

VTBL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBL - LOP BURI / KHOK KATHIAM AIRPORT

VTBL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	145228.7N 1003948.2E
2	Direction and distance from (city)	10 KM NE of City
3	Elevation/Reference temperature	133 FT/34° C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°39'W (2015) / 0°0' E
6	AD Administration, address, telephone, telefax, telex, AFS	Wing 2, Khok Kathiam Air Force Base Mueang District Lop Buri Province Tel: +663 677 6736 Fax: NIL AFS: VTBLXYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Royal Thai Air Force

VTBL AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100 DAILY or on Request
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	2300-1100 DAILY or on Request
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	H24
7	ATS	2300-1100 DAILY or on Request
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

VTBL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JP8, Octane 100/130
3	Fuelling facilities/capacity	2 truck 8,000 L, 2 truck 12,000 L, 100 L/Min
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTBL AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Buses
4	Medical facilities	First aid at airport, Hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	NIL
7	Remarks	NIL

VTBL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	Fire fighting service H 24

VTBL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Apron (201) Surface: Concrete and asphalt Strength: PCN 27/F/A/Y/T Apron (203) Surface: Concrete Strength: PCN 35/R/C/W/T
2	Taxiway width, surface and strength	TWY A Width: 30 M Surface: Concrete and asphalt Strength: PCN 11/F/D/Y/T TWY B Width: 25 M Surface: Concrete Strength: PCN 35/R/C/W/T TWY C, D, E Width: 24 M Surface: Concrete Strength: PCN 35/R/C/W/T
3	Altimeter checkpoint location and elevation	Elevation: 35.72 M (118 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTBL 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	NIL
2	RWY and TWY markings and LGT	NIL
3	Stop bars	NIL
4	Remarks	NIL

VTBL 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	
-	Radio Mast HGT 158 M	144935N 1004035E	Radio Mast HGT 115 M Painted red/white LGTD on top	145235.90N 1003824.48E	NIL
-	Radio Mast HGT 130 M Painted red/white LGTD on top	144801.25N 1003833.87E	Radio Mast HGT 65 M Painted red/white LGTD on top	145218.27N 1003824.63E	
-	Radio Mast HGT 60 M Painted red/white LGTD on top	145057.71N 1003955.62E			
-	Radio Mast HGT 60 M Painted red/white LGTD on top	144809.13N 1003911.33E			

VTBL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	NIL
4	Type of landing forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
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	NIL
9	ATS units provided with information	Khok Kathiam TWR
10	Additional information (limitation of service, etc.)	NIL

VTBL 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
16	NIL	2200x45	PCN 38/F/D/Y/T Concrete and asphalt	145301.99N 1003936.08E	NIL
34	NIL	2200x45	PCN 38/F/D/Y/T Concrete and asphalt	145154.47N 1004000.75E	NIL
05	NIL	1340x45	PCN 35/R/C/W/T Concrete	145209.96N 1003927.82E	NIL
23	NIL	1340x45	PCN 35/R/C/W/T Concrete	145239.88N 1004000.49E	NIL

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

VTBL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2200	2200	2200	2200	NIL
34	2200	2200	2200	2200	NIL
05	1340	1340	1565	1340	NIL
23	1340	1340	1565	1340	NIL

VTBL 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
16	NIL	Green	PAPI Left 3°	NIL	NIL	2200 M 100 M White	Red	NIL	NIL
34	NIL	Green	PAPI Left 3°	NIL	NIL	2200 M 100 M White	Red	NIL	NIL
05	NIL	Green	PAPI Left 3°	NIL	NIL	1340 M 100 M White	NIL	NIL	NIL
23	NIL	Green	PAPI Left 3°	NIL	NIL	1340 M 100 M White	NIL	NIL	NIL

VTBL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: at Tower building
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: All TWY A, B, C, D, E Centre Line: NIL
4	Secondary power supply/switch-over time	By motor
5	Remarks	NIL

VTBL 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

VTBL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 12 NM radius centred on 145228.7N 1003948.2E
2	Vertical limits	5500 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Khok Kathiam Tower English, Thai
5	Transition altitude	NIL
6	Remarks	NIL

VTBL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Khok Kathiam Tower	122.6 MHZ 238.6 MHZ *121.5 MHZ *243.0 MHZ	23:00-11:00	*Emergency Freq.
GND	Ground Control	121.75 MHZ 257.8 MHZ	23:00-11:00	

VTBL 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	LB	280 KHZ	23:00-11:00	1452.3N 10039.3E	NIL	NIL
TACAN	LOB	CH115X	01:00-09:00	145234.33N 1003935.49E	NIL	*EXC SAT-SUN and Public holiday or on request
ILS CAT I LOC RWY05	ILOB	108.3 MHZ	2300-1100	145246.56N 1004007.78E	NIL	
GP/DME		334.1 MHZ CH 20X	2300-1100	145213.64N 1003937.70E	NIL	
MM		75 MHZ	2300-1100	145143.0N 1003900.3E	NIL	Instrument Landing System - Reference datum Height(RDH) is 15.24 M (50 FT) A. Localizer - LOC 300 M (984 FT) from THR RWY23, along RWY centre line. Course width 6° B. Glide Path 3° - GP 300 M (984 FT) from THR RWY05, 120 M (394FT) from RWY centre line. C. DME - Co-located with GP.

VTBL AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR flight

1.1 By Day (Sunrise/Sunset)

- a) unless otherwise specifically authorized VFR flights shall not be permitted to land/take-off at Khok Kathiam Aerodrome when weather conditions as reported by ground observer are less than.

Ground visibility: 5 KM or
Ceiling: 450 M (1 500 FT)

- b) Except for the helicopters may be permitted to operated when the flight visibility are less than 1.5 KM if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

1.2 By Night (Sunset/Sunrise)

VFR flights shall be operated in the night time when otherwise specifically authorized only.

1.3 At all time as authorized

VFR flight within the Khok Kathiam Aerodrome traffic zone and local flights in VTD31 shall be conducted so that the aircraft maintain flight visibility and distance from cloud equal to of greater than.

- Flight visibility - 8 KM when at and above 3 050 M (10 000 FT)
- 5 KM when below 3 050 M (10 000 FT)
- Distance from cloud - 1 500 M horizontally and 300 M (1 000 FT) vertically

1.4 No authorization for special VFR flights.

2. VFR departure procedures

2.1 after take-off, aircraft shall continue climbing straight ahead until passing the departure end of runway unless safety or when specifically authorized by the control tower.

- RMK/ Fix wings shall start turn when passing 500 FT.
- Helicopter shall start turn when passing 200 FT.

2.2 Take-off from RWY16 shall right turn for leaved traffic.

2.3 Take-off from RWY34, RWY05 shall left turn for leaved traffic.

2.4 Take-off from RWY23 shall left or right turn as pilot requested.

2.5 VFR departure to others aerodrome

2.5.1 Aircraft shall be reported of their the following information to the control tower prior to taxi for departure.

- aircraft call signs
- type of aircraft
- Destination
- Cruising level
- Radial outbound or Route
- Transponder code
- Intention of the pilot if necessary

2.5.2 Aircraft shall be reported to the control tower when passing 12 NM or 5500 FT. which is earlier.

2.6 VFR departure to VTD31 (local flight)

- a) After departure climbing to 5 NM West of the airfield at an altitude 1500 FT. (500 FT. for Helicopter) initially then proceeding to area 1 (GND - 5500 FT.)
- b) After departure, climbing to Lima point (about 5 NM south of the airfield) at an altitude 1500 FT. (500 FT. for Helicopter) initially then proceeding to area 2, area 3 and area 4 (GND - 5500 FT.)
- c) All aircrafts are operating in VTD31 should be reported altitude and the words "operation normal" every 30 minutes to the control tower for traffic advised.

3. IFR flight

3.1 Starting up procedure

- a) IFR aircrafts are to call Khok Kathiam Tower 5 minutes prior to start up to request for ATC clearance.
- b) Pilots are to inform to the control tower of the call sign and proposed flight level if it is different from the flight plan.

3.2 IFR departure procedure

- a) No SID for IFR aircraft
- b) After take-off, climb to flight plan route or as directed by ATC.

4. Reporting points for VFR flight

4.1 Arriving aircraft shall be reported to the control tower of their call sign, type of aircraft, point of departure, position, altitude, track or intention of the pilot before Estimate Time of Arrival (ETA) about 10 minutes or at least 15 NM from aerodrome.

4.2 Aircraft are entering to land from north of Khok Kathiam Aerodrome, shall be reported over amphure Banmi, designated as BRAVO point (150220.40N 1003227.93E) which is approximately 12.12 NM on RDL 324 of LB NDB altitude 2000 FT. (1000 FT. for Helicopter) then proceeding to Ban Khok kathiam, designated as KILO point (145359N 1003536E) 4.3 NM on BRG 290 of LB NDB altitude 2000 FT. (1000 FT. for Helicopter) the aircraft will be instructed to join aerodrome traffic circuit accordingly.

4.3 Aircraft are entering to land from East and South east of Khok Kathiam Aerodrome, shall be reported over amphure Phra Phutthabat designated as PAPA point (144305N 1004720E) which is approximately 11.8 NM on BRG 142 of LB NDB altitude 2000 FT. (1000 FT. for Helicopter) then proceeding to Lopburi province designated as LIMA point (144758N 1003800E) which is approximately 4.8 NM on BRG 200 of LB NDB altitude 2000 FT. (1000 FT. for Helicopter) when reaching LIMA point the aircraft will be instructed to join aerodrome traffic circuit accordingly.

4.4 Aircraft are entering to land from south of Khok Kathiam Aerodrome shall be reported over Lopburi province designated as LIMA point (144758N 1003800E) which is approximately 4.8 NM on BRG 200 of LB NDB altitude 2000 FT. (1000 FT. for Helicopter) when reaching LIMA point the aircraft will be instructed to join aerodrome traffic circuit accordingly.

5. **Aerodrome Traffic Pattern**

Traffic pattern shown in diagram, The unlighted a range of mountains approximately 919 FT., 0.5 - 1.9 NM and 2.5 - 4.4 NM on the west to NNW and 1,418 FT., 1.2 - 5.3 NM on the north to SSE from the runway intersection of Khok Kathiam Aerodrome constitutes a hazard to VFR operation.

5.1 Rectangular

- Using runway 16 by entering right traffic circuit.
- Using runway 34 by entering left traffic circuit.
- Using runway 05 by entering left traffic circuit.
- Using runway 23 by entering right traffic circuit.

5.2 Overhead approach pattern

- Using runway 16 by left turn pattern.
- Using runway 34 by left turn pattern.
- Using runway 05 by left turn pattern.
- Using runway 23 by right turn pattern.

5.3 An altitude in the Traffic Pattern

- Conventional 1000 FT.
- Helicopter 500 FT.

6. **Simulated emergency by helicopters**

The helicopters shall be simulated emergency conditions on the runway in use only. Except for safety reason the pilot shall operate on taxiway, if necessary. There are as followed;

- Simulated single emergency failure.
- Simulated hydraulic system failure.
- Simulated fuel control unit failure.
- Simulated tail rotor failure.
- Simulated forced landing.
- Simulated run on running landing.
- Simulated basic auto rotation.
- Simulated hovering auto rotation.

7. Submission of a flight plan

7.1 A flight plan shall be submitted to the control tower or base operations at least sixty minutes before departure.

7.2 In the event of a delay of 30 minutes in excess of the estimated off block time for a controlled flight or a delay of one hour for an uncontrolled flight. The flight plan shall be automatically cancelled unless the estimated time of departure is revised by notification of the pilot in command or designated representative.

8. Radio communication failure

8.1 Departing aircraft

- a) Aircraft will not be permitted to take-off unless two-way communication can be maintained with the control tower.
- b) If an aircraft experiences radio communications failure after departure, the pilot will follow the procedures for VFR in the table of cruising altitudes. (Track from 000° – 179° = ODD thousand + 500 FT. and 180° – 359° = EVEN thousand + 500 FT.)

8.2 Arriving aircraft

Day time

- a) Operated transponder mode A code 7600
- b) Report their position, distance, heading, altitude and departure point when approaching about 15 NM or at least 10 minutes before estimated time arrival from aerodrome by transmitting in the blind.
- c) Observe the direction of traffic in the pattern and enter downwind with the flow of traffic.
- d) Make a low approach between the runway and taxiway at an altitude 1000 FT. (500 FT. for helicopters) and rock the wings of the aircraft.
- e) Re-enter downwind leg and observe light signals pyrotechnic or signals light gun from the control tower.

Night time

- a) Make a low approach between the runway and taxiway at an altitude 1000 FT. (500 FT. for helicopters) and rock the wings of the aircraft and flashing on and off landing light for 3 times except for the helicopters by flashing on and off search light for 3 times.
- b) Re-enter downwind leg and observe light signals pyrotechnic or signals light gun from the control tower.

VTBL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTBL AD 2.22 FLIGHT PROCEDURES

NIL

VTBL AD 2.23 ADDITIONAL INFORMATION

NIL

VTBL AD 2.24 CHARTS RELATED TO AN AERODROME

NIL