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THE CIVIL AVIATION AUTHORITY OF THAILAND
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AIRAC AIP - THAILAND
Amendment 03/25
6 FEB 25

This AIRAC AIP AMDT 03/25 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 1.2	ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT
GEN 3.2	AERONAUTICAL CHARTS
GEN 3.4	COMMUNICATION AND NAVIGATION SERVICES
ENR 4.1	RADIO NAVIGATION AIDS - EN-ROUTE
AD 2-VTBD-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBD-7	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 2)
AD 2-VTCT-1	AD 2.14 APPROACH AND RUNWAY LIGHTING
AD 2-VTBS-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBS-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Tabular description 1) Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Tabular description 4) Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L- ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RIVDU1F RYN1F SEL- KA1F SEMBO2F TARED1F UKERA1F VANKO1F (Tabular description 4) Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R- ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Tabular description 4)
AD 2-VTBS-8	Instrument Approach Chart - ICAO - ILS or LOC z RWY 01 CAT II (Tabular description)
AD 2-VTCL-1	AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA AD 2.22 FLIGHT PROCEDURES AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTCL-2	Aircraft Parking/Docking Chart - ICAO Aerodrome Ground Movement Chart - ICAO
AD 2-VTUW-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTSF-1	AD 2.16 HELICOPTER LANDING AREA
AD 2-VTPP-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS AD 2.22 FLIGHT PROCEDURES AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTPP-8	Instrument Approach Chart - ICAO - NDB RWY 14 Instrument Approach Chart - ICAO - NDB RWY 32 Instrument Approach Chart - ICAO - VOR RWY 14 Instrument Approach Chart - ICAO - ILS or LOC y RWY 32
AD 2-VTPO-1	AD 2.24 CHARTS RELATED TO AN AERODROME

1.

DESTROY			INSERT		
GEN	-	-	GEN	0.2-3	20 MAR 2025
	0.4-1	20 FEB 2025		0.4-1	20 MAR 2025
	0.4-2	20 FEB 2025		0.4-2	20 MAR 2025
	0.4-3	20 FEB 2025		0.4-3	20 MAR 2025
	0.4-4	20 FEB 2025		0.4-4	20 MAR 2025
	0.4-5	20 FEB 2025		0.4-5	20 MAR 2025
	0.4-6	20 FEB 2025		0.4-6	20 MAR 2025
	0.4-7	20 FEB 2025		0.4-7	20 MAR 2025
	0.4-8	20 FEB 2025		0.4-8	20 MAR 2025
	0.4-9	20 FEB 2025		0.4-9	20 MAR 2025
	0.4-10	20 FEB 2025		0.4-10	20 MAR 2025
	0.4-11	20 FEB 2025		0.4-11	20 MAR 2025
	1.2-1	18 JUL 2019		1.2-1	20 MAR 2025
	1.2-2	18 JUL 2019		1.2-2	20 MAR 2025
	1.2-3	18 JUL 2019		1.2-3	20 MAR 2025
	1.2-4	18 JUL 2019		1.2-4	20 MAR 2025
	-	-		1.2-5	20 MAR 2025
	-	-		1.2-6	20 MAR 2025
	-	-		1.2-7	20 MAR 2025
	-	-		1.2-8	20 MAR 2025
	3.2-4	28 NOV 2024		3.2-4	20 MAR 2025
	3.2-5	20 FEB 2025		3.2-5	20 MAR 2025
	3.2-20	26 DEC 2024		3.2-20	20 MAR 2025
	3.2-21	26 DEC 2024		3.2-21	20 MAR 2025
	3.2-24	28 NOV 2024		3.2-24	20 MAR 2025
	-	-		3.4-6	20 MAR 2025
ENR	4.1-6	23 JAN 2025	ENR	4.1-6	20 MAR 2025
AD	2-VTBD-1-42	26 DEC 2024	AD	2-VTBD-1-42	20 MAR 2025
	2-VTBD-7-4	26 DEC 2024		2-VTBD-7-4	20 MAR 2025
	2-VTCT-1-6	18 APR 2024		2-VTCT-1-6	20 MAR 2025
	2-VTBS-1-70	26 DEC 2024		2-VTBS-1-70	20 MAR 2025
	2-VTBS-1-71	26 DEC 2024		2-VTBS-1-71	20 MAR 2025
	2-VTBS-1-76	26 DEC 2024		2-VTBS-1-76	20 MAR 2025
	2-VTBS-1-77	26 DEC 2024		2-VTBS-1-77	20 MAR 2025
	2-VTBS-6-4	26 DEC 2024		2-VTBS-6-4	20 MAR 2025
	2-VTBS-6-7	26 DEC 2024		2-VTBS-6-7	20 MAR 2025
	2-VTBS-6-19	26 DEC 2024		2-VTBS-6-19	20 MAR 2025
	2-VTBS-6-33	26 DEC 2024		2-VTBS-6-33	20 MAR 2025

DESTROY		INSERT	
2-VTBS-8-2	26 DEC 2024	2-VTBS-8-2	20 MAR 2025
2-VTBS-8-3	26 DEC 2024	2-VTBS-8-3	20 MAR 2025
2-VTBS-8-4	26 DEC 2024	-	-
2-VTBS-8-5	26 DEC 2024	2-VTBS-8-5	20 MAR 2025
-	-	2-VTBS-8-6	20 MAR 2025
2-VTBS-8-7	26 DEC 2024	2-VTBS-8-7	20 MAR 2025
2-VTBS-8-8	26 DEC 2024	-	-
2-VTBS-8-9	26 DEC 2024	2-VTBS-8-9	20 MAR 2025
-	-	2-VTBS-8-10	20 MAR 2025
2-VTBS-8-11	26 DEC 2024	2-VTBS-8-11	20 MAR 2025
2-VTBS-8-12	26 DEC 2024	-	-
2-VTBS-8-13	26 DEC 2024	2-VTBS-8-13	20 MAR 2025
-	-	2-VTBS-8-14	20 MAR 2025
2-VTBS-8-15	26 DEC 2024	2-VTBS-8-15	20 MAR 2025
2-VTBS-8-16	26 DEC 2024	-	-
2-VTBS-8-17	26 DEC 2024	2-VTBS-8-17	20 MAR 2025
2-VTBS-8-18	26 DEC 2024	2-VTBS-8-18	20 MAR 2025
2-VTBS-8-19	26 DEC 2024	2-VTBS-8-19	20 MAR 2025
2-VTBS-8-20	26 DEC 2024	2-VTBS-8-20	20 MAR 2025
2-VTBS-8-21	26 DEC 2024	2-VTBS-8-21	20 MAR 2025
2-VTBS-8-22	26 DEC 2024	2-VTBS-8-22	20 MAR 2025
2-VTBS-8-23	26 DEC 2024	2-VTBS-8-23	20 MAR 2025
2-VTBS-8-24	26 DEC 2024	2-VTBS-8-24	20 MAR 2025
2-VTBS-8-25	26 DEC 2024	2-VTBS-8-25	20 MAR 2025
2-VTBS-8-26	26 DEC 2024	2-VTBS-8-26	20 MAR 2025
-	-	2-VTBS-8-27	20 MAR 2025
-	-	2-VTBS-8-28	20 MAR 2025
2-VTCL-1-2	8 AUG 2024	2-VTCL-1-2	20 MAR 2025
2-VTCL-1-9	26 DEC 2024	2-VTCL-1-9	20 MAR 2025
2-VTCL-1-10	26 DEC 2024	2-VTCL-1-10	20 MAR 2025
2-VTCL-1-11	20 FEB 2025	2-VTCL-1-11	20 MAR 2025
-	-	2-VTCL-2-3	20 MAR 2025
-	-	2-VTCL-2-5	20 MAR 2025
2-VTUW-1-8	21 MAR 2024	2-VTUW-1-8	20 MAR 2025
2-VTSF-1-6	18 APR 2024	2-VTSF-1-6	20 MAR 2025
2-VTPP-1-8	26 DEC 2024	2-VTPP-1-8	20 MAR 2025
2-VTPP-1-9	26 DEC 2024	2-VTPP-1-9	20 MAR 2025
2-VTPP-1-10	26 DEC 2024	2-VTPP-1-10	20 MAR 2025
2-VTPP-1-11	26 DEC 2024	2-VTPP-1-11	20 MAR 2025
2-VTPP-8-1	18 JUL 2019	2-VTPP-8-1	20 MAR 2025
2-VTPP-8-3	18 JUL 2019	2-VTPP-8-3	20 MAR 2025

DESTROY		INSERT	
2-VTPP-8-7	26 DEC 2024	2-VTPP-8-7	20 MAR 2025
2-VTPP-8-9	26 DEC 2024	2-VTPP-8-9	20 MAR 2025
2-VTPO-1-8	26 DEC 2024	2-VTPO-1-8	20 MAR 2025
2-VTPO-8-1	23 MAR 2023	2-VTPO-8-1	20 MAR 2025

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	04/23
NOTAM	A1980/24 (C2898/24)

- END -

AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by

AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Effective date	Inserted by
3/25	06 FEB 2025	20 MAR 2025	

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Page	Date	Page	Date	Page	Date
1.8-5	30 DEC 21	2.1-12	26 DEC 24	3.1-47	5 SEP 24
1.8-6	18 APR 24	2.1-13	26 DEC 24	3.1-48	26 DEC 24
1.8-7	18 APR 24	2.1-14	31 OCT 24	3.1-49	16 MAY 24
1.8-8	18 APR 24	2.1-15	31 OCT 24	3.1-50	26 DEC 24
1.8-9	18 APR 24	2.1-16	26 DEC 24	3.1-51	26 DEC 24
1.9-1	21 APR 22	2.1-17	26 DEC 24	3.1-52	16 MAY 24
1.9-2	21 APR 22	2.1-18	26 DEC 24	3.1-53	26 DEC 24
1.9-3	12 AUG 21	2.1-19	26 DEC 24	3.1-54	26 DEC 24
1.9-4	25 MAR 21	2.1-20	31 OCT 24	3.1-55	26 DEC 24
1.9-5	25 MAR 21	2.1-21	26 DEC 24	3.1-56	16 MAY 24
1.9-6	25 MAR 21	2.1-22	26 DEC 24	3.1-57	26 DEC 24
1.9-7	25 MAR 21	2.1-23	26 DEC 24	3.1-58	16 MAY 24
1.9-8	25 MAR 21	2.1-24	26 DEC 24	3.1-59	23 JAN 25
1.9-9	2 NOV 23	2.1-25	31 OCT 24	3.1-60	23 JAN 25
1.9-10	2 NOV 23	2.1-26	31 OCT 24	3.1-61	16 MAY 24
1.9-11	21 APR 22	2.1-27	31 OCT 24	3.1-62	23 JAN 25
1.9-12	21 APR 22	2.1-28	26 DEC 24	3.1-63	26 DEC 24
1.10-1	23 JAN 25	2.1-29	31 OCT 24	3.1-64	16 MAY 24
1.10-2	23 JAN 25	2.1-30	31 OCT 24	3.1-65	26 DEC 24
1.10-3	23 JAN 25	2.1-31	31 OCT 24	3.1-66	26 DEC 24
1.10-4	23 JAN 25	2.1-32	31 OCT 24	3.1-67	16 MAY 24
1.10-5	23 JAN 25	2.1-33	31 OCT 24	3.1-68	16 MAY 24
1.10-6	23 JAN 25	2.2-1	28 NOV 24	3.1-69	16 MAY 24
1.10-7	23 JAN 25			3.1-70	16 MAY 24
1.10-8	23 JAN 25	ENR 3.		3.1-71	16 MAY 24
1.10-9	23 JAN 25	3.1-1	2 NOV 23	3.2-1	18 JUL 19
1.10-10	23 JAN 25	3.1-2	2 NOV 23	3.3-1	23 JAN 25
1.10-11	23 JAN 25	3.1-3	16 MAY 24	3.3-2	2 NOV 23
1.10-12	23 JAN 25	3.1-4	2 NOV 23	3.3-3	23 APR 20
1.10-13	23 JAN 25	3.1-5	16 MAY 24	3.3-4	23 APR 20
1.10-14	23 JAN 25	3.1-6	16 MAY 24	3.3-5	23 APR 20
1.10-15	23 JAN 25	3.1-7	26 DEC 24	3.3-6	2 NOV 23
1.10-16	23 JAN 25	3.1-8	16 MAY 24	3.3-7	23 APR 20
1.10-17	23 JAN 25	3.1-9	16 MAY 24	3.3-8	8 OCT 20
1.10-18	23 JAN 25	3.1-10	16 MAY 24	3.3-9	2 NOV 23
1.10-19	23 JAN 25	3.1-11	16 MAY 24	3.3-10	18 APR 24
1.10-20	23 JAN 25	3.1-12	23 JAN 25	3.3-11	8 OCT 20
1.10-21	23 JAN 25	3.1-13	16 MAY 24	3.3-12	23 JAN 25
1.10-22	23 JAN 25	3.1-14	16 MAY 24	3.3-13	2 NOV 23
1.10-23	23 JAN 25	3.1-15	16 MAY 24	3.3-14	18 APR 24
1.10-24	23 JAN 25	3.1-16	16 MAY 24	3.3-15	2 NOV 23
1.10-25	23 JAN 25	3.1-17	16 MAY 24	3.3-16	2 NOV 23
1.10-26	23 JAN 25	3.1-18	26 DEC 24	3.3-17	18 APR 24
1.10-27	23 JAN 25	3.1-19	16 MAY 24	3.3-18	23 JAN 25
1.10-28	23 JAN 25	3.1-20	16 MAY 24	3.3-19	2 NOV 23
1.10-29	23 JAN 25	3.1-21	26 DEC 24	3.3-20	28 JAN 21
1.11-1	18 JUL 19	3.1-22	16 MAY 24	3.3-21	23 JAN 25
1.12-1	18 JUL 19	3.1-23	26 DEC 24	3.3-22	2 NOV 23
1.12-2	18 JUL 19	3.1-24	26 DEC 24	3.3-23	23 JAN 25
1.12-3	18 JUL 19	3.1-25	16 MAY 24	3.3-24	23 JAN 25
1.13-1	18 JUL 19	3.1-26	16 MAY 24	3.3-25	2 NOV 23
1.14-1	18 JUL 19	3.1-27	16 MAY 24	3.3-26	2 NOV 23
1.14-2	18 JUL 19	3.1-28	16 MAY 24	3.3-27	23 JAN 25
1.14-3	18 JUL 19	3.1-29	16 MAY 24	3.3-28	23 JAN 25
1.14-4	18 JUL 19	3.1-30	16 MAY 24	3.3-29	23 JAN 25
1.14-5	18 JUL 19	3.1-31	16 MAY 24	3.3-30	23 JAN 25
1.14-6	18 JUL 19	3.1-32	16 MAY 24	3.3-31	23 JAN 25
1.14-7	18 JUL 19	3.1-33	16 MAY 24	3.3-32	23 JAN 25
		3.1-34	16 MAY 24	3.3-33	23 JAN 25
		3.1-35	16 MAY 24	3.3-34	23 JAN 25
ENR 2.		3.1-36	16 MAY 24	3.3-35	23 JAN 25
2.1-1	2 NOV 23	3.1-37	26 DEC 24	3.3-36	23 JAN 25
2.1-2	26 DEC 24	3.1-38	16 MAY 24	3.3-37	23 JAN 25
2.1-3	15 JUL 21	3.1-39	26 DEC 24	3.3-38	23 JAN 25
2.1-4	15 JUL 21	3.1-40	16 MAY 24	3.3-39	23 JAN 25
2.1-5	31 OCT 24	3.1-41	26 DEC 24	3.3-40	23 JAN 25
2.1-6	31 OCT 24	3.1-42	26 DEC 24	3.3-41	23 JAN 25
2.1-7	20 FEB 25	3.1-43	28 NOV 24	3.3-42	23 JAN 25
2.1-8	31 OCT 24	3.1-44	26 DEC 24	3.3-43	23 JAN 25
2.1-9	31 OCT 24	3.1-45	26 DEC 24	3.3-44	23 JAN 25
2.1-10	31 OCT 24	3.1-46	16 MAY 24	3.3-45	23 JAN 25
2.1-11	26 DEC 24				

Page	Date	Page	Date	Page	Date
3.3-46	23 JAN 25			2-VTBD-1-26	28 NOV 24
3.3-47	23 JAN 25			2-VTBD-1-27	28 NOV 24
3.3-48	23 JAN 25	ENR 6.		2-VTBD-1-28	28 NOV 24
3.3-49	23 JAN 25	6-1	8 AUG 24	2-VTBD-1-29	28 NOV 24
3.3-50	23 JAN 25	6-3	20 FEB 25	2-VTBD-1-30	28 NOV 24
3.3-51	23 JAN 25	6-5	11 JUL 24	2-VTBD-1-31	28 NOV 24
3.3-52	23 JAN 25	6-7	11 JUL 24	2-VTBD-1-32	28 NOV 24
3.3-53	23 JAN 25	6-9	11 JUL 24	2-VTBD-1-33	28 NOV 24
3.3-54	23 JAN 25			2-VTBD-1-34	28 NOV 24
3.3-55	23 JAN 25	PART 3 - AERODROMES (AD)		2-VTBD-1-35	28 NOV 24
3.3-56	23 JAN 25	AD 0.		2-VTBD-1-36	28 NOV 24
3.3-57	23 JAN 25	0.6-1	21 MAY 20	2-VTBD-1-37	28 NOV 24
3.3-58	23 JAN 25	0.6-2	23 JAN 25	2-VTBD-1-38	28 NOV 24
3.3-59	23 JAN 25	0.6-3	23 JAN 25	2-VTBD-1-39	28 NOV 24
3.3-60	23 JAN 25	0.6-4	18 JUN 20	2-VTBD-1-40	20 FEB 25
3.3-61	23 JAN 25	0.6-5	23 JAN 25	2-VTBD-1-41	26 DEC 24
3.3-62	23 JAN 25	0.6-6	23 JAN 25	2-VTBD-1-42	20 MAR 25
3.3-63	23 JAN 25	0.6-7	18 JUL 19	2-VTBD-1-43	28 NOV 24
3.4-1	18 JUL 19	0.6-8	18 JUL 19	2-VTBD-2-1	20 FEB 25
3.5-1	19 MAY 22	0.6-9	18 JUL 19	2-VTBD-2-3	20 MAY 21
3.6-1	18 JUL 19	0.6-10	18 JUL 19	2-VTBD-2-4	28 JAN 21
		0.6-11	18 JUN 20	2-VTBD-2-5	20 FEB 25
		0.6-12	23 JAN 25	2-VTBD-3-1	18 JUL 19
		0.6-13	18 JUN 20	2-VTBD-3-3	18 JUL 19
		0.6-14	18 JUN 20	2-VTBD-3-5	3 OCT 24
		0.6-15	23 JAN 25	2-VTBD-6-1	26 DEC 24
		0.6-16	18 JUN 20	2-VTBD-6-2	26 DEC 24
		0.6-17	18 JUN 20	2-VTBD-6-3	26 DEC 24
		0.6-18	18 JUN 20	2-VTBD-6-4	26 DEC 24
		0.6-19	18 JUN 20	2-VTBD-6-5	26 DEC 24
				2-VTBD-6-6	26 DEC 24
		AD 1.		2-VTBD-6-7	18 MAY 23
		1.1-1	28 JAN 21	2-VTBD-6-8	8 OCT 20
		1.1-2	28 JAN 21	2-VTBD-6-9	8 OCT 20
		1.1-3	26 DEC 24	2-VTBD-6-10	8 OCT 20
		1.2-1	20 APR 23	2-VTBD-6-11	8 OCT 20
		1.2-2	20 APR 23	2-VTBD-6-12	8 OCT 20
		1.3-1	25 JAN 24	2-VTBD-6-13	26 DEC 24
		1.3-2	6 OCT 22	2-VTBD-6-14	26 DEC 24
		1.3-3	6 OCT 22	2-VTBD-6-15	26 DEC 24
		1.3-4	10 OCT 19	2-VTBD-6-16	26 DEC 24
		1.4-1	18 JUL 19	2-VTBD-6-17	26 DEC 24
		1.5-1	23 JAN 25	2-VTBD-6-18	26 DEC 24
				2-VTBD-6-19	18 MAY 23
				2-VTBD-6-20	8 OCT 20
		AD 2.		2-VTBD-6-21	8 OCT 20
		BANGKOK/DON MUEANG		2-VTBD-6-22	8 OCT 20
		INTERNATIONAL AIRPORT		2-VTBD-6-23	8 OCT 20
		2-VTBD-1-1	13 JUL 23	2-VTBD-6-24	8 OCT 20
		2-VTBD-1-2	7 OCT 21	2-VTBD-6-25	26 DEC 24
		2-VTBD-1-3	8 AUG 24	2-VTBD-6-26	26 DEC 24
		2-VTBD-1-4	20 MAY 21	2-VTBD-6-27	26 DEC 24
		2-VTBD-1-5	28 NOV 24	2-VTBD-6-28	26 DEC 24
		2-VTBD-1-6	23 MAR 23	2-VTBD-6-29	26 DEC 24
		2-VTBD-1-7	28 NOV 24	2-VTBD-6-30	26 DEC 24
		2-VTBD-1-8	18 MAY 23	2-VTBD-6-31	18 MAY 23
		2-VTBD-1-9	3 NOV 22	2-VTBD-6-32	8 OCT 20
		2-VTBD-1-10	18 MAY 23	2-VTBD-6-33	8 OCT 20
		2-VTBD-1-11	7 OCT 21	2-VTBD-6-34	8 OCT 20
		2-VTBD-1-12	20 MAY 21	2-VTBD-6-35	8 OCT 20
		2-VTBD-1-13	20 MAY 21	2-VTBD-6-36	8 OCT 20
		2-VTBD-1-14	7 OCT 21	2-VTBD-6-37	8 OCT 20
		2-VTBD-1-15	20 MAY 21	2-VTBD-6-39	26 DEC 24
		2-VTBD-1-16	20 MAY 21	2-VTBD-6-40	26 DEC 24
		2-VTBD-1-17	20 MAY 21	2-VTBD-6-41	26 DEC 24
		2-VTBD-1-18	20 MAY 21	2-VTBD-6-42	26 DEC 24
		2-VTBD-1-19	20 MAY 21	2-VTBD-6-43	26 DEC 24
		2-VTBD-1-20	28 NOV 24	2-VTBD-6-44	26 DEC 24
		2-VTBD-1-21	28 NOV 24	2-VTBD-6-45	18 MAY 23
		2-VTBD-1-22	28 NOV 24	2-VTBD-6-46	8 OCT 20
		2-VTBD-1-23	28 NOV 24	2-VTBD-6-47	8 OCT 20
		2-VTBD-1-24	28 NOV 24		
		2-VTBD-1-25	28 NOV 24		
ENR 4.					
4.1-1	23 JAN 25				
4.1-2	23 JAN 25				
4.1-3	23 JAN 25				
4.1-4	23 JAN 25				
4.1-5	23 JAN 25				
4.1-6	20 MAR 25				
4.1-7	23 JAN 25				
4.1-8	23 JAN 25				
4.1-9	22 APR 21				
4.1-10	23 JAN 25				
4.1-11	28 NOV 24				
4.1-12	23 MAR 23				
4.2-1	18 JUL 19				
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2-VTBD-9-4	28 NOV 24	2-VTCC-6-18	26 DEC 24	2-VTCT-8-3	2 NOV 23
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2-VTBD-9-9	28 NOV 24	2-VTCC-6-22	26 DEC 24	2-VTCT-8-7	2 NOV 23
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2-VTBD-9-11	28 NOV 24	2-VTCC-6-24	26 DEC 24	2-VTCT-8-9	2 NOV 23
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2-VTSP-1-17	17 JUN 21	2-VTBS-1-19	28 NOV 24	2-VTBS-6-2	26 DEC 24
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2-VTSP-1-25	31 OCT 24	2-VTBS-1-27	28 NOV 24	2-VTBS-6-10	26 DEC 24
2-VTSP-2-1	28 NOV 24	2-VTBS-1-28	28 NOV 24	2-VTBS-6-11	26 DEC 24
2-VTSP-2-3	28 NOV 24	2-VTBS-1-29	28 NOV 24	2-VTBS-6-12	26 DEC 24
2-VTSP-2-4	25 JAN 24	2-VTBS-1-30	28 NOV 24	2-VTBS-6-13	26 DEC 24
2-VTSP-2-5	28 NOV 24	2-VTBS-1-31	28 NOV 24	2-VTBS-6-14	26 DEC 24
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2-VTSP-6-1	20 MAY 21	2-VTBS-1-33	28 NOV 24	2-VTBS-6-16	26 DEC 24
2-VTSP-6-2	18 JUL 19	2-VTBS-1-34	28 NOV 24	2-VTBS-6-17	26 DEC 24
2-VTSP-6-3	18 JUL 19	2-VTBS-1-35	28 NOV 24	2-VTBS-6-18	26 DEC 24
2-VTSP-6-5	20 MAY 21	2-VTBS-1-36	28 NOV 24	2-VTBS-6-19	20 MAR 25
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2-VTSP-6-8	18 JUL 19	2-VTBS-1-39	28 NOV 24	2-VTBS-6-22	26 DEC 24
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2-VTSP-7-3	18 JUL 19	2-VTBS-1-46	31 OCT 24	2-VTBS-6-30	26 DEC 24
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2-VTSP-7-11	18 JUL 19	2-VTBS-1-53	2 NOV 23	2-VTBS-6-37	26 DEC 24
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2-VTSP-8-12	2 NOV 23	2-VTBS-1-60	28 NOV 24	2-VTBS-6-44	26 DEC 24
2-VTSP-8-13	2 NOV 23	2-VTBS-1-61	28 NOV 24	2-VTBS-6-45	26 DEC 24
2-VTSP-8-14	2 NOV 23	2-VTBS-1-62	28 NOV 24	2-VTBS-6-46	26 DEC 24
2-VTSP-8-15	2 NOV 23	2-VTBS-1-63	28 NOV 24	2-VTBS-6-47	26 DEC 24
2-VTSP-8-16	2 NOV 23	2-VTBS-1-64	28 NOV 24	2-VTBS-6-48	26 DEC 24
2-VTSP-8-17	17 JUN 21	2-VTBS-1-65	28 NOV 24	2-VTBS-6-49	26 DEC 24
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2-VTSP-8-20	2 NOV 23	2-VTBS-1-67	28 NOV 24	2-VTBS-6-51	26 DEC 24
2-VTSP-8-21	17 JUN 21	2-VTBS-1-68	28 NOV 24	2-VTBS-6-53	26 DEC 24
		2-VTBS-1-69	28 NOV 24	2-VTBS-6-54	26 DEC 24
		2-VTBS-1-70	20 MAR 25	2-VTBS-6-55	26 DEC 24
		2-VTBS-1-71	20 MAR 25	2-VTBS-6-56	26 DEC 24
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		2-VTBS-1-73	26 DEC 24	2-VTBS-6-58	26 DEC 24
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		2-VTBS-1-75	26 DEC 24	2-VTBS-6-60	26 DEC 24
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		2-VTBS-1-77	20 MAR 25	2-VTBS-6-62	26 DEC 24
		2-VTBS-2-1	28 NOV 24	2-VTBS-6-63	26 DEC 24
		2-VTBS-2-3	28 NOV 24	2-VTBS-6-64	26 DEC 24
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2-VTBS-1-3	2 NOV 23
2-VTBS-1-4	28 NOV 24
2-VTBS-1-5	28 NOV 24
2-VTBS-1-6	28 NOV 24
2-VTBS-1-7	26 DEC 24
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2-VTBS-1-9	28 NOV 24
2-VTBS-1-10	28 NOV 24
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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-1-2	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-1-2	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	20 MAR 25
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
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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-1-2	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
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2-VTUQ-6-3	21 APR 22
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2-VTUQ-8-3	21 APR 22
2-VTUQ-8-5	21 APR 22
2-VTUQ-8-7	21 APR 22
2-VTUQ-8-9	21 APR 22
2-VTUQ-8-10	20 MAY 21
2-VTUQ-8-11	21 APR 22
2-VTUQ-8-12	20 MAY 21
2-VTUQ-9-1	17 JUN 21
2-VTUQ-9-2	17 JUN 21
2-VTUQ-9-3	17 JUN 21
2-VTUQ-9-4	17 JUN 21

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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

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2-VTPN-1-2	12 SEP 19
2-VTPN-1-3	12 SEP 19
2-VTPN-1-4	12 SEP 19
2-VTPN-1-5	12 SEP 19

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2-VTPI-1-2	2 JAN 20
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2-VTPI-1-4	12 SEP 19
2-VTPI-1-5	12 SEP 19
2-VTPI-1-6	7 NOV 19
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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-1-2	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	20 MAR 25
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

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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

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2-VTSK-1-1	12 SEP 19	2-VTPP-8-17	26 DEC 24	2-VTPH-9-8	27 FEB 20
2-VTSK-1-2	12 SEP 19	2-VTPP-8-19	26 DEC 24	2-VTPH-9-9	27 FEB 20
2-VTSK-1-3	12 SEP 19	2-VTPP-8-20	26 DEC 24	2-VTPH-9-10	27 FEB 20
2-VTSK-1-4	12 SEP 19	2-VTPP-8-21	26 DEC 24	2-VTPH-9-11	27 FEB 20
2-VTSK-1-5	26 DEC 24	2-VTPP-9-1	21 APR 22	2-VTPH-9-12	27 FEB 20
2-VTSK-1-6	23 MAR 23	2-VTPP-9-2	21 APR 22		
2-VTSK-2-1	18 JUL 19	2-VTPP-9-3	21 APR 22	RANONG / RANONG AIRPORT	
2-VTSK-8-1	18 JUL 19	2-VTPP-9-4	21 APR 22	2-VTSR-1-1	7 OCT 21
2-VTSK-8-3	23 MAR 23	2-VTPP-9-5	21 APR 22	2-VTSR-1-2	7 OCT 21
2-VTSK-8-5	3 DEC 20	2-VTPP-9-6	21 APR 22	2-VTSR-1-3	3 NOV 22
2-VTSK-8-6	3 DEC 20			2-VTSR-1-4	7 OCT 21
2-VTSK-8-7	3 DEC 20	PHRAE / PHRAE AIRPORT		2-VTSR-1-5	2 DEC 21
2-VTSK-8-8	3 DEC 20	2-VTCP-1-1	23 JAN 25	2-VTSR-1-6	7 OCT 21
		2-VTCP-1-2	21 MAR 24	2-VTSR-1-7	2 NOV 23
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2-VTPB-1-1	7 OCT 21	2-VTCP-1-4	21 MAR 24	2-VTSR-6-1	20 MAY 21
2-VTPB-1-2	7 OCT 21	2-VTCP-1-5	26 DEC 24	2-VTSR-6-2	20 MAY 21
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2-VTPB-1-4	7 OCT 21	2-VTCP-1-7	8 AUG 24	2-VTSR-6-4	20 MAY 21
2-VTPB-1-5	2 DEC 21	2-VTCP-1-8	26 DEC 24	2-VTSR-6-5	20 MAY 21
2-VTPB-1-6	26 DEC 24	2-VTCP-1-9	8 AUG 24	2-VTSR-6-6	20 MAY 21
2-VTPB-1-7	26 DEC 24	2-VTCP-1-10	26 DEC 24	2-VTSR-6-7	20 MAY 21
2-VTPB-1-8	26 DEC 24	2-VTCP-2-1	26 DEC 24	2-VTSR-6-8	20 MAY 21
2-VTPB-2-1	18 JUL 19	2-VTCP-6-1	26 DEC 24	2-VTSR-8-1	2 NOV 23
2-VTPB-8-1	2 NOV 23	2-VTCP-6-2	26 DEC 24	2-VTSR-8-2	2 NOV 23
2-VTPB-8-2	26 DEC 24	2-VTCP-6-3	26 DEC 24	2-VTSR-8-3	2 NOV 23
2-VTPB-8-3	26 DEC 24	2-VTCP-6-4	26 DEC 24	2-VTSR-8-4	20 MAY 21
2-VTPB-8-4	26 DEC 24	2-VTCP-8-1	26 DEC 24	2-VTSR-8-5	2 NOV 23
2-VTPB-8-5	26 DEC 24	2-VTCP-8-2	26 DEC 24	2-VTSR-8-6	2 NOV 23
2-VTPB-8-6	26 DEC 24	2-VTCP-8-3	26 DEC 24	2-VTSR-8-7	2 NOV 23
2-VTPB-8-7	26 DEC 24	2-VTCP-8-4	26 DEC 24	2-VTSR-8-8	2 NOV 23
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2-VTPP-1-5	8 AUG 24	2-VTBP-1-3	12 SEP 19	2-VTUV-1-6	30 NOV 23
2-VTPP-1-6	28 NOV 24	2-VTBP-1-4	12 SEP 19	2-VTUV-1-7	30 NOV 23
2-VTPP-1-7	8 AUG 24	2-VTBP-1-5	12 SEP 19	2-VTUV-2-1	7 OCT 21
2-VTPP-1-8	20 MAR 25	2-VTBP-1-6	22 FEB 24	2-VTUV-6-1	21 APR 22
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2-VTPP-1-11	20 MAR 25	2-VTPH-1-1	7 OCT 21	2-VTUV-6-5	21 APR 22
2-VTPP-2-1	31 OCT 24	2-VTPH-1-2	22 FEB 24	2-VTUV-6-6	16 JUL 20
2-VTPP-2-2	23 MAR 23	2-VTPH-1-3	13 JUN 24	2-VTUV-6-7	16 JUL 20
2-VTPP-2-3	23 MAR 23	2-VTPH-1-4	13 JUN 24	2-VTUV-8-1	21 APR 22
2-VTPP-2-4	23 MAR 23	2-VTPH-1-5	13 JUN 24	2-VTUV-8-2	16 JUL 20
2-VTPP-6-1	26 DEC 24	2-VTPH-1-6	13 JUN 24	2-VTUV-8-3	21 APR 22
2-VTPP-6-2	26 DEC 24	2-VTPH-1-7	13 JUN 24	2-VTUV-8-4	16 JUL 20
2-VTPP-6-3	26 DEC 24	2-VTPH-1-8	13 JUN 24	2-VTUV-8-5	21 APR 22
2-VTPP-6-5	26 DEC 24	2-VTPH-1-9	28 NOV 24	2-VTUV-8-6	16 JUL 20
2-VTPP-6-6	26 DEC 24	2-VTPH-1-8	13 JUN 24	2-VTUV-8-7	21 APR 22
2-VTPP-6-7	26 DEC 24	2-VTPH-1-9	28 NOV 24	2-VTUV-8-8	16 JUL 20
2-VTPP-8-1	20 MAR 25	2-VTPH-1-10	28 NOV 24	2-VTUV-8-9	16 JUL 20
2-VTPP-8-3	20 MAR 25	2-VTPH-1-11	28 NOV 24	2-VTUV-8-10	16 JUL 20
2-VTPP-8-5	26 DEC 24	2-VTPH-2-1	18 JUL 19	2-VTUV-8-11	21 APR 22
2-VTPP-8-6	26 DEC 24	2-VTPH-8-1	26 MAR 20	2-VTUV-8-12	20 MAY 21
2-VTPP-8-7	20 MAR 25	2-VTPH-8-3	26 MAR 20	2-VTUV-8-13	20 MAY 21
2-VTPP-8-8	26 DEC 24	2-VTPH-8-4	18 JUL 19	2-VTUV-8-15	21 APR 22
2-VTPP-8-9	20 MAR 25	2-VTPH-8-5	12 AUG 21	2-VTUV-8-16	20 MAY 21
2-VTPP-8-10	26 DEC 24	2-VTPH-8-6	12 AUG 21	2-VTUV-8-17	20 MAY 21
2-VTPP-8-11	26 DEC 24	2-VTPH-9-1	27 FEB 20	2-VTUV-9-1	21 APR 22
2-VTPP-8-12	26 DEC 24	2-VTPH-9-2	27 FEB 20	2-VTUV-9-2	21 APR 22
2-VTPP-8-13	26 DEC 24	2-VTPH-9-3	27 FEB 20	2-VTUV-9-3	21 APR 22
2-VTPP-8-14	26 DEC 24	2-VTPH-9-4	27 FEB 20	2-VTUV-9-4	21 APR 22
2-VTPP-8-15	26 DEC 24	2-VTPH-9-5	27 FEB 20		
2-VTPP-8-16	26 DEC 24	2-VTPH-9-6	27 FEB 20	SA KAE0 / WATTHANA NAKHON AIRPORT	
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2-VTBW-1-2	28 DEC 23
2-VTBW-1-3	11 AUG 22
2-VTBW-1-4	28 DEC 23
2-VTBW-1-5	28 DEC 23
2-VTBW-1-6	28 DEC 23

SAKON NAKHON / SAKON NAKHON AIRPORT

2-VTUI-1-1	8 SEP 22
2-VTUI-1-2	7 OCT 21
2-VTUI-1-3	31 OCT 24
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
2-VTUI-1-8	2 NOV 23
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	20 MAR 25
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	20 MAR 25
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

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2-VTSB-1-1	31 OCT 24
2-VTSB-1-2	28 NOV 24
2-VTSB-1-3	31 OCT 24

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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
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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

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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
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2-VTSM-8-18	15 JUL 21
2-VTSM-8-19	15 JUL 21
2-VTSM-8-21	15 JUL 21

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2-VTSM-8-23	15 JUL 21

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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

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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

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2-VTUU-1-2	28 NOV 24

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2-VTUU-1-5	13 JUN 24	YALA/BETONG AIRPORT	
2-VTUU-1-6	13 JUN 24	2-VTSY-1-1	21 APR 22
2-VTUU-1-7	13 JUN 24	2-VTSY-1-2	21 MAY 20
2-VTUU-1-8	28 NOV 24	2-VTSY-1-3	21 APR 22
2-VTUU-1-9	8 AUG 24	2-VTSY-1-4	21 APR 22
2-VTUU-1-10	13 JUN 24	2-VTSY-1-5	21 APR 22
2-VTUU-1-11	13 JUN 24	2-VTSY-1-6	21 APR 22
2-VTUU-1-12	13 JUN 24	2-VTSY-1-7	20 APR 23
2-VTUU-1-13	13 JUN 24	2-VTSY-1-8	20 APR 23
2-VTUU-2-1	13 JUN 24	2-VTSY-2-1	21 APR 22
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2-VTUU-2-5	13 JUN 24	2-VTSY-3-3	21 APR 22
2-VTUU-6-1	21 APR 22	2-VTSY-6-1	29 DEC 22
2-VTUU-6-3	21 APR 22	2-VTSY-6-2	3 DEC 20
2-VTUU-6-5	21 APR 22	2-VTSY-6-3	29 DEC 22
2-VTUU-6-6	18 JUL 19	2-VTSY-6-4	3 DEC 20
2-VTUU-6-7	21 APR 22	2-VTSY-8-1	29 DEC 22
2-VTUU-6-8	18 JUL 19	2-VTSY-8-2	3 DEC 20
2-VTUU-8-1	21 APR 22	2-VTSY-8-3	29 DEC 22
2-VTUU-8-2	18 JUL 19	2-VTSY-8-4	3 DEC 20
2-VTUU-8-3	21 APR 22		
2-VTUU-8-4	18 JUL 19	KHON-KAEN / NAM PHONG	
2-VTUU-8-5	21 APR 22	2-VTUZ-1-1	30 NOV 23
2-VTUU-8-6	18 JUL 19	2-VTUZ-1-2	30 NOV 23
2-VTUU-8-7	21 APR 22	2-VTUZ-1-3	30 NOV 23
2-VTUU-8-8	20 MAY 21	2-VTUZ-1-4	30 NOV 23
2-VTUU-8-9	21 APR 22	2-VTUZ-1-5	26 DEC 24
2-VTUU-8-10	20 MAY 21	2-VTUZ-1-6	30 NOV 23
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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		

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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. INTRODUCTION

Legal basis and general provisions

1.1 In compliance with Section 28 of the Air Navigation Act B.E. 2497 (1954), foreign aircraft require permission to enter the Kingdom of Thailand.

International flights into, from or over the Kingdom of Thailand territory shall be subjected to the current Thai regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.2 To fly over or take-off or land in the territory of the Kingdom of Thailand, foreign aircraft/airline is required to obtain prior permission. Application for such permission shall be made to Flight Permit Division (FP), The Civil Aviation Authority of Thailand (CAAT).

1.3 No aircraft entering or leaving the Kingdom of Thailand shall land before or depart except at or from a Customs Airport. Provided that an aircraft which is compelled by force majeure to land before arrival at or after departure from a Customs Airport shall, after compliance with the procedure laid down below, be deemed to have landed at or departed from a Customs Airport according to the requirement of the foregoing paragraph. In case that any aircraft entering or leaving the Kingdom of Thailand is compelled by force majeure to land at any place other than a Customs Airport, the person in charge shall forthwith report to a Customs Officer or an Administrative or Police Official, and on demand, produce to such Officer the log books of the aircraft and shall not allow any goods to be unloaded from the aircraft without the consent of a Customs Officer; and no passenger or member of the personnel thereof shall leave the immediate vicinity without the consent of a Customs Officer or an Administrative or Police Official. If the place of landing be an airport, the person in charge shall forthwith report the arrival of the aircraft and the place whence it came to the proprietor or officer in charge of the airport, who shall forthwith report the arrival of the aircraft to a Customs Officer and shall not allow any goods to be unloaded therefrom or any passenger or member of the personnel thereof to leave the airport without the consent of such Officer.

1.4 Notwithstanding the regulations relating to civil aviation over the Kingdom of Thailand territory, aircraft operators should consult the respective AIPs for other documentary and / or permit requirements for flights intending to enter, depart, and / or overfly the sovereign airspaces of States along the planned flight routes.

1.5 Flight permission is limited to the time it takes to conduct the flights covered by the permission. After the purpose of these flights has been fulfilled, the aircraft shall leave the Kingdom of Thailand territory.

1.6 Flight permission shall be submitted to and granted by Flight Permit Division (FP) via Flight Permit Online System (FPOS) at <https://fpos.caat.or.th>

Note: Register at <https://www.caat.or.th/th/archives/58886>

2. FOREIGN AIR OPERATOR PERMISSION (FAOP), FOREIGN AIRCRAFT OPERATOR SECURITY PROGRAMME (FAOSP), AND SAFETY STANDARD

2.1 Foreign Air Operator Permission (FAOP)

Pursuant to Requirement No. 42 issued by the Civil Aviation Authority of Thailand (CAAT) and Section 41/126 of the Air Navigation Act, foreign air carriers conducting scheduled commercial air transport into or from the Kingdom of Thailand must meet the following qualifications:

1. Hold a valid Air Operator Certificate (AOC) issued by the civil aviation authority of a country with a Bilateral Air Services Agreement with Thailand.
2. Be designated as the user of air traffic rights under such Agreement.
3. Hold documents related to safety.
4. Be granted a Foreign Aircraft Operator Security Programme (FAOSP)
5. Obtain permission through the Foreign Air Operating Permission (FAOP) system.
For further details, please visit: <https://portal.caat.or.th/FAOP/index.php>
Operation Licensing Division (OL), E-mail: faop@caat.or.th

2.2 Foreign Aircraft Operator Security Programme (FAOSP)

According to Notification of the Civil Aviation Authority of Thailand Re: Foreign Aircraft Operator Security Programme B.E.2566(2023), foreign air operator who plans to conduct a scheduled flight and non-scheduled flight (Programmed Charter or Inclusive Tour Charter) into or from the Kingdom of Thailand shall submit a Foreign Aircraft Operator Security Programme (FAOSP) and grant approval by the Director General of the Civil Aviation Authority of Thailand before submitting the flight permission application via Flight Permit Online System (FPOS).

2.2.1 Scheduled Flights

The approval process for the Foreign Aircraft Operator Security Programme (FAOSP) is an integral part of granting permission to foreign air operators for conducting commercial air transport, as outlined in Section 2.1.

2.2.2 Non-Scheduled Flights

A foreign air operator intending to conduct non-scheduled services, such as Charter Flights (Programmed Charter or Inclusive Tour Charter), are required to submit a set of documents to E-mail: sfd_faosp@caat.or.th at least one hundred and twenty (120) days prior to the expected start-up date of a flight into or from the Kingdom of Thailand and grant approval by the Director General of the Civil Aviation Authority of Thailand before submitting the request via the Flight Permit Online System (FPOS). The required documents are specified in the Notification of the Civil Aviation Authority of Thailand Re: Foreign Aircraft Operator Security Programme B.E.2566 (2023). Additionally, the Supplementary Station Procedure (SSP) in an editable format is provided via E-mail: sfd_faosp@caat.or.th. For further information contact: website at <https://www.caat.or.th/th/archives/75999> Operator Security and Facilitation Oversight Division (OS), E-mail: sfd_faosp@caat.or.th

2.3 Safety Standard

Pursuant to the Air Navigation ACT B.E. 2497 Chapter 1/1, The Civil Aviation Authority of Thailand (CAAT) is responsible for the regulation and supervision of all aeronautical matters within Thailand, in particular with regard to the Foreign Air Operator according to sections 28, 41/122, 41/123 as mentioned in the relevant air services agreement and Thailand Civil Aviation Regulation - Air Operations Part Foreign Air Operators Requirements (TCAR OPS Part - FAO). The responsibility for the safety of an aircraft operator lies primarily with the state of the Operator. Foreign Air Operators shall ensure that any person authorized by CAAT will be permitted to board any of its aircraft that have landed within Thailand, at any time, with or without prior notice to:

1. Inspect the documents and manuals to be carried on board.
2. Carry out a ramp inspection.

The CAAT Requirements No. 22 ON "REPORTING OF CIVIL AVIATION OCCURRENCES" requires the Foreign Air Operator to report mandatory occurrence and send to CAAT via email safetyreport@caat.or.th. For further information contact: Foreign Air Operators Division (FA), E-mail: ops.fao@caat.or.th

2.4 Exemptions and Approvals for the Safe Transport of Dangerous Goods by Air

For exemptions and approvals for the safe transport of dangerous goods by Air, air operator shall submit the application package and required document to Flight Operations Standards Department, Dangerous Goods Standards Division, The Civil Aviation Authority of Thailand (CAAT).

For further information contact: Dangerous Goods Standards Division (DG), E-mail: ops_dg@caat.or.th

3. APPLICATION FOR SLOTS

3.1 To ensure efficiency of aircraft operations and optimization of airport resources, an airline and aircraft operators must have a slot allocated by CAAT as the Slot Coordinator prior operating at a Level 3 airport and a schedule facilitated from the appointed Schedule Facilitators prior operating at a Level 2 airport.

3.2 Applications of scheduled and non-scheduled (commercial and non-commercial) flights for allocation of slots or facilitation of schedules should be directed to the CAAT Slot Coordinator or the appointed Facilitator using the IATA Standard Schedules Information Manual (SSIM) called a Slot Clearance Request (SCR) or for General/Business Aviation (GA/BA) called a General (Aviation) Clearance Request (GCR) by e-mail as follows:

Level of Airport (s)	IATA/ICAO Code	Full Name	Requirement	Via Email Address	Unit(s)
L3	BKK/VTBS	Bangkok/ Suvarnabhumi International Airport	Coordination	slot@caat.or.th	CAAT
	DMK/VTBD	Bangkok/ Don Mueang International Airport	Coordination	slot@caat.or.th	CAAT
	HKT/VTSP	Phuket/ Phuket International Airport	Coordination	slot@caat.or.th	CAAT
	CNX/VTCC	Chiang Mai/ Chiang Mai International Airport	Coordination	slot@caat.or.th	CAAT
	USM/VTSM	Surat Thani/ Samui Airport	Coordination	slot@caat.or.th	CAAT
L2	KBV/VTSG	Krabi/Krabi Airport	Facilitation	slotthai@airports.go.th	DOA
	HDY/VTSS	Songkhla / Hat Yai International Airport	Facilitation	slot@airportthai.co.th	AOT
	CEI/VTCT	Chiang Rai/ Mae Fah Luang-Chiang Rai International Airport	Facilitation	slot@airportthai.co.th	AOT
	UTP/VTBU	Rayong/ U-Tapao Rayong Pattaya International Airport	Facilitation	slot@caat.or.th	CAAT

3.3 All operators shall adhere to the Rules of the Civil Aviation Authority of Thailand on Criteria for Slot Allocation for Airport Arrival and Departure of Aircraft B.E. 2562 (2019) which is aligned to the IATA Worldwide Airport Slot Guidelines (WASG). A copy of the Rules of the Civil Aviation Authority of Thailand on Criteria for Slot Allocation for Airport Arrival and Departure of Aircraft B.E. 2562 (2019) can be obtained from CAAT website www.caat.or.th and a copy of WASG document can be obtained from IATA website www.iata.org/wasg.

3.4 The following types of flights are exempted to obtain slots from the CAAT Slot Coordinator for the operation to/from Level 3 Airports:

- Emergency landing
- Military flights
- State flights

3.5 Changes on the day of operation

3.5.1 Request must be made for additional services planned on the day of operation (for example, a new positioning flight) and the operators must receive confirmation of an allocated slot before operating.

3.5.2 All operators should not notify the CAAT Slot Coordinator and or the appointed Facilitator of on-the-day equipment changes, or operational variations (for example, delayed flights or weather disruptions) to their allocated slots.

3.5.3 Only significant operational variations which affect the following day(s) may require the operators to submit a request for a new slot for the following day(s).

3.5.4 All operators should notify the CAAT Slot Coordinator of on-the-day cancellations so that the slots can be reallocated to other operators.

For further information contact: Airport Slot Allocation Division (SG), E-mail: slot@caat.or.th

4. SCHEDULED FLIGHTS

4.1 Definition and General

Definition

Scheduled international air services are regulated in a basic way by article 6 of the Chicago Convention. A scheduled international air service is a series of flights that possesses all the following characteristics:

- a) it passes through the airspace over the territory of more than one State;
- b) it is performed by aircraft for the transport of passengers, mail or cargo for remuneration, in such a manner that each flight is open to use by members of the public;
- c) it is operated, so as to serve traffic between the same two or more points, either
 - i. according to a published timetable, or
 - ii. with flights so regular or frequent that they constitute a recognizably systematic series.

General

Scheduled international air services may be a foreign air operator into or in transit across the Kingdom of Thailand in pursuance of:

- a) The International Air Services Transit Agreement, provided that States in which the airline is registered is a contracting party to this agreement; or
- b) Agreement between the Kingdom of Thailand and States in which the airline is registered.

4.2 Scheduled Flight Permission

4.2.1 Flight Permission for Air Operating License Holders (Thai Air Operators)

- i. Thai air operators holding an Air Operating License (AOL), who would like to apply for scheduled flight permission must meet the following qualifications and requirements:
 1. Hold an Air Operating License for scheduled commercial air transport operations
 2. Hold an Air Operator Certificate (AOC)
 3. Hold a Route Allocation Approval for the route specified in the application
- ii. Applicants requesting approval for scheduled flight permission must obtain slots for level 2 and level 3 Airport (See Section 3)
- iii. Applicants must ensure that the following documents remain valid during the period of operations:
 1. Air Operator Certificate (AOC)
 2. Air Operating License for scheduled commercial air transport
 3. Certificate of Airworthiness
 4. Certificate of Registration
 5. Certificate of Insurance
 6. Other relevant supporting documents

iv. Details for schedule flight permission application are as follows:

1. Name of the Air Operator Certificate (AOC) holder
2. Type of aircraft for scheduled flight operations
3. Aircraft nationality and registration marks
4. Flight number and schedule of the operations
5. Routing

v. Deadline for application

All air operators/authorized agents are to submit their applications for scheduled flights for each IATA schedule season at least thirty (30) days before the start of the season for approval by CAAT via FPOS.

vi. Revision of flight scheduled

1. In case of any revision for permitted flight scheduled, the air operators/authorized agents must submit a revision application for those flights to the Flight Permit Division no less than seven (7) business days before the start of the season.
2. In case of changing the flight date and time:
 - If the new timing is more than twenty-four (24) hours earlier or later than the originally approved flight schedule, the air operators/authorized agents must submit a revision application for approval at least two (2) business days in advance, unless there are urgent or emergency situations. Additionally, for flights operating at Level 2 and Level 3 Airport, the new timing must be facilitated/allocated before submitting the application.
 - If the new timing is less than twenty-four (24) hours earlier or later than the originally approved flight schedule, without changes to other details, the air operators/authorized agents may use the existing flight permission. However, for flights operating at Level 2 and Level 3 Airport, the new timing must be facilitated/allocated from Slot Facilitators/Slot Coordinator.
3. The revision for any change, such as flight number, route or schedule change more than period of seven (7) consecutive days or four (4) consecutive weeks, the air operators/authorized agents must submit a revision application for approval at least two (2) business days prior the day of operation, unless there are urgent or emergency situations. Additionally, for flights operating at Level 2 and Level 3 Airport, the new timing must be facilitated/allocated before submitting the application.

Urgent and emergency situations mentioned in 2 and 3 refer to unforeseen circumstances, such as adverse weather conditions, security concerns, political situations, medical emergencies, or any circumstances that may impact the safety of the aircraft and passengers. This also includes strikes or actions taken by employees or personnel of other relevant entities, or any occurrences that affect the air operator's aircraft operations.

vii. Additional flights and cancellation of flights

For additional scheduled flights and cancellation of flights, the air operators/authorized agents must submit an application for approval at least three (3) business days prior to the day of operation.

viii. Resume flight

For resuming cancelled scheduled flights in order to align with increased traffic demand or any necessary reason, the air operators/authorized agents must submit an application for approval at least three (3) business days prior to the day of operation.

4.2.2 Flight Permission for Foreign Air Operators

- i. Any foreign air operators/authorized agents who would like to apply for scheduled flight permission must meet the following qualifications:
 1. Being designated as the air carrier by the government of the state of registry for scheduled air services between the state of registry and the Kingdom of Thailand.
 2. Holding Foreign Air Operator Permission (FAOP) to engage in scheduled commercial air transport to and from the Kingdom of Thailand. (See Section 2.1)
- ii. Applicants requesting approval for scheduled flight permission must obtain slots for level 2 and level 3 Airport. (See Section 3)
- iii. Applicants must ensure that the following documents remain valid during the period of operations:
 1. Air Operator Certificate (AOC)
 2. Operators Specifications relevant for the aircraft or aircraft type and containing operational information such as capability for low visibility operations
 3. Certificate of registration
 4. Certificate of airworthiness and airworthiness review certificate (if applicable)
 5. Certificate of insurance (by aircraft or by fleet)
 6. Noise certificate
 7. Maintenance release of the most recent major maintenance (equivalent to "c" check certificate of release) (if applicable)

8. State of registry's approved aging aircraft programme (if applicable) which may be part of the maintenance programme
9. Lease arrangements, if applicable

iv. Details for schedule flight permission application are as follows:

1. Name of the Air Operator Certificate (AOC) holder.
2. List of fleets with details of the capacity of the aircraft to be used for the operations.
3. Flight schedule of the operations.
 - Flight number
 - Flight schedule
 - Flight route for operations to/from the Kingdom of Thailand, specifying the airport names of origin and destination with their Location Indicators (ICAO Code) assigned by the International Civil Aviation Organization.

4. Details of codeshare operation and codeshare agreement.

v. Deadline for application

Same requirements as Section 4.2.1 Article v.

vi. Revision of flight scheduled

Same requirements as Section 4.2.1 Article vi.

vii. Additional flights and cancellation of flights

Same requirements as Section 4.2.1 Article vii.

viii. Resume flight

Same requirements as Section 4.2.1 Article viii.

4.3 Documentary Requirements for Clearance of Aircraft

4.3.1 The documents required for clearance of aircraft on entry and departure to and from the Kingdom of Thailand must be submitted by authorized agent or pilot-in-command. All documents are acceptable when completed in legible English. No visas are required in connection with such documents. The requirements are as follows:

4.3.2 Aircraft Documents Required (Arrival / Departure)

Required by	General Declaration	Passenger Manifest	Cargo Manifest	Stores List
<u>Departure</u>				
Airport Authority	1	1	1	-
Customs	1	1	2	1
Immigration	2	3	-	-
Health Authority	-	-	-	-
Animal Quarantine	-	-	1	-
Total	4	5	4	1

Required by	General Declaration	Passenger Manifest	Cargo Manifest	Stores List
<u>Arrival</u>				
Airport Authority	1	1	1	-
Customs	1	1	2	-
Immigration	2	3	-	-
Health Authority	1	1	-	-
Plant Quarantine	-	-	1	-
Animal Quarantine	-	-	1	-
Total	5	6	5	-

4.4 Public Health Measures Applied to Aircraft

4.4.1 Public health measures are required to be carried out in respect of aircraft entering the Kingdom of Thailand in accordance with Communicable Disease Act B.E.2558 (A.D.2015), Thailand and International Health Regulations (WHO).

4.4.2 Aircraft arriving from affected area may land at an international airport provided the aircraft has been disinfected while in flight approximately thirty minutes before arrival at the airport. The insecticide to be used is authorized aerosol (standard reference aerosol). If, in special circumstances a second spraying of the aircraft is deemed necessary by the Health Authority to be carried out on the ground, passengers and crew are permitted to disembark beforehand.

5. Non-scheduled flights

5.1 Definition and General

Definition

A non-scheduled air service is a commercial air transport service performed as other than a scheduled air service.

General

Applicants requesting approval for non-scheduled flight permission must obtain slots for Level 2 and Level 3 Airport. (See Section 3)

5.2 Overflights, Non-Traffic or Technical Landings

Subject to the observance of the terms of the Convention on International Civil Aviation, application must be made and prior approval obtained from The Civil Aviation Authority of Thailand for all aircraft of the Contracting States of the Convention on International Civil Aviation desiring to carry out non-scheduled flight into, in transit non-stop across Thailand, or to make stops for non-traffic purpose in Thailand.

i. Documents required for application

Same requirement as Section 4.2.2 Article iii. Documents 1 – 5.

ii. Deadline for application

The application must be submitted to the Flight Permit Division at least three (3) business days in advance of the intended flight date via FPOS. (See Section 1.6).

iii. Details for flight permission application are as follows:

1. Name of operator
2. Owner, type, nationality and registration mark of the aircraft
3. Name, billing address and contact of applicants
4. Purpose of flight
5. Routing, including aerodromes before/after the Kingdom of Thailand
6. Names of aerodromes to land in the Kingdom of Thailand
7. Dates and times of its arrival and departure at each aerodrome
8. In case of carrying dangerous goods (See Section 2.4)

iv. Revision of Flight Schedule

Same requirements as Section 4.2.1 Article vi.

5.3 Non-Scheduled Flights with Commercial Purpose

Aircraft of Contracting States of the Convention on International Civil Aviation intending to conduct a non-scheduled flight into and/or out of the Kingdom of Thailand for the commercial purpose of embark/disembark passengers, cargo and mail, must apply for permission to The Civil Aviation Authority of Thailand.

i. Documents required for application

Same requirement as Section 4.2.2 Article iii.

Note: For foreign air operators who would like to conduct a non-scheduled Programmed Charter or Inclusive Tour Charter, FAOSP approval are required. (See Section 2.2)

ii. Deadline for application

The application must be submitted to the Flight Permit Division at least three (3) business days in advance of the intended flight date via FPOS (See Section 1.6).

iii. Details for flight permission application are as follows:

1. Name of operator
2. Type, nationality and registration mark of the aircraft
3. Name, billing address and contact of applicants
4. Purpose of flight
5. Routing, name of aerodrome including aerodromes before/after the Kingdom of Thailand
6. Dates and times of its arrival and departure at each aerodrome
7. Number and list of passengers, categories of passengers (i.e. Inclusive Tour Group, Affinity Group or Own Use Charter etc.) including points of embarkation or disembarkation of passengers
8. Name of charterer and agent including address to contact in the Kingdom of Thailand
9. Description and quantity of freight, consignor, consignee, including points of loading and unloading of freight

iv. Revision of Flight Schedule

Same requirements as Section 4.2.1 Article vi.

Note: Passenger Charter Flight

A. Own Use Charter Flight

1. The entire capacity of the aircraft hired by the charterer (individual, firm, legitimate club or associations) for transportation either for employees of the charterer or for persons affiliated with the charterer other than employees (e.g. the hiring by a sports club for transportation of a football team to a match).
2. The charterer of the aircraft solely shall decide the destination of the aircraft as well as all arrangement connected with the journey.
3. The charterer shall defray all expenses incidental to the flight, no payment, either direct or indirect, to be made by the participant of the flight to the charterer.
4. In case of Own Use Charter, passengers depart from Thailand must be the same as passengers that the operators carry to Thailand.

B. Inclusive Tour Charter Flight

1. Air operators are required to obtain FAOSP approval prior to applying for flight permission application through FPOS. (See section 2.2)
2. The entire capacity of the aircraft shall be hired by one or several persons in charge of inclusive Tour Charter Flight and shall be reserved for the sole use of the participants of a travel program which has been fixed in advance. If the trip is to be regarded as an inclusive tour, the following conditions must be complied with:

- The duration of the tour shall not be less than one week.
 - The travel arrangement shall comprise transportation, hotel accommodation and meal (i.e. at least breakfast and one principal meal) as well as excursions, if such can be arranged, including home transportation.
 - Each group of passengers to be transported shall consist of not less than 15 persons, all from the same Inclusive Tour Charter Agency and with the same travel arrangement. The same aircraft may carry several of these groups.
 - There shall be a travel agency courier at the disposal of the group at the point of destination.
 - The participation group members shall make full payment, no refund of payment in case of part of the arrangement not being utilized, for the entire travel arrangement.
3. Any charter flights operated by foreign carriers transporting passengers between any points in Thailand is prohibited.
 4. Passengers travel to Thailand with all type of charter flights are able to depart by either that same charter operator or scheduled flights.
 5. The operator may carry passengers to Thailand and then ferry out, after that operate ferry in and then carry the same passengers back.
 6. Transportation of revenue passengers who do not participate in Inclusive Tour Group or selling one-way ticket, is not permitted.
 7. The flight may not be performed with aircraft not owned by the contracting charter company, unless permission has been obtained from The Civil Aviation Authority of Thailand.
 8. It is the duty of the charter company concerned to control the participants of the respective groups to be transported together on the outward and return flight.

C. Affinity Group Charter Flight

Affinity Group Charter Flight, one chartered for the exclusive use of a group (or groups) consisting of members of an association or club having principal aims and objectives other than travel and sufficient affinity prior to the application for charter transportation to distinguish it and set it apart from the general public.

D. Programmed Charter

Programmed charter means a flight for transporting or travelling provided on period of time and having a regular program subject to a contract or an agreement made with the tourism business operators. Operators need to apply for FAOSP and get approval before submitting a flight permission application through FPOS. (See Section 2.2)

5.4 Non-Scheduled Flights without Commercial Purpose

Aircraft of Contracting States of the Convention on International Civil Aviation intending to conduct a non-scheduled (non-commercial) flight into and/or out of the Kingdom of Thailand for the purpose of embark/disembark passengers, cargo and mail, must apply for permission to The Civil Aviation Authority of Thailand.

i. Documents required for application

Same requirement as Section 4.2.2 Article iii. Documents 1 – 5.

ii. Deadline for application

The application must be submitted to the Flight Permit Division at least three (3) business days in advance of the intended flight date via FPOS (See Section 1.6).

iii. Details for flight permission application are as follows:

1. Name of operator
2. Owner, type, nationality and registration mark of the aircraft
3. Name, billing address and contact of applicants
4. Purpose of flight
5. Routing, name of aerodrome including aerodromes before/after the Kingdom of Thailand
6. Dates and times of its arrival and departure at each aerodrome
7. Number of passengers (if any)

iv. Revision of Flight Schedule

Same requirements as Section 4.2.1 Article vi.

5.5 Foreign air operators desiring to operate diplomatic flights, or aircraft of non-Contracting States of the Convention on International Civil Aviation, desiring to fly in transit, non-stop across the Kingdom of Thailand or to land for non-traffic purposes must apply and obtain prior approval through diplomatic channel. The application must contain the documents same as Section 5.4.

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-VTUE-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-VTUD-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
		Lampang	AD 2-VTCL-2-3	In AIP	20 MAR 2025
	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-VTUU-2-5	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-5	In AIP	20 APR 2023
		Lampang	AD 2-VTCL-2-5	In AIP	20 MAR 2025
	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-VTUE-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	

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO		Nakhon Ratchasima			
	1 : 500,000	VOR/DME RWY 06	AD 2-VTUQ-8-1	In AIP	21 APR 2022
	1 : 500,000	VOR/DME RWY 24	AD 2-VTUQ-8-3	In AIP	21 APR 2022
	1 : 500,000	ILS/DME RWY 06	AD 2-VTUQ-8-5	In AIP	21 APR 2022
	1 : 500,000	LLZ/DME RWY 06	AD 2-VTUQ-8-7	In AIP	21 APR 2022
	1 : 400,000	RNP RWY 06	AD 2-VTUQ-8-9	In AIP	21 APR 2022
	1 : 400,000	RNP RWY 24	AD 2-VTUQ-8-11	In AIP	21 APR 2022
		Khorat			
	1 : 400,000	ILS or LOC RWY 24	AD 2-VTUN-8-1	In AIP	23 APR 2020
		Takhli			
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTPI-8-1	In AIP	7 NOV 2019
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTPI-8-5	In AIP	7 NOV 2019
	1 : 500,000	RNAV (GNSS) RWY 18	AD 2-VTPI-8-7	In AIP	5 DEC 2019
	1 : 500,000	RNAV (GNSS) RWY 36	AD 2-VTPI-8-9	In AIP	5 DEC 2019
		Nakhon Si Thammarat			
	1 : 500,000	VOR RWY 01	AD 2-VTSF-8-1	In AIP	13 AUG 2020
	1 : 500,000	VOR y RWY 19	AD 2-VTSF-8-3	In AIP	13 AUG 2020
	1 : 500,000	VOR z RWY 19	AD 2-VTSF-8-5	In AIP	13 AUG 2020
	1 : 500,000	ILS or LOC y RWY 19	AD 2-VTSF-8-7	In AIP	13 AUG 2020
	1 : 500,000	ILS or LOC z RWY 19	AD 2-VTSF-8-9	In AIP	13 AUG 2020
		RNP RWY 01	AD 2-VTSF-8-11	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 19	AD 2-VTSF-8-13	In AIP	15 JUL 2021
		Nan Nakhon			
	1 : 500,000	NDB RWY 02 CAT C, D	AD 2-VTCN-8-1	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 02	AD 2-VTCN-8-3	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 20	AD 2-VTCN-8-5	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 02	AD 2-VTCN-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 20	AD 2-VTCN-8-9	In AIP	26 DEC 2024
		Narathiwat			
	1 : 500,000	VOR RWY 02	AD 2-VTSC-8-1	In AIP	5 SEP 2024
	1 : 500,000	VOR RWY 20	AD 2-VTSC-8-3	In AIP	8 AUG 2024
	1 : 500,000	ILS or LOC y RWY 02	AD 2-VTSC-8-5	In AIP	5 SEP 2024
	1 : 500,000	ILS or LOC z RWY 02	AD 2-VTSC-8-7	In AIP	5 SEP 2024
	1 : 500,000	RNP RWY 02	AD 2-VTSC-8-11	In AIP	5 SEP 2024
	1 : 500,000	RNP RWY 20	AD 2-VTSC-8-13	In AIP	8 AUG 2024

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date	
Instrument Approach Chart - ICAO		Pattani				
	1 : 400,000	NDB RWY 08 CAT A, B	AD 2-VTSK-8-1	In AIP	18 JUL 2019	
	1 : 400,000	NDB RWY 26 CAT A, B	AD 2-VTSK-8-3	In AIP	23 MAR 2023	
	1 : 400,000	RNP RWY 08 CAT A, B	AD 2-VTSK-8-5	In AIP	3 DEC 2020	
	1 : 400,000	RNP RWY 26 CAT A, B	AD 2-VTSK-8-7	In AIP	3 DEC 2020	
			Phetchabun			
	1 : 500,000	VOR RWY 36	AD 2-VTPB-8-1	In AIP	18 JUL 2019	
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPB-8-3	In AIP	18 JUL 2019	
	1 : 500,000	RNP RWY 18	AD 2-VTPB-8-6	In AIP	8 OCT 2020	
	1 : 500,000	RNP RWY 36	AD 2-VTPB-8-8	In AIP	8 OCT 2020	
			Phitsanulok			
	1 : 500,000	NDB RWY 14	AD 2-VTPP-8-1	In AIP	20 MAR 2025	
	1 : 500,000	NDB RWY 32	AD 2-VTPP-8-3	In AIP	20 MAR 2025	
	1 : 500,000	VOR RWY 14	AD 2-VTPP-8-5	In AIP	26 DEC 2024	
	1 : 500,000	VOR RWY 32	AD 2-VTPP-8-7	In AIP	20 MAR 2025	
	1 : 500,000	ILS or LOC y RWY 32	AD 2-VTPP-8-9	In AIP	20 MAR 2025	
	1 : 700,000	ILS or LOC z RWY 32	AD 2-VTPP-8-11	In AIP	26 DEC 2024	
	1 : 700,000	RNP RWY 14	AD 2-VTPP-8-15	In AIP	26 DEC 2024	
	1 : 700,000	RNP RWY 32	AD 2-VTPP-8-17	In AIP	26 DEC 2024	
			Phrae			
	1 : 600,000	VOR RWY 01	AD 2-VTCP-8-1	In AIP	26 DEC 2024	
	1 : 600,000	VOR RWY 19	AD 2-VTCP-8-3	In AIP	26 DEC 2024	
	1 : 600,000	RNP RWY 01	AD 2-VTCP-8-5	In AIP	26 DEC 2024	
	1 : 600,000	RNP RWY 19	AD 2-VTCP-8-7	In AIP	26 DEC 2024	
			Hua Hin			
	1 : 400,000	NDB RWY 16	AD 2-VTPH-8-1	In AIP	26 MAR 2020	
	1 : 400,000	VOR RWY 16	AD 2-VTPH-8-3	In AIP	26 MAR 2020	
	1 : 400,000	RNP RWY 16	AD 2-VTPH-8-5	In AIP	12 AUG 2021	
			Ranong			
	1 : 500,000	VOR RWY 02	AD 2-VTSR-8-1	In AIP	2 NOV 2023	
	1 : 500,000	ILS RWY 02	AD 2-VTSR-8-3	In AIP	2 NOV 2023	
	1 : 500,000	LOC RWY 02	AD 2-VTSR-8-5	In AIP	2 NOV 2023	
	1 : 500,000	RNP RWY 02	AD 2-VTSR-8-7	In AIP	2 NOV 2023	
			Roi Et			
	1 : 500,000	VOR RWY 18	AD 2-VTUV-8-1	In AIP	21 APR 2022	
	1 : 500,000	VOR RWY 36	AD 2-VTUV-8-3	In AIP	21 APR 2022	
1 : 500,000	ILS or LOC y RWY 36	AD 2-VTUV-8-5	In AIP	21 APR 2022		
1 : 500,000	ILS or LOC z RWY 36	AD 2-VTUV-8-7	In AIP	21 APR 2022		
1 : 500,000	RNP RWY 18	AD 2-VTUV-8-11	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	20 MAR 2025
	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

5.13 Other Charts

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
VFR Entry Procedure Chart		Chumphon			
	1 : 400,000	RWY 06/24	AD 2-VTSE-9-1	In AIP	17 JUN 2021
		Khon Kaen			
	1 : 500,000	RWY 03/21 (NORTH)	AD 2-VTUK-9-1	In AIP	13 AUG 2020
	1 : 500,000	RWY 03/21 (SOUTH)	AD 2-VTUK-9-3	In AIP	13 AUG 2020
		Phitsanulok			
	1 : 550,000	RWY 14/32	AD 2-VTPP-9-1	In AIP	21 APR 2022
		Hua Hin			
	1 : 450,000	RWY 16/34	AD 2-VTPH-9-1	In AIP	27 FEB 2020
		Roi Et			
1 : 600,000	RWY 18/36	AD 2-VTUV-9-1	In AIP	21 APR 2022	
VFR Entry Procedure for Helicopter Chart		Hua Hin			
	1 : 450,000	RWY 16/34	AD 2-VTPH-9-3	In AIP	27 FEB 2020
VFR Exit Procedure Chart		Chumphon			
	1 : 400,000	RWY 06	AD 2-VTSE-9-3	In AIP	17 JUN 2021
	1 : 400,000	RWY 24	AD 2-VTSE-9-5	In AIP	17 JUN 2021
		Khon Kaen			
	1 : 500,000	RWY 03 (NORTH)	AD 2-VTUK-9-5	In AIP	13 AUG 2020
	1 : 500,000	RWY 03 (SOUTH)	AD 2-VTUK-9-7	In AIP	13 AUG 2020
	1 : 500,000	RWY 21 (NORTH)	AD 2-VTUK-9-9	In AIP	13 AUG 2020
	1 : 500,000	RWY 21 (SOUTH)	AD 2-VTUK-9-11	In AIP	13 AUG 2020
		Phitsanulok			
	1 : 550,000	RWY 14	AD 2-VTPP-9-3	In AIP	21 APR 2022
	1 : 550,000	RWY 32	AD 2-VTPP-9-5	In AIP	21 APR 2022
		Hua Hin			
	1 : 450,000	RWY 16	AD 2-VTPH-9-5	In AIP	27 FEB 2020
	1 : 450,000	RWY 34	AD 2-VTPH-9-7	In AIP	27 FEB 2020
		Roi Et			
	1 : 600,000	RWY 18/36	AD 2-VTUV-9-3	In AIP	21 APR 2022
VFR Exit Procedure for Helicopter Chart		Hua Hin			
	1 : 450,000	RWY 16	AD 2-VTPH-9-9	In AIP	27 FEB 2020
	1 : 450,000	RWY 34	AD 2-VTPH-9-11	In AIP	27 FEB 2020
VFR Entry and Exit Procedure for Light Aircraft Chart		Don Mueang Intl			
	1 : 750,000	RWY 21L/21R	AD 2-VTBD-9-1	In AIP	28 NOV 2024
	1 : 750,000	RWY 03L/03R	AD 2-VTBD-9-7	In AIP	28 NOV 2024
		Suvarnabhumi Intl			
1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-1	In AIP	28 NOV 2024	

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
VFR Entry and Exit Procedure for Helicopter Chart		Don Mueang Intl			
	1 : 750,000	RWY 21L/21R	AD 2-VTBD-9-15	In AIP	28 NOV 2024
	1 : 750,000	RWY 03L/03R	AD 2-VTBD-9-21	In AIP	28 NOV 2024
		Suvarnabhumi Intl			
VFR Overfly Procedure for Light Aircraft Chart		Don Mueang Intl			
	1 : 750,000	RWY 03L/03R 21L/21R	AD 2-VTBD-9-13	In AIP	28 NOV 2024
		Suvarnabhumi Intl			
	1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-5	In AIP	28 NOV 2024
VFR Overfly Procedure for Helicopter Chart		Don Mueang Intl			
	1 : 750,000	RWY 03L/03R 21L/21R	AD 2-VTBD-9-27	In AIP	28 NOV 2024
		Suvarnabhumi Intl			
	1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-11	In AIP	28 NOV 2024
Bird Concentrations		Don Mueang Intl	AD 2-VTBD-9-1	In AIP	16 MAY 2024
		Suvarnabhumi Intl	AD 2-VTBS-9-13	In AIP	28 NOV 2024

6. **Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000**

NIL

7. **Topographical charts**

NIL

8. **Corrections to charts not contained in the AIP**

NIL

AERONAUTICAL FIXED SERVICES (VOICE COMMUNICATIONS) - INTERNATIONAL AND DOMESTIC CIRCUIT

STATION		CORRESPONDENT		TYPE OF CHANNELS	TYPE OF SERVICE	HOURS (UTC)	REMARKS
1 NAME	2 CALL SIGN	3 NAME	4 CALL SIGN				
Phuket Approach Control Centre	Krabi APP Ranong APP	Krabi TWR Ranong TWR	Krabi TWR Ranong TWR	LTF LTF	ATS ATS	H24 2300-1100	

TABLE COM - 2
AERONAUTICAL FIXED SERVICES (DATA COMMUNICATIONS) - INTERNATIONAL AND DOMESTIC CIRCUIT

STATION		CORRESPONDENT		TYPE OF CHANNELS	TYPE OF SERVICE	HOURS (UTC)	REMARKS
1	2	3	4				
Bangkok (VTBB)	-	Mumbai	-	LDD	AMHS	H24	
		Hong Kong	-	LDD	AMHS	H24	
		Yangon	-	LDD	AMHS	H24	
		Kuala Lumpur	-	LDD	AMHS	H24	
		Vientiane	-	LDD	AMHS	H24	
		Singapore	-	LDD	AMHS	H24	
		Dhaka	-	LDD	AMHS	H24	
		Ho Chi Minh	-	LDD	AFTN	H24	
		Phnom Penh	-	LDD	AMHS	H24	
		Rome	-	LDD	AMHS	H24	
		Beijing	-	LDD	AMHS	H24	
		Paro	-	LDD	AMHS	H24	
		Bangkok/ Don Mueang International Airport	-	LDD	AFTN	H24	
		Chiang Mai/ Chiang Mai International Airport	-	LDD	AFTN	H24	
		Chiang Rai/ Mae Fah Luang-Chiang Rai International Airport	-	LDD	AFTN	H24	
		Phuket/ Phuket International Airport	-	LDD	AFTN	H24	
		Bangkok/ Suvarnabhumi International Airport	-	LDD	AFTN	H24	
		Rayong/ U-Tapao Rayong Pattaya International Airport	-	LDD	AFTN	H24	
		Songkhla/ Hat Yai International Airport	-	LDD	AFTN	H24	
		Buri Ram Airport	-	LDD	AFTN	H24	
		Chumphon	-	LDD	AFTN	H24	
		Khon Kaen	-	LDD	AFTN	H24	
		Krabi	-	LDD	AFTN	H24	
		Lampang	-	LDD	AFTN	H24	
		Loei	-	LDD	AFTN	H24	
		Lop Buri/ Sa Pran Nak	-	LDD	AFTN	H24	
		Mae Hong Son	-	LDD	AFTN	H24	
		Nakhon Phanom	-	LDD	AFTN	H24	
		Nakhon Ratchasima	-	LDD	AFTN	H24	
		Nakhon Sawan	-	LDD	AFTN	H24	
		Nakhon Si Thammarat	-	LDD	AFTN	H24	
		Nan/ Nan Nakhon	-	LDD	AFTN	H24	
		Narathiwat	-	LDD	AFTN	H24	
		Phetchabun	-	LDD	AFTN	H24	
		Phitsanulok	-	LDD	AFTN	H24	
		Phrae	-	LDD	AFTN	H24	
		Prachuap Khiri Khan/ Hua Hin	-	LDD	AFTN	H24	
		Ranong	-	LDD	AFTN	H24	
		Roi Et	-	LDD	AFTN	H24	
		Sakon Nakhon/ Ban Khai	-	LDD	AFTN	H24	
		Songkhla	-	LDD	AFTN	H24	
		Sukhothai	-	LDD	AFTN	H24	
		Surat Thani	-	LDD	AFTN	H24	
		Surat Thani/ Samui	-	LDD	AFTN	H24	
		Tak/ Mae Sot	-	LDD	AFTN	H24	
		Trang	-	LDD	AFTN	H24	
		Trat/ Khao Sming	-	LDD	AFTN	H24	
		Ubon Ratchathani	-	LDD	AFTN	H24	
		Udon Thani	-	LDD	AFTN	H24	
		Yala/ Betong	-	LDD	AFTN	H24	

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
LOEI DVOR/DME	LOY	115.9MHZ (CH 106X)	H24	172649.38N 1014323.12E	-	DVOR/DME restriction, 1. Unusable due to roughness out of tolerance – Radial 020° between 10-11 DME altitude 3 000 FT – Radial 243° between 7-8 DME altitude 6 000 FT and between 32-33 DME altitude 7 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 2.1 40 NM orbit – Radial 030°-050° altitude should not below 10 000 FT – Radial 051°-100° altitude should not below 7 000 FT – Radial 101°-130° altitude should not below 10 000 FT – Radial 131°-200° altitude should not below 5 000 FT – Radial 201°-250° altitude should not below 12 000 FT – Radial 251°-270° altitude should not below 13 000 FT 2.2 20 NM orbit (Due to border limited) – Radial 271°-029° altitude should not below 4 500 FT
MAE HONG SON DVOR/DME	MHS	115.5MHZ (CH 102X)	H24	191911.1N 0975443.6E	-	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance – Radial 040° distance between 10.5-12.5 DME altitude 5 500 FT – Radial 085° distance between 5.5-7.5 DME altitude 7 000 FT – Radial 100° distance between 9.0-10.0 DME altitude 7 000 FT – Radial 120° distance between 9.5 - 10.5 DME altitude 7 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 060°-080° altitude should not below 8 500 FT – Radial 081°-140° altitude should not below 13 000 FT – Radial 141°-190° altitude should not below 9 000 FT – Radial 191°-059° unable to perform due to border limited

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
MAE SOT DVOR/DME	MST	116.7MHZ (CH 114X)	H24	164152.1N 0983229.7E	-	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance – Radial 104° distance between 6.0-13.0 DME altitude 5 500 FT – Radial 012° distance between 22.0-24.0 DME altitude 5 000 FT – Radial 124° distance between 32.0-34.0 DME altitude 6 600 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at the required altitude in various areas as follows: – Radial 000°-030° altitude should not below 7 000 FT – Radial 031°-060° altitude should not below 9 000 FT – Radial 061°-070° altitude should not below 10 000 FT – Radial 071°-120° altitude should not below 9 000 FT – Radial 121°-360° unable to perform due to border limited
NAKHON PHANOM DVOR/DME	NKP	111.6MHZ (CH 53X)	H24	172317.87N 1043818.01E	600 ft	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: – Radial 181°-190° altitude should not below 2 500 FT – Radial 191°-260° altitude should not below 4 000 FT – Radial 261°-320° altitude should not below 2 500 FT – Radial 321°-180° unable to check (Due to border limited)
NAKHON SI THAMMARAT DVOR/DME	NKS	117.4MHZ (CH 121X)	H24	083229.95N 0995648.67E	-	Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes is various areas: – Radial 001°-190° beyond 40 NM should not below 2 500 FT – Radial 191°-240° beyond 40 NM should not below 7 000 FT – Radial 241°-280° beyond 25 NM should not below 8 000 FT – Radial 281°-320° beyond 40 NM should not below 7 000 FT – Radial 321°-360° beyond 40 NM should not below 5 000 FT
NAN DVOR/DME	NAN	115.7MHZ (CH 104X)	H24	184832.8N 1004657.4E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 011°-110° at 20 NM should not below 8 000 FT – Radial 111°-160° at 20 NM should not below 6 000 FT – Radial 161°-180° at 40 NM should not below 6 000 FT – Radial 181°-330° at 40 NM should not below 7 000 FT – Radial 311°-010° at 40 NM should not below 8 000 FT

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Waypoint list table)	AD 2-VTBD-6-24
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B RIVDU1B ROBKA1B SEMBO2B TARED1B UPKUP1B	AD 2-VTBD-6-25
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B RIVDU1B ROBKA1B SEMBO2B TARED1B UPKUP1B (Radio communication failure table)	AD 2-VTBD-6-26
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B RIVDU1B ROBKA1B SEMBO2B TARED1B UPKUP1B (Tabular description 1)	AD 2-VTBD-6-27
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B RIVDU1B ROBKA1B SEMBO2B TARED1B UPKUP1B (Tabular description 2)	AD 2-VTBD-6-28
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B RIVDU1B ROBKA1B SEMBO2B TARED1B UPKUP1B (Tabular description 3)	AD 2-VTBD-6-29
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B RIVDU1B ROBKA1B SEMBO2B TARED1B UPKUP1B (Waypoint list table)	AD 2-VTBD-6-30
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-31
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Radio communication failure table)	AD 2-VTBD-6-32
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 1)	AD 2-VTBD-6-33
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 2)	AD 2-VTBD-6-34
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 3)	AD 2-VTBD-6-35
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 4)	AD 2-VTBD-6-36
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Waypoint list table)	AD 2-VTBD-6-37
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D RIVDU1D ROBKA1D SEMBO2D TARED1D UPKUP1D	AD 2-VTBD-6-39
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D RIVDU1D ROBKA1D SEMBO2D TARED1D UPKUP1D (Radio communication failure table)	AD 2-VTBD-6-40
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D RIVDU1D ROBKA1D SEMBO2D TARED1D UPKUP1D (Tabular description 1)	AD 2-VTBD-6-41
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D RIVDU1D ROBKA1D SEMBO2D TARED1D UPKUP1D (Tabular description 2)	AD 2-VTBD-6-42
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D RIVDU1D ROBKA1D SEMBO2D TARED1D UPKUP1D (Tabular description 3)	AD 2-VTBD-6-43
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D RIVDU1D ROBKA1D SEMBO2D TARED1D UPKUP1D (Waypoint list table)	AD 2-VTBD-6-44
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-45
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Radio communication failure table)	AD 2-VTBD-6-46
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 1)	AD 2-VTBD-6-47
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 2)	AD 2-VTBD-6-48
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 3)	AD 2-VTBD-6-49
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 4)	AD 2-VTBD-6-50
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Waypoint list table)	AD 2-VTBD-6-51
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A	AD 2-VTBD-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Radio communication failure table)	AD 2-VTBD-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 1)	AD 2-VTBD-7-3

Chart name	Page
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 2)	AD 2-VTBD-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 3)	AD 2-VTBD-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 4)	AD 2-VTBD-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 5)	AD 2-VTBD-7-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Waypoint list table)	AD 2-VTBD-7-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B	AD 2-VTBD-7-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Radio communication failure table)	AD 2-VTBD-7-10
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 1)	AD 2-VTBD-7-11
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 2)	AD 2-VTBD-7-12
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 3)	AD 2-VTBD-7-13
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 4)	AD 2-VTBD-7-14
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 5)	AD 2-VTBD-7-15
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Waypoint list table)	AD 2-VTBD-7-16
Instrument Approach Chart - ICAO - VOR RWY 21L	AD 2-VTBD-8-1
Instrument Approach Chart - ICAO - VOR RWY 21R	AD 2-VTBD-8-3
Instrument Approach Chart - ICAO - VOR RWY 03R	AD 2-VTBD-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 03L	AD 2-VTBD-8-7
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21L	AD 2-VTBD-8-9
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21L (Fix and point list table)	AD 2-VTBD-8-10
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21R CAT II	AD 2-VTBD-8-11
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L	AD 2-VTBD-8-13
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L (Tabular description)	AD 2-VTBD-8-14
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L (Fix and point list table)	AD 2-VTBD-8-15
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II	AD 2-VTBD-8-17
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II (Tabular description)	AD 2-VTBD-8-18
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II (Fix and point list table)	AD 2-VTBD-8-19
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L	AD 2-VTBD-8-21
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L (Tabular description)	AD 2-VTBD-8-22
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L (Fix and point list table)	AD 2-VTBD-8-23
Instrument Approach Chart - ICAO - RNP RWY 21L	AD 2-VTBD-8-25
Instrument Approach Chart - ICAO - RNP RWY 21L (Tabular description)	AD 2-VTBD-8-26
Instrument Approach Chart - ICAO - RNP RWY 21R	AD 2-VTBD-8-27
Instrument Approach Chart - ICAO - RNP RWY 21R (Tabular description)	AD 2-VTBD-8-28
Instrument Approach Chart - ICAO - RNP RWY 03L	AD 2-VTBD-8-29
Instrument Approach Chart - ICAO - RNP RWY 03L (Tabular description)	AD 2-VTBD-8-30
Instrument Approach Chart - ICAO - RNP RWY 03R	AD 2-VTBD-8-31
Instrument Approach Chart - ICAO - RNP RWY 03R (Tabular description)	AD 2-VTBD-8-32
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R	AD 2-VTBD-9-1
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Verso)	AD 2-VTBD-9-2
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Tabular description 1)	AD 2-VTBD-9-3
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Tabular description 2)	AD 2-VTBD-9-4
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Tabular description 3)	AD 2-VTBD-9-5
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R	AD 2-VTBD-9-7

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L/21R

ENDUU3A NAKON3A
SABAI3A SEHNA3A WEHHA3A

TABULAR DESCRIPTION (1)

RNAV RWY21L/21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
ENDUU3A											
TRANSITION UBLOD FROM W1, Y1, Y2, Y20											
010	IF	UBLOD	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	ENDUU	-	240°(239.4°)	+0.6	14.5	-	-FL160	-280	-	RNAV 1
010	IF	ENDUU	-	-	+0.6	-	-	-FL160	-280	-	RNAV 1
020	TF	BD115	-	262°(261.1°)	+0.6	9.8	-	+FL140	-	-	RNAV 1
030	TF	OPERA	-	262°(261.1°)	+0.6	7.9	-	-	-250	-	RNAV 1
040	TF	DUDAT	-	262°(261.0°)	+0.6	11.8	-	-9000	-	-	RNAV 1
050	TF	BD114	-	262°(261.0°)	+0.6	6.9	L	-	-220	-	RNAV 1
060	TF	AROKA	-	165°(164.5°)	+0.6	13.2	-	-5000	-	-	RNAV 1
070	TF	BD111	-	165°(164.5°)	+0.6	7.0	-	+2600	-190	-	RNAV 1

CHANGE: ROUTE Y20 ADDED.

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L/21R

ENDUU3A NAKON3A
SABAI3A SEHNA3A WEHHA3A

TABULAR DESCRIPTION (2)

RNAV RWY21L/21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
NAKON3A											
TRANSITION SEMBO FROM A464											
010	IF	SEMBO	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	129°(128.3°)	+0.6	18.9	-	-FL130	-250	-	RNAV 1
TRANSITION TL FROM W9/Y28, Y7											
010	IF	TL	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	160°(159.5°)	+0.6	36.5	-	-FL130	-250	-	RNAV 1
TRANSITION NOBER FROM B346/W39, W21											
010	IF	NOBER	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	195°(194.4°)	+0.6	35.3	-	-FL130	-250	-	RNAV 1
TRANSITION ALBOS FROM R474											
010	IF	ALBOS	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	266°(265.3°)	+0.6	29.8	-	-FL130	-250	-	RNAV 1
010	IF	NAKON	-	-	+0.6	-	-	-FL130	-250	-	RNAV 1
020	TF	DOGVA	-	165°(164.4°)	+0.6	11.8	-	-9000	-	-	RNAV 1
030	TF	BD114	-	165°(164.5°)	+0.6	6.9	-	-	-220	-	RNAV 1
040	TF	AROKA	-	165°(164.5°)	+0.6	13.2	-	-5000	-	-	RNAV 1
050	TF	BD111	-	165°(164.5°)	+0.6	7.0	-	+2600	-190	-	RNAV 1

CHANGE: CANCEL DOGVA SPEED RESTRICTION. BD114 SPEED RESTRICTION ADDED.

VTCT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

VTCT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations 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
03	030°	3000x45	PCR 1000/F/A/X/T Asphalt	195625.74N 0995233.61E	390.23 M (1280 FT AMSL)
21	210°	3000x45	PCR 1000/F/A/X/T Asphalt	195751.09N 0995323.63E	388.77 M (1275 FT AMSL)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
-0.05%	NIL	NIL	3120x300	240x150	NIL	YES	The Runway blast pad are provided beyond both Runway end; the width is 60 M and the length is 120 M. each.
0.05%	NIL	NIL	3120x300	300x150	NIL	NIL	

VTCT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	3000	3000	3000	3000	NIL
21	3000	3000	3000	3000	NIL

VTCT 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
03	CAT1 900 M LIH	Green	PAPI 3° Located either side of RWY, 420 M behind RWY THR (63.9 FT)	NIL	NIL	3000 M 60 M White Last 600 M 60 M Amber LIH	Red	NIL	NIL
21	SALS 420 M LIH	Green	PAPI 3° Located either side of RWY, 377 M behind RWY THR (59.2 FT)	NIL	NIL	3000 M 60 M White Last 600 M 60 M Amber LIH	Red	NIL	NIL

VTCT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTCT 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	Helicopters using active runway to take off and land as instructed by ATC. See AD 2-VTCT-1-11 for the Helicopter Operation.

VTCT AD 2.17 ATS AIRSPACE

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

13.9.2.3 The aircraft's failure to report its position over a compulsory reporting point. Whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan.

13.9.3 After a period of two minutes, the pilot shall proceed in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight planned route no later than the next significant point, taking into consideration to the applicable minimum flight altitude.

13.10 Alternative methods for communicating with ATC

Pilots may endeavour to communicate with ATC by telephone network.

The telephone numbers are as follows:

- Don Mueang Tower Tel: +662 515 3282, +662 515 3288, +6681710 7449
- Suvarnabhumi Tower Tel: +662 131 3612, +6681 920 5107
- Bangkok Approach Tel: +662 131 3621-2, +6685 150 2288 and +6685 150 3300

VTBS AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations

1.1 Bird concentrations in the vicinity of Suvarnabhumi International Airport.

1.1.1 It has been observed that migratory birds in sizeable numbers appear on or in the vicinity of Suvarnabhumi International Airport mostly during the rainy season (May to October) and the winter season (October to February), while the resident birds are present in variable numbers every month. Pilots are requested to report bird strikes to the General Manager of the airport via

Wildlife Hazard Control staff
Phone +662 132 6981, +662 132 6982
E-mail: birdstrikevtbs@airportthai.co.th

Highly endangered kinds are as follows:

Species	Weight (KG)	Period
Open-billed stork	2.3 - 4.4	All year (mostly in June - July)
Painted stork	2 - 3	All year (mostly in June - July)
Cattle Egret	0.3 - 0.4	All year (mostly in July - November)
Oriental Pratincole	0.07 - 0.095	February - November
Black-winged Stilt	0.25 - 0.3	All year (mostly in April - February)
Red Collared Dove	0.08 - 0.1	All year (mostly in June - October)

Remark: Bird concentrations chart is shown in page AD2-VTBS-9-1 Dated 18 July 2019

1.1.2 There could be some activities to reduce birds and make the area unattractive for birds such as mowing the grass and other plants, removing aquatic weeds from drainage canals and using chemical substances to eliminate snails.

1.2 Grass mowing program

1.2.1 Grass mowing in the airside may take place daily during 0100-1000 UTC

1.2.2 The mowing work is carried out in the following areas:

- grass areas outside the boundary of runways strip and the critical area.
- grass areas outside the boundary of taxiways strip. For safety reason, the work will temporary stop when taxiing aircraft approaches.

1.2.3 Presence of workers and machines are under ATC and AOT staff supervision.

1.2.4 All grass mowing activities will attract birds, therefore, pilots are advised to exercise with caution.

VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome/Heliport Chart - ICAO	AD 2-VTBS-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTBS-2-3
Aircraft Parking/Docking Chart - ICAO (Verso 1)	AD 2-VTBS-2-4
Aircraft Parking/Docking Chart - ICAO (Verso 2)	AD 2-VTBS-2-5
Aircraft Parking/Docking Chart - ICAO (Verso 3)	AD 2-VTBS-2-6
Aerodrome Obstacle Chart - ICAO - Type A - RWY 01/19	AD 2-VTBS-3-1
Aerodrome Obstacle Chart - ICAO - Type A - RWY 02R/20L	AD 2-VTBS-3-3
Aerodrome Obstacle Chart - ICAO - Type A - RWY 02L/20R	AD 2-VTBS-3-5
Precision Approach Terrain Chart - ICAO - RWY 01/19	AD 2-VTBS-3-7
Precision Approach Terrain Chart - ICAO - RWY 02R/20L	AD 2-VTBS-3-9
Precision Approach Terrain Chart - ICAO - RWY 02L/20R	AD 2-VTBS-3-11
Standard Departure Chart - Instrument (SID) - ICAO - 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
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Verso)	AD 2-VTBS-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Radio communication failure table)	AD 2-VTBS-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Tabular description1)	AD 2-VTBS-6-4
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Tabular description2)	AD 2-VTBS-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Tabular description3)	AD 2-VTBS-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Tabular description4)	AD 2-VTBS-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Tabular description5)	AD 2-VTBS-6-8
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Tabular description6)	AD 2-VTBS-6-9
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Tabular description7)	AD 2-VTBS-6-10
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Tabular description8)	AD 2-VTBS-6-11
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RIVDU1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K VANKO1K (Waypoint list table)	AD 2-VTBS-6-12
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RIVDU1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F VANKO1F	AD 2-VTBS-6-13
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RIVDU1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F VANKO1F (Verso)	AD 2-VTBS-6-14
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RIVDU1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F VANKO1F (Radio communication failure table)	AD 2-VTBS-6-15
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RIVDU1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F VANKO1F (Tabular description1)	AD 2-VTBS-6-16

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 2)	AD 2-VTBS-6-104
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 3)	AD 2-VTBS-6-105
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 4)	AD 2-VTBS-6-106
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 5)	AD 2-VTBS-6-107
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Waypoint list table)	AD 2-VTBS-6-108
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R	AD 2-VTBS-6-109
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Radio communication failure table)	AD 2-VTBS-6-110
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 1)	AD 2-VTBS-6-111
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 2)	AD 2-VTBS-6-112
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 3)	AD 2-VTBS-6-113
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 4)	AD 2-VTBS-6-114
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 5)	AD 2-VTBS-6-115
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Waypoint list table)	AD 2-VTBS-6-116
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P	AD 2-VTBS-6-117
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Radio communication failure table)	AD 2-VTBS-6-118
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 1)	AD 2-VTBS-6-119
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 2)	AD 2-VTBS-6-120
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 3)	AD 2-VTBS-6-121
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 4)	AD 2-VTBS-6-122
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 5)	AD 2-VTBS-6-123
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Waypoint list table)	AD 2-VTBS-6-124
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D	AD 2-VTBS-7-1

Chart name	Page
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Verso)	AD 2-VTBS-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Radio communication failure table)	AD 2-VTBS-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 1)	AD 2-VTBS-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 2)	AD 2-VTBS-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 3)	AD 2-VTBS-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 4)	AD 2-VTBS-7-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 5)	AD 2-VTBS-7-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 6)	AD 2-VTBS-7-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Waypoint list table)	AD 2-VTBS-7-10
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C	AD 2-VTBS-7-11
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Verso)	AD 2-VTBS-7-12
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Radio communication failure table)	AD 2-VTBS-7-13
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 1)	AD 2-VTBS-7-14
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 2)	AD 2-VTBS-7-15
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 3)	AD 2-VTBS-7-16
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 4)	AD 2-VTBS-7-17
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 5)	AD 2-VTBS-7-18
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 6)	AD 2-VTBS-7-19
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Waypoint list table)	AD 2-VTBS-7-20
Instrument Approach Chart - ICAO - ILS or LOC z RWY 01 CAT II	AD 2-VTBS-8-1
Instrument Approach Chart - ICAO - ILS or LOC z RWY 01 CAT II (Tabular description)	AD 2-VTBS-8-2
Instrument Approach Chart - ICAO - ILS or LOC z RWY 01 CAT II (Fix and point list table)	AD 2-VTBS-8-3
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02R CAT II	AD 2-VTBS-8-5
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02R CAT II (Tabular description)	AD 2-VTBS-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02R CAT II (Fix and point list table)	AD 2-VTBS-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II	AD 2-VTBS-8-9
Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II (Tabular description)	AD 2-VTBS-8-10
Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II (Fix and point list table)	AD 2-VTBS-8-11
Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II	AD 2-VTBS-8-13
Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II (Tabular description)	AD 2-VTBS-8-14
Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II (Fix and point list table)	AD 2-VTBS-8-15
Instrument Approach Chart - ICAO - RNP RWY 01	AD 2-VTBS-8-17
Instrument Approach Chart - ICAO - RNP RWY 01 (Tabular description)	AD 2-VTBS-8-18
Instrument Approach Chart - ICAO - RNP RWY 02L	AD 2-VTBS-8-19
Instrument Approach Chart - ICAO - RNP RWY 02L (Tabular description)	AD 2-VTBS-8-20
Instrument Approach Chart - ICAO - RNP RWY 02R	AD 2-VTBS-8-21
Instrument Approach Chart - ICAO - RNP RWY 02R (Tabular description)	AD 2-VTBS-8-22
Instrument Approach Chart - ICAO - RNP RWY 19	AD 2-VTBS-8-23
Instrument Approach Chart - ICAO - RNP RWY 19 (Tabular description)	AD 2-VTBS-8-24

Chart name	Page
Instrument Approach Chart - ICAO - RNP RWY 20L	AD 2-VTBS-8-25
Instrument Approach Chart - ICAO - RNP RWY 20L (Tabular description)	AD 2-VTBS-8-26
Instrument Approach Chart - ICAO - RNP RWY 20R	AD 2-VTBS-8-27
Instrument Approach Chart - ICAO - RNP RWY 20R (Tabular description)	AD 2-VTBS-8-28
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-1
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 1)	AD 2-VTBS-9-2
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 2)	AD 2-VTBS-9-3
VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-5
VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R (Tabular description)	AD 2-VTBS-9-6
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-7
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 1)	AD 2-VTBS-9-8
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 2)	AD 2-VTBS-9-9
VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-11
VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 1)	AD 2-VTBS-9-12
Bird concentrations in the vicinity of aerodromes	AD 2-VTBS-9-13

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

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01**

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RIVDU1K RYN1K SELKA1K
SEMBO2K TARED1K UKERA1K VANKO1K

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
3	WHEN A DEPARTING AIRCRAFT IS BEING RADAR VECTORED , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF TWO MINUTES , THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE.

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RIVDU1K RYN1K SELKA1K
SEMBO2K TARED1K UKERA1K VANKO1K

TABULAR DESCRIPTION (1)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
ALBOS1K TO R474											
010	-	DER RWY01	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+0.6	20.5	-	-	-	-	RNAV 1
070	TF	ALBOS	-	004°(003.3°)	+0.6	27.3	-	-	-	-	RNAV 1
BONVO1K TO M502											
010	-	DER RWY01	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+0.6	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+0.6	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+0.6	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+0.6	10.6	-	+FL140	-	-	RNAV 1
100	TF	OBMAR	-	244°(243.2°)	+0.6	18.3	-	+FL160	-	-	RNAV 1
110	TF	BONVO	-	231°(229.8°)	+0.6	22.7	-	-	-	-	RNAV 1
BUT1K TO M904/Y11											
010	-	DER RWY01	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.6	-	R	-	-220	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+0.6	9.9	-	-10000	-	-	RNAV 1
050	TF	SUPIS	-	153°(152.5°)	+0.6	7.7	-	-	-	-	RNAV 1
060	TF	SAMVA	-	196°(195.0°)	+0.6	5.7	-	-10000	-	-	RNAV 1
070	TF	SUSVU	-	196°(195.0°)	+0.6	13.0	-	-	-	-	RNAV 1
080	TF	BS125	-	215°(214.8°)	+0.6	10.5	-	-FL160	-	-	RNAV 1
090	TF	NOKUK	-	215°(214.8°)	+0.6	8.5	-	-	-	-	RNAV 1
100	TF	BUT	-	157°(156.3°)	+0.6	27.1	-	-	-	-	RNAV 1

CHANGE: NOKUK PATH DESCRIPTOR.

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

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01**

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RIVDU1K RYN1K SELKA1K
SEMBO2K TARED1K UKERA1K VANKO1K

TABULAR DESCRIPTION (4)

RNAV RWY01											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NUNLI1K TO L507											
010	-	DER RWY01	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+0.6	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+0.6	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+0.6	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+0.6	7.3	-	-	-	-	RNAV 1
100	TF	NUNLI	-	294°(293.8°)	+0.6	58.7	-	-	-	-	RNAV 1
OLVUK1K TO Y26											
010	-	DER RWY01	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+0.6	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+0.6	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+0.6	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+0.6	7.3	-	-	-	-	RNAV 1
100	TF	OLVUK	-	334°(333.9°)	+0.6	12.9	-	-	-	-	RNAV 1

CHANGE: BS138 ADDED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RIVDU1K RYN1K SELKA1K
SEMBO2K TARED1K UKERA1K VANKO1K

TABULAR DESCRIPTION (5)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PASTO1K TO L301											
010	-	DER RWY01	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+0.6	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+0.6	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+0.6	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+0.6	10.6	-	+FL140	-	-	RNAV 1
100	TF	PASTO	-	263°(261.9°)	+0.6	49.7	-	-	-	-	RNAV 1
REGOS1K TO M751, A464/W19											
010	-	DER RWY01	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.6	-	R	-	-220	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+0.6	9.9	-	-10000	-	-	RNAV 1
050	TF	SUPIS	-	153°(152.5°)	+0.6	7.7	-	-	-	-	RNAV 1
060	TF	SAMVA	-	196°(195.0°)	+0.6	5.7	-	-10000	-	-	RNAV 1
070	TF	SUSVU	-	196°(195.0°)	+0.6	13.0	-	-	-	-	RNAV 1
080	TF	BS124	-	231°(230.3°)	+0.6	10.0	-	-FL160	-	-	RNAV 1
090	TF	KASNI	-	231°(230.2°)	+0.6	14.5	-	-	-	-	RNAV 1
100	TF	REGOS	-	186°(185.0°)	+0.6	64.7	-	-	-	-	RNAV 1

CHANGE: CHART TITLE. REVISED TABULAR DESCRIPTION.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RIVDU1F RYN1F SELKA1F
SEMBO2F TARED1F UKERA1F VANKO1F

TABULAR DESCRIPTION (4)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
LIPLI1F TO Y16											
010	-	DER RWY02L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.6	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.6	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+0.6	11.3	-	-8000	-	-	RNAV 1
060	TF	LIPLI	-	072°(071.3°)	+0.6	61.0	-	-	-	-	RNAV 1
NOBER2F TO B346/W39, W21											
010	-	DER RWY02L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.6	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+0.6	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+0.6	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.4°)	+0.6	13.3	-	-	-	-	RNAV 1
100	TF	RMDU	-	343°(342.1°)	+0.6	17.4	-	-	-	-	RNAV 1
110	TF	NOBER	-	030°(029.5°)	+0.6	38.9	-	-	-	-	RNAV 1
NUNLI1F TO L507											
010	-	DER RWY02L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.6	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+0.6	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+0.6	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.5°)	+0.6	13.3	-	-	-	-	RNAV 1
100	TF	ANRIP	-	285°(284.5°)	+0.6	7.3	-	-	-	-	RNAV 1
110	TF	NUNLI	-	294°(293.8°)	+0.6	58.7	-	-	-	-	RNAV 1

CHANGE: BS138 ADDED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RIVDU1F RYN1F SELKA1F
SEMBO2F TARED1F UKERA1F VANKO1F

TABULAR DESCRIPTION (5)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
OLVUK1F TO Y26											
010	-	DER RWY02L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.6	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+0.6	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+0.6	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.5°)	+0.6	13.3	-	-	-	-	RNAV 1
100	TF	ANRIP	-	285°(284.5°)	+0.6	7.3	-	-	-	-	RNAV 1
110	TF	OLVUK	-	334°(333.9°)	+0.6	12.9	-	-	-	-	RNAV 1
PASTO1F TO L301											
010	-	DER RWY02L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.6	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+0.6	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+0.6	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+0.6	10.6	-	+FL140	-	-	RNAV 1
090	TF	PASTO	-	263°(261.9°)	+0.6	49.7	-	-	-	-	RNAV 1

CHANGE: CHART TITLE. REVISED TABULAR DESCRIPTION.

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

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R**

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RIVDU1H RYN1H SELKA1H
SEMBO2H TARED1H UKERA1H VANKO1H

TABULAR DESCRIPTION (4)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NUNLI1H TO L507											
010	-	DER RWY02R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+0.6	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+0.6	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+0.6	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.4°)	+0.6	7.3	-	-	-	-	RNAV 1
100	TF	NUNLI	-	294°(293.8°)	+0.6	58.7	-	-	-	-	RNAV 1
OLVUK1H TO Y26											
010	-	DER RWY02R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+0.6	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+0.6	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+0.6	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+0.6	7.3	-	-	-	-	RNAV 1
100	TF	OLVUK	-	334°(333.9°)	+0.6	12.9	-	-	-	-	RNAV 1
PASTO1H TO L301											
010	-	DER RWY02R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+0.6	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+0.6	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+0.6	10.6	-	+FL140	-	-	RNAV 1
080	TF	PASTO	-	263°(261.9°)	+0.6	49.7	-	-	-	-	RNAV 1

CHANGE: BS134 ALTITUDE.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RIVDU1H RYN1H SELKA1H
SEMBO2H TARED1H UKERA1H VANKO1H

TABULAR DESCRIPTION (5)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
REGOS1H TO M751, A464/W19											
010	-	DER RWY02R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.6	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+0.6	11.3	-	-8000	-	-	RNAV 1
050	TF	BUTBI	-	153°(152.5°)	+0.6	6.0	-	-10000	-	-	RNAV 1
060	TF	SUPIS	-	153°(152.5°)	+0.6	7.7	-	-	-	-	RNAV 1
070	TF	SAMVA	-	196°(195.0°)	+0.6	5.7	-	-10000	-	-	RNAV 1
080	TF	SUSVU	-	196°(195.0°)	+0.6	13.0	-	-	-	-	RNAV 1
090	TF	BS124	-	231°(230.3°)	+0.6	10.0	-	-FL 160	-	-	RNAV 1
100	TF	KASNI	-	231°(230.2°)	+0.6	14.5	-	-	-	-	RNAV 1
110	TF	REGOS	-	186°(185.0°)	+0.6	64.7	-	-	-	-	RNAV 1
RMDU1H TO Y27											
010	-	DER RWY02R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+0.6	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+0.6	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+0.6	13.3	-	-	-	-	RNAV 1
090	TF	RMDU	-	343°(342.1°)	+0.6	17.4	-	-	-	-	RNAV 1

CHANGE: CHART TITLE. REVISED TABULAR DESCRIPTION.

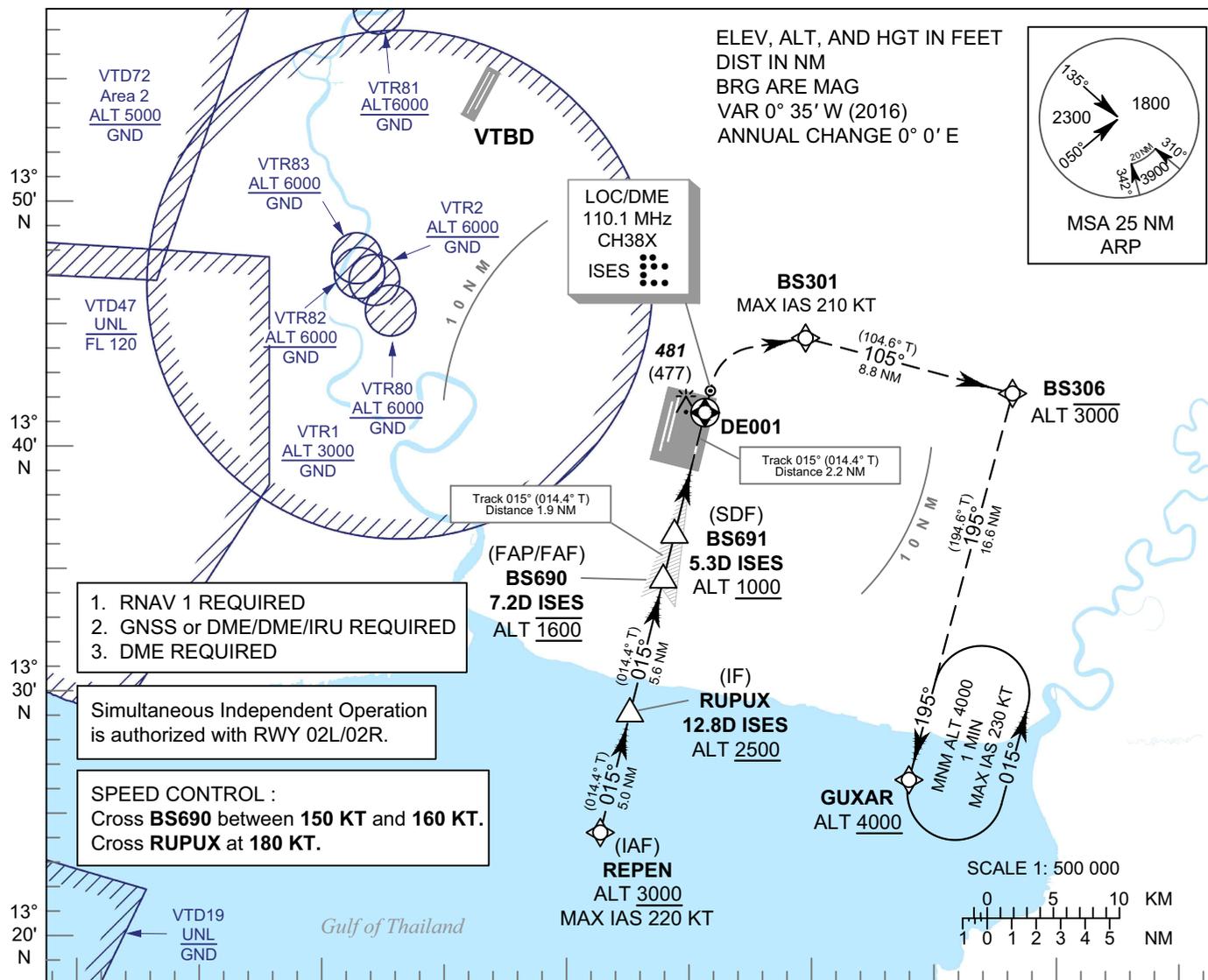
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY01 - ELEV 4 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC z RWY01
CAT II**

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6



CHANGE: REVISED MISSED APPROACH INSTRUCTION.	<p>(IF) RUPUX (FAP/FAF) BS690 (MAPt) BS692</p> <p>2500 (2496) 1600 (1596) 1000 (996)</p> <p>RDH 50 FT TA 11000</p> <p>ELEV 4 FT (THR RWY01)</p>		<p>015° 015° GP 3.0° (5.2%)</p>		<p>LOC/DME</p>		<p>MISSED APPROACH: No turn before MAPt. (for LOC only). At MAPt, climb to DE001, then turn right to BS301, climb up to 3000 FT at BS306, then turn right and proceed to GUXAR at minimum 4000 FT and hold or as directed by ATC.</p>													
	<p>DME FM LOC/DME</p>		<p>NM FM THR</p>																	
	<p>OCA/H</p>		A	B	C	D	GS OUT	Distance (ISES)	FAF	7 D	6 D	5 D	4 D							
	Straight-in Approach	CAT I	260 (256)				Altitude (Height)	1600 (1596)	1540 (1536)	1225 (1221)	910 (906)	590 (586)	Ground speed	knot	70	90	100	120	140	160
		CAT II	190(186)					Rate of descent (5.2%)	ft/min	369	474	527		632	737	843				
	LOC only		590 (586)																	
	Circling (OCH AAL)		800 (792)		900 (892)															

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
 HEIGHTS RELATED TO
 THR RWY01 - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY01
CAT II

TABULAR DESCRIPTION

ILS or LOC z RWY01											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
010	IF	(IAF) REPEN	-	-	+0.60	-	-	+3000	-220	-	RNAV 1
020	TF	(IF) RUPUX	-	015°(014.4°)	+0.60	5.0	-	+2500	-	-	RNAV 1
010	IF	(IF) RUPUX	-	-	+0.60	-	-	+2500	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	(FAP/FAF) BS690	-	015°(014.4°)	+0.60	5.6	-	@1600	-	-	ILS
030	TF	(SDF) BS691	-	015°(014.4°)	+0.60	1.9	-	+1000	-	-	ILS
040	TF	(MAPt @ THR01) BS692	Y	015°(014.4°)	+0.60	3.0	-	@54	-	-3.0/50	ILS
050	CF	DE001	Y	015°(014.4°)	+0.60	2.2	-	-	-	-	RNAV 1
060	DF	BS301	-	-	+0.60	-	R	-	-210	-	RNAV 1
070	TF	BS306	-	105°(104.6°)	+0.60	8.8	-	-3000	-	-	RNAV 1
080	TF	GUXAR	-	195°(194.6°)	+0.60	16.6	-	+4000	-	-	RNAV 1
090	HM	GUXAR	Y	195°(194.6°)	+0.60	1 minute	L	+4000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY01	
Waypoint Identifier	Coordinates
REPEN	13° 24' 19.39" N 100° 41' 09.12" E
RUPUX	13° 29' 11.25" N 100° 42' 25.67" E
BS690	13° 34' 39.85" N 100° 43' 51.99" E
BS691	13° 36' 30.21" N 100° 44' 20.89" E
BS692	13° 39' 24.11" N 100° 45' 06.59" E
DE001	13° 41' 30.17" N 100° 45' 39.72" E
BS301	13° 44' 35.06" N 100° 49' 50.66" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY01 - ELEV 4 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC z RWY01
CAT II**

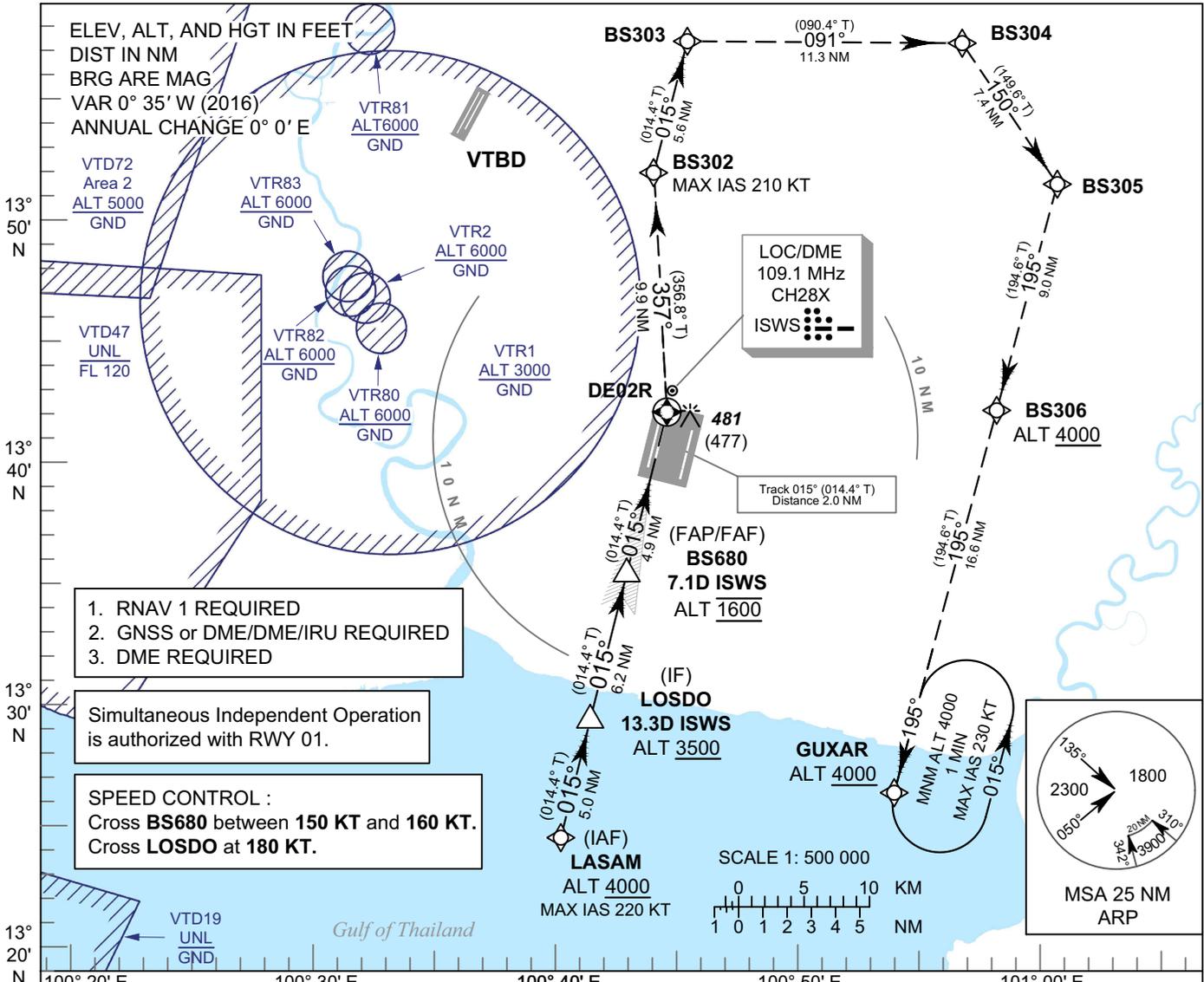
FIX / POINT		COORDINATES	
(IF) RUPUX	12.8D ISES	13° 29' 11.25" N	100° 42' 25.67" E
(FAP/FAF) BS690	7.2D ISES	13° 34' 39.85" N	100° 43' 51.99" E
(SDF) BS691	5.3D ISES	13° 36' 30.21" N	100° 44' 20.89" E
(MAPt @ THR01) BS692	2.3D ISES	13° 39' 24.11" N	100° 45' 06.59" E
LOC/DME	ISES	13° 41' 39.30" N	100° 45' 42.10" E
GP	ISES	13° 39' 33.40" N	100° 45' 13.10" E

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INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
HEIGHTS RELATED TO
THR RWY02R - ELEV 4 FT

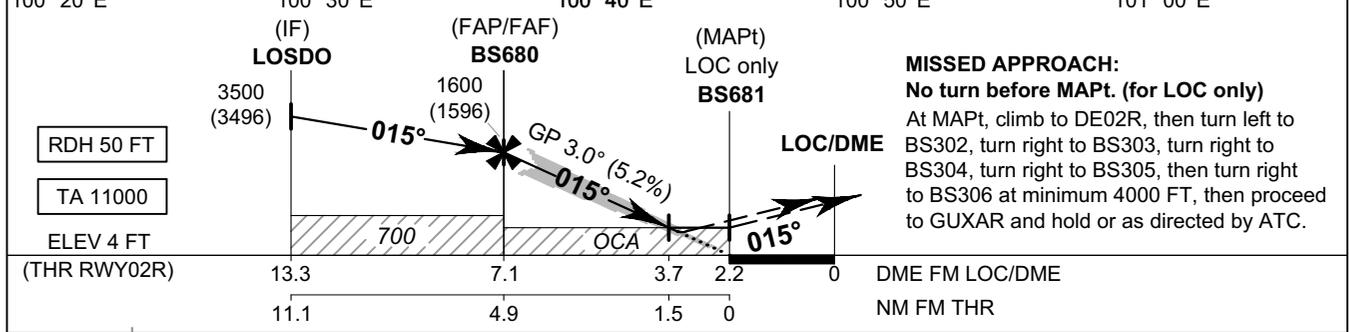
BANGKOK / Suvarnabhumi Intl (VTBS)
ILS or LOC z RWY02R
CAT II

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6



- 1. RNAV 1 REQUIRED
 - 2. GNSS or DME/DME/IRU REQUIRED
 - 3. DME REQUIRED
- Simultaneous Independent Operation is authorized with RWY 01.
- SPEED CONTROL :**
Cross **BS680** between **150 KT** and **160 KT**.
Cross **LOSDO** at **180 KT**.

CHANGE: CORRECTED PROFILE VIEW WPT NAME, LOSDO.



OCA/H	A	B	C	D	GS OUT	Distance (ISWS)	FAF	7 D	6 D	5 D	4 D	3.7 D	
						Altitude (Height)	1600 (1596)	1570 (1566)	1255 (1251)	940 (936)	625 (621)	530 (526)	
Straight-in Approach	CAT I*					Ground speed	knot	70	90	100	120	140	160
	CAT II**						Rate of descent (5.2%)	ft/min	369	474	527	632	737
LOC only	530 (526)												
Circling (OCH AAL)	800 (792)		900 (892)										

NOTE: *OCA (OCH) CAT I : 250 (246) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5% (304 FT/NM) until passing ALT 1000 FT.
**OCA (OCH) CAT II : 150 (146) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 4% (243 FT/NM) until passing ALT 1000 FT.

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
 HEIGHTS RELATED TO
 THR RWY02R - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY02R
CAT II

TABULAR DESCRIPTION

ILS or LOC z RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/RDH	Navigation Specification
010	IF	(IAF) LASAM	-	-	+0.60	-	-	+4000	-220	-	RNAV 1
020	TF	(IF) LOSDO	-	015°(014.4°)	+0.60	5	-	+3500	-	-	RNAV 1
010	IF	(IF) LOSDO	-	-	+0.60	-	-	+3500	-	-	RNAV 1

TRANSITION TO ILS or LOC

020	TF	(FAP/FAF) BS680	-	015°(014.4°)	+0.60	6.2	-	@1600	-	-	ILS
030	TF	(MAPt @ THR02R) BS681	Y	015°(014.4°)	+0.60	4.9	-	@54	-	-3.0/50	ILS
040	TF	DE02R	Y	015°(014.4°)	+0.60	2.0	-	-	-	-	RNAV 1
050	TF	BS302	-	357°(356.8°)	+0.60	9.9	-	-	-210	-	RNAV 1
060	TF	BS303	-	015°(014.4°)	+0.60	5.6	-	-	-	-	RNAV 1
070	TF	BS304	-	091°(090.4°)	+0.60	11.3	-	-	-	-	RNAV 1
080	TF	BS305	-	150°(149.6°)	+0.60	7.4	-	-	-	-	RNAV 1
090	TF	BS306	-	195°(194.6°)	+0.60	9.0	-	+4000	-	-	RNAV 1
100	TF	GUXAR	-	195°(194.6°)	+0.60	16.6	-	+4000	-	-	RNAV 1
110	HM	GUXAR	Y	195°(194.6°)	+0.60	1 minute	L	+4000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY02R

Waypoint Identifier	Coordinates
LASAM	13° 24' 36.87" N 100° 39' 58.11" E
LOSDO	13° 29' 28.72" N 100° 41' 14.66" E
BS680	13° 35' 30.85" N 100° 42' 49.82" E
BS681	13° 40' 16.60" N 100° 44' 04.79" E
DE02R	13° 42' 13.21" N 100° 44' 35.44" E
BS302	13° 52' 08.34" N 100° 44' 00.95" E
BS303	13° 57' 33.10" N 100° 45' 26.43" E
BS304	13° 57' 27.77" N 100° 57' 05.85" E
BS305	13° 51' 04.56" N 101° 00' 55.88" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY02R - ELEV 4 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC z RWY02R
CAT II**

FIX / POINT		COORDINATES	
(IF) LOSDO	13.3D ISWS	13° 29' 28.72" N	100° 41' 14.66" E
(FAP/FAF) BS680	7.1D ISWS	13° 35' 30.85" N	100° 42' 49.82" E
(MAPt @ THR02R) BS681	2.2D ISWS	13° 40' 16.60" N	100° 44' 04.79" E
LOC/DME	ISWS	13° 42' 22.30" N	100° 44' 37.80" E
GP	ISWS	13° 40' 27.80" N	100° 44' 03.60" E

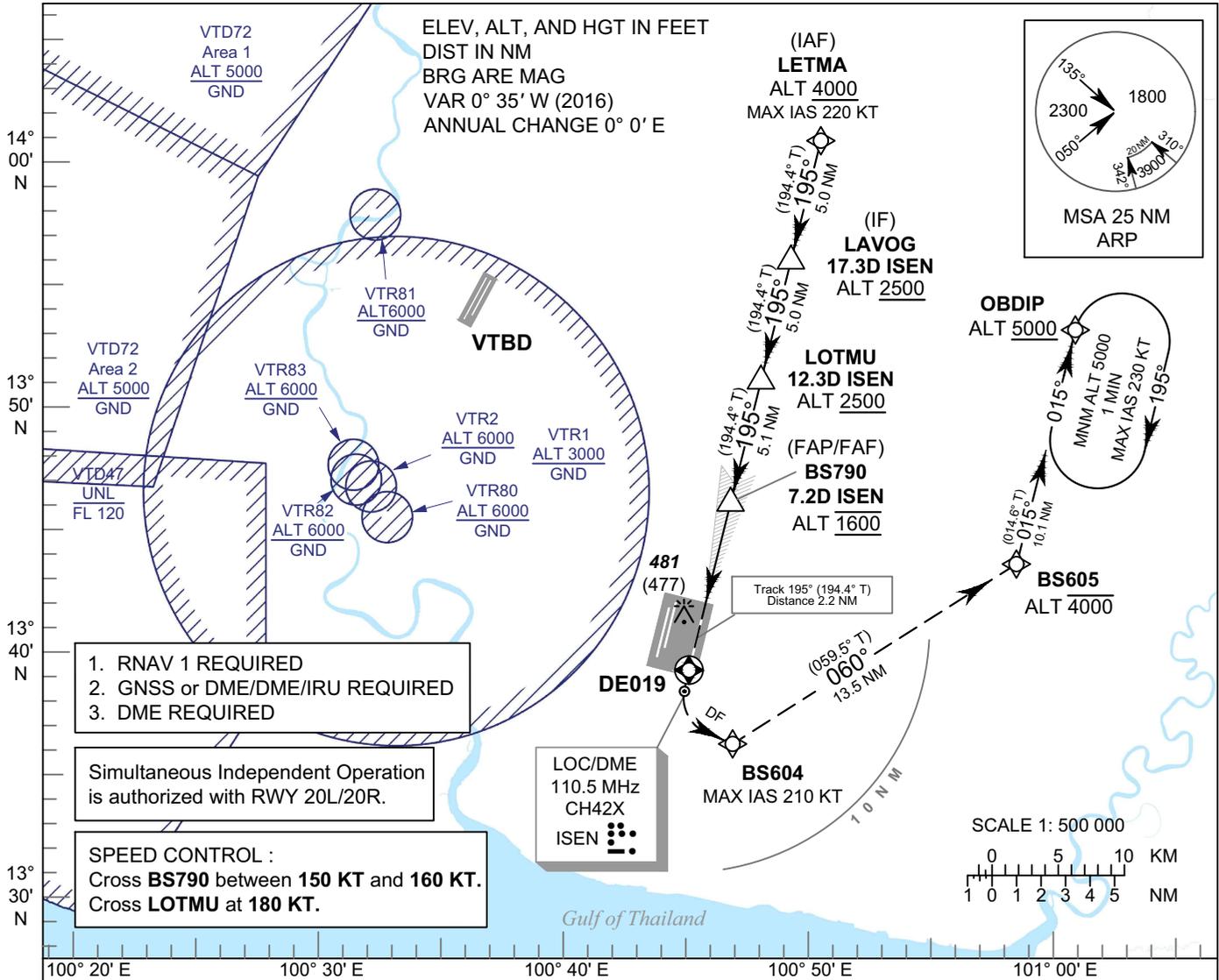
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INSTRUMENT APPROACH CHART - ICAO

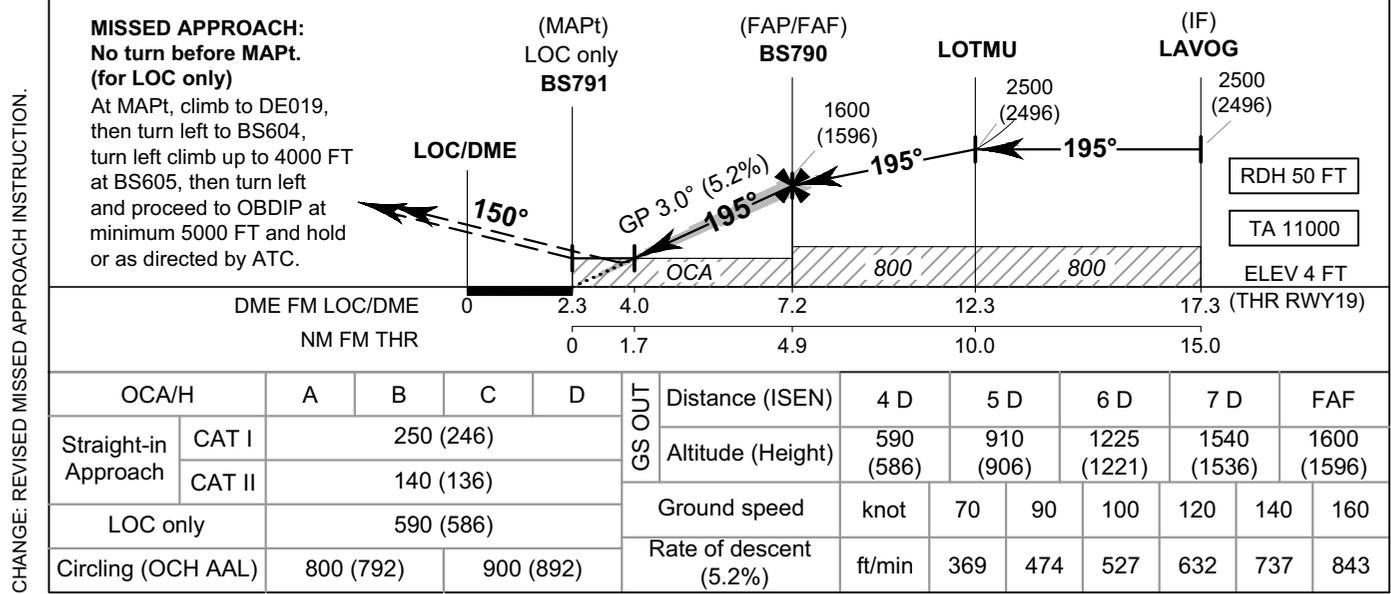
AERODROME ELEV 8 FT
HEIGHTS RELATED TO THR RWY19 - ELEV 4 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)
ILS or LOC z RWY19
CAT II



- 1. RNAV 1 REQUIRED
 - 2. GNSS or DME/DME/IRU REQUIRED
 - 3. DME REQUIRED
- Simultaneous Independent Operation is authorized with RWY 20L/20R.
- SPEED CONTROL :**
Cross **BS790** between **150 KT** and **160 KT**.
Cross **LOTMU** at **180 KT**.



INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
 HEIGHTS RELATED TO
 THR RWY19 - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19
CAT II

TABULAR DESCRIPTION

ILS or LOC z RWY19											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
010	IF	(IAF) LETMA	-	-	+0.60	-	-	+4000	-220	-	RNAV 1
020	TF	(IF) LAVOG	-	195°(194.4°)	+0.60	5.0	-	+2500	-	-	RNAV 1
010	IF	(IF) LAVOG	-	-	+0.60	-	-	+2500	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	LOTMU	-	195°(194.4°)	+0.60	5.0	-	+2500	-	-	ILS
030	TF	(FAP/FAF) BS790	-	195°(194.4°)	+0.60	5.1	-	@1600	-	-	ILS
040	TF	(MAPt @ THR19) BS791	Y	195°(194.4°)	+0.60	4.9	-	@54	-	-3.0/50	ILS
050	CF	DE019	Y	195°(194.4°)	+0.60	2.2	-	-	-	-	RNAV 1
060	DF	BS604	-	-	+0.60	-	L	-	-210	-	RNAV 1
070	TF	BS605	-	060°(059.5°)	+0.60	13.5	-	-4000	-	-	RNAV 1
080	TF	OBDIP	-	015°(014.6°)	+0.60	10.1	-	+5000	-	-	RNAV 1
090	HM	OBDIP	Y	015°(014.4°)	+0.60	1 minute	R	+5000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY19	
Waypoint Identifier	Coordinates
LETMA	14° 00' 57.99" N 100° 50' 47.13" E
LAVOG	13° 56' 06.19" N 100° 49' 30.23" E
LOTMU	13° 51' 14.39" N 100° 48' 13.38" E
BS790	13° 46' 14.41" N 100° 46' 54.45" E
BS791	13° 41' 30.17" N 100° 45' 39.72" E
DE019	13° 39' 24.11" N 100° 45' 06.59" E
BS604	13° 36' 23.96" N 100° 46' 55.46" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY19 - ELEV 4 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC z RWY19
CAT II**

FIX / POINT		COORDINATES	
(IF) LAVOG	17.3D ISEN	13° 56' 06.19" N	100° 49' 30.23" E
LOTMU	12.3D ISEN	13° 51' 14.39" N	100° 48' 13.38" E
(FAP/FAF) BS790	7.2D ISEN	13° 46' 14.41" N	100° 46' 54.45" E
(MAPt @ THR19) BS791	2.3D ISEN	13° 41' 30.17" N	100° 45' 39.72" E
LOC/DME	ISEN	13° 39' 15.00" N	100° 45' 04.20" E
GP	ISEN	13° 41' 19.00" N	100° 45' 40.90" E

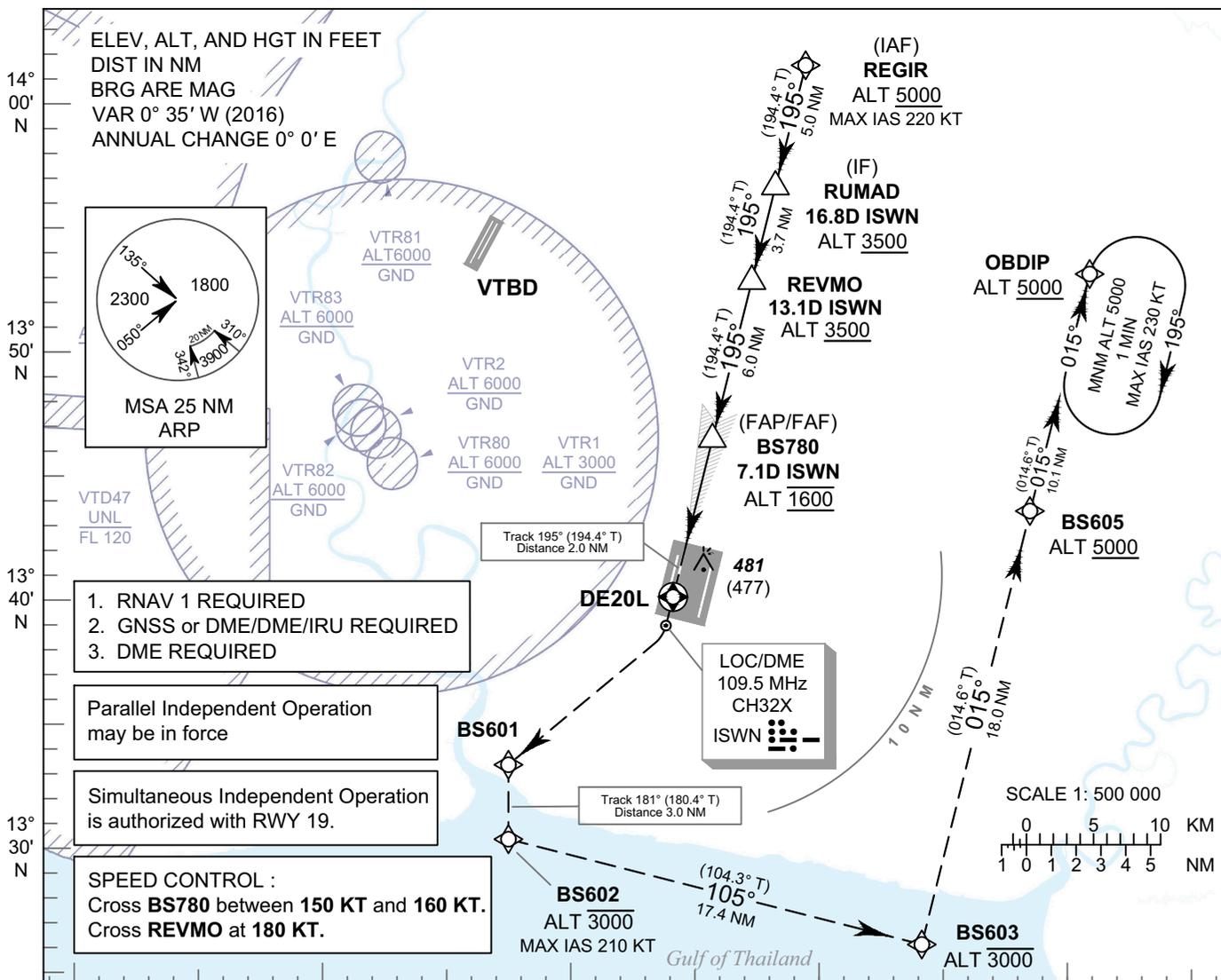
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INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
HEIGHTS RELATED TO THR RWY20L - ELEV 4 FT

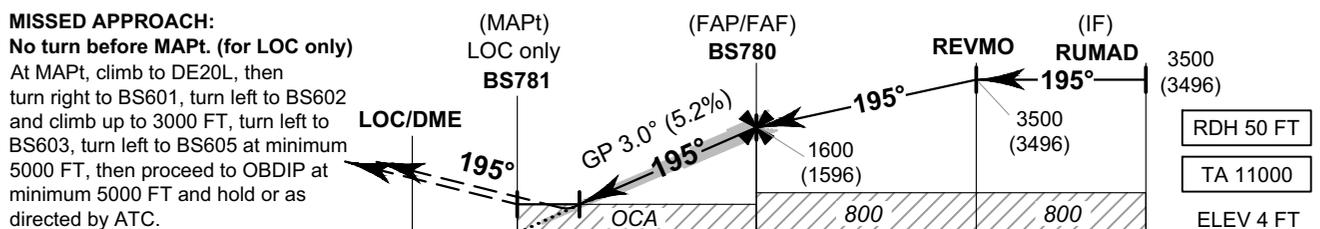
BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY20L
CAT II

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6



- 1. RNAV 1 REQUIRED
 - 2. GNSS or DME/DME/IRU REQUIRED
 - 3. DME REQUIRED
- Parallel Independent Operation may be in force
- Simultaneous Independent Operation is authorized with RWY 19.
- SPEED CONTROL :**
Cross **BS780** between **150 KT** and **160 KT**.
Cross **REVMO** at **180 KT**.



CHANGE: REVISED CHART.

		DME FM LOC/DME		0	2.2	4.4	7.1	13.1	16.8		
		NM FM THR		0	2.2	4.9	10.9	14.6			
Straight-in Approach	CAT I*			290 (286)							
	CAT II**			220 (216)							
LOC only				750 (746)							
Circling (OCH AAL)		800 (792)		900 (892)							
						Ground speed		knot		70 90 100 120 140 160	
						Rate of descent (5.2%)		ft/min		369 474 527 632 737 843	

NOTE: *OCA (OCH) CAT I : 204 (200) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5% (304 FT/NM) until passing ALT 1000 FT.
**OCA (OCH) CAT II : 130 (126) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5% (304 FT/NM) until passing ALT 1000 FT.

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
HEIGHTS RELATED TO THR RWY20L - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC z RWY20L
CAT II**

TABULAR DESCRIPTION

ILS or LOC z RWY20L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
010	IF	(IAF) REGIR	-	-	+0.60	-	-	+5000	-220	-	RNAV 1
020	TF	(IF) RUMAD	-	195°(194.4°)	+0.60	5.0	-	+3500	-	-	RNAV 1
010	IF	(IF) RUMAD	-	-	+0.60	-	-	+3500	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	REVMO	-	195°(194.4°)	+0.60	3.7	-	+3500	-	-	ILS
030	TF	(FAP/FAF) BS780	-	195°(194.4°)	+0.60	6.0	-	@1600	-	-	ILS
040	TF	(MAPt @ THR20L) BS781	Y	195°(194.4°)	+0.60	4.9	-	@54	-	-3.0/50	ILS
050	CF	DE20L	Y	195°(194.4°)	+0.60	2.0	-	-	-	-	RNAV 1
060	DF	BS601	-	-	+0.60	-	R	-	-	-	RNAV 1
070	TF	BS602	-	181°(180.4°)	+0.60	3.0	-	-3000	-210	-	RNAV 1
080	TF	BS603	-	105°(104.3°)	+0.60	17.4	-	-3000	-	-	RNAV 1
090	TF	BS605	-	015°(014.6°)	+0.60	18.0	-	+5000	-	-	RNAV 1
100	TF	OBDIP	-	015°(014.6°)	+0.60	10.1	-	+5000	-	-	RNAV 1
110	HM	OBDIP	Y	015°(014.6°)	+0.60	1 minute	R	+5000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY20L	
Waypoint Identifier	Coordinates
REGIR	14° 01' 17.67" N 100° 49' 36.72" E
RUMAD	13° 56' 25.87" N 100° 48' 19.81" E
REVMO	13° 52' 48.77" N 100° 47' 22.64" E
BS780	13° 46' 59.12" N 100° 45' 50.66" E
BS781	13° 42' 13.21" N 100° 44' 35.44" E
DE20L	13° 40' 16.60" N 100° 44' 04.79" E
BS601	13° 33' 07.17" N 100° 36' 56.80" E
BS602	13° 30' 06.39" N 100° 36' 55.58" E
BS603	13° 25' 46.90" N 100° 54' 12.14" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY20L - ELEV 4 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC z RWY20L
CAT II**

FIX / POINT		COORDINATES	
(IF) RUMAD	16.8D ISWN	13° 56' 25.87" N	100° 48' 19.81" E
REVMO	13.1D ISWN	13° 52' 48.77" N	100° 47' 22.64" E
(FAP/FAF) BS780	7.1D ISWN	13° 46' 59.12" N	100° 45' 50.66" E
(MAPt @ THR20L) BS781	2.2D ISWN	13° 42' 13.21" N	100° 44' 35.44" E
LOC/DME	ISWN	13° 40' 07.50" N	100° 44' 02.40" E
GP	ISWN	13° 42' 03.90" N	100° 44' 28.90" E

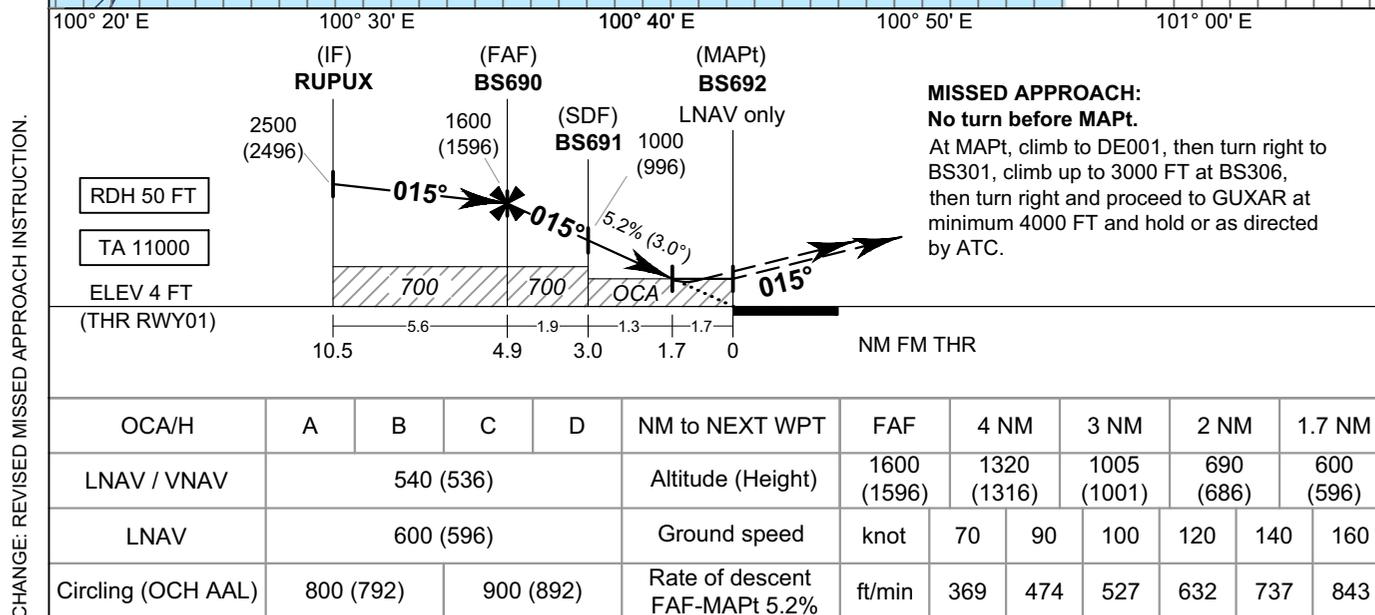
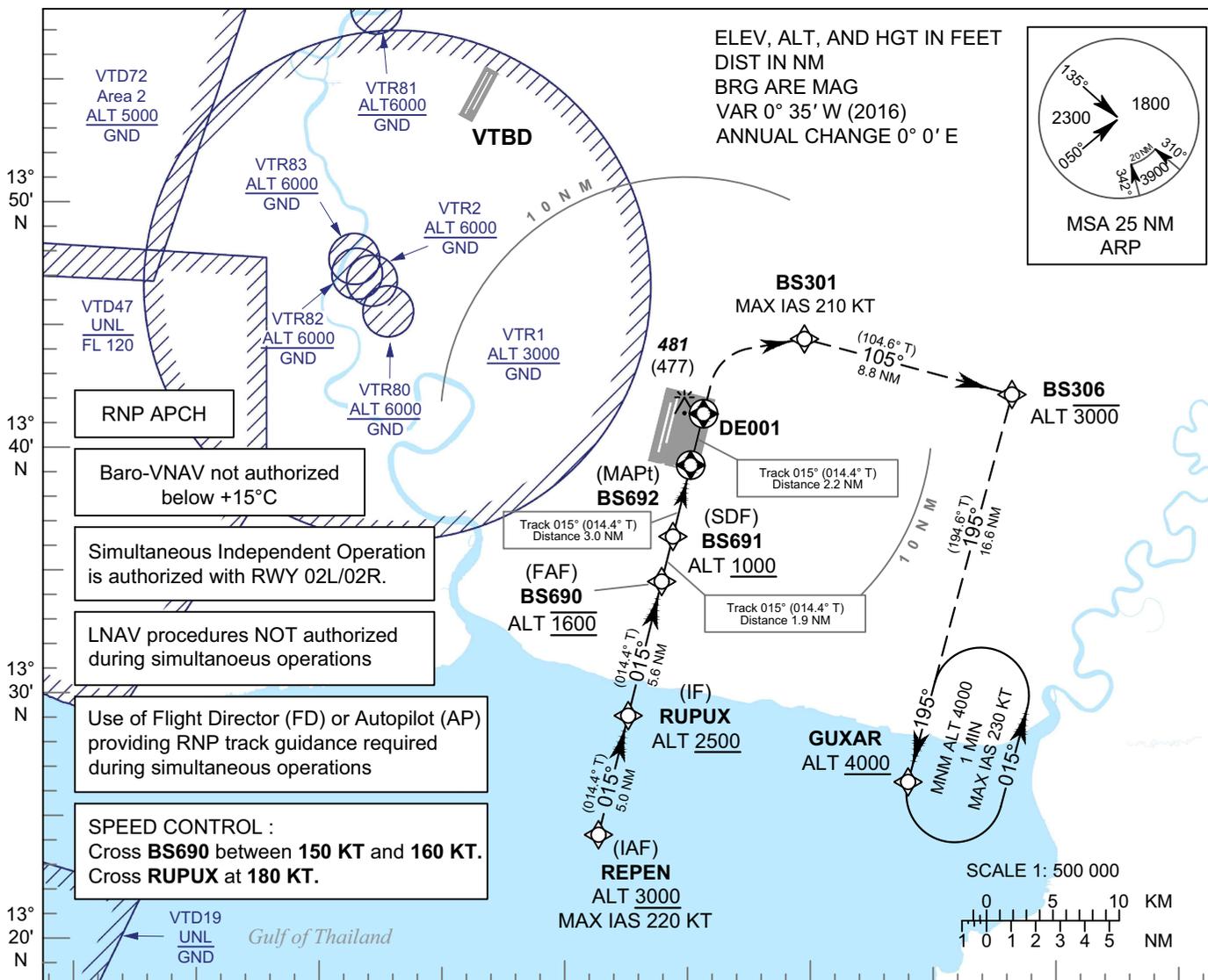
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**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY01 - ELEV 4 FT**

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

**BANGKOK / Suvarnabhumi Intl (VTBS)
RNP RWY01**



INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
 HEIGHTS RELATED TO
 THR RWY01 - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY01

TABULAR DESCRIPTION

RNP RWY01											
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) REPEN	-	-	+0.60	-	-	+3000	-220	-	RNP APCH
020	TF	(IF) RUPUX	-	015°(014.4°)	+0.60	5.0	-	+2500	-	-	RNP APCH
030	TF	(FAF) BS690	-	015°(014.4°)	+0.60	5.6	-	@1600	-	-	RNP APCH
040	TF	(SDF) BS691	-	015°(014.4°)	+0.60	1.9	-	+1000	-	-	RNP APCH
050	TF	(MAPt @THR01) BS692	Y	015°(014.4°)	+0.60	3.0	-	@54	-	-3.0/50	RNP APCH
060	CF	DE001	Y	015°(014.4°)	+0.60	2.2	-	-	-	-	RNP APCH
070	DF	BS301	-	-	+0.60	-	R	-	-210	-	RNP APCH
080	TF	BS306	-	105°(104.6°)	+0.60	8.8	-	-3000	-	-	RNP APCH
090	TF	GUXAR	-	195°(194.6°)	+0.60	16.6	-	+4000	-	-	RNP APCH
100	HM	GUXAR	Y	195°(194.6°)	+0.60	1 minute	L	+4000	-230	-	RNP APCH

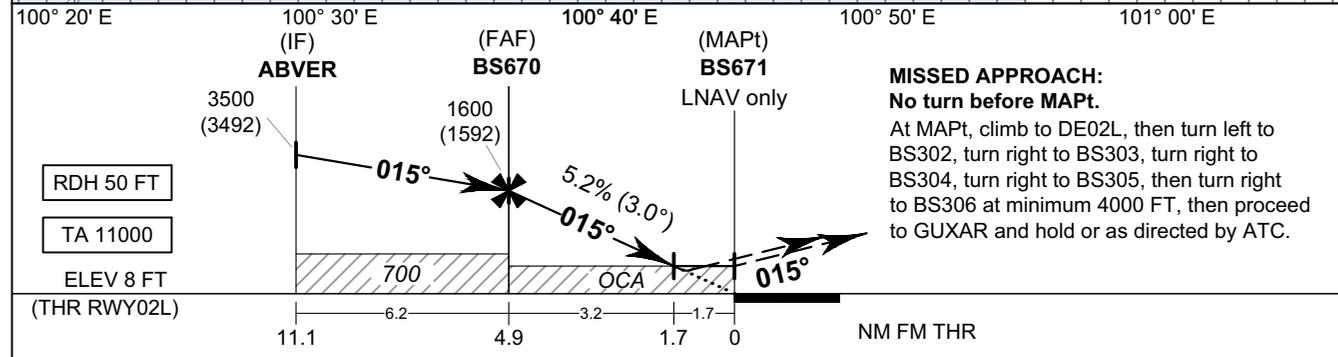
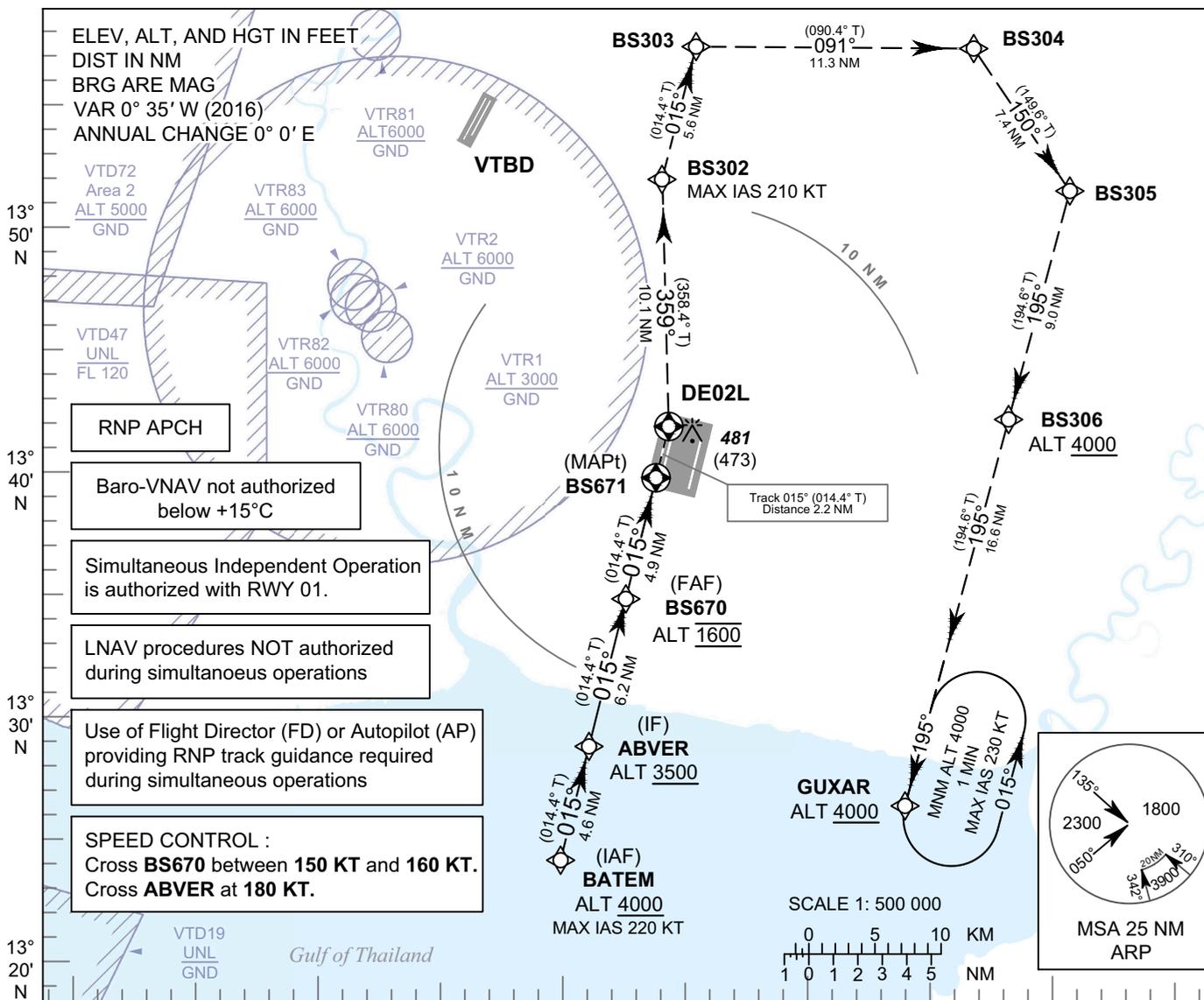
WAYPOINT LIST

RNP RWY01	
Waypoint Identifier	Coordinates
REPEN	13° 24' 19.39" N 100° 41' 09.12" E
RUPUX	13° 29' 11.25" N 100° 42' 25.67" E
BS690	13° 34' 39.85" N 100° 43' 51.99" E
BS691	13° 36' 30.21" N 100° 44' 20.89" E
BS692	13° 39' 24.11" N 100° 45' 06.59" E
DE001	13° 41' 30.17" N 100° 45' 39.72" E
BS301	13° 44' 35.06" N 100° 49' 50.66" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
HEIGHTS RELATED TO THR RWY02L - ELEV 8 FT

BANGKOK / Suvarnabhumi Intl (VTBS)
RNP RWY02L

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6



OCA/H	A	B	C	D	NM to NEXT WPT	FAF	4 NM	3 NM	2 NM	1.7 NM		
LNAV / VNAV	540 (532)				Altitude (Height)	1600 (1592)	1320 (1312)	1005 (997)	690 (682)	600 (592)		
LNAV	600 (592)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: NEW CHART.

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
 HEIGHTS RELATED TO
 THR RWY02L - ELEV 8 FT

BANGKOK / Suvarnabhumi Intl (VTBS)
RNP RWY02L

TABULAR DESCRIPTION

RNP RWY02L

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) BATEM	-	-	+0.60	-	-	+4000	-220	-	RNP APCH
020	TF	(IF) ABVER	-	015°(014.4°)	+0.60	4.6	-	+3500	-	-	RNP APCH
030	TF	(FAF) BS670	-	015°(014.4°)	+0.60	6.2	-	@1600	-	-	RNP APCH
040	TF	(MAPt @ RWY02L) BS671	Y	015°(014.4°)	+0.60	4.9	-	@58	-	-3.0/50	RNP APCH
050	TF	DE02L	Y	015°(014.4°)	+0.60	2.2	-	-	-	-	RNP APCH
060	TF	BS302	-	359°(358.4°)	+0.60	10.1	-	-	-210	-	RNP APCH
070	TF	BS303	-	015°(014.4°)	+0.60	5.6	-	-	-	-	RNP APCH
080	TF	BS304	-	091°(090.4°)	+0.60	11.3	-	-	-	-	RNP APCH
090	TF	BS305	-	150°(149.6°)	+0.60	7.4	-	-	-	-	RNP APCH
100	TF	BS306	-	195°(195.0°)	+0.60	9.0	-	+4000	-	-	RNP APCH
110	TF	GUXAR	-	195°(195.0°)	+0.60	16.6	-	+4000	-	-	RNP APCH
120	HM	GUXAR	Y	195°(195.0°)	+0.60	1 minute	L	+4000	-230	-	RNP APCH

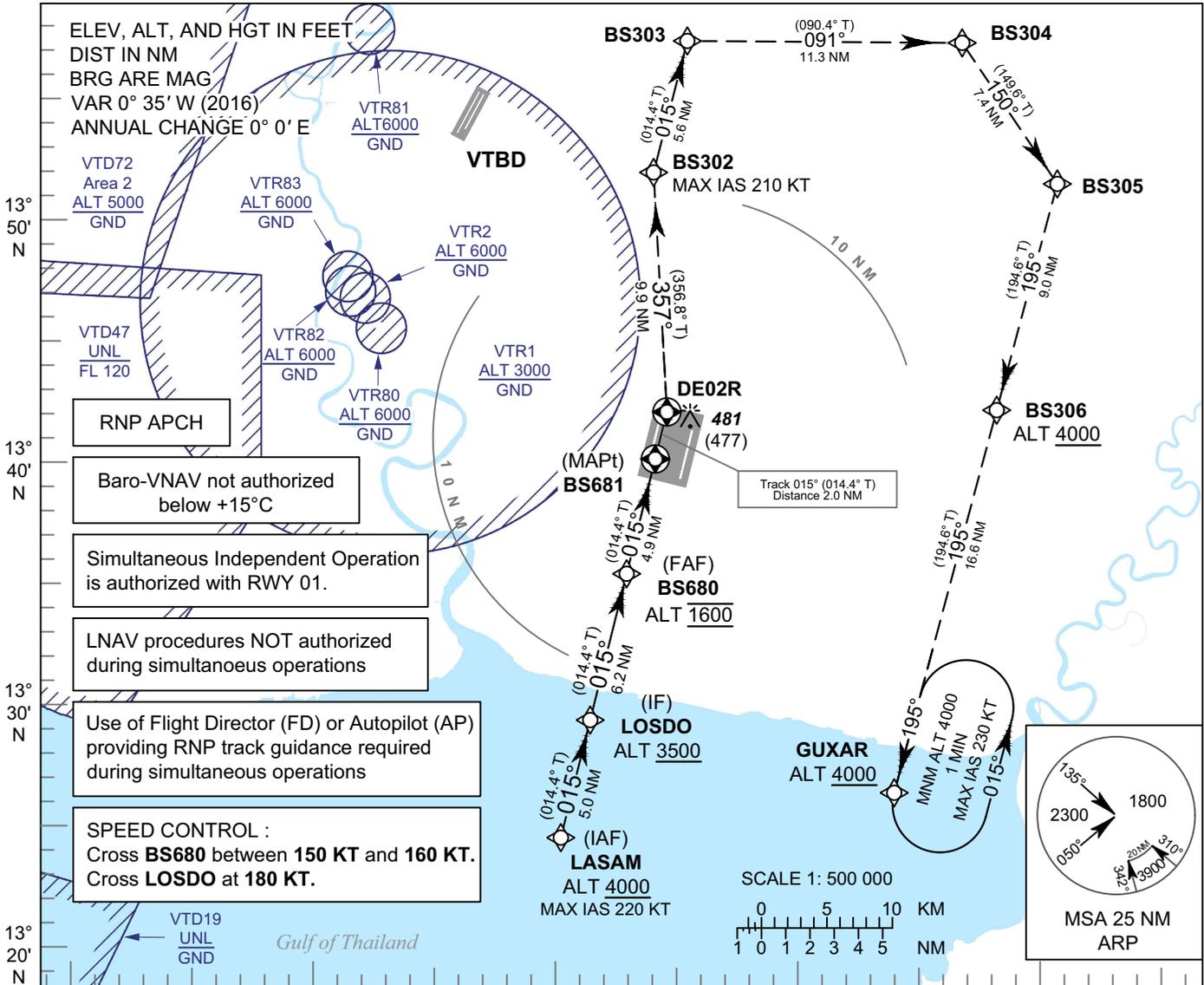
WAYPOINT LIST

RNP RWY02L	
Waypoint Identifier	Coordinates
BATEM	13° 24' 40.14" N 100° 39' 45.18" E
ABVER	13° 29' 07.93" N 100° 40' 55.46" E
BS670	13° 35' 10.37" N 100° 42' 30.67" E
BS671	13° 39' 54.63" N 100° 43' 45.28" E
DE02L	13° 42' 00.68" N 100° 44' 18.41" E
BS302	13° 52' 08.34" N 100° 44' 00.95" E
BS303	13° 57' 33.10" N 100° 45' 26.43" E
BS304	13° 57' 27.77" N 100° 57' 05.85" E
BS305	13° 51' 04.56" N 101° 00' 55.88" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

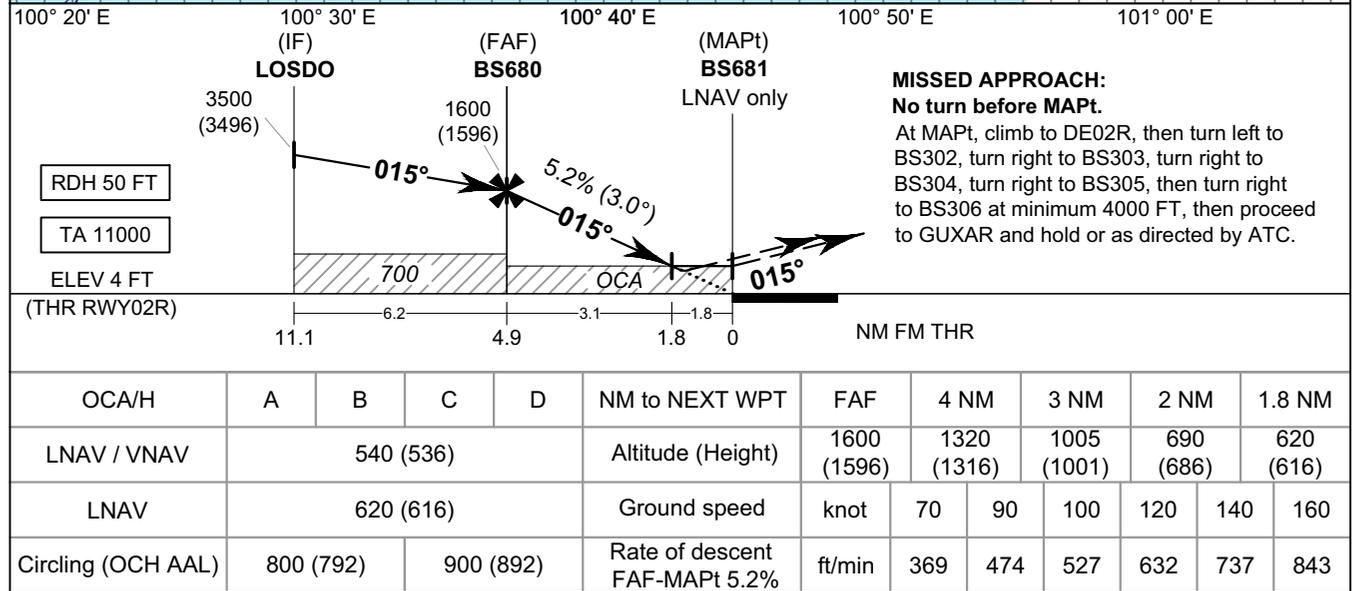
INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 8 FT
HEIGHTS RELATED TO THR RWY02R - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)
RNP RWY02R

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6



CHANGE: CORRECTED PROFILE VIEW WPT NAME, LOSDO.



INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
 HEIGHTS RELATED TO
 THR RWY02R - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY02R

TABULAR DESCRIPTION

RNP RWY02R											
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) LASAM	-	-	+0.60	-	-	+4000	-220	-	RNP APCH
020	TF	(IF) LOSDO	-	015°(014.4°)	+0.60	5.0	-	+3500	-	-	RNP APCH
030	TF	(FAF) BS680	-	015°(014.4°)	+0.60	6.2	-	@1600	-	-	RNP APCH
040	TF	(MAPt @ THR02R) BS681	Y	015°(014.4°)	+0.60	4.9	-	@54	-	-3.0/50	RNP APCH
050	TF	DE02R	Y	015°(014.4°)	+0.60	2.0	-	-	-	-	RNP APCH
060	TF	BS302	-	357°(356.8°)	+0.60	9.9	-	-	-210	-	RNP APCH
070	TF	BS303	-	015°(014.4°)	+0.60	5.6	-	-	-	-	RNP APCH
080	TF	BS304	-	091°(090.4°)	+0.60	11.3	-	-	-	-	RNP APCH
090	TF	BS305	-	150°(149.6°)	+0.60	7.4	-	-	-	-	RNP APCH
100	TF	BS306	-	195°(194.6°)	+0.60	9.0	-	+4000	-	-	RNP APCH
110	TF	GUXAR	-	195°(194.6°)	+0.60	16.6	-	+4000	-	-	RNP APCH
120	HM	GUXAR	Y	195°(194.6°)	+0.60	1 minute	L	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY02R	
Waypoint Identifier	Coordinates
LASAM	13° 24' 36.87" N 100° 39' 58.11" E
LOSDO	13° 29' 28.72" N 100° 41' 14.66" E
BS680	13° 35' 30.85" N 100° 42' 49.82" E
BS681	13° 40' 16.60" N 100° 44' 04.79" E
DE02R	13° 42' 13.21" N 100° 44' 35.44" E
BS302	13° 52' 08.34" N 100° 44' 00.95" E
BS303	13° 57' 33.10" N 100° 45' 26.43" E
BS304	13° 57' 27.77" N 100° 57' 05.85" E
BS305	13° 51' 04.56" N 101° 00' 55.88" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
 HEIGHTS RELATED TO
 THR RWY19 - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY19

TABULAR DESCRIPTION

RNP RWY19											
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) LETMA	-	-	+0.60	-	-	+4000	-220	-	RNP APCH
020	TF	(IF) LAVOG	-	195°(194.4°)	+0.60	5.0	-	+2500	-	-	RNP APCH
030	TF	LOTMU	-	195°(194.4°)	+0.60	5.0	-	+2500	-	-	RNP APCH
040	TF	(FAF) BS790	-	195°(194.4°)	+0.60	5.1	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR19) BS791	Y	195°(194.4°)	+0.60	4.9	-	@54	-	-3.0/50	RNP APCH
060	CF	DE019	Y	195°(194.4°)	+0.60	2.2	-	-	-	-	RNP APCH
070	DF	BS604	-	-	+0.60	-	L	-	-210	-	RNP APCH
080	TF	BS605	-	060°(059.5°)	+0.60	13.5	-	-4000	-	-	RNP APCH
090	TF	OBDIP	-	015°(014.6°)	+0.60	10.1	-	+5000	-	-	RNP APCH
100	HM	OBDIP	Y	015°(014.6°)	+0.60	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

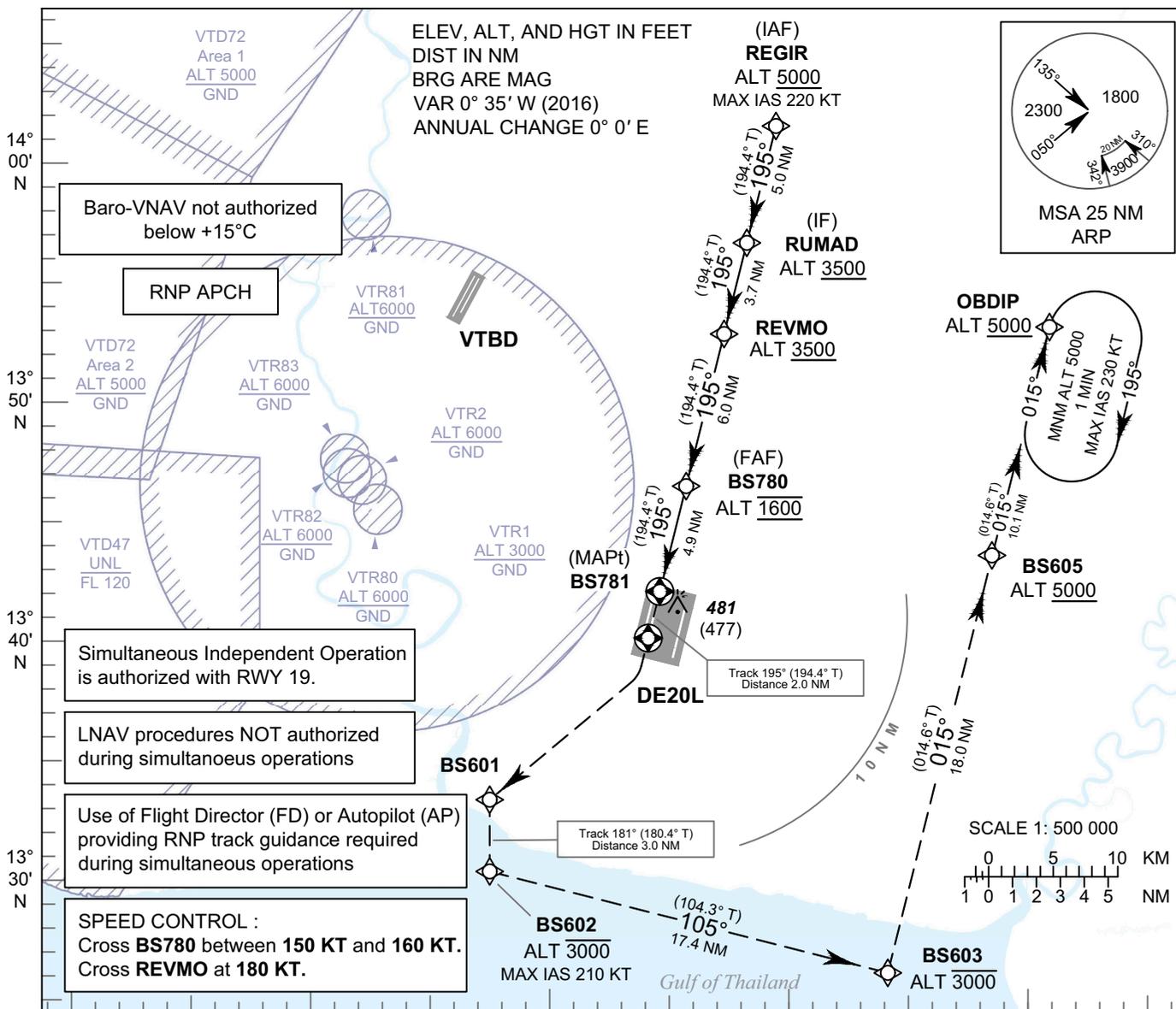
RNP RWY19		
Waypoint Identifier	Coordinates	
LETMA	14° 00' 57.99" N	100° 50' 47.13" E
LAVOG	13° 56' 06.19" N	100° 49' 30.23" E
LOTMU	13° 51' 14.39" N	100° 48' 13.38" E
BS790	13° 46' 14.41" N	100° 46' 54.45" E
BS791	13° 41' 30.17" N	100° 45' 39.72" E
DE019	13° 39' 24.11" N	100° 45' 06.59" E
BS604	13° 36' 23.96" N	100° 46' 55.46" E
BS605	13° 43' 15.45" N	100° 58' 51.48" E
OBDIP	13° 53' 03.74" N	101° 01' 28.52" E

INSTRUMENT APPROACH CHART - ICAO

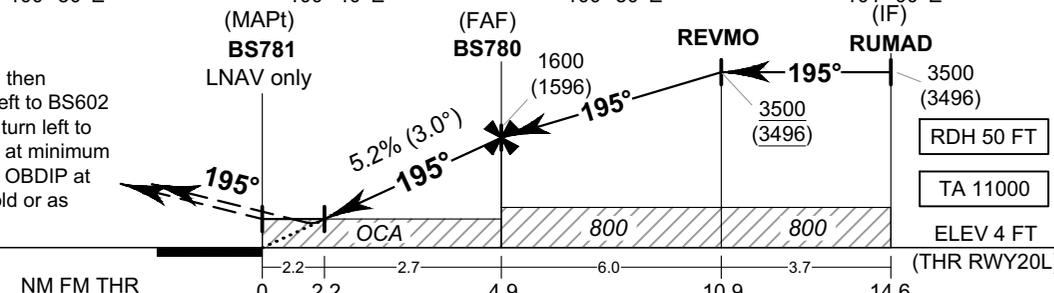
AERODROME ELEV 8 FT
HEIGHTS RELATED TO THR RWY20L - ELEV 4 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)
RNP RWY20L



MISSED APPROACH:
No turn before MAPt.
At MAPt, climb to DE20L, then turn right to BS601, turn left to BS602 and climb up to 3000 FT, turn left to BS603, turn left to BS605 at minimum 5000 FT, then proceed to OBDIP at minimum 5000 FT and hold or as directed by ATC.



CHANGE: REVISED CHART.

	NM FM THR				NM to NEXT WPT							
	A	B	C	D		2.2 NM	3 NM	4 NM	FAF			
OCA/H					2.2 NM	3 NM	4 NM	FAF				
LNAV / VNAV	600 (596)				Altitude (Height)	750 (746)	1005 (1001)	1320 (1316)	1600 (1596)			
LNAV	750 (746)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
 HEIGHTS RELATED TO
 THR RWY20L - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)
RNP RWY20L

TABULAR DESCRIPTION

RNP RWY20L											
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) REGIR	-	-	+0.60	-	-	+5000	-220	-	RNP APCH
020	TF	(IF) RUMAD	-	195°(194.4°)	+0.60	5.0	-	+3500	-	-	RNP APCH
030	TF	REVMO	-	195°(194.4°)	+0.60	3.7	-	+3500	-	-	RNP APCH
040	TF	(FAF) BS780	-	195°(194.4°)	+0.60	6.0	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR20L) BS781	Y	195°(194.4°)	+0.60	4.9	-	@54	-	-3.0/50	RNP APCH
060	CF	DE20L	Y	195°(194.4°)	+0.60	2.0	-	-	-	-	RNP APCH
070	DF	BS601	-	-	+0.60	-	R	-	-	-	RNP APCH
080	TF	BS602	-	181°(180.4°)	+0.60	3.0	-	-3000	-210	-	RNP APCH
090	TF	BS603	-	105°(104.3°)	+0.60	17.4	-	-3000	-	-	RNP APCH
100	TF	BS605	-	015°(014.6°)	+0.60	18.0	-	+5000	-	-	RNP APCH
110	TF	OBDIP	-	015°(014.6°)	+0.60	10.1	-	+5000	-	-	RNP APCH
120	HM	OBDIP	Y	015°(014.6°)	+0.60	1 minute	R	+5000	-230	-	RNP APCH

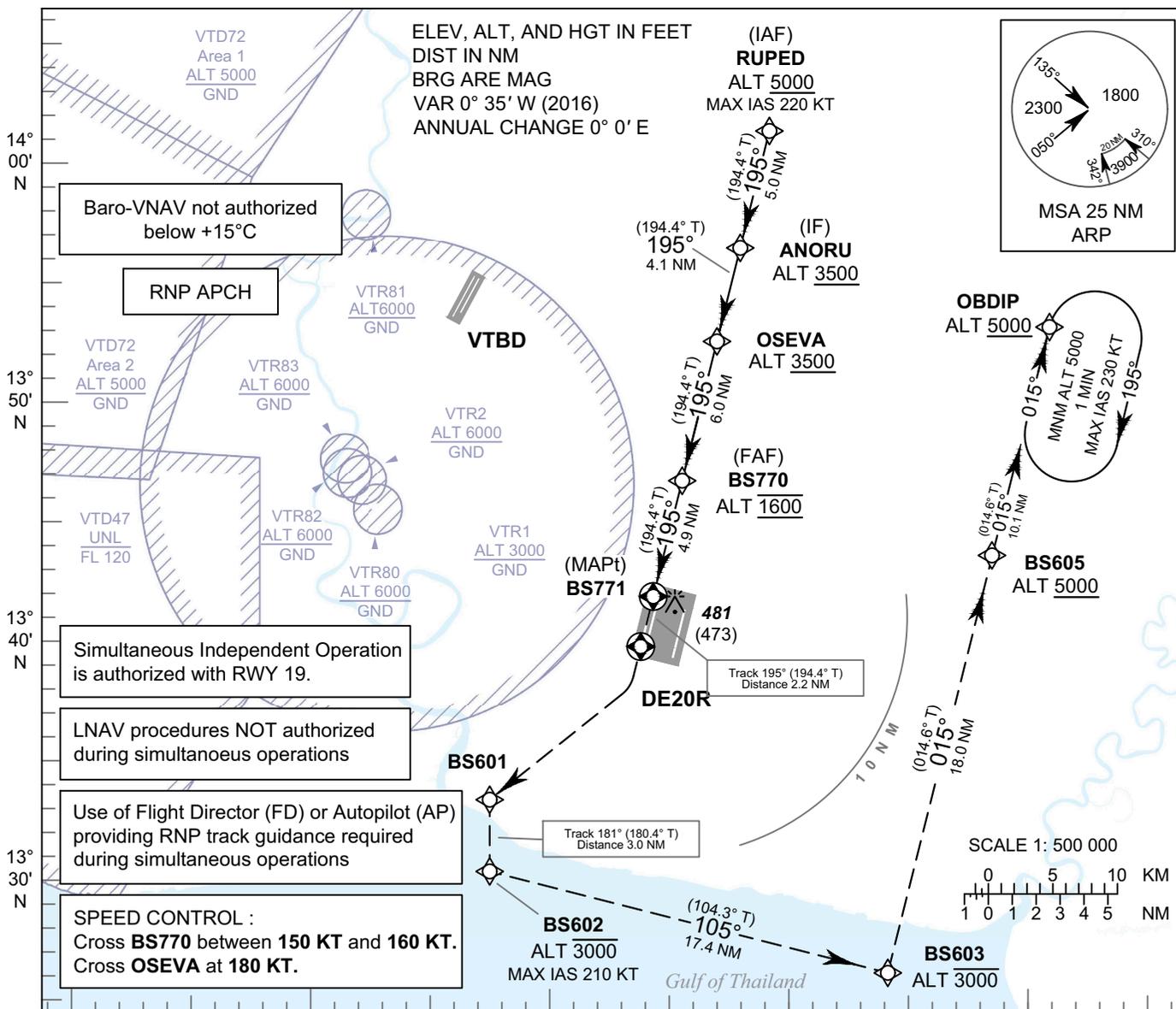
WAYPOINT LIST

RNP RWY20L	
Waypoint Identifier	Coordinates
REGIR	14° 01' 17.67" N 100° 49' 36.72" E
RUMAD	13° 56' 25.87" N 100° 48' 19.81" E
REVMO	13° 52' 48.77" N 100° 47' 22.64" E
BS780	13° 46' 59.12" N 100° 45' 50.66" E
BS781	13° 42' 13.21" N 100° 44' 35.44" E
DE20L	13° 40' 16.60" N 100° 44' 04.79" E
BS601	13° 33' 07.17" N 100° 36' 56.80" E
BS602	13° 30' 06.39" N 100° 36' 55.58" E
BS603	13° 25' 46.90" N 100° 54' 12.14" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
HEIGHTS RELATED TO THR RWY20R - ELEV 8 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)
RNP RWY20R



MISSED APPROACH:
No turn before MAPt.
At MAPt, climb to DE20R, then turn right to BS601, turn left to BS602 and climb up to 3000 FT, turn left to BS603, turn left to BS605 at minimum 5000 FT, then proceed to OBDIP at minimum 5000 FT and hold or as directed by ATC.

	(MAPt) BS771	(FAF) BS770	OSEVA	(IF) ANORU
	LNAV only	1600 (1592)	3500 (3492)	3500 (3492)
				RDH 50 FT
				TA 11000
				ELEV 8 FT (THR RWY20R)
	NM FM THR			
	0	2.2	4.9	10.9
OCA/H	A	B	C	D
LNAV / VNAV	600 (592)			
LNAV	750 (742)			
Circling (OCH AAL)	800 (792) 900 (892)			
	NM to NEXT WPT	2.2 NM	3 NM	4 NM
	Altitude (Height)	750 (742)	1005 (997)	1320 (1312)
	Ground speed	knot	70	90
	Rate of descent	ft/min	369	474
			527	632
			737	843

CHANGE: NEW CHART.

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
 HEIGHTS RELATED TO
 THR RWY20R - ELEV 8 FT

BANGKOK / Suvarnabhumi Intl (VTBS)
RNP RWY20R

TABULAR DESCRIPTION

RNP RWY20R											
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) RUPED	-	-	+0.60	-	-	+5000	-220	-	RNP APCH
020	TF	(IF) ANORU	-	195°(194.4°)	+0.60	5.0	-	+3500	-	-	RNP APCH
030	TF	OSEVA	-	195°(194.4°)	+0.60	4.1	-	+3500	-	-	RNP APCH
040	TF	(FAF) BS770	-	195°(194.4°)	+0.60	6.0	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR20R) BS771	Y	195°(194.4°)	+0.60	4.9	-	@58	-	-3.0/50	RNP APCH
060	CF	DE20R	Y	195°(194.4°)	+0.60	2.2	-	-	-	-	RNP APCH
070	DF	BS601	-	-	+0.60	-	R	-	-	-	RNP APCH
080	TF	BS602	-	181°(180.4°)	+0.60	3.0	-	-3000	-210	-	RNP APCH
090	TF	BS603	-	105°(104.3°)	+0.60	17.4	-	-3000	-	-	RNP APCH
100	TF	BS605	-	015°(014.6°)	+0.60	18.0	-	+5000	-	-	RNP APCH
110	TF	OBDIP	-	015°(014.6°)	+0.60	10.1	-	+5000	-	-	RNP APCH
120	HM	OBDIP	Y	015°(014.6°)	+0.60	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY20R	
Waypoint Identifier	Coordinates
RUPED	14° 01' 23.89" N 100° 49' 24.59" E
ANORU	13° 56' 32.10" N 100° 48' 07.70" E
OSEVA	13° 52' 35.66" N 100° 47' 05.44" E
BS770	13° 46' 44.92" N 100° 45' 33.15" E
BS771	13° 42' 00.68" N 100° 44' 18.41" E
DE20R	13° 39' 54.63" N 100° 43' 45.28" E
BS601	13° 33' 07.17" N 100° 36' 56.80" E
BS602	13° 30' 06.39" N 100° 36' 55.58" E
BS603	13° 25' 46.90" N 100° 54' 12.14" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

VTCL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCL - LAMPANG / LAMPANG AIRPORT

VTCL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	181615N 0993015E
2	Direction and distance from (city)	2 km., S from city
3	Elevation/Reference temperature	815 ft/37°C
4	Geoid Undulation at AD ELEV PSN	-126 ft
5	MAG VAR/Annual change	1°W(2022) / 0.04°W
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Lampang Airport Lampang Airport 175 Thanon Sanambin 1, Tambon Phrabaht Amphoe Muang Lampang Province 52000 Thailand Tel: +665 482 1505 Fax: +665 482 1509 AFS: VTCLYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTCL AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0030-1230
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	0030-1230
6	MET Briefing Office	NIL
7	ATS	0030-1230
8	Fuelling	0100-1000 Lampang Petroleum Terminal 59 Highway Lampang-Ngaow Rd., Chompoo, Muang, Lampang, 52100 Tel: +665 422 6111 +668 9850 8974 +668 9850 8977
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Chiang Mai Air Traffic Control Centre (1st floor of tower building) Tel: +669 1818 5798 Fax: +665 327 7897

VTCL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	2 JET A-1 Refueller @ 12,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTCL AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	Near the AD and in the city
3	Transportation	Car rental at AD
4	Medical facilities	Hospital in the city
5	Bank and Post Office	Bank: In the city Post Office: In the city
6	Tourist Office	In the city
7	Remarks	NIL

VTCL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTCL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 48/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Asphaltic concrete Strength PCN 45/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 794 FT (242.08 M)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTCL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	LP	395 KHZ	H24	181640.88N 0993026.88E		Coverage 25 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 001°-360° at altitude 5 500 FT
DVOR/DME	LPN	114.7 MHZ CH94X	H24	181635.9N 0993008.4E		DVOR/DME restriction due to Terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: – Radial 351°-070° beyond 40 NM should not below 6 000 FT – Radial 071°-130° beyond 30 NM should not below 6 000 FT – Radial 131°-320° beyond 40 NM should not below 6 000 FT – Radial 321°-350° beyond 30 NM should not below 6 000 FT
LOC RWY 36	I-LPN	109.7 MHZ	H24	181651.63N 0993011.99E	782.58 FT	LOC: Designated operation coverage 18 NM, ALT 7000 FT AMSL
DME		CH34X (109.7 MHZ)	H24	181651.86N 0993014.43E		DME: Paired with LOC Freq. GP: Not installation

VTCL AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTCL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCL AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure:

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
- the pilot shall be responsible for adherence to such obtained ATC clearance,

- the pilot prior to take-off shall agree to execute this procedure,
- The ATC clearance shall be readback,

- Runway 18:

LAMPANG OMNI 18 Departure: Required climb gradient 365 ft per NM (6.0%) until 6,000 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 2,500 ft (or altitude assigned by ATC between 2,500 ft – 4,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 36:

LAMPANG OMNI 36 Departure: Required climb gradient 383 ft per NM (6.3%) until 6,000 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.3%	(ft/min)	415	479	638	957	1276	1595	1914

No turn before DER.

After departure climb straight ahead until 2,500 ft (or altitude assigned by ATC between 2,500 ft – 4,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTCL AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

Type of birds: Red-wattled, Starling, Coucals, Bat, Dove, Tailorbird, Heron and Martin.

Bird weight: From 0.06 - 0.375 KG.

Max. flock size: 15 birds.

VTCL AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTCL-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTCL-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTCL-2-5
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 VENAG1BAD	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

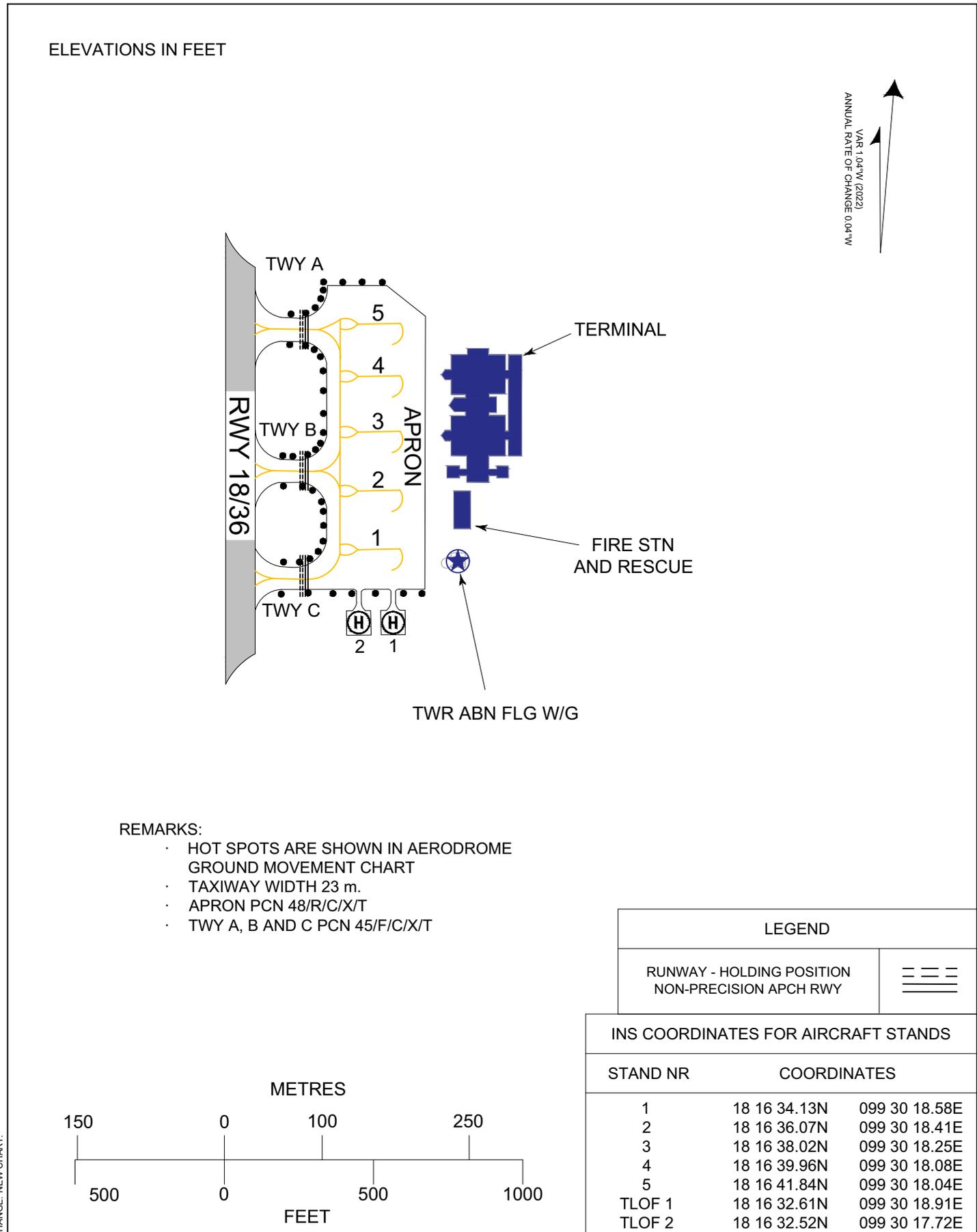
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**AIRCRAFT PARKING/
DOCKING CHART - ICAO**

**APRON ELEV
794 FT**

**TWR 122.3
236.6**

LAMPANG / Lampang



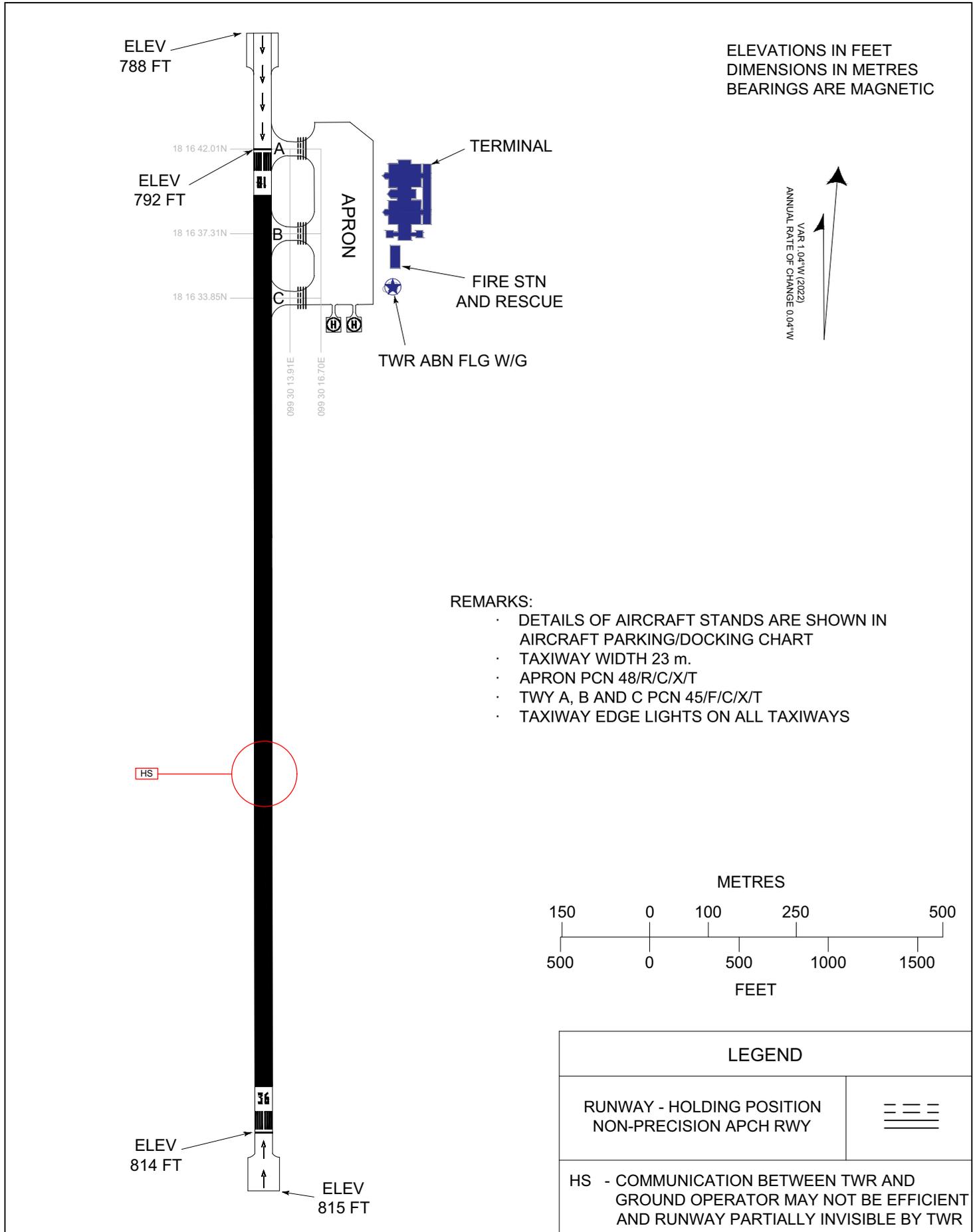
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**AERODROME GROUND
MOVEMENT CHART - ICAO**

**APRON ELEV
794 FT**

**TWR 122.3
236.6**

LAMPANG / Lampang



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VTUW AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Sakon Nakhon Approach	123.35 MHZ 284.0 MHZ 121.5 MHZ ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Nakhon Phanom Tower	122.5 MHZ 121.5 MHZ ¹⁾ 236.6 MHZ	As AD OPR HR	
GND	Nakhon Phanom Ground	121.9 MHZ	As AD OPR HR	
ATIS	Nakhon Phanom Airport	383 KHZ	As AD OPR HR	

VTUW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NP	383 KHZ	H24	172332.69N 1043833.44E		50 NM Coverage clockwise orbit data refer from commissioning checked as follow: -Bearing 170-350 degree at 2100 FT -Bearing 351-169 degree unable to check due to border limited.
DVOR/DME	NKP	111.6 MHZ CH53X	H24	172317.87N 1043818.01E	600 ft	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: <ul style="list-style-type: none"> - Radial 181°-190° altitude should not below 2 500 FT - Radial 191°-260° altitude should not below 4 000 FT - Radial 261°-320° altitude should not below 2 500 FT - Radial 321°-180° unable to check (Due to border limited)
LOC RWY15 ILS CAT I	INKP	109.7 MHZ	H24	172220.65N 1043904.98E		LOC: Localizer coverage unable to perform 10 DEG/ 90 HZ 18 NM and 35 DEG/ 90 HZ 10 NM due to LAOS PDR border.
GP		333.2 MHZ	H24	172324.48N 1043813.98E		GP: 3 DEG, RDH 50 FT
DME	INKP	CH 34X (109.7 MHZ)	H24	172219.39N 1043903.02E	600 ft	Paired with LOC FREQ.

VTSF 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
01	006.49°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	083148.51N 0995637.41E	THR 13 FT TDZ 13 FT
19	186.49°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	083256.73N 0995644.61E	THR 13 FT TDZ 13 FT

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

VTSF AD 2.13 DECLARED DISTANCES

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

VTSF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY 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
01	SALS 420M LIH	Green	PAPI Left 3°	NIL	NIL	2100 M 60 M White, LIM	Red	NIL	NIL
19	SALS 420M	Green	PAPI Left 3° (47.32 FT)	NIL	NIL	2100 M 60 M White, LIM	Red	NIL	NIL

VTSF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTTF 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	Helicopter is approach using active runway and landing as instructed by ATC.

VTTF AD 2.17 ATS AIRSPACE

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

VTTF AD 2.18 ATS COMMUNICATION FACILITIES

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

VTPP 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
14	NIL	Green	PAPI Left 3°	NIL	NIL	3000 M 60 M White, LIM	Red	NIL	NIL
32	CAT1 900 M	Green	PAPI Left 3° (15.72 M)	NIL	NIL	3000 M 60 M White, LIM	Red	60 M Red	NIL

VTPP 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 6 SEC.. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL
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	Flares 2 HR PN

VTPP 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

VTPP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on PSL DVOR/DME (164613.34N 1001728.70E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phitsanulok Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTPP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phitsanulok Approach	120.7 MHZ 284.0 MHZ 121.5 MHZ ¹⁾ 243.0 MHZ ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Phitsanulok Tower	118.9 MHZ 236.6 MHZ 121.5 MHZ ¹⁾ 243.0 MHZ ¹⁾	As AD OPR HR	
GND	Phitsanulok Ground	121.9 MHZ	As AD OPR HR	
ATIS	Phitsanulok Airport	127.4 MHZ	As AD OPR HR	

VTPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PL	263 KHZ	H24	164745.5N 1001632.8E		Data refer from commissioning as follows: 40 NM clockwise orbit and result found satisfactory. <ul style="list-style-type: none"> - Bearing 011°-180° at altitude 6 000 FT - Bearing 181°-260° at altitude 1 500 FT - Bearing 261°-330° at altitude 5 000 FT - Bearing 331°-010° at altitude 1 500 FT
DVOR/DME	PSL	114.1 MHZ CH88X	H24	164613.3N 1001729.0E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage does not provide adequate signal to 40 NM at the required altitude in various areas as follows: <ul style="list-style-type: none"> - Radial 351°-120° altitude should not below 5 500 FT - Radial 121°-270° altitude should not below 3 000 FT - Radial 271°-300° altitude should not below 5 000 FT - Radial 301°-350° altitude should not below 3 500 FT
ILS CAT I LOC RWY32	IPSL	110.1 MHZ	H24	164746.19N 1001608.82E		Designated operational coverage 18 NM ±10° and 10 NM ±35° of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 310 M. from THR of runway 14.
GP/DME		334.4 MHZ CH38X	H24	164629.87N 1001711.63E		Glide Path 3° DME co-located with Glide Slope power output 100 watts Uni-directional
TACAN		CH99		1647.6N 10016.7E		Military Facility, operation on request 30 MIN PN to ATC.

VTPP AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREE TURN ON THE RUNWAY

To prevent runway pavement damage, all aircraft Maximum Takeoff Weight (MTOW) more than 5700 KG are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad at the end of runway 14 and 32 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand / The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTPP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPP AD 2.22 FLIGHT PROCEDURES

1. VFR PROCEDURES AND LOCAL PROCEDURES

1.1 Details of VFR entry and exit procedures, see charts.

1.2 Aerodrome traffic circuit

Using both sides of traffic circuit.

1.3 Overhead approach pattern.

- a) Using runway 14 by right turn pattern.
- b) Using runway 32 by left turn pattern.

2. SPEED CONTROL PROCEDURE IN PHITSANULOK 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 14:

PHITSANULOK OMNI 14 Departure: Required climb gradient 201 ft per NM (3.3%) until 4,500 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 3.3 %	(ft/min)	217	251	334	501	668	835	1003

No turn before DER.

After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft – 3,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 32:

PHITSANULOK OMNI 32 Departure: Required climb gradient 201 ft per NM (3.3%) until 4,500 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 3.3 %	(ft/min)	217	251	334	501	668	835	1003

No turn before DER.

After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft – 3,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTPP AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTPP AD 2.24 CHARTS RELATED TO AN AERODROME

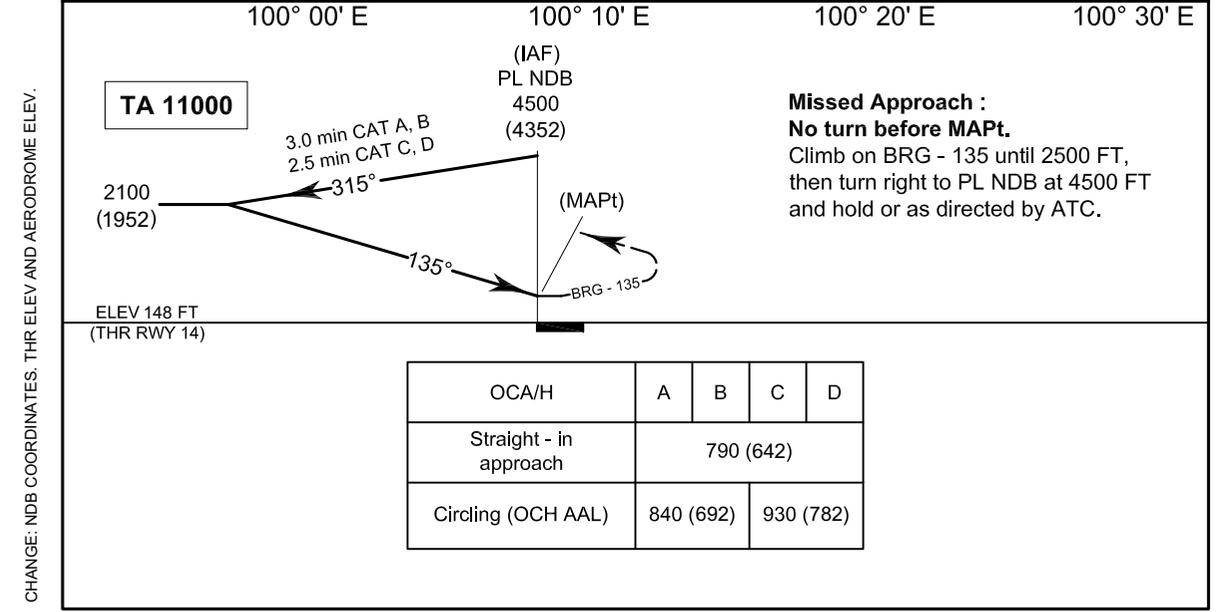
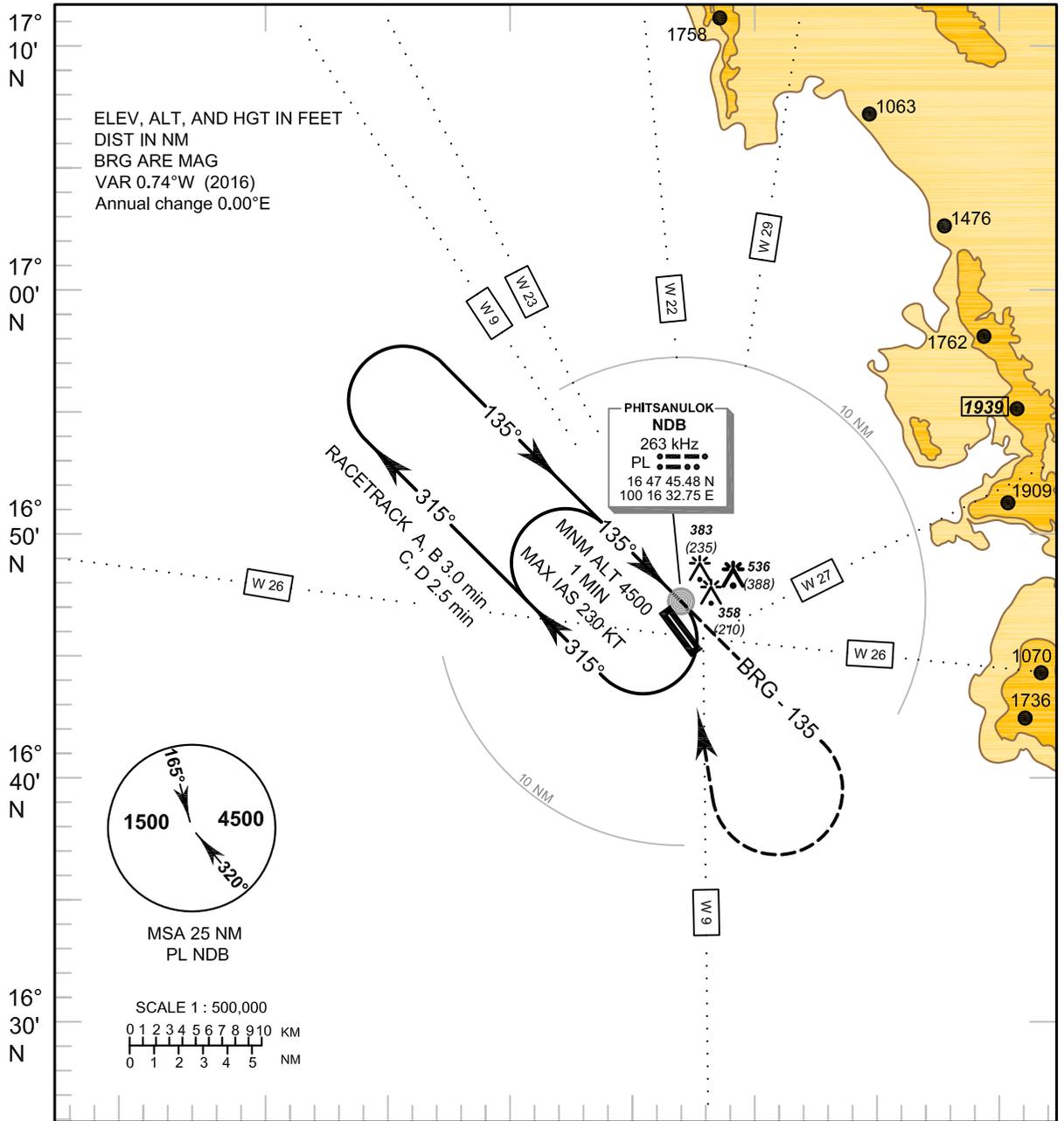
Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPP-2-1
Aerodrome Ground Movement chart - ICAO	AD 2-VTPP-2-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBL1A PIBIK1A POLOB1A REMER1A	AD 2-VTPP-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBL1A PIBIK1A POLOB1A REMER1A (Tabular description 1)	AD 2-VTPP-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBL1A PIBIK1A POLOB1A REMER1A (Tabular description 2)	AD 2-VTPP-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBL1B PIBIK1B POLOB1B REMER1B	AD 2-VTPP-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBL1B PIBIK1B POLOB1B REMER1B (Tabular description 1)	AD 2-VTPP-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBL1B PIBIK1B POLOB1B REMER1B (Tabular description 2)	AD 2-VTPP-6-7
Instrument Approach Chart - ICAO - NDB RWY 14	AD 2-VTPP-8-1
Instrument Approach Chart - ICAO - NDB RWY 32	AD 2-VTPP-8-3
Instrument Approach Chart - ICAO - VOR RWY 14	AD 2-VTPP-8-5
Instrument Approach Chart - ICAO - VOR RWY 14 (Fix and point list table)	AD 2-VTPP-8-6
Instrument Approach Chart - ICAO - VOR RWY 32	AD 2-VTPP-8-7
Instrument Approach Chart - ICAO - VOR RWY 32 (Fix and point list table)	AD 2-VTPP-8-8
Instrument Approach Chart - ICAO - ILS or LOC y RWY 32	AD 2-VTPP-8-9
Instrument Approach Chart - ICAO - ILS or LOC y RWY 32 (Fix and point list table)	AD 2-VTPP-8-10
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32	AD 2-VTPP-8-11
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Tabular description 1)	AD 2-VTPP-8-12
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Tabular description 2)	AD 2-VTPP-8-13
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Fix and point list table)	AD 2-VTPP-8-14
Instrument Approach Chart - ICAO - RNP RWY 14	AD 2-VTPP-8-15
Instrument Approach Chart - ICAO - RNP RWY 14 (Tabular description)	AD 2-VTPP-8-16
Instrument Approach Chart - ICAO - RNP RWY 14 (Waypoint list table)	AD 2-VTPP-8-17
Instrument Approach Chart - ICAO - RNP RWY 32	AD 2-VTPP-8-19
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description 1)	AD 2-VTPP-8-20
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description 2)	AD 2-VTPP-8-21
VFR ENTRY PROCEDURE CHART - RWY 14/32	AD 2-VTPP-9-1
VFR ENTRY PROCEDURE CHART - RWY 14/32 (Tabular description)	AD 2-VTPP-9-2
VFR EXIT PROCEDURE CHART - RWY 14	AD 2-VTPP-9-3
VFR EXIT PROCEDURE CHART - RWY 14 (Tabular description)	AD 2-VTPP-9-4
VFR EXIT PROCEDURE CHART - RWY 32	AD 2-VTPP-9-5
VFR EXIT PROCEDURE CHART - RWY 32 (Tabular description)	AD 2-VTPP-9-6

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INSTRUMENT AERODROME ELEV 148 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 120.7, 284.0
 TWR : 118.9, 236.6
 GND : 121.9

PHITSANULOK/Phitsanulok (VTPP)
NDB RWY14

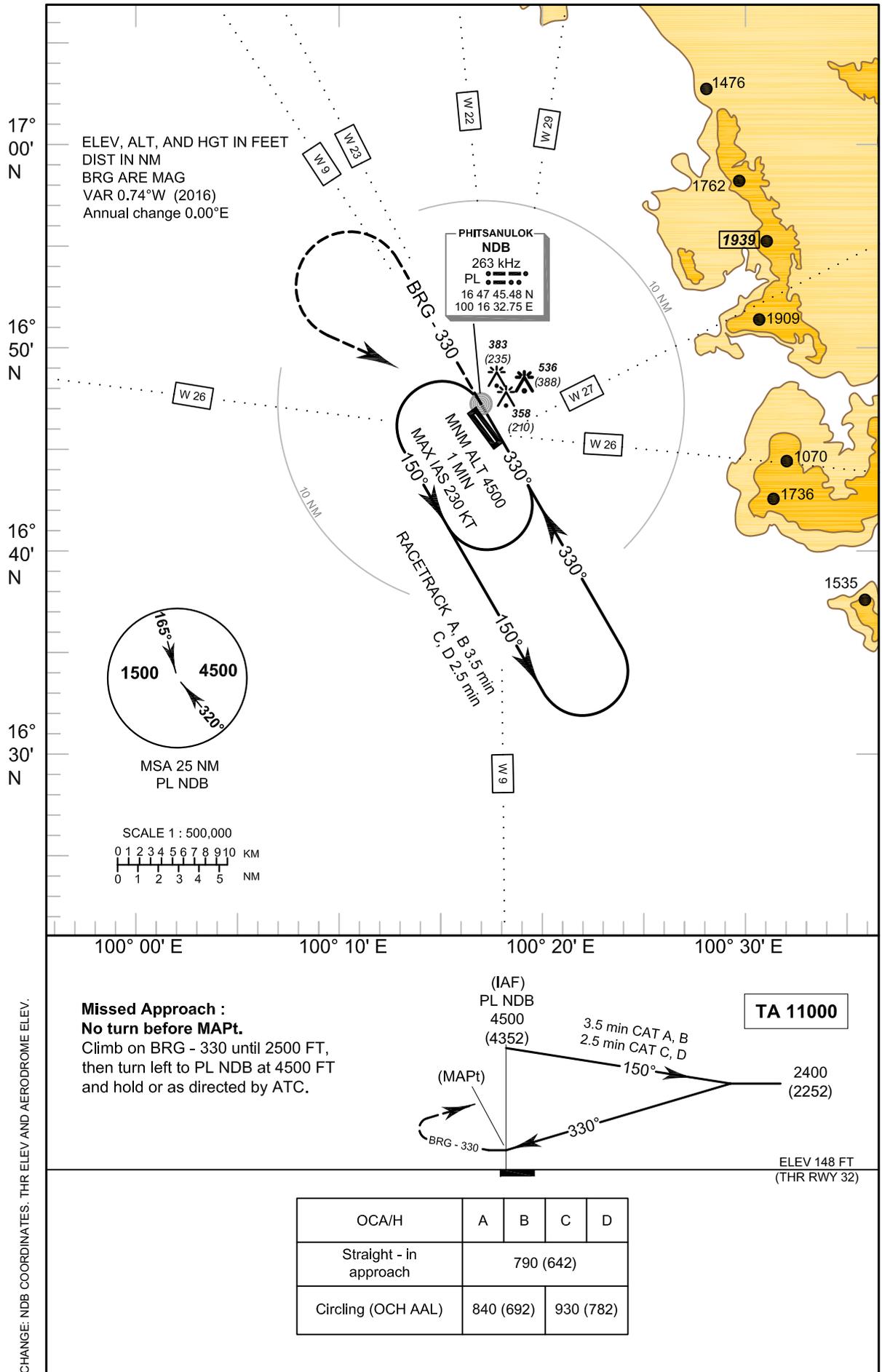


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INSTRUMENT AERODROME ELEV 148 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9

PHITSANULOK/Phitsanulok (VTPP)
NDB RWY32



CHANGE: NDB COORDINATES, THR ELEV AND AERODROME ELEV.

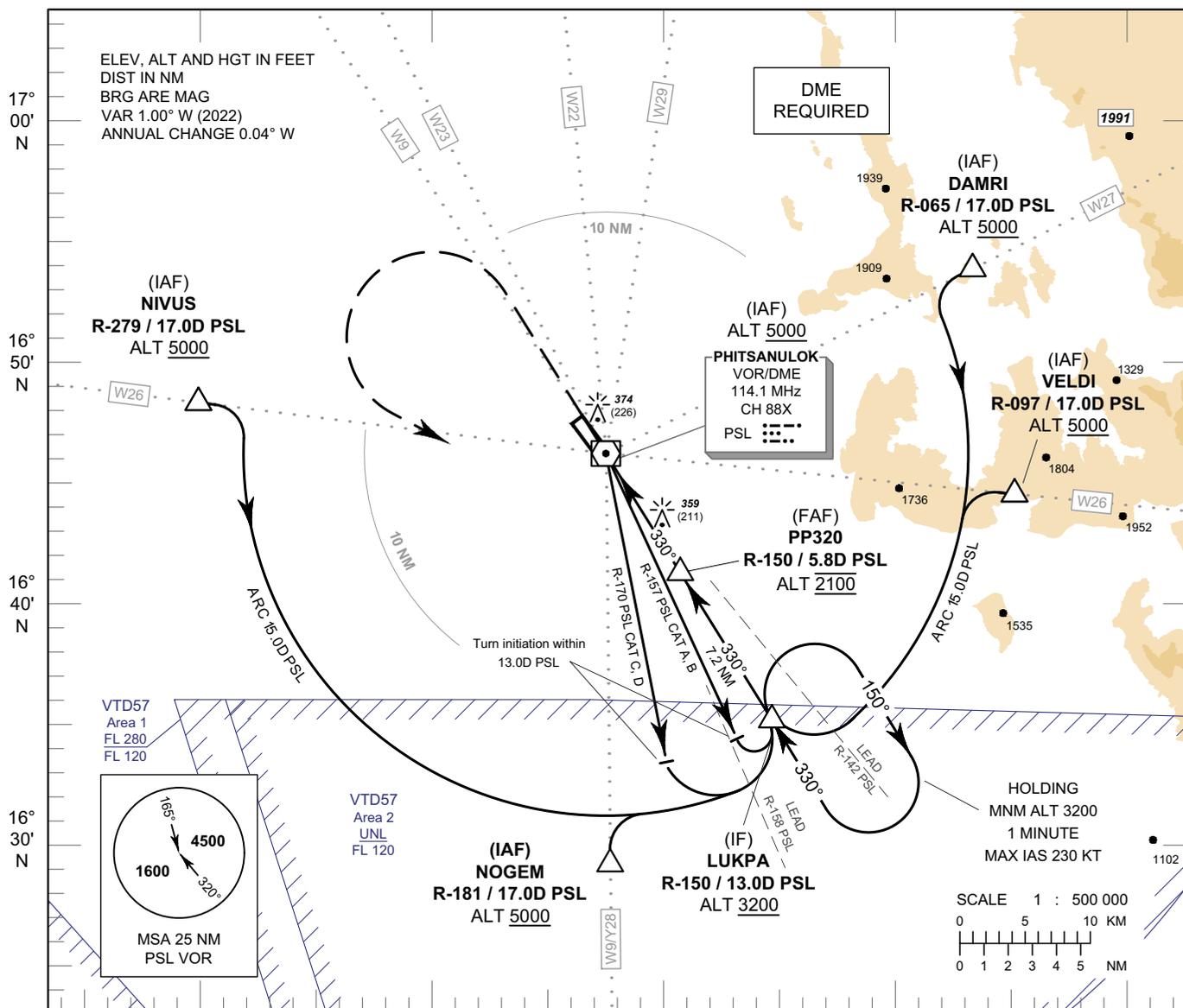
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**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 148 FT
HEIGHT RELATED TO
AERODROME ELEV

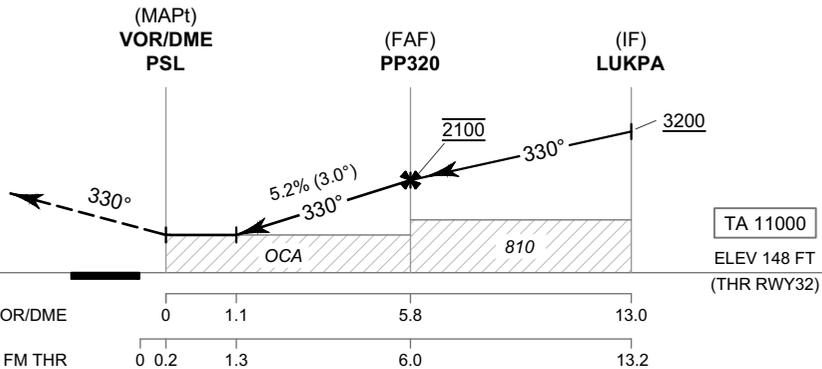
APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP)
VOR RWY32



MISSED APPROACH :

No turn before MAPt.
Climb straight ahead to 3000 FT,
then turn left to intercept
outbound R-150 PSL VOR and continue
climb to LUKPA at minimum 3200 FT
and hold or as directed by ATC.



CHANGE: CORRECT MISSED APPROACH INSTRUCTION.

OCA/H	A	B	C	D	Distance (PSL)	1.1D	2D	3D	4D	5D	FAF	
Straight-in Approach	610 (462)				Altitude (Height)	610 (462)	895 (747)	1210 (1062)	1525 (1377)	1840 (1692)	2100 (1952)	
					Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1000 (852)				Rate of descent 5.2%	ft/min	369	474	527	632	737	843

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 148 FT
HEIGHT RELATED TO
AERODROME ELEV**

PHITSANULOK / Phitsanulok (VTPP)

VOR RWY32

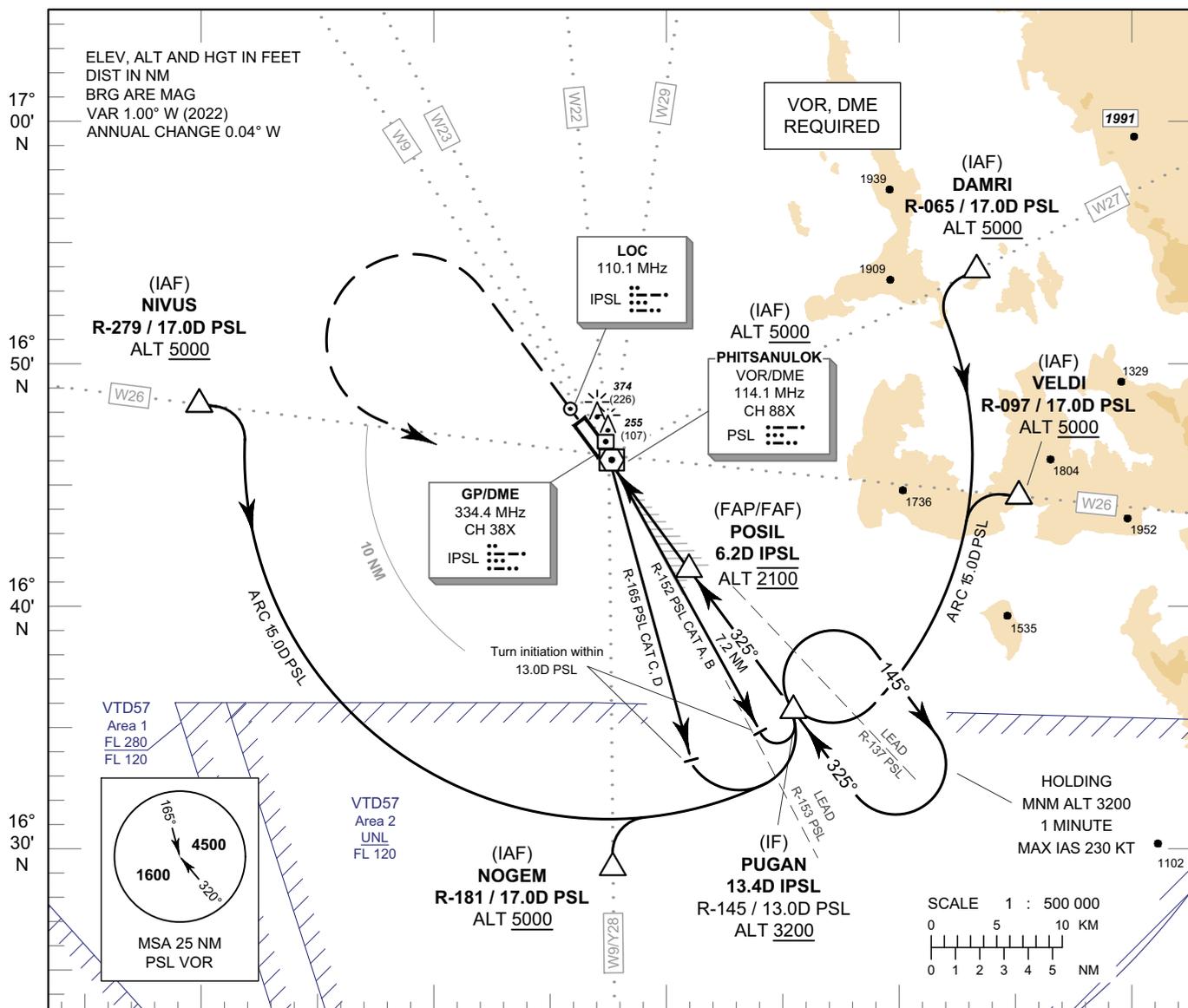
Fix/Point		Coordinates	
(IAF) VELDI	R-097 / 17.0D PSL	16° 44' 24.79" N	100° 35' 05.73" E
(IAF) DAMRI	R-065 / 17.0D PSL	16° 53' 47.82" N	100° 33' 21.71" E
(IAF) NOGEM	R-181 / 17.0D PSL	16° 29' 09.16" N	100° 17' 32.96" E
(IAF) NIVUS	R-279 / 17.0D PSL	16° 48' 26.33" N	099° 59' 54.50" E
(IF) LUKPA	R-150 / 13.0D PSL	16° 35' 05.75" N	100° 24' 33.60" E
(FAF) PP320	R-150 / 5.8D PSL	16° 41' 15.59" N	100° 20' 38.45" E
VOR	PSL	16° 46' 13.27" N	100° 17' 28.95" E

**INSTRUMENT
APPROACH
CHART - ICAO**

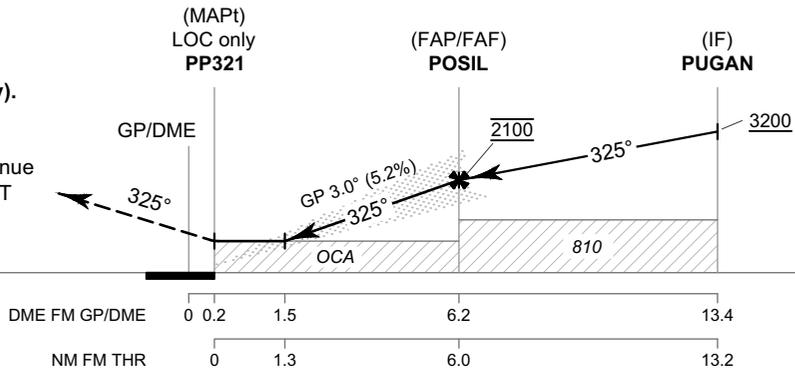
**AERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FT**

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP)
ILS or LOC y RWY32



MISSED APPROACH :
No turn before MAPt (for LOC only).
Climb straight ahead to 3000 FT,
then turn left to intercept
outbound R-145 PSL VOR and continue
climb to PUGAN at minimum 3200 FT
and hold or as directed by ATC.



CHANGE: PSL RADIAL OF PUGAN.

OCA/H		A	B	C	D	GS OUT	Distance (IPSL)	1.5D	2D	3D	4D	5D	6D	FAF
Straight-in Approach	CAT I	370 (222)					Altitude (Height)	610 (462)	765 (617)	1080 (932)	1400 (1252)	1715 (1567)	2030 (1882)	2100 (1952)
	LOC only	610 (462)				Ground Speed		knot	70	90	100	120	140	160
Circling (OCH AAL)		1000 (852)				Rate of descent 5.2%	ft/min	369	474	527	632	737	843	

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FT**

PHITSANULOK / Phitsanulok (VTPP)

ILS or LOC y RWY32

Fix/Point		Coordinates	
(IAF) VELDI	R-097 / 17.0D PSL	16° 44' 24.79" N	100° 35' 05.73" E
(IAF) DAMRI	R-065 / 17.0D PSL	16° 53' 47.82" N	100° 33' 21.71" E
(IAF) NOGEM	R-181 / 17.0D PSL	16° 29' 09.16" N	100° 17' 32.96" E
(IAF) NIVUS	R-279 / 17.0D PSL	16° 48' 26.33" N	099° 59' 54.50" E
(IF) PUGAN	13.4D IPSL	16° 35' 35.86" N	100° 25' 21.12" E
(FAP/FAF) POSIL	6.2D IPSL	16° 41' 28.38" N	100° 20' 54.79" E
(MAPt@THR32) PP321	0.2D IPSL	16° 46' 19.13" N	100° 17' 14.75" E
LOC	IPSL	16° 47' 46.21" N	100° 16' 08.80" E
GP/DME	-	16° 46' 29.85" N	100° 17' 11.66" E
(IAF) VOR	PSL	16° 46' 13.27" N	100° 17' 28.95" E

Type of aid, MAG/VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC RWY36 ILS CAT I	ISKT	109.5 MHZ	H24	171458.01N 0994906.83E		LOC: Designated Operation coverage 18 NM, ALT 6500 FT/AMSL.
GP		332.6 MHZ	H24	171351.07N 0994902.08E		
DME	ISKT	CH32X (109.5 MHZ)	H24	171457.85N 0994909.24E	175.79 FT	DME: Paired with LOC Freq

VTPO AD 2.20 LOCAL AERODROME REGULATIONS

1. Establishment of significance reporting point for inbound and outbound route within Sukhothai TMA are as follows:

NAME	CO-ORDINATES	BEARING /DISTANCE FM THS (NDB)
TOPAS	172916.19N 0992358.16E	BRG 302 / 28NM
SARIM	173029.97N 0994737.09E	BRG 355 / 16 NM
KIMLET	164927.60N 0994429.32E	BRG 190 / 25 NM

2. In order to facilitates all IFR aircraft to / from Sukhothai airport arrival / departure preference routes are established at Sukhothai airport as follows:

Inbound to Sukhothai Airport

- Bangkok to Sukhothai

The flight plan route: BKK(DVOR/DME)-W9-PSL(DVOR/DME) –DCT-THS(NDB).

- Chiang Mai to Sukhothai

The flight plan route: CMA (DVOR/DME)-W9-SARIM(173029.97N0994737.09E)-DCT-THS(NDB)

Outbound from Sukhothai Airport

- Sukhothai to Bangkok

The flight plan route: THS (NDB)-DCT-KIMET(164927.60N0994429.23E)-DCT-BEKOD-A464-BKK(DVOR/DME).

- Sukhothai to Chiang Mai

The flight plan route: THS(NDB)-DCT-TOPAS(172916.19N0992358.16E)-A464-CMA(DVOR/DME).

3. Due to temporary area at the right side of the threshold runway 36, the aircraft extremely caution while landing.

VTPO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPO AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN SUKHOTHAI 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)

VTPO AD 2.23 ADDITIONAL INFORMATION

NIL

VTPO AD 2.24 CHARTS RELATED TO AN AERODROME

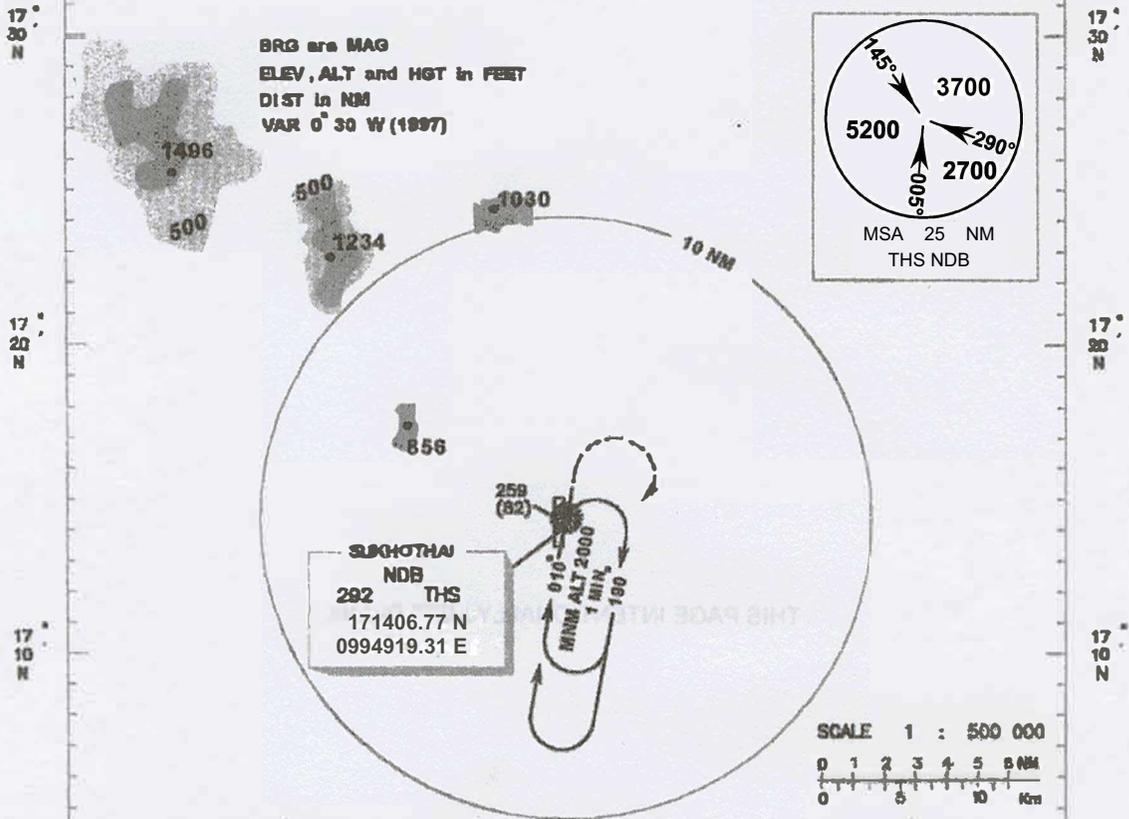
Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPO-2-1
Aerodrome Ground Movement Chart - ICAO	AD 2-VTPO-2-3
Aerodrome Obstacle Chart - ICAO Type A - RWY 18/36	AD 2-VTPO-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - PEBL1C TOPAS1C	AD 2-VTPO-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - PEBL1C TOPAS1C (Tabular description)	AD 2-VTPO-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - PEBL1D TOPAS1D	AD 2-VTPO-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - PEBL1D TOPAS1D (Tabular description)	AD 2-VTPO-6-4
Instrument Approach Chart - ICAO - NDB RWY 36	AD 2-VTPO-8-1
Instrument Approach Chart - ICAO - ILS or LOC RWY 36	AD 2-VTPO-8-3
Instrument Approach Chart - ICAO - ILS or LOC RWY 36 (Tabular description)	AD 2-VTPO-8-4
Instrument Approach Chart - ICAO - ILS or LOC RWY 36 (Fix and point list table)	AD 2-VTPO-8-5
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTPO-8-7
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)	AD 2-VTPO-8-8
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTPO-8-9
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTPO-8-10

INSTRUMENT APPROACH CHART-ICAO
AERODROME ELEV 183 R
HEIGHTS RELATED TO AERODROME ELEV

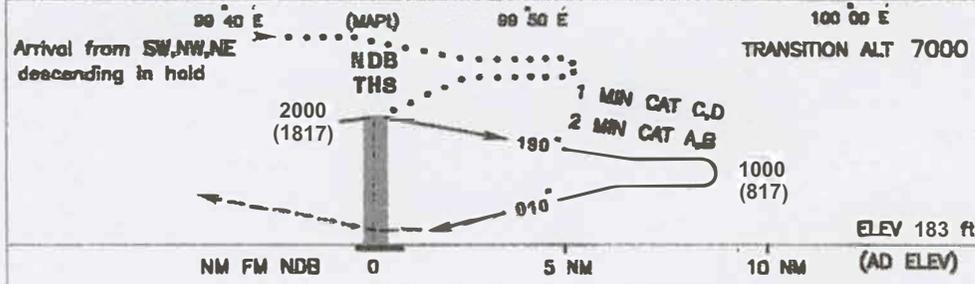
APP : 120.7
TWR : 122.9

SUKHOTHAI / Sukhothai
NDB
RWY 36

88 40 E 89 50 E 100 00 E



CHANGE: TWR FREQUENCY. NDB COORDINATES. AD ELEV.



MISSED APPROACH : At NDB climb straight ahead to 1000(817) ft ,then turn right climbing to NDB at 2000(1817) ft and hold.

OCA / H	A	B	C	D
Straight-in Approach	580 (397)			
Circling	800 (617)	910 (727)		

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