

ENR 1.2 VISUAL FLIGHT RULES

1. Except when operating as a special VFR flight, VFR flights within Bangkok FIR shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the table below:

Altitude Band	Airspace Class	Flight Visibility	Distance from Cloud
At and above 3 050 m (10 000 ft) AMSL	A, B, C, D, E, F, G	8 KM	1 500 m horizontally 300 m (1 000 ft) vertically
Below 3 050 m (10 000 ft) AMSL and above 900 m (3 000 ft) AMSL, or above 300 m (1 000 ft) above the terrain, whichever is the higher	A, B, C, D, E, F, G	5 KM	1 500 m horizontally 300 m (1 000 ft) vertically
At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above the terrain, whichever is the higher	A, B, C, D, E	5 KM	1 500 m horizontally 300 m (1 000 ft) vertically
	F, G	5 KM	Clear of cloud and with the surface in sight

2. Except when clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- 2.1 when the ceiling is less than 450 m (1 500 ft); or
2.2 when the ground visibility is less than 5 km.

3. VFR at Night

3.1 The time used to determine sunset and sunrise shall be referred to the information published for each province by the Hydrographic Department, the Royal Thai Navy. In case there is no published information for a specific location, the Information from the nearest province shall be used.

3.2 VFR flights are permitted at night in accordance with the following criteria:

3.2.1 Flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;

3.2.2 The VMC visibility and distance from cloud minima as specified in the rules of the air shall apply except that:

3.2.2.1 the ceiling shall not be less than 450 m (1 500 ft);

3.2.2.2 in airspace classes B, C, D, E, F, and G, at and below 900 m (3 000 ft) AMSL or 300 m (1 000 ft) above the terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface.

3.3 Except when necessary for take-off or landing, or except when specifically authorized by the CAAT, a VFR flight at night shall be flown

3.3.1 over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;

3.3.2 elsewhere than as specified in 3.3.1, at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

4. Special VFR

4.1 By day, when VMC does not exist, the ATC unit responsible for a Control zone (CTR) or Control area (CTA) may issue, at pilot request, and provided an IFR flight will not be unduly delayed, a Special VFR clearance for flight;

4.1.1 In the Control zone (CTR)

4.1.2 In the Control area (CTA) next to the Control zone (CTR) for the purpose of entering or leaving the Control zone (CTR)

4.2 When operating under a Special VFR clearance, pilots are responsible for ensuring that;

4.2.1 The flight is conducted clear of clouds.

4.2.2 The visibility is not less than 1500 m

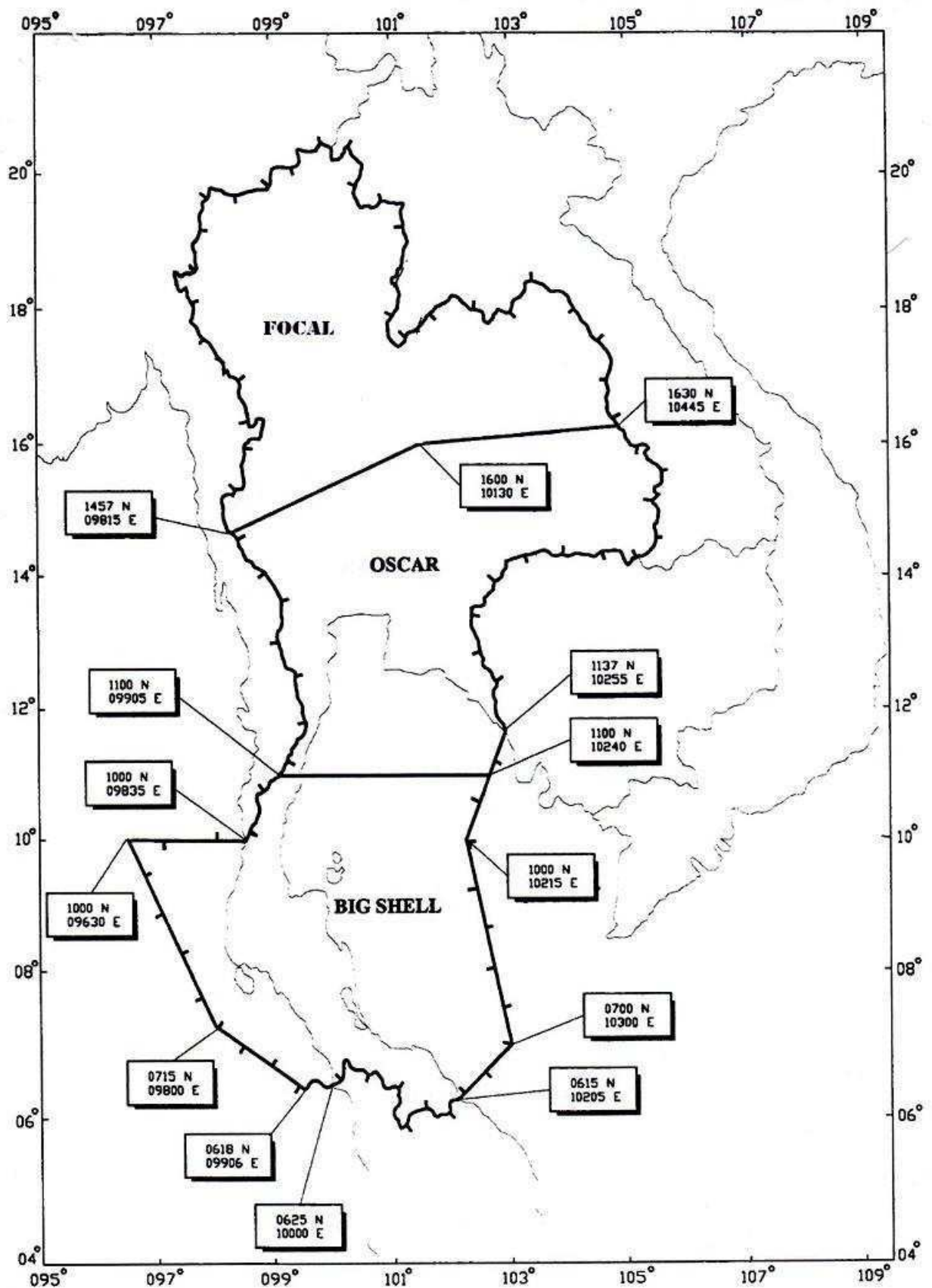
4.2.3 A helicopter is operated at such a speed that the pilot has adequate opportunity to observe other traffic or any obstacles in time to avoid a collision.

- 5. Except for military operation, unless authorized by the appropriate ATS authority, VFR flights shall not be operated:**
- 5.1 above FL 200;
- 5.2 at transonic and supersonic speeds
- 6. Except when necessary for take-off or landing, or except by permission from the appropriate ATS authority, a VFR flight shall not be flown:**
- 6.1 over the congested areas of cities, towns, or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
- 6.2 elsewhere than as specified in 6.1, at a height less than 150 m (500 ft) above the ground or water.
- 7. Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 m (3 000 ft) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a cruising level appropriate to the track as specified in the tables of cruising levels in ENR 1.7 Para 2.4.**
- 8. VFR flights shall comply with the provisions of the Air Traffic Control Service:**
- 8.1 when operated within Classes B, C, and D airspace;
- 8.2 when forming part of aerodrome traffic at controlled aerodromes; or
- 8.3 when operated as special VFR flights
- 9. A VFR flight operating within or into areas, or along routes shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service.**
- 10. An aircraft operated in accordance with the visual flight rules which wishes to change to comply with the instrument flight rules shall:**
- 10.1 if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or
- 10.2 submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.
- 11. Helicopters may be permitted to operate in less than 1 500 m flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid a collision.**
- 12. VFR flights outside controlled airspace**
- 12.1 All VFR flights outside controlled airspace may contact authorities concerned on frequency 127.0 MHz or 331.3 MHz
- 12.2 Details of call signs and responsible areas of authorities concerned are as the table below:

CALL SIGNS	RESPONSIBLE AREAS
FOCAL	An area bounded by a line joining the following points: 1457N09815E northward along the nation border to 1630N10445E, 1600N10130E then back to the point of origin.
OSCAR	An area bounded by a line joining the following points: 1457N 09815E southward along the nation border to 1100N09905E, 1100N10240E, 1137N10255E northward along the nation border to 1630N10445E, 1600N10130E, then back to the point of origin.
BIG SHELL	An area bounded by a line joining the following points: 1100N09905E, 1100N10240E, 1000N10215E, 0700N10300E, 0615N10205E westward along the nation border to 0625N 10000E, 0618N09906E, 0715N09800E, 1000N09630E, 1000N 09835E northward along the nation border, then back to the point of origin.

The aforementioned regulations are to ensure the effectiveness of Air Traffic Services and to improve safety standard.

RESPONSIBLE AREAS OF AUTHORITIES CONCERNED



13. VFR OPERATING AT AN UNCONTROLLED AERODROME

13.1 General

13.1.1 Uncontrolled aerodrome is an aerodrome without a control tower or an aerodrome that has a tower that is temporarily closed or operated on a part-time basis.

13.1.2 Pilots operating at an uncontrolled aerodrome should use the frequency designated for that aerodrome or 123.0 MHz where there is no designated frequency to self-announce their position and intentions and monitor other traffic.

13.1.3 There is no substitute for alertness while in the vicinity of an airport. It is essential for pilots to be alert and to look for other traffic when approaching or departing an uncontrolled aerodrome.

13.2 Procedure

13.2.1 Arriving aircraft

13.2.1.1 Pilot of arriving aircraft should monitor and communicate on the designated frequency or 123.0 MHz from 10 NM prior to landing unless otherwise specified by the CAAT regulations.

13.2.1.2 Pilot of arriving aircraft should self-announce their position and intentions approximately 10 NM from the aerodrome.

13.2.1.3 Pilot of arriving aircraft should self-announce their position and intentions on downwind, base, and final approach.

13.2.1.4 Pilot of arriving aircraft should self-announce their position on exiting the runway.

13.2.2 Departing aircraft

13.2.2.1 Pilot of departing aircraft should monitor and communicate on the designated frequency or 123.0 MHz from start-up to while within 10 NM from the aerodrome unless otherwise specified by the CAAT regulations.

13.2.2.2 Pilot of departing aircraft should self-announce their position and intentions before taxiing.

13.2.2.3 Pilot of departing aircraft should self-announce their position and intentions before entering the runway.

13.2.2.4 Pilot of departing aircraft should self-announce their position and intentions before taking off from the runway.

13.2.2.5 Pilot of departing aircraft should self-announce their position and intentions on leaving the traffic pattern

13.2.3 Aircraft operating at altitudes used normally by arriving and departing aircraft

13.2.3.1 1. Pilot of the aircraft conducting other than arriving or departing operations at altitudes used normally by arriving and departing aircraft should monitor and communicate on the designated frequency or 123.0 MHz while within 10 NM from the aerodrome unless otherwise specified by the CAAT regulations.

13.2.4 Self-Announce Position and Intentions

13.2.4.1 Self-announce is a procedure whereby pilot broadcast their position and intent on flight activity or ground operation on a designated frequency or 123.0 MHz

13.2.4.2 Aircraft operating at the other nearby airport maybe make self-announce broadcasts on the same frequency. To help identify one airport from the other, the airport name should be spoken at the beginning and the end of each self-announce broadcast.

13.2.4.3 Example of self-announce phraseology

ARRIVING AIRCRAFT

(AIRPORT NAME) TRAFFIC, CALLSIGN, (POSITION), (ALTITUDE), LANDING, (AIRPORT NAME)
(AIRPORT NAME) TRAFFIC, CALLSIGN, ENTERING DOWNWIND RUNWAY (NUMBER), FULL STOP, (AIRPORT NAME)
(AIRPORT NAME) TRAFFIC, CALLSIGN, CLEAR OF RUNWAY (NUMBER), (AIRPORT NAME)

DEPARTING AIRCRAFT

(AIRPORT NAME) TRAFFIC, CALLSIGN, (LOCATION ON AIRPORT), TAXIING TO RUNWAY (NUMBER), (AIRPORT NAME)
(AIRPORT NAME) TRAFFIC, CALLSIGN, DEPARTING RUNWAY (NUMBER), DEPARTING THE PATTERN TO THE SOUTH,
CLIMBING TO (ALTITUDE), (AIRPORT NAME)