

**AD 1. AERODROMES - INTRODUCTION****AD 1.1 AERODROME/HELIPORT AVAILABILITY****1. INTRODUCTION**

1.1 This section contains information on all public aerodromes which are available for use in international and domestic aircraft operations. Section AD 1 gives a description relating to the use of aerodromes and the clearance formalities involved. Section AD 2 contains information on the physical characteristics of aerodromes available for international and domestic operations.

As there are no public heliports, section AD 3 has been omitted.

**2. AERODROMES ADMINISTRATION**

2.1 The administration of aerodromes are under the responsibility of the following administrative organisations:

- a) Department of Airports: Krabi Airport, Hua Hin Airport, Surat Thani Airport, Buri Ram Airport, Chumphon Airport, Khon Kaen Airport, Lampang Airport, Loei Airport, Mae Hong Son Airport, Mae Sariang Airport, Pai Airport, Nakhon Phanom Airport, Nakhon Ratchasima Airport, Nakhon Si Thammarat Airport, Nan Nakhon Airport, Narathiwat Airport, Pattani Airport, Phitsanulok Airport, Phrae Airport, Phetchabun Airport, Ranong Airport, Roi Et Airport, Sakon Nakhon Airport, Mae Sot Airport, Tak Airport, Trang Airport, Ubon Ratchathani Airport, Udon Thani Airport, Betong Airport (See AD 2 item 2.2 for postal and telegraphic addresses).
- b) Airports of Thailand Public Company Limited: Suvarnabhumi International Airport, Don Mueang International Airport, Chiang Mai International Airport, Mae Fah Luang – Chiang Rai International Airport, Hat Yai International Airport and Phuket International Airport (See AD 2 item 2.2 for postal and telegraphic addresses).
- c) Bangkok Airways Public Company Limited: Samui Airport, Sukhothai Airport and Trat Airport (See AD 2 item 2.2 for postal and telegraphic addresses).
- d) Royal Thai Navy: U – Tapao Rayong Pattaya International Airport (See AD 2 item 2.2 for postal and telegraphic addresses).

**3. CONDITIONS OF AVAILABILITY**

3.1 Civil aircraft are not permitted to land at any aerodrome not listed in this AIP except in cases of real emergency or where special permission has been granted.

**4. REGULATIONS CONCERNING AIRPORT USE**

4.1 Landing, parking or storage of aircraft on aerodromes are subject to standard conditions and availability for use by civil aircraft.

4.1.1 The conditions under which aircraft may land, be parked, housed or otherwise dealt with, at any of the aerodromes available to civil aviation in Thailand are as follows:

- a) The fees and charges for the landing, parking or housing of aircraft shall be those prescribed in AIP section GEN 4. The fees and charges referred to in this paragraph shall accrue from day to day and shall be payable on demand;
- b) The aerodrome operator shall have the right to delay the aircraft until such fees and charges as aforesaid are paid;
- c) Neither the aerodrome operator nor any servant or agent of the Government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, however such loss or damage may arise, occurring while the aircraft is on any aerodrome under the control of the aerodrome operator or is in the course of landing or taking – off at any such aerodrome.

**4.1.2 LANDING MADE ELSEWHERE THAN AT ALTERNATE AIRPORTS**

If a landing is made elsewhere than at an international airport or a designated alternate airport, the pilot-in-command shall report the landing as soon as practicable to the health, customs, immigration and agricultural authorities at the international airport at which the landing was scheduled to take place. This notification may be made through any available communication link, or by telegram.

The pilot-in-command shall be responsible for ensuring that:

- a) If pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and the passengers and crew on the other is avoided;
- b) That cargo, baggage and mail are not removed from the aircraft unless such action is necessary to avoid loss or destruction;
- c) Any foodstuff or overseas origin, or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc., must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons. In which case they must be destroyed by burning or deep burial.

**5. TRAFFIC OF PERSONS AND VEHICLES ON AERODROMES****5.1 Demarcation of Zone**

The ground of each aerodrome is divided into two zones:

- a) a public zone Comprising the part of the aerodrome open to the public;
- b) a restricted zone, Comprising the rest of the aerodrome.

## 5.2 Movement of Persons

Access to the restricted zone is authorized only under conditions prescribed by the special rules governing the aerodrome. The customs, immigration and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the air traffic regulations and by the special rules laid down by the person responsible for the management of the aerodrome.

## 5.3 Movement of Vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit and an official card of admittance. Drivers of vehicles, of whatever type, driving within the confines of the aerodrome, must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with instructions given by the competent authorities.

## 5.4 Policing

Care and protection of aircraft, vehicles, equipment or goods for which the aerodrome facilities are used are not the responsibility of the Government of Thailand, who cannot be responsible for loss or damage which is not incurred through action by them or their agents.

## 6. APPLICABLE ICAO DOCUMENTS

ICAO Standards and Recommended Practices contained in Annex 14 are applied with the exceptions noted in GEN 1.7, Differences from ICAO Standards, Recommended Practices and Procedures.

## 7. RUNWAY FRICTION ASSESSMENT

7.1 Full details of this procedure can be found in RCAAT No. 14 on Aerodrome Standards on Chapter 2 Aerodrome Data Part 9 Condition of the Movement Area and Related Facilities, Chapter 3 Physical Characteristics Part 1 Runways and Chapter 6 Aerodromes Operational Services Part 12 Aerodrome Maintenance.

7.2 Aerodrome operators are required to conduct periodic surveys of the friction characteristics of their runway surfaces. The purpose of these surveys is to predict the need of their maintenance of the runway surface to prevent an unacceptable deterioration of grip as detailed in Table 1. The recognized Continued Friction Measuring Device (CFMD) devices in Thailand are Mu Meter, Skiddometer Trailer, Surface Friction Tester Vehicle, Runway Friction Tester Vehicle, Tatra Friction Tester, Runar Trailer and Griptester Trailer.

Table 1: Continuous Friction Measuring Device (CFMD)

Continuous Friction Measuring Device (CFMD)	Design Objective for New Surface	Maintenance Planning Level (MPL)	Minimum Friction Level (MFL)
Mu-Meter Trailer	0.72 or above	0.52	0.42
Skiddometer Trailer	0.82 or above	0.60	0.50
Surface Friction Tester Vehicle	0.82 or above	0.60	0.50
Runway Friction Tester Vehicle	0.82 or above	0.60	0.50
TATRA Friction Tester Vehicle	0.76 or above	0.57	0.48
RUNAR Trailer	0.69 or above	0.52	0.45
Griptester Trailer	0.74 or above	0.53	0.43

7.3 If a survey indicates that the runway surface friction characteristics have deteriorated below the specified Minimum Friction Level (MFL), then that runway will be notified by NOTAM as a runway that 'may be slippery when wet'.

7.4 When a runway is notified as 'may be slippery when wet', aircraft operators may request additional information relating to that notification from the aerodrome operator. However, any performance calculations or adjustment made as a result of this information is the responsibility of the aircraft operator.

## 8. DISSEMINATION OF INFORMATION ON RUNWAYS AFFECTED BY STANDING WATER NOT ASSOCIATED WITH SNOW OR ICE.

If a runway is affected by standing water not associated with snow or ice at any time during the approach of an aircraft for landing the depth and location of such standing water is notified by the aerodrome operator direct to ATS for transmission to the aircraft. If the duration of the phenomenon is likely to persist, and the information requires a wider distribution, a NOTAM is issued