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AIRAC AIP - THAILAND
Amendment 11/25
18 SEP 25

This AIRAC AIP AMDT 11/25 contains:

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AD 2-VTST-2	Aerodrome Chart - ICAO
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AD 2-VTSY-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
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AD 2-VTSY-2	Aerodrome Chart - ICAO
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1.

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	2-VTSS-1-7	7 AUG 2025		2-VTSS-1-7	30 OCT 2025

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2-VTUK-1-4	29 DEC 2022	2-VTUK-1-4	30 OCT 2025
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2-VTUK-1-7	30 NOV 2023	2-VTUK-1-7	30 OCT 2025
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2-VTCL-2-1	26 DEC 2024	2-VTCL-2-1	30 OCT 2025
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2-VTCL-2-5	20 MAR 2025	2-VTCL-2-5	30 OCT 2025
2-VTCL-3-1	26 DEC 2024	2-VTCL-3-1	30 OCT 2025
2-VTUW-1-1	21 MAR 2024	2-VTUW-1-1	30 OCT 2025
2-VTSC-1-1	26 DEC 2024	2-VTSC-1-1	30 OCT 2025
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2-VTST-1-2	21 MAR 2024	2-VTST-1-2	30 OCT 2025
2-VTST-1-3	17 APR 2025	2-VTST-1-3	30 OCT 2025
2-VTST-1-4	7 OCT 2021	2-VTST-1-4	30 OCT 2025
2-VTST-1-5	10 JUL 2025	2-VTST-1-5	30 OCT 2025
2-VTST-1-6	10 JUL 2025	2-VTST-1-6	30 OCT 2025
2-VTST-1-7	21 MAR 2024	2-VTST-1-7	30 OCT 2025
2-VTST-2-1	17 JUN 2021	2-VTST-2-1	30 OCT 2025
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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	B22/24
AIC	NIL
NOTAM	NIL

- END -

AIP AMENDMENT					AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by		NR/ Year	Publication date	Effective date	Inserted by
					3/25	06 FEB 2025	20 MAR 2025	
					4/25	06 MAR 2025	17 APR 2025	
					5/25	03 APR 2025	15 MAY 2025	
					6/25	01 MAY 2025	12 JUN 2025	
					7/25	29 MAY 2025	10 JULY 2025	
					8/25	26 JUN 2025	7 AUG 2025	
					9/25	24 JUL 2025	4 SEP 2025	
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0.3-2	2 NOV 23
0.3-3	2 NOV 23
0.3-4	2 NOV 23
0.3-5	2 NOV 23
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0.4-3	**30 OCT 25**
0.4-4	**30 OCT 25**
0.4-5	**30 OCT 25**
0.4-6	**30 OCT 25**
0.4-7	**30 OCT 25**
0.4-8	**30 OCT 25**
0.4-9	**30 OCT 25**
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1.1-4	20 FEB 25
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1.6-2	8 OCT 20
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3.2-13	7 AUG 25
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3.2-16	2 OCT 25
3.2-17	2 OCT 25
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3.2-19	10 JUL 25
3.2-20	7 AUG 25
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3.2-22	2 OCT 25
3.2-23	28 NOV 24
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3.3-3	**30 OCT 25**
3.3-4	**30 OCT 25**
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1.8-1	30 DEC 21
1.8-2	18 APR 24
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1.8-7	18 APR 24
1.8-8	18 APR 24
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1.8-10	10 JUL 25
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1.9-2	**30 OCT 25**
1.9-3	**30 OCT 25**
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1.9-8	4 SEP 25
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3.3-31	7 AUG 25
3.3-32	23 JAN 25
3.3-33	23 JAN 25
3.3-34	7 AUG 25

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3.3-35	23 JAN 25
3.3-36	23 JAN 25
3.3-37	7 AUG 25
3.3-38	7 AUG 25
3.3-39	7 AUG 25
3.3-40	4 SEP 25
3.3-41	7 AUG 25
3.3-42	7 AUG 25
3.3-43	7 AUG 25
3.3-44	7 AUG 25
3.3-45	23 JAN 25
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3.4-1	18 JUL 19
3.5-1	19 MAY 22
3.6-1	18 JUL 19
ENR 4.	
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4.1-2	7 AUG 25
4.1-3	7 AUG 25
4.1-4	7 AUG 25
4.1-5	7 AUG 25
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4.1-12	7 AUG 25
4.2-1	18 JUL 19
4.3-1	4 SEP 25
4.4-1	7 AUG 25
4.4-2	7 AUG 25
4.4-3	4 SEP 25
4.4-4	4 SEP 25
4.5-1	17 JUN 21
ENR 5.	
5.1-1	5 DEC 19
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5.1-3	7 AUG 25
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5.1-20	7 AUG 25
5.1-21	7 AUG 25
5.2-1	18 JUL 19
5.3-1	18 JUL 19
5.4-1	18 JUL 19
5.5-1	18 JUL 19
5.6-1	28 NOV 24
ENR 6.	
6-1	2 OCT 25
6-3	2 OCT 25
6-5	7 AUG 25
6-7	7 AUG 25
6-9	7 AUG 25
6-11	2 OCT 25
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0.6-6	23 JAN 25
0.6-7	18 JUL 19
0.6-8	18 JUL 19
0.6-9	18 JUL 19
0.6-10	18 JUL 19
0.6-11	18 JUN 20
0.6-12	23 JAN 25
0.6-13	18 JUN 20
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0.6-19	18 JUN 20
AD 1.	
1.1-1	28 JAN 21
1.1-2	28 JAN 21
1.1-3	26 DEC 24
1.2-1	20 APR 23
1.2-2	20 APR 23
1.3-1	25 JAN 24
1.3-2	6 OCT 22
1.3-3	6 OCT 22
1.3-4	10 OCT 19
1.4-1	18 JUL 19
1.5-1	**30 OCT 25**
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2-VTCC-1-12	7 AUG 25
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2-VTCC-1-14	18 MAY 23
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2-VTCC-8-12	26 DEC 24
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2-VTBS-2-4	2 NOV 23
2-VTBS-2-5	2 NOV 23
2-VTBS-2-6	2 NOV 23
2-VTBS-3-1	4 SEP 25
2-VTBS-3-3	4 SEP 25
2-VTBS-3-5	4 SEP 25
2-VTBS-3-7	31 OCT 24
2-VTBS-3-9	31 OCT 24
2-VTBS-3-11	31 OCT 24
2-VTBS-6-1	2 OCT 25
2-VTBS-6-2	10 JUL 25
2-VTBS-6-3	10 JUL 25
2-VTBS-6-4	2 OCT 25
2-VTBS-6-5	2 OCT 25
2-VTBS-6-6	2 OCT 25
2-VTBS-6-7	2 OCT 25
2-VTBS-6-8	2 OCT 25
2-VTBS-6-9	2 OCT 25
2-VTBS-6-10	2 OCT 25
2-VTBS-6-11	2 OCT 25
2-VTBS-6-12	2 OCT 25
2-VTBS-6-13	2 OCT 25
2-VTBS-6-15	2 OCT 25
2-VTBS-6-16	10 JUL 25
2-VTBS-6-17	10 JUL 25
2-VTBS-6-18	2 OCT 25
2-VTBS-6-19	2 OCT 25
2-VTBS-6-20	2 OCT 25
2-VTBS-6-21	2 OCT 25
2-VTBS-6-22	2 OCT 25
2-VTBS-6-23	2 OCT 25
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2-VTBS-6-25	2 OCT 25
2-VTBS-6-26	2 OCT 25
2-VTBS-6-27	2 OCT 25
2-VTBS-6-29	2 OCT 25
2-VTBS-6-30	10 JUL 25
2-VTBS-6-31	10 JUL 25
2-VTBS-6-32	2 OCT 25
2-VTBS-6-33	2 OCT 25
2-VTBS-6-34	2 OCT 25
2-VTBS-6-35	2 OCT 25
2-VTBS-6-36	2 OCT 25
2-VTBS-6-37	2 OCT 25
2-VTBS-6-38	2 OCT 25
2-VTBS-6-39	2 OCT 25
2-VTBS-6-40	2 OCT 25
2-VTBS-6-41	2 OCT 25
2-VTBS-6-42	10 JUL 25
2-VTBS-6-43	10 JUL 25
2-VTBS-6-44	2 OCT 25
2-VTBS-6-45	2 OCT 25
2-VTBS-6-46	2 OCT 25
2-VTBS-6-47	2 OCT 25
2-VTBS-6-48	2 OCT 25
2-VTBS-6-49	2 OCT 25

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2-VTBS-6-50	2 OCT 25
2-VTBS-6-51	2 OCT 25
2-VTBS-6-52	2 OCT 25
2-VTBS-6-53	2 OCT 25
2-VTBS-6-54	2 OCT 25
2-VTBS-6-55	2 OCT 25
2-VTBS-6-56	10 JUL 25
2-VTBS-6-57	10 JUL 25
2-VTBS-6-58	2 OCT 25
2-VTBS-6-59	2 OCT 25
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2-VTBS-6-65	2 OCT 25
2-VTBS-6-66	2 OCT 25
2-VTBS-6-67	2 OCT 25
2-VTBS-6-68	10 JUL 25
2-VTBS-6-69	10 JUL 25
2-VTBS-6-70	2 OCT 25
2-VTBS-6-71	2 OCT 25
2-VTBS-6-72	2 OCT 25
2-VTBS-6-73	2 OCT 25
2-VTBS-6-74	2 OCT 25
2-VTBS-6-75	2 OCT 25
2-VTBS-6-76	2 OCT 25
2-VTBS-6-77	2 OCT 25
2-VTBS-6-78	2 OCT 25
2-VTBS-6-79	2 OCT 25
2-VTBS-6-80	10 JUL 25
2-VTBS-6-81	2 OCT 25
2-VTBS-6-82	2 OCT 25
2-VTBS-6-83	2 OCT 25
2-VTBS-6-84	2 OCT 25
2-VTBS-6-85	2 OCT 25
2-VTBS-6-87	2 OCT 25
2-VTBS-6-88	10 JUL 25
2-VTBS-6-89	2 OCT 25
2-VTBS-6-90	2 OCT 25
2-VTBS-6-91	2 OCT 25
2-VTBS-6-92	2 OCT 25
2-VTBS-6-93	2 OCT 25
2-VTBS-6-95	2 OCT 25
2-VTBS-6-96	10 JUL 25
2-VTBS-6-97	2 OCT 25
2-VTBS-6-98	2 OCT 25
2-VTBS-6-99	2 OCT 25
2-VTBS-6-100	2 OCT 25
2-VTBS-6-101	2 OCT 25
2-VTBS-6-103	2 OCT 25
2-VTBS-6-104	10 JUL 25
2-VTBS-6-105	2 OCT 25
2-VTBS-6-106	2 OCT 25
2-VTBS-6-107	2 OCT 25
2-VTBS-6-108	2 OCT 25
2-VTBS-6-109	2 OCT 25
2-VTBS-6-110	2 OCT 25
2-VTBS-6-111	2 OCT 25
2-VTBS-6-112	10 JUL 25
2-VTBS-6-113	2 OCT 25
2-VTBS-6-114	2 OCT 25
2-VTBS-6-115	2 OCT 25
2-VTBS-6-116	2 OCT 25
2-VTBS-6-117	2 OCT 25
2-VTBS-6-118	2 OCT 25
2-VTBS-6-119	2 OCT 25
2-VTBS-6-120	10 JUL 25
2-VTBS-6-121	2 OCT 25
2-VTBS-6-122	2 OCT 25
2-VTBS-6-123	2 OCT 25
2-VTBS-6-124	2 OCT 25
2-VTBS-6-125	2 OCT 25
2-VTBS-6-126	2 OCT 25
2-VTBS-7-1	2 OCT 25
2-VTBS-7-2	7 AUG 25
2-VTBS-7-3	7 AUG 25
2-VTBS-7-4	2 OCT 25
2-VTBS-7-5	2 OCT 25
2-VTBS-7-6	2 OCT 25
2-VTBS-7-7	2 OCT 25
2-VTBS-7-8	2 OCT 25
2-VTBS-7-9	2 OCT 25
2-VTBS-7-10	7 AUG 25
2-VTBS-7-11	2 OCT 25
2-VTBS-7-12	7 AUG 25
2-VTBS-7-13	7 AUG 25
2-VTBS-7-14	2 OCT 25
2-VTBS-7-15	2 OCT 25
2-VTBS-7-16	2 OCT 25
2-VTBS-7-17	2 OCT 25
2-VTBS-7-18	2 OCT 25
2-VTBS-7-19	2 OCT 25
2-VTBS-7-20	7 AUG 25
2-VTBS-8-1	2 OCT 25
2-VTBS-8-2	4 SEP 25
2-VTBS-8-3	10 JUL 25
2-VTBS-8-5	2 OCT 25
2-VTBS-8-6	4 SEP 25
2-VTBS-8-7	10 JUL 25
2-VTBS-8-9	2 OCT 25
2-VTBS-8-10	4 SEP 25
2-VTBS-8-11	10 JUL 25
2-VTBS-8-13	2 OCT 25
2-VTBS-8-14	4 SEP 25
2-VTBS-8-15	10 JUL 25
2-VTBS-8-17	2 OCT 25
2-VTBS-8-18	4 SEP 25
2-VTBS-8-19	2 OCT 25
2-VTBS-8-20	4 SEP 25
2-VTBS-8-21	2 OCT 25
2-VTBS-8-22	4 SEP 25
2-VTBS-8-23	2 OCT 25
2-VTBS-8-24	4 SEP 25
2-VTBS-8-25	2 OCT 25
2-VTBS-8-26	4 SEP 25
2-VTBS-8-27	2 OCT 25
2-VTBS-8-28	4 SEP 25
2-VTBS-9-1	28 NOV 24
2-VTBS-9-2	28 NOV 24
2-VTBS-9-3	28 NOV 24
2-VTBS-9-5	28 NOV 24
2-VTBS-9-6	28 NOV 24
2-VTBS-9-7	28 NOV 24
2-VTBS-9-8	28 NOV 24
2-VTBS-9-9	28 NOV 24
2-VTBS-9-11	28 NOV 24
2-VTBS-9-12	28 NOV 24
2-VTBS-9-13	15 MAY 25

RAYONG / U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT

2-VTBU-1-1	4 SEP 25
2-VTBU-1-2	7 AUG 25
2-VTBU-1-3	7 AUG 25
2-VTBU-1-4	4 SEP 25
2-VTBU-1-5	7 AUG 25
2-VTBU-1-6	7 AUG 25
2-VTBU-1-7	23 JAN 25
2-VTBU-1-8	7 AUG 25
2-VTBU-1-9	7 AUG 25
2-VTBU-1-10	4 SEP 25
2-VTBU-2-1	4 SEP 25
2-VTBU-2-3	4 SEP 25
2-VTBU-2-4	18 JUL 19
2-VTBU-3-1	4 SEP 25
2-VTBU-6-1	16 JUN 22
2-VTBU-6-2	18 JUL 19
2-VTBU-6-3	16 JUN 22
2-VTBU-6-4	18 JUL 19
2-VTBU-8-1	10 JUL 25
2-VTBU-8-3	16 JUN 22
2-VTBU-8-4	10 JUL 25
2-VTBU-8-5	23 MAR 23
2-VTBU-8-6	10 JUL 25
2-VTBU-8-7	16 JUN 22
2-VTBU-8-8	10 JUL 25
2-VTBU-8-9	14 JUL 22
2-VTBU-8-10	10 JUL 25
2-VTBU-8-11	16 JUN 22
2-VTBU-8-12	16 JUN 22
2-VTBU-8-13	16 JUN 22
2-VTBU-8-14	16 JUN 22

SONGKHLA / HAT YAI INTERNATIONAL AIRPORT

2-VTSS-1-1	7 AUG 25
2-VTSS-1-2	**30 OCT 25**
2-VTSS-1-3	7 AUG 25
2-VTSS-1-4	7 AUG 25
2-VTSS-1-5	7 AUG 25
2-VTSS-1-6	7 AUG 25
2-VTSS-1-7	**30 OCT 25**
2-VTSS-1-8	**30 OCT 25**
2-VTSS-1-9	**30 OCT 25**
2-VTSS-1-10	7 AUG 25
2-VTSS-1-11	7 AUG 25
2-VTSS-1-12	12 SEP 19
2-VTSS-1-13	12 SEP 19
2-VTSS-1-14	**30 OCT 25**
2-VTSS-1-15	**30 OCT 25**
2-VTSS-1-16	**30 OCT 25**
2-VTSS-1-17	**30 OCT 25**
2-VTSS-1-18	**30 OCT 25**
2-VTSS-2-1	7 AUG 25
2-VTSS-2-3	7 AUG 25
2-VTSS-2-5	7 AUG 25
2-VTSS-3-1	7 AUG 25
2-VTSS-5-1	20 FEB 25
2-VTSS-6-1	10 JUL 25
2-VTSS-6-2	10 JUL 25
2-VTSS-6-3	10 JUL 25
2-VTSS-6-5	10 JUL 25
2-VTSS-6-6	10 JUL 25
2-VTSS-6-7	10 JUL 25
2-VTSS-6-8	10 JUL 25
2-VTSS-7-1	10 JUL 25
2-VTSS-7-2	10 JUL 25
2-VTSS-7-3	10 JUL 25
2-VTSS-7-5	10 JUL 25
2-VTSS-7-6	10 JUL 25
2-VTSS-7-7	10 JUL 25
2-VTSS-8-1	10 JUL 25
2-VTSS-8-2	10 JUL 25
2-VTSS-8-3	10 JUL 25
2-VTSS-8-4	10 JUL 25
2-VTSS-8-5	10 JUL 25
2-VTSS-8-6	10 JUL 25
2-VTSS-8-7	16 MAY 24
2-VTSS-8-8	16 MAY 24
2-VTSS-8-9	10 JUL 25
2-VTSS-8-11	16 MAY 24
2-VTSS-8-12	16 MAY 24

Page	Date
2-VTSS-8-13	16 MAY 24
2-VTSS-8-14	16 MAY 24
2-VTSS-9-1	16 MAY 24

BURIRAM / BURI RAM AIRPORT

2-VTUO-1-1	13 JUN 24
2-VTUO-1-2	13 JUN 24
2-VTUO-1-3	13 JUN 24
2-VTUO-1-4	17 APR 25
2-VTUO-1-5	26 DEC 24
2-VTUO-1-6	15 MAY 25
2-VTUO-1-7	26 DEC 24
2-VTUO-1-8	15 MAY 25
2-VTUO-2-1	21 MAR 24
2-VTUO-2-2	29 DEC 22
2-VTUO-2-3	29 DEC 22
2-VTUO-2-4	29 DEC 22
2-VTUO-2-5	29 DEC 22
2-VTUO-3-1	29 DEC 22
2-VTUO-8-1	17 JUN 21
2-VTUO-8-3	17 JUN 21
2-VTUO-8-4	15 MAY 25
2-VTUO-8-5	17 JUN 21
2-VTUO-8-6	15 MAY 25
2-VTUO-8-7	26 DEC 24
2-VTUO-8-8	26 DEC 24
2-VTUO-8-9	26 DEC 24
2-VTUO-8-10	26 DEC 24
2-VTUO-8-11	26 DEC 24
2-VTUO-8-12	26 DEC 24

CHUMPHON / CHUMPHON AIRPORT

2-VTSE-1-1	20 APR 23
2-VTSE-1-2	20 APR 23
2-VTSE-1-3	20 APR 23
2-VTSE-1-4	17 APR 25
2-VTSE-1-5	31 OCT 24
2-VTSE-1-6	10 JUL 25
2-VTSE-1-7	**30 OCT 25**
2-VTSE-1-8	16 MAY 24
2-VTSE-1-9	10 JUL 25
2-VTSE-2-1	20 APR 23
2-VTSE-2-2	20 APR 23
2-VTSE-2-3	20 APR 23
2-VTSE-2-4	20 APR 23
2-VTSE-2-5	20 APR 23
2-VTSE-2-6	20 APR 23
2-VTSE-3-1	20 APR 23
2-VTSE-8-1	10 JUL 25
2-VTSE-8-3	10 JUL 25
2-VTSE-8-5	17 JUN 21
2-VTSE-8-6	10 JUL 25
2-VTSE-8-7	17 JUN 21
2-VTSE-8-8	10 JUL 25
2-VTSE-8-9	17 JUN 21
2-VTSE-8-10	10 JUL 25
2-VTSE-8-11	17 JUN 21
2-VTSE-8-12	18 JUL 19
2-VTSE-8-13	10 JUL 25
2-VTSE-8-15	4 NOV 21
2-VTSE-8-16	15 JUL 21
2-VTSE-8-17	4 NOV 21
2-VTSE-8-18	15 JUL 21
2-VTSE-9-1	17 JUN 21
2-VTSE-9-2	31 DEC 20
2-VTSE-9-3	17 JUN 21
2-VTSE-9-4	31 DEC 20
2-VTSE-9-5	17 JUN 21
2-VTSE-9-6	31 DEC 20

KHON KAEN / KHON KAEN AIRPORT

Page	Date
2-VTUK-1-1	**30 OCT 25**
2-VTUK-1-2	**30 OCT 25**
2-VTUK-1-3	**30 OCT 25**
2-VTUK-1-4	**30 OCT 25**
2-VTUK-1-5	**30 OCT 25**
2-VTUK-1-6	**30 OCT 25**
2-VTUK-1-7	**30 OCT 25**
2-VTUK-1-8	**30 OCT 25**
2-VTUK-1-9	**30 OCT 25**
2-VTUK-2-1	**30 OCT 25**
2-VTUK-2-3	**30 OCT 25**
2-VTUK-6-1	21 APR 22
2-VTUK-6-2	4 NOV 21
2-VTUK-6-3	4 NOV 21
2-VTUK-6-5	21 APR 22
2-VTUK-6-6	21 APR 22
2-VTUK-6-7	4 NOV 21
2-VTUK-8-1	4 NOV 21
2-VTUK-8-3	4 NOV 21
2-VTUK-8-5	21 APR 22
2-VTUK-8-6	15 MAY 25
2-VTUK-8-7	21 APR 22
2-VTUK-8-8	15 MAY 25
2-VTUK-8-9	21 APR 22
2-VTUK-8-10	21 APR 22
2-VTUK-8-11	4 NOV 21
2-VTUK-8-13	21 APR 22
2-VTUK-8-14	4 NOV 21
2-VTUK-8-15	4 NOV 21
2-VTUK-9-1	13 AUG 20
2-VTUK-9-2	15 MAY 25
2-VTUK-9-3	13 AUG 20
2-VTUK-9-4	15 MAY 25
2-VTUK-9-5	13 AUG 20
2-VTUK-9-6	15 MAY 25
2-VTUK-9-7	13 AUG 20
2-VTUK-9-8	15 MAY 25
2-VTUK-9-9	13 AUG 20
2-VTUK-9-10	15 MAY 25
2-VTUK-9-11	13 AUG 20
2-VTUK-9-12	15 MAY 25

KRABI / KRABI AIRPORT

2-VTSG-1-1	2 OCT 25
2-VTSG-1-2	7 AUG 25
2-VTSG-1-3	7 AUG 25
2-VTSG-1-4	7 AUG 25
2-VTSG-1-5	7 AUG 25
2-VTSG-1-6	7 AUG 25
2-VTSG-1-7	7 AUG 25
2-VTSG-2-1	2 OCT 25
2-VTSG-3-1	2 OCT 25
2-VTSG-6-1	7 AUG 25
2-VTSG-6-3	7 AUG 25
2-VTSG-6-5	17 JUN 21
2-VTSG-6-6	18 JUL 19
2-VTSG-6-7	17 JUN 21
2-VTSG-6-8	18 JUL 19
2-VTSG-6-9	18 JUL 19
2-VTSG-7-1	17 JUN 21
2-VTSG-7-2	18 JUL 19
2-VTSG-8-1	17 JUN 21
2-VTSG-8-2	10 JUL 25
2-VTSG-8-3	17 JUN 21
2-VTSG-8-4	10 JUL 25
2-VTSG-8-5	17 JUN 21
2-VTSG-8-6	10 JUL 25
2-VTSG-8-7	17 JUN 21
2-VTSG-8-8	17 JUN 21
2-VTSG-9-1	31 OCT 24

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LAMPANG / LAMPANG AIRPORT

2-VTCL-1-1	**30 OCT 25**
2-VTCL-1-2	20 MAR 25
2-VTCL-1-3	26 DEC 24
2-VTCL-1-4	8 AUG 24
2-VTCL-1-5	8 AUG 24
2-VTCL-1-6	17 APR 25
2-VTCL-1-7	23 JAN 25
2-VTCL-1-8	20 FEB 25
2-VTCL-1-9	20 MAR 25
2-VTCL-1-10	20 MAR 25
2-VTCL-1-11	**30 OCT 25**
2-VTCL-2-1	**30 OCT 25**
2-VTCL-2-3	**30 OCT 25**
2-VTCL-2-5	**30 OCT 25**
2-VTCL-3-1	**30 OCT 25**
2-VTCL-6-1	20 FEB 25
2-VTCL-6-2	20 FEB 25
2-VTCL-6-3	26 DEC 24
2-VTCL-6-5	20 FEB 25
2-VTCL-6-6	20 FEB 25
2-VTCL-6-7	26 DEC 24
2-VTCL-7-1	20 FEB 25
2-VTCL-7-2	26 DEC 24
2-VTCL-7-3	26 DEC 24
2-VTCL-7-5	20 FEB 25
2-VTCL-7-6	20 FEB 25
2-VTCL-7-7	26 DEC 24
2-VTCL-8-1	20 FEB 25
2-VTCL-8-2	20 FEB 25
2-VTCL-8-3	20 FEB 25
2-VTCL-8-4	26 DEC 24
2-VTCL-8-5	20 FEB 25
2-VTCL-8-6	20 FEB 25
2-VTCL-8-7	20 FEB 25
2-VTCL-8-8	20 FEB 25
2-VTCL-8-9	20 FEB 25
2-VTCL-8-11	20 FEB 25
2-VTCL-8-12	20 FEB 25
2-VTCL-8-13	26 DEC 24
2-VTCL-8-15	20 FEB 25
2-VTCL-8-16	20 FEB 25
2-VTCL-8-17	26 DEC 24

LOEI / LOEI AIRPORT

2-VTUL-1-1	7 OCT 21
2-VTUL-1-2	2 NOV 23
2-VTUL-1-3	2 NOV 23
2-VTUL-1-4	2 NOV 23
2-VTUL-1-5	17 APR 25
2-VTUL-1-6	2 NOV 23
2-VTUL-1-7	15 MAY 25
2-VTUL-1-8	15 MAY 25
2-VTUL-1-9	30 NOV 23
2-VTUL-1-10	15 MAY 25
2-VTUL-2-1	2 NOV 23
2-VTUL-6-1	26 DEC 24
2-VTUL-6-2	26 DEC 24
2-VTUL-6-3	26 DEC 24
2-VTUL-6-5	26 DEC 24
2-VTUL-6-6	26 DEC 24
2-VTUL-6-7	26 DEC 24
2-VTUL-8-1	20 MAY 21
2-VTUL-8-2	15 MAY 25
2-VTUL-8-3	26 DEC 24
2-VTUL-8-4	26 DEC 24
2-VTUL-8-5	22 APR 21

LOP BURI / KHOK KATHIAM AIRPORT

2-VTBL-1-1	17 APR 25

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

MAE HONG SON / MAE HONG SON AIRPORT

2-VTCH-1-1	10 JUL 25
2-VTCH-1-2	13 JUN 24
2-VTCH-1-3	28 NOV 24
2-VTCH-1-4	13 JUN 24
2-VTCH-1-5	7 AUG 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	2 OCT 25
2-VTCH-2-1	2 OCT 25
2-VTCH-6-1	20 FEB 25
2-VTCH-6-2	23 APR 20
2-VTCH-8-1	20 FEB 25
2-VTCH-8-2	20 FEB 25

MAE HONG SON / PAI AIRPORT

2-VTCI-1-1	2 OCT 25
2-VTCI-1-2	12 SEP 19
2-VTCI-1-3	12 SEP 19
2-VTCI-1-4	12 SEP 19
2-VTCI-1-5	12 SEP 19
2-VTCI-1-6	12 SEP 19
2-VTCI-2-1	18 JUL 19

NAKHON PATHOM/KAMPHAENG SAEN AIRPORT

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

NAKHON PHANOM / NAKHON PHANOM AIRPORT

2-VTUW-1-1	**30 OCT 25**
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	4 SEP 25
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	4 SEP 25
2-VTUW-2-1	4 SEP 25
2-VTUW-8-1	15 MAY 25
2-VTUW-8-2	15 MAY 25
2-VTUW-8-3	15 MAY 25
2-VTUW-8-4	15 MAY 25
2-VTUW-8-5	15 MAY 25
2-VTUW-8-6	15 MAY 25
2-VTUW-8-7	2 NOV 23
2-VTUW-8-8	8 SEP 22
2-VTUW-8-9	21 APR 22
2-VTUW-8-10	8 SEP 22

NAKHON RATCHASIMA / NAKHON RATCHASIMA AIRPORT

2-VTUQ-1-1	13 JUN 24
2-VTUQ-1-2	7 OCT 21
2-VTUQ-1-3	17 APR 25
2-VTUQ-1-4	23 MAR 23
2-VTUQ-1-5	15 MAY 25
2-VTUQ-1-6	15 MAY 25
2-VTUQ-1-7	15 MAY 25
2-VTUQ-1-8	15 MAY 25
2-VTUQ-2-1	23 MAR 23
2-VTUQ-2-2	23 MAR 23
2-VTUQ-6-1	21 APR 22
2-VTUQ-6-2	17 JUN 21
2-VTUQ-6-3	21 APR 22
2-VTUQ-6-4	17 JUN 21
2-VTUQ-6-5	17 JUN 21
2-VTUQ-8-1	15 MAY 25
2-VTUQ-8-3	15 MAY 25
2-VTUQ-8-5	15 MAY 25
2-VTUQ-8-7	15 MAY 25
2-VTUQ-8-9	21 APR 22
2-VTUQ-8-10	20 MAY 21
2-VTUQ-8-11	21 APR 22
2-VTUQ-8-12	20 MAY 21
2-VTUQ-9-1	17 JUN 21
2-VTUQ-9-2	17 JUN 21
2-VTUQ-9-3	17 JUN 21
2-VTUQ-9-4	17 JUN 21

NAKHON RATCHASIMA / KHORAT AIRPORT

2-VTUN-1-1	10 JUL 25
2-VTUN-1-2	10 JUL 25
2-VTUN-1-3	10 JUL 25
2-VTUN-1-4	10 JUL 25
2-VTUN-1-5	10 JUL 25
2-VTUN-1-6	10 JUL 25
2-VTUN-1-7	10 JUL 25
2-VTUN-1-8	10 JUL 25
2-VTUN-1-9	10 JUL 25
2-VTUN-1-10	10 JUL 25
2-VTUN-1-11	10 JUL 25
2-VTUN-1-12	10 JUL 25
2-VTUN-1-13	10 JUL 25
2-VTUN-2-1	18 JUL 19
2-VTUN-8-1	23 APR 20
2-VTUN-8-2	23 APR 20

NAKHON SAWAN /NAKHON SAWAN AIRPORT

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

NAKHON SAWAN/TAKHLI AIRPORT

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

NAKHON SI THAMMARAT / NAKHON SI THAMMARAT AIRPORT

2-VTSF-1-1	18 APR 24
2-VTSF-1-2	7 AUG 25
2-VTSF-1-3	7 AUG 25
2-VTSF-1-4	7 AUG 25
2-VTSF-1-5	7 AUG 25
2-VTSF-1-6	7 AUG 25
2-VTSF-1-7	7 AUG 25
2-VTSF-1-8	7 AUG 25
2-VTSF-1-9	7 AUG 25
2-VTSF-1-10	7 AUG 25
2-VTSF-1-11	7 AUG 25
2-VTSF-2-1	7 AUG 25
2-VTSF-2-3	7 AUG 25
2-VTSF-2-5	7 AUG 25
2-VTSF-3-1	7 AUG 25
2-VTSF-6-1	13 AUG 20
2-VTSF-6-2	18 JUL 19
2-VTSF-6-3	13 AUG 20
2-VTSF-6-4	18 JUL 19
2-VTSF-7-1	7 AUG 25
2-VTSF-8-1	10 JUL 25
2-VTSF-8-2	10 JUL 25
2-VTSF-8-3	10 JUL 25
2-VTSF-8-4	10 JUL 25
2-VTSF-8-5	10 JUL 25
2-VTSF-8-6	10 JUL 25
2-VTSF-8-7	10 JUL 25
2-VTSF-8-8	10 JUL 25
2-VTSF-8-9	10 JUL 25
2-VTSF-8-10	10 JUL 25
2-VTSF-8-11	15 JUL 21
2-VTSF-8-12	15 JUL 21
2-VTSF-8-13	15 JUL 21
2-VTSF-8-14	15 JUL 21

NAKHON SI THAMMARAT / CHA - IAN AIRPORT

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

NAN / NAN NAKHON AIRPORT

2-VTCN-1-1	7 OCT 21
2-VTCN-1-2	7 OCT 21
2-VTCN-1-3	17 APR 25
2-VTCN-1-4	30 NOV 23
2-VTCN-1-5	15 MAY 25
2-VTCN-1-6	15 MAY 25
2-VTCN-1-7	15 MAY 25
2-VTCN-2-1	15 JUL 21
2-VTCN-8-1	26 DEC 24
2-VTCN-8-2	23 MAR 23
2-VTCN-8-3	26 DEC 24
2-VTCN-8-4	26 DEC 24
2-VTCN-8-5	26 DEC 24
2-VTCN-8-6	26 DEC 24
2-VTCN-8-7	26 DEC 24
2-VTCN-8-8	23 MAR 23

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2-VTCN-8-9	26 DEC 24
2-VTCN-8-10	23 MAR 23
NARATHIWAT / NARATHIWAT AIRPORT	
2-VTSC-1-1	**30 OCT 25**
2-VTSC-1-2	5 SEP 24
2-VTSC-1-3	17 APR 25
2-VTSC-1-4	10 JUL 25
2-VTSC-1-5	10 JUL 25
2-VTSC-1-6	10 JUL 25
2-VTSC-1-7	10 JUL 25
2-VTSC-1-8	**30 OCT 25**
2-VTSC-2-1	**30 OCT 25**
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	10 JUL 25
2-VTSC-8-3	8 AUG 24
2-VTSC-8-4	10 JUL 25
2-VTSC-8-5	10 JUL 25
2-VTSC-8-6	10 JUL 25
2-VTSC-8-7	10 JUL 25
2-VTSC-8-8	5 SEP 24
2-VTSC-8-9	4 SEP 25
2-VTSC-8-11	5 SEP 24
2-VTSC-8-12	5 SEP 24
2-VTSC-8-13	8 AUG 24
2-VTSC-8-14	4 SEP 25
PATTANI / PATTANI AIRPORT	
2-VTSK-1-1	7 AUG 25
2-VTSK-1-2	7 AUG 25
2-VTSK-1-3	7 AUG 25
2-VTSK-1-4	7 AUG 25
2-VTSK-1-5	7 AUG 25
2-VTSK-1-6	7 AUG 25
2-VTSK-1-7	7 AUG 25
2-VTSK-1-8	7 AUG 25
2-VTSK-1-9	7 AUG 25
2-VTSK-2-1	7 AUG 25
2-VTSK-8-1	10 JUL 25
2-VTSK-8-2	10 JUL 25
2-VTSK-8-3	10 JUL 25
2-VTSK-8-4	10 JUL 25
PHETCHABUN / PHETCHABUN AIRPORT	
2-VTPB-1-1	2 OCT 25
2-VTPB-1-2	7 OCT 21
2-VTPB-1-3	2 OCT 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	7 AUG 25
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	7 AUG 25
2-VTPB-8-6	26 DEC 24
2-VTPB-8-7	7 AUG 25
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
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	10 JUL 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	10 JUL 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	10 JUL 25
2-VTCP-2-1	26 DEC 24
2-VTCP-6-1	10 JUL 25
2-VTCP-6-2	10 JUL 25
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

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PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT	
2-VTBP-1-1	10 JUL 25
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	10 JUL 25
2-VTPH-1-9	10 JUL 25
2-VTPH-1-10	15 MAY 25
2-VTPH-1-11	10 JUL 25
2-VTPH-2-1	18 JUL 19
2-VTPH-8-1	10 JUL 25
2-VTPH-8-3	10 JUL 25
2-VTPH-8-4	10 JUL 25
2-VTPH-8-5	12 AUG 21
2-VTPH-8-6	12 AUG 21
2-VTPH-9-1	27 FEB 20
2-VTPH-9-2	27 FEB 20
2-VTPH-9-3	27 FEB 20
2-VTPH-9-4	27 FEB 20
2-VTPH-9-5	27 FEB 20
2-VTPH-9-6	27 FEB 20
2-VTPH-9-7	27 FEB 20
2-VTPH-9-8	27 FEB 20
2-VTPH-9-9	27 FEB 20
2-VTPH-9-10	27 FEB 20
2-VTPH-9-11	27 FEB 20
2-VTPH-9-12	27 FEB 20
RANONG / RANONG AIRPORT	
2-VTSR-1-1	7 OCT 21
2-VTSR-1-2	7 OCT 21
2-VTSR-1-3	17 APR 25
2-VTSR-1-4	7 OCT 21
2-VTSR-1-5	10 JUL 25
2-VTSR-1-6	10 JUL 25
2-VTSR-1-7	10 JUL 25
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	10 JUL 25
2-VTSR-8-2	10 JUL 25
2-VTSR-8-3	10 JUL 25
2-VTSR-8-4	10 JUL 25
2-VTSR-8-5	10 JUL 25
2-VTSR-8-6	10 JUL 25
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 AUG 25

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2-VTUV-1-3	7 AUG 25
2-VTUV-1-4	7 AUG 25
2-VTUV-1-5	7 AUG 25
2-VTUV-1-6	7 AUG 25
2-VTUV-1-7	7 AUG 25
2-VTUV-1-8	7 AUG 25
2-VTUV-1-9	7 AUG 25
2-VTUV-2-1	7 AUG 25
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

SA KAEO / WATTHANA NAKHON AIRPORT

2-VTBW-1-1	11 AUG 22
2-VTBW-1-2	7 AUG 25
2-VTBW-1-3	11 AUG 22
2-VTBW-1-4	28 DEC 23
2-VTBW-1-5	28 DEC 23
2-VTBW-1-6	28 DEC 23

SAKON NAKHON / SAKON NAKHON AIRPORT

2-VTUI-1-1	8 SEP 22
2-VTUI-1-2	7 OCT 21
2-VTUI-1-3	31 OCT 24
2-VTUI-1-4	15 JUN 23
2-VTUI-1-5	15 JUN 23
2-VTUI-1-6	15 JUN 23
2-VTUI-1-7	10 JUL 25
2-VTUI-1-8	15 MAY 25
2-VTUI-1-9	15 MAY 25
2-VTUI-1-10	30 NOV 23
2-VTUI-1-11	15 MAY 25
2-VTUI-2-1	31 OCT 24
2-VTUI-8-1	2 NOV 23
2-VTUI-8-2	15 MAY 25
2-VTUI-8-3	2 NOV 23
2-VTUI-8-4	15 MAY 25
2-VTUI-8-5	15 MAY 25
2-VTUI-8-6	15 MAY 25
2-VTUI-8-7	15 MAY 25
2-VTUI-8-8	15 MAY 25
2-VTUI-8-9	2 NOV 23
2-VTUI-8-10	28 JAN 21
2-VTUI-8-11	2 NOV 23
2-VTUI-8-12	28 JAN 21

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SONGKHLA / SONGKHLA AIRPORT

2-VTSH-1-1	12 SEP 19
2-VTSH-1-2	12 SEP 19
2-VTSH-1-3	12 SEP 19
2-VTSH-1-4	12 SEP 19
2-VTSH-1-5	12 SEP 19
2-VTSH-2-1	18 JUL 19

SUKHOTHAI / SUKHOTHAI AIRPORT

2-VTPO-1-1	11 JUL 24
2-VTPO-1-2	2 NOV 23
2-VTPO-1-3	2 NOV 23
2-VTPO-1-4	2 NOV 23
2-VTPO-1-5	12 JUN 25
2-VTPO-1-6	26 DEC 24
2-VTPO-1-7	2 NOV 23
2-VTPO-1-8	20 MAR 25
2-VTPO-2-1	18 JUL 19
2-VTPO-2-3	18 JUL 19
2-VTPO-3-1	18 JUL 19
2-VTPO-6-1	26 DEC 24
2-VTPO-6-2	26 DEC 24
2-VTPO-6-3	26 DEC 24
2-VTPO-6-4	26 DEC 24
2-VTPO-8-1	20 MAR 25
2-VTPO-8-3	26 DEC 24
2-VTPO-8-4	26 DEC 24
2-VTPO-8-5	26 DEC 24
2-VTPO-8-7	26 DEC 24
2-VTPO-8-8	26 DEC 24
2-VTPO-8-9	26 DEC 24
2-VTPO-8-10	26 DEC 24

SURAT THANI / SURAT THANI AIRPORT

2-VTSB-1-1	2 OCT 25
2-VTSB-1-2	2 OCT 25
2-VTSB-1-3	7 AUG 25
2-VTSB-1-4	7 AUG 25
2-VTSB-1-5	10 JUL 25
2-VTSB-1-6	7 AUG 25
2-VTSB-1-7	7 AUG 25
2-VTSB-1-8	2 OCT 25
2-VTSB-1-9	7 AUG 25
2-VTSB-2-1	2 OCT 25
2-VTSB-3-1	2 OCT 25
2-VTSB-6-1	18 JUL 19
2-VTSB-6-2	18 JUL 19
2-VTSB-6-3	18 JUL 19
2-VTSB-6-5	30 JAN 20
2-VTSB-6-6	18 JUL 19
2-VTSB-6-7	18 JUL 19
2-VTSB-6-8	18 JUL 19
2-VTSB-7-1	18 JUL 19
2-VTSB-7-2	18 JUL 19
2-VTSB-7-3	18 JUL 19
2-VTSB-7-5	18 JUL 19
2-VTSB-7-6	18 JUL 19
2-VTSB-7-7	18 JUL 19
2-VTSB-7-8	18 JUL 19
2-VTSB-8-1	23 MAR 23
2-VTSB-8-2	23 MAR 23
2-VTSB-8-3	10 JUL 25
2-VTSB-8-5	23 MAR 23
2-VTSB-8-6	23 MAR 23
2-VTSB-8-7	23 MAR 23
2-VTSB-8-8	23 MAR 23
2-VTSB-9-1	31 OCT 24

SURAT THANI / SAMUI AIRPORT

Page	Date
2-VTSM-1-1	2 OCT 25
2-VTSM-1-2	7 AUG 25
2-VTSM-1-3	7 AUG 25
2-VTSM-1-4	7 AUG 25
2-VTSM-1-5	7 AUG 25
2-VTSM-1-6	7 AUG 25
2-VTSM-1-7	7 AUG 25
2-VTSM-1-8	7 AUG 25
2-VTSM-1-9	7 AUG 25
2-VTSM-1-10	2 OCT 25
2-VTSM-2-1	2 OCT 25
2-VTSM-2-3	2 OCT 25
2-VTSM-2-5	2 OCT 25
2-VTSM-3-1	2 OCT 25
2-VTSM-6-1	18 JUN 20
2-VTSM-6-2	18 JUN 20
2-VTSM-6-3	18 JUN 20
2-VTSM-6-5	18 JUN 20
2-VTSM-6-6	18 JUN 20
2-VTSM-6-7	18 JUN 20
2-VTSM-8-1	18 JUN 20
2-VTSM-8-2	10 JUL 25
2-VTSM-8-3	18 JUN 20
2-VTSM-8-4	10 JUL 25
2-VTSM-8-5	18 JUN 20
2-VTSM-8-6	10 JUL 25
2-VTSM-8-7	18 JUN 20
2-VTSM-8-8	10 JUL 25
2-VTSM-8-9	15 JUL 21
2-VTSM-8-10	15 JUL 21
2-VTSM-8-11	15 JUL 21
2-VTSM-8-13	15 JUL 21
2-VTSM-8-14	15 JUL 21
2-VTSM-8-15	15 JUL 21
2-VTSM-8-17	15 JUL 21
2-VTSM-8-18	15 JUL 21
2-VTSM-8-19	15 JUL 21
2-VTSM-8-21	15 JUL 21
2-VTSM-8-22	15 JUL 21
2-VTSM-8-23	15 JUL 21

TAK / TAK AIRPORT

2-VTPT-1-1	4 SEP 25
2-VTPT-1-2	4 SEP 25
2-VTPT-1-3	2 OCT 25
2-VTPT-1-4	2 OCT 25
2-VTPT-1-5	4 SEP 25
2-VTPT-1-6	10 JUL 25
2-VTPT-2-1	18 JUL 19
2-VTPT-6-1	10 JUL 25
2-VTPT-7-1	10 JUL 25
2-VTPT-8-1	4 SEP 25
2-VTPT-9-1	10 JUL 25

TAK / MAE SOT AIRPORT

2-VTPM-1-1	7 AUG 25
2-VTPM-1-2	26 JAN 23
2-VTPM-1-3	26 JAN 23
2-VTPM-1-4	26 JAN 23
2-VTPM-1-5	4 SEP 25
2-VTPM-1-6	26 JAN 23
2-VTPM-1-7	26 JAN 23
2-VTPM-1-8	26 DEC 24
2-VTPM-1-9	26 DEC 24
2-VTPM-1-10	26 DEC 24
2-VTPM-2-1	1 DEC 22
2-VTPM-2-2	1 DEC 22
2-VTPM-2-3	26 JAN 23
2-VTPM-2-4	1 DEC 22
2-VTPM-2-5	1 DEC 22
2-VTPM-2-6	1 DEC 22

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2-VTPM-3-1	1 DEC 22
2-VTPM-6-1	26 DEC 24
2-VTPM-6-2	26 DEC 24
2-VTPM-7-1	26 DEC 24
2-VTPM-7-2	26 DEC 24
2-VTPM-8-1	26 DEC 24
2-VTPM-8-2	26 DEC 24
2-VTPM-8-3	26 DEC 24
2-VTPM-8-4	26 DEC 24

TRANG / TRANG AIRPORT

2-VTST-1-1	7 OCT 21
2-VTST-1-2	**30 OCT 25**
2-VTST-1-3	**30 OCT 25**
2-VTST-1-4	**30 OCT 25**
2-VTST-1-5	**30 OCT 25**
2-VTST-1-6	**30 OCT 25**
2-VTST-1-7	**30 OCT 25**
2-VTST-2-1	**30 OCT 25**
2-VTST-2-3	**30 OCT 25**
2-VTST-8-1	10 JUL 25
2-VTST-8-2	18 JUL 19
2-VTST-8-3	10 JUL 25
2-VTST-8-4	18 JUL 19
2-VTST-8-5	15 JUN 23
2-VTST-8-6	3 DEC 20

TRAT (KHAO SMING) / TRAT AIRPORT

2-VTBO-1-1	17 APR 25
2-VTBO-1-2	17 APR 25
2-VTBO-1-3	17 APR 25
2-VTBO-1-4	17 APR 25
2-VTBO-1-5	10 JUL 25
2-VTBO-1-6	10 JUL 25
2-VTBO-1-7	17 APR 25
2-VTBO-2-1	17 APR 25
2-VTBO-3-1	17 APR 25
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	10 JUL 25
2-VTUU-1-2	10 JUL 25
2-VTUU-1-3	10 JUL 25
2-VTUU-1-4	13 JUN 24
2-VTUU-1-5	13 JUN 24
2-VTUU-1-6	10 JUL 25
2-VTUU-1-7	10 JUL 25
2-VTUU-1-8	28 NOV 24
2-VTUU-1-9	4 SEP 25
2-VTUU-1-10	4 SEP 25
2-VTUU-1-11	13 JUN 24
2-VTUU-1-12	13 JUN 24
2-VTUU-1-13	4 SEP 25
2-VTUU-2-1	10 JUL 25
2-VTUU-2-3	10 JUL 25
2-VTUU-2-5	10 JUL 25
2-VTUU-6-1	7 AUG 25
2-VTUU-6-2	10 JUL 25
2-VTUU-6-3	7 AUG 25
2-VTUU-6-4	10 JUL 25
2-VTUU-7-1	4 SEP 25
2-VTUU-7-2	10 JUL 25
2-VTUU-7-3	7 AUG 25
2-VTUU-7-4	10 JUL 25
2-VTUU-8-1	7 AUG 25
2-VTUU-8-2	10 JUL 25
2-VTUU-8-3	7 AUG 25
2-VTUU-8-4	10 JUL 25
2-VTUU-8-5	4 SEP 25
2-VTUU-8-6	4 SEP 25
2-VTUU-8-7	4 SEP 25
2-VTUU-8-8	4 SEP 25
2-VTUU-8-9	4 SEP 25
2-VTUU-8-11	7 AUG 25
2-VTUU-8-12	10 JUL 25
2-VTUU-8-13	7 AUG 25
2-VTUU-8-14	10 JUL 25

UDON THANI / UDON THANI AIRPORT

2-VTUD-1-1	7 AUG 25
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	7 AUG 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
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	**30 OCT 25**
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	10 JUL 25
2-VTSY-1-7	**30 OCT 25**
2-VTSY-1-8	10 JUL 25
2-VTSY-2-1	**30 OCT 25**
2-VTSY-3-1	**30 OCT 25**
2-VTSY-3-3	**30 OCT 25**
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	10 JUL 25
2-VTSY-8-3	29 DEC 22
2-VTSY-8-4	3 DEC 20

KHON-KAEN / NAM PHONG

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

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

Annex 1 – Personnel Licensing **14th Edition, Amendment 179**	
Chapter 1	**Definitions and General Rules Concerning Licences**
1.2.4.1	(1) Thailand has four classes of medical assessment which are Class 1 Medical Certificate for a) Multi-crew Pilot Licence - Aeroplane; b) Commercial Pilot Licence - aeroplane, helicopter, and airship; c) Air Transport Pilot Licence – aeroplane, helicopters; d) Student Remote Pilot licence; e) Remote Pilot Licence - aeroplane, airship glider, rotorcraft, powered-lift, balloon (2) Class 2 Medical Certificate for a) Student Pilots Licence; b) Private Pilot Licence – aeroplane, helicopter, airship; c) Glider Pilot Licence; d) Free Balloon Pilot Licence; e) Light Aircraft Pilot Licence - aeroplane, helicopter, glider, balloon (3) Class 3 Medical Certificate for a) Student Remote Pilot Licence; b) Remote Pilot Licence – aeroplane, airship, glider, rotorcraft, power-lifted, ballon; c) Student Air Traffic Controller Licence; d) Air Traffic Controller Licence (4) Class 4 Medical Certificate for a) Ultralight Aircraft Pilot Licence; b) Ultralight Aircraft Pilot Licence
Chapter 2	**Licences and Ratings for Pilots and Remote Pilots**
2.1.10	Pilot Licence for Balloon and Glider are allowed to perform duties as a pilot in commercial air transport until thay have attained their 70th birthday
Chapter 6	**Medical Provisions for Licensing**
6.3.2.6.1	For class 1 medical certificate: ECG shall be included every year (revalidation and renewal) and every 6 months for applicant over the age of 60.
6.5.2.6.1	For class 3 medical certificate: ECG shall be included every 2 year (revalidation and renewal) and every year for applicant over the age of 50.
6.5.2.9	Chest radiography shall be required at initial, revalidation or renewal examinations.

Annex 2 Rules of the Air **11th Edition, Amendment 48**	
Chapter 3	**General Rules**
3.3.1.2	A flight plan shall be submitted for the operation of any flight in the Bangkok FIR.

Annex 3 Meteorological Service for International Air Navigation **20th Edition, Amendment 81**
NIL

Annex 4 Aeronautical Charts **11th Edition, Amendment 62**
NIL

Annex 5 Units of Measurement to be used in Air and Ground Operations **5th Edition, Amendment 17**
NIL

Annex 6 Operation of Aircraft - Part I - International Commercial Air Transport - Aeroplanes **12th Edition, Amendment 49**	
Chapter 13	**Security**

Annex 6 Operation of Aircraft - Part I - International Commercial Air Transport - Aeroplanes 12th Edition, Amendment 49	
13.2.3	Thailand has established (AOCR), Section 26, states that the flight crew compartment door " shall be closed and locked form the time that the first passenger gets inside the aircraft to the time that the last passenger gets outside the aircraft".

Annex 6 Operation of Aircraft - Part II - International General Aviation - Aeroplanes 5th Edition, Amendment 41
NIL

Annex 6 Operation of Aircraft - Part III - International Operations - Helicopters 11th Edition, Amendment 25
NIL

Annex 7 Aircraft Nationality and Registration Marks 6th Edition, Amendment 7
NIL

Annex 8 Airworthiness of Aircraft 13th Edition, Amendment 110
NIL

Annex 9 Facilitation 17th Edition, Amendment 30
NIL

Annex 10 Aeronautical Telecommunications - Volume I Radio Navigation Aids 8th Edition, Amendment 93
NIL

Annex 10 Aeronautical Telecommunications - Volume II Communication Procedures including those with PANS Status 7th Edition, Amendment 93
NIL

Annex 10 Aeronautical Telecommunications - Volume III Communication Systems 2nd Edition, Amendment 92
NIL

Annex 10 Aeronautical Telecommunications - Volume IV Surveillance and Collision Avoidance Systems 5th Edition, Amendment 91
NIL

Annex 10 Aeronautical Telecommunications - Volume V Aeronautical Radio Frequency Spectrum Utilization 3rd Edition, Amendment 90
NIL

Annex 11 Air Traffic Services 15th Edition, Amendment 53
NIL

Annex 12 Search and Rescue 9th Edition, Amendment 19
NIL

Annex 13 Aircraft Accident and Incident Investigation **13th Edition, Amendment 19**
NIL

Annex 14 Aerodromes - Volume I Aerodrome Design and Operations **9th Edition, Amendment 17**
NIL

Annex 14 Aerodromes - Volume II Heliports **5th Edition, Amendment 9**
NIL

Annex 15 Aeronautical Information Services **16th Edition, Amendment 43**
NIL

Annex 16 Environmental Protection Volume I - Aircraft Noise **8th Edition, Amendment 14**
NIL

Annex 16 Environmental Protection Volume II - Aircraft Engine Emissions **5th Edition, Amendment 11**
NIL

Annex 16 Environmental Protection Volume III - Aircraft Engine Emissions **1st Edition, Amendment 2**
NIL

Annex 18 The Safe Transport of Dangerous Goods by Air **4th Edition, Amendment 12**
NIL

Annex 19 Safety Management **2nd Edition, Amendment 1**
NIL

Doc 4444 Procedure for Air Navigation Services - Air Traffic Management **16th Edition, Amendment 12**
NIL

Doc 8168 Procedure for Air Navigation Services - Aircraft Operations Volume I - Flight Procedures **6th Edition, Amendment 11**
NIL

Doc 8168 Procedure for Air Navigation Services - Aircraft Operations Volume II - Construction of Visual and Instrument Flight Procedures **7th Edition, Amendment 10**
NIL

Doc 8168 Procedure for Air Navigation Services - Aircraft Operation Volume III - Aircraft Operating Procedures **1st Edition, Amendment 3**
NIL

Doc 8400 Procedure for Air Navigation Services - ICAO Abbreviation and Codes 9th Edition, Amendment 34
NIL

Doc 9868 Procedure for Air Navigation Services - Training 3rd Edition, Amendment 7
NIL

Doc 9981 Procedure for Air Navigation Services - Aerodromes 3rd Edition, Amendment 4
NIL

Doc 10066 Procedures for Air Navigation Services - Aeronautical Information Management 1st Edition, Amendment 3
NIL

Doc 7030 Regional Supplementary Procedures 5th Edition, Amendment 9
NIL

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	7 AUG 2025
		Chiang Mai Intl	AD 2-VTCC-2-1	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-1	In AIP	7 AUG 2025
		Phuket Intl	AD 2-VTSP-2-1	In AIP	7 AUG 2025
		Suvarnabhumi Intl	AD 2-VTBS-2-1	In AIP	4 SEP 2025
		U-Tapao Rayong Pattaya Intl	AD 2-VTBU-2-1	In AIP	4 SEP 2025
		Hat Yai Intl	AD 2-VTSS-2-1	In AIP	7 AUG 2025
		Buri Ram	AD 2-VTUO-2-1	In AIP	21 MAR 2024
		Chumphon	AD 2-VTSE-2-1	In AIP	20 APR 2023
		Khon Kaen	AD 2-VTUK-2-1	In AIP	30 OCT 2025
		Krabi	AD 2-VTSG-2-1	In AIP	2 OCT 2025
		Lampang	AD 2-VTCL-2-1	In AIP	30 OCT 2025
		Loei	AD 2-VTUL-2-1	In AIP	2 NOV 2023
		Mae Hong Son	AD 2-VTCH-2-1	In AIP	2 OCT 2025
		Pai	AD 2-VTCI-2-1	In AIP	18 JUL 2019
		Nakhon Phanom	AD 2-VTUW-2-1	In AIP	4 SEP 2025
		Nakhon Ratchasima	AD 2-VTUQ-2-1	In AIP	23 MAR 2023
		Nakhon Si Thammarat	AD 2-VTSF-2-1	In AIP	7 AUG 2025
		Nan Nakhon	AD 2-VTCN-2-1	In AIP	15 JUL 2021
		Narathiwat	AD 2-VTSC-2-1	In AIP	30 OCT 2025
		Pattani	AD 2-VTSK-2-1	In AIP	7 AUG 2025
		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
		Roi Et	AD 2-VTUV-2-1	In AIP	7 AUG 2025
		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	2 OCT 2025
	1 : 20,000	**Samui**	AD 2-VTSM-2-1	In AIP	2 OCT 2025
		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	30 OCT 2025
		Trat	AD 2-VTBO-2-1	In AIP	17 APR 2025
		Ubon Ratchathani	AD 2-VTUU-2-1	In AIP	10 JUL 2025
		Udon Thani	AD 2-VTUD-2-1	In AIP	21 APR 2022
		Betong	AD 2-VTSY-2-1	In AIP	30 OCT 2025

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	7 AUG 2025
		Chiang Mai Intl	AD 2-VTCC-2-3	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-3	In AIP	7 AUG 2025
		Phuket Intl	AD 2-VTSP-2-3	In AIP	7 AUG 2025
		Suvarnabhumi Intl	AD 2-VTBS-2-3	In AIP	15 MAY 2025
		Hat Yai Intl	AD 2-VTSS-2-3	In AIP	7 AUG 2025
		Buri Ram	AD 2-VTUO-2-3	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-3	In AIP	20 APR 2023
		Khon Kaen	AD 2-VTUK-2-3	In AIP	30 OCT 2025
		Lampang	AD 2-VTCL-2-3	In AIP	30 OCT 2025
		Nakhon Si Thammarat	AD 2-VTSF-2-3	In AIP	7 AUG 2025
		Phitsanulok	AD 2-VTPP-2-3	In AIP	12 JUN 2025
	1 : 20,000	**Samui**	AD 2-VTSM-2-3	In AIP	2 OCT 2025
		Mae Sot	AD 2-VTPM-2-3	In AIP	26 JAN 2023
		Trang	AD 2-VTST-2-3	In AIP	30 OCT 2025
		Ubon Ratchathani	AD 2-VTUU-2-3	In AIP	10 JUL 2025
		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	7 AUG 2025
		Chiang Mai Intl	AD 2-VTCC-2-5	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-5	In AIP	7 AUG 2025
		Phuket Intl	AD 2-VTSP-2-5	In AIP	7 AUG 2025
	1 : 15,000	**U-Tapao Rayong Pattaya Intl**	AD 2-VTBU-2-3	In AIP	4 SEP 2025
	1 : 10,000	**Hat Yai Intl**	AD 2-VTSS-2-5	In AIP	7 AUG 2025
		Buri Ram	AD 2-VTUO-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	30 OCT 2025
		Nakhon Si Thammarat	AD 2-VTSF-2-5	In AIP	7 AUG 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	2 OCT 2025
		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	10 JUL 2025

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	7 AUG 2025
	1 : 20,000	RWY 21L/03R	AD 2-VTBD-3-5	In AIP	7 AUG 2025
		Chiang Mai Intl			
	1 : 20,000	RWY 18/36	AD 2-VTCC-3-1	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl			
	1 : 12,500	RWY 03/21	AD 2-VTCT-3-1	In AIP	7 AUG 2025
		Phuket Intl			
	1 : 20,000	RWY 09/27	AD 2-VTSP-3-1	In AIP	7 AUG 2025
		Suvarnabhumi Intl			
	1 : 20,000	RWY 01/19	AD 2-VTBS-3-1	In AIP	4 SEP 2025
	1 : 20,000	RWY 02R/20L	AD 2-VTBS-3-3	In AIP	4 SEP 2025
	1 : 20,000	RWY 02L/20R	AD 2-VTBS-3-5	In AIP	4 SEP 2025
		U-Tapao Rayong Pattaya Intl			
		RWY 18/36	AD 2-VTBU-3-1	In AIP	4 SEP 2025
		Hat Yai Intl			
	1 : 20,000	RWY 08/26	AD 2-VTSS-3-1	In AIP	7 AUG 2025
		Lampang			
	1 : 20,000	RWY 18/36	AD 2-VTCL-3-1	In AIP	30 OCT 2025
		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	2 OCT 2025
		Nakhon Si Thammarat			
	1 : 2,000	RWY 01/19	AD 2-VTSF-3-1	In AIP	7 AUG 2025
		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	2 OCT 2025
		Samui			
	1 : 15,000	RWY 17/35	AD 2-VTSM-3-1	In AIP	2 OCT 2025
		Betong			
	1 : 20,000	RWY 07/25	AD 2-VTSY-3-1	In AIP	30 OCT 2025
		Mae Sot			
	1 : 20,000	RWY 09/27	AD 2-VTPM-3-1	In AIP	1 DEC 2022

5.5 Aerodrome Obstacle Chart - ICAO Type B

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Obstacle Chart - ICAO Type B	1 : 100,000	**Betong**	AD 2-VTSY-3-1	In AIP	30 OCT 2025

5.6 Precision Approach Terrain Chart - ICAO

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

5.7 Area Chart - ICAO

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

5.8 Standard Departure Chart - Instrument (SID) - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Don Mueang Intl**			
		RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C	AD 2-VTBD-6-1	In AIP	2 OCT 2025
		RNAV RWY21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-9	In AIP	2 OCT 2025
		RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A	AD 2-VTBD-6-15	In AIP	2 OCT 2025
		RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-23	In AIP	2 OCT 2025
		RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B	AD 2-VTBD-6-29	In AIP	2 OCT 2025
		RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-35	In AIP	2 OCT 2025
		RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D	AD 2-VTBD-6-43	In AIP	2 OCT 2025

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		RNAV RWY 03R - BONVO1D DOS-BU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-49	In AIP	2 OCT 2025
		Chiang Mai Intl			
		RWY 18	AD 2-VTCC-6-1	In AIP	7 AUG 2025
		RWY 36	AD 2-VTCC-6-5	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 18 - ENBAT2S PANTA2S PUMAM2S	AD 2-VTCC-6-9	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 18 - KABMU2S MONLO2S	AD 2-VTCC-6-11	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S	AD 2-VTCC-6-13	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 18 - LAMUN2W VISES2W	AD 2-VTCC-6-17	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N	AD 2-VTCC-6-19	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C	AD 2-VTCC-6-23	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 36 - LAMUN2N VISES2N	AD 2-VTCC-6-27	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 36 - ADLUS2N	AD 2-VTCC-6-29	In AIP	7 AUG 2025
Standard Departure Chart - Instrument (SID) - ICAO		**Mae Fah Luang-Chiang Rai Intl**			
	1 : 750,000	RNAV RWY 03 - BENVI1A DUBEN1A NUMDO1A PONUK1A	AD 2-VTCT-6-1	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B	AD 2-VTCT-6-3	In AIP	26 DEC 2024
		Phuket			
	1 : 800,000	RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A	AD 2-VTSP-6-1	In AIP	10 JUL 2025
	1 : 800,000	RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B	AD 2-VTSP-6-6	In AIP	10 JUL 2025
		Suvarnabhumi Intl			
		RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUN-LI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K	AD 2-VTBS-6-1	In AIP	2 OCT 2025
		RNAV RWY 02L - ALBOS1F BON-VO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEM-BO2F TARED1F UKERA1F UGUVO1F VANKO1F	AD 2-VTBS-6-15	In AIP	2 OCT 2025

GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible services

1.1 The Civil Aviation Authority of Thailand is the responsible authority for the supervision and maintaining Air Traffic Services in the area of responsibility of the Kingdom of Thailand in accordance with ICAO Standard, Recommended Practices and Procedures.

1.2 The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2	- Rules of the Air
Annex 11	- Air Traffic Services
Doc 4444	- Procedures for Air Navigation Services – Air Traffic Management (PANS – ATM)
Doc 8168	- Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)
Doc 7030	- Regional Supplementary Procedures

1.3 Differences to these provisions are detailed in subsection **GEN 1.7**.

2. Area of responsibility

2.1 Air Traffic services are provided for the entire territory of the Kingdom of Thailand, including its territorial waters as well as the airspace over the high seas within the Bangkok FIR.

2.2 In some case, in accordance with the regional air navigation agreement, air traffic services are provided, under the delegated authority, in the airspace within another bordering FIR. Details of such services are provided in section **ENR 2**.

3. Types of services

3.1 The following types of services are provided:

- Flight Information Services (FIS) and Alerting Service (ALRS);
- Area control service; and
- Radar service.

3.2 With the exception of services provided at military air bases, the following types of services are provided at aerodromes:

- Aerodrome Control (TWR);
- Aerodrome Flight Information Services (AFIS); and
- Automatic Terminal Information Service (ATIS) at certain aerodromes.

4. Coordination between the operator and ATS

4.1 Coordination between the operators and ATS is effected in accordance with ICAO Annex 11. When so requested by an international operator, messages (including position reports) received by ATS units and relating to the operation of aircraft for which operational control service is provided by that operator are, so far as is practicable, made available to the operator.

5. Minimum flight altitude

The minimum flight altitudes on the ATS routes listed in section ENR 3, have been determined to ensure at least 1 000 ft (300 m) vertical clearance above the highest known obstacle and the operational capability of the flight support equipment, within the lateral limits of the route within Bangkok FIR and the adjacent areas of adjoining FIRs.

6. ATS units address list

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
1	2	3	4	5	6
Bangkok ACC	Bangkok Area Control Centre 102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9111-2	+662 285 9910	bacc @aerothai.co.th	VTBBZRZX
Bangkok APP	Bangkok Approach Control Centre ATC Complex, Suvarnabhumi Airport, Bang Na-Trad Rd., K.M.15, RajaTheva, Bang-Phli, Samutprakarn 10540	+662 131 3621 +662 131 3622	+662 131 3769 +662 131 3771	bt.safety @aerothai.co.th	-
Suvarnabhumi Air Traffic Control Tower	Suvarnabhumi Air Traffic Control Tower ATC Complex, Suvarnabhumi Airport, Bang Na-Trad Rd., K.M.15, RajaTheva, Bang-Phli, Samutprakarn 10540	+662 131 3610-12	+662 131 3609	bt.safety @aerothai.co.th	VTBSZTZX
Don Mueang Air Traffic Control Tower	Don Mueang Air Traffic Control Tower, Vibhavadi Rangsit Road, Sanambin, Don Mueang, Bangkok 10210	+662 515 3282 +662 515 3288	+662 515 3286	bt.safety @aerothai.co.th	VTBDZTZX
Group of Provincial Approach Air Traffic Control (Chiang Rai Sector) - Chiang Rai Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	chiangraisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Chiang Rai Sector) - Nan Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	chiangraisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Chiang Rai Sector) - Phetchabun Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	chiangraisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Chiang Rai Sector) - Phrae Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	chiangraisector @gmail.com	VTBBZAZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Group of Provincial Approach Air Traffic Control (Khon Kaen Sector) - Khon Kaen Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	khonkaensector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Khon Kaen Sector) - Sakon Nakhon Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	khonkaensector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Khon Kaen Sector) - Loei Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	khonkaensector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Khon Kaen Sector) - Udon Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	khonkaensector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Samui Sector) - Chumphon Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	samuisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Samui Sector) - Nakhon Si Thammarat Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	samuisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Samui Sector) - Surat Thani Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	samuisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Samui Sector) - Samui Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	samuisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Samui Sector) - Trat Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	samuisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Ubon Sector) - Buri Ram Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	ubonsector @gmail.com	VTBBZAZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Group of Provincial Approach Air Traffic Control (Ubon Sector) - Roi Et Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	ubonsector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Ubon Sector) - Ubon Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	ubonsector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Ubon Sector) - Ratchasima Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	ubonsector @gmail.com	VTBBZAZX
Chiang Mai APP	Chiang Mai Approach Chiang Mai Air Traffic Control Centre 60 Sanambin Road Suthep Subdistrict Mueang District Chiang Mai 50200	+665 327 7516	+665 327 7600	cmatcapp @gmail.com	VTCCZAZX
Chiang Mai APP (Chiang Mai Sector) - Lampang APP	Lampang Approach Chiang Mai Air Traffic Control Centre 60 Sanambin Road Suthep Subdistrict Mueang District Chiang Mai 50200	+665 327 7516	+665 327 7600	cmatcapp @gmail.com	VTCCZAZX
Chiang Mai APP (Chiang Mai Sector) - Mae Sot APP	Mae Sot Approach Chiang Mai Air Traffic Control Centre 60 Sanambin Road Suthep Subdistrict Mueang District Chiang Mai 50200	+665 327 7516	+665 327 7600	cmatcapp @gmail.com	VTCCZAZX
Chiang Mai APP (Chiang Mai Sector) - Mae Hong Son APP	Mae Hong Son Approach Chiang Mai Air Traffic Control Centre 60 Sanambin Road Suthep Subdistrict Mueang District Chiang Mai 50200	+665 327 7516	+665 327 7600	cmatcapp @gmail.com	VTCCZAZX
Chiang Mai Tower	Chiang Mai Air Traffic Control Tower Chiang Mai Air Traffic Control Centre 60 Sanambin Road Suthep Subdistrict Mueang District Chiang Mai 50200	+665 327 7776	+665 327 7600	vtcctwr @gmail.com	VTCCZTZX
Mae Sot Tower	Mae Sot Air Traffic Control Tower Mae Sot Airport, Amphoe Mae Sot, Tak 63110	+665 556 3334	+665 556 3335 Ext. 4702	vtpmatc @gmail.com	VTPMZTZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Lampang Tower	Lampang Air Traffic Control Tower 175 Sanambin 1 Road, Phrabat Subdistrict Mueang District, Lampang 52000	+665 482 1525	+665 482 1524 Ext. 4405	vtcltwr @gmail.com	VTCLZTZX
Mae Hong Son Tower	Mae Hong Son Air Traffic Control Tower Nivatephisan Road, Jong Kam Subdistrict, Mueang District, Mae Hong Son 58000	+665 361 2903	+665 361 2904 Ext. 4201	vtchtwr @gmail.com	VTCHZTZX
Chiang Rai Tower	Chiang Rai Air Traffic Control Tower 404 Moo 10, Phaholyothin Road Ban Du Subdistrict, Mueang District, Chiang Rai 57100	+665 379 3972	+665 379 3973 Ext. 4312	vtcttwr @gmail.com	VTCTZTZX
Phrae Tower	Phrae Air Traffic Control Tower Phrae Airport, Chohae Rd, Tambol Nachak, Mueangphrae District, Phrae 54000	+665 453 1306	+665 453 1307 Ext. 4502	vtcptwr @gmail.com	VTCPZTZX
Nan Tower	Nan Air Traffic Control Tower Nan Nakhon Airport, Nan – Thung Chang Road, Moo2, Tambon Pasing, Amphoe Mueang, Nan 55000	+665 477 4185-6	+665 477 4186 Ext. 4604	vtcntwr @gmail.com	VTCNZTZX
Hat Yai APP	Hat Yai Approach Hat Yai Air Traffic Control Centre 100 Moo 3, Khlong La, Klong Hoi Khong, Songkhla 90115	+667 425 1073 +668 1371 0267	+667 425 1339	vtsstwr @gmail.com	VTSSZAZX
Hat Yai APP (Hat Yai Sector) - Trang APP	Trang Approach Hat Yai Air Traffic Control Centre 100 Moo 3, Khlong La, Klong Hoi Khong, Songkhla 90115	+667 425 1073 +668 1371 0267	+667 425 1339	vtsstwr @gmail.com	VTSSZAZX
Hat Yai APP (Hat Yai Sector) - Narathiwat APP	Narathiwat Approach Hat Yai Air Traffic Control Centre 100 Moo 3, Khlong La, Klong Hoi Khong, Songkhla 90115	+667 425 1073 +668 1371 0267	+667 425 1339	vtsstwr @gmail.com	VTSSZAZX
Hat Yai APP (Hat Yai Sector) - Pattani APP	Pattani Approach Hat Yai Air Traffic Control Centre 100 Moo 3, Khlong La, Klong Hoi Khong, Songkhla 90115	+667 425 1073 +668 1371 0267	+667 425 1339	vtsstwr @gmail.com	VTSSZAZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Hat Yai Tower	Hat Yai Air Traffic Control Tower Hat Yai Air Traffic Control Centre 100 Moo 3, Khlong La, Klong Hoi Khong, Songkhla 90115	+667 425 1074 +668 9876 4352	-	vtsstwr @gmail.com	VTSSZTZX
Trang Tower	Trang Air Traffic Control Tower Trang Airport Trang-Palian Road Mueang District, Trang 92000	+667 557 2160 +668 1894 7207	+667 557 2163	vtsstwr @gmail.com	VTSTZTZX
Narathiwat Tower	Narathiwat Air Traffic Control Tower Narathiwat Airport Mueang district Narathiwat 96000	+667 356 5077 Ext. 6600 +668 1896 9837	+667 356 5161 Ext. 6602	vtsstwr @gmail.com	VTSCZTZX
Betong Tower	Betong Air Traffic Control Tower 125 Yarom Subdistrict, Betong District, Yala 95110	+667 323 4900-1 Ext. 6501	+667 323 4902	vtsstwr @gmail.com	VTSYZTZX
Hua Hin APP	Hua Hin Approach Hua Hin Air Traffic Control Center Aeronautical Radio of Thailand Company Limited Phetkasem Road, Amphoe Hua Hin Phachuapkhirikhan 77110	+663 252 0830-1	+663 252 0831 Ext. 5291	aerothaihua-hin@gmail.com	VTPHZAZX
Hua Hin Tower	Hua Hin Air Traffic Control Tower Hua Hin Air Traffic Control Center Aeronautical Radio of Thailand Company Limited Phetkasem Road, Amphoe Hua Hin Phachuapkhirikhan 77110	+663 252 0830-1	+663 252 0831 Ext. 5201	aerothaihua-hin@gmail.com	VTPHZTZX
Trat Tower	Trat Air Traffic Control Tower Aeronautical Radio of Thailand Company Limited 99 Moo3, Tambon Tasom, Khao Saming District Trat 23150	+663 952 5761 +663 952 5763 +668 1936 7805	+663 952 5762 Ext. 5291	aerothaihua-hin@gmail.com	VTBOZTZX
Phetchabun Tower	Phetchabun Air Traffic Control Tower Phetchabun Airport, Tambon Lanbah, Amphoe Lomsak, Phetchabun 67110	+665 671 3700	+665 671 3701 Ext. 7302	vtpbtwr @gmail.com	VTPBZTZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Phuket APP	Phuket Approach Phuket Air Traffic Control Center 200 Village No.6, Mai Khao Sub District, Thalang District Phuket 83110	+667 656 3041-3 +668 5123 6253	+667 656 3038	phuketatc1 @gmail.com	VTSPZAZX
Phuket APP (Phuket Sector) - Krabi APP	Krabi Approach Phuket Air Traffic Control Center 200 Village No.6, Mai Khao Sub District, Thalang District Phuket 83110	+667 656 3041-3 +668 5123 6253	+667 656 3038	phuketatc1 @gmail.com	VTSPZAZX
Phuket APP (Phuket Sector) - Ranong APP	Ranong Approach Phuket Air Traffic Control Center 200 Village No.6, Mai Khao Sub District, Thalang District Phuket 83110	+667 656 3041-3 +668 5123 6253	+667 656 3038	phuketatc1 @gmail.com	VTSPZAZX
Phitsanulok APP	Phitsanulok Approach Phitsanulok Air Traffic Control Centre Sanambin Rd, Tambol Aranyik, Mueang District, Phitsanulok 65000	+665 530 1425	+665 530 1450	pslatc @gmail.com	VTPPZAZX
Phitsanulok APP (Phitsanulok Sector) - Sukhothai APP	Sukhothai Approach Phitsanulok Air Traffic Control Centre Sanambin Rd, Tambol Aranyik, Mueang District, Phitsanulok 65000	+665 530 1425	+665 530 1450	pslatc @gmail.com	VTPPZAZX
Phitsanulok APP (Phitsanulok Sector) - Tak APP	Tak Approach Phitsanulok Air Traffic Control Centre Sanambin Rd, Tambol Aranyik, Mueang District, Phitsanulok 65000	+665 530 1425	+665 530 1450	pslatc @gmail.com	VTPPZAZX
Phitsanulok Tower	Phitsanulok Air Traffic Control Tower Phitsanulok Air Traffic Control Centre Sanambin Rd, Tambol Aranyik, Mueang District, Phitsanulok 65000	+665 526 6381	+665 530 1450	pslatc @gmail.com	VTPPZTZX
Sukhothai Tower	Sukhothai Air Traffic Control Tower Sukhothai Airport, 99 Moo 4, Klong Krachong, Swankhalok District, Sukhothai 64110	+665 564 7227	+665 564 7222	vtpotwr @gmail.com	VTPOZTZX
Tak Tower	Tak Air Traffic Control Tower, Tak Airport, Amphoe Mueang, Tak 63000	+665 551 5312	+665 551 5311	vtpttwr @gmail.com	VTPTZTZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Surat Thani Tower	Surat Thani Tower Surat Thani Air Traffic Control Centre Tambon Huatoei, Amphoe Phunphin Surat Thani 84130	+667 744 1130 +668 9873 9982 +668 9874 0768	+667 744 1130	surat.tower @gmail.com	VTSBZTZX
Samui Tower	Samui Air Traffic Control Tower Samui Airport Amphoe Koh Samui, Surat Thani 84320	+667 742 8519 +668 9874 0964 +668 1912 5933	+667 742 8519	samui.tower @gmail.com	VTSMZTZX
Nakhon Si Tham-marat Tower	Nakhon Si Thammarat Air Traffic Control Tower Tambon Pak Phun, Amphoe Mueang, Nakhon Si Thammarat 80000	+667 535 5637 +668 9874 1041 +669 0980 3475	+667 535 5637	nakhon.tower @gmail.com	VTSFZTZX
Chumphon Tower	Chumphon Air Traffic Control Tower Chumphon Airport Amphoe Pathiu, Chumphon 86160	+667 759 1311 +668 9874 0776 +666 5826 6890	+667 759 1311	chumphon.tower @gmail.com	VTSEZTZX
Phuket Tower	Phuket Air Traffic Control Tower 200 Village No.6, Mai Khao Sub District, Thalang District Phuket 83110	+667 656 3032-4 +668 1832 1826	+667 656 3029	vtsptower @gmail.com	VTSPZTZX
Krabi Tower	Krabi Air Traffic Control Tower, Krabi Airport, Amphoe Naua Khlong Krabi 81130	+667 570 1542 +668 1829 4972	+667 570 1541	kbi.twr @gmail.com	VTSGZTZX
Ranong Tower	Ranong Air Traffic Control Tower Ranong Airport Phetchakasem Road, Ranong 85000	+667 786 2265 +668 1935 1275	+667 782 2264 Ext. 5402	vtsrtwr @gmail.com	VTSRZTZX
Udon Thani Tower	Udon Thani Air Traffic Control Tower Udon Thani Airport, Mak Khaeng Subdistrict, Mueang District, Udon Thani 41000	+664 224 9735	+664 224 6803 Ext. 7109	udontower @gmail.com	VTUDZTZX
Khon Kaen Tower	Khon Kaen Air Traffic Control Tower Khon Kaen Airport, Ban Pet Subdistrict, Mueang District, Khon Kaen 40000	+664 346 8218	+664 346 8219	atc_kkn @hotmail.com	VTUKZTZX
Loei Tower	Loei Air Traffic Control Tower Loei Airport, Na An Subdistrict, Mueang District, Loei 42000	+664 281 4639	+664 281 5579	atc_loy @hotmail.com	VTULZTZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Nakhon Phanom Tower	Nakhon Phanom Air Traffic Control Tower, Nakhon Phanom Airport, Nasai Subdistrict, Mueang District, Nakhon Phanom 48000	+664 253 1588	+664 253 1589	atc_nkp @hotmail.com	VTUWZTZX
Sakon Nakhon Tower	Sakon Nakhon Air Traffic Control Tower Sakon Nakhon Airport, That Na Weng Subdistrict, Mueang District, Sakon Nakhon 47000	+664 271 6573	+664 271 6574 Ext. 7602	atc_skn @hotmail.com	VTUIZTZX
Ubon Tower	Ubon Air Traffic Control Tower Ubon Ratchathani Air Traffic Control Centre Ubon Ratchathani Airport, Mueang District, Ubon Ratchathani 34000	+664 524 0460	+664 525 6553	vtuutwr @gmail.com	VTUUZTZX
Roi Et Tower	Roi Et Air Traffic Control Tower, Roi Et Airport Roi Et-Phonthong Road, Nongphok, Thawatburi, Roi Et 45170	+664 351 8408	+664 351 8409	vtuvtower @gmail.com	VTUVZTZX
Ratchasima Tower	Nakhon Ratchasima Air Traffic Control Centre Nakhon Ratchasima Airport Chaloem Phra Kiat, Nakhon Ratchasima 30230	+664 425 5662	+664 425 6576	nr.pm2atc @gmail.com	VTUQZTZX
Buri Ram Tower	Buri Ram Air Traffic Control Tower Buri Ram Airport, Satuk, Buri Ram 31150	+664 466 6360	+664 466 6361	nr.pm2atc @gmail.com	VTUOZTZX
U-Tapao APP	U-Tapao Approach, U-Tapao Rayong Pattaya International Airport, 70 moo.2 Phala Banchang Rayong 21130	+663 824 5196 +668 3615 2615	+663 824 5193	baseops01utapao @gmail.com	VTBUZPZX
U-Tapao Air Traffic Control Tower	U-Tapao Air Traffic Control Tower, U-Tapao Rayong Pattaya International Airport, 70 moo.2 Phala Banchang Rayong 21130	+663 824 5190 +668 8669 9221	+663 824 5193	baseops01utapao @gmail.com	VTBUZPZX

7. Air Traffic Services

7.1 The Aeronautical Radio of Thailand Limited provides, operates and maintains the equipment and services for provision of:

- Area control service within Bangkok FIR as detailed in ENR 2.1-1
- Aerodrome control and approach control at all civil airports.

7.2 Royal Thai Navy provides, operates and maintains the equipment and services for provision of Aerodrome control and approach control at U-Tapao Rayong Pattaya International Airport.

7.3 IFR flights operating into Bangkok International Airport remain under the jurisdiction of the Area Control Centre until reaching a predetermined point agreed by the ATC units, after which Bangkok Approach Control assumes jurisdiction; outbound flights will remain under the jurisdiction of Bangkok Approach Control while in the control zone or until such time as the aircraft has been instructed to change over to the Area Control Centre radiotelephony frequency.

7.4 The airspace of Thai territory, including adjacent territorial waters, comprises a single FIR (Bangkok FIR). Air Traffic Control services are exercised only in controlled airspace.

7.5 The description of the airspace designated for air traffic purposes is found in several tables, all forming part of ENR 2.

8. Special Communication Procedures

In order to ensure appropriate separation planning by Bangkok Area Control Centre, pilots of all eastbound traffics shall contact Bangkok control at least 15 minutes prior to entering the FIR on the following frequencies;

airways L507, G463, P646, L524, L877, L301 and M502 on frequency 120.95 MHz and airways M626 on frequency 118.35 MHz.

Avoidance of Unnecessary TCAS RA Warning: Aircraft shall strictly use rate of climb or rate of descent at 1500 FPM or less within 2000ft to the assigned altitude or flight level, then use rate of climb or rate of descent at 1000 FPM or less within 1000ft 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.

9. Restricted Airspace and Danger Areas

Prohibited areas, restricted areas and danger areas within Bangkok FIR are listed in **ENR 5.1**. Activation of areas subject to intermittent activity is notified well in advance by NOTAM giving reference only to the designation of the area.

10. Thailand Air Defense Identification Zone (TADIZ)

10.1 The Thailand Air Defense Identification Zone (TADIZ) is hereby established to cover the airspace over the land and sea areas starting on the Thai border at 100000N thence along the national border between the Kingdom of Thailand and Myanmar, Laos, Cambodia to the coast 113900N1025500E then to 094830N1014630E 085200N1021300E 082900N1024300E 074930N1030530E 072200N1034230E 072000N1033900E 070300N1030600E 065300N1023400E 065000N1022112E 062748N1020936E 062730N1021000E 061430N1020536E thence westward along the national border between the Kingdom of Thailand and Malaysia to 062524N100000E 063200N0995300E 062830N0993912E 063012N0993324E 062854N0993042E 061824N0992730E 061618N0991918E 061800N0990642E 071500N0980000E 094500N0963830E 094035N0972636E 093215N0975620E 093015N0980600E 093520N0981300E 094300N0981610E 094910N0981950E 095400N0982430E 095700N0982730E 095510N0983200E 095610N0983305E then to the starting point (see GEN 3.3-4).

10.2 Since Bangkok Area Control Centre (VTBBZRZX) requires flight plans for all aircraft, IFR or VFR, operating into Bangkok FIR, it is compulsory that all aircraft, destined for an aerodrome within TADIZ or overflying TADIZ to submit flight plans at the point of departure for relaying to Bangkok Area Control Centre.

10.3 Aircraft flying along the airways shall report at the normal reporting points. Aircraft approaching TADIZ off airways shall report the estimated time over TADIZ boundary at least 10 minutes in advance.

10.4 If unable to establish and maintain radio communication with appropriate ATC agency, the pilot may contact the nearest Ground Control Intercept (GCI) frequency 127.0 and 331.3 MHz site for positive identification prior to entering TADIZ.

10.5 Aircraft will be intercepted by Royal Thai Air Force interceptors if:

- They do not adhere to the Air Defense Identification Procedures or the Air Traffic Control Regulations and Procedures.
- They deviate from their current flight plan, fail to passing over a point, or operate 10 NM over land or 20 NM over sea from the centre line of the airway assigned.

10.6 The aircraft which is intercepted by RTAF interceptors shall strictly comply with the interception procedure in accordance with Annex 2, Chapter 3 paragraph 3.8. The visual signal in accordance with Appendix 1 paragraph 2 will be used if direct communication between

interceptors and intercepted aircraft can not be established. (see ENR 1.12-3).

10.7 Aircraft under interception will be attacked if they fail to obey any instructions given by RTAF interceptors.

10.8 The authority of the RTAF will not be responsible for any damage caused to aircraft by the interceptors of other devices.

10.9 The owner of the aircraft will be charged for expenditures used by the interceptors sent up to investigate and identify.

11. VIP Flight

11.1 In order to facilitate the movement of VIP flight into and out of Bangkok and to conform to the times shown in the Ceremonial Reception Schedule, the Air Traffic Service Units concerned are authorized to provide special priority for all VIP flights over all other normal traffic within their spheres of responsibility.

11.2 The term “VIP flight” refers to the flights of the following persons:

- His Majesty the King;
- Her Majesty the Queen;
- The Royal Family; and
- Prime Minister or Heads of Foreign Government.

11.3 A NOTAM showing the schedule of the VIP flight movement will be issued in advance.

11.4 Other flights will be subjected to approximately 15 minutes delay prior to or after, the scheduled movement of the VIP aircraft, “except military escort aircraft which is under RTAF Escort Regulations”.

11.5 When a VIP flight is made within Bangkok FIR either inside or outside controlled airspace, special temporary airway normally 10 NM wide will be established for that part of the route designated as PINK Airways, procedures are as follows:

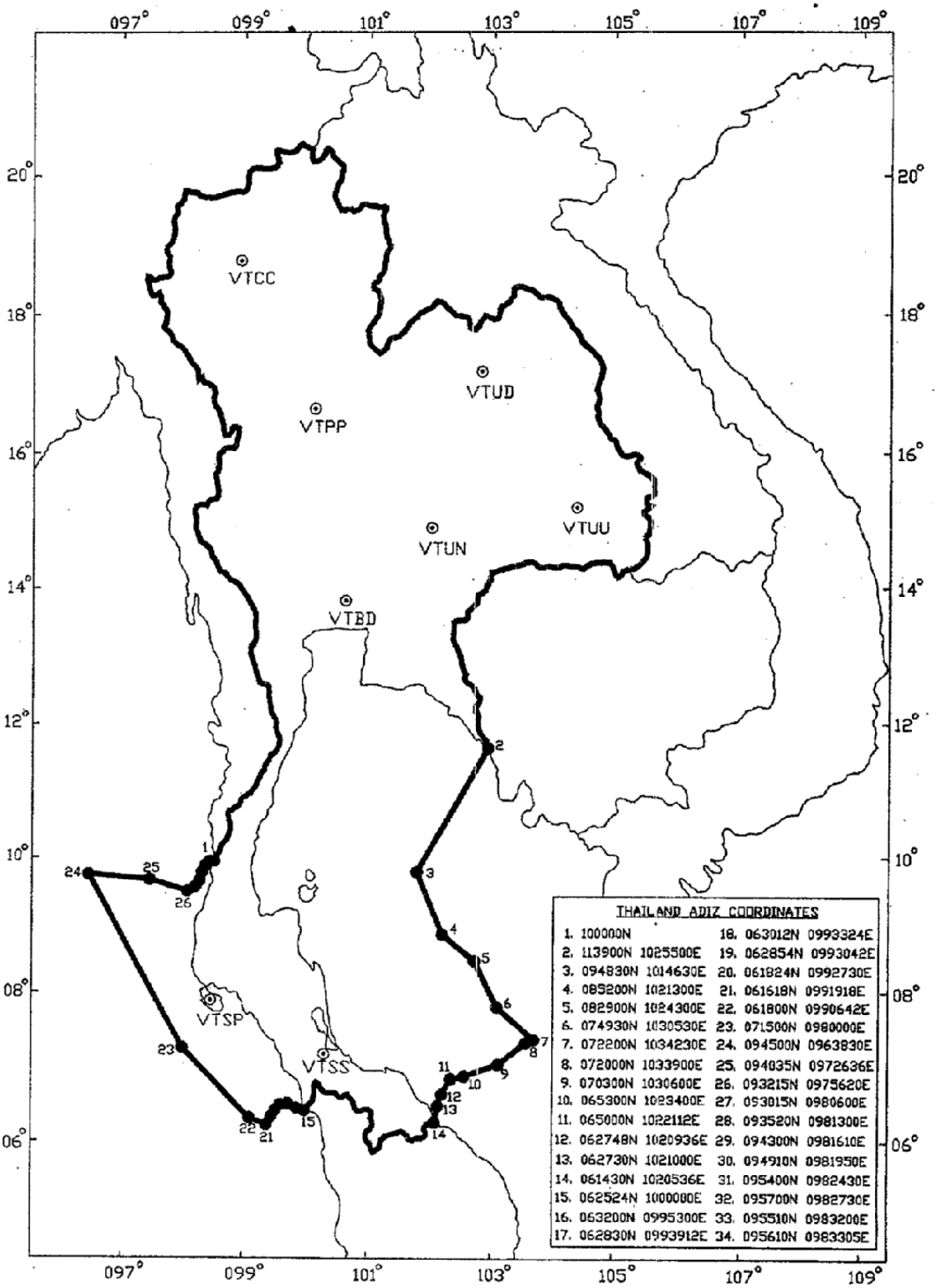
- PINK Airways will be notified by NOTAM consisting of:

  a) Airways expressed the point of departure and destination;
  b) Period of operation 15 minutes before estimated time of departure and 15 minutes after the VIP aircraft has passed the known position on the established route; and
  c) Blocked altitude 2000 ft above and below flight level specified by flight plan.

  Remarks:“The commander of the escort flight shall have final authority for conduction flight in and out of the PINK Airways as necessary to fulfill the RTAF Escort Regulations”.

- Delay of flight will be notified every 10 minutes by unit concerned.
- Flight plan of VIP flight, irrespective of weather condition, must be filed in IFR as much as practicable.
- No clearance given to aircraft in the vicinity of a VIP flight.

12. **THAILAND AIR DEFENSE IDENTIFICATION ZONE**



ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT

1. AIR TRAFFIC FLOW MANAGEMENT (ATFM) SERVICE AND BANGKOK AIR TRAFFIC FLOW MANAGEMENT UNIT (BANGKOK ATFMU)

1.1 Introduction

1.1.1 This introduces an overview of air traffic flow management (ATFM) services within the Bangkok FIR by Bangkok ATFM Unit. Content provided includes an introduction to ATFM service, triggering and dissemination of ATFM measures, exemption of flights, Ground Delay Program (GDP) procedure, and important contact information.

1.1.2 Note that content herein provides only a general description of ATFM services, and stakeholders (airspace users, airport operators) should consult associated NOTAM, AIC or ATFM Daily Plan for detailed information whenever an ATFM measure is triggered within the FIR.

1.2 Provision of ATFM Services

1.2.1 ATFM services are services provided to balance air traffic demand against ATM resource (airspace or airport) capacity. This is achieved through issuance of various ATFM measures as defined in ICAO Doc 9971 – Manual on Collaborative ATFM. These ATFM measures include Minutes-in-Trail, Miles-in-Trail, Minimum Departure Interval, Ground Delay Program through issuance of Calculated Take-Off Time (due to airspace or airport constraint), Fix Balancing, Speed / Altitude Control, and other applicable ATFM measures. Planning of ATFM service is conducted by the ATFM Unit, while the provision of the service – such as issuance of ATFM measure – may be provided by the ATFM Unit or the ATS Unit depending on the nature of the ATFM measure in place.

1.2.2 For the Bangkok FIR, the ATFM services are provided by Aeronautical Radio of Thailand Ltd (AEROTHAI) from Bangkok Air Traffic Flow Management Unit (Bangkok ATFMU). The services provided comprise preparation and distribution of ATFM Daily Plan (ADP), planning and issuance of ATFM measures to balance demand and capacity in airspace sectors and airports, monitoring and post-operations analysis of ATFM measure compliance, and the provision of ATFM service for westbound flights transiting Kabul FIR between 2000UTC and 2359UTC as specified in subsection 2 of this AIP section. Note that while ATFM measures are in effect, both international and domestic flights may be subjected to such measures. As Bangkok ATFMU operates on a 24-hour basis, ATFM measures may be initiated as and when necessary.

1.2.3 Bangkok ATFMU will exercise due diligence to ensure stakeholders - both local and international - are included or kept updated throughout the decision-making process relating to ATFM services.

1.3 Triggering of ATFM measures

1.3.1 An ATFM measure may be triggered when Bangkok ATFMU determines that there will be a demand-capacity imbalance situation at a particular ATM resource. The imbalance may be due to, inter alia, planned airspace or airport closure, special event affecting airport operations, and adverse weather.

1.3.2 Insofar as possible, Bangkok ATFMU will provide advance notification of an ATFM measure to be initiated and its effective period. In the case of pre-planned events, such as annual Children's Day air display or annual joint military air exercise, an AIP Supplement and / or NOTAM will be issued informing stakeholders of ATFM measure to be used. In the case of unplanned events, such as forecast adverse weather, an ATFM Daily Plan (ADP) and / or NOTAM will be issued to provide advance notification. The ADP will be issued via e-mail to stakeholders' key point of contact as well as published on the ATFM website (https://atfm.aerothai.aero).

1.4 Flights Exempted from ATFM Services

1.4.1 The following flights are exempted from the ATFM procedures:

a) Flights experiencing an emergency, including aircraft subjected to unlawful interference;
b) Flights in search and rescue or fire-fighting missions;
c) Urgent medical evacuation flights specifically declared by medical authorities where flight delays would put the life of the patients at risk;
d) Flights with "Head of State" status; and
e) Other flights as may be determined by the appropriate authority.

Note: *After medical flights have completed their mission; they should be subject to ATFM measures. Scheduled patient transfer flights are, by nature, non-urgent and should not be given priority under normal operational situation.*

1.4.2 Airspace Users uncertain whether their flights should be exempted should contact Bangkok ATFMU for clarification.

1.5 Accessing ATFM Website

1.5.1 ATFM related information, especially the ADPs and CTOTs, will be published on the ATFM website at https://atfm.aerothai.aero. The website requires Airspace Users to have an account to manage their CTOTs. Workshops have been conducted for stakeholders on the use of the website; reference materials including manuals and instructions are provided on the landing page of the website which can be accessed without user accounts.

1.5.2 Should stakeholders require support on accessing the ATFM website, requests can be made to the Bangkok ATFMU via e-mail (atfmu@bobcat.aero) for support.

1.6 Procedure for Ground Delay Program (GDP) through issuance of Calculated Take-Off Time (CTOT)

One of the key ATFM measures used by Bangkok ATFMU to balance traffic demand against congested resource capacity is Ground Delay Program (GDP) through the issuance of Calculated Take-Off Time (CTOT). CTOTs are calculated based on expected arrival times of flights at the congested resource, adjusted to achieve suitable flow rate, and should provide airspace users with awareness of their departure times. When GDP is activated, all relevant stakeholders (ATS units, airspace users, airport operators, and ground handlers) are requested to adhere to the following procedure:

1.6.1 Flight Plan (FPL) for flights within any portion of the Bangkok FIR, inclusive of overflights and those departing from or landing at aerodromes in Thailand, should be submitted not less than 3 hours prior to the Estimated Off-Block Time (EOBT) except where necessary for operational and technical reasons.

1.6.2 For the flights expected to be subjected to ATFM measures, Delay Message (DLA) should be transmitted when the departure of an aircraft, for which the basic flight plan data (FPL) has been sent, is delayed by more than 15 minutes after the Estimated Off-Block Time contained in the latest submitted basic flight plan data.

1.6.3 Prior to the activation of Ground Delay Program (GDP), an ATFM Daily Plan (ADP) will be distributed to all stakeholders via provided e-mail addresses as well as published on the ATFM website (https://atfm.aerothai.aero).Should the e-mail address not be updated, stakeholders can contact Bangkok ATFMU to make necessary revision.

1.6.4 On the day of operations, when possible, Bangkok ATFMU will host a web conference to discuss the GDP operations.When such a conference is to be conducted, the web conference address will be included in the ADP.

1.6.5 CTOT information will be published on the ATFM website at https://atfm.aerothai.aero as well as distributed to registered e-mail and AFTN addresses.

1.6.6 For flights with CTOTs, crews shall plan their flights to be ready for push-back at an appropriate timing such that Take-Off Time (TOT) will be in compliance with CTOT.

1.6.7 For flights with CTOTs and departing from aerodromes within Bangkok FIR, follow additional push-back and start-up clearance delivery requirements as follows:

a) For flights departing from VTBS, VTBD obtain ATC clearance at least 25 minutes prior to CTOT and request push-back/start-up according to the Target Start-Up Approval Time (TSAT) issued by the airport operator.
b) For flights departing from VTSP, obtain ATC clearance at least 25 minutes prior to CTOT and request push-back/start-up at least 20 minutes prior to CTOT.
c) For flights departing from other airports in Bangkok FIR, obtain ATC clearance at least 20 minutes prior to CTOT and request push-back/start-up at least 15 minutes prior to CTOT.
d) ATC shall provide best assistance to ensure flights complying with the above timeframe can takeoff within CTOT compliance window. Failure to comply with the above timeframe may result in further gate holding, and ATC may request crews to obtain new CTOT using ATFM website through their flight operations / dispatch.

1.6.8 Flights with CTOTs operating out of an A-CDM airport, where CTOT is integrated into the A-CDM process, are advised to comply with the local A-CDM procedure.

1.6.9 CTOT compliance windows are provided for ATC at the departure airport to accord operational flexibility in handling airport traffic conditions. CTOT compliance windows are defined as:

a) -5/+10 minutes for CTOTs assigned in response to constrained arrival airports;
b) -5/+5 minutes for CTOTs assigned in response to constrained airspace volumes.

Insofar as practicable, ATC shall manage flights to depart as close to the CTOT as possible.

1.6.10 Should there be any change to flight's operating time (CHG, DLA), airspace user shall revise the Estimated Off-Block Time (EOBT) through the ATFM website to obtain a new CTOT prior to ATC Clearance request to avoid excessive delay. As a general rule, airspace users are responsible for new CTOT requests through the ATFM website while their aircraft are still at the parking bays (before off-block); once the aircraft has been cleared for pushback, ATC shall assist in obtaining new CTOT if needed due to ground movement issues.

1.6.11 For flights originally operating outside of the GDP period but delaying into it, airspace users shall contact Bangkok ATFMU to obtain CTOT as soon as possible and prior to clearance delivery. If uncertain whether the flight should be subjected to GDP, contact Bangkok ATFMU to verify.

1.7 Bangkok ATFMU Users Manual

Bangkok ATFMU Users Manual provides details information and procedure regarding ATFM operations. The updated manual can be downloaded at the ATFM website https://atfm.aerothai.aero.

1.8 Bangkok Air Traffic Flow Management Unit

1.8.1 Bangkok ATFMU is staffed 24 hours and may be contacted via the following:

Unit Name:	Bangkok ATFMU
Tel:	+662 287 8024
Contingency Mobile:	+668 1829 5256
AFS:	VTBBZDZX
E-mail:	atfmu@bobcat.aero
Website:	https://atfm.aerothai.aero

2. AIR TRAFFIC FLOW MANAGEMENT PROCEDURES OVER BAY OF BENGAL, SOUTH ASIA AND PAKISTAN THROUGH KABUL FIR

2.1 Introduction

2.1.1 The States of the ICAO Asia/Pacific Region, which have westbound nighttime flights operating through the Kabul FIR between 2000UTC and 2359UTC, are re-activating the integrated Air Traffic Flow Management (ATFM) service using the Bay of Bengal Cooperative ATFM System (BOBCAT).

2.2 Provision of ATFM services for flights transiting Kabul FIR (BOBCAT ATFM)

2.2.1 As one of the ATFM services provided, Bangkok ATFMU provides ATFM service for westbound flights intending to transit Kabul FIR between 2000 UTC and 2359 UTC daily. The service provided includes calculation, promulgation, and management of mandatory Calculated Take-Off Time (CTOT) and flight level, ATS route, and Calculated Time-Over (CTO) at entry waypoint for entry into Kabul FIR for each affected flight.

2.2.2 Air Navigation Service Providers (ANSPs) retain responsibility for the tactical management of flights that are subjected to this ATFM measure. In discharging tactical responsibilities, ANSPs will manage non-ATFM compliant flights using delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.

2.2.3 Bangkok ATFMU utilizes the automated, web-based BOBCAT in providing ATFM service in the Kabul FIR. These responsibilities will be managed in coordination with airspace users and ANSPs concerned.

2.2.4 This section describes in greater detail the procedures involved in the BOBCAT ATFM service.
The objectives of this service are to:

a) Reduce ground and enroute delays;
b) Maximize capacity and optimize air traffic flow through Kabul FIR;
c) Provide an informed choice of routing and flight level selection;
d) Alleviate unplanned in-flight re-routing and technical stops; and
e) Assist regional ANSPs in planning for and managing workload in handling increased air traffic flow through Kabul FIR.

2.3 BOBCAT ATFM-affected ATS routes, flight levels, and applicable period

2.3.1 All westbound flights intending to enter the Kabul FIR between 2000UTC and 2359UTC daily on ATS routes and flight level in Table 1 shall comply with the BOBCAT ATFM procedures contained herein. This includes a mandatory requirement for all flights to obtain a specific ATFM slot allocation – CTOT, CTO at Kabul FIR entry waypoint, allocated flight level, and allocated ATS route – from the Bangkok ATFMU for entry into Kabul FIR during the period above mentioned.

Table 1: ATS Route and Flight Levels Requiring ATFM Slot Allocation

Routing through the Kabul FIR	Metering Waypoint(s)	Flight Levels
M875 – TAPIS – L509	LAJAK	FL320, FL340, FL360, FL380, FL400
N644	DOBAT	FL320, FL340, FL360, FL380, FL400
L750	BIROS	FL320, FL340, FL360, FL380, FL400
P628	ASLUM	FL320, FL340, FL360, FL380, FL400
UL333	SERKA	FL320, FL340, FL360, FL380, FL400

Note: *Flight Levels availability may be subject to change through amendments of the Kabul FIR Contingency Arrangement. In the interim, the BOBCAT system homepage would display the updated information, along with flight level.*

2.3.2 Flights that plan to enter Kabul FIR without an ATFM slot allocation – CTOT, CTO at Kabul FIR entry waypoint, allocated flight level, and allocated ATS route – will be accommodated only after flights with slots have been processed. Such flights should expect delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.

2.4 Flights exempted from BOBCAT ATFM

2.4.1 The following flights are exempted from BOBCAT ATFM procedures:

a) flights experiencing an emergency, including aircraft subject to unlawful interference;
b) flights on search and rescue (SAR) or rescue and firefighting (RFF) missions;
c) urgent medical evacuation flights specifically declared by medical authorities where flight delays would put the life of patients at risk;
d) flights with “Head of State” status; or,
e) other flights specifically identified by State authorities.

Note: *After medical flights have completed their mission; they should be subject to ATFM measures. Scheduled patient transfer flights are, by nature, non-urgent and should not be given priority under normal operational situation.*

2.4.2 Airspace users uncertain whether their flights should be exempted should contact Bangkok ATFMU for clarification.

2.5 Mandatory CTOT and Kabul FIR slot allocation

2.5.1 Affected flights shall obtain the mandatory Kabul FIR slot allocation – CTOT, CTO at Kabul FIR entry waypoint, and allocated flight level and ATS route from the BOBCAT system. The Kabul FIR slot allocation will enable ANSPs to tactically control westbound flights transiting the Kabul FIR at specified times by assigning minimum spacing requirements at specified FIR boundary waypoints of the Kabul FIR.

2.5.2 The application, calculation, and distribution of CTOT and associated Kabul FIR entry waypoint slot allocations will be managed via internet access to the BOBCAT system in accordance with the BOBCAT ATFM operating procedures in section 2.6.

2.6 BOBCAT ATFM operating procedures

2.6.1 All affected flights are required to submit slot requests to the BOBCAT system by logging into https://www.bobcat.aero between 0000 UTC and 1159 UTC on the day of flight and completing the electronic templates provided.

2.6.2 Affected operators who do not have dedicated BOBCAT username/password access should complete the attached application form in Appendix A and email the form to the Bangkok ATFMU as soon as possible.

2.6.3 Slot Allocation Process

The slot allocation is divided into 3 phases, namely; the slot request submission, initial slot allocation, and slot distribution to aircraft operators and ANSPs.

a) Slot Request Submission

– Slot requests including preferred ATS route, flight level and Maximum Acceptable Delay (MAD) should be lodged between 0000UTC and 1159UTC on the day of flight. Slot requests may subsequently be amended prior to the cut-off time of 1200UTC. Aircraft operators are encouraged to submit additional slot request options in case their first choice is not available. This may include variations to ATS route, flight level and MADs.
– Slot requests shall be for flight parameters that are able to be met by the flight. For example, flights requesting a slot at FL360 must be able to enter Kabul FIR at FL360. Flight subsequently unable to meet slot parameters (flight level, ATS route, or CTO at Kabul FIR entry waypoint) should expect non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.
– Flights that were not allocated a slot in the initial slot allocation, are not satisfied with the allocated slot or did not submit a slot request should select slots from the listing of remaining unallocated slots available immediately after slot distribution has been completed.

b) Slot Allocation and Distribution

– Slot allocation will commence at the cut-off time of 1200UTC. BOBCAT will process and generate the slot allocation based on the information submitted in the slot requests. Notification of slot allocation will be made not later than 1230UTC via the BOBCAT ATFM website via AFTN using Slot Allocation Message (SAM) in accordance with the Asia/Pacific AFTN/AMHS-Based Interface Control Document.
– After the slot allocation has been published at https://www.bobcat.aero, airspace users can:

• Use the slot allocation result for ATS flight planning purposes,
• Cancel the allocated slot and/or,
• Change slot allocation to another available slot in the published list of unallocated slots.

c) ATS and AIS Units involved within Bangkok FIR (e.g. Bangkok Area Control Centre, Aerodrome Control at the departure airports, AIS Headquarters, AIS Briefing Office, Air Traffic Services Reporting Office, and Base Operations) can also view the slot allocation results at https://www.bobcat.aero or https://atfm.aerothai.aero/ctotdistributor.

2.6.4 Submission of ATS Flight Plan

a) Once aircraft operators are in receipt of the slot allocation, they shall submit the ATS flight plan using the time, ATS route and flight level parameters of the BOBCAT allocated slot.
b) In addition to normal AFTN addressees, operators should also address flight plan (FPL) and related ATS messages (e.g. DLA, CNL, CHG) to the Bangkok ATFMU via AFTN address VTBBZDZX for all flights that have submitted a slot request.

2.7 Aircraft operator / pilot-in-command and ANSP responsibilities

Aircraft Operator / Pilot-in-Command

2.7.1 In accordance with ICAO PANS ATM provisions, it is the responsibility of the Pilot-in-Command (PIC) and the airspace user to ensure that the aircraft is ready to taxi in time to meet any required departure time. PIC shall be kept informed by their operators of the CTOT, CTO at Kabul FIR entry waypoint, and flight parameters (route, flight level) allocated by BOBCAT.

2.7.2 The PIC, in collaboration with ATC, shall arrange take-off as close as possible to CTOT in order to meet the allocated CTO at Kabul FIR entry waypoint.

2.7.3 For flights with CTOTs from BOBCAT operating out of an A-CDM airport, where the CTOT is integrated into the A-CDM process, PIC are advised to comply with the local A-CDM procedure.

Air Navigation Service Providers (ANSPs)

2.7.4 In accordance with ICAO PANS ATM provisions, flights with an ATFM slot allocation should be given priority for take-off to facilitate compliance with CTOT.

2.7.5 CTOT shall be included as part of the initial ATC clearance. In collaboration with the PIC, Aerodrome Control shall ensure that every opportunity and assistance is granted to a flight to meet CTOT and allocated CTO at Kabul FIR entry waypoint.

2.7.6 Flight Data Management Centre (FDMC) shall forward the flight plan information to the Bangkok ATFMU at AFTN address VTBBZDZX

2.8 Coordination procedure between aircraft operator / pilot in command, ANSPs, and Bangkok ATFMU to be applied within the Bangkok FIR

2.8.1 Bangkok ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for NOTAMs regarding any planned activities that may affect slot availability (e.g. reservation of airspace / closure of airspace, non-availability of routes, etc).

2.8.2 Bangkok ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for ATS messages (e.g. FPL, DEP, DLA, CHG, CNL) relating to flights subject to ATFM procedures.

2.8.3 Prior to departure and before obtaining an Airway Clearance, in circumstances where it becomes obvious that the allocated Kabul FIR slot parameters will not be met, a new slot allocation should be obtained as soon as possible. To avoid frequency congestion, this should be obtained primarily via aircraft operators / flight dispatchers; otherwise Ground Control or Clearance Delivery may be asked for assistance in the coordination with Bangkok ATFMU as an alternative. Early advice that the allocated Kabul FIR slot parameters will be missed also enables the slots so vacated to be efficiently reassigned to other flights.

2.8.4 The PIC shall include the CTOT in the initial ATC clearance request.

2.8.5 A missed slot results in considerable increase in coordination workload for ATC and PIC and should be avoided. To minimize coordination workload in obtaining a revised slot allocation, if the flight is still at the gate and an Airway Clearance has been obtained, PIC shall advice Ground Control of the missed slot and obtains new CTOT as specified in 2.8.3. If it becomes essential, the ATC Clearance may be cancelled.

2.8.6 Prior to departure and after the aircraft has left the gate, in the event that the aircraft is unable to meet the allocated Kabul FIR slot parameters, when requested by the PIC, Aerodrome Control shall assist the PIC in coordination with Bangkok ACC and Bangkok ATFMU for a revised slot allocation.

2.8.7 PIC shall adjust cruise flight to comply with slot parameters at the Kabul FIR entry waypoint, requesting appropriate ATC clearances including speed variations in accordance with published AIP requirements.

2.9 BOBCAT ATFM operations for departing aircraft from Aerodromes within Bangkok FIR

2.9.1 For flights with CTOTs from BOBCAT and departing from aerodromes within Bangkok FIR, follow additional push-back and start-up clearance delivery requirements as stipulated in paragraph 1.5.7 of this ENR 1.9.

2.10 Basic Computer Requirement

2.10.1 Aircraft Operators and ATS units involved are required to have a device capable of connecting to the BOBCAT website https:// www.bobcat.aero via the internet, using the following minimum web browser software (supported with security patches):

a) Microsoft edge version 129 or newer; or
b) Google Chrome version 137 or newer; or

c) Safari version 18.5 or newer

2.11 ATFM Users Handbook

2.11.1 Supporting documentation, including detailed information in respect of the BOBCAT ATFM operations described above and other pertinent information has been included in the Bay of Bengal and South Asia ATFM Handbook (the “ATFM Users Handbook”), available at https://www.bobcat.aero.

2.11.2 ANSPs and aircraft operators shall ensure that they are conversant with and able to apply the relevant procedures described in the ATFM Users Handbook.

2.12 Contingency Procedures

2.12.1 In the event that an aircraft operator or ATS unit is unable to access the BOBCAT website, Bangkok ATFMU shall be contacted via the alternative means (telephone, AFTN) described in 2.14.

2.12.2 Contingency procedures for submission of slot request, including activation of Contingency Slot Request Templates (CSRT), are included in the ATFM Users Handbook.

2.12.3 In the event of BOBCAT system failure, Bangkok ATFMU shall notify all parties concerned and advise that BOBCAT ATFM slot allocation procedures are suspended. In this event, all parties concerned will revert to the existing ATM procedures as applicable outside the daily period of ATFM metering.

2.13 BOBCAT ATFM System Fault Reporting

2.13.1 An ATFM system fault is defined as a significant occurrence affecting an ATS unit, an aircraft operator or ATFMU resulting from the application of ATFM procedures.

2.13.2 Aircraft operators and ATS units involved in Bangkok FIR, experiencing an ATFM system fault should complete an ATFM System Fault Report Form from the ATFM Users Handbook and forward it to the Bangkok ATFMU at the address indicated on the form. Bangkok ATFMU will analyze all reports, make recommendations/suggestions as appropriate and provide feedback to the parties concerned to enable remedial action.

2.14 Bangkok ATFMU Contact Information

Bangkok ATFMU may be contacted via the following:

Unit Name:	Bangkok ATFMU
Tel:	+662 287 8024
Contingency Mobile:	+668 1829 5256
E-mail:	atfmu@bobcat.aero
AFS:	VTBBZDZX

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location indicator	ICAO Location Indicator	Date of certification	Validity of certification	Remarks
BANGKOK/DON MUEANG INTERNATIONAL AIRPORT	VTBD	17 JUL 2023	10 years	Certified by CAAT Refer AD 2.23 for temporary exemptions granted by CAAT.
BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT	VTBS	9 NOV 2022	10 years	Certified by CAAT
CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT	VTCC	9 NOV 2022	10 years	Certified by CAAT
CHIANG RAI/MAE FAH LUANG-CHIANG RAI INTERNATIONAL AIRPORT	VTCT	30 NOV 2023	10 years	Certified by CAAT
KRABI/KRABI AIRPORT	VTSG	4 JUL 2025	10 years	Certified by CAAT
PHITSANULOK/ PHITSANULOK AIRPORT	VTPP	1 JUL 2025	10 years	Certified by CAAT
PHUKET/PHUKET INTERNATIONAL AIRPORT	VTSP	25 SEP 2024	10 years	Certified by CAAT Refer AD 2.23 for temporary exemptions granted by CAAT.
RAYONG/U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT	VTBU	2 MAR 2022	10 years	Certified by CAAT
SONGKHLA/HAT YAI INTERNATIONAL AIRPORT	VTSS	25 SEP 2024	10 years	Certified by CAAT Refer AD 2.23 for temporary exemptions granted by CAAT.
SURAT THANI/SAMUI AIRPORT	VTSM	20 AUG 2022	10 years	Certified by CAAT Refer AD 2.23 for temporary exemptions granted by CAAT.
SURAT THANI/SURAT THANI AIRPORT	VTSB	18 NOV 2024	10 years	Certified by CAAT
YALA/BETONG AIRPORT	VTSY	28 JAN 2022	10 years	Certified by CAAT
BURIRUM/BURIRAM AIRPORT	VTUO	23 JUL 2024	10 years	Certified by CAAT

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VTSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSS - SONGKHLA / HAT YAI INTERNATIONAL AIRPORT

VTSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	065558N 1002342E Centre of runway 1600 m from THR RWY 08
2	Direction and distance from (city)	12 km SW
3	Elevation/Reference temperature	27.5 m (90 ft) / 26.8°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0° 18' W (2025) / 0° 2' E
6	AD Administration, address, telephone, telefax, telex, AFS	Hat Yai International Airport Airports of Thailand Public Company Limited Hat Yai, Songkhla 90115, Thailand Tel: +667 422 7000 Fax: +667 425 1334 AFS: VTSSYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

VTSS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1700
2	Customs and immigration	Available within AD hours
3	Health and sanitation	Available within AD hours
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	AD 0000-1300, from 1300-2359 shall be requested 1 hrs. prior landing,In case of emergency from 1300-2359 service within 45 min.
9	Handling	AD 2300-1400, from 1400-1700 shall be requested 3 hrs. prior landing.
10	Security	H24
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Hat Yai Air Traffic Control Center (1st floor of tower building) Mobile: +669 2262 2436 Fax: +66 7425 1050

VTSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	1 Folks lifts 1.5 t, 1 Tractor. Handling weights up to 18 t per day. Provided by Thai Airways International Public Co.,Ltd.
2	Fuel/oil types	Jet A-1, AVGAS 100 LL
3	Fuelling facilities/capacity	Fuelling provide by PTT Public Company Limited. Tel: +667 422 7248 Fax: +667 422 7247 3 JET A-1 Refueller @ 12,000+22,000+18,000 L AVGAS 100LL Drum tank 50 L @ 1,000 L -JET A-1: 4 tank.TTK 960,000 L -AVGAS 100 LL: Drum tank 50 L @ 1,000 L

4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	The airport has provided ground handling agents as following: Thai Airways International Public Co.,ltd E-mail: hdykk@thaiairways.com Tel: +667 422 7273 Fax: +667 425 1335 BAGS Ground Services Co.,Ltd E-mail: hdy-stationmanager@bags-groundservices.com hdy-seniorteam@bags-groundservices.com Tel: +667 422 7264 (23.30-14.30 UTC) +666 1172 2177(24 HR) Fax: +667 425 1558

VTSS AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines and Taxis
4	Medical facilities	First aid at AD. Hospitals in the city
5	Bank and Post Office	In the city/ At AD open within AD HR.
6	Tourist Office	Office in the city Tel: +667 424 3747 Fax: +667 424 5986
7	Remarks	NIL

VTSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	Available – Up to B747 For removal of disabled aircraft please contact aerodrome coordinator: - Airside Operation Division Tel: +667 422 7765 +667 422 7766 - Rescue and Fire Fighting Division Tel: +667 422 7021
4	Remarks	NIL

VTSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTSS 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	HTY	115.3 MHz CH100X	H24	065602.8N 1002316.6E	37.3 m	DVOR/DME restriction, due to mountainous terrain surround DVOR/ DME station coverage check does not provide adequate signal to 40 nm at the required altitude in various areas as following: – RDL 171-240 DEG at 10 NM ALT should not below 5,000 ft. – RDL 131-170 DEG at 20 NM ALT should not below 4,000 ft. – RDL 031-130 DEG at 40 NM ALT should not below 5,000 ft. – RDL 241-270 DEG at 40 NM ALT should not below 7,000 ft. – RDL 271-300 DEG at 40 NM ALT should not below 10,000 ft. – RDL 301-330 DEG at 40 NM ALT should not below 6,000 ft. – RDL 331-030 DEG at 40 NM ALT should not below 3,000 ft.
ILS CAT I LOC RWY 26	IHTY	109.9 MHz	H24	065549.0N 1002230.1E	37.7 m	RWY 26 ILS Glide slope not coincident with PAPI starting at 0.7 DME
GP/DME		333.8 MHz 36X		065558.8N 1002419.3E		
TACAN	HTY	115.70 MHz CH104X	2300-1100 Daily	065541N 1002344E		HR service 30 Min PN to ATC

VTSS AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into airport, the procedure of the inbound traffic of VFR flights, conventional and prop-jet aircraft, be set up as follow:

a) Aircraft entering to land from North of Hat Yai International Airport, shall report over Pak Phayun District, designated as PAPA PAPA (0722.0N 10022.0E) which is approximately 26 NM on R-356 of HTY VOR/DME. When reaching PP the aircraft will be instructed to join aerodrome traffic circuit accordingly.
b) Aircraft entering to land from East of Hat Yai International Airport, shall report over Chana District, designated as CHARLIE NOVEMBER (0655.0E 10044.5E) which is approximately 20 NM on R-094 of HTY VOR/DME. When reaching CN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
c) Aircraft entering to land from South of Hat Yai International Airport, shall report over Sadao District, designated as SIERRA DELTA (0639.0N 10027.0E) which is approximately 18 NM on R-175 of HTY VOR/DME. When reaching SD the aircraft will be instructed to join aerodrome traffic circuit accordingly.
d) Aircraft entering to land from North-west of Hat Yai International Airport, shall report over Khao Hua Chang, designated as KILO CHARLIE (0718.0N 10002.0E) and Rattaphum District, designated as ROMEO PAPA (0708.0N 10016.0E) which are approximately 31 NM on R-315 and 14 NM on R-322 of HTY VOR/DME respectively, when reaching RP the aircraft will be instructed to join aerodrome traffic circuit accordingly.
e) Aircraft entering from Senanarong camp, Songkhlanagarind hospital, Bangkok Hospital Hat Yai or Northeast of Hat Yai International Airport intended to land at Hat Yai International Airport, shall report over A point, designated as ALPHA POINT(070046.70N 1002457.72E) which is approximately 5 NM on R-020 of HTY VOR/DME. When reaching A point the aircraft will be instructed to join aerodrome traffic circuit or hold accordingly.
f) Aircraft entering from Southeast of Hat Yai International Airport intended to land at Senanarong camp, Songkhlanagarind hospital or Bangkok Hospital Hat Yai, shall report over B point, designated as BRAVO POINT (070117.62N 1003724.88E) which is approximately 15 NM on R-070 of HTY VOR/DME. When reaching B point the aircraft will be directed to destination accordingly.
g) Aircraft entering to land from or depart to Southeast of Hat Yai International Airport, shall report over C point, designated as CHARLIE POINT (064938.32N 1003101.16E) which is approximately 10 NM on R-130 of HTY VOR/DME. When reaching C point, the arrival aircraft will be instructed to join aerodrome traffic circuit or hold and departure aircraft will be instructed to establish intended course accordingly.

1.2 Aerodrome traffic circuit

Using both sides of traffic circuit.

1.3 Overhead approach pattern

a) Using runway 08 by right turn pattern
b) Using runway 26 by left turn pattern.

2. STARTING UP PROCEDURE

2.1 All IFR aircraft are to call "Ground Control" 5 minutes prior to start up to request for ATC clearance.

2.2 Pilot are to inform "Ground Control" their call signs, and proposed flight level if it is different from the flight plan when they make the call as item 2.1 above.

2.3 In order to provide a more flexible ground traffic movement all domestic departures shall on longer be required to be ready to taxi within 5 minutes after clearance received.

3. PUSH BACK PROCEDURE

3.1 Procedures for Push-back of aircraft in Apron described on paragraph as follows:

3.1.1 Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or push-back of aircraft commences.

3.1.2 When the pilot is ready for start-up and push-back, Pilots shall seek confirmation from the ground crew that there is on hazard to his aircraft starting up. Pilots shall then notify the ground controller that he is ready for push-back. On being told by Hat Yai Ground that push-back is approved, Pilots shall co-ordinate with the ground crew for the start-up and push-back of the aircraft.

3.1.3 Pilots are reminded that they shall always use minimum power when starting engine or manoeuvring within the apron area. It is especially important when commencing to taxi that breakaway thrust is kept to an absolute minimum and then reduced to idle thrust as soon as practicable.

3.1.4 The points where the tug will be disconnected from the aircraft and breakaway thrust will be applied on “taxilane N”

3.1.5 Due to aircraft congestion, self-maneuvering is not permitted at any parking stands, all aircraft must use tow bar for push-back procedures except aircraft code letter C or below that permitted from Hat Yai International Airport.

3.2 The following table describes the procedure for push-back of aircraft from the aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, Hat Yai Ground will issue specific instructions to the pilots.

Aircraft stand	Aircraft push back procedure
Stand 1,2	The aircraft (on idle power) shall be pushed back on yellow guideline to face East until its nosewheel on safe positioned at the taxilane N, the tug will be disconnected on this position. Breakaway thrust will be applied when cleared to taxi.
Stand 3,4,5,6,7	The aircraft (on idle power) shall be pushed back on yellow guideline to face either East or West until its nosewheel on safe positioned at the taxilane N, the tug will be disconnected on this position. Breakaway thrust will be applied when cleared to taxi.
Stand 8,9	The aircraft (on idle power) shall be pushed back on yellow guideline to face west until its nosewheel on safe positioned at the taxilane N, the tug will be disconnected on this position. Breakaway thrust will be applied when cleared to taxi.
Remarks	Stand 1 and 9 capacity up to code C MAX wingspan 29 m. Stand 2,3,4,7,8 capacity up to code C. Stand 5 capacity up to code E. Stand 6 up to code E MAX wingspan 64 m. Taxi lane N not available for aircraft code E taxi or tow behind stand no. 5,6 When aircraft code E parked at stand 5,6.

4. SAFEGATE DOCKING SYSTEM – IN SYSTEM AT HAT YAI INTERNATIONAL AIRPORT

4.1 INTRODUCTION

4.1.1 The SAFEGATE Docking System – in system is install at bay No. 4, 5 and 6

4.1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position

4.2 PILOT OPERATING INSTRUCTION

4.2.1 Safety procedure

a) General warning

The DGS system has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

If the pilot is unsure of the information, being shown on the DGS display unit, he must immediate stop the aircraft and obtain further information for clearance.

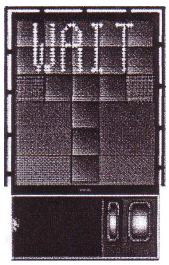
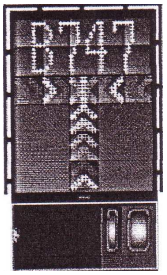
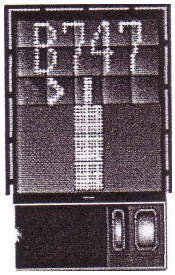
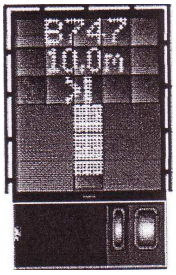
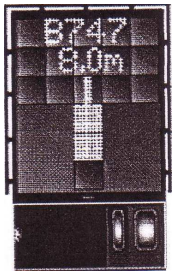
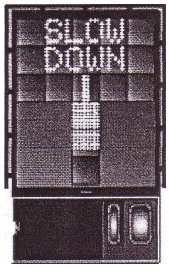
b) Item to check before entering the stand area

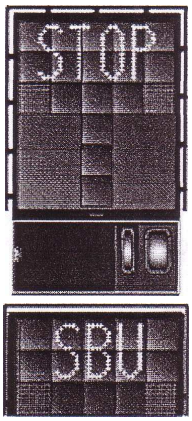
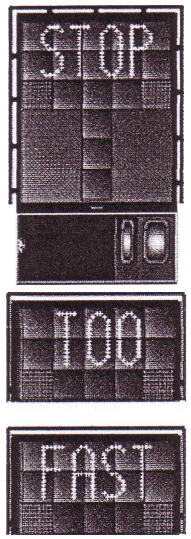
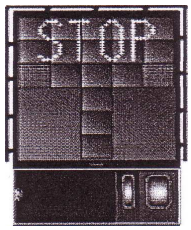
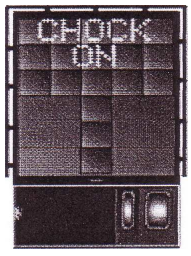
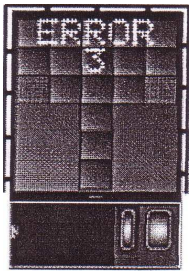
Warning : The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

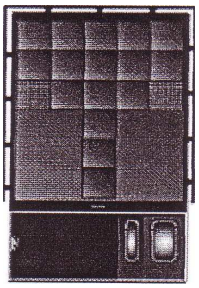
Warning : The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft/ The Correctness of other information, such as ‘door 2’, shall also be checked.

c) The SBU message

The message STOP SBU means that docking has been interrupted and has to be resumed only by manual guidance. Do not try to resume docking without manual guidance.

	START-OF-DOCKING The system is started by pressing one of the aircraft type buttons on the operator panel. 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. If shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed. The pilot must not proceed beyond the bridge, unless the arrows have been superseded by closing rate bar.
	TRACKING. When the aircraft has been caught by the laser, the floating arrow is 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 give correct position and azimuth guidance.
	CLOSING RATE. Display of digital countdown will start when the aircraft is 20 m from stop position. When the aircraft is less than 12 m from the stop position, the closing rate is indicated by turning off one row of the center line symbol per 0.5 m, covered by the aircraft. Thus, when the last row is turned off, 0.5 m remains to stop.
	ALIGNED TO CENTRE The aircraft is eight meters from the stop position. The absence of any 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 as a warning to the pilot.

	SBU-STOP. Any unrecoverable error during the docking procedure will generate an SBU condition. The display will show red stop bar and the text STOP SBU. A manual backup procedure must be used for docking guidance.
	TOO FAST If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed. The docking system must be re-started or docking procedure completed by manual guidance.
	EMERGENCY STOP. When the emergency stop button is pressed, STOP is displayed.
	CHOCKS ON. CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the “Chocks On” button on the operator panel.
	ERROR. If a system error occurs, the message ERROR is display with an error code. The code is used for maintenance purposes and explained else where.

	SYSTEM BREAKDOWN In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance. POWER FAILURE In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

4.3 ALLOCATION OF AIRCRAFT PARKING BAYS.

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

4.4 AIRCRAFT MARSHALLING AND TOWING SERVICES.

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

4.5 TAXIING PROCEDURES

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

4.5.1 Arriving Aircraft

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

4.5.2 Departing Aircraft

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

5. 180 DEGREES TURN ON RUNWAY

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

VTSS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSS AD 2.22 FLIGHT PROCEDURES

1. LOW VISIBILITY PROCEDURES (LVP)

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

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

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

1.3.1 LVC warning (RVR 800-550m)

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

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

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

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

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

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

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

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

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

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

1.3.3 STOP work phase (RVR < 100m)

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

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

1.3.3.3 STOP All operations in the apron area.

1.4 Termination of low visibility procedures (RVR > 800m)

1.4.1 LVP will be terminated when RVR is greater than 800m and a continuing improvement in these condition is expected.

1.4.2 All ground operators will be informed when LVP is terminated by telephone and all warning lights are turned off.

1.4.3 All ground operators shall resume normal operations.

2. SPEED CONTROL PROCEDURE IN HAT YAI TMA

a) All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 ft AMSL are subject to fly not faster than indicated air speed 250 knots unless authorized by ATC.
b) Speed will be reduced to 220 knots during 20-25 track miles from touchdown.
c) 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
d) 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
e) Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
f) ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase “NO SPEED RESTRICTIONS”. An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase “RESUME NORMAL SPEED” will be used.
g) All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
h) If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

NOTE - an instruction to “RESUME NORMAL SPEED” does not cancel speed restrictions that applicable to published procedure of upcoming segments of flight, aircraft shall comply speed restrictions specified in a) b) c) and d)

3. IFR DEPARTURES OTHER THAN VIA SID

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

4. VISUAL DEPARTURES

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

To execute a visual departure

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

5. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 08:

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

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

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

- Runway 26:

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

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

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

VTSS AD 2.23 ADDITIONAL INFORMATION

1. Operations of aircraft at Hat Yai International Airport outside Airport's hours of operation.

1.1 All aircraft wishing to operate outside specified hours of operations at Hat Yai International Airport shall adhere to the following procedures:

1.1.1 Inform the airport authority, and approval must be received before such operation.

1.1.2 All scheduled and non-scheduled flights, including flight selecting Hat Yai International Airport as alternate aerodrome shall have handling agent at Hat Yai International Airport.

1.1.3 Nose-in parking is applicable to all aircraft.

1.1.4 Aircraft ready to taxi out shall prepare their own tow bars.

Remark: Aircraft below code letter “C” is allowed to seft-maneuver. Inform Hat Yai before seft-maneuver.

2. BIRD CONCENTRATIONS

2.1 BIRD CONCENTRATIONS IN THE VICINITY OF AN AERODROME
The existence of birds at Hat Yai International Airport varies throughout the year. The large birds and migratory birds commonly found at Hat Yai International Airport includes the following:

- Asian Openbill or Open-billed Stork (Weighting approximately 1000g - 1300g each)
- Cattle Egret (Weighting approximately 250g - 500g each)
- Oriental Pratincole (Weighting approximately 59g-95g each)

2.2 There could be an increase in bird activities during the usual migratory months of March to July. During this period, migratory birds may use an aerodrome as their feeding and nesting ground.

2.3 There could be some activities to reduce birds such as mowing the grass and plants. Grass mowing takes place in various areas. between 0200-0900 and 1600-2100 UTC. This activity will attract birds during sunrise to sunset. Pilots are advised to exercise with caution. The grass cutting on runway strip and taxiway strip will be carried out at night after last flight operated.

3. Exemption granted by The Civil Aviation Authority of Thailand (CAAT):

CAAT has granted exemption vide letter dated 10.07.2024. for non-compliant separation of runway and parallel taxiway (taxiway A and taxiway J). The minimum distance between their centre lines against provisions in the requirement of Civil Aviation Authority of Thailand No.37 Aerodrome Standards - Article 195 for the period up to 10.07.2034.

VTSS AD 2.24 CHARTS RELATED TO AN AERODROME

VTSE 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	CP	279 KHz	H24	104303.9N 0992158.0E		50 NM coverage was check and found as follow: – Bearing 016-200 degrees ALT should not below 1,500 ft. – Bearing 201-225 degrees ALT should not below 5,000 ft. – Bearing 226-015 degrees unable to perform flight inspection due to border limited
DVOR/DME	CPN	110 MHz CH37X	H24	104240.3N 0992156.1E	5.50 m (18 ft.)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit at the required altitude and distance in various areas as follows: 1. 40 NM – Radial 011°-020° altitude should not below 5 000 ft. – Radial 021°-050° altitude should not below 4 000 ft. – Radial 051°-100° altitude should not below 2 000 ft. – Radial 101°-110° altitude should not below 4 000 ft. – Radial 111°-190° altitude should not below 2 000 ft. – Radial 191°-225° altitude should not below 4 000 ft. – Radial 226°-230° altitude should not below 6 000 ft. 2. 30 nm (Due to border limited) – Radial 231°-270° altitude should not below 5 000 ft. 3. 20 nm (Due to border limited) – Radial 271°-010° altitude should not below 5 000 ft.
LOC RWY 24 ILS CAT I	ICPN	109.9 MHz	H24	104218.3N 0992103.6E		LOC: Designated operation coverage 18 NM, ALT 6300 ft AMSL
GP		333.8 MHz	H24	104249.3N 0992205.9E		GP: 3 DEG, RDH 50 ft
DME	ICPN	CH36X (109.9 MHz)	H24	104220.3N 0992102.4E	15 ft	DME: Paired with LOC FREQ.

VTSE AD 2.20 LOCAL AERODROME REGULATIONS

1.180 Degrees turn on the runway

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher shall make 180 degrees turn at the runway turn pad located at the end of runway 24 and 06 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTSE AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSE AD 2.22 FLIGHT PROCEDURES

1. VFR PROCEDURES

Details of VFR entry and exit procedures, see charts.

2. IFR DEPARTURES OTHER THAN VIA SID

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

3. VISUAL DEPARTURES

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

To execute a visual departure

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

4. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 06:

CHUMPHON OMNI 06 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,700 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 – 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 24:

CHUMPHON OMNI 24 Departure: Required climb gradient 335 ft per NM (5.5%) until 3,700 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 5.5%	(ft/min)	363	418	557	835	1114	1392	1671

No turn before DER.
After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 ft – 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTSE AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTUK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUK - KHON KAEN / KHON KAEN AIRPORT

VTUK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	162759.86N 1024701.26E
2	Direction and distance from (city)	APRX 8 km SE from the city
3	Elevation/Reference temperature	681 ft/37°C
4	Geoid Undulation at AD ELEV PSN	-99 ft
5	MAG VAR/Annual change	0°59'W(2025)/0°1'E
5	AD Administration, address, telephone, telefax, telex, AFS	Director of Khon Kaen Airport Khon Kaen Airport 68/24 Moo 5, Tambon Banped Amphoe Muang Khon Kaen Province 40000, Thailand Tel: +664 346 8170-5 Fax: +664 346 8186 AFS: VTUKYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Operator: Department of Airports

VTUK AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	2300-1500 Other than this period on request
3	Health and sanitation	2300-1500 Other than this period 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	2400-1300 Other than this period on request
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Udon Thani Air Traffic Control Centre (1st floor of tower building) Tel: +664 223 0124 +669 2262 3477 Fax: +664 224 2797

VTUK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	1 JET A-1 Refueller @ 12,000 L 1 JET A-1 Refueller @ 8,000 L 1 AVGAS Refueller @ 3,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTUK AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Available at the airport and in the city
3	Transportation	Taxi and Car Rental and Bus
4	Medical facilities	NIL
5	Bank and Post Office	Bank: open from 0030-1300 Post office: open from 0330-1330
6	Tourist Office	NIL
7	Remarks	NIL

VTUK 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

VTUK AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	APRON1 and APRON2 Surface: Concrete Strength: PCN 75/R/C/W/T
2	Taxiway width, surface and strength	TWYA and TWYB Width: 23 m Surface: Asphaltic concrete Strength: PCN 96/F/D/W/T TWYC Width: 23 m Surface: Asphaltic concrete Strength: PCN 65/F/C/X/T TWYD Width: 23 m Surface: Asphaltic concrete Strength: PCN 96/F/D/W/T
3	Altimeter checkpoint location and elevation	Location : At apron Elevation : 638 ft
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

VTUK AD 2.10 AERODROME OBSTACLES

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

VTUK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Upper Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Upper Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 346 8224 Fax: +664 346 8086
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Khon Kaen TWR
10	Additional information (limitation of service, etc.)	NIL

VTUK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	032.83°	3050x45	PCN 65/F/C/X/T Asphaltic concrete	162722.22N 1024636.09E -99 ft	THR 604 ft
21	212.83°	3050x45	PCN 65/F/C/X/T Asphaltic concrete	162837.47N 1024726.40E -99 ft	THR 674 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
+0.80%	NIL	NIL	3170x280	NIL	NIL	NIL	THR displaced by 150 m
-0.60%	NIL	NIL	3170x280	NIL	NIL	NIL	THR displaced by 150 m

VTUK AD 2.13 DECLARED DISTANCES

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

VTUK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	RTIL	Green WBAR	PAPI Left 3°	NIL	NIL	3050 m 60 m White, LIH	Red	NIL	NIL
21	RTIL	Green WBAR	PAPI Left 3°	NIL	NIL	3050 m 60 m White, LIH	Red	NIL	NIL

VTUK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 7 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL
3	TWY edge and centre line lighting	TWY Edge: All TWY TWY Centre Line: NIL

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

VTUK AD 2.16 HELICOPTER LANDING AREA

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

VTUK AD 2.17 ATS AIRSPACE

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

VTUK AD 2.18 ATS COMMUNICATION FACILITIES

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

VTUK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	KN	393 KHz	H24	162743.41N 1024704.18E	NIL	NIL
DVOR/DME	KKN	114.9 MHz CH96X	H24	162815.3N 1024716.8E	NIL	DVOR/DME restriction due to terrain surround DVOR/DME station, coverage check does not provide adequate signal 40 nm. at required altitude in various areas as follows: – Radial 001°-080° altitude should not below 2 500 ft. – Radial 081°-220° altitude should not below 2 000 ft. – Radial 221°-360° altitude should not below 3 500 ft.

VTUK AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

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

VTUK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUK AD 2.22 FLIGHT PROCEDURES

1. VFR Procedures

Details of VFR entry and exit procedures, see charts.

2. Take-off and Landing when VTD65 Active

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

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

3. IFR DEPARTURES OTHER THAN VIA SID

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

4. VISUAL DEPARTURES

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

To execute a visual departure

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

5. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 03:

KHONKAEN OMNI 03 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,400 ft.

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

No turn before DER.
After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 ft - 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 21:

KHONKAEN OMNI 21 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,400 ft.

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

No turn before DER.
After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 ft - 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUK AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

Bird concentrations in the vicinity of an aerodrome.

VTUK AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

16° 28' 00" N
102° 47' 01" E

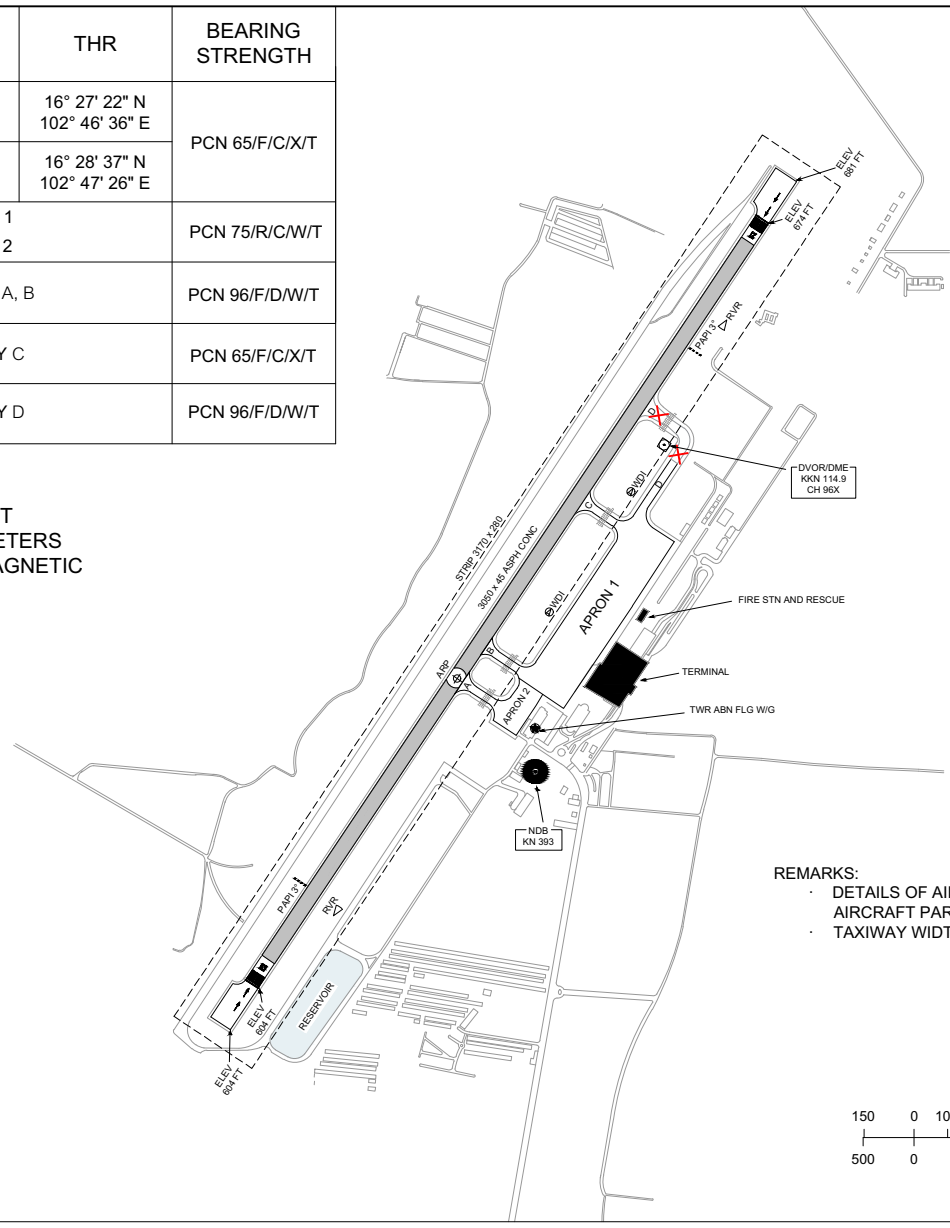
ELEV 681 FT

TWR 122.25, 236.6
GND 121.9

KHON KAEN / Khon Kaen

RWY	DIRECTION	THR	BEARING STRENGTH
03	034°	16° 27' 22" N 102° 46' 36" E	PCN 65/F/C/X/T
21	214°	16° 28' 37" N 102° 47' 26" E	
APRON 1 APRON 2			PCN 75/R/C/W/T
TAXIWAY A, B			PCN 96/F/D/W/T
TAXIWAY C			PCN 65/F/C/X/T
TAXIWAY D			PCN 96/F/D/W/T

ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

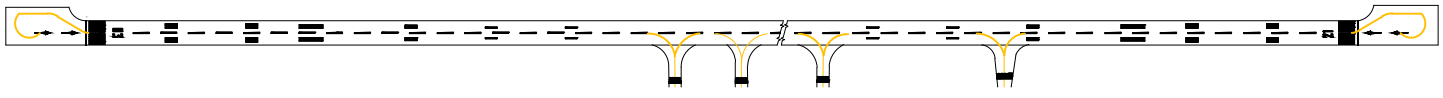


VAR 0° 59' W (2025)
ANNUAL RATE OF CHANGE 0° 1' E

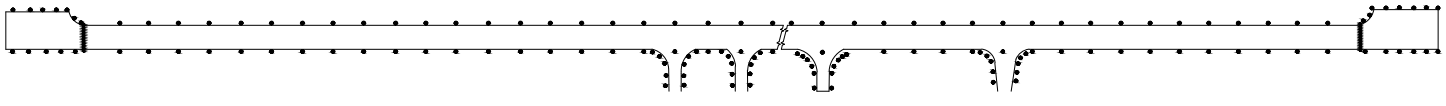
REMARKS:
- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- TAXIWAY WIDTH 23 m.

METRES
150 0 100 250 500 750
500 0 500 1000 1500 2000
FEET

MARKING AIDS RWY 03/21 AND EXIT TWY



LIGHTING AIDS RWY 03/21 AND EXIT TWY



METRES
150 0 100 250 500 750
500 0 500 1000 1500 2000
FEET

CHANGE: REVISED CHART. MAG VAR, ANNUAL RATE OF CHANGE. ARP COORDINATES. DIRECTION, THR COORDINATES. APRON AND TWY BEARING STRENGTH (TABULAR).

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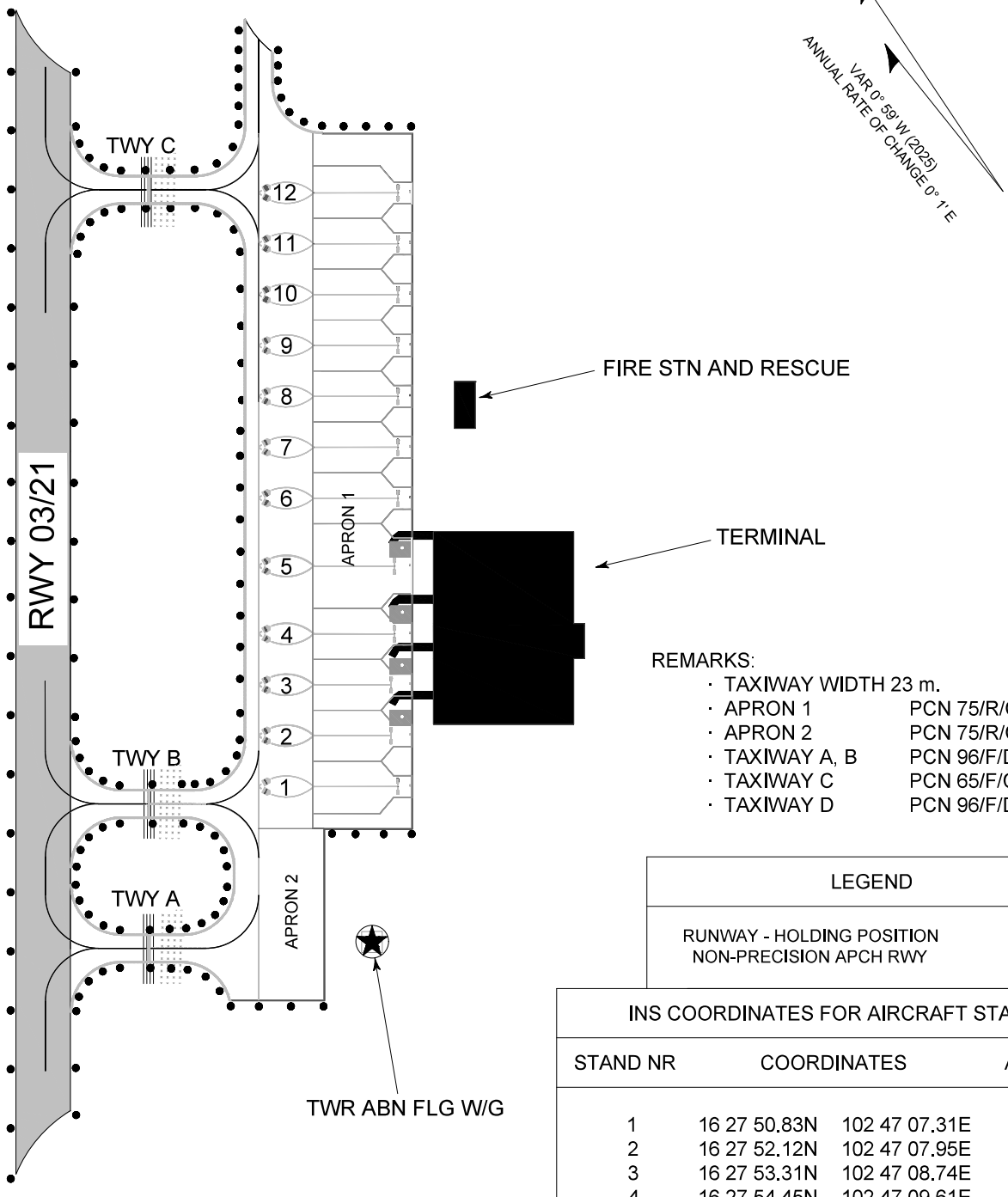
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 638 FT

TWR 122.25, 236.6
GND 121.9

KHON KAEN / Khon Kaen

ELEVATIONS IN FEET



REMARKS:

- TAXIWAY WIDTH 23 m.
- APRON 1 PCN 75/R/C/W/T
- APRON 2 PCN 75/R/C/W/T
- TAXIWAY A, B PCN 96/F/D/W/T
- TAXIWAY C PCN 65/F/C/X/T
- TAXIWAY D PCN 96/F/D/W/T

LEGEND	
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	

INS COORDINATES FOR AIRCRAFT STANDS

STAND NR	COORDINATES		ACFT UP TO
1	16 27 50.83N	102 47 07.31E	A320 / B737
2	16 27 52.12N	102 47 07.95E	A320 / B737
3	16 27 53.31N	102 47 08.74E	A320 / B737
4	16 27 54.45N	102 47 09.61E	A320 / B737
5	16 27 56.04N	102 47 10.68E	A330 / B747
6	16 27 57.57N	102 47 11.82E	A320 / B737
7	16 27 58.76N	102 47 12.62E	A320 / B737
8	16 27 59.94N	102 47 13.41E	A320 / B737
9	16 28 01.13N	102 47 14.20E	A320 / B737
10	16 28 02.32N	102 47 15.00E	A320 / B737
11	16 28 03.51N	102 47 15.80E	A320 / B737
12	16 28 04.70N	102 47 16.59E	A320 / B737

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE. ADD AIRCRAFT STAND NO 1-12 COORDINATES. TABULAR.

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VTCL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCL - LAMPANG / LAMPANG AIRPORT

VTCL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	181615N 0993015E
2	Direction and distance from (city)	2 km., S from city
3	Elevation/Reference temperature	815 ft/37°C
4	Geoid Undulation at AD ELEV PSN	-126 ft
5	MAG VAR/Annual change	0°55' W(2025) / 0°2' E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Lampang Airport Lampang Airport 175 Thanon Sanambin 1, Tambon Phrabaht Amphoe Muang Lampang Province 52000 Thailand Tel: +665 482 1505 Fax: +665 482 1509 AFS: VTCLYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTCL AD 2.3 OPERATIONAL HOURS

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

VTCL AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTCL AD 2.5 PASSENGER FACILITIES

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

VTCL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTCL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

VTCL AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

18° 16' 15" N
099° 30' 15" E

ELEV 815 FT

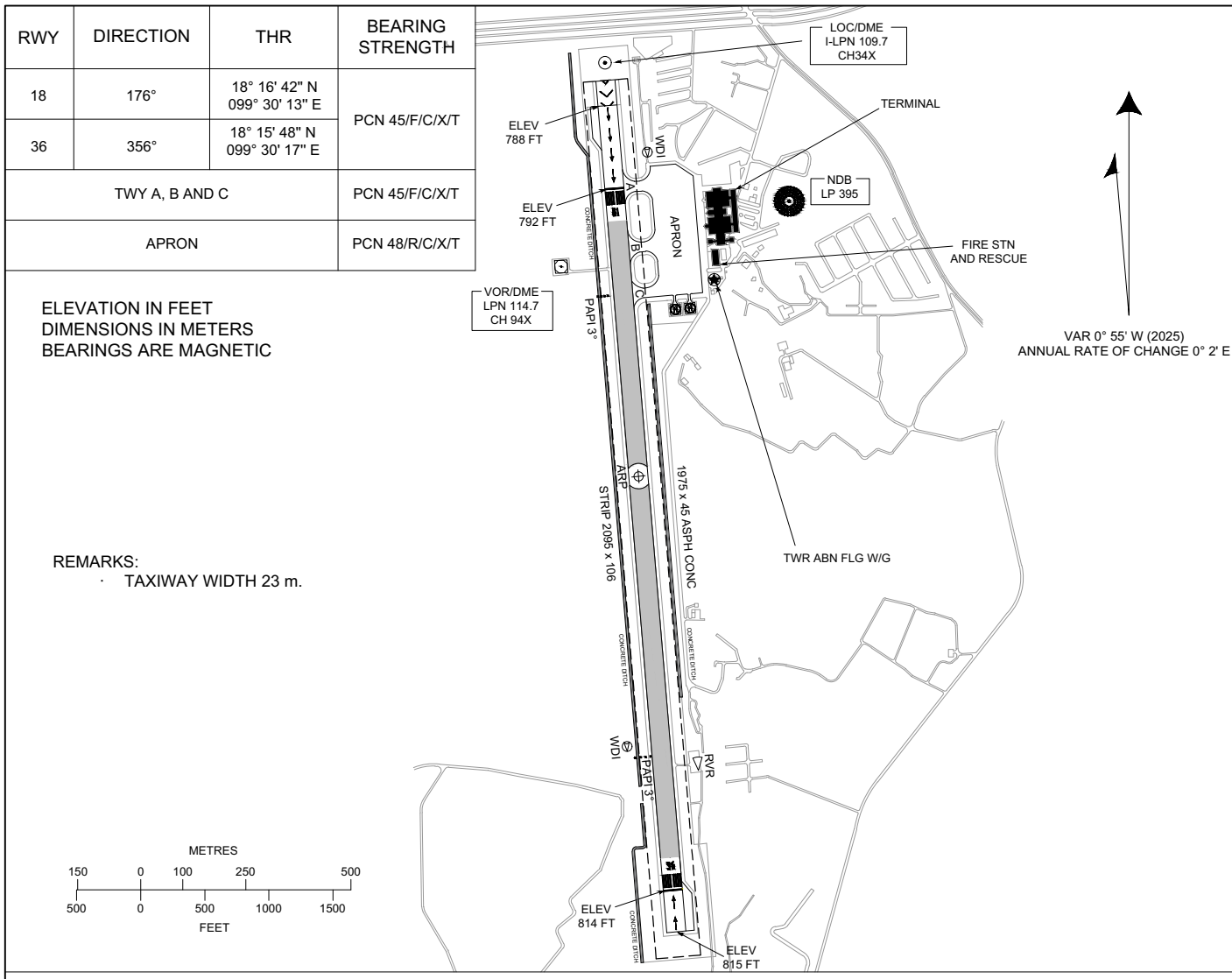
TWR 122.3
236.6

LAMPANG / Lampang

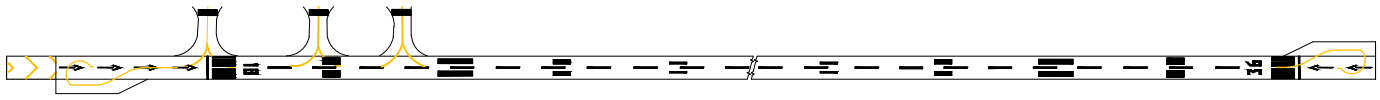
RWY	DIRECTION	THR	BEARING STRENGTH
18	176°	18° 16' 42" N 099° 30' 13" E	PCN 45/F/C/X/T
36	356°	18° 15' 48" N 099° 30' 17" E	
TWY A, B AND C			PCN 45/F/C/X/T
APRON			PCN 48/R/C/X/T

ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

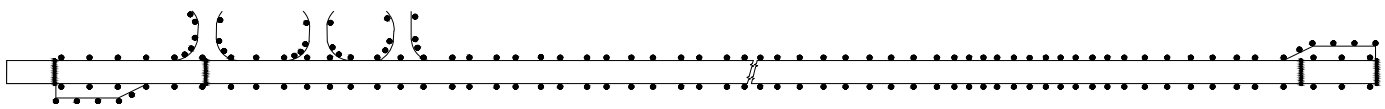
REMARKS:
- TAXIWAY WIDTH 23 m.



MARKING AIDS RWY 18/36 AND EXIT TWY



LIGHTING AIDS RWY 18/36 AND EXIT TWY



CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE. DIRECTION. TABULAR.

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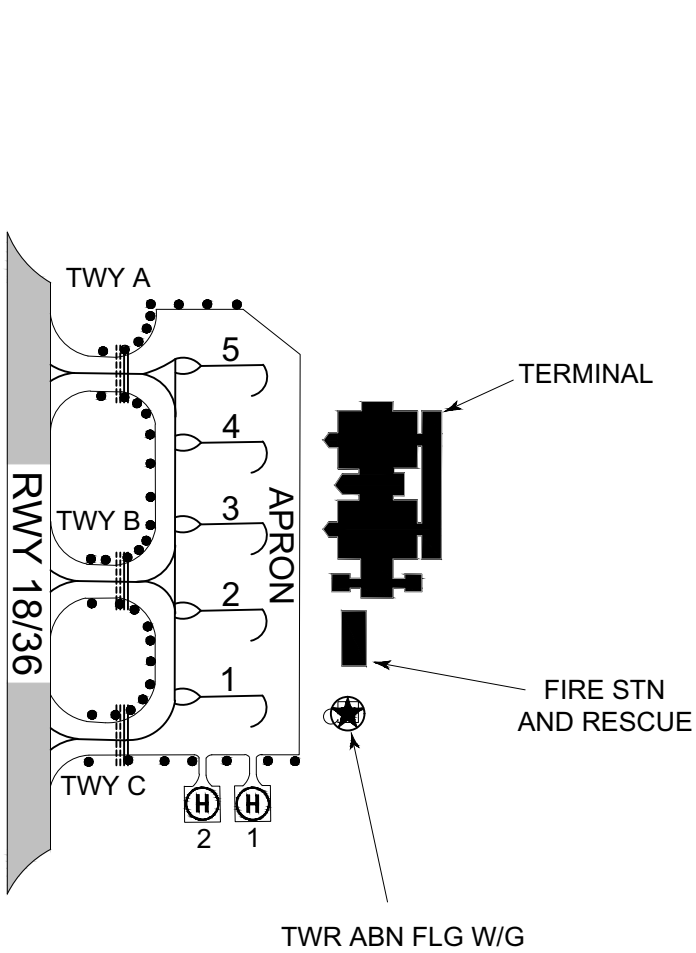
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 794 FT

TWR 122.3
236.6

LAMPANG / Lampang

ELEVATIONS IN FEET

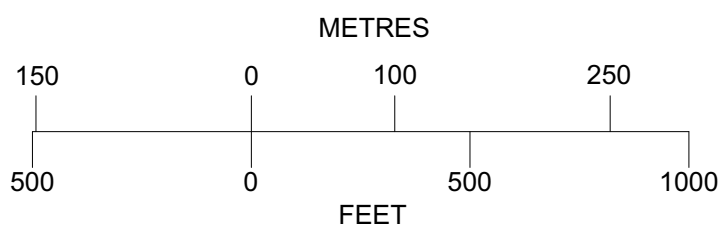


REMARKS:

- HOT SPOTS ARE SHOWN IN AERODROME GROUND MOVEMENT CHART
- TAXIWAY WIDTH 23 m.
- APRON PCN 48/R/C/X/T
- TWY A, B AND C PCN 45/F/C/X/T

LEGEND	
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	

INS COORDINATES FOR AIRCRAFT STANDS		
STAND NR	COORDINATES	
1	18 16 34.13N	099 30 18.58E
2	18 16 36.07N	099 30 18.41E
3	18 16 38.02N	099 30 18.25E
4	18 16 39.96N	099 30 18.08E
5	18 16 41.84N	099 30 18.04E
TLOF 1	18 16 32.61N	099 30 18.91E
TLOF 2	18 16 32.52N	099 30 17.72E



CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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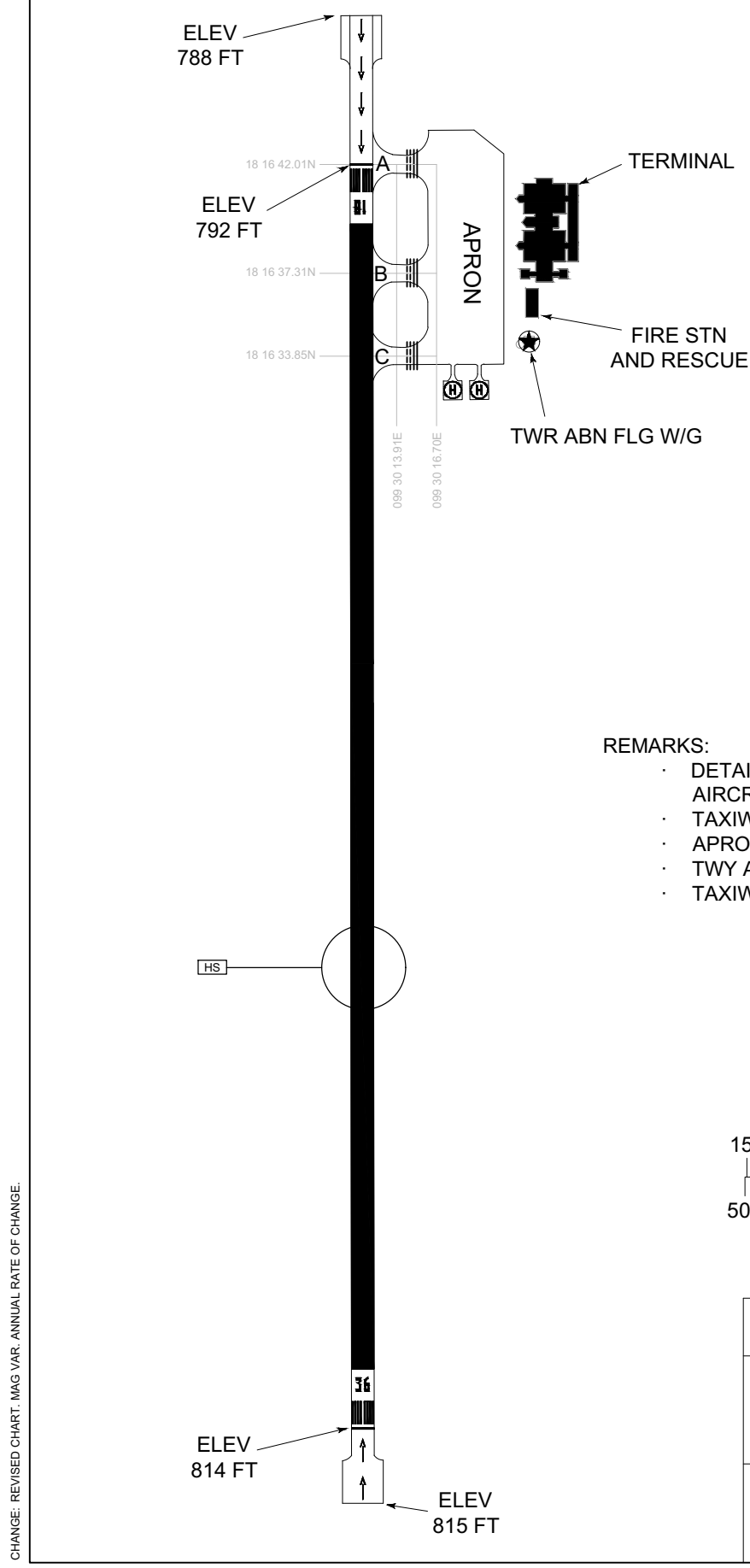
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 794 FT

TWR 122.3 236.6

LAMPANG / Lampang



ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

VAR 0° 55' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

REMARKS:

- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- TAXIWAY WIDTH 23 m.
- APRON PCN 48/R/C/X/T
- TWY A, B AND C PCN 45/F/C/X/T
- TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS

METRES
150 0 100 250 500
500 0 500 1000 1500
FEET

LEGEND	
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	

HS - COMMUNICATION BETWEEN TWR AND GROUND OPERATOR MAY NOT BE EFFICIENT AND RUNWAY PARTIALLY INVISIBLE BY TWR

CHANGE: REVISED CHART: MAG VAR. ANNUAL RATE OF CHANGE.

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AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

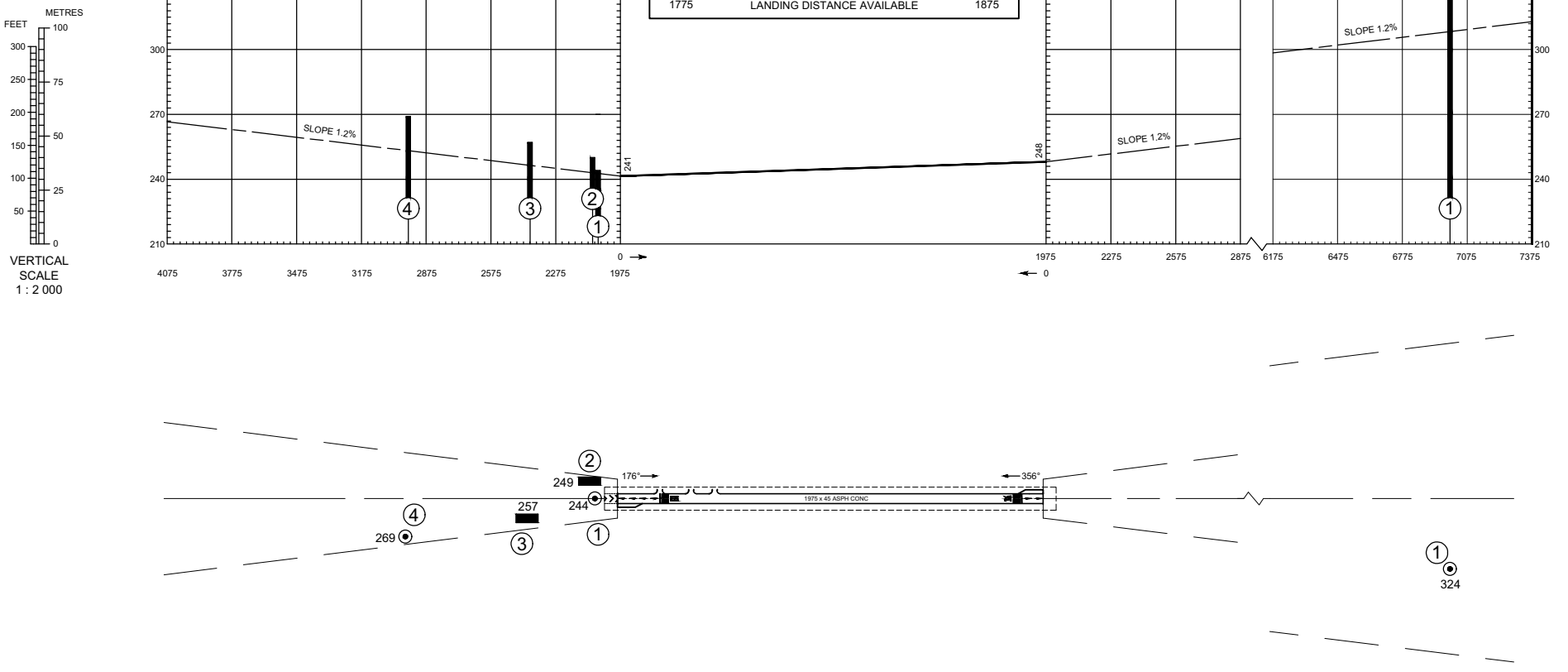
DIMENSIONS AND ELEVATIONS IN METRES

LAMPANG / Lampang Airport

MAGNETIC VARIATION 0° 55' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

RWY 18 / 36

DECLARED DISTANCES		
RWY 18		RWY 36
1975	TAKE-OFF RUN AVAILABLE	1975
1975	TAKE-OFF DISTANCE AVAILABLE	1975
1975	ACCELERATE STOP DISTANCE AVAILABLE	1975
1775	LANDING DISTANCE AVAILABLE	1875



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC	⊙
BUILDING OR LARGE STRUCTURE	▬

HORIZONTAL SCALE 1 : 20 000

METRES
400 300 200 100 0 500 1000 1500 2000 2500

FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000

ORDER OF ACCURACY
HORIZONTAL 0.5 m
VERTICAL 0.5 m

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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VTUW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUW - NAKHON PHANOM / NAKHON PHANOM AIRPORT

VTUW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	172307.22N 1043830.80E
2	Direction and distance from (city)	15 km W from city
3	Elevation/Reference temperature	587 ft / 40 °C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.98°W (2016)/0.02°W
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Nakhon Phanom Airport Nakhon Phanom Airport Tambon Nasai, Amphoe Muang Nakhon Phanom Province 48000 Thailand Tel: +664 253 1586 Fax: +664 253 1587 AFS: VTUWYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUW AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1400
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1400
6	MET Briefing Office	NIL
7	ATS	2300-1400
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Udon Thani Air Traffic Control Centre (1st floor of tower building) Tel: +664 223 0124 +669 2262 3477 Fax: +664 224 2797

VTUW AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTUW AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine, Car Rental
4	Medical facilities	NIL
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

VTUW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 7
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTUW AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTUW 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	TWY A, B, C, D and P Width: 23 M Surface: Asphaltic concrete Strength: PCN 41/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 571 FT (174.15 M)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSC - NARATHIWAT / NARATHIWAT AIRPORT

VTSC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	063104.21N 1014433.04E
2	Direction and distance from (city)	13 km NW, from city
3	Elevation/Reference temperature	23 ft/29°C
4	Geoid Undulation at AD ELEV PSN	-35 ft
5	MAG VAR/Annual change	0°12'W(2025)/0°2'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director Of Narathiwat Airport Narathiwat Airport Main Office Narathiwat Province Thailand Tel: +667 356 5061-5 Fax: +667 356 5066 AFS: VTSCYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSC AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1100
6	MET Briefing Office	NIL
7	ATS	2300-1100
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Hat Yai Air Traffic Control Centre (1st floor of tower building) Tel: +669 2262 2436 Fax: +667 425 1050

VTSC AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTSC AD 2.5 PASSENGER FACILITIES

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

VTSC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTSC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 65/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Asphaltic concrete Strength: PCN 65/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 02:

NARA OMNI 02 Departure: Required climb gradient 304 ft per NM (5.0%) until 5,000 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 5.0%	(ft/min)	329	380	506	760	1013	1266	1519

No turn before DER.
After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 – 5,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 20:

NARA OMNI 20 Departure: Required climb gradient 383 ft per NM (6.3%) until 5,000 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.3%	(ft/min)	415	478	638	957	1276	1595	1914

No turn before DER.
After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 – 5,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTSC AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

06° 31' 04" N
101° 44' 33" E

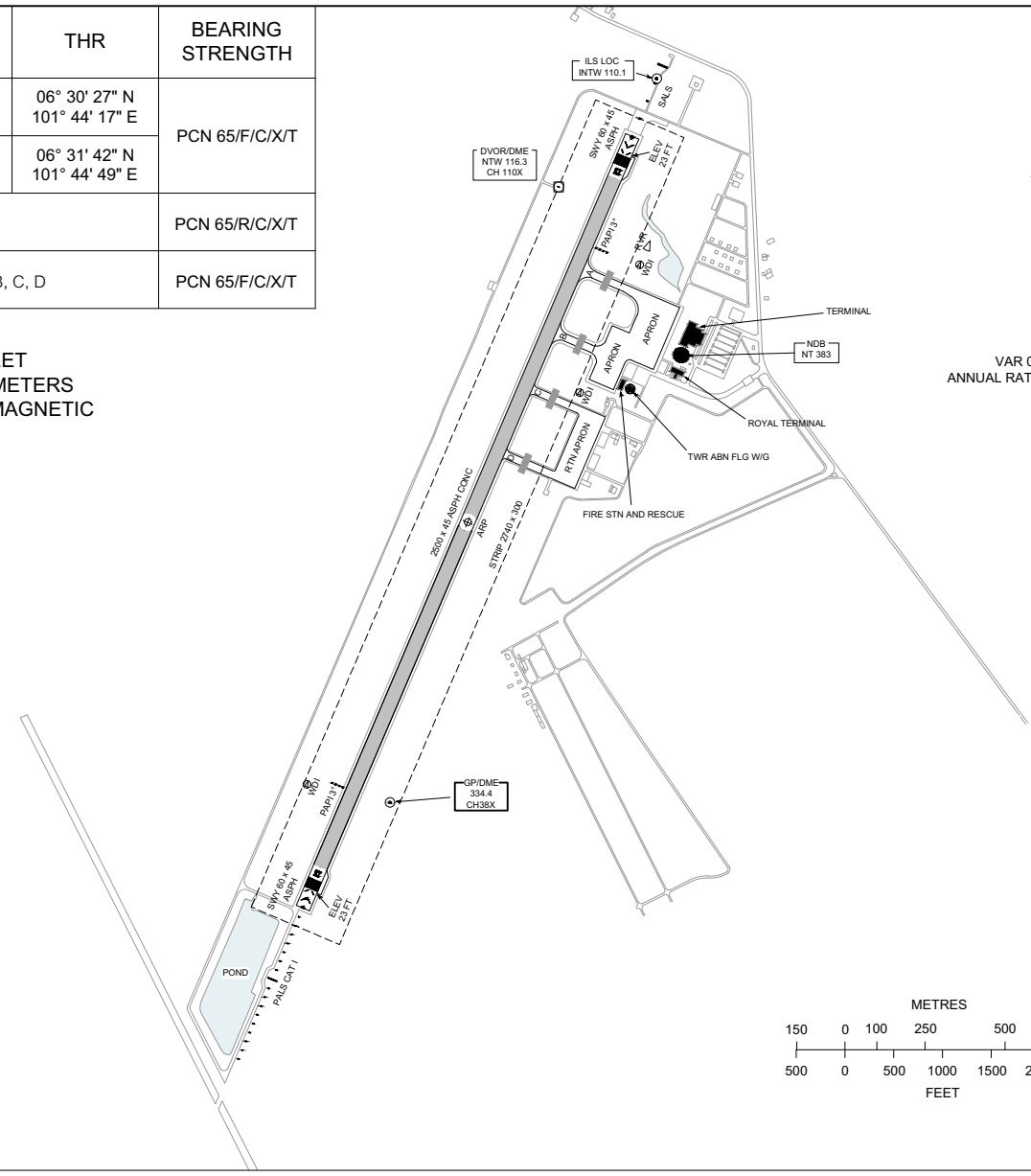
ELEV 23 FT

TWR 122.7, 236.6
GND 121.9

NARATHIWAT / Narathiwat

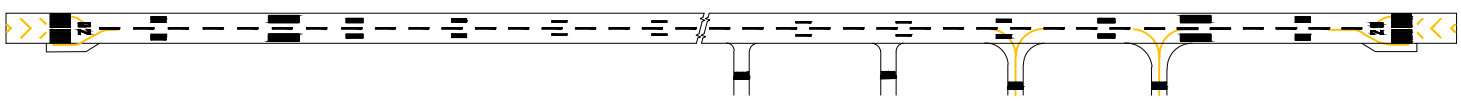
RWY	DIRECTION	THR	BEARING STRENGTH
02	024°	06° 30' 27" N 101° 44' 17" E	PCN 65/F/C/X/T
20	204°	06° 31' 42" N 101° 44' 49" E	
APRON			PCN 65/R/C/X/T
TAXIWAY A, B, C, D			PCN 65/F/C/X/T

ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

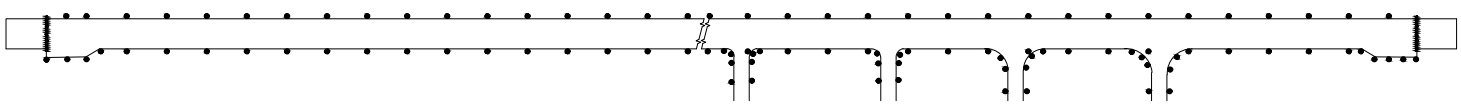


REMARKS:
- TAXIWAY WIDTH 23 m

MARKING AIDS RWY 02/20 AND EXIT TWY



LIGHTING AIDS RWY 02/20 AND EXIT TWY



METRES
150 0 100 250 500 750
500 0 500 1000 1500 2000
FEET

CHANGE: REVISED CHART: MAG VAR, ANNUAL RATE OF CHANGE.

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VTST AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTST - TRANG / TRANG AIRPORT

VTST AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	073031.02N 0993656.79E
2	Direction and distance from (city)	7 KM S, from city
3	Elevation/Reference temperature	67 FT / 31°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.37°W(2016)/0.01°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Trang Airport Trang Airport Trang-palinan Road Amphone Muang Trang Province 92000 Thailand Tel: +667 557 2151 +667 557 2152 +667 557 2153 Fax: +667 557 2154 AFS: VTSTYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTST AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1300
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1300
6	MET Briefing Office	NIL
7	ATS	2300-1300
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Hat Yai Air Traffic Control Centre (1st floor of tower building) Tel: +669 2262 2436 Fax: +667 425 1050

VTST AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTST AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousines, Bus and Taxi
4	Medical facilities	NIL
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

VTST AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 7
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTST AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	APRON A Surface: Asphaltic concrete Strength: PCR 500/F/C/X/T APRON B Surface: Concrete Strength: PCR 550/R/C/X/T APRON C Surface: Concrete Strength: PCR 910/R/C/X/T

2	Taxiway width, surface and strength	TWY A Width: 15 m Surface: Asphaltic concrete Strength: PCR 500/F/C/X/T TWY B and C Width= 23 m Surface: Asphaltic concrete Strength: PCR 500/F/C/X/T TWY D, E and F Width: 23 m Surface: Asphaltic concrete Strength: PCR 840/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 56 ft (16.96 m)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTST AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

VTST AD 2.10 AERODROME OBSTACLES

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

VTST AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Trang, Southern West-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1300 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern West-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 557 2146 Fax: +667 557 2146
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Trang TWR
10	Additional information (limitation of service, etc.)	NIL

VTST AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	080.83°	2320x45	PCR 840/F/C/X/T Asphaltic concrete	073026.07N 0993625.80E	THR 67 ft TDZ 67 ft
26	260.83°	2320x45	PCR 840/F/C/X/T Asphaltic concrete	073036.89N 0993733.57E	THR 52 ft TDZ 56 ft

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

VTST AD 2.13 DECLARED DISTANCES

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

VTST AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	SALS 420m LIH	Green	PAPI Left 3.5°	NIL	NIL	2320 m 60 m White/LIH	Red	NIL	NIL
26	NIL	Green	PAPI Left 3.5°	NIL	NIL	2320 m 60 m White/LIH	Red	NIL	NIL

VTST AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTST 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

VTST AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on TRN DVOR/DME (073032.1N 0993733.7E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Trang Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTST AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Trang Approach	125.3 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Trang Tower	118.4 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Trang Airport	134.5 MHz	As AD OPR HR	

VTST 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	TRN	116.6 MHz CH 113X	H24	073032.1N 0993733.7E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: 1. 20 NM orbit – Radial 081°-130° altitude should not below 6 000 ft. 2. 40 NM orbit – Radial 131°-350° altitude should not below 4 000 ft. – Radial 351°-030° altitude should not below 6 000 ft. – Radial 031°-080° altitude should not below 7 000 ft.
ILS CAT I LOC/DME RWY 08	ITRN	110.3 MHz CH 40X	H24	073038.4N 0993743.2E		LOC: Designated Operation Coverage 18 NM, ALT 6 300 ft/AMSL
GP		335 MHz	H24	073030.7N 0993634.8E		GP: 3.50 DEG, RDH 58 ft

VTST AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, all aircraft Maximum Takeoff Weight (MTOW) more than 5700 kg are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad at the end of runway 08 and 26 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTST AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTST AD 2.22 FLIGHT PROCEDURES

NIL

VTST AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTST AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

07° 30' 31" N
099° 36' 57" E

ELEV 67 FT

TWR 118.4
236.6

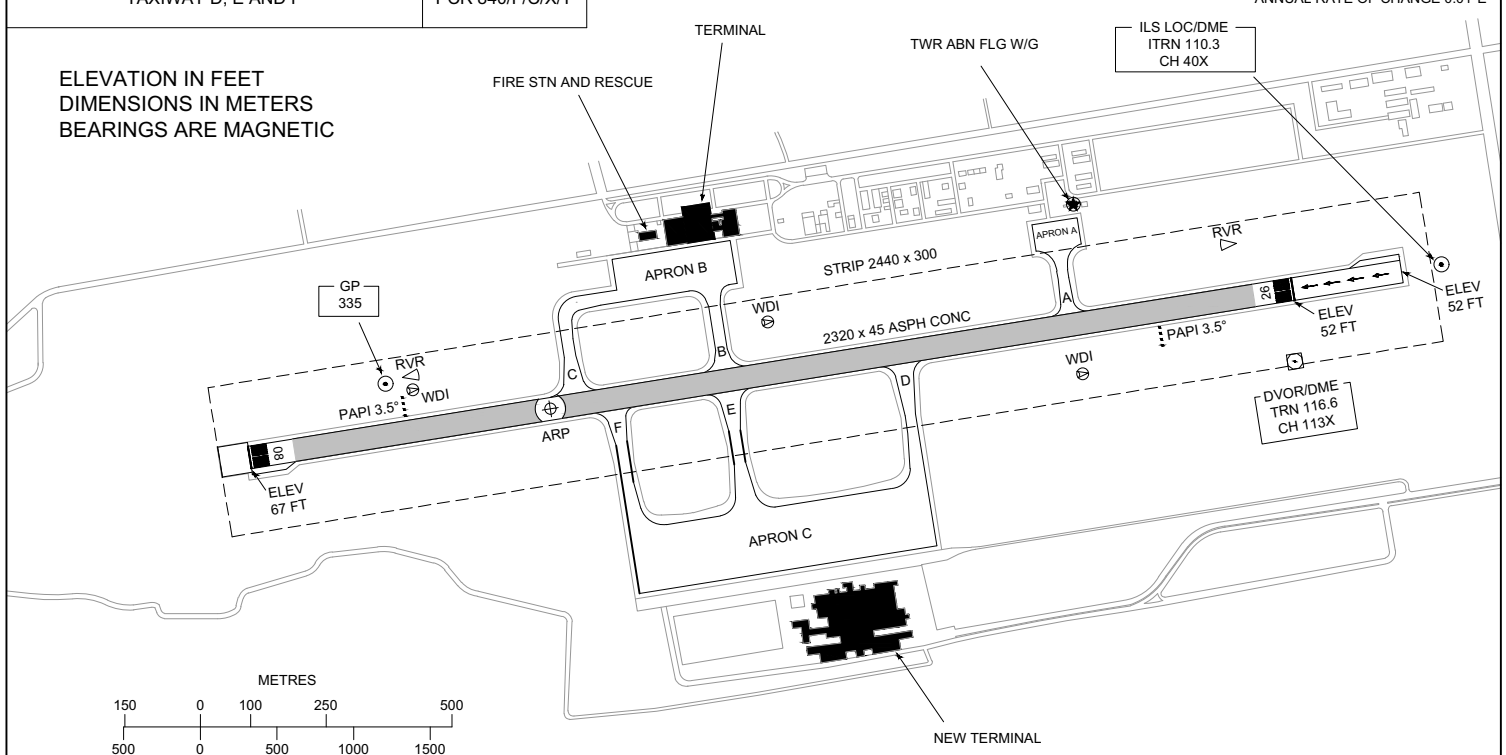
TRANG / Trang

RWY	DIRECTION (TRUE BRG)	THR	BEARING STRENGTH
08	081°	07° 30' 26" N 099° 36' 26" E	PCR 840/F/C/X/T
26	261°	07° 30' 37" N 099° 37' 34" E	
APRON A APRON B APRON C			PCR 500/F/C/X/T PCR 550/R/C/X/T PCR 910/R/C/X/T
TAXIWAY A, B AND C TAXIWAY D, E AND F			PCR 500/F/C/X/T PCR 840/F/C/X/T

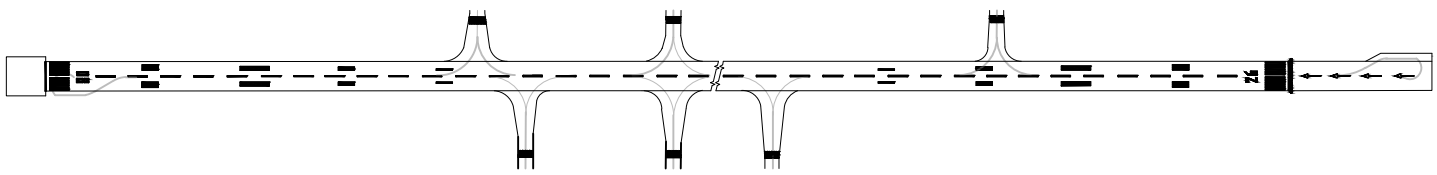
REMARKS:
- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- TAXIWAY A WIDTH 15 m.
- TAXIWAY B, C, D, E AND F WIDTH 23 m.

VAR 0.37°W (2016)
ANNUAL RATE OF CHANGE 0.01°E

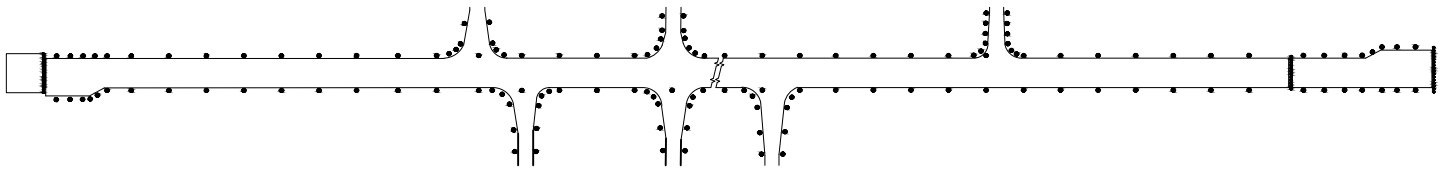
ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 08/26 AND EXIT TWY



LIGHTING AIDS RWY 08/26 AND EXIT TWY



CHANGE: REVISED CHART. ADD APN C, TWY D, TWY E, TWY F. BEARING STRENGTH. TABULAR.

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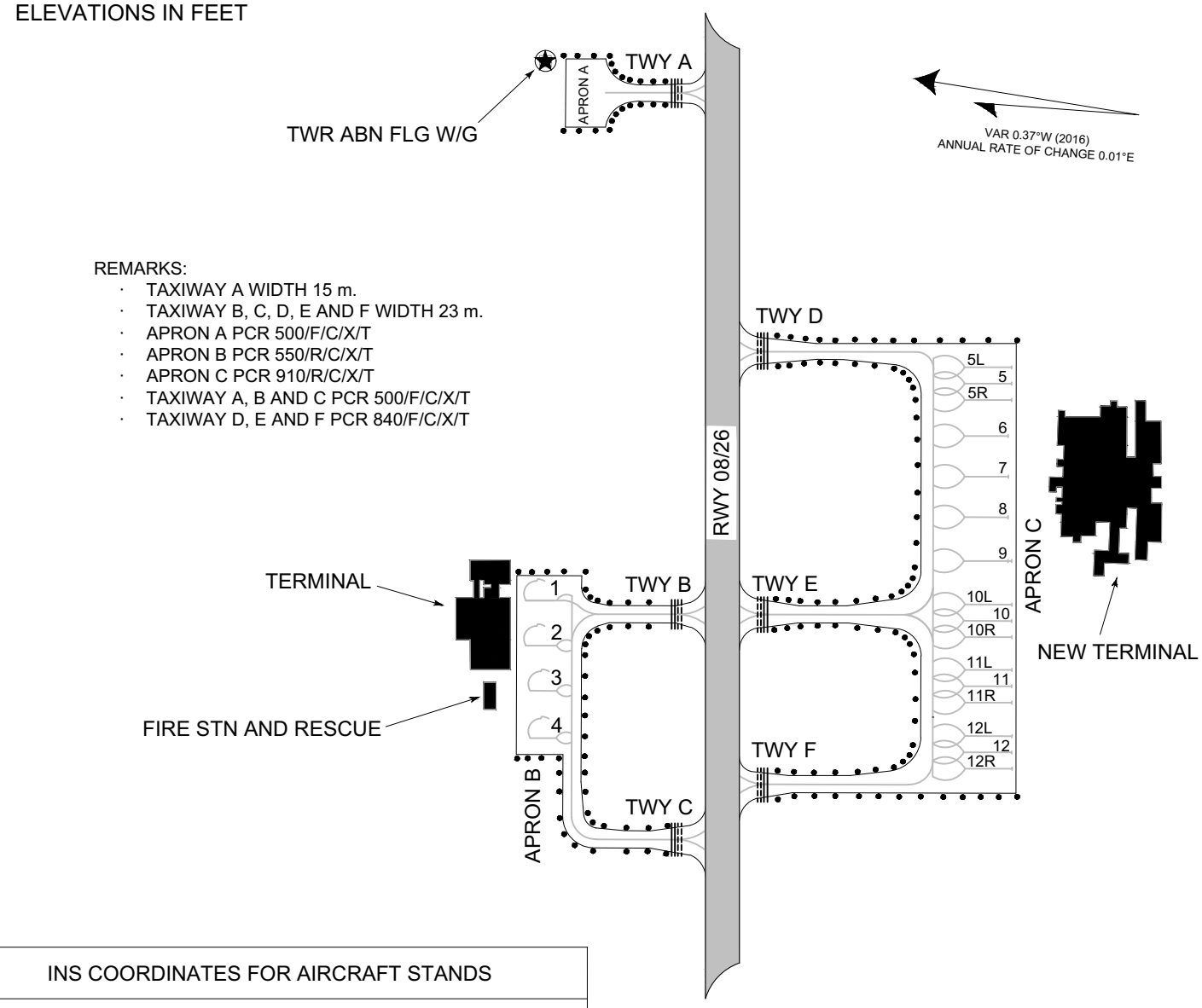
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 56 FT

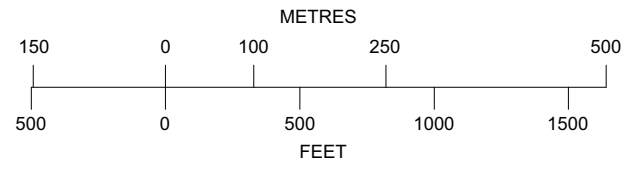
TWR 118.35 236.6

TRANG / Trang

ELEVATIONS IN FEET



INS COORDINATES FOR AIRCRAFT STANDS			
LOCATION	STAND NR	COORDINATES	
APRON B	1	07 30 39.49N	099 36 56.05E
	2	07 30 39.19N	099 36 54.12E
	3	07 30 38.68N	099 36 52.22E
	4	07 30 38.37N	099 36 50.19E
APRON C	5	07 30 20.20N	099 37 08.68E
	5L	07 30 20.31N	099 37 09.38E
	5R	07 30 20 09N	099 37 07.98E
	6	07 30 19.99N	099 37 06.41E
	7	07 30 19.71N	099 37 04.67E
	8	07 30 19.43N	099 37 02.93E
	9	07 30 18.98N	099 37 01.08E
	10	07 30 18.57N	099 36 58.51E
	10L	07 30 18.69N	099 36 59.21E
	10R	07 30 18.46N	099 36 57.81E
	11	07 30 18.13N	099 36 55.71E
	11L	07 30 18.24N	099 36 56.41E
	11R	07 30 18.01N	099 36 55.01E
	12	07 30 17.67N	099 36 52.87E
	12L	07 30 17.79N	099 36 53.57E
	12R	07 30 17.56N	099 36 52.17E



LEGEND	
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	

CHANGE: NEW CHART.

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VTSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSY - YALA/BETONG AIRPORT

VTSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	054719.64N 1010849.77E
2	Direction and distance from (city)	10 km NE from city
3	Elevation/Reference temperature	225.25 m (738 ft)
4	Geoid Undulation at AD ELEV PSN	-9 m (-30 ft)
5	MAG VAR/Annual change	0º11'W (2025) / 0º2'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Betong Airport Betong Airport 125 Moo.8, Yarom Betong Yala 95110 Thailand
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSY AD 2.3 OPERATIONAL HOURS

1	AD Administration	0130 - 0930
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	0130 - 0930
8	Fuelling	NIL
9	Handling	NIL
10	Security	0130 - 0930
11	De-icing	NIL
12	Remarks	NIL

VTSY AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTSY AD 2.5 PASSENGER FACILITIES

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

VTSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	Accordance with AD Category 5
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTSY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

VTSY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 23/R/D/X/T
2	Taxiway width, surface and strength	TWY A and B Width: 18 M Surface: Asphalt Strength: PCN 23/F/D/X/T
3	Altimeter checkpoint location and elevation	Location: 054714.33N 1010851.00E 054713.84N 1010849.62E 054713.34N 1010848.25E Elevation: MSL 225.109 M (738.547 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	BET	113.1 MHz	H24	054707.7N 1010838.7E		DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 nm at required altitude and distance in various areas as follows: – Radial 350°-020° altitude should not below 8 000 ft. – Radial 021°-040° altitude should not below 6 500 ft. – Radial 041°-060° altitude should not below 9 000 ft. – Radial 061°-075° altitude should not below 15 000 ft. – Radial 076°-349° unable to check due to border limit
DME		78X	H24	054707.8N 1010838.3E		DME co-located with DVOR

VTSY AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, all aircraft are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 25. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTSY AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSY AD 2.22 FLIGHT PROCEDURES

NIL

VTSY AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSY AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

05° 47' 20" N
101° 08' 50" E

ELEV 738 FT
225 m

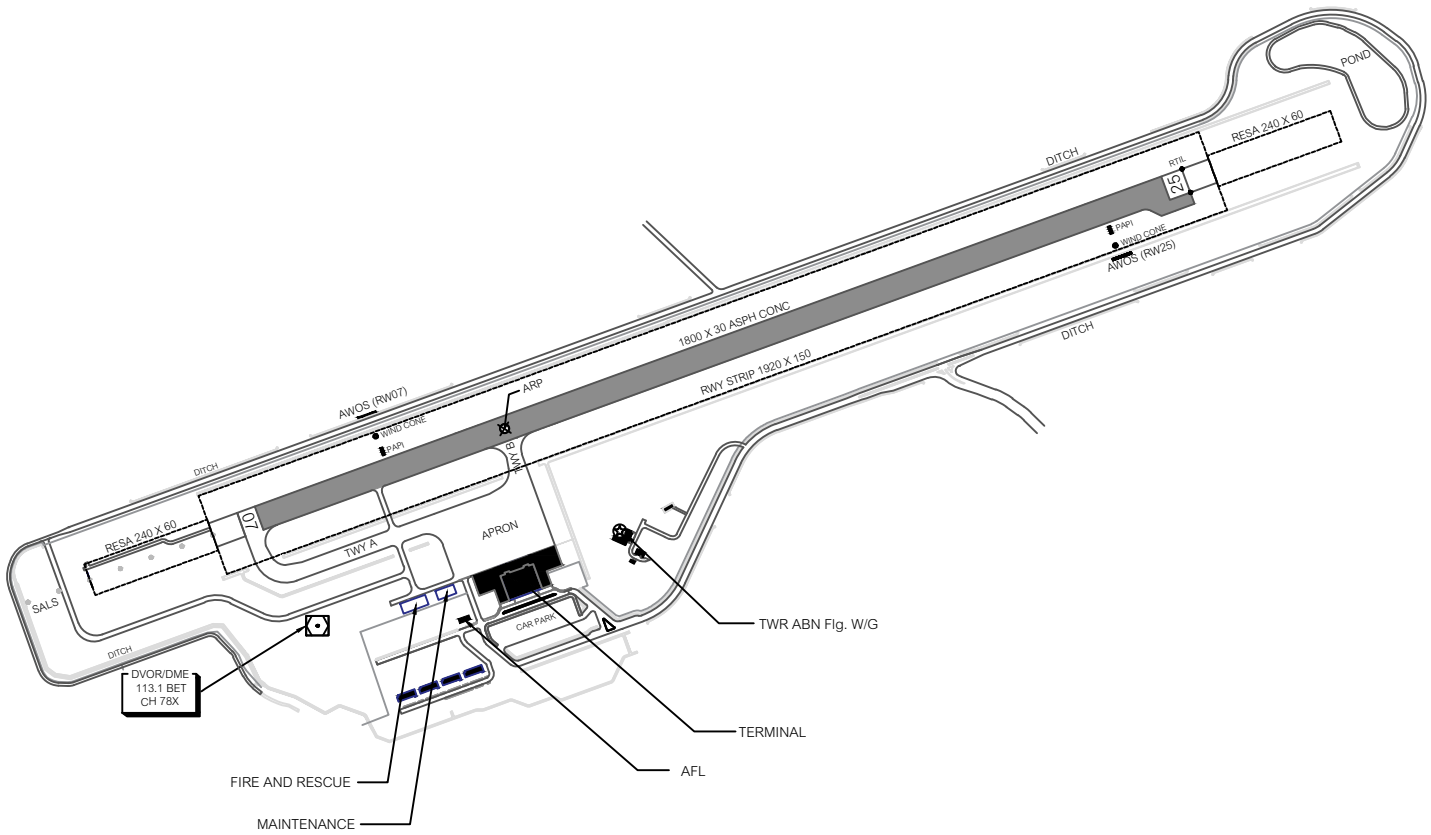
TWR 124.15

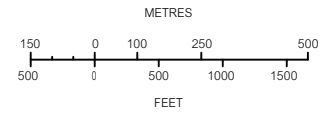
YALA / Betong

RWY	DIRECTION	THR	BEARING STRENGTH
07	070°	05° 47' 14" N 101° 08' 35" E	PCN 23/F/D/X/T
25	250°	05° 47' 34" N 101° 09' 30" E	
APRON			PCN 23/R/D/X/T
TWY A and B			PCN 23/F/D/X/T

MAG VAR 0° 11' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

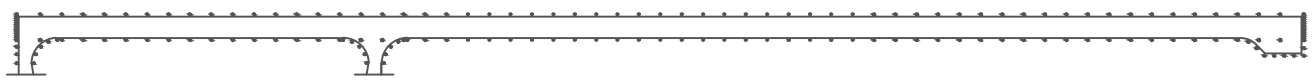




Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 07/25 AND EXIT TWY

LIGHTING AIDS RWY 07/25 AND EXIT TWY



CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE. TABULAR.

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AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATIONAL LIMITATIONS)

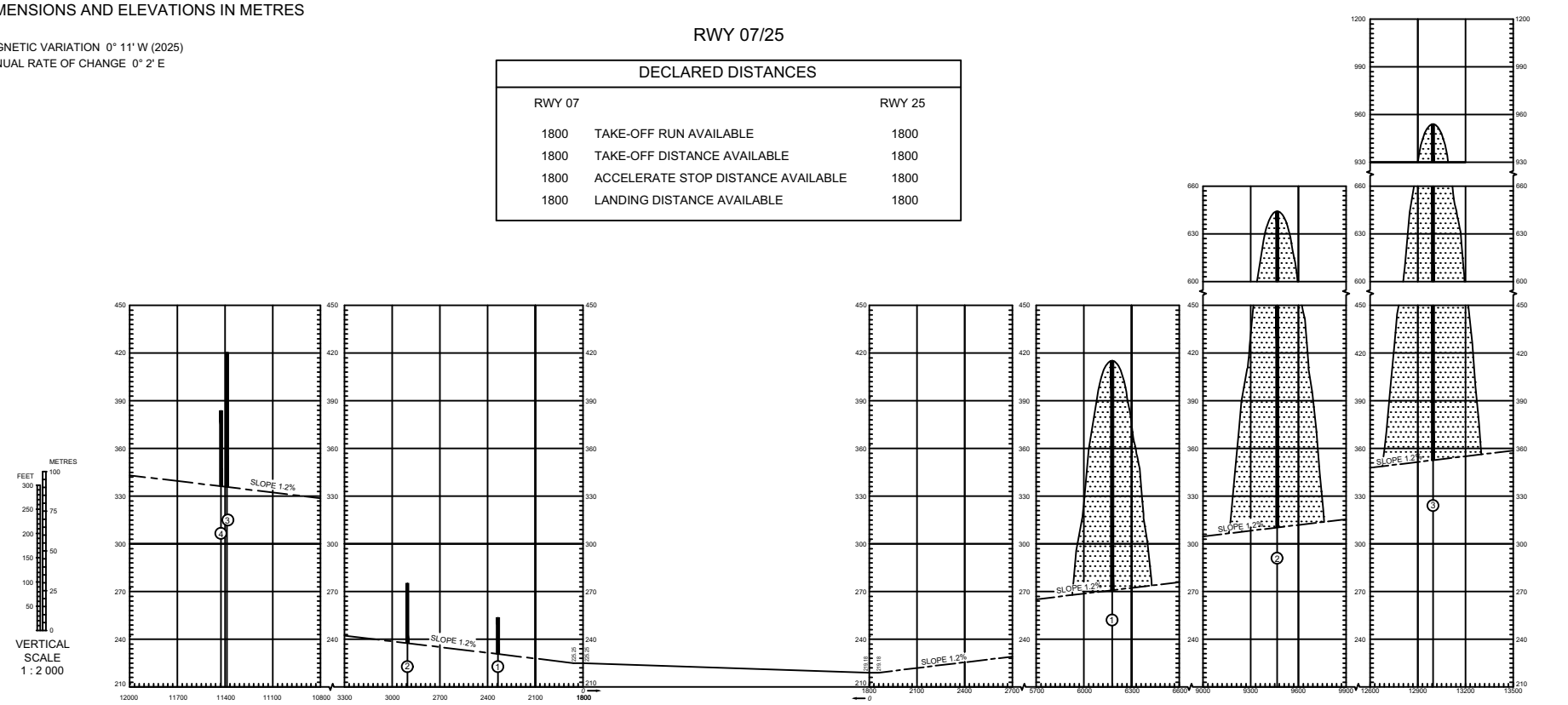
YALA / Betong Airport

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 0° 11' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

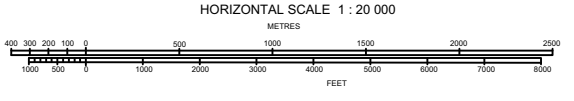
RWY 07/25

DECLARED DISTANCES		
RWY 07		RWY 25
1800	TAKE-OFF RUN AVAILABLE	1800
1800	TAKE-OFF DISTANCE AVAILABLE	1800
1800	ACCELERATE STOP DISTANCE AVAILABLE	1800
1800	LANDING DISTANCE AVAILABLE	1800



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	
TERRAIN PENETRATING OBSTACLE PLANE	
TERRAIN CONTOUR	
TREE OR SHRUB	

HORIZONTAL SCALE 1 : 20 000



CHANGE: REVISED CHART, MAG.VAR, ANNUAL RATE OF CHANGE

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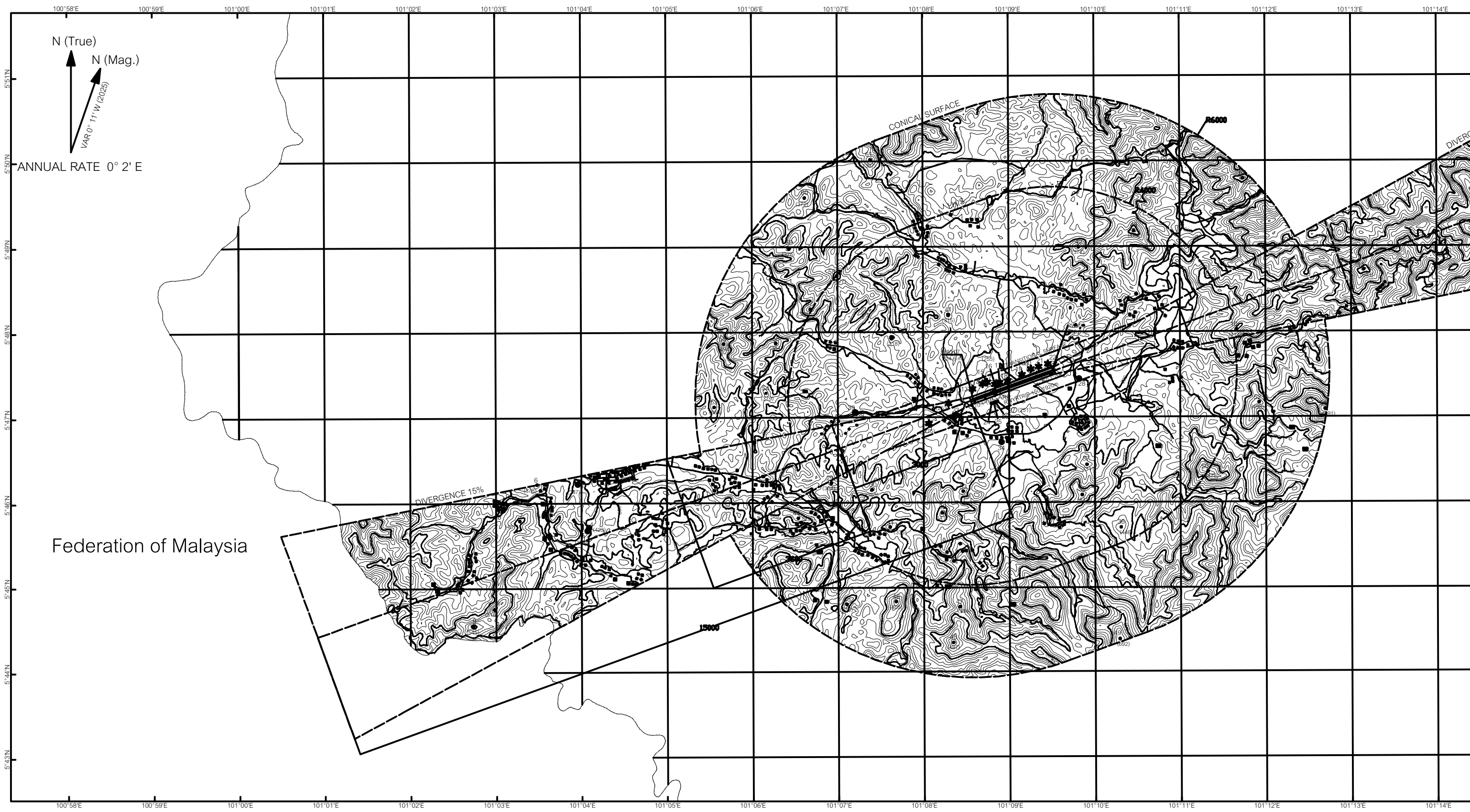
GRIDLINES AND CO-ORDINATES SHOWN ARE BASED ON WGS-84 DATUM

DIMENSIONS IN METER
ELEVATIONS IN METER (EGM-96)
AERODROME ELEVATION 225.247 m (738.999 ft.)

AERODROME OBSTACLE CHART - ICAO
TYPE - B

YALA, BETONG
THAILAND



S_NO.	OBJECT	LATITUDE	LONGITUDE	TOP_ELEV_M	REMARKS	EASTING	NORTHING	PER.ELEV.	OBST	DIST_FROM ARP_M
1	TREE	05° 47' 11.759" N	101° 08' 17.005" E	253.63	WITHIN APP.07	736762.125	640050.469	234.05	18.97	1,036.860
2	TREE	05° 46' 57.634" N	101° 08' 03.248" E	275.27	WITHIN APP.07	736340.390	639624.856	244.96	29.71	1,583.198
3	ANTENNA	05° 46' 15.465" N	101° 03' 56.787" E	387.41	WITHIN APP.07	728760.546	638301.187	374.65	12.14	9,229.317
4	ANTENNA	05° 45' 44.818' N	101° 04' 04.537" E	423.26	WITHIN APP.07	729002.465	637360.405	374.65	47.99	9,248.668
5	ANTENNA	05° 45' 42.640" N	101° 04' 03.493" E	383.82	WITHIN APP.07	728970.592	637293.352	374.65	8.56	9,300.392
6	GROUND ELEVATION	05° 46' 15.230" N	101° 03' 28.109" E	379*	WITHIN APP.07	727878.045	638290.748	374.65	3.35	10,094.640
7	GROUND ELEVATION	05° 45' 49.660" N	101° 03' 15.929" E	432*	WITHIN APP.07	727506.070	637503.755	374.65	56.35	10,639.109
8	GROUND ELEVATION	05° 44' 47.404" N	101° 02' 57.997" E	517*	WITHIN APP.07	726961.080	635588.936	374.65	141.35	11,729.959
9	GROUND ELEVATION	05° 44' 35.744" N	101° 02' 43.298" E	546*	WITHIN APP.07	726510.014	635229.061	374.65	170.35	12,351.224
10	GROUND ELEVATION	05° 48' 03.514" N	101° 11' 39.227" E	415*	WITHIN APP.25	742979.366	641674.586	318.47	95.53	5,386.625
11	GROUND ELEVATION	05° 48' 45.420" N	101° 13' 08.722" E	644*	WITHIN APP.25	745728.498	642972.973	368.56	274.44	8,393.929
12	GROUND ELEVATION	05° 49' 19.240" N	101° 14' 47.617" E	954*	WITHIN APP.25	748767.849	644024.272	368.56	584.44	11,609.852
13	TREE	05° 47' 21.860' N	101° 08' 33.910" E	264.50	T.S.	737281.199	640372.805	246.54	17.35	492.719
14	TREE	05° 47' 25.485" N	101° 08' 40.906" E	265.59	T.S.	737496.076	640484.995	251.11	13.87	326.548
15	TREE	05° 47' 26.546" N	101° 08' 44.058" E	264.48	T.S.	737592.951	640517.963	250.80	13.07	275.548
16	TREE	05° 47' 24.930" N	101° 08' 49.663' E	255.90	T.S.	737765.648	640468.975	235.77	19.52	162.687
17	TREE	05° 47' 26.359" N	101° 08' 52.950" E	251.54	T.S.	737866.630	640513.236	236.78	14.15	228.605
18	TREE	05° 47' 27.230" N	101° 08' 58.570" E	238.86	T.S.	738039.481	640540.063	231.87	6.38	357.165
19	TREE	05° 47' 31.796" N	101° 09' 08.622" E	246.05	T.S.	738348.297	640682.152	233.98	11.45	690.179
20	TREE	05° 47' 35.818" N	101° 09' 14.891" E	250.68	T.S.	738540.743	640806.467	239.87	10.20	919.285
21	TREE	05° 47' 37.471" N	101° 09' 20.307" E	256.14	T.S.	738707.241	640857.895	254.53	1.53	1,088.000
22	TREE	05° 47' 39.403" N	101° 09' 26.791" E	248.27	T.S.	738906.557	640918.028	239.59	8.06	1,291.228
23	TREE	05° 47' 03.302" N	101° 08' 22.159" E	249.75	T.S.	736921.725	639801.204	232.82	16.33	986.777
24	ELECTRIC POLE 1 (AIRPORT)	05° 47' 11.442" N	101° 08' 47.334" E	251.16	T.S.	737695.525	640054.261	244.21	6.34	262.677
25	ELECTRIC POLE 2 (AIRPORT)	05° 47' 11.905" N	101° 08' 48.702" E	251.28	T.S.	737737.563	640068.627	244.30	6.37	239.829
26	ELECTRIC POLE 3 (AIRPORT)	05° 47' 12.410" N	101° 08' 50.089" E	251.34	T.S.	737780.193	640084.332	244.28	6.45	222.262
27	ELECTRIC POLE 4 (AIRPORT)	05° 47' 12.913" N	101° 08' 51.460" E	251.18	T.S.	737822.320	640099.941	244.25	6.32	213.064
28	ANTENNA	05° 47' 28.962" N	101° 09' 48.705" E	261.71	T.S.	739582.149	640599.764	257.06	4.03	1,836.332
29	GROUND ELEVATION	05° 46' 15.729" N	101° 06' 54.611" E	365*	I.H.S.	734232.946	638329.368	269.65	94.35	4,051.541
30	GROUND ELEVATION	05° 46' 11.105" N	101° 07' 23.196" E	354*	I.H.S.	735113.171	638190.549	269.65	83.35	3,395.903
31	GROUND ELEVATION	05° 45' 44.840" N	101° 07' 35.856" E	337*	I.H.S.	735505.793	637384.982	269.65	66.35	3,695.708
32	GROUND ELEVATION	05° 45' 54.722" N	101° 08' 12.511" E	418*	I.H.S.	736632.726	637692.832	269.65	147.35	2,849.989
33	GROUND ELEVATION	05° 46' 09.930" N	101° 08' 27.123" E	328*	I.H.S.	737080.663	638161.824	269.65	58.35	2,252.646
34	ANTENNA	05° 46' 44.395" N	101° 08' 54.301" E	293.31	I.H.S.	737913.089	639223.994	269.65	23.05	1,091.833
35	GROUND ELEVATION	05° 46' 07.286" N	101° 09' 50.652" E	432*	I.H.S.	739651.631	638090.283	265.38	165.62	2,907.511
36	GROUND ELEVATION	05° 45' 44.354" N	101° 10' 17.967" E	447*	I.H.S.	740495.006	637388.851	263.56	182.44	3,992.562
37	GROUND ELEVATION	05° 46' 28.502" N	101° 09' 54.114" E	342*	I.H.S.	739755.687	638742.623	263.56	77.44	2,527.938
38	ANTENNA	05° 47' 05.131" N	101° 07' 12.207" E	283.26	I.H.S.	734768.796	639849.336	272.96	9.70	3,035.218
39	ANTENNA	05° 47' 05.721" N	101° 07' 11.426" E	293.69	I.H.S.	734744.700	639867.384	273.29	19.80	3,056.397
40	GROUND ELEVATION	05° 47' 58.129" N	101° 07' 37.520" E	319*	I.H.S.	739755.687	638742.623	269.65	48.35	2,518.339
41	GROUND ELEVATION	05° 48' 14.119" N	101° 08' 17.111" E	316*	I.H.S.	736758.176	641976.619	269.65	45.35	1,952.552
42	GROUND ELEVATION	05° 49' 01.903" N	101° 09' 48.380" E	378*	I.H.S.	739561.243	643455.586	263.56	113.44	3,623.322
43	GROUND ELEVATION	05° 49' 12.939" N	101° 10' 27.270" E	425*	I.H.S.	740756.719	643799.294	263.56	160.44	4,596.170
44	GROUND ELEVATION	05° 45' 51.279" N	101° 06' 31.398" E	336*	C.S.	733521.335	637575.467	298.62	36.38	5,050.128
45	GROUND ELEVATION	05° 44' 50.548" N	101° 07' 05.287" E	340*	C.S.	734571.196	635713.261	324.14	14.86	5,596.865
46	GROUND ELEVATION	05° 44' 52.399" N	101° 07' 39.912" E	406*	C.S.	735636.597	635774.088	297.55	107.45	5,009.006
47	GROUND ELEVATION	05° 44' 48.648" N	101° 08' 24.736" E	385*	C.S.	737016.558	635663.989	286.39	97.61	4,702.992
48	GROUND ELEVATION	05° 44' 23.519" N	101° 08' 20.067" E	488*	C.S.	736875.755	634891.320	326.42	160.58	5,488.258
49	GROUND ELEVATION	05° 44' 25.811" N	101° 10' 16.940" E	693*	C.S.	740472.503	634975.280	357.32	334.68	5,977.191
50	GROUND ELEVATION	05° 46' 23.711" N	101° 11' 19.011" E	479*	C.S.	742369.025	638605.380	265.55	212.45	4,904.046
51	GROUND ELEVATION	05° 47' 07.607" N	101° 12' 41.310" E	692*	C.S.	744896.671	639957.886	358.26	332.74	7,135.770
52	GROUND ELEVATION	05° 47' 12.188" N	101° 11' 55.029" E	499*	C.S.	743471.756	640099.270	286.69	211.31	5,706.101
53	GROUND ELEVATION	05° 47' 09.516" N	101° 05' 32.529" E	365*	C.S.	731700.827	639972.709	349.43	14.57	6,077.750
54	GROUND ELEVATION	05° 47' 19.312" N	101° 06' 09.018" E	380*	C.S.	732822.587	640277.849	295.98	83.02	4,946.908
55	GROUND ELEVATION	05° 47' 54.042" N	101° 05' 39.305" E	495*	C.S.	731904.281	641341.577	344.98	149.02	5,955.796
56	GROUND ELEVATION	05° 47' 54.375" N	101° 06' 15.920" E	385*	C.S.	733030.991	641355.997	291.94	92.06	4,853.291
57	GROUND ELEVATION	05° 48' 18.293" N	101° 06' 40.263" E	369*	C.S.	733777.365	642093.691	272.82	95.18	4,373.911
58	GROUND ELEVATION	05° 48' 41.709" N	101° 06' 58.917' E	428*	C.S.	734348.727	642815.339	270.57	156.43	4,242.194
59	GROUND ELEVATION	05° 49' 00.815" N	101° 06' 25.416' E	376*	C.S.	733315.610	643398.839	327.90	47.10	5,422.001
60	GROUND ELEVATION	05° 49' 36.658" N	101° 06' 36.367' E	373*	C.S.	733648.480	644501.128	355.55	16.45	5,880.340
61	GROUND ELEVATION	05° 50' 03.167" N	101° 07' 22.714' E	398*	C.S.	735071.627	645319.167	354.66	42.34	5,692.676
62	GROUND ELEVATION	05° 49' 49.736" N	101° 11' 43.796' E	426*	C.S.	743107.274	644939.094	358.30	66.70	7,068.857

SCALE 1 : 100,000

1,000 0 1,000 2,000 3,000 4,000 5,000 METER

3,000 0 3,000 6,000 9,000 12,000 15,000 FEET

LEGEND	
AERODROME REFERENCE POINT 5° 47' 19.64" N 101° 08' 49.77"E	⌖
INTERNATIONAL BOUNDERY LINE	— — —
ROAD	———
RIVER, CANAL	———
CONTOUR	———
TREE	✱
ANTENNA	●
VILLAGE	■
BUILDING OR LARGE STRUCTURE	■
GROUND ELEVATION	NO. ● (ELEV)

ORDER OF ACCURACY	
HORIZONTAL	1 M
VERTICAL	0.5 M

NOTE :
1. ALL OBSTACLES SHOWN WHICH ARE PENETRATE SURFACE SPECIFIED IN ANNEX 14 VOL-1,CHAPTER-1&GSR.
2. TORA FOR RWY 07 IS 1800 m.
   TORA FOR RWY 25 IS 1800 m.
3. TO BRING OUT THE CLARIFY IN THE OBSTACLES DEPICTED IN THE APROACH AND TAKE-OFF SURFACE, ONLY HIGHER.
4. ALL OBSTACLES ARE SHOWN IN THE CHART ARE BASED ON AERONAUTICAL SURVEY MARCH 2020.
5. TOPOGRAPHIC FEATURES SOURCE - WORLD TOPO MAP ESPI.
6. CONTOUR SOURCE - SRTM DATA.

AMENDMENT RECORD

No.	DATE	ENTERED BY

CHANGE: REVISED CHART, MAG VAR, ANNUAL RATE OF CHANGE.

INTENTIONALLY BLANK