

Phone: +662 568 8831
 Fax: +662 576 1903
 AFTN: VTBAYOYX
 E-mail: aisthai@caat.or.th
 ais@caat.or.th

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 06/22
5 MAY 22

This AIRAC AIP AMDT 06/22 contains:

- GEN 0.2 RECORD OF AIP AMENDMENTS
- GEN 0.4 CHECKLIST OF AIP PAGES
- GEN 3.2 AERONAUTICAL CHARTS
- AD 2-VTBU-1 AD 2.18 ATS COMMUNICATION FACILITIES
AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2.24 CHARTS RELATED TO AN AERODROME
- AD 2-VTBU-2 AERODROME CHART - ICAO
AERODROME GROUND MOVEMENT CHART - ICAO
- AD 2-VTBU-6 STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO - RNAV RWY 18 - BKK1A
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO - RNAV RWY 36 - BKK1B
- AD 2-VTBU-8 INSTRUMENT APPROACH CHART - ICAO - VOR RWY 18
INSTRUMENT APPROACH CHART - ICAO - VOR RWY 36
INSTRUMENT APPROACH CHART - ICAO - ILS or LOC y RWY 18
INSTRUMENT APPROACH CHART - ICAO - ILS or LOC y RWY 18 (TABULAR DESCRIPTION)
INSTRUMENT APPROACH CHART - ICAO - ILS or LOC z RWY 18
INSTRUMENT APPROACH CHART - ICAO - ILS or LOC z RWY 18 (TABULAR DESCRIPTION)
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 18
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 18 (TABULAR DESCRIPTION)
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 36
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 36 (TABULAR DESCRIPTION)

1.

DESTROY			INSERT		
GEN	0.2-2	19 MAY 2022	GEN	0.2-2	16 JUN 2022
	0.4-1	19 MAY 2022		0.4-1	16 JUN 2022
	0.4-2	19 MAY 2022		0.4-2	16 JUN 2022
	0.4-3	19 MAY 2022		0.4-3	16 JUN 2022
	0.4-4	19 MAY 2022		0.4-4	16 JUN 2022
	0.4-5	19 MAY 2022		0.4-5	16 JUN 2022
	0.4-6	19 MAY 2022		0.4-6	16 JUN 2022
	0.4-7	19 MAY 2022		0.4-7	16 JUN 2022
	0.4-8	19 MAY 2022		0.4-8	16 JUN 2022
	0.4-9	19 MAY 2022		0.4-9	16 JUN 2022
	0.4-10	19 MAY 2022		0.4-10	16 JUN 2022
	3.2-3	21 APR 2022		3.2-3	16 JUN 2022
	3.2-4	21 APR 2022		3.2-4	16 JUN 2022

DESTROY			INSERT		
	3.2-8	21 APR 2022		3.2-8	16 JUN 2022
	3.2-14	21 APR 2022		3.2-14	16 JUN 2022
AD	2-VTBU-1-6	15 JUL 2021	AD	2-VTBU-1-6	16 JUN 2022
	2-VTBU-1-7	17 JUN 2021		2-VTBU-1-7	16 JUN 2022
	2-VTBU-1-8	17 JUN 2021		2-VTBU-1-8	16 JUN 2022
	2-VTBU-1-9	17 JUN 2021		2-VTBU-1-9	16 JUN 2022
	2-VTBU-1-10	17 JUN 2021		2-VTBU-1-10	16 JUN 2022
	2-VTBU-1-11	7 OCT 2021		-	-
	2-VTBU-2-1	17 JUN 2021		2-VTBU-2-1	16 JUN 2022
	2-VTBU-2-3	18 JUL 2019		2-VTBU-2-3	16 JUN 2022
	2-VTBU-6-1	18 JUL 2019		2-VTBU-6-1	16 JUN 2022
	2-VTBU-6-3	18 JUL 2019		2-VTBU-6-3	16 JUN 2022
	2-VTBU-8-3	18 JUL 2019		2-VTBU-8-3	16 JUN 2022
	2-VTBU-8-5	18 JUL 2019		2-VTBU-8-5	16 JUN 2022
	2-VTBU-8-7	18 JUL 2019		2-VTBU-8-7	16 JUN 2022
	2-VTBU-8-8	18 JUL 2019		2-VTBU-8-8	16 JUN 2022
	2-VTBU-8-9	7 OCT 2021		2-VTBU-8-9	16 JUN 2022
	2-VTBU-8-10	7 OCT 2021		2-VTBU-8-10	16 JUN 2022
	2-VTBU-8-11	7 OCT 2021		2-VTBU-8-11	16 JUN 2022
	2-VTBU-8-12	7 OCT 2021		2-VTBU-8-12	16 JUN 2022
	-	-		2-VTBU-8-13	16 JUN 2022
	-	-		2-VTBU-8-14	16 JUN 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	A2615/20, A2616/20, C3947/20, C3948/20

- END -

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
PART 1 - GENERAL (GEN)					
GEN 0.		2.3-1	18 JUL 19	4.2-1	28 JAN 21
0.1-1	18 JUL 19	2.3-2	18 JUL 19	4.2-2	28 JAN 21
0.1-2	18 JUL 19	2.4-1	28 JAN 21	4.2-3	28 JAN 21
0.1-3	18 JUL 19	2.4-2	28 JAN 21	4.3-1	5 NOV 20
0.2-1	21 APR 22	2.4-3	28 JAN 21		
0.2-2	16 JUN 22	2.5-1	25 MAR 21	PART 2 - EN-ROUTE (ENR)	
0.3-1	18 JUL 19	2.5-2	25 MAR 21	ENR 0.	
0.4-1	16 JUN 22	2.5-3	22 APR 21	0.6-1	30 DEC 21
0.4-2	16 JUN 22	2.5-4	25 MAR 21	0.6-2	18 JUL 19
0.4-3	16 JUN 22	2.6-1	18 JUL 19		
0.4-4	16 JUN 22	2.6-2	18 JUL 19	ENR 1.	
0.4-5	16 JUN 22	2.6-3	18 JUL 19	1.1-1	18 JUL 19
0.4-6	16 JUN 22	2.7-1	18 JUL 19	1.2-1	18 JUL 19
0.4-7	16 JUN 22			1.2-2	18 JUL 19
0.4-8	16 JUN 22	GEN 3.		1.2-3	18 JUL 19
0.4-9	16 JUN 22	3.1-1	12 SEP 19	1.2-4	18 JUL 19
0.4-10	16 JUN 22	3.1-2	12 SEP 19	1.2-5	18 JUL 19
0.5-1	18 JUL 19	3.1-3	12 SEP 19	1.2-6	18 JUL 19
0.6-1	18 JUL 19	3.1-4	18 JUN 20	1.2-7	18 JUL 19
		3.1-5	18 JUN 20	1.3-1	18 JUL 19
		3.1-6	13 AUG 20	1.4-1	31 DEC 20
		3.1-7	12 SEP 19	1.4-2	18 JUL 19
GEN 1.		3.2-1	2 DEC 21	1.5-1	18 JUL 19
1.1-1	18 JUL 19	3.2-2	2 DEC 21	1.6-1	31 DEC 20
1.1-2	10 OCT 19	3.2-3	16 JUN 22	1.6-2	31 DEC 20
1.1-3	28 JAN 21	3.2-4	16 JUN 22	1.6-3	31 DEC 20
1.2-1	18 JUL 19	3.2-5	21 APR 22	1.6-4	21 APR 22
1.2-2	18 JUL 19	3.2-6	21 APR 22	1.6-5	21 APR 22
1.2-3	18 JUL 19	3.2-7	21 APR 22	1.6-6	21 APR 22
1.2-4	18 JUL 19	3.2-8	16 JUN 22	1.6-7	21 APR 22
1.3-1	18 JUL 19	3.2-9	21 APR 22	1.6-8	21 APR 22
1.3-2	18 JUL 19	3.2-10	21 APR 22	1.6-9	21 APR 22
1.3-3	18 JUL 19	3.2-11	21 APR 22	1.6-10	21 APR 22
1.3-4	18 JUL 19	3.2-12	21 APR 22	1.6-11	21 APR 22
1.3-5	18 JUL 19	3.2-13	21 APR 22	1.6-12	21 APR 22
1.4-1	5 NOV 20	3.2-14	16 JUN 22	1.6-13	21 APR 22
1.4-2	31 DEC 20	3.2-15	21 APR 22	1.6-14	21 APR 22
1.4-3	31 DEC 20	3.2-16	21 APR 22	1.6-15	21 APR 22
1.4-4	31 DEC 20	3.2-17	21 APR 22	1.6-16	21 APR 22
1.4-5	31 DEC 20	3.2-18	21 APR 22	1.6-17	21 APR 22
1.5-1	3 DEC 20	3.2-19	21 APR 22	1.6-18	21 APR 22
1.6-1	8 OCT 20	3.2-20	21 APR 22	1.6-19	21 APR 22
1.6-2	8 OCT 20	3.3-1	4 NOV 21	1.6-20	21 APR 22
1.6-3	8 OCT 20	3.3-2	18 JUL 19	1.7-1	18 JUL 19
1.7-1	31 DEC 20	3.3-3	18 JUL 19	1.7-2	18 JUL 19
1.7-2	31 DEC 20	3.3-4	18 JUL 19	1.7-3	18 JUL 19
1.7-3	4 NOV 21	3.4-1	18 JUL 19	1.8-1	30 DEC 21
1.7-4	18 JUL 19	3.4-2	18 JUL 19	1.8-2	25 MAR 21
		3.4-3	18 JUL 19	1.8-3	30 DEC 21
GEN 2.		3.4-4	18 JUL 19	1.8-4	30 DEC 21
2.1-1	16 JUL 20	3.4-5	18 JUL 19	1.8-5	30 DEC 21
2.1-2	30 DEC 21	3.4-6	18 JUL 19	1.8-6	25 MAR 21
2.2-1	12 SEP 19	3.4-7	18 JUL 19	1.8-7	22 APR 21
2.2-2	12 SEP 19	3.4-8	18 JUL 19	1.8-8	30 DEC 21
2.2-3	12 SEP 19	3.4-9	18 JUL 19	1.8-9	21 APR 22
2.2-4	12 SEP 19	3.4-10	10 SEP 20	1.9-1	21 APR 22
2.2-5	12 SEP 19	3.5-1	8 OCT 20	1.9-2	21 APR 22
2.2-6	12 SEP 19	3.5-2	8 OCT 20	1.9-3	12 AUG 21
2.2-7	12 SEP 19	3.5-3	27 FEB 20	1.9-4	25 MAR 21
2.2-8	12 SEP 19	3.5-4	26 MAR 20	1.9-5	25 MAR 21
2.2-9	12 SEP 19	3.5-5	27 FEB 20	1.9-6	25 MAR 21
2.2-10	12 SEP 19	3.6-1	18 JUL 19	1.9-7	25 MAR 21
2.2-11	12 SEP 19	3.6-2	18 JUL 19	1.9-8	25 MAR 21
2.2-12	12 SEP 19	3.6-3	18 JUL 19	1.9-9	25 MAR 21
2.2-13	12 SEP 19			1.9-10	21 APR 22
2.2-14	12 SEP 19	GEN 4.		1.9-11	21 APR 22
2.2-15	12 SEP 19	4.1-1	18 JUL 19	1.9-12	21 APR 22
2.2-16	12 SEP 19	4.1-2	8 OCT 20	1.10-1	21 APR 22
2.2-17	12 SEP 19	4.1-3	18 JUL 19	1.10-2	21 APR 22
2.2-18	12 SEP 19				

Page	Date	Page	Date	Page	Date
1.10-3	21 APR 22	2.2-14	15 AUG 19	3.1-66	8 OCT 20
1.10-4	25 MAR 21	2.2-15	15 AUG 19	3.1-67	8 OCT 20
1.10-5	25 MAR 21	2.2-16	15 AUG 19	3.1-68	8 OCT 20
1.10-6	25 MAR 21	2.2-17	15 AUG 19	3.1-69	8 OCT 20
1.10-7	25 MAR 21			3.1-70	8 OCT 20
1.10-8	25 MAR 21	ENR 3.		3.1-71	8 OCT 20
1.10-9	21 APR 22	3.1-1	15 AUG 19	3.2-1	18 JUL 19
1.10-10	21 APR 22	3.1-2	18 JUL 19	3.3-1	3 DEC 20
1.10-11	21 APR 22	3.1-3	23 APR 20	3.3-2	23 APR 20
1.10-12	21 APR 22	3.1-4	8 OCT 20	3.3-3	23 APR 20
1.10-13	21 APR 22	3.1-5	8 OCT 20	3.3-4	23 APR 20
1.10-14	21 APR 22	3.1-6	8 OCT 20	3.3-5	23 APR 20
1.10-15	21 APR 22	3.1-7	8 OCT 20	3.3-6	23 APR 20
1.11-1	18 JUL 19	3.1-8	8 OCT 20	3.3-7	23 APR 20
1.12-1	18 JUL 19	3.1-9	8 OCT 20	3.3-8	8 OCT 20
1.12-2	18 JUL 19	3.1-10	22 APR 21	3.3-9	3 DEC 20
1.12-3	18 JUL 19	3.1-11	20 MAY 21	3.3-10	8 OCT 20
1.13-1	18 JUL 19	3.1-12	8 OCT 20	3.3-11	8 OCT 20
1.14-1	18 JUL 19	3.1-13	8 OCT 20	3.3-12	3 DEC 20
1.14-2	18 JUL 19	3.1-14	8 OCT 20	3.3-13	28 JAN 21
1.14-3	18 JUL 19	3.1-15	8 OCT 20	3.3-14	28 JAN 21
1.14-4	18 JUL 19	3.1-16	8 OCT 20	3.3-15	28 JAN 21
1.14-5	18 JUL 19	3.1-17	8 OCT 20	3.3-16	28 JAN 21
1.14-6	18 JUL 19	3.1-18	8 OCT 20	3.3-17	28 JAN 21
1.14-7	18 JUL 19	3.1-19	8 OCT 20	3.3-18	28 JAN 21
		3.1-20	8 OCT 20	3.3-19	28 JAN 21
ENR 2.		3.1-21	8 OCT 20	3.3-20	28 JAN 21
2.1-1	3 DEC 20	3.1-22	8 OCT 20	3.3-21	28 JAN 21
2.1-2	15 JUL 21	3.1-23	8 OCT 20	3.3-22	28 JAN 21
2.1-3	15 JUL 21	3.1-24	8 OCT 20	3.3-23	28 JAN 21
2.1-4	15 JUL 21	3.1-25	8 OCT 20	3.3-24	4 NOV 21
2.1-5	15 JUL 21	3.1-26	8 OCT 20	3.3-25	28 JAN 21
2.1-6	25 MAR 21	3.1-27	8 OCT 20	3.3-26	28 JAN 21
2.1-7	2 DEC 21	3.1-28	4 NOV 21	3.3-27	28 JAN 21
2.1-8	2 DEC 21	3.1-29	8 OCT 20	3.3-28	28 JAN 21
2.1-9	25 MAR 21	3.1-30	8 OCT 20	3.3-29	28 JAN 21
2.1-10	2 DEC 21	3.1-31	8 OCT 20	3.3-30	28 JAN 21
2.1-11	22 APR 21	3.1-32	8 OCT 20	3.3-31	28 JAN 21
2.1-12	2 DEC 21	3.1-33	4 NOV 21	3.3-32	28 JAN 21
2.1-13	2 DEC 21	3.1-34	4 NOV 21	3.3-33	28 JAN 21
2.1-14	2 DEC 21	3.1-35	4 NOV 21	3.3-34	28 JAN 21
2.1-15	21 APR 22	3.1-36	8 OCT 20	3.3-35	28 JAN 21
2.1-16	2 DEC 21	3.1-37	8 OCT 20	3.3-36	28 JAN 21
2.1-17	19 MAY 22	3.1-38	8 OCT 20	3.3-37	28 JAN 21
2.1-18	19 MAY 22	3.1-39	8 OCT 20	3.3-38	28 JAN 21
2.1-19	2 DEC 21	3.1-40	8 OCT 20	3.3-39	28 JAN 21
2.1-20	2 DEC 21	3.1-41	8 OCT 20	3.3-40	28 JAN 21
2.1-21	2 DEC 21	3.1-42	8 OCT 20	3.3-41	28 JAN 21
2.1-22	2 DEC 21	3.1-43	22 APR 21	3.3-42	21 APR 22
2.1-23	19 MAY 22	3.1-44	4 NOV 21	3.3-43	21 APR 22
2.1-24	2 DEC 21	3.1-45	8 OCT 20	3.3-44	21 APR 22
2.1-25	2 DEC 21	3.1-46	8 OCT 20	3.3-45	21 APR 22
2.1-26	2 DEC 21	3.1-47	8 OCT 20	3.3-46	21 APR 22
2.1-27	2 DEC 21	3.1-48	28 JAN 21	3.3-47	21 APR 22
2.1-28	2 DEC 21	3.1-49	8 OCT 20	3.3-48	21 APR 22
2.1-29	2 DEC 21	3.1-50	8 OCT 20	3.3-49	21 APR 22
2.1-30	2 DEC 21	3.1-51	8 OCT 20	3.3-50	21 APR 22
2.1-31	22 APR 21	3.1-52	8 OCT 20	3.3-51	21 APR 22
2.2-1	15 AUG 19	3.1-53	8 OCT 20	3.4-1	18 JUL 19
2.2-2	15 AUG 19	3.1-54	22 APR 21	3.5-1	19 MAY 22
2.2-3	12 SEP 19	3.1-55	8 OCT 20	3.6-1	18 JUL 19
2.2-4	12 SEP 19	3.1-56	8 OCT 20		
2.2-5	15 AUG 19	3.1-57	8 OCT 20	ENR 4.	
2.2-6	18 JUL 19	3.1-58	8 OCT 20	4.1-1	19 MAY 22
2.2-7	18 JUL 19	3.1-59	8 OCT 20	4.1-2	25 MAR 21
2.2-8	15 AUG 19	3.1-60	8 OCT 20	4.1-3	25 MAR 21
2.2-9	12 SEP 19	3.1-61	8 OCT 20	4.1-4	25 MAR 21
2.2-10	12 SEP 19	3.1-62	8 OCT 20	4.1-5	25 MAR 21
2.2-11	18 JUL 19	3.1-63	8 OCT 20	4.1-6	25 MAR 21
2.2-12	15 AUG 19	3.1-64	22 APR 21	4.1-7	22 APR 21
2.2-13	15 AUG 19	3.1-65	8 OCT 20	4.1-8	22 APR 21

Page	Date	Page	Date	Page	Date
4.1-9	22 APR 21	1.3-3	21 MAY 20	2-VTBD-6-24	8 OCT 20
4.1-10	22 APR 21	1.3-4	10 OCT 19	2-VTBD-6-25	28 JAN 21
4.1-11	22 APR 21	1.4-1	18 JUL 19	2-VTBD-6-26	18 JUL 19
4.1-12	22 APR 21	1.5-1	19 MAY 22	2-VTBD-6-27	18 JUL 19
4.2-1	18 JUL 19			2-VTBD-6-28	18 JUL 19
4.3-1	12 AUG 21			2-VTBD-6-29	18 JUL 19
4.4-1	4 NOV 21	AD 2.		2-VTBD-6-30	18 JUL 19
4.4-2	4 NOV 21	BANGKOK/DON MUEANG		2-VTBD-6-31	28 JAN 21
4.4-3	4 NOV 21	INTERNATIONAL AIRPORT		2-VTBD-6-32	8 OCT 20
4.5-1	17 JUN 21	2-VTBD-1-1	28 JAN 21	2-VTBD-6-33	8 OCT 20
		2-VTBD-1-2	7 OCT 21	2-VTBD-6-34	8 OCT 20
		2-VTBD-1-3	21 APR 22	2-VTBD-6-35	8 OCT 20
		2-VTBD-1-4	20 MAY 21	2-VTBD-6-36	8 OCT 20
ENR 5.		2-VTBD-1-5	20 MAY 21	2-VTBD-6-37	8 OCT 20
5.1-1	5 DEC 19	2-VTBD-1-6	20 MAY 21	2-VTBD-6-39	28 JAN 21
5.1-2	5 DEC 19	2-VTBD-1-7	20 MAY 21	2-VTBD-6-40	18 JUL 19
5.1-3	16 JUL 20	2-VTBD-1-8	20 MAY 21	2-VTBD-6-41	18 JUL 19
5.1-4	16 JUL 20	2-VTBD-1-9	21 APR 22	2-VTBD-6-42	18 JUL 19
5.1-5	5 DEC 19	2-VTBD-1-10	30 DEC 21	2-VTBD-6-43	18 JUL 19
5.1-6	5 DEC 19	2-VTBD-1-11	7 OCT 21	2-VTBD-6-44	18 JUL 19
5.1-7	5 DEC 19	2-VTBD-1-12	20 MAY 21	2-VTBD-6-45	28 JAN 21
5.1-8	5 DEC 19	2-VTBD-1-13	20 MAY 21	2-VTBD-6-46	8 OCT 20
5.1-9	18 JUN 20	2-VTBD-1-14	7 OCT 21	2-VTBD-6-47	8 OCT 20
5.1-10	5 DEC 19	2-VTBD-1-15	20 MAY 21	2-VTBD-6-48	8 OCT 20
5.1-11	5 DEC 19	2-VTBD-1-16	20 MAY 21	2-VTBD-6-49	8 OCT 20
5.1-12	20 MAY 21	2-VTBD-1-17	20 MAY 21	2-VTBD-6-50	8 OCT 20
5.1-13	20 MAY 21	2-VTBD-1-18	20 MAY 21	2-VTBD-6-51	8 OCT 20
5.1-14	20 MAY 21	2-VTBD-1-19	20 MAY 21	2-VTBD-7-1	21 APR 22
5.1-15	5 DEC 19	2-VTBD-1-20	20 MAY 21	2-VTBD-7-2	8 OCT 20
5.1-16	18 JUN 20	2-VTBD-1-21	20 MAY 21	2-VTBD-7-3	21 APR 22
5.1-17	5 DEC 19	2-VTBD-1-22	28 JAN 21	2-VTBD-7-4	8 OCT 20
5.1-18	5 DEC 19	2-VTBD-1-23	20 MAY 21	2-VTBD-7-5	8 OCT 20
5.1-19	5 DEC 19	2-VTBD-1-24	20 MAY 21	2-VTBD-7-6	8 OCT 20
5.1-20	2 JAN 20	2-VTBD-1-25	20 MAY 21	2-VTBD-7-7	8 OCT 20
5.1-21	5 DEC 19	2-VTBD-1-26	4 NOV 21	2-VTBD-7-8	8 OCT 20
5.2-1	18 JUL 19	2-VTBD-1-27	4 NOV 21	2-VTBD-7-9	21 APR 22
5.3-1	18 JUL 19	2-VTBD-1-28	20 MAY 21	2-VTBD-7-10	4 NOV 21
5.4-1	18 JUL 19	2-VTBD-1-29	20 MAY 21	2-VTBD-7-11	21 APR 22
5.5-1	18 JUL 19	2-VTBD-1-30	21 APR 22	2-VTBD-7-12	4 NOV 21
5.6-1	18 JUL 19	2-VTBD-1-31	20 MAY 21	2-VTBD-7-13	4 NOV 21
		2-VTBD-1-32	21 APR 22	2-VTBD-7-14	4 NOV 21
ENR 6.		2-VTBD-1-33	4 NOV 21	2-VTBD-7-15	4 NOV 21
6-1	21 APR 22	2-VTBD-2-1	20 MAY 21	2-VTBD-7-16	4 NOV 21
6-3	21 APR 22	2-VTBD-2-3	20 MAY 21	2-VTBD-8-1	4 NOV 21
		2-VTBD-2-4	28 JAN 21	2-VTBD-8-3	4 NOV 21
PART 3 - AERODROMES (AD)		2-VTBD-2-5	21 APR 22	2-VTBD-8-5	4 NOV 21
AD 0.		2-VTBD-3-1	18 JUL 19	2-VTBD-8-7	4 NOV 21
0.6-1	21 MAY 20	2-VTBD-3-3	18 JUL 19	2-VTBD-8-9	4 NOV 21
0.6-2	18 JUL 19	2-VTBD-3-5	18 JUL 19	2-VTBD-8-10	18 JUL 19
0.6-3	18 JUN 20	2-VTBD-6-1	28 JAN 21	2-VTBD-8-11	4 NOV 21
0.6-4	18 JUN 20	2-VTBD-6-2	18 JUL 19	2-VTBD-8-13	4 NOV 21
0.6-5	18 JUL 19	2-VTBD-6-3	18 JUL 19	2-VTBD-8-14	18 JUL 19
0.6-6	18 JUL 19	2-VTBD-6-4	18 JUL 19	2-VTBD-8-15	18 JUL 19
0.6-7	18 JUL 19	2-VTBD-6-5	18 JUL 19	2-VTBD-8-17	4 NOV 21
0.6-8	18 JUL 19	2-VTBD-6-6	18 JUL 19	2-VTBD-8-18	18 JUL 19
0.6-9	18 JUL 19	2-VTBD-6-7	28 JAN 21	2-VTBD-8-19	18 JUL 19
0.6-10	18 JUL 19	2-VTBD-6-8	8 OCT 20	2-VTBD-8-21	4 NOV 21
0.6-11	18 JUN 20	2-VTBD-6-9	8 OCT 20	2-VTBD-8-22	4 NOV 21
0.6-12	18 JUN 20	2-VTBD-6-10	8 OCT 20	2-VTBD-8-23	4 NOV 21
0.6-13	18 JUN 20	2-VTBD-6-11	8 OCT 20	2-VTBD-8-25	4 NOV 21
0.6-14	18 JUN 20	2-VTBD-6-12	8 OCT 20	2-VTBD-8-26	4 NOV 21
0.6-15	18 JUN 20	2-VTBD-6-13	28 JAN 21	2-VTBD-8-27	4 NOV 21
0.6-16	18 JUN 20	2-VTBD-6-14	18 JUL 19	2-VTBD-8-28	4 NOV 21
0.6-17	18 JUN 20	2-VTBD-6-15	18 JUL 19	2-VTBD-8-29	4 NOV 21
0.6-18	18 JUN 20	2-VTBD-6-16	18 JUL 19	2-VTBD-8-30	4 NOV 21
0.6-19	18 JUN 20	2-VTBD-6-17	18 JUL 19	2-VTBD-8-31	4 NOV 21
		2-VTBD-6-18	18 JUL 19	2-VTBD-8-32	4 NOV 21
		2-VTBD-6-19	28 JAN 21		
AD 1.		2-VTBD-6-20	8 OCT 20	CHIANG MAI/CHIANG MAI	
1.1-1	28 JAN 21	2-VTBD-6-21	8 OCT 20	INTERNATIONAL AIRPORT	
1.1-2	28 JAN 21	2-VTBD-6-22	8 OCT 20	2-VTCC-1-1	12 SEP 19
1.2-1	28 JAN 21	2-VTBD-6-23	8 OCT 20		
1.3-1	10 SEP 20				
1.3-2	10 OCT 19				

Page	Date
2-VTSS-1-7	16 JUL 20
2-VTSS-1-8	16 JUL 20
2-VTSS-1-9	12 SEP 19
2-VTSS-1-10	12 SEP 19
2-VTSS-1-11	12 SEP 19
2-VTSS-1-12	12 SEP 19
2-VTSS-1-13	12 SEP 19
2-VTSS-1-14	28 JAN 21
2-VTSS-1-15	30 DEC 21
2-VTSS-2-1	30 DEC 21
2-VTSS-2-3	7 NOV 19
2-VTSS-2-5	30 DEC 21
2-VTSS-3-1	7 NOV 19
2-VTSS-5-1	18 JUL 19
2-VTSS-8-1	13 AUG 20
2-VTSS-8-3	13 AUG 20
2-VTSS-8-5	13 AUG 20
2-VTSS-8-7	13 AUG 20
2-VTSS-8-9	3 DEC 20
2-VTSS-8-10	3 DEC 20
2-VTSS-8-11	3 DEC 20
2-VTSS-8-12	3 DEC 20

BURIRAM / BURI RAM AIRPORT

2-VTUO-1-1	7 OCT 21
2-VTUO-1-2	7 OCT 21
2-VTUO-1-3	7 OCT 21
2-VTUO-1-4	7 OCT 21
2-VTUO-1-5	2 DEC 21
2-VTUO-1-6	7 OCT 21
2-VTUO-1-7	7 OCT 21
2-VTUO-2-1	18 JUL 19
2-VTUO-8-1	17 JUN 21
2-VTUO-8-3	17 JUN 21
2-VTUO-8-4	18 JUL 19
2-VTUO-8-5	17 JUN 21
2-VTUO-8-6	18 JUL 19
2-VTUO-8-7	17 JUN 21
2-VTUO-8-8	18 JUL 19
2-VTUO-8-9	17 JUN 21
2-VTUO-8-10	18 JUL 19
2-VTUO-8-11	18 JUL 19
2-VTUO-8-12	18 JUL 19
2-VTUO-8-13	17 JUN 21
2-VTUO-8-14	20 MAY 21
2-VTUO-8-15	20 MAY 21
2-VTUO-8-17	17 JUN 21
2-VTUO-8-18	20 MAY 21
2-VTUO-8-19	20 MAY 21

CHUMPHON / CHUMPHON AIRPORT

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

Page	Date
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

Page	Date
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

Page	Date	Page	Date	Page	Date
PHETCHABUN / PHETCHABUN AIRPORT		PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT		2-VTUV-1-6	19 MAY 22
2-VTPB-1-1	7 OCT 21	2-VTBP-1-1	10 SEP 20	2-VTUV-2-1	7 OCT 21
2-VTPB-1-2	7 OCT 21	2-VTBP-1-2	12 SEP 19	2-VTUV-6-1	21 APR 22
2-VTPB-1-3	7 OCT 21	2-VTBP-1-3	12 SEP 19	2-VTUV-6-2	16 JUL 20
2-VTPB-1-4	7 OCT 21	2-VTBP-1-4	12 SEP 19	2-VTUV-6-3	16 JUL 20
2-VTPB-1-5	2 DEC 21	2-VTBP-1-5	12 SEP 19	2-VTUV-6-5	21 APR 22
2-VTPB-1-6	7 OCT 21	2-VTBP-1-6	12 SEP 19	2-VTUV-6-6	16 JUL 20
2-VTPB-1-7	7 OCT 21	PRACHUAP KHIRI KHAN / HUA HIN AIRPORT		2-VTUV-6-7	16 JUL 20
2-VTPB-2-1	18 JUL 19	2-VTPH-1-1	7 OCT 21	2-VTUV-8-1	21 APR 22
2-VTPB-8-1	18 JUL 19	2-VTPH-1-2	7 OCT 21	2-VTUV-8-2	16 JUL 20
2-VTPB-8-3	18 JUL 19	2-VTPH-1-3	7 OCT 21	2-VTUV-8-3	21 APR 22
2-VTPB-8-4	18 JUL 19	2-VTPH-1-4	12 SEP 19	2-VTUV-8-4	16 JUL 20
2-VTPB-8-5	18 JUL 19	2-VTPH-1-5	2 DEC 21	2-VTUV-8-5	21 APR 22
2-VTPB-8-6	18 JUL 19	2-VTPH-1-6	5 NOV 20	2-VTUV-8-6	16 JUL 20
2-VTPB-8-7	8 OCT 20	2-VTPH-1-7	5 NOV 20	2-VTUV-8-7	21 APR 22
2-VTPB-8-8	8 OCT 20	2-VTPH-1-8	12 AUG 21	2-VTUV-8-8	16 JUL 20
2-VTPB-8-9	8 OCT 20	2-VTPH-2-1	18 JUL 19	2-VTUV-8-9	16 JUL 20
2-VTPB-8-10	8 OCT 20	2-VTPH-8-1	26 MAR 20	2-VTUV-8-10	16 JUL 20
PHITSANULOK / PHITSANULOK AIRPORT		2-VTPH-8-3	26 MAR 20	2-VTUV-8-11	21 APR 22
2-VTPP-1-1	7 OCT 21	2-VTPH-8-4	18 JUL 19	2-VTUV-8-12	20 MAY 21
2-VTPP-1-2	7 OCT 21	2-VTPH-8-5	12 AUG 21	2-VTUV-8-13	20 MAY 21
2-VTPP-1-3	7 OCT 21	2-VTPH-8-6	12 AUG 21	2-VTUV-8-15	21 APR 22
2-VTPP-1-4	7 OCT 21	2-VTPH-9-1	27 FEB 20	2-VTUV-8-16	20 MAY 21
2-VTPP-1-5	7 OCT 21	2-VTPH-9-2	27 FEB 20	2-VTUV-8-17	20 MAY 21
2-VTPP-1-6	2 DEC 21	2-VTPH-9-3	27 FEB 20	2-VTUV-9-1	21 APR 22
2-VTPP-1-7	19 MAY 22	2-VTPH-9-4	27 FEB 20	2-VTUV-9-2	21 APR 22
2-VTPP-1-8	7 OCT 21	2-VTPH-9-5	27 FEB 20	2-VTUV-9-3	21 APR 22
2-VTPP-1-9	7 OCT 21	2-VTPH-9-6	27 FEB 20	2-VTUV-9-4	21 APR 22
2-VTPP-1-10	19 MAY 22	2-VTPH-9-7	27 FEB 20	SA KAE0 / WATTHANA NAKHON AIRPORT	
2-VTPP-1-11	21 APR 22	2-VTPH-9-8	27 FEB 20	2-VTBW-1-1	12 SEP 19
2-VTPP-2-1	18 JUL 19	2-VTPH-9-9	27 FEB 20	2-VTBW-1-2	12 SEP 19
2-VTPP-6-1	18 JUL 19	2-VTPH-9-10	27 FEB 20	2-VTBW-1-3	12 SEP 19
2-VTPP-6-3	18 JUL 19	2-VTPH-9-11	27 FEB 20	2-VTBW-1-4	12 SEP 19
2-VTPP-6-5	18 JUL 19	2-VTPH-9-12	27 FEB 20	2-VTBW-1-5	12 SEP 19
2-VTPP-6-6	18 JUL 19	RANONG / RANONG AIRPORT		SAKON NAKHON / SAKON NAKHON AIRPORT	
2-VTPP-6-7	18 JUL 19	2-VTSR-1-1	7 OCT 21	2-VTUI-1-1	7 OCT 21
2-VTPP-8-1	18 JUL 19	2-VTSR-1-2	7 OCT 21	2-VTUI-1-2	7 OCT 21
2-VTPP-8-3	18 JUL 19	2-VTSR-1-3	7 OCT 21	2-VTUI-1-3	7 OCT 21
2-VTPP-8-5	18 JUL 19	2-VTSR-1-4	7 OCT 21	2-VTUI-1-4	30 DEC 21
2-VTPP-8-6	18 JUL 19	2-VTSR-1-5	2 DEC 21	2-VTUI-1-5	30 DEC 21
2-VTPP-8-7	18 JUL 19	2-VTSR-1-6	7 OCT 21	2-VTUI-1-6	2 DEC 21
2-VTPP-8-8	18 JUL 19	2-VTSR-1-7	7 OCT 21	2-VTUI-1-7	21 APR 22
2-VTPP-8-9	18 JUL 19	2-VTSR-2-1	18 JUL 19	2-VTUI-2-1	30 DEC 21
2-VTPP-8-10	18 JUL 19	2-VTSR-6-1	20 MAY 21	2-VTUI-8-1	21 APR 22
2-VTPP-8-11	22 APR 21	2-VTSR-6-2	20 MAY 21	2-VTUI-8-2	18 JUL 19
2-VTPP-8-12	22 APR 21	2-VTSR-6-3	20 MAY 21	2-VTUI-8-3	21 APR 22
2-VTPP-8-13	22 APR 21	2-VTSR-6-4	20 MAY 21	2-VTUI-8-4	18 JUL 19
2-VTPP-8-14	22 APR 21	2-VTSR-6-5	20 MAY 21	2-VTUI-8-5	21 APR 22
2-VTPP-9-1	21 APR 22	2-VTSR-6-6	20 MAY 21	2-VTUI-8-6	18 JUL 19
2-VTPP-9-2	21 APR 22	2-VTSR-6-7	20 MAY 21	2-VTUI-8-7	21 APR 22
2-VTPP-9-3	21 APR 22	2-VTSR-6-8	20 MAY 21	2-VTUI-8-8	18 JUL 19
2-VTPP-9-4	21 APR 22	2-VTSR-8-1	20 MAY 21	2-VTUI-8-9	21 APR 22
2-VTPP-9-5	21 APR 22	2-VTSR-8-2	20 MAY 21	2-VTUI-8-10	28 JAN 21
2-VTPP-9-6	21 APR 22	2-VTSR-8-3	20 MAY 21	2-VTUI-8-11	21 APR 22
PHRAE / PHRAE AIRPORT		2-VTSR-8-4	20 MAY 21	2-VTUI-8-12	28 JAN 21
2-VTCP-1-1	7 OCT 21	2-VTSR-8-5	20 MAY 21	SONGKHLA / SONGKHLA AIRPORT	
2-VTCP-1-2	7 OCT 21	2-VTSR-8-6	20 MAY 21	2-VTSH-1-1	12 SEP 19
2-VTCP-1-3	7 OCT 21	2-VTSR-8-7	17 JUN 21	2-VTSH-1-2	12 SEP 19
2-VTCP-1-4	7 OCT 21	2-VTSR-8-8	17 JUN 21	2-VTSH-1-3	12 SEP 19
2-VTCP-1-5	2 DEC 21	ROI ET / ROI ET AIRPORT		2-VTSH-1-4	12 SEP 19
2-VTCP-1-6	7 OCT 21	2-VTUV-1-1	7 OCT 21	2-VTSH-1-5	12 SEP 19
2-VTCP-1-7	7 OCT 21	2-VTUV-1-2	7 OCT 21	2-VTSH-2-1	18 JUL 19
2-VTCP-2-1	26 MAR 20	2-VTUV-1-3	26 MAR 20	SUKHOTHAI / SUKHOTHAI AIRPORT	
2-VTCP-8-1	8 OCT 20	2-VTUV-1-4	26 MAR 20	2-VTPO-1-1	19 MAY 22
2-VTCP-8-2	8 OCT 20	2-VTUV-1-5	2 DEC 21	2-VTPO-1-2	12 SEP 19

Page	Date	Page	Date	Page	Date
2-VTPO-1-3	26 MAR 20	2-VTSM-2-3	18 JUL 19		
2-VTPO-1-4	12 SEP 19	2-VTSM-2-5	18 JUL 19		
2-VTPO-1-5	2 DEC 21	2-VTSM-3-1	18 JUL 19	TRAT (KHAO SMING) / TRAT AIRPORT	
2-VTPO-1-6	22 APR 21	2-VTSM-6-1	18 JUN 20	2-VTBO-1-1	19 MAY 22
2-VTPO-1-7	22 APR 21	2-VTSM-6-2	18 JUN 20	2-VTBO-1-2	21 APR 22
2-VTPO-2-1	18 JUL 19	2-VTSM-6-3	18 JUN 20	2-VTBO-1-3	21 APR 22
2-VTPO-2-3	18 JUL 19	2-VTSM-6-5	18 JUN 20	2-VTBO-1-4	19 MAY 22
2-VTPO-3-1	18 JUL 19	2-VTSM-6-6	18 JUN 20	2-VTBO-1-5	21 APR 22
2-VTPO-6-1	18 JUL 19	2-VTSM-6-7	18 JUN 20	2-VTBO-1-6	21 APR 22
2-VTPO-6-2	18 JUL 19	2-VTSM-8-1	18 JUN 20	2-VTBO-1-7	21 APR 22
2-VTPO-6-3	18 JUL 19	2-VTSM-8-2	18 JUN 20	2-VTBO-8-1	15 JUL 21
2-VTPO-6-4	18 JUL 19	2-VTSM-8-3	18 JUN 20	2-VTBO-8-2	15 JUL 21
2-VTPO-8-1	18 JUL 19	2-VTSM-8-4	18 JUN 20		
2-VTPO-8-3	18 JUL 19	2-VTSM-8-5	18 JUN 20	UBON RATCHATHANI / UBON RATCHATHANI AIRPORT	
2-VTPO-8-4	18 JUL 19	2-VTSM-8-6	18 JUN 20	2-VTUU-1-1	7 OCT 21
2-VTPO-8-5	18 JUL 19	2-VTSM-8-7	18 JUN 20	2-VTUU-1-2	7 OCT 21
2-VTPO-8-7	22 APR 21	2-VTSM-8-8	18 JUN 20	2-VTUU-1-3	18 JUL 19
2-VTPO-8-8	22 APR 21	2-VTSM-8-9	15 JUL 21	2-VTUU-1-4	18 JUL 19
2-VTPO-8-9	22 APR 21	2-VTSM-8-10	15 JUL 21	2-VTUU-1-5	18 JUL 19
2-VTPO-8-10	22 APR 21	2-VTSM-8-11	15 JUL 21	2-VTUU-1-6	26 MAR 20
		2-VTSM-8-13	15 JUL 21	2-VTUU-1-7	27 FEB 20
SURAT THANI / SURAT THANI AIRPORT		2-VTSM-8-14	15 JUL 21	2-VTUU-1-8	2 DEC 21
2-VTSB-1-1	7 OCT 21	2-VTSM-8-15	15 JUL 21	2-VTUU-1-9	22 APR 21
2-VTSB-1-2	7 OCT 21	2-VTSM-8-17	15 JUL 21	2-VTUU-1-10	21 APR 22
2-VTSB-1-3	7 OCT 21	2-VTSM-8-18	15 JUL 21	2-VTUU-1-11	21 APR 22
2-VTSB-1-4	7 OCT 21	2-VTSM-8-19	15 JUL 21	2-VTUU-2-1	13 AUG 20
2-VTSB-1-5	7 OCT 21	2-VTSM-8-21	15 JUL 21	2-VTUU-6-1	21 APR 22
2-VTSB-1-6	2 DEC 21	2-VTSM-8-22	15 JUL 21	2-VTUU-6-3	21 APR 22
2-VTSB-1-7	7 OCT 21	2-VTSM-8-23	15 JUL 21	2-VTUU-6-5	21 APR 22
2-VTSB-1-8	7 OCT 21			2-VTUU-6-6	18 JUL 19
2-VTSB-2-1	5 NOV 20	TAK / TAK AIRPORT		2-VTUU-6-7	21 APR 22
2-VTSB-6-1	18 JUL 19	2-VTPT-1-1	7 OCT 21	2-VTUU-6-8	18 JUL 19
2-VTSB-6-2	18 JUL 19	2-VTPT-1-2	7 OCT 21	2-VTUU-8-1	21 APR 22
2-VTSB-6-3	18 JUL 19	2-VTPT-1-3	7 OCT 21	2-VTUU-8-2	18 JUL 19
2-VTSB-6-5	30 JAN 20	2-VTPT-1-4	12 SEP 19	2-VTUU-8-3	21 APR 22
2-VTSB-6-6	18 JUL 19	2-VTPT-1-5	2 DEC 21	2-VTUU-8-4	18 JUL 19
2-VTSB-6-7	18 JUL 19	2-VTPT-1-6	22 APR 21	2-VTUU-8-5	21 APR 22
2-VTSB-6-8	18 JUL 19	2-VTPT-2-1	18 JUL 19	2-VTUU-8-6	18 JUL 19
2-VTSB-7-1	18 JUL 19			2-VTUU-8-7	21 APR 22
2-VTSB-7-2	18 JUL 19	TAK / MAE SOT AIRPORT		2-VTUU-8-8	20 MAY 21
2-VTSB-7-3	18 JUL 19	2-VTPM-1-1	7 OCT 21	2-VTUU-8-9	21 APR 22
2-VTSB-7-5	18 JUL 19	2-VTPM-1-2	7 OCT 21	2-VTUU-8-10	20 MAY 21
2-VTSB-7-6	18 JUL 19	2-VTPM-1-3	7 OCT 21		
2-VTSB-7-7	18 JUL 19	2-VTPM-1-4	7 OCT 21	UDON THANI / UDON THANI AIRPORT	
2-VTSB-7-8	18 JUL 19	2-VTPM-1-5	7 OCT 21	2-VTUD-1-1	7 OCT 21
2-VTSB-8-1	18 JUL 19	2-VTPM-1-6	2 DEC 21	2-VTUD-1-2	7 OCT 21
2-VTSB-8-2	18 JUL 19	2-VTPM-1-7	7 OCT 21	2-VTUD-1-3	7 OCT 21
2-VTSB-8-3	18 JUL 19	2-VTPM-1-8	7 OCT 21	2-VTUD-1-4	7 OCT 21
2-VTSB-8-4	18 JUL 19	2-VTPM-2-1	27 FEB 20	2-VTUD-1-5	21 APR 22
2-VTSB-8-5	18 JUL 19	2-VTPM-6-1	12 SEP 19	2-VTUD-1-6	21 APR 22
2-VTSB-8-6	18 JUL 19	2-VTPM-6-2	12 SEP 19	2-VTUD-1-7	7 OCT 21
2-VTSB-8-7	18 JUL 19	2-VTPM-8-1	12 SEP 19	2-VTUD-1-8	21 APR 22
2-VTSB-8-8	18 JUL 19	2-VTPM-8-2	12 SEP 19	2-VTUD-2-1	21 APR 22
2-VTSB-8-9	18 JUL 19	2-VTPM-8-3	25 MAR 21	2-VTUD-2-3	15 JUL 21
2-VTSB-8-11	15 JUL 21	2-VTPM-8-4	25 MAR 21	2-VTUD-6-1	21 APR 22
2-VTSB-8-12	15 JUL 21			2-VTUD-6-2	28 JAN 21
2-VTSB-8-13	15 JUL 21	TRANG / TRANG AIRPORT		2-VTUD-6-3	28 JAN 21
2-VTSB-8-14	15 JUL 21	2-VTST-1-1	7 OCT 21	2-VTUD-6-5	21 APR 22
		2-VTST-1-2	7 OCT 21	2-VTUD-6-6	28 JAN 21
SURAT THANI / SAMUI AIRPORT		2-VTST-1-3	7 OCT 21	2-VTUD-6-7	28 JAN 21
2-VTSM-1-1	12 SEP 19	2-VTST-1-4	7 OCT 21	2-VTUD-7-1	21 APR 22
2-VTSM-1-2	5 NOV 20	2-VTST-1-5	2 DEC 21	2-VTUD-7-2	28 JAN 21
2-VTSM-1-3	5 NOV 20	2-VTST-1-6	7 OCT 21	2-VTUD-7-3	28 JAN 21
2-VTSM-1-4	26 MAR 20	2-VTST-2-1	17 JUN 21	2-VTUD-7-5	21 APR 22
2-VTSM-1-5	5 NOV 20	2-VTST-8-1	18 JUL 19	2-VTUD-7-6	28 JAN 21
2-VTSM-1-6	22 APR 21	2-VTST-8-2	18 JUL 19	2-VTUD-7-7	28 JAN 21
2-VTSM-1-7	10 SEP 20	2-VTST-8-3	20 MAY 21	2-VTUD-8-1	21 APR 22
2-VTSM-1-8	10 SEP 20	2-VTST-8-4	18 JUL 19	2-VTUD-8-2	25 MAR 21
2-VTSM-1-9	15 JUL 21	2-VTST-8-5	3 DEC 20	2-VTUD-8-3	21 APR 22
2-VTSM-2-1	18 JUL 19	2-VTST-8-6	3 DEC 20	2-VTUD-8-4	25 MAR 21
				2-VTUD-8-5	21 APR 22

Page	Date
2-VTUD-8-6	25 MAR 21
2-VTUD-8-7	25 MAR 21
2-VTUD-8-8	25 MAR 21
2-VTUD-8-9	25 MAR 21
2-VTUD-8-11	25 MAR 21
2-VTUD-8-12	25 MAR 21
2-VTUD-8-13	25 MAR 21
2-VTUD-8-14	25 MAR 21

YALA/BETONG AIRPORT

2-VTSY-1-1	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

5. List of Aeronautical Charts Available

5.1 Aerodrome Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date	
Aerodrome Chart - ICAO		Don Mueang Intl	AD 2-VTBD-2-1	In AIP	20 MAY 2021	
		Chiang Mai Intl	AD 2-VTCC-2-1	In AIP	7 OCT 2021	
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-1	In AIP	27 FEB 2020	
		Phuket Intl	AD 2-VTSP-2-1	In AIP	18 JUL 2019	
		Suvarnabhumi Intl	AD 2-VTBS-2-1	In AIP	20 MAY 2021	
		U-Tapao Rayong Pattaya Intl	AD 2-VTBU-2-1	In AIP	16 JUN 2022	
		Hat Yai Intl	AD 2-VTSS-2-1	In AIP	30 DEC 2021	
		Buri Ram	AD 2-VTUE-2-1	In AIP	18 JUL 2019	
		Chumphon	AD 2-VTSE-2-1	In AIP	18 JUL 2019	
		Khon Kaen	AD 2-VTUK-2-1	In AIP	18 JUL 2019	
		Krabi	AD 2-VTSG-2-1	In AIP	18 JUL 2019	
		Lampang	AD 2-VTCL-2-1	In AIP	18 JUL 2019	
		Loei	AD 2-VTUL-2-1	In AIP	18 JUL 2019	
		Mae Hong Song	AD 2-VTCH-2-1	In AIP	18 JUL 2019	
		Pai	AD 2-VTCI-2-1	In AIP	18 JUL 2019	
		Nakhon Phanom	AD 2-VTUW-2-1	In AIP	18 JUL 2019	
		Nakhon Ratchasima	AD 2-VTUQ-2-1	In AIP	18 JUL 2019	
		Nakhon Si Thammarat	AD 2-VTSF-2-1	In AIP	18 JUL 2019	
		Nan Nakhon	AD 2-VTCN-2-1	In AIP	15 JUL 2021	
		Narathiwat	AD 2-VTSC-2-1	In AIP	18 JUL 2019	
		Pattani	AD 2-VTSK-2-1	In AIP	18 JUL 2019	
		Phatchabun	AD 2-VTPB-2-1	In AIP	18 JUL 2019	
		Phitsanulok	AD 2-VTPP-2-1	In AIP	18 JUL 2019	
		Phrae	AD 2-VTCP-2-1	In AIP	26 MAR 2020	
		Hua Hin	AD 2-VTPH-2-1	In AIP	18 JUL 2019	
		Ranong	AD 2-VTSR-2-1	In AIP	18 JUL 2019	
		Raoi Et	AD 2-VTUV-2-1	In AIP	7 OCT 2021	
		Sakon Nakhon	AD 2-VTUI-2-1	In AIP	30 DEC 2021	
		Songkhla	AD 2-VTSH-2-1	In AIP	18 JUL 2019	
		1 : 20,000	Sukhothai	AD 2-VTPO-2-1	In AIP	18 JUL 2019
			Surat Thani	AD 2-VTSB-2-1	In AIP	5 NOV 2020
		1 : 20,000	Samui	AD 2-VTSM-2-1	In AIP	18 JUL 2019
			Tak	AD 2-VTPT-2-1	In AIP	18 JUL 2019
		Mae Sot	AD 2-VTPM-2-1	In AIP	27 FEB 2020	
		Trang	AD 2-VTST-2-1	In AIP	17 JUN 2021	
		Ubon Ratchathani	AD 2-VTUU-2-1	In AIP	13 AUG 2020	
		Udon Thani	AD 2-VTUD-2-1	In AIP	21 APR 2022	
		Betong	AD 2-VTSY-2-1	In AIP	21 APR 2022	

5.2 Aircraft Parking/Docking Chart - ICAO

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

5.3 Aerodrome Ground Movement Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Aerodrome Ground Move- ment Chart - ICAO		Don Mueang Intl	AD 2-VTBD-2-5	In AIP	21 APR 2022
		Chiang Mai Intl	AD 2-VTCC-2-5	In AIP	7 OCT 2021
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-5	In AIP	27 FEB 2020
		Phuket Intl	AD 2-VTSP-2-5	In AIP	18 JUL 2019
		Suvarnabhumi Intl			
		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 19R	AD 2-VTBS-2-7	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 19L	AD 2-VTBS-2-9	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 01R	AD 2-VTBS-2-11	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - INBOUND - LANDING RWY 01L	AD 2-VTBS-2-13	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUT- BOUND - TAKE-OFF 19R	AD 2-VTBS-2-15	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUT- BOUND - TAKE-OFF 19L	AD 2-VTBS-2-17	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUT- BOUND - TAKE-OFF 01R	AD 2-VTBS-2-19	In AIP	18 JUN 2020
		STANDARD TAXI ROUTE - OUT- BOUND - TAKE-OFF 01L	AD 2-VTBS-2-21	In AIP	18 JUN 2020
	1 : 15,000	U-Tapao Rayong Pattaya Intl	AD 2-VTBU-2-3	In AIP	16 JUN 2022
	1 : 10,000	Hat Yai Intl	AD 2-VTSS-2-5	In AIP	30 DEC 2021
	1 : 10,000	Sukhothai	AD 2-VTPO-2-3	In AIP	18 JUL 2019
	1 : 10,000	Samui	AD 2-VTSM-2-5	In AIP	18 JUL 2019

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date	
Standard Departure Chart - Instrument (SID) - ICAO	1 : 750,000	RNAV RWY 36 - ASAVI2C ENBAT2C GOGOP2C KABMU2C MONLO2C PANTA2C PUMAM2C	AD 2-VTCC-6-23	In AIP	21 APR 2022	
	1 : 750,000	RNAV RWY 36 - LAMUN2N VISES2N	AD 2-VTCC-6-27	In AIP	21 APR 2022	
	1 : 750,000	RNAV RWY 36 - ADLUS2N	AD 2-VTCC-6-29	In AIP	21 APR 2022	
		Mae Fah Luang-Chiang Rai Intl				
		RWY 03	AD 2-VTCT-6-1	In AIP	18 JUL 2019	
		RWY 21	AD 2-VTCT-6-3	In AIP	18 JUL 2019	
	1 : 750,000	RNAV RWY 03 - BENVI1A DOSBU1A NUM- DO1A PONUK1A	AD 2-VTCT-6-4	In AIP	8 OCT 2020	
	1 : 750,000	RNAV RWY 03 - BENVI1B DOSBU1B NUM- DO1B PONUK1B	AD 2-VTCT-6-6	In AIP	8 OCT 2020	
		Phuket				
		RWY 09/27	AD 2-VTSP-6-1	In AIP	20 MAY 2021	
	1 : 800,000	RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A	AD 2-VTSP-6-5	In AIP	20 MAY 2021	
	1 : 800,000	RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B	AD 2-VTSP-6-9	In AIP	20 MAY 2021	
		Suvarnabhumi Intl				
		RNAV RWY 19L - ALBOS3J BONVO3J NOBER3J NUNLI3J PASTO3J ROBKA3J SEMBO3J TANGO3J TARED3J TL3J UPKUP3J	AD 2-VTBS-6-1	In AIP	28 JAN 2021	
		RNAV RWY 19L - DOSBU3J GORSI3J HHN3J KASNI3J KIGOB3J REGOS3J RYN3J SABIS3J UKERA3J	AD 2-VTBS-6-9	In AIP	28 JAN 2021	
		RNAV RWY 19R - ALBOS3G BONVO3G NOBER3G NUNLI3G PASTO3G ROBKA3G SEMBO3G TANGO3G TARED3G TL3G	AD 2-VTBS-6-15	In AIP	28 JAN 2021	
		RNAV RWY 19R - DOSBU3G GORSI3G HHN3G KASNI3G KIGOB3G REGOS3G RYN3G SABIS3G UKERA3G	AD 2-VTBS-6-23	In AIP	28 JAN 2021	
		RNAV RWY 01L - ALBOS3H BONVO3H NOBER3H NUNLI3H PASTO3H ROBKA3H SEMBO3H TANGO3H TARED3H TL3H UPKUP3H	AD 2-VTBS-6-29	In AIP	28 JAN 2021	
		RNAV RWY 01L - DOSBU3H GORSI3H HHN3H KASNI3H KIGOB3H REGOS3H RYN3H SABIS3H UKERA3H	AD 2-VTBS-6-35	In AIP	28 JAN 2021	
		RNAV RWY 01R - ALBOS3K BONVO3K NOBER3K NUNLI3K PASTO3K ROBKA3K SEMBO3K TANGO3K TARED3K TL3K UPKUP3K	AD 2-VTBS-6-41	In AIP	28 JAN 2021	
		RNAV RWY 01R - DOSBU3K GORSI3K HHN3K KASNI3K KIGOB3K REGOS3K RYN3K SABIS3K UKERA3K	AD 2-VTBS-6-47	In AIP	28 JAN 2021	
		U-Tapao Rayong Pattaya Intl				

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Standard Departure Chart - Instrument (SID) - ICAO	1 : 700,000	RNAV RWY 18 - BKK1A	AD 2-VTBU-6-1	In AIP	16 JUN 2022
	1 : 700,000	RNAV RWY 36 - BKK1B	AD 2-VTBU-6-3	In AIP	16 JUN 2022
		Khon Kaen			
	1 : 600,000	RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SED-NO1C	AD 2-VTUK-6-1	In AIP	21 APR 2022
	1 : 600,000	RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SED-NO1D	AD 2-VTUK-6-5	In AIP	21 APR 2022
		Krabi			
	1 : 500,000	RWY 14 - SURAT2H TRANG2D PHUKET2F	AD 2-VTSG-6-1	In AIP	20 MAY 2021
	1 : 500,000	RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3	In AIP	20 MAY 2021
	1 : 600,000	RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5	In AIP	17 JUN 2021
	1 : 600,000	RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7	In AIP	17 JUN 2021
		Lampang			
		RWY 18 - PAE1D PSL1E CMA1F	AD 2-VTCL-6-1	In AIP	18 JUL 2019
		RWY 36 - PAE1C PSL1D CMA1E	AD 2-VTCL-6-3	In AIP	18 JUL 2019
	1 : 400,000	RNAV RWY 18 - JUMKA1A MARWA1A PAMOK1A SAMAI1A WANSA1A	AD 2-VTCL-6-5	In AIP	18 JUL 2019
	1 : 400,000	RNAV RWY 36 - MARBO1A PAHIN1A PHATA1A TOHAN1A	AD 2-VTCL-6-7	In AIP	18 JUL 2019
		Loei			
	1 : 500,000	RNAV RWY 01 - BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A	AD 2-VTUL-6-1	In AIP	22 APR 2021
	1 : 500,000	RNAV RWY 19 - BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B	AD 2-VTUL-6-3	In AIP	22 APR 2021
		Mae Hong Son			
	1 : 500,000	RNAV RWY 29 - BOKIB1L BOKIB1R DOMKA1L DOMKA1R	AD 2-VTCH-6-1	In AIP	23 APR 2020
		Nakhon Ratchasima			
	1 : 600,000	RNAV RWY 06 - SAMBY1A SITTA1A VOBOT1A	AD 2-VTUQ-6-1	In AIP	21 APR 2022
	1 : 600,000	RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B	AD 2-VTUQ-6-3	In AIP	21 APR 2022
		Nakhon Si Thammarat			
	1 : 500,000	RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A	AD 2-VTSF-6-1	In AIP	13 AUG 2020
	1 : 500,000	RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B	AD 2-VTSF-6-3	In AIP	13 AUG 2020

5.10 Instrument Approach Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date	
Instrument Approach Chart - ICAO		Don Mueang Intl				
	1 : 500,000	VOR RWY 21L	AD 2-VTBD-8-1	In AIP	4 NOV 2021	
	1 : 500,000	VOR RWY 21R	AD 2-VTBD-8-3	In AIP	4 NOV 2021	
	1 : 500,000	VOR RWY 03R	AD 2-VTBD-8-5	In AIP	4 NOV 2021	
	1 : 500,000	ILS or LOC y RWY 03L	AD 2-VTBD-8-7	In AIP	4 NOV 2021	
	1 : 500,000	ILS or LOC y RWY 21L	AD 2-VTBD-8-9	In AIP	4 NOV 2021	
	1 : 500,000	ILS or LOC y RWY 21R CAT II	AD 2-VTBD-8-11	In AIP	4 NOV 2021	
	1 : 500,000	ILS or LOC z RWY 21L	AD 2-VTBD-8-13	In AIP	4 NOV 2021	
	1 : 500,000	ILS or LOC z RWY 21R CAT II	AD 2-VTBD-8-17	In AIP	4 NOV 2021	
	1 : 500,000	ILS or LOC z RWY 03L	AD 2-VTBD-8-21	In AIP	4 NOV 2021	
	1 : 500,000	RNP RWY 21L	AD 2-VTBD-8-25	In AIP	4 NOV 2021	
	1 : 500,000	RNP RWY 21R	AD 2-VTBD-8-27	In AIP	4 NOV 2021	
	1 : 500,000	RNP RWY 03L	AD 2-VTBD-8-29	In AIP	4 NOV 2021	
	1 : 500,000	RNP RWY 03R	AD 2-VTBD-8-31	In AIP	4 NOV 2021	
			Chiang Mai Intl			
	1 : 500,000	VOR a RWY 18	AD 2-VTCC-8-1	In AIP	21 APR 2022	
	1 : 500,000	VOR RWY 36	AD 2-VTCC-8-3	In AIP	21 APR 2022	
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTCC-8-5	In AIP	21 APR 2022	
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTCC-8-7	In AIP	21 APR 2022	
	1 : 500,000	RNP RWY 18	AD 2-VTCC-8-11	In AIP	21 APR 2022	
	1 : 500,000	RNP RWY 36	AD 2-VTCC-8-13	In AIP	21 APR 2022	
			Mae Fah Luang-Chiang Rai Intl			
	1 : 500,000	NDB/DME RWY 03	AD 2-VTCT-8-1	In AIP	18 JUL 2019	
	1 : 550,000	VOR RWY 03	AD 2-VTCT-8-3	In AIP	8 OCT 2020	
	1 : 550,000	VOR RWY 21	AD 2-VTCT-8-5	In AIP	8 OCT 2020	
	1 : 550,000	ILS or LOC y RWY 03	AD 2-VTCT-8-7	In AIP	3 DEC 2020	
	1 : 750,000	ILS or LOC z RWY 03	AD 2-VTCT-8-9	In AIP	8 OCT 2020	
	1 : 750,000	RNP RWY 03	AD 2-VTCT-8-13	In AIP	8 OCT 2020	
	1 : 750,000	RNP RWY 21	AD 2-VTCT-8-15	In AIP	8 OCT 2020	
			Phuket Intl			
	1 : 600,000	VOR Y RWY 09	AD 2-VTSP-8-1	In AIP	20 MAY 2021	
	1 : 600,000	VOR Y RWY 27	AD 2-VTSP-8-3	In AIP	20 MAY 2021	
	1 : 700,000	VOR Z RWY 09	AD 2-VTSP-8-5	In AIP	20 MAY 2021	
1 : 500,000	VOR Z RWY 27	AD 2-VTSP-8-7	In AIP	20 MAY 2021		
1 : 500,000	ILS or LLZ RWY 27	AD 2-VTSP-8-9	In AIP	20 MAY 2021		
1 : 500,000	RNP z RWY 09	AD 2-VTSP-8-11	In AIP	17 JUN 2021		
1 : 500,000	RNP z RWY 27	AD 2-VTSP-8-13	In AIP	17 JUN 2021		

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date	
Instrument Approach Chart - ICAO	1 : 500,000	RNP y RWY 09 (AR)	AD 2-VTSP-8-15	In AIP	17 JUN 2021	
	1 : 500,000	RNP y RWY 27 (AR)	AD 2-VTSP-8-19	In AIP	17 JUN 2021	
		Suvarnabhumi Intl				
	1 : 500,000	VOR RWY 01L	AD 2-VTBS-8-1	In AIP	28 JAN 2021	
	1 : 500,000	VOR RWY 19R	AD 2-VTBS-8-3	In AIP	28 JAN 2021	
	1 : 500,000	ILS or LOC y RWY 01L CAT II	AD 2-VTBS-8-5	In AIP	28 JAN 2021	
	1 : 500,000	ILS or LOC y RWY 01R CAT II	AD 2-VTBS-8-7	In AIP	28 JAN 2021	
	1 : 500,000	ILS or LOC y RWY 19L CAT II	AD 2-VTBS-8-9	In AIP	28 JAN 2021	
	1 : 500,000	ILS or LOC y RWY 19R CAT II	AD 2-VTBS-8-11	In AIP	28 JAN 2021	
	1 : 500,000	ILS or LOC z RWY 01L CAT II	AD 2-VTBS-8-13	In AIP	25 MAR 2021	
	1 : 500,000	ILS or LOC z RWY 01R CAT II	AD 2-VTBS-8-17	In AIP	28 JAN 2021	
	1 : 500,000	ILS or LOC z RWY 19L CAT II	AD 2-VTBS-8-21	In AIP	28 JAN 2021	
	1 : 500,000	ILS or LOC z RWY 19R CAT II	AD 2-VTBS-8-25	In AIP	28 JAN 2021	
	1 : 500,000	RNP RWY 01L	AD 2-VTBS-8-29	In AIP	7 OCT 2021	
	1 : 500,000	RNP RWY 01R	AD 2-VTBS-8-31	In AIP	7 OCT 2021	
	1 : 500,000	RNP RWY 19L	AD 2-VTBS-8-33	In AIP	7 OCT 2021	
	1 : 500,000	RNP RWY 19R	AD 2-VTBS-8-35	In AIP	7 OCT 2021	
			U-Tapao Rayong Pattaya Intl			
	1 : 500,000	NDB RWY 36	AD 2-VTBU-8-1	In AIP	18 JUL 2019	
	1 : 500,000	VOR RWY 18	AD 2-VTBU-8-3	In AIP	16 JUN 2022	
	1 : 500,000	VOR RWY 36	AD 2-VTBU-8-5	In AIP	16 JUN 2022	
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTBU-8-7	In AIP	16 JUN 2022	
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTBU-8-9	In AIP	16 JUN 2022	
	1 : 500,000	RNP RWY 18	AD 2-VTBU-8-11	In AIP	16 JUN 2022	
	1 : 500,000	RNP RWY 36	AD 2-VTBU-8-13	In AIP	16 JUN 2022	
			Hat Yai Intl			
	1 : 500,000	VOR A	AD 2-VTSS-8-1	In AIP	13 AUG 2020	
	1 : 500,000	VOR B	AD 2-VTSS-8-3	In AIP	13 AUG 2020	
	1 : 500,000	VOR RWY 26	AD 2-VTSS-8-5	In AIP	13 AUG 2020	
	1 : 500,000	ILS or LOC RWY 26	AD 2-VTSS-8-7	In AIP	13 AUG 2020	
	1 : 400,000	RNP RWY 08	AD 2-VTSS-8-9	In AIP	3 DEC 2020	
	1 : 400,000	RNP RWY 26	AD 2-VTSS-8-11	In AIP	3 DEC 2020	
			Buri Ram			
1 : 500,000	NDB RWY 04	AD 2-VTUE-8-1	In AIP	17 JUN 2021		
1 : 500,000	VOR RWY 04	AD 2-VTUE-8-3	In AIP	17 JUN 2021		
1 : 500,000	VOR RWY 22	AD 2-VTUE-8-5	In AIP	17 JUN 2021		
1 : 500,000	ILS or LOC y RWY 04	AD 2-VTUE-8-7	In AIP	17 JUN 2021		
1 : 500,000	ILS or LOC z RWY 04	AD 2-VTUE-8-9	In AIP	17 JUN 2021		
1 : 500,000	RNP RWY 04	AD 2-VTUE-8-13	In AIP	17 JUN 2021		

VTBU 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
18	CAT1 (570 M)	Green	PAPI BI-Lateral 3°	NIL	NIL	3505 M 60 M White LIH	Red	NIL	NIL
36	SALS	Green	PAPI Left 3°	NIL	NIL	3505 M 60 M LIH	Red	NIL	NIL

VTBU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of control tower, FLG WG EV 2 SEC. Sunset to sunrise and daylight when low visibility. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	WDI - 1 WDI left side of THR RWY 36 (500 M from RWY THR) - 1 WDI right side of THR RWY 18 (500 M from RWY THR)
3	TWY edge and centre line lighting	TWY edge lights (blue)
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 18/36 Switch-over time: 0 SEC
5	Remarks	NIL

VTBU 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	Landing on TWY E.

VTBU AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on 1240.7N 10100.5E
2	Vertical limits	up to but not including 2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	U-Tapao Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTBU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	U-Tapao Approach	119.7 MHZ 121.5 MHZ ¹⁾ 134.5 MHZ 238.3 MHZ 273.3 MHZ 243.0 MHZ ¹⁾	H24	RTN ¹⁾ Emergency frequency
TWR	U-Tapao Tower	118.3 MHZ 121.5 MHZ ¹⁾ 227.0 MHZ 243.0 MHZ ¹⁾	H24	
GND	U-Tapao Ground	121.9 MHZ 275.8 MHZ	H24	
ATIS		127.2 MHZ	H24	

VTBU 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	UP	414 KHZ	H24	123943.02N 1005941.96E		
DVOR/DME	BUT	110.8 MHZ CH 45X	H24	124000.02N 1010001.71E	6 M / AGL	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 and distance in various areas: <ul style="list-style-type: none"> - Radial 101°-170° altitude should not below 2 000 FT - Radial 171°-250° altitude should not below 6 000 FT - Radial 251°-320° altitude should not below 8 000 FT - Radial 321°-050° altitude should not below 8 000 FT - Radial 051°-100° altitude should not below 4 000 FT
ILS CAT I LOC RWY 18	IBUT	111.9 MHZ	H24	123937.26N 1010012.17E		DME transponder provide minimum signal strength at 17 NM altitude 2 000 FT between 22-35 degrees (90Hz) of localizer course. Meanwhile DME signal has lock-on presented throughout the ILS/DME coverage.
GP/DME		331.1 MHZ CH 56X	H24	124132.95N 1010025.78E		

VTBU AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR FLIGHT IN U-TAPAO TERMINAL CONTROL AREA/ CONTROL ZONE

1.1 BY DAY (Sunrise/Sunset)

1.1.1 Unless otherwise specifically authorized, VFR flights shall not be Permitted to land / take-off at Rayong/U-Tapao Rayong Pattaya International Airport when conditions as reported to U-Tapao APP/TWR, by an authorized ground observer are less than

Ground Visibility	- 5 KM; or
Ceiling	- 450 M (1 500 FT)

1.1.2 Authorization may be granted by ATC for special VFR flights (1.4) to land / take-off at Rayong/U-Tapao Rayong Pattaya International Airport under conditions less than 1.1.1 above but not less than

Ground Visibility	- 1 500 M
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1.1.3 As reported to U-Tapao APP/TWR, by an authorized ground observer.

1.2 BY NIGHT (Sunrise/Sunset)

1.2.1 VFR flights to land/take-off at Rayong/U-Tapao Rayong Pattaya International Airport shall not be permitted to operate between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by U-Tapao APP/TWR.

1.3 AT ALL TIME as authorized

1.3.1 VFR flights within the U-TAPAO TMA/ CTR shall be conducted so that the aircraft maintain flight visibility and distance from cloud equal to or greater than those specified in ICAO Annex 2, Chapter 4 Table 4-1, viz:

- Flight Visibility -8 KM at and above 3 050 M (10 000 FT) AMSL
-5 KM below 3 050 M (10 000 FT) AMSL
- Distance from cloud -1500 M horizontally and 300 M (1 000 FT) vertically

1.4 SPECIAL VFR FLIGHTS may be permitted when ground visibility is not less than 1500 M, provided that the aircraft is equipped with functioning radio receiver and the pilot has agreed to guard on the appropriate ATC communication frequency. ATC shall effect IFR separation between all special VFR flights and between such flights and IFR 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 dictates otherwise or when specifically authorized by the tower.

3. U-TAPAO VFR LOCAL PROCEDURES

3.1 Aerodrome Traffic Pattern

Traffic pattern shown in diagram. The unlighted 896 FT hill, 2.2 NM NNE of U-Tapao constitutes a hazard to VFR operation:

3.1.1 Rectangular

- Altitude 1 400 FT MSL
- Left traffic for runway 18
- Right traffic for runway 36
- Enter downwind leg at a 45°.

3.1.2 Overhead approach

- Altitude 1 900 FT MSL
- Runway 18 left turns
- Runway 36 right turns
- Enter final at a 45°.

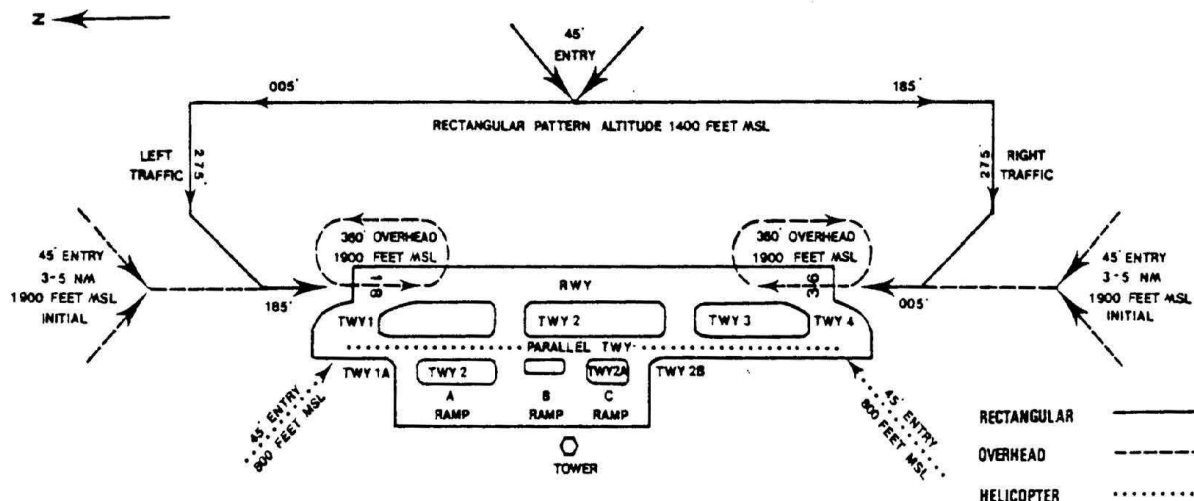
3.1.3 Helicopter

- Altitude 800 FT MSL
- Right traffic for runway 18
- Left traffic for runway 36
- Landing on parallel taxiway
- Enter parallel taxiway at a 45°.

3.2 VFR Departure Procedures

3.2.1 After taking off aircraft shall continue climbing straight ahead until passing the departure end of runway unless safety dictates otherwise or when specifically authorized by the tower.

VFR TRAFFIC PATTERNS FIELD ELEVATION 59 FT



4. RADIO COMMUNICATIONS FAILURE

4.1 Departing Aircraft

4.1.1 Aircraft shall not be permitted to take-off unless two-way radio communication can be maintained with the control tower.

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

4.2 Arriving Aircraft

4.2.1 When aircraft radio receiver inoperative, report their position, distance, heading, altitude and departure point when approaching 50NM from U-Tapao Rayong Pattaya International Airport by transmitting in the blind.

4.2.2 When two-way communications failure, radio transmitter or receiver inoperative, observe the direction of traffic in the pattern, and enter downwind with the flow of traffic.

4.2.2.1 Day time

- Joining the traffic pattern of the landing runway be conformed to the altitude for the type of aircraft as listed in item 3, then make a low approach along the runway at 500 FT above the terrain, rocking wings of the aircraft until it reaches end of the runway.
- Re-enter downwind leg and observe light signals from the control tower.

4.2.2.2 Night time

- Joining the traffic pattern of the landing runway be conformed to the altitude for the type of aircraft as listed in item 3, then make a low approach along the runway at 500 FT above the terrain, and blinking the landing light until it reaches end of runway.
- Re-enter downwind leg and observe light signals from the control tower for light signal on base leg and final approach.

5. LOCAL FLYING RESTRICTION

Flying over gas separation plant in Rayong (Ban Map Ta Phut) is hazardous. Aircraft are to avoid area starting from 1241.2N 10108.0E then clockwise along an arc of 2 NM radius from 1243.0N 10109.0E to 1243.0N 10111.0E then direct to 1238.5N 10111.0E from this point make an arc of 5 NM radius from 1243.0N 10109.0E clockwise to 1238.2N 10108.0E then direct to the starting point, altitude 2 000 FT.

VTBU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTBU AD 2.22 FLIGHT PROCEDURES

1. GENERAL PROCEDURES

1.1 All aircraft flying within U-TAPAO Controlled airspaces equipped with SSR Transponder shall be provided Radar Approach Control Service, and other provided procedural.

1.2 Service Designation

1.2.1 Radar Approach Control Service

1.2.1.1 Aircraft to be provided by Radar Approach Control Service by means of SSR shall be equipped with a functioning operating on the appropriate MODE(S) and CODE (S)

1.2.1.2 The provision of Radar Approach Control Service:

- a) Provide Radar Vectoring of Arriving traffic on to pilot-Interpreted Final Approach Aids
- b) Provide Radar Vectoring of Arriving traffic to a point from which a Visual Approach can be complete
- c) Provide Radar Monitoring of other pilot-Interpreted Approaches.
- d) Provide Radar Monitoring of aircraft equipped with SSR transponder while in affected airspace.
- e) Provided Radar Separation between:
 - Succeeding Departing Aircraft.
 - Succeeding Arriving Aircraft.
 - A Departing aircraft and a Succeeding Arriving aircraft.

1.2.2 Procedural

Procedural shall be applied between Aircraft with functioning transponder and other aircraft, and between all non-transponding aircraft within the affected airspace.

1.3 All Aircraft shall obtain appropriate ATC Clearance before penetrating the affected airspace.

1.4 The radar separation Minimum to be used is 5 NM.

1.5 Emergency safe altitude for aircraft within 100 NM of U-Tapao Rayong Pattaya International Airport is 7,600 FT, descend below this level is only permitted in accordance with published Instrument Approach Procedures or ATS Routes Structure or Minimum Vector Altitude or Minimum Sector Altitude or when the aircraft having reported the terrain in-sight and has been cleared for visual approach.

1.6 Transition level is fixed at FL 130 and transition altitude is altitude 11,000 FT

1.7 Speed control may be applied on a tactical to the extent-determined necessary by the controller. Aircraft unable to conform to the speeds specified by the controller shall inform him immediately, and state what speeds will be used. In the interests of accurate spacing, pilot are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, and should advise ATC if circumstance necessitate a change of speed for aircraft performance reasons.

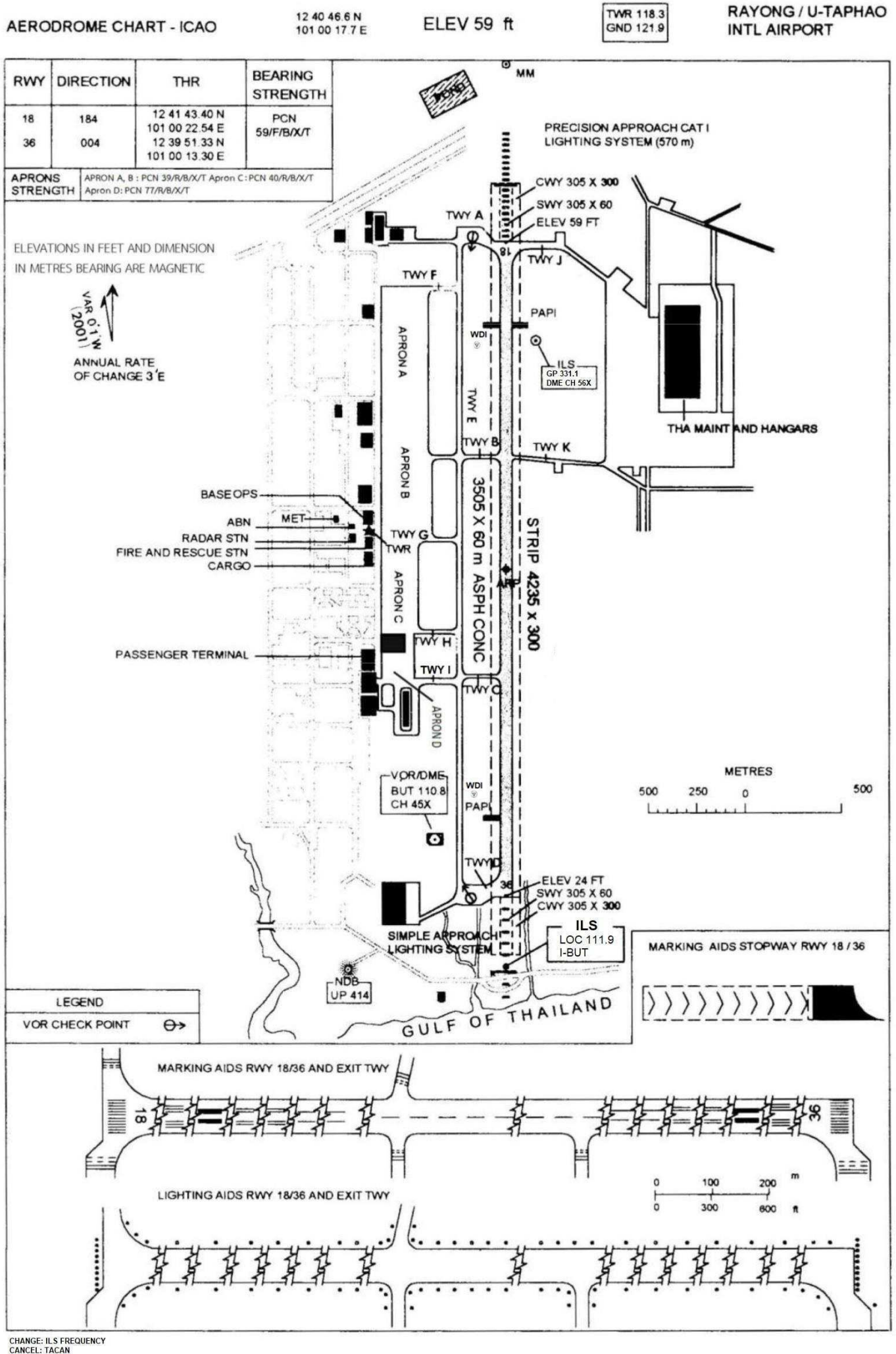
VTBU AD 2.23 ADDITIONAL INFORMATION

NIL

VTBU AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTBU-2-1
Aerodrome Ground Movement Chart - ICAO	AD 2-VTBU-2-3
Aerodrome Ground Movement Chart - ICAO (Verso)	AD 2-VTBU-2-4
Aerodrome Obstacle Chart - ICAO Type A - RWY 18/36	AD 2-VTBU-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - BKK1A	AD 2-VTBU-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - BKK1A (Tabular description)	AD 2-VTBU-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - BKK1B	AD 2-VTBU-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - BKK1B (Tabular description)	AD 2-VTBU-6-4
Instrument Approach Chart - ICAO - NDB RWY 36	AD 2-VTBU-8-1
Instrument Approach Chart - ICAO - VOR RWY 18	AD 2-VTBU-8-3
Instrument Approach Chart - ICAO - VOR RWY 18 (Fix and point list table)	AD 2-VTBU-8-4
Instrument Approach Chart - ICAO - VOR RWY 36	AD 2-VTBU-8-5

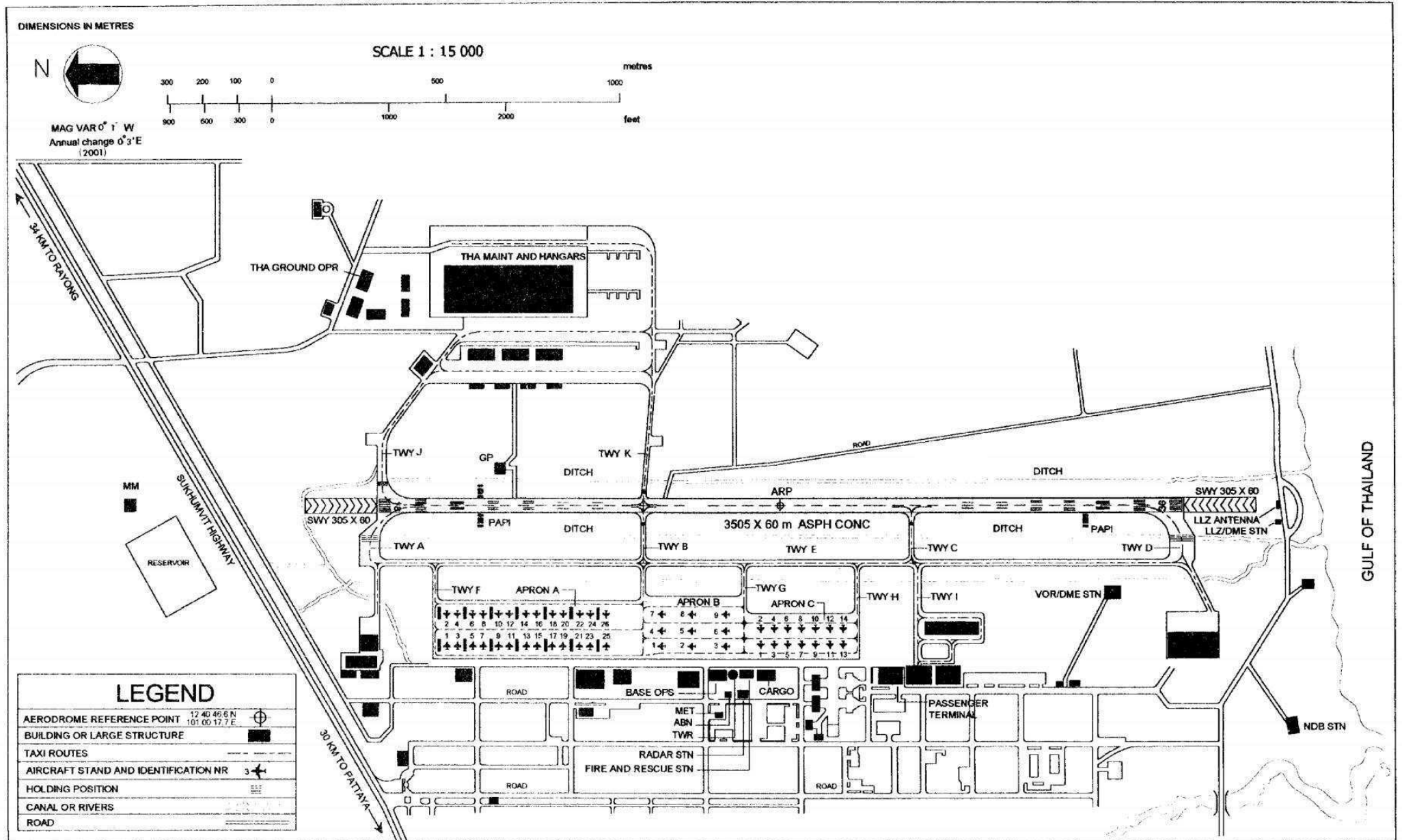
Chart name	Page
Instrument Approach Chart - ICAO - VOR RWY 36 (Fix and point list table)	AD 2-VTBU-8-6
Instrument Approach Chart - ICAO - ILS or LOC y RWY18	AD 2-VTBU-8-7
Instrument Approach Chart - ICAO - ILS or LOC y RWY18 (Tabular description)	AD 2-VTBU-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 18	AD 2-VTBU-8-9
Instrument Approach Chart - ICAO - ILS or LOC z RWY18 (Tabular description)	AD 2-VTBU-8-10
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTBU-8-11
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)	AD 2-VTBU-8-12
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTBU-8-13
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTBU-8-14



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AERODROME GROUND MOVEMENT CHART

Rayong / U-Taphao International Airport



APRON A (B747-400)

APRON B (B747-400)

APRON C (B747-400)

NR	COORDINATES	NR	COORDINATES	NR	COORDINATES	NR	COORDINATES
A1	12 41 34.01 N 101 00 02.38 E	A14	12 41 21.75 N 101 00 04.41 E	B1	12 41 05.77 N 100 59 58.91 E	C1	12 40 52.07 N 100 59 58.85 E
A2	12 41 33.58 N 101 00 05.90 E	A15	12 41 20.20 N 101 00 01.79 E	B2	12 41 00.82 N 100 59 58.50 E	C2	12 40 52.12 N 101 00 02.59 E
A3	12 41 32.13 N 101 00 02.23 E	A16	12 41 19.79 N 101 00 04.25 E	B3	12 40 56.88 N 100 59 58.16 E	C3	12 40 50.10 N 100 59 58.68 E
A4	12 41 31.80 N 101 00 05.73 E	A17	12 41 18.21 N 101 00 01.58 E	B4	12 41 05.58 N 101 00 01.17 E	C4	12 40 50.24 N 101 00 02.44 E
A5	12 41 30.08 N 101 00 02.60 E	A18	12 41 17.81 N 101 00 04.59 E	B5	12 41 00.64 N 101 00 00.78 E	C5	12 40 48.22 N 100 59 58.52 E
A6	12 41 29.82 N 101 00 05.56 E	A19	12 41 16.30 N 101 00 00.91 E	B6	12 40 56.69 N 101 00 00.44 E	C6	12 40 48.26 N 101 00 02.28 E
A7	12 41 28.14 N 101 00 02.39 E	A20	12 41 15.77 N 101 00 04.42 E	B7	12 41 05.40 N 101 00 03.44 E	C7	12 40 46.24 N 100 59 58.36 E
A8	12 41 27.69 N 101 00 05.01 E	A21	12 41 14.30 N 101 00 01.14 E	B8	12 41 00.47 N 101 00 03.05 E	C8	12 40 46.28 N 101 00 02.12 E
A9	12 41 26.22 N 101 00 01.74 E	A22	12 41 13.80 N 101 00 04.26 E	B9	12 40 56.50 N 101 00 02.70 E	C9	12 40 44.26 N 100 59 58.19 E
A10	12 41 25.81 N 101 00 04.69 E	A23	12 41 12.28 N 101 00 01.08 E			C10	12 40 44.31 N 101 00 01.95 E
A11	12 41 24.22 N 101 00 01.57 E	A24	12 41 11.86 N 101 00 04.10 E			C11	12 40 42.28 N 100 59 58.03 E
A12	12 41 23.73 N 101 00 04.48 E	A25	12 41 10.33 N 101 00 00.42 E			C12	12 40 42.32 N 101 00 01.79 E
A13	12 41 22.10 N 101 00 01.95 E	A26	12 41 09.87 N 101 00 03.93 E			C13	12 40 40.21 N 100 59 57.87 E
						C14	12 40 40.34 N 101 00 01.62 E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

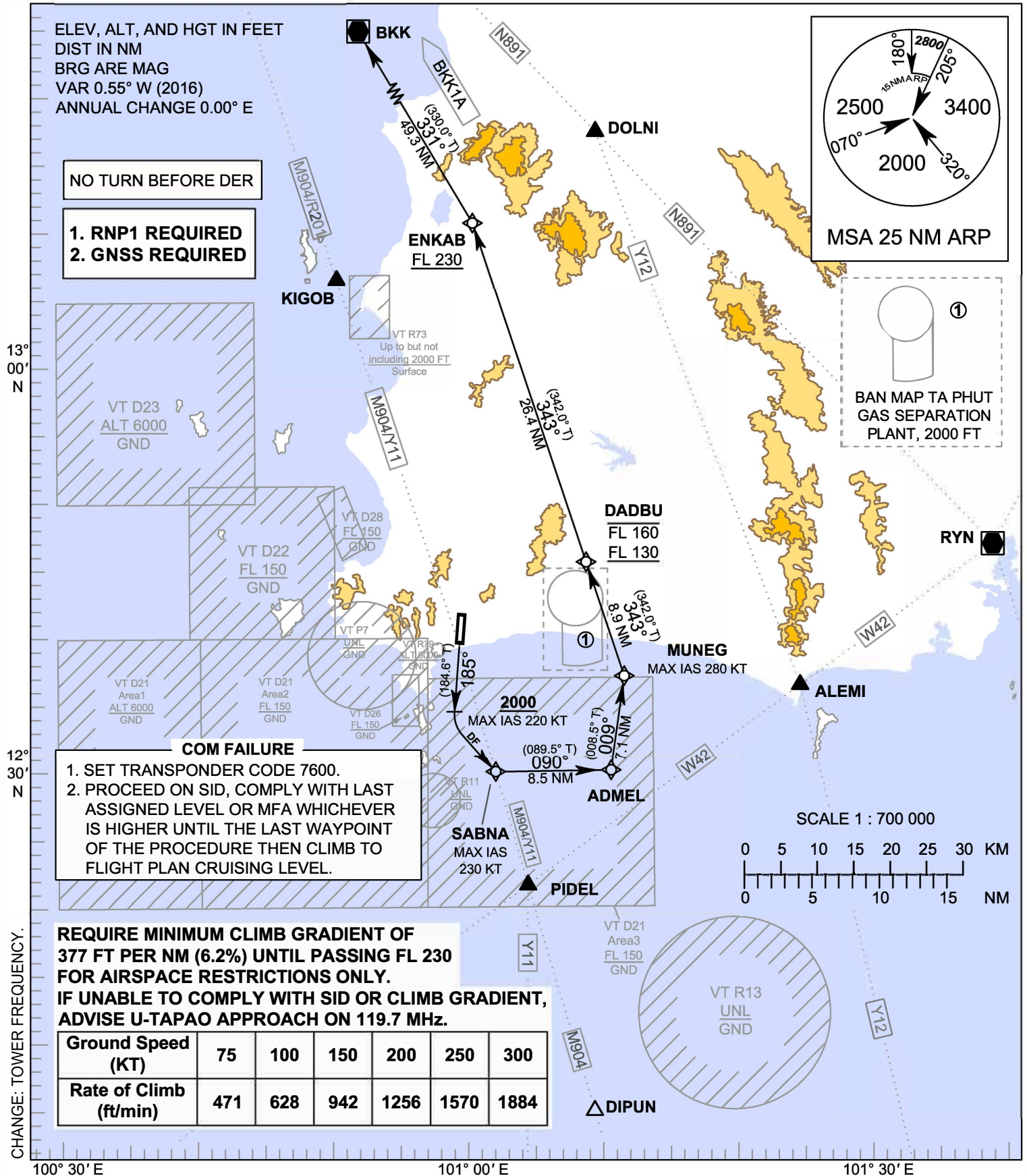
TRANSITION ALTITUDE
11000 FT

SPEED RESTRICTION
MAX IAS 250 KT AT OR
BELOW ALT 10000 FT
UNLESS OTHERWISE
AUTHORIZED BY ATC.

APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

**RAYONG / U-TAPAO RAYONG
PATTAYA Intl (VTBU)
RNAV RWY18**

BKK1A



STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

RAYONG / U-TAPAO RAYONG
PATTAYA Intl (VTBU)
RNAV RWY18

BKK1A

TABULAR DESCRIPTION

RNAV RWY18											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
BKK1A											
010	-	DER RWY18	-	-	+0.55	-	-	-	-	-	RNP 1
020	CA	-	-	185°(184.6°)	+0.55	-	-	+2000	-220	-	RNP 1
030	DF	SABNA	-	-	+0.55	-	L	-	-230	-	RNP 1
040	TF	ADMEL	-	090°(089.5°)	+0.55	8.5	L	-	-	-	RNP 1
050	TF	MUNEG	-	009°(008.5°)	+0.55	7.1	L	-	-280	-	RNP 1
060	TF	DADBU	-	343°(342.0°)	+0.55	8.9	-	-FL160 ; +FL130	-	-	RNP 1
070	TF	ENKAB	-	343°(342.0°)	+0.55	26.4	L	+FL230	-	-	RNP 1
080	TF	BKK	-	331°(330.0°)	+0.55	49.3	-	-	-	-	RNP 1

WAYPOINT LIST

RNAV RWY18	
Waypoint Identifier	Coordinates
DER RWY18	12° 39' 50.42" N 101° 00' 13.26" E
ADMEL	12° 30' 09.67" N 101° 11' 34.85" E
BKK	13° 53' 36.80" N 100° 35' 46.30" E
DADBU	12° 45' 41.72" N 101° 09' 50.05" E
ENKAB	13° 10' 57.00" N 101° 01' 26.00" E
MUNEG	12° 37' 12.93" N 101° 12' 38.89" E
SABNA	12° 30' 04.87" N 101° 02' 51.33" E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000 FT

SPEED RESTRICTION
MAX IAS 250 KT AT OR
BELOW ALT 10000 FT
UNLESS OTHERWISE
AUTHORIZED BY ATC.

APP : 119.7, 134.5
238.3, 273.3

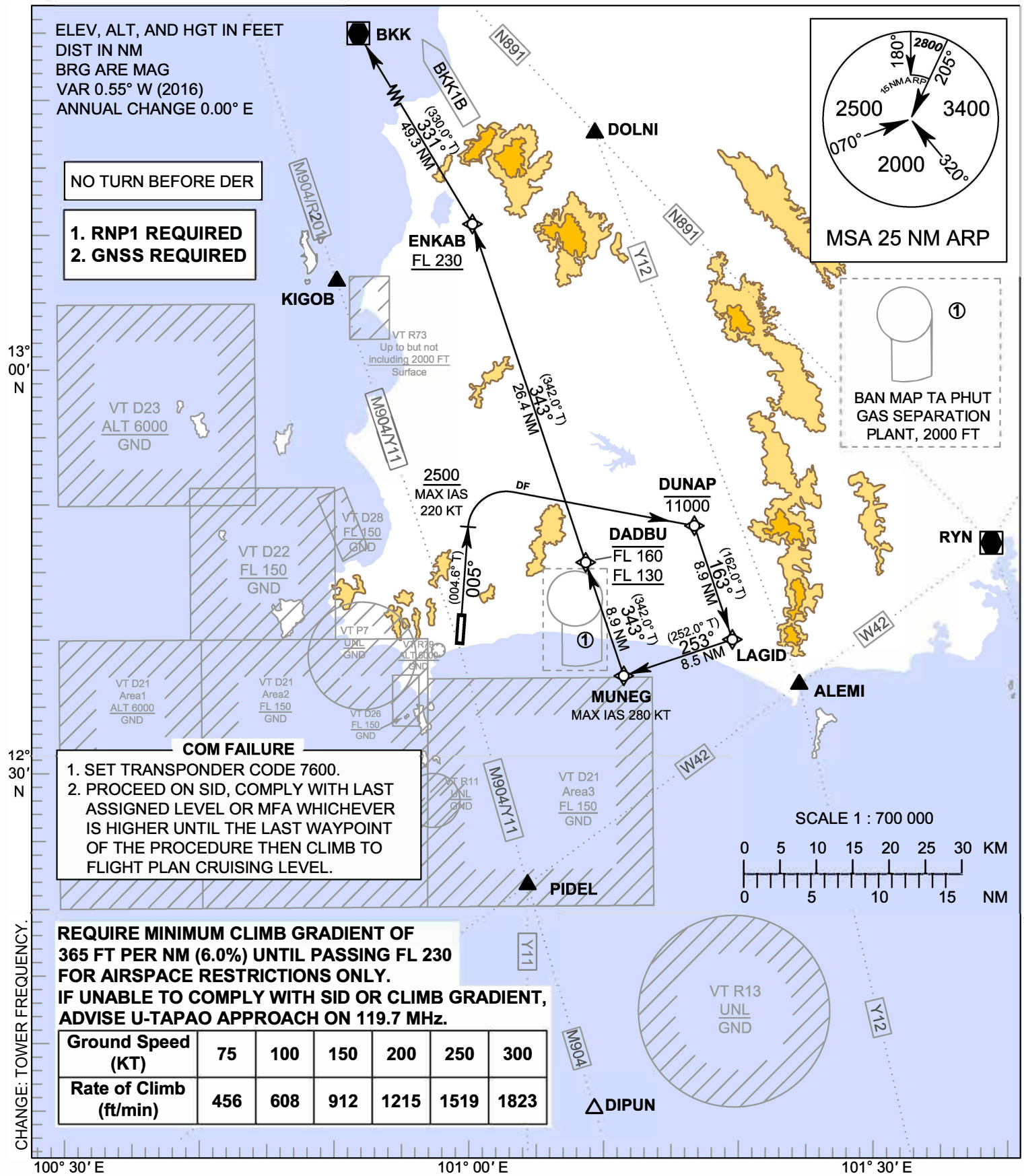
TWR : 118.3, 227.0

GND : 121.9, 275.8

ATIS : 127.2

**RAYONG / U-TAPAO RAYONG
PATTAYA Intl (VTBU)
RNAV RWY36**

BKK1B



STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

RAYONG / U-TAPAO RAYONG
PATTAYA Intl (VTBU)
RNAV RWY36

BKK1B

TABULAR DESCRIPTION

RNAV RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
BKK1B											
010	-	DER RWY36	-	-	+0.55	-	-	-	-	-	RNP 1
020	CA	-	-	005°(004.6°)	+0.55	-	-	+2500	-220	-	RNP 1
030	DF	DUNAP	-	-	+0.55	-	R	-11000	-	-	RNP 1
040	TF	LAGID	-	163°(162.0°)	+0.55	8.9	R	-	-	-	RNP 1
050	TF	MUNEG	-	253°(252.0°)	+0.55	8.5	R	-	-280	-	RNP 1
060	TF	DADBU	-	343°(342.0°)	+0.55	8.9	-	-FL160 ; +FL130	-	-	RNP 1
070	TF	ENKAB	-	343°(342.0°)	+0.55	26.4	L	+FL230	-	-	RNP 1
080	TF	BKK	-	331°(330.0°)	+0.55	49.3	-	-	-	-	RNP 1

WAYPOINT LIST

RNAV RWY36	
Waypoint Identifier	Coordinates
DER RWY36	12° 41' 44.26" N 101° 00' 22.66" E
BKK	13° 53' 36.80" N 100° 35' 46.30" E
DADBU	12° 45' 41.72" N 101° 09' 50.05" E
DUNAP	12° 48' 20.33" N 101° 18' 06.34" E
ENKAB	13° 10' 57.00" N 101° 01' 26.00" E
LAGID	12° 39' 51.46" N 101° 20' 54.94" E
MUNEG	12° 37' 12.93" N 101° 12' 38.89" E

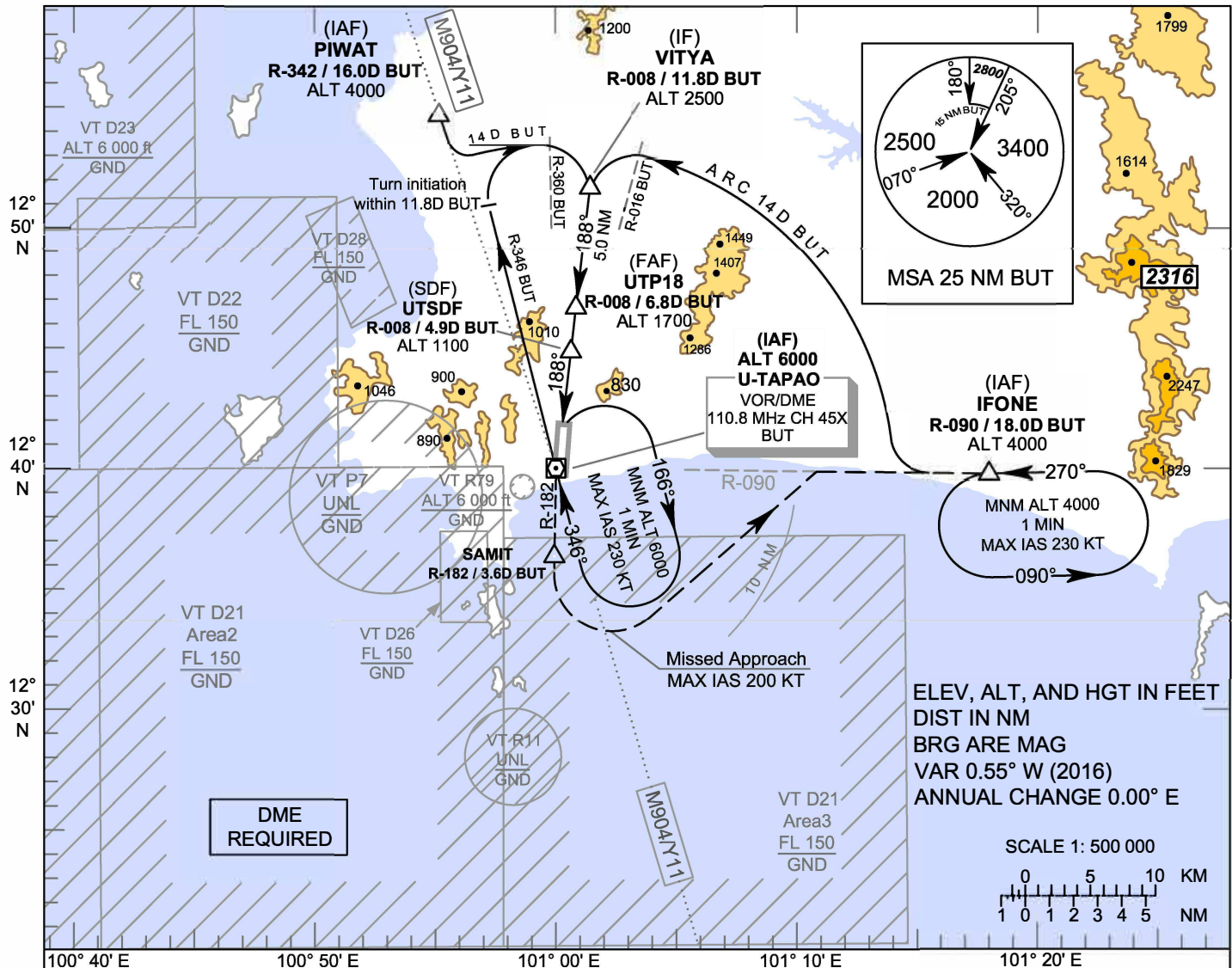
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 59 FT
HEIGHTS RELATED TO
AERODROME ELEV**

APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

VOR RWY18



CAUTION: Aircraft shall avoid entering VT R11

MISSED APPROACH:

**No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.**

Climb to intercept outbound R-182 BUT VOR to SAMIT. After SAMIT and ALT passing 1500 FT, turn left to intercept outbound R-090 BUT VOR, then proceed to IFONE and hold or as directed by ATC

CHANGE: TOWER FREQUENCY.

	SAMIT	VOR/DME BUT (MAPt)	(SDF) UTSDF	(FAF) UTP18	(IF) VITYA							
DME FM VOR/DME	3.6	0	4.5	4.9	11.8							
NM FM THR		0	2.7	3.1	10.0							
OCA/H	A	B	C	D	Distance (BUT)	4.5 D	5 D	6 D	FAF			
Straight-in Approach	960 (901)				Altitude (Height)	960 (901)	1120 (1061)	1435 (1376)	1700 (1641)			
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1200 (1141)		1450 (1391)		Rate of descent	(ft/min)	369	474	527	632	737	843

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 59 FT
HEIGHTS RELATED TO
AERODROME ELEV**

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

VOR RWY18

Fix / Point		Coordinates	
PIWAT (IAF)	R-342 / 16.0D BUT	12 55 16.58 N	100 54 56.50 E
VITYA (IF)	R-008 / 11.8D BUT	12 51 42.99 N	101 01 30.24 E
UTP18 (FAF)	R-008 / 6.8D BUT	12 46 43.34 N	101 00 52.49 E
UTSDF (SDF)	R-008 / 4.9D BUT	12 44 49.70 N	101 00 38.17 E
MAPt	1.8D BUT	12 41 45.04 N	101 00 14.93 E
THR RWY18	-	12 41 44.26 N	101 00 22.66 E
VOR (IAF)	BUT	12 40 00.02 N	101 00 01.71 E
SAMIT	R-182 / 3.6D BUT	12 36 20.17 N	100 59 55.90 E
IFONE (IAF)	R-090 / 18.0D BUT	12 40 11.24 N	101 18 26.44 E

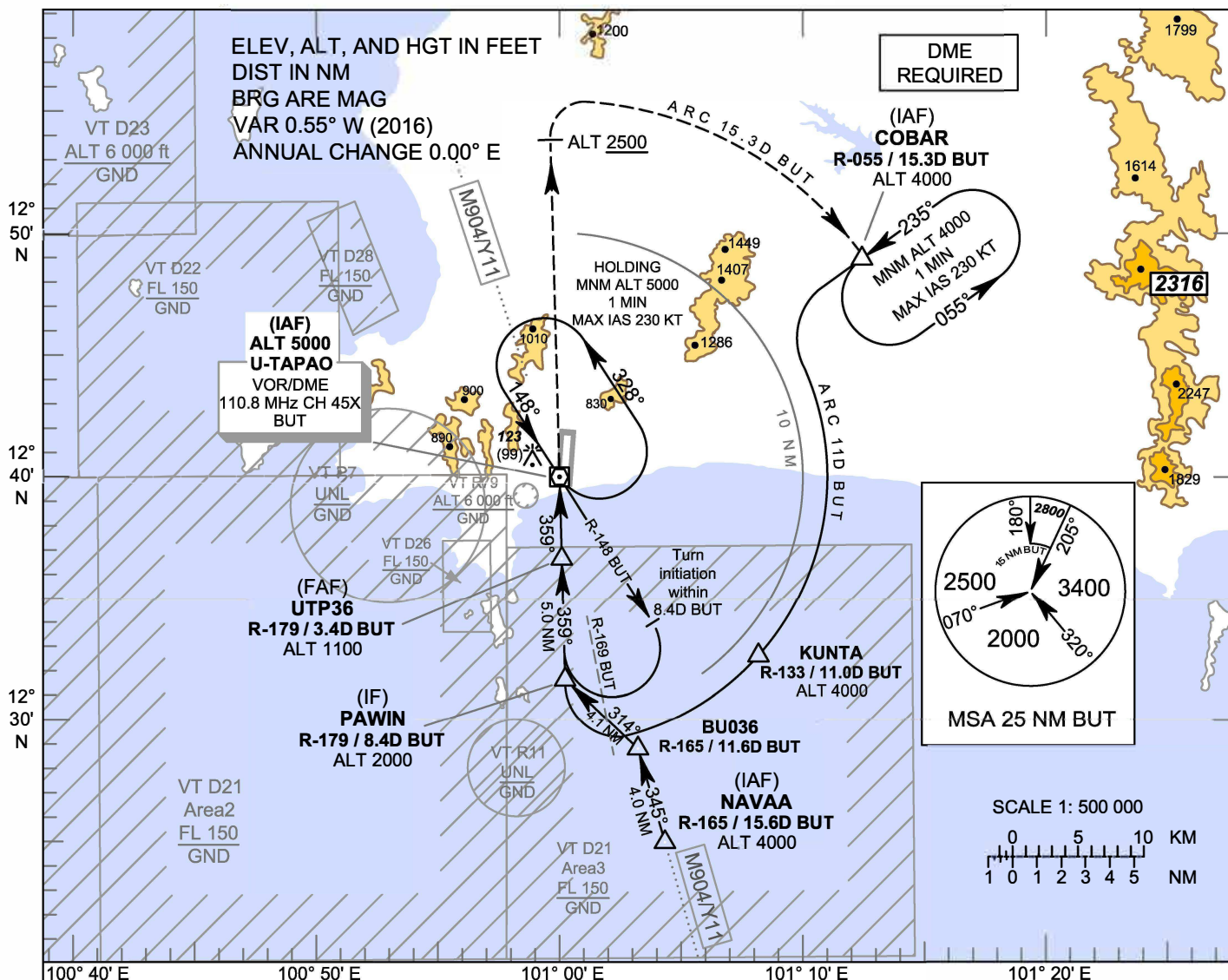
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 24 FT**

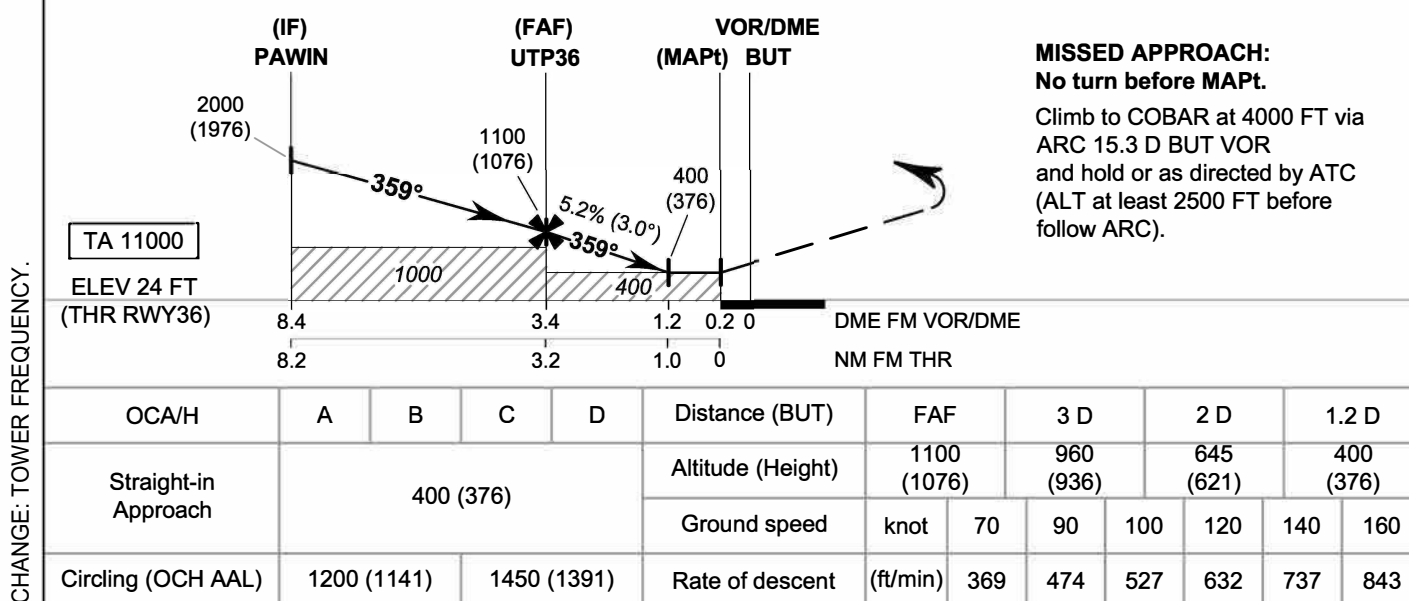
APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

VOR RWY36



CAUTION: Aircraft shall avoid entering VT R11



**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 24 FT**

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

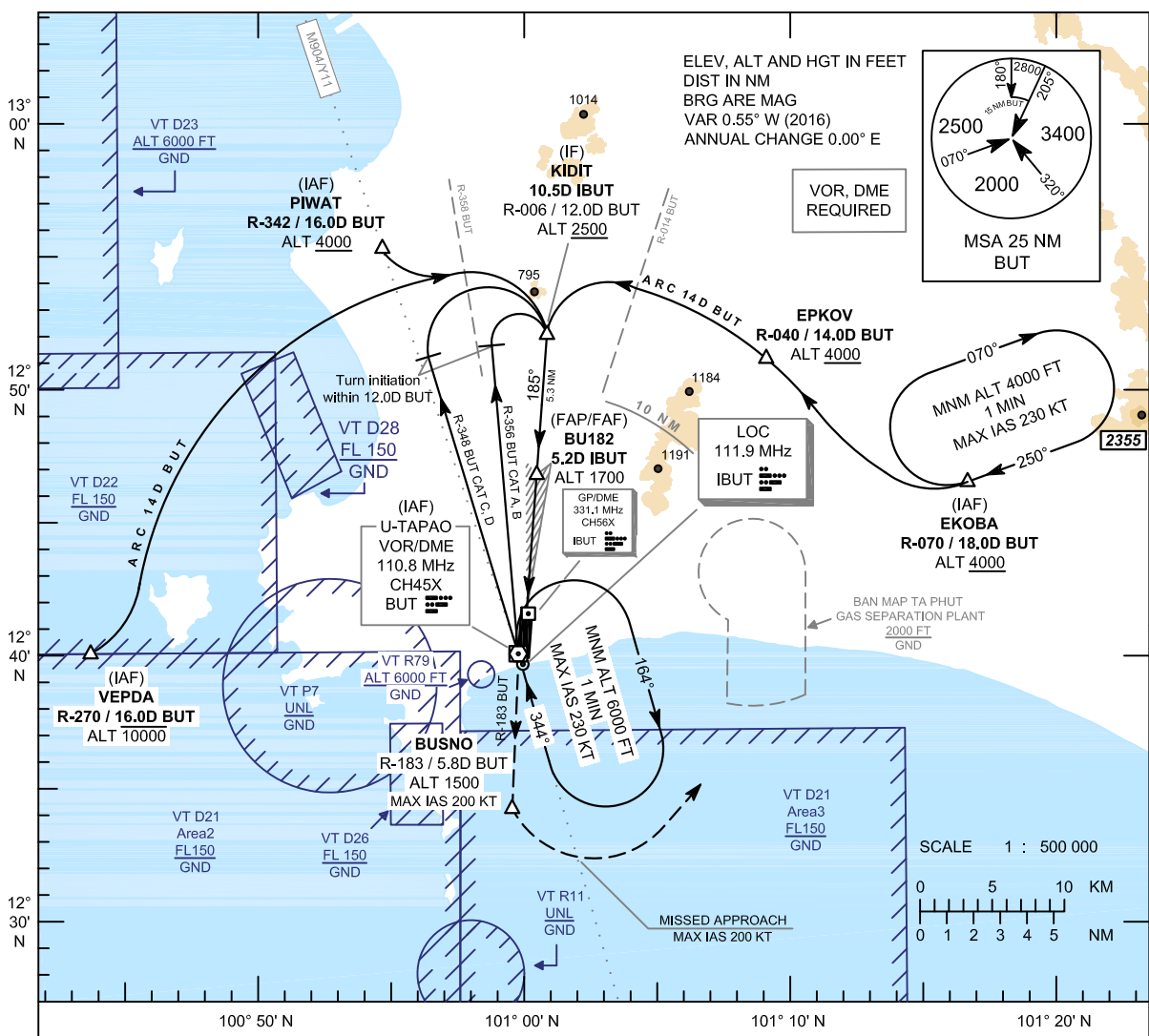
VOR RWY36

Fix / Point		Coordinates	
NAVAA (IAF)	R-165 / 15.6D BUT	12 24 52.49 N	101 04 20.27 E
BU036	R-165 / 11.6D BUT	12 28 44.64 N	101 03 14.18 E
PAWIN (IF)	R-179 / 8.4D BUT	12 31 37.12 N	101 00 11.72 E
UTP36 (FAF)	R-179 / 3.4D BUT	12 36 37.94 N	101 00 05.73 E
MAPt	0.2D BUT	12 39 50.76 N	101 00 01.89 E
THR RWY36	-	12 39 50.42 N	101 00 13.26 E
VOR (IAF)	BUT	12 40 00.02 N	101 00 01.71 E
COBAR (IAF)	R-055 / 15.3D BUT	12 48 53.69 N	101 12 49.13 E
KUNTA	R-133 / 11.0D BUT	12 32 33.09 N	101 08 20.24 E

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 59 FT**
 HEIGHTS RELATED TO
 THR RWY18 - ELEV 59 FT

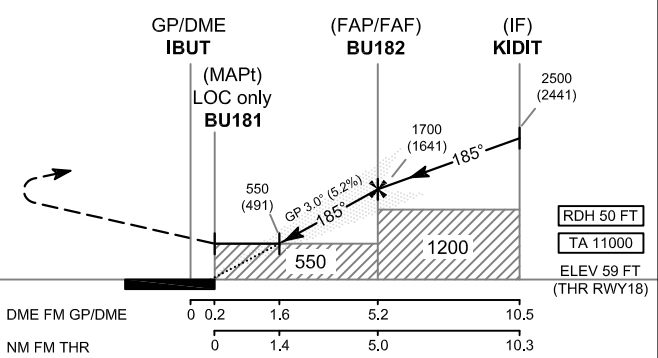
APP : 119.7 , 134.5
 238.3 , 273.3
 TWR : 118.3 , 227.0
 GND : 121.9 , 275.8
 ATIS : 127.2

RAYONG / U-TAPAO RAYONG PATTAYA INTL (VTBU)
ILS or LOC y RWY18



CAUTION : Aircraft shall avoid entering VT R11

MISSED APPROACH :
 No turn before MAPt (for LOC only).
 Speed restricted to
MAX IAS 200 KT until after turn.
 climb to intercept outbound R-183 BUT
 VOR to BUSNO at or above 1500 FT.
 After BUSNO turn left to intercept outbound
 R-070 BUT VOR, then proceed to EKOBA at ALT
 4000FT or above and hold or as directed by ATC.



CHANGE:NEW CHART.

OCA/H		A	B	C	D	GS OUT	Distance (IBUT)	1.6 D	2 D	3 D	4 D	5 D	FAF
Straight-in Approach	CAT I	300 (241)				Altitude (Height)	550 (491)	680 (621)	995 (936)	1310 (1251)	1625 (1566)	1700 (1641)	
		550 (491)					Ground speed	knot	70	90	100	120	140
LOC only		550 (491)				Rate of descent (5.2%)	ft/min	369	474	527	632	737	843
Circling (OCH AAL)		1200 (1141)	1450 (1391)										

INSTRUMENT **AERODROME ELEV 59 FT**
APPROACH **HEIGHTS RELATED TO**
CHART - ICAO **THR RWY18 - ELEV 59 FT**

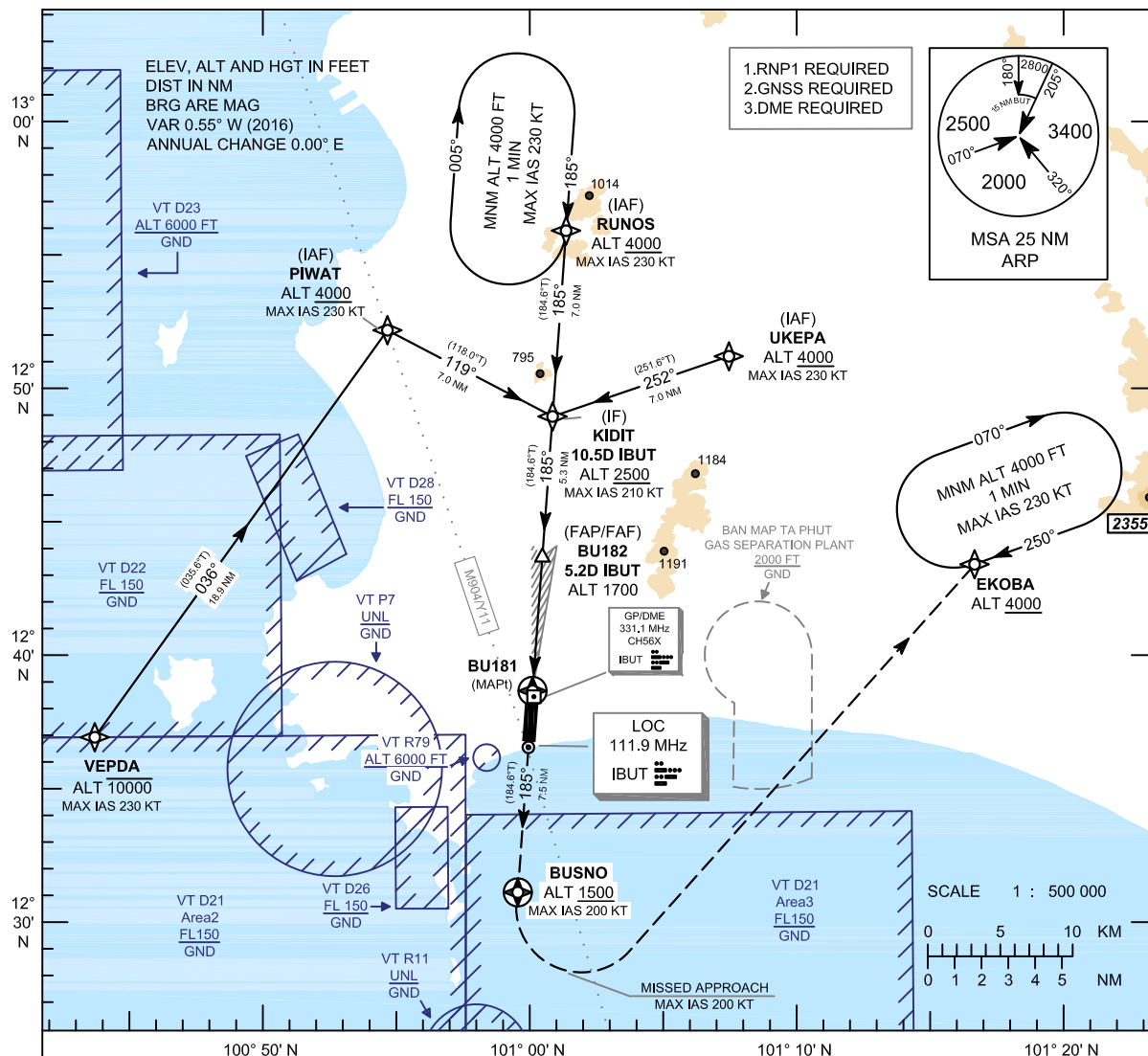
RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)
ILS or LOC y RWY18

FIX / POINT		Coordinates		Pronunciation
(IAF) VEPDA	R-270 / 16.0D BUT	12° 39' 50.78" N	100° 43' 39.73" E	VEP-DA
(IAF) PIWAT	R-342 / 16.0D BUT	12° 55'16.58" N	100° 54' 56.50" E	PHI-WAT
(IAF) EKOBA	R-070 / 18.0D BUT	12° 46' 19.70" N	101° 17' 16.82" E	E-KO-BA
EPKOV	R-040 / 14.0D BUT	12° 50' 51.09" N	101° 09' 08.44" E	EB-KOV
(IF) KIDIT	10.5D IBUT	12° 51' 59.80" N	101° 01' 13.26" E	KI-DIT
(FAF/FAP) BU182	5.2D IBUT	12° 46' 43.76" N	101° 00' 47.25" E	-
(MAPt@THR18) BU181	0.2D IBUT	12° 41' 43.40" N	101° 00' 22.54" E	-
BUSNO	R-183 / 5.8D BUT	12° 34' 10.84" N	100° 59' 45.24" E	BUS-NO
LOC	IBUT	12° 39' 37.26" N	101° 00' 12.17" E	-
GP/DME	IBUT	12° 41' 32.95" N	101° 00' 25.78" E	-
(IAF) VOR	BUT	12° 40' 00.02" N	101° 00' 01.71" E	-

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 59 FT

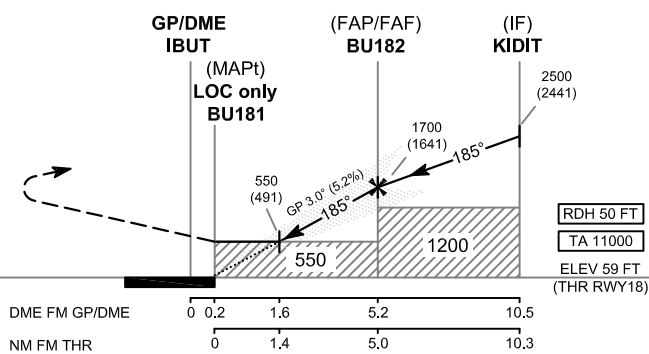
APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

RAYONG / U-TAPAO RAYONG PATTAYA INTL (VTBU)
ILS or LOC z RWY18



CAUTION : Aircraft shall avoid entering VT R11

MISSED APPROACH :
No turn before MAPt (for LOC only).
Speed restricted to
MAX IAS 200 KT until after turn.
climb on track 185° to BUSNO at or above
1500 FT, After BUSNO turn left direct to
EKOBA at ALT 4000FT or above and hold
or as directed by ATC.



CHANGE:NEW CHART.

OCA/H		A	B	C	D	GS OUT	Distance (IBUT)	1.6 D	2 D	3 D	4 D	FAF
Straight-in Approach	CAT I	300 (241)					Altitude (Height)	550 (491)	680 (621)	995 (936)	1310 (1251)	1700 (1641)
		550 (491)				Ground speed	knot	70	90	100	120	140
Circling (OCH AAL)		1200 (1141)	1450 (1391)		Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 59 FT**
HEIGHTS RELATED TO THR RWY18 - ELEV 59 FT

RAYONG / U-TAPAO RAYONG PATTAYA INTL (VTBU)
ILS or LOC z RWY18

TABULAR DESCRIPTION

ILS or LOC z RWY18

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	VEPDA	-	-	+0.6	-	-	-10000	-230	-	RNP1
020	TF	PIWAT (IAF)	-	036°(035.6°)	+0.6	18.9	-	+4000	-230	-	RNP1
030	TF	KIDIT (IF)	-	119°(118.0°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	PIWAT (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP1
020	TF	KIDIT (IF)	-	119°(118.0°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	RUNOS (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP1
020	TF	KIDIT (IF)	-	185°(184.6°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	UKEPA (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP1
020	TF	KIDIT (IF)	-	252°(251.6°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	KIDIT (IF)	-	-	+0.6	-	-	+2500	-	-	RNP1
TRANSITION TO ILS or LOC											
020	TF	BU182 (FAF/FAP)	-	185°(184.6°)	+0.6	5.3	-	@1700	-	-	ILS
030	TF	BU181 (MAPt)	Y	185°(184.6°)	+0.6	5.0	-	@109	-	-3.0/50	ILS
040	CF	BUSNO	Y	185°(184.6°)	+0.6	7.5	-	+1500	-200	-	RNP1
050	DF	EKOBA	-	-	+0.6	-	-	+4000	-200	-	RNP1
060	HM	EKOBA	Y	250°(249.5°)	+0.6	1 Minute	R	+4000	-230	-	RNP1

WAYPOINT LIST

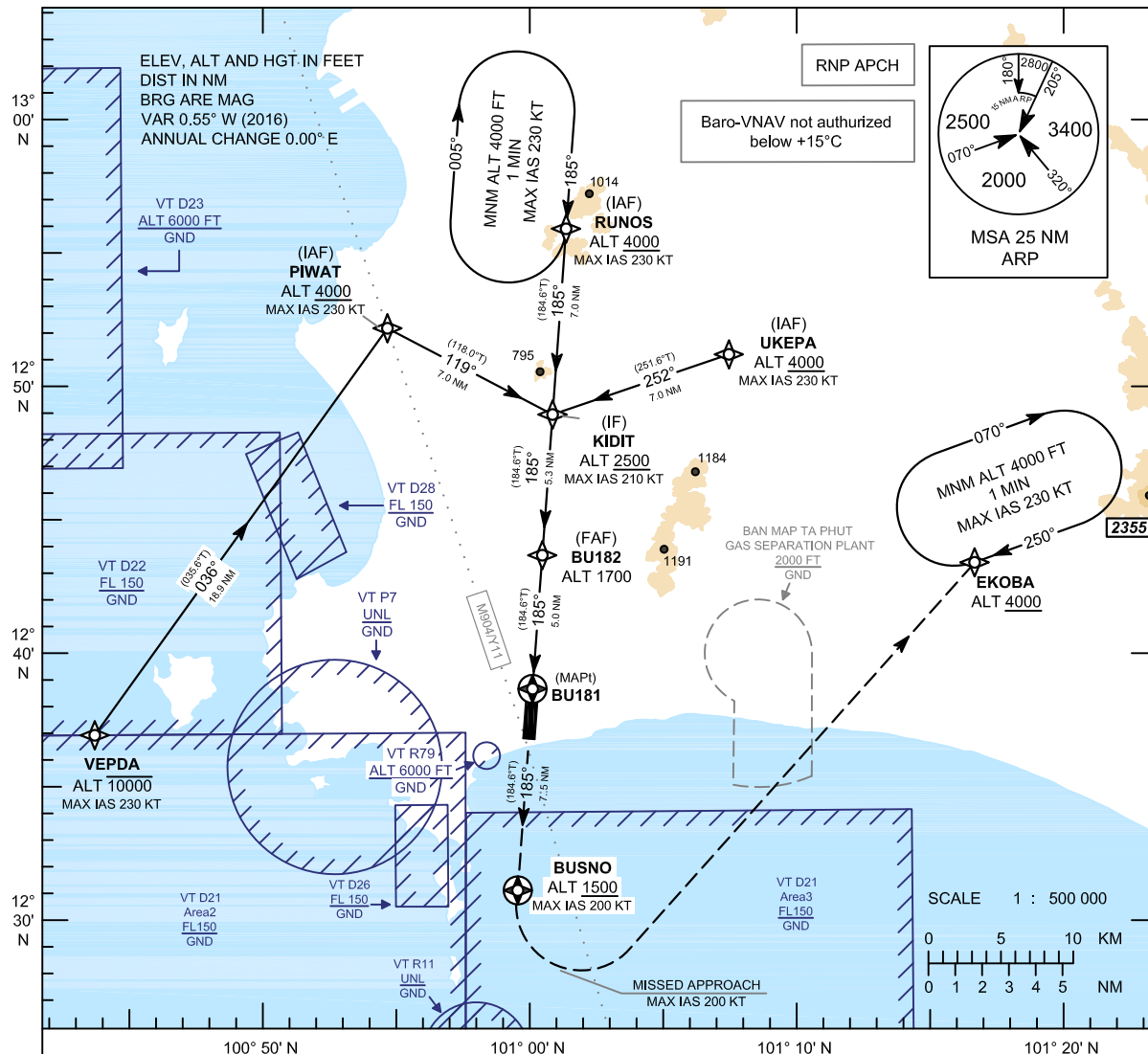
ILS or LOC z RWY18		
Waypoint Identifier	Coordinates	Pronunciation
VEPDA	12° 39' 50.78" N 100° 43' 39.73" E	VEP-DA
(IAF) PIWAT	12° 55' 16.58" N 100° 54' 56.50" E	PHI-WAT
(IAF) RUNOS	12° 58' 57.17" N 101° 01' 47.64" E	RU-NOS
(IAF) UKEPA	12° 54' 11.87" N 101° 07' 58.29" E	EU-KE-PA
(IF) KIDIT	12° 51' 59.80" N 101° 01' 13.26" E	KI-DIT
(FAF/FAP) BU182	12° 46' 43.76" N 101° 00' 47.25" E	-
(MAPt) BU181	12° 41' 43.40" N 101° 00' 22.54" E	-
BUSNO	12° 34' 10.84" N 100° 59' 45.24" E	BUS-NO
EKOBA	12° 46' 19.70" N 101° 17' 16.82" E	E-KO-BA

FIX / POINT		Coordinates	Pronunciation
(IF) KIDIT	10.5D IBUT	12° 51' 59.80" N 101° 01' 13.26" E	KI-DIT
(FAF/FAP) BU182	5.2D IBUT	12° 46' 43.76" N 101° 00' 47.25" E	-
(MAPt@THR18) BU181	0.2D IBUT	12° 41' 43.40" N 101° 00' 22.54" E	-
LOC	IBUT	12° 39' 37.26" N 101° 00' 12.17" E	-
GP/DME	IBUT	12° 41' 32.95" N 101° 00' 25.78" E	-

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 59 FT**
 HEIGHTS RELATED TO
 THR RWY18 - ELEV 59 FT

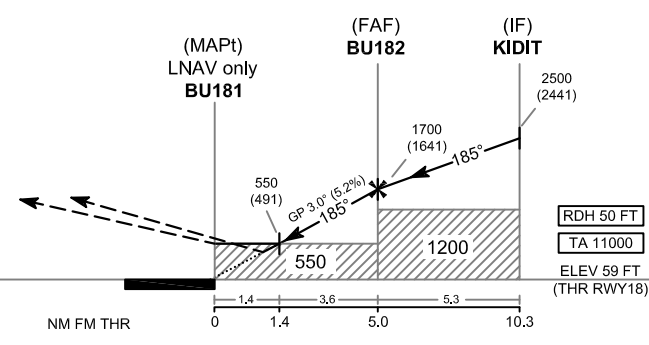
APP : 119.7, 134.5
 238.3, 273.3
 TWR : 118.3, 227.0
 GND : 121.9, 275.8
 ATIS : 127.2

RAYONG / U-TAPAO RAYONG PATTAYA INTL (VTBU)
RNP RWY18



CAUTION : Aircraft shall avoid entering VT R11

MISSED APPROACH :
 No turn before MAPt.
 Speed restricted to **MAX IAS 200 KT** until after turn.
 climb on track 185° to BUSNO at or above 1500 FT. After BUSNO turn left direct to EKOKBA at ALT 4000FT or above and hold or as directed by ATC.



CHANGE/REVISE CHART.

OCA/H	A	B	C	D	NM to NEXT WPT	1.4 NM	2 NM	3 NM	4 NM	FAF		
LNAV/VNAV	410 (351)				Altitude (Height)	550 (491)	680 (621)	995 (936)	1310 (1251)	1700 (1641)		
LNAV	550 (491)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1200 (1141)	1450 (1391)			Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 59 FT**
HEIGHTS RELATED TO
THR RWY18 - ELEV 59 FT

RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)
RNP RWY18

TABULAR DESCRIPTION

RNP RWY18

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	VEPDA	-	-	+0.6	-	-	-10000	-230	-	RNP APCH
020	TF	PIWAT (IAF)	-	036°(035.6°)	+0.6	18.9	-	+4000	-230	-	RNP APCH
030	TF	KIDIT (IF)	-	119°(118.0°)	+0.6	7.0	-	+2500	-210	-	RNP APCH
010	IF	PIWAT (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP APCH
020	TF	KIDIT (IF)	-	119°(118.0°)	+0.6	7.0	-	+2500	-210	-	RNP APCH
010	IF	RUNOS (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP APCH
020	TF	KIDIT (IF)	-	185°(184.6°)	+0.6	7.0	-	+2500	-210	-	RNP APCH
010	IF	UKEPA (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP APCH
020	TF	KIDIT (IF)	-	252°(251.6°)	+0.6	7.0	-	+2500	-210	-	RNP APCH
010	IF	KIDIT (IF)	-	-	+0.6	-	-	+2500	-	-	RNP APCH
020	TF	BU182 (FAF)	-	185°(184.6°)	+0.6	5.3	-	@1700	-	-	RNP APCH
030	TF	BU181 (MAPt)	Y	185°(184.6°)	+0.6	5.0	-	@109	-	-3.0/50	RNP APCH
040	CF	BUSNO	Y	185°(184.6°)	+0.6	7.5	-	+1500	-200	-	RNP APCH
050	DF	EKOBA	-	-	+0.6	-	-	+4000	-200	-	RNP APCH
060	HM	EKOBA	Y	250°(249.5°)	+0.6	1 Minute	R	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY18			
Waypoint Identifier	Coordinates		Pronunciation
VEPDA	12° 39' 50.78" N	100° 43' 39.73" E	VEP-DA
(IAF) PIWAT	12° 55' 16.58" N	100° 54' 56.50" E	PHI-WAT
(IAF) RUNOS	12° 58' 57.17" N	101° 01' 47.64" E	RU-NOS
(IAF) UKEPA	12° 54' 11.87" N	101° 07' 58.29" E	EU-KE-PA
(IF) KIDIT	12° 51' 59.80" N	101° 01' 13.26" E	KI-DIT
(FAF) BU182	12° 46' 43.76" N	101° 00' 47.25" E	-
(MAPt) BU181	12° 41' 43.40" N	101° 00' 22.54" E	-
BUSNO	12° 34' 10.84" N	100° 59' 45.24" E	BUS-NO
EKOBA	12° 46' 19.70" N	101° 17' 16.82" E	E-KO-BA

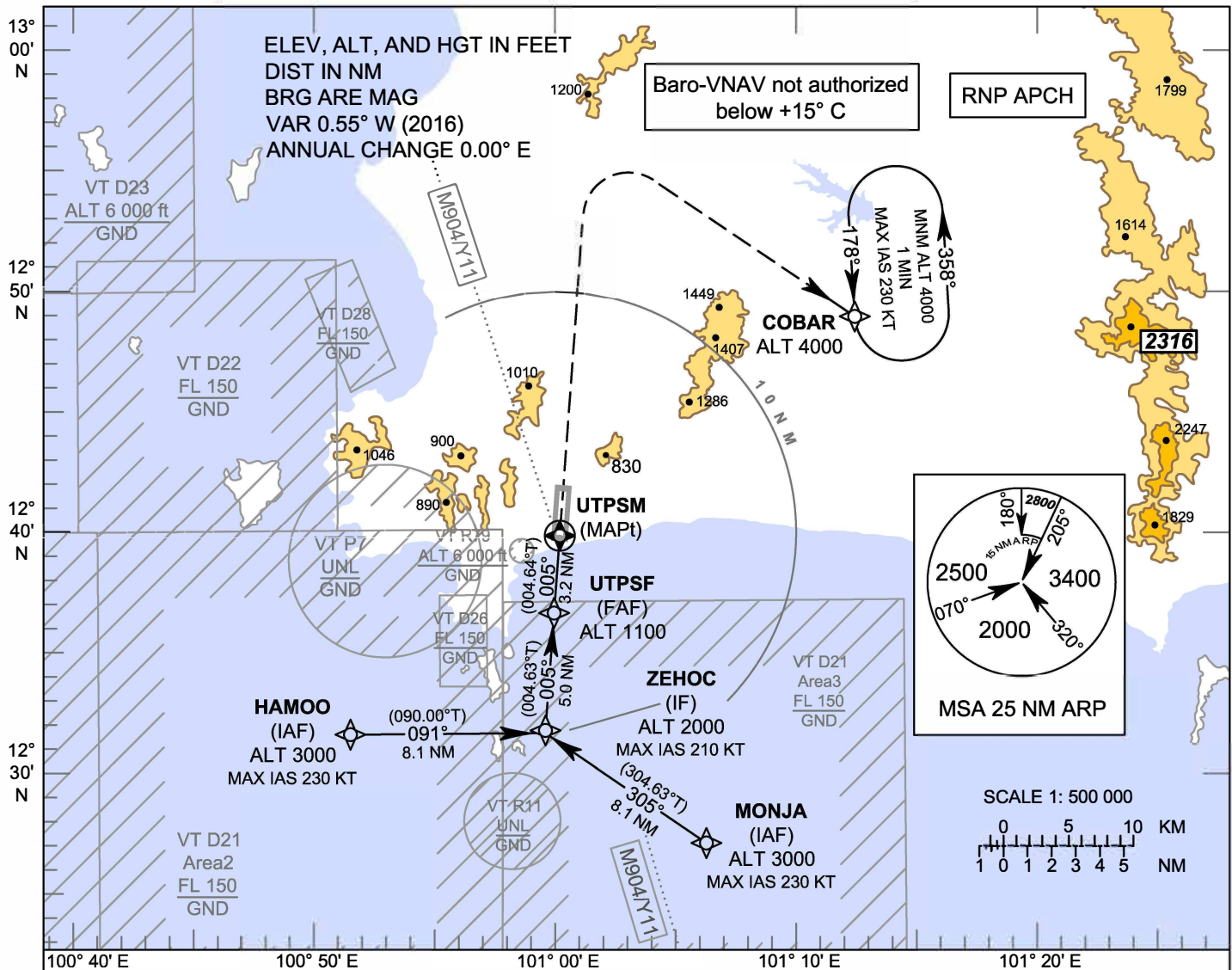
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 24 FT

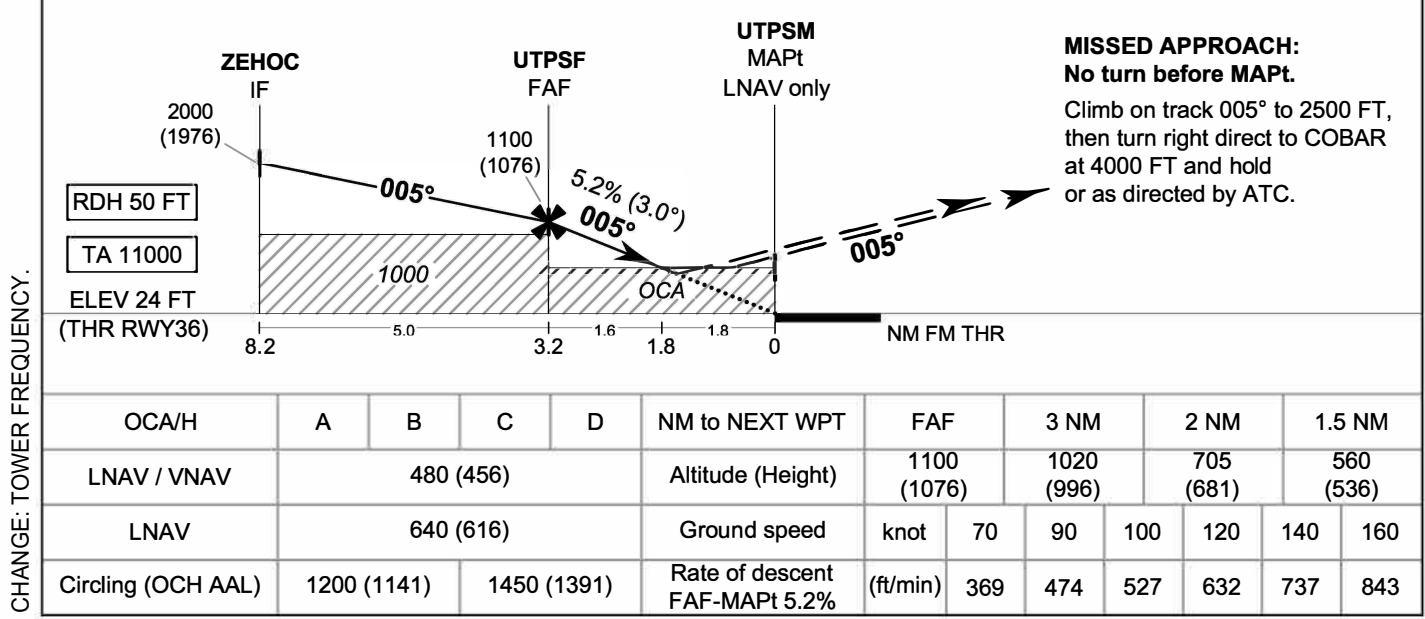
APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

RNP RWY36



CAUTION: Aircraft shall avoid entering VT R11



**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 24 FT**

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

RNP RWY36

TABULAR DESCRIPTION

RNP RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	IF	HAMOO (IAF)	-	-	+0.55	-	-	@3000	-230	-	RNP APCH
020	TF	ZEHOC (IF)	-	091°(090.00°)	+0.55	8.1	-	@2000	-210	-	RNP APCH
010	IF	MONJA (IAF)	-	-	+0.55	-	-	@3000	-230	-	RNP APCH
020	TF	ZEHOC (IF)	-	305°(304.63°)	+0.55	8.1	-	@2000	-210	-	RNP APCH
010	IF	ZEHOC (IF)	-	-	+0.55	-	-	@2000	-210	-	RNP APCH
020	TF	UTPSF (FAF)	-	005°(004.63°)	+0.55	5.0	-	@1100	-	-	RNP APCH
030	TF	UTPSM (MAPt)	Y	005°(004.64°)	+0.55	3.2	-	@74	-	-3.0/50	RNP APCH
050	CA	-	-	005°(004.64°)	+0.55	-	-	+2500	-	-	RNP APCH
060	DF	COBAR	-	-	+0.55	-	R	+4000	-	-	RNP APCH
080	HM	COBAR	Y	178°(176.97°)	+0.55	1 minute	L	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY36	
Waypoint Identifier	Coordinates
HAMOO	12° 31' 37.71" N 100° 51' 16.77" E
MONJA	12° 27' 00.89" N 101° 06' 20.46" E
ZEHOC	12° 31' 37.84" N 100° 59' 32.61" E
UTPSF	12° 36' 38.20" N 100° 59' 57.39" E
UTPSM (THR36)	12° 39' 50.42" N 101° 00' 13.26" E
COBAR	12° 48' 53.69" N 101° 12' 49.13" E

CHANGE: CHART TITLE.