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**THE CIVIL AVIATION AUTHORITY OF THAILAND**  
**Aeronautical Information Management Department**  
**222 Soi Vibhavadi Rangsit 28,**  
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**Chatuchak, Bangkok 10900 Thailand**

**AIRAC AIP - THAILAND**  
**Amendment 04/24**  
**7 MAR 24**

This AIRAC AIP AMDT 04/24 contains:

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1.

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|         | 0.4-1 | 21 MAR 2024 |        | 0.4-1 | 18 APR 2024 |
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|         | 0.4-8 | 21 MAR 2024 |        | 0.4-8 | 18 APR 2024 |
|         | 0.4-9 | 21 MAR 2024 |        | 0.4-9 | 18 APR 2024 |

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|         | 4.1-2       | 22 FEB 2024 |        | 4.1-2       | 18 APR 2024 |
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|         | 1.8-2       | 25 MAR 2021 |        | 1.8-2       | 18 APR 2024 |
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|         | 2-VTCT-1-11 | 22 FEB 2024 |        | 2-VTCT-1-11 | 18 APR 2024 |
|         | -           | -           |        | 2-VTCT-1-12 | 18 APR 2024 |
|         | -           | -           |        | 2-VTCT-1-13 | 18 APR 2024 |
|         | 2-VTSS-1-1  | 13 JUL 2023 |        | 2-VTSS-1-1  | 18 APR 2024 |
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|         | 2-VTSS-1-5  | 21 APR 2022 |        | 2-VTSS-1-5  | 18 APR 2024 |
|         | 2-VTSS-1-9  | 12 SEP 2019 |        | 2-VTSS-1-9  | 18 APR 2024 |
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|------------|-------------|------------|-------------|
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| -          | -           | 2-VTSF-1-9 | 18 APR 2024 |
| 2-VTSM-1-4 | 26 MAR 2020 | 2-VTSM-1-4 | 18 APR 2024 |

**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 | AIP SUP A 13/24   |
| AIC     | NIL   |
| NOTAM   | NOTAM A2845/23 (C4209/23), A2846/23(C4210/23), A2906/23(C4292/23) |

- END -

## GEN 0.2 RECORD OF AIP AMENDMENTS

[illegible]

| AIRAC AIP AMENDMENT |                     |                   |                |
|---------------------|---------------------|-------------------|----------------|
| NR/<br>Year         | Publication<br>date | Effective<br>date | Inserted<br>by |
| 9/19                | 04 JUL 2019         | 15 AUG 2019       |                |
| 10/19               | 01 AUG 2019         | 12 SEP 2019       |                |
| 11/19               | 29 AUG 2019         | 10 OCT 2019       |                |
| 12/19               | 26 SEP 2019         | 07 NOV 2019       |                |
| 13/19               | 24 OCT 2019         | 05 DEC 2019       |                |
| 1/20                | 21 NOV 2019         | 02 JAN 2020       |                |
| 2/20                | 19 DEC 2019         | 30 JAN 2020       |                |
| 3/20                | 16 JAN 2020         | 27 FEB 2020       |                |
| 4/20                | 13 FEB 2020         | 26 MAR 2020       |                |
| 5/20                | 12 MAR 2020         | 23 APR 2020       |                |
| 6/20                | 09 APR 2020         | 21 MAY 2020       |                |
| 7/20                | 07 MAY 2020         | 18 JUN 2020       |                |
| 8/20                | 04 JUN 2020         | 16 JUL 2020       |                |
| 9/20                | 02 JUL 2020         | 13 AUG 2020       |                |
| 10/20               | 30 JUL 2020         | 10 SEP 2020       |                |
| 11/20               | 27 AUG 2020         | 08 OCT 2020       |                |
| 12/20               | 24 SEP 2020         | 05 NOV 2020       |                |
| 13/20               | 22 OCT 2020         | 03 DEC 2020       |                |
| 14/20               | 19 NOV 2020         | 31 DEC 2020       |                |
| 1/21                | 17 DEC 2020         | 28 JAN 2021       |                |
| 2/21                | NIL                 | NIL               |                |
| 3/21                | 11 FEB 2021         | 25 MAR 2021       |                |
| 4/21                | 11 MAR 2021         | 22 APR 2021       |                |
| 5/21                | 08 APR 2021         | 20 MAY 2021       |                |
| 6/21                | 06 MAY 2021         | 17 JUN 2021       |                |
| 7/21                | 03 JUN 2021         | 15 JUL 2021       |                |
| 8/21                | 01 JUL 2021         | 12 AUG 2021       |                |
| 9/21                | NIL                 | NIL               |                |
| 10/21               | 26 AUG 2021         | 07 OCT 2021       |                |
| 11/21               | 23 SEP 2021         | 04 NOV 2021       |                |
| 12/21               | 21 OCT 2021         | 02 DEC 2021       |                |
| 13/21               | 18 NOV 2021         | 30 DEC 2021       |                |
| 1/22                | NIL                 | NIL               |                |
| 2/22                | NIL                 | NIL               |                |
| 3/22                | NIL                 | NIL               |                |
| 4/22                | 10 MAR 2022         | 21 APR 2022       |                |

AIRAC AMDT 04/24 The Civil Aviation Authority of Thailand

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| <b>0.4-3</b>                  | <b>18 APR 24</b> | 2.6-1         | 18 JUL 19        | 1.2-3                          | 28 DEC 23        |
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| 2-VTBS-2-7  | 30 NOV 23 | 2-VTBS-7-10 | 8 OCT 20  |             |           |
| 2-VTBS-2-9  | 30 NOV 23 | 2-VTBS-7-11 | 8 OCT 20  |             |           |
| 2-VTBS-2-11 | 30 NOV 23 | 2-VTBS-7-12 | 8 OCT 20  |             |           |

**RAYONG / U-TAPAO RAYONG  
PATTAYA INTERNATIONAL AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTBU-1-1  | 22 APR 21 |
| 2-VTBU-1-2  | 17 JUN 21 |
| 2-VTBU-1-3  | 12 AUG 21 |
| 2-VTBU-1-4  | 12 AUG 21 |
| 2-VTBU-1-5  | 17 JUN 21 |
| 2-VTBU-1-6  | 28 DEC 23 |
| 2-VTBU-1-7  | 16 JUN 22 |
| 2-VTBU-1-8  | 16 JUN 22 |
| 2-VTBU-1-9  | 23 MAR 23 |
| 2-VTBU-1-10 | 14 JUL 22 |
| 2-VTBU-2-1  | 16 JUN 22 |
| 2-VTBU-2-3  | 16 JUN 22 |
| 2-VTBU-2-4  | 18 JUL 19 |
| 2-VTBU-3-1  | 18 JUL 19 |
| 2-VTBU-6-1  | 16 JUN 22 |
| 2-VTBU-6-2  | 18 JUL 19 |
| 2-VTBU-6-3  | 16 JUN 22 |
| 2-VTBU-6-4  | 18 JUL 19 |
| 2-VTBU-8-1  | 23 MAR 23 |
| 2-VTBU-8-3  | 16 JUN 22 |
| 2-VTBU-8-4  | 18 JUL 19 |
| 2-VTBU-8-5  | 23 MAR 23 |
| 2-VTBU-8-6  | 18 JUL 19 |
| 2-VTBU-8-7  | 16 JUN 22 |
| 2-VTBU-8-8  | 16 JUN 22 |
| 2-VTBU-8-9  | 14 JUL 22 |
| 2-VTBU-8-10 | 16 JUN 22 |
| 2-VTBU-8-11 | 16 JUN 22 |
| 2-VTBU-8-12 | 16 JUN 22 |
| 2-VTBU-8-13 | 16 JUN 22 |
| 2-VTBU-8-14 | 16 JUN 22 |

**SONGKHLA / HAT YAI  
INTERNATIONAL AIRPORT**

|            |           |
|------------|-----------|
| 2-VTSS-1-1 | 18 APR 24 |
| 2-VTSS-1-2 | 18 APR 24 |
| 2-VTSS-1-3 | 2 NOV 23  |
| 2-VTSS-1-4 | 2 NOV 23  |
| 2-VTSS-1-5 | 18 APR 24 |
| 2-VTSS-1-6 | 22 APR 21 |
| 2-VTSS-1-7 | 16 JUL 20 |
| 2-VTSS-1-8 | 16 JUL 20 |
| 2-VTSS-1-9 | 18 APR 24 |

| Page               | Date             |
|--------------------|------------------|
| 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        | 2 NOV 23         |
| <b>2-VTSS-1-15</b> | <b>18 APR 24</b> |
| 2-VTSS-1-16        | 21 MAR 24        |
| 2-VTSS-2-1         | 2 NOV 23         |
| 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         | 21 MAR 24        |
| 2-VTSS-8-3         | 15 JUN 23        |
| 2-VTSS-8-5         | 15 JUN 23        |
| 2-VTSS-8-7         | 15 JUN 23        |
| 2-VTSS-8-8         | 15 JUN 23        |
| 2-VTSS-8-9         | 15 JUN 23        |
| 2-VTSS-8-10        | 15 JUN 23        |

**BURIRAM / BURI RAM AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTUO-1-1  | 29 DEC 22 |
| 2-VTUO-1-2  | 26 JAN 23 |
| 2-VTUO-1-3  | 26 JAN 23 |
| 2-VTUO-1-4  | 26 JAN 23 |
| 2-VTUO-1-5  | 26 JAN 23 |
| 2-VTUO-1-6  | 30 NOV 23 |
| 2-VTUO-1-7  | 30 NOV 23 |
| 2-VTUO-1-8  | 21 MAR 24 |
| 2-VTUO-2-1  | 21 MAR 24 |
| 2-VTUO-2-2  | 29 DEC 22 |
| 2-VTUO-2-3  | 29 DEC 22 |
| 2-VTUO-2-4  | 29 DEC 22 |
| 2-VTUO-2-5  | 29 DEC 22 |
| 2-VTUO-3-1  | 29 DEC 22 |
| 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 | 20 APR 23 |
| 2-VTSE-1-2 | 20 APR 23 |
| 2-VTSE-1-3 | 20 APR 23 |
| 2-VTSE-1-4 | 20 APR 23 |
| 2-VTSE-1-5 | 20 APR 23 |
| 2-VTSE-1-6 | 20 APR 23 |
| 2-VTSE-1-7 | 30 NOV 23 |
| 2-VTSE-1-8 | 30 NOV 23 |
| 2-VTSE-1-9 | 20 APR 23 |
| 2-VTSE-2-1 | 20 APR 23 |
| 2-VTSE-2-2 | 20 APR 23 |
| 2-VTSE-2-3 | 20 APR 23 |
| 2-VTSE-2-4 | 20 APR 23 |
| 2-VTSE-2-5 | 20 APR 23 |
| 2-VTSE-2-6 | 20 APR 23 |
| 2-VTSE-3-1 | 20 APR 23 |
| 2-VTSE-8-1 | 17 JUN 21 |

| Page        | Date      |
|-------------|-----------|
| 2-VTSE-8-3  | 17 JUN 21 |
| 2-VTSE-8-5  | 17 JUN 21 |
| 2-VTSE-8-6  | 18 JUL 19 |
| 2-VTSE-8-7  | 17 JUN 21 |
| 2-VTSE-8-8  | 18 JUL 19 |
| 2-VTSE-8-9  | 17 JUN 21 |
| 2-VTSE-8-10 | 18 JUL 19 |
| 2-VTSE-8-11 | 17 JUN 21 |
| 2-VTSE-8-12 | 18 JUL 19 |
| 2-VTSE-8-13 | 18 JUL 19 |
| 2-VTSE-8-15 | 4 NOV 21  |
| 2-VTSE-8-16 | 15 JUL 21 |
| 2-VTSE-8-17 | 4 NOV 21  |
| 2-VTSE-8-18 | 15 JUL 21 |
| 2-VTSE-9-1  | 17 JUN 21 |
| 2-VTSE-9-2  | 31 DEC 20 |
| 2-VTSE-9-3  | 17 JUN 21 |
| 2-VTSE-9-4  | 31 DEC 20 |
| 2-VTSE-9-5  | 17 JUN 21 |
| 2-VTSE-9-6  | 31 DEC 20 |

**KHON KAEN / KHON KAEN AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTUK-1-1  | 29 DEC 22 |
| 2-VTUK-1-2  | 29 DEC 22 |
| 2-VTUK-1-3  | 29 DEC 22 |
| 2-VTUK-1-4  | 29 DEC 22 |
| 2-VTUK-1-5  | 29 DEC 22 |
| 2-VTUK-1-6  | 30 NOV 23 |
| 2-VTUK-1-7  | 30 NOV 23 |
| 2-VTUK-1-8  | 30 NOV 23 |
| 2-VTUK-2-1  | 29 DEC 22 |
| 2-VTUK-2-3  | 29 DEC 22 |
| 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 | 28 DEC 23 |
| 2-VTSG-1-4 | 18 JUL 19 |
| 2-VTSG-1-5 | 2 DEC 21  |
| 2-VTSG-1-6 | 20 APR 23 |
| 2-VTSG-1-7 | 20 APR 23 |

| Page       | Date      |
|------------|-----------|
| 2-VTSG-2-1 | 18 JUL 19 |
| 2-VTSG-6-1 | 20 MAY 21 |
| 2-VTSG-6-3 | 20 MAY 21 |
| 2-VTSG-6-5 | 17 JUN 21 |
| 2-VTSG-6-6 | 18 JUL 19 |
| 2-VTSG-6-7 | 17 JUN 21 |
| 2-VTSG-6-8 | 18 JUL 19 |
| 2-VTSG-6-9 | 18 JUL 19 |
| 2-VTSG-7-1 | 17 JUN 21 |
| 2-VTSG-7-2 | 18 JUL 19 |
| 2-VTSG-8-1 | 17 JUN 21 |
| 2-VTSG-8-2 | 18 JUL 19 |
| 2-VTSG-8-3 | 17 JUN 21 |
| 2-VTSG-8-4 | 18 JUL 19 |
| 2-VTSG-8-5 | 17 JUN 21 |
| 2-VTSG-8-6 | 18 JUL 19 |
| 2-VTSG-8-7 | 17 JUN 21 |
| 2-VTSG-8-8 | 17 JUN 21 |

**LAMPANG / LAMPANG AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTCL-1-1  | 7 OCT 21  |
| 2-VTCL-1-2  | 7 OCT 21  |
| 2-VTCL-1-3  | 3 NOV 22  |
| 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  | 15 JUN 23 |
| 2-VTCL-2-1  | 18 JUL 19 |
| 2-VTCL-6-1  | 15 JUN 23 |
| 2-VTCL-6-2  | 15 JUN 23 |
| 2-VTCL-6-3  | 15 JUN 23 |
| 2-VTCL-6-4  | 15 JUN 23 |
| 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  | 2 NOV 23  |
| 2-VTUL-1-3  | 2 NOV 23  |
| 2-VTUL-1-4  | 2 NOV 23  |
| 2-VTUL-1-5  | 2 NOV 23  |
| 2-VTUL-1-6  | 2 NOV 23  |
| 2-VTUL-1-7  | 2 NOV 23  |
| 2-VTUL-1-8  | 30 NOV 23 |
| 2-VTUL-1-9  | 30 NOV 23 |
| 2-VTUL-1-10 | 2 NOV 23  |
| 2-VTUL-2-1  | 2 NOV 23  |
| 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 | 13 JUL 23 |
| 2-VTBL-1-5 | 12 SEP 19 |

| Page        | Date      |
|-------------|-----------|
| 2-VTBL-1-6  | 12 SEP 19 |
| 2-VTBL-1-7  | 13 JUL 23 |
| 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 | 20 APR 23 |
| 2-VTCH-1-4 | 20 APR 23 |
| 2-VTCH-1-5 | 20 APR 23 |
| 2-VTCH-1-6 | 20 APR 23 |
| 2-VTCH-1-7 | 20 APR 23 |
| 2-VTCH-1-8 | 20 APR 23 |
| 2-VTCH-1-9 | 20 APR 23 |
| 2-VTCH-2-1 | 18 JUL 19 |
| 2-VTCH-6-1 | 23 APR 20 |
| 2-VTCH-6-2 | 23 APR 20 |
| 2-VTCH-8-1 | 23 MAR 23 |
| 2-VTCH-8-3 | 23 MAR 23 |

**MAE HONG SON / PAI AIRPORT**

|            |           |
|------------|-----------|
| 2-VTCI-1-1 | 12 SEP 19 |
| 2-VTCI-1-2 | 12 SEP 19 |
| 2-VTCI-1-3 | 12 SEP 19 |
| 2-VTCI-1-4 | 12 SEP 19 |
| 2-VTCI-1-5 | 12 SEP 19 |
| 2-VTCI-1-6 | 12 SEP 19 |
| 2-VTCI-2-1 | 18 JUL 19 |

**NAKHON PATHOM/KAMPHAENG  
SAEN AIRPORT**

|            |           |
|------------|-----------|
| 2-VTBK-1-1 | 12 SEP 19 |
| 2-VTBK-1-2 | 12 SEP 19 |
| 2-VTBK-1-3 | 12 SEP 19 |
| 2-VTBK-1-4 | 12 SEP 19 |
| 2-VTBK-1-5 | 12 SEP 19 |
| 2-VTBK-1-6 | 12 SEP 19 |

**NAKHON PHANOM / NAKHON  
PHANOM AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTUW-1-1  | 21 MAR 24 |
| 2-VTUW-1-2  | 21 MAR 24 |
| 2-VTUW-1-3  | 21 MAR 24 |
| 2-VTUW-1-4  | 21 MAR 24 |
| 2-VTUW-1-5  | 21 MAR 24 |
| 2-VTUW-1-6  | 21 MAR 24 |
| 2-VTUW-1-7  | 21 MAR 24 |
| 2-VTUW-1-8  | 21 MAR 24 |
| 2-VTUW-1-9  | 21 MAR 24 |
| 2-VTUW-1-10 | 21 MAR 24 |
| 2-VTUW-1-11 | 21 MAR 24 |
| 2-VTUW-2-1  | 21 MAR 24 |
| 2-VTUW-8-1  | 2 NOV 23  |
| 2-VTUW-8-2  | 18 JUL 19 |
| 2-VTUW-8-3  | 21 APR 22 |
| 2-VTUW-8-4  | 18 JUL 19 |
| 2-VTUW-8-5  | 21 APR 22 |
| 2-VTUW-8-6  | 18 JUL 19 |
| 2-VTUW-8-7  | 2 NOV 23  |
| 2-VTUW-8-8  | 8 SEP 22  |
| 2-VTUW-8-9  | 21 APR 22 |
| 2-VTUW-8-10 | 8 SEP 22  |

**NAKHON RATCHASIMA / NAKHON  
RATCHASIMA AIRPORT**

|            |           |
|------------|-----------|
| 2-VTUQ-1-1 | 18 MAY 23 |
| 2-VTUQ-1-2 | 7 OCT 21  |

| Page        | Date      |
|-------------|-----------|
| 2-VTUQ-1-3  | 3 NOV 22  |
| 2-VTUQ-1-4  | 23 MAR 23 |
| 2-VTUQ-1-5  | 23 MAR 23 |
| 2-VTUQ-1-6  | 19 MAY 22 |
| 2-VTUQ-1-7  | 30 NOV 23 |
| 2-VTUQ-1-8  | 30 NOV 23 |
| 2-VTUQ-2-1  | 23 MAR 23 |
| 2-VTUQ-2-2  | 23 MAR 23 |
| 2-VTUQ-6-1  | 21 APR 22 |
| 2-VTUQ-6-2  | 17 JUN 21 |
| 2-VTUQ-6-3  | 21 APR 22 |
| 2-VTUQ-6-4  | 17 JUN 21 |
| 2-VTUQ-6-5  | 17 JUN 21 |
| 2-VTUQ-8-1  | 21 APR 22 |
| 2-VTUQ-8-3  | 21 APR 22 |
| 2-VTUQ-8-5  | 21 APR 22 |
| 2-VTUQ-8-7  | 21 APR 22 |
| 2-VTUQ-8-9  | 21 APR 22 |
| 2-VTUQ-8-10 | 20 MAY 21 |
| 2-VTUQ-8-11 | 21 APR 22 |
| 2-VTUQ-8-12 | 20 MAY 21 |
| 2-VTUQ-9-1  | 17 JUN 21 |
| 2-VTUQ-9-2  | 17 JUN 21 |
| 2-VTUQ-9-3  | 17 JUN 21 |
| 2-VTUQ-9-4  | 17 JUN 21 |

**NAKHON RATCHASIMA / KHORAT  
AIRPORT**

|            |           |
|------------|-----------|
| 2-VTUN-1-1 | 30 NOV 23 |
| 2-VTUN-1-2 | 12 SEP 19 |
| 2-VTUN-1-3 | 12 SEP 19 |
| 2-VTUN-1-4 | 30 NOV 23 |
| 2-VTUN-1-5 | 30 NOV 23 |
| 2-VTUN-1-6 | 30 NOV 23 |
| 2-VTUN-1-7 | 23 APR 20 |
| 2-VTUN-2-1 | 18 JUL 19 |
| 2-VTUN-8-1 | 23 APR 20 |
| 2-VTUN-8-2 | 23 APR 20 |

**NAKHON SAWAN / NAKHON SAWAN  
AIRPORT**

|            |           |
|------------|-----------|
| 2-VTPN-1-1 | 16 JUL 20 |
| 2-VTPN-1-2 | 12 SEP 19 |
| 2-VTPN-1-3 | 12 SEP 19 |
| 2-VTPN-1-4 | 12 SEP 19 |
| 2-VTPN-1-5 | 12 SEP 19 |

**NAKHON SAWAN/TAKHLI AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTPI-1-1  | 12 SEP 19 |
| 2-VTPI-1-2  | 2 JAN 20  |
| 2-VTPI-1-3  | 12 SEP 19 |
| 2-VTPI-1-4  | 12 SEP 19 |
| 2-VTPI-1-5  | 12 SEP 19 |
| 2-VTPI-1-6  | 7 NOV 19  |
| 2-VTPI-2-1  | 18 JUL 19 |
| 2-VTPI-8-1  | 7 NOV 19  |
| 2-VTPI-8-2  | 7 NOV 19  |
| 2-VTPI-8-3  | 7 NOV 19  |
| 2-VTPI-8-5  | 7 NOV 19  |
| 2-VTPI-8-6  | 7 NOV 19  |
| 2-VTPI-8-7  | 5 DEC 19  |
| 2-VTPI-8-8  | 7 NOV 19  |
| 2-VTPI-8-9  | 5 DEC 19  |
| 2-VTPI-8-10 | 5 DEC 19  |

**NAKHON SI THAMMARAT / NAKHON SI  
THAMMARAT AIRPORT**

|            |           |
|------------|-----------|
| 2-VTSF-1-1 | 18 APR 24 |
| 2-VTSF-1-2 | 18 APR 24 |
| 2-VTSF-1-3 | 18 APR 24 |
| 2-VTSF-1-4 | 18 APR 24 |

| Page        | Date      |
|-------------|-----------|
| 2-VTSF-1-5  | 18 APR 24 |
| 2-VTSF-1-6  | 18 APR 24 |
| 2-VTSF-1-7  | 18 APR 24 |
| 2-VTSF-1-8  | 18 APR 24 |
| 2-VTSF-1-9  | 18 APR 24 |
| 2-VTSF-2-1  | 18 JUL 19 |
| 2-VTSF-6-1  | 13 AUG 20 |
| 2-VTSF-6-2  | 18 JUL 19 |
| 2-VTSF-6-3  | 13 AUG 20 |
| 2-VTSF-6-4  | 18 JUL 19 |
| 2-VTSF-8-1  | 13 AUG 20 |
| 2-VTSF-8-2  | 18 JUL 19 |
| 2-VTSF-8-3  | 13 AUG 20 |
| 2-VTSF-8-4  | 18 JUL 19 |
| 2-VTSF-8-5  | 13 AUG 20 |
| 2-VTSF-8-6  | 18 JUL 19 |
| 2-VTSF-8-7  | 13 AUG 20 |
| 2-VTSF-8-8  | 18 JUL 19 |
| 2-VTSF-8-9  | 13 AUG 20 |
| 2-VTSF-8-10 | 18 JUL 19 |
| 2-VTSF-8-11 | 15 JUL 21 |
| 2-VTSF-8-12 | 15 JUL 21 |
| 2-VTSF-8-13 | 15 JUL 21 |
| 2-VTSF-8-14 | 15 JUL 21 |

**NAKHON SI THAMMARAT / CHA - IAN  
AIRPORT**

|            |           |
|------------|-----------|
| 2-VTSN-1-1 | 18 JUL 19 |
| 2-VTSN-1-2 | 18 JUL 19 |
| 2-VTSN-1-3 | 18 JUL 19 |
| 2-VTSN-1-4 | 18 JUL 19 |
| 2-VTSN-1-5 | 18 JUL 19 |

**NAN / NAN NAKHON AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTCN-1-1  | 7 OCT 21  |
| 2-VTCN-1-2  | 7 OCT 21  |
| 2-VTCN-1-3  | 3 NOV 22  |
| 2-VTCN-1-4  | 30 NOV 23 |
| 2-VTCN-1-5  | 30 NOV 23 |
| 2-VTCN-1-6  | 30 NOV 23 |
| 2-VTCN-1-7  | 30 NOV 23 |
| 2-VTCN-1-8  | 30 NOV 23 |
| 2-VTCN-2-1  | 15 JUL 21 |
| 2-VTCN-8-1  | 23 MAR 23 |
| 2-VTCN-8-2  | 23 MAR 23 |
| 2-VTCN-8-3  | 23 MAR 23 |
| 2-VTCN-8-4  | 23 MAR 23 |
| 2-VTCN-8-5  | 23 MAR 23 |
| 2-VTCN-8-6  | 23 MAR 23 |
| 2-VTCN-8-7  | 23 MAR 23 |
| 2-VTCN-8-8  | 23 MAR 23 |
| 2-VTCN-8-9  | 23 MAR 23 |
| 2-VTCN-8-10 | 23 MAR 23 |

**NARATHIWAT / NARATHIWAT  
AIRPORT**

|            |           |
|------------|-----------|
| 2-VTSC-1-1 | 7 OCT 21  |
| 2-VTSC-1-2 | 18 JUL 19 |
| 2-VTSC-1-3 | 3 NOV 22  |
| 2-VTSC-1-4 | 18 JUL 19 |
| 2-VTSC-1-5 | 30 DEC 21 |
| 2-VTSC-1-6 | 10 AUG 23 |
| 2-VTSC-1-7 | 29 DEC 22 |
| 2-VTSC-1-8 | 15 JUN 23 |
| 2-VTSC-2-1 | 18 JUL 19 |
| 2-VTSC-8-1 | 15 JUN 23 |
| 2-VTSC-8-2 | 18 JUL 19 |
| 2-VTSC-8-3 | 15 JUN 23 |
| 2-VTSC-8-4 | 18 JUL 19 |
| 2-VTSC-8-5 | 15 JUN 23 |
| 2-VTSC-8-6 | 18 JUL 19 |

| Page        | Date      |
|-------------|-----------|
| 2-VTSC-8-7  | 15 JUN 23 |
| 2-VTSC-8-8  | 15 JUN 23 |
| 2-VTSC-8-9  | 15 JUN 23 |
| 2-VTSC-8-10 | 15 JUN 23 |

**PATTANI / PATTANI AIRPORT**

|            |           |
|------------|-----------|
| 2-VTSK-1-1 | 12 SEP 19 |
| 2-VTSK-1-2 | 12 SEP 19 |
| 2-VTSK-1-3 | 12 SEP 19 |
| 2-VTSK-1-4 | 12 SEP 19 |
| 2-VTSK-1-5 | 23 MAR 23 |
| 2-VTSK-1-6 | 23 MAR 23 |
| 2-VTSK-2-1 | 18 JUL 19 |
| 2-VTSK-8-1 | 18 JUL 19 |
| 2-VTSK-8-3 | 23 MAR 23 |
| 2-VTSK-8-5 | 3 DEC 20  |
| 2-VTSK-8-6 | 3 DEC 20  |
| 2-VTSK-8-7 | 3 DEC 20  |
| 2-VTSK-8-8 | 3 DEC 20  |

**PHETCHABUN / PHETCHABUN AIRPORT**

|            |           |
|------------|-----------|
| 2-VTPB-1-1 | 7 OCT 21  |
| 2-VTPB-1-2 | 7 OCT 21  |
| 2-VTPB-1-3 | 3 NOV 22  |
| 2-VTPB-1-4 | 7 OCT 21  |
| 2-VTPB-1-5 | 2 DEC 21  |
| 2-VTPB-1-6 | 30 NOV 23 |
| 2-VTPB-1-7 | 30 NOV 23 |
| 2-VTPB-1-8 | 30 NOV 23 |
| 2-VTPB-2-1 | 18 JUL 19 |
| 2-VTPB-8-1 | 2 NOV 23  |
| 2-VTPB-8-3 | 2 NOV 23  |
| 2-VTPB-8-4 | 2 NOV 23  |
| 2-VTPB-8-5 | 2 NOV 23  |
| 2-VTPB-8-6 | 2 NOV 23  |
| 2-VTPB-8-7 | 2 NOV 23  |
| 2-VTPB-8-8 | 2 NOV 23  |
| 2-VTPB-8-9 | 2 NOV 23  |

**PHITSANULOK / PHITSANULOK AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTPP-1-1  | 13 JUL 23 |
| 2-VTPP-1-2  | 7 OCT 21  |
| 2-VTPP-1-3  | 23 MAR 23 |
| 2-VTPP-1-4  | 30 NOV 23 |
| 2-VTPP-1-5  | 23 MAR 23 |
| 2-VTPP-1-6  | 2 DEC 21  |
| 2-VTPP-1-7  | 19 MAY 22 |
| 2-VTPP-1-8  | 20 APR 23 |
| 2-VTPP-1-9  | 23 MAR 23 |
| 2-VTPP-2-1  | 23 MAR 23 |
| 2-VTPP-2-2  | 23 MAR 23 |
| 2-VTPP-2-3  | 23 MAR 23 |
| 2-VTPP-2-4  | 23 MAR 23 |
| 2-VTPP-6-1  | 18 JUL 19 |
| 2-VTPP-6-3  | 18 JUL 19 |
| 2-VTPP-6-5  | 18 JUL 19 |
| 2-VTPP-6-6  | 18 JUL 19 |
| 2-VTPP-6-7  | 18 JUL 19 |
| 2-VTPP-8-1  | 18 JUL 19 |
| 2-VTPP-8-3  | 18 JUL 19 |
| 2-VTPP-8-5  | 18 JUL 19 |
| 2-VTPP-8-6  | 18 JUL 19 |
| 2-VTPP-8-7  | 18 JUL 19 |
| 2-VTPP-8-8  | 18 JUL 19 |
| 2-VTPP-8-9  | 18 JUL 19 |
| 2-VTPP-8-10 | 18 JUL 19 |
| 2-VTPP-8-11 | 22 APR 21 |
| 2-VTPP-8-12 | 22 APR 21 |
| 2-VTPP-8-13 | 22 APR 21 |

| Page        | Date      |
|-------------|-----------|
| 2-VTPP-8-14 | 22 APR 21 |
| 2-VTPP-9-1  | 21 APR 22 |
| 2-VTPP-9-2  | 21 APR 22 |
| 2-VTPP-9-3  | 21 APR 22 |
| 2-VTPP-9-4  | 21 APR 22 |
| 2-VTPP-9-5  | 21 APR 22 |
| 2-VTPP-9-6  | 21 APR 22 |

**PHRAE / PHRAE AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTCP-1-1  | 7 OCT 21  |
| 2-VTCP-1-2  | 21 MAR 24 |
| 2-VTCP-1-3  | 21 MAR 24 |
| 2-VTCP-1-4  | 21 MAR 24 |
| 2-VTCP-1-5  | 21 MAR 24 |
| 2-VTCP-1-6  | 21 MAR 24 |
| 2-VTCP-1-7  | 21 MAR 24 |
| 2-VTCP-1-8  | 21 MAR 24 |
| 2-VTCP-1-9  | 21 MAR 24 |
| 2-VTCP-1-10 | 21 MAR 24 |
| 2-VTCP-2-1  | 21 MAR 24 |
| 2-VTCP-8-1  | 2 NOV 23  |
| 2-VTCP-8-3  | 2 NOV 23  |
| 2-VTCP-8-4  | 2 NOV 23  |

**PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT**

|            |           |
|------------|-----------|
| 2-VTBP-1-1 | 22 FEB 24 |
| 2-VTBP-1-2 | 22 FEB 24 |
| 2-VTBP-1-3 | 12 SEP 19 |
| 2-VTBP-1-4 | 12 SEP 19 |
| 2-VTBP-1-5 | 12 SEP 19 |
| 2-VTBP-1-6 | 22 FEB 24 |

**PRACHUAP KHIRI KHAN / HUA HIN AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTPH-1-1  | 7 OCT 21  |
| 2-VTPH-1-2  | 22 FEB 24 |
| 2-VTPH-1-3  | 3 NOV 22  |
| 2-VTPH-1-4  | 12 SEP 19 |
| 2-VTPH-1-5  | 2 DEC 21  |
| 2-VTPH-1-6  | 30 NOV 23 |
| 2-VTPH-1-7  | 25 JAN 24 |
| 2-VTPH-2-1  | 18 JUL 19 |
| 2-VTPH-8-1  | 26 MAR 20 |
| 2-VTPH-8-3  | 26 MAR 20 |
| 2-VTPH-8-4  | 18 JUL 19 |
| 2-VTPH-8-5  | 12 AUG 21 |
| 2-VTPH-8-6  | 12 AUG 21 |
| 2-VTPH-9-1  | 27 FEB 20 |
| 2-VTPH-9-2  | 27 FEB 20 |
| 2-VTPH-9-3  | 27 FEB 20 |
| 2-VTPH-9-4  | 27 FEB 20 |
| 2-VTPH-9-5  | 27 FEB 20 |
| 2-VTPH-9-6  | 27 FEB 20 |
| 2-VTPH-9-7  | 27 FEB 20 |
| 2-VTPH-9-8  | 27 FEB 20 |
| 2-VTPH-9-9  | 27 FEB 20 |
| 2-VTPH-9-10 | 27 FEB 20 |
| 2-VTPH-9-11 | 27 FEB 20 |
| 2-VTPH-9-12 | 27 FEB 20 |

**RANONG / RANONG AIRPORT**

|            |           |
|------------|-----------|
| 2-VTSR-1-1 | 7 OCT 21  |
| 2-VTSR-1-2 | 7 OCT 21  |
| 2-VTSR-1-3 | 3 NOV 22  |
| 2-VTSR-1-4 | 7 OCT 21  |
| 2-VTSR-1-5 | 2 DEC 21  |
| 2-VTSR-1-6 | 7 OCT 21  |
| 2-VTSR-1-7 | 2 NOV 23  |
| 2-VTSR-2-1 | 18 JUL 19 |
| 2-VTSR-6-1 | 20 MAY 21 |

| Page       | Date      |
|------------|-----------|
| 2-VTSR-6-2 | 20 MAY 21 |
| 2-VTSR-6-3 | 20 MAY 21 |
| 2-VTSR-6-4 | 20 MAY 21 |
| 2-VTSR-6-5 | 20 MAY 21 |
| 2-VTSR-6-6 | 20 MAY 21 |
| 2-VTSR-6-7 | 20 MAY 21 |
| 2-VTSR-6-8 | 20 MAY 21 |
| 2-VTSR-8-1 | 2 NOV 23  |
| 2-VTSR-8-2 | 2 NOV 23  |
| 2-VTSR-8-3 | 2 NOV 23  |
| 2-VTSR-8-4 | 20 MAY 21 |
| 2-VTSR-8-5 | 2 NOV 23  |
| 2-VTSR-8-6 | 2 NOV 23  |
| 2-VTSR-8-7 | 2 NOV 23  |
| 2-VTSR-8-8 | 2 NOV 23  |

**ROI ET / ROI ET AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTUV-1-1  | 11 AUG 22 |
| 2-VTUV-1-2  | 7 OCT 21  |
| 2-VTUV-1-3  | 26 MAR 20 |
| 2-VTUV-1-4  | 26 MAR 20 |
| 2-VTUV-1-5  | 2 DEC 21  |
| 2-VTUV-1-6  | 30 NOV 23 |
| 2-VTUV-1-7  | 30 NOV 23 |
| 2-VTUV-2-1  | 7 OCT 21  |
| 2-VTUV-6-1  | 21 APR 22 |
| 2-VTUV-6-2  | 16 JUL 20 |
| 2-VTUV-6-3  | 16 JUL 20 |
| 2-VTUV-6-5  | 21 APR 22 |
| 2-VTUV-6-6  | 16 JUL 20 |
| 2-VTUV-6-7  | 16 JUL 20 |
| 2-VTUV-8-1  | 21 APR 22 |
| 2-VTUV-8-2  | 16 JUL 20 |
| 2-VTUV-8-3  | 21 APR 22 |
| 2-VTUV-8-4  | 16 JUL 20 |
| 2-VTUV-8-5  | 21 APR 22 |
| 2-VTUV-8-6  | 16 JUL 20 |
| 2-VTUV-8-7  | 21 APR 22 |
| 2-VTUV-8-8  | 16 JUL 20 |
| 2-VTUV-8-9  | 16 JUL 20 |
| 2-VTUV-8-10 | 16 JUL 20 |
| 2-VTUV-8-11 | 21 APR 22 |
| 2-VTUV-8-12 | 20 MAY 21 |
| 2-VTUV-8-13 | 20 MAY 21 |
| 2-VTUV-8-15 | 21 APR 22 |
| 2-VTUV-8-16 | 20 MAY 21 |
| 2-VTUV-8-17 | 20 MAY 21 |
| 2-VTUV-9-1  | 21 APR 22 |
| 2-VTUV-9-2  | 21 APR 22 |
| 2-VTUV-9-3  | 21 APR 22 |
| 2-VTUV-9-4  | 21 APR 22 |

**SA KAE0 / WATTHANA NAKHON AIRPORT**

|            |           |
|------------|-----------|
| 2-VTBW-1-1 | 11 AUG 22 |
| 2-VTBW-1-2 | 28 DEC 23 |
| 2-VTBW-1-3 | 11 AUG 22 |
| 2-VTBW-1-4 | 28 DEC 23 |
| 2-VTBW-1-5 | 28 DEC 23 |
| 2-VTBW-1-6 | 28 DEC 23 |

**SAKON NAKHON / SAKON NAKHON AIRPORT**

|            |           |
|------------|-----------|
| 2-VTUI-1-1 | 8 SEP 22  |
| 2-VTUI-1-2 | 7 OCT 21  |
| 2-VTUI-1-3 | 2 NOV 23  |
| 2-VTUI-1-4 | 15 JUN 23 |
| 2-VTUI-1-5 | 15 JUN 23 |
| 2-VTUI-1-6 | 15 JUN 23 |
| 2-VTUI-1-7 | 15 JUN 23 |
| 2-VTUI-1-8 | 2 NOV 23  |

| Page        | Date      |
|-------------|-----------|
| 2-VTUI-1-9  | 2 NOV 23  |
| 2-VTUI-1-10 | 30 NOV 23 |
| 2-VTUI-1-11 | 30 NOV 23 |
| 2-VTUI-2-1  | 30 DEC 21 |
| 2-VTUI-8-1  | 2 NOV 23  |
| 2-VTUI-8-2  | 18 JUL 19 |
| 2-VTUI-8-3  | 2 NOV 23  |
| 2-VTUI-8-4  | 18 JUL 19 |
| 2-VTUI-8-5  | 2 NOV 23  |
| 2-VTUI-8-6  | 18 JUL 19 |
| 2-VTUI-8-7  | 2 NOV 23  |
| 2-VTUI-8-8  | 18 JUL 19 |
| 2-VTUI-8-9  | 2 NOV 23  |
| 2-VTUI-8-10 | 28 JAN 21 |
| 2-VTUI-8-11 | 2 NOV 23  |
| 2-VTUI-8-12 | 28 JAN 21 |

**SONGKHLA / SONGKHLA AIRPORT**

|            |           |
|------------|-----------|
| 2-VTSH-1-1 | 12 SEP 19 |
| 2-VTSH-1-2 | 12 SEP 19 |
| 2-VTSH-1-3 | 12 SEP 19 |
| 2-VTSH-1-4 | 12 SEP 19 |
| 2-VTSH-1-5 | 12 SEP 19 |
| 2-VTSH-2-1 | 18 JUL 19 |

**SUKHOTHAI / SUKHOTHAI AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTPO-1-1  | 2 NOV 23  |
| 2-VTPO-1-2  | 2 NOV 23  |
| 2-VTPO-1-3  | 2 NOV 23  |
| 2-VTPO-1-4  | 2 NOV 23  |
| 2-VTPO-1-5  | 2 NOV 23  |
| 2-VTPO-1-6  | 2 NOV 23  |
| 2-VTPO-1-7  | 2 NOV 23  |
| 2-VTPO-1-8  | 2 NOV 23  |
| 2-VTPO-2-1  | 18 JUL 19 |
| 2-VTPO-2-3  | 18 JUL 19 |
| 2-VTPO-3-1  | 18 JUL 19 |
| 2-VTPO-6-1  | 23 MAR 23 |
| 2-VTPO-6-2  | 18 JUL 19 |
| 2-VTPO-6-3  | 23 MAR 23 |
| 2-VTPO-6-4  | 18 JUL 19 |
| 2-VTPO-8-1  | 23 MAR 23 |
| 2-VTPO-8-3  | 23 MAR 23 |
| 2-VTPO-8-4  | 18 JUL 19 |
| 2-VTPO-8-5  | 18 JUL 19 |
| 2-VTPO-8-7  | 23 MAR 23 |
| 2-VTPO-8-8  | 22 APR 21 |
| 2-VTPO-8-9  | 23 MAR 23 |
| 2-VTPO-8-10 | 22 APR 21 |

**SURAT THANI / SURAT THANI AIRPORT**

|            |           |
|------------|-----------|
| 2-VTSB-1-1 | 7 OCT 21  |
| 2-VTSB-1-2 | 7 OCT 21  |
| 2-VTSB-1-3 | 7 OCT 21  |
| 2-VTSB-1-4 | 7 OCT 21  |
| 2-VTSB-1-5 | 7 OCT 21  |
| 2-VTSB-1-6 | 2 DEC 21  |
| 2-VTSB-1-7 | 30 NOV 23 |
| 2-VTSB-1-8 | 30 NOV 23 |
| 2-VTSB-1-9 | 20 APR 23 |
| 2-VTSB-2-1 | 5 NOV 20  |
| 2-VTSB-6-1 | 18 JUL 19 |
| 2-VTSB-6-2 | 18 JUL 19 |
| 2-VTSB-6-3 | 18 JUL 19 |
| 2-VTSB-6-5 | 30 JAN 20 |
| 2-VTSB-6-6 | 18 JUL 19 |
| 2-VTSB-6-7 | 18 JUL 19 |
| 2-VTSB-6-8 | 18 JUL 19 |
| 2-VTSB-7-1 | 18 JUL 19 |
| 2-VTSB-7-2 | 18 JUL 19 |

| Page       | Date      |
|------------|-----------|
| 2-VTSB-7-3 | 18 JUL 19 |
| 2-VTSB-7-5 | 18 JUL 19 |
| 2-VTSB-7-6 | 18 JUL 19 |
| 2-VTSB-7-7 | 18 JUL 19 |
| 2-VTSB-7-8 | 18 JUL 19 |
| 2-VTSB-8-1 | 23 MAR 23 |
| 2-VTSB-8-2 | 23 MAR 23 |
| 2-VTSB-8-3 | 23 MAR 23 |
| 2-VTSB-8-4 | 23 MAR 23 |
| 2-VTSB-8-5 | 23 MAR 23 |
| 2-VTSB-8-6 | 23 MAR 23 |
| 2-VTSB-8-7 | 23 MAR 23 |
| 2-VTSB-8-8 | 23 MAR 23 |

**SURAT THANI / SAMUI AIRPORT**

|                   |                  |
|-------------------|------------------|
| 2-VTSM-1-1        | 10 AUG 23        |
| 2-VTSM-1-2        | 2 NOV 23         |
| 2-VTSM-1-3        | 2 NOV 23         |
| <b>2-VTSM-1-4</b> | <b>18 APR 24</b> |
| 2-VTSM-1-5        | 25 JAN 24        |
| 2-VTSM-1-6        | 2 NOV 23         |
| 2-VTSM-1-7        | 10 SEP 20        |
| 2-VTSM-1-8        | 30 NOV 23        |
| 2-VTSM-1-9        | 30 NOV 23        |
| 2-VTSM-1-10       | 30 NOV 23        |
| 2-VTSM-2-1        | 18 JUL 19        |
| 2-VTSM-2-3        | 18 JUL 19        |
| 2-VTSM-2-5        | 18 JUL 19        |
| 2-VTSM-3-1        | 18 JUL 19        |
| 2-VTSM-6-1        | 18 JUN 20        |
| 2-VTSM-6-2        | 18 JUN 20        |
| 2-VTSM-6-3        | 18 JUN 20        |
| 2-VTSM-6-5        | 18 JUN 20        |
| 2-VTSM-6-6        | 18 JUN 20        |
| 2-VTSM-6-7        | 18 JUN 20        |
| 2-VTSM-8-1        | 18 JUN 20        |
| 2-VTSM-8-2        | 18 JUN 20        |
| 2-VTSM-8-3        | 18 JUN 20        |
| 2-VTSM-8-4        | 18 JUN 20        |
| 2-VTSM-8-5        | 18 JUN 20        |
| 2-VTSM-8-6        | 18 JUN 20        |
| 2-VTSM-8-7        | 18 JUN 20        |
| 2-VTSM-8-8        | 18 JUN 20        |
| 2-VTSM-8-9        | 15 JUL 21        |
| 2-VTSM-8-10       | 15 JUL 21        |
| 2-VTSM-8-11       | 15 JUL 21        |
| 2-VTSM-8-13       | 15 JUL 21        |
| 2-VTSM-8-14       | 15 JUL 21        |
| 2-VTSM-8-15       | 15 JUL 21        |
| 2-VTSM-8-17       | 15 JUL 21        |
| 2-VTSM-8-18       | 15 JUL 21        |
| 2-VTSM-8-19       | 15 JUL 21        |
| 2-VTSM-8-21       | 15 JUL 21        |
| 2-VTSM-8-22       | 15 JUL 21        |
| 2-VTSM-8-23       | 15 JUL 21        |

**TAK / TAK AIRPORT**

|            |           |
|------------|-----------|
| 2-VTPT-1-1 | 7 OCT 21  |
| 2-VTPT-1-2 | 7 OCT 21  |
| 2-VTPT-1-3 | 3 NOV 22  |
| 2-VTPT-1-4 | 12 SEP 19 |
| 2-VTPT-1-5 | 2 DEC 21  |
| 2-VTPT-1-6 | 11 AUG 22 |
| 2-VTPT-2-1 | 18 JUL 19 |

**TAK / MAE SOT AIRPORT**

|            |           |
|------------|-----------|
| 2-VTPM-1-1 | 1 DEC 22  |
| 2-VTPM-1-2 | 26 JAN 23 |
| 2-VTPM-1-3 | 26 JAN 23 |
| 2-VTPM-1-4 | 26 JAN 23 |
| 2-VTPM-1-5 | 26 JAN 23 |

| Page       | Date      |
|------------|-----------|
| 2-VTPM-1-6 | 26 JAN 23 |
| 2-VTPM-1-7 | 26 JAN 23 |
| 2-VTPM-1-8 | 2 NOV 23  |
| 2-VTPM-1-9 | 15 JUN 23 |
| 2-VTPM-2-1 | 1 DEC 22  |
| 2-VTPM-2-2 | 1 DEC 22  |
| 2-VTPM-2-3 | 26 JAN 23 |
| 2-VTPM-2-4 | 1 DEC 22  |
| 2-VTPM-2-5 | 1 DEC 22  |
| 2-VTPM-2-6 | 1 DEC 22  |
| 2-VTPM-3-1 | 1 DEC 22  |
| 2-VTPM-6-1 | 1 DEC 22  |
| 2-VTPM-6-2 | 1 DEC 22  |
| 2-VTPM-7-1 | 1 DEC 22  |
| 2-VTPM-7-2 | 1 DEC 22  |
| 2-VTPM-8-1 | 15 JUN 23 |
| 2-VTPM-8-2 | 1 DEC 22  |
| 2-VTPM-8-3 | 15 JUN 23 |
| 2-VTPM-8-4 | 15 JUN 23 |

**TRANG / TRANG AIRPORT**

|            |           |
|------------|-----------|
| 2-VTST-1-1 | 7 OCT 21  |
| 2-VTST-1-2 | 21 MAR 24 |
| 2-VTST-1-3 | 3 NOV 22  |
| 2-VTST-1-4 | 7 OCT 21  |
| 2-VTST-1-5 | 2 DEC 21  |
| 2-VTST-1-6 | 21 MAR 24 |
| 2-VTST-1-7 | 21 MAR 24 |
| 2-VTST-2-1 | 17 JUN 21 |
| 2-VTST-8-1 | 15 JUN 23 |
| 2-VTST-8-2 | 18 JUL 19 |
| 2-VTST-8-3 | 15 JUN 23 |
| 2-VTST-8-4 | 18 JUL 19 |
| 2-VTST-8-5 | 15 JUN 23 |
| 2-VTST-8-6 | 3 DEC 20  |

**TRAT (KHAO SMING) / TRAT AIRPORT**

|            |           |
|------------|-----------|
| 2-VTBO-1-1 | 19 MAY 22 |
| 2-VTBO-1-2 | 21 APR 22 |
| 2-VTBO-1-3 | 21 APR 22 |
| 2-VTBO-1-4 | 3 NOV 22  |
| 2-VTBO-1-5 | 21 APR 22 |
| 2-VTBO-1-6 | 30 NOV 23 |
| 2-VTBO-1-7 | 30 NOV 23 |
| 2-VTBO-8-1 | 23 MAR 23 |
| 2-VTBO-8-2 | 15 JUL 21 |

**UBON RATCHATHANI / UBON RATCHATHANI AIRPORT**

|             |           |
|-------------|-----------|
| 2-VTUU-1-1  | 23 FEB 23 |
| 2-VTUU-1-2  | 7 OCT 21  |
| 2-VTUU-1-3  | 18 JUL 19 |
| 2-VTUU-1-4  | 18 JUL 19 |
| 2-VTUU-1-5  | 18 JUL 19 |
| 2-VTUU-1-6  | 26 MAR 20 |
| 2-VTUU-1-7  | 27 FEB 20 |
| 2-VTUU-1-8  | 26 JAN 23 |
| 2-VTUU-1-9  | 2 NOV 23  |
| 2-VTUU-1-10 | 30 NOV 23 |
| 2-VTUU-1-11 | 30 NOV 23 |
| 2-VTUU-1-12 | 30 NOV 23 |
| 2-VTUU-2-1  | 13 AUG 20 |
| 2-VTUU-6-1  | 21 APR 22 |
| 2-VTUU-6-3  | 21 APR 22 |
| 2-VTUU-6-5  | 21 APR 22 |
| 2-VTUU-6-6  | 18 JUL 19 |
| 2-VTUU-6-7  | 21 APR 22 |
| 2-VTUU-6-8  | 18 JUL 19 |
| 2-VTUU-8-1  | 21 APR 22 |
| 2-VTUU-8-2  | 18 JUL 19 |
| 2-VTUU-8-3  | 21 APR 22 |

| Page        | Date      |
|-------------|-----------|
| 2-VTUU-8-4  | 18 JUL 19 |
| 2-VTUU-8-5  | 21 APR 22 |
| 2-VTUU-8-6  | 18 JUL 19 |
| 2-VTUU-8-7  | 21 APR 22 |
| 2-VTUU-8-8  | 20 MAY 21 |
| 2-VTUU-8-9  | 21 APR 22 |
| 2-VTUU-8-10 | 20 MAY 21 |

#### UDON THANI / UDON THANI AIRPORT

|             |           |
|-------------|-----------|
| 2-VTUD-1-1  | 29 DEC 22 |
| 2-VTUD-1-2  | 25 JAN 24 |
| 2-VTUD-1-3  | 13 JUL 23 |
| 2-VTUD-1-4  | 13 JUL 23 |
| 2-VTUD-1-5  | 13 JUL 23 |
| 2-VTUD-1-6  | 13 JUL 23 |
| 2-VTUD-1-7  | 13 JUL 23 |
| 2-VTUD-1-8  | 13 JUL 23 |
| 2-VTUD-1-9  | 13 JUL 23 |
| 2-VTUD-1-10 | 13 JUL 23 |
| 2-VTUD-1-11 | 30 NOV 23 |
| 2-VTUD-1-12 | 30 NOV 23 |
| 2-VTUD-1-13 | 30 NOV 23 |
| 2-VTUD-2-1  | 21 APR 22 |
| 2-VTUD-2-3  | 15 JUL 21 |
| 2-VTUD-6-1  | 21 APR 22 |
| 2-VTUD-6-2  | 28 JAN 21 |
| 2-VTUD-6-3  | 28 JAN 21 |
| 2-VTUD-6-5  | 21 APR 22 |
| 2-VTUD-6-6  | 28 JAN 21 |
| 2-VTUD-6-7  | 28 JAN 21 |
| 2-VTUD-7-1  | 21 APR 22 |
| 2-VTUD-7-2  | 28 JAN 21 |
| 2-VTUD-7-3  | 28 JAN 21 |
| 2-VTUD-7-5  | 21 APR 22 |
| 2-VTUD-7-6  | 28 JAN 21 |
| 2-VTUD-7-7  | 28 JAN 21 |
| 2-VTUD-8-1  | 21 APR 22 |
| 2-VTUD-8-2  | 25 MAR 21 |
| 2-VTUD-8-3  | 21 APR 22 |
| 2-VTUD-8-4  | 25 MAR 21 |
| 2-VTUD-8-5  | 21 APR 22 |
| 2-VTUD-8-6  | 25 MAR 21 |
| 2-VTUD-8-7  | 25 MAR 21 |
| 2-VTUD-8-8  | 25 MAR 21 |
| 2-VTUD-8-9  | 25 MAR 21 |
| 2-VTUD-8-11 | 25 MAR 21 |
| 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 | 20 APR 23 |
| 2-VTSY-1-8 | 20 APR 23 |
| 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 | 29 DEC 22 |
| 2-VTSY-6-2 | 3 DEC 20  |
| 2-VTSY-6-3 | 29 DEC 22 |
| 2-VTSY-6-4 | 3 DEC 20  |
| 2-VTSY-8-1 | 29 DEC 22 |
| 2-VTSY-8-2 | 3 DEC 20  |
| 2-VTSY-8-3 | 29 DEC 22 |
| 2-VTSY-8-4 | 3 DEC 20  |

| Page                         | Date      |
|------------------------------|-----------|
| <b>KHON-KAEN / NAM PHONG</b> |           |
| 2-VTUZ-1-1                   | 30 NOV 23 |
| 2-VTUZ-1-2                   | 30 NOV 23 |
| 2-VTUZ-1-3                   | 30 NOV 23 |
| 2-VTUZ-1-4                   | 30 NOV 23 |
| 2-VTUZ-1-5                   | 30 NOV 23 |
| 2-VTUZ-1-6                   | 30 NOV 23 |
| 2-VTUZ-1-7                   | 30 NOV 23 |
| 2-VTUZ-2-1                   | 30 NOV 23 |
| 2-VTUZ-3-1                   | 30 NOV 23 |
| 2-VTUZ-4-1                   | 30 NOV 23 |
| 2-VTUZ-5-1                   | 30 NOV 23 |
| 2-VTUZ-6-1                   | 30 NOV 23 |
| 2-VTUZ-7-1                   | 30 NOV 23 |
| 2-VTUZ-8-1                   | 30 NOV 23 |
| 2-VTUZ-9-1                   | 30 NOV 23 |
| 2-VTUZ-10-1                  | 30 NOV 23 |
| 2-VTUZ-11-1                  | 30 NOV 23 |
| 2-VTUZ-12-1                  | 30 NOV 23 |
| 2-VTUZ-13-1                  | 30 NOV 23 |
| 2-VTUZ-14-1                  | 30 NOV 23 |
| 2-VTUZ-15-1                  | 30 NOV 23 |

## GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

### GEN 4.1 AERODROME/HELIPORT CHARGES

#### 1. General

The charges set out hereunder are collected in accordance with the Air Navigation Act.B.E. 2497 including the amendments concerned.

#### 2. Landing charges

Landing rates is based daily on maximum permissible take-off weight of the aircraft as specified in its Flight Manual as follows:

##### 2.1 Rates for airports of Department of Airports are as follows:

- a) First 50 metric tons: not exceeding 85 Baht per metric ton;
- b) Over 50 to 100 metric tons: the charge for (a) plus not exceeding 95 Baht for every metric ton in excess of 50 metric tons; and
- c) Over 100 metric tons: the charge for (a) and (b) plus not exceeding 105 Baht for every metric ton in excess of 100 metric tons;

##### 2.2 Rates for airport of Airports of Thailand are as follows:

- a) First 10 metric tons: not exceeding 1,150 Baht;
- b) Over 10 up to 50 metric tons: the charge for (a) plus not exceeding 135 Baht for every metric ton excess of 10 metric tons;
- c) Over 50 up to 100 metric tons: the charge for (a) and (b) plus not exceeding 155 Baht for every metric ton in excess of 50 metric tons; and
- d) Over 100 metric tons: the charge for (a) and (b) and (c) plus not exceeding 175 Baht for every metric ton in excess of 100 metric tons.

##### 2.3 At Samui airport, Sukhothai airport and Trat airport, rate will be charged not exceeding 100 Baht per metric ton.

##### 2.4 U-Tapao Rayong Pattaya airports, the charges are not exceeding the rates for aerodromes in 2.1.

##### 2.5 Songkhla airports, the charges are not exceeding 50% of the rates for aerodromes in 2.1.

##### 2.6 Other aerodromes not mentioned above and all temporary areas for take-off and landing of aircraft, the charges are not exceeding 25% of the rates for aerodromes in 2.1.

Any fraction of a metric ton (1 000 Kilograms) is counted as a full metric ton.

#### Reductions

- a) Landing rates for domestic flights at aerodromes in 2.3, 2.4, 2.5, 2.6, the charges are not exceeding 50%;
- b) Landing at U-Tapao Rayong Pattaya exporting of Thai fruits, the charges are not exceeding 50% of the rates for aerodromes in 2.4; and
- c) If a landing is made in conjunction with the seasonal festival or for flight training at aerodromes in 2.1, 2.3, 2.4, 2.5, 2.6 the charges are not exceeding 50%.

#### Exemptions

- a) Foreign military aircraft of countries that exempt Thai military aircraft from landing charges in a reciprocal manner
- b) Foreign government-owned aircraft or aircraft wholly chartered by foreign government in use of carrying heads of their states, guests of their Majesties the King and the Queen of the Kingdom of Thailand or guests of Thai Government to and from the Kingdom of Thailand
- c) Aircraft used in International Red Cross services;
- d) Aircraft registered on behalf of State; and
- e) Aircraft with the permission of the Minister of Transport.



### 3. Passenger service charges

3.1 Passengers departing from any airports for foreign destination will be charged as follows:

3.1.1 Suvarnabhumi, Don Mueang, Chiang Mai, Mae Fah Luang-Chiang Rai, Hat Yai, and Phuket airports: not exceeding 730 Baht

3.1.2 Samui airports: not exceeding 700 Baht

3.1.3 Other airports: not exceeding 400 Baht.

3.2 Passengers departing from domestic destination airports will be charged as follows:

3.2.1 Samui and Sukhothai airports: not exceeding 400 Baht;

3.2.2 Trat airport: not exceeding 200 Baht;

3.2.3 Suvarnabhumi, Don Mueang, Chiang Mai, Mae Fah Luang-Chiang Rai, Hat Yai, and Phuket airports: not exceeding 130 Baht; and

3.2.4 Airports of Department of Airports and other airports: not exceeding 50 Baht.

#### Payment

The owner or possessor of aircraft or his agent is authorized to collect the passenger service charge from passengers boarding his aircraft, if neither of them are in the Kingdom of Thailand, pilot-in-command or an officer appointed by the Minister of Transport is authorized to collect the charge. The collected charge must be handed over to Airport Manager, together with the boarding passenger list certified by an immigration officer, within 7 days of departure except the charge collected by pilot-in-command must be handed over to Airport Manager before departure. The one who fails to comply with the above mentioned regulations shall be punished by fine three times of the collected charge.

#### Exemptions

- a) Their Majesties the King and the Queen, all the members of the Royal family and their entourage;
- b) His Holiness the Patriarch and his entourage;
- c) Heads of foreign States and their entourage;
- d) The guests of their Majesties the King and the Queen and their entourage;
- e) Government guests and their entourage;
- f) Children two years of age and under;
- g) Passengers in Thai or foreign government-owned aircraft or in the aircraft chartered wholly by Thai or foreign government with evidence showing that it is in government service;
- h) For international flight, transit passengers who do not leave transit area or who have to leave transit area for relaxation because of the delay of flight schedule. For domestic flight, transit passengers who stay within 6 hours or have to stay longer than 6 hours because of the delay of flight schedule; and
- i) Passengers with the permission of the Minister of Transport.

### 4. Storage charges

#### 4.1 Parking Rates

Parking rates is based daily on maximum permissible take-off weight of the aircraft as specified in its Flight Manual as follows:

4.1.1 The rates of not exceeding 100 Baht per metric ton per day will be charged at Samui airport, Sukhothai airport, and Trat airport .

4.1.2 Rates for airport of Airports of Thailand are as follows

- a) First 50 metric tons: not exceeding 880 Baht per day;
- b) Over 50 up to 100 metric tons: the charge for (a) plus not exceeding 14 Baht for every metric ton in excess of 50 metric tons; and
- c) Over 100 metric tons: the charge for (a) and (b) plus not exceeding 7 Baht for every metric ton in excess of 100 metric tons.

4.1.3 Rates for airports of Department of Airports, other aerodromes, and temporary areas for take-off and landing of aircraft are as follows:

- a) First 50 metric tons: not exceeding 650 Baht per day;
  - b) Over 50 up to 100 metric tons: the charge for (a) plus not exceeding 10 Baht for every metric ton in excess of 50 metric tons; and
  - c) Over 100 metric tons: the charge for (a) and (b) plus not exceeding 5 Baht for every metric ton in excess of 100 metric tons.
- d) From the date 15th onward of aircraft progressive rate for aerodrome in 4.1.1, 4.1.2, 4.1.3 will be as follow;
- From the date 15th – 29th, the charge will be 2 folds of charge rate per day.
  - From the date 30th – 44th, the charge will be 3 folds of charge rate per day
  - From the date 45th – 59th, the charge will be 4 folds of charge rate per day.
  - From the date 60th – 74th, the charge will be 5 folds of charge rate per day.
  - From the date 75th – 89th, the charge will be 6 folds of charge rate per day
  - From the date 90th – 104th, the charges will be 7 folds of charge rate per day.

## 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<br>300 m (1 000 ft)<br>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<br>300 m (1 000 ft)<br>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<br>300 m (1 000 ft)<br>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.

**ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES**

The supplementary procedures in force are given in their entirety; "differences" are printed in capital letters.

**1. Assignment of cruising level to IFR flights within controlled airspace**

Unless otherwise specified in 10.5 or authorized by the area Air Traffic Services Units cruising levels to be assigned to IFR flight within controlled airspace will be as given in the table in Appendix 3 to Annex 2.

**2. Reporting of position and air-to-ground watch**

All aircraft on VFR flights and aircraft on IFR flights outside controlled airspace, must maintain a watch on a radio station furnishing communications for the Bangkok Area Control Centre and file that station information as to their position unless not equipped with suitable two-way radio communications or unless otherwise authorized. The last position reported before passing from Bangkok Flight Information Region to an adjacent Flight Information Region must also be addressed to the Air Traffic Services Unit providing Flight Information Service or Air Traffic Control Service within the Flight Information Region the aircraft is entering.

**3. Alerting and search and rescue services**

The procedures for "Alerting Service" detailed in the PAN-RAC (Doc 4444/RAC 501) Part VII, paragraph 2 are applicable to:

- a) flights operated more than 100 NM from the shore line; and
- b) all flights with the exception of such local flights as may be exempted by Air Traffic Control.

***Note:** For the purpose of sub-para v (b), a local flight is a flight wholly conducted in the immediate vicinity of an aerodrome. Provision must be made in the detailed plan for the conduct of search and rescue to provide, to the extent possible, servicing and refuelling facilities to aircraft, vessels, and vehicles made available for search and rescue operations for other States upon request.*

**4. Flight Information Service**

In so far as practicable Air Traffic Services units responsible for the provision of Flight Information Service over water areas must include, at the pilot's request, any available information regarding surface vessels such as radio call signs, positions, true track, speed etc. Responsibility for Flight Information Service passes from Centre to Centre at the time the aircraft crosses the Flight Information Region boundary. When adequate point-to-point communications do not exist with adjacent Flight Information Regions, Flight Information Service will be provided as far as practicable by the Centre to an aircraft leaving Bangkok FIR until reliable communication contact has been established with the Centre whose Flight Information Region it is entering

**5. Air Traffic Service coordination**

Coordination procedures are in accordance with Regional Supplementary Procedures, supported by detailed local Letters of Agreement.

**6. Liaison with operating agencies**

All instructions to aircraft from Air Traffic Services units, excluding aerodrome and approach control instructions, are transmitted by a communication network designated by the government. Instructions to aircraft from aerodrome and approach control Air Traffic Services units are routed through a government owned radio network. All area control service information or instructions issued to aircraft are made available to an operator or this designated representative as agreed between the operator and the Air Traffic Services units concerned.

**7. Air Traffic Service Messages**

Flight plan messages are transmitted to the appropriate Air Traffic Services units and communication stations immediately after the flight plan is filed. The flight plan will be combined with the departure message only if it is reasonably certain that it will reach the addressees in good time, in which case it is transmitted immediately after the departure of the aircraft. For a flight through an intermediate stop the flight plan message originated by the Air Traffic Services unit at the aerodrome of initial departure is considered as a single message, i.e. the number of addressees which may be requested by the operator is limited to two in addition to the one at the aerodrome of aircraft departure and to the one at each aerodrome of intended landing.

When the departure of an aircraft is delayed for more than 10% of the scheduled flight time, but in no case less than 30 minutes after the proposed time of departure contained in the flight plan, ATC will originate a delay message addressed to all recipients of the flight plan message. When a flight plan has been filed through intermediate stop, a departure message will be sent, on the departure of the aircraft from each intermediate stop, to the Air Traffic Services unit of next intended point of landing and to all interested area control or flight information centres. NUMBER OF PERSONS ON BOARD AND FUEL ARE NOT GIVEN IN THE FLIGHT PLAN.

When aeronautical communications are available and when an arrival report is received by an ATC Unit serving the aerodrome of destination, an arrival message will be transmitted to the point of departure. Arrival reports may be filed at points where the absence of communication facilities precludes the transmission of arrival messages. It should be noted, however, that Bangkok ACC does not transmit arrival messages except in accordance with paragraph 10.2 Part 1, Doc 7030 - "Regional Supplementary Procedures".

## 8. Altimeter setting procedures applicable to Air Traffic Services

Based on current and anticipated atmospheric pressure distribution, Bangkok ACC coordinates where required the lowest flight level to be used.

## 9. Weather deviation procedures for use in Bangkok FIR

### 9.1 General

9.1.1 The following procedures are intended to provide guidance in accordance to ICAO Regional Supplementary Procedures (Doc 7030) the pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

9.1.2 If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and in the meantime the aircraft shall broadcast its position (including the ATS route designator or the track code, as appropriate) and intentions, on frequency 121.5 MHz at suitable intervals until ATC clearance is received.

9.1.3 The pilots shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centre line of its cleared route.

### 9.2 Obtaining priority from ATC when weather deviation is required

9.2.1 When the pilot initiates communications with ATC, rapid response may be obtained by stating that weather deviation is required to indicate that priority is desired on the frequency and for ATC response.

9.2.2 The pilot also retains the option of initiating the communication using the urgency call PAN-PAN 3 times to alert. All listening parties of a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

### 9.3 Action to be taken when pilot-controller-communications are established

9.3.1 Pilot identifies the necessity to deviate from track.

9.3.2 Pilot notifies ATC and requests clearance to deviate from track, advising where possible the extent of the deviation expected.

9.3.3 ATC takes one of the following actions:

9.3.3.1 If there is no conflicting traffic in the lateral dimension, ATC issue clearance to deviate from track;

9.3.3.2 If there is conflicting traffic in the lateral dimension, ATC separates aircraft by established vertical separation (2 000 feet above FL 290, 1 000 feet below FL 290) and issues clearance to deviate from track;

9.3.3.3 If there is conflicting traffic in the horizontal dimension and ATC is unable to establish vertical separation, ATC shall:

9.3.3.3.1 Advise the pilot that standard vertical separation cannot be applied;

9.3.3.3.2 Provide essential traffic information for all affected aircraft; and

9.3.3.3.3 If possible, suggest a course of action e.g. ATC may suggest that the pilot climb or descend to a contingency altitude (500 feet above or below that assigned)

#### **Note: suggested phraseology**

*Standard separation not available deviate at pilot's discretion suggest climb to FL 340 parallel traffic 50 miles north at FL 350 report deviation complete.*

9.3.4 Pilot will take the following actions:

9.3.4.1 Comply with ATC clearance issued; or

9.3.4.2 Follow the ATC advisory altitude along with the procedures detailed in paragraph 4; or

9.3.4.3 Execute the procedures detailed in paragraph 4 below. The pilot shall immediately inform ATC of intentions and ATC will issue essential traffic information to all affected aircraft.

### 9.4 Actions to be taken when pilot-controller communications are not established or revised ATC clearance is not available

9.4.1 If contact cannot be established or revised ATC clearance or advisory is not available and deviation from track is required to avoid weather, the pilot shall take following actions:

9.4.1.1 If possible, deviate away from an organized track or route system;

9.4.1.2 Broadcast aircraft position and intentions on frequency 121.5 MHz at suitable intervals stating: flight identification (operator call sign),

flight level, track code or ATS route designator, and extent of deviation expected;

9.4.1.3 Watch for conflicting traffic both visually and by reference to TCAS (if equipped);

9.4.1.4 Turn on aircraft exterior lights;

9.4.1.5 When the aircraft is approximately 10 NM from track, start a descent to and maintain;

9.4.1.6 If conflicting traffic is identified during the deviation, climb or descend to establish vertical separation from conflicting aircraft;

9.4.1.7 When returning to track, be at assigned flight level or altitude, when the aircraft is within approximately 10 NM of centre line.

9.4.1.8 If contact is not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact is established, continue to keep ATC advised of intentions and obtain essential traffic information.

## **10. RVSM Procedures**

### **10.1 Airworthiness and Operational Approval and Monitoring**

#### **10.1.1 APPROVAL PROCESS.**

Operators must obtain airworthiness and operational approval from their States of Registry or States of Operator, as appropriate, to conduct RVSM operations.

Information regarding the process for RVSM approval is contained, for commercial air transport operations, in Notification of The Civil Aviation Authority of Thailand publication, Air Certificate Requirements, Issue 02, Revision 00, dated 30 April 2021.

Additionally, The Monitoring Agency for Asia Region (MAAR) details approval requirements for operators and specifies the RVSM approval flow. This information may be found at <https://www.aerothai.co.th/maar/>

#### **10.1.2 AIRCRAFT MONITORING.**

Guidance Material for the Continued Safety Monitoring of the Asia-Pacific RVSM Airspace is published by the Asia and Pacific Office of ICAO. The purpose of this document is to describe safety monitoring activities for RVSM airspace, including the respective roles and responsibilities of States and Regional Monitoring Agencies (RMAs).

With respect to requirements for Thai operators, full details on the monitoring requirements and available monitoring services are available from MAAR at the website listed above.

Operators are required to participate in the RVSM aircraft monitoring program. This is an essential element of the RVSM implementation program in that it confirms that the aircraft altitude-keeping performance standard is being met.

10.1.3 Monitoring accomplished for other regions can be used to fulfill the monitoring requirements for the Asia/Pacific region. There are a number of organizations worldwide who may be able to provide monitoring services in the Asia/Pacific region. Operators should contact MAAR for confirmation that a monitoring contractor is acceptable for the submission of monitoring data.

### **10.2 Area of Applicability**

10.2.1 RVSM shall be applicable in that volume of airspace between FL 290 and FL 410 inclusive in the Bangkok FIR.

### **10.3 Prior to Departure**

10.3.1 An operator shall ensure that, where the flight is intended to operate in Reduced Vertical Separation Minimum (RVSM) airspace, it has the required RVSM approval.

10.3.2 The letter "W" shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate that both the aircraft and operator are RVSM approved.

10.3.3 The aircraft registration shall be inserted in Item 18 of the flight plan.

10.3.4 Operators of formation flights of State aircraft shall not insert the letter W in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of State aircraft intending to operate within the RVSM airspace specified in 10.2.1 shall include STS/NONRVSM in Item 18 of the ICAO flight plan form.

### **10.4 In-flight Procedures within RVSM Airspace**

10.4.1 Before entering RVSM airspace, the pilot should review the status of required equipment. The following equipment should be operating normally:

- a) two primary altimetry systems. A cross-check between the primary altimeters should be made. A minimum of two will need to agree within  $\pm 60\text{m}$  ( $\pm 200\text{FT}$ ). Failure to meet this condition will require that the altimetry system be reported as defective and air traffic control (ATC) notified;
- b) one automatic altitude-keeping device;
- c) one altitude-alerting device; and
- d) one altitude operating transponder

10.4.2 The controller-pilot phraseologies used for in-flight RVSM operations are specified in ICAO PANS-ATM Doc 4444 (Chapter 12), as shown in the following table:

| Message  | Phraseology   |
|--|---|
| For a controller to ascertain the RVSM approval status of an aircraft  | (call sign) <b>CONFIRM RVSM APPROVED</b>  |
| For a pilot to report RVSM approval status   | <b>AFFIRM RVSM</b>  |
| For a pilot to report non-RVSM approval status:<br>i. on the initial call on any frequency within the RVSM airspace (controllers shall provide and readback with this same phrase), and<br>ii. in all requests for flight level changes pertaining to flight levels within the RVSM airspace; and<br>iii. in all read-backs to flight level clearances pertaining to flight levels within the RVSM airspace<br>Additionally, except for State aircraft, pilot shall include this phrase to read back flight level clearances involving the vertical transit through FL 290 or FL 410 | <b>NEGATIVE RVSM</b>  |
| For a pilot of a non-RVSM approved State aircraft to report non-RVSM approval status, in response to the phrase (call sign) <b>CONFIRM RVSM APPROVED</b> .   | <b>NEGATIVE RVSM STATE AIRCRAFT</b>   |
| For a controller to deny of clearance into the RVSM airspace   | (call sign) <b>UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] FLIGHT LEVEL (number)</b> |
| For a pilot to report when severe turbulence affects the aircraft's capability to maintain the height-keeping requirements for RVSM.   | <b>UNABLE RVSM DUE TURBULENCE</b>   |
| For a pilot to report that the aircraft's equipment has degraded en-route below that required for flight within the RVSM airspace. (See Appendix A) <i>(This phrase is to be used to convey both the initial indication of the non-MASPS compliance, and henceforth, on initial contact on all frequencies within the lateral limits of the RVSM airspace until such time as the problem ceases to exist, or the aircraft has exited the RVSM airspace.)</i>   | <b>UNABLE RVSM DUE EQUIPMENT</b>  |
| For a controller to request an aircraft to provide information as soon as RVSM-approved status has been regained or the pilot is ready to resume RVSM operations   | <b>REPORT WHEN ABLE TO RESUME RVSM</b>  |
| For a controller to request confirmation that an aircraft has regained RVSM-approved status or a pilot is ready to resume RVSM operations  | <b>CONFIRM ABLE TO RESUME RVSM</b>  |
| For a pilot to report the ability to resume operations within the RVSM airspace after an equipment or weather-related contingency.   | <b>READY TO RESUME RVSM</b>   |

Example 1:

A non-RVSM approved aircraft, maintaining FL 260, subsequently requests a climb to FL 320.

Pilot: (call sign) REQUEST FL 320, NEGATIVE RVSM

Controller: (call sign) CLIMB TO FL 320

Pilot: (call sign) CLIMB TO FL 320, NEGATIVE RVSM

Example 2:

A non-RVSM approved aircraft, maintaining FL 260, subsequently requests a climb to FL 430.

Pilot: (call sign) REQUEST FL 430, NEGATIVE RVSM

Controller: (call sign) CLIMB TO FL 430

Pilot: (call sign) CLIMB TO FL 430, NEGATIVE RVSM

Example 3:

A non-RVSM approved aircraft, maintaining FL 360, subsequently requests a climb to FL380.

Pilot: (call sign) REQUEST FL 380, NEGATIVE RVSM

Controller: (call sign) CLIMB TO FL 380

Pilot: (call sign) CLIMB TO FL 380, NEGATIVE RVSM

Example 4:

A non-RVSM approved civil aircraft, maintaining FL 280, subsequently requests a climb to FL320.

Pilot: (call sign) REQUEST FL 320, NEGATIVE RVSM

Controller: (call sign) UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN FL 280

10.4.3 During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 FT (45m).

10.4.4 The pilot must notify ATC when the aircraft's equipment has degraded below the requirement in 10.4.1.

- a) When informed by the pilot of an RVSM-approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC shall consider the aircraft as non-RVSM-approved.
- b) The pilot shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.
- c) The first ACC to become aware of a change in an aircraft's RVSM status shall coordinate with adjacent ACCs, as appropriate.

**Scenario 1: All automatic altitude control systems fail (e.g., Automatic Altitude Hold).**

| The Pilot should  | ATC can be expected to  |
|---|---|
| <b>Initially</b> , maintain CFL and evaluate the aircraft's capability to maintain altitude through manual control.   |   |
| <b>Subsequently</b> , watch for conflicting traffic both visually and by reference to ACAS, if equipped.  |   |
| If considered necessary, alert nearby aircraft by <ol style="list-style-type: none"><li>1. Making maximum use of exterior lights;</li><li>2. Broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used.)</li></ol>  |   |
| Notify ATC of the failure and intended course of action. Possible courses of action include:  | Obtain pilot's intentions, and pass essential traffic information.  |
| <ol style="list-style-type: none"><li>1. Maintaining the CFL and route, provided that the aircraft can maintain level.</li><li>2. Requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish lateral, longitudinal or conventional vertical separation.</li><li>3. Executing the contingency manoeuvre shown in 9.4, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.</li></ol> | <ol style="list-style-type: none"><li>1. If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum</li><li>2. If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.</li><li>3. If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation.</li><li>4. Notify adjoining ATC facilities/sectors of the situation.</li></ol> |

**Scenario 2: Loss of redundancy in primary altimetry systems**

| The Pilot should   | ATC can be expected to                                      |
|--|---|
| If the remaining altimetry system is functioning normally, couple that system to the automatic altitude control system, notify ATC of the loss of redundancy and maintain vigilance of altitude keeping. | Acknowledge the situation and continue to monitor progress. |



**Scenario 3: All primary altimetry systems are considered unreliable or fail**

| The Pilot should   | ATC can be expected to  |
|--|---|
| Maintain CFL by reference to the standby altimeter (if the aircraft is so equipped).   |   |
| Alert nearby aircraft by <ol style="list-style-type: none"> <li>Making maximum use of exterior lights;</li> <li>Broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used.)</li> </ol>   |   |
| Consider declaring an emergency. Notify ATC of the failure and intended course of action. Possible courses of action include:  | Obtain pilot's intentions, and pass essential traffic information.  |
| <ol style="list-style-type: none"> <li>Maintaining CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.</li> <li>Requesting ATC clearance to climb above or descend below RVSM airspace if ATC cannot establish adequate separation from other aircraft.</li> <li>Executing the contingency manoeuvre shown in 9.4, if ATC clearance cannot be obtained.</li> </ol> | <ol style="list-style-type: none"> <li>If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.</li> <li>If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.</li> <li>If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation.</li> <li>Notify adjoining ATC facilities/sectors of the situation.</li> </ol> |

**Scenario 4: The primary altimeters diverge by more than 200 FT (60 m)**

| The Pilot should  |
|---|
| Determine the defective system through the normal airplane integrated comparator warning system or in the absence of such a system, establish trouble-shooting procedures comparing the primary altimeters to the standby altimeter (corrected using the correction card) |
| If the defective system can be determined, couple the functioning altimeter to the altitude keeping device in use.  |
| If the defective system cannot be determined, follow the guidance in Scenario 3 for failure or unreliable altimeter indications of all primary altimeters   |

10.4.5 When the aircraft encounters severe turbulence:

10.4.5.1 Forecast

- When a meteorological forecast is predicting severe turbulence, ATC shall determine whether RVSM should be suspended and, if so, for how long and for which specific flight level(s) and/or area.
- In cases where RVSM will be suspended, the ACC suspending RVSM shall coordinate with adjacent ACCs with regard to the flight levels appropriate for the transfer of traffic; unless a contingency flight level allocation scheme has been determined by letter of agreement. The ACC suspending RVSM shall also coordinate applicable sector capabilities with adjacent ACCs as appropriate.

10.4.5.2 Not forecast

- When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, the pilot shall inform ATC. ATC shall establish either an appropriate horizontal separation or an increased minimum vertical separation.
- ATC shall, to the extent possible, accommodate pilot requests for flight level and/or route changes and shall pass on traffic information as required.
- ATC shall solicit reports from other aircraft to determine whether RVSM should be suspended entirely or within a specific flight level band and/or area.
- ACC suspending RVSM shall coordinate such suspension(s) with, and any required adjustments to, sector capabilities with adjacent ACCs, as appropriate, to ensure an orderly progression to the transfer of traffic.

**Scenario 5: Turbulence (greater than moderate), which the pilot believes, will impact the aircraft's capability to maintain flight level.**

| The Pilot should   | ATC can be expected to   |
|--|--|
| Watch for conflicting traffic both visually and by reference to ACAS, if equipped.   |  |
| If considered necessary, alert nearby aircraft by <ol style="list-style-type: none"> <li>1. Making maximum use of exterior lights;</li> <li>2. Broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used.)</li> </ol>  |  |
| Notify ATC of intended course of action as soon as possible. Possible courses of action include:   |  |
| <ol style="list-style-type: none"> <li>1. Maintaining CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.</li> <li>2. Requesting flight level change, if necessary.</li> <li>3. Executing the contingency manoeuvre shown in 9.4, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.</li> </ol> | <ol style="list-style-type: none"> <li>1. Assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.</li> <li>2. If unable to provide adequate separation, advise the pilot of essential traffic information and request pilot's intentions.</li> <li>3. Notify other aircraft in the vicinity and continue to monitor the situation.</li> <li>4. Notify adjoining ATC facilities/sectors of the situation.</li> </ol> |

#### 10.5 Procedures for Operation of Non-RVSM Compliant Aircraft in RVSM airspace

10.5.1 RVSM approved aircraft will be given priority for level allocation over non-RVSM approved aircraft.

10.5.2 The vertical separation minimum between non-RVSM compliant aircraft operating in the RVSM stratum and all other aircraft is 2 000 FT.

10.5.3 Non-RVSM compliant aircraft operating in RVSM airspace should use the phraseology contained in ICAO PANS-ATM Doc 4444 (Chapter 12). A pilot of a non-RVSM approved State aircraft to report non-RVSM approval status, in response to the phrase (call sign) CONFIRM RVSM APPROVED, shall respond with "NEGATIVE RVSM, STATE AIRCRAFT."

10.5.4 Non-RVSM compliant aircraft may be cleared to climb to and operate above FL410 or descend to and operate below FL290 provided that they:

- a) Do not climb or descend at less than the normal rate for the aircraft; and
- b) Do not level off at an intermediate level while passing through the RVSM stratum.

10.5.5 Non-RVSM compliant aircraft may not flight plan between FL290 and FL410 inclusive within RVSM airspace, except for the following situations:

- a) The aircraft is being initially delivered to the State of Registry or Operator; or
- b) The aircraft was RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval; or
- c) The aircraft is transporting a spare engine mounted under the wing; or
- d) The aircraft is being utilized for mercy or humanitarian purposes; or
- e) State aircraft (those aircraft used in military, custom and police services shall be deemed state aircraft)

**Note:** The procedures are intended exclusively for the purposes indicated and not as a means to circumvent the normal RVSM approval process.

10.5.6 The assignment of cruising levels to non-RVSM compliant aircraft shall be subjected to an ATC clearance. Aircraft operators shall include the "**STS/ Category of operations (i.e. FERRY/HUMANITARIAN/MILITARY/CUSTOMS/POLICE)/NONRVSM**)" in Field 18 of the ICAO Flight Plan.

#### 10.6 Procedures for Suspension of RVSM

10.6.1 Air traffic services will consider suspending RVSM procedures within affected areas of the Bangkok FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2 000 FT.

#### 10.7 Flight Level Allocation Scheme (FLAS) For South China Sea Area

10.7.1 The following flight levels on the routes listed below can be used without pre-departure clearances from the downstream ATS units

(no-PDC levels):

| ATS Route                | No-Pre-Departure Coordination (No-PDC) Flight Levels<br>Other levels available with prior approval |
|--------------------------|--|
| L880 / L628 (EB)<br>L628 | EB – FL330, FL370, FL410<br>WB – FL280, FL340  |
| N891                     | SB – FL330<br>NB – FL260, FL300, FL380   |
| A1                       | EB – FL290, FL330, FL370, FL390, FL410<br>WB – FL280, FL300, FL340, FL380, FL400                   |
| N506 / M768 (EB)<br>M768 | EB – FL270, FL330, FL410<br>WB – FL300, FL380  |
| A202                     | EB – FL290, FL330, FL370, FL390, FL410<br>WB – FL280, FL300, FL340, FL380, FL400                   |

## 11. TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA) AND RELATED OPERATING PROCEDURES

### 11.1 TIBA Procedures

11.1.1 Special procedures have been developed for pilot use in active contingency zones if communications are significantly degraded or unavailable. These TIBA procedures supersede and take the place of lost communication procedures that are outlined in Annex 2 to the Chicago Convention and PANS-ATM (DOC 4444) and will enable traffic information broadcasts by aircraft (TIBA) to be made as well as providing collision hazard information. When aircraft will enter designated airspace in which it is known in advance that normal communication is not available, pilots should maintain a listening watch on the TIBA frequency 10 minutes prior to entering that airspace until leaving the airspace.

11.1.2 For an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace listening watch should start as soon as appropriate after take-off and be maintained until leaving the airspace.

### 11.2 Times of Broadcast

When a loss of normal communications requires TIBA procedures to be implemented, pilots shall make broadcasts in English on 128.95 MHz as follows:

- At the time the loss of normal communications is recognized;
- 10 minutes before entering a designated airspace when it is known in advance that normal communications will not be available within that airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate after take-off;
- 10 minutes prior to crossing a reporting point;
- 10 minutes prior to crossing or joining an ATS route;
- at 20 minutes intervals between distant reporting points;
- 2 to 5 minutes, where possible, before a change in flight level;
- at the of a change in flight level; and
- at any other time considered necessary by the pilot.

**Note:** Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

### 11.3 Broadcast Format

TIBA broadcasts should be made using the following phraseology:

- For other than those indicating changes in flight level:

ALL STATIONS (call sign) FLIGHT LEVEL (number) [of CLIMBING TO FLIGHT LEVEL (number)] (direction) (ATS route) [or DIRECT FROM (position) TO (position) POSITION] (position) AT (time) ESTIMATING (next reporting point, or the point of crossing or joining a designated ATS route) AT (time) (call sign) FLIGHT LEVEL (number) (direction)

**Example:** "ALL STATIONS WINDAR 671 FLIGHT LEVEL 380 NORTHWEST BOUND A464 POSITION 80 MILES SOUTH EAST OF KEVOK AT 2358 ESTIMATING KOBAS AT 0020 WINDAR 671 FLIGHT LEVEL 380 NORTHWEST BOUND OUT"

**Note:** For broadcasts made when the aircraft is not near an ATS significant point, the position should be given as accurately as possible and in any case to the nearest 30 minutes of latitude and longitude.

- Before a change in flight level:

ALL STATIONS (call sign) (direction) (ATS route) [or DIRECT FROM (position) TO (position)] LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (position and time)

- c) At the time of a change in flight level:

ALL STATIONS (call sign) (direction) (ATS route) [or DIRECT FROM (position) TO (position)] LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number) followed by: ALL STATIONS (call sign) MAINTAINING FLIGHT LEVEL (number)

- d) When reporting a temporary flight level change to avoid an imminent collision risk:

ALL STATIONS (call sign) LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number) followed as soon as practicable by: ALL STATIONS (call sign) RETURNING TO FLIGHT LEVEL (number) NOW

#### 11.4 Acknowledgement of the Broadcasts

TIBA broadcasts should not be acknowledged unless a potential collision risk is perceived.

#### 11.5 Cruising Level Changes

11.5.1 Cruising level changes should not be made within the designated airspace, unless considered necessary by pilots to avoid traffic conflicts, to climb to minimum en-route or safe altitudes, to overcome operational limitations, to avoid adverse weather, or in response to an operational emergency

11.5.2 When cruising level changes are unavoidable, all available aircraft lighting which would improve the visual detection of the aircraft should be displayed while changing levels.

#### 11.6 Collision Avoidance

If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2 to the Chicago Convention, the pilot should:

- a) unless an alternative manoeuvre appears more appropriate, immediately descend 150 m (500 ft), or 300 m (1 000 ft) if above FL 290 in an area where a vertical separation minimum of 600 m (2 000 ft) is applied;
- b) display all available aircraft lighting which would improve the visual detection of the aircraft;
- c) as soon as possible, reply to the broadcast advising action being taken;
- d) notify the action taken on the appropriate ATS frequency and
- e) as soon as practicable, resume normal flight level, notifying the action on the appropriate ATS frequency.

#### 11.7 Operation of Transponders

When implementing TIBA procedures, pilots shall operate aircraft transponders on Mode A and C at all time. In the absence of alternative instructions from the appropriate ATS unit, aircraft not assigned a discrete code should squawk code 3300.

#### 11.8 Operation of TCAS

Unless otherwise directed by an appropriate authority, pilots should operate TCAS in TA/RA Mode at maximum range setting during the cruise phase of flight and at a range setting appropriate to the traffic situation when in the departure or terminal phases of flight.

#### 11.9 Special Operations

Specific aircraft may need to be involved in special operations during the period when a FIR is an activated contingency zone. These aircraft may therefore be unable to utilize the contingency route structure for a significant period of their flights. Aircraft that will be classified as special operations are as follows:

- a) Special operations of State aircraft
- b) Aircraft in emergency situations or operating with significant reduction in operating efficiency
- c) Mercy flights and aircraft engaged in search and rescue, medical evacuation, and
- d) coastal surveillance operations.

#### 11.10 Activation and Cancellation of TIBA Procedures

This procedure shall be included in AIP Supplements or NOTAM on TIBA procedures and will be cancelled by NOTAM.

**INTENTIONALLY BLANK**

|   | FROM | TO          | ROUTE                      |
|---|------|-------------|----------------------------|
| 2 | VTSP | Overfly BKK | IGEVI Y5 EGUBO Y99 BKK ... |

## b) Non-RNAV approved aircraft

Flight plan for non-RNAV approved aircraft on G458 with the following city-pairs shall be filed as follows, and at FL250 or below.

|    | FROM          | TO            | ROUTE                              |
|----|---------------|---------------|------------------------------------|
| 1  | VTBD/VTBS     | VTSP          | UKERA G458 SAVSA                   |
| 2  | Overfly BKK   | VTSP          | ... BKK G458 SAVSA                 |
| 3  | Overfly REGOS | VTSP          | ... REGOS W42 MENEX G458 SAVSA     |
| 4  | VTSP          | VTBS          | SAVSA G458 HOTEL DCT LEBIM         |
| 5  | VTSP          | VTBD          | SAVSA G458 HOTEL DCT SABAI         |
| 6  | VTSP          | Overfly BKK   | SAVSA G458 BKK ...                 |
| 7  | VTSP          | Overfly REGOS | SAVSA G458 MENEX W42 REGOS ...     |
| 8  | VTSP          | VTBU          | SAVSA G458 MENEX W42 ASEKU DCT BUT |
| 9  | VTBU          | VTSP          | BUT DCT ASEKU W42 MENEX G458 SAVSA |
| 10 | VTSP          | VTSB          | SAVSA G458 LAMUL                   |
| 11 | VTSB          | VTSP          | LAMUL G458 SAVSA                   |

## 4.1.2 Flights overflying PUT

## a) RNAV approved aircraft

Flight plan for RNAV approved aircraft overflying PUT shall be filed as follows:

|   | FROM          | TO            | ROUTE                                     |
|---|---------------|---------------|---|
| 1 | VTBD/VTBS     | Overfly PUT   | SABIS Y8 PUT ...                          |
| 2 | Overfly BKK   | Overfly PUT   | ... BKK Y8 PUT ...                        |
| 3 | Overfly REGOS | Overfly PUT   | ... REGOS W42 MENEX Y8 PUT ...            |
| 4 | Overfly PUT   | VTBS          | ... PUT Y99 NONEL Y98 LEBIM               |
| 5 | Overfly PUT   | VTBD          | ... PUT Y99 HOTEL DCT SABAI               |
| 6 | Overfly PUT   | Overfly BKK   | ... PUT Y99 BKK ...                       |
| 7 | Overfly PUT   | Overfly REGOS | ... PUT Y99 NONEL Y98 SURMA W42 REGOS ... |

## b) Non-RNAV approved aircraft

Flight plan for non-RNAV approved aircraft overflying PUT on G458 shall be filed as follows, and at FL250 or below.

|   | FROM          | TO          | ROUTE                            |
|---|---------------|-------------|----------------------------------|
| 1 | VTBD/VTBS     | Overfly PUT | UKERA G458 PUT ...               |
| 2 | Overfly BKK   | Overfly PUT | ... BKK G458 PUT ...             |
| 3 | Overfly REGOS | Overfly PUT | ... REGOS W42 MENEX G458 PUT ... |

|   | FROM        | TO            | ROUTE                            |
|---|-------------|---------------|----------------------------------|
| 4 | Overfly PUT | VTBS          | ... SAVSA G458 HOTEL DCT LEBIM   |
| 5 | Overfly PUT | VTBD          | ... SAVSA G458 HOTEL DCT SABAI   |
| 6 | Overfly PUT | Overfly BKK   | ... PUT G458 BKK ...             |
| 7 | Overfly PUT | Overfly REGOS | ... PUT G458 MENEX W42 REGOS ... |

| ATS routes                   | Direction  | FL Allocation | Remark   |
|------------------------------|------------|---------------|--|
| Y20<br>(between BKK and KRT) | West bound | Even          | - Eastbound available for aircraft operating at FL130 or below |
| R325                         | Westbound  | Even          | From Kuala Lumpur FIR to Bangkok FIR                           |

**Note:** (1) Eastbound aircraft operating on L301 destined for VTBD or VTBS shall file DWI L877 MIGAR L524 IBETO on flight plan.

(2) Eastbound aircraft operating on M502 destined for VTBD or VTBS shall file LALIT P762 DWI L877 MIGAR L524 IBETO on flight plan.

(3) Westbound aircraft on L301 intend to operate on L524 after KAMKO shall file DWI M506 KAMKO on flight plan.



## 4.2.2 Flight planning procedures for RNAV capable aircraft

## 4.2.2.1 Flight planning procedure for RNAV capable aircraft departing and arriving VTBD, VTBS and overfly BKK

|    | FROM                         | TO                                  | ROUTE  |
|----|------------------------------|-------------------------------------|--|
| 1  | VTBD/VTBS/<br>Overfly BKK    | Overfly BUTRA                       | Y16 BUTRA A1 ...   |
|    |                              | Overfly SAV                         | A1 SANOT Y15 GUROK A202 SAV...   |
|    |                              | VTUU                                | A1   |
|    |                              | VTUN/VTUK/VTUD/<br>VTUI/VTUW        | A1 SELKA Y14 KRT Y23 KKN Y23/Y22   |
|    |                              | VTUV/VTUO                           | A1 TOPER W42 RAMEI W38   |
|    |                              | Westbound<br>(traffic joining L524) | L301 DWI M506 KAMKO L524   |
| 2  | VTBD/VTBS                    | Overfly PASVA                       | KIGOB Y11 PASVA or RYN M644 TONIK Y25 PASVA...<br>(In case of VT D71 active)           |
| 3  | Overfly BKK                  |                                     | M904 PIDEL Y11 PASVA or N891 RYN M644 TONIK Y25<br>PASVA... (In case of VT D71 active) |
| 4  | Overfly BUTRA                | VTBD                                | A1 UBL Y20 UBL0D DCT ENDUU   |
|    |                              | Overfly BKK                         | A1 UBL Y20   |
|    |                              | VTBS                                | A1 UBL Y20 GRASO Y13 RUKSA DCT EASTE   |
| 5  | Overfly SAV                  | VTBD                                | A202 RAMEI Y20 UBL0D DCT ENDUU   |
|    |                              | Overfly BKK                         | ...SAV A202 RAMEI Y20 BKK...   |
|    |                              | VTBS                                | A202 RAMEI W42 PAKRI Y13 RUKSA DCT EASTE   |
| 6  | VTUU                         | VTBD                                | Y20 UBL0D DCT ENDUU  |
|    |                              | Overfly BKK                         | Y20 BKK...   |
|    |                              | VTBS                                | Y20 GRASO Y13 RUKSA DCT EASTE  |
| 7  | VTUN/VTUK/VTUD/<br>VTUI/VTUW | VTBD                                | Y22/Y23 KKN Y23 KRT Y20 UBL0D DCT ENDUU  |
|    |                              | Overfly BKK                         | Y22/Y23 KKN Y23 KRT Y20 BKK...   |
|    |                              | VTBS                                | Y22/Y23 KKN Y23 KRT Y20 UBL0D DCT EASTE  |
| 8  | VTUV                         | VTBD                                | W38 RAMEI Y20 UBL0D DCT ENDUU  |
|    |                              | Overfly BKK                         | W38 RAMEI Y20 BKK...   |
|    |                              | VTBS                                | W38 RAMEI W42 PAKRI Y13 RUKSA DCT EASTE  |
| 9  | VTUO                         | VTBD                                | W38 RAMEI Y20 UBL0D DCT ENDUU  |
|    |                              | Overfly BKK                         | W38 RAMEI Y20 BKK...   |
|    |                              | VTBS                                | W38 RAMEI W42 PAKRI Y13 RUKSA DCT EASTE  |
| 10 | VTUD                         | VTBD                                | Y1 UBL0D DCT ENDUU   |
|    |                              | Overfly BKK                         | Y1 UBL0D Y20 BKK...  |
|    |                              | VTBS                                | Y1 UBL0D DCT EASTE   |
| 11 | VTUK                         | VTBD                                | Y2 UBL0D DCT ENDUU   |
|    |                              | Overfly BKK                         | Y2 UBL0D Y20 BKK...  |
|    |                              | VTBS                                | Y2 UBL0D DCT EASTE   |

|    | FROM          | TO          | ROUTE  |
|----|---------------|-------------|--|
| 12 | Overfly DWI   | VTBD        | L301 DWI L877 MIGAR L524 IBETO DCT WEHHA   |
|    |               |             | M502 LALIT P762 DWI L877 MIGAR L524 IBETO DCT WEHHA  |
|    |               | VTBS        | L301 DWI L877 MIGAR L524 IBETO DCT WILLA   |
|    |               |             | M502 LALIT P762 DWI L877 MIGAR L524 IBETO DCT WILLA  |
|    |               | Overfly BKK | ... DWI L301 BKK ...   |
| 13 | Overfly ABTOK | VTBD        | ...ABTOK M644 ALUMO Y12 ALEMI DCT SEHNA or<br>ABTOK M644 RYN DCT SEHNA<br>(In case of VT D71 active) |
|    |               | VTBS        | ...ABTOK M644 ALUMO Y12 DOLNI or<br>...ABTOK M644 RYN N891 DOLNI<br>(In case of VT D71 active)       |
|    |               | Overfly BKK | ... ABTOK M644 RYN N891 BKK...   |

## 4.2.3 Flight planning procedures for Non-RNAV capable aircraft

Non-RNAV capable aircraft shall file flight plan with FL 250 and below.

## 4.2.3.1 Flight planning procedures for Non-RNAV capable aircraft departing and arriving VTBD, VTBS and overfly BKK.

|   | FROM                         | TO                           | ROUTE                                |
|---|------------------------------|------------------------------|--------------------------------------|
| 1 | VTBD/VTBS/<br>Overfly BKK    | Overfly BUTRA                | A1 BUTRA...                          |
|   |                              | Overfly SAV                  | A1 TOPER W42 RAMEI A202 SAV...       |
|   |                              | VTUU                         | A1                                   |
|   |                              | VTUN/VTUK/VTUD/<br>VTUI/VTUW | A1 SELKA DCT KRT W6 KKN W6/W5        |
|   |                              |                              | W1 KRT W6 KKN W6/W5 <sup>(1)</sup>   |
|   |                              | VTUV/VTUO                    | A1 TOPER W42 RAMEI W38               |
|   |                              | Overfly PASVA                | A464 HTY A334 PASVA...               |
| 2 | Overfly BUTRA                | VTBD                         | A1 UBL W1 UBL0D DCT ENDUU            |
|   |                              | VTBS                         | A1 UBL W1 UBL0D DCT EASTE            |
|   |                              | Overfly BKK                  | ...BUTRA A1 UBL W1 BKK...            |
| 3 | Overfly SAV                  | VTBD                         | ...SAV A202 RAMEI W1 UBL0D DCT ENDUU |
|   |                              | VTBS                         | ...SAV A202 RAMEI W1 UBL0D DCT EASTE |
|   |                              | Overfly BKK                  | ...SAV A202 RAMEI W1 BKK...          |
| 4 | VTUU                         | VTBD                         | W1 UBL0D DCT ENDUU                   |
|   |                              | VTBS                         | W1 UBL0D DCT EASTE                   |
|   |                              | Overfly BKK                  | W1 BKK...                            |
| 5 | VTUN/VTUK/VTUD/<br>VTUI/VTUW | VTBD                         | W5/W6 KKN W6 KRT W1 UBL0D DCT ENDUU  |
|   |                              | VTBS                         | W5/W6 KKN W6 KRT W1 UBL0D DCT EASTE  |
|   |                              | Overfly BKK                  | W5/W6 KKN W6 KRT W1 BKK...           |
| 6 | VTUV/VTUO                    | VTBD                         | W38 RAMEI W1 UBL0D DCT ENDUU         |
|   |                              | VTBS                         | W38 RAMEI W1 UBL0D DCT EASTE         |
|   |                              | Overfly BKK                  | W38 RAMEI W1 BKK...                  |
| 7 | Overfly PASVA                | VTBD                         | A334 HTY A464 GUTSO DCT SABAI        |
|   |                              | VTBS                         | A334 HTY A464 GUTSO DCT LEBIM        |
|   |                              | Overfly BKK                  | A334 HTY A464                        |

Remark: (1) Available for aircraft operating at FL130 and below

## 4.2.4 Flight planning procedures for Uni-directional air traffic flow on ATS routes B579 and R325

|   | FROM        | TO          | ROUTE                |
|---|-------------|-------------|----------------------|
| 1 | Overfly PUT | -           | ...PUT B579 VPL...   |
| 2 | -           | Overfly PUT | ...DUBAX R325 PUT... |

## 4.3 Operating and flight planning procedures for RNAV 2 capable aircraft operating on ATS routes L880, M633, N506 and P629 Uni-directional air traffic flow

## 4.3.1 Operating procedures

| ATS routes | Direction       | FL Allocation | Remark |
|------------|-----------------|---------------|--------|
| L880       | Eastbound       | Odd           | -      |
| M633       | Westbound       | Even          | -      |
| N506       | South-eastbound | Odd           | -      |
| P629       | North-westbound | Even          | -      |

## 4.3.2 Flight planning procedures

|   | FROM                   | TO                          | ROUTE   |
|---|------------------------|-----------------------------|---|
| 1 | VTBD/VTBS/ Overfly BKK | Overfly OMURO               | L880 OMURO...                                     |
| 2 | VTBD/VTBS/ Overfly BKK | VDSR                        | N506 GOMES B204                                   |
| 3 | VTBD/VTBS/ Overfly BKK | Overfly BOKAK               | N506 BOKAK...                                     |
| 4 | Overfly TUPGO          | VTBD                        | ...TUPGO M633 DULEM DCT SEHNA                     |
|   |                        | VTBS                        | ...TUPGO M633 DULEM DCT DOLNI                     |
|   |                        | Overfly BKK/<br>Bangkok FIR | ...TUPGO M633 MUBUS P629 BKK<br>L507/P646/G463/Y6 |
|   |                        |                             | ...TUPGO M633 TANEK L301                          |
|   |                        |                             | ...TUPGO M633 MUBUS DCT BONVO M502                |
| 5 | Overfly VAPVU          | VTBD                        | ...VAPVU P629 NUGPA DCT SEHNA                     |
|   |                        | VTBS                        | ...VAPVU P629 DOLNI                               |
|   |                        | OverflyBKK<br>/Bangkok FIR  | ...VAPVU P629 BKK L507/ P646/G463/Y6              |
|   |                        |                             | ...VAPVU P629 MUBUS M633 TANEK L301               |
|   |                        |                             | ...VAPVU P629 MUBUS DCT BONVO M502                |

## 4.4 Operating and flight planning procedures for Non RNAV capable aircraft operating on G474 and R468 within Bangkok FIR and Phnom Penh FIR.

## 4.4.1 Operating procedures

| ATS routes | Direction    | FL Allocation | Remark                         |
|------------|--------------|---------------|--------------------------------|
| G474       | Bi-direction | -             | Available from FL250 and below |
| R468       | Bi-direction | -             |                                |

## 4.4.2 Flight planning procedures

|  | FROM                   | TO                      | ROUTE                         |
|--|------------------------|-------------------------|-------------------------------|
|  | VTBD/VTBS/ Overfly BKK | Overfly OMURO           | G474 OMURO...                 |
|  | VTBD/VTBS/Overfly BKK  | VDSR                    | R468 GOMES B204               |
|  | V TBD/VTBS/Overfly BKK | Overfly BOKAK           | R468 BOKAK...                 |
|  | Overfly OMURO          | VTBD                    | G474 ANREN DCT SEHNA          |
|  |                        | VTBS                    | G474 ANREN DCT DOLNI          |
|  |                        | Overfly BKK/Bangkok FIR | ...OMURO G474 BKK...          |
|  | Overfly BOKAK          | VTBD                    | ...BOKAK R468 GOMES DCT SEHNA |
|  |                        | VTBS                    | ...BOKAK R468 GOMES DCT DOLNI |
|  |                        | Overfly BKK/Bangkok FIR | ...BOKAK R468 BKK...          |

## 4.5 Flight planning procedures for aircraft arriving to VTBD and VTBS

To enhance ATS efficiency for automatically utilization of Air Traffic Control System, aircraft arriving to VTBD and VTBS shall file flight plan as follows:

## 4.5.1 Flight planning procedures for aircraft arriving to VTBD

| ATS Routes      | IAWP  | Flight planning                             |
|-----------------|-------|---|
| L524            | WEHHA | ...L524 IBETO DCT WEHHA                     |
| G463/P646       | WEHHA | ...G463/P646 TARED DCT WEHHA                |
| L507            | WEHHA | ...L507 IGONI DCT WEHHA                     |
| A464            | NAKON | ...A464 SEMBO DCT NAKON                     |
| W9/Y7           | NAKON | ...W9/Y7 TL DCT NAKON                       |
| B346/W21        | NAKON | ...B346/W21 NOBER DCT NAKON                 |
| R474            | NAKON | ...R474 ALBOS DCT NAKON                     |
| W1/Y1/Y2/Y20    | ENDUU | ...W1/Y1/Y2/Y20 UBL0D DCT ENDUU             |
| G474            | SEHNA | ...G474 ANREN DCT SEHNA                     |
| M633            | SEHNA | ... M633 DULEM DCT SEHNA                    |
| R468            | SEHNA | ... R468 GOMES DCT SEHNA                    |
| P629            | SEHNA | ...P629 NUGPA DCT SEHNA                     |
| N891            | SEHNA | ...N891 RYN DCT SEHNA                       |
| R334            | SEHNA | ...R334 RYN DCT SEHNA                       |
| M644            | SEHNA | ...M644 RYN DCT SEHNA                       |
| W33             | SEHNA | ...W33 RYN DCT SEHNA                        |
| Y12             | SEHNA | ...Y12 ALEMI DCT SEHNA                      |
| G458/W31/Y5     | SABAI | ...G458/W31/Y5 HOTEL DCT SABAI              |
| M769            | SABAI | ...M769 GOKEX Y96 EMTIX Y99 HOTEL DCT SABAI |
| Y99             | SABAI | ...Y99 HOTEL DCT SABAI                      |
| A464/W19/M751   | SABAI | ...A464/W19/M751 GUTSO DCT SABAI            |
| (DEP VTBU) R201 | SABAI | ...BUT DCT SABAI                            |

| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates | Track MAG<br>(GEO)<br>VOR RDL<br>DIST(COP) | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of<br>cruising levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency |
|---|--|--|-------------------------|---|--|
| 1   | 2  | 3  | 4                       | 5   | 6  |
| <b>B205</b>   |  |  |                         |   | (*) For width of airways, see ENR 2.1-1. |
| ▲ <u>RAYONG DVOR/DME (RYN)</u><br>124648N 1014042E                          | <u>078°</u><br>258°<br>33.0 NM             | <u>FL 460</u><br>FL 155<br>Class A<br>FL 160   | (*)                     | ↓   |  |
| ▲ <u>OLDIR</u><br>125401N 1021325E  | <u>078°</u><br>258°<br>16.0 NM             |  |                         | ↑   |  |
| ▲ <u>BOKAK</u><br>125736N 1022947E  |  |  |                         |   |  |
|   |  |  |                         |   |  |
| For flight planning procedure, see ENR 1.10.                                |  |  |                         |   |  |

| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP) | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency                    |
|---|--|--|-------------------------|---|---|
| 1   | 2  | 3  | 4                       | 5   | 6   |
| <b>B218</b>   |  |  |                         |   |   |
| <b>VIENTIANE DVOR/DME (VTN)</b>   |  |  |                         |   |   |
| ▲ 180037N 1023226E  | 235°<br>055°<br>38.0 NM                        | FL 460<br>3 500 FT<br>Class A  | 20                      | ↓   |   |
| <b>NOGAD</b>  |  |  |                         |   |   |
| ▲ 173834N 1020021E  | 235°<br>055°<br>20.0 NM                        | 4 000 FT   |                         | ↑   |   |
| <b>LOEI DVOR/DME (LOY)</b>  |  |  |                         |   |   |
| ▲ 172649N 1014323E  | 164°<br>344°<br>20.0 NM                        | FL 460<br>6 500 FT<br>Class A  |                         | ↓   |   |
| <b>BOVGO</b>  |  |  |                         |   |   |
| ▲ 170740N 1014935E  | 164°<br>344°<br>31.0 NM                        | 7 000 FT   |                         | ↑   |   |
| <b>CHUM PHAE DVOR/DME (CMP)</b>   |  |  |                         |   |   |
| ▲ 163811N 1015905E  |  |  |                         |   |   |
| For flight planning procedure, see ENR 1.10.                                |  |  |                         |   | For continuation, see AIP Lao People's Democratic Republic. |

| Route designator<br>(RNP type)*<br>Name of significant points<br>Coordinates   | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP) | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><div>Odd   Even</div> | Remarks<br>Controlling unit<br>Frequency |
|--|--|--|-------------------------|--|--|
| 1  | 2  | 3  | 4                       | 5  | 6  |
| <b>R203</b><br><div>PHUKET DVORDME (PUT)</div> <div>▲ 080655N 0981823E</div> <div>UBNEN</div> <div>▲ 080520N 0974812E</div> <div>SAPAM</div> <div>▲ 080434N 0973300E</div> |  |  |                         |  | (*) For width of airways, see ENR 2.1-1. |
|  | <div>268°<br/>087°</div> <div>30.0 NM</div>    | <div>FL 460<br/>6 500 FT</div> <div>Class A</div> <div>7 000 FT</div>                          | (*)                     | <div>↓</div>   |  |
|  | <div>268°<br/>088°</div> <div>15.0 NM</div>    |  |                         | <div>↑</div>   |  |
|  |  |  |                         |  |  |
|  |  |  |                         |  |  |
| For flight planning procedure, see ENR 1.10.   |  |  |                         |  |  |



| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates | Track MAG<br>(GEO)<br>VOR RDL<br>DIST(COP) | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency |
|---|--|--|-------------------------|---|--|
| 1   | 2  | 3  | 4                       | 5   | 6  |
| <b>R207</b>   |  |  |                         |   |  |
| <b>SISUK</b>  |  |  |                         |   |  |
| ▲ 194804N 0980243E  | 141°<br>321°<br>46.0 NM                    | FL 460<br>8 000 FT<br>Class A  | 20                      | ↓   |  |
| <b>MACHI</b>  |  |  |                         |   |  |
| ▲ 191306N 0983346E  | 141°<br>321°<br>10.0 NM                    | 9 000 FT   |                         |   |  |
| <b>LAMUN</b>  |  |  |                         |   |  |
| ▲ 190513N 0984044E  | 141°<br>321°<br>25.0 NM                    |  |                         |   |  |
| <b>CHIANG MAI DVORDME (CMA)</b>   |  |  |                         |   |  |
| ▲ 184558N 0985740E  | 088°<br>268°<br>38.0 NM                    | FL 460<br>9 500 FT<br>Class A  |                         |   |  |
| <b>MONLO</b>  |  |  |                         |   |  |
| ▲ 184702N 0993743E  | 088°<br>268°<br>66.0 NM                    | 10 000 FT  |                         |   |  |
| <b>NAN DVORDME (NAN)</b>  |  |  |                         |   |  |
| ▲ 184833N 1004657E  | 116°<br>296°<br>27.0 NM                    |  |                         | ↑   |  |
| <b>ANBOK</b>  |  |  |                         |   |  |
| ▲ 183635N 1011248E  |  |  |                         |   |  |
| For flight planning procedure, see ENR 1.10.                                |  |  |                         |   |  |

| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates | Track MAG<br>(GEO)<br>VOR RDL<br>DIST(COP) | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum<br>flight altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency   |
|---|--|--|-------------------------|---|--|
| 1   | 2  | 3  | 4                       | 5   | 6  |
| <b>R474</b>   |  |  |                         |   |  |
| ▲ <u>BANGKOK DVOR/DME (BKK)</u><br>135337N 1003546E                         | <u>027°</u><br>207°                        | <u>FL 460</u><br>6 500 FT  | (*)                     | ↓   | (*) For width of airways, see ENR 2.1-1.<br><br>Conditional Route (CDR)<br>availability:<br>Portion between 7,000 FT to FL350<br><br>CDR1<br>1. Weekdays, Monday to Friday<br>0900-0100 UTC.<br>2. Friday 0900 UTC to Monday 0100<br>UTC<br>3. Public Holidays<br><br>CDR2<br>Other Periods, Availability shall be<br>notified by Airspace use plan (AUP)<br>published in<br><a href="http://www.thaicmac.aerothai.aero">www.thaicmac.aerothai.aero</a><br><br>For continuation, see AIP Lao People's Democratic Republic. |
| ▲ <u>ALBOS</u><br>144442N 1010142E  | 57.0 NM                                    | Class A  |                         |   |  |
| ▲ <u>CHUM PHAE DVOR/DME (CMP)</u><br>163811N 1015905E                       | <u>027°</u><br>207°                        | 7 000 FT   |                         |   |  |
| ▲ <u>LEDER</u><br>175044N 1022825E  | 126.0 NM                                   |  |                         |   |  |
| ▲ <u>VIENTIANE DVOR/DME (VTN)</u><br>180037N 1023226E                       | <u>022°</u><br>202°                        | <u>FL 460</u><br>3 500 FT  |                         | ↑   |  |
|   | 78.0 NM                                    | Class A<br>4 000 FT  |                         |   |  |
|   | 11.0 NM                                    | Class A<br>4 000 FT  |                         |   |  |
| For flight planning procedure, see ENR 1.10.                                |  |  |                         |   |  |

| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates | Track MAG<br>(GEO)<br>VOR RDL<br>DIST(COP) | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency |
|---|--|--|-------------------------|---|--|
| 1   | 2  | 3  | 4                       | 5   | 6  |
| <b>R575</b>   |  |  |                         |   |  |
| ▲ PHUKET DVORDME (PUT)<br>080655N 0981823E                                  | 069°<br>249°<br>30.0 NM                    | FL 460<br>8 500 FT<br>Class A<br>9 000 FT  | 10                      | ↓   | (*) For width of airways, see ENR 2.1-1. |
| ▲ ONETI<br>081757N 0984633E   | 069°<br>249°<br>45.0 NM                    |  |                         |   |  |
| ▲ RECNO<br>083425N 0992825E   | 031°<br>211°<br>38.0 NM                    |  |                         |   |  |
| ▲ MESEM<br>090719N 0994816E   | 031°<br>211°<br>30.0 NM                    |  |                         |   |  |
| ▲ SAMUI DVORDME (SMU)<br>093249N 1000342E                                   | 070°<br>250°<br>15.0 NM                    | FL 460<br>6 500 FT<br>Class A<br>7 000 FT  |                         |   |  |
| △ VININ<br>093754N 1001740E   | 070°<br>250°<br>13.0 NM                    |  |                         |   |  |
| ▲ UPNEP<br>094213N 1002936E   | 051°<br>231°<br>48.0 NM                    |  | (*)                     |   |  |
| △ EMELA<br>101249N 1010729E   | 053°<br>233°<br>15.0 NM                    | FL 460<br>FL 155<br>Class A<br>FL 160  |                         |   |  |
| ▲ ANBUX<br>102137N 1011908E   | 053°<br>233°<br>40.0 NM                    |  |                         |   |  |
| ▲ ALUMO<br>104554N 1015123E   | 053°<br>233°<br>29.0 NM                    |  |                         |   |  |
| △ ANOBO<br>110323N 1021442E   | 054°<br>234°<br>56.0 NM                    |  |                         | ↑   |  |
| ▲ SAKDA<br>113654N 1030000E   |  |  |                         |   |  |
| For flight planning procedure, see ENR 1.10.                                |  |  |                         |   |  |

| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates | Track MAG<br>(GEO)<br>VOR RDL<br>DIST(COP) | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency |
|---|--|--|-------------------------|---|--|
| 1   | 2  | 3  | 4                       | 5   | 6  |
| <b>R588</b>   |  |  |                         |   | (*) For width of airways, see ENR 2.1-1. |
| ▲ PHUKET DVORDME (PUT)<br>080655N 0981823E                                  | 092°<br>272°<br>30.0 NM                    | FL 460<br>9 500 FT<br>Class A<br>10 000 FT   | (*)                     | ↓   |  |
| ▲ EMRIT<br>080621N 0984840E   | 090°<br>270°<br>10.0 NM                    |  |                         |   |  |
| ▲ KRABI DVORDME (KBI)<br>080627N 0985839E                                   | 092°<br>272°<br>87.0 NM                    |  |                         |   |  |
| ▲ RELIP<br>080432N 1002619E   | 052°<br>232°<br>37.0 NM                    | FL 460<br>FL 155<br>Class A<br>FL 160  |                         |   |  |
| ▲ IDRUK<br>082724N 1005513E   | 052°<br>232°<br>12.0 NM                    |  |                         |   |  |
| △ SUPIN<br>083435N 1010419E   | 052°<br>232°<br>32.0 NM                    |  |                         |   |  |
| △ MUBAN<br>085441N 1012952E   | 052°<br>232°<br>6.0 NM                     |  |                         |   |  |
| ▲ OSROG<br>085820N 1013431E   | 052°<br>232°<br>31.0 NM                    |  |                         |   |  |
| △ TONIK<br>091736N 1015907E   | 052°<br>232°<br>28.0 NM                    |  |                         | ↑   |  |
| ▲ BASIT<br>093447N 1022108E   |  |  |                         |   |  |
| For flight planning procedure, see ENR 1.10.                                |  |  |                         |   |  |

| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates | Track MAG<br>(GEO)<br>VOR RDL<br>DIST(COP)        | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency |  |
|---|---|--|-------------------------|---|--|--|
| 1   | 2   | 3  | 4                       | 5   | 6  |  |
| W1  |   |  |                         |   |  |  |
| <div>BANGKOK DVOR/DME (BKK)</div> <div>▲<div>135337N 1003546E</div></div>   | <div>044°<div>224°</div></div> <div>51.0 NM</div> | <div>FL 460</div> <div>6 500 FT</div> <div>Class A</div> <div>7 000 FT</div>                   | 10                      | <div>↓</div>                                      |  |  |
| <div>MALKI</div> <div>▲<div>143111N 1011153E</div></div>                    | <div>067°<div>247°</div></div> <div>15.0 NM</div> | <div>7 000 FT</div>  |                         |   |  |  |
| <div>UBLOD</div> <div>▲<div>143715N 1012612E</div></div>                    | <div>067°<div>247°</div></div> <div>45.0 NM</div> | <div>FL 460</div> <div>12 500 FT/FL 125</div> <div>Class A</div> <div>13 000 FT/FL 130</div>   |                         |   |  |  |
| <div>KHORAT DVOR/DME (KRT)</div> <div>▲<div>145502N 1020823E</div></div>    | <div>082°<div>262°</div></div> <div>51.0 NM</div> | <div>FL 460</div> <div>6 500 FT</div> <div>Class A</div> <div>7 000 FT</div>                   |                         |   |  |  |
| <div>RAMEI</div> <div>▲<div>150240N 1030040E</div></div>                    | <div>082°<div>262°</div></div> <div>22.0 NM</div> | <div>FL 460</div> <div>6 500 FT</div> <div>Class A</div> <div>7 000 FT</div>                   |                         |   |  |  |
| <div>RAMBU</div> <div>△<div>150554N 1032319E</div></div>                    | <div>082°<div>262°</div></div> <div>23.0 NM</div> | <div>7 000 FT</div>  |                         |   |  |  |
| <div>GRASO</div> <div>▲<div>150917N 1034714E</div></div>                    | <div>086°<div>266°</div></div> <div>63.0 NM</div> |  |                         |   |  |  |
| <div>UBON DVOR/DME (UBL)</div> <div>▲<div>151443N 1045157E</div></div>      |   |  |                         |   |  |  |
|   |   |  |                         | <div>↑</div>                                      |  |  |
| For flight planning procedure, see ENR 1.10.                                |   |  |                         |   |  |  |

**AIRAC AMDT 11/23**

| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP) | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency  |
|---|--|--|-------------------------|---|---|
| 1   | 2  | 3  | 4                       | 5   | 6   |
| <b>M626</b><br><b>(RNAV 2)</b><br><b>[GNSS]</b>                             |  |  |                         |   |   |
| EKAVO   |  |  |                         |   |   |
| ▲ 113737N 0993025E  | 153°<br>333°                                   | FL 460<br>9 500 FT   |                         | ↓   |   |
| MENEX   | 33.0 NM  | Class A  |                         |   |   |
| ▲ 110831N 0994543E  | 154°<br>334°                                   | 10 000 FT  |                         |   |   |
| NONEL   | 17.0 NM  |  |                         |   |   |
| ▲ 105301N 0995337E  | 154°<br>334°                                   |  |                         |   |   |
| APUSA   | 58.0 NM  |  |                         |   |   |
| △ 100057N 1002007E  | 154°<br>334°                                   |  |                         |   |   |
| SORTO   | 8.0 NM   |  |                         |   |   |
| ▲ 095353N 1002342E  | 154°<br>334°                                   |  |                         |   |   |
| UPNEP   | 13.0 NM  |  |                         |   |   |
| ▲ 094213N 1002936E  | 153°<br>333°                                   |  |                         |   |   |
| VALSI   | 12.0 NM  |  |                         |   |   |
| ▲ 093108N 1003518E  | 153°<br>333°                                   |  |                         |   |   |
| SUPIN   | 63.0 NM  |  |                         |   |   |
| △ 083435N 1010419E  | 153°<br>333°                                   |  |                         |   |   |
| IKOGA   | 61.0 NM  |  |                         | ↑   |   |
| ▲ 073935N 1013235E  | 153°<br>333°                                   |  |                         |   |   |
| KADAX   | 94.0 NM  |  |                         | ↑   |   |
| ▲ 061602N 1021542E  |  |  |                         |   |   |
| For flight planning procedure, see ENR 1.10.                                |  |  |                         |   | Uni-directional northbound,<br>portion between KADAX-<br>IKOGA<br><br>For continuation, see AIP<br>Malaysia |

| Route designator<br>(RNP type)*<br>Name of significant points<br>Coordinates<br><br>1 | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP)<br><br>2 | Upper limits<br>Lower limits<br>Airspace<br>Classification<br><br>3 | Lateral<br>limits<br>NM<br><br>4 | Direction of<br>cruising levels<br>Odd   Even<br><br>5 |  | Remarks<br>Controlling unit<br>Frequency<br><br>6 |
|---|---|---|----------------------------------|--|--|---|
|   |   |   |                                  |  |  |   |
| <b>M633<br/>(RNAV 2)<br/>[GNSS]</b>   |   |   |                                  |  |  |   |
| TANEK   |   |   |                                  |  |  |   |
| ▲ 140306N 0985819E  | 100°<br>281°<br>104.0 NM                                | FL 460<br>FL 255<br>Class A<br>FL 260                               |                                  |  |  |   |
| MUBUS   |   |   |                                  |  |  |   |
| ▲ 134530N 1004342E  | 091°<br>271°<br>8.0 NM                                  | FL 460<br>10 500 FT<br>Class A<br>11 000 FT                         |                                  |  |  |   |
| UGIPA   |   |   |                                  |  |  |   |
| ▲ 134524N 1005221E  | 091°<br>272°<br>56.0 NM                                 |   |                                  |  |  |   |
| OLTUM   |   |   |                                  |  |  |   |
| ▲ 134439N 1014956E  | 092°<br>272°<br>23.0 NM                                 | FL 460<br>FL 145<br>Class A<br>FL 150                               |                                  |  |  |   |
| DULEM   |   |   |                                  |  |  |   |
| ▲ 134416N 1021400E  | 092°<br>272°<br>25.0 NM                                 |   |                                  |  |  |   |
| TUPGO   |   |   |                                  |  |  |   |
| ▲ 134349N 1023918E  |   |   |                                  |  |  |   |
| For flight planning procedure, see ENR 1.10.  |   |   |                                  |  |  |   |



| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates   | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP) | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency |  |
|---|--|--|-------------------------|---|--|--|
| 1   | 2  | 3  | 4                       | 5   | 6  |  |
| <b>M644</b><br><b>(RNAV 2)</b><br><b>[GNSS]</b><br><br>RAYONG DVORDME (RYN)<br>▲ 124648N 1014042E<br><br>ALUMO<br>▲ 104554N 1015123E<br><br>TONIK<br>△ 091736N 1015907E<br><br>DUGON<br>△ 080125N 1020549E<br><br>ABTOK<br>▲ 061818N 1021744E |  |  |                         |   |  |  |
|   | 176°<br>355°<br>121.0 NM                       | FL 460<br>FL 285<br>Class A<br>FL 290  | ↓                       | ↑   |  |  |
|   | 175°<br>355°<br>88.0 NM                        |  |                         |   |  |  |
|   | 175°<br>355°<br>76.0 NM                        |  |                         |   |  |  |
|   | 174°<br>354°<br>103.0 NM                       |  |                         |   |  |  |
|   |  |  |                         |   |  |  |
|   | For flight planning procedure, see ENR 1.10.   |  |                         |   |  |  |

| Route designator<br>(RNP type)*<br>Name of significant points<br>Coordinates<br><br>1   | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP)<br><br>2                                     | Upper limits<br>Lower limits<br>Airspace<br>Classification<br><br>3 | Lateral<br>limits<br>NM<br><br>4 | Direction of<br>cruising levels<br>Odd   Even<br><br>5  | Remarks<br>Controlling unit<br>Frequency<br><br>6 |
|---|---|---|----------------------------------|---|---|
| M648<br>(RNAV 2)<br>[GNSS]<br><br>UDON DVOR/DME (UDN)<br>▲ 172304N 1024630E<br><br>MUGNO<br>▲ 175107N 1025753E<br><br>BOPNU<br>▲ 175826N 1030052E | <br><br><br><div>022°<br/>202°</div> 30.0 NM<br><br><div>022°<br/>202°</div> 8.0 NM<br><br> | <br><br><div>FL 460<br/>6 500 FT</div> Class A<br><br>7 000 FT      |                                  | 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| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP) | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency                        |
|---|--|--|-------------------------|---|---|
| 1   | 2  | 3  | 4                       | 5   | 6   |
| <b>M751<br/>(RNAV 2)<br/>[GNSS]</b>   |  |  |                         |   |   |
| ▲ <u>BANGKOK DVORDME (BKK)</u><br>135337N 1003546E                          | <u>182°</u><br>002°<br>32.0 NM                 | <u>FL 460</u><br>6 500 FT<br>Class A   |                         | ↓   |   |
| △ <u>POLAK</u><br>132106N 1003454E  | <u>181°</u><br>001°<br>33.0 NM                 | 7 000 FT   |                         |   |   |
| ▲ <u>GUTSO</u><br>124820N 1003454E  | <u>181°</u><br>001°<br>48.0 NM                 |  |                         |   |   |
| ▲ <u>REGOS</u><br>120007N 1003454E  | <u>163°</u><br>343°<br>63.0 NM                 |  |                         |   |   |
| △ <u>IDAGA</u><br>110007N 1005348E  | <u>164°</u><br>344°<br>49.0 NM                 |  |                         |   |   |
| ▲ <u>EMELA</u><br>101249N 1010729E  | <u>164°</u><br>344°<br>81.0 NM                 |  |                         | ↑   |   |
| △ <u>MUBAN</u><br>085441N 1012952E  | <u>164°</u><br>344°<br>54.0 NM                 |  |                         |   | Uni-direction northbound route<br>portion between GOLUD - MUBAN |
| ▲ <u>TIKAL</u><br>080220N 1014448E  | <u>163°</u><br>343°<br>109.0 NM                |  |                         | ↑   |   |
| ▲ <u>GOLUD</u><br>061706N 1021639E  |  |  |                         |   | For continuation, see AIP Malaysia                              |

For flight planning procedure, see ENR 1.10.

| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates<br><br>1 | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP)<br><br>2 | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude<br><br>3 | Lateral<br>limits<br>NM<br><br>4 | Direction of cruising<br>levels<br><br>Odd   Even<br><br>5 |   | Remarks<br>Controlling unit<br>Frequency<br><br>6   |
|--|---|---|----------------------------------|--|---|---|
|  |   |   |                                  |  |   |   |
| <b>M904</b><br><b>(RNAV 2)</b><br><b>[GNSS]</b>                                      |   |   |                                  |  |   | Uni-directional southbound route,<br>portion between BKK - TONIK  |
| BANGKOK DVORDME (BKK)<br>▲ 135337N 1003546E  | 163°<br>343°<br>49.0 NM                                 | FL 460<br>6 500 FT<br>Class A<br>7 000 FT   |                                  | ↓  |   | Between BKK and BUT, aircraft<br>shall keep within the lateral limit<br>for the route and close to the<br>centreline as much as possible to<br>avoid entering VT P7.<br><br>When VT D71 is activated, M904<br>is not available for flight planning. |
| KIGOB<br>▲ 130646N 1005106E  | 162°<br>342°<br>28.0 NM                                 |   |                                  |  |   |   |
| U-TAPAO DVORDME (BUT)<br>▲ 124000N 1010002E  | 165°<br>345°<br>19.0 NM                                 | FL 460<br>FL 145<br>Class A<br>FL 150   |                                  |  |   |   |
| PIDEL<br>▲ 122143N 1010514E  | 164°<br>344°<br>17.0 NM                                 | FL 460<br>FL 245<br>Class A<br>FL 250   |                                  |  |   |   |
| DIPUN<br>△ 120457N 1011011E  | 164°<br>344°<br>93.0 NM                                 |   |                                  |  |   |   |
| SIRAT<br>△ 103450N 1013640E  | 164°<br>344°<br>80.0 NM                                 |   |                                  |  |   |   |
| TONIK<br>△ 091736N 1015907E  | 161°<br>341°<br>153.0 NM                                |   |                                  | ↓  | ↑ |   |
| TIDAR<br>▲ 065230N 1025000E  |   |   |                                  |  |   |   |
| For flight planning procedure, see ENR 1.10.   |   |   |                                  |  |   |   |

| Route designator<br>(RNP type)*<br>Name of significant points<br>Coordinates<br><br>1   | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP)<br><br>2  | Upper limits<br>Lower limits<br>Airspace<br>Classification<br><br>3  | Lateral<br>limits<br>NM<br><br>4 | Direction of<br>cruising levels<br>Odd   Even<br><br>5 | Remarks<br>Controlling unit<br>Frequency<br><br>6 |
|---|--|--|----------------------------------|--|---|
| <b>N506</b><br><b>(RNAV 2)</b><br><b>[GNSS]</b><br><div>BANGKOK DVOR/DME (BKK)</div> <div>▲ 135337N 1003546E</div> <div>UGIPA</div> <div>▲ 134524N 1005221E</div> <div>GORSI</div> <div>▲ 133055N 1012128E</div> <div>GOMES</div> <div>▲ 132406N 1013506E</div> <div>BERLU</div> <div>▲ 131350N 1015620E</div> <div>BOKAK</div> <div>▲ 125736N 1022947E</div> | <div>117°<br/>298°<br/>18.0 NM</div> <div>118°<br/>298°<br/>32.0 NM</div> <div>118°<br/>298°<br/>15.0 NM</div> <div>117°<br/>297°<br/>23.0 NM</div> <div>117°<br/>297°<br/>36.0 NM</div> <div></div> | <div>FL 460<br/>7 500 FT<br/>Class A<br/>8 000 FT</div> <div>FL 460<br/>FL 155<br/>Class A<br/>FL160</div> |                                  | <div>↓</div>   | Uni-directional eastbound route                   |
| For flight planning procedure, see ENR 1.10.  |  |  |                                  |  |   |

| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates   | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP)  | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude                 | Lateral<br>limits<br>NM  | Direction of cruising<br>levels<br>Odd   Even | Remarks<br>Controlling unit<br>Frequency                 |
|---|---|--|--------------------------|---|--|
| 1   | 2   | 3  | 4                        | 5   | 6  |
| <b>Y7</b><br><b>(RNAV 2)</b><br><b>[GNSS]</b><br><br>PANTA<br>▲ 181351N 0991917E<br><br>KEXIL<br>△ 174204N 0992954E<br><br>PAKMO<br>▲ 162013N 0995656E<br><br>TAKHLI NDB (TL)<br>▲ 151633N 1001751E | <br><br>163°<br>343°<br>33.0 NM<br><br>163°<br>343°<br>86.0 NM<br><br>163°<br>343°<br>67.0 NM | <br>FL 460<br>6 500 FT<br>Class A<br>7 000 FT<br><br>FL 460<br>12 500 FT/FL 125<br>Class A<br>13 000 FT/FL 130 | <br><br><br><br><br><br> | <br><br>↓<br><br><br><br>                     | <br><br><br><br><br><br>Uni-directional southbound route |
| For flight planning procedure, see ENR 1.10.  |   |  |                          |   |  |

For flight planning procedure, see ENR 1.10.

| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates   | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP) | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency   |
|---|--|--|-------------------------|---|--|
| 1   | 2  | 3  | 4                       | 5   | 6  |
| Y11<br>(RNAV 2)<br>[GNSS]<br><br>KIGOB<br>130646N 1005106E<br><br>U-TAPAO DVORDME (BUT)<br>124000N 1010002E<br><br>PIDEL<br>122143N 1010514E<br><br>NOMEF<br>113830N 1010454E<br><br>ANBUX<br>102137N 1011908E<br><br>OSROG<br>085820N 1013431E<br><br>TIKAL<br>080220N 1014448E<br><br>PASVA<br>061529N 1020431E |  |  |                         |   | Uni-directional southbound route   |
|   | 163°<br>343°<br>28.0 NM                        | FL 460<br>FL 155<br>Class A<br>FL 160  | ↓                       |   | When VTD71 is activated, Y11 is not available for flight planning.<br><br>Between KIGOB and BUT, aircraft shall fly on the centerline of the route as much as possible to avoid entering VTP7. |
|   | 165°<br>345°<br>19.0 NM                        |  |                         |   |  |
|   | 181°<br>001°<br>43.0 NM                        |  |                         |   |  |
|   | 170°<br>350°<br>78.0 NM                        | FL 460<br>FL 245<br>Class A<br>FL 250  |                         |   |  |
|   | 170°<br>350°<br>84.0 NM                        |  |                         |   |  |
|   | 170°<br>350°<br>57.0 NM                        |  |                         |   |  |
|   | 170°<br>350°<br>108.0 NM                       |  |                         |   |  |
|   |  |  |                         |   |  |
|   |  |  |                         |   |  |
|   |  |  |                         |   |  |
|   |  |  |                         |   |  |
| For flight planning procedure, see ENR 1.10.  |  |  |                         |   |  |



| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates   | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP)   | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of cruising<br>levels<br><div>OddEven</div> | Remarks<br>Controlling unit<br>Frequency   |
|---|--|--|-------------------------|---|--|
| 1   | 2  | 3  | 4                       | 5   | 6  |
| <b>Y12</b><br><b>(RNAV 2)</b><br><b>[GNSS]</b><br><div>DOLNI</div> <div>▲131740N 1011048E</div> <div>ALEMI</div> <div>▲123626N 1012600E</div> <div>ALUMO</div> <div>▲104554N 1015123E</div> | <div>161°<br/>341°</div> <div>44.0 NM</div> <div>168°<br/>348°</div> <div>113.0 NM</div> | <div>FL 460<br/>FL 155</div> <div>Class A<br/>FL 160</div>                                     |                         | <div></div> <div></div> <div>↑</div>                  | Uni-directional northbound route<br><br>When VTR13 is activated, Y12 is not available for flight planning. |
| For flight planning procedure, see ENR 1.10.  |  |  |                         |   |  |

| Route designator<br>(RNP type)*<br>Name of significant points<br>Coordinates<br><br>1  | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP)<br><br>2   | Upper limits<br>Lower limits<br>or<br>Airspace<br>classification<br>Minimum flight<br>altitude<br><br>3 | Lateral<br>limits<br>NM<br><br>4         | Direction of cruising<br>levels<br>Odd   Even<br><br>5 | Remarks<br>Controlling unit<br>Frequency<br><br>6 |
|--|---|---|--|--|---|
| <b>Y23<br/>(RNAV 2)<br/>[GNSS]</b><br><br>KHORAT DVOR/DME (KRT)<br>▲ 145502N 1020823E<br><br>EMRUT<br>▲ 160020N 1023533E<br><br>KHON KAEN DVOR/DME (KKN)<br>▲ 162815N 1024716E<br><br>AKRET<br>▲ 164016N 1030856E<br><br>SAKON NAKHON DVOR/DME (SKN)<br>▲ 171251N 1040812E<br><br>NAKHON PHANOM DVOR/DME (NKP)<br>▲ 172318N 1043818E | <br><br>023°<br>203°<br>70.0 NM<br><br>023°<br>203°<br>30.0 NM<br><br>061°<br>241°<br>24.0 NM<br><br>061°<br>241°<br>65.0 NM<br><br>071°<br>251°<br>31.0 NM<br><br> | <br><br>FL 460<br>6 500 FT<br><br>Class A<br>7 000 FT<br><br>   | <br><br><br><br><br><br><br><br><br><br> | <br><br>↓<br><br><br><br><br><br><br><br><br><br>↑     |   |
| For flight planning procedure, see ENR 1.10.   |   |   |  |  |   |

| Route designator<br>(RNP type)*<br>Name of significant points<br>Coordinates<br><br>1         | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP)<br><br>2 | Upper limits<br>Lower limits<br>Airspace<br>Classification<br><br>3 | Lateral<br>limits<br>NM<br><br>4 | Direction of cruising<br>levels<br>Odd   Even<br><br>5 | Remarks<br>Controlling unit<br>Frequency<br><br>6 |
|---|---|---|----------------------------------|--|---|
| <b>Y24<br/>(RNAV 2)</b><br><br>IKOGA<br>▲ 073935N 1013235E<br><br>PASVA<br>▲ 061529N 1020431E | <br><br>160°<br>340°<br>90.0 NM<br><br>                 | <br><br>FL 460<br>FL 245<br>Class A<br><br>                         | <br><br>10<br><br>               | <br><br>↓<br><br>                                      | Uni-direction southbound<br>route                 |

| Route designator<br>(RNP type)*<br>Name of significant points<br>Coordinates<br><br>1 | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP)<br><br>2 | Upper limits<br>Lower limits<br>Airspace<br>Classification<br><br>3 | Lateral<br>limits<br>NM<br><br>4 | Direction of<br>cruising levels<br>Odd   Even<br><br>5 | Remarks<br>Controlling unit<br>Frequency<br><br>6 |
|---|---|---|----------------------------------|--|---|
| Y25<br>(RNAV 2)<br><br>▲ TONIK<br>091736N 1015907E<br><br>PASVA<br>▲ 061529N 1020431E |   |   |                                  |  | Uni- direction southbound<br>route                |
|   | 179°<br>359°<br>181.0 NM                                | FL 460<br>FL 245<br>Class A   | 10                               | ↓  |   |
|   |   |   |                                  |  |   |

| Route designator<br>(RNP type)<br>Name of significant points<br>Coordinates  | Track MAG<br>(GEO)<br>VOR RDL<br>DIST<br>(COP) | Upper limits<br>Lower limits<br><br>Airspace<br>Classification<br><br>Minimum flight<br>altitude | Lateral<br>limits<br>NM | Direction of<br>cruising levels<br><br>Odd   Even | Remarks<br>Controlling unit<br>Frequency |
|--|--|--|-------------------------|---|--|
| 1  | 2  | 3  | 4                       | 5   | 6  |
| Y93<br>(RNAV 2)<br>[GNSS]<br><br>▲ AKVUG<br><hr/> 090349N 0992219E<br><br><br><br><br>△ OTGOL<br><hr/> 091306N 0993248E<br><br><br>▲ DORNA<br><hr/> 092459N 0994614E<br><br><br><br>▲ SAMUI DVOR/DME (SMU)<br><hr/> 093249N 1000342E |  |  |                         |   | Uni-directional northbound route         |
|  | 049°<br><hr/> 229°<br><br>14.0 NM              | FL 460<br><hr/> 7 500 FT<br><br>Class A<br><br>8 000 FT  |                         | ↓   |  |
|  | 049°<br><hr/> 229°<br><br>18.0 NM              | FL 460<br><hr/> 4 500 FT<br><br>Class A  |                         |   |  |
|  | 066°<br><hr/> 246°<br><br>19.0 NM              | 5 000 FT   |                         |   |  |
|  |  |  |                         |   |  |
|  |  |  |                         |   |  |
|  | For flight planning procedure, see ENR 1.10.   |  |                         |   |  |

## VTCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTCC - CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT

## VTCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |   |
|---|--|---|
| 1 | ARP coordinates and site at AD                             | 184617N 0985746E<br>Centre of RWY 18/36 1050 M from THR RWY 18  |
| 2 | Direction and distance from (city)                         | 4 KM SW   |
| 3 | Elevation/Reference temperature                            | 316 M (1036 FT)/36°C  |
| 4 | Geoid Undulation at AD ELEV PSN                            | -39.4 M (-129 FT)   |
| 5 | MAG VAR/Annual change                                      | 0°46'W (2016)/0°1'E   |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Chiang Mai International Airport<br>Airport of Thailand Public Company Limited<br>60 Mahidol Road Suthep Subdistrict Mueang District<br>Chiang Mai<br>50200 Thailand<br>Tel: +665 392 2000<br>Fax: +665 392 2020<br>AFS: VTCCYDYX |
| 7 | Types of traffic permitted (IFR/VFR)                       | IFR/VFR   |
| 8 | Remarks  | Operator: Airports of Thailand Public Company Limited (AOT)   |

## VTCC AD 2.3 OPERATIONAL HOURS

|    |                            |  |
|----|----------------------------|--|
| 1  | Aerodrome Operator         | H24  |
| 2  | Customs and immigration    | H24  |
| 3  | Health and sanitation      | H24  |
| 4  | AIS Briefing Office        | H24  |
| 5  | ATS Reporting Office (ARO) | H24  |
| 6  | MET Briefing Office        | H24  |
| 7  | ATS                        | H24  |
| 8  | Fuelling                   | H24  |
| 9  | Handling                   | H24  |
| 10 | Security                   | H24  |
| 11 | De-icing                   | NIL  |
| 12 | Remarks                    | ATS Reporting Office (ARO):<br>Located at Chiang Mai Air Traffic Control Center (1st floor of tower building)<br>Tel: +669 1818 5798<br>Fax: +66 5327 7897 |

## VTCC AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                              |  |
|---|------------------------------|--|
| 1 | Cargo-handling facilities    | Trucks 1.5-3.5 T up to 10 T<br>Handling/Possible   |
| 2 | Fuel/oil types               | JET A-1: Hydrant System  |
| 3 | Fuelling facilities/capacity | JET A-1 Refueller Storage Tank 2 Tank @ 350,000 L<br>1 JET A-1 Refueller @ 25,000 L<br>2 JET A-1 Refueller @ 12,000 L<br>1 AVGAS 100LL Trailer @ 3,000 L |
| 4 | De-icing facilities          | NIL  |

|   |   |   |
|---|---|---|
| 5 | Hangar space for visiting aircraft      | NIL   |
| 6 | Repair facilities for visiting aircraft | NIL   |
| 7 | Remarks                                 | Chiang Mai International Airport has provided ground handling agents as the following number:<br>a) Thai Airways International Public Co.,Ltd (TG)<br>Website:www.thaiairways.com<br>Tel: +662 593 2264<br>+662 539 2284<br>b) BAGS Ground Services Co.,Ltd<br>Website:www.bags-groundsolutions.com<br>Tel: +665 392 2461<br>c) Chiang Mai Ground Handling Services Co., Ltd.<br>Tel: +668 1472 2335<br>d) Hs Aviation Co., Ltd.<br>Tel: +661 901 2070<br>Website:www.hsavia.aero/home<br>E-mail: ops@hsavia.aero<br>e) Thai Ground Handling<br>Website:www.thai-handling.com<br>Tel: +668 0502 5184<br>E-mail: groundops@thai-handling.com |

#### VTCC AD 2.5 PASSENGER FACILITIES

|   |                      |  |
|---|----------------------|--|
| 1 | Hotels               | Near AD and in the city  |
| 2 | Restaurants          | At the AD and in the city  |
| 3 | Transportation       | Public Bus, Airport Taxi and Limousines  |
| 4 | Medical facilities   | First Aid at AD and Hospital in the City   |
| 5 | Bank and Post Office | At AD open 0100-1300   |
| 6 | Tourist Office       | Office in the city<br>Tel. +665 324 8604, +665 324 8607, +665 330 2500<br>Fax. +665 324 8606 |
| 7 | Remarks              | NIL  |

#### VTCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |   |  |
|---|---|--|
| 1 | AD category for fire fighting               | Category 9   |
| 2 | Rescue equipment                            | Adequately provided as recommended by ICAO   |
| 3 | Capability for removal of disabled aircraft | Available - Up to B-747  |
| 4 | Remarks                                     | For removal of disabled aircraft, please contact :<br>- Rescue and Fire Fighting Division and Maintenance Department<br>Tel: +665 392 2342, +665 392 2379<br>- Thai Airways International PLC<br>Tel: +665 392 2262<br>- Royal Thai Air Force<br>Tel: +665 328 1012 ext.5-7422, 5-7410<br>+665 328 1012-15 |

#### VTCC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

**VTCT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |   |  |
|---|---|--|
| 1 | AD category for fire fighting               | Category 9   |
| 2 | Rescue equipment                            | Adequately provided as recommended by ICAO   |
| 3 | Capability for removal of disabled aircraft | Available up to B747   |
| 4 | Remarks                                     | The registered owner or aircraft operator will always retain complete responsibilities for the removal of disabled aircraft. |

**VTCT AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

**VTCT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

|   |   |  |
|---|---|--|
| 1 | Apron surface and strength                  | Apron Aircraft Stand NR 1-4<br>Surface: Concrete<br>Strength: PCN 73/R/D/X/T<br>Apron Aircraft Stand NR 5-7<br>Surface: Concrete<br>Strength: PCN 73/R/C/X/T |
| 2 | Taxiway width, surface and strength         | Width: 23 M<br>Surface: Concrete and asphalt<br>Strength: PCN 84/F/D/X/T   |
| 3 | Altimeter checkpoint location and elevation | Location: At Apron<br>Elevation: 388.55 M (1274 FT)  |
| 4 | VOR checkpoints                             | NIL  |
| 5 | INS checkpoints                             | NIL  |
| 6 | Remarks                                     | Aircraft stand NR 6-7 are allowed to be used from sunrise to sunset only.  |

**VTCT 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 | Taxiway centre line are painted in yellow and illuminated guidance signs are provided at various intersections.<br>TWY edge and TWY holding position are provided.<br>Nose-Wheel guide lines at apron.<br>Solid Nose-Wheel guide lines at aircraft stands.<br>Visual Docking Guidance System at aircraft stand number 3 and 4 are serviceable. |
| 2 | RWY and TWY markings and LGT  | RWY marking: RWY Designation, THR, TDZ, Centre line, Aiming Point and Side Strip<br>RWY LGT: THR, RWY EDGE and RWY End lights<br>TWY marking: Centre line, Edge and RWY Holding Position<br>TWY LGT: TWY EDGE lights   |
| 3 | Stop bars   | NIL  |
| 4 | Other runway protection measures  | NIL  |
| 5 | Remarks   | See AIP Page AD 2-VTCT-2-2   |

**VTCT AD 2.10 AERODROME OBSTACLES**

| In approach/TKOF areas |  |             | In circling areas and at AD                |             | Remarks |
|------------------------|--|-------------|--|-------------|---------|
| 1                      |  |             | 2  |             | 3       |
| RWY/Area affected      | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates |         |
| a                      | b  | c           | a  | b           |         |
| NIL                    | NIL  | NIL         | NIL  | NIL         | NIL     |

## VTCT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |  |  |
|----|--|--|
| 1  | Associated MET Office  | Aeronautical Meteorological Station - Chiang Rai,<br>Northern Meteorological Center,<br>Thai Meteorological Department (TMD) |
| 2  | Hours of service<br>MET Office outside hours                           | H24<br>NIL   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | Supply TAF from Northern Meteorological Center<br>30 HR  |
| 4  | Type of landing forecast<br>Interval of issuance                       | TREND<br>1 HR  |
| 5  | Briefing/consultation provided   | Personal Consultation<br>Tel: +665 379 3062-3, +665 379 3698-9<br>Fax: +665 379 3061   |
| 6  | Flight documentation<br>Language(s) used                               | NIL  |
| 7  | Charts and other information available for<br>briefing or consultation | S, U85, Daily Weather Forecast, satellite and radar images   |
| 8  | Supplementary equipment available for<br>providing information         | Automated Weather Observation System (AWOS),<br>Low Level Wind Shear Alert System (LLWAS) and<br>Weather Radar               |
| 9  | ATS units provided with information                                    | Chiang Rai TWR   |
| 10 | Additional information (limitation of service, etc.)                   | NIL  |

## VTCT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY(M) | Strength (PCN) and<br>surface of RWY and<br>SWY | THR coordinates<br>RWY end coordinates<br>THR geoid undulation | THR elevation and<br>highest elevation of TDZ<br>of precision APP RWY |
|------------------------|----------|-------------------------|---|--|---|
| 1                      | 2        | 3                       | 4   | 5  | 6   |
| 03                     | 030°     | 3000x45                 | PCN 84/F/D/X/T<br>Asphalt                       | 195625.74N 0995233.61E   | 390.23 M<br>(1280 FT AMSL)  |
| 21                     | 210°     | 3000x45                 | PCN 84/F/D/X/T<br>Asphalt                       | 195751.09N 0995323.63E   | 388.77 M<br>(1275 FT AMSL)  |

| Slope of<br>RWY-SWY | SWY<br>dimensions<br>(M) | CWY<br>dimensions (M) | Strip<br>dimensions<br>(M) | RESA<br>dimensions<br>(M) | Location and<br>description of<br>arresting<br>system | OFZ | Remarks  |
|---------------------|--------------------------|-----------------------|----------------------------|---------------------------|---|-----|--|
| 7                   | 8                        | 9                     | 10                         | 11                        | 12  | 13  | 14   |
| -0.05%              | 60x60                    | NIL                   | 3180x300                   | 90x90                     | NIL   | YES | The blast pad is<br>provided beyond<br>Runway 21 end; the<br>width is 60 M and the<br>length is 120 M. |
| 0.05%               | NIL                      | NIL                   | 3180x300                   | 300x150                   | NIL   | NIL |  |

## VTCT AD 2.13 DECLARED DISTANCES

| RWY<br>Designator | TORA<br>(M) | TODA<br>(M) | ASDA<br>(M) | LDA<br>(M) | Remarks |
|-------------------|-------------|-------------|-------------|------------|---------|
| 1                 | 2           | 3           | 4           | 5          | 6       |
| 03                | 3000        | 3000        | 3060        | 3000       | NIL     |
| 21                | 3000        | 3000        | 3000        | 3000       | NIL     |



## VTCT AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type<br>LEN INTST | THR LGT colour<br>WBAR | VASIS (MEHT)<br>PAPI  | TDZ, LGT<br>LEN | RWY Centre Line LGT<br>Length, spacing, colour, INTST | RWY edge LGT<br>LEN, spacing, colour INTST                    | RWY End LGT<br>colour WBAR | SWY LGT<br>LEN (M) colour | Remarks |
|----------------|----------------------------|------------------------|---|-----------------|---|---|----------------------------|---------------------------|---------|
| 1              | 2                          | 3                      | 4   | 5               | 6   | 7   | 8                          | 9                         | 10      |
| 03             | CAT1<br>900 M<br>LIH       | Green                  | PAPI 3°<br>Located either side of<br>RWY, 420 M behind<br>RWY THR (63.9 FT) | NIL             | NIL   | 3000 M<br>60 M<br>White<br>Last 600 M<br>60 M<br>Amber<br>LIH | Red                        | 60 M<br>Red               | NIL     |
| 21             | SALS<br>420 M<br>LIH       | Green                  | PAPI 3°<br>Located either side of<br>RWY, 377 M behind<br>RWY THR (59.2 FT) | NIL             | NIL   | 3000 M<br>60 M<br>White<br>Last 600 M<br>60 M<br>Amber<br>LIH | Red                        | 60 M<br>Red               | NIL     |

## VTCT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |  |  |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: At Tower Buidling, FLG WG EV 3 SEC  |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | 2WDIs at 300 M from THR 03 offset to the left side 120 M from RWY centre line, at 450 M from THR 21 offset to the left side 105 M from RWY centre line. All are illuminated. |
| 3 | TWY edge and centre line lighting                        | EDGE: All TWY  |
| 4 | Secondary power supply/switch-over time                  | Secondary power supply to all lighting at AD.<br>Switch-over time 12 SEC.  |
| 5 | Remarks  | NIL  |

## VTCT AD 2.16 HELICOPTER LANDING AREA

|   |   |   |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO<br>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   | Helicopters using active runway to take off and land as instructed by ATC. See AD 2-VTCT-1-11 for the Helicopter Operation. |

## VTCT AD 2.17 ATS AIRSPACE

|   |                                |  |
|---|--------------------------------|--|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on CTR DVOR/DME (195653.65N 0995300.12E) |
| 2 | Vertical limits                | 2000 FT/AGL  |
| 3 | Airspace classification        | C  |

agent at Mae Fah Luang-Chiang Rai International Airport.

3.1.2 Nose-in parking is applicable to all aircraft.

3.1.3 All aircraft ready to taxi out shall prepare their own tow bars.

#### **4. LOW VISIBILITY PROCEDURES (LVP)**

4.1 RWY 03 is equipped with ILS and is approved for CAT I operations.

4.2 Low visibility procedures will be activated when visibility is less than RVR 800 M, and all ground operators shall strictly follow.

4.3 Airport's low visibility procedures will be enforced based on 4 Phases of Low Visibility Conditions (LVC) as follows:

##### **4.3.1 LVC Warning Phase**

4.3.1.1 LVC Warning will be activated when RVR is less than 800 M but not less than 550 M.

4.3.1.2 All ground operators will be informed by voice announcement at the sorting area or by Follow-me vehicle broadcasting.

4.3.1.3 Vehicles shall leave taxiways or the runway immediately, and no vehicles are allowed to enter taxiways or the runway.

4.3.1.4 Vehicles wishing to operate on a service road and aprons shall maintain a speed of not more than 20 KM/HR and vehicles operating in the sorting area shall maintain a speed of not more than 10 KM/HR. All vehicles shall be ascertained that their headlamps and obstacle lights are turned on throughout the whole area of operations.

4.3.1.5 During LVC Warning Phase, aircraft towing will be restricted unless receiving permission from ATC and shall strictly follow Follow-me vehicle guidance.

##### **4.3.2 LVC Phase A**

4.3.2.1 LVC Phase A will be activated when RVR is less than 550 M but not less than 350 M.

4.3.2.2 All ground operators will be informed by both flashing-orange lights; in front of the parking stands and control post 1, and voice announcements at the sorting area or Follow-me broadcasting.

4.3.2.3 Vehicles shall leave taxiways or the runway immediately, and no vehicles are allowed to enter taxiways or the runway.

4.3.2.4 Vehicles wishing to operate on a service road and aprons shall maintain a speed of not more than 20 KM/HR and vehicles operating in the sorting area shall maintain a speed of not more than 10 KM/HR. All vehicles shall be ascertained that their headlamps and obstacle lights are turned on throughout the whole area of operations.

4.3.2.5 During LVC Phase A, aircraft towing will be restricted unless receiving permission from ATC and shall strictly follow Follow-me vehicle guidance.

##### **4.3.3 LVC Phase B**

4.3.3.1 LVC Phase B will be activated when RVR is less than 350 M but not less than 200 M.

4.3.3.2 All ground operators will be informed by both flashing-white lights; in front of the parking stands and control post 1, and voice announcements at the sorting area or Follow-me broadcasting.

4.3.3.3 Vehicles shall leave taxiways or the runway immediately, and no vehicles are allowed to enter taxiways or the runway.

4.3.3.4 Vehicles wishing to operate on a service road and aprons shall maintain a speed of not more than 20 KM/HR and vehicles operating in the sorting area shall maintain a speed of not more than 10 KM/HR. All vehicles shall be ascertained that their headlamps and obstacle lights are turned on throughout the whole area of operations.

4.3.3.5 During LVC Phase B, aircraft towing will be restricted unless receiving permission from ATC and shall strictly follow Follow-me vehicle guidance.

##### **4.3.4 LVC Phase C**

4.3.4.1 LVC Phase C will be activated when RVR is less than 200 M.

4.3.4.2 All ground operators will be informed by both flashing-white lights; in front of the parking stands and control post 1, and voice announcements at the sorting area or Follow-me broadcasting.

4.3.4.3 All ground operations will be restricted except for an aircraft taxiing to the parking stand, which shall continue taxiing by following the marshaller until completely stopped.

4.3.4.4 Embarkation and disembarkation of passengers will be prohibited during LVC Phase C.

4.3.4.5 Aircraft fueling will be prohibited during LVC Phase C.

4.3.5 Termination of low visibility procedures

4.3.5.1 Low Visibility Procedures will be terminated when RVR is greater than or equal to 800 M.

4.3.5.2 All ground operators will be informed by voice announcements at the sorting area or by Follow-me broadcasting. All warning lights

are turned off.

4.3.5.3 All ground operators shall resume normal operations.

## 5. SELF-MANOEUVRING PROCEDURES

5.1 Self-maneuvring may be permitted and is limited by airport authority.

5.2 Air Operator or Handling Agent shall get permission from airport authority before operate.

5.3 Power back are not permitted at any parking stands.

5.4 The following table describes self- manoeuvring procedures for remote stands:

| Stand 1                   | Max aircraft size: GL5T or aircraft with wingspan not exceeded 29 meters.  |
|---------------------------|--|
| Self-maneuvring Procedure | The Aircraft (at idle power) shall be turned east (facing North) until its nose-wheel reaches the stand taxi-lane centre line. |
| Remark                    | Self-maneuvring operation will be available if stand 2 is vacant.  |

| Stand 5                   | Max aircraft size: CRJ2 or aircraft with wingspan not exceeded 22 meters.   |
|---------------------------|---|
| Self-maneuvring Procedure | The Aircraft (at idle power) shall be turned east (facing North or South) until its nose-wheel reaches stand taxi-lane centre line.   |
| Remark                    | 1.In case of facing North: Self-maneuvring operation will be available if stand 6 is vacant.<br>2.In case of facing South: Self-maneuvring operation will be available if stand 4 is vacant.<br>3.In case of the aircraft size is bigger than CRJ2 shall be followed aerodrome recommendations. |

| Stand 6                   | Max aircraft size: CRJ2 or aircraft with wingspan not exceeded 22 meters.   |
|---------------------------|---|
| Self-maneuvring Procedure | The Aircraft (at idle power) shall be turned east (facing North or South) until its nose-wheel reaches the stand taxi-lane centre line.   |
| Remark                    | 1.In case of facing North: Self-maneuvring operation will be available if stand 7 is vacant.<br>2.In case of facing South: Self-maneuvring operation will be available if stand 5 is vacant.<br>3.In case of the aircraft size is bigger than CRJ2 shall be followed aerodrome recommendations. |

| Stand 7                   | Max aircraft size: CRJ2 or aircraft with wingspan not exceeded 22 meters.  |
|---------------------------|--|
| Self-maneuvring Procedure | The Aircraft (at idle power) shall be turned east (facing South) until its nose-wheel reaches stand taxi-lane centre line.   |
| Remark                    | 1.Self-maneuvring operation will be available if stand 6 is vacant.<br>2.In case of the aircraft size is bigger than CRJ2 shall be followed aerodrome recommendations. |

## 6. HELICOPTER OPERATIONS

6.1 Helicopter to approach using active Runway, take off and land as instructed by ATC.

6.2 Helicopter to use the helipads shall not have a rotor diameter more than 22 meters and MTOW no more than 13,600 KG.

6.3 Inbound operation

6.3.1 After Runway vacated, air-taxi follow taxiway center line then turn left and continue air-taxi until abeam aircraft stand number 1.

6.3.2 Air-taxi heading South until ensure the rotor downwash will not affect to the other parked helicopters (If any), then turn right until abeam assigned helipad. Turn right and land on assigned helipad follow marshaller.

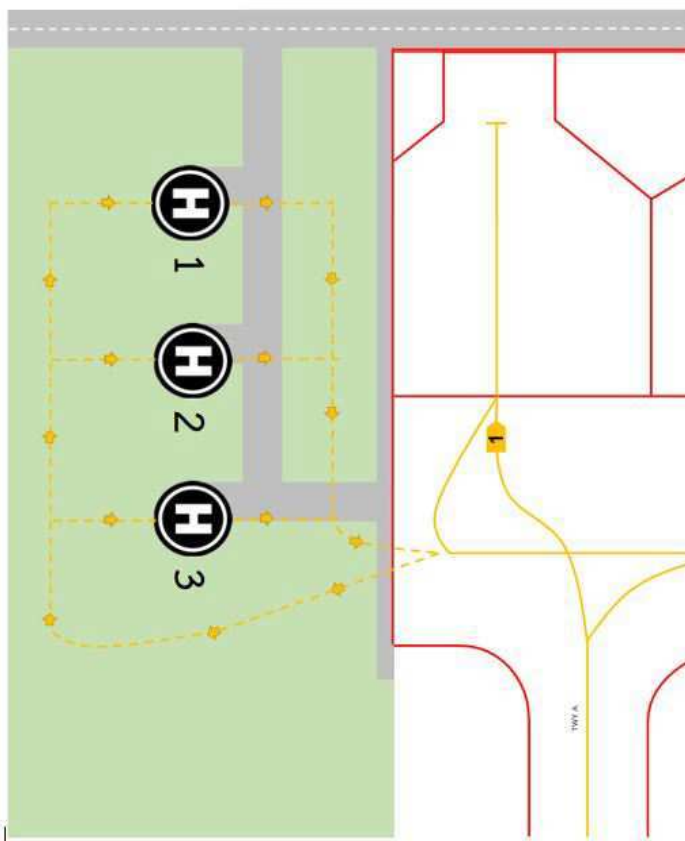
6.4 Outbound operation

6.4.1 When ready to departure contact Chiang Rai Tower on frequency 118.4/236.6 MHZ.

6.4.2 Lift off and hover then move ahead follow marshaller until ensure the rotor downwash will not affect to the other parked helicopters (If any).

6.4.3 Turn right and continue air-taxi until abeam helipad number 3. Turn left into apron and air-taxi follow taxiway center line to active runway.

- 6.5 All aircraft wishing to operate at Mae Fah Luang-Chiang Rai International Airport shall adhere to the following procedures;



#### VTCT AD 2.21 NOISE ABATEMENT PROCEDURES

Between 1500-2259 UTC, departing aircraft shall use runway 03 avoid the residential area, unless it would affect the safety of flight.

#### VTCT AD 2.22 FLIGHT PROCEDURES

##### 1. IFR DEPARTURES OTHER THAN VIA SID

IFR departure procedures described below are determined for the purpose of case when an instrument departure via SID is impossible or undesirable.

##### 2. VISUAL DEPARTURES

Visual departures during take-off and initial climb-out are permitted during the daytime and Visual Meteorological Conditions (VMC). ATC clearance to execute a visual departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute a visual departure

- meteorological conditions in the direction of take-off and the following climb-out shall enable visual reference to terrain up to Minimum Sector Altitude (MSA) or Minimum Flight Altitude (MFA) stated in ATC clearance,
- the pilot shall be responsible for obstacle clearance until such specified altitude,
- the pilot prior to take-off shall agree to execute this procedure,
- the ATC clearance shall be readback.

##### 3. OMNIDIRECTIONAL DEPARTURES

Omnidirectional departures during take-off and initial climb-out are permitted during the day and night. ATC clearance to execute an omnidirectional departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute an omnidirectional departure:

- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
- the pilot shall be responsible for adherence to such obtained ATC clearance,
- the pilot prior to take-off shall agree to execute this procedure,
- The ATC clearance shall be readback,

- Runway 03:

CHIANG RAI OMNI 03 Departure: Required climb gradient 365 ft per NM (6.0%) until 7,000 ft.

|                       |          |     |     |     |     |      |      |      |
|-----------------------|----------|-----|-----|-----|-----|------|------|------|
| Ground speed          | Knot     | 65  | 75  | 100 | 150 | 200  | 250  | 300  |
| Rate of climb<br>6.0% | (ft/min) | 395 | 456 | 608 | 912 | 1216 | 1519 | 1823 |

No turn before DER.

After departure climb straight ahead until 4,000 ft (or altitude assigned by ATC between 4,000 ft - 6,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 21:

CHIANG RAI OMNI 21 Departure: Required climb gradient 365 ft per NM (6.0%) until 7,000 ft.

|                       |          |     |     |     |     |      |      |      |
|-----------------------|----------|-----|-----|-----|-----|------|------|------|
| Ground speed          | Knot     | 65  | 75  | 100 | 150 | 200  | 250  | 300  |
| Rate of climb<br>6.0% | (ft/min) | 395 | 456 | 608 | 912 | 1216 | 1519 | 1823 |

No turn before DER.

After departure climb straight ahead until 4,000 ft (or altitude assigned by ATC between 4,000 ft - 6,000 ft), then comply with ATC clearance issued (or as directed by ATC).

## VTCT AD 2.23 ADDITIONAL INFORMATION

### 1. AERODROME CONFUSION

Aircraft landing at Mae Fah Luang-Chiang Rai International Airport (VTCT) shall be aware of another operative aerodrome, Rob Wiang Airport (VTCR) located 5 miles southeast of Mae Fah Luang-Chiang Rai International Airport (radial 218 from CTR VOR).

## VTCT AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name   | Page           |
|--|----------------|
| Aerodrome chart - ICAO   | AD 2-VTCT-2-1  |
| Aircraft Parking/Docking Chart - ICAO  | AD 2-VTCT-2-3  |
| Aerodrome Ground Movement Chart - ICAO   | AD 2-VTCT-2-5  |
| Aerodrome Obstacle Chart - ICAO Type A - RWY 03/21   | AD 2-VTCT-3-1  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - BENVI1A DUBEN1A NUMDO1A PONUK1A                       | AD 2-VTCT-6-1  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - BENVI1A DUBEN1A NUMDO1A PONUK1A (Tabular description) | AD 2-VTCT-6-3  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B                       | AD 2-VTCT-6-4  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B (Tabular description) | AD 2-VTCT-6-5  |
| Instrument Approach Chart - ICAO - VOR RWY 03  | AD 2-VTCT-8-1  |
| Instrument Approach Chart - ICAO - VOR RWY 03 (Fix and point list table)   | AD 2-VTCT-8-2  |
| Instrument Approach Chart - ICAO - VOR RWY 21  | AD 2-VTCT-8-3  |
| Instrument Approach Chart - ICAO - VOR RWY 21 (Fix and point list table)   | AD 2-VTCT-8-4  |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 03   | AD 2-VTCT-8-5  |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 03 (Fix and point list table)  | AD 2-VTCT-8-6  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 03   | AD 2-VTCT-8-7  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 03 (Fix and point list table)  | AD 2-VTCT-8-8  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 03 (Tabular description)   | AD 2-VTCT-8-9  |
| Instrument Approach Chart - ICAO - RNP RWY 03  | AD 2-VTCT-8-11 |
| Instrument Approach Chart - ICAO - RNP RWY 03 (Tabular description)  | AD 2-VTCT-8-12 |
| Instrument Approach Chart - ICAO - RNP RWY 21  | AD 2-VTCT-8-13 |
| Instrument Approach Chart - ICAO - RNP RWY 21 (Tabular description)  | AD 2-VTCT-8-14 |

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## VTSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTSS - SONGKHLA / HAT YAI INTERNATIONAL AIRPORT

## VTSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |  |
|---|--|--|
| 1 | ARP coordinates and site at AD                             | 065558N 1002342E<br>Centre of runway 1600 M from THR RWY 08  |
| 2 | Direction and distance from (city)                         | 12 KM SW   |
| 3 | Elevation/Reference temperature                            | 27.5 M (90 FT) / 26.8°C  |
| 4 | Geoid undulation at AD ELEV PSN                            | NIL  |
| 5 | MAG VAR/Annual change                                      | 0° 17' W (2016) / 0° 1' E  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Hat Yai International Airport<br>Airports of Thailand Public Company Limited<br>Hat Yai, Songkhla 90115, Thailand<br>Tel: +667 422 7000<br>Fax: +667 425 1334<br>AFS: VTSSYDYX |
| 7 | Types of traffic permitted (IFR/VFR)                       | IFR/VFR  |
| 8 | Remarks  | Operator: Airports of Thailand Public Company Limited (AOT)  |

## VTSS AD 2.3 OPERATIONAL HOURS

|    |                            |  |
|----|----------------------------|--|
| 1  | Aerodrome Operator         | 2300-1700  |
| 2  | Customs and immigration    | Available within AD hours  |
| 3  | Health and sanitation      | Available within AD hours  |
| 4  | AIS Briefing Office        | H24  |
| 5  | ATS Reporting Office (ARO) | H24  |
| 6  | MET Briefing Office        | H24  |
| 7  | ATS                        | H24  |
| 8  | Fuelling                   | AD 0000-1300, from 1300-2359 shall be requested 1 hrs. prior landing, In case of emergency from 1300-2359 service within 45 min.                           |
| 9  | Handling                   | AD 2300-1400, from 1400-1700 shall be requested 3 hrs. prior landing.  |
| 10 | Security                   | H24  |
| 11 | De-icing                   | NIL  |
| 12 | Remarks                    | ATS Reporting Office (ARO):<br>Located at Hat Yai Air Traffic Control Center (1st floor of tower building)<br>Mobile: +669 2262 2436<br>Fax: +66 7425 1050 |

## VTSS AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                              |  |
|---|------------------------------|--|
| 1 | Cargo-handling facilities    | 1 Forklifts 1.5 T, 1 Tractor. Handling weights up to 18 T per day.<br>Provided by Thai Airways International Public Co., Ltd.  |
| 2 | Fuel/oil types               | Jet A-1, AVGAS 100 LL  |
| 3 | Fuelling facilities/capacity | Fuelling provide by PTT Public Company Limited.<br>Tel: +667 422 7248<br>Fax: +667 422 7247<br>3 JET A-1 Refueller @ 12,000+22,000+18,000 L<br>AVGAS 100LL Drum tank 50 L @ 1,000 L<br>-JET A-1: 4 tank.TTK 960,000 L<br>-AVGAS 100 LL: Drum tank 50 L @ 1,000 L |



|   |   |   |
|---|---|---|
| 4 | De-icing facilities                     | NIL   |
| 5 | Hangar space for visiting aircraft      | NIL   |
| 6 | Repair facilities for visiting aircraft | NIL   |
| 7 | Remarks                                 | The airport has provided ground handling agents as following:<br>a) Thai Airways International Public Co.,Ltd<br>E-mail: hdykk@thaairways.com<br>Tel: +667 422 7273<br>Fax: +667 425 1335<br>b) BAGS Ground Services Co.,Ltd<br>E-mail: hdy-stationmanager@bags-groundsolutions.com<br>hdy-seniorteam@bags-groundsolutions.com<br>Tel: +667 422 7264 (23.30-14.30 UTC)<br>+666 1172 2177(24 HR)<br>Fax: +667 425 1558 |

#### VTSS AD 2.5 PASSENGER FACILITIES

|   |                      |  |
|---|----------------------|--|
| 1 | Hotels               | In the city  |
| 2 | Restaurants          | At AD and in the city  |
| 3 | Transportation       | Limousines and Taxis   |
| 4 | Medical facilities   | First aid at AD. Hospitals in the city                         |
| 5 | Bank and Post Office | In the city/ At AD open within AD HR.                          |
| 6 | Tourist Office       | Office in the city<br>Tel: +667 424 3747<br>Fax: +667 424 5986 |
| 7 | Remarks              | NIL  |

#### VTSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |   |  |
|---|---|--|
| 1 | AD category for fire fighting               | Category 9   |
| 2 | Rescue equipment                            | Adequately provided as recommended by ICAO   |
| 3 | Capability for removal of disabled aircraft | Available – Up to B747   |
| 4 | Remarks                                     | For removal of disabled aircraft please contact aerodrome coordinator:<br>- Airside Operation Division<br>Tel: +667 422 7765<br>+667 422 7766<br>- Rescue and Fire Fighting Division<br>Tel: +667 422 7021 |

#### VTSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

## VTSS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type<br>LEN INTST | THR LGT colour<br>WBAR | VASIS (MEHT)<br>PAPI             | TDZ, LGT<br>LEN | RWY Centre Line LGT<br>Length, spacing, colour, INTST | RWY edge LGT<br>LEN, spacing, colour INTST               | RWY End LGT<br>colour WBAR | SWY LGT<br>LEN (M) colour | Remarks |
|----------------|----------------------------|------------------------|----------------------------------|-----------------|---|--|----------------------------|---------------------------|---------|
| 1              | 2                          | 3                      | 4                                | 5               | 6   | 7  | 8                          | 9                         | 10      |
| 08             | SALS<br>420 M<br>LIH       | Green                  | PAPI<br>Both<br>3°<br>(64.06 FT) | NIL             | NIL   | 3050 M<br>60 M<br>White<br>FM2450-3050 M<br>Yellow: LIH  | Red                        | 60<br>Red                 | NIL     |
| 26             | SALS<br>420 M<br>LIH       | Green                  | PAPI<br>Both<br>3°<br>(61.09 FT) | NIL             | NIL   | 3050 M<br>60 M<br>White<br>FM 2450-3050 M<br>Yellow: LIH | Red                        | 60<br>Red                 | NIL     |

## VTSS 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 3 Sec / IBN: NIL H24   |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | WDI: 2 Wind Cones, illuminated at<br>1. 450 M from THR RWY 26 : offset to the left side from RCL 105 M., and<br>2. 450 M from THR RWY 08 : offset to the left side from RCL 65 M.<br>Anemometer: see AD Chart. |
| 3 | TWY edge and centre line lighting                        | EDGE: All TWY<br>Centre line: NIL  |
| 4 | Secondary power supply/switch-over time                  | Secondary power supply to all airfield lighting at AD switch-over time :<br>Lights associated to runway 0 sec.(UPS) other lighting 15 sec.   |
| 5 | Remarks  | NIL  |

## VTSS AD 2.16 HELICOPTER LANDING AREA

|   |   |  |
|---|---|--|
| 1 | Coordinates TLOF or THR of FATO<br>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   | Helicopters to approach using active runway, take off and land as instructed by ATC. |

VTSS AD 2.17 ATS AIRSPACE

|   |                                   |   |
|---|-----------------------------------|---|
| 1 | Designation and lateral limits    | A circle of 5 NM radius centred on 0655.9N 10023.5E |
| 2 | Vertical limits                   | 3000 FT/AGL   |
| 3 | Airspace classification           | C   |
| 4 | ATS unit call sign<br>Language(s) | Hat Yai Tower<br>English, Thai                      |
| 5 | Transition altitude               | 11000 FT  |
| 6 | Remarks                           | NIL   |

VTSS AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign             | Frequency   | Hours of operation | Remarks   |
|---------------------|-----------------------|---|--------------------|---|
| 1                   | 2                     | 3   | 4                  | 5   |
| APP                 | Hat Yai Approach      | 126.7 MHZ<br>301.5 MHZ<br>121.5 MHZ <sup>1)</sup><br>243.0 MHZ <sup>1)</sup><br>133.2 MHZ <sup>2)</sup> | H24                | <sup>1)</sup> Emergency frequency<br><sup>2)</sup> Backup frequency |
| TWR                 | Hat Yai Tower         | 118.1 MHZ<br>275.8 MHZ<br>121.5 MHZ <sup>1)</sup><br>243.0 MHZ <sup>1)</sup><br>133.2 MHZ <sup>2)</sup> | H24                |   |
| GND                 | Hat Yai Ground        | 121.9 MHZ<br>257.8 MHZ<br>121.5 MHZ <sup>1)</sup><br>243.0 MHZ <sup>1)</sup>                            | H24                |   |
| ATIS                | Hat Yai Intl. Airport | 128.8 MHZ   | H24                |   |

#### 4. SAFEGATE DOCKING SYSTEM – IN SYSTEM AT HAT YAI INTERNATIONAL AIRPORT

##### 4.1 INTRODUCTION

4.1.1 The SAFEGATE Docking System – in system is install at bay No. 4, 5 and 6

4.1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position

##### 4.2 PILOT OPERATING INSTRUCTION

##### 4.2.1 Safety procedure

###### a) General warning

The DGS system has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

If the pilot is unsure of the information, being shown on the DGS display unit, he must immediate stop the aircraft and obtain further information for clearance.

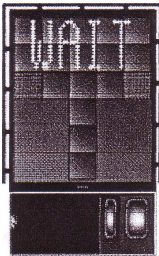
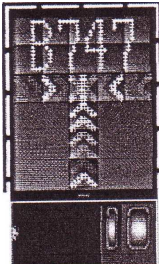
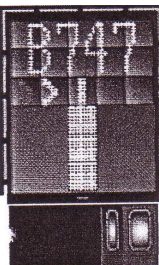
###### b) Item to check before entering the stand area

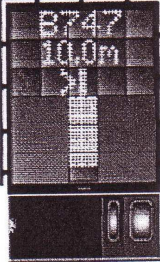
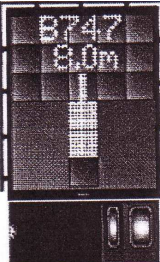
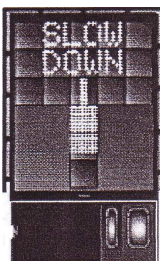
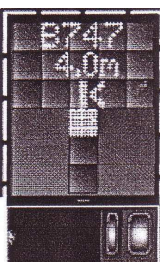
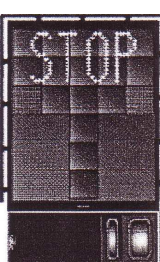
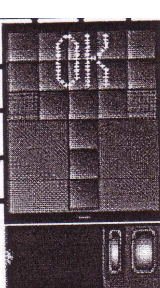
Warning : The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

Warning : The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft/ The Correctness of other information, such as 'door 2', shall also be checked.

###### c) The SBU message

The message STOP SBU means that docking has been interrupted and has to be resumed only by manual guidance. Do not try to resume docking without manual guidance.

|   |   |
|---|---|
|   | <p><b>4.2.2 START-OF-DOCKING</b></p> <p>The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.</p>   |
|  | <p><b>4.2.3 CAPTURE</b></p> <p>The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. If shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed. The pilot must not proceed beyond the bridge, unless the arrows have been superseded by closing rate bar.</p> |
|  | <p><b>4.2.4 TRACKING.</b></p> <p>When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line. This indicator give correct position and azimuth guidance.</p>                      |

|   |  |
|---|--|
|    | <p>4.2.5 CLOSING RATE.</p> <p>Display of digital countdown will start when the aircraft is 20 M from stop position. When the aircraft is less than 12 M from the stop position, the closing rate is indicated by turning off one row of the center line symbol per 0.5 M, covered by the aircraft. Thus, when the last row is turned off, 0.5 M remains to stop.</p> |
|    | <p>4.2.6 ALIGNED TO CENTRE</p> <p>The aircraft is eight meters from the stop position. The absence of any direction arrow indicates an aircraft on the centre line.</p>  |
|   | <p>4.2.7 SLOW DOWN</p> <p>If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.</p>   |
|  | <p>4.2.8 AZIMUTH GUIDANCE</p> <p>The aircraft is 4 M from the stop-position. The yellow arrow indicates an aircraft to the right of the centre line, and the red flashing arrow indicates the direction to turn.</p>   |
|  | <p>4.2.9 STOP POSITION REACHED.</p> <p>When the correct stop-position is reached, the display will show STOP and red lights will be lit.</p>   |
|  | <p>4.2.10 DOCKING COMPLETE.</p> <p>When the aircraft has parked, OK will be displayed.</p>   |

1.3.3.3 STOP All operations in the apron area.

1.4 Termination of low visibility procedures (RVR > 800M)

1.4.1 LVP will be terminated when RVR is greater than 800M and a continuing improvement in these condition is expected.

1.4.2 All ground operators will be informed when LVP is terminated by telephone and all warning lights are turned off.

1.4.3 All ground operators shall resume normal operations.

## 2. SPEED CONTROL PROCEDURE IN HAT YAI TMA

- a) All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 FT AMSL are subject to fly not faster than indicated air speed 250 knots unless authorized by ATC.
- b) Speed will be reduced to 220 knots during 20-25 track miles from touchdown.
- c) 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
- d) 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
- e) Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
- f) ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase "NO SPEED RESTRICTIONS". An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase "RESUME NORMAL SPEED" will be used.
- g) All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
- h) If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

NOTE - an instruction to "RESUME NORMAL SPEED" does not cancel speed restrictions that applicable to published procedure of upcoming segments of flight, aircraft shall comply speed restrictions specified in a) b) c) and d)

## VTSS AD 2.23 ADDITIONAL INFORMATION

### 1. Operations of aircraft at Hat Yai International Airport outside Airport's hours of operation.

1.1 All aircraft wishing to operate outside specified hours of operations at Hat Yai International Airport shall adhere to the following procedures:

1.1.1 Inform the airport authority, and approval must be received before such operation.

1.1.2 All scheduled and non-scheduled flights, including flight selecting Hat Yai International Airport as alternate aerodrome shall have handling agent at Hat Yai International Airport.

1.1.3 Nose-in parking is applicable to all aircraft.

1.1.4 Aircraft ready to taxi out shall prepare their own tow bars.

Remark: Aircraft below code letter "C" is allowed to seft-maneuver. Inform Hat Yai before seft-maneuver.

### 2. BIRD CONCENTRATIONS

#### 2.1 BIRD CONCENTRATIONS IN THE VICINITY OF AN AERODROME

The existence of birds at Hat Yai International Airport varies throughout the year. The large birds and migratory birds commonly found at Hat Yai International Airport includes the following:

- Asian Openbill or Open-billed Stork (Weighting approximately 1000g - 1300g each)
- Cattle Egret (Weighting approximately 250g - 500g each)
- Oriental Pratincole (Weighting approximately 59g-95g each)

2.2 There could be an increase in bird activities during the usual migratory months of March to July. During this period, migratory birds may use an aerodrome as their feeding and nesting ground.

2.3 There could be some activities to reduce birds such as mowing the grass and plants. Grass mowing takes place in various areas. between 0200-0900 and 1600-2100 UTC. This activity will attract birds during sunrise to sunset. Pilots are advised to exercise with caution. The grass cutting on runway strip and taxiway strip will be carried out at night after last flight operated.

VTSS AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name  | Page           |
|---|----------------|
| Aerodrome Chart - ICAO  | AD 2-VTSS-2-1  |
| Aircraft Parking/Docking Chart - ICAO                               | AD 2-VTSS-2-3  |
| Aerodrome Ground Movement Chart - ICAO                              | AD 2-VTSS-2-5  |
| Aerodrome Obstacle Chart - ICAO Type A - RWY 08/26                  | AD 2-VTSS-3-1  |
| Area Chart - ICAO   | AD 2-VTSS-5-1  |
| Instrument Approach Chart - ICAO - VOR A                            | AD 2-VTSS-8-1  |
| Instrument Approach Chart - ICAO - VOR RWY 26                       | AD 2-VTSS-8-3  |
| Instrument Approach Chart - ICAO - ILS or LOC RWY 26                | AD 2-VTSS-8-5  |
| Instrument Approach Chart - ICAO - RNP RWY 08                       | AD 2-VTSS-8-7  |
| Instrument Approach Chart - ICAO - RNP RWY 08 (Tabular description) | AD 2-VTSS-8-8  |
| Instrument Approach Chart - ICAO - RNP RWY 26                       | AD 2-VTSS-8-9  |
| Instrument Approach Chart - ICAO - RNP RWY 26 (Tabular description) | AD 2-VTSS-8-10 |

## VTSF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTSF - NAKHON SI THAMMARAT / NAKHON SI THAMMARAT AIRPORT

## VTSF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |  |
|---|--|--|
| 1 | ARP coordinates and site at AD                             | 083222.62N 0995641.01E<br>Centre of RWY 1060 M. from THR RWY19   |
| 2 | Direction and distance from (city)                         | 10 KM N, from city   |
| 3 | Elevation/Reference temperature                            | 4M (13 FT) /33°C   |
| 4 | Geoid Undulation at AD ELEV PSN                            | NIL  |
| 5 | MAG VAR/Annual change                                      | 0.39°W (2016)/0.01°E   |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Director of Nakhon Si Thammarat Airport<br>Nakhon Si Thammarat Airport<br>Amphoe Muang<br>Nakhon Si Thammarat 80000<br>Thailand<br>Tel: +667 545 0544<br>+667 545 0545<br>+667 545 0541<br>Fax: +667 545 0549<br>AFS: VTSFYDYX |
| 7 | Types of traffic permitted (IFR/VFR)                       | IFR/VFR  |
| 8 | Remarks  | Operator: Department of Airports   |

## VTSF AD 2.3 OPERATIONAL HOURS

|    |                            |  |
|----|----------------------------|--|
| 1  | Aerodrome Operator         | 2300-1500  |
| 2  | Customs and immigration    | O/R  |
| 3  | Health and sanitation      | NIL  |
| 4  | AIS Briefing Office        | NIL  |
| 5  | ATS Reporting Office (ARO) | 2300-1500  |
| 6  | MET Briefing Office        | NIL  |
| 7  | ATS                        | 2300-1500  |
| 8  | Fuelling                   | 0100-1000  |
| 9  | Handling                   | NIL  |
| 10 | Security                   | NIL  |
| 11 | De-icing                   | NIL  |
| 12 | Remarks                    | ATS Reporting Office (ARO):<br>Located at Surat Thani Air Traffic Control Centre (1st floor of tower building)<br>Tel: +667 744 1008<br>+669 1010 1837<br>Fax: +667 744 1009 |



**VTSF AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |     |
|---|---|-----|
| 1 | Cargo-handling facilities               | NIL |
| 2 | Fuel/oil types                          | NIL |
| 3 | Fuelling facilities/capacity            | NIL |
| 4 | De-icing facilities                     | NIL |
| 5 | Hangar space for visiting aircraft      | NIL |
| 6 | Repair facilities for visiting aircraft | NIL |
| 7 | Remarks                                 | NIL |

**VTSF AD 2.5 PASSENGER FACILITIES**

|   |                      |                 |
|---|----------------------|-----------------|
| 1 | Hotels               | In the city     |
| 2 | Restaurants          | In the city     |
| 3 | Transportation       | Taxi, Limousine |
| 4 | Medical facilities   | NIL             |
| 5 | Bank and Post Office | In the city     |
| 6 | Tourist Office       | In the city     |
| 7 | Remarks              | NIL             |

**VTSF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |   |   |
|---|---|---|
| 1 | AD category for fire fighting               | Category 7  |
| 2 | Rescue equipment                            | Yes   |
| 3 | Capability for removal of disabled aircraft | For the removal of disable aircraft operated by the owner of aircraft and the removal equipment operated by contracted external resource,<br><br>Please contact aerodrome coordinator:<br>- Director of Nakhon Si Thammarat Airport<br>Tel: +668 5041 0140<br>- Airport Safety Group<br>Tel: +668 6591 0681<br>+667 545 0541<br>Fax: +667 545 0549<br>E-mail: Nakhon@airports.go.th |
| 4 | Remarks                                     | NIL   |

**VTSF AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

**VTSF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

|   |                            |  |
|---|----------------------------|--|
| 1 | Apron surface and strength | APRON A<br>Surface: Concrete and Asphalt<br>Strength: PCN 42/F/C/X/T<br>APRON B<br>Surface: Concrete<br>Strength: PCN 45/R/C/X/T |
|---|----------------------------|--|

|   |   |  |
|---|---|--|
| 2 | Taxiway width, surface and strength         | Width: TWY A, B and D = 23 M, TWY C = 10.5 M<br>Surface: Concrete and asphalt<br>Strength: TWY A, B and D : PCN 42/F/C/X/T<br>TWY C: 5.3 T |
| 3 | Altimeter checkpoint location and elevation | Location: At apron<br>Elevation: 14 ft   |
| 4 | VOR checkpoints                             | NIL  |
| 5 | INS checkpoints                             | NIL  |
| 6 | Remarks                                     | NIL  |

**VTSE 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 | Aircraft stand ID signs: Marked<br>TWY guide lines: Yes<br>Nose-wheel guide lines at apron<br>VDGS of aircraft stands: Aircraft stand No. 5 and 6  |
| 2 | RWY and TWY markings and LGT  | RWY marking: RWY Designation, THR, TDZ, RCL, Aiming Point and Side Stripe<br>RWY LGT: THR, RWY Edge and RWY End<br>TWY marking: TWY CL, TWY Edge and RWY Holding Position<br>TWY LGT: TWY Edge |
| 3 | Stop bars   | NIL  |
| 4 | Remarks   | NIL  |

**VTSE AD 2.10 AERODROME OBSTACLES**

| In approach/TKOF areas |  |                  | In circling areas and at AD                |             | Remarks |
|------------------------|--|------------------|--|-------------|---------|
| 1                      |  |                  | 2  |             | 3       |
| RWY/Area affected      | Obstacle type<br>Elevation<br>Markings/LGT         | Coordinates      | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates |         |
| a                      | b  | c                | a  | b           |         |
|                        | Radio Mast<br>HGT 60 M<br>MARKED RED LGT<br>ON TOP | 083452N 0995658E | NIL  | NIL         | NIL     |

**VTSE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

|   |  |  |
|---|--|--|
| 1 | Associated MET Office  | Aeronautical Meteorological Station-Nakhon Si Thammarat,<br>Southern East-Coast Meteorological Center,<br>Thai Meteorological Department (TMD) |
| 2 | Hours of service<br>MET Office outside hours                           | 2200-1500<br>NIL   |
| 3 | Office responsible for TAF preparation<br>Periods of validity          | Supply TAF from Southern East-Coast Meteorological Center<br>24 HR   |
| 4 | Type of landing forecast<br>Interval of issuance                       | TREND<br>1 HR  |
| 5 | Briefing/consultation provided   | Personal Consultation<br>Tel: +667 546 6646, +668 6498 0632  |
| 6 | Flight documentation<br>Language(s) used                               | NIL  |
| 7 | Charts and other information available for<br>briefing or consultation | S, U85, Daily Weather Forecast, satellite and radar images   |

|    |   |   |
|----|---|---|
| 8  | Supplementary equipment available for providing information | Automated Weather Observation System (AWOS) |
| 9  | ATS units provided with information                         | Nakhon Si Thammarat TWR                     |
| 10 | Additional information (limitation of service, etc.)        | NIL   |

## VTSF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY(M) | Strength (PCN) and<br>surface of RWY and<br>SWY | THR coordinates<br>RWY end coordinates<br>THR geoid undulation | THR elevation and highest<br>elevation of TDZ of<br>precision APP RWY |
|------------------------|----------|-------------------------|---|--|---|
| 1                      | 2        | 3                       | 4   | 5  | 6   |
| 01                     | 006.49°  | 2100x45                 | PCN 42/F/C/X/T<br>Asphaltic concrete            | 083148.51N 0995637.41E   | THR 13 FT<br>TDZ 13 FT  |
| 19                     | 186.49°  | 2100x45                 | PCN 42/F/C/X/T<br>Asphaltic concrete            | 083256.73N 0995644.61E   | THR 13 FT<br>TDZ 13 FT  |

| Slope of RWY-SWY | SWY dimensions<br>(M) | CWY dimensions<br>(M) | Strip dimensions<br>(M) | OFZ | Remarks |
|------------------|-----------------------|-----------------------|-------------------------|-----|---------|
| 7                | 8                     | 9                     | 10                      | 11  | 12      |
| 0%               | 60x60                 | NIL                   | 2340x300                | NIL | NIL     |
| 0%               | 60x60                 | NIL                   | 2340x300                | NIL | NIL     |

## VTSF AD 2.13 DECLARED DISTANCES

| RWY<br>Designator | TORA<br>(M) | TODA<br>(M) | ASDA<br>(M) | LDA<br>(M) | Remarks |
|-------------------|-------------|-------------|-------------|------------|---------|
| 1                 | 2           | 3           | 4           | 5          | 6       |
| 01                | 2100        | 2100        | 2160        | 2100       | NIL     |
| 19                | 2100        | 2100        | 2160        | 2100       | NIL     |

## VTSF AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY<br>Designator | APCH LGT<br>type<br>LEN INTST | THR LGT<br>colour<br>WBAR | VASIS<br>(MEHT)<br>PAPI       | TDZ, LGT<br>LEN | RWY Centre<br>Line LGT<br>Length,<br>spacing,<br>colour,<br>INTST | RWY edge LGT<br>LEN, spacing,<br>colour<br>INTST | RWY End<br>LGT<br>colour<br>WBAR | SWY LGT<br>LEN (M)<br>colour | Remarks |
|-------------------|-------------------------------|---------------------------|-------------------------------|-----------------|---|--|----------------------------------|------------------------------|---------|
| 1                 | 2                             | 3                         | 4                             | 5               | 6   | 7  | 8                                | 9                            | 10      |
| 01                | SALS<br>420M<br>LIH           | Green                     | PAPI<br>Left 3°               | NIL             | NIL   | 2100 M<br>60 M<br>White, LIM                     | Red                              | NIL                          | NIL     |
| 19                | SALS<br>420M                  | Green                     | PAPI<br>Left 3°<br>(47.32 FT) | NIL             | NIL   | 2100 M<br>60 M<br>White, LIM                     | Red                              | NIL                          | NIL     |

## VTSF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |  |  |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: At tower building FLG WG EV 7 SEC   |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI(1) : wind cone at 300 M from THR 01 off set Left side 102.5 M, illuminated<br>LDI(2) : wind cone at 300 M from THR 19 off set Left side 102.5 M, illuminated |
| 3 | TWY edge and centre line lighting                        | TWY edge: All TWY<br>TWY centre line: NIL  |
| 4 | Secondary power supply/switch-over time                  | Secondary power supply to all lighting at the air field lighting (AFL).<br>Switch over time : 15 SEC   |
| 5 | Remarks  | NIL  |

**VTSF AD 2.16 HELICOPTER LANDING AREA**

|   |   |     |
|---|---|-----|
| 1 | Coordinates TLOF or THR of FATO<br>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 |

**VTSF AD 2.17 ATS AIRSPACE**

|   |                                   |  |
|---|-----------------------------------|--|
| 1 | Designation and lateral limits    | A circle of 5 NM radius centred on Nakhon Si Thammarat DVOR/DME (083229.95N 0995648.67E) |
| 2 | Vertical limits                   | 2000 FT/AGL  |
| 3 | Airspace classification           | C  |
| 4 | ATS unit call sign<br>Language(s) | Nakhon Si Thammarat Tower<br>English, Thai   |
| 5 | Transition altitude               | 11000 FT   |
| 6 | Remarks                           | NIL  |

**VTSF AD 2.18 ATS COMMUNICATION FACILITIES**

| Service designation | Call sign                    | Frequency   | Hours of operation | Remarks                           |
|---------------------|------------------------------|---|--------------------|-----------------------------------|
| 1                   | 2                            | 3   | 4                  | 5                                 |
| APP                 | Nakhon Si Thammarat Approach | 119.75 MHZ<br>121.5 MHZ <sup>1)</sup>   | As AD OPR HR       | <sup>1)</sup> Emergency frequency |
| TWR                 | Nakhon Si Thammarat Tower    | 122.55 MHZ<br>236.6 MHZ<br>121.5 MHZ <sup>1)</sup><br>243.0 MHZ <sup>1)</sup> | As AD OPR HR       |                                   |
| GND                 | Nakhon Si Thammarat Ground   | 121.9 MHZ   | As AD OPR HR       |                                   |
| ATIS                | Nakhon Si Thammarat Airport  | 123.4 MHZ   | As AD OPR HR       |                                   |

## VTSF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid,<br>MAG VAR<br>CAT of ILS/MLS<br>(For VOR/ILS/<br>MLS, give<br>declination) | ID   | Frequency            | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks  |
|---|------|----------------------|-----------------------|---|--|--|
| 1   | 2    | 3                    | 4                     | 5   | 6  | 7  |
| DVOR/DME  | NKS  | 117.4 MHZ<br>CH121X  | H24                   | 083229.95N<br>0995648.67E                             |  | Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM, at required altitudes is various areas:<br>RDL 001-190 beyond 40 NM should not below 2500 FT. RDL 191-240 beyond 40 NM should not below 7000 FT. RDL 241-280 beyond 25 NM should not below 8000 FT. RDL 281-320 beyond 40 NM should not below 7000 FT. RDL 321-360 beyond 40 NM should not below 5000 FT. |
| LOC RWY19<br>ILS CAT I  | INKS | 109.7 MHZ            | H24                   | 083138.445N<br>0995636.378E                           |  | a) Localizer<br>- Designated operational coverage 18 NM $\pm 10^\circ$ and 10 NM $\pm 35^\circ$ of localizer course, no back course and voice feature.   |
| GP  |      | 333.2 MHZ            | H24                   | 083245.315N<br>0995647.386E                           |  | b) Glide path $3^\circ$<br>- RWY19 ILS Glide Path not coincident with PAPI starting at 1 DME or 400 FT (MSL)   |
| DME   |      | CH34X<br>(333.2 MHZ) | H24                   | 083245.315N<br>0995647.386E                           |  | DME<br>- Paired with Glide Path.<br>- Power output 100 watts.<br>- Omni-directional antenna.   |

## VTSF AD 2.20 LOCAL AERODROME REGULATIONS

## 1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher shall make 180 degrees turn at the runway turn pads located at the end of runway 01 and 19 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT). The Headquarter of that operator shall be liable for the compensation caused by such violation.

## VTSF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTSF AD 2.22 FLIGHT PROCEDURES

## 1. SPEED CONTROL PROCEDURE IN NAKHON SI THAMMARAT TMA

- All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 FT AMSL are subject to fly not faster than indicated air speed 250 knots unless authorized by ATC.
- Speed will be reduced to 220 knots during 20-25 track miles from touchdown.
- 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
- 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
- Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
- ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase "NO SPEED RESTRICTIONS". An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase "RESUME NORMAL SPEED" will be used.
- All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
- If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

NOTE - an instruction to "RESUME NORMAL SPEED" does not cancel speed restrictions that applicable to published procedure of upcoming segments of flight, aircraft shall comply speed restrictions specified in a) b) c) and d)

## 2. IFR DEPARTURES OTHER THAN VIA SID

IFR departure procedures described below are determined for the purpose of case when an instrument departure via SID is impossible or undesirable.

## 3. VISUAL DEPARTURES

Visual departures during take-off and initial climb-out are permitted during the daytime and Visual Meteorological Conditions (VMC). ATC clearance to execute a visual departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute a visual departure

- meteorological conditions in the direction of take-off and the following climb-out shall enable visual reference to terrain up to Minimum Sector Altitude (MSA) or Minimum Flight Altitude (MFA) stated in ATC clearance,
- the pilot shall be responsible for obstacle clearance until such specified altitude,
- the pilot prior to take-off shall agree to execute this procedure,
- the ATC clearance shall be readback,

## 4. OMNIDIRECTIONAL DEPARTURES

Omnidirectional departures during take-off and initial climb-out are permitted during the day and night. ATC clearance to execute an omnidirectional departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute an omnidirectional departure:

- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
- the pilot shall be responsible for adherence to such obtained ATC clearance,
- the pilot prior to take-off shall agree to execute this procedure,
- The ATC clearance shall be readback,

- Runway 01:

NAKHON SI THAMMARAT OMNI 01 Departure: Required climb gradient 365 ft per NM (6.0%) until 7,500 ft.

| Ground speed          | Knot     | 65  | 75  | 100 | 150 | 200  | 250  | 300  |
|-----------------------|----------|-----|-----|-----|-----|------|------|------|
| Rate of climb<br>6.0% | (ft/min) | 395 | 456 | 608 | 912 | 1216 | 1519 | 1823 |

No turn before DER.

After departure climb straight ahead until 3,000 ft (or altitude assigned by ATC between 3,000 ft – 6,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 19:

NAKHON SI THAMMARAT OMNI 19 Departure: Required climb gradient 395 ft per NM (6.5%) until 7,500 ft.

| Ground speed          | Knot     | 65  | 75  | 100 | 150 | 200  | 250  | 300  |
|-----------------------|----------|-----|-----|-----|-----|------|------|------|
| Rate of climb<br>6.5% | (ft/min) | 428 | 494 | 658 | 987 | 1316 | 1646 | 1975 |

No turn before DER.

After departure climb straight ahead until 4,000 ft (or altitude assigned by ATC between 4,000 ft – 6,500 ft), then comply with ATC clearance issued (or as directed by ATC).

### VTSF AD 2.23 ADDITIONAL INFORMATION

## 1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

## VTSF AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name   | Page           |
|--|----------------|
| Aerodrome Chart - ICAO   | AD 2-VTSF-2-1  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A                       | AD 2-VTSF-6-1  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A (Tabular description) | AD 2-VTSF-6-2  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B                       | AD 2-VTSF-6-3  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B (Tabular description) | AD 2-VTSF-6-4  |
| Instrument Approach Chart - ICAO - VOR RWY 01  | AD 2-VTSF-8-1  |
| Instrument Approach Chart - ICAO - VOR RWY 01 (Fix and point list table)   | AD 2-VTSF-8-2  |
| Instrument Approach Chart - ICAO - VOR y RWY 19  | AD 2-VTSF-8-3  |
| Instrument Approach Chart - ICAO - VOR y RWY 19 (Fix and point list table)   | AD 2-VTSF-8-4  |
| Instrument Approach Chart - ICAO - VOR z RWY 19  | AD 2-VTSF-8-5  |
| Instrument Approach Chart - ICAO - VOR z RWY 19 (Fix and point list table)   | AD 2-VTSF-8-6  |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 19   | AD 2-VTSF-8-7  |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 19 (Fix and point list table)  | AD 2-VTSF-8-8  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19   | AD 2-VTSF-8-9  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 (Fix and point list table)  | AD 2-VTSF-8-10 |
| Instrument Approach Chart - ICAO - RNP RWY 01  | AD 2-VTSF-8-11 |
| Instrument Approach Chart - ICAO - RNP RWY 01 (Tabular description)  | AD 2-VTSF-8-12 |
| Instrument Approach Chart - ICAO - RNP RWY 19  | AD 2-VTSF-8-13 |
| Instrument Approach Chart - ICAO - RNP RWY 19 (Tabular description)  | AD 2-VTSF-8-14 |



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## VTSM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

## VTSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |   |   |
|---|---|---|
| 1 | Apron surface and strength                  | Surface: Concrete<br>Strength: PCN 42/R/D/X/T   |
| 2 | Taxiway width, surface and strength         | Taxiway A, B, C, D, E and F<br>Width: 30 M<br>Surface: Concrete<br>Strength: PCN 42/R/D/X/T |
| 3 | Altimeter checkpoint location and elevation | NIL   |
| 4 | VOR checkpoints                             | NIL   |
| 5 | INS checkpoints                             | NIL   |
| 6 | Remarks                                     | NIL   |

## VTSM 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 | Taxi guidance signs and guide lines at TWY and Apron |
| 2 | RWY and TWY markings and LGT  | RWY: Marked and lighted                              |
| 3 | Stop bars   | NIL  |
| 4 | Remarks   | NIL  |

## VTSM AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas |   |                           | In circling areas and at AD                |                     | Remarks   |
|------------------------|---|---------------------------|--|---------------------|---|
| 1                      |   |                           | 2  |                     | 3   |
| RWY/Area affected      | Obstacle type<br>Elevation<br>Markings/LGT            | Coordinates               | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates         |   |
| a                      | b   | c                         | a  | b                   |   |
| RWY17/APCH             | Building<br>28.5 M (93.5 FT)<br>No Markings<br>No LGT | 093335.23N<br>1000346.24E | Hill 630 M                                 | 093324N<br>1000423E | See Aerodrome obstacle chart type A for details |
| RWY35/TKOF             | Building<br>40 M (131 FT)<br>No Markings<br>No LGT    | 093415.23N<br>1000334.55E |  |                     |   |

VTSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |  |  |
|----|--|--|
| 1  | Associated MET Office  | Aeronautical Meteorological Station-Samui,<br>Southern East-Coast Meteorological Center,<br>Thai Meteorological Department (TMD) |
| 2  | Hours of service<br>MET Office outside hours                           | 2200-1500<br>NIL   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | Supply TAF from Southern East-Coast Meteorological Center<br>24 HR   |
| 4  | Type of landing forecast<br>Interval of issuance                       | TREND<br>1 HR  |
| 5  | Briefing/consultation provided   | Personal Consultation<br>Tel: +667 742 8520  |
| 6  | Flight documentation<br>Language(s) used                               | Thai/English   |
| 7  | Charts and other information available for<br>briefing or consultation | S, U85, Daily Weather Forecast, satellite and radar images   |
| 8  | Supplementary equipment available for<br>providing information         | Barometer, Anemometer and Thermometer Screen   |
| 9  | ATS units provided with information                                    | Samui TWR  |
| 10 | Additional information (limitation of service, etc.)                   | NIL  |

VTSM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY(M) | Strength (PCN) and<br>surface of RWY and<br>SWY | THR coordinates<br>RWY end coordinates<br>THE geoid undulation | THR elevation and<br>highest elevation of TDZ<br>of precision APP RWY |
|------------------------|----------|-------------------------|---|--|---|
| 1                      | 2        | 3                       | 4   | 5  | 6   |
| 17                     | 174.48°  | 2100x45                 | PCN 38/F/B/W/T<br>Concrete and asphalt          | 093319.40N 1000342.26E   | 43 FT   |
| 35                     | 354.48°  | 2100x45                 | PCN 38/F/B/W/T<br>Concrete and asphalt          | 093227.55N 1000347.31E   | 56 FT   |

| Slope of RWY-SWY   | SWY dimensions<br>(M) | CWY dimensions<br>(M) | Strip dimensions<br>(M) | OFZ | Remarks   |
|--|-----------------------|-----------------------|-------------------------|-----|-----------|
| 7  | 8                     | 9                     | 10                      | 11  | 12        |
| 0% / 0.8%<br>1300 M / 800 M                                  | 225x45                | 60x45                 | 2085x150                | NIL | See below |
| -0.8% / 0%<br>800 M / 1300 M<br><br>(See of Type A<br>chart) | 60x45                 | 60x45                 | 2020x150                | NIL | See below |

**Remarks**

Infringement of RWY strips

Infringement maximum of 52.5 M start at 376 M to 480 M from runway threshold 35, located on left side of runway 35.