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**THE CIVIL AVIATION AUTHORITY OF THAILAND**  
**Aeronautical Information Management Department**  
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**Chatuchak, Bangkok 10900 Thailand**

**AIRAC AIP - THAILAND**  
**Amendment 12/25**  
**16 OCT 25**

This AIRAC AIP AMDT 12/25 contains:

|             |   |
|-------------|---|
| GEN 0.2     | RECORD OF AIP AMENDMENTS  |
| GEN 0.4     | CHECKLIST OF AIP PAGES  |
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| GEN 3.2     | AERONAUTICAL CHARTS   |
| GEN 3.3     | AIR TRAFFIC SERVICES  |
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| ENR 5.2     | MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)   |
| ENR 6       | WORLD AERONAUTICAL CHART-WAC 2738   |
| AD 2-VTCC-1 | AD 2.4 HANDLING SERVICES AND FACILITIES<br>AD 2.23 ADDITIONAL INFORMATION   |
| AD 2-VTBS-1 | AD 2.22 FLIGHT PROCEDURES<br>AD 2.24 CHARTS RELATED TO AN AERODROME   |
| AD 2-VTBS-6 | Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Radio communication failure table)<br>Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Radio communication failure table)<br>Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R(PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Radio communication failure table)<br>Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Radio communication failure table)<br>Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Radio communication failure table)<br>Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Radio communication failure table) |
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| AD 2-VTUW-2 | Aerodrome Chart - ICAO  |
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| AD 2-VTUQ-2 | Aerodrome Chart - ICAO  |
| AD 2-VTUQ-8 | Instrument Approach Chart - ICAO - VOR/DME RWY 24   |
| AD 2-VTUV-1 | AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA<br>AD 2.24 CHARTS RELATED TO AN AERODROME   |

AD 2-VTUV-2

Aerodrome Chart - ICAO

AD 2-VTBO-1

AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1.

| DESTROY |             |             | INSERT |             |             |
|---------|-------------|-------------|--------|-------------|-------------|
| GEN     | 0.2-3       | 30 OCT 2025 | GEN    | 0.2-3       | 27 NOV 2025 |
|         | 0.4-1       | 30 OCT 2025 |        | 0.4-1       | 27 NOV 2025 |
|         | 0.4-2       | 30 OCT 2025 |        | 0.4-2       | 27 NOV 2025 |
|         | 0.4-3       | 30 OCT 2025 |        | 0.4-3       | 27 NOV 2025 |
|         | 0.4-4       | 30 OCT 2025 |        | 0.4-4       | 27 NOV 2025 |
|         | 0.4-5       | 30 OCT 2025 |        | 0.4-5       | 27 NOV 2025 |
|         | 0.4-6       | 30 OCT 2025 |        | 0.4-6       | 27 NOV 2025 |
|         | 0.4-7       | 30 OCT 2025 |        | 0.4-7       | 27 NOV 2025 |
|         | 0.4-8       | 30 OCT 2025 |        | 0.4-8       | 27 NOV 2025 |
|         | 0.4-9       | 30 OCT 2025 |        | 0.4-9       | 27 NOV 2025 |
|         | 0.4-10      | 30 OCT 2025 |        | 0.4-10      | 27 NOV 2025 |
|         | 0.4-11      | 30 OCT 2025 |        | 0.4-11      | 27 NOV 2025 |
|         | 3.1-1       | 16 MAY 2024 |        | 3.1-1       | 27 NOV 2025 |
|         | 3.1-5       | 18 JUN 2020 |        | 3.1-5       | 27 NOV 2025 |
|         | 3.1-6       | 8 AUG 2024  |        | 3.1-6       | 27 NOV 2025 |
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|         | 3.2-9       | 2 OCT 2025  |        | 3.2-9       | 27 NOV 2025 |
|         | 3.2-10      | 2 OCT 2025  |        | 3.2-10      | 27 NOV 2025 |
|         | 3.2-19      | 10 JUL 2025 |        | 3.2-19      | 27 NOV 2025 |
|         | 3.2-22      | 2 OCT 2025  |        | 3.2-22      | 27 NOV 2025 |
|         | 3.3-9       | 30 OCT 2025 |        | 3.3-9       | 27 NOV 2025 |
|         | 3.3-10      | 30 OCT 2025 |        | 3.3-10      | 27 NOV 2025 |
|         | 3.3-11      | 30 OCT 2025 |        | -           | -           |
|         | 3.3-12      | 30 OCT 2025 |        | -           | -           |
| ENR     | 1.9-3       | 30 OCT 2025 | ENR    | 1.9-3       | 27 NOV 2025 |
|         | 5.2-1       | 18 JUL 2019 |        | 5.2-1       | 27 NOV 2025 |
|         | -           | -           |        | 5.2-2       | 27 NOV 2025 |
|         | 6-1         | 2 OCT 2025  |        | 6-1         | 27 NOV 2025 |
|         | 6-13        | 2 OCT 2025  |        | 6-13        | 27 NOV 2025 |
| AD      | 2-VTCC-1-1  | 7 AUG 2025  | AD     | 2-VTCC-1-1  | 27 NOV 2025 |
|         | 2-VTCC-1-2  | 17 APR 2025 |        | 2-VTCC-1-2  | 27 NOV 2025 |
|         | 2-VTCC-1-3  | 7 AUG 2025  |        | 2-VTCC-1-3  | 27 NOV 2025 |
|         | 2-VTCC-1-4  | 7 AUG 2025  |        | 2-VTCC-1-4  | 27 NOV 2025 |
|         | 2-VTCC-1-22 | 4 SEP 2025  |        | 2-VTCC-1-22 | 27 NOV 2025 |
|         | 2-VTBS-1-60 | 2 OCT 2025  |        | 2-VTBS-1-60 | 27 NOV 2025 |

| DESTROY      |             | INSERT       |             |
|--------------|-------------|--------------|-------------|
| 2-VTBS-1-81  | 2 OCT 2025  | 2-VTBS-1-81  | 27 NOV 2025 |
| 2-VTBS-1-82  | 2 OCT 2025  | 2-VTBS-1-82  | 27 NOV 2025 |
| 2-VTBS-1-83  | 2 OCT 2025  | 2-VTBS-1-83  | 27 NOV 2025 |
| 2-VTBS-6-80  | 10 JUL 2025 | 2-VTBS-6-80  | 27 NOV 2025 |
| 2-VTBS-6-88  | 10 JUL 2025 | 2-VTBS-6-88  | 27 NOV 2025 |
| 2-VTBS-6-96  | 10 JUL 2025 | 2-VTBS-6-96  | 27 NOV 2025 |
| 2-VTBS-6-104 | 10 JUL 2025 | 2-VTBS-6-104 | 27 NOV 2025 |
| 2-VTBS-6-112 | 10 JUL 2025 | 2-VTBS-6-112 | 27 NOV 2025 |
| 2-VTBS-6-120 | 10 JUL 2025 | 2-VTBS-6-120 | 27 NOV 2025 |
| 2-VTUW-1-1   | 30 OCT 2025 | 2-VTUW-1-1   | 27 NOV 2025 |
| 2-VTUW-1-8   | 15 MAY 2025 | 2-VTUW-1-8   | 27 NOV 2025 |
| 2-VTUW-1-11  | 4 SEP 2025  | 2-VTUW-1-11  | 27 NOV 2025 |
| 2-VTUW-2-1   | 4 SEP 2025  | 2-VTUW-2-1   | 27 NOV 2025 |
| 2-VTUQ-1-1   | 13 JUN 2024 | 2-VTUQ-1-1   | 27 NOV 2025 |
| 2-VTUQ-1-8   | 15 MAY 2025 | 2-VTUQ-1-8   | 27 NOV 2025 |
| 2-VTUQ-2-1   | 23 MAR 2023 | 2-VTUQ-2-1   | 27 NOV 2025 |
| 2-VTUQ-8-3   | 15 MAY 2025 | 2-VTUQ-8-3   | 27 NOV 2025 |
| 2-VTUV-1-1   | 11 AUG 2022 | 2-VTUV-1-1   | 27 NOV 2025 |
| 2-VTUV-1-9   | 7 AUG 2025  | 2-VTUV-1-9   | 27 NOV 2025 |
| 2-VTUV-2-1   | 7 AUG 2025  | 2-VTUV-2-1   | 27 NOV 2025 |
| 2-VTBO-1-1   | 17 APR 2025 | 2-VTBO-1-1   | 27 NOV 2025 |
| 2-VTBO-1-2   | 17 APR 2025 | 2-VTBO-1-2   | 27 NOV 2025 |
| 2-VTBO-1-3   | 17 APR 2025 | 2-VTBO-1-3   | 27 NOV 2025 |
| 2-VTBO-1-4   | 17 APR 2025 | 2-VTBO-1-4   | 27 NOV 2025 |

**2. Hand amendments**

NIL

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

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

|         |     |
|---------|-----|
| AIP SUP | NIL |
| AIC     | NIL |
| NOTAM   | NIL |

- END -

| AIP AMENDMENT |                     |                  |                | AIRAC AIP AMENDMENT |                     |                   |                |
|---------------|---------------------|------------------|----------------|---------------------|---------------------|-------------------|----------------|
| NR/<br>Year   | Publication<br>date | Date<br>inserted | Inserted<br>by | NR/<br>Year         | Publication<br>date | Effective<br>date | Inserted<br>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        |                |
|               |                     |                  |                | 10/25               | 21 AUG 2025         | 2 OCT 2025        |                |
|               |                     |                  |                | 11/25               | 18 SEP 2025         | 30 OCT 2025       |                |
|               |                     |                  |                | 12/25               | 16 OCT 2025         | 27 NOV 2025       |                |

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GEN 0.4 CHECKLIST OF AIP PAGES

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| 0.1-2                         | 13 JUN 24        | 2.2-8         | 12 SEP 19        | 3.4-4                          | 7 AUG 25  |
| 0.1-3                         | 18 JUL 19        | 2.2-9         | 12 SEP 19        | 3.4-5                          | 7 AUG 25  |
| 0.2-1                         | 21 APR 22        | 2.2-10        | 12 SEP 19        | 3.4-6                          | 20 MAR 25 |
| 0.2-2                         | 20 FEB 25        | 2.2-11        | 12 SEP 19        | 3.5-1                          | 10 JUL 25 |
| <b>0.2-3</b>                  | <b>27 NOV 25</b> | 2.2-12        | 12 SEP 19        | 3.5-2                          | 10 JUL 25 |
| 0.3-1                         | 2 NOV 23         | 2.2-13        | 12 SEP 19        | 3.5-3                          | 30 NOV 23 |
| 0.3-2                         | 2 NOV 23         | 2.2-14        | 12 SEP 19        | 3.5-4                          | 7 AUG 25  |
| 0.3-3                         | 2 NOV 23         | 2.2-15        | 12 SEP 19        | 3.5-5                          | 30 NOV 23 |
| 0.3-4                         | 2 NOV 23         | 2.2-16        | 12 SEP 19        | 3.6-1                          | 4 SEP 25  |
| 0.3-5                         | 2 NOV 23         | 2.2-17        | 12 SEP 19        | 3.6-2                          | 18 JUL 19 |
| <b>0.4-1</b>                  | <b>27 NOV 25</b> | 2.2-18        | 12 SEP 19        | 3.6-3                          | 18 JUL 19 |
| <b>0.4-2</b>                  | <b>27 NOV 25</b> | 2.3-1         | 18 JUL 19        | 3.7-1                          | 23 JAN 25 |
| <b>0.4-3</b>                  | <b>27 NOV 25</b> | 2.3-2         | 18 JUL 19        | 3.7-2                          | 23 JAN 25 |
| <b>0.4-4</b>                  | <b>27 NOV 25</b> | 2.4-1         | 25 JAN 24        | <b>GEN 4.</b>                  |           |
| <b>0.4-5</b>                  | <b>27 NOV 25</b> | 2.4-2         | 25 JAN 24        | 4.1-1                          | 4 SEP 25  |
| <b>0.4-6</b>                  | <b>27 NOV 25</b> | 2.4-3         | 25 JAN 24        | 4.1-2                          | 4 SEP 25  |
| <b>0.4-7</b>                  | <b>27 NOV 25</b> | 2.5-1         | 10 JUL 25        | 4.1-3                          | 4 SEP 25  |
| <b>0.4-8</b>                  | <b>27 NOV 25</b> | 2.5-2         | 10 JUL 25        | 4.2-1                          | 17 APR 25 |
| <b>0.4-9</b>                  | <b>27 NOV 25</b> | 2.5-3         | 4 SEP 25         | 4.2-2                          | 17 APR 25 |
| <b>0.4-10</b>                 | <b>27 NOV 25</b> | 2.6-1         | 18 JUL 19        | 4.2-3                          | 17 APR 25 |
| <b>0.4-11</b>                 | <b>27 NOV 25</b> | 2.6-2         | 18 JUL 19        | 4.3-1                          | 13 JUN 24 |
| 0.5-1                         | 18 JUL 19        | 2.6-3         | 18 JUL 19        | <b>PART 2 - EN-ROUTE (ENR)</b> |           |
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| 1.1-3                         | 20 FEB 25        | 3.1-2         | 12 SEP 19        | 0.6-2                          | 18 JUL 19 |
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| 1.2-2                         | 20 MAR 25        | <b>3.1-5</b>  | <b>27 NOV 25</b> | 1.2-1                          | 7 AUG 25  |
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| 1.2-4                         | 20 MAR 25        | 3.1-7         | 28 NOV 24        | 1.2-3                          | 28 DEC 23 |
| 1.2-5                         | 20 MAR 25        | 3.2-1         | 8 AUG 24         | 1.2-4                          | 28 DEC 23 |
| 1.2-6                         | 20 MAR 25        | 3.2-2         | 8 AUG 24         | 1.3-1                          | 18 JUL 19 |
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| 1.2-8                         | 20 MAR 25        | 3.2-4         | 30 OCT 25        | 1.4-2                          | 28 DEC 23 |
| 1.3-1                         | 18 JUL 19        | 3.2-5         | 30 OCT 25        | 1.5-1                          | 18 JUL 19 |
| 1.3-2                         | 18 JUL 19        | 3.2-6         | 30 OCT 25        | 1.6-1                          | 3 OCT 24  |
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| 1.3-4                         | 18 JUL 19        | 3.2-8         | 2 OCT 25         | 1.6-3                          | 2 OCT 25  |
| 1.3-5                         | 18 JUL 19        | <b>3.2-9</b>  | <b>27 NOV 25</b> | 1.6-4                          | 2 OCT 25  |
| 1.4-1                         | 5 NOV 20         | <b>3.2-10</b> | <b>27 NOV 25</b> | 1.6-5                          | 3 OCT 24  |
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| 1.4-5                         | 31 DEC 20        | 3.2-14        | 2 OCT 25         | 1.6-9                          | 3 OCT 24  |
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| 1.6-1                         | 8 OCT 20         | 3.2-16        | 2 OCT 25         | 1.6-11                         | 3 OCT 24  |
| 1.6-2                         | 8 OCT 20         | 3.2-17        | 2 OCT 25         | 1.6-12                         | 3 OCT 24  |
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| 1.7-1                         | 30 OCT 25        | <b>3.2-19</b> | <b>27 NOV 25</b> | 1.6-14                         | 3 OCT 24  |
| 1.7-2                         | 30 OCT 25        | 3.2-20        | 7 AUG 25         | 1.6-15                         | 3 OCT 24  |
| 1.7-3                         | 30 OCT 25        | 3.2-21        | 4 SEP 25         | 1.6-16                         | 3 OCT 24  |
| 1.7-4                         | 30 OCT 25        | <b>3.2-22</b> | <b>27 NOV 25</b> | 1.6-17                         | 3 OCT 24  |
| <b>GEN 2.</b>                 |                  |               |                  |                                |           |
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| 2.1-2                         | 20 FEB 25        | 3.2-24        | 15 MAY 25        | 1.6-19                         | 3 OCT 24  |
| 2.1-3                         | 20 FEB 25        | 3.3-1         | 10 JUL 25        | 1.6-20                         | 3 OCT 24  |
| 2.2-1                         | 28 NOV 24        | 3.3-2         | 30 OCT 25        | 1.6-21                         | 3 OCT 24  |
| 2.2-2                         | 12 SEP 19        | 3.3-3         | 30 OCT 25        | 1.6-22                         | 3 OCT 24  |
| 2.2-3                         | 12 SEP 19        | 3.3-4         | 30 OCT 25        | 1.6-23                         | 3 OCT 24  |
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| 1.7-2         | 18 JUL 19        | 2.1-5         | 7 AUG 25  | 3.1-43 | 7 AUG 25  |
| 1.7-3         | 18 JUL 19        | 2.1-6         | 2 OCT 25  | 3.1-44 | 7 AUG 25  |
| 1.8-1         | 30 DEC 21        | 2.1-7         | 2 OCT 25  | 3.1-45 | 7 AUG 25  |
| 1.8-2         | 18 APR 24        | 2.1-8         | 2 OCT 25  | 3.1-46 | 7 AUG 25  |
| 1.8-3         | 18 APR 24        | 2.1-9         | 2 OCT 25  | 3.1-47 | 7 AUG 25  |
| 1.8-4         | 30 DEC 21        | 2.1-10        | 7 AUG 25  | 3.1-48 | 7 AUG 25  |
| 1.8-5         | 30 DEC 21        | 2.1-11        | 7 AUG 25  | 3.1-49 | 7 AUG 25  |
| 1.8-6         | 18 APR 24        | 2.1-12        | 7 AUG 25  | 3.1-50 | 7 AUG 25  |
| 1.8-7         | 18 APR 24        | 2.1-13        | 7 AUG 25  | 3.1-51 | 7 AUG 25  |
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| 1.8-9         | 10 JUL 25        | 2.1-15        | 7 AUG 25  | 3.1-53 | 7 AUG 25  |
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| 1.9-2         | 30 OCT 25        | 2.1-18        | 7 AUG 25  | 3.1-56 | 7 AUG 25  |
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| 1.9-6         | 30 OCT 25        | 2.1-22        | 7 AUG 25  | 3.1-60 | 7 AUG 25  |
| 1.9-7         | 4 SEP 25         | 2.1-23        | 7 AUG 25  | 3.1-61 | 7 AUG 25  |
| 1.9-8         | 4 SEP 25         | 2.1-24        | 7 AUG 25  | 3.1-62 | 7 AUG 25  |
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|             |           | 2-VTCC-1-21                  | 7 AUG 25         |  |           |
|             |           | <b>2-VTCC-1-22</b>           | <b>27 NOV 25</b> |  |           |
|             |           | 2-VTCC-1-23                  | 7 AUG 25         |  |           |
|             |           | 2-VTCC-1-24                  | 7 AUG 25         |  |           |
|             |           | 2-VTCC-2-1                   | 7 AUG 25         |  |           |
|             |           | 2-VTCC-2-3                   | 7 AUG 25         |  |           |
|             |           | 2-VTCC-2-5                   | 7 AUG 25         |  |           |
|             |           | 2-VTCC-3-1                   | 7 AUG 25         |  |           |
|             |           | 2-VTCC-5-1                   | 2 NOV 23         |  |           |
|             |           | 2-VTCC-6-1                   | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-2                   | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-3                   | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-5                   | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-6                   | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-7                   | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-9                   | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-10                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-11                  | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-12                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-13                  | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-14                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-15                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-17                  | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-18                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-19                  | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-20                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-21                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-22                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-23                  | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-24                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-25                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-26                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-27                  | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-28                  | 26 DEC 24        |  |           |
|             |           | 2-VTCC-6-29                  | 7 AUG 25         |  |           |
|             |           | 2-VTCC-6-30                  | 26 DEC 24        |  |           |
|             |           |                              |                  | <b>CHIANG RAI / Mae Fah Luang-CHIANG</b> |           |
|             |           |                              |                  | <b>RAI INTERNATIONAL AIRPORT</b>         |           |
|             |           |                              |                  | 2-VTCT-1-1                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-1-2                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-1-3                               | 18 APR 24 |
|             |           |                              |                  | 2-VTCT-1-4                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-1-5                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-1-6                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-1-7                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-1-8                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-1-9                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-1-10                              | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-1-11                              | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-1-12                              | 17 APR 25 |
|             |           |                              |                  | 2-VTCT-1-13                              | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-2-1                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-2-3                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-2-5                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-3-1                               | 7 AUG 25  |
|             |           |                              |                  | 2-VTCT-6-1                               | 26 DEC 24 |
|             |           |                              |                  | 2-VTCT-6-2                               | 26 DEC 24 |
|             |           |                              |                  | 2-VTCT-6-3                               | 26 DEC 24 |
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|             |           |                              |                  | 2-VTCT-8-1                               | 2 NOV 23  |
|             |           |                              |                  | 2-VTCT-8-2                               | 26 DEC 24 |
|             |           |                              |                  | 2-VTCT-8-3                               | 2 NOV 23  |
|             |           |                              |                  | 2-VTCT-8-4                               | 26 DEC 24 |
|             |           |                              |                  | 2-VTCT-8-5                               | 2 NOV 23  |
|             |           |                              |                  | 2-VTCT-8-6                               | 26 DEC 24 |
|             |           |                              |                  | 2-VTCT-8-7                               | 2 NOV 23  |
|             |           |                              |                  | 2-VTCT-8-8                               | 26 DEC 24 |
|             |           |                              |                  | 2-VTCT-8-9                               | 2 NOV 23  |
|             |           |                              |                  | 2-VTCT-8-10                              | 2 NOV 23  |
|             |           |                              |                  | 2-VTCT-8-11                              | 2 NOV 23  |
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| 2-VTSP-1-1   | 7 AUG 25  | 2-VTBS-1-4         | 28 NOV 24        | 2-VTBS-1-75        | 2 OCT 25         |
| 2-VTSP-1-2   | 7 AUG 25  | 2-VTBS-1-5         | 7 AUG 25         | 2-VTBS-1-76        | 2 OCT 25         |
| 2-VTSP-1-3   | 4 SEP 25  | 2-VTBS-1-6         | 28 NOV 24        | 2-VTBS-1-77        | 2 OCT 25         |
| 2-VTSP-1-4   | 7 AUG 25  | 2-VTBS-1-7         | 7 AUG 25         | 2-VTBS-1-78        | 2 OCT 25         |
| 2-VTSP-1-5   | 7 AUG 25  | 2-VTBS-1-8         | 7 AUG 25         | 2-VTBS-1-79        | 2 OCT 25         |
| 2-VTSP-1-6   | 7 AUG 25  | 2-VTBS-1-9         | 7 AUG 25         | 2-VTBS-1-80        | 2 OCT 25         |
| 2-VTSP-1-7   | 7 AUG 25  | 2-VTBS-1-10        | 7 AUG 25         | <b>2-VTBS-1-81</b> | <b>27 NOV 25</b> |
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| 2-VTSP-1-9   | 7 AUG 25  | 2-VTBS-1-12        | 7 AUG 25         | <b>2-VTBS-1-83</b> | <b>27 NOV 25</b> |
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| 2-VTSP-1-11  | 7 AUG 25  | 2-VTBS-1-14        | 7 AUG 25         | 2-VTBS-2-1         | 4 SEP 25         |
| 2-VTSP-1-12  | 25 JAN 24 | 2-VTBS-1-15        | 17 APR 25        | 2-VTBS-2-3         | 15 MAY 25        |
| 2-VTSP-1-13  | 7 AUG 25  | 2-VTBS-1-16        | 7 AUG 25         | 2-VTBS-2-4         | 2 NOV 23         |
| 2-VTSP-1-14  | 17 JUN 21 | 2-VTBS-1-17        | 7 AUG 25         | 2-VTBS-2-5         | 2 NOV 23         |
| 2-VTSP-1-15  | 7 AUG 25  | 2-VTBS-1-18        | 7 AUG 25         | 2-VTBS-2-6         | 2 NOV 23         |
| 2-VTSP-1-16  | 17 JUN 21 | 2-VTBS-1-19        | 7 AUG 25         | 2-VTBS-3-1         | 4 SEP 25         |
| 2-VTSP-1-17  | 7 AUG 25  | 2-VTBS-1-20        | 2 OCT 25         | 2-VTBS-3-3         | 4 SEP 25         |
| 2-VTSP-1-18  | 26 JAN 23 | 2-VTBS-1-21        | 10 JUL 25        | 2-VTBS-3-5         | 4 SEP 25         |
| 2-VTSP-1-19  | 7 AUG 25  | 2-VTBS-1-22        | 2 OCT 25         | 2-VTBS-3-7         | 31 OCT 24        |
| 2-VTSP-1-20  | 25 JAN 24 | 2-VTBS-1-23        | 2 OCT 25         | 2-VTBS-3-9         | 31 OCT 24        |
| 2-VTSP-1-21  | 7 AUG 25  | 2-VTBS-1-24        | 2 OCT 25         | 2-VTBS-3-11        | 31 OCT 24        |
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| 2-VTSP-1-23  | 4 SEP 25  | 2-VTBS-1-26        | 2 OCT 25         | 2-VTBS-6-2         | 10 JUL 25        |
| 2-VTSP-1-24  | 4 SEP 25  | 2-VTBS-1-27        | 2 OCT 25         | 2-VTBS-6-3         | 10 JUL 25        |
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| 2-VTSP-2-1   | 7 AUG 25  | 2-VTBS-1-29        | 2 OCT 25         | 2-VTBS-6-5         | 2 OCT 25         |
| 2-VTSP-2-3   | 7 AUG 25  | 2-VTBS-1-30        | 2 OCT 25         | 2-VTBS-6-6         | 2 OCT 25         |
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| 2-VTSP-2-5   | 7 AUG 25  | 2-VTBS-1-32        | 2 OCT 25         | 2-VTBS-6-8         | 2 OCT 25         |
| 2-VTSP-3-1   | 7 AUG 25  | 2-VTBS-1-33        | 2 OCT 25         | 2-VTBS-6-9         | 2 OCT 25         |
| 2-VTSP-6-1   | 10 JUL 25 | 2-VTBS-1-34        | 2 OCT 25         | 2-VTBS-6-10        | 2 OCT 25         |
| 2-VTSP-6-2   | 10 JUL 25 | 2-VTBS-1-35        | 2 OCT 25         | 2-VTBS-6-11        | 2 OCT 25         |
| 2-VTSP-6-3   | 10 JUL 25 | 2-VTBS-1-36        | 2 OCT 25         | 2-VTBS-6-12        | 2 OCT 25         |
| 2-VTSP-6-5   | 10 JUL 25 | 2-VTBS-1-37        | 2 OCT 25         | 2-VTBS-6-13        | 2 OCT 25         |
| 2-VTSP-6-6   | 10 JUL 25 | 2-VTBS-1-38        | 2 OCT 25         | 2-VTBS-6-15        | 2 OCT 25         |
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| 2-VTSP-7-1   | 20 MAY 21 | 2-VTBS-1-42        | 12 JUN 25        | 2-VTBS-6-19        | 2 OCT 25         |
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| 2-VTSP-7-4   | 18 JUL 19 | 2-VTBS-1-45        | 12 JUN 25        | 2-VTBS-6-22        | 2 OCT 25         |
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| 2-VTSP-7-8   | 18 JUL 19 | 2-VTBS-1-48        | 7 AUG 25         | 2-VTBS-6-25        | 2 OCT 25         |
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| 2-VTSP-7-11  | 18 JUL 19 | 2-VTBS-1-51        | 7 AUG 25         | 2-VTBS-6-29        | 2 OCT 25         |
| 2-VTSP-8-1   | 4 SEP 25  | 2-VTBS-1-52        | 12 JUN 25        | 2-VTBS-6-30        | 10 JUL 25        |
| 2-VTSP-8-3   | 4 SEP 25  | 2-VTBS-1-53        | 7 AUG 25         | 2-VTBS-6-31        | 10 JUL 25        |
| 2-VTSP-8-5   | 4 SEP 25  | 2-VTBS-1-54        | 7 AUG 25         | 2-VTBS-6-32        | 2 OCT 25         |
| 2-VTSP-8-7   | 4 SEP 25  | 2-VTBS-1-55        | 2 OCT 25         | 2-VTBS-6-33        | 2 OCT 25         |
| 2-VTSP-8-9   | 4 SEP 25  | 2-VTBS-1-56        | 2 OCT 25         | 2-VTBS-6-34        | 2 OCT 25         |
| 2-VTSP-8-11  | 4 SEP 25  | 2-VTBS-1-57        | 2 OCT 25         | 2-VTBS-6-35        | 2 OCT 25         |
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| 2-VTSP-8-13  | 4 SEP 25  | 2-VTBS-1-59        | 2 OCT 25         | 2-VTBS-6-37        | 2 OCT 25         |
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| 2-VTSP-8-17  | 4 SEP 25  | 2-VTBS-1-63        | 2 OCT 25         | 2-VTBS-6-41        | 2 OCT 25         |
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| 2-VTSP-8-20  | 4 SEP 25  | 2-VTBS-1-65        | 2 OCT 25         | 2-VTBS-6-43        | 10 JUL 25        |
| 2-VTSP-8-21  | 4 SEP 25  | 2-VTBS-1-66        | 2 OCT 25         | 2-VTBS-6-44        | 2 OCT 25         |
|  |           | 2-VTBS-1-67        | 2 OCT 25         | 2-VTBS-6-45        | 2 OCT 25         |
|  |           | 2-VTBS-1-68        | 2 OCT 25         | 2-VTBS-6-46        | 2 OCT 25         |
|  |           | 2-VTBS-1-69        | 2 OCT 25         | 2-VTBS-6-47        | 2 OCT 25         |
|  |           | 2-VTBS-1-70        | 2 OCT 25         | 2-VTBS-6-48        | 2 OCT 25         |
|  |           | 2-VTBS-1-71        | 2 OCT 25         | 2-VTBS-6-49        | 2 OCT 25         |
|  |           | 2-VTBS-1-72        | 2 OCT 25         | 2-VTBS-6-50        | 2 OCT 25         |
|  |           | 2-VTBS-1-73        | 2 OCT 25         | 2-VTBS-6-51        | 2 OCT 25         |
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| 2-VTBS-6-53         | 2 OCT 25         | 2-VTBS-7-1                           | 2 OCT 25  | 2-VTBU-3-1                   | 4 SEP 25  |
| 2-VTBS-6-54         | 2 OCT 25         | 2-VTBS-7-2                           | 7 AUG 25  | 2-VTBU-6-1                   | 16 JUN 22 |
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| 2-VTBS-6-56         | 10 JUL 25        | 2-VTBS-7-4                           | 2 OCT 25  | 2-VTBU-6-3                   | 16 JUN 22 |
| 2-VTBS-6-57         | 10 JUL 25        | 2-VTBS-7-5                           | 2 OCT 25  | 2-VTBU-6-4                   | 18 JUL 19 |
| 2-VTBS-6-58         | 2 OCT 25         | 2-VTBS-7-6                           | 2 OCT 25  | 2-VTBU-8-1                   | 10 JUL 25 |
| 2-VTBS-6-59         | 2 OCT 25         | 2-VTBS-7-7                           | 2 OCT 25  | 2-VTBU-8-3                   | 16 JUN 22 |
| 2-VTBS-6-60         | 2 OCT 25         | 2-VTBS-7-8                           | 2 OCT 25  | 2-VTBU-8-4                   | 10 JUL 25 |
| 2-VTBS-6-61         | 2 OCT 25         | 2-VTBS-7-9                           | 2 OCT 25  | 2-VTBU-8-5                   | 23 MAR 23 |
| 2-VTBS-6-62         | 2 OCT 25         | 2-VTBS-7-10                          | 7 AUG 25  | 2-VTBU-8-6                   | 10 JUL 25 |
| 2-VTBS-6-63         | 2 OCT 25         | 2-VTBS-7-11                          | 2 OCT 25  | 2-VTBU-8-7                   | 16 JUN 22 |
| 2-VTBS-6-64         | 2 OCT 25         | 2-VTBS-7-12                          | 7 AUG 25  | 2-VTBU-8-8                   | 10 JUL 25 |
| 2-VTBS-6-65         | 2 OCT 25         | 2-VTBS-7-13                          | 7 AUG 25  | 2-VTBU-8-9                   | 14 JUL 22 |
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| 2-VTBS-6-68         | 10 JUL 25        | 2-VTBS-7-16                          | 2 OCT 25  | 2-VTBU-8-12                  | 16 JUN 22 |
| 2-VTBS-6-69         | 10 JUL 25        | 2-VTBS-7-17                          | 2 OCT 25  | 2-VTBU-8-13                  | 16 JUN 22 |
| 2-VTBS-6-70         | 2 OCT 25         | 2-VTBS-7-18                          | 2 OCT 25  | 2-VTBU-8-14                  | 16 JUN 22 |
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| 2-VTBS-6-73         | 2 OCT 25         | 2-VTBS-8-1                           | 2 OCT 25  | <b>SONGKHLA / HAT YAI</b>    |           |
| 2-VTBS-6-74         | 2 OCT 25         | 2-VTBS-8-2                           | 4 SEP 25  | <b>INTERNATIONAL AIRPORT</b> |           |
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| 2-VTBS-6-76         | 2 OCT 25         | 2-VTBS-8-5                           | 2 OCT 25  | 2-VTSS-1-2                   | 30 OCT 25 |
| 2-VTBS-6-77         | 2 OCT 25         | 2-VTBS-8-6                           | 4 SEP 25  | 2-VTSS-1-3                   | 7 AUG 25  |
| 2-VTBS-6-78         | 2 OCT 25         | 2-VTBS-8-7                           | 10 JUL 25 | 2-VTSS-1-4                   | 7 AUG 25  |
| 2-VTBS-6-79         | 2 OCT 25         | 2-VTBS-8-9                           | 2 OCT 25  | 2-VTSS-1-5                   | 7 AUG 25  |
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| 2-VTBS-6-81         | 2 OCT 25         | 2-VTBS-8-11                          | 10 JUL 25 | 2-VTSS-1-7                   | 30 OCT 25 |
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| 2-VTBS-6-90         | 2 OCT 25         | 2-VTBS-8-21                          | 2 OCT 25  | 2-VTSS-1-15                  | 30 OCT 25 |
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| 2-VTBS-6-98         | 2 OCT 25         | 2-VTBS-8-28                          | 4 SEP 25  | 2-VTSS-3-1                   | 7 AUG 25  |
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| 2-VTBS-6-101        | 2 OCT 25         | 2-VTBS-9-3                           | 28 NOV 24 | 2-VTSS-6-2                   | 10 JUL 25 |
| 2-VTBS-6-103        | 2 OCT 25         | 2-VTBS-9-5                           | 28 NOV 24 | 2-VTSS-6-3                   | 10 JUL 25 |
| <b>2-VTBS-6-104</b> | <b>27 NOV 25</b> | 2-VTBS-9-6                           | 28 NOV 24 | 2-VTSS-6-5                   | 10 JUL 25 |
| 2-VTBS-6-105        | 2 OCT 25         | 2-VTBS-9-7                           | 28 NOV 24 | 2-VTSS-6-6                   | 10 JUL 25 |
| 2-VTBS-6-106        | 2 OCT 25         | 2-VTBS-9-8                           | 28 NOV 24 | 2-VTSS-6-7                   | 10 JUL 25 |
| 2-VTBS-6-107        | 2 OCT 25         | 2-VTBS-9-9                           | 28 NOV 24 | 2-VTSS-6-8                   | 10 JUL 25 |
| 2-VTBS-6-108        | 2 OCT 25         | 2-VTBS-9-11                          | 28 NOV 24 | 2-VTSS-7-1                   | 10 JUL 25 |
| 2-VTBS-6-109        | 2 OCT 25         | 2-VTBS-9-12                          | 28 NOV 24 | 2-VTSS-7-2                   | 10 JUL 25 |
| 2-VTBS-6-110        | 2 OCT 25         | 2-VTBS-9-13                          | 15 MAY 25 | 2-VTSS-7-3                   | 10 JUL 25 |
| 2-VTBS-6-111        | 2 OCT 25         |                                      |           | 2-VTSS-7-5                   | 10 JUL 25 |
| <b>2-VTBS-6-112</b> | <b>27 NOV 25</b> |                                      |           | 2-VTSS-7-6                   | 10 JUL 25 |
| 2-VTBS-6-113        | 2 OCT 25         | <b>RAYONG / U-TAPAO RAYONG</b>       |           | 2-VTSS-7-7                   | 10 JUL 25 |
| 2-VTBS-6-114        | 2 OCT 25         | <b>PATTAYA INTERNATIONAL AIRPORT</b> |           | 2-VTSS-8-1                   | 10 JUL 25 |
| 2-VTBS-6-115        | 2 OCT 25         | 2-VTBU-1-1                           | 4 SEP 25  | 2-VTSS-8-2                   | 10 JUL 25 |
| 2-VTBS-6-116        | 2 OCT 25         | 2-VTBU-1-2                           | 7 AUG 25  | 2-VTSS-8-3                   | 10 JUL 25 |
| 2-VTBS-6-117        | 2 OCT 25         | 2-VTBU-1-3                           | 7 AUG 25  | 2-VTSS-8-4                   | 10 JUL 25 |
| 2-VTBS-6-118        | 2 OCT 25         | 2-VTBU-1-4                           | 4 SEP 25  | 2-VTSS-8-5                   | 10 JUL 25 |
| 2-VTBS-6-119        | 2 OCT 25         | 2-VTBU-1-5                           | 7 AUG 25  | 2-VTSS-8-6                   | 10 JUL 25 |
| <b>2-VTBS-6-120</b> | <b>27 NOV 25</b> | 2-VTBU-1-6                           | 7 AUG 25  | 2-VTSS-8-7                   | 16 MAY 24 |
| 2-VTBS-6-121        | 2 OCT 25         | 2-VTBU-1-7                           | 23 JAN 25 | 2-VTSS-8-8                   | 16 MAY 24 |
| 2-VTBS-6-122        | 2 OCT 25         | 2-VTBU-1-8                           | 7 AUG 25  | 2-VTSS-8-9                   | 10 JUL 25 |
| 2-VTBS-6-123        | 2 OCT 25         | 2-VTBU-1-9                           | 7 AUG 25  | 2-VTSS-8-11                  | 16 MAY 24 |
| 2-VTBS-6-124        | 2 OCT 25         | 2-VTBU-1-10                          | 4 SEP 25  | 2-VTSS-8-12                  | 16 MAY 24 |
| 2-VTBS-6-125        | 2 OCT 25         | 2-VTBU-2-1                           | 4 SEP 25  | 2-VTSS-8-13                  | 16 MAY 24 |
|                     |                  | 2-VTBU-2-3                           | 4 SEP 25  | 2-VTSS-8-14                  | 16 MAY 24 |

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|--------------------------------------|-----------|----------------------------------|-----------|--|-----------|
| 2-VTSS-9-1                           | 16 MAY 24 | 2-VTUK-1-3                       | 30 OCT 25 | 2-VTCL-1-2                             | 20 MAR 25 |
|                                      |           | 2-VTUK-1-4                       | 30 OCT 25 | 2-VTCL-1-3                             | 26 DEC 24 |
| <b>BURIRAM / BURI RAM AIRPORT</b>    |           | 2-VTUK-1-5                       | 30 OCT 25 | 2-VTCL-1-4                             | 8 AUG 24  |
| 2-VTUU-1-1                           | 13 JUN 24 | 2-VTUK-1-6                       | 30 OCT 25 | 2-VTCL-1-5                             | 8 AUG 24  |
| 2-VTUU-1-2                           | 13 JUN 24 | 2-VTUK-1-7                       | 30 OCT 25 | 2-VTCL-1-6                             | 17 APR 25 |
| 2-VTUU-1-3                           | 13 JUN 24 | 2-VTUK-1-8                       | 30 OCT 25 | 2-VTCL-1-7                             | 23 JAN 25 |
| 2-VTUU-1-4                           | 17 APR 25 | 2-VTUK-1-9                       | 30 OCT 25 | 2-VTCL-1-8                             | 20 FEB 25 |
| 2-VTUU-1-5                           | 26 DEC 24 | 2-VTUK-2-1                       | 30 OCT 25 | 2-VTCL-1-9                             | 20 MAR 25 |
| 2-VTUU-1-6                           | 15 MAY 25 | 2-VTUK-2-3                       | 30 OCT 25 | 2-VTCL-1-10                            | 20 MAR 25 |
| 2-VTUU-1-7                           | 26 DEC 24 | 2-VTUK-6-1                       | 21 APR 22 | 2-VTCL-1-11                            | 30 OCT 25 |
| 2-VTUU-1-8                           | 15 MAY 25 | 2-VTUK-6-2                       | 4 NOV 21  | 2-VTCL-2-1                             | 30 OCT 25 |
| 2-VTUU-2-1                           | 21 MAR 24 | 2-VTUK-6-3                       | 4 NOV 21  | 2-VTCL-2-3                             | 30 OCT 25 |
| 2-VTUU-2-2                           | 29 DEC 22 | 2-VTUK-6-5                       | 21 APR 22 | 2-VTCL-2-5                             | 30 OCT 25 |
| 2-VTUU-2-3                           | 29 DEC 22 | 2-VTUK-6-6                       | 21 APR 22 | 2-VTCL-3-1                             | 30 OCT 25 |
| 2-VTUU-2-4                           | 29 DEC 22 | 2-VTUK-6-7                       | 4 NOV 21  | 2-VTCL-6-1                             | 20 FEB 25 |
| 2-VTUU-2-5                           | 29 DEC 22 | 2-VTUK-8-1                       | 4 NOV 21  | 2-VTCL-6-2                             | 20 FEB 25 |
| 2-VTUU-3-1                           | 29 DEC 22 | 2-VTUK-8-3                       | 4 NOV 21  | 2-VTCL-6-3                             | 26 DEC 24 |
| 2-VTUU-8-1                           | 17 JUN 21 | 2-VTUK-8-5                       | 21 APR 22 | 2-VTCL-6-5                             | 20 FEB 25 |
| 2-VTUU-8-3                           | 17 JUN 21 | 2-VTUK-8-6                       | 15 MAY 25 | 2-VTCL-6-6                             | 20 FEB 25 |
| 2-VTUU-8-4                           | 15 MAY 25 | 2-VTUK-8-7                       | 21 APR 22 | 2-VTCL-6-7                             | 26 DEC 24 |
| 2-VTUU-8-5                           | 17 JUN 21 | 2-VTUK-8-8                       | 15 MAY 25 | 2-VTCL-7-1                             | 20 FEB 25 |
| 2-VTUU-8-6                           | 15 MAY 25 | 2-VTUK-8-9                       | 21 APR 22 | 2-VTCL-7-2                             | 26 DEC 24 |
| 2-VTUU-8-7                           | 26 DEC 24 | 2-VTUK-8-10                      | 21 APR 22 | 2-VTCL-7-3                             | 26 DEC 24 |
| 2-VTUU-8-8                           | 26 DEC 24 | 2-VTUK-8-11                      | 4 NOV 21  | 2-VTCL-7-5                             | 20 FEB 25 |
| 2-VTUU-8-9                           | 26 DEC 24 | 2-VTUK-8-13                      | 21 APR 22 | 2-VTCL-7-6                             | 20 FEB 25 |
| 2-VTUU-8-10                          | 26 DEC 24 | 2-VTUK-8-14                      | 4 NOV 21  | 2-VTCL-7-7                             | 26 DEC 24 |
| 2-VTUU-8-11                          | 26 DEC 24 | 2-VTUK-8-15                      | 4 NOV 21  | 2-VTCL-8-1                             | 20 FEB 25 |
| 2-VTUU-8-12                          | 26 DEC 24 | 2-VTUK-9-1                       | 13 AUG 20 | 2-VTCL-8-2                             | 20 FEB 25 |
|                                      |           | 2-VTUK-9-2                       | 15 MAY 25 | 2-VTCL-8-3                             | 20 FEB 25 |
| <b>CHUMPHON / CHUMPHON AIRPORT</b>   |           | 2-VTUK-9-3                       | 13 AUG 20 | 2-VTCL-8-4                             | 26 DEC 24 |
| 2-VTSE-1-1                           | 20 APR 23 | 2-VTUK-9-4                       | 15 MAY 25 | 2-VTCL-8-5                             | 20 FEB 25 |
| 2-VTSE-1-2                           | 20 APR 23 | 2-VTUK-9-5                       | 13 AUG 20 | 2-VTCL-8-6                             | 20 FEB 25 |
| 2-VTSE-1-3                           | 20 APR 23 | 2-VTUK-9-6                       | 15 MAY 25 | 2-VTCL-8-7                             | 20 FEB 25 |
| 2-VTSE-1-4                           | 17 APR 25 | 2-VTUK-9-7                       | 13 AUG 20 | 2-VTCL-8-8                             | 20 FEB 25 |
| 2-VTSE-1-5                           | 31 OCT 24 | 2-VTUK-9-8                       | 15 MAY 25 | 2-VTCL-8-9                             | 20 FEB 25 |
| 2-VTSE-1-6                           | 10 JUL 25 | 2-VTUK-9-9                       | 13 AUG 20 | 2-VTCL-8-11                            | 20 FEB 25 |
| 2-VTSE-1-7                           | 30 OCT 25 | 2-VTUK-9-10                      | 15 MAY 25 | 2-VTCL-8-12                            | 20 FEB 25 |
| 2-VTSE-1-8                           | 16 MAY 24 | 2-VTUK-9-11                      | 13 AUG 20 | 2-VTCL-8-13                            | 26 DEC 24 |
| 2-VTSE-1-9                           | 10 JUL 25 | 2-VTUK-9-12                      | 15 MAY 25 | 2-VTCL-8-15                            | 20 FEB 25 |
| 2-VTSE-2-1                           | 20 APR 23 |                                  |           | 2-VTCL-8-16                            | 20 FEB 25 |
| 2-VTSE-2-2                           | 20 APR 23 | <b>KRABI / KRABI AIRPORT</b>     |           | 2-VTCL-8-17                            | 26 DEC 24 |
| 2-VTSE-2-3                           | 20 APR 23 | 2-VTSG-1-1                       | 2 OCT 25  |  |           |
| 2-VTSE-2-4                           | 20 APR 23 | 2-VTSG-1-2                       | 7 AUG 25  | <b>LOEI / LOEI AIRPORT</b>             |           |
| 2-VTSE-2-5                           | 20 APR 23 | 2-VTSG-1-3                       | 7 AUG 25  | 2-VTUL-1-1                             | 7 OCT 21  |
| 2-VTSE-2-6                           | 20 APR 23 | 2-VTSG-1-4                       | 7 AUG 25  | 2-VTUL-1-2                             | 2 NOV 23  |
| 2-VTSE-3-1                           | 20 APR 23 | 2-VTSG-1-5                       | 7 AUG 25  | 2-VTUL-1-3                             | 2 NOV 23  |
| 2-VTSE-8-1                           | 10 JUL 25 | 2-VTSG-1-6                       | 7 AUG 25  | 2-VTUL-1-4                             | 2 NOV 23  |
| 2-VTSE-8-3                           | 10 JUL 25 | 2-VTSG-1-7                       | 7 AUG 25  | 2-VTUL-1-5                             | 17 APR 25 |
| 2-VTSE-8-5                           | 17 JUN 21 | 2-VTSG-2-1                       | 2 OCT 25  | 2-VTUL-1-6                             | 2 NOV 23  |
| 2-VTSE-8-6                           | 10 JUL 25 | 2-VTSG-3-1                       | 2 OCT 25  | 2-VTUL-1-7                             | 15 MAY 25 |
| 2-VTSE-8-7                           | 17 JUN 21 | 2-VTSG-6-1                       | 7 AUG 25  | 2-VTUL-1-8                             | 15 MAY 25 |
| 2-VTSE-8-8                           | 10 JUL 25 | 2-VTSG-6-3                       | 7 AUG 25  | 2-VTUL-1-9                             | 30 NOV 23 |
| 2-VTSE-8-9                           | 17 JUN 21 | 2-VTSG-6-5                       | 17 JUN 21 | 2-VTUL-1-10                            | 15 MAY 25 |
| 2-VTSE-8-10                          | 10 JUL 25 | 2-VTSG-6-6                       | 18 JUL 19 | 2-VTUL-2-1                             | 2 NOV 23  |
| 2-VTSE-8-11                          | 17 JUN 21 | 2-VTSG-6-7                       | 17 JUN 21 | 2-VTUL-6-1                             | 26 DEC 24 |
| 2-VTSE-8-12                          | 18 JUL 19 | 2-VTSG-6-8                       | 18 JUL 19 | 2-VTUL-6-2                             | 26 DEC 24 |
| 2-VTSE-8-13                          | 10 JUL 25 | 2-VTSG-6-9                       | 18 JUL 19 | 2-VTUL-6-3                             | 26 DEC 24 |
| 2-VTSE-8-15                          | 4 NOV 21  | 2-VTSG-7-1                       | 17 JUN 21 | 2-VTUL-6-5                             | 26 DEC 24 |
| 2-VTSE-8-16                          | 15 JUL 21 | 2-VTSG-7-2                       | 18 JUL 19 | 2-VTUL-6-6                             | 26 DEC 24 |
| 2-VTSE-8-17                          | 4 NOV 21  | 2-VTSG-8-1                       | 17 JUN 21 | 2-VTUL-6-7                             | 26 DEC 24 |
| 2-VTSE-8-18                          | 15 JUL 21 | 2-VTSG-8-2                       | 10 JUL 25 | 2-VTUL-8-1                             | 20 MAY 21 |
| 2-VTSE-9-1                           | 17 JUN 21 | 2-VTSG-8-3                       | 17 JUN 21 | 2-VTUL-8-2                             | 15 MAY 25 |
| 2-VTSE-9-2                           | 31 DEC 20 | 2-VTSG-8-4                       | 10 JUL 25 | 2-VTUL-8-3                             | 26 DEC 24 |
| 2-VTSE-9-3                           | 17 JUN 21 | 2-VTSG-8-5                       | 17 JUN 21 | 2-VTUL-8-4                             | 26 DEC 24 |
| 2-VTSE-9-4                           | 31 DEC 20 | 2-VTSG-8-6                       | 10 JUL 25 | 2-VTUL-8-5                             | 22 APR 21 |
| 2-VTSE-9-5                           | 17 JUN 21 | 2-VTSG-8-7                       | 17 JUN 21 |  |           |
| 2-VTSE-9-6                           | 31 DEC 20 | 2-VTSG-8-8                       | 17 JUN 21 | <b>LOP BURI / KHOK KATHIAM AIRPORT</b> |           |
|                                      |           | 2-VTSG-9-1                       | 31 OCT 24 | 2-VTBL-1-1                             | 17 APR 25 |
| <b>KHON KAEN / KHON KAEN AIRPORT</b> |           |                                  |           | 2-VTBL-1-2                             | 17 APR 25 |
| 2-VTUK-1-1                           | 30 OCT 25 | <b>LAMPANG / LAMPANG AIRPORT</b> |           | 2-VTBL-1-3                             | 17 APR 25 |
| 2-VTUK-1-2                           | 30 OCT 25 | 2-VTCL-1-1                       | 30 OCT 25 | 2-VTBL-1-4                             | 17 APR 25 |

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| 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**

|                    |                  |
|--------------------|------------------|
| <b>2-VTUW-1-1</b>  | <b>27 NOV 25</b> |
| 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        |
| <b>2-VTUW-1-8</b>  | <b>27 NOV 25</b> |
| 2-VTUW-1-9         | 21 MAR 24        |
| 2-VTUW-1-10        | 21 MAR 24        |
| <b>2-VTUW-1-11</b> | <b>27 NOV 25</b> |
| <b>2-VTUW-2-1</b>  | <b>27 NOV 25</b> |
| 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**

|                   |                  |
|-------------------|------------------|
| <b>2-VTUQ-1-1</b> | <b>27 NOV 25</b> |
| 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        |
| <b>2-VTUQ-1-8</b> | <b>27 NOV 25</b> |
| <b>2-VTUQ-2-1</b> | <b>27 NOV 25</b> |
| 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        |
| <b>2-VTUQ-8-3</b> | <b>27 NOV 25</b> |
| 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 SITHAMMARAT /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**

|             |           |
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| 2-VTCN-1-1  | 7 OCT 21  |
| 2-VTCN-1-2  | 7 OCT 21  |
| 2-VTCN-1-3  | 17 APR 25 |
| 2-VTCN-1-4  | 30 NOV 23 |
| 2-VTCN-1-5  | 15 MAY 25 |
| 2-VTCN-1-6  | 15 MAY 25 |
| 2-VTCN-1-7  | 15 MAY 25 |
| 2-VTCN-2-1  | 15 JUL 21 |
| 2-VTCN-8-1  | 26 DEC 24 |
| 2-VTCN-8-2  | 23 MAR 23 |
| 2-VTCN-8-3  | 26 DEC 24 |
| 2-VTCN-8-4  | 26 DEC 24 |
| 2-VTCN-8-5  | 26 DEC 24 |
| 2-VTCN-8-6  | 26 DEC 24 |
| 2-VTCN-8-7  | 26 DEC 24 |
| 2-VTCN-8-8  | 23 MAR 23 |
| 2-VTCN-8-9  | 26 DEC 24 |
| 2-VTCN-8-10 | 23 MAR 23 |

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| <b>NARATHIWAT / NARATHIWAT AIRPORT</b>       |           |  |           |  |           |
| 2-VTSC-1-1                                   | 30 OCT 25 | 2-VTPP-1-4                                   | 8 AUG 24  | 2-VTBP-1-2                                   | 22 FEB 24 |
| 2-VTSC-1-2                                   | 5 SEP 24  | 2-VTPP-1-5                                   | 8 AUG 24  | 2-VTBP-1-3                                   | 12 SEP 19 |
| 2-VTSC-1-3                                   | 17 APR 25 | 2-VTPP-1-6                                   | 28 NOV 24 | 2-VTBP-1-4                                   | 12 SEP 19 |
| 2-VTSC-1-4                                   | 10 JUL 25 | 2-VTPP-1-7                                   | 8 AUG 24  | 2-VTBP-1-5                                   | 12 SEP 19 |
| 2-VTSC-1-5                                   | 10 JUL 25 | 2-VTPP-1-8                                   | 15 MAY 25 | 2-VTBP-1-6                                   | 22 FEB 24 |
| 2-VTSC-1-6                                   | 10 JUL 25 | 2-VTPP-1-9                                   | 17 APR 25 | <b>PRACHUAP KHIRI KHAN / HUA HIN AIRPORT</b> |           |
| 2-VTSC-1-7                                   | 10 JUL 25 | 2-VTPP-1-10                                  | 17 APR 25 | 2-VTPH-1-1                                   | 7 OCT 21  |
| 2-VTSC-1-8                                   | 30 OCT 25 | 2-VTPP-1-11                                  | 17 APR 25 | 2-VTPH-1-2                                   | 22 FEB 24 |
| 2-VTSC-2-1                                   | 30 OCT 25 | 2-VTPP-1-12                                  | 12 JUN 25 | 2-VTPH-1-3                                   | 13 JUN 24 |
| 2-VTSC-6-1                                   | 8 AUG 24  | 2-VTPP-2-1                                   | 31 OCT 24 | 2-VTPH-1-4                                   | 13 JUN 24 |
| 2-VTSC-6-2                                   | 8 AUG 24  | 2-VTPP-2-2                                   | 23 MAR 23 | 2-VTPH-1-5                                   | 13 JUN 24 |
| 2-VTSC-6-3                                   | 8 AUG 24  | 2-VTPP-2-3                                   | 12 JUN 25 | 2-VTPH-1-6                                   | 17 APR 25 |
| 2-VTSC-6-4                                   | 5 SEP 24  | 2-VTPP-2-5                                   | 12 JUN 25 | 2-VTPH-1-7                                   | 13 JUN 24 |
| 2-VTSC-8-1                                   | 5 SEP 24  | 2-VTPP-2-6                                   | 12 JUN 25 | 2-VTPH-1-8                                   | 10 JUL 25 |
| 2-VTSC-8-2                                   | 10 JUL 25 | 2-VTPP-6-1                                   | 26 DEC 24 | 2-VTPH-1-9                                   | 10 JUL 25 |
| 2-VTSC-8-3                                   | 8 AUG 24  | 2-VTPP-6-2                                   | 26 DEC 24 | 2-VTPH-1-10                                  | 15 MAY 25 |
| 2-VTSC-8-4                                   | 10 JUL 25 | 2-VTPP-6-3                                   | 26 DEC 24 | 2-VTPH-1-11                                  | 10 JUL 25 |
| 2-VTSC-8-5                                   | 10 JUL 25 | 2-VTPP-6-5                                   | 26 DEC 24 | 2-VTPH-2-1                                   | 18 JUL 19 |
| 2-VTSC-8-6                                   | 10 JUL 25 | 2-VTPP-6-6                                   | 26 DEC 24 | 2-VTPH-8-1                                   | 10 JUL 25 |
| 2-VTSC-8-7                                   | 10 JUL 25 | 2-VTPP-6-7                                   | 26 DEC 24 | 2-VTPH-8-3                                   | 10 JUL 25 |
| 2-VTSC-8-8                                   | 5 SEP 24  | 2-VTPP-8-1                                   | 15 MAY 25 | 2-VTPH-8-4                                   | 10 JUL 25 |
| 2-VTSC-8-9                                   | 4 SEP 25  | 2-VTPP-8-2                                   | 15 MAY 25 | 2-VTPH-8-5                                   | 12 AUG 21 |
| 2-VTSC-8-11                                  | 5 SEP 24  | 2-VTPP-8-3                                   | 15 MAY 25 | 2-VTPH-8-6                                   | 12 AUG 21 |
| 2-VTSC-8-12                                  | 5 SEP 24  | 2-VTPP-8-4                                   | 15 MAY 25 | 2-VTPH-9-1                                   | 27 FEB 20 |
| 2-VTSC-8-13                                  | 8 AUG 24  | 2-VTPP-8-5                                   | 15 MAY 25 | 2-VTPH-9-2                                   | 27 FEB 20 |
| 2-VTSC-8-14                                  | 4 SEP 25  | 2-VTPP-8-6                                   | 15 MAY 25 | 2-VTPH-9-3                                   | 27 FEB 20 |
| <b>PATTANI / PATTANI AIRPORT</b>             |           |  |           |  |           |
| 2-VTSK-1-1                                   | 7 AUG 25  | 2-VTPP-8-7                                   | 15 MAY 25 | 2-VTPH-9-4                                   | 27 FEB 20 |
| 2-VTSK-1-2                                   | 7 AUG 25  | 2-VTPP-8-8                                   | 15 MAY 25 | 2-VTPH-9-5                                   | 27 FEB 20 |
| 2-VTSK-1-3                                   | 7 AUG 25  | 2-VTPP-8-9                                   | 15 MAY 25 | 2-VTPH-9-6                                   | 27 FEB 20 |
| 2-VTSK-1-4                                   | 7 AUG 25  | 2-VTPP-8-10                                  | 15 MAY 25 | 2-VTPH-9-7                                   | 27 FEB 20 |
| 2-VTSK-1-5                                   | 7 AUG 25  | 2-VTPP-8-11                                  | 15 MAY 25 | 2-VTPH-9-8                                   | 27 FEB 20 |
| 2-VTSK-1-6                                   | 7 AUG 25  | 2-VTPP-8-12                                  | 15 MAY 25 | 2-VTPH-9-9                                   | 27 FEB 20 |
| 2-VTSK-1-7                                   | 7 AUG 25  | 2-VTPP-8-13                                  | 15 MAY 25 | 2-VTPH-9-10                                  | 27 FEB 20 |
| 2-VTSK-1-8                                   | 7 AUG 25  | 2-VTPP-8-14                                  | 15 MAY 25 | 2-VTPH-9-11                                  | 27 FEB 20 |
| 2-VTSK-1-9                                   | 7 AUG 25  | 2-VTPP-8-15                                  | 15 MAY 25 | 2-VTPH-9-12                                  | 27 FEB 20 |
| 2-VTSK-2-1                                   | 7 AUG 25  | 2-VTPP-8-16                                  | 15 MAY 25 | <b>RANONG / RANONG AIRPORT</b>               |           |
| 2-VTSK-8-1                                   | 10 JUL 25 | 2-VTPP-8-17                                  | 15 MAY 25 | 2-VTSR-1-1                                   | 7 OCT 21  |
| 2-VTSK-8-2                                   | 10 JUL 25 | 2-VTPP-9-1                                   | 21 APR 22 | 2-VTSR-1-2                                   | 7 OCT 21  |
| 2-VTSK-8-3                                   | 10 JUL 25 | 2-VTPP-9-2                                   | 21 APR 22 | 2-VTSR-1-3                                   | 17 APR 25 |
| 2-VTSK-8-4                                   | 10 JUL 25 | 2-VTPP-9-3                                   | 21 APR 22 | 2-VTSR-1-4                                   | 7 OCT 21  |
| <b>PHETCHABUN / PHETCHABUN AIRPORT</b>       |           |  |           |  |           |
| 2-VTPB-1-1                                   | 2 OCT 25  | 2-VTPP-9-4                                   | 21 APR 22 | 2-VTSR-1-5                                   | 10 JUL 25 |
| 2-VTPB-1-2                                   | 7 OCT 21  | 2-VTPP-9-5                                   | 21 APR 22 | 2-VTSR-1-6                                   | 10 JUL 25 |
| 2-VTPB-1-3                                   | 2 OCT 25  | 2-VTPP-9-6                                   | 21 APR 22 | 2-VTSR-1-7                                   | 10 JUL 25 |
| 2-VTPB-1-4                                   | 7 OCT 21  | <b>PHRAE / PHRAE AIRPORT</b>                 |           |  |           |
| 2-VTPB-1-5                                   | 2 DEC 21  | 2-VTCP-1-1                                   | 10 JUL 25 | 2-VTSR-2-1                                   | 18 JUL 19 |
| 2-VTPB-1-6                                   | 26 DEC 24 | 2-VTCP-1-2                                   | 21 MAR 24 | 2-VTSR-6-1                                   | 20 MAY 21 |
| 2-VTPB-1-7                                   | 26 DEC 24 | 2-VTCP-1-3                                   | 21 MAR 24 | 2-VTSR-6-2                                   | 20 MAY 21 |
| 2-VTPB-1-8                                   | 7 AUG 25  | 2-VTCP-1-4                                   | 21 MAR 24 | 2-VTSR-6-3                                   | 20 MAY 21 |
| 2-VTPB-2-1                                   | 18 JUL 19 | 2-VTCP-1-5                                   | 10 JUL 25 | 2-VTSR-6-4                                   | 20 MAY 21 |
| 2-VTPB-8-1                                   | 2 NOV 23  | 2-VTCP-1-6                                   | 8 AUG 24  | 2-VTSR-6-5                                   | 20 MAY 21 |
| 2-VTPB-8-2                                   | 26 DEC 24 | 2-VTCP-1-7                                   | 8 AUG 24  | 2-VTSR-6-6                                   | 20 MAY 21 |
| 2-VTPB-8-3                                   | 26 DEC 24 | 2-VTCP-1-8                                   | 26 DEC 24 | 2-VTSR-6-7                                   | 20 MAY 21 |
| 2-VTPB-8-4                                   | 26 DEC 24 | 2-VTCP-1-9                                   | 8 AUG 24  | 2-VTSR-6-8                                   | 20 MAY 21 |
| 2-VTPB-8-5                                   | 7 AUG 25  | 2-VTCP-1-10                                  | 10 JUL 25 | 2-VTSR-8-1                                   | 10 JUL 25 |
| 2-VTPB-8-6                                   | 26 DEC 24 | 2-VTCP-2-1                                   | 26 DEC 24 | 2-VTSR-8-2                                   | 10 JUL 25 |
| 2-VTPB-8-7                                   | 7 AUG 25  | 2-VTCP-6-1                                   | 10 JUL 25 | 2-VTSR-8-3                                   | 10 JUL 25 |
| 2-VTPB-8-8                                   | 26 DEC 24 | 2-VTCP-6-2                                   | 10 JUL 25 | 2-VTSR-8-4                                   | 10 JUL 25 |
| <b>PHITSANULOK / PHITSANULOK AIRPORT</b>     |           |  |           |  |           |
| 2-VTPP-1-1                                   | 28 NOV 24 | 2-VTCP-6-3                                   | 26 DEC 24 | 2-VTSR-8-5                                   | 10 JUL 25 |
| 2-VTPP-1-2                                   | 7 OCT 21  | 2-VTCP-6-4                                   | 26 DEC 24 | 2-VTSR-8-6                                   | 10 JUL 25 |
| 2-VTPP-1-3                                   | 12 JUN 25 | 2-VTCP-8-1                                   | 26 DEC 24 | 2-VTSR-8-7                                   | 2 NOV 23  |
| <b>PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT</b> |           |  |           |  |           |
| 2-VTBP-1-1                                   | 10 JUL 25 | 2-VTCP-8-2                                   | 26 DEC 24 | 2-VTSR-8-8                                   | 2 NOV 23  |
| <b>ROI ET / ROI ET AIRPORT</b>               |           |  |           |  |           |
| 2-VTUV-1-1                                   | 27 NOV 25 | 2-VTCP-8-3                                   | 26 DEC 24 | <b>ROI ET / ROI ET AIRPORT</b>               |           |
| 2-VTUV-1-2                                   | 7 AUG 25  | 2-VTCP-8-4                                   | 26 DEC 24 | 2-VTUV-1-1                                   | 27 NOV 25 |
| 2-VTUV-1-3                                   | 7 AUG 25  | 2-VTCP-8-5                                   | 26 DEC 24 | 2-VTUV-1-2                                   | 7 AUG 25  |
| 2-VTUV-1-4                                   | 7 AUG 25  | 2-VTCP-8-6                                   | 26 DEC 24 | 2-VTUV-1-3                                   | 7 AUG 25  |
| 2-VTUV-1-5                                   | 7 AUG 25  | 2-VTCP-8-7                                   | 26 DEC 24 | 2-VTUV-1-4                                   | 7 AUG 25  |
| 2-VTUV-1-6                                   | 7 AUG 25  | 2-VTCP-8-8                                   | 26 DEC 24 | 2-VTUV-1-5                                   | 7 AUG 25  |
| <b>PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT</b> |           |  |           |  |           |
| 2-VTBP-1-1                                   | 10 JUL 25 | <b>PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT</b> |           |  |           |

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| 2-VTUV-1-8                                 | 7 AUG 25         | 2-VTSH-1-5                               | 12 SEP 19 | 2-VTSM-1-7                   | 7 AUG 25  |
| <b>2-VTUV-1-9</b>                          | <b>27 NOV 25</b> | 2-VTSH-2-1                               | 18 JUL 19 | 2-VTSM-1-8                   | 7 AUG 25  |
| <b>2-VTUV-2-1</b>                          | <b>27 NOV 25</b> | <b>SUKHOTHAI / SUKHOTHAI AIRPORT</b>     |           | 2-VTSM-1-9                   | 7 AUG 25  |
| 2-VTUV-6-1                                 | 21 APR 22        | 2-VTPO-1-1                               | 11 JUL 24 | 2-VTSM-1-10                  | 2 OCT 25  |
| 2-VTUV-6-2                                 | 16 JUL 20        | 2-VTPO-1-2                               | 2 NOV 23  | 2-VTSM-2-1                   | 2 OCT 25  |
| 2-VTUV-6-3                                 | 16 JUL 20        | 2-VTPO-1-3                               | 2 NOV 23  | 2-VTSM-2-3                   | 2 OCT 25  |
| 2-VTUV-6-5                                 | 21 APR 22        | 2-VTPO-1-4                               | 2 NOV 23  | 2-VTSM-2-5                   | 2 OCT 25  |
| 2-VTUV-6-6                                 | 16 JUL 20        | 2-VTPO-1-5                               | 12 JUN 25 | 2-VTSM-3-1                   | 2 OCT 25  |
| 2-VTUV-6-7                                 | 16 JUL 20        | 2-VTPO-1-6                               | 26 DEC 24 | 2-VTSM-6-1                   | 18 JUN 20 |
| 2-VTUV-8-1                                 | 21 APR 22        | 2-VTPO-1-7                               | 2 NOV 23  | 2-VTSM-6-2                   | 18 JUN 20 |
| 2-VTUV-8-2                                 | 15 MAY 25        | 2-VTPO-1-8                               | 20 MAR 25 | 2-VTSM-6-3                   | 18 JUN 20 |
| 2-VTUV-8-3                                 | 21 APR 22        | 2-VTPO-2-1                               | 18 JUL 19 | 2-VTSM-6-5                   | 18 JUN 20 |
| 2-VTUV-8-4                                 | 15 MAY 25        | 2-VTPO-2-3                               | 18 JUL 19 | 2-VTSM-6-6                   | 18 JUN 20 |
| 2-VTUV-8-5                                 | 21 APR 22        | 2-VTPO-3-1                               | 18 JUL 19 | 2-VTSM-6-7                   | 18 JUN 20 |
| 2-VTUV-8-6                                 | 15 MAY 25        | 2-VTPO-6-1                               | 26 DEC 24 | 2-VTSM-8-1                   | 18 JUN 20 |
| 2-VTUV-8-7                                 | 21 APR 22        | 2-VTPO-6-2                               | 26 DEC 24 | 2-VTSM-8-2                   | 10 JUL 25 |
| 2-VTUV-8-8                                 | 16 JUL 20        | 2-VTPO-6-3                               | 26 DEC 24 | 2-VTSM-8-3                   | 18 JUN 20 |
| 2-VTUV-8-9                                 | 15 MAY 25        | 2-VTPO-6-4                               | 26 DEC 24 | 2-VTSM-8-4                   | 10 JUL 25 |
| 2-VTUV-8-10                                | 16 JUL 20        | 2-VTPO-6-4                               | 26 DEC 24 | 2-VTSM-8-5                   | 18 JUN 20 |
| 2-VTUV-8-11                                | 21 APR 22        | 2-VTPO-8-1                               | 20 MAR 25 | 2-VTSM-8-6                   | 10 JUL 25 |
| 2-VTUV-8-12                                | 20 MAY 21        | 2-VTPO-8-3                               | 26 DEC 24 | 2-VTSM-8-7                   | 18 JUN 20 |
| 2-VTUV-8-13                                | 20 MAY 21        | 2-VTPO-8-4                               | 26 DEC 24 | 2-VTSM-8-8                   | 10 JUL 25 |
| 2-VTUV-8-15                                | 21 APR 22        | 2-VTPO-8-5                               | 26 DEC 24 | 2-VTSM-8-9                   | 15 JUL 21 |
| 2-VTUV-8-16                                | 20 MAY 21        | 2-VTPO-8-7                               | 26 DEC 24 | 2-VTSM-8-10                  | 15 JUL 21 |
| 2-VTUV-8-17                                | 20 MAY 21        | 2-VTPO-8-8                               | 26 DEC 24 | 2-VTSM-8-11                  | 15 JUL 21 |
| 2-VTUV-9-1                                 | 21 APR 22        | 2-VTPO-8-9                               | 26 DEC 24 | 2-VTSM-8-13                  | 15 JUL 21 |
| 2-VTUV-9-2                                 | 21 APR 22        | 2-VTPO-8-10                              | 26 DEC 24 | 2-VTSM-8-14                  | 15 JUL 21 |
| 2-VTUV-9-3                                 | 21 APR 22        | <b>SURAT THANI / SURAT THANI AIRPORT</b> |           | 2-VTSM-8-15                  | 15 JUL 21 |
| 2-VTUV-9-4                                 | 21 APR 22        | 2-VTSB-1-1                               | 2 OCT 25  | 2-VTSM-8-17                  | 15 JUL 21 |
| <b>SA KAE0 / WATTHANA NAKHON AIRPORT</b>   |                  | 2-VTSB-1-2                               | 2 OCT 25  | 2-VTSM-8-18                  | 15 JUL 21 |
| 2-VTBW-1-1                                 | 11 AUG 22        | 2-VTSB-1-3                               | 7 AUG 25  | 2-VTSM-8-19                  | 15 JUL 21 |
| 2-VTBW-1-2                                 | 7 AUG 25         | 2-VTSB-1-4                               | 7 AUG 25  | 2-VTSM-8-21                  | 15 JUL 21 |
| 2-VTBW-1-3                                 | 11 AUG 22        | 2-VTSB-1-5                               | 10 JUL 25 | 2-VTSM-8-22                  | 15 JUL 21 |
| 2-VTBW-1-4                                 | 28 DEC 23        | 2-VTSB-1-6                               | 7 AUG 25  | 2-VTSM-8-23                  | 15 JUL 21 |
| 2-VTBW-1-5                                 | 28 DEC 23        | 2-VTSB-1-7                               | 7 AUG 25  | <b>TAK / TAK AIRPORT</b>     |           |
| 2-VTBW-1-6                                 | 28 DEC 23        | 2-VTSB-1-8                               | 2 OCT 25  | 2-VTPT-1-1                   | 4 SEP 25  |
| <b>SAKON NAKHON / SAKON NAKHON AIRPORT</b> |                  | 2-VTSB-1-9                               | 7 AUG 25  | 2-VTPT-1-2                   | 4 SEP 25  |
| 2-VTUI-1-1                                 | 8 SEP 22         | 2-VTSB-2-1                               | 2 OCT 25  | 2-VTPT-1-3                   | 2 OCT 25  |
| 2-VTUI-1-2                                 | 7 OCT 21         | 2-VTSB-3-1                               | 2 OCT 25  | 2-VTPT-1-4                   | 2 OCT 25  |
| 2-VTUI-1-3                                 | 31 OCT 24        | 2-VTSB-6-1                               | 18 JUL 19 | 2-VTPT-1-5                   | 4 SEP 25  |
| 2-VTUI-1-4                                 | 15 JUN 23        | 2-VTSB-6-2                               | 18 JUL 19 | 2-VTPT-1-6                   | 10 JUL 25 |
| 2-VTUI-1-5                                 | 15 JUN 23        | 2-VTSB-6-3                               | 18 JUL 19 | 2-VTPT-2-1                   | 18 JUL 19 |
| 2-VTUI-1-6                                 | 15 JUN 23        | 2-VTSB-6-5                               | 30 JAN 20 | 2-VTPT-6-1                   | 10 JUL 25 |
| 2-VTUI-1-7                                 | 10 JUL 25        | 2-VTSB-6-6                               | 18 JUL 19 | 2-VTPT-7-1                   | 10 JUL 25 |
| 2-VTUI-1-8                                 | 15 MAY 25        | 2-VTSB-6-7                               | 18 JUL 19 | 2-VTPT-8-1                   | 4 SEP 25  |
| 2-VTUI-1-9                                 | 15 MAY 25        | 2-VTSB-6-8                               | 18 JUL 19 | 2-VTPT-9-1                   | 10 JUL 25 |
| 2-VTUI-1-10                                | 30 NOV 23        | 2-VTSB-7-1                               | 18 JUL 19 | <b>TAK / MAE SOT AIRPORT</b> |           |
| 2-VTUI-1-11                                | 15 MAY 25        | 2-VTSB-7-2                               | 18 JUL 19 | 2-VTPM-1-1                   | 7 AUG 25  |
| 2-VTUI-2-1                                 | 31 OCT 24        | 2-VTSB-7-3                               | 18 JUL 19 | 2-VTPM-1-2                   | 26 JAN 23 |
| 2-VTUI-8-1                                 | 2 NOV 23         | 2-VTSB-7-5                               | 18 JUL 19 | 2-VTPM-1-3                   | 26 JAN 23 |
| 2-VTUI-8-2                                 | 15 MAY 25        | 2-VTSB-7-6                               | 18 JUL 19 | 2-VTPM-1-4                   | 26 JAN 23 |
| 2-VTUI-8-3                                 | 2 NOV 23         | 2-VTSB-7-7                               | 18 JUL 19 | 2-VTPM-1-5                   | 4 SEP 25  |
| 2-VTUI-8-4                                 | 15 MAY 25        | 2-VTSB-7-8                               | 18 JUL 19 | 2-VTPM-1-6                   | 26 JAN 23 |
| 2-VTUI-8-5                                 | 15 MAY 25        | 2-VTSB-8-1                               | 23 MAR 23 | 2-VTPM-1-7                   | 26 JAN 23 |
| 2-VTUI-8-6                                 | 15 MAY 25        | 2-VTSB-8-2                               | 23 MAR 23 | 2-VTPM-1-8                   | 26 DEC 24 |
| 2-VTUI-8-7                                 | 15 MAY 25        | 2-VTSB-8-3                               | 10 JUL 25 | 2-VTPM-1-9                   | 26 DEC 24 |
| 2-VTUI-8-8                                 | 15 MAY 25        | 2-VTSB-8-5                               | 23 MAR 23 | 2-VTPM-1-10                  | 26 DEC 24 |
| 2-VTUI-8-9                                 | 2 NOV 23         | 2-VTSB-8-6                               | 23 MAR 23 | 2-VTPM-2-1                   | 1 DEC 22  |
| 2-VTUI-8-10                                | 28 JAN 21        | 2-VTSB-8-7                               | 23 MAR 23 | 2-VTPM-2-2                   | 1 DEC 22  |
| 2-VTUI-8-11                                | 2 NOV 23         | 2-VTSB-8-8                               | 23 MAR 23 | 2-VTPM-2-3                   | 26 JAN 23 |
| 2-VTUI-8-12                                | 28 JAN 21        | 2-VTSB-9-1                               | 31 OCT 24 | 2-VTPM-2-4                   | 1 DEC 22  |
| <b>SONGKHLA / SONGKHLA AIRPORT</b>         |                  | <b>SURAT THANI / SAMUI AIRPORT</b>       |           | 2-VTPM-2-5                   | 1 DEC 22  |
| 2-VTSH-1-1                                 | 12 SEP 19        | 2-VTSM-1-1                               | 2 OCT 25  | 2-VTPM-2-6                   | 1 DEC 22  |
| 2-VTSH-1-2                                 | 12 SEP 19        | 2-VTSM-1-2                               | 7 AUG 25  | 2-VTPM-3-1                   | 1 DEC 22  |
| 2-VTSH-1-3                                 | 12 SEP 19        | 2-VTSM-1-3                               | 7 AUG 25  | 2-VTPM-6-1                   | 26 DEC 24 |
|  |                  | 2-VTSM-1-4                               | 7 AUG 25  | 2-VTPM-6-2                   | 26 DEC 24 |
|  |                  | 2-VTSM-1-5                               | 7 AUG 25  | 2-VTPM-7-1                   | 26 DEC 24 |
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| 2-VTPM-8-2   | 26 DEC 24 | 2-VTUU-8-9                             | 4 SEP 25  | 2-VTUZ-1-2 | 30 NOV 23 |
| 2-VTPM-8-3   | 26 DEC 24 | 2-VTUU-8-11                            | 7 AUG 25  | 2-VTUZ-1-3 | 30 NOV 23 |
| 2-VTPM-8-4   | 26 DEC 24 | 2-VTUU-8-12                            | 10 JUL 25 | 2-VTUZ-1-4 | 30 NOV 23 |
|  |           | 2-VTUU-8-13                            | 7 AUG 25  | 2-VTUZ-1-5 | 26 DEC 24 |
|  |           | 2-VTUU-8-14                            | 10 JUL 25 | 2-VTUZ-1-6 | 30 NOV 23 |
| <b>TRANG / TRANG AIRPORT</b>                       |           |  |           |            |           |
| 2-VTST-1-1   | 7 OCT 21  | <b>UDON THANI / UDON THANI AIRPORT</b> |           |            |           |
| 2-VTST-1-2   | 30 OCT 25 | 2-VTUD-1-1                             | 7 AUG 25  |            |           |
| 2-VTST-1-3   | 30 OCT 25 | 2-VTUD-1-2                             | 25 JAN 24 |            |           |
| 2-VTST-1-4   | 30 OCT 25 | 2-VTUD-1-3                             | 13 JUL 23 |            |           |
| 2-VTST-1-5   | 30 OCT 25 | 2-VTUD-1-4                             | 13 JUL 23 |            |           |
| 2-VTST-1-6   | 30 OCT 25 | 2-VTUD-1-5                             | 13 JUL 23 |            |           |
| 2-VTST-1-7   | 30 OCT 25 | 2-VTUD-1-6                             | 13 JUL 23 |            |           |
| 2-VTST-2-1   | 30 OCT 25 | 2-VTUD-1-7                             | 13 JUL 23 |            |           |
| 2-VTST-2-3   | 30 OCT 25 | 2-VTUD-1-8                             | 7 AUG 25  |            |           |
| 2-VTST-8-1   | 10 JUL 25 | 2-VTUD-1-9                             | 15 MAY 25 |            |           |
| 2-VTST-8-2   | 18 JUL 19 | 2-VTUD-1-10                            | 15 MAY 25 |            |           |
| 2-VTST-8-3   | 10 JUL 25 | 2-VTUD-1-11                            | 28 NOV 24 |            |           |
| 2-VTST-8-4   | 18 JUL 19 | 2-VTUD-1-12                            | 28 NOV 24 |            |           |
| 2-VTST-8-5   | 15 JUN 23 | 2-VTUD-1-13                            | 15 MAY 25 |            |           |
| 2-VTST-8-6   | 3 DEC 20  | 2-VTUD-2-1                             | 21 APR 22 |            |           |
|  |           | 2-VTUD-2-3                             | 13 JUN 24 |            |           |
| <b>TRAT (KHAO SMING) / TRAT AIRPORT</b>            |           |  |           |            |           |
| 2-VTBO-1-1   | 27 NOV 25 | 2-VTUD-6-1                             | 21 APR 22 |            |           |
| 2-VTBO-1-2   | 27 NOV 25 | 2-VTUD-6-2                             | 28 JAN 21 |            |           |
| 2-VTBO-1-3   | 27 NOV 25 | 2-VTUD-6-3                             | 28 JAN 21 |            |           |
| 2-VTBO-1-4   | 27 NOV 25 | 2-VTUD-6-5                             | 21 APR 22 |            |           |
| 2-VTBO-1-5   | 10 JUL 25 | 2-VTUD-6-6                             | 28 JAN 21 |            |           |
| 2-VTBO-1-6   | 10 JUL 25 | 2-VTUD-6-7                             | 28 JAN 21 |            |           |
| 2-VTBO-1-7   | 17 APR 25 | 2-VTUD-7-1                             | 21 APR 22 |            |           |
| 2-VTBO-2-1   | 17 APR 25 | 2-VTUD-7-2                             | 28 JAN 21 |            |           |
| 2-VTBO-3-1   | 17 APR 25 | 2-VTUD-7-3                             | 28 JAN 21 |            |           |
| 2-VTBO-6-1   | 17 APR 25 | 2-VTUD-7-5                             | 21 APR 22 |            |           |
| 2-VTBO-7-1   | 17 APR 25 | 2-VTUD-7-6                             | 28 JAN 21 |            |           |
| 2-VTBO-8-1   | 23 MAR 23 | 2-VTUD-7-7                             | 28 JAN 21 |            |           |
| 2-VTBO-8-2   | 15 JUL 21 | 2-VTUD-8-1                             | 15 MAY 25 |            |           |
| 2-VTBO-9-1   | 17 APR 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 |            |           |
| <b>UBON RATCHATHANI / UBON RATCHATHANI AIRPORT</b> |           |  |           |            |           |
| 2-VTUU-1-1   | 10 JUL 25 | 2-VTUD-8-6                             | 15 MAY 25 |            |           |
| 2-VTUU-1-2   | 10 JUL 25 | 2-VTUD-8-7                             | 25 MAR 21 |            |           |
| 2-VTUU-1-3   | 10 JUL 25 | 2-VTUD-8-8                             | 25 MAR 21 |            |           |
| 2-VTUU-1-4   | 13 JUN 24 | 2-VTUD-8-9                             | 15 MAY 25 |            |           |
| 2-VTUU-1-5   | 13 JUN 24 | 2-VTUD-8-11                            | 25 MAR 21 |            |           |
| 2-VTUU-1-6   | 10 JUL 25 | 2-VTUD-8-12                            | 25 MAR 21 |            |           |
| 2-VTUU-1-7   | 10 JUL 25 | 2-VTUD-8-13                            | 25 MAR 21 |            |           |
| 2-VTUU-1-8   | 28 NOV 24 | 2-VTUD-8-14                            | 25 MAR 21 |            |           |
| 2-VTUU-1-9   | 4 SEP 25  | <b>YALA/BETONG AIRPORT</b>             |           |            |           |
| 2-VTUU-1-10  | 4 SEP 25  | 2-VTSY-1-1                             | 30 OCT 25 |            |           |
| 2-VTUU-1-11  | 13 JUN 24 | 2-VTSY-1-2                             | 21 MAY 20 |            |           |
| 2-VTUU-1-12  | 13 JUN 24 | 2-VTSY-1-3                             | 21 APR 22 |            |           |
| 2-VTUU-1-13  | 4 SEP 25  | 2-VTSY-1-4                             | 17 APR 25 |            |           |
| 2-VTUU-2-1   | 10 JUL 25 | 2-VTSY-1-5                             | 21 APR 22 |            |           |
| 2-VTUU-2-3   | 10 JUL 25 | 2-VTSY-1-6                             | 10 JUL 25 |            |           |
| 2-VTUU-2-5   | 10 JUL 25 | 2-VTSY-1-7                             | 30 OCT 25 |            |           |
| 2-VTUU-6-1   | 7 AUG 25  | 2-VTSY-1-8                             | 10 JUL 25 |            |           |
| 2-VTUU-6-2   | 10 JUL 25 | 2-VTSY-2-1                             | 30 OCT 25 |            |           |
| 2-VTUU-6-3   | 7 AUG 25  | 2-VTSY-3-1                             | 30 OCT 25 |            |           |
| 2-VTUU-6-4   | 10 JUL 25 | 2-VTSY-3-3                             | 30 OCT 25 |            |           |
| 2-VTUU-7-1   | 4 SEP 25  | 2-VTSY-6-1                             | 29 DEC 22 |            |           |
| 2-VTUU-7-2   | 10 JUL 25 | 2-VTSY-6-2                             | 3 DEC 20  |            |           |
| 2-VTUU-7-3   | 7 AUG 25  | 2-VTSY-6-3                             | 29 DEC 22 |            |           |
| 2-VTUU-7-4   | 10 JUL 25 | 2-VTSY-6-4                             | 3 DEC 20  |            |           |
| 2-VTUU-8-1   | 7 AUG 25  | 2-VTSY-8-1                             | 29 DEC 22 |            |           |
| 2-VTUU-8-2   | 10 JUL 25 | 2-VTSY-8-2                             | 10 JUL 25 |            |           |
| 2-VTUU-8-3   | 7 AUG 25  | 2-VTSY-8-3                             | 29 DEC 22 |            |           |
| 2-VTUU-8-4   | 10 JUL 25 | 2-VTSY-8-4                             | 3 DEC 20  |            |           |
| 2-VTUU-8-5   | 4 SEP 25  | <b>KHON-KAEN / NAM PHONG</b>           |           |            |           |
| 2-VTUU-8-6   | 4 SEP 25  |  |           |            |           |
| 2-VTUU-8-7   | 4 SEP 25  |  |           |            |           |

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### GEN 3. SERVICES

#### GEN 3.1 AERONAUTICAL INFORMATION SERVICES

##### 1. Responsible service

##### 1.1 AIS Headquarters

The Aeronautical Information Services which forms part of the Aeronautical information Service of The Civil Aviation Authority of Thailand:

Aeronautical Information Management Department  
The Civil Aviation Authority of Thailand  
222 Soi Vibhavadi Rangsit 28,  
Vibhavadi Rangsit Rd., Chatuchak,  
Chatuchak

Bangkok  
10900  
THAILAND

AFS: VTBAYOYX  
Tel: (662) 568 8831  
+666 3205 8831  
Fax: +662 576 1903  
E-mail: aisthai@caat.or.th, ais@caat.or.th  
Website: ais.caat.or.th

##### 1.2 International NOTAM Office (NOF)

The International NOTAM Office is operated by Aeronautical Radio of Thailand (AEROTHAI) Ltd., and maintains close liaison with the Aeronautical Information Services Headquarters.

Located at:

Aeronautical Radio Of Thailand Company Ltd.  
102 Ngamdu-plee, Thung Mahamek  
Bangkok 10120, Thailand

Postal address

International NOTAM Office  
102 Ngamdu-plee, Tungmahamek  
Bangkok 10120, Thailand

AFS: VTBDYNYX  
Tel: +662 287 8202  
+662 287 8204  
Fax: +662 287 8205  
+662 287 4695  
E-mail: vtbdynyx@aerothai.co.th

The service is provided in accordance with the provision contained in ICAO Annex 15-Aeronautical Information Services. All AIS material not handled over the AFTN e.g. AIP, AIP Supplement, AIC etc., should however, be addressed to the address given in paragraph 1.1 above.

##### 2. Area of responsibility

2.1 The Aeronautical Information Services Headquarters is responsible for the collection, validate, verify and dissemination of information with in Bangkok Flight information Region (BKK FIR) for air navigation services purpose.

2.2 The International NOTAM Office is responsible for the dissemination of NOTAM including its monthly summary in plain language.

##### 3. Aeronautical publications

3.1 The aeronautical information is provided in the form of the integrated Aeronautical Information Package consisting of the following elements:

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- Aeronautical Information Circulars (AIC);
- NOTAM and Pre-flight Information Bulletins (PIB); and
- Checklists and list of valid NOTAM.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while the PIB are made available at Air Traffic Services Reporting Office (ARO). All other elements of IAIP are provided in [ais.caat.or.th](https://ais.caat.or.th).

### 3.2 Aeronautical Information Publication (AIP)

The AIP, issued in one volume available in HTML (Hyper Text Markup Language) in <https://ais.caat.or.th/>, It is the basic Aeronautical Information document published for Thailand, and contains information of a lasting character essential to air navigation. It is available in English only and is maintained up to date by an amendment service consisting of reprinted pages and, in the case of minor amendments, manuscript corrections.

### 3.3 Amendment service to the AIP

3.3.1 AIP Amendments may contain both AIRAC and Non-AIRAC changes (paragraphs 3.3.2., 3.3.3 and 3.3.4 refer). The HTML will be updated to a specified AIRAC publication date in AIS website.

3.3.2 The AIRAC Amendment (AIRAC AIP AMDT) is used to provide advance notice of the introduction of permanent operationally significant changes on an internationally recognized AIRAC effective date and do not replace the existing AIP pages until the effective date on which the changes take place.

3.3.3 Non-AIRAC Amendments (AIP AMDT) to the AIP comprise permanent operationally significant changes that have received previous notification by NOTAM and other permanent information that is not required to be announced by NOTAM. Non-AIRAC changes to the AIP are published together with AIRAC changes and may be considered to be effective on recognized AIRAC effective date, unless otherwise indicated. AIP pages (AIRAC and Non-AIRAC) should not be replaced before the stated AIRAC effective date.

3.3.4 A brief description of the subjects affected by the amendment, NOTAM and permanent AIP Supplements that have been incorporated is given on the AIP Amendment cover sheet. New and replacement information included on the reprinted AIP pages is annotated or identified by a vertical line and horizontal line for remove of information in the outer margin of the page at the appropriate place.

3.3.5 Each AIP page is dated to reflect the AIRAC AIP AMDT or AIP AMDT effective date and a complete checklist of AIP pages, relating page reference to date, is reissued with each amendment as AIP section GEN 0.4.

3.3.6 Each combined AIP amendment is allocated an AIRAC Cycle serial number that is consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, eg. AIRAC AIP AMDT 1/18

3.3.7 If there is no information for publication in an AIP Amendment on an AIRAC effective date, the Amendment shall be issued with a 'NIL' notification.

### 3.4 Supplement to the AIP (AIP Sup)

3.4.1 Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP. Each AIP Supplement (regular or AIRAC) is assigned a serial number, that is consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of each supplement, eg. AIP SUP A1/18 or AIRAC AIP SUP A1/18.

3.4.2 AIP Supplement is issued in two series as follows:-

Series A - Containing information concerning facilities, services and procedures of interest to international civil aviation, and given general international distribution;

Series B - Containing information of concern only to aircraft other than those engaged in international civil aviation, and given national distribution only.

3.4.3 AIP Supplements are available in HTML and CD-ROM, which are normally issued and published in website on a specified AIRAC publication date recognized in AIRAC cycle which is interval every 28 days. For the necessary, AIP Supplements may be published less than 28 days.

3.4.4 AIP Supplements are to be kept in the AIP for as long as all or some of their contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or to advise of the cancellation of an AIP Supplement.

3.4.5 A checklist of AIP Supplement currently in force is issued every month through the Printed plain-language list of valid NOTAM.

### 3.7 Checklist and list of valid of NOTAM

#### 3.7.1 NOTAM Checklist

A NOTAM checklist shall be issued monthly for each series including all valid AIP Supplement and AIC via the Aeronautical Fixed Service (AFS).

#### 3.7.2 NOTAM List

The NOTAM List shall be issued on a monthly basis and is accompanied by a summary of NOTAM distributed through the AIS website ([ais.caat.or.th](https://ais.caat.or.th)). It presents in plain language (English) all valid NOTAM currently in force together with information on the latest issued AIP Amendment, AIP Supplement and AIC as well as the numbers of elements issued under the AIRAC system that will become effective. If no such elements exist, NIL AIRAC notification is provided.

### 3.8 Sale of publications

3.8.1 Most AIS publications are available in HTML. The AIP, AIP SUPs and AICs may be obtained from the CD-ROM and, in addition, these documents feature on the AIS Web site <https://ais.caat.or.th/>

3.8.2 All subscription or purchase requests and enquiries regarding the supply of AIS publications (CD-ROM version) are available on <https://ais.caat.or.th/>

3.8.3 Details and prices of AIS publications are available in AIS website.

### 4. AIRAC System

4.1 AIRAC Information are originated and distributed by AIS with the objective of reaching data provider and data handlers at least 28 days in advance of the effective date. Data Originator should note that strict adherence to both the AIRAC publication and effective dates is essential if the information is to be incorporated in flight-deck documentation and flight management systems by the effective date of the selected AIRAC Cycle.

4.2 The establishment and withdrawal of, and predetermined significant changes (including operational trials) to the information listed below is required by ICAO to be published and brought into effect in accordance with the AIRAC System.

4.2.1 Limits (horizontal and vertical), regulations and procedures applicable to:

- a) flight information regions;
- b) control areas;
- c) control zones;
- d) advisory areas;
- e) ATS routes;
- f) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and ADIZ;
- g) permanent areas or routes or portions thereof where the possibility of interception exists;

4.2.2 Positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities.

4.2.3 Holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures.

4.2.4 Transition levels, transition altitudes and minimum sector altitudes.

4.2.5 Meteorological facilities (including broadcasts) and procedures.

4.2.6 Runways and stopways.

4.2.7 Taxiways and aprons.

4.2.8 Aerodrome ground operating procedures (including low visibility procedures).

4.2.9 Approach and runway lighting.

4.2.10 Aerodrome operating minima if published by a State.

- 4.3 In addition, the establishment and withdrawal of, and predetermined significant changes to the information listed below may be published and brought into effect in accordance with the AIRAC System:
- 4.3.1 Position, height and lighting of navigational obstacles.
  - 4.3.2 Hours of service of aerodromes, facilities and services.
  - 4.3.3 Customs, immigration and health services.
  - 4.3.4 Temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft.
  - 4.3.5 Temporary areas or routes or portions thereof where the possibility of interception exists.
- 4.4 When operationally necessary, the ICAO AIRAC System permits major changes to be promulgated two Cycles (56 days) in advance. Similarly, additional notice is required if the introduction of an intended change cannot be planned to take place on an AIRAC effective date. Publication would then be required no later than the AIRAC Cycle within which the actual effective date falls.

The establishment of, and premeditated major changes to:

- 4.4.1 New aerodromes for international IFR operations.
  - 4.4.2 New runways for IFR operations at international aerodromes.
  - 4.4.3 Design and structure of the air traffic services route network
  - 4.4.4 Design and structure of a set of terminal procedures (including change of procedure bearings due to magnetic variation change).
  - 4.4.5 Circumstances listed in Part 1 if the entire State or any significant portion thereof is affected or if cross-border coordination is required.
- 4.5 Data Originators should aware of the schedule for AIRAC cycle which is published annually in an AIC that announce the latest date information reach to AIS, Publication date and effective date schedule to comply with international AIRAC system prescribed by ICAO.
- 4.6 Schedule of AIRAC effective dates

**Schedule of AIRAC effective dates.**

| AIRAC Cycle number | 2024   | 2025   | 2026   | 2027   | 2028   |
|--------------------|--------|--------|--------|--------|--------|
| 1                  | 25 JAN | 23 JAN | 22 JAN | 21 JAN | 20 JAN |
| 2                  | 22 FEB | 20 FEB | 19 FEB | 18 FEB | 17 FEB |
| 3                  | 21 MAR | 20 MAR | 19 MAR | 18 MAR | 16 MAR |
| 4                  | 18 APR | 17 APR | 16 APR | 15 APR | 13 APR |
| 5                  | 16 MAY | 15 MAY | 14 MAY | 13 MAY | 11 MAY |
| 6                  | 13 JUN | 12 JUN | 11 JUN | 10 JUN | 08 JUN |
| 7                  | 11 JUL | 10 JUL | 09 JUL | 08 JUL | 06 JUL |
| 8                  | 08 AUG | 07 AUG | 06 AUG | 05 AUG | 03 AUG |
| 9                  | 05 SEP | 04 SEP | 03 SEP | 02 SEP | 31 AUG |
| 10                 | 03 OCT | 02 OCT | 01 OCT | 30 SEP | 28 SEP |
| 11                 | 31 OCT | 30 OCT | 29 OCT | 28 OCT | 26 OCT |
| 12                 | 28 NOV | 27 NOV | 26 NOV | 25 NOV | 23 NOV |
| 13                 | 26 DEC | 25 DEC | 24 DEC | 23 DEC | 21 DEC |

## 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-VTUE-2-1 | In AIP        | 21 MAR 2024 |             |
|                        |       | Chumphon                      | AD 2-VTSE-2-1 | In AIP        | 20 APR 2023 |             |
|                        |       | Khon Kaen                     | AD 2-VTUK-2-1 | In AIP        | 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        | 27 NOV 2025 |             |
|                        |       | Nakhon Ratchasima             | AD 2-VTUQ-2-1 | In AIP        | 27 NOV 2025 |             |
|                        |       | 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        | 27 NOV 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/<br>Docking Chart -<br>ICAO |            | <b>Don Mueang Intl</b>               | AD 2-VTBD-2-3 | In AIP       | 7 AUG 2025  |
|  |            | <b>Chiang Mai Intl</b>               | AD 2-VTCC-2-3 | In AIP       | 7 AUG 2025  |
|  |            | <b>Mae Fah Luang-Chiang Rai Intl</b> | AD 2-VTCT-2-3 | In AIP       | 7 AUG 2025  |
|  |            | <b>Phuket Intl</b>                   | AD 2-VTSP-2-3 | In AIP       | 7 AUG 2025  |
|  |            | <b>Suvarnabhumi Intl</b>             | AD 2-VTBS-2-3 | In AIP       | 15 MAY 2025 |
|  |            | <b>Hat Yai Intl</b>                  | AD 2-VTSS-2-3 | In AIP       | 7 AUG 2025  |
|  |            | <b>Buri Ram</b>                      | AD 2-VTUD-2-3 | In AIP       | 29 DEC 2022 |
|  |            | <b>Chumphon</b>                      | AD 2-VTSE-2-3 | In AIP       | 20 APR 2023 |
|  |            | <b>Khon Kaen</b>                     | AD 2-VTUK-2-3 | In AIP       | 30 OCT 2025 |
|  |            | <b>Lampang</b>                       | AD 2-VTCL-2-3 | In AIP       | 30 OCT 2025 |
|  |            | <b>Nakhon Si Thammarat</b>           | AD 2-VTSF-2-3 | In AIP       | 7 AUG 2025  |
|  |            | <b>Phitsanulok</b>                   | AD 2-VTPP-2-3 | In AIP       | 12 JUN 2025 |
|  | 1 : 20,000 | <b>Samui</b>                         | AD 2-VTSM-2-3 | In AIP       | 2 OCT 2025  |
|  |            | <b>Mae Sot</b>                       | AD 2-VTPM-2-3 | In AIP       | 26 JAN 2023 |
|  |            | <b>Trang</b>                         | AD 2-VTST-2-3 | In AIP       | 30 OCT 2025 |
|  |            | <b>Ubon Ratchathani</b>              | AD 2-VTUU-2-3 | In AIP       | 10 JUL 2025 |
|  |            | <b>Udon Thani</b>                    | AD 2-VTUD-2-3 | In AIP       | 13 JUN 2024 |

| Title of series | Scale | Name and/or number  | Reference       | Price (\$US) | Date       |
|-----------------|-------|---|-----------------|--------------|------------|
|                 |       | RNAV RWY 02R - ALBOS1H BON-VO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H | AD 2-VTBS-6-29  | In AIP       | 2 OCT 2025 |
|                 |       | RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J   | AD 2-VTBS-6-41  | In AIP       | 2 OCT 2025 |
|                 |       | RNAV RWY 20L - ALBOS1G BON-VO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G | AD 2-VTBS-6-55  | In AIP       | 2 OCT 2025 |
|                 |       | RNAV RWY 20R - ALBOS1E BON-VO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E | AD 2-VTBS-6-67  | In AIP       | 2 OCT 2025 |
|                 |       | RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U                                     | AD 2-VTBS-6-79  | In AIP       | 2 OCT 2025 |
|                 |       | RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q                                    | AD 2-VTBS-6-87  | In AIP       | 2 OCT 2025 |
|                 |       | RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S                                    | AD 2-VTBS-6-95  | In AIP       | 2 OCT 2025 |
|                 |       | RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T                                     | AD 2-VTBS-6-103 | In AIP       | 2 OCT 2025 |
|                 |       | RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R                                    | AD 2-VTBS-6-111 | In AIP       | 2 OCT 2025 |

| Title of series | Scale       | Name and/or number  | Reference       | Price (\$US) | Date        |
|-----------------|-------------|---|-----------------|--------------|-------------|
|                 |             | RNAV RWY 20R (PROPELLER)<br>- ALBOS1P BLAFF1P BUT1P<br>DOSBU1P GOMES1P HOTEL1P<br>KASNI1P LIPLI1P NOBER1P<br>NUNLI1P REGOS1P RYN1P<br>SELKA1P SEMBO1P | AD 2-VTBS-6-119 | In AIP       | 2 OCT 2025  |
|                 |             | <b>U-Tapao Rayong Pattaya Intl</b>  |                 |              |             |
|                 | 1 : 700,000 | RNAV RWY 18 - BKK1A   | AD 2-VTBU-6-1   | In AIP       | 16 JUN 2022 |
|                 | 1 : 700,000 | RNAV RWY 36 - BKK1B   | AD 2-VTBU-6-3   | In AIP       | 16 JUN 2022 |

| Title of series                  | Scale       | Name and/or number         | Reference      | Price (\$US) | Date        |
|----------------------------------|-------------|----------------------------|----------------|--------------|-------------|
| Instrument Approach Chart - ICAO |             | <b>Nakhon Ratchasima</b>   |                |              |             |
|                                  | 1 : 500,000 | VOR/DME RWY 06             | AD 2-VTUQ-8-1  | In AIP       | 15 MAY 2025 |
|                                  | 1 : 500,000 | VOR/DME RWY 24             | AD 2-VTUQ-8-3  | In AIP       | 27 NOV 2025 |
|                                  | 1 : 500,000 | ILS/DME RWY 06             | AD 2-VTUQ-8-5  | In AIP       | 15 MAY 2025 |
|                                  | 1 : 500,000 | LLZ/DME RWY 06             | AD 2-VTUQ-8-7  | In AIP       | 15 MAY 2025 |
|                                  | 1 : 400,000 | RNP RWY 06                 | AD 2-VTUQ-8-9  | In AIP       | 21 APR 2022 |
|                                  | 1 : 400,000 | RNP RWY 24                 | AD 2-VTUQ-8-11 | In AIP       | 21 APR 2022 |
|                                  |             | <b>Khorat</b>              |                |              |             |
|                                  | 1 : 400,000 | ILS or LOC RWY 24          | AD 2-VTUN-8-1  | In AIP       | 23 APR 2020 |
|                                  |             | <b>Takhli</b>              |                |              |             |
|                                  | 1 : 500,000 | ILS or LOC y RWY 18        | AD 2-VTPI-8-1  | In AIP       | 7 NOV 2019  |
|                                  | 1 : 500,000 | ILS or LOC z RWY 18        | AD 2-VTPI-8-5  | In AIP       | 7 NOV 2019  |
|                                  | 1 : 500,000 | RNAV (GNSS) RWY 18         | AD 2-VTPI-8-7  | In AIP       | 5 DEC 2019  |
|                                  | 1 : 500,000 | RNAV (GNSS) RWY 36         | AD 2-VTPI-8-9  | In AIP       | 5 DEC 2019  |
|                                  |             | <b>Nakhon Si Thammarat</b> |                |              |             |
|                                  | 1 : 500,000 | VOR RWY 01                 | AD 2-VTSF-8-1  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 500,000 | VOR y RWY 19               | AD 2-VTSF-8-3  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 500,000 | VOR z RWY 19               | AD 2-VTSF-8-5  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 500,000 | ILS or LOC y RWY 19        | AD 2-VTSF-8-7  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 500,000 | ILS or LOC z RWY 19        | AD 2-VTSF-8-9  | In AIP       | 10 JUL 2025 |
|                                  |             | RNP RWY 01                 | AD 2-VTSF-8-11 | In AIP       | 15 JUL 2021 |
|                                  | 1 : 500,000 | RNP RWY 19                 | AD 2-VTSF-8-13 | In AIP       | 15 JUL 2021 |
|                                  |             | <b>Nan Nakhon</b>          |                |              |             |
|                                  | 1 : 500,000 | NDB RWY 02 CAT C, D        | AD 2-VTCN-8-1  | In AIP       | 26 DEC 2024 |
|                                  | 1 : 500,000 | VOR RWY 02                 | AD 2-VTCN-8-3  | In AIP       | 26 DEC 2024 |
|                                  | 1 : 500,000 | VOR RWY 20                 | AD 2-VTCN-8-5  | In AIP       | 26 DEC 2024 |
|                                  | 1 : 500,000 | RNP RWY 02                 | AD 2-VTCN-8-7  | In AIP       | 26 DEC 2024 |
|                                  | 1 : 500,000 | RNP RWY 20                 | AD 2-VTCN-8-9  | In AIP       | 26 DEC 2024 |
|                                  |             | <b>Narathiwat</b>          |                |              |             |
|                                  | 1 : 500,000 | VOR RWY 02                 | AD 2-VTSC-8-1  | In AIP       | 5 SEP 2024  |
|                                  | 1 : 500,000 | VOR RWY 20                 | AD 2-VTSC-8-3  | In AIP       | 8 AUG 2024  |
|                                  | 1 : 500,000 | ILS or LOC y RWY 02        | AD 2-VTSC-8-5  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 500,000 | ILS or LOC z RWY 02        | AD 2-VTSC-8-7  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 500,000 | RNP RWY 02                 | AD 2-VTSC-8-11 | In AIP       | 5 SEP 2024  |
|                                  | 1 : 500,000 | RNP RWY 20                 | AD 2-VTSC-8-13 | In AIP       | 8 AUG 2024  |

| Title of series                  | Scale               | Name and/or number  | Reference      | Price (\$US) | Date        |
|----------------------------------|---------------------|---------------------|----------------|--------------|-------------|
| Instrument Approach Chart - ICAO |                     | <b>Pattani</b>      |                |              |             |
|                                  | 1 : 400,000         | RNP RWY 08 CAT A, B | AD 2-VTSK-8-1  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 400,000         | RNP RWY 26 CAT A, B | AD 2-VTSK-8-3  | In AIP       | 10 JUL 2025 |
|                                  |                     | <b>Phetchabun</b>   |                |              |             |
|                                  | 1 : 500,000         | VOR RWY 36          | AD 2-VTPB-8-1  | In AIP       | 18 JUL 2019 |
|                                  | 1 : 500,000         | ILS or LOC RWY 36   | AD 2-VTPB-8-3  | In AIP       | 18 JUL 2019 |
|                                  | 1 : 500,000         | RNP RWY 18          | AD 2-VTPB-8-5  | In AIP       | 7 AUG 2025  |
|                                  | 1 : 500,000         | RNP RWY 36          | AD 2-VTPB-8-7  | In AIP       | 7 AUG 2025  |
|                                  |                     | <b>Phitsanulok</b>  |                |              |             |
|                                  | 1 : 500,000         | VOR RWY 14          | AD 2-VTPP-8-1  | In AIP       | 15 MAY 2025 |
|                                  | 1 : 500,000         | VOR RWY 32          | AD 2-VTPP-8-3  | In AIP       | 15 MAY 2025 |
|                                  | 1 : 500,000         | ILS or LOC y RWY 32 | AD 2-VTPP-8-5  | In AIP       | 15 MAY 2025 |
|                                  | 1 : 700,000         | ILS or LOC z RWY 32 | AD 2-VTPP-8-7  | In AIP       | 15 MAY 2025 |
|                                  | 1 : 700,000         | RNP RWY 14          | AD 2-VTPP-8-11 | In AIP       | 15 MAY 2025 |
|                                  | 1 : 700,000         | RNP RWY 32          | AD 2-VTPP-8-15 | In AIP       | 15 MAY 2025 |
|                                  |                     | <b>Phrae</b>        |                |              |             |
|                                  | 1 : 600,000         | VOR RWY 01          | AD 2-VTCP-8-1  | In AIP       | 26 DEC 2024 |
|                                  | 1 : 600,000         | VOR RWY 19          | AD 2-VTCP-8-3  | In AIP       | 26 DEC 2024 |
|                                  | 1 : 600,000         | RNP RWY 01          | AD 2-VTCP-8-5  | In AIP       | 26 DEC 2024 |
|                                  | 1 : 600,000         | RNP RWY 19          | AD 2-VTCP-8-7  | In AIP       | 26 DEC 2024 |
|                                  |                     | <b>Hua Hin</b>      |                |              |             |
|                                  | 1 : 400,000         | NDB RWY 16          | AD 2-VTPH-8-1  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 400,000         | VOR RWY 16          | AD 2-VTPH-8-3  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 400,000         | RNP RWY 16          | AD 2-VTPH-8-5  | In AIP       | 12 AUG 2021 |
|                                  |                     | <b>Ranong</b>       |                |              |             |
|                                  | 1 : 500,000         | VOR RWY 02          | AD 2-VTSR-8-1  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 500,000         | ILS RWY 02          | AD 2-VTSR-8-3  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 500,000         | LOC RWY 02          | AD 2-VTSR-8-5  | In AIP       | 10 JUL 2025 |
|                                  | 1 : 500,000         | RNP RWY 02          | AD 2-VTSR-8-7  | In AIP       | 2 NOV 2023  |
|                                  |                     | <b>Roi Et</b>       |                |              |             |
|                                  | 1 : 500,000         | VOR RWY 18          | AD 2-VTUV-8-1  | In AIP       | 21 APR 2022 |
|                                  | 1 : 500,000         | VOR RWY 36          | AD 2-VTUV-8-3  | In AIP       | 21 APR 2022 |
|                                  | 1 : 500,000         | ILS or LOC y RWY 36 | AD 2-VTUV-8-5  | In AIP       | 21 APR 2022 |
| 1 : 500,000                      | ILS or LOC z RWY 36 | AD 2-VTUV-8-7       | In AIP         | 21 APR 2022  |             |
| 1 : 500,000                      | RNP RWY 18          | AD 2-VTUV-8-11      | In AIP         | 21 APR 2022  |             |
| 1 : 500,000                      | RNP RWY 36          | AD 2-VTUV-8-15      | In AIP         | 21 APR 2022  |             |

| Title of series                     | Scale       | Name and/or number    | Reference      | Price (\$US) | Date        |
|-------------------------------------|-------------|-----------------------|----------------|--------------|-------------|
| Instrument Approach<br>Chart - ICAO |             | <b>Sakon Nakhon</b>   |                |              |             |
|                                     | 1 : 500,000 | VOR RWY 05            | AD 2-VTUI-8-1  | In AIP       | 2 NOV 2023  |
|                                     | 1 : 500,000 | VOR RWY 23            | AD 2-VTUI-8-3  | In AIP       | 2 NOV 2023  |
|                                     | 1 : 500,000 | ILS RWY 23            | AD 2-VTUI-8-5  | In AIP       | 15 MAY 2025 |
|                                     | 1 : 500,000 | LOC RWY 23            | AD 2-VTUI-8-7  | In AIP       | 15 MAY 2025 |
|                                     | 1 : 500,000 | RNP RWY 05            | AD 2-VTUI-8-9  | In AIP       | 2 NOV 2023  |
|                                     | 1 : 500,000 | RNP RWY 23            | AD 2-VTUI-8-11 | In AIP       | 2 NOV 2023  |
|                                     |             | <b>Sukhothai</b>      |                |              |             |
|                                     | 1 : 500,000 | NDB RWY 36            | AD 2-VTPO-8-1  | In AIP       | 20 MAR 2025 |
|                                     | 1 : 500,000 | ILS or LOC RWY 36     | AD 2-VTPO-8-3  | In AIP       | 26 DEC 2024 |
|                                     | 1 : 600,000 | RNP RWY 18            | AD 2-VTPO-8-7  | In AIP       | 26 DEC 2024 |
|                                     | 1 : 500,000 | RNP RWY 36            | AD 2-VTPO-8-9  | In AIP       | 26 DEC 2024 |
|                                     |             | <b>Surat Thani</b>    |                |              |             |
|                                     | 1 : 500,000 | ILS or LOC z RWY 22   | AD 2-VTSB-8-1  | In AIP       | 23 MAR 2023 |
|                                     | 1 : 500,000 | RNP RWY 04            | AD 2-VTSB-8-5  | In AIP       | 23 MAR 2023 |
|                                     | 1 : 500,000 | RNP RWY 22            | AD 2-VTSB-8-7  | In AIP       | 23 MAR 2023 |
|                                     |             | <b>Samui</b>          |                |              |             |
|                                     | 1 : 500,000 | VOR RWY 17 - CAT A, B | AD 2-VTSM-8-1  | In AIP       | 18 JUN 2020 |
|                                     | 1 : 500,000 | VOR RWY 17 - CAT C    | AD 2-VTSM-8-3  | In AIP       | 18 JUN 2020 |
|                                     | 1 : 500,000 | VOR RWY 35 - CAT A, B | AD 2-VTSM-8-5  | In AIP       | 18 JUN 2020 |
|                                     | 1 : 500,000 | VOR RWY 35 - CAT C    | AD 2-VTSM-8-7  | In AIP       | 18 JUN 2020 |
|                                     | 1 : 500,000 | RNP RWY 17 - CAT A, B | AD 2-VTSM-8-9  | In AIP       | 15 JUL 2021 |
|                                     | 1 : 500,000 | RNP RWY 17 - CAT C    | AD 2-VTSM-8-13 | In AIP       | 15 JUL 2021 |
|                                     | 1 : 500,000 | RNP RWY 35 - CAT A, B | AD 2-VTSM-8-17 | In AIP       | 15 JUL 2021 |
|                                     | 1 : 500,000 | RNP RWY 35 - CAT C    | AD 2-VTSM-8-21 | In AIP       | 15 JUL 2021 |
|                                     |             | <b>Tak</b>            |                |              |             |
|                                     | 1 : 300,000 | NDB a                 | AD 2-VTPT-8-1  | In AIP       | 4 SEP 2025  |
|                                     |             | <b>Mae Sot</b>        |                |              |             |
|                                     | 1 : 500,000 | VOR RWY 27            | AD 2-VTPM-8-1  | In AIP       | 26 DEC 2024 |
|                                     | 1 : 500,000 | RNP RWY 27            | AD 2-VTPM-8-3  | In AIP       | 26 DEC 2024 |
|                                     |             | <b>Trang</b>          |                |              |             |
|                                     | 1 : 500,000 | VOR RWY 08            | AD 2-VTST-8-1  | In AIP       | 10 JUL 2025 |
|                                     | 1 : 500,000 | ILS or LOC RWY 08     | AD 2-VTST-8-3  | In AIP       | 10 JUL 2025 |
|                                     | 1 : 500,000 | RNP RWY 08            | AD 2-VTST-8-5  | In AIP       | 15 JUN 2023 |
|                                     |             | <b>Trat</b>           |                |              |             |
|                                     | 1 : 400,000 | RNP RWY 23            | AD 2-VTBO-8-1  | In AIP       | 23 MAR 2023 |

| Title of series                  | Scale       | Name and/or number      | Reference      | Price (\$US) | Date        |
|----------------------------------|-------------|-------------------------|----------------|--------------|-------------|
| Instrument Approach Chart - ICAO |             | <b>Ubon Ratchathani</b> |                |              |             |
|                                  | 1 : 500,000 | VOR RWY 05              | AD 2-VTUU-8-1  | In AIP       | 7 AUG 2025  |
|                                  | 1 : 500,000 | VOR RWY 23              | AD 2-VTUU-8-3  | In AIP       | 7 AUG 2025  |
|                                  | 1 : 500,000 | ILS or LOC y RWY 23     | AD 2-VTUU-8-5  | In AIP       | 4 SEP 2025  |
|                                  | 1 : 500,000 | ILS or LOC z RWY 23     | AD 2-VTUU-8-7  | In AIP       | 4 SEP 2025  |
|                                  | 1 : 600,000 | RNP RWY 05              | AD 2-VTUU-8-11 | In AIP       | 7 AUG 2025  |
|                                  | 1 : 600,000 | RNP RWY 23              | AD 2-VTUU-8-13 | In AIP       | 7 AUG 2025  |
|                                  |             | <b>Udon Thani</b>       |                |              |             |
|                                  | 1 : 500,000 | VOR RWY 12              | AD 2-VTUD-8-1  | In AIP       | 15 MAY 2025 |
|                                  | 1 : 500,000 | VOR RWY 30              | AD 2-VTUD-8-3  | In AIP       | 16 MAY 2024 |
|                                  | 1 : 500,000 | ILS or LOC y RWY 30     | AD 2-VTUD-8-5  | In AIP       | 16 MAY 2024 |
|                                  | 1 : 500,000 | ILS or LOC z RWY 30     | AD 2-VTUD-8-7  | In AIP       | 28 JAN 2021 |
|                                  | 1 : 500,000 | RNP RWY 12              | AD 2-VTUD-8-11 | In AIP       | 28 JAN 2021 |
|                                  | 1 : 500,000 | RNP RWY 30              | AD 2-VTUD-8-13 | In AIP       | 28 JAN 2021 |
|                                  |             | <b>Betong</b>           |                |              |             |
|                                  | 1 : 500,000 | VOR a                   | AD 2-VTSY-8-1  | In AIP       | 29 DEC 2022 |
|                                  | 1 : 500,000 | RNP a                   | AD 2-VTSY-8-3  | In AIP       | 29 DEC 2022 |

5.11 Enroute Chart - ICAO

| Title of series      | Scale | Name and/or number | Reference | Price (\$US) | Date       |
|----------------------|-------|--------------------|-----------|--------------|------------|
| Enroute Chart - ICAO |       | ENROUTE CHART      | ENR 6-3   | In AIP       | 2 OCT 2025 |

5.12 World Aeronautical Chart (WAC) - ICAO

| Title of series                 | Scale        | Name and/or number                | Reference | Price (\$US) | Date        |
|---------------------------------|--------------|-----------------------------------|-----------|--------------|-------------|
| World Aeronautical Chart - ICAO | 1: 1,000,000 | WORLD AERONAUTICAL CHART-WAC 2677 | ENR 6-5   | In AIP       | 7 AUG 2025  |
|                                 | 1: 1,000,000 | WORLD AERONAUTICAL CHART-WAC 2678 | ENR 6-7   | In AIP       | 7 AUG 2025  |
|                                 | 1: 1,000,000 | WORLD AERONAUTICAL CHART-WAC 2799 | ENR 6-9   | In AIP       | 7 AUG 2025  |
|                                 | 1: 1,000,000 | WORLD AERONAUTICAL CHART-WAC 2617 | ENR 6-11  | In AIP       | 2 OCT 2025  |
|                                 | 1: 1,000,000 | WORLD AERONAUTICAL CHART-WAC 2738 | ENR 6-13  | In AIP       | 27 NOV 2025 |

| 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<br>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<br>+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<br>+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. VIP Flight

10.1 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.

10.2 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.

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

10.4 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".

10.5 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.

**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                | FL300, 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>.

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)****1. Military Exercise Areas**

will be notified by NOTAM or AIP-Supplement as necessary

**2. Thailand Air Defense Identification Zone (TADIZ)**

2.1 The Thailand Air Defense Identification Zone (TADIZ) is hereby established to cover the airspace extending vertically from the surface of the land and sea areas of the Kingdom of Thailand, including the Exclusive Economic Zone (EEZ) in the Gulf of Thailand and the EEZ in the Andaman Sea, as promulgated in the Royal Thai Government Gazette. The boundary of the TADIZ is defined by the successive connection of geographic coordinate points, based on the World Geodetic System 1984 (WGS-84) with reference to the Greenwich meridian, forming a continuous airspace boundary encompassing the territory of Thailand and its adjacent maritime areas. The sequence of geographic coordinates is established as follows: starting on the Thai border at 10°00'00" N, thence along the national border between the Kingdom of Thailand and the Republic of the Union of Myanmar, the Lao People's Democratic Republic, and the Kingdom of Cambodia to the coast 11° 39'.00 N 102° 55'.00 E then to 09° 48'.50 N 101° 46'.50 E 09° 43'.00 N 101° 48'.50 E 09° 42'.00 N 101° 49'.00 E 09° 28'.50 N 101° 53'.50 E 09° 13'.00 N 101° 58'.50 E 09° 11'.00 N 101° 59'.00 E 08° 52'.00 N 102° 13'.00 E 08° 47'.00 N 102° 16'.50 E 08° 42'.0 N 102° 26'.5 E 08° 33'.00 N 102° 38'.0 E 08° 29'.0 N 102° 43'.0 E 07° 49'.5 N 103° 05'.5 E 07° 22'.0 N 103° 42'.5 E 06° 50'.0 N 102° 21'.2 E 06° 27'.8 N 102° 09'.6 E 06° 27'.5 N 102° 10'.0 E 06° 14'.5 N 102° 05'.6 E thence westward along the national border between the Kingdom of Thailand and Malaysia 06° 28' 30" N 99° 39' 12" E 06° 30' 12" N 99° 33' 24" E 06° 28' 54" N 99° 30' 42" E 06° 18' 24" N 99° 27' 30" E 06° 16' 18" N 99° 19' 18" E 06° 18' 00" N 99° 06' 42" E 05° 57' 00" N 98° 01' 30" E 06° 21' 48" N 97° 54' 00" E 07° 05' 48" N 96° 36' 30" E 07° 46' 06" N 95° 33' 06" E 07° 47' 00" N 95° 31' 48" E 07° 48' 00" N 95° 32' 48" E 07° 57' 30" N 95° 41' 48" E 08° 09' 54" N 95° 39' 16" E 08° 13' 47" N 95° 39' 11" E 08° 45' 11" N 95° 37' 42" E 08° 48' 04" N 95° 37' 40" E 09° 17' 18" N 95° 36' 31" E 09° 38' 00" N 95° 35' 25" E 09° 45' 30" N 96° 29' 35" E 09° 40' 35" N 97° 26' 36" E 09° 37' 24" N 97° 37' 36" E 09° 36' 02" N 97° 43' 29" E 09° 35' 39" N 97° 45' 29" E 09° 34' 54" N 97° 51' 12" E 09° 34' 29" N 97° 52' 10" E 09° 32' 15" N 97° 56' 20" E thence along the national border between the Kingdom of Thailand and the Republic of the Union of Myanmar, the Lao People's Democratic Republic, and the Kingdom of Cambodia to the coast of the Gulf of Thailand then to the starting point.

2.2 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.

2.3 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.

2.4 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.

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

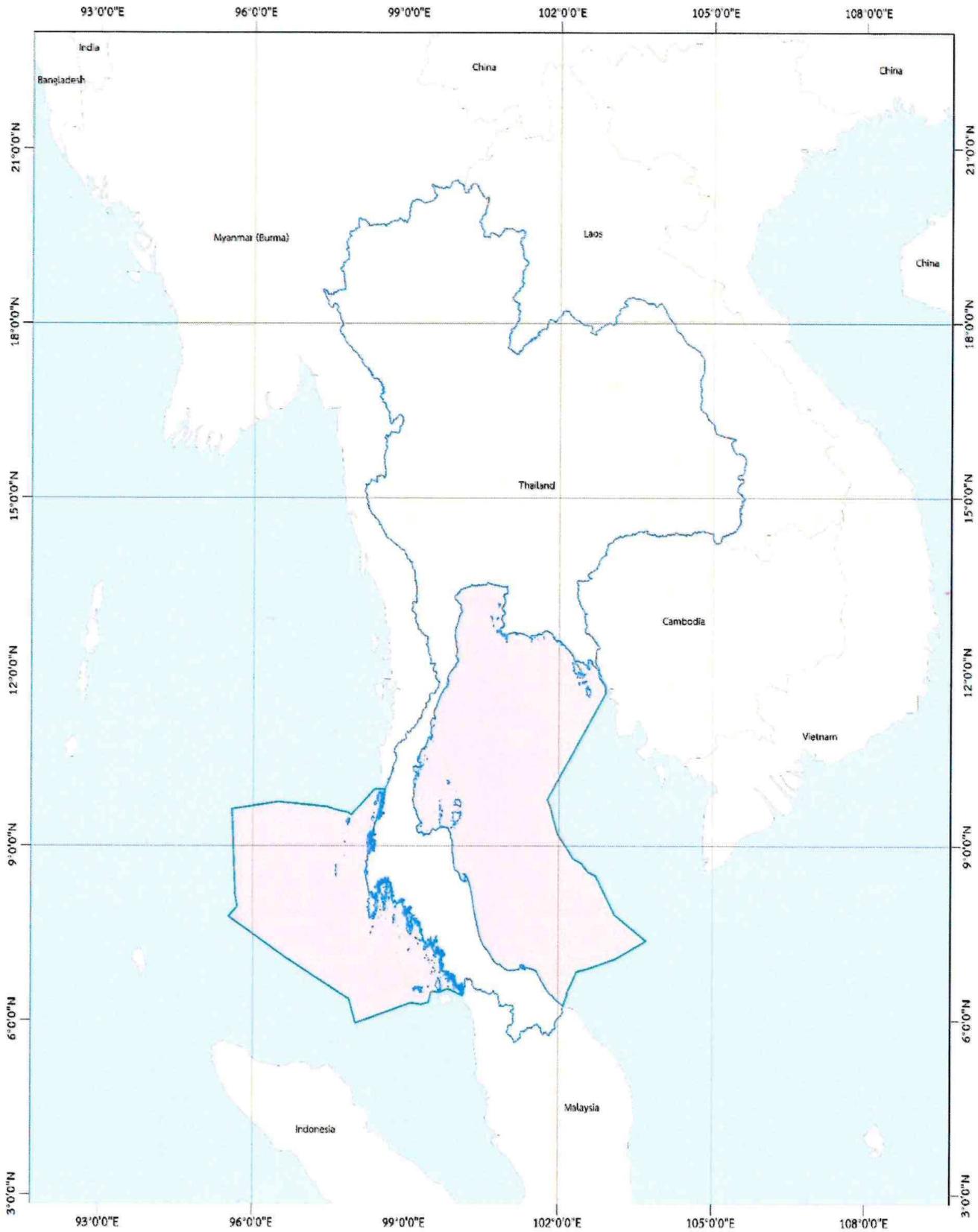
- They do not adhere to the Air Defense Identification Procedures or the Air Traffic Control Regulations and Procedures.
- They deviate from their current flight plan, fail to passing over a point, or operate 10 NM over land or 20 NM over sea from the centre line of the airway assigned.

2.6 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).

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

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

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



ENR 6. EN-ROUTE CHARTS

| Chart name                         | Page     |
|------------------------------------|----------|
| Enroute Chart - ICAO               | ENR 6-3  |
| WORLD AERONAUTICAL CHART-WAC-2677  | ENR 6-5  |
| WORLD AERONAUTICAL CHART-WAC 2678  | ENR 6-7  |
| WORLD AERONAUTICAL CHART-WAC 2799  | ENR 6-9  |
| WOLRD AERONAUTICAL CHART-WAC- 2617 | ENR 6-11 |
| WOLRD AERONAUTICAL CHART-WAC-2738  | ENR 6-13 |

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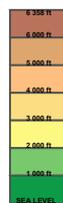
# WORLD AERONAUTICAL CHART- ICAO

## 1 : 1 000 000

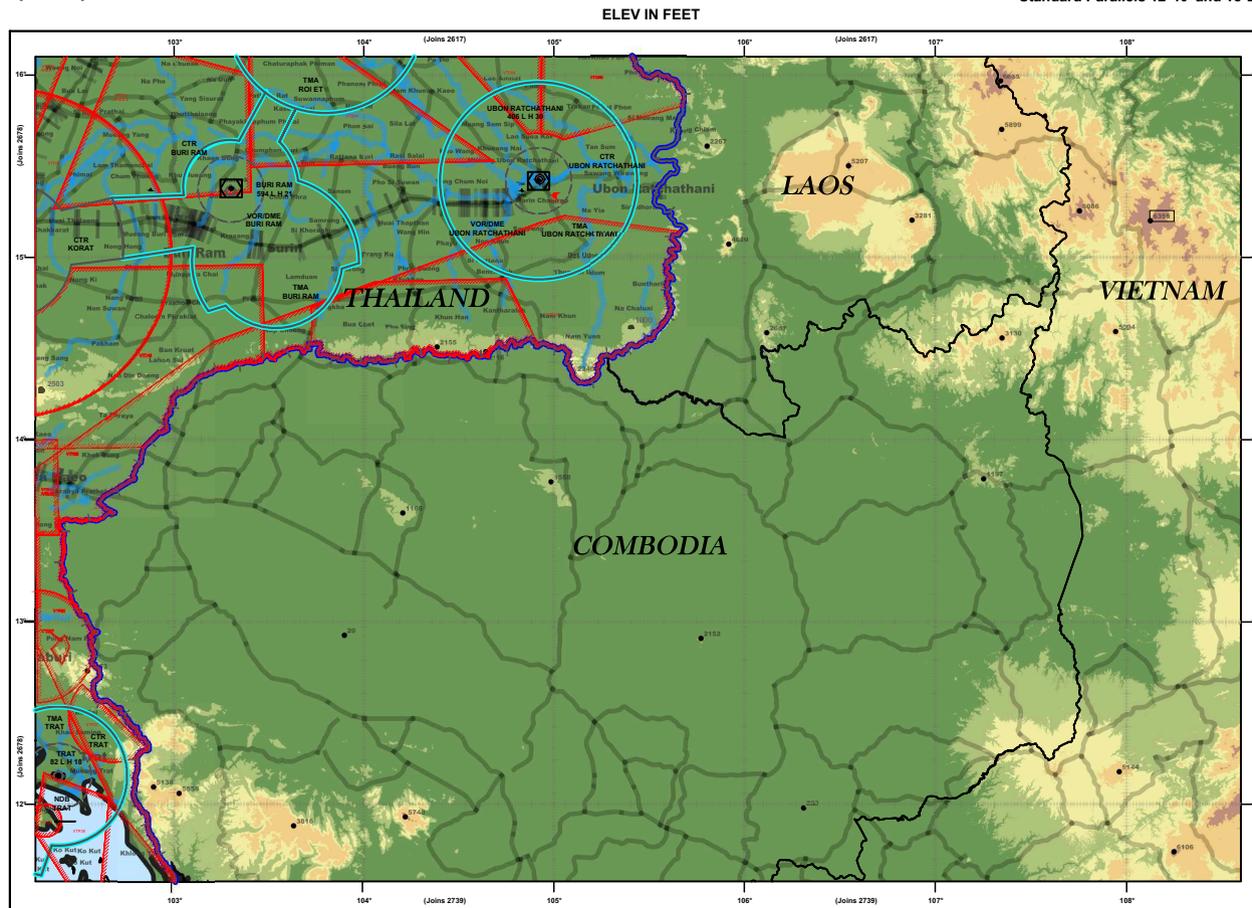
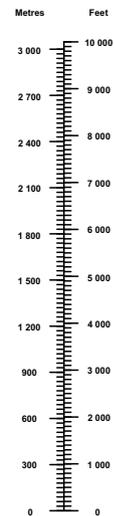
(2738) CHANG ISLAND

Lambert Conformal Conic Projection  
Standard Parallels 12°40' and 15°20'

HYSOMETRIC  
TINTS  
FEET



CONVERSION  
TABLE



Published by The Civil Aviation Authority of Thailand , 2025

ELEV IN FEET

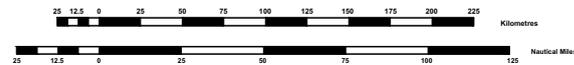
SCALE 1 : 1 000 000

**CAUTION**  
Consult respective Aeronautical Information Products of States concerned for the latest aeronautical information AND  
The Civil Aviation Authority of Thailand does not accept responsibility for any errors or omissions in the information shown outside of Thailand Territory.

MAGNETIC INFORMATION FOR THE YEAR 2025  
Aeronautical Information - April 2025

NOTE : THIS MAP IS NOT AN AUTHORITY ON BOUNDARIES

Contour basic interval 1000 ft.



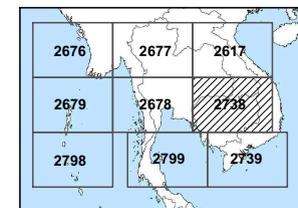
Compiled by the mapping unit from the following sources :  
(a) Magnetic information for the year 2025, as supplied by the National Oceanic & Atmospheric Administration (NOAA)  
(b) Aeronautical information as supplied by Aeronautical Information Management Department (AIM), Thailand

|   |   |  |  |
|---|---|--|--|
| <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>Province</li> <li>District</li> <li>Railroad</li> <li>Road</li> </ul> | <p><b>AIR TRAFFIC SERVICES SYSTEM</b></p> <ul style="list-style-type: none"> <li>Small river (perennial)</li> <li>Isogonic line</li> <li>Highest elevation on chart</li> <li>Spot elevation</li> <li>Control zone (CTR)</li> <li>Terminal control area (TMA)</li> <li>Restricted airspace (prohibited, restricted or danger area)</li> <li>Flight information region (FIR)</li> <li>Air defence identification zone (ADIZ)</li> </ul> | <p><b>RADIO NAVIGATION AIDS</b></p> <ul style="list-style-type: none"> <li>Collocated VOR and DME radio navigation aids (WORDME)</li> <li>Non-directional radio beacon (NDB)</li> <li>Tactical air navigation aid (TACAN)</li> </ul> | <p><b>AERODROMES</b></p> <ul style="list-style-type: none"> <li>Civil</li> <li>Military</li> <li>Joint Civil and Military</li> </ul> |
|---|---|--|--|

Name of aerodrome  
Elevation given in the circle of measurement (feet)  
Minimum lighting - obstacle - boundary or survey light and lighted wind indicator or landing direction indicator  
Runway feet surfaced, normally all weather  
Length of longest runway in hundreds of metres

CHANG ISLAND (2738)

INDEX TO ADJOINING SHEETS



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## VTCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTCC - CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT

## VTCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |   |
|---|--|---|
| 1 | ARP coordinates and site at AD                             | 184617N 0985746E<br>Centre of RWY 18/36 1050 m from THR RWY 18  |
| 2 | Direction and distance from (city)                         | 4 km SW   |
| 3 | Elevation/Reference temperature                            | 316 m (1036 ft)/33.3°C  |
| 4 | Geoid Undulation at AD ELEV PSN                            | -39.4 m (-129 ft)   |
| 5 | MAG VAR/Annual change                                      | 0°55'W (2025)/0°2'E   |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Chiang Mai International Airport<br>Airport of Thailand Public Company Limited<br>60 Mahidol Road Suthep Subdistrict Mueang District<br>Chiang Mai<br>50200 Thailand<br>Tel: +665 392 2000<br>Fax: +665 392 2020<br>AFS: VTCCYDYX |
| 7 | Types of traffic permitted (IFR/VFR)                       | IFR/VFR   |
| 8 | Remarks  | Operator: Airports of Thailand Public Company Limited (AOT)   |

## VTCC AD 2.3 OPERATIONAL HOURS

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

## VTCC AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                           |  |
|---|---------------------------|--|
| 1 | Cargo-handling facilities | Trucks 1.5-3.5 t up to 10 t<br>Handling/Possible |
| 2 | Fuel/oil types            | JET A-1 and AV GAS 100 LL                        |

|   |   |   |
|---|---|---|
| 3 | Fuelling facilities/capacity            | <p>Fuelling provide by PTT Public Company Limited.<br/>Tel: +665 328 1600<br/>JET A-1<br/>1 JET A-1 Hydrant Dispenser<br/>5 JET A-1 Storage Tank Capacity 2,550,000 L<br/>2 JET A-1 Refueller Truck @ 18,000 L<br/>1 JET A-1 Refueller Truck @ 12,000 L<br/>3 JET A-1 Dispenser Truck</p> <p>AV GAS 100 LL<br/>1 AV GAS DC Motor Trailer from drum 200 L<br/>5 AV GAS 100LL (Drum200 L) Capacity 1,000 L</p>  |
| 4 | De-icing facilities                     | NIL   |
| 5 | Hangar space for visiting aircraft      | NIL   |
| 6 | Repair facilities for visiting aircraft | NIL   |
| 7 | Remarks                                 | <p>Chiang Mai International Airport has provided ground handling agents as the following number:</p> <p>a) Thai Airways International Public Co.,Ltd (TG)<br/>Website:www.thaiairways.com<br/>Tel: +662 593 2264<br/>+662 539 2284</p> <p>b) BAGS Ground Services Co.,Ltd<br/>Website:www.bags-groundservices.com<br/>Tel: +665 392 2461</p> <p>c) Chiang Mai Ground Handling Services Co., Ltd.<br/>Tel: +668 1472 2335</p> <p>d) Hs Aviation Co., Ltd.<br/>Tel: +661 901 2070<br/>Website:www.hsavia.aero/home<br/>E-mail: ops@hsavia.aero</p> <p>e) Thai Ground Handling<br/>Website:www.thai-handling.com<br/>Tel: +668 0502 5184<br/>E-mail: groundops@thai-handling.com</p> |

**VTCC AD 2.5 PASSENGER FACILITIES**

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

**VTCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |   |  |
|---|---|--|
| 1 | AD category for fire fighting               | Category 9                                 |
| 2 | Rescue equipment                            | Adequately provided as recommended by ICAO |
| 3 | Capability for removal of disabled aircraft | Available - Up to B-747                    |

|   |         |  |
|---|---------|--|
| 4 | Remarks | <p>For removal of disabled aircraft, please contact :</p> <ul style="list-style-type: none"> <li>- Rescue and Fire Fighting Division and Maintenance Department<br/>Tel: +665 392 2342, +665 392 2379</li> <li>- Thai Airways International PLC<br/>Tel: +665 392 2262</li> <li>- Royal Thai Air Force<br/>Tel: +665 328 1012 ext.5-7422, 5-7410<br/>+665 328 1012-15</li> </ul> |
|---|---------|--|

**VTCC AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

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

|   |   |  |
|---|---|--|
| 1 | Apron surface and strength                  | <p>South Apron Aircraft Stand NR 1-19<br/>Surface: Concrete<br/>Strength: PCR 660/R/A/W/T</p> <p>South Apron Aircraft Stand NR 20L, 20 And 20R<br/>Surface: Concrete<br/>Strength: PCR 660/R/A/W/T</p>   |
| 2 | Taxiway width, surface and strength         | <ul style="list-style-type: none"> <li>- Taxiway A<br/>Width: 23 m, Surface: Concrete, PCR 660/R/A/W/T</li> <li>- Taxiway B, G<br/>Width: 23 m, Surface: Asphalt, PCR 660/R/A/W/T</li> <li>- Taxiway C<br/>Width: 23 m, Surface: Asphalt, PCR 700/F/C/X/T</li> <li>- Taxiway D Rapid exit taxiway<br/>Width: 28 m, Surface: Asphalt, PCR 700/F/C/X/T</li> <li>- Taxiway E<br/>Width: 28 m, Surface: Asphalt, PCR 1350/R/D/W/T</li> <li>- Taxiway F<br/>Width: 23 m, Surface: Concrete, PCR 660/R/A/W/T</li> <li>- Taxiway H<br/>Width: 23 m, Surface: Concrete, PCR 660/R/A/W/T</li> <li>- Taxiway P<br/>Width: 23 m, Surface: Asphalt, PCR 950/F/D/X/T</li> <li>Width: 23 m, Surface: Concrete, PCR 660/R/A/W/T</li> <li>- Taxiway P5, P6<br/>Width: 35 m, Surface: Concrete, PCR 660/R/A/W/T</li> <li>- Taxiway Q<br/>Width: 23 m, Surface: Concrete, PCR 660/R/A/W/T</li> </ul> |
| 3 | Altimeter checkpoint location and elevation | <p>Location: At Apron<br/>Elevation: 307.2 m/1008 ft</p>   |
| 4 | VOR checkpoints                             | NIL  |
| 5 | INS checkpoints                             | NIL  |
| 6 | Remarks                                     | NIL  |

**VTCC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

|   |   |   |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | <p>Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br/>Nose-Wheel guide lines at apron.<br/>Solid Nose-Wheel guide lines at aircraft stands.<br/>Nose-in guidance at aircraft stands.<br/>Safegate Docking System at stand number 3, 4, 5, 6, 7 and 8.</p> |
|---|---|---|

|   |                                  |  |
|---|----------------------------------|--|
| 2 | RWY and TWY markings and LGT     | RWY marking: DESIG, THR, TDZ, CL, AIM and Side Stripe<br>RWY LGT: THR, RWY Edge and RWY End lights<br>TWY marking: Centre line, Edge, RWY Holding Positions and Intermediate Holding Positions<br>TWY LGT: TWY Edge lights |
| 3 | Stop bars                        | NIL  |
| 4 | Other runway protection measures | NIL  |
| 5 | Remarks                          | NIL  |

VTCC AD 2.10 AERODROME OBSTACLES

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

VTCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |  |  |
|----|--|--|
| 1  | Associated MET Office  | Northern Meteorological Center,<br>Thai Meteorological Department (TMD)  |
| 2  | Hours of service<br>MET Office outside hours                           | H24<br>NIL   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | Northern Meteorological Center,<br>30 HR   |
| 4  | Type of landing forecast<br>Interval of issuance                       | TREND<br>30 Min  |
| 5  | Briefing/consultation provided   | Personal Consultation<br>Tel: +665 320 3801<br>Fax: +665 320 3801  |
| 6  | Flight documentation<br>Language(s) used                               | Charts, Tabular forms and Abbreviated Plain Language Texts.<br>English   |
| 7  | Charts and other information available for<br>briefing or consultation | S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70,<br>P50, P40, P30, P25, P20, P15, satellite and radar images |
| 8  | Supplementary equipment available for<br>providing information         | Automated Weather Observing System (AWOS),<br>Low Level Windshear Alert System (LLWAS) and Weather Radar                   |
| 9  | ATS units provided with information                                    | Chiang Mai TWR   |
| 10 | Additional information (limitation of service, etc.)                   | NIL  |

**2. SPEED CONTROL PROCEDURE IN CHIANG MAI 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)

**VTCC AD 2.23 ADDITIONAL INFORMATION**

**1. OPERATION OF ALL NON-SCHEDULED FLIGHT AT CHIANG MAI INTERNATIONAL AIRPORT**

- 1.1 All aircrafts wishing to operate at Chiang Mai International Airport shall adhere to the following procedures
  - 1.1.1 All flights, including flight selecting Chiang Mai International Airport as alternate aerodromes shall have handling agent at Chiang Mai International Airport.
  - 1.1.2 Nose-in parking is applicable to all aircrafts.
  - 1.1.3 All aircrafts ready to taxi out shall prepare their own tow bars.

**Remark :** Aircraft below letter "C" is allowed to self-manoeuvre but must inform to Chiang Mai International Airport before doing so. Moreover, aircraft below letter "C" shall be correctly bonded and correct earthing procedure shall be employed.

**2. BIRD CONCENTRATIONS**

Chiang Mai International Airport has implemented various kinds of wildlife management programme to prevent the attraction of birds on its boundary along with dispersal tasks to tackle the number of birds that may potentially endanger the operating aircraft. Nevertheless, due to the factors that are beyond the airport capability or authority, certain types of birds are present below.

- 2.1 Bird concentrations in the vicinity of an aerodrome.
  - 2.1.1 The number of varieties of birds are found in Chiang Mai International Airport throughout the year. The larger number of birds commonly found, and highly endangered kinds are as follows:

| Common name         | Weight (kg) | Period                                       |
|---------------------|-------------|--|
| Black-eared Kite    | 0.56 - 0.94 | October – February (Winter Migration)        |
| Common Rock Dove    | 0.18 – 0.36 | All year (Particularly in April - September) |
| Red-Wattled Lapwing | 0.11-0.23   | All year                                     |

- 2.1.2 There could be an increase in bird activities during the usual migratory months of September to April and November to June. During this period, migratory birds may use the airport as their feeding ground.
- 2.1.3 Various active dispersal devices generating lights, sound or cracking effects are used for bird dispersal to mitigate wildlife hazards where necessary within Chiang Mai International Airport (such as pyrotechnic, horn, etc.).
- 2.1.4 There could be some activities to reduce birds and make the area unattractive for birds such as mowing the grass and other plants, removing aquatic weeds from drainage.
- 2.2 Grass mowing program
  - 2.2.1 Grass mowing in the airside may take place daily during 0100 - 1000 UTC (Daytime) and 1400 – 2300 (Nighttime)
  - 2.2.2 The mowing work is carried out in the following areas:
    - grass areas outside the boundary of runways strip and the critical area

- grass areas outside the boundary of taxiways strip. For safety reasons, the work will stop when taxiing aircraft approaches.

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

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

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

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

**1.2 Landing**

1.2.1 Flap setting: Set minimum certified landing flaps according to the airplane flight manual for the applicable condition.

1.2.2 Thrust reverser: After landing, limit the use of reverse thrust to idle between 1900 to 2300 UTC, unless it adversely affects the safety of aircraft operation.

1.3 All take-off/landing aircraft are required to adhere noise abatement procedures at Suvarnabhumi International airport strictly.

**VTBS AD 2.22 FLIGHT PROCEDURES****1. Provision of ATS Surveillance Services**

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

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

**2. Approach Procedures**

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

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

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

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

**2.5 Missed approach**

2.5.1 As directed by ATC.

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

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

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

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

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

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

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

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

| Chart name  | Page           |
|---|----------------|
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 3) | AD 2-VTBS-6-72 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 4) | AD 2-VTBS-6-73 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 5) | AD 2-VTBS-6-74 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 6) | AD 2-VTBS-6-75 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 7) | AD 2-VTBS-6-76 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 8) | AD 2-VTBS-6-77 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Waypoint list table)   | AD 2-VTBS-6-78 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U  | AD 2-VTBS-6-79 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Radio communication failure table)                        | AD 2-VTBS-6-80 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Tabular description 1)                                    | AD 2-VTBS-6-81 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Tabular description 2)                                    | AD 2-VTBS-6-82 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Tabular description 3)                                    | AD 2-VTBS-6-83 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Tabular description 4)                                    | AD 2-VTBS-6-84 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Waypoint list table)                                      | AD 2-VTBS-6-85 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q   | AD 2-VTBS-6-87 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Radio communication failure table)                       | AD 2-VTBS-6-88 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Tabular description 1)                                   | AD 2-VTBS-6-89 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Tabular description 2)                                   | AD 2-VTBS-6-90 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Tabular description 3)                                   | AD 2-VTBS-6-91 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Tabular description 4)                                   | AD 2-VTBS-6-92 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Waypoint list table)                                     | AD 2-VTBS-6-93 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S   | AD 2-VTBS-6-95 |

| Chart name  | Page            |
|---|-----------------|
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Radio communication failure table) | AD 2-VTBS-6-96  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Tabular description 1)             | AD 2-VTBS-6-97  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Tabular description 2)              | AD 2-VTBS-6-98  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Tabular description 3)             | AD 2-VTBS-6-99  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Tabular description 4)             | AD 2-VTBS-6-100 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Waypoint list table)               | AD 2-VTBS-6-101 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T                                      | AD 2-VTBS-6-103 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Radio communication failure table)  | AD 2-VTBS-6-104 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Tabular description 1)              | AD 2-VTBS-6-105 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Tabular description 2)              | AD 2-VTBS-6-106 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Tabular description 3)              | AD 2-VTBS-6-107 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Tabular description 4)              | AD 2-VTBS-6-108 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Tabular description 5)               | AD 2-VTBS-6-109 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Waypoint list table)                | AD 2-VTBS-6-110 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R                                     | AD 2-VTBS-6-111 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Radio communication failure table) | AD 2-VTBS-6-112 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Tabular description 1)             | AD 2-VTBS-6-113 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Tabular description 2)             | AD 2-VTBS-6-114 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Tabular description 3)             | AD 2-VTBS-6-115 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Tabular description 4)             | AD 2-VTBS-6-116 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Tabular description 5)             | AD 2-VTBS-6-117 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Waypoint list table)               | AD 2-VTBS-6-118 |

| Chart name  | Page            |
|---|-----------------|
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P                                     | AD 2-VTBS-6-119 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Radio communication failure table) | AD 2-VTBS-6-120 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Tabular description 1)             | AD 2-VTBS-6-121 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Tabular description 2)             | AD 2-VTBS-6-122 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1PP (Tabular description 3)            | AD 2-VTBS-6-123 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Tabular description 4)             | AD 2-VTBS-6-124 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Tabular description 5)             | AD 2-VTBS-6-125 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Waypoint list table)               | AD 2-VTBS-6-126 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D   | AD 2-VTBS-7-1   |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Verso)   | AD 2-VTBS-7-2   |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Radio communication failure table)   | AD 2-VTBS-7-3   |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 1)   | AD 2-VTBS-7-4   |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 2)   | AD 2-VTBS-7-5   |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 3)   | AD 2-VTBS-7-6   |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 4)   | AD 2-VTBS-7-7   |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 5)   | AD 2-VTBS-7-8   |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 6)   | AD 2-VTBS-7-9   |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Waypoint list table)   | AD 2-VTBS-7-10  |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C   | AD 2-VTBS-7-11  |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Verso)   | AD 2-VTBS-7-12  |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Radio communication failure table)   | AD 2-VTBS-7-13  |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 1)   | AD 2-VTBS-7-14  |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 2)   | AD 2-VTBS-7-15  |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 3)   | AD 2-VTBS-7-16  |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 4)   | AD 2-VTBS-7-17  |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 5)   | AD 2-VTBS-7-18  |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 6)   | AD 2-VTBS-7-19  |

| Chart name  | Page           |
|---|----------------|
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Waypoint list table) | AD 2-VTBS-7-20 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 01 CAT II   | AD 2-VTBS-8-1  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 01 CAT II (Tabular description)   | AD 2-VTBS-8-2  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 01 CAT II (Fix and point list table)  | AD 2-VTBS-8-3  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 02R CAT II  | AD 2-VTBS-8-5  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 02R CAT II (Tabular description)  | AD 2-VTBS-8-6  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 02R CAT II (Fix and point list table)   | AD 2-VTBS-8-7  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II   | AD 2-VTBS-8-9  |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II (Tabular description)   | AD 2-VTBS-8-10 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II (Fix and point list table)  | AD 2-VTBS-8-11 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II  | AD 2-VTBS-8-13 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II (Tabular description)  | AD 2-VTBS-8-14 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II (Fix and point list table)   | AD 2-VTBS-8-15 |
| Instrument Approach Chart - ICAO - RNP RWY 01   | AD 2-VTBS-8-17 |
| Instrument Approach Chart - ICAO - RNP RWY 01 (Tabular description)   | AD 2-VTBS-8-18 |
| Instrument Approach Chart - ICAO - RNP RWY 02L  | AD 2-VTBS-8-19 |
| Instrument Approach Chart - ICAO - RNP RWY 02L (Tabular description)  | AD 2-VTBS-8-20 |
| Instrument Approach Chart - ICAO - RNP RWY 02R  | AD 2-VTBS-8-21 |
| Instrument Approach Chart - ICAO - RNP RWY 02R (Tabular description)  | AD 2-VTBS-8-22 |
| Instrument Approach Chart - ICAO - RNP RWY 19   | AD 2-VTBS-8-23 |
| Instrument Approach Chart - ICAO - RNP RWY 19 (Tabular description)   | AD 2-VTBS-8-24 |
| Instrument Approach Chart - ICAO - RNP RWY 20L  | AD 2-VTBS-8-25 |
| Instrument Approach Chart - ICAO - RNP RWY 20L (Tabular description)  | AD 2-VTBS-8-26 |
| Instrument Approach Chart - ICAO - RNP RWY 20R  | AD 2-VTBS-8-27 |
| Instrument Approach Chart - ICAO - RNP RWY 20R (Tabular description)  | AD 2-VTBS-8-28 |
| VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R   | AD 2-VTBS-9-1  |
| VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 1)                               | AD 2-VTBS-9-2  |
| VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 2)                               | AD 2-VTBS-9-3  |
| VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R  | AD 2-VTBS-9-5  |
| VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R (Tabular description)  | AD 2-VTBS-9-6  |
| VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R   | AD 2-VTBS-9-7  |
| VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 1)                                   | AD 2-VTBS-9-8  |
| VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 2)                                   | AD 2-VTBS-9-9  |
| VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R  | AD 2-VTBS-9-11 |
| VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 1)  | AD 2-VTBS-9-12 |
| Bird concentrations in the vicinity of aerodromes   | AD 2-VTBS-9-13 |

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

TRANSITION ALTITUDE  
11000 FT

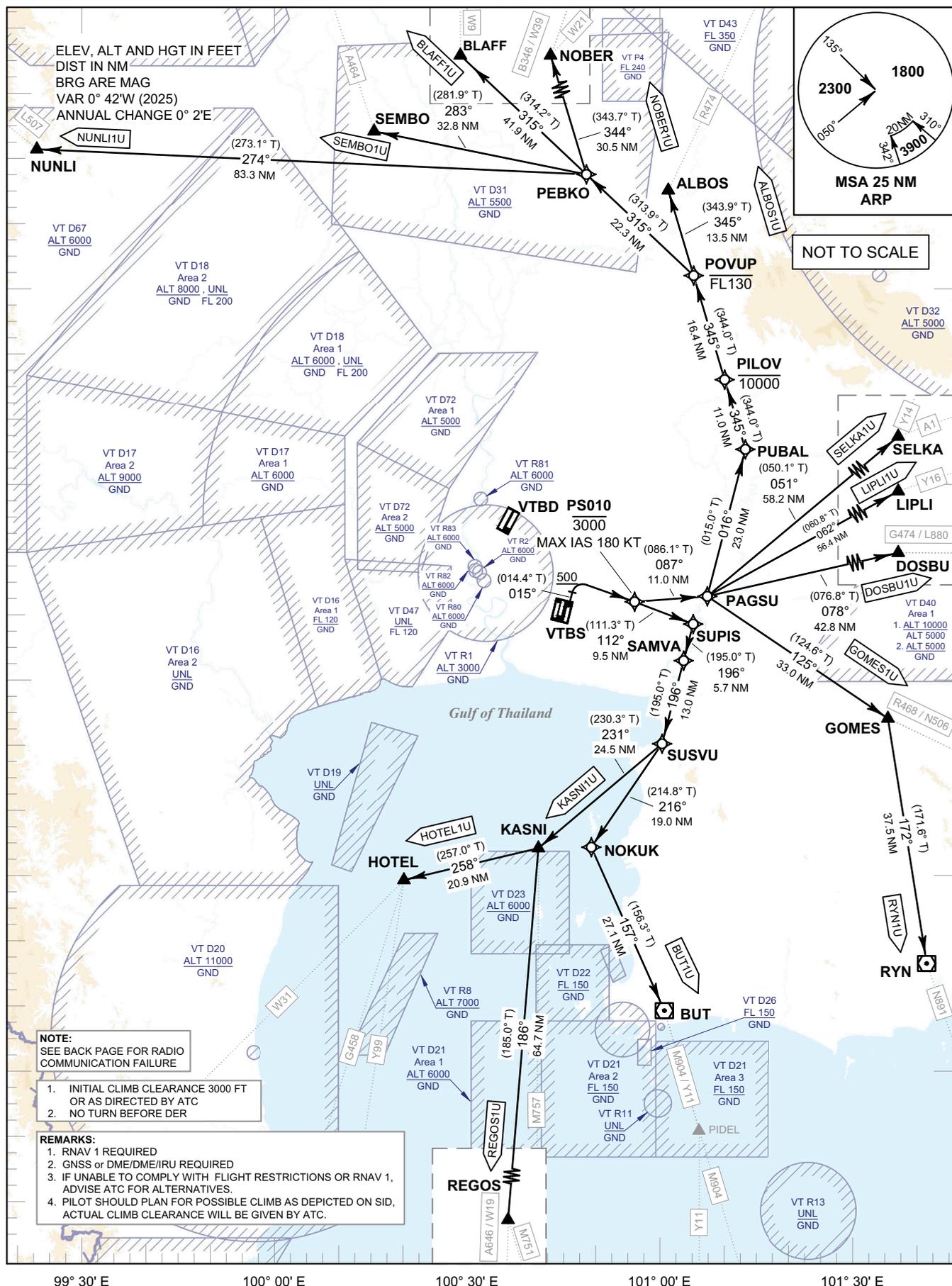
**SPEED RESTRICTION**  
MAX IAS 250 KT AT OR  
BELOW ALT 10000 FT  
UNLESS OTHERWISE  
AUTHORIZED BY ATC.

APP : 119.1, 274.5  
: 120.3, 274.5  
: 133.4, 274.5  
: 122.35, 274.5  
: 124.35, 274.5  
: 125.2, 274.5  
ARR : 121.1, 274.5  
: 126.3, 274.5  
TWR : 118.2, 262.5  
: 119.0  
DEP ATIS : 127.65

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

ALBOS1U BLAFF1U BUT1U DOSBU1U  
GOMES1U HOTEL1U KASNI1U LIPLI1U  
NOBER1U NUNLI1U REGOS1U RYN1U  
SELKA1U SEMBO1U

CHANGE: CHART TITLE, MAG VAR, FREQ.  
BLAFF ADDED.



**NOTE:**  
SEE BACK PAGE FOR RADIO  
COMMUNICATION FAILURE

1. INITIAL CLIMB CLEARANCE 3000 FT  
OR AS DIRECTED BY ATC
2. NO TURN BEFORE DER

**REMARKS:**

1. RNAV 1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS OR RNAV 1,  
ADVISE ATC FOR ALTERNATIVES.
4. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID,  
ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

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

ALBOS1U BLAFF1U BUT1U DOSBU1U  
GOMES1U HOTEL1U KASN1U LIPL1U  
NOBER1U NUNLI1U REGOS1U RYN1U  
SELKA1U SEMBO1U

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

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

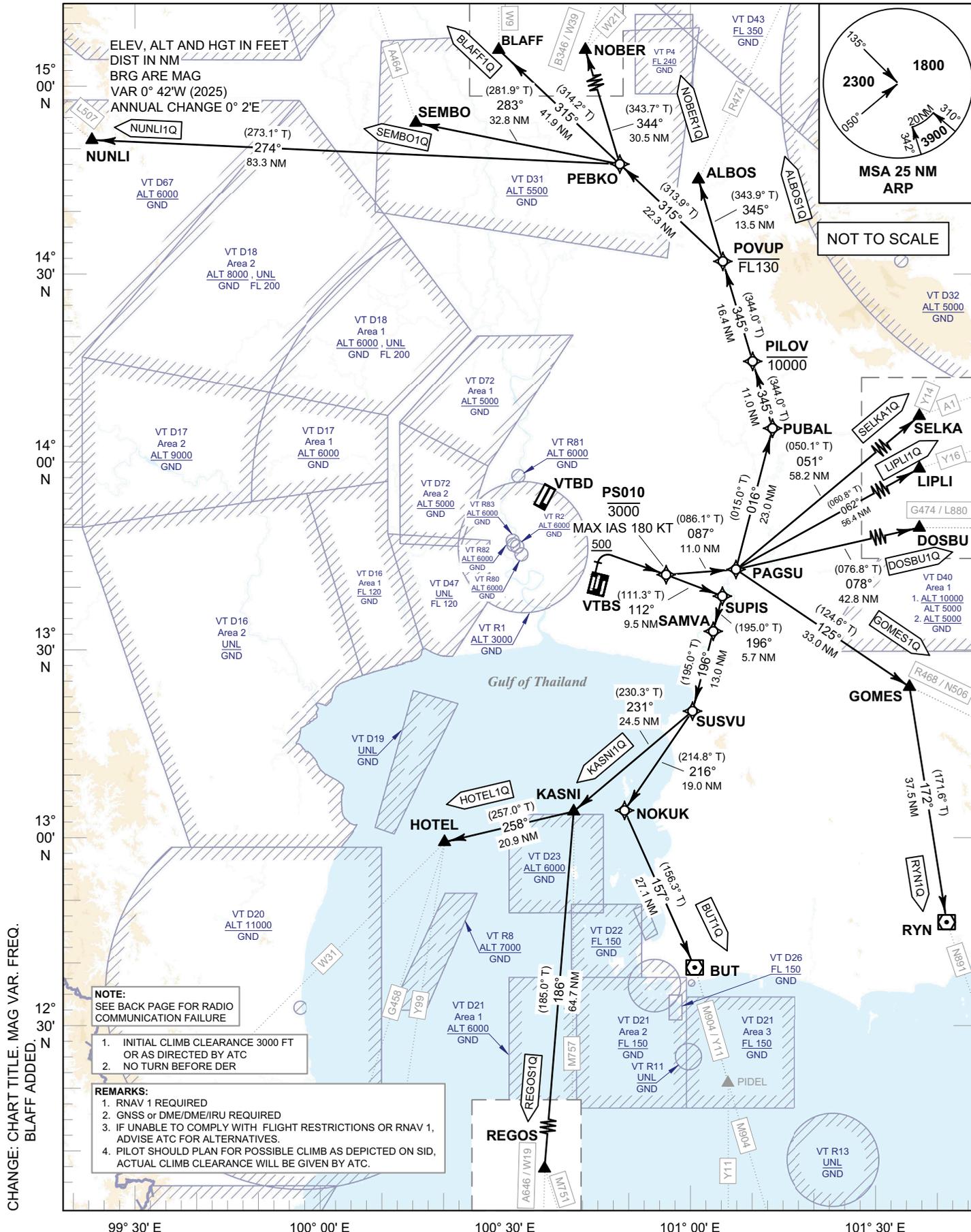
TRANSITION ALTITUDE  
11000 FT

**SPEED RESTRICTION**  
MAX IAS 250 KT AT OR  
BELOW ALT 10000 FT  
UNLESS OTHERWISE  
AUTHORIZED BY ATC.

|          |                 |
|----------|-----------------|
| APP      | : 119.1, 274.5  |
|          | : 120.3, 274.5  |
|          | : 133.4, 274.5  |
|          | : 122.35, 274.5 |
|          | : 124.35, 274.5 |
|          | : 125.2, 274.5  |
| ARR      | : 121.1, 274.5  |
|          | : 126.3, 274.5  |
| TWR      | : 118.2, 262.5  |
|          | : 119.0         |
| DEP ATIS | : 127.65        |

**BANGKOK/Suvarnabhumi Intl (VTBS)  
RNAV RWY02L  
(PROPELLER)**

ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q  
GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q  
NOBER1Q NUNLI1Q REGOS1Q RYN1Q  
SELKA1Q SEMBO1Q



STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)  
RNAV RWY02L  
(PROPELLER)

ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q  
GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q  
NOBER1Q NUNLI1Q REGOS1Q RYN1Q  
SELKA1Q SEMBO1Q

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

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

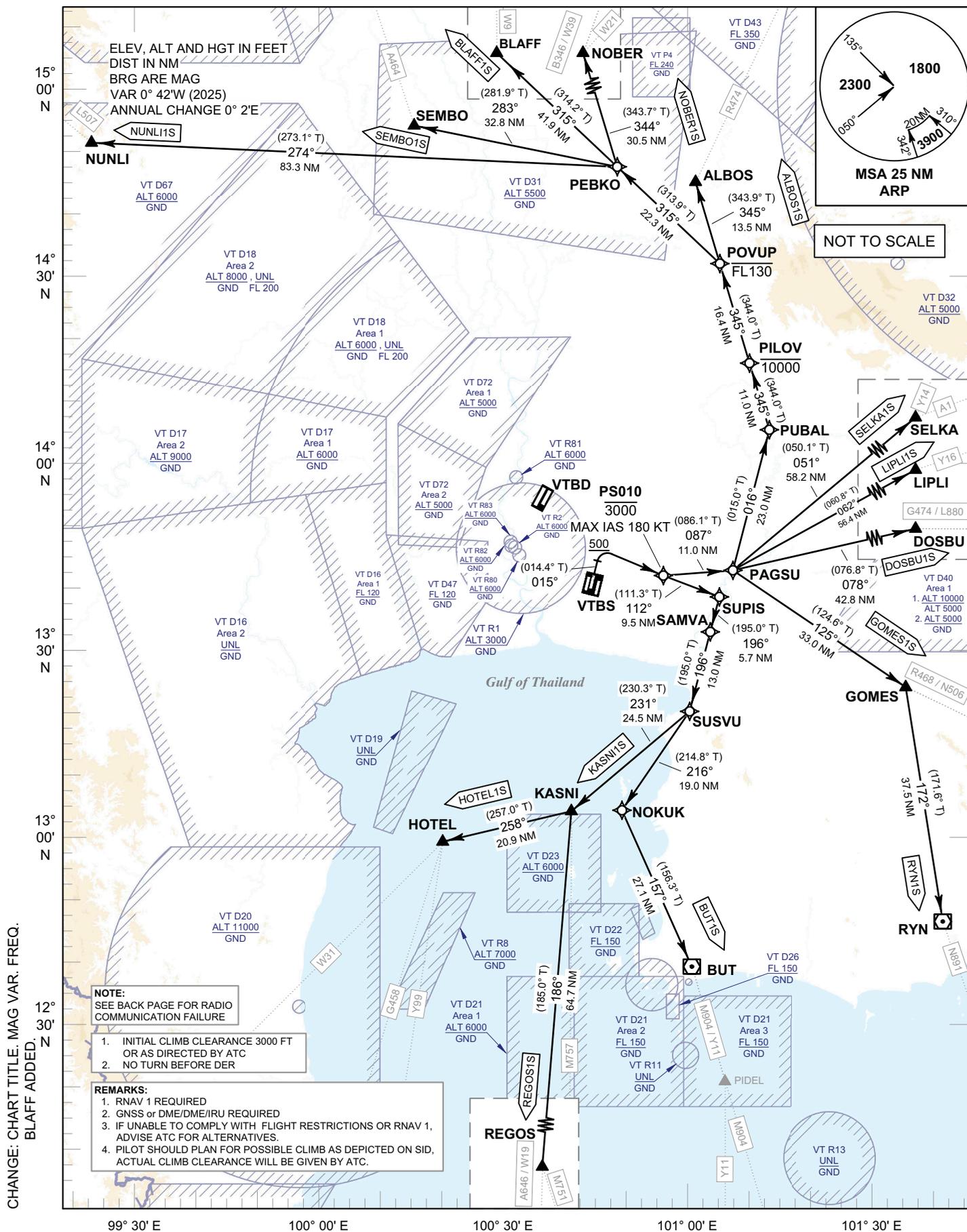
TRANSITION ALTITUDE  
11000 FT

**SPEED RESTRICTION**  
MAX IAS 250 KT AT OR  
BELOW ALT 10000 FT  
UNLESS OTHERWISE  
AUTHORIZED BY ATC.

|          |                 |
|----------|-----------------|
| APP      | : 119.1, 274.5  |
|          | : 120.3, 274.5  |
|          | : 133.4, 274.5  |
|          | : 122.35, 274.5 |
|          | : 124.35, 274.5 |
|          | : 125.2, 274.5  |
| ARR      | : 121.1, 274.5  |
|          | : 126.3, 274.5  |
| TWR      | : 118.2, 262.5  |
|          | : 119.0         |
| DEP ATIS | : 127.65        |

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

ALBOS1S BLAFF1S BUT1S DOSBU1S  
GOMES1S HOTEL1S KASNI1S LIPLI1S  
NOBER1S NUNLI1S REGOS1S RYN1S  
SELKA1S SEMBO1S



STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

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

ALBOS1S BLAFF1S BUT1S DOSBU1S  
GOMES1S HOTEL1S KASNI1S LIPLI1S  
NOBER1S NUNLI1S REGOS1S RYN1S  
SELKA1S SEMBO1S

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

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

TRANSITION ALTITUDE  
11000 FT

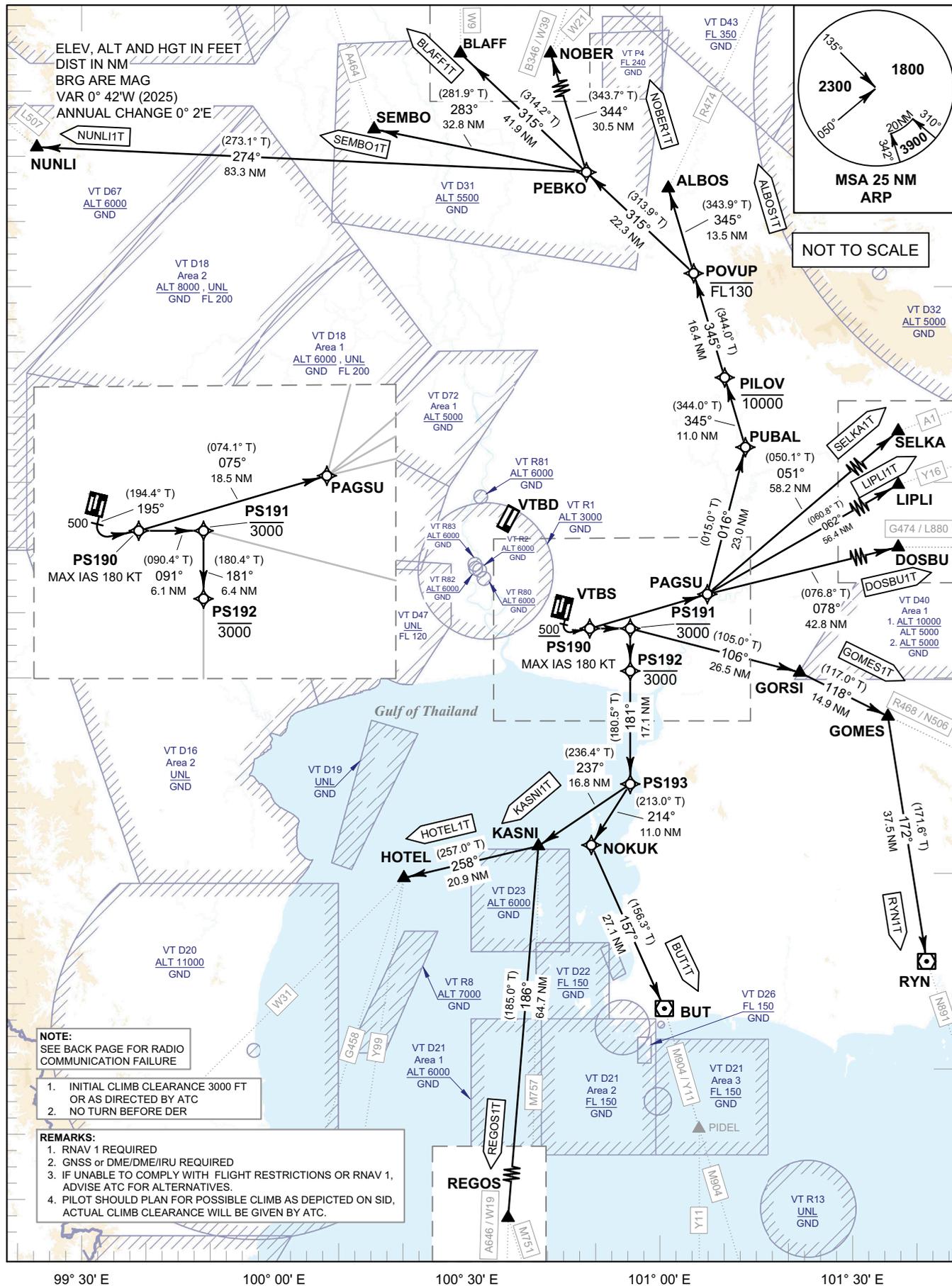
**SPEED RESTRICTION**  
MAX IAS 250 KT AT OR  
BELOW ALT 10000 FT  
UNLESS OTHERWISE  
AUTHORIZED BY ATC.

APP : 119.1, 274.5  
: 120.3, 274.5  
: 133.4, 274.5  
: 122.35, 274.5  
: 124.35, 274.5  
: 125.2, 274.5  
ARR : 121.1, 274.5  
: 126.3, 274.5  
TWR : 118.2, 262.5  
: 119.0  
DEP ATIS : 127.65

**BANGKOK/Suvarnabhumi Intl (VTBS)  
RNAV RWY19  
(PROPELLER)**

ALBOS1T BLAFF1T BUT1T DOSBU1T  
GOMES1T HOTEL1T KASNI1T LIPLI1T  
NOBER1T NUNLI1T REGOS1T RYN1T  
SELKA1T SEMBO1T

CHANGE: CHART TITLE. MAG VAR. FREQ.  
BLAFF ADDED.



STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)  
RNAV RWY19  
(PROPELLER)

ALBOS1T BLAFF1T BUT1T DOSBU1T  
GOMES1T HOTEL1T KASNI1T LIPLI1T  
NOBER1T NUNLI1T REGOS1T RYN1T  
SELKA1T SEMBO1T

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

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

TRANSITION ALTITUDE  
11000 FT

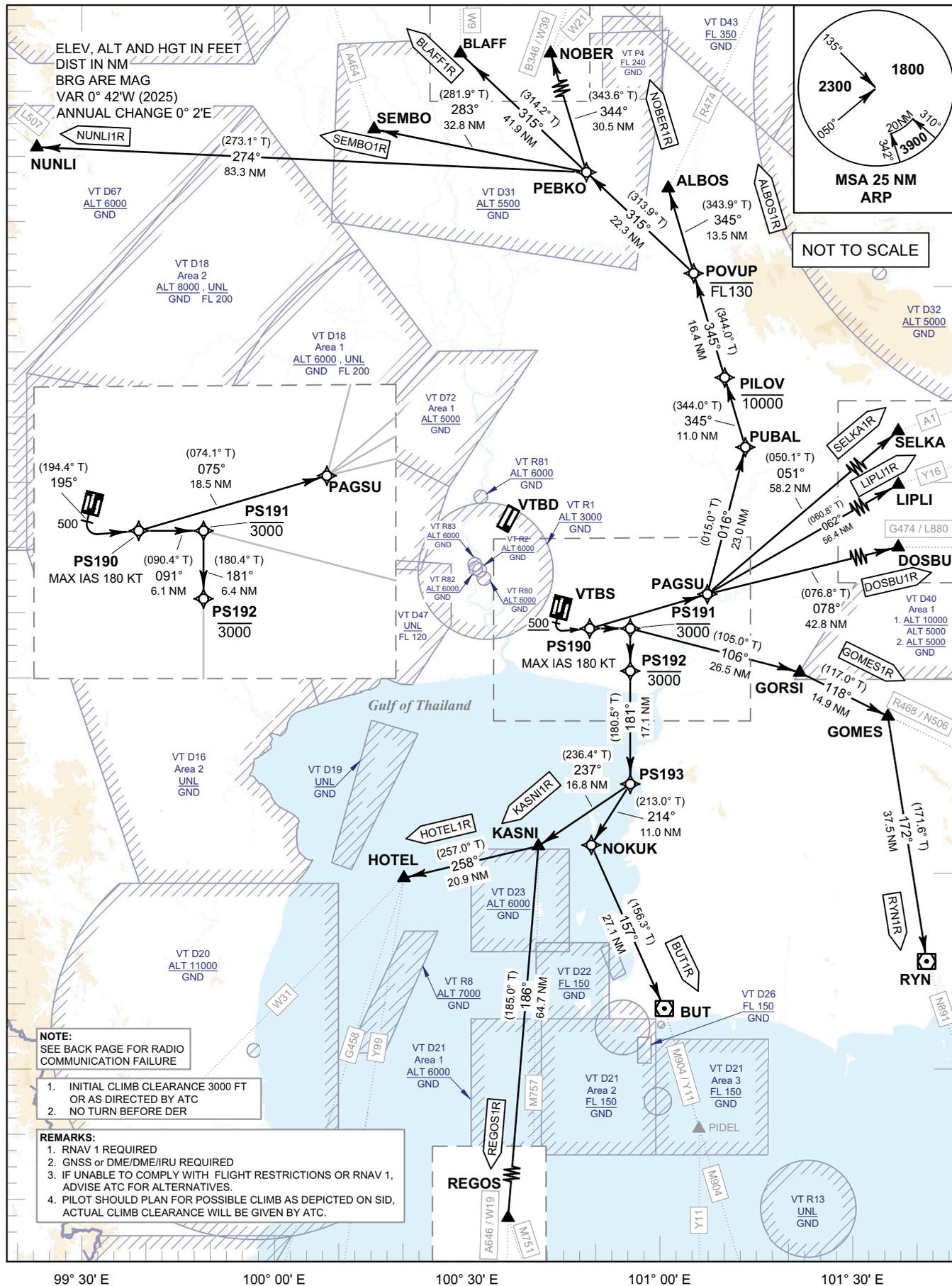
**SPEED RESTRICTION**  
MAX IAS 250 KT AT OR  
BELOW ALT 10000 FT  
UNLESS OTHERWISE  
AUTHORIZED BY ATC.

APP : 119.1, 274.5  
: 120.3, 274.5  
: 133.4, 274.5  
: 122.35, 274.5  
: 124.35, 274.5  
: 125.2, 274.5  
ARR : 121.1, 274.5  
: 126.3, 274.5  
TWR : 118.2, 262.5  
: 119.0  
DEP ATIS : 127.65

**BANGKOK/Suvarnabhumi Intl (VTBS)  
RNAV RWY20L  
(PROPELLER)**

ALBOS1R BLAFF1R BUT1R DOSBU1R  
GOMES1R HOTEL1R KASNI1R LIPLI1R  
NOBER1R NUNLI1R REGOS1R RYN1R  
SELKA1R SEMBO1R

CHANGE: CHART TITLE, MAG VAR, FREQ.  
BLAFF ADDED.



STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)  
RNAV RWY20L  
(PROPELLER)

ALBOS1R BLAFF1R BUT1R DOSBU1R  
GOMES1R HOTEL1R KASNI1R LIPLI1R  
NOBER1R NUNLI1R REGOS1R RYN1R  
SELKA1R SEMBO1R

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

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

TRANSITION ALTITUDE  
11000 FT

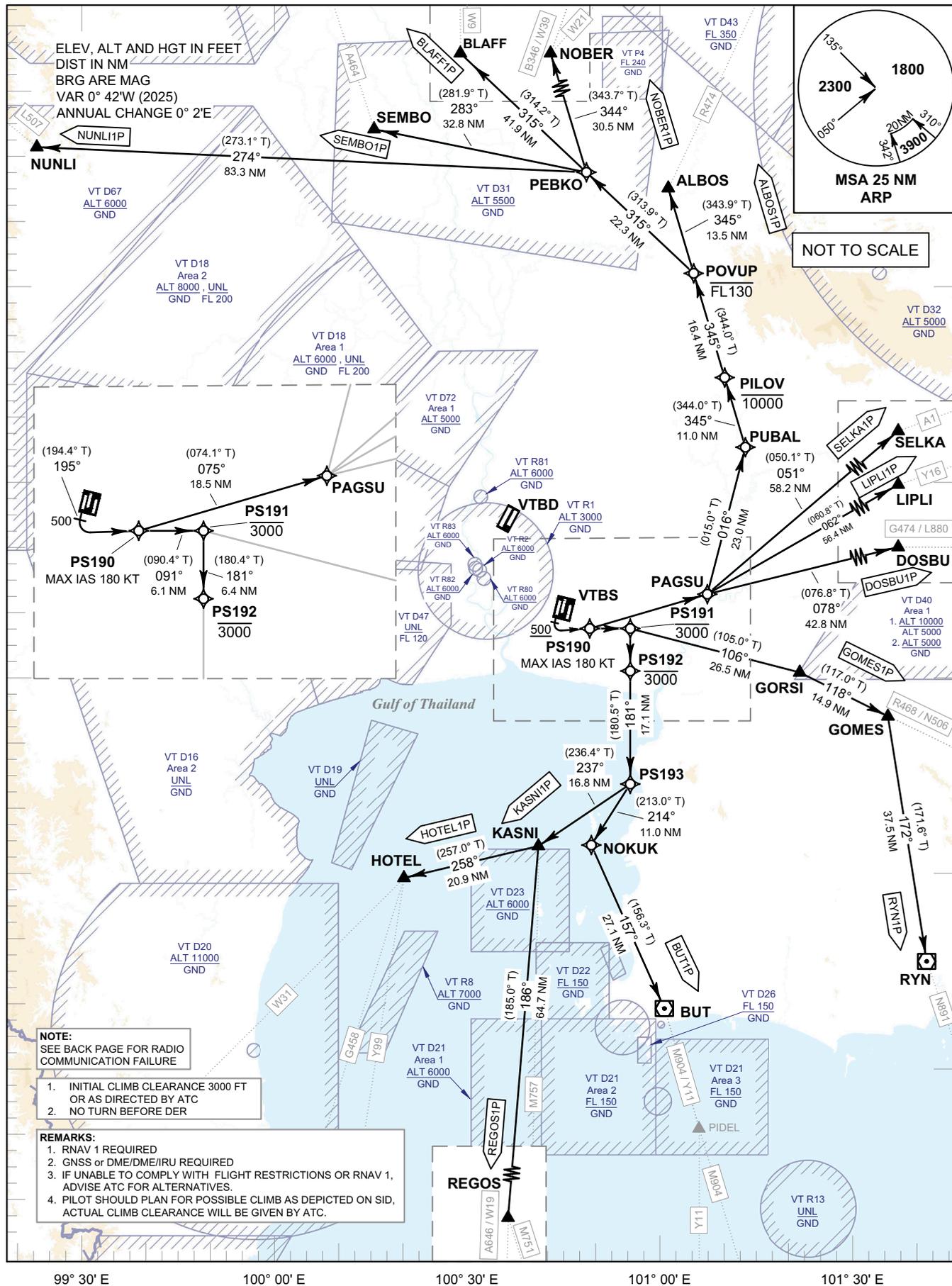
**SPEED RESTRICTION**  
MAX IAS 250 KT AT OR  
BELOW ALT 10000 FT  
UNLESS OTHERWISE  
AUTHORIZED BY ATC.

APP : 119.1, 274.5  
: 120.3, 274.5  
: 133.4, 274.5  
: 122.35, 274.5  
: 124.35, 274.5  
: 125.2, 274.5  
ARR : 121.1, 274.5  
: 126.3, 274.5  
TWR : 118.2, 262.5  
: 119.0  
DEP ATIS : 127.65

**BANGKOK/Suvarnabhumi Intl (VTBS)  
RNAV RWY20R  
(PROPELLER)**

ALBOS1P BLAFF1P BUT1P DOSBU1P  
GOMES1P HOTEL1P KASNI1P LIPLI1P  
NOBER1P NUNLI1P REGOS1P RYN1P  
SELKA1P SEMBO1P

CHANGE: CHART TITLE, MAG VAR, FREQ.  
BLAFF ADDED.



STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)  
RNAV RWY20R  
(PROPELLER)

ALBOS1P BLAFF1P BUT1P DOSBU1P  
GOMES1P HOTEL1P KASNI1P LIPLI1P  
NOBER1P NUNLI1P REGOS1P RYN1P  
SELKA1P SEMBO1P

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

## 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                                      | 1°13' W (2025) /0°1' E  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Director of Nakhon Phanom Airport<br>Nakhon Phanom Airport<br>Tambon Nasai, Amphoe Muang<br>Nakhon Phanom Province 48000<br>Thailand<br>Tel: +664 253 1586<br>Fax: +664 253 1587<br>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):<br>Located at Udon Thani Air Traffic Control Centre (1st floor of tower building)<br>Tel: +664 223 0124<br>+669 2262 3477<br>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<br>Strength: PCN 61/R/C/X/T  |
| 2 | Taxiway width, surface and strength         | TWY A, B, C, D and P<br>Width: 23 M<br>Surface: Asphaltic concrete<br>Strength: PCN 41/F/C/X/T |
| 3 | Altimeter checkpoint location and elevation | Location: At apron<br>Elevation: 571 FT (174.15 M)   |
| 4 | VOR checkpoints                             | NIL  |
| 5 | INS checkpoints                             | NIL  |
| 6 | Remarks                                     | NIL  |

## VTUW AD 2.18 ATS COMMUNICATION FACILITIES

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

VTUW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid,<br>MAG VAR<br>CAT of ILS/MLS<br>(For VOR/ILS/<br>MLS, give<br>declination) | ID   | Frequency             | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks   |
|---|------|-----------------------|-----------------------|---|--|---|
| 1   | 2    | 3                     | 4                     | 5   | 6  | 7   |
| NDB   | NP   | 383 KHz               | H24                   | 172332.7N<br>1043833.6E                               |  | 50 nm Coverage clockwise orbit data refer from commissioning checked as follow:<br>-Bearing 170-350 degree at 2100 ft<br>-Bearing 351-169 degree unable to check due to border limited.   |
| DVOR/DME  | NKP  | 111.6 MHz<br>CH53X    | H24                   | 172317.9N<br>1043818.1E                               | 600 ft   | DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 nm at required altitudes in various areas as follows:<br><ul style="list-style-type: none"> <li>- Radial 181°-190° altitude should not below 2 500 ft</li> <li>- Radial 191°-260° altitude should not below 4 000 ft</li> <li>- Radial 261°-320° altitude should not below 2 500 ft</li> <li>- Radial 321°-180° unable to check (Due to border limited)</li> </ul> |
| LOC RWY15<br>ILS CAT I  | INKP | 109.7 MHz             | H24                   | 172220.6N<br>1043905.1E                               |  | ILS/DME RWY15: Localizer is unusable, due to national border.<br><ul style="list-style-type: none"> <li>- 18 – 10 NM: Beyond 2° left of localizer inbound course.</li> <li>- Within 10 NM: Beyond 20° left of localizer inbound course.</li> </ul>  |
| GP  |      | 333.2 MHz             | H24                   | 172324.5N<br>1043814.1E                               |  | GP: 3 DEG, RDH 50 ft  |
| DME   | INKP | CH 34X<br>(109.7 MHz) | H24                   | 172219.3N<br>1043903.0E                               | 600 ft   | Paired with LOC FREQ.   |

VTUW AD 2.24 CHARTS RELATED TO AN AERODROME

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

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AERODROME CHART - ICAO

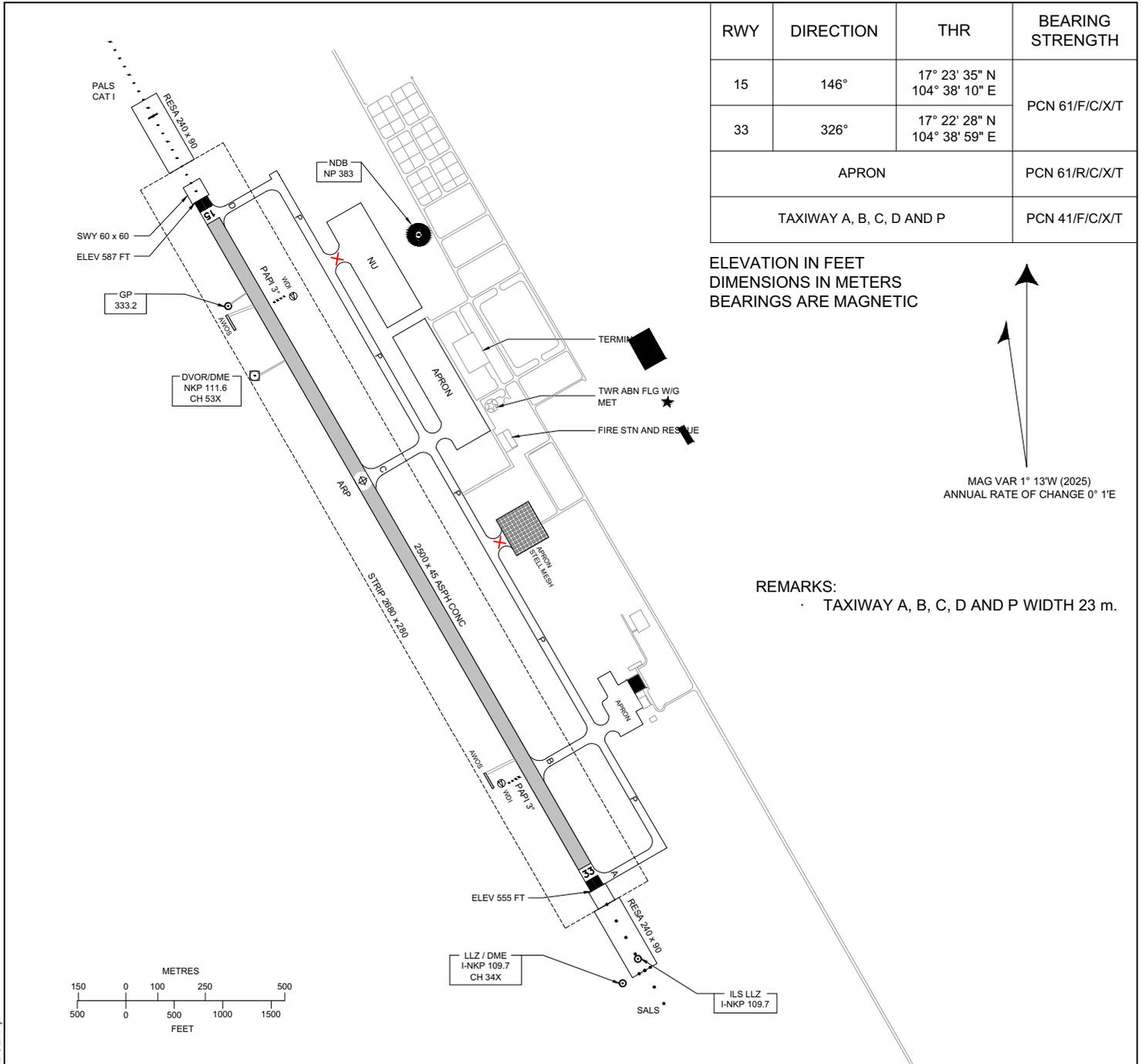
17° 23' 07" N  
104° 38' 31" E

ELEV 587 FT

TWR 122.5, 236.6  
GND 121.9

NAKHON PHANOM /  
Nakhon Phanom

| RWY                      | DIRECTION | THR                             | BEARING<br>STRENGTH |
|--------------------------|-----------|---------------------------------|---------------------|
| 15                       | 146°      | 17° 23' 35" N<br>104° 38' 10" E | PCN 61/F/C/X/T      |
| 33                       | 326°      | 17° 22' 28" N<br>104° 38' 59" E |                     |
| APRON                    |           |                                 | PCN 61/R/C/X/T      |
| TAXIWAY A, B, C, D AND P |           |                                 | PCN 41/F/C/X/T      |



ELEVATION IN FEET  
DIMENSIONS IN METERS  
BEARINGS ARE MAGNETIC

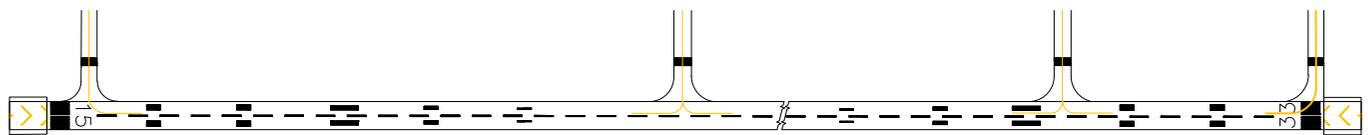


MAG VAR 1° 13'W (2025)  
ANNUAL RATE OF CHANGE 0° 1'E

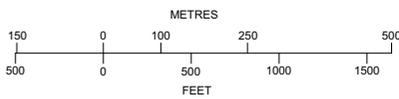
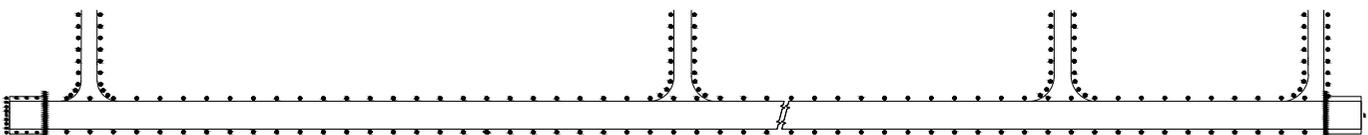
REMARKS:

- TAXIWAY A, B, C, D AND P WIDTH 23 m.

MARKING AIDS RWY 15/33 AND EXIT TWY



LIGHTING AIDS RWY 15/33 AND EXIT TWY



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

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## VTUQ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTUQ - NAKHON RATCHASIMA / NAKHON RATCHASIMA AIRPORT

## VTUQ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |   |
|---|--|---|
| 1 | ARP coordinates and site at AD                             | 145658.19N 1021845.86E<br>Centre of RWY 1050 m from THR RWY06   |
| 2 | Direction and distance from (city)                         | 26 km N   |
| 3 | Elevation/Reference temperature                            | 765 ft/41°C   |
| 4 | Geoid Undulation at AD ELEV PSN                            | NIL   |
| 5 | MAG VAR/Annual change                                      | 0°50' W (2025)/ 0°2' E  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Director of Nakhon Ratchasima Airport<br>Nakhon Ratchasima Airport<br>Amphoe Chalermprakiat<br>Nakhon Ratchasima Province Thailand<br>Tel: +664 425 5899<br>+664 425 9534<br>+664 425 9686-8<br>Fax: +664 425 9689<br>AFS: VTUQYDYX |
| 7 | Types of traffic permitted (IFR/VFR)                       | IFR/VFR   |
| 8 | Remarks  | Operator: Department of Airports  |

## VTUQ 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):<br>Located at Nakhon Ratchasima<br>Air Traffic Control Centre (1st floor of building)<br>Tel: +664 425 8855 Ext 7272, +668 9845 1649<br>Fax: +664 425 8952 Ext. 7273<br>E-mail: vtuzpzx@aerothai.co.th |

**VTUQ 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 |

**VTUQ AD 2.5 PASSENGER FACILITIES**

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

**VTUQ 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        |

**VTUQ AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

**VTUQ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

|   |   |   |
|---|---|---|
| 1 | Apron surface and strength                  | Surface: Concrete<br>Strength: PCN 45/R/C/X/T                           |
| 2 | Taxiway width, surface and strength         | Width: 23 M<br>Surface: Concrete and asphalt<br>Strength PCN 42/F/C/X/T |
| 3 | Altimeter checkpoint location and elevation | NIL   |
| 4 | VOR checkpoints                             | NIL   |
| 5 | INS checkpoints                             | NIL   |
| 6 | Remarks                                     | NIL   |

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

**3. IFR DEPARTURES OTHER THAN VIA SID**

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

**4. VISUAL DEPARTURES**

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

To execute a visual departure

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

**5. OMNIDIRECTIONAL DEPARTURES**

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

To execute an omnidirectional departure:

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

- Runway 06:

RATCHASIMA OMNI 06 Departure: Required climb gradient 201 ft per NM (3.3%) until 2,800 ft.

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

No turn before DER.

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

- Runway 24:

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

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

No turn before DER.

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

**VTUQ AD 2.23 ADDITIONAL INFORMATION**

NIL

VTUQ AD 2.24 CHARTS RELATED TO AN AERODROME

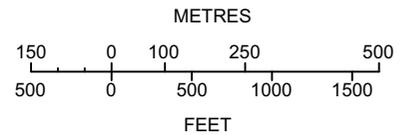
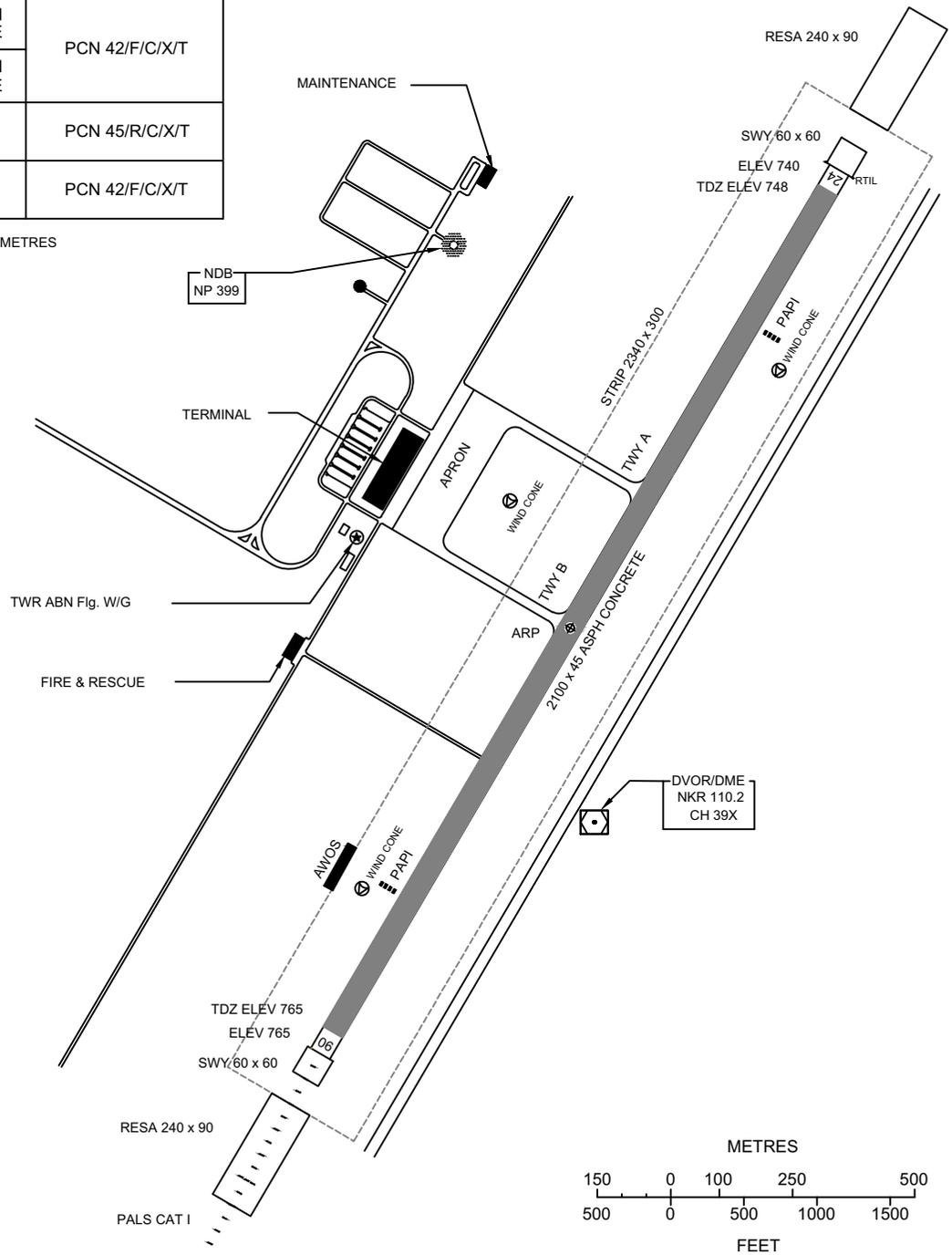
| Chart name   | Page           |
|--|----------------|
| Aerodrome Chart - ICAO   | AD 2-VTUQ-2-1  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 06 - SAMBY1A SITTA1A VOBOT1A                               | AD 2-VTUQ-6-1  |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV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

AERODROME CHART-ICAO 14° 56' 58" N ELEV 765 FT TWR 119.8  
102° 18' 46" E 233 M 236.6 NAKHON RATCHASIMA / Nakhon Ratchasima

| RWY         | DIRECTION | THR                             | BEARING        | STRENGTH |
|-------------|-----------|---------------------------------|----------------|----------|
| 06          | 063°      | 14° 56' 42" N<br>102° 18' 15" E | PCN 42/F/C/X/T |          |
| 24          | 243°      | 14° 57' 15" N<br>102° 19' 17" E |                |          |
| APRON       |           |                                 | PCN 45/R/C/X/T |          |
| TWY A and B |           |                                 | PCN 42/F/C/X/T |          |

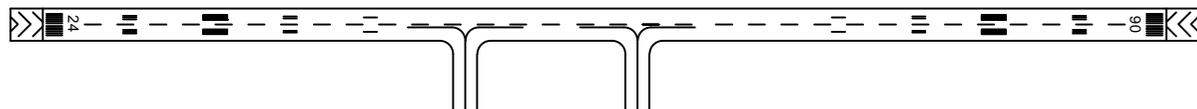
ELEVATIONS IN FEET AND DIMENSIONS IN METRES  
BEARINGS ARE MAGNETIC

MAG VAR 0° 50' W (2025)  
ANNUAL RATE OF CHANGE 0° 2' E

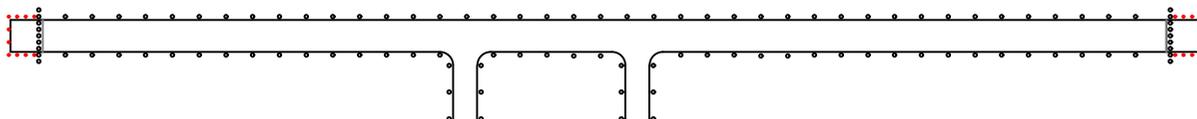


Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 06/24 AND EXIT TWY



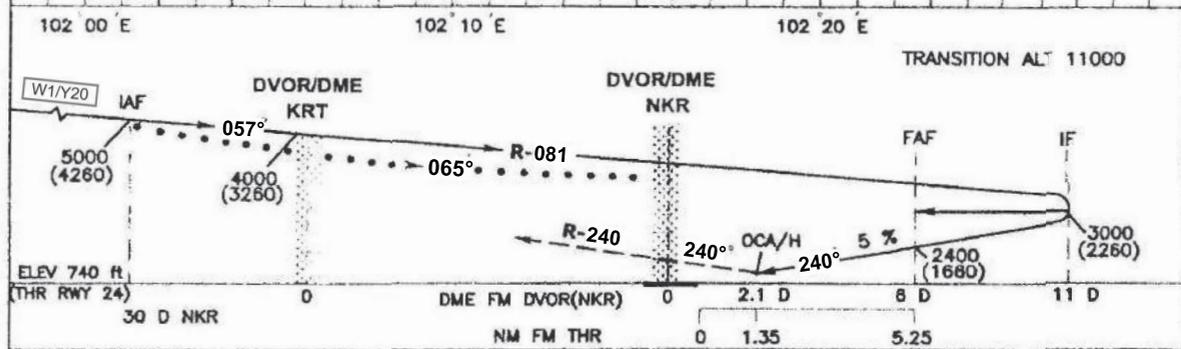
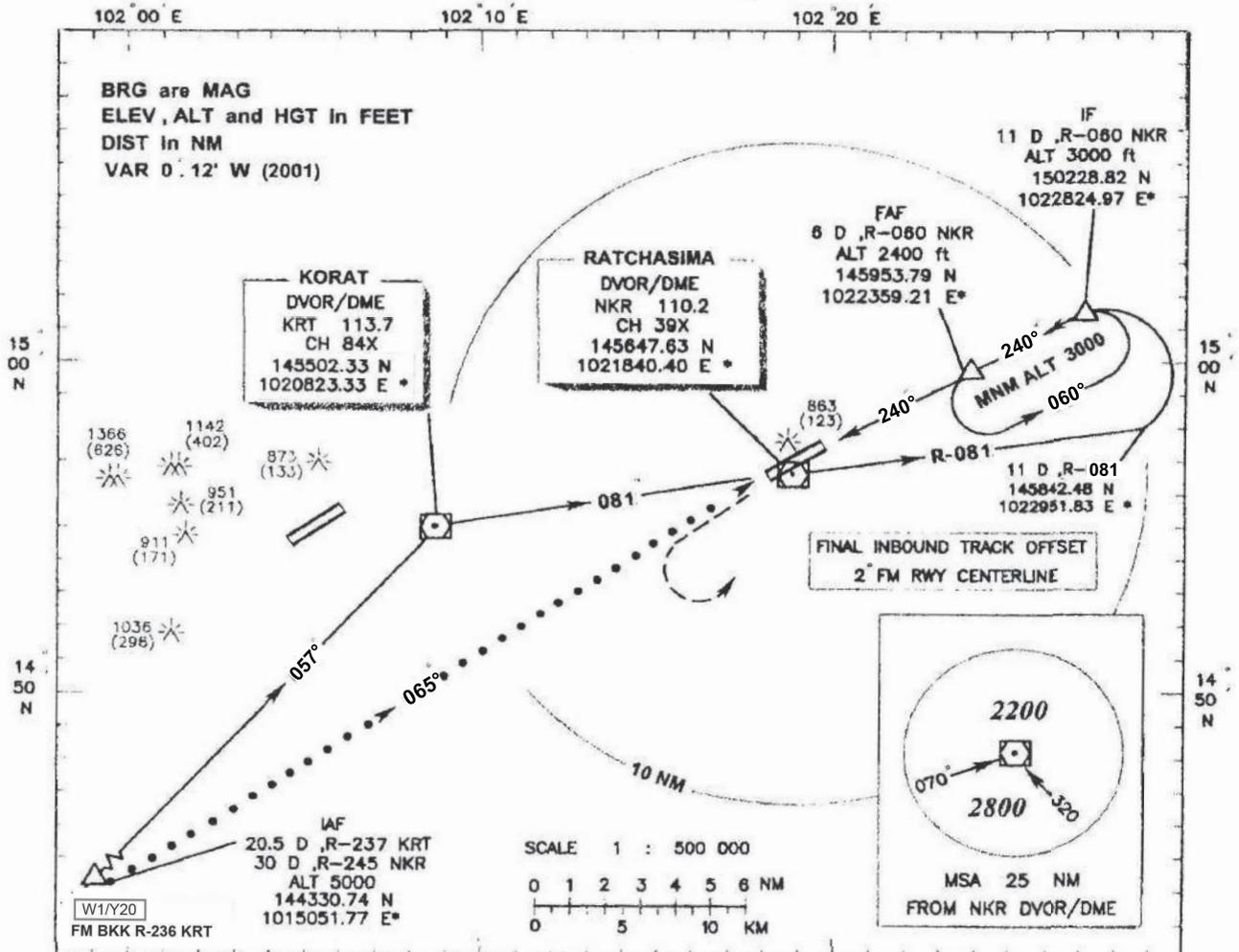
LIGHTING AIDS RWY 06/24 AND EXIT TWY



CHANGE, REVISED CHART, MAG VAR, ANNUAL RATE OF CHANGE, DIRECTION (TABULAR).

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



**MISSED APPROACH:** Climb on track 240° to the DVOR/DME then climb on R-240 to 2000(1260) ft, then turn left continuing climb back to FAF 3000(2260) ft and hold.

CHANGE : RADIAL

|                                    |           |   |           |   |                           |      |               |               |                |                |     |      |
|------------------------------------|-----------|---|-----------|---|---------------------------|------|---------------|---------------|----------------|----------------|-----|------|
| Remark : Circling to the left only |           |   |           |   | Distance                  |      | 2 D           | 3 D           | 4 D            | 5 D            |     |      |
| OCA/H                              | A         | B | C         | D | Altitude(Height)          |      | 1175<br>(435) | 1480<br>(740) | 1780<br>(1040) | 2080<br>(1340) |     |      |
| Straight-in approach               | 1200(460) |   |           |   | Gs                        | knot | 100           | 120           | 140            | 160            | 180 | 200  |
| Circling                           | 1400(660) |   | 1500(760) |   | Rate of descent (ft./min) |      | 505           | 610           | 710            | 810            | 910 | 1015 |

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## VTUV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTUV - ROI ET / ROI ET AIRPORT

## VTUV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |   |
|---|--|---|
| 1 | ARP coordinates and site at AD                             | 160700.34N 1034625.67E<br>Centre of RWY 1050 m. from THR RWY 18   |
| 2 | Direction and distance from (city)                         | 19 km E from city   |
| 3 | Elevation/Reference temperature                            | 451 ft /28°C  |
| 4 | Geoid Undulation at AD ELEV PSN                            | NIL   |
| 5 | MAG VAR/Annual change                                      | 1°2' W(2025) /0°1' E  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Director of Roi Et Airport<br>Roi Et Airport,<br>Roi Et-Phonthong Road,<br>Nongphok, Thawatburi,<br>Roi Et, 45170 Thailand<br>Tel: +664 351 8246-8<br>Fax: +664 351 8253<br>AFS: VTUVYDYX |
| 7 | Types of traffic permitted (IFR/VFR)                       | IFR/VFR   |
| 8 | Remarks  | Operator: Department of Airports  |

## VTUV AD 2.3 OPERATIONAL HOURS

|    |                            |   |
|----|----------------------------|---|
| 1  | Aerodrome Operator         | 2300-1400   |
| 2  | Customs and immigration    | NIL   |
| 3  | Health and sanitation      | NIL   |
| 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):<br>Located at Ubon Ratchathani Air Traffic Control Centre (1st floor of tower building)<br>Tel: +664 525 6407, +668 9488 2157<br>Fax: +664 524 0798 Ext. 7874 |

## VTUV 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 |
|---|---------|-----|

**VTUV AD 2.5 PASSENGER FACILITIES**

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

**VTUV 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 | For the removal of disable aircraft operated by the owner of aircraft and the removal equipment operated by contracted external resource,<br>Please contact aerodrome coordinator:<br>- Director of Roi Et Airport<br>Tel: +669 2310 6999<br>- Airport Safety Group<br>Tel: +669 1865 5268<br>E-mail: Roiet@airports.go.th |
| 4 | Remarks                                     | NIL  |

**VTUV AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

**VTUV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

|   |   |  |
|---|---|--|
| 1 | Apron surface and strength                  | Surface: Concrete<br>Strength: PCN 45/R/C/X/T                          |
| 2 | Taxiway width, surface and strength         | Width: 23 m<br>Surface: Asphaltic concrete<br>Strength: PCN 42/F/C/X/T |
| 3 | Altimeter checkpoint location and elevation | Location: At apron<br>Elevation: 452 ft (137.68 m)                     |
| 4 | VOR checkpoints                             | NIL  |
| 5 | INS checkpoints                             | NIL  |
| 6 | Remarks                                     | NIL  |

No turn before DER.

After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft – 2,000 ft), then comply with ATC clearance issued (or as directed by ATC).

### VTUV AD 2.23 ADDITIONAL INFORMATION

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

### VTUV AD 2.24 CHARTS RELATED TO AN AERODROME

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

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AERODROME CHART - ICAO

16° 07' 00" N  
103° 46' 26" E

ELEV 451 FT

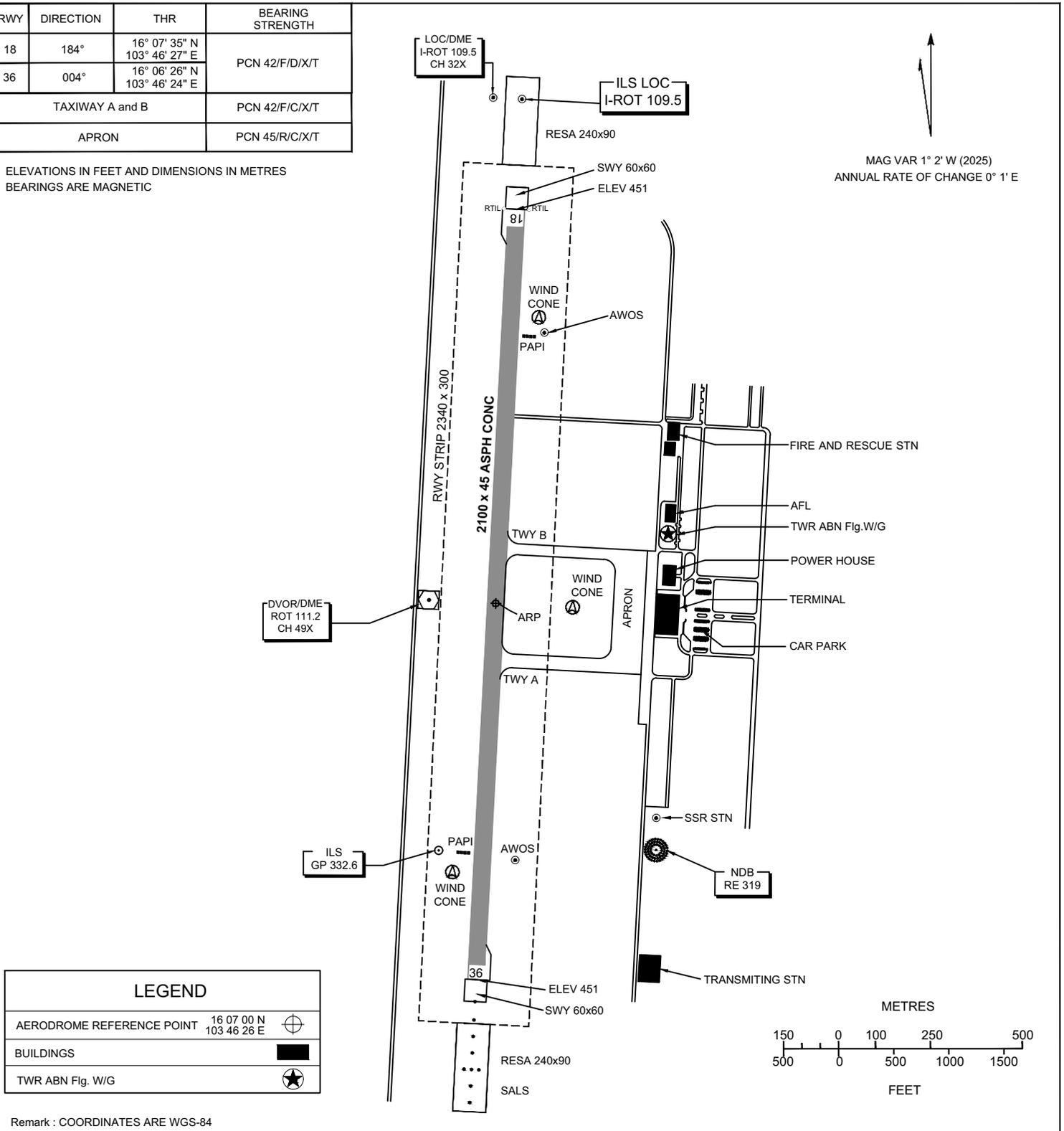
TWR 119.75  
236.60

ROI ET / Roi Et

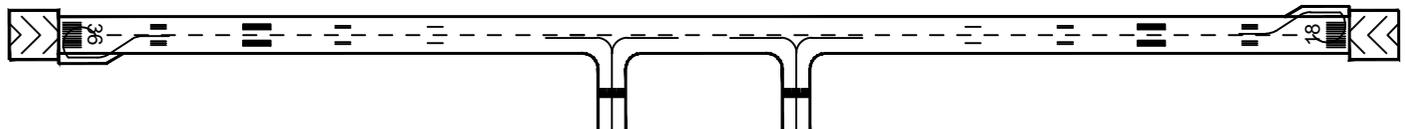
| RWY             | DIRECTION | THR                             | BEARING<br>STRENGTH |
|-----------------|-----------|---------------------------------|---------------------|
| 18              | 184°      | 16° 07' 35" N<br>103° 46' 27" E | PCN 42/F/D/X/T      |
| 36              | 004°      | 16° 06' 26" N<br>103° 46' 24" E |                     |
| TAXIWAY A and B |           |                                 | PCN 42/F/C/X/T      |
| APRON           |           |                                 | PCN 45/R/C/X/T      |

ELEVATIONS IN FEET AND DIMENSIONS IN METRES  
BEARINGS ARE MAGNETIC

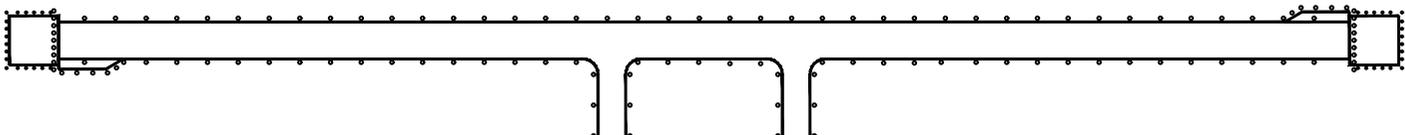
CHANGE : REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE. DIRECTION (TABULAR).



MARKING AIDS RWY 18/36 AND EXIT TWY



LIGHTING AIDS RWY 18/36 AND EXIT TWY



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## VTBO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTBO - TRAT (KHAO SMING) / TRAT AIRPORT

## VTBO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

## VTBO AD 2.3 OPERATIONAL HOURS

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

## VTBO AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

**VTBO AD 2.5 PASSENGER FACILITIES**

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

**VTBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |   |  |
|---|---|--|
| 1 | AD category for fire fighting               | Category 5   |
| 2 | Rescue equipment                            | AVBL at Fire Fighting Truck (Foam 570 L., Water 5700 L.) and Water Truck 15000 L.  |
| 3 | Capability for removal of disabled aircraft | Available up to ATR72  |
| 4 | Remarks                                     | No removal equipment available at airport.<br>For removal of disabled aircraft by contracted external resource, please contact aerodrome coordinator:<br>- Airport Manager<br>Tel: +663 952 5777 Ext. 3456 |

**VTBO AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

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

|   |                            |     |
|---|----------------------------|-----|
| 1 | Apron surface and strength | N/A |
|---|----------------------------|-----|

|   |   |                     |
|---|---|---------------------|
| 2 | Taxiway width, surface and strength         | N/A                 |
| 3 | Altimeter checkpoint location and elevation | THR 18, 61 ft       |
| 4 | VOR checkpoints                             | N/A                 |
| 5 | INS checkpoints                             | N/A                 |
| 6 | Remarks                                     | ACFT parking on RWY |

**VTBO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

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

**VTBO AD 2.10 AERODROME OBSTACLES**

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

**VTBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

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

VTBO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY (m) | Strength (PCN) and<br>surface of RWY and<br>SWY | THR coordinates<br>RWY end coordinates<br>THR geoid undulation | THR elevation and highest<br>elevation of TDZ of<br>precision APP RWY |
|------------------------|----------|--------------------------|---|--|---|
| 1                      | 2        | 3                        | 4   | 5  | 6   |
| 05                     | 051.28°  | 1800x45                  | PCR 420/F/B/X/T<br>Concrete and asphalt         | 121612.65N 1021848.46E   | THR 32.15 m   |
| 23                     | 231.28   | 1800x45                  | PCR 420/F/B/X/T<br>Concrete and asphalt         | 121649.30N 1021934.94E   | THR 18.73 m   |

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

VTBO AD 2.13 DECLARED DISTANCES

| RWY<br>Designator | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
|-------------------|-------------|-------------|-------------|------------|---------|
| 1                 | 2           | 3           | 4           | 5          | 6       |
| 05                | 1800        | 1860        | 1800        | 1800       | NIL     |
| 23                | 1800        | 1860        | 1800        | 1800       | NIL     |

VTBO AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY<br>Designator | APCH LGT<br>type<br>LEN INTST | THR LGT<br>colour<br>WBAR | VASIS<br>(MEHT)<br>PAPI | TDZ, LGT<br>LEN | RWY Centre<br>Line LGT<br>Length,<br>spacing,<br>colour,<br>INTST | RWY edge LGT<br>LEN, spacing,<br>colour<br>INTST | RWY End<br>LGT<br>colour<br>WBAR | SWY LGT<br>LEN (m)<br>colour | Remarks |
|-------------------|-------------------------------|---------------------------|-------------------------|-----------------|---|--|----------------------------------|------------------------------|---------|
| 1                 | 2                             | 3                         | 4                       | 5               | 6   | 7  | 8                                | 9                            | 10      |
| 05                | NIL                           | Green                     | PAPI<br>LEFT 4°         | NIL             | 1800 m<br>60 m<br>White   | 1800 m<br>60 m<br>White                          | Red                              | NIL                          | NIL     |
| 23                | NIL                           | Green                     | PAPI<br>LEFT 3°         | NIL             | 1800 m<br>60 m<br>White   | 1800 m<br>60 m<br>White                          | Red                              | NIL                          | NIL     |

VTBO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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