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AIRAC AIP - THAILAND
Amendment 05/25
3 APR 25

This AIRAC AIP AMDT 05/25 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 2.5	LIST OF RADIO NAVIGATION AIDS
GEN 3.2	AERONAUTICAL CHARTS
ENR 2.1	FIR, UIR AND CTA
ENR 3.1	LOWER AND UPPER ATS ROUTES
ENR 3.3	AREA NAVIGATION (RNAV) ROUTES
ENR 4.1	RADIO NAVIGATION AIDS - EN- ROUTE
AD 2-VTBS-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.22 FLIGHT PROCEDURES
	AD 2.23 ADDITIONAL INFORMATION
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBS-2	AERODROME CHART- ICAO
	AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2-VTBS-3	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY01/19
	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY02R/20L
	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY02L/20R
AD 2-VTBS-9	BIRD CONCENTRATION IN THE VICINITY OF AERODROME
AD 2-VTSS-1	AD 2.10 AERODROME OBSTACLES
AD 2-VTUU-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUU-8	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 04 (Fix and point list table)
	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 22 (Fix and point list table)
AD 2-VTUK-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUK-8	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 03 (Fix and point list table)
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AD 2-VTUK-9	VFR ENTRY PROCEDURE CHART- RWY 03/21 (NORTH) (Tabular description)
	VFR ENTRY PROCEDURE CHART- RWY 03/21 (SOUTH) (Tabular description)
	VFR EXIT PROCEDURE CHART- RWY 03 (NORTH) (Tabular description)
	VFR EXIT PROCEDURE CHART- RWY 03 (SOUTH) (Tabular description)
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AD 2-VTUL-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUL-8	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 19 (Fix and point list table)
AD 2-VTUW-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUW-8	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 15
	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 15 (Fix and point list table)
	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 33
	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 33 (Fix and point list table)
	INSTRUMENT APPROACH CHART-ICAO-ILS or LOC RWY 15
	INSTRUMENT APPROACH CHART-ICAO-ILS or LOC RWY 15 (Fix and point list table)
AD 2-VTUQ-1	AD 2.17 ATS AIRSPACE
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AD 2-VTUQ-8	INSTRUMENT APPROACH CHART-ICAO-VOR/DME RWY 06
	INSTRUMENT APPROACH CHART-ICAO-VOR/DME RWY 24
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AD 2-VTUN-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTCN-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTPP-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTPP-8	INSTRUMENT APPROACH CHART-ICAO- NDB RWY 14
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AD 2-VTPH-1	AD 2.20 LOCAL AERODROME REGULATIONS
AD 2-VTUV-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUV-8	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 18 (Fix and point list table)
	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 36 (Fix and point list table)
	INSTRUMENT APPROACH CHART-ICAO-ILS or LOC y RWY 36 (Fix and point list table)
	INSTRUMENT APPROACH CHART-ICAO-ILS or LOC z RWY 36 (Fix and point list table)
AD 2-VTUI-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUI-8	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 05 (Fix and point list table)
	INSTRUMENT APPROACH CHART-ICAO-VOR RWY 23 (Fix and point list table)
	INSTRUMENT APPROACH CHART-ICAO-ILS RWY 23
	INSTRUMENT APPROACH CHART-ICAO-ILS RWY 23 (Fix and point list table)
	INSTRUMENT APPROACH CHART-ICAO-LOC RWY 23

INSTRUMENT APPROACH CHART-ICAO-LOC RWY 23 (Fix and point list table)

AD 2-VTSM-1 AD 2.17 ATS AIRSPACE

AD 2-VTUU-1 AD 2.17 ATS AIRSPACE

AD 2.19 RADIO NAVIGATION AND LANDING AIDS

AD 2.24 CHARTS RELATED TO AN AERODROME

AD 2-VTUU-8 INSTRUMENT APPROACH CHART-ICAO-VOR RWY 05

INSTRUMENT APPROACH CHART-ICAO-VOR RWY 05 (Fix and point list table)

INSTRUMENT APPROACH CHART-ICAO-VOR RWY 23

INSTRUMENT APPROACH CHART-ICAO-VOR RWY 23 (Fix and point list table)

INSTRUMENT APPROACH CHART-ICAO-ILS or LOC RWY 23 (Fix and point list table)

AD 2-VTUD-1 AD 2.17 ATS AIRSPACE

AD 2.19 RADIO NAVIGATION AND LANDING AIDS

AD 2.24 CHARTS RELATED TO AN AERODROME

AD 2-VTUD-8 INSTRUMENT APPROACH CHART-ICAO-VOR RWY 12

INSTRUMENT APPROACH CHART-ICAO-VOR RWY 12 (Fix and point list table)

INSTRUMENT APPROACH CHART-ICAO-VOR RWY 30 (Fix and point list table)

INSTRUMENT APPROACH CHART-ICAO-ILS or LOC y RWY 30 (Fix and point list table)

INSTRUMENT APPROACH CHART-ICAO-ILS or LOC z RWY 30 (Fix and point list table)

1.

DESTROY			INSERT		
GEN	0.2-3	17 APR 2025	GEN	0.2-3	15 MAY 2025
	0.4-1	17 APR 2025		0.4-1	15 MAY 2025
	0.4-2	17 APR 2025		0.4-2	15 MAY 2025
	0.4-3	17 APR 2025		0.4-3	15 MAY 2025
	0.4-4	17 APR 2025		0.4-4	15 MAY 2025
	0.4-5	17 APR 2025		0.4-5	15 MAY 2025
	0.4-6	17 APR 2025		0.4-6	15 MAY 2025
	0.4-7	17 APR 2025		0.4-7	15 MAY 2025
	0.4-8	17 APR 2025		0.4-8	15 MAY 2025
	0.4-9	17 APR 2025		0.4-9	15 MAY 2025
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	0.4-11	17 APR 2025		0.4-11	15 MAY 2025
	2.5-1	26 DEC 2024		2.5-1	15 MAY 2025
	2.5-2	26 DEC 2024		2.5-2	15 MAY 2025
	2.5-3	26 DEC 2024		2.5-3	15 MAY 2025
	3.2-3	17 APR 2025		3.2-3	15 MAY 2025
	3.2-4	20 MAR 2025		3.2-4	15 MAY 2025
	3.2-6	26 DEC 2024		3.2-6	15 MAY 2025
	3.2-18	17 APR 2025		3.2-18	15 MAY 2025
	3.2-19	26 DEC 2024		3.2-19	15 MAY 2025
	3.2-20	20 MAR 2025		3.2-20	15 MAY 2025

DESTROY			INSERT		
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	3.2-24	17 APR 2025		3.2-24	15 MAY 2025
	2.1-10	31 OCT 2024		2.1-10	15 MAY 2025
	2.1-15	31 OCT 2024		2.1-15	15 MAY 2025
	2.1-17	26 DEC 2024		2.1-17	15 MAY 2025
	2.1-20	31 OCT 2024		2.1-20	15 MAY 2025
	2.1-24	26 DEC 2024		2.1-24	15 MAY 2025
	2.1-25	31 OCT 2024		2.1-25	15 MAY 2025
	2.1-27	31 OCT 2024		2.1-27	15 MAY 2025
	2.1-30	31 OCT 2024		2.1-30	15 MAY 2025
	2.1-31	31 OCT 2024		2.1-31	15 MAY 2025
	3.1-1	2 NOV 2023		3.1-1	15 MAY 2025
	3.1-8	16 MAY 2024		3.1-8	15 MAY 2025
	3.1-11	16 MAY 2024		3.1-11	15 MAY 2025
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	3.1-64	16 MAY 2024		3.1-64	15 MAY 2025
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	3.3-23	23 JAN 2025		3.3-23	15 MAY 2025
	3.3-24	23 JAN 2025		3.3-24	15 MAY 2025
	3.3-41	23 JAN 2025		3.3-41	15 MAY 2025
	3.3-42	23 JAN 2025		3.3-42	15 MAY 2025
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	3.3-44	23 JAN 2025		3.3-44	15 MAY 2025
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	3.3-55	23 JAN 2025		3.3-55	15 MAY 2025
	4.1-1	23 JAN 2025		4.1-1	15 MAY 2025
	4.1-4	23 JAN 2025		4.1-4	15 MAY 2025
	4.1-5	23 JAN 2025		4.1-5	15 MAY 2025

DESTROY			INSERT		
AD	4.1-6	20 MAR 2025	AD	4.1-6	15 MAY 2025
	4.1-9	22 APR 2021		4.1-9	15 MAY 2025
	4.1-11	28 NOV 2024		4.1-11	15 MAY 2025
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	2-VTBS-1-70	20 MAR 2025		2-VTBS-1-70	15 MAY 2025
	2-VTBS-1-71	20 MAR 2025		2-VTBS-1-71	15 MAY 2025
	2-VTBS-1-72	26 DEC 2024		2-VTBS-1-72	15 MAY 2025
	2-VTBS-1-73	26 DEC 2024		2-VTBS-1-73	15 MAY 2025
	2-VTBS-1-74	28 NOV 2024		2-VTBS-1-74	15 MAY 2025
	2-VTBS-1-75	26 DEC 2024		2-VTBS-1-75	15 MAY 2025
	2-VTBS-1-76	20 MAR 2025		2-VTBS-1-76	15 MAY 2025
	2-VTBS-1-77	17 APR 2025		2-VTBS-1-77	15 MAY 2025
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	2-VTBS-2-3	28 NOV 2024		2-VTBS-2-3	15 MAY 2025
	2-VTBS-3-1	28 NOV 2024		2-VTBS-3-1	15 MAY 2025
	2-VTBS-3-3	28 NOV 2024		2-VTBS-3-3	15 MAY 2025
	2-VTBS-3-5	28 NOV 2024		2-VTBS-3-5	15 MAY 2025
	2-VTBS-9-13	17 APR 2025		2-VTBS-9-13	15 MAY 2025
	2-VTSS-1-4	17 APR 2025		2-VTSS-1-4	15 MAY 2025
	2-VTUO-1-6	26 DEC 2024		2-VTUO-1-6	15 MAY 2025
	2-VTUO-1-8	26 DEC 2024		2-VTUO-1-8	15 MAY 2025
	2-VTUO-8-4	18 JUL 2019		2-VTUO-8-4	15 MAY 2025
	2-VTUO-8-6	18 JUL 2019		2-VTUO-8-6	15 MAY 2025
	2-VTUK-1-5	29 DEC 2022		2-VTUK-1-5	15 MAY 2025
	2-VTUK-1-6	30 NOV 2023		2-VTUK-1-6	15 MAY 2025
	2-VTUK-1-8	30 NOV 2023		2-VTUK-1-8	15 MAY 2025
	2-VTUK-8-6	4 NOV 2021		2-VTUK-8-6	15 MAY 2025
	2-VTUK-8-8	4 NOV 2021		2-VTUK-8-8	15 MAY 2025
	2-VTUK-9-2	27 FEB 2020		2-VTUK-9-2	15 MAY 2025
	2-VTUK-9-4	27 FEB 2020		2-VTUK-9-4	15 MAY 2025
	2-VTUK-9-6	27 FEB 2020		2-VTUK-9-6	15 MAY 2025
	2-VTUK-9-8	27 FEB 2020		2-VTUK-9-8	15 MAY 2025
	2-VTUK-9-10	27 FEB 2020		2-VTUK-9-10	15 MAY 2025
	2-VTUK-9-12	27 FEB 2020		2-VTUK-9-12	15 MAY 2025
	2-VTUL-1-7	2 NOV 2023		2-VTUL-1-7	15 MAY 2025
	2-VTUL-1-8	30 NOV 2023		2-VTUL-1-8	15 MAY 2025
	2-VTUL-1-10	26 DEC 2024		2-VTUL-1-10	15 MAY 2025
	2-VTUL-8-2	20 MAY 2021		2-VTUL-8-2	15 MAY 2025
	2-VTUW-1-6	5 SEP 2024		2-VTUW-1-6	15 MAY 2025

DESTROY		INSERT	
2-VTUW-1-7	21 MAR 2024	2-VTUW-1-7	15 MAY 2025
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2-VTUW-1-11	5 SEP 2024	2-VTUW-1-11	15 MAY 2025
2-VTUW-8-1	2 NOV 2023	2-VTUW-8-1	15 MAY 2025
2-VTUW-8-2	18 JUL 2019	2-VTUW-8-2	15 MAY 2025
2-VTUW-8-3	21 APR 2022	2-VTUW-8-3	15 MAY 2025
2-VTUW-8-4	18 JUL 2019	2-VTUW-8-4	15 MAY 2025
2-VTUW-8-5	21 APR 2022	2-VTUW-8-5	15 MAY 2025
2-VTUW-8-6	18 JUL 2019	2-VTUW-8-6	15 MAY 2025
2-VTUQ-1-5	23 MAR 2023	2-VTUQ-1-5	15 MAY 2025
2-VTUQ-1-6	19 MAY 2022	2-VTUQ-1-6	15 MAY 2025
2-VTUQ-1-7	30 NOV 2023	2-VTUQ-1-7	15 MAY 2025
2-VTUQ-1-8	30 NOV 2023	2-VTUQ-1-8	15 MAY 2025
2-VTUQ-8-1	21 APR 2022	2-VTUQ-8-1	15 MAY 2025
2-VTUQ-8-3	21 APR 2022	2-VTUQ-8-3	15 MAY 2025
2-VTUQ-8-5	21 APR 2022	2-VTUQ-8-5	15 MAY 2025
2-VTUQ-8-7	21 APR 2022	2-VTUQ-8-7	15 MAY 2025
2-VTUN-1-6	30 NOV 2023	2-VTUN-1-6	15 MAY 2025
2-VTCN-1-5	30 NOV 2023	2-VTCN-1-5	15 MAY 2025
2-VTCN-1-6	26 DEC 2024	2-VTCN-1-6	15 MAY 2025
2-VTCN-1-7	26 DEC 2024	2-VTCN-1-7	15 MAY 2025
2-VTCN-1-8	26 DEC 2024	-	-
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-	-	2-VTPP-8-2	15 MAY 2025
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-	-	2-VTPP-8-4	15 MAY 2025
2-VTPP-8-5	26 DEC 2024	2-VTPP-8-5	15 MAY 2025
2-VTPP-8-6	26 DEC 2024	2-VTPP-8-6	15 MAY 2025
2-VTPP-8-7	20 MAR 2025	2-VTPP-8-7	15 MAY 2025
2-VTPP-8-8	26 DEC 2024	2-VTPP-8-8	15 MAY 2025
2-VTPP-8-9	20 MAR 2025	2-VTPP-8-9	15 MAY 2025
2-VTPP-8-10	26 DEC 2024	2-VTPP-8-10	15 MAY 2025
2-VTPP-8-11	26 DEC 2024	2-VTPP-8-11	15 MAY 2025
2-VTPP-8-12	26 DEC 2024	2-VTPP-8-12	15 MAY 2025
2-VTPP-8-13	26 DEC 2024	2-VTPP-8-13	15 MAY 2025
2-VTPP-8-14	26 DEC 2024	-	-
2-VTPP-8-15	26 DEC 2024	2-VTPP-8-15	15 MAY 2025
2-VTPP-8-16	26 DEC 2024	2-VTPP-8-16	15 MAY 2025
2-VTPP-8-17	26 DEC 2024	2-VTPP-8-17	15 MAY 2025

DESTROY		INSERT	
2-VTPP-8-19	26 DEC 2024	-	-
2-VTPP-8-20	26 DEC 2024	-	-
2-VTPP-8-21	26 DEC 2024	-	-
2-VTPH-1-9	28 NOV 2024	2-VTPH-1-9	15 MAY 2025
2-VTPH-1-10	28 NOV 2024	2-VTPH-1-10	15 MAY 2025
2-VTUV-1-5	2 DEC 2021	2-VTUV-1-5	15 MAY 2025
2-VTUV-1-7	30 NOV 2023	2-VTUV-1-7	15 MAY 2025
2-VTUV-8-2	16 JUL 2020	2-VTUV-8-2	15 MAY 2025
2-VTUV-8-4	16 JUL 2020	2-VTUV-8-4	15 MAY 2025
2-VTUV-8-6	16 JUL 2020	2-VTUV-8-6	15 MAY 2025
2-VTUV-8-9	16 JUL 2020	2-VTUV-8-9	15 MAY 2025
2-VTUI-1-8	2 NOV 2023	2-VTUI-1-8	15 MAY 2025
2-VTUI-1-9	2 NOV 2023	2-VTUI-1-9	15 MAY 2025
2-VTUI-1-11	31 OCT 2024	2-VTUI-1-11	15 MAY 2025
2-VTUI-8-2	18 JUL 2019	2-VTUI-8-2	15 MAY 2025
2-VTUI-8-4	18 JUL 2019	2-VTUI-8-4	15 MAY 2025
2-VTUI-8-5	2 NOV 2023	2-VTUI-8-5	15 MAY 2025
2-VTUI-8-6	18 JUL 2019	2-VTUI-8-6	15 MAY 2025
2-VTUI-8-7	2 NOV 2023	2-VTUI-8-7	15 MAY 2025
2-VTUI-8-8	18 JUL 2019	2-VTUI-8-8	15 MAY 2025
2-VTSM-1-6	16 MAY 2024	2-VTSM-1-6	15 MAY 2025
2-VTUU-1-9	8 AUG 2024	2-VTUU-1-9	15 MAY 2025
2-VTUU-1-10	13 JUN 2024	2-VTUU-1-10	15 MAY 2025
2-VTUU-1-13	13 JUN 2024	2-VTUU-1-13	15 MAY 2025
2-VTUU-8-1	21 APR 2022	2-VTUU-8-1	15 MAY 2025
2-VTUU-8-2	18 JUL 2019	2-VTUU-8-2	15 MAY 2025
2-VTUU-8-3	21 APR 2022	2-VTUU-8-3	15 MAY 2025
2-VTUU-8-4	18 JUL 2019	2-VTUU-8-4	15 MAY 2025
2-VTUU-8-6	18 JUL 2019	2-VTUU-8-6	15 MAY 2025
2-VTUD-1-9	13 JUL 2023	2-VTUD-1-9	15 MAY 2025
2-VTUD-1-10	28 NOV 2024	2-VTUD-1-10	15 MAY 2025
2-VTUD-1-13	28 NOV 2024	2-VTUD-1-13	15 MAY 2025
2-VTUD-8-1	16 MAY 2024	2-VTUD-8-1	15 MAY 2025
2-VTUD-8-2	16 MAY 2024	2-VTUD-8-2	15 MAY 2025
2-VTUD-8-4	25 MAR 2021	2-VTUD-8-4	15 MAY 2025
2-VTUD-8-6	25 MAR 2021	2-VTUD-8-6	15 MAY 2025
2-VTUD-8-9	25 MAR 2021	2-VTUD-8-9	15 MAY 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	A31/24
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	
				5/25	03 APR 2025	15 MAY 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	15 MAY 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	4.1-1	18 JUL 19
0.3-5	2 NOV 23	2.3-1	18 JUL 19	4.1-2	18 APR 24
0.4-1	15 MAY 25	2.3-2	18 JUL 19	4.1-3	18 JUL 19
0.4-2	15 MAY 25	2.4-1	25 JAN 24	4.2-1	17 APR 25
0.4-3	15 MAY 25	2.4-2	25 JAN 24	4.2-2	17 APR 25
0.4-4	15 MAY 25	2.4-3	25 JAN 24	4.2-3	17 APR 25
0.4-5	15 MAY 25	2.5-1	15 MAY 25	4.3-1	13 JUN 24
0.4-6	15 MAY 25	2.5-2	15 MAY 25	PART 2 - EN-ROUTE (ENR)	
0.4-7	15 MAY 25	2.5-3	15 MAY 25	ENR 0.	
0.4-8	15 MAY 25	2.5-4	26 DEC 24	0.6-1	30 DEC 21
0.4-9	15 MAY 25	2.6-1	18 JUL 19	0.6-2	18 JUL 19
0.4-10	15 MAY 25	2.6-2	18 JUL 19	ENR 1.	
0.4-11	15 MAY 25	2.6-3	18 JUL 19	1.1-1	18 JUL 19
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0.6-1	18 JUL 19	GEN 3.			
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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	15 MAY 25	1.6-3	3 OCT 24
1.2-6	20 MAR 25	3.2-4	15 MAY 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	15 MAY 25	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	15 MAY 25	1.6-18	3 OCT 24
1.6-2	8 OCT 20	3.2-19	15 MAY 25	1.6-19	3 OCT 24
1.6-3	8 OCT 20	3.2-20	15 MAY 25	1.6-20	3 OCT 24
1.7-1	26 DEC 24	3.2-21	15 MAY 25	1.6-21	3 OCT 24
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1.7-3	26 DEC 24	3.2-23	28 NOV 24	1.6-23	3 OCT 24
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2.1-1	20 FEB 25	3.3-2	23 JAN 25	1.6-26	3 OCT 24
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2.2-4	12 SEP 19	3.4-4	23 JAN 25	1.8-1	30 DEC 21
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		3.5-1	3 OCT 24	1.8-4	30 DEC 21

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1.10-19	23 JAN 25	3.1-11	15 MAY 25	3.3-10	18 APR 24
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1.10-24	23 JAN 25	3.1-16	16 MAY 24	3.3-15	2 NOV 23
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2-VTUK-8-3	4 NOV 21
2-VTUK-8-5	21 APR 22
2-VTUK-8-6	15 MAY 25
2-VTUK-8-7	21 APR 22
2-VTUK-8-8	15 MAY 25
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	15 MAY 25
2-VTUK-9-3	13 AUG 20
2-VTUK-9-4	15 MAY 25
2-VTUK-9-5	13 AUG 20
2-VTUK-9-6	15 MAY 25
2-VTUK-9-7	13 AUG 20
2-VTUK-9-8	15 MAY 25
2-VTUK-9-9	13 AUG 20
2-VTUK-9-10	15 MAY 25
2-VTUK-9-11	13 AUG 20
2-VTUK-9-12	15 MAY 25

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

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

LOEI / LOEI AIRPORT

2-VTUL-1-1	7 OCT 21
2-VTUL-1-2	2 NOV 23
2-VTUL-1-3	2 NOV 23
2-VTUL-1-4	2 NOV 23
2-VTUL-1-5	17 APR 25
2-VTUL-1-6	2 NOV 23
2-VTUL-1-7	15 MAY 25
2-VTUL-1-8	15 MAY 25
2-VTUL-1-9	30 NOV 23
2-VTUL-1-10	15 MAY 25
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	15 MAY 25
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

Page	Date
2-VTCH-1-4	13 JUN 24
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	15 MAY 25
2-VTUW-1-7	15 MAY 25
2-VTUW-1-8	15 MAY 25
2-VTUW-1-9	21 MAR 24
2-VTUW-1-10	21 MAR 24
2-VTUW-1-11	15 MAY 25
2-VTUW-2-1	5 SEP 24
2-VTUW-8-1	15 MAY 25
2-VTUW-8-2	15 MAY 25
2-VTUW-8-3	15 MAY 25
2-VTUW-8-4	15 MAY 25
2-VTUW-8-5	15 MAY 25
2-VTUW-8-6	15 MAY 25
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	15 MAY 25
2-VTUQ-1-6	15 MAY 25
2-VTUQ-1-7	15 MAY 25
2-VTUQ-1-8	15 MAY 25
2-VTUQ-2-1	23 MAR 23
2-VTUQ-2-2	23 MAR 23
2-VTUQ-6-1	21 APR 22

Page	Date
2-VTUQ-6-2	17 JUN 21
2-VTUQ-6-3	21 APR 22
2-VTUQ-6-4	17 JUN 21
2-VTUQ-6-5	17 JUN 21
2-VTUQ-8-1	15 MAY 25
2-VTUQ-8-3	15 MAY 25
2-VTUQ-8-5	15 MAY 25
2-VTUQ-8-7	15 MAY 25
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	15 MAY 25
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

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

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

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

NAN / NAN NAKHON AIRPORT

2-VTCN-1-1	7 OCT 21
2-VTCN-1-2	7 OCT 21
2-VTCN-1-3	17 APR 25
2-VTCN-1-4	30 NOV 23
2-VTCN-1-5	15 MAY 25
2-VTCN-1-6	15 MAY 25
2-VTCN-1-7	15 MAY 25
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	15 MAY 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	15 MAY 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	15 MAY 25
2-VTPP-8-2	15 MAY 25
2-VTPP-8-3	15 MAY 25
2-VTPP-8-4	15 MAY 25
2-VTPP-8-5	15 MAY 25
2-VTPP-8-6	15 MAY 25
2-VTPP-8-7	15 MAY 25
2-VTPP-8-8	15 MAY 25
2-VTPP-8-9	15 MAY 25
2-VTPP-8-10	15 MAY 25

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2-VTPP-8-11	15 MAY 25
2-VTPP-8-12	15 MAY 25
2-VTPP-8-13	15 MAY 25
2-VTPP-8-15	15 MAY 25
2-VTPP-8-16	15 MAY 25
2-VTPP-8-17	15 MAY 25
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	15 MAY 25
2-VTPH-1-10	15 MAY 25
2-VTPH-1-11	28 NOV 24
2-VTPH-2-1	18 JUL 19
2-VTPH-8-1	26 MAR 20
2-VTPH-8-3	26 MAR 20
2-VTPH-8-4	18 JUL 19
2-VTPH-8-5	12 AUG 21
2-VTPH-8-6	12 AUG 21
2-VTPH-9-1	27 FEB 20
2-VTPH-9-2	27 FEB 20
2-VTPH-9-3	27 FEB 20
2-VTPH-9-4	27 FEB 20
2-VTPH-9-5	27 FEB 20

Page	Date
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	15 MAY 25
2-VTUV-1-6	30 NOV 23
2-VTUV-1-7	15 MAY 25
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	15 MAY 25
2-VTUV-8-3	21 APR 22
2-VTUV-8-4	15 MAY 25
2-VTUV-8-5	21 APR 22
2-VTUV-8-6	15 MAY 25
2-VTUV-8-7	21 APR 22
2-VTUV-8-8	16 JUL 20
2-VTUV-8-9	15 MAY 25
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	15 MAY 25	2-VTSB-6-5	30 JAN 20	2-VTPT-2-1	18 JUL 19
2-VTUI-1-9	15 MAY 25	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	15 MAY 25	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	15 MAY 25	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	15 MAY 25	2-VTSB-7-6	18 JUL 19	2-VTPM-1-7	26 JAN 23
2-VTUI-8-5	15 MAY 25	2-VTSB-7-7	18 JUL 19	2-VTPM-1-8	26 DEC 24
2-VTUI-8-6	15 MAY 25	2-VTSB-7-8	18 JUL 19	2-VTPM-1-9	26 DEC 24
2-VTUI-8-7	15 MAY 25	2-VTSB-8-1	23 MAR 23	2-VTPM-1-10	26 DEC 24
2-VTUI-8-8	15 MAY 25	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-8-9	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	15 MAY 25	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		

Page	Date
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
2-VTBO-9-1	17 APR 25

**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	15 MAY 25
2-VTUU-1-10	15 MAY 25
2-VTUU-1-11	13 JUN 24
2-VTUU-1-12	13 JUN 24
2-VTUU-1-13	15 MAY 25
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	15 MAY 25
2-VTUU-8-2	15 MAY 25
2-VTUU-8-3	15 MAY 25
2-VTUU-8-4	15 MAY 25
2-VTUU-8-5	21 APR 22
2-VTUU-8-6	15 MAY 25
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	15 MAY 25
2-VTUD-1-10	15 MAY 25
2-VTUD-1-11	28 NOV 24
2-VTUD-1-12	28 NOV 24
2-VTUD-1-13	15 MAY 25
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	15 MAY 25
2-VTUD-8-2	15 MAY 25

Page	Date
2-VTUD-8-3	11 JUL 24
2-VTUD-8-4	15 MAY 25
2-VTUD-8-5	11 JUL 24
2-VTUD-8-6	15 MAY 25
2-VTUD-8-7	25 MAR 21
2-VTUD-8-8	25 MAR 21
2-VTUD-8-9	15 MAY 25
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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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station name	Aid	Purpose A=Aerodrome E=Enroute AE=Both	Station name	ID	Aid	Purpose A=Aerodrome E=Enroute AE=Both
BET	BETONG	DVOR/DME	AE	BANGKOK	BKK	DVOR/DME	AE
BKK	BANGKOK	DVOR/DME	AE	BANGKOK	IBKD	ILS/LOC/ DME/ RWY03L	A
BR	BURI RAM	NDB	A	BANGKOK	IBKK	ILS/LOC/ RWY21R	A
BRM	BURI RAM	DVOR/DME	AE	BANGKOK	IDMG	ILS/LOC/DME/ RWY21L	A
BUT	U-TAPAO	DVOR/DME	AE	BETONG	BET	DVOR/DME	AE
CMA	CHIANG MAI	DVOR/DME	AE	BURI RAM	BR	NDB	A
CMP	CHUM PHAE	DVOR/DME	E	BURI RAM	BRM	DVOR/DME	AE
CP	CHUM PHON	NDB	A	CHIANG MAI	CMA	DVOR/DME	AE
CPN	CHUM PHON	DVOR/DME	AE	CHIANG MAI	ICMA	ILS/LOC/DME/ RWY36	A
CT	CHIANG RAI	NDB	A	CHIANG RAI	CT	NDB	A
CTR	CHIANG RAI	DVOR/DME	AE	CHIANG RAI	CTR	DVOR/DME	AE
HHN	HUA HIN	DVOR/DME	AE	CHIANG RAI	ICTR	ILS/LOC/DME/ RWY03	A
HN	HUA HIN	NDB	A	CHUM PHAE	CMP	DVOR/DME	E
HTY	HAT YAI	DVOR/DME	AE	CHUM PHON	CP	NDB	A
IBKD	BANGKOK	ILS/LOC/DME/ RWY03L	A	CHUM PHON	CPN	DVOR/DME	AE
IBKK	BANGKOK	ILS/LOC/ RWY21R	A	CHUM PHON	ICPN	ILS/LOC/DME/ RWY24	A
IBUT	U-TAPAO	ILS/LOC/DME/ RWY18	A	HAT YAI	HTY	DVOR/DME	AE
ICMA	CHIANG MAI	ILS/LOC/DME/ RWY36	A	HAT YAI	IHTY	ILS/LOC/ DME/ RWY26	A
ICPN	CHUM PHON	ILS/LOC/DME/ RWY24	A	HUA HIN	HN	NDB	A
ICTR	CHIANG RAI	ILS/LOC/DME/ RWY03	A	HUA HIN	HHN	DVOR/DME	AE
IDMG	BANGKOK	ILS/LOC/DME/ RWY21L	A	KAMPHAENG SAEN	KPS	NDB	A
IHTY	HAT YAI	ILS/LOC/ DME/ RWY26	A	KAMPHAENG SAEN	KPS	VOR/DME	A
IKBI	KRABI	ILS/LOC/DME/ RWY32	A	KHON KAEN	KKN	DVOR/DME	AE
ILOB	LOP BURI	ILS/LOC/DME/ RWY05	A	KHON KAEN	KN	NDB	A
ILPN	LAMPANG	ILS/LOC/DME/ RWY36	A	KHORAT	KRT	DVOR/DME	E
				KRABI	KB	NDB	A
INKP	NAKHON PHANOM	ILS/LOC/DME/ RWY15	A	KRABI	KBI	DVOR/DME	AE

ID	Station name	Aid	Purpose A=Aerodrome E=Enroute AE=Both	Station name	ID	Aid	Purpose A=Aerodrome E=Enroute AE=Both
INKR	NAKHON RATCHASI- MA	ILS/LOC/DME/ RWY06	A	KRABI	IKBI	ILS/LOC/ DME/ RWY32	A
INKS	NAKHON SI THAM- MARAT	ILS/LOC/DME/ RWY19	A	LAMPANG	LP	NDB	A
INTW	NARATHIWAT	ILS/LOC/DME/ RWY02	A	LAMPANG	LPN	DVOR/DME	AE
IPCB	PHETCHABUN	ILS/LOC/DME/ RWY36	A	LAMPANG	ILPN	ILS/LOC/ DME/ RWY36	A
IPKT	PHUKET	ILS/LOC/DME/ RWY27	A	LOEI	LOY	DVOR/DME	AE
IPSL	PHITSANULOK	ILS/LOC/DME/ RWY32	A	LOEI	LY	NDB	A
IRAN	RANONG	ILS/LOC/DME/ RWY02	A	LOP BURI	LB	NDB	A
IROT	ROI ET	ILS/LOC/DME/ RWY36	A	LOP BURI	ILOB	ILS/LOC/ DME/ RWY05	A
ISEN	SUARNABHUMI	ILS/LOC/DME/ RWY19	A	MAE HONG SON	MH	NDB	A
ISES	SUARNABHUMI	ILS/LOC/DME/ RWY01	A	MAE HONG SON	MHS	DVOR/DME	AE
ISKN	SAKON NAKHON	ILS/LOC/DME/ RWY23	A	MAE SOT	MS	NDB	A
ISKT	SUKHOTHAI	ILS/LOC/DME/ RWY36	A	MAE SOT	MST	DVOR/DME	AE
ISTN	SURAT THANI	ILS/LOC/DME/ RWY22	A	NAKHON PHANOM	NP	NDB	A
ISWN	SUARNABHUMI	ILS/LOC/DME/ RWY20L	A	NAKHON PHANOM	NKP	DVOR/DME	AE
ISWS	SUARNABHUMI	ILS/LOC/DME/ RWY02R	A	NAKHON PHANOM	INKP	ILS/LOC/ DME/ RWY15	A
ITRN	TRANG	ILS/LOC/DME/ RWY08	A	NAKHON RAT- CHASIMA	KR	NDB	A
IUBL	UBON RATCHATHANI	ILS/LOC/DME/ RWY23	A	NAKHON RAT- CHASIMA	NKR	DVOR/DME	A
IUDN	UDON THANI	ILS/LOC/DME/ RWY30	A	NAKHON RAT- CHASIMA	INKR	ILS/LOC/ DME/ RWY06	A
KB	KRABI	NDB	A	NAKHON SI THAM- MARAT	NKS	DVOR/DME	AE
KBI	KRABI	DVOR/DME	AE	NAKHON SI THAM- MARAT	INKS	ILS/LOC/ DME/ RWY19	A
KKN	KHON KAEN	DVOR/DME	AE	NAN	NN	NDB	A
KN	KHON KAEN	NDB	A	NAN	NAN	DVOR/DME	AE
KPS	KAMPHAENG SAEN	NDB	A				
KPS	KAMPHAENG SAEN	VOR/DME	A	NARATHIWAT	NT	NDB	A

ID	Station name	Aid	Purpose A=Aerodrome E=Enroute AE=Both	Station name	ID	Aid	Purpose A=Aerodrome E=Enroute AE=Both
KR	NAKHON RATCHASI- MA	NDB	A	NARATHIWAT	NTW	DVOR/DME	AE
KRT	KHORAT	DVOR/DME	E	NARATHIWAT	INTW	ILS/LOC/ DME/ RWY02	A
LB	LOP BURI	NDB	A	PATTANI	PT	NDB	AE
LOY	LOEI	DVOR/DME	AE	PHETCHABUN	PH	NDB	A
LP	LAMPANG	NDB	A	PHETCHABUN	PCB	DVOR/DME	AE
LPN	LAMPANG	DVOR/DME	AE	PHETCHABUN	IPCB	ILS/LOC/ DME/ RWY36	A
LY	LOEI	NDB	A				
MH	MAE HONG SON	NDB	A	PHITSANULOK	PSL	DVOR/DME	AE
MHS	MAE HONG SON	DVOR/DME	AE	PHITSANULOK	IPSL	ILS/LOC/ DME/ RWY32	A
MS	MAE SOT	NDB	A	PHRAE	PR	NDB	A
MST	MAE SOT	DVOR/DME	AE	PHRAE	PAE	DVOR/DME	AE
NAN	NAN	DVOR/DME	AE	PHUKET	PUT	DVOR/DME	AE
NKP	NAKHON PHANOM	DVOR/DME	AE	PHUKET	IPKT	ILS/LOC/ DME/ RWY27	A
NKR	NAKHON RATCHASI- MA	DVOR/DME	A	PRACHUAP KHIRI KHAN	PCK	NDB	A
NKS	NAKHON SI THAM- MARAT	DVOR/DME	AE	RANONG	RN	NDB	A
NN	NAN	NDB	A	RANONG	RAN	DVOR/DME	AE
NP	NAKHON PHANOM	NDB	A	RANONG	IRAN	ILS/LOC/ DME/ RWY02	A
NT	NARATHIWAT	NDB	A	RAYONG	RYN	DVOR/DME	E
NTW	NARATHIWAT	DVOR/DME	AE	ROI ET	RE	NDB	A
PAE	PHRAE	DVOR/DME	AE	ROI ET	ROT	DVOR/DME	AE
PCB	PHETCHABUN	DVOR/DME	AE	ROI ET	IROT	ILS/LOC/ DME/ RWY36	A
PCK	PRACHUAP KHIRI KHAN	NDB	A	SAKON NAKHON	SN	NDB	A
PH	PHETCHABUN	NDB	A	SAKON NAKHON	SKN	DVOR/DME	AE
				SAKON NAKHON	ISKN	ILS/LOC/ DME/ RWY23	A
PR	PHRAE	NDB	A	SAMUI	SM	NDB	A
PSL	PHITSANULOK	DVOR/DME	AE	SAMUI	SMU	DVOR/DME	AE
PT	PATTANI	NDB	AE	SONGKHLA	SK	NDB	A

ID	Station name	Aid	Purpose A=Aerodrome E=Enroute AE=Both	Station name	ID	Aid	Purpose A=Aerodrome E=Enroute AE=Both
PUT	PHUKET	DVOR/DME	AE	SONGKHLA	SKL	VOR/DME	A
RAN	RANONG	DVOR/DME	AE	SUKHOTHAI	ISKT	ILS/LOC/ DME/ RWY36	A
RE	ROI ET	NDB	A	SUKHOTHAI	THS	NDB	AE
RN	RANONG	NDB	A	SURAT THANI	STN	DVOR/DME	AE
ROT	ROI ET	DVOR/DME	AE	SURAT THANI	ISTN	ILS/LOC/ DME/ RWY22	A
RYN	RAYONG	DVOR/DME	E	SUVARNABHUMI	SVB	DVOR/DME	A
SK	SONGKHLA	NDB	A	SUVARNABHUMI	ISEN	ILS/LOC/ DME/ RWY19	A
SKL	SONGKHLA	VOR/DME	A	SUVARNABHUMI	ISES	ILS/LOC/ DME/ RWY01	A
SKN	SAKON NAKHON	DVOR/DME	AE	SUVARNABHUMI	ISWN	ILS/LOC/ DME/ RWY20L	A
SM	SAMUI	NDB	A	SUVARNABHUMI	ISWS	ILS/LOC/ DME/ RWY02R	A
SMU	SAMUI	DVOR/DME	AE	TAK	TK	NDB	AE
SN	SAKON NAKHON	NDB	A	TAKHLI	TL	NDB	AE
STN	SURAT THANI	DVOR/DME	AE	TRANG	TRN	DVOR/DME	AE
SVB	SUVARNABHUMI	DVOR/DME	A	TRANG	ITRN	ILS/LOC/ DME/ RWY08	A
THS	SUKHOTHAI	NDB	AE	TRAT	TRT	NDB/DME	AE
TK	TAK	NDB	AE	UBON RATCHATHANI	UB	NDB	A
TL	TAKHLI	NDB	AE	UBON RATCHATHANI	UBL	DVOR/DME	AE
TRN	TRANG	DVOR/DME	AE	UBON RATCHATHANI	IUBL	ILS/LOC/ DME/ RWY23	A
TRT	TRAT	NDB/DME	AE	UDON THANI	UDN	DVOR/DME	AE
UB	UBON RAT- CHATHANI	NDB	A	UDON THANI	IUDN	ILS/LOC/ DME/ RWY30	A
UBL	UBON RATCHATHANI	DVOR/DME	AE	U-TAPAO	UP	NDB	A
UDN	UDON THANI	DVOR/DME	AE	U-TAPAO	BUT	DVOR/DME	AE
UP	U-TAPAO	NDB	A	U-TAPAO	IBUT	ILS/LOC/ DME RWY18	A

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	15 MAY 2025
		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	15 MAY 2025
		Hat Yai Intl	AD 2-VTSS-2-3	In AIP	7 NOV 2019
		Buri Ram	AD 2-VTUD-2-3	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-3	In AIP	20 APR 2023
		Khon Kaen	AD 2-VTUK-2-3	In AIP	29 DEC 2022
		Lampang	AD 2-VTCL-2-3	In AIP	20 MAR 2025
	1 : 20,000	Samui	AD 2-VTSM-2-3	In AIP	18 JUL 2019
		Mae Sot	AD 2-VTPM-2-3	In AIP	26 JAN 2023
		Ubon Ratchathani	AD 2-VTUU-2-3	In AIP	13 JUN 2024
		Udon Thani	AD 2-VTUD-2-3	In AIP	13 JUN 2024

5.3 Aerodrome Ground Movement Chart - ICAO

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

5.4 Aerodrome Obstacle Chart - ICAO Type A

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Aerodrome Obstacle Chart - ICAO Type A		Don Mueang Intl			
	1 : 15,000	RWY 21R/03L	AD 2-VTBD-3-3	In AIP	18 JUL 2019
	1 : 20,000	RWY 21L/03R	AD 2-VTBD-3-5	In AIP	3 OCT 2024
		Chiang Mai Intl			
	1 : 20,000	RWY 18/36	AD 2-VTCC-3-1	In AIP	21 MAR 2024
		Mae Fah Luang-Chiang Rai Intl			
	1 : 12,500	RWY 03/21	AD 2-VTCT-3-1	In AIP	18 JUL 2019
		Phuket Intl			
	1 : 20,000	RWY 09/27	AD 2-VTSP-3-1	In AIP	18 JUL 2019
		Suvarnabhumi Intl			
	1 : 20,000	RWY 01/19	AD 2-VTBS-3-1	In AIP	15 MAY 2025
	1 : 20,000	RWY 02R/20L	AD 2-VTBS-3-3	In AIP	15 MAY 2025
	1 : 20,000	RWY 02L/20R	AD 2-VTBS-3-5	In AIP	15 MAY 2025
		U-Tapao Rayong Pattaya Intl			
		RWY 18/36	AD 2-VTBU-3-1	In AIP	18 JUL 2019
		Hat Yai Intl			
	1 : 20,000	RWY 08/26	AD 2-VTSS-3-1	In AIP	7 NOV 2019
		Lampang			
	1 : 20,000	RWY 18/36	AD 2-VTCL-3-1	In AIP	26 DEC 2024
		Buri Ram			
	1 : 20,000	RWY 04/22	AD 2-VTUO-3-1	in AIP	29 DEC 2022
		Chumphon			
	1 : 20,000	RWY 06/24	AD 2-VTSE-3-1	In AIP	20 APR 2023
		Krabi			
	1 : 2,000	RWY 14/32	AD 2-VTSG-3-1	In AIP	31 OCT 2024
		Sukhothai			
	1 : 15,000	RWY 18/36	AD 2-VTPO-3-1	In AIP	18 JUL 2019
		Surat Thani			
	1 : 2,000	RWY 04/22	AD 2-VTSB-3-1	In AIP	31 OCT 2024
		Samui			
	1 : 15,000	RWY 17/35	AD 2-VTSM-3-1	In AIP	18 JUL 2019
		Betong			
	1 : 20,000	RWY 07/25	AD 2-VTSY-3-1	In AIP	21 APR 2022
		Mae Sot			
	1 : 20,000	RWY 09/27	AD 2-VTPM-3-1	In AIP	1 DEC 2022

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	15 MAY 2025
	1 : 400,000	VOR RWY 33	AD 2-VTUW-8-3	In AIP	15 MAY 2025
	1 : 400,000	ILS or LOC RWY 15	AD 2-VTUW-8-5	In AIP	15 MAY 2025

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO		Nakhon Ratchasima			
	1 : 500,000	VOR/DME RWY 06	AD 2-VTUQ-8-1	In AIP	15 MAY 2025
	1 : 500,000	VOR/DME RWY 24	AD 2-VTUQ-8-3	In AIP	15 MAY 2025
	1 : 500,000	ILS/DME RWY 06	AD 2-VTUQ-8-5	In AIP	15 MAY 2025
	1 : 500,000	LLZ/DME RWY 06	AD 2-VTUQ-8-7	In AIP	15 MAY 2025
	1 : 400,000	RNP RWY 06	AD 2-VTUQ-8-9	In AIP	21 APR 2022
	1 : 400,000	RNP RWY 24	AD 2-VTUQ-8-11	In AIP	21 APR 2022
		Khorat			
	1 : 400,000	ILS or LOC RWY 24	AD 2-VTUN-8-1	In AIP	23 APR 2020
		Takhli			
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTPI-8-1	In AIP	7 NOV 2019
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTPI-8-5	In AIP	7 NOV 2019
	1 : 500,000	RNAV (GNSS) RWY 18	AD 2-VTPI-8-7	In AIP	5 DEC 2019
	1 : 500,000	RNAV (GNSS) RWY 36	AD 2-VTPI-8-9	In AIP	5 DEC 2019
		Nakhon Si Thammarat			
	1 : 500,000	VOR RWY 01	AD 2-VTSF-8-1	In AIP	13 AUG 2020
	1 : 500,000	VOR y RWY 19	AD 2-VTSF-8-3	In AIP	13 AUG 2020
	1 : 500,000	VOR z RWY 19	AD 2-VTSF-8-5	In AIP	13 AUG 2020
	1 : 500,000	ILS or LOC y RWY 19	AD 2-VTSF-8-7	In AIP	13 AUG 2020
	1 : 500,000	ILS or LOC z RWY 19	AD 2-VTSF-8-9	In AIP	13 AUG 2020
		RNP RWY 01	AD 2-VTSF-8-11	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 19	AD 2-VTSF-8-13	In AIP	15 JUL 2021
		Nan Nakhon			
	1 : 500,000	NDB RWY 02 CAT C, D	AD 2-VTCN-8-1	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 02	AD 2-VTCN-8-3	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 20	AD 2-VTCN-8-5	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 02	AD 2-VTCN-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 20	AD 2-VTCN-8-9	In AIP	26 DEC 2024
		Narathiwat			
	1 : 500,000	VOR RWY 02	AD 2-VTSC-8-1	In AIP	5 SEP 2024
	1 : 500,000	VOR RWY 20	AD 2-VTSC-8-3	In AIP	8 AUG 2024
	1 : 500,000	ILS or LOC y RWY 02	AD 2-VTSC-8-5	In AIP	5 SEP 2024
	1 : 500,000	ILS or LOC z RWY 02	AD 2-VTSC-8-7	In AIP	5 SEP 2024
	1 : 500,000	RNP RWY 02	AD 2-VTSC-8-11	In AIP	5 SEP 2024
	1 : 500,000	RNP RWY 20	AD 2-VTSC-8-13	In AIP	8 AUG 2024

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

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO		Sakon Nakhon			
	1 : 500,000	VOR RWY 05	AD 2-VTUI-8-1	In AIP	2 NOV 2023
	1 : 500,000	VOR RWY 23	AD 2-VTUI-8-3	In AIP	2 NOV 2023
	1 : 500,000	ILS RWY 23	AD 2-VTUI-8-5	In AIP	15 MAY 2025
	1 : 500,000	LOC RWY 23	AD 2-VTUI-8-7	In AIP	15 MAY 2025
	1 : 500,000	RNP RWY 05	AD 2-VTUI-8-9	In AIP	2 NOV 2023
	1 : 500,000	RNP RWY 23	AD 2-VTUI-8-11	In AIP	2 NOV 2023
		Sukhothai			
	1 : 500,000	NDB RWY 36	AD 2-VTPO-8-1	In AIP	20 MAR 2025
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPO-8-3	In AIP	26 DEC 2024
	1 : 600,000	RNP RWY 18	AD 2-VTPO-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 36	AD 2-VTPO-8-9	In AIP	26 DEC 2024
		Surat Thani			
	1 : 500,000	ILS or LOC z RWY 22	AD 2-VTSB-8-1	In AIP	23 MAR 2023
	1 : 500,000	RNP RWY 04	AD 2-VTSB-8-5	In AIP	23 MAR 2023
	1 : 500,000	RNP RWY 22	AD 2-VTSB-8-7	In AIP	23 MAR 2023
		Samui			
	1 : 500,000	VOR RWY 17 - CAT A, B	AD 2-VTSM-8-1	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 17 - CAT C	AD 2-VTSM-8-3	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 - CAT A, B	AD 2-VTSM-8-5	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 - CAT C	AD 2-VTSM-8-7	In AIP	18 JUN 2020
	1 : 500,000	RNP RWY 17 - CAT A, B	AD 2-VTSM-8-9	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 17 - CAT C	AD 2-VTSM-8-13	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 35 - CAT A, B	AD 2-VTSM-8-17	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 35 - CAT C	AD 2-VTSM-8-21	In AIP	15 JUL 2021
		Mae Sot			
	1 : 500,000	VOR RWY 27	AD 2-VTPM-8-1	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 27	AD 2-VTPM-8-3	In AIP	26 DEC 2024
		Trang			
	1 : 500,000	VOR RWY 08	AD 2-VTST-8-1	In AIP	15 JUN 2023
	1 : 500,000	ILS or LOC RWY 08	AD 2-VTST-8-3	In AIP	15 JUN 2023
	1 : 500,000	RNP RWY 08	AD 2-VTST-8-5	In AIP	15 JUN 2023
		Trat			
	1 : 400,000	RNP RWY 23	AD 2-VTBO-8-1	In AIP	23 MAR 2023

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO		Ubon Ratchathani			
	1 : 500,000	VOR RWY 05	AD 2-VTUU-8-1	In AIP	15 MAY 2025
	1 : 500,000	VOR RWY 23	AD 2-VTUU-8-3	In AIP	15 MAY 2025
	1 : 500,000	ILS or LOC RWY 23	AD 2-VTUU-8-5	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 05	AD 2-VTUU-8-7	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 23	AD 2-VTUU-8-9	In AIP	21 APR 2022
		Udon Thani			
	1 : 500,000	VOR RWY 12	AD 2-VTUD-8-1	In AIP	15 MAY 2025
	1 : 500,000	VOR RWY 30	AD 2-VTUD-8-3	In AIP	16 MAY 2024
	1 : 500,000	ILS or LOC y RWY 30	AD 2-VTUD-8-5	In AIP	16 MAY 2024
	1 : 500,000	ILS or LOC z RWY 30	AD 2-VTUD-8-7	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 12	AD 2-VTUD-8-11	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 30	AD 2-VTUD-8-13	In AIP	28 JAN 2021
		Betong			
	1 : 500,000	VOR a	AD 2-VTSY-8-1	In AIP	29 DEC 2022
	1 : 500,000	RNP a	AD 2-VTSY-8-3	In AIP	29 DEC 2022

5.11 Enroute Chart - ICAO

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

5.12 World Aeronautical Chart (WAC) - ICAO

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

5.13 Other Charts

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

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
VFR Entry and Exit Procedure for Helicopter Chart		Don Mueang Intl			
	1 : 750,000	RWY 21L/21R	AD 2-VTBD-9-15	In AIP	28 NOV 2024
	1 : 750,000	RWY 03L/03R	AD 2-VTBD-9-21	In AIP	28 NOV 2024
		Suvarnabhumi Intl			
	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	15 MAY 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

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
b) When runway 03L/R in use The area of responsibility of DAR Sector (RWY 03L/R) is defined by a straight line joining successively the following points: 135247.80N 1003848.53E, 133027.20N 1003018.77E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 141005.10N 1001553.12E thence a straight line back to 135247.80N 1003848.53E from ground to altitude 8 000 ft excluding DSB sector, VTD72, VTR80, VTR81 and VTR2. Aircraft operating on this sector shall contact DAR on frequency 133.0 MHz or 262.5 MHz.				
BANGKOK CONTROL ZONE The airspace within a circle of 35 NM radius centred on VTBD ARP (135451.74N1003620.49E) ALT 11000 FT GND Class of airspace: C	Bangkok APP	Bangkok Approach (English, Thai) H24	119.1 MHz 119.25 MHz 119.4 MHz 120.3 MHz 121.1 MHz 122.35 MHz 124.35 MHz 125.2 MHz 125.8 MHz 126.3 MHz 133.4 MHz 133.0 MHz 262.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	Excluding Kamphaeng Saen CTR, VTD16, VTD17, VTD18, and VTD72
BETONG CONTROLLED AIRSPACES				
A. BETONG CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point located at 055646.66N 1010551.38E then along Bangkok FIR/Kuala Lumpur FIR boundary to 054809.13N 1011837.28E and then counter clockwise along 10 NM radius centred on BET DVOR/DME (054707.68N 1010838.65E) to the starting point. up to but not including 4000 FT AGL GND Class of airspace: D	Hat Yai APP (Hat Yai Sector)	Narathiwat Approach (English, Thai) 2300-1100*	125.55 MHz** 121.5 MHz/EMERG	*TWR hours of services: 0130-0930 other than this period and holiday 3 HR PN to Hat Yai Approach Control Centre via AFTN VTSSZAZX VTSYZTZX Tel: +667 323 4900 VTSSZTZX Tel: +667 425 1074 VTSCZTZX Tel: +667 356 5077 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
BURI RAM CONTROLLED AIRSPACES A. BURI RAM CONTROL ZONE The airspace within a circle of 10 NM radius centred on BRM DVOR/DME (151422.4N1031531.6E) up to but not including 2000 FT AGL GND Class of airspace: C	Group of Provincial Approach Air Traffic Control (Ubon Sector)	Buri Ram Approach (English, Thai) As AD OPR HR	125.55 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610
B. BURI RAM TERMINAL CONTROL AREA The airspace enclosed by the following boundaries beginning at a point 152840N 1033030E then clockwise along 20 NM arc from BRM DVOR/DME (151422.4N1031531.6E) to 151633N 1033522E then clockwise along 25 NM arc radius centred on 145209.4N 1032920.0E to 145132N 1035548E - 144953N 1035055E then clockwise along 20 NM arc radius centred on 145209.4N 1032920.0E to 143830N 1031416E - 143652N 1030924E then clockwise along 25 NM arc radius centred on 145209.4N 1032920.0E to 145620N 1030434E - 145300N 1024000E then counter clockwise along 35 NM arc from KHORAT TACAN (145606.0N1020421.8E) 151135N 1023700E - 151224N 1030024E then clockwise along 15 NM arc from BRM DVOR/DME to 152918N 1031751E - 154407N 1032620E then counter clockwise along 30 NM arc from ROT DVOR/DME (160700.6N1034619.5E) then direct to starting point. ALT 11000 FT 2000 FT AGL Class of airspace: C				
CHIANG MAI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. KHON KAEN CONTROL ZONE The airspace within a circle of 10 NM radius centred on KKN DVOR/DME (162815.3N1024716.8E) up to but not including 2000 FT AGL GND Class of airspace: C B. KHON KAEN TERMINAL CONTROL AREA The airspace enclosed by the following boundaries: Starting from a point 165549.06N 1025943.25E then clockwise along 30 NM arc radius centred on KKN DVOR/DME (162815.3N1024716.8E) to 162237.63N 1031752.28E - 162204.42N 1031924.64E - then counter clockwise along 30 NM arc radius centred on ROT DVOR/DME (160700.6N1034619.5E) to 161241.05N 1031547.42E - 161314.24N 1031415.12E - then clockwise along 30 NM arc radius centred on KKN DVOR/DME to 165529.09N 1023401.97E - then counter clockwise along 30 NM arc radius centred on UDN DVOR/DME (172305.2N1024629.8E) to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Khon Kaen Approach (English, Thai) As AD OPR HR	123.4 MHZ 240.0 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610
KHORAT CONTROL ZONE The airspace enclosed by the following boundaries beginning at a point 150735.7N 1022135.3E - 151135.7N 1023647.2E - and clockwise along a 35 NM arc radius centred on KRT TACAN (145606.0N1020421.8E) to 145305.8N 1023947.2E - 145105.8N 1022447.3E - and clockwise along 20 NM arc radius centred on KRT TACAN to 143605.8N 1020147.5E - 143005.8N 1014047.6E - and clockwise along a 35 NM arc radius centred on KRT TACAN to 144705.8N 1012947.7E - 145353.7N 1014347.6E - and clockwise along a 20 NM arc radius centred on KRT TACAN to the starting point. ALT 11000 FT GND Class of airspace: C	Khorat APP	Khorat Approach (English, Thai) H24	129.75 MHZ 349.0 MHZ	All inbound traffic to Khorat CTR shall contact Khorat APP on freq 349.0 MHz or 129.75 MHz before entering CTR.
KRABI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. KRABI CONTROL ZONE The airspace within a circle of 10 NM radius centred on KBI VOR/DME (080627.19N0985839.07E) up to but not including 2000 FT GND Class of airspace: C B. KRABI TERMINAL CONTROL AREA The airspace enclosed by the following boundaries: Starting from a point 073617.95N 0991303.04E - 074956.18N 0984322.54E - then counter clockwise along 30 NM arc radius centred on PUT DVOR/DME (080654.83N0981822.69E) to 082115.49N 0984500.06E - then clockwise along 20 NM arc radius centred on KBI VOR/DME (080627.19N0985839.07E) to 082623.61N 0985605.57E - 083636.11N 0985805.68E - then clockwise along 30 NM arc radius centred on KBI VOR/DME (080627.19N0985839.07E) to 083509.81N 0990754.38E - 082507.75N 0990607.06E - then clockwise along 20 NM arc radius centred on KBI VOR/DME (080627.19N0985839.07E) to 075717.53N 0991636.23E - 075117.86N 0992322.29E - then counter clockwise along 25 NM arc radius centred on TRN DVOR/DME (073032.17N0993733.67E) to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Phuket APP (Phuket Sector)	Krabi Approach* (English, Thai) As AD OPR HR	120.05 MHZ** 121.5 MHZ/EMERG	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
LAMPANG CONTROLLED AIRSPACES				
A.LAMPANG CONTROL ZONE The airspace within a circle of 10 NM radius centre on LPN DVOR/DME (181635.9N 0993008.4E) up to but not including 2000 FT GND Class of airspace: C B. LAMPANG TERMINAL CONTROL AREA The airspace enclosed by a circle of 25 NM radius centred on LPN DVOR/DME (181635.9N0993008.4E) excluding CHIANG MAI Terminal Control Area and ATS route A464 ALT 11000 FT 2000 FT Class of airspace: C	Chiang Mai APP (Chiang Mai Sector)	Lampang Approach (English, Thai) As AD OPR HR	119.3 MHZ* 121.5 MHZ/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
LOEI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. LOEI CONTROL ZONE The airspace within a circle of 10 NM radius centred on LOY DVOR/DME (172649.4N1014323.2E) up to but not including 2000 FT GND Class of airspace: C B. LOEI TERMINAL CONTROL AREA The airspace enclosed by the following boundaries: Starting from a point 172903.41N 1012236.19E - and then clockwise along 20 NM arc radius centred on LOY DVOR/DME (172649.4N1014323.2E) to 173039.85N 1020354.41E - 172957.00N 1021559.60E - then counter clockwise along 30 NM arc radius centred on UDN DVOR/DME (172305.2N1024629.8E) to 171956.38N 1021520.80E - 172039.09N 1020316.26E - then clockwise along 20 NM arc radius centred on LOY DVOR/DME to 171341.88N 1012734.57E - 170942.48N 1011736.03E - then clockwise along 30 NM arc radius centred on LOY DVOR/DME to 172734.43N 1011201.63E - then direct to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Loei Approach (English Thai) As AD OPR HR	122.55 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610
MAE HONG SON CONTROLLED AIRSPACES				
A. MAE HONG SON CONTROL ZONE The airspace within a circle of 10 NM radius on MHS DVOR/DME (191911.1N 0975443.6E) Excluding the Myanmar territory. up to but not including 2000 FT GND Class of airspace: D B. MAE HONG SON TERMINAL CONTROL AREA The airspace enclosed by a circle of 30 NM radius centred on MHS DVOR/DME (191911.1N 0975443.6E) Excluding the Myanmar territory. ALT 11000 FT 2000 FT Class of airspace: D	Chiang Mai APP (Chiang Mai Sector)	Mae Hong Son Approach (English, Thai) As AD OPR HR	126.2 MHZ* 121.5 MHZ/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
MAE SOT CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. MAE SOT CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point 165147.0N 0983218.9E and then clockwise along 10 NM arc radius centred on MST DVOR/DME (164152.1N 0983229.7E) to 163205.1N 0983612.9E and then along BKK FIR to the starting point. up to but not including 2000 FT GND Class of airspace: C B. MAE SOT TERMINAL CONTROL AREA The airspace enclosed by the following boundary: Starting from a point 170104.9N 098249.0E and then clockwise along 20 NM arc radius centred on MST DVOR/DME (164152.1N 0983229.7E) to 170134.9N 0983118.9E - 171152.9N 0983300.9E and then clockwise along 30 NM arc radius centred on MST DVOR/DME to 170958.9N 0984348.8E - 170005.0N 0984148.80E and then clockwise along 20 NM arc radius centred on MST DVOR/DME to 165205.0N 0985048.8E - 165305.0N 0985348.8E and then counter clockwise along 20 NM arc radius centred on TK NDB (165358.2N 0991508.0E) to 064305.1N 0985648.7E - 164235.1N 0985348.8E and then clockwise along 20 NM arc radius centred on MST DVOR/DME to 162235.1N 0983918.9E and then along BKK FIR to the starting point. ALT 11000 FT 2000 FT Class of airspace: C	Chiang Mai APP (Chiang Mai Sector)	Mae Sot Ap- proach* (English, Thai) As AD OPR HR	120.65 MHZ** 121.5 MHZ/EMERG	*Approach control unit shall accordingly maintain close co- ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace. **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
NARATHIWAT CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. NARATHIWAT CONTROL ZONE The airspace within a circle of 10 NM radius centred on NTW DVOR/DME (063138.24N1014442.48E) up to but not including 2000 FT AGL GND Class of airspace: C B. NARATHIWAT TERMINAL CONTROL AREA 1. A circle of 25 NM radius centred on NTW DVOR/ DME (063138.24N1014442.48E) ALT 11000 FT 2000 FT 2. The airspace enclosed by the following boundaries: Starting from a point located at 061836.84N 1012314.09E - 061402.73N 1010630.29E then along Bangkok FIR/Kuala Lumpur FIR boundary to 055441.43N 1013651.39E - 060745.40N 1013655.15E and then clockwise along 25 NM radius centred on NTW DVOR/DME (063138.24N1014442.48E) to the starting point. ALT 11000 FT 4000 FT Class of airspace: C	Hat Yai APP (Hat Yai Sector)	Narathiwat Ap- proach (English, Thai) As AD OPR HR	125.55 MHZ* 121.5 MHZ/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
NAN CONTROLLED AIRSPACES				
A. NAN CONTROL ZONE The airspace within a circle of 10 NM radius cen- tred on NAN DVOR/DME (184832.8N1004657.4E) up to but not including 2000 FT AGL GND Class of airspace: C B. NAN TERMINAL CONTROL AREA The airspace enclosed by the following boundary : Starting from a point 185713.85N 1011714.96E - 182342.02N 1010448.43E then clockwise along 30 NM arc radius centred on NAN DVOR/DME (184832.8N1004657.4E) to 182234.95N 1003056.94E - 181854.45N 1002738.69E from this point then counter clockwise along 20 NM arc radius centred on PAE DVOR/DME (180802.9N1000958.5E) to 182552.98N 1001937.46E - 182915.55N 1002241.38E from this point clockwise along 30 NM arc radius centred on NAN DVOR/DME to the starting point. Excluding the Laos territory. ALT 11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Chiang Rai Sector)	Nan Approach (English, Thai) As AD OPR HR	120.25 MHZ 121.5 MHZ/EMERG	VTBBZAX Tel: +662 285 9614 Fax: +662 285 9610
NAKHON PHANOM CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. NAKHON PHANOM CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point 173305.2N 1043846.1E - 171905.3N 1044728E and then clockwise along 10 NM arc radius centred on NKP DVOR/DME (172317.9N1043818.1E) to the starting point Excluding the Laos territory. up to but not including 2000 FT AGL <u>GND</u> Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Sakon Nakhon Approach* (English, Thai) As AD OPR HR	123.35 MHZ 284.0 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610
NAKHON SI THAMMARAT CONTROLLED AIR- SPACES				
A.NAKHON SI THAMMARAT CONTROL ZONE The airspace within a circle of 10 NM radius cen- tred on NKS DVOR/DME (083229.95N0995648.67E) up to but not including 2000 FT AGL <u>GND</u> Class of airspace: C B.NAKHON SI THAMMARAT TERMINAL CON- TROL AREA The airspace enclosed by the following boundary: Starting from a point 085315.48N 0993440.19E - 084641.65N 0994230.63E - then clockwise along 20 NM arc radius centred on NKS DVOR/DME (083229.95N0995648.67E) to 084227.08N 1001421.39E - 084227.57N 1002524.11E - then clockwise along 30 NM arc radius centred on NKS DVOR/DME (083229.95N0995648.67E) to 080526.44N 0994327.40E - 081513.69N 0994629.07E - then clockwise along 20NM arc radius centred on NKS DVOR/DME (083229.95N0995648.67E) to 083729.54N 0993714.95E - 084538.48N 0992840.93E - then counter clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to the starting point. ALT 11000 FT <u>2000 FT</u> Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Nakhon Si Tham- marat Approach (English, Thai) As AD OPR HR	119.75 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610
PATTANI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. PHITSANULOK CONTROL ZONE The airspace within a circle of 15 NM radius centred on PSL DVOR/DME (164613.3N 1001729.0E) up to but not including 2000 FT AGL GND Class of airspace: C B. PHITSANULOK TERMINAL CONTROL AREA The airspace enclosed by a circle of 30 NM radius centred on PSL DVOR/DME (164613.3N 1001729.0E) ALT 11000 FT 2000 FT Class of airspace: C	Phitsanulok APP	Phitsanulok Approach (English, Thai) As AD OPR HR	120.7 MHZ/284.0 MHZ 121.5 MHZ/EMERG 243.0 MHZ/EMERG	
PHRAE CONTROLLED AIRSPACES A. PHRAE CONTROL ZONE The airspace within a circle of 10 NM radius centred on PAE DVOR/DME (180802.9N1000958.5E) up to but not including 2000 FT AGL GND Class of airspace: C B. PHRAE TERMINAL CONTROL AREA The airspace enclosed by the following boundary: Starting from a point 182634.6N 1000218.1E - 183634.6N 0993948.1E - then clockwise along 30 NM arc radius centred on PAE DVOR/DME (180802.9N1000958.5E) to 183804.4N 1001048.0E - 182804.6N 1001212.0E - then clockwise along 20 NM arc radius centred on PAE DVOR/DME to 175704.8N 1002748.0E - 174934.8N 1003447.9E - then clockwise along 30 NM arc radius centred on PAE DVOR/DME to 173804.9N 1000718.1E - 174822.8N 1000642.1E - and then clockwise along 20 NM arc radius the centred on PAE DVOR/DME to the starting point ALT 11000 FT 2000 FT Excluding LAMPANG TMA Class of airspace: C	Group of Provincial Approach Air Traffic Control (Chiang Rai Sector)	Phrae Approach (English, Thai) As AD OPR HR	120.1 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9614 Fax: +662 285 9610
PHUKET CONTROLLED AIRSPACES A. PHUKET CONTROL ZONE A circle of 10 NM centres on PUT DVOR/DME (080654.83N0981822.69E) up to but not including 2000 FT AGL GND Class of airspace: C B. PHUKET TERMINAL CONTROL AREA The airspace within a circle of 30 NM radius centres on PUT DVOR/DME (080654.83N0981822.69E) ALT 11000 FT 2000 FT Class of airspace: C	Phuket APP	Phuket Approach (English, Thai) H24	124.7 MHZ 284.0 MHZ 120.7 MHZ/ARR 121.5 MHZ/EMERG 243.0 MHZ/EMERG	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
RANONG CONTROLLED AIRSPACES A. RANONG CONTROL ZONE The airspace within a circle of 10 NM radius centred on RAN DVOR/DME (094643.18N0983502.11E) up to but not including 2000 FT <u>GND</u> Class of airspace: C B. RANONG TERMINAL CONTROL AREA The airspace enclosed by the following boundaries: Starting from a point 093117.14N 0985500.96E - 092955.95N 0985609.83E - then counter clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 092313.08N 0984808.19E - 092434.24N 0984659.31E - then clockwise along 25 NM arc radius centred on RAN DVOR/DME (094643.18N0983502.11E) to the starting point. Excluding the portion of area produced in Yangon FIR. <u>ALT 11000 FT</u> <u>2000 FT</u> Class of airspace: C	Phuket APP (Phuket Sector)	Ranong Approach (English, Thai) As AD OPR HR*	125.1 MHZ** 121.5 MHZ/EMERG	*Approach control unit shall accordingly maintain close coordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace. **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
ROI ET CONTROLLED AIRSPACES A. ROI ET CONTROL ZONE The airspace within a circle of 10 NM radius centred on ROT DVOR/DME (160700.6N1034619.5E) up to but not including 2000 FT <u>GND</u> Class of airspace: C B. ROI ET TERMINAL CONTROL AREA The airspace within a circle of 30 NM radius centred on ROT DVOR/DME (160700.6N1034619.5E) <u>ALT 11000 FT</u> <u>2000 FT</u> Class of airspace: C	Group of Provincial Approach Air Traffic Control (Ubon Sector)	Roi Et Approach (English, Thai) As AD OPR HR	125.4 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SAKON NAKHON CONTROLLED AIRSPACES A. SAKON NAKHON CONTROL ZONE The airspace within a circle of 10 NM radius centred on SKN DVOR/DME (171250.8N1040812.4E) up to but not including 2000 FT GND Class of airspace: C B. SAKON NAKHON TERMINAL CONTROL AREA The airspace enclosed by the following boundary: Starting from a point 174253.1N 1040758.4E - 174253.1N 1042406.2E - 164253.4N 1044446.1E - 164253.4N 1040758.4E - then clockwise along 30 NM arc radius centred on SKN DVOR/DME (171250.8N1040812.4E) to the starting point. Excluding the Laos territory. ALT 11000 FT 2000 FT Excluding Nakhon Phanom Control Zone Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Sakon Nakhon Approach (English, Thai) As AD OPR HR	123.35 MHZ / 284.0 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SURAT THANI CONTROLLED AIRSPACES A. SURAT THANI CONTROL ZONE The airspace within a circle of 10 NM radius centred on STN DVOR/DME (090746.24N0990805.09E) up to but not including 3000 FT GND Class of airspace: C B. SURAT THANI TERMINAL CONTROL AREA The airspace enclosed by the following boundary: Starting from a point 093307.1N 0991101.0E - 093737.1N 0991230.9E - then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 093443.1N 0992200.9E - 093019.1N 0992030.9E - then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 085607.3N 0993036.8E - 085307.3N 0993418.8E - then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 084031.3N 0991930.9E - 084467.3N 0991706.9E - then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 084549.3N 0985701.1E - 084207.03N 0985349.1E - then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 084837.3N 0984607.1E - 085225.2N 0984925.1E - then clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to the starting point. ALT 11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Surat Thani Ap- proach (English, Thai) As AD OPR HR	123.35 MHZ/240.0 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SAMUI CONTROLLED AIRSPACES				VTBBZAZX Tel: +662 285 9613 Fax +662 285 9610
A.SAMUI CONTROL ZONE The airspace within a circle of 10 NM radius centred of VTSM ARP(093256N 1000345E) up to but not including 3000 FT AGL <u>GND</u> Class of airspace: C B. SAMUI TERMINAL CONTROL AREA The airspace enclosed by the following boundary: starting from a point 100256.00N 1000511.00E then clockwise along 30 NM arc radius on VTSM ARP (093256N 1000345E) to 093802N 1003338E - 093300N 1002357E then clockwise along 20 NM arc radius on VTSM ARP(093256N 1000345E) to 091346.00N 0995834.00E - 090459.00N 0995306.00E - clockwise along 30NM arc radius centred on VTSM ARP (093256N 1000345E) to 091000.00N 0994428.00E - 091851.00N 0994940.00E - then clockwise along 20 NM arc radius centred on VTSM ARP(093256N 1000345E) to 095256.00N 1000302.00E - then direct to starting point. Including B463 <u>11000 FT AGL</u> <u>2000 FT AGL</u> Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Samui Approach (English, Thai) As AD OPR HR	129.6 MHZ/305.4 MHZ 121.5 MHZ/EMERG	

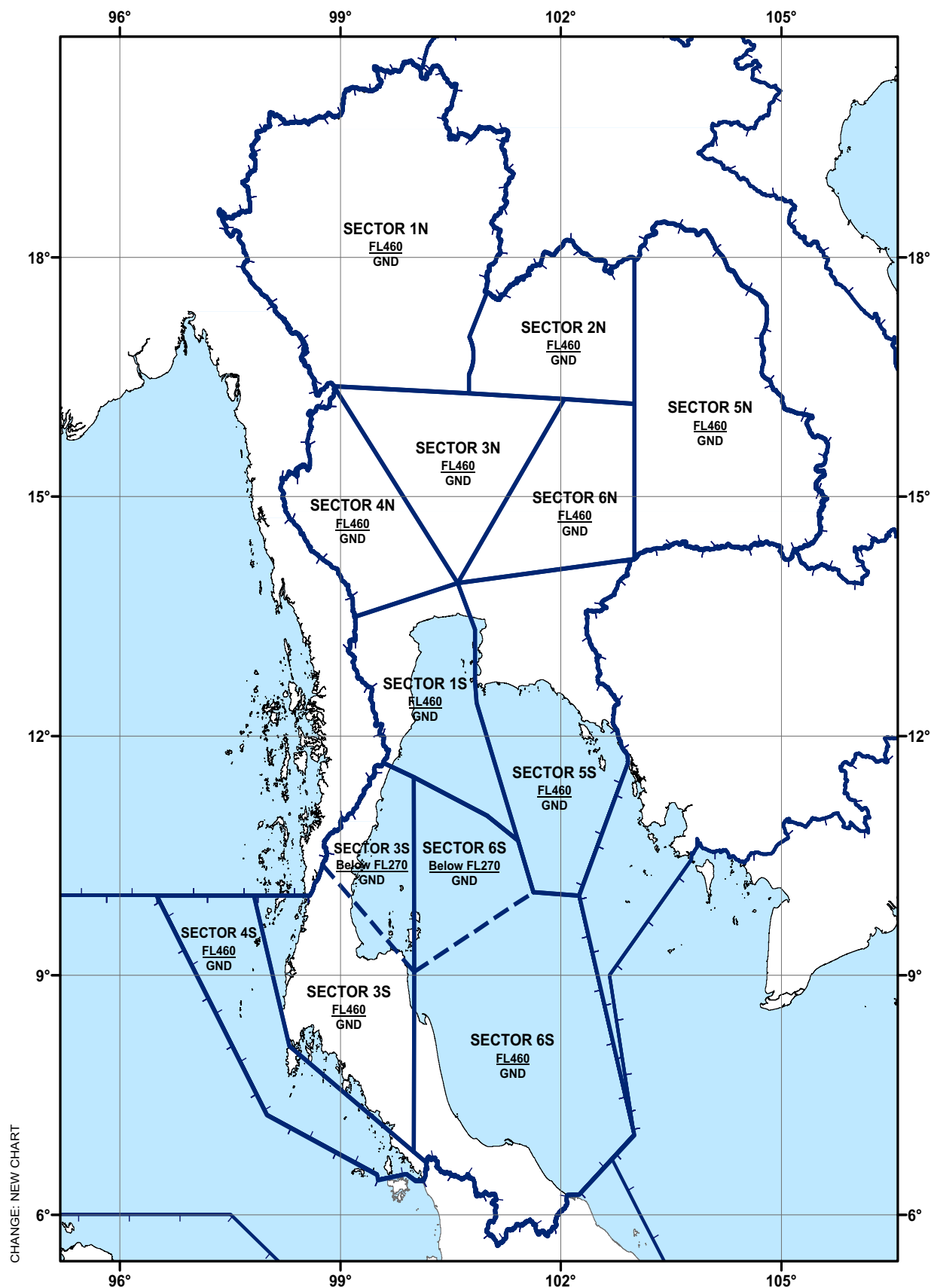
Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SUKHOTHAI CONTROLLED AIRSPACES A. SUKHOTHAI AERODROME TRAFFIC ZONE A circle of 5 NM radius centred on THS NDB (171406.8N 0994919.3E) 2000 FT AGL GND Class of airspace: C	Sukhothai TWR			
B. SUKHOTHAI CONTROL ZONE The airspace within a circle of 10 NM radius centred on THS NDB (171406.8N 0994919.3E) Excluding Phitsanulok TMA. up to but not including 2000 FT AGL GND C. SUKHOTHAI TERMINAL CONTROL AREA The airspace enclosed by the follow boundaries beginning at 174029N 1000432E - 172551N 0995909E then clockwise along 15 NM arc from THS NDB (171406.8N 0994919.3E) to 170000N 0995100E - 164454N 0995100E then clockwise along 30 NM arc from THS NDB to 164648N 0993848E - 170130N 0994154E then clockwise along 15 NM arc from THS NDB to 171348N 0993412E - 172442N 0992006E then clockwise along 30 NM arc from THS NDB to the starting point. Excluding Phitsanulok TMA. ALT 11000 FT 2000 FT Class of airspace: C D. Transition Altitude: 11 000 FT	Phitsanulok APP	Sukhothai Ap- proach (English, Thai) As AD OPR HR	120.7 MHZ 121.5 MHZ/EMERG	
TAK CONTROLLED AIRSPACES A. TAK CONTROL ZONE The airspace within a circle of 10 NM radius centred on TK NDB (165358.2N 0991508.0E) up to but not including 2000 FT GND Class of airspace: C B. TAK TERMINAL CONTROL AREA The airspace enclosed by the following boundaries: Starting from a point 165629.81N 0993550.14E - 165553.24N 0994046.08E - 164601.66N 0993836.55E - 164632.03N 0993430.61E - then clockwise along 20 NM arc radius centred on TK NDB (165358.2N 0991508.0E) to the starting point Excluding A464, G473, VTD33 and VT D 56 ALT 11000 FT 2000 FT Class of airspace: C	Phitsanulok APP	Tak Approach* (English, Thai) As AD OPR HR	126.0 MHZ 121.5 MHZ/EMERG	* Approach control unit shall accordingly maintain close co-ordination with the appropriate military units for activities that may affect controlled flight within the joint-use airspace.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
TAKHLI CONTROL ZONE The airspace enclosed by the following boundaries: beginning at 144511.7N 1003309.1E and clockwise along a 35 NM arc radius from TKL TACAN (151629.13N1001756.62E) to 145805.7N 1004848.0E then counter clockwise along a 12 NM arc radius from Khok Kathiam (centred on 145228.7N1003948.2E) to the starting point. ALT 11000 FT 2000 Class of airspace: C	Takhli APP	Takhli Approach (English, Thai) H24	122.3 MHz 236.6 MHz 253.5 MHz	Conventional Approach (Secondary) Excluding Alfa Control Area, VTD31 and Nakhon Sawan Aerodrome Traffic Zone.
TRANG CONTROLLED AIRSPACES A. TRANG CONTROL ZONE The airspace within a circle of 10 NM radius cen- tred on TRN DVOR/DME (073032.17N0993733.67E) up to but not including 2000 FT GND Class of airspace: C B. TRANG TERMINAL CONTROL AREA The airspace enclosed by a circle of 25 NM radius centred on TRN DVOR/DME (073032.17N0993733.67E) Excluding Hat Yai TMA. ALT 11000 FT 2000 FT Class of airspace: C	Hat Yai APP (Hat Yai Sec- tor)	Trang Approach (English, Thai) As AD OPR HR	125.3 MHZ* 121.5 MHZ/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
TRAT CONTROLLED AIRSPACES A. TRAT CONTROL ZONE The airspace within a circle of 10 NM radius centred of TRT NDB (121628.10N1021850.08E) up to but not including 2000 FT GND Class of airspace: C B. TRAT TERMINAL CONTROL AREA The airspace enclosed by the follow boundaries beginning at 123259.66N 1020609.45E then clockwise along 20 NM arc radius centred on TRT NDB to 115552.08N 1021639.12E - 114625.74N 1021309.78E - then clockwise along 30 NM arc radius centred on TRT NDB to 114951.88N 1020334.90E - 115918.21N 1020704.28E - then clockwise along 20 NM arc radius centred on TRT NDB to 122511.30N 1015943.07E - 123130.69N 1015146.64E - then clockwise along 30 NM arc radius centred on TRT NDB to 123919.05N 1015812.68E - then direct to starting point ALT 11000 FT ALT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Trat Approach (English, Thai) As AD OPR HR	120.25 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610
UBON CONTROLLED AIRSPACES A. UBON CONTROL ZONE The airspace within a circle of 10 NM radius centred on UBL DVOR/DME (151442.7N 1045157.2E) up to but not including 3000 FT AGL GND Class of airspace: C B. UBON TERMINAL CONTROL AREA The airspace enclosed by a circle of 30 NM radius centred on UBL DVOR/DME (151442.7N1045157.2E) FL 200 2000FT AGL Class of airspace: C	Group of Provincial Approach Air Traffic Control (Ubon Sector)	Ubon Approach (English, Thai) As AD OPR HR	123.5 MHZ / 257.8 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
UDON CONTROLLED AIRSPACES A. UDON CONTROL ZONE The airspace within a circle of 10 NM radius centred on UDN DVOR/DME (172305.2N1024629.8E) up to but not including 3000 FT AGL <u>GND</u> Class of airspace: C B. UDON TERMINAL CONTROL AREA The airspace enclosed by a circle of 30 NM radius centred on UDN DVOR/DME (172305.2N1024629.8E) Excluding the Laos territory. ALT 11000 FT <u>2000 FT</u> Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Udon Approach (English, Thai) As AD OPR HR	126.2 MHZ / 265.9 MHZ 119.45 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610 Backup frequency
U-TAPAO CONTROLLED AIRSPACES A. U-TAPAO CONTROL ZONE The airspace within a circle of 5 NM radius centred on U-Tapao aerodrome (124046.6N1010017.7E) up to but not including 2000 FT AGL <u>GND</u> Class of airspace: C B. U-TAPAO TERMINAL CONTROL AREA The airspace enclosed by a circle of 50 NM radius centred on U-Tapao aerodrome (124046.6N1010017.7E) 1. From 5 NM to 15 NM radius measured from the centre of the aerodrome, 700 FT above ground level to unlimited. 2. From 15 NM to 50 NM radius measured from the centre of the aerodrome, 2 000 FT above ground level to unlimited with the following exception: (i) U-Tapao Control Zone (ii) That portion overlapped by Bangkok Alfa Control Area and Hua Hin Terminal Control Area. (iii) All airspace on airways A464, R468, G463 and G458 from FL65 to FL460	U-Tapao APP	U-Tapao Approach (English, Thai) H24	119.7 MHZ/PRI 134.5 MHZ/SEC 273.3 MHZ/PRI 238.3 MHZ/SEC 121.5 MHZ/EMERG 243.0 MHZ/EMERG	VTBUZPZX Tel: +663 824 5196
AREA OUTSIDE CONTROL AIRSPACE The area outside control airspace (outside airways TMA and CTR), but within Bangkok FIR. Class of airspace: G	Bangkok ACC	Bangkok Control (English, Thai) H24		See frequency in use at appropriate sectors

AREAS OF RESPONSIBILITY AND SECTORIZATION OF
BANGKOK AREA CONTROL CENTRE (Below FL270)



CHANGE: NEW CHART

February 2020

ENR 3. ATS ROUTES

ENR 3.1 LOWER AND UPPER ATS ROUTES

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels		Remarks Controlling unit Frequency 6
				Odd	Even	
A1						
BANGKOK DVOR/DME (BKK)						
▲ 135337N 1003546E	071° 251° 51.0 NM	FL 460 7 500 FT Class A	10	↓		Uni-directional system will be applied for a portion between BKK DVOR/DME and UBL DVOR/DME as follows: - ATS route A1 will apply for eastbound traffic only - Westbound traffic shall filed flight plan via W1 after UBL - The available for westbound traffic on A1 or direct route will be subject to prior approval from ATC
ROBKA	071° 251° 29.0 NM	8 000 FT				
▲ 141043N 1012508E	071° 251° 29.0 NM					
SELKA	071° 251° 54.0 NM					
▲ 142020N 1015311E	071° 251° 54.0 NM					
TOPER	072° 252° 41.0 NM					
▲ 143808N 1024538E	072° 252° 41.0 NM					
SANOT	075° 255° 22.0 NM					
△ 145134N 1032548E	075° 255° 22.0 NM					
PASAT	076° 256° 65.0 NM					
▲ 145727N 1034726E	076° 256° 65.0 NM					
UBON DVOR/DME (UBL)						
▲ 151443N 1045157E	077° 257° 44.0 NM	FL 460 9 500 FT Class A		↓		
BUTRA		10 000 FT			↑	
▲ 152506N 1053546E						
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 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
A202					
▲ RAMEI 150240N 1030040E	049° 229° 91.0 NM	FL 460 12 500 FT/FL 125 Class A	(*)	↓ ↑	Pilot may expect ATC instruction to avoid VT D64, VT D54, VT D44 and VT D30 (*) For width of airways, see ENR 2.1-1
▲ GUROK 160329N 1041106E	049° 229° 19.0 NM	13 000 FT/FL 125			
▲ OKENA 161608N 1042533E	048° 228° 26.0 NM	FL 460 6 500 FT Class A 7 000 FT			
▲ SAVANNAKHET DVOR/DME (SAV) 163342N 1044556E					
For flight planning procedure, see ENR 1.10.					
For continuation, see AIP Lao People's Democratic Republic.					

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					
▲ <u>UBON DVOR/DME (UBL)</u> 151443N 1045157E	<u>094°</u> 274° 51.0 NM	<u>FL 460</u> FL 260 Class A FL 270	(*)	↓ ↑	
▲ <u>PAKSE VOR/DME (PAK)</u> 151148N 1054417E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
B218					
VIENTIANE DVOR/DME (VTN) ▲ 180037N 1023226E	236° 056° 38.0 NM	FL 460 3 500 FT Class A	20	↓	
NOGAD ▲ 173834N 1020021E	236° 056° 20.0 NM	4 000 FT		↑	
LOEI DVOR/DME (LOY) ▲ 172649N 1014323E	164° 344° 20.0 NM	FL 460 6 500 FT Class A		↓	
BOVGO ▲ 170740N 1014935E	164° 344° 31.0 NM	7 000 FT		↑	
CHUM PHAE DVOR/DME (CMP) ▲ 163807N 1015920E					
For flight planning procedure, see ENR 1.10.					For continuation, see AIP Lao People's Democratic Republic.

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		Remarks Controlling unit Frequency
1	2	3	4	5	6	
B346 ▲ <u>BANGKOK DVOR/DME (BKK)</u> 135337N 1003546E NOBER ▲ <u>151636N 1004006E</u> PHETCHABUN DVOR/DME (PCB) ▲ <u>164034N 1011148E</u> UDIKU ▲ <u>170735N 1011952E</u> OMGIV ▲ <u>171709N 1012243E</u> YAKUA ▲ <u>174415N 1013052E</u>					Conditional Route (CDR) availability: Portion between NOBER-PCB CDR1 1. Weekdays, Monday to Friday 1700 - 2200 UTC 2. From Friday 1700 UTC to Sunday 2200 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaicmac.aerothai.aero	
	004° 184° 83.0 NM	FL 460 10 000 FT Class A	20	↓		
	021° 201° 89.0 NM	11 000 FT/FL 110				
	017° 197° 28.0 NM					
	017° 197° 10.0 NM					
	017° 197° 28.0 NM					
			↑			
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 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
B460 ▲ <u>KHORAT DVOR/DME (KRT)</u> 145502N 1020823E BODUR ▲ <u>154853N 1032127E</u> ROI-ET DVOR/DME (ROT) ▲ <u>160701N 1034620E</u> RURAR ▲ <u>161943N 1041436E</u> SAVANNAKHET DVOR/DME (SAV) ▲ <u>163342N 1044556E</u>					Conditional Route (CDR) Availability; Portion between KRT-ROT CDR1 1. Weekdays, Monday to Friday 1000-2300 UTC 2. From Friday 1000 UTC to Sunday 2300 UTC 3. Public Holidays CDR2 Other periods, Availability will be Notified by Airspace use plan (AUP) Published in www.thaicmac.aerothai.aero For continuation, see AIP Lao People's Democratic Republic.
	<u>054°</u> 234° 89.0 NM	<u>FL 460</u> 6 500 FT Class A 7 000 FT	20	↓	
	<u>054°</u> 234° 30.0 NM				
	<u>066°</u> 246° 30.0 NM				
	<u>066°</u> 246° 33.0 NM			↑	
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 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
B579 <u>PHUKET DVOR/DME (PUT)</u> ▲ 080655N 0981823E <u>REBED</u> ▲ 074332N 0983736E <u>NUTGU</u> ▲ 072803N 0985020E <u>DALAN</u> ▲ 062808N 0993920E					
	141° 321° 30.0 NM	FL 460 6 500 FT Class A 7 000 FT	20	↓	
	141° 321° 20.0 NM	FL 460 6 500 FT Class A 7 000 FT			
	141° 321° 77.0 NM	FL 460 9 500 FT Class A 10 000 FT			
	For flight planning procedure, see ENR 1.10.				

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
G463 BANGKOK DVOR/DME (BKK) ▲ 135337N 1003546E TARED ▲ 142620N 0993129E BETNO ▲ 150554N 0981231E	 298° 118° 70.0 NM 298° 118° 86.0 NM 	 FL 460 9 500 FT Class A 10 000 FT 	 (*) 	 ↓ ↑ 	 (*) For width of airways, see ENR 2.1-1.
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
G473 MAKAS ▲ 164947N 0982949E PHITSANULOK DVOR/DME (PSL) ▲ 164613N 1001729E CHUM PHAE DVOR/DME (CMP) ▲ 163807N 1015920E UBON DVORDME (UBL) ▲ 151443N 1045157E	 093° 273° 103.0 NM 096° 276° 98.0 NM 117° 297° 186.0 NM 	 FL 460 9 000 FT Class A 10 000 FT 	 (*) 	 ↓ ↑	 (*) For width of airways, see ENR 2.1-1.
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 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
R345					
▲ ROI-ET DVOR/DME (ROT)					
▲ 160701N 1034620E	180° 000°	FL 460 FL 215	10	↓	
▲ GRASO	58.0 NM	Class A			
▲ 150917N 1034714E	180° 000°	FL 220			
▲ PASAT	12.0 NM				
▲ 145727N 1034726E	180° 000°				
▲ PEKBA	9.0 NM				
▲ 144808N 1034733E	180° 000°				
▲ BIDEM	26.0 NM			↑	
▲ 142154N 1034750E					
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 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
R468					
BANGKOK DVOR/DME (BKK)					
▲ 135337N 1003546E	117° 298° 18.0 NM	FL 460 7 500 FT Class A	(*)	↓	(*) For width of airways, see ENR 2.1-1.
UGIPA	118° 298° 32.0 NM	8 000 FT			
▲ GORSI	118° 298° 15.0 NM				
133055N 1012128E	117° 297° 23.0 NM				
GOMES	117° 297° 36.0 NM	FL 460 FL 155 Class A FL 160		↑	
▲ 132406N 1013506E					
BERLU					
▲ 131350N 1015620E					
BOKAK					
▲ 125736N 1022947E					For continuation, see AIP Kingdom of Cambodia.
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 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
R470					For continuation, see AIP Lao People's Democratic Republic.
VIENTIANE DVOR/DME (VTN)					
▲ 180037N 1023226E	162° 342° 15.0 NM	FL 460 3 500 FT Class A	(*)	↓	(*) For width of airways, see ENR 2.1-1.
ELNET	162° 342° 25.0 NM	4 000 FT			
UDON DVOR/DME (UDN)	144° 324° 30.0 NM	FL 460 6 500 FT Class A			
▲ 172305N 1024630E	144° 324° 35.0 NM	7 000 FT			
POVEX	144° 324° 30.0 NM				
▲ 165905N 1030530E	144° 324° 30.0 NM				
DOTUS	131° 311° 30.0 NM				
▲ 163103N 1032732E	131° 311° 52.0 NM				
ROI-ET DVOR/DME (ROT)					
▲ 160701N 1034620E					
ENTEK					
▲ 154755N 1041024E					
UBON DVOR/DME (UBL)					
▲ 151443N 1045157E				↑	
For flight planning procedure, see ENR 1.10.					

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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
W4					(*) For width of airways, see ENR 2.1-1.
UDON DVOR/DME (UDN)					
▲ 172305N 1024630E	144° 324°	FL 460 6 500 FT	(*)	↓	
POVEX	30.0 NM	Class A			
▲ 165905N 1030530E	144° 324°	7 000 FT			
DOTUS	35.0 NM				
▲ 163103N 1032732E	144° 324°				
ROI-ET DVOR/DME (ROT)	30.0 NM				
▲ 160701N 1034620E	131° 311°				
ENTEK	30.0 NM				
▲ 154755N 1041024E	131° 311°				
UBON DVORDME (UBL)	52.0 NM			↑	
▲ 151443N 1045157E					
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 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
W5					
UDON DVOR/DME (UDN)					
▲ 172305N 1024630E	180° 000°	FL 460 6 500 FT	(*)	↓	(*) For width of airways, see ENR 2.1-1.
ANPUS	25.0 NM	Class A			
▲ 165800N 1024651E	180° 000°	7 000 FT			
ALGIT	5.0 NM				
▲ 165300N 1024655E	180° 000°				
KHON KAEN DVOR/DME (KKN)	25.0 NM				
▲ 162815N 1024717E	112° 292°				
SEDNO	31.0 NM				
▲ 161733N 1031707E	112° 292°				
ROI-ET DVOR/DME (ROT)	30.0 NM				
▲ 160701N 1034620E	131° 311°				
ENTEK	30.0 NM				
▲ 154755N 1041024E	131° 311°				
UBON DVOR/DME (UBL)	52.0 NM			↑	
▲ 151443N 1045157E					
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 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
W6 ▲ <u>KHORAT DVOR/DME (KRT)</u> 145502N 1020823E EMRUT ▲ <u>160020N 1023533E</u> ▲ <u>KHON KAEN DVOR/DME (KKN)</u> 162815N 1024717E AKRET ▲ <u>164016N 1030856E</u> ▲ <u>SAKON NAKHON DVOR/DME (SKN)</u> 171251N 1040812E ▲ <u>NAKHON PHANOM DVOR/DME (NKP)</u> 172318N 1043818E					(*) For width of airways, see ENR 2.1-1.
	<u>023°</u> 203° 70.0 NM	<u>FL 460</u> 6 500 FT Class A 7 000 FT	(*)	↓ 	

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
W14					
▲ PHUKET DVORDME (PUT) 080655N 0981823E	115° 295° 30.0 NM	FL 460 6 500 FT Class A 7 000 FT	10	↓	
▲ EPGOT 075416N 0984555E	115° 295° 57.0 NM				
▲ TRANG DVORDME (TRN) 073032N 0993734E	127° 307° 22.0 NM				
▲ PADPA 071700N 0995532E	127° 307° 35.0 NM			↑	
▲ HAT YAI DVORDME (HTY) 065603N 1002316E					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5		Remarks Controlling unit Frequency 6
W15						
▲ CHIANG MAI DVOR/DME (CMA) 184558N 0985740E	120° 300° 23.0 NM	FL 460 6 500 FT Class A 7 000 FT	(*)	↓		(*) For width of airways, see ENR 2.1-1.
▲ MEMAN 183452N 0991859E	120° 300° 15.0 NM					
▲ KABMU 182739N 0993247E	120° 300° 26.0 NM					
▲ OTBAD 181514N 0995622E	120° 300° 15.0 NM					
▲ PHRAE DVOR/DME (PAE) 180803N 1000958E	138° 318° 65.0 NM					
△ PANKU 172035N 1005606E	083° 263° 16.0 NM					
▲ BARCE 172245N 1011219E	083° 264° 30.0 NM					
▲ LOEI DVOR/DME (LOY) 172649N 1014323E	095° 275° 15.0 NM					
▲ SWENI 172555N 1015903E	095° 275° 16.0 NM					
▲ ESGIB 172458N 1021514E	095° 275° 30.0 NM	FL 460 7 500 FT Class A 8 000 FT				
▲ UDON DVOR/DME (UDN) 172305N 1024630E	099° 279° 30.0 NM	FL 460 6 500 FT Class A 7 000 FT				
▲ GULNO 171915N 1031735E	099° 279° 49.0 NM					
▲ SAKON NAKHON DVOR/DME (SKN) 171251N 1040812E				↑		
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 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
W16					
△ PANKU 172035N 1005606E	126° 306° 74.0 NM	FL 460 6 500 FT Class A 7 000 FT	(*)	↓	
▲ CHUM PHAE DVOR/DME (CMP) 163807N 1015920E	103° 283° 27.0 NM				
▲ ONUVI 163228N 1022655E	103° 283° 20.0 NM			↑	
▲ KHON KAEN DVOR/DME (KKN) 162815N 1024717E					
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 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
W17					
▲ RANONG DVORDME (RAN) 094643N 0983502E	140° 320° 26.0 NM	FL 460 6 500 FT Class A 7 000 FT	10	↓	
▲ TOGIM 092659N 0985148E	140° 320° 25.0 NM				
▲ SURAT THANI DVORDME (STN) 090746N 0990805E	151° 331° 27.0 NM	FL 460 7 500 FT Class A 8 000 FT			
▲ EMVEL 084438N 0992122E	151° 331° 90.0 NM				
▲ ELREM 072616N 1000607E	151° 331° 35.0 NM			↑	
▲ HAT YAI DVORDME (HTY) 065603N 1002316E					
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 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
W21					
▲ <u>BANGKOK DVOR/DME (BKK)</u> 135337N 1003546E	004° 184° 83.0 NM	FL 460 10 000 FT Class A 11 000 FT	10	↓	
▲ <u>NOBER</u> 151636N 1004006E	044° 224° 111.0 NM	FL 460 6 500 FT Class A 7 000 FT			
▲ <u>CHUM PHAE DVOR/DME (CMP)</u> 163807N 1015920E	046° 227° 34.0 NM				
▲ <u>SURGU</u> 170158N 1022408E	047° 227° 30.0 NM			↑	
▲ <u>UDON DVOR/DME (UDN)</u> 172305N 1024630E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
W22					
▲ PHITSANULOK DVOR/DME (PSL) 164613N 1001729E	356° 176° 30.0 NM	FL 460 6 500 FT Class A 7 000 FT	10	↓	
▲ NIROP 171614N 1001444E	356° 176° 22.0 NM				
▲ IDKOR 173810N 1001243E	356° 176° 30.0 NM				
▲ PHRAE DVOR/DME (PAE) 180803N 1000958E	353° 173° 40.0 NM				
△ IKISU 184739N 1000349E	353° 173° 40.0 NM				
▲ BENVI 192707N 0995741E	353° 173° 30.0 NM			↑	
▲ CHIANG RAI DVOR/DME (CTR) 195656N 0995259E					
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 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	
W27					(*) For width of airways, see ENR 2.1-1.	
PHITSANULOK DVOR/DME (PSL) ▲ 164613N 1001729E	065° 245° 30.0 NM	FL 460 6 500 FT Class A 7 000 FT	(*)	↓		
REMER ▲ 165935N 1004531E	065° 245° 40.0 NM					
OMGIV ▲ 171709N 1012243E	065° 245° 7.0 NM					
RIBDO ▲ 172014N 1012918E	065° 245° 15.0 NM			↑		
LOEI DVOR/DME (LOY) ▲ 172649N 1014323E						
For flight planning procedure, see ENR 1.10.						

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
W28					
▲ SURAT THANI DVORDME (STN) 090746N 0990805E	126° 306°	FL 460 8 500 FT	10	↓	
▲ SEGRA 085300N 0992831E	25.0 NM	Class A 9 000 FT			
▲ NAKHON SI THAMMARAT DVORDME (NKS) 083230N 0995649E	126° 306°	35.0 NM			
▲ ENVON 072933N 1001406E	165° 345°	FL 460 7 500 FT			
▲ HAT YAI DVORDME (HTY) 065603N 1002316E	65.0 NM	Class A 8 000 FT		↑	
	165° 345°	35.0 NM			
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
W36 CHIANG MAI DVOR/DME (CMA) ▲ 184558N 0985740E LAMUN ▲ 190513N 0984044E MACHI ▲ 191306N 0983346E DOMKA ▲ 191419N 0982602E MAE HONG SON DVOR/DME (MHS) ▲ 191911N 0975444E	 321° 141° 25.0 NM 321° 141° 10.0 NM 280° 100° 7.4 NM 280° 100° 30.0 NM 	 FL 460 8 000 FT Class A 9 000 FT 	 10 	 ↓ ↑	
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 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
W38 ▲ <u>RAMEI</u> 150240N 1030040E ▲ <u>BURI RAM DVOR/DME (BRM)</u> 151422N 1031532E ▲ <u>ANKID</u> 154049N 1033057E ▲ <u>ROI-ET DVOR/DME (ROT)</u> 160701N 1034620E					(*) For width of airways, see ENR 2.1-1.
	<u>052°</u> 232° 19.0 NM	<u>FL 460</u> 6 500 FT Class A 7 000 FT	(*)	↓ 	

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
W39 NOBER ▲ <u>151636N 1004006E</u> PHETCHABUN DVORDME (PCB) ▲ <u>164034N 1011148E</u> DUBOL ▲ <u>171004N 1013154E</u> LOEI DVOR/DME (LOY) ▲ <u>172649N 1014323E</u>	 021° 201° 89.0 NM 034° 214° 35.0 NM 035° 215° 20.0 NM	 FL 460 6 500 FT Class A 7 000 FT	 (*)	 ↓ ↑	Conditional Route (CDR) availability: CDR1 1. Weekdays, Monday to Friday 1700-2200 UTC. 2. Friday 1700 UTC to Sunday 2200 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaicmac.aerothai.aero (*) For width of airways, see ENR 2.1-1.
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 Lower limits or Airspace classification Minimum flight altitude	Lateral limits NM	Direction of cruising levels	Remarks Controlling unit Frequency
1	2	3	4	5	6
W40 ▲ PHRAE DVOR/DME (PAE) 180803N 1000958E ▲ AIZAK 175302N 1002040E PHETCHABUN DVOR/DME (PCB) ▲ 164034N 1011148E					
	147° 327°	FL 460 7 500 FT	10	↓	
	18.0 NM	Class A 8 000 FT			
	147° 327°			↑	
	87.0 NM				
For flight planning procedure, see ENR 1.10.					

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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
M751 (RNAV 2) [GNSS]					
▲ <u>BANGKOK DVORDME (BKK)</u> 135337N 1003546E	<u>182°</u> 002° 32.0 NM	<u>FL 460</u> 6 500 FT Class A		↓	
△ <u>POLAK</u> 132106N 1003454E	<u>181°</u> 001° 33.0 NM	7 000 FT			
▲ <u>GUTSO</u> 124820N 1003454E	<u>181°</u> 001° 48.0 NM				
▲ <u>REGOS</u> 120007N 1003454E	<u>163°</u> 343° 63.0 NM				
△ <u>IDAGA</u> 110007N 1005348E	<u>164°</u> 344° 49.0 NM				
▲ <u>EMELA</u> 101249N 1010729E	<u>164°</u> 344° 81.0 NM			↑	
△ <u>MUBAN</u> 085441N 1012952E	<u>164°</u> 344° 54.0 NM				Uni-direction northbound route portion between GOLUD - MUBAN
▲ <u>TIKAL</u> 080220N 1014448E	<u>163°</u> 343° 109.0 NM			↑	
▲ <u>GOLUD</u> 061706N 1021639E					For continuation, see AIP Malaysia

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 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
Y1 (RNAV 2) [GNSS] UDON DVORDME (UDN) ▲ 172305N 1024630E TERCO ▲ 165550N 1023308E UBLOD ▲ 143715N 1012612E PIPOB ▲ 142236N 1011914E					Uni-directional southbound route Conditional Route (CDR) availability: CDR1 1. Weekdays, Monday to Friday 1000 - 2300 UTC 2. From Friday 1000 UTC to Sunday 2300 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaicmac.aero/thai.aero
	206° 026° 30.0 NM	FL 460 12 000 FT Class A 13 000 FT		↓	
	206° 026° 152.0 NM				
	206° 026° 16.0 NM	FL 460 6 500 FT Class A 7 000 FT			
For flight planning procedure, see ENR 1.10.					

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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
Y21 (RNAV 2) [GNSS]					
UDON DVOR/DME (UDN)					
▲ 172305N 1024630E	144° 324°	FL 460 6 500 FT		↓	
POVEX	30.0 NM	Class A			
▲ 165905N 1030530E	144° 324°	7 000 FT			
DOTUS	35.0 NM				
▲ 163103N 1032732E	144° 324°				
ROI-ET DVOR/DME (ROT)	30.0 NM				
▲ 160701N 1034620E	131° 311°				
ENTEK	30.0 NM				
▲ 154755N 1041024E	131° 311°				
UBON DVOR/DME (UBL)	52.0 NM			↑	
▲ 151443N 1045157E					
For flight planning procedure, see ENR 1.10.					

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Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
Y23 (RNAV 2) [GNSS]					
▲ KHORAT DVOR/DME (KRT) 145502N 1020823E	023° 203° 70.0 NM	FL 460 6 500 FT Class A 7 000 FT		↓	
▲ EMRUT 160020N 1023533E	023° 203° 30.0 NM				
▲ KHON KAEN DVOR/DME (KKN) 162815N 1024717E	061° 241° 24.0 NM				
▲ AKRET 164016N 1030856E	061° 242° 65.0 NM				
▲ SAKON NAKHON DVOR/DME (SKN) 171251N 1040812E	071° 252° 31.0 NM				
▲ NAKHON PHANOM DVOR/DME (NKP) 172318N 1043818E				↑	
For flight planning procedure, see ENR 1.10.					

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

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits Airspace Classification 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
Y31 (RNAV 2) GNSS LOEI DVOR/DME (LOY) ▲ 172649N 1014323E ANLUR ▲ 171330N 1012705E UDIKU ▲ 170735N 1011952E GOKON ▲ 164301N 1004834E PEBLI ▲ 161606N 1001736E	 231° 051° 20.0 NM 231° 051° 9.0 NM 231° 051° 39.0 NM 229° 049° 40.0 NM 	 FL 460 7 500 FT Class A 	 	 ↓	Uni-directional south-westbound route Conditional Route (CDR) availability: CDR1 1. Weekdays, Monday to Friday from 1700 - 2200 UTC 2. From Friday 1700 UTC to Sunday 2200 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaicmac.aerothai.aero

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits Airspace Classification 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
Y32 (RNAV 2) GNSS ELDAL ▲ 162106N 0993839E					Uni-directional northbound route
KIMET ▲ 164928N 0994429E	012° 192° 29.0 NM	FL 460 6 500 FT Class A 7 000 FT		↓	

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Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits Airspace Classification 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
Y36 (RNAV 2) GNSS CHIANG MAI DVOR/ DME (CMA) ▲ 184558N 0985740E	080° 260° 25.0 NM	FL 460 6 500 FT Class A 7 000 FT		↓	Uni-directional eastbound route Conditional Route (CDR) availability: CDR1 1. Weekdays, Monday to Friday from 1400 - 0100 UTC 2. From Friday 1400 UTC to Sunday 0100 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaicmac.aerothai.aero
IGUDA ▲ 185047N 0992332E	080° 260° 108.0 NM	FL 460 10 500 FT Class A 11 000 FT			
TOMIP ▲ 191105N 1011548E					

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
BANGKOK DVOR/DME	BKK	117.7MHZ (CH 124X)	H24	135336.8N 1003546.3E	16.58 M	DVOR/DME restriction due to obstacles surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: - Radial 321°-030° altitude should not below 2 500 FT - Radial 031°-060° altitude should not below 4 000 FT - Radial 061°-120° altitude should not below 3 000 FT - Radial 121°-320° altitude should not below 4 000 FT
BETONG DVOR/DME	BET	113.1MHZ (CH 78X)	H24	054707.68N 1010838.65E		DVOR/DME restrictions, - Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitude and distance in various areas as follows: - Radial 350°-020° altitude should not below 8 000 FT - Radial 021°-040° altitude should not below 6 500 FT - Radial 041°-060° altitude should not below 9 000 FT - Radial 061°-075° altitude should not below 15 000 FT - Radial 076°-349° unable to check due to border limit
BURI RAM DVOR/DME	BRM	117.2MHZ (CH 119X)	H24	151422.4N 1031531.6E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: - Radial 091°-140° altitude should not below 3 500 FT - Radial 141°-240° altitude should not below 5 000 FT - Radial 241°-280° altitude should not below 4 000 FT - Radial 281°-090° altitude should not below 2 500 FT
CHIANG MAI DVOR/DME	CMA	116.9MHZ (CH 116X)	H24	184558.1N 0985740.4E	318 M	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal at required altitudes in various areas as follows: 40 NM Orbit - Radial 350°-080° altitude should not below 8 000 FT - Radial 081°-180° altitude should not below 7 000 FT - Radial 181°-240° altitude should not below 9 000 FT 20 NM Orbit (Due to mountainous terrain) - Radial 241°-349° altitude should not below 12 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
CHIANG RAI DVOR/DME	CTR	116.5MHZ (CH 112X)	H24	195655.9N 0995259.3E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: 1. 40 NM - Radial 141°-180° altitude should not below 5 000 FT - Radial 181°-210° altitude should not below 7 500 FT - Radial 211°-255° altitude should not below 9 000 FT - Radial 256°-265° altitude should not below 10 000 FT - Radial 266°-270° altitude should not below 9 000 FT 2. 20 NM (Due to border limited) - Radial 271°-340° altitude should not below 6 500 FT - Radial 341°-140° altitude should not below 5 000 FT
CHUM PHAE DVOR/DME	CMP	112.9MHZ (CH 76X)		163807N 1015920E	-	DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, during radial check found roughness and bends out of tolerance, DVOR/DME unusable on radial as follows: - Radial 102° distance between 9.5-10.5 DME at altitude 4 500 FT - Radial 223° distance between 11.0-12.0 DME at altitude 5 000 FT - Radial 273° distance between 13.0-14.0 DME at altitude 6 000 FT - Radial 343° distance between 6.0-8.5 DME at altitude 5 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes and distances in various areas as follows: - Radial 001°-010° altitude should not below 5 500 FT - Radial 011°-080° altitude should not below 4 500 FT - Radial 081°-105° altitude should not below 7 000 FT - Radial 106°-120° altitude should not below 6 000 FT - Radial 121°-190° altitude should not below 5 000 FT - Radial 191°-230° altitude should not below 6 000 FT - Radial 231°-260° altitude should not below 8 000 FT - Radial 261°-310° altitude should not below 7 000 FT - Radial 311°-330° altitude should not below 8 000 FT - Radial 331°-350° altitude should not below 5 500 FT - Radial 351°-360° altitude should not below 6 500 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
CHUM PHON DVOR/DME	CPN	110MHZ (CH 37X)	H24	104240.21N 0992156.03E	5.50 M (18 FT)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit at the required altitude and distance in various areas as follows: 1. 40 NM - Radial 011°-020° altitude should not below 5 000 FT - Radial 021°-050° altitude should not below 4 000 FT - Radial 051°-100° altitude should not below 2 000 FT - Radial 101°-110° altitude should not below 4 000 FT - Radial 111°-190° altitude should not below 2 000 FT - Radial 191°-225° altitude should not below 4 000 FT - Radial 226°-230° altitude should not below 6 000 FT 2. 30 NM (Due to border limited) - Radial 231°-270° altitude should not below 5 000 FT 3. 20 NM (Due to border limited) - Radial 271°-010° altitude should not below 5 000 FT
HAT YAI DVOR/DME	HTY	115.3MHZ (CH 100X)	H24	065602.75N 1002316.47E	37.3 M	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: - Radial 171°- 240° at 10 NM ALT should not below 5 000 FT - Radial 131°- 170° at 20 NM ALT should not below 4 000 FT - Radial 031°-130° at 40 NM ALT should not below 5 000 FT - Radial 241°- 270° at 40 NM ALT should not below 7 000 FT - Radial 271°- 300° at 40 NM ALT should not below 10 000 FT - Radial 301°- 330° at 40 NM ALT should not below 6 000 FT - Radial 331°- 030° at 40 NM ALT should not below 3 000 FT
HUA HIN DVOR/DME	HHN	113.3MHZ (CH 80X)	H24	123804.04N 0995704.23E	-	DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: 1. 40 NM clockwise orbit - Radial 001°-170° altitude should not below 3 000 FT - Radial 171°-210° altitude should not below 7 000 FT - Radial 301°-340° altitude should not below 10 000 FT - Radial 340°-360° altitude should not below 3 000 FT 2. 30 NM clockwise orbit (Due to border limited) - Radial 211°- 300° altitude should not below 10 000 FT 3. Radial 341° distance 10.3 DME at altitude 4 000 FT found roughness out of tolerance

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
KAMPHAENG SAEN DVOR/DME	KPS	114.5MHZ (CH 92X)	2300-1100	140956N 0995715E	-	
KHON KAEN DVOR/DME	KKN	114.9MHZ (CH 96X)	H24	162815.3N 1024716.8E	-	DVOR/DME restriction due to terrain surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: - Radial 001°-080° altitude should not below 2 500 FT - Radial 081°-220° altitude should not below 2 000 FT - Radial 221°-360° altitude should not below 3 500 FT
KHORAT DVOR/DME	KRT	113.7MHZ (CH 84X)	H24	145502.3N 1020823.3E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: - Radial 081°-280° altitude should not below 5 000 FT - Radial 281°-080° altitude should not below 3 500 FT
KRABI DVOR/DME	KBI	111MHZ (CH 47X)	H24	080627.19N 0985839.07E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitude in various areas as follows: - Radial 001°-180° altitude should not below 5 500 FT - Radial 181°-200° altitude should not below 7 000 FT - Radial 201°-340° altitude should not below 10 000 FT - Radial 341°-360° altitude should not below 15 500 FT
LAMPANG DVOR/DME	LPN	114.7MHZ (CH 94X)	H24	181635.9N 0993008.4E	-	DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: - Radial 351°-070° beyond 40 NM should not below 6 000 FT - Radial 071°-130° beyond 30 NM should not below 6 000 FT - Radial 131°-320° beyond 40 NM should not below 6 000 FT - Radial 321°-350° beyond 30 NM should not below 6 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
LOEI DVOR/DME	LOY	115.9MHZ (CH 106X)	H24	172649.4N 1014323.2E	-	DVOR/DME restriction, 1. Unusable due to roughness out of tolerance - Radial 020° between 10-11 DME altitude 3 000 FT - Radial 243° between 7-8 DME altitude 6 000 FT and between 32-33 DME altitude 7 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 2.1 40 NM orbit - Radial 030°-050° altitude should not below 10 000 FT - Radial 051°-100° altitude should not below 7 000 FT - Radial 101°-130° altitude should not below 10 000 FT - Radial 131°-200° altitude should not below 5 000 FT - Radial 201°-250° altitude should not below 12 000 FT - Radial 251°-270° altitude should not below 13 000 FT 2.2 20 NM orbit (Due to border limited) - Radial 271°-029° altitude should not below 4 500 FT
MAE HONG SON DVOR/DME	MHS	115.5MHZ (CH 102X)	H24	191911.1N 0975443.6E	-	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance - Radial 040° distance between 10.5-12.5 DME altitude 5 500 FT - Radial 085° distance between 5.5-7.5 DME altitude 7 000 FT - Radial 100° distance between 9.0-10.0 DME altitude 7 000 FT - Radial 120° distance between 9.5 - 10.5 DME altitude 7 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: - Radial 060°-080° altitude should not below 8 500 FT - Radial 081°-140° altitude should not below 13 000 FT - Radial 141°-190° altitude should not below 9 000 FT - Radial 191°-059° unable to perform due to border limited

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
MAE SOT DVOR/DME	MST	116.7MHZ (CH 114X)	H24	164152.1N 0983229.7E	-	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance – Radial 104° distance between 6.0-13.0 DME altitude 5 500 FT – Radial 012° distance between 22.0-24.0 DME altitude 5 000 FT – Radial 124° distance between 32.0-34.0 DME altitude 6 600 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at the required altitude in various areas as follows: – Radial 000°-030° altitude should not below 7 000 FT – Radial 031°-060° altitude should not below 9 000 FT – Radial 061°-070° altitude should not below 10 000 FT – Radial 071°-120° altitude should not below 9 000 FT – Radial 121°-360° unable to perform due to border limited
NAKHON PHANOM DVOR/DME	NKP	111.6MHZ (CH 53X)	H24	172317.9N 1043818.1E	600 ft	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: – Radial 181°-190° altitude should not below 2 500 FT – Radial 191°-260° altitude should not below 4 000 FT – Radial 261°-320° altitude should not below 2 500 FT – Radial 321°-180° unable to check (Due to border limited)
NAKHON SI THAMMARAT DVOR/DME	NKS	117.4MHZ (CH 121X)	H24	083229.95N 0995648.67E	-	Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes is various areas: – Radial 001°-190° beyond 40 NM should not below 2 500 FT – Radial 191°-240° beyond 40 NM should not below 7 000 FT – Radial 241°-280° beyond 25 NM should not below 8 000 FT – Radial 281°-320° beyond 40 NM should not below 7 000 FT – Radial 321°-360° beyond 40 NM should not below 5 000 FT
NAN DVOR/DME	NAN	115.7MHZ (CH 104X)	H24	184832.8N 1004657.4E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 011°-110° at 20 NM should not below 8 000 FT – Radial 111°-160° at 20 NM should not below 6 000 FT – Radial 161°-180° at 40 NM should not below 6 000 FT – Radial 181°-330° at 40 NM should not below 7 000 FT – Radial 311°-010° at 40 NM should not below 8 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
RAYONG DVOR/DME	RYN	112.5MHZ (CH 72X)	H24	124648.3N 1014041.7E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: - Radial 011°-040° altitude should not below 9 000 FT - Radial 041°-050° altitude should not below 4 000 FT - Radial 051°-080° altitude should not below 6 000 FT - Radial 081°-240° altitude should not below 4 000 FT - Radial 240°-010° altitude should not below 5 000 FT
ROI-ET DVOR/DME	ROT	111.2MHZ (CH 49X)	H24	160700.6N 1034619.5E	-	Coverage orbit data refer from commissioning checked as follows: 40 NM clockwise orbit flown from radial 001°-360° altitude should not below 2 000 FT - Airway W5 flown to 40 NM at 2 000 FT was checked and found satisfactory
SAKON NAKHON DVOR/DME	SKN	114.2MHZ (CH 89X)	H24	171250.8N 1040812.4E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: 30 NM orbit (Due to border limited) - Radial 000°-130° altitude should not below 2 100 FT 40 NM orbit - Radial 131°-280° altitude should not below 5 500 FT - Radial 281°-359° altitude should not below 2 100 FT
SONGKHLA DVOR/DME	SKL	113.5MHZ (CH 82X)	H24	071119.65N 1003615.11E	-	Military facility
SAMUI DVOR/DME	SMU	117.6MHZ (CH 123X)	H24	093249.47N 1000342.27E	24 M	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: - Radial 000°-015° beyond 25 NM altitude should not below 4 000 FT - Radial 016°-040° beyond 25 NM altitude should not below 6 000 FT - Radial 041°-060° beyond 20 NM altitude should not below 11 000 FT - Radial 061°-070° beyond 25 NM altitude should not below 9 000 FT - Radial 071°-120° beyond 40 NM altitude should not below 11 000 FT - Radial 121°-180° beyond 40 NM altitude should not below 5 000 FT - Radial 181°-210° beyond 25 NM altitude should not below 8 000 FT - Radial 211°-260° beyond 20 NM altitude should not below 9 000 FT - Radial 261°-280° beyond 25 NM altitude should not below 7 000 FT - Radial 281°-360° beyond 40 NM altitude should not below 8 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
SURAT THANI DVOR/DME	STN	110.6MHZ (CH 43X)	H24	090746.24N 0990805.09E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage orbit 40 NM as follows: - Radial 001°-070° altitude should not below 1 500 FT - Radial 071°-090° altitude should not below 3 500 FT - Radial 091°-150° altitude should not below 5 000 FT - Radial 151°-190° altitude should not below 1 500 FT - Radial 191°-360° altitude should not below 4 000 FT - Radial 227° distance approximate 10-13 DME out of tolerance roughness and scalloping
SUKHOTHAI NDB	THS	292KHZ	H24	171406.8N 0994919.3E	-	- Route coverage checked on bearing 021° from THS to PR altitude 9 000 FT flown to 57 NM found satisfactory - Coverage 50 NM clockwise orbit data refer from commissioning checked as follows: - Bearing 041°-100° at altitude 4 000 FT - Bearing 101°-190° at altitude 2 000 FT - Bearing 191°-040° at altitude 5 000 FT
TAKHLI NDB	TL	350KHZ	H24	151633.45N 1001751.11E	-	
TAK NDB	TK	332KHZ	H24	165358.2N 0991508.0E	-	- Route coverage checked and result found satisfactory as follows: - Bearing 098° from TK to PSL altitude 7 000 FT flown to 60 NM - Bearing 254° from TK to MST altitude 7 000 FT flown to 43 NM - Coverage 15 NM clockwise orbit data refer from commissioning checked as follows: - Bearing 001°-360° at altitude 3 500 FT
TRANG DVOR/DME	TRN	116.6MHZ (CH 113X)	H24	073032.17N 0993733.67E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: 20 NM orbit - Radial 081°-130° altitude should not below 6 000 FT 40 NM orbit - Radial 131°-350° altitude should not below 4 000 FT - Radial 351°-030° altitude should not below 6 000 FT - Radial 031°-080° altitude should not below 7 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
TRAT NDB	TRT	384KHZ (CH 36X)	H24	121628.10N 1021850.08E	-	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
UBON DVOR/DME	UBL	112.7MHZ (CH 74X)	H24	151442.7N 1045157.2E	-	DVOR/DME restriction - Due to obstacles surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit at required altitude in various areas as follows: 40 NM - Radial 111°-155° altitude should not below 3 000 FT - Radial 156°-165° altitude should not below 7 000 FT - Radial 166°-200° altitude should not below 5 000 FT - Radial 201°-070° altitude should not below 3 000 FT 30 NM (Due to border limit) - Radial 071°-110° altitude should not below 2 000 FT - During 6 NM orbit found 30 Hz. AM modulation is fluctuated within 29%-50% between radial 170°-190°. UBON DVOR/DME unusable between radial 170°-190° (CW) beyond 10 NM altitude 2 000 FT
UDON DVOR/DME	UDN	114.3MHZ (CH 90X)	H24	172305.2N 1024629.8E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal at required altitudes in various areas as follows: 15 NM orbit - RDL 277°-280° ALT should not below 5000 FT 20 NM orbit (due to border limited) - RDL 331°- 030° ALT should not below 2500 FT 40 NM orbit - RDL 031°- 090° ALT should not below 3000 FT - RDL 091°-190° ALT should not below 4000 FT - RDL 191°- 268° ALT should not below 5000 FT - RDL 269°- 276° ALT should not below 8000 FT - RDL 281°- 330° ALT should not below 5000 FT - The En-route radial 275 (W15) beyond 20 NM ALT 6500 FT the DVOR/DME signal out of tolerance.

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
U-TAPAO DVOR/DME	BUT	110.8MHZ (CH 45X)	H24	124000.02N 1010001.71E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude and distance in various areas: – Radial 101°-170° altitude should not below 2 000 FT – Radial 171°-250° altitude should not below 6 000 FT – Radial 251°-320° altitude should not below 8 000 FT – Radial 321°-050° altitude should not below 6 000 FT – Radial 051°-100° altitude should not below 4 000 FT

VTBS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBS - BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT

VTBS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	134109N 1004456E Midpoint between taxiways G, H, H2 and H3
2	Direction and distance from (city)	25 KM East of Bangkok
3	Elevation/Reference temperature	8 FT (2 M) / 32.4°C
4	Geoid undulation at AD ELEV PSN	-94 FT (-29 M)
5	MAG VAR/Annual change	0° 42' W (2025) / 0° 2' E
6	AD Administration, address, telephone, telefax, telex, AFS	999 Moo 1 Nong Prue, Bangphli, Samut Prakan 10540, Thailand Tel: +662 132 1888 Fax: +662 132 1889 Website: https://suvarnabhumi.airportthai.co.th AFS: VTBSYDYX
7	Types of traffic permitted (IFR/VFR)	IFR / Authorized VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

VTBS 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	AIS Briefing Office and ATS Reporting Office (ARO): Located at 2nd floor, the central block building, Don Mueang International Airport Tel: +66 2131 3901-3 Fax: +66 2131 3904 AFTN: VTBSZPZX E-mail: vtbszpx@aerorhai.co.th

VTBS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available from Thai Airways International Plc.and WFS-PG Cargo Co., Ltd. (BFS Cargo)
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	a) Bangkok Aviation Fuel Service Public Company Limited (BAFS) Website:www.bafsthai.com E-mail: poomravat@bafs.co.th wanijcha@bafs.co.th Tel: +662 834 8959 Fax: +662 929 5480 Fuel Dispenser Truck: 40 Fuel Refueller Truck: 4 - 2 Capacity: 65,000 L - 1 Capacity: 40,000 L - 1 Capacity: 35,000 L b) Aircraft Service International Group (THAILAND) CO.,LTD. (ASIG) Website:www.menziesaviation.com E-mail: n.boonpithaksap@johnmenzies.aero Tel: +662 327 3293-7 Fax: +662 327 3298 Fuel Dispenser Truck: 10 Fuel Refueller Truck: 2 Capacity: 35,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited, operated by Thai Airways International Plc.
6	Repair facilities for visiting aircraft	Major and minor repair available from Thai Airways International Plc. and line maintenance from International Airlines Technical Pool.

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 |

14. SIMULTANEOUS PARALLEL RUNWAY OPERATIONS

14.1 Introduction

14.1.1 Simultaneous parallel runway operations, including Simultaneous Dependent Parallel Approaches (SDPA), Simultaneous Independent Parallel Approaches (SIPA), and Simultaneous Independent Parallel Departures (SIPD), aim to optimize runway utilization and enhance air traffic efficiency.

14.2 Simultaneous Dependent Parallel Approaches – SDPA

14.2.1 SDPA are simultaneous approaches to parallel or near-parallel instrument runways where separation minima, based on ATS surveillance systems, are prescribed between aircraft on adjacent extended runway centerlines.

14.2.2 SDPA shall be implemented at all times except during periods when the SIPA procedure is in operation. No notification will be provided via ATIS.

14.3 Simultaneous Independent Parallel Approaches – SIPA

14.3.1 To ensure safe operations between aircraft on parallel approaches, Normal Operating Zones (NOZ) are established for each extended runway centerline, and a No Transgression Zone (NTZ) is established between the NOZs.

14.3.2 The applicable instrument approach procedures for SIPA at Suvarnabhumi International Airport are as follows.

ILS z RWY01	RNP RWY01
-	RNP RWY02L
ILS z RWY02R	RNP RWY02R
ILS z RWY19	RNP RWY19
ILS z RWY20L	RNP RWY20L
-	RNP RWY20R

14.3.3 RNP approach procedures.

- RNP APCH (LNAV) procedures are NOT authorized during simultaneous operations.
- The use of Flight Director (FD) or Autopilot (AP) providing RNP track guidance is required during simultaneous operations. FMS functionality to intercept the runway centerline after radar vectoring is also required.

14.3.4 Air Traffic Control Officer (ATCO) will vector arriving flights from the last waypoint of the respective STARs to the corresponding NOZs.

14.3.5 Within the NOZ, ATCO shall provide a minimum vertical separation of 1,000 feet or 3 NM surveillance separation between pairs of aircraft until both aircraft are established on the ILS localizer course or RNP final approach course.

14.3.6 All approaches will be monitored by a Flight Monitoring Controller (FMC) to ensure that, when 1,000 feet separation or 3 NM surveillance separation is reduced, arriving aircraft do not penetrate the NTZ towards another aircraft on the adjacent ILS localizer course or RNP final approach course.

14.3.7 Each pair of parallel approaches has a "high side" and a "low side" to maintain vertical separation until both aircraft are established inbound on their respective instrument approach procedures. Aircraft must be established at the designated "high side" or "low side" altitude before receiving vectors for the ILS localizer course or RNP final approach course.

14.3.8 Aircraft can expect the following radiotelephony phraseologies:

- a) Radar vector to intercept and follow the ILS localizer course or RNP final approach course:
“**TURN LEFT (RIGHT) HEADING (three digits), DESCEND AND MAINTAIN (altitude), REPORT ESTABLISHED ON THE LOCALIZER (or FINAL APPROACH COURSE) RUNWAY (number)**”
- b) Radar vector to intercept and clear for the ILS approach or RNP approach:
“**TURN LEFT (RIGHT) HEADING (three digits), DESCEND AND MAINTAIN (altitude), CLEARED FOR ILS z APPROACH (or RNP APPROACH) RUNWAY (number)**”

14.3.9 Breakout maneuver

14.3.9.1 When an aircraft is observed deviating from the ILS localizer course or RNP final approach course toward the NTZ but remains within the NOZ, ATCO will instruct the aircraft to return immediately to the correct course using the following phraseology:

“**OBSERVING YOU ARE LEFT (or RIGHT) OF THE LOCALIZER (or FINAL APPROACH COURSE), TURN RIGHT (or LEFT) IMMEDIATELY AND REJOIN THE LOCALIZER (or FINAL APPROACH COURSE)**”

14.3.9.2 When an aircraft is observed penetrating or at risk of penetrating the NTZ:

- a) Firstly, ATCO will instruct the aircraft on the adjacent ILS localizer course or RNP final approach course to alter its course to avoid the deviating aircraft with the following phraseology:
“**TRAFFIC ALERT, TURN RIGHT (or LEFT) IMMEDIATELY HEADING (degrees), CLIMB AND MAINTAIN (altitude) TO AVOID TRAFFIC**”
- b) Secondly, ATCO will instruct the deviating aircraft to turn away from NTZ immediately for avoidance action, with the following phraseology:
“**YOU HAVE CROSSED THE LOCALIZER (or FINAL APPROACH COURSE), TURN RIGHT (or LEFT) IMMEDIATELY HEADING (three digits), CLIMB AND MAINTAIN (altitude) TO AVOID TRAFFIC**”
Or
“**TURN RIGHT (or LEFT) IMMEDIATELY HEADING (three digits), CLIMB AND MAINTAIN (altitude) TO AVOID TRAFFIC**”

14.3.10 No heading instructions will be issued to an aircraft below 400 feet above the threshold elevation.

14.3.11 The operation of SIPA to parallel runways and expected instrument approach procedures will be broadcast on Arrival ATIS (133.6 MHz) during active period.

14.4 Simultaneous Independent Parallel Departures – SIPD

14.4.1 The design of RNAV SIDs permits SIPD in compliance with DOC 9613 requirements.

14.4.2 SIPD will be conducted from runways 19 & 20L/20R or 01 & 02L/02R. Pilots must strictly adhere to the published initial climb segments, whether using conventional navigation or RNAV1.

14.4.3 The operation of SIPD from parallel runways will be broadcast on Departure ATIS (127.65 MHz) during active period.

14.5 Conditions for operations

14.5.1 The simultaneous parallel runway operations may be suspended in the event of adverse weather conditions, potentially causing a missed approach, or any other conditions that affect the safe conduct of SDPA or SIPA to parallel runways or SIPD from parallel runways.

VTBS AD 2.23 ADDITIONAL INFORMATION

1. Pilot Advisory

When landing on Runway 19 with winds from the west, aircraft may be affected by turbulence in the vicinity of the building structures (Ground Run-Up Enclosure: GRE). The geographic coordinates of GRE are as follows: 134216.9N 1004552.0E.

2. Bird concentrations

2.1 Bird concentrations in the vicinity of Suvarnabhumi International Airport.

2.1.1 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

2.1.2 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.

2.2 Grass mowing program

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

2.2.2 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.

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

2.2.4 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

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Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPL1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RIVDU1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F VANKO1F (Waypoint list table)	AD 2-VTBS-6-25
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H	AD 2-VTBS-6-27
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Verso)	AD 2-VTBS-6-28
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Radio communication failure table)	AD 2-VTBS-6-29
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Tabular description1)	AD 2-VTBS-6-30
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Tabular description2)	AD 2-VTBS-6-31
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Tabular description3)	AD 2-VTBS-6-32
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Tabular description4)	AD 2-VTBS-6-33
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Tabular description5)	AD 2-VTBS-6-34
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Tabular description6)	AD 2-VTBS-6-35
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Tabular description7)	AD 2-VTBS-6-36
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Tabular description8)	AD 2-VTBS-6-37
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPL1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Waypoint list table)	AD 2-VTBS-6-38
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPL1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J	AD 2-VTBS-6-39
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPL1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Verso)	AD 2-VTBS-6-40
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPL1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Radio communication failure table)	AD 2-VTBS-6-41
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPL1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Tabular description1)	AD 2-VTBS-6-42
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPL1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Tabular description2)	AD 2-VTBS-6-43
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPL1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Tabular description3)	AD 2-VTBS-6-44
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPL1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Tabular description4)	AD 2-VTBS-6-45
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPL1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Tabular description5)	AD 2-VTBS-6-46

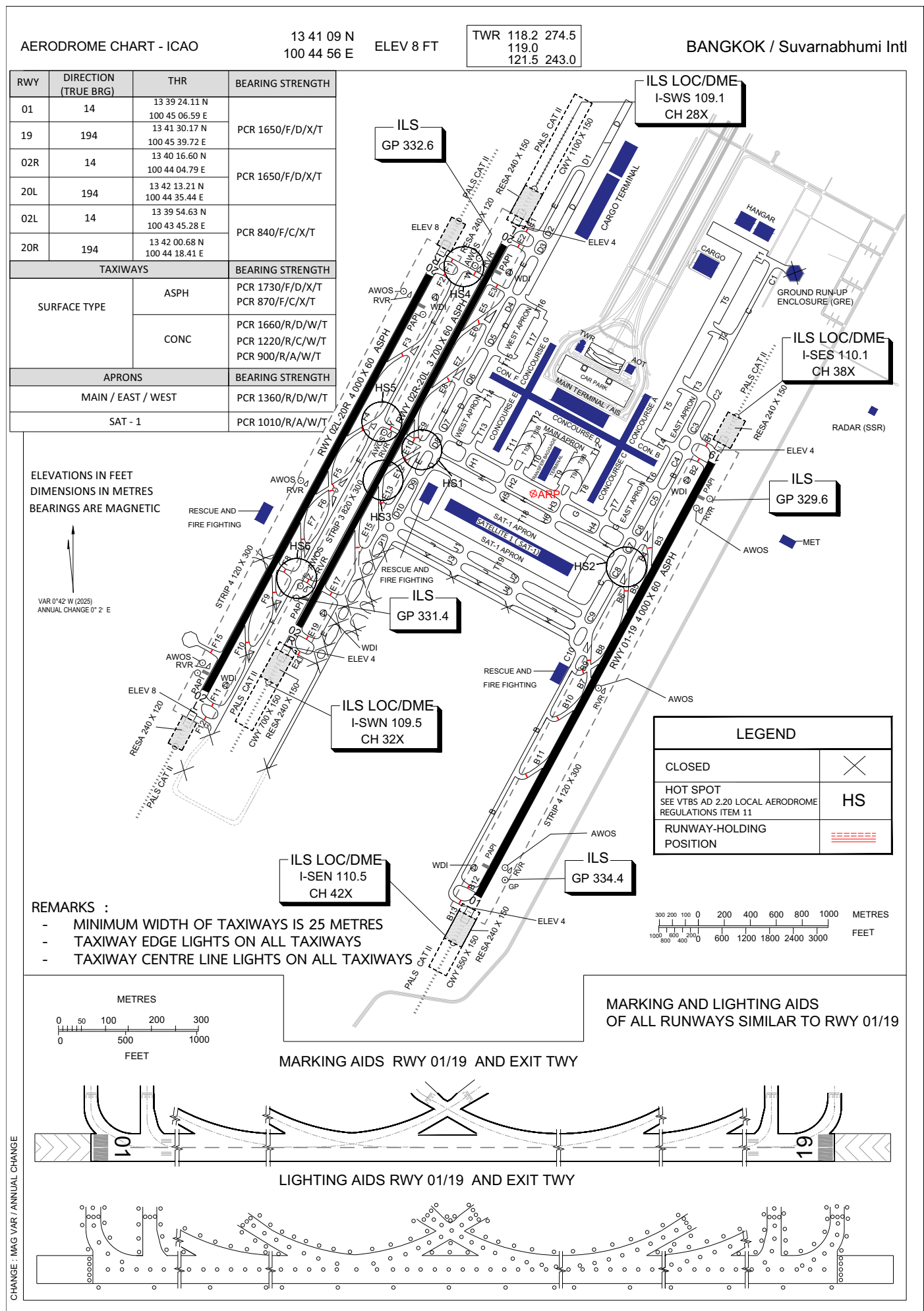
Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Tabular description6)	AD 2-VTBS-6-47
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Tabular description7)	AD 2-VTBS-6-48
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Tabular description8)	AD 2-VTBS-6-49
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Tabular description9)	AD 2-VTBS-6-50
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Waypoint list table)	AD 2-VTBS-6-51
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G	AD 2-VTBS-6-53
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G (Verso)	AD 2-VTBS-6-54
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G (Radio communication failure table)	AD 2-VTBS-6-55
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G (Tabular description1)	AD 2-VTBS-6-56
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G (Tabular description2)	AD 2-VTBS-6-57
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G (Tabular description3)	AD 2-VTBS-6-58
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G (Tabular description4)	AD 2-VTBS-6-59
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G (Tabular description5)	AD 2-VTBS-6-60
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G (Tabular description6)	AD 2-VTBS-6-61
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G (Tabular description7)	AD 2-VTBS-6-62
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G (Tabular description8)	AD 2-VTBS-6-63
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RIVDU1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G VANKO1G (Waypoint list table)	AD 2-VTBS-6-64
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E	AD 2-VTBS-6-65
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Verso)	AD 2-VTBS-6-66
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Radio communication failure table)	AD 2-VTBS-6-67
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Tabular description 1)	AD 2-VTBS-6-68

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Tabular description 2)	AD 2-VTBS-6-69
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Tabular description 3)	AD 2-VTBS-6-70
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Tabular description 4)	AD 2-VTBS-6-71
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Tabular description 5)	AD 2-VTBS-6-72
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Tabular description 6)	AD 2-VTBS-6-73
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Tabular description 7)	AD 2-VTBS-6-74
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Tabular description 8)	AD 2-VTBS-6-75
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Waypoint list table)	AD 2-VTBS-6-76
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U	AD 2-VTBS-6-77
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Radio communication failure table)	AD 2-VTBS-6-78
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Tabular description 1)	AD 2-VTBS-6-79
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Tabular description 2)	AD 2-VTBS-6-80
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Tabular description 3)	AD 2-VTBS-6-81
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Tabular description 4)	AD 2-VTBS-6-82
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Tabular description 5)	AD 2-VTBS-6-83
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Waypoint list table)	AD 2-VTBS-6-84
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q	AD 2-VTBS-6-85
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Radio communication failyre table)	AD 2-VTBS-6-86
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Tabular description 1)	AD 2-VTBS-6-87
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Tabular description 2)	AD 2-VTBS-6-88
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Tabular description 3)	AD 2-VTBS-6-89
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Tabular description 4)	AD 2-VTBS-6-90

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Tabular description 5)	AD 2-VTBS-6-91
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Waypoint list table)	AD 2-VTBS-6-92
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S	AD 2-VTBS-6-93
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R(PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Radio communication failure table)	AD 2-VTBS-6-94
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Tabular description 1)	AD 2-VTBS-6-95
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Tabular description 2)	AD 2-VTBS-6-96
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Tabular description 3)	AD 2-VTBS-6-97
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Tabular description 4)	AD 2-VTBS-6-98
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Tabular description 5)	AD 2-VTBS-6-99
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Waypoint list table)	AD 2-VTBS-6-100
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T	AD 2-VTBS-6-101
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Radio communication failure table)	AD 2-VTBS-6-102
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 1)	AD 2-VTBS-6-103
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 2)	AD 2-VTBS-6-104
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 3)	AD 2-VTBS-6-105
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 4)	AD 2-VTBS-6-106
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 5)	AD 2-VTBS-6-107
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Waypoint list table)	AD 2-VTBS-6-108
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R	AD 2-VTBS-6-109
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Radio communication failure table)	AD 2-VTBS-6-110
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 1)	AD 2-VTBS-6-111
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 2)	AD 2-VTBS-6-112

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 3)	AD 2-VTBS-6-113
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 4)	AD 2-VTBS-6-114
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 5)	AD 2-VTBS-6-115
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Waypoint list table)	AD 2-VTBS-6-116
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P	AD 2-VTBS-6-117
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Radio communication failure table)	AD 2-VTBS-6-118
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 1)	AD 2-VTBS-6-119
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 2)	AD 2-VTBS-6-120
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 3)	AD 2-VTBS-6-121
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 4)	AD 2-VTBS-6-122
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 5)	AD 2-VTBS-6-123
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Waypoint list table)	AD 2-VTBS-6-124
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D	AD 2-VTBS-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Verso)	AD 2-VTBS-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Radio communication failure table)	AD 2-VTBS-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 1)	AD 2-VTBS-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 2)	AD 2-VTBS-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 3)	AD 2-VTBS-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 4)	AD 2-VTBS-7-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 5)	AD 2-VTBS-7-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 6)	AD 2-VTBS-7-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Waypoint list table)	AD 2-VTBS-7-10
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C	AD 2-VTBS-7-11
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Verso)	AD 2-VTBS-7-12
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Radio communication failure table)	AD 2-VTBS-7-13

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

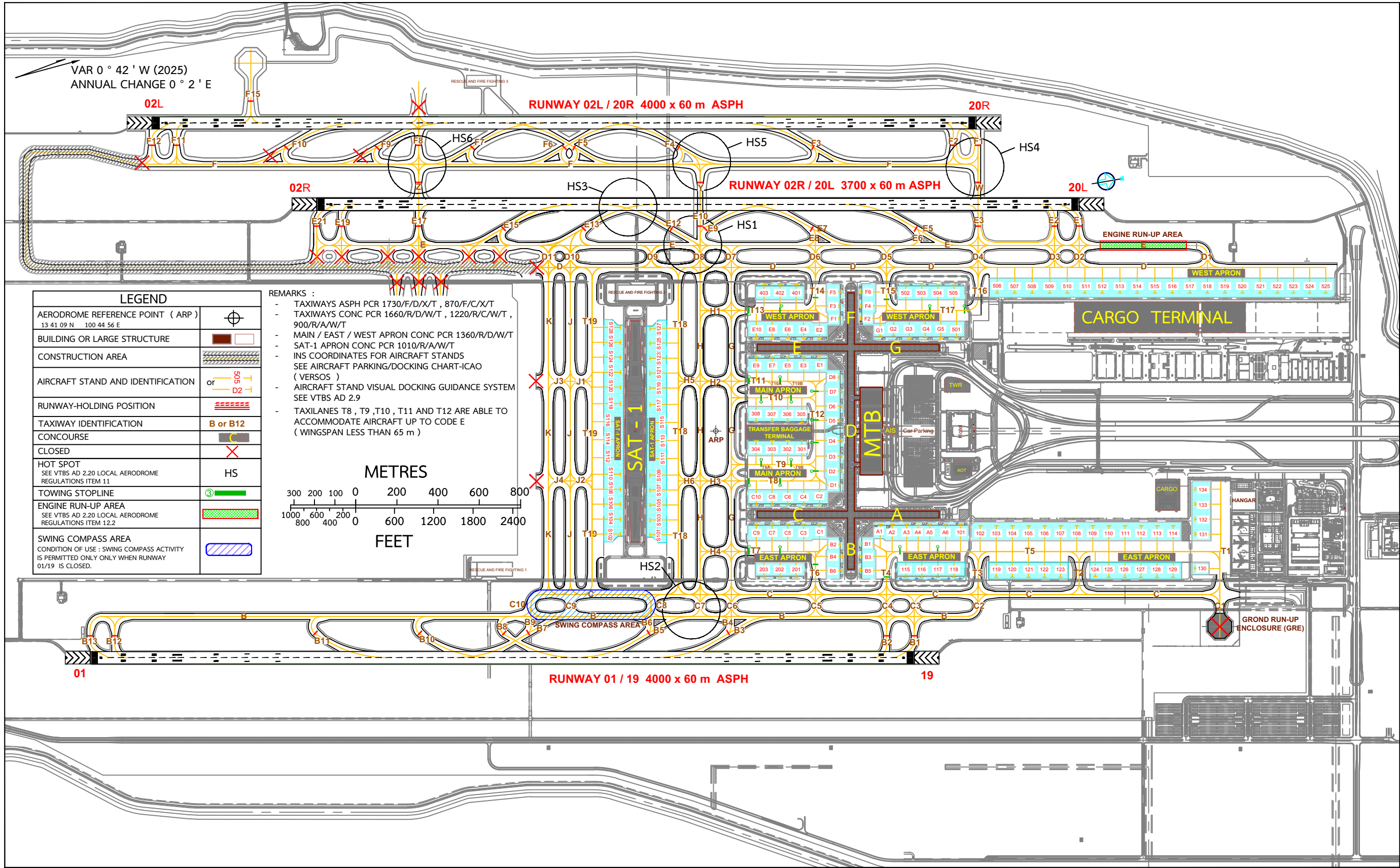
13 41 09 N
100 44 56 E

APRON ELEV 4 FT

TWR FREQ 118.2 (RWY 19 / 01)
TWR FREQ 119.0 (RWY 20L / 02R , 20R / 02L)

GND FREQ 121.65 , 121.7 , 121.75 , 121.95

BANGKOK / Suvarnabhumi Intl



AIRCRAFT PARKING/
DOCKING CHART - ICAO

BANGKOK/Suvarnabhumi International

INS COORDINATES FOR AIRCRAFT STANDS

LOCATION	STAND NR	COORDINATES	
EAST APRON	A1	13 41 30.11N	100 45 17.81E
	A2	13 41 31.95N	100 45 18.44E
	A3	13 41 34.19N	100 45 18.72E
	A4	13 41 35.91N	100 45 19.54E
	A5	13 41 37.77N	100 45 19.77E
	A6	13 41 40.11N	100 45 20.27E
	B1	13 41 26.73N	100 45 19.83E
	B3	13 41 26.38N	100 45 21.79E
	B5	13 41 25.74N	100 45 23.97E
	101L	13 41 41.76N	100 45 21.25E
	101	13 41 42.44N	100 45 20.82E
	101R	13 41 42.92N	100 45 21.56E
	102L	13 41 44.78N	100 45 21.73E
	102	13 41 45.40N	100 45 21.89E
	102R	13 41 46.01N	100 45 22.05E
	103L	13 41 47.24N	100 45 22.37E
	103	13 41 47.86N	100 45 22.54E
	103R	13 41 48.47N	100 45 22.70E
	104L	13 41 49.70N	100 45 23.02E
	104	13 41 50.31N	100 45 23.18E
	104R	13 41 50.93N	100 45 23.34E
	105L	13 41 52.16N	100 45 23.67E
	105	13 41 52.77N	100 45 23.83E
	105R	13 41 53.39N	100 45 23.99E
	106L	13 41 54.62N	100 45 24.31E
	106	13 41 55.23N	100 45 24.48E
	106R	13 41 55.85N	100 45 24.64E
	107L	13 41 57.07N	100 45 24.96E
	107	13 41 57.69N	100 45 25.12E
	107R	13 41 58.30N	100 45 25.28E
	108L	13 41 59.53N	100 45 25.61E
	108	13 42 00.15N	100 45 25.77E
	108R	13 42 00.76N	100 45 25.93E
	109L	13 42 01.99N	100 45 26.25E
	109	13 42 02.61N	100 45 26.41E

LOCATION	STAND NR	COORDINATES	
EAST APRON	109R	13 42 03.22N	100 45 26.58E
	110L	13 42 04.45N	100 45 26.90E
	110	13 42 05.06N	100 45 27.06E
	110R	13 42 05.68N	100 45 27.22E
	111L	13 42 06.91N	100 45 27.55E
	111	13 42 07.52N	100 45 27.71E
	111R	13 42 08.14N	100 45 27.87E
	112L	13 42 09.36N	100 45 28.19E
	112	13 42 09.98N	100 45 28.35E
	112R	13 42 10.59N	100 45 28.51E
	113L	13 42 11.82N	100 45 28.84E
	113	13 42 12.44N	100 45 29.00E
	113R	13 42 13.05N	100 45 29.16E
	114L	13 42 14.28N	100 45 29.48E
	114	13 42 14.90N	100 45 29.65E
	114R	13 42 15.51N	100 45 29.81E
	115L	13 41 32.69N	100 45 26.76E
	115	13 41 32.06N	100 45 26.65E
	115R	13 41 31.46N	100 45 26.44E
	116L	13 41 35.15N	100 45 27.41E
	116	13 41 34.52N	100 45 27.30E
	116R	13 41 33.92N	100 45 27.09E
	117L	13 41 37.60N	100 45 28.05E
	117	13 41 36.98N	100 45 27.94E
	117R	13 41 36.37N	100 45 27.73E
	118L	13 41 40.06N	100 45 28.70E
	118	13 41 39.43N	100 45 28.59E
	118R	13 41 38.83N	100 45 28.38E
	119L	13 41 46.52N	100 45 30.46E
	119	13 41 45.91N	100 45 30.30E
	119R	13 41 45.29N	100 45 30.13E
	120L	13 41 48.98N	100 45 31.10E
	120	13 41 48.36N	100 45 30.94E
	120R	13 41 47.75N	100 45 30.78E
	121L	13 41 51.44N	100 45 31.75E

LOCATION	STAND NR	COORDINATES	
EAST APRON	121	13 41 50.82N	100 45 31.59E
	121R	13 41 50.21N	100 45 31.43E
	122L	13 41 53.90N	100 45 32.40E
	122	13 41 53.28N	100 45 32.24E
	122R	13 41 52.67N	100 45 32.07E
	123L	13 41 56.35N	100 45 33.04E
	123	13 41 55.74N	100 45 32.88E
	123R	13 41 55.12N	100 45 32.72E
	124	13 42 01.03N	100 45 34.27E
	125L	13 42 03.73N	100 45 34.98E
	125	13 42 03.11N	100 45 34.82E
	125R	13 42 02.57N	100 45 34.68E
	126L	13 42 06.19N	100 45 35.63E
	126	13 42 05.57N	100 45 35.47E
	126R	13 42 04.96N	100 45 35.31E
	127L	13 42 08.64N	100 45 36.28E
	127	13 42 08.03N	100 45 36.11E
	127R	13 42 07.41N	100 45 35.95E
	128L	13 42 11.10N	100 45 36.92E
	128	13 42 10.49N	100 45 36.76E
	128R	13 42 09.87N	100 45 36.60E
	129L	13 42 13.56N	100 45 37.57E
	129	13 42 12.95N	100 45 37.41E
	129R	13 42 12.33N	100 45 37.24E
	130	13 42 16.57N	100 45 37.23E
	131	13 42 18.24N	100 45 31.74E
	132	13 42 18.83N	100 45 29.41E
	133	13 42 18.87N	100 45 27.33E
	134	13 42 19.55N	100 45 24.62E
	B2	13 41 22.94N	100 45 18.94E
	B4	13 41 22.65N	100 45 20.91E
	B6	13 41 22.24N	100 45 23.16E
	C1	13 41 20.86N	100 45 15.21E
	C3	13 41 18.45N	100 45 14.58E
	C5	13 41 16.04N	100 45 13.94E

CHANGE : REVISED CHART

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

BANGKOK / Suvarnabhumi International
RWY 01 / 19

DIMENSIONS AND ELEVATIONS IN METRES

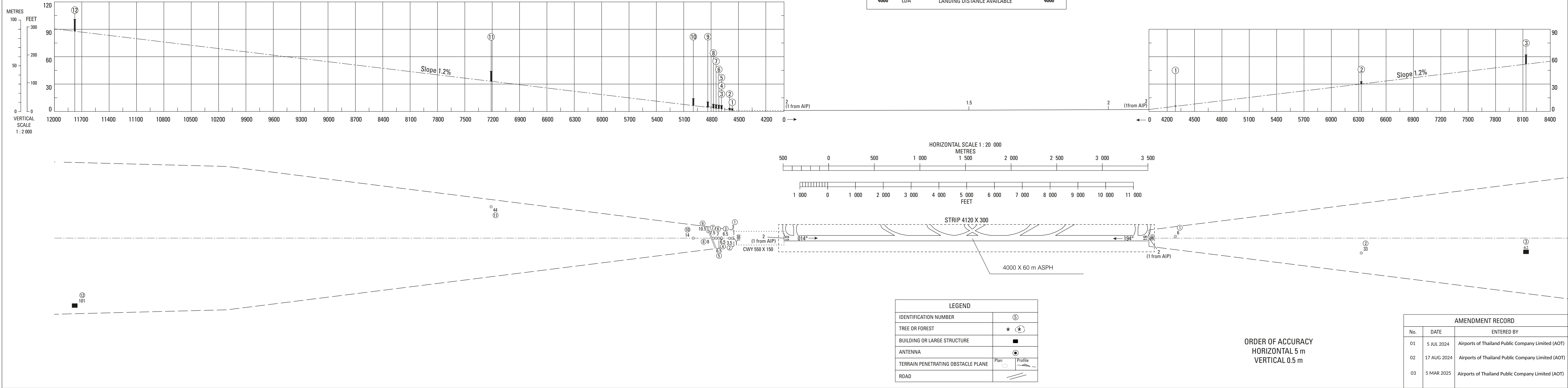
MAGNETIC VARIATION 0°42'W(2025)

ANNUAL CHANGE 0°2'E

REFERENCE HEIGHT EGM96

RWY 01 / 19

RWY 01	DECLARED DISTANCES		RWY 19
4000	TORA	TAKE-OFF RUNWAY AVAILABLE	4000
4000	TODA	TAKE-OFF DISTANCE AVAILABLE	4550
4000	ASDA	ACCELERATE STOP DISTANCE AVAILABLE	4000
4000	LDA	LANDING DISTANCE AVAILABLE	4000



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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

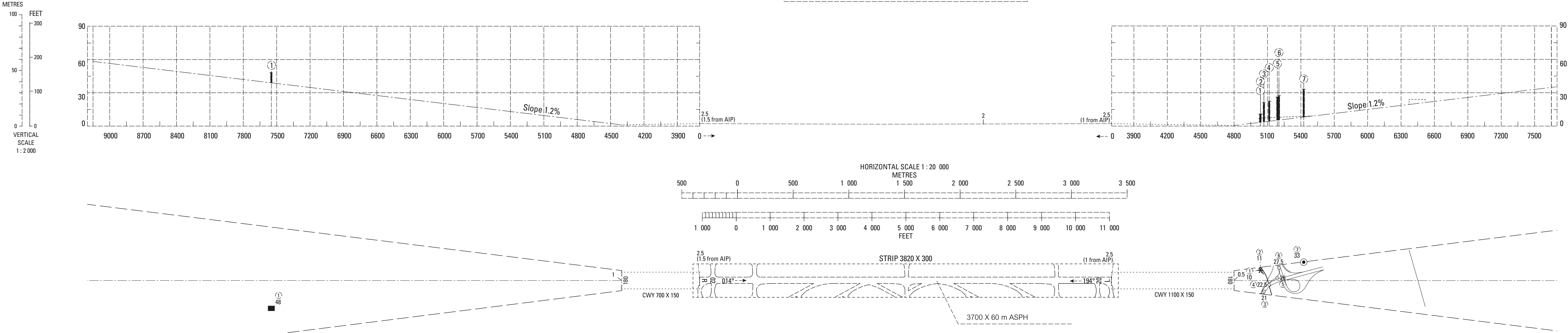
BANGKOK / Suvarnabhumi International
RWY 02R / 20L

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 0° 42' W (2025)
ANNUAL CHANGE 0°2' E
REFERENCE HEIGHT EGM96

RWY 02R / 20L

RWY 02R	DECLARED DISTANCES		RWY 20L
3700	TORA	TAKE-OFF RUNWAY AVAILABLE	3700
4800	TODA	TAKE-OFF DISTANCE AVAILABLE	4400
3700	ASDA	ACCELERATE STOP DISTANCE AVAILABLE	3700
3700	LDA	LANDING DISTANCE AVAILABLE	3700



CHANGE: MAG VAR / ANNUAL CHANGE

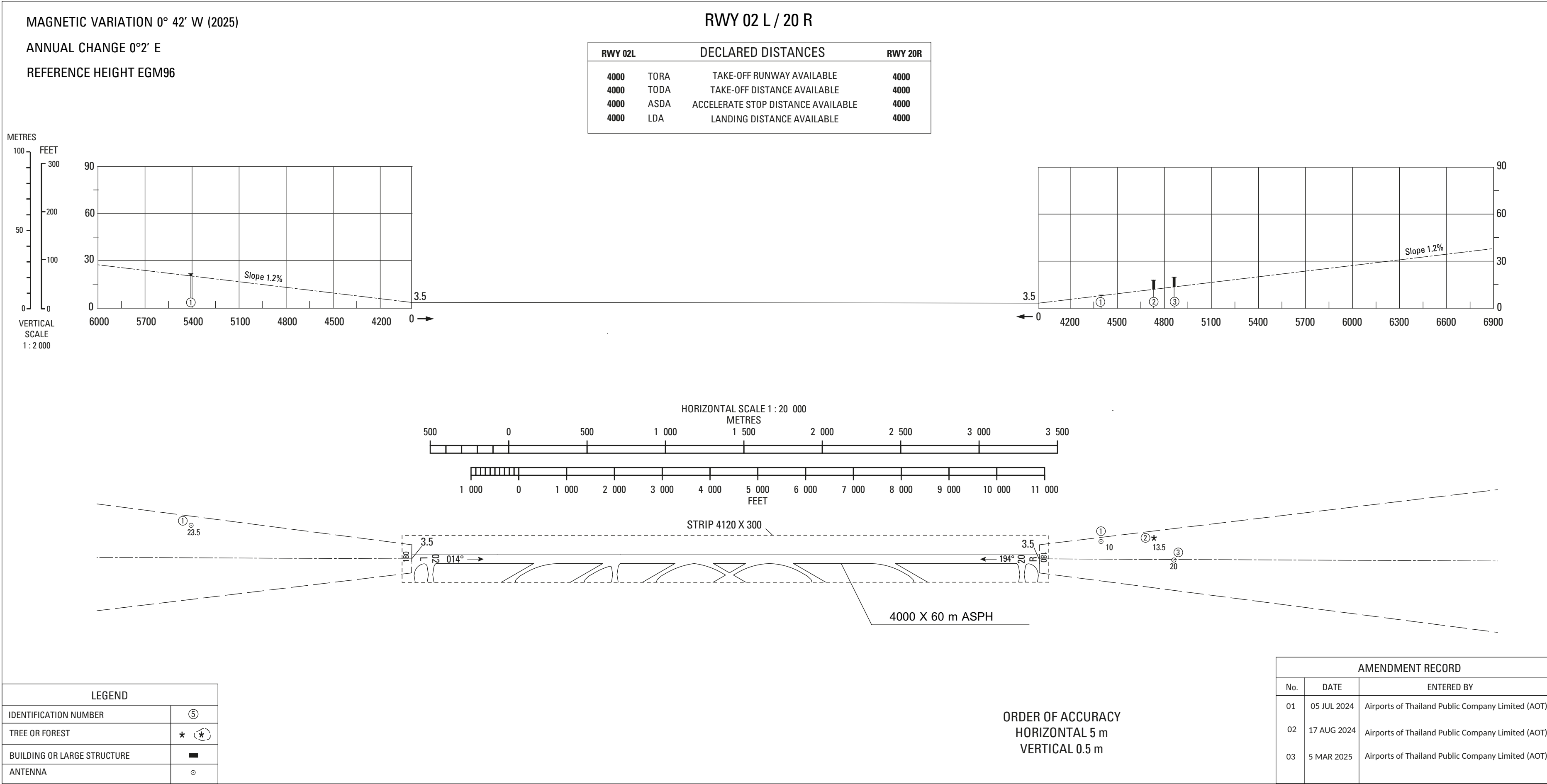
ORDER OF ACCURACY
HORIZONTAL 5 m
VERTICAL 0.5 m

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

BANGKOK / Suvarnabhumi international
RWY 02L/20R

DIMENSIONS AND ELEVATIONS IN METRES



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VAR 0° 42' N (2025)
ANNUAL CHANGE 0° 2' E

Safari World

High-voltage line

Suarn Luang Rama IX

Suvarnabhumi International Airport

Srang Boon Canal

Abandoned area

Wat Kholad

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

N 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			Radio mast 254 ft (77.54 m) AMSL Marked, Lighted	065614.8 N 1002330.2 E	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

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
22	NIL	Green NIL	PAPI LEFT 3° (60.09 FT)	NIL	NIL	2100 M 60 M White, FM 1500 M - 2100 M Yellow, 5 steps LIH	Red NIL	NIL	RTIL

VTUA 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 300 M from THR 04 off set right side 80 M from RCL, illuminated. 2. Wind cone at 830 M from THR 04 off set left side 80 M from RCL, illuminated. 3. Wind cone at 300 M from THR 22 off set left side 80 M from RCL, illuminated.
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL) building. Switch-over time: 15 SEC.
5	Remarks	NIL

VTUA 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

VTUA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM Radius centred on BRM DVOR/DME (151422.4N 1031531.6E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Buri Ram Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Buri Ram Approach	125.55 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Buri Ram Tower	118.05 MHz 236.6 MHz 121.5 MHz ¹⁾	As AD OPR HR	
ATIS	Buri Ram Airport	127.05 MHz	As AD OPR HR	

VTUA 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	BR	303 KHz	H24	151419.2N 1031509.2E		Coverage 50 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 001°-360° at altitude 1 700 FT
DVOR/DME	BRM	117.2 MHz CH119X	H24	151422.4N 1031531.6E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 091°-140° altitude should not below 3 500 FT – Radial 141°-240° altitude should not below 5 000 FT – Radial 241°-280° altitude should not below 4 000 FT – Radial 281°-090° altitude should not below 2 500 FT

VTUA AD 2.20 LOCAL AERODROME REGULATIONS

All aircraft code letter C and higher are not allowed to turn on runway. The turn shall be made on the runway turn pad 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.

VTUA AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUA 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 04:

BURIRAM OMNI 04 Departure: Required climb gradient 201 ft per NM (3.3%) until 2,100 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 1,000 ft (or altitude assigned by ATC between 1,000 ft - 1,900 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 22:

BURIRAM OMNI 22 Departure: Required climb gradient 201 ft per NM (3.3%) until 2,100 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 1,500 ft (or altitude assigned by ATC between 1,500 ft - 1,900 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUA AD 2.23 ADDITIONAL INFORMATION

- Birds concentration on and in the vicinity of an aerodrome.

VTUA AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUA-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTUA-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTUA-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 04/22	AD 2-VTUA-3-1
Instrument Approach Chart - ICAO - NDB RWY 04	AD 2-VTUA-8-1
Instrument Approach Chart - ICAO - VOR RWY 04	AD 2-VTUA-8-3
Instrument Approach Chart - ICAO - VOR RWY 04 (Fix and point list table)	AD 2-VTUA-8-4
Instrument Approach Chart - ICAO - VOR RWY 22	AD 2-VTUA-8-5
Instrument Approach Chart - ICAO - VOR RWY 22 (Fix and point list table)	AD 2-VTUA-8-6
Instrument Approach Chart - ICAO - RNP RWY 04	AD 2-VTUA-8-7
Instrument Approach Chart - ICAO - RNP RWY 04 (Tabular description)	AD 2-VTUA-8-8
Instrument Approach Chart - ICAO - RNP RWY 04 (Waypoint list table)	AD 2-VTUA-8-9
Instrument Approach Chart - ICAO - RNP RWY 22	AD 2-VTUA-8-10
Instrument Approach Chart - ICAO - RNP RWY 22 (Tabular description)	AD 2-VTUA-8-11
Instrument Approach Chart - ICAO - RNP RWY 22 (Waypoint list table)	AD 2-VTUA-8-12

BURI RAM / Buri ram (VTUO)

VOR RWY04



INSTRUMENT

APPROACH

CHART - ICAO

AERODROME ELEV 590 FT

HEIGHTS RELATED TO

THR RWY04 - ELEV 590 FT

BURI RAM / Buri ram (VTUA)

VOR RWY04

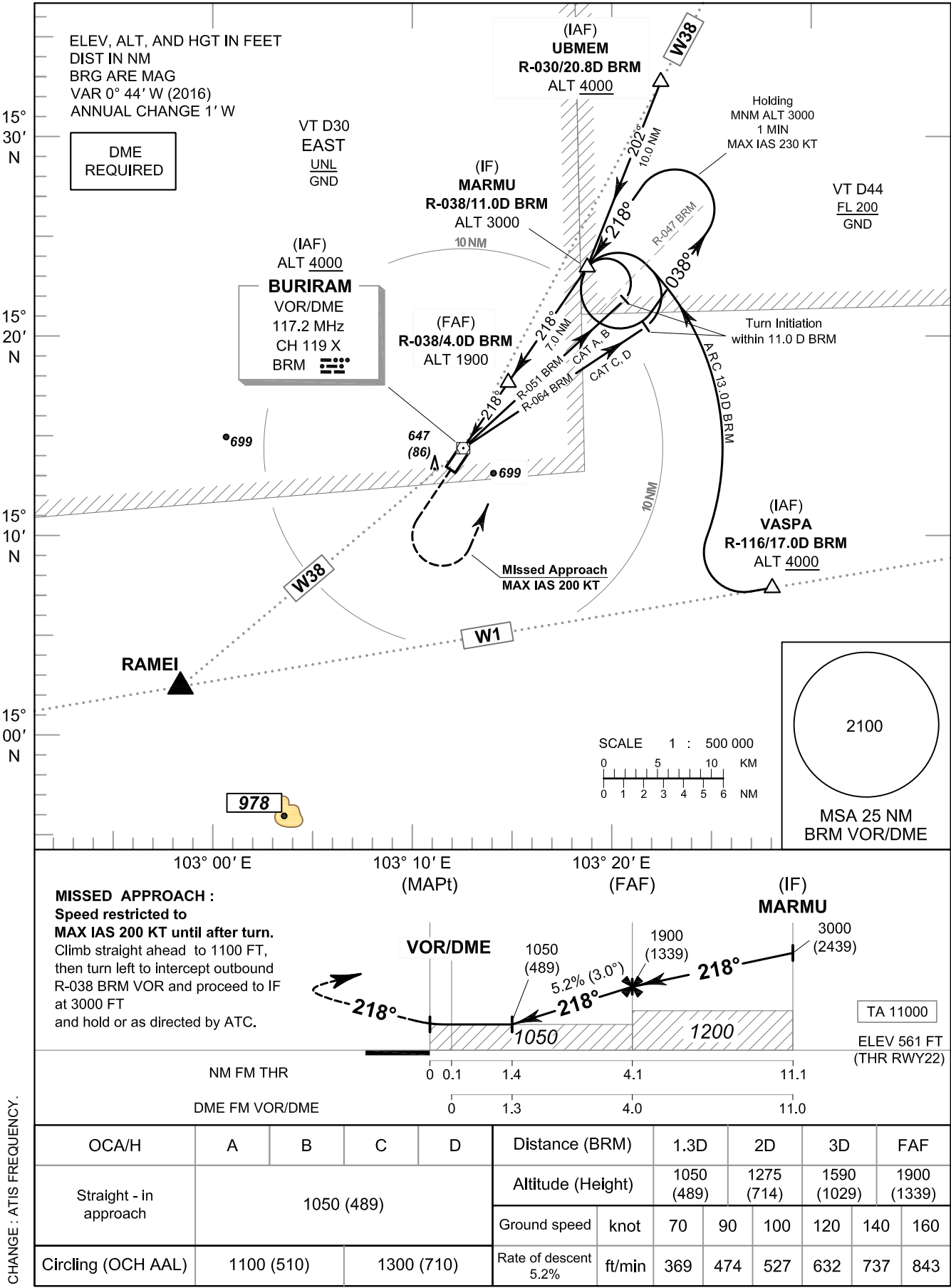
FIX/POINT		COORDINATES	
(IAF) VOR	BRM	15° 14' 22.40" N	103° 15' 31.64" E
(IAF) RAMEI	R-232 / 18.5 D BRM	15° 02' 40.15" N	103° 00' 40.02" E
(IAF) OTBET	R-121 / 15.0 D BRM	15° 06' 41.69" N	103° 28' 52.23" E
(IF) UNTAB	R-215 / 11.0 D BRM	15° 05' 17.27" N	103° 09' 03.46" E
(FAF)	R-215 / 5.2 D BRM	15° 10' 02.55" N	103° 12' 26.48" E
(MAPt)	R-215 / 1.2 D BRM	15° 13' 20.79" N	103° 14' 47.67" E

CHANGE : VOR COORDINATE.

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 590 FT
HEIGHTS RELATED TO THR RWY22 - ELEV 561 FT

APP : 125.55
TWR : 118.05, 236.6
ATIS : 127.05

BURI RAM / Buri ram (VTUA)
VOR RWY22



INSTRUMENT

APPROACH

CHART - ICAO

AERODROME ELEV 590 FT

HEIGHTS RELATED TO

THR RWY22 - ELEV 561 FT

BURI RAM / Buri ram (VTUA)

VOR RWY22

FIX/POINT		COORDINATES	
(IAF) VOR	BRM	15° 14' 22.40" N	103° 15' 31.64" E
(IAF) VASPA	R-116 / 17.0 D BRM	15° 07' 03.23" N	103° 31' 24.45" E
(IAF) UBMEM	R-030 / 20.8 D BRM	15° 32' 32.62" N	103° 26' 07.39" E
(IF) MARMU	R-038 / 11.0 D BRM	15° 23' 10.05" N	103° 22' 24.90" E
(FAF)	R-038 / 4.0 D BRM	15° 17' 34.32" N	103° 18' 01.82" E
(MAPt)	R-038 / 0.1 D BRM	15° 14' 17.63" N	103° 15' 27.84" E

CHANGE : VOR COORDINATE, MAPt RADIAL.

4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL) building. Switch-over time: 15 SEC
5	Remarks	Flares 2 HR PN

VTUK 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

VTUK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on KKN DVOR/DME (162815.3N 1024716.8E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	KHON KAEN TOWER English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Khon Kaen Approach	123.4 MHz 240.0 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Khon Kaen Tower	122.25 MHz 236.6 MHz 121.5 MHz ¹⁾	As AD OPR HR	
GND	Khon Kaen Ground	121.9 MHz	As AD OPR HR	
ATIS	Khon Kaen Airport	126.85 MHz	As AD OPR HR	

VTUK 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	KN	393 KHz	H24	162743.41N 1024704.18E	NIL	NIL
DVOR/DME	KKN	114.9 MHz CH96X	H24	162815.3N 1024716.8E	NIL	DVOR/DME restriction due to terrain surround DVOR/DME station, coverage check does not provide adequate signal 40 nm. at required altitude in various areas as follows: – Radial 001°-080° altitude should not below 2 500 ft. – Radial 081°-220° altitude should not below 2 000 ft. – Radial 221°-360° altitude should not below 3 500 ft.

VTUK AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

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

VTUK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUK AD 2.22 FLIGHT PROCEDURES

1. VFR Procedures

Details of VFR entry and exit procedures, see charts.

2. Take-off and Landing when VTD65 Active

During military air exercise taking place on exercise area Nam Phong Range (VTD65), all aircraft departing/arriving VTUK shall comply with the following instructions:

- a) Pilot might be requested to take-off RWY 21 and landing RWY 03.
- b) If unable to comply with RWY restriction, pilot shall inform ATC immediately and expect delay.

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 03:

KHONKAEN OMNI 03 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,400 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 1,500 ft (or altitude assigned by ATC between 1,500 ft - 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 21:

KHONKAEN OMNI 21 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,400 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 1,500 ft (or altitude assigned by ATC between 1,500 ft - 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUK AD 2.23 ADDITIONAL INFORMATION**1. BIRD CONCENTRATIONS**

Bird concentrations in the vicinity of an aerodrome.

VTUK AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUK-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTUK-2-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SEDNO1C	AD 2-VTUK-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SEDNO1C (Tabular description)	AD 2-VTUK-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SEDNO1C (Waypoint list table)	AD 2-VTUK-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SEDNO1D	AD 2-VTUK-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SEDNO1D (Tabular description)	AD 2-VTUK-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SEDNO1D (Waypoint list table)	AD 2-VTUK-6-7
Instrument Approach Chart - ICAO - NDB z RWY 03	AD 2-VTUK-8-1
Instrument Approach Chart - ICAO - NDB RWY 21	AD 2-VTUK-8-3
Instrument Approach Chart - ICAO - VOR RWY 03	AD 2-VTUK-8-5
Instrument Approach Chart - ICAO - VOR RWY 03 (Fix and point list table)	AD 2-VTUK-8-6
Instrument Approach Chart - ICAO - VOR RWY 21	AD 2-VTUK-8-7
Instrument Approach Chart - ICAO - VOR RWY 21 (Fix and point list table)	AD 2-VTUK-8-8
Instrument Approach Chart - ICAO - RNP RWY 03	AD 2-VTUK-8-9
Instrument Approach Chart - ICAO - RNP RWY 03 (Tabular description)	AD 2-VTUK-8-10
Instrument Approach Chart - ICAO - RNP RWY 03 (Waypoint list table)	AD 2-VTUK-8-11
Instrument Approach Chart - ICAO - RNP RWY 21	AD 2-VTUK-8-13
Instrument Approach Chart - ICAO - RNP RWY 21 (Tabular description)	AD 2-VTUK-8-14
Instrument Approach Chart - ICAO - RNP RWY 21 (Waypoint list table)	AD 2-VTUK-8-15
VFR ENTRY PROCEDURE CHART - RWY 03/21 (NORTH)	AD 2-VTUK-9-1
VFR ENTRY PROCEDURE CHART - RWY 03/21 (NORTH) (Tabular description)	AD 2-VTUK-9-2
VFR ENTRY PROCEDURE CHART - RWY 03/21 (SOUTH)	AD 2-VTUK-9-3
VFR ENTRY PROCEDURE CHART - RWY 03/21 (SOUTH) (Tabular description)	AD 2-VTUK-9-4
VFR EXIT PROCEDURE CHART - RWY 03 (NORTH)	AD 2-VTUK-9-5
VFR EXIT PROCEDURE CHART - RWY 03 (NORTH) (Tabular description)	AD 2-VTUK-9-6
VFR EXIT PROCEDURE CHART - RWY 03 (SOUTH)	AD 2-VTUK-9-7
VFR EXIT PROCEDURE CHART - RWY 03 (SOUTH) (Tabular description)	AD 2-VTUK-9-8
VFR EXIT PROCEDURE CHART - RWY 21 (NORTH)	AD 2-VTUK-9-9
VFR EXIT PROCEDURE CHART - RWY 21 (NORTH) (Tabular description)	AD 2-VTUK-9-10
VFR EXIT PROCEDURE CHART - RWY 21 (SOUTH)	AD 2-VTUK-9-11
VFR EXIT PROCEDURE CHART - RWY 21 (SOUTH) (Tabular description)	AD 2-VTUK-9-12



**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 670 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 601 FT

**KHON KAEN /
Khon Kaen (VTUK)
VOR RWY03**

Fix / Point		Coordinates	
(IAF) ISLAR	R-061 / 20.0D KKN	16° 38' 15.95" N	103° 05' 18.75" E
(IAF) KABVI	R-111 / 20.0D KKN	16° 21' 16.12" N	103° 06' 46.71" E
(IAF) NIVAD	R-360 / 20.0D KKN	16° 48' 19.55" N	102° 46' 59.27" E
(IAF) ONUVI	R-283 / 20.0D KKN	16° 32' 28.21" N	102° 26' 55.02" E
(IAF) VAMTA	R-203 / 20.0D KKN	16° 09' 38.08" N	102° 39' 27.17" E
(IF) KASRA	R-214 / 13.0D KKN	16° 17' 18.69" N	102° 39' 52.88" E
(FAF) TUVRI	R-214 / 6.0D KKN	16° 23' 11.98" N	102° 43' 51.41" E
(MAPt) UK903	R-214 / 1.1D KKN	16° 27' 20.26" N	102° 46' 39.23" E
(IAF) VOR	KKN	16° 28' 15.29" N	102° 47' 16.79" E

CHANGE: VOR COORDINATE.



**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 670 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 670 FT

**KHON KAEN /
Khon Kaen (VTUK)
VOR RWY21**

FIX/POINT		COORDINATES	
(IAF) ISLAR	R-061 / 20.0D KKN	16° 38' 15.95" N	103° 05' 18.75" E
(IAF) KABVI	R-111 / 20.0D KKN	16° 21' 16.12" N	103° 06' 46.71" E
(IAF) VAMTA	R-203 / 20.0D KKN	16° 09' 38.08" N	102° 39' 27.17" E
(IAF) ONUVI	R-283 / 20.0D KKN	16° 32' 28.21" N	102° 26' 55.02" E
(IAF) NIVAD	R-360 / 20.0D KKN	16° 48' 19.55" N	102° 46' 59.27" E
(IF) UPVEM	R-031 / 13.0D KKN	16° 39' 33.86" N	102° 54' 00.59" E
(FAF) AKBEM	R-031 / 6.0D KKN	16° 33' 28.20" N	102° 50' 22.67" E
(MAPt) UK921	R-031 / 0.4D KKN	16° 28' 35.98" N	102° 47' 28.71" E
(IAF) VOR	KKN	16° 28' 15.29" N	102° 47' 16.79" E

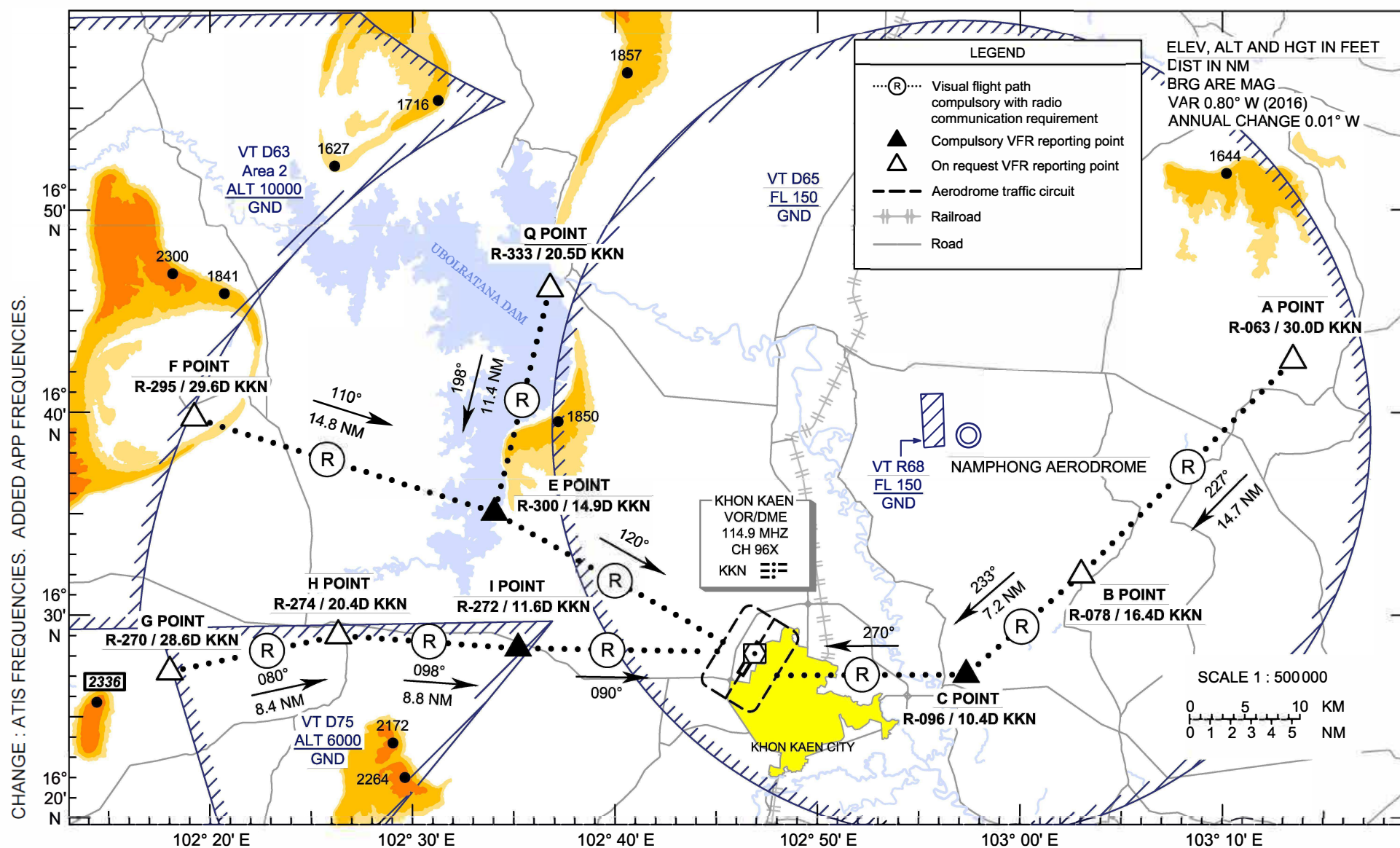
CHANGE: VOR COORDINATE.

**VFR ENTRY
PROCEDURE
CHART**

AERODROME ELEV 670 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN /
Khon Kaen (VTUK)
RWY03/21
(NORTH)



VFR ENTRY
PROCEDURE
CHART

AERODROME ELEV 670 FT
HEIGHTS RELATED TO
AERODROME ELEV

KHON KAEN /
Khon Kaen (VTUK)
RWY03/21
(NORTH)

ARR-RWY03/21 (From North)
Inbound via Q POINT then heading 198° to E POINT and heading 120° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

ARR-RWY03/21 (From North-West)
Inbound via F POINT then heading 110° to E POINT and heading 120° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

ARR-RWY03/21 (From West)
Inbound via G POINT then heading 080° to H POINT, heading 098° to I POINT, and heading 090° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

ARR-RWY03/21 (From North-East)
Inbound via A POINT with recommended altitude at or above 2000 ft then heading 227° to B POINT, heading 233° to C POINT, and heading 270° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

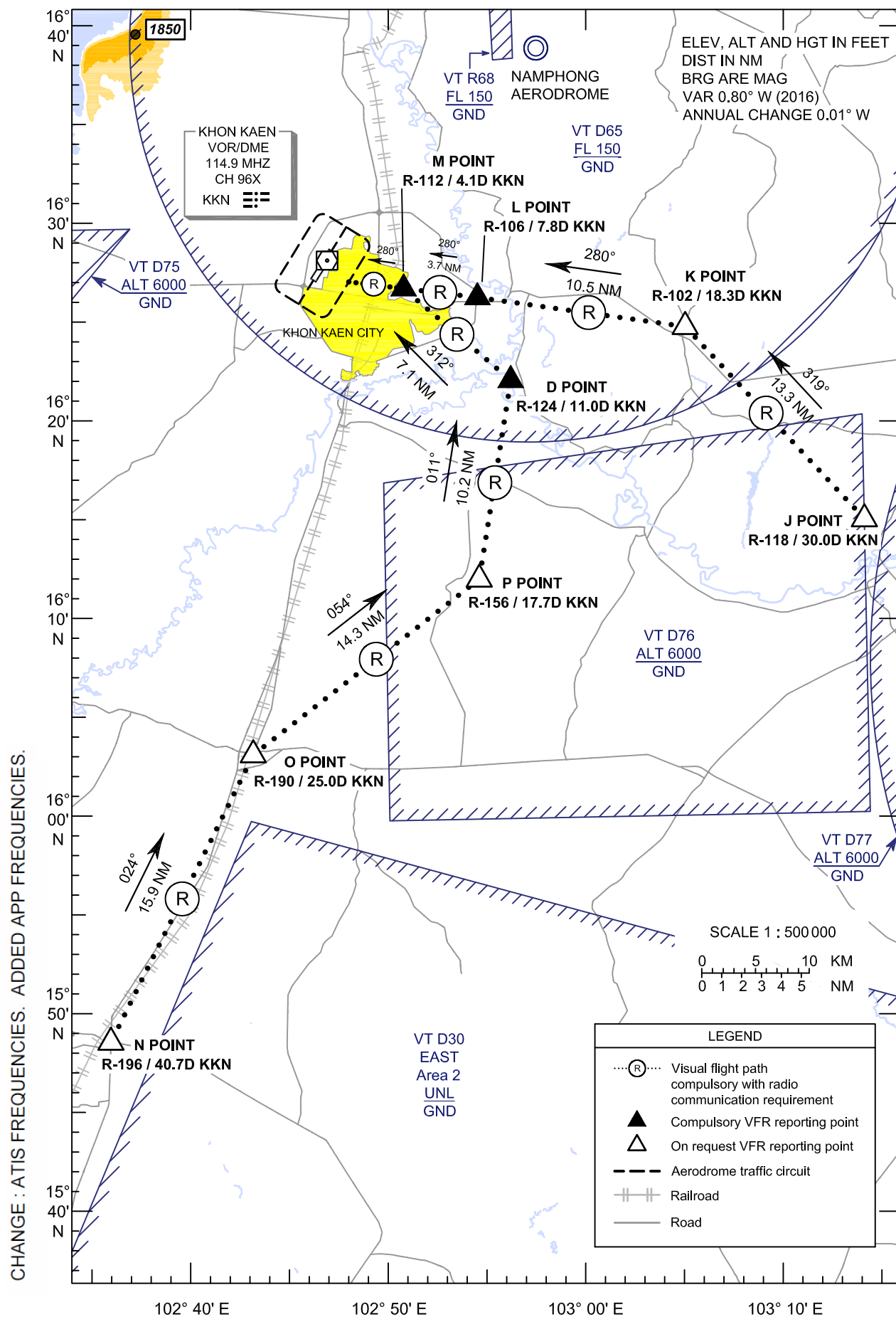
Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"A" or ALPHA Point	Ban Nong Chum Sang Temple	R-063 / 30.0D	16° 42' 06.00" N	103° 14' 58.00" E
"B" or BRAVO Point	Sam Sung Police Station	R-078 / 16.4D	16° 31' 47.02" N	103° 03' 58.55" E
"C" or CHARLIE Point	White Pagoda	R-096 / 10.4D	16° 27' 19.00" N	102° 58' 03.40" E
"E" or ECHO Point	Sa Wang Cherng Khao Temple	R-300 / 14.9D	16° 35' 27.07" N	102° 33' 41.30" E
"F" or FOXTROT Point	Phu Wiang Hill	R-295 / 29.6D	16° 40' 20.37" N	102° 19' 07.91" E
"G" or GOLF Point	Ei San Temple (Road Intersection)	R-270 / 28.6D	16° 27' 51.90" N	102° 17' 29.80" E
"H" or HOTEL Point	Nhong Reua (Road Intersection)	R-274 / 20.4D	16° 29' 29.60" N	102° 26' 06.20" E
"I" or INDIA Point	Khon Kaen 4 Power Plant	R-272 / 11.6D	16° 28' 26.70" N	102° 35' 12.40" E
"Q" or QUEBEC Point	Au Bon Rat Dam	R-333 / 20.5D	16° 46' 20.20" N	102° 37' 11.90" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

CHANGE: VOR COORDINATE.

VFR ENTRY PROCEDURE CHART
AERODROME ELEV 670 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN /
Khon Kaen (VTUK)
RWY03/21
(SOUTH)



VFR ENTRY
PROCEDURE
CHART

AERODROME ELEV 670 FT
HEIGHTS RELATED TO
AERODROME ELEV

KHON KAEN /
Khon Kaen (VTUK)
RWY03/21
(SOUTH)

ARR-RWY03/21 (From East)
Inbound via J POINT then heading 319° to K POINT, heading 280° to L POINT, heading 280° to M POINT, and heading 280° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

ARR-RWY03/21 (From South)
Inbound via N POINT then heading 024° to O POINT, heading 054° to P POINT, heading 011° to D POINT, heading 312° to M POINT, and heading 280° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"D" or DELTA Point	Wang Yang Weir	R-124 / 11.0D	16° 22' 07.00" N	102° 56' 50.60" E
"J" or JULIETT Point	Ma Ha Sa Ra Kham University	R-118 / 30.0D	16° 14' 33.17" N	103° 15' 03.57" E
"K" or KILO Point	Chiang Yeun	R-102 / 18.3D	16° 24' 35.30" N	103° 05' 53.00" E
"L" or LIMA Point	Bridge	R-106 / 7.8D	16° 26' 13.03" N	102° 55' 04.32" E
"M" or MIKE Point	Beung Thung Sang Park	R-112 / 4.1D	16° 26' 47.42" N	102° 51' 15.09" E
"N" or NOVEMBER Point	Mueang Pol	R-196 / 40.7D	15° 48' 44.90" N	102° 36' 26.90" E
"O" or OSCAR Point	Ban Phai (Road Intersection)	R-190 / 25.0D	16° 03' 27.30" N	102° 42' 57.50" E
"P" or PAPA Point	Khon Sak Creek	R-156 / 17.7D	16° 12' 04.70" N	102° 54' 53.80" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

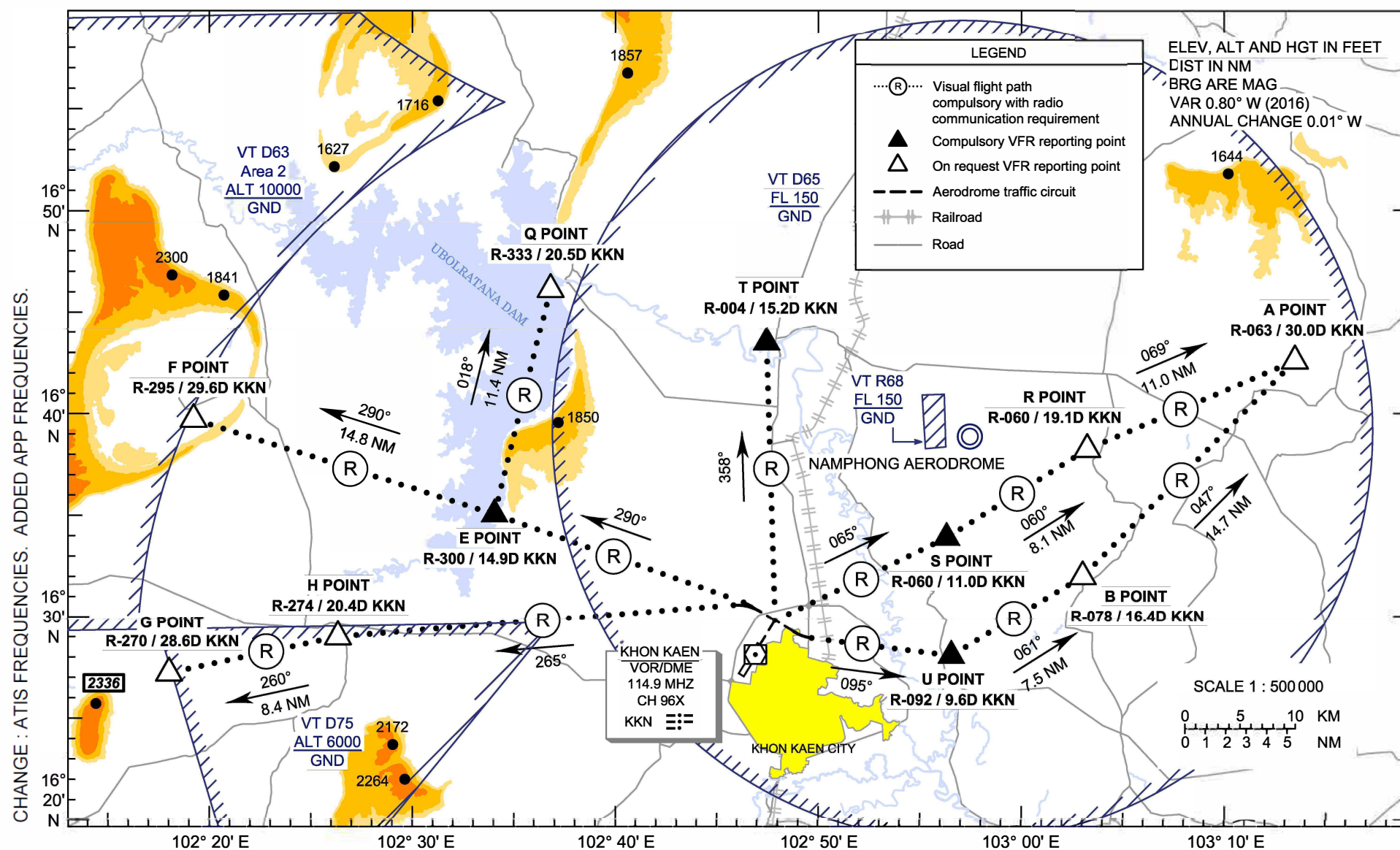
CHANGE: VOR COORDINATE.

**VFR EXIT
PROCEDURE
CHART**

AERODROME ELEV 670 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

**KHON KAEN /
Khon Kaen (VTUK)
RWY03
(NORTH)**



**VFR EXIT
PROCEDURE
CHART****AERODROME ELEV 670 FT**
HEIGHTS RELATED TO
AERODROME ELEV**KHON KAEN /
Khon Kaen (VTUK)
RWY03
(NORTH)****DEP-RWY03 (North)**

After departure climb to altitude 500 ft then heading 358° to T POINT.

DEP-RWY03 (North)

After departure turn left proceed westbound (heading 300°) until 2.5 DME then heading 290° to E POINT, and heading 018° to Q POINT.

DEP-RWY03 (North-East)

After departure turn right proceed eastbound (heading 120°) until 2.5 DME then heading 095° to U POINT, heading 061° to B POINT, and heading 047° to A POINT with recommended altitude at or above 2000 ft.

DEP-RWY03 (North-East)

After departure climb to altitude 500 ft then heading 065° to S POINT, heading 060° to R POINT, and heading 069° to A POINT with recommended altitude at or above 2000 ft.

DEP-RWY03 (North-West)

After departure turn left proceed westbound (heading 300°) until 2.5 DME then heading 290° to E POINT, and heading 290° to F POINT.

DEP-RWY03 (West)

After departure turn left proceed westbound (heading 300°) until 2.5 DME then heading 265° to H POINT, and heading 260° to G POINT.

Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"A" or ALPHA Point	Ban Nong Chum Sang Temple	R-063 / 30.0D	16° 42' 06.00" N	103° 14' 58.00" E
"B" or BRAVO Point	Sam Sung Police Station	R-078 / 16.4D	16° 31' 47.02" N	103° 03' 58.55" E
"E" or ECHO Point	Sa Wang Cherng Khao Temple	R-300 / 14.9D	16° 35' 27.07" N	102° 33' 41.30" E
"F" or FOXTROT Point	Phu Wiang Hill	R-295 / 29.6D	16° 40' 20.37" N	102° 19' 07.91" E
"G" or GOLF Point	Ei San Temple (Road Intersection)	R-270 / 28.6D	16° 27' 51.90" N	102° 17' 29.80" E
"H" or HOTEL Point	Nhong Reua (Road Intersection)	R-274 / 20.4D	16° 29' 29.60" N	102° 26' 06.20" E
"Q" or QUEBEC Point	Au Bon Rat Dam	R-333 / 20.5D	16° 46' 20.20" N	102° 37' 11.90" E
"U" or UNIFORM Point	Pho Tha Ram Temple	R-092 / 9.6D	16° 28' 01.00" N	102° 57' 13.00" E
"R" or ROMEO Point	Nhong Krung Yai Village	R-060 / 19.1D	16° 37' 59.60" N	103° 04' 19.60" E
"S" or SIERRA Point	Phra That Kham Kaen	R-060 / 11.0D	16° 33' 49.00" N	102° 57' 06.00" E
"T" or TANGO Point	Bridge	R-004 / 15.2D	16° 43' 31.00" N	102° 48' 09.00" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

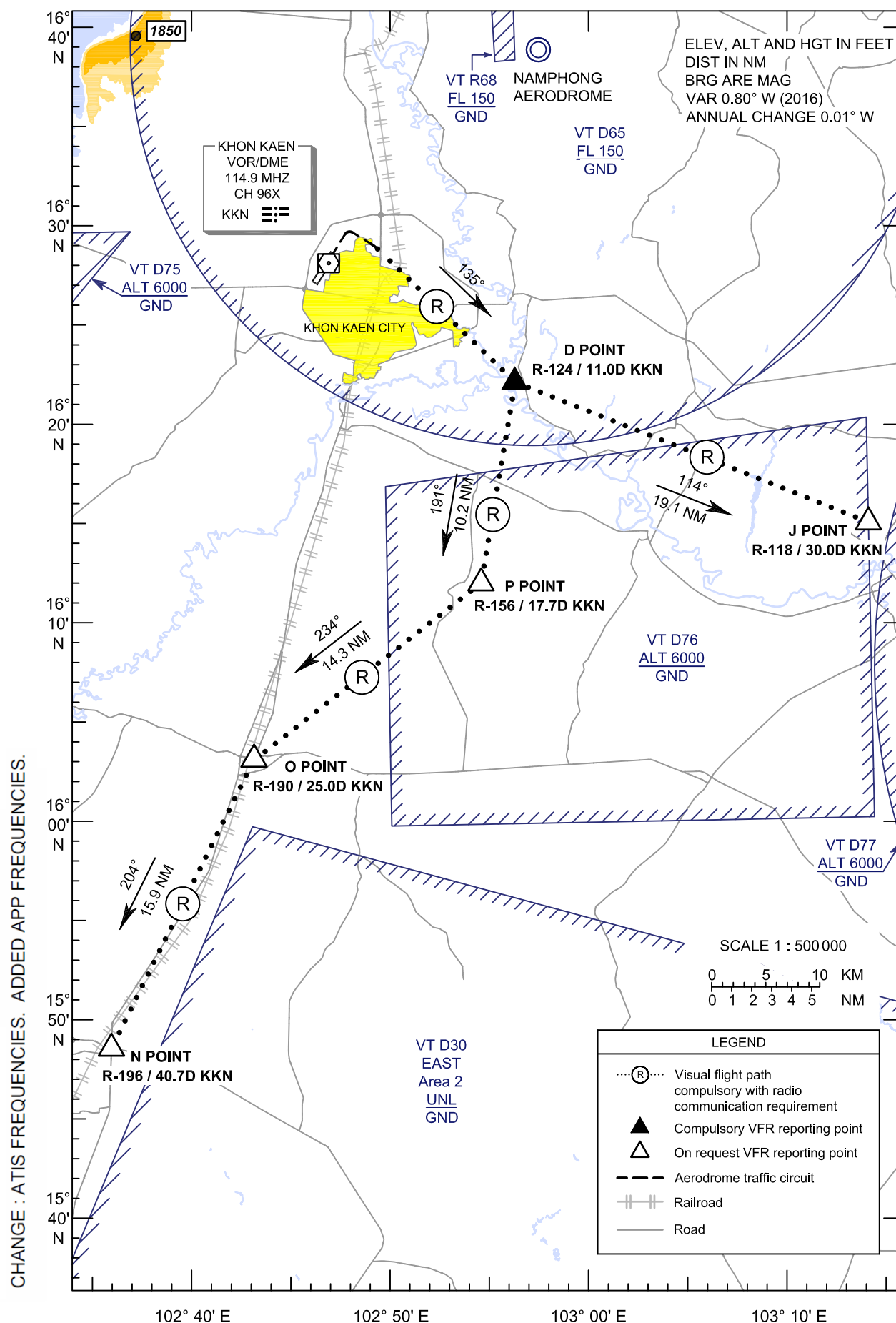
CHANGE: VOR COORDINATE.

**VFR EXIT
PROCEDURE
CHART**

AERODROME ELEV 670 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

**KHON KAEN /
Khon Kaen (VTUK)
RWY03
(SOUTH)**



VFR EXIT
PROCEDURE
CHART

AERODROME ELEV 670 FT
HEIGHTS RELATED TO
AERODROME ELEV

KHON KAEN /
Khon Kaen (VTUK)
RWY03
(SOUTH)

DEP-RWY03 (South-East)
After departure turn right proceed eastbound (heading 120°) until 2.5 DME then heading 135° to D POINT, and heading 114° to J POINT.

DEP-RWY03 (South)
After departure turn right proceed eastbound (heading 120°) until 2.5 DME then heading 135° to D POINT, heading 191° to P POINT, heading 234° to O POINT, and heading 204° to N POINT.

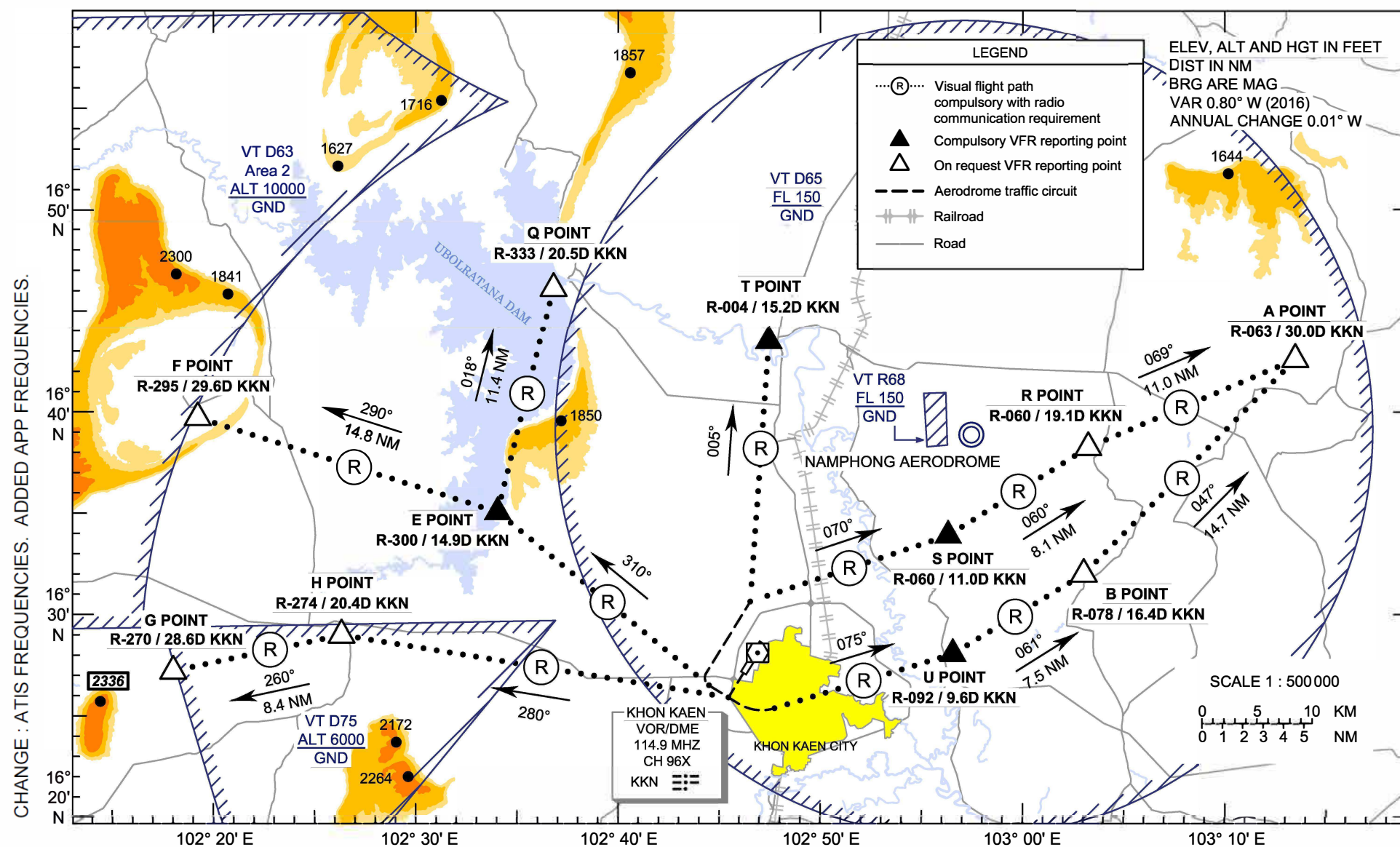
Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"D" or DELTA Point	Wang Yang Weir	R-124 / 11.0D	16° 22' 07.00" N	102° 56' 50.60" E
"J" or JULIETT Point	Ma Ha Sa Ra Kham University	R-118 / 30.0D	16° 14' 33.17" N	103° 15' 03.57" E
"N" or NOVEMBER Point	Mueang Pol	R-196 / 40.7D	15° 48' 44.90" N	102° 36' 26.90" E
"O" or OSCAR Point	Ban Phai (Road Intersection)	R-190 / 25.0D	16° 03' 27.30" N	102° 42' 57.50" E
"P" or PAPA Point	Khon Sak Creek	R-156 / 17.7D	16° 12' 04.70" N	102° 54' 53.80" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

CHANGE: VOR COORDINATE.

AERODROME ELEV 670 FT HEIGHTS RELATED TO AERODROME ELEV

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

**KHON KAEN /
Khon Kaen (VTUK)
RWY21
(NORTH)**



**VFR EXIT
PROCEDURE
CHART****AERODROME ELEV 670 FT**
HEIGHTS RELATED TO
AERODROME ELEV**KHON KAEN /
Khon Kaen (VTUK)
RWY21
(NORTH)****DEP-RWY21 (North)**

After departure turn right proceed westbound (heading 300°) until 2.5 DME then turn right to join right downwind then heading 005° to T POINT.

DEP-RWY21 (North)

After departure turn right proceed westbound (heading 300°) until 2.5 DME then heading 310° to E POINT, and heading 018° to Q POINT.

DEP-RWY21 (North-East)

After departure turn left proceed eastbound (heading 120°) until 2.5 DME then heading 075° to U POINT, heading 061° to B POINT, and heading 047° to A POINT with recommended altitude at or above 2000 ft.

DEP-RWY21 (North-East)

After departure turn right proceed westbound (heading 300°) until 2.5 DME then turn right to join right downwind then heading 070° to S POINT, heading 060° to R POINT, and heading 069° to A POINT with recommended altitude at or above 2000 ft.

DEP-RWY21 (North-West)

After departure turn right proceed westbound (heading 300°) until 2.5 DME then heading 310° to E POINT, and heading 290° to F POINT.

DEP-RWY21 (West)

After departure climb to altitude 500 ft then heading 280° to H POINT, and heading 260° to G POINT.

Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"A" or ALPHA Point	Ban Nong Chum Sang Temple	R-063 / 30.0D	16° 42' 06.00" N	103° 14' 58.00" E
"B" or BRAVO Point	Sam Sung Police Station	R-078 / 16.4D	16° 31' 47.02" N	103° 03' 58.55" E
"E" or ECHO Point	Sa Wang Cherg Khao Temple	R-300 / 14.9D	16° 35' 27.07" N	102° 33' 41.30" E
"F" or FOXTROT Point	Phu Wiang Hill	R-295 / 29.6D	16° 40' 20.37" N	102° 19' 07.91" E
"G" or GOLF Point	Ei San Temple (Road Intersection)	R-270 / 28.6D	16° 27' 51.90" N	102° 17' 29.80" E
"H" or HOTEL Point	Nhong Reua (Road Intersection)	R-274 / 20.4D	16° 29' 29.60" N	102° 26' 06.20" E
"Q" or QUEBEC Point	Au Bon Rat Dam	R-333 / 20.5D	16° 46' 20.20" N	102° 37' 11.90" E
"U" or UNIFORM Point	Pho Tha Ram Temple	R-092 / 9.6D	16° 28' 01.00" N	102° 57' 13.00" E
"R" or ROMEO Point	Nhong Krung Yai Village	R-060 / 19.1D	16° 37' 59.60" N	103° 04' 19.60" E
"S" or SIERRA Point	Phra That Kham Kaen	R-060 / 11.0D	16° 33' 49.00" N	102° 57' 06.00" E
"T" or TANGO Point	Bridge	R-004 / 15.2D	16° 43' 31.00" N	102° 48' 09.00" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

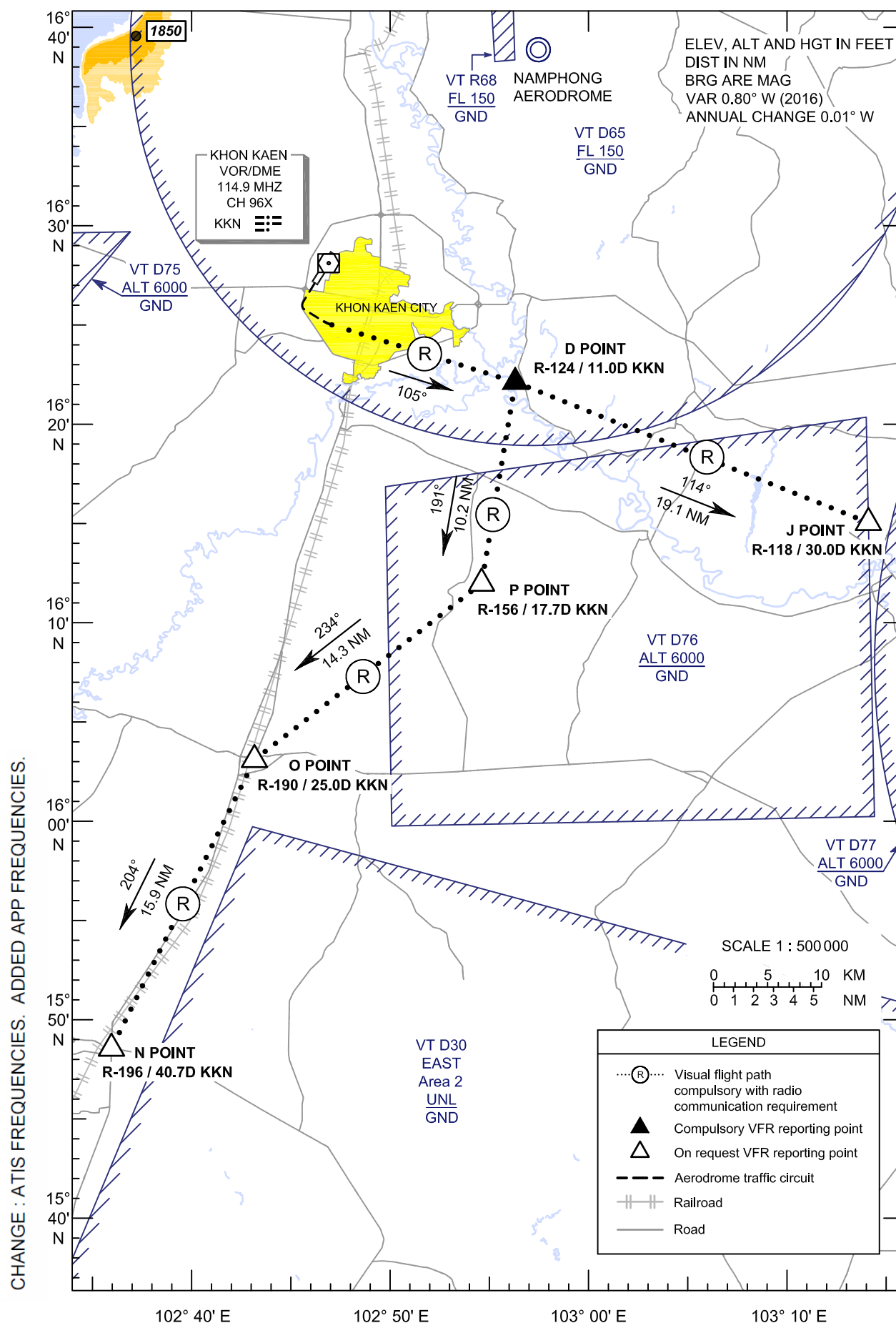
CHANGE: VOR COORDINATE.

**VFR EXIT
PROCEDURE
CHART**

AERODROME ELEV 670 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

**KHON KAEN /
Khon Kaen (VTUK)
RWY21
(SOUTH)**



VFR EXIT
PROCEDURE
CHART

AERODROME ELEV 670 FT
HEIGHTS RELATED TO
AERODROME ELEV

KHON KAEN /
Khon Kaen (VTUK)
RWY21
(SOUTH)

DEP-RWY21 (South-East)
After departure turn left proceed eastbound (heading 120°) until 2.5 DME then heading 105° to D POINT, and heading 114° to J POINT.

DEP-RWY21 (South)
After departure turn left proceed eastbound (heading 120°) until 2.5 DME then heading 105° to D POINT, heading 191° to P POINT, heading 234° to O POINT, and heading 204° to N POINT.

Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"D" or DELTA Point	Wang Yang Weir	R-124 / 11.0D	16° 22' 07.00" N	102° 56' 50.60" E
"J" or JULIETT Point	Ma Ha Sa Ra Kham University	R-118 / 30.0D	16° 14' 33.17" N	103° 15' 03.57" E
"N" or NOVEMBER Point	Mueang Pol	R-196 / 40.7D	15° 48' 44.90" N	102° 36' 26.90" E
"O" or OSCAR Point	Ban Phai (Road Intersection)	R-190 / 25.0D	16° 03' 27.30" N	102° 42' 57.50" E
"P" or PAPA Point	Khon Sak Creek	R-156 / 17.7D	16° 12' 04.70" N	102° 54' 53.80" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

CHANGE: VOR COORDINATE.

2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 300 M from THR 01 off set to the left side 80 M from RCL, illuminated. 2. Wind cone at 300 M from THR 19 off set to the left side 110 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 Airfield Lighting (AFL) building.
5	Remarks	NIL

VTUL 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

VTUL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Loei DVOR/DME (172649.4N 1014323.2E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Loei Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Loei Approach	122.55 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Loei Tower	118.35 MHz 236.6 MHz 121.5 MHz ¹⁾	As AD OPR HR	
ATIS	Loei Airport	126.25 MHz	As AD OPR HR	

VTUL 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	LY	325 KHz	H24	172655.1N 1014335.5E	NIL	NDB: unusable due to excessive needle swing bearing 255 to 205 degrees, counter clockwise below 8000 ft.
DVOR/DME	LOY	115.9 MHz CH106X	H24	172649.4N 1014323.2E		DVOR/DME restriction, 1. Unusable due to roughness out of tolerance - Radial 020° between 10-11 DME altitude 3 000 ft. - Radial 243° between 7-8 DME altitude 6 000 FT and between 32-33 DME altitude 7 500 ft. 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 1. 40 nm orbit - Radial 030°-050° altitude should not below 10 000 ft. - Radial 051°-100° altitude should not below 7 000 ft. - Radial 101°-130° altitude should not below 10 000 ft. - Radial 131°-200° altitude should not below 5 000 ft. - Radial 201°-250° altitude should not below 12 000 ft. - Radial 251°-270° altitude should not below 13 000 ft. 2.1 20 nm orbit (Due to border limited) - Radial 271°-029° altitude should not below 4 500 ft.

VTUL AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREE TURN ON THE RUNWAY

To prevent runway pavement damage, all aircraft code letter C or higher 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 01 and 19 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.

VTUL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUL 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 01:

LOEI OMNI 01 Departure: Required climb gradient 365 ft per NM (6.0%) until 6,400 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 3,000 ft (or altitude assigned by ATC between 3,000 ft – 5,700 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 19:

LOEI OMNI 19 Departure: Required climb gradient 414 ft per NM (6.8%) until 6,400 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.8%	(ft/min)	448	516	689	1033	1377	1722	2066

No turn before DER.

After departure climb straight ahead until 3,000 ft (or altitude assigned by ATC between 3,000 ft – 5,700 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUL AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

1.1 Bird Concentrations in the vicinity of the aerodrome

1.1.1 A number of varieties of birds are found in Loei Airport mostly during the rainy season (May to October) and the winter season (November to February), the very small to moderate medium birds commonly found in Loei Airport include the following:

- Hirundo rustica weighting: 0.07-0.2 KG Period: November-February
(2300-0300 UTC)

- Vanellus indicus weighting: 0.2-0.5 KG Period: May to October

1.1.2 There could be some activities to reduce birds and make the area unattractive for birds such as devices generating sound, mowing the grass and other plants.

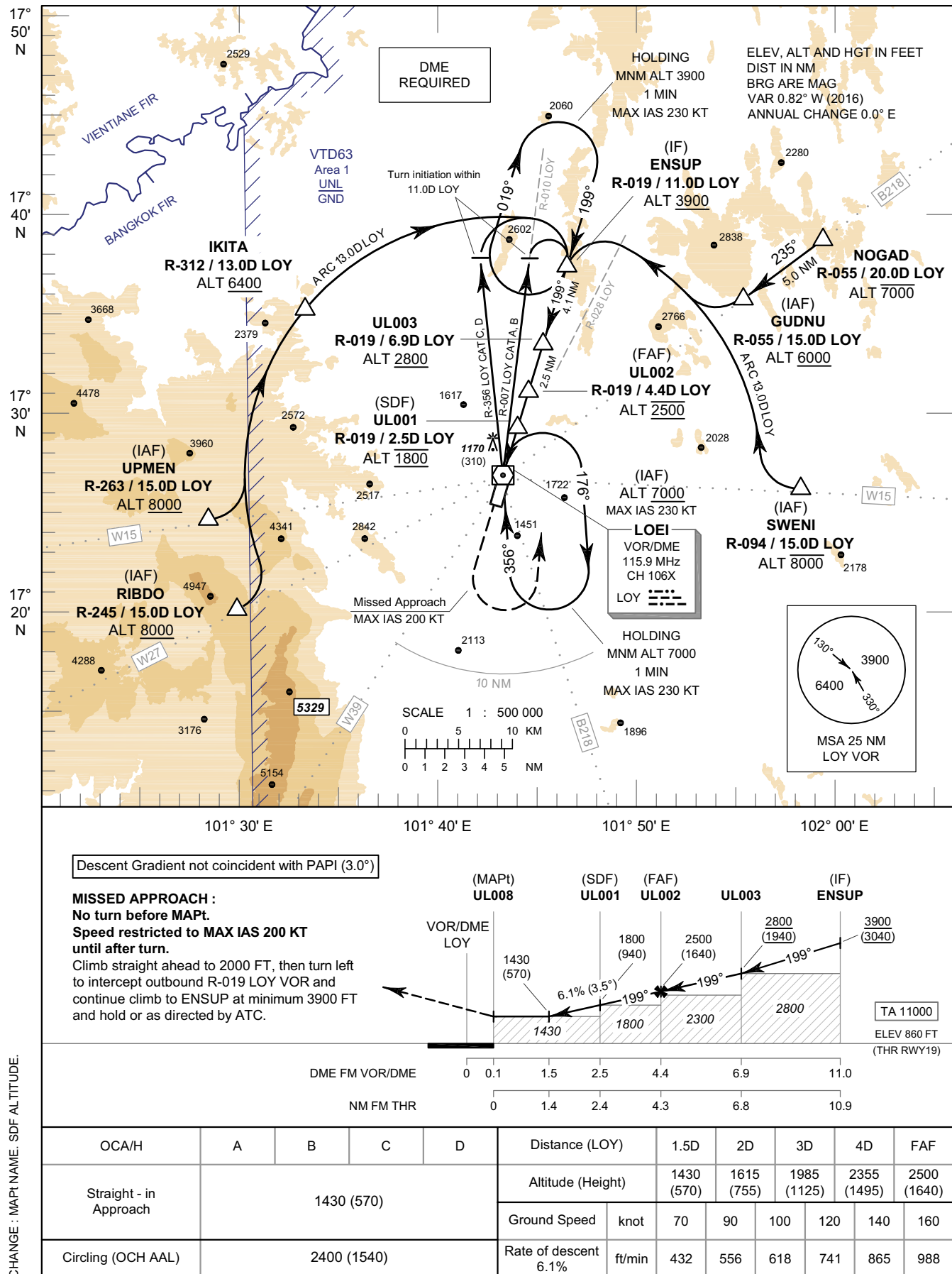
VTUL AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUL-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A	AD 2-VTUL-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A (Tabular description)	AD 2-VTUL-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A (Waypoint list table)	AD 2-VTUL-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B	AD 2-VTUL-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B (Tabular description)	AD 2-VTUL-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B (Waypoint list table)	AD 2-VTUL-6-7
Instrument Approach Chart - ICAO - VOR RWY 19	AD 2-VTUL-8-1
Instrument Approach Chart - ICAO - VOR RWY 19 (Fix and point list table)	AD 2-VTUL-8-2
Instrument Approach Chart - ICAO - RNP RWY 19	AD 2-VTUL-8-3
Instrument Approach Chart - ICAO - RNP RWY 19 (Tabular description)	AD 2-VTUL-8-4
Instrument Approach Chart - ICAO - RNP RWY 19 (Waypoint list table)	AD 2-VTUL-8-5

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 860 FT
HEIGHT RELATED TO
AERODROME ELEVAPP : 122.55
TWR : 118.35 , 236.6
ATIS : 126.25

LOEI / Loei (VTUL)

VOR RWY19



**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 860 FT
HEIGHT RELATED TO
AERODROME ELEV**

**LOEI / Loei (VTUL)
VOR RWY19**

Fix / Point		Corrdinates	
(IAF) VOR	LOY	17° 26' 49.35" N	101° 43' 23.18" E
(IAF) RIBDO	R-245 / 15.0D LOY	17° 20' 13.68" N	101° 29' 17.58" E
(IAF) UPMEN	R-263 / 15.0D LOY	17° 24' 47.68" N	101° 27' 50.87" E
IKITA	R-312 / 13.0D LOY	17° 35' 20.75" N	101° 33' 05.54" E
(IAF) SWENI	R-094 / 15.0D LOY	17° 25' 55.41" N	101° 59' 02.73" E
NOGAD	R-055 / 20.0D LOY	17° 38' 33.69" N	102° 00' 20.87" E
(IAF) GUDNU	R-055 / 15.0D LOY	17° 35' 37.80" N	101° 56' 06.27" E
(IAF) ENSUP	R-019 / 11.0D LOY	17° 37' 19.65" N	101° 46' 54.81" E
UL003	R-019 / 6.9D LOY	17° 33' 25.00" N	101° 45' 35.97" E
(FAF) UL002	R-019 / 4.4D LOY	17° 31' 01.65" N	101° 44' 47.84" E
(SDF) UL001	R-019 / 2.5D LOY	17° 29' 12.71" N	101° 44' 11.28" E
(MAPt) UL008	R-019 / 0.1D LOY	17° 26' 55.08" N	101° 43' 25.10" E

CHANGE : VOR, WP UL003, FAF, SDF AND MAPt COORDINATE.

VTUW 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
15	144.96°	2500x45	PCN 61/F/C/X/T Asphaltic concrete	172334.95N 1043810.44E	THR 587 FT
33	324.96°	2500x45	PCN 61/F/C/X/T Asphaltic concrete	172228.37N 1043859.32E	THR 555 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	2740x280	180x90	NIL	NIL	NIL
NIL	60x60	NIL	2740x280	240x90	NIL	NIL	NIL

VTUW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15	2500	2500	2560	2500	NIL
33	2500	2500	2560	2500	NIL

VTUW 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
15	CAT1 900 M LIH	Green WBAR	PAPI Left 3° (53.61 FT)	NIL	NIL	2500 M, 60 M, FM 0 M-1900 M White, FM 1900 M- 2500 M Yellow, 5 steps, LIH	Red	60 M RED	NIL
33	SALS 420 M LIH	Green WBAR	PAPI Left 3° (60.43 FT)	NIL	NIL	2500 M, 60 M, FM 0 M-1900 M White, FM 1900 M- 2500 M Yellow, 5 steps, LIH	Red	60 M RED	NIL

VTUW 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 350 M from THR 15 off set to the left side 90 M from RCL, illuminated. 2. Wind cone at 350 M from THR 33 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 air field lighting (AFL). Switch over time : 15 sec.
5	Remarks	NIL

VTUW 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

VTUW AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Nakhon Phanom DVOR/DME (172317.9N 1043818.1E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Nakhon Phanom Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUW AD 2.18 ATS COMMUNICATION FACILITIES

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

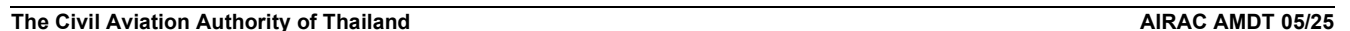
VTUW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NP	383 KHz	H24	172332.7N 1043833.6E		50 nm Coverage clockwise orbit data refer from commissioning checked as follow: -Bearing 170-350 degree at 2100 ft -Bearing 351-169 degree unable to check due to border limited.
DVOR/DME	NKP	111.6 MHz CH53X	H24	172317.9N 1043818.1E	600 ft	DVOR/DME restriction due to mountainous terrain surround DVOR/ DME station, coverage check does not provide adequate signal to 40 nm at required altitudes in various areas as follows: - Radial 181°-190° altitude should not below 2 500 ft - Radial 191°-260° altitude should not below 4 000 ft - Radial 261°-320° altitude should not below 2 500 ft - Radial 321°-180° unable to check (Due to border limited)
LOC RWY15 ILS CAT I	INKP	109.7 MHz	H24	172220.6N 1043905.1E		LOC: Localizer coverage unable to perform 10 DEG/ 90 Hz 18 nm and 35 DEG/ 90 Hz 10 nm due to LAOS PDR border.
GP		333.2 MHz	H24	172324.5N 1043814.1E		GP: 3 DEG, RDH 50 ft
DME	INKP	CH 34X (109.7 MHz)	H24	172219.3N 1043903.0E	600 ft	Paired with LOC FREQ.

VTUW AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUW-2-1
Instrument Approach Chart - ICAO - VOR RWY 15	AD 2-VTUW-8-1
Instrument Approach Chart - ICAO - VOR RWY 15 (Fix and point list table)	AD 2-VTUW-8-2
Instrument Approach Chart - ICAO - VOR RWY 33	AD 2-VTUW-8-3
Instrument Approach Chart - ICAO - VOR RWY 33 (Fix and point list table)	AD 2-VTUW-8-4
Instrument Approach Chart - ICAO - ILS or LOC RWY 15	AD 2-VTUW-8-5
Instrument Approach Chart - ICAO - ILS or LOC RWY 15 (Fix and point list table)	AD 2-VTUW-8-6
Instrument Approach Chart - ICAO - RNP RWY 15	AD 2-VTUW-8-7
Instrument Approach Chart - ICAO - RNP RWY 15 (Tabular description)	AD 2-VTUW-8-8
Instrument Approach Chart - ICAO - RNP RWY 33	AD 2-VTUW-8-9
Instrument Approach Chart - ICAO - RNP RWY 33 (Tabular description)	AD 2-VTUW-8-10

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INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 587 FT
HEIGHTS RELATED TO
AERODROME ELEV

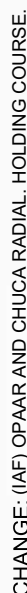
NAKHON PHANOM / Nakhon Phanom
(VTUW)

VOR RWY15

FIX/POINT		COORDINATES	
(IAF) OPAAR	R-251 / 12.0D NKP	17 19 12.67 N	104 26 29.87 E
(IF) YACOB	R-326 / 10.0D NKP	17 31 32.46 N	104 32 19.51 E
(FAF)	R-326 / 4.6D NKP	17 27 02.82 N	104 35 33.86 E
(MAPt)	R-326 / 0.3D NKP	17 23 32.77 N	104 38 07.22 E
VOR/DME	NKP	17 23 17.87 N	104 38 18.05 E

CHANGE : (IAF) OPAAR RADIAL. VOR/DME ADDED.

VOR RWY33



OCA/H	A	B	C	D	Distance to NKP	2.2 D	3 D	4 D	5 D	FAF		
Straight - in Approach	950 (395)				Altitude (Height)	950 (395)	1205 (650)	1520 (965)	1835 (1280)	2000 (1445)		
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1100 (513)		1300 (713)		Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 587 FT
HEIGHTS RELATED TO
THR RWY33 - ELEV 555 FT

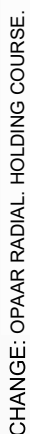
NAKHON PHANOM / Nakhon Phanom
(VTUW)

VOR RWY33

FIX/POINT		COORDINATES	
(IAF) OPAAR	R-251 / 12.0D NKP	17 19 12.67 N	104 26 29.87 E
CHUCA	R-198 / 10.0D NKP	17 13 43.41 N	104 35 18.32 E
(IF) PRITY	R-145 / 10.0D NKP	17 15 10.07 N	104 44 20.80 E
(FAF)	R-145 / 5.5D NKP	17 18 48.33 N	104 41 38.66 E
(MAPt)	R-145 / 1.1D NKP	17 22 26.35 N	104 38 56.36 E
VOR/DME	NKP	17 23 17.87 N	104 38 18.05 E

CHANGE : (IAF) OPAAR AND CHUCA RADIAL. VOR/DME ADDED

**NAKHON PHANOM / Nakhon Phanom
(VTUW)
ILS or LOC RWY15**



RDH 50 FT

TA 11000

ELEV 587 FT

IF

2500
(1913)

146°

FAF

2000
(1413)

GP 3.0° (5.2%)

146°

920
(333)

MAPt

VOR/DME
NKP

LOC/DME

0

DME FM LOC/DME

11.2

5.8

2.4

1.5

0

THR RWY 15

9.7

4.3

0.9

0

NM FM THR

MISSED APPROACH :

No turn before MAPt.

Speed restricted to

MAX IAS 230 KT until after turn.

Climb straight ahead to 2400 FT then turn right to intercept outbound R-251 NKP VOR then proceed to OPAAR at 3000 FT and hold or as directed by ATC.

OCA/H		A	B	C	D	GS out	Distance to INKP	FAF	5 D	4 D	3 D	2.4 D	
Straight - in Approach	CAT I	800 (213)					Altitude (Height)	2000 (1413)	1740 (1153)	1425 (838)	1110 (523)	920 (333)	
LOC only		920 (333)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)		1100 (513)		1300 (713)			Rate of descent (3.0°)	(ft/min)	372	478	531	637	743

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 587 FT
HEIGHTS RELATED TO
THR RWY15 - ELEV 587 FT

NAKHON PHANOM / Nakhon Phanom
(VTUW)

ILS or LOC RWY15

FIX/POINT		COORDINATES	
(IAF) OPAAR	R-251 / 12.0D NKP	17 19 12.67 N	104 26 29.87 E
(IF) YACOB	11.2D INKP	17 31 32.46 N	104 32 19.51 E
(FAF)	5.8D INKP	17 27 06.66 N	104 35 34.95 E
MAPt (LOC only)	1.5D INKP	17 23 34.95 N	104 38 10.44 E
LOC/DME	INKP	17 22 20.61 N	104 39 05.05 E
VOR/DME	NKP	17 23 17.87 N	104 38 18.05 E

CHANGE : (IAF) OPAAR RADIAL. LOC/DME AND VOR/DME ADDED.

2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 350 M from THR 06 off set Left side 80 M, illuminated 2. Wind cone at 350 M from THR 24 Off set Left side 80 M, illuminated 3. Wind cone at 240 M from RCL off set between TWY A and TWY B, 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

VTUQ 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

VTUQ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Beginning at 1501.2N 10222.1E then clockwise along 5 NM arc from Ratchasima DVOR/DME (145647.6N 1021840.4E) to 1454.5N 10214.6E then counter clockwise from Khorat Aerodrome Traffic Zone to 1457.1N 10214.4E then direct to the starting point.
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Ratchasima Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUQ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ratchasima Approach	123.6 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Ratchasima Tower	119.8 MHz 236.6 MHz 121.5 MHz ¹⁾	As AD OPR HR	
ATIS	Ratchasima Airport	126.6 MHz	As AD OPR HR	

VTUQ 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	KR	399 KHz	H24	145723.3N 1021853.0E		Coverage 50 nm clockwise data refer from commissioning as follows: – Bearing 271°-160° at altitude 2 000 ft. – Bearing 161°-270° at altitude 3 500 ft.
DVOR/DME	NKR	110.2 MHz CH39X	H24	145647.6N 1021840.4E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 nm at required altitude in various areas as follows: – Radial 271°-110° altitude should not below 3 000 ft. – Radial 111°-160° altitude should not below 3 500 ft. – Radial 161°-270° altitude should not below 4 500 ft.
LOC RWY 06 ILS CAT I	INKR	109.7 MHz	H24	145719.2N 1021925.6E		LOC: Designated operation coverage 18 nm, ALT 7000 ft. AMSL
GP		333.2 MHz	H24	145643.2N 1021826.1E		GP: 3 DEG, RDH 54 ft.
DME	INKR	CH34X (109.7 MHz)	H24	145717.2N 1021926.7E	732 ft	DME: Paired with LOC Freq.

VTUQ AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTUQ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUQ AD 2.22 FLIGHT PROCEDURES

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Aerodrome traffic circuit

- Using RWY 24 by entering left traffic circuit only.
- Using RWY 06 by entering right traffic circuit only.

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

2. NAKHON RATCHASIMA CORRIDOR (NTC)

In order to facilitate all aircraft to/from Nakhon Ratchasima Airport Temporary Transition Corridor is established within Khorat Control Zone as follow:

Nakhon Ratchasima Transition Corridor (NTC) an area bounded by a line joining the following points: 143746.50N 1013621.56E to 144624.59N 1014902.48E to 145944.02N 1021819.43E to 150243.62N 1024312.81E then along a 35 NM arc clockwise from KRT VOR/DME (145502.35N 1020823.32E) to 145644.78N 1024358.14E to 145345.19N 1021905.45E to 144128.44N 1015235.14E to 143250.36N 1013954.53E then along a 35 NM arc clockwise from KRT VOR/DME (145502.35N 1020823.32E) to the starting point.

Vertical Limit : 3 000 FT / 11 000 FT
 Period of Activity : To be notified by ATC
 Type of Airspace : Temporary Airspace delegated turning point Nakhon Ratchasima Approach
 Class of Airspace : C
 Controlling Unit : Nakhon Ratchasima Approach

Frequency : 123.6 MHZ
Remark : NTC may be activated during low traffic period within Khorat Control Zone, Nakhon Ratchasima Approach shall accordingly maintain close co-ordination with Khorat Approach for intended activities within NTC.

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 06:

RATCHASIMA OMNI 06 Departure: Required climb gradient 201 ft per NM (3.3%) until 2,800 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 1,500 ft (or altitude assigned by ATC between 1,500 ft - 2,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 24:

RATCHASIMA OMNI 24 Departure: Required climb gradient 201 ft per NM (3.3%) until 2,800 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.

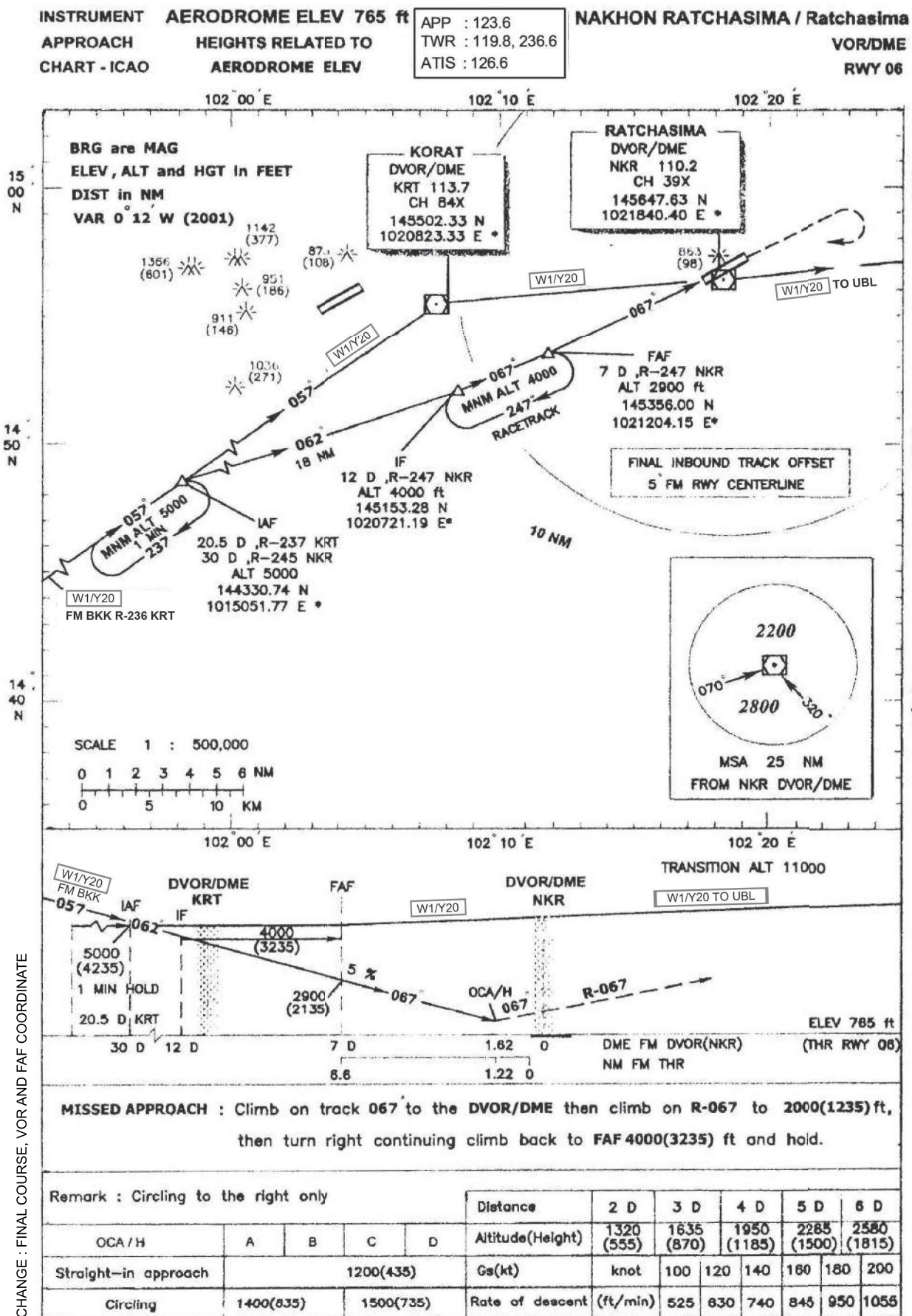
After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 ft - 2,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUQ AD 2.23 ADDITIONAL INFORMATION

NIL

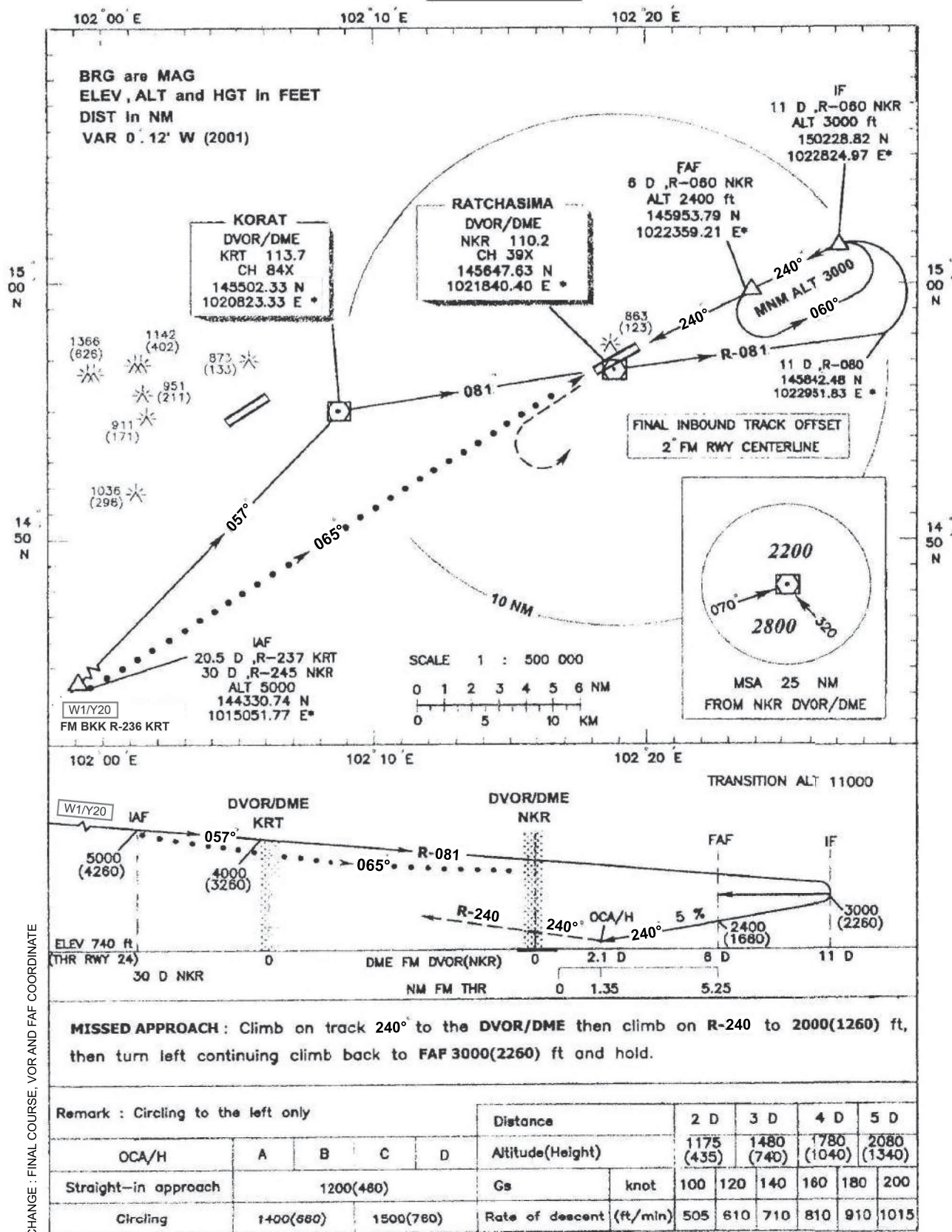
VTUQ AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUQ-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 06 - SAMBY1A SITTA1A VOBOT1A	AD 2-VTUQ-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 06 - SAMBY1A SITTA1A VOBOT1A (Tabular description)	AD 2-VTUQ-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B	AD 2-VTUQ-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B (Tabular description)	AD 2-VTUQ-6-4
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B (Waypoint list table)	AD 2-VTUQ-6-5
Instrument Approach Chart - ICAO - VOR/DME RWY 06	AD 2-VTUQ-8-1
Instrument Approach Chart - ICAO - VOR/DME RWY 24	AD 2-VTUQ-8-3
Instrument Approach Chart - ICAO - ILS/DME RWY 06	AD 2-VTUQ-8-5
Instrument Approach Chart - ICAO - LLZ/DME RWY 06	AD 2-VTUQ-8-7
Instrument Approach Chart - ICAO - RNP RWY 06	AD 2-VTUQ-8-9
Instrument Approach Chart - ICAO - RNP RWY 06 (Tabular description)	AD 2-VTUQ-8-10
Instrument Approach Chart - ICAO - RNP RWY 24	AD 2-VTUQ-8-11
Instrument Approach Chart - ICAO - RNP RWY 24 (Tabular description)	AD 2-VTUQ-8-12
VFR ENTRY PROCEDURE CHART - RWY 06/24	AD 2-VTUQ-9-1
VFR ENTRY PROCEDURE CHART - RWY 06/24 (Tabular description)	AD 2-VTUQ-9-2
VFR EXIT PROCEDURE CHART - RWY 06/24	AD 2-VTUQ-9-3
VFR EXIT PROCEDURE CHART - RWY 06/24 (Tabular description)	AD 2-VTUQ-9-4

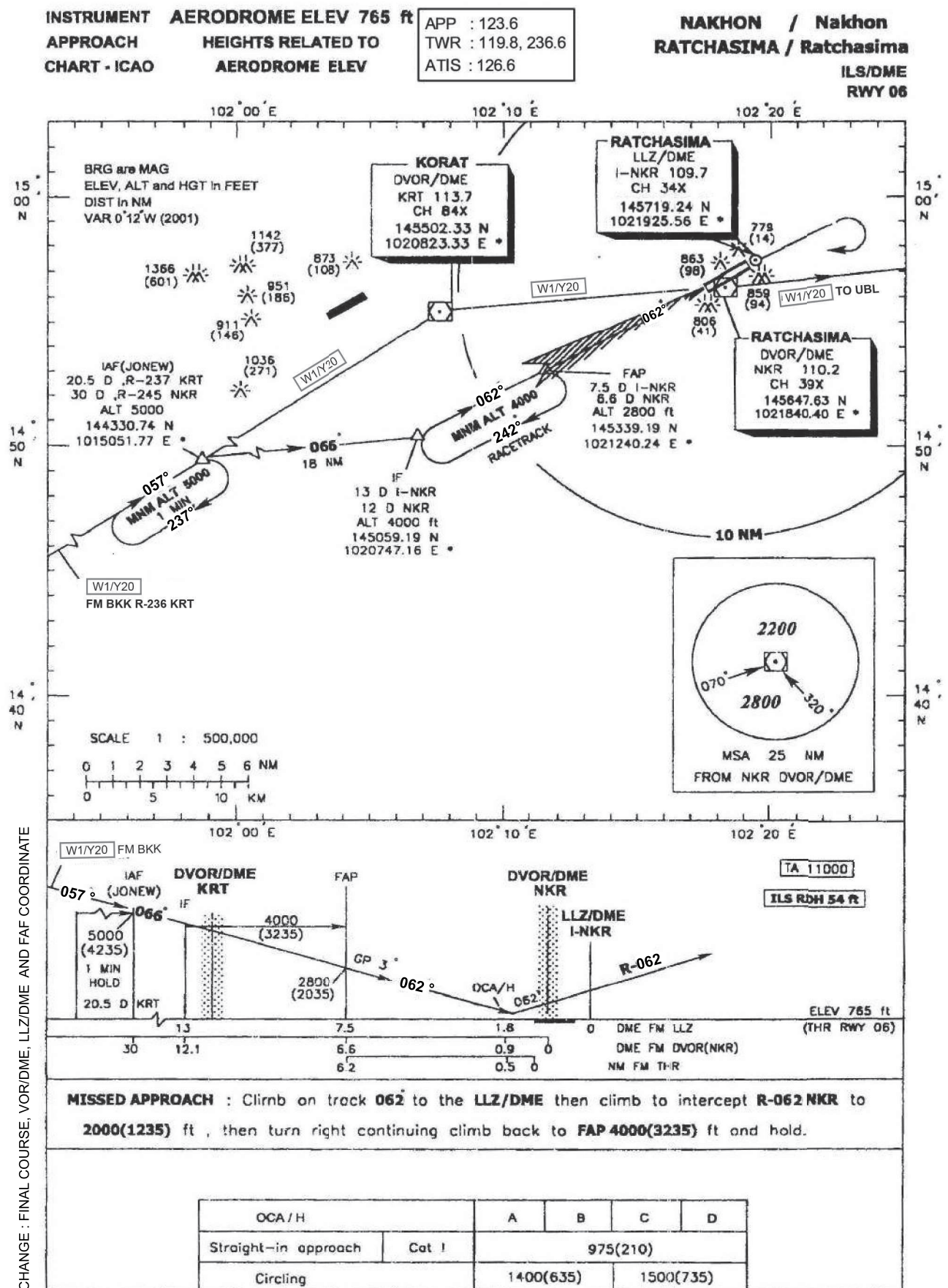


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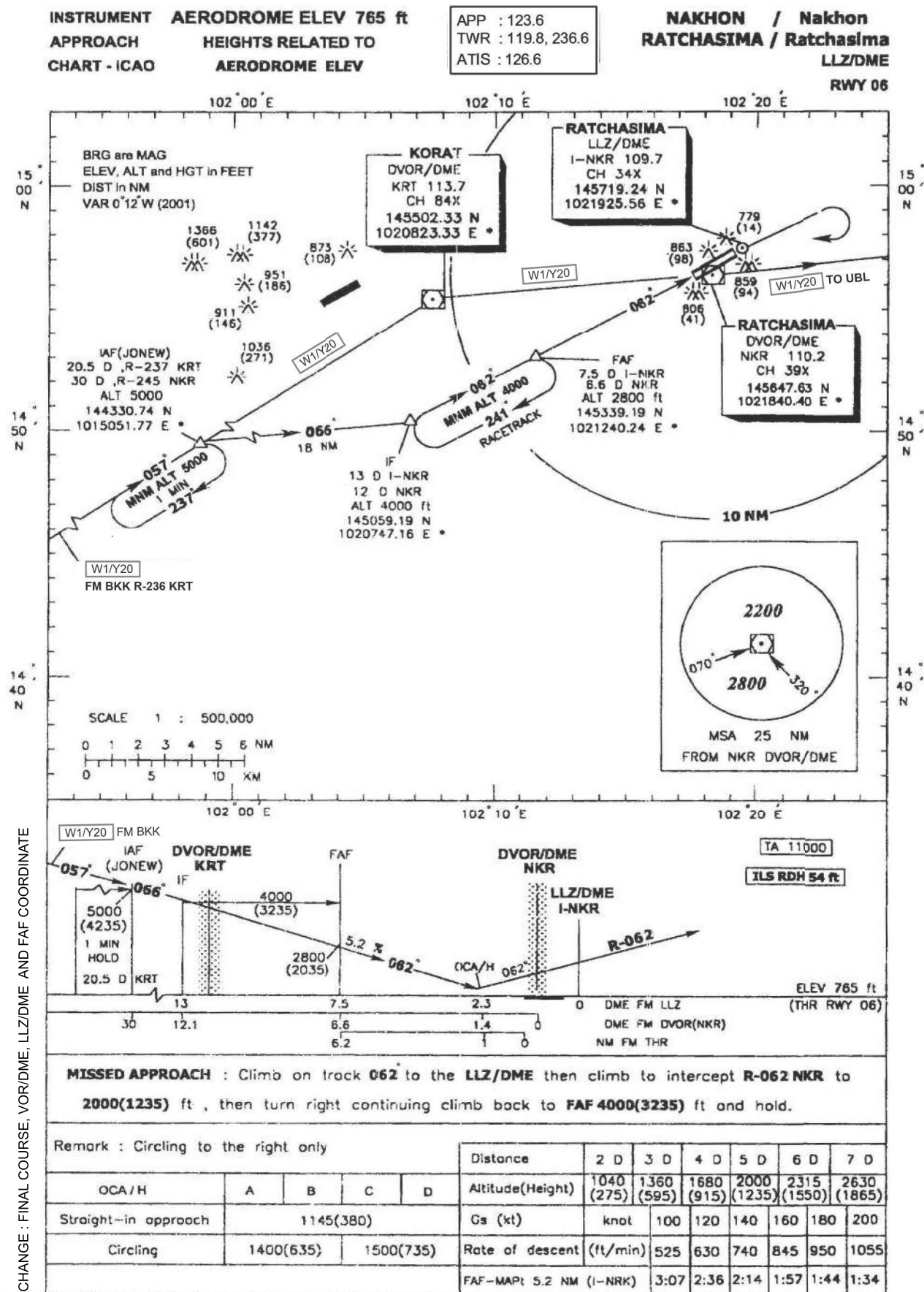
INSTRUMENT AERODROME ELEV 765 ft APP : 123.6 NAKHON RATCHASIMA / Ratchasima
APPROACH HEIGHTS RELATED TO TWR : 119.8, 236.6 VOR/DME
CHART - ICAO THR RWY 24 ELEV 740 ft ATIS : 126.6 RWY 24



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CHANGE : FINAL COURSE, VOR/DME, LLZ/DME AND FAF COORDINATE

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VTUN 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

VTUN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 10 NM radius centred on 1456.1N 10204.8E
2	Vertical limits	3000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Khorat Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Khorat Approach	349.0 MHz 129.75 MHz	H24	Secondary Operation
ASR	Khorat Arrival	349.0 MHz 129.75 MHz	0100-0900 weekdays MON-FRI (Except public holiday or on request 1 HR prior notice required to ATC)	Radar Approach Primary Operation during weekdays.
ASR	Khorat Departure	285.0 MHz 134.1 MHz		
SRA	Final Controller	382.4 MHz		
TWR	Khorat Tower	240.5 MHz 122.2 MHz *121.5 MHz *243.0 MHz	H24	*Emergency Freq.
GND	Khorat Ground	257.8 MHz 121.75 MHz		
ATIS	Khorat AD	134.8 MHz 390.6 MHz	2300-1100	

VTUN 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
TACAN	KRT	CH125X	2300-1100	145606.0N 1020421.8E	NIL	315 M (Centre line of RWY)
DVOR/DME	KRT	113.7 MHz CH84X	H24	145502.3N 1020823.3E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: - Radial 081°-280° altitude should not below 5 000 FT - Radial 281°-080° altitude should not below 3 500 FT
ILS (CAT I) LOC GP/DME	IKRT	109.9 MHz CH36X	MON-FRI 2300-1100	145535.31N 1020346.04E		PAPI, runway 24 not coincident with ILS gild slope starting from 0.8 DME or 900 ft (MSL)
GP		333.8 MHz	MON-FRI 2300-1100	145620.02N 1020522.05E		Military used and/or civil aircraft used in military services only
LLZ		109.9 MHz CH36X	MON-FRI 2300-1100	145533.78N 1020346.80E		

VTCN 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: TWY A, B
4	Secondary power supply/switch-over time	Secondary power supply to all tower, PAPI Switch-over time: 15 SEC
5	Remarks	Flares 2 HR PN

VTCN 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

VTCN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on NAN DVOR/DME (184832.76N 1004657.31E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Nan Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTCN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Nan Approach	120.25 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Nan Tower	118.55 MHz 121.5 MHz ¹⁾ 236.6 MHz	As AD OPR HR	
ATIS	Nan Airport	355 KHz	As AD OPR HR	

VTCN 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	NN	355 KHz	H24	184826.00N 1004711.91E		NDB restriction, orbit coverage in mountain terrain and border limited was check and found as follow: -40 NM from bearing 331-045 DEG (CW) altitude should not below 8000 FT. (due to border limited). -20 NM from bearing 046-160 DEG (CW) altitude should not below 6500 FT. (due to border limited). -50 NM from bearing 161-330 DEG (CW) altitude should not below 7500 FT.
DVOR/DME	NAN	115.7MHz CH104X	H24	184832.8N 1004657.4E		DVOR/DME restriction, due to Mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM. At the required altitude in various areas as follow: -RDL 021-110 DEG at 20 NM should not below 8000 FT. -RDL 111-160 DEG at 20 NM should not below 6000 FT. -RDL 161-230 DEG at 40 NM should not below 7000 FT. -RDL 231-250 DEG at 40 NM should not below 9000 FT. -RDL 251-290 DEG at 40 NM should not below 11000 FT. -RDL 291-350 DEG at 40 NM should not below 9000 FT. -RDL 351-020 DEG at 40 NM should not below 8000 FT.

VTCN AD 2.20 LOCAL AERODROME REGULATIONS

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher shall make 180 degrees turn at the runway turn pads located on left side of runway 20 (near the threshold of runway 20). Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand/the Headquarters of that operator and shall be liable for the compensation caused by such violation

VTCN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCN 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 02:

NAN OMNI 02 Departure: Required climb gradient 365 ft per NM (6.0%) until 8,600 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 3,000 ft (or altitude assigned by ATC between 3,000 ft - 7,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 20:

NAN OMNI 20 Departure: Required climb gradient 365 ft per NM (6.0%) until 8,600 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 3,000 ft (or altitude assigned by ATC between 3,000 ft - 7,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTCN AD 2.23 ADDITIONAL INFORMATION

NIL

VTCN AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTCN-2-1
Instrument Approach Chart - ICAO - NDB RWY 02 CAT C, D	AD 2-VTCN-8-1
Instrument Approach Chart - ICAO - NDB RWY 02 CAT C, D (Fix and point list table)	AD 2-VTCN-8-2
Instrument Approach Chart - ICAO - VOR RWY 02	AD 2-VTCN-8-3
Instrument Approach Chart - ICAO - VOR RWY 02 (Fix and point list table)	AD 2-VTCN-8-4
Instrument Approach Chart - ICAO - VOR RWY 20	AD 2-VTCN-8-5
Instrument Approach Chart - ICAO - VOR RWY 20 (Fix and point list table)	AD 2-VTCN-8-6
Instrument Approach Chart - ICAO - RNP RWY 02	AD 2-VTCN-8-7
Instrument Approach Chart - ICAO - RNP RWY 02 (Tabular description)	AD 2-VTCN-8-8
Instrument Approach Chart - ICAO - RNP RWY 20	AD 2-VTCN-8-9
Instrument Approach Chart - ICAO - RNP RWY 20 (Tabular description)	AD 2-VTCN-8-10

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VTPP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	NIL	Green	PAPI Left 3°	NIL	NIL	3000 M 60 M White, LIM	Red	NIL	NIL
32	CAT1 900 M	Green	PAPI Left 3° (15.72 M)	NIL	NIL	3000 M 60 M White, LIM	Red	60 M Red	NIL

VTPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 6 SEC.. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL) building. Switch-over time: 15 SEC
5	Remarks	Flares 2 HR PN

VTPP AD 2.16 HELICOPTER LANDING AREA

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

VTPP AD 2.17 ATS AIRSPACE

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

VTPP AD 2.18 ATS COMMUNICATION FACILITIES

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

VTPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	PSL	114.1 MHZ CH88X	H24	164613.3N 1001729.0E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 351°-120° altitude should not below 5 500 FT – Radial 121°-270° altitude should not below 3 000 FT – Radial 271°-300° altitude should not below 5 000 FT – Radial 301°-350° altitude should not below 3 500 FT
ILS CAT I LOC RWY32	IPSL	110.1 MHZ	H24	164746.19N 1001608.82E		Designated operational coverage 18 NM ±10° and 10 NM ±35° of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 310 M. from THR of runway 14.
GP/DME		334.4 MHZ CH38X	H24	164629.87N 1001711.63E		Glide Path 3° DME co-located with Glide Slope power output 100 watts Uni-directional
TACAN		CH99		1647.6N 10016.7E		Military Facility, operation on request 30 MIN PN to ATC.

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 - VOR RWY 14	AD 2-VTPP-8-1
Instrument Approach Chart - ICAO - VOR RWY 14 (Fix and point list table)	AD 2-VTPP-8-2
Instrument Approach Chart - ICAO - VOR RWY 32	AD 2-VTPP-8-3
Instrument Approach Chart - ICAO - VOR RWY 32 (Fix and point list table)	AD 2-VTPP-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 32	AD 2-VTPP-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 32 (Fix and point list table)	AD 2-VTPP-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32	AD 2-VTPP-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Tabular description 1)	AD 2-VTPP-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Tabular description 2)	AD 2-VTPP-8-9
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Fix and point list table)	AD 2-VTPP-8-10
Instrument Approach Chart - ICAO - RNP RWY 14	AD 2-VTPP-8-11
Instrument Approach Chart - ICAO - RNP RWY 14 (Tabular description)	AD 2-VTPP-8-12
Instrument Approach Chart - ICAO - RNP RWY 14 (Waypoint list table)	AD 2-VTPP-8-13
Instrument Approach Chart - ICAO - RNP RWY 32	AD 2-VTPP-8-15
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description 1)	AD 2-VTPP-8-16
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description 2)	AD 2-VTPP-8-17
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

VOR RWY14



**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 148 FT
HEIGHT RELATED TO
AERODROME ELEV

PHITSANULOK / Phitsanulok (VTPP)

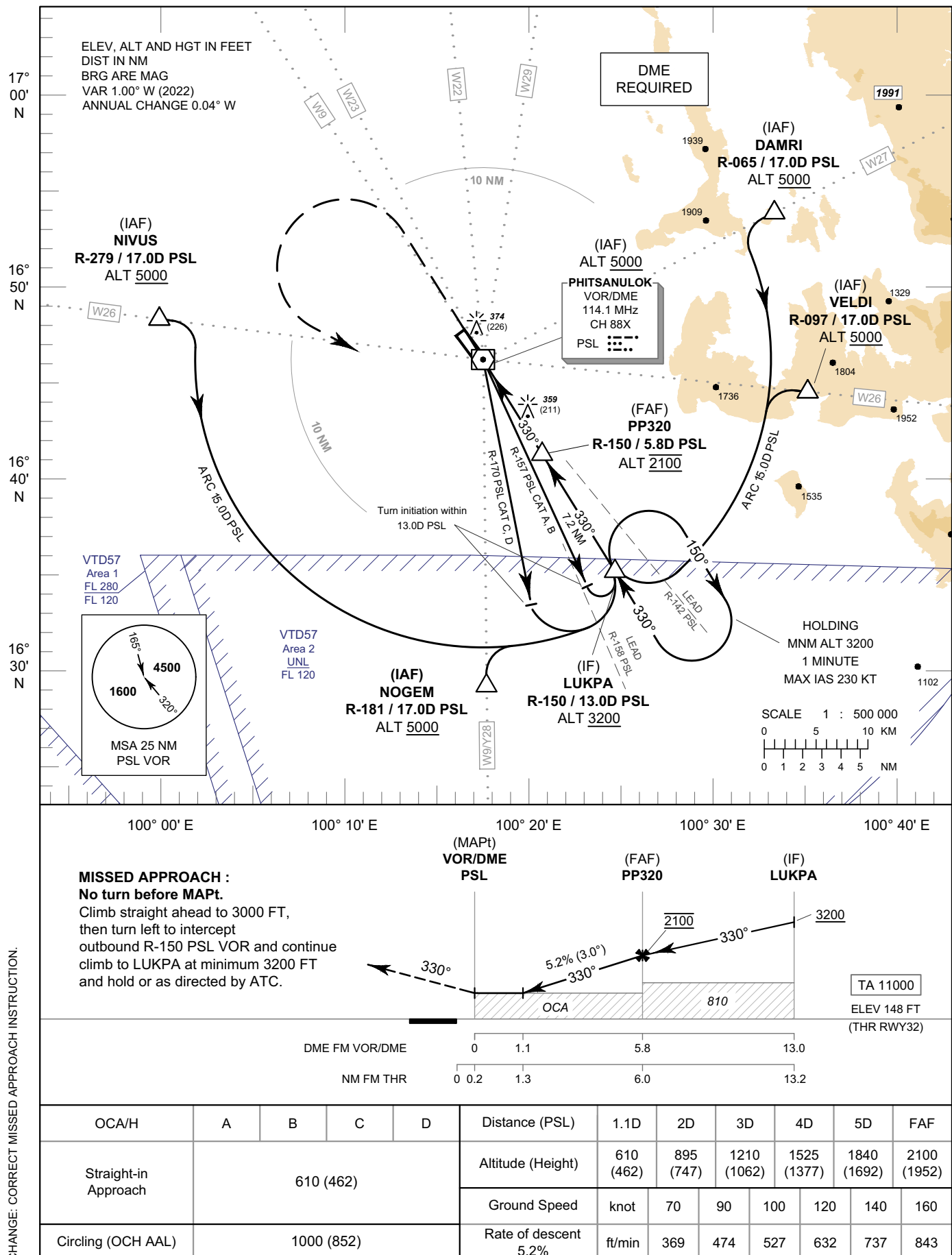
VOR RWY14

Fix/Point		Coordinates	
(IAF) VOR	PSL	16° 46' 13.27" N	100° 17' 28.95" E
(IAF) VELDI	R-097 / 17.0D PSL	16° 44' 24.79" N	100° 35' 05.73" E
(IAF) DAMRI	R-065 / 17.0D PSL	16° 53' 47.82" N	100° 33' 21.71" E
(IAF) LAGUX	R-010 / 17.0D PSL	17° 03' 04.27" N	100° 20' 19.14" E
(IAF) ENLAX	R-356 / 17.0D PSL	17° 03' 13.58" N	100° 15' 55.67" E
(IAF) NIVUS	R-279 / 17.0D PSL	16° 48' 26.33" N	099° 59' 54.50" E
(IAF) VIRUM	R-328 / 22.8D PSL	17° 05' 28.31" N	100° 04' 31.92" E
(IAF) RUTEX	R-335 / 22.3D PSL	17° 06' 15.35" N	100° 07' 03.69" E
(IF) SALOK	R-322 / 13.0D PSL	16° 56' 23.08" N	100° 08' 58.26" E
(FAF) PP141	R-322 / 7.8D PSL	16° 52' 19.59" N	100° 12' 22.32" E
(MAPt) PP140	R-322 / 1.8D PSL	16° 47' 39.41" N	100° 16' 16.88" E

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 148 FT
HEIGHT RELATED TO
AERODROME ELEVAPP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP)

VOR RWY32



CHANGE: CORRECT MISSED APPROACH INSTRUCTION.

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 148 FT
HEIGHT RELATED TO
AERODROME ELEV

PHITSANULOK / Phitsanulok (VTPP)

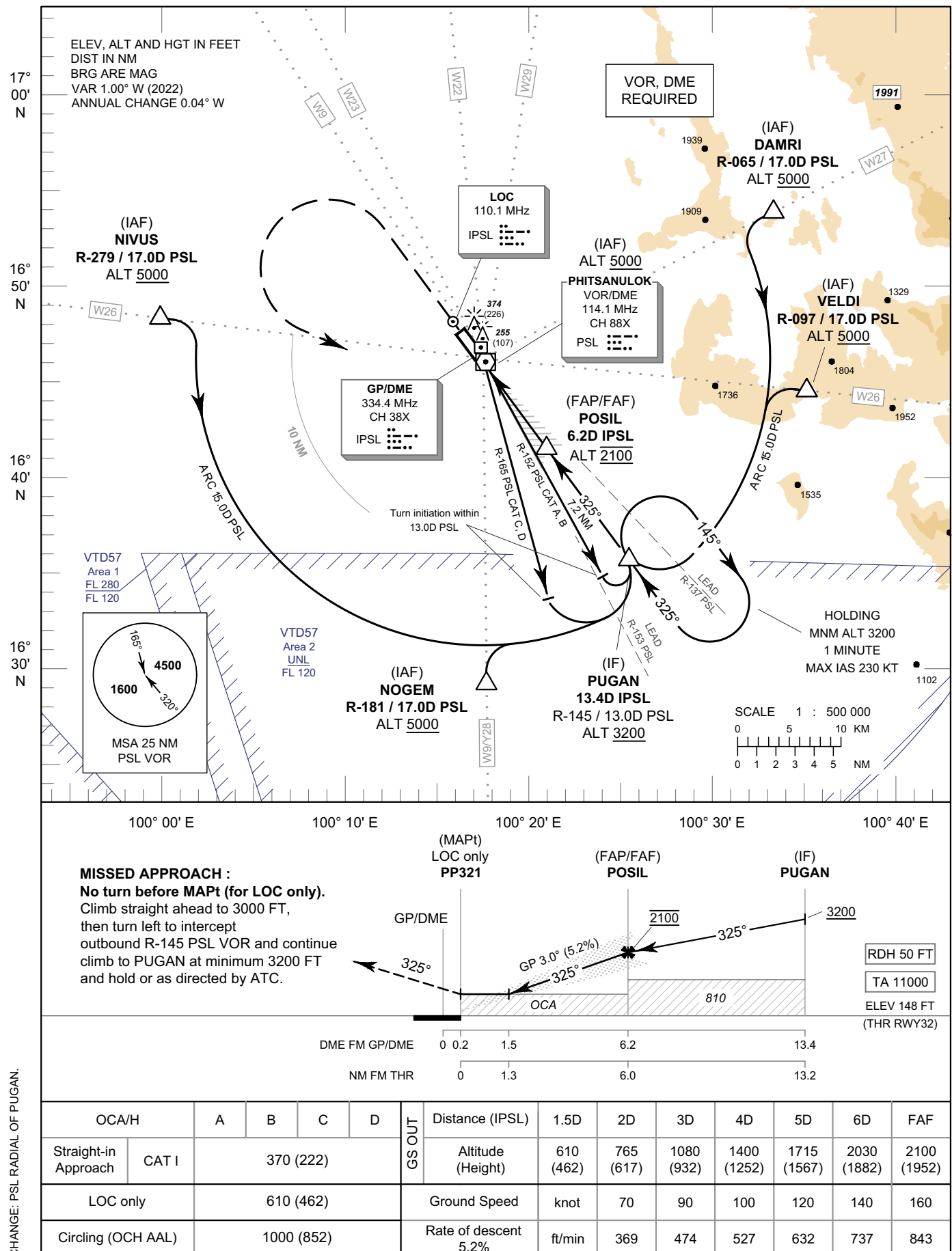
VOR RWY32

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

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FTAPP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP)

ILS or LOC y RWY32



**INSTRUMENT
APPROACH
CHART - ICAO**

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

PHITSANULOK / Phitsanulok (VTPP)

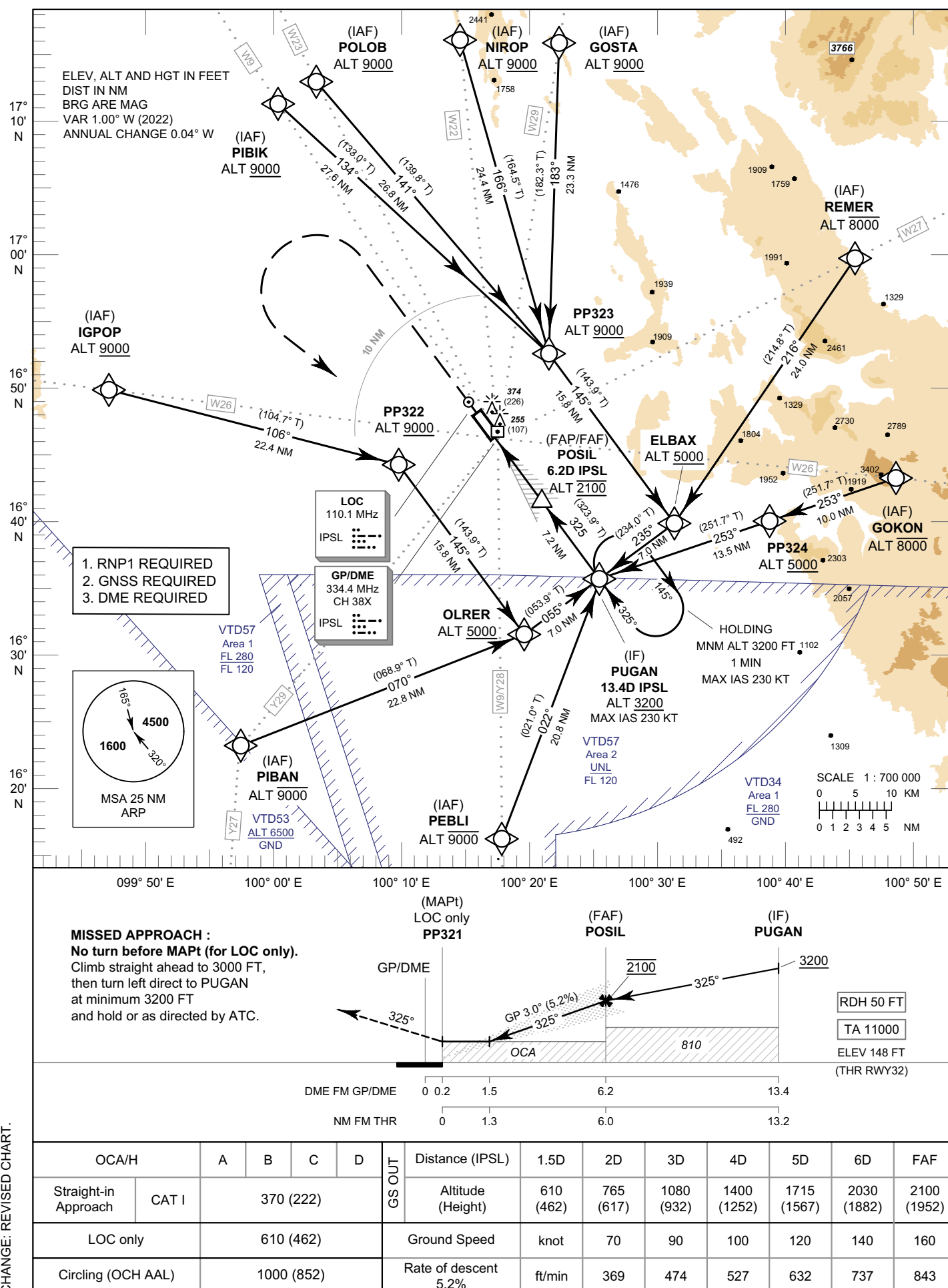
ILS or LOC y RWY32

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

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FTAPP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP)

ILS or LOC z RWY32



INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FTPHITSANULOK / Phitsanulok (VTPP)
ILS or LOC z RWY32

TABULAR DESCRIPTION (1)

ILS or LOC z RWY32											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) GOKON	-	-	+1.1	-	-	-8000	-	-	RNP 1
020	TF	PP324	-	253° (251.7°)	+1.1	10.0	-	+5000	-	-	RNP 1
030	TF	(IF) PUGAN	-	253° (251.7°)	+1.1	13.5	-	+3200	-230	-	RNP 1
010	IF	(IAF) REMER	-	-	+1.1	-	-	-8000	-	-	RNP 1
020	TF	ELBAX	-	216° (214.8°)	+1.1	24.0	-	+5000	-	-	RNP 1
030	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) GOSTA	-	-	+1.1	-	-	+9000	-	-	RNP 1
020	TF	PP323	-	183° (182.3°)	+1.1	23.3	-	+9000	-	-	RNP 1
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP 1
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) NIROP	-	-	+1.1	-	-	+9000	-	-	RNP 1
020	TF	PP323	-	166° (164.5°)	+1.1	24.4	-	+9000	-	-	RNP 1
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP 1
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) POLOB	-	-	+1.1	-	-	+9000	-	-	RNP 1
020	TF	PP323	-	141° (139.8°)	+1.1	26.8	-	+9000	-	-	RNP 1
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP 1
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) PIBIK	-	-	+1.1	-	-	+9000	-	-	RNP 1
020	TF	PP323	-	134° (133.0°)	+1.1	27.6	-	+9000	-	-	RNP 1
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP 1
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) IGPOP	-	-	+1.1	-	-	+9000	-	-	RNP 1
020	TF	PP322	-	106° (104.7°)	+1.1	22.4	-	+9000	-	-	RNP 1
030	TF	OLRER	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP 1
040	TF	(IF) PUGAN	-	055° (053.9°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) PIBAN	-	-	+1.1	-	-	-9000	-	-	RNP 1
020	TF	OLRER	-	070° (068.9°)	+1.1	22.8	-	+5000	-	-	RNP 1
030	TF	(IF) PUGAN	-	055° (053.9°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) PEBLI	-	-	+1.1	-	-	-9000	-	-	RNP 1
020	TF	(IF) PUGAN	-	022° (021.0°)	+1.1	20.8	-	+3200	-230	-	RNP 1

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FT

PHITSANULOK / Phitsanulok (VTPP)

ILS or LOC z RWY32

TABULAR DESCRIPTION (2)

ILS or LOC z RWY32											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IF) PUGAN	-	-	+1.1	-	-	+3200	-230	-	RNP 1
TRANSITION TO ILS or LOC											
020	TF	(FAF) POSIL	-	325° (323.9°)	+1.1	7.2	-	@2100	-	-	ILS
030	TF	(MAPt@THR32) PP321	Y	325° (323.9°)	+1.1	6.0	-	@198	-	-3.0/50	ILS
040	CA	-	-	325° (323.9°)	+1.1	-	-	+3000	-	-	RNP 1
050	DF	(IF) PUGAN	-	-	+1.1	-	L	+3200	-	-	RNP 1
060	HM	(IF) PUGAN	Y	325° (323.9°)	+1.1	1 minute	R	+3200	-230	-	RNP 1

WAYPOINT LIST

ILS or LOC z RWY32		
Waypoint Identifier	Coordinates	
ELBAX	16° 39' 44.00" N	100° 31' 14.82" E
GOKON	16° 43' 00.76" N	100° 48' 33.82" E
GOSTA	17° 15' 57.30" N	100° 22' 29.83" E
IGPOP	16° 50' 02.08" N	099° 47' 07.71" E
NIROP	17° 16' 13.74" N	100° 14' 44.33" E
OLRER	16° 31' 27.56" N	100° 19' 27.68" E
PEBLI	16° 16' 05.94" N	100° 17' 36.21" E
PIBAN	16° 23' 13.57" N	099° 57' 18.10" E
PIBIK	17° 11' 30.33" N	100° 00' 27.77" E
POLOB	17° 13' 09.43" N	100° 03' 27.80" E
POSIL	16° 41' 28.38" N	100° 20' 54.79" E
PP321	16° 46' 19.13" N	100° 17' 14.75" E
PP322	16° 44' 18.07" N	100° 09' 44.56" E
PP323	16° 52' 35.16" N	100° 21' 31.99" E
PP324	16° 39' 51.56" N	100° 38' 40.35" E
PUGAN	16° 35' 35.86" N	100° 25' 21.12" E
REMER	16° 59' 34.56" N	100° 45' 31.34" E

**INSTRUMENT
APPROACH
CHART - ICAO**

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

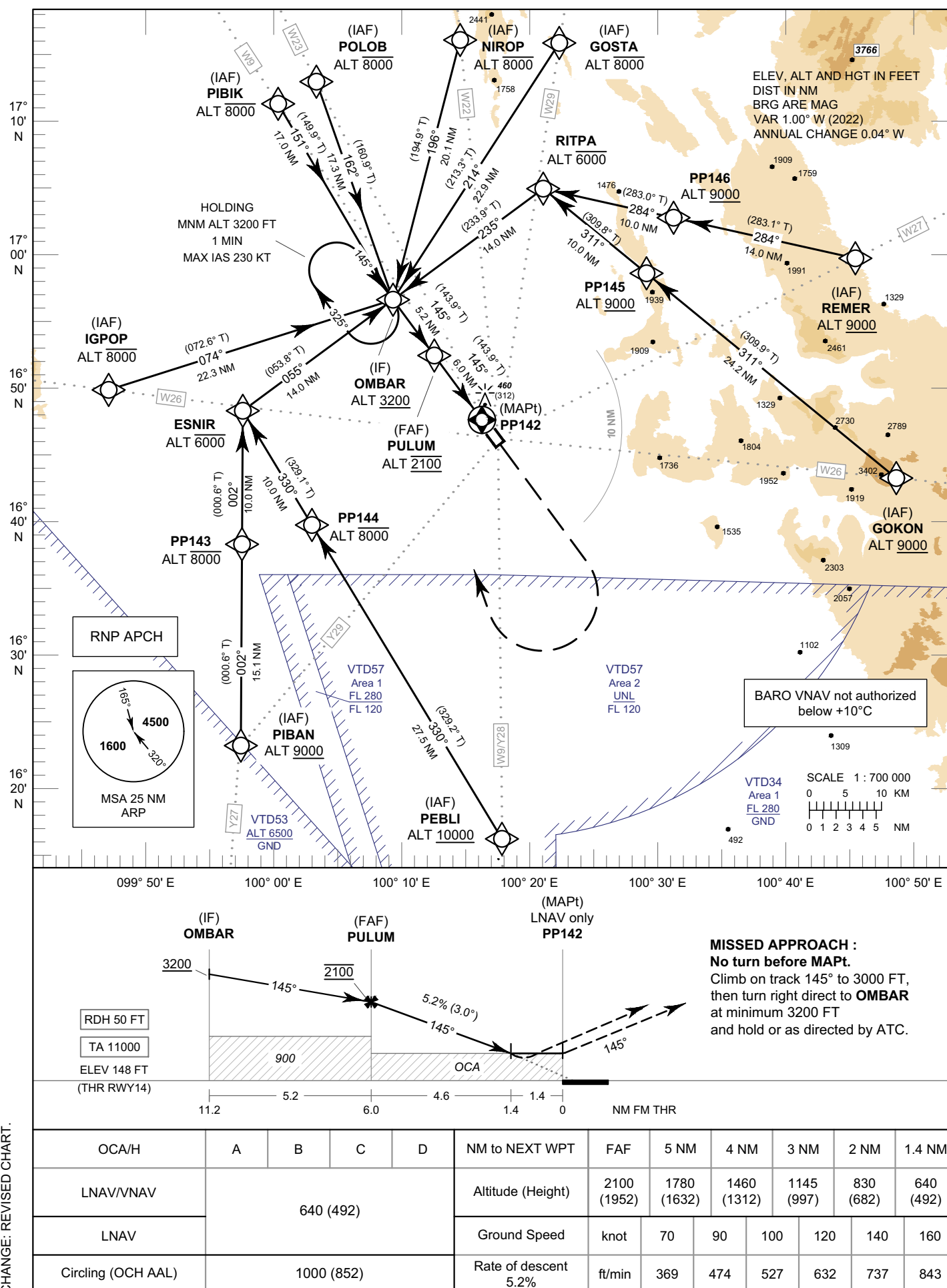
PHITSANULOK / Phitsanulok (VTPP)
ILS or LOC z RWY32

Fix/Point		Coordinates	
(IF) PUGAN	13.4D IPSL	16° 35' 35.86" N	100° 25' 21.12" E
(FAP/FAF) POSIL	6.2D IPSL	16° 41' 28.38" N	100° 20' 54.79" E
(MAPt@THR32) PP321	0.2D IPSL	16° 46' 19.13" N	100° 17' 14.75" E
LOC	IPSL	16° 47' 46.21" N	100° 16' 08.80" E
GP/DME	-	16° 46' 29.85" N	100° 17' 11.66" E

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY14 - ELEV 148 FTAPP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP)

RNP RWY14



CHANGE: REVISED CHART.

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY14 - ELEV 148 FT

PHITSANULOK / Phitsanulok (VTPP)

RNP RWY14

TABULAR DESCRIPTION

RNP RWY14											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) GOKON	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP145	-	311° (309.9°)	+1.1	24.2	-	+9000	-	-	RNP APCH
030	TF	RITPA	-	311° (309.8)	+1.1	10.0	-	-6000	-	-	RNP APCH
040	TF	(IF) OMBAR	-	235° (233.9°)	+1.1	14.0	-	+3200	-	-	RNP APCH
010	IF	(IAF) REMER	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP146	-	284° (283.1°)	+1.1	14.0	-	+9000	-	-	RNP APCH
030	TF	RITPA	-	284° (283.0°)	+1.1	10.0	-	-6000	-	-	RNP APCH
040	TF	(IF) OMBAR	-	235° (233.9°)	+1.1	14.0	-	+3200	-	-	RNP APCH
010	IF	(IAF) GOSTA	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	(IF) OMBAR	-	214° (213.3°)	+1.1	22.9	-	+3200	-	-	RNP APCH
010	IF	(IAF) NIROP	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	(IF) OMBAR	-	196° (194.9°)	+1.1	20.1	-	+3200	-	-	RNP APCH
010	IF	(IAF) POLOB	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	(IF) OMBAR	-	162° (160.9°)	+1.1	17.3	-	+3200	-	-	RNP APCH
010	IF	(IAF) PIBIK	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	(IF) OMBAR	-	151° (149.9°)	+1.1	17.0	-	+3200	-	-	RNP APCH
010	IF	(IAF) IGPOP	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	(IF) OMBAR	-	074° (072.6°)	+1.1	22.3	-	+3200	-	-	RNP APCH
010	IF	(IAF) PEBLI	-	-	+1.1	-	-	+10000	-	-	RNP APCH
020	TF	PP144	-	330° (329.2°)	+1.1	27.5	-	-8000	-	-	RNP APCH
030	TF	ESNIR	-	330° (329.1°)	+1.1	10.0	-	-6000	-	-	RNP APCH
040	TF	(IF) OMBAR	-	055° (053.8°)	+1.1	14.0	-	+3200	-	-	RNP APCH
010	IF	(IAF) PIBAN	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP143	-	002° (000.6°)	+1.1	15.1	-	-8000	-	-	RNP APCH
030	TF	ESNIR	-	002° (000.6°)	+1.1	10.0	-	-6000	-	-	RNP APCH
040	TF	(IF) OMBAR	-	055° (053.8°)	+1.1	14.0	-	+3200	-	-	RNP APCH
010	IF	(IF) OMBAR	-	-	+1.1	-	-	+3200	-	-	RNP APCH
020	TF	(FAF) PULUM	-	145° (143.9°)	+1.1	5.2	-	@2100	-	-	RNP APCH
030	TF	(MAPt@THR14) PP142	Y	145° (143.9°)	+1.1	6.0	-	@198	-	-3.0/50	RNP APCH
040	CA	-	-	145° (143.9°)	+1.1	-	-	+3000	-	-	RNP APCH
050	DF	(IF) OMBAR	-	-	+1.1	-	R	+3200	-	-	RNP APCH
060	HM	(IF) OMBAR	Y	145° (143.9°)	+1.1	1 minute	R	+3200	-230	-	RNP APCH

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY14 - ELEV 148 FT

PHITSANULOK / Phitsanulok (VTPP)

RNP RWY14

WAYPOINT LIST

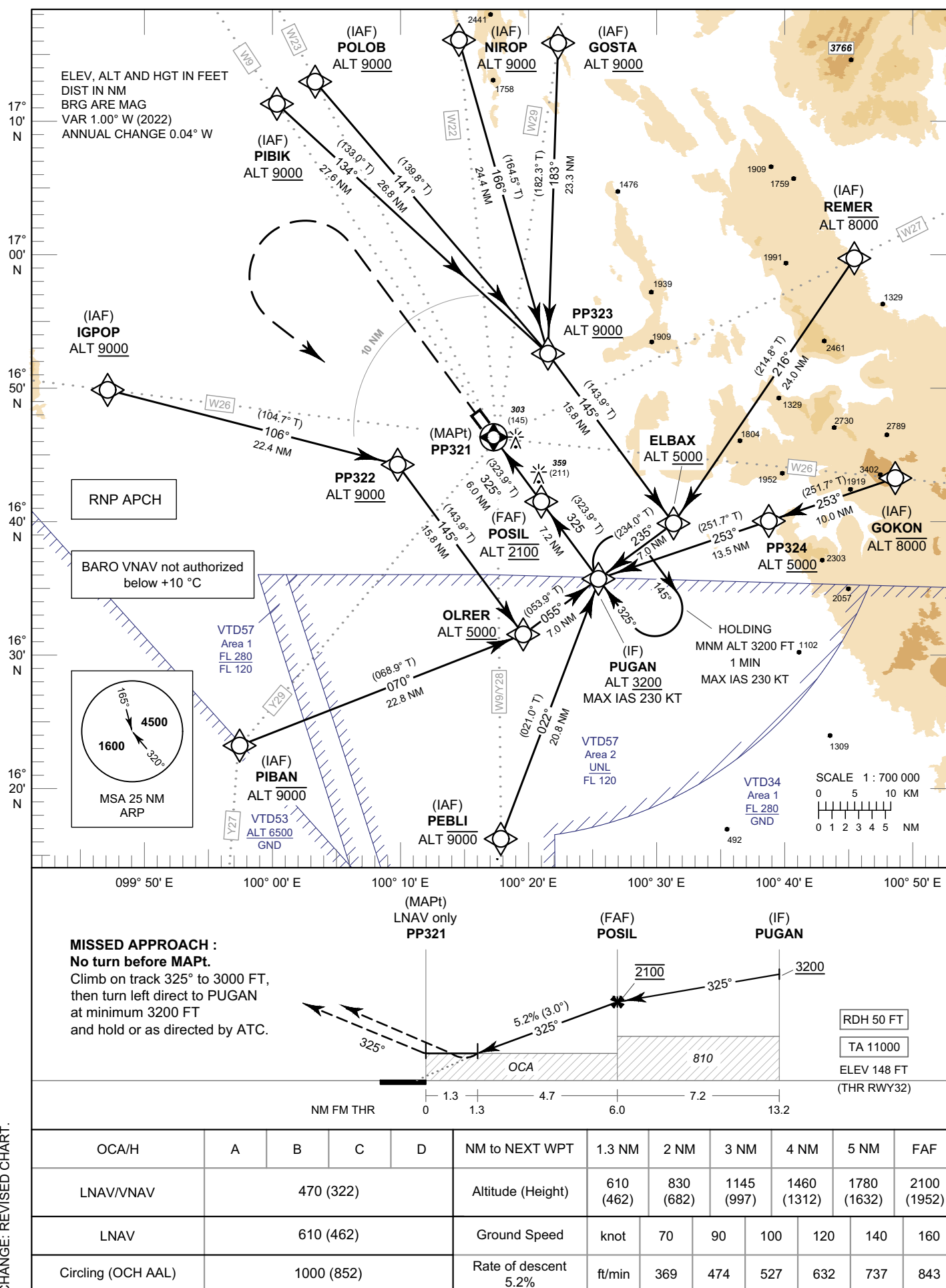
RNP RWY14		
Waypoint Identifier	Coordinates	
ESNIR	16° 48' 25.24" N	099° 57' 34.74" E
GOKON	16° 43' 00.76" N	100° 48' 33.82" E
GOSTA	17° 15' 57.30" N	100° 22' 29.83" E
IGPOP	16° 50' 02.08" N	099° 47' 07.71" E
NIROP	17° 16' 13.74" N	100° 14' 44.33" E
OMBAR	16° 56' 43.02" N	100° 09' 21.89" E
PEBLI	16° 16' 05.94" N	100° 17' 36.21" E
PIBAN	16° 23' 13.57" N	099° 57' 18.10" E
PIBK	17° 11' 30.33" N	100° 00' 27.77" E
POLOB	17° 13' 09.43" N	100° 03' 27.80" E
PP142	16° 47' 38.03" N	100° 16' 15.01" E
PP143	16° 38' 22.81" N	099° 57' 28.10" E
PP144	16° 39' 48.27" N	100° 02' 55.80" E
PP145	16° 58' 34.71" N	100° 29' 11.38" E
PP146	17° 02' 45.20" N	100° 31' 17.38" E
PULUM	16° 52' 30.03" N	100° 12' 33.77" E
REMER	16° 59' 34.56" N	100° 45' 31.34" E
RITPA	17° 05' 00.11" N	100° 21' 10.08" E

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INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FTAPP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP)

RNP RWY32



CHANGE: REVISED CHART.

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FT

PHITSANULOK / Phitsanulok (VTPP)

RNP RWY32

TABULAR DESCRIPTION (1)

RNP RWY32											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) GOKON	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	PP324	-	253° (251.7°)	+1.1	10.0	-	+5000	-	-	RNP APCH
030	TF	(IF) PUGAN	-	253° (251.7°)	+1.1	13.5	-	+3200	-230	-	RNP APCH
010	IF	(IAF) REMER	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	ELBAX	-	216° (214.8°)	+1.1	24.0	-	+5000	-	-	RNP APCH
030	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) GOSTA	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP323	-	183° (182.3°)	+1.1	23.3	-	+9000	-	-	RNP APCH
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP APCH
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) NIROP	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP323	-	166° (164.5°)	+1.1	24.4	-	+9000	-	-	RNP APCH
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP APCH
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) POLOB	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP323	-	141° (139.8°)	+1.1	26.8	-	+9000	-	-	RNP APCH
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP APCH
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) PIBIK	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP323	-	134° (133.0°)	+1.1	27.6	-	+9000	-	-	RNP APCH
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP APCH
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) IGPOP	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP322	-	106° (104.7°)	+1.1	22.4	-	+9000	-	-	RNP APCH
030	TF	OLRER	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP APCH
040	TF	(IF) PUGAN	-	055° (053.9°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) PIBAN	-	-	+1.1	-	-	-9000	-	-	RNP APCH
020	TF	OLRER	-	070° (068.9°)	+1.1	22.8	-	+5000	-	-	RNP APCH
030	TF	(IF) PUGAN	-	055° (053.9°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) PEBLI	-	-	+1.1	-	-	-9000	-	-	RNP APCH
020	TF	(IF) PUGAN	-	022° (021.0°)	+1.1	20.8	-	+3200	-230	-	RNP APCH

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FT

PHITSANULOK / Phitsanulok (VTPP)

RNP RWY32

TABULAR DESCRIPTION (2)

RNP RWY32											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IF) PUGAN	-	-	+1.1	-	-	+3200	-230	-	RNP APCH
020	TF	(FAF) POSIL	-	325° (323.9°)	+1.1	7.2	-	@2100	-	-	RNP APCH
030	TF	(MAPt@THR32) PP321	Y	325° (323.9°)	+1.1	6.0	-	@198	-	-3.0/50	RNP APCH
040	CA	-	-	325° (323.9°)	+1.1	-	-	+3000	-	-	RNP APCH
050	DF	(IF) PUGAN	-	-	+1.1	-	L	+3200	-	-	RNP APCH
060	HM	(IF) PUGAN	Y	325° (323.9°)	+1.1	1 minute	R	+3200	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY32		
Waypoint Identifier	Coordinates	
ELBAX	16° 39' 44.00" N	100° 31' 14.82" E
GOKON	16° 43' 00.76" N	100° 48' 33.82" E
GOSTA	17° 15' 57.30" N	100° 22' 29.83" E
IGPOP	16° 50' 02.08" N	099° 47' 07.71" E
NIROP	17° 16' 13.74" N	100° 14' 44.33" E
OLRER	16° 31' 27.56" N	100° 19' 27.68" E
PEBLI	16° 16' 05.94" N	100° 17' 36.21" E
PIBAN	16° 23' 13.57" N	099° 57' 18.10" E
PIBIK	17° 11' 30.33" N	100° 00' 27.77" E
POLOB	17° 13' 09.43" N	100° 03' 27.80" E
POSIL	16° 41' 28.38" N	100° 20' 54.79" E
PP321	16° 46' 19.13" N	100° 17' 14.75" E
PP322	16° 44' 18.07" N	100° 09' 44.56" E
PP323	16° 52' 35.16" N	100° 21' 31.99" E
PP324	16° 39' 51.56" N	100° 38' 40.35" E
PUGAN	16° 35' 35.86" N	100° 25' 21.12" E
REMER	16° 59' 34.56" N	100° 45' 31.34" E

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VTPH 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	HN	213 KHZ	H24	123842.03N 0995646.49E	NIL	The coverage orbit data refer to commissioning check as follows: 1. 50 NM orbit flown from bearing 001°-179° (CW) at altitude 1 500 FT 2. 30 NM orbit flown from bearing 180°-360° (CW) at altitude 4 000 FT (due to border limited) 3. Due to the fluctuation of needle is out of tolerance from bearing 180°- 330°
DVOR/DME	HHN	113.3 MHZ CH80X	H24	123804.04N 0995704.23E	NIL	DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: 1. 40 NM clockwise orbit – Radial 001°-170° altitude should not below 3 000 FT – Radial 171°-210° altitude should not below 7 000 FT – Radial 301°-340° altitude should not below 10 000 FT – Radial 340°-360° altitude should not below 3 000 FT 2. 30 NM clockwise orbit (Due to border limited) – Radial 211°- 300° altitude should not below 10 000 FT 3. Radial 341° distance 10.3 DME at altitude 4 000 FT found roughness out of tolerance

VTPH AD 2.20 LOCAL AERODROME REGULATIONS

1. Operating limitation

To operate at VTPH, Commercial flight with Code C aircraft shall require an authorization from the Airport Director in accordance with established procedures. Please contact AD administration Unit as specified in VTPH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA for more detail of the authorization procedure.

2. Operation at the airport during aircraft code C operating at VTPH

When conducting operations with Code C aircraft on the runway (RWY) or taxiway, all other aircraft operations shall be held in abeyance behind runway holding position or intermediate holding position, or aircraft shall comply with instructions issued by ATC.

VTPH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPH AD 2.22 FLIGHT PROCEDURES

1. Types of ATC Services

Within Hua Hin TMA (Class D Airspace), Hua Hin approach control will provide VFR/IFR flights with ATS surveillance services based on only partial radar coverage from Suvarnabhumi and Don Mueang SSRs. Procedural control service will be provided in the remaining areas.

2. VFR PROCEDURES

Details of VFR entry and exit procedures, see charts.

3. SPEED CONTROL PROCEDURE IN HUA HIN 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)

VTPH AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

Bird concentration in the vicinity of an aerodrome.

VTUV AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Roi Et DVOR/DME (160700.6N 1034619.5E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Roi Et Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTUV AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Roi Et Approach	125.4 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Roi Et Tower	119.75 MHz 236.6 MHz 121.5 MHz ¹⁾	As AD OPR HR	
ATIS	Roi Et Airport	128.275 MHz	As AD OPR HR	

VTUV 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	RE	319 KHz	H24	160638.5N 1034641.6E		Coverage orbit data refer from commissioning checked as follows: 50 nm clockwise orbit result found satisfactory. - Bearing 341°-030° at altitude 3 000 ft - Bearing 031°-060° at altitude 3 000 ft - Bearing 061°-340° at altitude 2 000 ft
DVOR/DME	ROT	111.2 MHz CH 49X	H24	160700.6N 1034619.5E		Coverage orbit data refer from commissioning checked as follows: 40 nm clockwise orbit flown from radial 001°-360° altitude should not below 2 000 ft - Airway W5 flown to 40 nm at 2 000 ft was checked and found satisfactory
LOC RWY36 ILS CAT I	IROT	109.5 MHz	H24	160744.3N 1034627.7E		LOC: Designated operation coverage 18 nm, ALT 6700 ft AMSL
GP		332.6 MHz	H24	160635.8N 1034620.6E		GP: 3 GEG, RDH 50 ft
DME	IROT	CH 32X (109.5 MHz)	H24	160744.3N 1034625.3E	448 ft	DME: Paired with LOC FREQ.

VTUV AD 2.20 LOCAL AERODROME REGULATIONS

All aircraft code letter C and higher are not allowed to turn on runway. The turn shall be made on the runway turn pad 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.

VTUV AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUV AD 2.22 FLIGHT PROCEDURES

1. VFR PROCEDURES

Details of VFR entry and exit procedures, see charts.

2. IFR DEPARTURES OTHER THAN VIA SID

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

3. VISUAL DEPARTURES

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

To execute a visual departure

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

4. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 18:

ROIET OMNI 18 Departure: Required climb gradient 201 ft per NM (3.3%) until 2,400 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 – 2,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 36:

ROIET OMNI 36 Departure: Required climb gradient 201 ft per NM (3.3%) until 2,400 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 – 2,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUV AD 2.23 ADDITIONAL INFORMATION

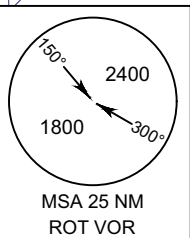
- Birds concentration on and in the vicinity of an Aerodrome.

VTUV AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUV-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A RURAR1A SEDNO1A	AD 2-VTUV-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A RURAR1A SEDNO1A (Tabular description)	AD 2-VTUV-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A RURAR1A SEDNO1A (Waypoint list table)	AD 2-VTUV-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SEDNO1B	AD 2-VTUV-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SEDNO1B (Tabular description)	AD 2-VTUV-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SEDNO1B (Waypoint list table)	AD 2-VTUV-6-7
Instrument Approach Chart - ICAO - VOR RWY 18	AD 2-VTUV-8-1
Instrument Approach Chart - ICAO - VOR RWY 18 (Fix and point list table)	AD 2-VTUV-8-2
Instrument Approach Chart - ICAO - VOR RWY 36	AD 2-VTUV-8-3
Instrument Approach Chart - ICAO - VOR RWY 36 (Fix and point list table)	AD 2-VTUV-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 36	AD 2-VTUV-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 36 (Fix and point list table)	AD 2-VTUV-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 36	AD 2-VTUV-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 36 (Tabular description)	AD 2-VTUV-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 36 (Fix and point list table)	AD 2-VTUV-8-9
Instrument Approach Chart - ICAO - ILS or LOC z RWY 36 (Waypoint list table)	AD 2-VTUV-8-10
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTUV-8-11
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description 1)	AD 2-VTUV-8-12
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description 2)	AD 2-VTUV-8-13
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTUV-8-15
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTUV-8-16
Instrument Approach Chart - ICAO - RNP RWY 36 (Waypoint list table)	AD 2-VTUV-8-17
VFR ENTRY PROCEDURE CHART - RWY 18/36	AD 2-VTUV-9-1
VFR ENTRY PROCEDURE CHART - RWY 18/36 (Tabular description)	AD 2-VTUV-9-2
VFR EXIT PROCEDURE CHART - RWY 18/36	AD 2-VTUV-9-3
VFR EXIT PROCEDURE CHART - RWY 18/36 (Tabular description)	AD 2-VTUV-9-4

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VOR RWY18



DME FM VOR/DME	0	0.6	2.1	5.3	11.0
NM FM THR	0	1.5	4.7	10.4	

OCA/H	A	B	C	D	Distance (ROT)		2.1D	3D	4D	5D	FAF	
Straight - in Approach	970 (519)				Altitude (Height)		970 (519)	1260 (809)	1575 (1124)	1890 (1439)	2000 (1549)	
					Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1200 (749)				Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 451 FT
HEIGHTS RELATED TO
AERODROME ELEV

ROI ET / Roi Et (VTUV)

VOR RWY18

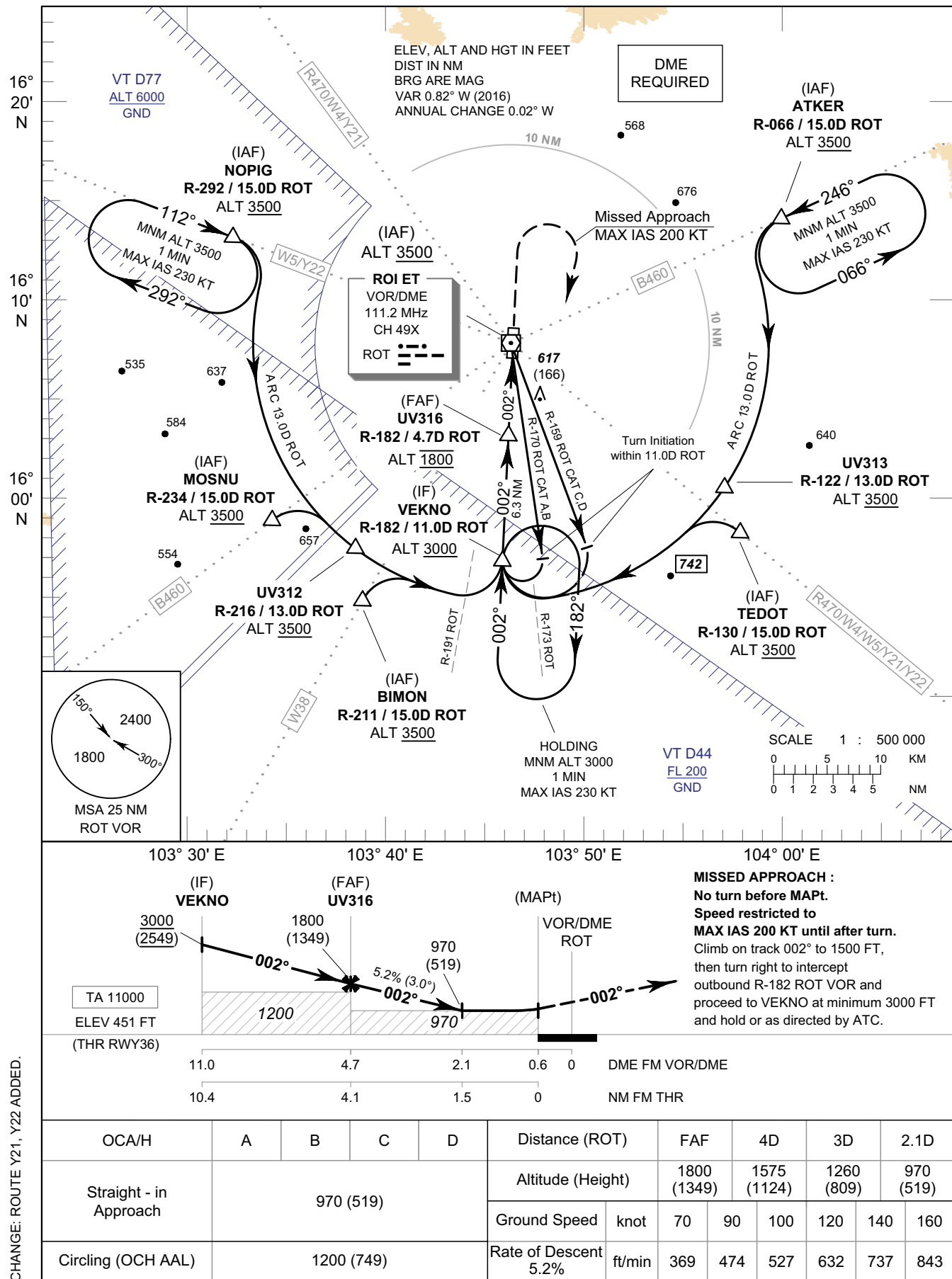
FIX/POINT		COORDINATES	
(IAF) VOR	ROT	16° 07' 00.61" N	103° 46' 19.51" E
(IAF) UKADA	R-324 / 15.0D ROT	16° 19' 02.02" N	103° 36' 56.08" E
UV120	R-310 / 13.0D ROT	16° 15' 14.73" N	103° 35' 50.59" E
(IAF) NOPIG	R-292 / 15.0D ROT	16° 12' 17.45" N	103° 31' 43.71" E
(IAF) TEDOT	R-130 / 15.0D ROT	15° 57' 27.97" N	103° 58' 22.45" E
(IAF) ATKER	R-066 / 15.0D ROT	16° 13' 22.29" N	104° 00' 27.10" E
UV121	R-038 / 13.0D ROT	16° 17' 24.80" N	103° 54' 29.08" E
(IF) KALRO	R-004 / 11.0D ROT	16° 18' 02.16" N	103° 47' 00.15" E
(FAF) UV117	R-004 / 5.3D ROT	16° 12' 17.48" N	103° 46' 38.93" E
(MAPt)	R-004 / 0.6D ROT	16° 07' 34.81" N	103° 46' 21.55" E

CHANGE : VOR COORDINATE

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 451 FT
HEIGHTS RELATED TO
AERODROME ELEVAPP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET / Roi Et (VTUV)

VOR RWY36



**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 451 FT
HEIGHTS RELATED TO
AERODROME ELEV

ROI ET / Roi Et (VTUV)

VOR RWY36

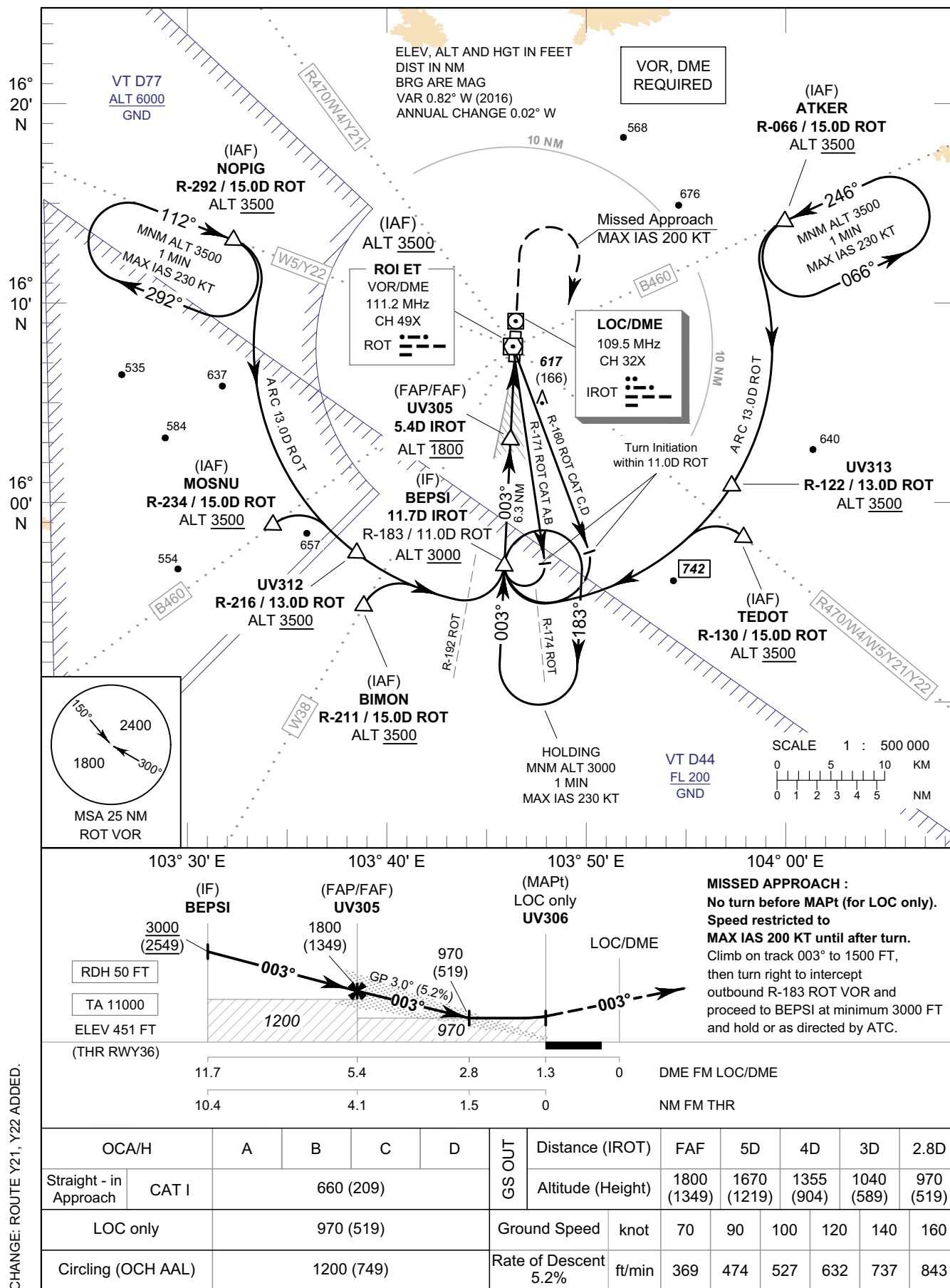
FIX/POINT		COORDINATES	
(IAF) VOR	ROT	16° 07' 00.61" N	103° 46' 19.51" E
(IAF) NOPIG	R-292 / 15.0D ROT	16° 12' 17.45" N	103° 31' 43.71" E
(IAF) MOSNU	R-234 / 15.0D ROT	15° 57' 57.11" N	103° 33' 52.77" E
UV312	R-216 / 13.0D ROT	15° 56' 19.95" N	103° 38' 33.51" E
(IAF) BIMON	R-211 / 15.0D ROT	15° 53' 54.78" N	103° 38' 37.93" E
(IAF) ATKER	R-066 / 15.0D ROT	16° 13' 22.29" N	104° 00' 27.10" E
UV313	R-122 / 13.0D ROT	16° 00' 15.24" N	103° 57' 52.55" E
(IAF) TEDOT	R-130 / 15.0D ROT	15° 57' 27.97" N	103° 58' 22.45" E
(IF) VEKNO	R-182 / 11.0D ROT	15° 55' 57.94" N	103° 46' 07.50" E
(FAF) UV316	R-182 / 4.7D ROT	16° 02' 19.31" N	103° 46' 14.37" E
(MAPt)	R-182 / 0.6D ROT	16° 06' 26.30" N	103° 46' 18.83" E

CHANGE : VOR COORDINATE

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 451 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 451 FTAPP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET / Roi Et (VTUV)

ILS or LOC y RWY36



**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 451 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 451 FT

ROI ET / Roi Et (VTUV)

ILS or LOC y RWY36

FIX/POINT		COORDINATES	
(IAF) VOR	ROT	16° 07' 00.61" N	103° 46' 19.51" E
(IAF) NOPIG	R-292 / 15.0D ROT	16° 12' 17.45" N	103° 31' 43.71" E
(IAF) MOSNU	R-234 / 15.0D ROT	15° 57' 57.11" N	103° 33' 52.77" E
UV312	R-216 / 13.0D ROT	15° 56' 19.95" N	103° 38' 33.51" E
(IAF) BIMON	R-211 / 15.0D ROT	15° 53' 54.78" N	103° 38' 37.93" E
(IAF) ATKER	R-066 / 15.0D ROT	16° 13' 22.29" N	104° 00' 27.10" E
UV313	R-122 / 13.0D ROT	16° 00' 15.24" N	103° 57' 52.55" E
(IAF) TEDOT	R-130 / 15.0D ROT	15° 57' 27.97" N	103° 58' 22.45" E
(IF) BEPSI	11.7D IROT	15° 55' 58.22" N	103° 45' 56.13" E
(FAP/FAF) UV305	5.4D IROT	16° 02' 19.35" N	103° 46' 13.13" E
MAPt (LOC only) THR RWY36	1.3D IROT	16° 06' 26.14" N	103° 46' 24.15" E
GP	-	16° 06' 35.75" N	103° 46' 20.59" E
LOC/DME	IROT	16° 07' 44.27" N	103° 46' 27.69" E

CHANGE : VOR, LOC/DME, GP COORDINATE

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 451 FT**
HEIGHTS RELATED TO
THR RWY36 - ELEV 451 FT**ROI ET / Roi Et (VTUV)****ILS or LOC z RWY36**

FIX/POINT		COORDINATES	
(IF) BEPSI	11.7D IROT	15° 55' 58.22" N	103° 45' 56.13" E
(FAP/FAF) UV305	5.4D IROT	16° 02' 19.35" N	103° 46' 13.13" E
MAPt (LOC only) THR RWY36	1.3D IROT	16° 06' 26.14" N	103° 46' 24.15" E
GP	-	16° 06' 35.75" N	103° 46' 20.59" E
LOC/DME	IROT	16° 07' 44.27" N	103° 46' 27.69" E

CHANGE : LOC/DME, GP COORDINATE

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 451 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 451 FT

ROI ET / Roi Et (VTUV)

ILS or LOC z RWY36

WAYPOINT LIST

ILS or LOC z RWY36	
Waypoint Identifier	Coordinates
AGIRO	15° 51' 06.48" N 103° 51' 10.85" E
ANKID	15° 40' 48.67" N 103° 30' 57.40" E
ATNOD	15° 56' 08.67" N 103° 31' 24.04" E
BEPSI	15° 55' 58.22" N 103° 45' 56.13" E
BODUR	15° 48' 52.90" N 103° 21' 27.21" E
DOTUS	16° 31' 03.01" N 103° 27' 31.56" E
ENTEK	15° 47' 54.67" N 104° 10' 24.31" E
KATBU	15° 55' 48.14" N 104° 00' 28.29" E
RURAR	16° 19' 43.04" N 104° 14' 35.65" E
SEDNO	16° 17' 33.31" N 103° 17' 07.18" E
TEROX	15° 50' 53.58" N 103° 40' 54.75" E
UV301	16° 12' 09.50" N 103° 32' 05.74" E
UV302	16° 03' 10.05" N 103° 31' 42.32" E
UV303	16° 13' 45.01" N 104° 01' 17.65" E
UV304	16° 02' 49.48" N 104° 00' 47.58" E
UV305	16° 02' 19.35" N 103° 46' 13.13" E
UV306	16° 06' 26.14" N 103° 46' 24.15" E

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 (171250.8N 1040812.4E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C

4	ATS unit call sign Language(s)	Sakon Nakhon Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Sakon Nakhon Approach	123.35 MHz 284.0 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Sakon Nakhon Tower	119.65 MHz 236.6 MHz 121.5 MHz ¹⁾	As AD OPR HR	
ATIS	Sakon Nakhon Airport	365.0 KHz	As AD OPR HR	

VTUI 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	SN	365 KHz	H24	171149.1N 1040653.5E	NIL	Data refer from commissioning checked as follows: 1. Bearing 181°-360° 50 nm. orbit altitude should not below 3 000 ft. 2. Bearing 001°-140° 50 nm. orbit unable to check due to border limited 3. Bearing 141°-180° unusable beyond 15 nm.
DVOR/DME	SKN	114.2 MHz CH 89X	H24	171250.8N 1040812.4E	NIL	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: 1. 30 nm. orbit (Due to border limited) – Radial 000°-130° altitude should not below 2 100 ft. 2. 40 nm. orbit – Radial 131°-280° altitude should not below 5 500 ft. – Radial 281°-359° altitude should not below 2 100 ft.
ILS CAT I RWY 23 LOC	ISKN	110.3 MHz CH40X	H24	171107.7N 1040630.9E	NIL	Designated operation coverage 18 nm. ALT 6800 ft/AMSL.
DME				171106.0N 1040632.6E	527 FT	Paired with LOC FREQ
GP		335.0 MHz	H24	171208.1N 1040728.9E	NIL	3 DEG REF Datum height 50 ft.

VTUI AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

Reporting points for VFR flight in order to expedite and maintain an orderly flow of air traffic into Sakon Nakhon Airport, the procedures of inbound traffic for VFR flight, conventional and prop - jet aircraft be set up as follows:

- a) Aircraft entering to land from north of Sakon Nakhon Airport, shall report over Nong Wai reservoir designated as November Whisky (172205.2N 1040316E) which is approximately 10 NM on radial 334 of SKN DVOR/DME (171250.89N1040812.34E), when reaching NW the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- b) Aircraft entering to land from east of Sakon Nakhon Airport, shall report over Hoai Wung reservoir designated as Hotel Whisky (171805.2N 1043056.2E) which is approximately 22.5 NM on radial 077 of SKN DVOR/DME (171250.89N1040812.34E) when reaching HW the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- c) Aircraft entering to land from south of Sakon Nakhon Airport, shall report over Nam Phung Dam designated as November Papa (170245.3N 1041216.3E), which is approximately 11 NM on radial 158 of SKN DVOR/DME (171250.89N1040812.34E), when reaching NP the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- d) Aircraft entering to land from south of Sakon Nakhon Airport, shall report over Ban Na reservoir, designated as November Kilo (164625.4N 1040201.5E) which is approximately 27 NM on radial 192 of SKN DVOR/DME (171250.89N1040812.34E), when reaching NK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- e) Aircraft entering to land from west of Sakon Nakhon Airport, shall report over Nam Un reservoir, designated as November Uniform (171005.2N 1034646.5E) which is approximately 20.5 NM on radial 262 of SKN DVOR/DME (171250.89N1040812.34E), when reaching NU the aircraft will be instructed to join aerodrome traffic circuit accordingly.

2. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, all aircraft Maximum Takeoff Weight (MTOW) more than 5700 KG are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad at the end of runway 05 and 23 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTUI AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUI 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:

SAKON NAKHON OMNI 05 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,300 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 2,000 ft (or altitude assigned by ATC between 2,000 ft - 2,900 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 23:

SAKON NAKHON OMNI 23 Departure: Required climb gradient 274 ft per NM (4.5%) until 3,300 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 4.5%	(ft/min)	296	342	456	684	911	1139	1367

No turn before DER.

After departure climb straight ahead until 2,000 ft (or altitude assigned by ATC between 2,000 ft - 2,900 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUI AD 2.23 ADDITIONAL INFORMATION

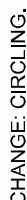
- Bird concentration in the vicinity of runway 23 (end of runway 05)

VTUI AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUI-2-1
Instrument Approach Chart - ICAO - VOR RWY 05	AD 2-VTUI-8-1
Instrument Approach Chart - ICAO - VOR RWY 05 (Fix and point list table)	AD 2-VTUI-8-2
Instrument Approach Chart - ICAO - VOR RWY 23	AD 2-VTUI-8-3
Instrument Approach Chart - ICAO - VOR RWY 23 (Fix and point list table)	AD 2-VTUI-8-4
Instrument Approach Chart - ICAO - ILS RWY 23	AD 2-VTUI-8-5
Instrument Approach Chart - ICAO - ILS RWY 23 (Fix and point list table)	AD 2-VTUI-8-6
Instrument Approach Chart - ICAO - LOC RWY 23	AD 2-VTUI-8-7
Instrument Approach Chart - ICAO - LOC RWY 23 (Fix and point list table)	AD 2-VTUI-8-8
Instrument Approach Chart - ICAO - RNP RWY 05	AD 2-VTUI-8-9
Instrument Approach Chart - ICAO - RNP RWY 05 (Tabular description)	AD 2-VTUI-8-10
Instrument Approach Chart - ICAO - RNP RWY 23	AD 2-VTUI-8-11
Instrument Approach Chart - ICAO - RNP RWY 23 (Tabular description)	AD 2-VTUI-8-12

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VOR RWY05



INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO
AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)

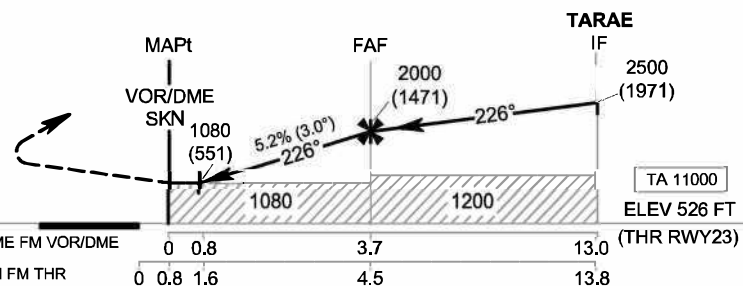
VOR RWY05

FIX/POINT		COORDINATES	
(IAF) NAKEE	R-279 / 17.0D SKN	17 15 05.96 N	103 50 35.93 E
(IAF) FOSSA	R-241 / 20.2D SKN	17 02 51.48 N	103 49 50.92 E
(IF) PUNNA	R-226 / 14.0D SKN	17 02 49.77 N	103 57 53.28 E
(FAF)	R-226 / 8.6D SKN	17 06 42.91 N	104 01 52.97 E
(MAPt)	R-226 / 2.2D SKN	17 11 16.74 N	104 06 35.29 E
(IAF) VOR	SKN	17 12 50.84 N	104 08 12.39 E

CHANGE: VOR AND MAPt COORDINATES.

SAKON NAKHON / Sakon Nakhon (VTUI)

VOR RWY23



CHANGE: CIRCLING;	OCA/H	A	B	C	D	Distance to SKN	0.8 D	1 D	2 D	3 D	FAF	
	Straight - in Approach	1080 (551)				Altitude (Height)	1080 (551)	1150 (621)	1465 (936)	1780 (1251)	2000 (1471)	
						Ground speed	knot	70	90	100	120	140
	Circling (OCH AAL)	1500 (971)				Rate of descent (5.2%)	(ft/min)	369	474	527	632	737

INSTRUMENT **AERODROME ELEV 529 FT**
APPROACH **HEIGHTS RELATED TO**
CHART - ICAO **AERODROME ELEV**

SAKON NAKHON / Sakon Nakhon (VTUI)
VOR RWY23

FIX/POINT		COORDINATES	
(IAF) NAKEE	R-279 / 17.0D SKN	17 15 05.96 N	103 50 35.93 E
(IAF) PAYON	R-241 / 17.0D SKN	17 04 24.70 N	103 52 46.34 E
(IAF) VANON	R-071 / 17.0D SKN	17 18 38.93 N	104 24 52.65 E
BEERA	R-320 / 15.0D SKN	17 24 13.04 N	103 57 55.37 E
(IF) TARAE	R-046 / 13.0D SKN	17 22 01.55 N	104 17 52.00 E
(FAF)	R-046 / 3.7D SKN	17 15 27.63 N	104 10 57.26 E
(MAPt) VOR	SKN	17 12 50.84 N	104 08 12.39 E

CHANGE: VOR AND FAF COORDINATES.

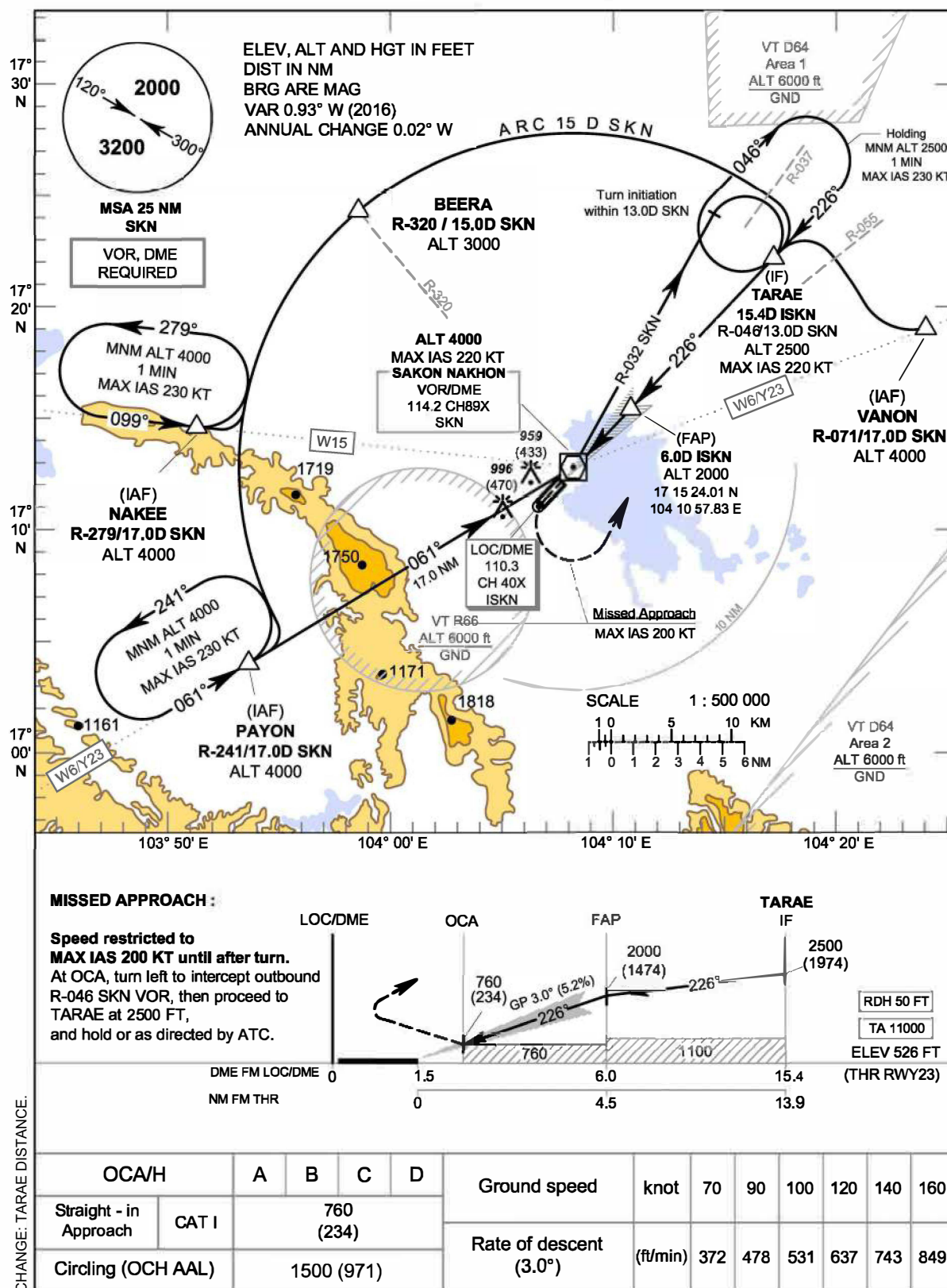
INSTRUMENT APPROACH
CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO
THR RWY23 - ELEV 526 FT

APP : 123.35
TWR : 119.65 , 236.6

SAKON NAKHON / Sakon Nakhon (VTUI)

ILS RWY23



INSTRUMENT AERODROME ELEV 529 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY23 - ELEV 526 FT

SAKON NAKHON / Sakon Nakhon (VTUI)

ILS RWY23

FIX/POINT		COORDINATES	
(IAF) NAKEE	R-279 / 17.0D SKN	17 15 05.96 N	103 50 35.93 E
(IAF) PAYON	R-241 / 17.0D SKN	17 04 24.70 N	103 52 46.34 E
(IAF) VANON	R-071 / 17.0D SKN	17 18 38.93 N	104 24 52.65 E
BEERA	R-320 / 15.0D SKN	17 24 13.04 N	103 57 55.37 E
(IF) TARAE	15.4D ISKN	17 22 01.55 N	104 17 52.00 E
(FAP)	6.0D ISKN	17 15 24.01 N	104 10 57.83 E
LOC/DME	ISKN	17 11 07.70 N	104 06 30.91 E
VOR	SKN	17 12 50.84 N	104 08 12.39 E

CHANGE: VOR AND LOC COORDINATES. TARAE DISTANCE.

LOC RWY23



INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO
AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)
LOC RWY23

FIX/POINT		COORDINATES	
(IAF) NAKEE	R-279 / 17.0D SKN	17 15 05.96 N	103 50 35.93 E
(IAF) PAYON	R-241 / 17.0D SKN	17 04 24.70 N	103 52 46.34 E
(IAF) VANON	R-071 / 17.0D SKN	17 18 38.93 N	104 24 52.65 E
BEERA	R-320 / 15.0D SKN	17 24 13.04 N	103 57 55.37 E
(IF) TARAE	15.4D ISKN	17 22 01.55 N	104 17 52.00 E
(FAF)	6.0D ISKN	17 15 24.01 N	104 10 57.83 E
MAPt	2.3D ISKN	17 12 45.68 N	104 08 12.83 E
LOC/DME	ISKN	17 11 07.70 N	104 06 30.91 E
VOR	SKN	17 12 50.84 N	104 08 12.39 E

CHANGE: VOR AND LOC COORDINATES. TARAE DISTANCE.

VTSM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	1800	1860	2025	1825	NIL
35	1900	1960	1960	1660	NIL

VTSM 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
17	NIL	Green	PAPI Right 3° (47.53 FT)	White 2 Pairs 646M	2100 M,30 M White FM 0-1200 M, Red/White FM 1200-1800 M, Red FM 1800-2100 M, LIH	2100 M,60 M Red FM 0-200 M, White FM 200-1400 M, Yellow FM 1400-2100 M, LIH	Red	NIL	RTIL
35	NIL	Green	PAPI Left 3.2° (46.35 FT)	White 2 Pairs 647M	2100 M,30 M White FM 0-1200 M, Red/White FM 1200-1800 M, Red FM 1800-2100 M, LIH	2100 M,60 M Red FM 0-300 M, White, FM 300-1300 M, Yellow FM 1300-2100 M, LIH	Red	NIL	RTIL

VTSM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: at Control Tower FLG/WG. EV 3 Sec 2300-1500
2	LDI location and LGT Anemometer location and LGT	LDI: 3 Wind cone with illumination at THR 17, 500 M and 800 M from THR 17 and 180 M from THR 35 Anemometer: At MET Station 410 M from THR 17
3	TWY edge and centre line lighting	TWY edge Lighted
4	Secondary power supply/switch-over time	Electrical Generator / 0 Sec (UPS)
5	Remarks	NIL

VTSM 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

VTSM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on VTSM ARP (093256N 1000345E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Samui Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTSM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Samui Approach	129.6 MHz / 305.4 MHz 121.5 MHz ¹⁾	As AD OPR HR	1) Emergency frequency
TWR	Samui Tower	118.9 MHz 121.5 MHz ¹⁾	As AD OPR HR	
GND	Samui Ground	121.9 MHz	As AD OPR HR	
ATIS	Samui Airport	128.6 MHz	As AD OPR HR	

VTUU AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5NM radius centred on UBL DVOR/DME (151442.7N 1045157.2E)
2	Vertical limits	3000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Ubon Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ubon Approach	123.5 MHz 257.8 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency ²⁾ Other this period 2 HR PN TO ATC Royal Thai Air Force ASR OPS AVBL for MIL - Coverage/HGT: PSR 70 nm/30 000ft SSR 200 nm/100 000 ft - EM: PSR 500 KW SSR 1.5 KW
TWR	Ubon Tower	119.9 MHz 274.5 MHz 121.5 MHz ¹⁾ 243.0 MHz ¹⁾	As AD OPR HR	
GND	Ubon Ground	121.9 MHz 275.8 MHz	As AD OPR HR	
ATIS	Ubon Airport	128.2 MHz	As AD OPR HR	
ASR	Departure Control	335.5 MHz 134.1 MHz	0100-0900 ²⁾ MON-FRI (Except Public Holiday)	
SRA	Arrival Control	282.2 MHz 125.75 MHz		
	Final Control	382.4 MHz		

VTUU 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	UB	373 KHz	H24	151425.9N 1045148.8E		Data refer from commissioning checked as follows: – 50 nm clockwise orbit, altitude 3 000 ft bearing 111°-070° found satisfactory – Due to border limited: 35 nm clockwise orbit, altitude 3 000 ft bearing 071°-110° found satisfactory

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
DVOR/DME	UBL	112.7 MHz CH74X	H24	151442.7N 1045157.2E		DVOR/DME restriction 1. Due to obstacles surround DVOR/ DME station, coverage check does not provide adequate signal clockwise orbit at required altitude in various areas as follows: a) 40 nm – Radial 111°-155° altitude should not below 3 000 ft. – Radial 156°-165° altitude should not below 7 000 ft. – Radial 166°-200° altitude should not below 5 000 ft. – Radial 201°-070° altitude should not below 3 000 ft. b) 30 nm (Due to border limit) – Radial 071°-110° altitude should not below 2 000 ft. 2. During 6 NM orbit found 30 Hz. AM modulation is fluctuated within 29%-50% between radial 170°-190°. UBON DVOR/DME unusable between radial 170°-190° (CW) beyond 10 nm altitude 2 000 ft.
ILS CAT I LOC RWY23	IUBL	110.1 MHz CH38X	H24	151424.1N 1045120.5E		– ILS coverage over sector of 35 either side of runway centre line, no back course and voice feature, the antenna array is located on extended runway centre line at distance 500 m from THR of RWY 05, height of antenna array is 4.1 m from ground – No marker
GP/DME		334.4 MHz	H24	151526.1N 1045247.2E		– Glide Path angle 3.0° – DME co-located with glide path power output 100 watts omnidirectional
TACAN	UBL	114.6 MHz CH93	2300-1100 MON-FRI (Except Public Holiday)	151544.79N 1045300.00E		Other this period 2 HR PN TO ATC

VTUU AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad located on both end of runway. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator and shall be liable for the compensation caused by such violation.

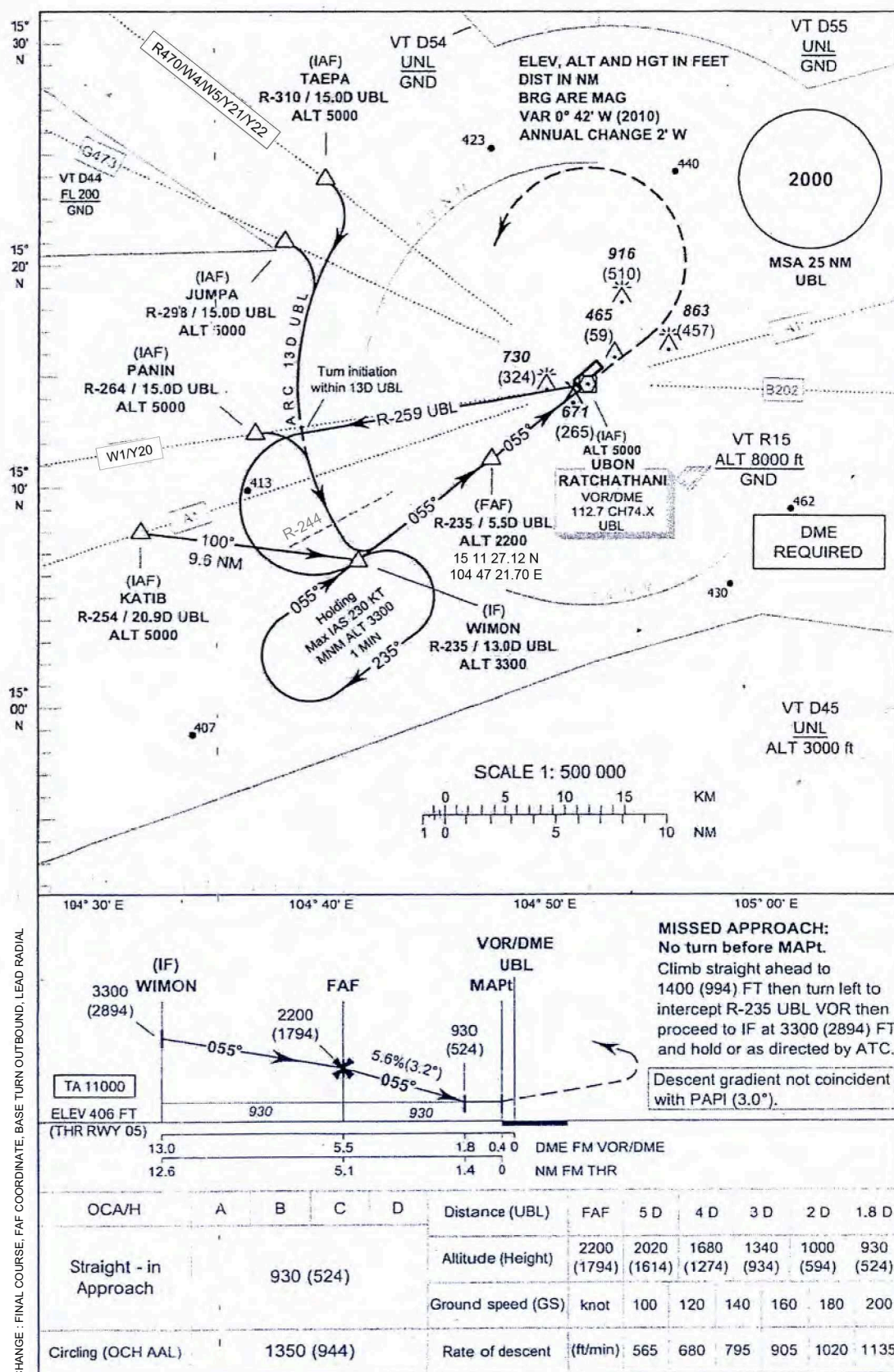
VTUU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUU AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUU-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTUU-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTUU-2-5
Standard Departure Chart - Instrument (SID) - ICAO - RWY 05 - RAMBU1B ROT1B CMP1B BUTRA1B PAKSE1B	AD 2-VTUU-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 23 - RAMBU1A ROT1A CMP1A BUTRA1A PAKSE1A	AD 2-VTUU-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 05 - ARARE1B BAMBO1B CHETA1B PACER1B ROONY1B	AD 2-VTUU-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 05 - ARARE1B BAMBO1B CHETA1B PACER1B ROONY1B (Tabular description)	AD 2-VTUU-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 23 - ARARE1A BAMBO1A CHETA1A PACER1A ROONY1A	AD 2-VTUU-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 23 - ARARE1A BAMBO1A CHETA1A PACER1A ROONY1A (Tabular description)	AD 2-VTUU-6-8
Instrument Approach Chart - ICAO - VOR RWY 05	AD 2-VTUU-8-1
Instrument Approach Chart - ICAO - VOR RWY 05 (Fix and point list table)	AD 2-VTUU-8-2
Instrument Approach Chart - ICAO - VOR RWY 23	AD 2-VTUU-8-3
Instrument Approach Chart - ICAO - VOR RWY 23 (Fix and point list table)	AD 2-VTUU-8-4
Instrument Approach Chart - ICAO - ILS or LOC RWY 23	AD 2-VTUU-8-5
Instrument Approach Chart - ICAO - ILS or LOC RWY 23 (Fix and point list table)	AD 2-VTUU-8-6
Instrument Approach Chart - ICAO - RNP RWY 05	AD 2-VTUU-8-7
Instrument Approach Chart - ICAO - RNP RWY 05 (Tabular description)	AD 2-VTUU-8-8
Instrument Approach Chart - ICAO - RNP RWY 23	AD 2-VTUU-8-9
Instrument Approach Chart - ICAO - RNP RWY 23 (Tabular description)	AD 2-VTUU-8-10

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INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 406 FT
HEIGHTS RELATED TO
AERODROME ELEVAPP : 123.5 , 257.8
TWR : 119.9 , 274.5
GND : 121.9 , 275.8UBON RATCHATHANI /
Ubon Ratchathani (VTUU)
VOR RWY05

INSTRUMENT AERODROME ELEV 406 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

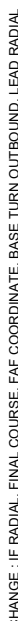
APP : 123.5 , 257.8
TWR : 119.9 , 274.5
GND : 121.9 , 275.8

UBON RATCHATHANI /
Ubon Ratchathani (VTUU)
VOR RWY05

Fix / Point		Coordinates	
KATIB (IAF)	R-254 / 20.9 D UBL	15 08 28.67 N	104 31 17.73 E
PANIN (IAF)	R-264 / 15.0 D UBL	15 12 51.92 N	104 36 33.08 E
JUMPA (IAF)	R-298 / 15.0 D UBL	15 21 31.74 N	104 38 06.52 E
TAEPA (IAF)	R-310 / 15.0 D UBL	15 24 18.58 N	104 39 59.05 E
WIMON (IF)	R-235 / 13.0 D UBL	15 07 00.15 N	104 41 05.99 E
FAF	R-235 / 5.5 D UBL	15 11 27.12 N	104 47 21.70 E
MAPt	R-235 / 0.4 D UBL	15 14 28.92 N	104 51 37.84 E
THR RWY 05	-	15 14 34.17 N	104 51 33.46 E
VOR (IAF)	UBL	15 14 42.68 N	104 51 57.24 E

CHANGE : VOR, FAF AND MAPt COORDINATE. IF, FAF, AND MAPt RADIAL.

UBON RATCHATHANI /
Ubon Ratchathani (VTUU)
VOR RWY23



INSTRUMENT AERODROME ELEV 406 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY 23 - ELEV 392 FT

APP : 123.5 , 257.8
TWR : 119.9 , 274.5
GND : 121.9 , 275.8

UBON RATCHATHANI /
Ubon Ratchathani (VTUU)
VOR RWY23

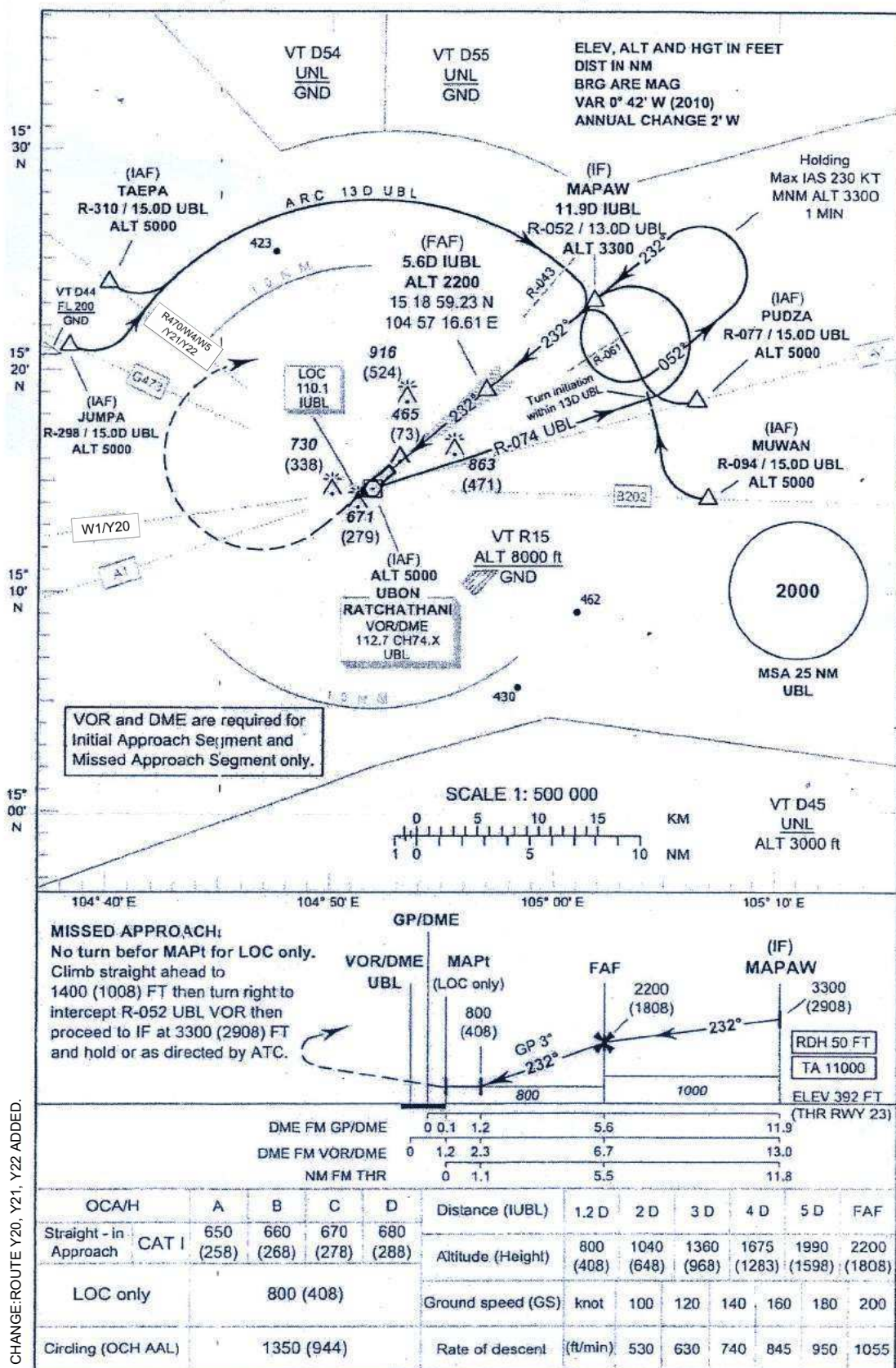
Fix / Point		Coordinates	
PUDZA (IAF)	R-077 / 15.0 D UBL	15 18 18.23 N	105 07 01.90 E
MUWAN (IAF)	R-094 / 15.0 D UBL	15 13 52.25 N	105 07 27.13 E
JUMPA (IAF)	R-298 / 15.0 D UBL	15 21 31.74 N	104 38 06.52 E
TAEPA (IAF)	R-310 / 15.0 D UBL	15 24 18.58 N	104 39 59.05 E
KANOM (IF)	R-051 / 13.0 D UBL	15 23 08.02 N	105 02 13.99 E
FAF	R-051 / 6.5 D UBL	15 18 55.39 N	104 57 05.49 E
MAPt	R-051 / 1.2 D UBL	15 15 30.69 N	104 52 55.77 E
THR RWY 23	-	15 15 35.02 N	104 52 52.20 E
VOR (IAF)	UBL	15 14 42.68 N	104 51 57.24 E

CHANGE : VOR, FAF AND MAPt COORDINATE. IF, FAF, AND MAPt RADIAL.

INSTRUMENT AERODROME ELEV 406 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY 23 - ELEV 392 FT

APP : 123.5 , 257.8
TWR : 119.9 , 274.5
GND : 121.9 , 275.8

UBON RATCHATHANI /
Ubon Ratchathani (VTUU)
ILS or LOC RWY23



CHANGE:ROUTE Y20, Y21, Y22 ADDED.

INSTRUMENT AERODROME ELEV 406 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY 23 - ELEV 392 FT

APP : 123.5 , 257.8
TWR : 119.9 , 274.5
GND : 121.9 , 275.8

UBON RATCHATHANI /
Ubon Ratchathani (VTUU)
ILS or LOC RWY23

Fix / Point		Coordinates	
JUMPA (IAF)	R-298 / 15.0 D UBL	15 21 31.74 N	104 38 06.52 E
TAEPA (IAF)	R-310 / 15.0 D UBL	15 24 18.58 N	104 39 59.05 E
PUDZA (IAF)	R-077 / 15.0 D UBL	15 18 18.23 N	105 07 01.90 E
MUWAN (IAF)	R-094 / 15.0 D UBL	15 13 52.25 N	105 07 27.13 E
MAPAW (IF)	11.9 D IUBL R-052 / 13.0 D UBL	15 22 56.53 N	105 02 24.20 E
FAF	5.6 D IUBL	15 18 59.23 N	104 57 16.61 E
MAPt (LOC only)	0.1 D IUBL	15 15 35.02 N	104 52 52.20 E
THR RWY 23	-	15 15 35.02 N	104 52 52.20 E
LOC	IUBL	15 14 24.09 N	105 51 20.50 E
GP/DME	IUBL	15 15 26.05 N	104 52 47.24 E
VOR (IAF)	UBL	15 14 42.68 N	104 51 57.24 E

CHANGE : LOC, GP/DME, AND VOR COORDINATE

VTUD 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
12	SALS 420 M LIH	Green NIL	PAPI LEFT 3° (50.60 FT)	NIL	NIL	3 048 M 60 M White LIH YCZ: 600 M	Red NIL	300 M Red	NIL
30	SALS 420 M LIH	Green Green	PAPI LEFT 3° (53.84 FT)	NIL	NIL	3 048 M 60 M White LIH YCZ: 600 M	Red NIL	300 M Red	NIL

VTUD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG WG EV 4 SEC.. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: - Wind cone at 350 M from THR 12 off set to the right side 80 M from RCL, illuminated. - Wind cone at 350 M from THR 30 off set to the left 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 at air field lighting (AFL). Switch-over time: 15 SEC
5	Remarks	NIL

VTUD 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

VTUD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on UDN DVOR/DME (172305.2N 1024629.8E)
2	Vertical limits	3000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Udon Tower English, Thai

5	Transition altitude	11000 FT
6	Remarks	NIL

VTUD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Udon Approach	126.2 MHz 265.9 MHz 119.45 MHz ²⁾ 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency ²⁾ Backup frequency
TWR	Udon Tower	121.5 MHz ¹⁾ 122.5 MHz 243.0 MHz ¹⁾ 355.4 MHz 119.45 MHz ²⁾	As AD OPR HR	
GND	Udon Ground	121.9 MHz 275.8 MHz	As AD OPR HR	
ATIS	Udon Airport	127.6 MHz	As AD OPR HR	

VTUD 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
DVOR/DME	UDN	114.3 MHz CH90X	H24	172305.2N 1024629.8E		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal at required altitudes in various areas as follows: 1. 15 nm orbit - RDL 277°-280° ALT should not below 5000 ft 2. 20 nm orbit (due to border limited) - RDL 331°- 030° ALT should not below 2500 ft 3. 40 nm orbit - RDL 031°- 090° ALT should not below 3000 ft - RDL 091°-190° ALT should not below 4000 ft - RDL 191°- 268° ALT should not below 5000 ft - RDL 269°- 276° ALT should not below 8000ft - RDL 281°- 330° ALT should not below 5000 ft 4. The En-route radial 275 (W15) beyond 20 nm ALT 6500 ft the DVOR/DME signal out of tolerance.
ILS CAT I LOC RWY30	IUDN	110.1 MHz	H24	172341.2N 1024616.4E		
GP/DME		334.4 MHz CH38X	H24	172256.8N 1024756.0E		

VTUD AD 2.24 CHARTS RELATED TO AN AERODROME

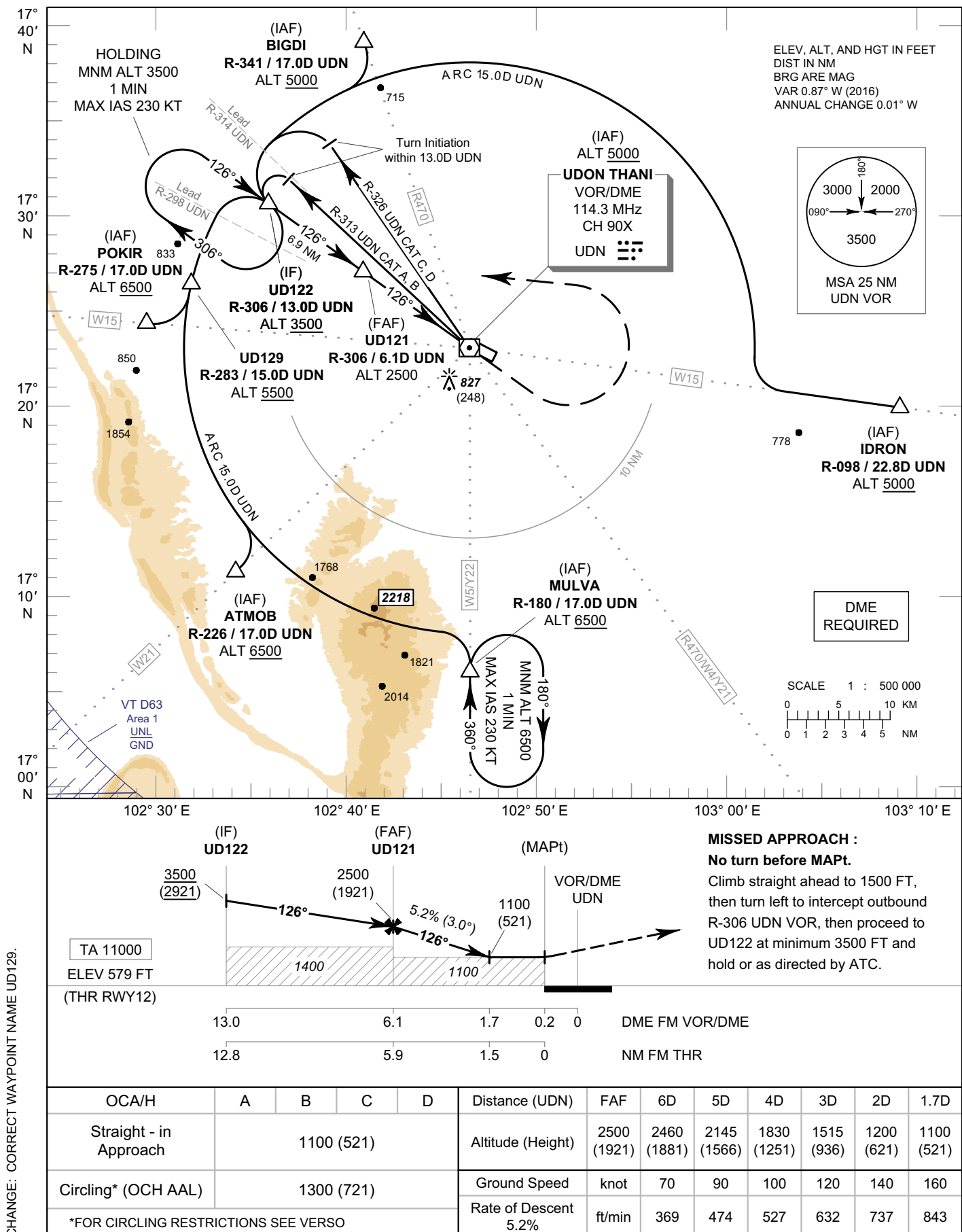
Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUD-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTUD-2-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SURGU1B TERCO1B	AD 2-VTUD-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SURGU1B TERCO1B (Tabular description 1)	AD 2-VTUD-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SURGU1B TERCO1B (Tabular description 2)	AD 2-VTUD-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SURGU1D TERCO1D	AD 2-VTUD-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SURGU1D TERCO1D (Tabular description 1)	AD 2-VTUD-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SURGU1D TERCO1D (Tabular description 2)	AD 2-VTUD-6-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A	AD 2-VTUD-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A (Tabular description)	AD 2-VTUD-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A (Waypoint list table)	AD 2-VTUD-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C	AD 2-VTUD-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C (Tabular description)	AD 2-VTUD-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C (Waypoint list table)	AD 2-VTUD-7-7
Instrument Approach Chart - ICAO - VOR RWY 12	AD 2-VTUD-8-1
Instrument Approach Chart - ICAO - VOR RWY 12 (Fix and point list table)	AD 2-VTUD-8-2
Instrument Approach Chart - ICAO - VOR RWY 30	AD 2-VTUD-8-3
Instrument Approach Chart - ICAO - VOR RWY 30 (Fix and point list table)	AD 2-VTUD-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 30	AD 2-VTUD-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 30 (Fix and point list table)	AD 2-VTUD-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 30	AD 2-VTUD-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 30 (Tabular description)	AD 2-VTUD-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 30 (Fix and point list table)	AD 2-VTUD-8-9
Instrument Approach Chart - ICAO - RNP RWY 12	AD 2-VTUD-8-11
Instrument Approach Chart - ICAO - RNP RWY 12 (Tabular description)	AD 2-VTUD-8-12
Instrument Approach Chart - ICAO - RNP RWY 30	AD 2-VTUD-8-13
Instrument Approach Chart - ICAO - RNP RWY 30 (Tabular description)	AD 2-VTUD-8-14

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INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 579 FT
HEIGHTS RELATED TO
AERODROME ELEVAPP : 126.2, 265.9
TWR : 122.5, 355.4
GND : 121.9, 275.8
ATIS : 127.6

UDON THANI / Udon Thani (VTUD)

VOR RWY12



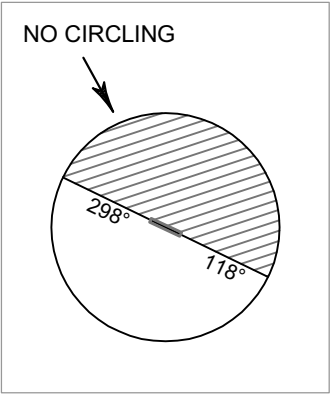
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 579 FT
HEIGHTS RELATED TO
AERODROME ELEV

UDON THANI / Udon Thani (VTUD)

VOR RWY12

Fix / Point		Corrdinates	
(IAF) ATMOB	R-226 / 17.0D UDN	17° 11' 07.02" N	102° 33' 49.07" E
(IAF) BIGDI	R-341 / 17.0D UDN	17° 39' 08.16" N	102° 40' 29.65" E
(IAF) IDRON	R-098 / 22.8D UDN	17° 20' 09.96" N	103° 10' 11.12" E
(IAF) MULVA	R-180 / 17.0D UDN	17° 06' 00.16" N	102° 46' 44.42" E
(IAF) POKIR	R-275 / 17.0D UDN	17° 24' 09.53" N	102° 28' 45.58" E
UD129	R-283 / 15.0D UDN	17° 26' 13.14" N	102° 31' 09.61" E
(IF) UD122	R-306 / 13.0D UDN	17° 30' 32.93" N	102° 35' 21.36" E
(FAF) UD121	R-306 / 6.1D UDN	17° 26' 36.19" N	102° 41' 14.99" E
(MAPt) UD120	R-306 / 0.2D UDN	17° 23' 12.70" N	102° 46' 18.53" E
(IAF) VOR	UDN	17° 23' 05.16" N	102° 46' 29.77" E



CHANGE: CORRECT WAYPOINT NAME UD129.
VOR, UD120 AND UD121 COORDINATE.

VOR RWY30



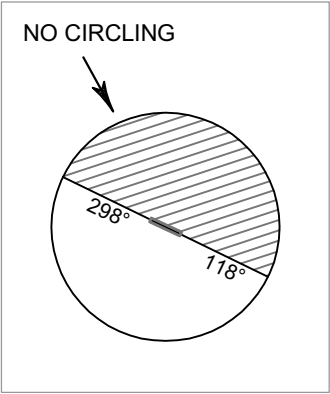
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 579 FT
HEIGHTS RELATED TO
AERODROME ELEV

UDON THANI / Udon Thani (VTUD)

VOR RWY30

Fix / Point		Corrdinates	
(IAF) ATMOB	R-226 / 17.0D UDN	17° 11' 07.02" N	102° 33' 49.07" E
(IAF) BIGDI	R-341 / 17.0D UDN	17° 39' 08.16" N	102° 40' 29.65" E
(IAF) DUBMO	R-144 / 17.0D UDN	17° 09' 29.25" N	102° 57' 15.60" E
(IAF) IDRON	R-098 / 22.8D UDN	17° 20' 09.96" N	103° 10' 11.12" E
(IAF) MULVA	R-180 / 17.0D UDN	17° 06' 00.16" N	102° 46' 44.42" E
(IAF) POKIR	R-275 / 17.0D UDN	17° 24' 09.53" N	102° 28' 45.58" E
UD303	R-098 / 17.8D UDN	17° 20' 48.47" N	103° 04' 59.08" E
(IF) UD302	R-112 / 13.0D UDN	17° 18' 21.13" N	102° 59' 10.37" E
(FAF) UD301	R-112 / 7.4D UDN	17° 20' 24.13" N	102° 53' 41.34" E
(MAPt) UD300	R-112 / 1.5D UDN	17° 22' 32.88" N	102° 47' 56.36" E
(IAF) VOR	UDN	17° 23' 05.16" N	102° 46' 29.77" E



CHANGE: VOR, UD300 AND UD301 COORDINATE.

ILS or LOC y RWY30



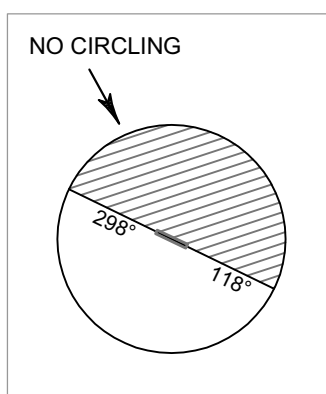
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 579 FT
HEIGHTS RELATED TO
THR RWY30 - ELEV 579 FT

UDON THANI / Udon Thani (VTUD)

ILS or LOC y RWY30

Fix / Point		Coordinates	
(IAF) ATMOB	R-226 / 17.0D UDN	17° 11' 07.02" N	102° 33' 49.07" E
(IAF) BIGDI	R-341 / 17.0D UDN	17° 39' 08.16" N	102° 40' 29.65" E
(IAF) DUBMO	R-144 / 17.0D UDN	17° 09' 29.25" N	102° 57' 15.60" E
(IAF) IDRON	R-098 / 22.8D UDN	17° 20' 09.96" N	103° 10' 11.12" E
(IAF) MULVA	R-180 / 17.0D UDN	17° 06' 00.16" N	102° 46' 44.42" E
(IAF) POKIR	R-275 / 17.0D UDN	17° 24' 09.53" N	102° 28' 45.58" E
UD306	R-098 / 20.8D UDN	17° 20' 25.33" N	103° 08' 06.70" E
(IF) MUNUR	11.7D IUDN	17° 17' 32.26" N	102° 58' 48.60" E
(FAP/FAF) UD305	6.1D IUDN	17° 20' 07.01" N	102° 53' 33.38" E
(MAPt@THR30) UD304	0.2D IUDN	17° 22' 48.62" N	102° 48' 03.73" E
LOC	IUDN	17° 23' 41.21" N	102° 46' 16.38" E
GP/DME	IUDN	17° 22' 56.83" N	102° 47' 56.01" E
(IAF) VOR	UDN	17° 23' 05.16" N	102° 46' 29.77" E



CHANGE: VOR, GP/DME AND LOC COORDINATE.

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 579 FT**
HEIGHTS RELATED TO
THR RWY30 - ELEV 579 FT**UDON THANI / Udon Thani (VTUD)****ILS or LOC z RWY30**

Fix / Point		Coordinates	
(IF) MUNUR	11.7D IUDN	17° 17' 32.26" N	102° 58' 48.60" E
(FAP/FAF) UD305	6.1D IUDN	17° 20' 07.01" N	102° 53' 33.38" E
(MAPt@THR30) UD304	0.2D IUDN	17° 22' 48.62" N	102° 48' 03.73" E
LOC	IUDN	17° 23' 41.21" N	102° 46' 16.38" E
GP/DME	IUDN	17° 22' 56.83" N	102° 47' 56.01" E

CHANGE: GP/DME AND LOC COORDINATE.

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