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THE CIVIL AVIATION AUTHORITY OF THAILAND
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AIRAC AIP - THAILAND
Amendment 06/25
1 MAY 25

This AIRAC AIP AMDT 06/25 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 1.6	ATS SURVEILLANCE SERVICES AND PROCEDURES
AD 2-VTBS-1	AD 2.4 HANDLING SERVICES AND FACILITIES
	AD 2.20 LOCAL AERODROME REGULATIONS
AD 2-VTPP-1	AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTPP-2	AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2-VTPO-1	AD 2.14 APPROACH AND RUNWAY LIGHTING
AD 2-VTSM-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTUU-1	AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1.

DESTROY			INSERT		
GEN	0.2-3	15 MAY 2025	GEN	0.2-3	12 JUN 2025
	0.4-1	15 MAY 2025		0.4-1	12 JUN 2025
	0.4-2	15 MAY 2025		0.4-2	12 JUN 2025
	0.4-3	15 MAY 2025		0.4-3	12 JUN 2025
	0.4-4	15 MAY 2025		0.4-4	12 JUN 2025
	0.4-5	15 MAY 2025		0.4-5	12 JUN 2025
	0.4-6	15 MAY 2025		0.4-6	12 JUN 2025
	0.4-7	15 MAY 2025		0.4-7	12 JUN 2025
	0.4-8	15 MAY 2025		0.4-8	12 JUN 2025
	0.4-9	15 MAY 2025		0.4-9	12 JUN 2025
	0.4-10	15 MAY 2025		0.4-10	12 JUN 2025
	0.4-11	15 MAY 2025		0.4-11	12 JUN 2025
	2.5-1	15 MAY 2025		2.5-1	12 JUN 2025
	2.5-2	15 MAY 2025		2.5-2	12 JUN 2025
	2.5-3	15 MAY 2025		2.5-3	12 JUN 2025
	2.5-4	26 DEC 2024		2.5-4	12 JUN 2025
	3.2-4	15 MAY 2025		3.2-4	12 JUN 2025
	3.2-5	20 MAR 2025		3.2-5	12 JUN 2025
ENR	1.6-4	3 OCT 2024	ENR	1.6-4	12 JUN 2025
AD	2-VTBS-1-2	30 DEC 2021	AD	2-VTBS-1-2	12 JUN 2025

DESTROY		INSERT	
2-VTBS-1-3	2 NOV 2023	2-VTBS-1-3	12 JUN 2025
2-VTBS-1-41	31 OCT 2024	2-VTBS-1-41	12 JUN 2025
2-VTBS-1-42	2 NOV 2023	2-VTBS-1-42	12 JUN 2025
2-VTBS-1-43	31 OCT 2024	2-VTBS-1-43	12 JUN 2025
2-VTBS-1-44	31 OCT 2024	2-VTBS-1-44	12 JUN 2025
2-VTBS-1-45	2 NOV 2023	2-VTBS-1-45	12 JUN 2025
2-VTBS-1-46	31 OCT 2024	2-VTBS-1-46	12 JUN 2025
2-VTBS-1-47	2 NOV 2023	2-VTBS-1-47	12 JUN 2025
2-VTBS-1-48	2 NOV 2023	2-VTBS-1-48	12 JUN 2025
2-VTBS-1-49	31 OCT 2024	2-VTBS-1-49	12 JUN 2025
2-VTBS-1-50	31 OCT 2024	2-VTBS-1-50	12 JUN 2025
2-VTBS-1-51	2 NOV 2023	2-VTBS-1-51	12 JUN 2025
2-VTBS-1-52	2 NOV 2023	2-VTBS-1-52	12 JUN 2025
2-VTBS-1-53	2 NOV 2023	2-VTBS-1-53	12 JUN 2025
2-VTBS-1-54	28 NOV 2024	2-VTBS-1-54	12 JUN 2025
2-VTBS-1-55	28 NOV 2024	2-VTBS-1-55	12 JUN 2025
2-VTBS-1-56	28 NOV 2024	2-VTBS-1-56	12 JUN 2025
2-VTBS-1-57	20 FEB 2025	2-VTBS-1-57	12 JUN 2025
2-VTBS-1-58	20 FEB 2025	2-VTBS-1-58	12 JUN 2025
2-VTBS-1-59	28 NOV 2024	2-VTBS-1-59	12 JUN 2025
2-VTBS-1-60	28 NOV 2024	2-VTBS-1-60	12 JUN 2025
2-VTBS-1-61	28 NOV 2024	2-VTBS-1-61	12 JUN 2025
2-VTBS-1-62	28 NOV 2024	2-VTBS-1-62	12 JUN 2025
2-VTBS-1-63	28 NOV 2024	2-VTBS-1-63	12 JUN 2025
2-VTBS-1-64	28 NOV 2024	2-VTBS-1-64	12 JUN 2025
2-VTBS-1-65	28 NOV 2024	2-VTBS-1-65	12 JUN 2025
2-VTBS-1-66	28 NOV 2024	2-VTBS-1-66	12 JUN 2025
2-VTBS-1-67	28 NOV 2024	2-VTBS-1-67	12 JUN 2025
2-VTBS-1-68	28 NOV 2024	2-VTBS-1-68	12 JUN 2025
2-VTBS-1-69	15 MAY 2025	2-VTBS-1-69	12 JUN 2025
2-VTBS-1-70	15 MAY 2025	2-VTBS-1-70	12 JUN 2025
2-VTBS-1-71	15 MAY 2025	2-VTBS-1-71	12 JUN 2025
2-VTBS-1-72	15 MAY 2025	2-VTBS-1-72	12 JUN 2025
2-VTBS-1-73	15 MAY 2025	2-VTBS-1-73	12 JUN 2025
2-VTBS-1-74	15 MAY 2025	2-VTBS-1-74	12 JUN 2025
2-VTBS-1-75	15 MAY 2025	2-VTBS-1-75	12 JUN 2025
2-VTBS-1-76	15 MAY 2025	2-VTBS-1-76	12 JUN 2025
2-VTBS-1-77	15 MAY 2025	2-VTBS-1-77	12 JUN 2025
2-VTBS-1-78	15 MAY 2025	2-VTBS-1-78	12 JUN 2025
-	-	2-VTBS-1-79	12 JUN 2025
2-VTPP-1-3	8 AUG 2024	2-VTPP-1-3	12 JUN 2025

DESTROY		INSERT	
2-VTPP-1-12	15 MAY 2025	2-VTPP-1-12	12 JUN 2025
2-VTPP-2-3	23 MAR 2023	2-VTPP-2-3	12 JUN 2025
-	-	2-VTPP-2-5	12 JUN 2025
-	-	2-VTPP-2-6	12 JUN 2025
2-VTPO-1-5	23 JAN 2025	2-VTPO-1-5	12 JUN 2025
2-VTSM-1-7	10 SEP 2020	2-VTSM-1-7	12 JUN 2025
2-VTSM-1-8	30 NOV 2023	2-VTSM-1-8	12 JUN 2025
2-VTSM-1-9	30 NOV 2023	2-VTSM-1-9	12 JUN 2025
2-VTSM-1-10	30 NOV 2023	2-VTSM-1-10	12 JUN 2025
2-VTUU-1-2	28 NOV 2024	2-VTUU-1-2	12 JUN 2025
2-VTUU-1-3	28 NOV 2024	2-VTUU-1-3	12 JUN 2025

2. Hand amendments

NIL

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

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

AIP SUP	NIL
AIC	NIL
NOTAM	NIL

- END -

AIP AMENDMENT				AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by	NR/ Year	Publication date	Effective date	Inserted by
				3/25	06 FEB 2025	20 MAR 2025	
				4/25	06 MAR 2025	17 APR 2025	
				5/25	03 APR 2025	15 MAY 2025	
				6/25	01 MAY 2025	12 JUN 2025	

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GEN 0.4 CHECKLIST OF AIP PAGES

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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	12 JUN 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		
0.3-4	2 NOV 23	2.2-17	12 SEP 19	GEN 4.	
0.3-5	2 NOV 23	2.2-18	12 SEP 19	4.1-1	18 JUL 19
0.4-1	12 JUN 25	2.3-1	18 JUL 19	4.1-2	18 APR 24
0.4-2	12 JUN 25	2.3-2	18 JUL 19	4.1-3	18 JUL 19
0.4-3	12 JUN 25	2.4-1	25 JAN 24	4.2-1	17 APR 25
0.4-4	12 JUN 25	2.4-2	25 JAN 24	4.2-2	17 APR 25
0.4-5	12 JUN 25	2.4-3	25 JAN 24	4.2-3	17 APR 25
0.4-6	12 JUN 25	2.5-1	12 JUN 25	4.3-1	13 JUN 24
0.4-7	12 JUN 25	2.5-2	12 JUN 25		
0.4-8	12 JUN 25	2.5-3	12 JUN 25	PART 2 - EN-ROUTE (ENR)	
0.4-9	12 JUN 25	2.5-4	12 JUN 25	ENR 0.	
0.4-10	12 JUN 25	2.6-1	18 JUL 19	0.6-1	30 DEC 21
0.4-11	12 JUN 25	2.6-2	18 JUL 19	0.6-2	18 JUL 19
0.5-1	18 JUL 19	2.6-3	18 JUL 19		
0.6-1	18 JUL 19	2.7-1	18 JUL 19	ENR 1.	
				1.1-1	18 JUL 19
GEN 1.		GEN 3.		1.2-1	18 APR 24
1.1-1	20 FEB 25	3.1-1	16 MAY 24	1.2-2	28 DEC 23
1.1-2	20 FEB 25	3.1-2	12 SEP 19	1.2-3	28 DEC 23
1.1-3	20 FEB 25	3.1-3	12 SEP 19	1.2-4	28 DEC 23
1.1-4	20 FEB 25	3.1-4	18 JUN 20	1.3-1	18 JUL 19
1.2-1	20 MAR 25	3.1-5	18 JUN 20	1.4-1	28 DEC 23
1.2-2	20 MAR 25	3.1-6	8 AUG 24	1.4-2	28 DEC 23
1.2-3	20 MAR 25	3.1-7	28 NOV 24	1.5-1	18 JUL 19
1.2-4	20 MAR 25	3.2-1	8 AUG 24	1.6-1	3 OCT 24
1.2-5	20 MAR 25	3.2-2	8 AUG 24	1.6-2	3 OCT 24
1.2-6	20 MAR 25	3.2-3	15 MAY 25	1.6-3	3 OCT 24
1.2-7	20 MAR 25	3.2-4	12 JUN 25	1.6-4	12 JUN 25
1.2-8	20 MAR 25	3.2-5	12 JUN 25	1.6-5	3 OCT 24
1.3-1	18 JUL 19	3.2-6	15 MAY 25	1.6-6	5 SEP 24
1.3-2	18 JUL 19	3.2-7	20 FEB 25	1.6-7	3 OCT 24
1.3-3	18 JUL 19	3.2-8	26 DEC 24	1.6-8	3 OCT 24
1.3-4	18 JUL 19	3.2-9	26 DEC 24	1.6-9	3 OCT 24
1.3-5	18 JUL 19	3.2-10	31 OCT 24	1.6-10	3 OCT 24
1.4-1	5 NOV 20	3.2-11	20 FEB 25	1.6-11	3 OCT 24
1.4-2	20 FEB 25	3.2-12	26 DEC 24	1.6-12	3 OCT 24
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1.4-4	31 DEC 20	3.2-14	26 DEC 24	1.6-14	3 OCT 24
1.4-5	31 DEC 20	3.2-15	20 FEB 25	1.6-15	3 OCT 24
1.5-1	3 DEC 20	3.2-16	26 DEC 24	1.6-16	3 OCT 24
1.6-1	8 OCT 20	3.2-17	26 DEC 24	1.6-17	3 OCT 24
1.6-2	8 OCT 20	3.2-18	15 MAY 25	1.6-18	3 OCT 24
1.6-3	8 OCT 20	3.2-19	15 MAY 25	1.6-19	3 OCT 24
1.7-1	26 DEC 24	3.2-20	15 MAY 25	1.6-20	3 OCT 24
1.7-2	26 DEC 24	3.2-21	15 MAY 25	1.6-21	3 OCT 24
1.7-3	26 DEC 24	3.2-22	15 MAY 25	1.6-22	3 OCT 24
1.7-4	26 DEC 24	3.2-23	28 NOV 24	1.6-23	3 OCT 24
		3.2-24	15 MAY 25	1.6-24	3 OCT 24
		3.3-1	23 JAN 25	1.6-25	3 OCT 24
		3.3-2	23 JAN 25	1.6-26	3 OCT 24
GEN 2.		3.3-3	23 JAN 25	1.6-27	3 OCT 24
2.1-1	20 FEB 25	3.3-4	18 JUL 19	1.6-28	3 OCT 24
2.1-2	20 FEB 25	3.4-1	22 FEB 24	1.7-1	18 JUL 19
2.1-3	20 FEB 25	3.4-2	23 JAN 25	1.7-2	18 JUL 19
2.2-1	28 NOV 24	3.4-3	23 JAN 25	1.7-3	18 JUL 19
2.2-2	12 SEP 19	3.4-4	23 JAN 25	1.8-1	30 DEC 21
2.2-3	12 SEP 19	3.4-5	23 JAN 25	1.8-2	18 APR 24
2.2-4	12 SEP 19	3.4-6	20 MAR 25	1.8-3	18 APR 24
2.2-5	23 MAR 23	3.5-1	3 OCT 24	1.8-4	30 DEC 21
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1.8-6	18 APR 24	2.1-13	26 DEC 24	3.1-48	26 DEC 24
1.8-7	18 APR 24	2.1-14	31 OCT 24	3.1-49	15 MAY 25
1.8-8	18 APR 24	2.1-15	15 MAY 25	3.1-50	26 DEC 24
1.8-9	18 APR 24	2.1-16	26 DEC 24	3.1-51	26 DEC 24
1.9-1	21 APR 22	2.1-17	15 MAY 25	3.1-52	16 MAY 24
1.9-2	21 APR 22	2.1-18	26 DEC 24	3.1-53	26 DEC 24
1.9-3	12 AUG 21	2.1-19	26 DEC 24	3.1-54	26 DEC 24
1.9-4	25 MAR 21	2.1-20	15 MAY 25	3.1-55	15 MAY 25
1.9-5	25 MAR 21	2.1-21	26 DEC 24	3.1-56	16 MAY 24
1.9-6	25 MAR 21	2.1-22	26 DEC 24	3.1-57	26 DEC 24
1.9-7	25 MAR 21	2.1-23	26 DEC 24	3.1-58	16 MAY 24
1.9-8	25 MAR 21	2.1-24	15 MAY 25	3.1-59	23 JAN 25
1.9-9	2 NOV 23	2.1-25	15 MAY 25	3.1-60	23 JAN 25
1.9-10	2 NOV 23	2.1-26	31 OCT 24	3.1-61	16 MAY 24
1.9-11	21 APR 22	2.1-27	15 MAY 25	3.1-62	23 JAN 25
1.9-12	21 APR 22	2.1-28	26 DEC 24	3.1-63	26 DEC 24
1.10-1	23 JAN 25	2.1-29	31 OCT 24	3.1-64	15 MAY 25
1.10-2	23 JAN 25	2.1-30	15 MAY 25	3.1-65	15 MAY 25
1.10-3	23 JAN 25	2.1-31	15 MAY 25	3.1-66	26 DEC 24
1.10-4	23 JAN 25	2.1-32	31 OCT 24	3.1-67	16 MAY 24
1.10-5	23 JAN 25	2.1-33	31 OCT 24	3.1-68	16 MAY 24
1.10-6	23 JAN 25	2.2-1	28 NOV 24	3.1-69	16 MAY 24
1.10-7	23 JAN 25			3.1-70	16 MAY 24
1.10-8	23 JAN 25	ENR 3.		3.1-71	16 MAY 24
1.10-9	23 JAN 25	3.1-1	15 MAY 25	3.2-1	18 JUL 19
1.10-10	23 JAN 25	3.1-2	2 NOV 23	3.3-1	23 JAN 25
1.10-11	23 JAN 25	3.1-3	16 MAY 24	3.3-2	2 NOV 23
1.10-12	23 JAN 25	3.1-4	2 NOV 23	3.3-3	23 APR 20
1.10-13	23 JAN 25	3.1-5	16 MAY 24	3.3-4	23 APR 20
1.10-14	23 JAN 25	3.1-6	16 MAY 24	3.3-5	23 APR 20
1.10-15	23 JAN 25	3.1-7	17 APR 25	3.3-6	2 NOV 23
1.10-16	23 JAN 25	3.1-8	15 MAY 25	3.3-7	23 APR 20
1.10-17	23 JAN 25	3.1-9	16 MAY 24	3.3-8	8 OCT 20
1.10-18	23 JAN 25	3.1-10	16 MAY 24	3.3-9	2 NOV 23
1.10-19	23 JAN 25	3.1-11	15 MAY 25	3.3-10	18 APR 24
1.10-20	23 JAN 25	3.1-12	23 JAN 25	3.3-11	8 OCT 20
1.10-21	23 JAN 25	3.1-13	15 MAY 25	3.3-12	23 JAN 25
1.10-22	23 JAN 25	3.1-14	16 MAY 24	3.3-13	15 MAY 25
1.10-23	23 JAN 25	3.1-15	16 MAY 24	3.3-14	18 APR 24
1.10-24	23 JAN 25	3.1-16	16 MAY 24	3.3-15	2 NOV 23
1.10-25	23 JAN 25	3.1-17	16 MAY 24	3.3-16	2 NOV 23
1.10-26	23 JAN 25	3.1-18	15 MAY 25	3.3-17	18 APR 24
1.10-27	23 JAN 25	3.1-19	16 MAY 24	3.3-18	23 JAN 25
1.10-28	23 JAN 25	3.1-20	16 MAY 24	3.3-19	2 NOV 23
1.10-29	23 JAN 25	3.1-21	26 DEC 24	3.3-20	28 JAN 21
1.11-1	18 JUL 19	3.1-22	16 MAY 24	3.3-21	23 JAN 25
1.12-1	18 JUL 19	3.1-23	26 DEC 24	3.3-22	2 NOV 23
1.12-2	18 JUL 19	3.1-24	26 DEC 24	3.3-23	15 MAY 25
1.12-3	18 JUL 19	3.1-25	16 MAY 24	3.3-24	15 MAY 25
1.13-1	18 JUL 19	3.1-26	16 MAY 24	3.3-25	2 NOV 23
1.14-1	18 JUL 19	3.1-27	15 MAY 25	3.3-26	2 NOV 23
1.14-2	18 JUL 19	3.1-28	16 MAY 24	3.3-27	23 JAN 25
1.14-3	18 JUL 19	3.1-29	15 MAY 25	3.3-28	23 JAN 25
1.14-4	18 JUL 19	3.1-30	16 MAY 24	3.3-29	23 JAN 25
1.14-5	18 JUL 19	3.1-31	16 MAY 24	3.3-30	23 JAN 25
1.14-6	18 JUL 19	3.1-32	16 MAY 24	3.3-31	23 JAN 25
1.14-7	18 JUL 19	3.1-33	15 MAY 25	3.3-32	23 JAN 25
		3.1-34	15 MAY 25	3.3-33	23 JAN 25
ENR 2.		3.1-35	15 MAY 25	3.3-34	23 JAN 25
2.1-1	2 NOV 23	3.1-36	15 MAY 25	3.3-35	23 JAN 25
2.1-2	26 DEC 24	3.1-37	26 DEC 24	3.3-36	23 JAN 25
2.1-3	15 JUL 21	3.1-38	16 MAY 24	3.3-37	23 JAN 25
2.1-4	15 JUL 21	3.1-39	26 DEC 24	3.3-38	23 JAN 25
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2.1-9	31 OCT 24	3.1-44	15 MAY 25	3.3-43	15 MAY 25
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3.3-47	23 JAN 25			2-VTBD-1-27	28 NOV 24
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3.3-49	23 JAN 25	6-1	8 AUG 24	2-VTBD-1-29	28 NOV 24
3.3-50	23 JAN 25	6-3	20 FEB 25	2-VTBD-1-30	28 NOV 24
3.3-51	15 MAY 25	6-5	11 JUL 24	2-VTBD-1-31	28 NOV 24
3.3-52	23 JAN 25	6-7	11 JUL 24	2-VTBD-1-32	28 NOV 24
3.3-53	23 JAN 25	6-9	11 JUL 24	2-VTBD-1-33	28 NOV 24
3.3-54	23 JAN 25			2-VTBD-1-34	28 NOV 24
3.3-55	15 MAY 25	PART 3 - AERODROMES (AD)		2-VTBD-1-35	28 NOV 24
3.3-56	23 JAN 25	AD 0.		2-VTBD-1-36	28 NOV 24
3.3-57	23 JAN 25	0.6-1	21 MAY 20	2-VTBD-1-37	28 NOV 24
3.3-58	23 JAN 25	0.6-2	23 JAN 25	2-VTBD-1-38	28 NOV 24
3.3-59	23 JAN 25	0.6-3	23 JAN 25	2-VTBD-1-39	28 NOV 24
3.3-60	23 JAN 25	0.6-4	18 JUN 20	2-VTBD-1-40	20 FEB 25
3.3-61	23 JAN 25	0.6-5	23 JAN 25	2-VTBD-1-41	26 DEC 24
3.3-62	23 JAN 25	0.6-6	23 JAN 25	2-VTBD-1-42	20 MAR 25
3.3-63	23 JAN 25	0.6-7	18 JUL 19	2-VTBD-1-43	28 NOV 24
3.4-1	18 JUL 19	0.6-8	18 JUL 19	2-VTBD-2-1	20 FEB 25
3.5-1	19 MAY 22	0.6-9	18 JUL 19	2-VTBD-2-3	20 MAY 21
3.6-1	18 JUL 19	0.6-10	18 JUL 19	2-VTBD-2-4	28 JAN 21
		0.6-11	18 JUN 20	2-VTBD-2-5	20 FEB 25
		0.6-12	23 JAN 25	2-VTBD-3-1	18 JUL 19
ENR 4.		0.6-13	18 JUN 20	2-VTBD-3-3	18 JUL 19
4.1-1	15 MAY 25	0.6-14	18 JUN 20	2-VTBD-3-5	3 OCT 24
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4.1-3	23 JAN 25	0.6-16	18 JUN 20	2-VTBD-6-2	26 DEC 24
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4.1-7	23 JAN 25			2-VTBD-6-6	26 DEC 24
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4.1-9	15 MAY 25	1.1-1	28 JAN 21	2-VTBD-6-8	8 OCT 20
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2-VTBS-6-81	31 OCT 24	2-VTBS-8-10	20 MAR 25	2-VTSS-1-6	28 NOV 24
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2-VTBS-6-83	31 OCT 24	2-VTBS-8-13	20 MAR 25	2-VTSS-1-8	28 NOV 24
2-VTBS-6-84	31 OCT 24	2-VTBS-8-14	20 MAR 25	2-VTSS-1-9	28 NOV 24
2-VTBS-6-85	31 OCT 24	2-VTBS-8-15	20 MAR 25	2-VTSS-1-10	12 SEP 19
2-VTBS-6-86	31 OCT 24	2-VTBS-8-17	20 MAR 25	2-VTSS-1-11	12 SEP 19
2-VTBS-6-87	31 OCT 24	2-VTBS-8-18	20 MAR 25	2-VTSS-1-12	12 SEP 19
2-VTBS-6-88	31 OCT 24	2-VTBS-8-19	20 MAR 25	2-VTSS-1-13	12 SEP 19
2-VTBS-6-89	31 OCT 24	2-VTBS-8-20	20 MAR 25	2-VTSS-1-14	20 FEB 25
2-VTBS-6-90	31 OCT 24	2-VTBS-8-21	20 MAR 25	2-VTSS-1-15	20 FEB 25
2-VTBS-6-91	31 OCT 24	2-VTBS-8-22	20 MAR 25	2-VTSS-1-16	28 NOV 24
2-VTBS-6-92	31 OCT 24	2-VTBS-8-23	20 MAR 25	2-VTSS-1-17	20 FEB 25
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2-VTBS-6-94	31 OCT 24	2-VTBS-8-25	20 MAR 25	2-VTSS-2-1	28 NOV 24
2-VTBS-6-95	31 OCT 24	2-VTBS-8-26	20 MAR 25	2-VTSS-2-3	7 NOV 19
2-VTBS-6-96	31 OCT 24	2-VTBS-8-27	20 MAR 25	2-VTSS-2-5	28 NOV 24
2-VTBS-6-97	31 OCT 24	2-VTBS-8-28	20 MAR 25	2-VTSS-3-1	7 NOV 19
2-VTBS-6-98	31 OCT 24	2-VTBS-9-1	28 NOV 24	2-VTSS-5-1	20 FEB 25
2-VTBS-6-99	31 OCT 24	2-VTBS-9-2	28 NOV 24	2-VTSS-6-1	16 MAY 24
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2-VTBS-6-101	31 OCT 24	2-VTBS-9-5	28 NOV 24	2-VTSS-6-3	16 MAY 24
2-VTBS-6-102	31 OCT 24	2-VTBS-9-6	28 NOV 24	2-VTSS-6-5	16 MAY 24
2-VTBS-6-103	31 OCT 24	2-VTBS-9-7	28 NOV 24	2-VTSS-6-6	16 MAY 24
2-VTBS-6-104	31 OCT 24	2-VTBS-9-8	28 NOV 24	2-VTSS-6-7	16 MAY 24
2-VTBS-6-105	31 OCT 24	2-VTBS-9-9	28 NOV 24	2-VTSS-6-8	16 MAY 24
2-VTBS-6-106	31 OCT 24	2-VTBS-9-11	28 NOV 24	2-VTSS-7-1	16 MAY 24
2-VTBS-6-107	31 OCT 24	2-VTBS-9-12	28 NOV 24	2-VTSS-7-2	16 MAY 24
2-VTBS-6-108	31 OCT 24	2-VTBS-9-13	15 MAY 25	2-VTSS-7-3	16 MAY 24
2-VTBS-6-109	31 OCT 24			2-VTSS-7-5	16 MAY 24
2-VTBS-6-110	31 OCT 24			2-VTSS-7-6	16 MAY 24
2-VTBS-6-111	31 OCT 24			2-VTSS-7-7	16 MAY 24
2-VTBS-6-112	31 OCT 24			2-VTSS-8-1	16 MAY 24
2-VTBS-6-113	31 OCT 24			2-VTSS-8-2	16 MAY 24
2-VTBS-6-114	31 OCT 24			2-VTSS-8-3	16 MAY 24
2-VTBS-6-115	31 OCT 24			2-VTSS-8-4	16 MAY 24
2-VTBS-6-116	31 OCT 24			2-VTSS-8-5	16 MAY 24
2-VTBS-6-117	31 OCT 24			2-VTSS-8-6	16 MAY 24
2-VTBS-6-118	31 OCT 24			2-VTSS-8-7	16 MAY 24
2-VTBS-6-119	31 OCT 24			2-VTSS-8-8	16 MAY 24
2-VTBS-6-120	31 OCT 24			2-VTSS-8-9	16 MAY 24
2-VTBS-6-121	31 OCT 24			2-VTSS-8-11	16 MAY 24
2-VTBS-6-122	31 OCT 24			2-VTSS-8-12	16 MAY 24
2-VTBS-6-123	31 OCT 24			2-VTSS-8-13	16 MAY 24
2-VTBS-6-124	31 OCT 24			2-VTSS-8-14	16 MAY 24
2-VTBS-7-1	26 DEC 24			2-VTSS-9-1	16 MAY 24
2-VTBS-7-2	31 OCT 24				
2-VTBS-7-3	31 OCT 24			BURIRAM / BURI RAM AIRPORT	
2-VTBS-7-4	31 OCT 24			2-VTBU-1-1	13 JUN 24
2-VTBS-7-5	31 OCT 24			2-VTBU-1-2	13 JUN 24
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2-VTBS-7-10	31 OCT 24			2-VTBU-1-7	26 DEC 24
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2-VTUO-8-3	17 JUN 21	2-VTUK-8-7	21 APR 22	2-VTCL-6-7	26 DEC 24
2-VTUO-8-4	15 MAY 25	2-VTUK-8-8	15 MAY 25	2-VTCL-7-1	20 FEB 25
2-VTUO-8-5	17 JUN 21	2-VTUK-8-9	21 APR 22	2-VTCL-7-2	26 DEC 24
2-VTUO-8-6	15 MAY 25	2-VTUK-8-10	21 APR 22	2-VTCL-7-3	26 DEC 24
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2-VTUO-8-11	26 DEC 24	2-VTUK-9-1	13 AUG 20	2-VTCL-8-2	20 FEB 25
2-VTUO-8-12	26 DEC 24	2-VTUK-9-2	15 MAY 25	2-VTCL-8-3	20 FEB 25
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2-VTSE-1-3	20 APR 23	2-VTUK-9-6	15 MAY 25	2-VTCL-8-7	20 FEB 25
2-VTSE-1-4	17 APR 25	2-VTUK-9-7	13 AUG 20	2-VTCL-8-8	20 FEB 25
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2-VTSE-1-6	31 OCT 24	2-VTUK-9-9	13 AUG 20	2-VTCL-8-11	20 FEB 25
2-VTSE-1-7	16 MAY 24	2-VTUK-9-10	15 MAY 25	2-VTCL-8-12	20 FEB 25
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2-VTSE-8-8	18 JUL 19	2-VTSG-6-5	17 JUN 21	2-VTUL-1-10	15 MAY 25
2-VTSE-8-9	17 JUN 21	2-VTSG-6-6	18 JUL 19	2-VTUL-2-1	2 NOV 23
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2-VTSE-8-11	17 JUN 21	2-VTSG-6-8	18 JUL 19	2-VTUL-6-2	26 DEC 24
2-VTSE-8-12	18 JUL 19	2-VTSG-6-9	18 JUL 19	2-VTUL-6-3	26 DEC 24
2-VTSE-8-13	18 JUL 19	2-VTSG-7-1	17 JUN 21	2-VTUL-6-5	26 DEC 24
2-VTSE-8-15	4 NOV 21	2-VTSG-7-2	18 JUL 19	2-VTUL-6-6	26 DEC 24
2-VTSE-8-16	15 JUL 21	2-VTSG-8-1	17 JUN 21	2-VTUL-6-7	26 DEC 24
2-VTSE-8-17	4 NOV 21	2-VTSG-8-2	18 JUL 19	2-VTUL-8-1	20 MAY 21
2-VTSE-8-18	15 JUL 21	2-VTSG-8-3	17 JUN 21	2-VTUL-8-2	15 MAY 25
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2-VTSE-9-6	31 DEC 20	2-VTSG-9-1	31 OCT 24	2-VTBL-1-2	17 APR 25
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2-VTUK-1-2	29 DEC 22	2-VTCL-1-2	20 MAR 25	2-VTBL-1-5	17 APR 25
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2-VTUK-1-4	29 DEC 22	2-VTCL-1-4	8 AUG 24	2-VTBL-1-7	17 APR 25
2-VTUK-1-5	15 MAY 25	2-VTCL-1-5	8 AUG 24	2-VTBL-1-8	17 APR 25
2-VTUK-1-6	15 MAY 25	2-VTCL-1-6	17 APR 25	2-VTBL-1-9	17 APR 25
2-VTUK-1-7	30 NOV 23	2-VTCL-1-7	23 JAN 25	2-VTBL-1-10	17 APR 25
2-VTUK-1-8	15 MAY 25	2-VTCL-1-8	20 FEB 25	2-VTBL-2-1	17 APR 25
2-VTUK-2-1	29 DEC 22	2-VTCL-1-9	20 MAR 25	2-VTBL-8-1	17 APR 25
2-VTUK-2-3	29 DEC 22	2-VTCL-1-10	20 MAR 25	2-VTBL-8-2	17 APR 25
2-VTUK-6-1	21 APR 22	2-VTCL-1-11	20 MAR 25	MAE HONG SON / MAE HONG SON AIRPORT	
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2-VTUK-6-3	4 NOV 21	2-VTCL-2-3	20 MAR 25	2-VTCH-1-2	13 JUN 24
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2-VTUK-6-6	21 APR 22	2-VTCL-3-1	26 DEC 24		

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

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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

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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
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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

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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

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

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THAMMARAT AIRPORT**

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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
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2-VTSF-6-2	18 JUL 19

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2-VTSF-6-4	18 JUL 19
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2-VTSF-8-4	18 JUL 19
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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

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AIRPORT**

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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

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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

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AIRPORT**

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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

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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	12 JUN 25
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	12 JUN 25
2-VTPP-2-1	31 OCT 24
2-VTPP-2-2	23 MAR 23
2-VTPP-2-3	12 JUN 25
2-VTPP-2-5	12 JUN 25
2-VTPP-2-6	12 JUN 25
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

Page	Date
2-VTPP-8-9	15 MAY 25
2-VTPP-8-10	15 MAY 25
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

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

RANONG / RANONG AIRPORT

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

ROI ET / ROI ET AIRPORT

2-VTUV-1-1	11 AUG 22
2-VTUV-1-2	7 OCT 21
2-VTUV-1-3	17 APR 25
2-VTUV-1-4	26 MAR 20
2-VTUV-1-5	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
		2-VTSB-1-7	31 OCT 24	2-VTSM-8-23	15 JUL 21
		2-VTSB-1-8	28 NOV 24	TAK / TAK AIRPORT	
SAKON NAKHON / SAKON NAKHON AIRPORT		2-VTSB-1-9	31 OCT 24	2-VTPT-1-1	7 OCT 21
2-VTUI-1-1	8 SEP 22	2-VTSB-2-1	26 DEC 24	2-VTPT-1-2	7 OCT 21
2-VTUI-1-2	7 OCT 21	2-VTSB-3-1	31 OCT 24	2-VTPT-1-3	3 NOV 22
2-VTUI-1-3	31 OCT 24	2-VTSB-6-1	18 JUL 19	2-VTPT-1-4	12 SEP 19
2-VTUI-1-4	15 JUN 23	2-VTSB-6-2	18 JUL 19	2-VTPT-1-5	2 DEC 21
2-VTUI-1-5	15 JUN 23	2-VTSB-6-3	18 JUL 19	2-VTPT-1-6	26 DEC 24
2-VTUI-1-6	15 JUN 23	2-VTSB-6-5	30 JAN 20	2-VTPT-2-1	18 JUL 19
2-VTUI-1-7	17 APR 25	2-VTSB-6-6	18 JUL 19	TAK / MAE SOT AIRPORT	
2-VTUI-1-8	15 MAY 25	2-VTSB-6-7	18 JUL 19	2-VTPM-1-1	1 DEC 22
2-VTUI-1-9	15 MAY 25	2-VTSB-6-8	18 JUL 19	2-VTPM-1-2	26 JAN 23
2-VTUI-1-10	30 NOV 23	2-VTSB-7-1	18 JUL 19	2-VTPM-1-3	26 JAN 23
2-VTUI-1-11	15 MAY 25	2-VTSB-7-2	18 JUL 19	2-VTPM-1-4	26 JAN 23
2-VTUI-2-1	31 OCT 24	2-VTSB-7-3	18 JUL 19	2-VTPM-1-5	17 APR 25
2-VTUI-8-1	2 NOV 23	2-VTSB-7-5	18 JUL 19	2-VTPM-1-6	26 JAN 23
2-VTUI-8-2	15 MAY 25	2-VTSB-7-6	18 JUL 19	2-VTPM-1-7	26 JAN 23
2-VTUI-8-3	2 NOV 23	2-VTSB-7-7	18 JUL 19	2-VTPM-1-8	26 DEC 24
2-VTUI-8-4	15 MAY 25	2-VTSB-7-8	18 JUL 19	2-VTPM-1-9	26 DEC 24
2-VTUI-8-5	15 MAY 25	2-VTSB-8-1	23 MAR 23	2-VTPM-1-10	26 DEC 24
2-VTUI-8-6	15 MAY 25	2-VTSB-8-2	23 MAR 23	2-VTPM-2-1	1 DEC 22
2-VTUI-8-7	15 MAY 25	2-VTSB-8-3	23 MAR 23	2-VTPM-2-2	1 DEC 22
2-VTUI-8-8	15 MAY 25	2-VTSB-8-4	23 MAR 23	2-VTPM-2-3	26 JAN 23
2-VTUI-8-9	2 NOV 23	2-VTSB-8-5	23 MAR 23	2-VTPM-2-4	1 DEC 22
2-VTUI-8-10	28 JAN 21	2-VTSB-8-6	23 MAR 23	2-VTPM-2-5	1 DEC 22
2-VTUI-8-11	28 NOV 23	2-VTSB-8-7	23 MAR 23	2-VTPM-2-6	1 DEC 22
2-VTUI-8-12	28 JAN 21	2-VTSB-8-8	23 MAR 23	2-VTPM-3-1	1 DEC 22
		2-VTSB-9-1	31 OCT 24	2-VTPM-6-1	26 DEC 24
				2-VTPM-6-2	26 DEC 24
SONGKHLA / SONGKHLA AIRPORT		SURAT THANI / SAMUI AIRPORT		2-VTPM-7-1	26 DEC 24
2-VTSH-1-1	12 SEP 19	2-VTSM-1-1	10 AUG 23	2-VTPM-7-2	26 DEC 24
2-VTSH-1-2	12 SEP 19	2-VTSM-1-2	2 NOV 23	2-VTPM-8-1	26 DEC 24
2-VTSH-1-3	12 SEP 19	2-VTSM-1-3	2 NOV 23	2-VTPM-8-2	26 DEC 24
2-VTSH-1-4	12 SEP 19	2-VTSM-1-4	18 APR 24	2-VTPM-8-3	26 DEC 24
2-VTSH-1-5	12 SEP 19	2-VTSM-1-5	25 JAN 24	2-VTPM-8-4	26 DEC 24
2-VTSH-2-1	18 JUL 19	2-VTSM-1-6	15 MAY 25	TRANG / TRANG AIRPORT	
		2-VTSM-1-7	12 JUN 25	2-VTST-1-1	7 OCT 21
SUKHOTHAI / SUKHOTHAI AIRPORT		2-VTSM-1-8	12 JUN 25	2-VTST-1-2	21 MAR 24
2-VTPO-1-1	11 JUL 24	2-VTSM-1-9	12 JUN 25	2-VTST-1-3	17 APR 25
2-VTPO-1-2	2 NOV 23	2-VTSM-1-10	12 JUN 25	2-VTST-1-4	7 OCT 21
2-VTPO-1-3	2 NOV 23	2-VTSM-2-1	18 JUL 19	2-VTST-1-5	2 DEC 21
2-VTPO-1-4	2 NOV 23	2-VTSM-2-3	18 JUL 19	2-VTST-1-6	21 MAR 24
2-VTPO-1-5	12 JUN 25	2-VTSM-2-5	18 JUL 19	2-VTST-1-7	21 MAR 24
2-VTPO-1-6	26 DEC 24	2-VTSM-3-1	18 JUL 19	2-VTST-2-1	17 JUN 21
2-VTPO-1-7	2 NOV 23	2-VTSM-6-1	18 JUN 20	2-VTST-8-1	15 JUN 23
2-VTPO-1-8	20 MAR 25	2-VTSM-6-2	18 JUN 20	2-VTST-8-2	18 JUL 19
2-VTPO-2-1	18 JUL 19	2-VTSM-6-3	18 JUN 20	2-VTST-8-3	15 JUN 23
2-VTPO-2-3	18 JUL 19	2-VTSM-6-5	18 JUN 20	2-VTST-8-4	18 JUL 19
2-VTPO-3-1	18 JUL 19	2-VTSM-6-6	18 JUN 20	2-VTST-8-5	15 JUN 23
2-VTPO-6-1	26 DEC 24	2-VTSM-6-7	18 JUN 20	2-VTST-8-6	3 DEC 20
2-VTPO-6-2	26 DEC 24	2-VTSM-8-1	18 JUN 20	TRAT (KHAO SMING) / TRAT AIRPORT	
2-VTPO-6-3	26 DEC 24	2-VTSM-8-2	18 JUN 20	2-VTBO-1-1	17 APR 25
2-VTPO-6-4	26 DEC 24	2-VTSM-8-3	18 JUN 20	2-VTBO-1-2	17 APR 25
2-VTPO-8-1	20 MAR 25	2-VTSM-8-4	18 JUN 20	2-VTBO-1-3	17 APR 25
2-VTPO-8-3	26 DEC 24	2-VTSM-8-5	18 JUN 20	2-VTBO-1-4	17 APR 25
2-VTPO-8-4	26 DEC 24	2-VTSM-8-6	18 JUN 20	2-VTBO-1-5	17 APR 25
2-VTPO-8-5	26 DEC 24	2-VTSM-8-7	18 JUN 20	2-VTBO-1-6	17 APR 25
2-VTPO-8-7	26 DEC 24	2-VTSM-8-8	18 JUN 20	2-VTBO-1-7	17 APR 25
2-VTPO-8-8	26 DEC 24	2-VTSM-8-9	15 JUL 21	2-VTBO-2-1	17 APR 25
2-VTPO-8-9	26 DEC 24	2-VTSM-8-10	15 JUL 21	2-VTBO-3-1	17 APR 25
2-VTPO-8-10	26 DEC 24	2-VTSM-8-11	15 JUL 21		
		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	12 JUN 25
2-VTUU-1-3	12 JUN 25
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
INKP	NAKHON PHANOM	ILS/LOC/ DME/ RWY15	A	KRABI	KB	NDB	A

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	KBI	DVOR/DME	AE
INKS	NAKHON SI THAM- MARAT	ILS/LOC/DME/ RWY19	A	KRABI	IKBI	ILS/LOC/ DME/ RWY32	A
INTW	NARATHIWAT	ILS/LOC/DME/ RWY02	A	LAMPANG	LP	NDB	A
IPCB	PHETCHABUN	ILS/LOC/DME/ RWY36	A	LAMPANG	LPN	DVOR/DME	AE
IPKT	PHUKET	ILS/LOC/DME/ RWY27	A	LAMPANG	ILPN	ILS/LOC/ DME/ RWY36	A
IPSL	PHITSANULOK	ILS/LOC/DME/ RWY32	A	LOEI	LOY	DVOR/DME	AE
IRAN	RANONG	ILS/LOC/DME/ RWY02	A	LOEI	LY	NDB	A
IROT	ROI ET	ILS/LOC/DME/ RWY36	A	LOP BURI	LB	NDB	A
ISEN	SUARNABHUMI	ILS/LOC/DME/ RWY19	A	LOP BURI	ILOB	ILS/LOC/ DME/ RWY05	A
ISES	SUARNABHUMI	ILS/LOC/DME/ RWY01	A	MAE HONG SON	MH	NDB	A
ISKN	SAKON NAKHON	ILS/LOC/DME/ RWY23	A	MAE HONG SON	MHS	DVOR/DME	AE
ISKT	SUKHOTHAI	ILS/LOC/DME/ RWY36	A	MAE SOT	MS	NDB	A
ISTN	SURAT THANI	ILS/LOC/DME/ RWY22	A	MAE SOT	MST	DVOR/DME	AE
ISWN	SUARNABHUMI	ILS/LOC/DME/ RWY20L	A	NAKHON PHANOM	NP	NDB	A
ISWS	SUARNABHUMI	ILS/LOC/DME/ RWY02R	A	NAKHON PHANOM	NKP	DVOR/DME	AE
ITRN	TRANG	ILS/LOC/DME/ RWY08	A	NAKHON PHANOM	INKP	ILS/LOC/ DME/ RWY15	A
IUBL	UBON RATCHATHANI	ILS/LOC/DME/ RWY23	A	NAKHON RAT- CHASIMA	KR	NDB	A
IUDN	UDON THANI	ILS/LOC/DME/ RWY30	A	NAKHON RAT- CHASIMA	NKR	DVOR/DME	A
KB	KRABI	NDB	A	NAKHON RAT- CHASIMA	INKR	ILS/LOC/ DME/ RWY06	A
KBI	KRABI	DVOR/DME	AE	NAKHON SI THAM- MARAT	NKS	DVOR/DME	AE
KKN	KHON KAEN	DVOR/DME	AE	NAKHON SI THAM- MARAT	INKS	ILS/LOC/ DME/ RWY19	A
KN	KHON KAEN	NDB	A	NAN	NN	NDB	A
KPS	KAMPHAENG SAEN	NDB	A	NAN	NAN	DVOR/DME	AE
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	PHITSANULOK	PSL	DVOR/DME	AE
MH	MAE HONG SON	NDB	A	PHITSANULOK	IPSL	ILS/LOC/ DME/ RWY32	A
MHS	MAE HONG SON	DVOR/DME	AE	PHRAE	PR	NDB	A
MS	MAE SOT	NDB	A	PHRAE	PAE	DVOR/DME	AE
MST	MAE SOT	DVOR/DME	AE	PHUKET	PUT	DVOR/DME	AE
NAN	NAN	DVOR/DME	AE	PHUKET	IPKT	ILS/LOC/ DME/ RWY27	A
NKP	NAKHON PHANOM	DVOR/DME	AE	PRACHUAP KHIRI KHAN	PCK	NDB	A
NKR	NAKHON RATCHASI- MA	DVOR/DME	A	RANONG	RN	NDB	A
NKS	NAKHON SI THAM- MARAT	DVOR/DME	AE	RANONG	RAN	DVOR/DME	AE
NN	NAN	NDB	A	RANONG	IRAN	ILS/LOC/ DME/ RWY02	A
NP	NAKHON PHANOM	NDB	A	RAYONG	RYN	DVOR/DME	E
NT	NARATHIWAT	NDB	A	ROI ET	RE	NDB	A
NTW	NARATHIWAT	DVOR/DME	AE	ROI ET	ROT	DVOR/DME	AE
PAE	PHRAE	DVOR/DME	AE	ROI ET	IROT	ILS/LOC/ DME/ RWY36	A
PCB	PHETCHABUN	DVOR/DME	AE	SAKON NAKHON	SN	NDB	A
PCK	PRACHUAP KHIRI KHAN	NDB	A	SAKON NAKHON	SKN	DVOR/DME	AE
PH	PHETCHABUN	NDB	A	SAKON NAKHON	ISKN	ILS/LOC/ DME/ RWY23	A
PR	PHRAE	NDB	A	SAMUI	SMU	DVOR/DME	AE
PSL	PHITSANULOK	DVOR/DME	AE	SONGKHLA	SK	NDB	A
PT	PATTANI	NDB	AE	SONGKHLA	SKL	VOR/DME	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	SUKHOTHAI	ISKT	ILS/LOC/ DME/ RWY36	A
RAN	RANONG	DVOR/DME	AE	SUKHOTHAI	THS	NDB	AE
RE	ROI ET	NDB	A	SURAT THANI	STN	DVOR/DME	AE
RN	RANONG	NDB	A	SURAT THANI	ISTN	ILS/LOC/ DME/ RWY22	A
ROT	ROI ET	DVOR/DME	AE	SUVARNABHUMI	SVB	DVOR/DME	A
RYN	RAYONG	DVOR/DME	E	SUVARNABHUMI	ISEN	ILS/LOC/ DME/ RWY19	A
SK	SONGKHLA	NDB	A	SUVARNABHUMI	ISES	ILS/LOC/ DME/ RWY01	A
SKL	SONGKHLA	VOR/DME	A	SUVARNABHUMI	ISWN	ILS/LOC/ DME/ RWY20L	A
SKN	SAKON NAKHON	DVOR/DME	AE	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
		Phitsanulok	AD 2-VTPP-2-3	In AIP	12 JUN 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-2-5	In AIP	12 JUN 2025
	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

Phitsanulok Terminal Control Area

Name	: UNITE
Position	: 20 DME radial 050 PSL DVOR/DME (165907.21N 1003327.88E)
Lower Limit	: 6 000 feet QNH
Upper Limit	: 11 000 feet QNH
Holding Axis	: 050/230 (Inbound Track 230, Outbound Track 050)
Pattern	: 1 minute, right hand race-track pattern.

Hat Yai Terminal Control Area

Name	: KOYAW (KYN)
Position	: 20 DME radial 040 HTY DVOR/DME (0711.0N 10036.7E)
Lower Limit	: 3 000 feet QNH
Upper Limit	: 7 000 feet QNH
Holding Axis	: 040/220 (Inbound Track 220, Outbound Track 040)
Pattern	: 1 minute, right hand race-track pattern.

- 1.3 In order to maximize use of ATS Surveillance Systems located at Don Mueang, Suvarnabhumi, Chiang Mai, Chiang Rai, Chumphon, Hat Yai, Hua Hin, Phuket, Phitsanulok, Roi Et, Surat Thani, Ubon Ratchathani and Udon Thani airport, where available, surveillance is used to maximum extent practicable in the provision of approach control services. Accordingly, when within surveillance cover, identified controlled flights may expect to be under radar control.**

ATC units providing approach radar control service within Bangkok, Chiang Mai, Hat Yai, Hua Hin, Krabi, Nakhon Si Thammarat, Phitsanulok, Phuket, Sukhothai, Surat Thani, Samui and Ubon Ratchathani TMAs/CTRs use the word "Bangkok Approach", "Chiang Mai Approach", "Hat Yai Approach", "Hua Hin Approach", "Krabi Approach", "Nakhon Si Thammarat Approach", "Phitsanulok Approach", "Phuket Approach", "Sukhothai Approach", "Surat Thani Approach", "Samui Approach" and "Ubon Approach" in his/her callsign respectively.

In addition to the application of Radar Control Service and Procedures as mentioned above, the following procedures also be applied when Secondary Surveillance Radar (SSR) may be used alone in the provision of air traffic services, including in the provision of separation between aircraft provided:

- 1.3.1 Regardless of weather conditions, an ATC authorization is required prior to operate within the TMAs/CTRs.
- 1.3.2 Unless otherwise authorized by appropriate approach control units, each aircraft must be equipped as follows:
- a) TWO-WAY radio capable of communications with approach control units on appropriate frequency.
 - b) Operable radar beacon transponder.
 - c) Request for deviation from the 4096 transponder equipment must be submitted to appropriate approach control units at least one hour before the proposed operation.
 - d) An operable VOR, ADF or TACAN receiver.
- 1.3.3 Pilot of arriving aircraft should contact the appropriate approach control units on the publicized frequency and give their position, altitude, radar beacon code and destination; radio contact should be initiated far enough from the TMA boundary to preclude entering the TMA before radio communication is established.
- 1.3.4 IFR operation: aircraft within the TMAs/CTRs are required to operate in accordance with current IFR procedures as prescribed in Annex 2. AIP-Thailand or NOTAM and Amendment thereto.
- 1.3.5 VFR operation: Arriving aircraft must obtain authorization prior to entering the TMAs/CTRs and must contact appropriate approach control units on appropriate frequency. Departing aircraft require a clearance to depart the TMA and should advise the appropriate Tower of their intended cruising altitude and route of flight. ATC will normally advise VFR aircraft when leaving the geographical limit of TMA. Radar service is not automatically terminate with this advisory unless specifically state by ATC.
- 1.3.6 VFR aircraft outside TMAs/CTRs are cautioned against operating to closely to TMA boundaries especially when the floor of that TMA is 3000 ft or less or when VFR cruise altitude are at or near the floor of higher level. Observance at this precaution will reduce the potential for encountering TMA aircraft operation at TMA floor altitude.
- 1.3.7 This programme is not to be interpreted as a relief to the pilot of their responsibilities to see and avoid other traffic operating in basic VFR weather conditions and to adjust their operating in basic VFR weather conditions and to adjust their operations and flight path as necessary to preclude serious wake encounters and to or better than VMC. The appropriate approach control units should be advised and a revised clearance or instruction obtained when compliance with an assigned route, heading, and or/altitude is likely to compromise pilot responsibilities with respect to terrain and obstruction clearance, VORTEX exposure, and weather minimum.
- 1.3.8 ATC clearance and separation, an ATC authorization is required to enter and operate within the TMAs/CTRs for the following services:
- a) Sequencing of all arriving ATS Surveillance controlled aircraft.
 - b) 5 NM ATS Surveillance separation between IFR aircraft.
 - c) 5 NM ATS Surveillance separation between IFR and VFR or Special VFR aircraft.
 - d) Between VFR aircraft – Traffic advisories and as appropriate safety alert, and also information to enable them to fit into the landing sequence.

1.3.9 ATS Surveillance approach control service to aircraft proceeding to the airports in this programme will be terminated at a sufficient distance to allow time to change to the appropriate tower frequency.

1.4 Radio Communication Failure

1.4.1 If two-way communication is lost with an aircraft, ATC should first determine whether or not the aircraft's receiver is functioning by instructing the aircraft on frequency so far used to acknowledge by making a specified manoeuvre and by observing the aircraft's track or by instructing the aircraft to operate the Special Position Identification (SPI) feature or to make the code changes. Where it has been established by the action mentioned above that the aircraft's radio receiver is functioning, ATC will continue to provide radar services to the aircraft.

1.4.2 If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, ATC will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

1.5 ATS Surveillance Failure

1.5.1 In the event of ATS Surveillance failure or loss of ATS Surveillance identification, instructions will be issued to restore standard procedural separation.

1.5.2 The use of flight levels separated by 500 feet below FL290 or 1 000 feet at or above FL290 may be resorted to temporarily if standard procedural separation cannot be provided immediately.

1.5.3 ATC shall continue to control the traffic by using procedural separation.

2. PRIMARY SURVEILLANCE RADAR

2.1 Area of Radar Coverage

2.1.1 PSRs are located at position with maximum range in accordance with the following table:

Primary Surveillance Radar Station	Latitude	Longitude	Range
Suvarnabhumi International Airport	134122.63N	1004613.05E	80 NM

2.1.2 Hours of operation will be 24 hours except for notice for maintenance by NOTAM.

3. SECONDARY SURVEILLANCE RADAR

3.1 Area of Radar Coverage

3.1.1 SSRs are located at position with maximum range in accordance with the following table:

<u>Secondary Surveillance Radar Stations</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Range</u>
Don Mueang International Airport	135532.82N	1003620.14E	256 NM
Suvarnabhumi International Airport	134149.90N	1004615.44E	256 NM
Chiang Mai International Airport	184534.76N	0985801.44E	256 NM
Mae Fah Luang-Chiang Rai International Airport	195734.62N	0995257.56E	256 NM
Chumphon Airport	104304.39N	0992156.76E	256 NM
Phitsanulok Airport	164559.34N	1001642.26E	256 NM
Roi Et Airport	160639.74N	1034639.87E	256 NM
Surat Thani Airport	090800.77N	0990843.50E	256 NM
Ubon Ratchathani Airport	151441.65N	1045204.87E	256 NM
Udon Thani Airport	172315.59N	1024611.72E	256 NM
Hat Yai International Airport	065608.15N	1002300.20E	256 NM
Bang Duk Hill, Phuket	080801.67N	0981946.52E	256 NM

3.1.2 Hours of operation will be 24 hours except for notice for maintenance by NOTAM.

3.1.3 Graphic portrayal of area of theoretical SSR and/or SSR/ADS-B coverage as shown in Figure ENR 1.6-A to Figure ENR 1.6-O.

3.2 Emergency Procedures

3.2.1 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintain until otherwise advised. In all other circumstances. The transponder shall be set to mode A/3 code 7700.

3.2.2 Notwithstanding the procedure in 3.2.1 above, a pilot may select mode A/3 code 7700 whenever the nature of the emergency is such

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@aerothai.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: poomravit@bafs.co.th wanijcha@bafs.co.th Tel: +662 834 8959 Fax: +662 929 5480 Fuel Dispenser Truck: 42 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 natthaphong.boonpithaksap@menziesaviation.com 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. For Hangar space, please contact: Mrs. Apicha Runglapho Administrative Secretary,SBIA MRO Operations Department E-mail: apicha.r@thaairways.com Tel: +662 137 5031
6	Repair facilities for visiting aircraft	Major and minor repair available from Thai Airways International Plc. and line maintenance from International Airlines Technical Pool. For Repair facilities, please contact: Mrs. Apicha Runglapho Administrative Secretary,SBIA MRO Operations Department E-mail: apicha.r@thaairways.com Tel: +662 137 5031

7	Remarks	The Airport has provided ground handling agents as following: a) Worldwide Flight Services Bangkok Air Ground Handling Co., Ltd. (BFS Ground) Website: www.bangkokflightservices.com Schedule Airlines and Seasonal Charter: Ekpul Mekvishai, Contracts Manager E-mail: EkpolM@BFSASIA.com Tel: +668 5055 7671 Ad Hoc Charter and Corporate Jet: Ekpul Mekvishai, Contracts Manager E-mail: EkpolM@BFSASIA.com Tel: +668 5055 7671 Fax: +662 131 5099 General Inquiry: E-mail: marketing@bfsasia.com Tel: +662 131 5000 Fax: +662 131 5077 +662 131 5099 b) Thai Airways International Public Co.Ltd. (TG) Website: www.thaiairways.com Ground Handling Services: E-mail: thaigroundservices@thaiairways.com SITA: BKKKATG Tel: +662 137 1610 Fax: +662 137 1675 Ad Hoc Charter Handling Services: E-mail: tg.charter@thaiairways.com SITA: BKKZMTG Tel: +662 134 5067-8 Catering Services: Website: www.thaicatering.com E-mail: cat.info@thaiairways.com SITA: BKKDCTG Tel: +662 137 2101-5 +662 137 2410 Fax: +662 137 2450 c) LSG SKY CHEFS Website: www.lsgskychefs.com E-mail: DL.APAC.BKK.CustomerServices@lsgskychefs.com Tel: +662 131 1900 +662 131 1952 (24 hrs) +668 7970 3884 (24 hrs) d) Bangkok Air Catering Co, Ltd. (BAC) Website: www.bangkokaircatering.com E-mail: sales@bangkokaircatering.com Tel: +662 131 7500 Fax: +662 131 7599
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VTBS AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD and in the city.
2	Restaurants	At AD and in the city.
3	Transportation	Airport Rail Link, buses, taxis and car hire from the AD.
4	Medical facilities	Medical clinic which provides first aid and emergency response at AD is open 24 hours. Emergency number is +662 132 7777.
5	Bank and Post Office	At AD.
6	Tourist Office	At AD.
7	Remarks	For further information visit Internet address : https://suvarnabhumi.airportthai.co.th

VTBS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 10
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	Capable of handling all aircraft up to B744 dimensions & weight, operated by Thai Airways International Plc.
4	Remarks	For removal of disabled aircraft, please contact: Airside Operations Department Tel: +662 132 6801 +668 9202 0341 (24 hrs) Fax: +662 132 6819 E-mail: airside06.vtbs@airportthai.co.th

VTBS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Main Apron, East Apron and West Apron Strength: PCR 1360/R/D/W/T SAT-1 Apron Strength: PCR 1010/R/A/W/T
---	----------------------------	---

201, 202, 203
301, 302, 303, 304, 305, 306, 307, 308
401, 402, 403
501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525
Description of system see VTBS AD 2.20 item 13.2.1

13.1.1.2 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114
Description of system see VTBS AD 2.20 item 13.2.2

13.1.1.3 S101, S102, S103, S104, S105, S106, S107, S108, S109, S110, S111L, S111, S111R, S112L, S112, S112R, S113L, S113, S113R, S114L, S114, S114R, S115L, S115, S115R, S116L, S116, S116R, S117L, S117, S117R, S118L, S118, S118R, S119, S120, S121, S122, S123, S124, S125, S126, S127, S128
Description of system see VTBS AD 2.20 item 13.2.3

13.2 Description of system

13.2.1 The Advanced Visual Docking Guidance System (A-VDGS) is provided at aircraft parking stands A1-A6, B1-B6, C1-C10, D1-D8, E1-E10, F1-F6, G1-G5, 115-129, 201-203, 301-308, 401-403 and 501-525.

13.2.1.1 System Overview

The RLG GIS206-2 Laser Guided Docking System is a fully automatic aircraft docking guidance system for various types of modern aircraft.

The system utilises 2-axis laser scanning technique to track both the lateral and longitudinal positions of the incoming aircraft and guide the aircraft to the programmed stopping position. In addition, the system also has aircraft ID verification feature to identify the incoming aircraft and check it against the one selected by the operator. If the incoming aircraft fails to match the expected aircraft, an 'ID FAIL' indication is immediately issued via display information.

Aircraft type, continuous closing distance, and azimuth guidance, etc., are presented on a single console clearly visible to both the pilot and co-pilot, simultaneously. Figure A shows the Aircraft Display console, mounted on the terminal in front of the aircraft stand.

The system is operated only in the automatic mode. If the system fails, the aircraft must then be marshalled into the stand manually.

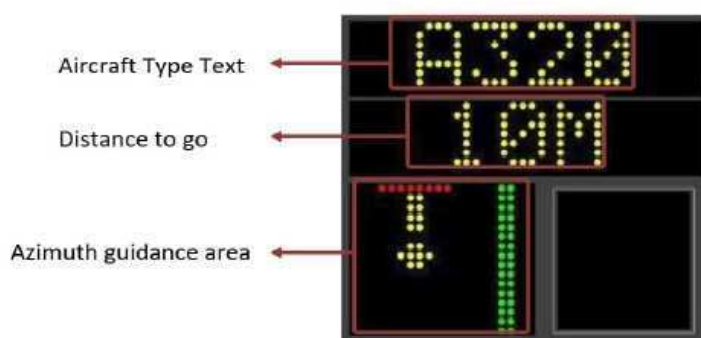


Figure A

13.2.1.2 General warning

Pilot must stop the aircraft immediately if he or she sees that:

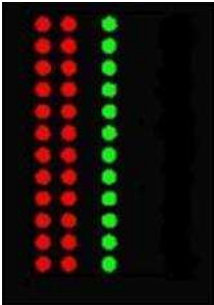
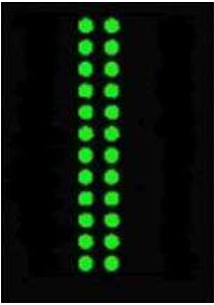
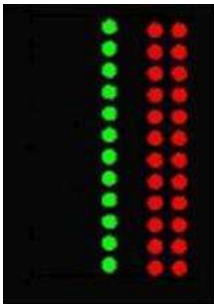
- The docking system is not activated.
- A wrong aircraft type is displayed.
- The word STOP is displayed.
- A wrong type of aircraft indicates 'ID FAIL' is displayed.

13.2.1.3 Docking Procedure

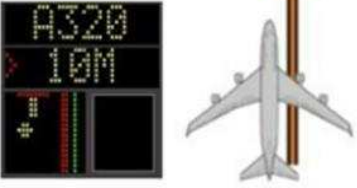
During the docking process, pilot shall confirm that the correct aircraft is displayed on the LED Display Console and proceed slowly forward to parking position.

The following Display Guide shows the azimuth guidance bars at the lower centre of VDGS LED Display Console and interprets the guidance as shown.

Caution: Always steer and follow to the GREEN AZIMUTH CENTRE BAR.

Aircraft left of centre line, steer towards GREEN	Aircraft on centre line	Aircraft right of centre line, steer towards GREEN
		

The figure below shows the azimuth guidance status on the LED Display Console indicating the aircraft azimuth position when an aircraft approaching to parking position.

	Green light bar illuminates, the aircraft is on centre line. Keep straight ahead.
	If red light bar appears on the left side of the green light bar, the aircraft is off centre line to left. It should be moved rightwards.
	If red light bar appears on the right side of the green light bar, the aircraft is off centre line to right. It should be moved leftwards.

The pilot display of the Advanced Visual Docking Guidance System (A-VDGS) is shown below:

PARKING SEQUENCE:

	In this picture the aircraft is at a distance greater than 30 M from the stop position and is directly at the centre line. Note that the digital close-in distance is not displayed when the aircraft is greater than 30 M away from the stop position. An Airbus A320 aircraft is expected.
	In this picture the aircraft is at exactly 30 M from the stop position, but is off to the right of the centre line. Starting at 30 M, the digital close-in distance (second line of display) is displayed, in 1 M decrements. The progress meter (lower left) will also be activated at this distance.
	The aircraft is at 20 M from the stop position and has returned to the centre line. Note: the position of progress meter. The arrow will advance one position every 2.5 M.
	In this picture the aircraft is at 10 M and is on the centre line.
	The aircraft is now at 3.2 M from the stop position and is on the centre line. Note that at below 5 M, the close-in distance is displayed in 0.2 M decrements.
	Finally the aircraft is perfectly parked at the stop position, and perfectly centred. The word "STOP" is displayed in red. Note also the merging of the arrow and the stop line on the progress meter.

	The word "OK" is displayed in yellow. Docking is successful.
---	--

SLOW:

	During the docking process, the pilot must taxi into the aircraft stand at minimum speed. If the system detects that the aircraft is moving too quickly, exceeding the preset speed limit for accurate detection, it will display "SLOW". Once the aircraft's speed is reduced to the acceptable range, the "SLOW" message will be switched back to the numerical close-in distance.
---	--

ID FAIL:

	For this aircraft type ID verification features, the incoming aircraft must be identified and verified at least 12 M before the stop position or otherwise, the system will display "ID FAIL" alternating ID/FAIL on the first row of the display. The second row of the docking screen will indicate "STOP". At this point, the aircraft must be manually guided in by a marshaller.
--	---

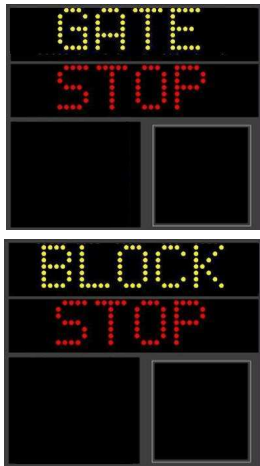
TOO FAR:

	If the aircraft overshoots the preset range (more than 1 M), the word "TooFar" will be displayed on the first row of the display. The second row of the docking screen will indicate "STOP". The aircraft shall stop immediately.
---	--

ERROR STOP:

	The system will display "ERROR" on the first row of the display as indicated if the system detects any hardware error that might affect the normal docking process. The second row of the display will indicate "STOP". At this point, the aircraft must be manually guided in by a marshaller.
---	--

GATE BLOCKED:

	If an object is found blocking the view from the VDGS to the planned stop position for the aircraft, the docking procedure will be halted with "GATE BLOCK" message. The second row of the display will indicate "STOP". At this point, the aircraft must be manually guided in by a marshaller.
---	---

EMERGENCY STOP:

	The first and second row of the display will show "STOP". The docking is aborted and aircraft must be manually guided in by a marshaller.
--	---

13.2.2 The Visual Docking Guidance System (VDGS) is provided at aircraft parking stands 101-114.

13.2.2.1 System Overview

13.2.2.2 General Warning

The VDGS System has built in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

Warning: If the pilot is unsure of the information, being shown on the VDGS display unit, he must immediately stop the aircraft and obtain further information for clearance.

13.2.2.3 Items to check before entering the stand area

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

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

13.2.2.4 Docking Procedure

START-OF-DOCKING:

	Pressing one of the aircraft type buttons on the Operator Panel starts the system. When the button has been pressed, "WAIT" will be displayed.
---	---

CAPTURE:

	The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. The pilot shall check that the correct aircraft type is displayed. The lead-in line shall be followed. The flight number for the approaching aircraft is displayed on the second line of the display if the information is available. The pilot must not proceed without manual guidance (aircraft marshalling) unless the arrows have been superseded by the closing rate bar.
---	---

TRACKING:

	When the laser has caught the aircraft, the floating arrows are replaced by the yellow centre line indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line. This indicator gives correct position and azimuth guidance.
---	---

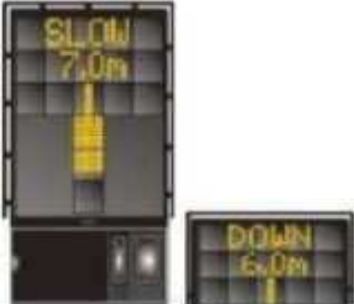
CLOSING RATE:

	Display of digital countdown will start when the aircraft is 20 M from stop position. This information is shown instead of the flight number. When the aircraft is less than 12 M from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 0.5 M of the remaining distance, covered by the aircraft toward the stop position of the stand. The picture illustrates the aircraft 10 M from stop position, slightly left of the centre line. The red arrow indicates the direction to steer.
---	---

ALIGNED TO CENTRE:

	The aircraft is 8 M from the stop position. The absence of direction arrow indicates an aircraft on the centre line.
---	---

SLOW DOWN:

	If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" alternating SLOW/DOWN as a warning to the pilot.
---	---

AZIMUTH GUIDANCE:

	The yellow arrow indicates an aircraft to the right of the centre line, and the red flashing arrow indicates the direction to turn. The aircraft is 4 M from the stop position in this example.
---	---

STOP POSITION REACHED:

	When the correct stop position is reached, the display will show STOP and red lights will be lit.
---	--

DOCKING COMPLETED:

	When the aircraft has parked, "OK" will be displayed.
---	--

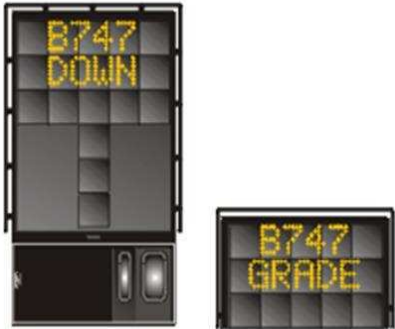
OVERSHOOT:

	If the aircraft has overshoot the stop position more than 1 M, "TOO FAR" will be displayed. The aircraft shall stop immediately.
---	--

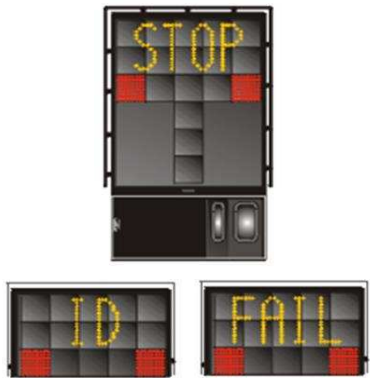
STOP SHORT:

	If the aircraft is found standing still but has not reached the intended stop position, the message "STOP OK" will be shown after a while. Also the red lights are lit.
---	---

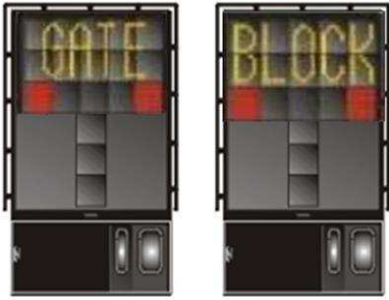
BAD WEATHER CONDITION:

	During heavy fog or rain, the visibility for the docking system can be reduced. When the system is activated and in capture mode, and a downgrade condition is detected, the pilot display will start flashing the aircraft type, show a "DOWN GRADE" alternating DOWN/GRADE and replace the rolling arrows with a blank lead-in display. The blank lead-in display will be replaced with the normal lead-in bar, once Safedock has been able to acquire a lock onto the aircraft. The DOWN GRADE message and the flashing aircraft type will remain in the display throughout the docking procedure. The pilot must immediately stop the aircraft and follow manual guidance (aircraft marshalling).
---	---

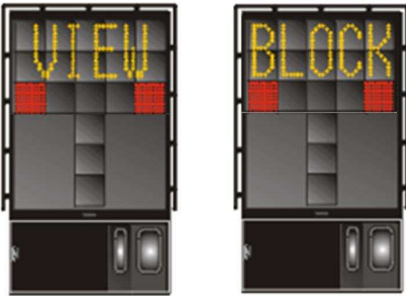
AIRCRAFT VERIFICATION FAILURE:

	During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 M before the stop position, a second verification check will be conducted. If this check fails, "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display. The pilot must immediately stop the aircraft and follow manual guidance (aircraft marshalling).
---	--

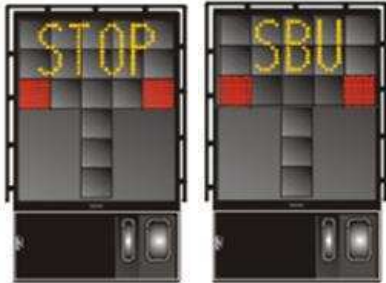
GATE BLOCKED:

	If an object is found blocking the view from the VDGS to the planned stop position for the aircraft, the docking procedure will be halted with "GATE BLOCK" alternating GATE/BLOCK. The pilot must immediately stop the aircraft and follow manual guidance (aircraft marshalling).
---	---

VIEW BLOCKED:

	If the view towards the approaching aircraft is hindered for instance by dirt on the window, the VDGS will display "VIEW BLOCK" alternating VIEW/BLOCK to report a view block condition. The pilot must immediately stop the aircraft and follow manual guidance (aircraft marshalling).
---	--

SBU-STOP:

	Any unrecoverable error during the docking procedure will generate an SBU (safety backup) condition. The display will show red stop bar and the text "STOP SBU" alternating STOP/SBU. The pilot must immediately stop the aircraft and follow manual guidance (aircraft marshalling).
---	---

EMERGENCY STOP:

	When the Emergency Stop button is pressed, "STOP" is displayed with red squares. The pilot must immediately stop the aircraft and follow manual guidance (aircraft marshalling).
---	--

CHOCK ON:

	"CHOCK ON" will be displayed, when the ground staff has completed chocking the wheel of the aircraft and pressed the Chocks On button on the Operator Panel.
---	---

ERROR:

	If a system error occurs, the message "ERROR" is displayed with a code. The code is used for maintenance purposes and explained elsewhere. The pilot must immediately stop the aircraft and follow manual guidance (aircraft marshalling).
---	--

SYSTEM BREAKDOWN:

	In case of a severe system failure, the display will go black except for a red stop indicator. A manual guidance (aircraft marshalling) must be used for docking guidance.
---	---

POWER FAILURE:

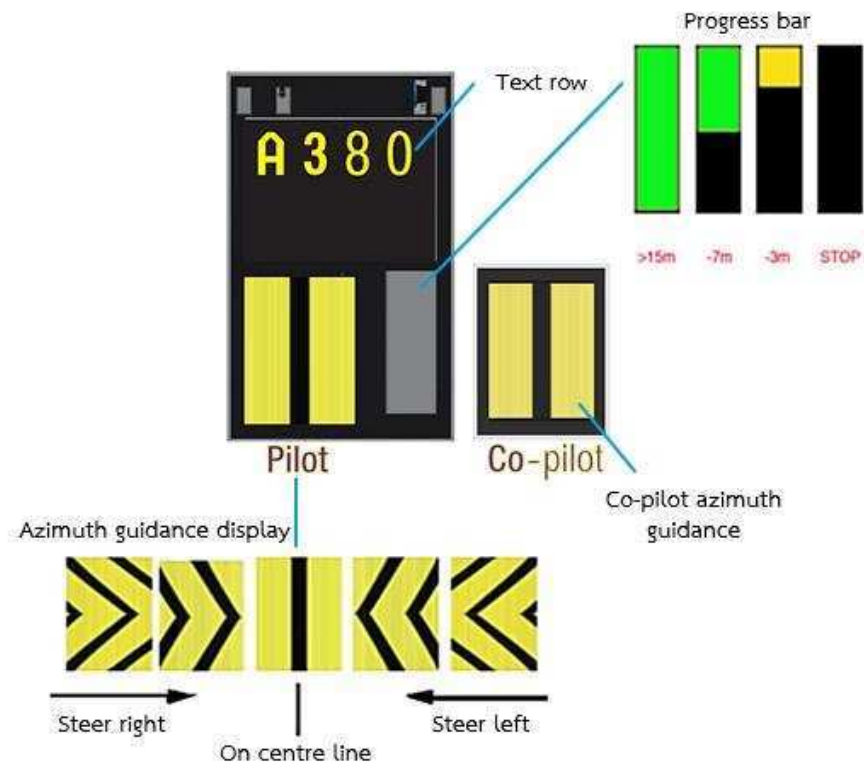
	In case of a power failure, the display will be completely black. A manual guidance (aircraft marshalling) must be used for docking guidance.
---	--

13.2.3 The Advanced Visual Docking Guidance System (A-VDGS) is provided at aircraft parking stands S101-S128.

13.2.3.1 System Overview

The display unit provides textual and numerical information, including the continuous real-time azimuth guidance based on the Moiré technique, along with the progress bar and numerical close-in distance to the parking position based on the LADAR (Laser Detection and Ranging) sensor with extending up to 200 M operational range, however, it may be affected by weather conditions.

The sub-display (co-pilot azimuth guidance) is solely intended for use by the co-pilot.



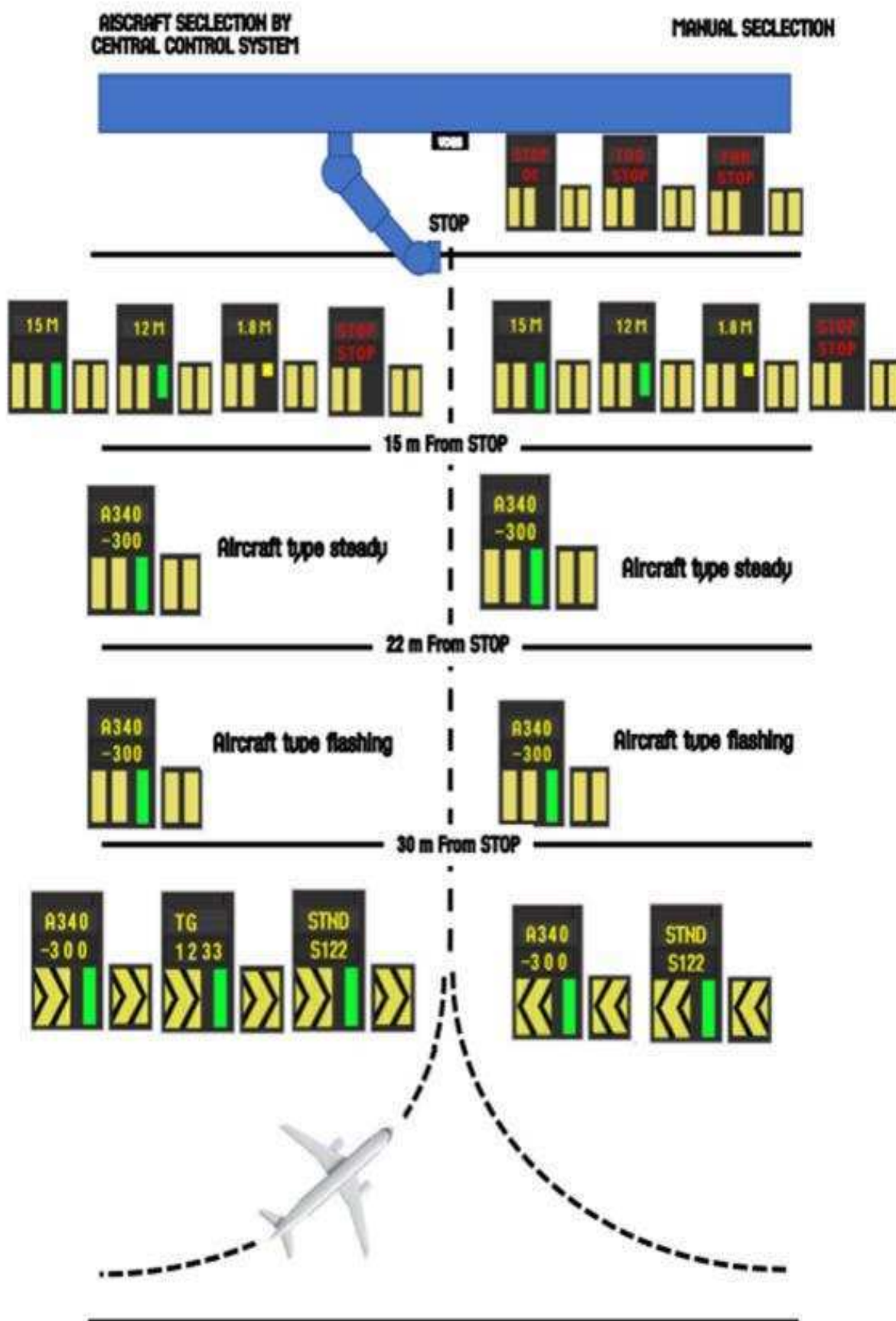
When approaching the centre line, the pilot adjusts the steering in accordance with the direction indicated by the arrow pattern on the azimuth guidance display. When the arrow aligns into a straight line, it confirms that the aircraft is correctly positioned on the centre line.

13.2.3.2 General Warning

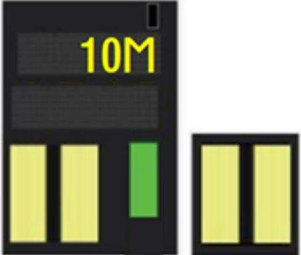
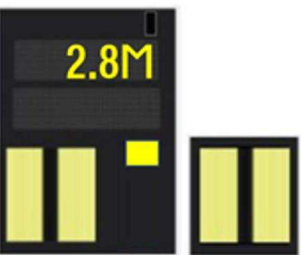
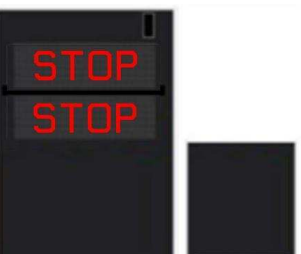
Pilot must stop the aircraft immediately if the display shows:

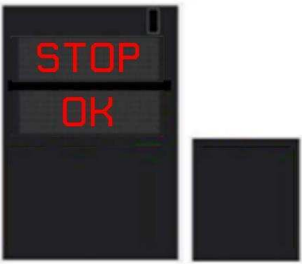
- Stop
- Wrong aircraft type/series
- Azimuth guidance and/or LED display is deactivated

13.2.3.3 Docking Procedures

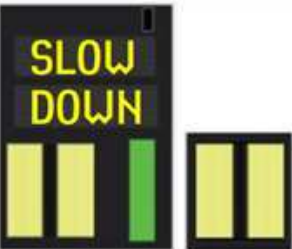


PARKING SEQUENCE:

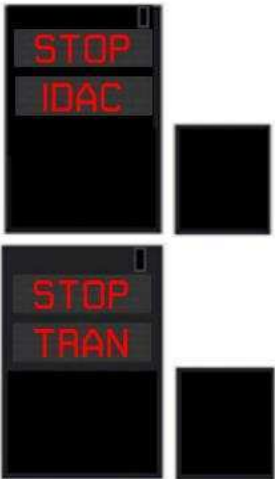
	In this picture the aircraft is at a distance greater than 30 M from the stop position and is directly at the centre line. Note that the digital close-in distance is not displayed when the aircraft is greater than 30 M away from the docking position. Airbus A320 aircraft is expected.
	In this picture the aircraft is at exactly 15 M from the stop position and is on the centre line.
	In this picture the aircraft is at 10 M and is on the centre line.
	The aircraft is now at 2.8 M from the stop position and is on the centre line. Note that at below 3 M, the close-in distance is displayed in 0.2 M decrements.
	Finally, the aircraft is perfectly parked at the stop position, and perfectly centred. The word "STOP" is displayed on the first and the second line of the display.

	When docking is successful. The word "STOP" is displayed on the first line and "OK" displayed on the second line
---	--

SLOW DOWN:

	During the docking process, the pilot must taxi into the aircraft stand at the minimum speed. If the system detects that the aircraft is moving too quickly, exceeding the preset speed limit for accurate detection, it will display "SLOW" on the first line and "DOWN" on the second line. Once the aircraft's speed is reduced to the acceptable range, the "SLOW DOWN" message will be switched back to the numerical close-in distance.
---	---

AIRCRAFT VERIFICATION FAIL:

	For this aircraft verification features, the incoming aircraft must be identified and verified at least 12 M before the stop position or otherwise, the system will display "STOP IDAC" or "STOP TRAN". At this point, the aircraft must be manually guided in by a marshaller.
--	---

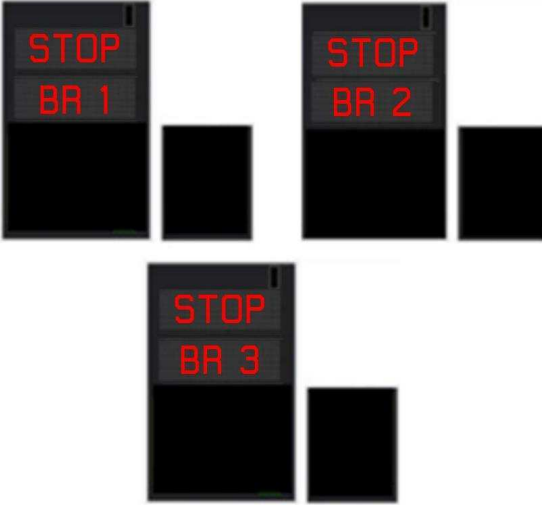
TOO FAR:

	If the aircraft overshoots the preset range (more than 1 M, or 0.5 M for Airbus A380), the system will display "TOO" and "FAR" alternately on the first row of the display. The second row of the docking screen will indicate "STOP". The aircraft shall stop immediately.
---	--

EMERGENCY STOP:

	When the emergency stop button is activated, the system will display "STOP" on the first row and display "STOP" and "ESTP" alternately on the second row until the button is released. When the emergency stop button is released the display will revert to the status it had before the emergency stop was activated.
---	---

BRIDGE IN STOP:

	If the bridge is not in a safe position, the system will display "STOP" on the first row and display "BR1" or "BR2" or "BR3" on the second row. Note that "BR1" or "BR2" or "BR3" indicate the mispositioned bridge. The aircraft must be stopped until the bridge has been moved to the safe position.
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OBSTACLE STOP:

	If an object is found blocking the view from the VDGS to the planned stop position for the aircraft, the system will display "STOP" on the first row and display "OBST" on the second row. When the object is removed, the display will revert to the status it had before.
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ERROR CODE:

	If there is any fault or error, it will stop the docking, and the system will display "STOP" on the first row and display the corresponding error code on the second row. At this point, the aircraft must be manually guided in by a marshaller.
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13.3 Overshoot Procedure

Passenger loading bridges will be activated in the range as follows:

- a) between 0.01 - 1.50 M are normally serviceable.
- b) between 1.51 - 2.00 M, passenger loading bridge (PLB) called "L1" is only serviceable, if the PLB called "L2" is required, the aircraft shall push back to correct stop-position.
- c) the distance over 2.00 M, passenger loading bridges are unserviceable, if required the aircraft shall pushed back to correct stop-position.
- d) Any overshoot distance is made by A380, push back to correct stop position is needed when passenger loading bridges are required.

Remark: The identification of passenger loading bridge (L1 or L2) is followed by aircraft door positions.

13.4 Emergency Stop Button Information

Emergency stop buttons are available at both of contact gates and remote parking stand. When unsafe situation is considered, the emergency stop button shall be pressed by bridge driver, marshaller or the ground engineer of the airline or handling agent.

Emergency stop buttons are installed in the locations as follows:

- a) At the control panel in the bridge cab
- b) At the bridge rotunda
- c) At the stand identification posts

13.5 For the aircraft parking stands where VDGS are not available or unserviceable, Airlines or Ground service providers shall provide a License Mechanic performed as Marshaller to guide the aircraft from taxilane to the parking position (on stand).

13.6 No pilot shall taxi an aircraft on its own into the parking bay without aid of docking system or a marshaller.

VTBS AD 2.21 NOISE ABATEMENT PROCEDURES**1. NOISE ABATEMENT PROCEDURES AT SUVARNABHUMI INTERNATIONAL AIRPORT DETAIL AS FOLLOW:****1.1 Take-off**

All departing aircraft are required to apply noise abatement procedure with thrust reduction at 1 500 FT AGL, And acceleration at 3 000 FT AGL.

1.2 Landing**1.2.1 Flap setting:** Set minimum certified landing flaps according to the airplane flight manual for the applicable condition.**1.2.2 Thrust reverser:** After landing, limit the use of reverse thrust to idle between 1900 to 2300 UTC, unless it adversely affects the safety of aircraft operation.**1.3** All take-off/landing aircraft are required to adhere noise abatement procedures at Suvarnabhumi International airport strictly.**VTBS AD 2.22 FLIGHT PROCEDURES****1. Provision of ATS Surveillance Services**

1.1 Bangkok Approach is responsible for providing ATS Surveillance services to aircraft operating within Bangkok Terminal Control Area and Bangkok Control Zone (see ENR 2.1 BANGKOK TERMINAL CONTROL AREA/CONTROL ZONE)

1.2 Arriving aircraft intending to land at Suvarnabhumi International Airport (VTBS) will be transferred to Suvarnabhumi Arrival on frequency 121.1 MHz.

2. Approach Procedures

2.1 All procedures are designed to maximize departure and arrival capacity in Bangkok TMA and to minimize noise disturbance in areas overflow.

2.2 The final approach may be carried out by means of ILS or other available instrument approach system at the discretion of the pilot.

2.3 The spacing provided between aircraft will be designed to achieve maximum runway utilization within the parameters of safe separation minima including vortex effect and runway occupancy. It is important to validity of the separation provide, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions.

2.4 Under the ATS surveillance system, the horizontal separation minimum shall be 5 NM except within Bangkok TMA, Bangkok CTR and Suvarnabhumi ATZ a reduced horizontal separation minimum of 3 NM may be applied.

2.5 Missed approach

2.5.1 As directed by ATC.

2.5.2 In the absence of instructions from ATC, aircraft shall follow the missed approach procedures which contained on the Instrument Approach Charts. (see VTBS AD 2.24)

3. Standard Instrument Departures/Arrivals (RNAV SIDs/STARs)

3.1 Aircraft departing from Suvarnabhumi International Airport will normally be assigned the RNAV SIDs detailed as in the table and additional information in VTBS AD 2.24.

OUTBOUND ROUTES	SIDs NAME	SID VTBS											
		JET						PROPELLER					
		20R	02L	20L	02R	19	01	20R	02L	20L	02R	19	01
A1, Y14	SELKA	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
Y16	LIPLI	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
G474, L880	DOSBU	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
B204, N506, R468	GOMES	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
N891	RYN	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
R201, M904, Y11	BUT	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U

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

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

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

INBOUND ROUTES	TRANSITION WAYPOINT	STAR VTBS	
		19/20L/20R	01/02L/02R
W1, Y1, Y2	UBL0D	EASTE 1C	EASTE 1D
Y13	RUKSA		
G474, L880	ANREN	TUMGA 1C	TUMGA 1D
M633	DULEM		
N506, R468	GOMES		
P629	NUGPA		
N891	RYN		
Y12	ALEMI		
R201	BUT		
A464, M751, W19	GUTSO	LEBIM 1C	LEBIM 1D
M769, Y98	SURMA		
G458, W31, Y99	HOTEL		

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

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

4. Speed Control and Altitude Restrictions Promulgation in Bangkok TMA

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

4.1 Speed control

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

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

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

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

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

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

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

4.2 Altitude restrictions

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

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

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

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

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

5. TCAS RA Warning

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

assigned altitude or flight level when flight crew is made aware of another aircraft at or approaching an adjacent altitude or flight level, unless otherwise instructed by ATC.

6. Operational for safety and more effective Air Traffic Management in Bangkok TMA.

Suvarnabhumi Departure shall be established to provide Air Traffic Control Service at Suvarnabhumi International airport, the operational procedures shall be as follows:

6.1 All departing aircraft, before transferring to relevant approach sectors, are strictly required to contact Suvarnabhumi Departure on frequency 119.25 MHz immediately after airborne unless otherwise instructed by ATC.

6.2 Pilot shall be reminded that, to reduce communication workload, the departure frequency shall not be included in take off clearance.

7. Reduce communication workload

7.1 To reduce communication workload, additional Arrival Control Frequency 126.30 MHz shall be established and used during the congested traffic periods. The control of arriving aircraft shall be transferred from Arrival Control frequency 121.1 MHz to Arrival Control frequency 126.30 MHz.

8. Delay during severe weather

8.1 All aircraft may be delayed. Departure/arrival interval will be applied as follows:

- a) 4 minutes or more between successive departures on the same SID or between aircraft intending to fly in the direction where severe weather is reported
- b) 4 minutes or more between successive arrivals on the same STAR/at the same IAWP or between aircraft intending to fly in the direction where severe weather is reported

8.2 When severe weather has an effect on landing/ take-off, domestic flights intending to land at Suvarnabhumi International Airport may be requested to delay at airport of departure.

9. VFR Flights at VTBS

9.1 Special VFR Flight

A pilot wishing to conduct special VFR flight is to call Bangkok Approach on frequency 125.8 MHz for special VFR clearance.

9.2 VFR Entry and Exit Procedures within Bangkok Control Zone

9.2.1 General

- a) The VFR entry and exit procedures are designed to enhance the uniformity of light aircraft and helicopter operations under VFR in Bangkok Control Zone.
- b) If the communication could not be done through radio frequencies as specified, or the transponder unable to functional operated. The VFR light aircraft and helicopter may not permit to operate.
- c) VFR entry and exit procedure charts are the recommended flight paths and altitudes for the purpose of air traffic management.
- d) Adherence to charted flight paths and altitudes is not mandatory. ATC may assign flight paths and altitudes other than specified in charts, however, pilot has final authorities to decide whether he or she would comply with it but shall comply with VFR.
- e) There is no substitute for alertness while operating under VFR. Pilots still have full responsibility to see and avoid other traffic and maintain adequate distance from clouds. Separation shall be provided in accordance with VFR in Class C airspace.
- f) Under some circumstances, suggest heading or change of altitude may be provided when requested by a pilot or whenever deemed necessary by ATC in the interest of safety and with pilot acceptance. Pilots should, as early as practicable, advise ATC if VMC conditions cannot be maintained. ATC shall request pilot's intentions and revise the instruction as requested or, if unable, issue an alternative clearance as soon as possible.
- g) The VFR entry and exit procedures are to be flown only in daylight hours between sunrise to sunset.

9.2.2 VFR entry and exit procedures for light aircraft

- a) The procedures for light aircraft are designed for aircraft with speed less than 130 knots.
- b) For light aircraft with speed of more than 130 knots, ATC may either authorize the aircraft to follow the prescribed VFR entry and exit procedures or assign flight paths and altitudes. However, pilot has final authorities to decide whether he or she would comply with it but shall always comply with VFR and pilots still have full responsibility to see and avoid other traffic as well as maintain adequate distance from clouds. Separation shall be provided in accordance with VFR in Class C airspace.

c) Table of reporting points for light aircraft

Reporting Points	Landmark	Radial/DME from BKK VOR	Coordinates	
			Latitude	Longitude
AYUTTHAYA	Preedee-Thamrong Bridge Crossing Pasak River	R-359 / 27.5D	14° 21' 08.00" N	100° 34' 53.00" E
BANG LEN	Scan Inter Solar Power Plant, Bang Phasi, Bang len	R-293 / 20.3D	14° 01' 42.00" N	100° 16' 24.00" E
BANG LUK SUA	Pradhana Vanalai Studio	R-070 / 28.3D	14° 03' 26.00" N	101° 03' 05.00" E
BANG NAM PRIAO	Bang Nam Prio Intersection	R-095 / 26.6D	13° 51' 05.00" N	101° 02' 58.00" E
BANGPU	Sukta Bridge	R-170 / 23.1D	13° 30' 44.00" N	100° 39' 44.00" E
BANG SAO THONG	Assumption University Suvarnabhumi Campus, Bang Sao Thong	R-141 / 22.0D	13° 36' 44.00" N	100° 50' 17.00" E
BANG PAKONG	Devahastin Bridge, Bangna-Chonburi Expressway Crossing Bang Pakong River	R-136 / 33.9D	13° 29' 13.20" N	101° 00' 07.80" E
BHUMIBOL BRIDGE	Industrial Ring Rd. Interchange between Bhumibol 1-2 Bridge near Lat Pho Canal	R-194 / 14.0D	13° 40' 03.00" N	100° 32' 09.00" E
DON FAEK	Motorway Bang Yai-Kanchanaburi Bridge Crossing Tha Chin River 4	R-263 / 21.7D	13° 51' 04.00" N	100° 13' 28.00" E
EKACHAI	Ekachai Golf and Country Club	R-223 / 21.7D	13° 37' 37.00" N	100° 20' 38.00" E
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00" N	100° 52' 40.00" E
KOH SICHANG	Koh Sichang	R-165 / 47.4D	13° 07' 45.00" N	100° 48' 40.00" E
LAT BUA LUANG	Singha Beverage Co., Ltd. Ladbualuang	R-312 / 24.5D	14° 10' 08.00" N	100° 16' 48.00" E
PAKNAM	Samuthprakarn Learning Park and Tower	R-179 / 17.6D	13° 35' 53.82" N	100° 35' 56.21" E
SAMUT SAKHON	Thachalom Roundabout	R-222 / 28.4D	13° 32' 17.00" N	100° 16' 20.00" E
SUAN LUANG	Rama 9th Park	R-158 / 11.7D	13° 41' 19.00" N	100° 39' 48.00" E

d) VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFT CHART BANGKOK/SUARNABHUMI INTL (VTBS)
RWY 19/20L/20R 01/02L/02R

I) Departure Procedures

EASTBOUND

- BANG SAO THONG [ALT1000] - BANG NAM PRIAO [ALT2500] THEN JOIN VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART BANGKOK/DON MUEANG INTL (VTBD) RWY 03L/03R 21L/21R
- BANG SAO THONG [ALT1000] - BANG PAKONG [ALT2500] THEN JOIN VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART BANGKOK/DON MUEANG INTL (VTBD) RWY 03L/03R 21L/21R

SOUTHEASTBOUND

- SUAN LUANG [ALT1000] - PAK NAM [ALT1000] - BANGPU [ALT1000] - KOH SICHANG [ALT3500] or - BANGPAKONG [ALT2500] - KOH SICHANG [ALT3500]
- SUAN LUANG [ALT1000] - PAK NAM [ALT1000] - BANGPU [ALT1000] - BANGPAKONG [ALT2500] - KOH SICHANG [ALT3500]

WESTBOUND

- SUAN LUANG [ALT1000] - BHUMIBOL BRIDGE [ALT1500] - EKACHAI [ALT2500] THEN JOIN VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART BANGKOK/Don Mueang Intl (VTBD) RWY 03L/03R 21L/21R

II) Arrival Procedures

EASTBOUND

- BANG NAM PRIAO [ALT2000] - BANG SAO THONG [ALT1000]
- BANG PAKONG [ALT2000] - BANG SAO THONG [ALT1000]

SOUTHEASTBOUND

- KOH SICHANG [ALT2000] - BANGPU [ALT1000] - PAK NAM [ALT1000] - SUAN LUANG [ALT1000]
- KOH SICHANG [ALT2000] - BANGPAKONG [ALT2000] - BANGPU [ALT1000] - PAK NAM [ALT1000] - SUAN LUANG [ALT1000]

WESTBOUND

- EKACHAI [ALT2000] - BHUMIBOL BRIDGE [ALT1500] - SUAN LUANG [ALT1000]

The details of VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFT CHART BANGKOK/SUARNABHUMI INTL (VTBS) RWY 19/20L/20R 01/02L/02R are given in VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

e) VFR OVERFLY PROCEDURES FOR LIGHT AIRCRAFT CHART BANGKOK/SUARNABHUMI INTL (VTBS) RWY 19/20L/20R 01/02L/02R

I) Departure Procedures

HIN KONG [ALT3500] - BANG LUK SUA [ALT2500] - BANG NAM PRIAO [ALT2500] - BANG PAKONG [ALT2500] – KOH SICHANG [ALT3500] – SAMUT SAKHON [ALT2500] - DON FAEK [ALT2500] - BANG LEN [ALT2500] - LAT BUA LUANG [ALT2500] - AYUTTHAYA [ALT2500] - HIN KONG [ALT3500]

II) Arrival Procedures

HIN KONG [ALT4500] - BANG LUK SUA [ALT2000] - BANG NAM PRIAO [ALT2000] - BANG PAKONG [ALT2000] – KOH SICHANG [ALT2000] – SAMUT SAKHON [ALT2000] - DON FAEK [ALT2000] - BANG LEN [ALT2000] - LAT BUA LUANG [ALT2000] - AYUTTHAYA [ALT2000] - HIN KONG [ALT4500]

The details of VFR OVERFLY PROCEDURES FOR LIGHT AIRCRAFT CHART BANGKOK/SUARNABHUMI INTL (VTBS) RWY 19/20L/20R 01/02L/02R are given in VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

9.2.3 VFR entry and exit procedures for helicopter

- a) Two-way radio communication shall be established as soon as possible or not later than reaching altitude 500 feet above ground level.
- b) Departing helicopters taking off from Suvarnabhumi international airport or other heliports or helipads within Suvarnabhumi ATZ shall be advised to contact Suvarnabhumi Tower Control on frequency 118.2 MHz or 119.0 MHz for departing instruction. except helicopters operate within area of responsibility of Royal Thai Police Aviation Division (Tarang) contact BAPP (VFR & Helicopter Control: VHC) on frequency 125.8 MHz.
- c) Arriving helicopters intending to land at Suvarnabhumi international airport or other helipads within Suvarnabhumi ATZ shall be advised to contact Suvarnabhumi Tower Control on frequency 118.2 MHz or 119.0 MHz for landing instruction. The completion of landing shall be reported or informed to the appropriate ATS unit as soon as practicable.
- d) Those taking off from heliports or helipads within Bangkok Control Zone outside Don Mueang ATZ and Suvarnabhumi ATZ shall contact BAPP (VHC) on frequency 125.8 MHz.
- e) Adherence to charted flight paths and altitudes is not mandatory. ATC may assign flight paths and altitudes other than specified in charts, however, pilot has final authority to decide whether he or she would comply with it but shall comply with VFR.
- f) Reporting points for helicopter

Reporting Points	Landmark	Radial/DME from BKK VOR	Coordinates	
			Latitude	Longitude
AYUTTHAYA	Preedee-Thamrong Bridge Crossing Pasak River	R-359 / 27.5D	14° 21' 08.00" N	100° 34' 53.00" E
BANG LEN	Scan Inter Solar Power Plant, Bang Phasi, Bang len	R-293 / 20.3D	14° 01' 42.00" N	100° 16' 24.00" E

Reporting Points	Landmark	Radial/DME from BKK VOR	Coordinates	
			Latitude	Longitude
BANG LUK SUA	Pradhana Vanalai Studio	R-070 / 28.3D	14° 03' 26.00" N	101° 03' 05.00" E
BANG NAM PRIAO	Bang Nam Prio Intersection	R-095 / 26.6D	13° 51' 05.00" N	101° 02' 58.00" E
BANGPU	Sukta Bridge	R-170 / 23.1D	13° 30' 44.00" N	100° 39' 44.00" E
BANG SAO THONG	Assumption University Suvarnabhumi Campus, Bang Sao Thong	R-141 / 22.0D	13° 36' 44.00" N	100° 50' 17.00" E
BANG PAKONG	Devahastin Bridge, Bangna-Chonburi Expressway Crossing Bang Pakong River	R-136 / 33.9D	13° 29' 13.20" N	101° 00' 07.80" E
BHUMIBOL BRIDGE	Industrial Ring Rd. Interchange between Bhumibol 1-2 Bridge near Lat Pho Canal	R-194 / 14.0D	13° 40' 03.00" N	100° 32' 09.00" E
DON FAEK	Motorway Bang Yai-Kanchanaburi Bridge Crossing Tha Chin River 4	R-263 / 21.7D	13° 51' 04.00" N	100° 13' 28.00" E
EKACHAI	Ekachai Golf and Country Club	R-223 / 21.7D	13° 37' 37.00" N	100° 20' 38.00" E
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00" N	100° 52' 40.00" E
KHLONG CHAN	Rajamangala National Stadium	R-170 / 8.4D	13° 45' 17.00" N	100° 37' 14.00" E
KOH SICHANG	Koh Sichang	R-165 / 47.4D	13° 07' 45.00" N	100° 48' 40.00" E
LAT BUA LUANG	Singha Beverage Co., Ltd. Ladbualuang	R-312 / 24.5D	14° 10' 08.00" N	100° 16' 48.00" E
MINBURI	Bangkok Eastern Outer Ring Rd. Crossing Ram Inthra Rd.	R-133 / 6.4D	13° 49' 11.00" N	100° 40' 35.00" E
PAKNAM	Samuthprakarn Learning Park and Tower	R-179 / 17.6D	13° 35' 53.82" N	100° 35' 56.21" E
SUAN LUANG	Rama 9th Park	R-158 / 11.7D	13° 41' 19.00" N	100° 39' 48.00" E

g) VFR ENTRY AND EXIT PROCEDURES FOR HELICOPTER CHART BANGKOK/SUVARNABHUMI INTL (VTBS)
RWY 19/20L/20R 01/02L/02R

I) Departure Procedures

WESTBOUND

- SUAN LUANG [ALT1000] - MINBURI [ALT1000] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R
- SUAN LUANG [ALT1000] - KLONGCHAN [ALT1500] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R
- SUAN LUANG [ALT1000] - BHUMIBOL BRIDGE [ALT1500] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R
- SUAN LUANG [ALT1000] - PAKNAM [ALT1000] - EKACHAI [ALT1500] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R
- SUAN LUANG [ALT1000] - PAKNAM [ALT1000] - BANGPU [ALT1000] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R

EASTBOUND

- BANG SAO THONG [ALT1000] - BANG NAM PRIAO [ALT1500] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R

- BANG SAO THONG [ALT1000] - BANG PAKONG [ALT1500] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R

II) Arrival Procedures

WESTBOUND

- MINBURI [ALT1000] or KLONGCHAN [ALT1500] or BHUMIBOL BRIDGE [ALT1500] or PAKNAM [ALT1000] - SUAN LUANG [ALT1000]

EASTBOUND

- BANG NAM PRIAO [ALT1500] or BANG PAKONG [ALT1500] - BANG SAO THONG [ALT1000]

The details of VFR ENTRY AND EXIT PROCEDURES FOR HELICOPTER CHART BANGKOK/SUARNABHUMI INTL (VTBS) RWY 19/20L/20R 01/02L/02R are given in VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

- h) VFR OVERFLY PROCEDURES FOR HELICOPTER CHART BANGKOK/SUARNABHUMI INTL (VTBS) RWY 19/20L/20R 01/02L/02R

I) Departure/Arrival Procedures

HIN KONG [ALT1500] - BANG LUK SUA [ALT1500] - BANG NAM PRIAO [ALT1500] - BANG PAKONG [ALT1500] -BANGPU [ALT1000] - PAK NAM [ALT1000] - EKACHAI [ALT1500] - DON FAEK [ALT1500] - BANG LEN [ALT1500] - LAT BUA LUANG [ALT1500] - AYUTTHAYA [ALT1500] - HIN KONG [ALT1500]

Helicopter within Bangkok Control Zone can join all suitable reporting points in VFR ENTRY AND EXIT PROCEDURES FOR HELICOPTER CHART (BANGKOK/DON MUEANG INTL (VTBD) RWY 03L/03R 21L/21R and BANGKOK/SUARNABHUMI INTL (VTBS) RWY 19/20L/20R 01/02L/02R

The details of VFR ENTRY AND EXIT PROCEDURES FOR HELICOPTER CHART BANGKOK/SUARNABHUMI INTL (VTBS) RWY 19/20L/20R 01/02L/02R are given in VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

9.3 Radio Communication Failure for VFR flights

9.3.1 Departing aircraft

Aircraft will not be permitted to take off unless two-way radio communications can be maintained with the control tower.

9.3.2 Arriving aircraft

- a) Report their position, distance, heading and altitude as well as departure point when approaching 50 NM from BKK VOR by blind transmission.
- b) Observe the direction of traffic in pattern and enter downwind with the flow of traffic.
- c) Conform to the altitude for the type of aircraft as listed in Note below.
- d) Make a low approach along the runways at an altitude of 500 FT, and rock the wings of the aircraft.
- e) Re-enter downwind leg and observe light signals.

Note:

- a) *Jet aircraft 1500 FT*
- b) *Light aircraft 1000 FT*
- c) *Helicopter 500 FT*

10. ATC Clearance Procedures**10.1 Issuance of en route clearance**

10.1.1 When flight formalities have been completed and aircraft is ready for departure (all doors are closed), all aircraft are to call Suvarnabhumi Clearance Delivery Control (CDC) for ATC clearance on the following frequencies:

Frequency	Outbound routes
128.7 MHz	A464 (Northbound), A464 (Southbound), B346, G458, G463, L301, L507, M502, M751, M757, P646, R474, W9, W19, W21, W31, W39, Y6, Y8
133.8 MHz	A1, B204, G474, L880, M904, N506, N891, R201, R468, Y11, Y14, Y16

Remark: IFR aircraft departing to VTBD, VTBU, VTBK, VTBL, VTPI and VTPH at or below FL160 are to call Bangkok Approach on 125.8 MHz

10.1.2 When requesting ATC Clearance, Pilots are to inform the following information:

- a) Call sign
- b) Type of aircraft
- c) Destination
- d) Route
- e) Proposed flight level, if different from the filed flight plan and,
- f) When applicable, special requirements (e.g. inability to comply with SID climb profile).

10.1.3 To improve tactical management of air traffic, minimize delay, as well as reduce controllers and pilots workload, the following procedure will be applied:

- a) Under normal circumstances, altitude 6000 FT shall be initially assigned.
- b) First airborne first flight level selection principle.
- c) No one ground flight level negotiation and reservations.
- d) Cruising level shall be assigned by Bangkok Control after airborne.

10.2 Departure Time Restriction

10.2.1 Departure time restrictions may be imposed for Air Traffic Management when so required.

10.2.2 When ATC clearance includes departure time restrictions, pilots shall:

- a) Keep listening watch on relevant Suvarnabhumi Ground Control frequency at all times for additional or revised ATC clearance and in readiness for push back; and
- b) Call Ground Control in the appropriate time with the departure time restriction.

10.3 Cancellation of en route clearance

10.3.1 Once an ATC clearance has been received, unless there is a departure time restriction included in ATC clearance or other restriction resulting from Air Traffic Management, the aircraft must be push back within 5 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled. Additionally, in order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received.

10.3.2 Pilot who fail to comply with para. 10.2.2 will result in cancellation of ATC clearance.

10.4 After ATC clearance received, pilot shall contact defined ground control frequency according to the parking stand for start-up and push back.

11. Fuel Dumping Procedure and In-flight Management Procedures**11.1 Introduction**

An aircraft in emergency or other urgent situations may need to dump fuel so as to reduce to maximum landing mass in order to affect a safe landing.

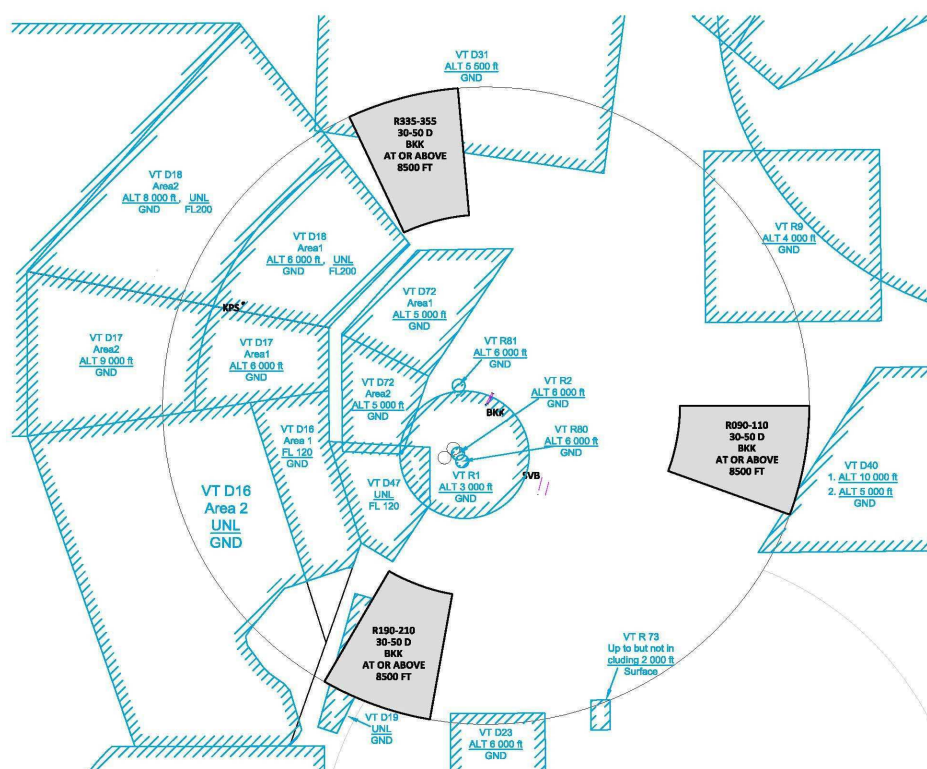
11.2 Fuel dumping areas

11.2.1 North fuel dumping area: between R-335 and R-355, distance of 30 to 50 NM from BKK VOR, altitude at or above 8500 FT.

11.2.2 East fuel dumping area: between R-090 and R-110, distance of 30 to 50 NM from BKK VOR, altitude at or above 8500 FT.

11.2.3 South fuel dumping area: between R-190 and R-210, distance of 30 to 50 NM from BKK VOR, altitude at or above 8500 FT.

Illustration of Fuel dumping areas



11.3 In-flight fuel management procedures

11.3.1 Definition

Minimum fuel: The term used to describe a situation in which an aircraft's fuel supply has reached a state where the flight is committed to land at a specific aerodrome and no additional delay can be accepted.

Mayday fuel: Describes the nature of the distress conditions when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel

11.3.2 Actions taken by pilot

11.3.2.1 The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.

11.3.2.2 The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus the fuel required either to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.

11.3.2.3 The pilot-in-command shall advise ATC of a minimum fuel state by declaring "MINIMUM FUEL" when, having committed to land at a specific aerodrome, the pilot calculates that any changes to the existing clearance to that aerodrome may result in landing with less than planned final reserve fuel.

Note 1: The declaration of "MINIMUM FUEL" informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any changes to the existing clearance may result in landing with less than planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delays occur.

Note 2: It should be noted that Pilots should not expect any form of priority handling as a result of a "MINIMUM FUEL" declaration. ATC will, however, advise the flight crew of any additional expected delays as well as coordinate when transferring control of the aircraft to ensure that other ATC units are aware of the flight's fuel state.

11.3.2.4 The pilot-in-command shall declare a situation of distress related to the amount of fuel available on board the aircraft by broadcasting "MAYDAY, MAYDAY, MAYDAY, FUEL" when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

Note 1: The planned final reserve fuel refers to the value calculated in Annex 6 - Operation of Aircraft, Chapter 4, item 4.3.6.3 e) 1) or 2) and is the minimum amount of fuel required upon landing at any aerodrome.

Note 2: The words "MAYDAY FUEL" describe the nature of the distress conditions as required in Annex 10, Volume II, Chapter 5, Item 5.3.2.1, b) 3).

Note 3: Guidance on procedures for in-flight fuel management is contained in the Fuel Planning Manual (Doc 9976).

11.3.3 Actions taken by ATC

11.3.3.1 When a pilot reports a state of "MINIMUM FUEL", ATC shall respond to the pilot who indicates or suggests that he is becoming short of fuel or who has declared "MINIMUM FUEL" as follows:

11.3.3.1.1 Inform the pilot of either:

- a) The estimated delay, if pilots are en-route to, joining or are established in holding point such as IAWPs; or
- b) The estimated track mileage, if pilots are being vectored to an instrument approach; or

11.3.3.1.2 Coordinate when transferring control of the aircraft to ensure other ATC units to be aware of the flight's fuel state.

11.3.3.1.3 Standard phraseology

Pilot transmission: (C/S), MINIMUM FUEL

Controller transmission: (C/S), ROGER [NO DELAY EXPECTED or EXPECT (delay information)]

11.3.3.2 When a pilot reports a state of "MAYDAY, MAYDAY, MAYDAY FUEL". This is an emergency and the aircraft shall be given priority over other traffic in the landing sequence. The aircraft will be committed to a landing, as in the event of any delay or a go-around, there may be insufficient fuel remaining for a safe landing.

11.3.3.2.1 Standard phraseologies

Pilot Transmission: (C/S) MAYDAY, MAYDAY, MAYDAY FUEL

Controller transmission: (C/S) ROGER MAYDAY

12. Aircraft Transponder Failure Procedures

12.1 Control of aircraft experiencing transponder failure procedure.

12.1.1 When a transponder failure is detected to be unserviceable prior to departure, ATC shall confirm with the pilot of his transponder operations using the following phraseologies.

Phraseologies

"C/S, CONFIRM TRANSPONDER ON", or

"C/S, CHECK YOUR TRANSPONDER OPERATED NORMALLY", or

"C/S, TRANSPONDER NOT RECEIVED, CHECK FUNCTIONALITY"

When it has been confirmed that aircraft transponder fails, ATC shall advise the pilot to repair it before departure. However, the surface surveillance blind spot, where the transponder might not be easily detected, should be taken into consideration.

Phraseologies

"C/S, ADVISE TRANSPONDER REPAIRED BEFORE DEPARTURE", or

"C/S, ADVISE RETURN TO BASE FOR TRANSPONDER REPAIRING"

12.1.2 When transponder appears to be unserviceable after the aircraft is airborne, ATC must inform the pilot of his transponder failure using the following phraseologies.

Phraseologies

"C/S, CONFIRM TRANSPONDER ON", or

"C/S, CHECK YOUR TRANSPONDER OPERATED NORMALLY", or

"C/S, TRANSPONDER NOT RECEIVED, CHECK FUNCTIONALITY"

When it has been confirmed that the aircraft transponder fails, ATC shall advise the pilot to return to his departure airport as well as relay all necessary information to Aerodrome Control Tower and all concerned units.

Phraseologies

"C/S, ADVISE RETURN TO LAND AT (DEPARTURE AERODROME) FOR TRANSPONDER REPAIRING, REQUEST YOUR INTENTION",

"C/S, ADVISE RETURN TO BASE FOR TRANSPONDER REPAIRING"

In case pilot decide to proceed to first intended landing or nearest suitable aerodrome, primary radar separation shall be provided. However, the pilot shall be reminded that delays can be expected and some requests might not be granted e.g. route to be flown, cruising altitude/level.

12.2 Control of aircraft overflying Bangkok FIR or aircraft intending to land at Suvarnabhumi International Airport with its failed transponder procedure

12.2.1 ATC must immediately inform the pilot of his transponder failure so that he could check its operations and repair it.

12.2.2 ATC shall control, according to the filed flight plan, the aircraft experiencing transponder failure to land safely at Suvarnabhumi International Airport.

12.2.3 ATC shall control, according to the filed flight plan, the over-fly aircraft experiencing transponder failure to land safely at the destination aerodrome.

12.2.4 Approach Control shall coordinate closely with Suvarnabhumi Tower and/or other concerned units regarding the problem.

12.3 The above procedures shall be applied to all aircraft except state aircraft and military aircraft.

12.4 Aircraft intending to land at Suvarnabhumi International Airport with its failed transponder might be assigned to fly along an RNAV STAR and controlled solely by Suvarnabhumi PSR which normally covers up to 80 NM.

13. Radio communication failure procedure

13.1 General

13.1.1 Radio communication is considered to be failed, if during two minutes that the pilot or the ATC unit doesn't answer the repeated calls through all available communication channels.

13.1.2 The transponder is set to be Mode A code 7600 as soon as the pilot has detected communication failure.

13.1.3 The pilot shall use all available facilities to re-establish communication with ATC unit directly or by means of the other aircraft. If necessary, the emergency frequency 121.5 MHz may be used.

13.1.4 In any case of radio communication failure, the pilot shall continue listening on the appropriate radio frequency and transmitting the position reports, actions and flight conditions. The pilot shall comply with one of the following procedures.

13.2 Total radio communication failure for arriving aircraft

13.2.1 If in VMC, continue to fly in VMC and land at the nearest suitable aerodrome.

13.2.2 If in IMC or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 13.2.1 above, the pilot shall:

13.2.2.1 If a specific STAR procedure has been designated and acknowledged prior to the occurrence of radio communication failure, comply with the radio communication failure procedures.

Proceed according to the STAR route to the termination point (ATKIN/ESGEN for RWY 19/20L/20R or BOGAS/ENKAA for RWY 01/02L/02R) and descend in accordance with the published all speed and altitude restrictions of the relevant STAR procedure, thence:

a) For RWY 19/20L/20R:

- After passing ATKIN, the pilot shall fly heading 015 and maintain altitude 6 000 FT for next 10 NM, then turn right and descend to 1 600 FT and carry out the appropriate approach procedure.

- After passing ESGEN, the pilot shall fly heading 015 and maintain altitude 6 000 FT for next 10 NM, then turn left and descend to 1 600 FT and carry out the appropriate approach procedure.

b) For RWY 01/02L/02R:

- After passing BOGAS, the pilot shall fly heading 195 and maintain altitude 6 000 FT for next 10 NM, then turn left and descend to 1 600 FT and carry out the appropriate approach procedure.

- After passing ENKAA, the pilot shall fly heading 195 and maintain altitude 6 000 FT for next 10 NM, then turn right and descend to 1 600 FT and carry out the appropriate approach procedure.

13.2.2.2 If no specific STAR procedure has been designated or acknowledged prior to the occurrence of radio communication failure, endeavor to ascertain the landing direction from any available means in para 13.5 below. The pilot then should proceed in accordance with the STAR procedure appropriate to its ATS route and landing direction and comply with the radio communication failure procedures.

13.2.3 When an arriving aircraft is being vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. Pilot should proceed in the most direct manner possible to rejoin the STAR procedure appropriate to its ATS route and landing direction.

13.2.4 Pilots should ensure that they remain at or above the minimum sector altitude. If the aircraft is below the minimum sector altitude, pilots shall immediately climb to the minimum sector altitude.

13.3 Total radio communication failure for missed approach aircraft

13.3.1 The pilot shall set the aircraft transponder to Mode A code 7600 and fly to or proceed direct to (in case of vectoring) the appropriate approach holding point at the minimum holding altitude and hold.

13.3.2 The pilot then shall complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 13.5 below.

13.3.3 The pilot shall descend and maintain 3 500 FT and proceed direct to Intermediate Fix (IF), after IF continue to commence an appropriate approach procedure.

13.4 Partial radio communication failure for arriving aircraft

13.4.1 Aircraft unable to receive: pilots shall adopt the total radio communication failure procedures specified in para 13.2 above.

13.4.2 Aircraft able to receive: following verification that aircraft is able to receive ground transmissions by squawk ident, ATC will continue to issue and repeat instructions and/or clearance to the pilot.

13.5 Identification of Runway in use

13.5.1 A pilot endeavors to obtain information on the landing runway from the following sources: ATIS, D-ATIS, ACARS, satellite phone, etc. If unable, the pilot should rely on the best available information such as aerodrome weather forecasts, meteorological reports or any other relevant information obtained prior to the communication failure and should decide on the most appropriate landing direction.

13.5.2 To assist the pilot in ascertaining the landing direction, the ILS and approach lighting for the runway in use will be switched on. If the approach lights for the runway-in-use are sighted but the ILS signal is not received, the pilot shall assume that the ILS is inoperative and shall proceed to land on the runway on which the approach lights have been sighted.

13.6 Total radio communication failure for departing aircraft

13.6.1 The pilot shall set the aircraft transponder to Mode A Code 7600 and comply with the last acknowledged clearance up to the next reporting point on the SID, then climb to the planned cruising level in accordance with the published speed and altitude restrictions of the relevant SID procedure. Thereafter, the pilot shall comply with the flight planned routing.

13.6.2 Whenever a pilot experiences total radio communication failure immediately after departure and it is deemed unsafe for the flight to continue to its destination, the pilot shall adhere to the procedures below:

13.6.2.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

13.6.2.2 The pilot shall comply with the last assigned altitude in accordance with the published speed and altitude restrictions of the relevant SID procedure.

13.6.2.3 The pilot shall climb/descend to maintain 8 500 FT for 2 minutes then proceed direct to BKK VOR and hold. If fuel dumping is necessarily required before making an approach to land, after maintaining altitude at 8 500 FT for 2 minutes, the pilot shall proceed to the nearest suitable fuel dumping area and start dumping fuel. When it is completed, the pilot must fly direct to BKK VOR and hold.

13.6.2.4 The pilot is required to make a left holding pattern over BKK VOR with inbound course 120 and one minute leg to complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 13.5 above.

13.7 Partial radio communication failure for departing aircraft

13.7.1 Aircraft unable to receive: pilots shall adopt the total radio failure procedures specified in para 13.6.2 above.

13.7.2 Aircraft able to receive: following verification that aircraft is able to receive ground transmissions by squawk ident, ATC will continue to issue and repeat instructions and/or clearances to the pilot.

13.8 Aircraft overflying Bangkok TMA

13.8.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

13.8.2 If in VMC, the pilot shall continue to fly in VMC and land at the nearest suitable aerodrome.

13.8.3 If in IMC, or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 13.8.2 above, the pilot shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of ten minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan.

13.9 Departing or overflying aircraft

13.9.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

13.9.2 The pilot shall maintain the last assigned heading, speed and level, or minimum flight altitude if higher, for a period of two minutes following:

13.9.2.1 The time the last assigned level or minimum flight altitude is reached; or

13.9.2.2 The time the transponder is set to 7600; or

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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Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RIVDU1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F VANKO1F (Waypoint list table)	AD 2-VTBS-6-25
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H	AD 2-VTBS-6-27
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (Verso)	AD 2-VTBS-6-28
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RIVDU1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H VANKO1H (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 LIPLI1H 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 LIPLI1H 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 LIPLI1H 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 LIPLI1H 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 LIPLI1H 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 LIPLI1H 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 LIPLI1H 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 LIPLI1H 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 LIPLI1H 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 LIPLI1J 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 LIPLI1J 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 LIPLI1J 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 LIPLI1J 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 LIPLI1J 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 LIPLI1J 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 LIPLI1J 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 LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RIVDU1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J VANKO1J (Tabular description5)	AD 2-VTBS-6-46

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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 description6)	AD 2-VTBS-6-47
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 description7)	AD 2-VTBS-6-48
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 description8)	AD 2-VTBS-6-49
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 description9)	AD 2-VTBS-6-50
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 (Waypoint list table)	AD 2-VTBS-6-51
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPL1G 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 LIPL1G 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 LIPL1G 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 LIPL1G 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 LIPL1G 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 LIPL1G 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 LIPL1G 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 LIPL1G 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 LIPL1G 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 LIPL1G 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 LIPL1G 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 LIPL1G 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 LIPL1E 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 LIPL1E 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 LIPL1E 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 LIPL1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RIVDU1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E VANKO1E (Tabular description 1)	AD 2-VTBS-6-68

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 57/R/C/X/T
2	Taxiway width, surface and strength	TWY A, B, C, D and E Width: 19 M Surface: Asphaltic concrete Strength: PCN 45/F/C/X/T TWY F and I Width: 23 M Surface: Asphaltic concrete Strength: PCN 61/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron Elevation 150 ft (46 m)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

VTPP AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
RWY 14/ APCH RWY 32/ TKOF	TELECOMMUNICATIONS MAST 13 ELEV 366 FT (112 M) NIL/ LGTD	164906.3N 1001542.4E	AWOS 1 ELEV 183 FT (56 M) Painted red/white LGTD	164730.3N 1001625.8E	NIL
RWY 32/ APCH RWY 14/ TKOF	TELECOMMUNICATIONS MAST 18 ELEV 303 FT (92 M) Painted red/white LGTD	164530.8N 1001817.1E	AWOS 2 ELEV 185 FT (56 M) Painted red/white LGTD	164730.6N 1001625.5E	NIL
RWY 14/ APCH RWY 32/ TKOF	RADIO MAST 2 ELEV 288 FT (88 M) Painted red/white LGTD	164827.8N 1001548.0E	AWOS 3 ELEV 177 FT (54 M) Painted red/white LGTD	164631.1N 1001710.7E	NIL
RWY 14/ APCH RWY 32/ TKOF	RADIO MAST 5 ELEV 252 FT (77 M) Painted red/white LGTD	164808.6N 1001557.2E	AWOS 4 ELEV 176 FT (54 M) Painted red/white LGTD	164631.4N 1001710.4E	NIL

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
RWY 14/ APCH RWY 32/ TKOF	RADIO MAST 10 ELEV 316 FT (96 M) Painted red/white LGTD	164859.7N 1001545.1E	GLIDE SLOPE ELEV 195 FT (59 M) Painted red/white LGTD	164629.9N 1001711.6E	NIL
RWY 14/ APCH RWY 32/ TKOF	RADIO MAST 12 ELEV 293 FT (89 M) Painted red/white LGTD	164838.2N 1001533.8E	TACAN ELEV 200 FT (61 M) NIL/ LGTD	164631.1N 1001713.4E	NIL
RWY 14/ APCH RWY 32/ TKOF	RADIO MAST 17 ELEV 336 FT (103 M) Painted red/white LGTD	164905.0N 1001537.2E	TELECOMMUNICATIONS MAST 5 ELEV 303 FT (92 M) NIL/ LGTD	164717.2N 1001538.1E	NIL
RWY 14/ APCH RWY 32/ TKOF	LIGHTNING ROD ELEV 268 FT (82 M) NIL/LGTD	164816.0N 1001541.2E	TELECOMMUNICATIONS MAST 14 ELEV 311 FT (95 M) Painted red/white LGTD	164712.5N 1001550.9E	NIL
RWY 14/ APCH RWY 32/ TKOF	DORMITORY BUILDING ELEV 257 FT (78 M) NIL/LGTD	164819.4N 1001553.1E	TELECOMMUNICATIONS MAST 16 ELEV 321 FT (98 M) Painted red/white LGTD	164910.6N 1001716.3E	NIL
RWY 14/ APCH RWY 32/ TKOF	APARTMENT ELEV 367 FT (112 M) NIL/LGTD	164906.2N 1001542.4E	TELECOMMUNICATIONS MAST 17 ELEV 304 FT (93 M) NIL/ LGTD	164854.7N 1001719.1E	NIL
RWY 14/ APCH RWY 32/ TKOF	BUILDING 3 ELEV 321 FT (98 M) NIL/LGTD	164819.3N 1001520.4E	TELECOMMUNICATIONS MAST 20 ELEV 303 FT (92 M) NIL/ LGTD	164502.5N 1001654.0E	NIL
			TELECOMMUNICATIONS MAST 22 ELEV 305 FT (93 M) NIL/ LGTD	164628.7N 1001547.8E	NIL
			TELECOMMUNICATIONS MAST 23 ELEV 306 FT (93 M) Painted red/white LGTD	164634.8N 1001549.5E	NIL
			RADIO MAST 3 ELEV 304 FT (93 M) Painted red/white LGTD	164700.4N 1001603.4E	NIL
			RADIO MAST 15 ELEV 292 FT (89 M) Painted red/white LGTD	164716.2N 1001613.3E	NIL
			RADIO MAST 16 ELEV 374 FT (114 M) NIL/ LGTD	164733.9N 1001649.4E	NIL

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

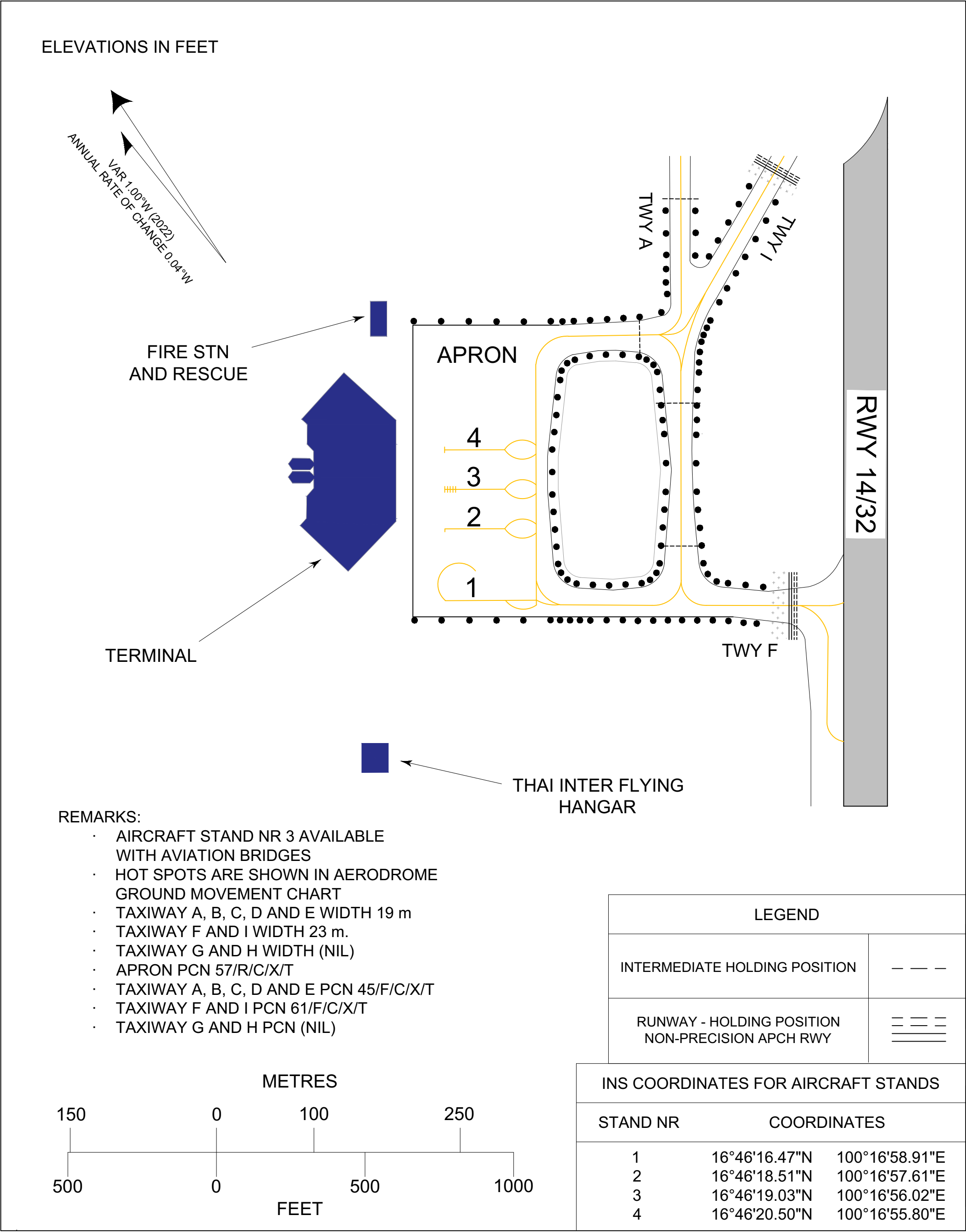
Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPP-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTPP-2-3
Aerodrome Ground Movement chart - ICAO	AD 2-VTPP-2-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBL1A PIBIK1A POLOB1A REMER1A	AD 2-VTPP-6-1
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

AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
150 FT

TWR 118.9, 236.6
GND 121.9

PHITSANULOK / Phitsanulok



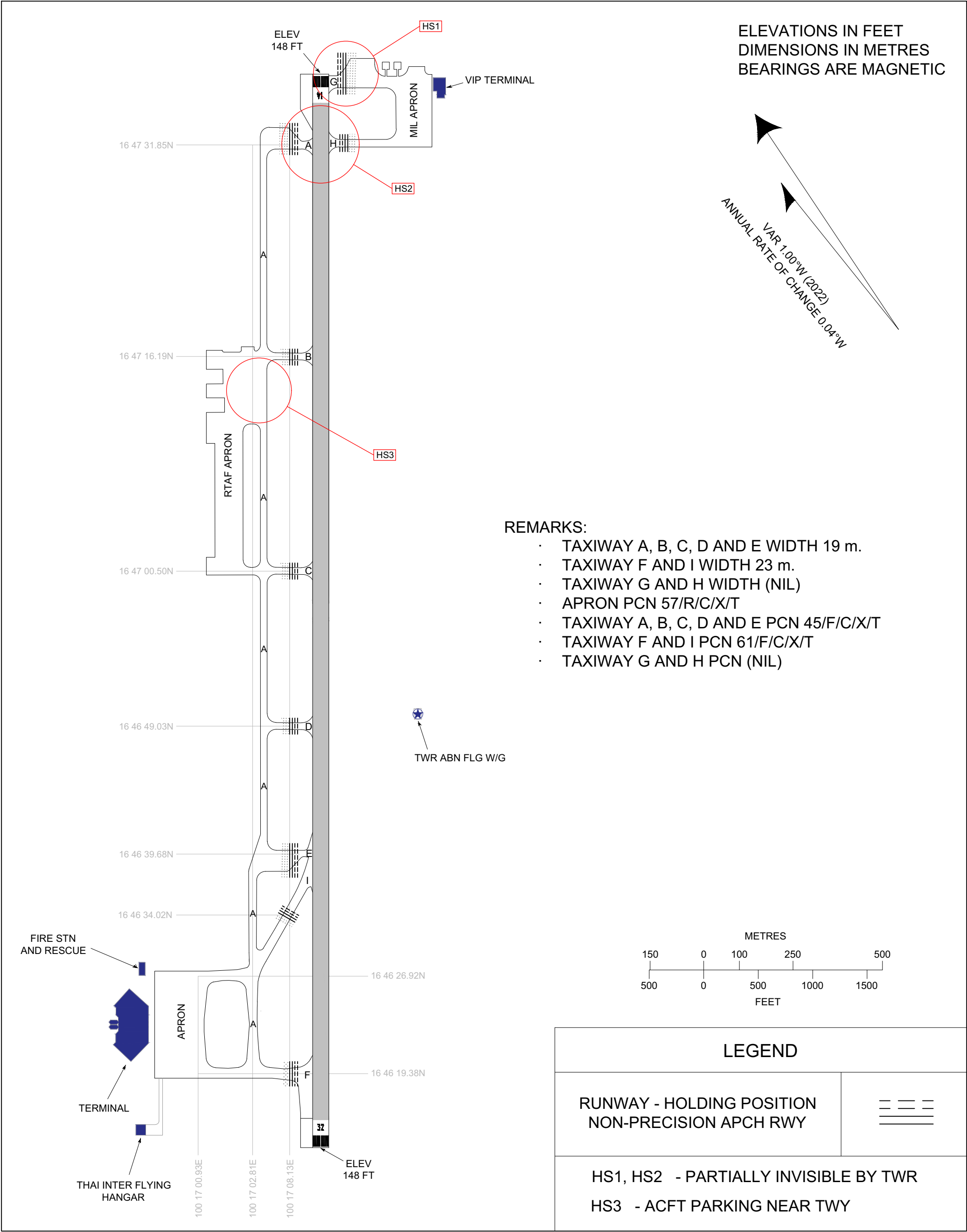
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AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
150 FT

TWR 118.9, 236.6
GND 121.9

PHITSANULOK / Phitsanulok



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VTPO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	180°	2100x45	PCN 40/F/C/X/T Asphalt	171449.87N 0994906.66E	THR 54.5 m/179 ft
36	360°	2100x45	PCN 40/F/C/X/T Asphalt	171341.56N 0994905.27E	THR 54.5 m/179 ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0%	NIL	60x150	2220x150	NIL	NIL
0%	NIL	150x150	2220x150	NIL	NIL

VTPO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	2100	2160	2100	2100	NIL
36	2100	2250	2100	2100	NIL

VTPO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	-	Green	PAPI LEFT 3° 49.90 ft (15.21 m)	-	-	2100 m 60 m Clear/Yellow	Red	-	RTIL
36	-	Green	PAPI LEFT 3° 53.93 ft (16.44 m)	-	-	2100 m 60 m Clear/Yellow	Red	-	RTIL

VTPO 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. 0000-1100
2	LDI location and LGT Anemometer location and LGT	- At MET Station, 1000 M from THR 18
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	Electric Generator 15 sec.
5	Remarks	NIL

VTPO 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

VTPO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on THS NDB (171406.81N 0994919.23E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Sukhothai Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTPO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Sukhothai Approach	120.7 MHZ 121.5 MHZ ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Sukhothai Tower	122.9 MHZ 121.5 MHZ ¹⁾	As AD OPR HR	

VTPO 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	THS	292 KHZ	H24	171406.8N 0994919.3E		1. Route coverage checked on bearing 021° from THS to PR altitude 9 000 FT flown to 57 NM found satisfactory 2. 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

VTSM 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	SMU	117.6 MHz CH123X	H24	093249.47N 1000342.27E	24m	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

VTSM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSM AD 2.21 NOISE ABATEMENT PROCEDURES

1. ICAO Noise Abatement Departure Procedure RWY17/35

1.1 ICAO have developed aircraft operating procedures, Noise Abatement Departure Procedure 1 (NADP 1) and Noise Abatement Departure Procedure 2 (NADP 2), for the take-off climb to ensure that the necessary safety of flight operations is maintained whilst minimizing exposure to noise on the ground.

1.2 NADP 1 is intended to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway. NADP 2 provides noise reduction to areas more distant from the runway end.

1.3 All operators are to adopt NADP 1 procedures for all take-offs from Samui Airport on RWY17 or RWY35

1.4 Full details of NADP 1 and NADP 2 are contained in ICAO Procedures for Air Navigation Services – Aircraft Operations, Volume 1 – Flight Procedures (PANSOPS, Doc 8168 Volume 1).

1.5 For Propeller and Turboprop Aeroplane, after take-off Pilot-in-Command should aim to use an airspeed giving the best rate of climb.

2. Noise Mitigating Measures

2.1 The following procedures are implemented to reduce aircraft noise levels when operating conditions permit. These measures include:

- Preferential use of Runway
- APU Restrictions
- Reverse Thrust Use

2.2 Preferential use of Runway

RWY35 for take-off and RWY17 for landing are preferentially to be used. However, in order to achieve maximum flight safety, this procedure is not applied under the following circumstances.

- The use of other runway is necessary in consideration of safety of the aircraft operation.

- b) The condition of the specified runway is not suitable for landing or take-off.
- c) The tail wind component, including gusts, exceeds 5 KT.
- d) The cross wind component, including gusts, exceeds 15 KT.
- e) When the possibility exists that orderly flow of traffic may be impeded.

2.3 APU Restrictions

For noise abatement purposes, pilots are encouraged to limit Auxiliary Power Units (APU) use to the minimum time necessary. The maximum recommended APU run-time is (30) minutes.

2.4 Reverse Thrust Use

The use of reverse thrust may negatively impact the residential community surrounding the Samui Airport, particularly during night hours. The use of minimum reverse thrust necessary for safety is recommended consistent with runway conditions and available length.

3. Noise Level Limits

3.1 Noise Operating Restrictions

Under the Environmental Protection (Aircraft Noise) Regulations, international and domestic aircraft operating to/from Samui Airport are required to be certified as compliant with the relevant ICAO Annex 16 Volume I, Aircraft Noise.

- Subsonic jets must be certified as Chapter 3 or Chapter 4.
- Aircraft with Chapter 2 noise certification are not permitted to operate.

3.2 Marginally Compliant Chapter 3 (MCC3) Aircraft

The operations to flights which will be operated by subsonic jet aircraft that meet the Chapter 3 standards by a cumulative margin of not more than 5 EPNdB (Marginally Compliant Chapter 3 (MCC3) Aircraft) will be prohibited for take-off and landing at Samui Airport between 1100 UTC and 2359 UTC.

3.3 Exempted MCC3 Aircraft

MCC3 aircraft operated for emergency, medical and humanitarian purposes are exempted from the above restriction.

VTSM AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN SAMUI 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)

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 17:

SAMUI OMNI 17 Departure: Required climb gradient 402 ft per NM (6.6%) until 3,700 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.6%	(ft/min)	435	501	668	1003	1337	1671	2005

No turn before DER.

After departure climb on heading 160° until 3,000 ft, then comply with ATC clearance issued (or as directed by ATC).

- Runway 35:

SAMUI OMNI 35 Departure: Required climb gradient 402 ft per NM (6.6%) until 3,700 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.6%	(ft/min)	435	501	668	1003	1337	1671	2005

No turn before DER.

After departure climb straight ahead until 3,000 ft, then comply with ATC clearance issued (or as directed by ATC).

VTSM AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- 1.1 Bird concentrations in the vicinity of an aerodrome.

VTSM AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSM-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTSM-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTSM-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 35/17	AD 2-VTSM-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A	AD 2-VTSM-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A (Tabular description)	AD 2-VTSM-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A (Waypoint list table)	AD 2-VTSM-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B	AD 2-VTSM-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B (Tabular description)	AD 2-VTSM-6-6

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B (Waypoint list table)	AD 2-VTSM-6-7
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT A, B	AD 2-VTSM-8-1
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT A, B (Fix and point list table)	AD 2-VTSM-8-2
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT C	AD 2-VTSM-8-3
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT C (Fix and point list table)	AD 2-VTSM-8-4
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT A, B	AD 2-VTSM-8-5
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT A, B (Fix and point list table)	AD 2-VTSM-8-6
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT C	AD 2-VTSM-8-7
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT C (Fix and point list table)	AD 2-VTSM-8-8
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT A, B	AD 2-VTSM-8-9
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT A, B (Tabular description)	AD 2-VTSM-8-10
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT A, B (Waypoint list table)	AD 2-VTSM-8-11
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT C	AD 2-VTSM-8-13
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT C (Tabular description)	AD 2-VTSM-8-14
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT C (Waypoint list table)	AD 2-VTSM-8-15
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT A, B	AD 2-VTSM-8-17
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT A, B (Tabular description)	AD 2-VTSM-8-18
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT A, B (Waypoint list table)	AD 2-VTSM-8-19
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT C	AD 2-VTSM-8-21
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT C (Tabular description)	AD 2-VTSM-8-22
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT C (Waypoint list table)	AD 2-VTSM-8-23

VTUU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUU - UBON RATCHATHANI / UBON RATCHATHANI AIRPORT

VTUU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	151504.59N 1045212.82E
2	Direction and distance from (city)	1 KM N, from city
3	Elevation/Reference temperature	406 FT/36°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.80°W(2016)/0.02°W
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Ubon Ratchathani Airport Ubon Ratchathani Airport Amphone Muang Ubon Ratchathani Province 34000 Thailand Tel: +664 524 5612-3 Fax: +664 524 4406 AFS: VTUUYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1500
6	MET Briefing Office	NIL
7	ATS	2300-1500
8	Fuelling	0100-1130
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Ubon Ratchathani Air Traffic Control Centre (1st floor of tower building) Tel: +664 525 6407, +668 9488 2157 Fax: +664 524 0798 Ext. 7874

VTUU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1, AVGAS
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL

7	Remarks	NIL
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VTUU AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine
4	Medical facilities	NIL
5	Bank and Post Office	Bank: Available Post office: Available
6	Tourist Office	Office in the city
7	Remarks	NIL

VTUU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 8
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTUU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 61/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A and B Width: 23 M Surface: Asphaltic concrete Strength: PCN 61/F/C/X/T Taxiway C, D, E, F, G, H, I and J (Military)
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 403 FT (122.82 M)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

VTUU 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		
05	Tree 141.1(M)	151420.7N 1045121.1E	Radio Mast 178.7(M) marked	151348.6N 1045108.9E	NIL	
	Sign Board 143.5 (M)	151425.0N 1045109.8E	Radio Mast 180.2(M) marked	151346.7N 1045112.3E		
	Sign Board 141.4 (M)	151421.6N 1045111.1E	Radio Mast 182.9(M) marked	151344.1N 1045117.2E		
	Sign Board 139.0 (M)	151419.0N 1045113.2E	Radio Mast 165.8(M) marked	151330.3N 1045117.1E		
	Building 143.2 (M)	151409.3N 1045113.1E	Radio Mast 179.2(M) marked/LGT	151328.7N 1045125.9E		
	Tree 153.9 (M)	151404.9N 1045045.8E	Radio Mast 174.3(M) marked	151327.0N 1045125.7E		
			Radio Mast 168.3(M) marked	151442.7N 1045052.7E		
			Radio Mast 183.1(M) marked	151445.5N 1045056.1E		
			Building 166.1(M)	151451.5N 1045107.2E		
			Radio Mast 166.7(M) marked/LGT	151504.1N 1045140.0E		
			Radio Mast 171.3(M) marked	151459.6N 1045056.8E		
			Radio Mast 219.4(M) marked/LGT	151431.5N 1045005.1E		
			Radio Mast 200.8(M) marked/LGT	151437.6N 1044919.2E		
			Radio Mast 196.1(M) marked/LGT	151445.6N 1044930.0E		
			Radio Mast 185.4(M) marked	151505.6N 1044949.7E		
			Radio Mast 180.6(M) marked/LGT	151506.6N 1045012.8E		
			Building 170.0(M)	151523.3N 1045053.9E		
			Radio Mast 210.2(M) marked/LGT	151524.8N 1045042.5E		
			Radio Mast 186.6(M) marked	151535.2N 1045049.0E		
			Radio Mast 186.3(M) marked	151517.1N 1045013.8E		
			Radio Mast 165.3(M) marked/LGT	151515.7N 1045013.7E		
			Radio Mast 170.5(M) marked	151514.5N 1044950.3E		