulok TMA. ALT 11000 FT 2000 FT Class of airspace: C **D. Transition Altitude: 11 000 FT**	Phitsanulok APP	Sukhothai Approach (English, Thai) As AD OPR HR	120.7 MHZ 121.5 MHZ/EMERG	
TAK CONTROLLED AIRSPACES **A. TAK CONTROL ZONE** The airspace within a circle of 10 NM radius centred on TK NDB (165358.24N0991507.91E) up to but not including 2000 FT GND Class of airspace: C **B. TAK TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 165629.81N 0993550.14E - 165553.24N 0994046.08E - 164601.66N 0993836.55E - 164632.03N 0993430.61E - then clockwise along 20 NM arc radius centred on TK NDB (165358.24N0991507.91E) to the starting point Excluding A464, G473, VTD33 and VT D 56 ALT 11000 FT 2000 FT Class of airspace: C	Phitsanulok APP	Tak Approach* (English, Thai) As AD OPR HR	126.0 MHZ 121.5 MHZ/EMERG	* Approach control unit shall accordingly maintain close co-ordination with the appropriate military units for activities that may affect controlled flight within the joint-use airspace.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
TAKHLI CONTROL ZONE The airspace enclosed by the following boundaries: beginning at 144511.7N 1003309.1E and clockwise along a 35 NM arc radius from TKL TACAN (151629.13N1001756.62E) to 145805.7N 1004848.0E then counter clockwise along a 12 NM arc radius from Khok Kathiam (centred on 145228.7N1003948.2E) to the starting point. ALT 11000 FT 2000 Class of airspace: C	Takhli APP	Takhli Approach (English, Thai) H24	122.3 MHz 236.6 MHz 253.5 MHz	Conventional Approach (Secondary) Excluding Alfa Control Area, VTD31 and Nakhon Sawan Aerodrome Traffic Zone.
TRANG CONTROLLED AIRSPACES **A. TRANG CONTROL ZONE** The airspace within a circle of 10 NM radius centred on TRN DVOR/DME (073032.17N0993733.67E) up to but not including 2000 FT GND Class of airspace: C **B. TRANG TERMINAL CONTROL AREA** The airspace enclosed by a circle of 25 NM radius centred on TRN DVOR/DME (073032.17N0993733.67E) Excluding Hat Yai TMA. ALT 11000 FT 2000 FT Class of airspace: C	Hat Yai APP (Hat Yai Sector)	Trang Approach (English, Thai) As AD OPR HR	125.3 MHZ* 121.5 MHZ/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
TRAT CONTROLLED AIRSPACES **A. TRAT AERODROME TRAFFIC ZONE** A circle of 5 NM radius centred on TRT NDB (121628.10N1021850.08E) ALT 2000 FT AGL GND Class of airspace: D **B. TRAT CONTROL ZONE** The airspace within a circle of 10 NM radius centred of TRT NDB (121628.10N1021850.08E) up to but not including 2000 FT GND Class of airspace: C **C. TRAT TERMINAL CONTROL AREA** The airspace enclosed by the follow boundaries beginning at 123259.66N 1020609.45E then clockwise along 20 NM arc radius centred on TRT NDB to 115552.08N 1021639.12E - 114625.74N 1021309.78E - then clockwise along 30 NM arc radius centred on TRT NDB to 114951.88N 1020334.90E - 115918.21N 1020704.28E - then clockwise along 20 NM arc radius centred on TRT NDB to 122511.30N 1015943.07E - 123130.69N 1015146.64E - then clockwise along 30 NM arc radius centred on TRT NDB to 123919.05N 1015812.68E - then direct to starting point ALT 11000 FT ALT 2000 FT Class of airspace: C **D. Transition Altitude: 11 000 FT**	Trat TWR	Trat Approach (English, Thai) 2300-1100* UTC	120.25 MHZ** 121.5 MHZ/EMERG	*TWR hours of service 2300 -1100 UTC Other than this period and holiday 3 HR PN to Bangkok Approach Control Centre via AFTN: VTBBZAZX Tel: +662 285 9613 VTBOZTZX Tel: +668 1936 7805 **RCAG If unable to contact approach control centre attempt to contact tower on appropriate frequency.
UBON CONTROLLED AIRSPACES **A. UBON CONTROL ZONE** The airspace within a circle of 10 NM radius centred on UBL DVOR/DME (151442.71N1045157.30E) up to but not including 3000 FT AGL GND Class of airspace: C **B. UBON TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on UBL DVOR/DME (151442.71N1045157.30E) FL 200 2000FT AGL Class of airspace: C	Ubon APP (Ubon Sector)	Ubon Approach (English, Thai) As AD OPR HR	123.5 MHZ / 257.8 MHZ* 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610 *RCAG If unable to contact Ubon APP attempt to contact tower on appropriate frequency.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
UDON CONTROLLED AIRSPACES **A. UDON CONTROL ZONE** The airspace within a circle of 10 NM radius centred on UDN DVOR/DME (172304.20N1024630.05E) up to but not including 3000 FT AGL GND Class of airspace: C **B. UDON TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on UDN DVOR/DME (172304.20N1024630.05E) Except airspace overlapping Vientiane FIR ALT 11000 FT 2000 FT Class of airspace: C	Udon APP (Khon Kaen Sector)	Udon Approach (English, Thai) As AD OPR HR	126.2 MHZ / 265.9 MHZ* 119.45 MHZ** 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610 *RCAG **Backup frequency If unable to contact Udon APP attempt to contact tower on appropriate frequency
U–TAPAO CONTROLLED AIRSPACES **A. U-TAPAO CONTROL ZONE** The airspace within a circle of 5 NM radius centred on U-Tapao aerodrome (124046.6N1010017.7E) up to but not including 2000 FT AGL GND Class of airspace: C **B. U-TAPAO TERMINAL CONTROL AREA** The airspace enclosed by a circle of 50 NM radius centred on U-Tapao aerodrome (124046.6N1010017.7E) 1. From 5 NM to 15 NM radius measured from the centre of the aerodrome, 700 FT above ground level to unlimited. 2. From 15 NM to 50 NM radius measured from the centre of the aerodrome, 2 000 FT above ground level to unlimited with the following exception: (i) U-Tapao Control Zone (ii) That portion overlapped by Bangkok Alfa Control Area and Hua Hin Terminal Control Area. (iii) All airspace on airways A464, R468, G463 and G458 from FL65 to FL460	U-Tapao APP	U-Tapao Approach (English, Thai) H24	119.7 MHZ 134.5 MHZ 273.3 MHZ	
AREA OUTSIDE CONTROL AIRSPACE The area outside control airspace (outside airways TMA and CTR), but within Bangkok FIR. Class of airspace: G	Bangkok ACC	Bangkok Control (English, Thai) H24		See frequency in use at appropriate sectors

AREAS OF RESPONSIBILITY AND SECTORIZATION OF BANGKOK AREA CONTROL CENTRE (Below FL270)



CHANGE: NEW CHART

February 2020

VTCT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCT - CHIANG RAI / Mae Fah Luang-CHIANG RAI INTERNATIONAL AIRPORT

VTCT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	195708N 0995259E Centre Line of RWY, 1500 M from THR RWY21
2	Direction and distance from (city)	9 KM, NE from city
3	Elevation/Reference temperature	390.23 M (1280 FT) / 35°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°51'W (2016)/ 0°0'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Mae Fah Luang-Chiang Rai International Airport Mae Fah Luang-Chiang Rai International Airport 404 Chiang Rai-Maechan Road Rimkok-Baan Doo Sub-District Amphoe Mueang Chiang Rai 57100 Thailand Tel: +665 379 8000 +665 379 8999 Fax: +665 379 8049 AFS: VTCTYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

VTCT AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and immigration	Customs: 0130-0930 or available on request Immigration: Available with AD hours
3	Health and sanitation	Available on request
4	AIS Briefing Office	2300-1400
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	H24
7	ATS	2300 – 1430, Other than this period 1 HR PN to ATC
8	Fuelling	H24
9	Handling	Available with AD hours
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTCT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	2 High lifts. Handling weights up to 8 T per day. Provided by Thai Airways International Public Co.,Ltd Tel: +665 379 8200 +665 379 8201 Fax: +665 379 3059 +665 379 3060 1 Hand lift. Handling weights up to 4 T per day. Provided by Bags Ground Services Co.,ltd Tel: +665 202 9856
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	1 Jet A-1 Refueller @ 12,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Not available
7	Remarks	NIL

VTCT AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Available at the AD and in the city
3	Transportation	Taxi limousine, Taxi meter, Car rental service and public bus
4	Medical facilities	First aid at AD and hospitals in the city
5	Bank and Post Office	In the city / At AD Bank open: 0200-1300 Post Office open: 0130-1400
6	Tourist Office	In the city
7	Remarks	NIL

VTCT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTCT AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

12.2.3 ATC shall control, according to the filed flight plan, the over-fly aircraft experiencing transponder failure to land safely at the destination aerodrome.

12.2.4 Approach Control shall coordinate closely with Suvarnabhumi Tower and/or other concerned units regarding the problem.

12.3 The above procedures shall be applied to all aircraft except state aircraft and military aircraft.

12.4 Aircraft intending to land at Suvarnabhumi International Airport with its failed transponder might be assigned to fly along an RNAV STAR and controlled solely by Suvarnabhumi PSR which normally covers up to 80 NM.

13. Radio communication failure procedure

13.1 General

13.1.1 Radio communication is considered to be failed, if during two minutes that the pilot or the ATC unit doesn't answer the repeated calls through all available communication channels.

13.1.2 The transponder is set to be Mode A code 7600 as soon as the pilot has detected communication failure.

13.1.3 The pilot shall use all available facilities to re-establish communication with ATC unit directly or by means of the other aircraft. If necessary, the emergency frequency 121.5 MHz may be used.

13.1.4 In any case of radio communication failure, the pilot shall continue listening on the appropriate radio frequency and transmitting the position reports, actions and flight conditions. The pilot shall comply with one of the following procedures.

13.2 Total radio communication failure for arriving aircraft

13.2.1 If in VMC, continue to fly in VMC and land at the nearest suitable aerodrome.

13.2.2 If in IMC or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 13.2.1 above, the pilot shall:

13.2.2.1 If a specific STAR procedure has been designated and acknowledged prior to the occurrence of radio communication failure, comply with the radio communication failure procedures.

Proceed according to the STAR route to the termination point (WALTZ/EKCHO for RWY 19L/R or WOCAL/ENKAA for RWY 01L/R) and descend in accordance with the published all speed and altitude restrictions of the relevant STAR procedure, thence:

a) For RWY 19L/R: After passing WALTZ/EKCHO, the pilot shall fly heading 015 and maintain altitude 6 000 FT for next 10 NM, then turn right/left and descend to 2 000 FT and carry out the appropriate ILS approach procedure.
b) For RWY 01L/R: After passing WOCAL/ENKAA, the pilot shall fly heading 195 and maintain altitude 6 000 FT for next 10 NM, then turn right/left and descend to 2 000 FT and carry out the appropriate ILS approach procedure.

13.2.2.2 If no specific STAR procedure has been designated or acknowledged prior to the occurrence of radio communication failure, endeavor to ascertain the landing direction from any available means in para 13.5 below. The pilot then should proceed in accordance with the STAR procedure appropriate to its ATS route and landing direction and comply with the radio communication failure procedures.

13.2.3 When an arriving aircraft is being radar vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. Pilot should proceed in the most direct manner possible to rejoin the STAR procedure appropriate to its ATS route and landing direction.

13.2.4 Pilots should ensure that they remain at or above the minimum sector altitude. If the aircraft is below the minimum sector altitude, pilots shall immediately climb to the minimum sector altitude.

13.3 Total radio communication failure for missed approach aircraft

13.3.1 The pilot shall set the aircraft transponder to Mode A code 7600 and fly to or proceed direct to (in case of radar vector) the appropriate approach holding point at 3 000 FT and hold.

13.3.2 The pilot then shall climb and maintain 4 000 FT in the holding pattern and complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 13.5 below, or

13.3.3 The pilot shall maintain altitude 4 000 FT and proceed to SVB VOR then transition to IAF and commence an appropriate approach procedure.

13.4 Partial radio communication failure for arriving aircraft

13.4.1 Aircraft unable to receive: pilots shall adopt the total radio communication failure procedures specified in para 13.2 above.

13.4.2 Aircraft able to receive: following verification that aircraft is able to receive ground transmissions by squawk ident, ATC will continue to issue and repeat instructions and/or clearance to the pilot.

13.5 Identification of Runway in use

13.5.1 A pilot endeavors to obtain information on the landing runway from the following sources: ATIS, D-ATIS, ACARS, satellite phone, etc.If unable, the pilot should rely on the best available information such as aerodrome weather forecasts, meteorological reports or any other relevant information obtained prior to the communication failure and should decide on the most appropriate landing direction.

13.5.2 To assist the pilot in ascertaining the landing direction, the ILS and approach lighting for the runway in use will be switched on. If the approach lights for the runway-in-use are sighted but the ILS signal is not received, the pilot shall assume that the ILS is inoperative and shall proceed to land on the runway on which the approach lights have been sighted.

13.6 Total radio communication failure for departing aircraft

13.6.1 The pilot shall set the aircraft transponder to Mode A Code 7600 and comply with the last acknowledged clearance up to the next reporting point on the SID, then climb to the planned cruising level in accordance with the published speed and altitude restrictions of the relevant SID procedure. Thereafter, the pilot shall comply with the flight planned routing.

13.6.2 Whenever a pilot experiences total radio communication failure immediately after departure and it is deemed unsafe for the flight to continue to its destination, the pilot shall adhere to the procedures below:

13.6.2.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

13.6.2.2 The pilot shall comply with the last assigned altitude in accordance with the published speed and altitude restrictions of the relevant SID procedure.

13.6.2.3 The pilot shall climb/descend to maintain 8 500 FT for 2 minutes then proceed direct to BKK VOR and hold. If fuel dumping is necessarily required before making an approach to land, after maintaining altitude at 8 500 FT for 2 minutes, the pilot shall proceed to the nearest suitable fuel dumping area and start dumping fuel. When it is completed, the pilot must fly direct to BKK VOR and hold.

13.6.2.4 The pilot is required to make a left holding pattern over BKK VOR with inbound course 120 and one minute leg to complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 13.5 above.

13.7 Partial radio communication failure for departing aircraft

13.7.1 Aircraft unable to receive: pilots shall adopt the total radio failure procedures specified in para 13.6.2 above.

13.7.2 Aircraft able to receive: following verification that aircraft is able to receive ground transmissions by squawk ident, ATC will continue to issue and repeat instructions and/or clearances to the pilot.

13.8 Aircraft overflying Bangkok TMA

13.8.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

13.8.2 If in VMC, the pilot shall continue to fly in VMC and land at the nearest suitable aerodrome.

13.8.3 If in IMC, or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 13.8.2 above, the pilot shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of ten minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan.

13.9 Departing or overflying aircraft under radar control

13.9.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

13.9.2 The pilot shall maintain the last assigned heading, speed and level, or minimum flight altitude if higher, for a period of two minutes following:

13.9.2.1 The time the last assigned level or minimum flight altitude is reached; or

13.9.2.2 The time the transponder is set to 7600; or

13.9.2.3 The aircraft's failure to report its position over a compulsory reporting point. Whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan.

13.9.3 After a period of two minutes, the pilot shall proceed in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight planned route no later than the next significant point, taking into consideration to the applicable minimum flight altitude.

13.10 Alternative methods for communicating with ATC
Pilots may endeavour to communicate with ATC by telephone network.
The telephone numbers are as follows:

– Don Mueang Tower	Tel: +662 515 3282, +662 515 3288, +6681710 7449
– Suvarnabhumi Tower	Tel: +662 131 3610-3, +6686 399 9030
– Bangkok Approach	Tel: +662 131 3621, +662131 2622, +6685 150 2288 and +6685 150 3300

VTUO 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

VTUO AD 2.17 ATS AIRSPACE

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

VTUO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Buri Ram Approach	125.55 MHZ 121.5 MHZ 1)	As AD OPR HR	1) Emergency frequency
TWR	Buri Ram Tower	118.05 MHZ 236.6 MHZ 121.5 MHZ 1)	As AD OPR HR	
ATIS	Buri Ram Airport	127.05 MHZ	As AD OPR HR	

VTUO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	BR	303 KHZ	H24	151419.18N 1031509.15E		Coverage 50 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 001°-360° at altitude 1 700 FT
DVOR/DME	BRM	117.2 MHZ CH119X	H24	151422.43N 1031531.59E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 091°-140° altitude should not below 3 500 FT – Radial 141°-240° altitude should not below 5 000 FT – Radial 241°-280° altitude should not below 4 000 FT – Radial 281°-090° altitude should not below 2 500 FT
LOC RWY04 ILS CAT I	IBRM	109.3 MHZ	H24	151427.29N 1031541.27E		LOC: Designated operation coverage 18 NM, ALT 7000 FT AMSL.
GP		332 MHZ	H24	151327.74N 1031454.49E		GP: 3 DEG, RDH 50 FT
DME	IBRM	CH30X (109.3 MHZ)	H24	151429.12N 1031539.63E	543.43 FT	DME: Paired with LOC FREQ.

VTUO AD 2.20 LOCAL AERODROME REGULATIONS

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

VTUO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUO AD 2.22 FLIGHT PROCEDURES

NIL

VTUO AD 2.23 ADDITIONAL INFORMATION

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

VTSE AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	In front of tower
2	TLOF and/or FATO elevation M/FT	6 M (18 FT)
3	TLOF and FATO area dimensions, surface, strength, marking	Dimensions: 20 x 22 M. Surface: Concrete Marked / No.1, 2
4	True and MAG BRG of FATO	240º
5	Declared distance available	Clear
6	APP and FATO lighting	NIL
7	Remarks	Landing area on both side of apron

VTSE AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on CPN DVOR/DME (104240.21N0992156.03E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Chumphon Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTSE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Chumphon Approach	122.6 MHZ 121.5 MHZ [1)]	As AD OPR HR	[1)]Emergency frequency
TWR	Chumphon Tower	122.15 MHZ 236.6 MHZ 121.5 MHZ [1)]	As AD OPR HR	
ATIS	Chumphon Airport	128.45 MHZ	As AD OPR HR	

VTSE 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	CP	279 KHZ	H24	104303.93N 0992157.99E		50 NM coverage was check and found as follow: – Bearing 016-200 degrees ALT should not below 1,500 FT – Bearing 201-225 degrees ALT should not below 5,000 FT – Bearing 226-015 degrees unable to perform flight inspection due to border limited
DVOR/DME	CPN	110 MHZ CH37X	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
LOC RWY 24 ILS CAT I	ICPN	109.9 MHZ	H24	104218.37N 0992103.61E		LOC: Designated operation coverage 18 NM, ALT 6300 FT AMSL
GP		333.8 MHZ	H24	104249.31N 0992205.84E		GP: 3 DEG, RDH 50 FT
DME	ICPN	CH36X (109.9 MHZ)	H24	104220.40N 0992102.42E	15 FT	DME: Paired with LOC FREQ.

VTSE AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSE AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSE AD 2.22 FLIGHT PROCEDURES

NIL

VTUK 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

VTUK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on KKN DVOR/DME (162814.73N1024716.07E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	KHON KAEN TOWER English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Khon Kaen Approach	123.4 MHZ 240.0 MHZ 121.5 MHZ [1)]	As AD OPR HR	[1)]Emergency frequency
TWR	Khon Kaen Tower	122.25 MHZ 236.6 MHZ 121.5 MHZ[1)]	As AD OPR HR	
GND	Khon Kaen Ground	121.9 MHZ	As AD OPR HR	
ATIS	Khon Kaen Airport	126.85 MHZ	As AD OPR HR	

VTUK 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	KN	393 KHZ	H24	162743.41N 1024704.18E	NIL	NIL
DVOR/DME	KKN	114.9 MHZ CH96X	H24	162814.73N 1024716.07E	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: – Radial 001°-080° altitude should not below 2 500 FT – Radial 081°-220° altitude should not below 2 000 FT – Radial 221°-360° altitude should not below 3 500 FT

VTUK AD 2.20 LOCAL AERODROME REGULATIONS

1. LOCAL PROCEDURES

1.1 Landing and Take off

Aircraft intended to landing/take off at Khon Kaen Airport take off RWY03 and land at RWY21 only, except for the safe of aircraft.

2. 180 DEGREES TURN ON THE RUNWAY

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

VTUK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUK AD 2.22 FLIGHT PROCEDURES

1. VFR Procedures

Details of VFR entry and exit procedures, see charts.

2. Take-off and Landing when VTD65 Active

During military air exercise taking place on exercise area Nam Phong Range (VTD65), all aircraft departing/arriving VTUK shall comply with the following instructions:

a) Pilot might be requested to take-off RWY 21 and landing RWY 03.
b) If unable to comply with RWY restriction, pilot shall inform ATC immediately and expect delay.

VTUK AD 2.23 ADDITIONAL INFORMATION

NIL

VTSG 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

VTSG AD 2.17 ATS AIRSPACE

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

VTSG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Krabi Approach	120.05 MHZ 121.5 MHZ 1)	As AD OPR HR	1) Emergency frequency
TWR	Krabi Tower	122.5 MHZ 236.6 MHZ 121.5 MHZ 1)	As AD OPR HR	
GND	Krabi Ground	121.9 MHZ	As AD OPR HR	
ATIS	Krabi Airport	132.4 MHZ	As AD OPR HR	

VTSG 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	KB	299 KHZ	H24	080619.0N 0985828.25 E		50 NM coverage restricted as follow: – BRG 090-160 DEG ALT should not below 4000 FT. – BRG 161-270 DEG ALT should not below 1500 FT. – BRG 271-300 DEG ALT should not below 5000 FT. – BRG 351-089 DEG ALT should not below 7000 FT. – BRG 301-350 DEG excessive needle oscillation out of tolerances.
DVOR/DME	KBI	111 MHZ CH47X	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 001°-180° altitude should not below 5 500 FT – Radial 181°-200° altitude should not below 7 000 FT – Radial 201°-340° altitude should not below 10 000 FT – Radial 341°-360° altitude should not below 15 500 FT
ILS CAT I LOC/DME RWY 32	IKBI	110.1 MHZ CH38X	H24	080630.62N 0985842.38E		Designated operation coverage 18 NM, ALT 6300 FT/AMSL.
GP		334.4 MHZ	H24	080519N 0985946.6E		3.2 DEG, RDH 56.5 FT.

VTSG AD 2.20 LOCAL AERODROME REGULATIONS

1. For preventing runway pavement structural damage, aircraft with weight equivalent to or heavier than B737 or A319 are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 32.

2. Traffic departing runway 14 may be delayed in the apron or on the appropriate taxiway in case there is a landing traffic on runway 32.

VTSG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSG AD 2.22 FLIGHT PROCEDURES

NIL

VTSG AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSG AD 2.24 CHARTS RELATED TO AN AERODROME

VTCL AD 2.16 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

VTCL AD 2.17 ATS AIRSPACE

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

VTCL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Lampang Approach	119.3 MHZ 121.5 MHZ 1)	As AD OPR HR	1) Emergency frequency
TWR	Lampang Tower	122.3 MHZ 236.6 MHZ 121.5 MHZ 1)	As AD OPR HR	
ATIS	Lampang Airport	395 KHZ	As AD OPR HR	

VTCL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	LP	395 KHZ	H24	181640.88N 0993026.88E		Coverage 25 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 001°-360° at altitude 5 500 FT
DVOR/DME	LPN	114.7 MHZ CH94X	H24	181635.87N 0993008.40E		DVOR/DME restriction due to Terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: – Radial 351°-070° beyond 40 NM should not below 6 000 FT – Radial 071°-130° beyond 30 NM should not below 6 000 FT – Radial 131°-320° beyond 40 NM should not below 6 000 FT – Radial 321°-350° beyond 30 NM should not below 6 000 FT
LOC RWY 36	I-LPN	109.7 MHZ	H24	181651.63N 0993011.99E	782.58 FT	LOC: Designated operation coverage 18 NM, ALT 7000 FT AMSL
DME		CH34X (109.7 MHZ)	H24	181651.86N 0993014.43E		DME: Paired with LOC Freq. GP: Not installation

VTCL AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTCL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCL AD 2.22 FLIGHT PROCEDURES

NIL

VTCL AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

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

Bird weight: From 0.02 - 0.375 KG.

Max. flock size: 15 birds.

VTUL 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

VTUL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Loei DVOR/DME (172649.38N 1014323.12E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Loei Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Loei Approach	122.55 MHZ 121.5 MHZ[1)]	As AD OPR HR	[1)]Emergency frequency
TWR	Loei Tower	118.35 MHZ 236.6 MHZ 121.5 MHZ[1)]	As AD OPR HR	
ATIS	Loei Airport	126.25 MHZ	As AD OPR HR	

VTUL 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	LY	325 KHZ	H24	172655.09N 1014335.41E	NIL	NDB: unusable due to excessive needle swing bearing 255 to 205 degrees, counter clockwise below 8000 FT.
DVOR/DME	LOY	115.9 MHZ CH106X	H24	172649.38N 1014323.12E		DVOR/DME restriction, 1. Unusable due to roughness out of tolerance – Radial 020° between 10-11 DME altitude 3 000 FT – Radial 243° between 7-8 DME altitude 6 000 FT and between 32-33 DME altitude 7 500 FT 2. 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: 2.1 40 NM orbit – Radial 030°-050° altitude should not below 10 000 FT – Radial 051°-100° altitude should not below 7 000 FT – Radial 101°-130° altitude should not below 10 000 FT – Radial 131°-200° altitude should not below 5 000 FT – Radial 201°-250° altitude should not below 12 000 FT – Radial 251°-270° altitude should not below 13 000 FT 2.2 20 NM orbit (Due to border limited) – Radial 271°-029° altitude should not below 4 500 FT

VTUL AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREE TURN ON THE RUNWAY

To prevent runway pavement damage, all aircraft code letter C or higher are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad at the end of runway 01 and 19 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand/The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTUL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUL AD 2.22 FLIGHT PROCEDURES

NIL

VTUL AD 2.23 ADDITIONAL INFORMATION

NIL

VTCH 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

VTCH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on MHS DVOR/DME (191910.73N 0975443.50E). Excluding the Myanmar territory.
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Mae Hong Son Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTCH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Mae Hong Son Approach	126.2 MHZ 121.5 MHZ [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Mae Hong Son Tower	122.3 MHZ 236.6 MHZ 121.5 MHZ [1)]	As AD OPR HR	
ATIS	Mae Hong Son Airport	384 KHZ	As AD OPR HR	

VTCH 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	MH	384 KHZ	H24	191755.84N 0975830.59E	NIL	1. Data refer to commissioning checked as follows: a) 40 NM orbit flown from bearing 071°-180° clockwise orbit at altitude 8 500 FT. Result found satisfactory. b) Bearing 181°-070° clockwise unable to performed due to border limited. 2. Facility performance classified as “Restricted” due to item b) above as per commissioning checked.
DVOR/DME	MHS	115.5 MHZ CH102X	H24	191910.73N 0975443.50E		DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance – Radial 040° distance between 10.5-12.5 DME altitude 5 500 FT – Radial 085° distance between 5.5-7.5 DME altitude 7 000 FT – Radial 100° distance between 9.0-10.0 DME altitude 7 000 FT – Radial 120° distance between 9.5 - 10.5 DME altitude 7 500 FT 2. 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 060°-080° altitude should not below 8 500 FT – Radial 081°-140° altitude should not below 13 000 FT – Radial 141°-190° altitude should not below 9 000 FT – Radial 191°-059° unable to perform due to border limited

VTCH AD 2.20 LOCAL AERODROME REGULATIONS

To prevent of runway subside pilot of ATR aircraft or larger are request to make back track at the end of runway.

VTCH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCH AD 2.22 FLIGHT PROCEDURES

NIL

VTCH AD 2.23 ADDITIONAL INFORMATION

NIL

VTCH AD 2.24 CHARTS RELATED TO AN AERODROME

VTUW 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

VTUW AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Nakhon Phanom DVOR/DME (172317.87N 1043818.01E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Nakhon Phanom Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUW AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Sakon Nakhon Approach	123.35 MHZ 284.0 MHZ 121.5 MHZ [1)]	23:00-15:00	[1)] Emergency frequency
TWR	Nakhon Phanom Tower	122.5 MHZ 121.5 MHZ [1)] 236.6 MHZ	As AD OPR HR	
GND	Nakhon Phanom Ground	121.9 MHZ	As AD OPR HR	
ATIS	Nakhon Phanom Airport	383 KHZ	As AD OPR HR	

VTUW 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	NP	383 KHZ	H24	172332.69N 1043833.44E		Output 400 watts. 50 NM Coverage clockwise orbit data refer from commissioning checked as follow: -Bearing 170-350 degree at 2100 FT -Bearing 351-169 degree unable to check due to border limited.
DVOR/DME	NKP	111.6 MHZ CH53X	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)
LOC RWY15 ILS CAT I	INKP	109.7 MHZ		172220.65N 1043904.98E		LOC: Designated operation coverage unable to perform 10 DEG/ 90 HZ 18 NM and 35 DEG/ 90 HZ 10 NM due to LAOS PDR border ALT 6000 FT AMSL.
GP		333.2 MHZ		172324.48N 1043813.98E		GP: 3 DEG, RDH 50 FT
DME	INKP	CH 34X (109.7 MHZ)		172219.39N 1043903.02E	552.54 FT	Paired with LOC FREQ.

VTUQ 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

VTUQ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Beginning at 1501.2N 10222.1E then clockwise along 5 NM arc from Ratchasima DVOR/DME (145647.66N 1021840.35E) to 1454.5N 10214.6E then counter clockwise from Khorat Aerodrome Traffic Zone to 1457.1N 10214.4E then direct to the starting point.
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Ratchasima Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUQ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ratchasima Approach	123.6 MHZ 121.5 MHZ [1)]	As AD OPR HR	[1)]Emergency frequency
TWR	Ratchasima Tower	119.8 MHZ 236.6 MHZ 121.5 MHZ [1)]	As AD OPR HR	
ATIS	Ratchasima Airport	126.6 MHZ	As AD OPR HR	

VTUQ 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	KR	399 KHZ	H24	145723.28N 1021852.93E		Coverage 50 NM clockwise data refer from commissioning as follows: – Bearing 271°-160° at altitude 2 000 FT – Bearing 161°-270° at altitude 3 500 FT
DVOR/DME	NKR	110.2 MHZ CH39X	H24	145647.66N 1021840.35E		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 271°-110° altitude should not below 3 000 FT – Radial 111°-160° altitude should not below 3 500 FT – Radial 161°-270° altitude should not below 4 500 FT
LOC RWY 06 ILS CAT I	INKR	109.7 MHZ	H24	145719.26N 1021925.51E		LOC: Designated operation coverage 18 NM, ALT 7000 FT AMSL
GP		333.2 MHZ	H24	145643.23N 1021826.07E		GP: 3 DEG, RDH 54 FT
DME	INKR	CH34X (109.7 MHZ)	H24	145717.24N 1021926.61E	732 FT	DME: Paired with LOC Freq.

VTUQ AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

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

a) Aircraft entering to land from northeast of Nakhon Ratchasima Airport shall report over Ban Huai Hin, designated as LIMA (1453.0N 10236.4E) which is approximately 16.5 NM at 4 000 FT on R-102 of NKR DVOR/DME and Ban Nong Sano, designated as KILO (1453.0N 10223.0E) which is approximately 5.5 NM at 3 000 FT on R-133 on NKR DVOR/DME respectively, when reaching KILO the aircraft will be instructed by Khorat approach to join aerodrome traffic pattern accordingly.
b) Aircraft entering to land from southeast of Nakhon Ratchasima Airport, shall report over Pak Thong Chai district, designated as PAPA (1443.0N 10201.7E) which is approximately 22 NM at 4 000 FT on R-232 of NKR DVOR/DME and Ban Nong Sano, designated as KILO which is approximately 5.5 NM at 3 000 FT on R-133 of NKR DVOR/DME respectively, when reaching KILO the aircraft will be instructed by Khorat approach to join aerodrome traffic pattern accordingly.

1.2 Aerodrome traffic circuit

a) Using RWY 24 by entering left traffic circuit only.
b) Using RWY 06 by entering right traffic circuit only.

2. NAKHON RATCHASIMA CORRIDOR (NTC)

In order to facilitate all aircraft to/from Nakhon Ratchasima Airport Temporary Transition Corridor is established within Khorat Control Zone as follow:

Nakhon Ratchasima Transition Corridor (NTC) an area bounded by a line joining the following points: 143746.50N 1013621.56E to 144624.59N 1014902.48E to 145944.02N 1021819.43E to 150243.62N 1024312.81E then along a 35 NM arc clockwise from 'KRT' VOR/DME (1455.0N 10208.4E) to 145644.78N 1024358.14E to 145345.19N 1021905.45E to 144128.44N 1015235.14E to 143250.36N 1013954.53E then along a 35 NM arc clockwise from 'KRT' VOR/DME (145502.35N 1020823.32E) to the starting point.

VTSF 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

VTSF AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Nakhon Si Thammarat DVOR/DME (083229.95N 0995648.67E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Nakhon Si Thammarat Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTSF AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Nakhon Si Thammarat Approach	119.75 MHZ[1)] 121.5 MHZ[2)]	As AD OPR HR	[1)]Primary frequency [2)]Emergency frequency
TWR	Nakhon Si Thammarat Tower	122.55 MHZ 236.6 MHZ 121.5 MHZ[2)] 243.0 MHZ[2)]	As AD OPR HR	
GND	Nakhon Si Thammarat Ground	121.9 MHZ	As AD OPR HR	
ATIS	Nakhon Si Thammarat Airport	123.4 MHZ	As AD OPR HR	

VTSF 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
DVOR/DME	NKS	117.4 MHZ CH121X	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: RDL 001-190 beyond 40 NM should not below 2500 FT. RDL 191-240 beyond 40 NM should not below 7000 FT. RDL 241-280 beyond 25 NM should not below 8000 FT. RDL 281-320 beyond 40 NM should not below 7000 FT. RDL 321-360 beyond 40 NM should not below 5000 FT.
LOC RWY19 ILS CAT I	INKS	109.7 MHZ	H24	083138.445N 0995636.378E		a) RWY19 ILS Glide slope not coincident with PAPI starting at 1 DME or 400 FT (MSL)
GP		333.2 MHZ	H24	083245.315N 0995647.386E		b) GP: 3 DEG, RDH 50 FT
DME		CH34X (333.2 MHZ)	H24	083245.315N 0995647.386E		DME: Paired with GP FREQ.

VTSF AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher shall make 180 degrees turn at the runway turn pads located at the end of runway 01 and 19 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTSF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSF AD 2.22 FLIGHT PROCEDURES

NIL

VTSF AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTCN 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

VTCN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on NAN DVOR/DME (184832.76N 1004657.31E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Nan Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTCN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Nan Approach	120.25 MHZ 121.5 MHZ 1)	As AD OPR HR	1) Emergency frequency
TWR	Nan Tower	118.55 MHZ 121.5 MHZ 1) 236.6 MHZ	As AD OPR HR	
ATIS	Nan Airport	355 KHZ	As AD OPR HR	

VTCN 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	NN	355 KHZ	H24	184826.00N 1004711.91E		NDB restriction, orbit coverage in mountain terrain and border limited was check and found as follow: -40 NM from bearing 331-045 DEG (CW) altitude should not below 8000 FT. (due to border limited). -20 NM from bearing 046-160 DEG (CW) altitude should not below 6500 FT. (due to border limited). -50 NM from bearing 161-330 DEG (CW) altitude should not below 7500 FT.

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	NAN	115.7MHZ CH104X	H24	184832.76N 1004657.31E		DVOR/DME restriction, due to Mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM. At the required altitude in various areas as follow: -RDL 021-110 DEG at 20 NM should not below 8000 FT. -RDL 111-160 DEG at 20 NM should not below 6000 FT. -RDL 161-230 DEG at 40 NM should not below 7000 FT. -RDL 231-250 DEG at 40 NM should not below 9000 FT. -RDL 251-290 DEG at 40 NM should not below 11000 FT. -RDL 291-350 DEG at 40 NM should not below 9000 FT. -RDL 351-020 DEG at 40 NM should not below 8000 FT.
ILS CAT I RWY02 LOC/DME	INAN	110.3MHZ CH40X	H24	184903.30N 1004714.13E	687.34 FT	LOC designated operation coverage 18 NM, ALT 7000 FT AMSL
DME			H24	184904.17N 1004711.85E		DME paired with LOC FREQ
GP		335MHZ	H24	184808.72N 1004648.08E		GP 3.4 DEG, RDH 58 FT

VTCN AD 2.20 LOCAL AERODROME REGULATIONS

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher shall make 180 degrees turn at the runway turn pads located on left side of runway 20 (near the threshold of runway 20). Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand/the Headquarters of that operator and shall be liable for the compensation caused by such violation

VTCN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCN AD 2.22 FLIGHT PROCEDURES

NIL

VTCN AD 2.23 ADDITIONAL INFORMATION

NIL

VTCN AD 2.24 CHARTS RELATED TO AN AERODROME

VTSC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on NTW DVOR/DME (063138.24N 1014442.48E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Narathiwat Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTSC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Narathiwat Approach	125.55 MHZ 121.5 MHZ 1)	As AD OPR HR	1) Emergency frequency
TWR	Narathiwat Tower	122.7 MHZ 236.6 MHZ 121.5 MHZ 1)	As AD OPR HR	
GND	Narathiwat Ground	121.9 MHZ 121.5 MHZ 1)	As AD OPR HR	
ATIS	Narathiwat Airport	383 KHZ	As AD OPR HR	

VTSC 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	NT	383KHZ	H24	063120.61N 1014454.75E		Output 400 watts. NDB, 50 NM coverage restriction as follows: – Bearing 260º-300º altitude should not below 5 500 FT – Bearing 301º-055º altitude should not below 1 500 FT – Bearing 056º-259º unable to perform flight inspection due to border limited
DVOR/DME	NTW	116.3MHZ CH110X	H24	063138.24N 1014442.48E		DVOR/DME restriction due to mountainous terrain surround DVOR/ DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 1. 40 NM clockwise orbit flown from – Radial 271º-290º altitude should not below 9 000 FT – Radial 291º-300º altitude should not below 4 000 FT – Radial 301º-020º altitude should not below 2 000 FT 2. 20 NM clockwise orbit flown from – Radial 021º-130º altitude should not below 2 000 FT – Radial 131º-270º altitude should not below 5 000 FT
ILS CAT I LOC RWY 02	INTW	110.1 MHZ	H24	063149.20N 1014452.49E		ILS coverage over a sector 035° either side of runway centreline, no back course and voice feature. Distance 1 050 M to THR RWY 02.
GP/DME		334.4 MHZ CH 38X	H24	063048.90N 1014430.60E		Narathiwat GP RWY 02 unusable beyond 6 degrees left of LOC course.

VTSC AD 2.20 LOCAL AERODROME REGULATIONS

For preventing runway pavement structural damage, aircraft with weight equivalent to or heavier than B737 or A319 are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turnpad located near the threshold of runway 02.

VTSC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSC AD 2.22 FLIGHT PROCEDURES

NIL

VTSC AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTPB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: ABN: on top of control tower, FLG W G EV 2.5 SEC.,HO, HS IBN: NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	LIM TWY EDGE Lighting
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport. Switch - over time 10 SEC.
5	Remarks	NIL

VTPB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	1 Landing area on Taxiway B
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

VTPB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centre on Phetchabun DVOR/DME (164033.66N 1011148.12E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phetchabun Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTPB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phetchabun Approach	126.7 MHZ	As AD OPR HR	NIL
TWR	Phetchabun Tower	122.3 MHZ 236.6 MHZ	As AD OPR HR	NIL

VTPB 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	PH	283 KHZ	H24	163939.13N 1011125.30E		Output 400 watts NDB can not provide adequate signal to 50 NM at required altitude in various areas due to mountainous area around the STN: -RDL 041-180 DEG beyond 50 NM should not below 7000 FT. -RDL 181-270 DEG beyond 50 NM should not below 7100 FT. -RDL 271-340 DEG beyond 50 NM should not below 8500 FT. -RDL 341-015 DEG flown to 45 NM should not below 8500 FT. (due to border limited) -RDL 016-040 DEG beyond 50 NM should not below 7000 FT.
DVOR/DME	PCB	115.4 MHZ CH101X	H24	164033.66N 1011148.12E		DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance on radial 277° distance between 7-9 DME altitude 5 500 FT 2. 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 061°-230° beyond 30 NM altitude should not below 6 500 FT – Radial 231°-320° beyond 30 NM altitude should not below 8 000 FT – Radial 321°-060° beyond 40 NM altitude should not below 7 500 FT
ILS CAT I RWY36 LOC/DME	IPCB	109.1 MHZ CH28X	H24	164117.65N 1011142.43E	446.84 FT	LOC designated operation coverage 18 NM, ALT 7000 FT AMSL
DME			H24	164117.66N 1011144.85E		DME Paired with LOC FREQ
GP		331.4 MHZ	H24	164008.96N 1011146.42E		GP 3 DEG, RDH 50 FT

VTPB AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTPB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPB AD 2.22 FLIGHT PROCEDURES

NIL

VTPB AD 2.23 ADDITIONAL INFORMATION

NIL

VTPP 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
14	NIL	Green	PAPI Left 3°	NIL	NIL	3000 M 60 M White, LIM	Red	NIL	NIL
32	CAT1 900 M	Green	PAPI Left 3° (15.72 M)	NIL	NIL	3000 M 60 M White, LIM	Red	NIL	NIL

VTPP 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 6 SEC..
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport Switch-over time: 15 SEC
5	Remarks	Flares 2 HR PN

VTPP 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

VTPP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on PSL DVOR/DME (164613.34N 1001728.70E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phitsanulok Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTPP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phitsanulok Approach	120.7 MHZ 284.0 MHZ 121.5 MHZ 1) 243.0 MHZ 1)	As AD OPR HR	1) Emergency frequency
TWR	Phitsanulok Tower	118.9 MHZ 236.6 MHZ 121.5 MHZ 1) 243.0 MHZ 1)	As AD OPR HR	
GND	Phitsanulok Ground	121.9 MHZ	As AD OPR HR	
ATIS	Phitsanulok Airport	127.4 MHZ	As AD OPR HR	

VTPP 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	PL	263 KHZ	H24	164745.44N 1001632.62E		Data refer from commissioning as follows: 40 NM clockwise orbit and result found satisfactory. – Bearing 011°-180° at altitude 6 000 FT – Bearing 181°-260° at altitude 1 500 FT – Bearing 261°-330° at altitude 5 000 FT – Bearing 331°-010° at altitude 1 500 FT
DVOR/DME	PSL	114.1 MHZ CH88X	H24	164613.34N 1001728.70E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 351°-120° altitude should not below 5 500 FT – Radial 121°-270° altitude should not below 3 000 FT – Radial 271°-300° altitude should not below 5 000 FT – Radial 301°-350° altitude should not below 3 500 FT
ILS CAT I LOC RWY32	IPSL	110.1 MHZ	H24	164746.19N 1001608.82E		Designated operational coverage 18 NM ±10º and 10 NM ±35º of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 310 M. from THR of runway 14.
GP/DME		334.4 MHZ CH38X	H24	164629.87N 1001711.63E		Glide Path 3° DME co-located with Glide Slope power output 100 watts Uni-directional
TACAN		CH99		1647.6N 10016.7E		Military Facility, operation on request 30 MIN PN to ATC.

VTCP 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

VTCP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Phrae DVOR/DME (180802.78N 1000958.35E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phrae Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTCP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phrae Approach	120.1 MHZ 121.5 MHZ 1)	As AD OPR HR	1) Emergency frequency
TWR	Phrae Tower	121.5 MHZ 1) 118.6 MHZ 236.6 MHZ	As AD OPR HR	
ATIS	Phrae Airport	340.0 KHZ	As AD OPR HR	

VTCP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PR	340KHZ	H24	180746.14N 1000940.91E		Out put 400 watts The coverage clockwise orbit data refer to commissioning check due to excessive ADF needle oscillation in various areas within 50 NM radius as follows: – Bearing 001°-040° altitude should not below 7 000 FT – Bearing 041°-180° altitude should not below 8 000 FT – Bearing 181°-200° altitude should not below 5 000 FT – Bearing 201°-260° altitude should not below 8 000 FT – Bearing 261°-360° altitude should not below 6 000 FT
DVOR/DME	PAE	111.8MHZ CH55X	H24	180802.78N 1000958.35E		DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance on radial 146° distance between 7.0-8.0 DME altitude 7 000 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 055º-080º altitude should not below 9 000 FT – Radial 081º-160º altitude should not below 11 000 FT – Radial 161º-180º altitude should not below 8 000 FT – Radial 181º-350º altitude should not below 6 000 FT – Radial 351º-054º altitude should not below 6 500 FT

VTCP AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTCP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCP AD 2.22 FLIGHT PROCEDURES

NIL

VTCP AD 2.23 ADDITIONAL INFORMATION

NIL

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 121.5 MHZ 1)	As AD OPR HR	1) Emergency frequency
TWR	Hua Hin Tower	122.7 MHZ 236.6 MHZ 121.5 MHZ1) 243.0 MHZ1)	As AD OPR HR	
GND	Hua Hin Ground	121.9 MHZ	As AD OPR HR	
ATIS	Hua Hin Airport	126.8 MHZ	As AD OPR HR	

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.

VTSR 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	Six landing areas on both sides of apron.

VTSR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on RAN DVOR/DME (094643.18N0983502.11E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Ranong Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTSR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ranong Approach	125.1 MHZ 121.5 MHZ [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Ranong Tower	122.25 MHZ 236.6 MHZ 121.5 MHZ [1)]	As AD OPR HR	
ATIS	Ranong Airport	126.475 MHZ	As AD OPR HR	

VTSR 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	RN	375 KHZ	H24	094659.91N 0983527.60E		50 NM orbit flown from: – Bearing 020°-040° altitude should not below 5 000FT – Bearing 041°-140° altitude should not below 3 500FT – Bearing 141°-200° altitude should not below 5 500FT – Bearing 201°-019° unable to perform flight inspection due to border limited.
DVOR/DME	RAN	113.4 MHZ CH 81X	H24	094643.18N 0983502.11E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station coverage, check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 20 NM orbit – Radial 020°-040° altitude should not below 6 000 FT – Radial 041°-060° altitude should not below 12 000 FT – Radial 061°-120° altitude should not below 16 000 FT – Radial 151°-170° altitude should not below 9 000 FT 40 NM orbit – Radial 121°-150° altitude should not below 16 000 FT – Radial 171°-187° altitude should not below 12 000 FT – Radial 188°-230° altitude should not below 7 000 FT – Radial 231°-019° unable to fly due to border limited.
ILS CAT I LOC RWY 02	IRAN	110.5 MHZ	H24	094718.17N 0983524.92E		ILS/DME RWY 02 unusable beyond 5° right of LOC course.
GP/DME		329.6 MHZ CH 42X	H24	094620.14N 0983454.88E		

VTSR AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSR AD 2.22 FLIGHT PROCEDURES

NIL

VTSR AD 2.23 ADDITIONAL INFORMATION

NIL

VTUV AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Roi Et DVOR/DME (160700.59N 1034619.45E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Roi Et Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUV AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Roi Et Approach	125.4 MHZ 121.5 MHZ 1)	As AD OPR HR	1)Emergency frequency
TWR	Roi Et Tower	119.75 MHZ 236.6 MHZ 121.5 MHZ 1)	As AD OPR HR	
ATIS	Roi Et Airport	128.275 MHZ	As AD OPR HR	

VTUV 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	RE	319 KHZ	H24	160638.46N 1034641.60E		Coverage orbit data refer from commissioning checked as follows: 50 NM clockwise orbit result found satisfactory. – Bearing 341°-030° at altitude 3 000 FT – Bearing 031°-060° at altitude 3 000 FT – Bearing 061°-340° at altitude 2 000 FT
DVOR/DME	ROT	111.2 MHZ CH 49X	H24	160700.59N 1034619.45E		Coverage orbit data refer from commissioning checked as follows: – 40 NM clockwise orbit flown from radial 001°-360° altitude should not below 2 000 FT – Airway W5 flown to 40 NM at 2 000 FT was checked and found satisfactory
LOC RWY36 ILS CAT I	IROT	109.5 MHZ	H24	160744.28N 1034627.64E		LOC: Designated operation coverage 18 NM, ALT 6700 FT AMSL
GP		332.6 MHZ	H24	160635.76N 1034620.54E		GP: 3 GEG, RDH 50 FT
DME	IROT	CH 32X (109.5 MHZ)	H24	160744.36N 1034625.22E	448FT	DME: Paired with LOC FREQ.

VTUV AD 2.20 LOCAL AERODROME REGULATIONS

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

VTUV AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUV AD 2.22 FLIGHT PROCEDURES

NIL

VTUV AD 2.23 ADDITIONAL INFORMATION

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

VTUV AD 2.24 CHARTS RELATED TO AN AERODROME

VTUI AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	RTIL	Green	PAPI LEFT 3° (15.72 M)	NIL	NIL	2600 M 60 M White, LIH	Red	Red	NIL
23	SALS 420 M	Green	PAPI LEFT 3° (15.72 M)	NIL	NIL	2600 M 60 M White, LIH	Red	Red	NIL

VTUI 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.
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 at Airfield Lighting (AFL) building Switch-over time: 15 SEC.
5	Remarks	NIL

VTUI 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

VTUI AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on SKN DVOR/DME (171250.89N 1040812.34E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Sakon Nakhon Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Sakon Nakhon Approach	123.35 MHZ 284.0 MHZ 121.5 MHZ 1)	As AD OPR HR	1) Emergency frequency
TWR	Sakon Nakhon Tower	119.65 MHZ 236.6 MHZ 121.5 MHZ 1)	As AD OPR HR	
ATIS	Sakon Nakhon Airport	365.0 KHZ	As AD OPR HR	

VTUI 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	SN	365 KHZ	H24	171149.17N 10406653.42E	NIL	Data refer from commissioning checked as follows: 1. Bearing 181°-360° 50 NM orbit altitude should not below 3 000 FT 2. Bearing 001°-140° 50 NM orbit unable to check due to border limited 3. Bearing 141°-180° unusable beyond 15 NM
DVOR/DME	SKN	114.2 MHZ CH 89X	H24	171250.89N 1040812.34E	NIL	DVOR/DME restriction due to mountainous terrain surround DVOR/ DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: 1. 30 NM orbit (Due to border limited) – Radial 000º-130º altitude should not below 2 100 FT 2. 40 NM orbit – Radial 131º-280º altitude should not below 5 500 FT – Radial 281º-359º altitude should not below 2 100 FT
IILS CAT I RWY 23 LOC	ISKN	110.3 MHZ CH40X	H24	171107.73N 1040630.87E	NIL	Designated operation coverage 18 NM. ALT 6800 FT/AMSL.
DME				171106.06N 1040632.52E	527 FT	Paired with LOC FREQ
GP		335.0 MHZ	H24	171208.11N 1040728.88E	NIL	3 DEG REF Datum height 50 FT

VTPO 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

VTPO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on THS NDB (171406.81N 0994919.23E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Sukhothai Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTPO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Sukhothai Approach	120.7 MHZ 121.5 MHZ 1)	As AD OPR HR	1) Emergency frequency
TWR	Sukhothai Tower	122.9 MHZ 121.5 MHZ 1)	2300-1300	

VTPO 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	THS	292 KHZ	H24	171406.81N 0994919.23E		1. Route coverage checked on bearing 021° from THS to PR altitude 9 000 FT flown to 57 NM found satisfactory 2. Coverage 50 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 041°-100° at altitude 4 000 FT – Bearing 101°-190° at altitude 2 000 FT – Bearing 191°-040° at altitude 5 000 FT

Type of aid, MAG/VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	THS	CH40X (292 KHZ)	H24	171408.27N 0994906.89E	181.03 FT	DME: Paired with NDB Freq.
LOC RWY36 ILS CAT I	ISKT	109.5 MHZ	H24	171458.01N 0994906.83E		LOC: Designated Operation coverage 18 NM, ALT 6500 FT/AMSL.
GP		332.6 MHZ	H24	171351.07N 0994902.08E		
DME	ISKT	CH32X (109.5 MHZ)	H24	171457.85N 0994909.24E	175.79 FT	DME: Paired with LOC Freq

VTPO AD 2.20 LOCAL AERODROME REGULATIONS

1. Establishment of significance reporting point for inbound and outbound route within Sukhothai TMA are as follows:

NAME	CO-ORDINATES	BEARING /DISTANCE FM THS (NDB)
TOPAS	172916.19N 0992358.16E	BRG 302 / 28NM
SARIM	173029.97N 0994737.09E	BRG 355 / 16 NM
KIMLET	164927.60N 0994429.32E	BRG 190 / 25 NM

2. In order to facilitates all IFR aircraft to / from Sukhothai airport arrival / departure preference routes are established at Sukhothai airport as follows:

Inbound to Sukhothai Airport

– Bangkok to Sukhothai

The flight plan route: BKK(DVOR/DME)-W9-PSL(DVOR/DME) –DCT-THS(NDB).

– Chiang Mai to Sukhothai

The flight plan route: CMA (DVOR/DME)-W9-SARIM(173029.97N0994737.09E)-DCT-THS(NDB)

Outbound from Sukhothai Airport

– Sukhothai to Bangkok

The flight plan route: THS (NDB)-DCT-KIMET(164927.60N0994429.23E)-DCT-BEKOD-A464-BKK(DVOR/DME).

– Sukhothai to Chiang Mai

The flight plan route: THS(NDB)-DCT-TOPAS(172916.19N0992358.16E)-A464-CMA(DVOR/DME).

3. Due to temporary area at the right side of the threshold runway 36, the aircraft extremely caution while landing.

VTPO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPO AD 2.22 FLIGHT PROCEDURES

NIL

VTPO AD 2.23 ADDITIONAL INFORMATION

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

VTSB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on STN DVOR/DME (090746.24N 0990805.09E)
2	Vertical limits	3000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Surat Thani Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTSB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Surat Thani Approach	123.35 / 240.0 MHZ 1) 129.6 / 305.4 MHZ 2) 121.5 MHZ 3)	As AD OPR HR	1) Primary frequency 2) Secondary frequency 3) Emergency frequency
TWR	Surat Thani Tower	122.7 MHZ 274.5 MHZ 121.5 MHZ 3) 243.0 MHZ 3)	As AD OPR HR	
GND	Surat Thani Ground	121.9 MHZ 275.8 MHZ	As AD OPR HR	
ATIS	Surat Thani Airport	125.95 MHZ	As AD OPR HR	

VTSB 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
DVOR/DME	STN	110.6 MHZ CH43X	H24	090746.24N 0990805.09E		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage orbit 40 NM as follow: RDL 001-070 DEG ALT should not below 1500 FT RDL 071-090 DEG ALT should not below 3500 FT RDL 091-150 DEG ALT should not below 5000 FT RDL 151-190 DEG ALT should not below 1500 FT RDL 191-360 DEG ALT should not below 4000 FT RDL 227 DEG distance approximate 10-13 DME out of tolerance roughness and scalloping.
ILS CAT I LOC RWY22	ISTN	109.5 MHZ	H24	090715.04N 0990726.77E		Designated operational coverage 18 NM ±10º and 10 NM ±35º of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 305 M from THR of runway 04.
GP/DME		332.6 MHZ CH32X	H24	090821.76N 0990837.47E		- Glide Path 3° - DME co-located with Glide Slope power output 100 watts Uni-directional
TACAN	SRT	CH79	2300-1100	0907.9N 09908.1E		Military Facility

VTPT 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

VTPT AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5NM radius centred on Tak NDB (165358.24N 0991507.91E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Tak Tower English, Thai
5	Transition altitude	11000FT
6	Remarks	NIL

VTPT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Tak Approach	126.0 MHZ 121.5 MHZ [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Tak Tower	121.5 MHZ [1)] 118.8 MHZ 236.6 MHZ	As AD OPR HR	

VTPT 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	TK	332 KHZ	H24	165358.24N 0991507.91E	NIL	Output 25 watts 1. Route coverage checked and result found satisfactory as follows: – Bearing 098° from TK to PL altitude 7 000 FT flown to 56 NM – Bearing 254° from TK to MS altitude 7 000 FT flown to 36 NM 2. Coverage 15 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 001°-360° at altitude 3 500 FT

VTPT AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTPT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPT AD 2.22 FLIGHT PROCEDURES

NIL

VTPT AD 2.23 ADDITIONAL INFORMATION

NIL

VTPT AD 2.24 CHARTS RELATED TO AN AERODROME

VTPM 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
09	089.13°	1500x45	PCN 42/F/C/X/T Concrete and asphalt	164159.10N 0983216.69E	THR 690 FT TDZ 690 FT
27	269.13°	1500x45	PCN 42/F/C/X/T Concrete and asphalt	164159.85N 0983307.71E	THR 676 FT TDZ 685 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	60x60	NIL	1740x150	NIL	NIL
NIL	60x60	NIL	1740x150	NIL	NIL

VTPM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	1500	1500	1560	1500	NIL
27	1500	1500	1560	1500	NIL

VTPM 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
09	NIL	Green	NIL	NIL	NIL	1500 M 60 M White, LIM	Red	NIL	NIL
27	NIL	Green	*PAPI Left3°	NIL	NIL	1500 M 60 M White, LIM	Red	NIL	* RWY27 based on 3º glide slope, distance 184 M from THR

VTPM 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.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: Wind cone near left PAPI 27 Anemometer: NIL
3	TWY edge and centre line lighting	Edge: All TWY Centre Line: NIL
4	Secondary power supply/switch-over time	Secondary power supply at Airfield Lighting (AFL) building Switch- over time: 15 SEC
5	Remarks	NIL

VTPM 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

VTPM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Starting from a point 1644.7N 9829.0E and then clockwise along 5NM arc radius centred on MST DVOR/DME (164152.13N 0983229.68E) to a point 1637.0N 09835.0E and then along Bangkok FIR to the starting point.
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Mae Sot Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTPM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Mae Sot Approach	120.65 MHZ 121.5 MHZ [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Mae Sot Tower	121.5 MHZ [1)] 118.35 MHZ 236.6 MHZ	As AD OPR HR	
ATIS	Mae Sot Airport	316 KHZ	As AD OPR HR	

VTST 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

VTST AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on TRN DVOR/DME (073032.17N 0993733.67E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Trang Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTST AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Trang Approach	125.3 MHZ 121.5 MHZ [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Trang Tower	118.4 MHZ 236.6 MHZ 121.5 MHZ [1)]	As AD OPR HR	
ATIS	Trang Airport	134.5 MHZ	As AD OPR HR	

VTST 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
DVOR/DME	TRN	116.6 MHZ CH 113X	H24	073032.17N 0993733.67E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: 1. 20 NM orbit – Radial 081°-130° altitude should not below 6 000 FT 2. 40 NM orbit – Radial 131°-350° altitude should not below 4 000 FT – Radial 351°-030° altitude should not below 6 000 FT – Radial 031°-080° altitude should not below 7 000 FT
ILS CAT I LOC/DME RWY 08	ITRN	110.3 MHZ CH 40X	H24	073038.42N 0993743.17E		LOC: Designated Operation Coverage 18 NM, ALT 6 300 FT/ AMSL
GP		335 MHZ	H24	073030.79N 0993634.69E		GP: 3.50 DEG, RDH 58 FT

VTST AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTST AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTST AD 2.22 FLIGHT PROCEDURES

NIL

VTST AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTST AD 2.24 CHARTS RELATED TO AN AERODROME

VTUU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	SALS 420M LIH	Green WBAR	PAPI LEFT 3°	NIL	NIL	3 000 M 60 M White, LIH YCZ: 600 M	Red	NIL	NIL
23	SALS 420M LIH	Green WBAR	PAPI LEFT 3°	NIL	NIL	3 000 M 60 M White, LIH YCZ: 600 M	Red	NIL	NIL

VTUU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTUU AD 2.16 HELICOPTER LANDING AREA

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

VTUU AD 2.17 ATS AIRSPACE

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

VTUU AD 2.18 ATS COMMUNICATION FACILITIES

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

VTUU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	UB	373 KHZ	H24	151425.83N 1045148.77E		Output 100 watts. Data refer from commissioning checked as follows: – 50 NM clockwise orbit, altitude 3 000 FT bearing 111°-070° found satisfactory – Due to border limited: 35 NM clockwise orbit, altitude 3 000 FT bearing 071°-110° found satisfactory

VTUD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	SALS 420 M LIH	Green	PAPI LEFT 3° 20.7 M	NIL	NIL	3 048 M 60 M White LIH	Red	Red	NIL
30	SALS 420 M LIH	Green	PAPI LEFT 3°	NIL	NIL	3 048 M 60 M White LIH	Red	Red	NIL

VTUD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTUD AD 2.16 HELICOPTER LANDING AREA

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

VTUD AD 2.17 ATS AIRSPACE

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

VTUD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Udon Approach	126.2 MHZ 265.9 MHZ 119.45 MHZ[2)] 121.5 MHZ[1)]	As AD OPR HR	[1)]Emergency frequency [2)]Backup frequency
TWR	Udon Tower	121.5 MHZ[1)] 122.5 MHZ 243.0 MHZ[1)] 355.4 MHZ 119.45 MHZ[2)]	As AD OPR HR	
GND	Udon Ground	121.9 MHZ 275.8 MHZ	As AD OPR HR	
ATIS	Udon Airport	127.6 MHZ	As AD OPR HR	

VTUD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	UDN	114.3 MHZ CH90X	H24	172304.20N 1024630.05E		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal at required altitudes in various areas as follow: 1.20 NM orbit (due to border limited) - RDL331º-030º ALT should not below 2500 FT 2. 40 NM orbit - RDL031º-090º ALT should not below 3000 FT - RDL091º-190º ALT should not below 4000 FT - RDL191º-220º ALT should not below 5000 FT - RDL221º-330º ALT should not below 4000 FT 3. The airways were checked and result found satisfactory - Airway W15 on RDL097º flown to 40.1 NM ALT 4000 FT - Airway W4 on RDL143º flown to 50.0 NM ALT 4000 FT
ILS CAT I LOC RWY30	IUDN	110.1 MHZ	H24	172341.25N 1024616.25E		- Designated operational coverage 18 NM ±10º and 10 NM ±35º of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 505 M from THR of runway 12.

VTSY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of control tower, FLG W G EV 2 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: Wind cone at 280 M from THR 07 off set left side 67 M from RCL and wind cone at 155 M from THR 25 off set left side 67 M from RCL
3	TWY edge and centre line lighting	Edge: TWY A and B Centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AFL Building Switch-over time: 15 SEC
5	Remarks	NIL

VTSY AD 2.16 HELICOPTER LANDING AREA

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

VTSY AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	BETONG AERODROME TRAFFIC ZONE (ATZ), a circle radius 5 NM centred on BET DVOR/DME (054707.68N1010838.65E)
2	Vertical limits	4000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	BETONG TOWER English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTSY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Narathiwat Approach	125.55 MHZ 121.5 MHZ [1)]	23:00-11:00	[1)] Emergency frequency
TWR	Betong Tower	124.15MHZ 236.6MHZ 121.5 MHZ [1)] 243.0 MHZ [1)]	01:30-09:30	
GND	Betong Ground	122.15 MHZ 121.5 MHZ [1)] 243.0 MHZ [1)]	01:30-09:30	
ATIS	Betong Airport	128.5 MHZ	01:30-09:30	

VTSY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	BET	113.1MHZ	H24	054707.68N 1010838.65E		DVOR/DME restriction due to mountainous terrain surround DVOR/ DME station, coverage check does not provide adequate signal to 40 NM at required altitude and distance in various areas as follows: – Radial 350°-020° altitude should not below 8 000 FT – Radial 021°-040° altitude should not below 6 500 FT – Radial 041°-060° altitude should not below 9 000 FT – Radial 061°-075° altitude should not below 15 000 FT – Radial 076°-349° unable to check due to border limit
DME		78X	H24	054707.82N 1010838.27E		DME co-located with DVOR

VTSY AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, all aircraft are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 25. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTSY AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSY AD 2.22 FLIGHT PROCEDURES

NIL

VTSY AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSY AD 2.24 CHARTS RELATED TO AN AERODROME