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THE CIVIL AVIATION AUTHORITY OF THAILAND
Aeronautical Information Services Department
333/105 Lak Si Plaza, Khamphaeng Phet 6 Rd.,
Talat Bang Khen, Lak Si, Bangkok 10210 Thailand

AIRAC AIP - THAILAND
Amendment 05/22
7 APR 22

This AIRAC AIP AMDT 05/22 contains:

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GEN 0.4	CHECKLIST OF AIP PAGES
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ENR 3.5	OTHER ATS ROUTES
ENR 4.1	RADIO NAVIGATION AIDS - EN-ROUTE
AD 1.5	STATUS OF CERTIFICATION OF AERODROMES
AD 2-VTSP-1	AD 2.23 ADDITIONAL INFORMATION
AD 2-VTBS-1	AD 2.11 METEOROLOGICAL INFORMATION PROVIDED
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
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AD 2-VTBO-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
AD 2-VTSY-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS

1.

DESTROY			INSERT		
GEN	-	-	GEN	0.2-2	19 MAY 2022
	0.4-1	21 APR 2022		0.4-1	19 MAY 2022
	0.4-2	21 APR 2022		0.4-2	19 MAY 2022
	0.4-3	21 APR 2022		0.4-3	19 MAY 2022
	0.4-4	21 APR 2022		0.4-4	19 MAY 2022
	0.4-5	21 APR 2022		0.4-5	19 MAY 2022
	0.4-6	21 APR 2022		0.4-6	19 MAY 2022
	0.4-7	21 APR 2022		0.4-7	19 MAY 2022
	0.4-8	21 APR 2022		0.4-8	19 MAY 2022
	0.4-9	21 APR 2022		0.4-9	19 MAY 2022
	0.4-10	21 APR 2022		0.4-10	19 MAY 2022
ENR	2.1-17	2 DEC 2021	ENR	2.1-17	19 MAY 2022
	2.1-18	2 DEC 2021		2.1-18	19 MAY 2022
	2.1-23	2 DEC 2021		2.1-23	19 MAY 2022
	3.5-1	30 DEC 2021		3.5-1	19 MAY 2022

DESTROY			INSERT		
	4.1-1	20 MAY 2021		4.1-1	19 MAY 2022
AD	1.5-1	31 DEC 2020	AD	1.5-1	19 MAY 2022
	2-VTSP-1-20	17 JUN 2021		2-VTSP-1-20	19 MAY 2022
	2-VTBS-1-6	21 APR 2022		2-VTBS-1-6	19 MAY 2022
	2-VTBS-1-7	21 APR 2022		2-VTBS-1-7	19 MAY 2022
	2-VTSE-1-6	7 OCT 2021		2-VTSE-1-6	19 MAY 2022
	2-VTUQ-1-6	21 APR 2022		2-VTUQ-1-6	19 MAY 2022
	2-VTUQ-1-7	21 APR 2022		2-VTUQ-1-7	19 MAY 2022
	2-VTPP-1-7	7 OCT 2021		2-VTPP-1-7	19 MAY 2022
	2-VTPP-1-10	7 OCT 2021		2-VTPP-1-10	19 MAY 2022
	2-VTUV-1-6	21 APR 2022		2-VTUV-1-6	19 MAY 2022
	2-VTPO-1-1	12 SEP 2019		2-VTPO-1-1	19 MAY 2022
	2-VTBO-1-1	21 APR 2022		2-VTBO-1-1	19 MAY 2022
	2-VTBO-1-4	21 APR 2022		2-VTBO-1-4	19 MAY 2022
	2-VTSY-1-7	21 APR 2022		2-VTSY-1-7	19 MAY 2022
	2-VTSY-1-8	21 APR 2022		2-VTSY-1-8	19 MAY 2022

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	
13/21	18 NOV 2021	30 DEC 2021	
1/22	NIL	NIL	
2/22	NIL	NIL	
3/22	NIL	NIL	
4/22	10 MAR 2022	21 APR 2022	

AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by

AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Effective date	Inserted by
5/22	07 APR 2022	19 MAY 2022	

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	21 APR 22
0.2-2	**19 MAY 22**
0.3-1	18 JUL 19
0.4-1	**19 MAY 22**
0.4-2	**19 MAY 22**
0.4-3	**19 MAY 22**
0.4-4	**19 MAY 22**
0.4-5	**19 MAY 22**
0.4-6	**19 MAY 22**
0.4-7	**19 MAY 22**
0.4-8	**19 MAY 22**
0.4-9	**19 MAY 22**
0.4-10	**19 MAY 22**
0.5-1	18 JUL 19
0.6-1	18 JUL 19
GEN 1.	
1.1-1	18 JUL 19
1.1-2	10 OCT 19
1.1-3	28 JAN 21
1.2-1	18 JUL 19
1.2-2	18 JUL 19
1.2-3	18 JUL 19
1.2-4	18 JUL 19
1.3-1	18 JUL 19
1.3-2	18 JUL 19
1.3-3	18 JUL 19
1.3-4	18 JUL 19
1.3-5	18 JUL 19
1.4-1	5 NOV 20
1.4-2	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
1.7-3	4 NOV 21
1.7-4	18 JUL 19
GEN 2.	
2.1-1	16 JUL 20
2.1-2	30 DEC 21
2.2-1	12 SEP 19
2.2-2	12 SEP 19
2.2-3	12 SEP 19
2.2-4	12 SEP 19
2.2-5	12 SEP 19
2.2-6	12 SEP 19
2.2-7	12 SEP 19
2.2-8	12 SEP 19
2.2-9	12 SEP 19
2.2-10	12 SEP 19
2.2-11	12 SEP 19
2.2-12	12 SEP 19
2.2-13	12 SEP 19
2.2-14	12 SEP 19
2.2-15	12 SEP 19
2.2-16	12 SEP 19
2.2-17	12 SEP 19
2.2-18	12 SEP 19
2.3-1	18 JUL 19
2.3-2	18 JUL 19
2.4-1	28 JAN 21
2.4-2	28 JAN 21
2.4-3	28 JAN 21
2.5-1	25 MAR 21
2.5-2	25 MAR 21
2.5-3	22 APR 21
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
3.2-1	2 DEC 21
3.2-2	2 DEC 21
3.2-3	21 APR 22
3.2-4	21 APR 22
3.2-5	21 APR 22
3.2-6	21 APR 22
3.2-7	21 APR 22
3.2-8	21 APR 22
3.2-9	21 APR 22
3.2-10	21 APR 22
3.2-11	21 APR 22
3.2-12	21 APR 22
3.2-13	21 APR 22
3.2-14	21 APR 22
3.2-15	21 APR 22
3.2-16	21 APR 22
3.2-17	21 APR 22
3.2-18	21 APR 22
3.2-19	21 APR 22
3.2-20	21 APR 22
3.3-1	4 NOV 21
3.3-2	18 JUL 19
3.3-3	18 JUL 19
3.3-4	18 JUL 19
3.4-1	18 JUL 19
3.4-2	18 JUL 19
3.4-3	18 JUL 19
3.4-4	18 JUL 19
3.4-5	18 JUL 19
3.4-6	18 JUL 19
3.4-7	18 JUL 19
3.4-8	18 JUL 19
3.4-9	18 JUL 19
3.4-10	10 SEP 20
3.5-1	8 OCT 20
3.5-2	8 OCT 20
3.5-3	27 FEB 20
3.5-4	26 MAR 20
3.5-5	27 FEB 20
3.6-1	18 JUL 19
3.6-2	18 JUL 19
3.6-3	18 JUL 19
GEN 4.	
4.1-1	18 JUL 19
4.1-2	8 OCT 20
4.1-3	18 JUL 19
4.2-1	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.	
0.6-1	30 DEC 21
0.6-2	18 JUL 19
ENR 1.	
1.1-1	18 JUL 19
1.2-1	18 JUL 19
1.2-2	18 JUL 19
1.2-3	18 JUL 19
1.2-4	18 JUL 19
1.2-5	18 JUL 19
1.2-6	18 JUL 19
1.2-7	18 JUL 19
1.3-1	18 JUL 19
1.4-1	31 DEC 20
1.4-2	18 JUL 19
1.5-1	18 JUL 19
1.6-1	31 DEC 20
1.6-2	31 DEC 20
1.6-3	31 DEC 20
1.6-4	21 APR 22
1.6-5	21 APR 22
1.6-6	21 APR 22
1.6-7	21 APR 22
1.6-8	21 APR 22
1.6-9	21 APR 22
1.6-10	21 APR 22
1.6-11	21 APR 22
1.6-12	21 APR 22
1.6-13	21 APR 22
1.6-14	21 APR 22
1.6-15	21 APR 22
1.6-16	21 APR 22
1.6-17	21 APR 22
1.6-18	21 APR 22
1.6-19	21 APR 22
1.6-20	21 APR 22
1.7-1	18 JUL 19
1.7-2	18 JUL 19
1.7-3	18 JUL 19
1.8-1	30 DEC 21
1.8-2	25 MAR 21
1.8-3	30 DEC 21
1.8-4	30 DEC 21
1.8-5	30 DEC 21
1.8-6	25 MAR 21
1.8-7	22 APR 21
1.8-8	30 DEC 21
1.8-9	21 APR 22
1.9-1	21 APR 22
1.9-2	21 APR 22
1.9-3	12 AUG 21
1.9-4	25 MAR 21
1.9-5	25 MAR 21
1.9-6	25 MAR 21
1.9-7	25 MAR 21
1.9-8	25 MAR 21
1.9-9	25 MAR 21
1.9-10	21 APR 22
1.9-11	21 APR 22
1.9-12	21 APR 22
1.10-1	21 APR 22
1.10-2	21 APR 22

Page	Date
1.10-3	21 APR 22
1.10-4	25 MAR 21
1.10-5	25 MAR 21
1.10-6	25 MAR 21
1.10-7	25 MAR 21
1.10-8	25 MAR 21
1.10-9	21 APR 22
1.10-10	21 APR 22
1.10-11	21 APR 22
1.10-12	21 APR 22
1.10-13	21 APR 22
1.10-14	21 APR 22
1.10-15	21 APR 22
1.11-1	18 JUL 19
1.12-1	18 JUL 19
1.12-2	18 JUL 19
1.12-3	18 JUL 19
1.13-1	18 JUL 19
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
1.14-7	18 JUL 19
ENR 2.	
2.1-1	3 DEC 20
2.1-2	15 JUL 21
2.1-3	15 JUL 21
2.1-4	15 JUL 21
2.1-5	15 JUL 21
2.1-6	25 MAR 21
2.1-7	2 DEC 21
2.1-8	2 DEC 21
2.1-9	25 MAR 21
2.1-10	2 DEC 21
2.1-11	22 APR 21
2.1-12	2 DEC 21
2.1-13	2 DEC 21
2.1-14	2 DEC 21
2.1-15	21 APR 22
2.1-16	2 DEC 21
2.1-17	**19 MAY 22**
2.1-18	**19 MAY 22**
2.1-19	2 DEC 21
2.1-20	2 DEC 21
2.1-21	2 DEC 21
2.1-22	2 DEC 21
2.1-23	**19 MAY 22**
2.1-24	2 DEC 21
2.1-25	2 DEC 21
2.1-26	2 DEC 21
2.1-27	2 DEC 21
2.1-28	2 DEC 21
2.1-29	2 DEC 21
2.1-30	2 DEC 21
2.1-31	22 APR 21
2.2-1	15 AUG 19
2.2-2	15 AUG 19
2.2-3	12 SEP 19
2.2-4	12 SEP 19
2.2-5	15 AUG 19
2.2-6	18 JUL 19
2.2-7	18 JUL 19
2.2-8	15 AUG 19
2.2-9	12 SEP 19
2.2-10	12 SEP 19
2.2-11	18 JUL 19
2.2-12	15 AUG 19
2.2-13	15 AUG 19
2.2-14	15 AUG 19
2.2-15	15 AUG 19
2.2-16	15 AUG 19
2.2-17	15 AUG 19
ENR 3.	
3.1-1	15 AUG 19
3.1-2	18 JUL 19
3.1-3	23 APR 20
3.1-4	8 OCT 20
3.1-5	8 OCT 20
3.1-6	8 OCT 20
3.1-7	8 OCT 20
3.1-8	8 OCT 20
3.1-9	8 OCT 20
3.1-10	22 APR 21
3.1-11	20 MAY 21
3.1-12	8 OCT 20
3.1-13	8 OCT 20
3.1-14	8 OCT 20
3.1-15	8 OCT 20
3.1-16	8 OCT 20
3.1-17	8 OCT 20
3.1-18	8 OCT 20
3.1-19	8 OCT 20
3.1-20	8 OCT 20
3.1-21	8 OCT 20
3.1-22	8 OCT 20
3.1-23	8 OCT 20
3.1-24	8 OCT 20
3.1-25	8 OCT 20
3.1-26	8 OCT 20
3.1-27	8 OCT 20
3.1-28	4 NOV 21
3.1-29	8 OCT 20
3.1-30	8 OCT 20
3.1-31	8 OCT 20
3.1-32	8 OCT 20
3.1-33	4 NOV 21
3.1-34	4 NOV 21
3.1-35	4 NOV 21
3.1-36	8 OCT 20
3.1-37	8 OCT 20
3.1-38	8 OCT 20
3.1-39	8 OCT 20
3.1-40	8 OCT 20
3.1-41	8 OCT 20
3.1-42	8 OCT 20
3.1-43	22 APR 21
3.1-44	4 NOV 21
3.1-45	8 OCT 20
3.1-46	8 OCT 20
3.1-47	8 OCT 20
3.1-48	28 JAN 21
3.1-49	8 OCT 20
3.1-50	8 OCT 20
3.1-51	8 OCT 20
3.1-52	8 OCT 20
3.1-53	8 OCT 20
3.1-54	22 APR 21
3.1-55	8 OCT 20
3.1-56	8 OCT 20
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3.1-59	8 OCT 20
3.1-60	8 OCT 20
3.1-61	8 OCT 20
3.1-62	8 OCT 20
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3.1-64	22 APR 21
3.1-65	8 OCT 20
3.1-66	8 OCT 20
3.1-67	8 OCT 20
3.1-68	8 OCT 20
3.1-69	8 OCT 20
3.1-70	8 OCT 20
3.1-71	8 OCT 20
3.2-1	18 JUL 19
3.3-1	3 DEC 20
3.3-2	23 APR 20
3.3-3	23 APR 20
3.3-4	23 APR 20
3.3-5	23 APR 20
3.3-6	23 APR 20
3.3-7	23 APR 20
3.3-8	8 OCT 20
3.3-9	3 DEC 20
3.3-10	8 OCT 20
3.3-11	8 OCT 20
3.3-12	3 DEC 20
3.3-13	28 JAN 21
3.3-14	28 JAN 21
3.3-15	28 JAN 21
3.3-16	28 JAN 21
3.3-17	28 JAN 21
3.3-18	28 JAN 21
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3.3-21	28 JAN 21
3.3-22	28 JAN 21
3.3-23	28 JAN 21
3.3-24	4 NOV 21
3.3-25	28 JAN 21
3.3-26	28 JAN 21
3.3-27	28 JAN 21
3.3-28	28 JAN 21
3.3-29	28 JAN 21
3.3-30	28 JAN 21
3.3-31	28 JAN 21
3.3-32	28 JAN 21
3.3-33	28 JAN 21
3.3-34	28 JAN 21
3.3-35	28 JAN 21
3.3-36	28 JAN 21
3.3-37	28 JAN 21
3.3-38	28 JAN 21
3.3-39	28 JAN 21
3.3-40	28 JAN 21
3.3-41	28 JAN 21
3.3-42	21 APR 22
3.3-43	21 APR 22
3.3-44	21 APR 22
3.3-45	21 APR 22
3.3-46	21 APR 22
3.3-47	21 APR 22
3.3-48	21 APR 22
3.3-49	21 APR 22
3.3-50	21 APR 22
3.3-51	21 APR 22
3.4-1	18 JUL 19
3.5-1	**19 MAY 22**
3.6-1	18 JUL 19
ENR 4.	
4.1-1	**19 MAY 22**
4.1-2	25 MAR 21
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

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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
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	21 APR 22
6-3	21 APR 22
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	**19 MAY 22**
AD 2.	
BANGKOK/DON MUEANG INTERNATIONAL AIRPORT	
2-VTBD-1-1	28 JAN 21
2-VTBD-1-2	7 OCT 21
2-VTBD-1-3	21 APR 22
2-VTBD-1-4	20 MAY 21
2-VTBD-1-5	20 MAY 21
2-VTBD-1-6	20 MAY 21
2-VTBD-1-7	20 MAY 21
2-VTBD-1-8	20 MAY 21
2-VTBD-1-9	21 APR 22
2-VTBD-1-10	30 DEC 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	21 APR 22
2-VTBD-1-31	20 MAY 21
2-VTBD-1-32	21 APR 22
2-VTBD-1-33	4 NOV 21
2-VTBD-2-1	20 MAY 21
2-VTBD-2-3	20 MAY 21
2-VTBD-2-4	28 JAN 21
2-VTBD-2-5	21 APR 22
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2-VTBD-8-32	4 NOV 21
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2-VTBS-1-3	30 DEC 21
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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
2-VTSE-1-6	**19 MAY 22**
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	21 APR 22
2-VTUK-2-1	18 JUL 19
2-VTUK-2-3	18 JUL 19
2-VTUK-6-1	21 APR 22
2-VTUK-6-2	4 NOV 21
2-VTUK-6-3	4 NOV 21
2-VTUK-6-5	21 APR 22
2-VTUK-6-6	21 APR 22
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	21 APR 22
2-VTUK-8-6	4 NOV 21
2-VTUK-8-7	21 APR 22
2-VTUK-8-8	4 NOV 21
2-VTUK-8-9	21 APR 22
2-VTUK-8-10	21 APR 22
2-VTUK-8-11	4 NOV 21
2-VTUK-8-13	21 APR 22
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

Page	Date
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	21 APR 22
2-VTUW-2-1	18 JUL 19
2-VTUW-8-1	21 APR 22
2-VTUW-8-2	18 JUL 19
2-VTUW-8-3	21 APR 22
2-VTUW-8-4	18 JUL 19
2-VTUW-8-5	21 APR 22
2-VTUW-8-6	18 JUL 19
2-VTUW-8-7	21 APR 22
2-VTUW-8-8	28 JAN 21
2-VTUW-8-9	21 APR 22
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
2-VTUQ-1-5	2 DEC 21
2-VTUQ-1-6	**19 MAY 22**
2-VTUQ-1-7	**19 MAY 22**
2-VTUQ-2-1	18 JUL 19
2-VTUQ-6-1	21 APR 22
2-VTUQ-6-2	17 JUN 21
2-VTUQ-6-3	21 APR 22
2-VTUQ-6-4	17 JUN 21
2-VTUQ-6-5	17 JUN 21
2-VTUQ-8-1	21 APR 22
2-VTUQ-8-3	21 APR 22
2-VTUQ-8-5	21 APR 22
2-VTUQ-8-7	21 APR 22
2-VTUQ-8-9	21 APR 22
2-VTUQ-8-10	20 MAY 21
2-VTUQ-8-11	21 APR 22
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	21 APR 22
2-VTSF-1-3	21 APR 22
2-VTSF-1-4	21 APR 22
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	30 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

Page	Date
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	**19 MAY 22**
2-VTPP-1-8	7 OCT 21
2-VTPP-1-9	7 OCT 21
2-VTPP-1-10	**19 MAY 22**
2-VTPP-1-11	21 APR 22
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
2-VTPP-9-1	21 APR 22
2-VTPP-9-2	21 APR 22
2-VTPP-9-3	21 APR 22
2-VTPP-9-4	21 APR 22
2-VTPP-9-5	21 APR 22
2-VTPP-9-6	21 APR 22

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
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

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	**19 MAY 22**
2-VTUV-2-1	7 OCT 21
2-VTUV-6-1	21 APR 22
2-VTUV-6-2	16 JUL 20
2-VTUV-6-3	16 JUL 20
2-VTUV-6-5	21 APR 22
2-VTUV-6-6	16 JUL 20
2-VTUV-6-7	16 JUL 20
2-VTUV-8-1	21 APR 22
2-VTUV-8-2	16 JUL 20
2-VTUV-8-3	21 APR 22
2-VTUV-8-4	16 JUL 20
2-VTUV-8-5	21 APR 22
2-VTUV-8-6	16 JUL 20
2-VTUV-8-7	21 APR 22
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	21 APR 22
2-VTUV-8-12	20 MAY 21
2-VTUV-8-13	20 MAY 21
2-VTUV-8-15	21 APR 22
2-VTUV-8-16	20 MAY 21
2-VTUV-8-17	20 MAY 21
2-VTUV-9-1	21 APR 22
2-VTUV-9-2	21 APR 22
2-VTUV-9-3	21 APR 22
2-VTUV-9-4	21 APR 22

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	30 DEC 21
2-VTUI-1-5	30 DEC 21
2-VTUI-1-6	2 DEC 21
2-VTUI-1-7	21 APR 22
2-VTUI-2-1	30 DEC 21
2-VTUI-8-1	21 APR 22
2-VTUI-8-2	18 JUL 19
2-VTUI-8-3	21 APR 22
2-VTUI-8-4	18 JUL 19
2-VTUI-8-5	21 APR 22
2-VTUI-8-6	18 JUL 19
2-VTUI-8-7	21 APR 22
2-VTUI-8-8	18 JUL 19
2-VTUI-8-9	21 APR 22
2-VTUI-8-10	28 JAN 21
2-VTUI-8-11	21 APR 22
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

SUKHOTHAI / SUKHOTHAI AIRPORT

2-VTPO-1-1	**19 MAY 22**
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

Page	Date
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
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
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	**19 MAY 22**
2-VTBO-1-2	21 APR 22
2-VTBO-1-3	21 APR 22
2-VTBO-1-4	**19 MAY 22**
2-VTBO-1-5	21 APR 22
2-VTBO-1-6	21 APR 22
2-VTBO-1-7	21 APR 22
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	21 APR 22
2-VTUU-1-11	21 APR 22
2-VTUU-2-1	13 AUG 20
2-VTUU-6-1	21 APR 22
2-VTUU-6-3	21 APR 22
2-VTUU-6-5	21 APR 22
2-VTUU-6-6	18 JUL 19
2-VTUU-6-7	21 APR 22
2-VTUU-6-8	18 JUL 19
2-VTUU-8-1	21 APR 22
2-VTUU-8-2	18 JUL 19
2-VTUU-8-3	21 APR 22
2-VTUU-8-4	18 JUL 19
2-VTUU-8-5	21 APR 22
2-VTUU-8-6	18 JUL 19
2-VTUU-8-7	21 APR 22
2-VTUU-8-8	20 MAY 21
2-VTUU-8-9	21 APR 22
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	21 APR 22
2-VTUD-1-6	21 APR 22
2-VTUD-1-7	7 OCT 21
2-VTUD-1-8	21 APR 22
2-VTUD-2-1	21 APR 22
2-VTUD-2-3	15 JUL 21
2-VTUD-6-1	21 APR 22
2-VTUD-6-2	28 JAN 21
2-VTUD-6-3	28 JAN 21
2-VTUD-6-5	21 APR 22
2-VTUD-6-6	28 JAN 21
2-VTUD-6-7	28 JAN 21
2-VTUD-7-1	21 APR 22
2-VTUD-7-2	28 JAN 21
2-VTUD-7-3	28 JAN 21
2-VTUD-7-5	21 APR 22
2-VTUD-7-6	28 JAN 21
2-VTUD-7-7	28 JAN 21
2-VTUD-8-1	21 APR 22
2-VTUD-8-2	25 MAR 21
2-VTUD-8-3	21 APR 22
2-VTUD-8-4	25 MAR 21
2-VTUD-8-5	21 APR 22
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

Page	Date
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	21 APR 22
2-VTSY-1-2	21 MAY 20
2-VTSY-1-3	21 APR 22
2-VTSY-1-4	21 APR 22
2-VTSY-1-5	21 APR 22
2-VTSY-1-6	21 APR 22
2-VTSY-1-7	**19 MAY 22**
2-VTSY-1-8	**19 MAY 22**
2-VTSY-2-1	21 APR 22
2-VTSY-3-1	21 APR 22
2-VTSY-3-3	21 APR 22
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

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. Excluding the Laos territory. 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 Excluding the Laos territory. 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
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. Excluding the Laos territory. 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.

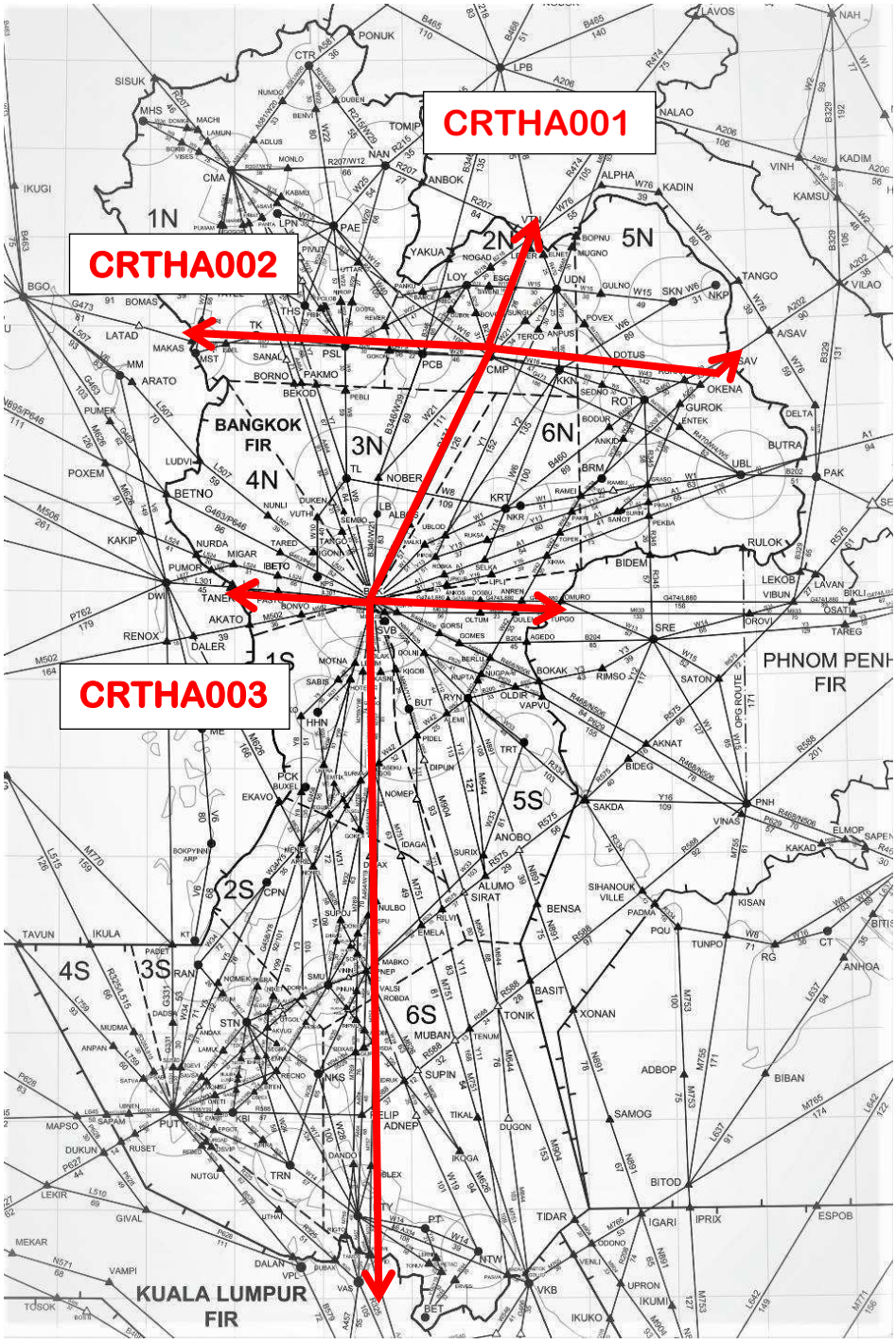
Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SURAT THANI CONTROLLED AIRSPACES **A. SURAT THANI CONTROL ZONE** The airspace within a circle of 10 NM radius centred on STN 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.

ENR 3.5 OTHER ATS ROUTES

1. BANGKOK FIR CONTINGENCY ATS ROUTES AND FLIGHT LEVEL ALLOCATION SCHEME (FLAS)

International route structure and communications for transit of the Bangkok FIR when no ATS available in Bangkok airspace.

Contingency Routes Definition	ATS Route	Direction	FL Assignment	ACCs	Frequency (MHz)
CRTHA001	VTN R474 BKK A464 KARMI	Northbound	310	Vientiane ACC	124.1
		Southbound	390	Kuala Lumpur ACC	133.7
CRTHA002	MAKAS G473 CMP W43 OKENA A202 SAV	Eastbound	370, 410	Vientiane ACC	128.3
		Westbound	340	Yangon ACC	128.75
CRTHA003	TANEK L301 BKK G474 OMURO	Eastbound	330, 410	Phnom Penh ACC	127.5
		Westbound	360	Yangon ACC	124.75



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ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
BANGKOK DVOR/DME	BKK	117.7MHZ (CH 124X)	H24	135336.8N 1003546.3E	16.58 M	DVOR/DME restriction due to obstacles surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: – Radial 321°-030° altitude should not below 2 500 FT – Radial 031°-060° altitude should not below 4 000 FT – Radial 061°-120° altitude should not below 3 000 FT – Radial 121°-320° altitude should not below 4 000 FT
BETONG DVOR/DME	BET	113.1MHZ (CH 78X)	H24	054707.68N 1010838.65E		DVOR/DME restrictions, 1. 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 2. Due to the out-of-tolerance 30Hz FM deviation ratio in the following areas: – Radial 130°-180° – Radial 320°-010°
BURI RAM DVOR/DME	BRM	117.2MHZ (CH 119X)	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
CHIANG MAI DVOR/DME	CMA	116.9MHZ (CH 116X)	H24	184558.06N 0985740.38E	318 M	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal at required altitudes in various areas as follows: 1. Beyond 40 NM – Radial 350º-080º altitude should not below 8 000 FT – Radial 081º-180º altitude should not below 7 000 FT – Radial 181º-240º altitude should not below 9 000 FT 2. Beyond 20 NM – Radial 241º-349º altitude should not below 12 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
CHIANG RAI DVOR/DME	CTR	116.5MHZ (CH 112X)	H24	195653.65N 0995300.12E	-	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. 40 NM – Radial 141º-180º altitude should not below 5 000 FT – Radial 181º-210º altitude should not below 7 500 FT – Radial 211º-255º altitude should not below 9 000 FT – Radial 256º-265º altitude should not below 10 000 FT – Radial 266º-270º altitude should not below 9 000 FT 2. 20 NM (Due to border limited) – Radial 271º-340º altitude should not below 6 500 FT – Radial 341º-140º altitude should not below 5 000 FT
CHUM PHAE DVOR/DME	CMP	112.9MHZ (CH 76X)		163811.3N 1 015905.4E	-	DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, during radial check found roughness and bends out of tolerance, DVOR/DME unusable on radial as follows: – Radial 102° distance between 9.5-10.5 DME at altitude 4 500 FT – Radial 223º distance between 11.0-12.0 DME at altitude 5 000 FT – Radial 273º distance between 13.0-14.0 DME at altitude 6 000 FT – Radial 343º distance between 6.0-8.5 DME at altitude 5 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes and distances in various areas as follows: – Radial 001º-010º altitude should not below 5 500 FT – Radial 011º-080º altitude should not below 4 500 FT – Radial 081º-105º altitude should not below 7 000 FT – Radial 106º-120º altitude should not below 6 000 FT – Radial 121º-190º altitude should not below 5 000 FT – Radial 191º-230º altitude should not below 6 000 FT – Radial 231º-260º altitude should not below 8 000 FT – Radial 261º-310º altitude should not below 7 000 FT – Radial 311º-330º altitude should not below 8 000 FT – Radial 331º-350º altitude should not below 5 500 FT – Radial 351º-360º altitude should not below 6 500 FT

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location indicator	Date of certification	Validity of certification	Remark
BANGKOK/DON MUEANG INTERNATIONAL AIRPORT VTBD	13 JAN 2015	10 years	Certified by DCA
BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT VTBS	13 JAN 2015	10 years	Certified by DCA
CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT VTCC	13 JAN 2015	10 years	Certified by DCA
CHIANG RAI/MAE FAH LUANG-CHIANG RAI INTERNATIONAL AIRPORT VTCT	13 JAN 2015	10 years	Certified by DCA
KRABI/KRABI AIRPORT VTSG	Not certified	NIL	NIL
PHUKET/PHUKET INTERNATIONAL AIRPORT VTSP	13 JAN 2015	10 years	Certified by DCA
PRACHUAP KHIRI KHAN/HUA HIN AIRPORT VTPH	Not certified	NIL	NIL
RAYONG/U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT VTBU	2 MAR 2022	10 years	Certified by CAAT
SONGKHLA/HAT YAI INTERNATIONAL AIRPORT VTSS	13 JAN 2015	10 years	Certified by DCA
SURAT THANI/SAMUI AIRPORT VTSM	Not certified	NIL	NIL
SURAT THANI/SURAT THANI AIRPORT VTSB	Not certified	NIL	NIL
YALA/BETONG AIRPORT VTSY	28 JAN 2022	10 years	Certified by CAAT

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10. REMOVAL OF DISABLED AIRCRAFT

10.1 When the aircraft is involved in an accident at Phuket International airport, the aircraft operator or the registered owner is responsible for removal of its disabled aircraft. If the accident is likely to cause danger or obstruction to the movement of other aircraft or vehicles, the General Manager of Phuket International airport or his authorized representative may order the aircraft operator or the registered owner to remove its disabled aircraft without delay.

10.2 If the aircraft operator or the registered owner does not comply with such order, the General Manager of Phuket International airport or authorized representative shall empower to remove the aircraft himself. The expense incurred in removing such aircraft shall be recovered from aircraft operator or the registered owner. The General Manager of Phuket International airport or authorized representative shall not be responsible for any damage occurring to the aircraft during its removal.

11. HELICOPTER OPERATIONS

11.1 All helicopter operate in Phuket International Airport shall be treated as fixed wing aircraft and shall strictly follow ATC instruction.

11.2 There are no helicopter alighting areas at the airport. All inbound and outbound helicopters must use the runways.

11.3 Helicopter handling agents are to obtain slot allocation for all flights.

11.4 Helicopters may not carry out direct approaches to or take-off from apron areas or taxiways.

11.5 After landing, helicopters will ground taxi or air taxi to an allocated parking area (usually an adjacent stand). A leader vehicle will normally be in attendance.

11.6 While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding wingtip clearance and turbulence.

VTSP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSP AD 2.22 FLIGHT PROCEDURES

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

PHUKET INTERNATIONAL AIRPORT

1. Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into airport, the procedure of the inbound traffic of VFR flights, conventional and prop-jet aircraft, be set up as follow:

a) Aircraft entering to land from north of Phuket International Airport, shall report over Thai Muang District, designated as TANGO MIKE (0823.5N 09816.0E) and Ban Khok Kloi designated as KILO KILO (0816.0N 9819.0E) which are approximately 17 NM on R-352 and 9 NM on R-360 of PUT VOR/DME respectively. When reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
b) Aircraft entering to land from northeast of Phuket International Airport, shall report over Phang Nga City, designated as PAPA NOVEMBER (0826.5N 09831.5E) which is 24 NM on R-033 of PUT VOR/DME. When reaching PN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
c) Aircraft entering to land from east of Phuket International Airport, shall report over Ko Yao Noi, designated as YANKEE NOVEMBER (0807.0N 09837.0E) which is 18 NM on R-089 of PUT VOR/DME. When reaching YN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
d) Aircraft entering to land from south of Phuket International Airport, shall report over Ko Racha Yai, designated as ROMEO CHARLIE (0736.0N 09822.0E) and Phuket City, designated as PAPA KILO (0753.0N 9823.5E) which are approximately 31 NM on R-174 and 15 NM on R-160 of PUT VOR/DME respectively. When reach PK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

2. Aerodrome traffic circuit

Using both sides of traffic circuit.

3. Overhead approach pattern

a) Using runway 09 by left turn pattern.
b) Using runway 27 by left turn pattern.

VTSP AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of Phuket International Airport

It has been observed that migratory birds in sizeable number appear on or in the vicinity of Phuket International Airport mostly depends on the time of year and geographical conditions which may divided into Rainy season (May to October), Winter season (October to February) and Summer season (March to April), while the resident birds are present in variable number every month.

Pilots are requested to report bird strikes to the General Manager of the airport via
Wildlife Hazard Control staff
Phone +667 653 1591
E-mail: aabsvtsp@airportthai.co.th, supanat.c@airportthai.co.th, chaiphattana.r@airportthai.co.th

Species which account for high to very high to bird strike risk are as follows:

Species	Weight (KG)	Period
Haliastur indus (Brahminy Kite)	0.32 - 0.67	All year (mostly in April - October)
Milvus migrans (Black Kite)	0.56 - 0.94	All year (mostly in April - October)
Spilornis cheela (Crested Serpent Eagle)	0.42 - 1.8	All year (mostly in April - October)
Tyto alba (Barn Owl)	0.43 - 0.62	All year (at night time)
Bubulcus ibis (Cattle Eagle)	0.27 - 0.51	All year (mostly in May - October)
Ardea intermedia (Intermediate Egret)	0.4 - 0.5	All year (mostly in May - October)
Ardeola sp. (Pond Heron sp.)	0.3 - 0.4	August - April
Vanellus indicus (Red-Wattled Lapwing)	0.11 - 0.23	All year (mostly in February - August)
Glareola maldivarum (Oriental Pratincole)	0.059 - 0.095	February - October
Charadrius sp. (Plover sp.)	0.030 - 0.060	All year (mostly in October - February)
Hirundo tahitica (Pacific Swallow)	0.011 - 0.060	All year (mostly at dawn and twilight)

VTBS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
19R/APCH 01L/TKOF			Control Tower Top of Antenna 475.4 FT (144.9 M) LGTD	134147.2N 1004458.3E	NIL
			Tower on top of building 178.2 FT (54.3 M) LGTD	134124.1N 1004346.5E	
01L/APCH 19R/TKOF	Tower on top of building 174.6 FT (53.2 M) LGTD	133808.2N 1004340.2E	Tower 160.8 FT (49.0 M) LGTD	133943.8N 1004259.5E	
	Tower on top of building 179.8 FT (54.8 M) LGTD	133751.8N 1004354.2E	Tower on top of building 191.0 FT (58.2 M) LGTD	133810.0N 1004233.7E	
			Tower 381.9 FT (116.4 M) LGTD	133802.9N 1004217.7E	NIL
			Tower 300.5 FT (91.6 M) LGTD	133747.5N 1004226.1E	
			Tower 160.8 FT (49.0 M) LGTD	133806.3N 1004237.6E	
19L/APCH 01R/TKOF	Tower on top of building 256.3 FT (78.1 M) LGTD	134339.8N 1004620.6E			
	Tower 145.7 FT (44.4 M) LGTD	134316.9N 1004549.8E			
	Hangar roof 153.2 FT (46.7 M) LGTD	134224.7N 1004534.8E			NIL
	Hangar corner 130.3 FT (39.7 M) LGTD	134222.0N 1004538.9E			
	Tower on top of building 160.4 FT (48.9 M) LGTD	134332.3N 1004617.2E			

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
01R/APCH 19L/TKOF	Building 334.0 FT (101.8 M) LGTD	133512.8N 1004425.7E			NIL
	Tower 350.1 FT (106.7 M) LGTD	133458.3N 1004430.7E			
	Tower 389.5 FT (118.7 M) LGTD	133458.1N 1004429.0E			

VTBS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorology Division, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Aeronautical Meteorology Division 30 HR
4	Trend forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +662 134 0006-07 Fax: +662 134 0009
6	Flight documentation Language(s) used	Charts, Tabular Forms and Abbreviated Plain Language Texts English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar pictures
8	Supplementary equipment available for providing information	Automated Weather Observation System (AWOS), Low Level Wind Shear Alert System (LLWAS), Weather Radar, Local Lightning Warning System (LLWS), Light Detection and Ranging (LIDAR)
9	ATS units provided with information	Suvarnabhumi TWR Bangkok APP Bangkok ACC
10	Additional information (limitation of service, etc.)	NIL

VTBS 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
01L	014.42°	3700x60	PCN 137/F/D/X/T Asphalt	134016.60N 1004404.79E -97.5 FT (-29.7 M)	THR/TDZ 4.53 FT (1.38 M)
19R	194.42°	3700x60	PCN 137/F/D/X/T Asphalt	134213.21N 1004435.44E -97.5 FT (-29.7 M)	THR/TDZ 4.46 FT (1.36 M)
01R	014.42°	4000x60	PCN 137/F/D/X/T Asphalt	133924.11N 1004506.59E -97.1 FT (-29.6 M)	THR/TDZ 4.46 FT (1.36 M)
19L	194.42°	4000x60	PCN 137/F/D/X/T Asphalt	134130.17N 1004539.72E -97.1 FT (-29.6 M)	THR/TDZ 4.40 FT (1.34 M)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0%	NIL	1100x150	3820x300	240x150	NIL	Yes	Paved jet blast protection areas at runway ends; 120 M long and 75 M wide. Runway 01L/19R surface is grooved; Runway 01R/19L surface is not grooved. Concrete drainage channels are located in the runway strips, parallel to and at 120 M offset from the runway centre lines.
0%	NIL	700x150	3820x300	240x150	NIL	Yes	
0%	NIL	NIL	4120x300	240x150	NIL	Yes	
0%	NIL	550x150	4120x300	240x150	NIL	Yes	

VTBS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01L	3700	4800	3700	3700	The TORA/ASDA when entering RWY from TWY E19 is 3590 M.
19R	3700	4400	3700	3700	The TORA/ASDA when entering RWY from TWY E2 is 3590 M.
01R	4000	4000	4000	4000	The TORA/ASDA when entering RWY from TWY B12 is 3890 M.
19L	4000	4550	4000	4000	The TORA/ASDA when entering RWY from TWY B2 is 3870 M.

VTBS 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
01L	CAT II 900 M 5 steps LIH; with FLG	Green	PAPI LEFT/3° (63.82 FT)	900 M	3700 M, 30 M White, FM 2800 M Red / White FM 3400 M Red 5 steps LIH	3700 M, 60 M White, FM 3100 M Yellow 5 steps LIH	Red	NIL	NIL
19R	CAT II 900 M 5 steps LIH; with FLG	Green	PAPI LEFT/3° (63.82 FT)	900 M	3700 M, 30 M White, FM 2800 M Red / White FM 3400 M Red 5 steps LIH	3700 M, 60 M White, FM 3100 M Yellow 5 steps LIH	Red	NIL	NIL
01R	CAT II 900 M 5 steps LIH; with FLG	Green	PAPI LEFT/3° (63.82 FT)	900 M	4000 M, 30 M White, FM 3100 M Red/White FM 3700 M, Red 5 steps LIH	4000 M, 60 M White, FM 3400 M Yellow 5 steps LIH	Red	NIL	NIL
19L	CAT II 900 M 5 steps LIH; with FLG	Green	PAPI LEFT/3° (63.82 FT)	900 M	4000 M, 30 M White, FM 3100 M Red/White FM 3700 M, Red 5 steps LIH	4000 M, 60 M White, FM 3400 M Yellow 5 steps LIH	Red	NIL	NIL

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

1. VFR PROCEDURES

Details of VFR entry and exit procedures, see charts.

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

NIL

VTUQ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUQ AD 2.22 FLIGHT PROCEDURES

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Aerodrome traffic circuit

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

1.2 Details of VFR entry and exit procedures, see charts.

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 (145502.35N 1020823.32E) 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.

Vertical Limit : 3 000 FT / 11 000 FT
Period of Activity : To be notified by ATC
Type of Airspace : Temporary Airspace delegated turning point Nakhon Ratchasima Approach
Class of Airspace : C

Controlling Unit : Nakhon Ratchasima Approach
Frequency : 123.6 MHZ
Remark : NTC may be activated during low traffic period within Khorat Control Zone, Nakhon Ratchasima Approach shall accordingly maintain close co-ordination with Khorat Approach for intended activities within NTC.

VTUQ AD 2.23 ADDITIONAL INFORMATION

NIL

VTUQ AD 2.24 CHARTS RELATED TO AN AERODROME

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VTPP AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREE TURN ON THE RUNWAY

To prevent runway pavement damage, all aircraft Maximum Takeoff Weight (MTOW) more than 5700 KG 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 14 and 32 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.

VTPP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPP AD 2.22 FLIGHT PROCEDURES

1. PROCEDURES FOR STANDARD ARRIVAL RNAV (VOR/DME) INITIAL APPROACH

1.1 Basic Design for Arrival

1.1.1 The RNAV (DVOR/DME) initial approach procedures provide lateral and vertical profiles, which will allow the aircraft to fly to and intercept the final approach course without receiving radar vectors of altitude assignments.

1.1.2 The RNAV (DVOR/DME) initial approach procedures start as the aircraft enters IAF.

1.1.3 The arrival ends as the aircraft completes the final approach course fix (FAF or FAP).

1.1.4 Lateral and vertical guidance from the final approach course fix inbound will be conventional ground base navigation.

1.1.5 The procedures designed are predicated on DVOR/DME only.

1.1.6 The RNAV (DVOR/DME) initial approach procedures shall not be created by the pilot who entered waypoints. They must be retrieved from the aircraft database and once retrieved, pilots must check and verify the continuity of the waypoints that join the arrival to the final approach course.

1.1.7 Operators intending to use the above mentioned RNAV (DVOR/DME) initial approach procedure need a proper certification and operational approval from their state of registration.

1.1.8 For flight planning, the operator of the aircraft fitted with RNAV having a navigation accuracy meeting RNP5 or better shall insert the designator “R” in item 10 and file flight plan routes via VOR/DME defined ATS routes in item 15 of the flight plan RNAV(DVOR/DME) initial approach procedures shall not be used for flight planning.

1.2 Clearance

1.2.1 All transitions to RNAV (DVOR/DME) initial approach procedures must be instructed by ATC, otherwise proceed to the PSL DVOR/ DME.

1.2.2 Upon receiving the RNAV (DVOR/DME) initial approach procedures, no further clearance needed to be issued to fly the lateral portion of the arrival when entering the TMA.

1.2.3 Pilot must receive clearance from ATC to start descent from the enroute cruising level.

1.3 Phraseology and Associated Pilot Action

1.3.1 When descent clearance is obtained follow the lateral and vertical plane route respecting all charted speed and altitude.

1.3.2 No speeds, heading or altitude will be issued by ATC unless a conflict involving the flight path is foreseen.

1.3.3 Pilot who do not intend to fly with RNAV (DVOR/DME) initial approach procedures should advise the controller.

1.3.4 An approach clearance should be issued and acknowledged by the time the base turn is reached. If an approach clearance is not issued prior to turning final, it may be expected to hold for separation.

1.3.5 Do not descend below the minimum holding altitude or as amended by ATC except the aircraft is cleared on profile descent.

1.3.6 As soon as an approach clearance has been received, continue to fly the localizer inbound or descend on final approach gradient and contact tower for further instructions. If a missed approach is required, follow the missed approach procedure.

1.3.7 ATC may assign speeds and altitude without cancelling the RNAV (DVOR/DME) initial approach procedures. Assignment of radar vectors will automatically interrupt the RNAV (DVOR/DME) initial approach procedures and take the aircraft away form the depicted lateral tracks. However, once the traffic situation has been resolved, ATC may give an instruction for the aircraft to precede via the RNAV (DVOR/ DME) initial approach procedures.

1.3.8 RNAV (DVOR/DME) initial approach procedures clearance phraseologies

1.3.8.1 “Cleared (STAR designator) arrival “means authorization to fly RNAV (DVOR/DME) initial approach procedures, altitude and speed will be assigned by ATC.

Example 1: ATC- THA142 Cleared via MONAI ONE ALPHA arrival descend to FL 130

Example 2: ATC- TAA142 Cleared direct MONAI then MOMAI ONE ALPHA arrival descend to FL 130 (incase of off route inbound)

1.3.8.2 “Cleared (star designator) arrival and profile” means authorization to fly RNAV (DVOR/DME) initial approach procedures- rout as published, including the vertical constraints depicted on the procedure

Example 1: ATC-TH212 Cleared MONAI ONE ALPHA arrival and profile

1.3.8.3 “Cleared….(type)….Approach” means authorization to execute the instrument approach via the particular RNAM (DVOR/DME) initial approach procedures

Example 1: ATC- tha212 Cleared ILS/DME RWY 32 Approach report established

1.3.8.4 When radiotelephony is used for the name of waypoints, the abbreviation are transmitted using the individual letters in non-phonetic form.

Example 1: ATC- THA406 Cleared to PP101 (PEE..PEE ONE..ZERO..ONE)

1.4 Communication Failure Procedure

1.4.1 In case a tow-way radio communication failure occurs during the transition to the final approach without receiving an approach clearance. Pilots have to squawk A7600 and maintain the last assigned altitude. The aircraft has to proceed in accordance with the latest ATC route clearance acknowledged and make on complete holding at LAKSI OR AORDY as published. The pilot can commence for approach

1.4.2 In case an approach clearance has been received and acknowledged, The pilot shall fly continually by means of an instrument approach procedure. If landing can not be made, follow the appropriate missed approach procedures and hold.

1.4.3 In all cased where the aircraft return to hold fix the procedure to be adopted is the basic Radio Failure Procedure detailed in Part 15 ATM.

1.5 System failures

In case even of an RNAV systems failure or the failure of a sole navigation infrastructure, the pilot should revert to conventional navigation and may be provide with radar vectoring, where this is available.

2. PROCEDURES FOR STANDARD ARRIVAL RNAV INITIAL APPROACH

2.1 Basic Design for Arrival

2.1.1 The RNAV initial approach procedures provide lateral and vertical profiles, which will allow the aircraft to fly to and intercept the final approach course without receiving radar vectors or altitude assignments.

2.1.2 The RNAVE initial approach procedures start as the aircraft enters IAF.

2.1.3 The arrival ends as the aircraft completes the final approach course fix (FAP or FAP).

2.1.4 Lateral and vertical guidance from the final approach course fix inbound will be conventional ground base navigation.

2.1.5 The RNAV initial approach procedures shall not be created by the pilot who entered waypoints. They must be retrieved from the aircraft database and once retrieved, pilots must check and verify the continuity of the waypoints that join the arrival to the final approach course. It is noted that the conventional aircraft must follow ATC instruction.

2.1.6 Operators intending to use the above mentioned RNAV initial approach procedure need a proper certification and operational approval from their state of registration.

2.1.7 For flight planning, the operator of the aircraft fitted with RNAV having a navigation accuracy meeting RNP5 or better shall insert the designator “R” in item 10 and file flight plan routes via VOR/DEM defined ATS routes in item 15 of the flight plan RNAV initial approach procedures shall not be used for flight planning.

2.2 Clearance

2.2.1 All transitions to RNAV initial approach procedures must be instructed by ATC, otherwise proceed to the PSL DVOR/DME

2.2.2 Upon receiving the ARNAV initial approach procedures, no further clearance needed to be issued to fly the lateral portion of the arrival when entering the TMA.

2.2.3 Pilot must receive from ATC to start descent from the enroute cruising level.

2.3 Phraseology and Associated Pilot Actions

2.3.1 When descent clearance is obtained follow the lateral and vertical plane route respecting all charted speed and altitude.

2.3.2 No speeds, headings or altitude will be issued by ATC unless a conflict involving the flight path is foreseen.

2.3.3 Pilot who do not intend to fly with RNAV initial approach procedures should advise the controller.

2.3.4 An approach clearance should be issued and acknowledged by the time the base turn is reached. If an approach clearance is not

issued prior to turning final, it may be expected to hold for separation.

2.3.5 Do not descend below the minimum holding altitude or as amended by ATC except the aircraft is cleared on profile descent

2.3.6 As soon as an approach clearance has been received, continue to fly the localizer inbound or descend on final approach gradient and contact tower for further instructions. If missed approach is required, follow the missed approach procedure.

2.3.7 ATC may assign speeds and altitude without cancelling the RNAV initial approach procedures. Assignment of radar vectors will automatically interrupt the RNAV initial approach procedures and take the aircraft away from the depicted lateral tracks. However, once the traffic situation has been resolved, ATC may give an instruction for the aircraft to proceed via the RNAV initial approach procedures.

2.3.8 RNAV initial approach procedures clearance phraseologies

2.3.8.1 “Cleared (STAR designator) arrival “means authorization to fly RNAV (DVOR/DME) initial approach procedures, altitude and speed will be assigned by ATC.

Example 1: ATC- THA142 Cleared via MONAI ONE ALPHA arrival descend to FL 130

Example 2: ATC- TAA142 Cleared direct MONAI then MOMAI ONE ALPHA arrival descend to FL130 (incase of off route inbound)

2.3.8.2 “Cleared (star designator) arrival and profile” means authorization to fly RNAV (DVOR/DME) initial approach procedures- rout as published, including the vertical constraints depicted on the procedure.

Example 1: ATC- TH212 Cleared MONAI ONE ALPHA arrival and profile

2.3.8.3 “Cleared….(type)….Approach” means authorization to execute the instrument approach via the particular RNAM (DVOR/DME) initial approach procedures

Example 1: ATC- tha212 Cleared ILS/DME RWY 32 Approach report established

2.3.8.4 When radiotelephony is used for the name of waypoints, the abbreviation are transmitted using the individual letters in non-phonetic form.

Example 1: ATC- THA406 Cleared to PP101(PEE..PEE ONE..ZERO..ONE)

2.4 Communication Failure Procedure

2.4.1 In case a two-way radio communication failure occurs during the transition to the final approach without receiving an approach clearance. Pilots have to squawk A7600 and maintain the last assigned altitude. The aircraft has to proceed in accordance with the latest ATC route clearance acknowledged and make on complete holding at LEKSI or AORDY as published. The pilot can commence for approach.

2.4.2 In case an approach clearance has been received and acknowledged, The pilot shall fly continually by means of on instrument approach procedure. If landing can not be made, follow the appropriate missed approach procedures and hold.

2.4.3 In all cased where the aircraft return to holding fix the procedure to be adopted is the basic Radio Failure Procedure detailed in Part 15 ATM.

2.5 System failures

In case even of an RNAV systems failure or the failure of a sole navigation infrastructure, the pilot should revert to conventional navigation and may be provide with radar vectoring. Where this is available.

3. VFR PROCEDURES AND LOCAL PROCEDURES

3.1 Details of VFR entry and exit procedures, see charts.

3.2 Aerodrome traffic circuit

Using both sides of traffic circuit.

3.3 Overhead approach pattern.

a) Using runway 14 by right turn pattern.
b) Using runway 32 by left turn pattern.

VTPP AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

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

1. VFR PROCEDURES

Details of VFR entry and exit procedures, see charts.

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

VTPO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPO - SUKHOTHAI / SUKHOTHAI AIRPORT

VTPO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	171416N 0994906E 1050 M From THR 36
2	Direction and distance from (city)	27 KM From Sukhothai
3	Elevation/Reference temperature	54.5M (179 FT) / 33.3°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°48'W (2011) / 0°1'W /YEAR
6	AD Administration, address, telephone, telefax, telex, AFS	Director Of Sukhothai Airport Sukhothai Airport 99 Moo 4 Klongkrajong, Swankhalok District Sukhothai Thailand 64110 Tel: +665 564 7225-6 Fax: +665 564 7225 AFS: VTPOZTZX E-mail: thsadmin@bangkokair.com Website:www.sukhothaiairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Bangkok Airways Public Company Limited

VTPO AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1300
2	Customs and immigration	Customs: Available Immigration: Available (on request)
3	Health and sanitation	Quarantine available (on request)
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1100
6	MET Briefing Office	NIL
7	ATS	2300-1100
8	Fuelling	Available within AD hours
9	Handling	Available within AD hours
10	Security	H24
11	De-icing	NIL
12	Remarks	The airport has provided ground handling agents as following BAGS GROUND SERVICE LTD., (BAGS) E-mail: ths-stationmanager@bags-groundservice.com Tel: +666 1172 2796 +665 564 7225 +665 564 7226

VTPO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	Tank Refueling @ 12,000 L, 1 Trailer 4,500 L : By BAFS
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTPO AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD
2	Restaurants	At AD
3	Transportation	Limousines
4	Medical facilities	First aid at airport
5	Bank and Post Office	Available in town
6	Tourist Office	Office in town Tel: +665 561 0222 Fax: +665 561 4260
7	Remarks	NIL

VTPO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	Available at fire fighting truck
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTPO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 44/R/C/W/T
2	Taxiway width, surface and strength	Width: 30 M Surface: Concrete and asphalt Strength: PCN 40/F/C/X/T
3	Altimeter checkpoint location and elevation	ALC location: THR RWY 18/36 Elevation: 54.5 M (179 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTBO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBO - TRAT (KHAO SMING) / TRAT AIRPORT

VTBO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	121631N 1021912E Centre line of RWY, 900 M From THR 23
2	Direction and distance from (city)	32 KM , NW of city (Trat)
3	Elevation/Reference temperature	82 FT (25 M)/30.8°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°31'W(2011)/0°1'W/YEAR
6	AD Administration, address, telephone, telefax, telex, AFS	Trat Airport Bangkok Airways Public Company Limited 99 Moo 3 Tambon Tasom Khao Saming District Trat Thailand 23150 Tel: +663 952 5777 Fax: +663 952 5778 E-mail: tdxairport@bangkokair.com Website: www.tratairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Bangkok Airways Public Company Limited

VTBO AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	2300-1100
5	ATS Reporting Office (ARO)	2300-1100 other this period 3 HR PN to ATC via AFS: VTBBZAZX Tel: +662 285 9695
6	MET Briefing Office	2300-1100
7	ATS	2300-1100 other this period 3 HR PN to ATC via AFS: VTBBZAZX Tel: +662 285 9695
8	Fuelling	0100-1200 or available on Request
9	Handling	0100-1200 or available on Request
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTBO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	Bangkok Aviation Fuel Service Public Co., Ltd. (BAFS) a) Regional Airport Manager E-mail: teerakan@bafs.co.th Tel: +668 9134 5690 b) Trat Airport Station E-mail: Pongsak.K@ips-services.co.th Tel: +668 1863 8602 Fuel Dispenser Truck: 1, Capacity: 7,500 L Fuel Tank Capacity: 25,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	The airport has provided ground handling agent as following: a) Bangkok Airways Ground Services Co., Ltd. (PGGS) Ground Handling Inquiry E-mail: office@pg-gs.com Tel: +667 742 8500 Ext. 31381 +666 3079 6696 b) BAGS Ground Services Co., Ltd. E-mail: tdx-stationmanager@bags-groundservices.com Tel: +668 6804 9696

VTBO AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	At the AD and in the city
3	Transportation	Limousines
4	Medical facilities	First AID at airport
5	Bank and Post Office	In the city
6	Tourist Office	Office in Amphoe Lame Ngop
7	Remarks	NIL

VTBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	AVBL at Fire Fighting Truck (Foam 570 L., Water 5700 L.) and Water Truck 15000 L.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	Available 24H

VTBO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	N/A
2	Taxiway width, surface and strength	N/A
3	Altimeter checkpoint location and elevation	THR 18, 61 FT
4	VOR checkpoints	N/A
5	INS checkpoints	N/A
6	Remarks	ACFT parking on RWY

VTBO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	N/A
2	RWY and TWY markings and LGT	RWY : Marking and lighting
3	Stop bars	N/A
4	Remarks	No TWY

VTBO AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL			Hill 210 M (690 FT) Hill 206 M (676 FT) Hill 102.46 M (340 FT)	121608N 1021805E 121533N 1021909E 121601N 1021845E	NIL

VTBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Trat, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	0000-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Aeronautical Meteorology Division 24 HR
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing/consultation provided	Personal Consultation Tel: +663 952 5777 ext. 3433
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Barometer, Anemometer and Thermometer Screen
9	ATS units provided with information	Trat TWR
10	Additional information (limitation of service, etc.)	NIL

VTBO 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
05	051.28°	1800x45	PCN 41/F/B/X/T Concrete and asphalt	121612.65N 1021848.46E	THR 32.15 M
23	231.28	1800x45	PCN 41/F/B/X/T Concrete and asphalt	121649.30N 1021934.94E	THR 18.73 M

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.80%-0.40% (1550, 250)	NIL	60x150	1920x150	NIL	NIL
+0.40%+0.80% (250, 1550)	NIL	60x150	1920x150	NIL	NIL

VTBO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	1800	1860	1800	1800	NIL
23	1800	1860	1800	1800	NIL

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 restrictions, 1. 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 2. Due to the out-of-tolerance 30Hz FM deviation ratio in the following areas: – Radial 130°-180° – Radial 320°-010°
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