Phone: +662 568 8831
Fax: +662 576 1903
AFTN: VTBAYOYX
E-mail: aisthai@caat.or.th
ais@caat.or.th

THE CIVIL AVIATION AUTHORITY OF THAILAND
Aeronautical Information Management Department
222 Soi Vibhavadi Rangsit 28,
Vibhavadi Rangsit Rd., Chatuchak,
Chatuchak, Bangkok 10900 Thailand

AIRAC AIP - THAILAND
Amendment 13/25
13 NOV 25

This AIRAC AIP AMDT 13/25 contains:

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GEN 0.4	CHECKLIST OF AIP PAGES
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	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
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	AD 2.24 CHARTS RELATED TO AN AERODROME
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	Aerodrome Obstacle Chart - ICAO type A RWY 21R/03L
AD 2-VTBD-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D
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	Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II (Tabular description)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L (Tabular description)
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AD 2-VTBO-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
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	Instrument Approach Chart - ICAO - ILS or LOC z RWY 23
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 23 (Tabular description)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 23 (Fix and point list table)

1.

DESTROY			INSERT		
GEN	0.2-3	27 NOV 2025	GEN	0.2-3	25 DEC 2025
	0.4-1	27 NOV 2025		0.4-1	25 DEC 2025
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	0.4-3	27 NOV 2025		0.4-3	25 DEC 2025
	0.4-4	27 NOV 2025		0.4-4	25 DEC 2025
	0.4-5	27 NOV 2025		0.4-5	25 DEC 2025
	0.4-6	27 NOV 2025		0.4-6	25 DEC 2025
	0.4-7	27 NOV 2025		0.4-7	25 DEC 2025
	0.4-8	27 NOV 2025		0.4-8	25 DEC 2025
	0.4-9	27 NOV 2025		0.4-9	25 DEC 2025
	0.4-10	27 NOV 2025		0.4-10	25 DEC 2025
	0.4-11	27 NOV 2025		0.4-11	25 DEC 2025
	3.2-3	27 NOV 2025		3.2-3	25 DEC 2025
	3.2-4	30 OCT 2025		3.2-4	25 DEC 2025
	3.2-5	30 OCT 2025		3.2-5	25 DEC 2025
	3.2-6	30 OCT 2025		3.2-6	25 DEC 2025
	3.2-7	30 OCT 2025		3.2-7	25 DEC 2025
	3.2-8	2 OCT 2025		3.2-8	25 DEC 2025
	3.2-16	2 OCT 2025		3.2-16	25 DEC 2025
	3.2-18	10 JUL 2025		3.2-18	25 DEC 2025
	3.2-19	27 NOV 2025		3.2-19	25 DEC 2025
	3.2-21	4 SEP 2025		3.2-21	25 DEC 2025
	3.2-22	27 NOV 2025		3.2-22	25 DEC 2025
ENR	6-1	27 NOV 2025	ENR	6-1	25 DEC 2025
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AD	2-VTBD-1-6	7 AUG 2025	AD	2-VTBD-1-6	25 DEC 2025
	2-VTBD-1-7	7 AUG 2025		2-VTBD-1-7	25 DEC 2025
	2-VTBD-1-8	7 AUG 2025		2-VTBD-1-8	25 DEC 2025
	2-VTBD-1-12	7 AUG 2025		2-VTBD-1-12	25 DEC 2025
	2-VTBD-1-13	7 AUG 2025		2-VTBD-1-13	25 DEC 2025
	2-VTBD-1-14	7 OCT 2021		2-VTBD-1-14	25 DEC 2025
	2-VTBD-1-15	20 MAY 2021		2-VTBD-1-15	25 DEC 2025
	2-VTBD-1-16	20 MAY 2021		2-VTBD-1-16	25 DEC 2025
	2-VTBD-1-17	20 MAY 2021		2-VTBD-1-17	25 DEC 2025
	2-VTBD-1-18	7 AUG 2025		2-VTBD-1-18	25 DEC 2025
	2-VTBD-1-19	7 AUG 2025		2-VTBD-1-19	25 DEC 2025
	2-VTBD-1-20	7 AUG 2025		2-VTBD-1-20	25 DEC 2025
	2-VTBD-1-21	28 NOV 2024		2-VTBD-1-21	25 DEC 2025
	2-VTBD-1-22	28 NOV 2024		2-VTBD-1-22	25 DEC 2025
	2-VTBD-1-40	2 OCT 2025		2-VTBD-1-40	25 DEC 2025

DESTROY		INSERT	
2-VTBD-1-41	2 OCT 2025	2-VTBD-1-41	25 DEC 2025
2-VTBD-1-42	2 OCT 2025	2-VTBD-1-42	25 DEC 2025
2-VTBD-1-43	2 OCT 2025	2-VTBD-1-43	25 DEC 2025
2-VTBD-2-1	7 AUG 2025	2-VTBD-2-1	25 DEC 2025
2-VTBD-2-3	7 AUG 2025	2-VTBD-2-3	25 DEC 2025
2-VTBD-2-5	7 AUG 2025	2-VTBD-2-5	25 DEC 2025
2-VTBD-3-3	7 AUG 2025	2-VTBD-3-3	25 DEC 2025
2-VTBD-3-5	7 AUG 2025	2-VTBD-3-5	25 DEC 2025
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2-VTBD-6-35	2 OCT 2025	2-VTBD-6-35	25 DEC 2025
2-VTBD-6-49	2 OCT 2025	2-VTBD-6-49	25 DEC 2025
2-VTBD-8-13	2 OCT 2025	2-VTBD-8-13	25 DEC 2025
2-VTBD-8-14	2 OCT 2025	2-VTBD-8-14	25 DEC 2025
2-VTBD-8-17	2 OCT 2025	2-VTBD-8-17	25 DEC 2025
2-VTBD-8-18	2 OCT 2025	2-VTBD-8-18	25 DEC 2025
2-VTBD-8-21	2 OCT 2025	2-VTBD-8-21	25 DEC 2025
2-VTBD-8-22	2 OCT 2025	2-VTBD-8-22	25 DEC 2025
2-VTBD-8-25	2 OCT 2025	2-VTBD-8-25	25 DEC 2025
2-VTBD-8-26	2 OCT 2025	2-VTBD-8-26	25 DEC 2025
2-VTBD-8-27	2 OCT 2025	2-VTBD-8-27	25 DEC 2025
2-VTBD-8-28	2 OCT 2025	2-VTBD-8-28	25 DEC 2025
2-VTBD-8-29	2 OCT 2025	2-VTBD-8-29	25 DEC 2025
2-VTBD-8-30	2 OCT 2025	2-VTBD-8-30	25 DEC 2025
2-VTBD-8-31	2 OCT 2025	2-VTBD-8-31	25 DEC 2025
2-VTBD-8-32	2 OCT 2025	2-VTBD-8-32	25 DEC 2025
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2-VTSP-1-6	7 AUG 2025	2-VTSP-1-6	25 DEC 2025
2-VTSP-1-7	7 AUG 2025	2-VTSP-1-7	25 DEC 2025
2-VTSP-1-10	7 AUG 2025	2-VTSP-1-10	25 DEC 2025
2-VTSP-1-12	25 JAN 2024	2-VTSP-1-12	25 DEC 2025
2-VTSP-1-13	7 AUG 2025	2-VTSP-1-13	25 DEC 2025
2-VTSP-1-18	26 JAN 2023	2-VTSP-1-18	25 DEC 2025
2-VTSP-1-19	7 AUG 2025	2-VTSP-1-19	25 DEC 2025
2-VTSP-1-21	7 AUG 2025	2-VTSP-1-21	25 DEC 2025
2-VTSP-1-22	4 SEP 2025	2-VTSP-1-22	25 DEC 2025
2-VTSP-1-23	4 SEP 2025	2-VTSP-1-23	25 DEC 2025
2-VTSP-1-24	4 SEP 2025	2-VTSP-1-24	25 DEC 2025
2-VTSP-2-1	7 AUG 2025	2-VTSP-2-1	25 DEC 2025
2-VTSP-2-3	7 AUG 2025	2-VTSP-2-3	25 DEC 2025
2-VTSP-2-4	25 JAN 2024	2-VTSP-2-4	25 DEC 2025
2-VTSP-2-5	7 AUG 2025	2-VTSP-2-5	25 DEC 2025

DESTROY		INSERT	
2-VTSP-3-1	7 AUG 2025	2-VTSP-3-1	25 DEC 2025
2-VTUW-1-7	15 MAY 2025	2-VTUW-1-7	25 DEC 2025
2-VTUW-1-11	27 NOV 2025	2-VTUW-1-11	25 DEC 2025
2-VTUW-2-1	27 NOV 2025	2-VTUW-2-1	25 DEC 2025
2-VTUW-8-1	15 MAY 2025	2-VTUW-8-1	25 DEC 2025
2-VTUW-8-3	15 MAY 2025	2-VTUW-8-3	25 DEC 2025
2-VTUW-8-5	15 MAY 2025	2-VTUW-8-5	25 DEC 2025
2-VTUW-8-7	2 NOV 2023	2-VTUW-8-7	25 DEC 2025
2-VTUW-8-9	21 APR 2022	2-VTUW-8-9	25 DEC 2025
2-VTUN-1-12	10 JUL 2025	2-VTUN-1-12	25 DEC 2025
2-VTUI-1-9	15 MAY 2025	2-VTUI-1-9	25 DEC 2025
2-VTUI-1-11	15 MAY 2025	2-VTUI-1-11	25 DEC 2025
2-VTUI-8-1	2 NOV 2023	2-VTUI-8-1	25 DEC 2025
2-VTUI-8-3	2 NOV 2023	2-VTUI-8-3	25 DEC 2025
2-VTUI-8-5	15 MAY 2025	2-VTUI-8-5	25 DEC 2025
2-VTUI-8-7	15 MAY 2025	2-VTUI-8-7	25 DEC 2025
2-VTUI-8-9	2 NOV 2023	2-VTUI-8-9	25 DEC 2025
2-VTUI-8-11	2 NOV 2023	2-VTUI-8-11	25 DEC 2025
2-VTPO-1-1	11 JUL 2024	2-VTPO-1-1	25 DEC 2025
2-VTPO-1-2	2 NOV 2023	2-VTPO-1-2	25 DEC 2025
2-VTPO-1-8	20 MAR 2025	2-VTPO-1-8	25 DEC 2025
2-VTPO-2-1	18 JUL 2019	2-VTPO-2-1	25 DEC 2025
2-VTPO-2-3	18 JUL 2019	2-VTPO-2-3	25 DEC 2025
2-VTPO-3-1	18 JUL 2019	2-VTPO-3-1	25 DEC 2025
2-VTBO-1-1	27 NOV 2025	2-VTBO-1-1	25 DEC 2025
2-VTBO-1-4	27 NOV 2025	2-VTBO-1-4	25 DEC 2025
2-VTBO-1-5	10 JUL 2025	2-VTBO-1-5	25 DEC 2025
2-VTBO-1-7	17 APR 2025	2-VTBO-1-7	25 DEC 2025
2-VTBO-2-1	17 APR 2025	2-VTBO-2-1	25 DEC 2025
2-VTUU-1-13	4 SEP 2025	2-VTUU-1-13	25 DEC 2025
2-VTUU-8-5	4 SEP 2025	2-VTUU-8-5	25 DEC 2025
2-VTUU-8-6	4 SEP 2025	2-VTUU-8-6	25 DEC 2025
2-VTUU-8-7	4 SEP 2025	2-VTUU-8-7	25 DEC 2025
2-VTUU-8-8	4 SEP 2025	2-VTUU-8-8	25 DEC 2025
2-VTUU-8-9	4 SEP 2025	2-VTUU-8-9	25 DEC 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	A1141/25 (C1778/25)

- END -

AIP AMENDMENT					AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by		NR/ Year	Publication date	Effective date	Inserted by
					3/25	06 FEB 2025	20 MAR 2025	
					4/25	06 MAR 2025	17 APR 2025	
					5/25	03 APR 2025	15 MAY 2025	
					6/25	01 MAY 2025	12 JUN 2025	
					7/25	29 MAY 2025	10 JULY 2025	
					8/25	26 JUN 2025	7 AUG 2025	
					9/25	24 JUL 2025	4 SEP 2025	
					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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0.2-3	**25 DEC 25**
0.3-1	2 NOV 23
0.3-2	2 NOV 23
0.3-3	2 NOV 23
0.3-4	2 NOV 23
0.3-5	2 NOV 23
0.4-1	**25 DEC 25**
0.4-2	**25 DEC 25**
0.4-3	**25 DEC 25**
0.4-4	**25 DEC 25**
0.4-5	**25 DEC 25**
0.4-6	**25 DEC 25**
0.4-7	**25 DEC 25**
0.4-8	**25 DEC 25**
0.4-9	**25 DEC 25**
0.4-10	**25 DEC 25**
0.4-11	**25 DEC 25**
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1.1-1	10 JUL 25
1.1-2	20 FEB 25
1.1-3	20 FEB 25
1.1-4	20 FEB 25
1.2-1	20 MAR 25
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1.2-3	20 MAR 25
1.2-4	20 MAR 25
1.2-5	20 MAR 25
1.2-6	20 MAR 25
1.2-7	20 MAR 25
1.2-8	20 MAR 25
1.3-1	18 JUL 19
1.3-2	18 JUL 19
1.3-3	18 JUL 19
1.3-4	18 JUL 19
1.3-5	18 JUL 19
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1.4-4	31 DEC 20
1.4-5	31 DEC 20
1.5-1	3 DEC 20
1.6-1	8 OCT 20
1.6-2	8 OCT 20
1.6-3	8 OCT 20
1.7-1	30 OCT 25
1.7-2	30 OCT 25
1.7-3	30 OCT 25
1.7-4	30 OCT 25
GEN 2.	
2.1-1	7 AUG 25
2.1-2	20 FEB 25
2.1-3	20 FEB 25
2.2-1	28 NOV 24
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2.2-3	12 SEP 19
2.2-4	12 SEP 19
2.2-5	23 MAR 23
2.2-6	23 MAR 23
2.2-7	12 SEP 19
2.2-8	12 SEP 19
2.2-9	12 SEP 19
2.2-10	12 SEP 19
2.2-11	12 SEP 19
2.2-12	12 SEP 19
2.2-13	12 SEP 19
2.2-14	12 SEP 19
2.2-15	12 SEP 19
2.2-16	12 SEP 19
2.2-17	12 SEP 19
2.2-18	12 SEP 19
2.3-1	18 JUL 19
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2.4-1	25 JAN 24
2.4-2	25 JAN 24
2.4-3	25 JAN 24
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2.5-2	10 JUL 25
2.5-3	4 SEP 25
2.6-1	18 JUL 19
2.6-2	18 JUL 19
2.6-3	18 JUL 19
2.7-1	18 JUL 19
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3.2-1	8 AUG 24
3.2-2	8 AUG 24
3.2-3	**25 DEC 25**
3.2-4	**25 DEC 25**
3.2-5	**25 DEC 25**
3.2-6	**25 DEC 25**
3.2-7	**25 DEC 25**
3.2-8	**25 DEC 25**
3.2-9	27 NOV 25
3.2-10	27 NOV 25
3.2-11	7 AUG 25
3.2-12	10 JUL 25
3.2-13	7 AUG 25
3.2-14	2 OCT 25
3.2-15	4 SEP 25
3.2-16	**25 DEC 25**
3.2-17	2 OCT 25
3.2-18	**25 DEC 25**
3.2-19	**25 DEC 25**
3.2-20	7 AUG 25
3.2-21	**25 DEC 25**
3.2-22	**25 DEC 25**
3.2-23	28 NOV 24
3.2-24	15 MAY 25
3.3-1	10 JUL 25
3.3-2	30 OCT 25
3.3-3	30 OCT 25
3.3-4	30 OCT 25
3.3-5	30 OCT 25
3.3-6	30 OCT 25
3.3-7	30 OCT 25
3.3-8	30 OCT 25
3.3-9	27 NOV 25
3.3-10	27 NOV 25
3.4-1	22 FEB 24
3.4-2	23 JAN 25
3.4-3	23 JAN 25
3.4-4	7 AUG 25
3.4-5	7 AUG 25
3.4-6	20 MAR 25
3.5-1	10 JUL 25
3.5-2	10 JUL 25
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3.5-4	7 AUG 25
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3.6-1	4 SEP 25
3.6-2	18 JUL 19
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3.7-2	23 JAN 25
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4.1-2	4 SEP 25
4.1-3	4 SEP 25
4.2-1	17 APR 25
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1.5-1	18 JUL 19
1.6-1	3 OCT 24
1.6-2	3 OCT 24
1.6-3	2 OCT 25
1.6-4	2 OCT 25
1.6-5	3 OCT 24
1.6-6	2 OCT 25
1.6-7	3 OCT 24
1.6-8	3 OCT 24
1.6-9	3 OCT 24
1.6-10	3 OCT 24
1.6-11	3 OCT 24
1.6-12	3 OCT 24
1.6-13	3 OCT 24
1.6-14	3 OCT 24
1.6-15	3 OCT 24
1.6-16	3 OCT 24
1.6-17	3 OCT 24
1.6-18	3 OCT 24
1.6-19	3 OCT 24
1.6-20	3 OCT 24
1.6-21	3 OCT 24
1.6-22	3 OCT 24
1.6-23	3 OCT 24
1.6-24	3 OCT 24
1.6-25	3 OCT 24
1.6-26	3 OCT 24
1.6-27	3 OCT 24
1.6-28	3 OCT 24
1.6-29	2 OCT 25
1.6-30	2 OCT 25

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1.8-2	18 APR 24
1.8-3	18 APR 24
1.8-4	30 DEC 21
1.8-5	30 DEC 21
1.8-6	18 APR 24
1.8-7	18 APR 24
1.8-8	18 APR 24
1.8-9	10 JUL 25
1.8-10	10 JUL 25
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1.9-3	27 NOV 25
1.9-4	30 OCT 25
1.9-5	30 OCT 25
1.9-6	30 OCT 25
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1.9-8	4 SEP 25
1.9-9	4 SEP 25
1.9-10	4 SEP 25
1.9-11	4 SEP 25
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1.10-5	23 JAN 25
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1.10-18	10 JUL 25
1.10-19	23 JAN 25
1.10-20	23 JAN 25
1.10-21	23 JAN 25
1.10-22	10 JUL 25
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1.10-24	2 OCT 25
1.10-25	2 OCT 25
1.10-26	2 OCT 25
1.10-27	2 OCT 25
1.10-28	2 OCT 25
1.10-29	2 OCT 25
1.10-30	2 OCT 25
1.11-1	18 JUL 19
1.12-1	18 JUL 19
1.12-2	18 JUL 19
1.12-3	18 JUL 19
1.13-1	18 JUL 19
1.14-1	18 JUL 19
1.14-2	18 JUL 19
1.14-3	18 JUL 19
1.14-4	18 JUL 19
1.14-5	18 JUL 19
1.14-6	18 JUL 19
1.14-7	18 JUL 19
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2.1-3	7 AUG 25
2.1-4	10 JUL 25
2.1-5	7 AUG 25
2.1-6	2 OCT 25
2.1-7	2 OCT 25
2.1-8	2 OCT 25
2.1-9	2 OCT 25
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2.1-12	7 AUG 25
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2.1-27	7 AUG 25
2.1-28	7 AUG 25
2.1-29	2 OCT 25
2.1-30	2 OCT 25
2.2-1	28 NOV 24
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3.1-4	7 AUG 25
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3.1-9	16 MAY 24
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4.1-3	7 AUG 25
4.1-4	7 AUG 25
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4.1-11	7 AUG 25
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4.2-1	18 JUL 19
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4.4-1	7 AUG 25
4.4-2	7 AUG 25
4.4-3	4 SEP 25
4.4-4	4 SEP 25
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5.1-2	7 AUG 25
5.1-3	7 AUG 25
5.1-4	7 AUG 25
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5.1-6	7 AUG 25
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5.1-21	7 AUG 25
5.2-1	27 NOV 25
5.2-2	27 NOV 25
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5.4-1	18 JUL 19
5.5-1	18 JUL 19
5.6-1	28 NOV 24
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6-3	**25 DEC 25**
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0.6-9	18 JUL 19
0.6-10	18 JUL 19
0.6-11	18 JUN 20
0.6-12	23 JAN 25
0.6-13	18 JUN 20
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1.2-1	20 APR 23
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1.3-1	25 JAN 24
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1.3-3	6 OCT 22
1.3-4	10 OCT 19
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2-VTBD-1-3	7 AUG 25
2-VTBD-1-4	20 MAY 21
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2-VTBD-1-7	**25 DEC 25**
2-VTBD-1-8	**25 DEC 25**
2-VTBD-1-9	7 AUG 25
2-VTBD-1-10	2 OCT 25
2-VTBD-1-11	7 AUG 25
2-VTBD-1-12	**25 DEC 25**
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2-VTBD-1-16	**25 DEC 25**
2-VTBD-1-17	**25 DEC 25**
2-VTBD-1-18	**25 DEC 25**
2-VTBD-1-19	**25 DEC 25**
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2-VTBD-1-22	**25 DEC 25**
2-VTBD-1-23	28 NOV 24
2-VTBD-1-24	28 NOV 24
2-VTBD-1-25	28 NOV 24
2-VTBD-1-26	28 NOV 24
2-VTBD-1-27	28 NOV 24
2-VTBD-1-28	28 NOV 24
2-VTBD-1-29	28 NOV 24
2-VTBD-1-30	7 AUG 25
2-VTBD-1-31	28 NOV 24
2-VTBD-1-32	7 AUG 25
2-VTBD-1-33	7 AUG 25
2-VTBD-1-34	28 NOV 24
2-VTBD-1-35	7 AUG 25
2-VTBD-1-36	7 AUG 25
2-VTBD-1-37	7 AUG 25
2-VTBD-1-38	7 AUG 25
2-VTBD-1-39	7 AUG 25
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2-VTBD-1-42	**25 DEC 25**
2-VTBD-1-43	**25 DEC 25**
2-VTBD-2-1	**25 DEC 25**
2-VTBD-2-3	**25 DEC 25**
2-VTBD-2-4	28 JAN 21
2-VTBD-2-5	**25 DEC 25**
2-VTBD-3-1	18 JUL 19
2-VTBD-3-3	**25 DEC 25**
2-VTBD-3-5	**25 DEC 25**
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2-VTBD-6-4	2 OCT 25
2-VTBD-6-5	2 OCT 25
2-VTBD-6-6	2 OCT 25
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2-VTBD-6-9	2 OCT 25
2-VTBD-6-10	10 JUL 25
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2-VTBD-6-13	2 OCT 25
2-VTBD-6-14	10 JUL 25
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2-VTBD-6-16	10 JUL 25
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2-VTBD-6-19	2 OCT 25
2-VTBD-6-20	2 OCT 25
2-VTBD-6-21	10 JUL 25
2-VTBD-6-23	**25 DEC 25**
2-VTBD-6-24	10 JUL 25
2-VTBD-6-25	2 OCT 25
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2-VTBD-6-27	2 OCT 25
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2-VTBD-6-32	2 OCT 25
2-VTBD-6-33	2 OCT 25
2-VTBD-6-34	10 JUL 25
2-VTBD-6-35	**25 DEC 25**
2-VTBD-6-36	10 JUL 25
2-VTBD-6-37	2 OCT 25
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2-VTBD-6-40	2 OCT 25
2-VTBD-6-41	10 JUL 25
2-VTBD-6-43	2 OCT 25
2-VTBD-6-44	10 JUL 25
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2-VTBD-6-46	2 OCT 25
2-VTBD-6-47	2 OCT 25
2-VTBD-6-48	10 JUL 25
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2-VTBD-7-9	2 OCT 25
2-VTBD-7-10	7 AUG 25
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2-VTBD-7-13	2 OCT 25
2-VTBD-7-14	2 OCT 25
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2-VTBD-7-16	7 AUG 25
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2-VTBD-8-3	2 OCT 25
2-VTBD-8-5	2 OCT 25
2-VTBD-8-7	2 OCT 25
2-VTBD-8-9	2 OCT 25
2-VTBD-8-10	10 JUL 25
2-VTBD-8-11	2 OCT 25
2-VTBD-8-13	**25 DEC 25**
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2-VTBD-8-19	10 JUL 25
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2-VTBD-8-32	**25 DEC 25**
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2-VTCC-1-5	4 SEP 25
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2-VTCC-1-9	28 NOV 24
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2-VTCC-1-16	7 AUG 25
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2-VTCC-8-13	7 AUG 25
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2-VTSP-1-5	7 AUG 25
2-VTSP-1-6	**25 DEC 25**
2-VTSP-1-7	**25 DEC 25**
2-VTSP-1-8	7 AUG 25
2-VTSP-1-9	7 AUG 25
2-VTSP-1-10	**25 DEC 25**
2-VTSP-1-11	7 AUG 25
2-VTSP-1-12	**25 DEC 25**
2-VTSP-1-13	**25 DEC 25**
2-VTSP-1-14	17 JUN 21
2-VTSP-1-15	7 AUG 25
2-VTSP-1-16	17 JUN 21
2-VTSP-1-17	7 AUG 25
2-VTSP-1-18	**25 DEC 25**
2-VTSP-1-19	**25 DEC 25**
2-VTSP-1-20	25 JAN 24
2-VTSP-1-21	**25 DEC 25**
2-VTSP-1-22	**25 DEC 25**
2-VTSP-1-23	**25 DEC 25**
2-VTSP-1-24	**25 DEC 25**
2-VTSP-1-25	4 SEP 25
2-VTSP-2-1	**25 DEC 25**
2-VTSP-2-3	**25 DEC 25**
2-VTSP-2-4	**25 DEC 25**
2-VTSP-2-5	**25 DEC 25**
2-VTSP-3-1	**25 DEC 25**
2-VTSP-6-1	10 JUL 25
2-VTSP-6-2	10 JUL 25
2-VTSP-6-3	10 JUL 25
2-VTSP-6-5	10 JUL 25
2-VTSP-6-6	10 JUL 25
2-VTSP-6-7	10 JUL 25
2-VTSP-6-8	10 JUL 25
2-VTSP-6-9	10 JUL 25
2-VTSP-7-1	20 MAY 21
2-VTSP-7-2	18 JUL 19
2-VTSP-7-3	18 JUL 19
2-VTSP-7-4	18 JUL 19
2-VTSP-7-5	18 JUL 19
2-VTSP-7-7	20 MAY 21
2-VTSP-7-8	18 JUL 19
2-VTSP-7-9	18 JUL 19
2-VTSP-7-10	18 JUL 19
2-VTSP-7-11	18 JUL 19
2-VTSP-8-1	4 SEP 25
2-VTSP-8-3	4 SEP 25
2-VTSP-8-5	4 SEP 25
2-VTSP-8-7	4 SEP 25
2-VTSP-8-9	4 SEP 25
2-VTSP-8-11	4 SEP 25
2-VTSP-8-12	4 SEP 25
2-VTSP-8-13	4 SEP 25
2-VTSP-8-14	4 SEP 25
2-VTSP-8-15	4 SEP 25
2-VTSP-8-16	4 SEP 25
2-VTSP-8-17	4 SEP 25
2-VTSP-8-19	4 SEP 25
2-VTSP-8-20	4 SEP 25
2-VTSP-8-21	4 SEP 25
BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT	
2-VTBS-1-1	7 AUG 25
2-VTBS-1-2	12 JUN 25
2-VTBS-1-3	12 JUN 25
2-VTBS-1-4	28 NOV 24
2-VTBS-1-5	7 AUG 25
2-VTBS-1-6	28 NOV 24
2-VTBS-1-7	7 AUG 25
2-VTBS-1-8	7 AUG 25
2-VTBS-1-9	7 AUG 25
2-VTBS-1-10	7 AUG 25
2-VTBS-1-11	7 AUG 25
2-VTBS-1-12	7 AUG 25
2-VTBS-1-13	7 AUG 25
2-VTBS-1-14	7 AUG 25
2-VTBS-1-15	17 APR 25
2-VTBS-1-16	7 AUG 25
2-VTBS-1-17	7 AUG 25
2-VTBS-1-18	7 AUG 25
2-VTBS-1-19	7 AUG 25
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2-VTBS-1-44	7 AUG 25
2-VTBS-1-45	12 JUN 25
2-VTBS-1-46	7 AUG 25
2-VTBS-1-47	7 AUG 25
2-VTBS-1-48	7 AUG 25
2-VTBS-1-49	12 JUN 25
2-VTBS-1-50	12 JUN 25
2-VTBS-1-51	7 AUG 25
2-VTBS-1-52	12 JUN 25
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2-VTBS-1-58	2 OCT 25
2-VTBS-1-59	2 OCT 25
2-VTBS-1-60	27 NOV 25
2-VTBS-1-61	2 OCT 25
2-VTBS-1-62	2 OCT 25
2-VTBS-1-63	2 OCT 25
2-VTBS-1-64	2 OCT 25
2-VTBS-1-65	2 OCT 25
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2-VTBS-1-69	2 OCT 25
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2-VTBS-1-71	2 OCT 25
2-VTBS-1-72	2 OCT 25
2-VTBS-1-73	2 OCT 25
2-VTBS-1-74	2 OCT 25
2-VTBS-1-75	2 OCT 25
2-VTBS-1-76	2 OCT 25
2-VTBS-1-77	2 OCT 25
2-VTBS-1-78	2 OCT 25
2-VTBS-1-79	2 OCT 25
2-VTBS-1-80	2 OCT 25
2-VTBS-1-81	27 NOV 25
2-VTBS-1-82	27 NOV 25
2-VTBS-1-83	27 NOV 25
2-VTBS-1-84	2 OCT 25
2-VTBS-2-1	4 SEP 25
2-VTBS-2-3	15 MAY 25
2-VTBS-2-4	2 NOV 23
2-VTBS-2-5	2 NOV 23
2-VTBS-2-6	2 NOV 23
2-VTBS-3-1	4 SEP 25
2-VTBS-3-3	4 SEP 25
2-VTBS-3-5	4 SEP 25
2-VTBS-3-7	31 OCT 24
2-VTBS-3-9	31 OCT 24
2-VTBS-3-11	31 OCT 24
2-VTBS-6-1	2 OCT 25
2-VTBS-6-2	10 JUL 25
2-VTBS-6-3	10 JUL 25
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2-VTBS-6-15	2 OCT 25
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2-VTBS-6-39	2 OCT 25
2-VTBS-6-40	2 OCT 25
2-VTBS-6-41	2 OCT 25
2-VTBS-6-42	10 JUL 25
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2-VTBS-6-50	2 OCT 25
2-VTBS-6-51	2 OCT 25

Page	Date
2-VTBS-6-52	2 OCT 25
2-VTBS-6-53	2 OCT 25
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2-VTBS-6-56	10 JUL 25
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2-VTBS-6-80	27 NOV 25
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2-VTBS-6-82	2 OCT 25
2-VTBS-6-83	2 OCT 25
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2-VTBS-6-88	27 NOV 25
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2-VTBS-6-91	2 OCT 25
2-VTBS-6-92	2 OCT 25
2-VTBS-6-93	2 OCT 25
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2-VTBS-6-96	27 NOV 25
2-VTBS-6-97	2 OCT 25
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2-VTBS-6-100	2 OCT 25
2-VTBS-6-101	2 OCT 25
2-VTBS-6-103	2 OCT 25
2-VTBS-6-104	27 NOV 25
2-VTBS-6-105	2 OCT 25
2-VTBS-6-106	2 OCT 25
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2-VTBS-6-109	2 OCT 25
2-VTBS-6-110	2 OCT 25
2-VTBS-6-111	2 OCT 25
2-VTBS-6-112	27 NOV 25
2-VTBS-6-113	2 OCT 25
2-VTBS-6-114	2 OCT 25
2-VTBS-6-115	2 OCT 25
2-VTBS-6-116	2 OCT 25
2-VTBS-6-117	2 OCT 25
2-VTBS-6-118	2 OCT 25
2-VTBS-6-119	2 OCT 25
2-VTBS-6-120	27 NOV 25
2-VTBS-6-121	2 OCT 25
2-VTBS-6-122	2 OCT 25
2-VTBS-6-123	2 OCT 25
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2-VTBS-6-125	2 OCT 25
2-VTBS-6-126	2 OCT 25
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2-VTBS-7-2	7 AUG 25
2-VTBS-7-3	7 AUG 25
2-VTBS-7-4	2 OCT 25
2-VTBS-7-5	2 OCT 25
2-VTBS-7-6	2 OCT 25
2-VTBS-7-7	2 OCT 25
2-VTBS-7-8	2 OCT 25
2-VTBS-7-9	2 OCT 25
2-VTBS-7-10	7 AUG 25
2-VTBS-7-11	2 OCT 25
2-VTBS-7-12	7 AUG 25
2-VTBS-7-13	7 AUG 25
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2-VTBS-7-17	2 OCT 25
2-VTBS-7-18	2 OCT 25
2-VTBS-7-19	2 OCT 25
2-VTBS-7-20	7 AUG 25
2-VTBS-8-1	2 OCT 25
2-VTBS-8-2	4 SEP 25
2-VTBS-8-3	10 JUL 25
2-VTBS-8-5	2 OCT 25
2-VTBS-8-6	4 SEP 25
2-VTBS-8-7	10 JUL 25
2-VTBS-8-9	2 OCT 25
2-VTBS-8-10	4 SEP 25
2-VTBS-8-11	10 JUL 25
2-VTBS-8-13	2 OCT 25
2-VTBS-8-14	4 SEP 25
2-VTBS-8-15	10 JUL 25
2-VTBS-8-17	2 OCT 25
2-VTBS-8-18	4 SEP 25
2-VTBS-8-19	2 OCT 25
2-VTBS-8-20	4 SEP 25
2-VTBS-8-21	2 OCT 25
2-VTBS-8-22	4 SEP 25
2-VTBS-8-23	2 OCT 25
2-VTBS-8-24	4 SEP 25
2-VTBS-8-25	2 OCT 25
2-VTBS-8-26	4 SEP 25
2-VTBS-8-27	2 OCT 25
2-VTBS-8-28	4 SEP 25
2-VTBS-9-1	28 NOV 24
2-VTBS-9-2	28 NOV 24
2-VTBS-9-3	28 NOV 24
2-VTBS-9-5	28 NOV 24
2-VTBS-9-6	28 NOV 24
2-VTBS-9-7	28 NOV 24
2-VTBS-9-8	28 NOV 24
2-VTBS-9-9	28 NOV 24
2-VTBS-9-11	28 NOV 24
2-VTBS-9-12	28 NOV 24
2-VTBS-9-13	15 MAY 25

RAYONG / U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT

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

SONGKHLA / HAT YAI INTERNATIONAL AIRPORT

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

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2-VTSS-9-1	16 MAY 24

BURIRAM / BURI RAM AIRPORT

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

CHUMPHON / CHUMPHON AIRPORT

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

KHON KAEN / KHON KAEN AIRPORT

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

KRABI / KRABI AIRPORT

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

LAMPANG / LAMPANG AIRPORT

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

LOEI / LOEI AIRPORT

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

LOP BURI / KHOK KATHIAM AIRPORT

2-VTBL-1-1	17 APR 25
2-VTBL-1-2	17 APR 25
2-VTBL-1-3	17 APR 25
2-VTBL-1-4	17 APR 25

Page	Date
2-VTBL-1-5	17 APR 25
2-VTBL-1-6	17 APR 25
2-VTBL-1-7	17 APR 25
2-VTBL-1-8	17 APR 25
2-VTBL-1-9	17 APR 25
2-VTBL-1-10	17 APR 25
2-VTBL-2-1	17 APR 25
2-VTBL-8-1	17 APR 25
2-VTBL-8-2	17 APR 25

MAE HONG SON / MAE HONG SON AIRPORT

2-VTCH-1-1	10 JUL 25
2-VTCH-1-2	13 JUN 24
2-VTCH-1-3	28 NOV 24
2-VTCH-1-4	13 JUN 24
2-VTCH-1-5	7 AUG 25
2-VTCH-1-6	8 AUG 24
2-VTCH-1-7	13 JUN 24
2-VTCH-1-8	20 FEB 25
2-VTCH-1-9	26 DEC 24
2-VTCH-1-10	8 AUG 24
2-VTCH-1-11	8 AUG 24
2-VTCH-1-12	2 OCT 25
2-VTCH-2-1	2 OCT 25
2-VTCH-6-1	20 FEB 25
2-VTCH-6-2	23 APR 20
2-VTCH-8-1	20 FEB 25
2-VTCH-8-2	20 FEB 25

MAE HONG SON / PAI AIRPORT

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

NAKHON PATHOM/KAMPHAENG SAEN AIRPORT

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

NAKHON PHANOM / NAKHON PHANOM AIRPORT

2-VTUW-1-1	27 NOV 25
2-VTUW-1-2	21 MAR 24
2-VTUW-1-3	5 SEP 24
2-VTUW-1-4	17 APR 25
2-VTUW-1-5	4 SEP 25
2-VTUW-1-6	15 MAY 25
2-VTUW-1-7	**25 DEC 25**
2-VTUW-1-8	27 NOV 25
2-VTUW-1-9	21 MAR 24
2-VTUW-1-10	21 MAR 24
2-VTUW-1-11	**25 DEC 25**
2-VTUW-2-1	**25 DEC 25**
2-VTUW-8-1	**25 DEC 25**
2-VTUW-8-2	15 MAY 25
2-VTUW-8-3	**25 DEC 25**
2-VTUW-8-4	15 MAY 25
2-VTUW-8-5	**25 DEC 25**
2-VTUW-8-6	15 MAY 25
2-VTUW-8-7	**25 DEC 25**
2-VTUW-8-8	8 SEP 22
2-VTUW-8-9	**25 DEC 25**
2-VTUW-8-10	8 SEP 22

NAKHON RATCHASIMA / NAKHON RATCHASIMA AIRPORT

2-VTUQ-1-1	27 NOV 25
2-VTUQ-1-2	7 OCT 21
2-VTUQ-1-3	17 APR 25
2-VTUQ-1-4	23 MAR 23
2-VTUQ-1-5	15 MAY 25
2-VTUQ-1-6	15 MAY 25
2-VTUQ-1-7	15 MAY 25
2-VTUQ-1-8	27 NOV 25
2-VTUQ-2-1	27 NOV 25
2-VTUQ-6-1	21 APR 22
2-VTUQ-6-2	17 JUN 21
2-VTUQ-6-3	21 APR 22
2-VTUQ-6-4	17 JUN 21
2-VTUQ-6-5	17 JUN 21
2-VTUQ-8-1	15 MAY 25
2-VTUQ-8-3	27 NOV 25
2-VTUQ-8-5	15 MAY 25
2-VTUQ-8-7	15 MAY 25
2-VTUQ-8-9	21 APR 22
2-VTUQ-8-10	20 MAY 21
2-VTUQ-8-11	21 APR 22
2-VTUQ-8-12	20 MAY 21
2-VTUQ-9-1	17 JUN 21
2-VTUQ-9-2	17 JUN 21
2-VTUQ-9-3	17 JUN 21
2-VTUQ-9-4	17 JUN 21

NAKHON RATCHASIMA / KHORAT AIRPORT

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

NAKHON SAWAN /NAKHON SAWAN AIRPORT

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

NAKHON SAWAN/TAKHLI AIRPORT

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

NAKHON SI THAMMARAT / NAKHON SI THAMMARAT AIRPORT

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

NAKHON SI THAMMARAT / CHA - IAN AIRPORT

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

NAN / NAN NAKHON AIRPORT

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

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

Page	Date
2-VTUV-1-7	7 AUG 25
2-VTUV-1-8	7 AUG 25
2-VTUV-1-9	27 NOV 25
2-VTUV-2-1	27 NOV 25
2-VTUV-6-1	21 APR 22
2-VTUV-6-2	16 JUL 20
2-VTUV-6-3	16 JUL 20
2-VTUV-6-5	21 APR 22
2-VTUV-6-6	16 JUL 20
2-VTUV-6-7	16 JUL 20
2-VTUV-8-1	21 APR 22
2-VTUV-8-2	15 MAY 25
2-VTUV-8-3	21 APR 22
2-VTUV-8-4	15 MAY 25
2-VTUV-8-5	21 APR 22
2-VTUV-8-6	15 MAY 25
2-VTUV-8-7	21 APR 22
2-VTUV-8-8	16 JUL 20
2-VTUV-8-9	15 MAY 25
2-VTUV-8-10	16 JUL 20
2-VTUV-8-11	21 APR 22
2-VTUV-8-12	20 MAY 21
2-VTUV-8-13	20 MAY 21
2-VTUV-8-15	21 APR 22
2-VTUV-8-16	20 MAY 21
2-VTUV-8-17	20 MAY 21
2-VTUV-9-1	21 APR 22
2-VTUV-9-2	21 APR 22
2-VTUV-9-3	21 APR 22
2-VTUV-9-4	21 APR 22

SA KAEO / WATTHANA NAKHON AIRPORT

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

SAKON NAKHON / SAKON NAKHON AIRPORT

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

SONGKHLA / SONGKHLA AIRPORT

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

SUKHOTHAI / SUKHOTHAI AIRPORT

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

SURAT THANI / SURAT THANI AIRPORT

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

SURAT THANI / SAMUI AIRPORT

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

TAK / TAK AIRPORT

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

TAK / MAE SOT AIRPORT

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

Page	Date
2-VTPM-8-1	26 DEC 24
2-VTPM-8-2	26 DEC 24
2-VTPM-8-3	26 DEC 24
2-VTPM-8-4	26 DEC 24

TRANG / TRANG AIRPORT

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

TRAT (KHAO SMING) / TRAT AIRPORT

2-VTBO-1-1	**25 DEC 25**
2-VTBO-1-2	27 NOV 25
2-VTBO-1-3	27 NOV 25
2-VTBO-1-4	**25 DEC 25**
2-VTBO-1-5	**25 DEC 25**
2-VTBO-1-6	10 JUL 25
2-VTBO-1-7	**25 DEC 25**
2-VTBO-2-1	**25 DEC 25**
2-VTBO-3-1	17 APR 25
2-VTBO-6-1	17 APR 25
2-VTBO-7-1	17 APR 25
2-VTBO-8-1	23 MAR 23
2-VTBO-8-2	15 JUL 21
2-VTBO-9-1	17 APR 25

UBON RATCHATHANI / UBON RATCHATHANI AIRPORT

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

UDON THANI / UDON THANI AIRPORT

2-VTUD-1-1	7 AUG 25
2-VTUD-1-2	25 JAN 24
2-VTUD-1-3	13 JUL 23
2-VTUD-1-4	13 JUL 23
2-VTUD-1-5	13 JUL 23
2-VTUD-1-6	13 JUL 23
2-VTUD-1-7	13 JUL 23
2-VTUD-1-8	7 AUG 25
2-VTUD-1-9	15 MAY 25
2-VTUD-1-10	15 MAY 25
2-VTUD-1-11	28 NOV 24
2-VTUD-1-12	28 NOV 24
2-VTUD-1-13	15 MAY 25
2-VTUD-2-1	21 APR 22
2-VTUD-2-3	13 JUN 24
2-VTUD-6-1	21 APR 22
2-VTUD-6-2	28 JAN 21
2-VTUD-6-3	28 JAN 21
2-VTUD-6-5	21 APR 22
2-VTUD-6-6	28 JAN 21
2-VTUD-6-7	28 JAN 21
2-VTUD-7-1	21 APR 22
2-VTUD-7-2	28 JAN 21
2-VTUD-7-3	28 JAN 21
2-VTUD-7-5	21 APR 22
2-VTUD-7-6	28 JAN 21
2-VTUD-7-7	28 JAN 21
2-VTUD-8-1	15 MAY 25
2-VTUD-8-2	15 MAY 25
2-VTUD-8-3	11 JUL 24
2-VTUD-8-4	15 MAY 25
2-VTUD-8-5	11 JUL 24
2-VTUD-8-6	15 MAY 25
2-VTUD-8-7	25 MAR 21
2-VTUD-8-8	25 MAR 21
2-VTUD-8-9	15 MAY 25
2-VTUD-8-11	25 MAR 21
2-VTUD-8-12	25 MAR 21
2-VTUD-8-13	25 MAR 21
2-VTUD-8-14	25 MAR 21

YALA/BETONG AIRPORT

2-VTSY-1-1	30 OCT 25
2-VTSY-1-2	21 MAY 20
2-VTSY-1-3	21 APR 22
2-VTSY-1-4	17 APR 25
2-VTSY-1-5	21 APR 22
2-VTSY-1-6	10 JUL 25
2-VTSY-1-7	30 OCT 25
2-VTSY-1-8	10 JUL 25
2-VTSY-2-1	30 OCT 25
2-VTSY-3-1	30 OCT 25
2-VTSY-3-3	30 OCT 25
2-VTSY-6-1	29 DEC 22
2-VTSY-6-2	3 DEC 20
2-VTSY-6-3	29 DEC 22
2-VTSY-6-4	3 DEC 20
2-VTSY-8-1	29 DEC 22
2-VTSY-8-2	10 JUL 25
2-VTSY-8-3	29 DEC 22
2-VTSY-8-4	3 DEC 20

KHON-KAEN / NAM PHONG

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

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5. List of Aeronautical Charts Available

5.1 Aerodrome Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-1	In AIP	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	25 DEC 2025
		Suvarnabhumi Intl	AD 2-VTBS-2-1	In AIP	4 SEP 2025
		U-Tapao Rayong Pattaya Intl	AD 2-VTBU-2-1	In AIP	4 SEP 2025
		Hat Yai Intl	AD 2-VTSS-2-1	In AIP	7 AUG 2025
		Buri Ram	AD 2-VTUO-2-1	In AIP	21 MAR 2024
		Chumphon	AD 2-VTSE-2-1	In AIP	20 APR 2023
		Khon Kaen	AD 2-VTUK-2-1	In AIP	30 OCT 2025
		Krabi	AD 2-VTSG-2-1	In AIP	2 OCT 2025
		Lampang	AD 2-VTCL-2-1	In AIP	30 OCT 2025
		Loei	AD 2-VTUL-2-1	In AIP	2 NOV 2023
		Mae Hong Son	AD 2-VTCH-2-1	In AIP	2 OCT 2025
		Pai	AD 2-VTCI-2-1	In AIP	18 JUL 2019
		Nakhon Phanom	AD 2-VTUW-2-1	In AIP	25 DEC 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	25 DEC 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	25 DEC 2025
		Ubon Ratchathani	AD 2-VTUU-2-1	In AIP	10 JUL 2025
		Udon Thani	AD 2-VTUD-2-1	In AIP	21 APR 2022
		Betong	AD 2-VTSY-2-1	In AIP	30 OCT 2025

5.2 Aircraft Parking/Docking Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aircraft Parking/ Docking Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-3	In AIP	7 AUG 2025
		Chiang Mai Intl	AD 2-VTCC-2-3	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-3	In AIP	7 AUG 2025
		Phuket Intl	AD 2-VTSP-2-3	In AIP	25 DEC 2025
		Suvarnabhumi Intl	AD 2-VTBS-2-3	In AIP	15 MAY 2025
		Hat Yai Intl	AD 2-VTSS-2-3	In AIP	7 AUG 2025
		Buri Ram	AD 2-VTUO-2-3	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-3	In AIP	20 APR 2023
		Khon Kaen	AD 2-VTUK-2-3	In AIP	30 OCT 2025
		Lampang	AD 2-VTCL-2-3	In AIP	30 OCT 2025
		Nakhon Si Thammarat	AD 2-VTSF-2-3	In AIP	7 AUG 2025
		Phitsanulok	AD 2-VTPP-2-3	In AIP	12 JUN 2025
	1 : 20,000	**Samui**	AD 2-VTSM-2-3	In AIP	2 OCT 2025
		Mae Sot	AD 2-VTPM-2-3	In AIP	26 JAN 2023
		Trang	AD 2-VTST-2-3	In AIP	30 OCT 2025
		Ubon Ratchathani	AD 2-VTUU-2-3	In AIP	10 JUL 2025
		Udon Thani	AD 2-VTUD-2-3	In AIP	13 JUN 2024

5.3 Aerodrome Ground Movement Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Ground Movement Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-5	In AIP	7 AUG 2025
		Chiang Mai Intl	AD 2-VTCC-2-5	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-5	In AIP	7 AUG 2025
		Phuket Intl	AD 2-VTSP-2-5	In AIP	25 DEC 2025
	1 : 15,000	**U-Tapao Rayong Pattaya Intl**	AD 2-VTBU-2-3	In AIP	4 SEP 2025
	1 : 10,000	**Hat Yai Intl**	AD 2-VTSS-2-5	In AIP	7 AUG 2025
		Buri Ram	AD 2-VTUO-2-5	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-5	In AIP	20 APR 2023
		Lampang	AD 2-VTCL-2-5	In AIP	30 OCT 2025
		Nakhon Si Thammarat	AD 2-VTSF-2-5	In AIP	7 AUG 2025
	1 : 10,000	**Sukhothai**	AD 2-VTPO-2-3	In AIP	25 DEC 2025
	1 : 10,000	**Samui**	AD 2-VTSM-2-5	In AIP	2 OCT 2025
		Phitsanulok	AD 2-VTPP-2-5	In AIP	12 JUN 2025
	1 : 10,000	**Mae Sot**	AD 2-VTPM-2-5	In AIP	1 DEC 2022
		Ubon Ratchathani	AD 2-VTUU-2-5	In AIP	10 JUL 2025

5.4 Aerodrome Obstacle Chart - ICAO Type A

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Obstacle Chart - ICAO Type A		**Don Mueang Intl**			
	1 : 15,000	RWY 21R/03L	AD 2-VTBD-3-3	In AIP	7 AUG 2025
	1 : 20,000	RWY 21L/03R	AD 2-VTBD-3-5	In AIP	7 AUG 2025
		Chiang Mai Intl			
	1 : 20,000	RWY 18/36	AD 2-VTCC-3-1	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl			
	1 : 12,500	RWY 03/21	AD 2-VTCT-3-1	In AIP	7 AUG 2025
		Phuket Intl			
	1 : 20,000	RWY 09/27	AD 2-VTSP-3-1	In AIP	25 DEC 2025
		Suvarnabhumi Intl			
	1 : 20,000	RWY 01/19	AD 2-VTBS-3-1	In AIP	4 SEP 2025
	1 : 20,000	RWY 02R/20L	AD 2-VTBS-3-3	In AIP	4 SEP 2025
	1 : 20,000	RWY 02L/20R	AD 2-VTBS-3-5	In AIP	4 SEP 2025
		U-Tapao Rayong Pattaya Intl			
		RWY 18/36	AD 2-VTBU-3-1	In AIP	4 SEP 2025
		Hat Yai Intl			
	1 : 20,000	RWY 08/26	AD 2-VTSS-3-1	In AIP	7 AUG 2025
		Lampang			
	1 : 20,000	RWY 18/36	AD 2-VTCL-3-1	In AIP	30 OCT 2025
		Buri Ram			
	1 : 20,000	RWY 04/22	AD 2-VTUO-3-1	in AIP	29 DEC 2022
		Chumphon			
	1 : 20,000	RWY 06/24	AD 2-VTSE-3-1	In AIP	20 APR 2023
		Krabi			
	1 : 2,000	RWY 14/32	AD 2-VTSG-3-1	In AIP	2 OCT 2025
		Nakhon Si Thammarat			
	1 : 2,000	RWY 01/19	AD 2-VTSF-3-1	In AIP	7 AUG 2025
		Sukhothai			
	1 : 15,000	RWY 18/36	AD 2-VTPO-3-1	In AIP	25 DEC 2025
		Surat Thani			
	1 : 2,000	RWY 04/22	AD 2-VTSB-3-1	In AIP	2 OCT 2025
		Samui			
	1 : 15,000	RWY 17/35	AD 2-VTSM-3-1	In AIP	2 OCT 2025
		Betong			
	1 : 20,000	RWY 07/25	AD 2-VTSY-3-1	In AIP	30 OCT 2025
		Mae Sot			
	1 : 20,000	RWY 09/27	AD 2-VTPM-3-1	In AIP	1 DEC 2022

5.5 Aerodrome Obstacle Chart - ICAO Type B

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

5.6 Precision Approach Terrain Chart - ICAO

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

5.7 Area Chart - ICAO

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

5.8 Standard Departure Chart - Instrument (SID) - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Don Mueang Intl**			
		RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C	AD 2-VTBD-6-1	In AIP	2 OCT 2025
		RNAV RWY21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-9	In AIP	2 OCT 2025
		RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A	AD 2-VTBD-6-15	In AIP	2 OCT 2025
		RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-23	In AIP	25 DEC 2025
		RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B	AD 2-VTBD-6-29	In AIP	2 OCT 2025
		RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-35	In AIP	25 DEC 2025
		RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D	AD 2-VTBD-6-43	In AIP	2 OCT 2025

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		RNAV RWY 03R - BONVO1D DOS-BU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-49	In AIP	25 DEC 2025
		Chiang Mai Intl			
		RWY 18	AD 2-VTCC-6-1	In AIP	7 AUG 2025
		RWY 36	AD 2-VTCC-6-5	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 18 - ENBAT2S PANTA2S PUMAM2S	AD 2-VTCC-6-9	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 18 - KABMU2S MONLO2S	AD 2-VTCC-6-11	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S	AD 2-VTCC-6-13	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 18 - LAMUN2W VISES2W	AD 2-VTCC-6-17	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N	AD 2-VTCC-6-19	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C	AD 2-VTCC-6-23	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 36 - LAMUN2N VISES2N	AD 2-VTCC-6-27	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 36 - ADLUS2N	AD 2-VTCC-6-29	In AIP	7 AUG 2025
Standard Departure Chart - Instrument (SID) - ICAO		**Mae Fah Luang-Chiang Rai Intl**			
	1 : 750,000	RNAV RWY 03 - BENVI1A DUBEN1A NUMDO1A PONUK1A	AD 2-VTCT-6-1	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B	AD 2-VTCT-6-3	In AIP	26 DEC 2024
		Phuket			
	1 : 800,000	RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A	AD 2-VTSP-6-1	In AIP	10 JUL 2025
	1 : 800,000	RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B	AD 2-VTSP-6-6	In AIP	10 JUL 2025
		Suvarnabhumi Intl			
		RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUN-LI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K	AD 2-VTBS-6-1	In AIP	2 OCT 2025
		RNAV RWY 02L - ALBOS1F BON-VO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEM-BO2F TARED1F UKERA1F UGUVO1F VANKO1F	AD 2-VTBS-6-15	In AIP	2 OCT 2025

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Arrival Chart - Instrument (STAR) - ICAO		**Lampang**			
	1 : 500,000	RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B	AD 2-VTCL-7-1	In AIP	20 FEB 2025
	1 : 500,000	RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A	AD 2-VTCL-7-5	In AIP	20 FEB 2025
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1B EMVEL1B IDNAR1B IKERA1B LAMUL1B SEGRA1B TAVAT1B TOGIM1B	AD 2-VTSB-7-1	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 22 - ADLAL1A EMVEL1A IDNAR1A IKERA1A LAMUL1A SEGRA1A TAVAT1A TOGIM1A	AD 2-VTSB-7-5	In AIP	18 JUL 2019
		Ubon Ratchathani			
	1 : 750,000	RNAV RWY 05 – ASABO1C ENLEP1C POTEV1C VENPO1C VESUD1C	AD 2-VTUU-7-1	In AIP	4 SEP 2025
	1 : 750,000	RNAV RWY 23 – ASABO1D ENLEP1D OBKIB1D POTEV1D VENPO1D	AD 2-VTUU-7-3	In AIP	7 AUG 2025
		Udon Thani			
	1 : 500,000	RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A	AD 2-VTUD-7-1	In AIP	28 JAN 2021
	1 : 500,000	RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C	AD 2-VTUD-7-5	In AIP	25 MAR 2021
		Mae Sot			
	1 : 400,000	RNAV RWY 27 - KADAV1W TORAN1W URGUM1W VEGRA1W	AD 2-VTPM-7-1	In AIP	26 DEC 2024

5.10 Instrument Approach Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Don Mueang Intl**			
	1 : 500,000	VOR RWY 21L	AD 2-VTBD-8-1	In AIP	2 OCT 2025
	1 : 500,000	VOR RWY 21R	AD 2-VTBD-8-3	In AIP	2 OCT 2025
	1 : 500,000	VOR RWY 03R	AD 2-VTBD-8-5	In AIP	2 OCT 2025
	1 : 500,000	ILS or LOC y RWY 03L	AD 2-VTBD-8-7	In AIP	2 OCT 2025
	1 : 500,000	ILS or LOC y RWY 21L	AD 2-VTBD-8-9	In AIP	2 OCT 2025
	1 : 500,000	ILS or LOC y RWY 21R CAT II	AD 2-VTBD-8-11	In AIP	2 OCT 2025
	1 : 500,000	ILS or LOC z RWY 21L	AD 2-VTBD-8-13	In AIP	25 DEC 2025
	1 : 500,000	ILS or LOC z RWY 21R CAT II	AD 2-VTBD-8-17	In AIP	25 DEC 2025
	1 : 500,000	ILS or LOC z RWY 03L	AD 2-VTBD-8-21	In AIP	25 DEC 2025
	1 : 500,000	RNP RWY 21L	AD 2-VTBD-8-25	In AIP	25 DEC 2025
	1 : 500,000	RNP RWY 21R	AD 2-VTBD-8-27	In AIP	25 DEC 2025
	1 : 500,000	RNP RWY 03L	AD 2-VTBD-8-29	In AIP	25 DEC 2025
	1 : 500,000	RNP RWY 03R	AD 2-VTBD-8-31	In AIP	25 DEC 2025
		Chiang Mai Intl			
	1 : 500,000	VOR a RWY 18	AD 2-VTCC-8-1	In AIP	7 AUG 2025
	1 : 500,000	VOR RWY 36	AD 2-VTCC-8-3	In AIP	7 AUG 2025
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTCC-8-5	In AIP	7 AUG 2025
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTCC-8-7	In AIP	7 AUG 2025
	1 : 500,000	RNP RWY 18	AD 2-VTCC-8-11	In AIP	7 AUG 2025
	1 : 500,000	RNP RWY 36	AD 2-VTCC-8-13	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl			
	1 : 550,000	VOR RWY 03	AD 2-VTCT-8-1	In AIP	8 OCT 2020
	1 : 550,000	VOR RWY 21	AD 2-VTCT-8-3	In AIP	8 OCT 2020
	1 : 550,000	ILS or LOC y RWY 03	AD 2-VTCT-8-5	In AIP	3 DEC 2020
	1 : 750,000	ILS or LOC z RWY 03	AD 2-VTCT-8-7	In AIP	8 OCT 2020
	1 : 750,000	RNP RWY 03	AD 2-VTCT-8-11	In AIP	8 OCT 2020
	1 : 750,000	RNP RWY 21	AD 2-VTCT-8-13	In AIP	8 OCT 2020
		Phuket Intl			
	1 : 600,000	VOR Y RWY 09	AD 2-VTSP-8-1	In AIP	4 SEP 2025
	1 : 600,000	VOR Y RWY 27	AD 2-VTSP-8-3	In AIP	4 SEP 2025
	1 : 700,000	VOR Z RWY 09	AD 2-VTSP-8-5	In AIP	4 SEP 2025
	1 : 500,000	VOR Z RWY 27	AD 2-VTSP-8-7	In AIP	4 SEP 2025
	1 : 500,000	ILS or LLZ RWY 27	AD 2-VTSP-8-9	In AIP	4 SEP 2025
	1 : 500,000	RNP z RWY 09	AD 2-VTSP-8-11	In AIP	4 SEP 2025
	1 : 500,000	RNP z RWY 27	AD 2-VTSP-8-13	In AIP	4 SEP 2025
	1 : 500,000	RNP y RWY 09 (AR)	AD 2-VTSP-8-15	In AIP	4 SEP 2025

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO	1 : 500,000	RNP y RWY 27 (AR)	AD 2-VTSP-8-19	In AIP	4 SEP 2025
		Suvarnabhumi Intl			
	1 : 500,000	ILS or LOC z RWY 01 CAT II	AD 2-VTBS-8-1	In AIP	2 OCT 2025
	1 : 500,000	ILS or LOC z RWY 02R CAT II	AD 2-VTBS-8-5	In AIP	2 OCT 2025
	1 : 500,000	ILS or LOC z RWY 19 CAT II	AD 2-VTBS-8-9	In AIP	2 OCT 2025
	1 : 500,000	ILS or LOC z RWY 20L CAT II	AD 2-VTBS-8-13	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 01	AD 2-VTBS-8-17	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 02L	AD 2-VTBS-8-19	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 02R	AD 2-VTBS-8-21	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 19	AD 2-VTBS-8-23	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 20L	AD 2-VTBS-8-25	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 20R	AD 2-VTBS-8-27	In AIP	2 OCT 2025
		U-Tapao Rayong Pattaya Intl			
	1 : 500,000	NDB RWY 36	AD 2-VTBU-8-1	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 18	AD 2-VTBU-8-3	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 36	AD 2-VTBU-8-5	In AIP	23 MAR 2023
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTBU-8-7	In AIP	16 JUN 2022
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTBU-8-9	In AIP	14 JUL 2022
	1 : 500,000	RNP RWY 18	AD 2-VTBU-8-11	In AIP	16 JUN 2022
	1 : 500,000	RNP RWY 36	AD 2-VTBU-8-13	In AIP	16 JUN 2022
		Hat Yai Intl			
	1 : 500,000	VOR A	AD 2-VTSS-8-1	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 26	AD 2-VTSS-8-3	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC y RWY 26	AD 2-VTSS-8-5	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC z RWY 26	AD 2-VTSS-8-7	In AIP	16 MAY 2024
	1 : 500,000	RNP RWY 08	AD 2-VTSS-8-9	In AIP	16 MAY 2024
	1 : 500,000	RNP RWY 26	AD 2-VTSS-8-11	In AIP	16 MAY 2024
		Buri Ram			
	1 : 500,000	NDB RWY 04	AD 2-VTUO-8-1	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 04	AD 2-VTUO-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 22	AD 2-VTUO-8-5	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 04	AD 2-VTUO-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 22	AD 2-VTUO-8-10	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		Chumphon			
	1 : 500,000	NDB RWY 06	AD 2-VTSE-8-1	In AIP	10 JUL 2025
	1 : 500,000	NDB RWY 24	AD 2-VTSE-8-3	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 06	AD 2-VTSE-8-5	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 24	AD 2-VTSE-8-7	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC y RWY 24	AD 2-VTSE-8-9	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC z RWY 24	AD 2-VTSE-8-11	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 06	AD 2-VTSE-8-15	In AIP	4 NOV 2021
	1 : 500,000	RNP RWY 24	AD 2-VTSE-8-17	In AIP	4 NOV 2021
		Khon Kaen			
	1 : 500,000	NDB z RWY 03	AD 2-VTUK-8-1	In AIP	4 NOV 2021
	1 : 500,000	NDB RWY 21	AD 2-VTUK-8-3	In AIP	4 NOV 2021
	1 : 600,000	VOR RWY 03	AD 2-VTUK-8-5	In AIP	21 APR 2022
	1 : 600,000	VOR RWY 21	AD 2-VTUK-8-7	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 03	AD 2-VTUK-8-9	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 21	AD 2-VTUK-8-13	In AIP	21 APR 2022
		Krabi			
	1 : 400,000	VOR RWY 32	AD 2-VTSG-8-1	In AIP	17 JUN 2021
	1 : 400,000	LOC RWY 32	AD 2-VTSG-8-3	In AIP	17 JUN 2021
Instrument Approach Chart - ICAO	1 : 400,000	ILS RWY 32	AD 2-VTSG-8-5	In AIP	17 JUN 2021
	1 : 400,000	RNP RWY 32	AD 2-VTSG-8-7	In AIP	17 JUN 2021
		Lampang			
	1 : 500,000	VOR RWY 18	AD 2-VTCL-8-1	In AIP	20 FEB 2025
	1 : 500,000	VOR RWY 36	AD 2-VTCL-8-3	In AIP	20 FEB 2025
	1 : 500,000	LOC y RWY 36	AD 2-VTCL-8-5	In AIP	20 FEB 2025
	1 : 500,000	LOC z RWY 36	AD 2-VTCL-8-7	In AIP	20 FEB 2025
	1 : 500,000	RNP RWY 18	AD 2-VTCL-8-11	In AIP	20 FEB 2025
	1 : 500,000	RNP RWY 36	AD 2-VTCL-8-15	In AIP	20 FEB 2025
		Loei			
	1 : 500,000	VOR RWY 19	AD 2-VTUL-8-1	In AIP	20 MAY 2021
	1 : 500,000	RNP RWY 19	AD 2-VTUL-8-3	In AIP	26 DEC 2024
		Lop Buri			
	1 : 300,000	ILS or LOC RWY 05 CAT A, B	AD 2-VTBL-8-1	In AIP	17 APR 2025
		Mae Hong Son			
	1 : 500,000	RNP a RWY 11	AD 2-VTCH-8-1	In AIP	20 FEB 2025
		Nakhon Phanom			
	1 : 400,000	VOR RWY 15	AD 2-VTUW-8-1	In AIP	25 DEC 2025
	1 : 400,000	VOR RWY 33	AD 2-VTUW-8-3	In AIP	25 DEC 2025
	1 : 400,000	ILS or LOC RWY 15	AD 2-VTUW-8-5	In AIP	25 DEC 2025

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO	1 : 400,000	RNP RWY 15	AD 2-VTUW-8-7	In AIP	25 DEC 2025
	1 : 400,000	RNP RWY 33	AD 2-VTUW-8-9	In AIP	25 DEC 2025
		Nakhon Ratchasima			
	1 : 500,000	VOR/DME RWY 06	AD 2-VTUQ-8-1	In AIP	15 MAY 2025
	1 : 500,000	VOR/DME RWY 24	AD 2-VTUQ-8-3	In AIP	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
		Khorat			
	1 : 400,000	ILS or LOC RWY 24	AD 2-VTUN-8-1	In AIP	23 APR 2020
		Takhli			
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTPI-8-1	In AIP	7 NOV 2019
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTPI-8-5	In AIP	7 NOV 2019
	1 : 500,000	RNAV (GNSS) RWY 18	AD 2-VTPI-8-7	In AIP	5 DEC 2019
	1 : 500,000	RNAV (GNSS) RWY 36	AD 2-VTPI-8-9	In AIP	5 DEC 2019
		Nakhon Si Thammarat			
	1 : 500,000	VOR RWY 01	AD 2-VTSF-8-1	In AIP	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
		Nan Nakhon			
	1 : 500,000	NDB RWY 02 CAT C, D	AD 2-VTCN-8-1	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 02	AD 2-VTCN-8-3	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 20	AD 2-VTCN-8-5	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 02	AD 2-VTCN-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 20	AD 2-VTCN-8-9	In AIP	26 DEC 2024
		Narathiwat			
	1 : 500,000	VOR RWY 02	AD 2-VTSC-8-1	In AIP	5 SEP 2024
	1 : 500,000	VOR RWY 20	AD 2-VTSC-8-3	In AIP	8 AUG 2024
	1 : 500,000	ILS or LOC y RWY 02	AD 2-VTSC-8-5	In AIP	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		**Pattani**			
	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
		Phetchabun			
	1 : 500,000	VOR RWY 36	AD 2-VTPB-8-1	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPB-8-3	In AIP	18 JUL 2019
	1 : 500,000	RNP RWY 18	AD 2-VTPB-8-5	In AIP	7 AUG 2025
	1 : 500,000	RNP RWY 36	AD 2-VTPB-8-7	In AIP	7 AUG 2025
		Phitsanulok			
	1 : 500,000	VOR RWY 14	AD 2-VTPP-8-1	In AIP	15 MAY 2025
	1 : 500,000	VOR RWY 32	AD 2-VTPP-8-3	In AIP	15 MAY 2025
	1 : 500,000	ILS or LOC y RWY 32	AD 2-VTPP-8-5	In AIP	15 MAY 2025
	1 : 700,000	ILS or LOC z RWY 32	AD 2-VTPP-8-7	In AIP	15 MAY 2025
	1 : 700,000	RNP RWY 14	AD 2-VTPP-8-11	In AIP	15 MAY 2025
	1 : 700,000	RNP RWY 32	AD 2-VTPP-8-15	In AIP	15 MAY 2025
		Phrae			
	1 : 600,000	VOR RWY 01	AD 2-VTCP-8-1	In AIP	26 DEC 2024
	1 : 600,000	VOR RWY 19	AD 2-VTCP-8-3	In AIP	26 DEC 2024
	1 : 600,000	RNP RWY 01	AD 2-VTCP-8-5	In AIP	26 DEC 2024
	1 : 600,000	RNP RWY 19	AD 2-VTCP-8-7	In AIP	26 DEC 2024
		Hua Hin			
	1 : 400,000	NDB RWY 16	AD 2-VTPH-8-1	In AIP	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
		Ranong			
	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
		Roi Et			
	1 : 500,000	VOR RWY 18	AD 2-VTUV-8-1	In AIP	21 APR 2022
	1 : 500,000	VOR RWY 36	AD 2-VTUV-8-3	In AIP	21 APR 2022
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTUV-8-5	In AIP	21 APR 2022
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTUV-8-7	In AIP	21 APR 2022
	1 : 500,000	RNP RWY 18	AD 2-VTUV-8-11	In AIP	21 APR 2022
	1 : 500,000	RNP RWY 36	AD 2-VTUV-8-15	In AIP	21 APR 2022

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		Sakon Nakhon			
	1 : 500,000	VOR RWY 05	AD 2-VTUI-8-1	In AIP	25 DEC 2025
	1 : 500,000	VOR RWY 23	AD 2-VTUI-8-3	In AIP	25 DEC 2025
	1 : 500,000	ILS RWY 23	AD 2-VTUI-8-5	In AIP	25 DEC 2025
	1 : 500,000	LOC RWY 23	AD 2-VTUI-8-7	In AIP	25 DEC 2025
	1 : 500,000	RNP RWY 05	AD 2-VTUI-8-9	In AIP	25 DEC 2025
	1 : 500,000	RNP RWY 23	AD 2-VTUI-8-11	In AIP	25 DEC 2025
		Sukhothai			
	1 : 500,000	NDB RWY 36	AD 2-VTPO-8-1	In AIP	20 MAR 2025
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPO-8-3	In AIP	26 DEC 2024
	1 : 600,000	RNP RWY 18	AD 2-VTPO-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 36	AD 2-VTPO-8-9	In AIP	26 DEC 2024
		Surat Thani			
	1 : 500,000	ILS or LOC z RWY 22	AD 2-VTSB-8-1	In AIP	23 MAR 2023
	1 : 500,000	RNP RWY 04	AD 2-VTSB-8-5	In AIP	23 MAR 2023
	1 : 500,000	RNP RWY 22	AD 2-VTSB-8-7	In AIP	23 MAR 2023
		Samui			
Instrument Approach Chart - ICAO	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
		Tak			
	1 : 300,000	NDB a	AD 2-VTPT-8-1	In AIP	4 SEP 2025
		Mae Sot			
	1 : 500,000	VOR RWY 27	AD 2-VTPM-8-1	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 27	AD 2-VTPM-8-3	In AIP	26 DEC 2024
		Trang			
	1 : 500,000	VOR RWY 08	AD 2-VTST-8-1	In AIP	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
		Trat			
	1 : 400,000	RNP RWY 23	AD 2-VTBO-8-1	In AIP	23 MAR 2023

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Ubon Ratchathani**			
	1 : 500,000	VOR RWY 05	AD 2-VTUU-8-1	In AIP	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	25 DEC 2025
	1 : 500,000	ILS or LOC z RWY 23	AD 2-VTUU-8-7	In AIP	25 DEC 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
		Udon Thani			
	1 : 500,000	VOR RWY 12	AD 2-VTUD-8-1	In AIP	15 MAY 2025
	1 : 500,000	VOR RWY 30	AD 2-VTUD-8-3	In AIP	16 MAY 2024
	1 : 500,000	ILS or LOC y RWY 30	AD 2-VTUD-8-5	In AIP	16 MAY 2024
	1 : 500,000	ILS or LOC z RWY 30	AD 2-VTUD-8-7	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 12	AD 2-VTUD-8-11	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 30	AD 2-VTUD-8-13	In AIP	28 JAN 2021
		Betong			
	1 : 500,000	VOR a	AD 2-VTSY-8-1	In AIP	29 DEC 2022
	1 : 500,000	RNP a	AD 2-VTSY-8-3	In AIP	29 DEC 2022

5.11 Enroute Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Enroute Chart - ICAO		ENROUTE CHART	ENR 6-3	In AIP	25 DEC 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

ENR 6. EN-ROUTE CHARTS

INTENTIONALLY BLANK

PROHIBITED, RESTRICTED, DANGER AREAS		
Identification	Upper limit Lower limit	Activation time
P4	FL250 SFC	H24
P7	UNL SFC	H24
P36	FL1000 S GND	HN
P37	FL1000 S GND	HN
P38	FL1000 S GND	HN
R1	FL1000 S GND	H24
R2	FL1000 S GND	H24
R3	FL1000 S GND	NOTIFIED BY NOTAM
R5	FL1000 S GND	NOTIFIED BY NOTAM
R6	FL1000 S GND	NOTIFIED BY NOTAM
R8	FL1000 S GND	H24
R11	UNL SFC	H24
R12	FL1000 S GND	NOTIFIED BY NOTAM
R13	UNL SFC	H24
R15	FL1000 S GND	H24
R51	FL1000 S GND	HJ
R52	FL1000 S GND	HJ
R62	FL1000 S GND	HN
R66	FL1000 S GND	NOTIFIED BY NOTAM
R68	UNL SFC	MON - FRI 0000-1000
R79	FL1000 S GND	NOTIFIED BY NOTAM
R80	FL1000 S GND	H24
R81	FL1000 S GND	H24
R82	FL1000 S GND	H24
R83	FL1000 S GND	H24
R84	FL1000 S GND	H24
D16 AREA1	FL120 SFC	MON - FRI 2300-1300
D16 AREA2	UNL SFC	MON - FRI 2300-1300
D17 AREA1	FL1000 S GND	MON - FRI 2300-1300
D17 AREA2	FL1000 S GND	MON - FRI 2300-1300
D18 AREA1	FL1000 S GND	MON - FRI 2300-1300
D18 AREA2	FL1000 S GND	MON - FRI 2300-1300
D19	UNL SFC	MON - FRI 0300-0900
D20	FL1000 S GND	HJ
D21 AREA1	FL1000 S GND	NOTIFIED BY NOTAM
D21 AREA2	FL120 SFC	NOTIFIED BY NOTAM
D21 AREA3	FL120 SFC	NOTIFIED BY NOTAM
D22	FL120 SFC	NOTIFIED BY NOTAM
D23	FL1000 S GND	NOTIFIED BY NOTAM
D24	FL120 SFC	NOTIFIED BY NOTAM
D25	FL120 SFC	NOTIFIED BY NOTAM
D26	FL120 SFC	NOTIFIED BY NOTAM
D27	FL1000 S GND	NOTIFIED BY NOTAM
D28	FL120 SFC	NOTIFIED BY NOTAM
D29	FL120 SFC	NOTIFIED BY NOTAM
D30 AREA1	UNL SFC	MON - FRI 2300-1000
D30 AREA2	UNL SFC	MON - FRI 2300-1000
D31	FL1000 S GND	MON - FRI 2200-1700
D32	FL1000 S GND	MON - FRI 2300-1400
D33 AREA1	FL120 SFC	MON - FRI 2200-1700
D33 AREA2	UNL SFC	MON - FRI 2200-1700
D34 AREA1	FL120 SFC	MON - FRI 2200-1700
D34 AREA2	UNL SFC	MON - FRI 2200-1700
D35	FL1000 S GND	MON - FRI 2300-1100
D40 AREA1	FL1000 S / FL1000 S ALT 1000 S / ALT 1000 S	MON - FRI 2300-1500
D40 AREA2	FL1000 S ALT 1000 S	NOTIFIED BY NOTAM
D41	UNL SFC	MON - FRI 0100-1400
D42	UNL SFC	MON - FRI 0100-1400
D43	FL120 SFC	MON - FRI 0100-0900
D44	FL120 SFC	MON - FRI 2300-1000
D45	FL1000 S ALT 1000 S	MON - FRI 2200-1300
D46	FL120 SFC	MON - FRI 2300-1000
D47	FL120 SFC	MON - FRI 0130-0930
D48	UNL SFC	MON - FRI 0200-0800
D49	FL1000 S ALT 1000 S	MON - FRI 2300-1100
D50	FL1000 S ALT 1000 S	MON - FRI 2300-1100
D53	FL1000 S GND	MON - FRI 0200-0500, MON - FRI 0600-0800
D54	UNL SFC	MON - FRI 2200-1700
D55	UNL SFC	MON - FRI 2200-1700
D57 AREA1	FL120 SFC	MON - FRI 0000-1000
D57 AREA2	FL120 SFC	MON - FRI 0000-1000
D58	FL120 SFC	NOTIFIED BY NOTAM
D59 AREA1	UNL SFC	MON - FRI 2300-1700
D59 AREA2	FL1000 S SFC	MON - FRI 2300-1700
D60 AREA1	UNL SFC	MON - FRI 2300-1700
D60 AREA2	UNL SFC	NOTIFIED BY NOTAM
D61	FL1000 S GND	MON - FRI 2300-1700
D63 AREA1	UNL SFC	MON - FRI 2200-1700
D63 AREA2	FL1000 S GND	MON - FRI 2200-1700
D64 (North Area)	UNL SFC	MON - FRI 2200-1700
D64 (South Area)	UNL SFC	MON - FRI 2200-1700
D64 AREA1	FL1000 S GND	MON - FRI 2300-1100
D64 AREA2	FL1000 S GND	MON - FRI 2300-1100
D65	FL120 SFC	MON - FRI 0000-1000
D67	FL1000 S GND	NOTIFIED BY NOTAM
D70	FL120 SFC	MON - FRI 0130-0930
D71	FL120 SFC	NOTIFIED BY NOTAM
D72 AREA1	FL1000 S GND	MON - FRI 2300-1500
D72 AREA2	FL1000 S GND	MON - FRI 2300-1500
D74 AREA1	FL120 SFC	NOTIFIED BY NOTAM
D74 AREA2	FL1000 S GND	NOTIFIED BY NOTAM
D74 AREA3	FL1000 S GND	NOTIFIED BY NOTAM
D75	FL1000 S GND	SAT - SUN 2300-1400
D76	FL1000 S GND	SAT - SUN 2300-1400
D77	FL1000 S GND	SAT - SUN 2300-1400

COMMUNICATION FACILITIES

BACC
SECTOR 1N 124.5 MHz; 256.3 MHz; 121.5 MHz
SECTOR 2N 126.5 MHz; 121.5 MHz
SECTOR 3N 128.1 MHz; 263.8 MHz; 121.5 MHz
SECTOR 4N 120.95 MHz; 121.5 MHz
SECTOR 5N 132.1 MHz; 268.5 MHz; 121.5 MHz
SECTOR 6N 133.1 MHz; 285.3 MHz; 121.5 MHz
SECTOR 1S 120.5 MHz; 256.6 MHz; 121.5 MHz
SECTOR 2S 118.35 MHz; 121.5 MHz
SECTOR 3S 125.7 MHz; 268.5 MHz; 121.5 MHz
SECTOR 4S 133.9 MHz; 121.5 MHz
SECTOR 5S 135.5 MHz; 285.5 MHz; 121.5 MHz
SECTOR 6S 123.95 MHz; 265.9 MHz; 121.5 MHz
DON MUEANG
APP 119.1 MHz; 119.4 MHz;120.3 MHz; 124.35 MHz; 125.2 Mhz;125.8 MHz; 133.4 MHz; 121.5 MHz; 243.0 MHz; 274.5 MHz;
CDC 127.7 MHz
DAR 133.0 MHz; 274.5 MHz; 121.5 MHz; 243.0 MHz
TWR 118.1 MHz; 236.6 MHz
SMC 121.9 MHz; 122.5 MHz; 257.8 MHz
ATIS 126.4 MHz; 344.6 MHz; 118.55 MHz
SUVARNABHUMI
APP 122.35 MHz; 124.35 MHz; 125.2 MHz; 133.4 MHz; 119.1 MHz; 120.3 MHz; 125.8 MHz; 274.5 MHz; 121.5 MHz; 243.0 MHz
APP(DEP) 119.25 MHz; 274.5 MHz; 121.5 MHz; 243.0 MHz
APP(ARR) 121.1 MHz; 126.3 MHz; 274.5 MHz; 121.5 MHz; 243.0 MHz
TWR 118.2 MHz; 262.5 MHz; 119.0 MHz; 121.5 MHz; 243.0 MHz
SMC 121.65 MHz; 275.8 MHz; 121.7 MHz 121.75 MHz; 121.95 MHz
CDC 128.7 MHz; 133.8 MHz
ATIS 133.6 MHz; 278.6 MHz; 127.65 MHz
CHIANG MAI
APP 129.6 MHz; 305.4 MHz
TWR 118.1 MHz; 121.5 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 127.425 MHz; 301.5 MHz
CHIANG RAI
APP 120.05 MHz; 257.8 MHz
TWR 121.5 MHz; 116.4 MHz; 236.6 MHz
ATIS 127.85 MHz
PHUKET
APP 121.5 MHz; 124.7 MHz; 243.0 MHz; 284.0 MHz
ARR 120.7 MHz;
TWR 118.1 MHz; 121.5 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz
CDC 118.55 MHz
ATIS 128.0 MHz
U-TAPAO
APP 119.7 MHz; 121.5 MHz; 134.5 MHz; 238.3 MHz; 273.3 MHz; 243.0 MHz
TWR 118.1 MHz; 121.5 MHz; 118.3 MHz; 227.0 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz
HAT YAI
APP 126.7 MHz; 301.5 MHz; 133.2 MHz; 121.5 MHz; 243.0 MHz
TWR 118.1 MHz; 121.5 MHz; 275.8 MHz; 243.0 MHz; 133.2 MHz
GND 121.9 MHz; 257.8 MHz; 121.5 MHz
ATIS 128.8 MHz
BURI RAM
APP 125.55 MHz; 121.5 MHz
TWR 118.05 MHz; 236.6 MHz; 121.5 MHz
ATIS 127.05 MHz
CHUMPHON
APP 122.6 MHz; 121.5 MHz;
TWR 122.15 MHz; 236.6 MHz; 121.5 MHz
KHON KAEN
APP 123.4 MHz; 240.0 MHz; 121.5 MHz
TWR 121.5 MHz; 122.25 MHz; 236.6 MHz
GND 121.9 MHz
ATIS 126.85 MHz
KRABI
APP 120.05 MHz; 121.5 MHz
TWR 122.5 MHz; 236.6 MHz; 121.5 MHz
GND 121.9 MHz
ATIS 132.4 MHz
LAMPANG
APP 119.3 MHz; 121.5 MHz
TWR 121.5 MHz; 122.3 MHz; 236.6 MHz
ATIS 128.65 MHz
LOEI
APP 122.55 MHz; 121.5 MHz
TWR 121.5 MHz; 118.35 MHz; 236.6 MHz
ATIS 126.25 MHz
KHOK KATHIAM
TWR 122.6 MHz; 238.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.75 MHz; 257.8 MHz
MAE HONG SON
APP 126.2 MHz; 121.5 MHz
TWR 122.3 MHz; 236.6 MHz
ATIS 127.45 MHz
KAMPHAENG SAEN
APP 347.2 MHz; 127.75 MHz
ASR(ARR) 347.2 MHz
ASR(DEP) 237.0 MHz
TWR 237.5 MHz; 123.3 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz
NAKHON PHANOM
APP 123.35 MHz; 284.0 MHz; 121.5 MHz
TWR 122.15 MHz; 121.5 MHz; 236.6 MHz
GND 121.9 MHz
ATIS 128.85 MHz
KHORAT
APP 349.0 MHz; 129.75 MHz
ASR(ARR) 349.0 MHz; 129.75 MHz
ASR(DEP) 285.0 MHz; 134.1 MHz
SRA 382.4 MHz
TWR 240.5; 122.2 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz
ATIS 390.6 MHz
NAKHON SAWAN
TWR 122.8 MHz; 122.3 MHz; 121.5 MHz; 236.6 MHz
SONGKHLA
TWR 121.5 MHz; 126.2 MHz; 227.0 MHz
AFS USB 7745 KHz; USB 5443 KHz
TAKHLI
APP 325.0 MHz; 124.0 MHz
ASR(ARR) 325.0 MHz; 124.0 MHz
ASR(DEP) 282.5 MHz; 134.1 MHz
SRA 382.4 MHz
TWR 241.5 MHz; 133.25 MHz; 121.5 MHz; 243.0 MHz
GND 236.6 MHz; 257.8 MHz; 121.75 MHz
ATIS 253.0 MHz
NAKHON SI THAMMARAT
APP 119.75 MHz; 121.5 MHz
TWR 122.55 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.9 MHz; 121.5 MHz
ATIS 383 KHz
CHA-IAN
TWR 122.7 MHz; 236.6 MHz; 121.5 MHz
G/A/G 121.9 MHz; 6577 KHz; 5490 KHz
NAN NAKHON
APP 120.25 MHz; 121.5 MHz
TWR 118.55 MHz; 121.5 MHz; 236.6 MHz
ATIS 355 KHz
NARATHIWAT
APP 121.5 MHz; 125.55 MHz
TWR 121.5 MHz; 122.7 MHz; 236.6 MHz
GND 121.9 MHz; 121.5 MHz
ATIS 383 KHz
PATTANI
APP 126.0 MHz
TWR 121.5 MHz; 119.3 MHz; 236.6 MHz
PHETCHABUN
APP 126.7 MHz
TWR 122.3 MHz; 236.6 MHz
PHITSANULOK
APP 120.7 MHz; 284.0 MHz; 121.5 MHz; 243.0 MHz
TWR 121.5 MHz; 118.9 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz
ATIS 127.4 MHz
PRACHUAP
TWR 351.1 MHz; 135.9 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz
HUA HIN
APP 126.2 MHz; 121.5 MHz
TWR 122.7 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.9 MHz
ATIS 126.8 MHz
RANONG
APP 121.5 MHz; 125.1 MHz
TWR 121.5 MHz; 122.25 MHz; 236.6 MHz
ATIS 126.475 MHz
ROI-ET
APP 125.4 MHz; 121.5 MHz
TWR 119.75 MHz; 236.6 MHz; 121.5 MHz
ATIS 319 KHz
WATTHANA NAKHON
TWR 121.5 MHz; 243.0 MHz; 118.1 MHz; 236.6 MHz
SAKON NAKHON
APP 123.35 MHz; 284.0 MHz; 121.5 MHz
TWR 121.5 MHz; 119.65 MHz; 236.6 MHz
GND 121.9 MHz
ATIS 128.25 MHz
SUKHOTHAI
APP 120.7 MHz; 121.5 MHz
TWR 122.9 MHz; 121.5 MHz
SURAT THANI
APP 123.35 MHz; 240.0 MHz; 121.5 MHz
TWR 121.5 MHz; 122.7 MHz; 274.5 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 125.95 MHz
SAMUI
APP 129.6 MHz; 305.4 MHz; 121.5 MHz
TWR 118.9 MHz; 121.5 MHz
GND 121.9 MHz
ATIS 128.6 MHz
TAK
APP 126.0 MHz; 121.5 MHz
TWR 121.5 MHz; 118.8 MHz; 236.6 MHz
MAE SOT
APP 120.65 MHz; 121.5 MHz
TWR 121.5 MHz; 118.35 MHz; 236.6 MHz
ATIS 316 KHz
TRANG
APP 125.3 MHz; 121.5 MHz
TWR 118.4 MHz; 236.6 MHz
ATIS 134.5 MHz; 121.5 MHz
TRAT
APP 120.25 MHz; 121.5 MHz
TWR 122.9 MHz; 121.5 MHz
UBON RATCHATHANI
APP 123.5 MHz; 257.8 MHz; 121.5 MHz
TWR 121.5 MHz; 119.9 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 128.2 MHz
ASR(ARR) 282.2 MHz; 125.75 MHz
SSR(DEP) 335.5 MHz; 134.1 MHz
SRA 382.4 MHz
UDON THANI
APP 126.2 MHz; 265.9 MHz; 119.45 MHz 121.5 MHz
TWR 121.5 MHz; 122.5 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 127.6 MHz
BETONG
APP 121.5 MHz; 125.55 MHz
TWR 121.5 MHz; 124.15 MHz; 236.6 MHz 243.0 MHz
GND 121.5 MHz; 122.15 MHz; 243.0 MHz
ATIS 128.5 MHz
NAKHON RATCHASIMA
APP 123.6 MHz; 121.5 MHz
TWR 119.8 MHz; 236.6 MHz; 121.5 MHz
ATIS 126.6 MHz

Legend

- Aerodrome
- ATS Route
- ATS and RNAV Route
- RNAV Route
- Control Zone
- Name of CTR; Upper limit; Lower limit; Unit providing approach control service; Class of airspace
- Terminal Control Area
- Name of TMA; Upper limit; Lower limit; Unit providing area control service; Class of airspace
- Identification; Prohibited, Restricted and Danger area
- Name of FIR; Upper limit; Lower limit; Unit providing service
- Compulsory reporting point
- On request reporting point
- Name of Point; Coordinates
- Collocated VOR and DME radio navigation aids
- Non-directional radio beacon - NDB
- Compass rose
- Name; NAVAID frequency, identification or call sign; Coordinates; Elevation of DME site (to the nearest 30 m)
- Name of Sector; Call Sign; Communication Frequency
- Sector Boundary
- Route designator; Distance in NM between reporting points; Magnetic track; Direction of traffic flow; Upper limit; Lower limit

AERONAUTICAL INFORMATION SERVICES DEPARTMENT
CIVIL AVIATION AUTHORITY OF THAILAND

ENROUTE CHART - ICAO

AIRAC AIP AMENDMENT 13/25
EFFECTIVE DATE
25 DEC 25

CHANGE : VTUI ATIS FREQ AND VTUW TWR , ATIS FREQ .
ADD : VTUI GND FREQ .

Lambert Conformal Conic Projection

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES IN NAUTICAL MILES

NAUTICAL MILES
KILOMETRES

NOTE : FOR FLIGHT PLANNING PROCEDURE, SEE ENR 1.10

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

1	Apron surface and strength	North Apron Surface: Concrete Strength: PCR 830/R/B/W/T Pier 2-3 Surface: Concrete Strength: PCR 830/R/B/W/T Pier 3-4 Surface: Concrete Strength: PCR 830/R/B/W/T Pier 4-5 Surface: Concrete Strength: PCR 830/R/B/W/T Pier 5-6 Surface: Concrete Strength: PCR 830/R/B/W/T Pier 6 Surface: Concrete Strength: PCR 830/R/B/W/T South Apron Surface: Concrete Strength: PCR 830/R/B/W/T
2	Taxiway width, surface and strength	Width: 23 m - 50 m Surface: Concrete Strength: See Aerodrome Ground Movement Chart - ICAO for taxiway strength, surface and width.
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 3.25 m/10 ft
4	VOR checkpoints	Location: - At holding position RWY 21R on TWY B (north) - RDL 023/2.2 NM - At holding position RWY 03L on TWY S (nearby TWY C) - RDL 012/0.6 NM Radio frequency: 117.7 MHz
5	INS checkpoints	See Aerodrome Ground Movement Chart - ICAO (Verso) for coordinates of aircraft stand.
6	Remarks	- Taxilane T between TWY V and TWY S can be used for Aircraft Code Letter A, B, C, D only - TWY Y conditions of use: When RWY 03R/21L is in use by arriving and departing aircraft, TWY Y is not allowed to be used by other aircraft. On the contrary if TWY Y is in use by any aircraft, RWY 03R/21L will not be allowed to be used by other aircraft.

VTBD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Nose-wheel guide lines at aprons Solid nose-wheel guide lines at aircraft stands Guide lines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centre line, RWY Edge, RWY End as appropriate, marked and lighted. TWY: Holding position at all TWY/RWY Intersections, marked. Edge at all TWY, marked and lighted Centre line at all TWY, marked. Centre line at D, E, F, J, O, R, S, C, C (south), lighted Intermediate holding position light at TWY C between TWY O-R
3	Stop bars	Stop Bar Lights installed detail as follow: – At holding position RWY 21R on TWY B north, distance 130 m from RCL – At holding position RWY 21R on TWY D, distance 130 m right side of RCL – At holding position RWY 21R on TWY D, distance 210 m left side of RCL – At holding position RWY 21R on TWY E, distance 90 m right side of RCL – At holding position RWY 21R on TWY J, distance 90 m right side of RCL – At holding position RWY 21R on TWY S, distance 90 m right side of RCL – At holding position RWY 21R on TWY S, distance 130 m left side of RCL – At holding position RWY 21R on TWY C south, distance 90 m from RCL
4	Remarks	Aircraft marshalling and Towing service: The marshalling of scheduled and non-scheduled aircraft into the bays either manually and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or its appointed ground handling agency.

VTBD AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL			Radio mast HGT 70 m Marked, Lighted	135307.86N 1003351.09E	NIL
			Radio mast HGT 61 m Marked, Lighted	135452.97N 1003709.84E	NIL
			Building HGT 78 m Marked, Lighted	135339.003N 1003341.633E	NIL
			Building HGT 87.10 m Lighted	135212.77N 1003403.06E	NIL
			Building HGT 50 m Lighted	135711.09N 1003715.04E	NIL

VTBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

VTBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03L	029°	3700x60	PCR 1200/R/C/W/T Asphalt 217 m FM THR and 122 m RWY ends are PCR 670/R/B/W/T Concrete (PCR 910/F/C/X/T)	135349.24N 1003545.38E	THR 2 m/7 ft
21R	209°	3700x60	PCR 1200/R/C/W/T Asphalt 122 m FM THR and 217 m RWY ends are PCR 670/R/B/W/T Concrete (PCR 910/F/C/X/T)	135534.87N 1003644.62E	THR 2 m/7 ft
03R	028°	3500x45	PCR 1000/F/C/X/T Asphalt	135358.45N 1003605.50E	THR 1.49 m/5 ft
21L	208°	3500x45	PCR 1000/F/C/X/T Asphalt	135528.33N 1003655.97E	THR 1.92 m/6.4 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
-0.05% 0% -0.05% (350m 2 850m 500m)	NIL	150x150	3820x260	240x120	NIL	NIL	NIL

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
+0.056% 0% -0.05% (500m 2 850m 350m)	NIL	150x150	3820x260	240x110	NIL	NIL	NIL
+0.03% -0.036% (2 000m 1 500m)	NIL	150x150	3620x160	90x90	NIL	NIL	NIL
+0.036% -0.03% (1 500m 2 000m)	NIL	150x150	3620x160	240x90	NIL	NIL	NIL

VTBD AD 2.13 DECLARED DISTANCES

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

VTBD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03L	SALS 420 m LIH	Green	PAPI Both 3° (71.85 ft)	NIL	3700m, 30 m White FM 2800 m-3400 m Red/White; FM 3400 m Red; LIH	3700 m, 60 m White, FM 3100 m-3700 m Yellow; LIH	Red	NIL	NIL
21R	CAT II 900 m LIH with FLG	Green	PAPI Both 3° (65.42 ft)	900 m	3700 m, 30 m White FM 2800 m-3400 m Red/White; FM 3400 m Red; LIH	3700 m, 60 m White, FM 3100 m-3700 m Yellow; LIH	Red	NIL	NIL
03R	SALS (5 BAR) 300 m LIH	Green	PAPI Both 3° (63.35 ft)	NIL	NIL	3500 m, 60 m White; FM 2900 m-3500 m Yellow; LIH	Red	NIL	NIL
21L	CAT I 900 m LIH with FLG	Green	PAPI Both 3° (63.81 ft)	NIL	NIL	3500 m, 60m Red; FM 350 m-2900 m White FM 2900 m Yellow; LIH	Red	NIL	NIL

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Positions of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	BKK	117.7 MHz CH 124X	H24	135336.8N 1003546.3E	16.58 m	DVOR/DME restriction due to obstacles surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: – Radial 321°-030° altitude should not below 2 500 ft. – Radial 031°-060° altitude should not below 4 000 ft. – Radial 061°-120° altitude should not below 3 000 ft. – Radial 121°-320° altitude should not below 4 000 ft.
ILS CAT II LOC-21R	IBKK	109.3 MHz	H24	135340.7N 1003540.6E		Instrument Landing System - Reference Datum Height (RDH) is 16.46 m (54 ft). A. Localizer - LOC 300 m. (984 ft.) from THR RWY 03L, along RWY centre line. Course width 3° B. Glide Path 3° - GP 333 m. (1,093 ft.) from THR RWY 21R, 120 m. (394 ft.) from RWY centre line. C.DME - Co-located with GP.
GP/DME		332.0 MHz CH 30X	H24	135523.5N 1003642.9E		
ILS CAT I LOC RWY21L	IDMG	110.3 MHz	H24	135351.8N 1003601.8E		Instrument Landing System – Reference Datum Height (RDH) is 53 ft. A. Localizer – LOC 225 m. from THR RWY 03R, along RWY centre line. – Course width 3.6° B. Glide Path 3° – GP 320 m. from THR RWY 21L, 120 m. from RWY centre line. C. DME – Co-located with GP
GP/DME		335.0 MHz CH40X	H24	135521.3N 1003647.5E		
ILS CAT I LOC RWY03L	IBKD	109.7 MHz CH34X	H24	135543.8N 1003649.7E		Instrument Landing System – Designated operation coverage 9 DME (IBKD), ALT 6000 ft/AMSL – Reference Datum Height (RDH) is 55 ft. A. Localizer – Course width 3.0° B. Glide Path 3° – GP unusable beyond 6° right side of localizer course C. DME – Co-located with LOC
DME			H24	135544.9N 1003647.5E	3ft	
GP		333.2 MHz	H24	135356.4N 1003554.0E		

VTBD AD 2.20 LOCAL AERODROME REGULATIONS

1. Technical Test Flights

A technical test flight after repair over Don Mueang International Airport can only be performed upon permission given by the Airport Authority at least 24 hours prior to each test flight.

2. Parking Area for General Aviation

The parking area for general aviation aircraft is also available.

3. Removal of Disabled Aircraft

3.1 When the aircraft is involved in an accident at Don Mueang International Airports, the aircraft operator or the registered owner is responsible for removal of its disabled aircraft. If the accident is likely to cause danger or obstruction to the movement of other aircraft or vehicles, the General Manager of Don Mueang International Airport or his authorized representative may order the aircraft operator or the registered owner to remove its disabled aircraft without delay.

3.2 If the aircraft operator or the registered owner does not comply with such order, the General Manager of Don Mueang International Airport or his authorized representative shall empower to remove the aircraft himself. The expense incurred in removing such aircraft shall be recovered from aircraft operator or the registered owner. The General Manager of Don Mueang International Airport or his authorized representative shall not be responsible for any damage occurring to the aircraft during its removal.

4. Use of Runways 03R/21L – Don Mueang International Airport

4.1 The use of Runway 03R/21L at Don Mueang International Airport is normally restricted to military traffic. But they may be made available to civil traffic. The hours of operation is 24 hours daily, all traffic is controlled by Don Mueang Tower.

4.2 The traffic circuit pattern for these runways is as follows:

4.2.1 Outbound - after take-off, turn to east and leave circuit pattern at an angle of 45 º to the cross-wind leg.

4.2.2 Inbound - join circuit pattern at 45 º in the middle of the down - wind leg east of the runway, at the following heights:

a) 1 500 ft for jet aircraft,
b) 1 000 ft for conventional aircraft,
c) 800 ft for light aircraft,
d) 500 ft for helicopter.

4.2.3 No straight in approaches are permitted without prior approval from Don Mueang Tower.

5. Starting up Procedures

5.1 When Flight Formalities have been completed and aircraft is ready to start-up, all IFR aircraft are to call Don Mueang Delivery for ATC clearance on the frequency 127.7 MHz, giving parking stand number or location TSAT and proposed flight level.

5.2 Pilots are to call Don Mueang Ground on 121.9 MHz or 122.5 MHz for push back and start up and should give parking stand number or location and ATIS information.

5.2.1 Unless other ATC restriction is imposed, the aircraft must be push back within 5 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled.

Additionally, in order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received.

5.2.2 If ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall maintain listening watch on Don Mueang ground in readiness for push back and are to call Don Mueang ground in the appropriate time with the departure time restriction. Pilots who fail to comply with these requirements or amended departure time restriction will result in cancellation of ATC clearance.

6. Warning for Taxiing Aircraft

6.1 Pilots should exercise extreme caution when manoeuvring on the apron due to the proximity of other aircraft, ground staff and equipments. In case the point that aircraft assigned to park at terminal contact gates, engine power should be restricted to the absolute minimum required to reduce the adverse effect of jet blast when making the turn to parking bay. Pilots who cannot follow this procedure must stop before making the turn, then request ATC for towing-in. If accident occurred during aircraft taxiing or turning. Pilots and airline operators must take responsible to all of the damages.

6.2 In order to prevent jet blast damage the aircraft parking on area closed to taxiway B (North) all taxiing aircraft have to reduce to minimum power while taxiing along taxiway B (North).

6.3 Aircraft landing RWY 21L, when vacating the RWY to the right on TWY S, must hold short of RWY 21R at the holding PSN and remain on Don Mueang Tower frequency 118.1 MHz for permission to cross the RWY.Changing of frequency shall not be done unless otherwise

advised. The aircraft shall continuously guard the VHF emergency frequency 121.5 MHz at all times for reasons of safety.

7. Closure of Runway

7.1 Aircraft will not be refused permission to land or take off at Don Mueang International Airport solely because of adverse weather conditions. The pilot-in-command of a commercial air transport aircraft shall be responsible for operation in accordance with applicable company weather minima.

7.2 The Runway will be closed

a) When the surface of the runway is unsafe (rough surface of dangerous obstruction on the manoeuvring area) or
b) At such other times and in conditions specified by NOTAM.

7.3 Take off and Landing:

7.3.1 The pilot-in-command shall not take off and landing without a clearance from Don Mueang Tower
7.3.2 After Landing, The pilot-in-command shall vacate the runway as expeditiously as possible, in order to reduce runway occupancy time.

7.4 Disturbance of ILS Glide Path signal

In the interest of maximizing the traffic flow during VMC conditions, Don Mueang Tower may authorize a departing aircraft to cross the Runway 21R to use RWY 21L for departure. This may cause reflection and/or diffraction of the ILS Glide Path signal. The arriving aircraft will be advised accordingly.

8. Low visibility procedures (LVP)

8.1 RWY 21R is equipped with ILS and is approved for CAT II operations and low visibility take-off (LVTO)

8.2 Low visibility procedures will be established when a visibility of less than RVR 550 m or a cloud base of less than 200 ft

8.3 RWY exits.

8.3.1 All RWY exits are equipped with GREEN/YELLOW coded taxiway centre line lights to indicate the boundary of the localizer sensitive area.

8.3.2 Pilots should select the first convenient exit and continue on the TWY centre line lead-off lights toward to TWY B for A designated parking stand.

8.3.3 The following route restrictions shall be used during low visibility operations.

a) When vacating on TWY O taxi route is O-B or O-N and B
b) When vacating on TWY R taxi route is R-B
c) When vacating on TWY S taxi route is S-B
d) When vacating on TWY C(S) taxi route is C(S)-B

8.3.4 Pilots are required to make a “RUNWAY VACATED” call giving due allowance for the size of the aircraft to ensure that the entire aircraft has vacated the localizer sensitive area.

8.4 RWY-holding positions.

8.4.1 Departing aircraft are required to use the TWY D and B(N) which are CAT II holding positions.

8.4.2 Intersection take-offs are not permitted.

8.5 CAT II approach and landing.

8.5.1 Pilots will be informed by ATIS or RTF when low visibility procedures are in operation.

8.5.2 Pilots must request an ILS CAT II approach on first contact with Bangkok Approach. Pilots may carry out a practice ILS CAT II approach if traffic conditions permitted.

8.5.3 Aircraft will be vectored to intercept the localizer at least 10 NM from touchdown.

8.5.4 Special procedures and safeguarding will be applied during CAT II operations to protect aircraft operating in low visibility and to avoid interference to the ILS signals in accordance with ICAO DOC 9365: Manual of All-Weather Operations.

8.6 Low visibility take-off.

Pilots wishing to conduct an ILS guided take-off shall inform ATC on start-up in order to ensure that the protection of the localizer sensitive area is provided.

8.7 RWY 21L is not permitted for landing and take-off in low visibility procedures.

9. Pilot Procedure to Enhance Runway Capacity

To achieve the highest possible rate/hour for departure and arrival at Don Mueang International Airport, the runway occupancy times shall be reduced to a minimum. Therefore the follow procedure are introduced;

9.1 Departing aircraft

9.1.1 Commensurate with safety and standard operating procedure, one receipt of line up clearance, pilots should ensure that they are able to taxi into the correct hold and line up position on the runway as soon as the preceding aircraft has commenced its take-off roll.

9.1.2 Cockpit checks should be completed before line up, any further checks requiring completion whilst on the runway shall be kept to a minimum. Pilots shall ensure that they are able to commence the take-off roll immediately after a take-off clearance is issued.

9.1.3 Pilots unable to comply with these procedure shall inform ATC prior to passing the runway holding position.

9.1.4 Departures shall normally be cleared in the order in which they are ready for take-off, except that deviations may be made from this order of priority to facilitate the maximum number of departures with the least average delay.

9.2 Arriving aircraft

Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on Final Approach that will achieve maximum runway utilization as well as minimize the occurrence of go-arounds.

10. Aircraft Manoeuvring Procedures

In order to avoid jet blast damage to the terminal building and to aircraft, equipment and personnel on nearby stands, the following aircraft manoeuvring procedures are to be observed:

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

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

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

10.4 Following push-back from aircraft stands, the points where the tug will be disconnected from the aircraft and breakaway thrust will be applied in these positions:

10.4.1 North and South Remote Apron

10.4.1.1 The intersection of the lead-in line and “taxilane A” or “taxilane B” centre line.

10.4.2 Behind the holding line on “taxilane B” marked as letter “S-TOWBAR” on the ground.

10.4.2.1 Abeam Pier2, Pier3, Pier4, Pier5 and Pier6

10.4.2.2 Abeam stand 73, stand 88 and stand 129

10.4.3 On centre line of aircraft stand taxilane, from cul-de-cac stands, marked as letter “S”

10.4.3.1 Between Pier2 and Pier3

10.4.3.2 Between Pier3 and Pier4

10.4.3.3 Between Pier4 and Pier5

10.4.3.4 Between Pier5 and Pier6

10.4.3.5 Behind stand 68 and stand 130

10.5 Due to aircraft congestion, self-manoeuvring and power back are not permitted at any parking stands, all aircraft must use towbar for push-back procedures except authorized by airport authority.

10.6 The following table describes the procedure for push-back of aircraft from the various aircraft stands. When it becomes necessary

to vary a procedure to expedite aircraft movements, Don Mueang Ground will issue specific instructions to the pilots.

Aircraft Stands	Aircraft Manoeuvring Procedures
North Remote Apron Stands 1 2 3 4 5 6 7 8 9 10A 10B 10C 91 92 93 94 95 96 97 98 99 100A 100B 100C	The aircraft (on idle power) shall be pushed back to face either north or south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi. Remarks Stand 100B and stand 100C in case of push-back facing north, the aircraft shall then be towed forward until behind stand 100B.
Terminal Apron Stands 12	The aircraft (on idle power) shall be pushed back to face either north or south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi.
Stand 14	The aircraft (on idle power) shall be pushed back to face north till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line, then tow forward until behind stand 14 or to face south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi.
Stand 15	The aircraft (on idle power) shall be pushed back to face south till its nosewheel is at the intersection of the lead-in line and “taxilane A” centre line. Breakaway thrust will be applied when cleared to taxi. Alternative The aircraft (on idle power) shall be pushed back onto “taxilane B” to face either north or south behind the holding line. Breakaway thrust will be applied when cleared to taxi.
Stand 21	The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi.
Stands 23 25	The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi. Alternative The aircraft may start one engine to idle power. They will be pushed back onto “taxilane A” to face south till aircraft is behind the holding line abeam stand 15, other engines may be started to idle and breakaway thrust will be applied when cleared to taxi.
Stands 22 31 32 41 42 51 52	The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 61 62	The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 24 26 33 34 35 36 43 44 45 46 53 54 55 56 63 64 65 66 67	The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi. Alternative The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at “S” mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stand 68	The aircraft may start one engine to idle power. They will be pushed back onto “taxilane B” to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi. Alternative Aircraft up to A300 may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at “S” mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.

Aircraft Stands	Aircraft Manoeuvring Procedures
South Remote Apron Stand 121	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi.
Stand 122	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north till its nosewheel is behind the holding line abeam stand 73 or south till the aircraft is on "taxilane B" abeam stand 130. Other engines may be started and breakaway thrust will be applied when cleared to taxi.
Stand 123 125 127 129	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi. Alternative The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 124 126 128 130	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north till the aircraft is behind the holding line abeam stand 73 or south till the aircraft is on "taxilane B" abeam stand 130. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi. Alternative The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 101 102 103 104 105 106 107 109 110 112 113 114 115	The aircraft (on idle power) shall be pushed back to face either north till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line or south till its body is aligned with "taxilane B" centre line. Breakaway thrust will be applied when cleared to taxi.
Stands 89 90 108	The aircraft (on idle power) shall be pushed back to face north till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line. Then tow forward till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line of stand 89 or south till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line. Breakaway thrust will be applied when cleared to taxi.

11. ALLOCATION OF AIRCRAFT PARKING BAYS

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

12. TAXIING PROCEDURES

12.1 Arriving Aircraft

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

12.2 Departing Aircraft

When start-up clearance is issued by ATC, then pushed out onto apron centre line and/or abeam centre line of taxilane B.

13. OPERATION OF MODE S TRANSPONDERS ON GROUND

13.1 Mode S transponder. Aircraft operators intending to use Don Mueang International Airport should ensure that mode S transponders are able to operate when the aircraft is on the ground.

13.2 For aircraft that are capable of reporting aircraft identification (i.e. call signs used in flight), the aircraft identification should also be entered via FMS or control panel. The ICAO defined format for aircraft identification (i.e. same format as used in ICAO flight plan e.g. AIQ3321, TLM634, NOK9820) shall be used.

13.3 Flight crew should select XPDR or the equivalent according to specific installation. It must also be ensured that the transponder is

operational/activate (i.e. OUT OF STAND-BY, or OFF POSITION) and the assigned mode A code is selected in accordance with the following.

13.3.1 For a departing flight, upon received pushback clearance.

13.3.2 For an arriving flight, continuously until the aircraft is fully parked at the stand.

13.4 To prevent possible interference to radar surveillance system, TCAS should be functioned;

13.4.1 For departure, when aircraft are entering the runway or line up clearance is received;

13.4.2 For arrival, until aircraft have vacated the runway.

13.5 During on ground, pilot of aircraft not equipped with mode S transponder shall operate the transponder and select mode A code as individually directed by the ATC until:

13.5.1 For departure, when receiving pushback clearance.

13.5.2 For arrival, until aircraft have completely parked.

13.6 Tracking and identifications of airport surface vehicles.

13.6.1 To provide tracking and identification of any authorized movement of vehicle operating on runway(s) at Don Mueang International Airport, authorized vehicle should be equipped with mode S squitter box to inform its position when it is on the runway and the squitter box shall be activated at all time until it vacates the runway. However, the mode S squitter box on vehicle is optional, but for safety reason is highly recommended to install it on every vehicle.

14. PROVISION OF AERODROME AIR TRAFFIC SERVICES

14.1 Aerodrome air traffic services are generally sectorized as follows:

14.1.1 AD Control Serviced are provide at Air Traffic Control Tower South (TWR-S).

14.1.2 Air Traffic Control Tower North (TWR-N) will be used as contingency tower.

15. HOT SPOT (HS) AREAS

15.1 HS1 - Aircraft taxiing to runway 21R on taxilane B or taxiway C which are instructed to turn right onto taxiway D and to hold short of runway 21R. Use caution when making the right turn onto taxiway D and watch for the holding line surface painted and hold short of runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization (including taxiway B north).

15.2 HS2 - Aircraft taxiing to runway 21R on taxiway C which are instructed to turn right onto taxiway E and to hold short of runway 21R. Use caution when making the right turn onto taxiway E and watch for the holding line surface painted and hold short of runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization.

15.3 HS3 - Due to several intersections around this area which connect to rapid exit taxiways, aircraft taxiing from taxilane B and taxiway O to join taxiway C can do mistake enter runway 21R-03L while on taxiway O. Use caution when taxiing on taxiway O and approaching the intersection of taxiway C and do not cross the hold marking for runway 21R-03L without ATC authorization.

15.4 HS4 - Due to several intersections around this area which connect to rapid exit taxiways, aircraft taxiing from taxilane B and taxiway R to join taxiway C can do mistake enter runway 21R-03L while on taxiway R. Use caution when taxiing on taxiway R and approaching the intersection of taxiway C and do not cross the hold marking for runway 21R-03L without ATC authorization.

15.5 HS5 - After vacated runway 21L by right join taxiway S. Use caution when taxiing on taxiway S and watch for the holding line surface painted and hold short of runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization.

15.6 HS6 - Aircraft taxiing to runway 03R on taxilane T which are instructed to turn right onto taxiway S and to hold short of runway 03R. Use caution when making the right turn onto taxiway S and watch for the holding line surface painted and hold short of runway 03R. Do not cross the holding line surface painted for runway 03R without ATC authorization.

VTBD AD 2.21 NOISE ABATEMENT PROCEDURES

In order to alleviate problem of noise within the vicinity of Bangkok international airport. The noise abatement procedures in accordance with ICAO DOC 8168-OPS/611 (PAN-OPS) shall be applied for all take-off and landing, details are as follows:

1. Departing aircraft

Pilots are to adopt either one of the two procedures listed below for all take-off

1.1 Procedure for alleviating noise close to the aerodrome.

1.1.1 The noise abatement procedure is not to be initiated at less than 800 ft above aerodrome elevation.

1.1.2 The initial climb speed to the noise abatement initiation point shall not be less than V2 plus 10 kt

1.1.3 On reaching an altitude at or above 800 ft, adjust and maintain engine power/thrust in accordance with the noise abatement power/ thrust schedule, maintain A climb speed of V2 plus 10 to 20 kt with Flaps and Slats in the take-off configuration.

1.1.4 At no more than an altitude equivalent to 3000 ft while maintaining a positive rate of climb, accelerate and retract Flats/Slats on schedule, at 3000 ft accelerate to enroute climb speed.

1.2 Procedure for alleviating noise distant from the aerodrome

1.2.1 The noise abatement procedure is not to be initiated at less than 800 ft above aerodrome elevation.

1.2.2 The initial climbing speed to the noise abatement initiation point is V2 plus 10 to 20 kt

1.2.3 On reaching an altitude equivalent to at least 800 ft decrease aircraft body angle/angle of pitch whilst maintaining a positive rate of climb, accelerate towards VZF and reduce power with the initiation of the first Flaps/Slats retraction.

1.2.4 Maintain a positive rate of climb and accelerate to maintain a climb speed of VZF plus 10 to 20 kt, on reaching 3000 ft transition to normal enroute climb speed.

2. Arriving aircraft

Reverse thrust above idle shall not be used between 1800 and 2200 UTC. Except for safety reason.

VTBD AD 2.22 FLIGHT PROCEDURES

1. Provision of Radar Services

1.1 Bangkok Approach is responsible for providing radar service to aircraft operating within Bangkok Terminal Control Area and Bangkok Control Zone (see ENR 2.1-6, ENR 2.1-7).

1.2 Arriving aircraft intending to land at Don Mueang International Airport will be transferred to Don Mueang Arrival on frequency 133.0 MHz.

2. Approach Procedures with Radar Control

2.1 All procedures are designed to maximize departure and arrival capacity in Bangkok Terminal Control Area and minimize noise disturbance in areas overflown.

2.2 The final approach may be carried out by means of ILS or other available instrument approach systems 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 the validity of the separation provided and the achievement of optimum runway capacity that runway occupancy time is kept to a minimum consistent with the prevailing conditions.

2.4 The horizontal radar separation minimum shall be 5 NM except within Bangkok TMA, Bangkok CTR and Don Mueang ATZ, a reduced separation of 3 NM may be applied.

2.5 Missed approach procedures

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 VTBD AD 2.24).

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

Aircraft departing from or arriving at Don Mueang International Airport will normally be assigned the RNAV SIDs/STARs detailed in VTBD AD 2.24.

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

4. Speed Control and Altitude Restrictions Promulgation in Bangkok TMA

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

4.1 Speed control

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

4.1.2 All departing and arriving aircraft are to apply speed of not more than IAS 250 kt when flying at or below altitude of 10 000 ft.

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

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

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

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

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

4.2 Altitude restrictions

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

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

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

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

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

5. TCAS RA Warning

Avoidance of unnecessary TCAS RA warning, aircraft shall strictly use rate of climb or rate of descent at 1 500 fpm or less within 2 000ft to the assigned altitude or flight level, then use rate of climb or rate of descend at 1 000 fpm or less within 1 000 ft to the assigned altitude or flight level when flight crew is made aware of another aircraft at or approaching an adjacent altitude or flight level, unless otherwise instructed by ATC.

6. Operational for Safety and More Effective Air Traffic Management in Bangkok TMA

6.1 If practicable, aircraft operating within Bangkok TMA should operate SSR Mode S transponders. The data entered in the Mode S Aircraft Identification must match the three letter ICAO designator for the aircraft operating agency and the flight number to ensure the correlated flight identity.

6.2 All departing aircraft are strictly required to contact Don Mueang Approach after airborne unless otherwise instructed by ATC.

7. Delay during Severe Weather

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

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

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

8. VFR Flight in Bangkok Control Zone

8.1 By Day (Sunrise/Sunset)

– Unless authorized, VFR flight will not be permitted to land / take-off at Don Mueang International Airport when weather conditions as reported to Don Mueang APP/TWR by an authorized ground observer are LESS than:

Ground Visibility	5 km; or
Ceiling	450 m (1500 ft)

Authorization may be granted by ATC for special VFR flight, (see 8.4) to land / take-off at Don Mueang International Airport under conditions LESS than (8.1) above but NOT LESS than

Ground Visibility	1500 m

8.2 By Night (Sunset/Sunrise)

– Authorization may be granted by ATC for VFR flight to land / take-off at Don Mueang International Airport under conditions reported to be AT or BETTER than (8.1) above; such flight will be treated as special VFR flight (see 8.4) for ATC purposes.

8.3 At All Times

– VFR flight within Bangkok CTR shall be conducted so that the aircraft maintain flight visibility and distance from cloud EQUAL TO or GREATER THAN those specified in ICAO Annex 2, Table 3-1.

Flight Visibility	5 km below 3050 m (10 000 ft) AMSL and 8 km at and above 3050 m (10 000 ft) AMSL
Distance from cloud	1500 m horizontally and 300 m (1000 ft) vertically

8.4 Special VFR Flight

8.4.1 Special VFR flight may be permitted when the ground visibility is not less than 1500 m, provided that the aircraft is equipped with functioning radio and the pilot has agreed to guard on the appropriate ATC communications frequency. ATC shall provide IFR separation between all special VFR flights and between such flights and IFR flights.

8.4.2 A pilot wishing to conduct special VFR flight is to call Don Mueang Delivery on frequency 127.7 MHz for special VFR clearance.

8.5 VFR Entry and Exit Procedures within Bangkok Control Zone

8.5.1 General

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

8.5.2 VFR entry and exit procedures for light aircraft

h) The procedures for light aircraft are designed for aircraft with speed less than 130 knots.

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

j) Table of reporting points for light aircraft

Reporting Points	Landmark	Radial/DME from BKK VOR	Coordinates	
			Latitude	Longitude
AYUTTHAYA	Preedee-Thamrong Bridge Crossing Pasak River	R-359 / 27.5D	14° 21' 08.00" N	100° 34' 53.00" E
BANG BUA THONG	Bang Bua Thong Inter-change	R-286 / 10.8D	13° 56' 30.00" N	100° 25' 07.00" E
BANG KHU WAT	Flora Ville Golf Course	R-313 / 7.3D	13° 58' 37.00" N	100° 30' 10.00" E
BANG LEN	Scan Inter Solar Power Plant, Bang Phasi, Bang len	R-293 / 20.3D	14° 01' 42.00" N	100° 16' 24.00" E
BANG LUK SUA	Pradhana Vanalai Studio	R-070 / 28.3D	14° 03' 26.00" N	101° 03' 05.00" E
BANG NAM PRIAO	Bang Nam Priao Intersec-tion	R-095 / 26.6D	13° 51' 05.00" N	101° 02' 58.00" E
BANG PAKONG	Devahastin Bridge, Bang-na-Chonburi Expressway Crossing Bang Pakong River	R-136 / 33.9D	13° 29' 13.20" N	101° 00' 07.80" E
BUENG BA	Outdoor Stadium Between Wat Bueng Ba Prapasawat and Nongsua Wittayakom School	R-042 / 19.3D	14° 07' 51.00" N	100° 49' 05.00" E
DON FAEK	Motorway Bang Yai-Kanchanaburi Bridge Crossing Tha Chin River 4	R-263 / 21.7D	13° 51' 04.00" N	100° 13' 28.00" E
EKACHAI	Ekachai Golf and Country Club	R-223 / 21.7D	13° 37' 37.00" N	100° 20' 38.00" E
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00" N	100° 52' 40.00" E
KOH KRET	Wat Poramai Yikawas, Koh Kret	R-280 / 6.5D	13° 54' 41.00" N	100° 29' 03.00" E
KOH LAN	Koh Lan	R-170 / 59.5D	12° 54' 53.00" N	100° 46' 49.00" E
KOH SICHANG	Koh Sichang	R-165 / 47.4D	13° 07' 45.00" N	100° 48' 40.00" E
LAM LUK KA	Bangkok Eastern Outer Ring Rd. Crossing Lamluk-ka Rd.	R-075 / 7.5D	13° 56' 02.00" N	100° 42' 31.00" E
LAT BUA LUANG	Singha Beverage Co., Ltd. Ladbualuang	R-312 / 24.5D	14° 10' 08.00" N	100° 16' 48.00" E
LAT LUM KAEO	Bangkok Western Outer Ring Rd. Crossing Pathumthani-Latlumkaeo Rd.	R-319 / 12.3D	14° 02' 58.18" N	100° 27' 35.85" E
MUEANG THONG	Impact Arena Building	R-290 / 3.0D	13° 54' 35.00" N	100° 32' 35.00" E
PATHUMTHANI	Pathumthani Bridge (Crossing Chaopraya Riv-er)	R-338 / 8.6D	14° 01' 33.00" N	100° 32' 25.00" E
PRATUNAM PHRA IN	Bang Pa-in Interchange, Bangkok Western Outer Ring Rd. Crossing Phahol-yothin Rd.	R-005 / 16.8D	14° 12' 05.00" N	100° 38' 33.00" E
SANAP THUEP	PTT Innovation Institute Sanaptueb, Wang Noi	R-028 / 27.0D	14° 17' 18.00" N	100° 48' 35.00" E

Reporting Points	Landmark	Radial/DME from BKK VOR	Coordinates	
			Latitude	Longitude
SAMUT SAKHON	Thachalom Roundabout	R-222 / 28.4D	13° 32' 17.00" N	100° 16' 20.00" E
3 NM EAST	Sukhaphiban 5, Chalong Rat Expressway Toll Plaza	R-095 / 3.1D	13° 53' 09.00" N	100° 38' 58.00" E
3 NM WEST	Armed Forces Develop-mentCommand (Dome shape) Si kan	R-333 / 3.8D	13° 56' 17.00" N	100° 34' 13.00" E
5 NM WEST	Riverdale Golf Club, Bang-kradee, Pathumthani	R-325 / 5.9D	13° 58' 51.00" N	100° 32' 24.00" E
10 NM WEST	Kanchanapisek Rd. Cross-ing Pra-u-dom canal	R-300 / 10.5D	13° 58' 43.00" N	100° 26' 18.00" E

k) VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFT CHART BANGKOK/DON MUEANG INTL (VTBD) RWY 21L/21R

I) Departure Procedures

NORTHBOUND

– MUEANG THONG [ALT1000] - KOH KRET [ALT1000] - BANG KHU WAT [ALT1000] - AYUTTHAYA [ALT2500]
– 3 NM EAST [ALT1000] - LAM LUK KA [ALT1000] - BANG NAM PRIAO [ALT2500] - BANG LUK SUA [ALT2500] - HIN KONG [ALT3500] - AYUTTHAYA [ALT2500]

WESTBOUND

– MUEANG THONG [ALT1000] - KOH KRET [ALT1000] - BANG BUA THONG [ALT1000] - BANG LEN [ALT2500] - LAT BUA LUANG [ALT2500] or DON FAEK [ALT2500]

SOUTHBOUND

– MUEANG THONG [ALT1000] - KOH KRET [ALT1000] - BANG BUA THONG [ALT1000] - EKACHAI [ALT2500]- SAMUT SAKHON [ALT2500]

SOUTHEASTBOUND

– MUEANG THONG [ALT1000] - KOH KRET [ALT1000] - BANG BUA THONG [ALT1000] - EKACHAI [ALT2500]- SAMUT SAKHON [ALT2500] - KOH LAN [ALT2500] or KOH SICHANG [ALT3500]
– 3 NM EAST [ALT1000] - LAM LUK KA [ALT1000] - BANG NAM PRIAO [ALT2500] - BANG PAKONG [ALT2500] - KOH SICHANG [ALT3500]

EASTBOUND

– 3 NM EAST [ALT1000] - LAM LUK KA [ALT1000] - BANG NAM PRIAO [ALT2500]

- Turn left on taxiway D and turn right to park on taxiway B north or
- Turn left on taxiway E or taxiway D to taxiway D to taxiway C then taxi to south and
- Turn right on taxiway S to aircraft stand number 80 or
- Turn left on taxiway S to runway and taxi to taxiway C south to aircraft stand number 90

A380 AND B747-8 DEPARTURE FLIGHT ON 21R RUNWAY

AIRCRAFT STAND NO 80:

- The aircraft shall be pushed back onto taxilane B (to face either north or south) and tow forward till the aircraft is on taxiway S.
- Turn left to taxiway C and taxing toward north after that turn right onto taxiway D and prepare to take-off on runway.

AIRCRAFT STAND NO 90:

- The aircraft shall be pushed back onto taxilane B (to face south only) and tow the aircraft on to taxilane B to stop beside aircraft stand number 108 and release the tow bar.
- The aircraft shall be taxied on taxiway C south and turn left to runway.
- The aircraft shall be taxied on runway forward north.
- Turn left on taxiway E and turn right on taxiway C after that turn on taxiway D to the runway.

B NORTH

- The aircraft shall be taxied to runway 21R.

A380 AND B747-8 DEPARTURE FLIGHT ON 03L RUNWAY

AIRCRAFT STAND NO 80:

- The aircraft shall be pushed back onto taxilane B (to face either north or south) and tow forward till the aircraft is on taxiway S.
- Turn left to runway (distance for take-off ~2,900 m.)

AIRCRAFT STAND NO 90:

- The aircraft shall be pushed back onto taxilane B (to face south only) and tow the aircraft on to taxiway C south on runway holding position.
- Turn left on runway 03L.

B NORTH

- The aircraft shall be taxied to runway 21R.
- Turn right on taxiway E and turn left on taxiway C, taxing toward south.
- Turn left on taxiway S to runway 21R (distance for take-off ~2,900 m) (In case of low visibility, not allow to use runway 03L)

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

CAAT has granted exemption for non-compliant width of runway strip against provisions in the requirement of The Civil Aviation Authority of Thailand No.37 Aerodrome Standards Article 145, 149 and 151 for the period up to 3.7.2027

VTBD AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

13 54 52 N
100 36 20 E

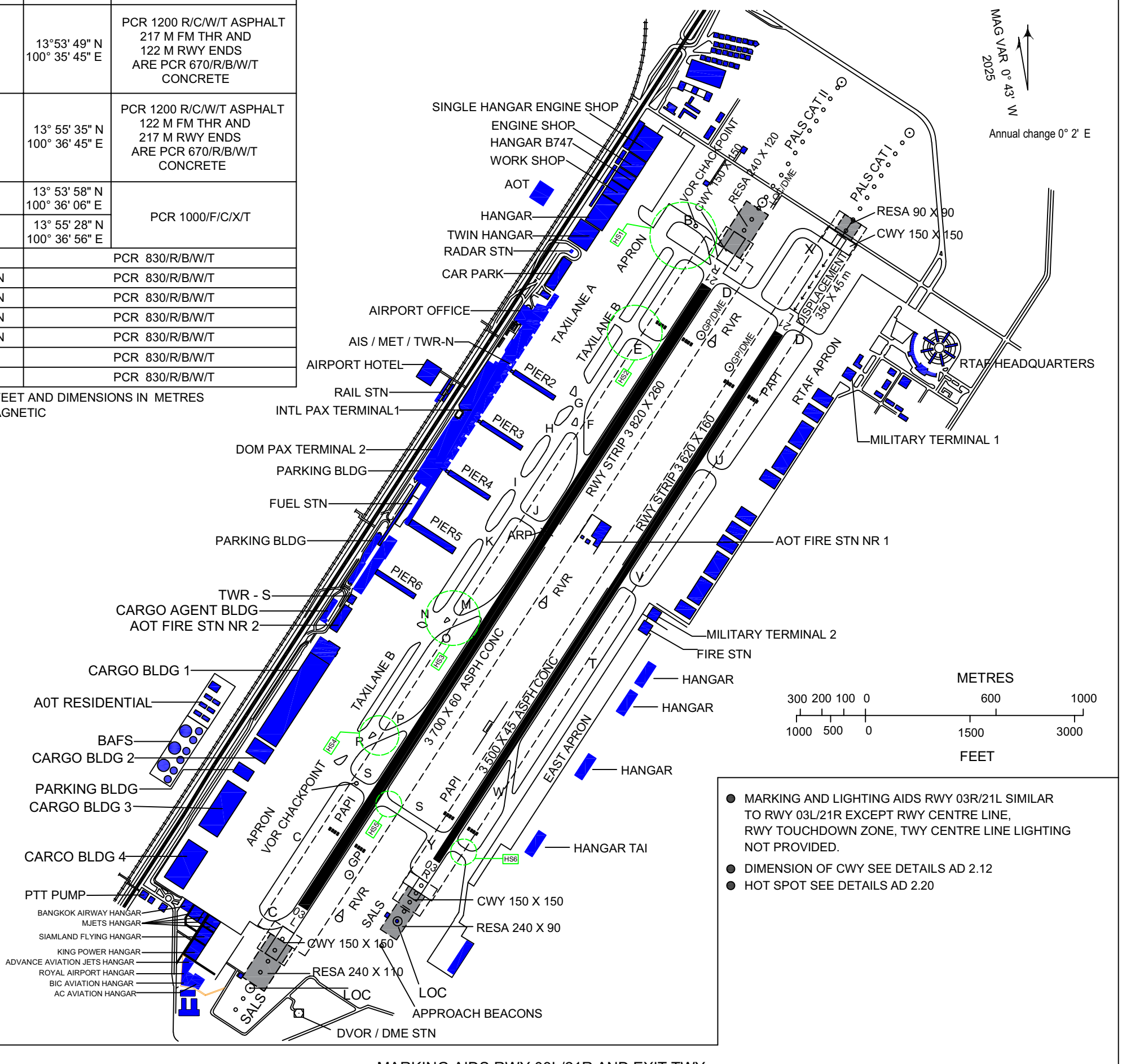
ELEV 9 FT

TWR 118.1
GND 121.9
122.5

BANGKOK / DON MUEANG INTL.

RWY	DIRECTION	THR	BEARING STRENGTH
03L	30°	13°53' 49" N 100° 35' 45" E	PCR 1200 R/C/W/T ASPHALT 217 M FM THR AND 122 M RWY ENDS ARE PCR 670/R/B/W/T CONCRETE
21R	210°	13° 55' 35" N 100° 36' 45" E	PCR 1200 R/C/W/T ASPHALT 122 M FM THR AND 217 M RWY ENDS ARE PCR 670/R/B/W/T CONCRETE
03R	29°	13° 53' 58" N 100° 36' 06" E	PCR 1000/F/C/X/T
21L	209°	13° 55' 28" N 100° 36' 56" E	
NORTH APRON			PCR 830/R/B/W/T
PIER 2-3 APRON			PCR 830/R/B/W/T
PIER 3-4 APRON			PCR 830/R/B/W/T
PIER 4-5 APRON			PCR 830/R/B/W/T
PIER 5-6 APRON			PCR 830/R/B/W/T
PIER 6 APRON			PCR 830/R/B/W/T
SOUTH APRON			PCR 830/R/B/W/T

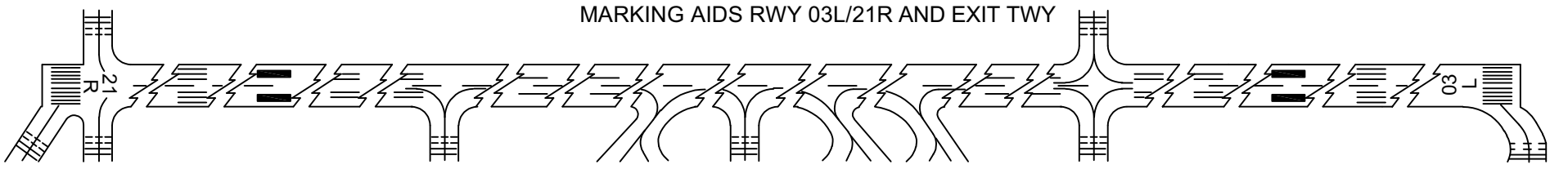
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



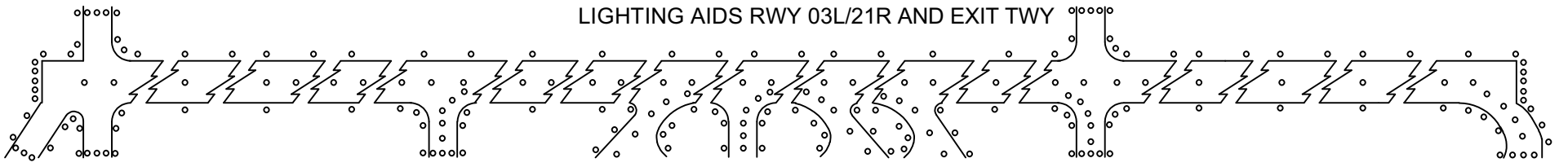
- MARKING AND LIGHTING AIDS RWY 03R/21L SIMILAR TO RWY 03L/21R EXCEPT RWY CENTRE LINE, RWY TOUCHDOWN ZONE, TWY CENTRE LINE LIGHTING NOT PROVIDED.
- DIMENSION OF CWY SEE DETAILS AD 2.12
- HOT SPOT SEE DETAILS AD 2.20

CHANGE : CNL SWY, REVISE RESA 21L, 21R-03L, RWY STRIP AND REMARK

MARKING AIDS RWY 03L/21R AND EXIT TWY



LIGHTING AIDS RWY 03L/21R AND EXIT TWY



0 100 200 300 400 500 600 METRES
0 500 1000 2000 FEET

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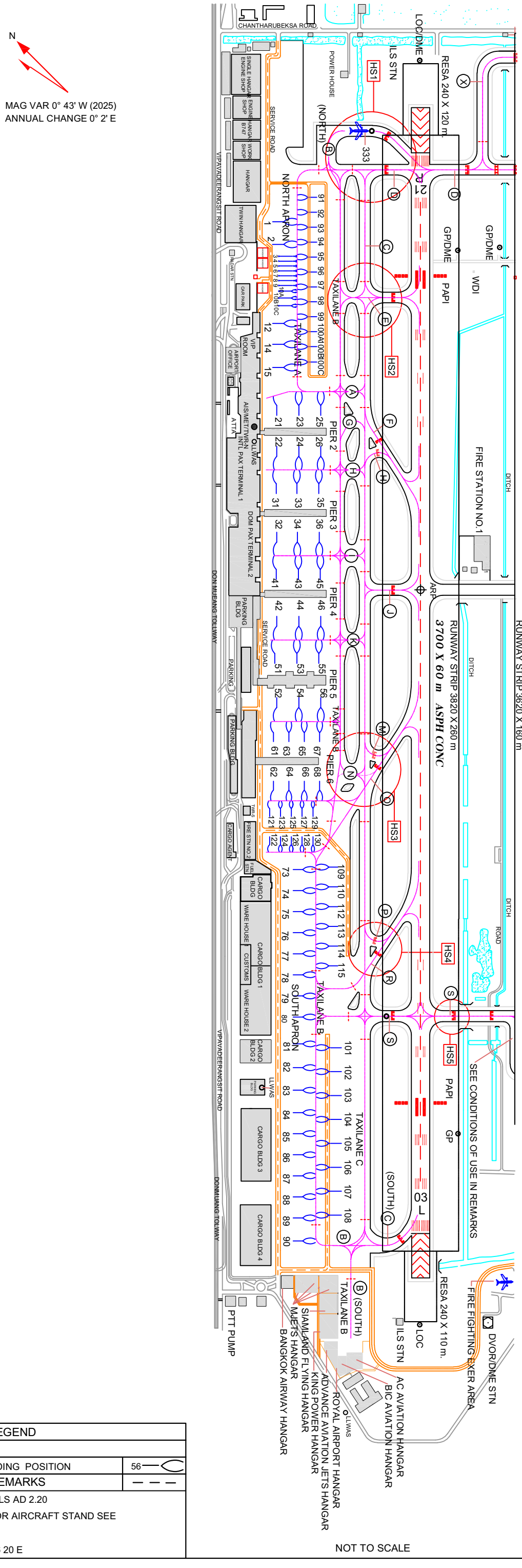
AIRCRAFT PARKING
DOCKING CHART - ICAO

APRON ELEV
10 ft

TWR 118.1

GND 121.9
122.5

BANGKOK / DON MUEANG INTL.



LEGEND	
• AIRCRAFT STAND	
• INTERMEDIATE HOLDING POSITION	56
REMARKS	
• HOT SPOT SEE DETAILS AD 2.20	
• INS COORDINATES FOR AIRCRAFT STAND SEE VERSO PAGE	
• ARP 13 54 52 N 100 36 20 E	

NOT TO SCALE

AIRCRAFT PARKING/ DOCKING CHART - ICAO

BANGKOK/Don Mueang Intl

INS COORDINATES AND ACCOMMODATION FOR AIRCRAFT STAND

LOCATION	STAND NR	COORDINATES		ACFT UP TO
NORTH APRON	1	13 55 36.05N	100 36 25.74E	E (B744)
	2	13 55 34.00N	100 36 24.59E	E (B744)
	3	13 55 32.15N	100 36 24.73E	CODE A
	4	13 55 31.64N	100 36 24.45E	CODE A
	5	13 55 31.12N	100 36 24.16E	CODE A
	6	13 55 30.61N	100 36 23.87E	CODE A
	7	13 55 30.10N	100 36 23.58E	CODE A
	8	13 55 29.58N	100 36 23.29E	CODE A
	9	13 55 29.07N	100 36 23.00E	CODE A
	10A	13 55 28.44N	100 36 22.65E	CODE B
	10B	13 55 27.66N	100 36 22.21E	CODE B
	10C	13 55 26.89N	100 36 21.78E	CODE B
	91	13 55 35.74N	100 36 33.31E	D (B762)
	92	13 55 34.16N	100 36 32.42E	D (B762)
	93	13 55 32.58N	100 36 31.54E	D (B762)
	94	13 55 30.99N	100 36 30.65E	D (B762)
	95	13 55 29.41N	100 36 29.76E	D (B762)
	96	13 55 27.82N	100 36 28.87E	D (B762)
	97	13 55 26.33N	100 36 27.93E	CODE C
	98	13 55 24.83N	100 36 27.09E	CODE C
	99	13 55 23.33N	100 36 26.25E	CODE C
	100A	13 55 21.83N	100 36 25.41E	CODE C
	100B	13 55 20.33N	100 36 24.57E	CODE C
	100C	13 55 18.84N	100 36 23.73E	CODE C
NORTH CORRIDOR	12	13 55 25.84N	100 36 19.81E	E (B744)
	14	13 55 23.78N	100 36 18.65E	E (B744)
	15	13 55 21.72N	100 36 17.49E	E (B744)
PIER 2	21	13 55 16.18N	100 36 15.70E	E (B772)
	22	13 55 14.11N	100 36 14.53E	E (B744)
	23	13 55 15.02N	100 36 17.81E	E (B772)
	24	13 55 12.96N	100 36 16.66E	E (B744)
	25	13 55 13.86N	100 36 19.91E	E (B772)
	26	13 55 11.82N	100 36 18.78E	E (B744)
PIER 3	31	13 55 08.19N	100 36 11.22E	E (B772)
	32	13 55 06.09N	100 36 10.03E	E (B744)
	33	13 55 07.06N	100 36 13.34E	E (B772)
	34	13 55 04.95N	100 36 12.16E	E (B744)
	35	13 55 05.92N	100 36 15.46E	E (B772)
	36	13 55 03.81N	100 36 14.28E	E (B744)
PIER 4	41	13 55 00.17N	100 36 06.80E	E (B772)
	42	13 54 58.15N	100 36 05.54E	E (B744)
	43	13 54 59.04N	100 36 08.92E	E (B772)
	44	13 54 57.01N	100 36 07.67E	E (B744)
	45	13 54 57.89N	100 36 11.02E	E (B772)
	46	13 54 55.88N	100 36 09.78E	E (B744)
PIER 5	51	13 54 51.67N	100 36 02.03E	E (B744)
	52	13 54 50.17N	100 36 01.19E	E (B744)
	53	13 54 50.53N	100 36 04.14E	E (B744)
	54	13 54 49.03N	100 36 03.30E	E (B744)
	55	13 54 49.44N	100 36 06.28E	E (B744)
	56	13 54 47.87N	100 36 05.40E	E (B744)
PIER 6	61	13 54 44.04N	100 35 57.18E	C (B739)
	62	13 54 41.88N	100 35 55.74E	C (B739)
	63	13 54 43.22N	100 35 58.71E	C (B739)
	64	13 54 41.05N	100 35 57.28E	C (B739)
	65	13 54 42.40N	100 36 00.25E	C (B739)
	66	13 54 40.23N	100 35 58.81E	C (B734)
	67	13 54 42.04N	100 36 01.74E	C (B734)
	68	13 54 39.39N	100 36 00.37E	E (B744)
SOUTH APRON	73	13 54 31.67N	100 35 51.77E	E (B744)
	74	13 54 29.61N	100 35 50.61E	E (B744)
	75	13 54 27.54N	100 35 49.45E	E (B744)
	76	13 54 25.47N	100 35 48.29E	E (B744)
	77	13 54 23.40N	100 35 47.13E	E (B744)
	78	13 54 21.33N	100 35 45.97E	E (B744)
	79	13 54 19.26N	100 35 44.81E	E (B744)
	80	13 54 17.19N	100 35 43.64E	E (B744)
	81	13 54 14.68N	100 35 42.23E	E (B744)
	82	13 54 12.62N	100 35 41.08E	E (B744)
	83	13 54 10.54N	100 35 39.92E	E (B744)
	84	13 54 08.47N	100 35 38.76E	E (B744)
	85	13 54 06.40N	100 35 37.60E	E (B744)
	86	13 54 04.33N	100 35 36.44E	E (B744)
	87	13 54 02.26N	100 35 35.28E	E (B744)
	88	13 54 00.20N	100 35 34.12E	E (B744)
	89	13 53 58.12N	100 35 32.96E	E (B744)
	90	13 53 56.05N	100 35 31.79E	E (B744)
	101	13 54 11.26N	100 35 48.83E	E (B744)
	102	13 54 08.97N	100 35 47.50E	E (B744)
	103	13 54 06.66N	100 35 46.20E	E (B744)
	104	13 54 04.34N	100 35 44.90E	E (B744)
	105	13 54 02.03N	100 35 43.61E	E (B744)
	106	13 53 59.72N	100 35 42.31E	E (B744)
	107	13 53 57.29N	100 35 41.22E	E (B744)
	108	13 53 55.07N	100 35 39.76E	E (B744)
	109	13 54 28.72N	100 35 58.44E	E (B772)
	110	13 54 26.77N	100 35 57.34E	E (B772)
	112	13 54 24.61N	100 35 56.13E	E (B772)
	113	13 54 22.47N	100 35 54.93E	E (B772)
	114	13 54 20.45N	100 35 53.80E	E (B772)
	115	13 54 18.41N	100 35 52.65E	D (B767)
SOUTH APRON	121	13 54 37.04N	100 35 52.59E	C (B734)
	122	13 54 36.26N	100 35 52.15E	C (B734)
	123	13 54 36.47N	100 35 53.66E	C (B734)
	124	13 54 35.69N	100 35 53.22E	C (B734)
	125	13 54 35.90N	100 35 54.73E	C (B734)
	126	13 54 35.12N	100 35 54.29E	C (B734)
	127	13 54 35.40N	100 35 55.83E	C (B734)
	128	13 54 34.62N	100 35 55.39E	C (B734)
	129	13 54 34.83N	100 35 56.90E	C (B734)
	130	13 54 33.98N	100 35 56.42E	C (B734)

CHANGE: . TEMPLATE. COORDINATES STAND NR 101, 107, 108 AND 121

CHANGE : CNL SWY; REVISE RESA 21L, 21R-03L. RWY STRIP AND REMARK

LEGEND
AERODROME REFERENCE POINT (13 54 52 N 100 36 20 E)
BUILDING OR LARGE STRUCTURE
TAXI ROUTES
AIRCRAFT STAND AND IDENTIFICATION
RUNWAY-HOLDING POSITION
ILS CAT II HOLDING POSITION
INTERMEDIATE HOLDING POSITION
TAXIWAY IDENTIFICATION
SWAMP, DITCH OR CHANNCEL
VOR CHECK POINT
HOT SPOT

REMARKS

APRON CONDITIONS OF USE:
* ALL AIRCRAFT STAND IS NOSE-IN PARKING
* TAXILANE B EXTENSION FM TAXILANE A TO TWY D

TWY PHYSICAL CHARACTERISTICS:
WIDTH 23 m. PCR 800/R/B/W/T-CONC
* TWY B (NORTH) AND TWY C (SOUTH) WIDTH 23 m.
* TWY D FM RWY 21L TO RTAF APRON WIDTH 23 m.

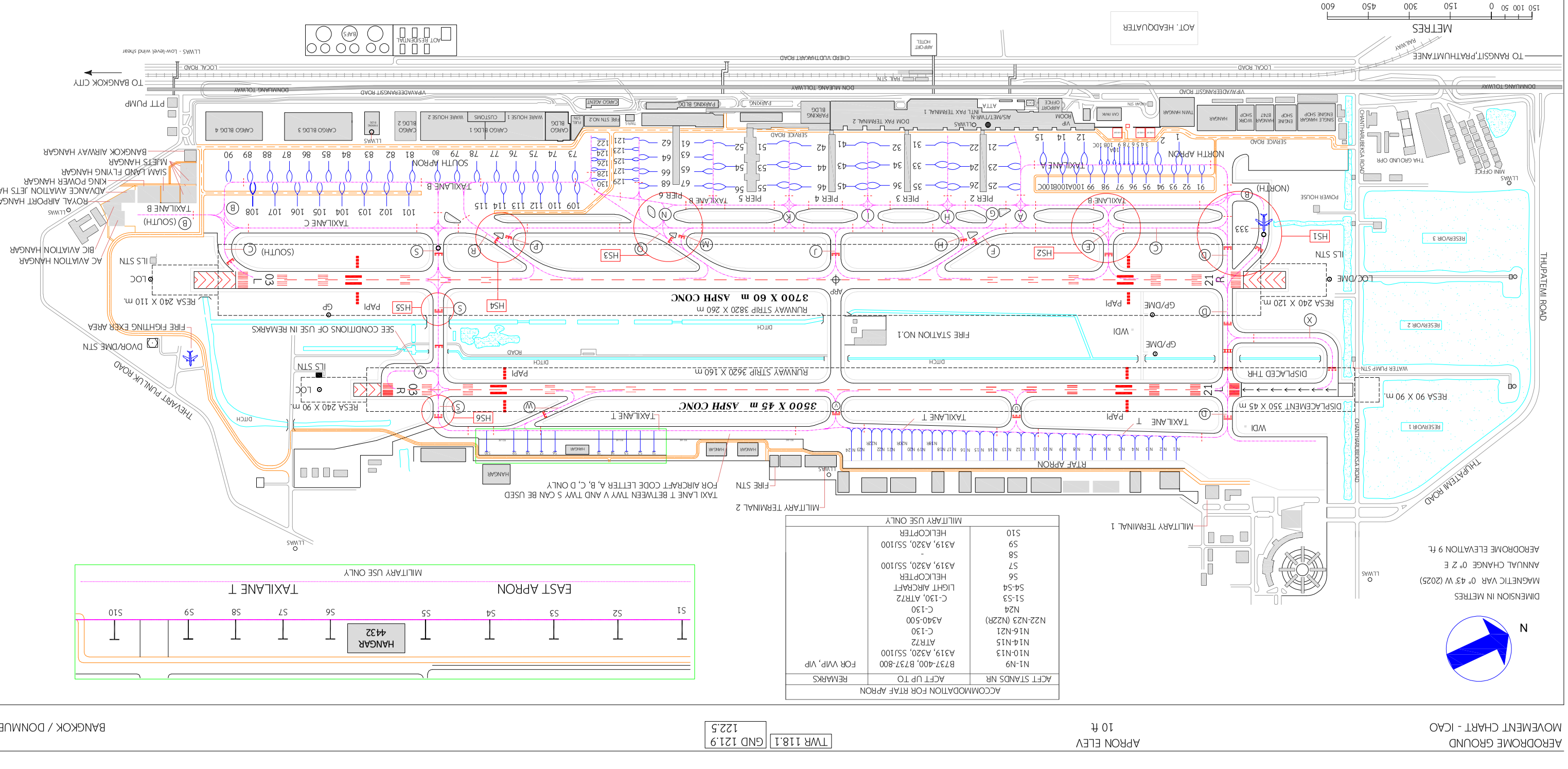
TWY CONDITIONS OF USE:
* TWY J CAN BE USED FOR AIRCRAFT UP TO CODE C
* TAXILANE T BETWEEN TWY V AND TWY S CAN BE USED FOR AIRCRAFT CODE LETTER A, B, C, D ONLY
* TWY Y - WHEN RWY 03R/21L IS IN USE BY ARRIVING AND DEPARTING AIRCRAFT, TWY Y IS NOT ALLOWED TO BE USED BY OTHER AIRCRAFT. ON THE CONTRARY IF TWY Y IS IN USE BY ANY AIRCRAFT, RWY 03R/21L WILL NOT BE ALLOWED TO BE USED BY OTHER AIRCRAFT.
RTAF – ROYAL THAI AIR FORCE

TAXIWAYS : STRENGTH, SURFACE AND WIDTH

ID	PCR-SFC	WIDTH (m.)	ID	PCR-SFC	WIDTH (m.)
A	800/R/B/W/T-CONC	TAXILANE	N	800/R/B/W/T-CONC	32
B	800/R/B/W/T-CONC	TAXILANE	O	800/R/B/W/T-CONC	30
C	800/R/B/W/T-CONC	28	P	800/R/B/W/T-CONC	30
D	800/R/B/W/T-CONC	30	R	800/R/B/W/T-CONC	30
E	680/R/B/W/T-CONC	25	S	750/R/B/W/T-CONC	23
F	800/R/B/W/T-CONC	30	T	750/R/B/W/T-CONC	TAXILANE
G	760/R/B/W/T-CONC	32	U	750/R/B/W/T-CONC	23
H	800/R/B/W/T-CONC	40	V	750/R/B/W/T-CONC	23
I	800/R/B/W/T-CONC	50	W	750/R/B/W/T-CONC	36
J	800/R/B/W/T-CONC	25	X	750/R/B/W/T-CONC	30
K	800/R/B/W/T-CONC	50	Y	1000/F/C/X/T-ASPH	30
M	800/R/B/W/T-CONC	30			

HOT SPOTS

HS1	Aircraft taxiing to runway 21R on Taxilane B or Taxiway C which are instructed to turn right onto Taxiway D and to hold short of runway 21R. Use caution when making the right turn onto Taxiway D and watch for the holding line surface painted and hold short on Taxiway D and do not cross the holding line surface painted for runway 21R without ATC authorization (including taxiway B North).	HS4	Due to several intersections around this area which connect to rapid exit taxiways, aircraft taxiing from Taxilane B and Taxiway R to join Taxiway C can do mistake enter runway 21R-03L while on Taxiway R. Use caution when taxiing on Taxiway R and approaching the intersection of Taxiway C and do not cross the hold making for runway 21R-03L without ATC authorization.
HS2	Aircraft taxiing to runway 21R on Taxiway C which are instructed to turn right onto Taxiway E and to hold short of runway 21R. Use caution when making the right turn onto Taxiway E and watch for the holding line surface painted and hold short of runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization.	HS5	After vacated runway 21L bp right turn join Taxiway S. Use caution when taxiing on Taxiway S and watch for the holding line surface painted and hold short of Runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization.
HS3	Due to several intersections around this area which connect to rapid exit taxiways, aircraft taxiing from Taxiway B and Taxiway O to join Taxiway C can do mistake enter runway 21R-03L while on Taxiway O. Use caution when taxiing on Taxiway O and approaching the intersection of Taxiway C and do not cross the hold making for runway 21R-03L without ATC authorization.	HS6	Aircraft taxiing to runway 03R on Taxilane T which are instructed to turn right onto Taxiway S and to hold short of runway 03R. Use caution when making the right turn onto Taxiway S and watch for the holding line surface painted and hold short of runway 03R. Do not cross the holding line surface painted for runway 03R without ATC authorization.



ACCOMMODATION FOR RTAF APRON

ACFT STANDS NR	ACFT UP TO	REMARKS
N1-N9	B737-400, B737-800	FOR VVIP, VIP
N10-N13	A319, A320, SSJ100	
N14-N15	ATR72	
N16-N21	C-130	
N22-N23 (N22R)	A340-500	
N24	C-130	
S1-S3	C-130, ATR72	
S4-S4	LIGHT AIRCRAFT	
S6	HELICOPTER	
S7	A319, A320, SSJ100	
S8	-	
S9	A319, A320, SSJ100	
S10	HELICOPTER	

MILITARY USE ONLY

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 10 ft

TWR 118.1 | GND 121.9 122.5

BANGKOK / DONMUEANG INTL

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AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

Don Mueang International Airport

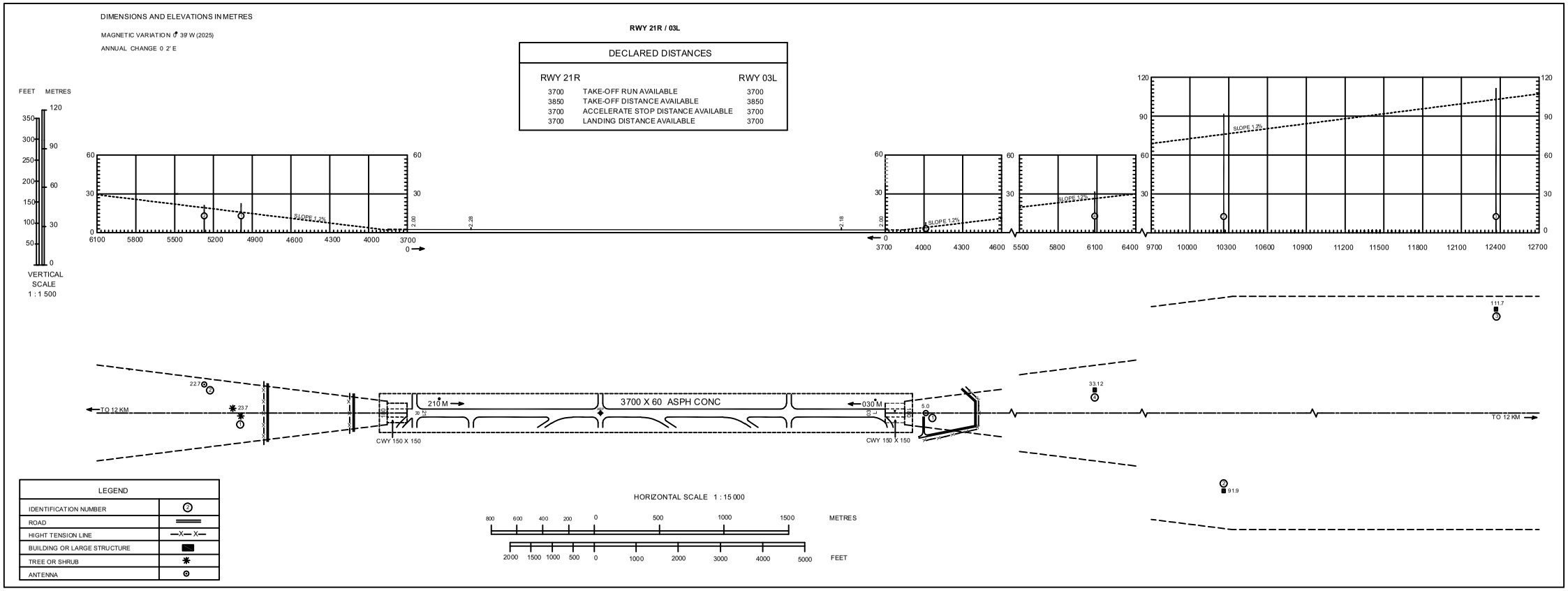
DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 0° 39' W (2025)

ANNUAL CHANGE 0 2' E

RWY 21R / 03L

DECLARED DISTANCES		
RWY 21R		RWY 03L
3700	TAKE-OFF RUN AVAILABLE	3700
3850	TAKE-OFF DISTANCE AVAILABLE	3850
3700	ACCELERATE STOP DISTANCE AVAILABLE	3700
3700	LANDING DISTANCE AVAILABLE	3700



LEGEND	
IDENTIFICATION NUMBER	②
ROAD	
HIGHT TENSION LINE	—X— X—
BUILDING OR LARGE STRUCTURE	
TREE OR SHRUB	
ANTENNA	

CHANGE: CNL SWY, REVISE DECLARED DISTANCES

INTENTIONALLY BLANK

AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

Don Mueang International Airport

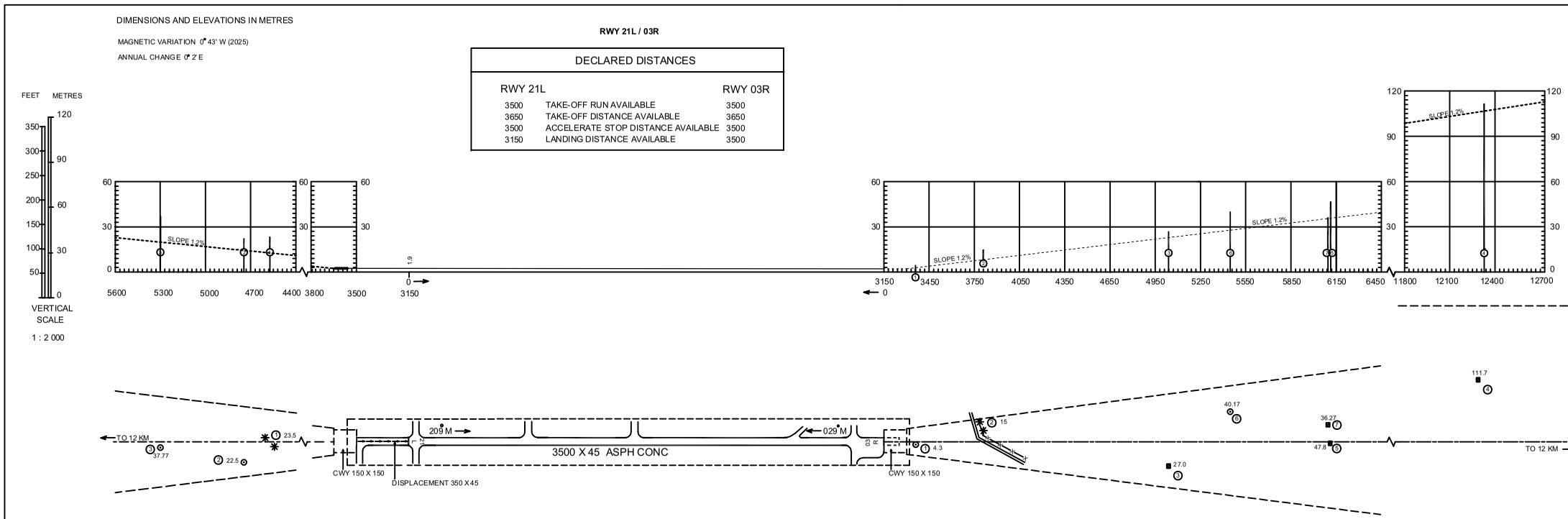
DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 0° 43' W (2025)

ANNUAL CHANGE 0° 2' E

RWY 21L / 03R

DECLARED DISTANCES		
RWY 21L		RWY 03R
3500	TAKE-OFF RUN AVAILABLE	3500
3650	TAKE-OFF DISTANCE AVAILABLE	3650
3500	ACCELERATE STOP DISTANCE AVAILABLE	3500
3150	LANDING DISTANCE AVAILABLE	3500



LEGEND	
IDENTIFICATION NUMBER	②
ROAD	═══
HIGHT TENSION LINE	—X— X—
BUILDING OR LARGE STRUCTURE	▬
TREE OR SHRUB	✱
ANTENNA	⊙

HORIZONTAL SCALE 1 : 20 000

800 600 400 200 0 500 1000 1500 METRES

2000 1500 1000 500 0 1000 2000 3000 4000 5000 FEET

CHANGE: CNL SWY, REVISE DECLARED DISTANCES

INTENTIONALLY BLANK

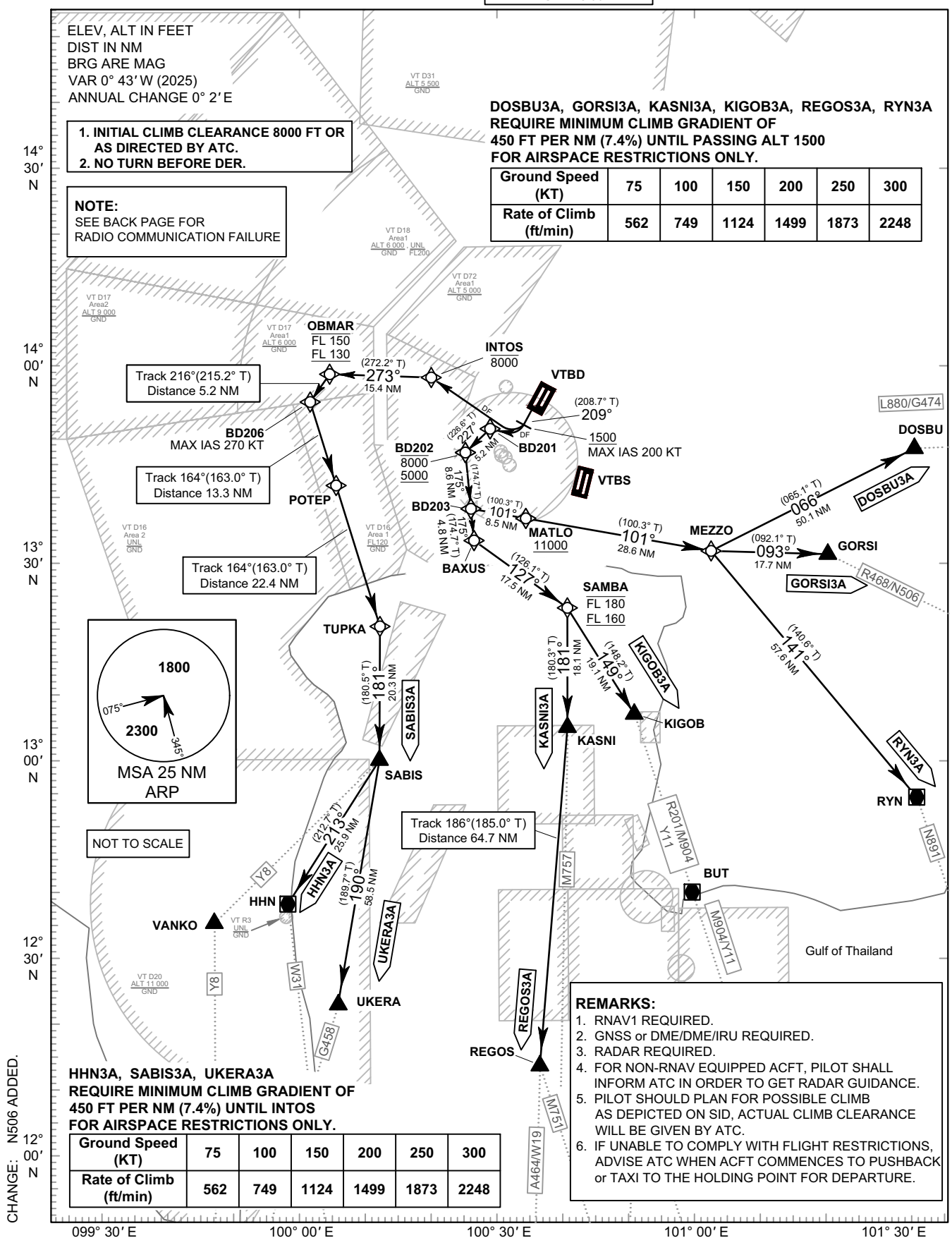
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21R

DOSBU3A GORSI3A HHN3A
KASNI3A KIGOB3A REGOS3A
RYN3A SABIS3A UKERA3A



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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21R**

DOSBU3A GORSI3A HHN3A
KASNI3A KIGOB3A REGOS3A
RYN3A SABIS3A UKERA3A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** 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 DEPARTING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF ***TWO MINUTES***, 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY21R	-	KIGOB	KEE - GOB
BAXUS	BACKS - SUS	MATLO	MAT - LOH
BD201	-	MEZZO	MES - SOH
BD202	-	OBMAR	OB - MAR
BD203	-	POTEP	POH - TEP
BD206	-	REGOS	REE - GOSS
DOSBU	DOS - BU	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SAMBA	SAM - BAH
INTOS	IN - TOSS	TUPKA	TUP - KAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH

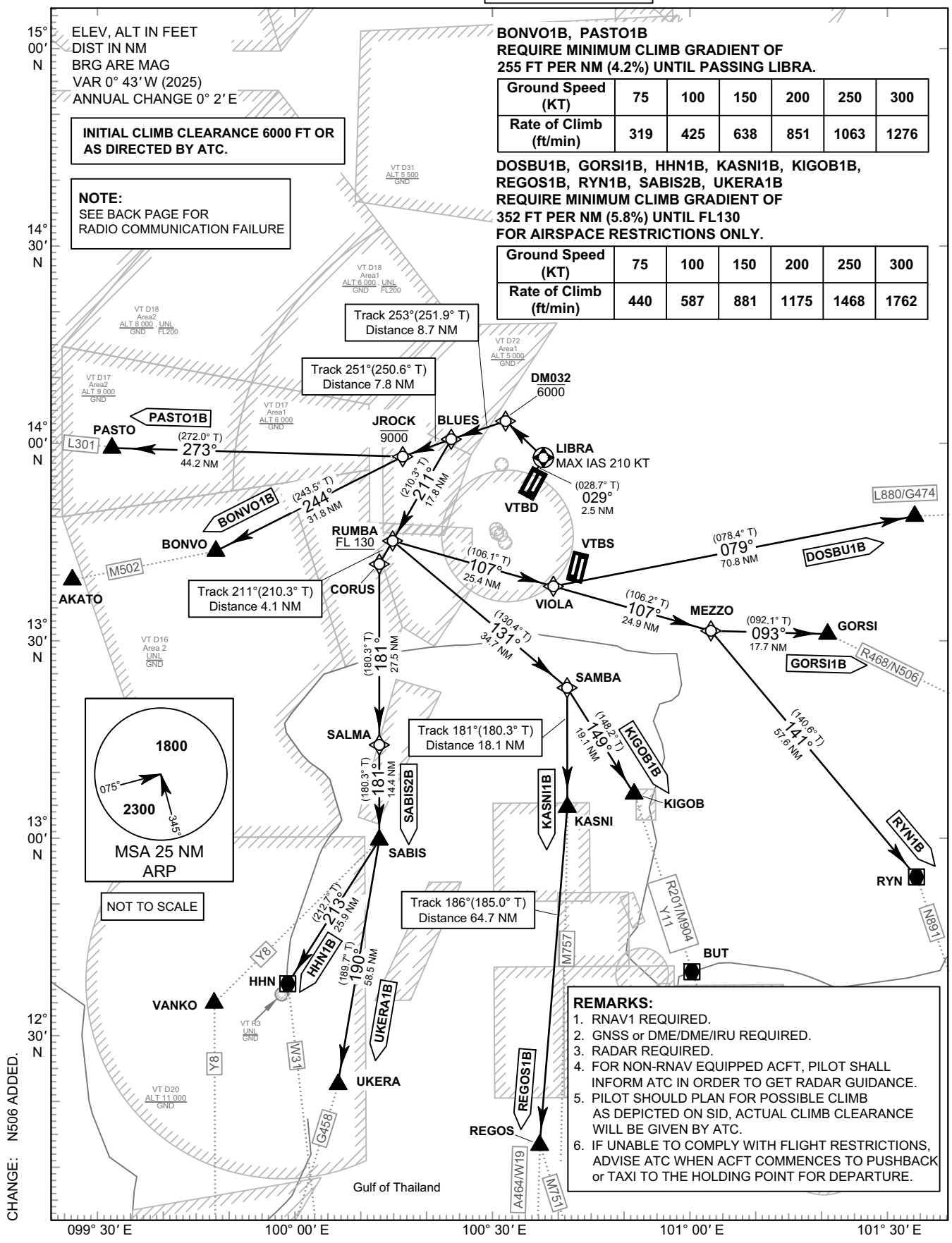
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03L

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B



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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03L**

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** 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 DEPARTING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF ***TWO MINUTES***, 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY03L	-	LIBRA	LAI - BRAH
BLUES	BLUES	MEZZO	MES - SOH
BONVO	BONG - VOH	PASTO	PAS - TOW
CORUS	KOR - RUSS	REGOS	REE - GOSS
DM032	-	RUMBA	ROOM - BAH
DOSBU	DOS - BU	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SALMA	SAL - MAH
JROCK	JAY - ROCK	SAMBA	SAM - BAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH
KIGOB	KEE - GOB	VIOLA	VEE - OH - LAH

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

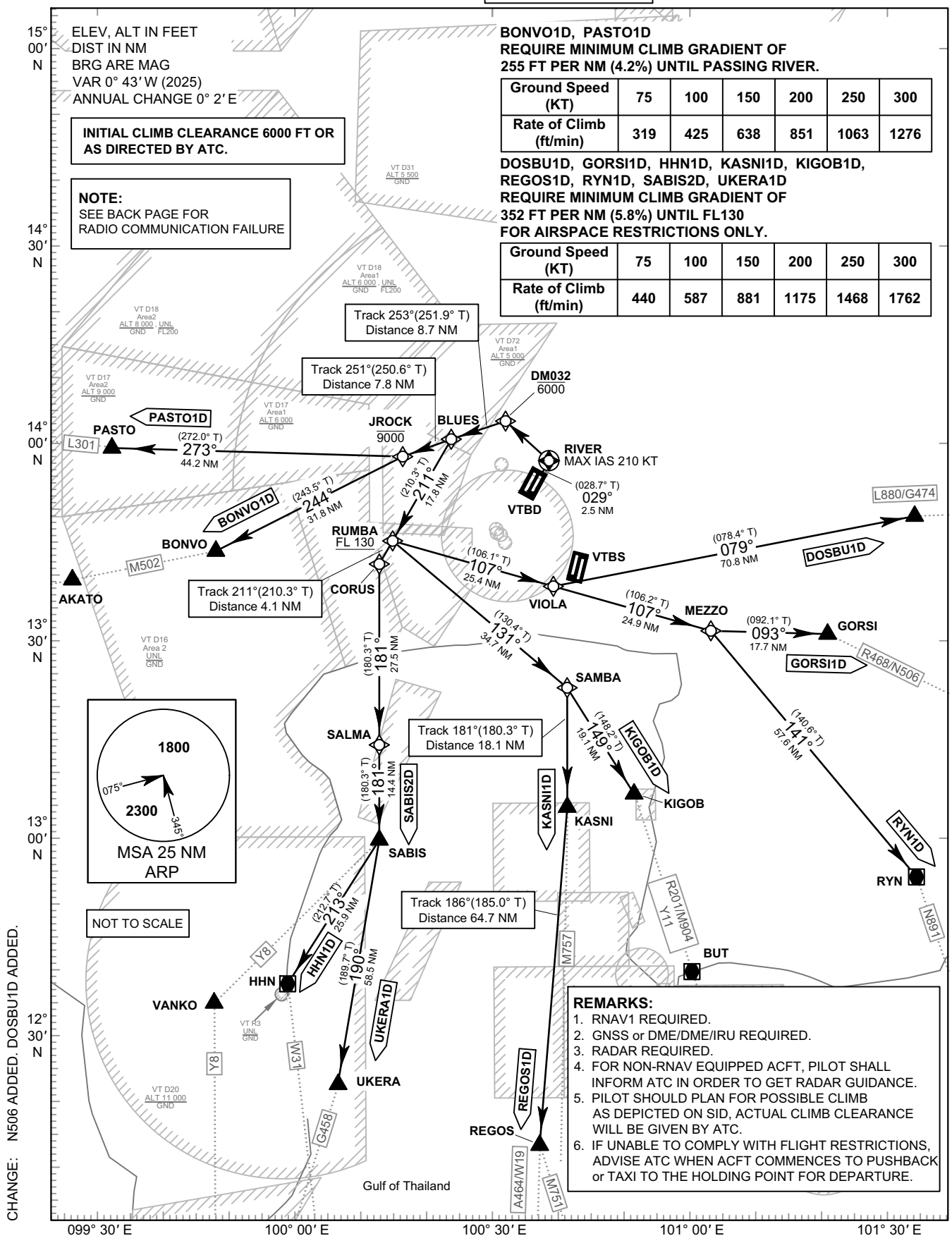
TRANSITION ALTITUDE
11000 FT

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

APP	: 119.1, 274.5
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03R

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D



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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03R**

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** 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 DEPARTING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF ***TWO MINUTES***, 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY03R	-	MEZZO	MES - SOH
BLUES	BLUES	PASTO	PAS - TOW
BONVO	BONG - VOH	REGOS	REE - GOSS
CORUS	KOR - RUSS	RIVER	REE - VER
DM032	-	RUMBA	ROOM - BAH
DOSBU	DOS - BU	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SALMA	SAL - MAH
JROCK	JAY - ROCK	SAMBA	SAM - BAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH
KIGOB	KEE - GOB	VIOLA	VEE - OH - LAH

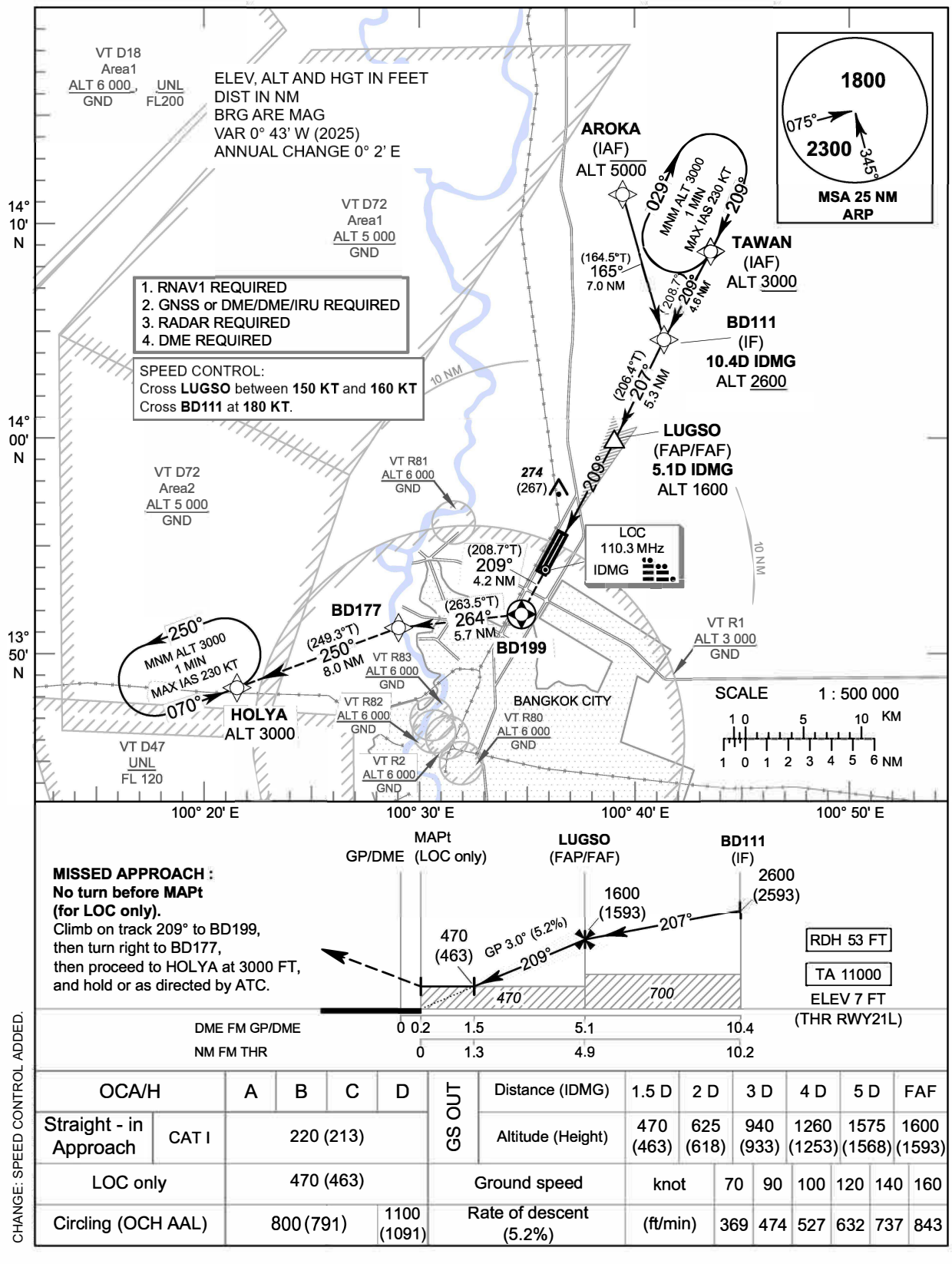
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21L - ELEV 7 FT

APP	: 119.1, 274.5
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21L



MISSED APPROACH :
No turn before MAPt
(for LOC only).
Climb on track 209° to BD199,
then turn right to BD177,
then proceed to HOLYA at 3000 FT,
and hold or as directed by ATC.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	220 (213)			
LOC only		470 (463)			
Circling (OCH AAL)		800 (791)			1100 (1091)

GS OUT							
Distance (IDMG)	1.5 D	2 D	3 D	4 D	5 D	FAF	
Altitude (Height)	470 (463)	625 (618)	940 (933)	1260 (1253)	1575 (1568)	1600 (1593)	
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

CHANGE: SPEED CONTROL ADDED.

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 9 FT** HEIGHTS RELATED TO THR RWY21L - ELEV 7 FT

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21L

CHANGE: TABULAR DESCRIPTION.

TABULAR DESCRIPTION

ILS or LOC z RWY21L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
010	IF	AROKA (IAF)	-	-	+ 0.7	-	-	- 5000	-	-	RNAV 1
020	TF	BD111 (IF)	-	165°(164.5°)	+ 0.7	7.0	-	+ 2600	-	-	RNAV 1
010	IF	TAWAN (IAF)	-	-	+ 0.7	-	-	+ 3000	-	-	RNAV 1
020	TF	BD111 (IF)	-	209°(208.7°)	+ 0.7	4.6	-	+ 2600	-	-	RNAV 1
010	IF	BD111 (IF)	-	-	+ 0.7	-	-	+ 2600	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	LUGSO (FAF)	-	207°(206.4°)	+ 0.7	5.3	R	@ 1600	-	-	ILS
030	TF	MAPt (LOC only) @ RW21L	Y	209°(208.7°)	+ 0.7	4.9	-	@ 60	-	-3.0/53	ILS
040	TF	BD199	Y	209°(208.7°)	+ 0.7	4.2	R	-	-	-	RNAV 1
050	TF	BD177	-	264°(263.5°)	+ 0.7	5.7	L	-	-	-	RNAV 1
060	TF	HOLYA	-	250°(249.3°)	+ 0.7	8.0	-	+ 3000	-	-	RNAV 1
070	HM	HOLYA	Y	070°(069.3°)	+ 0.7	1 minute	L	+ 3000	- 230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY21L

Waypoint Identifier	Coordinates		Pronunciation
AROKA	14° 11' 22.16" N	100° 39' 51.89" E	AH - ROW - KAH
TAWAN	14° 08' 38.35" N	100° 44' 04.62" E	TAH - WAN
BD111	14° 04' 35.38" N	100° 41' 47.72" E	-
LUGSO	13° 59' 47.35" N	100° 39' 21.27" E	LUG - SOH
RW21L	13° 55' 28.41" N	100° 36' 55.96" E	-
BD199	13° 51' 46.32" N	100° 34' 51.41" E	-
BD177	13° 51' 07.60" N	100° 29' 02.45" E	-
HOLYA	13° 48' 16.86" N	100° 21' 21.08" E	HOL - YAH

INSTRUMENT APPROACH CHART - ICAO

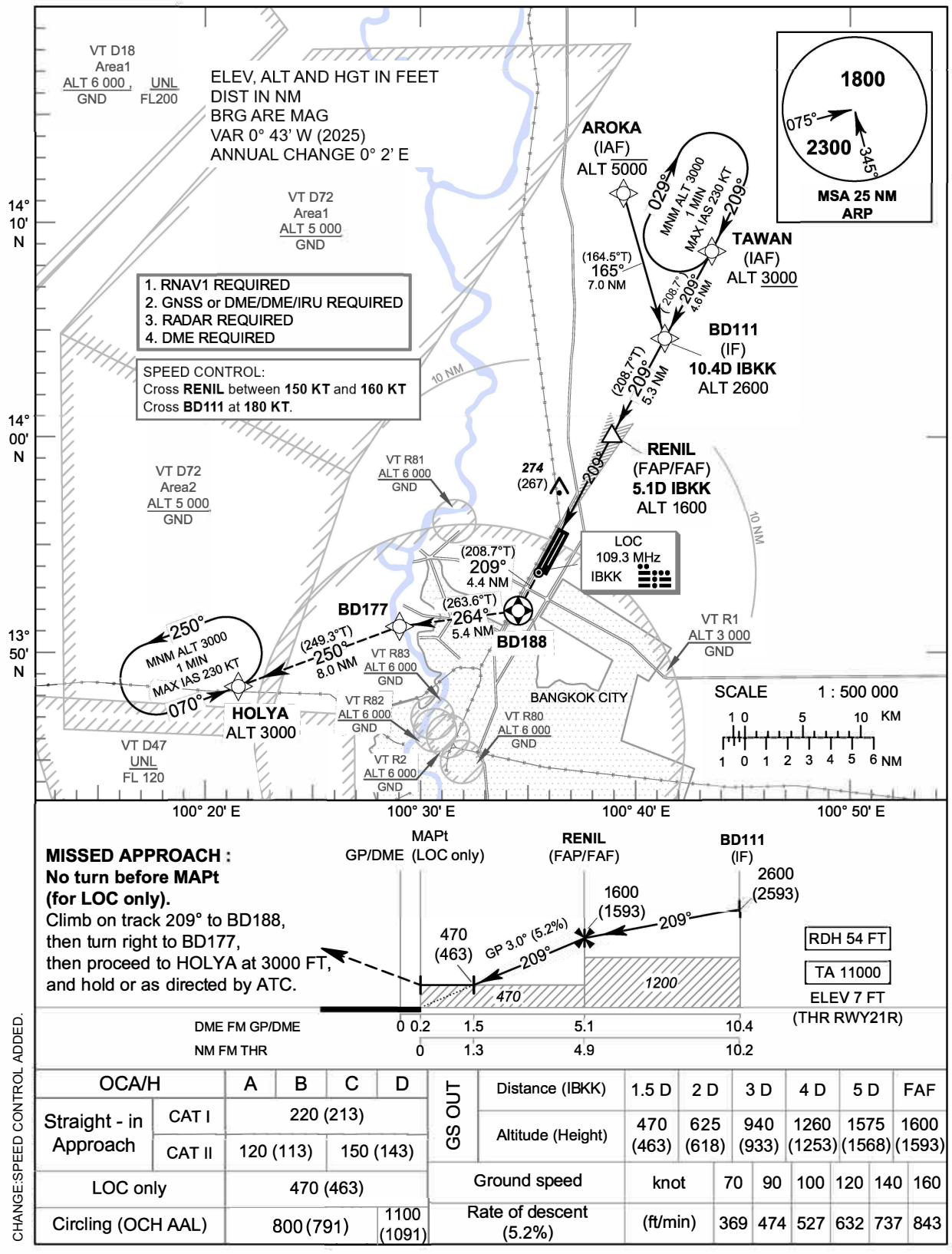
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21R - ELEV 7 FT

APP	: 119.1, 274.5
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21R

CAT II



MISSED APPROACH :
No turn before MAPt (for LOC only).
Climb on track 209° to BD188,
then turn right to BD177,
then proceed to HOLYA at 3000 FT,
and hold or as directed by ATC.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	220 (213)			
	CAT II	120 (113)		150 (143)	
LOC only		470 (463)			
Circling (OCH AAL)		800 (791)			1100 (1091)

GS OUT							
Distance (IBKK)	1.5 D	2 D	3 D	4 D	5 D	FAF	
Altitude (Height)	470 (463)	625 (618)	940 (933)	1260 (1253)	1575 (1568)	1600 (1593)	
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

CHANGE:SPEED CONTROL ADDED.

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 9 FT** HEIGHTS RELATED TO THR RWY21R - ELEV 7 FT

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21R

CAT II

CHANGE: TABULAR DESCRIPTION.

TABULAR DESCRIPTION

ILS or LOC z RWY21R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
010	IF	AROKA (IAF)	-	-	+ 0.7	-	-	- 5000	-	-	RNAV 1
020	TF	BD111 (IF)	-	165°(164.5°)	+ 0.7	7.0	-	+ 2600	-	-	RNAV 1
010	IF	TAWAN (IAF)	-	-	+ 0.7	-	-	+ 3000	-	-	RNAV 1
020	TF	BD111 (IF)	-	209°(208.7°)	+ 0.7	4.6	-	+ 2600	-	-	RNAV 1
010	IF	BD111 (IF)	-	-	+ 0.7	-	-	+ 2600	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	RENIL (FAF)	-	209°(208.7°)	+ 0.7	5.3	-	@ 1600	-	-	ILS
030	TF	MAPt (LOC only) @ RW21R	Y	209°(208.7°)	+ 0.7	4.9	-	@ 61	-	-3.0/54	ILS
040	TF	BD188	Y	209°(208.7°)	+ 0.7	4.4	R	-	-	-	RNAV 1
050	TF	BD177	-	264°(263.6°)	+ 0.7	5.4	L	-	-	-	RNAV 1
060	TF	HOLYA	-	250°(249.3°)	+ 0.7	8.0	-	+ 3000	-	-	RNAV 1
070	HM	HOLYA	Y	070°(069.3°)	+ 0.7	1 minute	L	+ 3000	- 230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY21R

Waypoint Identifier	Coordinates		Pronunciation
AROKA	14° 11' 22.16" N	100° 39' 51.89" E	AH - ROW - KAH
TAWAN	14° 08' 38.35" N	100° 44' 04.62" E	TAH - WAN
BD111	14° 04' 35.38" N	100° 41' 47.72" E	-
RENIL	13° 59' 53.84" N	100° 39' 09.93" E	RE - NILL
RW21R	13° 55' 34.87" N	100° 36' 44.62" E	-
BD188	13° 51' 43.93" N	100° 34' 35.12" E	-
BD177	13° 51' 07.60" N	100° 29' 02.45" E	-
HOLYA	13° 48' 16.86" N	100° 21' 21.08" E	HOL - YAH

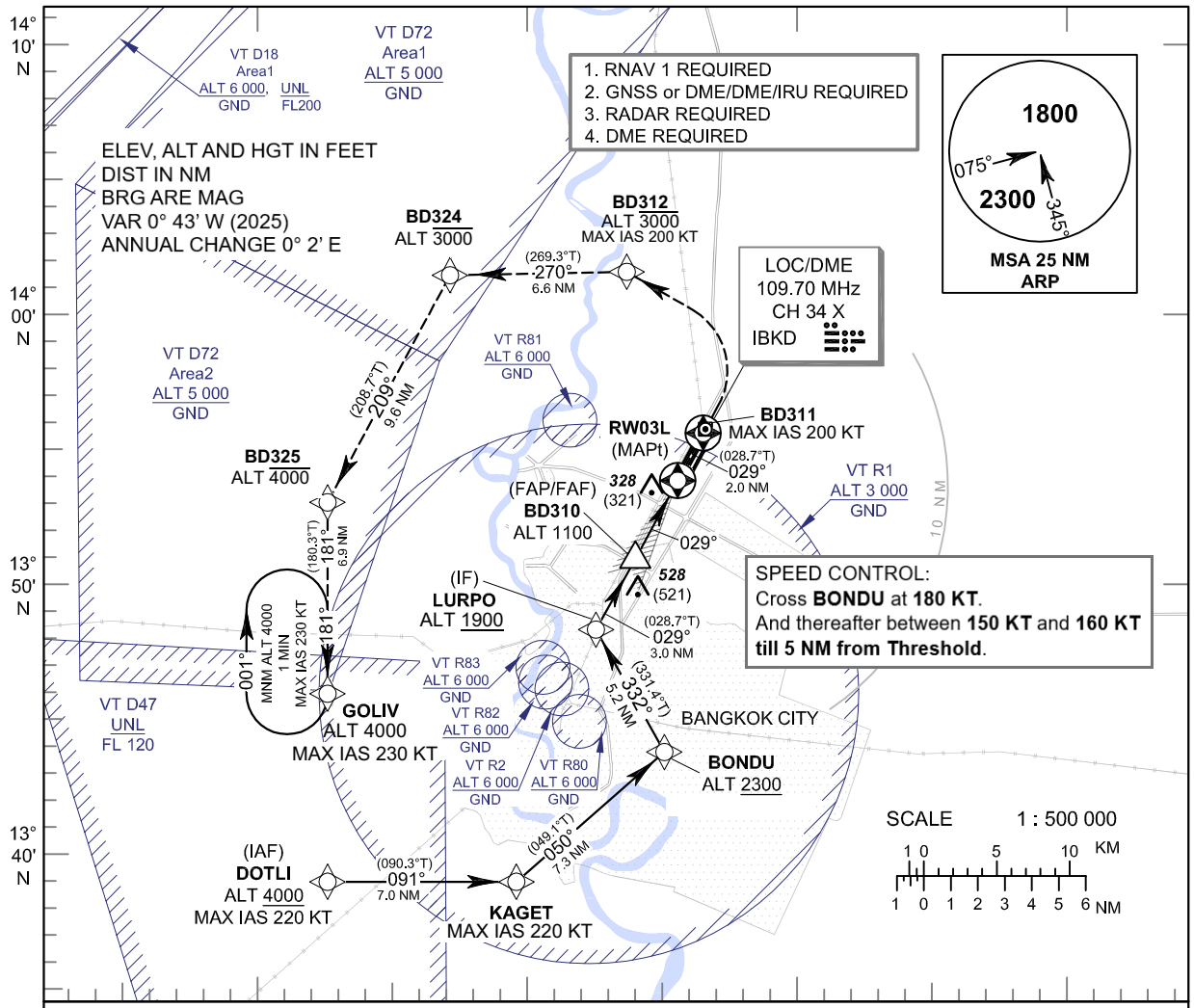
INSTRUMENT APPROACH CHART - ICAO

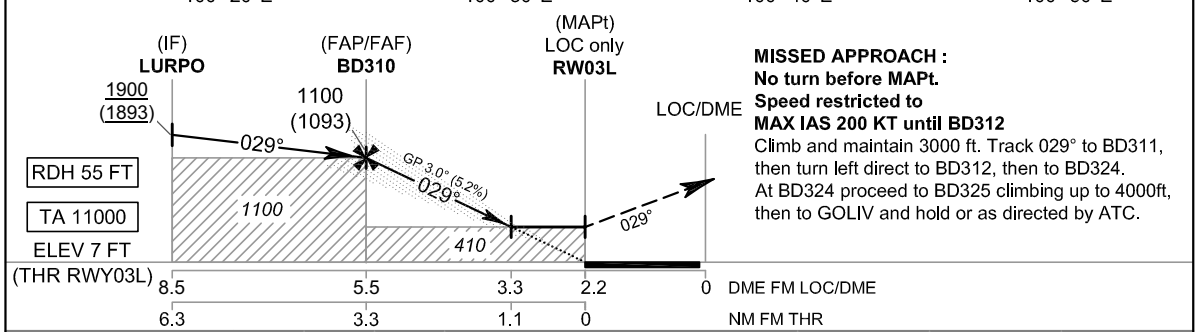
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03L - ELEV 7 FT

APP	: 119.1, 274.5 : 119.4, 274.5 : 120.3, 274.5 : 133.4, 274.5 : 122.35, 274.5 : 124.35, 274.5 : 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY03L





CHANGE: SPEED CONTROL ADDED.

OCA/H		A	B	C	D	GS OUT	Distance (IBKD)	FAF	4 D	3.2 D
Straight - in Approach	CAT I	220 (213)					Altitude (Height)	1100 (1093)	660 (653)	410 (403)
LOC only		410 (403)					Ground speed	knot	70 90 100 120 140 160	
Circling (OCH AAL)		800 (791)			1100 (1091)		Rate of descent (5.2%)	ft/min	369 474 527 632 737 843	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03L - ELEV 7 FT

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY03L

CHANGE: TABULAR DESCRIPTION.

TABULAR DESCRIPTION

ILS or LOC z RWY03L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) DOTLI	-	-	+0.7	-	-	+4000	-220	-	RNAV1
020	TF	KAGET		091°(090.3°)	+0.7	7.0	-	-	-220	-	RNAV1
030	TF	BONDU		050°(049.1°)	+0.7	7.3	-	+2300	-	-	RNAV1
040	TF	(IF) LURPO	-	332°(331.4°)	+0.7	5.2	-	+1900	-	-	RNAV1
010	IF	(IF) LURPO	-	029°(028.7°)	+0.7	-	-	+1900	-	-	RNAV1
TRANSITION TO ILS or LOC											
020	TF	(FAP/FAF) BD310	-	029°(028.7°)	+0.7	3.0		@1100	-	-	ILS
030	TF	(MAPt) LOC only @ RWY03L	Y	029°(028.7°)	+0.7	3.3	-	@62	-	-3.0/55	ILS
040	TF	BD311	Y	029°(028.7°)	+0.7	2.0	-	-	-200	-	RNAV1
050	DF	BD312	-	-	+0.7	-	L	-3000	-200	-	RNAV1
060	TF	BD324	-	270°(269.3°)	+0.7	6.6	-	-3000	-	-	RNAV1
070	TF	BD325	-	209°(208.7°)	+0.7	9.6	-	-4000	-	-	RNAV1
080	TF	GOLIV	-	181°(180.3°)	+0.7	6.9	-	@4000	-230	-	RNAV1
090	HM	GOLIV	Y	181°(180.3°)	+0.7	1 minute	R	@4000	-230	-	RNAV1

WAYPOINT LIST

ILS or LOC z RWY03L

Waypoint Identifier	Coordinates	Pronunciation
DOTLI	13° 38' 58.09" N 100° 22' 19.70" E	DOT - LI
KAGET	13° 38' 55.60" N 100° 29' 31.05" E	KA - GET
BONDU	13° 43' 43.15" N 100° 35' 10.82" E	BON - DU
LURPO	13° 48' 16.25" N 100° 32' 38.75" E	LER - PO
BD310	13° 50' 54.83" N 100° 34' 07.60" E	-
RW03L	13° 53' 49.24" N 100° 35' 45.38" E	-
BD311	13° 55' 34.87" N 100° 36' 44.62" E	-
BD312	14° 01' 36.32" N 100° 33' 52.11" E	-
BD324	14° 01' 31.22" N 100° 27' 07.81" E	-
BD325	13° 53' 05.45" N 100° 22' 24.62" E	-
GOLIV	13° 46' 09.80" N 100° 22' 22.21" E	KO - LIP

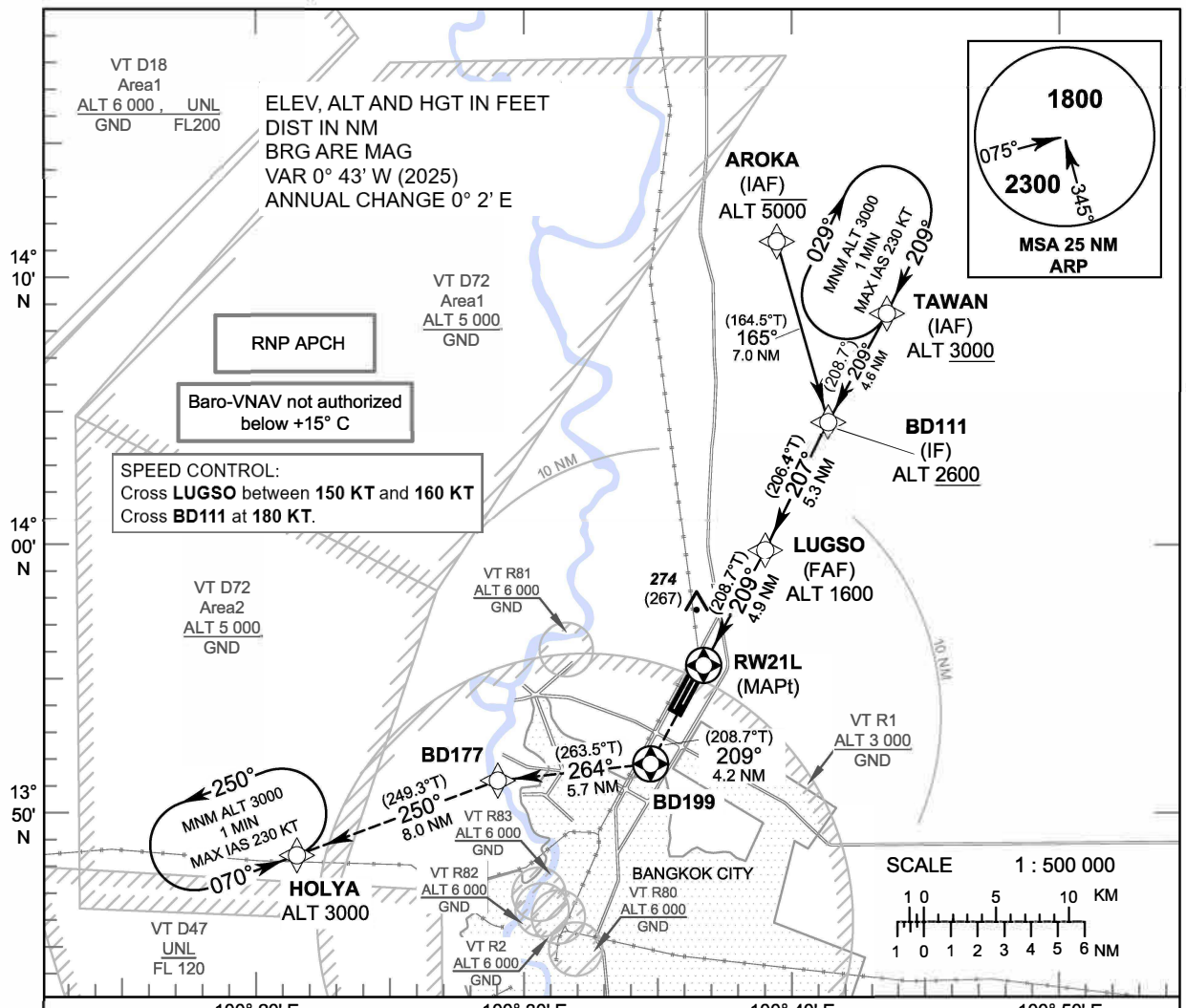
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21L - ELEV 7 FT

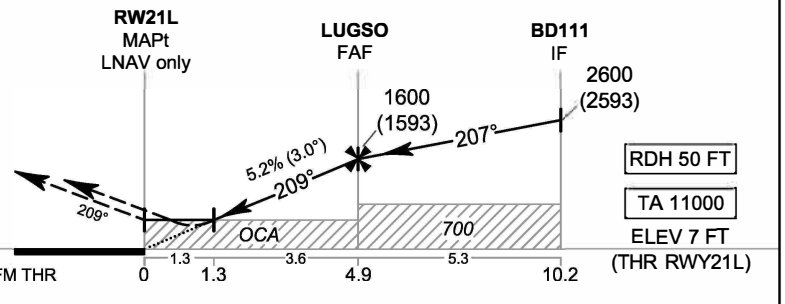
APP	: 119.1, 274.5
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY21L



MISSED APPROACH :
No turn before MAPt.
Climb on track 209° to BD199,
then turn right to BD177,
then proceed to HOLYA at 3000 FT,
and hold or as directed by ATC.



OCA/H	A	B	C	D
LNAV/VNAV	350 (343)			
LNAV	470 (463)			
Circling (OCH AAL)	800 (791)			1100 (1091)

NM to NEXT WPT	1.3 NM	2 NM	3 NM	4 NM	FAF
Altitude (Height)	470 (463)	690 (683)	1005 (998)	1320 (1313)	1600 (1593)

Ground speed	knot	70	90	100	120	140	160
Rate of descent FAF-MAPt (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: SPEED CONTROL ADDED.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21L - ELEV 7 FT

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY21L

TABULAR DESCRIPTION

RNP RWY21L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	AROKA (IAF)	-	-	+ 0.7	-	-	- 5000	-	-	RNP APCH
020	TF	BD111 (IF)	-	165°(164.5°)	+ 0.7	7.0	-	+ 2600	-	-	RNP APCH
010	IF	TAWAN (IAF)	-	-	+ 0.7	-	-	+ 3000	-	-	RNP APCH
020	TF	BD111 (IF)	-	209°(208.7°)	+ 0.7	4.6	-	+ 2600	-	-	RNP APCH
010	IF	BD111 (IF)	-	-	+ 0.7	-	-	+ 2600	-	-	RNP APCH
020	TF	LUGSO (FAF)	-	207°(206.4°)	+ 0.7	5.3	R	@ 1600	-	-	RNP APCH
030	TF	RW21L (MAPt)	Y	209°(208.7°)	+ 0.7	4.9	-	@ 57	-	-3.0/50	RNP APCH
040	TF	BD199	Y	209°(208.7°)	+ 0.7	4.2	R	-	-	-	RNP APCH
050	TF	BD177	-	264°(263.5°)	+ 0.7	5.7	L	-	-	-	RNP APCH
060	TF	HOLYA	-	250°(249.3°)	+ 0.7	8.0	-	+ 3000	-	-	RNP APCH
070	HM	HOLYA	Y	070°(069.3°)	+ 0.7	1 minute	L	+ 3000	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY21L

Waypoint Identifier	Coordinates		Pronunciation
AROKA	14° 11' 22.16" N	100° 39' 51.89" E	AH - ROW - KAH
TAWAN	14° 08' 38.35" N	100° 44' 04.62" E	TAH - WAN
BD111	14° 04' 35.38" N	100° 41' 47.72" E	-
LUGSO	13° 59' 47.35" N	100° 39' 21.27" E	LUG - SOH
RW21L	13° 55' 28.41" N	100° 36' 55.96" E	-
BD199	13° 51' 46.32" N	100° 34' 51.41" E	-
BD177	13° 51' 07.60" N	100° 29' 02.45" E	-
HOLYA	13° 48' 16.86" N	100° 21' 21.08" E	HOL - YAH

CHANGE: TABULAR DESCRIPTION.

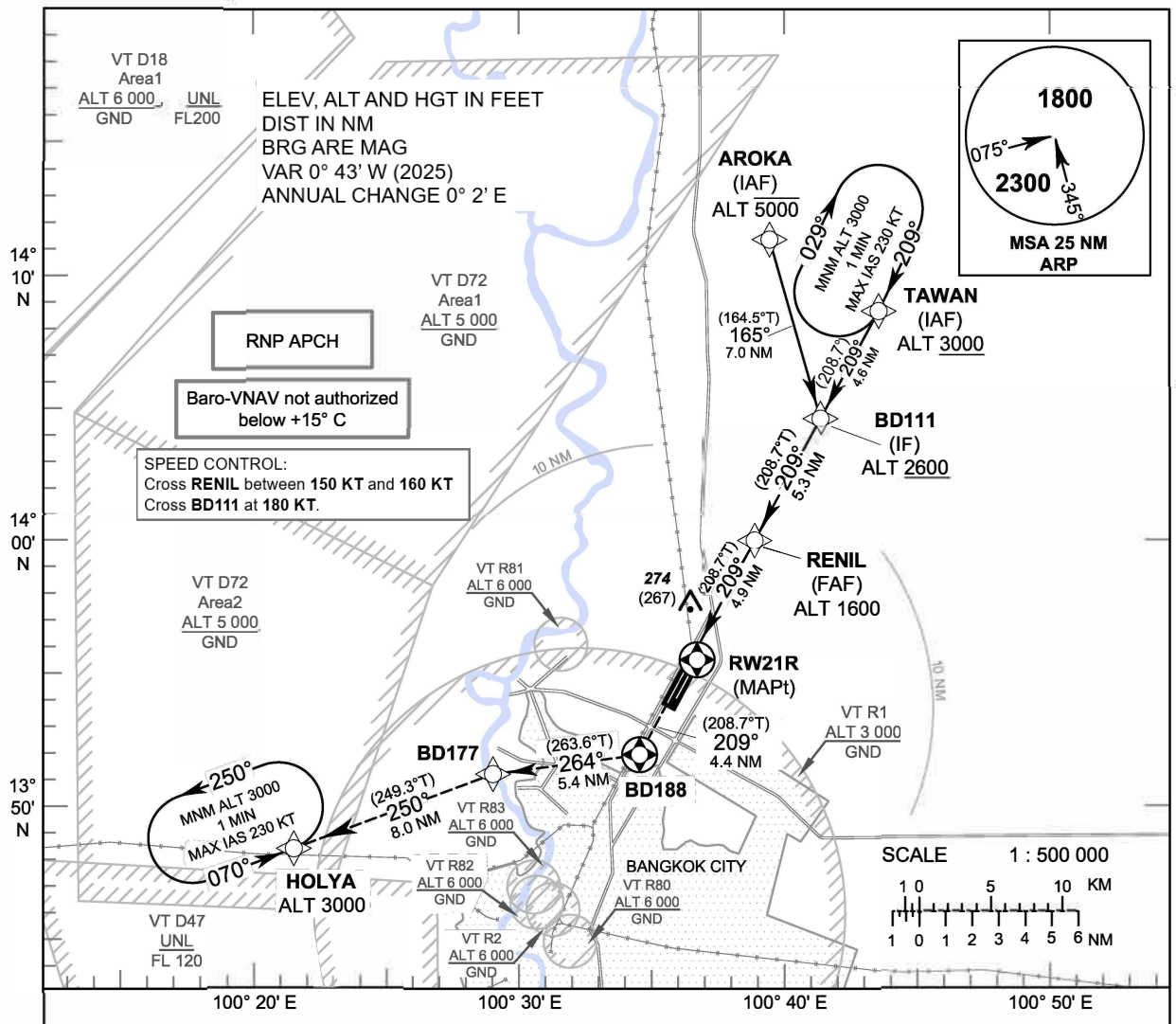
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21R - ELEV 7 FT

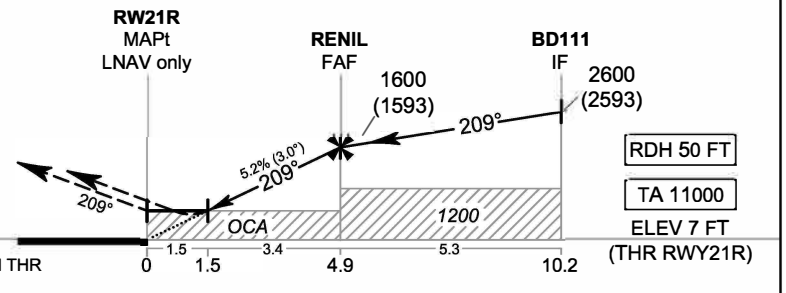
APP	: 119.1, 274.5
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY21R



MISSED APPROACH :
No turn before MAPt.
Climb on track 209° to BD188,
then turn right to BD177,
then proceed to HOLYA at 3000 FT,
and hold or as directed by ATC.



OCA/H	A	B	C	D
LNAV/VNAV	370 (363)			
LNAV	530 (523)			
Circling (OCH AAL)	800 (791)			1100 (1091)

NM to NEXT WPT	1.5 NM	2 NM	3 NM	4 NM	FAF
Altitude (Height)	530 (523)	690 (683)	1005 (998)	1320 (1313)	1600 (1593)

Ground speed	knot	70	90	100	120	140	160
Rate of descent FAF-MAPt (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: SPEED CONTROL ADDED.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21R - ELEV 7 FT

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY21R

TABULAR DESCRIPTION

RNP RWY21R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	AROKA (IAF)	-	-	+ 0.7	-	-	- 5000	-	-	RNP APCH
020	TF	BD111 (IF)	-	165°(164.5°)	+ 0.7	7.0	-	+ 2600	-	-	RNP APCH
010	IF	TAWAN (IAF)	-	-	+ 0.7	-	-	+ 3000	-	-	RNP APCH
020	TF	BD111 (IF)	-	209°(208.7°)	+ 0.7	4.6	-	+ 2600	-	-	RNP APCH
010	IF	BD111 (IF)	-	-	+ 0.7	-	-	+ 2600	-	-	RNP APCH
020	TF	RENIL (FAF)	-	209°(208.7°)	+ 0.7	5.3	-	@ 1600	-	-	RNP APCH
030	TF	RW21R (MAPt)	Y	209°(208.7°)	+ 0.7	4.9	-	@ 57	-	-3.0/50	RNP APCH
040	TF	BD188	Y	209°(208.7°)	+ 0.7	4.4	R	-	-	-	RNP APCH
050	TF	BD177	-	264°(263.6°)	+ 0.7	5.4	L	-	-	-	RNP APCH
060	TF	HOLYA	-	250°(249.3°)	+ 0.7	8.0	-	+ 3000	-	-	RNP APCH
070	HM	HOLYA	Y	070°(069.3°)	+ 0.7	1 minute	L	+ 3000	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY21R

Waypoint Identifier	Coordinates		Pronunciation
AROKA	14° 11' 22.16" N	100° 39' 51.89" E	AH - ROW - KAH
TAWAN	14° 08' 38.35" N	100° 44' 04.62" E	TAH - WAN
BD111	14° 04' 35.38" N	100° 41' 47.72" E	-
RENIL	13° 59' 53.84" N	100° 39' 09.93" E	RE - NILL
RW21R	13° 55' 34.87" N	100° 36' 44.62" E	-
BD188	13° 51' 43.93" N	100° 34' 35.12" E	-
BD177	13° 51' 07.60" N	100° 29' 02.45" E	-
HOLYA	13° 48' 16.86" N	100° 21' 21.08" E	HOL - YAH

CHANGE: TABULAR DESCRIPTION.

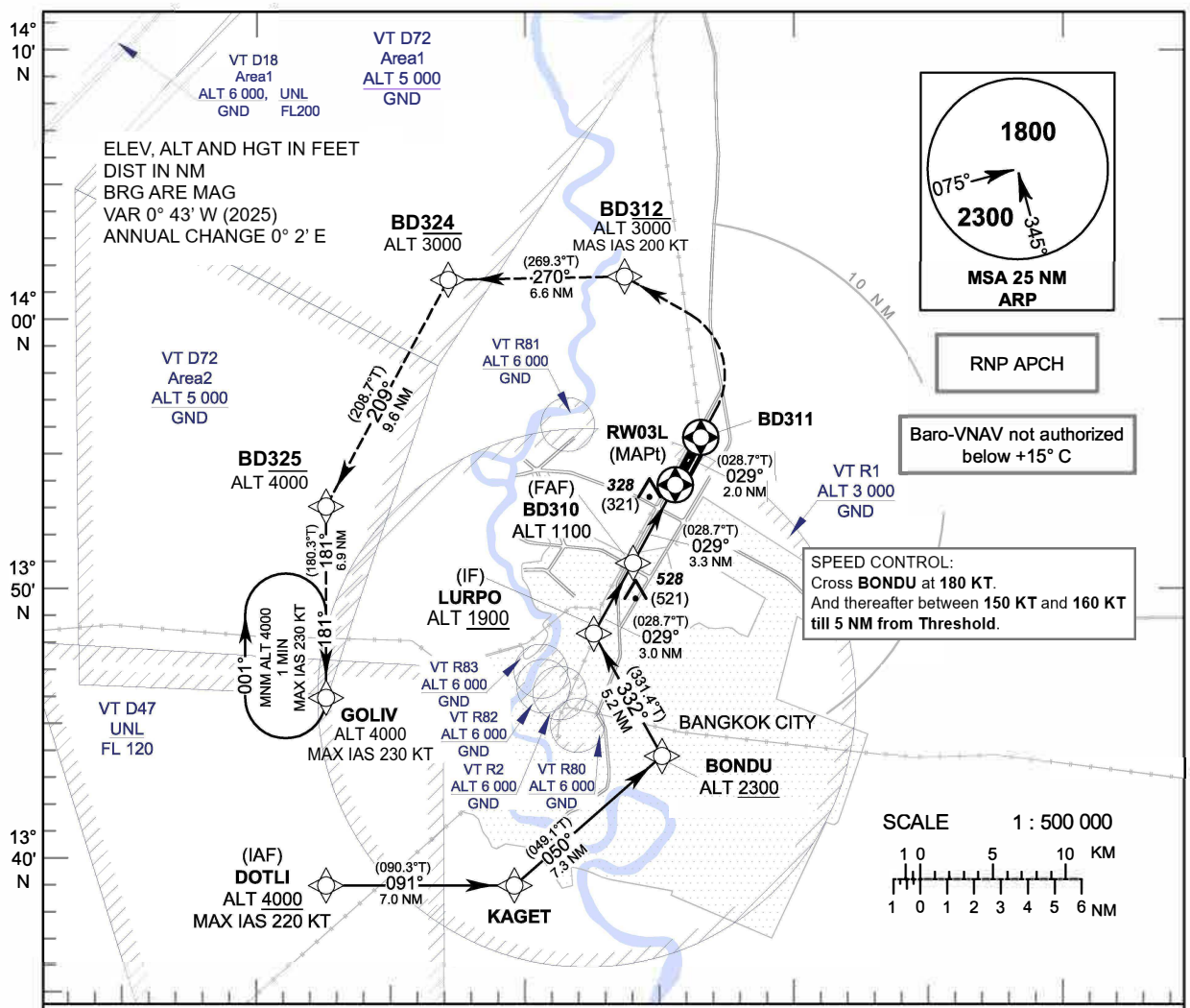
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03L - ELEV 7 FT

APP	: 119.1, 274.5
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03L



CHANGE: SPEED CONTROL ADDED.

OCA/H	A	B	C	D
LNAV/VNAV	490 (483)			
LNAV	590 (583)			
Circling (OCH AAL)	800 (791)			1100 (1091)

NM to NEXT WPT	FAF	2 NM	1.7 NM
Altitude (Height)	1100 (1093)	690 (683)	590 (583)

Ground speed	knot	70	90	100	120	140	160
Rate of descent FAF-MAPt (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03L

CHANGE: TABULAR DESCRIPTION.

TABULAR DESCRIPTION

RNP RWY03L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) DOTLI	-	-	+0.7	-	-	+4000	-220	-	RNP APCH
020	TF	KAGET		091°(090.3°)	+0.7	7.0	-	-	-220	-	RNP APCH
030	TF	BONDU		050°(049.1°)	+0.7	7.3	-	+2300	-	-	RNP APCH
040	TF	(IF) LURPO	-	332°(331.4°)	+0.7	5.2	-	+1900	-	-	RNP APCH
010	IF	(IF) LURPO	-	029°(028.7°)	+0.7	-	-	+1900	-	-	RNP APCH
020	TF	(FAF) BD310	-	029°(028.7°)	+0.7	3.0		@1100	-	-	RNP APCH
030	TF	(MAPt @THR03L) RW03L	Y	029°(028.7°)	+0.7	3.3	-	@57	-	-3.0/50	RNP APCH
040	TF	BD311	Y	029°(028.7°)	+0.7	2.0	-	-	-200	-	RNP APCH
050	DF	BD312	-	-	+0.7	-	L	-3000	-200	-	RNP APCH
060	TF	BD324	-	270°(269.3°)	+0.7	6.6	-	-3000	-	-	RNP APCH
070	TF	BD325	-	209°(208.7°)	+0.7	9.6	-	-4000	-	-	RNP APCH
080	TF	GOLIV	-	181°(180.3°)	+0.7	6.9	-	@4000	-230	-	RNP APCH
090	HM	GOLIV	Y	181°(180.3°)	+0.7	1 minute	R	@4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY03L

Waypoint Identifier	Coordinates	Pronunciation
DOTLI	13° 38' 58.09" N 100° 22' 19.70" E	DOT - LI
KAGET	13° 38' 55.60" N 100° 29' 31.05" E	KA - GET
BONDU	13° 43' 43.15" N 100° 35' 10.82" E	BON - DU
LURPO	13° 48' 16.25" N 100° 32' 38.75" E	LER - PO
BD310	13° 50' 54.83" N 100° 34' 07.60" E	-
RW03L	13° 53' 49.24" N 100° 35' 45.38" E	-
BD311	13° 55' 34.87" N 100° 36' 44.62" E	-
BD312	14° 01' 36.32" N 100° 33' 52.11" E	-
BD324	14° 01' 31.22" N 100° 27' 07.81" E	-
BD325	13° 53' 05.45" N 100° 22' 24.62" E	-
GOLIV	13° 46' 09.80" N 100° 22' 22.21" E	KO - LIP

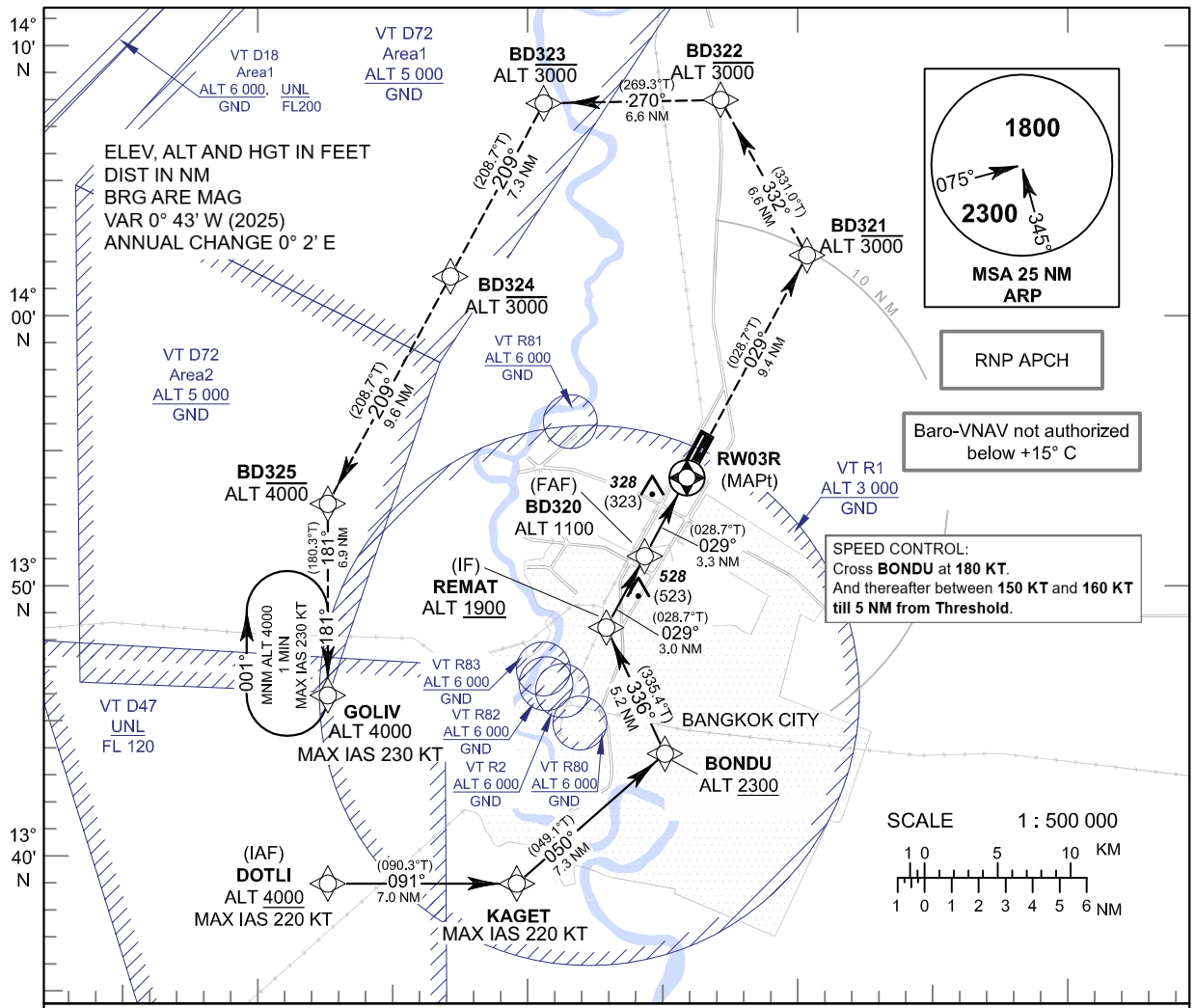
INSTRUMENT APPROACH CHART - ICAO

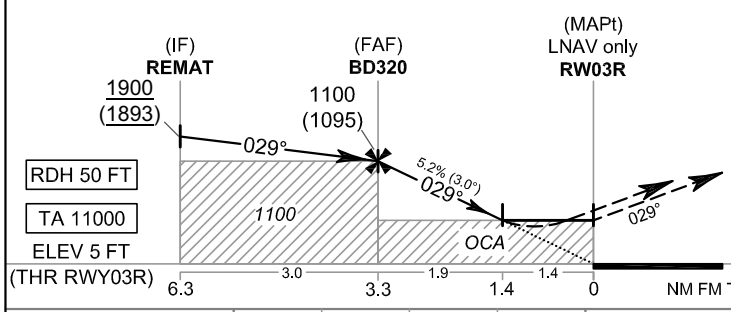
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03R - ELEV 5 FT

APP	: 119.1, 274.5
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03R





MISSED APPROACH :
No turn before MAPt.
Climb and maintain 3000 ft. Track 029° to BD321, then to BD322, then to BD323, then to BD324.
At BD324 proceed to BD325
climbing up to 4000ft, then to GOLIV
and hold or as directed by ATC.

CHANGE: SPEED CONTROL ADDED.

OCA/H	A	B	C	D
LNAV/VNAV	490 (485)			
LNAV	500 (495)			
Circling (OCH AAL)	800 (791)			1100 (1091)

NM to NEXT WPT	FAF	2 NM	1.4 NM
Altitude (Height)	1100 (1095)	685 (680)	500 (495)

Ground speed	knot	70	90	100	120	140	160
Rate of descent FAF-MAPt (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03R - ELEV 5 FT

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03R

CHANGE: TABULAR DESCRIPTION.

TABULAR DESCRIPTION

RNP RWY03R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) DOTLI	-	-	+0.7	-	-	+4000	-220	-	RNP APCH
020	TF	KAGET		091°(090.3°)	+0.7	7.0	-	-	-220	-	RNP APCH
030	TF	BONDU		050°(049.1°)	+0.7	7.3	-	+2300	-	-	RNP APCH
040	TF	(IF) REMAT	-	336°(335.4°)	+0.7	5.2	-	+1900	-	-	RNP APCH
010	IF	(IF) REMAT	-	029°(028.7°)	+0.7	-	-	+1900	-	-	RNP APCH
020	TF	(FAF) BD320	-	029°(028.7°)	+0.7	3.0		@1100	-	-	RNP APCH
030	TF	(MAPt @THR03R) RW03R	Y	029°(028.7°)	+0.7	3.3	-	@57	-	-3.0/50	RNP APCH
040	TF	BD321	-	029°(028.7°)	+0.7	9.4	-	-3000	-	-	RNP APCH
050	TF	BD322	-	332°(331.0°)	+0.7	6.6	-	-3000	-	-	RNP APCH
060	TF	BD323	-	270°(269.3°)	+0.7	6.6	-	-3000	-	-	RNP APCH
070	TF	BD324	-	209°(208.7°)	+0.7	7.3	-	-3000	-	-	RNP APCH
080	TF	BD325	-	209°(208.7°)	+0.7	9.6	-	-4000	-	-	RNP APCH
090	TF	GOLIV	-	181°(180.3°)	+0.7	6.9	-	@4000	-230	-	RNP APCH
100	HM	GOLIV	Y	181°(180.3°)	+0.7	1 minute	R	@4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY03R

Waypoint Identifier	Coordinates	Pronunciation
DOTLI	13° 38' 58.09" N 100° 22' 19.70" E	DOT - LI
KAGET	13° 38' 55.60" N 100° 29' 31.05" E	KA - GET
BONDU	13° 43' 43.15" N 100° 35' 10.82" E	BON - DU
REMAT	13° 48' 25.56" N 100° 32' 58.68" E	REE - MAT
BD320	13° 51' 04.09" N 100° 34' 27.63" E	-
RW03R	13° 53' 58.45" N 100° 36' 05.50" E	-
BD321	14° 02' 15.77" N 100° 40' 44.48" E	-
BD322	14° 08' 01.19" N 100° 37' 28.12" E	-
BD323	14° 07' 56.19" N 100° 30' 43.63" E	-
BD324	14° 01' 31.22" N 100° 27' 07.81" E	-
BD325	13° 53' 05.45" N 100° 22' 24.62" E	-
GOLIV	13° 46' 09.80" N 100° 22' 22.21" E	KO - LIP

VTSP AD 2.5 PASSENGER FACILITIES

1	Hotels	Adjacent to airport terminal and in the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines, Airport bus, Taxis and Car rental service are available At International and Domestic terminal arrival hall, level 1
4	Medical facilities	Medical clinic at the airport, located at the International and Domestic terminal, level 1 and ambulance service is available H24. Emergency number is +667 635 1113
5	Bank and Post Office	Bank: At the International and Domestic terminal Post office: At the International terminal, level 1
6	Tourist Office	Office at the International terminal level 1 Tel: +667 621 9878 Fax: +667 632 7100 Office in the city Tel: +667 622 2177 Fax: +667 635 4139
7	Remarks	Website:http://www.airportthai.co.th/phuket for airport and flight information

VTSP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category 9
2	Rescue equipment	Adequately provided as recommended by ICAO Boat of 6 people, Rescue truck, Ambulance
3	Capability for removal of disabled aircraft	Available – Up to B747 For removal of disabled aircraft by contracted external resource please contact aerodrome coordinator: - Airport coordinator: Tel: +667 635 1581 - Airside Operations Department Tel: +667 635 1581 Tel: +667 6351085 - Rescue and Fire Fighting Department Tel: +667 635 1361
4	Remarks	All aircraft capable of aerodrome use can be removed using contracted external resource.

VTSP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	-Apron A,B,D Surface: Concrete Strength: PCR 780/R/A/W/T Apron E Surface: Concrete Strength: PCR 580/R/C/W/T
2	Taxiway width, surface and strength	– Taxiway A, B, E, F and G Width: 30 m. Surface: Concrete Strength: PCR 710/R/A/W/T – Taxiway C Width: 30 m. Surface: Asphalt Strength: PCR 380/F/A/X/T – Taxiway D Width: 23 m. Surface: Asphalt Strength: PCR 380/F/A/X/T – Taxiway P Width: 23 m. Surface: Asphalt Strength: PCR 800/F/C/X/T Surface: Concrete Strength: PCR 710/R/A/W/T – Taxiway K Width: 20 m. Surface: Asphalt Strength: PCR 550/F/D/X/T – Taxiway H and J Width: 29.5 m. Surface: Concrete Strength: PCR 1240/R/C/W/T – Taxilane T1 Width from taxilane centre line to taxilane shouder: 13.42 m, Surface: Concrete, PCR 780/R/A/W/T – Taxilane T2 Width from taxilane centre line to taxilane shouder: 13.67 m., Surface: Concrete, PCR 780/R/A/W/T – Taxilane T3, T4, T5, T6, T7 Surface: Concrete, PCR 780/R/A/W/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 5.18 m / 17 ft
4	VOR checkpoints	NIL
5	INS checkpoints	See AD2-VTSP-2-4 /Chart for coordinates of aircraft stand
6	Remarks	NIL

VTSP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. Nose-in guidance at aircraft stands. Visual Docking System (VDGS) Apron A at stand number 7-16 (not included the Multi-Aircraft Ramp System (MARS) stand) Apron B at stand number 1-6 Apron D at stand number 31-40 (included Multi-Aircraft Ramp System (MARS) stands 32L, 32R, 33L, 33R, 34L, 34R)

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

VTSP AD 2.10 AERODROME OBSTACLES

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

VTSP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Southern West-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Southern West-Coast Meteorological Center 30 HR
4	Trend forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +667 632 8149 Fax: +667 632 8148
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar images

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

VTSP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	085°	3000x45	PCR 800/F/A/X/T Asphalt	080643.05N 0981811.90E	THR 7.0 m/22 ft
27	265°	3100x45	PCR 800/F/A/X/T Asphalt 100 m BFR THR (Displacement) Is PCR 1240/R/C/W/T Concrete	080652.23N 0981949.46E	THR 25.6 m/84.0 ft TDZ 25.6 m/84.0 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
+0.25% +0.05% +090% +0.80% (500m 1000m 2500m 3000m)	NIL	NIL	3120x150	NIL	NIL
-0.80% -0.90% -0.05% -0.25% (600m 2100m 2600m 3100m)	NIL	NIL	3220x150	YES	NIL

VTSP AD 2.13 DECLARED DISTANCES

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

VTSP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	NIL	Green	PAPI Both 3° 66.67 ft	NIL	NIL	3000 m, 60 m FM 0 - 2400 m White: LIH FM 2400 m - 3000 m Yellow: LIH	Red	NIL	RTIL
27	SALS (7 Barrettes) 420m LIH	Green	PAPI Both 3.2° 55.11 ft	NIL	NIL	3100 m, 60 m FM 0 - 100 m Red: LIH FM 100 - 2500 m White: LIH FM 2500 m - 3100 m Yellow: LIH	Red	NIL	NIL

VTSP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On the top of control tower FLG W G EV 2.5 sec. / IBN: NIL, H24
2	LDI location and LGT Anemometer location and LGT	WDI : 1 Wind Direction Indicator near left PAPI 09 : 1 Wind Direction Indicator 350 m. left side FM THR 27, 100 m FM RCL, illuminated Anemometer: See AD Ground Movement Chart
3	TWY edge and centre line lighting	EDGE: All TWY CENTRE LINE: TWY H,J and P
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 27/09 Switch over time : 0 sec.(UPS)
5	Remarks	NIL

VTSP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Helicopters using active runway to take off and land as instructed by ATC. See VTSP AD 2.20 for the Helicopter Operation

VTSP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centre on 080650.26N 0981825.22E
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phuket Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phuket Approach	124.7 MHz 284.0 MHz 121.5 MHz [1)] 243.0 MHz [1) 2)]	H24	[1)] Emergency frequency [2)] On radial 130, radial 170 and radial 210 at distance 15 NM altitude 2 500 ft are blind spot.
ARR	Phuket Arrival	120.7 MHz	H24	
TWR	Phuket Tower	118.1 MHz 236.6 MHz [2)] 121.5 MHz [1)] 243.0 MHz [1) 2)]	H24	
GND	Phuket Ground	121.9 MHz	H24	
CDC	Phuket Delivery	118.55 MHz	H24	
ATIS	Phuket Intl Airport	128.0 MHz	H24	

VTSP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	PUT	116.9 MHz CH 116X	H24	080650.3N 0981825.2E	16.72 m	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal 40 NM at required altitudes in various area as follows: 1. Radial 360º-030º altitude should not below 5 500 ft. 2. Radial 031º-170º altitude should not below 9 000 ft. 3. Radial 171º-220º altitude should not below 7 000 ft. 4. Radial 221º-359º altitude should not below 3 000 ft.

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS CAT I LOC/DME RWY 27	IPKT	109.9 MHz CH 36X	H24	080647.7N 0981819.7E		a) ILS with non-standard localizer alignment, offset 1.4° from runway centre line, coverage over a sector of 35° either side of course, no back course and voice feature, the antenna array is located 245 m from end of RWY 27 120 m from runway centre line. b) Front course 266 Mag. Width 4.4°. c) Glide Path angle 3.2°. d) Middle Marker (MM without compass locator) distance 804 m. from approach end of RWY 27. e) DME co-located with localizer f) Glide slope unusable starting at the middle marker (2.0 DME) to RWY THR. Glide slope shall not be used when DME out of service.
GP		333.8 MHz	H24	080647.2N 0981940.3E		
MM		75 MHz	H24	080654.9N 0982014.9E		

VTSP AD 2.20 LOCAL AERODROME REGULATIONS

1. SURFACE MOVEMENT PROCEDURE

1.1 Ground Movement

The supplementary of surface movement procedures has been established at Phuket International Airport as follows:

1.1.1 Manoeuvring on movement area :

a) Area of apron A, D and E is the blind spot area, when ATC instruction is issued, aircraft are to manoeuvre by pilot discretion.
b) Special manoeuvring procedure at Phuket Aerodrome on TWY P, When visibility below 3,000 m., due to minimum distance between RWY centre line is 150 m. aircraft code letter C, D and E that taxiing on TWY P shall be instructed to hold, under the following conditions :

– Before departing aircraft code C,D, and E enters the runway for take-off or
– Before arriving aircraft code C, D and E crossing 4 NM final for landing.

c) Taxiing on TWY P in connection with TWY E due to the minimum separation distance between TWY centre line and objects is 39.5 m wide body aircraft to taxi with extreme caution.

2. USE OF RUNWAY

To achieve the highest possible rate/hour for departure and arrival at Phuket International Airport, the runway occupancy times shall be reduced to a minimum. Therefore, the follow procedures are introduced;

2.1 Departing aircraft

a) Commensurate with safety and standard operating procedure, when in receipt of a line up clearance, pilots should ensure that they are able to taxi into the correct hold and line up position on the runway as soon as the preceding aircraft has commenced its take-off roll.
b) Cockpit checks should be completed before line up, any further checks requiring completion whilst on the runway shall be kept to a minimum. Pilots should ensure that they are able to commence the take-off roll immediately after a take-off clearance is issued.
c) Pilots unable to comply with these procedures shall inform ATC prior to passing the runway holding position.

2.2 Arriving aircraft

Pilots are reminded that runway occupancy time should be kept to the minimum on the landing runway enables ATC to apply minimum spacing on Final Approach that will achieve maximum runway utilization as well as minimize the occurrence of go-arounds.

3. START-UP PROCEDURE

3.1 When Flight Formalities have been completed, Pilot of all aircraft, other than VFR domestic flight, shall contact Phuket Delivery Control on frequency 118.55 MHz 5 minutes before start up engine for request ATC Clearance, as appropriate information, of the following :

a) Aircraft call sign
b) Type of aircraft and category, if HEAVY
c) Parking stand number / Location
d) Identified of the latest ATIS received
e) Destination
f) Proposed flight level, if it is different from the filed flight plan

3.2 After received ATC Clearance, Pilot shall read back the following information :

a) Call sign
b) Destination
c) SID and route
d) Level
e) Transponder Code, and
f) Any restriction

3.3 Pilot shall contact Phuket Ground Control on frequency 121.9 MHz for push back and start-up, after ATC Clearance has been received.

3.4 Unless other ATC restriction is imposed, the aircraft must be push back within 5 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled. Additionally, in order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received.

3.5 If ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall maintain listening watch on Phuket ground in readiness for push back and are to call Phuket Ground in the appropriate time with the departure time restriction. Pilots who fail to comply with these requirements or amended departure time restriction will result in cancellation of ATC clearance.

3.6 When the weather condition below VMC, all of VFR operations on and in the vicinity of the Phuket aerodrome shall be suspended by Phuket Tower or Phuket Approach, if the pilot request SVFR, shall contact Phuket Delivery Control for SVFR clearance.

3.7 Communication failure procedure: If unable to contact Phuket Delivery Control, Pilot of all aircraft shall contact Phuket Ground Control on frequency 121.9 MHz for request ATC clearance.

3.8 All aircraft shall start-up and push back with minimum power.

3.9 Pilot are reminded they shall start-up only one engine with minimum power (on idle power) when parking at aircraft stand or during push back. The other engines shall be allowed to start-up when push back procedure is complete (tow bar has been disconnected) and aircraft is aligned with the taxilane.

3.10 In case the pilot needs to start-up engine more than minimum power (such as Cross-Bleed Start Up), an approval must be received from ATC before push back. Pilots shall start-up engine more than minimum power within the taxilane only, a delay may result in requesting for such operation.

3.11 In case the pilot needs to test engine after repairing or replace new engines to the aircraft. Testing shall be conduct during the hours of 2300-1400 UTC at stand No.99 on taxiway A, heading of the aircraft to east.

3.12 For the purpose of noise and carbon emission reduction on the apron area, any aircraft that is designated to park at the stand served with passenger loading bridges shall utilize the fixed ground power supply(400Hz) and fixed pre-conditioned air supply provides by the airport if airport if serviceable.

a) Fixed ground power supply(400Hz)-Operators are recommended to reduce electric load immediately after parking. May be used but not more than 5 minutes after the aircraft has parked. If fixed ground power supply is out of service, mobile GPU may be used.
b) Fixed Pre-Conditioned Air (PCA) supply-Operators are recommended to turn off the cabin air re-circulation system to prevent outside air mixing with PC-Air. If fixed PCA is out of service, mobile ACU may be used.
c) In the event of an aircraft needs to run an APU, it could be done only when park on the remote parking stands which are far from the concourse buildings.

4. PUSH BACK PROCEDURE

APRON A

4.1 Push back (Face to North or Face to South) procedures for an aircraft parking at stand number 7 through 16 will be advised by ATC.

Aircraft stand	Taxi out	Push Back Instruction
10 and 11	T3	Aircraft shall be pushed back face to north then further to the tow-bar release on marking (6) behind aircraft stand number 12L.
10 and 11	T5	Aircraft shall be pushed back face to south then further to the tow-bar release on marking (3) behind aircraft stand number 9.
15	T2	Aircraft shall be pushed back face to north then towed forward and the tow-bar released behind aircraft stand number 14.
15	T7	Aircraft shall be pushed back face to south then further to the tow-bar release on marking (7) behind aircraft stand number 15.
16	T7	Aircraft shall be pushed back face to south then further to the tow-bar release on marking (7) behind aircraft stand number 15.

APRON B

4.2 Push back (Face to East or Face to West) procedures for an aircraft parking at stand number 1 through 6 will be advised by ATC.

Apron D

4.3 Push back (Face to North or Face to South) procedures for an aircraft parking at stand number 31 through 40 will be advised by ATC.

Aircraft stand	Taxi out	Push Back Instruction
33L, 33, 34L, 34, 34R and 35	T5	Aircraft shall pushed back face to south then further to the tow-bar release on marking (1) behind aircraft stand number 33R.
34L, 34, 34R and 35	T4	Aircraft shall pushed back face to north then further to the tow-bar release on marking (4) behind aircraft stand number 36.
39	T1	Aircraft shall pushed back face to north towed forward and the tow-bar released behind aircraft stand number 38.
39	T7	Aircraft shall pushed back face to south then further to the tow-bar release on marking (5) behind aircraft stand number 39.
40	T7	Aircraft shall pushed back face to south then further to the tow-bar release on marking (5) behind aircraft stand number 39.

Apron E

4.4 Push back procedures for an aircraft parking at stand number 51 through 54 will be as follows:

Apron	Aircraft Stand	Taxi out	Push Back Instruction
E	51 (for private aircraft only)	Taxiway K	Aircraft shall be pushed back in south direction until nose gear is on “apron safety line” then swing aircraft nose forward in easterly direction facing south and tow to a release point at Taxiway “K”.
	52, 52L, 52R, 53, 53L,53R and 54 (for private aircraft only)	Taxiway K	Aircraft shall be pushed back face to east until nose gear is on "apron safety line” of parking stand number 51 then tow to a release point at Taxiway “K”.

Remarks

- Pilots shall contact ATC for engine start-up when aircraft is at a release point.
- Pilots are reminded that no engine start-up is permitted on Apron E. The engines shall be allowed to start-up when push back procedure is completed (tow bar has been disconnected) and aircraft is aligned with the taxiway “K”.

4.5 Due to aircraft congestion, self-manoeuvring is not permitted at any parking stand, all aircraft must use tow-bar or towbar-less tractor for push back procedure.

4.6 Area of Apron A, D and E are the blind spot area. Aircraft have to manoeuvre by push back procedures and pilot discretion.

5. PARKING PROCEDURE

5.1 Apron A: Use Taxilane T1, T2, T3, T4, T5, T6 and T7 to enter or exit aircraft stand number 7 – 16 as advised by ATC.

5.2 Apron B: Use Taxiway P to enter or exit aircraft stand number 1 – 6 as advised by ATC.

5.3 Apron D: Use Taxilane T1, T2, T3, T4, T5, T6 and T7 to enter or exit aircraft stand number 31-40 as advised by ATC.

5.4 Apron E

5.4.1 Parking procedures

Aircraft Stand	Parking Instruction
51	Aircraft shall enter aircraft parking stand via taxiway “K” by using idle power and follow marshaller.
52, 52L, 52R, 53, 53L, 53R and 54	Aircraft shall taxi to “basic marshaller and towing stop line” via taxiway “K” by follow marshaller then shut down engine and enter to aircraft parking stand by towing only.

Remarks: For aircraft that taxiing into Apron E, pilot shall be reminded that engine power is not permitted after “Basic Marshaller and Towing Stop Line” for parking at aircraft parking stand number 52 – 54. Idle power can be used for aircraft taxiing into aircraft parking stand number 51 only.

5.5 The area between aircraft stands safety line belonging to aircraft stands number 1 through 6, 7 through 16 and 31 through 40 can be used as a temporary parking (during aircraft being in service only) for vehicles and ground service equipment.

6. PROCEDURES FOR PRIVATE JET TAKING OFF AND LANDING AT PHUKET INTERNATIONAL AIRPORT

(Except private jet aircraft operated at Siam Land Private Jet Terminal (Apron E)

6.1 All private jet aircraft which has the permission granted by The Civil Aviation Authority of Thailand (CAAT) concerned to take off and land at Phuket International Airport, shall have Ground Handling Agent.

6.2 Procedures for private jet aircraft wishing to stay overnight.

6.2.1 Aircraft owner/operator or PIC shall prepare the information as following:

a) Passengers information (First name, last name, position, and overnight parking purposed);
b) Aircraft nationality and registration marks;
c) Aircraft type, weight, and height of aircraft;
d) Date and time of arrival and departure;
e) Route of Flight;
f) Owner of the aircraft.

6.2.2 Aircraft owner/operator or PIC shall inform The Airports of Thailand Public Company Limited (AOT) at least three (3) workdays before the arrival aircraft

6.3 The aircraft shall be pushed back by using the tow-bar or towbar-less tractor only. If the aircraft does not have such equipment, it will not be allowed to self-maneuver.

6.4 The Private jet aircraft that is granted to operate at Phuket International Airport shall commence the flight in accordance with the approved time slot by the Slot Coordination Committee. If the flight is delay or arrive early, it should not more than 2 hours. In addition, when there is a change in the approved time slots, the aircraft shall notify the airport before flight commencement.

6.5 For further information, contact the following
Unit: Airside Operation Department, Phuket International Airport
Tel: +667 635 1887
Fax: +667 632 7478
E-mail: vtsp.privatejet@airportthai.co.th

7. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft with wingspan of 24 m and greater are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 27. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator and shall be liable for the compensation caused by such violation.

8. SAFEGATE DOCKING SYSTEM – IN SYSTEM AT PHUKET INTERNATIONAL AIRPORT

8.1 INTRODUCTIONS

8.1.1 The SAFEGATE Docking System – in system is install at aircraft stand identification no. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16 and 31, 32L, 32, 32R, 33L, 33, 33R, 34L, 34, 34R, 35, 36, 37, 38, 39 and 40

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

8.2 PILOT OPERATING INSTRUCTION

8.2.1 Safety procedure

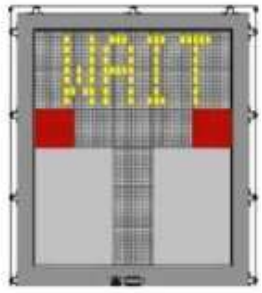
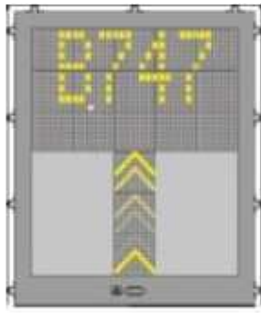
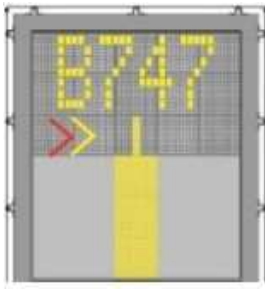
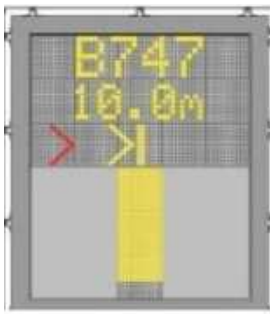
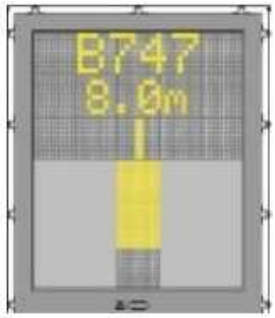
a. General warning
The VDGS system has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure. If the pilot is unsure of the information, being shown on the VDGS display unit, he must immediate stop the aircraft and obtain further information for clearance.

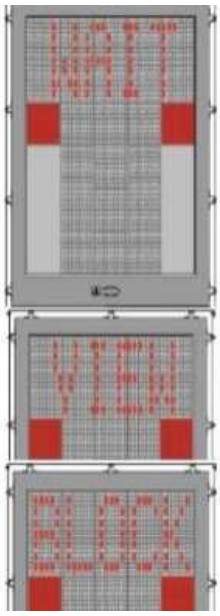
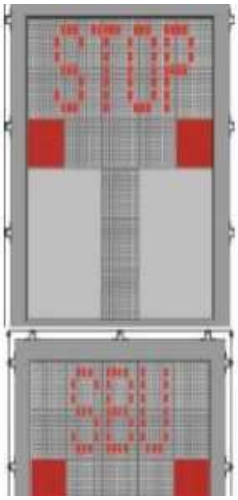
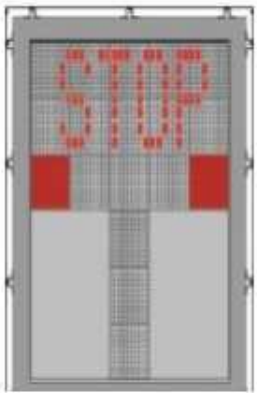
b. Item to check before entering the stand area
Warning : The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

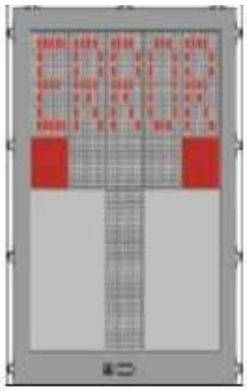
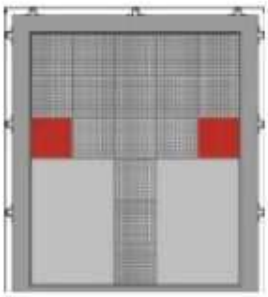
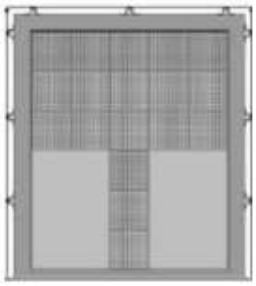
Warning : The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft/ The Correctness of other information, such as ‘door 2’, shall also be checked.

3. Safety Back Up (SBU) message

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

	8.2.2 START-OF-DOCKING When the system is ready to operate, WAIT will be displayed.
	8.2.3 CAPTURE The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed. The pilot must not proceed beyond the bridge, unless the arrows have been superseded by closing rate bar.
	8.2.4 TRACKING When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line. This indicator gives correct position and azimuth guidance.
	8.2.5 CLOSING RATE. Display of digital countdown will start when the aircraft is 20 m from stop position.When the aircraft is less than 12 m from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 0.5 m, covered by the aircraft. Thus, when the last row is turned off, 0.5 m remains to stop.
	8.2.6 ALIGNED TO CENTRE. The aircraft is 8 m from the stop position. The absence of any direction arrow indicates an aircraft on the centre line.

	8.2.16 VIEW BLOCKED. If the view towards the approaching aircraft is hindered for instance by dirt on the window, the VDGS will report a view block condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.
	8.2.17 Safety Back Up (SBU)-STOP Any unrecoverable error during the docking procedure will generate a Safety Back Up (SBU) condition. The display will show red stop bar and the text STOP SBU. A manual backup procedure must be used for docking guidance.
	8.2.18 EMERGENCY STOP When the emergency stop button is pressed, STOP is displayed.

	8.2.19 ERROR If a system error occurs, the message ERROR is display with an error code. The code is used for maintenance purposes and explained else where.
	8.2.20 SYSTEM BREAKDOWN In case of a severe system failure, the display will go black, except for a red stop indicator. A marshalling service will be used for docking guidance.
	8.2.21 POWER FAILURE In case of a power failure, the display will be completely black. A marshalling service will be used for docking guidance.

9. General Information

The supplementary of general information has been established at Phuket International Airport as follows :-

9.1 APRON A and B

a) Type of apron : Remote parking and Passenger boarding bridge parking.
b) Aircraft can be parked for overnight parking and layover.
c) Nose-in parking system
d) Visual Docking Guidance System-VDGS is provided at stand 1-6 for apron B and stand 7-16 for apron A. If VDGS is out of service, a marshaller shall guide the aircraft to the parking position.
e) Visual Docking Guidance System-VDGS is not provided for Multi-Aircraft Ramp System (MARS) stand (12L,12R,14L,14R), a marshaller shall guide the aircraft to the parking position.
f) Refuel JET A-1 and AVGAS by trailer and hydrant system.

9.2 APRON D

a) Type of apron : Remote parking
b) Aircraft can be parked for overnight parking and layover.
c) Nose – in parking system
d) Visual Docking Guidance System-VDGS is provided at each stand (included Multi-Aircraft Ramp System (MARS) stands 32L, 32R, 33L, 33R, 34L, 34R). If VDGS is out of service, a marshaller shall guide the aircraft to the parking position.
e) Refuel JET A-1 and AVGAS by trailer and hydrant system.

9.3 APRON E

a) Type of Apron: Remote parking (for private aircraft only)
b) Aircraft can be parked for overnight parking and layover.

c) Nose-in aircraft parking.
d) Visual Docking Guidance System-VDGS is not provided. Marshaller shall guide aircraft to the parking position.
e) The aircraft parking stand number 52 (including 52L, 52R) and 53 (including 53L, 53R) are Multiple Aircraft Ramp System (MARS) stand.
f) Refuel JET A-1 and AVGAS by trailer.

9.4 Aircraft stand taxilane

a) Taxilane T1 is the parallel to Taxilane T2. (Taxilane T1 located behind aircraft stand 31-40 and Taxilane T2 located behind aircraft stand 7-16)
b) The distance between centre lines of T1 and T2 is 80 m.
c) The distance between centre line of Taxilane T1 and aircraft tail limit line is 47.50 m.
d) The distance between centre line of Taxilane T2 and aircraft tail limit line is 47.40 m.
e) Taxilane T3, T4, T5, T6 and T7 connected with Taxilane T1 and T2 can accommodate aircraft code letter E and below
f) The distance between centre line of taxilane and aircraft tail limit line of aircraft stand number 52 - 54 is 23 m.

9.5 Ground services are provided by aircraft operating agency, for non-agency aircraft are persuaded to contact Blue Port Phuket (AOTGA) on VHF 129.350 MHz 15 minutes prior to arrival or notify by Flight Plan.

10. REMOVAL OF DISABLED AIRCRAFT

10.1 When the aircraft is involved in an accident at Phuket International airport, the aircraft operator or the registered owner is responsible for removal of its disabled aircraft. If the accident is likely to cause danger or obstruction to the movement of other aircraft or vehicles, the General Manager of Phuket International airport or his authorized representative may order the aircraft operator or the registered owner to remove its disabled aircraft without delay.

10.2 If the aircraft operator or the registered owner does not comply with such order, the General Manager of Phuket International airport or authorized representative shall empower to remove the aircraft himself. The expense incurred in removing such aircraft shall be recovered from aircraft operator or the registered owner. The General Manager of Phuket International airport or authorized representative shall not be responsible for any damage occurring to the aircraft during its removal.

11. HELICOPTER OPERATIONS

11.1 All helicopter operate in Phuket International Airport shall be treated as fixed wing aircraft and shall strictly follow ATC instruction.

11.2 There are no helicopter alighting areas at the airport. All inbound and outbound helicopters must use the runways.

11.3 Helicopter handling agents are to obtain slot allocation for all flights.

11.4 Helicopters may not carry out direct approaches to or take-off from apron areas or taxiways.

11.5 After landing, helicopters will ground taxi or air taxi to an allocated parking area (usually an adjacent stand). A leader vehicle will normally be in attendance.

11.6 While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding wingtip clearance and turbulence.

VTSP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSP AD 2.22 FLIGHT PROCEDURES

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

PHUKET INTERNATIONAL AIRPORT

1. Reporting points for VFR flight

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

a) Aircraft entering to land from north of Phuket International Airport, shall report over Thai Muang District, designated as TANGO MIKE (0823.5N 09816.0E) and Ban Khok Kloi designated as KILO KILO (0816.0N 9819.0E) which are approximately 17 NM on R-352 and 9 NM on R-360 of PUT VOR/DME respectively. When reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
b) Aircraft entering to land from northeast of Phuket International Airport, shall report over Phang Nga City, designated as PAPA NOVEMBER (0826.5N 09831.5E) which is 24 NM on R-033 of PUT VOR/DME. When reaching PN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
c) Aircraft entering to land from east of Phuket International Airport, shall report over Ko Yao Noi, designated as YANKEE NOVEMBER (0807.0N 09837.0E) which is 18 NM on R-089 of PUT VOR/DME. When reaching YN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
d) Aircraft entering to land from south of Phuket International Airport, shall report over Ko Racha Yai, designated as ROMEO CHARLIE (0736.0N 09822.0E) and Phuket City, designated as PAPA KILO (0753.0N 9823.5E) which are

approximately 31 NM on R-174 and 15 NM on R-160 of PUT VOR/DME respectively. When reach PK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

2. Aerodrome traffic circuit

Using both sides of traffic circuit.

3. Overhead approach pattern

a) Using runway 09 by left turn pattern.
b) Using runway 27 by left turn pattern.

2. SPEED CONTROL PROCEDURE IN PHUKET 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 230 knots unless authorized by ATC.
b) Speed will be reduced to 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
c) 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.
d) 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.
e) 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.
f) 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.
g) 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) and c)

VTSP AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of Phuket International Airport

It has been observed that migratory birds in sizeable number appear on or in the vicinity of Phuket International Airport mostly depends on the time of year and geographical conditions which may divided into Rainy season (May to October), Winter season (October to February) and Summer season (March to April), while the resident birds are present in variable number every month.

Pilots are requested to report bird strikes to the General Manager of the airport via
Wildlife Hazard Control staff
Phone +667 635 1216
E-mail: aabsvtsp@airportthai.co.th

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

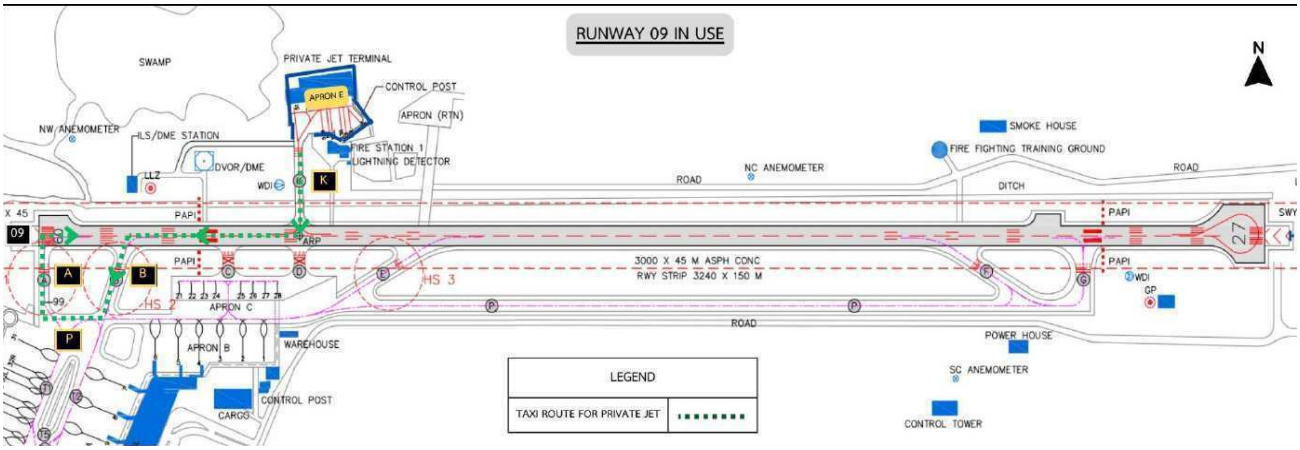
Species	Weight (kg)	Period
Haliastur indus (Brahminy Kite)	0.32 - 0.67	All year (mostly in April - October)
Milvus migrans (Black Kite)	0.56 - 0.94	All year (mostly in April - October)
Spilornis cheela (Crested Serpent Eagle)	0.42 - 1.8	All year (mostly in April - October)
Tyto alba (Barn Owl)	0.43 - 0.62	All year (at night time)
Bubulcus ibis (Cattle Eagle)	0.27 - 0.51	All year (mostly in May - October)
Ardea intermedia (Intermediate Egret)	0.4 - 0.5	All year (mostly in May - October)
Ardeola sp. (Pond Heron sp.)	0.3 - 0.4	August - April
Vanellus indicus (Red-Wattled Lapwing)	0.11 - 0.23	All year (mostly in February - August)
Glareola maldivarum (Oriental Pratincole)	0.059 - 0.095	February - October
Charadrius sp. (Plover sp.)	0.030 - 0.060	All year (mostly in October - February)
Hirundo tahitica (Pacific Swallow)	0.011 - 0.060	All year (mostly at dawn and twilight)

2. Taxiing procedures for Apron E

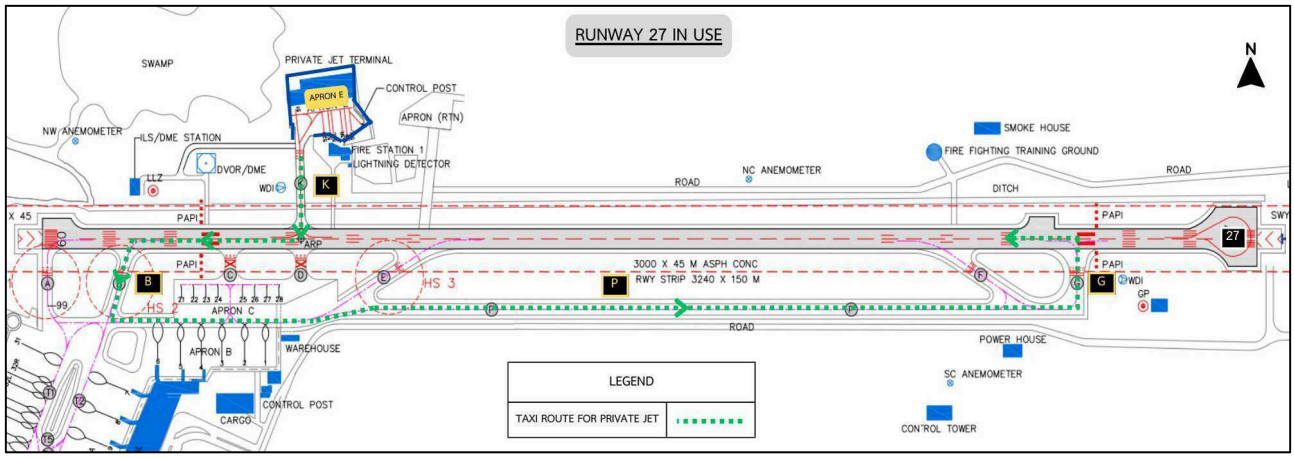
Taxiing procedures to/from Apron E for departing and arriving private jet are prescribed as follow:

2.1 Departures

a) Runway 09 in use: aircraft shall taxi via Taxiway K then enter and taxi down on runway to vacate at Taxiway B and taxi via Taxiway P, A to holding point runway 09 or as directed by ATC. (For aircraft departure from intersection Taxiway K, runway remaining distance is 2340 m)

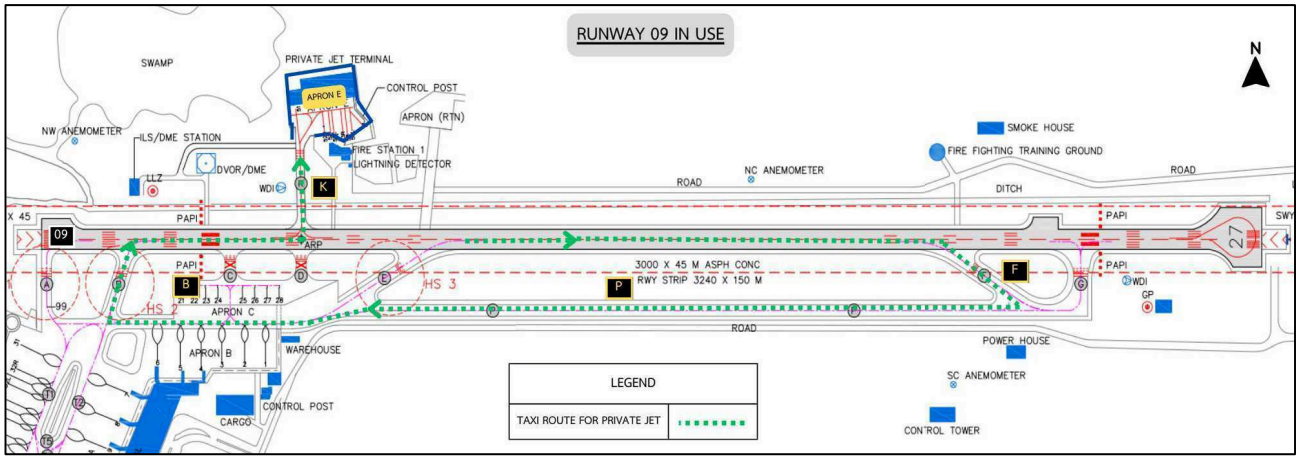


b) Runway 27 in use: aircraft shall taxi via Taxiway K then enter and taxi down on runway to vacate at Taxiway B and taxi via Taxiway P and G (or H, J) to holding point runway 27 or as directed by ATC. (For aircraft departure from intersection Taxiway G, runway remaining distance is 2500 m)

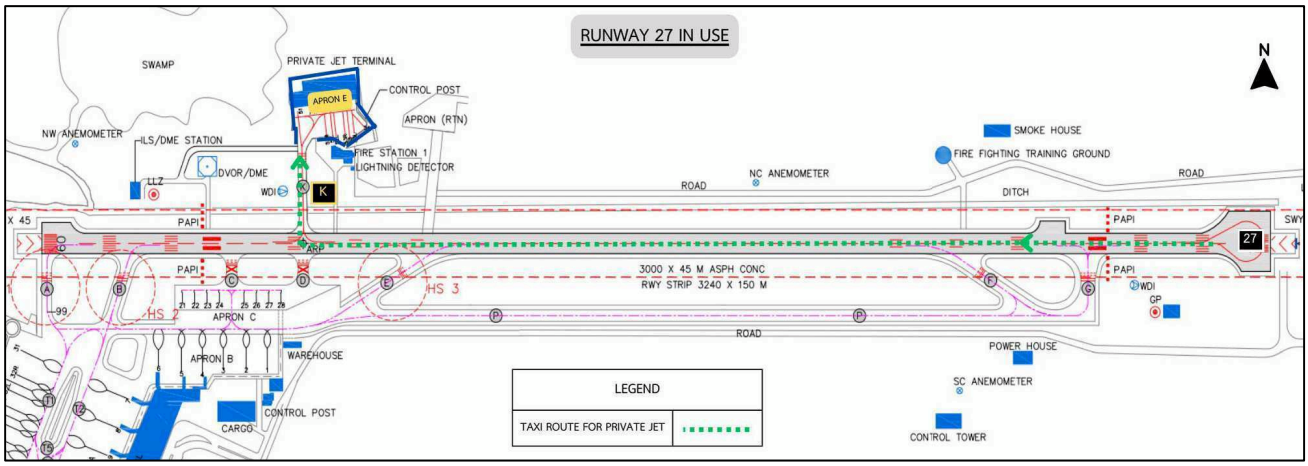


2.2 Arrivals

a) Runway 09 in use: aircraft shall be vacating runway via Taxiway F (or G, H) and taxi via Taxiway P, B then enter and taxi down on runway to vacate at Taxiway K or as directed by ATC.



b) Runway 27 in use: aircraft shall be vacating runway via Taxiway K or as directed by ATC.



3. EXEMPTION GRANTED BY THE CIVIL AVIATION AUTHORITY OF THAILAND (CAAT):

CAAT has granted exemption vide letter dated 24.06.2024 for non-compliant of The Civil Aviation Authority of Thailand No.37 Aerodromes Standards, The details as follows:

3.1 Article 145 and 146 Runway Strip for the period up to 24.02.2026

3.2 Article 165 Runway End Safety Area for the period up to 24.02.2027

3.3 Article 195 Separation distances between parallel taxiways and runways (Southern of aerodrome site) for the period up to 24.02.2027

VTSP AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

08 06 45 N
098 18 33 E

ELEV 84 FT

TWR : 118.1 236.6

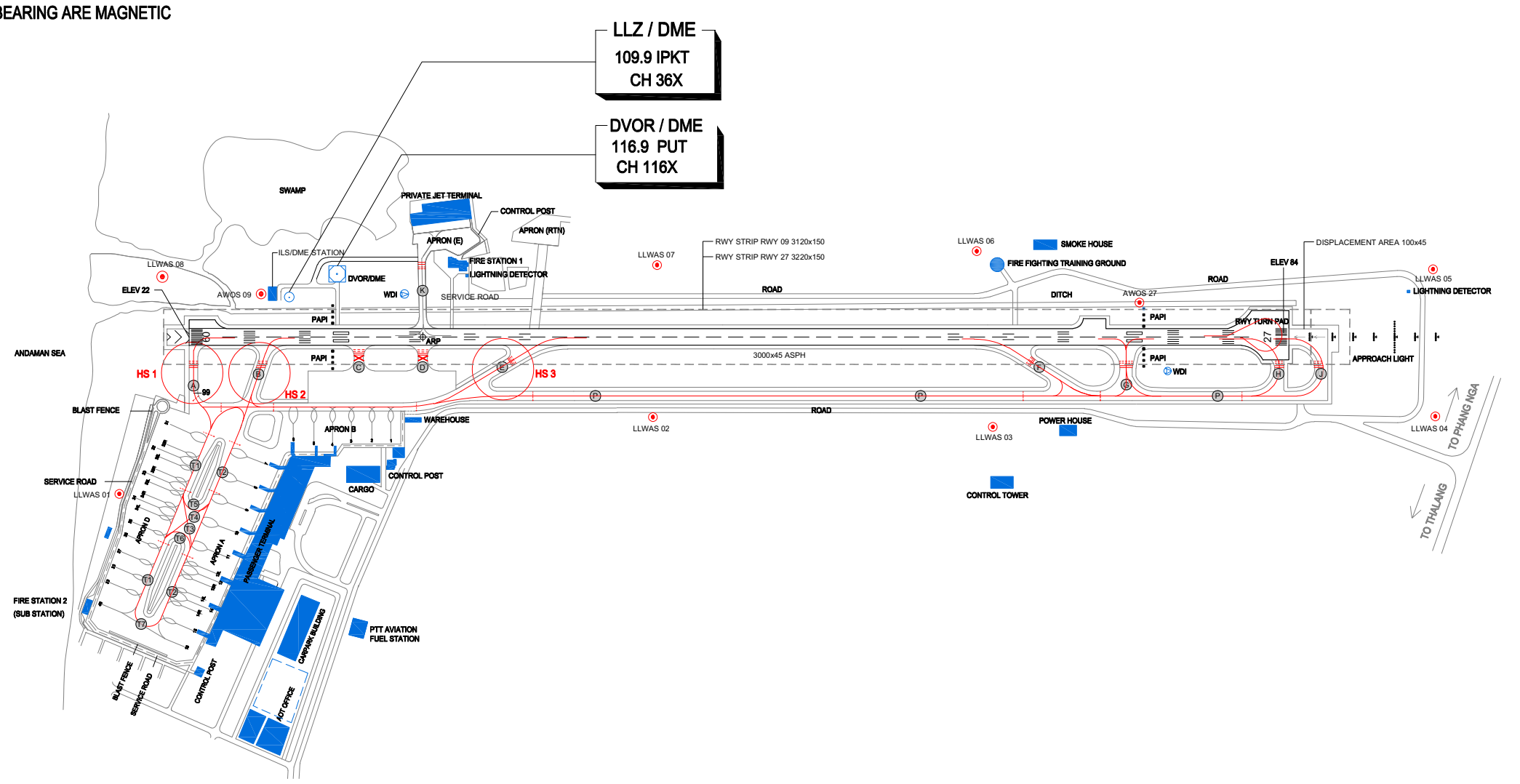
PHUKET / Phuket Intl

RWY	DIRECTION (TRUE BRG)	THR	BEARING STRENGTH
09	85°	8°6'43"N 98°18'12"E	PCR 800/F/A/X/T
27	265°	8°6'52"N 98°19'49"E	PCR 800/F/A/X/T PCR 1240/R/C/W/T(100 M BFR THR 27)
TAXIWAYS A,B,E,F,G			PCR 710/R/A/W/T
TAXIWAYS C, D			PCR 380/F/A/X/T
TAXIWAYS H,J			PCR 1240/R/C/W/T
TAXIWAY K			PCR 550/F/D/X/T
TAXIWAY P			PCR 710/R/A/W/T, PCR 800/F/C/X/T
TAXILANES T1, T2, T3, T4, T5, T6, T7			PCR 780/R/A/W/T
APRONS A, B, D			PCR 780/R/A/W/T
APRON E			PCR 580/R/C/W/T

VAR 0° 28' W (2025)

ANNUAL CHANGE 0° 2' E

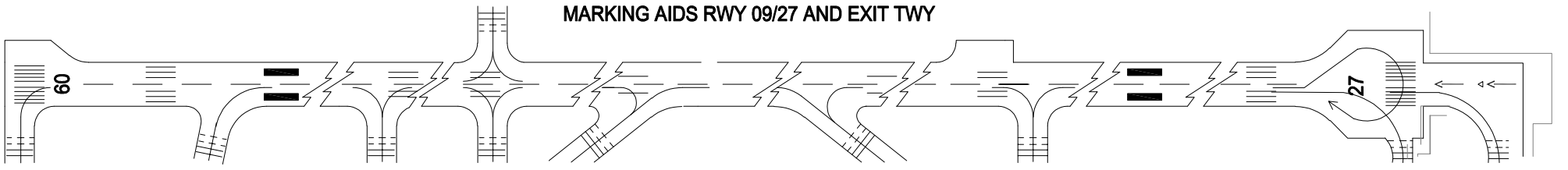
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



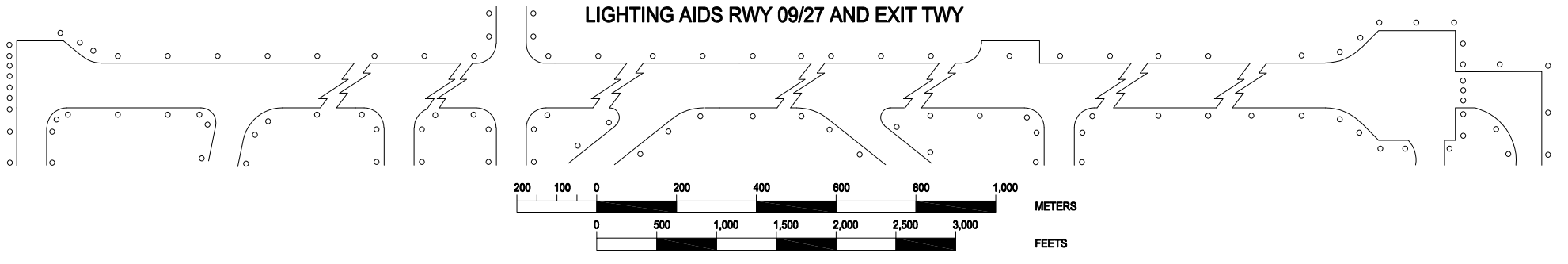
LEGEND	
CLOSED	
HOT SPOT	
BUILDING	
TAXIWAY AND TAXILANE IDENTIFICATION	A OR T1
INTERMEDIATE HOLDING POSITION	

LIGHTING AIDS	
RWY EDGE LIGHT	WHITE
RWY EDGE LIGHT AT DISPLACE THR	RED UNIDIRECTIONAL
TWY EDGE LIGHT	BLUE
THR / END LIGHT	GREEN / RED BIDIRECTIONAL

MARKING AIDS RWY 09/27 AND EXIT TWY



LIGHTING AIDS RWY 09/27 AND EXIT TWY



CHANGE : APRON C REMOVED

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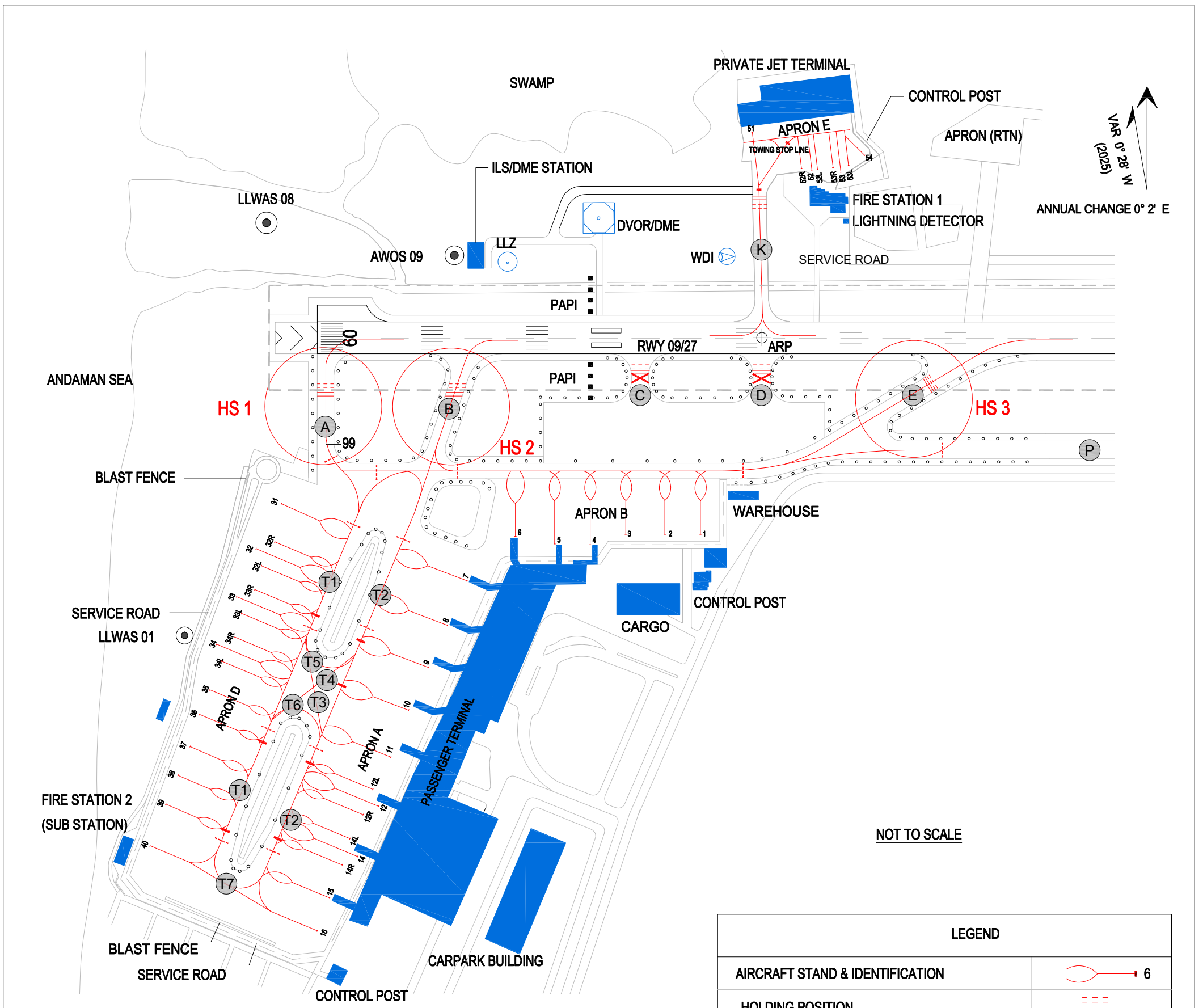
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON A ELEV
17 FT

TWR : 118.1 236.6
GND : 121.9

PHUKET / Phuket Intl



NOT TO SCALE

REMARKS

ARP 08 06 45N 098 18 33E

APRON	SURFACE	STRENGTH
A (ACFT STAND NR 7-16)	CONCRETE	PCR 780/R/A/W/T
B (ACFT STAND NR 1-6)	CONCRETE	PCR 780/R/A/W/T
D (ACFT STAND NR 31-40)	CONCRETE	PCR 780/R/A/W/T
E (ACFT STAND NR 51-54)	CONCRETE	PCR 580/R/C/W/T

LEGEND	
AIRCRAFT STAND & IDENTIFICATION	6
HOLDING POSITION	
SERVICE ROAD	
TAXI ROUTES	
CLOSED	
HOTSPOT	
RELEASED TOW BAR / TOWING STOP LINE	
TAXIWAY AND TAXILANE IDENTIFICATION	A OR T1
TAXIWAY LIGHT	
INTERMEDIATE HOLDING POSITION	

- DUE TO THE SLOPE OF ACFT STAND NR 6 IN APRON B IS 1 PERCENT HIGHER THAN OTHER STAND NEARBY ACFT SHOULD TAKE CAUTION WHILE PARKING ON THE STAND
- ACFT STAND NR 4 - 15 AVAILABLE WITH AEROBRIDGES
- ACFT STAND NR 1 - 16, 31 - 40 FUEL HYDRANT SYSTEM (JET A-1) AVAILABLE
- INS COORDINATES FOR AIRCRAFT STAND SEE AIRCRAFT PARKING / DOCKING CHART - ICAO VERSO

CHANGED : APRON C REMOVED

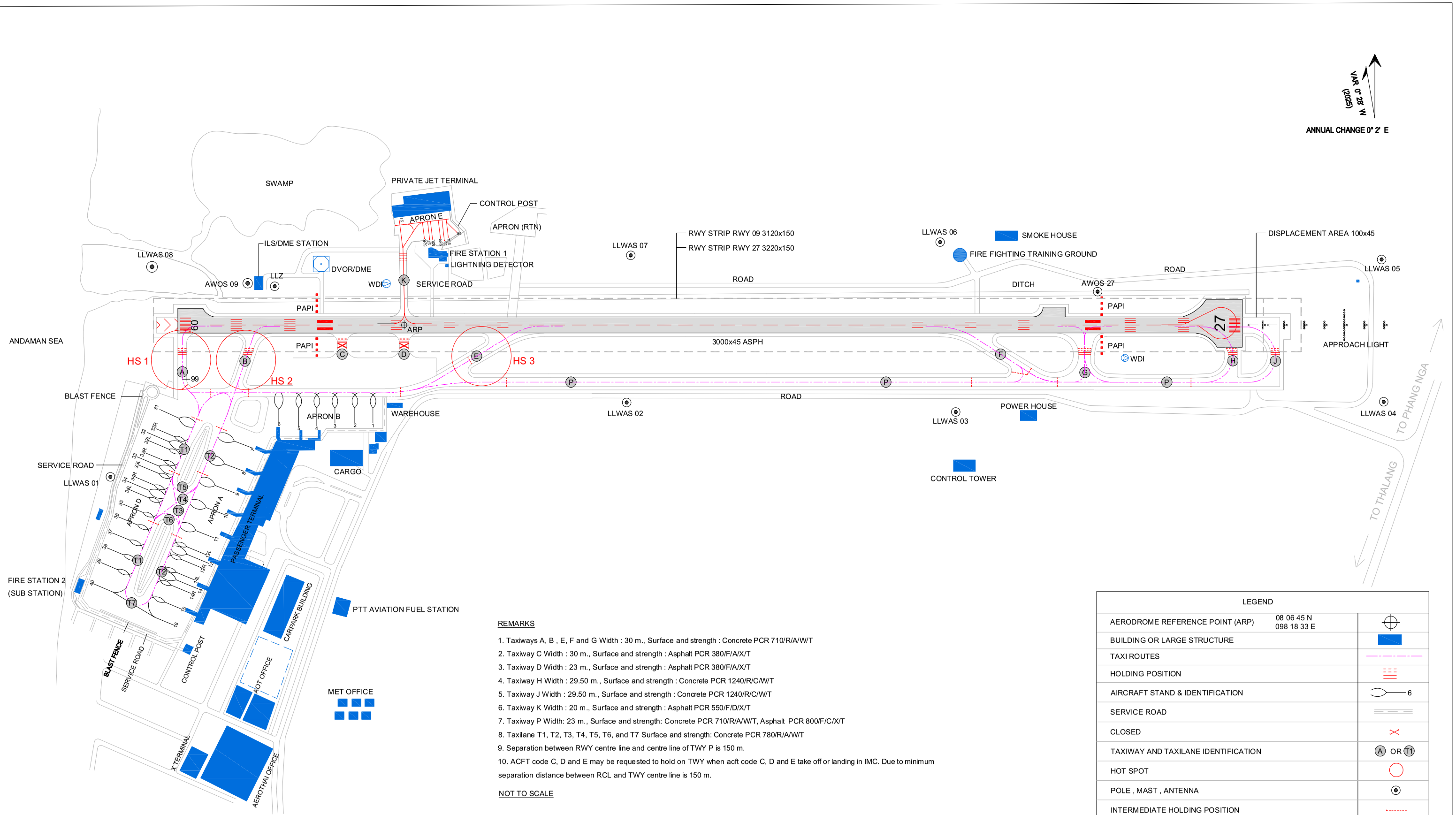
AIRCRAFT STAND COORDINATES								
LOCATION	**STAND NR**	**COORDINATES**		**ACFT UP TO**	**LOCATION**	**STAND NR**	**COORDINATES**		**ACFT UP TO**
APRON B	1	08 06 35.67	098 18 29.75	CODE D	APRON D	31	08 06 35.59	098 18 10.53	CODE E
	2	08 06 35.51	098 18 28.05	CODE D		32L	08 06 32.42	098 18 09.97	CODE C
	3	08 06 35.35	098 18 26.36	CODE D		32	08 06 33.12	098 18 09.89	CODE E
	4	08 06 34.77	098 18 24.69	CODE D		32R	08 06 33.69	098 18 10.31	CODE C
	5	08 06 34.68	098 18 22.97	CODE D		33L	08 06 29.87	098 18 09.30	CODE C
	6	08 06 34.23	098 18 20.97	B747-300		33	08 06 30.57	098 18 09.21	CODE E
APRON A	7	08 06 32.39	098 18 20.42	CODE E		33R	08 06 31.14	098 18 09.63	CODE C
	8	08 06 30.13	098 18 19.81	CODE E		34L	08 06 27.32	098 18 08.63	CODE C
	9	08 06 27.86	098 18 19.21	CODE E		34	08 06 28.02	098 18 08.54	CODE E
	10	08 06 25.60	098 18 18.62	CODE E		34R	08 06 28.59	098 18 08.96	CODE C
	11	08 06 23.30	098 18 18.02	CODE E		35	08 06 25.95	098 18 08.64	CODE C
	12L	08 06 21.70	098 18 16.58	CODE C		36	08 06 24.68	098 18 08.31	CODE C
	12	08 06 20.83	098 18 17.39	CODE E		37	08 06 23.11	098 18 07.66	CODE D
	12R	08 06 20.59	098 18 17.07	CODE C		38	08 06 21.24	098 18 07.17	CODE D
	14L	08 06 19.24	098 18 15.93	CODE C		39	08 06 19.37	098 18 06.67	CODE D
	14	08 06 18.37	098 18 16.75	CODE E		40	08 06 17.49	098 18 06.18	CODE D
	14R	08 06 18.13	098 18 16.42	CODE C	APRON E	51	08 06 54.61	098 18 32.10	Max wingspan 30.5M
	15	08 06 16.14	098 18 16.23	CODE D		52L	08 06 53.18	098 18 35.30	Max wingspan 19.4M
	16	08 06 14.27	098 18 15.74	CODE D		52	08 06 53.12	098 18 35.04	Max wingspan 31M
						52R	08 06 53.14	098 18 34.55	Max wingspan 19.4M
						53L	08 06 53.49	098 18 36.73	Max wingspan 19.4M
						53	08 06 53.13	098 18 36.31	Max wingspan 35.9M
						53R	08 06 53.33	098 18 36.02	Max wingspan 19.4M
						54	08 06 54.04	098 18 37.44	Max wingspan 16.8M
						99	08 06 38.20	098 18 12.78	CODE E

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
17 FT

TWR	: 118.1 236.6
APP	: 124.7 284.0
GND	: 121.9
ATIS	: 128.0

PHUKET/ Phuket Intl



REMARKS

1. Taxiways A, B , E, F and G Width : 30 m., Surface and strength : Concrete PCR 710/R/A/W/T
2. Taxiway C Width : 30 m., Surface and strength : Asphalt PCR 380/F/A/X/T
3. Taxiway D Width : 23 m., Surface and strength : Asphalt PCR 380/F/A/X/T
4. Taxiway H Width : 29.50 m., Surface and strength : Concrete PCR 1240/R/C/W/T
5. Taxiway J Width : 29.50 m., Surface and strength : Concrete PCR 1240/R/C/W/T
6. Taxiway K Width : 20 m., Surface and strength : Asphalt PCR 550/F/D/X/T
7. Taxiway P Width: 23 m., Surface and strength: Concrete PCR 710/R/A/W/T, Asphalt PCR 800/F/C/X/T
8. Taxilane T1, T2, T3, T4, T5, T6, and T7 Surface and strength: Concrete PCR 780/R/A/W/T
9. Separation between RWY centre line and centre line of TWY P is 150 m.
10. ACFT code C, D and E may be requested to hold on TWY when acft code C, D and E take off or landing in IMC. Due to minimum separation distance between RCL and TWY centre line is 150 m.

NOT TO SCALE

LEGEND		
AERODROME REFERENCE POINT (ARP)	08 06 45 N 098 18 33 E	
BUILDING OR LARGE STRUCTURE		
TAXI ROUTES		
HOLDING POSITION		
AIRCRAFT STAND & IDENTIFICATION		6
SERVICE ROAD		
CLOSED		
TAXIWAY AND TAXILANE IDENTIFICATION		A OR T1
HOT SPOT		
POLE , MAST , ANTENNA		
INTERMEDIATE HOLDING POSITION		

REMARKS : COORDINATE IS WGS-84

THR RWY 09: 08 06 43.05N 098 18 11.90E

THR RWY 27: 08 06 52.23N 098 19 49.46E

CHANGED : APRON C REMOVED

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AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

Phuket International Airport

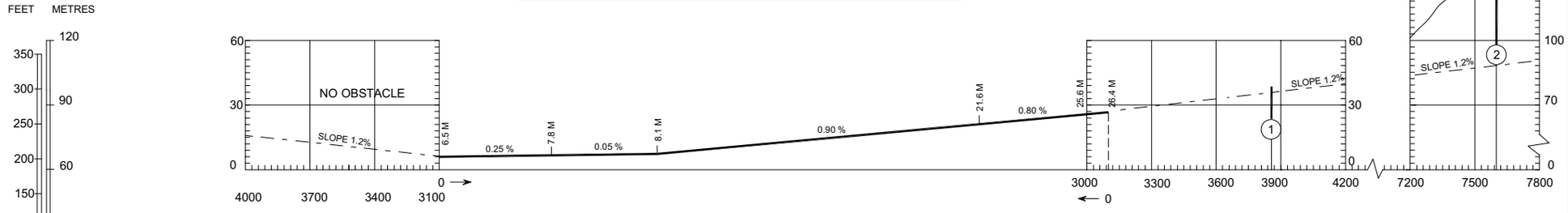
DIMENSIONS AND ELEVATIONS IN METRES

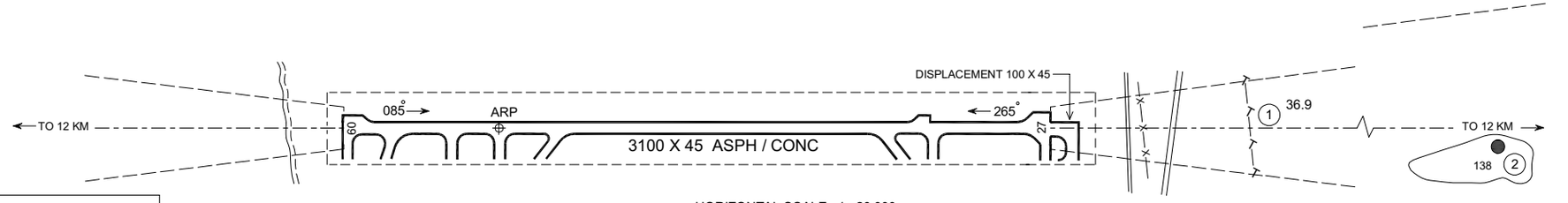
MAGNETIC VARIATION 0°28' W (2025)

Annual change 0° 2' E

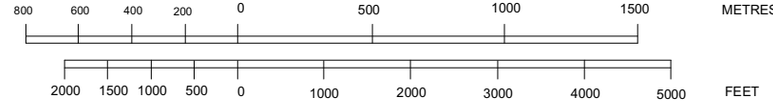
RWY 09 / 27

DECLARED DISTANCES		
RWY 09		RWY 27
3000	TAKE-OFF RUN AVAILABLE	3100
3000	TAKE-OFF DISTANCE AVAILABLE	3100
3000	ACCELERATE STOP DISTANCE AVAILABLE	3100
3000	LANDING DISTANCE AVAILABLE	3000





HORIZONTAL SCALE 1 : 20 000



LEGEND	
AERODROME REFERENCE POINT (ARP) 08 06 38 N 98 18 45 E	⊕
ROAD	═══
ELECTRICAL POLES	—T—T—
IDENTIFICATION NUMBER	①
SHORE LINE (UNRELIABLE)	≈≈≈≈≈
BOUNDARY FENCE	— x — x —

CHANGE : RWY SLOPE CHANGED, RWY ELEV CHANGED, DECLARED DISTANCE CHANGED, SWY REMOVED, DISPLACEMENT AREA ADDED, RWY DIMENSION CHANGED

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VTUW AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Sakon Nakhon Approach	123.35 MHz 284.0 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Nakhon Phanom Tower	122.15 MHz 121.5 MHz [1)] 236.6 MHz	As AD OPR HR	
GND	Nakhon Phanom Ground	121.9 MHz	As AD OPR HR	
ATIS	Nakhon Phanom Airport	128.85 MHz	As AD OPR HR	

VTUW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NP	383 KHz	H24	172332.7N 1043833.6E		50 nm Coverage clockwise orbit data refer from commissioning checked as follow: -Bearing 170-350 degree at 2100 ft -Bearing 351-169 degree unable to check due to border limited.
DVOR/DME	NKP	111.6 MHz CH53X	H24	172317.9N 1043818.1E	600 ft	DVOR/DME restriction due to mountainous terrain surround DVOR/ DME station, coverage check does not provide adequate signal to 40 nm at required altitudes in various areas as follows: – Radial 181°-190° altitude should not below 2 500 ft – Radial 191°-260° altitude should not below 4 000 ft – Radial 261°-320° altitude should not below 2 500 ft – Radial 321°-180° unable to check (Due to border limited)
LOC RWY15 ILS CAT I	INKP	109.7 MHz	H24	172220.6N 1043905.1E		ILS/DME RWY15: Localizer is unusable, due to national border. – 18 – 10 NM: Beyond 2° left of localizer inbound course. – Within 10 NM: Beyond 20° left of localizer inbound course.
GP		333.2 MHz	H24	172324.5N 1043814.1E		GP: 3 DEG, RDH 50 ft
DME	INKP	CH 34X (109.7 MHz)	H24	172219.3N 1043903.0E	600 ft	Paired with LOC FREQ.

VTUW AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

17° 23' 07" N
104° 38' 31" E

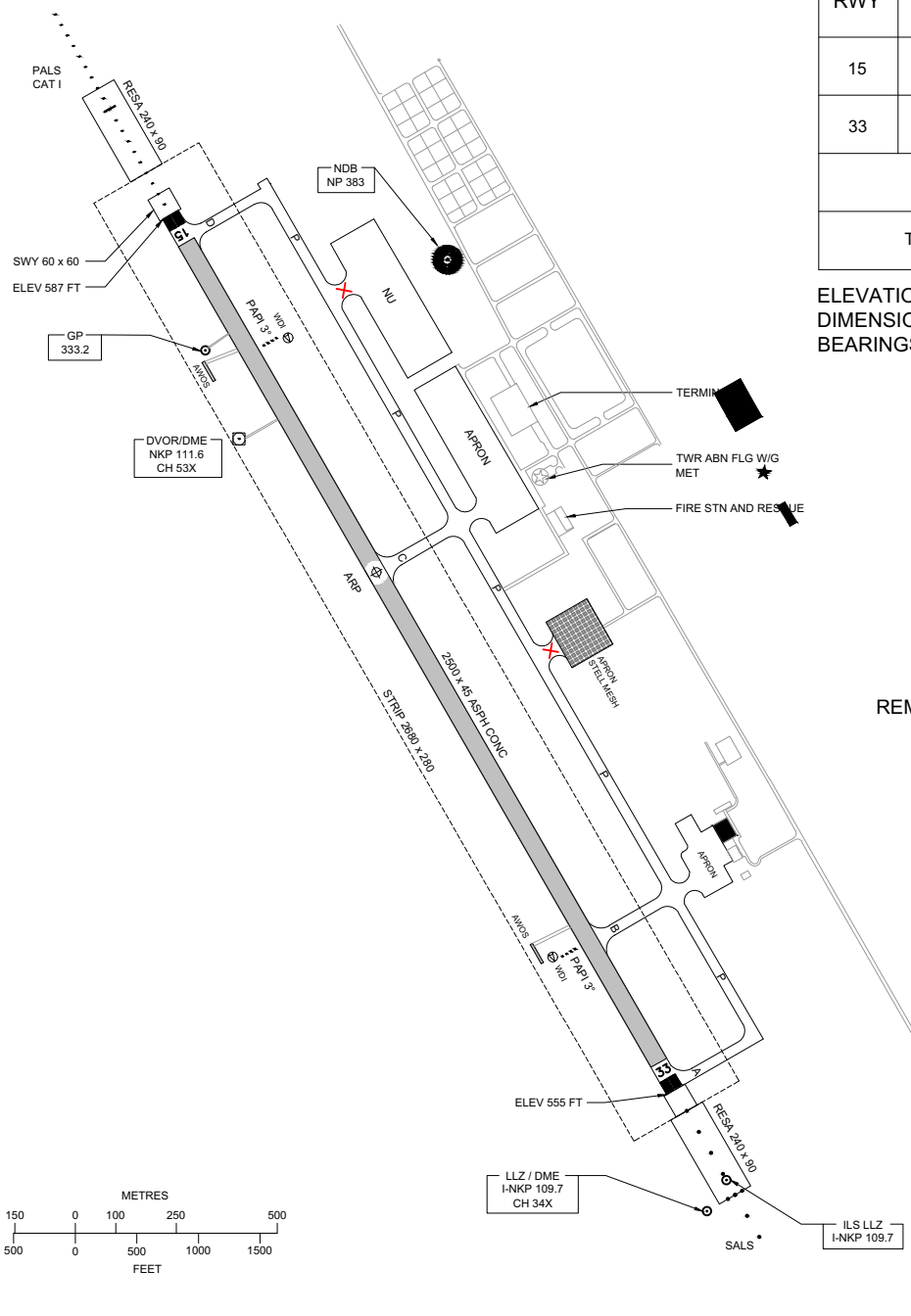
ELEV 587 FT

TWR 122.15, 236.6
GND 121.9

NAKHON PHANOM / Nakhon Phanom

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

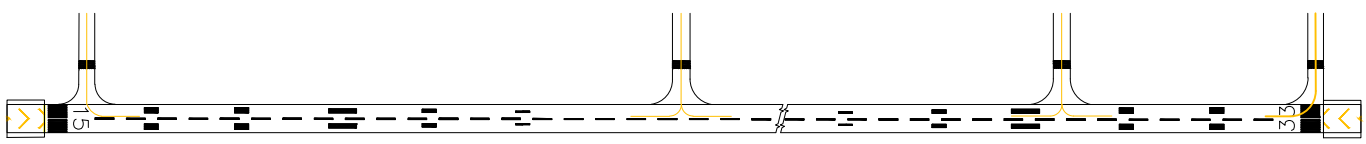
ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC



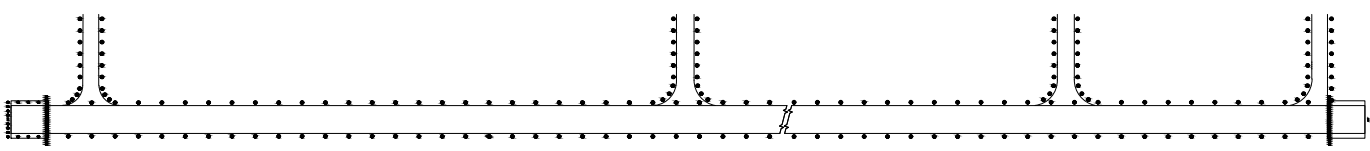
MAG VAR 1° 13'W (2025)
ANNUAL RATE OF CHANGE 0° 1'E

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



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

CHANGE: REVISED CHART. TWR FREQ.

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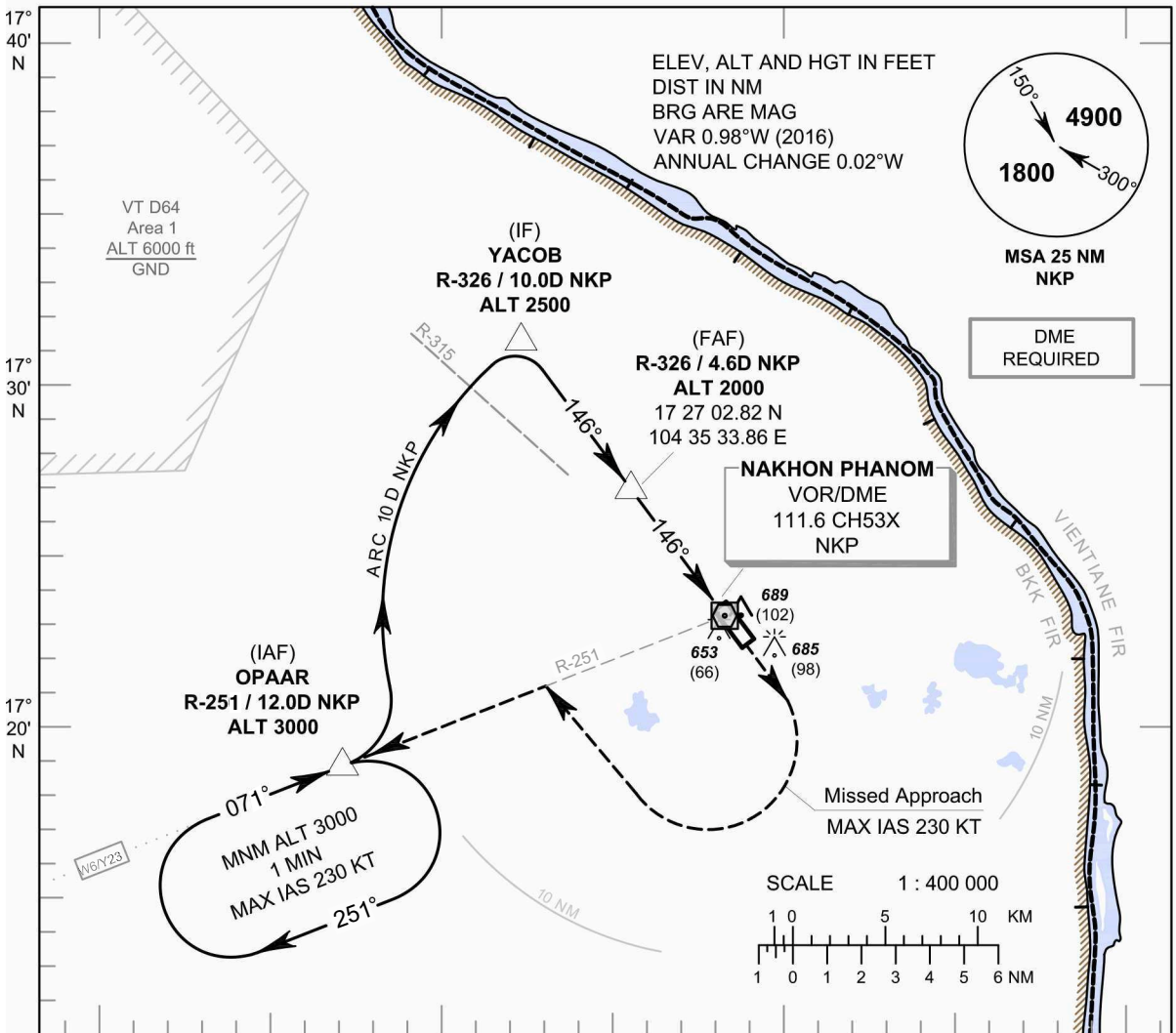
INSTRUMENT APPROACH CHART - ICAO

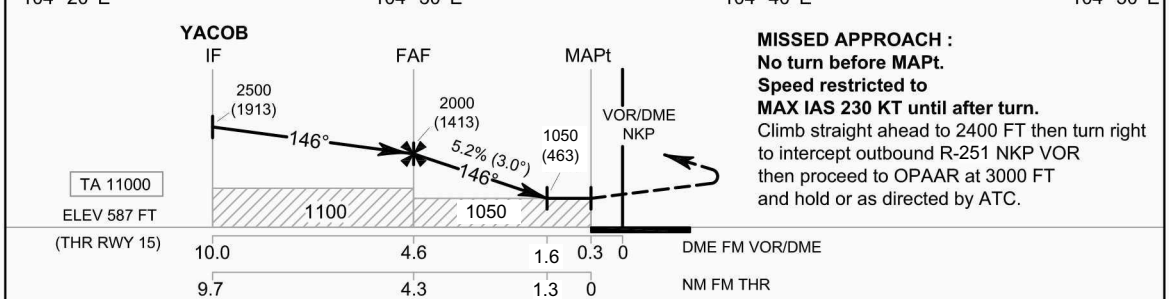
AERODROME ELEV 587 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.35 , 284.0
TWR : 122.15 , 236.6
GND : 121.9
ATIS : 128.85

NAKHON PHANOM / Nakhon Phanom (VTUW)

VOR RWY15





MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 230 KT until after turn.
Climb straight ahead to 2400 FT then turn right to intercept outbound R-251 NKP VOR then proceed to OPAAR at 3000 FT and hold or as directed by ATC.

CHANGE: FREQUENCY.

OCA/H	A	B	C	D
Straight - in Approach	1050 (463)			
Circling (OCH AAL)	1100 (513)		1300 (713)	

Distance to NKP	FAF	4 D	3 D	2 D	1.6 D
Altitude (Height)	2000 (1413)	1805 (1218)	1490 (903)	1175 (588)	1050 (463)

Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 587 FT
HEIGHTS RELATED TO AERODROME ELEV

NAKHON PHANOM / Nakhon Phanom (VTUW)

VOR RWY15

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

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

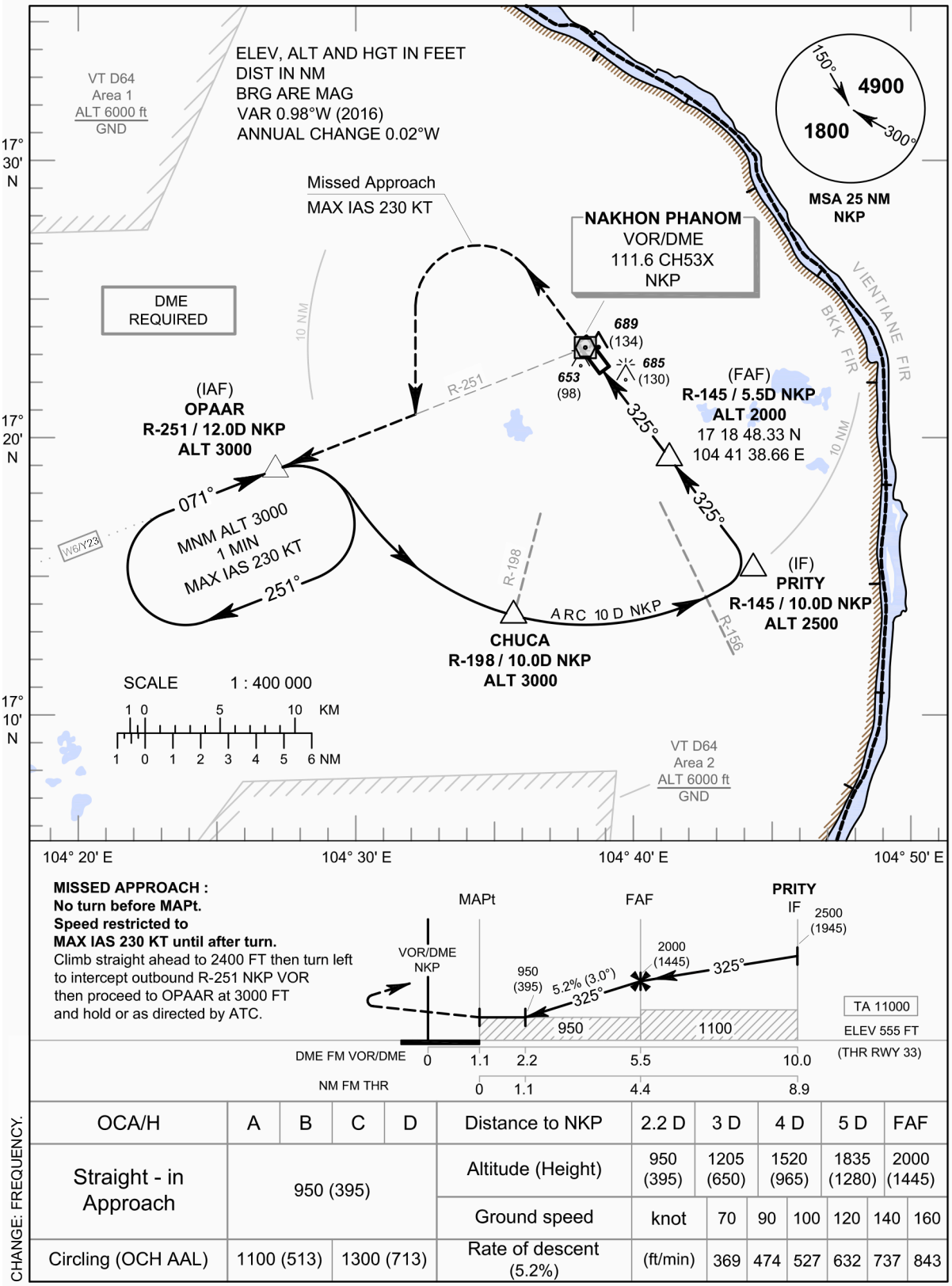
INSTRUMENT APPROACH CHART - ICAO

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

APP : 123.35 , 284.0
TWR : 122.15 , 236.6
GND : 121.9
ATIS : 128.85

NAKHON PHANOM / Nakhon Phanom (VTUW)

VOR RWY33



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 230 KT until after turn.
Climb straight ahead to 2400 FT then turn left to intercept outbound R-251 NKP VOR then proceed to OPAAR at 3000 FT and hold or as directed by ATC.

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

CHANGE: FREQUENCY.

INSTRUMENT APPROACH CHART - ICAO

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

NAKHON PHANOM / Nakhon Phanom (VTUW)

VOR RWY33

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

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

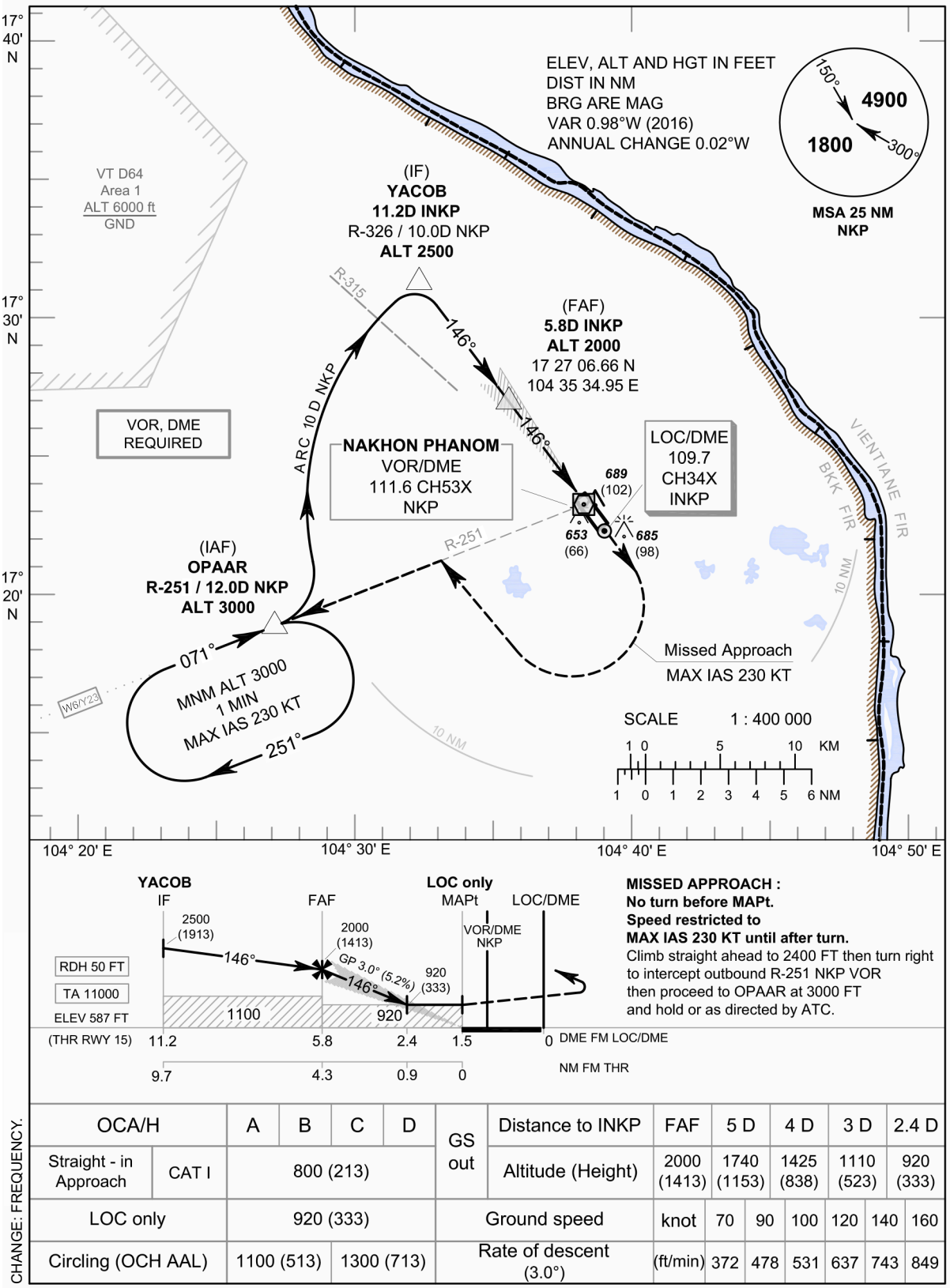
INSTRUMENT APPROACH CHART - ICAO

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

APP : 123.35 , 284.0
TWR : 122.15 , 236.6
GND : 121.9
ATIS : 128.85

NAKHON PHANOM / Nakhon Phanom (VTUW)

ILS or LOC RWY15



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 230 KT until after turn.
Climb straight ahead to 2400 FT then turn right to intercept outbound R-251 NKP VOR then proceed to OPAAR at 3000 FT and hold or as directed by ATC.

CHANGE: FREQUENCY.

OCA/H		A	B	C	D	GS out	Distance to INKP	FAF	5 D	4 D	3 D	2.4 D
Straight - in Approach	CAT I	800 (213)					Altitude (Height)	2000 (1413)	1740 (1153)	1425 (838)	1110 (523)	920 (333)
LOC only		920 (333)					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)		1100 (513)		1300 (713)			Rate of descent (3.0°)	(ft/min)	372	478	531	637	743	849

INSTRUMENT APPROACH CHART - ICAO

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

NAKHON PHANOM / Nakhon Phanom (VTUW)

ILS or LOC RWY15

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

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

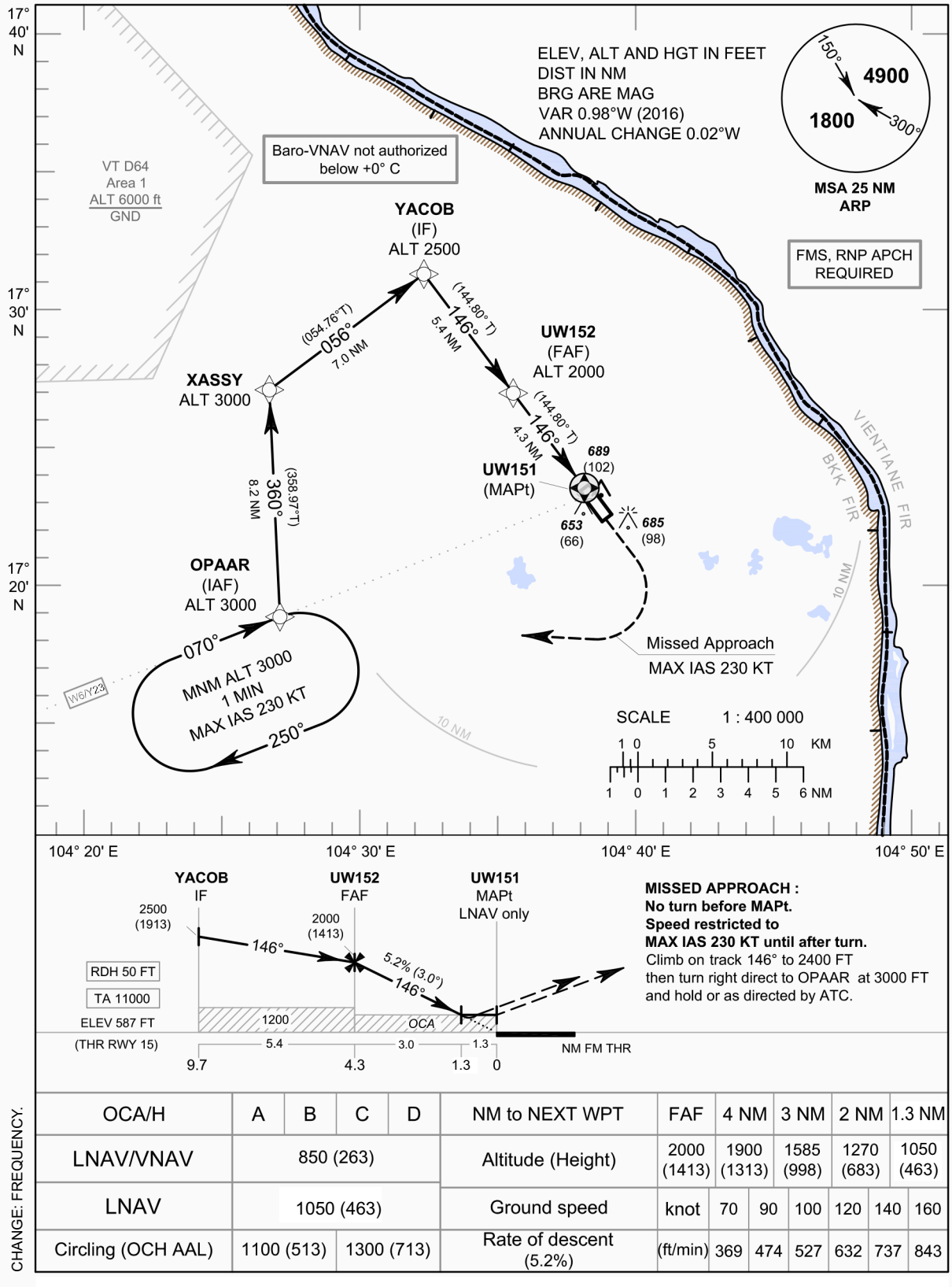
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 587 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.35 , 284.0
TWR : 122.15 , 236.6
GND : 121.9
ATIS : 128.85

NAKHON PHANOM / Nakhon Phanom (VTUW)

RNP RWY15



CHANGE: FREQUENCY.

OCA/H	A	B	C	D
LNAV/VNAV	850 (263)			
LNAV	1050 (463)			
Circling (OCH AAL)	1100 (513)		1300 (713)	

NM to NEXT WPT	FAF	4 NM	3 NM	2 NM	1.3 NM
Altitude (Height)	2000 (1413)	1900 (1313)	1585 (998)	1270 (683)	1050 (463)

Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 587 FT
HEIGHTS RELATED TO AERODROME ELEV

NAKHON PHANOM / Nakhon Phanom (VTUW)

RNP RWY15

TABULAR DESCRIPTION

RNP RWY15

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	OPAAR (IAF)	-	-	+1.0	-	-	@3000	-	-	RNP APCH
020	TF	XASSY	-	360°(358.97°)	+1.0	8.2	R	@3000	-	-	RNP APCH
030	TF	YACOB (IF)	-	056°(054.76°)	+1.0	7.0	-	@2500	-	-	RNP APCH
010	IF	YACOB (IF)	-	-	+1.0	-	-	@2500	-	-	RNP APCH
020	TF	UW152 (FAF)	-	146°(144.80°)	+1.0	5.4	-	@2000	-	-	RNP APCH
030	TF	UW151 (MAPt)	Y	146°(144.80°)	+1.0	4.3	-	@637	-	-3.0/50	RNP APCH
040	CA	-	-	146°(144.80°)	+1.0	-	-	+2400	-	-	RNP APCH
050	DF	OPAAR (IAF)	-	-	+1.0	-	R	@3000	-230	-	RNP APCH
060	HM	OPAAR (IAF)	Y	070°(068.52°)	+1.0	1 minute	R	@3000	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY15

Waypoint Identifier	Coordinates	
OPAAR	17° 19' 12.67" N	104° 26' 29.87" E
XASSY	17° 27' 29.23" N	104° 26' 20.55" E
YACOB	17° 31' 32.46" N	104° 32' 19.51" E
UW152	17° 27' 06.66" N	104° 35' 34.95" E
UW151 (THR15)	17° 23' 34.95" N	104° 38' 10.44" E

CHANGE: OPAAR ALT.

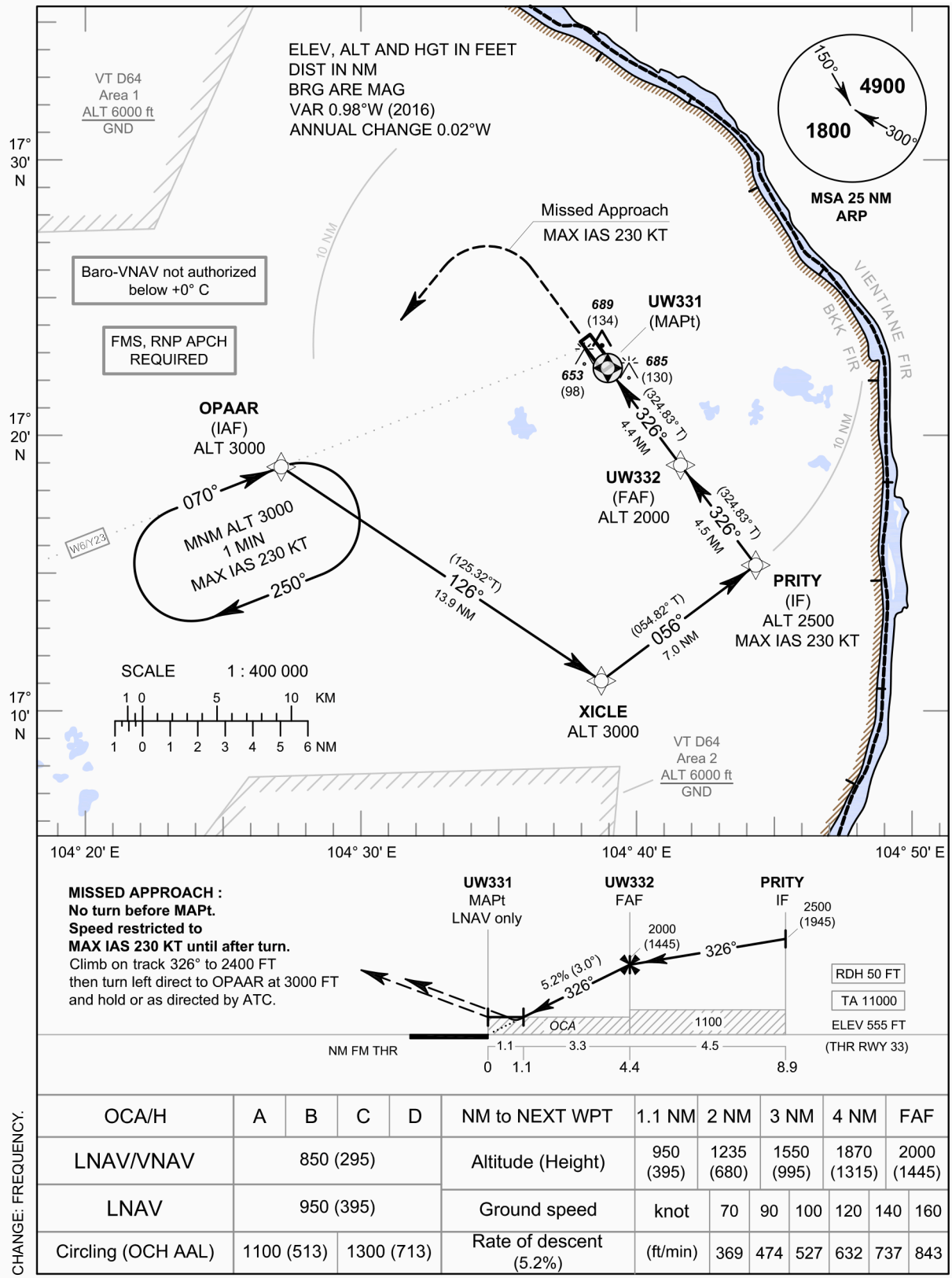
INSTRUMENT APPROACH CHART - ICAO

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

APP : 123.35 , 284.0
TWR : 122.15 , 236.6
GND : 121.9
ATIS : 128.85

NAKHON PHANOM / Nakhon Phanom (VTUW)

RNP RWY33



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 230 KT until after turn.
Climb on track 326° to 2400 FT
then turn left direct to OPAAR at 3000 FT
and hold or as directed by ATC.

CHANGE: FREQUENCY.

OCA/H	A	B	C	D
LNAV/VNAV	850 (295)			
LNAV	950 (395)			
Circling (OCH AAL)	1100 (513)		1300 (713)	

NM to NEXT WPT	1.1 NM	2 NM	3 NM	4 NM	FAF
Altitude (Height)	950 (395)	1235 (680)	1550 (995)	1870 (1315)	2000 (1445)

Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

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

NAKHON PHANOM / Nakhon Phanom (VTUW)

RNP RWY33

TABULAR DESCRIPTION

RNP RWY33

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	OPAAR (IAF)	-	-	+1.0	-	-	@3000	-	-	RNP APCH
020	TF	XICLE	-	126°(125.32°)	+1.0	13.9	L	@3000	-	-	RNP APCH
030	TF	PRITY (IF)	-	056°(054.82°)	+1.0	7.0	-	@2500	-230	-	RNP APCH
010	IF	PRITY (IF)	-	-	+1.0	-	-	@2500	-230	-	RNP APCH
020	TF	UW332 (FAF)	-	326°(324.83°)	+1.0	4.5	-	@2000	-	-	RNP APCH
030	TF	UW331 (MAPt)	Y	326°(324.83°)	+1.0	4.4	-	@605	-	-3.0/50	RNP APCH
040	CA	-	-	326°(324.83°)	+1.0	-	-	+ 2400	-	-	RNP APCH
050	DF	OPAAR (IAF)	-	-	+1.0	-	L	@3000	-230	-	RNP APCH
060	HM	OPAAR (IAF)	Y	070°(068.52°)	+1.0	1 minute	R	@3000	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY33

Waypoint Identifier	Coordinates	
OPAAR	17° 19' 12.67" N	104° 26' 29.87" E
XICLE	17° 11' 07.18" N	104° 38' 22.09" E
PRITY	17° 15' 10.07" N	104° 44' 20.80" E
UW332	17° 18' 51.70" N	104° 41' 38.31" E
UW331 (THR33)	17° 22' 28.37" N	104° 38' 59.32" E

CHANGE: OPAAR ALT.

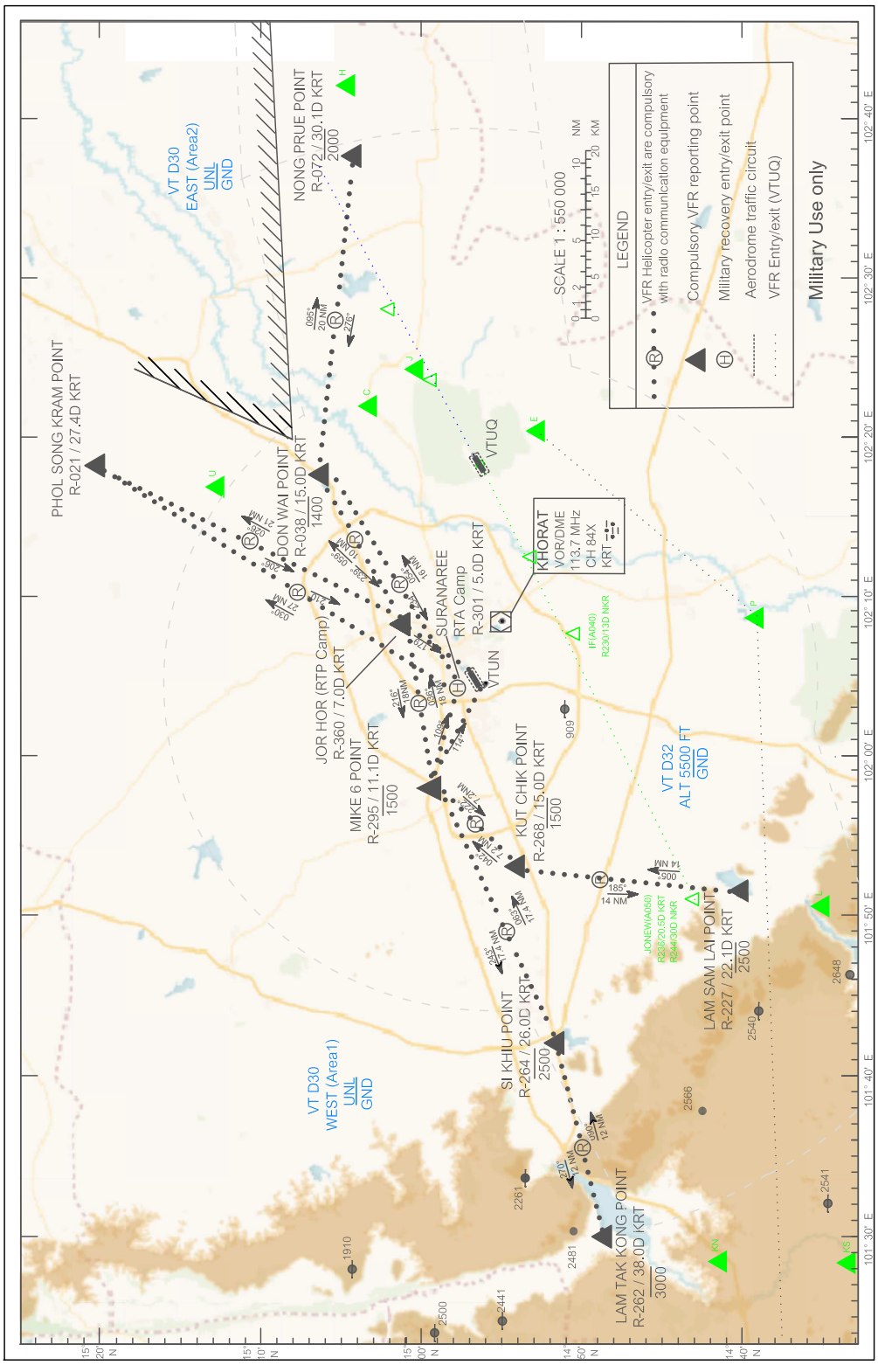
VFR ENTRY/EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 729 FT
HEIGHTS RELATED TO AERODROME ELEV

RATCHASIMA	
APP	: 123.6
TWR	: 119.8, 236.6
ATIS	: 126.6

KHORAT	
APP	: 129.75, 349.0
TWR	: 122.2, 240.5
GND	: 121.75, 275.8
ATIS	: 390.6, 134.8

NAKHON RATCHASIMA/
Khorat (VTUN)
RWY 06/24



2. Aerodrome traffic circuit

- Using both sides of traffic circuit.

2.1 Overhead Pattern

Fly initial at 300 KIAS. Pattern and Break altitude is 2,200 ft. MSL. The standard break is:

- Using runway 06 by Right turn pattern.
- Using runway 24 by left turn pattern.

2.2 Straight-In Pattern

Request a straight-in upon contact with Korat Approach and reiterate your request with Korat Tower when transferred to the tower frequency. Be at 1,700 ft. MSL by 6 NM.

2.3 Re-entry Pattern

The re-entry pattern altitude is 2,700 ft. MSL. Proceed to the 6 NM initial or closed traffic pattern as directed by Korat Tower.

2.4 Closed Traffic Pattern

Do not climb above 1,700 ft. MSL before the turn to downwind. Mid-field and present position closed patterns are authorized with Korat Tower approval.

3. Radio Communication Failure Procedure

All attempts should be made to have radio-capable aircraft bring/chase NORDO aircraft home. If no chase ship is available, follow the single-ship recovery procedures below:

- Intercept KRT R-330 or R-150 at 10 DME 1,700 ft. MSL then proceeded inbound.
- Hold at 3-5 DME until the active runway can be determined.
- Join appropriate downwind at 7 NM initial.
- Fly low approach between runway and taxiway at 1,300 ft. MSL, rock wings.
- Pitchout at departure end, establish landing configuration, and check mobile control or tower for the green light on downwind and/or on final.
- After landing, taxi clears off the runway and waits for the “Follow Me” vehicle.

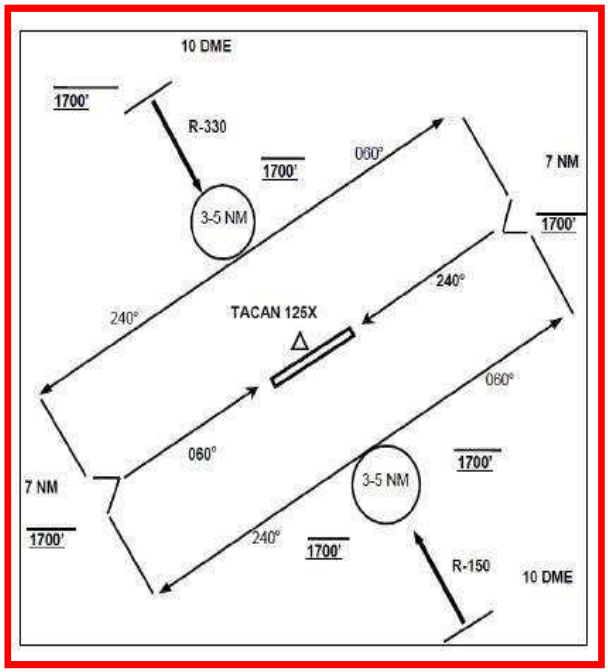


Figure : RADIO COMMUNICATION FAILURE PROCEDURE

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

VTUI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
GND	Sakon Nakhon Ground	121.9 MHz	As AD OPR HR	1) Emergency frequency
APP	Sakon Nakhon Approach	123.35 MHz 284.0 MHz 121.5 MHz 1)	As AD OPR HR	
TWR	Sakon Nakhon Tower	119.65 MHz 236.6 MHz 121.5 MHz 1)	As AD OPR HR	
ATIS	Sakon Nakhon Airport	128.25 MHz	As AD OPR HR	

VTUI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	SN	365 KHz	H24	171149.1N 1040653.5E	NIL	Data refer from commissioning checked as follows: 1. Bearing 181°-360° 50 nm. orbit altitude should not below 3 000 ft. 2. Bearing 001°-140° 50 nm. orbit unable to check due to border limited 3. Bearing 141°-180° unusable beyond 15 nm.
DVOR/DME	SKN	114.2 MHz CH 89X	H24	171250.8N 1040812.4E	NIL	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: 1. 30 nm. orbit (Due to border limited) – Radial 000º-130º altitude should not below 2 100 ft. 2. 40 nm. orbit – Radial 131º-280º altitude should not below 5 500 ft. – Radial 281º-359º altitude should not below 2 100 ft.
IILS CAT I RWY 23 LOC	ISKN	110.3 MHz CH40X	H24	171107.7N 1040630.9E	NIL	Designated operation coverage 18 nm. ALT 6800 ft/AMSL.
DME				171106.0N 1040632.6E	527 FT	Paired with LOC FREQ
GP		335.0 MHz	H24	171208.1N 1040728.9E	NIL	3 DEG REF Datum height 50 ft.

VTUI AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

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

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

2. 180 DEGREES TURN ON THE RUNWAY

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

VTUI AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUI AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 05:

SAKON NAKHON OMNI 05 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,300 ft.

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

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

- Runway 23:

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

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

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

VTUI AD 2.23 ADDITIONAL INFORMATION

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

VTUI AD 2.24 CHARTS RELATED TO AN AERODROME

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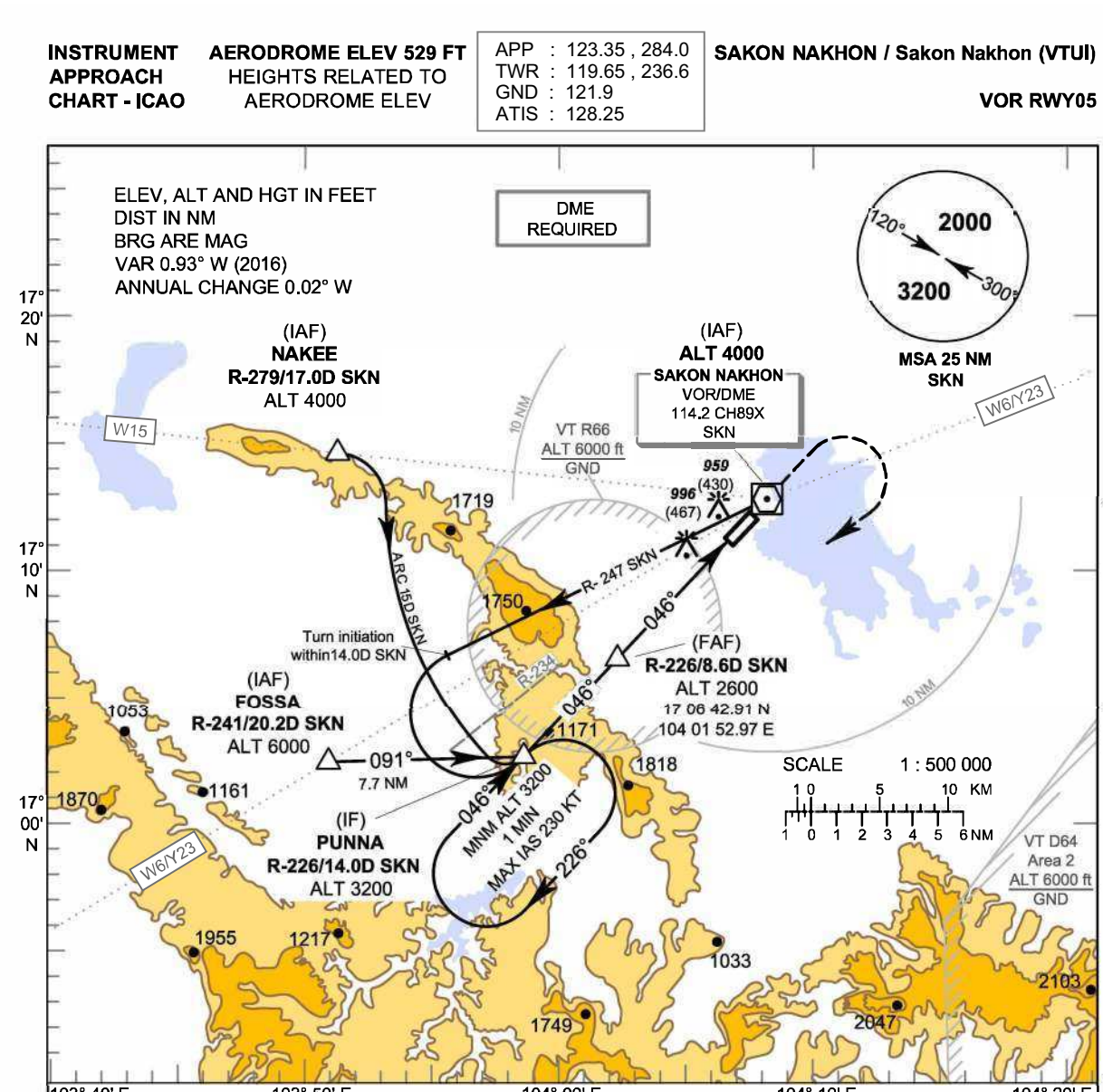
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	:	123.35 , 284.0
TWR	:	119.65 , 236.6
GND	:	121.9
ATIS	:	128.25

SAKON NAKHON / Sakon Nakhon (VTUI)

VOR RWY05



CHANGE: FREQUENCY.

OCA/H	A	B	C	D	Distance to SKN	FAF	8 D	7 D	6 D	5 D	4.3 D
Straight - in Approach	1240 (711)				Altitude (Height)	2600 (2071)	2410 (1881)	2095 (1566)	1780 (1251)	1465 (936)	1240 (711)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1500 (971)				Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

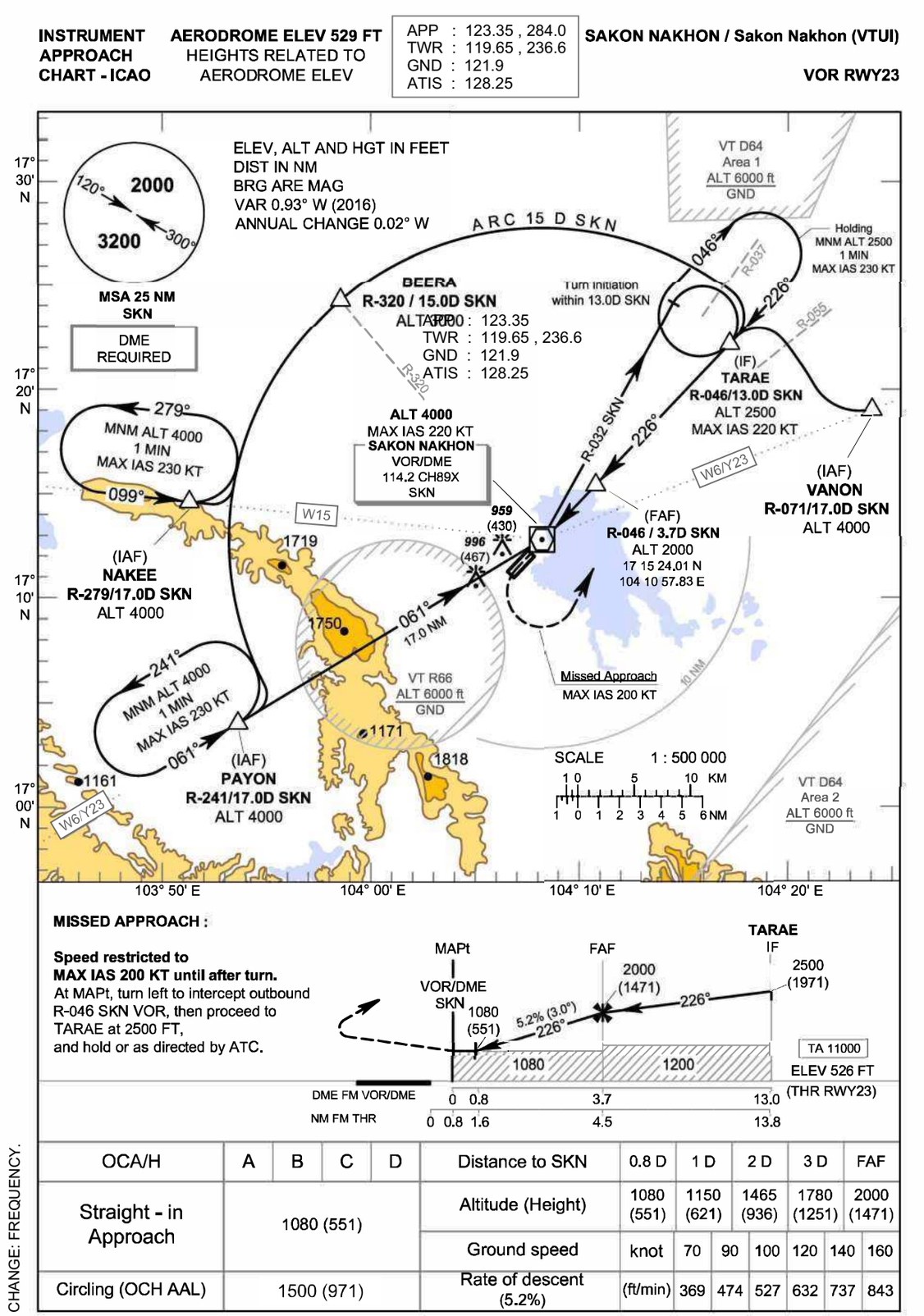
AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)

VOR RWY05

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

CHANGE: VOR AND MAPt COORDINATES.



OCA/H	A	B	C	D	Distance to SKN	0.8 D	1 D	2 D	3 D	FAF
Straight - in Approach	1080 (551)				Altitude (Height)	1080 (551)	1150 (621)	1465 (936)	1780 (1251)	2000 (1471)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1500 (971)				Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)

VOR RWY23

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

CHANGE: VOR AND FAF COORDINATES.

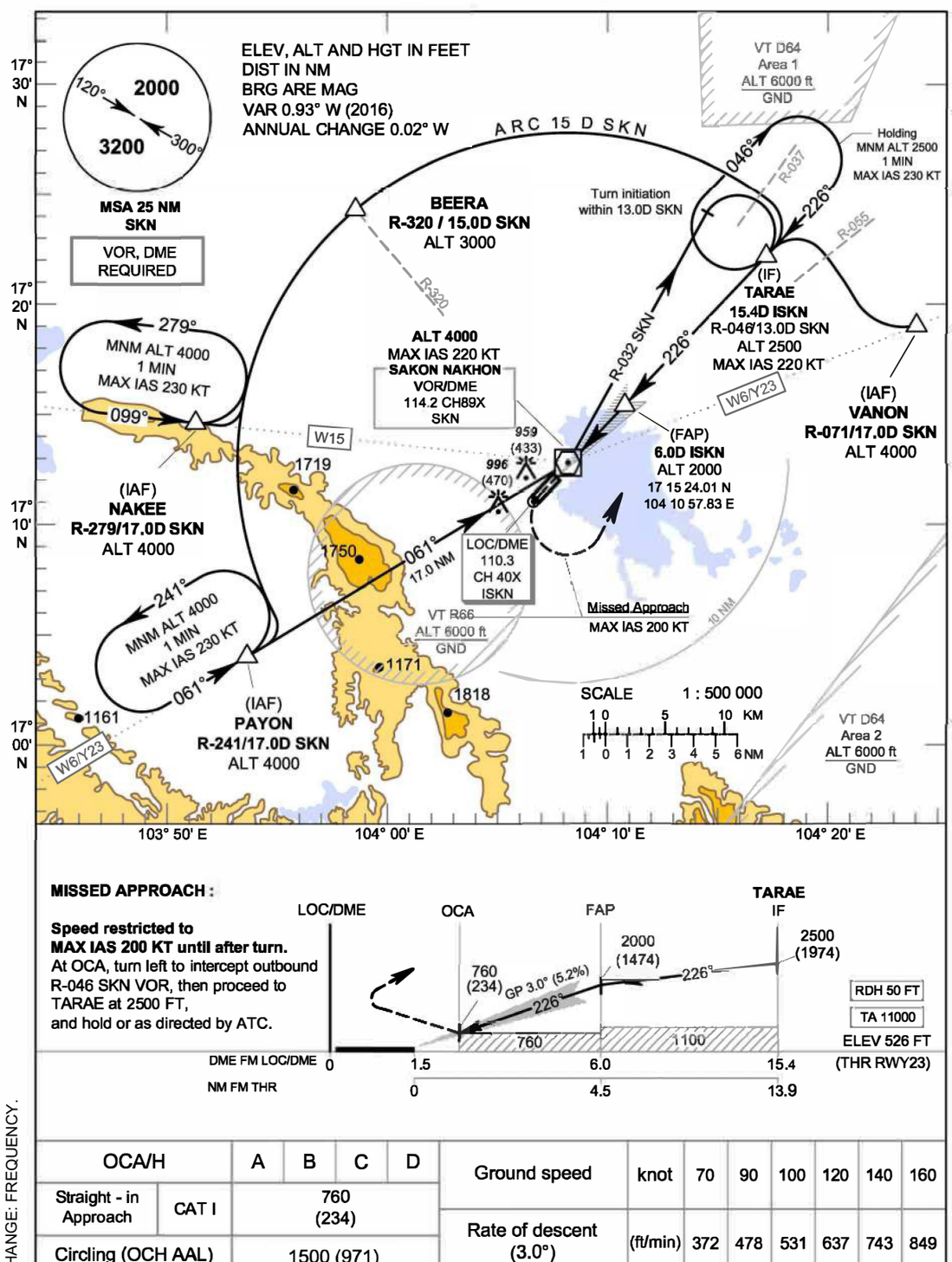
INSTRUMENT APPROACH CHART - ICAO

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

APP	123.35 , 284.0
TWR	119.65 , 236.6
GND	121.9
ATIS	128.25

SAKON NAKHON / Sakon Nakhon (VTUI)

ILS RWY23



MISSED APPROACH :

Speed restricted to MAX IAS 200 KT until after turn.
At OCA, turn left to intercept outbound R-046 SKN VOR, then proceed to TARAE at 2500 FT,
and hold or as directed by ATC.

OCA/H		A	B	C	D	Ground speed	knot	70	90	100	120	140	160
Straight - in Approach	CAT I	760 (234)				Rate of descent (3.0°)	(ft/min)	372	478	531	637	743	849
Circling (OCH AAL)		1500 (971)											

CHANGE: FREQUENCY.

INSTRUMENT APPROACH CHART - ICAO

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

SAKON NAKHON / Sakon Nakhon (VTUI)

ILS RWY23

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

CHANGE: VOR AND LOC COORDIANTES. TARAE DISTANCE.

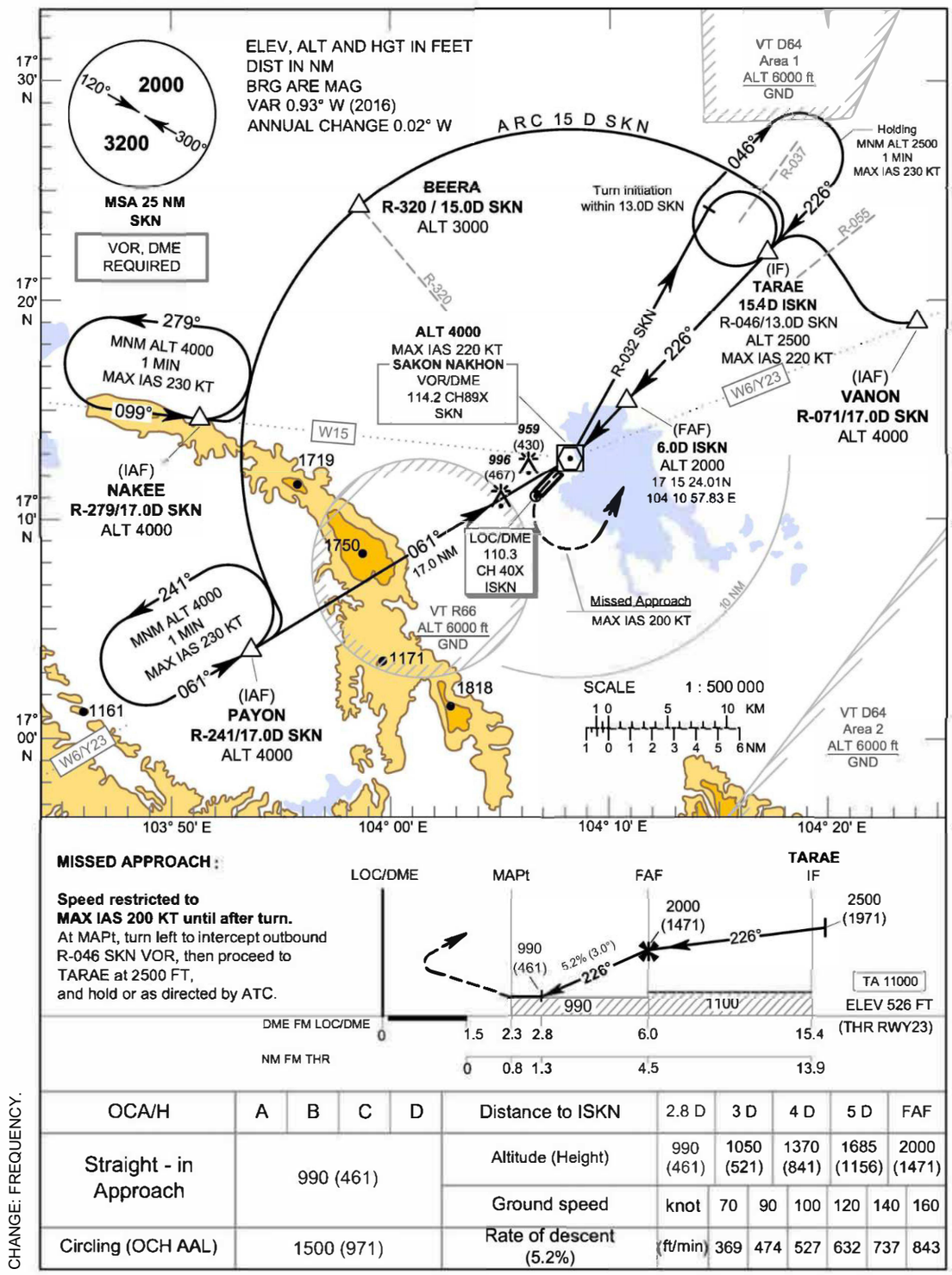
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.35 , 284.0
TWR : 119.65 , 236.6
GND : 121.9
ATIS : 128.25

SAKON NAKHON / Sakon Nakhon (VTUI)

LOC RWY23



MISSED APPROACH :

Speed restricted to MAX IAS 200 KT until after turn.
At MAPt, turn left to intercept outbound R-046 SKN VOR, then proceed to TARAE at 2500 FT, and hold or as directed by ATC.

OCA/H	A	B	C	D	Distance to ISKN	2.8 D	3 D	4 D	5 D	FAF
Straight - in Approach	990 (461)				Altitude (Height)	990 (461)	1050 (521)	1370 (841)	1685 (1156)	2000 (1471)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1500 (971)				Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

CHANGE: FREQUENCY.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)

LOC RWY23

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

CHANGE: VOR AND LOC COORDIANTES. TARAE DISTANCE.

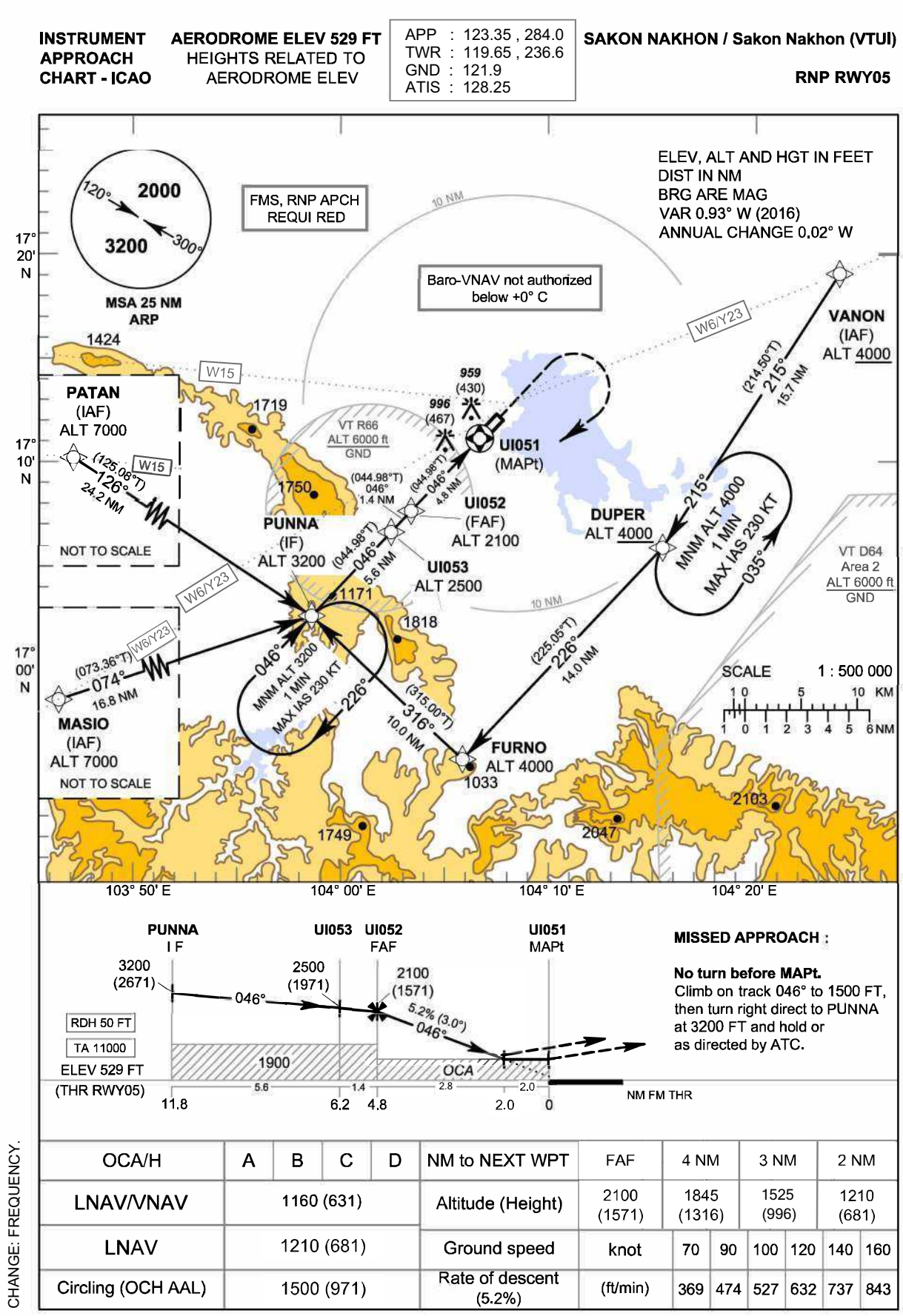
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.35 , 284.0
TWR : 119.65 , 236.6
GND : 121.9
ATIS : 128.25

SAKON NAKHON / Sakon Nakhon (VTUI)

RNP RWY05



CHANGE: FREQUENCY.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF	4 NM	3 NM	2 NM
LNAV/VNAV	1160 (631)				Altitude (Height)	2100 (1571)	1845 (1316)	1525 (996)	1210 (681)
LNAV	1210 (681)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1500 (971)				Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO
AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)

RNP RWY05

TABULAR DESCRIPTION

RNP RWY05

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	VANON (IAF)	-	-	+0.95	-	-	+4000	-	-	RNP APCH
020	TF	DUPER	-	215°(214.50°)	+0.95	15.7	R	+4000	-	-	RNP APCH
030	TF	FURNO	-	226°(225.05°)	+0.95	14.0	R	@4000	-	-	RNP APCH
040	TF	PUNNA (IF)	-	316°(315.00°)	+0.95	10.0	-	@3200	-	-	RNP APCH
010	IF	MASIO (IAF)	-	-	+0.95	-	-	@7000	-	-	RNP APCH
020	TF	PUNNA (IF)	-	074°(073.36°)	+0.95	16.8	-	@3200	-	-	RNP APCH
010	IF	PATAN (IAF)	-	-	+0.95	-	-	@7000	-	-	RNP APCH
020	TF	PUNNA (IF)	-	126°(125.08°)	+0.95	24.2	-	@3200	-	-	RNP APCH
010	IF	PUNNA (IF)	-	-	+0.95	-	-	@3200	-	-	RNP APCH
020	TF	UI053	-	046°(044.98°)	+0.95	5.6	-	@2500	-	-	RNP APCH
030	TF	UI052 (FAF)	-	046°(044.98°)	+0.95	1.4	-	@2100	-	-	RNP APCH
040	TF	UI051 (MAPt)	Y	046°(044.98°)	+0.95	4.8	-	@579	-	-3.0/50	RNP APCH
050	CA	-	-	046°(044.98°)	+0.95	-	-	+ 1500	-	-	RNP APCH
060	DF	PUNNA (IF)	-	-	+0.95	-	R	+ 3200	-	-	RNP APCH
070	HM	PUNNA (IF)	Y	046°(044.98°)	+0.95	1 minute	R	+ 3200	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY05

Waypoint Identifier	Coordinates	
VANON	17° 18' 38.93" N	104° 24' 52.65" E
DUPER	17° 05' 40.03" N	104° 15' 36.25" E
FURNO	16° 55' 43.91" N	104° 05' 16.11" E
MASIO	16° 58' 01.07" N	103° 41' 06.91" E
PATAN	17° 16' 47.29" N	103° 37' 15.11" E
PUNNA	17° 02' 49.77" N	103° 57' 53.28" E
UI053	17° 06' 48.43" N	104° 02' 01.20" E
UI052	17° 07' 48.18" N	104° 03' 03.21" E
UI051 (THR05)	17° 11' 12.56" N	104° 06' 35.89" E

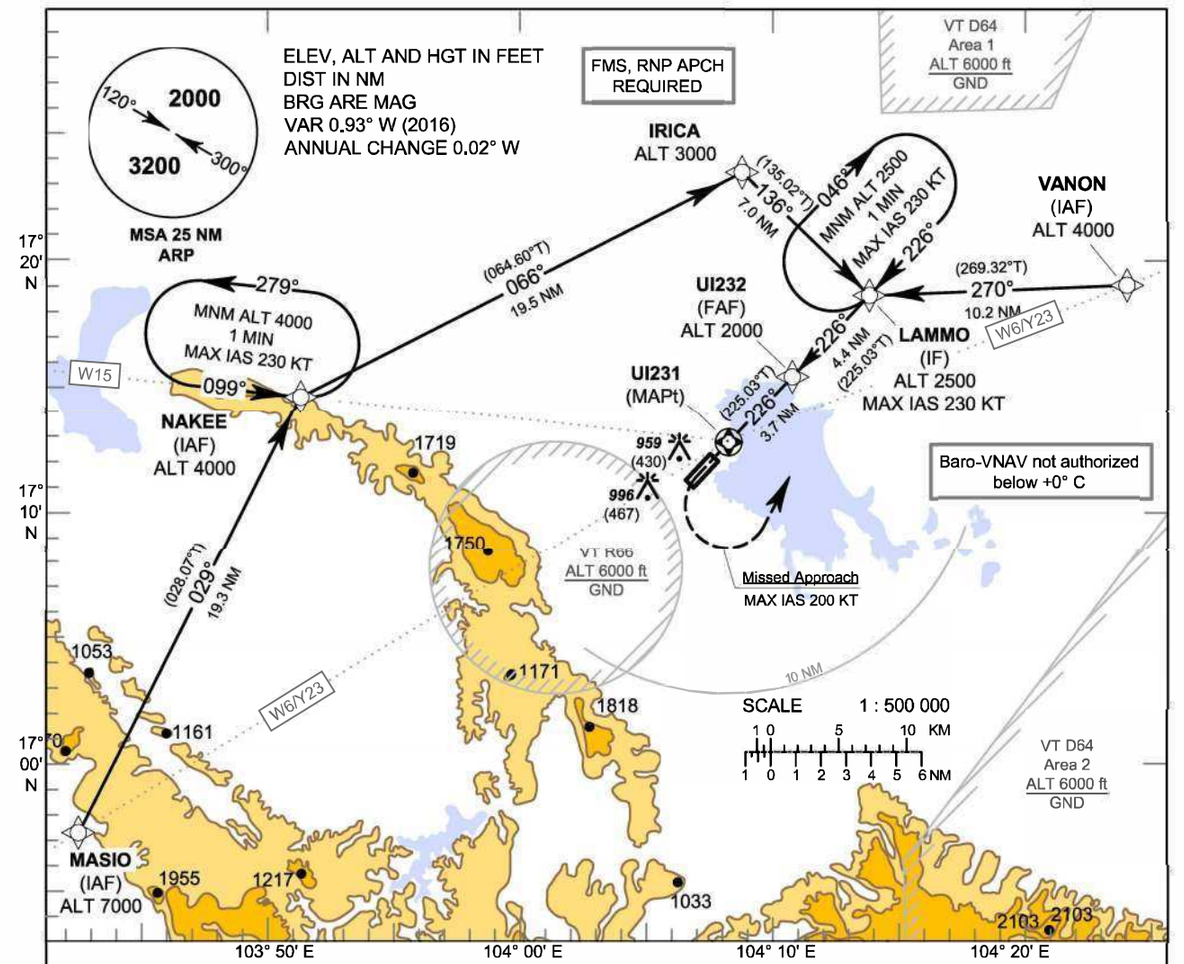
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.35 , 284.0
TWR : 119.65 , 236.6
GND : 121.9
ATIS : 128.25

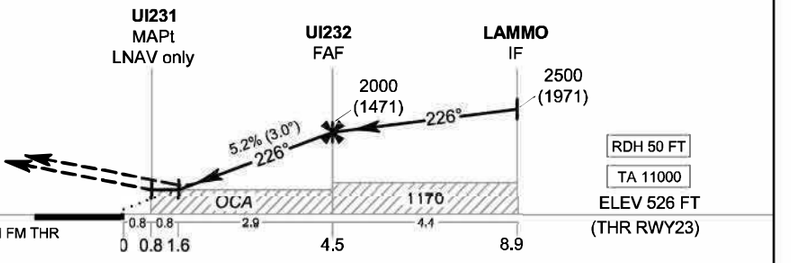
SAKON NAKHON / Sakon Nakhon (VTUI)

RNP RWY23



MISSED APPROACH :

Speed restricted to
MAX IAS 200 KT until after turn.
At MAPt, turn left direct to
LAMMO at 2500 FT,
and hold or as directed by ATC.



CHANGE: FREQUENCY.

OCA/H	A	B	C	D	NM to NEXT WPT	1.6 NM	2 NM	3 NM	4 NM	FAF
LNAV/VNAV	1170 (641)				Altitude (Height)	1080 (551)	1210 (681)	1525 (996)	1845 (1316)	2000 (1471)
LNAV	1080 (551)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1500 (971)				Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO
AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)

RNP RWY23

TABULAR DESCRIPTION

RNP RWY23

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	MASIO (IAF)	-	-	+0.95	-	-	@7000	-	-	RNP APCH
020	TF	NAKEE (IAF)	-	029°(028.07°)	+0.95	19.3	R	@4000	-	-	RNP APCH
030	TF	IRICA	-	066°(064.60°)	+0.95	19.5	R	@3000	-	-	RNP APCH
040	TF	LAMMO (IF)	-	136°(135.02°)	+0.95	7.0	-	@2500	-230	-	RNP APCH
010	IF	NAKEE (IAF)	-	-	+0.95	-	-	@4000	-	-	RNP APCH
020	TF	IRICA	-	066°(064.60°)	+0.95	19.5	R	@3000	-	-	RNP APCH
030	TF	LAMMO (IF)	-	136°(135.02°)	+0.95	7.0	-	@2500	-230	-	RNP APCH
010	IF	VANON (IAF)	-	-	+0.95	-	-	@4000	-	-	RNP APCH
020	TF	LAMMO (IF)	-	270°(269.32°)	+0.95	10.2	-	@2500	-230	-	RNP APCH
010	IF	LAMMO (IF)	-	-	+0.95	-	-	@2500	-230	-	RNP APCH
020	TF	UI232 (FAF)	-	226°(225.03°)	+0.95	4.4	-	@2000	-	-	RNP APCH
030	TF	UI231 (MAPt)	Y	226°(225.03°)	+0.95	3.7	L	@830	-	-3.0/50	RNP APCH
040	DF	LAMMO (IF)	-	-	+0.95	-	-	+ 2500	-200	-	RNP APCH
050	HM	LAMMO (IF)	Y	226°(225.03°)	+0.95	1 minute	R	+ 2500	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY23

Waypoint Identifier	Coordinates	
MASIO	16° 58' 01.07" N	103° 41' 06.91" E
NAKEE	17° 15' 05.96" N	103° 50' 35.93" E
IRICA	17° 23' 29.74" N	104° 09' 02.67" E
VANON	17° 18' 38.93" N	104° 24' 52.65" E
LAMMO	17° 18' 31.38" N	104° 14' 12.98" E
UI232	17° 15' 24.07" N	104° 10' 57.76" E
UI231 (MAPt)	17° 12' 46.51" N	104° 08' 13.70" E
THR 23	17° 12' 12.45" N	104° 07' 38.22" E

VTPO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPO - SUKHOTHAI / SUKHOTHAI AIRPORT

VTPO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	171415.6774N 0994905.9969E 1050 m From THR 18
2	Direction and distance from (city)	27 km From Sukhothai
3	Elevation/Reference temperature	55.829m (183.166ft) / 33.3°C
4	Geoid Undulation at AD ELEV PSN	-37.351 (-122.543ft)
5	MAG VAR/Annual change	0°53' W (2025) / 0°2' E /year
6	AD Administration, address, telephone, telefax, telex, AFS	Sukhothai Airport Bangkok Airways Public Company Limited 99 Mu 4 Klongkrajong, Swankhalok District Sukhothai Thailand 64110 Tel: +665 564 7225-6 Fax: +665 564 7221 E-mail: thsairport@bangkokair.com Website: http://www.sukhothaiairport.com AFS: VTPOYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Bangkok Airways Public Company Limited

VTPO AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1300
2	Customs and immigration	Customs: Available Immigration: Available (on request)
3	Health and sanitation	Quarantine available (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	Available within AD hours
9	Handling	Available within AD hours
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTPO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1 and AVGAS
3	Fuelling facilities/capacity	Bangkok Aviation Fuel Service Public Co., Ltd. (BAFS) JET A-1 Storage Tank: 1 Tank @ 25,000 L 1 Refueller Truck @ 8,000 L AVGAS 100LL Storage Tank: 1 Tank @ 2,000 L 1 Refueller Truck @ 5,000 L 1 Trailer @ 1,600 L a. Regional Airport Manager E-mail: teerakan@bafs.co.th Tel. +668 9134 5690 b. Sukhothai Airport Station E-mail: prirat@bafsservices.co.th Tel. +668 9906 7885
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Sukhothai Airport has provided ground handling agents as the following: 1. Bangkok Airways Ground Services Co., Ltd. (PGGS) E-mail: phuwanai@pg-gs.com Tel: +668 1065 8400 2. BAGS Ground Services Co., Ltd E-mail: ths-stationmanager@bagsgroundservices.com Tel: +668 7171 9089

VTPO AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD
2	Restaurants	At AD
3	Transportation	Public Transportation, Limousines and Car Rentals
4	Medical facilities	First aid at airport
5	Bank and Post Office	Available in town
6	Tourist Office	Tourism Authority of Thailand (Office in Town) Tel: +665 5616 228-9 Fax: +665 5616 228 Email: tatsukho@tat.or.th Tourist Assistance Center - TAC Sukhothai Email: tacsukhothai@gmail.com
7	Remarks	NIL

VTPO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTPO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL

Type of aid, MAG/VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC RWY36 ILS CAT I	ISKT	109.5 MHZ	H24	171458.01N 0994906.83E		LOC: Designated Operation coverage 18 NM, ALT 6500 FT/AMSL.
GP		332.6 MHZ	H24	171351.07N 0994902.08E		
DME	ISKT	CH32X (109.5 MHZ)	H24	171457.85N 0994909.24E	175.79 FT	DME: Paired with LOC Freq

VTPO AD 2.20 LOCAL AERODROME REGULATIONS

1. Establishment of significance reporting point for inbound and outbound route within Sukhothai TMA are as follows:

NAME	CO-ORDINATES	BEARING /DISTANCE FM THS (NDB)
TOPAS	172916.19N 0992358.16E	BRG 302 / 28NM
SARIM	173029.97N 0994737.09E	BRG 355 / 16 NM
KIMLET	164927.60N 0994429.32E	BRG 190 / 25 NM

2. In order to facilitates all IFR aircraft to / from Sukhothai airport arrival / departure preference routes are established at Sukhothai airport as follows:

Inbound to Sukhothai Airport

– Bangkok to Sukhothai

The flight plan route: BKK(DVOR/DME)-W9-PSL(DVOR/DME) –DCT-THS(NDB).

– Chiang Mai to Sukhothai

The flight plan route: CMA (DVOR/DME)-W9-SARIM(173029.97N0994737.09E)-DCT-THS(NDB)

Outbound from Sukhothai Airport

– Sukhothai to Bangkok

The flight plan route: THS (NDB)-DCT-KIMET(164927.60N0994429.23E)-DCT-BEKOD-A464-BKK(DVOR/DME).

– Sukhothai to Chiang Mai

The flight plan route: THS(NDB)-DCT-TOPAS(172916.19N0992358.16E)-A464-CMA(DVOR/DME).

3. Due to temporary area at the right side of the threshold runway 36, the aircraft extremely caution while landing.

VTPO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPO AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN SUKHOTHAI 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)

VTPO AD 2.23 ADDITIONAL INFORMATION

NIL

VTPO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

17° 14' 16" N
099° 49' 06" E

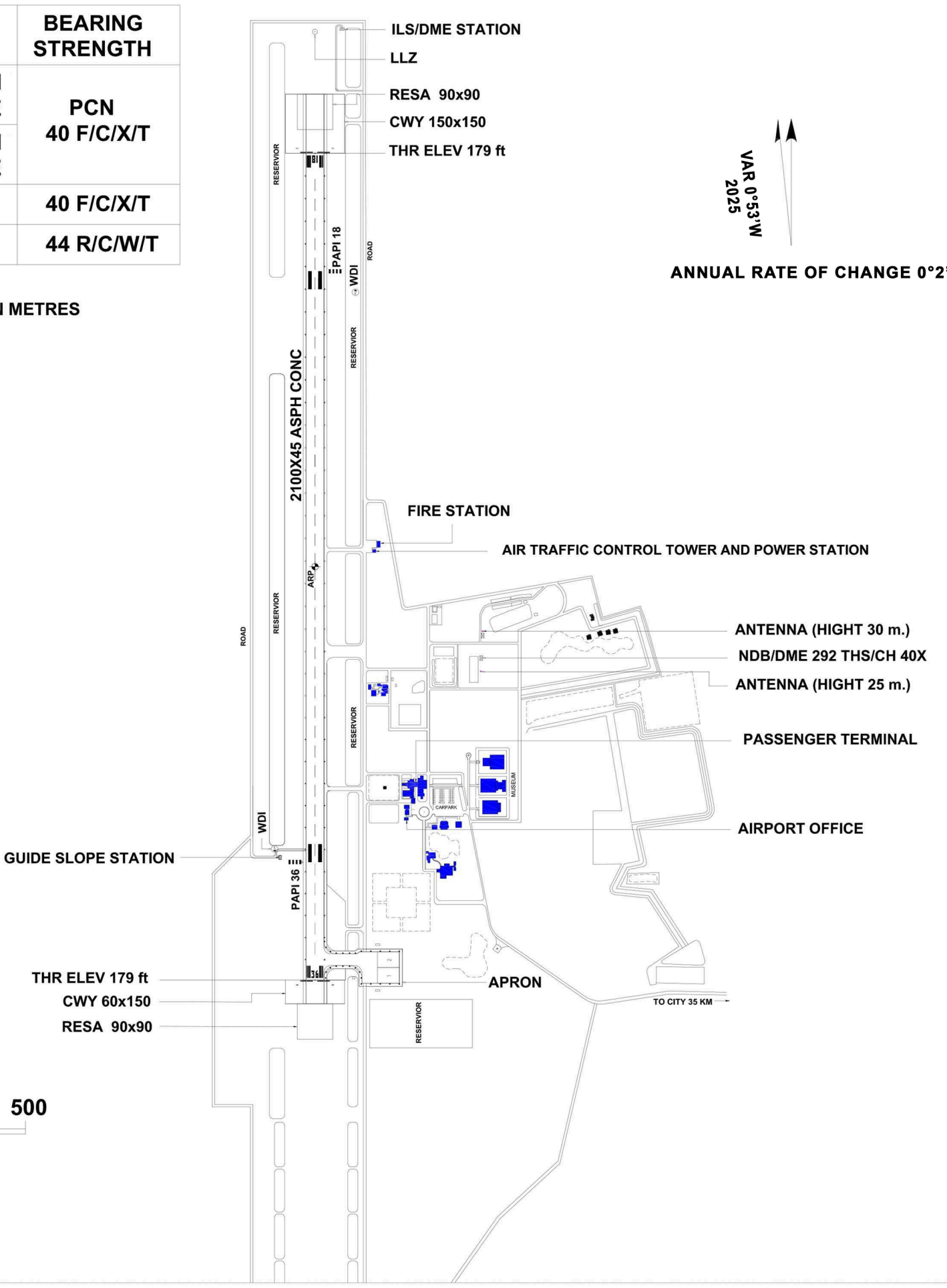
ELEV 179 ft
54.50 m

TWR 118.7

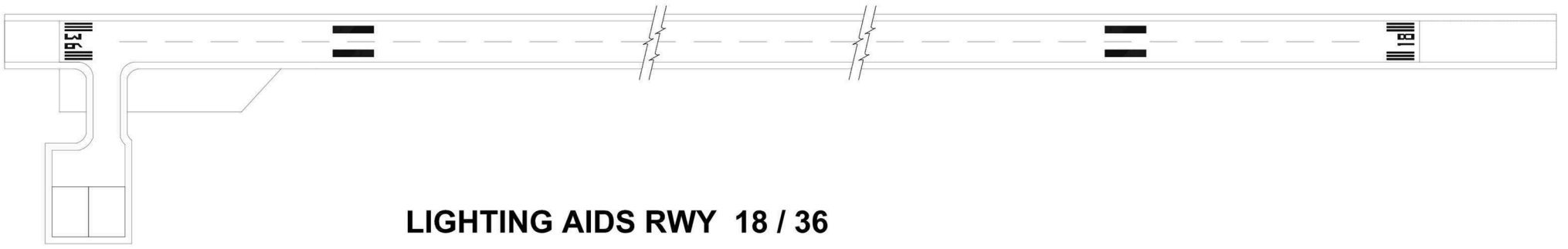
SUKHOTHAI / Sukhothai

RWY	DIRECTION	THR	BEARING STRENGTH
18	181°	17°14'50" N 99°49'07" E	PCN 40 F/C/X/T
36	001°	17°13'42" N 99°49'05" E	
TAXIWAY			40 F/C/X/T
APRON			44 R/C/W/T

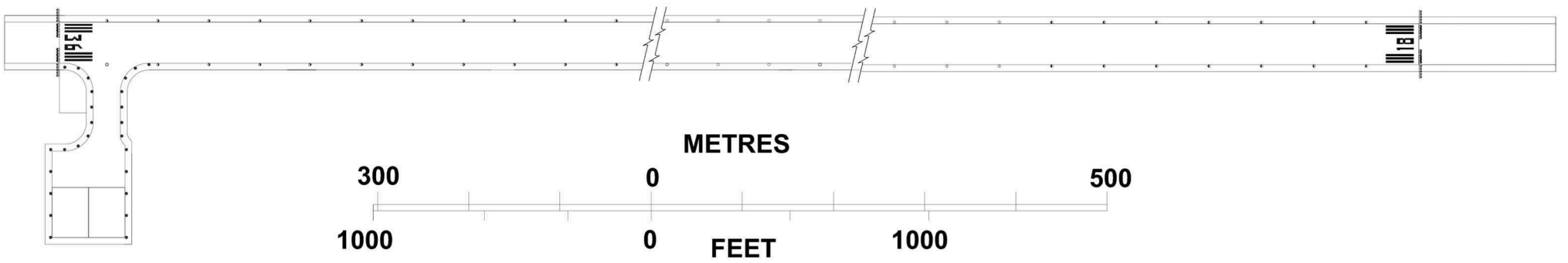
ELEVATION IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



MARKING AIDS RWY 18 / 36



LIGHTING AIDS RWY 18 / 36



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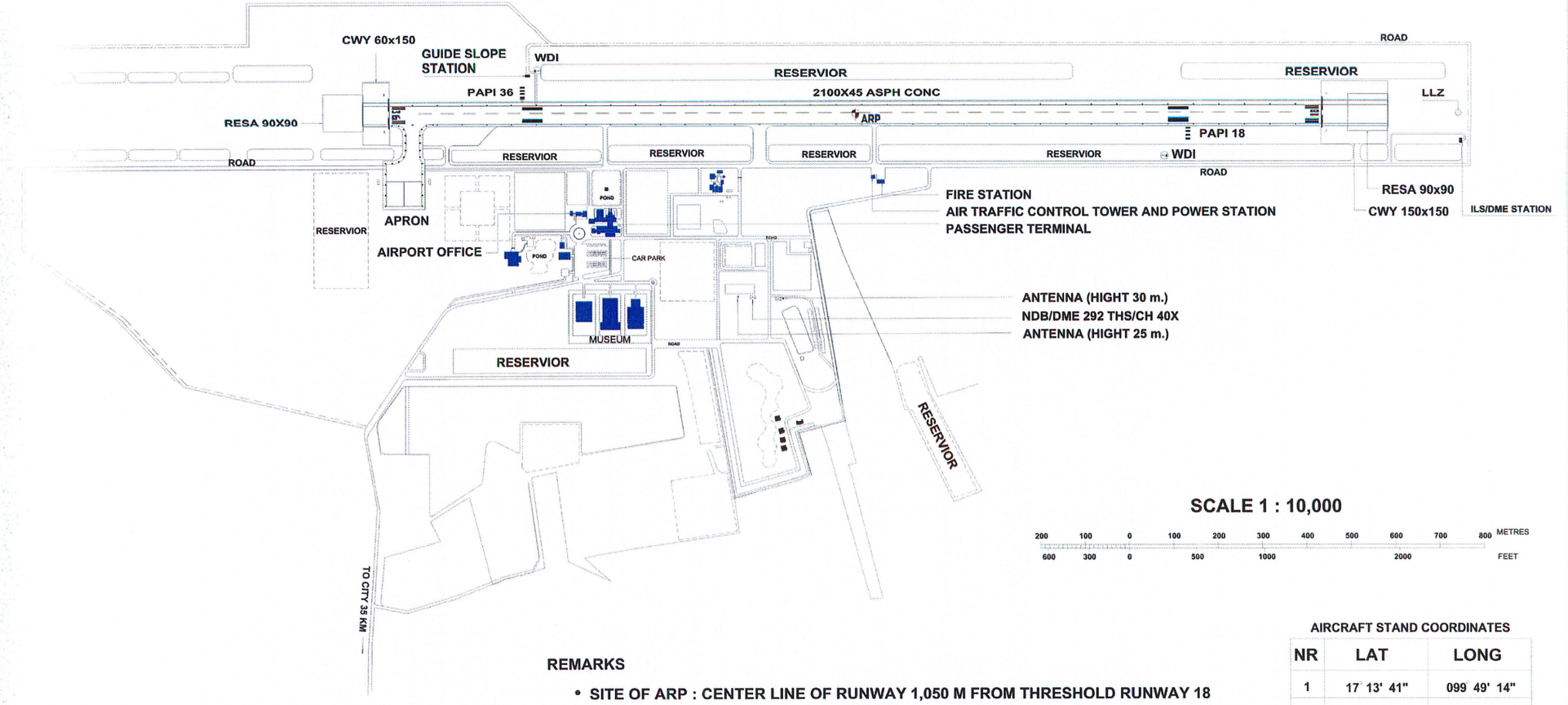
Aerodrome Ground Movement Chart - ICAO

SUKHOTHAI / Sukhothai

DIMENSIONS IN METRES

N

MAG VAR 0°53'W (2025)
ANNUAL RATE OF CHANGE 0°2' E
AERODROME ELEVATION 179 FT (54.5 M)



AIRCRAFT STAND COORDINATES

NR	LAT	LONG
1	17° 13' 41"	099 49' 14"
2	17 13' 43"	099 49' 14"

REMARKS

- SITE OF ARP : CENTER LINE OF RUNWAY 1,050 M FROM THRESHOLD RUNWAY 18
- RUNWAY : SURFACE AND STRENGTH : ASPHALT : PCN 40/F/C/X/T

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

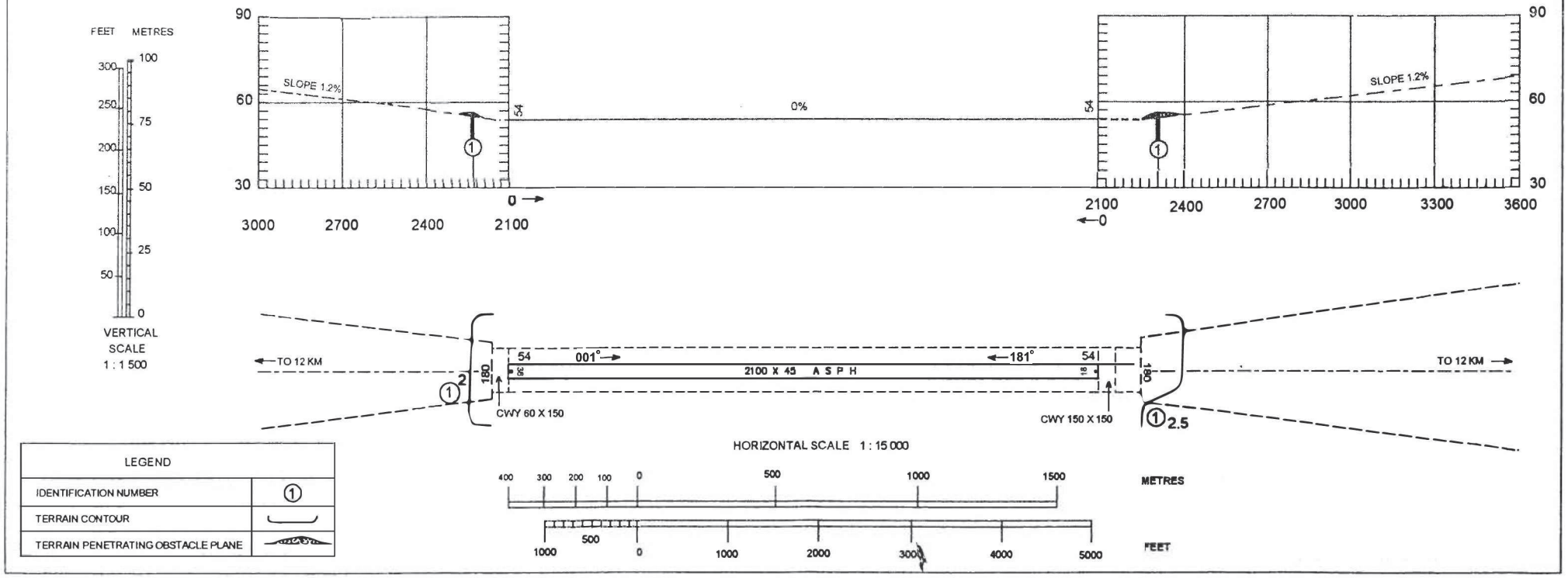
SUKHOTHAI / Sukhothai Airport

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 0°53' W (2025)

RWY 18 / 36

DECLARED DISTANCES		
RWY 36		RWY 18
2100	TAKE-OFF RUN AVAILABLE	2100
2250	TAKE-OFF DISTANCE AVAILABLE	2160
2100	ACCELERATE STOP DISTANCE AVAILABLE	2100
2100	LANDING DISTANCE AVAILABLE	2100



LEGEND	
IDENTIFICATION NUMBER	①
TERRAIN CONTOUR	
TERRAIN PENETRATING OBSTACLE PLANE	

CHANGE : PAGE NUMBER CHANGED.

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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 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°37' W(2025)/0°2' E/year
6	AD Administration, address, telephone, telefax, telex, AFS	Trat Airport Bangkok Airways Public Company Limited 99 Moo 3 Tambon Tasom Khao Saming District Trat Thailand 23150 Tel: +663 952 5777 E-mail: tdxairport@bangkokair.com Website: www.tratairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Bangkok Airways Public Company Limited

VTBO AD 2.3 OPERATIONAL HOURS

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

VTBO AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

VTBO AD 2.5 PASSENGER FACILITIES

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

VTBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	AVBL at Fire Fighting Truck (Foam 570 L., Water 5700 L.) and Water Truck 15000 L.
3	Capability for removal of disabled aircraft	Available up to ATR72
4	Remarks	No removal equipment available at airport. For removal of disabled aircraft by contracted external resource, please contact aerodrome coordinator: - Airport Manager 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		3
RWY/Area affected	**Obstacle type Elevation Markings/LGT**	**Coordinates**	**Obstacle type Elevation Markings/LGT**	**Coordinates**	
a	**b**	**c**	**a**	**b**	
NIL			Hill 210 m (690 ft) Hill 206 m (676 ft) Hill 102.46 m (340 ft)	121608N 1021805E 121533N 1021909E 121601N 1021845E	NIL

VTBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

VTBO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

VTBO AD 2.13 DECLARED DISTANCES

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

VTBO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	NIL	Green	PAPI LEFT 4°	NIL	NIL	1800 m, 60 m White; FM 1200 m - 1800 m Yellow; LIH	Red	NIL	NIL
23	NIL	Green	PAPI LEFT 3°	NIL	NIL	1800 m, 60 m White; FM 1200 m - 1800 m Yellow; LIH	Red	NIL	NIL

VTBO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of Control Tower. FLG WG EV 3 SEC, HR of OPS as ATS OPR HR

2	LDI location and LGT Anemometer location and LGT	1 WDI Left side, 315 m from THR RWY 23 and 92 m from RCL, illuminated 1 WDI right side, 619 m from THR RWY 23 and 88 m from RCL, illuminated
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL), STBY power switch-overtime 15 SEC
5	Remarks	NIL

VTBO AD 2.16 HELICOPTER LANDING AREA

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

VTBO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A Circle of 5 nm radius centred on Trat NDB (121628.1N 1021850.1E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Trat Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTBO AD 2.18 ATS COMMUNICATION FACILITIES

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

VTBO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	TRT	384 KHz	H24	121628.1N 1021850.1E	24 m from ground	NDB restriction, due to mountainous terrain surround NDB station, coverage check does not provide adequate signal clockwise 50 nm orbit at altitude in various areas as follows: - Bearing 001º-145º unable to performed due to border limited. - Bearing 146º-320º altitude should not below 5 000 ft - Bearing 321º-360º altitude should not below 8 000 ft
DME	TRT	Tx. 997 MHz Rx.1060 MHz CH36X (109.9 MHz)	H24	121635.2N 1021908.9E	15 m from ground	DME restriction, due to mountainous terrain surround DME station, coverage check does not provide adequate signal clockwise orbit at required altitude and distance in various areas as follows: 1. 25 nm orbit - Radial 006º-020º altitude should not below 2 000 ft - Radial 121º-150º altitude should not below 14 000 ft - Radial 151º-190º altitude should not below 10 000 ft - Radial 191º-005º altitude should not below 7 000 ft 2. 20 nm orbit (Due to border limited) - Radial 021º-090º altitude should not below 2 000 ft - Radial 091º-120º altitude should not below 5 000 ft

VTBO AD 2.20 LOCAL AERODROME REGULATIONS

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

VTBO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTBO AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

- meteorological conditions in the direction of take-off and the following climb-out shall enable visual reference to terrain up to Minimum Sector Altitude (MSA) or Minimum Flight Altitude (MFA) stated in ATC clearance,

- the pilot shall be responsible for obstacle clearance until such specified altitude,
- the pilot prior to take-off shall agree to execute this procedure,
- the ATC clearance shall be readback,

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 05:

TRAT OMNI 05 Departure: Required climb gradient 201 ft per NM (3.3%) until 4,100 ft.

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

No turn before DER.
After departure climb straight ahead until 1,200 ft (or altitude assigned by ATC between 1,200 ft - 3,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTBO AD 2.23 ADDITIONAL INFORMATION

NIL

VTBO AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

12°16'31"N
102°19'12"E

ELEV 82 ft
(25 m.)

APP 120.25
TWR 122.9

TRAT (Khao Sming) / TRAT AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
05	52°	12°16'13" N 102°18'48" E	PCR 420 F/B/X/T ASPH/CONC
23	232°	12°16'49" N 102°19'35" E	

ELEVATION IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC

ANNUAL RATE OF CHANGE 0°2'E

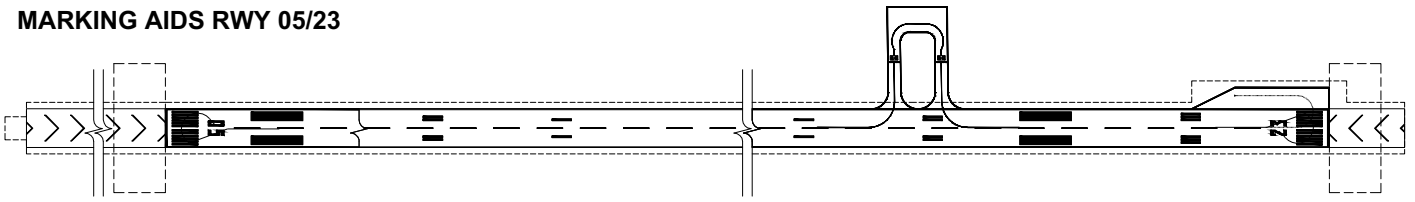
LEGEND	
BUILDING OR LARGE STRUCTURE	

REMARK / ALL HEIGHTS REF MSL COORINATES ARE WGS 84

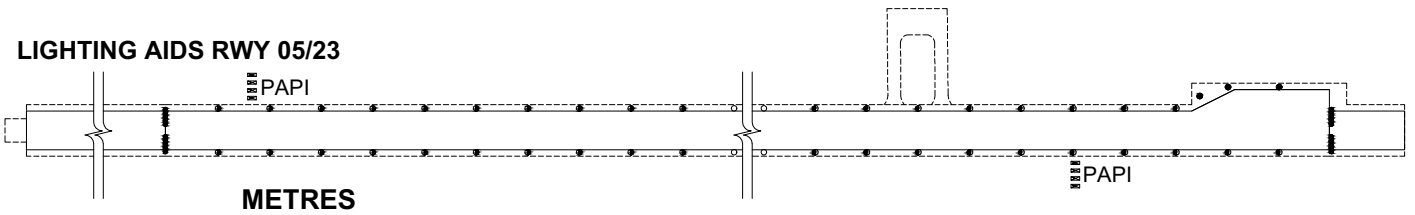
METRES
300 0 500
1000 600 300 0 500 1000 1500
FEET

SCALE 1:11,000

MARKING AIDS RWY 05/23



LIGHTING AIDS RWY 05/23



METRES
300 0 500
1000 600 300 0 500 1000 1500
FEET

SCALE 1:9,000

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VTUU AD 2.24 CHARTS RELATED TO AN AERODROME

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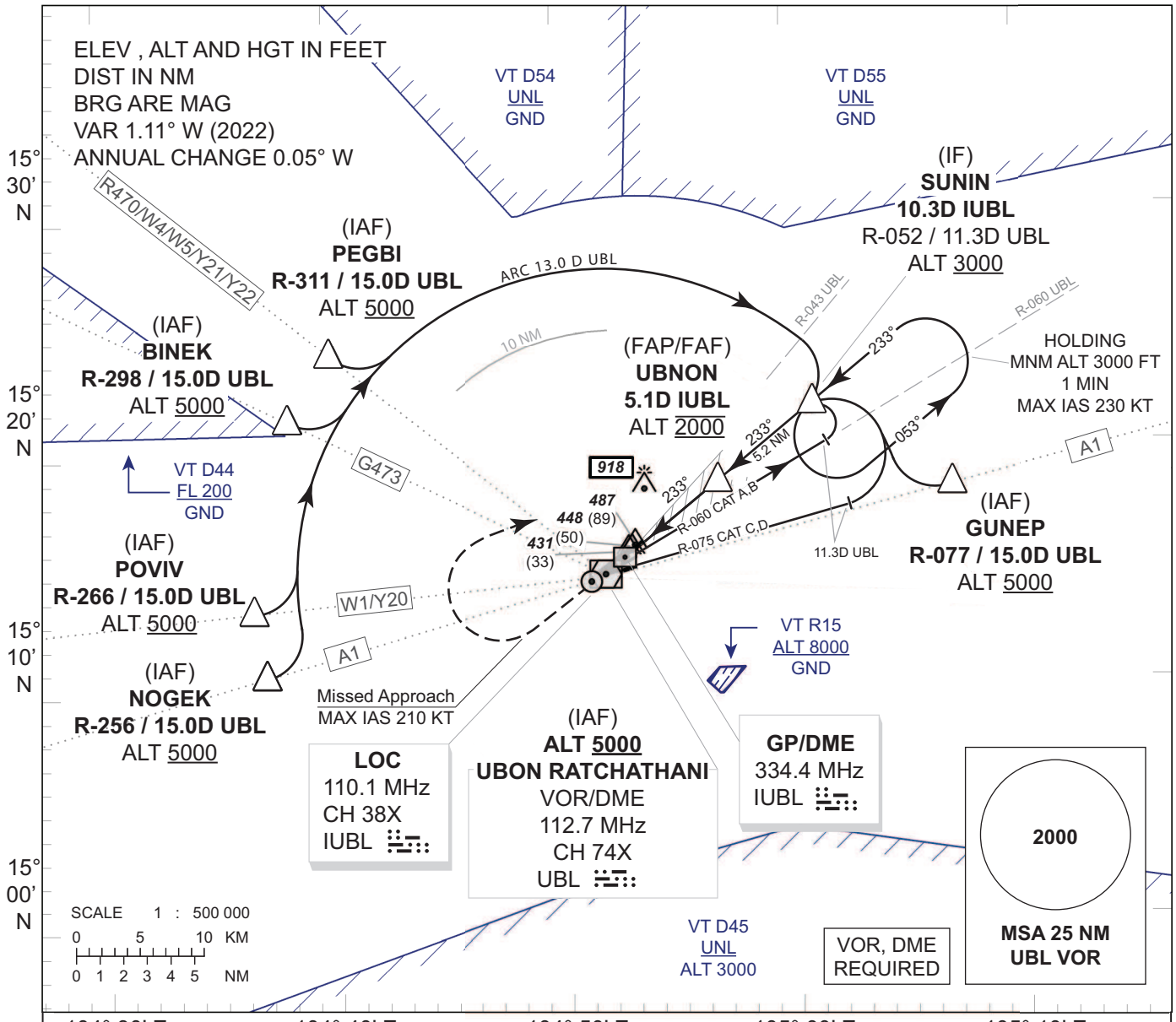
INSTRUMENT APPROACH CHART - ICAO

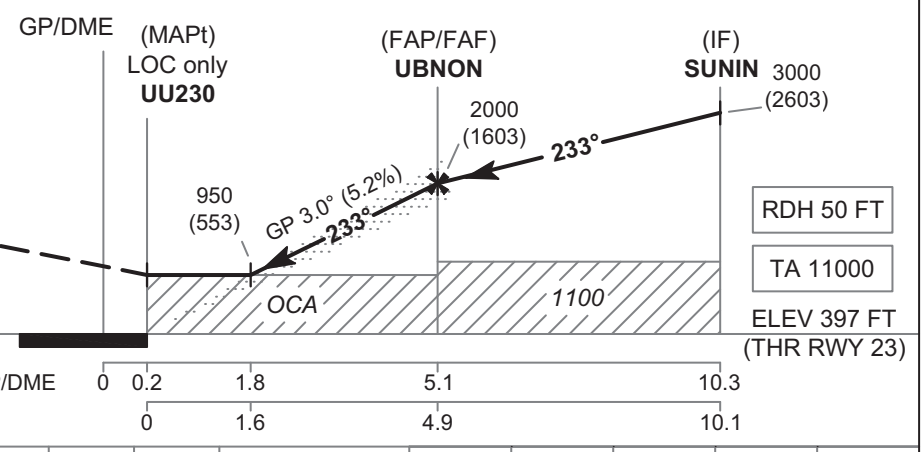
AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

APP : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2

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



MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 210 KT until after turn.
Climb straight ahead to 1500 FT,
then turn right to intercept outbound
R-052 UBL VOR and
proceed to SUNIN
at minimum 3000 FT
and hold or as directed by ATC.



OCA/H		A	B	C	D
Straight - in Approach	CAT I	650 (253)			
LOC only		950 (553)			
Circling (OCH AAL)		1400 (989)			

Distance (IUBL)	1.8 D	2 D	3 D	4 D	FAF
Altitude (Height)	950 (553)	1015 (618)	1330 (933)	1645 (1248)	2000 (1603)

Ground speed	knot	70	90	100	120	140	160
Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

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

Fix / Point		Coordinates	
(IAF) PEGBI	R-311 / 15.0D UBL	15° 24' 18.31" N	104° 39' 59.24" E
(IAF) BINEK	R-298 / 15.0D UBL	15° 21' 31.40" N	104° 38' 06.75" E
(IAF) POVIV	R-266 / 15.0D UBL	15° 13' 26.61" N	104° 36' 29.71" E
(IAF) NOGEK	R-256 / 15.0D UBL	15° 10' 44.34" N	104° 36' 59.46" E
(IAF) GUNEP	R-077 / 15.0D UBL	15° 18' 18.14" N	105° 07' 01.54" E
(IF) SUNIN	10.3D IUBL	15° 21' 54.45" N	105° 01' 03.74" E
(FAP/FAF) UBNON	5.1D IUBL	15° 18' 38.04" N	104° 56' 49.18" E
(MAPt) UU230	0.2D IUBL	15° 15' 34.99" N	104° 52' 52.24" E
LOC	IUBL	15° 14' 24.09" N	104° 51' 20.50" E
GP/DME	IUBL	15° 15' 26.05" N	104° 52' 47.24" E
(IAF) VOR	UBL	15° 14' 42.68" N	104° 51' 57.24" E

CHANGE : NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

APP : 123.5, 257.8
TWR : 119.9, 274.5
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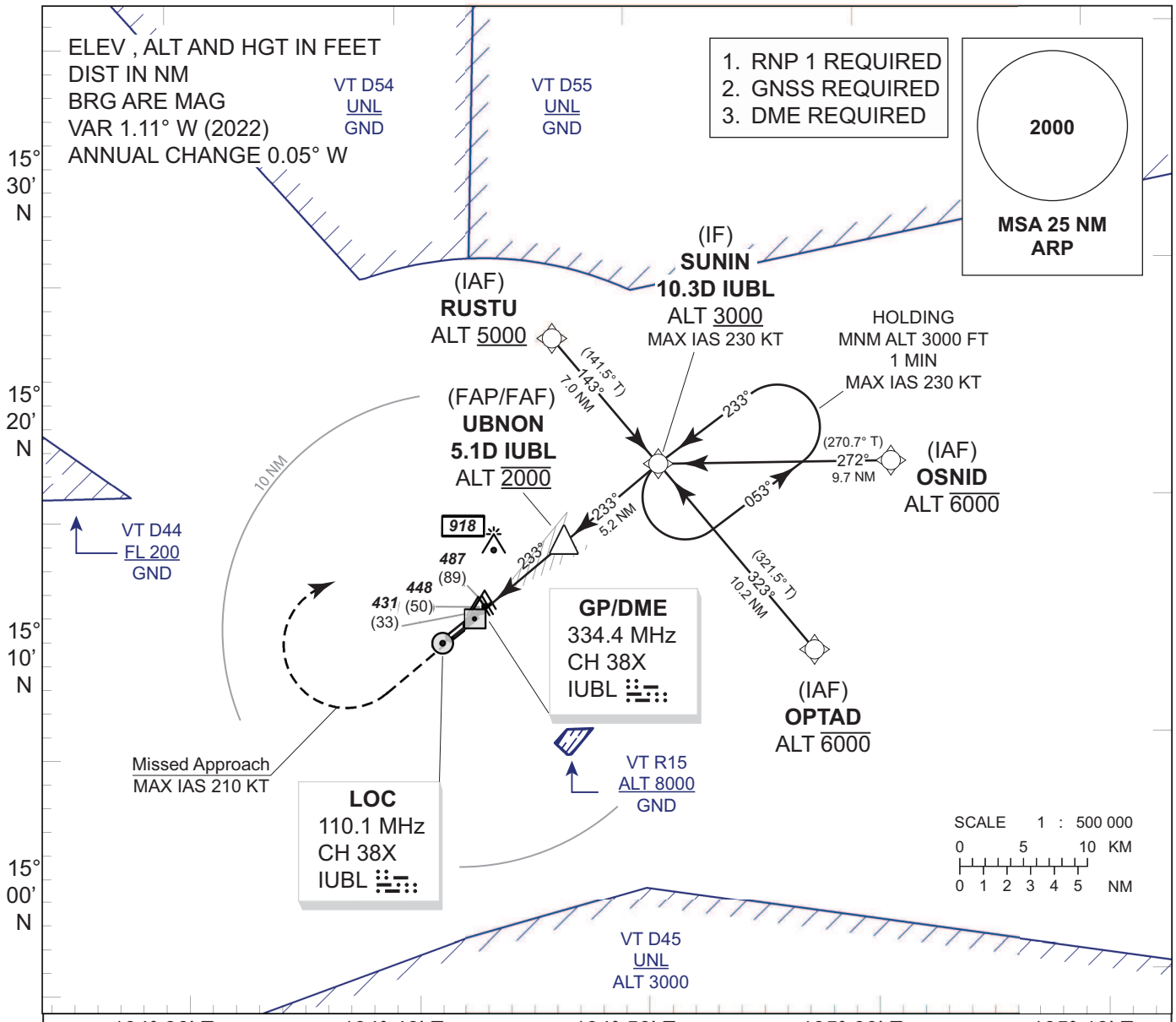
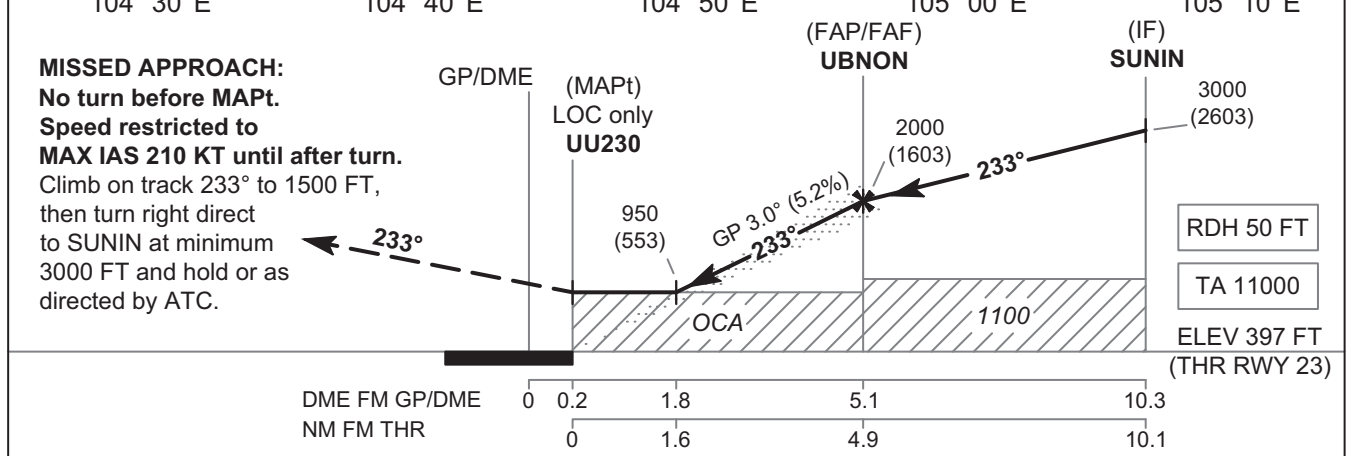
UBON RATCHATHANI / Ubon Ratchathani (VTUU)
ILS or LOC z RWY23





OCA/H		A	B	C	D
Straight - in Approach	CAT I	650 (253)			
LOC only		950 (553)			
Circling (OCH AAL)		1400 (989)			

Distance (IUBL)	1.8 D	2 D	3 D	4 D	FAF
Altitude (Height)	950 (553)	1015 (618)	1330 (933)	1645 (1248)	2000 (1603)

Ground speed	knot	70	90	100	120	140	160
Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

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

TABULAR DESCRIPTION

ILS or LOC z RWY23											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M(°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ RDH**	**Navigation Specification**
010	IF	(IAF) RUSTU	-	-	+1.2	-	-	+5000	-	-	RNP 1
020	TF	(IF) SUNIN	-	143°(141.5°)	+1.2	7.0	-	+3000	-230	-	RNP 1
010	IF	(IAF) OSNID	-	-	+1.2	-	-	-6000	-	-	RNP 1
020	TF	(IF) SUNIN	-	272°(270.7°)	+1.2	9.7	-	+3000	-230	-	RNP 1
010	IF	(IAF) OPTAD	-	-	+1.2	-	-	-6000	-	-	RNP 1
020	TF	(IF) SUNIN	-	323°(321.5°)	+1.2	10.2	-	+3000	-230	-	RNP 1
010	IF	(IF) SUNIN	-	-	+1.2	-	-	+3000	-230	-	RNP 1
TRANSITION TO ILS or LOC											
020	TF	(FAP/FAF) UBNON	-	233°(231.5°)	+1.2	5.2	-	@2000	-	-	ILS
030	TF	(MAPt @THR23) UU230	Y	233°(231.5°)	+1.2	4.9	-	@447	-	-3.0/50	ILS
040	CA	-	-	233°(231.5°)	+1.2	-	-	+1500	-	-	RNP 1
050	DF	(IF) SUNIN	-	-	+1.2	-	R	+3000	-210	-	RNP 1
060	HM	(IF) SUNIN	Y	233°(231.5°)	+1.2	1 minute	L	+3000	-230	-	RNP 1

WAYPOINT LIST

ILS or LOC z RWY23	
Waypoint Identifier	**Coordinates**
OPTAD	15° 13' 51.60" N 105° 07' 38.89" E
OSNID	15° 21' 47.03" N 105° 11' 07.67" E
RUSTU	15° 27' 24.60" N 104° 56' 33.17" E
SUNIN	15° 21' 54.45" N 105° 01' 03.74" E
UBNON	15° 18' 38.04" N 104° 56' 49.18" E
UU230	15° 15' 34.99" N 104° 52' 52.24" E

CHANGE : NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

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

Fix / Point		Coordinates	
(IF) SUNIN	10.3D IUBL	15° 21' 54.45" N	105° 01' 03.74" E
(FAP/FAF) UBNON	5.1D IUBL	15° 18' 38.04" N	104° 56' 49.18" E
(MAPt) UU230	0.2D IUBL	15° 15' 34.99" N	104° 52' 52.24" E
LOC	IUBL	15° 14' 24.09" N	104° 51' 20.50" E
GP/DME	IUBL	15° 15' 26.05" N	104° 52' 47.24" E

CHANGE : NEW CHART.

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