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

AIRAC AIP - THAILAND
Amendment 02/25
9 JAN 25

This AIRAC AIP AMDT 02/25 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 1.1	DESIGNATED AUTHORITIES
GEN 1.4	ENTRY, TRANSIT AND DEPARTURE OF CARGO
GEN 2.1	TABLES AND CODES
GEN 3.2	AERONAUTICAL CHARTS
ENR 2.1	FIR, UIR AND CTA
ENR 6	Enroute Chart - ICAO
AD 2-VTBD-1	AD 2.22 FLIGHT PROCEDURES
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBD-2	Aerodrome Chart - ICAO
	Aerodrome Ground Movement Chart - ICAO
AD 2-VTCT-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTCT-2	Aerodrome Chart - ICAO
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AD 2-VTBS-1	AD 2.22 FLIGHT PROCEDURES
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AD 2-VTSS-1	AD 2.20 LOCAL AERODROME REGULATIONS
AD 2-VTSS-5	Area Chart - ICAO
AD 2-VTCL-1	AD 2.18 ATS COMMUNICATION FACILITIES
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTCL-6	Standard Departure Chart - Instrument (SID) - ICAO – RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D
	Standard Departure Chart - Instrument (SID) - ICAO – RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO – RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C
	Standard Departure Chart - Instrument (SID) - ICAO – RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C (Tabular description)
AD 2-VTCL-7	Standard Arrival Chart - Instrument (STAR) - ICAO – RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B
	Standard Arrival Chart - Instrument (STAR) - ICAO – RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A
	Standard Arrival Chart - Instrument (STAR) - ICAO – RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A (Tabular description)
AD 2-VTCL-8	Instrument Approach Chart - ICAO - VOR RWY 18
	Instrument Approach Chart - ICAO - VOR RWY 18 (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY 36
	Instrument Approach Chart - ICAO - LOC y RWY 36

	Instrument Approach Chart - ICAO - LOC y RWY 36 (Fix and point list table)
	Instrument Approach Chart - ICAO - LOC z RWY 36
	Instrument Approach Chart - ICAO - LOC z RWY 36 (Tabular description)
	Instrument Approach Chart - ICAO - LOC z RWY 36 (Fix and point list table)
	Instrument Approach Chart - ICAO - RNP RWY 18
	Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 36
	Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)
AD 2-VTCH-1	AD 2.18 ATS COMMUNICATION FACILITIES
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AD 2-VTCH-6	Standard Departure Chart - Instrument (SID) - ICAO – RNAV RWY 29 - BOKIB1L BOKIB1R DOMKA1L DOMKA1R
AD 2-VTCH-8	Instrument Approach Chart - ICAO - RNP a RWY 11

1.

DESTROY			INSERT		
GEN	0.2-2	23 JAN 2025	GEN	0.2-2	20 FEB 2025
	0.4-1	23 JAN 2025		0.4-1	20 FEB 2025
	0.4-2	23 JAN 2025		0.4-2	20 FEB 2025
	0.4-3	23 JAN 2025		0.4-3	20 FEB 2025
	0.4-4	23 JAN 2025		0.4-4	20 FEB 2025
	0.4-5	23 JAN 2025		0.4-5	20 FEB 2025
	0.4-6	23 JAN 2025		0.4-6	20 FEB 2025
	0.4-7	23 JAN 2025		0.4-7	20 FEB 2025
	0.4-8	23 JAN 2025		0.4-8	20 FEB 2025
	0.4-9	23 JAN 2025		0.4-9	20 FEB 2025
	0.4-10	23 JAN 2025		0.4-10	20 FEB 2025
	0.4-11	23 JAN 2025		0.4-11	20 FEB 2025
	1.1-1	16 MAY 2024		1.1-1	20 FEB 2025
	1.1-2	10 OCT 2019		1.1-2	20 FEB 2025
	1.1-3	28 JAN 2021		1.1-3	20 FEB 2025
	-	-		1.1-4	20 FEB 2025
	1.4-2	31 DEC 2020		1.4-2	20 FEB 2025
	2.1-1	23 JAN 2025		2.1-1	20 FEB 2025
	2.1-2	23 JAN 2025		2.1-2	20 FEB 2025
	-	-		2.1-3	20 FEB 2025
	3.2-3	26 DEC 2024		3.2-3	20 FEB 2025
	3.2-5	28 NOV 2024		3.2-5	20 FEB 2025
	3.2-7	26 DEC 2024		3.2-7	20 FEB 2025
	3.2-11	26 DEC 2024		3.2-11	20 FEB 2025
	3.2-15	26 DEC 2024		3.2-15	20 FEB 2025
	3.2-18	26 DEC 2024		3.2-18	20 FEB 2025
	3.2-22	26 DEC 2024		3.2-22	20 FEB 2025

DESTROY			INSERT		
ENR	2.1-7	31 OCT 2024	ENR	2.1-7	20 FEB 2025
	6-3	26 DEC 2024		6-3	20 FEB 2025
AD	2-VTBD-1-40	26 DEC 2024	AD	2-VTBD-1-40	20 FEB 2025
	2-VTBD-2-1	28 NOV 2024		2-VTBD-2-1	20 FEB 2025
	2-VTBD-2-5	28 NOV 2024		2-VTBD-2-5	20 FEB 2025
	2-VTCT-1-13	23 JAN 2025		2-VTCT-1-13	20 FEB 2025
	2-VTCT-2-1	28 NOV 2024		2-VTCT-2-1	20 FEB 2025
	2-VTCT-2-5	28 NOV 2024		2-VTCT-2-5	20 FEB 2025
	2-VTBS-1-57	28 NOV 2024		2-VTBS-1-57	20 FEB 2025
	2-VTBS-1-58	28 NOV 2024		2-VTBS-1-58	20 FEB 2025
	2-VTBU-1-4	12 AUG 2021		2-VTBU-1-4	20 FEB 2025
	2-VTSS-1-14	28 NOV 2024		2-VTSS-1-14	20 FEB 2025
	2-VTSS-1-15	28 NOV 2024		2-VTSS-1-15	20 FEB 2025
	2-VTSS-1-17	28 NOV 2024		2-VTSS-1-17	20 FEB 2025
	2-VTSS-1-18	28 NOV 2024		2-VTSS-1-18	20 FEB 2025
	2-VTSS-5-1	18 JUL 2019		2-VTSS-5-1	20 FEB 2025
	2-VTCL-1-8	26 DEC 2024		2-VTCL-1-8	20 FEB 2025
	2-VTCL-1-11	26 DEC 2024		2-VTCL-1-11	20 FEB 2025
	2-VTCL-6-1	26 DEC 2024		2-VTCL-6-1	20 FEB 2025
	2-VTCL-6-2	26 DEC 2024		2-VTCL-6-2	20 FEB 2025
	2-VTCL-6-5	26 DEC 2024		2-VTCL-6-5	20 FEB 2025
	2-VTCL-6-6	26 DEC 2024		2-VTCL-6-6	20 FEB 2025
	2-VTCL-7-1	26 DEC 2024		2-VTCL-7-1	20 FEB 2025
	2-VTCL-7-5	26 DEC 2024		2-VTCL-7-5	20 FEB 2025
	2-VTCL-7-6	26 DEC 2024		2-VTCL-7-6	20 FEB 2025
	2-VTCL-8-1	26 DEC 2024		2-VTCL-8-1	20 FEB 2025
	2-VTCL-8-2	26 DEC 2024		2-VTCL-8-2	20 FEB 2025
	2-VTCL-8-3	26 DEC 2024		2-VTCL-8-3	20 FEB 2025
	2-VTCL-8-5	26 DEC 2024		2-VTCL-8-5	20 FEB 2025
	2-VTCL-8-6	26 DEC 2024		2-VTCL-8-6	20 FEB 2025
	2-VTCL-8-7	26 DEC 2024		2-VTCL-8-7	20 FEB 2025
	2-VTCL-8-8	26 DEC 2024		2-VTCL-8-8	20 FEB 2025
	2-VTCL-8-9	26 DEC 2024		2-VTCL-8-9	20 FEB 2025
	2-VTCL-8-11	26 DEC 2024		2-VTCL-8-11	20 FEB 2025
	2-VTCL-8-12	26 DEC 2024		2-VTCL-8-12	20 FEB 2025
	2-VTCL-8-15	26 DEC 2024		2-VTCL-8-15	20 FEB 2025
	2-VTCL-8-16	26 DEC 2024		2-VTCL-8-16	20 FEB 2025
	2-VTCH-1-8	13 JUN 2024		2-VTCH-1-8	20 FEB 2025
	2-VTCH-1-12	8 AUG 2024		2-VTCH-1-12	20 FEB 2025
	2-VTCH-6-1	23 APR 2020		2-VTCH-6-1	20 FEB 2025
	2-VTCH-8-1	23 MAR 2023		2-VTCH-8-1	20 FEB 2025

DESTROY		INSERT	
-	-	2-VTCH-8-2	20 FEB 2025
2-VTCH-8-3	23 MAR 2023	-	-

2. Hand amendments

NIL

3. Record entry of AIRAC AMDT on the page GEN 0.2-1.

4. The following publications have been incorporated in this AIRAC AMDT:

AIP SUP	NIL
AIC	NIL
NOTAM	NIL

- END -

GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by

AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Effective date	Inserted 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	

AIP AMENDMENT					AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by		NR/ Year	Publication date	Effective date	Inserted by
					5/22	07 APR 2022	19 MAY 2022	
					6/22	05 MAY 2022	16 JUN 2022	
					7/22	02 JUN 2022	14 JUL 2022	
					8/22	30 JUN 2022	11 AUG 2022	
					9/22	28 JUL 2022	08 SEP 2022	
					10/22	25 AUG 2022	06 OCT 2022	
					11/22	22 SEP 2022	03 NOV 2022	
					12/22	20 OCT 2022	01 DEC 2022	
					13/22	17 NOV 2022	29 DEC 2022	
					1/23	15 DEC 2022	26 JAN 2023	
					2/23	12 JAN 2023	23 FEB 2023	
					3/23	09 FEB 2023	23 MAR 2023	
					4/23	09 MAR 2023	20 APR 2023	
					5/23	06 APR 2023	18 MAY 2023	
					6/23	04 MAY 2023	15 JUN 2023	
					7/23	01 JUN 2023	13 JUL 2023	
					8/23	29 JUN 2023	10 AUG 2023	
					9/23	NIL	NIL	
					10/23	NIL	NIL	
					11/23	21 SEP 2023	2 NOV 2023	
					12/23	19 OCT 2023	30 NOV 2023	
					13/23	16 NOV 2023	28 DEC 2023	
					1/24	14 DEC 2023	25 JAN 2024	
					2/24	11 JAN 2024	22 FEB 2024	
					3/24	08 FEB 2024	21 MAR 2024	
					4/24	7 MAR 2024	18 APR 2024	
					5/24	4 APR 2024	16 MAY 2024	
					6/24	2 MAY 2024	13 JUN 2024	
					7/24	30 MAY 2024	11 JUL 2024	
					8/24	27 JUN 2024	8 AUG 2024	
					9/24	25 JUL 2024	5 SEP 2024	
					10/24	22 AUG 2024	3 OCT 2024	
					11/24	19 SEP 2024	31 OCT 2024	
					12/24	17 OCT 2024	28 NOV 2024	
					13/24	14 NOV 2024	26 DEC 2024	
					1/25	12 DEC 2024	23 JAN 2025	
					2/25	09 JAN 2025	20 FEB 2025	

GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 0.	
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0.1-3	18 JUL 19
0.2-1	21 APR 22
0.2-2	**20 FEB 25**
0.3-1	2 NOV 23
0.3-2	2 NOV 23
0.3-3	2 NOV 23
0.3-4	2 NOV 23
0.3-5	2 NOV 23
0.4-1	**20 FEB 25**
0.4-2	**20 FEB 25**
0.4-3	**20 FEB 25**
0.4-4	**20 FEB 25**
0.4-5	**20 FEB 25**
0.4-6	**20 FEB 25**
0.4-7	**20 FEB 25**
0.4-8	**20 FEB 25**
0.4-9	**20 FEB 25**
0.4-10	**20 FEB 25**
0.4-11	**20 FEB 25**
0.5-1	18 JUL 19
0.6-1	18 JUL 19
GEN 1.	
1.1-1	**20 FEB 25**
1.1-2	**20 FEB 25**
1.1-3	**20 FEB 25**
1.1-4	**20 FEB 25**
1.2-1	18 JUL 19
1.2-2	18 JUL 19
1.2-3	18 JUL 19
1.2-4	18 JUL 19
1.3-1	18 JUL 19
1.3-2	18 JUL 19
1.3-3	18 JUL 19
1.3-4	18 JUL 19
1.3-5	18 JUL 19
1.4-1	5 NOV 20
1.4-2	**20 FEB 25**
1.4-3	31 DEC 20
1.4-4	31 DEC 20
1.4-5	31 DEC 20
1.5-1	3 DEC 20
1.6-1	8 OCT 20
1.6-2	8 OCT 20
1.6-3	8 OCT 20
1.7-1	26 DEC 24
1.7-2	26 DEC 24
1.7-3	26 DEC 24
1.7-4	26 DEC 24
GEN 2.	
2.1-1	**20 FEB 25**
2.1-2	**20 FEB 25**
2.1-3	**20 FEB 25**
2.2-1	28 NOV 24
2.2-2	12 SEP 19
2.2-3	12 SEP 19
2.2-4	12 SEP 19
2.2-5	23 MAR 23
2.2-6	23 MAR 23
2.2-7	12 SEP 19
2.2-8	12 SEP 19
2.2-9	12 SEP 19
2.2-10	12 SEP 19
2.2-11	12 SEP 19
2.2-12	12 SEP 19
2.2-13	12 SEP 19
2.2-14	12 SEP 19
2.2-15	12 SEP 19
2.2-16	12 SEP 19
2.2-17	12 SEP 19
2.2-18	12 SEP 19
2.3-1	18 JUL 19
2.3-2	18 JUL 19
2.4-1	25 JAN 24
2.4-2	25 JAN 24
2.4-3	25 JAN 24
2.5-1	26 DEC 24
2.5-2	26 DEC 24
2.5-3	26 DEC 24
2.5-4	26 DEC 24
2.6-1	18 JUL 19
2.6-2	18 JUL 19
2.6-3	18 JUL 19
2.7-1	18 JUL 19
GEN 3.	
3.1-1	16 MAY 24
3.1-2	12 SEP 19
3.1-3	12 SEP 19
3.1-4	18 JUN 20
3.1-5	18 JUN 20
3.1-6	8 AUG 24
3.1-7	28 NOV 24
3.2-1	8 AUG 24
3.2-2	8 AUG 24
3.2-3	**20 FEB 25**
3.2-4	28 NOV 24
3.2-5	**20 FEB 25**
3.2-6	26 DEC 24
3.2-7	**20 FEB 25**
3.2-8	26 DEC 24
3.2-9	26 DEC 24
3.2-10	31 OCT 24
3.2-11	**20 FEB 25**
3.2-12	26 DEC 24
3.2-13	26 DEC 24
3.2-14	26 DEC 24
3.2-15	**20 FEB 25**
3.2-16	26 DEC 24
3.2-17	26 DEC 24
3.2-18	**20 FEB 25**
3.2-19	26 DEC 24
3.2-20	26 DEC 24
3.2-21	26 DEC 24
3.2-22	**20 FEB 25**
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3.2-24	28 NOV 24
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3.3-2	23 JAN 25
3.3-3	23 JAN 25
3.3-4	18 JUL 19
3.4-1	22 FEB 24
3.4-2	23 JAN 25
3.4-3	23 JAN 25
3.4-4	23 JAN 25
3.4-5	23 JAN 25
3.5-1	3 OCT 24
3.5-2	28 DEC 23
3.5-3	30 NOV 23
3.5-4	30 NOV 23
3.5-5	30 NOV 23
3.6-1	8 AUG 24
3.6-2	18 JUL 19
3.6-3	18 JUL 19
3.7-1	23 JAN 25
3.7-2	23 JAN 25
GEN 4.	
4.1-1	18 JUL 19
4.1-2	18 APR 24
4.1-3	18 JUL 19
4.2-1	25 JAN 24
4.2-2	25 JAN 24
4.2-3	28 JAN 21
4.3-1	13 JUN 24
PART 2 - EN-ROUTE (ENR)	
ENR 0.	
0.6-1	30 DEC 21
0.6-2	18 JUL 19
ENR 1.	
1.1-1	18 JUL 19
1.2-1	18 APR 24
1.2-2	28 DEC 23
1.2-3	28 DEC 23
1.2-4	28 DEC 23
1.3-1	18 JUL 19
1.4-1	28 DEC 23
1.4-2	28 DEC 23
1.5-1	18 JUL 19
1.6-1	3 OCT 24
1.6-2	3 OCT 24
1.6-3	3 OCT 24
1.6-4	3 OCT 24
1.6-5	3 OCT 24
1.6-6	5 SEP 24
1.6-7	3 OCT 24
1.6-8	3 OCT 24
1.6-9	3 OCT 24
1.6-10	3 OCT 24
1.6-11	3 OCT 24
1.6-12	3 OCT 24
1.6-13	3 OCT 24
1.6-14	3 OCT 24
1.6-15	3 OCT 24
1.6-16	3 OCT 24
1.6-17	3 OCT 24
1.6-18	3 OCT 24
1.6-19	3 OCT 24
1.6-20	3 OCT 24
1.6-21	3 OCT 24
1.6-22	3 OCT 24
1.6-23	3 OCT 24
1.6-24	3 OCT 24
1.6-25	3 OCT 24
1.6-26	3 OCT 24
1.6-27	3 OCT 24
1.6-28	3 OCT 24
1.7-1	18 JUL 19
1.7-2	18 JUL 19
1.7-3	18 JUL 19
1.8-1	30 DEC 21
1.8-2	18 APR 24
1.8-3	18 APR 24
1.8-4	30 DEC 21
1.8-5	30 DEC 21
1.8-6	18 APR 24
1.8-7	18 APR 24
1.8-8	18 APR 24
1.8-9	18 APR 24
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1.9-2	21 APR 22
1.9-3	12 AUG 21
1.9-4	25 MAR 21
1.9-5	25 MAR 21
1.9-6	25 MAR 21
1.9-7	25 MAR 21
1.9-8	25 MAR 21
1.9-9	2 NOV 23
1.9-10	2 NOV 23
1.9-11	21 APR 22
1.9-12	21 APR 22
1.10-1	23 JAN 25
1.10-2	23 JAN 25
1.10-3	23 JAN 25
1.10-4	23 JAN 25
1.10-5	23 JAN 25
1.10-6	23 JAN 25
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1.10-17	23 JAN 25
1.10-18	23 JAN 25
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1.10-26	23 JAN 25
1.10-27	23 JAN 25
1.10-28	23 JAN 25
1.10-29	23 JAN 25
1.11-1	18 JUL 19
1.12-1	18 JUL 19
1.12-2	18 JUL 19
1.12-3	18 JUL 19
1.13-1	18 JUL 19
1.14-1	18 JUL 19
1.14-2	18 JUL 19
1.14-3	18 JUL 19
1.14-4	18 JUL 19
1.14-5	18 JUL 19
1.14-6	18 JUL 19
1.14-7	18 JUL 19
ENR 2.	
2.1-1	2 NOV 23
2.1-2	26 DEC 24
2.1-3	15 JUL 21
2.1-4	15 JUL 21
2.1-5	31 OCT 24
2.1-6	31 OCT 24
2.1-7	**20 FEB 25**
2.1-8	31 OCT 24
2.1-9	31 OCT 24
2.1-10	31 OCT 24
2.1-11	26 DEC 24
2.1-12	26 DEC 24
2.1-13	26 DEC 24
2.1-14	31 OCT 24
2.1-15	31 OCT 24
2.1-16	26 DEC 24
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Page	Date
2.1-18	26 DEC 24
2.1-19	26 DEC 24
2.1-20	31 OCT 24
2.1-21	26 DEC 24
2.1-22	26 DEC 24
2.1-23	26 DEC 24
2.1-24	26 DEC 24
2.1-25	31 OCT 24
2.1-26	31 OCT 24
2.1-27	31 OCT 24
2.1-28	26 DEC 24
2.1-29	31 OCT 24
2.1-30	31 OCT 24
2.1-31	31 OCT 24
2.1-32	31 OCT 24
2.1-33	31 OCT 24
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2-VTBS-1-18	28 NOV 24
2-VTBS-1-19	28 NOV 24
2-VTBS-1-20	26 DEC 24
2-VTBS-1-21	28 NOV 24
2-VTBS-1-22	28 NOV 24
2-VTBS-1-23	28 NOV 24
2-VTBS-1-24	28 NOV 24
2-VTBS-1-25	28 NOV 24
2-VTBS-1-26	28 NOV 24
2-VTBS-1-27	28 NOV 24
2-VTBS-1-28	28 NOV 24
2-VTBS-1-29	28 NOV 24
2-VTBS-1-30	28 NOV 24
2-VTBS-1-31	28 NOV 24
2-VTBS-1-32	28 NOV 24
2-VTBS-1-33	28 NOV 24
2-VTBS-1-34	28 NOV 24
2-VTBS-1-35	28 NOV 24
2-VTBS-1-36	28 NOV 24
2-VTBS-1-37	28 NOV 24
2-VTBS-1-38	28 NOV 24
2-VTBS-1-39	28 NOV 24
2-VTBS-1-40	28 NOV 24
2-VTBS-1-41	31 OCT 24
2-VTBS-1-42	2 NOV 23
2-VTBS-1-43	31 OCT 24
2-VTBS-1-44	31 OCT 24
2-VTBS-1-45	2 NOV 23
2-VTBS-1-46	31 OCT 24
2-VTBS-1-47	2 NOV 23
2-VTBS-1-48	2 NOV 23
2-VTBS-1-49	31 OCT 24
2-VTBS-1-50	31 OCT 24
2-VTBS-1-51	2 NOV 23
2-VTBS-1-52	2 NOV 23
2-VTBS-1-53	2 NOV 23
2-VTBS-1-54	28 NOV 24
2-VTBS-1-55	28 NOV 24
2-VTBS-1-56	28 NOV 24
2-VTBS-1-57	**20 FEB 25**
2-VTBS-1-58	**20 FEB 25**
2-VTBS-1-59	28 NOV 24
2-VTBS-1-60	28 NOV 24
2-VTBS-1-61	28 NOV 24
2-VTBS-1-62	28 NOV 24
2-VTBS-1-63	28 NOV 24
2-VTBS-1-64	28 NOV 24
2-VTBS-1-65	28 NOV 24
2-VTBS-1-66	28 NOV 24
2-VTBS-1-67	28 NOV 24
2-VTBS-1-68	28 NOV 24
2-VTBS-1-69	28 NOV 24
2-VTBS-1-70	26 DEC 24
2-VTBS-1-71	26 DEC 24
2-VTBS-1-72	26 DEC 24
2-VTBS-1-73	26 DEC 24
2-VTBS-1-74	28 NOV 24
2-VTBS-1-75	26 DEC 24
2-VTBS-1-76	26 DEC 24
2-VTBS-1-77	26 DEC 24
2-VTBS-2-1	28 NOV 24
2-VTBS-2-3	28 NOV 24
2-VTBS-2-4	2 NOV 23
2-VTBS-2-5	2 NOV 23
2-VTBS-2-6	2 NOV 23
2-VTBS-3-1	28 NOV 24
2-VTBS-3-3	28 NOV 24
2-VTBS-3-5	28 NOV 24
2-VTBS-3-7	31 OCT 24
2-VTBS-3-9	31 OCT 24
2-VTBS-3-11	31 OCT 24
2-VTBS-6-1	26 DEC 24
2-VTBS-6-2	26 DEC 24
2-VTBS-6-3	26 DEC 24
2-VTBS-6-4	26 DEC 24
2-VTBS-6-5	26 DEC 24
2-VTBS-6-6	26 DEC 24
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2-VTBS-6-9	26 DEC 24
2-VTBS-6-10	26 DEC 24
2-VTBS-6-11	26 DEC 24
2-VTBS-6-12	26 DEC 24
2-VTBS-6-13	26 DEC 24
2-VTBS-6-14	26 DEC 24
2-VTBS-6-15	26 DEC 24
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2-VTBS-6-17	26 DEC 24
2-VTBS-6-18	26 DEC 24
2-VTBS-6-19	26 DEC 24
2-VTBS-6-20	26 DEC 24
2-VTBS-6-21	26 DEC 24
2-VTBS-6-22	26 DEC 24
2-VTBS-6-23	26 DEC 24
2-VTBS-6-24	26 DEC 24
2-VTBS-6-25	26 DEC 24
2-VTBS-6-27	26 DEC 24
2-VTBS-6-28	26 DEC 24
2-VTBS-6-29	26 DEC 24
2-VTBS-6-30	26 DEC 24
2-VTBS-6-31	26 DEC 24
2-VTBS-6-32	26 DEC 24
2-VTBS-6-33	26 DEC 24
2-VTBS-6-34	26 DEC 24
2-VTBS-6-35	26 DEC 24
2-VTBS-6-36	26 DEC 24
2-VTBS-6-37	26 DEC 24
2-VTBS-6-38	26 DEC 24
2-VTBS-6-39	26 DEC 24
2-VTBS-6-40	26 DEC 24
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2-VTBS-6-42	26 DEC 24
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2-VTBS-6-68	26 DEC 24
2-VTBS-6-69	26 DEC 24
2-VTBS-6-70	26 DEC 24
2-VTBS-6-71	26 DEC 24
2-VTBS-6-72	26 DEC 24
2-VTBS-6-73	26 DEC 24
2-VTBS-6-74	26 DEC 24

Page	Date
2-VTBS-6-75	26 DEC 24
2-VTBS-6-76	26 DEC 24
2-VTBS-6-77	31 OCT 24
2-VTBS-6-78	31 OCT 24
2-VTBS-6-79	31 OCT 24
2-VTBS-6-80	31 OCT 24
2-VTBS-6-81	31 OCT 24
2-VTBS-6-82	31 OCT 24
2-VTBS-6-83	31 OCT 24
2-VTBS-6-84	31 OCT 24
2-VTBS-6-85	31 OCT 24
2-VTBS-6-86	31 OCT 24
2-VTBS-6-87	31 OCT 24
2-VTBS-6-88	31 OCT 24
2-VTBS-6-89	31 OCT 24
2-VTBS-6-90	31 OCT 24
2-VTBS-6-91	31 OCT 24
2-VTBS-6-92	31 OCT 24
2-VTBS-6-93	31 OCT 24
2-VTBS-6-94	31 OCT 24
2-VTBS-6-95	31 OCT 24
2-VTBS-6-96	31 OCT 24
2-VTBS-6-97	31 OCT 24
2-VTBS-6-98	31 OCT 24
2-VTBS-6-99	31 OCT 24
2-VTBS-6-100	31 OCT 24
2-VTBS-6-101	31 OCT 24
2-VTBS-6-102	31 OCT 24
2-VTBS-6-103	31 OCT 24
2-VTBS-6-104	31 OCT 24
2-VTBS-6-105	31 OCT 24
2-VTBS-6-106	31 OCT 24
2-VTBS-6-107	31 OCT 24
2-VTBS-6-108	31 OCT 24
2-VTBS-6-109	31 OCT 24
2-VTBS-6-110	31 OCT 24
2-VTBS-6-111	31 OCT 24
2-VTBS-6-112	31 OCT 24
2-VTBS-6-113	31 OCT 24
2-VTBS-6-114	31 OCT 24
2-VTBS-6-115	31 OCT 24
2-VTBS-6-116	31 OCT 24
2-VTBS-6-117	31 OCT 24
2-VTBS-6-118	31 OCT 24
2-VTBS-6-119	31 OCT 24
2-VTBS-6-120	31 OCT 24
2-VTBS-6-121	31 OCT 24
2-VTBS-6-122	31 OCT 24
2-VTBS-6-123	31 OCT 24
2-VTBS-6-124	31 OCT 24
2-VTBS-7-1	26 DEC 24
2-VTBS-7-2	31 OCT 24
2-VTBS-7-3	31 OCT 24
2-VTBS-7-4	31 OCT 24
2-VTBS-7-5	31 OCT 24
2-VTBS-7-6	26 DEC 24
2-VTBS-7-7	31 OCT 24
2-VTBS-7-8	31 OCT 24
2-VTBS-7-9	31 OCT 24
2-VTBS-7-10	31 OCT 24
2-VTBS-7-11	26 DEC 24
2-VTBS-7-12	31 OCT 24
2-VTBS-7-13	31 OCT 24
2-VTBS-7-14	31 OCT 24
2-VTBS-7-15	31 OCT 24
2-VTBS-7-16	26 DEC 24
2-VTBS-7-17	31 OCT 24
2-VTBS-7-18	31 OCT 24
2-VTBS-7-19	31 OCT 24
2-VTBS-7-20	31 OCT 24
2-VTBS-8-1	26 DEC 24

Page	Date
2-VTBS-8-2	26 DEC 24
2-VTBS-8-3	26 DEC 24
2-VTBS-8-4	26 DEC 24
2-VTBS-8-5	26 DEC 24
2-VTBS-8-7	26 DEC 24
2-VTBS-8-8	26 DEC 24
2-VTBS-8-9	26 DEC 24
2-VTBS-8-11	26 DEC 24
2-VTBS-8-12	26 DEC 24
2-VTBS-8-13	26 DEC 24
2-VTBS-8-15	26 DEC 24
2-VTBS-8-16	26 DEC 24
2-VTBS-8-17	26 DEC 24
2-VTBS-8-18	26 DEC 24
2-VTBS-8-19	26 DEC 24
2-VTBS-8-20	26 DEC 24
2-VTBS-8-21	26 DEC 24
2-VTBS-8-22	26 DEC 24
2-VTBS-8-23	26 DEC 24
2-VTBS-8-24	26 DEC 24
2-VTBS-8-25	26 DEC 24
2-VTBS-8-26	26 DEC 24
2-VTBS-9-1	28 NOV 24
2-VTBS-9-2	28 NOV 24
2-VTBS-9-3	28 NOV 24
2-VTBS-9-5	28 NOV 24
2-VTBS-9-6	28 NOV 24
2-VTBS-9-7	28 NOV 24
2-VTBS-9-8	28 NOV 24
2-VTBS-9-9	28 NOV 24
2-VTBS-9-11	28 NOV 24
2-VTBS-9-12	28 NOV 24
2-VTBS-9-13	28 NOV 24

RAYONG / U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT

2-VTBU-1-1	23 JAN 25
2-VTBU-1-2	17 JUN 21
2-VTBU-1-3	12 AUG 21
2-VTBU-1-4	**20 FEB 25**
2-VTBU-1-5	23 JAN 25
2-VTBU-1-6	23 JAN 25
2-VTBU-1-7	23 JAN 25
2-VTBU-1-8	23 JAN 25
2-VTBU-1-9	23 JAN 25
2-VTBU-1-10	23 JAN 25
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

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2-VTSS-1-2	28 NOV 24
2-VTSS-1-3	28 NOV 24
2-VTSS-1-4	28 NOV 24
2-VTSS-1-5	28 NOV 24
2-VTSS-1-6	28 NOV 24
2-VTSS-1-7	28 NOV 24
2-VTSS-1-8	28 NOV 24
2-VTSS-1-9	28 NOV 24
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	**20 FEB 25**
2-VTSS-1-15	**20 FEB 25**
2-VTSS-1-16	28 NOV 24
2-VTSS-1-17	**20 FEB 25**
2-VTSS-1-18	**20 FEB 25**
2-VTSS-2-1	28 NOV 24
2-VTSS-2-3	7 NOV 19
2-VTSS-2-5	28 NOV 24
2-VTSS-3-1	7 NOV 19
2-VTSS-5-1	**20 FEB 25**
2-VTSS-6-1	16 MAY 24
2-VTSS-6-2	16 MAY 24
2-VTSS-6-3	16 MAY 24
2-VTSS-6-5	16 MAY 24
2-VTSS-6-6	16 MAY 24
2-VTSS-6-7	16 MAY 24
2-VTSS-6-8	16 MAY 24
2-VTSS-7-1	16 MAY 24
2-VTSS-7-2	16 MAY 24
2-VTSS-7-3	16 MAY 24
2-VTSS-7-5	16 MAY 24
2-VTSS-7-6	16 MAY 24
2-VTSS-7-7	16 MAY 24
2-VTSS-8-1	16 MAY 24
2-VTSS-8-2	16 MAY 24
2-VTSS-8-3	16 MAY 24
2-VTSS-8-4	16 MAY 24
2-VTSS-8-5	16 MAY 24
2-VTSS-8-6	16 MAY 24
2-VTSS-8-7	16 MAY 24
2-VTSS-8-8	16 MAY 24
2-VTSS-8-9	16 MAY 24
2-VTSS-8-11	16 MAY 24
2-VTSS-8-12	16 MAY 24
2-VTSS-8-13	16 MAY 24
2-VTSS-8-14	16 MAY 24
2-VTSS-9-1	16 MAY 24

BURIRAM / BURI RAM AIRPORT

2-VTUO-1-1	13 JUN 24
2-VTUO-1-2	13 JUN 24
2-VTUO-1-3	13 JUN 24
2-VTUO-1-4	13 JUN 24
2-VTUO-1-5	26 DEC 24
2-VTUO-1-6	26 DEC 24
2-VTUO-1-7	26 DEC 24
2-VTUO-1-8	26 DEC 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	26 DEC 24

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2-VTUO-8-8	26 DEC 24
2-VTUO-8-9	26 DEC 24
2-VTUO-8-10	26 DEC 24
2-VTUO-8-11	26 DEC 24
2-VTUO-8-12	26 DEC 24

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	31 OCT 24
2-VTSE-1-6	31 OCT 24
2-VTSE-1-7	16 MAY 24
2-VTSE-1-8	16 MAY 24
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
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	31 OCT 24
2-VTSG-1-2	28 NOV 24
2-VTSG-1-3	28 NOV 24
2-VTSG-1-4	28 NOV 24
2-VTSG-1-5	28 NOV 24
2-VTSG-1-6	31 OCT 24
2-VTSG-1-7	28 NOV 24
2-VTSG-2-1	28 NOV 24
2-VTSG-3-1	31 OCT 24
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
2-VTSG-9-1	31 OCT 24

LAMPANG / LAMPANG AIRPORT

2-VTCL-1-1	26 DEC 24
2-VTCL-1-2	8 AUG 24
2-VTCL-1-3	26 DEC 24
2-VTCL-1-4	8 AUG 24
2-VTCL-1-5	8 AUG 24
2-VTCL-1-6	8 AUG 24
2-VTCL-1-7	23 JAN 25
2-VTCL-1-8	**20 FEB 25**
2-VTCL-1-9	26 DEC 24
2-VTCL-1-10	26 DEC 24
2-VTCL-1-11	**20 FEB 25**
2-VTCL-2-1	26 DEC 24
2-VTCL-3-1	26 DEC 24
2-VTCL-6-1	**20 FEB 25**
2-VTCL-6-2	**20 FEB 25**
2-VTCL-6-3	26 DEC 24
2-VTCL-6-5	**20 FEB 25**
2-VTCL-6-6	**20 FEB 25**
2-VTCL-6-7	26 DEC 24
2-VTCL-7-1	**20 FEB 25**
2-VTCL-7-2	26 DEC 24
2-VTCL-7-3	26 DEC 24
2-VTCL-7-5	**20 FEB 25**
2-VTCL-7-6	**20 FEB 25**
2-VTCL-7-7	26 DEC 24
2-VTCL-8-1	**20 FEB 25**
2-VTCL-8-2	**20 FEB 25**
2-VTCL-8-3	**20 FEB 25**
2-VTCL-8-4	26 DEC 24
2-VTCL-8-5	**20 FEB 25**
2-VTCL-8-6	**20 FEB 25**
2-VTCL-8-7	**20 FEB 25**
2-VTCL-8-8	**20 FEB 25**
2-VTCL-8-9	**20 FEB 25**
2-VTCL-8-11	**20 FEB 25**
2-VTCL-8-12	**20 FEB 25**
2-VTCL-8-13	26 DEC 24
2-VTCL-8-15	**20 FEB 25**
2-VTCL-8-16	**20 FEB 25**
2-VTCL-8-17	26 DEC 24

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	26 DEC 24
2-VTUL-2-1	2 NOV 23
2-VTUL-6-1	26 DEC 24
2-VTUL-6-2	26 DEC 24
2-VTUL-6-3	26 DEC 24
2-VTUL-6-5	26 DEC 24
2-VTUL-6-6	26 DEC 24
2-VTUL-6-7	26 DEC 24
2-VTUL-8-1	20 MAY 21
2-VTUL-8-2	20 MAY 21
2-VTUL-8-3	26 DEC 24
2-VTUL-8-4	26 DEC 24
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
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	13 JUN 24
2-VTCH-1-3	28 NOV 24
2-VTCH-1-4	13 JUN 24
2-VTCH-1-5	13 JUN 24
2-VTCH-1-6	8 AUG 24
2-VTCH-1-7	13 JUN 24
2-VTCH-1-8	**20 FEB 25**
2-VTCH-1-9	26 DEC 24
2-VTCH-1-10	8 AUG 24
2-VTCH-1-11	8 AUG 24
2-VTCH-1-12	**20 FEB 25**
2-VTCH-2-1	18 JUL 19
2-VTCH-6-1	**20 FEB 25**
2-VTCH-6-2	23 APR 20
2-VTCH-8-1	**20 FEB 25**
2-VTCH-8-2	**20 FEB 25**

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2-VTCI-1-1	26 DEC 24
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
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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
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2-VTUW-1-1	21 MAR 24
2-VTUW-1-2	21 MAR 24
2-VTUW-1-3	5 SEP 24
2-VTUW-1-4	21 MAR 24
2-VTUW-1-5	21 MAR 24
2-VTUW-1-6	5 SEP 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	5 SEP 24
2-VTUW-2-1	5 SEP 24
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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
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2-VTUQ-1-1	13 JUN 24
2-VTUQ-1-2	7 OCT 21
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
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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
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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
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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
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	26 DEC 24
2-VTCN-1-7	26 DEC 24
2-VTCN-1-8	26 DEC 24
2-VTCN-2-1	15 JUL 21
2-VTCN-8-1	26 DEC 24
2-VTCN-8-2	23 MAR 23
2-VTCN-8-3	26 DEC 24
2-VTCN-8-4	26 DEC 24
2-VTCN-8-5	26 DEC 24
2-VTCN-8-6	26 DEC 24
2-VTCN-8-7	26 DEC 24
2-VTCN-8-8	23 MAR 23
2-VTCN-8-9	26 DEC 24
2-VTCN-8-10	23 MAR 23
NARATHIWAT / NARATHIWAT AIRPORT	
2-VTSC-1-1	26 DEC 24
2-VTSC-1-2	5 SEP 24
2-VTSC-1-3	8 AUG 24
2-VTSC-1-4	8 AUG 24
2-VTSC-1-5	8 AUG 24
2-VTSC-1-6	8 AUG 24
2-VTSC-1-7	8 AUG 24
2-VTSC-1-8	5 SEP 24
2-VTSC-2-1	8 AUG 24
2-VTSC-6-1	8 AUG 24
2-VTSC-6-2	8 AUG 24
2-VTSC-6-3	8 AUG 24
2-VTSC-6-4	5 SEP 24
2-VTSC-8-1	5 SEP 24
2-VTSC-8-2	5 SEP 24
2-VTSC-8-3	8 AUG 24
2-VTSC-8-4	8 AUG 24
2-VTSC-8-5	5 SEP 24
2-VTSC-8-6	5 SEP 24
2-VTSC-8-7	5 SEP 24
2-VTSC-8-8	5 SEP 24
2-VTSC-8-9	8 AUG 24
2-VTSC-8-11	5 SEP 24
2-VTSC-8-12	5 SEP 24
2-VTSC-8-13	8 AUG 24
2-VTSC-8-14	8 AUG 24
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
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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

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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	26 DEC 24
2-VTPB-1-7	26 DEC 24
2-VTPB-1-8	26 DEC 24
2-VTPB-2-1	18 JUL 19
2-VTPB-8-1	2 NOV 23
2-VTPB-8-2	26 DEC 24
2-VTPB-8-3	26 DEC 24
2-VTPB-8-4	26 DEC 24
2-VTPB-8-5	26 DEC 24
2-VTPB-8-6	26 DEC 24
2-VTPB-8-7	26 DEC 24
2-VTPB-8-8	26 DEC 24

PHITSANULOK / PHITSANULOK AIRPORT

2-VTPP-1-1	28 NOV 24
2-VTPP-1-2	7 OCT 21
2-VTPP-1-3	8 AUG 24
2-VTPP-1-4	8 AUG 24
2-VTPP-1-5	8 AUG 24
2-VTPP-1-6	28 NOV 24
2-VTPP-1-7	8 AUG 24
2-VTPP-1-8	26 DEC 24
2-VTPP-1-9	26 DEC 24
2-VTPP-1-10	26 DEC 24
2-VTPP-1-11	26 DEC 24
2-VTPP-2-1	31 OCT 24
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	26 DEC 24
2-VTPP-6-2	26 DEC 24
2-VTPP-6-3	26 DEC 24
2-VTPP-6-5	26 DEC 24
2-VTPP-6-6	26 DEC 24
2-VTPP-6-7	26 DEC 24
2-VTPP-8-1	18 JUL 19
2-VTPP-8-3	18 JUL 19
2-VTPP-8-5	26 DEC 24
2-VTPP-8-6	26 DEC 24
2-VTPP-8-7	26 DEC 24
2-VTPP-8-8	26 DEC 24
2-VTPP-8-9	26 DEC 24
2-VTPP-8-10	26 DEC 24
2-VTPP-8-11	26 DEC 24
2-VTPP-8-12	26 DEC 24
2-VTPP-8-13	26 DEC 24
2-VTPP-8-14	26 DEC 24
2-VTPP-8-15	26 DEC 24
2-VTPP-8-16	26 DEC 24
2-VTPP-8-17	26 DEC 24
2-VTPP-8-19	26 DEC 24
2-VTPP-8-20	26 DEC 24
2-VTPP-8-21	26 DEC 24
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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

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PHRAE / PHRAE AIRPORT

2-VTCP-1-1	23 JAN 25
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	26 DEC 24
2-VTCP-1-6	8 AUG 24
2-VTCP-1-7	8 AUG 24
2-VTCP-1-8	26 DEC 24
2-VTCP-1-9	8 AUG 24
2-VTCP-1-10	26 DEC 24
2-VTCP-2-1	26 DEC 24
2-VTCP-6-1	26 DEC 24
2-VTCP-6-2	26 DEC 24
2-VTCP-6-3	26 DEC 24
2-VTCP-6-4	26 DEC 24
2-VTCP-8-1	26 DEC 24
2-VTCP-8-2	26 DEC 24
2-VTCP-8-3	26 DEC 24
2-VTCP-8-4	26 DEC 24
2-VTCP-8-5	26 DEC 24
2-VTCP-8-6	26 DEC 24
2-VTCP-8-7	26 DEC 24
2-VTCP-8-8	26 DEC 24

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	13 JUN 24
2-VTPH-1-4	13 JUN 24
2-VTPH-1-5	13 JUN 24
2-VTPH-1-6	13 JUN 24
2-VTPH-1-7	13 JUN 24
2-VTPH-1-8	13 JUN 24
2-VTPH-1-9	28 NOV 24
2-VTPH-1-10	28 NOV 24
2-VTPH-1-11	28 NOV 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

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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
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 KAEO / 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

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2-VTUI-1-2	7 OCT 21

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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	31 OCT 24
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2-VTUI-1-9	2 NOV 23
2-VTUI-1-10	30 NOV 23
2-VTUI-1-11	31 OCT 24
2-VTUI-2-1	31 OCT 24
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	11 JUL 24
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	23 JAN 25
2-VTPO-1-6	26 DEC 24
2-VTPO-1-7	2 NOV 23
2-VTPO-1-8	26 DEC 24
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	26 DEC 24
2-VTPO-6-2	26 DEC 24
2-VTPO-6-3	26 DEC 24
2-VTPO-6-4	26 DEC 24
2-VTPO-8-1	23 MAR 23
2-VTPO-8-3	26 DEC 24
2-VTPO-8-4	26 DEC 24
2-VTPO-8-5	26 DEC 24
2-VTPO-8-7	26 DEC 24
2-VTPO-8-8	26 DEC 24
2-VTPO-8-9	26 DEC 24
2-VTPO-8-10	26 DEC 24

SURAT THANI / SURAT THANI AIRPORT

2-VTSB-1-1	31 OCT 24
2-VTSB-1-2	28 NOV 24
2-VTSB-1-3	31 OCT 24
2-VTSB-1-4	28 NOV 24
2-VTSB-1-5	31 OCT 24
2-VTSB-1-6	31 OCT 24
2-VTSB-1-7	31 OCT 24
2-VTSB-1-8	28 NOV 24
2-VTSB-1-9	31 OCT 24
2-VTSB-2-1	26 DEC 24
2-VTSB-3-1	31 OCT 24
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
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
2-VTSB-9-1	31 OCT 24

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
2-VTSM-1-4	18 APR 24
2-VTSM-1-5	25 JAN 24
2-VTSM-1-6	16 MAY 24
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	26 DEC 24
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
2-VTPM-1-6	26 JAN 23
2-VTPM-1-7	26 JAN 23
2-VTPM-1-8	26 DEC 24
2-VTPM-1-9	26 DEC 24
2-VTPM-1-10	26 DEC 24
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	26 DEC 24
2-VTPM-6-2	26 DEC 24
2-VTPM-7-1	26 DEC 24
2-VTPM-7-2	26 DEC 24
2-VTPM-8-1	26 DEC 24
2-VTPM-8-2	26 DEC 24
2-VTPM-8-3	26 DEC 24
2-VTPM-8-4	26 DEC 24

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	11 JUL 24
2-VTBO-1-3	21 APR 22
2-VTBO-1-4	3 NOV 22
2-VTBO-1-5	11 JUL 24
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	28 NOV 24
2-VTUU-1-3	28 NOV 24
2-VTUU-1-4	13 JUN 24
2-VTUU-1-5	13 JUN 24
2-VTUU-1-6	13 JUN 24
2-VTUU-1-7	13 JUN 24
2-VTUU-1-8	28 NOV 24
2-VTUU-1-9	8 AUG 24
2-VTUU-1-10	13 JUN 24
2-VTUU-1-11	13 JUN 24
2-VTUU-1-12	13 JUN 24
2-VTUU-1-13	13 JUN 24

Page	Date
2-VTUU-2-1	13 JUN 24
2-VTUU-2-3	13 JUN 24
2-VTUU-2-5	13 JUN 24
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
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	28 NOV 24
2-VTUD-1-11	28 NOV 24
2-VTUD-1-12	28 NOV 24
2-VTUD-1-13	28 NOV 24
2-VTUD-2-1	21 APR 22
2-VTUD-2-3	13 JUN 24
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	16 MAY 24
2-VTUD-8-2	16 MAY 24
2-VTUD-8-3	11 JUL 24
2-VTUD-8-4	25 MAR 21
2-VTUD-8-5	11 JUL 24
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

Page	Date
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

KHON-KAEN / NAM PHONG

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	26 DEC 24
2-VTUZ-1-6	30 NOV 23

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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

INTRODUCTION

The requirements for entry and departure of aircraft engaged in international flights, the standard procedure for clearance of these aircraft at all international airports, are given for the information and guidance of operators conducting international flights.

The postal and telegraphic addresses of the designated authorities concerned with the entry, transit and departure of international air navigation, and for the collection of fees therefrom, are as follows:

1. The Civil Aviation Authority Of Thailand

Aeronautical Information Management Department
The Civil Aviation Authority of Thailand
222 Soi Vibhavadi Rangsit 28,
Vibhavadi Rangsit Rd., Chatuchak,
Chatuchak

Bangkok 10900
Thailand

Tel:	+662 568 8831
Fax:	+662 568 8848
Telex:	NIL
AFS:	VTBAYAYD

2. Meteorology

Thai Meteorological Department
4353 Sukhumvit Road, Bangna
Bangkok 10260
Thailand

Tel:	+662 399 4566-75
Fax:	+662 399 1613
	+662 399 4011
E-mail:	saraban@tmd.mail.go.th
AFS:	VTBBYMYX
Website:	www.tmd.go.th

Military: Royal Thai Navy
(Base Operations Division Naval Air Station Royal Thai Naval Air Division)
70 moo.2 Sukhumvit Rd, Phla, Ban Chang, Rayong 21130

Tel:	+663 824 5489
Fax:	+663 824 5489
AFS:	VTBUYMYX
Website:	www.aerometutapao.com

3. Customs

Director General
Customs Department
Suntornkosa Road, Klongtoei
Bangkok 10110
Thailand

Tel:	+662 267 7600
	+662 267 1164
Fax:	NIL
Telex:	NIL
AFS:	NIL
E-mail:	prcustoms@gmail.com
Website:	www.customs.go.th

4. Immigration

Commissioner Immigration Bureau
Immigration Bureau
507 Soi Suan Phlu
Bangkok 10120
Thailand

Tel:	+662 287 3101-10
Fax:	+662 287 1310
	+662 287 1516
Telex:	NIL
AFS:	NIL
E-mail:	NIL
Website:	https://www.immigration.go.th/

5. Health

Deputy Director and chief of International
Communicable Disease Control Office
Department of Communicable Disease Control
Tiwanond Road
Nonthaburi 11000
Thailand

Tel:	+662 590 3187
Fax:	+662 591 8436
Telex:	NIL
AFS:	NIL

6. Airport Charges

Airport Operated by Airports of Thailand Public Company Limited

The President
Airports of Thailand Public Company Limited
333 Cherdwutagard Road
Don Mueang
Bangkok 10210
Thailand

Tel:	+662 535 2411
Fax:	+662 535 2427
Website:	https://www.airportthai.co.th

7. Airport Charges

Airport Operated by Department of Airports

Director General
Department of Airports
71 Soi Ngamduplee, Rama IV Road,
Thung Mahamek, Sathorn
Bangkok 10120
Thailand

Tel:	+662 287 0320-9
Fax:	+662 286 3373
Website:	https://www.airports.go.th
AFS:	VTBNYDYA

8. Airport Standards Control Division

Airport Operated by Department of Airports

Director General
Department of Airports
71 Soi Ngamduplee, Rama IV Road,
Thung Mahamek, Sathorn
Bangkok 10120
Thailand

Tel:	+662 287 0320-9
Fax:	+662 287 4060
Website:	https://www.airports.go.th
AFS:	VTBNYDYB

9. Airport Charges

Airport Operated by Bangkok Airways Public Company Limited

The President
Bangkok Airways Public Company Limited
99 Mu 14, Vibhavadirangsit Road.,
Chom Phon, Chatuchak,
Bangkok 10900
Thailand

Tel:	+662 265 5678
Website:	https://www.bangkokair.com

10. Plants Quarantine

Agricultural Regulatory Office
Department of Agriculture
Bangkok 10900
Thailand

Tel:	+662 134 0718
	+662 134 0501
Fax:	+662 134 0718
	+662 134 0502
Telex:	NIL
AFS:	NIL
E-mail:	bapqs@doa.in.th
Website:	http://www.doa.go.th/ard/

11. Animal Quarantine

Division of Veterinary Inspection and Quarantine
Department of Livestock Development
91 Moo4 Tiwanon Road, Bangkadee
Patumthani 12000
Thailand

Tel:	+662 501 3437
Fax:	NIL
Telex:	NIL
AFS:	NIL
E-mail:	aqi3@dld.go.th

12. Aircraft Accident Investigation Division

The Aircraft Accident Investigation
Commitee of Thailand
38 Ratchadamnoen nok Road,
Wat Sommanat
Pom Prap Sattru Phai
Bangkok 10100
Thailand

Tel:	+662 287 3198
Fax:	+662 286 2925
E-mail:	aaic_secretary@mot.go.th

13. Air Navigation Facility Charges

The President
Aeronautical Radio of Thailand Ltd.
102 Ngamduplee, Rama IV,
Tungmahamek, Sathon,
Bangkok 10120
Thailand

Tel:	+662 285 9000
Fax:	+662 287 3131
Telex:	NIL
AFS:	VTBBYFYX
Website:	https://www.aerothai.co.th

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. Customs Requirement Concerning Cargo and Other Articles

1.1 The minimum documents required for clearance of goods through Customs for entering into the Kingdom of Thailand are as follows:

1.1.1 Import Declaration;

1.1.2 Bill of lading (B/L) of Air Waybill;

1.1.3 Invoice;

1.1.4 Packing List;

1.1.5 Import License (if applicable);

1.1.6 Certificate of Origin (if applicable);

1.1.7 Insurance Premium Invoice (if applicable);

1.1.8 Other relevant documents such as catalogue, product ingredients, etc.

1.2 The Following documents are required for transshipment of goods:

1.2.1 Transshipment Entry;

1.2.2 Bill of Lading (Through bill of landing);

1.2.3 Manifest which shown embarking port, transshipment port and destination port as same as through bill of lading; and

1.2.4 If transit goods are under controlled by various agencies it is required Transit Permit before transit the Kingdom of Thailand.

1.3 The minimum documents are required for clearance of goods to be shipped out of the Kingdom of Thailand are as follows:

1.3.1 Export Declaration;

1.3.2 Invoice;

1.3.3 Export License (if possible);

1.3.4 Other relevant documents such as catalogue, product ingredients, etc.

1.4 Permit granted by The Civil Aviation Authority of Thailand (CAAT) is required for transport of dangerous goods by air:

1.4.1 Dangerous Goods:

Class 1: Explosives

Division 1.1: Substances and articles which have a mass explosion hazard

Division 1.2: Substances and articles which have a projection hazard but not a mass explosion hazard

Division 1.3: Substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard

Division 1.4: Substances and articles which present no significant hazard

Division 1.5: Very insensitive substances which have a mass explosion hazard

Division 1.6: Extremely insensitive articles which do not have a mass explosion hazard

Class 2: Gases

Division 2.1: Flammable gases

Division 2.2: Non-flammable, non-toxic gases

Division 2.3: Toxic gases

Class 3: Flammable liquids

Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, on contact with water, emit flammable gases

Division 4.1: Flammable solids, self-reactive and related substances and solid desensitized explosives and polymerizing substances

Division 4.2: Substances liable to spontaneous combustion

Division 4.3: Substances which, in contact with water, emit flammable gases

Class 5: Oxidizing substances and organic peroxides

Division 5.1: Oxidizing substances

Division 5.2: Organic peroxides

Class 6: Toxic and infectious substances

Division 6.1: Toxic substances

Division 6.2: Infectious substances

Class 7: Radioactive material

Class 8: Corrosive substances

Class 9: Miscellaneous dangerous substances and articles, including environmentally hazardous substances

1.4.2 In case of foreign air operators wishing to receive, storage, load, unload or transport dangerous goods in an aircraft to or from the territory of Kingdom of Thailand must obtain prior written permission from the Director General complied with Requirement of The Civil Aviation Authority of Thailand No.68 Application for and issuance of permission for operating Dangerous Goods and Prohibited or Special Handling Items.

2. Customs Procedure for Postal Parcels

2.1 Categorization of Postal Items for Customs Formalities

Postal items sent from aboard to Thailand are subject to selective inspection for Customs formalities categorization purpose before further distribution to the consignees. The postal items can be categorized into 3 groups as follow.

Group 1: Exempted from duty items, which are the items that follow below criteria.

a) Postal items sent by mail and the value of each dose not exceed 1,500 baht.
b) Trade samples of no commercial value. The Customs Officers will deliver such items to Thailand Post for further distribution to the consignees at the stated address on the postal items.

Group 2: Dutiable items, regardless a number of packages, sent at the same time by one consigner to another consignee or arrived simultaneously, whose FOB (Free on Board) values do not exceed 40,000 baht and are not the prohibited goods or restricted goods.

The Customs officers will open the packages with the presence of Thailand Post officers to joint inspect and make assessment of goods. Then pass the postal items to Thailand Post to send to the destined postal office in order to distribute to the consignees and collect the duty for the Customs Department. Thailand Post will issue “Notification to collect international postal items” and send to the stated consignee. The consignee will have to take the notification to the Thailand Post office stated on “Notification to collect international postal items” to pay the duty and receive the postal items. Officers of Thailand Post will issue the receipt for the duty payment on behalf of the customs.

In case the Customs officers find any postal items with the problems relating the goods value assessment or items that the consignees require the duty receipt issued by the Customs Department, the Customs officer will categorize such items as Group 3.

Group 3: Postal items other than Group 1 and Group 2.

The Customs officers will pass the postal items to Thailand Post to keep in the cargo. Thailand Post will issue “Notification to collect international postal items” and send to the consignees stated on the package. The consignees will have to take “Notification to collect international postal items” to Postal and Airport Customs Service Division or the Customs House stated in the notification and follow the customs formalities in order to receive the goods.

The customs formalities for the goods of Group 3 can be done in 2 ways.

a) If the value of goods exceeds 40,000 baht, the consignee is required to make an Import Declaration Form through the paperless system.
b) In case the value of goods does not exceed 40,000 baht, the Customs officer will then collect the duties and issue a receipt. The consignee is not required to make an Import Declaration Form.

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. Units of measurement

1.1 Units of measurement to be used in flight operations and air-ground communications are as follows:

QUANTITY	UNIT OF MEASUREMENT
Distance used in navigation, position reporting, etc.-generally in excess of 2 to 3 nautical miles	NAUTICAL MILES (NM)
Relatively short distances such as those relating to aerodrome (e.g. runway lengths)	METRES (M)
Altitudes, elevations and heights	FEET (FT)
Horizontal speed, including wind speed	KNOTS (KT)
Vertical speed	FEET PER MINUTE (FT/MIN)
Wind direction for landing and take-off	DEGREES MAGNETIC
Wind direction except for landing and take-off	DEGREES TRUE
Visibility	KILOMETRES (KM)
Runway visual range	METRES (M)
Altimeter setting	HECTOPASCALS (hPa)
Temperature	DEGREES CELSIUS (°C)
Mass (Weight)	KILOGRAMES (KG) or METRIC TON (T)
Time	HOURS AND MINUTES, THE DAY OF 24 HOURS BEGINNING AT MIDNIGHT (UTC)
Visibility of less than 5 km may be given in metres.	

2. Temporal refernce system

Co-ordinated Universal Time (UTC) is used in the air traffic and communication services and in documents published by the Aeronautical Information Services. When reporting time, the nearest full minute is used, e.g., 12 hr 40 min 40 sec is reported as 1241. Time checks to aircraft are accurate within 30 sec.

3. Horizontal reference system

3.1 All published geographical coordinates in the Bangkok FIR indicating latitude and longitude are expressed in terms of the World Geodetic System-1984 (WGS-84) geodetic reference datum.

3.2 The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Services, i.e. the entire territory of Thailand as well as the airspace over the high seas encompassed by the Bangkok Flight Information Region in accordance with the Regional Air Navigation Agreement.

3.3 Aerodromes with coordinates which have been transformed into WGS-84 coordinates but whose accuracy does not meet the requirements in Appendix 1. Aeronautical Data Catalogue in Doc 10066 PANS-AIM, are listed below:

VTUN — Nakhon Ratchasima / Khorat

VTSN — Nakhon Si Thammarat / Cha - Ian

4. Vertical reference system

4.1 Name/designation of system

The vertical reference system corresponds to mean sea level (MSL).

4.2 Geoid model

The geoid model used is the Earth Gravitational Model 1996 — (EGM-96).

5. Aircraft nationality and registration marks

The nationality mark for aircraft registered in Thailand consists of the letters HS. The nationality mark is followed by a Hyphen and a registration mark consisting of 3 letters, e.g., HS-TDD.

6. Public holidays

NAME	Date
New Year's Day	1 January 2025
Makha Bucha Day	12 February 2025
Chakri Memorial Day	6 April 2025
Substitution for Chakri Memorial Day	7 April 2025
Songkran Festival Days	13 - 15 April 2025
Substitution for Songkran Festival Days	16 April 2025
Royal Coronation Ceremony	4 May 2025
Substitution for Royal Coronation Ceremony	5 May 2025
The Royal Ploughing Ceremony	9 May 2025
Visakha Bucha Day	11 May 2025
Substitution for Visakha Bucha Day	12 May 2025
Additional holiday Announced by Thai Govt.	2 June 2025
H.M. Queen Suthida Bajrasudhabimalalakshana's Birthday	3 June 2025
Asarnha Bucha Day	10 July 2025
Buddhist Lent Day	11 July 2025
H.M. King Maha Vajiralongkorn Phra Vajiraklaochaoyuhua's Birthday	28 July 2025
Additional holiday Announced by Thai Govt.	11 August 2025
H.M. Queen Sirikit The Queen Mother's Birthday and National Mother Day	12 August 2025
H.M. King Bhumibol Adulyadej The Great Memorial Day	13 October 2025
King Chulalongkorn Memorial Day	23 October 2025
H.M. King Bhumibol Adulyadej The Great's Birthday, National Day and National Father Day	5 December 2025
Constitution Day	10 December 2025
New Year's Eve	31 December 2025

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5. List of Aeronautical Charts Available

5.1 Aerodrome Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-1	In AIP	20 FEB 2025
		Chiang Mai Intl	AD 2-VTCC-2-1	In AIP	28 NOV 2024
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-1	In AIP	20 FEB 2025
		Phuket Intl	AD 2-VTSP-2-1	In AIP	28 NOV 2024
		Suvarnabhumi Intl	AD 2-VTBS-2-1	In AIP	28 NOV 2024
		U-Tapao Rayong Pattaya Intl	AD 2-VTBU-2-1	In AIP	16 JUN 2022
		Hat Yai Intl	AD 2-VTSS-2-1	In AIP	28 NOV 2024
		Buri Ram	AD 2-VTUO-2-1	In AIP	21 MAR 2024
		Chumphon	AD 2-VTSE-2-1	In AIP	20 APR 2023
		Khon Kaen	AD 2-VTUK-2-1	In AIP	29 DEC 2022
		Krabi	AD 2-VTSG-2-1	In AIP	28 NOV 2024
		Lampang	AD 2-VTCL-2-1	In AIP	26 DEC 2024
		Loei	AD 2-VTUL-2-1	In AIP	2 NOV 2023
		Mae Hong Song	AD 2-VTCH-2-1	In AIP	18 JUL 2019
		Pai	AD 2-VTCI-2-1	In AIP	18 JUL 2019
		Nakhon Phanom	AD 2-VTUW-2-1	In AIP	5 SEP 2024
		Nakhon Ratchasima	AD 2-VTUQ-2-1	In AIP	23 MAR 2023
		Nakhon Si Thammarat	AD 2-VTSF-2-1	In AIP	18 JUL 2019
		Nan Nakhon	AD 2-VTCN-2-1	In AIP	15 JUL 2021
		Narathiwat	AD 2-VTSC-2-1	In AIP	8 AUG 2024
		Pattani	AD 2-VTSK-2-1	In AIP	18 JUL 2019
		Phatchabun	AD 2-VTPB-2-1	In AIP	18 JUL 2019
		Phitsanulok	AD 2-VTPP-2-1	In AIP	31 OCT 2024
		Phrae	AD 2-VTCP-2-1	In AIP	26 DEC 2024
		Hua Hin	AD 2-VTPH-2-1	In AIP	18 JUL 2019
		Ranong	AD 2-VTSR-2-1	In AIP	18 JUL 2019
		Raoi Et	AD 2-VTUV-2-1	In AIP	7 OCT 2021
		Sakon Nakhon	AD 2-VTUI-2-1	In AIP	31 OCT 2024
		Songkhla	AD 2-VTSH-2-1	In AIP	18 JUL 2019
	1 : 20,000	**Sukhothai**	AD 2-VTPO-2-1	In AIP	18 JUL 2019
		Surat Thani	AD 2-VTSB-2-1	In AIP	26 DEC 2024
	1 : 20,000	**Samui**	AD 2-VTSM-2-1	In AIP	18 JUL 2019
		Tak	AD 2-VTPT-2-1	In AIP	18 JUL 2019
		Mae Sot	AD 2-VTPM-2-1	In AIP	1 DEC 2022
		Trang	AD 2-VTST-2-1	In AIP	17 JUN 2021
		Ubon Ratchathani	AD 2-VTUU-2-1	In AIP	13 JUN 2024
		Udon Thani	AD 2-VTUD-2-1	In AIP	21 APR 2022
		Betong	AD 2-VTSY-2-1	In AIP	21 APR 2022

5.2 Aircraft Parking/Docking Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aircraft Parking/ Docking Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-3	In AIP	20 MAY 2021
		Chiang Mai Intl	AD 2-VTCC-2-3	In AIP	28 NOV 2024
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-3	In AIP	28 NOV 2024
		Phuket Intl	AD 2-VTSP-2-3	In AIP	28 NOV 2024
		Suvarnabhumi Intl	AD 2-VTBS-2-3	In AIP	28 NOV 2024
		Hat Yai Intl	AD 2-VTSS-2-3	In AIP	7 NOV 2019
		Buri Ram	AD 2-VTUO-2-3	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-3	In AIP	20 APR 2023
		Khon Kaen	AD 2-VTUK-2-3	In AIP	29 DEC 2022
	1 : 20,000	**Samui**	AD 2-VTSM-2-3	In AIP	18 JUL 2019
		Mae Sot	AD 2-VTPM-2-3	In AIP	26 JAN 2023
		Ubon Ratchathani	AD 2-VTUU-2-3	In AIP	13 JUN 2024
		Udon Thani	AD 2-VTUD-2-3	In AIP	13 JUN 2024

5.3 Aerodrome Ground Movement Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Ground Movement Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-5	In AIP	20 FEB 2025
		Chiang Mai Intl	AD 2-VTCC-2-5	In AIP	28 NOV 2024
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-5	In AIP	20 FEB 2025
		Phuket Intl	AD 2-VTSP-2-5	In AIP	28 NOV 2024
	1 : 15,000	**U-Tapao Rayong Pattaya Intl**	AD 2-VTBU-2-3	In AIP	16 JUN 2022
	1 : 10,000	**Hat Yai Intl**	AD 2-VTSS-2-5	In AIP	28 NOV 2024
		Buri Ram	AD 2-VTUO-2-5	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-5	In AIP	20 APR 2023
	1 : 10,000	**Sukhothai**	AD 2-VTPO-2-3	In AIP	18 JUL 2019
	1 : 10,000	**Samui**	AD 2-VTSM-2-5	In AIP	18 JUL 2019
		Phitsanulok	AD 2-VTPP-2-3	In AIP	23 MAR 2023
	1 : 10,000	**Mae Sot**	AD 2-VTPM-2-5	In AIP	1 DEC 2022
		Ubon Ratchathani	AD 2-VTUU-2-5	In AIP	13 JUN 2024

5.4 Aerodrome Obstacle Chart - ICAO Type A

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Obstacle Chart - ICAO Type A		**Don Mueang Intl**			
	1 : 15,000	RWY 21R/03L	AD 2-VTBD-3-3	In AIP	18 JUL 2019
	1 : 20,000	RWY 21L/03R	AD 2-VTBD-3-5	In AIP	3 OCT 2024
		Chiang Mai Intl			
	1 : 20,000	RWY 18/36	AD 2-VTCC-3-1	In AIP	21 MAR 2024
		Mae Fah Luang-Chiang Rai Intl			
	1 : 12,500	RWY 03/21	AD 2-VTCT-3-1	In AIP	18 JUL 2019
		Phuket Intl			
	1 : 20,000	RWY 09/27	AD 2-VTSP-3-1	In AIP	18 JUL 2019
		Suvarnabhumi Intl			
	1 : 20,000	RWY 01/19	AD 2-VTBS-3-1	In AIP	28 NOV 2024
	1 : 20,000	RWY 02R/20L	AD 2-VTBS-3-3	In AIP	28 NOV 2024
	1 : 20,000	RWY 02L/20R	AD 2-VTBS-3-5	In AIP	28 NOV 2024
		U-Tapao Rayong Pattaya Intl			
		RWY 18/36	AD 2-VTBU-3-1	In AIP	18 JUL 2019
		Hat Yai Intl			
	1 : 20,000	RWY 08/26	AD 2-VTSS-3-1	In AIP	7 NOV 2019
		Lampang			
	1 : 20,000	RWY 18/36	AD 2-VTCL-3-1	In AIP	26 DEC 2024
		Buri Ram			
	1 : 20,000	RWY 04/22	AD 2-VTUO-3-1	in AIP	29 DEC 2022
		Chumphon			
	1 : 20,000	RWY 06/24	AD 2-VTSE-3-1	In AIP	20 APR 2023
		Krabi			
	1 : 2,000	RWY 14/32	AD 2-VTSG-3-1	In AIP	31 OCT 2024
		Sukhothai			
	1 : 15,000	RWY 18/36	AD 2-VTPO-3-1	In AIP	18 JUL 2019
		Surat Thani			
	1 : 2,000	RWY 04/22	AD 2-VTSB-3-1	In AIP	31 OCT 2024
		Samui			
	1 : 15,000	RWY 17/35	AD 2-VTSM-3-1	In AIP	18 JUL 2019
		Betong			
	1 : 20,000	RWY 07/25	AD 2-VTSY-3-1	In AIP	21 APR 2022
		Mae Sot			
	1 : 20,000	RWY 09/27	AD 2-VTPM-3-1	In AIP	1 DEC 2022

5.5 Aerodrome Obstacle Chart - ICAO Type B

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Obstacle Chart - ICAO Type B	1 : 100,000	**Betong**	AD 2-VTSY-3-1	In AIP	21 APR 2022

5.6 Precision Approach Terrain Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Precision Approach Terrain Chart - ICAO		**Don Mueang Intl**			
	1 : 2,500	RWY 21L	AD 2-VTBD-3-1	In AIP	18 JUL 2019
		Suvarnabhumi Intl			
	1 : 2,500	RWY 01/19	AD 2-VTBS-3-7	In AIP	31 OCT 2024
	1 : 2,500	RWY 02R/20L	AD 2-VTBS-3-9	In AIP	31 OCT 2024
	1 : 2,500	RWY 02L/20R	AD 2-VTBS-3-11	In AIP	31 OCT 2024

5.7 Area Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date

5.8 Standard Departure Chart - Instrument (SID) - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Don Mueang Intl**			
		RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C	AD 2-VTBD-6-1	In AIP	26 DEC 2024
		RNAV RWY21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-7	In AIP	18 MAY 2023
		RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A RIVDU3A ROBKA3A SEMBO4A TARED3A UPKUP3A	AD 2-VTBD-6-13	In AIP	26 DEC 2024
		RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-19	In AIP	18 MAY 2023
		RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B RIVDU1B ROBKA1B SEMBO2B TARED1B UPKUP1B	AD 2-VTBD-6-25	In AIP	26 DEC 2024
		RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-31	In AIP	18 MAY 2023
		RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D RIVDU1D ROBKA1D SEMBO2D TARED1D UPKUP1D	AD 2-VTBD-6-39	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		RNAV RWY 03R - BONVO1D DOS-BU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-45	In AIP	18 MAY 2023
		Chiang Mai Intl			
		RWY 18	AD 2-VTCC-6-1	In AIP	18 JUL 2019
		RWY 36	AD 2-VTCC-6-5	In AIP	18 JUL 2019
	1 : 750,000	RNAV RWY 18 - ENBAT2S PANTA2S PUMAM2S	AD 2-VTCC-6-9	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 18 - KABMU2S MONLO2S	AD 2-VTCC-6-11	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S	AD 2-VTCC-6-13	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 18 - LAMUN2W VISES2W	AD 2-VTCC-6-17	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N	AD 2-VTCC-6-19	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C	AD 2-VTCC-6-23	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 36 - LAMUN2N VISES2N	AD 2-VTCC-6-27	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 36 - ADLUS2N	AD 2-VTCC-6-29	In AIP	26 DEC 2024
Standard Departure Chart - Instrument (SID) - ICAO		**Mae Fah Luang-Chiang Rai Intl**			
	1 : 750,000	RNAV RWY 03 - BENVI1A DUBEN1A NUMDO1A PONUK1A	AD 2-VTCT-6-1	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 03 - BENVI1B DUBEN1B NUMDO1B PONUK1B	AD 2-VTCT-6-5	In AIP	26 DEC 2024
		Phuket			
		RWY 09/27	AD 2-VTSP-6-1	In AIP	20 MAY 2021
	1 : 800,000	RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A	AD 2-VTSP-6-5	In AIP	20 MAY 2021
	1 : 800,000	RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B	AD 2-VTSP-6-9	In AIP	20 MAY 2021
		Suvarnabhumi Intl			
		RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K	AD 2-VTBS-6-1	In AIP	26 DEC 2024
		RNAV RWY 02L - ALBOS1F BON-VO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RIVDU1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F VANKO1F	AD 2-VTBS-6-13	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		Hat Yai Intl			
Standard Departure Chart - Instrument (SID) - ICAO	1 : 600,000	RNAV RWY08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D NO-BIT1D PADPA1D PIMER1D TAXEB1D	AD 2-VTSS-6-1	In AIP	16 MAY 2024
	1 : 600,000	RNAV RWY26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C NO-BIT1C PADPA1C PIMER1C TAXEB1C	AD 2-VTSS-6-5	In AIP	16 MAY 2024
		Khon Kaen			
	1 : 600,000	RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SED-NO1C	AD 2-VTUK-6-1	In AIP	21 APR 2022
	1 : 600,000	RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SED-NO1D	AD 2-VTUK-6-5	In AIP	21 APR 2022
		Krabi			
	1 : 500,000	RWY 14 - SURAT2H TRANG2D PHUKET2F	AD 2-VTSG-6-1	In AIP	20 MAY 2021
	1 : 500,000	RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3	In AIP	20 MAY 2021
	1 : 600,000	RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5	In AIP	17 JUN 2021
	1 : 600,000	RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7	In AIP	17 JUN 2021
		Lampang			
	1 : 500,000	RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D	AD 2-VTCL-6-1	In AIP	20 FEB 2025
	1 : 500,000	RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C	AD 2-VTCL-6-5	In AIP	20 FEB 2025
		Loei			
	1 : 500,000	RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A	AD 2-VTUL-6-1	In AIP	26 DEC 2024
	1 : 500,000	RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B	AD 2-VTUL-6-5	In AIP	26 DEC 2024
		Mae Hong Son			
	1 : 500,000	RNAV RWY 29 - BOKIB1L BOKIB1R DOMKA1L DOMKA1R	AD 2-VTCH-6-1	In AIP	20 FEB 2025
		Nakhon Ratchasima			
	1 : 600,000	RNAV RWY 06 - SAMBY1A SITTA1A VOBOT1A	AD 2-VTUQ-6-1	In AIP	21 APR 2022
	1 : 600,000	RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B	AD 2-VTUQ-6-3	In AIP	21 APR 2022
		Nakhon Si Thammarat			
	1 : 500,000	RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A	AD 2-VTSF-6-1	In AIP	13 AUG 2020
	1 : 500,000	RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B	AD 2-VTSF-6-3	In AIP	13 AUG 2020

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Narathiwat**			
	1 : 500,000	RNAV RWY 02 – ERVES1A NUBKA1A	AD 2-VTSC-6-1	In AIP	8 AUG 2024
	1 : 500,000	RNAV RWY 20 - ERVES1B NUBKA1B	AD 2VTSC-6-3	In AIP	8 AUG 2024
		Phitsanulok			
	1 : 700,000	RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBLI1A PIBIK1A POLOB1A REMER1A	AD 2-VTPP-6-1	In AIP	26 DEC 2024
	1 : 700,000	RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBLI1B PIBIK1B POLOB1B REMER1B	AD 2-VTPP-6-5	In AIP	26 DEC 2024
		Phrae			
	1 : 600,000	RNAV RWY 01 - AIZAK1B IDKOR1B OTBAD1B SUNGO1B	AD 2-VTCP-6-1	In AIP	26 DEC 2024
	1 : 600,000	RNAV RWY 19 - AIZAK1A IDKOR1A OTBAD1A SUNGO1A	AD 2-VTCP-6-3	In AIP	26 DEC 2024
		Ranong			
	1 : 500,000	RNAV RWY 02 - PAYUN1A	AD 2-VTSR-6-1	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 02 - KAOYA1A NEETA1A	AD 2-VTSR-6-3	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 20 - PAYUN1B	AD 2-VTSR-6-5	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 20 - KAOYA1B NEETA1B	AD 2-VTSR-6-7	In AIP	20 MAY 2021
		Roi Et			
	1 : 500,000	RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A RURAR1A SED-NO1A	AD 2-VTUV-6-1	In AIP	21 APR 2022
	1 : 500,000	RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SED-NO1B	AD 2-VTUV-6-5	In AIP	21 APR 2022
		Sukhothai			
	1 : 700,000	RNAV RWY 18 - PEBLI1C TOPAS1C	AD 2-VTPO-6-1	In AIP	26 DEC 2024
	1 : 700,000	RNAV RWY 36 - PEBLI1D TOPAS1D	AD 2-VTPO-6-3	In AIP	26 DEC 2024
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1D EMVEL1D IDNAR1D LAMUL1D NIXET1D SEG-RA1D TAVAT1D TOGIM1D	AD 2-VTSB-6-1	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 22 - ADLAL1D EMVEL1C IDNAR1C LAMUL1C NIXET1C NIX-ET1X SEGRA1C TAVAT1C TOGIM1C	AD 2-VTSB-6-3	In AIP	30 JAN 2020
		Samui			
	1 : 550,000	RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UP-NEP1A	AD 2-VTSM-6-1	In AIP	18 JUN 2020
	1 : 550,000	RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B	AD 2-VTSM-6-5	In AIP	18 JUN 2020
		Mae Sot			
	1 : 400,000	RNAV RWY 09 - KADAV1A KADAV1B KADAV1C VEGRA1A	AD 2-VTPM-6-1	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Arrival Chart - Instrument (STAR) - ICAO		**Lampang**			
	1 : 500,000	RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B	AD 2-VTCL-7-1	In AIP	20 FEB 2025
	1 : 500,000	RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A	AD 2-VTCL-7-5	In AIP	20 FEB 2025
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1B EMVEL1B IDNAR1B IKERA1B LAMUL1B SEG-RA1B TAVAT1B TOGIM1B	AD 2-VTSB-7-1	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 22 - ADLAL1A EMVEL1A IDNAR1A IKERA1A LAMUL1A SEG-RA1A TAVAT1A TOGIM1A	AD 2-VTSB-7-5	In AIP	18 JUL 2019
		Udon Thani			
	1 : 500,000	RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POV-EX1A SURGU1A	AD 2-VTUD-7-1	In AIP	28 JAN 2021
	1 : 500,000	RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C	AD 2-VTUD-7-5	In AIP	25 MAR 2021
		Mae Sot			
	1 : 400,000	RNAV RWY 27 - KADAV1W TORAN1W URGUM1W VEGRA1W	AD 2-VTPM-7-1	In AIP	26 DEC 2024

5.10 Instrument Approach Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Don Mueang Intl**			
	1 : 500,000	VOR RWY 21L	AD 2-VTBD-8-1	In AIP	18 MAY 2023
	1 : 500,000	VOR RWY 21R	AD 2-VTBD-8-3	In AIP	18 MAY 2023
	1 : 500,000	VOR RWY 03R	AD 2-VTBD-8-5	In AIP	15 JUN 2023
	1 : 500,000	ILS or LOC y RWY 03L	AD 2-VTBD-8-7	In AIP	18 MAY 2023
	1 : 500,000	ILS or LOC y RWY 21L	AD 2-VTBD-8-9	In AIP	18 MAY 2023
	1 : 500,000	ILS or LOC y RWY 21R CAT II	AD 2-VTBD-8-11	In AIP	18 MAY 2023
	1 : 500,000	ILS or LOC z RWY 21L	AD 2-VTBD-8-13	In AIP	18 MAY 2023
	1 : 500,000	ILS or LOC z RWY 21R CAT II	AD 2-VTBD-8-17	In AIP	18 MAY 2023
	1 : 500,000	ILS or LOC z RWY 03L	AD 2-VTBD-8-21	In AIP	18 MAY 2023
	1 : 500,000	RNP RWY 21L	AD 2-VTBD-8-25	In AIP	18 MAY 2023
	1 : 500,000	RNP RWY 21R	AD 2-VTBD-8-27	In AIP	18 MAY 2023
	1 : 500,000	RNP RWY 03L	AD 2-VTBD-8-29	In AIP	18 MAY 2023
	1 : 500,000	RNP RWY 03R	AD 2-VTBD-8-31	In AIP	18 MAY 2023
		Chiang Mai Intl			
	1 : 500,000	VOR a RWY 18	AD 2-VTCC-8-1	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 36	AD 2-VTCC-8-3	In AIP	26 DEC 2024
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTCC-8-5	In AIP	26 DEC 2024
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTCC-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 18	AD 2-VTCC-8-11	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 36	AD 2-VTCC-8-13	In AIP	26 DEC 2024
		Mae Fah Luang-Chiang Rai Intl			
	1 : 550,000	VOR RWY 03	AD 2-VTCT-8-1	In AIP	8 OCT 2020
	1 : 550,000	VOR RWY 21	AD 2-VTCT-8-3	In AIP	8 OCT 2020
	1 : 550,000	ILS or LOC y RWY 03	AD 2-VTCT-8-5	In AIP	3 DEC 2020
	1 : 750,000	ILS or LOC z RWY 03	AD 2-VTCT-8-7	In AIP	8 OCT 2020
	1 : 750,000	RNP RWY 03	AD 2-VTCT-8-11	In AIP	8 OCT 2020
	1 : 750,000	RNP RWY 21	AD 2-VTCT-8-13	In AIP	8 OCT 2020
		Phuket Intl			
	1 : 600,000	VOR Y RWY 09	AD 2-VTSP-8-1	In AIP	2 NOV 2023
	1 : 600,000	VOR Y RWY 27	AD 2-VTSP-8-3	In AIP	2 NOV 2023
	1 : 700,000	VOR Z RWY 09	AD 2-VTSP-8-5	In AIP	2 NOV 2023
	1 : 500,000	VOR Z RWY 27	AD 2-VTSP-8-7	In AIP	2 NOV 2023
	1 : 500,000	ILS or LLZ RWY 27	AD 2-VTSP-8-9	In AIP	2 NOV 2023
	1 : 500,000	RNP z RWY 09	AD 2-VTSP-8-11	In AIP	2 NOV 2023
	1 : 500,000	RNP z RWY 27	AD 2-VTSP-8-13	In AIP	2 NOV 2023
	1 : 500,000	RNP y RWY 09 (AR)	AD 2-VTSP-8-15	In AIP	2 NOV 2023

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO	1 : 500,000	RNP y RWY 27 (AR)	AD 2-VTSP-8-19	In AIP	2 NOV 2023
		Suvarnabhumi Intl			
	1 : 500,000	ILS or LOC z RWY 01 CAT II	AD 2-VTBS-8-1	In AIP	26 DEC 2024
	1 : 500,000	ILS or LOC z RWY 02R CAT II	AD 2-VTBS-8-5	In AIP	26 DEC 2024
	1 : 500,000	ILS or LOC z RWY 19 CAT II	AD 2-VTBS-8-9	In AIP	26 DEC 2024
	1 : 500,000	ILS or LOC z RWY 20L CAT II	AD 2-VTBS-8-13	In AIP	31 OCT 2024
	1 : 500,000	RNP RWY 01	AD 2-VTBS-8-17	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 02L	AD 2-VTBS-8-19	In AIP	31 OCT 2024
	1 : 500,000	RNP RWY 02R	AD 2-VTBS-8-21	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 19	AD 2-VTBS-8-23	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 20L	AD 2-VTBS-8-25	In AIP	31 OCT 2024
	1 : 500,000	RNP RWY 20R	AD 2-VTBS-8-27	In AIP	31 OCT 2024
		U-Tapao Rayong Pattaya Intl			
	1 : 500,000	NDB RWY 36	AD 2-VTBU-8-1	In AIP	23 MAR 2023
	1 : 500,000	VOR RWY 18	AD 2-VTBU-8-3	In AIP	16 JUN 2022
	1 : 500,000	VOR RWY 36	AD 2-VTBU-8-5	In AIP	23 MAR 2023
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTBU-8-7	In AIP	16 JUN 2022
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTBU-8-9	In AIP	14 JUL 2022
	1 : 500,000	RNP RWY 18	AD 2-VTBU-8-11	In AIP	16 JUN 2022
	1 : 500,000	RNP RWY 36	AD 2-VTBU-8-13	In AIP	16 JUN 2022
		Hat Yai Intl			
	1 : 500,000	VOR A	AD 2-VTSS-8-1	In AIP	16 MAY 2024
	1 : 500,000	VOR RWY 26	AD 2-VTSS-8-3	In AIP	16 MAY 2024
	1 : 500,000	ILS or LOC y RWY 26	AD 2-VTSS-8-5	In AIP	16 MAY 2024
	1 : 500,000	ILS or LOC z RWY 26	AD 2-VTSS-8-7	In AIP	16 MAY 2024
	1 : 500,000	RNP RWY 08	AD 2-VTSS-8-9	In AIP	16 MAY 2024
	1 : 500,000	RNP RWY 26	AD 2-VTSS-8-11	In AIP	16 MAY 2024
		Buri Ram			
	1 : 500,000	NDB RWY 04	AD 2-VTUO-8-1	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 04	AD 2-VTUO-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 22	AD 2-VTUO-8-5	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 04	AD 2-VTUO-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 22	AD 2-VTUO-8-10	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Chumphon**			
	1 : 500,000	NDB RWY 06	AD 2-VTSE-8-1	In AIP	17 JUN 2021
	1 : 500,000	NDB RWY 24	AD 2-VTSE-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 06	AD 2-VTSE-8-5	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 24	AD 2-VTSE-8-7	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC y RWY 24	AD 2-VTSE-8-9	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC z RWY 24	AD 2-VTSE-8-11	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 06	AD 2-VTSE-8-15	In AIP	4 NOV 2021
	1 : 500,000	RNP RWY 24	AD 2-VTSE-8-17	In AIP	4 NOV 2021
		Khon Kaen			
	1 : 500,000	NDB z RWY 03	AD 2-VTUK-8-1	In AIP	4 NOV 2021
	1 : 500,000	NDB RWY 21	AD 2-VTUK-8-3	In AIP	4 NOV 2021
	1 : 600,000	VOR RWY 03	AD 2-VTUK-8-5	In AIP	21 APR 2022
	1 : 600,000	VOR RWY 21	AD 2-VTUK-8-7	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 03	AD 2-VTUK-8-9	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 21	AD 2-VTUK-8-13	In AIP	21 APR 2022
		Krabi			
	1 : 400,000	VOR RWY 32	AD 2-VTSG-8-1	In AIP	17 JUN 2021
	1 : 400,000	LOC RWY 32	AD 2-VTSG-8-3	In AIP	17 JUN 2021
	1 : 400,000	ILS RWY 32	AD 2-VTSG-8-5	In AIP	17 JUN 2021
	1 : 400,000	RNP RWY 32	AD 2-VTSG-8-7	In AIP	17 JUN 2021
		Lampang			
	1 : 500,000	VOR RWY 18	AD 2-VTCL-8-1	In AIP	20 FEB 2025
	1 : 500,000	VOR RWY 36	AD 2-VTCL-8-3	In AIP	20 FEB 2025
	1 : 500,000	LOC y RWY 36	AD 2-VTCL-8-5	In AIP	20 FEB 2025
	1 : 500,000	LOC z RWY 36	AD 2-VTCL-8-7	In AIP	20 FEB 2025
	1 : 500,000	RNP RWY 18	AD 2-VTCL-8-11	In AIP	20 FEB 2025
	1 : 500,000	RNP RWY 36	AD 2-VTCL-8-15	In AIP	20 FEB 2025
		Loei			
	1 : 500,000	VOR RWY 19	AD 2-VTUL-8-1	In AIP	20 MAY 2021
	1 : 500,000	RNP RWY 19	AD 2-VTUL-8-3	In AIP	26 DEC 2024
		Mae Hong Son			
	1 : 500,000	RNP a RWY 11	AD 2-VTCH-8-1	In AIP	20 FEB 2025
		Nakhon Phanom			
	1 : 400,000	VOR RWY 15	AD 2-VTUW-8-1	In AIP	2 NOV 2023
	1 : 400,000	VOR RWY 33	AD 2-VTUW-8-3	In AIP	21 APR 2022
	1 : 400,000	ILS or LOC RWY 15	AD 2-VTUW-8-5	In AIP	21 APR 2022
	1 : 400,000	RNP RWY 15	AD 2-VTUW-8-7	In AIP	2 NOV 2023
	1 : 400,000	RNP RWY 33	AD 2-VTUW-8-9	In AIP	21 APR 2022

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Sakon Nakhon**			
	1 : 500,000	VOR RWY 05	AD 2-VTUI-8-1	In AIP	2 NOV 2023
	1 : 500,000	VOR RWY 23	AD 2-VTUI-8-3	In AIP	2 NOV 2023
	1 : 500,000	ILS RWY 23	AD 2-VTUI-8-5	In AIP	2 NOV 2023
	1 : 500,000	LOC RWY 23	AD 2-VTUI-8-7	In AIP	2 NOV 2023
	1 : 500,000	RNP RWY 05	AD 2-VTUI-8-9	In AIP	2 NOV 2023
	1 : 500,000	RNP RWY 23	AD 2-VTUI-8-11	In AIP	2 NOV 2023
		Sukhothai			
	1 : 500,000	NDB RWY 36	AD 2-VTPO-8-1	In AIP	23 MAR 2023
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPO-8-3	In AIP	26 DEC 2024
	1 : 600,000	RNP RWY 18	AD 2-VTPO-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 36	AD 2-VTPO-8-9	In AIP	26 DEC 2024
		Surat Thani			
	1 : 500,000	ILS or LOC z RWY 22	AD 2-VTSB-8-1	In AIP	23 MAR 2023
	1 : 500,000	RNP RWY 04	AD 2-VTSB-8-5	In AIP	23 MAR 2023
	1 : 500,000	RNP RWY 22	AD 2-VTSB-8-7	In AIP	23 MAR 2023
		Samui			
	1 : 500,000	VOR RWY 17 - CAT A, B	AD 2-VTSM-8-1	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 17 - CAT C	AD 2-VTSM-8-3	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 - CAT A, B	AD 2-VTSM-8-5	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 - CAT C	AD 2-VTSM-8-7	In AIP	18 JUN 2020
	1 : 500,000	RNP RWY 17 - CAT A, B	AD 2-VTSM-8-9	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 17 - CAT C	AD 2-VTSM-8-13	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 35 - CAT A, B	AD 2-VTSM-8-17	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 35 - CAT C	AD 2-VTSM-8-21	In AIP	15 JUL 2021
		Mae Sot			
	1 : 500,000	VOR RWY 27	AD 2-VTPM-8-1	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 27	AD 2-VTPM-8-3	In AIP	26 DEC 2024
		Trang			
	1 : 500,000	VOR RWY 08	AD 2-VTST-8-1	In AIP	15 JUN 2023
	1 : 500,000	ILS or LOC RWY 08	AD 2-VTST-8-3	In AIP	15 JUN 2023
	1 : 500,000	RNP RWY 08	AD 2-VTST-8-5	In AIP	15 JUN 2023
		Trat			
	1 : 400,000	RNP RWY 23	AD 2-VTBO-8-1	In AIP	23 MAR 2023

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Ubon Ratchathani**			
	1 : 500,000	VOR RWY 05	AD 2-VTUU-8-1	In AIP	21 APR 2022
	1 : 500,000	VOR RWY 23	AD 2-VTUU-8-3	In AIP	21 APR 2022
	1 : 500,000	ILS or LOC RWY 23	AD 2-VTUU-8-5	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 05	AD 2-VTUU-8-7	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 23	AD 2-VTUU-8-9	In AIP	21 APR 2022
		Udon Thani			
	1 : 500,000	VOR RWY 12	AD 2-VTUD-8-1	In AIP	16 MAY 2024
	1 : 500,000	VOR RWY 30	AD 2-VTUD-8-3	In AIP	16 MAY 2024
	1 : 500,000	ILS or LOC y RWY 30	AD 2-VTUD-8-5	In AIP	16 MAY 2024
	1 : 500,000	ILS or LOC z RWY 30	AD 2-VTUD-8-7	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 12	AD 2-VTUD-8-11	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 30	AD 2-VTUD-8-13	In AIP	28 JAN 2021
		Betong			
	1 : 500,000	VOR a	AD 2-VTSY-8-1	In AIP	29 DEC 2022
	1 : 500,000	RNP a	AD 2-VTSY-8-3	In AIP	29 DEC 2022

5.11 Enroute Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Enroute Chart - ICAO		ENROUTE CHART	ENR 6-3	In AIP	20 FEB 2025

5.12 World Aeronautical Chart (WAC) - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
World Aeronautical Chart - ICAO	1: 1,000,000	WORLD AERONAUTICAL CHART-WAC 2677	ENR 6-5	In AIP	11 JUL 2024
	1: 1,000,000	WORLD AERONAUTICAL CHART-WAC 2678	ENR 6-7	In AIP	11 JUL 2024
	1: 1,000,000	WORLD AERONAUTICAL CHART-WAC 2799	ENR 6-9	In AIP	11 JUL 2024

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
5. Approach West (APW) Sector The area of responsibility of APW Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R250/49.1D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R325/50.7D thence a straight line back to VTBD ARP excluding DAR sector, DDP sector, VTD16, VTD17, VTD18, VTD47 and VTD72. This sector encompasses ATS routes: G463, L301,L507, L524, M502, M524, M633 and P646. Aircraft operating in this sector shall contact BAPP on frequency 125.2 MHz or 262.5 MHz. **6. Approach North (APN) Sector** The area of responsibility of APN Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R325/50.7D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R035/51.3D thence a straight line back to VTBD ARP excluding ARR sector, DAR sector, DSB sector, DDP sector, VTD17, VTD18, VTD31 and VTD72. This sector encompasses ATS and RNAV routes: Y26, Y27, A464, Y7, Y28, W9, B346, W21 and R474.Aircraft operating in this sector shall contact BAPP on frequency 133.4 MHz or 262.5 MHz. **7. Suvarnabhumi Departure (DSB) Sector** a) When runway 19/20L/20R in use The area of responsibility of DSB Sector (RWY19/20L/20R) is defined by a straight line joining successively the following points: 134342.43N 1003526.11E, 133709.97N 1005940.84E, 131625.32N 1005412.02E, 132329.78N 1002757.15E thence a straight line back to 134342.43N 1003526.11E from ground up to altitude 10 000 feet. Aircraft operating in this sector shall contact DSB on frequency 119.25 MHz or 262.5 MHz. b) When runway 01/02L/02R in use The area of responsibility of DSB Sector (RWY01/02L/02R) is defined by a straight line joining successively the following points: 133639.77N 1010140.11E, 140000.10N 1010751.76E, 140720.69N 1004032.11E, 134200.01N 1004148.33E thence a straight line back to 133639.77N 1010140.11E from ground to altitude 10 000 feet. Aircraft operating in this sector shall contact DSB on frequency 119.25 MHz or 262.5 MHz. **8. Suvarnabhumi Arrival (ARR) Sector** a) When runway 19/20L/20R in use The area of responsibility of ARR Sector (19/20L/20R) is defined by a straight line joining successively the following points: 141328.51N 1004423.96E, 140857.66N 1010135.14E, 133426.99N 1005206.49E, 133856.23N 1003456.96E thence a straight line back to 141328.51N 1004423.96E from ground to altitude 10 000 ft excluding DSB sector.				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
Aircraft operating in this sector shall contact ARR on frequency 121.1 MHz (126.3 MHz if so instructed) or 262.5 MHz. b) When runway 01/02L/02R in use The area of responsibility of ARR Sector (RWY 01/02L/02R) is defined by a straight line joining successively the following points: 134715.69N 1003713.56E, 134246.49N 1005423.33E, 130815.22N 1004457.24E, 131243.78N 1002749.32E thence a straight line back to 134715.69N 1003713.56E from ground to altitude 10 000 ft excluding DSB sector. Aircraft operating in this sector shall contact ARR on frequency 121.1 MHz (or 126.3 MHz if so instructed) or 262.5 MHz. **9. Don Mueang Departure (DDP) Sector** a) When runway 21L/R in use The area of responsibility of DDP Sector (RWY 21L/R) is defined by a straight line joining successively the following points: 135247.80N 1003848.53E, 133022.52N 1003029.78E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 140011.92N 1001111.05E thence a straight line back to 135247.80N 1003848.53E from ground to altitude 8 000 ft excluding ARR sector, DSB sector, VTD72, VTR2 and VTR80. Aircraft operating in this sector shall contact DDP on frequency 119.4 MHz or 262.5 MHz. b) When runway 03L/R in use The area of responsibility of DDP Sector (RWY 03L/R) is defined by a straight line joining successively the following points: 135247.80N 1003848.53E, 141005.10N 1001553.12E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 141716.86N 1004755.48E thence a straight line back to 135247.80N 1003848.53E from ground to altitude 8 000 ft excluding ARR sector, DSB sector, VTD72 and VTR81. Aircraft operating in this sector shall contact DDP on frequency 119.4 MHz or 262.5 MHz. **10. Don Mueang Arrival (DAR) Sector** a) When runway 21L/R in use The area of responsibility of DAR Sector (RWY 21L/R) is defined by a straight line joining successively the following points: 135247.80N 1003848.53E, 140011.92N 1001111.05E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 141714.56N 1004754.61E thence a straight line back to 135247.80N 1003848.53E from ground to altitude 8 000 ft excluding ARR sector, VTD72 and VTR81. Aircraft operating in this sector shall contact DAR on frequency 133.0 MHz or 262.5 MHz.				

PROHIBITED, RESTRICTED, DANGER AREAS		
Identification	Upper limit / Lower limit	Activation time
P4	FL 240 / GND	H24
P7	UNL / GND	H24
P36	ALT 5000 ft / GND	HN
P37	ALT 5000 ft / GND	HN
P38	ALT 5000 ft / GND	HN
R1	ALT 3000 ft / GND	H24
R2	ALT 6000 ft / GND	H24
R3	ALT 6000 ft / GND	NOTIFIED BY NOTAM
R5	ALT 12000 ft / GND	NOTIFIED BY NOTAM
R6	ALT 6000 ft / GND	NOTIFIED BY NOTAM
R8	ALT 7000 ft / GND	H24
R11	UNL / GND	H24
R12	ALT 9000 ft / GND	NOTIFIED BY NOTAM
R13	UNL / GND	H24
R15	ALT 8000 ft / GND	H24
R51	ALT 5000 ft / GND	HJ
R52	ALT 8000 ft / GND	HJ
R62	ALT 13000 ft / GND	HN
R66	ALT 6000 ft / GND	NOTIFIED BY NOTAM
R68	FL 150 / GND	MON - FRI 0000-1000
R79	ALT 6000 ft / GND	NOTIFIED BY NOTAM
R80	ALT 6000 ft / GND	H24
R81	ALT 6000 ft / GND	H24
R82	ALT 6000 ft / GND	H24
R83	ALT 6000 ft / GND	H24
R84	ALT 7500 ft / GND	H24
D16 AREA1	FL 120 / GND	MON - FRI 2300-1300
D16 AREA2	UNL / GND	MON - FRI 2300-1300
D17 AREA1	ALT 6000 ft / GND	MON - FRI 2300-1300
D17 AREA2	ALT 9000 ft / GND	MON - FRI 2300-1300
D18 AREA1	ALT 6000 ft / GND , UNL / FL 200	MON - FRI 2300-1300
D18 AREA2	ALT 8000 ft / GND , UNL / FL 200	MON - FRI 2300-1300
D19	UNL / GND	MON - FRI 0300-0900
D20	ALT 11000 ft / GND	HJ
D21 AREA1	ALT 6000 ft / GND	NOTIFIED BY NOTAM
D21 AREA2	FL 150 / GND	NOTIFIED BY NOTAM
D21 AREA3	FL 150 / GND	NOTIFIED BY NOTAM
D22	FL 150 / GND	NOTIFIED BY NOTAM
D23	ALT 6000 ft / GND	NOTIFIED BY NOTAM
D24	FL 150 / GND	NOTIFIED BY NOTAM
D25	FL 150 / GND	NOTIFIED BY NOTAM
D26	FL 150 / GND	NOTIFIED BY NOTAM
D27	ALT 8000 ft / GND	NOTIFIED BY NOTAM
D28	FL 150 / GND	NOTIFIED BY NOTAM
D29	FL 150 / GND	NOTIFIED BY NOTAM
D30 AREA1	UNL / GND	MON - FRI 2300-1000
D30 AREA2	UNL / GND	MON - FRI 2300-1000
D31	ALT 5500 ft / GND	MON - FRI 2200-1700
D32	ALT 5500 ft / GND	MON - FRI 2300-1400
D33 AREA1	FL 240 / GND	MON - FRI 2200-1700
D33 AREA2	UNL / GND	MON - FRI 2200-1700
D34 AREA1	FL 280 / GND	MON - FRI 2200-1700
D34 AREA2	UNL / GND	MON - FRI 2200-1700
D35	ALT 6500 ft / GND	MON - FRI 2300-1100
D40 AREA1	ALT 10000 ft / ALT 5000 ft , ALT 5000 ft / GND	MON - FRI 2300-1500
D40 AREA2	FL 140 / ALT 10000 ft	NOTIFIED BY NOTAM
D41	UNL / GND	MON - FRI 0100-1400
D42	UNL / GND	MON - FRI 0100-1400
D43	FL 350 / GND	MON - FRI 0100-0900
D44	FL 200 / GND	MON - FRI 2300-1000
D45	UNL / ALT 3000 ft	MON - FRI 2200-1300
D46	FL 200 / GND	MON - FRI 2300-1000
D47	UNL / FL 120	MON - FRI 0130-0930
D48	UNL / GND	MON - FRI 0200-0800
D49	UNL / ALT 2000 ft	MON - FRI 2300-1100
D50	UNL / ALT 8000 ft , ALT 6000 ft / GND	MON - FRI 2300-1100
D53	ALT 6500 ft / GND	MON - FRI 0200-0500 , MON - FRI 0600-0800
D54	UNL / GND	MON - FRI 2200-1700
D55	UNL / GND	MON - FRI 2200-1700
D57 AREA1	FL 280 / FL 120	MON - FRI 0000-1000
D57 AREA2	UNL / FL 120	MON - FRI 0000-1000
D58	FL 390 / GND	NOTIFIED BY NOTAM
D59 AREA1	UNL / GND	MON - FRI 2300-1700
D59 AREA2	ALT 12000 ft / GND	MON - FRI 2300-1700
D60 AREA1	UNL / GND	MON - FRI 2300-1700
D60 AREA2	UNL / GND	NOTIFIED BY NOTAM
D61	ALT 7000 ft / GND	MON - FRI 2300-1700
D63 AREA1	UNL / GND	MON - FRI 2200-1700
D63 AREA2	ALT 10000 ft / GND	MON - FRI 2200-1700
D64 (North Area)	UNL / GND	MON - FRI 2200-1700
D64 (South Area)	UNL / GND	MON - FRI 2200-1700
D64 AREA1	ALT 6000 ft / GND	MON - FRI 2300-1100
D64 AREA2	ALT 6000 ft / GND	MON - FRI 2300-1100
D65	FL 150 / GND	MON - FRI 0000-1000
D67	ALT 6000 ft / GND	NOTIFIED BY NOTAM
D70	FL 150 / GND	MON - FRI 0130-0930
D71	FL 300 / GND	NOTIFIED BY NOTAM
D72 AREA1	ALT 5000 ft / GND	MON - FRI 2300-1500
D72 AREA2	ALT 5000 ft / GND	MON - FRI 2300-1500
D74 AREA1	FL 150 / GND	NOTIFIED BY NOTAM
D74 AREA2	ALT 9000 ft / GND	NOTIFIED BY NOTAM
D74 AREA3	ALT 8000 ft / GND	NOTIFIED BY NOTAM
D75	ALT 6000 ft / GND	SAT - SUN 2300-1400
D76	ALT 6000 ft / GND	SAT - SUN 2300-1400
D77	ALT 6000 ft / GND	SAT - SUN 2300-1400

COMMUNICATION FACILITIES

BACC
SECTOR 1N 124.5 MHz; 256.3 MHz; 121.5 MHz
SECTOR 2N 126.5 MHz; 121.5 MHz
SECTOR 3N 128.1 MHz; 263.8 MHz; 121.5 MHz
SECTOR 4N 120.95 MHz; 121.5 MHz
SECTOR 5N 132.1 MHz; 268.5 MHz; 121.5 MHz
SECTOR 6N 133.1 MHz; 285.3 MHz; 121.5 MHz
SECTOR 1S 120.5 MHz; 256.6 MHz; 121.5 MHz
SECTOR 2S 118.35 MHz; 121.5 MHz
SECTOR 3S 125.7 MHz; 268.5 MHz; 121.5 MHz
SECTOR 4S 133.9 MHz; 121.5 MHz
SECTOR 5S 135.5 MHz; 285.5 MHz; 121.5 MHz
SECTOR 6S 123.95 MHz; 265.9 MHz; 121.5 MHz

DON MUEANG
APP 119.1 MHz; 119.4 MHz;120.3 MHz; 124.35 MHz; 125.2 MHz;125.8 MHz; 133.4 MHz; 121.5 MHz; 243.0 MHz
CDC 127.7 MHz
DAR 133.0 MHz; 262.5 MHz; 121.5 MHz; 243.0 MHz
TWR 118.1 MHz; 236.6 MHz
SMC 121.9 MHz; 122.5 MHz; 257.8 MHz
ATIS 126.4 MHz; 344.6 MHz; 118.55 MHz

SUVARNABHUMI
APP 122.35 MHz; 124.35 MHz; 125.2 MHz 133.4 MHz; 119.1 MHz; 120.3 MHz; 125.8 MHz; 262.5 MHz; 121.5 MHz; 243.0 MHz
APP(DEP) 119.25 MHz; 262.5 MHz; 121.5 MHz; 243.0 MHz
APP(ARR) 121.1 MHz; 126.3 MHz; 262.5 MHz; 121.5 MHz; 243.0 MHz
TWR 118.2 MHz; 274.5 MHz; 119.0 MHz; 121.5 MHz; 243.0 MHz
SMC 121.65 MHz; 275.8 MHz; 121.7 MHz 121.75 MHz; 121.95 MHz
CDC 128.7 MHz; 133.8 MHz
ATIS 133.6 MHz; 278.6 MHz; 127.65 MHz

CHIANG MAI
APP 129.6 MHz; 305.4 MHz
TWR 118.1 MHz; 121.5 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 127.2 MHz; 301.5 MHz

CHIANG RAI
APP 120.05 MHz; 257.8 MHz
TWR 121.5 MHz; 118.4 MHz; 236.6 MHz
ATIS 127.85 MHz

PHUKET
APP 121.5 MHz; 124.7 MHz; 243.0 MHz; 284.0 MHz
ARR 120.7 MHz;
TWR 118.1 MHz; 121.5 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz
CDC 118.55 MHz
ATIS 128.0 MHz

U-TAPAO
APP 119.7 MHz; 121.5 MHz; 134.5 MHz; 238.3 MHz; 273.3 MHz; 243.0 MHz
TWR 118.1 MHz; 121.5 MHz; 118.3 MHz; 227.0 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz

HAT YAI
APP 126.7 MHz; 301.5 MHz; 133.2 MHz; 121.5 MHz; 243.0 MHz
TWR 118.1 MHz; 121.5 MHz; 275.8 MHz; 243.0 MHz; 133.2 MHz
GND 121.9 MHz; 257.8 MHz; 121.5 MHz 243.0 MHz
ATIS 128.8 MHz

BURI RAM
APP 125.55 MHz; 121.5 MHz
TWR 118.05 MHz; 236.6 MHz; 121.5 MHz
ATIS 127.05 MHz

CHUMPHON
APP 122.6 MHz; 121.5 MHz;
TWR 122.15 MHz; 236.6 MHz; 121.5 MHz

KHON KAEN
APP 123.4 MHz; 240.0 MHz; 121.5 MHz
TWR 121.5 MHz; 122.25 MHz; 236.6 MHz
GND 121.9 MHz
ATIS 126.85 MHz

KRABI
APP 120.05 MHz; 121.5 MHz
TWR 122.5 MHz; 236.6 MHz; 121.5 MHz
GND 121.9 MHz
ATIS 132.4 MHz

LAMPANG
APP 119.3 MHz; 121.5 MHz
TWR 121.5 MHz; 122.3 MHz; 236.6 MHz
ATIS 128.65 MHz

LOEI
APP 122.55 MHz; 121.5 MHz
TWR 121.5 MHz; 118.35 MHz; 236.6 MHz
ATIS 126.25 MHz

KHOK KATHIAM
TWR 122.6 MHz; 238.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.75 MHz; 257.8 MHz

MAE HONG SON
APP 126.2 MHz; 121.5 MHz
TWR 122.3 MHz; 236.6 MHz
ATIS 127.45 MHz

KAMPHAENG SAEN
APP 347.2 MHz; 127.75 MHz
ASR(ARR) 347.2 MHz
ASR(DEP) 237.0 MHz
TWR 237.5 MHz; 123.3 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz

NAKHON PHANOM
APP 123.35 MHz; 284.0 MHz; 121.5 MHz
TWR 122.5 MHz; 121.5 MHz; 236.6 MHz
GND 121.9 MHz
ATIS 383 KHz

KHORAT
APP 349.0 MHz; 129.75 MHz
ASR(ARR) 349.0 MHz; 129.75 MHz
ASR(DEP) 285.0 MHz; 134.1 MHz
SRA 382.4 MHz
TWR 240.5; 122.2 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz
ATIS 390.6 MHz

NAKHON SAWAN
TWR 122.8 MHz; 122.3 MHz; 121.5 MHz; 236.6 MHz

SONGKHLA
TWR 121.5 MHz; 126.2 MHz; 227.0 MHz
AFS USB 7745 KHz; USB 5443 KHz

TAKHLI
APP 325.0 MHz; 124.0 MHz
ASR(ARR) 325.0 MHz; 124.0 MHz
ASR(DEP) 282.5 MHz; 134.1 MHz
SRA 382.4 MHz
TWR 241.5 MHz; 133.25 MHz; 121.5 MHz; 243.0 MHz
GND 236.6 MHz; 257.8 MHz; 121.75 MHz
ATIS 253.0 MHz

NAKHON SI THAMMARAT
APP 119.75 MHz; 121.5 MHz
TWR 122.55 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.9 MHz
ATIS 123.4 MHz

CHA-IAN
TWR 122.7 MHz; 236.6 MHz; 121.5 MHz
G/A/G 121.9 MHz; 6577 KHz; 5490 KHz

NAN NAKHON
APP 120.25 MHz; 121.5 MHz
TWR 118.55 MHz; 121.5 MHz; 236.6 MHz
ATIS 355 KHz

NARATHIWAT
APP 121.5 MHz; 125.55 MHz
TWR 121.5 MHz; 122.7 MHz; 236.6 MHz
GND 121.9 MHz; 121.5 MHz
ATIS 383 KHz

PATTANI
APP 126.0 MHz
TWR 121.5 MHz; 119.3 MHz; 236.6 MHz

PHETCHABUN
APP 126.7 MHz
TWR 122.3 MHz; 236.6 MHz

PHITSANULOK
APP 120.7 MHz; 284.0 MHz; 121.5 MHz; 243.0 MHz
TWR 121.5 MHz; 118.9 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz
ATIS 127.4 MHz

PHRAE
APP 120.1 MHz; 121.5 MHz
TWR 121.5 MHz; 118.6 MHz; 236.6 MHz
ATIS 340 KHz

PRACHUAP
TWR 351.1 MHz; 135.9 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz

HUA HIN
APP 126.2 MHz; 121.5 MHz
TWR 122.7 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.9 MHz
ATIS 126.8 MHz

RANONG
APP 121.5 MHz; 125.1 MHz
TWR 121.5 MHz; 122.25 MHz; 236.6 MHz
ATIS 126.475 MHz

ROI-ET
APP 125.4 MHz; 121.5 MHz
TWR 119.75 MHz; 236.6 MHz; 121.5 MHz
ATIS 319 KHz

WATTHANA NAKHON
TWR 121.5 MHz; 243.0 MHz; 118.1 MHz; 236.6 MHz

SAKON NAKHON
APP 123.35 MHz; 284.0 MHz; 121.5 MHz
TWR 121.5 MHz; 119.65 MHz; 236.6 MHz
ATIS 365 KHz

SUKHOTHAI
APP 120.7 MHz; 121.5 MHz
TWR 122.9 MHz; 121.5 MHz

SURAT THANI
APP 123.35 MHz; 240.0 MHz; 121.5 MHz
TWR 121.5 MHz; 122.7 MHz; 274.5 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 125.95 MHz

SAMUI
APP 129.6 MHz; 305.4 MHz; 121.5 MHz
TWR 118.9 MHz; 121.5 MHz
GND 121.9 MHz
ATIS 128.6 MHz

TAK
APP 126.0 MHz; 121.5 MHz
TWR 121.5 MHz; 118.8 MHz; 236.6 MHz

MAE SOT
APP 120.65 MHz; 121.5 MHz
TWR 121.5 MHz; 118.35 MHz; 236.6 MHz
ATIS 316 KHz

TRANG
APP 125.3 MHz; 121.5 MHz
TWR 118.4 MHz; 236.6 MHz
ATIS 134.5 MHz; 121.5 MHz

TRAT
APP 120.25 MHz; 121.5 MHz
TWR 122.9 MHz; 121.5 MHz

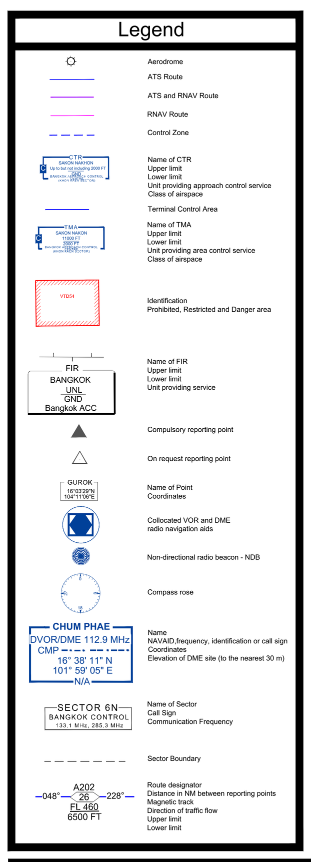
UBON RATCHATHANI
APP 123.5 MHz; 257.8 MHz; 121.5 MHz
TWR 121.5 MHz; 119.9 MHz; 243.0 MHz 274.5 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 128.2 MHz
ASR(ARR) 282.2 MHz; 125.75 MHz
SSR(DEP) 335.5 MHz; 134.1 MHz
SRA 382.4 MHz

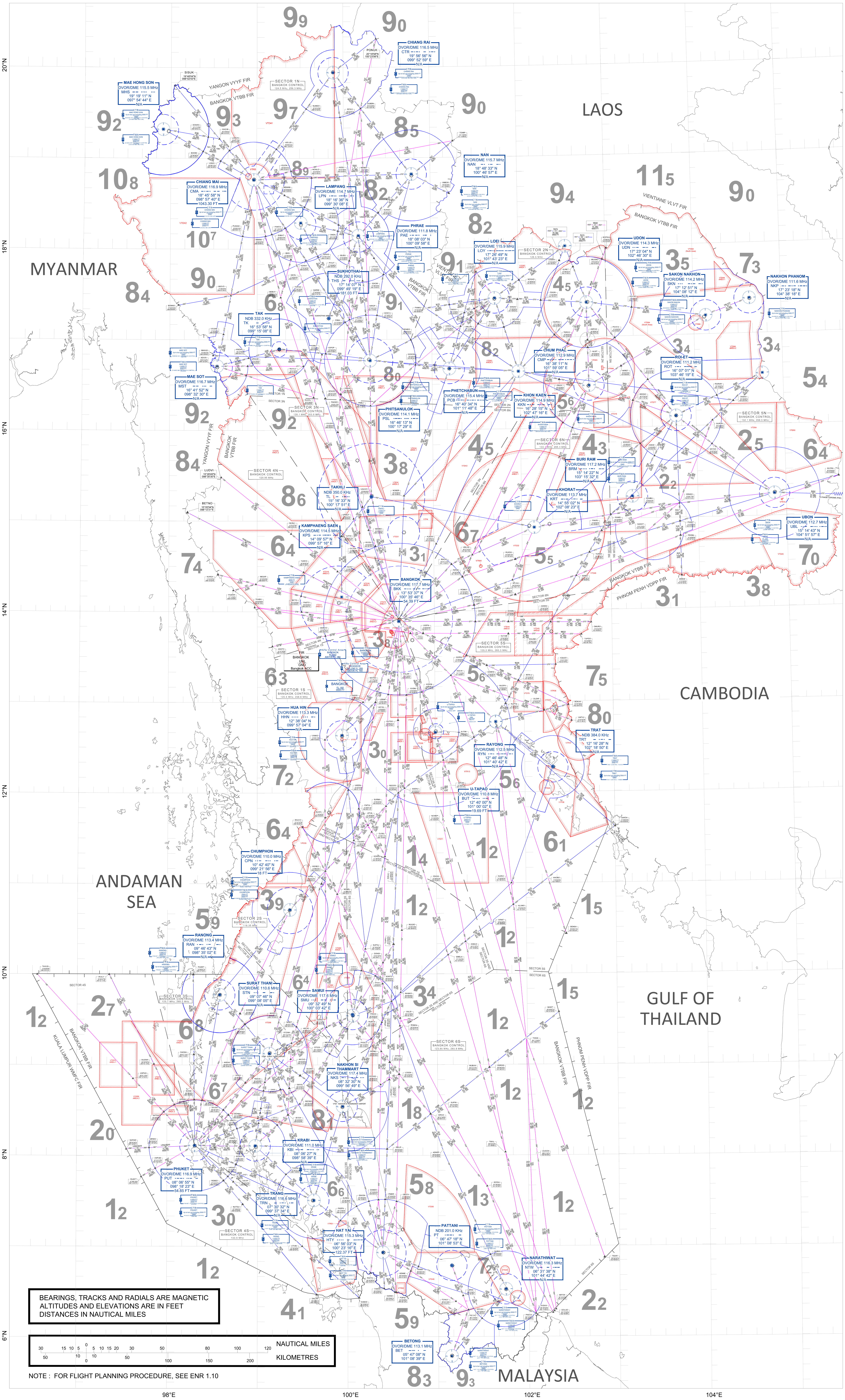
UDON THANI
APP 126.2 MHz; 265.9 MHz; 119.45 MHz 121.5 MHz
TWR 121.5 MHz; 122.5 MHz; 243.0 MHz 355.4 MHz; 119.45 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 127.6 MHz

BETONG
APP 121.5 MHz; 125.55 MHz
TWR 121.5 MHz; 124.15 MHz; 236.6 MHz 243.0 MHz
GND 121.5 MHz; 122.15 MHz; 243.0 MHz
ATIS 128.5 MHz

NAKHON RATCHASIMA
APP 123.6 MHz; 121.5 MHz
TWR 119.8 MHz; 236.6 MHz; 121.5 MHz
ATIS 126.6 MHz

Legend





AERONAUTICAL INFORMATION SERVICES DEPARTMENT
CIVIL AVIATION AUTHORITY OF THAILAND

ENROUTE CHART - ICAO

AIRAC AIP AMENDMENT 02/25
EFFECTIVE DATE
20 FEB 25

CHANGE: LAMPANG ATIS FREQ, MAE HONG SON ATIS FREQ.

Lambert Conformal Conic Projection

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- Turn left on taxiway D and turn right to park on taxiway B north or
- Turn left on taxiway E or taxiway D to taxiway D to taxiway C then taxi to south and
- Turn right on taxiway S to aircraft stand number 80 or
- Turn left on taxiway S to runway and taxi to taxiway C south to aircraft stand number 90

A380 AND B747-8 DEPARTURE FLIGHT ON 21R RUNWAY

AIRCRAFT STAND NO 80:

- The aircraft shall be pushed back onto taxilane B (to face either north or south) and tow forward till the aircraft is on taxiway S.
- Turn left to taxiway C and taxing toward north after that turn right onto taxiway D and prepare to take-off on runway.

AIRCRAFT STAND NO 90:

- The aircraft shall be pushed back onto taxilane B (to face south only) and tow the aircraft on to taxilane B to stop beside aircraft stand number 108 and release the tow bar.
- The aircraft shall be taxied on taxiway C south and turn left to runway.
- The aircraft shall be taxied on runway forward north.
- Turn left on taxiway E and turn right on taxiway C after that turn on taxiway D to the runway.

B NORTH

- The aircraft shall be taxied to runway 21R.

A380 AND B747-8 DEPARTURE FLIGHT ON 03L RUNWAY

AIRCRAFT STAND NO 80:

- The aircraft shall be pushed back onto taxilane B (to face either north or south) and tow forward till the aircraft is on taxiway S.
- Turn left to runway (distance for take-off ~2,900 M.)

AIRCRAFT STAND NO 90:

- The aircraft shall be pushed back onto taxilane B (to face south only) and tow the aircraft on to taxiway C south on runway holding position.
- Turn left on runway 03L.

B NORTH

- The aircraft shall be taxied to runway 21R.
- Turn right on taxiway E and turn left on taxiway C, taxing toward south.
- Turn left on taxiway S to runway 21R (distance for take-off ~2,900 M) (In case of low visibility, not allow to use runway 03L)

VTBD AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTBD-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTBD-2-3
Aircraft Parking/Docking Chart - ICAO (Verso)	AD 2-VTBD-2-4
Aerodrome Ground Movement Chart - ICAO	AD 2-VTBD-2-5
Precision Approach Terrain Chart - ICAO - RWY 21R	AD 2-VTBD-3-1
Aerodrome Obstacle Chart - ICAO Type A - RWY21R/03L	AD 2-VTBD-3-3
Aerodrome Obstacle Chart - ICAO Type A - RWY21L/03R	AD 2-VTBD-3-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C	AD 2-VTBD-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C (Radio communication failure table)	AD 2-VTBD-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C (Tabular description 1)	AD 2-VTBD-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C (Tabular description 2)	AD 2-VTBD-6-4
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C (Tabular description 3)	AD 2-VTBD-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C (Waypoint list table)	AD 2-VTBD-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Radio communication failure table)	AD 2-VTBD-6-8
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 1)	AD 2-VTBD-6-9
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 2)	AD 2-VTBD-6-10
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 3)	AD 2-VTBD-6-11
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Waypoint list table)	AD 2-VTBD-6-12
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A RIVDU3A ROBKA3A SEMBO4A TARED3A UPKUP3A	AD 2-VTBD-6-13
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R -ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A RIVDU3A ROBKA3A SEMBO4A TARED3A UPKUP3A (Radio communication failure table)	AD 2-VTBD-6-14
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A RIVDU3A ROBKA3A SEMBO4A TARED3A UPKUP3A (Tabular description 1)	AD 2-VTBD-6-15
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A RIVDU3A ROBKA3A SEMBO4A TARED3A UPKUP3A (Tabular description 2)	AD 2-VTBD-6-16
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A RIVDU3A ROBKA3A SEMBO4A TARED3A UPKUP3A (Tabular description 3)	AD 2-VTBD-6-17
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A RIVDU3A ROBKA3A SEMBO4A TARED3A UPKUP3A (Waypoint list table)	AD 2-VTBD-6-18
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-19
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Radio communication failure table)	AD 2-VTBD-6-20
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 1)	AD 2-VTBD-6-21
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 2)	AD 2-VTBD-6-22
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 3)	AD 2-VTBD-6-23

AERODROME CHART - ICAO

13 54 52 N
100 36 20 E

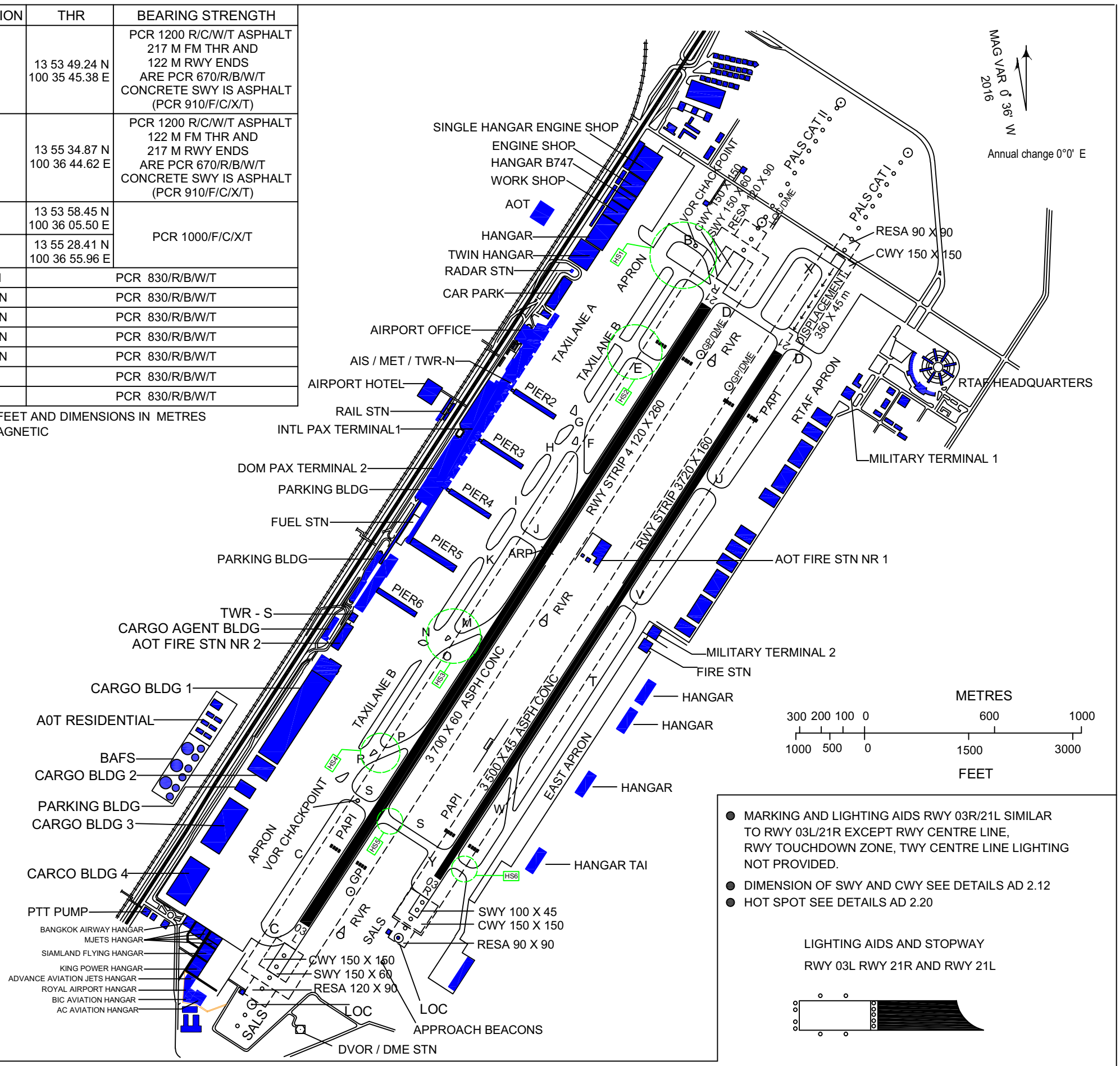
ELEV 9 FT

TWR 118.1
GND 121.9
122.5

BANGKOK / DON MUEANG INTL.

RWY	DIRECTION	THR	BEARING STRENGTH
03L	029	13 53 49.24 N 100 35 45.38 E	PCR 1200 R/C/W/T ASPHALT 217 M FM THR AND 122 M RWY ENDS ARE PCR 670/R/B/W/T CONCRETE SWY IS ASPHALT (PCR 910/F/C/X/T)
21R	209	13 55 34.87 N 100 36 44.62 E	PCR 1200 R/C/W/T ASPHALT 122 M FM THR AND 217 M RWY ENDS ARE PCR 670/R/B/W/T CONCRETE SWY IS ASPHALT (PCR 910/F/C/X/T)
03R	028	13 53 58.45 N 100 36 05.50 E	PCR 1000/F/C/X/T
21L	208	13 55 28.41 N 100 36 55.96 E	
NORTH APRON		PCR 830/R/B/W/T	
PIER 2-3 APRON		PCR 830/R/B/W/T	
PIER 3-4 APRON		PCR 830/R/B/W/T	
PIER 4-5 APRON		PCR 830/R/B/W/T	
PIER 5-6 APRON		PCR 830/R/B/W/T	
PIER 6 APRON		PCR 830/R/B/W/T	
SOUTH APRON		PCR 830/R/B/W/T	

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



CHANGE : PCR

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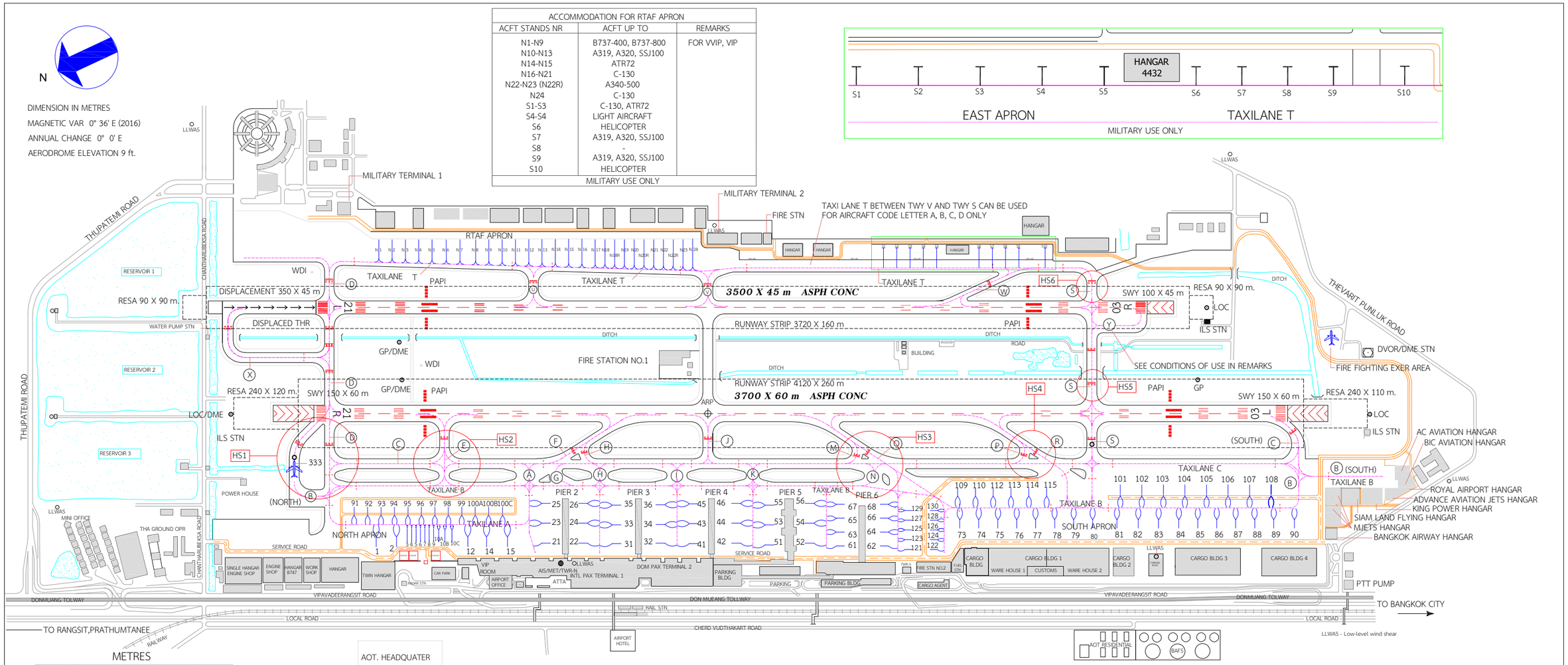
AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
10 ft

TWR 118.1 | GND 121.9 122.5

BANGKOK / DONMUEANG INTL

ACCOMMODATION FOR RTAF APRON		
ACFT STANDS NR	ACFT UP TO	REMARKS
N1-N9	B737-400, B737-800	FOR VVIP, VIP
N10-N13	A319, A320, SSJ100	
N14-N15	ATR72	
N16-N21	C-130	
N22-N23 (N22R)	A340-500	
N24	C-130	
S1-S3	C-130, ATR72	
S4-S4	LIGHT AIRCRAFT	
S6	HELICOPTER	
S7	A319, A320, SSJ100	
S8	-	
S9	A319, A320, SSJ100	
S10	HELICOPTER	
MILITARY USE ONLY		



LEGEND	
AERODROME REFERENCE POINT (13 54 52 N 100 36 20 E)	
BUILDING OR LARGE STRUCTURE	
TAXI ROUTES	
AIRCRAFT STAND AND IDENTIFICATION	25
RUNWAY-HOLDING POSITION	
ILS CAT II HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
TAXIWAY IDENTIFICATION	A
SWAMP, DITCH OR CHANNCEL	
VOR CHECK POINT	
HOT SPOT	

REMARKS

* TWY B NORTH WIDTH 23 m.
* TWY C SOUTH WIDTH 23 m.
* TAXI LANE B EXTENSION FM TAXILANE A TO TWY D WIDTH 23 m. PCR 800/R/B/W/T-CONC
* AIRCRAFT STAND NR 333 FOR ISOLATED PARKING
* ALL AIRCRAFT STAND IS NOSE-IN PARKING
* TWY J FOR AIRCRAFT UP TO B737
* TWY D FM RWY21L TO RTAF APRON WIDTH 23 m.
* TAXI LANE T BETWEEN TWY V AND TWY S CAN BE USED FOR AIRCRAFT CODE LETTER A, B, C, D ONLY
* RTAF - ROYAL THAI AIR FORCE
* TWY Y CONDITIONS OF USE:
  WHEN RWY 03R/21L IS IN USE BY ARRIVING AND DEPARTING AIRCRAFT, TWY Y IS NOT ALLOWED TO BE USED BY OTHER AIRCRAFT. ON THE CONTRARY IF TWY Y IS IN USE BY ANY AIRCRAFT, RWY 03R/21L IS NOT ALLOWED TO BE USED BY OTHER AIRCRAFT.

TAXIWAYS : STRENGTH, SURFACE AND WIDTH					
ID	PCR-SFC	WIDTH (m.)	ID	PCR-SFC	WIDTH (m.)
A	800/R/B/W/T-CONC	TAXILANE	N	800/R/B/W/T-CONC	32
B	800/R/B/W/T-CONC	TAXILANE	O	800/R/B/W/T-CONC	30
C	800/R/B/W/T-CONC	28	P	800/R/B/W/T-CONC	30
D	800/R/B/W/T-CONC	30	R	800/R/B/W/T-CONC	30
E	680/R/B/W/T-CONC	25	S	750/R/B/W/T-CONC	23
F	800/R/B/W/T-CONC	30	T	750/R/B/W/T-CONC	TAXILANE
G	760/R/B/W/T-CONC	32	U	750/R/B/W/T-CONC	23
H	800/R/B/W/T-CONC	40	V	750/R/B/W/T-CONC	23
I	800/R/B/W/T-CONC	50	W	750/R/B/W/T-CONC	36
J	800/R/B/W/T-CONC	25	X	750/R/B/W/T-CONC	30
K	800/R/B/W/T-CONC	50	Y	1000/F/C/X/T-ASPH	30
M	800/R/B/W/T-CONC	30			

HOT SPOTS			
HS1	Aircraft taxiing to runway 21R on Taxilane B or Taxiway C which are instructed to turn right onto Taxiway D and to hold short of runway 21R. Use caution when making the right turn onto Taxiway D and watch for the holding line surface painted and hold short of runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization (including taxiway B North).	HS4	Due to several intersections around this area which connect to rapid exit taxiways, aircraft taxiing from Taxilane B and Taxiway R to join Taxiway C can do mistake enter runway 21R-03L while on Taxiway R. Use caution when taxiing on Taxiway R and approaching the intersection of Taxiway C and do not cross the hold marking for runway 21R-03L without ATC authorization.
HS2	Aircraft taxiing to runway 21R on Taxiway C which are instructed to turn right onto Taxiway E and to hold short of runway 21R. Use caution when making the right turn onto Taxiway E and watch for the holding line surface painted and hold short of runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization.	HS5	After vacated runway 21L by right turn join Taxiway S. Use caution when taxiing on Taxiway S and watch for the holding line surface painted and hold short of Runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization.
HS3	Due to several intersections around this area which connect to rapid exit taxiways, aircraft taxiing from Taxiway B and Taxiway O to join Taxiway C can do mistake enter runway 21R-03L while on Taxiway O. Use caution when taxiing on Taxiway O and approaching the intersection of Taxiway C and do not cross the hold marking for runway 21R-03L without ATC authorization.	HS6	Aircraft taxiing to runway 03R on Taxilane T which are instructed to turn right onto Taxiway S and to hold short of runway 03R. Use caution when making the right turn onto Taxiway S and watch for the holding line surface painted and hold short of runway 03R. Do not cross the holding line surface painted for runway 03R without ATC authorization.

CHANGE : LEGEND

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- 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 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 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 NM Southwest of Mae Fah Luang-Chiang Rai International Airport (radial 220 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-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B	AD 2-VTCT-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B (Tabular description)	AD 2-VTCT-6-4
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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AERODROME CHART - ICAO

19 57 08.46 N
099 52 58.64 E

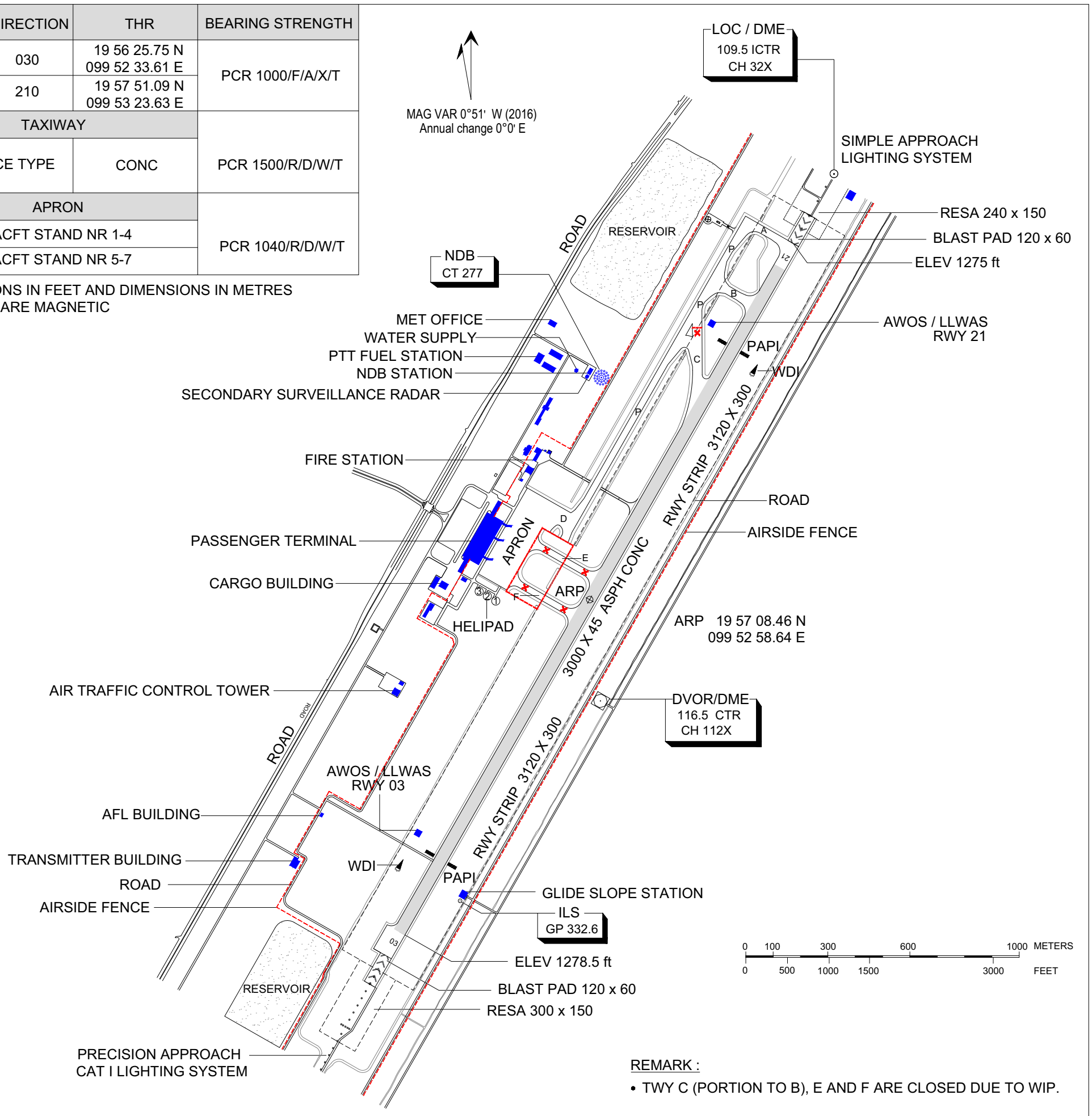
ELEV 1280 ft

TWR 118.4

CHIANG RAI / MAE FAH
Luang-Chiang Rai Intl.

RWY	DIRECTION	THR	BEARING STRENGTH
03	030	19 56 25.75 N 099 52 33.61 E	PCR 1000/F/A/X/T
21	210	19 57 51.09 N 099 53 23.63 E	
TAXIWAY			PCR 1500/R/D/W/T
SURFACE TYPE		CONC	
APRON			PCR 1040/R/D/W/T
APRON ACFT STAND NR 1-4			
APRON ACFT STAND NR 5-7			

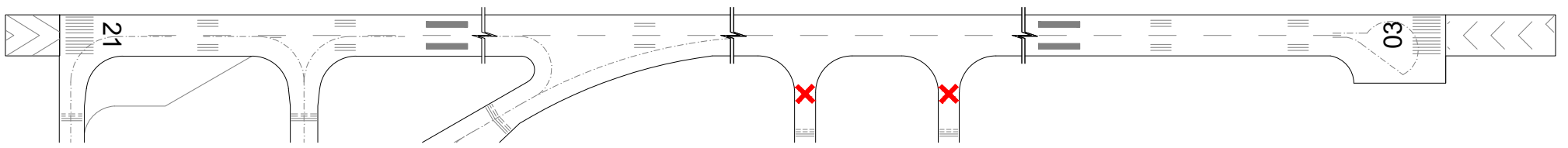
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



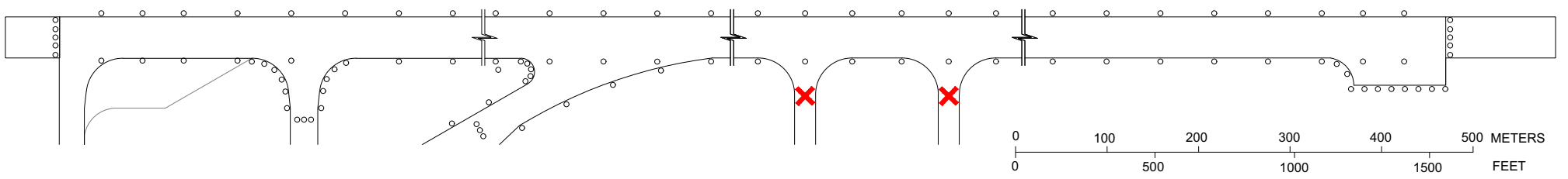
REMARK :

- TWY C (PORTION TO B), E AND F ARE CLOSED DUE TO WIP.

MARKING AIDS RWY 03/21 AND EXIT TWY



LIGHTING AIDS RWY 03/21 AND EXIT TWY



CHANGE : MM WITHDRAWN.

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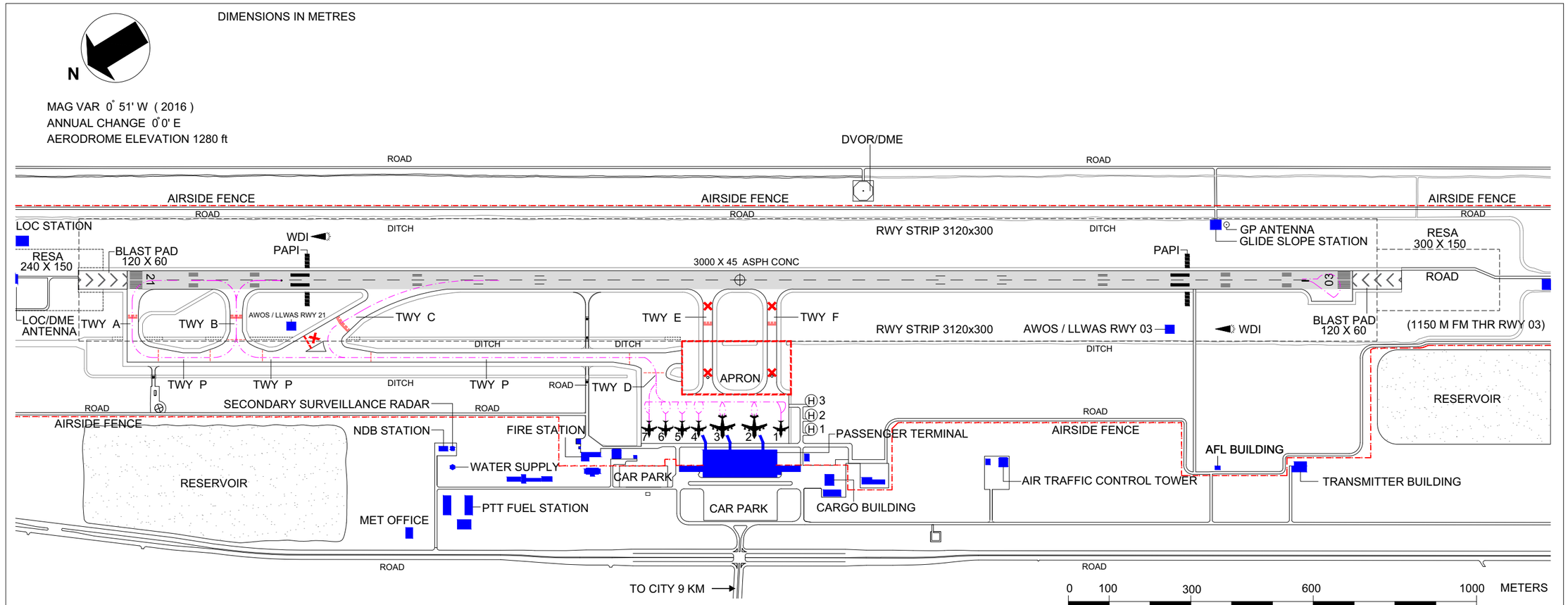
Mae Fah Laung-Chiang Rai International Airport / Aerodrome Ground Movement Chart



LEGEND

AERODROME REFERENCE POINT	19 57 08 N 99 52 59 E
BUILDING OR LARGE STRUCTURE	
TAXI ROUTES	
HELICOPTER STAND AND IDENTIFICATION	H 1
AIRCRAFT STAND AND IDENTIFICATION	1
RUNWAY HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
WIND DIRECTION INDICATOR (LIGHTED)	
ANTENNA	
VOR CHECK POINT	
CLOSED TAXIWAY	
CONSTRUCTION BARRIERS	

TAXIWAYS ; STRENGTH, SURFACE AND WIDTH

ID	PCN-SFC	WIDTH (M)
A	PCR 1500/R/D/W/T	27.5
B	PCR 1500/R/D/W/T	30
C	PCR 1500/R/D/W/T	35
D	PCR 1500/R/D/W/T	23
P	PCR 1500/R/D/W/T	23

REMARK :

- SITE OF ARP CENTER LINE OF RUNWAY 1500 M FM THR RWY 21
- RUNWAY SURFACE : ASPH CONC STRENGTH : PCR 1000/F/A/X/T
- ACFT STAND NR 2,3 AND 4 AVAILABLE WITH SINGLE-END PASSENGER LOADING BRIDGES
- ALL ACFT STAND IS NOSE-IN PARKING
- ENGINE RUN-UP AREA LOCATED ON THE BEGINNING OF RWY 21 (FACE SOUTH)
- ISOLATE AIRCRAFT PARKING POSITION LOCATED AT THE NORTH END OF TWY P BETWEEN TWY A AND TWY B
- ACFT CODE LETTER C AND D MUST BACKTRACK ON RWY TURN PAD ONLY WHEN RWY 21 IS IN USE FOR ARRIVING
- RWY TURN PAD AT THE END OF RWY 21 USED ONLY FOR ACFT WITH OUTER MAIN GEAR WHEEL SPAN (OMGWS) LESS THAN 9M
- TWY C USED FOR EXIT FROM RWY ONLY
- TWY C (PORTION TO B), E AND F ARE CLOSED DUE TO WIP.
- TURN PAD AT THE END OF RWY 03 IS TERMINATED, DO NOT USE.

CHANGE : MM WITHDRAWN.

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OUTBOUND ROUTES	SIDs NAME	SID VTBS											
		JET						PROPELLER					
		20R	02L	20L	02R	19	01	20R	02L	20L	02R	19	01
M757	KASNI	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
A464, M751, W19	REGOS	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
G458	UKERA	1E	1F	1G	1H	1J	1K						
	HOTEL							1P	1Q	1R	1S	1T	1U
W31	HHN	1E	1F	1G	1H	1J	1K						
	HOTEL							1P	1Q	1R	1S	1T	1U
Y8	VANKO	1E	1F	1G	1H	1J	1K						
M502	BONVO	1E	1F	1G	1H	1J	1K						
L301	PASTO	1E	1F	1G	1H	1J	1K						
G463, P646	TARED	1E	1F	1G	1H	1J	1K						
L507	NUNLI	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
Y26	OLVUK	1E	1F	1G	1H	1J	1K						
Y27	RIVDU	1E	1F	1G	1H	1J	1K						
A464	SEMBO	2E	2F	2G	2H	2J	2K	1P	1Q	1R	1S	1T	1U
W9	TL							1P	1Q	1R	1S	1T	1U
B346, W21, W39	NOBER	2E	2F	2G	2H	2J	2K	1P	1Q	1R	1S	1T	1U
R474	ALBOS	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U

Note: *Pilots of Non-RNAV equipped aircraft shall inform ATC and request for vectors.*

3.2 Aircraft arriving at Suvarnabhumi International Airport will normally be assigned the RNAV STARs detailed as in the table and additional information in VTBS AD 2.24.

INBOUND ROUTES	TRANSITION WAYPOINT	STAR VTBS	
		19/20L/20R	01/02L/02R
W1, Y1, Y2	UBLOD	EASTE 1C	EASTE 1D
Y13	RUKSA		
G474, L880	ANREN	TUMGA 1C	TUMGA 1D
M633	DULEM		
N506, R468	GOMES		
P629	NUGPA		
N891	RYN		
Y12	ALEMI		
R201	BUT		
A464, M751, W19	GUTSO	LEBIM 1C	LEBIM 1D
M769, Y98	SURMA		
G458, W31, Y99	HOTEL		

INBOUND ROUTES	TRANSITION WAYPOINT	STAR VTBS	
		19/20L/20R	01/02L/02R
M502	BONVO	WILLA 1C	WILLA 1D
L301	PASTO		
L524	IBETO		
G463, P646	TARED		
L507	IGONI		
A464	SEMBO	NORTA 1C	NORTA 1D
W9, Y7, Y28	TL		
B346, W21, W39	NOBER		
R474	ALBOS		

Note: *Pilots of Non-RNAV equipped aircraft shall inform ATC and request for vectors.*

4. Speed Control and Altitude Restrictions Promulgation in Bangkok TMA

In order to facilitate the air traffic flow procedure of departing and arriving aircraft within Bangkok TMA, speed control procedures and altitude restrictions must be applied to optimize the spacing between aircraft and reduce the overall delay of traffic.

4.1 Speed control

4.1.1 Speed control shall be in force at all times unless otherwise instructed. Pilots will be individually advised by ATC when speed control is cancelled.

4.1.2 All departing and arriving aircraft are to apply speed of not more than IAS 250 KT when flying at or below altitude of 10000 FT.

4.1.3 Departing aircraft shall comply with speed control restrictions as published in the RNAV SIDs Procedures unless otherwise advised by ATC.

4.1.4 Arriving aircraft shall comply with speed control restrictions as published on the RNAV STARs Charts and Instrument Approach Procedures unless otherwise advised by ATC.

4.1.5 En route and terminal holding speed shall be in accordance with ICAO standard holding speeds requirement. Pilots shall resume speed control procedures when leaving the holding fix.

4.1.6 ATC may issue further speed adjustment instructions during various flight phases or/and when required by traffic situation.

4.1.7 All speed restrictions are to be flown as accurately as possible. If unable to conform to these procedures, pilots should immediately inform ATC and state the speed to be used so that an alternative action can be taken.

4.2 Altitude restrictions

When a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the level(s) specified in the SID, the aircraft shall nevertheless follow the published vertical profile, unless such restrictions are explicitly cancelled by ATC.

4.2.1 Departing aircraft intending to cruise below the transition level shall follow an appropriate SID track and comply with individual ATC climb instructions.

4.2.2 When an arriving aircraft on a STAR is cleared to descend to a level lower than the level or the level(s) specified in the STAR, the aircraft shall nevertheless follow the published vertical, unless such restrictions are explicitly cancelled by ATC. Published minimum levels based on terrain clearance shall always be strictly applied.

4.2.3 To facilitate safe traffic integration and provide vertical separation between converging traffic in Bangkok TMA, pilots shall plan their descent profile in accordance with the published STAR procedures or their descent profile against distance to touchdown.

4.2.4 All altitude restrictions are to be flown as accurately as possible. If unable to conform to these restrictions, pilots should immediately inform ATC so that an alternative action can be taken.

5. TCAS RA Warning

Avoidance of unnecessary TCAS RA warning, aircraft shall strictly use rate of climb or rate of descent at 1500 FPM or less within 2000 FT to the assigned altitude or flight level, then use rate of climb or rate of descend at 1000 FPM or less within 1000 FT to the

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

1	Apron surface and strength	Apron A and B Surface: Concrete Strength: PCN 39/R/B/X/T Apron C Surface: Concrete Strength: PCN 40/R/B/X/T Apron D Surface: Concrete Strength: PCN 77/R/B/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Concrete and asphalt Strength: TWY A, B, C, D, E, F, G, H: PCN 65/R/B/W/T TWY I: PCN 9/R/B/W/T
3	Altimeter checkpoint location and elevation	Location at Apron Elevation 18 M (59 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTBU 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, all RWY and TWY intersections and holding positions.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, CL, Aiming Point and Edge RWY LGT: THR, RWY Edge and RWY End TWY marking: NIL TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTBU AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	**Obstacle type Elevation Markings/LGT**	**Coordinates**	**Obstacle type Elevation Markings/LGT**	**Coordinates**	
a	**b**	**c**	**a**	**b**	
RWY 18 Left base	Hill 2.2 NM NNE, 896 FT. from VOR no marking/LGT	NIL	NIL	NIL	NIL
High tension line distance 840 M. from RWY THR 18, elevation of the high tension line 18 M.					

VTBU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Base Operation Section Naval Air Station Subdivision Royal Thai Naval Air Division
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Weather Section 24 HR
4	Type of landing forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +663 824 5489 E-mail: weather.utapao@gmail.com
6	Flight documentation Language(s) used	Charts, Tabular Forms and Abbreviated Plain Language Texts English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar pictures
8	Supplementary equipment available for providing information	Doppler Weather Radar (DWR) X-band
9	ATS units provided with information	U-Tapao TWR U-Tapao APP
10	Additional information (limitation of service, etc.)	NIL

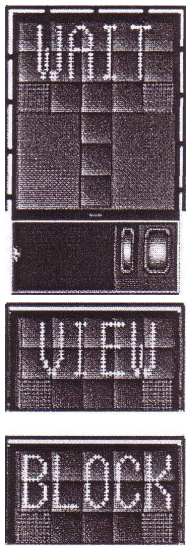
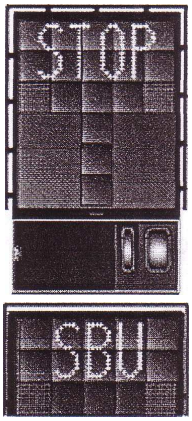
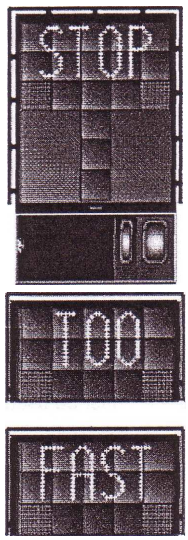
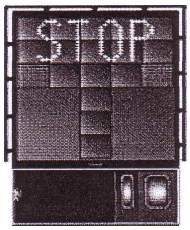
VTBU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

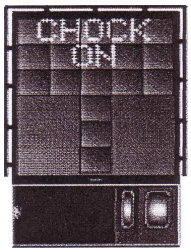
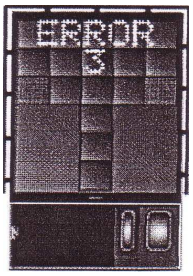
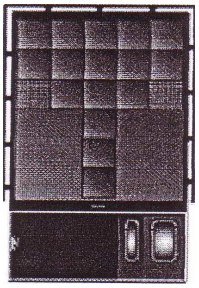
Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	184°(MAG)	3505x60	PCN 59/F/B/X/T Concrete and asphalt	124144.26N 1010022.66E	THR 18 M (59 FT)
36	004°(MAG)	3505x60	PCN 59/F/B/X/T Concrete and asphalt	123950.42N 1010013.26E	THR 7.6 M (24 FT)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.3%	305x60	305x300	4235x300	NIL	NIL
-0.3%	305x60	305x300	4235x300	NIL	NIL

VTBU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	3505	3810	3810	3505	NIL
36	3505	3810	3810	3505	NIL

	VIEW BLOCKED If the view towards the approaching aircraft is hindered for instance by dirt on the window, the DGS will report a view block condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.
	SBU-STOP. Any unrecoverable error during the docking procedure will generate an SBU condition. The display will show red stop bar and the text STOP SBU. A manual backup procedure must be used for docking guidance.
	TOO FAST If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed. The docking system must be re-started or docking procedure completed by manual guidance.
	EMERGENCY STOP. When the emergency stop button is pressed, STOP is displayed.

	CHOCKS ON. CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the “Chocks On” button on the operator panel.
	ERROR. If a system error occurs, the message ERROR is display with an error code. The code is used for maintenance purposes and explained else where.
	SYSTEM BREAKDOWN In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance. POWER FAILURE In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

4.3 ALLOCATION OF AIRCRAFT PARKING BAYS.

All aircraft parking bays are allocated by Ground / Apron. Controller with regard to aircraft type involved and the prevailing or anticipated traffic situation.

4.4 AIRCRAFT MARSHALLING AND TOWING SERVICES.

The marshalling of scheduled, non-scheduled, and general aviation aircraft into the bays either manually or by the VDGS Guide-In system, and the pushing out of aircraft for departure with a maximum takeoff weight of 5,700 kilograms, shall be under the responsibility of the aircraft operator or its appointed ground handling agency that has passed Marshalling Signals training as required by Annex 2 and has a certificate from the airline or company that has a duty to provide Marshalling Service.
General aviation aircraft with a maximum takeoff weight below 5,700 kilograms and without a ground handling agent shall notify the ATC to coordinate the Airside Operations Division to provide Marshalling Signal Service.

4.5 TAXIING PROCEDURES

Due to the distance between the centerline of runway and centerline of taxiway A is 120 m. and centerline of taxiway J is 150 m. That does not conform to the requirement of The Civil Aviation Authority of Thailand. Operational Restrictions procedure on taxiway A and J as follow
- Taxiway A and J not available to other aircraft when aircraft with code C, D or E taking off or landing on the runway, aircraft may be requested to hold on apron.

4.5.1 Arriving Aircraft

4.5.1.1 Aircraft entering the aprons are to follow closely to the taxiing and apron centre line so as to avoid reducing safety distance between them and parking aircraft.

4.5.2 Departing Aircraft

4.5.2.1 When start-up clearance is issued by ATC, and then pushed out onto apron centre line.

5. 180 DEGREES TURN ON RUNWAY

To prevent runway pavement damage, all aircraft code letter “C” and higher are not allowed to make 180 degrees turn on Runway.

VTSS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSS AD 2.22 FLIGHT PROCEDURES

1. LOW VISIBILITY PROCEDURES (LVP)

1.1 RWY 26 is equipped with ILS and is approved for CAT I operations.

1.2 Low visibility procedures will be established when a visibility of less than RVR 550M.

1.3 Low visibility procedures will be enforced based on 3 Phases of Low visibility conditions (LVC) as following.

1.3.1 LVC warning (RVR 800-550M)

1.3.1.1 LVC warning or preparation phase will be established when RVR is less than 800M but not less than 550M.

1.3.1.2 All ground operators will be informed by flashing-orange lights.

1.3.1.3 Standard Operating Procedures (SOPs) for low visibility condition shall be strictly applied by all ground operators.

1.3.2 LVP In Operation (RVR 550M-100M)

1.3.2.1 LVP In Operation will be established when RVR is less than 550M but not less than 100M.

1.3.2.2 All ground operators will be informed by flashing-white lights.

1.3.2.3 Standard Operating Procedures (SOPs) for low visibility condition shall be strictly applied by all ground operators.

1.3.2.4 All the vehicles must have their obstruction light “ON” and comply with speed limit of vehicles on Service road and the Apron area as mentioned in the airport rules and regulations.

1.3.2.5 A Follow-me car is available on stand by to assist pilot during taxi upon request.

1.3.2.6 The number of vehicles on the manoeuvring area shall be restricted. No vehicle enters the ILS sensitive area.

1.3.3 STOP work phase (RVR < 100M)

1.3.3.1 When RVR is less than 100M all ground operators will be informed by flashing-white lights with sound (siren).

1.3.3.2 Standard Operating Procedures (SOPs) for low visibility condition shall be strictly applied by all ground operators.

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)

3. 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.

4. 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,

5. 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 08:

HAT YAI OMNI 08 Departure: Required climb gradient 365 ft per NM (6.0%) until 4,400 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.0%	(ft/min)	395	456	608	911	1215	1519	1823

No turn before DER.
After departure climb straight ahead until 2,000 ft (or altitude assigned by ATC between 2,000 ft – 3,900 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 26:

HAT YAI OMNI 26 Departure: Required climb gradient 395 ft per NM (6.5%) until 4,400 ft.

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

No turn before DER.
After departure climb straight ahead until 2,000 ft (or altitude assigned by ATC between 2,000 ft – 3,900 ft), then comply with ATC clearance issued (or as directed by ATC).

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
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D NOBIT1D PADPA1D PIMER1D TAXEB1D	AD 2-VTSS-6-1
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D NOBIT1D PADPA1D PIMER1D TAXEB1D (Tabular description 1)	AD 2-VTSS-6-2
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D NOBIT1D PADPA1D PIMER1D TAXEB1D (Tabular description 2)	AD 2-VTSS-6-3
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C NOBIT1C PADPA1C PIMER1C TAXEB1C	AD 2-VTSS-6-5
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C NOBIT1C PADPA1C PIMER1C TAXEB1C (Tabular description 1)	AD 2-VTSS-6-6
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C NOBIT1C PADPA1C PIMER1C TAXEB1C (Tabular description 2)	AD 2-VTSS-6-7
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C NOBIT1C PADPA1C PIMER1C TAXEB1C (Waypoint list table)	AD 2-VTSS-6-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B NOBIT1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B	AD 2-VTSS-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B NOBIT1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B (Tabular description 1)	AD 2-VTSS-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B NOBIT1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B (Tabular description 2)	AD 2-VTSS-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A NOBIT1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A	AD 2-VTSS-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A NOBIT1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A (Tabular description 1)	AD 2-VTSS-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A NOBIT1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A (Tabular description 2)	AD 2-VTSS-7-7
Instrument Approach Chart - ICAO - VOR A	AD 2-VTSS-8-1
Instrument Approach Chart - ICAO - VOR a (Fix and point list table)	AD 2-VTSS-8-2
Instrument Approach Chart - ICAO - VOR RWY 26	AD 2-VTSS-8-3
Instrument Approach Chart - ICAO - VOR RWY26 (Fix and point list table)	AD 2-VTSS-8-4
Instrument Approach Chart – ICAO - ILS or LOC y RWY26	AD 2-VTSS-8-5
Instrument Approach Chart – ICAO - ILS orLOC y RWY26 (Fix and point list table)	AD 2-VTSS-8-6

Chart name	Page
Instrument Approach Chart – ICAO - ILS or LOC z RWY 26	AD 2-VTSS-8-7
Instrument Approach Chart – ICAO - ILS or LOC z RWY 26 (Tabular description)	AD 2-VTSS-8-8
Instrument Approach Chart – ICAO - ILS or LOC z RWY 26 (Fix and point list table)	AD 2-VTSS-8-9
Instrument Approach Chart - ICAO - RNP RWY 08	AD 2-VTSS-8-11
Instrument Approach Chart - ICAO - RNP RWY 08 (Tabular description)	AD 2-VTSS-8-12
Instrument Approach Chart - ICAO - RNP RWY 26	AD 2-VTSS-8-13
Instrument Approach Chart - ICAO - RNP RWY 26 (Tabular description)	AD 2-VTSS-8-14

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VTCL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	175.44°	1975x45	PCN 45/F/C/X/T Asphaltic concrete	181641.85N 0993012.82E -126 ft	THR 792 ft
36	355.44°	1975x45	PCN 45/F/C/X/T Asphaltic concrete	181547.65N 0993017.35E -126 ft	THR 814 ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location & description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
NIL	NIL	NIL	2095x106	NIL	NIL	NIL	THR displaced by 200 M southwards
NIL	NIL	NIL	2095x106	NIL	NIL	NIL	THR displaced by 100 M northwards

VTCL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	1975	1975	1975	1775	THR displaced by 200 M southwards
36	1975	1975	1975	1875	THR displaced by 100 M northwards

VTCL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	NIL	Green NIL	PAPI Right 3° (45.02 ft)	NIL	NIL	1975 m 60 m FM 0 m - 200 m Red, FM 200 m - 1375 m White FM 1375 m - 1975 m Yellow, LIH	Red NIL	NIL	RTIL
36	NIL	Green NIL	PAPI Left 3° (44.91 ft)	NIL	NIL	1975 m 60 m FM 0 m - 100 m Red, FM 100 m - 1375 m White FM 1375 m - 1975 m Yellow, LIH	Red NIL	NIL	RTIL

VTCL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower building, FLG W G EV 3 SEC. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 120 M from RWY End 36 off set to left side 80 M from RCL, illuminated 2. Wind cone at 348 M from THR 36 off set to left side 80 M from RCL, illuminated.
3	TWY edge and centre line lighting	TWY Edge: All TWY TWY Centre Line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL) building. Switch-over time: 15 SEC
5	Remarks	NIL

VTCL AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTCL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on LPN DVOR/DME (181635.87N 0993008.40E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Lampang Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTCL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Lampang Approach	119.3 MHz 121.5 MHz 1)	As AD OPR HR	1) Emergency frequency
TWR	Lampang Tower	122.3 MHz 236.6 MHz 121.5 MHz 1)	As AD OPR HR	
ATIS	Lampang Airport	128.65 MHz	As AD OPR HR	

VTCL AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTCL-2-1
Aerodrome Obstacle Chart - ICAO Type A - RWY 18/36	AD 2-VTCL-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D	AD 2-VTCL-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D (Tabular description)	AD 2-VTCL-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D (Waypoint list table)	AD 2-VTCL-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C	AD 2-VTCL-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C (Tabular description)	AD 2-VTCL-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C (Waypoint list table)	AD 2-VTCL-6-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B	AD 2-VTCL-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B (Tabular description)	AD 2-VTCL-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B (Waypoint list table)	AD 2-VTCL-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A	AD 2-VTCL-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A (Tabular description)	AD 2-VTCL-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A (Waypoint list table)	AD 2-VTCL-7-7
Instrument Approach Chart - ICAO - VOR RWY 18	AD 2-VTCL-8-1
Instrument Approach Chart - ICAO - VOR RWY 18 (Fix and point list table)	AD 2-VTCL-8-2
Instrument Approach Chart - ICAO - VOR RWY 36	AD 2-VTCL-8-3
Instrument Approach Chart - ICAO - VOR RWY 36 (Fix and point list table)	AD 2-VTCL-8-4
Instrument Approach Chart - ICAO - LOC y RWY 36	AD 2-VTCL-8-5
Instrument Approach Chart - ICAO - LOC y RWY 36 (Fix and point list table)	AD 2-VTCL-8-6
Instrument Approach Chart - ICAO - LOC z RWY 36	AD 2-VTCL-8-7
Instrument Approach Chart - ICAO - LOC z RWY 36 (Tabular description)	AD 2-VTCL-8-8
Instrument Approach Chart - ICAO - LOC z RWY 36 (Fix and point list table)	AD 2-VTCL-8-9
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTCL-8-11
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)	AD 2-VTCL-8-12
Instrument Approach Chart - ICAO - RNP RWY 18 (Waypoint list table)	AD 2-VTCL-8-13
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTCL-8-15
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTCL-8-16
Instrument Approach Chart - ICAO - RNP RWY 36 (Waypoint list table)	AD 2-VTCL-8-17

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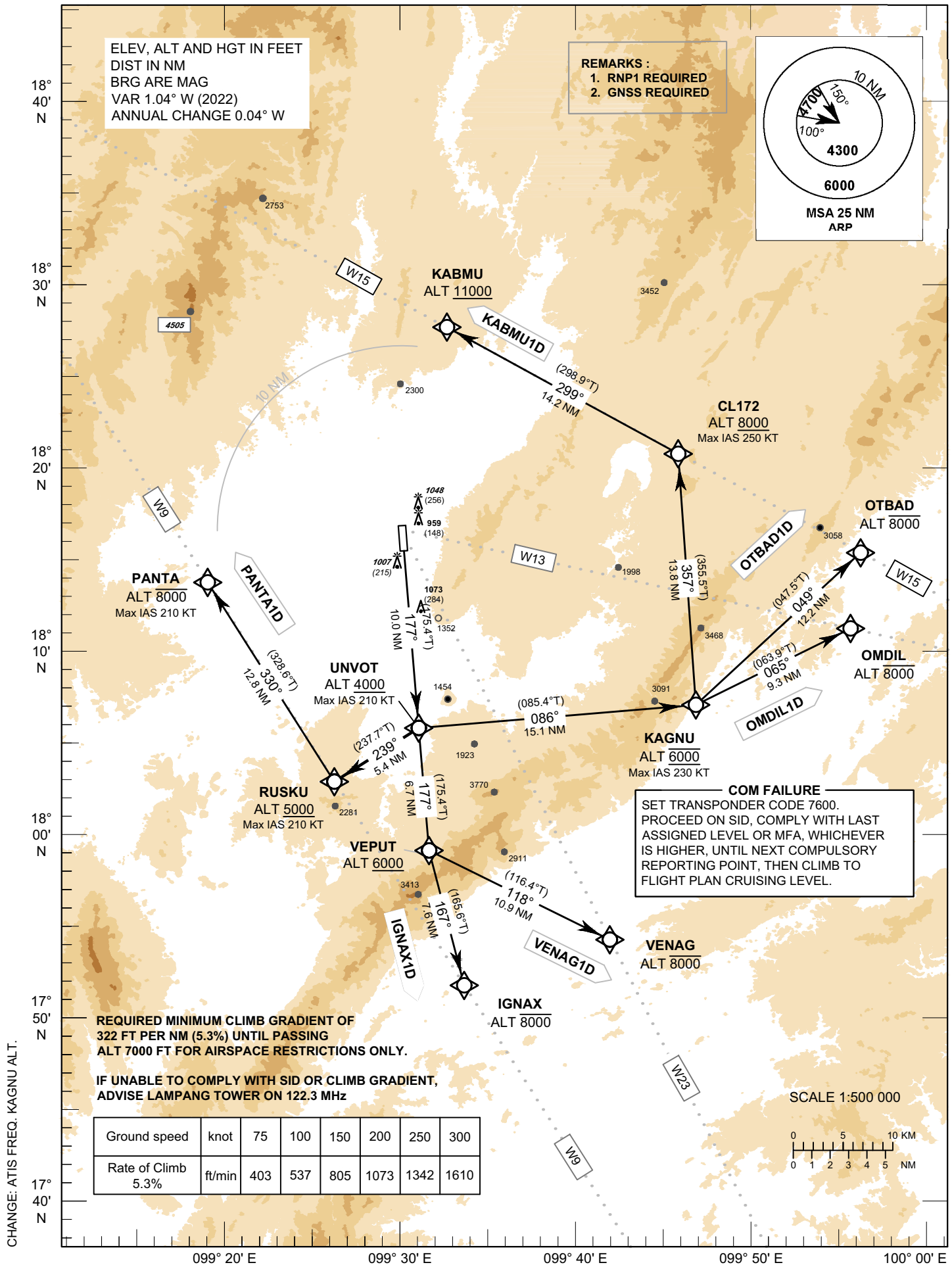
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)
RNAV RWY18

IGNAX1D KABMU1D
OMDIL1D OTBAD1D
PANTA1D VENAG1D



Ground speed	knot	75	100	150	200	250	300
Rate of Climb 5.3%	ft/min	403	537	805	1073	1342	1610

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LAMPANG / Lampang (VTCL)
RNAV RWY18

IGNAX1D KABMU1D
OMDIL1D OTBAD1D
PANTA1D VENAG1D

TABULAR DESCRIPTION

RNAV RWY18											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
IGNAX1D TO W9											
010	-	DER RWY18	-	-	+1.1	-	-	-	-	-	RNP1
020	CF	UNVOT	-	177° (175.4°)	+1.1	10.0	-	+4000	-210	-	RNP1
030	TF	VEPUT	-	177° (175.4°)	+1.1	6.7	-	+6000	-	-	RNP1
040	TF	IGNAX	-	167° (165.6°)	+1.1	7.6	-	-8000	-	-	RNP1
KABMU1D TO W15											
010	-	DER RWY18	-	-	+1.1	-	-	-	-	-	RNP1
020	CF	UNVOT	-	177° (175.4°)	+1.1	10.0	-	+4000	-210	-	RNP1
030	TF	KAGNU	-	086° (085.4°)	+1.1	15.1	-	@6000	-230	-	RNP1
040	TF	CL172	-	357° (355.5°)	+1.1	13.8	-	+8000	-250	-	RNP1
050	TF	KABMU	-	299° (298.9°)	+1.1	14.2	-	+11000	-	-	RNP1
OMDIL1D TO W13											
010	-	DER RWY18	-	-	+1.1	-	-	-	-	-	RNP1
020	CF	UNVOT	-	177° (175.4°)	+1.1	10.0	-	+4000	-210	-	RNP1
030	TF	KAGNU	-	086° (085.4°)	+1.1	15.1	-	@6000	-230	-	RNP1
040	TF	OMDIL	-	065° (063.9°)	+1.1	9.3	-	-8000	-	-	RNP1
OTBAD1D TO W15											
010	-	DER RWY18	-	-	+1.1	-	-	-	-	-	RNP1
020	CF	UNVOT	-	177° (175.4°)	+1.1	10.0	-	+4000	-210	-	RNP1
030	TF	KAGNU	-	086° (085.4°)	+1.1	15.1	-	@6000	-230	-	RNP1
040	TF	OTBAD	-	049° (047.5°)	+1.1	12.2	-	-8000	-	-	RNP1
PANTA1D TO W9											
010	-	DER RWY18	-	-	+1.1	-	-	-	-	-	RNP1
020	CF	UNVOT	-	177° (175.4°)	+1.1	10.0	-	+4000	-210	-	RNP1
030	TF	RUSKU	-	239° (237.7°)	+1.1	5.4	-	+5000	-210	-	RNP1
040	TF	PANTA	-	330° (328.6°)	+1.1	12.8	-	-8000	-210	-	RNP1
VENAG1D TO W23											
010	-	DER RWY18	-	-	+1.1	-	-	-	-	-	RNP1
020	CF	UNVOT	-	177° (175.4°)	+1.1	10.0	-	+4000	-210	-	RNP1
030	TF	VEPUT	-	177° (175.4°)	+1.1	6.7	-	+6000	-	-	RNP1
040	TF	VENAG	-	118° (116.4°)	+1.1	10.9	-	-8000	-	-	RNP1

CHANGE: SPEED.

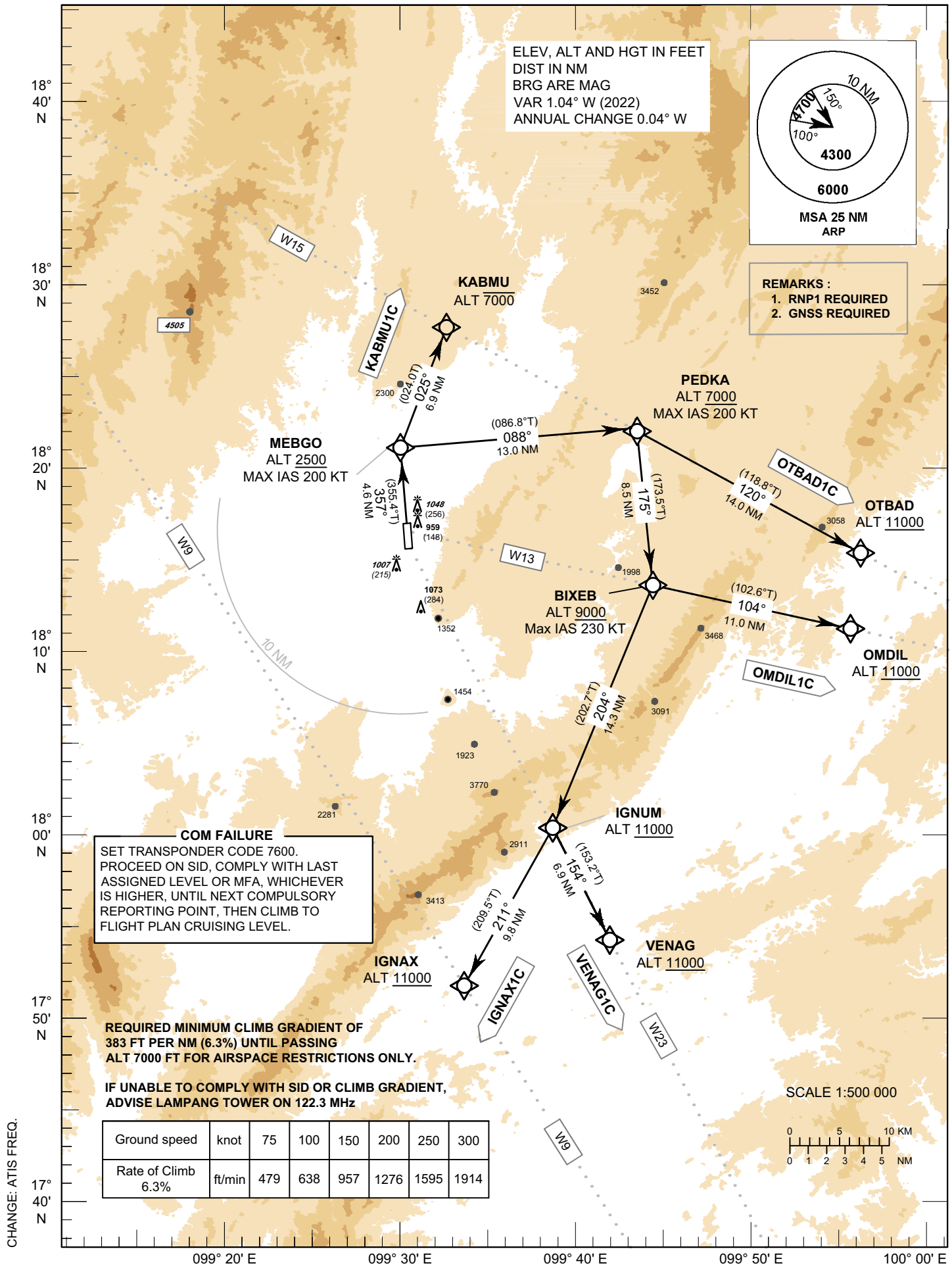
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)
RNAV RWY36

IGNAX1C KABMU1C
OMDIL1C OTBAD1C
VENAG1C



Ground speed	knot	75	100	150	200	250	300
Rate of Climb 6.3%	ft/min	479	638	957	1276	1595	1914

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LAMPANG / Lampang (VTCL)
RNAV RWY36

IGNAX1C KABMU1C
OMDIL1C OTBAD1C
VENAG1C

TABULAR DESCRIPTION

RNAV RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
IGNAX1C TO W9											
010	-	DER RWY36	-	-	+1.1	-	-	-	-	-	RNP1
020	TF	MEBGO	-	357° (355.5°)	+1.1	4.6	-	+2500	-200	-	RNP1
030	TF	PEDKA	-	088° (086.8°)	+1.1	13.0	-	+7000	-200	-	RNP1
040	TF	BIXEB	-	175° (173.5°)	+1.1	8.5	-	+9000	-230	-	RNP1
050	TF	IGNUM	-	204° (202.7°)	+1.1	14.3	-	+11000	-	-	RNP1
060	TF	IGNAX	-	211° (209.5°)	+1.1	9.8	-	+11000	-	-	RNP1
KABMU1C TO W15											
010	-	DER RWY36	-	-	+1.1	-	-	-	-	-	RNP1
020	TF	MEBGO	-	357° (355.4°)	+1.1	4.6	-	+2500	-200	-	RNP1
030	TF	KABMU	-	025° (024.0°)	+1.1	6.9	-	-7000	-	-	RNP1
OMDIL1C TO W13											
010	-	DER RWY36	-	-	+1.1	-	-	-	-	-	RNP1
020	TF	MEBGO	-	357° (355.4°)	+1.1	4.6	-	+2500	-200	-	RNP1
030	TF	PEDKA	-	088° (086.8°)	+1.1	13.0	-	+7000	-200	-	RNP1
040	TF	BIXEB	-	175° (173.5°)	+1.1	8.5	-	+9000	-230	-	RNP1
050	TF	OMDIL	-	104° (102.6°)	+1.1	11.0	-	+11000	-	-	RNP1
OTBAD1C TO W15											
010	-	DER RWY36	-	-	+1.1	-	-	-	-	-	RNP1
020	TF	MEBGO	-	357° (355.4°)	+1.1	4.6	-	+2500	-200	-	RNP1
030	TF	PEDKA	-	088° (086.8°)	+1.1	13.0	-	+7000	-200	-	RNP1
040	TF	OTBAD	-	120° (118.8°)	+1.1	14.0	-	+11000	-	-	RNP1
VENAG1C TO W23											
010	-	DER RWY36	-	-	+1.1	-	-	-	-	-	RNP1
020	TF	MEBGO	-	357° (355.4°)	+1.1	4.6	-	+2500	-200	-	RNP1
030	TF	PEDKA	-	088° (086.8°)	+1.1	13.0	-	+7000	-200	-	RNP1
040	TF	BIXEB	-	175° (173.5°)	+1.1	8.5	-	+9000	-230	-	RNP1
050	TF	IGNUM	-	204° (202.7°)	+1.1	14.3	-	+11000	-	-	RNP1
060	TF	VENAG	-	154° (153.2°)	+1.1	6.8	-	+11000	-	-	RNP1

CHANGE: SPEED.

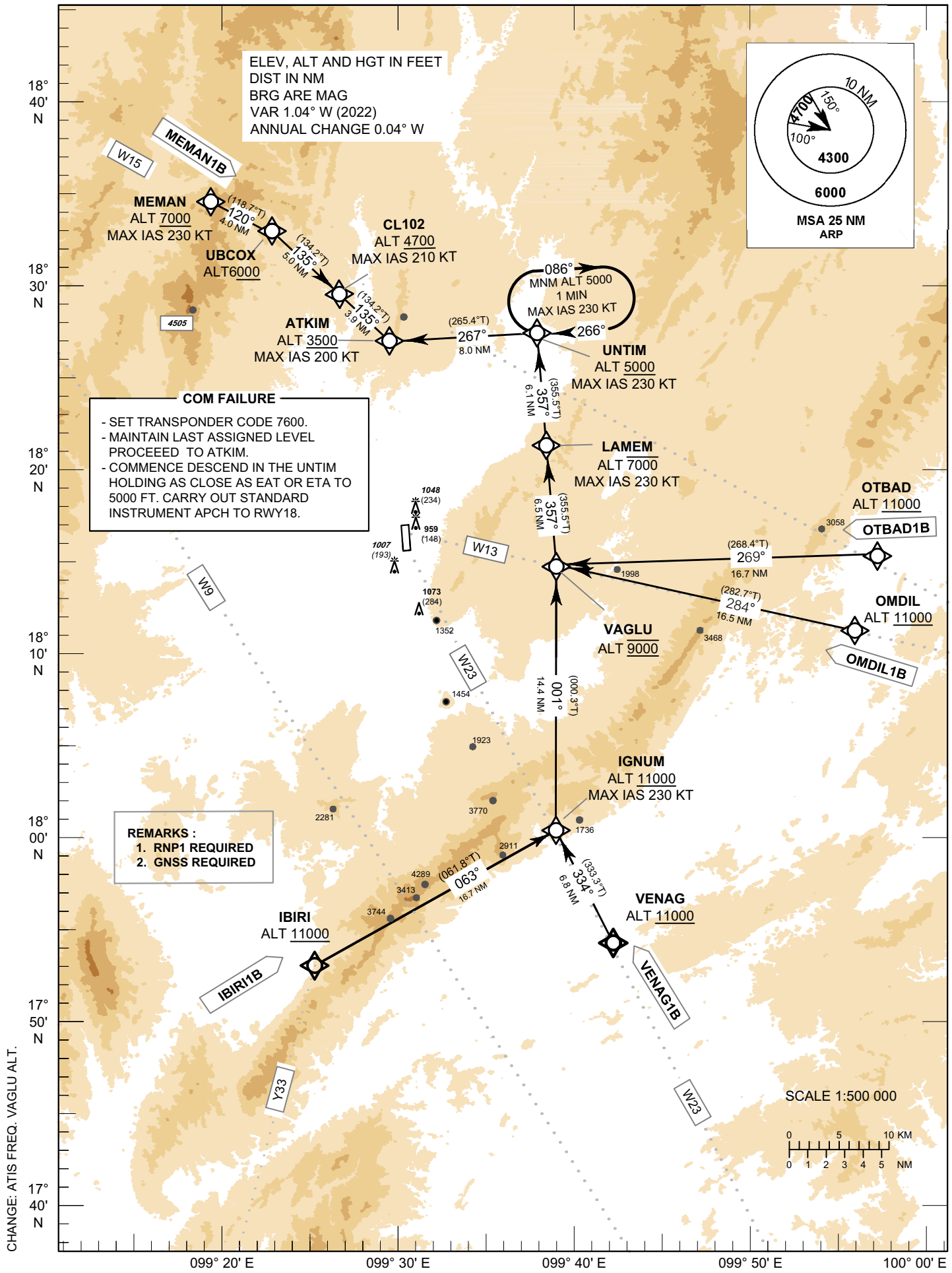
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 119.3
TWR : 122.3 , 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)
RNAV RWY18

IBIRI1B MEMAN1B
OMDIL1B OTBAD1B
VENAG1B



CHANGE: ATIS FREQ. VAGLU ALT.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

LAMPANG / Lampang (VTCL)
RNAV RWY18

IBIRI1B MEMAN1B
OMDIL1B OTBAD1B
VENAG1B

TABULAR DESCRIPTION

RNP RWY18											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
IBIRI1B FROM Y33											
010	IF	IBIRI	-	-	+1.1	-	-	+11000	-	-	RNP APCH
020	TF	IGNUM	-	063° (061.7°)	+1.1	16.7	-	+11000	-230	-	RNP APCH
030	TF	VAGLU	-	001° (000.3°)	+1.1	14.4	-	@9000	-	-	RNP APCH
040	TF	LAMEM	-	357° (355.5°)	+1.1	6.5	-	-7000	-230	-	RNP APCH
050	TF	UNTIM	-	357° (355.5°)	+1.1	6.1	-	+5000	-230	-	RNP APCH
060	TF	ATKIM	-	267° (265.4°)	+1.1	8.0	-	+3500	-200	-	RNP APCH
MEMAN1B FROM W15											
010	IF	MEMAN	-	-	+1.1	-	-	+7000	-230	-	RNP APCH
020	TF	UBCOX	-	120° (118.7°)	+1.1	4.0	-	+6000	-	-	RNP APCH
030	TF	CL102	-	135° (134.2°)	+1.1	5.0	-	+4700	-210	-	RNP APCH
040	TF	ATKIM	-	135° (134.2°)	+1.1	3.9	-	+3500	-200	-	RNP APCH
OMDIL1B FROM W13											
010	IF	OMDIL	-	-	+1.1	-	-	+11000	-	-	RNP APCH
020	TF	VAGLU	-	284° (282.7°)	+1.1	16.5	-	@9000	-	-	RNP APCH
030	TF	LAMEM	-	357° (355.5°)	+1.1	6.5	-	-7000	-230	-	RNP APCH
040	TF	UNTIM	-	357° (355.5°)	+1.1	6.1	-	+5000	-230	-	RNP APCH
050	TF	ATKIM	-	267° (265.4°)	+1.1	8.0	-	+3500	-200	-	RNP APCH
OTBAD1B FROM W15											
010	IF	OTBAD	-	-	+1.1	-	-	+11000	-	-	RNP APCH
020	TF	VAGLU	-	269° (268.4°)	+1.1	16.7	-	@9000	-	-	RNP APCH
030	TF	LAMEM	-	357° (355.5°)	+1.1	6.5	-	-7000	-230	-	RNP APCH
040	TF	UNTIM	-	357° (355.5°)	+1.1	6.1	-	+5000	-230	-	RNP APCH
050	TF	ATKIM	-	267° (265.4°)	+1.1	8.0	-	+3500	-200	-	RNP APCH
VENAG1B FROM W23											
010	IF	VENAG	-	-	+1.1	-	-	+11000	-	-	RNP APCH
020	TF	IGNUM	-	334° (333.3°)	+1.1	6.8	-	+11000	-230	-	RNP APCH
030	TF	VAGLU	-	001° (000.3°)	+1.1	14.4	-	@9000	-	-	RNP APCH
040	TF	LAMEM	-	357° (355.5°)	+1.1	6.5	-	-7000	-230	-	RNP APCH
050	TF	UNTIM	-	357° (355.5°)	+1.1	6.1	-	+5000	-230	-	RNP APCH
060	TF	ATKIM	-	267° (265.4°)	+1.1	8.0	-	+3500	-200	-	RNP APCH

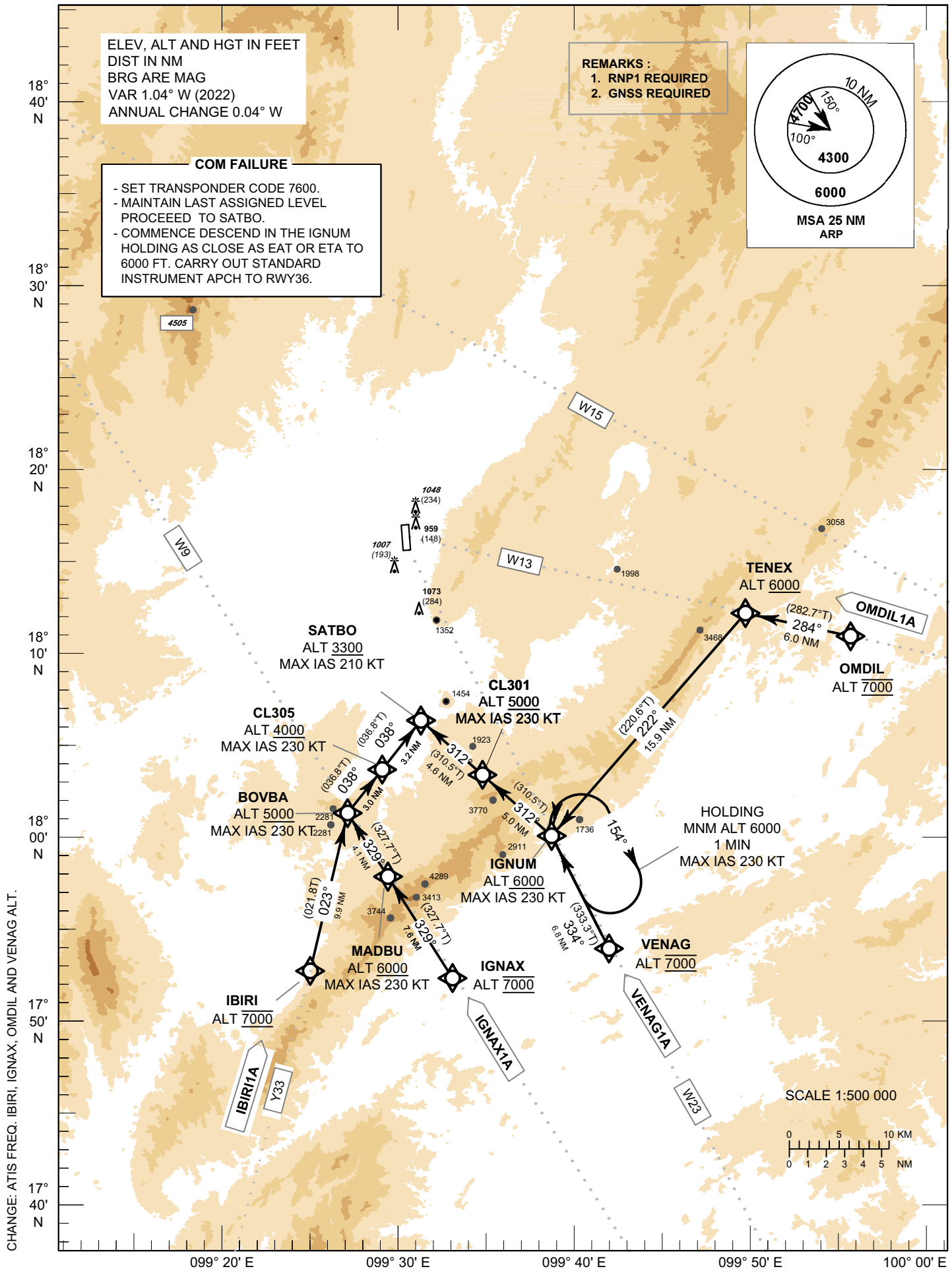
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 119.3
TWR : 122.3 , 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)
RNAV RWY36

IBIRI1A IGNAX1A
OMDIL1A VENAG1A



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

LAMPANG / Lampang (VTCL)
RNAV RWY36
IBIRI1A IGNAX1A
OMDIL1A VENAG1A

TABULAR DESCRIPTION

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
IBIRI1A FROM Y33											
010	IF	IBIRI	-	-	+1.1	-	-	@7000	-	-	RNP1
020	TF	BOVBA	-	023° (021.8)	+1.1	9.8	-	+5000	-230	-	RNP1
030	TF	CL305	-	038° (036.8°)	+1.1	3.0	-	+4000	-230	-	RNP1
040	TF	SATBO	-	038° (036.8°)	+1.1	3.2	-	+3300	-210	-	RNP1
IGNAX1A FROM W9											
010	IF	IGNAX	-	-	+1.1	-	-	@7000	-	-	RNP1
020	TF	MADBU	-	329° (327.7°)	+1.1	7.6	-	+6000	-230	-	RNP1
030	TF	BOVBA	-	329° (327.7°)	+1.1	4.1	-	+5000	-230	-	RNP1
040	TF	CL305	-	038° (036.8°)	+1.1	3.0	-	+4000	-230	-	RNP1
050	TF	SATBO	-	038° (036.8°)	+1.1	3.2	-	+3300	-210	-	RNP1
OMDIL1A FROM W13											
010	IF	OMDIL	-	-	+1.1	-	-	@7000	-	-	RNP1
020	TF	TENEX	-	284° (282.7°)	+1.1	6.0	-	+6000	-	-	RNP1
030	TF	IGNUM	-	222° (220.6°)	+1.1	15.9	-	+6000	-230	-	RNP1
040	TF	CL301	-	312° (310.5°)	+1.1	5.0	-	+5000	-230	-	RNP1
050	TF	SATBO	-	312° (310.5°)	+1.1	4.6	-	+3300	-210	-	RNP1
VENAG1A FROM W23											
010	IF	VENAG	-	-	+1.1	-	-	@7000	-	-	RNP1
020	TF	IGNUM	-	334° (333.3°)	+1.1	6.8	-	+6000	-230	-	RNP1
030	TF	CL301	-	312° (310.5°)	+1.1	5.0	-	+5000	-230	-	RNP1
040	TF	SATBO	-	312° (310.5°)	+1.1	4.6	-	+3300	-210	-	RNP1

CHANGE: SPEED. IBIRI, IGNAX, OMDIL AND VENAG ALT.

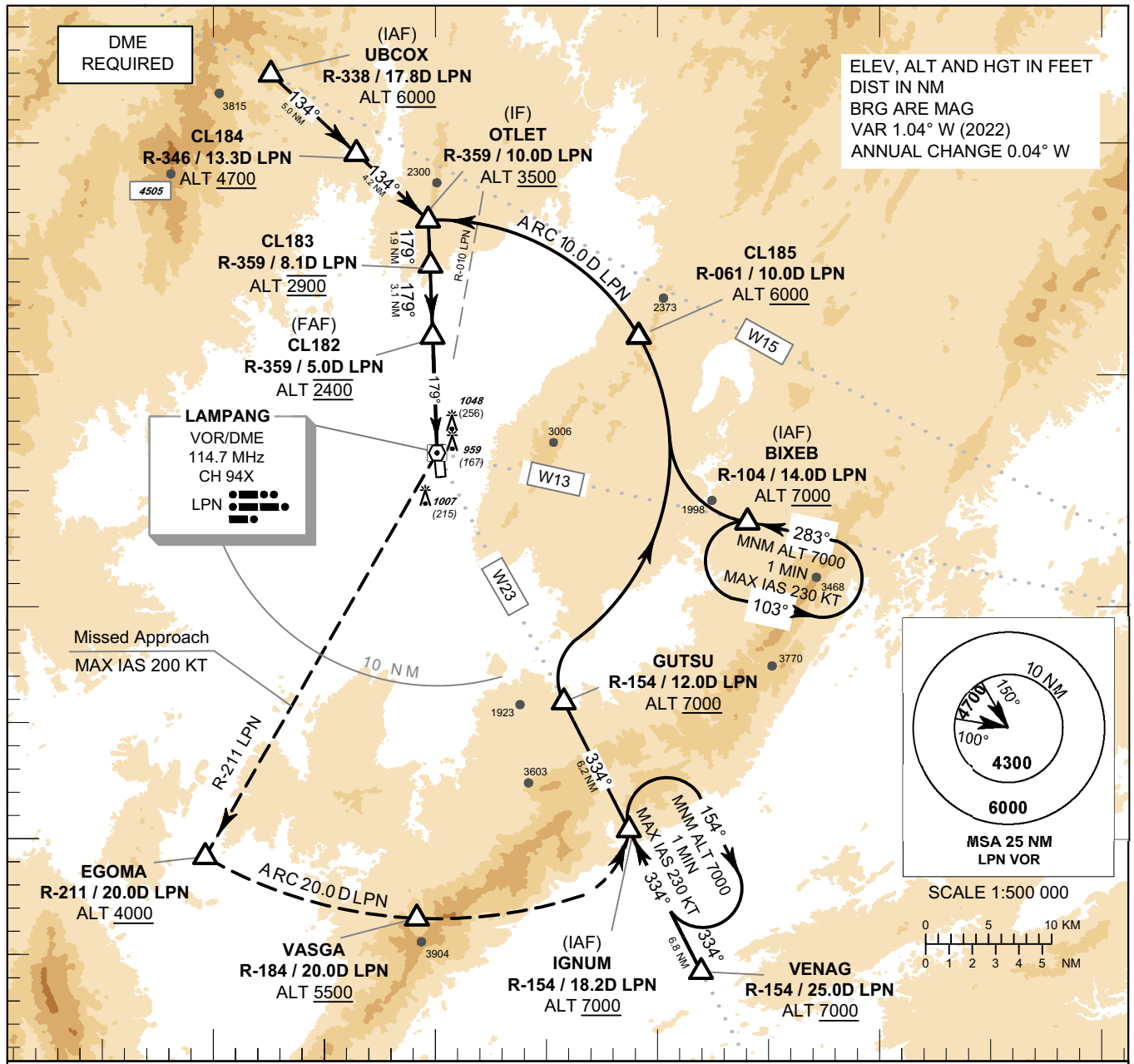
INSTRUMENT APPROACH CHART - ICAO

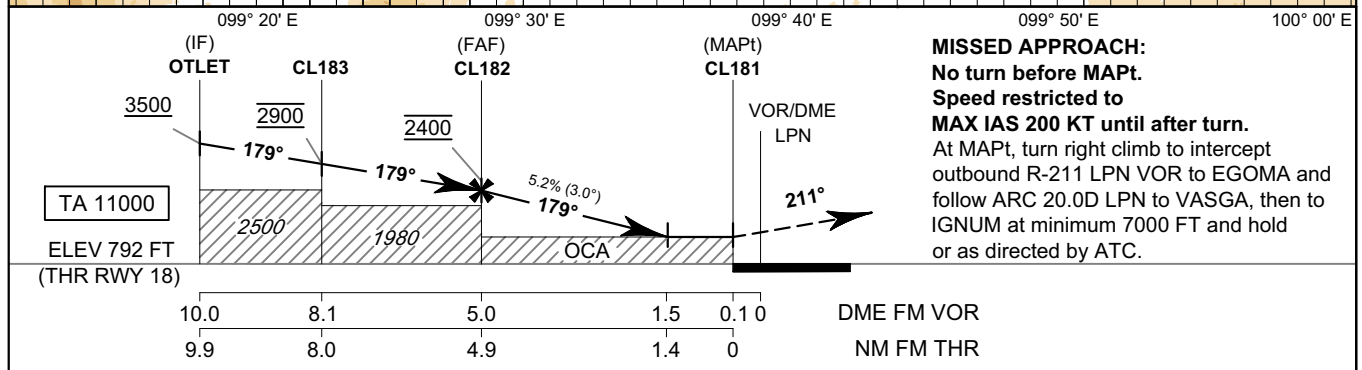
AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 18 ELEV 792 FT

APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)

VOR RWY18





MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
At MAPt, turn right climb to intercept outbound R-211 LPN VOR to EGOMA and follow ARC 20.0D LPN to VASGA, then to IGNUM at minimum 7000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	Distance (LPN)	FAF	4D	3D	2D	1.5D
Straight - in Approach	1280 (488)				Altitude (Height)	2400 (1608)	2075 (1283)	1760 (968)	1440 (648)	1280 (488)
Circling* (OCH AAL)	1500 (685)				Ground speed	knot	70	90	100	120	140	160
* FOR CIRCLING RESTRICTIONS SEE VERSO.					Rate of descent 5.2 %	ft/min	369	474	527	632	737	843

CHANGE: MISSED APPROACH TRACK. (IAF) IGNUM ADDED. ATIS FREQ.

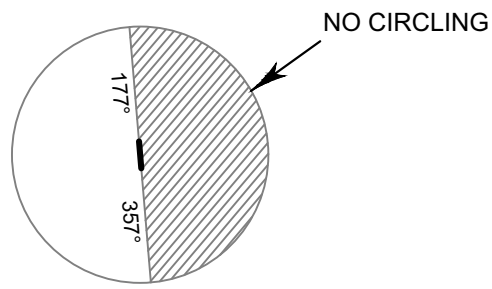
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 18 ELEV 792 FT

LAMPANG / Lampang (VTCL)

VOR RWY18

FIX / POINT		COORDINATES	
(IAF) UBCOX	R-338 / 17.8D LPN	18° 32' 56.23" N	099° 22' 40.56" E
(IAF) BIXEB	R-104 / 14.0D LPN	18° 13' 31.99" N	099° 44' 29.79" E
VENAG	R-154 / 25.0D LPN	17° 54' 11.39" N	099° 41' 57.78" E
(IAF) IGNUM	R-154 / 18.2D LPN	18° 00' 19.42" N	099° 38' 43.93" E
GUTSU	R-154 / 12.0D LPN	18° 05' 50.62" N	099° 35' 49.28" E
CL184	R-346 / 13.3D LPN	18° 29' 30.65" N	099° 26' 32.13" E
CL185	R-061 / 10.0D LPN	18° 21' 36.83" N	099° 39' 14.72" E
(IF) OTLET	R-359 / 10.0D LPN	18° 26' 37.86" N	099° 29' 46.37" E
CL183	R-359 / 8.1D LPN	18° 24' 43.49" N	099° 29' 50.56" E
(FAF) CL182	R-359 / 5.0D LPN	18° 21' 36.87" N	099° 29' 57.39" E
(MAPt) CL181	R-359 / 0.1D LPN	18° 16' 41.66" N	099° 30' 08.19" E
EGOMA	R-211 / 20.0D LPN	17° 59' 12.24" N	099° 19' 38.98" E
VASGA	R-184 / 20.0D LPN	17° 56' 32.39" N	099° 29' 10.39" E
VOR/DME	LPN	18° 16' 35.86" N	099° 30' 08.42" E



CHANGE: (IAF) IGNUM ADDED.

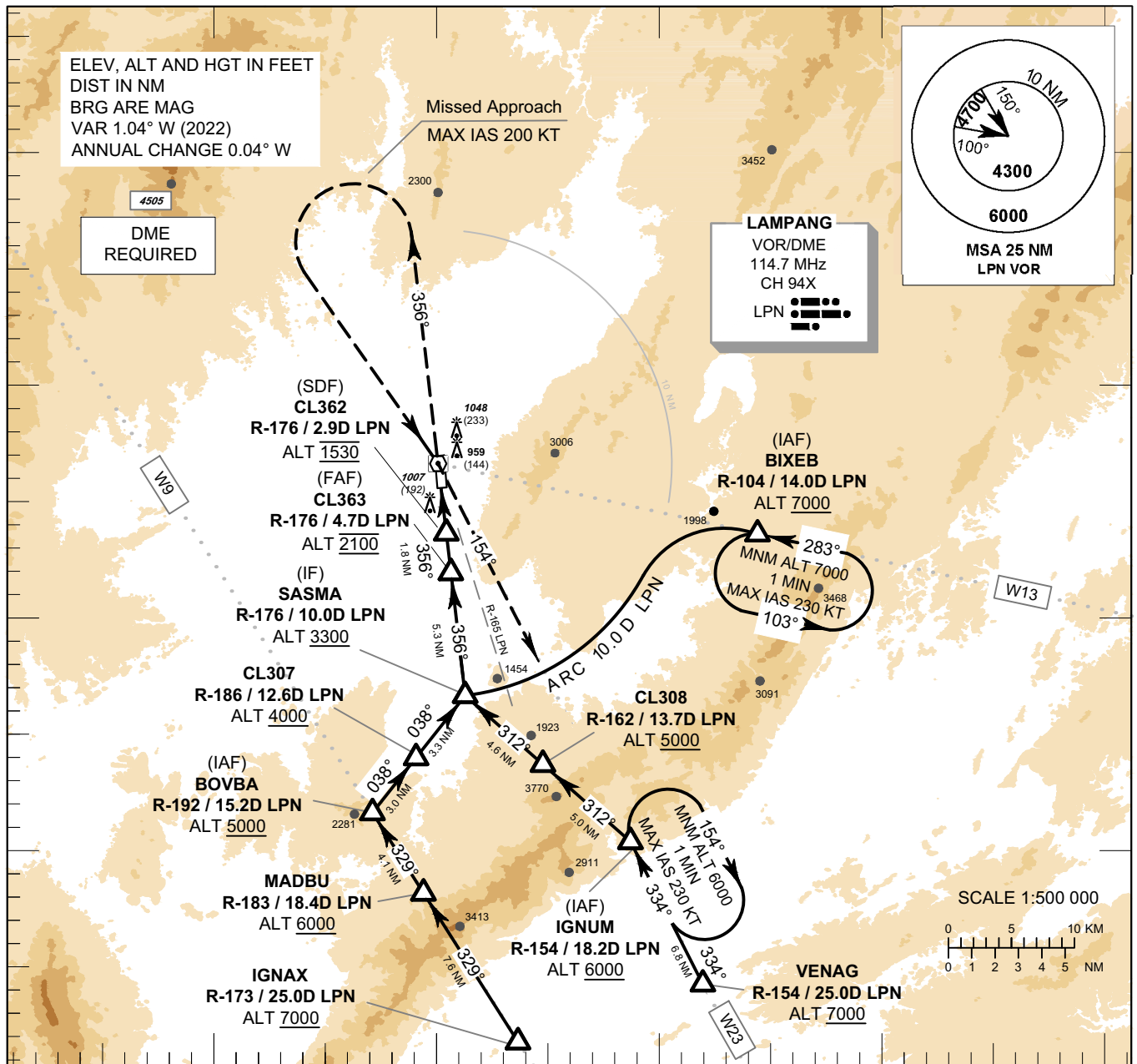
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO AERODROME ELEV

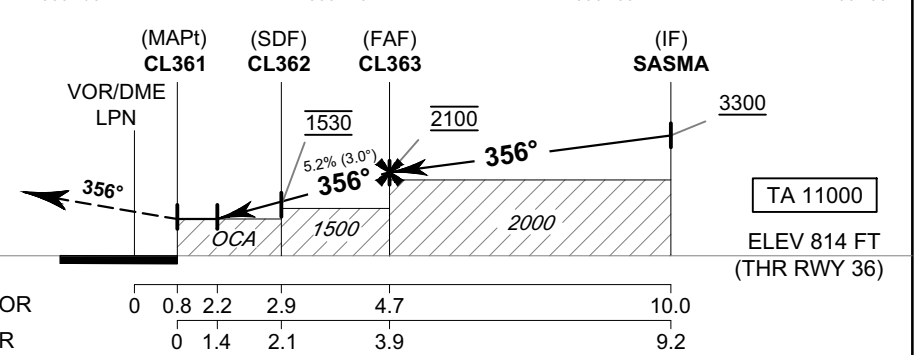
APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)

VOR RWY36



MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn. Climb straight ahead to 2500 FT
then turn left and continue climb to LPN VOR then turn right to intercept R-154 LPN VOR and continue climb to IGNUM at 6000 FT and hold or as directed by ATC.



OCA/H	A	B	C	D	Distance (LPN)	2D	3D	4D	FAF
Straight - in Approach	1310 (495)				Altitude (Height)	1310 (495)	1560 (745)	1875 (1060)	2100 (1285)
Circling* (OCH AAL)	1500 (685)				Ground speed	knot	70	90	100	120	140	160
* FOR CIRCLING RESTRICTIONS SEE VERSO.					Rate of descent 5.2 %	ft/min	369	474	527	632	737	843

CHANGE: ATIS FREQ.

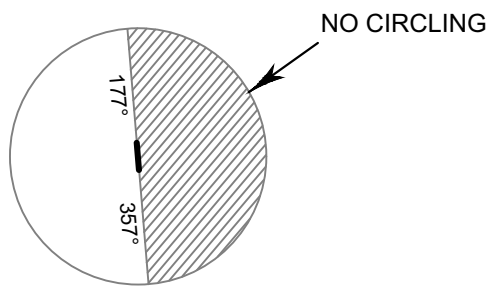
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO AERODROME ELEV

LAMPANG / Lampang (VTCL)

VOR RWY36

FIX / POINT		COORDINATES	
(IAF) BIXEB	R-104 / 14.0D LPN	18° 13' 31.99" N	099° 44' 29.79" E
VENAG	R-154 / 25.0D LPN	17° 54' 11.39" N	099° 41' 57.78" E
(IAF) IGNUM	R-154 / 18.2D LPN	18° 00' 19.42" N	099° 38' 43.93" E
CL308	R-162 / 13.7D LPN	18° 03' 36.47" N	099° 34' 45.94" E
IGNAX	R-173 / 25.0D LPN	17° 51' 43.51" N	099° 33' 39.45" E
MADBU	R-183 / 18.4D LPN	17° 58' 08.36" N	099° 29' 25.55" E
(IAF) BOVBA	R-192 / 15.2D LPN	18° 01' 35.74" N	099° 27' 08.57" E
CL307	R-186 / 12.6D LPN	18° 03' 59.86" N	099° 29' 03.64" E
(IF) SASMA	R-176 / 10.0D LPN	18° 06' 36.25" N	099° 31' 08.58" E
(FAF) CL363	R-176 / 4.7D LPN	18° 11' 53.35" N	099° 30' 36.77" E
(SDF) CL362	R-176 / 2.9D LPN	18° 13' 41.28" N	099° 30' 25.93" E
(MAPt) CL361	R-176 / 0.8D LPN	18° 15' 47.20" N	099° 30' 13.29" E
VOR/DME	LPN	18° 16' 35.86" N	099° 30' 08.42" E



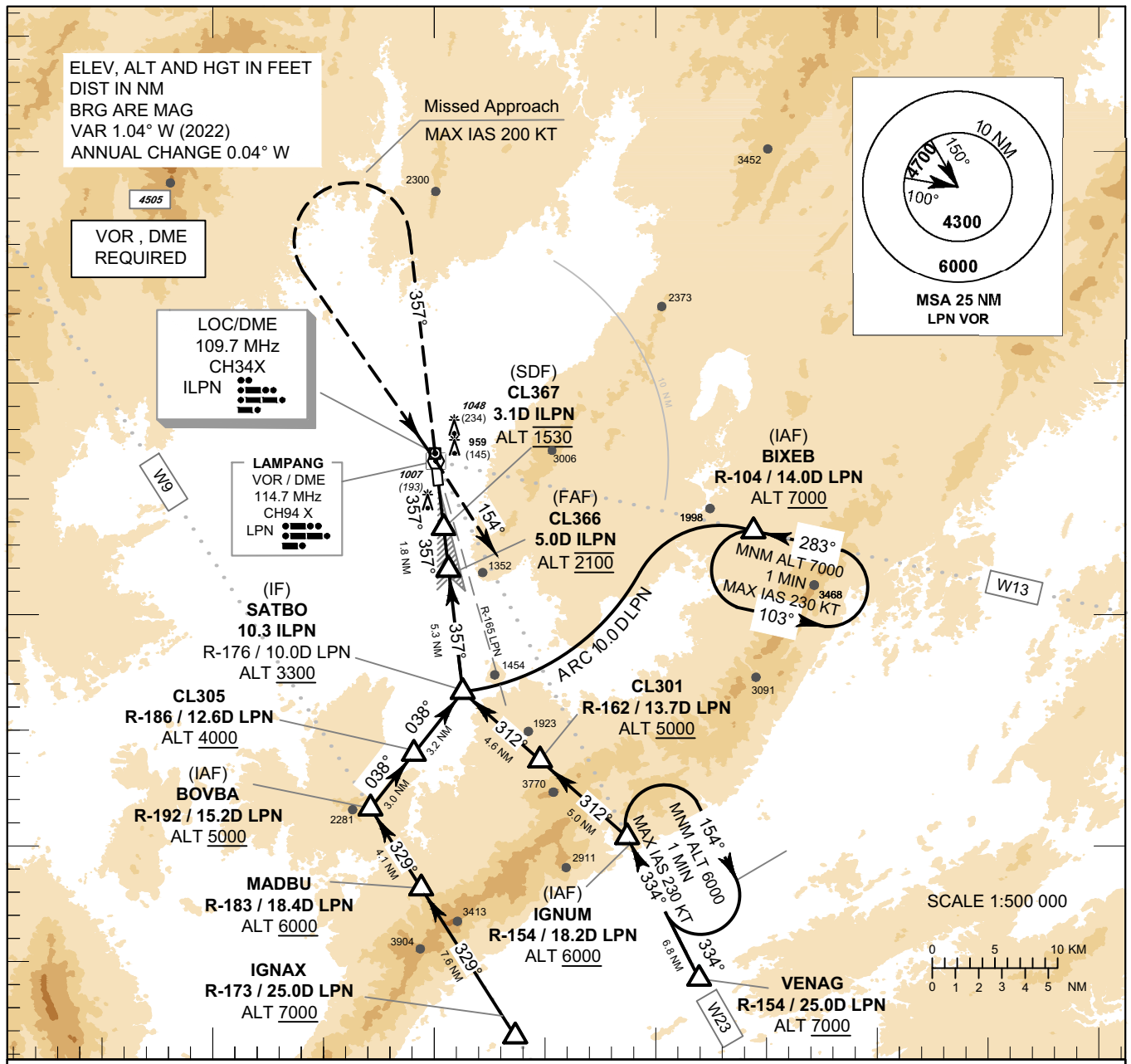
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 814 FT

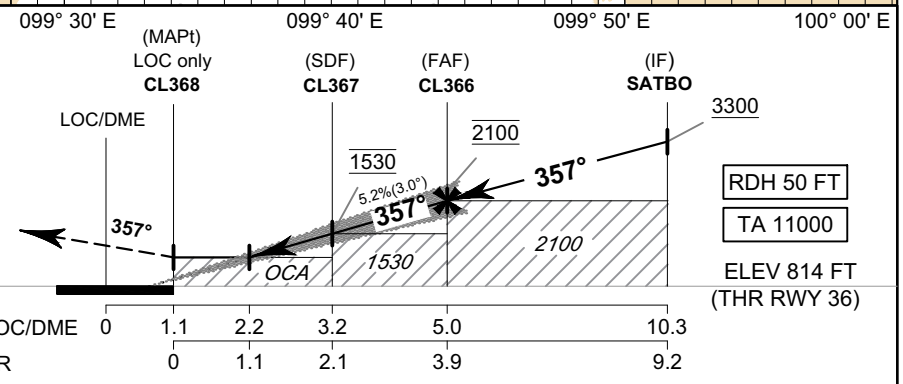
APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)

LOC y RWY36



MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to 2500 FT
then turn left and continue climb to LPN
VOR then turn right to intercept R-154 LPN
VOR and continue climb to IGNUM
at 6000 FT and hold or as directed by ATC.



OCA/H		A	B	C	D
Straight-in Approach	LOC only	1210 (396)			
Circling* (OCH AAL)		1500 (685)			

* FOR CIRCLING RESTRICTIONS SEE VERSO.

GS OUT							
Distance (ILPN)		2.2D		3D		4D	FAF
Altitude (Height)		1210 (396)		1465 (651)		1780 (965)	2100 (1286)
Ground speed	knot	70	90	100	120	140	160
Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: ATIS FREQ.

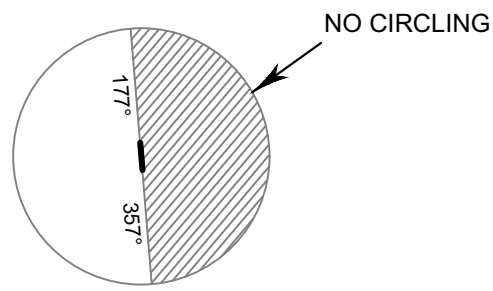
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 814 FT

LAMPANG / Lampang (VTCL)

LOC y RWY36

FIX / POINT		COORDINATES	
VENAG	R-154 / 25.0D LPN	17° 54' 11.39" N	099° 41' 57.78" E
MADBU	R-183 / 18.4D LPN	17° 58' 08.36" N	099° 29' 25.55" E
IGNAX	R-173 / 25.0D LPN	17° 51' 43.51" N	099° 33' 39.45" E
(IAF) BOVBA	R-192 / 15.2D LPN	18° 01' 35.74" N	099° 27' 08.57" E
(IAF) IGNUM	R-154 / 18.2D LPN	18° 00' 19.42" N	099° 38' 43.93" E
(IAF) BIXEB	R-104 / 14.0D LPN	18° 13' 31.99" N	099° 44' 29.79" E
CL305	R-186 / 12.6D LPN	18° 04' 01.12" N	099° 29' 02.17" E
CL301	R-162 / 13.7D LPN	18° 03' 35.02" N	099° 34' 44.52" E
(IF) SATBO	10.3D ILPN	18° 06' 35.78" N	099° 31' 03.10" E
(FAF) CL366	5.0D ILPN	18° 11' 53.92" N	099° 30' 36.71" E
(SDF) CL367	3.1D ILPN	18° 13' 42.92" N	099° 30' 27.74" E
(MAPt @ THR36) CL368	1.1D ILPN	18° 15' 47.65" N	099° 30' 17.35 E
LERSU	R-026 / 20.0D LPN	18° 34' 47.50" N	099° 39' 02.28" E
LOC/DME	ILPN	18° 16' 51.63" N	099° 30' 11.99" E
VOR	LPN	18° 16' 35.86" N	099° 30' 08.42" E



CHANGE: FAF.

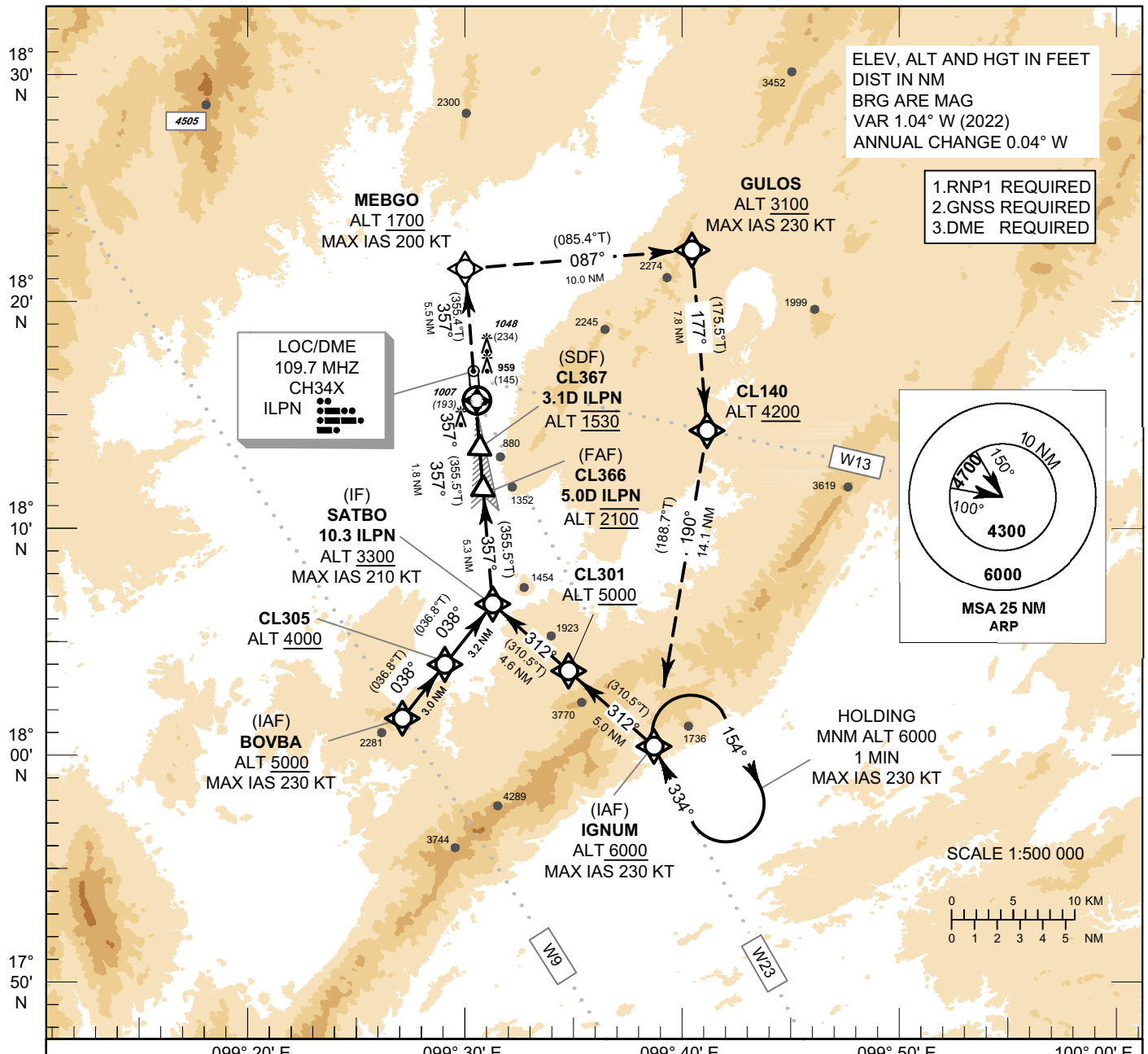
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 36 ELEV 814 FT

APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

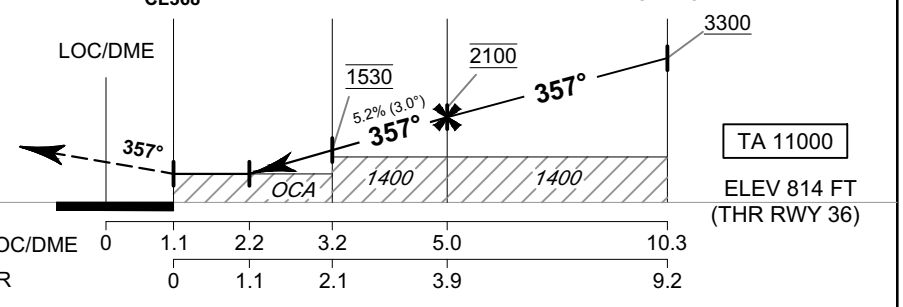
LAMPANG / Lampang (VTCL)

LOC z RWY36



MISSED APPROACH:

Speed restricted to MAX IAS 200 KT until after turn.
Climb on track 357° to MEBGO at minimum ALT 1700 ft,then turn right to GULOS at minimum ALT 3100 ft, then turn right to CL140 at minimum ALT 4200 ft, then proceed to IGNUM at minimum ALT 6000 ft and hold or as directed by ATC.



OCA/H		A	B	C	D
Straight-in Approach	LOC only	1210 (396)			
Circling* (OCH AAL)		1500 (685)			

* FOR CIRCLING RESTRICTIONS SEE VERSO.

GS OUT							
Distance (ILPN)	2.2D		3D		4D		FAF
Altitude (Height)	1210 (396)		1465 (651)		1780 (965)		2100 (1286)
Ground speed	knot	70	90	100	120	140	160
Rate of descent 5.2 %	ft/min	369	474	527	632	737	843

CHANGE: ATIS FREQ. MAG TRACK SATBO TO CL366.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 36 ELEV 814 FT

LAMPANG / Lampang (VTCL)

LOC z RWY36

TABULAR DESCRIPTION

LOC z RWY36											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M (°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
030	TF	(IAF) BOVBA	-		+1.1	-	-	+5000	-230	-	RNP1
040	TF	CL305	-	038° (036.8°)	+1.1	3.0	-	+4000	-	-	RNP1
050	TF	(IF) SATBO	-	038° (036.8°)	+1.1	3.2	-	+3300	-210	-	RNP1
020	TF	(IAF) IGNUM	-		+1.1	-	-	+6000	-230	-	RNP1
030	TF	CL301	-	312° (310.5°)	+1.1	5.0	-	+5000	-	-	RNP1
040	TF	(iF) SATBO	-	312° (310.5°)	+1.1	4.6	-	+3300	-210	-	RNP1
TRANSITION TO LOC											
010	TF	(FAF) CL366	-	357° (355.5°)	+1.1	5.3	-	@2100	-	-	ILS
020	TF	(SDF) CL367	-	357° (355.5°)	+1.1	1.8	-	@1530	-	-	ILS
030	TF	(MAPt @ THR36) CL368	Y	357° (355.4°)	+1.1	2.1	-	@1210	-	-	ILS
040	TF	MEBGO	-	357° (355.5°)	+1.1	5.5	-	+1700	-200	-	RNP1
050	TF	GULOS	-	087° (085.4°)	+1.1	10.0	-	+3100	-230	-	RNP1
060	TF	CL140	-	177° (175.5°)	+1.1	7.8	-	+4200	-	-	RNP1
070	TF	(IAF) IGNUM	-	190° (188.7°)	+1.1	14.1	-	+6000	-230	-	RNP1
080	HM	(IAF) IGNUM	Y	334° (333.4°)	+1.1	1 minute	R	+6000	-230	-	RNP1

WAYPOINT LIST

LOC z RWY36	
Waypoint Identifier	**Coordinates**
CL140	18° 14' 17.48" N 099° 40' 57.20" E
CL301	18° 03' 35.02" N 099° 34' 44.52" E
CL305	18° 04' 01.12" N 099° 29' 02.17" E
CL366	18° 11' 53.92" N 099° 30' 36.71" E
CL367	18° 13' 42.92" N 099° 30' 27.74" E
CL368	18° 15' 47.65" N 099° 30' 17.35" E
GULOS	18° 22' 05.55" N 099° 40' 18.53" E
BOVBA	18° 01' 35.74" N 099° 27' 08.57" E
MEBGO	18° 21' 17.83" N 099° 29' 49.67" E
IGNUM	18° 00' 19.42" N 099° 38' 43.93" E
SATBO	18° 06' 35.78" N 099° 31' 03.10" E

CHANGE: SPEED. CL366 COORDINATE.

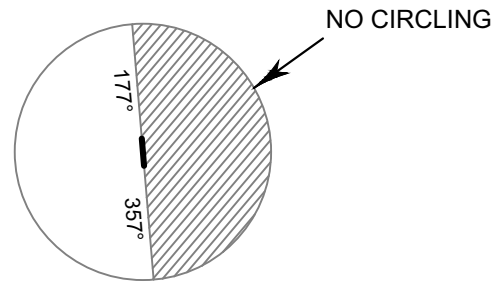
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 36 ELEV 814 FT

LAMPANG / Lampang (VTCL)

LOC z RWY36

FIX / POINT		COORDINATES	
(IF) SATBO	10.3D ILPN	18° 06' 35.78" N	099° 31' 03.10" E
(FAF) CL366	5.0D ILPN	18° 11' 53.92" N	099° 30' 36.71" E
(SDF) CL367	3.1D ILPN	18° 13' 42.92" N	099° 30' 27.74" E
(MAPt) CL368	1.1D ILPN	18° 15' 47.58" N	099° 30' 17.31" E
LOC/DME	ILPN	18° 16' 51.63" N	099° 30' 11.99" E



CHANGE: FAF.

INTENTIONALLY BLANK

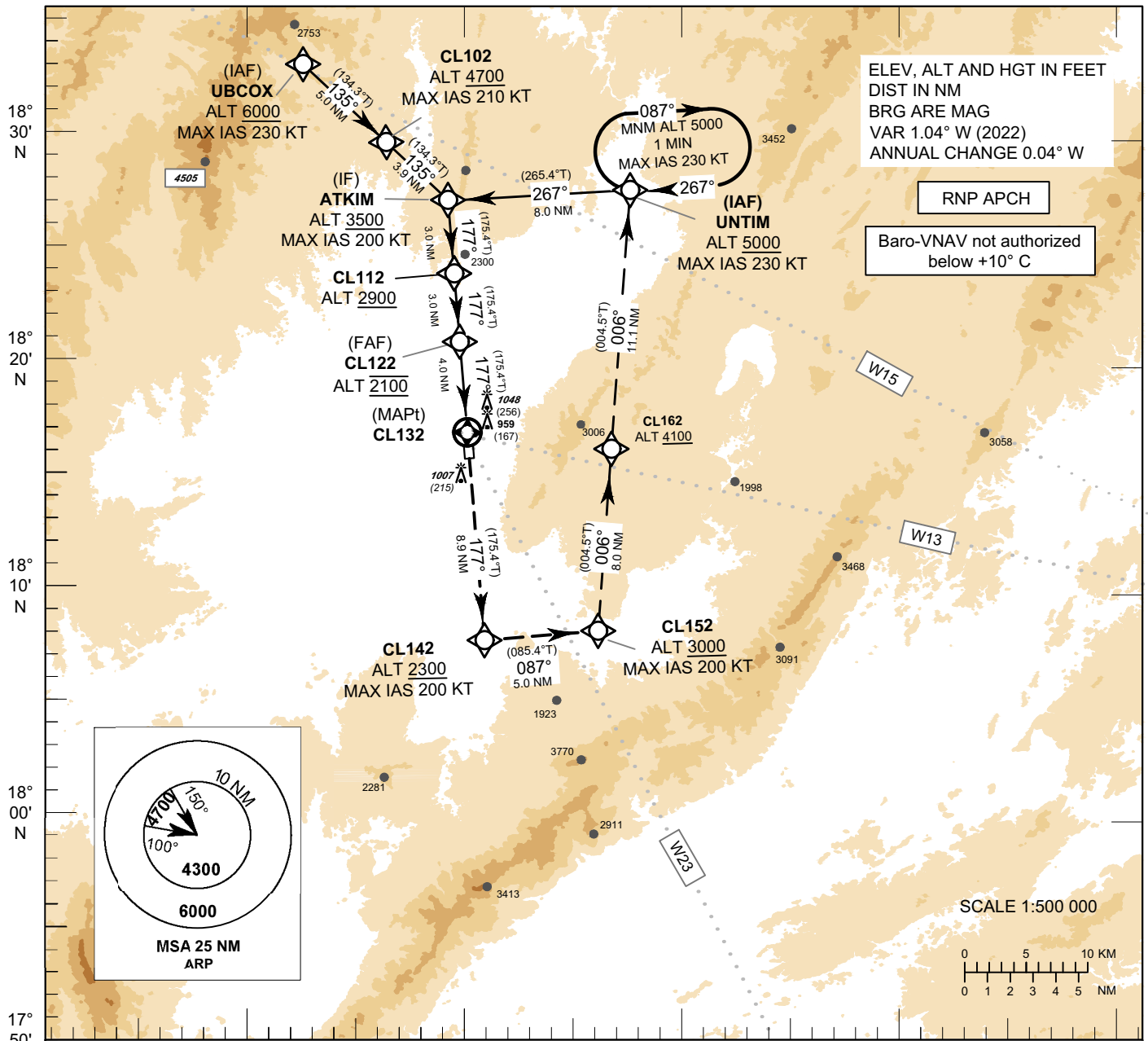
INSTRUMENT APPROACH CHART - ICAO

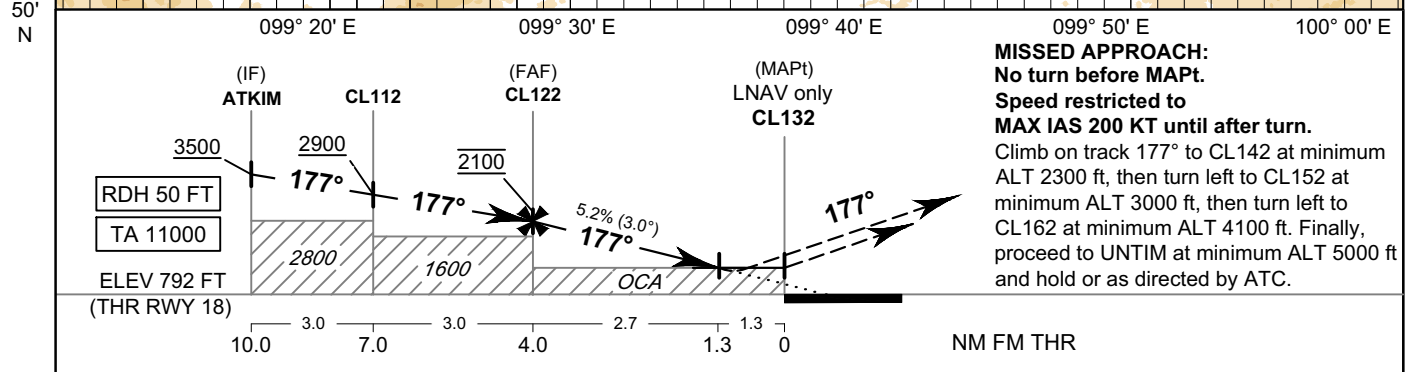
AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 18 ELEV 792 FT

APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)

RNP RWY18





MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 177° to CL142 at minimum ALT 2300 ft, then turn left to CL152 at minimum ALT 3000 ft, then turn left to CL162 at minimum ALT 4100 ft. Finally, proceed to UNTIM at minimum ALT 5000 ft and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV/VNAV	1250 (458)			
LNAV				
Circling* (OCH AAL)	1500 (685)			

* FOR CIRCLING RESTRICTIONS SEE VERSO.

NM to NEXT WPT	FAF		3NM		2NM		1.3NM
Altitude (Height)	2100 (1308)		1790 (998)		1475 (683)		1250 (685)
Ground speed	knot	70	90	100	120	140	160
Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: ATIS FREQ.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 18 ELEV 792 FT

LAMPANG / Lampang (VTCL)

RNP RWY18

TABULAR DESCRIPTION

RNP RWY18

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) UBCOX	-	-	+1.1	-	-	+6000	-230	-	RNP APCH
020	TF	CL102	-	135° (134.3°)	+1.1	5.0	-	+4700	-210	-	RNP APCH
030	TF	(IF) ATKIM	-	135° (134.3°)	+1.1	3.9	-	+3500	-200	-	RNP APCH
010	TF	(IAF) UNTIM	-	-	+1.1	-	-	+5000	-230	-	RNP APCH
020	TF	(IF) ATKIM	-	267° (265.4°)	+1.1	8.0	-	+3500	-200	-	RNP APCH
010	IF	(IF) ATKIM	-	-	+1.1	-	-	+3500	-200	-	RNP APCH
020	TF	CL112	-	177° (175.4°)	+1.1	3.0	-	+2900	-	-	RNP APCH
020	TF	(FAF) CL122	-	177° (175.4°)	+1.1	3.0	-	@2100	-	-	RNP APCH
030	TF	(MAPt @ THR18) CL132	Y	177° (175.4°)	+1.1	4.0	-	@842	-	-3.0/50	RNP APCH
040	TF	CL142	-	177° (175.4°)	+1.1	8.9	-	+2300	-200	-	RNP APCH
050	TF	CL152	-	084° (085.4°)	+1.1	5.0	-	+3000	-200	-	RNP APCH
060	TF	CL162	-	006° (004.5°)	+1.1	8.0	-	+4100	-	-	RNP APCH
070	TF	UNTIM	-	006° (004.5°)	+1.1	11.1	-	+5000	-230	-	RNP APCH
080	HM	UNTIM	Y	267° (265.4°)	+1.1	1 minute	R	+5000	-230	-	RNP APCH

CHANGE: CL142 AND CL152 SPEED ADDED.

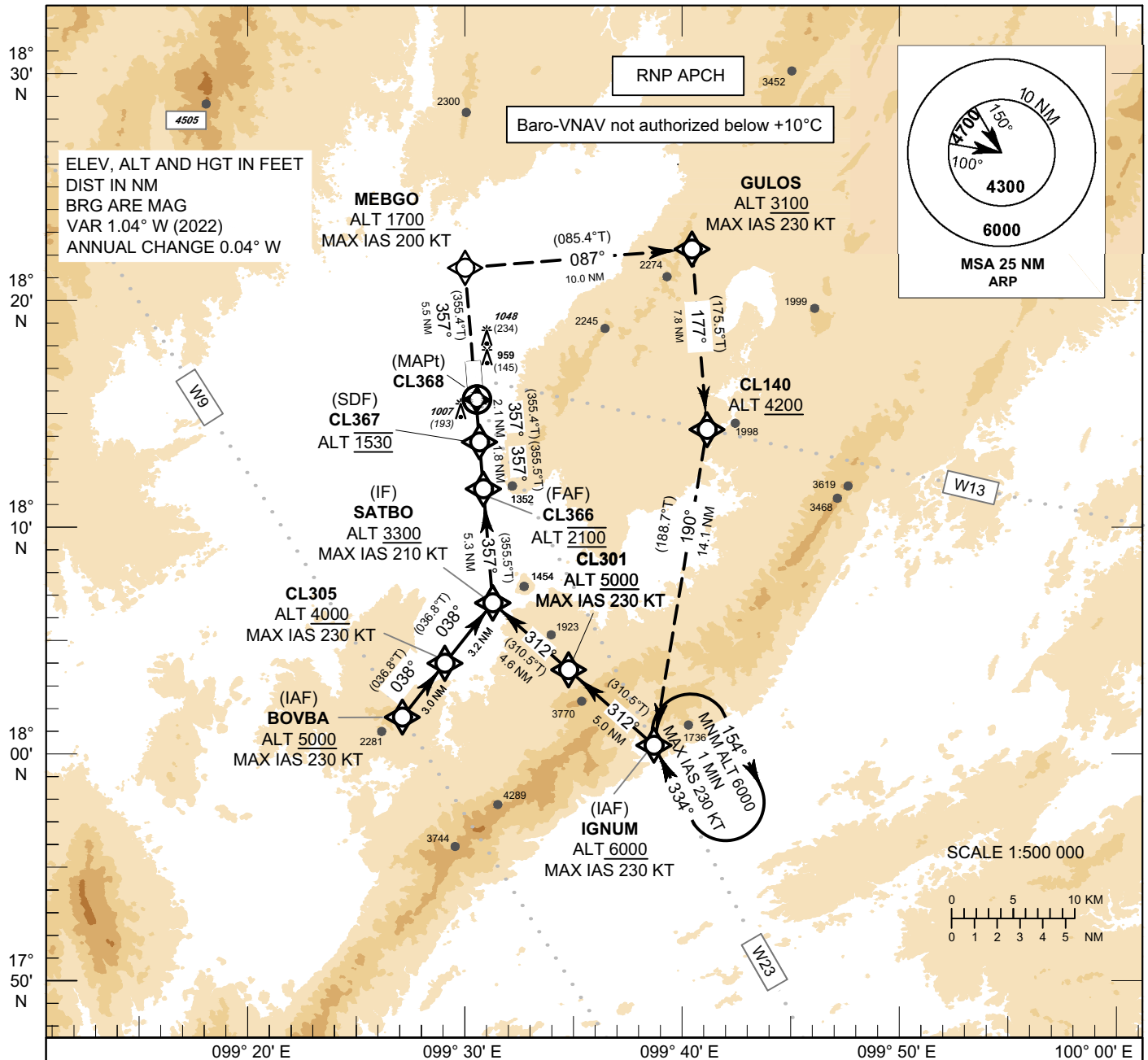
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 36 ELEV 814 FT

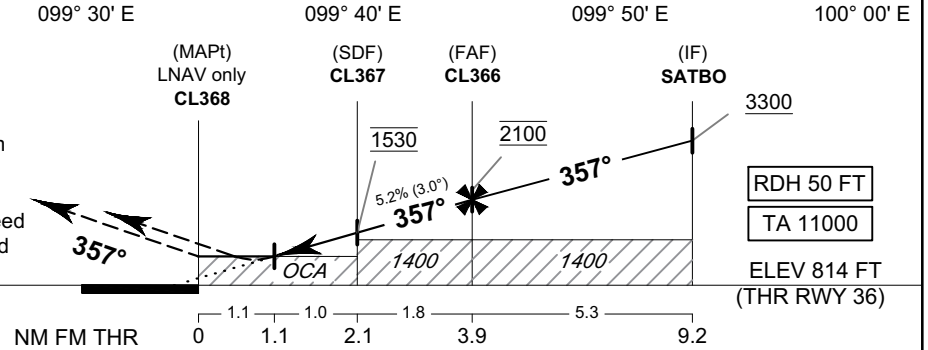
APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)

RNP RWY36



MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 357° to MEBGO at minimum ALT 1700 ft, then turn right to GULOS at minimum ALT 3100 ft, then turn right to CL140 at minimum ALT 4200 ft, then proceed to IGNUM at minimum ALT 6000 ft and hold or as directed by ATC.



OCA/H	A	B	C	D
LNAV/VNAV	1210 (396)			
LNAV				
Circling* (OCH AAL)	1500 (685)			
* FOR CIRCLING RESTRICTIONS SEE VERSO.				

NM to NEXT WPT	1.1 NM	2 NM	3 NM	FAF
Altitude (Height)	1210 (396)	1495 (681)	1810 (996)	2100 (1286)

Ground speed	knot	70	90	100	120	140	160
Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: ATIS FREQ.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 36 ELEV 814 FT

LAMPANG / Lampang (VTCL)

RNP RWY36

TABULAR DESCRIPTION

RNP RWY36

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	TF	(IAF) BOVBA	-		+1.1	-	-	+5000	-230	-	RNP APCH
020	TF	CL305	-	038° (036.8°)	+1.1	3.0	-	+4000	-	-	RNP APCH
030	TF	(IF) SATBO	-	038° (036.8°)	+1.1	3.2	-	+3300	-210	-	RNP APCH
010	TF	(IAF) IGNUM	-	-	+1.1	-	-	+6000	-230	-	RNP APCH
020	TF	CL301	-	312° (310.5°)	+1.1	5.0	-	+5000	-	-	RNP APCH
030	TF	(iF) SATBO	-	312° (310.5°)	+1.1	4.6	-	+3300	-210	-	RNP APCH
010	IF	(IF) SATBO	-	-	+1.1	-	-	+3300	-210	-	RNP APCH
020	TF	(FAF) CL366	-	357° (355.5°)	+1.1	5.3	-	@2100	-	-	RNP APCH
030	TF	(SDF) CL367	-	357° (355.5°)	+1.1	1.8	-	@1530	-	-	RNP APCH
040	TF	(MAPt @ THR36) CL368	Y	357° (355.4°)	+1.1	2.1	-	@864	-	-3.0/50	RNP APCH
050	TF	MEBGO	-	357° (355.4°)	+1.1	5.5	-	+1700	-200	-	RNP APCH
060	TF	GULOS	-	089° (085.4°)	+1.1	10.0	-	+3100	-230	-	RNP APCH
070	TF	CL140	-	177° (175.5°)	+1.1	7.8	-	+4200	-	-	RNP APCH
080	TF	(IAF) IGNUM	-	190° (188.7°)	+1.1	14.1	-	+6000	-230	-	RNP APCH
090	HM	(IAF) IGNUM	Y	334° (333.4°)	+1.1	1 minute	R	+6000	-230	-	RNP APCH

CHANGE: SPEED.

VTCH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building FLG W G EV 3 SEC
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 145 M from THR 11 offset to the side 60 M from RCL, illuminated 2. Wind cone at 800 M from THR 29 offset to the side 95.5 M from RCL, illuminated
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airfield lighting (AFL) building. Switch-over time: 15 SEC
5	Remarks	NIL

VTCH AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTCH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on MHS DVOR/DME (191910.73N 0975443.50E). Excluding the Myanmar territory.
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Mae Hong Son Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTCH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Mae Hong Son Approach	126.2 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Mae Hong Son Tower	122.3 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Mae Hong Son Airport	127.45 MHz	As AD OPR HR	

VTCH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCH AD 2.22 FLIGHT PROCEDURES

NIL

VTCH AD 2.23 ADDITIONAL INFORMATION

NIL

VTCH AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTCH-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 29 - BOKIB1L BOKIB1R DOMKA1L DOMKA1R	AD 2-VTCH-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 29 - BOKIB1L BOKIB1R DOMKA1L DOMKA1R (Tabular description)	AD 2-VTCH-6-2
Instrument Approach Chart - ICAO - RNP a RWY 11	AD 2-VTCH-8-1
Instrument Approach Chart - ICAO - RNP a RWY 11 (Tabular description)	AD 2-VTCH-8-2

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

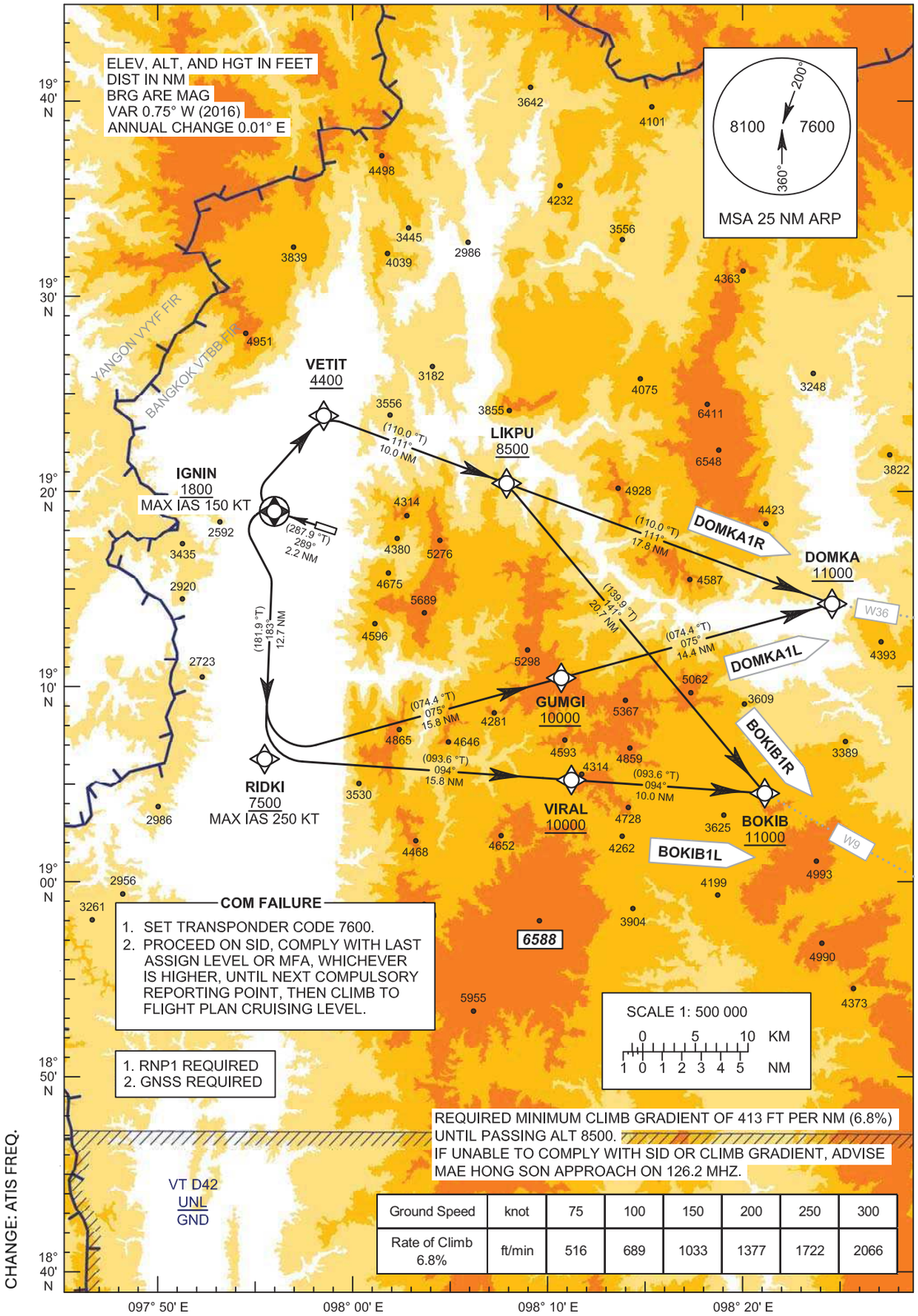
TRANSITION ALTITUDE
11000 FT

APP : 126.2
TWR : 122.3 , 236.6
ATIS : 127.45

MAE HONG SON / Mae Hong Son (VTCH)

RNAV RWY29

BOKIB1L BOKIB1R
DOMKA1L DOMKA1R



COM FAILURE

1. SET TRANSPONDER CODE 7600.
2. PROCEED ON SID, COMPLY WITH LAST ASSIGN LEVEL OR MFA, WHICHEVER IS HIGHER, UNTIL NEXT COMPULSORY REPORTING POINT, THEN CLIMB TO FLIGHT PLAN CRUISING LEVEL.

1. RNP1 REQUIRED
2. GNSS REQUIRED

SCALE 1: 500 000
0 5 10 KM
1 0 1 2 3 4 5 NM

REQUIRED MINIMUM CLIMB GRADIENT OF 413 FT PER NM (6.8%) UNTIL PASSING ALT 8500.
IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE MAE HONG SON APPROACH ON 126.2 MHZ.

Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 6.8%	ft/min	516	689	1033	1377	1722	2066

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

MAE HONG SON / Mae Hong Son (VTCH)

RNAV RWY29

BOKIB1L BOKIB1R
DOMKA1L DOMKA1R

TABULAR DESCRIPTION

RNAV RWY29

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	-	DER RWY29	-	-	+0.71	-	-	-	-	-	RNP 1
020	CF	IGNIN	Y	289°(287.9°)	+0.71	2.2	L	+1800	-150	-	RNP 1
030	TF	RIDKI	-	183°(181.9°)	+0.71	12.7	L	+7500	-250	-	RNP 1
040	TF	VIRAL	-	094°(093.6°)	+0.71	15.8	-	+10000	-	-	RNP 1
050	TF	BOKIB	-	094°(093.6°)	+0.71	10.0	-	+11000	-	-	RNP 1
010	-	DER RWY29	-	-	+0.71	-	-	-	-	-	RNP 1
020	CF	IGNIN	Y	289°(287.9°)	+0.71	2.2	-	+1800	-150	-	RNP 1
030	DF	VETIT	-	-	+0.71	-	R	+4400	-	-	RNP 1
040	TF	LIKPU	-	111°(110.0°)	+0.71	10.0	R	+8500	-	-	RNP 1
050	TF	BOKIB	-	141°(139.9°)	+0.71	20.7	-	+11000	-	-	RNP 1
010	-	DER RWY29	-	-	+0.71	-	-	-	-	-	RNP 1
020	CF	IGNIN	Y	289°(287.9°)	+0.71	2.2	L	+1800	-150	-	RNP 1
030	TF	RIDKI	-	183°(181.9°)	+0.71	12.7	L	+7500	-250	-	RNP 1
040	TF	GUMGI	-	075°(074.4°)	+0.71	15.8	-	+10000	-	-	RNP 1
050	TF	DOMKA	-	075°(074.4°)	+0.71	14.4	-	+11000	-	-	RNP 1
010	-	DER RWY29	-	-	+0.71	-	-	-	-	-	RNP 1
020	CF	IGNIN	Y	289°(287.9°)	+0.71	2.2	-	+1800	-150	-	RNP 1
030	DF	VETIT	-	-	+0.71	-	R	+4400	-	-	RNP 1
040	TF	LIKPU	-	111°(110.0°)	+0.71	10.0	-	+8500	-	-	RNP 1
050	TF	DOMKA	-	111°(110.0°)	+0.71	17.8	-	+11000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY29

Waypoint Identifier	Coordinates		Pronunciation
DER RWY29	19° 18' 15.29" N	097° 58' 00.56" E	-
BOKIB	19° 04' 33.60" N	098° 22' 25.20" E	BO - KIB
DOMKA	19° 14' 19.38" N	098° 26' 01.88" E	DOM - KA
GUMGI	19° 10' 27.38" N	098° 11' 21.92" E	GUM - GI
IGNIN	19° 18' 56.58" N	097° 55' 46.03" E	IG - NIN
LIKPU	19° 20' 27.15" N	098° 08' 20.95" E	LIK - PU
RIDKI	19° 06' 12.00" N	097° 55' 19.20" E	RID - KI
VETIT	19° 23' 52.95" N	097° 58' 24.52" E	VIT - TIT
VIRAL	19° 05' 12.13" N	098° 11' 56.46" E	VI - RAL

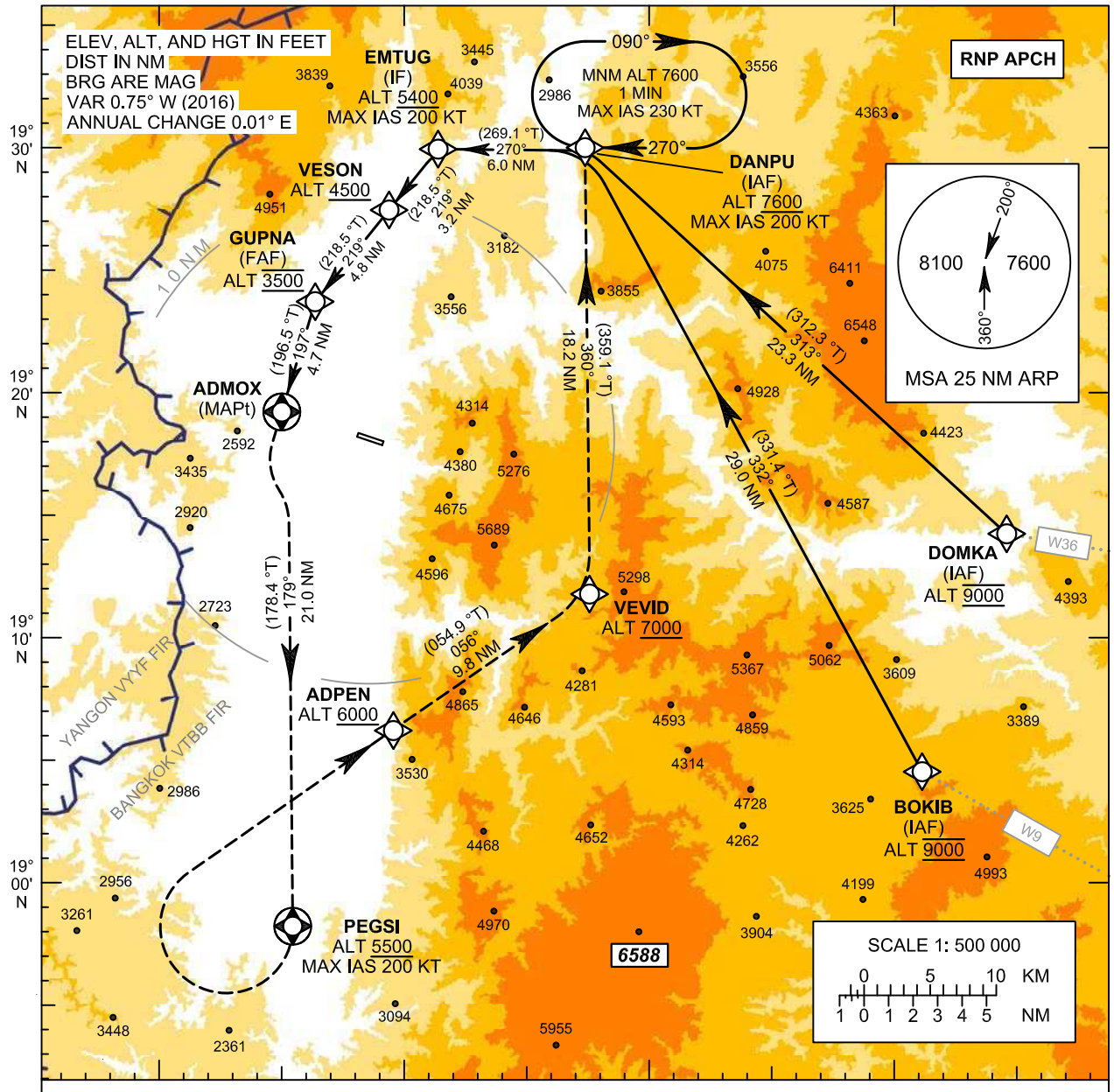
INSTRUMENT APPROACH CHART - ICAO

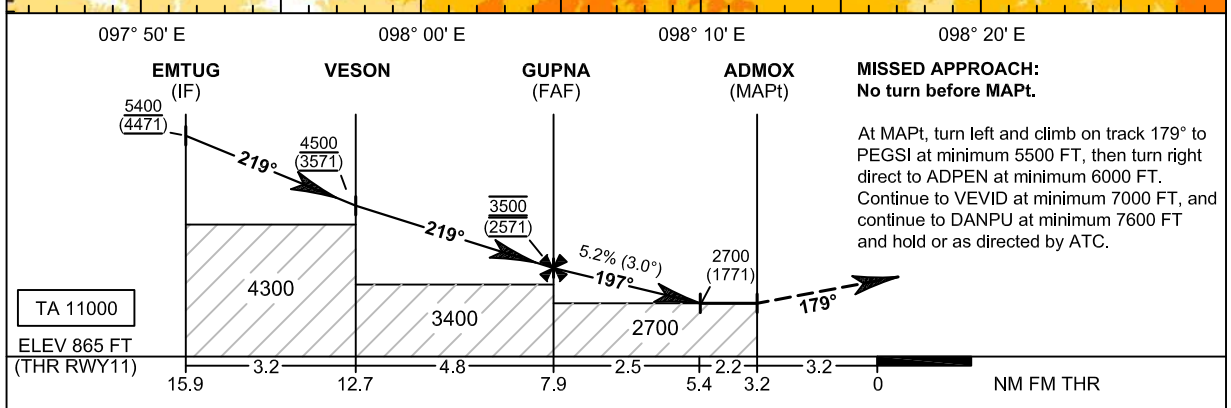
AERODROME ELEV 929 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 126.2
TWR	: 122.3 , 236.6
ATIS	: 127.45

MAE HONG SON / Mae Hong Son (VTCH)

RNP a RWY11





MISSED APPROACH:
No turn before MAPt.

At MAPt, turn left and climb on track 179° to PEGSI at minimum 5500 FT, then turn right direct to ADPEN at minimum 6000 FT. Continue to VEVID at minimum 7000 FT, and continue to DANPU at minimum 7600 FT and hold or as directed by ATC.

OCA/H	A	B	C	NM to NEXT WPT	FAF	7 NM	6 NM	5.4 NM
LNAV	NOT AUTHORIZED			Altitude (Height)	3500 (2571)	3190 (2261)	2875 (1946)	2700 (1771)
Circling (OCH AAL)	2700 (1771)			Ground Speed	knot	70	90	100	120	140	160
* FOR CIRCLING RESTRICTIONS SEE VERSO				Rate of Descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: ATIS FREQ.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 929 FT
HEIGHTS RELATED TO AERODROME ELEV

MAE HONG SON / Mae Hong Son (VTCH)

RNP a RWY11

TABULAR DESCRIPTION

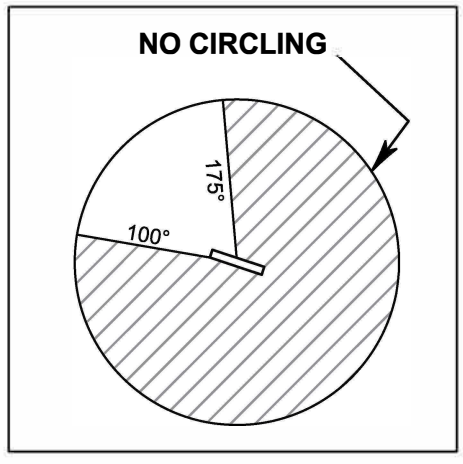
RNP a RWY11

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	BOKIB (IAF)	-	-	+0.71	-	-	@9000	-	-	RNP APCH
020	TF	DANPU	-	332°(331.4°)	+0.71	29.0	L	+7600	-200	-	RNP APCH
030	TF	EMTUG (IF)	-	270°(269.1°)	+0.71	6.0	-	+5400	-200	-	RNP APCH
010	IF	DOMKA (IAF)	-	-	+0.71	-	-	@9000	-	-	RNP APCH
020	TF	DANPU	-	313°(312.3°)	+0.71	23.3	L	+7600	-200	-	RNP APCH
030	TF	EMTUG (IF)	-	270°(269.1°)	+0.71	6.0	-	+5400	-200	-	RNP APCH
010	IF	DANPU (IAF)	-	-	+0.71	-	-	+7600	-200	-	RNP APCH
020	TF	EMTUG (IF)	-	270°(269.1°)	+0.71	6.0	-	+5400	-200	-	RNP APCH
010	IF	EMTUG (IF)	-	-	+0.71	-	-	+5400	-200	-	RNP APCH
020	TF	VESON	-	219°(218.5°)	+0.71	3.2	-	+4500	-	-	RNP APCH
030	TF	GUPNA (FAF)	-	219°(218.5°)	+0.71	4.8	L	@3500	-	-	RNP APCH
040	TF	ADMOX (MAPt)	Y	197°(196.5°)	+0.71	4.7	L	@1998	-	-	RNP APCH
050	CF	PEGSI	Y	179°(178.4°)	+0.71	21.0	-	+5500	-200	-	RNP APCH
060	DF	ADPEN	-	-	+0.71	-	R	+6000	-	-	RNP APCH
070	TF	VEVID	-	056°(054.9°)	+0.71	9.8	-	+7000	-	-	RNP APCH
080	TF	DANPU (IAF)	-	360°(359.1°)	+0.71	18.2	-	+7600	-200	-	RNP APCH
090	HM	DANPU (IAF)	Y	270°(269.1°)	+0.71	1 minute	R	+7600	-230	-	RNP APCH

WAYPOINT LIST

RNP a RWY11

Waypoint Identifier	Coordinates	Pronunciation
ADMOX	19° 19' 10.73" **N** 097° 54' 43.50" E	ADD - MOX
ADPEN	19° 06' 08.78" **N** 097° 59' 37.25" E	ADD - PEN
BOKIB	19° 04' 33.60" **N** 098° 22' 25.20" E	BO - KIB
DANPU	19° 30' 04.72" **N** 098° 07' 45.48" E	DAN - PU
DOMKA	19° 14' 19.38" **N** 098° 26' 01.88" E	DOM - KA
EMTUG	19° 29' 59.22" **N** 098° 01' 24.44" E	EM - TUK
GUP NA	19° 23' 42.15" N 097° 56' 08.21" E	GUP - NA
PEGSI	18° 58' 06.16" **N** 097° 55' 19.99" E	PEG - SI
VESON	19° 27' 28.72" **N** 097° 59' 18.17" E	VE - SON
VEVID	19° 11' 46.96" **N** 098° 08' 03.48" E	VE - VID



CHANGE: CHART TITLE.