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THE CIVIL AVIATION AUTHORITY OF THAILAND
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AIRAC AIP - THAILAND
Amendment 04/25
6 MAR 25

This AIRAC AIP AMDT 04/25 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
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GEN 4.2	AIR NAVIGATION SERVICE CHARGES
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AD 2-VTBS-1	AD 2.23 ADDITIONAL INFORMATION
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBS-9	Bird concentrations in the vicinity of aerodromes
AD 2-VTBL-1	AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA
	AD 2.10 AERODROME OBSTACLES
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
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AD 2-VTBL-8	Instrument Approach Chart - ICAO - ILS or LOC RWY 05 CAT A, B
	Instrument Approach Chart - ICAO - ILS or LOC RWY 05 CAT A, B (Fix and point list table)
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	AD 2.24 CHARTS RELATED TO AN AERODROME
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1.

DESTROY			INSERT		
GEN	0.2-3	20 MAR 2025	GEN	0.2-3	17 APR 2025
	0.4-1	20 MAR 2025		0.4-1	17 APR 2025
	0.4-2	20 MAR 2025		0.4-2	17 APR 2025
	0.4-3	20 MAR 2025		0.4-3	17 APR 2025
	0.4-4	20 MAR 2025		0.4-4	17 APR 2025
	0.4-5	20 MAR 2025		0.4-5	17 APR 2025
	0.4-6	20 MAR 2025		0.4-6	17 APR 2025
	0.4-7	20 MAR 2025		0.4-7	17 APR 2025
	0.4-8	20 MAR 2025		0.4-8	17 APR 2025

DESTROY			INSERT		
	0.4-9	20 MAR 2025		0.4-9	17 APR 2025
	0.4-10	20 MAR 2025		0.4-10	17 APR 2025
	0.4-11	20 MAR 2025		0.4-11	17 APR 2025
	3.2-3	20 FEB 2025		3.2-3	17 APR 2025
	3.2-18	20 FEB 2025		3.2-18	17 APR 2025
	3.2-24	20 MAR 2025		3.2-24	17 APR 2025
	4.2-1	25 JAN 2024		4.2-1	17 APR 2025
	4.2-2	25 JAN 2024		4.2-2	17 APR 2025
	4.2-3	28 JAN 2021		4.2-3	17 APR 2025
ENR	3.1-7	26 DEC 2024	ENR	3.1-7	17 APR 2025
AD	2-VTBD-1-7	28 NOV 2024	AD	2-VTBD-1-7	17 APR 2025
	2-VTCC-1-2	23 JAN 2025		2-VTCC-1-2	17 APR 2025
	2-VTCC-1-4	28 NOV 2024		2-VTCC-1-4	17 APR 2025
	2-VTCT-1-5	28 NOV 2024		2-VTCT-1-5	17 APR 2025
	2-VTCT-1-12	18 APR 2024		2-VTCT-1-12	17 APR 2025
	2-VTSP-1-6	28 NOV 2024		2-VTSP-1-6	17 APR 2025
	2-VTBS-1-15	28 NOV 2024		2-VTBS-1-15	17 APR 2025
	2-VTBS-1-69	28 NOV 2024		2-VTBS-1-69	17 APR 2025
	2-VTBS-1-77	20 MAR 2025		2-VTBS-1-77	17 APR 2025
	2-VTBS-9-13	28 NOV 2024		2-VTBS-9-13	17 APR 2025
	2-VTSS-1-4	28 NOV 2024		2-VTSS-1-4	17 APR 2025
	2-VTUO-1-4	13 JUN 2024		2-VTUO-1-4	17 APR 2025
	2-VTSE-1-4	20 APR 2023		2-VTSE-1-4	17 APR 2025
	2-VTUK-1-3	29 DEC 2022		2-VTUK-1-3	17 APR 2025
	2-VTSG-1-3	28 NOV 2024		2-VTSG-1-3	17 APR 2025
	2-VTCL-1-6	8 AUG 2024		2-VTCL-1-6	17 APR 2025
	2-VTUL-1-5	2 NOV 2023		2-VTUL-1-5	17 APR 2025
	2-VTBL-1-1	12 SEP 2019		2-VTBL-1-1	17 APR 2025
	2-VTBL-1-2	12 SEP 2019		2-VTBL-1-2	17 APR 2025
	2-VTBL-1-3	12 SEP 2019		2-VTBL-1-3	17 APR 2025
	2-VTBL-1-4	13 JUL 2023		2-VTBL-1-4	17 APR 2025
	2-VTBL-1-5	12 SEP 2019		2-VTBL-1-5	17 APR 2025
	2-VTBL-1-6	12 SEP 2019		2-VTBL-1-6	17 APR 2025
	2-VTBL-1-7	13 JUL 2023		2-VTBL-1-7	17 APR 2025
	2-VTBL-1-8	12 SEP 2019		2-VTBL-1-8	17 APR 2025
	2-VTBL-1-9	12 SEP 2019		2-VTBL-1-9	17 APR 2025
	2-VTBL-1-10	12 SEP 2019		2-VTBL-1-10	17 APR 2025
	-	-		2-VTBL-2-1	17 APR 2025
	-	-		2-VTBL-8-1	17 APR 2025
	-	-		2-VTBL-8-2	17 APR 2025
	2-VTCH-1-5	13 JUN 2024		2-VTCH-1-5	17 APR 2025

DESTROY		INSERT	
2-VTUW-1-4	21 MAR 2024	2-VTUW-1-4	17 APR 2025
2-VTUQ-1-3	3 NOV 2022	2-VTUQ-1-3	17 APR 2025
2-VTSF-1-4	18 APR 2024	2-VTSF-1-4	17 APR 2025
2-VTCN-1-3	3 NOV 2022	2-VTCN-1-3	17 APR 2025
2-VTSC-1-3	8 AUG 2024	2-VTSC-1-3	17 APR 2025
2-VTPB-1-3	3 NOV 2022	2-VTPB-1-3	17 APR 2025
2-VTPP-1-9	20 MAR 2025	2-VTPP-1-9	17 APR 2025
2-VTPP-1-10	20 MAR 2025	2-VTPP-1-10	17 APR 2025
2-VTPP-1-11	20 MAR 2025	2-VTPP-1-11	17 APR 2025
-	-	2-VTPP-1-12	17 APR 2025
2-VTCP-1-5	26 DEC 2024	2-VTCP-1-5	17 APR 2025
2-VTPH-1-6	13 JUN 2024	2-VTPH-1-6	17 APR 2025
2-VTSR-1-3	3 NOV 2022	2-VTSR-1-3	17 APR 2025
2-VTUV-1-3	26 MAR 2020	2-VTUV-1-3	17 APR 2025
2-VTUI-1-7	31 OCT 2024	2-VTUI-1-7	17 APR 2025
2-VTSB-1-3	31 OCT 2024	2-VTSB-1-3	17 APR 2025
2-VTPM-1-5	26 JAN 2023	2-VTPM-1-5	17 APR 2025
2-VTST-1-3	3 NOV 2022	2-VTST-1-3	17 APR 2025
2-VTBO-1-1	19 MAY 2022	2-VTBO-1-1	17 APR 2025
2-VTBO-1-2	11 JUL 2024	2-VTBO-1-2	17 APR 2025
2-VTBO-1-3	21 APR 2022	2-VTBO-1-3	17 APR 2025
2-VTBO-1-4	3 NOV 2022	2-VTBO-1-4	17 APR 2025
2-VTBO-1-5	11 JUL 2024	2-VTBO-1-5	17 APR 2025
2-VTBO-1-6	30 NOV 2023	2-VTBO-1-6	17 APR 2025
2-VTBO-1-7	30 NOV 2023	2-VTBO-1-7	17 APR 2025
-	-	2-VTBO-2-1	17 APR 2025
-	-	2-VTBO-3-1	17 APR 2025
-	-	2-VTBO-6-1	17 APR 2025
-	-	2-VTBO-7-1	17 APR 2025
2-VTUU-1-7	13 JUN 2024	2-VTUU-1-7	17 APR 2025
2-VTUD-1-8	13 JUL 2023	2-VTUD-1-8	17 APR 2025
2-VTSY-1-4	21 APR 2022	2-VTSY-1-4	17 APR 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 NIL

NOTAM NIL

- END -

AIP AMENDMENT				AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by	NR/ Year	Publication date	Effective date	Inserted by
				3/25	06 FEB 2025	20 MAR 2025	
				4/25	06 MAR 2025	17 APR 2025	

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GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date	
PART 1 - GENERAL (GEN)						
GEN 0.		2.2-7	12 SEP 19	3.5-2	28 DEC 23	
0.1-1	18 JUL 19	2.2-8	12 SEP 19	3.5-3	30 NOV 23	
0.1-2	13 JUN 24	2.2-9	12 SEP 19	3.5-4	30 NOV 23	
0.1-3	18 JUL 19	2.2-10	12 SEP 19	3.5-5	30 NOV 23	
0.2-1	21 APR 22	2.2-11	12 SEP 19	3.6-1	8 AUG 24	
0.2-2	20 FEB 25	2.2-12	12 SEP 19	3.6-2	18 JUL 19	
0.2-3	17 APR 25	2.2-13	12 SEP 19	3.6-3	18 JUL 19	
0.3-1	2 NOV 23	2.2-14	12 SEP 19	3.7-1	23 JAN 25	
0.3-2	2 NOV 23	2.2-15	12 SEP 19	3.7-2	23 JAN 25	
0.3-3	2 NOV 23	2.2-16	12 SEP 19	GEN 4.		
0.3-4	2 NOV 23	2.2-17	12 SEP 19			
0.3-5	2 NOV 23	2.2-18	12 SEP 19		4.1-1	18 JUL 19
0.4-1	17 APR 25	2.3-1	18 JUL 19		4.1-2	18 APR 24
0.4-2	17 APR 25	2.3-2	18 JUL 19		4.1-3	18 JUL 19
0.4-3	17 APR 25	2.4-1	25 JAN 24		4.2-1	17 APR 25
0.4-4	17 APR 25	2.4-2	25 JAN 24		4.2-2	17 APR 25
0.4-5	17 APR 25	2.4-3	25 JAN 24		4.2-3	17 APR 25
0.4-6	17 APR 25	2.5-1	26 DEC 24		4.3-1	13 JUN 24
0.4-7	17 APR 25	2.5-2	26 DEC 24			
0.4-8	17 APR 25	2.5-3	26 DEC 24		PART 2 - EN-ROUTE (ENR)	
0.4-9	17 APR 25	2.5-4	26 DEC 24	ENR 0.		
0.4-10	17 APR 25	2.6-1	18 JUL 19	0.6-1	30 DEC 21	
0.4-11	17 APR 25	2.6-2	18 JUL 19	0.6-2	18 JUL 19	
0.5-1	18 JUL 19	2.6-3	18 JUL 19			
0.6-1	18 JUL 19	2.7-1	18 JUL 19	ENR 1.		
				1.1-1	18 JUL 19	
		GEN 3.		1.2-1	18 APR 24	
GEN 1.		3.1-1	16 MAY 24	1.2-2	28 DEC 23	
1.1-1	20 FEB 25	3.1-2	12 SEP 19	1.2-3	28 DEC 23	
1.1-2	20 FEB 25	3.1-3	12 SEP 19	1.2-4	28 DEC 23	
1.1-3	20 FEB 25	3.1-4	18 JUN 20	1.3-1	18 JUL 19	
1.1-4	20 FEB 25	3.1-5	18 JUN 20	1.4-1	28 DEC 23	
1.2-1	20 MAR 25	3.1-6	8 AUG 24	1.4-2	28 DEC 23	
1.2-2	20 MAR 25	3.1-7	28 NOV 24	1.5-1	18 JUL 19	
1.2-3	20 MAR 25	3.2-1	8 AUG 24	1.6-1	3 OCT 24	
1.2-4	20 MAR 25	3.2-2	8 AUG 24	1.6-2	3 OCT 24	
1.2-5	20 MAR 25	3.2-3	17 APR 25	1.6-3	3 OCT 24	
1.2-6	20 MAR 25	3.2-4	20 MAR 25	1.6-4	3 OCT 24	
1.2-7	20 MAR 25	3.2-5	20 MAR 25	1.6-5	3 OCT 24	
1.2-8	20 MAR 25	3.2-6	26 DEC 24	1.6-6	5 SEP 24	
1.3-1	18 JUL 19	3.2-7	20 FEB 25	1.6-7	3 OCT 24	
1.3-2	18 JUL 19	3.2-8	26 DEC 24	1.6-8	3 OCT 24	
1.3-3	18 JUL 19	3.2-9	26 DEC 24	1.6-9	3 OCT 24	
1.3-4	18 JUL 19	3.2-10	31 OCT 24	1.6-10	3 OCT 24	
1.3-5	18 JUL 19	3.2-11	20 FEB 25	1.6-11	3 OCT 24	
1.4-1	5 NOV 20	3.2-12	26 DEC 24	1.6-12	3 OCT 24	
1.4-2	20 FEB 25	3.2-13	26 DEC 24	1.6-13	3 OCT 24	
1.4-3	31 DEC 20	3.2-14	26 DEC 24	1.6-14	3 OCT 24	
1.4-4	31 DEC 20	3.2-15	20 FEB 25	1.6-15	3 OCT 24	
1.4-5	31 DEC 20	3.2-16	26 DEC 24	1.6-16	3 OCT 24	
1.5-1	3 DEC 20	3.2-17	26 DEC 24	1.6-17	3 OCT 24	
1.6-1	8 OCT 20	3.2-18	17 APR 25	1.6-18	3 OCT 24	
1.6-2	8 OCT 20	3.2-19	26 DEC 24	1.6-19	3 OCT 24	
1.6-3	8 OCT 20	3.2-20	20 MAR 25	1.6-20	3 OCT 24	
1.7-1	26 DEC 24	3.2-21	20 MAR 25	1.6-21	3 OCT 24	
1.7-2	26 DEC 24	3.2-22	20 FEB 25	1.6-22	3 OCT 24	
1.7-3	26 DEC 24	3.2-23	28 NOV 24	1.6-23	3 OCT 24	
1.7-4	26 DEC 24	3.2-24	17 APR 25	1.6-24	3 OCT 24	
		3.3-1	23 JAN 25	1.6-25	3 OCT 24	
GEN 2.		3.3-2	23 JAN 25	1.6-26	3 OCT 24	
2.1-1	20 FEB 25	3.3-3	23 JAN 25	1.6-27	3 OCT 24	
2.1-2	20 FEB 25	3.3-4	18 JUL 19	1.6-28	3 OCT 24	
2.1-3	20 FEB 25	3.4-1	22 FEB 24	1.7-1	18 JUL 19	
2.2-1	28 NOV 24	3.4-2	23 JAN 25	1.7-2	18 JUL 19	
2.2-2	12 SEP 19	3.4-3	23 JAN 25	1.7-3	18 JUL 19	
2.2-3	12 SEP 19	3.4-4	23 JAN 25	1.8-1	30 DEC 21	
2.2-4	12 SEP 19	3.4-5	23 JAN 25	1.8-2	18 APR 24	
2.2-5	23 MAR 23	3.4-6	20 MAR 25	1.8-3	18 APR 24	
2.2-6	23 MAR 23	3.5-1	3 OCT 24	1.8-4	30 DEC 21	

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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	17 APR 25	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
ENR 2.		3.1-35	16 MAY 24	3.3-34	23 JAN 25
2.1-1	2 NOV 23	3.1-36	16 MAY 24	3.3-35	23 JAN 25
2.1-2	26 DEC 24	3.1-37	26 DEC 24	3.3-36	23 JAN 25
2.1-3	15 JUL 21	3.1-38	16 MAY 24	3.3-37	23 JAN 25
2.1-4	15 JUL 21	3.1-39	26 DEC 24	3.3-38	23 JAN 25
2.1-5	31 OCT 24	3.1-40	16 MAY 24	3.3-39	23 JAN 25
2.1-6	31 OCT 24	3.1-41	26 DEC 24	3.3-40	23 JAN 25
2.1-7	20 FEB 25	3.1-42	26 DEC 24	3.3-41	23 JAN 25
2.1-8	31 OCT 24	3.1-43	28 NOV 24	3.3-42	23 JAN 25
2.1-9	31 OCT 24	3.1-44	26 DEC 24	3.3-43	23 JAN 25
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2.1-11	26 DEC 24	3.1-46	16 MAY 24	3.3-45	23 JAN 25

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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
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2-VTBS-6-74	26 DEC 24	2-VTBS-8-1	26 DEC 24	SONGKHLA / HAT YAI	
2-VTBS-6-75	26 DEC 24	2-VTBS-8-2	20 MAR 25	INTERNATIONAL AIRPORT	
2-VTBS-6-76	26 DEC 24	2-VTBS-8-3	20 MAR 25	2-VTSS-1-1	18 APR 24
2-VTBS-6-77	31 OCT 24	2-VTBS-8-5	20 MAR 25	2-VTSS-1-2	28 NOV 24
2-VTBS-6-78	31 OCT 24	2-VTBS-8-6	20 MAR 25	2-VTSS-1-3	28 NOV 24
2-VTBS-6-79	31 OCT 24	2-VTBS-8-7	20 MAR 25	2-VTSS-1-4	17 APR 25
2-VTBS-6-80	31 OCT 24	2-VTBS-8-9	20 MAR 25	2-VTSS-1-5	28 NOV 24
2-VTBS-6-81	31 OCT 24	2-VTBS-8-10	20 MAR 25	2-VTSS-1-6	28 NOV 24
2-VTBS-6-82	31 OCT 24	2-VTBS-8-11	20 MAR 25	2-VTSS-1-7	28 NOV 24
2-VTBS-6-83	31 OCT 24	2-VTBS-8-13	20 MAR 25	2-VTSS-1-8	28 NOV 24
2-VTBS-6-84	31 OCT 24	2-VTBS-8-14	20 MAR 25	2-VTSS-1-9	28 NOV 24
2-VTBS-6-85	31 OCT 24	2-VTBS-8-15	20 MAR 25	2-VTSS-1-10	12 SEP 19
2-VTBS-6-86	31 OCT 24	2-VTBS-8-17	20 MAR 25	2-VTSS-1-11	12 SEP 19
2-VTBS-6-87	31 OCT 24	2-VTBS-8-18	20 MAR 25	2-VTSS-1-12	12 SEP 19
2-VTBS-6-88	31 OCT 24	2-VTBS-8-19	20 MAR 25	2-VTSS-1-13	12 SEP 19
2-VTBS-6-89	31 OCT 24	2-VTBS-8-20	20 MAR 25	2-VTSS-1-14	20 FEB 25
2-VTBS-6-90	31 OCT 24	2-VTBS-8-21	20 MAR 25	2-VTSS-1-15	20 FEB 25
2-VTBS-6-91	31 OCT 24	2-VTBS-8-22	20 MAR 25	2-VTSS-1-16	28 NOV 24
2-VTBS-6-92	31 OCT 24	2-VTBS-8-23	20 MAR 25	2-VTSS-1-17	20 FEB 25
2-VTBS-6-93	31 OCT 24	2-VTBS-8-24	20 MAR 25	2-VTSS-1-18	20 FEB 25
2-VTBS-6-94	31 OCT 24	2-VTBS-8-25	20 MAR 25	2-VTSS-2-1	28 NOV 24
2-VTBS-6-95	31 OCT 24	2-VTBS-8-26	20 MAR 25	2-VTSS-2-3	7 NOV 19
2-VTBS-6-96	31 OCT 24	2-VTBS-8-27	20 MAR 25	2-VTSS-2-5	28 NOV 24
2-VTBS-6-97	31 OCT 24	2-VTBS-8-28	20 MAR 25	2-VTSS-3-1	7 NOV 19
2-VTBS-6-98	31 OCT 24	2-VTBS-9-1	28 NOV 24	2-VTSS-5-1	20 FEB 25
2-VTBS-6-99	31 OCT 24	2-VTBS-9-2	28 NOV 24	2-VTSS-6-1	16 MAY 24
2-VTBS-6-100	31 OCT 24	2-VTBS-9-3	28 NOV 24	2-VTSS-6-2	16 MAY 24
2-VTBS-6-101	31 OCT 24	2-VTBS-9-5	28 NOV 24	2-VTSS-6-3	16 MAY 24
2-VTBS-6-102	31 OCT 24	2-VTBS-9-6	28 NOV 24	2-VTSS-6-5	16 MAY 24
2-VTBS-6-103	31 OCT 24	2-VTBS-9-7	28 NOV 24	2-VTSS-6-6	16 MAY 24
2-VTBS-6-104	31 OCT 24	2-VTBS-9-8	28 NOV 24	2-VTSS-6-7	16 MAY 24
2-VTBS-6-105	31 OCT 24	2-VTBS-9-9	28 NOV 24	2-VTSS-6-8	16 MAY 24
2-VTBS-6-106	31 OCT 24	2-VTBS-9-11	28 NOV 24	2-VTSS-7-1	16 MAY 24
2-VTBS-6-107	31 OCT 24	2-VTBS-9-12	28 NOV 24	2-VTSS-7-2	16 MAY 24
2-VTBS-6-108	31 OCT 24	2-VTBS-9-13	17 APR 25	2-VTSS-7-3	16 MAY 24
2-VTBS-6-109	31 OCT 24			2-VTSS-7-5	16 MAY 24
2-VTBS-6-110	31 OCT 24			2-VTSS-7-6	16 MAY 24
2-VTBS-6-111	31 OCT 24	RAYONG / U-TAPAO RAYONG		2-VTSS-7-7	16 MAY 24
2-VTBS-6-112	31 OCT 24	PATTAYA INTERNATIONAL AIRPORT		2-VTSS-8-1	16 MAY 24
2-VTBS-6-113	31 OCT 24	2-VTBU-1-1	23 JAN 25	2-VTSS-8-2	16 MAY 24
2-VTBS-6-114	31 OCT 24	2-VTBU-1-2	17 JUN 21	2-VTSS-8-3	16 MAY 24
2-VTBS-6-115	31 OCT 24	2-VTBU-1-3	12 AUG 21	2-VTSS-8-4	16 MAY 24
2-VTBS-6-116	31 OCT 24	2-VTBU-1-4	20 FEB 25	2-VTSS-8-5	16 MAY 24
2-VTBS-6-117	31 OCT 24	2-VTBU-1-5	23 JAN 25	2-VTSS-8-6	16 MAY 24
2-VTBS-6-118	31 OCT 24	2-VTBU-1-6	23 JAN 25	2-VTSS-8-7	16 MAY 24
2-VTBS-6-119	31 OCT 24	2-VTBU-1-7	23 JAN 25	2-VTSS-8-8	16 MAY 24
2-VTBS-6-120	31 OCT 24	2-VTBU-1-8	23 JAN 25	2-VTSS-8-9	16 MAY 24
2-VTBS-6-121	31 OCT 24	2-VTBU-1-9	23 JAN 25	2-VTSS-8-11	16 MAY 24
2-VTBS-6-122	31 OCT 24	2-VTBU-1-10	23 JAN 25	2-VTSS-8-12	16 MAY 24
2-VTBS-6-123	31 OCT 24	2-VTBU-2-1	16 JUN 22	2-VTSS-8-13	16 MAY 24
2-VTBS-6-124	31 OCT 24	2-VTBU-2-3	16 JUN 22	2-VTSS-8-14	16 MAY 24
2-VTBS-7-1	26 DEC 24	2-VTBU-2-4	18 JUL 19	2-VTSS-9-1	16 MAY 24
2-VTBS-7-2	31 OCT 24	2-VTBU-3-1	18 JUL 19		
2-VTBS-7-3	31 OCT 24	2-VTBU-6-1	16 JUN 22	BURIRAM / BURI RAM AIRPORT	
2-VTBS-7-4	31 OCT 24	2-VTBU-6-2	18 JUL 19	2-VTBU-1-1	13 JUN 24
2-VTBS-7-5	31 OCT 24	2-VTBU-6-3	16 JUN 22	2-VTBU-1-2	13 JUN 24
2-VTBS-7-6	26 DEC 24	2-VTBU-6-4	18 JUL 19	2-VTBU-1-3	13 JUN 24
2-VTBS-7-7	31 OCT 24	2-VTBU-8-1	23 MAR 23	2-VTBU-1-4	17 APR 25
2-VTBS-7-8	31 OCT 24	2-VTBU-8-3	16 JUN 22	2-VTBU-1-5	26 DEC 24
2-VTBS-7-9	31 OCT 24	2-VTBU-8-4	18 JUL 19	2-VTBU-1-6	26 DEC 24
2-VTBS-7-10	31 OCT 24	2-VTBU-8-5	23 MAR 23	2-VTBU-1-7	26 DEC 24
2-VTBS-7-11	26 DEC 24	2-VTBU-8-6	18 JUL 19	2-VTBU-1-8	26 DEC 24
2-VTBS-7-12	31 OCT 24	2-VTBU-8-7	16 JUN 22	2-VTBU-2-1	21 MAR 24
2-VTBS-7-13	31 OCT 24	2-VTBU-8-8	16 JUN 22	2-VTBU-2-2	29 DEC 22
2-VTBS-7-14	31 OCT 24	2-VTBU-8-9	14 JUL 22	2-VTBU-2-3	29 DEC 22
		2-VTBU-8-10	16 JUN 22	2-VTBU-2-4	29 DEC 22

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2-VTUO-2-5	29 DEC 22
2-VTUO-3-1	29 DEC 22
2-VTUO-8-1	17 JUN 21
2-VTUO-8-3	17 JUN 21
2-VTUO-8-4	18 JUL 19
2-VTUO-8-5	17 JUN 21
2-VTUO-8-6	18 JUL 19
2-VTUO-8-7	26 DEC 24
2-VTUO-8-8	26 DEC 24
2-VTUO-8-9	26 DEC 24
2-VTUO-8-10	26 DEC 24
2-VTUO-8-11	26 DEC 24
2-VTUO-8-12	26 DEC 24

CHUMPHON / CHUMPHON AIRPORT

2-VTSE-1-1	20 APR 23
2-VTSE-1-2	20 APR 23
2-VTSE-1-3	20 APR 23
2-VTSE-1-4	17 APR 25
2-VTSE-1-5	31 OCT 24
2-VTSE-1-6	31 OCT 24
2-VTSE-1-7	16 MAY 24
2-VTSE-1-8	16 MAY 24
2-VTSE-1-9	20 APR 23
2-VTSE-2-1	20 APR 23
2-VTSE-2-2	20 APR 23
2-VTSE-2-3	20 APR 23
2-VTSE-2-4	20 APR 23
2-VTSE-2-5	20 APR 23
2-VTSE-2-6	20 APR 23
2-VTSE-3-1	20 APR 23
2-VTSE-8-1	17 JUN 21
2-VTSE-8-3	17 JUN 21
2-VTSE-8-5	17 JUN 21
2-VTSE-8-6	18 JUL 19
2-VTSE-8-7	17 JUN 21
2-VTSE-8-8	18 JUL 19
2-VTSE-8-9	17 JUN 21
2-VTSE-8-10	18 JUL 19
2-VTSE-8-11	17 JUN 21
2-VTSE-8-12	18 JUL 19
2-VTSE-8-13	18 JUL 19
2-VTSE-8-15	4 NOV 21
2-VTSE-8-16	15 JUL 21
2-VTSE-8-17	4 NOV 21
2-VTSE-8-18	15 JUL 21
2-VTSE-9-1	17 JUN 21
2-VTSE-9-2	31 DEC 20
2-VTSE-9-3	17 JUN 21
2-VTSE-9-4	31 DEC 20
2-VTSE-9-5	17 JUN 21
2-VTSE-9-6	31 DEC 20

KHON KAEN / KHON KAEN AIRPORT

2-VTUK-1-1	29 DEC 22
2-VTUK-1-2	29 DEC 22
2-VTUK-1-3	17 APR 25
2-VTUK-1-4	29 DEC 22
2-VTUK-1-5	29 DEC 22
2-VTUK-1-6	30 NOV 23
2-VTUK-1-7	30 NOV 23
2-VTUK-1-8	30 NOV 23
2-VTUK-2-1	29 DEC 22
2-VTUK-2-3	29 DEC 22
2-VTUK-6-1	21 APR 22
2-VTUK-6-2	4 NOV 21
2-VTUK-6-3	4 NOV 21
2-VTUK-6-5	21 APR 22
2-VTUK-6-6	21 APR 22
2-VTUK-6-7	4 NOV 21
2-VTUK-8-1	4 NOV 21

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2-VTUK-8-3	4 NOV 21
2-VTUK-8-5	21 APR 22
2-VTUK-8-6	4 NOV 21
2-VTUK-8-7	21 APR 22
2-VTUK-8-8	4 NOV 21
2-VTUK-8-9	21 APR 22
2-VTUK-8-10	21 APR 22
2-VTUK-8-11	4 NOV 21
2-VTUK-8-13	21 APR 22
2-VTUK-8-14	4 NOV 21
2-VTUK-8-15	4 NOV 21
2-VTUK-9-1	13 AUG 20
2-VTUK-9-2	27 FEB 20
2-VTUK-9-3	13 AUG 20
2-VTUK-9-4	27 FEB 20
2-VTUK-9-5	13 AUG 20
2-VTUK-9-6	27 FEB 20
2-VTUK-9-7	13 AUG 20
2-VTUK-9-8	27 FEB 20
2-VTUK-9-9	13 AUG 20
2-VTUK-9-10	27 FEB 20
2-VTUK-9-11	13 AUG 20
2-VTUK-9-12	27 FEB 20

KRABI / KRABI AIRPORT

2-VTSG-1-1	31 OCT 24
2-VTSG-1-2	28 NOV 24
2-VTSG-1-3	17 APR 25
2-VTSG-1-4	28 NOV 24
2-VTSG-1-5	28 NOV 24
2-VTSG-1-6	31 OCT 24
2-VTSG-1-7	28 NOV 24
2-VTSG-2-1	28 NOV 24
2-VTSG-3-1	31 OCT 24
2-VTSG-6-1	20 MAY 21
2-VTSG-6-3	20 MAY 21
2-VTSG-6-5	17 JUN 21
2-VTSG-6-6	18 JUL 19
2-VTSG-6-7	17 JUN 21
2-VTSG-6-8	18 JUL 19
2-VTSG-6-9	18 JUL 19
2-VTSG-7-1	17 JUN 21
2-VTSG-7-2	18 JUL 19
2-VTSG-8-1	17 JUN 21
2-VTSG-8-2	18 JUL 19
2-VTSG-8-3	17 JUN 21
2-VTSG-8-4	18 JUL 19
2-VTSG-8-5	17 JUN 21
2-VTSG-8-6	18 JUL 19
2-VTSG-8-7	17 JUN 21
2-VTSG-8-8	17 JUN 21
2-VTSG-9-1	31 OCT 24

LAMPANG / LAMPANG AIRPORT

2-VTCL-1-1	26 DEC 24
2-VTCL-1-2	20 MAR 25
2-VTCL-1-3	26 DEC 24
2-VTCL-1-4	8 AUG 24
2-VTCL-1-5	8 AUG 24
2-VTCL-1-6	17 APR 25
2-VTCL-1-7	23 JAN 25
2-VTCL-1-8	20 FEB 25
2-VTCL-1-9	20 MAR 25
2-VTCL-1-10	20 MAR 25
2-VTCL-1-11	20 MAR 25
2-VTCL-2-1	26 DEC 24
2-VTCL-2-3	20 MAR 25
2-VTCL-2-5	20 MAR 25
2-VTCL-3-1	26 DEC 24
2-VTCL-6-1	20 FEB 25
2-VTCL-6-2	20 FEB 25

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

LOEI / LOEI AIRPORT

2-VTUL-1-1	7 OCT 21
2-VTUL-1-2	2 NOV 23
2-VTUL-1-3	2 NOV 23
2-VTUL-1-4	2 NOV 23
2-VTUL-1-5	17 APR 25
2-VTUL-1-6	2 NOV 23
2-VTUL-1-7	2 NOV 23
2-VTUL-1-8	30 NOV 23
2-VTUL-1-9	30 NOV 23
2-VTUL-1-10	26 DEC 24
2-VTUL-2-1	2 NOV 23
2-VTUL-6-1	26 DEC 24
2-VTUL-6-2	26 DEC 24
2-VTUL-6-3	26 DEC 24
2-VTUL-6-5	26 DEC 24
2-VTUL-6-6	26 DEC 24
2-VTUL-6-7	26 DEC 24
2-VTUL-8-1	20 MAY 21
2-VTUL-8-2	20 MAY 21
2-VTUL-8-3	26 DEC 24
2-VTUL-8-4	26 DEC 24
2-VTUL-8-5	22 APR 21

LOP BURI / KHOK KATHIAM AIRPORT

2-VTBL-1-1	17 APR 25
2-VTBL-1-2	17 APR 25
2-VTBL-1-3	17 APR 25
2-VTBL-1-4	17 APR 25
2-VTBL-1-5	17 APR 25
2-VTBL-1-6	17 APR 25
2-VTBL-1-7	17 APR 25
2-VTBL-1-8	17 APR 25
2-VTBL-1-9	17 APR 25
2-VTBL-1-10	17 APR 25
2-VTBL-2-1	17 APR 25
2-VTBL-8-1	17 APR 25
2-VTBL-8-2	17 APR 25

MAE HONG SON / MAE HONG SON AIRPORT

2-VTCH-1-1	7 OCT 21
2-VTCH-1-2	13 JUN 24
2-VTCH-1-3	28 NOV 24
2-VTCH-1-4	13 JUN 24

Page	Date
2-VTCH-1-5	17 APR 25
2-VTCH-1-6	8 AUG 24
2-VTCH-1-7	13 JUN 24
2-VTCH-1-8	20 FEB 25
2-VTCH-1-9	26 DEC 24
2-VTCH-1-10	8 AUG 24
2-VTCH-1-11	8 AUG 24
2-VTCH-1-12	20 FEB 25
2-VTCH-2-1	18 JUL 19
2-VTCH-6-1	20 FEB 25
2-VTCH-6-2	23 APR 20
2-VTCH-8-1	20 FEB 25
2-VTCH-8-2	20 FEB 25

MAE HONG SON / PAI AIRPORT

2-VTCI-1-1	26 DEC 24
2-VTCI-1-2	12 SEP 19
2-VTCI-1-3	12 SEP 19
2-VTCI-1-4	12 SEP 19
2-VTCI-1-5	12 SEP 19
2-VTCI-1-6	12 SEP 19
2-VTCI-2-1	18 JUL 19

**NAKHON PATHOM/KAMPHAENG
SAEN AIRPORT**

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

**NAKHON PHANOM / NAKHON
PHANOM AIRPORT**

2-VTUW-1-1	21 MAR 24
2-VTUW-1-2	21 MAR 24
2-VTUW-1-3	5 SEP 24
2-VTUW-1-4	17 APR 25
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
2-VTUW-8-1	2 NOV 23
2-VTUW-8-2	18 JUL 19
2-VTUW-8-3	21 APR 22
2-VTUW-8-4	18 JUL 19
2-VTUW-8-5	21 APR 22
2-VTUW-8-6	18 JUL 19
2-VTUW-8-7	2 NOV 23
2-VTUW-8-8	8 SEP 22
2-VTUW-8-9	21 APR 22
2-VTUW-8-10	8 SEP 22

**NAKHON RATCHASIMA / NAKHON
RATCHASIMA AIRPORT**

2-VTUQ-1-1	13 JUN 24
2-VTUQ-1-2	7 OCT 21
2-VTUQ-1-3	17 APR 25
2-VTUQ-1-4	23 MAR 23
2-VTUQ-1-5	23 MAR 23
2-VTUQ-1-6	19 MAY 22
2-VTUQ-1-7	30 NOV 23
2-VTUQ-1-8	30 NOV 23
2-VTUQ-2-1	23 MAR 23
2-VTUQ-2-2	23 MAR 23
2-VTUQ-6-1	21 APR 22
2-VTUQ-6-2	17 JUN 21

Page	Date
2-VTUQ-6-3	21 APR 22
2-VTUQ-6-4	17 JUN 21
2-VTUQ-6-5	17 JUN 21
2-VTUQ-8-1	21 APR 22
2-VTUQ-8-3	21 APR 22
2-VTUQ-8-5	21 APR 22
2-VTUQ-8-7	21 APR 22
2-VTUQ-8-9	21 APR 22
2-VTUQ-8-10	20 MAY 21
2-VTUQ-8-11	21 APR 22
2-VTUQ-8-12	20 MAY 21
2-VTUQ-9-1	17 JUN 21
2-VTUQ-9-2	17 JUN 21
2-VTUQ-9-3	17 JUN 21
2-VTUQ-9-4	17 JUN 21

**NAKHON RATCHASIMA / KHORAT
AIRPORT**

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

**NAKHON SAWAN /NAKHON SAWAN
AIRPORT**

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

NAKHON SAWAN/TAKHLI AIRPORT

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

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

2-VTSF-1-1	18 APR 24
2-VTSF-1-2	18 APR 24
2-VTSF-1-3	18 APR 24
2-VTSF-1-4	17 APR 25
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

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

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

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

NAN / NAN NAKHON AIRPORT

2-VTCN-1-1	7 OCT 21
2-VTCN-1-2	7 OCT 21
2-VTCN-1-3	17 APR 25
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	17 APR 25
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

Page	Date
2-VTSC-8-14	8 AUG 24

PATTANI / PATTANI AIRPORT

2-VTSK-1-1	12 SEP 19
2-VTSK-1-2	12 SEP 19
2-VTSK-1-3	12 SEP 19
2-VTSK-1-4	12 SEP 19
2-VTSK-1-5	26 DEC 24
2-VTSK-1-6	23 MAR 23
2-VTSK-2-1	18 JUL 19
2-VTSK-8-1	18 JUL 19
2-VTSK-8-3	23 MAR 23
2-VTSK-8-5	3 DEC 20
2-VTSK-8-6	3 DEC 20
2-VTSK-8-7	3 DEC 20
2-VTSK-8-8	3 DEC 20

PHETCHABUN / PHETCHABUN AIRPORT

2-VTPB-1-1	7 OCT 21
2-VTPB-1-2	7 OCT 21
2-VTPB-1-3	17 APR 25
2-VTPB-1-4	7 OCT 21
2-VTPB-1-5	2 DEC 21
2-VTPB-1-6	26 DEC 24
2-VTPB-1-7	26 DEC 24
2-VTPB-1-8	26 DEC 24
2-VTPB-2-1	18 JUL 19
2-VTPB-8-1	2 NOV 23
2-VTPB-8-2	26 DEC 24
2-VTPB-8-3	26 DEC 24
2-VTPB-8-4	26 DEC 24
2-VTPB-8-5	26 DEC 24
2-VTPB-8-6	26 DEC 24
2-VTPB-8-7	26 DEC 24
2-VTPB-8-8	26 DEC 24

PHITSANULOK / PHITSANULOK AIRPORT

2-VTPP-1-1	28 NOV 24
2-VTPP-1-2	7 OCT 21
2-VTPP-1-3	8 AUG 24
2-VTPP-1-4	8 AUG 24
2-VTPP-1-5	8 AUG 24
2-VTPP-1-6	28 NOV 24
2-VTPP-1-7	8 AUG 24
2-VTPP-1-8	20 MAR 25
2-VTPP-1-9	17 APR 25
2-VTPP-1-10	17 APR 25
2-VTPP-1-11	17 APR 25
2-VTPP-1-12	17 APR 25
2-VTPP-2-1	31 OCT 24
2-VTPP-2-2	23 MAR 23
2-VTPP-2-3	23 MAR 23
2-VTPP-2-4	23 MAR 23
2-VTPP-6-1	26 DEC 24
2-VTPP-6-2	26 DEC 24
2-VTPP-6-3	26 DEC 24
2-VTPP-6-5	26 DEC 24
2-VTPP-6-6	26 DEC 24
2-VTPP-6-7	26 DEC 24
2-VTPP-8-1	20 MAR 25
2-VTPP-8-3	20 MAR 25
2-VTPP-8-5	26 DEC 24
2-VTPP-8-6	26 DEC 24
2-VTPP-8-7	20 MAR 25
2-VTPP-8-8	26 DEC 24
2-VTPP-8-9	20 MAR 25
2-VTPP-8-10	26 DEC 24
2-VTPP-8-11	26 DEC 24
2-VTPP-8-12	26 DEC 24

Page	Date
2-VTPP-8-13	26 DEC 24
2-VTPP-8-14	26 DEC 24
2-VTPP-8-15	26 DEC 24
2-VTPP-8-16	26 DEC 24
2-VTPP-8-17	26 DEC 24
2-VTPP-8-19	26 DEC 24
2-VTPP-8-20	26 DEC 24
2-VTPP-8-21	26 DEC 24
2-VTPP-9-1	21 APR 22
2-VTPP-9-2	21 APR 22
2-VTPP-9-3	21 APR 22
2-VTPP-9-4	21 APR 22
2-VTPP-9-5	21 APR 22
2-VTPP-9-6	21 APR 22

PHRAE / PHRAE AIRPORT

2-VTCP-1-1	23 JAN 25
2-VTCP-1-2	21 MAR 24
2-VTCP-1-3	21 MAR 24
2-VTCP-1-4	21 MAR 24
2-VTCP-1-5	17 APR 25
2-VTCP-1-6	8 AUG 24
2-VTCP-1-7	8 AUG 24
2-VTCP-1-8	26 DEC 24
2-VTCP-1-9	8 AUG 24
2-VTCP-1-10	26 DEC 24
2-VTCP-2-1	26 DEC 24
2-VTCP-6-1	26 DEC 24
2-VTCP-6-2	26 DEC 24
2-VTCP-6-3	26 DEC 24
2-VTCP-6-4	26 DEC 24
2-VTCP-8-1	26 DEC 24
2-VTCP-8-2	26 DEC 24
2-VTCP-8-3	26 DEC 24
2-VTCP-8-4	26 DEC 24
2-VTCP-8-5	26 DEC 24
2-VTCP-8-6	26 DEC 24
2-VTCP-8-7	26 DEC 24
2-VTCP-8-8	26 DEC 24

PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT

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

PRACHUAP KHIRI KHAN / HUA HIN AIRPORT

2-VTPH-1-1	7 OCT 21
2-VTPH-1-2	22 FEB 24
2-VTPH-1-3	13 JUN 24
2-VTPH-1-4	13 JUN 24
2-VTPH-1-5	13 JUN 24
2-VTPH-1-6	17 APR 25
2-VTPH-1-7	13 JUN 24
2-VTPH-1-8	13 JUN 24
2-VTPH-1-9	28 NOV 24
2-VTPH-1-10	28 NOV 24
2-VTPH-1-11	28 NOV 24
2-VTPH-2-1	18 JUL 19
2-VTPH-8-1	26 MAR 20
2-VTPH-8-3	26 MAR 20
2-VTPH-8-4	18 JUL 19
2-VTPH-8-5	12 AUG 21
2-VTPH-8-6	12 AUG 21
2-VTPH-9-1	27 FEB 20
2-VTPH-9-2	27 FEB 20
2-VTPH-9-3	27 FEB 20

Page	Date
2-VTPH-9-4	27 FEB 20
2-VTPH-9-5	27 FEB 20
2-VTPH-9-6	27 FEB 20
2-VTPH-9-7	27 FEB 20
2-VTPH-9-8	27 FEB 20
2-VTPH-9-9	27 FEB 20
2-VTPH-9-10	27 FEB 20
2-VTPH-9-11	27 FEB 20
2-VTPH-9-12	27 FEB 20

RANONG / RANONG AIRPORT

2-VTSR-1-1	7 OCT 21
2-VTSR-1-2	7 OCT 21
2-VTSR-1-3	17 APR 25
2-VTSR-1-4	7 OCT 21
2-VTSR-1-5	2 DEC 21
2-VTSR-1-6	7 OCT 21
2-VTSR-1-7	2 NOV 23
2-VTSR-2-1	18 JUL 19
2-VTSR-6-1	20 MAY 21
2-VTSR-6-2	20 MAY 21
2-VTSR-6-3	20 MAY 21
2-VTSR-6-4	20 MAY 21
2-VTSR-6-5	20 MAY 21
2-VTSR-6-6	20 MAY 21
2-VTSR-6-7	20 MAY 21
2-VTSR-6-8	20 MAY 21
2-VTSR-8-1	2 NOV 23
2-VTSR-8-2	2 NOV 23
2-VTSR-8-3	2 NOV 23
2-VTSR-8-4	20 MAY 21
2-VTSR-8-5	2 NOV 23
2-VTSR-8-6	2 NOV 23
2-VTSR-8-7	2 NOV 23
2-VTSR-8-8	2 NOV 23

ROI ET / ROI ET AIRPORT

2-VTUV-1-1	11 AUG 22
2-VTUV-1-2	7 OCT 21
2-VTUV-1-3	17 APR 25
2-VTUV-1-4	26 MAR 20
2-VTUV-1-5	2 DEC 21
2-VTUV-1-6	30 NOV 23
2-VTUV-1-7	30 NOV 23
2-VTUV-2-1	7 OCT 21
2-VTUV-6-1	21 APR 22
2-VTUV-6-2	16 JUL 20
2-VTUV-6-3	16 JUL 20
2-VTUV-6-5	21 APR 22
2-VTUV-6-6	16 JUL 20
2-VTUV-6-7	16 JUL 20
2-VTUV-8-1	21 APR 22
2-VTUV-8-2	16 JUL 20
2-VTUV-8-3	21 APR 22
2-VTUV-8-4	16 JUL 20
2-VTUV-8-5	21 APR 22
2-VTUV-8-6	16 JUL 20
2-VTUV-8-7	21 APR 22
2-VTUV-8-8	16 JUL 20
2-VTUV-8-9	16 JUL 20
2-VTUV-8-10	16 JUL 20
2-VTUV-8-11	21 APR 22
2-VTUV-8-12	20 MAY 21
2-VTUV-8-13	20 MAY 21
2-VTUV-8-15	21 APR 22
2-VTUV-8-16	20 MAY 21
2-VTUV-8-17	20 MAY 21
2-VTUV-9-1	21 APR 22
2-VTUV-9-2	21 APR 22
2-VTUV-9-3	21 APR 22
2-VTUV-9-4	21 APR 22

Page	Date	Page	Date	Page	Date
SA KAE0 / WATTANA NAKHON AIRPORT		SURAT THANI / SURAT THANI AIRPORT		2-VTSM-8-14 15 JUL 21	
2-VTBW-1-1	11 AUG 22	2-VTSB-1-1	31 OCT 24	2-VTSM-8-15	15 JUL 21
2-VTBW-1-2	28 DEC 23	2-VTSB-1-2	28 NOV 24	2-VTSM-8-17	15 JUL 21
2-VTBW-1-3	11 AUG 22	2-VTSB-1-3	17 APR 25	2-VTSM-8-18	15 JUL 21
2-VTBW-1-4	28 DEC 23	2-VTSB-1-4	28 NOV 24	2-VTSM-8-19	15 JUL 21
2-VTBW-1-5	28 DEC 23	2-VTSB-1-5	31 OCT 24	2-VTSM-8-21	15 JUL 21
2-VTBW-1-6	28 DEC 23	2-VTSB-1-6	31 OCT 24	2-VTSM-8-22	15 JUL 21
SAKON NAKHON / SAKON NAKHON AIRPORT		2-VTSB-1-7	31 OCT 24	2-VTSM-8-23	15 JUL 21
2-VTUI-1-1	8 SEP 22	2-VTSB-1-8	28 NOV 24	TAK / TAK AIRPORT	
2-VTUI-1-2	7 OCT 21	2-VTSB-1-9	31 OCT 24	2-VTPT-1-1	7 OCT 21
2-VTUI-1-3	31 OCT 24	2-VTSB-2-1	26 DEC 24	2-VTPT-1-2	7 OCT 21
2-VTUI-1-4	15 JUN 23	2-VTSB-3-1	31 OCT 24	2-VTPT-1-3	3 NOV 22
2-VTUI-1-5	15 JUN 23	2-VTSB-6-1	18 JUL 19	2-VTPT-1-4	12 SEP 19
2-VTUI-1-6	15 JUN 23	2-VTSB-6-2	18 JUL 19	2-VTPT-1-5	2 DEC 21
2-VTUI-1-7	17 APR 25	2-VTSB-6-3	18 JUL 19	2-VTPT-1-6	26 DEC 24
2-VTUI-1-8	2 NOV 23	2-VTSB-6-5	30 JAN 20	2-VTPT-2-1	18 JUL 19
2-VTUI-1-9	2 NOV 23	2-VTSB-6-6	18 JUL 19	TAK / MAE SOT AIRPORT	
2-VTUI-1-10	30 NOV 23	2-VTSB-6-7	18 JUL 19	2-VTPM-1-1	1 DEC 22
2-VTUI-1-11	31 OCT 24	2-VTSB-6-8	18 JUL 19	2-VTPM-1-2	26 JAN 23
2-VTUI-2-1	31 OCT 24	2-VTSB-7-1	18 JUL 19	2-VTPM-1-3	26 JAN 23
2-VTUI-8-1	2 NOV 23	2-VTSB-7-2	18 JUL 19	2-VTPM-1-4	26 JAN 23
2-VTUI-8-2	18 JUL 19	2-VTSB-7-3	18 JUL 19	2-VTPM-1-5	17 APR 25
2-VTUI-8-3	2 NOV 23	2-VTSB-7-5	18 JUL 19	2-VTPM-1-6	26 JAN 23
2-VTUI-8-4	18 JUL 19	2-VTSB-7-6	18 JUL 19	2-VTPM-1-7	26 JAN 23
2-VTUI-8-5	2 NOV 23	2-VTSB-7-7	18 JUL 19	2-VTPM-1-8	26 DEC 24
2-VTUI-8-6	18 JUL 19	2-VTSB-7-8	18 JUL 19	2-VTPM-1-9	26 DEC 24
2-VTUI-8-7	2 NOV 23	2-VTSB-8-1	23 MAR 23	2-VTPM-1-10	26 DEC 24
2-VTUI-8-8	18 JUL 19	2-VTSB-8-2	23 MAR 23	2-VTPM-2-1	1 DEC 22
2-VTUI-8-9	2 NOV 23	2-VTSB-8-3	23 MAR 23	2-VTPM-2-2	1 DEC 22
2-VTUI-8-10	28 JAN 21	2-VTSB-8-4	23 MAR 23	2-VTPM-2-3	26 JAN 23
2-VTUI-8-11	2 NOV 23	2-VTSB-8-5	23 MAR 23	2-VTPM-2-4	1 DEC 22
2-VTUI-8-12	28 JAN 21	2-VTSB-8-6	23 MAR 23	2-VTPM-2-5	1 DEC 22
SONGKHLA / SONGKHLA AIRPORT		2-VTSB-8-7	23 MAR 23	2-VTPM-2-6	1 DEC 22
2-VTSH-1-1	12 SEP 19	2-VTSB-8-8	23 MAR 23	2-VTPM-3-1	1 DEC 22
2-VTSH-1-2	12 SEP 19	2-VTSB-9-1	31 OCT 24	2-VTPM-6-1	26 DEC 24
2-VTSH-1-3	12 SEP 19	SURAT THANI / SAMUI AIRPORT		2-VTPM-6-2	26 DEC 24
2-VTSH-1-4	12 SEP 19	2-VTSM-1-1	10 AUG 23	2-VTPM-7-1	26 DEC 24
2-VTSH-1-5	12 SEP 19	2-VTSM-1-2	2 NOV 23	2-VTPM-7-2	26 DEC 24
2-VTSH-2-1	18 JUL 19	2-VTSM-1-3	2 NOV 23	2-VTPM-8-1	26 DEC 24
SUKHOTHAI / SUKHOTHAI AIRPORT		2-VTSM-1-4	18 APR 24	2-VTPM-8-2	26 DEC 24
2-VTPO-1-1	11 JUL 24	2-VTSM-1-5	25 JAN 24	2-VTPM-8-3	26 DEC 24
2-VTPO-1-2	2 NOV 23	2-VTSM-1-6	16 MAY 24	2-VTPM-8-4	26 DEC 24
2-VTPO-1-3	2 NOV 23	2-VTSM-1-7	10 SEP 20	TRANG / TRANG AIRPORT	
2-VTPO-1-4	2 NOV 23	2-VTSM-1-8	30 NOV 23	2-VTST-1-1	7 OCT 21
2-VTPO-1-5	23 JAN 25	2-VTSM-1-9	30 NOV 23	2-VTST-1-2	21 MAR 24
2-VTPO-1-6	26 DEC 24	2-VTSM-1-10	30 NOV 23	2-VTST-1-3	17 APR 25
2-VTPO-1-7	2 NOV 23	2-VTSM-2-1	18 JUL 19	2-VTST-1-4	7 OCT 21
2-VTPO-1-8	20 MAR 25	2-VTSM-2-3	18 JUL 19	2-VTST-1-5	2 DEC 21
2-VTPO-2-1	18 JUL 19	2-VTSM-2-5	18 JUL 19	2-VTST-1-6	21 MAR 24
2-VTPO-2-3	18 JUL 19	2-VTSM-3-1	18 JUL 19	2-VTST-1-7	21 MAR 24
2-VTPO-3-1	18 JUL 19	2-VTSM-6-1	18 JUN 20	2-VTST-2-1	17 JUN 21
2-VTPO-6-1	26 DEC 24	2-VTSM-6-2	18 JUN 20	2-VTST-8-1	15 JUN 23
2-VTPO-6-2	26 DEC 24	2-VTSM-6-3	18 JUN 20	2-VTST-8-2	18 JUL 19
2-VTPO-6-3	26 DEC 24	2-VTSM-6-5	18 JUN 20	2-VTST-8-3	15 JUN 23
2-VTPO-6-4	26 DEC 24	2-VTSM-6-6	18 JUN 20	2-VTST-8-4	18 JUL 19
2-VTPO-8-1	20 MAR 25	2-VTSM-6-7	18 JUN 20	2-VTST-8-5	15 JUN 23
2-VTPO-8-3	26 DEC 24	2-VTSM-8-1	18 JUN 20	2-VTST-8-6	3 DEC 20
2-VTPO-8-4	26 DEC 24	2-VTSM-8-2	18 JUN 20	TRAT (KHAO SMING) / TRAT AIRPORT	
2-VTPO-8-5	26 DEC 24	2-VTSM-8-3	18 JUN 20	2-VTBO-1-1	17 APR 25
2-VTPO-8-7	26 DEC 24	2-VTSM-8-4	18 JUN 20	2-VTBO-1-2	17 APR 25
2-VTPO-8-8	26 DEC 24	2-VTSM-8-5	18 JUN 20	2-VTBO-1-3	17 APR 25
2-VTPO-8-9	26 DEC 24	2-VTSM-8-6	18 JUN 20	2-VTBO-1-4	17 APR 25
2-VTPO-8-10	26 DEC 24	2-VTSM-8-7	18 JUN 20	2-VTBO-1-5	17 APR 25
		2-VTSM-8-8	18 JUN 20	2-VTBO-1-6	17 APR 25
		2-VTSM-8-9	15 JUL 21	2-VTBO-1-7	17 APR 25
		2-VTSM-8-10	15 JUL 21	2-VTBO-2-1	17 APR 25
		2-VTSM-8-11	15 JUL 21	2-VTBO-3-1	17 APR 25
		2-VTSM-8-13	15 JUL 21		

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2-VTBO-6-1	17 APR 25
2-VTBO-7-1	17 APR 25
2-VTBO-8-1	23 MAR 23
2-VTBO-8-2	15 JUL 21

**UBON RATCHATHANI / UBON
RATCHATHANI AIRPORT**

2-VTUU-1-1	23 FEB 23
2-VTUU-1-2	28 NOV 24
2-VTUU-1-3	28 NOV 24
2-VTUU-1-4	13 JUN 24
2-VTUU-1-5	13 JUN 24
2-VTUU-1-6	13 JUN 24
2-VTUU-1-7	17 APR 25
2-VTUU-1-8	28 NOV 24
2-VTUU-1-9	8 AUG 24
2-VTUU-1-10	13 JUN 24
2-VTUU-1-11	13 JUN 24
2-VTUU-1-12	13 JUN 24
2-VTUU-1-13	13 JUN 24
2-VTUU-2-1	13 JUN 24
2-VTUU-2-3	13 JUN 24
2-VTUU-2-5	13 JUN 24
2-VTUU-6-1	21 APR 22
2-VTUU-6-3	21 APR 22
2-VTUU-6-5	21 APR 22
2-VTUU-6-6	18 JUL 19
2-VTUU-6-7	21 APR 22
2-VTUU-6-8	18 JUL 19
2-VTUU-8-1	21 APR 22
2-VTUU-8-2	18 JUL 19
2-VTUU-8-3	21 APR 22
2-VTUU-8-4	18 JUL 19
2-VTUU-8-5	21 APR 22
2-VTUU-8-6	18 JUL 19
2-VTUU-8-7	21 APR 22
2-VTUU-8-8	20 MAY 21
2-VTUU-8-9	21 APR 22
2-VTUU-8-10	20 MAY 21

UDON THANI / UDON THANI AIRPORT

2-VTUD-1-1	29 DEC 22
2-VTUD-1-2	25 JAN 24
2-VTUD-1-3	13 JUL 23
2-VTUD-1-4	13 JUL 23
2-VTUD-1-5	13 JUL 23
2-VTUD-1-6	13 JUL 23
2-VTUD-1-7	13 JUL 23
2-VTUD-1-8	17 APR 25
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

Page	Date
2-VTUD-8-4	25 MAR 21
2-VTUD-8-5	11 JUL 24
2-VTUD-8-6	25 MAR 21
2-VTUD-8-7	25 MAR 21
2-VTUD-8-8	25 MAR 21
2-VTUD-8-9	25 MAR 21
2-VTUD-8-11	25 MAR 21
2-VTUD-8-12	25 MAR 21
2-VTUD-8-13	25 MAR 21
2-VTUD-8-14	25 MAR 21

YALA/BETONG AIRPORT

2-VTSY-1-1	21 APR 22
2-VTSY-1-2	21 MAY 20
2-VTSY-1-3	21 APR 22
2-VTSY-1-4	17 APR 25
2-VTSY-1-5	21 APR 22
2-VTSY-1-6	21 APR 22
2-VTSY-1-7	20 APR 23
2-VTSY-1-8	20 APR 23
2-VTSY-2-1	21 APR 22
2-VTSY-3-1	21 APR 22
2-VTSY-3-3	21 APR 22
2-VTSY-6-1	29 DEC 22
2-VTSY-6-2	3 DEC 20
2-VTSY-6-3	29 DEC 22
2-VTSY-6-4	3 DEC 20
2-VTSY-8-1	29 DEC 22
2-VTSY-8-2	3 DEC 20
2-VTSY-8-3	29 DEC 22
2-VTSY-8-4	3 DEC 20

KHON-KAEN / NAM PHONG

2-VTUZ-1-1	30 NOV 23
2-VTUZ-1-2	30 NOV 23
2-VTUZ-1-3	30 NOV 23
2-VTUZ-1-4	30 NOV 23
2-VTUZ-1-5	26 DEC 24
2-VTUZ-1-6	30 NOV 23

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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-VTUD-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
		Trat	AD 2-VTBO-2-1	In AIP	17 APR 2025
		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

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

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO		Chumphon			
	1 : 500,000	NDB RWY 06	AD 2-VTSE-8-1	In AIP	17 JUN 2021
	1 : 500,000	NDB RWY 24	AD 2-VTSE-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 06	AD 2-VTSE-8-5	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 24	AD 2-VTSE-8-7	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC y RWY 24	AD 2-VTSE-8-9	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC z RWY 24	AD 2-VTSE-8-11	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 06	AD 2-VTSE-8-15	In AIP	4 NOV 2021
	1 : 500,000	RNP RWY 24	AD 2-VTSE-8-17	In AIP	4 NOV 2021
		Khon Kaen			
	1 : 500,000	NDB z RWY 03	AD 2-VTUK-8-1	In AIP	4 NOV 2021
	1 : 500,000	NDB RWY 21	AD 2-VTUK-8-3	In AIP	4 NOV 2021
	1 : 600,000	VOR RWY 03	AD 2-VTUK-8-5	In AIP	21 APR 2022
	1 : 600,000	VOR RWY 21	AD 2-VTUK-8-7	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 03	AD 2-VTUK-8-9	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 21	AD 2-VTUK-8-13	In AIP	21 APR 2022
		Krabi			
	1 : 400,000	VOR RWY 32	AD 2-VTSG-8-1	In AIP	17 JUN 2021
	1 : 400,000	LOC RWY 32	AD 2-VTSG-8-3	In AIP	17 JUN 2021
	1 : 400,000	ILS RWY 32	AD 2-VTSG-8-5	In AIP	17 JUN 2021
	1 : 400,000	RNP RWY 32	AD 2-VTSG-8-7	In AIP	17 JUN 2021
		Lampang			
	1 : 500,000	VOR RWY 18	AD 2-VTCL-8-1	In AIP	20 FEB 2025
	1 : 500,000	VOR RWY 36	AD 2-VTCL-8-3	In AIP	20 FEB 2025
	1 : 500,000	LOC y RWY 36	AD 2-VTCL-8-5	In AIP	20 FEB 2025
	1 : 500,000	LOC z RWY 36	AD 2-VTCL-8-7	In AIP	20 FEB 2025
	1 : 500,000	RNP RWY 18	AD 2-VTCL-8-11	In AIP	20 FEB 2025
	1 : 500,000	RNP RWY 36	AD 2-VTCL-8-15	In AIP	20 FEB 2025
		Loei			
	1 : 500,000	VOR RWY 19	AD 2-VTUL-8-1	In AIP	20 MAY 2021
	1 : 500,000	RNP RWY 19	AD 2-VTUL-8-3	In AIP	26 DEC 2024
		Lop Buri			
	1 : 300,000	ILS or LOC RWY 05 CAT A, B	AD 2-VTBL-8-1	In AIP	17 APR 2025
		Mae Hong Son			
	1 : 500,000	RNP a RWY 11	AD 2-VTCH-8-1	In AIP	20 FEB 2025
		Nakhon Phanom			
	1 : 400,000	VOR RWY 15	AD 2-VTUW-8-1	In AIP	2 NOV 2023
	1 : 400,000	VOR RWY 33	AD 2-VTUW-8-3	In AIP	21 APR 2022
	1 : 400,000	ILS or LOC RWY 15	AD 2-VTUW-8-5	In AIP	21 APR 2022

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			
	1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-7	In AIP	28 NOV 2024
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	17 APR 2025

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

GEN 4.2 AIR NAVIGATION SERVICE CHARGES

Air Navigation Service Charges by Aeronautical Radio of Thailand Ltd.

For the provision of International and Domestic Communications Services, Area Control, Approach Control and Aerodrome Control Services as described in AIP-Thailand, Aeronautical Radio of Thailand Ltd. (AEROTHAI) will charge operators the Air Navigation Service (ANS) charges at the following rates:

1. Customers**1.1 Member Airlines**

Member airlines are airline companies operating regularly scheduled services into and/or domestic services in the Kingdom of Thailand (Thailand) scheduled in the published timetables, whose applications to become the Company's shareholders have been approved by the Company. They have responsibility for the Company's finance. Eligible airlines can apply to be the Company's member airlines by submitting a letter of application together with a copy of flight schedule as published in the timetable, a letter of permission from the Civil Aviation Authority of Thailand, a copy of the certificate of the airline company's registration and a Power of Attorney (authorizing the person to act on behalf of the airline) with a copy of passport or ID card. For more information, see <https://eservice.aerothai.co.th>

1.2 Non-Member Airlines

Non-member Airlines are airline companies which normally operate scheduled or non-scheduled services into and/or domestic services in Thailand.

1.3 Charter Flights

Charter Flights operate for tourists and/or goods into/from Thailand by non-member airlines.

1.4 School Flights

School Flights are operated with small aircraft with maximum take-off weight not exceeding 5.7 tons and are performed by students as trainees or pilots within the frames of training programs of training schools accredited by the Civil Aviation Authority of Thailand.

2. Structure of Air Navigation Service (ANS) Charges:

$$\text{ANS Charges} = \text{En Route Charge} + \text{Terminal Charge}$$

2.1

$$\text{En Route Charge} = \sqrt{\text{MTOW}/X} \times \text{Distance} / 250 \text{ Km} \times \text{Unit Rate}$$

2.2

$$\text{Terminal Charge} = \sqrt{\text{MTOW}} \times \text{Terminal Multiplier} \times \text{Unit Rate}$$

Where the value of X is:

MTOW = 0 – 100 Ton, X = 50

MTOW = 101 – 200 Ton, X = MTOW/2

MTOW > 200 Ton, X = 100

Descriptions:**a) MTOW**

MTOW is the Maximum Take-off Weight of aircraft in 'metric ton' as specified by the factory, rounding up fraction to the next whole number. The calculation of ANS charges will be based on MTOW which is provided by AEROTHAI. (see details in <https://eservice.aerothai.co.th>)

b) Distance

Distance is the great circle distance travelled within Bangkok FIR in 'kilometre', rounding up fraction to the next whole number. For each landing and take-off within the Bangkok FIR, 50 kilometres are deducted from the great circle distance. If the great circle distance after being deducted for landing/take-off is less than 250 kilometres, it will be calculated as 250 kilometres (Distance Factor = 1). The calculation of ANS charges will be based on a distance factor which is provided by AEROTHAI. (see details in <https://eservice.aerothai.co.th>)

c) Terminal Multiplier

Airports	Terminal Multiplier		
	2025	2026	2027 Onwards
Suvarnabhumi International Airport	0.90	0.90	0.90
Don Mueang International Airport	0.50	0.90	0.90
Phuket International Airport Chiang Mai International Airport	0.50	0.50	0.90
Hat Yai International Airport Mae Fah Luang - Chiang Rai International Airport	0.50	0.50	0.50
Krabi International Airport	0.05	0.05	0.50
Other Provincial Airports	0.05	0.05	0.05

d) Unit Rate

ANS Charges	Member Airline Unit Rate (THB per Unit)	Non-Member Airline Unit Rate (THB per Unit)
En Route Charge	3,800	11,500
Terminal Charge	580	1,750

Note 1: Domestic flights will be charged at 75% of international flights.

Note 2: Overfly flights will be charged 1.45 times of En Route Charges.

Note 3: Charter flights operate for tourist and/or goods into/from Thailand will be charged as same as member airlines.

Note 4: The specified ANS charges hereunder are applicable to domestic school flights.

Part	Types of Charges	4 Training Hub Airports (Hua Hin, Nakhon Ratchasima, Phitsanulok, Khon Kaen)	Non-Training Hub Airports
1	En Route Charge	10% of Member Airlines' Charge	20% of Member Airlines' Charge
2	Terminal Charge (Departure/Arrival (DEP/ARR))	50% of Member Airlines' Charge	100% of Member Airlines' Charge
3	3.1 Terminal Charge (Touch & Go Landing (TGL), Low Approach (LA), Missed Approach (MAT))	50% of Member Airlines' Charge - DEP and ARR together counted as 1 flight - Only the final flight charged	100% of Member Airlines' Charge - DEP and ARR together counted as 1 flight - Every flight charged
	3.2 Terminal Charge (Stop & Go Landing (SGL))	50% of Member Airlines' Charge - DEP and ARR together counted as 2 flights - Only the final flight charged	100% of Member Airlines' Charge - DEP and ARR together counted as 2 flights - Every flight charged

3. Payment

3.1 Settling the payment of ANS charges is the responsibility of the aircraft operator or the owner.

3.2 Payment of ANS Charges can be made by cash at AEROTHAI's offices at either the head office or the airports. Otherwise, the payment can be transferred to the following bank account:

Account name	:Aeronautical Radio of Thailand Ltd.
Bank name	:Krung Thai Bank PCL.
Branch	:FYI Center Building
Account no.	:009-1-10246-4
Swift code	:KRTHTHBK

3.3 For scheduled flight, invoice will be billed on a monthly basis, and the payment must be made within the due date presented on the invoice.

3.4 For non-scheduled flight, airlines shall have a recognized agent in Thailand, and the payment must be made by the agent to AEROTHAI at the end of the month. Where there is no agent, payment must be made to AEROTHAI at the airports before departure or to our bank account stated above before landing or overflying Thailand.

4. Exemptions

4.1 Foreign military aircraft;

4.2 Aircraft used for the operation of the foreign governments which carries the representatives of that government to or through Thailand;

4.3 Aircraft which the Civil Aviation Board considered necessarily to be used in special government services; and

4.4 Aircraft of flying clubs as well as private aircraft with MTOW not exceeding 5.7 tons which operated on a non-commercial or non-profit basis.

5. Contact

The President
Aeronautical Radio of Thailand Ltd.,
102 Ngamduplee, Rama IV,
Tungmahamek, Sathon,
Bangkok 10120, Thailand
Fax: +662 285 9203
AFS: VTBBYFYX
Website: <https://eservice.aerothai.co.th>

Director, Revenue and Accounting Department
Fax: +662 285 9203
SITA: BKKTOYF
AFS: VTBBYFYX
E-mail: accounts@aerothai.co.th

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper limits Lower limits or Airspace classification Minimum flight altitude	Lateral limits NM	Direction of cruising levels Odd Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
A581					For continuation, see AIP Republic of the Union of Myanmar.
▲ BOMAS 172305N 0980549E	082° 262° 35.0 NM	FL 460 10 500 FT Class A FL 110	10	↓	
▲ BIGVO 172830N 0984154E	012° 192° 41.0 NM				
▲ PUMAM 180831N 0985001E	012° 192° 38.0 NM				
▲ CHIANG MAI DVORDME (CMA) 184558N 0985740E	038° 218° 25.0 NM	FL 350 7 500 FT Class A 8 000 FT			
▲ ADLUS 190610N 0991320E	038° 218° 33.0 NM				
▲ NUMDO 193243N 0993402E	038° 218° 30.0 NM				
▲ CHIANG RAI DVORDME (CTR) 195656N 0995259E	053° 233° 36.0 NM	FL 460 6 500 FT Class A 7 000 FT			
▲ PONUK 201858N 1002306E				↑	
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper limits <u>Lower limits</u> or Airspace classification Minimum flight altitude	Lateral limits NM	Direction of cruising levels Odd Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
B202					
UBON DVOR/DME (UBL) ▲151443N 1045157E	093° 273° 51.0 NM	FL 460 FL 260 Class A FL 270	(*)	↓ ↑	
PAKSE VOR/DME (PAK) ▲151148N 1054417E					
For flight planning procedure, see ENR 1.10.					

VTBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorology Division, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Aeronautical Meteorology Division 30 HR
4	Type of landing forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +662 535 1256 Fax: +662 535 1252
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts. English
7	Charts and other information available for briefing or consultation	S, U85, SWH, SWM, SWL, P85, P70, P50,P40, P30, P25, P20, P15, satellite and radar pictures
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Don Mueang TWR
10	Additional information (limited of service, etc.)	NIL

VTBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) 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
03L	029°	3700x60	PCR 1200/R/C/W/T Asphalt 217 M FM THR and 122 M RWY ends are PCR 670/R/B/W/T Concrete SWY is Asphalt (PCR 910/F/C/X/T)	135349.24N 1003545.38E	THR 2 M/7 FT
21R	209°	3700x60	PCR 1200/R/C/W/T Asphalt 122 M FM THR and 217 M RWY ends are PCR 670/R/B/W/T Concrete SWY is Asphalt (PCR 910/F/C/X/T)	135534.87N 1003644.62E	THR 2 M/7 FT
03R	028°	3500x45	PCR 1000/F/C/X/T Asphalt	135358.45N 1003605.50E	THR 1.49 M/5 FT
21L	208°	3500x45	PCR 1000/F/C/X/T Asphalt	135528.33N 1003655.97E	THR 1.92 M/6.4 FT

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% 0% -0.05% (350M 2 850M 500M)	150x60	150x150	4120x260	120x90	NIL	NIL	NIL

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
+0.056% 0% -0.05% (500M 2 850M 350M)	150x60	150x150	4120x260	120x90	NIL	NIL	NIL
+0.03% -0.036% (2 000M 1 500M)	NIL	150x150	3720x160	90x90	NIL	NIL	NIL
+0.036% -0.03% (1 500M 2 000M)	100x45	150x150	3720x160	90x90	NIL	NIL	NIL

VTBD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03L	3700	3850	3850	3700	NIL
21R	3700	3850	3850	3700	NIL
03R	3500	3650	3500	3500	NIL
21L	3500	3650	3600	3150	NIL

VTBD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLGT 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
03L	SALS 420 M LIH	Green	PAPI Both 3° (71.85 FT)	NIL	3700M, 30 M White FM 2800 M- 3400 M Red/White; FM 3400 M Red; LIH	3700 M, 60 M White, FM 3100 M-3700 M Yellow; LIH	Red	150 M Red	NIL
21R	CAT II 900 M LIH	Green	PAPI Both 3° (65.42 FT)	900 M	3700 M, 30 M White FM 2800 M- 3400 M Red/White; FM 3400 M Red; LIH	3700 M, 60 M White, FM 3100 M-3700 M Yellow; LIH	Red	150 M Red	NIL
03R	SALS (5 BAR) 300 M LIH	Green	PAPI Both 3° (63.35 FT)	NIL	NIL	3500 M, 60 M White; FM 2900 M-3500 M Yellow; LIH	Red	NIL	NIL
21L	CAT I 900 M LIH	Green	PAPI Both 3° (63.81 FT)	NIL	NIL	3500 M, 60M Red; FM 350 M-2900 M White FM 2900 M Yellow; LIH	Red	100 M Red	NIL

VTCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCC - CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT

VTCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

VTCC AD 2.3 OPERATIONAL HOURS

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

VTCC AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

VTCC AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city
2	Restaurants	At the AD and in the city
3	Transportation	Public Bus, Airport Taxi and Limousines
4	Medical facilities	Medical clinic at AD (Domestic terminal, level 1) and ambulance service is available H24. Emergency number is +665 392 2222
5	Bank and Post Office	Bank: Currency Exchange service: Available at AD Daily 0000-1600 Post Office: Available at AD Daily 0130 – 1300
6	Tourist Office	Tourist Assistance Center Chiangmai (TAC): Available at AD Daily 0000 – 1700
7	Remarks	NIL

VTCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTCC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	South Apron Aircraft Stand NR 1-19 Surface: Concrete Strength: PCR 660/R/A/W/T South Apron Aircraft Stand NR 20L, 20 And 20R Surface: Concrete Strength: PCR 660/R/A/W/T
2	Taxiway width, surface and strength	– Taxiway A Width: 23 M, Surface: Concrete, PCR 660/R/A/W/T – Taxiway B, G Width: 23 M, Surface: Asphalt, PCR 660/R/A/W/T – Taxiway C Width: 23 M, Surface: Asphalt, PCR 700/F/C/X/T – Taxiway D Rapid exit taxiway Width: 28 M, Surface: Asphalt, PCR 700/F/C/X/T – Taxiway E Width: 28 M, Surface: Asphalt, PCR 1350/R/D/W/T – Taxiway F Width: 23 M, Surface: Concrete, PCR 660/R/A/W/T – Taxiway H Width: 23 M, Surface: Concrete, PCR 660/R/A/W/T – Taxiway P Width: 23 M, Surface: Asphalt, PCR 950/F/D/X/T - Width: 23 M, Surface: Concrete, PCR 660/R/A/W/T – Taxiway P5, P6 Width: 35 M, Surface: Concrete, PCR 660/R/A/W/T – Taxiway Q Width: 23 M, Surface: Concrete, PCR 660/R/A/W/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 307.2 M/1008 FT
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTCC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. Nose-in guidance at aircraft stands. Safegate Docking System at stand number 3, 4, 5, 6, 7 and 8.
2	RWY and TWY markings and LGT	RWY marking: DESIG, THR, TDZ, CL, AIM and Side Stripe RWY LGT: THR, RWY Edge and RWY End lights TWY marking: Centre line, Edge, RWY Holding Positions and Intermediate Holding Positions TWY LGT: TWY Edge lights
3	Stop bars	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

VTCC AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
TKOF RWY 36/ APCH RWY 18	Building HGT 370 M. MSL	184818.45N 0985744.53E	Mountain North West of Aerodrome		
	Building HGT 372.7 M. MSL	184824.68N 0985748.49E	Building HGT 381.18 M. MSL	184722.21N 0985827.25E	
See Aerodrome Obstacle Chart Type A			Building HGT 382.29 M. MSL	184744.83N 0985709.86E	See Aerodrome Obstacle Chart Type B

VTCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	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	Northern Meteorological Center, 30 HR
4	Type of landing forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +665 320 3801 Fax: +665 320 3801
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts. English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Chiang Mai TWR
10	Additional information (limitation of service, etc.)	NIL

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 Observing System (AWOS), Low Level Windshear 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

are turned off.

4.3.5.3 All ground operators shall resume normal operations.

5. SELF-MANOEUVRING PROCEDURES

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

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

5.3 Power back are not permitted at any parking stands.

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

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

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

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

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

6. HELICOPTER OPERATIONS

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

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

6.3 Inbound operation

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

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

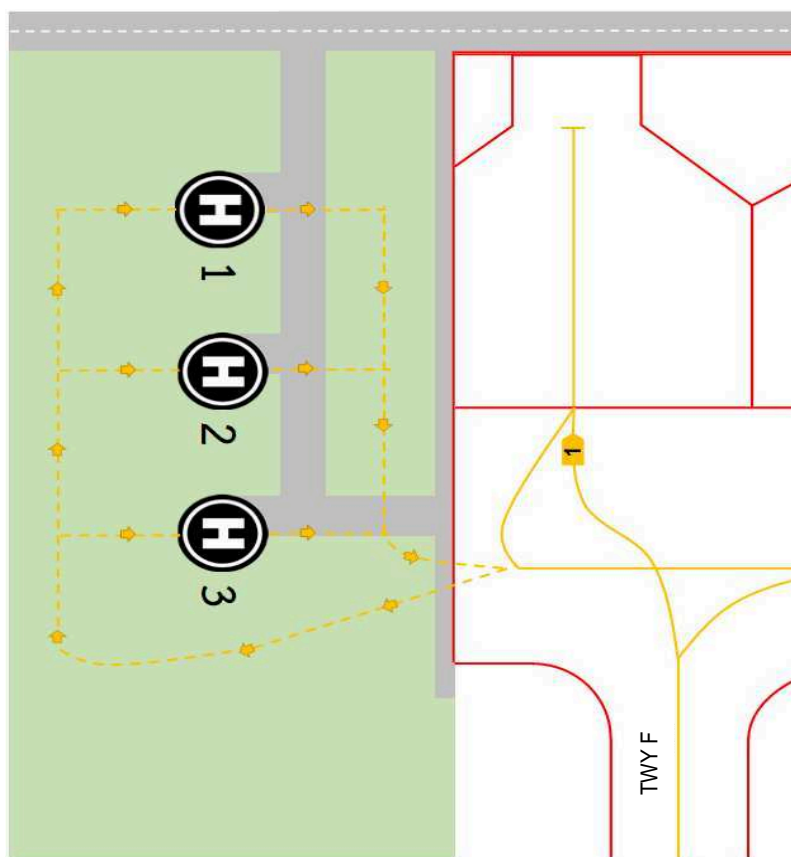
6.4 Outbound operation

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

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

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

6.5 Helicopter ground movement pattern shows as below:



VTCT AD 2.21 NOISE ABATEMENT PROCEDURES

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

VTCT AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 03:

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

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

No turn before DER.

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

- Runway 21:

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

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

No turn before DER.

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

VTCT AD 2.23 ADDITIONAL INFORMATION

1. AERODROME CONFUSION

Aircraft landing at Mae Fah Luang-Chiang Rai International Airport (VTCT) shall be aware of another operative aerodrome, Rob Wiang Airport (VTCT) located 5 NM Southwest of Mae Fah Luang-Chiang Rai International Airport (radial 220 from CTR VOR).

VTCT AD 2.24 CHARTS RELATED TO AN AERODROME

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

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2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, Centre line, Aiming Point Side Strip, and Displace THR RWY LGT: THR, RWY Edge and RWY End lights TWY marking: Centre line, Edge and RWY Holding Position and Intermediate Holding Position TWY LGT: TWY Edge lights, TWY Centre line lights (TWY P, H and J)
3	Stop bars	Stop bars TWY A, B, G, H, J and K available.
4	Remarks	If VDGS is out of service, marshaller shall guide the aircraft to the parking position. No pilot shall taxi an aircraft on its own into the aircraft stand without the aid of docking system or a marshaller.

VTSP AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
TKOF RWY 09/ APCH RWY 27	Mountain HGT 138 M.MSL	See Aerodrome Obstacle Chart Type A	Mountains HGT 130, 268 and 210 M.MSL (North) (Inner Horizontal Surface)	NIL	NIL
			Mountains HGT 141, 120, 139 and 225 M.MSL (South) (Inner Horizontal Surface)	NIL	NIL
			Mountains HGT 295 and 335 M.MSL (Conical Surface)	NIL	NIL
			Mountains HGT 141 M.MSL (North) (Transitional Surface)	NIL	NIL
			LLWAS HGT 68.71 M.MSL LGTD (Transitional Surface)	08 06 41.79N 098 19 23.91E	NIL

VTSP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Southern West-Coast 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	Southern West-Coast Meteorological Center 30 HR
4	Trend forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +667 632 8149 Fax: +667 632 8148
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar images

8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Phuket TWR Phuket APP
10	Additional information (limitation of service, etc.)	NIL

VTSP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) 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
09	085° 085° (MAG)	3000x45	PCR 800/F/A/X/T Asphalt	080643.05N 0981811.90E	THR 7.0 M/22 FT
27	265° 265° (MAG)	3100x45	PCR 800/F/A/X/T Asphalt 100 M BFR THR (Displacement) Is PCR 1240/R/C/W/T Concrete	080652.23N 0981949.46E	THR 25.6 M/84.0 FT TDZ 25.6 M/84.0 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
+0.12% +0.01%+1.0%+0.70% (500M 1000M 2500M 3000M)	NIL	NIL	3120x150	NIL	NIL
-0.70% -1.0% -0.01% -0.12% (500M 2000M 2500M 3000M)	NIL	NIL	3220x150	NIL	NIL

VTSP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	3000	3000	3000	3000	NIL
27	3100	3100	3100	3000	NIL

5	Briefing/consultation provided	Personal Consultation Tel: +662 134 0006-07 Fax: +662 134 0009
6	Flight documentation Language(s) used	Charts, Tabular Forms and Abbreviated Plain Language Texts English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar pictures
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Low Level Wind Shear Alert System (LLWAS), WeatherRadar, Local Lightning Warning System (LLWS), and Light Detection and Ranging (LIDAR)
9	ATS units provided with information	Suvarnabhumi TWR Bangkok APP Bangkok ACC
10	Additional information (limitation of service, etc.)	NIL

VTBS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) 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
02R	014.42°	3700x60	PCR 1650/F/D/X/T Asphalt	134016.60N 1004404.79E -97.5 FT (-29.7 M)	THR/TDZ 4.2 FT (1.3 M)
20L	194.42°	3700x60	PCR 1650/F/D/X/T Asphalt	134213.21N 1004435.44E -97.5 FT (-29.7 M)	THR/TDZ 4.0 FT (1.2 M)
01	014.42°	4000x60	PCR 1650/F/D/X/T Asphalt	133924.11N 1004506.59E -97.1 FT (-29.6 M)	THR/TDZ 3.7 FT (1.1 M)
19	194.42°	4000x60	PCR 1650/F/D/X/T Asphalt	134130.17N 1004539.72E -97.1 FT (-29.6 M)	THR/TDZ 3.7 FT (1.1 M)
02L	014.00°	4000x60	PCR 840/F/C/X/T Asphalt	133954.63N 1004345.28E -94 FT (-29 M)	THR 8 FT (2 M)
20R	194.00°	4000x60	PCR 840/F/C/X/T Asphalt	134200.68N 1004418.41E -94 FT (-29 M)	THR 8 FT (2 M)

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%	NIL	1100x150	3820x300	240x150	NIL	Yes	Runway 01/19 and 02R/20L, paved jet blast protection areas at runway ends; 120 M long and 75 M wide. Runway 02L/20R, pave jet blast protection areas at runway ends; 120 M long and 60 M wide.
0%	NIL	700x150	3820x300	240x150	NIL	Yes	
0%	NIL	NIL	4120x300	240x150	NIL	Yes	
0%	NIL	550x150	4120x300	240x150	NIL	Yes	
0%	NIL	NIL	4120x300	240x120	NIL	Yes	
0%	NIL	NIL	4120x300	240x120	NIL	Yes	Runway 02R/20L surface is grooved; Runway 01/19 and 02L/20R surface is not grooved. Concrete drainage channels are located in the strips of runway 01/19 and 02R/20L, parallel to and at 120 M offset from the runway centre lines. No open drainage channel is located in the runway strip of runway 02L/20R.

VTBS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02R	3700	4800	3700	3700	The TORA/ASDA when entering RWY from TWY E19 is 3590 M.
20L	3700	4400	3700	3700	The TORA/ASDA when entering RWY from TWY E2 is 3590 M.

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 contact information as below:

Phone +666 3234 4009, +662 132 6981, +662 132 6982

E-mail: birdstrikevtbs@airportthai.co.th

Species which account for high to very high to bird strike risk are as follows:

Species	Weight (KG)	Period
Rock Pigeon (<i>Columba livia</i>)	0.270 – 0.380	All year
Little Cormorant (<i>Phalacrocorax niger</i>)	0.360 – 0.530	All year (mostly in January and December)
Open-billed Stork (<i>Anastomus oscitans</i>)	2.300 – 4.400	All year (mostly in March – December)
Black-winged Stilt (<i>Himantopus Himantopus</i>)	0.250 – 0.300	All year (mostly in April – September)
Red Collared Dove (<i>Streptopelia tranquebarica</i>)	0.080 – 0.100	All year (mostly in June – October)
Little Egret (<i>Egretta garzetta</i>)	0.500 – 0.630	All year (mostly in July – October)
Red-wattled Lapwing (<i>Vanellus indicus</i>)	0.110 – 0.230	All year (mostly in July – October)
Cattle Egret (<i>Bubulcus ibis</i>)	0.300 – 0.400	All year (mostly in July – November)
Painted Stork (<i>Mycteria leucocephala</i>)	2.000 – 3.000	All year (mostly in October)
Oriental Pratincole (<i>Glareola maldivarum</i>)	0.070 – 0.095	All year (Mostly in March - October)

Remark: Bird concentrations chart is shown in page AD2-VTBS-9-13

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.

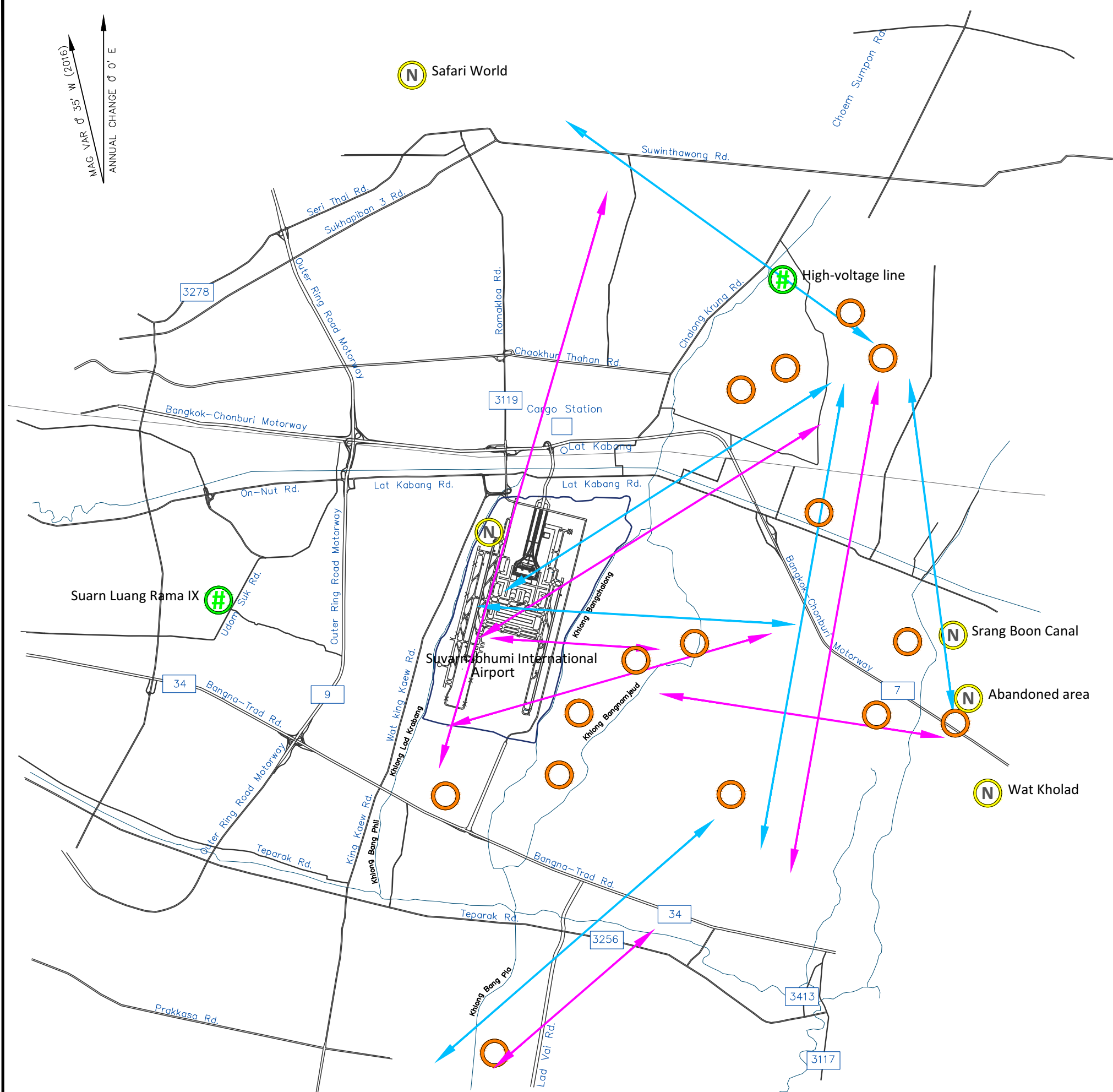
VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

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
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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BIRD CONCENTRATIONS - BANGKOK / SUVARNABHUMI INTERNATIONAL



NOTE :

- 15 kilometers around the aerodrome is a resting and feeding area including nesting sites for numerous kinds of birds with difference weights and sizes.
- 1) Birds Tend To Cause High Risk : There are 10 bird species which tend to cause high risk, including
(1) Rock Pigeon (2) Red Collared Dove (3) Black-winged stilt (4) Oriental Pratincole (5) Red-wattled Lapwing
(6) Little Cormorant (7) Little Egret (8) Cattle Egret (9) Painted Stork and (10) Open-billed Stork.
 - 2) Bird Foraging At Night : Black-crowned Night Heron

NOT TO SCALE

LEGEND

- Resting Area
- Feeding Area
- Nesting Sites



Resident e.g., Little cormorant, Casttle Egret, Open-billed stork, Black-crowned Night Heron



Winter visitor (August-April) e.g., Spot-billed pelican , Painted Stork, Purple Heron, Grey Heron

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

1	Apron surface and strength	Surface: Concrete Strength: PCR 950/R/B/W/T
2	Taxiway width, surface and strength	Taxiway A: 23 M, Concrete PCR 950/R/A/W/T Asphalt, PCR 950/F/A/X/T Taxiway B: 26 M, Concrete PCR 950/R/A/W/T Asphalt, PCR 950/F/A/X/T Taxiway C: 26 M, Concrete PCR 950/R/A/W/T Asphalt, PCR 950/F/A/X/T Taxiway D: 26 M, Concrete, PCR 950/R/A/W/T Taxiway E: 30 M, Concrete, PCR 780/R/A/W/T Taxiway F: 27 M, Concrete, PCR 950/R/A/W/T Taxiway G: 24 M, Asphalt, PCR 950/F/D/X/T Taxiway H: 24 M, Asphalt, PCR 950/F/C/X/T Taxiway J: 26 M, Concrete, Asphalt Taxiway K: 26 M, Asphalt Taxiway L: 23 M, Asphalt Taxiway M: 23 M, Asphalt Taxilane N: Concrete, PCR 950/R/B/W/T Taxiway Q: 30 M, Concrete, PCR 950/R/B/W/T Taxiway R: 27 M, Concrete, PCR 950/R/B/W/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 27.5 M/90 FT
4	VOR checkpoints	Location: - At holding position RWY 08 on TWY R - RDL 254/0.6 NM - At holding position RWY 26 on TWY F - RDL 086/1.2 NM Radio frequency: 115.3 MHZ
5	INS checkpoints	NIL
6	Remarks	Taxiway J, K, L and M are the responsibility of RTAF. Taxiway A not available when the aircraft code C, D, E take-off and landing. Taxilane N not available for aircraft code E taxi or tow behind aircraft stand number 5, 6 when aircraft code E parked at aircraft stand number 5, 6

VTSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY. Nose-in guidance at aircraft stands. Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. VISUAL DOCKING SYSTEM at aircraft stand number 4, 5 and 6.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, Centre line, Aiming Point and Side Strip. RWY LGT: THR, RWY Edge and RWY End lights TWY marking: Centre line, Edge, RWY Holding Positions and Intermediate Holding Positions. TWY LGT: TWY Edge light.
3	Stop bars	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

VTSS AD 2.10 AERODROME OBSTACLES

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

VTSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Southern East-Coast 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	Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +667 425 1884 Fax: +667 425 1083
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Hat Yai TWR Hat Yai APP
10	Additional information (limitation of service, etc.)	NIL

VTSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) 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
08	082°	3050x45	PCR 950/R/B/W/T Concrete (600 M) and PCR 950/F/B/X/T asphalt (2450 M)	065551.50N 1002249.91E	THR 19.81 M / 65 FT
26	262°	3050x45	PCR 950/R/B/W/T Concrete (600 M) and PCR 950/F/B/X/T asphalt (2450 M)	065603.89N 1002428.52E	THR 17.81 M/ 58 FT TDZ 23.21 M/ 76 FT

VTUA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft stand ID signs: Marked Taxiway guide lines: Yes Nose-wheel guide lines at apron VDGS of aircraft stands: NIL Aircraft parking shall follow marshaller strictly
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, RCL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY markings: CL, Edge and RWY Holding Position TWY LGT: Taxiway Edge
3	Stop bars	NIL
4	Remarks	NIL

VTUA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	NIL	NIL	Apron Flood Light (1) HGT 210 M MSL LGTD Apron Flood Light (2) HGT 210 M MSL LGTD Apron Flood Light (3) HGT 206 M MSL LGTD Apron Flood Light (4) HGT 206 M MSL LGTD Apron Flood Light (5) HGT 206 M MSL LGTD Apron Flood Light (6) HGT 208 M MSL LGTD Apron Flood Light (7) HGT 206 M MSL LGTD	151336.30N 1031451.20E 151337.90N 1031452.40E 151339.50N 1031453.50E 151341.10N 1031454.70E 151342.70N 1031455.80E 151344.40N 1031457.00E 151346.10N 1031458.20E	NIL

VTUA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Buri Ram, Lower Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1300 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Lower Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR

5	Briefing/consultation provided	Personal Consultation Tel: +669 8282 4412
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 Observing System (AWOS)
9	ATS units provided with information	Buri Ram TWR
10	Additional information (limitation of service, etc.)	NIL

VTUA 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
04	035.10°	2100x45	PCN 59/F/C/X/T Asphaltic concrete	151318.37N 1031451.46E -89 FT	THR 594 FT
22	215.10°	2100x45	PCN 59/F/C/X/T Asphaltic concrete	151414.27N 1031531.92E -90 FT	THR 566 FT

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
1.5%	NIL	NIL	2220x300	430x90	NIL	NIL	NIL
1.5%	NIL	NIL	2220x300	630x90	NIL	NIL	NIL

VTUA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	2100	2100	2100	2100	NIL
22	2100	2100	2100	2100	NIL

VTUA 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
04	SALS 420 M LIH	Green WBAR	PAPI LEFT 3° (50.67 FT)	NIL	NIL	2100 M 60 M White, FM 1500 M - 2100 M Yellow, 5 steps LIH	Red NIL	NIL	NIL

VTSE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft stand ID signs: Marked TWY guide lines: Yes VDGS of aircraft stands: NIL, aircraft parking shall follow marshaller strictly.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, RCL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: CL, Edge and RWY Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTSE AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
APCH RWY 06/ TKOF RWY 24	DME 40 FT (11.98 M) Painted red/white, LGTD	104220.36N 0992102.42E	Strip AWOS (RWY 24) 46 FT (14 M) NIL/Red LGT on top		NIL
	Tree 67 FT (20.34 M) NIL/NIL	104220.49N 0992100.65E	AWOS (RWY 06) 49 FT (14.90 M) NIL/Red LGT on top	104255.04N 0992200.21E 104255.15N 0992200.36E	
APCH RWY 24/ TKOF RWY 06	Chimney 97 FT (29.52 M) NIL/NIL	104303.24N 0992244.02E	GP 72 FT (21.93 M) NIL/Red LGT on top	104249.25N 0992205.82E	
			Tree 52 FT (15.85 M) NIL/NIL	104226.98N 0992113.12E	
			Tree 57 FT (17.19 M) NIL/NIL	104232.04N 0992119.38E	
			Tree 60 FT (18.13 M) NIL/NIL	104237.04N 0992128.03E	
			Tree 60 FT (18.29 M) NIL/NIL	104255.63N 0992200.32E	
			Transitional		
RADAR 153 FT (46.40 M) NIL/Red LGT on top		104304.39N 0992156.76E			
Tree 141 FT (42.91 M) NIL/NIL		104223.65N 0992125.33E			
Inner Horizontal					

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Mobile Phone Mast 234 FT (71.13 M) Painted red/white LGTD	104311.13N 0992101.69E	
			Mobile Phone Mast 172 FT (52.62 M) Painted red/white LGTD	104222.19N 0991906.92E	
			Mobile Phone Mast 227 FT (68.99 M) Painted red/white LGTD	104223.15N 0991910.35E	
			Top of Pagoda 242 FT (73.60 M) NIL/Red LGT on top	104246.37N 0991923.32E	
			Conical		
			Mobile Phone Mast 242 FT (73.68 M) Painted red/white LGTD	104241.36N 0991850.79E	

VTSE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Chumphon, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2300-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 759 1311 ext. 6408
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 Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Chumphon TWR
10	Additional information (limitation of service, etc.)	NIL

VTUK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft stand ID signs: Marked TWY guide lines: Yes Nose-wheel guide lines at apron VDGS of aircraft stand: Stand number 2 and 3
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, RCL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: CL, Edge and RWY Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTUK AD 2.10 AERODROME OBSTACLES

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

VTUK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Upper Northeastern 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	Upper Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 346 8224 Fax: +664 346 8086
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Khon Kaen TWR
10	Additional information (limitation of service, etc.)	NIL

VTUK 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	032.83°	3050x45	PCN 65/F/C/X/T Asphaltic concrete	162722.22N 1024636.09E -99 FT	THR 604 FT
21	212.83°	3050x45	PCN 65/F/C/X/T Asphaltic concrete	162837.47N 1024726.40E -99 FT	THR 674 FT

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
+0.80%	NIL	NIL	3170x280	NIL	NIL	NIL	THR displaced by 150 M
-0.60%	NIL	NIL	3170x280	NIL	NIL	NIL	THR displaced by 150 M

VTUK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	3050	3050	3050	2900	THR displaced by 150 M
21	3050	3050	3050	2900	THR displaced by 150 M

VTUK 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	RTIL	Green WBAR	PAPI Left 3°	NIL	NIL	3050 M 60 M White, LIH	Red	NIL	NIL
21	RTIL	Green WBAR	PAPI Left 3°	NIL	NIL	3050 M 60 M White, LIH	Red	NIL	NIL

VTUK 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 7 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

3	Stop bars	NIL
4	Remarks	NIL

VTSG AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
RWY 32	Chimney HGT 171 M LGTD	075930N 0990306E	NIL	NIL	NIL

VTSG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Krabi, Southern West-Coast 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 Southern West-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 570 1576
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 Observing System (AWOS) and Low Level Windshear Alert System (LLWAS)
9	ATS units provided with information	Krabi TWR
10	Additional information (limitation of service, etc.)	NIL

VTSG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) 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
14	140.60°	3000x45	PCR 800/F/C/X/T Asphaltic concrete	080623.28N 0985848.43E	THR 82 FT TDZ 82 FT
32	320.60°	3000x45	PCR 800/F/C/X/T Asphaltic concrete	080507.74N 0985950.66E	THR 93 FT TDZ 93 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location & description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
-0.4% 0% +0.5% +0.8% 0% (1050M 1575M 2250M 2750M 3000M)	60x60	NIL	3240x300	240 x 90	NIL	NIL	Concrete drainage channels are located in the Runway strips, parallel to and at 150 M. offset from the Runway centre lines.
0% -0.8% -0.5% 0% +0.4% (250M 750M 1425M 1950M 3000M)	60x60	NIL	3240x300	240 x 90	NIL	NIL	

VTSG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	3000	3000	3060	3000	NIL
32	3000	3000	3060	3000	NIL

VTSG 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	SALS 420 M	Green	PAPI Left 3.6° (28.24 M)	NIL	NIL	3000 M 60 M White, LIH	Red	NIL	NIL
32	SALS 420 M	Green	PAPI Left 3.2° (25.25 M)	NIL	NIL	3000 M 60 M White, LIH	Red	NIL	NIL

VTSG 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 7 SEC
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: All Taxiways
4	Secondary power supply/switch-over time	Secondary power supply at tower and Air Field Lighting (AFL).
5	Remarks	NIL

VTSG 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

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			High voltage pole 1138 FT (347 M) NIL / NIL	181349.1N 0993155.0E	
			High voltage pole 1207 FT (368 M) NIL / NIL	181405.4N 0993209.1E	
			High voltage pole 1251 FT (381 M) NIL / NIL	181423.0N 0993224.3E	
			High voltage pole 1267 FT (386 M) NIL / NIL	181437.7N 0993237.1E	
			High voltage pole 1291 FT (393 M) NIL / NIL	181454.9N 0993252.0E	
			High voltage pole 1328 FT (405 M) NIL / NIL	181513.9N 0993308.4E	
			Telecommunication mast 1862 FT (568 M) NIL / LGTD	181500.9N 0993335.4E	
			Building 938 FT (286 M) NIL / NIL	181710.1N 0993022.6E	
			Building 989 FT (301 M) NIL / NIL	181356.3N 0992908.8E	
			Building 1114 FT (339 M) NIL / NIL	181526.6N 0993246.8E	
			Building 1098 FT (335 M) NIL / NIL	181526.9N 0993241.3E	

VTCL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Lampang, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2300-1300 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 482 1517 Fax: +665 431 5788
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 Observing System (AWOS)
9	ATS units provided with information	Lampang TWR
10	Additional information (limitation of service, etc.)	NIL

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			ATC tower 945 FT (287.90 M) Painted red/white LGTD	172643.51N 1014335.96E	

VTUL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Loei, Upper Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1200 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Upper Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 281 4639 ext. 6715
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 Observing System (AWOS)
9	ATS units provided with information	Loei TWR
10	Additional information (limitation of service, etc.)	NIL

VTUL 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	016.47°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	172548.12N 1014309.10E	THR 817 FT
19	196.47°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	172653.63N 1014329.77E	THR 860 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location & description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
-0.60%	NIL	NIL	2280x280	160x90	NIL	NIL	NIL
-0.90%	60x45	NIL	2280x280	240x90	NIL	NIL	NIL

VTUL 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	2100	2100	NIL
19	2100	2100	2160	2100	NIL

VTUL 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 420 M LIH	Green NIL	PAPI Left 3° (48.61 FT)	NIL	NIL	2100 M 60 M FM 0 M - 1500 M White, FM 1500 M -2100 M Yellow, 5 steps, LIH	Red NIL	NIL	NIL
19	NIL	Green NIL	PAPI Left 3° (52.65 FT)	NIL	NIL	2100 M 60 M FM 0 M - 1500 M White, FM 1500 M -2100 M Yellow, 5 steps, LIH	Red NIL	60 M Red	RTIL

VTUL 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 7 SEC IBN: NIL
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VTBL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBL - LOP BURI / KHOK KATHIAM AIRPORT

VTBL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	145228.7N 1003948.2E
2	Direction and distance from (city)	10 KM NE of City
3	Elevation/Reference temperature	133 FT/34° C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°39'W (2015) / 0°0' E
6	AD Administration, address, telephone, telefax, telex, AFS	Wing 2, Khok Kathiam Air Force Base Mueang District Lop Buri Province Tel: +663 677 6736 Fax: NIL AFS: VTBLXYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Royal Thai Air Force

VTBL AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100 DAILY or on Request
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	2300-1100 DAILY or on Request
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	H24
7	ATS	2300-1100 DAILY or on Request
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

VTBL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JP8, Octane 100/130
3	Fuelling facilities/capacity	2 truck 8,000 L, 2 truck 12,000 L, 100 L/Min
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTBL AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
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2	Restaurants	In the city
3	Transportation	Buses
4	Medical facilities	First aid at airport, Hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	NIL
7	Remarks	NIL

VTBL 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	Fire fighting service H 24

VTBL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Apron (201) (Flight line1) Surface: Asphalt Strength: PCN 28/F/A/Y/T Apron (201) (Flight line2) Surface: Concrete Strength: NIL Apron (201) (Flight line3) Surface: Concrete Strength: NIL Apron (202) Surface: Concrete Strength: PCN 35/R/C/W/T Apron (203) Surface: Concrete Strength: PCN 35/R/C/W/T Base Operation Apron Surface: Asphalt Strength: PCN 28/FA/Y/T
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2	Taxiway width, surface and strength	TWY A Width: 30 m Surface: Concrete and asphalt Strength: PCN 11/F/C/Y/T TWY B, F, G Width: 25 m Surface: Concrete Strength: PCN 35/R/C/W/T TWY C Width: 24 m Surface: Concrete Strength: PCN 38/R/C/W/T TWY D Width: 24 m Surface: Concrete Strength: PCN 40/R/D/W/T TWY E Width: 30 m Surface: Concrete Strength: PCN 35/R/C/W/T TWY H Width: 15 m Surface: Asphalt Strength: NIL
3	Altimeter checkpoint location and elevation	Location : Apron 201 (Flight line1) Elevation : 27.45 m / 90.05 ft Location : Apron 203 Elevation : 29.73 m / 97.53 ft Location : Base operation apron Elevation : 27.10 m / 88.92 ft
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTBL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	NIL
3	Stop bars	NIL
4	Remarks	NIL

VTBL AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
-	Radio Mast HGT 158 m	144935.0N 1004035.0E	Radio Mast HGT 115 m Painted red/white	145235.9N 1003824.5E	NIL
-	Radio Mast HGT 130 m Painted red/white LGTD on top	144801.3N 1003833.9E	Radio Mast HGT 65 m Painted red/white LGTD on top	145218.3N 1003824.6E	
-	Radio Mast HGT 60 m Painted red/white LGTD on top	145057.7N 1003955.6E	Phu-kha Mountain HGT 430 m	145537.4N 1004038.6E	
-	Radio Mast HGT 60 m Painted red/white LGTD on top	144809.1N 1003911.3E	Wong Phrachan Mountain HGT 644 m	145741.7N 1004237.0E	
-	Radio Mast 74.05 m (MSL) Painted red/white LGTD on top	145104.9N 1003837.5 E	Phu-Lon Mountain HGT 290 m	145448.1N 1004150.2E	
	Sam Yot Mountain HGT 432 m	145119.8N 1004058.1E	Sung Nam Mountain HGT 270 m	145237.8N 1004151.8E	
			Phra Ngam Mountain HGT 282 m	145415.7N 1003718.7E	

VTBL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	NIL
4	Type of landing forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Khok Kathiam TWR
10	Additional information (limitation of service, etc.)	NIL

VTBL 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
16	160°	2200x45	PCN 35/F/C/Y/T Asphalt	145301.99N 1003936.08E	103 ft
34	340°	2200x45	PCN 35/F/C/Y/T Asphalt	145154.47N 1004000.75E	133 ft
05	047°	1340x45	PCN 38/R/C/W/T Concrete and asphalt	145209.96N 1003927.82E	106 ft
23	227°	1340x45	PCN 38/R/C/W/T Concrete and asphalt	145239.88N 1004000.49E	125 ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	NIL	NIL	NIL	NIL	NIL
NIL	NIL	NIL	NIL	NIL	NIL
NIL	225x45	NIL	NIL	NIL	NIL
NIL	225x45	NIL	NIL	NIL	NIL

VTBL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2200	2200	2200	2200	NIL
34	2200	2200	2200	2200	NIL
05	1340	1340	1565	1340	NIL
23	1340	1340	1565	1340	NIL

VTBL 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
16	NIL	Green	PAPI Left 3°	NIL	NIL	2200 m 60 m White	Red	NIL	NIL
34	NIL	Green	PAPI Left 3°	NIL	NIL	2200 m 60 m White	Red	NIL	NIL
05	NIL	Green	PAPI Left 3°	NIL	NIL	1340 m 60 m White	Red	NIL	NIL

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
23	NIL	Green	PAPI Left 3°	NIL	NIL	1340 m 60 m White	Red	NIL	NIL

VTBL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: at Tower building
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: TWY A, B, C, D, E Centre Line: NIL
4	Secondary power supply/switch-over time	By Generator
5	Remarks	NIL

VTBL 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

VTBL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 12 NM radius centred on 145228.7N 1003948.2E
2	Vertical limits	5500 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Khok Kathiam Tower English, Thai
5	Transition altitude	NIL
6	Remarks	NIL

VTBL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Khok Kathiam Tower	122.6 MHz 238.6 MHz *121.5 MHz *243.0 MHz	23:00-11:00	*Emergency Freq.
GND	Khok Kathiam Ground	121.75 MHz 257.8 MHz	23:00-11:00	

VTBL 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	LB	280 KHz	23:00-11:00	145236.27N 1003926.45E	NIL	NIL
TACAN	LOB	CH115X	01:00-09:00	145234.33N 1003935.49E	NIL	*EXC SAT-SUN and Public holiday or on request
ILS CAT I LOC RWY05	ILOB	108.3 MHz	2300-1100	145246.56N 1004007.78E	NIL	
GP/DME		334.1 MHz CH 20X	2300-1100	145213.64N 1003937.70E	NIL	
MM		75 MHz	2300-1100	145143.0N 1003900.3E	NIL	Instrument Landing System - Reference datum Height(RDH) is 15.24 M (50 FT) A. Localizer - LOC 300 M (984 FT) from THR RWY23, along RWY centre line. Course width 6° B. Glide Path 3° - GP 300 M (984 FT) from THR RWY05, 120 M (394FT) from RWY centre line. C. DME - Co-located with GP.

VTBL AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR flight

1.1 By Day (Sunrise/Sunset)

- a) unless otherwise specifically authorized VFR flights shall not be permitted to land/take-off at Khok Kathiam Aerodrome when weather conditions as reported by ground observer are less than.

Ground visibility: 5 km or
Ceiling: 450 M (1 500 ft)

- b) Except for the helicopters may be permitted to operated when the flight visibility are less than 1.5 km if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

1.2 By Night (Sunset/Sunrise)

VFR flights shall be operated in the night time when otherwise specifically authorized only.

1.3 At all time as authorized

VFR flight within the Khok Kathiam Aerodrome traffic zone and local flights in VTD31 shall be conducted so that the aircraft maintain flight visibility and distance from cloud equal to or greater than.

- Flight visibility - 8 km when at and above 3 050 m (10 000 ft)
- 5 km when below 3 050 m (10 000 ft)
- Distance from cloud - 1 500 m horizontally and 300 m (1 000 ft) vertically

1.4 No authorization for special VFR flights.

2. VFR departure procedures

2.1 after take-off, aircraft shall continue climbing straight ahead until passing the departure end of runway unless safety or when specifically authorized by the control tower.

- RMK/ Fix wings shall start turn when passing 500 ft.
- Helicopter shall start turn when passing 200 ft.

2.2 Take-off from RWY16 shall right turn for leaved traffic.

2.3 Take-off from RWY34, RWY05 shall left turn for leaved traffic.

2.4 Take-off from RWY23 shall left or right turn as pilot requested.

2.5 VFR departure to others aerodrome

2.5.1 Aircraft shall be reported of their the following information to the control tower prior to taxi for departure.

- aircraft call signs
- type of aircraft
- Destination
- Cruising level
- Radial outbound or Route
- Transponder code
- Intention of the pilot if necessary

2.5.2 Aircraft shall be reported to the control tower when passing 12 nm or 5500 ft. which is earlier.

2.6 VFR departure to VTD31 (local flight)

- a) After departure climbing to 5 nm West of the airfield at an altitude 1500 ft. (500 ft. for Helicopter) initially then proceeding to area 1 (GND - 5500 ft.)
- b) After departure, climbing to Lima point (about 5 nm south of the airfield) at an altitude 1500 ft. (500 ft. for Helicopter) initially then proceeding to area 2, area 3 and area 4 (GND - 5500 ft.)
- c) All aircrafts are operating in VTD31 should be reported altitude and the words "operation normal" every 30 minutes to the control tower for traffic advised.

3. IFR flight

3.1 Starting up procedure

- a) IFR aircrafts are to call Khok Kathiam Tower 5 minutes prior to start up to request for ATC clearance.
- b) Pilots are to inform to the control tower of the call sign and proposed flight level if it is different from the flight plan.

3.2 IFR departure procedure

- a) No SID for IFR aircraft
- b) After take-off, climb to flight plan route or as directed by ATC.

4. Reporting points for VFR flight

4.1 Arriving aircraft shall be reported to the control tower of their call sign, type of aircraft, point of departure, position, altitude, track or intention of the pilot before Estimate Time of Arrival (ETA) about 10 minutes or at least 15 nm from aerodrome.

4.2 Aircraft are entering to land from north of Khok Kathiam Aerodrome, shall be reported over amphure Banmi, designated as BRAVO

point (150230N 1003230E) which is approximately 12 nm on RDL 325 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) then proceeding to Ban Khok Kathiam, designated as KILO point (145359N 1003537E) 4 nm on BRG 290 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) the aircraft will be instructed to join aerodrome traffic circuit accordingly.

4.3 Aircraft are entering to land from East and South east of Khok Kathiam Aerodrome, shall be reported over amphure Phra Phutthabhat designated as PAPA point (144300N 1004700E) which is approximately 12 nm on BRG 141 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) then proceeding to Lopburi province designated as LIMA point (144758N 1003803E) which is approximately 5 nm on BRG 196 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) when reaching LIMA point the aircraft will be instructed to join aerodrome traffic circuit accordingly.

4.4 Aircraft are entering to land from south of Khok Kathiam Aerodrome shall be reported over Lopburi province designated as LIMA point (144758N 1003803E) which is approximately 5 nm on BRG 196 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) when reaching LIMA point the aircraft will be instructed to join aerodrome traffic circuit accordingly.

5. Aerodrome Traffic Pattern

Traffic pattern shown in diagram, The unlighted a range of mountains approximately 919 ft., 0.5 - 1.9 nm and 2.5 - 4.4 nm on the west to NNW and 1,418 ft., 1.2 - 5.3 nm on the north to SSE from the runway intersection of Khok Kathiam Aerodrome constitutes a hazard to VFR operation.

5.1 Rectangular

- Using runway 16 by entering right traffic circuit.
- Using runway 34 by entering left traffic circuit.
- Using runway 05 by entering left traffic circuit.
- Using runway 23 by entering right traffic circuit.

5.2 Overhead approach pattern

- Using runway 16 by left turn pattern.
- Using runway 34 by left turn pattern.
- Using runway 05 by left turn pattern.
- Using runway 23 by right turn pattern.

5.3 An altitude in the Traffic Pattern

- Jet or Turboprop 1500 ft.
- Conventional 1000 ft.
- Helicopter 800 ft.

6. Simulated emergency by helicopters

The helicopters shall be simulated emergency conditions on the runway in use only. Except for safety reason the pilot shall operate on taxiway, if necessary. There are as followed;

- Simulated single emergency failure.
- Simulated hydraulic system failure.
- Simulated fuel control unit failure.
- Simulated tail rotor failure.
- Simulated forced landing.
- Simulated run on running landing.
- Simulated basic auto rotation.
- Simulated hovering auto rotation.

7. Submission of a flight plan

7.1 A flight plan shall be submitted to Khok Kathiam Aerodrome control tower or base operations at least 1 hour before departure and may be submitted up to 120 hours.

7.2 In the even of a delay of 30 minutes in excess of the estimated off block time for a controlled flight or a delay of one hour for an uncontrolled flight. The flight plan shall be automatically cancelled unless the estimated time of departure is revised by notification of the pilot in command or designated representative.

8. Radio communication failure

8.1 Departing aircraft

- a) Aircraft will not be permitted to take-off unless two-way communication can be maintained with the control tower.
- b) If an aircraft experiences radio communications failure after departure, the pilot will follow the procedures for VFR in the table of cruising altitudes. (Track from 000° – 179° = ODD thousand + 500 ft. and 180° – 359° = EVEN thousand + 500 ft.)

8.2 Arriving aircraft

Day time

- a) Operated transponder mode A code 7600
- b) Report their position, distance, heading, altitude and departure point when approaching about 15 nm or at least 10 minutes before estimated time arrival from aerodrome by transmitting in the blind.
- c) Observe the direction of traffic in the pattern and enter downwind with the flow of traffic.
- d) Make a low approach between the runway and taxiway at an altitude 1000 ft. (500 ft. for helicopters) and rock the wings of the aircraft.
- e) Re-enter downwind leg and observe light signals pyrotechnic or signals light gun from the control tower.

Night time

- a) Make a low approach between the runway and taxiway at an altitude 1000 ft. (500 ft. for helicopters) and rock the wings of the aircraft and flashing on and off landing light for 3 times except for the helicopters by flashing on and off search light for 3 times.
- b) Re-enter downwind leg and observe light signals pyrotechnic or signals light gun from the control tower.

VTBL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTBL AD 2.22 FLIGHT PROCEDURES

NIL

VTBL AD 2.23 ADDITIONAL INFORMATION

NIL

VTBL AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Instrument Approach Chart - ICAO - ILS or LOC RWY 05 CAT A, B	AD 2-VTBL-8-1
Instrument Approach Chart - ICAO - ILS or LOC RWY 05 CAT A, B (Fix and point list table)	AD 2-VTBL-8-2

INTENTIONALLY BLANK

CAT A, B

**ELEV, ALT AND HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 0.39° W (2015)
ANNUAL CHANGE 0.00° E**

HOLDING
MNM ALT 3500
1 MIN
MAX IAS 170 KT

VTBH

2113

1382

1706

1411

952

1417

1404

1053

1329

1148

1384

1676

1942

1585

1388

1736

1706

1411

952

1417

1404

1053

1329

1148

1384

1676

1942

1585

1388

1736

1706

1411

952

1417

1404

1053

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1148

1384

1676

1942

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1676

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 133 FT
HEIGHTS RELATED TO
THR RWY05 - ELEV 106 FT

LOP BURI / KHOK KATHIAM (VTBL)

ILS or LOC RWY05

CAT A, B

Military Use only

Fix / Point		Coordinates	
FAF	BRG-224 / 6.0D ILOB	14° 48' 06.71" N	100° 35' 06.24" E
MAPt	2.4D ILOB	14° 50' 38.37" N	100° 37' 49.29" E
LOC	ILOB	14° 52' 46.56" N	100° 40' 07.78" E
GP/DME	ILOB	14° 52' 13.64" N	100° 39' 37.70" E
NDB	LB	14° 52' 36.28" N	100° 39' 26.45" E

CHANGE: NEW CHART.

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	-
a	b	c	a	b	
			Apron flood light pole 978 FT (298 M) Paint red/white LGTD	191800.49N 0975833.35E	NIL
			Lightning rod of building 998 FT (304 M) Paint red/white LGTD	191759.88N 0975831.67E	NIL
			ATC tower (Old) 968 FT (295 M) Paint red/white NIL	191801.84N 0975827.08E	NIL
			ATC tower 1007 FT (307 M) Paint red/white LGTD	191800.60N 0975829.25E	NIL

VTCH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Mae Hong Son, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 361 2903 ext. 4210
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 Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Mae Hong Son TWR
10	Additional information (limitation of service, etc.)	NIL

VTCH 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
11	108.75°	2000x30	PCN 41/F/C/X/T Asphalt	191815.29N 0975800.56E	THR 865 FT TDZ 872 FT
29	288.75°	2000x30	PCN 41/F/C/X/T Asphalt	191755.28N 0975905.72E	THR 929 FT TDZ 929 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	NIL	NIL	2060x80	NIL	NIL
NIL	NIL	NIL	2060x80	NIL	NIL

VTCH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	NIL	NIL	NIL	1850	NIL
29	1910	1910	1910	NIL	NIL

VTCH 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
11	NIL	Green NIL	PAPI Both 3° (44.63 FT)	NIL	NIL	2000 M 50 M FM 0 M - 1400 M White, FM 1400 M - 2000 M Yellow, LIH	Red NIL	NIL	RTIL
29	NIL	NIL	NIL	NIL	NIL	2000 M 50 M FM 0 M - 1400 M White, Yellow, LIH	Red NIL	NIL	NIL

VTUW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft stand ID signs: Marked TWY guide lines: Yes Nose-wheel guide lines at apron VDGS of aircraft stands: NIL, aircraft parking shall follow marshaller strictly.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, RCL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: TWY CL, TWY Edge, RWY Holding Position and Intermediate Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTUW AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
RWY 33/APCH area RWY 15/TKOF area	DME 576 FT (175.68 M) Painted red/white LGTD	172219.31N 1043903.03E	AWOS 1 613 FT (186.93 M) Painted red/white LGTD	172322.13N 1043814.91E	NIL
	Telecommunication mast 685 FT (208.79 M) NIL / LGTD	172202.44N 1043931.36E	AWOS 2 616 FT (187.71 M) Painted red/white LGTD	172322.32N 1043814.67E	
			AWOS 3 587 FT (178.77 M) Painted red/white LGTD	172238.98N 1043846.66E	
			AWOS 4 588 FT (179.17 M) Painted red/white LGTD	172239.08N 1043846.60E	
			AWOS 5 622 FT (189.66 M) Painted red/white LGTD	172322.03N 1043815.20E	
			AWOS 6 622 FT (189.66 M) Painted red/white LGTD	172322.12N 1043815.10E	
			DVOR/DME 620 FT (188.97 M) Painted red/white LGTD	172317.87N 1043818.11E	
			Glide slope 637 FT (194.24 M) Painted red/white LGTD	172324.46N 1043813.95E	

VTUW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Nakhon Phanom, Upper Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1400 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Upper Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 253 1532
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 Observing System (AWOS)
9	ATS units provided with information	Nakhon Phanom TWR
10	Additional information (limitation of service, etc.)	NIL

VTUQ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	RWY and TWY: Marked and lighted
3	Stop bars	NIL
4	Remarks	NIL

VTUQ AD 2.10 AERODROME OBSTACLES

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

VTUQ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Nakhon Ratchasima, Lower Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1400 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Lower Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 425 8532
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 Observing System (AWOS)
9	ATS units provided with information	Nakhon Ratchasima TWR
10	Additional information (limitation of service, etc.)	NIL

VTUQ 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
06	062.42°	2100x45	PCN 42/F/C/X/T Concrete and asphalt	145641.79N 1021815.01E	THR 765 FT TDZ 765 FT
24	242.42°	2100x45	PCN 42/F/C/X/T Concrete and asphalt	145714.58N 1021916.70E	THR 740 FT TDZ 748 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.4%	60x60	NIL	2340x300	NIL	NIL
+0.4%	60x60	NIL	2340x300	NIL	NIL

VTUQ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	2100	2100	2160	2100	NIL
24	2100	2100	2160	2100	NIL

VTUQ 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
06	CAT I 900 M LIH	Green Green	PAPI LEFT 3° (52.87 FT)	NIL	NIL	2100 M 60 M White FM 1500 M- 2100 M Yellow; LIH	Red NIL	60 M Red	NIL
24	NIL	Green NIL	PAPI LEFT 3° (48.82 FT)	NIL	NIL	2100 M 60 M White FM 1500 M - 2100 M Yellow; LIH	Red NIL	60 M Red	RTIL

VTUQ 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. IBN: NIL
---	--	--

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

VTSF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft stand ID signs: Marked TWY guide lines: Yes Nose-wheel guide lines at apron VDGS of aircraft stands: Aircraft stand No. 5 and 6
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, RCL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: TWY CL, TWY Edge and RWY Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTSF AD 2.10 AERODROME OBSTACLES

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

VTSF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Nakhon Si Thammarat, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1500 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 546 6646, +668 6498 0632
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 Observing System (AWOS)
9	ATS units provided with information	Nakhon Si Thammarat TWR
10	Additional information (limitation of service, etc.)	NIL

VTCN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	RWY AND TWY: Marked and lighted.
3	Stop bars	NIL
4	Remarks	NIL

VTCN AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	NIL	NIL	Radio mast erected at field right side of RWY 20,215 M from centre line height 24 M and the another, height 153 M Both painted red and white alternatively lighted by red light on top	184430N 1004435E	NIL

VTCN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Nan, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1300 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 471 8670
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 Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Nan TWR
10	Additional information (limitation of service, etc.)	NIL

VTCN 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
02	020.12°	2075x45	PCN 42/F/C/X/T Concrete and asphalt	184800.52N 1004649.21E	THR 679 FT TDZ 681 FT
20	200.12°	2075x45	PCN 42/F/C/X/T Concrete and asphalt	184858.74N 1004712.31E	THR 682 FT TDZ 685 FT

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
NIL	NIL	225x90	2195x150	90x90	NIL	NIL	NIL
NIL	NIL	225x90	2195x150	90x90	NIL	NIL	NIL

VTCN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	2000	2225	2000	1925	NIL
20	2000	2225	2000	1925	NIL

VTCN 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
02	NIL	Green Green	PAPI Left 3.4° (60.29 FT)	NIL	NIL	2075 M 60 M FM 0 M - 60 M Red, FM 60 M -1475 M White, FM 1475 M - 2075 M Yellow, LIH	Red NIL	NIL	RTIL
20	NIL	Green NIL	PAPI Left 3° (53.71 FT)	NIL	NIL	2075 M 60 M FM 0 M - 60 M Red, FM 60 M -1475 M White, FM 1475 M - 2075 M Yellow, LIH	Red NIL	NIL	RTIL

VTSC AD 2.10 AERODROME OBSTACLES

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

VTSC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Narathiwat, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 356 5077 ext. 6606
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 Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Narathiwat TWR
10	Additional information (limitation of service, etc.)	NIL

VTSC 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
02	023.43°	2500x45	PCN 65/F/C/X/T Asphaltic concrete	063026.88N 1014416.86E -35 FT	THR 23 FT
20	203.43°	2500x45	PCN 65/F/C/X/T Asphaltic concrete	063141.55N 1014449.22E -35 FT	THR 23 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location & description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
NIL	60x45	NIL	2740x300	NIL	NIL	NIL	NIL
NIL	60x45	NIL	2740x300	NIL	NIL	NIL	NIL

VTSC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	2500	2500	2560	2500	NIL
20	2500	2500	2560	2500	NIL

VTSC 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
02	CAT1 900M LIH	Green	PAPI Left 3°	NIL	NIL	2500 M 60 M White, LIH	Red	NIL	NIL
20	SALS 300M LIH	Green	PAPI Left 3°	NIL	NIL	2500 M 60 M White, LIH	Red	NIL	NIL

VTSC 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 7 SEC
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport Switch-over time: 15 SEC
5	Remarks	NIL

VTSC 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

VTSC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on NTW DVOR/DME (063138.24N 1014442.48E)
2	Vertical limits	2000 FT/AGL

VTPB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	RWY and TWY: Markings and lighted
3	Stop bars	Marking
4	Remarks	NIL

VTPB AD 2.10 AERODROME OBSTACLES

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

VTPB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Phetchabun, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 482 4330 ext. 7308
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 Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Phetchabun TWR
10	Additional information (limitation of service, etc.)	NIL

VTPB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	180.33°	2100x45	PCN 42/F/C/X/T Concrete and asphalt	164107.89N 1011142.42E	THR 450 FT TDZ 450 FT
36	000.33°	2100x45	PCN 42/F/C/X/T Concrete and asphalt	163959.52N 1011142.36E	THR 449 FT TDZ 449 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	60x45	NIL	2340x300	NIL	NIL
NIL	60x45	NIL	2340x300	NIL	NIL

VTPB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	2100	2100	2160	2100	NIL
36	2100	2100	2160	2100	NIL

VTPB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	NIL	Green	PAPI Left 3.3° (15.72 M)	NIL	NIL	2100 M 60 M White, LIH	Red	NIL	NIL
36	SALS 420M LIH	Green	PAPI Left 3° (15.72 M)	NIL	NIL	2100 M 60 M White, LIH	Red	NIL	NIL

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.

2. Advanced Visual Docking Guidance System (A-VDGS) Procedures at Phitsanulok Airport

2.1 Inspection of Advanced Visual Docking Guidance System (A-VDGS)
(Ref: Standard Operating Procedure of Visual Aids)

2.1.1 Press the F1 button on the A-VDGS interface.

2.1.2 Enter a 5-digit PIN code.

2.1.3 Select the Test Walk menu and wait until the system is ready to operate.

2.1.4 Operate the system to conduct Test Walk by walking along the centerline and stopping at the T-Mark.

2.1.5 Test the foreign object detection system (Stop OBST) by means of test walk or foreign object test.

2.1.6 Check the operability of the Emergency Stop button.

2.1.7 Check operational readiness of the system (A-VDGS) and all components following the checklist.

Note: If the A-VDGS system malfunctions and becomes inoperable, the bridge driver shall inform the airline or air cargo operator to provide a marshaller to guide the aircraft to the T-Mark at the aircraft stand, and report the issue to the airport operations coordinator (06), who will inform the engineering and maintenance team for inspection and repairs.

2.2 Activation of Advanced Visual Docking Guidance System (A-VDGS)

2.2.1 Press the F1 button on the A-VDGS interface.

2.2.2 Enter a 5-digit PIN code.

2.2.3 Select the aircraft type and model.

2.2.4 Press the OK button.

2.2.5 After the aircraft has fully parked at the T-Mark at the aircraft stand and the aircraft maintenance technician has placed chocks on the wheels, press the F1 button on the A-VDGS control panel to display the On Chock message on the pilot display.

Note:

1) If an incorrect aircraft model is selected, the red Stop message will appear on the pilot display. After checking the error, select Override by pressing the F2 button to allow the aircraft to park normally at the T-Mark.

2) In case an emergency stop is necessary during aircraft docking, the bridge driver shall control the Emergency Stop button at the control display panel on the aerobridge. Airline or cargo operator shall control the Emergency Stop button at the Rotunda Column under the aerobridge.

3) The A-VDGS command has an active time of 30 minutes. It is advised to operate the system within the specified period.

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 description1)	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

VTCP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Phrae, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 453 1307 ext. 4508
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 Observing System (AWOS)
9	ATS units provided with information	Phrae TWR
10	Additional information (limitation of service, etc.)	NIL

VTCP 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	005.39°	1500x30	PCN 20/F/C/X/T Asphaltic concrete	180731.51N 1000950.38E	THR 540 FT
19	185.39°	1500x30	PCN 20/F/C/X/T Asphaltic concrete	180820.08N 1000955.31E	THR 537 FT

Slope of RWY- SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location &description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
	75x30	NIL	1770x150	NIL	NIL	NIL	NIL
	75x30	NIL	1770x150	NIL	NIL	NIL	NIL

VTCP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	1500	1500	1575	1500	NIL
19	1500	1500	1575	1500	NIL

VTCP 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	NIL	Green NIL	PAPI Left 3° (44.98 FT)	NIL	NIL	1500 M 55.56 M FM 0 M - 1000 M White, FM 1000 M - 1500 M Yellow, LIH	Red NIL	75 M Red	RTIL
19	NIL	Green NIL	PAPI Left 3.2° (45.77 FT)	NIL	NIL	1500 M 55.56 M FM 0 M - 1000 M White, FM 1000 M - 1500 M Yellow, LIH	Red NIL	75 M Red	RTIL

VTCP 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 2 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 267 M from THR 19 off set to the left side 90 M from RCL, illuminated. 2. Wind cone at 110 M from RCL off set to the left side 50 M from TWY CL, illuminated. 3. Wind cone at 252 M from THR 01 off set to the left side 90 M from RCL, illuminated.
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Airfield Lighting (AFL) building. Switch-over time: 15 SEC.
5	Remarks	NIL

VTCP 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

VTCP AD 2.17 ATS AIRSPACE

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	NIL	NIL	Condominium 10 ELEV 177 FT (54 M) RED LGT on top	123816.85N 0995718.74E	
			Condominium 11 ELEV 175 FT (53 M) RED LGT on top	123814.88N 099720.00E	
			Condominium 12 ELEV 195 FT (59 M) RED LGT on top	123808.67N 0995718.40E	
			Condominium 13 ELEV 195 FT (59 M) RED LGT on top	123912.02N 0995716.65E	
			Condominium 14 ELEV 169 FT (51 M) RED LGT on top	123921.42N 0995723.22E	
			Condominium 15 ELEV 222 FT (68 M) RED LGT on top	123916.43N 0995723.57E	
			Condominium 17 ELEV 214 FT (65 M) RED LGT on top	123850.47N 0995710.28E	
			Condominium 18 ELEV 240 FT (73 M) RED LGT on top	123845.61N 0995709.36E	
			Billboard 1 ELEV 95 FT (29 M) NIL	123843.37N 0995656.20E	
			NDB 1 ELEV 120 FT (37 M) RED LGT on top	123841.17N 0995646.34E	
			NDB 2 ELEV 121 FT (37 M) RED LGT on top	123842.84N 0995646.74E	
			Wind measuring pole ELEV 73 FT (22 M) RED LGT on top	123830.25N 0995654.93E	

VTPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Hua Hin, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +663 252 0831 ext. 5229
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 Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Hua Hin TWR
10	Additional information (limitation of service, etc.)	NIL

VTSR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Marked
2	RWY and TWY markings and LGT	RWY and TWY: Marked and lighted
3	Stop bars	Marked
4	Remarks	NIL

VTSR AD 2.10 AERODROME OBSTACLES

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

VTSR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Ranong, Southern West-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern West-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 782 8458
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 Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Ranong TWR
10	Additional information (limitation of service, etc.)	NIL

VTSR 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
02	023.83°	2000x45	PCN 41/F/C/X/T Concrete and asphalt	094609.63N 0983454.51E	THR 36 FT TDZ 43 FT
20	203.83°	2000x45	PCN 41/F/C/X/T Concrete and asphalt	094709.25N 0983520.97E	THR 57 FT TDZ 57 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	60x45	NIL	2240x300	NIL	NIL
NIL	60x45	NIL	2240x300	NIL	NIL

VTSR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	2000	2000	2060	2000	NIL
20	2000	2000	2060	2000	NIL

VTSR 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
02	SALS 420 M	Green WBAR LIH	PAPI Left 3°	NIL	NIL	2000 M 60 M White,LIH	Red	NIL	NIL
20	NIL	Green WBAR LIH	NIL	NIL	NIL	2000 M 60 M White,LIH	Red	NIL	NIL

VTSR 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 7 SEC.
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	Edge: ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport. Switch over time: 15 SEC.
5	Remarks	NIL

VTUV AD 2.10 AERODROME OBSTACLES

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

VTUV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Roi Et, Lower Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1400 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Lower Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 351 9886 ext. 7408
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 Observing System (AWOS)
9	ATS units provided with information	Roi Et TWR
10	Additional information (limitation of service, etc.)	NIL

VTUV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	182.69°	2100x45	PCN 42/F/D/X/T Concrete and asphalt	160734.53N 1034627.20E	THR451 FT TDZ 451 FT
36	002.69°	2100x45	PCN 42/F/D/X/T Concrete and asphalt	160626.14N 1034624.15E	THR451 FT TDZ 451 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

VTUV AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	2100	2100	2160	2100	NIL
36	2100	2100	2160	2100	NIL

VTUV AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	RTIL	Green	PAPI LEFT 3° (50.58 FT)	NIL	NIL	2100 M 60 M White, LIH	Red	NIL	NIL
36	SALS 420 M	Green	PAPI LEFT 3° (50.58 FT)	NIL	NIL	2100 M 60 M White, LIH	Red	NIL	NIL

VTUV 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 7 SEC
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: All taxiways
4	Secondary power supply/switch-over time	Secondary power supply at tower and air field lighting (AFL). Switch-over time: 15 SEC
5	Remarks	NIL

VTUV 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

VTUI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Sakon Nakhon, Upper Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1500 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Upper Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 271 6574 ext. 7613
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 Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Sakon Nakhon TWR
10	Additional information (limitation of service, etc.)	NIL

VTUI 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
05	045.50°	2600x45	PCN 43/F/D/X/T Asphaltic Concrete	171112.56N 1040635.89E	THR 529 FT TDZ 529 FT
23	225.50°	2600x45	PCN 43/F/D/X/T Asphaltic Concrete	171212.45N 1040738.22E	THR 526 FT TDZ 526 FT

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
0.0385%	NIL	NIL	2720x150	300x90	NIL	NIL	NIL
0.0385%	NIL	NIL	2720x150	168x90	NIL	NIL	NIL

VTUI AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2600	2600	2600	2600	NIL
23	2600	2600	2600	2600	NIL

VTUI 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
05	NIL	Green NIL	PAPI LEFT 3° (55.77 FT)	NIL	NIL	2600 M 30 M FM 0 M-2000 M White, FM 2000 M- 2600 M Yellow, LIH	Red NIL	NIL	RTIL
23	SALS 420 M LIH	Green NIL	PAPI LEFT 3° (47.48 FT)	NIL	NIL	2600 M 30 M FM 0 M-2000 M White, FM 2000 M-2600 M Yellow, LIH	Red NIL	NIL	NIL

VTUI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of ATC tower, FLG W G EV 3 SEC. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: Wind cone at 1360 M from THR 05 off set to the left side 90 M from RCL, illuminated.
3	TWY edge and centre line lighting	TWY edge: ALL TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply at Airfield Lighting (AFL) building Switch-over time: 15 SEC.
5	Remarks	NIL

VTUI 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

VTUI AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on SKN DVOR/DME (171250.89N 1040812.34E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C

2	RWY and TWY markings and LGT	RWY and TWY: Marked and lighted
3	Stop bars	NIL
4	Remarks	NIL

VTSB AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	Radio mast HGT 45 M painted red/ white LGTD on top Radio mast HGT 45 M painted red/ white LGTD on top Radio mast HGT 121 M painted red/ white LGTD on top	090900N 0991000E 090823N 0990715E 090750N 0992130E	NIL	NIL	NIL

VTSB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Surat Thani, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1500 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 744 1132 ext. 5514
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 Observing System (AWOS), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Surat Thani TWR
10	Additional information (limitation of service, etc.)	NIL

VTSB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) 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
04	044.09°	3000x45	PCR 800/F/C/X/T Asphaltic concrete	090722.19N 0990733.72E	THR 20 FT
22	224.09	3000x45	PCR 800/F/C/X/T Asphaltic concrete	090832.55N 0990842.50E	THR 18 FT

Slope of RWY- SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location & description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
NIL	NIL	NIL	3120x300	240x90	NIL	NIL	NIL
NIL	NIL	NIL	3120x300	240x90	NIL	NIL	NIL

VTSB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	3000	3000	3000	3000	NIL
22	3000	3000	3000	3000	NIL

VTSB 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
04	NIL	Green	PAPI Left 3° (53.45 FT)	NIL	NIL	3000 M 60 M White, LIH	Red	NIL	NIL
22	CAT1 900M	Green	PAPI Left 3° (58.92 FT)	NIL	NIL	3000 M 60 M White, LIH	Red	NIL	NIL

VTSB 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 7 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all air field lighting (AFL) Switch-over time: 20 SEC
5	Remarks	Flares 2 HR PN

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			ATC tower ELEV 771 FT (235 M) Painted red/white LGTD	164206.88N 0983235.83E	

VTPM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Mae Sot, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 556 3286
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 Observing System (AWOS)
9	ATS units provided with information	Mae Sot TWR
10	Additional information (limitation of service, etc.)	NIL

VTPM 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
09	089.13°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	164159.42N 0983238.85E -128 FT	THR 691 FT
27	269.13°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	164200.25N 0983335.89E -127 FT	THR 681 FT

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
NIL	NIL	NIL	2220x280	240x90	NIL	NIL	THR displaced by 410 M
NIL	NIL	NIL	2220x280	240x90	NIL	NIL	NIL

VTPM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	2100	2100	2100	1690	THR displaced by 410 M
27	2100	2100	2100	2100	NIL

VTPM 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
09	NIL	Green NIL	NIL	NIL	NIL	2100 M 60 M White; FM 0 M - 410 M Red, FM 410 M - 1500 M White, FM 1500 M - 2100 M Yellow, 5 steps, LIH	Red NIL	NIL	NIL
27	SALS 420 M LIH	Green NIL	PAPI Left 3.4° (53.60 FT)	NIL	NIL	2100 M 60 M White, FM 1500 M - 2100 M Yellow, 5 steps, LIH	Red NIL	NIL	RTIL

VTPM 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 2.5 SEC. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: 1. Wind cone at 322 M from THR 27 off set left side 80 M from RCL, illuminated 2. Wind cone at 1834 M from THR 27 off set right side 80 M from RCL, illuminated Anemometer: NIL
3	TWY edge and centre line lighting	Edge: All TWY Centre Line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Airfield Lighting (AFL) building Switch- over time: 11 SEC.
5	Remarks	NIL

VTPM 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

VTST AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Marked
2	RWY and TWY markings and LGT	RWY and TWY Markings and lighted
3	Stop bars	NIL
4	Remarks	NIL

VTST AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
-	Radio mast HGT 36 M Painted red/white LGTD on top	0730.5N 09937.8E	NIL	NIL	NIL

VTST AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Trang, Southern West-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1300 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern West-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 557 2146 Fax: +667 557 2146
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 Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Trang TWR
10	Additional information (limitation of service, etc.)	NIL

VTST 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
08	080.83°	2320x45	PCN 42/F/C/X/T Concrete and asphalt	073026.07N 0993625.80E	THR 67 FT TDZ 67 FT
26	260.83°	2320x45	PCN 42/F/C/X/T Concrete and asphalt	073036.89N 0993733.57E	THR 52 FT TDZ 56 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.22%	NIL	NIL	2440x300	NIL	NIL
+0.22%	NIL	NIL	2440x300	NIL	NIL

VTST AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	2320	2320	2320	2320	NIL
26	2320	2320	2320	2100	NIL

VTST 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
08	SALS 420M LIH	Green	PAPI Left 3.5°	NIL	NIL	2320 M 60 M White/LIH	Red	NIL	NIL
26	NIL	Green	PAPI Left 3.5°	NIL	NIL	2320 M 60 M White/LIH	Red	NIL	NIL

VTST AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W EV 7 SEC. IBN: Nil
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: All TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the air field lighting (AFL) and tower Switch-over time 15 SEC
5	Remarks	Flares 2 HR PN

VTBO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBO - TRAT (KHAO SMING) / TRAT AIRPORT

VTBO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	121631N 1021912E Centre line of RWY, 900 M From THR 23
2	Direction and distance from (city)	32 KM , NW of city (Trat)
3	Elevation/Reference temperature	82 FT (25 M)/30.8°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°31'W(2011)/0°1'W/YEAR
6	AD Administration, address, telephone, telefax, telex, AFS	Trat Airport Bangkok Airways Public Company Limited 99 Moo 3 Tambon Tasom Khao Saming District Trat Thailand 23150 Tel: +663 952 5777 Fax: +663 952 5778 E-mail: tdxairport@bangkokair.com Website: www.tratairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Bangkok Airways Public Company Limited

VTBO AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	2300-1100
5	ATS Reporting Office (ARO)	2300-1100 other this period 3 HR PN to ATC via AFS: VTBBZAZX Tel: +662 285 9695
6	MET Briefing Office	2300-1100
7	ATS	2300-1100 other this period 3 HR PN to ATC via AFS: VTBBZAZX Tel: +662 285 9695
8	Fuelling	0100-1200 or available on Request
9	Handling	0100-1200 or available on Request
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTBO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1

3	Fuelling facilities/capacity	Bangkok Aviation Fuel Service Public Co., Ltd. (BAFS) a) Regional Airport Manager E-mail: teerakan@bafs.co.th Tel: +668 9134 5690 b) Trat Airport Station E-mail: pongsak.k@bafsservices.co.th Tel: +668 1863 8602 Fuel Refueller Truck: 1, Capacity: 8,000 L Fuel Tank Capacity: 25,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	The airport has provided ground handling agent as following: a) Bangkok Airways Ground Services Co., Ltd. (PGGS) Ground Handling Inquiry E-mail: office@pg-gs.com Tel: +667 742 8500 Ext. 31381 +666 3079 6696 b) BAGS Ground Services Co., Ltd. E-mail: tdx-stationmanager@bags-groundservices.com Tel: +666 1405 8296

VTBO AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	At the AD and in the city
3	Transportation	Limousines
4	Medical facilities	First AID at airport
5	Bank and Post Office	In the city
6	Tourist Office	Office in Amphoe Lame Ngop
7	Remarks	NIL

VTBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	AVBL at Fire Fighting Truck (Foam 570 L., Water 5700 L.) and Water Truck 15000 L.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	Available 24H

VTBO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	N/A
2	Taxiway width, surface and strength	N/A
3	Altimeter checkpoint location and elevation	THR 18, 61 FT

4	VOR checkpoints	N/A
5	INS checkpoints	N/A
6	Remarks	ACFT parking on RWY

VTBO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	N/A
2	RWY and TWY markings and LGT	RWY : Marking and lighting
3	Stop bars	N/A
4	Remarks	No TWY

VTBO AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL			Hill 210 M (690 FT)	121608N 1021805E	NIL
			Hill 206 M (676 FT)	121533N 1021909E	
			Hill 102.46 M (340 FT)	121601N 1021845E	

VTBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Trad, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Aeronautical Meteorology Division 24 HR
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing/consultation provided	Personal Consultation Tel: +663 952 5777 ext. 3433
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Barometer, Anemometer and Thermometer Screen
9	ATS units provided with information	Trad TWR
10	Additional information (limitation of service, etc.)	NIL

VTBO 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
05	051.28°	1800x45	PCN 41/F/B/X/T Concrete and asphalt	121612.65N 1021848.46E	THR 32.15 m
23	231.28	1800x45	PCN 41/F/B/X/T Concrete and asphalt	121649.30N 1021934.94E	THR 18.73 m

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.80%-0.40% (1550, 250)	NIL	60x150	1920x150	NIL	NIL
+0.40%+0.80% (250, 1550)	NIL	60x150	1920x150	NIL	NIL

VTBO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	1800	1860	1800	1800	NIL
23	1800	1860	1800	1800	NIL

VTBO 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
05	NIL	Green	PAPI LEFT 4°	NIL	1800 m 60 m White	1800 m 60 m White	Red	NIL	NIL
23	NIL	Green	PAPI LEFT 3°	NIL	1800 m 60 m White	1800 m 60 m White	Red	NIL	NIL

VTBO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of Control Tower. FLG WG EV 3 SEC, HR of OPS as ATS OPR HR
2	LDI location and LGT Anemometer location and LGT	1 WDI Left side, 315 m from THR RWY 23 and 92 m from RCL, illuminated 1 WDI right side, 619 m from THR RWY 23 and 88 m from RCL, illuminated
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL), STBY power switch-overtime 15 SEC

5	Remarks	NIL
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VTBO 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

VTBO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A Circle of 5 NM radius centred on Trat NDB (121628.10N 1021850.08E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Trat Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTBO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Trat Approach	120.25 MHZ 121.5 MHZ ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Trat Tower	122.9 MHZ 121.5 MHZ ¹⁾	23:00-11:00	

VTBO 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	TRT	384 KHZ	H24	121628.10N 1021850.08E	24 M from ground	NDB restriction, due to mountainous terrain surround NDB station, coverage check does not provide adequate signal clockwise 50 NM orbit at altitude in various areas as follows: - Bearing 001°-145° unable to performed due to border limited. - Bearing 146°-320° altitude should not below 5 000 FT - Bearing 321°-360° altitude should not below 8 000 FT
DME	TRT	Tx. 997 MHZ Rx.1060 MHZ CH36X (109.9 MHZ)	H24	121635.29N 1021908.74E	15 M from ground	DME restriction, due to mountainous terrain surround DME station, coverage check does not provide adequate signal clockwise orbit at required altitude and distance in various areas as follows: 1. 25 NM orbit - Radial 006°-020° altitude should not below 2 000 FT - Radial 121°-150° altitude should not below 14 000 FT - Radial 151°-190° altitude should not below 10 000 FT - Radial 191°-005° altitude should not below 7 000 FT 2. 20 NM orbit (Due to border limited) - Radial 021°-090° altitude should not below 2 000 FT - Radial 091°-120° altitude should not below 5 000 FT

VTBO AD 2.20 LOCAL AERODROME REGULATIONS

- If an aircraft is parking on RWY, using the RWY is totally prohibited for another aircraft.

VTBO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTBO 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 05:

TRAT OMNI 05 Departure: Required climb gradient 201 ft per NM (3.3%) until 4,100 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 1,200 ft (or altitude assigned by ATC between 1,200 ft - 3,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTBO AD 2.23 ADDITIONAL INFORMATION

NIL

VTBO AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTBO-2-1
Instrument Approach Chart - ICAO - RNP RWY 23	AD 2-VTBO-8-1
Instrument Approach Chart - ICAO - RNP RWY 23 (Tabular description)	AD 2-VTBO-8-2

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AERODROME CHART - ICAO

12° 16' 31" N

102° 19' 12" E

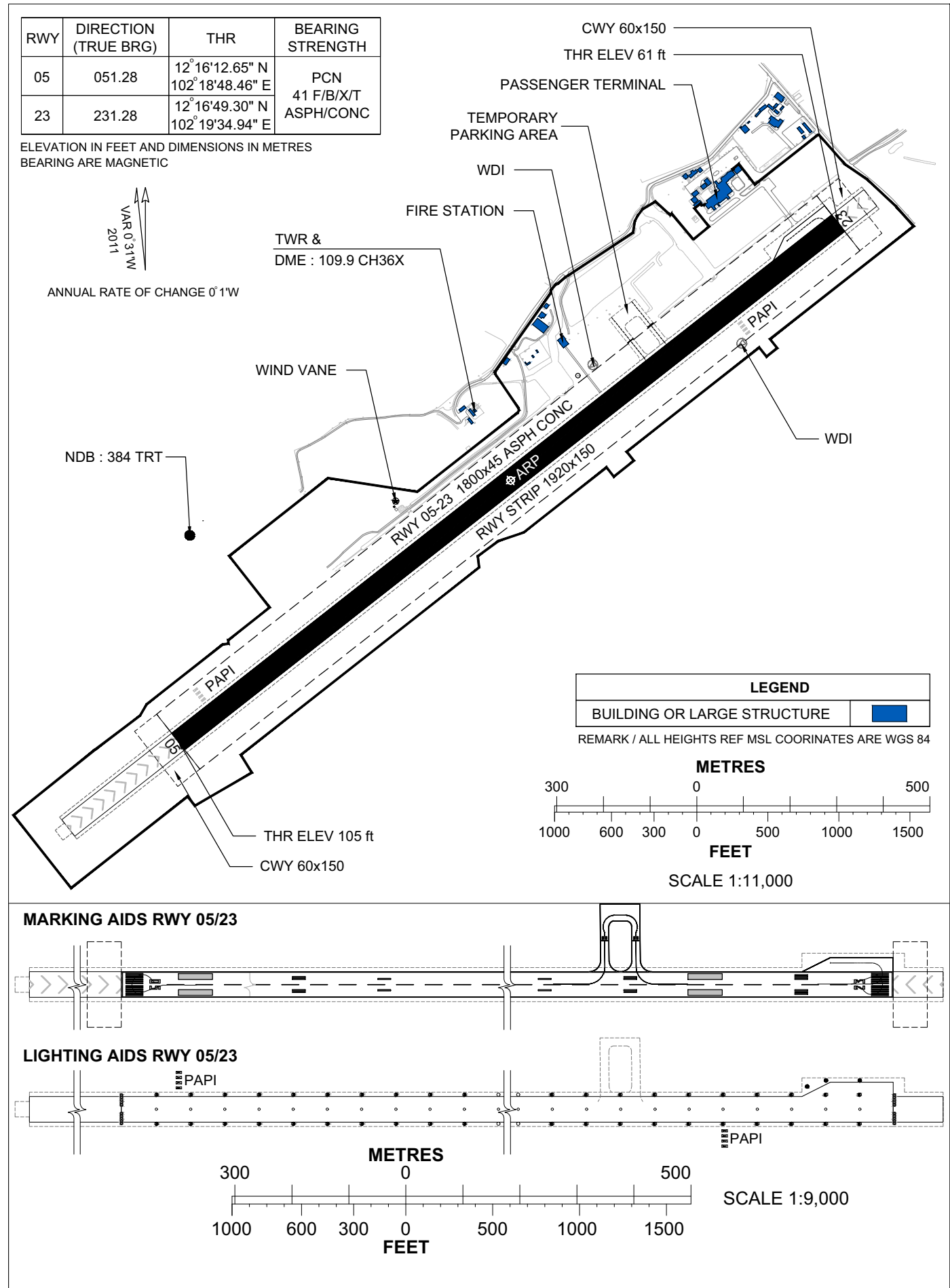
ELEV 82 ft

(25 m.)

APP 120.25

TWR 122.9

TRAT (Khao Sming) /
TRAT AIRPORT



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VTUU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Lower Northeastern 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	Lower Northeastern Meteorological Center, 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 524 4108 Fax: +664 524 4200
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Ubon Ratchathani TWR Ubon Ratchathani APP
10	Additional information (limitation of service, etc.)	NIL

VTUU 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 coordinates THR end undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	051.55°	3000x45	PCN 61/F/C/X/T Asphaltic concrete	151434.17N 1045133.46E	THR 406 FT
23	231.55°	3000x45	PCN 61/F/C/X/T Asphaltic concrete	151535.02N 1045252.20E	THR 392 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location & description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
NIL	60x60	NIL	3240x180	240x90	NIL	NIL	NIL
NIL	60x60	NIL	3240x180	240x90	NIL	NIL	NIL

VTUU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	3000	3000	3060	3000	NIL
23	3000	3000	3060	3000	NIL

VTUU 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 CentreLine 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
05	SALS 420M LIH	Green NIL	PAPI LEFT 3° (54.36 FT)	NIL	NIL	3 000 M 60 M FM 0 M - 2400 M White, FM 2400 M - 3000M Yellow, LIH	Red NIL	60 M Red	NIL
23	SALS 407M LIH	Green WBAR	PAPI LEFT 3° (49.93 FT)	NIL	NIL	3 000 M 60 M FM 0 M - 2400 M White, FM 2400 M - 3000 M Yellow, LIH	Red NIL	60 M Red	NIL

VTUU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 3 SEC. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 345 M from THR 05 off set to the left side 80 M from RCL, illuminated. 2. Wind cone at 90 M from centre line of TWY A off set to the left side 177 M from RCL, illuminated. 3. Wind cone at 370 M from THR 23 off set to the right side 78.50 M from RCL, illuminated.
3	TWY edge and centre line lighting	TWY Edge: All TWY TWY Centre Line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL) building Switch – over time : 15 SEC..
5	Remarks	NIL

VTUU 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

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Building ELEV 776.15 FT (236.57 M) Paint red/white LGTD	172202.95N 1024535.16E	
			Building ELEV 734.94 FT (224.01 M) NIL / NIL	172439.51N 1024742.31E	
			Building ELEV 754.17 FT (229.87 M) NIL / NIL	172420.21N 1024759.92E	
			Building ELEV 743.57 FT (226.64 M) NIL / LGTD	172456.73N 1024642.99E	
			Telecommunication Mast HGT 237 FT AGL NIL / NIL	172356.00N 1024618.60E	

VTUD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Udon Thani, Upper Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1500 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Upper Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 224 6803
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 Observing System (AWOS) and Low Level Windshear Alert System (LLWAS)
9	ATS units provided with information	Udon Thani TWR
10	Additional information (limitation of service, etc.)	NIL

VTUD 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
12	117.69°	3048x45	PCN 65/F/C/X/T Asphalt	172333.72N 1024631.65E	THR 579 FT TDZ 579 FT
30	297.68°	3048x45	PCN 65/F/C/X/T Asphalt	172248.62N 1024803.73E	THR 579 FT TDZ 579 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	300x45	NIL	3768x300	NIL	NIL
NIL	300x45	NIL	3768x300	NIL	NIL

VTUD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	3048	3048	3348	3048	NIL
30	3048	3048	3348	3048	NIL

VTSY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft stand ID signs: Marked TWY guide lines: Yes VDGS of aircraft stands: NIL, aircraft parking shall follow marshaller strictly.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, CL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: CL, Edge, RWY Holding Position and Intermediate Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTSY AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
APCH RWY 07/ TKOF RWY 25	Tree 253.63 M (HGT 28.38 M)	054711.76N 1010817.00E	NIL	NIL	NIL
	Tree 275.27 M (HGT 50.02 M)	054657.63N 1010803.25E			
	Radio Mast 387.41 M (HGT 162.16 M) Marked and LGT	054615.47N 1010356.79E			
	Radio Mast 423.26 M (HGT 198 M) Marked and LGT	054544.82N 1010404.54E			
APCH RWY 25/ TKOF RWY 07	Mountain 415 M (HGT 195.82 M)	See Aerodrome Obstacle Chart - ICAO Type A			
	Mountain 644 M (HGT 424.82 M)				
	Mountain 954 M (HGT 734.82 M)				

VTSY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Betong, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	0000-1000 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +668 9283 1877
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 Observing System (AWOS)
9	ATS units provided with information	Betong TWR
10	Additional information (limitation of service, etc.)	NIL